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AIRAC AMDT 001/2026

Effective Date: **22 Jan 2026**

1. Amendment content:

GEN
GEN 0.2 Information updated
GEN 0.4 Information updated
GEN 1.7 Information updated
GEN 2.5 ZHEZKAZGAN NDB ZN and ZKN radio beacons withdrawn
GEN 3.4 Standby frequencies updated
GEN 4.1 Aerodrome charges for Astana aerodrome updated

ENR
ENR 3.2 Lower limits of ATS routes updated
ENR 6 Changes in aeronautical chartss

AD
AD 1.5 Aerodrome certification dates updated
UATE AD 2.6, AD 2.7, AD 2.8, AD 2.20 Information updated
UATT AD 2.14, AD 2.15 Information updated
UACC AD 2.3 Information updated
UATG AD 2.8, AD 2.14 Information updated
UAIK AD 2.2, AD 2.3, AD 2.4, AD 2.6, AD 2.7, AD 2.12, AD 2.14, AD 2.15, AD 2.20, AD 2.25 Information updated
UAKD AD 2.8 Information updated - AD 2.19 ZHEZKAZGAN NDB ZN and ZKN radio beacons withdrawn
UAKK AD 2.22 Information updated
UASS AD 2.3, AD 2.8, AD 2.22 Information updated
UADD AD 2.2, AD 2.3, AD 2.4, AD 2.6, AD 2.7, AD 2.14 Information updated - AD 2.19 Category of the ILS updated - AD 2.20 Information updated
UAIT AD 2.7, AD 2.12 Information updated - AD 2.16 Helicopter landing area added
UAAL AD 2.19 Information updated
UAII AD 2.7, AD 2.8, AD 2.20, AD 2.22 Information updated
AD 2.24 Changes in aeronautical charts

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

4. This AIP amendment incorporates information contained in the following publications:

NOTAM series K:
K2494/25, K2565/25, K2566/25, K2766/25, K2943/25, K2987/25

NOTAM series A:
A6132/25, A6317/25, A6353/25, A6612/25

NOTAM series C:
C6296/25, C6312/25, C6785/25, C7128/25, C7230/25, C7231/25, C7637/25, C7790/25, C7791/25
NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 06 FEB 2025

SUP:
Nil

AIC:
Nil

5. Insert / remove the pages as shown in list on the next page:

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	22 JAN 2026	GEN 0.2 - 1/2	23 FEB 2023
GEN 0.4 - 1/2	22 JAN 2026	GEN 0.4 - 1/2	27 NOV 2025
GEN 0.4 - 3/4	22 JAN 2026	GEN 0.4 - 3/4	27 NOV 2025
GEN 0.4 - 5/6	22 JAN 2026	GEN 0.4 - 5/6	27 NOV 2025
GEN 0.4 - 7/8	22 JAN 2026	GEN 0.4 - 7/8	27 NOV 2025
GEN 0.4 - 9/10	22 JAN 2026	GEN 0.4 - 9/10	27 NOV 2025
GEN 1.7 - 9/10	22 JAN 2026	GEN 1.7 - 9/10	05 OCT 2023
GEN 2.5 - 3/4	22 JAN 2026	GEN 2.5 - 3/4	10 JUL 2025
GEN 3.4 - 1/2	22 JAN 2026	GEN 3.4 - 1/2	16 MAY 2024
GEN 4.1 - 1/2	22 JAN 2026	GEN 4.1 - 1/2	26 JAN 2023
ENR 3.2 1 - 17/18	22 JAN 2026	ENR 3.2 1 - 17/18	27 NOV 2025
ENR 3.2 1 - 25/26	22 JAN 2026	ENR 3.2 1 - 25/26	27 NOV 2025
ENR 3.2 1 - 31/32	22 JAN 2026	ENR 3.2 1 - 31/32	27 NOV 2025
ENR 3.2 2 - 25/26	22 JAN 2026	ENR 3.2 2 - 25/26	27 NOV 2025
ENR 3.2 2 - 35/36	22 JAN 2026	ENR 3.2 2 - 35/36	27 NOV 2025
ENR 3.2 3 - 17/18	22 JAN 2026	ENR 3.2 3 - 17/18	30 OCT 2025
ENR 3.2 3 - 31/32	22 JAN 2026	ENR 3.2 3 - 31/32	30 OCT 2025
ENR 3.2 3 - 35/36	22 JAN 2026	ENR 3.2 3 - 35/36	30 OCT 2025
ENR 3.2 4 - 1/2	22 JAN 2026	ENR 3.2 4 - 1/2	04 SEP 2025
ENR 3.2 4 - 5/6	22 JAN 2026	ENR 3.2 4 - 5/6	04 SEP 2025
ENR 3.2 7 - 13/14	22 JAN 2026	ENR 3.2 7 - 13/14	04 SEP 2025
ENR 3.2 7 - 15/16	22 JAN 2026	ENR 3.2 7 - 15/16	04 SEP 2025
ENR 3.2 7 - 17/18	22 JAN 2026	ENR 3.2 7 - 17/18	04 SEP 2025
ENR 3.2 7 - 29/30	22 JAN 2026	ENR 3.2 7 - 29/30	04 SEP 2025
ENR 3.2 7 - 31/32	22 JAN 2026	ENR 3.2 7 - 31/32	04 SEP 2025
ENR 6.1 1 - 1/2	22 JAN 2026	ENR 6.1 1 - 1/2	30 OCT 2025
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AD 2 UATE - 1/2	22 JAN 2026	AD 2 UATE - 1/2	12 JUN 2025
AD 2 UATE - 3/4	22 JAN 2026	AD 2 UATE - 3/4	30 OCT 2025
AD 2 UATE - 7/8	22 JAN 2026	AD 2 UATE - 7/8	30 OCT 2025
AD 2 UATE - 9/10	22 JAN 2026	AD 2 UATE - 9/10	30 OCT 2025
AD 2 UATE - 11/12	22 JAN 2026	AD 2 UATE - 11/12	30 OCT 2025
AD 2 UATE - 13/14	22 JAN 2026	AD 2 UATE - 13/14	30 OCT 2025
AD 2 UATE ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UATE ADC 2 24 3 - 1/2	05 OCT 2023
AD 2 UATE ADC 2 24 11 1 - 1/2	22 JAN 2026	AD 2 UATE ADC 2 24 11 1 - 1/2	27 NOV 2025
AD 2 UATT - 5/6	22 JAN 2026	AD 2 UATT - 5/6	27 NOV 2025
AD 2 UATT ADC 2 24 1 - 1/2	22 JAN 2026	AD 2 UATT ADC 2 24 1 - 1/2	27 NOV 2025
AD 2 UAAA ADC 2 24 9 7 - 1/2	22 JAN 2026	AD 2 UAAA ADC 2 24 9 7 - 1/2	11 JUL 2024
AD 2 UACC - 1/2	22 JAN 2026	AD 2 UACC - 1/2	31 OCT 2024
AD 2 UACC ADC 2 24 1 - 1/2	22 JAN 2026	AD 2 UACC ADC 2 24 1 - 1/2	30 OCT 2025
AD 2 UACC ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UACC ADC 2 24 3 - 1/2	27 NOV 2025
AD 2 UATG - 3/4	22 JAN 2026	AD 2 UATG - 3/4	23 JAN 2025
AD 2 UATG - 5/6	22 JAN 2026	AD 2 UATG - 5/6	12 JUN 2025
AD 2 UATG ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UATG ADC 2 24 3 - 1/2	30 NOV 2023
AD 2 UAAH ADC 2 24 11 4 - 1/2	22 JAN 2026	AD 2 UAAH ADC 2 24 11 4 - 1/2	27 NOV 2025
AD 2 UAIK - 1/2	22 JAN 2026	AD 2 UAIK - 1/2	27 NOV 2025
AD 2 UAIK - 3/4	22 JAN 2026	AD 2 UAIK - 3/4	30 OCT 2025
AD 2 UAIK - 5/6	22 JAN 2026	AD 2 UAIK - 5/6	30 OCT 2025
AD 2 UAIK - 7/8	22 JAN 2026	AD 2 UAIK - 7/8	30 OCT 2025
AD 2 UAIK ADC 2 24 1 - 1/2	22 JAN 2026	AD 2 UAIK ADC 2 24 1 - 1/2	30 OCT 2025
AD 2 UAIK ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UAIK ADC 2 24 3 - 1/2	30 OCT 2025
AD 2 UAKK - 11/12	22 JAN 2026	AD 2 UAKK - 11/12	27 NOV 2025
AD 2 UAKK - 13/14	22 JAN 2026	AD 2 UAKK - 13/14	27 NOV 2025
AD 2 UAKK - 15/16	22 JAN 2026	AD 2 UAKK - 15/16	27 NOV 2025
AD 2 UAOO ADC 2 24 11 6 - 1/2	22 JAN 2026	AD 2 UAOO ADC 2 24 11 6 - 1/2	27 NOV 2025
AD 2 UASS - 1/2	22 JAN 2026	AD 2 UASS - 1/2	31 OCT 2024
AD 2 UASS - 3/4	22 JAN 2026	AD 2 UASS - 3/4	20 MAR 2025
AD 2 UASS - 7/8	22 JAN 2026	AD 2 UASS - 7/8	27 NOV 2025
AD 2 UASS - 9/10	22 JAN 2026	AD 2 UASS - 9/10	27 NOV 2025
AD 2 UASS - 11/12	22 JAN 2026	AD 2 UASS - 11/12	27 NOV 2025
AD 2 UASS ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UASS ADC 2 24 3 - 1/2	17 APR 2025
AD 2 UAII - 3/4	22 JAN 2026	AD 2 UAII - 3/4	20 MAR 2025
AD 2 UAII - 7/8	22 JAN 2026	AD 2 UAII - 7/8	04 SEP 2025
AD 2 UAII - 9/10	22 JAN 2026	AD 2 UAII - 9/10	04 SEP 2025
AD 2 UAII - 11/12	22 JAN 2026	AD 2 UAII - 11/12	27 NOV 2025
AD 2 UAII - 13/14	22 JAN 2026		
AD 2 UAII ADC 2 24 7 3 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 7 3 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 7 4 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 7 4 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 7 5 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 7 5 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 7 6 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 7 6 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 9 3 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 9 3 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 9 5 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 9 5 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 9 6 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 9 6 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 9 7 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 9 7 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 9 8 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 9 8 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 11 7 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 11 7 - 1/2	27 NOV 2025
AD 2 UAII ADC 2 24 11 8 - 1/2	22 JAN 2026	AD 2 UAII ADC 2 24 11 8 - 1/2	27 NOV 2025
AD 2 UADD - 1/2	22 JAN 2026	AD 2 UADD - 1/2	20 MAR 2025
AD 2 UADD - 3/4	22 JAN 2026	AD 2 UADD - 3/4	20 MAR 2025
AD 2 UADD - 5/6	22 JAN 2026	AD 2 UADD - 5/6	08 AUG 2024
AD 2 UADD - 7/8	22 JAN 2026	AD 2 UADD - 7/8	20 MAR 2025
AD 2 UADD - 9/10	22 JAN 2026	AD 2 UADD - 9/10	20 MAR 2025
AD 2 UADD - 11/12	22 JAN 2026	AD 2 UADD - 11/12	04 SEP 2025
AD 2 UADD ADC 2 24 1 - 1/2	22 JAN 2026	AD 2 UADD ADC 2 24 1 - 1/2	15 MAY 2025
AD 2 UADD ADC 2 24 3 - 1/2	22 JAN 2026	AD 2 UADD ADC 2 24 3 - 1/2	15 MAY 2025

Insert the following pages		Remove the following pages	
AD 2 UADD ADC 2 24 4 - 1/2	22 JAN 2026	AD 2 UADD ADC 2 24 4 - 1/2	30 OCT 2025
AD 2 UADD ADC 2 24 11 1 - 1/2	22 JAN 2026	AD 2 UADD ADC 2 24 11 1 - 1/2	04 SEP 2025
AD 2 UAIT - 1/2	22 JAN 2026	AD 2 UAIT - 1/2	31 OCT 2024
AD 2 UAIT - 3/4	22 JAN 2026	AD 2 UAIT - 3/4	31 OCT 2024
AD 2 UAIT - 5/6	22 JAN 2026	AD 2 UAIT - 5/6	15 MAY 2025
AD 2 UAIT - 7/8	22 JAN 2026	AD 2 UAIT - 7/8	15 MAY 2025
AD 2 UAIT - 9/10	22 JAN 2026	AD 2 UAIT - 9/10	15 MAY 2025
AD 2 UAIT - 11/12	22 JAN 2026	AD 2 UAIT - 11/12	27 NOV 2025
AD 2 UASU ADC 2 24 7 4 - 1/2	22 JAN 2026	AD 2 UASU ADC 2 24 7 4 - 1/2	27 NOV 2025
AD 2 UAAL - 5/6	22 JAN 2026	AD 2 UAAL - 5/6	27 NOV 2025
AD 2 UAKD - 3/4	22 JAN 2026	AD 2 UAKD - 3/4	20 MAR 2025
AD 2 UAKD - 5/6	22 JAN 2026	AD 2 UAKD - 5/6	05 SEP 2024
AD 2 UAKD - 11/12	22 JAN 2026	AD 2 UAKD - 11/12	27 NOV 2025
AD 2 UAKD ADC 2 24 1 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 1 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 7 1 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 7 1 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 7 3 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 7 3 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 7 4 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 7 4 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 7 5 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 7 6 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 9 3 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 9 3 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 9 4 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 9 4 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 9 5 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 9 5 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 9 6 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 9 7 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 11 1 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 11 1 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 11 2 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 11 2 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 11 3 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 11 3 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 11 6 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 11 6 - 1/2	27 NOV 2025
AD 2 UAKD ADC 2 24 11 7 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 11 7 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 11 8 - 1/2	27 NOV 2025
		AD 2 UAKD ADC 2 24 11 9 - 1/2	27 NOV 2025
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AD 2 UAKD ADC 2 24 12 - 1/2	22 JAN 2026	AD 2 UAKD ADC 2 24 12 - 1/2	27 NOV 2025

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
001/2017	16-Feb-2017	30-Mar-2017	
002/2017	13-Apr-2017	25-May-2017	
003/2017	08-Jun-2017	20-Jul-2017	
004/2017	03-Aug-2017	14-Sep-2017	
005/2017	28-Sep-2017	09-Nov-2017	
001/2018	21-Dec-2017	01-Feb-2018	
002/2018	15-Mar-2018	26-Apr-2018	
003/2018	10-May-2018	21-Jun-2018	
004/2018	05-Jul-2018	16-Aug-2018	
005/2018	27-Sep-2018	08-Nov-2018	
001/2019	20-Dec-2018	31-Jan-2019	
002/2019	17-Jan-2019	28-Feb-2019	
003/2019	14-Feb-2019	28-Mar-2019	
004/2019	11-Apr-2019	23-May-2019	
005/2019	06-Jun-2019	18-Jul-2019	
006/2019	12-Sep-2019	07-Nov-2019	
007/2019	24-Oct-2019	05-Dec-2019	
001/2020	05-Dec-2019	30-Jan-2020	
002/2020	12-Mar-2020	23-Apr-2020	
003/2020	04-Jun-2020	16-Jul-2020	
004/2020	16-Jul-2020	10-Sep-2020	
005/2020	08-Oct-2020	03-Dec-2020	
001/2021	14-Jan-2021	25-Feb-2021	
002/2021	08-Apr-2021	20-May-2021	
003/2021	03-Jun-2021	15-Jul-2021	
004/2021	01-Jul-2021	12-Aug-2021	
005/2021	23-Sep-2021	04-Nov-2021	
006/2021	21-Oct-2021	02-Dec-2021	
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002/2022	07-Apr-2022	19-May-2022	
003/2022	30-Jun-2022	11-Aug-2022	
004/2022	25-Aug-2022	06-Oct-2022	
005/2022	20-Oct-2022	01-Dec-2022	
001/2023	15-Dec-2022	26-Jan-2023	
002/2023	12-Jan-2023	23-Feb-2023	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	04-May-2023	15-Jun-2023	
005/2023	29-Jun-2023	10-Aug-2023	
006/2023	24-Aug-2023	05-Oct-2023	
007/2023	21-Sep-2023	02-Nov-2023	
008/2023	19-Oct-2023	30-Nov-2023	
001/2024	14-Dec-2023	25-Jan-2024	
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003/2024	04-Apr-2024	16-May-2024	
004/2024	30-May-2024	11-Jul-2024	
005/2024	27-Jun-2024	08-Aug-2024	
006/2024	25-Jul-2024	05-Sep-2024	
007/2024	19-Sep-2024	31-Oct-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	09-Jan-2025	20-Feb-2025	
003/2025	06-Feb-2025	20-Mar-2025	
004/2025	06-Mar-2025	17-Apr-2025	
005/2025	03-Apr-2025	15-May-2025	
006/2025	01-May-2025	12-Jun-2025	
007/2025	29-May-2025	10-Jul-2025	
008/2025	26-Jun-2025	07-Aug-2025	
009/2025	24-Jul-2025	04-Sep-2025	
010/2025	04-Sep-2025	30-Oct-2025	
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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

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GEN-0.1 - 1	30 JAN 2020	GEN-0.4 - 1	22 JAN 2026	GEN-0.4 - 9	22 JAN 2026
GEN-0.1 - 2	10 AUG 2023	GEN-0.4 - 2	22 JAN 2026	GEN-0.4 - 10	22 JAN 2026
GEN-0.1 - 3	30 JAN 2020	GEN-0.4 - 3	22 JAN 2026	GEN-0.5 - 1	30 MAR 2017
GEN-0.1 - 4	30 MAR 2017	GEN-0.4 - 4	22 JAN 2026	GEN-0.5 - 2	30 MAR 2017
GEN-0.2 - 1	23 FEB 2023	GEN-0.4 - 5	22 JAN 2026	GEN-0.6 - 1	10 SEP 2020
GEN-0.2 - 2	22 JAN 2026	GEN-0.4 - 6	22 JAN 2026	GEN-0.6 - 2	10 SEP 2020
GEN-0.3 - 1	30 OCT 2025	GEN-0.4 - 7	22 JAN 2026		
GEN-0.3 - 2	30 MAR 2017	GEN-0.4 - 8	22 JAN 2026		

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN-1.1 - 1	26 JAN 2023	GEN-1.3 - 1	07 NOV 2019	GEN-1.7 - 3	12 AUG 2021
GEN-1.1 - 2	26 JAN 2023	GEN-1.3 - 2	07 NOV 2019	GEN-1.7 - 4	12 AUG 2021
GEN-1.2 - 1	16 MAY 2024	GEN-1.4 - 1	25 FEB 2021	GEN-1.7 - 5	12 AUG 2021
GEN-1.2 - 2	20 FEB 2025	GEN-1.4 - 2	25 FEB 2021	GEN-1.7 - 6	12 AUG 2021
GEN-1.2 - 3	20 FEB 2025	GEN-1.5 - 1	07 NOV 2019	GEN-1.7 - 7	12 AUG 2021
GEN-1.2 - 4	20 FEB 2025	GEN-1.5 - 2	07 NOV 2019	GEN-1.7 - 8	12 JUN 2025
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GEN-1.2 - 6	11 JUL 2024	GEN-1.6 - 2	07 NOV 2019	GEN-1.7 - 10	22 JAN 2026
GEN-1.2 - 7	11 JUL 2024	GEN-1.7 - 1	12 AUG 2021		
GEN-1.2 - 8	25 FEB 2021	GEN-1.7 - 2	12 AUG 2021		

GEN 2 TABLES AND CODES

GEN-2.1 - 1	16 MAY 2024	GEN-2.4 - 2	30 OCT 2025	GEN-2.7 - 11	08 AUG 2024
GEN-2.1 - 2	11 JUL 2024	GEN-2.5 - 1	10 JUL 2025	GEN-2.7 - 12	08 AUG 2024
GEN-2.1 - 3	16 MAY 2024	GEN-2.5 - 2	10 JUL 2025	GEN-2.7 - 13	08 AUG 2024
GEN-2.1 - 4	25 FEB 2021	GEN-2.5 - 3	22 JAN 2026	GEN-2.7 - 14	08 AUG 2024
GEN-2.2 - 1	04 SEP 2025	GEN-2.5 - 4	23 FEB 2023	GEN-2.7 - 15	08 AUG 2024
GEN-2.2 - 2	04 SEP 2025	GEN-2.6 - 1	21 JUN 2018	GEN-2.7 - 16	08 AUG 2024
GEN-2.2 - 3	04 SEP 2025	GEN-2.6 - 2	30 MAR 2017	GEN-2.7 - 17	08 AUG 2024
GEN-2.2 - 4	04 SEP 2025	GEN-2.7 - 1	27 NOV 2025	GEN-2.7 - 18	08 AUG 2024
GEN-2.2 - 5	04 SEP 2025	GEN-2.7 - 2	20 MAY 2021	GEN-2.7 - 19	08 AUG 2024
GEN-2.2 - 6	04 SEP 2025	GEN-2.7 - 3	20 MAY 2021	GEN-2.7 - 20	08 AUG 2024
GEN-2.2 - 7	04 SEP 2025	GEN-2.7 - 4	11 JUL 2024	GEN-2.7 - 21	08 AUG 2024
GEN-2.2 - 8	04 SEP 2025	GEN-2.7 - 5	11 JUL 2024	GEN-2.7 - 22	08 AUG 2024
GEN-2.3 - 1	16 JUL 2020	GEN-2.7 - 6	26 JAN 2023	GEN-2.7 - 23	08 AUG 2024
GEN-2.3 - 2	30 MAR 2017	GEN-2.7 - 7	11 JUL 2024	GEN-2.7 - 24	08 AUG 2024
GEN-2.3 - 3	16 JUL 2020	GEN-2.7 - 8	30 OCT 2025	GEN-2.7 - 25	08 AUG 2024
GEN-2.3 - 4	16 AUG 2018	GEN-2.7 - 9	08 AUG 2024	GEN-2.7 - 26	
GEN-2.4 - 1	30 OCT 2025	GEN-2.7 - 10	08 AUG 2024		

GEN 3 SERVICES

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GEN-3.1 - 2	20 FEB 2025	GEN-3.3 - 4	26 JAN 2023	GEN-3.5 - 8	30 OCT 2025
GEN-3.1 - 3	20 FEB 2025	GEN-3.4 - 1	16 MAY 2024	GEN-3.5 - 9	30 OCT 2025
GEN-3.1 - 4	20 MAR 2025	GEN-3.4 - 2	22 JAN 2026	GEN-3.5 - 10	30 OCT 2025
GEN-3.1 - 5	15 MAY 2025	GEN-3.4 - 3	04 SEP 2025	GEN-3.5 - 11	30 OCT 2025
GEN-3.1 - 6	20 MAR 2025	GEN-3.4 - 4	04 SEP 2025	GEN-3.5 - 12	10 AUG 2023
GEN-3.2 - 1	16 MAY 2024	GEN-3.5 - 1	10 AUG 2023	GEN-3.6 - 1	17 APR 2025
GEN-3.2 - 2	07 NOV 2019	GEN-3.5 - 2	08 AUG 2024	GEN-3.6 - 2	01 DEC 2022
GEN-3.2 - 3	15 JUN 2023	GEN-3.5 - 3	08 AUG 2024	GEN-3.6 - 3	01 DEC 2022
GEN-3.2 - 4	18 JUL 2019	GEN-3.5 - 4	30 OCT 2025	GEN-3.6 - 4	01 DEC 2022
GEN-3.3 - 1	16 MAY 2024	GEN-3.5 - 5	30 OCT 2025		
GEN-3.3 - 2	27 NOV 2025	GEN-3.5 - 6	30 OCT 2025		

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN-4.1 - 1	26 JAN 2023	GEN-4.1 - 4	30 NOV 2023	GEN-4.2 - 3	26 JAN 2023
GEN-4.1 - 2	22 JAN 2026	GEN-4.2 - 1	23 JAN 2025	GEN-4.2 - 4	07 NOV 2019
GEN-4.1 - 3	21 MAR 2024	GEN-4.2 - 2	23 JAN 2025		

PART 2 - EN-ROUTE (ENR)

ENR 0

ENR-0.1 - 1	30 MAR 2017	ENR-0.1 - 2	30 MAR 2017	ENR-0.2 - 1	30 MAR 2017

Page	Date	Page	Date	Page	Date
ENR-5.1 - 10	04 NOV 2021	ENR-5.1 - 19	23 FEB 2023	ENR-5.3 - 2	30 MAR 2017
ENR-5.1 - 11	23 APR 2020	ENR-5.1 - 20	23 FEB 2023	ENR-5.4 - 1	08 AUG 2024
ENR-5.1 - 12	23 APR 2020	ENR-5.1 - 21	23 FEB 2023	ENR-5.4 - 2	30 MAR 2017
ENR-5.1 - 13	23 APR 2020	ENR-5.1 - 22	23 FEB 2023	ENR-5.5 - 1	30 MAR 2017
ENR-5.1 - 14	23 APR 2020	ENR-5.1 - 23	23 FEB 2023	ENR-5.5 - 2	30 MAR 2017
ENR-5.1 - 15	23 APR 2020	ENR-5.1 - 24	23 FEB 2023	ENR-5.6 - 1	10 SEP 2020
ENR-5.1 - 16	04 NOV 2021	ENR-5.2 - 1	07 NOV 2019	ENR-5.6 - 2	10 SEP 2020
ENR-5.1 - 17	04 NOV 2021	ENR-5.2 - 2	07 NOV 2019		
ENR-5.1 - 18	23 APR 2020	ENR-5.3 - 1	11 AUG 2022		

ENR 6 EN-ROUTE CHART

ENR-6 - 1	15 JUL 2021	ENR-6.1 - 1	22 JAN 2026		
ENR-6 - 2	30 MAR 2017	ENR-6.1 - 2	10 JUL 2025		

PART 3 - AERODROMES (AD)

AD 0

AD-0.1 - 1	23 MAY 2019	AD-0.6 - 1	30 OCT 2025	AD-0.6 - 11	30 OCT 2025
AD-0.1 - 2	30 MAR 2017	AD-0.6 - 2	30 OCT 2025	AD-0.6 - 12	30 OCT 2025
AD-0.2 - 1	23 MAY 2019	AD-0.6 - 3	30 OCT 2025	AD-0.6 - 13	30 OCT 2025
AD-0.2 - 2	30 MAR 2017	AD-0.6 - 4	30 OCT 2025	AD-0.6 - 14	30 OCT 2025
AD-0.3 - 1	23 MAY 2019	AD-0.6 - 5	30 OCT 2025	AD-0.6 - 15	30 OCT 2025
AD-0.3 - 2	30 MAR 2017	AD-0.6 - 6	30 OCT 2025	AD-0.6 - 16	30 OCT 2025
AD-0.4 - 1	23 MAY 2019	AD-0.6 - 7	30 OCT 2025	AD-0.6 - 17	30 OCT 2025
AD-0.4 - 2	30 MAR 2017	AD-0.6 - 8	30 OCT 2025	AD-0.6 - 18	30 OCT 2025
AD-0.5 - 1	23 MAY 2019	AD-0.6 - 9	30 OCT 2025		
AD-0.5 - 2	30 MAR 2017	AD-0.6 - 10	30 OCT 2025		

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD-1.1 - 1	17 APR 2025	AD-1.2 - 5	31 OCT 2024	AD-1.4 - 1	21 JUN 2018
AD-1.1 - 2	07 NOV 2019	AD-1.2 - 6	31 OCT 2024	AD-1.4 - 2	30 MAR 2017
AD-1.2 - 1	04 NOV 2021	AD-1.2 - 7	31 OCT 2024	AD-1.5 - 1	22 JAN 2026
AD-1.2 - 2	31 OCT 2024	AD-1.2 - 8	31 OCT 2024	AD-1.5 - 2	22 JAN 2026
AD-1.2 - 3	04 NOV 2021	AD-1.3 - 1	30 OCT 2025		
AD-1.2 - 4	31 OCT 2024	AD-1.3 - 2	30 OCT 2025		

AD 2 AERODROMES

AD-2-UATE - 1	12 JUN 2025	UATE AD 2.24.9-2 - 1	05 SEP 2024	UATE AD 2.24.12 - 1	23 FEB 2023
AD-2-UATE - 2	22 JAN 2026	UATE AD 2.24.9-2 - 2	23 FEB 2023	UATE AD 2.24.12 - 2	30 MAR 2017
AD-2-UATE - 3	22 JAN 2026	UATE AD 2.24.9-3 - 1	05 SEP 2024	UATE AD 2.24.14 - 1	23 FEB 2023
AD-2-UATE - 4	30 OCT 2025	UATE AD 2.24.9-3 - 2	23 FEB 2023	UATE AD 2.24.14 - 2	15 JUL 2021
AD-2-UATE - 5	30 OCT 2025	UATE AD 2.24.9-4 - 1	05 SEP 2024	AD-2-UATT - 1	08 AUG 2024
AD-2-UATE - 6	30 OCT 2025	UATE AD 2.24.9-4 - 2	23 FEB 2023	AD-2-UATT - 2	26 JAN 2023
AD-2-UATE - 7	30 OCT 2025	UATE AD 2.24.9-5 - 1	05 SEP 2024	AD-2-UATT - 3	16 MAY 2024
AD-2-UATE - 8	22 JAN 2026	UATE AD 2.24.9-5 - 2	11 JUL 2024	AD-2-UATT - 4	08 AUG 2024
AD-2-UATE - 9	22 JAN 2026	UATE AD 2.24.9-6 - 1	05 SEP 2024	AD-2-UATT - 5	22 JAN 2026
AD-2-UATE - 10	22 JAN 2026	UATE AD 2.24.9-6 - 2	16 MAY 2024	AD-2-UATT - 6	10 JUL 2025
AD-2-UATE - 11	22 JAN 2026	UATE AD 2.24.10 - 1	05 SEP 2024	AD-2-UATT - 7	10 JUL 2025
AD-2-UATE - 12	22 JAN 2026	UATE AD 2.24.10 - 2	30 MAR 2017	AD-2-UATT - 8	12 JUN 2025
AD-2-UATE - 13	22 JAN 2026	UATE AD 2.24.11-1 - 1	27 NOV 2025	AD-2-UATT - 9	12 JUN 2025
AD-2-UATE - 14	22 JAN 2026	UATE AD 2.24.11-1 - 2	22 JAN 2026	AD-2-UATT - 10	12 JUN 2025
UATE AD 2.24.1 - 1	05 OCT 2023	UATE AD 2.24.11-2 - 1	05 SEP 2024	AD-2-UATT - 11	12 JUN 2025
UATE AD 2.24.1 - 2	30 MAR 2017	UATE AD 2.24.11-2 - 2	15 JUN 2023	AD-2-UATT - 12	04 SEP 2025
UATE AD 2.24.3 - 1	22 JAN 2026	UATE AD 2.24.11-3 - 1	05 SEP 2024	UATT AD 2.24.1 - 1	22 JAN 2026
UATE AD 2.24.3 - 2	22 JAN 2026	UATE AD 2.24.11-3 - 2	15 JUN 2023	UATT AD 2.24.1 - 2	30 MAR 2017
UATE AD 2.24.4 - 1	23 FEB 2023	UATE AD 2.24.11-4 - 1	05 SEP 2024	UATT AD 2.24.3 - 1	24 FEB 2022
UATE AD 2.24.4 - 2	11 AUG 2022	UATE AD 2.24.11-4 - 2	15 JUN 2023	UATT AD 2.24.3 - 2	12 AUG 2021
UATE AD 2.24.7-1 - 1	05 SEP 2024	UATE AD 2.24.11-5 - 1	02 NOV 2023	UATT AD 2.24.4 - 1	26 JAN 2023
UATE AD 2.24.7-1 - 2	23 FEB 2023	UATE AD 2.24.11-5 - 2	15 JUN 2023	UATT AD 2.24.4 - 2	30 MAR 2017
UATE AD 2.24.7-2 - 1	05 SEP 2024	UATE AD 2.24.11-6 - 1	02 NOV 2023	UATT AD 2.24.7-1 - 1	17 APR 2025
UATE AD 2.24.7-2 - 2	23 FEB 2023	UATE AD 2.24.11-6 - 2	15 JUN 2023	UATT AD 2.24.7-1 - 2	20 MAY 2021
UATE AD 2.24.7-3 - 1	05 SEP 2024	UATE AD 2.24.11-7 - 1	15 JUN 2023	UATT AD 2.24.7-2 - 1	17 APR 2025
UATE AD 2.24.7-3 - 2	23 FEB 2023	UATE AD 2.24.11-7 - 2	23 FEB 2023	UATT AD 2.24.7-2 - 2	20 MAY 2021
UATE AD 2.24.7-4 - 1	05 SEP 2024	UATE AD 2.24.11-8 - 1	15 JUN 2023	UATT AD 2.24.9-1 - 1	17 APR 2025
UATE AD 2.24.7-4 - 2	16 MAY 2024	UATE AD 2.24.11-8 - 2	23 FEB 2023	UATT AD 2.24.9-1 - 2	25 FEB 2021
UATE AD 2.24.7-5 - 1	05 SEP 2024	UATE AD 2.24.11-9 - 1	05 SEP 2024	UATT AD 2.24.9-2 - 1	17 APR 2025
UATE AD 2.24.7-5 - 2	23 JAN 2025	UATE AD 2.24.11-9 - 2	08 AUG 2024	UATT AD 2.24.9-2 - 2	25 FEB 2021
UATE AD 2.24.9-1 - 1	05 SEP 2024	UATE AD 2.24.11-10 - 1	05 SEP 2024	UATT AD 2.24.10 - 1	17 APR 2025
UATE AD 2.24.9-1 - 2	23 FEB 2023	UATE AD 2.24.11-10 - 2	08 AUG 2024	UATT AD 2.24.10 - 2	30 MAR 2017

Page	Date	Page	Date	Page	Date
UATT AD 2.24.11-1 - 1	17 APR 2025	UAAA AD 2.24.7-10 - 2	11 JUL 2024	UAAA AD 2.24.11-11 - 1	23 JAN 2025
UATT AD 2.24.11-1 - 2	25 FEB 2021	UAAA AD 2.24.7-11 - 1	11 JUL 2024	UAAA AD 2.24.11-11 - 2	04 NOV 2021
UATT AD 2.24.11-2 - 1	15 MAY 2025	UAAA AD 2.24.7-11 - 2	15 JUN 2023	UAAA AD 2.24.11-12 - 1	23 JAN 2025
UATT AD 2.24.11-2 - 2	25 FEB 2021	UAAA AD 2.24.7-12 - 1	11 JUL 2024	UAAA AD 2.24.11-12 - 2	31 OCT 2024
UATT AD 2.24.11-3 - 1	17 APR 2025	UAAA AD 2.24.7-12 - 2	11 JUL 2024	UAAA AD 2.24.11-13 - 1	23 JAN 2025
UATT AD 2.24.11-3 - 2	25 FEB 2021	UAAA AD 2.24.7-13 - 1	11 JUL 2024	UAAA AD 2.24.11-13 - 2	04 NOV 2021
UATT AD 2.24.11-4 - 1	04 SEP 2025	UAAA AD 2.24.7-13 - 2	11 JUL 2024	UAAA AD 2.24.11-14 - 1	23 JAN 2025
UATT AD 2.24.11-4 - 2	25 FEB 2021	UAAA AD 2.24.9-1 - 1	11 JUL 2024	UAAA AD 2.24.11-14 - 2	15 JUN 2023
UATT AD 2.24.11-5 - 1	04 SEP 2025	UAAA AD 2.24.9-1 - 2	15 JUN 2023	UAAA AD 2.24.12 - 1	10 JUL 2025
UATT AD 2.24.11-5 - 2	10 JUL 2025	UAAA AD 2.24.9-2 - 1	11 JUL 2024	UAAA AD 2.24.12 - 2	30 MAR 2017
UATT AD 2.24.12 - 1	10 JUL 2025	UAAA AD 2.24.9-2 - 2	30 MAR 2017	UAAA AD 2.24.14 - 1	21 MAR 2024
UATT AD 2.24.12 - 2	30 MAR 2017	UAAA AD 2.24.9-3 - 1	11 JUL 2024	UAAA AD 2.24.14 - 2	04 NOV 2021
UATT AD 2.24.14 - 1	11 JUL 2024	UAAA AD 2.24.9-3 - 2	10 AUG 2023	AD-2-UACC - 1	22 JAN 2026
UATT AD 2.24.14 - 2	15 JUL 2021	UAAA AD 2.24.9-4 - 1	11 JUL 2024	AD-2-UACC - 2	22 JAN 2026
AD-2-UAAA - 1	15 MAY 2025	UAAA AD 2.24.9-4 - 2	30 MAR 2017	AD-2-UACC - 3	21 MAR 2024
AD-2-UAAA - 2	31 OCT 2024	UAAA AD 2.24.9-5 - 1	11 JUL 2024	AD-2-UACC - 4	30 OCT 2025
AD-2-UAAA - 3	15 MAY 2025	UAAA AD 2.24.9-5 - 2	15 JUN 2023	AD-2-UACC - 5	07 AUG 2025
AD-2-UAAA - 4	04 SEP 2025	UAAA AD 2.24.9-6 - 1	11 JUL 2024	AD-2-UACC - 6	07 AUG 2025
AD-2-UAAA - 5	15 MAY 2025	UAAA AD 2.24.9-6 - 2	30 MAR 2017	AD-2-UACC - 7	20 MAR 2025
AD-2-UAAA - 6	15 MAY 2025	UAAA AD 2.24.9-7 - 1	22 JAN 2026	AD-2-UACC - 8	20 MAR 2025
AD-2-UAAA - 7	04 SEP 2025	UAAA AD 2.24.9-7 - 2	22 JAN 2026	AD-2-UACC - 9	30 OCT 2025
AD-2-UAAA - 8	04 SEP 2025	UAAA AD 2.24.9-8 - 1	11 JUL 2024	AD-2-UACC - 10	27 NOV 2025
AD-2-UAAA - 9	04 SEP 2025	UAAA AD 2.24.9-8 - 2	30 MAR 2017	AD-2-UACC - 11	27 NOV 2025
AD-2-UAAA - 10	10 JUL 2025	UAAA AD 2.24.9-10 - 1	11 JUL 2024	AD-2-UACC - 12	27 NOV 2025
AD-2-UAAA - 11	15 MAY 2025	UAAA AD 2.24.9-10 - 2	23 APR 2020	AD-2-UACC - 13	27 NOV 2025
AD-2-UAAA - 12	15 MAY 2025	UAAA AD 2.24.9-12 - 1	11 JUL 2024	AD-2-UACC - 14	27 NOV 2025
AD-2-UAAA - 13	15 MAY 2025	UAAA AD 2.24.9-12 - 2	15 JUN 2023	AD-2-UACC - 15	27 NOV 2025
AD-2-UAAA - 14	15 MAY 2025	UAAA AD 2.24.9-13 - 1	11 JUL 2024	AD-2-UACC - 16	31 OCT 2024
AD-2-UAAA - 15	04 SEP 2025	UAAA AD 2.24.9-13 - 2	15 JUN 2023	UACC AD 2.24.1 - 1	22 JAN 2026
AD-2-UAAA - 16	15 MAY 2025	UAAA AD 2.24.9-15 - 1	11 JUL 2024	UACC AD 2.24.1 - 2	30 MAR 2017
AD-2-UAAA - 17	15 MAY 2025	UAAA AD 2.24.9-15 - 2	15 JUN 2023	UACC AD 2.24.3 - 1	22 JAN 2026
AD-2-UAAA - 18	15 MAY 2025	UAAA AD 2.24.9-16 - 1	11 JUL 2024	UACC AD 2.24.3 - 2	05 SEP 2024
AD-2-UAAA - 19	15 MAY 2025	UAAA AD 2.24.9-16 - 2	10 AUG 2023	UACC AD 2.24.4 - 1	25 JAN 2024
AD-2-UAAA - 20	15 MAY 2025	UAAA AD 2.24.9-17 - 1	11 JUL 2024	UACC AD 2.24.4 - 2	23 FEB 2023
AD-2-UAAA - 21	15 MAY 2025	UAAA AD 2.24.9-17 - 2	23 APR 2020	UACC AD 2.24.5-1 - 1	30 JAN 2020
AD-2-UAAA - 22	15 MAY 2025	UAAA AD 2.24.9-18 - 1	11 JUL 2024	UACC AD 2.24.5-1 - 2	30 MAR 2017
AD-2-UAAA - 23	15 MAY 2025	UAAA AD 2.24.9-18 - 2	23 APR 2020	UACC AD 2.24.5-2 - 1	30 JAN 2020
AD-2-UAAA - 24	30 OCT 2025	UAAA AD 2.24.9-19 - 1	11 JUL 2024	UACC AD 2.24.5-2 - 2	30 MAR 2017
UAAA AD 2.24.1 - 1	27 NOV 2025	UAAA AD 2.24.9-19 - 2	25 JAN 2024	UACC AD 2.24.6 - 1	04 SEP 2025
UAAA AD 2.24.1 - 2	30 MAR 2017	UAAA AD 2.24.9-20 - 1	11 JUL 2024	UACC AD 2.24.6 - 2	30 MAR 2017
UAAA AD 2.24.3 - 1	04 SEP 2025	UAAA AD 2.24.9-20 - 2	15 JUN 2023	UACC AD 2.24.7-1 - 1	04 SEP 2025
UAAA AD 2.24.3 - 2	04 SEP 2025	UAAA AD 2.24.9-22 - 1	11 JUL 2024	UACC AD 2.24.7-1 - 2	04 SEP 2025
UAAA AD 2.24.4-1 - 1	23 JAN 2025	UAAA AD 2.24.9-22 - 2	11 JUL 2024	UACC AD 2.24.7-2 - 1	04 SEP 2025
UAAA AD 2.24.4-1 - 2	30 MAR 2017	UAAA AD 2.24.9-23 - 1	11 JUL 2024	UACC AD 2.24.7-2 - 2	04 SEP 2025
UAAA AD 2.24.4-2 - 1	23 JAN 2025	UAAA AD 2.24.9-23 - 2	11 JUL 2024	UACC AD 2.24.7-3 - 1	12 JUN 2025
UAAA AD 2.24.4-2 - 2	30 MAR 2017	UAAA AD 2.24.9-24 - 1	11 JUL 2024	UACC AD 2.24.7-3 - 2	07 NOV 2019
UAAA AD 2.24.5-1 - 1	09 NOV 2017	UAAA AD 2.24.9-24 - 2	11 JUL 2024	UACC AD 2.24.7-4 - 1	12 JUN 2025
UAAA AD 2.24.5-1 - 2	30 MAR 2017	UAAA AD 2.24.9-25 - 1	11 JUL 2024	UACC AD 2.24.7-4 - 2	07 NOV 2019
UAAA AD 2.24.5-2 - 1	30 MAR 2017	UAAA AD 2.24.9-25 - 2	11 JUL 2024	UACC AD 2.24.7-5 - 1	12 JUN 2025
UAAA AD 2.24.5-2 - 2	30 MAR 2017	UAAA AD 2.24.10 - 1	23 JAN 2025	UACC AD 2.24.7-5 - 2	12 JUN 2025
UAAA AD 2.24.6 - 1	17 APR 2025	UAAA AD 2.24.10 - 2	30 MAR 2017	UACC AD 2.24.7-6 - 1	12 JUN 2025
UAAA AD 2.24.6 - 2	30 MAR 2017	UAAA AD 2.24.11-1 - 1	11 JUL 2024	UACC AD 2.24.7-6 - 2	05 DEC 2019
UAAA AD 2.24.7-1 - 1	11 JUL 2024	UAAA AD 2.24.11-1 - 2	16 MAY 2024	UACC AD 2.24.7-7 - 1	12 JUN 2025
UAAA AD 2.24.7-1 - 2	15 JUN 2023	UAAA AD 2.24.11-2 - 1	11 JUL 2024	UACC AD 2.24.7-7 - 2	12 JUN 2025
UAAA AD 2.24.7-2 - 1	11 JUL 2024	UAAA AD 2.24.11-2 - 2	15 JUN 2023	UACC AD 2.24.7-8 - 1	12 JUN 2025
UAAA AD 2.24.7-2 - 2	15 JUN 2023	UAAA AD 2.24.11-3 - 1	11 JUL 2024	UACC AD 2.24.7-8 - 2	07 NOV 2019
UAAA AD 2.24.7-3 - 1	11 JUL 2024	UAAA AD 2.24.11-3 - 2	15 JUN 2023	UACC AD 2.24.9-1 - 1	04 SEP 2025
UAAA AD 2.24.7-3 - 2	15 JUN 2023	UAAA AD 2.24.11-4 - 1	11 JUL 2024	UACC AD 2.24.9-1 - 2	04 SEP 2025
UAAA AD 2.24.7-4 - 1	11 JUL 2024	UAAA AD 2.24.11-4 - 2	15 JUN 2023	UACC AD 2.24.9-2 - 1	04 SEP 2025
UAAA AD 2.24.7-4 - 2	15 JUN 2023	UAAA AD 2.24.11-5 - 1	30 OCT 2025	UACC AD 2.24.9-2 - 2	04 SEP 2025
UAAA AD 2.24.7-5 - 1	11 JUL 2024	UAAA AD 2.24.11-5 - 2	15 JUN 2023	UACC AD 2.24.9-3 - 1	12 JUN 2025
UAAA AD 2.24.7-5 - 2	15 JUN 2023	UAAA AD 2.24.11-6 - 1	30 OCT 2025	UACC AD 2.24.9-3 - 2	23 APR 2020
UAAA AD 2.24.7-6 - 1	11 JUL 2024	UAAA AD 2.24.11-6 - 2	15 JUN 2023	UACC AD 2.24.9-4 - 1	12 JUN 2025
UAAA AD 2.24.7-6 - 2	15 JUN 2023	UAAA AD 2.24.11-7 - 1	11 JUL 2024	UACC AD 2.24.9-4 - 2	23 APR 2020
UAAA AD 2.24.7-7 - 1	31 OCT 2024	UAAA AD 2.24.11-7 - 2	15 JUN 2023	UACC AD 2.24.9-5 - 1	12 JUN 2025
UAAA AD 2.24.7-7 - 2	11 JUL 2024	UAAA AD 2.24.11-8 - 1	11 JUL 2024	UACC AD 2.24.9-5 - 2	23 APR 2020
UAAA AD 2.24.7-8 - 1	11 JUL 2024	UAAA AD 2.24.11-8 - 2	15 JUN 2023	UACC AD 2.24.9-6 - 1	12 JUN 2025
UAAA AD 2.24.7-8 - 2	23 APR 2020	UAAA AD 2.24.11-9 - 1	11 JUL 2024	UACC AD 2.24.9-6 - 2	23 APR 2020
UAAA AD 2.24.7-9 - 1	11 JUL 2024	UAAA AD 2.24.11-9 - 2	15 JUN 2023	UACC AD 2.24.9-7 - 1	12 JUN 2025
UAAA AD 2.24.7-9 - 2	23 APR 2020	UAAA AD 2.24.11-10 - 1	11 JUL 2024	UACC AD 2.24.9-7 - 2	12 JUN 2025
UAAA AD 2.24.7-10 - 1	31 OCT 2024	UAAA AD 2.24.11-10 - 2	15 JUN 2023	UACC AD 2.24.9-8 - 1	12 JUN 2025

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UACC AD 2.24.9-8 - 2	12 JUN 2025	UATG AD 2.24.9-1 - 1	05 SEP 2024	UAAH AD 2.24.11-2 - 2	15 JUN 2023
UACC AD 2.24.9-9 - 1	12 JUN 2025	UATG AD 2.24.9-1 - 2	23 APR 2020	UAAH AD 2.24.11-3 - 1	27 NOV 2025
UACC AD 2.24.9-9 - 2	12 JUN 2025	UATG AD 2.24.9-2 - 1	05 SEP 2024	UAAH AD 2.24.11-3 - 2	27 NOV 2025
UACC AD 2.24.9-10 - 1	12 JUN 2025	UATG AD 2.24.9-2 - 2	23 APR 2020	UAAH AD 2.24.11-4 - 1	22 JAN 2026
UACC AD 2.24.9-10 - 2	12 JUN 2025	UATG AD 2.24.9-3 - 1	05 SEP 2024	UAAH AD 2.24.11-4 - 2	27 NOV 2025
UACC AD 2.24.10 - 1	27 NOV 2025	UATG AD 2.24.9-3 - 2	16 MAY 2024	UAAH AD 2.24.12 - 1	23 JAN 2025
UACC AD 2.24.10 - 2	30 MAR 2017	UATG AD 2.24.9-4 - 1	05 SEP 2024	UAAH AD 2.24.12 - 2	30 MAR 2017
UACC AD 2.24.11-1 - 1	20 MAR 2025	UATG AD 2.24.9-4 - 2	16 MAY 2024	UAAH AD 2.24.14 - 1	23 FEB 2023
UACC AD 2.24.11-1 - 2	26 JAN 2023	UATG AD 2.24.9-5 - 1	05 SEP 2024	UAAH AD 2.24.14 - 2	15 JUL 2021
UACC AD 2.24.11-2 - 1	12 JUN 2025	UATG AD 2.24.9-5 - 2	05 SEP 2024	AD-2-UAIK - 1	22 JAN 2026
UACC AD 2.24.11-2 - 2	26 JAN 2023	UATG AD 2.24.9-6 - 1	05 SEP 2024	AD-2-UAIK - 2	22 JAN 2026
UACC AD 2.24.11-3 - 1	20 MAR 2025	UATG AD 2.24.9-6 - 2	05 SEP 2024	AD-2-UAIK - 3	30 OCT 2025
UACC AD 2.24.11-3 - 2	26 JAN 2023	UATG AD 2.24.10 - 1	05 SEP 2024	AD-2-UAIK - 4	22 JAN 2026
UACC AD 2.24.11-4 - 1	20 MAR 2025	UATG AD 2.24.10 - 2	30 MAR 2017	AD-2-UAIK - 5	22 JAN 2026
UACC AD 2.24.11-4 - 2	26 JAN 2023	UATG AD 2.24.11-1 - 1	31 OCT 2024	AD-2-UAIK - 6	22 JAN 2026
UACC AD 2.24.11-5 - 1	20 MAR 2025	UATG AD 2.24.11-1 - 2	07 NOV 2019	AD-2-UAIK - 7	22 JAN 2026
UACC AD 2.24.11-5 - 2	26 JAN 2023	UATG AD 2.24.11-2 - 1	31 OCT 2024	AD-2-UAIK - 8	22 JAN 2026
UACC AD 2.24.11-6 - 1	20 MAR 2025	UATG AD 2.24.11-2 - 2	01 DEC 2022	UAIK AD 2.24.1 - 1	22 JAN 2026
UACC AD 2.24.11-6 - 2	26 JAN 2023	UATG AD 2.24.11-3 - 1	31 OCT 2024	UAIK AD 2.24.1 - 2	30 OCT 2025
UACC AD 2.24.11-7 - 1	12 JUN 2025	UATG AD 2.24.11-3 - 2	25 FEB 2021	UAIK AD 2.24.3 - 1	22 JAN 2026
UACC AD 2.24.11-7 - 2	25 JAN 2024	UATG AD 2.24.11-4 - 1	31 OCT 2024	UAIK AD 2.24.3 - 2	30 OCT 2025
UACC AD 2.24.11-8 - 1	12 JUN 2025	UATG AD 2.24.11-4 - 2	25 FEB 2021	UAIK AD 2.24.6 - 1	30 OCT 2025
UACC AD 2.24.11-8 - 2	23 JAN 2025	UATG AD 2.24.11-5 - 1	05 SEP 2024	UAIK AD 2.24.6 - 2	30 OCT 2025
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ANNEX 14. AERODROMES.		
Chapter 5	5.1.1.3	The dimensions of the wind direction indicator according to the legislation of the Republic of Kazakhstan are 2.4 meters in length and 0.6 m in diameter at the base.
	5.1.3	Signalling lamps are not provided at the in the aerodrome control towers of the aerodromes of the Republic of Kazakhstan.
	5.3.2	In the Republic of Kazakhstan, runways equipped with a lighting system have secondary power supply, therefore there is no need for an emergency lighting system.
	5.3.3.3	In the Republic of Kazakhstan, there are no requirements for the mandatory presence of aerodrome beacons.
	5.3.12.7	In the Republic of Kazakhstan, the Runway centerline lights are continuous red lights at 300 ± 15 m from the end of the runway, alternating pairs of red and white lights at 300 ± 15 m to 900 ± 15 m from the end of the runway, and white lights on the rest of the runway.
	5.3.18.1; 5.3.18.7	According to the legislation of the Republic of Kazakhstan, taxiway lights on the edges of the runway turn-pads are green lights instead of blue lights. At the airports of Kostanay, Petropavlovsk, Semey, Taraz, Uralsk, green lights are installed. Yellow lights are installed at the airports of Aktobe, Zhezkazgan, Karaganda,Kokshetau, Kyzylorda, Pavlodar, Taldykorgan, Shymkent.
	5.3.30	Runway status lights are not used in the Republic of Kazakhstan.
Chapter 8	8.1.6	In Kazakhstan, the maximum switch-over time for runway lighting equipped for precision approach CAT I ICAO is 1 second.
Attachment A	6.4	Normative friction coefficient is transmitted in runway surface condition messages, except of ATIS messages in English. A correlation dependence exists between normative and measured friction coefficients for identical pavement condition in accordance with Table 1 AD 1.2
Vol. II. Heliports.		
Nil		

ANNEX 15 — AERONAUTICAL INFORMATION SERVICES (Sixteenth Edition, July 2018)		
Chapter 3	3.5.1	Not implemented.
Chapter 5	5.2.5.3	Only Aeronautical Chart - ICAO 1:500 000 is provided
	5.3.3.4.6	Obstacle data is provided in accordance with section GEN 3.1.6
	5.3.3.4.9	Obstacle data is provided in accordance with section GEN 3.1.6
	5.4.2.6	Not implemented.
	5.6.3	Not implemented.
Chapter 6	6.3.3.1	Not implemented.

DOC 10066. PANS-AIM – AERONAUTICAL INFORMATION MANAGEMENT		
Chapter 5	5.2.5.1.5	ASHTAM are not published.
Appendix 2 PART 1		
GEN	3.2.6	World Aeronautical Chart is not published.
Appendix 2 PART 2		
ENR	3.1	Lower ATS Routes are not established.
ENR	3.2	International ATS Routes are published.
Appendix 2 PART 3		
AD 3	Heliports.	The data on heliports are not published.

ANNEX 16. ENVIRONMENTAL PROTECTION.
Vol. I. Aircraft Noise.
Nil
Vol. II. Aircraft Engine.
Nil

ANNEX 17. SECURITY.
Nil

ANNEX 18. THE SAFE TRANSPORT OF DANGEROUS GOODS.
Nil

ANNEX 19. SAFETY MANAGEMENT.
Nil

(A) Aerodrome aid
(AE) Aerodrome and en-route aid

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GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES

1. RESPONSIBLE SERVICE

The authority responsible for organization and management of communication and radio navigation services is RSE «Kazaeronavigatsia»:
Republican State Enterprise “Kazaeronavigatsia”

Building 15, E522 street, district Esil,
010014 Astana, Republic of Kazakhstan
Phone: +7 (7172) 773404
Fax: +7 (7172) 773566
AFS: UAAKYTYD
Working Hours: 03.30–12.30 UTC except SAT, SUN and HOL

2. AREA OF RESPONSIBILITY

Negotiations on the provision of services for the use of radio communication and radio navigation on a continuing basis should be made with the administration mentioned in GEN-3.4.1 which is responsible for the application of the regulations concerning the design, type and installation of airborne facilities.

The branches of the Radio and Communication Maintenance Service located in the Area Control Centers and at each airport are responsible for a day-to-day operation of these services.

Claims and suggestions regarding telecommunication services should be submitted directly to the administration mentioned in GEN-3.4.1 or to the branches of the Radio and Communication Maintenance Service at the airport of landing.

3. TYPE OF SERVICES

Radio navigation services

The following types of radio navigation aids are provided:

- Non-directional Beacon (NDB). The average range of coverage is not less than 50 km;
- GEN-2.2 Omni-directional Radio Range (VOR);
- GEN-2.2 Direction Finder (GEN-2.2), operating on the same frequencies assigned to radio stations of Air Traffic Control Units;
- Instrument landing system (GEN-2.2);
- Landing system involving localizer and glide path beacons (GEN-2.2) similar to GEN-2.2 but with some technical differences. GEN-2.2-equipped aircraft cannot use the GEN-2.2 system without appropriate additional airborne equipment;
- OSP landing system, involving two NDB and two radio markers. Characteristics of systems are included in section AD 2.19, and SRE stations used for en-route are described in section ENR-4.1;
- Radio Markers. According to their function radio markers are subdivided into:
  a. LOM – Outer marker (the signal is two dashes per second);
  b. LMM – Middle (inner) marker (six dots per second);
  c. Obstruction marker (six dots per second).
- The radio markers combined with NDBs are listed together with these NDBs (NDB/MKR etc.);
- There are no stations interacting with special navigation systems such as LORAN, DECCA etc.
- Distance Measuring Equipment (DME)

Mobile/fixed service

Mobile service
The aeronautical stations provide a continuous watch on the stated frequencies during the published hours of service.
An aircraft crew should normally communicate via the radio station with an ATS unit that exercises control in the area in which the aircraft is flying. The crew should maintain a continuous watch on the appropriate frequency and should not abandon watch, except in an emergency, without informing the ATS unit.

Fixed service
The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. they meet the requirements of ICAO Annex 10, Vol.2, para 3.3;

b. they are prepared in the form specified in ICAO Annex 10;

c. the text of an individual message does not exceed 1800 characters.

Broadcasting service

HF and VHF meteorological broadcastings are described in table GEN 3.5.7.

Language used

Radiotelephony communication between aircraft crew and a ground-based aeronautical and ATS units is carried out by a radiotelephone in Russian and English languages. In radiotelegraph communications, aeronautical Q code should be used.

4. REQUIREMENTS AND CONDITIONS

Aircraft crews operating within the area of responsibility of Kazakhstan Air Traffic Services shall maintain radio communication in accordance with ICAO Standards and Recommended Practices.

The names of aerodromes and geographical points are transmitted by their geographical location designations. The call sign of the facility is used instead of the geographical location designator if transmitting reporting points are designated by radio navigation facilities.
Coded reporting points transmitted with the 5-letters name-code, as listed in section ENR-4.4

In areas with intensive air traffic, communication frequencies are assigned to appropriate sectors defined with true degrees as indicated in sections ENR-2.1 and AD 2.17. If aircrews fail to establish contact on assigned frequency, they may use any other frequency of the ATS unit.

Radio communication and radio navigation aids normally operate during the operational hours indicated in AIP ENR and AD sections. At other times, these facilities are available on ATC request basis.

HF radio communication stations, operating on different frequencies in day-time and night-time, are marked with index “HJ” (day) and “HN” (night). The absence of these marks indicates that stations operate continuously during working hours.

When requesting "REQUEST BEARING" from an aircraft by radio communication facilities marked with VDF, information about a magnetic bearing is reported to the radio direction finder.

Aeronautical station operating on emergency frequency 121.5 MHz may use any call-sign of the appropriate Air Traffic Control Unit. Procedures for the use of radio facilities by crews to transmit distress calls in emergency are listed in section GEN 3.6.

In the case of interference at assigned frequencies, a reserve (alternative) frequencies of: 129.0 MHz - ATC Automated System Center (FIR) of Aktobe and 124.6 MHz - the rest of Kazakstan is applied.

In the case of interference on the primary LOM and LMM channels, ATS may coordinate the change of frequency to one of the following:

a. LOM - 725 KHz / LMM - 355 KHz or

b. LOM - 355 KHz / LMM - 725 KHz.

Transfer to reserve frequencies is performed when directed by ATS.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

Airport charges are levied by airport authorities and include:

a. provision of take-off and landing (receiving and release) of the aircraft;

b. provision of aviation safety;

c. providing a parking place to the aircraft over three hours after landing for passenger and six hours for cargo and cargo-passenger certified types of aircraft in the presence of cargo (post) to be processed (loading and / or unloading) at landing airport with the exception of air operations service carrying out transit flights through the airspace of the Republic of Kazakhstan with the conducting of technical landings at airports of the Republic of Kazakhstan in non-commercial purposes;

d. providing a parking place to the aircraft at the base aerodrome.

Ground services:

a. meeting-rushing out an aircraft;

b. passenger services on local / international air lines;

c. provision the aircraft with aviation fuel;

d. cargo handling of local air lines/ international air lines;

e. aircraft maintenance services on transit form;

f. boarding and unloading of passengers through telescopic air stairs;

g. snow/ice clearing of the aircraft.

Airport charges and tariffs for ground handling services at airports of the Republic of Kazakhstan have been defined Natural Monopoly Regulation Agency of the Republic of Kazakhstan.

The charge rates (international flights) for each aerodrome are listed in Table 1.

1. LANDING CHARGE

The charge is fixed per 1 ton of maximum take-off weight (MTOW) of the aircraft specified in the documents.

2. PARKING OF AIRCRAFT

The charge is established in the percentage of take-off/landing fees. Parking for the first three hours for passenger aircraft (6 hours for cargo ACFT) is free of charge

3. PASSENGER SERVICE

The charge is fixed per 1 departing passenger.

4. PROVISION OF AVIATION SAFETY

The charge is fixed per 1 ton of maximum take-off weight (MTOW) of the aircraft specified in the documents.

5. MARSHALLING CHARGE

The charge is fixed per 1 ton of maximum take-off weight (MTOW) of the aircraft specified in the documents.

6. CARGO HANDLING CHARGE

The charge is fixed per 1 ton of handled cargo.

7. ACFT MAINTENANCE CHARGE ON TRANSIT FORM (IF AVAILABLE)

The charge is fixed per 1 ton of maximum take-off weight (MTOW) of the aircraft specified in the documents.

8. METHOD OF PAYMENT

Detailed information concerning additional charges and method of payment may be obtained from the airport authorities as indicated in section AD 2.1 for each aerodrome.

Table 1: Aerodrome charge rates

Aerodrome	TKOF/LDG charge (KZT per 1 ton MTOW)	Aviation security charge (% of TKOF/LDG charge)	Parking charge (% of TKOF/ LDG charge)	Passenger service charge (KZT per 1 passenger)	Marshalling charge (KZT per 1 ton MTOW)	Cargo handling charge (KZT per 1 ton)	ACFT line maintenance charge (KZT per 1 ton MTOW)	Remarks
Aktau	10,3$[7]	2,3$ per 1 ton MTOW	0,3$[1]	9,7$[2] - international airlines; 5,7$[2] - domestic airlines	2$[3]	55$[4]		
Aktobe	2724,22 - domestic airlines	872,41 KZT per 1 ton MTOW - domestic airlines	6,06 KZT per 1 ton MTOW - domestic airlines	1271[5]	314,72 - domestic airlines	15834,56 - domestic airlines		VAT is included
Almaty	**2619.7[6]**	**461,73 KZT per 1 ton MTOW[6]**	**261.97 KZT per 1 ton MTOW[6]**	**2801[6]**	**308.20[6]**	**21728.10[6]**	**570.17[6]**	
Astana	**7,05$[7]**	**1,56$ per 1 ton MTOW 3,81$ per 1 departing passenger, except for transit passengers and children under 2 years old**	**1,23$[8]**	**12$[9][10]**	**1,15$[3]**	**55,52$[4]**		VAT is not included
Atyrau	**2402[11]**	**710,67 KZT per 1 ton MTOW[11]**	**276 KZT per 1 ton MTOW[11]**		**332[11]**	**24926[11] - international airlines; 15000[11] - domestic airlines**		VAT is not included
				2336,75[12] - international airlines; 1077,41[12] - domestic airlines		22473,00[12] - international airlines; 16401,00[12] - domestic airlines		

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	016° 196°	35.6 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 133.1 MHZ {C}
▲ GENGA	461625N 0773739E **TDK** **328.0° 77.8 NM** **(2000 FT)**					
	016° 196°	24.9 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 133.1 MHZ {C}
▲ AGNAT	463927N 0775115E **TDK** **340.0° 96.2 NM** **(2000 FT)**					
	016° 196°	59.3 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ IBDAS	473412N 0782432E **AGZ** **248.0° 85.4 NM** **(2200 FT)**					
	016° 196°	51.2 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ OSNER	482119N 0785409E **AGZ** **286.0° 67.2 NM** **(2200 FT)**					
	016° 197°	85.1 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ UVTOK	493924N 0794524E **SEM** **197.0° 45.7 NM** **(700 FT)**					
	017° 197°	45.6 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ SEMEY TOWER 128.0 MHZ {C}
▲ SOMIP	502106N 0801402E **SEM** **281.0° 0.4 NM** **(700 FT)**					
	019° 199°	58.8 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ SEMEY TOWER 128.0 MHZ {C}
▲ ELSUT (FIR BDRY)	511342N 0805506E **SEM** **018.0° 58.7 NM** **(700 FT)**					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L143 **(RNAV 5)**						
▲ UVASU	404236N 0681306E **SMK** **203.0° 113.9 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	068° 248°	16.2 NM	FL 510 8000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ RAVOB	404718N 0683330E **SMK** **196.0° 103.0 NM** **(1400 FT)**					**For continuation, see AIP Uzbekistan**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L145 (RNAV 5)	(2) Before, see AIP Kyrgyzstan (3) For continuation, see AIP Russia					
▲ DEMAS (FIR BDRY)	424732N 0712008E **TAR** **147.0° 5.3 NM** **(2200 FT)**					**Before, see AIP Kyrgyzstan**
	327° 147°	5.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}
▲ TARAZ DVOR/ DME (TAR)	425214N 0711654E					
	329° 148°	42.9 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}
▲ ARBOL	433055N 0705137E **TAR** **329.0° 42.9 NM** **(2200 FT)**					
	328° 147°	44.9 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
△ GAMBU	441106N 0702401E **TAR** **328.0° 87.7 NM** **(2200 FT)**					
	327° 146°	7.4 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	329° 149°	10.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ In case of possible VHF radio communication failure at FL120–FL190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Kyzylorda Tower” on frequencies 5335 kHz and 6672 kHz (as a backup), in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ DIDOP	433941N 0633027E **KZO** **227.0° 108.3 NM** **(500 FT)**					
	329° 149°	17.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ TIPEN	435532N 0632045E **KZO** **236.0° 106.1 NM** **(500 FT)**					
	329° 149°	18.6 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ ZURGO	441233N 0631012E **KZO** **248.0° 106.9 NM** **(500 FT)**					
	329° 148°	64.1 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ TUKNA	451058N 0623308E **ARL** **150.0° 106.1 NM** **(300 FT)**					
	327° 147°	42.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ INKUM	454952N 0620739E **ARL** **151.0° 63.3 NM** **(300 FT)**					
	329° 149°	27.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ NIRAN (FIR BDRY)	461504N 0615245E **ARL** **154.0° 36.1 NM** **(300 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	329° 148°	37.1 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119 MHZ {C}
△ UZLOR	464915N 0613205E **ARL** **257.0° 3.4 NM** **(300 FT)**					
	328° 147°	86.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119 MHZ {C}
▲ ERUTA	480837N 0604210E **ARL** **326.0° 87.5 NM** **(300 FT)**					
	327° 146°	91.5 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ AGATU	493220N 0594622E **AKB** **104.0° 109.5 NM** **(700 FT)**					
	326° 144°	76.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
▲ URUSU (FIR BDRY)	504142N 0585724E **AKB** **059.0° 72.8 NM** **(700 FT)**					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L163 (RNAV 5)	(2) Before, see AIP Uzbekistan (3) For continuation, see AIP Russia					
▲ RODRO	411433N 0690034E **SMK** **190.0° 70.5 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	306° 126°	12.7 NM	FL 510 7000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ DODUR (FIR BDRY)	412300N 0684800E **SMK** **200.0° 65.9 NM** **(1400 FT)**					
	320° 139°	47.4 NM	FL 510 7000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ VAMUK (FIR BDRY)	403400.0N 0683430.0E **SMK** **194.0° 115.1 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	014° 194°	8.8 NM	FL 510 4000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ AKAZU (FIR BDRY)	404218N 0683815E **SMK** **194.0° 106.4 NM** **(1400 FT)**					**For continuation, see AIP Uzbekistan**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
L728 (RNAV 5)						
▲ OGTOL (FIR BDRY)	424905N 0733002E **TAR** **087.0° 98.0 NM** **(2200 FT)**					
	272° 091°	12.2 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ In case of possible VHF radio communication failure at FL120–FL190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Approach” on frequencies 4744 kHz. - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ PILEL	425035N 0731336E **TAR** **085.0° 85.9 NM** **(2200 FT)**					
	271° 090°	62.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
△ GERPU	425739N 0714951E **TAR** **072.0° 24.8 NM** **(2200 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	303° 122°	54.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}
▲ ARBOL	433055N 0705137E **TAR** **329.0° 42.9 NM** **(2200 FT)**					
	296° 114°	98.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ TUROK	442214N 0685447E **TRK** **007.0° 64.3 NM** **(1000 FT)**					
	312° 129°	191.6 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ LUGER (FIR BDRY)	464426N 0655200E **DZG** **223.0° 97.3 NM** **(1300 FT)**					
	304° 123°	47.7 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ BAGED	471628N 0650016E **DZG** **249° 115.2 NM** **(1300 FT)**					
	303° 121°	124.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ In case of possible VHF radio communication failure at FL120–FL190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Zhezkazgan Tower” on frequencies 4850 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ GEDSA (FIR BDRY)	483738N 0624054E **ARL** **013.0° 116.4 NM** **(300 FT)**					
	281° 097°	200.9 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ ODILA	494259N 0575122E **AKB** **131.0° 41.9 NM** **(700 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ ARISA (FIR BDRY)	512924N 0503254E **URL** **288.0° 42.7 NM** **(200 FT)**					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M168 **(RNAV 5)**						
▲ NETAT	403653N 0682413E **SMK** **198.0° 115.3 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	041° 221°	11.1 NM	FL 510 3000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ IPRAR	404431N 0683447E **SMK** **195.0° 105.2 NM** **(1400 FT)**					**For continuation, see AIP Uzbekistan**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M168 **(RNAV 5)**						
▲ ABGEN	405742N 0684248E **SMK** **195.0° 90.7 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	003° 183°	9.5 NM	FL 510 6000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ ABEKA	410705N 0684442E **SMK** **196.0° 81.5 NM** **(1400 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	003° 183°	16.1 NM	FL 510 7000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ DODUR (FIR BDRY)	412300N 0684800E **SMK** **200.0° 65.9 NM** **(1400 FT)**					
	320° 139°	47.4 NM	FL 510 7000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ MIKNO	420200N 0681200E **SMK** **243.0° 59.0 NM** **(1400 FT)**					
	360° 180°	22.5 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ LUZMI	422426N 0681456E **SMK** **266.0° 53.1 NM** **(1400 FT)**					
	360° 179°	25.1 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ TURKISTAN TOWER 131.3 MHZ {C}
△ RELRU	424925N 0681812E **TRK** **195.0° 32.5 NM** **(1000 FT)**					
	359° 179°	28.7 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ GENDI	431800N 0682200E **TRK** **254.0° 9.4 NM** **(1000 FT)**					
	348° 168°	20.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ GOBOR	433811N 0681918E **TRK** **323.0° 21.8 NM** **(1000 FT)**					
	348° 168°	30.5 NM	FL 510 9000 FT ALT	Even	Odd	SHYMKENT ACC 127.3 MHZ TURKISTAN TOWER 131.3 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
M741 (RNAV 5)	(2) Before, see AIP Uzbekistan (3) For continuation, see AIP Russia					
▲ ASLOK	410548N 0671954E **SMK** **224.0° 121.8 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	345° 165°	36.2 NM	FL 510 7000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ RITAL (FIR BDRY)	414130N 0671206E **SMK** **241.0° 108.2 NM** **(1400 FT)**					
	341° 160°	24.5 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
△ ESKIZ	420521N 0670429E **TRK** **216.0° 99.6 NM** **(1000 FT)**					
	340° 160°	55.9 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ PAVEL	425947N 0664642E **TRK** **249.0° 81.5 NM** **(1000 FT)**					
	343° 163°	16.2 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ GEKSO	431544N 0664228E **TRK** **260.0° 82.1 NM** **(1000 FT)**					
	343° 162°	63.3 NM	FL 510 FL 150	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ GITIM	441752N 0662540E **KZO** **116.0° 44.1 NM** **(500 FT)**					
	344° 163°	105.2 NM	FL 510 FL 150	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ ANIGO	460143N 0660207E **KZO** **007.0° 82.4 NM** **(500 FT)**					
	343° 162°	43.3 NM	FL 510 FL 150	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ LUGER (FIR BDRY)	464426N 0655200E **DZG** **223.0° 97.3 NM** **(1300 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	339° 158°	84.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ INKOL	480633N 0652413E **DZG** **276.0° 97.8 NM** **(1300 FT)**					
	338° 157°	19.5 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ EKLOP	482530N 0651734E **DZG** **285.0° 107.9 NM** **(1300 FT)**					
	337° 157°	31.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ REGPI	485632N 0650629E **ARK** **213.0° 111.5 NM** **(1300 FT)**					
	337° 157°	24.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ ARBIM	492045N 0645739E **ARK** **223.0° 99.1 NM** **(1300 FT)**					
	338° 157°	34.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ IPKOD	495415N 0644617E **ARK** **245.0° 90.4 NM** **(1300 FT)**					
	337° 157°	13.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ LAMGI	500657N 0644154E **ARK** **251.0° 90.3 NM** **(1300 FT)**					
	337° 156°	42.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
△ ERNEN	504754N 0642731E **ARK** **277.0° 102.2 NM** **(1300 FT)**					
	336° 156°	45.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
△ NARUR	513200N 0641130E **KST** **155.0° 102.0 NM** **(600 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit {Airspace class} Remarks**
	311° 130°	50.0 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 131.4 MHZ {C}
▲ LAGUK	440528N 0795517E JRK 185.0° 8.4 NM (2600 FT)					
	310° 129°	38.0 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 131.4 MHZ {C}
▲ BARUR	443207N 0791739E JRK 298.0° 33.9 NM (2600 FT)					
	309° 129°	27.6 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 133.1 MHZ {C}
△ ATPOR	445123N 0784955E TDK 126.0° 22.8 NM (2000 FT)					
	306° 126°	22.8 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 133.1 MHZ {C}
▲ TALDYKORGAN DVOR/DME (TDK)	450622N 0782548E					
	308° 126°	109.0 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 133.1 MHZ {C}
▲ ABREK	462025N 0763143E BLH 111.0° 71.7 NM (1400 FT)					
	306° 122°	160.9 NM	FL 510 FL 210	Even	Odd	ALMATY ACC 125.5 MHZ {C}
▲ AGADI (FIR BDRY)	480559N 0733338E BLH 314.0° 93.2 NM (1400 FT)					
	299° 112°	258.1 NM	FL 510 FL 210	Even	Odd	ASTANA ACC 124.1 MHZ {C}
▲ TUSEP	503136N 0680751E ARK 064.0° 44.4 NM (1300 FT)					
	305° 120°	233.2 NM	FL 510 FL 210	Even	Odd	ASTANA ACC 133.1 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
▲ KOSTANAY DVOR/DME (KST)	531113N 0633346E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
N143 (RNAV 5)						
▲ OGOLI	412858N 0663632E SMK 240.0° 137.6 NM (1400 FT)					**Before, see AIP Uzbekistan**
	059° 239°	29.5 NM	FL 510 4000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ RITAL (FIR BRDY)	414130N 0671206E SMK 241.0° 108.2 NM (1400 FT)					
	059° 240°	49.2 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ MIKNO	420200N 0681200E SMK 243.0° 59.0 NM (1400 FT)					
	064° 245°	59.0 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ SHYMKENT DVOR/DME (SMK)	422220N 0692631E					
	067° 247°	29.4 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ TURIK	423108N 0700422E SMK 067.0° 29.4 NM (1400 FT)					
	064° 244°	16.8 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ KOLAM	423702N 0702540E TAR 242.0° 40.7 NM (2200 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit {Airspace class} Remarks**
△ GONEL	483912N 0735912E KRG 150.0° 66.6 NM (1800 FT)					
	331° 151°	21.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ {C}
△ NEMKU	485904N 0734736E KRG 150.0° 45.3 NM (1800 FT)					
	331° 150°	45.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ KARAGANDA TOWER 122.0 MHZ {C}
▲ KARAGANDA DVOR/DME (KRG)	494114N 0732226E					
	309° 127°	41.2 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ KARAGANDA TOWER 122.0 MHZ {C}
▲ BANOS	501116N 0723844E KRG 309.0° 40.9 NM (1800 FT)					
	308° 127°	67.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ ASTANA APPROACH 124.6 MHZ {C}
▲ ASTANA DVOR/ DME (AST)	510006N 0712600E					
	325° 144°	65.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ ASTANA APPROACH 124.6 MHZ {C}
△ KOLUR	515901N 0704103E AST 325.0° 65.3 NM (1200 FT)					
	324° 143°	46.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ LULEK	524106N 0700733E KTU 144.0° 44.0 NM (900 FT)					
	324° 144°	44.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ KOKSHETAU TOWER 127.9 MHZ {C}
▲ KOKSHETAU VOR/DME (KTU)	532103N 0693701E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
	300° 118°	42.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ KOKSHETAU TOWER 127.9 MHZ {C}
△ LASPA	534852N 0684219E KTU 298.0° 42.9 NM (900 FT)					
	300° 119°	51.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ KOKAV	542244N 0673738E PSK 233.0° 60.7 NM (500 FT)					
	299° 118°	36.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
▲ BEBLU (FIR BDRY)	544630N 0665030E PSK 256.0° 82.6 NM (500 FT)					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
N193 **(RNAV 5)**						
▲ LANOL	411133N 0685506E SMK 192.0° 74.6 NM (1400 FT)					
	272° 091°	44.9 NM	FL 510 4000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ DIBAD	411700N 0675600E SMK 220.0° 94.0 NM (1400 FT)					
	276° 095°	61.0 NM	FL 510 4000 FT ALT	Even	Odd	TASHKENT ACC {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
	277° 094°	76.1 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ PAVLODAR TOWER 119.8 MHZ {C}
△ ADODA	523230N 0750554E PVL 277.0° 76.1 NM (500 FT)					
	272° 087°	163.5 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ ADLON	530129N 0704047E KTU 105.0° 43.1 NM (900 FT)					
	267° 084°	138.4 NM	FL 510 FL 150	Even	Odd	ASTANA ACC 132.8 MHZ {C}
▲ BAVAG	531819N 0665235E KTU 256.0° 98.6 NM (900 FT)					
	262° 077°	205.7 NM	FL 510 FL 210	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ TITUR (FIR BDRY)	532406N 0610924E KST 268.0° 87.6 NM (600 FT)					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit** **{Airspace class}** **Remarks**
N987 **(RNAV 5)**						
▲ ASLOK	410548N 0671954E SMK 224.0° 121.8 NM (1400 FT)					**Before, see AIP Uzbekistan**
	357° 177°	34.4 NM	FL 510 4000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ UMKAS (FIR BDRY)	414012N 0672149E SMK 239.0° 102.0 NM (1400 FT)					
	357° 176°	54.1 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	**Controlling unit {Airspace class} Remarks**
△ ROSIM	423415N 0672453E TRK 222.0° 68.4 NM (1000 FT)					
	356° 176°	33.4 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
△ AGERA	430738N 0672650E TRK 250.0° 51.1 NM (1000 FT)					
	356° 176°	18.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ POBEK	432534N 0672754E TRK 270.0° 49.1 NM (1000 FT)					
	357° 177°	20.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ GIMRI	434530N 0672931E TRK 292.0° 54.1 NM (1000 FT)					
	356° 176°	32.7 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ BIMDO	441809N 0673135E TRK 315.0° 74.3 NM (1000 FT)					
	356° 176°	13.1 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ LUKUR	443112N 0673226E TRK 321.0° 84.6 NM (1000 FT)					
	356° 175°	94.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ NONDI (FIR BDRY)	460552N 0673842E DZG 174.0° 97.6 NM M (1300 FT)					
	355° 175°	32.6 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}

ENR-3.2.4 "P" ROUTES

1. NAVIGATION SPECIFICATION

RNAV routes in Republic of Kazakhstan require RNAV 5 capability. Supported sensors are VOR/DME, INS/IRS, GNSS or their combination.

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P178 **(RNAV 5)**						
▲ OGRIP	405454N 0680500E **SMK** **209.0° 106.6 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	044° 224°	42.9 NM	FL 510 7000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ DODUR (FIR BDRY)	412300N 0684800E **SMK** **200.0° 65.9 NM** **(1400 FT)**					
	023° 203°	27.4 NM	FL 510 7000 FT ALT	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
△ REBDA	414708N 0690515E **SMK** **198.0° 38.6 NM** **(1400 FT)**					
	023° 203°	11.3 NM	FL 510 7000 FT ALT	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ DOSOR	415702N 0691225E **SMK** **196.0° 27.4 NM** **(1400 FT)**					
	023° 203°	6.3 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ BOMKA	420232N 0691624E **SMK** **195.0° 21.2 NM** **(1400 FT)**					
	015° 195°	21.2 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ SHYMKENT DVOR/DME (SMK)	422220N 0692631E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	316° 135°	30.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ RUSEK	424549N 0690116E **SMK** **316.0° 30.0 NM** **(1400 FT)**					
	312° 132°	10.5 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ MAGOL	425338N 0685144E **TRK** **148.0° 28.7 NM** **(1000 FT)**					
	328° 148°	28.7 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ TURKISTAN DVOR/DME (TRK)	431932N 0683446E					
	323° 142°	21.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ GOBOR	433811N 0681918E **TRK** **323.0° 21.8 NM** **(1000 FT)**					
	348° 168°	30.5 NM	FL 510 9000 FT ALT	Even	Odd	SHYMKENT ACC 127.3 MHZ TURKISTAN TOWER 131.3 MHZ {C}
△ TIMKA	440832N 0681511E **TRK** **337.0° 51.0 NM** **(1000 FT)**					
	002° 181°	96.9 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
▲ ADONU (FIR BDRY)	454418N 0683532E **DZG** **155.0° 123.9 NM** **(1300 FT)**					
	001° 180°	215.2 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
▲ IKANA (FIR BDRY)	545924N 0681200E **PSK** **276.0° 37.4 NM** **(500 FT)**					**For continuation, see AIP Russia**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
P180 **(RNAV 5)**						
▲ ABEVO	405000N 0683442E **SMK** **197.0° 100.1 NM** **(1400 FT)**					**Before, see AIP Uzbekistan**
	277° 097°	23.1 NM	FL 510 7000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ OGRIP	405454N 0680500E **SMK** **209.0° 106.6 NM** **(1400 FT)**					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
P180 **(RNAV 5)**						
▲ BUGEB	410824N 0670836E **SMK** **228.0° 126.9 NM** **(1400 FT)**					
	283° 102°	22.4 NM	FL 510 7000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ MOMUL	411524N 0664024E **SMK** **235.0° 141.1 NM** **(1400 FT)**					**For continuation, see AIP Uzbekistan**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P184 **(RNAV 5)**						
▲ MIMRI	433808N 0634822E **KZO** **222.0° 99.0 NM** **(500 FT)**					
	043° 223°	57.3 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
△ DILNA	441450N 0644911E **KZO** **222.0° 41.8 NM** **(500 FT)**					
	043° 223°	41.8 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ KYZYLORDA TOWER 120.9 {C}
▲ KYZYLORDA DVOR/DME (KZO)	444145N 0653349E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
P574 (RNAV 5)						
▲ RUTIL (FIR BDRY)	421053N 0510433E **AKT** **172.0° 101.4 NM** **(100 FT)**					**Before, see AIP Azerbaijan**
	354° 174°	39.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ POBEK	432534N 0672754E TRK 270.0° 49.1 NM (1000 FT)					
	308° 126°	68.2 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
△ ERMEK	441245N 0661954E KZO 124.0° 43.9 NM (500 FT)					
	305° 124°	43.9 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ KYZYLORDA TOWER 120.9 {C}
▲ KYZYLORDA DVOR/DME (KZO)	444145N 0653349E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z553 **(RNAV 5)**						
▲ KARAGANDA DVOR/DME (KRG)	494114N 0732226E					
	341° 161°	35.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ KARAGANDA TOWER 122.0 MHZ {C}
▲ DETOV	501555N 0731235E KRG 341.0° 35.3 NM (1800 FT)					
	341° 160°	53.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ EDANO	510858N 0725804E AST 072.0° 58.7 NM (1200 FT)					
	340° 160°	6.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
△ BOLSU	511507N 0725620E AST 066.0° 58.9 NM (1200 FT)					
	340° 158°	145.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
▲ POBUR	533800N 0721400E KTU 069.0° 95.3 NM (900 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z554 **(RNAV 5)**						
▲ OKESO	411051N 0673608E SMK 223.0° 109.2 NM (1400 FT)					**Before, see AIP Uzbekistan**
	062° 242°	16.2 NM	FL 510 4000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ DIBAD	411700N 0675600E SMK 220.0° 94.0 NM (1400 FT)					
	076° 256°	39.6 NM	FL 510 7000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ DODUR (FIR BDRY)	412300N 0684800E SMK 200.0° 65.9 NM (1400 FT)					
	039° 219°	39.6 NM	FL 510 8000 FT ALT	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ BAMUT	415121N 0692445E SMK 176.0° 31.0 NM (1400 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	002° 182°	8.8 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ BEDNU	420007N 0692621E SMK 174.0° 22.2 NM (1400 FT)					
	355° 175°	22.2 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ SHYMKENT DVOR/DME (SMK)	422220N 0692631E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z578 **(RNAV 5)**						
▲ LANOL	411133N 0685506E SMK 192.0° 74.6 NM (1400 FT)					
	330° 149°	12.6 NM	FL 510 7000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ DODUR (FIR BDRY)	412300N 0684800E SMK 200.0° 65.9 NM (1400 FT)					
	356° 175°	36.0 NM	FL 510 7000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ ODORI	415901N 0684908E SMK 224.0° 36.3 NM (1400 FT)					
	355° 175°	27.0 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
▲ ARSUL	422600N 0685000E SMK 271.0° 27.3 NM (1400 FT)					**For continuation, see AIP Uzbekistan**

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
Z579 **(RNAV 5)**						
▲ MIKNO	420200N 0681200E SMK 243.0° 59.0 NM (1400 FT)					
	340° 159°	37.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
△ ZUSLA	423838N 0675917E TRK 206.0° 48.5 NM (1000 FT)					
	339° 159°	34.1 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ KARIM	431136N 0674737E TRK 250.0° 35.4 NM (1000 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	 ↑	Controlling unit {Airspace class} Remarks
Z580 **(RNAV 5)**						

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ OGRIP	405454N 0680500E SMK 209.0° 106.6 NM (1400 FT)					
	044° 224°	42.9 NM	FL 510 7000 FT ALT	Odd	Even	TASHKENT ACC {C}
▲ DODUR (FIR BDRY)	412300N 0684800E SMK 200.0° 65.9 NM (1400 FT)					
	039° 219°	39.6 NM	FL 510 8000 FT ALT	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ BAMUT	415121N 0692445E SMK 176.0° 31.0 NM (1400 FT)					
	039° 219°	25.6 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ ADESA	420940N 0694854E SMK 121.0° 20.9 NM (1400 FT)					
	039° 219°	38.6 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ KOLAM	423702N 0702540E TAR 242.0° 40.7 NM (2200 FT)					
	064° 244°	8.8 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}
△ ANESA	424006N 0703654E TAR 241.0° 31.9 NM (2200 FT)					
	062° 242°	31.9 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}
▲ TARAZ DVOR/ DME (TAR)	425214N 0711654E					
	088° 268°	21.3 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ TARAZ APPROACH 122.1 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
△ MIKDO	425058N 0714551E TAR 088.0° 21.3 NM (2200 FT)					
	085° 266°	76.7 NM	FL 510 FL 150	Odd	Even	SHYMKENT ACC 132.7 MHZ In case of possible VHF radio communication failure at FL150–FL190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Approach” on frequencies 4744 kHz. - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ OGTOL (FIR BDRY)	424905N 0733002E TAR 087.0° 98.0 NM (2200 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z581 (RNAV 5)	(2) ... (3) For continuation, see AIP Russia					
▲ KERUL (FIR BDRY)	415128N 0520821E AKT 151.0° 129.8 NM (100 FT)					**Before, see AIP Russia and CIS**
	333° 152°	46.1 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}
△ ADEDA	423438N 0514628E AKT 151.0° 83.7 NM (100 FT)					
	332° 152°	34.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}
▲ LUMUR	430639N 0512953E AKT 150.0° 49.5 NM (100 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	309° 128°	26.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ ASTANA APPROACH 124.6 MHZ {C}
△ VETUB	504107N 0701250E AST 238.0° 50.1 NM (1200 FT)					
	304° 124°	10.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ OSROL	504818N 0700112E AST 248.0° 55.0 NM (1200 FT)					
	309° 127°	93.8 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
▲ ATBAN	515824N 0682152E KTU 197.0° 94.6 NM (900 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z632 **(RNAV 5)**						
△ REBDA	414708N 0690515E SMK 198.0° 38.6 NM (1400 FT)					
	338° 158°	11.3 NM	FL 510 6000 FT ALT	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ NIMAG	415801N 0690101E SMK 212° 30.8 NM (1400 FT)					
	338° 158°	29.2 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ ARSUL	422600N 0685000E SMK 271.0° 27.3 NM (1400 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	333° 152°	25.1 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ LARBA	424922N 0683725E TRK 170.0° 30.2 NM (1000 FT)					
	333° 152°	30.8 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ TURKISTAN TOWER 131.3 MHZ {C}
▲ GENDI	431800N 0682200E TRK 254.0° 9.4 NM (1000 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z727 (RNAV 5)						
▲ ADARO (FIR BDRY)	504706N 0815242E UKM 325.0° 51.2 NM (1000 FT)					
	145° 326°	51.2 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ UST-KAMENOGORSK TOWER 130.1 MHZ {C}
▲ UST-KAMENOGORSK DVOR/DME (UKM)	500158N 0823031E					
	142° 322°	42.7 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ UST-KAMENOGORSK TOWER 130.1 MHZ {C}
△ ABOTO	492544N 0830521E UKM 142.0° 42.7 NM (1000 FT)					
	142° 322°	2.7 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
▲ ARHIM	492317N 0830743E UKM 322.3° 45.3 NM (1000 FT)					
	142° 322°	6.0 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ NEMEG	491804N 0831242E UKM 332.4° 51.4 NM (1000 FT)					
	142° 324°	100.9 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ LATRI	475217N 0843229E UKM 141.2° 152.7 NM (1000 FT)					
	144° 324°	27.1 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ ZAISAN VYSHKA 118.7 MHZ {C}
▲ ZAISAN L (ZSN)	472906N 0845308E					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z746 **(RNAV 5)**						
▲ TUSEP	503136N 0680751E ARK 064.0° 44.4 NM (1300 FT)					
	072° 254°	80.2 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ {C}
△ VETUB	504107N 0701250E AST 238.0° 50.1 NM (1200 FT)					
	073° 253°	35.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ ASTANA APPROACH 124.6 MHZ {C}
△ LIGMO	504539N 0710837E AST 207.0° 18.2 NM (1200 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
	061° 242°	73.0 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ ASTANA APPROACH 124.6 MHZ {C}
△ EDANO	510858N 0725804E AST 072.0° 58.7 NM (1200 FT)					
	062° 244°	88.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ {C}
▲ ABELI	513524N 0751312E PVL 232.0° 79.0 NM (500 FT)					

Route designator	[Route Usage Notes]					
Significant Point Name	Significant point coordinates Reference VOR/DME ID Bearing and distance DME Elevation					Remarks
(RNAV / RNP Type)	Track MAG	Dist	Upper limit Lower limit	FL series ↓	FL series ↑	Controlling unit {Airspace class} Remarks
Z753 **(RNAV 5)**						
▲ OSBOR	410054N 0683059E SMK 201.0° 91.4 NM (1400 FT)					**Before, see AIP Uzbekistan**
	322° 141°	40.1 NM	FL 510 6000 FT ALT	Even	Odd	TASHKENT ACC {C}
▲ IBMOB (FIR BDRY)	413436N 0680213E SMK 226.0° 78.9 NM (1400 FT)					
	321° 140°	101.9 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}
▲ PAVEL	425947N 0664642E TRK 249.0° 81.5 NM (1000 FT)					

ENROUTE CHART

Change: SEGMENT VANUK - AKAZU MOCA 2100

0 15 30 60 90 120 150 180 210 240 270 300 NM
0 30 60 120 180 240 300 360 420 480 KM

Legend

Reporting point

- On Request
- Compulsory
- Aerodrome

Radionavigation aids

- DME
- NDB
- VOR
- Compass rose
- FIR - Flight information region
- State Boundary

Airspace

- ATZ - Aerodrome traffic zone
- CTR - Control zone
- FIR SECTOR
- TMA - Terminal Control Area
- Danger; Prohibited; Restricted Areas
- Delegated Airspace
- Hydrography

Area minimum altitude (AMA)

Example: 18600 FT - 18^{6}

DIST in NM
ALT and ELEV in FT
BRG are MAG

WGS84
Lambert Conformal Conic Projection
The chart is True North orientated

CHANGES:

ROUTE	SEGMENT	MOCA
A357	VOR AKB : ALGAS	3200 FT
L139	ABDUN : NINAG	2000 FT
L139	NINAG : TISRA	1700 FT
L145	GAMBU : INLIG	2200 FT
L145	INLIG : MIRGA	2400 FT
L147	INDAG : RITMU	2300 FT
L147	TOMGO : INDAG	2600 FT
L163	ERKIS : SIVKO	2100 FT
L163	RUGUS : ERKIS	3000 FT
L165	EMBEK : GUMGA	2000 FT
L165	GEMBO : EMBEK	1700 FT
L165	GUMGA : BUDER	2000 FT
L728	BAGED : GEDSA	1800 FT
L728	LUGER : BAGED	2000 FT
L728	OGTOL : PILEL	7000 FT
L728	PILEL : GERPU	7500 FT
L988	ALABA : ERKIS	2000 FT
L988	ERKIS : BEKOR	3600 FT
M161	EKDAD : LOGTO	1900 FT
M161	UDATO : EKDAD	2100 FT
M741	ARBIM : IPKOD	1700 FT
M741	EKLOP : REGPI	2000 FT
M741	ERNEN : NARUR	1800 FT
M741	INKOL : EKLOP	1900 FT
M741	IPKOD : LAMGI	1500 FT
M741	LAMGI : ERNEN	1700 FT
M741	LUGER : INKOL	2000 FT
M741	REGPI : ARBIM	1900 FT
M993	DINBO : EKLOP	3800 FT
M993	EKLOP : GOSPA	1900 FT
N102	DODEM : GITUD	4700 FT
N102	GITUD : NONRI	5700 FT
N161	AMASO : DERAD	3700 FT
N161	ARKAM : BAGED	1600 FT
N161	BAGED : TIROK	2000 FT
N161	DERAD : UNABO	4300 FT
N167	ADEKU : IPNIL	1600 FT
N167	IPNIL : DEPIR	2000 FT
N37	INKOL : AKITU	3700 FT
N37	KOMRE : NINAG	1700 FT
N37	NINAG : ULRIP	2600 FT
N37	ULRIP : INKOL	1700 FT

ROUTE	SEGMENT	MOCA
N55	ERNEN : IPNIL	1700 FT
N55	GEMBO : ERNEN	1800 FT
N55	IPNIL : ATNON	2400 FT
N60	VOR AKB : ALGAS	3200 FT
N60	EKPIN : MOGTU	1400 FT
N60	UDEBA : EKPIN	1300 FT
N993	VOR AGZ : GITUD	6300 FT
N993	GITUD : AGINU	6300 FT
N996	EKDAD : RILBA	3300 FT
N996	ETELA : EKDAD	1900 FT
N996	IPKOD : BULOG	2000 FT
N996	TIBDA : IPKOD	1600 FT
P179	ADASA : OLKUM	1500 FT
P179	LEPRA : POBUR	2100 FT
P179	OLKUM : LEPRA	1500 FT
P984	OBAPI : DODEM	4500 FT
P984	RISUL : OBAPI	4000 FT
T916	INDAG : LONSI	5200 FT
T916	INLIG : MIHOS	2300 FT
T916	MIHOS : INDAG	2300 FT
T916	TUROK : INLIG	2400 FT
Z164	BETIK : REGPI	3700 FT
Z164	REGPI : TIBDA	1900 FT
Z243	MADEV : OBAPI	4000 FT
Z243	OBAPI : IBDAS	4100 FT
Z584	ADODA : INRUM	1500 FT
Z584	INRUM : UNKAB	1700 FT
Z584	UNKAB : ULSET	1800 FT

Add new designated points(21):
BAGED, DERAD, EKDAD, EKLOP, EKPIN, ERKIS, ERNEN, GITUD, INDAG, INKOL, INLIG, INRUM, IPKOD, IPNIL, LEPRA, NINAG, OBAPI, OLKUM, PILEL, REGPI, UNKAB.

Renamed designated point:
AGAKO →UNABO.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1 The table below shows the aerodromes certificates and their validity periods.

2 Accepted exceptions, exemptions and restrictions for each aerodrome have been published in AIP AD 2.23.

Aerodrome name Location indicator	Certification date	Certificate validity	Remarks
1	2	3	4
AKTAU UATE	03.07.2024	28.08.2026	Nil
AKTOBE UATT	23.09.2025	17.09.2027	Nil
ALMATY UAAA	25.06.2025	28.10.2027	Nil
ASTANA UACC	22.12.2024	10.09.2027	Nil
ATYRAU UATG	10.10.2025	09.10.2028	Nil
BALKHASH UAAH	24.02.2025	30.04.2026	Nil
KARAGANDA UAKK	24.09.2025	24.09.2027	Nil
KOKSHETAU UACK	12.07.2024	24.07.2026	Nil
KOSTANAY UAUU	24.10.2024	23.10.2026	Nil
KYZYLORDA UAOO	11.10.2024	09.10.2026	Nil
PAVLODAR UASP	02.08.2023	04.08.2025	Nil
PETROPAVLOVSK UACP	13.11.2025	12.11.2027	Nil
SEMEY UASS	22.10.2025	17.11.2028	Nil
SHYMKENT UAII	29.04.2024	24.04.2026	Nil
TALDYKORGAN UAAT	16.07.2025	17.07.2026	Nil
TARAZ UADD	21.08.2025	22.10.2027	Nil
TENGIZ UATZ	17.07.2025	27.10.2028	Nil

Aerodrome name Location indicator	Certification date	Certificate validity	Remarks
1	2	3	4
TURKISTAN UAIT	02.06.2025	01.10.2027	Nil
URALSK UARR	29.10.2025	31.10.2028	Nil
URDZHAR UASU	22.11.2024	05.06.2026	Nil
USHARAL UAAL	10.10.2025	03.07.2026	Nil
UST-KAMENOGORSK UASK	11.02.2025	20.08.2027	Nil
ZAISAN UASZ	05.06.2025	04.09.2026	Nil
ZHEZKAZGAN UAKD	19.12.2023	30.06.2026	Nil

AD 2 AERODROMES

UATE AD 2

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

UATE AD 2.1 Aerodrome Location Indicator And Name

UATE - AKTAU

UATE AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	435136N 0510527E At the centre of RWY
2	Direction and distance from (city)	348°, 12.4 NM from Aktau
3	Elevation/Reference temperature	75 FT/32.5° C
4	Geoid undulation at AD ELEV PSN	-39 FT
5	MAG VAR/Annual Change	8° E (2021) / 0.06° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Airport 130000 Mangystau region, JSC "Aktau International Airport" Republic of Kazakhstan Phone: +7 (7292) 609746 Fax: +7 (7292) 609745 AFS: UATEAPBF SITA: SCOBFXH Email: office@aktau-airport.kz Email: info@aktau-airport.kz URL: www.aktau-airport.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Changeable Head AD Phone: +7 (7292) 609777 Phone: +7 (777) 5557710

UATE AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7292) 609746
2	Customs and immigration	H24 Phone: +7 (7292) 609641 Phone: +7 (7292) 609642
3	Health and sanitation	H24 Phone: +7 (7292) 609603
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7292) 420032 Phone: +7 (7292) 463141
6	MET Briefing Office	H24 Phone: +7 (7292) 463178
7	ATS	H24

8	Fuelling	H24 Phone: +7 (7292) 609609 Phone: +7 (7292) 609667
9	Handling	H24 Phone: +7 (7292) 609775
10	Security	H24 Phone: +7 (7292) 609610
11	De-icing	H24 Phone: +7 (7292) 609621 Phone: +7 (7292) 609647
12	Remarks	Nil

UATE AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 35 tonnes weight
2	Fuel/oil types	TS-1 OIL: Nil
3	Fuelling facilities/capacity	4 Trucks (22м³)/ 400 L/min
4	De-icing facilities	Combined watering and washing machine
5	Hangar space for visiting aircraft	Not available for visiting aircraft
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UATE AD 2.5 Passenger Facilities

1	Hotels	In the city Aktau
2	Restaurants	In the Airport
3	Transportation	Taxis
4	Medical facilities	Aid post at Airport Terminal, ambulance service, hospitals in Aktau
5	Bank and Post Office	Bank ATM, currency exchange
6	Tourist Office	In the airport, +7 (771) 7620283, +7 (7292) 609752
7	Remarks	Nil

UATE AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	3 fire trucks Σ = 28000l. (water) + 1750l. (foamer) and medical kit
3	Capability for removal of disabled aircraft	Equipment necessary for evacuation on a contractual basis: trawl and crane, with a lifting capacity of 100 tons, capability for removal aircraft weighing up to 50 tons. Equipment delivery takes at least 3 hours Phone: +7 (7292) 609621 Phone: +7 771 3335656 Email: uate@aktau-airport.kz

4	Remarks	The possibility of increasing the required level of fire protection up to 8 categories on request.

UATE AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	4 plunger brush cars, 1 rotor
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

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

1	**Apron surface and strength**	**APRON**		**SURFACE**	**STRENGTH**
		APRON		CONC+ASPH	PCN 52/F/C/W/T
		STANDS		**SURFACE**	**STRENGTH**
		106-114		CONC+ASPH	PCN 52/F/C/W/T
		199, 199			
		200-206, 206A			
		207, 208			
		20-24			
		25-26 (An-2)			Nil
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		B	24 M	CONC+ASPH	PCN 53/F/C/X/T
		C	24 M	CONC+ASPH	PCN 52/F/C/W/T
3	**Altimeter checkpoint location and elevation**	APRON/21m (69ft)			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	TWY-A - MIL			

UATE 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
2	**RWY and TWY markings and LGT**	Designation of threshold, touchdown, centre line, fixed distance, RWY edges, RWY designation, zones before the runway threshold, taxi holding position, taxiway centre line, side RWY lights, TWY «B» and «C»
3	**Stop bars**	TWY C, RED
4	**Other runway protection measures**	Nil
5	**Remarks**	TWY-A - MIL

UATE AD 2.10 Aerodrome Obstacles

NIL

UATE AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	AMS Aktau +7 (7292) 463178
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	AMSC Aktau, 24HR (0024, 0606, 1212, 1818)
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 (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR, APP
10	**Additional information**	Nil

UATE 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
11	122.63°	3048 X 45	52/F/C/W/T CONC+ASPH	435203.01N 0510429.51E - -38.7 FT	THR 70.5 FT	See AOC type A
29	302.65°	3048 X 45	52/F/C/W/T CONC+ASPH	435109.72N 0510624.49E - -38.7 FT	THR 53.1 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	250 X 150	3288 X 300	90 X 160	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m. REF AD 2.24.1

UATE 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 11	IAU	109.5 MHZ	H24	435053.5N 0510659.5E		Nil	Nil
GP 11		332.6 MHZ		435201.6N 0510444.7E			
DME 11	IAU	CH 32X		435201.6N 0510444.7E	100 FT		
ILS LOC 29 I/D/2	ITA	111.1 MHZ	H24	435218.6N 0510355.5E		Nil	Nil
GP 29 I/C/2		331.7 MHZ		435118.8N 0510616.6E			
DME 29	ITA	CH 48X		435118.8N 0510616.6E	100 FT		
NDB	T	326 KHZ	H24	435052.6N 0510701.8E	Nil	Nil	Nil
DVOR/DME (8°E /2021)	AKT	113.3 MHZ CH 80X	H24	435220.3N 0510351.9E	100 FT	Nil	Nil

UATE AD 2.20 Local Aerodrome Regulations

1. Airport regulations

The movement of aircraft around the airfield is carried out under the power of its own engines and towing by tractors.

Taxiing and towing are carried out according to the established markings. Occupying the runway for taxiing (towing) and for aircraft takeoff is carried out with the permission of the Aktau Tower air traffic controller.

On the apron stands it is allowed to start and test engines in low throttle modes upon request from the Aktau Tower air traffic controller, taking into account safety measures.

If the APU is faulty, starting one engine before towing to the engine launch site is carried out with the permission of the Aktau Tower air traffic controller.

Testing (checking) of aircraft engines at modes exceeding “idle throttle” is carried out on stand 208.

It is prohibited to start the engines while the aircraft is being towed.

Towing an aircraft with a running engine (started during towing) on a snowy, ice-covered (slippery) apron is prohibited.

Replace aircraft wheels using a jack only on hard surfaces (concrete, concrete pads).

The crew notifies the Aktau Tower air traffic controller about the need for anti-icing treatment.

Coordination of processing is carried out by Aktau Transit at a frequency of 131.900 MHz.

Aircraft processing is provided in two stages Type – 1 (SAE AMS1424 Type I Qualified Fluids) Aerodynamic and Anti-icing Endurance Performance and Type - 4 (SAE AMS1428 Type IV Qualified Fluids) Fluids Qualified at AMIL for Aerodynamic and Anti-icing Endurance Performance Treatment with anti-icing liquids is carried out:

- on the center line of apron without running engines

The number of stands, procedure for placing the aircraft on the stand is assigned by the Aktau airport Production and dispatcher service, based on the actual situation on the apron, the presence of short-term restrictions and prohibitions on parking and movement of aircraft on the maneuvering area of the airfield.

The aircraft launch location on the apron is determined by the Aktau Tower air traffic controller.

In case of operational necessity, the service of draining fuel from the aircraft on the stand is provided according to the procedure.

Access to the Aktau Aerodrome Manual of third-party organizations is provided upon request by e-mail “office@aktau-airport.kz”

Aircraft with index “F” are accepted upon prior request.

2. Taxiing to/from aircraft stands.

Towing, engine starting and taxiing of aircraft to and from the stands is carried out with the permission of the Aktau Tower air traffic controller.

Before starting the engines, the crew must listen to the ATIS information, before launching (towing) establish contact with the Aktau Tower air traffic controller on the frequency 120.700 MHz, report the index of the current ATIS information, the stand number and receive ATC clearance for departure.

Depending on the ground and air situation, runway operational direction the Tower air traffic controller enters “holding procedure of start-up clearance” with the timing and start-up sequence of aircraft or informs the crew about the expected delay and gives permission to start the engines at the discretion of the crew.

Escorting (leading) of the aircraft is carried out regardless of the time of day by the escort vehicle when the low visibility procedures are in progress, in the absence of visibility of the markings of the aircraft intended for movement, or by the request of the aircraft crew.

The order of taxiing in and out at (from) the stand:

- Taxiing to all stands is carried out under the power of its own engines.
- The aircraft is taxied by towing.
- If the aircraft is not parked according to the parking lot markings, the aircraft is taxied under the power of its own engines under the guidance of the greeter or escort vehicle.

3. Limitations during taxiing

On RWY 11/29, aircraft shall perform 180° turns in accordance with the markings on the turn pads, except for aircraft of classes 3 and 4 and helicopters.

Aircraft located on taxiway-B (bravo), taxiway-C (charli) are prohibited from crossing the marked holding position at runway 11/29 without permission from the Aktau Tower air traffic controller.

4. Take-off and landing

When taking a line-up possition on Runway 11/29, the aircraft crew reports its readiness for takeoff to the Aktau Tower air traffic controller.

After receiving a report from the aircraft crew about readiness for takeoff, the Aktau Tower controller, depending on the air situation, may allow the aircraft crew to take a line-up possition and take off immediately. The aircraft crew is obliged to inform the Aktau Tower air traffic controller if it cannot take off immediately.If the runway is busy or there are no acceptable separation, the Aktau Tower air traffic controller allows the aircraft crew only to take the line-up possition. At the same time, the aircraft crews comply with all taxiing procedures in accordance with the requirements of the aircraft type manual and other regulatory documents, including taxi speed:

- under normal environmental conditions and runway conditions, no more than 30 knots (55 km/h) on long runway distances and no more than 20 knots (37 km/h) on short runway distances;
- in conditions of low visibility procedures and meteorological conditions that contribute to the deterioration of the runway condition by no more than 10 knots (18 km/h).

Pre-flight checks by the crew in the cockpit must be completed before the line-up possition. Checks required while on the runway should be kept to a minimum.

The aircraft crew takes off immediately after receiving take-off clearance.

If the aircraft crew cannot fulfill the above requirement, they must inform the Aktau Tower air traffic controller about this before taxiing onto the runway and inform him of the required delay time.

Depending on the air or ground situation, it is permitted to take off from the intersection of taxiway-B (bravo), taxiway-C(charli) of the Runway 11/29 at the request of the crew of a class 3, 4 aircraft or at the initiative of the Aktau Tower air traffic controller. The aircraft takes off from a point on the runway where the available characteristics of the runway from the start of the take-off run correspond to those required for the actual take-off weight of the aircraft and take-off conditions.The final decision on takeoff from the intersection of the taxiway and the runway is made by the aircraft pilot-in-command.

Engines are warmed up and tested before takeoff on the runway or taxiway with the permission of the Aktau Tower air traffic controller after a request from the aircraft crew.

Take-off and landing of aircraft with a tailwind is permitted in order to speed up the flow of aircraft at the request of the aircraft crew or on the initiative of the air traffic control unit. Responsibility for making a decision on such a takeoff or landing rests with the aircraft pilot-in-command.

In order to reduce the runway occupancy time, the Aktau Tower air traffic controller can issue a command to accelerate the release of Runway 11/29. If it is impossible to perform the required operation, the crew immediately informs the air traffic controller.

The final decision on whether to take off or land under weather conditions that do not meet the airfield operating minimum is made by the aircraft pilot-in-command. In this case, the air traffic control clearance for takeoff or landing is not a force on the aircraft pilot-in-command to carry it out, and responsibility for the decision made and the outcome of the takeoff or landing rests with the aircraft pilot-in-command. The designation of a runway is made by the ATS unit, taking into account the aircraft landing or taking off into the wind, unless safety considerations, runway configuration, meteorological conditions and applicable approach procedures or air traffic conditions make another direction preferable.

5. Training and practice flights, check-test and check flights (flyover)

Educational and training flights, control and test flights (overflights) of aircraft are carried out in accordance with the requirements established by the Rules for Flight Operations in Civil Aviation.

An IFR flight is carried out according to established procedures for instrumental takeoff and approach. After takeoff, the crew maintains the conditions specified by the air traffic controller for fitting into the approach pattern. The VFR flight is carried out along a route agreed with the ATS unit. The number of aircraft performing educational, training, control, test and control flights (overflights) within TMA 1, TMA 2 and CTR of the Aktau airfield is determined by the Aktau Tower supervisor, based on the presence of prohibited zones and flight restriction zones, air and meteorological conditions. Depending on the intensity of flights and the restrictions imposed, the Aktau Tower supervisor is given the right to limit the number of training aircraft, suspend or prohibit training flights.

Control and test flights of aircraft are carried out during the day for all types of aircraft.

6. Procedures in low visibility conditions

LVP are introduced when RVR is less than 550 m.

The start of LVP actions is announced via the ATIS channel or by the ATS unit with the message “Low visibility procedures are in progress.”

Runway 11/29 are equipped for takeoff in LVP conditions.

Runway 11/29 are equipped for precision approach and landing under category I.

Crossing the “STOP” line lights that are on is prohibited. The aircraft crew is informed by the ATS unit about changes in the operational status of radio, lighting, and meteorological equipment.

7. Helicopter flights

Taxiing on helicopters is carried out taking into account wind restrictions, according to the Flight Manual, with constant visibility of landmarks ahead. The air movement of a helicopter with a skid type landing gear from the parking area to the take-off location and back is carried out along the route assigned by the Aktau Tower air traffic controller to the PMU under the responsibility of the helicopter pilot-in-command. The helicopter engines are started at stands 20-24 for warming up and testing only at low throttle.

Control hovering is permitted only over runway 11/29, taxiway-B(bravo), taxiway-C(charli).

Take-off/landing is permitted by helicopter in the daytime, from (on) taxiway-B(bravo), taxiway-C(charli), in compliance with the established intervals between aircraft take-offs and landings, subject to the established minimum weather conditions for flights under VFR (special VFR).

Responsibility for the takeoff (landing) in this case rests with the helicopter pilot-in-command.

Helicopters take off from the airfield after:

- crew report on readiness for takeoff (by plane, by helicopter), and obtaining permission for takeoff from the Aktau Tower air traffic controller.

For a takeoff by helicopter, landing the helicopter after a control hover is not necessary. The height of the control hover is determined by the helicopter pilot-in-command, but the helicopter performing the control hover must not interfere with the takeoff and landing of other aircraft. If there are weather conditions or smoke on a part of the runway that impairs visibility to values below the established weather minimum for flights under VFR (special VFR), it is permitted to land on that part of the runway where the weather conditions correspond to the minimum (beginning/middle/end). Responsibility for making such a landing rests with the helicopter pilot-in-command.

Take-off and landing with a run, take-off and landing of a helicopter at night and when flying under IFR are performed from/to the runway.

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

Reflected in the “Emergency Plan” of Aktau International Airport. Access to the “Emergency Plan” of third-party organizations is provided upon request by e-mail "office@aktau-airport.kz”

UATE AD 2.21 Noise Abatement Procedures

NIL

UATE AD 2.22 Flight Procedures

1. General

RWY 11/29 approved for CAT I operations.

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m. Low Visibility Procedures are cancelled when RVR is 550 m. and greater. The start of LVP procedures is reported to flight crew by ATC with the following phrase:: “LOW VISIBILITY PROCEDURES IN OPERATION”.

Control of obstacles presence on RWY and in ILS critical zones is carried out by air traffic controller according to the reports of flight crew or aerodrome service specialist reports.

The ATC informs flight crew about:

- any changes in the operational status of radio and lighting equipment;
- changes of surface wind;
- changes of RVR;
- changes of ceiling (vertical visibility).

3. Arriving Aircraft

Vacation of runway shall be reported on TWY only when passing of critical zone.

Aircraft parking shall be carried out by signals of marshalling person.

4. Departing Aircraft

Aircraft shall stop at the holding position before the light sign of runway designation.

5. 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 500 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	SAURA (Coastline NW of AKT)	N441433 E0504757	326° 25.0 nm AKT DVOR/DME	Entry/exit
2	TATIK (Highway NE from AKT)	N441348 E0512126	023° 25.0 nm AKT DVOR/DME	Entry/exit
3	KARAG (Railroad eastbound from AKT)	N435635 E0513758	073° 25.0 nm AKT DVOR/DME	Entry/exit
4	OZERO (Dry bed east of AKT)	N434713 E0513741	094° 25.0 nm AKT DVOR/DME	Entry/exit
5	OZENI (Road SE from AKT)	N433633 E0513038	122° 25.0 nm AKT DVOR/DME	Entry/exit
6	OIMAS (Road SE from AKT)	N433227 E0512447	135° 25.0 nm AKT DVOR/DME	Entry/exit
7	ZALIV (Settling ponds SE of AKT)	N434252 E0511858	124° 14.5 nm AKT DVOR/DME	Holding
8	KARER (Quarry east of AKT)	N435039 E0512304	090° 14.0 nm AKT DVOR/DME	Holding

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
9	DUNGA (Oil fields north of AKT)	N440014 E0510412	355° 7.9 nm AKT DVOR/DME	Holding

6. 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.

7. 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.

UATE 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. The bird aggregations in the vicinity of the airport.

Intensive flights of flocks of pigeons, sparrows and gulls occur periodically within 1-2 hours before and after sunrise, when birds fly from their resting place (from the sea west of the runway) across the runway through the approach zone of runway 11 and runway 29 to the feeding areas. The altitude of the bird flights is changing within from 0 to 400 m. above ground level. The main directions of migration are from south to north and in the opposite direction. In winter, a small number of crow flocks gather around the aerodrome and at the aerodrome, representing a danger to flights from sunrise to sunset.

As required, the aerodrome control unit informs pilots of such migrations of birds. Upon receipt of such information, pilots are recommended, if the calculated characteristics of the onboard equipment allow, to switch on landing lights when flying around the aerodrome, during take-off, approach, as well as climbing and descending.

Measures for reducing the bird aggregations include: periodic scaring of birds (noise gun, bioacoustic equipments), effective measures against the garbage dumps, removal of grass cover, as well as the termination of agricultural activities within the airport.

UATE AD 2.24 Charts Related To An Aerodrome

UATE AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 75FT (*23m*)

TWR 120.7

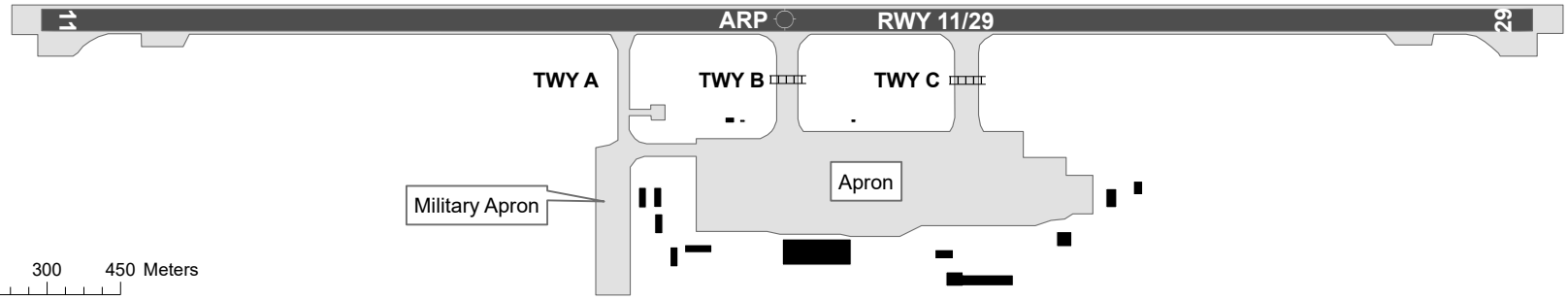
AKTAU

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

VAR 8°E (2021)

ANNUAL RATE OF CHANGE 0.06°E

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
11	122.63°	43°52'03.01"N 051°04'29.51"E	- 39	PCN 52 F/C/W/T
29	302.65°	43°51'09.72"N 051°06'24.49"E	- 39	

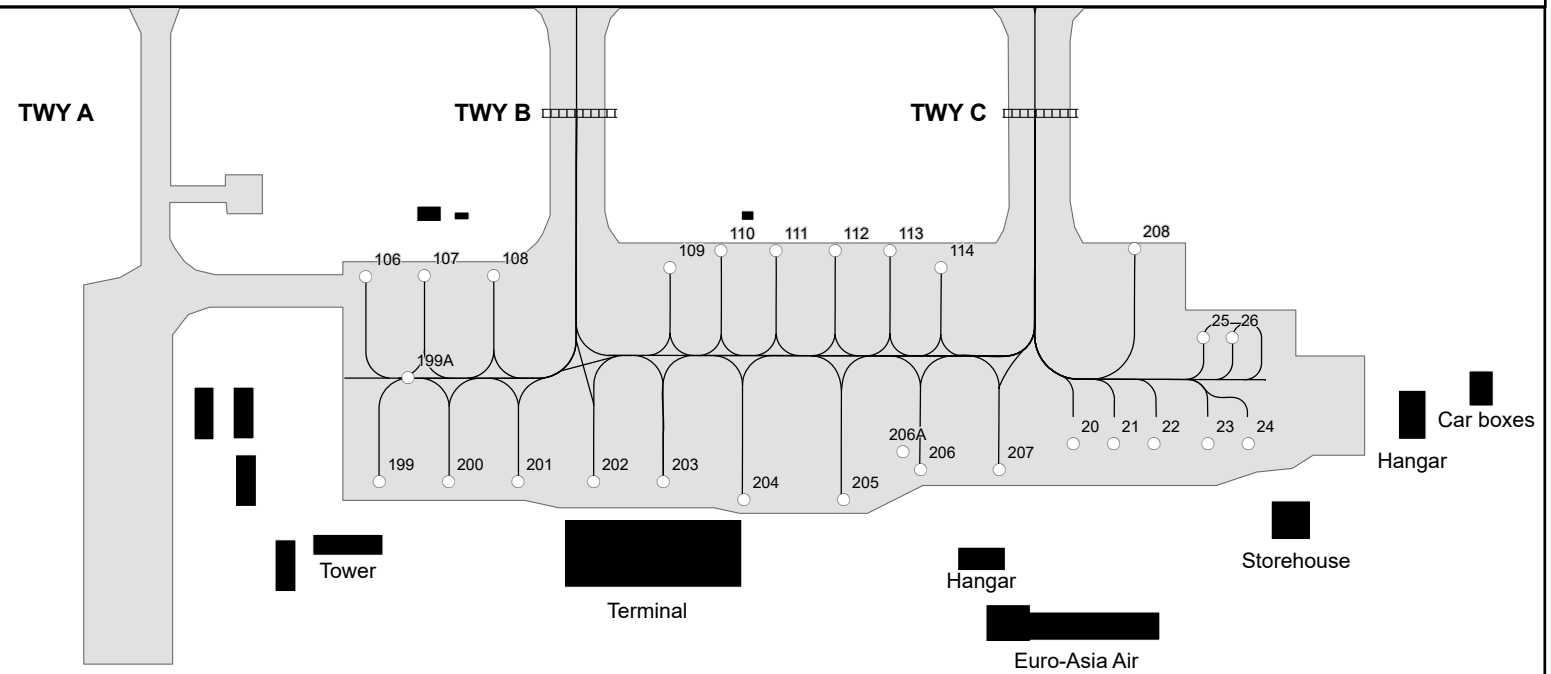


SCALE 1:15000
150 0 150 300 450 Meters

APRON	STAND	SURFACE	BEARING STRENGTH
APRON	106 - 114	CONC+ASPH	PCN 52/F/C/W/T
	199, 199A		
	200 - 206, 206A		
	207, 208		
	20 - 24		
	25, 26		NIL

TWY	WIDTH	SURFACE	BEARING STRENGTH
B	24m	CONC+ASPH	PCN 53/F/C/X/T
C	24m		PCN 52/F/C/W/T

STANDS	204-205	- for IL-76TD, IL-96, A330-200, B747-100B B747-SP, B747-200B, B747-400
	202-203	- for IL-76T, B767-200, B767-200ER
	106-108, 199-201	- for TU-204, TU154B, IL-18, TU-134, AN-12 B757-200, DC-8-55, A310-200, A310-300
	208	- for IL-62M, A300-B2, A300-B4, B707-320
	109-114	- for YAK-40, AN-32, AN-26, AN-24
	206-208	- for IL-114, YAK-42, AN-72, B737-100, B737-200, B737-200/200C, B737-200M, B737-300, B737-400, B737-500, B737-600, BAC1-11-400, BAC1-11-500, DC9-21 A319-100, FOKKER-50, FOKKER-100
	20-24	- for MI-8



SCALE 1:6000
60 0 60 120 180 Meters

CHANGE: Add stands 106, 199A, 206A.

AKTAU **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
Apron	106	43 51 32.35 N	051 05 14.54 E
	107	43 51 31.56 N	051 05 16.32 E
	108	43 51 30.60 N	051 05 18.40 E
	109	43 51 28.33 N	051 05 23.84 E
	110	43 51 27.99 N	051 05 25.69 E
	111	43 51 27.23 N	051 05 27.33 E
	112	43 51 26.41 N	051 05 29.10 E
	113	43 51 25.65 N	051 05 30.74 E
	114	43 51 24.57 N	051 05 31.95 E
	199	43 51 27.72 N	051 05 11.02 E
	200	43 51 26.76 N	051 05 13.10 E
	201	43 51 25.80 N	051 05 15.17 E
	202	43 51 24.75 N	051 05 17.44 E
	203	43 51 23.78 N	051 05 19.53 E
	204	43 51 22.28 N	051 05 21.61 E
	205	43 51 20.90 N	051 05 24.59 E
	206	43 51 20.47 N	051 05 27.45 E
	207	43 51 19.38 N	051 05 29.81 E
	208	43 51 22.30 N	051 05 38.11 E
	199A	43 51 29.58 N	051 05 13.88 E
	206A	43 51 21.12 N	051 05 27.28 E
	20	43 51 18.93 N	051 05 32.53 E
	21	43 51 18.37 N	051 05 33.73 E
	22	43 51 17.81 N	051 05 34.94 E
	23	43 51 17.06 N	051 05 36.56 E
	24	43 51 16.50 N	051 05 37.77 E
	25	43 51 19.41 N	051 05 38.45 E
	26	43 51 19.00 N	051 05 39.32 E

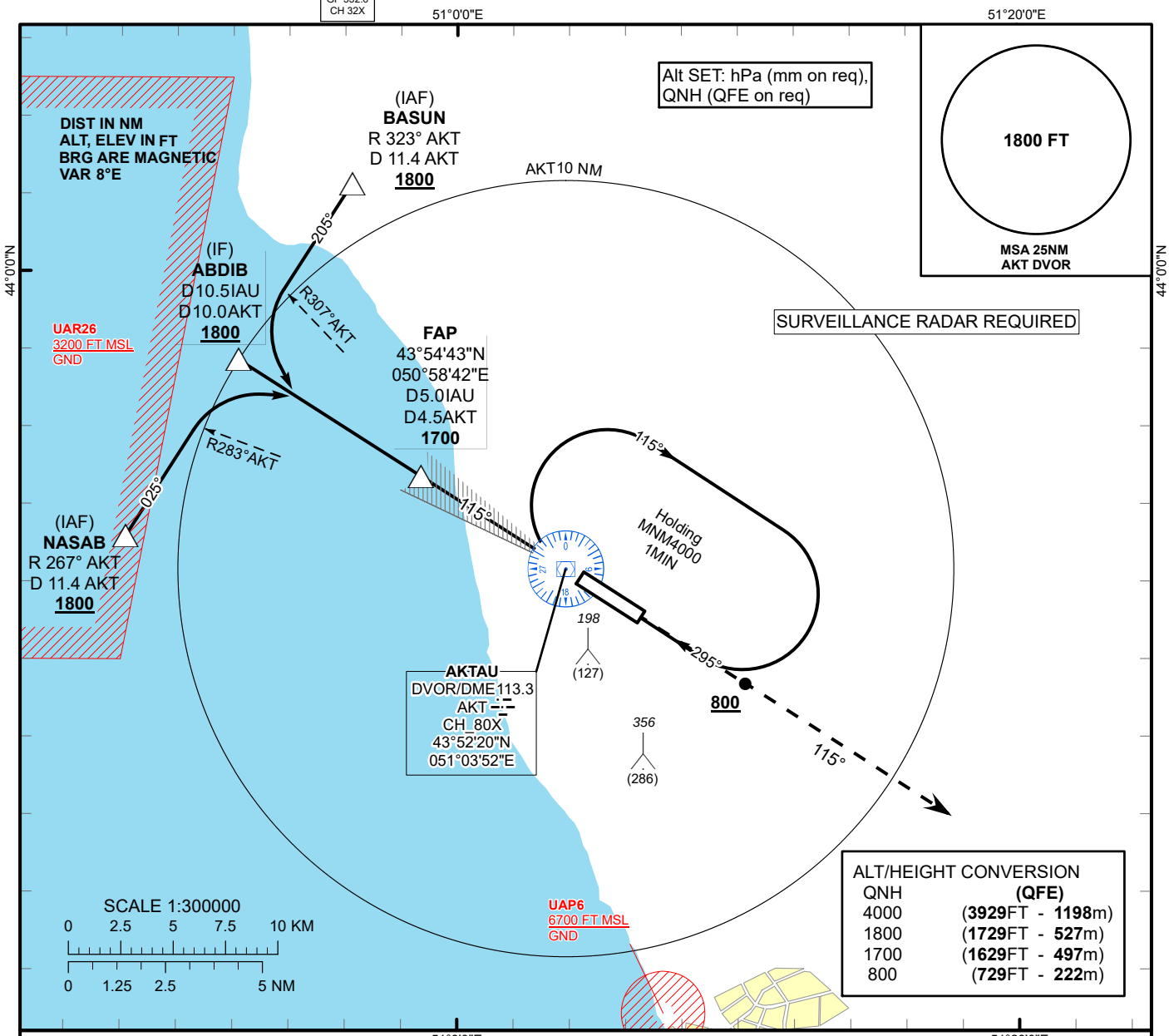
INSTRUMENT APPROACH CHART - ICAO

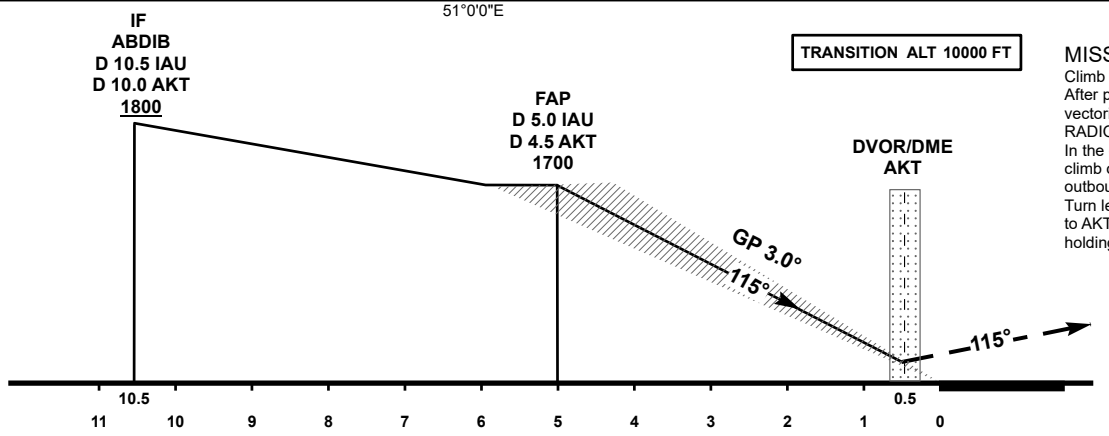
ILS
LLZ 109.5
IAU
GP 332.6
CH 32X

AERODROME ELEV ***75 FT***
HEIGHTS RELATED TO
THR RWY 11 - ELEV ***71 FT***

AKTAU TOWER 120.7
AKTAU ATIS (EN) 130.1
AKTAU ATIS (RU) 126.2

AKTAU
ILS/DME
RWY 11





TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 115° to 1800.
After passing 800 radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb on track 115° to 1800 outbound to 5.0 AKT.
Turn left, climb to 4000 to AKT and join to holding pattern.

ILS RDH 51
ELEV 71
THR RWY 11

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	CAT I	271(200)	271(200)	278(207)	288(217)

DIST to THR DME IAU	NM	5	4	3	2	1
DME AKT	NM	4.5	3.5	2.5	1.5	0.5
ALTITUDE	FT	1700	1409	1085	762	441
HEIGHT	FT	1629	1338	1014	691	370

DME IAU ZERO RANGED TO THR RWY 11

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Editorial.

AKTAU
ILS/DME

AERONAUTICAL DATA TABULATION

ILS approach to RWY11 from NASAB, ABDIB, BASUN	
Fix/point	**Coordinates**
AKT DVOR/DME	43° 52’ 20.3”N 051° 03’ 51.9”E
IAU D5.0 AKT D4.5 (FAP)	43° 54' 43.4"N 050° 58' 42.3"E
NASAB (IAF) R267° AKT D11.4	43° 53’ 10.2”N 050° 48’ 10.1”E
ABDIB (IF) AKT D10.0	43° 57' 43.2"N 050° 52' 11.4"E
BASUN (IAF) R323°AKT D11.4	44° 02’ 16.0”N 050° 56’ 13.9”E
THR RWY 11	43° 52’ 03.01”N 051° 04’ 29.51”E
IAU LOC	43° 50’ 53.5”N 051° 06’ 59.5”E

UATT AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	3202	3602	3202	3202	Nil
30	3202	3602	3202	3202	Nil

UATT 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
12	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3202m, spacing 60m, 0-2602m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: blue
30	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3202m, spacing 60m, 0-2602m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: blue

UATT 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: from THR 30 - 350m, THR 12 - 430m
3	TWY edge and centre line lighting	TWY B EDGE: BLU TWY A, C Nil
4	Secondary power supply/switch-over time	AVBL, 15 sec
5	Remarks	Nil

UATT AD 2.16 Helicopter Landing Area

NIL

UATT AD 2.17 ATS Airspace

1	**Designation and lateral limits**	AKTOBE CTR 503212N 0572618E - 501736N 0573954E - 500204N 0574243E - 495345N 0571844E - 500221N 0565157E - 501500N 0563927E - 503110N 0565449E - 503212N 0572618E
2	**Vertical limits**	4000 FT ALT / GND

3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	AKTOBE VYSHKA RU AKTOBE TOWER EN
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UATT 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
ATIS	AKTOBE ATIS (EN) AKTOBE ATIS (RU)	126 MHZ 127,8 MHZ	Nil	Nil	H24	Nil
TWR	AKTOBE TOWER (EN) AKTOBE VYSHKA (RU)	120,9 MHZ	Nil	Nil	H24	Nil

UATT 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
DVOR/DME (11°E/2020)	AKB	113,4 MHZ CH 81X	H24	501548.3N 0571054.8E	700 FT	Nil	Nil
ILS LOC 12 I/D/2	IAT	111,7 MHZ	H24	501349.3N 0571347.9E		Nil	Nil
GP 12 I/C/2		333,5 MHZ		501512.7N 0571126.0E			
DME12	IAT	CH 54X		501512.7N 0571126.0E	700 FT		
ILS LOC 30 I/D/2	ITU	110,5 MHZ	H24	501544.7N 0571049.0E		Nil	Nil
GP 30 I/C/2		329,6 MHZ		501413.5N 0571258.0E			
DME 30	ITU	CH 42X		501413.5N 0571258.0E	700 FT		

UATT AD 2.20 Local Aerodrome Regulations

1. Airport regulations

Movement of aircraft about the aerodrome shall be carried out under its power or by towing with special vehicles.
Taxiing and towing shall be carried out strictly along taxi center lines.
Distributing of stands shall be carried out by shift deputy head of production and dispatcher service according to apron load and availability of vacant stands.

AERODROME CHART - ICAO

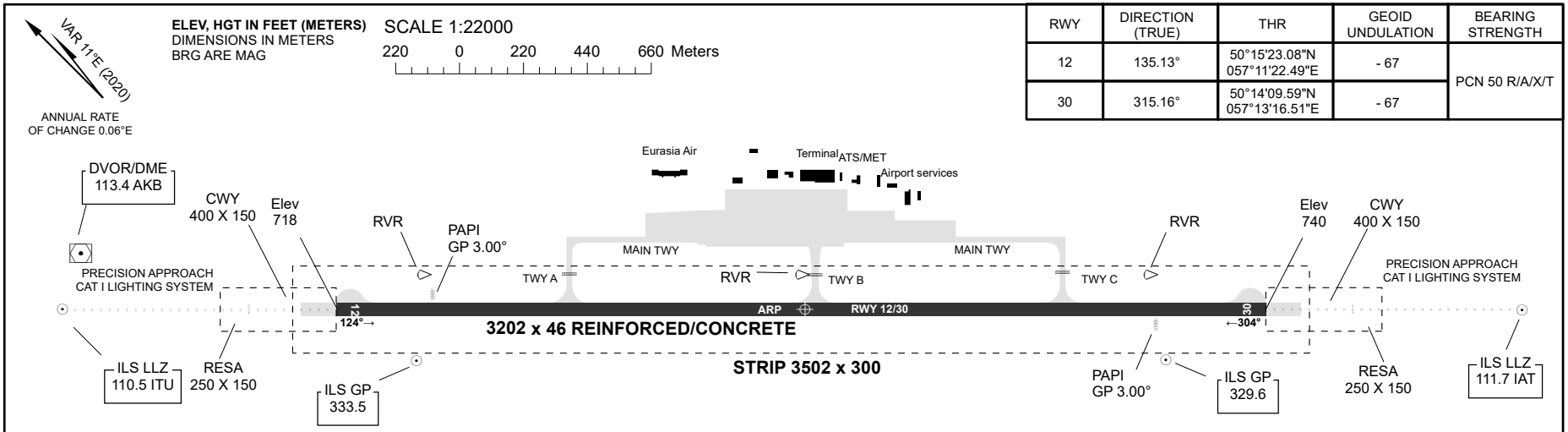
AD ELEV 741FT (*226m*)

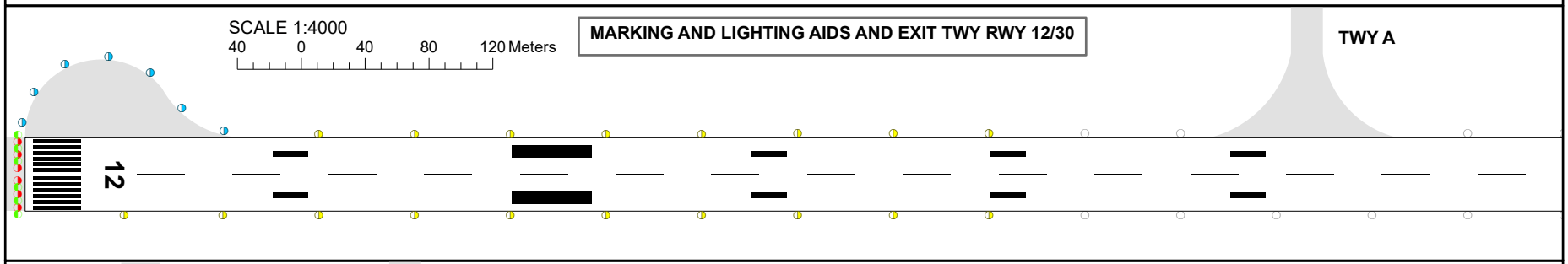
ARP 501446N 0571220E

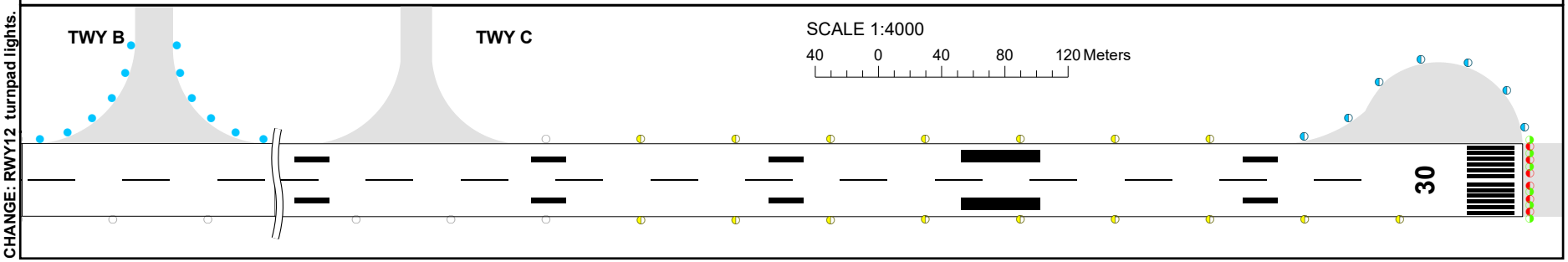
AKTOBE

TWR 120.9
ATIS 126.0, 127.8

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
12	135.13°	50°15'23.08"N 057°11'22.49"E	- 67	PCN 50 R/A/X/T
30	315.16°	50°14'09.59"N 057°13'16.51"E	- 67	







CHANGE: RWY12 turnpad lights.

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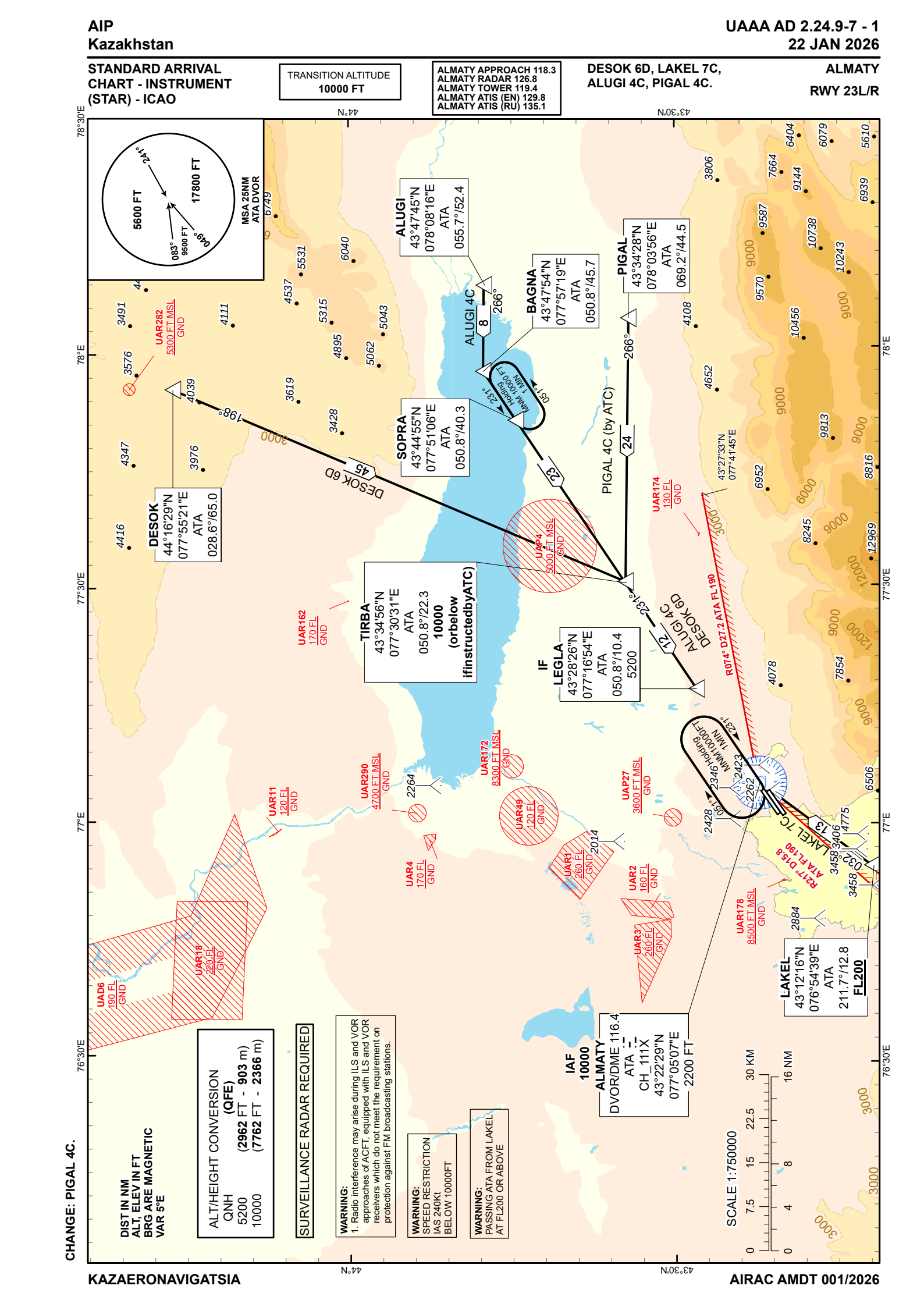
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

ALMATY APPROACH 118.3
ALMATY RADAR 126.8
ALMATY TOWER 119.4
ALMATY ATIS (EN) 129.8
ALMATY ATIS (RU) 135.1

DESOK 6D, LAKEL 7C,
ALUGI 4C, PIGAL 4C.

ALMATY
RWY 23L/R



CHANGE: PIGAL 4C.

Standard Arrival Routes Instrument (STAR) ALMATY RWY 23 L/R
DESOK 6D After crossing DESOK R028.6° D65.0NM ATA, proceed on track 198° to TIRBA R050.8° D22.3NM ATA. After crossing TIRBA, turn RIGHT on track 231° to (IF) LEGLA R050.8° D10.4NM ATA. Cross TIRBA at 10000 FT (or below, if instructed by ATC). Cross (IF) LEGLA at 5200 FT.
LAKEL 7C After crossing LAKEL R211.7° D12.8NM ATA, proceed on track 032° to ATA. Cross LAKEL at FL200 or above. Cross ATA at FL200 or above. In holding pattern descend to 10000 FT.
ALUGI 4C After crossing ALUGI R055.7° D52.4NM ATA, proceed on track 266° to BAGNA R050.8° D45.7NM ATA. After crossing BAGNA, turn LEFT on track 231° to SOPRA R050.8° D40.3NM ATA. After crossing SOPRA, proceed on track 231° to TIRBA R050.8° D22.3NM ATA. After crossing TIRBA, proceed on track 231° to (IF) LEGLA R050.8° D10.4NM ATA. Cross TIRBA at 10000 FT (or below, if instructed by ATC). Cross (IF) LEGLA at 5200 FT.
PIGAL 4C (by ATC) After crossing PIGAL R069.2° D44.5NM ATA, proceed on track 266° to TIRBA R050.8° D22.3NM ATA. After crossing TIRBA, turn LEFT on track 231° to (IF) LEGLA R050.8° D10.4NM ATA. Cross TIRBA at 10000 FT (or below, if instructed by ATC). Cross (IF) LEGLA at 5200 FT.

UACC AD 2

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

UACC AD 2.1 Aerodrome Location Indicator And Name

UACC - ASTANA

UACC AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	510121N 0712758E At the centre of RWY
2	Direction and distance from (city)	168°, 6.5 NM of Astana center
3	Elevation/Reference temperature	1166 FT / 25° C
4	Geoid undulation at AD ELEV PSN	-106 FT
5	MAG VAR/Annual Change	10° E (2023) / 0.03°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 010014 Astana, Kabanbay batyr ave.,119 JSC "Nursultan Nazarbayev International Airport" Republic of Kazakhstan Phone: +7 (7172) 777222 Fax: +7 (7172) 777952 AFS: UACCAPBF SITA: NQZAPXH Email: astanaairport@kepter.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UACC AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7172) 777696 Phone: +7 (7172) 777697 Email: pdsa-plan2@nn-airport.kz
2	Customs and immigration	H24 Phone: +7 (7172) 286437 Phone: +7 (7172) 286438 Phone: +7 (7172) 286000
3	Health and sanitation	H24 Phone: +7 (7172) 777185
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7172) 773541 Fax: +7 (7172) 773508
6	MET Briefing Office	H24 Phone: +7 (7172) 773478
7	ATS	H24

8	Fuelling	H24 Phone: +7 (7172) 777897
9	Handling	H24 Email: marketing@nn-airport.kz
10	Security	H24
11	De-icing	H24 Email: ramp@nn-airport.kz Email: a.rustymov@nn-airport.kz
12	Remarks	Nil

UACC AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 30 tonnes weight
2	Fuel/oil types	TS-1, RT(equivalent to Jet A-1) / MS-8
3	Fuelling facilities/capacity	Modern tankers (18000-60000 liters) Mobile fuel filter AVBL
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	Minor repairs
7	Remarks	Engine pneumatic start facilities AVBL External power source rated at 140 kW 208V 400Hz AVBL Tow/push back facilities AVBL (up to 400 tones) 2-5.6m height entrance stairs AVBL

UACC AD 2.5 Passenger Facilities

1	Hotels	Airport hotel, city hotel
2	Restaurants	AVBL
3	Transportation	Buses, taxis, rent a car
4	Medical facilities	Aid post at airport Terminal, ambulance service, hospitals in Astana
5	Bank and Post Office	AVLB
6	Tourist Office	AVLB and in the city Astana
7	Remarks	Nil

UACC AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A9
2	Rescue equipment	Modern rescue equipment. 5 fire engines.

AERODROME CHART - ICAO

AD ELEV 1166FT (*355m*)

ARP 510121N 0712758E

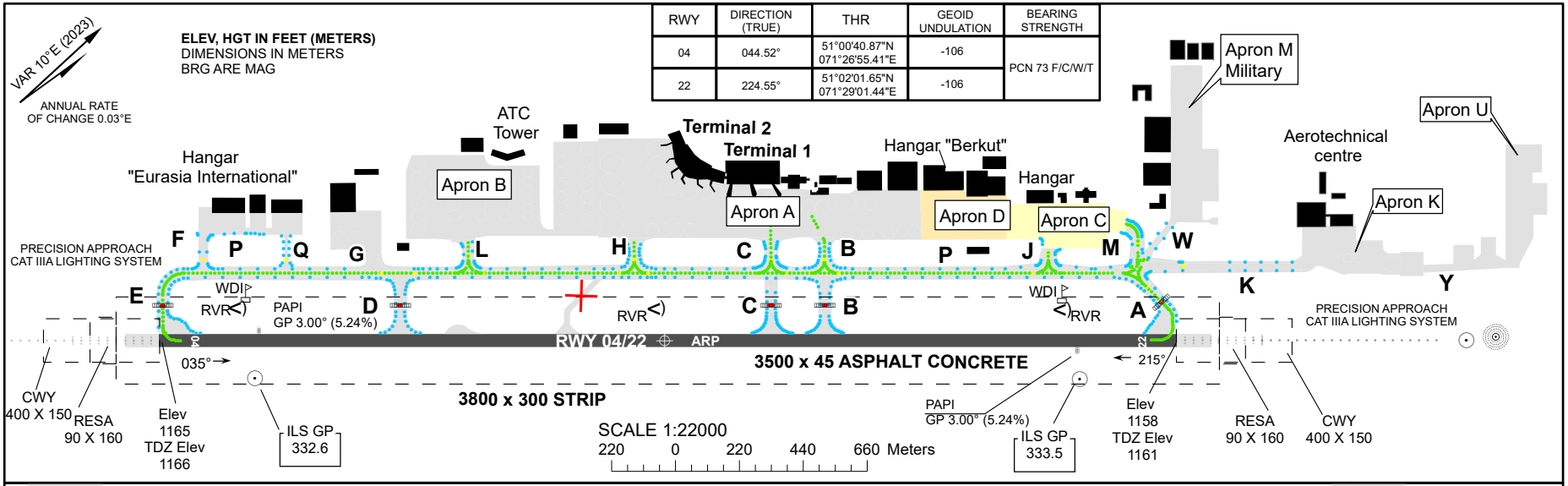
TWR 135.5
GROUND 119.6
DELIVERY 129.8

ASTANA NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT

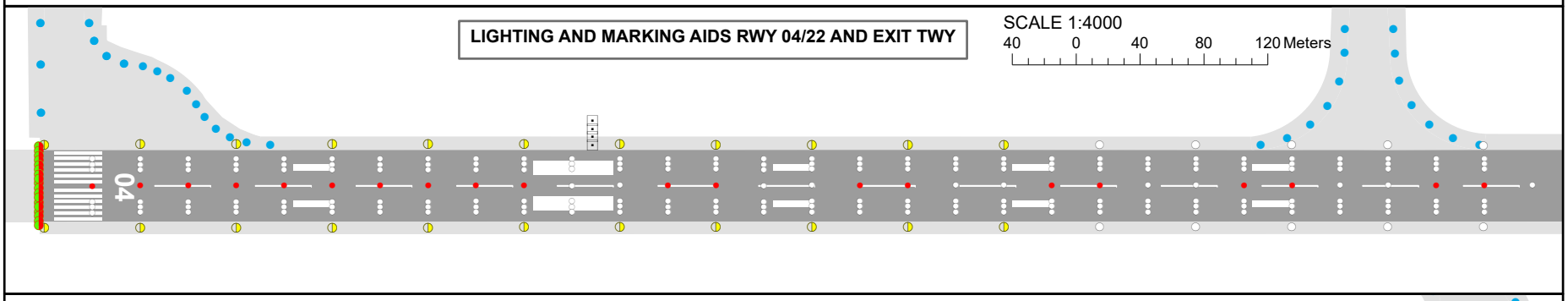
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
04	044.52°	51°00'40.87"N 071°26'55.41"E	-106	PCN 73 F/C/W/T
22	224.55°	51°02'01.65"N 071°29'01.44"E	-106	

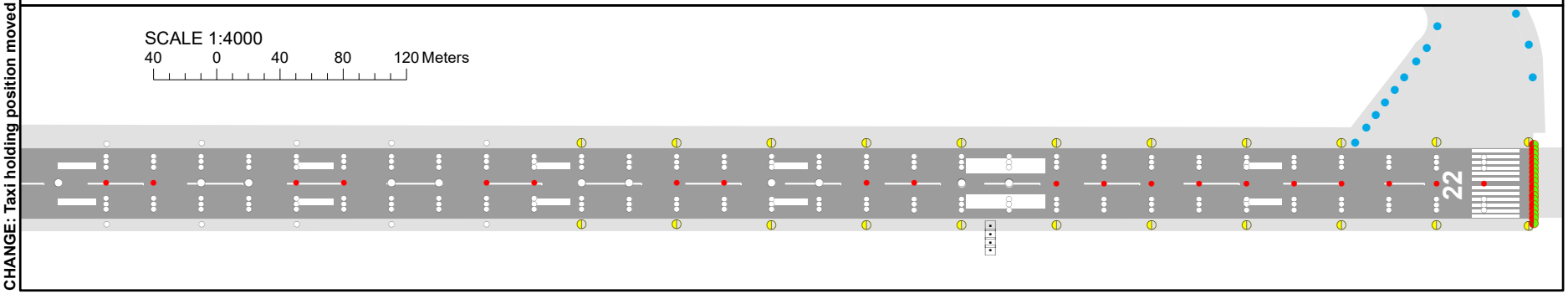
VAR 10°E (2023)
ANNUAL RATE OF CHANGE 0.03°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG



LIGHTING AND MARKING AIDS RWY 04/22 AND EXIT TWY





CHANGE: Taxi holding position moved to TWY E.

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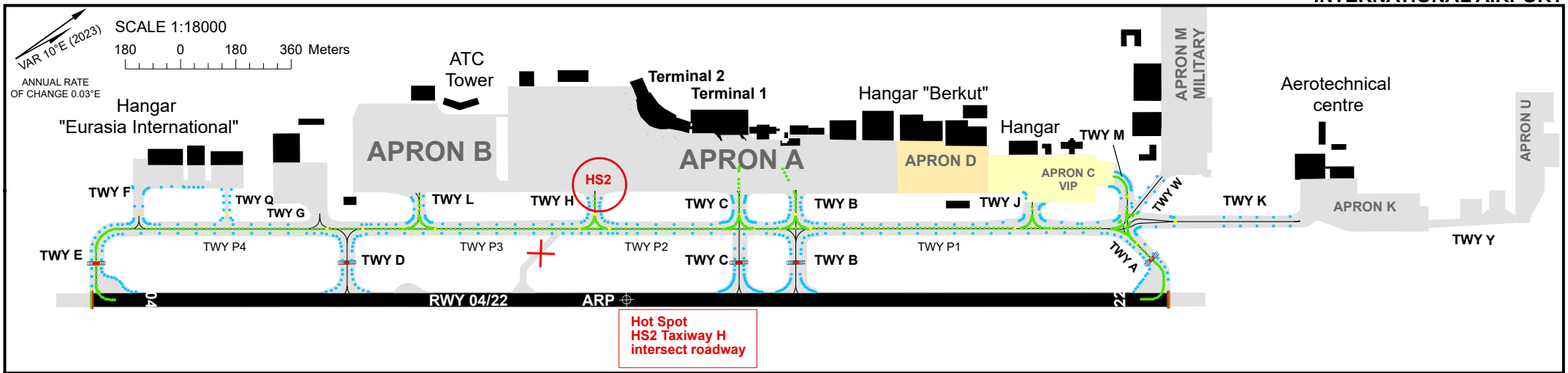
AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON A ELEV 1165FT APRON B 1164FT
APRON C, APRON K ELEV 1158FT
APRON D ELEV 1155FT
APRON M MILITARY ELEV 1158FT

TWR	135.5
GROUND	119.6
DELIVERY	129.8

ASTANA NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT



Warning:
1. Exit from stands 1-11, 20-23 - by towing.
2. Entrance to stands 17-19, 24-49, 70-75, 101 - 104 - by towing.
3. Use of AD by ACFT MD-11 with a full weight is limited to twenty departures per 20 hours.

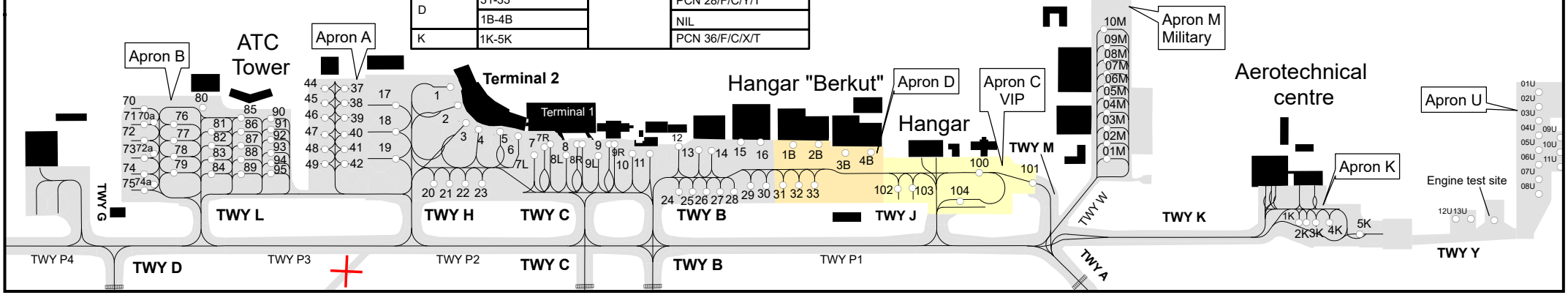
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) AT STANDS 7L,7, 7R, 8L, 8, 8R, 9L, 9, 9R

AIRCRAFT TAXIING VIA APRON D BY ATC CLEARANCE ONLY. PRIOR PERMISSION REQUIRED

APRON	STAND	SURFACE	BEARING STRENGTH
A	1,4,5,6,19	CONC+ASPH	PCN 66/F/C/W/T
	2,3,17,18	REINF/CONC	PCN 66/R/B/W/T
	7L,7,7R,8L,8,8R,9L,9,9R		PCN 69/R/B/W/T
	10,11	CONC+ASPH	PCN 17/R/B/X/T
	12-16		PCN 60/F/C/W/T
	20-23		PCN 93/F/C/W/T
	24-28		PCN 14/R/B/X/T
	29,30		PCN 28/F/C/Y/T
	37-42, 44-49		PCN 53/F/C/Y/T
B	70-83, 85-88, 90-94		PCN 60/F/C/X/T
	84, 89, 95		PCN 73/F/C/W/T
C	100-104		PCN 79/F/C/W/T
D	31-33		PCN 28/F/C/Y/T
	1B-4B		NIL
K	1K-5K		PCN 36/F/C/X/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, P1-P4	23m	CONC+ASPH	PCN 66/F/C/X/T
B	5m		PCN 60/F/C/W/T
	18m		PCN 45/R/B/X/U
C,D,H,L	23m		PCN 60/F/C/X/T
E	23m		PCN 66/F/C/X/T
F	20m		PCN 60/F/C/X/T
G	32m		PCN 22/R/A/X/T
J, M	23m		PCN 79/F/C/W/T
K	23m		PCN 36/F/C/X/T
Q	11m		PCN 46/R/B/X/T
W	23m	CONC	PCN 12/R/B/W/T
Y	18m	CONC+ASPH	PCN 46/F/C/X/T

SCALE 1:15000
150 0 150 300 Meters



CHANGE: Taxi holding position moved to TWY E; HS1 DEL.

NURSULTAN NAZARBAYEV

STANDS CHARACTERISTICS

Apron	Stand	Coordinates	
		Latitude	Longitude
A	1	51 01 36.10 N	071 27 33.89 E
A	2	51 01 35.42 N	071 27 36.47 E
A	3	51 01 34.86 N	071 27 38.97 E
A	4	51 01 35.28 N	071 27 40.83 E
A	5	51 01 36.48 N	071 27 43.15 E
A	6	51 01 37.32 N	071 27 45.38 E
A	7	51 01 38.30 N	071 27 48.99 E
A	7L	51 01 37.17 N	071 27 48.80 E
A	7R	51 01 38.86 N	071 27 49.26 E
A	8	51 01 40.55 N	071 27 51.91 E
A	8L	51 01 39.17 N	071 27 51.94 E
A	8R	51 01 40.86 N	071 27 52.40 E
A	9	51 01 42.53 N	071 27 55.02 E
A	9L	51 01 41.13 N	071 27 55.15 E
A	9R	51 01 42.86 N	071 27 55.54 E
A	10	51 01 43.38 N	071 27 58.29 E
A	11	51 01 44.47 N	071 28 00.00 E
A	12	51 01 46.75 N	071 28 02.07 E
A	13	51 01 47.76 N	071 28 04.44 E
A	14	51 01 48.55 N	071 28 05.71 E
A	15	51 01 50.91 N	071 28 07.72 E
A	17	51 01 31.56 N	071 27 30.34 E
A	18	51 01 29.91 N	071 27 33.00 E
A	19	51 01 28.27 N	071 27 35.65 E
A	20	51 01 29.12 N	071 27 41.84 E
A	21	51 01 30.10 N	071 27 43.37 E
A	22	51 01 31.09 N	071 27 44.90 E
A	23	51 01 32.15 N	071 27 46.55 E
A	24	51 01 43.97 N	071 28 06.58 E
A	25	51 01 44.84 N	071 28 07.93 E
A	26	51 01 45.70 N	071 28 09.28 E
A	27	51 01 46.56 N	071 28 10.63 E
A	28	51 01 47.43 N	071 28 11.98 E
A	29	51 01 48.84 N	071 28 12.99 E
A	30	51 01 49.82 N	071 28 14.51 E
A	37	51 01 29.38 N	071 27 23.70 E
A	38	51 01 28.48 N	071 27 25.15 E
A	39	51 01 27.58 N	071 27 26.59 E
A	40	51 01 26.54 N	071 27 28.27 E
A	41	51 01 25.64 N	071 27 29.72 E
A	42	51 01 24.75 N	071 27 31.16 E
A	44	51 01 28.15 N	071 27 21.79 E
A	45	51 01 27.25 N	071 27 23.23 E
A	46	51 01 26.36 N	071 27 24.67 E
A	47	51 01 25.31 N	071 27 26.36 E
A	48	51 01 24.42 N	071 27 27.80 E
A	49	51 01 23.52 N	071 27 29.25 E
B	70	51 01 15.59 N	071 27 06.11 E
B	70a	51 01 15.38 N	071 27 08.38 E
B	71	51 01 14.61 N	071 27 07.70 E
B	72	51 01 13.62 N	071 27 09.30 E
B	72a	51 01 13.41 N	071 27 11.55 E
B	73	51 01 12.56 N	071 27 11.02 E
B	74	51 01 11.57 N	071 27 12.61 E
B	74a	51 01 11.57 N	071 27 14.56 E
B	75	51 01 10.59 N	071 27 14.21 E
B	76	51 01 16.47 N	071 27 10.59 E
B	77	51 01 15.48 N	071 27 12.18 E
B	78	51 01 14.50 N	071 27 13.78 E
B	79	51 01 13.51 N	071 27 15.38 E
B	80	51 01 19.36 N	071 27 11.72 E
B	81	51 01 18.37 N	071 27 14.96 E
B	82	51 01 17.57 N	071 27 16.34 E

Apron	Stand	Coordinates	
		Latitude	Longitude
B	83	51 01 16.65 N	071 27 17.75 E
B	84	51 01 15.80 N	071 27 19.13 E
B	85	51 01 21.09 N	071 27 16.47 E
B	86	51 01 20.23 N	071 27 17.85 E
B	87	51 01 19.37 N	071 27 19.24 E
B	88	51 01 18.51 N	071 27 20.64 E
B	89	51 01 17.65 N	071 27 22.02 E
B	90	51 01 22.91 N	071 27 19.49 E
B	91	51 01 22.26 N	071 27 20.54 E
B	92	51 01 21.61 N	071 27 21.59 E
B	93	51 01 20.82 N	071 27 22.87 E
B	94	51 01 20.18 N	071 27 23.93 E
B	95	51 01 19.53 N	071 27 24.94 E
C	100	51 02 03.94 N	071 28 34.06 E
C	101	51 02 06.68 N	071 28 40.30 E
C	102	51 01 57.87 N	071 28 27.66 E
C	103	51 01 58.80 N	071 28 29.07 E
C	104	51 02 01.19 N	071 28 35.01 E
D	31	51 01 50.89 N	071 28 16.15 E
D	32	51 01 51.88 N	071 28 17.67 E
D	33	51 01 52.87 N	071 28 19.19 E
D	1B	51 01 54.03 N	071 28 13.08 E
D	2B	51 01 55.63 N	071 28 15.56 E
D	3B	51 01 56.80 N	071 28 19.00 E
D	4B	51 01 58.43 N	071 28 21.42 E
M	01M	51 02 12.79 N	071 28 45.16 E
M	02M	51 02 13.74 N	071 28 43.63 E
M	03M	51 02 14.69 N	071 28 42.09 E
M	04M	51 02 15.64 N	071 28 40.56 E
M	05M	51 02 16.51 N	071 28 39.15 E
M	06M	51 02 17.27 N	071 28 37.94 E
M	07M	51 02 18.02 N	071 28 36.73 E
M	08M	51 02 18.85 N	071 28 35.39 E
M	09M	51 02 19.75 N	071 28 33.95 E
M	10M	51 02 20.57 N	071 28 32.02 E
K	1K	51 02 20.89 N	071 29 10.27 E
K	2K	51 02 21.36 N	071 29 11.01 E
K	3K	51 02 21.96 N	071 29 11.91 E
K	4K	51 02 22.80 N	071 29 13.21 E
K	5K	51 02 23.99 N	071 29 17.36 E
U	01U	51 02 43.95 N	071 29 20.77 E
U	02U	51 02 43.05 N	071 29 22.22 E
U	03U	51 02 42.16 N	071 29 23.66 E
U	04U	51 02 41.26 N	071 29 25.10 E
U	05U	51 02 40.36 N	071 29 26.55 E
U	06U	51 02 39.46 N	071 29 27.99 E
U	07U	51 02 38.57 N	071 29 29.43 E
U	08U	51 02 37.67 N	071 29 30.88 E
U	09U	51 02 42.51 N	071 29 27.38 E
U	10U	51 02 41.58 N	071 29 28.86 E
U	11U	51 02 40.67 N	071 29 30.34 E
U	12U	51 02 30.93 N	071 29 25.26 E
U	13U	51 02 31.87 N	071 29 26.72 E

UATG AD 2.7 Seasonal Availability - Clearing

1	**Types of clearing equipment**	Rotor snow-plough based on Ural 4320 - 1 unit, airfield snowplow Amkador-9463 based on MAZ 543403 - 1 unit, airfield snow-plough EuroMash ACC4000 based on Maz 543403 - 1 unit, wind machine based on Kraz-2556 -1 unit, thermal machine based on Ural-375-1 unit, thermal machine TM-59-MG on chassis of the tractor T-150-1 unit, compact sweeper-blowing machine SCHMIDT CJS -914 on chassis MAN - 1 unit, snow-plough based on KAMAZ-53229- 2 units, snow plough based on KAMAZ-65115-1 unit, tractor MTZ-82 truck-2 units, JCB mini loader Skid Steer Loader 155- 1 unit, telescopic loader JCB-540- 140-1 unit, sprayer "Mekosan 3000-18" for applying liquid chemicals-2 units, AIST-7M trailer- 1 unit.
2	**Clearance priorities**	1. RWY 2. TWY 3. Stands
3	**Remarks**	Equipment and special vehicles are used in case fall out precipitation.

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-6		CONC	PCN 60/R/B/W/T
		7-9		CONC+ASPH	PCN 20/R/B/X/T
		10-17a		CONC+ASPH	PCN 12/F/C/Z/T
		22-23		CONC+ASPH	PCN 15/F/C/Z/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		MAIN TWY D	44	CONC+ASPH	PCN 20/R/B/X/T
		A	23	CONC+ASPH	PCN 84/F/C/X/T
		B	23	CONC+ASPH	PCN 84/F/C/X/T
		C	15	ASPH	PCN 12/F/C/Z/T
		E	23	CONC+ASPH	PCN 84/F/C/X/T
		F	27	ASPH	PCN 17/F/C/Z/T
		G	42	CONC+ASPH	PCN 84/F/C/X/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Taxiway D is closed for aircraft takeoff and landing. Part of the MAIN TWY D (from the intersection with TWY A to end of the MAIN TWY D towards the RWY 14), TWY A and B,can be used for helicopter take-off/landing in the daytime			

UATG 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

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**	AVBL / RED
4	**Other runway protection measures**	Yellow
5	**Remarks**	Nil

UATG AD 2.10 Aerodrome Obstacles

NIL

UATG AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	AMS Atyrau Phone: +7 (7122) 983178
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	AMSC Atyrau, 24HR (0024, 0606, 1212, 1818)
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 (WRM-200)
9	**ATS units provided with information**	Briefing, TWR
10	**Additional information**	Nil

UATG 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
14	149,89°	2999 X 45	84/F/C/X/T CONC+ASPH	470801.45N 0514836.66E - -50.2 FT	THR -74.5 FT	0.03%
32	329.90°	2999 X 45	84/F/C/X/T CONC+ASPH	470637.41N 0514948.05E - -50.2 FT	THR -71.9 FT	0.03%

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	300 X 150	3299 X 300	240 X 150	Nil	Nil	Turn Pad LEN 116 m. The total width of the turn pad and runway 100m. REF. AD 2.24.1
Nil	300 X 150	3299 X 300	240 X 150	Nil	Nil	Turn Pad LEN 116 m. The total width of the turn pad and runway 100m. REF. AD 2.24.1

UATG AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2999	3299	2999	2999	Nil
32	2999	3299	2999	2999	Nil
TWY A - 14	826	1126	826	Nil	Nil
TWY B - 14	1151	1451	1151	Nil	Nil
TWY A - 32	2173	2473	2173	Nil	Nil
TWY B - 32	1848	2148	1848	Nil	Nil

UATG 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 II (PALS) 884 M LIH	GRN Nil	PAPI LEFT/ RIGHT 3°	900m White	2940m, spacing 30m, 0-1740m white, 1740-2640m R/W, 2640-2940m red LIH	2880m, spacing 60m, 0-2280m white, last 600m yellow LIH	RED GRN	Nil	Nil

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
32	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/ RIGHT 3°	Nil	2940m, spacing 30m, 0-1740m white, 1740-2640m R/ W, 2640-2940m red LIH	2880m, spacing 60m, 0-2280m white, last 600m yellow LIH	RED GRN	Nil	Nil

UATG AD 2.15 Other Lighting, Secondary Power Supply

1	**ABN/IBN location, characteristics and hours of operation**	ABN: At TOWER building, WHITE/GREEN, H24 IBN: Nil
2	**LDI location and LGT** **Anemometer location and LGT**	LDI: Nil Anemometer: 375m from RWY 14, 365m from RWY 32
3	**TWY edge and centre line lighting**	TWY A EDGE: BLU TWY B EDGE: BLU, CL B : GRN TWY E EDGE: BLU, CL E : GRN TWY G CL: GRN
4	**Secondary power supply/switch-over time**	AVBL, 0 SEC
5	**Remarks**	Nil

UATG AD 2.16 Helicopter Landing Area

NIL

UATG AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ATYRAU CTR A circle radius 22 NM centered on 470838N 0514805E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	ATYRAU TOWER EN ATYRAU VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV -72FT (*-22m*)

TWR 118.1

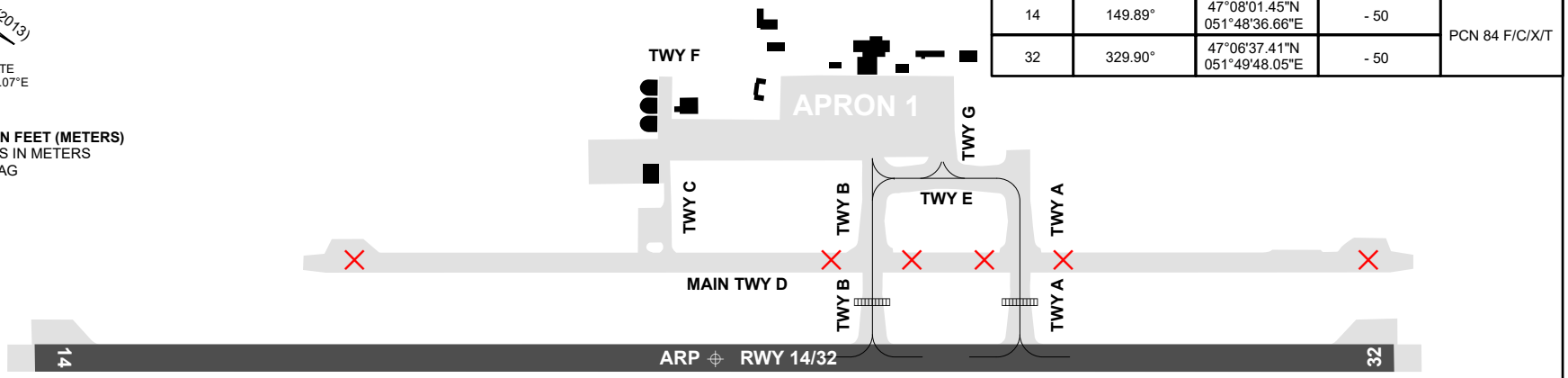
ATYRAU

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
14	149.89°	47°08'01.45"N 051°48'36.66"E	- 50	PCN 84 F/C/X/T
32	329.90°	47°06'37.41"N 051°49'48.05"E	- 50	

VAR 9°E (2013)

ANNUAL RATE OF CHANGE 0.07°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG



SCALE 1:15000

150 0 150 300 450 Meters

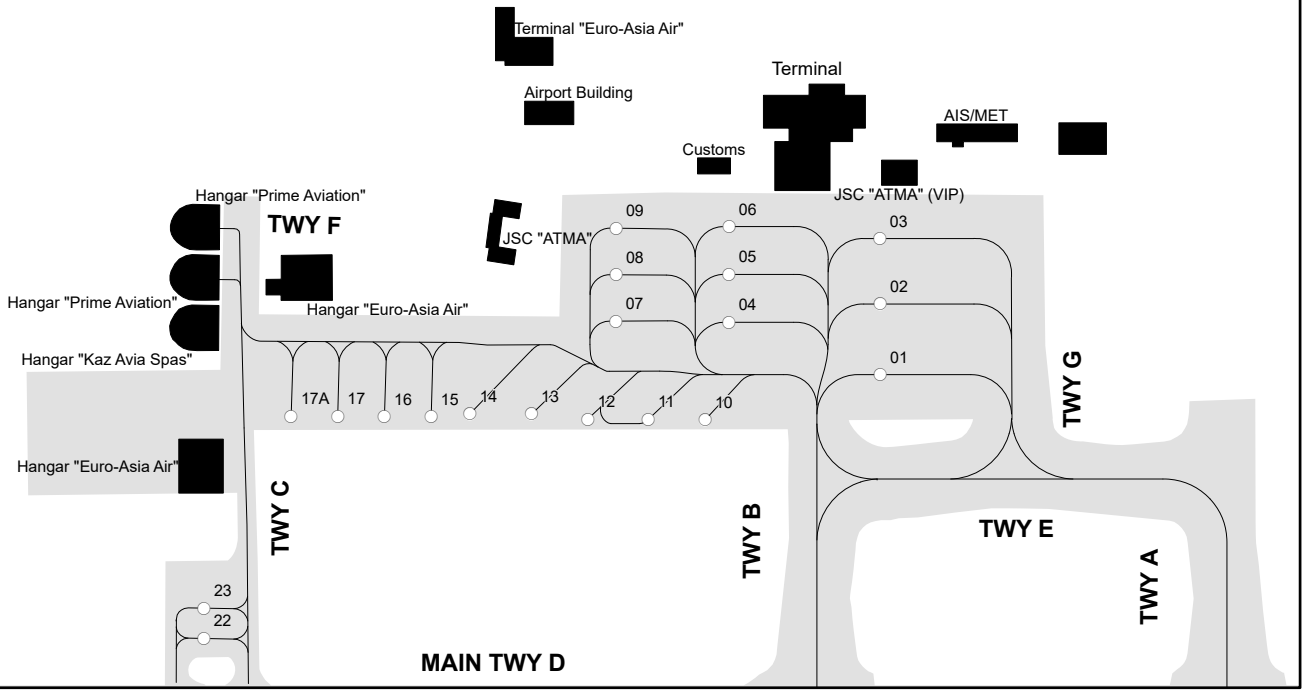
WARNING:
1) ACFT stand 10 taxiing into/out carried out by towing only.
2) ACFT stand 24 and main apron stands taxiing into/out by TWY F, TWY C carried out by towing only.

APRON	STAND	SURFACE	BEARING STRENGTH
APRON 1	1 - 6	CONC	PCN 60/R/B/W/T
	7 - 9	CONC+ASPH	PCN 20/R/B/X/T
	10 - 17A		PCN 12/F/C/Z/T
	22 - 23		PCN 15/F/C/Z/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
MAIN D	44m	CONC+ASPH	PCN 20/R/B/X/T
A	23m		PCN 84/F/C/X/T
B	23m		PCN 84/F/C/X/T
E	23m		PCN 84/F/C/X/T
C	15m	ASPH	PCN 12/F/C/Z/T
F	27m		PCN 17/F/C/Z/T
G	42m	CONC+ASPH	PCN 84/F/C/X/T

SCALE 1:6000

60 0 60 120 180 Meters



CHANGE: Stand 24 DEL; Stand PCN.

ATYRAU **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
1	1	47 07 16.01 N	051 49 41.47 E
	2	47 07 16.92 N	051 49 43.77 E
	3	47 07 17.77 N	051 49 45.90 E
	4	47 07 20.05 N	051 49 40.32 E
	5	47 07 20.67 N	051 49 41.88 E
	6	47 07 21.28 N	051 49 43.44 E
	7	47 07 22.58 N	051 49 38.22 E
	8	47 07 23.17 N	051 49 39.74 E
	9	47 07 23.77 N	051 49 41.26 E
	10	47 07 19.32 N	051 49 36.69 E
	11	47 07 20.59 N	051 49 35.63 E
	12	47 07 21.94 N	051 49 34.50 E
	13	47 07 23.26 N	051 49 33.60 E
	14	47 07 24.63 N	051 49 32.44 E
	15	47 07 25.46 N	051 49 31.62 E
	16	47 07 26.50 N	051 49 30.74 E
	17A	47 07 28.58 N	051 49 28.99 E
	17	47 07 27.54 N	051 49 29.87 E
	23	47 07 28.04 N	051 49 21.09 E
	22	47 07 27.65 N	051 49 20.10 E

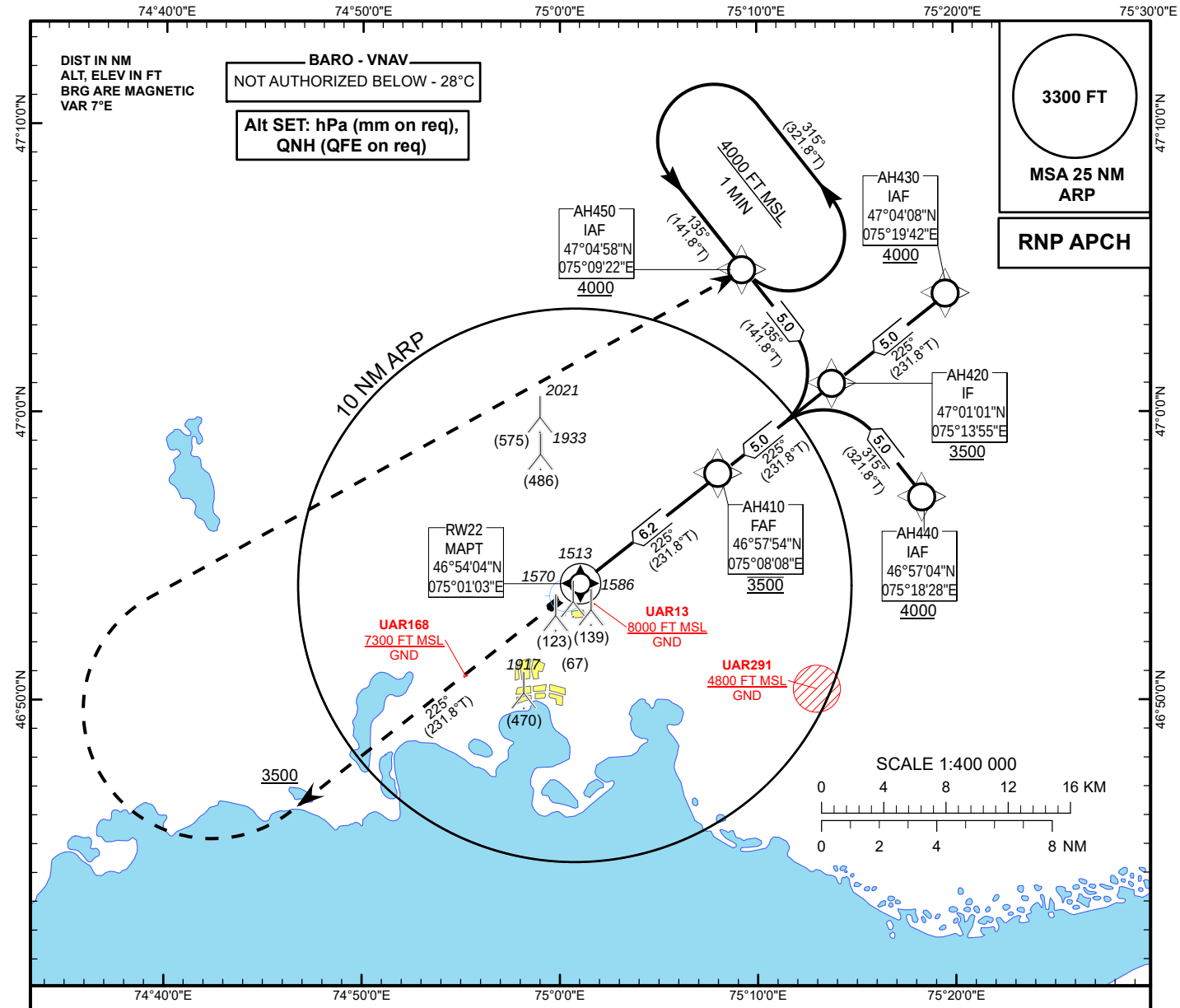
→

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1447FT***
HEIGHTS RELATED TO
AD ELEV

BALKASH TOWER 128.0
BALKASH ATIS (EN) 126.6
BALKASH ATIS (RU) 126.2

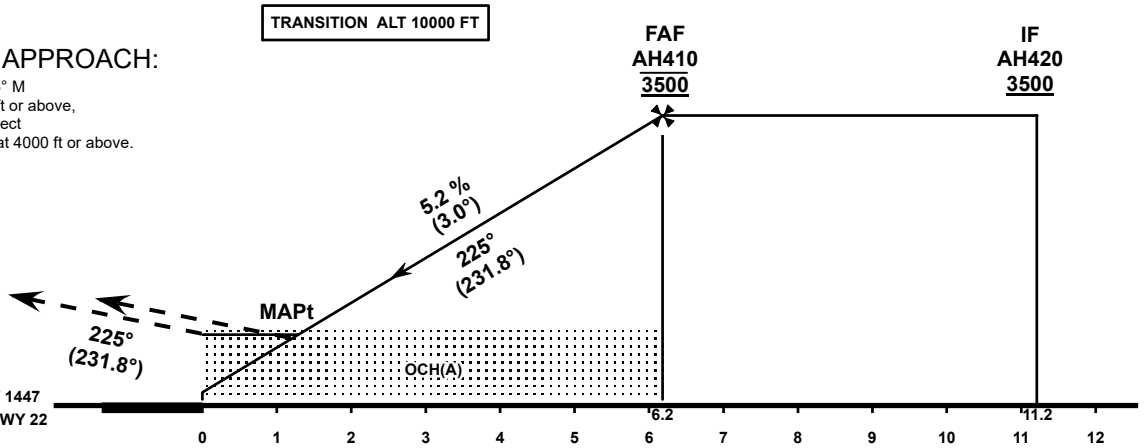
BALKHASH RNP RWY 22



TRANSITION ALT 10000 FT

MISSED APPROACH:

On course 225° M
climb to 3500 ft or above,
turn RIGHT direct
to IAF AH450 at 4000 ft or above.



OCA(OCH)		A	B	C	D
Straight	LNAV	1760(320)			
	LNAV/VNAV	1644(198)	1654(208)	1664(217)	1674(227)

DIST THR	6	5	4	3	2	1
ALTITUDE	3410	3090	2770	2450	2130	1810
HEIGHT	1960	1640	1320	1000	690	370

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	640	740	850	960
FAF/FAP - THR (6.2 NM)	min:s	4:38	3:43	3:05	2:39	2:19	2:04

CHANGE: LNAV/VNAV OCH CAT D.

TABULAR DESCRIPTION

RNP RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	IF	AH430	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH420	-	225(231.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH440	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH420	-	315(321.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH450	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH420	-	135(141.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH420	-	-	+7.1	-	-	+3500	-	-	RNP APCH
020	TF	AH410	-	225(231.8)	+7.1	5.0	-	@3500	-	-	RNP APCH
030	TF	RW22	Y	225(231.8)	+7.1	6.2	-	@1497	-	-3.0	RNP APCH
040	CA	-	-	225(231.8)	+7.1	-	-	+3500	-	-	RNP APCH
050	DF	AH450	-	-	+7.1	-	R	+4000	-	-	RNP APCH

WAYPOINT COORDINATES

RNP RWY22

Waypoint Identifier	Coordinates	
AH410	465754.00N	0750808.00E
AH420	470101.00N	0751355.00E
AH430	470408.00N	0751942.00E
AH440	465704.00N	0751828.00E
AH450	470458.00N	0750922.00E
RW22	465404.38N	0750102.81E

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	636 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 UAIIAPDU
7	Types of traffic permitted (IFR/VFR)	IFR-VFR/SVFR
8	Remarks	Nil

UAIK AD 2.3 Operational Hours

1	AD Operate	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	HO
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	HO

12	Remarks	Regulations for operations conducted on a prior-request basis. The request shall be submitted to the aerodrome operator not later than 24 hours before departure. AFTN contact address: UAIIAPBF Operated in the absence of snow and ice contamination.

UAIK AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	As AD
2	Fuel/oil types	HO
3	Fuelling facilities/capacity	HO
4	De-icing facilities	HO
5	Hangar space for visiting aircraft	HOI
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: 32000 L, including 4000 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.

UAIK AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	Nil
2	Clearance priorities	Nil
3	Remarks	Not operated in the presence of snow or ice precipitation.

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
02R	027.91º	3675 X 45	63/F/B/W/T CONC+ASPH	424444.46N 0672851.26E - 141.0 FT	636 FT	0.02%
20L	207.92º	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	300 x 150	3975 X 300	90 x 150	Nil	Nil	Nil
Nil	300 x 150	3975 X 300	90 x 150	Nil	Nil	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 LIL	GRN Nil	PAPI LEFT/ 3°	Nil	Nil	3675m, spacing 60m, 0-3075m white, last 600m yellow LIH	RED Nil	Nil	Nil
20L	420 M LIL	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.

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 of aircraft shall be performed along the centre lines behind the “FOLLOW ME” vehicle; 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

Not provided. Engine start of main engines is permitted on the stand.

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 20 aircraft movements per day. No restrictions on the use of own engine power for taxiing.

9 Taxiing under winter conditions without visible markings

Not operated in the presence of snow or ice precipitation.

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. The aerodrome shall be closed to all operations when necessary.

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

UAIK AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

AERODROME CHART - ICAO

AD ELEV 636 FT *(194m)*

ARP 424537N 0672929E

TOWER FREQ SEE NOTAM

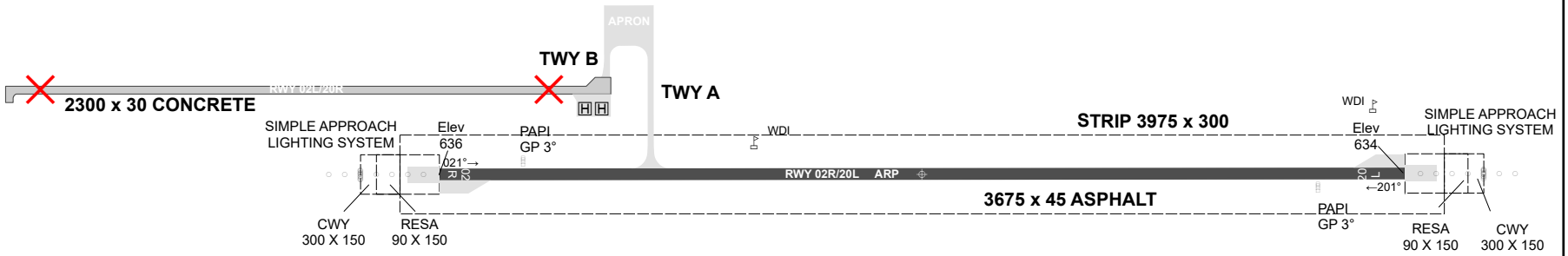
BOZHBAN

VAR 7°E (2024)

ANNUAL RATE OF CHANGE 0.05°E

ELEV, HGT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG

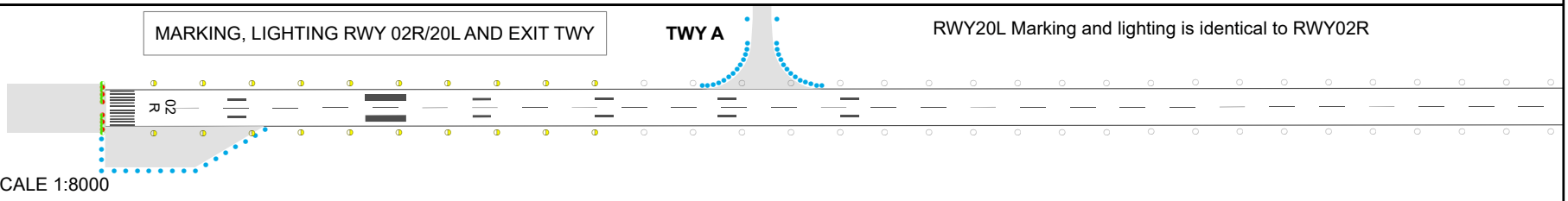
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
02R	027.91°	42°44'44.46"N 067°28'51.26"E	-141	63 F/B/W/T
20L	207.92°	42°46'29.72"N 067°30'06.94"E		



SCALE 1:25 000

250 0 250 500 750 м

MARKING, LIGHTING RWY 02R/20L AND EXIT TWY



SCALE 1:8000

80 0 80 160 240 м

RWY20L Marking and lighting is identical to RWY02R

CHANGE: RWY Strip width corrected; Add RWY marking.

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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV *637 FT*

TOWER FREQ SEE NOTAM

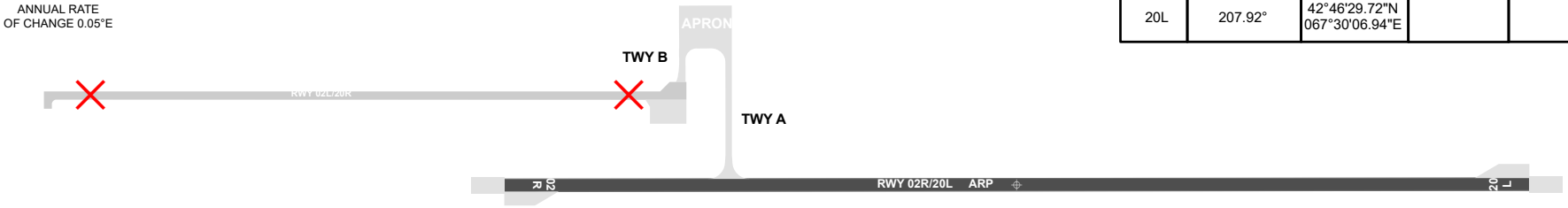
BOZHBAN

ELEV, HGT IN FEET
DIMENSIONS IN METERS
BRG ARE MAG

VAR 7°E (2024)

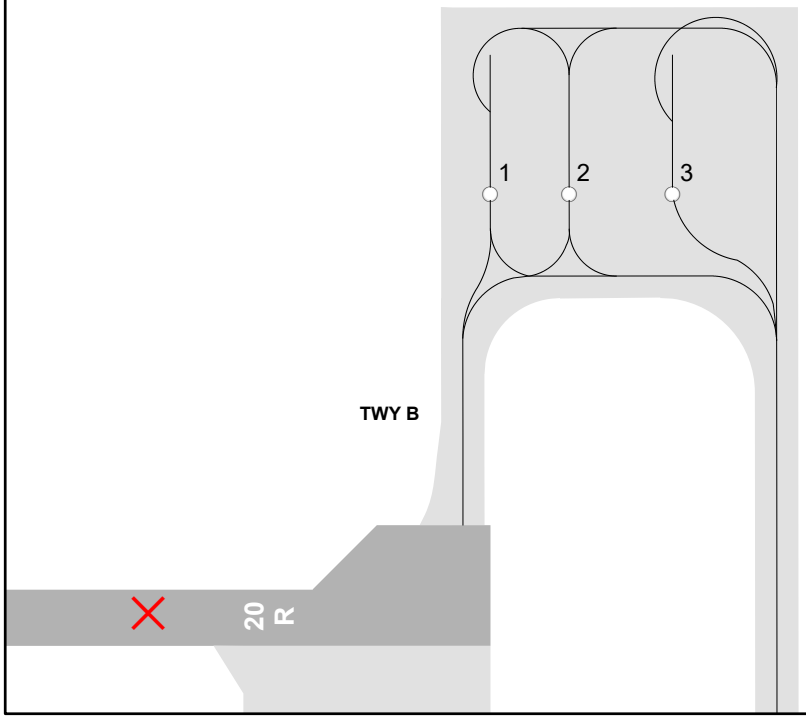
ANNUAL RATE OF CHANGE 0.05°E

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
02R	027.91°	42°44'44.46"N 067°28'51.26"E	-141	63 F/B/W/T
20L	207.92°	42°46'29.72"N 067°30'06.94"E		



SCALE 1:24000

240 0 240 480 720 Meters



STANDS	1, 2	-for A320-200, B737-500
	3	-for B787

SCALE 1:4000

40 0 40 80 120 Meters

APRON	STAND	SURFACE	BEARING STRENGTH
	1, 2, 3	CONC+ASPH	PCN 63/F/B/W/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	23m	CONC+ASPH	PCN 63/F/B/W/T
B	23m	CONC+ASPH	PCN 63/F/B/W/T

CHANGE: Stand remark.

BOZHBAN **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	42 45 11.44 N	067 28 43.52 E
	2	42 45 12.63 N	067 28 44.37 E
	3	42 45 14.20 N	067 28 45.50 E

Stands 10…12 PCN 20/R/A X/T	CRJ 900ER		ERJ 190LR	A 320-100 A 320-200 A 320 Neo B 737- 200/200C/ 200QC B 737-300 B 737-400 B 737-500 B 737-600 B 737-700 B 737-800 B 737 MAX 8 B 737 MAX 9 B 757-200 B 757-300 ERJ 190LR ERJ 195ER Fokker 100 SSJ 100-95	109 439 48 699 48 767 48 713 47 320 46 179 44 690 46 121 49 992 48 016 46 761 47 409 45 319 102 361 97 548 * 50 053 42 875 45 526	104 042 46 036 46 350 46 315 44 817 43 631 42 292 43 573 47 374 45 424 44 330 45 106 43 091 97 069 92 814 48 848 47 406 40 619 43 154	99 280 43 687 44 218 44 200 42 609 41 383 40 175 41 325 45 064 43 137 42 185 43 074 41 125 92 400 88 637 46 477 45 070 38 628 41 061
Stands 19…21, 20A PCN 52/R/A W/T	A 321-100 A 321-200 A 330-300 B 737 MAX 9 B 747-400 B 747-400F B 787-8 MD-11 ER	B 747-8F	B 777- 300ER	A 330-200 B 747-8F B 777-300 B 777-300ER	184 251 * 243 155 *	172 569 449 060 229 714 347 707	162 262 426 125 217 855 329 608
*** - Indicates that operation of the aircraft at maximum weight is permitted**							

9. Taxiing in winter conditions (apron), in cases if some taxiways are not equipped with center line lights, and they may be not visible due to snow.

Taxiing in winter conditions in case of taxiways may be invisible due to packed snow shall be carried out after the «Follow me" car.

10. Removal of disabled aircraft from runways.

According to UAKK AD 2.6 RESCUE AND FIRE FIGHTNING SERVICES aerodrome has possibility to remove disabled aircraft less than 60 tone, without damage of landing gear.

UAKK AD 2.21 Noise Abatement Procedures

NIL

UAKK 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.

Aircraft departure on a heading opposite to the runway operating direction is prohibited.

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

For take-off or landing, the helicopter commander, in coordination with the ATS unit shall use any part of the runway or any other part of the airfield, as provided for by the flight operation instructions at the aerodrome (aeronautical aerodrome passport).

Rolling takeoff and running landing, IFR takeoff and landing of helicopters (Special visual flight rules at night) are conducted only from (on) the runway.

Envisaged to take-off and land helicopters from/to the runway, as well as from/to the central fuel station stand of the military unit 50185 and on the taxiway A, B, parking stand 20, taxiway 4 in compliance with the established intervals between take-off and approaching aircraft, and distances to obstacles.
Pilot-in-command is responsible for taking-off and landing from/to taxiway A, B, parking stand 20, taxiway 4, central fuel station stand of military unit 50185 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.

Taxiing 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.

In the absence of the possibility of taxiing or towing (the unsatisfactory condition of the ground or the design of the helicopter does not allow taxiing), the helicopter is allowed to move through the air in strict compliance with the requirements of the relevant paragraphs of the Flight Procedure and Rules in Civil Aviation of the Republic of Kazakhstan.

Air taxiing of helicopters with a skid landing gear from the stand to the take-off place and back, is carried out according to the marking on the route designated by the air traffic controller of the control point “Tower” in compliance with the established obstruction clearance under the responsibility of the helicopter commander.

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 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 to flight crew by Tower ATC phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”.

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

3. VFR procedures within the aerodrome control zone (CTR)

All VFR flights within the control zone (except “Balapan” ATZ) are performed at an altitude of at least 3000 feet,

unless otherwise prescribed by the “Tower” ATC.

In the sector from 080 ° to 256 °:

- from 0 to 7 miles, VFR flights are operated at an altitude of not less than 3000 feet;
- from 7 miles to the CTR boundary, VFR flights are operated at an altitude of at least 4,000 feet.

The absolute altitudes are assigned by “Tower” ATC without taking into account man-made obstacles. Flights over man-made obstacles is carried out by flight crew independently.

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.

“Balapan” ATZ is used only for training flights of “Aviation training center” LLC. During training flights in “Balapan” ATZ other aircraft should fly over “Balapan” ATZ.

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	BOTAKARA (southern outskirts of Botakara)	N500207 E0734441	026° 25.4 nm KRG DVOR/DME (027° 27.0 nm ARP)	Entry/exit
2	MIKE	N495156 E0735740	056° 25.2 nm KRG DVOR/DME (056° 27.0 nm ARP)	Entry/exit
3	LIMA	N494526 E0740100	072° 25.4 nm KRG DVOR/DME (070° 27.0 nm ARP)	Entry/exit
4	BEREKESHI (northern outskirts of Berekeshi)	N491604 E0733821	149° 27.2 nm KRG DVOR/DME (145° 27.0 nm ARP)	Entry/exit
5	KYZYLKOI (NE outskirts of Kyzylkoi, visual reference – M-36 highway)	N491330 E0732458	168° 27.8 nm KRG DVOR/DME (165° 27.0 nm ARP)	Entry/exit
6	KOKSUN (east side of Koksun)	N493052 E0724114	241° 28.7 nm KRG DVOR/DME (241° 27.0 nm ARP)	Entry/exit
7	SHAHTINSK (eastern outskirts of Shahtinsk)	N494211 E0723838	264° 28.5 nm KRG DVOR/DME (266° 27.0 nm ARP)	Entry/exit
8	TEMIRTAU (western outskirts of Temirtau)	N500125 E0725409	309° 27.3 nm KRG DVOR/DME (313° 27.0 nm ARP)	Entry/exit
9	AKKUDUK (northern outskirts of Akkuduk)	N494734 E0734541	059° 16.4 nm KRG DVOR/DME (058° 18.1 nm ARP)	Entry/exit
10	ALPHA (northern outskirts of Togyzkuduk)	N495345 E0733525	025° 15.1 nm KRG DVOR/DME (028° 16.7 nm ARP)	Holding

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
11	BRAVO (abeam NDB 5.0 nm)	N493652 E0732600	144° 5.0 nm KRG DVOR/DME (123° 5.1 nm ARP)	Holding
12	DELTA (west side of Zarechnoe)	N494004 E0730220	257° 13.1 nm KRG DVOR/DME (260° 11.6 nm ARP)	Holding

UAKK 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. Ornithological situation in the aerodrome area.

The ornithological situation in the aerodrome area is determined by the seasonal and daily migration of birds. The Karaganda aerodrome is surrounded by agricultural fields.

2.1 Seasonal migration of birds (time)

The period of spring migration - activity from March to late May, the most active peak migration in April, but there bay be changes when the climatic conditions change. The danger is posed by rooks, jackdaws, pigeons, kites, cranes, owls, ducks, waders, etc. Bird activity is observed in the morning hours from 00:30 to 03:00 (UTC) and in the evening from 12:00 to 15:00 (UTC).

The period of autumn migration is active from mid-August to the end of October, also depending on the climate and sharp changes in weather conditions.

The danger is posed by rooks, jackdaws, pigeons, kites, cranes, owls, ducks, waders, etc.

The most active flight hours are from 23:00 to 03:00 (UTC), evening movements from 11:00 to 15:00 (UTC).

The intensity of bird migration increases during agricultural work and the maturation of cereals and other crops.

During these times, pilots are advised to turn on landing lights when flying in the aerodrome area, during takeoff, landing approach, and during climb and descent.

Spring and Autumn periods are characterized by movements of migratory birds: rooks flights 300-600 individuals from 01:00 to 03:00 hours (UTC) from west to east and from 12:00 to 15:00 (UTC) from east to west at the altitude of 200-600 FT.

In **summer**, in the morning and evening hours, a flight of flocks of birds of prey from 1 to 5 individuals is observed at a relative altitude of up to 600 FT and rollers at an altitude of 33 FT. All year round, there are flights of pigeons, corvids at relative altitude of up to 200 FT in flocks of 15-25 individuals and more.

2.2 Direction

The main directions of migration in spring are from southwest to northeast, in autumn in the opposite direction. In autumn, in the area of the aerodrome and at the aerodrome, a large number of black crows are accumulated, representing a serious danger for flights from sunrise to sunset.

On the territory of the airside area, the main flights occur from NW to SE and in the opposite direction.

2.3 Altitude

The altitude of flights depends on the season and weather conditions. Different types of birds fly at different heights.

Approximate heights of flights of various bird species found on the airfield and near the airside area and aerodrome:

- ducks - from 295 to 9842 FT;
- larks and various waders - from 131 to 4593 FT;
- birds of prey - from 328 to 26246 FT;
- seagulls - from 328 to 1640 FT;
- sparrows - from 16 to 49 FT;
- owls - from 16 to 98 FT;

2.4 Intensity of bird migration

Bird migration takes place around the clock.

2.5 Daily migration of birds

2.5.1 Daily migration of birds (time)

From dawn to the onset of evening twilight

2.5.2 Direction

Flights over the terrain and to feeding bases with the intersection of the takeoff and landing course from NW to SE.

2.5.3 Altitude

Flights from 32 to 492 FT. Mass flights of corvids at altitudes of 164-1640 FT.

2.6 Radar control over the flying of birds

Radar control over the flying of birds in the area of the aerodrome in not provided.

2.7 Information transmission

Information about the ornithological situation is transmitted via the ATIS broadcasting channel in English and Russian and, if necessary, thorough the ATM dispatcher. In case of complication of the ornithological situation in the aerodrome area, it is possible for a short-term inclusion in the ATIS report of additional concretizing information about the peculiarities of the ornithological situation.

UAKK AD 2.24 Charts Related To An Aerodrome

UAKK AD 2.25 Visual segment surface (VSS) penetrations

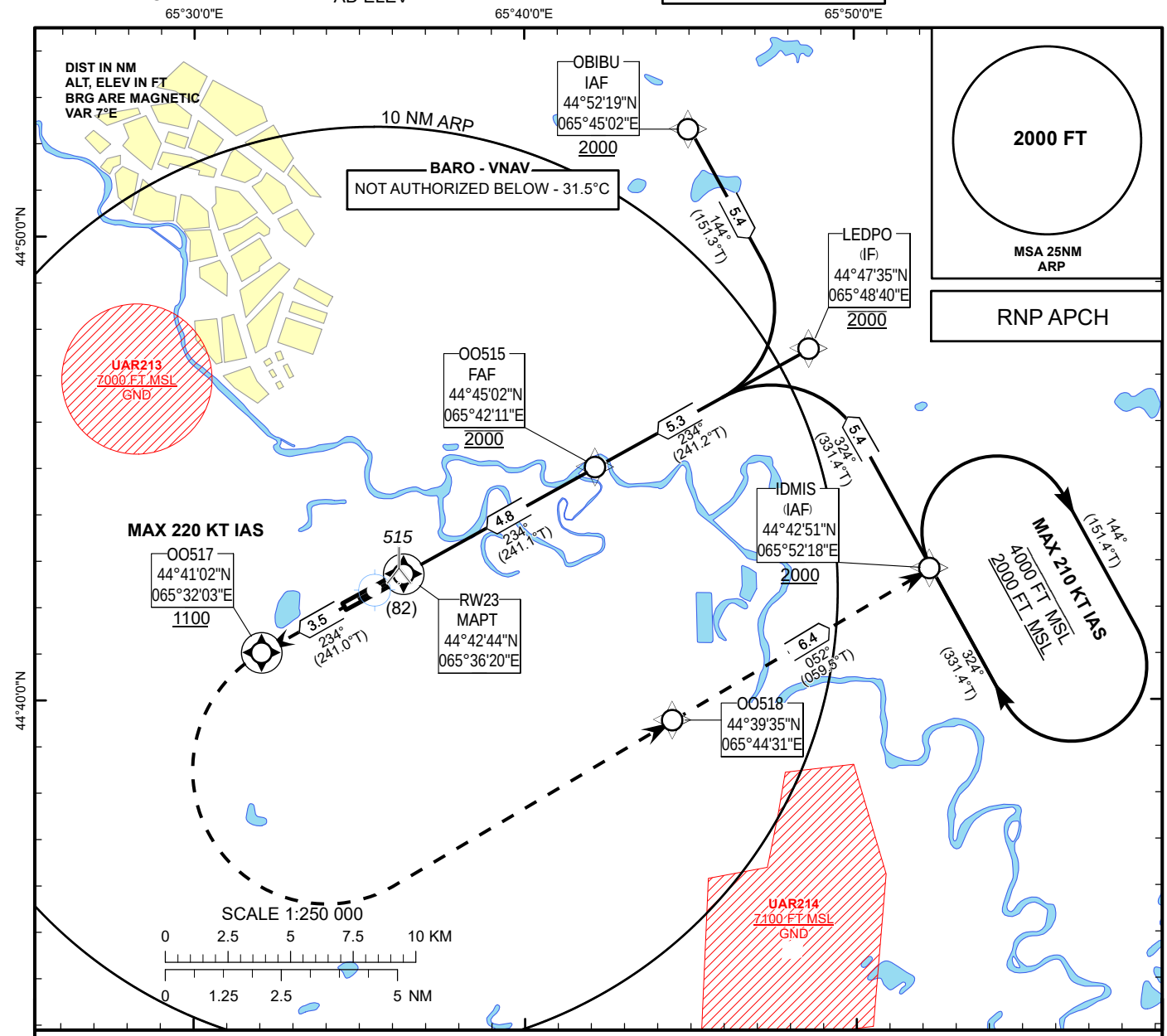
No penetrations

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***433FT***
HEIGHTS RELATED TO AD ELEV

KYZYLORDA TOWER 120.9
KYZYLORDA ATIS (EN) 134.9
KYZYLORDA ATIS (RU) 122.9

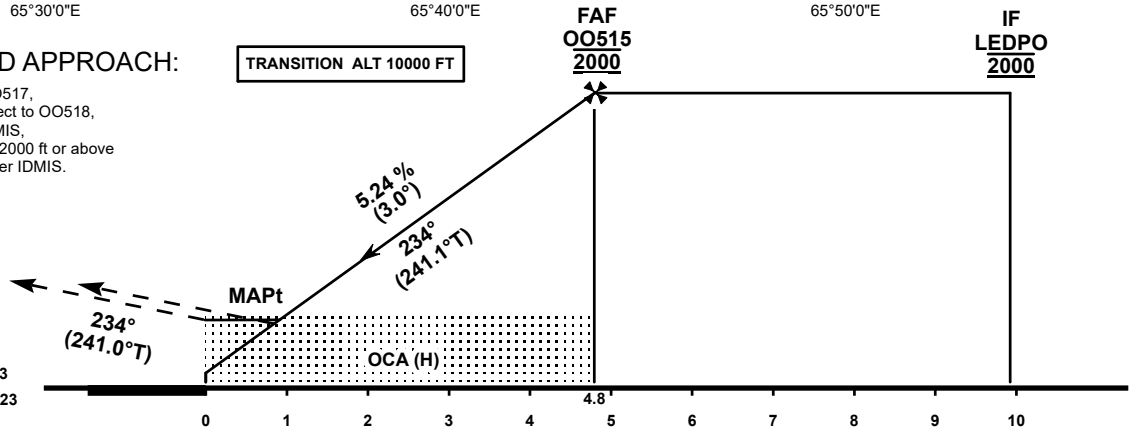
KYZYLORDA RNP RWY 23



MISSED APPROACH:

Climb to OO517,
Left turn direct to OO518,
Track to IDMIS,
Climbing to 2000 ft or above
And hold over IDMIS.

TRANSITION ALT 10000 FT



OCA(OCH)		A	B	C	D
Straight	LNAV	770(340)			
	LNAV/VNAV	650(218)	660(228)	670(238)	680(248)

DIST THR	4	3	2	1
ALTITUDE	1760	1440	1120	810
HEIGHT	1327	1007	687	377

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	640	740	850	950
FAF/FAP - THR (4.8 NM)	min:s	3:35	2:52	2:23	2:03	1:47	1:35

CHANGE: Editorial.

TABULAR DESCRIPTION

RNP RWY23

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	IDMIS	-	-	+7.5	-	-	+2000	-	-	RNP APCH
020	TF	LEDPO	-	324(331.4)	+7.5	5.4	-	@2000	-	-	RNP APCH
010	IF	OBIBU	-	-	+7.5	-	-	+2000	-	-	RNP APCH
020	TF	LEDPO	-	144(151.3)	+7.5	5.4	-	@2000	-	-	RNP APCH
010	IF	LEDPO	-	-	+7.5	-	-	@2000	-	-	RNP APCH
020	TF	OO515	-	234(241.2)	+7.5	5.3	-	@2000	-	-	RNP APCH
030	TF	RW23	Y	234(241.1)	+7.5	4.8	-	@483	-	-3	RNP APCH
040	CF	OO517	Y	234(241.0)	+7.5	3.5	-	+1100	-220	+1.4	RNP APCH
050	DF	OO518	-	-	+7.5	-	L	-	-	+1.4	RNP APCH
060	TF	IDMIS	-	052(059.5)	+7.5	6.4	-	+2000	-	+1.4	RNP APCH
070	HM	IDMIS	-	324(331.4)	+7.5	5.0	R	+2000/-4000	-210	-	RNP APCH

WAYPOINT COORDINATES

RNP RWY23

Waypoint Identifier	Coordinates	
IDMIS	444250.70N	0655217.80E
LEDPO	444734.94N	0654839.98E
OBIBU	445219.10N	0654501.50E
OO515	444502.28N	0654211.42E
RW23	444243.85N	0653620.40E
OO517	444102.01N	0653202.96E
OO518	443934.82N	0654430.72E

UASS 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

UASS AD 2.1 Aerodrome Location Indicator And Name

UASS - SEMEY

UASS AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	502106N 0801402E At the centre of RWY
2	Direction and distance from (city)	190°, 3.3 NM from Semey center
3	Elevation/Reference temperature	759 FT/27° C
4	Geoid undulation at AD ELEV PSN	-145 FT
5	MAG VAR/Annual Change	7° E (2018) / 0.03°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport JSC "Semey International Airport" 071410 Semey, Republic of Kazakhstan Phone: +7 (7222) 360033 Phone: +7 (7222) 443951 Fax: +7 (7222) 360033 AFS: UASSAPDU AFS: UASSAPZT Email: airportsemey@mail.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UASS AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7222) 360033
2	Customs and immigration	AVBL
3	Health and sanitation	As AD Phone: +7 (7222) 360033
4	AIS Briefing Office	ANY 03:00 - 13:00 UTC
5	ATS Reporting Office (ARO)	ANY 00:30 - 14:00 UTC Phone: +7 (7222) 569134 AFS: UASSZTZX
6	MET Briefing Office	ANY 00:30 - 14:00 UTC Phone: +7 (7222) 565117 Fax: +7 (7222) 565117 AFS: UASSYMYX
7	ATS	See NOTAM Phone: +7 (7222) 569034
8	Fuelling	As AD Phone: +7 (7222) 443951

9	Handling	As AD Phone: +7 (7222) 443951
10	Security	H24 Phone: +7 (7222) 363702
11	De-icing	As AD Phone: +7 (7222) 443951
12	Remarks	Another time by request

UASS AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Nil
2	Fuel/oil types	TS, RT/Nil
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	NOT AVBL
6	Repair facilities for visiting aircraft	Minor repairs in the engineering and aviation service
7	Remarks	Nil

UASS AD 2.5 Passenger Facilities

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

UASS AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A6
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL: Up to 90 tons Phone: +7 (7222) 443951
4	Remarks	Nil

UASS AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 wide snow plow, 1 rotor, 1 loader, 2 tractor
2	Clearance priorities	1. RWY 2. TWY A 3. Stands
3	Remarks	Nil

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1 - 2 ACFT “C”		CONC+REINF	PCN 17/R/B/X/T
		3 - 4 ACFT “D”		CONC+ASPH	PCN 45/R/B/X/T
		5 - 7 ACFT “D”		CONC+ASPH	PCN 14/F/C/Y/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		2	22	CONC+ASPH	PCN 19/F/C/Y/T
		A	23	CONC+ASPH	PCN 45/R/B/X/T
		8	16	CONC+ASPH	PCN 19/F/C/Y/T
		9	18	CONC+ASPH	PCN 19/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Stand 1-2 - for ACFT with wing span not more than 32m. Stands 3-4 - for ACFT with wing span not more than 52m. Stands 5-7 - for ACFT with wing span not more than 32m TWY 1,2,3,4,5,6,8, 9 - closed. RWY 02/20 - closed Helicopters are not allowed to take off/land from/to taxiway A and parking stands 1-7; take-off/landing are performed on the runway. Taxiing on TWY A is performed on both the ground and in the air, along the center line.			

UASS 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**	Nil
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 Approach lighting system, runway edge lights, runway turning lights, taxiway edge lights.
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	**Remarks**	Recessed approach lights are available on the displaced THR.

UASS AD 2.10 Aerodrome Obstacles

NIL

UASS AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Semey Phone: +7 (7222) 565117 Fax: +7 (7222) 565117 AFS: UASSYMYX

2	**Hours of service MET Office outside hour**	HO
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Semey, 9HR (0209, 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**	Nil
9	**ATS units provided with information**	Briefing, TWR
10	**Additional information**	Nil

UASS 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**
08	83,68°	3099 X 45	47/R/B/X/T CEMENT/ CONC	502100.82N 0801243.63E - -145.3 FT	THR 759.2 FT	See AOC type A
26	263,71°	3099 X 45	47/R/B/X/T CEMENT/ CONC	502111.84N 0801519.49E - -145.3 FT	THR 674.9 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	150 X 150	3399 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 100 m. REF.AD 2.12

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	SEMEY ATIS (EN) SEMEY ATIS (RU)	118,5 MHZ 122,4 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UASS 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 26 I/D/2	ISP	110,3 MHZ	H24	502058.8N 0801214.2E		Nil	Nil
GP 26 I/C/2		335 MHZ		502104.5N 0801445.3E			
DME 26	ISP	CH 40X		502104.5N 0801445.3E	700 FT		
DVOR/DME (7°E/2014)	SEM	115,3 MHZ CH 100X	H24	502058.7N 0801437.5E	700 FT	Nil	Nil

UASS AD 2.20 Local Aerodrome Regulations

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR.

Takeoff from RWY 26 THR available

UASS AD 2.21 Noise Abatement Procedures

NIL

UASS AD 2.22 Flight procedures

1. Flight and ground movement procedures.

Aircraft movement on the aerodrome is carried out by taxiing. Taxiing is carried out along centre lines of taxiway, apron and stands.

The aircraft is not towed on the aerodrome.

TWY 2 are designated for taxiing of State aviation aircraft into/out of stands.

TWY A is designated for taxiing of Civil aviation aircraft into/out of stands.

TWY A is designated for taxiing of ICAO 6 aircraft.

Aircraft following shall be carried out by specially intended for this purpose follow-me vehicle. Aircraft following shall be carried out in IMC when visibility is less than 400 m or in case if markings on maneuvering area are not visible (due to packed snow or in other cases), or by flight crew's request. In that case engineer of airfield service works as aircraft follower on duty.

Two-way radio communication shall be established on 166,350 MHz during aircraft following.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence – by decision of pilot-in-command.

Aircraft following shall be carried out:

- by flight crew request;
- in IMC when visibility is less than 400 m.

Taxiing speed shall be chosen by pilot in-command of the aircraft depending on condition of taxing surface, the presence of obstacles and visibility.

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of ATC Tower. If an aircraft is entering the final approach track or it's finally approaching, crossing the ILS critical areas on the manoeuvring area is prohibited.

Taxiing into/out from aircraft stand №3 to aircraft stand №4 allowed via markings on apron

Taxiing into/out from aircraft stand №4 to aircraft stand №3 allowed via markings on apron

2. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected in IMC, during nighttime, which includes:

- engaging of aerodrome lighting facilities: during night flights – 15 minutes before sunset or estimated time of aircraft arrival, during aircraft departure after request for engine start-up.
- in daytime – when visibility less than 2000 m.
- in other cases – by flight crew request.
- During flights of general aviation RWY inspection shall be carried out by engineer of airfield service with further report about obstacle presence (absence) to controller of "Semey Tower" control centre.

When visibility 550 m or less TKOF should be carried out from RWY 26 DTHR

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 4000 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	ALPHA	N504042 E0801943	002° 20.0 nm SEM DVOR/DME	Exit
2	BRAVO	N503645 E0803352	031° 20.0 nm SEM DVOR/DME	Entrance
3	CHARLIE	N503046 E0804157	053° 20.0 nm SEM DVOR/DME	Exit
4	DELTA	N502627 E0804442	067° 20.0 nm SEM DVOR/DME	Entrance
5	ECHO (East side of Topkashi)	N502251 E0804545	077° 20.0 nm SEM DVOR/DME	Exit
6	FOXTROT (visual reference – P-24 highway)	N502010 E0804551	085° 20.0 nm SEM DVOR/DME	Entrance
7	GOLF (SW side of Kerevankol lake)	N500934 E0804015	117° 20.0 nm SEM DVOR/DME	Exit
8	HOTEL (visual reference – west of the railroad, M-38 highway)	N500637 E0803618	129° 20.0 nm SEM DVOR/DME	Entrance
9	INDIA (South side of Karakol)	N500250 E0800134	198° 20.0 nm SEM DVOR/DME	Exit
10	JULIET	N500740 E0795124	221° 20.0 nm SEM DVOR/DME	Entrance
11	KILO	N501711 E0794359	252° 20.0 nm SEM DVOR/DME	Exit
12	LIMA (visual reference - railway)	N502525 E0794410	276° 20.0 nm SEM DVOR/DME	Entrance
13	MIKE (east side of Bokenshi)	N502924 E0794616	288° 20.0 nm SEM DVOR/DME	Exit
14	TANGO (SE side of Zhylandy)	N503632 E0795457	314° 20.0 nm SEM DVOR/DME	Entrance
15	STARAIA KREPOST (Northern outskirts of Staraia Krepost)	N503013 E0800558	322° 10.8 nm SEM VOR/DME	Holding, circle and absolute altitudes by “Tower” ATC instructions

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
16	Ferma KERNEI	N501655 E0802746	109° 9.4 nm SEM DVOR/DME	Holding, circle and absolute altitudes by "Tower" ATC instructions
17	Zimovka STARIY KULTOBE	N501414 E0800601	212° 8.7 nm SEM DVOR/DME	Holding, circle and absolute altitudes by "Tower" ATC instructions

UASS 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 main migration direction in spring: from south-east to north-west; in autumn: in the counterdirection.

Morning migration from 05.00 to 09.00, evening migration from 17.00 to 20.00. Bird species include crows, jackdaws, sparrows, pigeons, kites. The flight altitudes varies from 100 to 400 m above ground level.

In case of necessity, the aerodrome control point 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 takeoff, approach, climbing, descent.

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

3. Ornithological situation.

Seasonal migrations:

- Spring – the beginning of the first half of April - the end of May. Morning flights are from 6:00 to 10:00. Evening flights from 17:00 to 21:00
- Autumn – the beginning of the end of August and the second half of October. Morning flights are from 6:00 to 10:00. Evenings from 16:00 to 20:00

Species of migratory birds:

- Ducks - 131 FT to 1312 FT
- geese – grey goose, whooping swan, hissing swan, pelicans – pink and curly pelicans, great cormorant, beauty crane – 229 FT and more.
- Birds of prey – eagle, common kestrel, sparrowhawk, grouse, eared owl, rooks, crows, black crow, magpie, gray crow, jackdaw, silver gull – 164 FT to 1312 FT
- Nomadic species: pink and common starlings, larks, sparrows, jyrkas etc. the period of migrations begins from the second half of June and lasts until the first middle of September, the flight altitude during

migrations ranges from 3 FT to 328 FT, mainly in the morning from 7:00 to 10:00 and evening from 16:00 to 20:00 hours.

- Sedentary species: rook, black crow, gray crow, magpie, jackdaw, blue pigeon, gray partridge – constantly located in the vicinity of the airfield, and crossing it.

- The intensity of local bird flights increases during the departure of young birds from the beginning of July to the second middle of September, the activity time is in the morning from 5:00 to 11:00 and in the evening from 16:30 to 21:00.

Migration directions:

- Massive seasonal migrations occur from the southwest to the North and northeast

- The daily flights of birds are due to their location to the west of the landfill (7.2 km from the KTA), to the east and northeast of the Irtysh River (4 km from the KTA) and to the south of Lake SOR (7 km from the KTA). The airport is an object on the way for birds to fly to the landfill in the early morning and late evening hours along the entire length of the runway. During the daytime, the common eagle is observed in the form of single circling at altitudes from 50 to 100 meters and in the form of funnels at altitudes from 50 to 450 meters, consisting of 10-50 individuals or more. The trajectory of the funnel is observed on the Irtysh River through the airfield to the MSW and back. On the island sections of the Irtysh River, there is a massive nesting of silver gulls (more than 800 individuals), with the release of young birds, the intensity of flights of flocks to the urban garbage through the airfield increases from July to mid-September. The open space above the airfield and the surrounding area is also a place for training flights of young eagles.

- Crows (rook, black crow, gray crow, jackdaw), predatory (eagle) and nomadic species (silver gull, starlings: pink, common, at dusk and at night – long-eared owls, nightjars) pose an increased danger of bird collisions with the sun.

The airfield service informs air traffic controllers about such bird flights and approximate heights above ground level, and the controllers, in turn, transmit this information to the pilots.

During the specified time periods, pilots are advised, if the design features of the on-board equipment allow, to turn on the landing lights when flying near the airfield, during takeoff, landing, as well as climbing and descending.

Measures to minimize bird concentrations include: periodic bird scaring, the prevention of unauthorized landfills and waste disposal, the removal of green spaces and ground coverings, as well as the cessation of agricultural activities at the airport.

UASS AD 2.24 Charts Related To An Aerodrome

UASS AD 2.25 Visual segment surface (VSS) penetrations

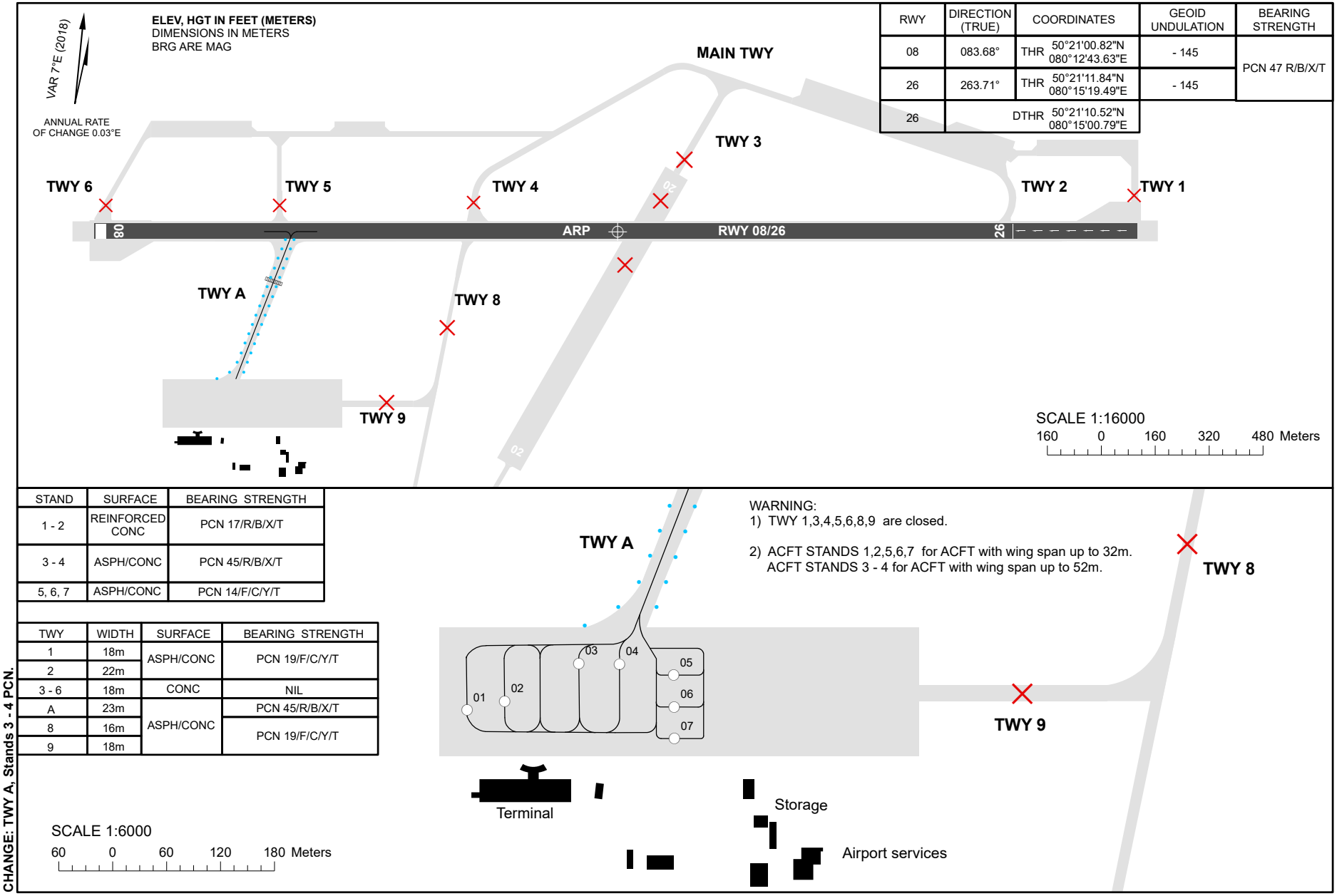
No penetrations

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 728FT (*222m*)

TWR 128.0

SEMEY



RWY	DIRECTION (TRUE)	COORDINATES	GEOID UNDULATION	BEARING STRENGTH
08	083.68°	THR 50°21'00.82"N 080°12'43.63"E	- 145	PCN 47 R/B/X/T
26	263.71°	THR 50°21'11.84"N 080°15'19.49"E	- 145	
26		DTHR 50°21'10.52"N 080°15'00.79"E		

STAND	SURFACE	BEARING STRENGTH
1 - 2	REINFORCED CONC	PCN 17/R/B/X/T
3 - 4	ASPH/CONC	PCN 45/R/B/X/T
5, 6, 7	ASPH/CONC	PCN 14/F/C/Y/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
1	18m	ASPH/CONC	PCN 19/F/C/Y/T
2	22m		
3 - 6	18m	CONC	NIL
A	23m	ASPH/CONC	PCN 45/R/B/X/T
8	16m		PCN 19/F/C/Y/T
9	18m		

CHANGE: TWY A, Stands 3 - 4 PCN.

SEMEY **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	50 20 44.55 N	080 12 58.47 E
	2	50 20 45.02 N	080 13 00.52 E
	3	50 20 46.66 N	080 13 04.44 E
	4	50 20 46.81 N	080 13 06.72 E
	5	50 20 46.65 N	080 13 10.35 E
	6	50 20 45.52 N	080 13 10.55 E
	7	50 20 44.54 N	080 13 10.85 E

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

UAII 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

UAII 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	**Stop bars**	Nil
4	**Other runway protection measures**	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	**Associated MET Office**	Meteorological service Shymkent Phone: +7 (7252) 945168
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Shymkent, 24HR (0024, 0606, 1212, 1818)
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, ACC
10	**Additional information**	Nil

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 taxing 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 ssued 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

UAII AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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CHANGE: Editorial, BAMUT coord.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

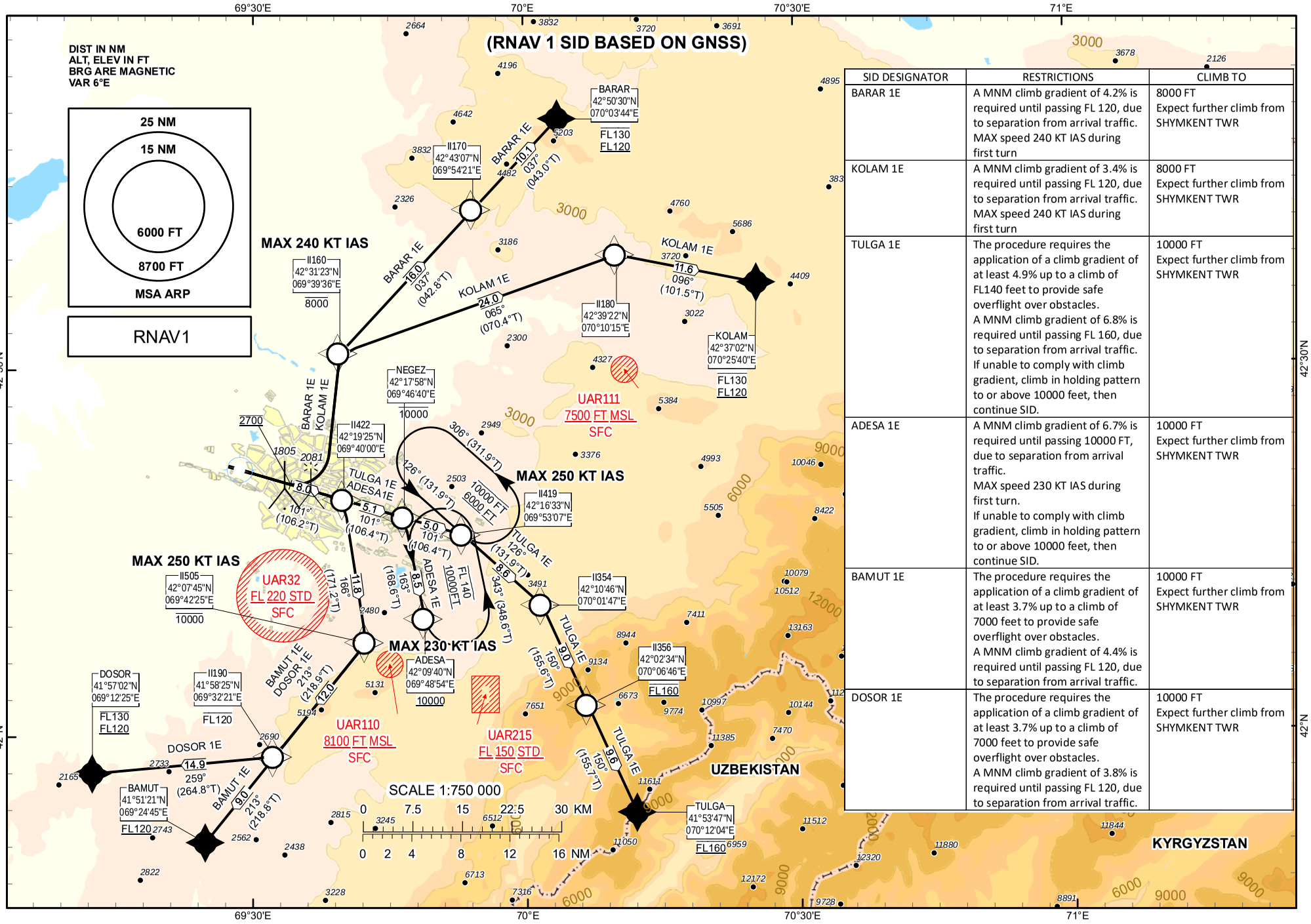
SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 1E, BAMUT 1E, BARAR 1E, DOSOR 1E, KOLAM 1E, TULGA 1E.

SHYMKENT
RWY 10

KAZAERONAVIGATSIA

AIRAC AMDT 001/2026



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
BARAR 1E	A MNM climb gradient of 4.2% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
KOLAM 1E	A MNM climb gradient of 3.4% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
TULGA 1E	The procedure requires the application of a climb gradient of at least 4.9% up to a climb of FL140 feet to provide safe overflight over obstacles. A MNM climb gradient of 6.8% is required until passing FL 160, due to separation from arrival traffic. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	10000 FT Expect further climb from SHYMKENT TWR
ADESA 1E	A MNM climb gradient of 6.7% is required until passing 10000 FT, due to separation from arrival traffic. MAX speed 230 KT IAS during first turn. If unable to comply with climb gradient, climb in holding pattern to or above 10000 feet, then continue SID.	10000 FT Expect further climb from SHYMKENT TWR
BAMUT 1E	The procedure requires the application of a climb gradient of at least 3.7% up to a climb of 7000 feet to provide safe overflight over obstacles. A MNM climb gradient of 4.4% is required until passing FL 120, due to separation from arrival traffic.	10000 FT Expect further climb from SHYMKENT TWR
DOSOR 1E	The procedure requires the application of a climb gradient of at least 3.7% up to a climb of 7000 feet to provide safe overflight over obstacles. A MNM climb gradient of 3.8% is required until passing FL 120, due to separation from arrival traffic.	10000 FT Expect further climb from SHYMKENT TWR

TABULAR DESCRIPTION

ADESA 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CF	II422	-	101(106.2)	+5.5	8.0	-	-		-	RNAV 1
020	TF	NEGEZ	-	101(106.4)	+5.5	5.1	-	-10000		-	RNAV 1
030	TF	ADESA	-	163(168.6)	+5.5	8.5	R	+10000	-230	3.8	RNAV 1

BAMUT 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CF	II422	-	101(106.2)	+5.5	8.0	-	-		-	RNAV 1
020	TF	II505	-	166(171.2)	+5.5	11.8	R	-10000	-250	-	RNAV 1
030	TF	II190	-	213(218.9)	+5.5	12.0	R	-FL120		-	RNAV 1
040	TF	BAMUT	-	213(218.8)	+5.5	9.0	-	+FL 120		2.5	RNAV 1

BARAR 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CA	-	-	101(106.2)	+5.5	-	-	@2700		-	RNAV 1
020	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
030	TF	II170	-	037(042.8)	+5.5	16.0	R	-		-	RNAV 1
040	TF	BARAR	-	037(043.0)	+5.5	10.1	-	+FL 120 -FL130		2.4	RNAV 1

DOSOR 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CF	II422	-	101(106.2)	+5.5	8.0	-	-		-	RNAV 1
020	TF	II505	-	166(171.2)	+5.5	11.8	R	-10000	-250	-	RNAV 1
030	TF	II190	-	213(218.9)	+5.5	12.0	R	-FL120		-	RNAV 1
040	TF	DOSOR	-	259(264.8)	+5.5	14.9	R	+FL 120 -FL130		2.2	RNAV 1

KOLAM 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CA	-	-	101(106.2)	+5.5	-	-	@2700		-	RNAV 1
020	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
030	TF	II180	-	065(070.4)	+5.5	24.0	R	-		-	RNAV 1
040	TF	KOLAM	-	096(101.5)	+5.5	11.6	R	+FL 120 -FL130		1.9	RNAV 1

TULGA 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
010	CF	II422	-	101(106.2)	+5.5	8.0	-	-		-	RNAV 1
020	TF	NEGEZ	-	101(106.4)	+5.5	5.1	-	-10000		-	RNAV 1
030	TF	II419	-	101(106.4)	+5.5	5.0	-	-	-250	-	RNAV 1
040	TF	II354	-	126(131.9)	+5.5	8.6	R	-		-	RNAV 1
050	TF	II356	-	150(155.6)	+5.5	9.0	R	@FL 160		3.8	RNAV 1
060	TF	TULGA	-	150(155.7)	+5.5	9.6	-	@FL 160		-	RNAV 1

WAYPOINT LIST

WPT	COORD	
ADESA	420940.00N	0694854.00E
BAMUT	415121.00N	0692445.00E
BARAR	425030.00N	0700344.00E
DEP	422139.35N	0692940.74E
DOSOR	415702.00N	0691225.00E
II160	423123.34N	0693935.94E
II170	424306.51N	0695421.39E
II180	423921.61N	0701014.79E
II190	415825.28N	0693220.80E
II354	421046.05N	0700146.68E
II356	420233.83N	0700645.62E
II419	421632.68N	0695307.16E
II422	421924.93N	0694000.30E
II505	420744.57N	0694225.35E
KOLAM	423702.00N	0702540.00E
NEGEZ	421757.76N	0694639.56E
TULGA	415347.00N	0701204.00E

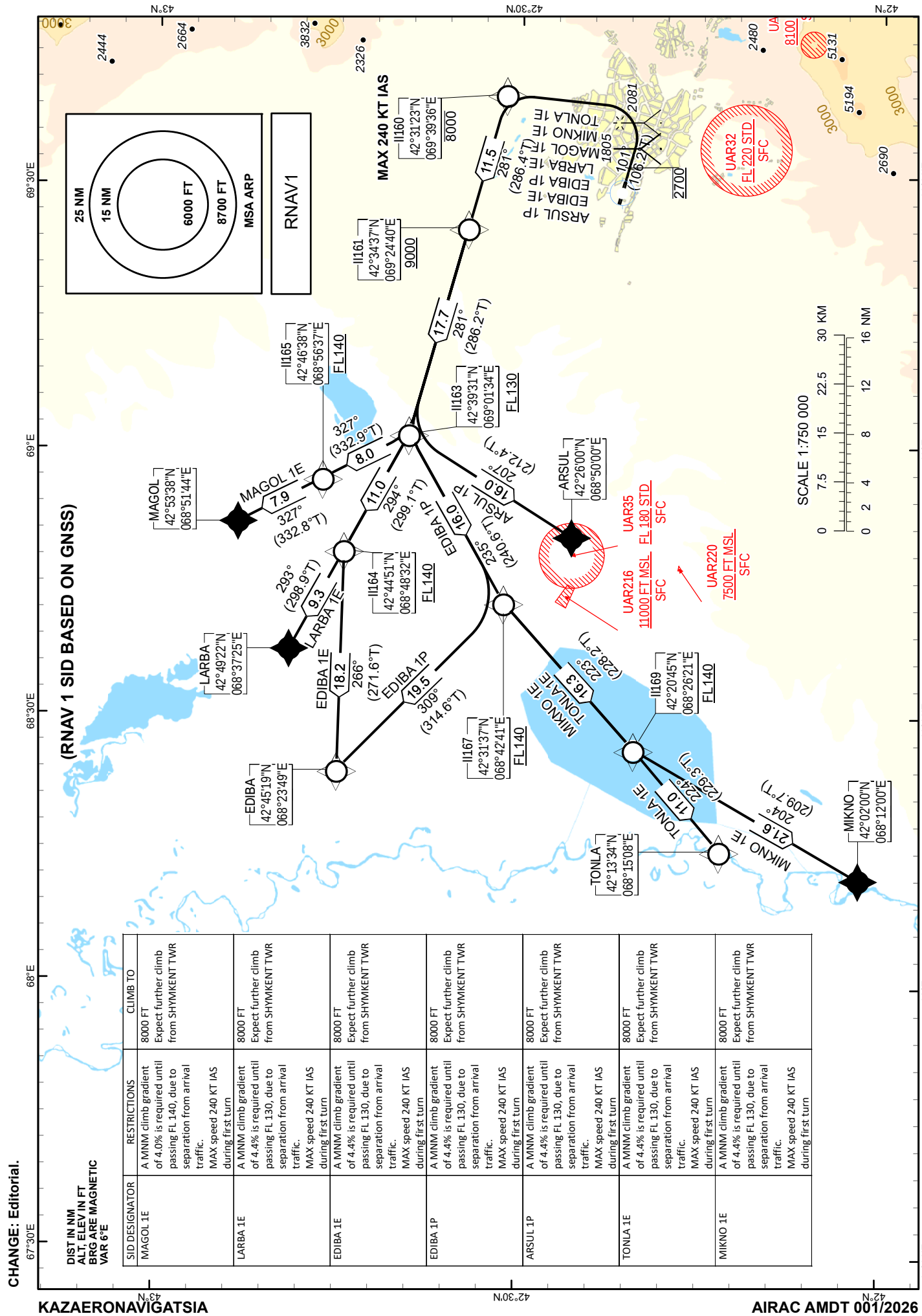
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ARSUL 1P, EDIBA 1E/1P, LARBA 1E, MAGOL 1E, MIKNO 1E, TONLA 1E.

SHYMKENT RWY 10



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
MAGOL 1E	A MNM climb gradient of 4.0% is required until passing FL 140, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
LARBA 1E	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
EDIBA 1E	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
EDIBA 1P	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
ARSUL 1P	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
TONLA 1E	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
MIKNO 1E	A MNM climb gradient of 4.4% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 6°E

CHANGE: Editorial.

TABULAR DESCRIPTION

ARSUL 1P

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	ARSUL	-	207(212.4)	+5.5	16.0	L	-	-	-	RNAV 1

EDIBA 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	II164	-	294(299.1)	+5.5	11.0	R	+FL140	-	0.9	RNAV 1
60	TF	EDIBA	-	266(271.6)	+5.5	18.2	L	-	-	-	RNAV 1

EDIBA 1P

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	II167	-	235(240.6)	+5.5	16.0	L	+FL140	-	0.6	RNAV 1
60	TF	EDIBA	-	309(314.6)	+5.5	19.5	R	-	-	-	RNAV 1

LARBA 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	II164	-	294(299.1)	+5.5	11.0	R	+FL140	-	0.9	RNAV 1
60	TF	LARBA	-	293(298.9)	+5.5	9.3	-	-	-	-	RNAV 1

MAGOL 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	-	RNAV 1
50	TF	II165	-	327(332.9)	+5.5	8.0	R	+FL140	-	2.3	RNAV 1
60	TF	MAGOL	-	327(332.8)	+5.5	7.9	-	-	-	-	RNAV 1

MIKNO 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	II167	-	235(240.6)	+5.5	16.0	L	+FL140	-	-	RNAV 1
60	TF	II169	-	223(228.2)	+5.5	16.3	L	+FL140	-	0.3	RNAV 1
70	TF	MIKNO	-	204(209.7)	+5.5	21.6	L	-	-	-	RNAV 1

TONLA 1E

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	101(106.2)	+5.5	-	-	@2700	-	-	RNAV 1
20	DF	II160	-	-	+5.5	-	L	-8000	-240	-	RNAV 1
30	TF	II161	-	281(286.4)	+5.5	11.5	-	+9000	-	-	RNAV 1
40	TF	II163	-	281(286.2)	+5.5	17.7	-	+FL130	-	2.5	RNAV 1
50	TF	II167	-	235(240.6)	+5.5	16.0	L	+FL140	-	-	RNAV 1
60	TF	II169	-	223(228.2)	+5.5	16.3	L	+FL140	-	0.3	RNAV 1
70	TF	TONLA	-	224(229.3)	+5.5	11.0	-	-	-	-	RNAV 1

WAYPOINT LIST

WPT	COORD	
ARSUL	422600.00N	0685000.00E
DEP	422139.35N	0692940.74E
EDIBA	424519.00N	0682349.00E
II160	423123.34N	0693935.94E
II161	423436.62N	0692440.23E
II163	423931.18N	0690134.42E
II164	424451.31N	0684831.58E
II165	424638.38N	0685637.20E
II167	423137.28N	0684241.25E
II169	422045.45N	0682621.07E
LARBA	424922.00N	0683725.00E
MAGOL	425338.00N	0685144.00E
MIKNO	420200.00N	0681200.00E
TONLA	421334.00N	0681508.00E

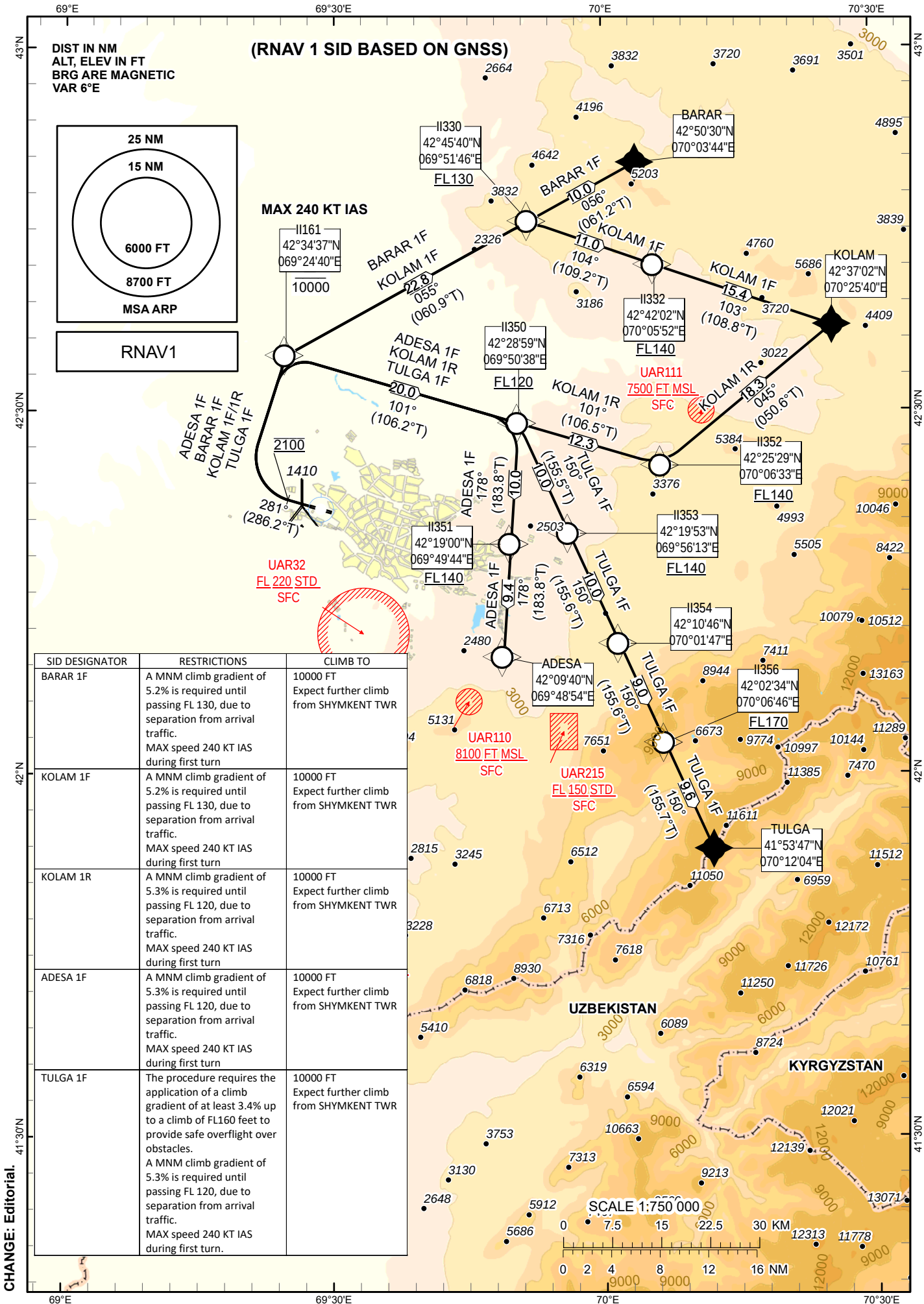
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 1F, BARAR 1F, KOLAM 1F/1R, TULGA 1F

SHYMKENT RWY 28



SID DESIGNATOR	RESTRICTIONS	CLIMB TO
BARAR 1F	A MNM climb gradient of 5.2% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
KOLAM 1F	A MNM climb gradient of 5.2% is required until passing FL 130, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
KOLAM 1R	A MNM climb gradient of 5.3% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
ADESA 1F	A MNM climb gradient of 5.3% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
TULGA 1F	The procedure requires the application of a climb gradient of at least 3.4% up to a climb of FL160 feet to provide safe overflight over obstacles. A MNM climb gradient of 5.3% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn.	10000 FT Expect further climb from SHYMKENT TWR

CHANGE: Editorial.

TABULAR DESCRIPTION

ADESA 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II350	-	101(106.2)	+5.5	20.0	R	+FL120	-	3	RNAV 1
40	TF	II351	-	178(183.8)	+5.5	10.0	R	+FL140	-	2	RNAV 1
50	TF	ADESA	-	178(183.8)	+5.5	9.4	-	-	-	-	RNAV 1

BARAR 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II330	-	055(060.9)	+5.5	22.8	R	+FL130	-	2.8	RNAV 1
40	TF	BARAR	-	056(061.2)	+5.5	10.0	-	-	-	-	RNAV 1

KOLAM 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II330	-	055(060.9)	+5.5	22.8	R	+FL130	-	2.8	RNAV 1
40	TF	II332	-	104(109.2)	+5.5	11.0	R	+FL140	-	0.9	RNAV 1
50	TF	KOLAM	-	103(108.8)	+5.5	15.4	-	-	-	-	RNAV 1

KOLAM 1R

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II350	-	101(106.2)	+5.5	20.0	R	+FL120	-	2.9	RNAV 1
40	TF	II352	-	101(106.5)	+5.5	12.3	-	+FL140	-	-	RNAV 1
50	TF	KOLAM	-	045(050.6)	+5.5	18.3	L	-	-	-	RNAV 1

TULGA 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II350	-	101(106.2)	+5.5	20.0	R	+FL120	-	3	RNAV 1
40	TF	II353	-	150(155.5)	+5.5	10.0	R	+FL140	-	1.9	RNAV 1
50	TF	II354	-	150(155.6)	+5.5	10.0	-	-	-	-	RNAV 1
60	TF	II356	-	150(155.6)	+5.5	9.0	-	+FL170	-	1.5	RNAV 1
70	TF	TULGA	-	150(155.7)	+5.5	9.6	-	-	-	-	RNAV 1

WAYPOINT LIST

WPT	COORD	
ADESA	420940.00N	0694854.00E
BARAR	425030.00N	0700344.00E
DEP	422210.61N	0692715.98E
II161	423436.62N	0692440.23E
II330	424540.36N	0695146.32E
II332	424202.48N	0700551.67E
II350	422859.07N	0695037.73E
II351	421900.18N	0694944.00E
II352	422528.58N	0700633.27E
II353	421952.70N	0695613.01E
II354	421046.05N	0700146.68E
II356	420233.83N	0700645.62E
KOLAM	423702.00N	0702540.00E
TULGA	415347.00N	0701204.00E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

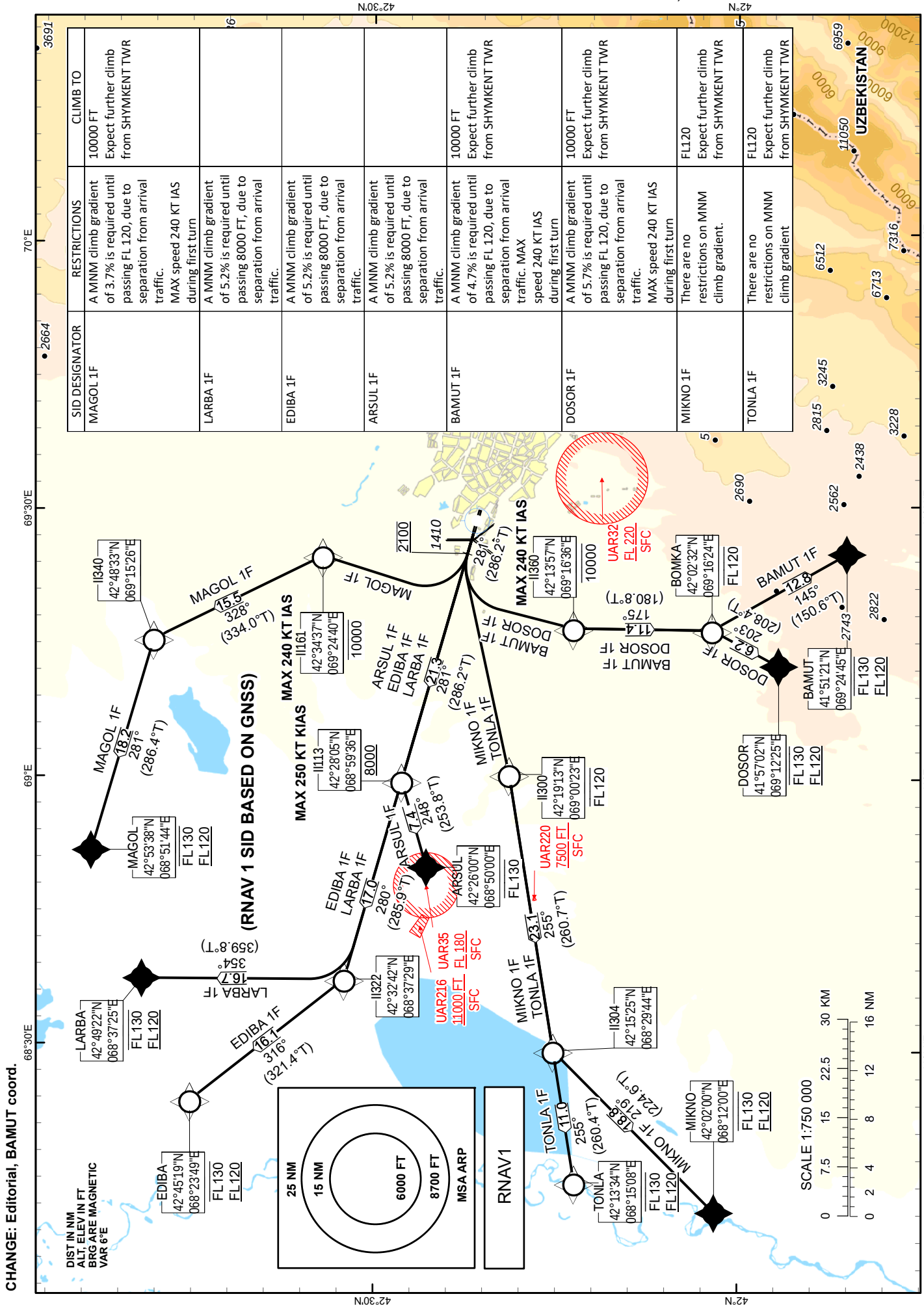
TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ARSUL 1F, BAMUT 1F, DOSOR 1F, EDIBA 1F, LARBA 1F, MAGOL 1F, MIKNO 1F, TONLA 1F.

SHYMKENT RWY 28

SID DESIGNATOR	RESTRICTIONS	CLIMB TO
MAGOL 1F	A MNM climb gradient of 3.7% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
LARBA 1F	A MNM climb gradient of 5.2% is required until passing 8000 FT, due to separation from arrival traffic.	
EDIBA 1F	A MNM climb gradient of 5.2% is required until passing 8000 FT, due to separation from arrival traffic.	
ARSUL 1F	A MNM climb gradient of 5.2% is required until passing 8000 FT, due to separation from arrival traffic.	
BAMUT 1F	A MNM climb gradient of 4.7% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
DOSOR 1F	A MNM climb gradient of 5.7% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	10000 FT Expect further climb from SHYMKENT TWR
MIKNO 1F	There are no restrictions on MNM climb gradient.	FL120 Expect further climb from SHYMKENT TWR
TONLA 1F	There are no restrictions on MNM climb gradient	FL120 Expect further climb from SHYMKENT TWR



TABULAR DESCRIPTION

ARSUL 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	II113	-	281(286.2)	+5.5	21.3	-	+8000	-250	-	RNAV 1
20	TF	ARSUL	-	248(253.8)	+5.5	7.4	L	-FL130	-	2.2	RNAV 1

BAMUT 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II360	-	-	+5.5	-	L	-10000	-240	-	RNAV 1
30	TF	BOMKA	-	175(180.8)	+5.5	11.4	-	-FL120	-	-	RNAV 1
40	TF	BAMUT	-	145(150.6)	+5.5	12.8	L	+FL120 - FL130	-	2.5	RNAV 1

DOSOR 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II360	-	-	+5.5	-	L	-10000	-240	-	RNAV 1
30	TF	BOMKA	-	175(180.8)	+5.5	11.4	-	-FL120	-	-	RNAV 1
40	TF	DOSOR	-	203(208.4)	+5.5	6.2	R	+FL120 - FL130	-	3	RNAV 1

EDIBA 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	II113	-	281(286.2)	+5.5	21.3	-	+8000	-250	-	RNAV 1
20	TF	II322	-	280(285.9)	+5.5	17.0	-	-	-	-	RNAV 1
30	TF	EDIBA	-	316(321.4)	+5.5	16.1	R	+FL120 -FL130	-	1.9	RNAV 1

LARBA 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CF	II113	-	281(286.2)	+5.5	21.3	-	+8000	-250	-	RNAV 1
20	TF	II322	-	280(285.9)	+5.5	17.0	-	-	-	-	RNAV 1
30	TF	LARBA	-	354(359.8)	+5.5	16.7	R	+FL120 -FL130	-	1.9	RNAV 1

MAGOL 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II161	-	-	+5.5	-	R	-10000	-240	-	RNAV 1
30	TF	II340	-	328(334.0)	+5.5	15.5	L	-	-	3.2	RNAV 1
40	TF	MAGOL	-	281(286.4)	+5.5	18.2	L	+FL120 -FL130	-	-	RNAV 1

MIKNO 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II300	-	-	+5.5	-	L	-FL120	-	-	RNAV 1
30	TF	II304	-	255(260.7)	+5.5	23.1	-	-	-	-	RNAV 1
40	TF	MIKNO	-	219(224.6)	+5.5	18.8	L	+FL120 -FL130	-	-	RNAV 1

TONLA 1F

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	CA	-	-	281(286.2)	+5.5	-	-	@2100	-	-	RNAV 1
20	DF	II300	-	-	+5.5	-	L	-FL120	-	-	RNAV 1
30	TF	II304	-	255(260.7)	+5.5	23.1	-	-	-	-	RNAV 1
40	TF	TONLA	-	255(260.4)	+5.5	11.0	-	+FL120 -FL130	-	1.8	RNAV 1

WAYPOINT LIST

WPT	COORD	
ARSUL	422600.00N	0685000.00E
BAMUT	415121.00N	0692445.00E
DEP	422210.61N	0692715.98E
DOSOR	415702.00N	0691225.00E
EDIBA	424519.00N	0682349.00E
II113	422804.71N	0685935.76E
II161	423436.62N	0692440.23E
II300	421913.11N	0690022.67E
II304	421525.47N	0682943.81E
II322	423242.18N	0683728.71E
II340	424832.71N	0691526.16E
II360	421357.17N	0691636.26E
LARBA	424922.00N	0683725.00E
MAGOL	425338.00N	0685144.00E
MIKNO	420200.00N	0681200.00E
TONLA	421334.00N	0681508.00E

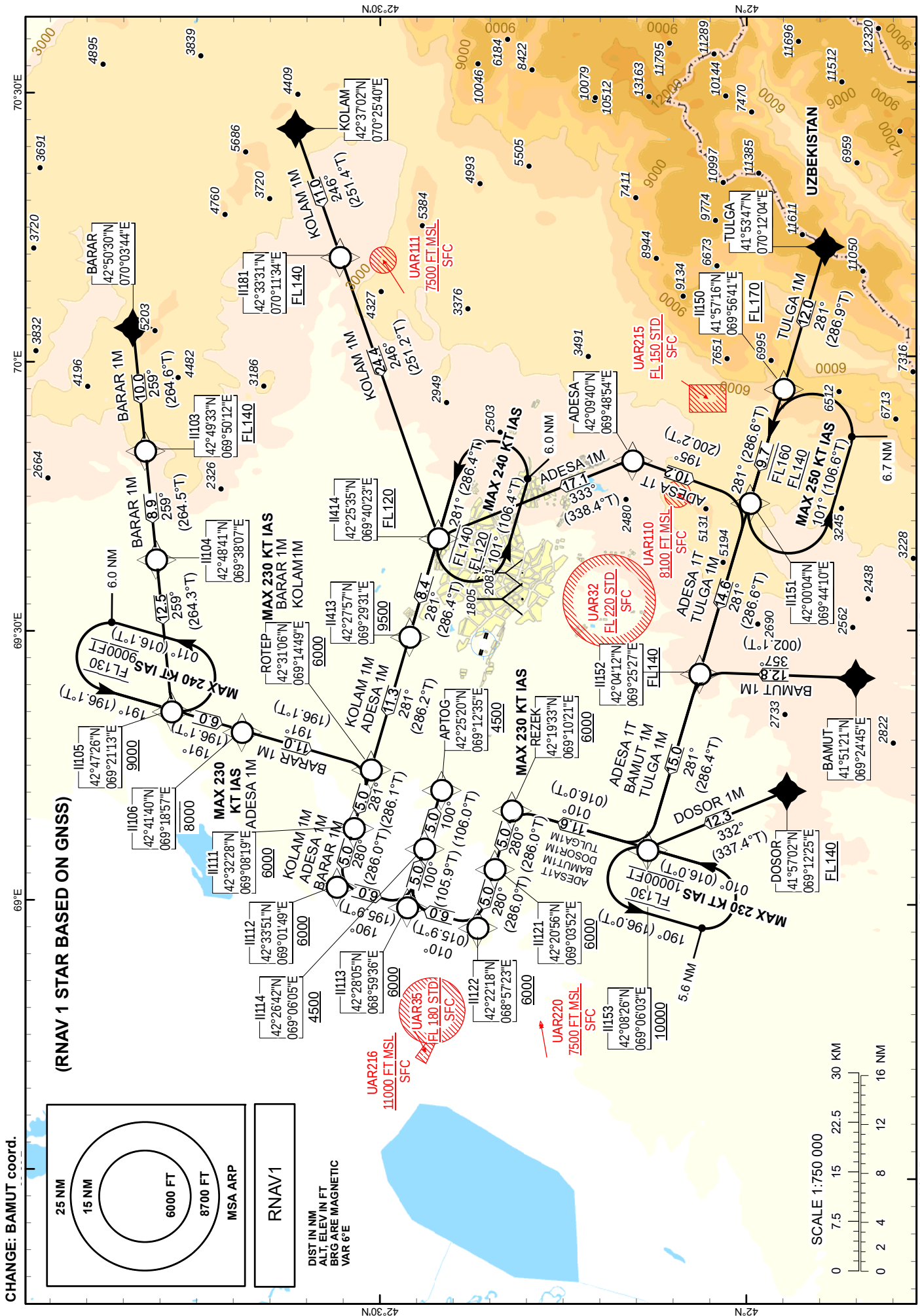
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 1M/1T, BAMUT 1M, BARAR 1M, DOSOR 1M, KOLAM 1M, TULGA 1M.

SHYMKENT RWY 10



TABULAR DESCRIPTION

ADESA 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ADESA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II414	-	333(338.4)	+5.5	17.1	R	+FL120	-	-1.1	RNAV 1
30	TF	II413	-	281(286.4)	+5.5	8.4	L	+9500	-	-2.8	RNAV 1
40	TF	ROTEP	-	281(286.2)	+5.5	11.3	-	+6000	-	-2.9	RNAV 1
50	TF	II111	-	281(286.1)	+5.5	5.0	-	+6000	-230	-	RNAV 1
60	TF	II112	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
70	TF	II113	-	190(195.9)	+5.5	6.0	L	+6000	-	-	RNAV 1
80	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
90	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

ADESA 1T

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ADESA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II151	-	195(200.2)	+5.5	10.2	L	-	-	-	RNAV 1
30	TF	II152	-	281(286.6)	+5.5	14.6	R	+FL140	-	-0.6	RNAV 1
40	TF	II153	-	281(286.4)	+5.5	15.0	-	+10000	-	-1.9	RNAV 1
50	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000	-230	-3.3	RNAV 1
60	TF	II121	-	280(286.0)	+5.5	5.0	L	+6000	-	-	RNAV 1
70	TF	II122	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
80	TF	II113	-	010(015.9)	+5.5	6.0	R	+6000	-	-	RNAV 1
90	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
100	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

BAMUT 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BAMUT	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II152	-	357(002.1)	+5.5	12.8	L	+FL140	-	-	RNAV 1
30	TF	II153	-	281(286.4)	+5.5	15.0	L	+10000	-	-1.9	RNAV 1
40	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000	-230	-3.3	RNAV 1
50	TF	II121	-	280(286.0)	+5.5	5.0	L	+6000	-	-	RNAV 1
60	TF	II122	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
70	TF	II113	-	010(015.9)	+5.5	6.0	R	+6000	-	-	RNAV 1
80	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
90	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

BARAR 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BARAR	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II103	-	259(264.6)	+5.5	10.0	R	+FL140	-	-	RNAV 1
30	TF	II104	-	259(264.5)	+5.5	8.9	-	-	-	-2.1	RNAV 1
40	TF	II105	-	259(264.3)	+5.5	12.5	-	+9000	-	-1.5	RNAV 1
50	TF	II106	-	191(196.1)	+5.5	6.0	L	-8000	-	-3.1	RNAV 1
60	TF	ROTEP	-	191(196.1)	+5.5	11.0	-	+6000	-230	-1.7	RNAV 1
70	TF	II111	-	281(286.1)	+5.5	5.0	R	+6000	-	-	RNAV 1
80	TF	II112	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
90	TF	II113	-	190(195.9)	+5.5	6.0	L	+6000	-	-	RNAV 1
100	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
110	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

DOSOR 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	DOSOR	-	-	+5.5	-	-	+FL140	-	-	RNAV 1
20	TF	II153	-	332(337.4)	+5.5	12.3	L	+10000	-	-2.3	RNAV 1
30	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000	-230	-3.3	RNAV 1
40	TF	II121	-	280(286.0)	+5.5	5.0	L	+6000	-	-	RNAV 1
50	TF	II122	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
60	TF	II113	-	010(015.9)	+5.5	6.0	R	+6000	-	-	RNAV 1
70	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
80	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

KOLAM 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	KOLAM	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II181	-	246(251.4)	+5.5	11.0	R	+FL140	-	-	RNAV 1
30	TF	II414	-	246(251.2)	+5.5	24.4	-	+FL120	-	-0.8	RNAV 1
40	TF	II413	-	281(286.4)	+5.5	8.4	R	+9500	-	-2.8	RNAV 1
50	TF	ROTEP	-	281(286.2)	+5.5	11.3	-	+6000	-230	-2.9	RNAV 1
60	TF	II111	-	281(286.1)	+5.5	5.0	-	+6000	-	-	RNAV 1
70	TF	II112	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
80	TF	II113	-	190(195.9)	+5.5	6.0	L	+6000	-	-	RNAV 1
90	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
100	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

TULGA 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TULGA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II150	-	281(286.9)	+5.5	12.0	L	+FL170	-	-	RNAV 1
30	TF	II151	-	281(286.6)	+5.5	9.7	-	-	-	-1.9	RNAV 1
40	TF	II152	-	281(286.6)	+5.5	14.6	-	+FL140	-	-0.6	RNAV 1
50	TF	II153	-	281(286.4)	+5.5	15.0	-	+10000	-	-1.9	RNAV 1
60	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000	-230	-3.3	RNAV 1
70	TF	II121	-	280(286.0)	+5.5	5.0	L	+6000	-	-	RNAV 1
80	TF	II122	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
90	TF	II113	-	010(015.9)	+5.5	6.0	R	+6000	-	-	RNAV 1
100	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
110	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

WAYPOINT LIST

WPT	COORD		WPT	COORD	
ADESA	420940.00N	0694854.00E	II121	422056.05N	0690351.82E
APTOG	422519.51N	0691234.86E	II122	422218.35N	0685722.68E
BAMUT	415121.00N	0692445.00E	II150	415715.78N	0695640.86E
BARAR	425030.00N	0700344.00E	II151	420003.70N	0694410.43E
DOSOR	415702.00N	0691225.00E	II152	420412.16N	0692526.61E
II103	424933.14N	0695012.33E	II153	420825.64N	0690603.02E
II104	424840.93N	0693806.67E	II181	423330.51N	0701133.62E
II105	424725.82N	0692113.01E	II413	422756.58N	0692930.83E
II106	424139.90N	0691857.25E	II414	422535.40N	0694022.65E
II111	423228.48N	0690819.49E	KOLAM	423702.00N	0702540.00E
II112	423351.02N	0690149.25E	REZEK	421933.39N	0691020.68E
II113	422804.71N	0685935.76E	ROTEP	423105.57N	0691449.44E
II114	422642.29N	0690605.45E	TULGA	415347.00N	0701204.00E

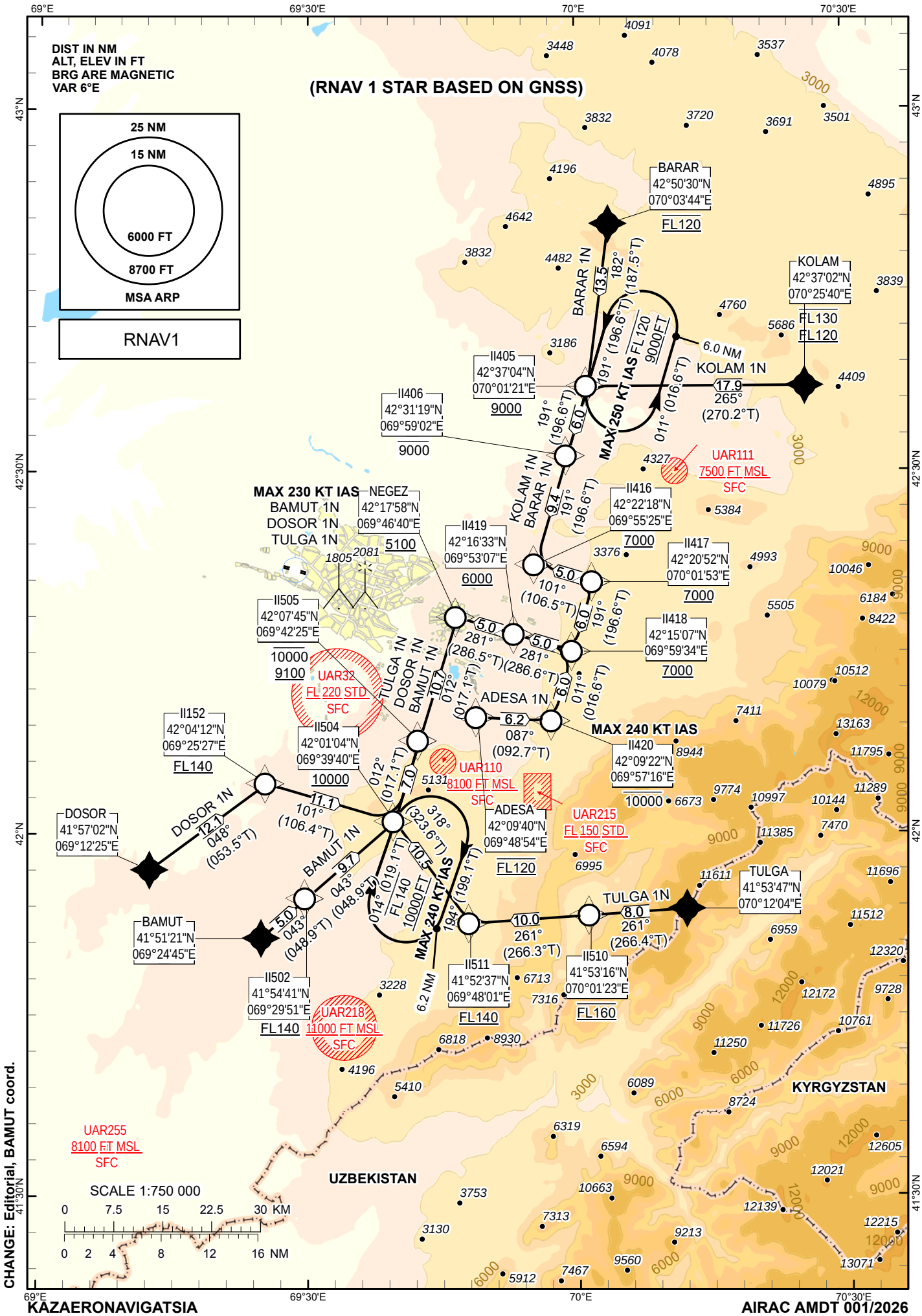
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 1N, BAMUT 1N, BARAR 1N, DOSOR 1N, KOLAM 1N, TULGA 1N.

SHYMKENT
RWY 28



CHANGE: Editorial, BAMUT coord.

TABULAR DESCRIPTION

ADESA 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ADESA	-	-	+5.5	-	-	@FL120	-	-	RNAV 1
20	TF	II420	-	087(092.7)	+5.5	6.2	R	-10000	-240	-3	RNAV 1
30	TF	II418	-	011(016.6)	+5.5	6.0	L	+7000	-	-3.1	RNAV 1
40	TF	II419	-	281(286.6)	+5.5	5.0	L	+6000	-	-2.8	RNAV 1
50	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-	-2.6	RNAV 1

BAMUT 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BAMUT	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II502	-	043(048.9)	+5.5	5.0	R	+FL140	-	-	RNAV 1
30	TF	II504	-	043(048.9)	+5.5	9.7	-	+10000	-	-3.9	RNAV 1
40	TF	II505	-	012(017.1)	+5.5	7.0	L	+9100 -10000	-	-1.2	RNAV 1
50	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

BARAR 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BARAR	-	-	+5.5	-	-	@FL120	-	-	RNAV 1
20	TF	II405	-	182(187.5)	+5.5	13.5	L	+9000	-	-1.4	RNAV 1
30	TF	II406	-	191(196.6)	+5.5	6.0	R	-9000	-	-1.6	RNAV 1
40	TF	II416	-	191(196.6)	+5.5	9.4	-	+7000	-	-2	RNAV 1
50	TF	II417	-	101(106.5)	+5.5	5.0	L	+7000	-	-	RNAV 1
60	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
70	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-	RNAV 1
80	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-	-3.6	RNAV 1

DOSOR 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	DOSOR	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II152	-	048(053.5)	+5.5	12.1	R	+FL140	-	-0.8	RNAV 1
30	TF	II504	-	101(106.4)	+5.5	11.1	R	+10000	-	-2.6	RNAV 1
40	TF	II505	-	012(017.1)	+5.5	7.0	L	+9100 -10000	-	-1.2	RNAV 1
50	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

KOLAM 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	KOLAM	-	-	+5.5	-	-	+FL120 -FL130	-	-	RNAV 1
20	TF	II405	-	265(270.2)	+5.5	17.9	R	+9000	-	-1.1	RNAV 1
30	TF	II406	-	191(196.6)	+5.5	6.0	L	-9000	-	-1.6	RNAV 1
40	TF	II416	-	191(196.6)	+5.5	9.4	-	+7000	-	-2	RNAV 1
50	TF	II417	-	101(106.5)	+5.5	5.0	L	+7000	-	-	RNAV 1
60	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
70	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-	RNAV 1
80	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-	-3.6	RNAV 1

TULGA 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TULGA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II510	-	261(266.4)	+5.5	8.0	L	@FL160	-	-	RNAV 1
30	TF	II511	-	261(266.3)	+5.5	10.0	-	+FL140	-	-2.8	RNAV 1
40	TF	II504	-	318(323.6)	+5.5	10.5	R	+10000	-	-2.7	RNAV 1
50	TF	II505	-	012(017.1)	+5.5	7.0	R	+9100 -10000	-	-1.2	RNAV 1
60	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

WAYPOINT LIST

WPT	COORD	
ADESA	420940.00N	0694854.00E
BAMUT	415121.00N	0692445.00E
BARAR	425030.00N	0700344.00E
DOSOR	415702.00N	0691225.00E
II152	420412.16N	0692526.61E
II405	423703.89N	0700121.23E
II406	423118.75N	0695902.16E
II416	422217.94N	0695525.14E
II417	422052.37N	0700152.99E
II418	421507.23N	0695934.48E
II419	421632.68N	0695307.16E
II420	420922.04N	0695716.39E
II502	415441.28N	0692950.68E
II504	420103.81N	0693940.03E
II505	420744.57N	0694225.35E
II510	415316.38N	0700122.61E
II511	415236.70N	0694801.12E
KOLAM	423702.00N	0702540.00E
NEGEZ	421757.76N	0694639.56E
TULGA	415347.00N	0701204.00E

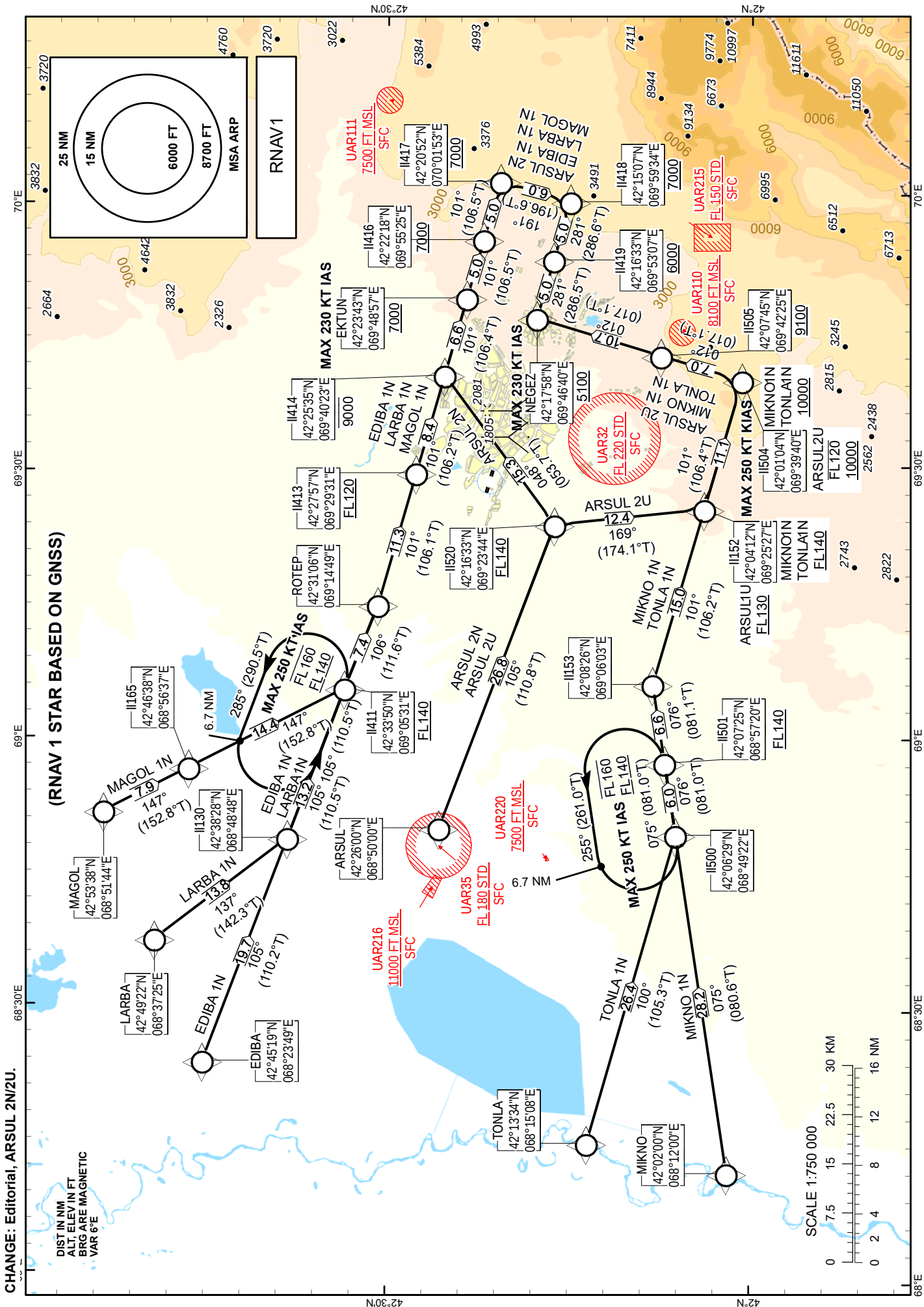
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ARSUL 2N/2U, EDIBA 1N, LARBA 1N, MAGOL 1N, MIKNO 1N, TONLA 1N.

SHYMKENT
RWY 28



TABULAR DESCRIPTION

ARSUL 2N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ARSUL	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II520	-	105(110.8)	+5.5	26.8	-	+FL140	-	-	RNAV 1
30	TF	II414	-	048(053.7)	+5.5	15.3	L	-9000	-	-2.5	RNAV 1
40	TF	EKTUN	-	101(106.4)	+5.5	6.6	R	+7000	-230	-2.8	RNAV 1
50	TF	II416	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
60	TF	II417	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
70	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
80	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-	RNAV 1
90	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-230	-3.6	RNAV 1

ARSUL 2U

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ARSUL	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II520	-	105(110.8)	+5.5	26.8	-	+FL140	-	-	RNAV 1
30	TF	II152	-	169(174.1)	+5.5	12.4	R	+FL130	-	-	RNAV 1
40	TF	II504	-	101(106.4)	+5.5	11.1	L	+10000 -FL120	-250	-2.6	RNAV 1
50	TF	II505	-	012(017.1)	+5.5	7.0	L	+9100	-	-1.2	RNAV 1
60	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

EDIBA 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDIBA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II130	-	105(110.2)	+5.5	19.7	L	-	-	-	RNAV 1
30	TF	II411	-	105(110.5)	+5.5	13.2	-	+FL140	-	-	RNAV 1
40	TF	ROTEP	-	106(111.6)	+5.5	7.4	R	-	-	-1.3	RNAV 1
50	TF	II413	-	101(106.1)	+5.5	11.3	L	+FL120	-	-0.8	RNAV 1
60	TF	II414	-	101(106.2)	+5.5	8.4	-	-9000	-	-3.4	RNAV 1
70	TF	EKTUN	-	101(106.4)	+5.5	6.6	-	+7000	-230	-2.8	RNAV 1
80	TF	II416	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
90	TF	II417	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
100	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
110	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-1.9	RNAV 1
120	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-230	-1.7	RNAV 1

LARBA 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	LARBA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II130	-	137(142.3)	+5.5	13.8	L	-	-	-	RNAV 1
30	TF	II411	-	105(110.5)	+5.5	13.2	L	+FL140	-	-	RNAV 1
40	TF	ROTEP	-	106(111.6)	+5.5	7.4	R	-	-	-1.3	RNAV 1
50	TF	II413	-	101(106.1)	+5.5	11.3	L	+FL120	-	-0.8	RNAV 1
60	TF	II414	-	101(106.2)	+5.5	8.4	-	-9000	-	-3.4	RNAV 1
70	TF	EKTUN	-	101(106.4)	+5.5	6.6	-	+7000	-230	-2.8	RNAV 1
80	TF	II416	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
90	TF	II417	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
100	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
110	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-	RNAV 1
120	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-230	-1.7	RNAV 1

MAGOL 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MAGOL	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II165	-	147(152.8)	+5.5	7.9	R	-	-	-	RNAV 1
30	TF	II411	-	147(152.8)	+5.5	14.4	-	+FL140	-	-	RNAV 1
40	TF	ROTEP	-	106(111.6)	+5.5	7.4	L	-	-	-1.3	RNAV 1
50	TF	II413	-	101(106.1)	+5.5	11.3	L	+FL120	-	-0.8	RNAV 1
60	TF	II414	-	101(106.2)	+5.5	8.4	-	-9000	-	-3.4	RNAV 1
70	TF	EKTUN	-	101(106.4)	+5.5	6.6	-	+7000	-230	-2.8	RNAV 1
80	TF	II416	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
90	TF	II417	-	101(106.5)	+5.5	5.0	-	+7000	-	-	RNAV 1
100	TF	II418	-	191(196.6)	+5.5	6.0	R	+7000	-	-	RNAV 1
110	TF	II419	-	281(286.6)	+5.5	5.0	R	+6000	-	-	RNAV 1
120	TF	NEGEZ	-	281(286.5)	+5.5	5.0	-	+5100	-230	-1.7	RNAV 1

MIKNO 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MIKNO	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II500	-	075(080.6)	+5.5	28.2	R	-	-	-	RNAV 1
30	TF	II501	-	076(081.0)	+5.5	6.0	-	+FL140	-	-	RNAV 1
40	TF	II153	-	076(081.1)	+5.5	6.6	-	-	-	-	RNAV 1
50	TF	II152	-	101(106.2)	+5.5	15.0	R	+FL140	-	-	RNAV 1
60	TF	II504	-	101(106.4)	+5.5	11.1	-	+10000	-250	-2.6	RNAV 1
70	TF	II505	-	012(017.1)	+5.5	7.0	L	+9100	-	-1.2	RNAV 1
80	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

TONLA 1N

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TONLA	-	-	+5.5	-	-	-	-	-	RNAV 1
20	TF	II500	-	100(105.3)	+5.5	26.4	R	-	-	-	RNAV 1
30	TF	II501	-	076(081.0)	+5.5	6.0	-	+FL140	-	-	RNAV 1
40	TF	II153	-	076(081.1)	+5.5	6.6	-	-	-	-	RNAV 1
50	TF	II152	-	101(106.2)	+5.5	15.0	R	+FL140	-	-	RNAV 1
60	TF	II504	-	101(106.4)	+5.5	11.1	-	+10000	-250	-2.6	RNAV 1
70	TF	II505	-	012(017.1)	+5.5	7.0	L	+9100	-	-1.2	RNAV 1
80	TF	NEGEZ	-	012(017.1)	+5.5	10.7	-	+5100	-230	-3.5	RNAV 1

WAYPOINT LIST

WPT	COORD	WPT	COORD
ARSUL	422600.00N 0685000.00E	II419	421632.68N 0695307.16E
EDIBA	424519.00N 0682349.00E	II500	420629.49N 0684922.30E
EKTUN	422343.15N 0694857.00E	II501	420725.27N 0685720.18E
II130	423828.40N 0684848.42E	II504	420103.81N 0693940.03E
II152	420412.16N 0692526.61E	II505	420744.57N 0694225.35E
II153	420825.64N 0690603.02E	II520	421633.11N 0692343.82E
II165	424638.38N 0685637.20E	LARBA	424922.00N 0683725.00E
II411	423349.77N 0690531.03E	MAGOL	425338.00N 0685144.00E
II413	422756.58N 0692930.83E	MIKNO	420200.00N 0681200.00E
II414	422535.40N 0694022.65E	NEGEZ	421757.76N 0694639.56E
II416	422217.94N 0695525.14E	ROTEP	423105.57N 0691449.44E
II417	422052.37N 0700152.99E	TONLA	421334.00N 0681508.00E
II418	421507.23N 0695934.48E		

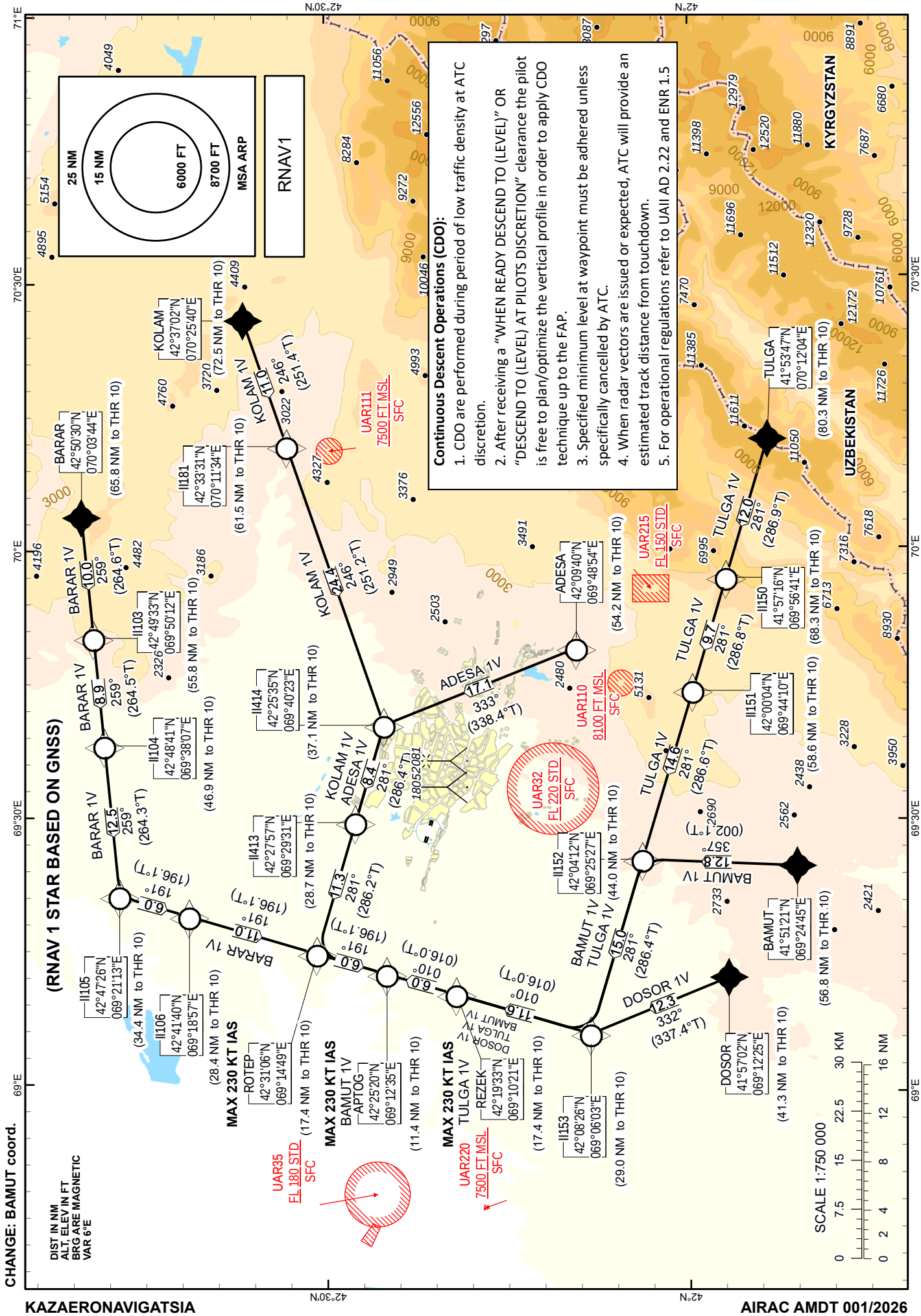
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

ADESA 1V, BAMUT 1V, BARAR 1V, DOSOR 1V, KOLAM 1V, TULGA 1V.

SHYMKENT RWY 10



TABULAR DESCRIPTION

ADESA 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ADESA	-	-	+5.5	-	-	+FL120 -FL200	-	-	RNAV 1
20	TF	II414	-	333(338.4)	+5.5	17.1	R	+8500 -FL140	-	-1.1	RNAV 1
30	TF	II413	-	281(286.4)	+5.5	8.4	L	+7000 -FL120	-	-2.8	RNAV 1
40	TF	ROTEP	-	281(286.2)	+5.5	11.3	-	+6000 -7300	-230	-2.9	RNAV 1
50	TF	APTOG	-	191(196.1)	+5.5	6.0	L	+4500 -5200	-	-2.4	RNAV 1

BAMUT 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BAMUT	-	-	+5.5	-	-	+FL130 -FL210	-	-	RNAV 1
20	TF	II152	-	357(002.1)	+5.5	12.8	L	+10000 -FL170	-	-	RNAV 1
30	TF	II153	-	281(286.4)	+5.5	15.0	L	+7000 -FL120	-	-1.9	RNAV 1
80	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000 -7300	-	-	RNAV 1
90	TF	APTOG	-	010(016.0)	+5.5	6.0	-	+4500 -5200	-230	-2.8	RNAV 1

BARAR 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	BARAR	-	-	+5.5	-	-	+FL150 -FL240	-	-	RNAV 1
20	TF	II103	-	259(264.6)	+5.5	10.0	R	+FL130 -FL210	-	-	RNAV 1
30	TF	II104	-	259(264.5)	+5.5	8.9	-	+10000 -FL180	-	-2.1	RNAV 1
40	TF	II105	-	259(264.3)	+5.5	12.5	-	+7900 -FL130	-	-0.8	RNAV 1
50	TF	II106	-	191(196.1)	+5.5	6.0	L	+6900 -FL120	-	0	RNAV 1
60	TF	ROTEP	-	191(196.1)	+5.5	11.0	-	+6000 -7300	-230	-2.6	RNAV 1
70	TF	APTOG	-	191(196.1)	+5.5	6.0	-	+4500 -5200	-	-2.4	RNAV 1

DOSOR 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	DOSOR	-	-	+5.5	-	-	+9400 -FL160	-	-	RNAV 1
20	TF	II153	-	332(337.4)	+5.5	12.3	L	+7000 -FL120	-	-2.3	RNAV 1
30	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000 -7300	-	-2	RNAV 1
40	TF	APTOG	-	010(016.0)	+5.5	6.0	-	+4500 -5200	-	-2.2	RNAV 1

KOLAM 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	KOLAM	-	-	+5.5	-	-	+FL160 -FL270	-	-	RNAV 1
20	TF	II181	-	246(251.4)	+5.5	11.0	R	+FL140 -FL230	-	-0.9	RNAV 1
30	TF	II414	-	246(251.2)	+5.5	24.4	-	+8500 -FL140	-	-0.4	RNAV 1
40	TF	II413	-	281(286.4)	+5.5	8.4	R	+7000 -FL120	-	-2.8	RNAV 1
50	TF	ROTEP	-	281(286.2)	+5.5	11.3	-	+6000 -7300	-230	-2.9	RNAV 1
60	TF	APTOG	-	191(196.1)	+5.5	6.0	L	+4500 -5200	-	-2.4	RNAV 1

TULGA 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TULGA	-	-	+5.5	-	-	+FL180 -FL290	-	-	RNAV 1
20	TF	II150	-	281(286.9)	+5.5	12.0	-	+FL150 -FL250	-	-0.8	RNAV 1
30	TF	II151	-	281(286.8)	+5.5	9.7	-	+FL130 -FL220	-	-1.9	RNAV 1
40	TF	II152	-	281(286.6)	+5.5	14.6	-	+10000 -FL170	-	-1.3	RNAV 1
50	TF	II153	-	281(286.4)	+5.5	15.0	-	+7000 -FL120	-	-1.9	RNAV 1
60	TF	REZEK	-	010(016.0)	+5.5	11.6	R	+6000 -7300	-230	-2	RNAV 1
70	TF	APTOG	-	010(016.0)	+5.5	6.0	-	+4500 -5200	-	-3.1	RNAV 1

WAYPOINT LIST

WPT	COORD		WPT	COORD	
ADESA	420940.00N	0694854.00E	II151	420003.70N	0694410.43E
APTOG	422519.51N	0691234.86E	II152	420412.16N	0692526.61E
BAMUT	415121.00N	0692445.00E	II153	420825.64N	0690603.02E
BARAR	425030.00N	0700344.00E	II181	423330.51N	0701133.62E
DOSOR	415702.00N	0691225.00E	II413	422756.58N	0692930.83E
II103	424933.14N	0695012.33E	II414	422535.40N	0694022.65E
II104	424840.93N	0693806.67E	KOLAM	423702.00N	0702540.00E
II105	424725.82N	0692113.01E	REZEK	421933.39N	0691020.68E
II106	424139.90N	0691857.25E	ROTEP	423105.57N	0691449.44E
II150	415715.78N	0695640.86E	TULGA	415347.00N	0701204.00E

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

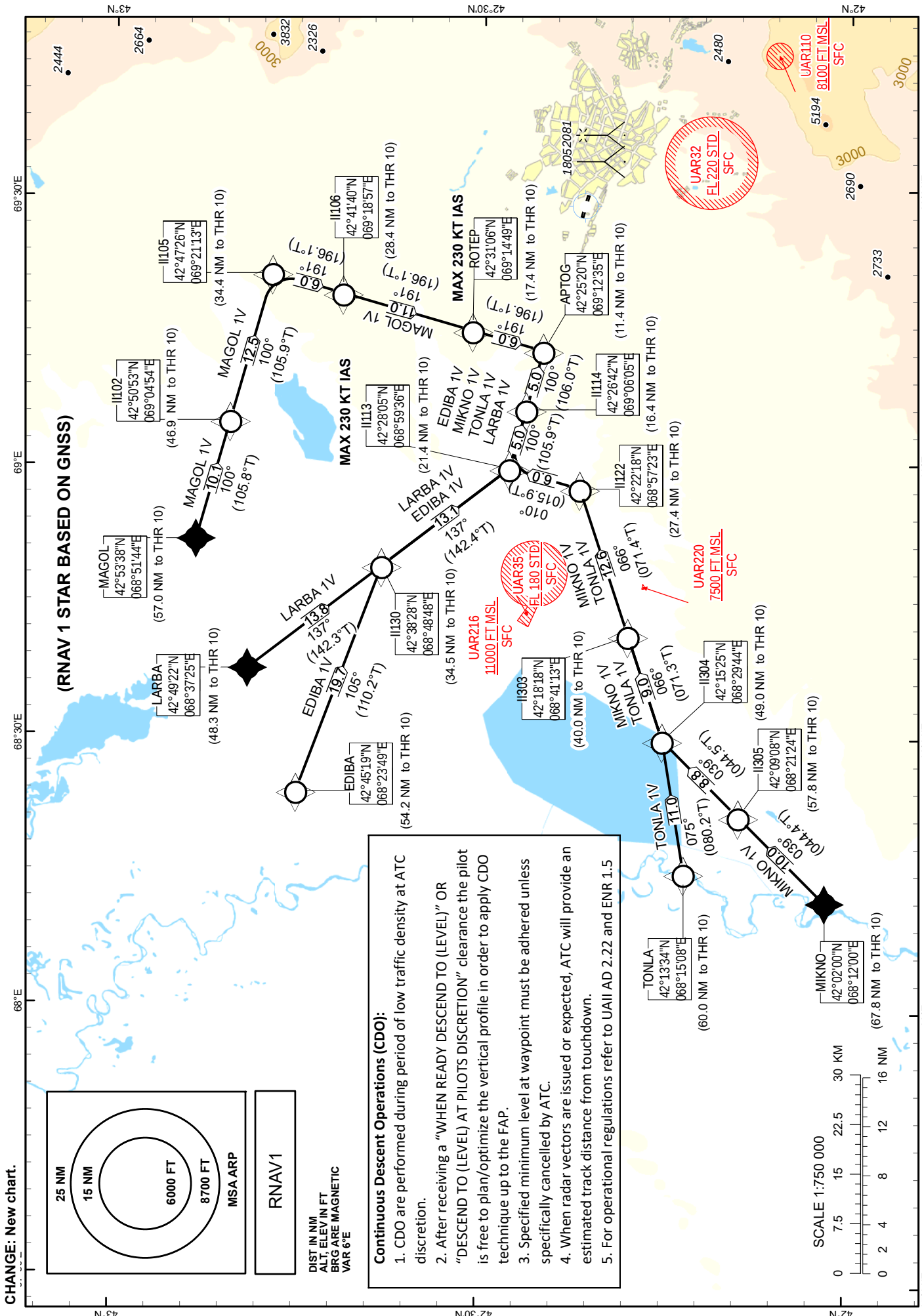
SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

EDIBA 1V, LARBA 1V, MAGOL 1V, MIKNO 1V, TONLA 1V.

SHYMKENT RWY 10

(RNAV 1 STAR BASED ON GNSS)

CHANGE: New chart.



Continuous Descent Operations (CDO):

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UAII AD 2.22 and ENR 1.5

TABULAR DESCRIPTION

EDIBA 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDIBA	-	-	+5.5	-	-	+FL120 -FL200	-	-	RNAV 1
20	TF	II130	-	105(110.2)	+5.5	19.7	L	+7900 -FL130	-	-2	RNAV 1
30	TF	II113	-	137(142.4)	+5.5	13.1	R	+5800 -8700	-230	-1.5	RNAV 1
40	TF	II114	-	100(105.9)	+5.5	5.0	L	+5000 -6900	-	-1.5	RNAV 1
50	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500 -5200	-	-1.5	RNAV 1

LARBA 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	LARBA	-	-	+5.5	-	-	+FL120 -FL180	-	-	RNAV 1
20	TF	II130	-	137(142.3)	+5.5	13.8	L	+7900 -FL130	-	-2.8	RNAV 1
30	TF	II113	-	137(142.4)	+5.5	13.1	-	+5800 -8700	-230	-1.5	RNAV 1
40	TF	II114	-	100(105.9)	+5.5	5.0	L	+5000 -6900	-	-1.5	RNAV 1
50	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500 -5200	-	-1.5	RNAV 1

MAGOL 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MAGOL	-	-	+5.5	-	-	+FL130 -FL210	-	-	RNAV 1
20	TF	II102	-	100(105.8)	+5.5	10.1	L	+10000 -FL180	-	-0.9	RNAV 1
30	TF	II105	-	100(105.9)	+5.5	12.5	-	+7900 -FL130	-	-1.5	RNAV 1
40	TF	II106	-	191(196.1)	+5.5	6.0	R	+6900 -FL120	-	-1.6	RNAV 1
50	TF	ROTEP	-	191(196.1)	+5.5	11.0	-	+6000 -7300	-230	-2.6	RNAV 1
60	TF	APTOG	-	191(196.1)	+5.5	6.0	-	+4500 -5200	-	-	RNAV 1

MIKNO 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MIKNO	-	-	+5.5	-	-	+FL150 -FL250	-	-	RNAV 1
20	TF	II305	-	039(044.4)	+5.5	10.0	L	+FL130 -FL210	-	-0.9	RNAV 1
30	TF	II304	-	039(044.5)	+5.5	8.8	-	+10000 FL180	-	-	RNAV 1
40	TF	II303	-	066(071.3)	+5.5	9.0	R	+9000 -FL150	-	-2.1	RNAV 1
50	TF	II122	-	066(071.4)	+5.5	12.6	-	+6800 -FL120	-	-1.5	RNAV 1
60	TF	II113	-	010(015.9)	+5.5	6.0	L	+5800 -8700	-230	-1.6	RNAV 1
70	TF	II114	-	100(105.9)	+5.5	5.0	R	+5000 -6900	-	-1.9	RNAV 1
80	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500 -5200	-	-2.8	RNAV 1

TONLA 1V

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TONLA	-	-	+5.5	-	-	+FL130 -FL220	-	-	RNAV 1
20	TF	II304	-	075(080.2)	+5.5	11.0	-	+10000 -FL180	-	-0.9	RNAV 1
30	TF	II303	-	066(071.3)	+5.5	9.0	L	+9000 -FL150	-	-2.1	RNAV 1
40	TF	II122	-	066(071.4)	+5.5	12.6	-	+6800 -FL120	-	-1.5	RNAV 1
50	TF	II113	-	010(015.9)	+5.5	6.0	L	+5800 -8700	-230	-1.6	RNAV 1
60	TF	II114	-	100(105.9)	+5.5	5.0	R	+5000 -6900	-	-1.9	RNAV 1
70	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500 -5200	-	-2.8	RNAV 1

WAYPOINT LIST

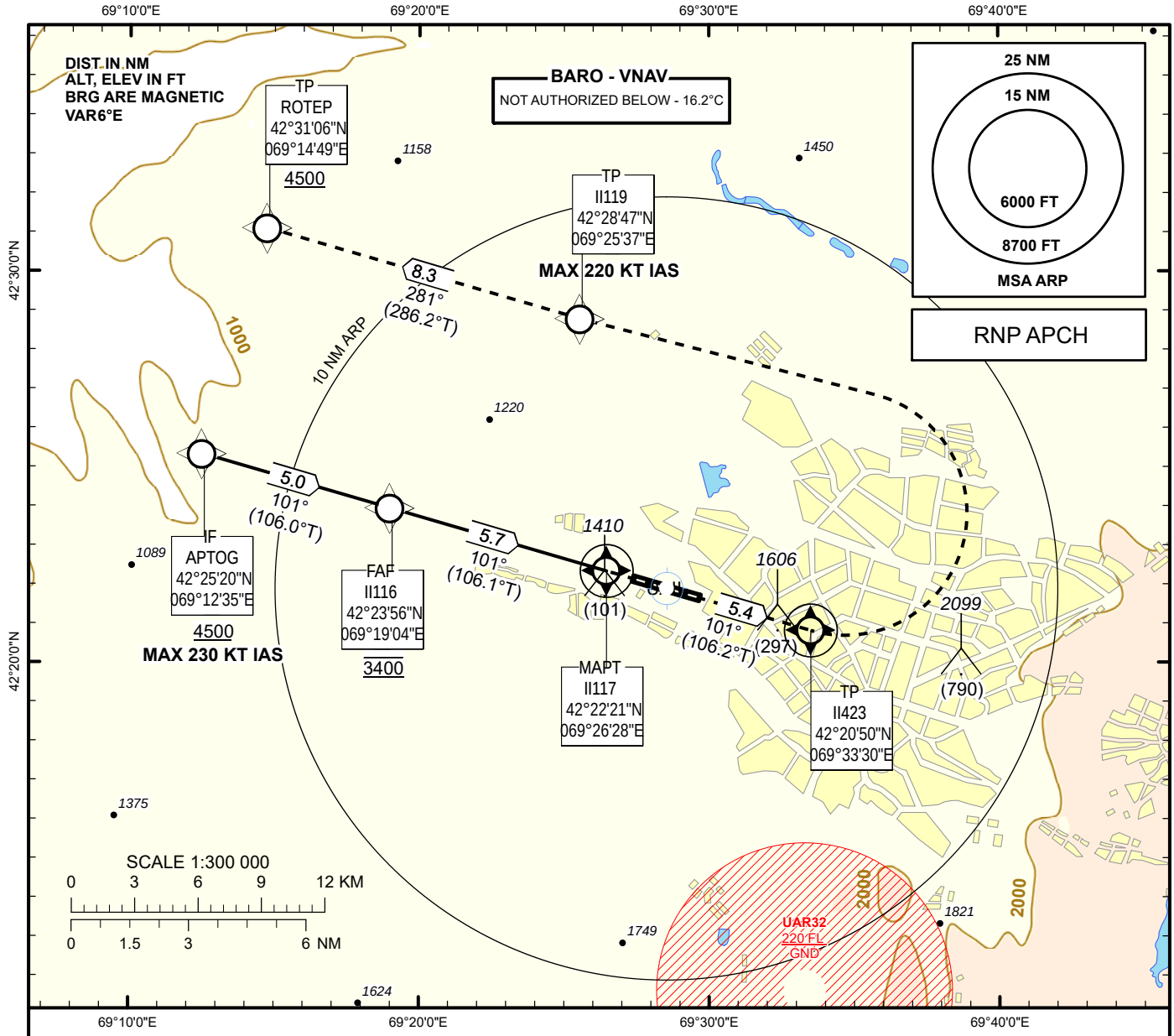
WPT	COORD	
APTOG	422519.51N	0691234.86E
EDIBA	424519.00N	0682349.00E
II102	425052.98N	0690453.55E
II105	424725.82N	0692113.01E
II106	424139.90N	0691857.25E
II113	422804.71N	0685935.76E
II114	422642.29N	0690605.45E
II122	422218.35N	0685722.68E
II130	423828.40N	0684848.42E
II303	421818.04N	0684113.16E
II304	421525.47N	0682943.81E
II305	420908.43N	0682124.45E
LARBA	424922.00N	0683725.00E
MAGOL	425338.00N	0685144.00E
MIKNO	420200.00N	0681200.00E
ROTEP	423105.57N	0691449.44E
TONLA	421334.00N	0681508.00E

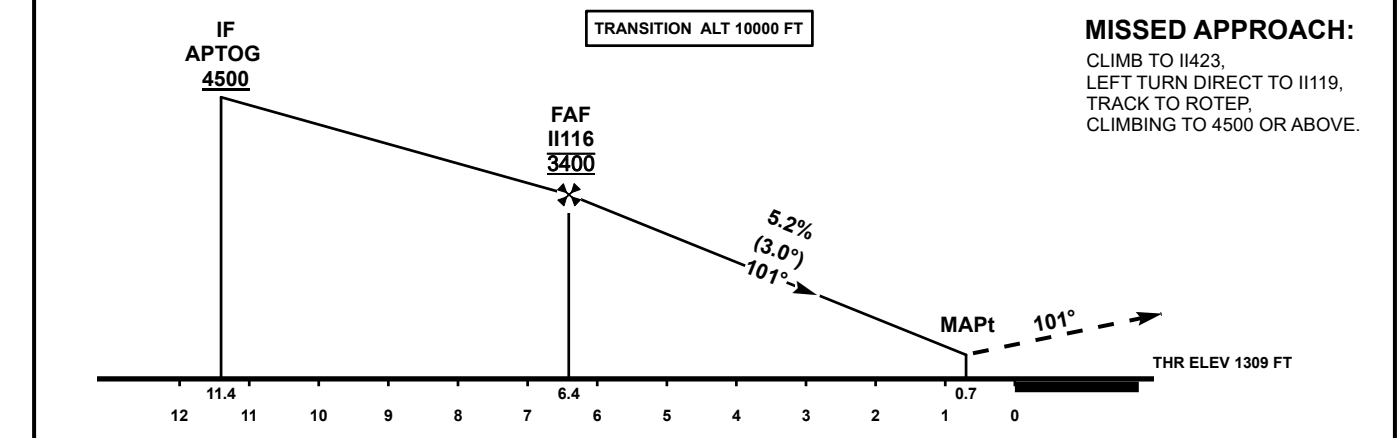
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1387FT*
HEIGHTS RELATED TO
THR RWY10 - ELEV 1309FT

SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

SHYMKENT RNP RWY 10





MISSED APPROACH:
CLIMB TO II423,
LEFT TURN DIRECT TO II119,
TRACK TO ROTEP,
CLIMBING TO 4500 OR ABOVE.

OCA (OCH)		A	B	C	D
Straight	LNAV	1660 (351)			
	LNAV/VNAV	1620 (310)	1630 (320)	1650 (340)	1680 (370)

GS	Kt	70	90	120	150	180
Rate of descent (5.2%)	ft/min	370	480	640	800	960
FAF-MAPt 5.7 NM	min:sec	04:53	03:48	02:51	02:17	01:54

CHANGES: LNAV/VNAV OCA/H.

TABULAR DESCRIPTION

UAII RNP RWY10											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
010	IF	APTOG	-	-	+5.5	-	-	+4500	-230	-	RNP APCH
020	TF	II116	-	101(106.0)	+5.5	5.0	-	@3400	-	-	RNP APCH
030	TF	II117	Y	101(106.1)	+5.5	5.7	-	@1580	-	-3	RNP APCH
040	CF	II423	Y	101(106.2)	+5.5	5.4	-	-	-	+1.4	RNP APCH
050	DF	II119	-	-	+5.5	-	L	-	-220	+1.4	RNP APCH
060	TF	ROTEP	-	281(286.2)	+5.5	8.3	-	+4500	-	-	RNP APCH

WAYPOINT LIST

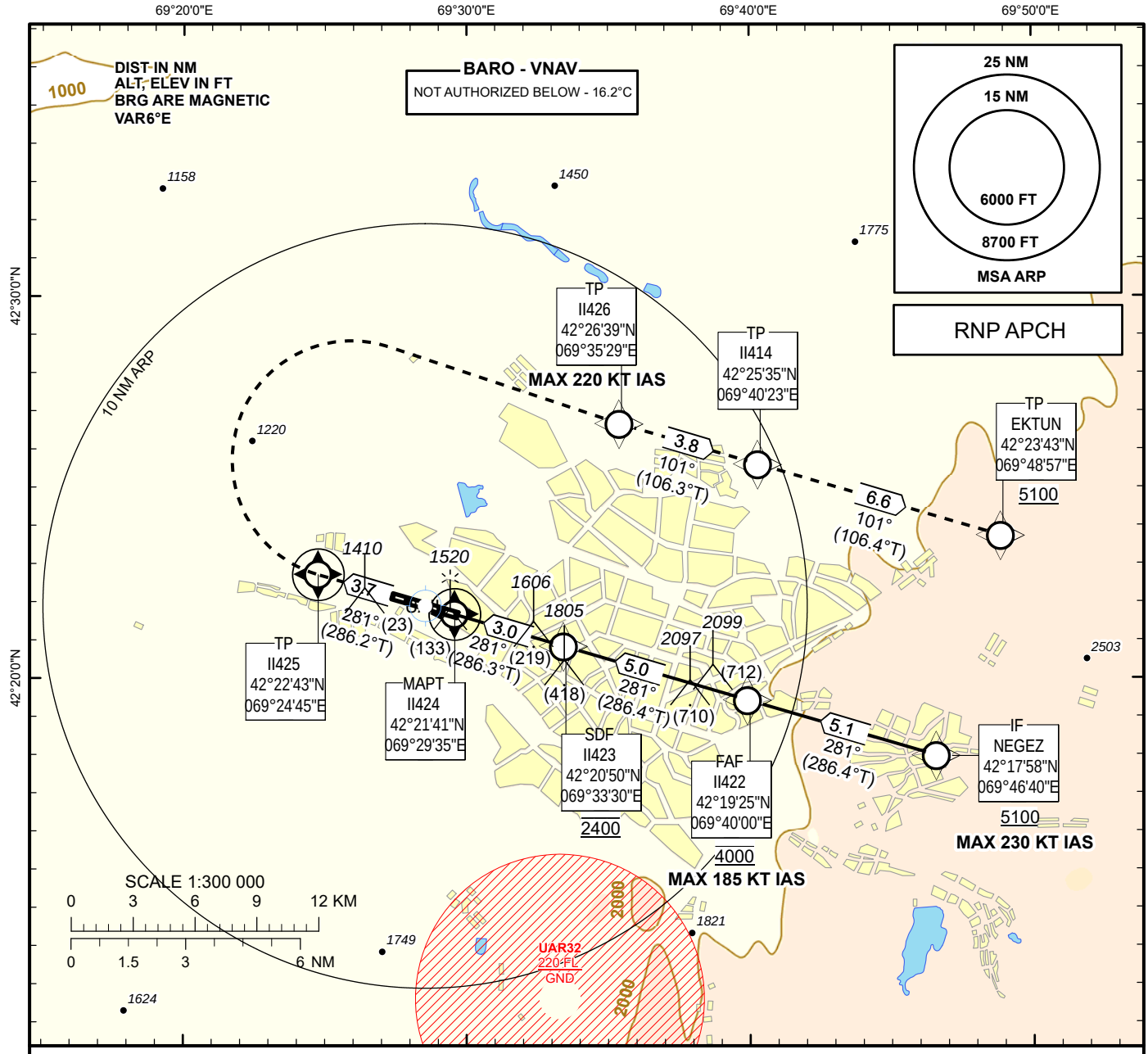
UAII RNP RWY10	
Waypoint Identifier	**Coordinates**
APTOG	42 25 19.51N 069 12 34.86E
II116	42 23 56.36N 069 1903.98E
II117	42 22 20.97N 069 26 27.87E
II119	42 28 46.87N 069 25 37.28E
II423	42 20 49.65N 069 33 30.43E
ROTEP	42 31 05.57N 069 14 49.44E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1387FT*
HEIGHTS RELATED TO AD ELEV

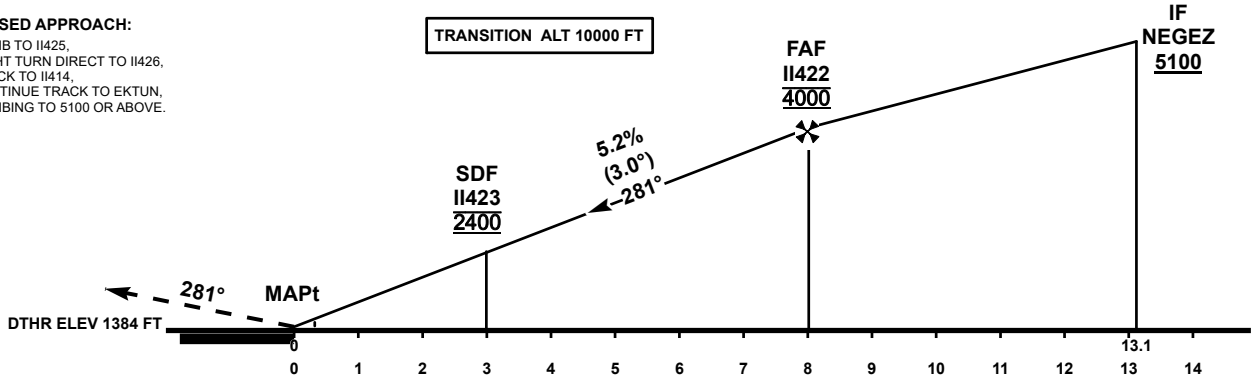
SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

SHYMKENT RNP RWY 28



MISSED APPROACH:
CLIMB TO II425,
RIGHT TURN DIRECT TO II426,
TRACK TO II414,
CONTINUE TRACK TO EKTUN,
CLIMBING TO 5100 OR ABOVE.

TRANSITION ALT 10000 FT



OCA (OCH)		A	B	C	D
Straight	LNAV	1930 (543)			
	LNAV/VNAV	1650 (260)	1670 (280)	1680 (290)	1690 (300)

GS	Kt	70	90	120	150	180
Rate of descent (5.2%)	ft/min	370	480	640	800	960
FAF-MAPt 8.0 NM	min:sec	06:51	05:20	04:00	03:12	02:40

CHANGES: Editorial, OCA/H.

TABULAR DESCRIPTION

UAII RNP RWY28											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course M(°T)**	**Magnetic Variation(°)**	**Distance NM**	**Turn Direction**	**Altitude FT**	**Speed KT**	**VPA (°)**	**Navigation Specification**
010	IF	NEGEZ	-	-	+5.5	-	-	+5100	-230	-	RNP APCH
020	TF	II422	-	281(286.4)	+5.5	5.1	-	@4000	-185	-	RNP APCH
030	TF	II423	-	281(286.4)	+5.5	5.0	-	@2400	-	-3	RNP APCH
040	TF	II424	Y	281(286.3)	+5.5	3.0	-	@1437	-	-3	RNP APCH
050	CF	II425	Y	281(286.2)	+5.5	3.7	-	-	-	+1.4	RNP APCH
060	DF	II426	-	-	+5.5	-	R	-	-220	+1.4	RNP APCH
070	TF	II414	-	101(106.3)	+5.5	3.8	-	-	-	+1.4	RNP APCH
080	TF	EKTUN	-	101(106.4)	+5.5	6.6	-	+5100	-	+1.4	RNP APCH

WAYPOINT LIST

UAII RNP RWY28		
Waypoint Identifier	**Coordinates**	
EKTUN	422343.15N	0694857.00E
II414	422535.40N	0694022.65E
II422	421924.93N	0694000.30E
II423	422049.65N	0693330.43E
II424	422140.61N	0692934.92E
II425	422243.05N	0692445.39E
II426	422639.21N	0693528.75E
NEGEZ	421757.76N	0694639.56E

UADD 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

UADD AD 2.1 Aerodrome Location Indicator And Name

UADD - TARAZ

UADD AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	425116N 0711808E From THR 13 - 1749.9m
2	Direction and distance from (city)	230°, 4.3 NM of Taraz center
3	Elevation/Reference temperature	2190 FT/9,5° C
4	Geoid undulation at AD ELEV PSN	-132,9 FT
5	MAG VAR/Annual Change	6° E (2020) / 0,03
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 080000 Taraz, Airport, Aeroport residential complex, Aeroportovskaya Street, building 4/12 JSC "Aulie-ata International Airport" Republic of Kazakhstan Phone: +7 (7262) 542277 Phone: +7 (7262) 542244 Fax: +7 (7262) 542255 AFS: UADDAPBF Email: ops@dmb.aero Email: reception@dmb.aero
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UADD AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7262) 542244 Phone:
2	Customs and immigration	H24 Phone: +7 (7262) 542244
3	Health and sanitation	H24 Phone: +7 (7262) 542244
4	AIS Briefing Office	HO
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7262) 434995
6	MET Briefing Office	H24 Phone: +7 (7262) 436004
7	ATS	H24
8	Fuelling	H24 Phone: +7 (7262) 542244

9	Handling	H24 Phone: +7 (7262) 542244
10	Security	H24 Phone: +7 (7262) 542244
11	De-icing	H24 Phone: +7 (7262) 542244
12	Remarks	Nil

UADD AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 30 tonnes weight
2	Fuel/oil types	TS-1, RT/MS-20, MS-8PP
3	Fuelling facilities/capacity	Tanker 7.5t performance 30m3/hour Tanker 22t performance 60m3/hour
4	De-icing facilities	de-icing machine - 2 pcs
5	Hangar space for visiting aircraft	On request for light aircraft
6	Repair facilities for visiting aircraft	Minor repairs at aircraft repair base
7	Remarks	Nil

UADD AD 2.5 Passenger Facilities

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

UADD AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	5 fire engines with a total volume fire extinguishing composition - 43 950 kg
3	Capability for removal of disabled aircraft	Lifting equipment 100 t (contract on the procedure for the removal of aircraft)
4	Remarks	Upon prior request, an upgrade of the Rescue and Fire Fighting Services (RFFS) level is available only up to RFFS Category 7 for commercial passenger flights and only up to RFFS Category 8 for cargo flights.

UADD AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	3 snow plow-brush machine, 1 rotor, 2 Schmidt street sweepers with blower system based on Mercedes-Ben,MTZ-82 “Belarus” tractor equipped with brush and blade – 1 unit. 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	Aerodrome availability by season: Year-round. During winter, caution is advised in the presence of snow or ice.

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-2		CONC+ASPH	PCN 50/F/B/X/T
		3-6		CONC+ASPH	PCN 47/F/B/X/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		MAIN TWY P from TWY B to TWY D	19.5	CONC+ASPH	PCN 19/F/B/Y/T
		MAIN TWY P from TWY D to TWY F	19,5	CONC+ASPH	PCN 20/F/B/X/T
		A	22	CONC+ASPH	PCN 20/F/B/X/T
		B	23	CONC+ASPH	PCN 60/F/B/X/T
		C	15	CONC+ASPH	PCN 17/F/B/Y/T
		D	20	CONC+ASPH	PCN 20/F/B/X/T
		E	19	CONC+ASPH	PCN 20/F/B/X/T
		F	36	CONC+ASPH	PCN 20/F/B/X/T
3	**Altimeter checkpoint location and elevation**	APRON 1 - 652,9 m/ 2142 ft, APRON 2 - 653 m / 2142,4 ft, APRON 3 - 653,6 m / 2144,3 ft, APRON 4 - 654 m / 2145,7 ft, APRON 5 - 654,4 m / 2146,9 ft, APRON 6 - 654,9 m / 2148,6 ft.			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

UADD 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 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

UADD AD 2.10 Aerodrome Obstacles

NIL

UADD AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Taraz Phone: +7 (7262) 436004
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Taraz, 24HR (0024, 0606, 1212, 1818)
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, APP, TWR
10	**Additional information**	Nil

UADD 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**
13	136,99°	3500 X 45	60/F/B/X/T CONC+ASPH	425157.40N 0711715.14E - -132.9 FT	THR 2145.2 FT	+0.39%
31	317.00°	3500 X 45	60/F/B/X/T CONC+ASPH	425034.43N 0711900.32E - -132.9 FT	THR 2189.7 FT	-0.39%

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	150 X 160	3800 X 300	90 X 160	Nil	Nil	Nil
Nil	150 X 160	3800 X 300	90 X 160	Nil	Nil	Displaced THR 420 M (DTHR 425044.41N 0711847.68E) - elev. 2185.7 FT

UADD AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	3500	3650	3500	3500	Nil
31	3500	3650	3500	3080	Nil
TWY B - 13	2916	3066	2916	Nil	Nil
TWY F - 31	2789	2939	2789	Nil	Nil

UADD 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
13	CAT II (PALS) 879 M LIH	GRN Nil	PAPI LEFT/3°	900m	3500m, spacing 30m, 0-2600m white, 2600-3200m R/W, 3200-3500m red LIH	3500m, spacing 60m, 0-2900 white, last 600m yellow LIH	RED Nil	Nil	Running impulse lights combined with approach lights, from 900 to 300 m from the threshold

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
31	Nil	GRN Nil	PAPI LEFT/3°	Nil	3500m, spacing 30m, 0-2600m white, 2600-3200m R/W, 3200-3500m red LIH	3500m, spacing 60m, 0-2900 white, last 600m yellow LIH	RED Nil	Nil	The runway threshold is displaced by 420 metres.

UADD 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: 335 m from RWY13, 689 m from RWY31
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

UADD AD 2.16 Helicopter Landing Area

NIL

UADD AD 2.17 ATS Airspace

1	**Designation and lateral limits**	TARAZ CTR 423629N 0705032E then a clockwise arc radius 25 NM centered on 425214N 0711654E - 425757N 0715001E - 423515N 0713630E - 423629N 0705032E
2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	TARAZ TOWER EN TARAZ VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UADD 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
APP	TARAZ APPROACH (EN) TARAZ PODKHOD (RU)	122,1 MHZ	Nil	Nil	H24	Nil
TWR	TARAZ TOWER (EN) TARAZ VYSHKA (RU)	122,1 MHZ	Nil	Nil	H24	Nil
Production and dispatcher service	TARAZ TRANZIT (EN) TARAZ TRANZIT (RU)	131.8 MHZ	Nil	Nil	As AD	Nil
ATIS	TARAZ ATIS (EN) TARAZ ATIS (RU)	118,5 MHZ 127,4 MHZ	Nil	Nil	H24	EN RU

UADD 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
DVOR/DME (6°E/2013)	TAR	115,9 MHZ CH 106X	H24	425214.0N 0711654.1E	2200 FT	Nil	Nil
ILS LOC 13 I/D/2	IMB	109,7 MHZ	H24	425023.9N 0711913.7E		Nil	Nil
GP 13 I/C/2		333,2 MHZ		425148.3N 0711719.5E			
DME 13	IMB	CH 34X		425148.3N 0711719.5E	2200 FT		
ILS LOC 31 I/D/2	IYL	111.3 MHZ	H24	425209.5N 0711659.8E		Nil	Nil
GP 31 I/C/2		332.3 MHZ		425049.4N 0711834.1E			
DME 31	IYL	CH 50X		425049.4N 0711834.1E	2200 FT		

UADD AD 2.20 Local Aerodrome Regulations

ACFT take-off in low visibility conditions 350m and below performs from DTHR of RWY 31.

The helicopter landing area is designated between TWY A and TWY B.

1. The movement procedure (towing, taxiing) of aircraft on the airfield.

The movement of aircraft on the aerodrome is conducted under its own power or towing by special vehicles. The taxiing and towing are carried out as directed by an air traffic controller “Taraz-Start” on frequency 122,100 MHz.

2. The safety precautions in the taxiing (towing) of an aircraft taking into account the visibility conditions and the state of apron covers, the parking places, the taxiways.

In winter conditions the apron and taxiway can be covered with packed snow, ice, the markings can be not visible.

The taxiing speed is chosen by pilot-in-command of the aircraft, but in all cases it must not exceed the speed established by the FCOM of this aircraft.

The crews of the aircraft in these conditions should be especially careful during taxiing.

The aircraft leading is provided by the crew request on/to/out the runway, taxiway and apron by follow me car.

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

At the apron the aircraft is placed at the parking stands 1-6.

The taxiing to the parking stands 1-6 is carried out under its own power.

Distributing of aircraft on stands is made by air traffic controller “Taraz-Start”.

At the parking stands the aircraft are met by Aircraft Ground Handling Service responsible person or airline representative, the aircraft placing is conducted on the parking by his signals.

4. The taxiing-out procedure to the parking place under its own power and towing.

The taxiing procedure of the aircraft to the holding position and after landing is indicated in the scheme.

The pilot-in-command can taxi out to the runway, taxi on the runway or cross it only with the clearance of air traffic start controller.

The exit from stands 1-6 is carried out by towing. At the same time, the exit from the stands 1-6 under its own power is provided by the marking of the apron.

The towing of the aircraft from the stands 1-6 for starting engines is produced at the center line of the apron or at the point of start up to the taxiway A, B up to the boundary of the critical areas of radio beacon landing system.

The specific place of start up from the above mentioned is determined by the air traffic controller “Taraz-Start”.

Without the clearance of air traffic controller “Taraz-Start” the taxiing and towing are prohibited.

During towing of aircraft start engines is prohibited.

5. The parking places for small aircraft (general aviation), if such parking places are available.

For the parking of small aircraft and helicopters the stands are provided both in the apron and in the designated areas.

The specific stands is determined by the air traffic controller “Taraz-Start”.

At the stands the aircraft are met by Aircraft Ground Handling Service responsible person or airline representative, the stands is conducted by his signals.

The movement of helicopters is carried out by taxiing or moving through the air. Selecting the type of helicopter movements is chosen by pilot-in-command with the obligatory preliminary agreement with the air traffic controller “Taraz-Start”.

6. The deicing places of aircraft, the places of start up of the main engines, deviation areas.

For the de-icing of aircraft the specially designed stands 1-2 are intended.

The moving of aircraft to these stands is carried out by towing.

The starting engines is allowed on request aircraft crew and obtained clearance from the air traffic start controller and responsible for start up of a technician on sites of start up, in rapid exit taxiway areas, on the abeam of aircraft stands, equipped by the mobile fire-fighting equipment.

Start up at the taxiways A, B, C, D, F, E is allowed in the presence of mobile fire-fighting appliances.

Deviation areas are absent.

7. The movement procedure of aircraft and vehicles in critical and sensitive zones of ILS DME during aerodrome operation on the minima I, II and III ICAO category.

In the period of flight operations at the aerodrome “Taraz” the work performance, the finding people and the movement of special vehicles within the boundaries of the critical zone is STRICTLY PROHIBITED.

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

There are not the restrictions on the use of its own power for taxiing.

9. The taxiing in winter conditions (apron), in cases if some taxiways are not equipped with center line lights or may be not visible due to snow.

In winter conditions when the markings on the apron and taxiways are not visible (covered with snow or ice), as well as on unequipped with center line lights of taxiway the taxiing on the crew request is leading by «Follow me» car.

The taxiing speed is chosen by pilot-in-command of the aircraft, but in all cases it must not exceed the speed established by the FCOM of the aircraft.

The crews of the aircraft in these conditions should be especially careful during taxiing.

10. The removing from the airfield of aircraft lost the ability to move on its own.

The airport provides activities on removing of aircraft, lost the ability to move on its own, special load-lifting, transport vehicles, ground support facilities, rigging, fire-fighting materials needed for packaging and transportation of equipment and parts of aircraft, as well as tare for gathering of drain petroleum product.

In cases when aircraft has lost the ability to move on its own, the aircraft from the runway, the security strip and taxiway is removed (evacuated) by dragging using specially adapted cables and tractor, in compliance with the measures on prevention the risk of fire, the damage of the equipment and ensuring the safety of people involved in these activities.

The removing of aircraft (evacuation) is performed by non-nominal calculation of Aircraft Ground Handling Service.

If necessary, to involve specialists of other services and departments of “International Airport Aulie-Ata” JSC, as well as representatives of airlines - owner of aircraft and collaborating organizations.

UADD AD 2.21 Noise Abatement Procedures

NIL

UADD AD 2.22 Flight Procedures

1. 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 “Approach” 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 “Approach” 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 “Approach” 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	DELTA (SE outskirts of Kokozek)	430946N 0714111E	040° 25.0 nm TAR DVOR/DME	Entry
2	HOTEL (NE outskirts of Akchulak)	430123N 0714835E	063° 25.0 nm TAR DVOR/DME	Exit
3	ALPHA (NE outskirts of Yernazar)	430900N 0705138E	307° 25.0 nm TAR DVOR/DME	Entry
4	BRAVO	431421N 0710100E	327° 25.0 nm TAR DVOR/DME	Exit
5	OSCAR (NW outskirts of Shaikoryk)	425739N 0711950E	016° 5.8 nm TAR DVOR/DME	Holding, circle and absolute altitude by “Approach” ATC instructions
6	INDIA (Southern outskirts of Sarykemer)	425736N 0712947E	055° 10.9 nm TAR DVOR/DME	Holding, circle and absolute altitude by “Approach” ATC instructions
7	TANGO (Northern outskirts of Aisha-Bibi)	425038N 0711228E	238° 3.6 nm TAR DVOR/DME	Holding, circle and absolute altitude by “Approach” ATC instructions

UADD 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. Data on the bird aggregations and the direction of their flight

The main directions of migration of birds in spring from south to north, in autumn from north to south (cranes, geese, ducks). There are migrations of birds such as magpies, crows and pigeons in different directions at heights from the ground up to 100 m.

The flight supervisor in the event of a dangerous ornithological situation informs the crew of the aircraft about the presence of birds in the direction of take-off and landing, if necessary, gives recommendations on how to bypass the bird aggregations.

Measures to disperse the bird aggregations include periodic scaring of birds using technical means, removal of green space on the airfield, and termination of agricultural activities in the aerodrome area.

UADD AD 2.24 Charts Related To An Aerodrome

UADD AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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AERODROME CHART - ICAO | **AD ELEV 2190FT (*667m*)** | **ARP 425116N 0711808E** | **TARAZ**

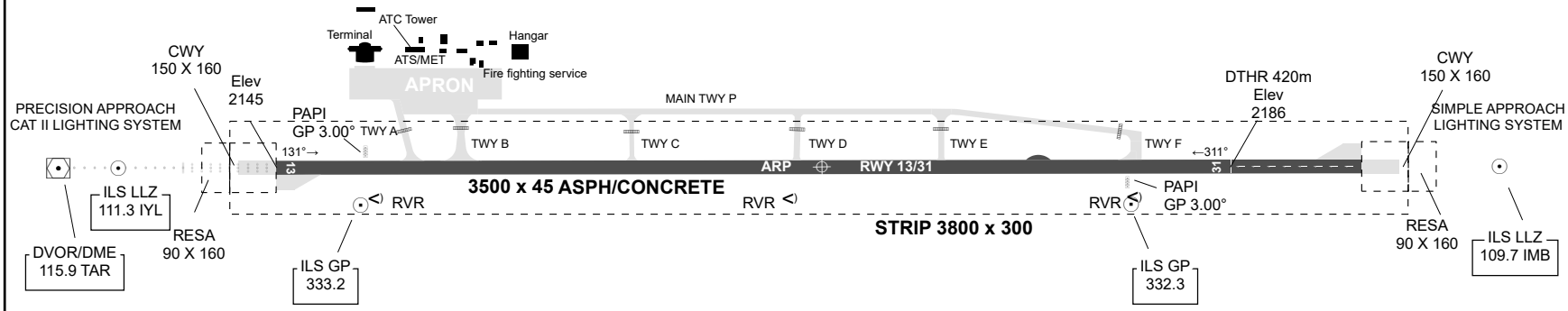
TWR 122.1

RWY	DIRECTION (TRUE)	COORDINATES	GEOID UNDULATION	BEARING STRENGTH
13	136.99°	THR 42°51'57.40"N 071°17'15.14"E	- 133	PCN 60 F/B/X/T
31	317.00°	THR 42°50'34.43"N 071°19'00.32"E	- 133	
31		DTHR 42°50'44.41"N 071°18'47.68"E		

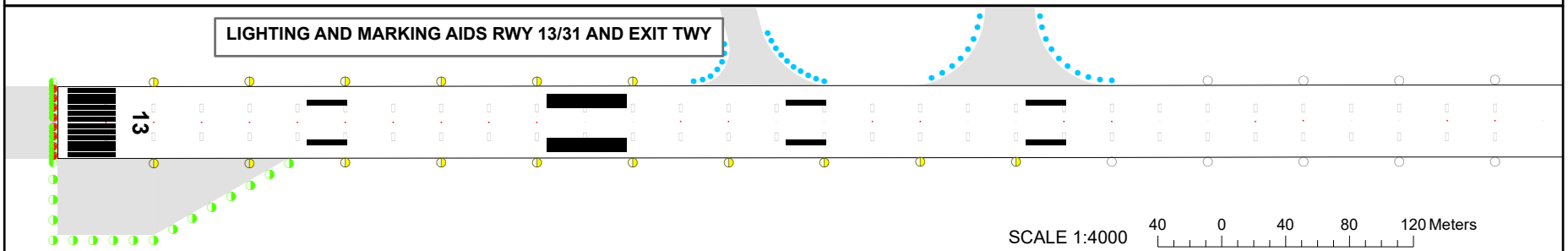
VAR 6°E (2020)
ANNUAL RATE OF CHANGE 0.03°E

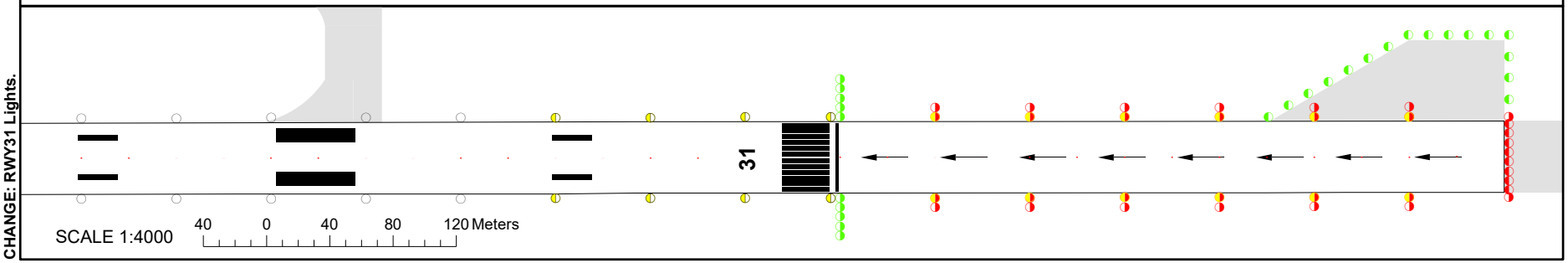
ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:22000
220 0 220 440 660 Meters



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY





CHANGE: RWY31 Lights.

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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 2149FT (*655m*)

TWR 122.1

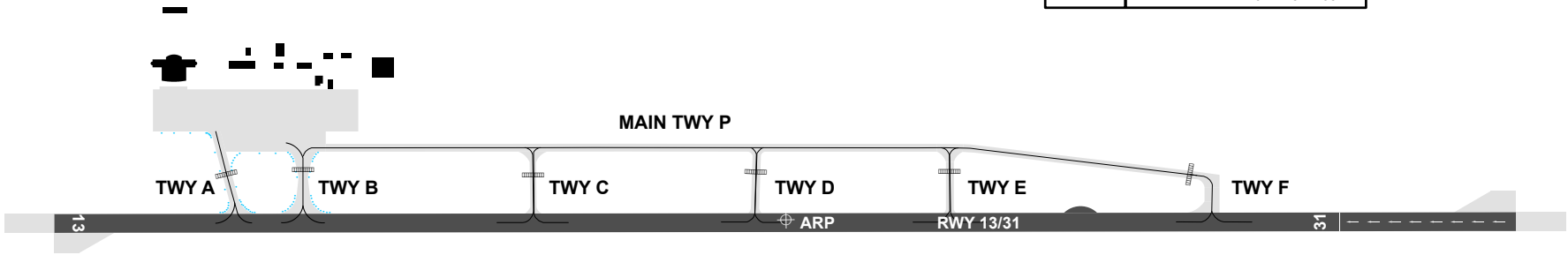
TARAZ

VAR 6°E (2020)

ANNUAL RATE OF CHANGE 0.03°E

ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

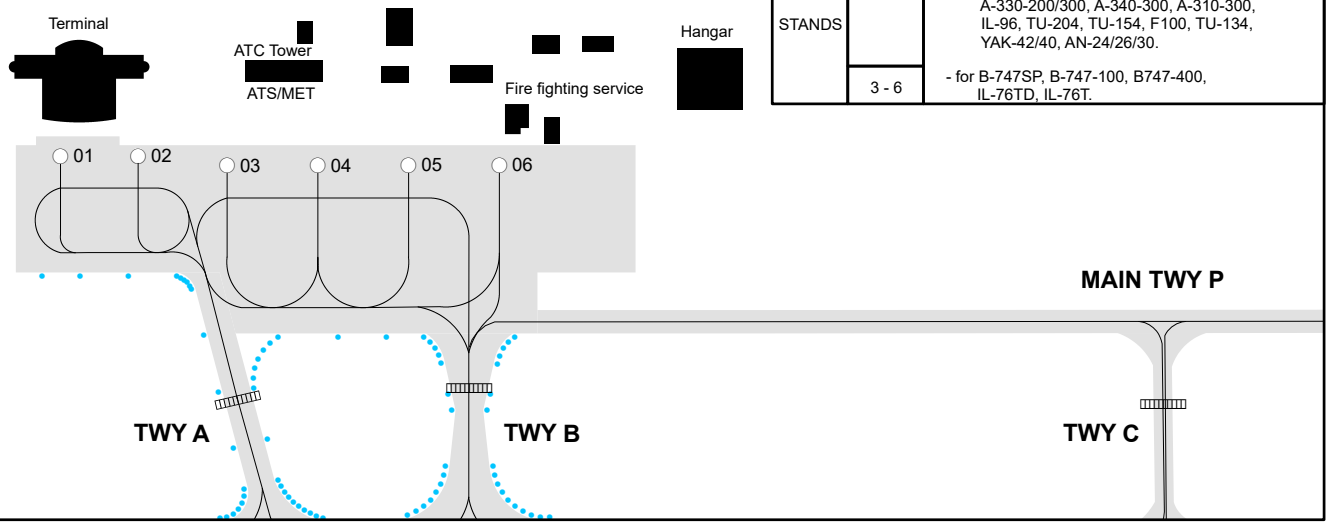
RWY	DIRECTION (TRUE)	COORDINATES	GEOID UNDULATION	BEARING STRENGTH
13	136.99°	THR 42°51'57.40"N 071°17'15.14"E	- 133	PCN 60 F/B/X/T
31	317.00°	THR 42°50'34.43"N 071°19'00.32"E	- 133	
31		DTHR 42°50'44.41"N 071°18'47.68"E		



SCALE 1:16000
160 0 160 320 480 Meters

STAND	SURFACE	BEARING STRENGTH
1 - 2	CONC+ASPH	PCN 50/F/B/X/T
3 - 6	CONC+ASPH	PCN 47/F/B/X/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	22m	CONC+ASPH	PCN 20/F/B/X/T
B	23m		PCN 60/F/B/X/T
C	15m		PCN 17/F/B/Y/T
D	20m		PCN 20/F/B/X/T
E	19m		
F	36m		PCN 20/F/B/X/T
P	19.5m		(from B to D) PCN 19/F/B/Y/T
			(from D to F) PCN 20/F/B/X/T



STANDS		
	1 - 2	- for MD11, B-767-200ER, B-767-300ER, B-757-300, B-737-400/500/700/800/900, A-330-200/300, A-340-300, A-310-300, IL-96, TU-204, TU-154, F100, TU-134, YAK-42/40, AN-24/26/30.
	3 - 6	- for B-747SP, B-747-100, B747-400, IL-76TD, IL-76T.

SCALE 1:6000
60 0 60 120 180 Meters

CHANGE: Stand 7,8 DEL.

TARAZ **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	42 51 57.87 N	071 17 33.39 E
	2	42 51 56.41 N	071 17 35.24 E
	3	42 51 54.57 N	071 17 37.12 E
	4	42 51 52.86 N	071 17 39.28 E
	5	42 51 51.16 N	071 17 41.45 E
	6	42 51 49.45 N	071 17 43.61 E

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

TARAZ/Taraz International Airport

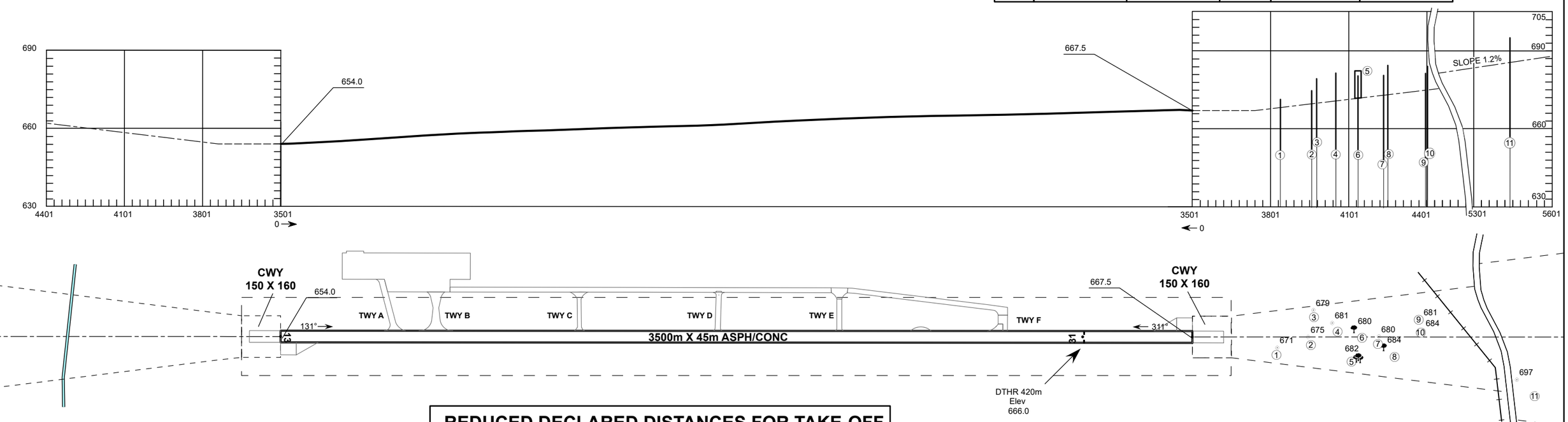
DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 6°E (2020)

RWY 13/31

DECLARED DISTANCES		
RWY 13		RWY 31
3500	TAKE-OFF RUN AVAILABLE	3500
3650	TAKE-OFF DISTANCE AVAILABLE	3650
3500	ACCELERATE STOP DISTANCE AVAILABLE	3500
3500	LANDING DISTANCE AVAILABLE	3080

ORDER OF ACCURACY					
№	LAT	LON	H	HORIZONTAL,m	VERTICAL, m
①	42°50'25.80" N	071°19'08.80" E	670.537	1.5	0.001
②	42°50'23.90" N	071°19'13.70" E	674.153	1.5	0.001
③	42°50'25.70" N	071°19'17.60" E	678.237	1.5	0.001
④	42°50'22.90" N	071°19'18.20" E	680.137	1.5	0.001
⑤	42°50'18.73" N	071°19'16.80" E	681.12	0.1	0.06
⑥	42°50'20.39" N	071°19'19.93" E	679.19	0.1	0.06
⑦	42°50'17.50" N	071°19'21.90" E	679.763	1.5	0.001
⑧	42°50'16.15" N	071°19'21.08" E	683.65	0.1	0.06
⑨	42°50'15.10" N	071°19'28.90" E	680.419	1.5	0.001
⑩	42°50'14.00" N	071°19'27.80" E	683.626	1.5	0.001
⑪	42°49'43.08" N	071°19'50.04" E	697.00	0.1	0.023

Meters 60 30 15 0 — Feet 180 120 60 30 0
VERTICAL SCALE 1:1500



REDUCED DECLARED DISTANCES FOR TAKE-OFF					
RWY	INTERSECTION	TORA	TODA	ASDA	LDA
13	TWY B - RWY	2916	3066	2916	
31	TWY F - RWY	2789	2939	2789	

LEGEND	
IDENTIFICATION NUMBER	①
ANTENNA, POLE	⊙
TREE	
RAILROAD	
ROAD	

HORIZONTAL SCALE 1:15000

300 150 0 300 600 900 1200 Meters
1000 500 0 1000 2000 3000 4000 Feet

CHANGE: RWY31 Take off flight path area obstacles 1 - 4 DEL.

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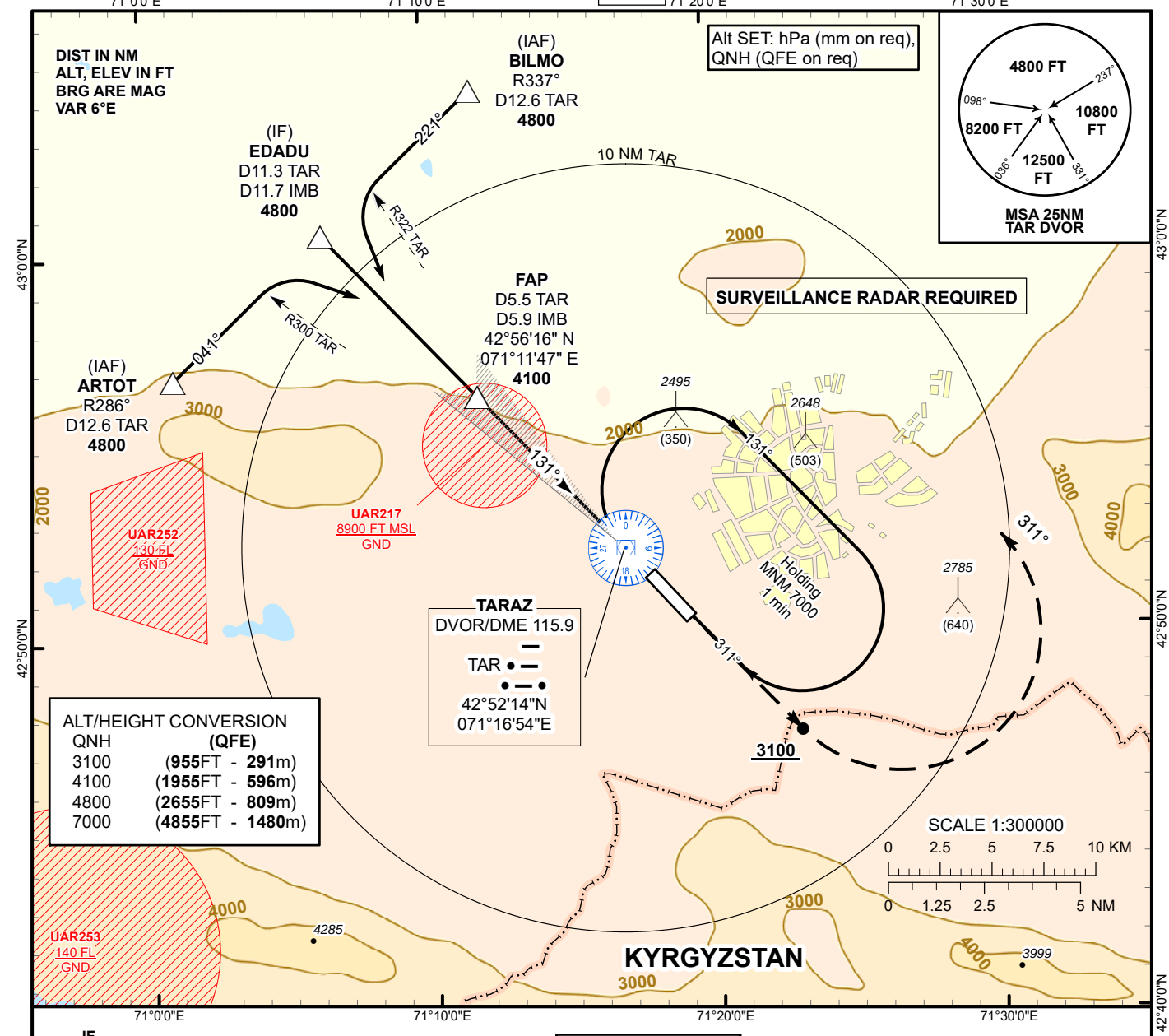
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO
THR RWY 13 - ELEV ***2145 FT***

ILS
LLZ 109.7
IMB
GP 333.2
CH 34X

TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

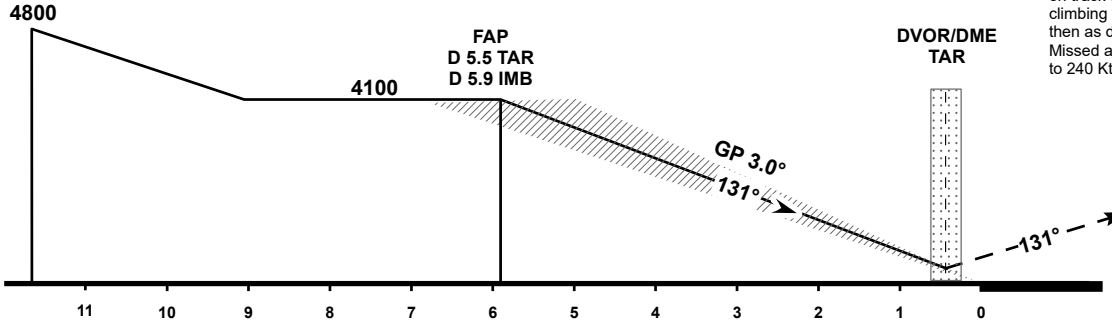
TARAZ
ILS/DME
RWY 13



ALT/HEIGHT CONVERSION

QNH	(QFE)
3100	(**955**FT - **291**m)
4100	(**1955**FT - **596**m)
4800	(**2655**FT - **809**m)
7000	(**4855**FT - **1480**m)

TRANSITION ALT 10000 FT



MISSED APPROACH
Climb on track 131°,
at 3100 turn LEFT
on track 311°
climbing to 4800,
then as directed by ATC.
Missed approach turn speed limited
to 240 Kt IAS maximum

ILS RDH 54

ELEV 2145
THR RWY 13

Aircraft Category		A	B	C	D	DIST to THR DME IMB	NM	5.9	5.0	4.0	3.0	2.0	1.0
Straight-in Approach OCA/H	CAT I	2345(200)	2347(202)	2355(210)	2365(220)	DME TAR	NM	5.5	4.6	3.6	2.6	1.6	0.6
	CAT II	2246(101)	2264(119)	2275(130)	2290(145)	ALTITUDE	FT	4100	3813	3486	3162	2839	2518
						HEIGHT	FT	1955	1668	1341	1017	694	373

DME IMB ZERO RANGED TO THR RWY 13

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I					GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960

CHANGE: CAT II, OCA/H.

TARAZ (UADD)
ILS/DME RWY13 **AERONAUTICAL DATA TABULATION**

ILS approach to RWY13 from TAR DVOR/DME, BILMO, ARTOT, EDADU	
Fix/point	**Coordinates**
TAR DVOR/DME	**42° 52' 14.0"N 071° 16' 54.1"E**
BILMO R337°, D12.6 TAR (IAF)	**43° 04' 14.1"N 071° 11' 42.7"E**
ARTOT R286°, D12.6 TAR (IAF)	**42° 56' 49.6"N 071° 01' 00.0"E**
EDADU D11.7 IMB, D11.3 TAR (IF)	**43° 00' 31.6"N 071° 06' 20.7"E**
D5.9 IMB, D5.5 TAR (FAP)	**42° 56' 15.7"N 071° 11' 47.0"E**
THR RWY13	**42° 51' 57.40"N 071° 17' 15.14"E**
IMB LLZ	**42° 50' 23.9"N 071° 19' 13.7"E**

UAIT AD 2

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

UAIT AD 2.1 Aerodrome Location Indicator And Name

UAIT - TURKISTAN

UAIT AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	431840N 0683301E
2	Direction and distance from (city)	86°, 16 NM from Turkistan center
3	Elevation/Reference temperature	989 FT/34.4° C
4	Geoid undulation at AD ELEV PSN	-135 FT
5	MAG VAR/Annual Change	6° (2019)/0.06°
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Post: Authority of Airport Turkistan region, Sauran district, Shaga rural district, Shaga village, block 070, building 284. 160000 Turkistan, JSC "Turkistan International Airport" Republic of Kazakhstan Phone: +7 (7253) 352900 Phone: +7 (702) 0470769 AFS: UAITZXRA AFS: UAITZYRA Email: office@hsairport.kz Email: pdsp@hsairport.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAIT AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7253) 352900
2	Customs and immigration	By prior request
3	Health and sanitation	H24 Phone: +7 (7252) 352903
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7252) 610537
6	MET Briefing Office	H24 Phone: +7 (7252) 610539
7	ATS	H24 Phone: +7 (7252) 610538
8	Fuelling	H24 Phone: +7 (7253) 352900
9	Handling	H24 Phone: +7 (72533) 52900
10	Security	H24

11	De-icing	H24 Phone: +7 (7253) 352900
12	Remarks	Nil

UAIT AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Trepel Champ 350 loader-load capacity up to 35 tons; Trepel Champ 70U loader-load capacity up to 7 tons; Forklift truck-Doosan 10t - load capacity up to 10 tons; Forklift truck-Doosan 5t - load capacity up to 5 tons; Tape loader – TLD NBL - load capacity up to 250 kg (2 units.); Pallet truck – Timsan PD20000 – load capacity up to 20t (1ed.); Pallet truck – Timsan PD7000 – load capacity up to 7T (1ed.); Truck container – Timsan CD1800 – load capacity up to 1.8 tonnes (2 units.); Truck Luggage – Timsan BT2000 – load capacity up to 2T (6 units)
2	Fuel/oil types	TS-1, TS-1 RT / Oil: Nil
3	Fuelling facilities/capacity	2 tankers 20 cub. meters, 1200 l / min Mercedes Benz Actros by Mates 20м3 1 tanker 40 cub. meters, 2400 l / min MAN TGM by Mates MTT-2023- 272
4	De-icing facilities	Anti-icing liquid treatment machine (Type 1 Sky Go EG, Type 4 4Flite EG) Timsan MDI12000 with a maximum service height of up to 12 - 1 unit.
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UAIT AD 2.5 Passenger Facilities

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

UAIT AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	4 fire trucks with a total volume of extinguishing agents – 38 200 kg., including foaming agent - 2 900 kg., total capacity - 280 kg/s

3	Capability for removal of disabled aircraft	There are possibilities of evacuation of aircraft with an empty equipped aircraft weight of up to 40 tons, types A-320, B-737. The equipment is available around the clock Phone: +7 (7253) 352900 Phone: +7 702 0470769 Email: ramp@hsairport.kz
4	Remarks	The possibility of increasing the required level of fire protection up to 8 categories on request.

UAIT AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	3 plow-brush equipment with turbo-blowing, 1 screw-rotor, 1 trailed reagent sprayer, 1 tractor with attachments, Other modern snow removal equipment
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Aerodrome operational readiness by seasons: year-round; in winter, caution is recommended when snow is present. Aircraft turnarounds on RWY 05/23 for aircraft with ICAO code letter D and above are permitted only at runway ends. To remove and prevent ice formation on the runway, liquid anti-icing agent “Green Way SFU” grade B and granular anti-icing agent “Green Way SFU” grade A are used.

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1, 2		CONC	PCN 60/R/A/W/T
		3-7, 3A, 4A, 8, 8A		CONC+ASPH	PCN 80/F/C/W/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	23	CONC+ASPH	PCN 80/F/C/W/T
		B	23	CONC+ASPH	PCN 80/F/C/W/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	At the end sections of the RWY there are widenings for turning the aircraft. Width 95m. The surface is concrete. PCN 60 R/A/W/T.			

UAIT 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, apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, undershoot area
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil

5	Remarks	RWY 05/23 turning bay blue lights has low intensity at nighttime and in low visibility conditions.

UAIT AD 2.10 Aerodrome Obstacles

NIL

UAIT AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Turkistan
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Turkistan, 24HR (0024, 0606, 1212, 1818)
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

UAIT 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**
05	55,68°	3300 X 45	80/F/C/W/T CONC+ASPH	431810.00N 0683200.99E - -135.1 FT	THR 912.7 FT	0.7%
23	235.70°	3300 X 45	80/F/C/W/T CONC+ASPH	431910.27N 0683401.98E - -134.5 FT	THR 988.5 FT	0.7%

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	200 X 160	3600 X 300	240 X 150	Nil	Nil	The RWY turn pad length is 200 m, the total width of the RWY turn pad is 95 m. Refer to AIP section 2.24.1
Nil	300 X 160	3600 X 300	240 X 150	Nil	Nil	The RWY turn pad length is 200 m, the total width of the RWY turn pad is 95 m. Refer to AIP section 2.24.1

UAIT AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3300	3500	3300	3300	Nil
23	3300	3600	3300	3300	Nil
TWY A - 05	1650	1850	1650	Nil	Nil
TWY B - 05	1086	1286	1086	Nil	Nil
TWY A - 23	1650	1950	1650	Nil	Nil
TWY B - 23	2214	2514	2214	Nil	Nil

UAIT 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 (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil

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
23	CAT I (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil

UAIT AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and LGT Anemometer location and LGT	LDI: 117m from centerline of the RWY, 492.4m from THR 23 Anemometer: Nil
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 SEC
5	Remarks	Nil

UAIT AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	43184014N 068330147E -134,9
2	TLOF and/or FATO elevation	950.8 FT
3	TLOF and FATO area dimensions, surface, strength, marking	RWY MAG bearing 049°/229°, dimensions 3300 × 45 m. CONC+ASPH PCN 80/F/C/W/T
4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Helicopter take-off and landing in accordance with helicopter procedures are performed from/on the runway (at the intersection area of TWY A and the runway) and/or the helicopter landing areas; aiming point marking for helicopter landing is not provided.

UAIT AD 2.17 ATS Airspace

1	**Designation and lateral limits**	TURKISTAN CTR 433342N 0684843E - 431734N 0690339E - 425724N 0682312E - 431121N 0680459E - 432101N 0680856E - 433342N 0684843E
2	**Vertical limits**	6000 FT ALT / GND
3	**Airspace classification**	C

4	**ATS unit call sign Language(s)**	TURKISTAN TOWER EN TURKISTAN VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UAIT 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	TURKISTAN TOWER (EN) TURKISTAN VYSHKA (RU)	131,3 MHZ	Nil	Nil	H24	Nil
Production and dispatcher service	TURKISTAN TRANZIT (EN) TURKISTAN TRANZIT (RU)	121.35 MHZ	Nil	Nil	H24	Nil
ATIS	TURKISTAN ATIS (EN) TURKISTAN ATIS (RU)	124,4 MHZ 118,3 MHZ	Nil	Nil	H24	Nil

UAIT 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 05 I/D/2	ITR	110.7 MHZ	H24	431924.6N 0683430.8E		Nil	Nil
GP 05 I/C/2		330.2 MHZ		431811.7N 0683214.3E			
DME 05	ITR	CH 44X		431811.7N 0683214.3E	1000 FT		
ILS LOC 23 I/D/2	ITK	111.3 MHZ	H24	431800.6N 0683142.1E		Nil	Nil
GP 23 I/C/2		332.3 MHZ		431900.6N 0683352.3E			
DME 23	ITK	CH 50X		431900.6N 0683352.3E	1000 FT		
DVOR/DME (6°E/2019)	TRK	114,6 MHZ CH 93X	H24	431932.3N 0683446.1E	1000 FT	Nil	Nil

UAIT AD 2.20 Local Traffic Regulations

1. Airport regulations

Movement of aircraft about the aerodrome shall be carried out under its power or by towing with special vehicles. Taxiing and towing shall be carried out strictly along taxi center lines. Distributing of stands shall be carried out by dispatcher service according to apron load and availability of vacant stands, involved in maintenance. The speed of taxiing shall be chosen by

a pilot-in-command depending on the condition of taxiways and apron, presence of obstacles, aircraft weight, and horizontal visibility conditions. The speed of taxiing in all cases must not exceed the speed established by the Flight Crew Operational Manual. ATS air traffic controller is responsible for the taxiway route assignment, the pilot-in-command is responsible for the observance of taxiing rules and a person, guiding the taxiing on the segment assigned to him, is responsible for the safety of taxiing. Taxiing of ACFT with index 4 and 5 into RWY from TWY A and TWY B and out of RWY to TWY shall be carried out at reduced speed with the flight crew's increased caution and with the observance of safety interval between the landing gear and edges. For De-icing on stand 8, 8A for aircraft with code designations D and higher, strictly under the accompaniment of aircraft technicians, taxiing from the TWY A side.

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

Flight crew shall be notified about the surface condition of runway, apron, stands and taxiways by "Tower" air traffic controller according to work technique.
Taxiing onto the apron after runway vacation shall be carried out only after "Follow me" car.
Aircraft parking shall be carried out by the signals of marshaller.
Escorting by special vehicle from stands to holding position and from taxiways to stands shall be carried out when markings on the maneuvering area are invisible due to snow.

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

Taxiing into stands 3-4 shall be carried out under own engines power.

Taxiing into stands 8, 8A shall be carried out by towing under the accompaniment of aircraft technicians with code designations D and higher

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

Taxiing out of stands 1, 2, 5, 6, 7, 3A, 4A, 8A shall be carried out by towing.

5. Parking area for small aircraft (General aviation)

Parking on stand 3-4 shall be carried out by the signals of marshaller

6. De-icing areas, sanitary area, engine start-up areas.

For De-icing on stand 8, 8A for aircraft with code designations D and higher, strictly under the accompaniment of aircraft technicians, taxiing from the TWY A side.

7. The movement procedure of aircraft and vehicles in critical and sensitive zones of ILS during aerodrome operation on the minima I ICAO category.

The boundary of the critical area of the radio beacon system has daytime and nighttime markings on the TWY A. "Stop" and "ILS critical area" signs are set on the intersection of the airport roads and the critical area of the radio beacon system.

The intersection of critical zones of radio beacon landing system with aircraft, vehicles and other mobile facilities shall be carried out with the clearance of the "Tower" controller. The intersection of these areas with mentioned facilities during landing approach till landing is prohibited.

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

Aerodrome can be operated by aircraft with PCN/ACN ratio above or equal to 1. Weight and traffic intensity restriction of aircraft with non-equal PCN and ACN values are applied (Operation of aircraft of the MD-11 and B747-8F types with full weight with the intensity limitation to 20 (aircraft departures per day).

9. Taxiing of aircraft in the absence of visibility of marking lines on the maneuvering area.

Runway, apron, stands and taxiways are not equipped with centerline lights

In case of invisibility of taxiway due to packed snow aircraft escorting shall be carried out only after the "Follow-me" car equipped with a UHF communication with a two-way radio "ground-to-air" and "ground-ground" communication, flashing lights and the "Follow-me" panel and can be requested by the flight crew or by the shift deputy head of production and dispatcher service.

10. Disabled aircraft removal procedures.

It is possible to evacuate aircraft with an empty weight of loaded aircraft up to 40 tons, types A320, B-737.

11. 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 initiated by the Air traffic Manager of Control Centre. The status of LVP is passed to pilots by ATIS broadcast or by ATC.

Before the introduction of the procedures of limited visibility, the air traffic controller of “Tower” Control centre (Tower ATC) begins to keep a record of vehicles and persons who are currently on the manoeuvring area, and continues to this account during the period of these procedures to promote security activities in this area and restricts the movement of vehicles airport services on the apron and manoeuvring area, writes the data in the logbook.

Tower ATC, received information about the beginning of the (termination) procedures in low visibility conditions to inform adjacent control towers. The operation of LVP shall be reported by Tower ATC phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”.

Tower ATC restricts the movement of vehicles airport services on the apron and manoeuvring area during LVP procedures, 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, informs the flight crew about changes in the operational status of radio and lighting equipment.

Taxiing of departing aircraft shall be carried out after a follow-me car from stands to holding position. Taxiing to stand (apron) after RWY vacation shall be carried out after a follow-me car.

Upon receiving information that an aircraft or vehicle is lost or uncertain of its position on the manoeuvring area, Tower ATC takes action to ensure safety and to assist the aircraft or vehicle to determine its position.

If the Tower ATC cannot visually determine the aircraft RWY vacation, it requires the crew to report the vacation of the RWY.

12. Measurement of the friction coefficient of the runway pavement surface

Carried out using continuous friction measuring equipment Skiddometer BV 11.

UAIT AD 2.21 Noise Abatement Procedures

NIL

UAIT AD 2.22 Flight Procedures

1. 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	KILO (SE outskirts of Kosmezgil)	N432135 E0680637	270° 20.6 nm TRK DVOR/DME	Entry/exit
2	DELTA (southern outskirts of Kentau)	N432920 E0683248	346° 9.9 nm TRK DVOR/DME	Entry/exit
3	PAPA (SE outskirts of Kaynarbulak)	N431806 E0690402	088° 21.4 nm TRK DVOR/DME	Entry/exit
4	CHARLIE (Eastern coast of Sinakkol lake)	N430312 E0683445	174° 16.3 nm TRK DVOR/DME	Entry/exit
5	ALPHA (northern outskirts of Koshkorgan)	N432351 E0683011	316° 5.5 nm TRK DVOR/DME	Holding
6	BRAVO (southern outskirts of Ibata)	N431519 E0683808	144° 4.9 nm TRK DVOR/DME	Holding

UAIT 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. Ornithological situation

In the Turkistan region have been registered 377 bird species.

During the warm season, the highest concentration of birds is observed near the Shoshkakul lakes, Koksaray, Bugun and Shardarinsky reservoirs, the Bugun river, Syr Darya, Arys, Badam, and aerodrome areas, where they make random flights up to an altitude of 600-1000 meters.

Spring migration of birds occurs from late February to March, and autumn migration from September to November. The main direction of migrating birds passes through Shardarinsky reservoir, a group of Shushkakul lakes, through Karatau to the North of the region, crossing sections of the route, which sharply increases the risk of collision with birds at altitudes up to 3000 meters.

The main directions of bird’s migration in the spring from south to north. In autumn, from north to south.

UAIT AD 2.24 Charts Related To An Aerodrome

UAIT AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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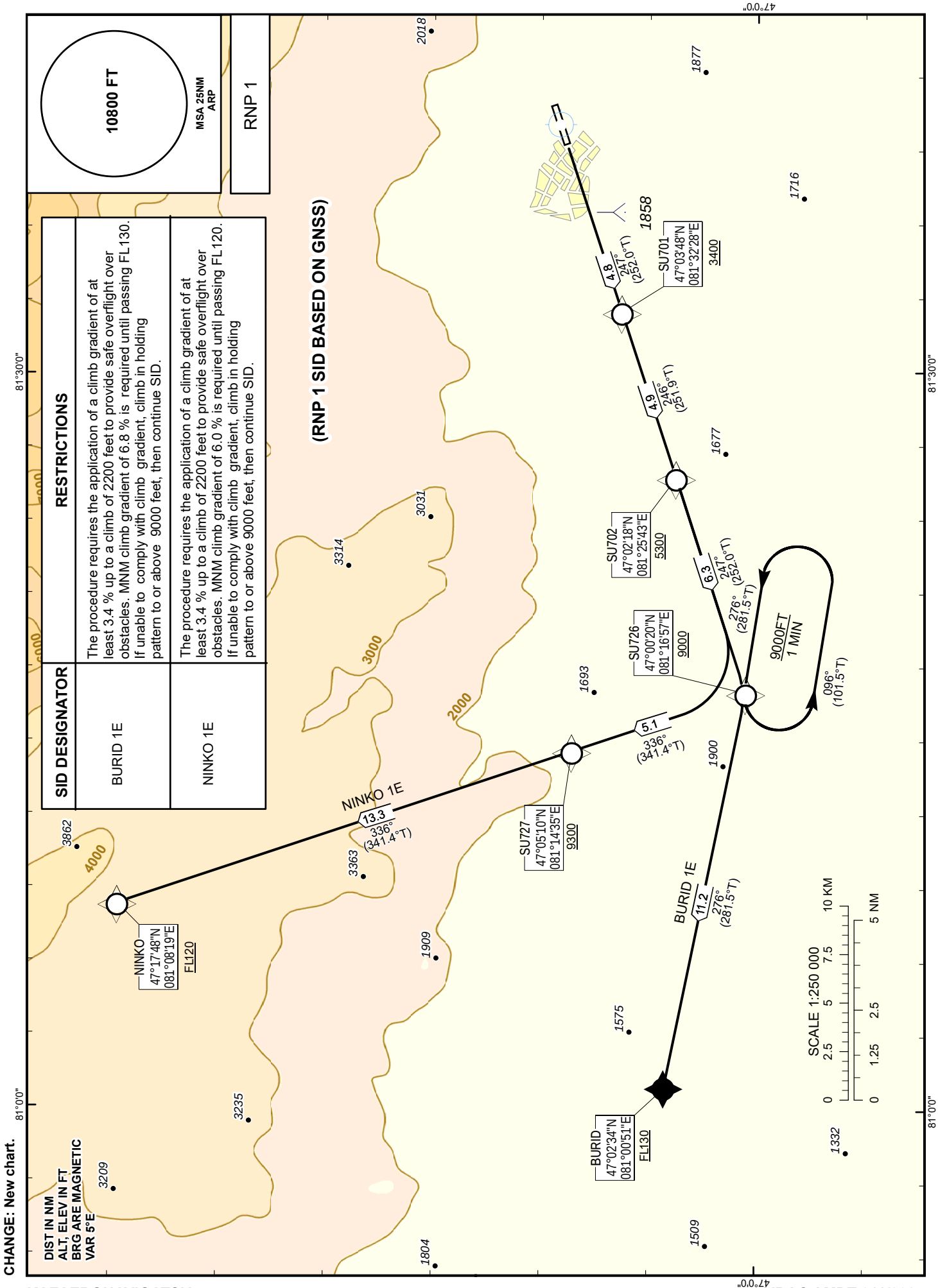
STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

URDZHAR TOWER 123.0

BURID 1E, NINKO 1E

URDZHAR RWY 25



TABULAR DESCRIPTION

BURID 1E RWY25

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	SU701	-	247(252.0)	+5.4	4.8	-	+3400	-	-	RNP 1
020	TF	SU702	-	246(251.9)	+5.4	4.9	-	+5300	-	-	RNP 1
030	TF	SU726	-	247(252.0)	+5.4	6.3	-	+9000	-	-	RNP 1
040	HM	SU726	-	276(281.5)	+5.4	-	L	+9000	-	-	RNP 1
050	TF	BURID	-	276(281.5)	+5.4	11.2	-	+FL130	-	-	RNP 1

NINKO 1E RWY25

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	SU701	-	247(252.0)	+5.4	4.8	-	+3400	-	-	RNP 1
020	TF	SU702	-	246(251.9)	+5.4	4.9	-	+5300	-	-	RNP 1
030	TF	SU726	-	247(252.0)	+5.4	6.3	-	+9000	-	-	RNP 1
040	HM	SU726	-	276(281.5)	+5.4	-	L	+9000	-	-	RNP 1
050	TF	SU727	-	336(341.4)	+5.4	5.1	-	+9300	-	-	RNP 1
060	TF	NINKO	-	336(341.4)	+5.4	13.3	-	+FL120	-	-	RNP 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
DER	470517.65N	0813907.80E
SU701	470348.38N	0813227.89E
SU702	470217.52N	0812542.98E
SU726	470020.39N	0811657.49E
SU727	470510.34N	0811434.59E
BURID	470234.00N	0810051.00E
NINKO	471748.00N	0810819.00E

UAAL 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	Nil
4	Secondary power supply/switch-over time	Nil
5	Remarks	Nil

UAAL AD 2.16 Helicopter Landing Area

NIL

UAAL AD 2.17 ATS Airspace

1	**Designation and lateral limits**	USHARAL CTR 461929N 0803034E - 461541N 0811131E - 460413N 0810915E - 460437N 0810210E - 460436N 0804815E - 460638N 0804005E - 460749N 0802823E - 461929N 0803034E
2	**Vertical limits**	5000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	USHARAL TOWER (EN) USHARAL VYSHKA (RU)
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Radar service in the aerodrome area is not provided. In the CTR simultaneously must be no more than one aircraft. In the TMA for IFR flights at the same level (altitude) must be no more than one aircraft

UAAL 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	USHARAL TOWER (EN) USHARAL VYSHKA (RU)	118.1 MHZ	Nil	Nil	See NOTAM	Nil

UAAL 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
NDB LMM 27	R	380 KHZ	HO	461117.2N 0805133.3E	Nil	Nil	Nil
NDB LMM 09	Ш	380 KHZ	HO	461135.8N 0804811.3E	Nil	Nil	Nil

UAAL AD 2.20 Local Aerodrome Regulations

NIL

UAAL AD 2.21 Noise Abatement Procedures

NIL

UAAL AD 2.22 Flight Procedures

1. VFR procedures within the aerodrome control zone (CTR)

All VFR flights within the boundaries of the control zone carried out at an absolute altitude of not more than 5000 feet, unless otherwise authorized by the air traffic controller of the «Tower» ATC unit.

Absolute flight altitudes are assigned by the air traffic controller of the “Tower” ATC unit without taking into account artificial obstacles. Aircraft crews are responsible for avoiding artificial obstacles. At Usharal aerodrome, the flight circle (left / right) and holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns, flight circle (left/right), and absolute altitude to be used are determined and reported to the aircraft crew by the air traffic controller of the «Tower» ATC unit. Access to the landing straight, crossing the runway alignment is made only with the permission of the air traffic controller of the “Tower” ATC unit

Transit flights according to VFR through the Usharal controlled zone carried out along the air route through visual reference points and at an altitude agreed with the air traffic controller of the “Tower” ATC unit.

Depending on the air or meteorological situation, the air traffic controller of the “Tower” ATC unit, if necessary, uses other visual landmarks for the arrival, departure, overflight and waiting of the aircraft.

Visual Reference Points of VFR flights within Usharal CTR

№	Name	Type	Location	Geographic coordinates
1	BRAVO	waypoint	Bend of a road	461828N 0804129E
2	OSCAR	waypoint	Single building, North of the railway	461705N 0805625E
3	ALPHA	holding	Intersection of the road A-3 (A-350) and a network of riverbeds, North of the settlement Zhanama	461451N 0804938E
4	MIKE	holding	Intersection of a road and the river Tentek, North of the meander (bend)	461423N 0805444E
5	ECHO	holding	Section of the river Shinzhily, South of the settlement Enbekshi	460858N 0804256E

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-2		CONC+ASPH	PCN 33/R/B/X/T
		3-7		CONC+ASPH	PCN 22/F/C/X/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	18	CONC+ASPH	PCN 33/R/B/X/T
		C	13	ASPH	PCN 9/F/C/Y/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Turning of CAT C, D ACFT on RWY turning bays № 2 and № 3 is prohibited CAT C, D ACFT taxiing along centerline marking at the reduced speed with the crew's good look-out TWY-A taxiing for ACFT IL-76T use only inner engines TWY-C AVBL for day ops only			

UAKD 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 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

UAKD AD 2.10 Aerodrome Obstacles

NIL

UAKD AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorologigal Service at Zhezkazgan aerodrome
2	**Hours of service MET Office outside hour**	HO
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological Service at Zhezkazgan aerodrome, 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, SWL of Kazakhstan;

8	**Supplementary equipment AVBL for providing information**	Nil
9	**ATS units provided with information**	TWR
10	**Additional information**	Nil

UAKD 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**
04	51.73°	2601 X 42	34/R/B/X/T CONC+ASPH	474206.51N 0674329.14E - -115.2 FT	THR 1251.3 FT	0.36%
22	231.75°	2601 X 42	34/R/B/X/T CONC+ASPH	474258.68N 0674507.14E - -115.2 FT	THR 1233.9 FT	0.36%

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 160	2901 X 300	240 X 150	Nil	AVBL	The length of the turn pad on RWY 04 is 110 m, the total width of the turn pad on RWY 04 is 75 m. REF.AD 2.24.1.
Nil	400 X 160	2901 X 300	240 X 150	Nil	AVBL	The length of the turn pad on RWY 22 is 110 m, the total width of the turn pad on RWY 22 is 75 m. REF.AD 2.24.1.

UAKD AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	**2**	**3**	**4**	**5**	**6**
04	2601	3001	2601	2601	Nil
22	2601	3001	2601	2601	Nil

UAKD 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
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2600m, spacing 60m, 0-2000m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow
22	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2600m, spacing 60m, 0-2000m white, last 600m yellow LIH	RED Nil	Nil	Turn pad: yellow

UAKD 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, 15 SEC
5	Remarks	Nil

UAKD AD 2.16 Helicopter Landing Area

NIL

UAKD AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ZHEZKAZGAN CTR A circle radius 25 NM centered on 474317N 0674542E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	ZHEZKAZGAN TOWER EN ZHEZKAZGAN VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UAKD 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
APP	ZHEZKAZGAN TOWER (EN) ZHEZKAZGAN VYSHKA (RU)	127,1 MHZ	Nil	Nil	See NOTAM	Nil
SMC			Nil	Nil		
TWR			Nil	Nil		
Production and dispatcher service	ZHEZKAZGAN TRANZIT (EN) ZHEZKAZGAN TRANZIT (RU)	131.6 MHZ	Nil	Nil	As AD	Nil
ATIS	ZHEZKAZGAN ATIS (EN) ZHEZKAZGAN ATIS (RU)	131,4 MHZ 122,4 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UAKD 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
DVOR/DME (9°E/2023)	DZG	113.3 MHZ CH 80X	H24	474317.1N 0674541.7E	1300 FT	Nil	Nil
ILS LOC 22 I/D/2	IGN	110.7 MHZ	H24	474150.6N 0674259.2E		Nil	Nil
GP 22 I/C/2		330.2 MHZ		474248.6N 0674502.2E			
DME 22	IGN	CH 44X		474248.6N 0674502.2E	1200 FT		

UAKD AD 2.24 Charts Related To An Aerodrome

UAKD AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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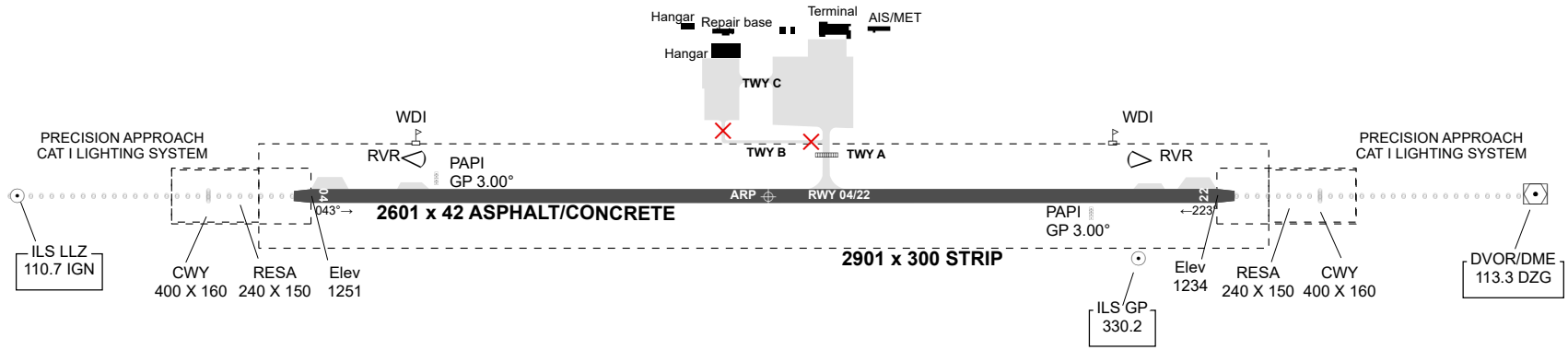
AERODROME CHART - ICAO | **AD ELEV 1251FT (*381m*)** | **ARP 474233N 0674418E** | TWR 127.1 | **ZHEZKAZGAN**

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
04	051.73°	47°42'06.51"N 067°43'29.14"E	- 115	PCN 34 R/B/X/T
22	231.75°	47°42'58.68"N 067°45'07.14"E	- 115	

VAR 9°E (2023)
ANNUAL RATE OF CHANGE 0.03°E

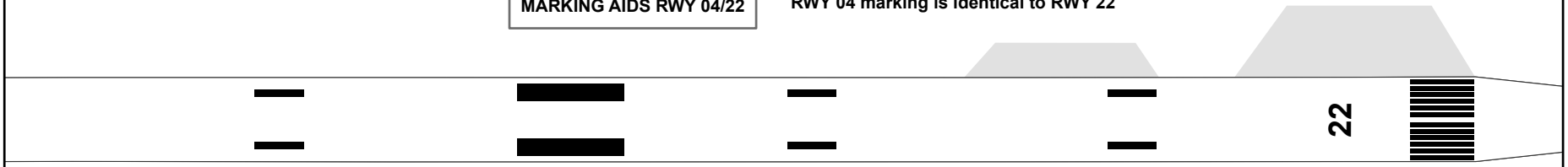
ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:20000
200 0 200 400 600 Meters



MARKING AIDS RWY 04/22

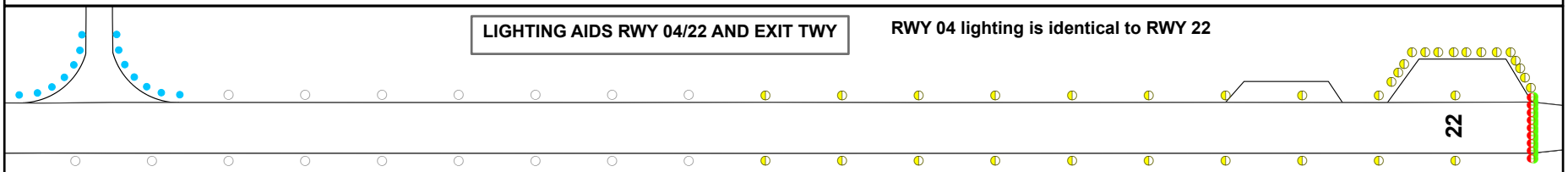
RWY 04 marking is identical to RWY 22



SCALE 1:3000
30 0 30 60 90 Meters

LIGHTING AIDS RWY 04/22 AND EXIT TWY

RWY 04 lighting is identical to RWY 22



SCALE 1:5000
50 0 50 100 150 Meters

CHANGE: NDB ZN Withdrawn.

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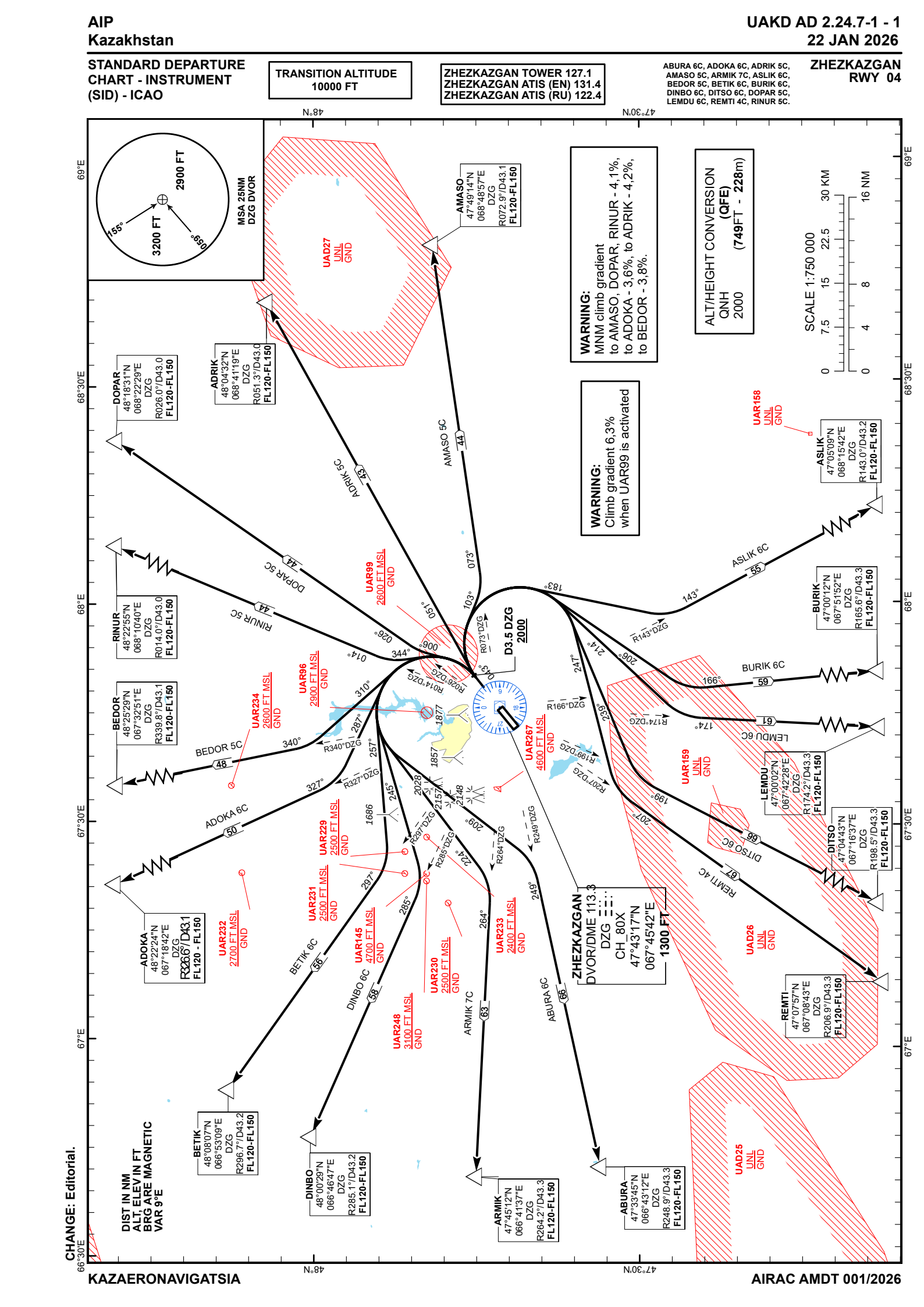
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 6C, ADOKA 6C, ADRIK 5C, AMASO 5C, ARMIK 7C, ASLIK 6C, BEDOR 5C, BETIK 6C, BURIK 6C, DINBO 6C, DITSO 6C, DOPAR 5C, LEMDU 6C, REMTI 4C, RINUR 5C.

ZHEZKAZGAN
RWY 04



DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 9°E

CHANGE: Editorial.

STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) ZHEZKAZGAN RWY 04

RINUR 5C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 344° until intercept R014°DZG, then proceed on track 014° to RINUR (R014.0° D43.0NM DZG). Cross RINUR at FL120 - FL150.	**REMTI 4C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 247° until intercept R207°DZG, then proceed on track 207° to REMTI (R206.9° D43.3NM DZG). Cross REMTI at FL120 - FL150.
DOPAR 5C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 006° until intercept R026°DZG, then proceed on track 026° to DOPAR (R026.0° D43.0NM DZG). Cross DOPAR at FL120 - FL150.	**ABURA 6C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 209° until intercept R249°DZG, then proceed on track 249° to ABURA (R248.9° D43.3NM DZG). Cross ABURA at FL120 - FL150.
ADRIK 5C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 051° to ADRIK (R051.3° D43.0NM DZG). Cross ADRIK at FL120 - FL150.	**ARMIK 7C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 224° until intercept R264°DZG, then proceed on track 264° to ARMIK (R264.2° D43.3NM DZG). Cross ARMIK at FL120 - FL150.
AMASO 5C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 103° until intercept R073°DZG, then proceed on track 073° to AMASO (R072.9° D43.1NM DZG). Cross AMASO at FL120 - FL150.	**DINBO 6C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 245° until intercept R285°DZG, then proceed on track 285° to DINBO (R285.1° D43.2NM DZG). Cross DINBO at FL120 - FL150.
ASLIK 6C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 183° until intercept R143°DZG, then proceed on track 143° to ASLIK (R143.0° D43.2NM DZG). Cross ASLIK at FL120 - FL150.	**BETIK 6C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 257° until intercept R297°DZG, then proceed on track 297° to BETIK (R296.7° D43.2NM DZG). Cross BETIK at FL120 - FL150.
BURIK 6C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 206° until intercept R166°DZG, then proceed on track 166° to BURIK (R165.6° D43.3NM DZG). Cross BURIK at FL120 - FL150.	**ADOKA 6C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 287° until intercept R327°DZG, then proceed on track 327° to ADOKA (R326.6° D43.1NM DZG). Cross ADOKA at FL120 - FL150.
LEMDU 6C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 214° until intercept R174°DZG, then proceed on track 174° to LEMDU (R174.2° D43.3NM DZG). Cross LEMDU at FL120 - FL150.	**BEDOR 5C** After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn LEFT on track 310° until intercept R340°DZG, then proceed on track 340° to BEDOR (R339.8° D43.1NM DZG). Cross BEDOR at FL120 - FL150.
DITSO 6C After take-off climb straight ahead to 2000 or above. At 3.5NM DZG, turn RIGHT on track 239° until intercept R199°DZG, then proceed on track 199° to DITSO (R198.5° D43.3NM DZG). Cross DITSO at FL120 - FL150.	

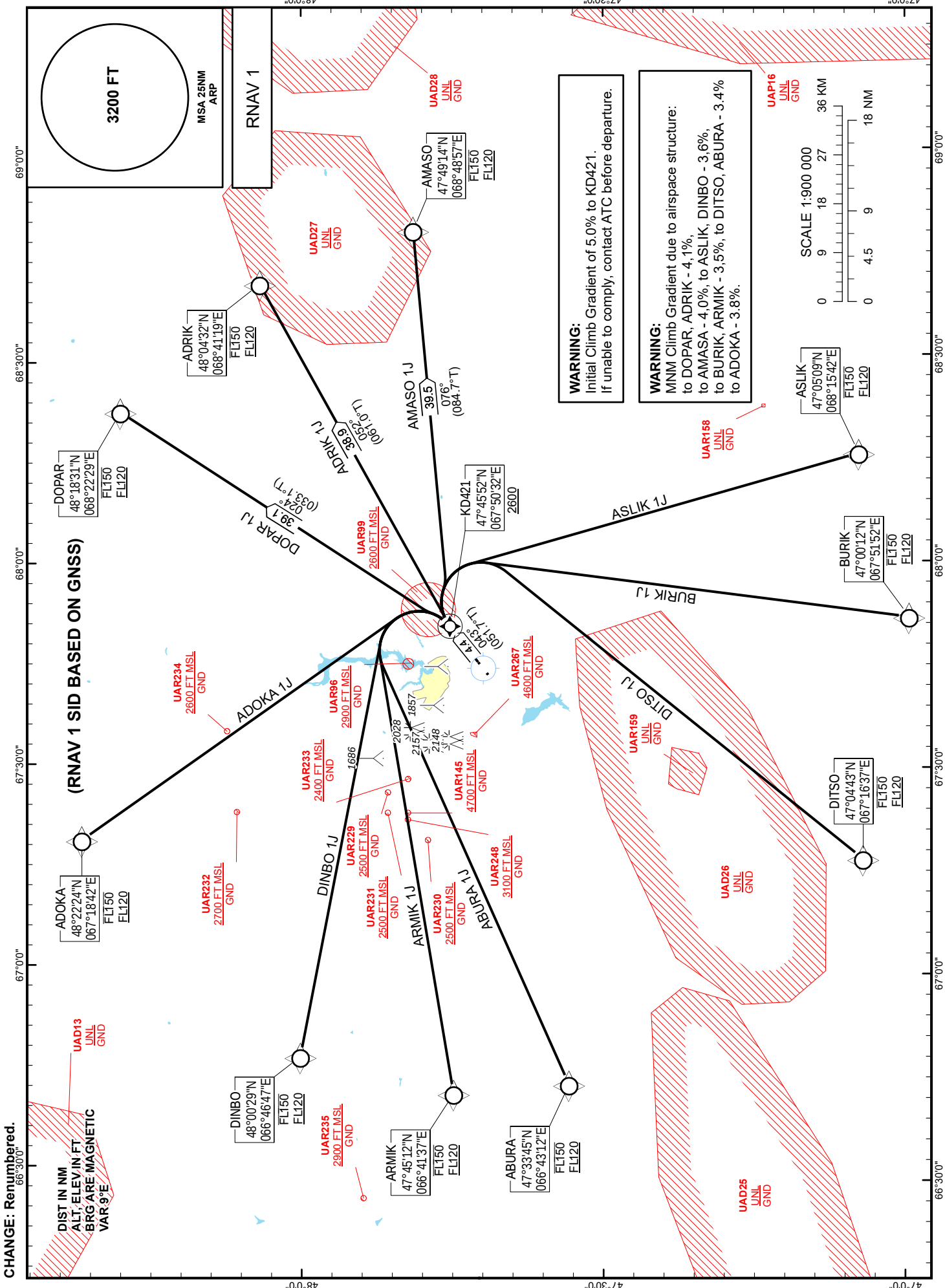
STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 1J, ADOKA 1J, ADRIK 1J, AMASO 1J, ARMIK 1J, ASLIK 1J, BURIK 1J, DINBO 1J, DITSO 1J, DOPAR 1J

ZHEZKAZGAN RWY 04



TABULAR DESCRIPTION

ABURA 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	ABURA	-	-	+8.8	-	L	+FL120/-FL150	-	1.9	RNAV 1

ADOKA 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	ADOKA	-	-	+8.8	-	L	+FL120/-FL150	-	2	RNAV 1

ADRIK 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	TF	ADRIK	-	052(061.0)	+8.8	38.9	R	+FL120/-FL150	-	2.3	RNAV 1

AMASO 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	TF	AMASO	-	076(084.7)	+8.8	39.5	R	+FL 120/-FL150	-	2.2	RNAV 1

ARMIK 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	ARMIK	-	-	+8.8	-	L	+FL120/-FL150	-	1.9	RNAV 1

ASLIK 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	ASLIK	-	-	+8.8	-	R	+FL120/-FL150	-	1.9	RNAV 1

BURIK 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	BURIK	-	-	+8.8	-	R	+FL120/-FL150	-	1.9	RNAV 1

DINBO 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	DINBO	-	-	+8.8	-	L	+FL120/-FL150	-	1.9	RNAV 1

DITSO 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	DF	DITSO	-	-	+8.8	-	R	+FL120/-FL150	-	1.9	RNAV 1

DOPAR 1J RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD421	Y	043(051.7)	+8.8	4.4	-	+2600	-	2.9	RNAV 1
020	TF	DOPAR	-	024(033.1)	+8.8	39.1	L	+FL120/-FL150	-	2.3	RNAV 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
ABURA	473345.00N	0664312.00E
ADOKA	482224.00N	0671842.00E
ADRIK	480432.00N	0684119.00E
AMASO	474914.00N	0684857.00E
ARMIK	474512.00N	0664137.00E
ASLIK	470509.00N	0681542.00E
BURIK	470012.00N	0675152.00E
DER	474306.66N	0674522.14E
DINBO	480029.00N	0664647.00E
DITSO	470443.00N	0671637.00E
DOPAR	481831.00N	0682229.00E
KD421	474551.62N	0675032.45E

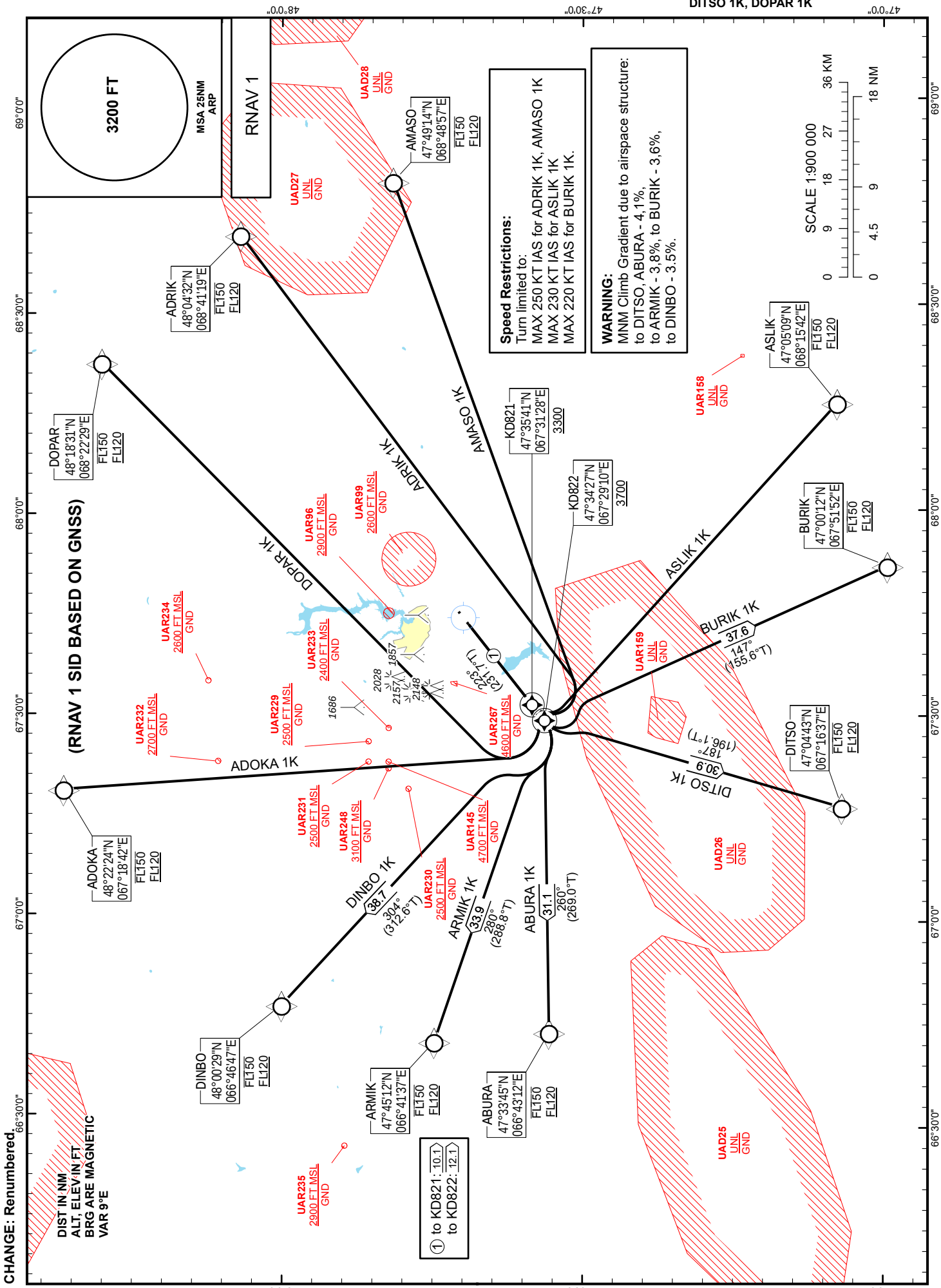
STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 1K, ADOKA 1K, ADRIK 1K, AMASO 1K, ARMIK 1K, ASLIK 1K, BURIK 1K, DINBO 1K, DITSO 1K, DOPAR 1K

ZHEZKAZGAN RWY 22



TABULAR DESCRIPTION

ABURA 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD822	Y	223(231.7)	+8.8	12.1	-	+3700	-	1.9	RNAV 1
020	TF	ABURA	-	260(269.0)	+8.8	31.1	R	+FL120/-FL150	-	2.5	RNAV 1

ADOKA 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD821	Y	223(231.7)	+8.8	10.1	-	+3300	-	1.9	RNAV 1
020	DF	ADOKA	-	-	+8.8	-	R	+FL120/-FL150	-	1.9	RNAV 1

ADRIK 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD821	Y	223(231.7)	+8.8	10.1	-	+3300	-	1.9	RNAV 1
020	DF	ADRIK	-	-	+8.8	-	L	+FL120/-FL150	-250	1.9	RNAV 1

AMASO 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD821	Y	223(231.7)	+8.8	10.1	-	+3300	-	1.9	RNAV 1
020	DF	AMASO	-	-	+8.8	-	L	+FL120/-FL150	-250	1.9	RNAV 1

ARMIK 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD822	Y	223(231.7)	+8.8	12.1	-	+3700	-	1.9	RNAV 1
020	TF	ARMIK	-	280(288.8)	+8.8	33.9	R	+FL120/-FL150	-	2.2	RNAV 1

ASLIK 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD821	Y	223(231.7)	+8.8	10.1	-	+3300	-	1.9	RNAV 1
020	DF	ASLIK	-	-	+8.8	-	L	+FL120/-FL150	-230	1.9	RNAV 1

BURIK 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD822	Y	223(231.7)	+8.8	12.1	-	+3700	-	1.9	RNAV 1
020	TF	BURIK	-	147(155.6)	+8.8	37.6	L	+FL120/-FL150	-220	2	RNAV 1

DINBO 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD822	Y	223(231.7)	+8.8	12.1	-	+3700	-	1.9	RNAV 1
020	TF	DINBO	-	304(312.6)	+8.8	38.7	R	+FL120/-FL150	-	1.9	RNAV 1

DITSO 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD822	Y	223(231.7)	+8.8	12.1	-	+3700	-	1.9	RNAV 1
020	TF	DITSO	-	187(196.1)	+8.8	30.9	L	+FL120/-FL150	-	2.5	RNAV 1

DOPAR 1K RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	CF	KD821	Y	223(231.7)	+8.8	10.1	-	+3300	-	1.9	RNAV 1
020	DF	DOPAR	-	-	+8.8	-	R	+FL120/-FL150	-	1.9	RNAV 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
ABURA	473345.00N	0664312.00E
ADOKA	482224.00N	0671842.00E
ADRIK	480432.00N	0684119.00E
AMASO	474914.00N	0684857.00E
ARMIK	474512.00N	0664137.00E
ASLIK	470509.00N	0681542.00E
BURIK	470012.00N	0675152.00E
DER	474158.52N	0674314.15E
DINBO	480029.00N	0664647.00E
DITSO	470443.00N	0671637.00E
DOPAR	481831.00N	0682229.00E
KD821	473541.48N	0673128.28E
KD822	473427.12N	0672909.68E

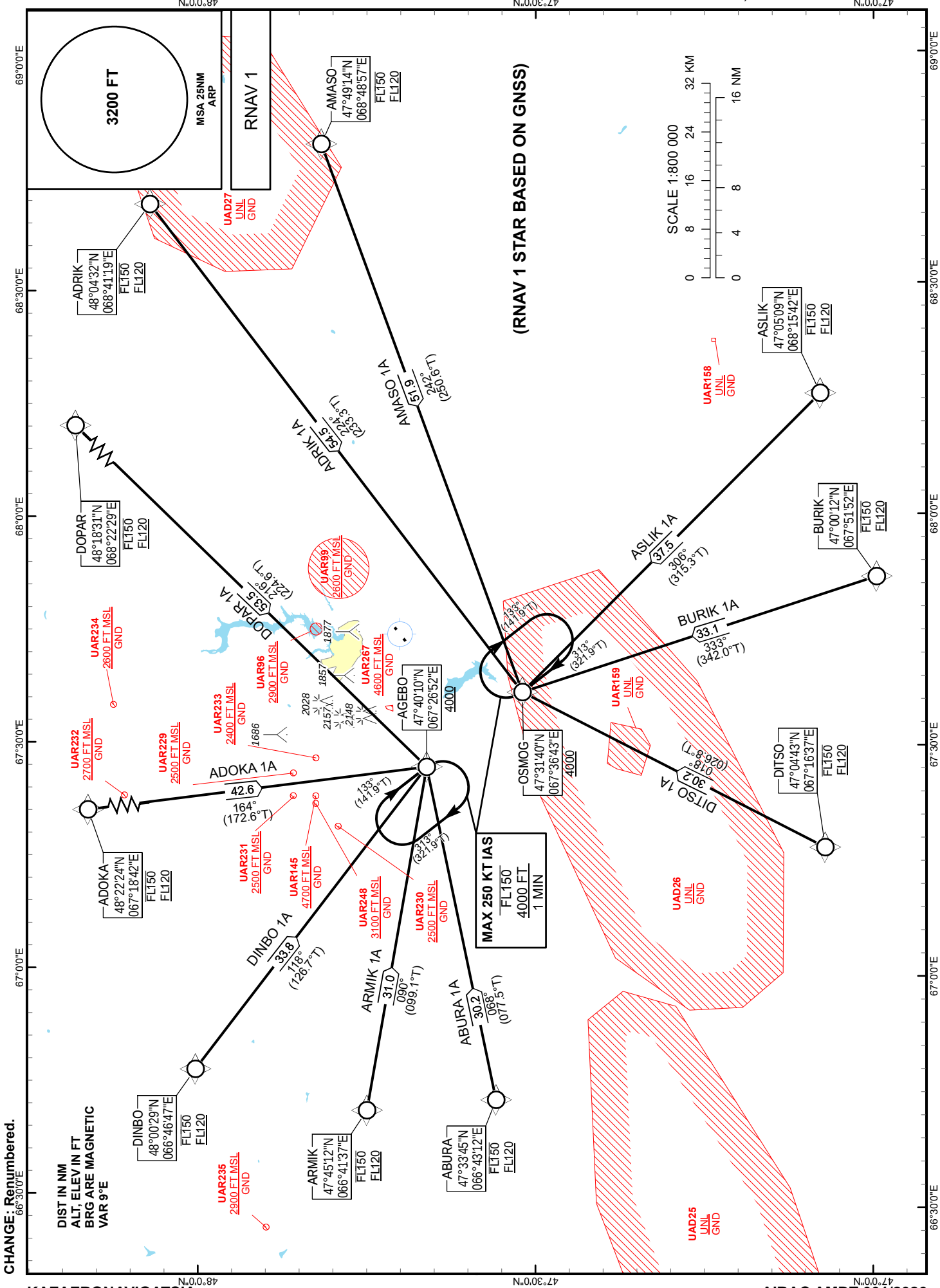
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 1A, ADOKA 1A, ADRIK 1A, AMASO 1A, ARMIK 1A, ASLIK 1A, BURIK 1A, DINBO 1A, DITSO 1A, DOPAR 1A

ZHEZKAZGAN
RWY 04



TABULAR DESCRIPTION

ABURA 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ABURA	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	AGEBO	-	068(077.5)	+8.8	30.2	-	+4000	-	-3.4	RNAV 1

ADOKA 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADOKA	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	AGEBO	-	164(172.6)	+8.8	42.6	-	+4000	-	-2.4	RNAV 1

ADRIK 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADRIK	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	OSMOG	-	224(233.3)	+8.8	54.5	-	+4000	-	-1.9	RNAV 1

AMASO 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	AMASO	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	OSMOG	-	242(250.6)	+8.8	51.9	-	+4000	-	-2	RNAV 1

ARMIK 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ARMIK	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	AGEBO	-	090(099.1)	+8.8	31.0	-	+4000	-	-3.3	RNAV 1

ASLIK 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ASLIK	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	OSMOG	-	306(315.3)	+8.8	37.5	-	+4000	-	-2.8	RNAV 1

BURIK 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	BURIK	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	OSMOG	-	333(342.0)	+8.8	33.1	-	+4000	-	-3.1	RNAV 1

DINBO 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DINBO	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	AGEBO	-	118(126.7)	+8.8	33.8	-	+4000	-	-3.1	RNAV 1

DITSO 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DITSO	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	OSMOG	-	018(026.8)	+8.8	30.2	-	+4000	-	-3.4	RNAV 1

DOPAR 1A RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DOPAR	-	-	+8.8	-	-	+FL120/-FL150	-	-	RNAV 1
020	TF	AGEBO	-	216(224.6)	+8.8	53.5	-	+4000	-	-1.9	RNAV 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
ABURA	473345.00N	0664312.00E
ADOKA	482224.00N	0671842.00E
ADRIK	480432.00N	0684119.00E
AGEBO	474009.80N	0672651.85E
AMASO	474914.00N	0684857.00E
ARMIK	474512.00N	0664137.00E
ASLIK	470509.00N	0681542.00E
BURIK	470012.00N	0675152.00E
DINBO	480029.00N	0664647.00E
DITSO	470443.00N	0671637.00E
DOPAR	481831.00N	0682229.00E
OSMOG	473140.31N	0673643.23E

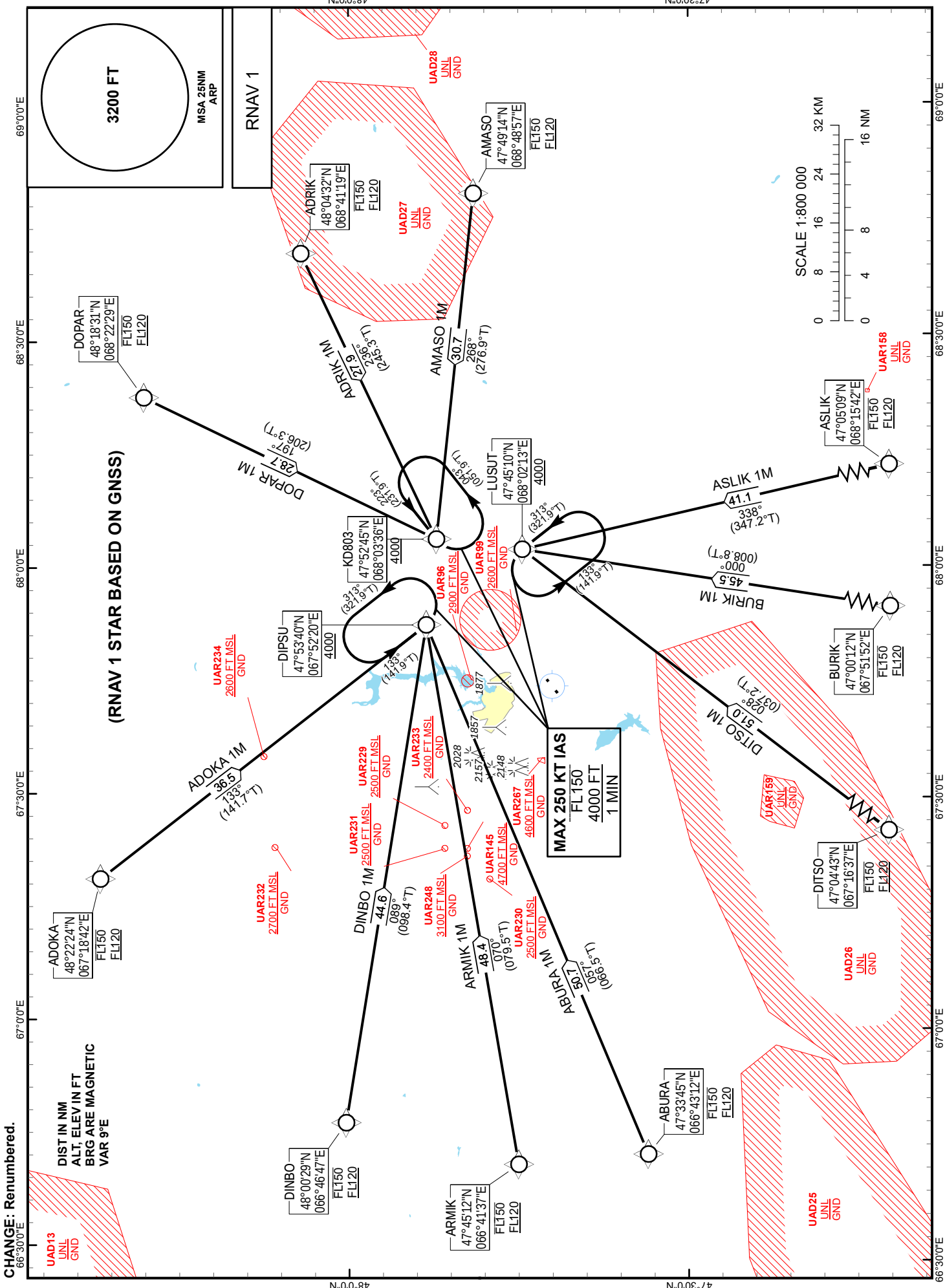
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 1M, ADOKA 1M, ADRIK 1M, AMASO 1M, ARMIK 1M, ASLIK 1M, BURIK 1M, DINBO 1M, DITSO 1M, DOPAR 1M

ZHEZKAZGAN RWY 22



TABULAR DESCRIPTION

ABURA 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ABURA	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	DIPSU	-	057(066.5)	+8.8	50.7	-	+4000	-	-2	RNAV 1

ADOKA 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADOKA	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	DIPSU	-	133(141.7)	+8.8	36.5	-	+4000	-	-2.8	RNAV 1

ADRIK 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADRIK	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	KD803	-	236(245.3)	+8.8	27.9	-	+4000	-	-3.7	RNAV 1

AMASO 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	AMASO	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	KD803	-	268(276.9)	+8.8	30.7	-	+4000	-	-3.4	RNAV 1

ARMIK 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ARMIK	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	DIPSU	-	070(079.5)	+8.8	48.4	-	+4000	-	-2.1	RNAV 1

ASLIK 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ASLIK	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	LUSUT	-	338(347.2)	+8.8	41.1	-	+4000	-	-2.5	RNAV 1

BURIK 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	BURIK	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	LUSUT	-	000(008.8)	+8.8	45.5	-	+4000	-	-2.3	RNAV 1

DINBO 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DINBO	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	DIPSU	-	089(098.4)	+8.8	44.6	-	+4000	-	-2.3	RNAV 1

DITSO 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DITSO	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	LUSUT	-	028(037.2)	+8.8	51.0	-	+4000	-	-2	RNAV 1

DOPAR 1M RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DOPAR	-	-	+8.8	-	-	+FL 120 / -FL 150	-	-	RNAV 1
020	TF	KD803	-	197(206.3)	+8.8	28.7	-	+4000	-	-3.6	RNAV 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
ABURA	473345.00N	0664312.00E
ADOKA	482224.00N	0671842.00E
ADRIK	480432.00N	0684119.00E
AMASO	474914.00N	0684857.00E
ARMIK	474512.00N	0664137.00E
ASLIK	470509.00N	0681542.00E
BURIK	470012.00N	0675152.00E
DINBO	480029.00N	0664647.00E
DIPSU	475340.14N	0675220.19E
DITSO	470443.00N	0671637.00E
DOPAR	481831.00N	0682229.00E
KD803	475245.04N	0680336.06E
LUSUT	474510.22N	0680213.37E

CHANGE:Renumbered.

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ABURA 1N, ADOKA 1N, ADRIK 1N, AMASO 1N, ARMIK 1N, ASLIK 1N, BURIK 1N, DINBO 1N, DITSO 1N, DOPAR 1N

ZHEZKAZGAN RWY 22

RNAV 1

Continuons Descent Operations (CDO)
1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" OR "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When radar vectors are issued or expected , ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to UAKD AD 2.22 and ENR 1.5

3200 FT
MSA 25NM ARP

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 9°E

KAZAERONAVIGATSIA

ADOKA
48°22'24"N
067°18'42"E
(51.8 NM to THR 22)

DINBO
48°00'29"N
066°46'47"E
(59.9 NM to THR 22)

ARMIK
47°45'12"N
066°41'37"E
(63.7 NM to THR 22)

ABURA
47°33'45"N
066°43'12"E
(66.0 NM to THR 22)

KD803
47°52'45"N
068°03'36"E
(15.3 NM to THR 22)

DIPSU
47°53'40"N
067°52'20"E
(15.3 NM to THR 22)

DOPAR
48°18'31"N
068°22'29"E
(44.0 NM to THR 22)

ADRIK
48°04'32"N
068°41'19"E
(43.2 NM to THR 22)

LUSUT
47°45'10"N
068°02'13"E
(15.3 NM to THR 22)

AMASO
47°49'14"N
068°48'57"E
(46.0 NM to THR 22)

DITSO
47°04'43"N
067°16'37"E
(66.3 NM to THR 22)

BURIK
47°00'12"N
067°51'52"E
(60.8 NM to THR 22)

ASLIK
47°05'09"N
068°15'42"E
(56.4 NM to THR 22)

ADOKA 1N 36.5 133° (141.7°T)
DINBO 1N 44.6 089° (098.4°T)
ARMIK 1N 48.4 070° (079.5°T)
ABURA 1N 50.7 057° (066.5°T)
DOPAR 1N 28.7 197° (206.3°T)
ADRIK 1N 27.9 236° (245.3°T)
AMASO 1N 30.7 268° (276.9°T)
DITSO 1N 51.0 028° (037.2°T)
BURIK 1N 45.5 000° (008.8°T)
ASLIK 1N 41.1 338° (347.2°T)

313° (321.9°T)
133° (141.9°T)
222° (231.9°T)
043° (051.9°T)

UAR234 2600 FT MSL GND
UAR232 2700 FT MSL GND
UAR231 2500 FT MSL GND
UAR229 2500 FT MSL GND
UAR235 2900 FT MSL GND
UAR248 3100 FT MSL GND
UAR233 2400 FT MSL GND
UAR96 2900 FT MSL GND
UAR99 2600 FT MSL GND
UAR230 2500 FT MSL GND
UAR145 4700 FT MSL GND
UAR267 4600 FT MSL GND
UAR159 UNL GND
UAR158 UNL GND
UAD13 UNL GND
UAD27 UNL GND
UAD25 UNL GND
UAD26 UNL GND

2028 2157 1857 1877 2148

MAX 250 KT IAS
FL150
4000 FT
1 MIN

(RNAV 1 STAR BASED ON GNSS)

SCALE 1:800 000
0 8 16 24 32 KM
0 4 8 16 NM

66°30'0"E 67°0'0"E 67°30'0"E 68°0'0"E 68°30'0"E 69°0'0"E
48°30'0"N 48°0'0"N 47°30'0"N

TABULAR DESCRIPTION

ABURA 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ABURA	-	-	+8.8	66.0	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	DIPSU	-	058(066.5)	+8.8	15.3	50.7	+4000	-	-2	RNAV 1

ADOKA 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADOKA	-	-	+8.8	51.8	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	DIPSU	-	133(141.7)	+8.8	15.3	36.5	+4000	-	-2.8	RNAV 1

ADRIK 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ADRIK	-	-	+8.8	43.2	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	KD803	-	236(245.3)	+8.8	15.3	27.9	+4000	-	-3.7	RNAV 1

AMASO 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	AMASO	-	-	+8.8	46.0	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	KD803	-	268(276.9)	+8.8	15.3	30.7	+4000	-	-3.4	RNAV 1

ARMIK 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ARMIK	-	-	+8.8	63.7	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	DIPSU	-	071(079.5)	+8.8	15.3	48.4	+4000	-	-2.1	RNAV 1

ASLIK 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	ASLIK	-	-	+8.8	56.4	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	LUSUT	-	338(347.2)	+8.8	15.3	41.1	+4000	-	-2.5	RNAV 1

BURIK 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	BURIK	-	-	+8.8	60.8	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	LUSUT	-	000(008.8)	+8.8	15.3	45.5	+4000	-	-2.3	RNAV 1

DINBO 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DINBO	-	-	+8.8	59.9	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	DIPSU	-	090(098.4)	+8.8		44.6	+4000	-	-2.3	RNAV 1

DITSO 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DITSO	-	-	+8.8	66.3	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	LUSUT	-	028(037.2)	+8.8	15.3	51.0	+4000	-	-	RNAV 1

DOPAR 1N RWY22

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course M°(T°)	Magnetic Variation(°)	Distance to THR (NM)	Distance to go (DTG) (NM)	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	DOPAR	-	-	+8.8	44.0	-	+FL120/-FL150	-315	-	RNAV 1
020	TF	KD803	-	197(206.3)	+8.8	15.3	28.7	+4000	-	-	RNAV 1

WAYPOINT COORDINATES

Waypoint Identifier	Coordinates	
ABURA	473345.00N	0664312.00E
ADOKA	482224.00N	0671842.00E
ADRIK	480432.00N	0684119.00E
AMASO	474914.00N	0684857.00E
ARMIK	474512.00N	0664137.00E
ASLIK	470509.00N	0681542.00E
BURIK	470012.00N	0675152.00E
DINBO	480029.00N	0664647.00E

Waypoint Identifier	Coordinates	
DIPSU	475340.14N	0675220.19E
DITSO	470443.00N	0671637.00E
DOPAR	481831.00N	0682229.00E
KD803	475245.04N	0680336.06E
LUSUT	474510.22N	0680213.37E

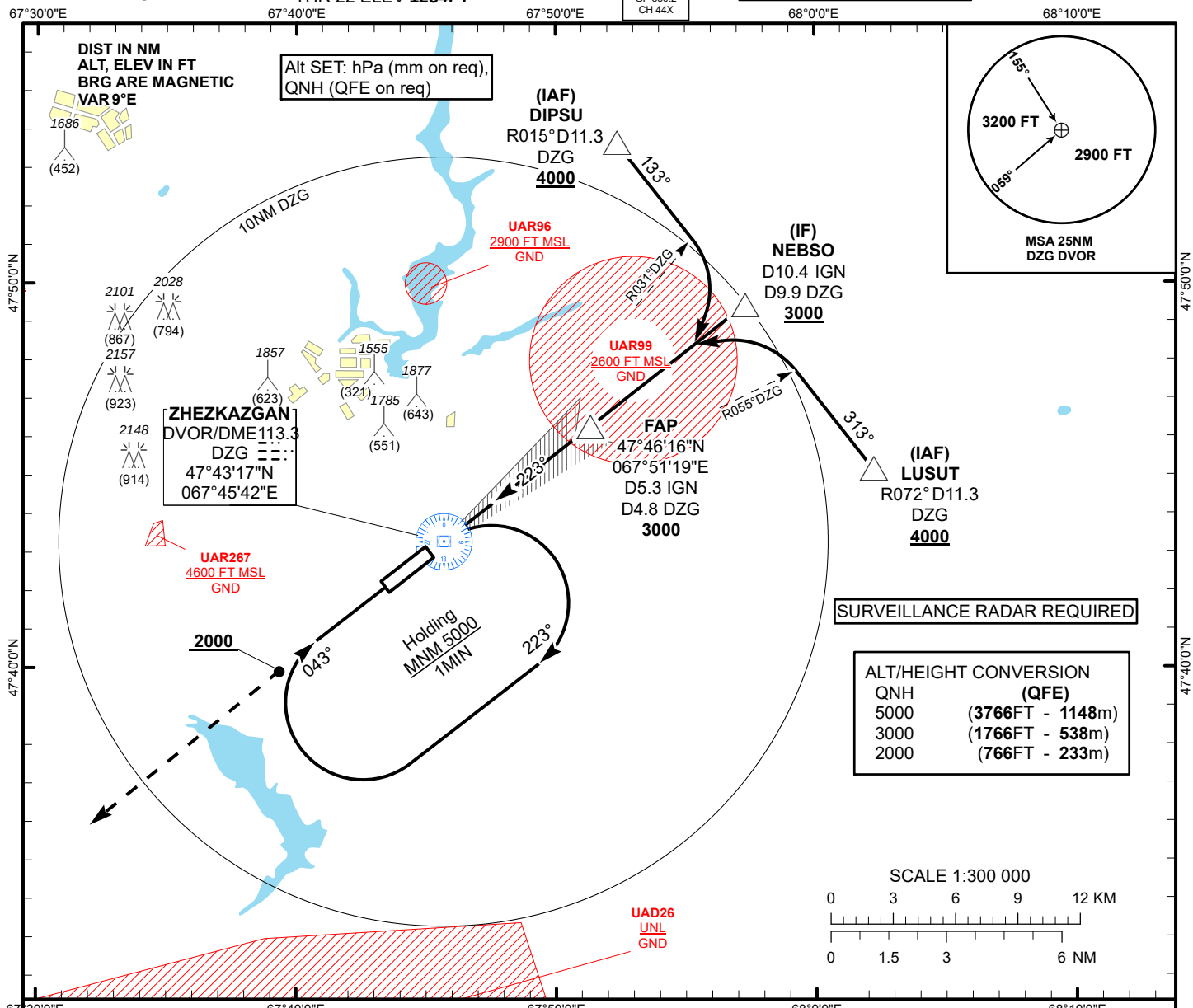
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1251FT***
HEIGHTS RELATED TO
THR 22 ELEV ***1234FT***

ILS
LLZ 110.7
IGN
GP 330.2
CH 44X

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN ILS/DME RWY 22



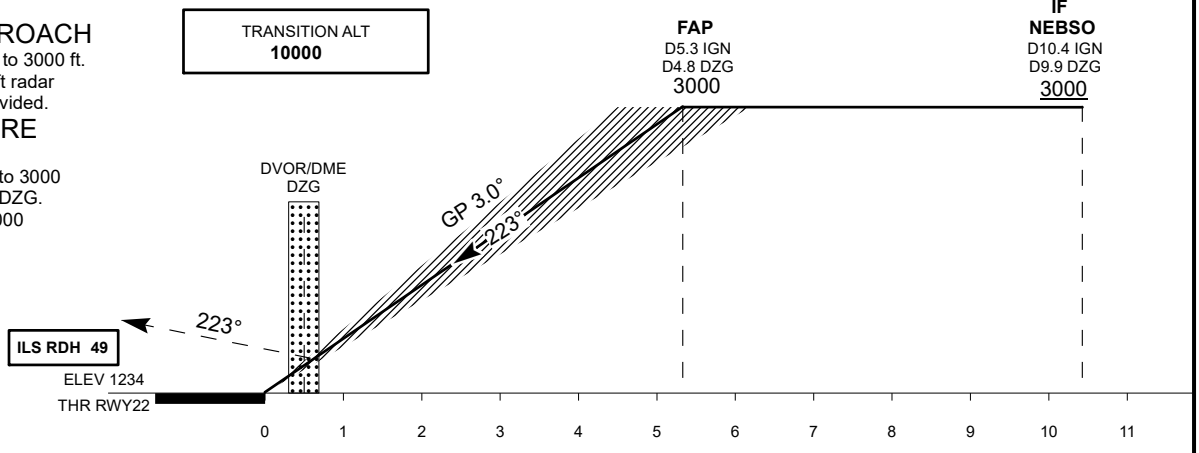
MISSED APPROACH

Climb on track 223° to 3000 ft.
After passing 2000 ft radar vectoring will be provided.

RADIO FAILURE

In the case of RCF
climb on track 223° to 3000
outbound to 8.0NM DZG.
Turn left, climb to 5000
to DZG and join
to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	1434(200)	1434(200)	1443(209)	1453(219)

DME IGN - THR	NM	5.3	5	4	3	2	1
DME DZG	NM	4.8	4.5	3.5	2.5	1.5	0.5
ALTITUDE	FT	3000	2897	2570	2246	1923	1602
HEIGHT	FT	1766	1663	1336	1012	689	368

DME IGN ZERO RANGED TO THR RWY 22

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

GS	Kt	80	100	120	140	160	180
Rate of descent (5.2%)	ft/min	420	530	640	740	850	960

CHANGE: LUSUT, DIPSU alt.

ZHEZKAZGAN
ILS/DME **AERONAUTICAL DATA TABULATION**

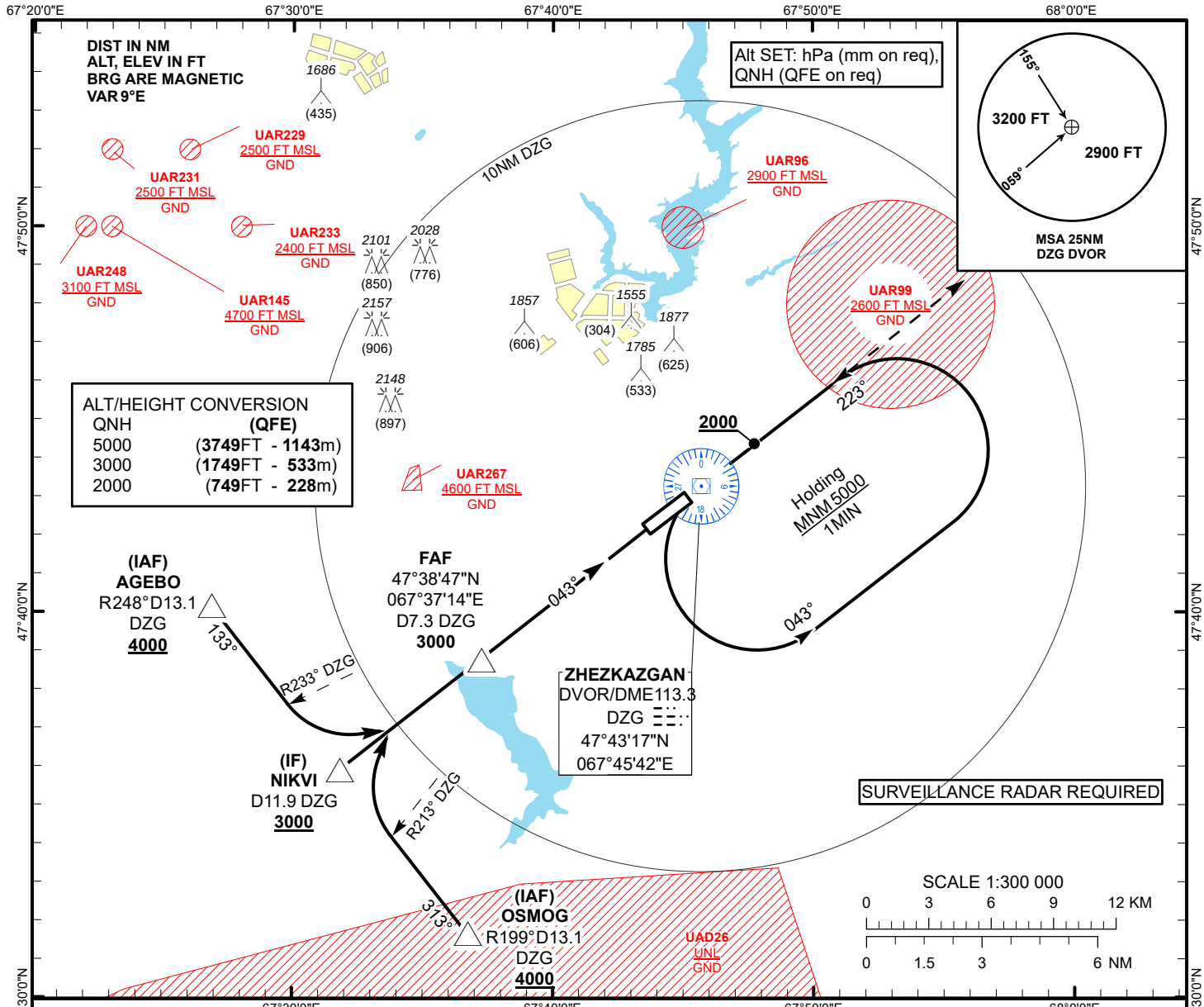
ILS approach to RWY22 from DIPSU, NEBSO, LUSUT	
Fix/point	**Coordinates**
DVOR/DME DZG	47° 43’ 17.1”N 067° 45’ 41.7”E
(FAP) D5.3 IGN D4.8 DZG	47° 46’ 15.7”N 067° 51’ 18.6”E
NEBSO (IF) D9.9 DZG D10.4 IGN	47° 49’ 25.3”N 067° 57’ 17.2”E
DIPSU (IAF) R015°,D11.3 DZG	47° 53’ 40.1”N 067° 52’ 20.2”E
LUSUT (IAF) R072°,D11.3 DZG	47° 45’ 10.2”N 068° 02’ 13.4”E
THR RWY 22	47° 42’ 58.68”N 067° 45’ 07.14”E
LOC IGN	47° 41’ 50.6”N 067° 42’ 59.2”E

INSTRUMENT APPROACH CHART - ICAO

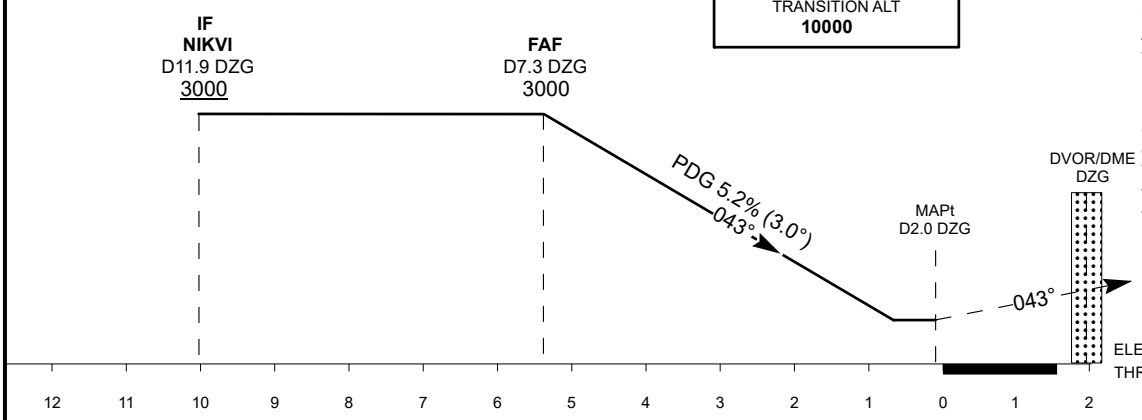
AERODROME ELEV *1251FT*
HEIGHTS RELATED TO AD ELEV

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN VOR/DME Y RWY 04



TRANSITION ALT
10000



MISSED APPROACH

Climb on track 043° to 3000 ft. After passing 2000 ft radar vectoring will be provided.

RADIO FAILURE

In the case of RCF climb on track 043° to 3000 outbound to 6.0 NM DZG. Turn right, climb to 5000 to DZG and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	1530(280)	1530(280)	1530(280)	1530(280)

DIST THR	5.4	5	4	3	2	1
DME DZG	7.3	6.9	5.9	4.9	3.9	2.9
ALTITUDE	3000	2892	2574	2255	1937	1618
HEIGHT	1749	1641	1323	1004	686	367

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
FAF-MAPt 5.3NM	min:sec	3:59	3:11	2:39	2:16	1:59	1:46
Rate of descent (5.2%)	ft/min	420	530	640	740	850	960

CHANGE: AGEBO, OSMOG alt.

ZHEZKAZGAN
VOR/DME Y **AERONAUTICAL DATA TABULATION**

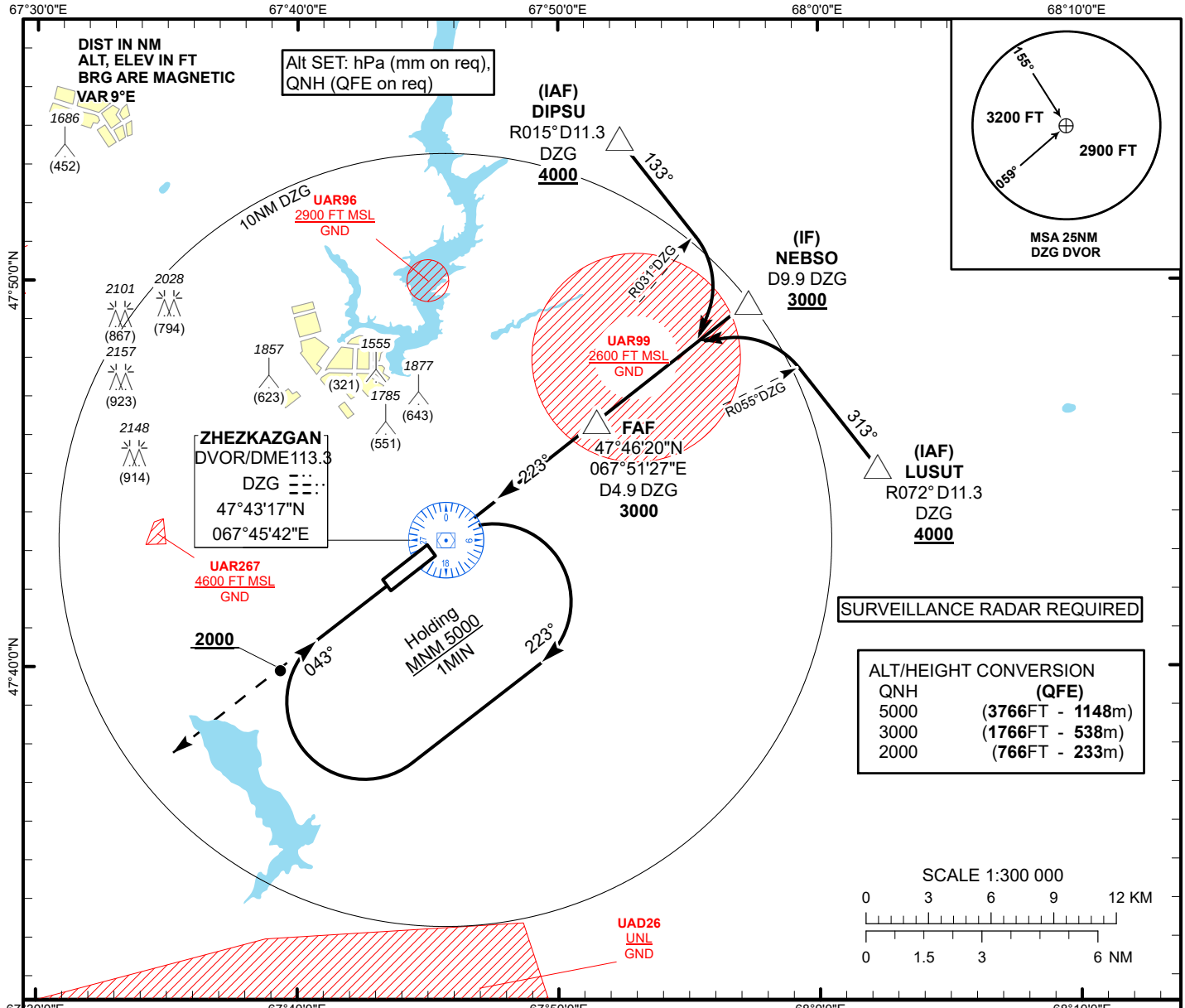
VOR approach to RWY04 from AGEBO, NIKVI, OSMOG	
Fix/point	**Coordinates**
DVOR/DME DZG	47° 43’ 17.1”N 067° 45’ 41.7”E
(FAF) D7.3 DZG	47° 38’ 46.7”N 067° 37’ 14.0”E
NIKVI (IF) D11.9 DZG	47° 35’ 55.2”N 067° 31’ 47.9”E
AGEBO (IAF) R248°, D13.1 DZG	47° 40’ 09.8”N 067° 26’ 51.9”E
OSMOG (IAF) R199°, D13.1 DZG	47° 31’ 40.3”N 067° 36’ 43.2”E
THR RWY04	47° 42’ 06.51”N 067° 43’ 29.14”E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1251FT***
HEIGHTS RELATED TO
THR RWY 22 ELEV ***1234FT***

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN VOR/DME Y RWY 22



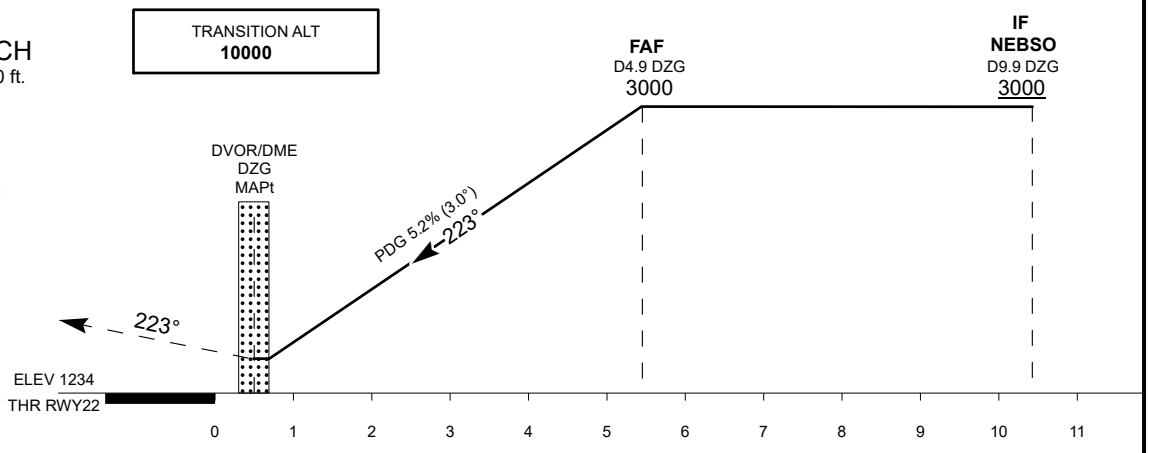
MISSED APPROACH

Climb on track 223° to 3000 ft.
After passing 2000 ft radar vectoring will be provided.

RADIO FAILURE

In the case of RCF climb on track 223° to 3000 outbound to 8.0 NM DZG. Turn left, climb to 5000 to DZG and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST THR	5.4	5	4	3	2	1
Straight-in Approach OCA/H						DME DZG	4.9	4.5	3.5	2.5	1.5	0.5
	VOR/DME	1500(270)	1500(270)	1500(270)	1500(270)	ALTITUDE	3000	2875	2577	2238	1920	1601
						HEIGHT	1766	1641	1323	1004	686	367

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME				

GS	Kt	80	100	120	140	160	180
FAF-MAPt 4.9NM	min:sec	3:40	2:56	2:27	2:06	1:50	1:38
Rate of descent (5.2%)	ft/min	420	530	640	740	850	960

CHANGE: LUSUT, DIPSU alt.

ZHEZKAZGAN
VOR/DME Y **AERONAUTICAL DATA TABULATION**

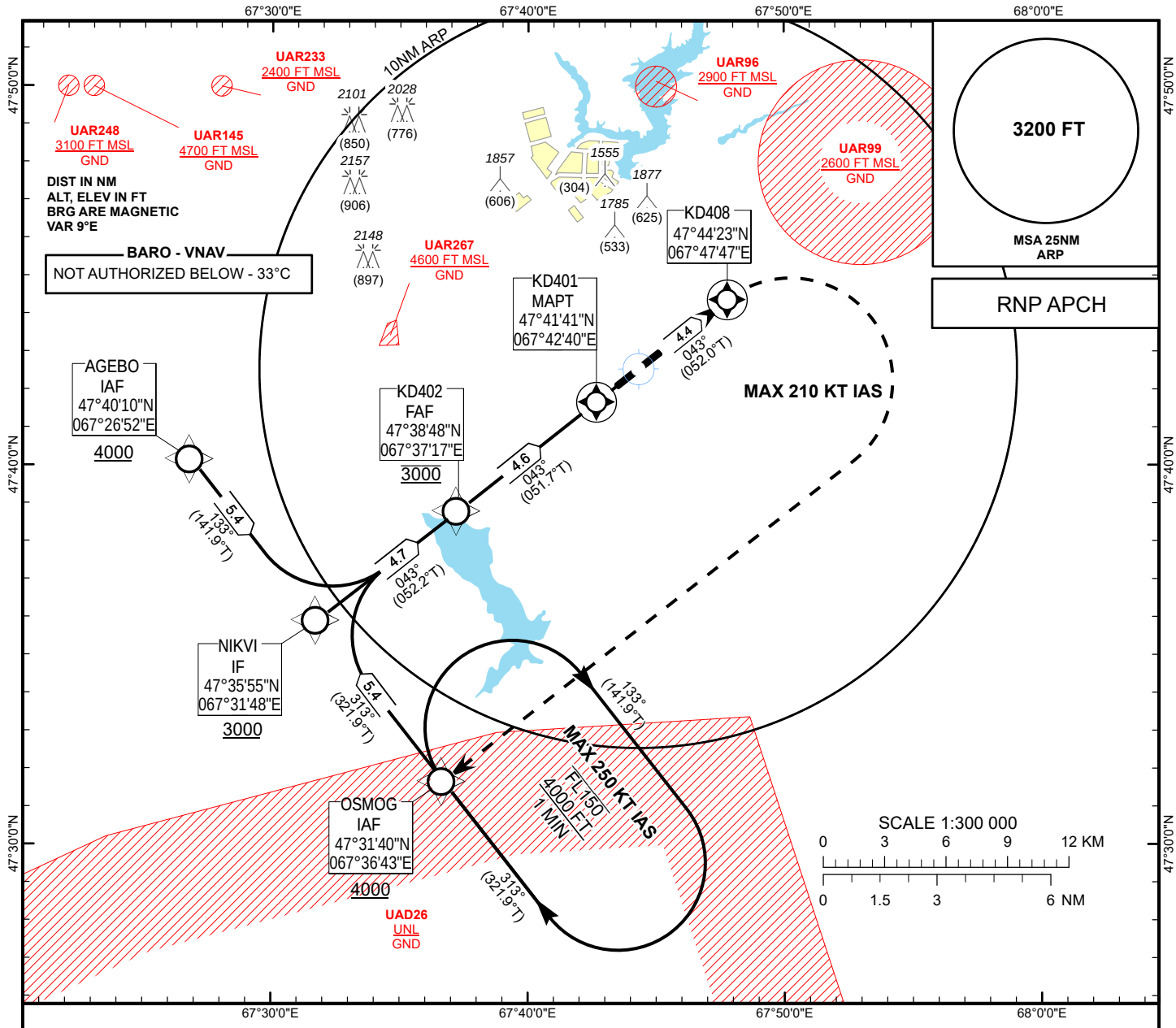
VOR approach to RWY22 from DIPSU, NEBSO, LUSUT	
Fix/point	**Coordinates**
DVOR/DME DZG	47° 43’ 17.1”N 067° 45’ 41.7”E
(FAF) D4.9 DZG	47° 46’ 20.1”N 067° 51’ 27.1”E
NEBSO (IF) D9.9 DZG	47° 49’ 25.3”N 067° 57’ 17.2”E
DIPSU (IAF) R015°,D11.3 DZG	47° 53’ 40.1”N 067° 52’ 20.2”E
LUSUT (IAF) R072°,D11.3 DZG	47° 45’ 10.2”N 068° 02’ 13.4”E
THR RWY 22	47° 42’ 58.68”N 067° 45’ 07.14”E
Final approach descent angle is 3°	

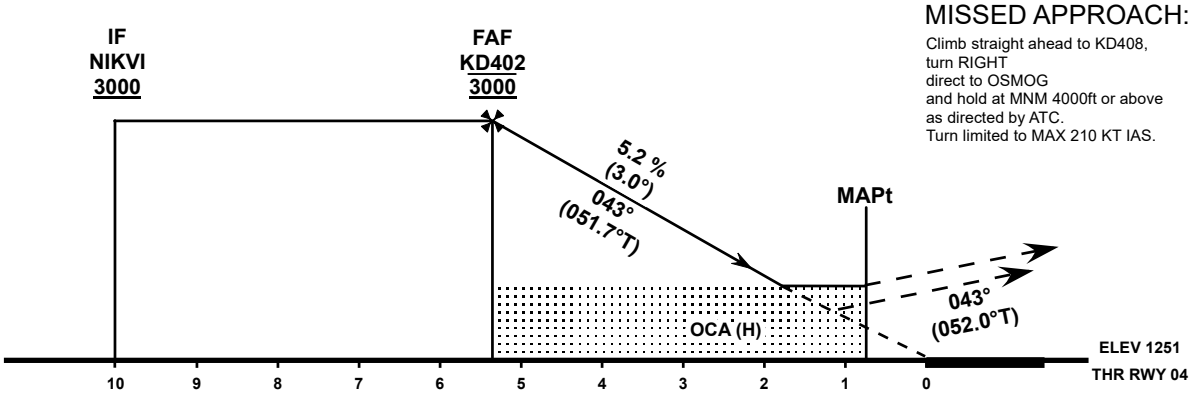
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1251FT***
HEIGHTS RELATED TO
AD ELEV

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN
RNP RWY 04





MISSED APPROACH:

Climb straight ahead to KD408,
turn RIGHT
direct to OSMOG
and hold at MNM 4000ft or above
as directed by ATC.
Turn limited to MAX 210 KT IAS.

OCA(OCH)		A	B	C	D
Straight	LNAV	1530(280)			
	LNAV/VNAV	1420(169)	1429(178)	1450(199)	1477(226)

DIST to KD401	4.6	4	3	2	1
ALTITUDE	3000	2800	2480	2160	1840
HEIGHT	1749	1549	1229	909	589

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	425	531	637	743	849	955
FAF - MAPt (4.6 NM)	min:s	3:29	2:47	2:19	1:59	1:44	1:33

CHANGE: Renumbered.

TABULAR DESCRIPTION

RNP RWY04											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA (°)**	**Navigation Specification**
010	IF	AGEBO	-	-	+8.8	-	-	+4000	-	-	RNP APCH
020	TF	NIKVI	-	133(141.9)	+8.8	5.4	-	+3000	-	-	RNP APCH
010	IF	OSMOG	-	-	+8.8	-	-	+4000	-	-	RNP APCH
020	TF	NIKVI	-	313(321.9)	+8.8	5.4	-	+3000	-	-	RNP APCH
010	IF	NIKVI	-	-	+8.8	-	-	+3000	-	-	RNP APCH
020	TF	KD402	-	043(052.2)	+8.8	4.7	-	@3000	-	-	RNP APCH
030	TF	KD401	Y	043(051.7)	+8.8	4.6	-	@1523	-	-3	RNP APCH
040	CF	KD408	Y	043(052.0)	+8.8	4.4	-	-	-	+1.4	RNP APCH
050	DF	OSMOG	-	-	+8.8		R	+4000	-210	+1.4	RNP APCH
060	HM	OSMOG		313(321.9)	+8.8		R	+4000/-FL150	-250	-	RNP APCH

WAYPOINT COORDINATES

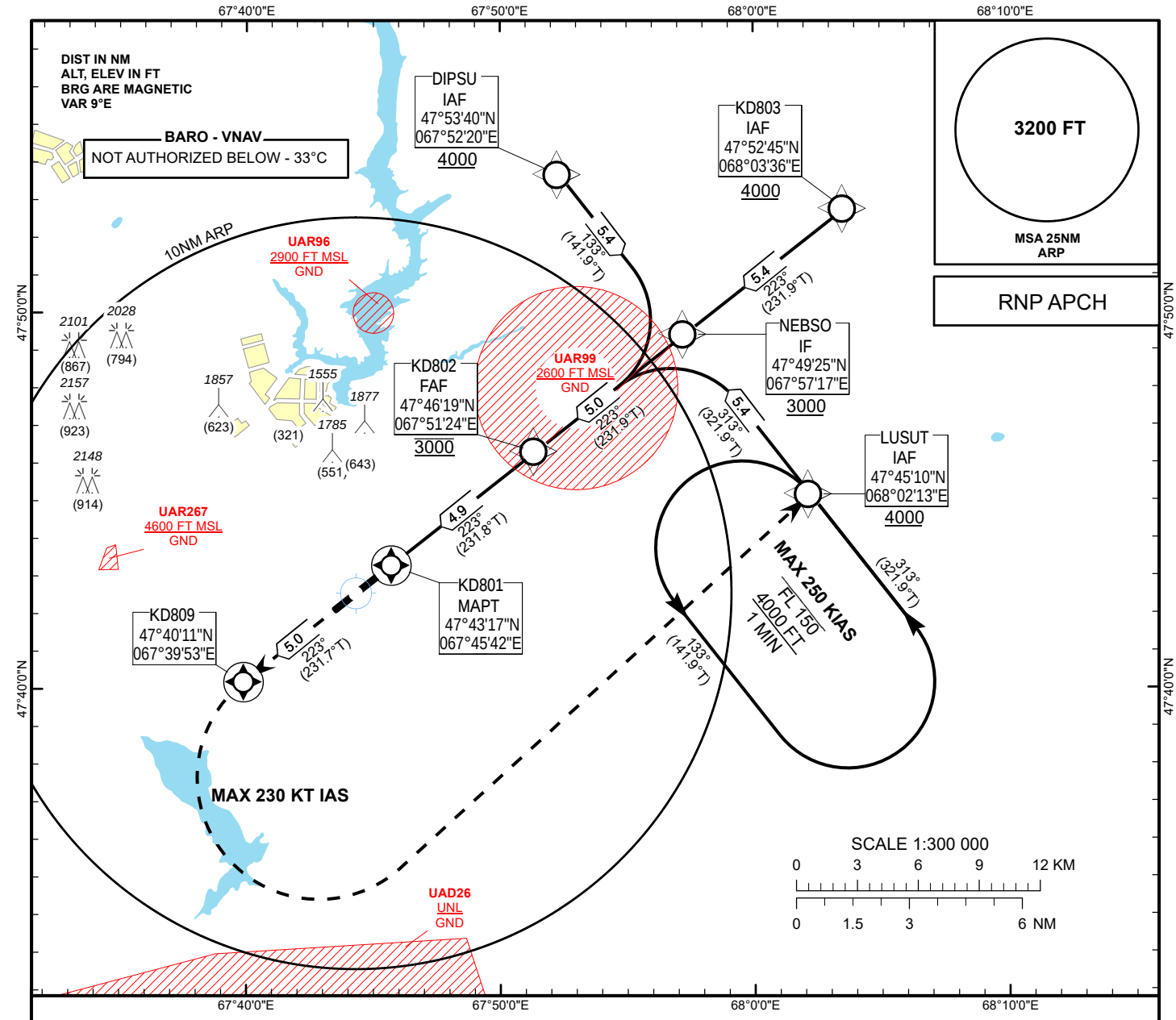
RNP RWY04		
Waypoint Identifier	**Coordinates**	
AGEBO	474009.80N	0672651.85E
KD401	474140.64N	0674240.14E
KD402	473848.04N	0673717.16E
KD408	474422.51N	0674747.20E
NIKVI	473555.16N	0673147.94E
OSMOG	473140.31N	0673643.23E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1251FT***
HEIGHTS RELATED TO
THR RWY 22 - ELEV ***1234FT***

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

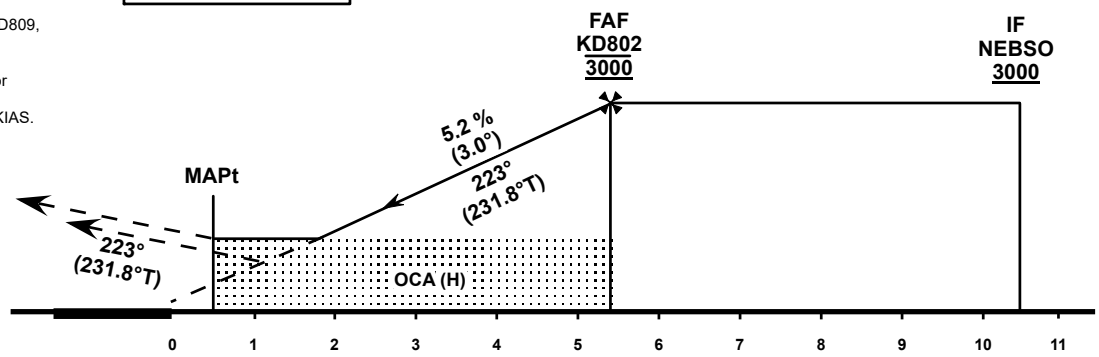
ZHEZKAZGAN
RNP RWY 22



MISSED APPROACH:

TRANSITION ALT 10000 FT

Climb straight ahead to KD809,
turn LEFT
direct to LUSUT
and hold at MNM 4000ft or
as directed by ATC.
Turn limited to MAX 230 KIAS.



OCA(OCH)		A	B	C	D
Straight	LNAV	1500(270)			
	LNAV/VNAV	1425(191)	1435(201)	1456(222)	1483(249)

DIST to KD801	4.9	4	3	2	1
ALTITUDE	3000	2720	2400	2080	1760
HEIGHT	1766	1486	1166	846	526

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	425	531	637	743	849	955
FAF - MAPt (4.9 NM)	min:s	3:40	2:56	2:27	2:06	1:50	1:38

CHANGE: Renumbered.

TABULAR DESCRIPTION

RNP RWY22											
Serial Number	**Path Descriptor**	**Waypoint Identifier**	**Fly - over**	**Course °M(°T)**	**Magnetic Variation(°)**	**Distance (NM)**	**Turn Direction**	**Altitude (FT)**	**Speed (KT)**	**VPA (°)**	**Navigation Specification**
010	IF	KD803	-	-	+8.8	-	-	+4000	-	-	RNP APCH
020	TF	NEBSO	-	223(231.9)	+8.8	5.4	-	+3000	-	-	RNP APCH
010	IF	DIPSU	-	-	+8.8	-	-	+4000	-	-	RNP APCH
020	TF	NEBSO	-	133(141.9)	+8.8	5.4	-	+3000	-	-	RNP APCH
010	IF	LUSUT	-	-	+8.8	-	-	+4000	-	-	RNP APCH
020	TF	NEBSO	-	313(321.9)	+8.8	5.4	-	+3000	-	-	RNP APCH
010	IF	NEBSO	-	-	+8.8	-	-	+3000	-	-	RNP APCH
020	TF	KD802	-	223(231.9)	+8.8	5.0	-	@3000	-	-	RNP APCH
030	TF	KD801	Y	223(231.8)	+8.8	4.9	-	@1442	-	-3	RNP APCH
040	CF	KD809	Y	223(231.7)	+8.8	5.0	-	-	-	+1.4	RNP APCH
050	DF	LUSUT	-	-	+8.8	-	L	+4000	-230	+1.4	RNP APCH
060	HM	LUSUT	-	313(321.9)	+8.8	-	L	+4000/-FL150	-250	-	RNP APCH

WAYPOINT COORDINATES

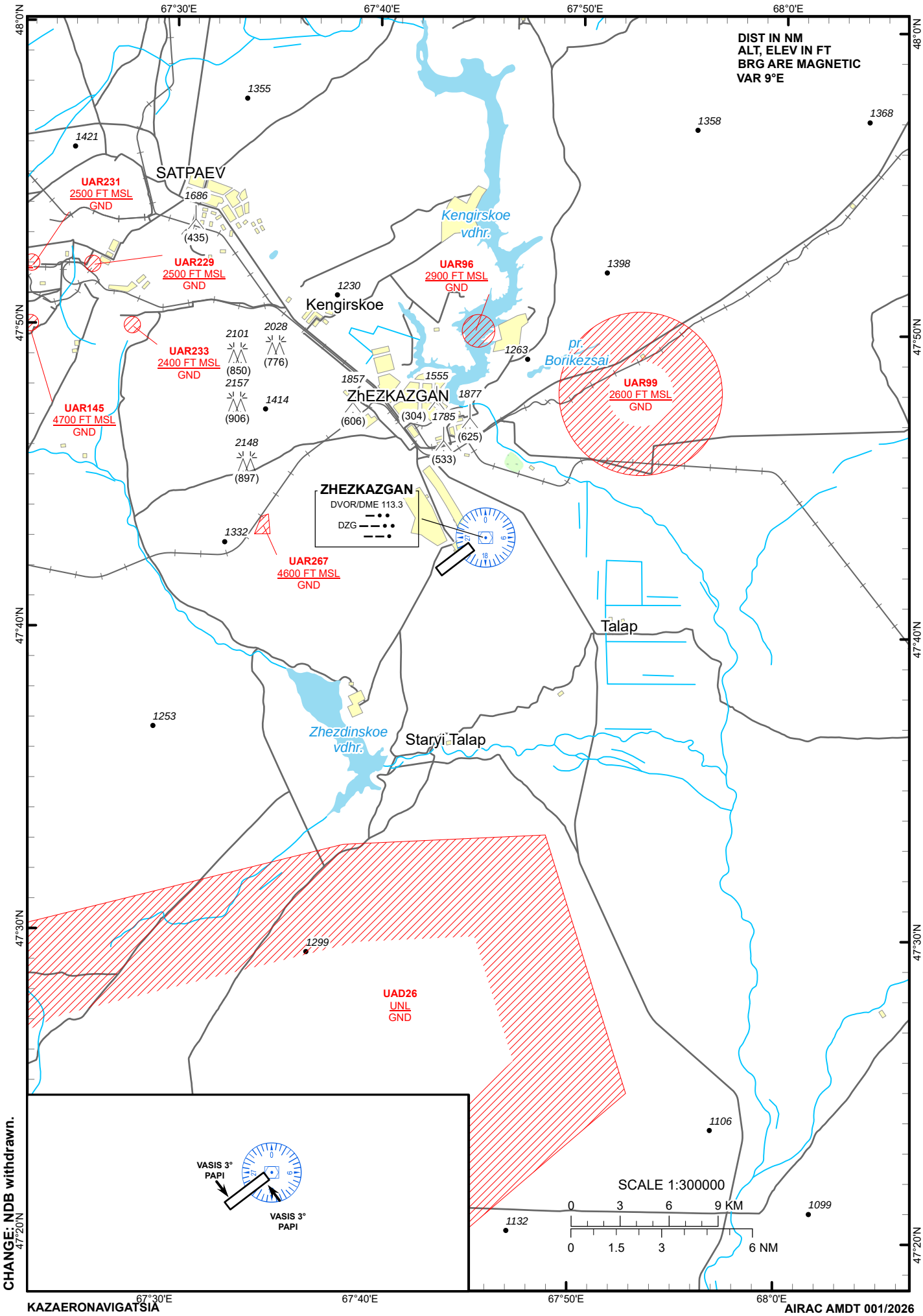
RNP RWY22	
Waypoint Identifier	**Coordinates**
DIPSU	475340.14N 0675220.19E
KD801	474317.25N 0674542.04E
KD802	474618.76N 0675123.93E
KD803	475245.04N 0680336.06E
KD809	474011.44N 0673953.28E
LUSUT	474510.22N 0680213.37E
NEBSO	474925.29N 0675717.18E

VISUAL APPROACH CHART - ICAO

AERODROME ELEV *1251 FT*
HEIGHTS RELATED TO AD ELEV

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN



CHANGE: NDB withdrawn.

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