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AIRAC AMDT 002/2026

Effective Date: **19 Feb 2026****1. Amendment content:**

GEN

GEN 0.2 Information updated

GEN 0.3 Supplement 001/2025 - cancelled

GEN 0.4 Information updated

ENR

ENR 2.1 Aktobe TWR frequency updated

ENR 2.2 Information updated, Borders of Responsibility areas of local ATC unit for Aktobe, Atyrau and Kostanay withdrawn

ENR 3.1 Aktobe TWR frequency updated

ENR 3.2 Information updated

ENR 4.4 Information updated

AD

AD 1.1 Information updated

AD 1.5 Information updated

UATT AD 2.18 Information updated

UAAA AD 2.20 Information updated

UACC AD 2.9 Information updated

UATG AD 2.6, AD 2.22 Information updated; AD 2.16 Helicopter landing area added

UASS AD 2.22 Information updated

UADD AD 2.20 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:**

Nil

NOTAM series A:

A7454/25, A7452/25

NOTAM series C:

Nil

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 06 MAR 2025

SUP:

Nil

AIC:

Nil

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

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GEN 0.2 RECORD OF AIP AMENDMENTS

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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	
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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	
001/2022	13-Jan-2022	24-Feb-2022	
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			
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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	
002/2024	08-Feb-2024	21-Mar-2024	
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	
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002/2026	25-Dec-2025	19-Feb-2026	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
005/2023	Taraz AD (UADD) – taxiway restrictions	UADD AD	From 15-JUN-2023 to 05-AUG-2026	
004/2024	Atyrau AD (UATG) - use of ILS on RWY 14	UATG AD	From 22-Jul-2024 to 31-Dec-2026	

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GEN-2.2 - 7	04 SEP 2025	GEN-2.7 - 4	11 JUL 2024	GEN-2.7 - 21	08 AUG 2024
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ENR-1.2 - 4	07 NOV 2019	ENR-1.7 - 4	30 JAN 2020	ENR-1.10 - 2	26 JAN 2023
ENR-1.3 - 1	26 JAN 2023	ENR-1.8 - 1	03 DEC 2020	ENR-1.11 - 1	26 JAN 2023
ENR-1.3 - 2	06 OCT 2022	ENR-1.8 - 2	26 JAN 2023	ENR-1.11 - 2	07 NOV 2019
ENR-1.3 - 3	06 OCT 2022	ENR-1.8 - 3	03 DEC 2020	ENR-1.12 - 1	07 NOV 2019
ENR-1.3 - 4	06 OCT 2022	ENR-1.8 - 4	03 DEC 2020	ENR-1.12 - 2	07 NOV 2019
ENR-1.4 - 1	23 JAN 2025	ENR-1.8 - 5	03 DEC 2020	ENR-1.12 - 3	07 NOV 2019
ENR-1.4 - 2	23 JAN 2025	ENR-1.8 - 6	03 DEC 2020	ENR-1.12 - 4	07 NOV 2019
ENR-1.5 - 1	26 JAN 2023	ENR-1.8 - 7	03 DEC 2020	ENR-1.13 - 1	07 NOV 2019
ENR-1.5 - 2	26 JAN 2023	ENR-1.8 - 8	26 JAN 2023	ENR-1.13 - 2	07 NOV 2019
ENR-1.5 - 3	03 DEC 2020	ENR-1.8 - 9	26 JAN 2023	ENR-1.14 - 1	23 APR 2020
ENR-1.5 - 4	03 DEC 2020	ENR-1.8 - 10	21 MAR 2024	ENR-1.14 - 2	23 APR 2020
ENR-1.6 - 1	26 JAN 2023	ENR-1.8 - 11	23 JAN 2025	ENR-1.14 - 3	07 NOV 2019
ENR-1.6 - 2	26 JAN 2023	ENR-1.8 - 12	23 JAN 2025	ENR-1.14 - 4	07 NOV 2019
ENR-1.6 - 3	26 JAN 2023	ENR-1.8 - 13	10 AUG 2023	ENR-1.14 - 5	07 NOV 2019
ENR-1.6 - 4	23 JAN 2025	ENR-1.8 - 14	10 AUG 2023	ENR-1.14 - 6	07 NOV 2019
ENR-1.6 - 5	08 AUG 2024	ENR-1.8 - 15	10 AUG 2023	ENR-1.14 - 7	07 NOV 2019
ENR-1.6 - 6	04 SEP 2025	ENR-1.8 - 16	10 AUG 2023	ENR-1.14 - 8	07 NOV 2019

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR-2.1 - 1	26 JAN 2023	ENR-2.1 - 11	23 JAN 2025	ENR-2.2 - 1	27 NOV 2025
ENR-2.1 - 2	10 AUG 2023	ENR-2.1 - 12	23 JAN 2025	ENR-2.2 - 2	19 FEB 2026
ENR-2.1 - 3	26 JAN 2023	ENR-2.1 - 13	23 JAN 2025	ENR-2.2 - 3	19 FEB 2026
ENR-2.1 - 4	26 JAN 2023	ENR-2.1 - 14	23 JAN 2025	ENR-2.2 - 4	19 FEB 2026
ENR-2.1 - 5	10 AUG 2023	ENR-2.1 - 15	23 JAN 2025	ENR-2.2 - 5	19 FEB 2026
ENR-2.1 - 6	10 AUG 2023	ENR-2.1 - 16	23 JAN 2025	ENR-2.2 - 6	19 FEB 2026
ENR-2.1 - 7	23 JAN 2025	ENR-2.1 - 17	30 OCT 2025	ENR-2.2 - 7	19 FEB 2026
ENR-2.1 - 8	19 FEB 2026	ENR-2.1 - 18	30 OCT 2025	ENR-2.2 - 8	19 FEB 2026
ENR-2.1 - 9	23 JAN 2025	ENR-2.1 - 19	30 OCT 2025	ENR-2.2 - 9	19 FEB 2026
ENR-2.1 - 10	23 JAN 2025	ENR-2.1 - 20	30 OCT 2025	ENR-2.2 - 10	19 FEB 2026

ENR 3 ATS ROUTES

ENR-3.1 - 1	24 FEB 2022	ENR 3.2.1 - 10	27 NOV 2025	ENR 3.2.1 - 39	19 FEB 2026
ENR-3.1 - 2	20 APR 2023	ENR 3.2.1 - 11	27 NOV 2025	ENR 3.2.1 - 40	19 FEB 2026
ENR-3.1 - 3	19 FEB 2026	ENR 3.2.1 - 12	27 NOV 2025	ENR 3.2.1 - 41	27 NOV 2025
ENR-3.1 - 4	19 FEB 2026	ENR 3.2.1 - 13	27 NOV 2025	ENR 3.2.1 - 42	27 NOV 2025
ENR-3.1 - 5	24 FEB 2022	ENR 3.2.1 - 14	27 NOV 2025	ENR 3.2.1 - 43	27 NOV 2025
ENR-3.1 - 6	24 FEB 2022	ENR 3.2.1 - 15	27 NOV 2025	ENR 3.2.1 - 44	19 FEB 2026
ENR-3.1 - 7	24 FEB 2022	ENR 3.2.1 - 16	27 NOV 2025	ENR 3.2.1 - 45	27 NOV 2025
ENR-3.1 - 8	19 FEB 2026	ENR 3.2.1 - 17	27 NOV 2025	ENR 3.2.1 - 46	27 NOV 2025
ENR-3.1 - 9	10 AUG 2023	ENR 3.2.1 - 18	22 JAN 2026	ENR 3.2.1 - 47	27 NOV 2025
ENR-3.1 - 10	10 AUG 2023	ENR 3.2.1 - 19	27 NOV 2025	ENR 3.2.1 - 48	27 NOV 2025
ENR-3.1 - 11	10 AUG 2023	ENR 3.2.1 - 20	27 NOV 2025	ENR 3.2.1 - 49	27 NOV 2025
ENR-3.1 - 12	10 AUG 2023	ENR 3.2.1 - 21	27 NOV 2025	ENR 3.2.1 - 50	27 NOV 2025
ENR-3.1 - 13	10 AUG 2023	ENR 3.2.1 - 22	27 NOV 2025	ENR 3.2.2 - 1	27 NOV 2025
ENR-3.1 - 14	25 JAN 2024	ENR 3.2.1 - 23	27 NOV 2025	ENR 3.2.2 - 2	27 NOV 2025
ENR-3.1 - 15	10 AUG 2023	ENR 3.2.1 - 24	19 FEB 2026	ENR 3.2.2 - 3	27 NOV 2025
ENR-3.1 - 16	10 AUG 2023	ENR 3.2.1 - 25	27 NOV 2025	ENR 3.2.2 - 4	27 NOV 2025
ENR-3.1 - 17	10 AUG 2023	ENR 3.2.1 - 26	22 JAN 2026	ENR 3.2.2 - 5	27 NOV 2025
ENR-3.1 - 18	10 AUG 2023	ENR 3.2.1 - 27	27 NOV 2025	ENR 3.2.2 - 6	27 NOV 2025
ENR 3.2 - 1	04 NOV 2021	ENR 3.2.1 - 28	27 NOV 2025	ENR 3.2.2 - 7	27 NOV 2025
ENR 3.2 - 2	04 NOV 2021	ENR 3.2.1 - 29	27 NOV 2025	ENR 3.2.2 - 8	27 NOV 2025
ENR 3.2.1 - 1	19 FEB 2026	ENR 3.2.1 - 30	27 NOV 2025	ENR 3.2.2 - 9	27 NOV 2025
ENR 3.2.1 - 2	27 NOV 2025	ENR 3.2.1 - 31	22 JAN 2026	ENR 3.2.2 - 10	27 NOV 2025
ENR 3.2.1 - 3	27 NOV 2025	ENR 3.2.1 - 32	27 NOV 2025	ENR 3.2.2 - 11	27 NOV 2025
ENR 3.2.1 - 4	27 NOV 2025	ENR 3.2.1 - 33	27 NOV 2025	ENR 3.2.2 - 12	27 NOV 2025
ENR 3.2.1 - 5	19 FEB 2026	ENR 3.2.1 - 34	27 NOV 2025	ENR 3.2.2 - 13	27 NOV 2025
ENR 3.2.1 - 6	19 FEB 2026	ENR 3.2.1 - 35	27 NOV 2025	ENR 3.2.2 - 14	27 NOV 2025
ENR 3.2.1 - 7	27 NOV 2025	ENR 3.2.1 - 36	27 NOV 2025	ENR 3.2.2 - 15	27 NOV 2025
ENR 3.2.1 - 8	27 NOV 2025	ENR 3.2.1 - 37	27 NOV 2025	ENR 3.2.2 - 16	27 NOV 2025
ENR 3.2.1 - 9	27 NOV 2025	ENR 3.2.1 - 38	27 NOV 2025	ENR 3.2.2 - 17	27 NOV 2025

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ENR 3.2.2 - 18	19 FEB 2026	ENR 3.2.3 - 22	30 OCT 2025	ENR 3.2.6 - 6	04 SEP 2025
ENR 3.2.2 - 19	27 NOV 2025	ENR 3.2.3 - 23	30 OCT 2025	ENR 3.2.6 - 7	04 SEP 2025
ENR 3.2.2 - 20	27 NOV 2025	ENR 3.2.3 - 24	19 FEB 2026	ENR 3.2.6 - 8	04 SEP 2025
ENR 3.2.2 - 21	27 NOV 2025	ENR 3.2.3 - 25	19 FEB 2026	ENR 3.2.6 - 9	04 SEP 2025
ENR 3.2.2 - 22	27 NOV 2025	ENR 3.2.3 - 26	19 FEB 2026	ENR 3.2.6 - 10	04 SEP 2025
ENR 3.2.2 - 23	27 NOV 2025	ENR 3.2.3 - 27	19 FEB 2026	ENR 3.2.7 - 1	04 SEP 2025
ENR 3.2.2 - 24	19 FEB 2026	ENR 3.2.3 - 28	19 FEB 2026	ENR 3.2.7 - 2	04 SEP 2025
ENR 3.2.2 - 25	22 JAN 2026	ENR 3.2.3 - 29	19 FEB 2026	ENR 3.2.7 - 3	04 SEP 2025
ENR 3.2.2 - 26	22 JAN 2026	ENR 3.2.3 - 30	19 FEB 2026	ENR 3.2.7 - 4	04 SEP 2025
ENR 3.2.2 - 27	27 NOV 2025	ENR 3.2.3 - 31	19 FEB 2026	ENR 3.2.7 - 5	04 SEP 2025
ENR 3.2.2 - 28	19 FEB 2026	ENR 3.2.3 - 32	19 FEB 2026	ENR 3.2.7 - 6	19 FEB 2026
ENR 3.2.2 - 29	19 FEB 2026	ENR 3.2.3 - 33	19 FEB 2026	ENR 3.2.7 - 7	19 FEB 2026
ENR 3.2.2 - 30	19 FEB 2026	ENR 3.2.3 - 34	19 FEB 2026	ENR 3.2.7 - 8	04 SEP 2025
ENR 3.2.2 - 31	27 NOV 2025	ENR 3.2.3 - 35	19 FEB 2026	ENR 3.2.7 - 9	04 SEP 2025
ENR 3.2.2 - 32	27 NOV 2025	ENR 3.2.3 - 36	19 FEB 2026	ENR 3.2.7 - 10	04 SEP 2025
ENR 3.2.2 - 33	27 NOV 2025	ENR 3.2.3 - 37	19 FEB 2026	ENR 3.2.7 - 11	04 SEP 2025
ENR 3.2.2 - 34	27 NOV 2025	ENR 3.2.3 - 38	19 FEB 2026	ENR 3.2.7 - 12	04 SEP 2025
ENR 3.2.2 - 35	22 JAN 2026	ENR 3.2.3 - 39	19 FEB 2026	ENR 3.2.7 - 13	04 SEP 2025
ENR 3.2.2 - 36	27 NOV 2025	ENR 3.2.3 - 40	19 FEB 2026	ENR 3.2.7 - 14	22 JAN 2026
ENR 3.2.2 - 37	27 NOV 2025	ENR 3.2.3 - 41	19 FEB 2026	ENR 3.2.7 - 15	22 JAN 2026
ENR 3.2.2 - 38	19 FEB 2026	ENR 3.2.3 - 42	19 FEB 2026	ENR 3.2.7 - 16	04 SEP 2025
ENR 3.2.2 - 39	27 NOV 2025	ENR 3.2.3 - 43	19 FEB 2026	ENR 3.2.7 - 17	22 JAN 2026
ENR 3.2.2 - 40	27 NOV 2025	ENR 3.2.3 - 44	19 FEB 2026	ENR 3.2.7 - 18	30 OCT 2025
ENR 3.2.2 - 41	27 NOV 2025	ENR 3.2.3 - 45	19 FEB 2026	ENR 3.2.7 - 19	04 SEP 2025
ENR 3.2.2 - 42	27 NOV 2025	ENR 3.2.3 - 46	19 FEB 2026	ENR 3.2.7 - 20	04 SEP 2025
ENR 3.2.2 - 43	19 FEB 2026	ENR 3.2.3 - 47	19 FEB 2026	ENR 3.2.7 - 21	04 SEP 2025
ENR 3.2.2 - 44	27 NOV 2025	ENR 3.2.3 - 48	30 OCT 2025	ENR 3.2.7 - 22	04 SEP 2025
ENR 3.2.3 - 1	30 OCT 2025	ENR 3.2.4 - 1	22 JAN 2026	ENR 3.2.7 - 23	04 SEP 2025
ENR 3.2.3 - 2	19 FEB 2026	ENR 3.2.4 - 2	04 SEP 2025	ENR 3.2.7 - 24	04 SEP 2025
ENR 3.2.3 - 3	30 OCT 2025	ENR 3.2.4 - 3	04 SEP 2025	ENR 3.2.7 - 25	04 SEP 2025
ENR 3.2.3 - 4	30 OCT 2025	ENR 3.2.4 - 4	04 SEP 2025	ENR 3.2.7 - 26	04 SEP 2025
ENR 3.2.3 - 5	30 OCT 2025	ENR 3.2.4 - 5	22 JAN 2026	ENR 3.2.7 - 27	04 SEP 2025
ENR 3.2.3 - 6	30 OCT 2025	ENR 3.2.4 - 6	04 SEP 2025	ENR 3.2.7 - 28	04 SEP 2025
ENR 3.2.3 - 7	30 OCT 2025	ENR 3.2.4 - 7	04 SEP 2025	ENR 3.2.7 - 29	22 JAN 2026
ENR 3.2.3 - 8	19 FEB 2026	ENR 3.2.4 - 8	04 SEP 2025	ENR 3.2.7 - 30	04 SEP 2025
ENR 3.2.3 - 9	30 OCT 2025	ENR 3.2.4 - 9	04 SEP 2025	ENR 3.2.7 - 31	04 SEP 2025
ENR 3.2.3 - 10	30 OCT 2025	ENR 3.2.4 - 10	04 SEP 2025	ENR 3.2.7 - 32	22 JAN 2026
ENR 3.2.3 - 11	30 OCT 2025	ENR 3.2.4 - 11	04 SEP 2025	ENR 3.2.7 - 33	04 SEP 2025
ENR 3.2.3 - 12	19 FEB 2026	ENR 3.2.4 - 12	04 SEP 2025	ENR 3.2.7 - 34	04 SEP 2025
ENR 3.2.3 - 13	19 FEB 2026	ENR 3.2.4 - 13	04 SEP 2025	ENR-3.3 - 1	19 MAY 2022
ENR 3.2.3 - 14	30 OCT 2025	ENR 3.2.4 - 14	04 SEP 2025	ENR-3.3 - 2	04 NOV 2021
ENR 3.2.3 - 15	30 OCT 2025	ENR 3.2.5 - 1	05 OCT 2023	ENR-3.4 - 1	19 MAY 2022
ENR 3.2.3 - 16	30 OCT 2025	ENR 3.2.5 - 2	05 OCT 2023	ENR-3.4 - 2	04 NOV 2021
ENR 3.2.3 - 17	30 OCT 2025	ENR 3.2.6 - 1	04 SEP 2025	ENR-3.5 - 1	19 MAY 2022
ENR 3.2.3 - 18	22 JAN 2026	ENR 3.2.6 - 2	04 SEP 2025	ENR-3.5 - 2	19 MAY 2022
ENR 3.2.3 - 19	30 OCT 2025	ENR 3.2.6 - 3	04 SEP 2025	ENR-3.6 - 1	19 MAY 2022
ENR 3.2.3 - 20	30 OCT 2025	ENR 3.2.6 - 4	19 FEB 2026	ENR-3.6 - 2	19 MAY 2022
ENR 3.2.3 - 21	30 OCT 2025	ENR 3.2.6 - 5	04 SEP 2025		
ENR 4	RADIO NAVIGATION AIDS/SYSTEMS				
ENR-4.1 - 1	05 SEP 2024	ENR-4.4 - 10	19 FEB 2026	ENR-4.4 - 25	19 FEB 2026
ENR-4.1 - 2	27 NOV 2025	ENR-4.4 - 11	19 FEB 2026	ENR-4.4 - 26	19 FEB 2026
ENR-4.2 - 1	30 MAR 2017	ENR-4.4 - 12	19 FEB 2026	ENR-4.4 - 27	19 FEB 2026
ENR-4.2 - 2	30 MAR 2017	ENR-4.4 - 13	19 FEB 2026	ENR-4.4 - 28	19 FEB 2026
ENR-4.3 - 1	30 MAR 2017	ENR-4.4 - 14	19 FEB 2026	ENR-4.4 - 29	19 FEB 2026
ENR-4.3 - 2	30 MAR 2017	ENR-4.4 - 15	19 FEB 2026	ENR-4.4 - 30	19 FEB 2026
ENR-4.4 - 1	19 FEB 2026	ENR-4.4 - 16	19 FEB 2026	ENR-4.4 - 31	19 FEB 2026
ENR-4.4 - 2	19 FEB 2026	ENR-4.4 - 17	19 FEB 2026	ENR-4.4 - 32	19 FEB 2026
ENR-4.4 - 3	19 FEB 2026	ENR-4.4 - 18	19 FEB 2026	ENR-4.4 - 33	19 FEB 2026
ENR-4.4 - 4	19 FEB 2026	ENR-4.4 - 19	19 FEB 2026	ENR-4.4 - 34	19 FEB 2026
ENR-4.4 - 5	19 FEB 2026	ENR-4.4 - 20	19 FEB 2026	ENR-4.4 - 35	19 FEB 2026
ENR-4.4 - 6	19 FEB 2026	ENR-4.4 - 21	19 FEB 2026	ENR-4.4 - 36	19 FEB 2026
ENR-4.4 - 7	19 FEB 2026	ENR-4.4 - 22	19 FEB 2026	ENR-4.5 - 1	30 MAR 2017
ENR-4.4 - 8	19 FEB 2026	ENR-4.4 - 23	19 FEB 2026	ENR-4.5 - 2	30 MAR 2017
ENR-4.4 - 9	19 FEB 2026	ENR-4.4 - 24	19 FEB 2026		
ENR 5	NAVIGATION WARNINGS				
ENR-5.1 - 1	23 APR 2020	ENR-5.1 - 4	11 AUG 2022	ENR-5.1 - 7	11 AUG 2022
ENR-5.1 - 2	02 DEC 2021	ENR-5.1 - 5	11 AUG 2022	ENR-5.1 - 8	11 AUG 2022
ENR-5.1 - 3	11 AUG 2022	ENR-5.1 - 6	26 JAN 2023	ENR-5.1 - 9	11 AUG 2022

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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	19 FEB 2026	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	19 FEB 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	19 FEB 2026
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	19 FEB 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	19 FEB 2026
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	19 FEB 2026
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
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UADD AD 2.24.12 - 1	15 MAY 2025	UAIT AD 2.24.4 - 2	25 FEB 2021	UARR AD 2.24.11-3 - 1	17 APR 2025
UADD AD 2.24.12 - 2	30 MAR 2017	UAIT AD 2.24.6 - 1	27 NOV 2025	UARR AD 2.24.11-3 - 2	07 NOV 2019
UADD AD 2.24.14 - 1	23 FEB 2023	UAIT AD 2.24.6 - 2	10 SEP 2020	UARR AD 2.24.11-4 - 1	17 APR 2025
UADD AD 2.24.14 - 2	15 JUL 2021	UAIT AD 2.24.7-1 - 1	11 JUL 2024	UARR AD 2.24.11-4 - 2	07 NOV 2019
AD-2-UATZ - 1	08 AUG 2024	UAIT AD 2.24.7-1 - 2	03 DEC 2020	UARR AD 2.24.11-5 - 1	17 APR 2025
AD-2-UATZ - 2	23 JAN 2025	UAIT AD 2.24.7-2 - 1	11 JUL 2024	UARR AD 2.24.11-5 - 2	04 NOV 2021
AD-2-UATZ - 3	30 OCT 2025	UAIT AD 2.24.7-2 - 2	03 DEC 2020	UARR AD 2.24.12 - 1	11 JUL 2024
AD-2-UATZ - 4	15 MAY 2025	UAIT AD 2.24.9-1 - 1	11 JUL 2024	UARR AD 2.24.12 - 2	30 MAR 2017
AD-2-UATZ - 5	15 MAY 2025	UAIT AD 2.24.9-1 - 2	10 SEP 2020	UARR AD 2.24.14 - 1	20 APR 2023
AD-2-UATZ - 6	15 MAY 2025	UAIT AD 2.24.9-2 - 1	11 JUL 2024	UARR AD 2.24.14 - 2	15 JUL 2021
AD-2-UATZ - 7	15 MAY 2025	UAIT AD 2.24.9-2 - 2	10 SEP 2020	AD-2-UASU - 1	04 SEP 2025
AD-2-UATZ - 8	15 MAY 2025	UAIT AD 2.24.10 - 1	08 AUG 2024	AD-2-UASU - 2	20 FEB 2025
AD-2-UATZ - 9	15 MAY 2025	UAIT AD 2.24.10 - 2	10 SEP 2020	AD-2-UASU - 3	16 MAY 2024
AD-2-UATZ - 10	15 MAY 2025	UAIT AD 2.24.11-1 - 1	27 NOV 2025	AD-2-UASU - 4	27 NOV 2025
AD-2-UATZ - 11	15 MAY 2025	UAIT AD 2.24.11-1 - 2	27 NOV 2025	AD-2-UASU - 5	27 NOV 2025
AD-2-UATZ - 12	04 SEP 2025	UAIT AD 2.24.11-2 - 1	30 OCT 2025	AD-2-UASU - 6	16 MAY 2024
UATZ AD 2.24.1 - 1	10 JUL 2025	UAIT AD 2.24.11-2 - 2	04 SEP 2025	AD-2-UASU - 7	27 NOV 2025
UATZ AD 2.24.1 - 2	02 DEC 2021	UAIT AD 2.24.11-3 - 1	27 NOV 2025	AD-2-UASU - 8	16 MAY 2024
UATZ AD 2.24.3 - 1	26 JAN 2023	UAIT AD 2.24.11-3 - 2	04 SEP 2025	UASU AD 2.24.1 - 1	15 JUN 2023
UATZ AD 2.24.3 - 2	24 FEB 2022	UAIT AD 2.24.11-4 - 1	27 NOV 2025	UASU AD 2.24.1 - 2	01 FEB 2018
UATZ AD 2.24.7-1 - 1	24 FEB 2022	UAIT AD 2.24.11-4 - 2	27 NOV 2025	UASU AD 2.24.3 - 1	15 JUN 2023
UATZ AD 2.24.7-1 - 2	24 FEB 2022	UAIT AD 2.24.11-5 - 1	27 NOV 2025	UASU AD 2.24.3 - 2	15 JUN 2023
UATZ AD 2.24.7-2 - 1	24 FEB 2022	UAIT AD 2.24.11-5 - 2	27 NOV 2025	UASU AD 2.24.6 - 1	30 OCT 2025
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UATZ AD 2.24.7-4 - 2	26 JAN 2023	UAIT AD 2.24.11-8 - 1	04 SEP 2025	UASU AD 2.24.7-2 - 2	01 FEB 2018
UATZ AD 2.24.9-1 - 1	24 FEB 2022	UAIT AD 2.24.11-8 - 2	04 SEP 2025	UASU AD 2.24.7-3 - 1	27 NOV 2025
UATZ AD 2.24.9-1 - 2	24 FEB 2022	UAIT AD 2.24.11-9 - 1	27 NOV 2025	UASU AD 2.24.7-3 - 2	27 NOV 2025
UATZ AD 2.24.9-2 - 1	24 FEB 2022	UAIT AD 2.24.11-9 - 2	27 NOV 2025	UASU AD 2.24.7-4 - 1	27 NOV 2025
UATZ AD 2.24.9-2 - 2	24 FEB 2022	UAIT AD 2.24.11-10 - 1	30 OCT 2025	UASU AD 2.24.7-4 - 2	19 FEB 2026
UATZ AD 2.24.9-3 - 1	24 FEB 2022	UAIT AD 2.24.11-10 - 2	30 OCT 2025	UASU AD 2.24.9-1 - 1	15 JUN 2023
UATZ AD 2.24.9-3 - 2	24 FEB 2022	UAIT AD 2.24.11-11 - 1	27 NOV 2025	UASU AD 2.24.9-1 - 2	01 FEB 2018
UATZ AD 2.24.9-4 - 1	24 FEB 2022	UAIT AD 2.24.11-11 - 2	27 NOV 2025	UASU AD 2.24.9-3 - 1	27 NOV 2025
UATZ AD 2.24.9-4 - 2	24 FEB 2022	UAIT AD 2.24.11-12 - 1	04 SEP 2025	UASU AD 2.24.9-3 - 2	27 NOV 2025
UATZ AD 2.24.9-5 - 1	26 JAN 2023	UAIT AD 2.24.11-12 - 2	30 OCT 2025	UASU AD 2.24.11-1 - 1	15 JUN 2023
UATZ AD 2.24.9-5 - 2	26 JAN 2023	UAIT AD 2.24.12 - 1	11 JUL 2024	UASU AD 2.24.11-1 - 2	15 JUN 2023
UATZ AD 2.24.9-6 - 1	26 JAN 2023	UAIT AD 2.24.12 - 2	10 SEP 2020	UASU AD 2.24.11-2 - 1	27 NOV 2025
UATZ AD 2.24.9-6 - 2	26 JAN 2023	UAIT AD 2.24.14 - 1	23 FEB 2023	UASU AD 2.24.11-2 - 2	27 NOV 2025
UATZ AD 2.24.11-1 - 1	24 FEB 2022	UAIT AD 2.24.14 - 2	15 JUL 2021	UASU AD 2.24.12 - 1	15 JUN 2023
UATZ AD 2.24.11-1 - 2	24 FEB 2022	AD-2-UARR - 1	05 SEP 2024	UASU AD 2.24.12 - 2	01 FEB 2018
UATZ AD 2.24.11-2 - 1	24 FEB 2022	AD-2-UARR - 2	05 SEP 2024	UASU AD 2.24.14 - 1	23 FEB 2023
UATZ AD 2.24.11-2 - 2	24 FEB 2022	AD-2-UARR - 3	05 SEP 2024	UASU AD 2.24.14 - 2	11 AUG 2022
UATZ AD 2.24.11-3 - 1	24 FEB 2022	AD-2-UARR - 4	27 NOV 2025	AD-2-UAAL - 1	23 FEB 2023
UATZ AD 2.24.11-3 - 2	24 FEB 2022	AD-2-UARR - 5	27 NOV 2025	AD-2-UAAL - 2	05 OCT 2023
UATZ AD 2.24.11-4 - 1	24 FEB 2022	AD-2-UARR - 6	05 SEP 2024	AD-2-UAAL - 3	05 OCT 2023
UATZ AD 2.24.11-4 - 2	24 FEB 2022	AD-2-UARR - 7	05 SEP 2024	AD-2-UAAL - 4	27 NOV 2025
UATZ AD 2.24.11-5 - 1	26 JAN 2023	AD-2-UARR - 8	05 SEP 2024	AD-2-UAAL - 5	27 NOV 2025
UATZ AD 2.24.11-5 - 2	26 JAN 2023	AD-2-UARR - 9	05 SEP 2024	AD-2-UAAL - 6	22 JAN 2026
UATZ AD 2.24.11-6 - 1	26 JAN 2023	AD-2-UARR - 10	04 SEP 2025	AD-2-UAAL - 7	27 NOV 2025
UATZ AD 2.24.11-6 - 2	26 JAN 2023	UARR AD 2.24.1 - 1	25 JAN 2024	AD-2-UAAL - 8	08 AUG 2024
UATZ AD 2.24.12 - 1	10 AUG 2023	UARR AD 2.24.1 - 2	30 MAR 2017	UAAL AD 2.24.1 - 1	05 OCT 2023
UATZ AD 2.24.12 - 2	10 AUG 2023	UARR AD 2.24.3 - 1	05 SEP 2024	UAAL AD 2.24.1 - 2	09 NOV 2017
AD-2-UAIT - 1	22 JAN 2026	UARR AD 2.24.3 - 2	30 MAR 2017	UAAL AD 2.24.3 - 1	05 OCT 2023
AD-2-UAIT - 2	17 APR 2025	UARR AD 2.24.4 - 1	31 OCT 2024	UAAL AD 2.24.3 - 2	23 FEB 2023
AD-2-UAIT - 3	22 JAN 2026	UARR AD 2.24.4 - 2	30 MAR 2017	UAAL AD 2.24.6 - 1	10 AUG 2023
AD-2-UAIT - 4	22 JAN 2026	UARR AD 2.24.7-1 - 1	11 JUL 2024	UAAL AD 2.24.6 - 2	01 DEC 2022
AD-2-UAIT - 5	15 MAY 2025	UARR AD 2.24.7-1 - 2	07 NOV 2019	UAAL AD 2.24.7-1 - 1	23 FEB 2023
AD-2-UAIT - 6	22 JAN 2026	UARR AD 2.24.7-2 - 1	11 JUL 2024	UAAL AD 2.24.7-1 - 2	09 NOV 2017
AD-2-UAIT - 7	22 JAN 2026	UARR AD 2.24.7-2 - 2	07 NOV 2019	UAAL AD 2.24.7-2 - 1	23 FEB 2023

Page	Date	Page	Date	Page	Date
UAAL AD 2.24.7-2 - 2	09 NOV 2017	UASK AD 2.24.9-4 - 1	31 OCT 2024	AD-2-UAKD - 8	15 MAY 2025
UAAL AD 2.24.7-3 - 1	05 SEP 2024	UASK AD 2.24.9-4 - 2	11 JUL 2024	AD-2-UAKD - 9	15 MAY 2025
UAAL AD 2.24.7-3 - 2	16 MAY 2024	UASK AD 2.24.9-5 - 1	23 JAN 2025	AD-2-UAKD - 10	15 MAY 2025
UAAL AD 2.24.7-4 - 1	05 SEP 2024	UASK AD 2.24.9-5 - 2	11 JUL 2024	AD-2-UAKD - 11	22 JAN 2026
UAAL AD 2.24.7-4 - 2	16 MAY 2024	UASK AD 2.24.9-6 - 1	31 OCT 2024	AD-2-UAKD - 12	15 MAY 2025
UAAL AD 2.24.9-1 - 1	23 FEB 2023	UASK AD 2.24.9-6 - 2	11 JUL 2024	UAKD AD 2.24.1 - 1	22 JAN 2026
UAAL AD 2.24.9-1 - 2	09 NOV 2017	UASK AD 2.24.9-7 - 1	31 OCT 2024	UAKD AD 2.24.1 - 2	30 MAR 2017
UAAL AD 2.24.9-2 - 1	23 FEB 2023	UASK AD 2.24.9-7 - 2	11 JUL 2024	UAKD AD 2.24.3 - 1	27 NOV 2025
UAAL AD 2.24.9-2 - 2	09 NOV 2017	UASK AD 2.24.9-8 - 1	31 OCT 2024	UAKD AD 2.24.3 - 2	25 FEB 2021
UAAL AD 2.24.9-3 - 1	16 MAY 2024	UASK AD 2.24.9-8 - 2	11 JUL 2024	UAKD AD 2.24.4 - 1	27 NOV 2025
UAAL AD 2.24.9-3 - 2	11 JUL 2024	UASK AD 2.24.9-9 - 1	31 OCT 2024	UAKD AD 2.24.4 - 2	20 MAR 2025
UAAL AD 2.24.9-4 - 1	16 MAY 2024	UASK AD 2.24.9-9 - 2	11 JUL 2024	UAKD AD 2.24.7-1 - 1	22 JAN 2026
UAAL AD 2.24.9-4 - 2	11 JUL 2024	UASK AD 2.24.9-10 - 1	31 OCT 2024	UAKD AD 2.24.7-1 - 2	27 NOV 2025
UAAL AD 2.24.11-1 - 1	12 JUN 2025	UASK AD 2.24.9-10 - 2	11 JUL 2024	UAKD AD 2.24.7-2 - 1	27 NOV 2025
UAAL AD 2.24.11-1 - 2	23 FEB 2023	UASK AD 2.24.9-11 - 1	31 OCT 2024	UAKD AD 2.24.7-2 - 2	27 NOV 2025
UAAL AD 2.24.11-2 - 1	12 JUN 2025	UASK AD 2.24.9-11 - 2	11 JUL 2024	UAKD AD 2.24.7-3 - 1	22 JAN 2026
UAAL AD 2.24.11-2 - 2	23 FEB 2023	UASK AD 2.24.10 - 1	31 OCT 2024	UAKD AD 2.24.7-3 - 2	22 JAN 2026
UAAL AD 2.24.11-3 - 1	12 JUN 2025	UASK AD 2.24.10 - 2	30 MAR 2017	UAKD AD 2.24.7-4 - 1	22 JAN 2026
UAAL AD 2.24.11-3 - 2	23 FEB 2023	UASK AD 2.24.11-1 - 1	27 NOV 2025	UAKD AD 2.24.7-4 - 2	22 JAN 2026
UAAL AD 2.24.11-4 - 1	12 JUN 2025	UASK AD 2.24.11-1 - 2	02 DEC 2021	UAKD AD 2.24.9-1 - 1	27 NOV 2025
UAAL AD 2.24.11-4 - 2	23 FEB 2023	UASK AD 2.24.11-2 - 1	04 SEP 2025	UAKD AD 2.24.9-1 - 2	27 NOV 2025
UAAL AD 2.24.11-5 - 1	16 MAY 2024	UASK AD 2.24.11-2 - 2	31 OCT 2024	UAKD AD 2.24.9-2 - 1	27 NOV 2025
UAAL AD 2.24.11-5 - 2	11 JUL 2024	UASK AD 2.24.11-3 - 1	04 SEP 2025	UAKD AD 2.24.9-2 - 2	27 NOV 2025
UAAL AD 2.24.11-6 - 1	16 MAY 2024	UASK AD 2.24.11-3 - 2	04 SEP 2025	UAKD AD 2.24.9-3 - 1	22 JAN 2026
UAAL AD 2.24.11-6 - 2	11 JUL 2024	UASK AD 2.24.11-4 - 1	04 SEP 2025	UAKD AD 2.24.9-3 - 2	22 JAN 2026
UAAL AD 2.24.12 - 1	23 FEB 2023	UASK AD 2.24.11-4 - 2	04 SEP 2025	UAKD AD 2.24.9-4 - 1	22 JAN 2026
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UAAL AD 2.24.14 - 1	15 JUN 2023	UASK AD 2.24.11-5 - 2	04 SEP 2025	UAKD AD 2.24.9-5 - 1	22 JAN 2026
UAAL AD 2.24.14 - 2	01 DEC 2022	UASK AD 2.24.11-6 - 1	30 OCT 2025	UAKD AD 2.24.9-5 - 2	22 JAN 2026
AD-2-UASK - 1	31 OCT 2024	UASK AD 2.24.11-6 - 2	04 SEP 2025	UAKD AD 2.24.10 - 1	27 NOV 2025
AD-2-UASK - 2	06 OCT 2022	UASK AD 2.24.11-7 - 1	04 SEP 2025	UAKD AD 2.24.10 - 2	30 MAR 2017
AD-2-UASK - 3	08 AUG 2024	UASK AD 2.24.11-7 - 2	04 SEP 2025	UAKD AD 2.24.11-1 - 1	22 JAN 2026
AD-2-UASK - 4	15 MAY 2025	UASK AD 2.24.11-8 - 1	04 SEP 2025	UAKD AD 2.24.11-1 - 2	31 OCT 2024
AD-2-UASK - 5	08 AUG 2024	UASK AD 2.24.11-8 - 2	04 SEP 2025	UAKD AD 2.24.11-2 - 1	22 JAN 2026
AD-2-UASK - 6	05 SEP 2024	UASK AD 2.24.12 - 1	23 JAN 2025	UAKD AD 2.24.11-2 - 2	25 FEB 2021
AD-2-UASK - 7	23 JAN 2025	UASK AD 2.24.12 - 2	30 MAR 2017	UAKD AD 2.24.11-3 - 1	22 JAN 2026
AD-2-UASK - 8	15 MAY 2025	UASK AD 2.24.14 - 1	23 FEB 2023	UAKD AD 2.24.11-3 - 2	25 FEB 2021
AD-2-UASK - 9	15 MAY 2025	UASK AD 2.24.14 - 2	11 AUG 2022	UAKD AD 2.24.11-4 - 1	27 NOV 2025
AD-2-UASK - 10	15 MAY 2025	AD-2-UASZ - 1	05 OCT 2023	UAKD AD 2.24.11-4 - 2	25 FEB 2021
AD-2-UASK - 11	15 MAY 2025	AD-2-UASZ - 2	05 SEP 2024	UAKD AD 2.24.11-5 - 1	27 NOV 2025
AD-2-UASK - 12	04 SEP 2025	AD-2-UASZ - 3	05 SEP 2024	UAKD AD 2.24.11-5 - 2	25 FEB 2021
AD-2-UASK - 13	04 SEP 2025	AD-2-UASZ - 4	05 SEP 2024	UAKD AD 2.24.11-6 - 1	22 JAN 2026
AD-2-UASK - 14	04 SEP 2025	AD-2-UASZ - 5	05 SEP 2024	UAKD AD 2.24.11-6 - 2	22 JAN 2026
UASK AD 2.24.1 - 1	15 MAY 2025	AD-2-UASZ - 6	23 JAN 2025	UAKD AD 2.24.11-7 - 1	22 JAN 2026
UASK AD 2.24.1 - 2	30 MAR 2017	AD-2-UASZ - 7	04 SEP 2025	UAKD AD 2.24.11-7 - 2	22 JAN 2026
UASK AD 2.24.3 - 1	05 SEP 2024	AD-2-UASZ - 8	16 MAY 2024	UAKD AD 2.24.12 - 1	22 JAN 2026
UASK AD 2.24.3 - 2	01 DEC 2022	UASZ AD 2.24.1 - 1	05 SEP 2024	UAKD AD 2.24.12 - 2	30 MAR 2017
UASK AD 2.24.4 - 1	24 FEB 2022	UASZ AD 2.24.1 - 2	01 FEB 2018	UAKD AD 2.24.14 - 1	27 NOV 2025
UASK AD 2.24.4 - 2	30 MAR 2017	UASZ AD 2.24.3 - 1	05 SEP 2024	UAKD AD 2.24.14 - 2	15 JUL 2021
UASK AD 2.24.6 - 1	31 OCT 2024	UASZ AD 2.24.3 - 2	04 NOV 2021		
UASK AD 2.24.6 - 2	11 AUG 2022	UASZ AD 2.24.6 - 1	11 AUG 2022		
UASK AD 2.24.7-1 - 1	31 OCT 2024	UASZ AD 2.24.6 - 2	11 AUG 2022		
UASK AD 2.24.7-1 - 2	11 AUG 2022	UASZ AD 2.24.7-1 - 1	11 AUG 2022		
UASK AD 2.24.7-2 - 1	31 OCT 2024	UASZ AD 2.24.7-1 - 2	01 FEB 2018		
UASK AD 2.24.7-2 - 2	11 AUG 2022	UASZ AD 2.24.7-2 - 1	11 AUG 2022		
UASK AD 2.24.7-3 - 1	31 OCT 2024	UASZ AD 2.24.7-2 - 2	01 FEB 2018		
UASK AD 2.24.7-3 - 2	11 AUG 2022	UASZ AD 2.24.9-1 - 1	11 AUG 2022		
UASK AD 2.24.7-4 - 1	31 OCT 2024	UASZ AD 2.24.9-1 - 2	01 FEB 2018		
UASK AD 2.24.7-4 - 2	11 AUG 2022	UASZ AD 2.24.11-1 - 1	11 AUG 2022		
UASK AD 2.24.7-5 - 1	31 OCT 2024	UASZ AD 2.24.11-1 - 2	11 AUG 2022		
UASK AD 2.24.7-5 - 2	16 MAY 2024	UASZ AD 2.24.12 - 1	11 AUG 2022		
UASK AD 2.24.7-6 - 1	31 OCT 2024	UASZ AD 2.24.12 - 2	01 FEB 2018		
UASK AD 2.24.7-6 - 2	11 JUL 2024	UASZ AD 2.24.14 - 1	23 FEB 2023		
UASK AD 2.24.7-7 - 1	31 OCT 2024	UASZ AD 2.24.14 - 2	11 AUG 2022		
UASK AD 2.24.7-7 - 2	11 JUL 2024	AD-2-UAKD - 1	27 NOV 2025		
UASK AD 2.24.7-8 - 1	31 OCT 2024	AD-2-UAKD - 2	20 MAR 2025		
UASK AD 2.24.7-8 - 2	08 AUG 2024	AD-2-UAKD - 3	22 JAN 2026		
UASK AD 2.24.9-2 - 1	31 OCT 2024	AD-2-UAKD - 4	15 MAY 2025		
UASK AD 2.24.9-2 - 2	11 AUG 2022	AD-2-UAKD - 5	05 SEP 2024		
UASK AD 2.24.9-3 - 1	31 OCT 2024	AD-2-UAKD - 6	22 JAN 2026		
UASK AD 2.24.9-3 - 2	11 AUG 2022	AD-2-UAKD - 7	15 MAY 2025		

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ Purpose	Remarks
1	2	3	4	5
UATT FIR SECTOR A6BU 463851N 0564100E - 454418N 0574000E - 452307N 0574000E along border KAZAKHSTAN_UZBEKISTAN - 411900N 0560000E along border KAZAKHSTAN_TURKMENISTAN - 414700N 0522800E - 420000N 0513000E - 422611N 0502811E - 425000N 0493000E - 455500N 0493000E - 453219N 0523200E - 452130N 0534647E - 463851N 0564100E	AKTOBE ACC	AKTOBE CONTROL EN, RU H24	119.8 MHZ Primary FREQ	No specific working hours Publication in NOTAM is not provided
UNL / GND Class of airspace: Class C – BTN FL 510 and FL 120 Class G – 10000 FT and below, above FL 510			124,6 MHZ Secondary FREQ O/R or at ATC discretion 121.5 MHZ Emergency FREQ	

3. TERMINAL CONTROL AREAS

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Purpose	Remarks
1	2	3	4	5
AKTAU TMA1 444901N 0515422E - 442238N 0520908E - 434133N 0522455E - 422611N 0502811E - 425000N 0493000E - 444424N 0493000E - 444901N 0515422E, Excluding the TMA2 Aktau FL 200 / 5000 FT ALT Class of airspace: C	AKTAU TWR	AKTAU TOWER EN, RU H24	120,7 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion
	AKTAU INFORMATI ON	AKTAU ATIS EN H24	130,1 MHZ Primary FREQ	
		AKTAU ATIS RU H24	126,2 MHZ Primary FREQ	121.5 MHZ Emergency FREQ
AKTAU TMA2 A circle radius 35 NM centered on 435220N 0510352E, Excluding the CTR Aktau 6000 FT ALT / 3000 FT ALT Class of airspace: C	AKTAU TWR	AKTAU TOWER EN, RU H24	120,7 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion
	AKTAU INFORMATI ON	AKTAU ATIS EN H24	130,1 MHZ Primary FREQ	
		AKTAU ATIS RU H24	126,2 MHZ Primary FREQ	121.5 MHZ Emergency FREQ
AKTOBE TMA 505530N 0574500E - 504530N 0580418E - 504842N 0583936E - 500334N 0581528E - 494259N 0575122E - 494006N 0565014E - 494300N 0563525E - 501721N 0560345E - 504000N 0560000E along border KAZAKHSTAN_RUSSIA - 505530N 0574500E, Excluding the CTR Aktoobe and ATZ Khlebodarovka FL 150 / 3000 FT ALT Class of airspace: C	AKTOBE TWR	AKTOBE TOWER EN, RU H24	128 MHZ Primary FREQ	124,6 MHZ Secondary FREQ O/R or at ATC discretion
	AKTOBE INFORMATI ON	AKTOBE ATIS EN H24	126 MHZ Primary FREQ	
		AKTOBE ATIS RU H24	127,8 MHZ Primary FREQ	121.5 MHZ Emergency FREQ
ALMATY TMA 1 442524N 0772618E – 441629N 0775521E – 440745N 0780904E – 440442N 0781350E – 434745N 0780816E – 433428N 0780356E – 432647N 0773915E – 431216N 0765439E – 431119N 0765000E – 431031N 0764534E – 431105N 0762805E – 431227N 0753730E – 432230N 0753237E – 433809N 0753149E – 434850N 0753952E – 435906N 0754739E – 441136N 0760830E – 441324N 0761312E – 442024N 0763206E – 442524N 0772618E FL 240 / 8000 FT ALT Class of airspace: C	ALMATY APP	ALMATY APPROACH EN, RU H24	118.3 MHZ Primary FREQ	129,0 MHZ Secondary FREQ O/R or at ATC discretion
	ALMATY INFORMATI ON	ALMATY ATIS EN H24	129,8 MHZ Primary FREQ	
		ALMATY ATIS RU H24	135,1 MHZ Primary FREQ	121,5 MHZ Emergency FREQ

ENR 2.2 OTHER REGULATED AIRSPACE**1. DELEGATION OF THE RESPONSIBILITY FOR PROVISION OF ATS**

Delegated airspace within Aktobe FIR to Orsk APP:	Delegated airspace within Almaty FIR to Bishkek APP:
N504842 E0583936 - N504530 E0580418 - N505530 E0574500 - then along the state BDRY with Russia to - N504842 E0583936	N431348 E0741934 - N433103 E0741440 - N432218 E0750715 - N425000 E0751800 - then along the state BDRY with Kyrgyzstan to - N431348 E0741934
FL 130 GND	FL 195 GND

Delegated airspace within Shymkent FIR to Tashkent ACC:	Delegated airspace within Shymkent FIR to Tashkent APP:
N411942 E0690118 - then along the state BDRY with Uzbekistan to - N414636 E0663312 - N413436 E0680213 - N412300 E0684800 - N411942 E0690118	N414210 E0694430 then along the state BDRY with Uzbekistan to - N405117 E0683451 - N405900 E0681400 - N411700 E0675600 - N420200 E0681200 - N415707 E0691127 - N414210 E0694430
UNL GND	FL 140 GND

Delegated airspace within Bishkek FIR to Taraz APP:	Delegated airspace within Uzbekistan to Shymkent FIR:
N424904 E0714443 - N423515 E0713630 - N423614 E0710515 - then along the state BDRY with Kyrgyzstan to - N424904 E0714443	N430221 E0654313 - N423000 E0635000 - N433000 E0620000 - then along the state BDRY with Uzbekistan to - N430221 E0654313
FL 140 GND	UNL GND

Delegated airspace within Shymkent FIR to Bishkek APP:	Delegated airspace within Shymkent FIR to Bishkek ACC:
N430234 E0733602 - N433420 E0735429 - N433103 E0741440 - N431348 E0741934 - then along the state BDRY with Kyrgyzstan to - N430234 E0733602	N424000 E0723500 - N424749 E0733030 - then along the state BDRY with Kyrgyzstan to - N424000 E0723500 Within this delegated airspace, the ATS route of the domestic airway of the 1st category of the Kyrgyz Republic, route V-15 (segment AGTAZ – ZODLE), is crossing the area. Air traffic services for this route segment are provided by Bishkek ACC (Kyrgyz Republic) in accordance with the Letter of Agreement (LoA). Detailed information on the domestic airways of the Kyrgyz Republic is published on the official website of SE “Kyrgyzaeronavigatsia” in the AIS section under “List of ATS routes and domestic airways of the Kyrgyz Republic.
FL 195 GND	FL 410 GND

2. BORDERS OF RESPONSIBILITY AREAS OF LOCAL ATC UNIT

Local ATC Unit Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
ALMATY "Almaty rayon" HF – 4736 kHz HF alter. – 6607 kHz VHF – 134.3 MHz Phone: +7 (727) 2573474, 2573764, 2573774 (alter.) H24	Almaty FIR	431105N 0762805E then a clockwise arc radius 27,2 NM centered on 432120N 0770238E до 432647N 0773915E – 433428N 0780356E – 434745N 0780816E – 440442N 0781350E – 440745N 0780904E – 441629N 0775521E – 442524N 0772618E – 442024N 0763206E – 441324N 0761312E – 441136N 0760830E – 435906N 0754739E – 434850N 0753952E – 433809N 0753149E – 432230N 0753237E – 431227N 0753730E – 431105N 0762805E	6000 FT ALT – 8000 FT ALT	Excluding the prohibited and restricted areas. Class of airspace: D

3. BORDERS OF RESPONSIBILITY AREAS OF FLIGHT INFORMATION CENTERS (FIC)

FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
AKTAU "Aktau vyshka" HF – 5536 kHz VHF – 120.7 MHz Phone: +7 (7292) 463118, 463153, 421178 H24	Aktobe FIR	N452130 E0534647 - N445034 E0541914 - N435141 E0555948 - along border KAZAKHSTAN_UZBEKISTAN - N411900 E0560000 – along border KAZAKHSTAN_TURKMENISTAN - N414700 E0522800 - N420000 E0513000 - N423800 E0500000 - N425000 E0493000 - N455500 E0493000 - N452130 E0534647	GND – 10000 FT ALT	Excluding the TMA and CTR Aktau.
* - When planning flights at another time Flight information service provided on preliminary request sent AFTN UATEZAZX.				
AKTOBE "Aktobe Tower" HF – 4656 kHz VHF – 128.0 MHz Phone: +7(7132)931118 H24*	Aktobe FIR	N505800 E0613000 - N502331 E0622455 - N500137 E0622819 - N483738 E0624054 - N471135 E0643220 - N461214 E0614508 - N460903 E0613915 - N445159 E0600655 - along border KAZAKHSTAN_UZBEKISTAN - N452307 E0574000 - N454418 E0574000 - N463851 E0564100 - N465000 E0570000 - N485000 E0551000 - N485930 E0522738 - N504318 E0551552 - along border KAZAKHSTAN_RUSSIA - N505800 E0613000	GND – 10000 FT ALT	Excluding the CTR and TMA Aktobe, part of airspace delegated to Orsk APP, KHLEBODAROV KA ATZ, KHLEBODAROV KA ATZ1 during flight operations.
* - When planning flights at night time, flight information services (FIS) are provided only upon prior request sent via AFTN to the address UATTZRZX and UATTZTZX.				

FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
ALMATY "Almaty rayon" HF – 4736 kHz HF alter. – 6607 kHz VHF – 134.3 MHz Phone: +7 (727) 2573474, 2573764, 2573774 (reserve) H24	Almaty FIR	HF - 4736 kHz: 453205N 0821649E along border KAZAKHSTAN_CHINA - 421239N 0801028E along border KAZAKHSTAN_KYRGYZSTAN - 431248N 0741934E - 434446N 0741052E - 441502N 0745425E - 450440N 0715506E - 480000N 0714900E - 480759N 0741658E - 485000N 0761100E - 465357N 0771718E - 461808N 0784001E - 462000N 0812000E - 453205N 0821649E	GND – 10000 FT ALT In the areas with AMA higher than 10000 FT ALT (3050m) – upper limit of FIC is equal to AMA value.	Within the borders of Almaty local ATC unit outside of the area around the Zhetygen aerodrome (a circle with a radius of 15 kilometers centered on 434411N 0770717E, CTR Boraldy, CTR, TMA 1 and TMA 2 Almaty, CTR and TMA Balkhash, CTR and TMA Taldykorgan, CTR and TMA Usharal, airspace delegated to Bishkek APP, prohibited and restricted areas. Class of airspace: G
		VHF - 134.3 MHz, HF - 4736 kHz: 435614N 0780645E - 442125N 0802300E - 433953N 0803700E - 432843N 0781244E - 435614N 0780645E		
ASTANA "Astana control" HF – 5724 kHz HF alter. – 4494 kHz VHF – 132.8 MHz Phone: +7 (7172) 773533 H24	Astana FIR	522006N 0672830E - 522724N 0681000E - 523100N 0684500E - 523730N 0702500E - 524548N 0713006E - 524630N 0715024E - 524724N 0723406E - 523548N 0734324E - 513148N 0734848E - 511706N 0734530E - 510200N 0740200E - 505342N 0741748E - 504948N 0743606E - 504730N 0745900E - 503331N 0753513E - 501116N 0723844E - 503136N 0680751E - 521149N 0673350E - 522006N 0672830E	GND – 10000 FT ALT	Excluding the CTR Astana, TMA1 and TMA2 Astana, Zholaman ATZ. Class of airspace: G Flight Information Service within radius of 27 NM from APR of Astana aerodrome below 3500 FT AMSL is assigned to Astana radar 120.7 MHz FREQ

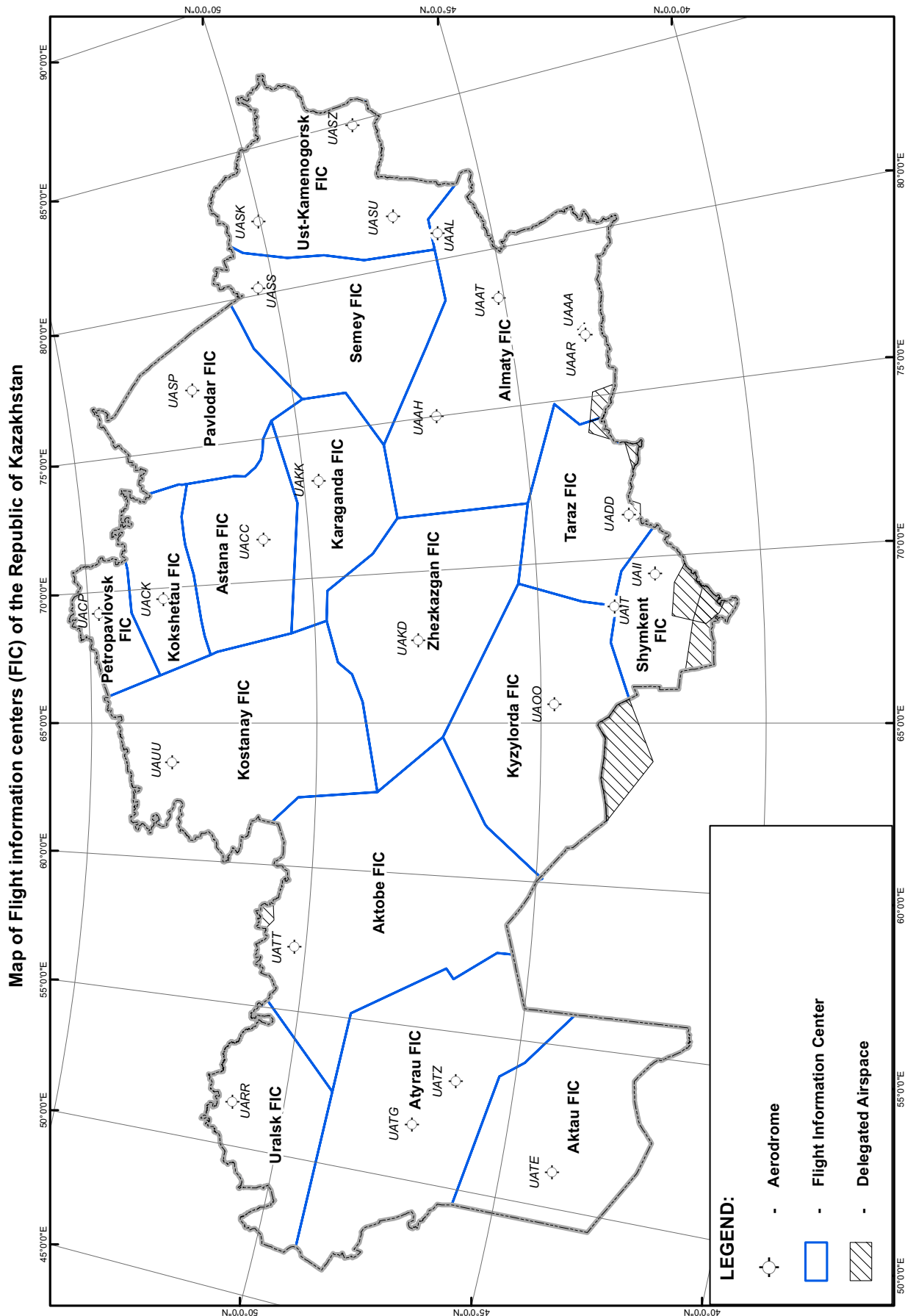
FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
ATYRAU "Atyrau vyshka" HF – 4688 kHz HF alter. – 4830 kHz "Atyrau rayon" VHF – 118.1 MHz VHF alter. – 124.6 MHz Phone: +7 (7122) 983117, 983153 - Air Traffic Manager H24*	Aktobe FIR	N485930 E0522738 - N485000 E0551000 - N465000 E0570000 - N463851 E0564100 - N454418 E0574000 - N452307 E0574000 - along border KAZAKHSTAN_UZBEKISTAN - N435141 E0555948 - N445034 E0541914 - N452130 E0534647 - N455500 E0493000 - N460800 E0492600 - N461400 E0492600 - N461800 E0491600 - N462130 E0491148 - N462224 E0491112 - along border KAZAKHSTAN_RUSSIA - N490704 E0470207 - N485930	GND – 10000 FT ALT	Excluding the TMA and CTR Atyrau, the CTR Tengiz, CTR D- Island
* - When planning flights at another time within Atyrau FIC borders Flight information service (FIS) provided on preliminary request sent AFTN UATGZTZA, UATGZTZX				
KARAGANDA "Karaganda vyshka" HF – 4728 kHz VHF – 122.0 MHz Phone: +7 (7212) 496633, 771178 H24	Astana FIR	503331N 0753513E - 494800N 0761100E - 485000N 0761100E - 480759N 0741658E - 480000N 0714900E - 483700N 0704200E - 494100N 0693200E - 494400N 0683100E - 503136N 0680751E - 501116N 0723844E - 503331N 0753513E	GND – 10000 FT ALT	Excluding the TMA and CTR Karaganda. Excluding the TMA Astana.
KOKSHETAU "Kokshetau vyshka" HF – 4760 kHz HF alter. – 6528 kHz VHF – 127.9 MHz Phone: +7 (7162) 723253 According to the regulations	Astana FIR	540653N 0710841E along border KAZAKHSTAN_RUSSIA - 532838N 0733027E - 524612N 0734430E - 524218N 0734248E - 523548N 0734324E - 524724N 0723406E - 524630N 0715024E - 524548N 0713006E - 523730N 0702500E - 523100N 0684500E - 522724N 0681000E - 522006N 0672830E - 532806N 0664618E - 540306N 0690830E - 540500N 0704712E - 540653N 0710841E	GND – 10000 FT ALT	Excluding the TMA and CTR Kokshetau.
KOSTANAY "Kostanay vyshka" HF – 4680 kHz HF alter. – 4815 kHz VHF – 129.3 MHz Phone: +7 (7142) 270-118, +7 (777) 9008606 from 02:00 to 00:00 UTC	Astana FIR	543735N 0660017E - 532806N 0664618E - 522006N 0672830E - 521149N 0673350E - 503136N 0680751E - 494400N 0683100E - 493036N 0670430E - 491230N 0663936E - 485848N 0654236E - 483738N 0624054E - 502331N 0622455E - 505800N 0613000E along border KAZAKHSTAN_RUSSIA - 543735N 0660017E	GND – 10000 FT ALT	Excluding the TMA and CTR Kostanay.

FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
KYZYLORDA "Kyzylorda vyshka" HF – 5335 kHz HF alter. - 6672 kHz VHF – 120.9 MHz VHF alter. – 129.0 MHz Phone: +7 (7242) 272204 According to the regulations	Shymkent FIR	471135N 0643220E - 452504N 0692427E - 440138N 0684518E - 431932N 0683446E - 431800N 0682200E - 432534N 0672754E - 430221N 0654313E - along border KAZAKHSTAN_UZBEKISTAN - 445159N 0600655E - 460903N 0613915E - 461214N 0614508E - 471135N 0643220E	GND – 10000 FT ALT	Excluding the part of Uzbekistan airspace delegated to Shymkent FIR. Excluding the CTR and TMA Kyzylorda, CTR and TMA Turkistan.
PAVLODAR "Pavlodar vyshka" HF – 5720 kHz HF alter. – 5632 kHz VHF – 119.8 MHz Phone: +7 (7182) 491318, 491354 – "Tower", 491353 - Air Traffic Manager According to the regulations	Astana FIR	532838N 0733027E along border KAZAKHSTAN_RUSSIA - 510142N 0795110E - 505513N 0791803E - 504125N 0781025E - 494800N 0761100E - 503331N 0753513E - 504730N 0745900E - 504948N 0743606E - 505342N 0741748E - 510200N 0740200E - 511706N 0734530E - 513148N 0734848E - 523548N 0734324E - 524218N 0734248E - 524612N 0734430E - 532838N 0733027E	GND – 10000 FT ALT	Excluding the TMA and CTR Pavlodar.
PETROPAVLOVSK "Petropavlovsk vyshka" HF – 4772 kHz HF alter. – 5552 kHz VHF – 123.7 MHz Phone: +7 (7152) 461213 According to the regulations	Astana FIR	543735N 0660017E along border KAZAKHSTAN_RUSSIA - 540653N 0710841E - 540500N 0704712E - 540306N 0690830E - 532806N 0664618E - 543735N 0660017E	GND – 10000 FT ALT	Excluding the TMA and CTR Petropavlovsk.
SEMEY "Semey vyshka" HF – 6645 kHz VHF – 128.0 MHz Phone: +7 (7222) 569034, 717118, 717153 According to the regulations	Almaty FIR	510142N 0795110E along border KAZAKHSTAN_RUSSIA - 504706N 0815242E - 503130N 0813218E - 493500N 0810300E - 484600N 0805300E - 475508N 0802710E - 461942N 0802000E - 461808N 0784001E - 465357N 0771718E - 485000N 0761100E - 494800N 0761100E - 504125N 0781025E - 505513N 0791803E - 510142N 0795110E	GND – 10000 FT ALT	Excluding the TMA and CTR Semey.

FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
SHYMKENT "Shymkent vyshka" HF – 4696 kHz HF alter. – 3060 kHz VHF – 125.9 MHz Phone: +7 (7252) 945118 – Tower, 945153 – Air Traffic Manager, 945141 – Briefing office H24	Shymkent FIR	432534N 0672754E - 431800N 0682200E - 431932N 0683446E - 430659N 0693632E - 422000N 0705300E along border KAZAKHSTAN_KYRGYZSTAN - 421548N 0705642E along border KAZAKHSTAN_UZBEKISTAN - 430221N 0654313E – 432534N 0672754E	GND – 10000 FT ALT	Excluding the part of Shymkent FIR airspace, delegated to Tashkent APP, Tashkent ACC. Excluding the CTR and TMA Shymkent, CTR and TMA Turkistan.
TARAZ "Podkhod" HF – 4744 kHz HF alter. - 4664 kHz VHF – 122.1 MHz Phone: +7 (7262) 434995 H24	Shymkent FIR	452504N 0692427E - 450440N 0715506E - 441502N 0745425E - 434446N 0741052E - 431248N 0741934E along border KAZAKHSTAN_KYRGYZSTAN - 422000N 0705300E – 430659N 0693632E – 431932N 0683446E - 440138N 0684518E - 452504N 0692427E	GND – 10000 FT ALT	Excluding the part of Shymkent FIR airspace, delegated to Bishkek APP, Bishkek ACC. Including the part of Bishkek FIR airspace delegated to Taraz APP. Excluding the CTR and TMA Taraz, CTR and TMA Turkistan.
URALSK "Uralsk vyshka" VHF – 119.7 MHz VHF alter. - 124.6 MHz HF - 5520 kHz Phone: +7 (7112) 509455 According to the regulations	Aktobe FIR	N504318 E0551552 - N485930 E0522738 - N490704 E0470207 - along border KAZAKHSTAN_RUSSIA - N504318 E0551552	GND – 10000 FT ALT	Excluding the TMA and CTR Uralsk.

FIC Call sign FREQ Phone Hours of operation	ATS region	Lateral limits	Vertical limits	Remark
1	2	3	4	5
UST-KAMENOGORSK "Ust-Kamenogorsk vyshka" HF – 4672 kHz HF alter. – 4800 kHz VHF – 130.1 MHz Phone: +7 (7232) 293418 - Tower, 778595 - Air Traffic Manager According to the regulations	Almaty FIR	490654N 0871718E along border KAZAKHSTAN_CHINA - 453205N 0821649E - 462000N 0812000E - 461942N 0802000E - 475508N 0802710E - 484600N 0805300E - 493500N 0810300E - 503130N 0813218E - 504706N 0815242E along border KAZAKHSTAN_RUSSIA - 490654N 0871718E	GND – 10000 FT ALT In the areas with terrain higher than 10000 FT ALT – upper limit of FIC is equal to AMA value.	Excluding the TMA1, TMA2 and CTR of Ust-Kamenogorsk aerodrome. Excluding the TMA and CTR of Zaisan aerodrome. Excluding the TMA and CTR of Urdzhar aerodrome. Excluding the TMA of Usharal aerodrome. For aerodrome Ayaguz take information from the briefing.
ZHEZKAZGAN "Zhezkazgan vyshka" HF – 4850 kHz VHF – 127.1 MHz Phone: +7 (7102) 725118, 764248 According to the regulations	Astana FIR	494400N 0683100E - 494100N 0693200E - 483700N 0704200E - 480000N 0714900E - 450440N 0715506E - 452504N 0692427E - 471135N 0643220E - 483738N 0624054E - 485848N 0654236E - 491230N 0663936E - 493036N 0670430E - 494400N 0683100E	GND – 10000 FT ALT	Excluding the TMA and CTR Zhezkazgan.

Map of Flight information centers (FIC) of the Republic of Kazakhstan



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Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑							↓	
A357									
▲ AKTOBE DVOR/DME (AKB)	501548N 0571055E								
	041° 222°	49.5 NM		10000 FT ALT 5000 FT ALT	2700 FT ALT		Odd	Even	AKTOBE TWR 128.0 MHZ {C}
▲ ALGAS	504613N 0581203E								
	041° 222°	19.1 NM		10000 FT ALT 5000 FT ALT	3700 FT ALT		Odd	Even	AKTOBE TWR 128.0 MHZ {C}
▲ NINBU (FIR BDRY)	505748N 0583554E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
A357									
▲ PETROPAVLO VSK DVOR/ DME (PSK)	544703N 0691309E								
	072° 254°	62.0 NM		<div>10000 FT ALT</div> <div>5000 FT ALT</div>	1600 FT ALT		Odd	Even	PETROPAVLOVSK TWR 123.7 MHZ {C}
▲ BARKI (FIR BDRY)	545153N 0710000E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
A359									
▲ PETROPAVLO VSK DVOR/ DME (PSK)	544703N 0691309E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
	277° 096°	37.4 NM		10000 FT ALT 5000 FT ALT	2100 FT ALT		Even	Odd	PETROPAVLOVSK TWR 123.7 MHZ {C}
▲ IKANA (FIR BDRY)	545924N 0681200E								

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
A360									
▲ AKTOBE DVOR/DME (AKB)	501548N 0571055E								
	335° 154°	50.6 NM		<div>10000 FT ALT</div> <div>5000 FT ALT</div>	3500 FT ALT		Even	Odd	AKTOBE TWR 128.0 MHZ {C}
▲ MULTA (FIR BDRY)	510442N 0565042E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
A368									
▲ URALSK DVOR/DME (URL)	510855N 0513238E								
	316° 135°	21.5 NM		10000 FT ALT 5000 FT ALT	1700 FT ALT		Even	Odd	URALSK TWR 119.7 MHZ {C}
△ OGAPI	512648N 0511336E								
	316° 135°	16.3 NM		10000 FT ALT 5000 FT ALT	1600 FT ALT		Even	Odd	URALSK TWR 119.7 MHZ {C}
▲ GUTAN (FIR BDRY)	514024N 0505912E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
G111									
▲ KOSTANAY DVOR/DME (KST)	531113N 0633346E								
	268° 086°	38.7 NM		<div>10000 FT ALT</div> <div>5000 FT ALT</div>	3200 FT ALT		Even	Odd	KOSTANAY TWR 129.3 MHZ {C}
△ LODEZ	531715N 0623004E								
	266° 085°	48.8 NM		<div>10000 FT ALT</div> <div>5000 FT ALT</div>	1900 FT ALT		Even	Odd	KOSTANAY TWR 129.3 MHZ {C}
▲ TITUR (FIR BDRY)	532406N 0610924E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
G121	(S) For continuation, see AIP Russia								
▲ SOMIP	502106N 0801402E								
	019° 199°	58.8 NM		10000 FT ALT 5000 FT ALT	3500 FT ALT		Odd	Even	SEMEY TWR 128 MHZ {C}
▲ ELSUT (FIR BDRY)	511342N 0805506E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]									
Significant Point Name	Significant Point Coordinates							Remarks		
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks	
	↓ / ↑						↓	↑		
G552	✈ 100									
▲ AKTOBE DVOR/DME (AKB)	501548N 0571055E									

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
	008° 187°	38.6 NM		<u>10000 FT ALT</u> 5000 FT ALT	3500 FT ALT		Odd	Even	AKTOBE TWR 128.0 MHZ {C}
▲ SANIR (FIR BDRY)	505230N 0572942E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
R227									
▲ AKTAU DVOR/ DME (AKT)	435220N 0510352E								
	263° 082°	67.9 NM		10000 FT ALT 6000 FT ALT	2300 FT ALT		Even	Odd	AKTAU TWR 120.7 MHZ {C}
▲ ITAKA (FIR BDRY)	435224N 0493000E								For continuation, see AIP Russia

Route Designator {RNP Type}	[Route Usage Notes]								
Significant Point Name	Significant Point Coordinates								Remarks
{RNP Type}	Track MAG	Dist	(COP)	Upper limit / Lower limit	Minimum flight altitude	Lateral limits (KM)	FL series		Controlling unit {Airspace class} Remarks
	↓ / ↑						↓	↑	
R482									
▲ KOSTANAY DVOR/DME (KST)	531113N 0633346E								
	318° 137°	63.0 NM		<div>10000 FT ALT</div> <div>5000 FT ALT</div>	3100 FT ALT		Even	Odd	KOSTANAY TWR 129.3 MHZ {C}
▲ LANOR (FIR BDRY)	540536N 0624042E								For continuation, see AIP Russia

ENR-3.2.1 "L" 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		Controlling unit {Airspace class} Remarks
				↓	↑	
L26 (RNAV 5)						
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					
	086° 267°	44.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
△ OMITO	501033N 0581909E AKB 086.0° 44.1 NM (700 FT)					
	086° 268°	68.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ KESOT	500111N 0600343E AKB 088.0° 112.1 NM (700 FT)					
	088° 270°	96.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
▲ BEKOR (FIR BDRY)	494513N 0623050E ARK 247.0° 177.6 NM (1300 FT)					
	090° 271°	38.5 NM	FL 510 FL 120	Odd	Even	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 “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ TIBDA	493800N 0632900E ARK 242.0° 143.1 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	096° 278°	60.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ ARBIM	492045N 0645739E ARK 223.0° 99.1 NM (1300 FT)					
	098° 279°	79.9 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ UMDEM	485611N 0665322E DZG 325.0° 80.9 NM (1300 FT)					
	099° 280°	22.0 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ GORIM	484905N 0672456E DZG 339.0° 67.3 NM (1300 FT)					
	100° 281°	38.2 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ AKITU	483624N 0681921E DZG 014.0° 57.7 NM (1300 FT)					
	101° 281°	12.1 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ MAKUT	483217N 0683632E DZG 026.0° 59.7 NM (1300 FT)					
	101° 282°	33.9 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ DITKI	482034N 0692417E DZG 052.0° 76.0 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 ↓ ↑	
	072° 253°	43.3 NM	FL 510 FL 120	Odd	Even
△ BASPU	471514N 0525046E ATR 073.0° 43.2 NM (0 FT)				AKTOBE ACC 130.9 MHZ ATYRAU TOWER 118.1 MHZ {C}
	073° 254°	56.6 NM	FL 510 FL 120	Odd	Even
△ EPOLI	472234N 0541316E ATR 074.0° 99.9 NM (0 FT)				AKTOBE ACC 130.9 MHZ {C}
	073° 253°	31.8 NM	FL 510 FL 120	Odd	Even
△ LANIN	472659N 0545937E BNU 349.0° 126.8 NM (0 FT)				
	074° 255°	26.7 NM	FL 510 FL 120	Odd	Even
△ ODPUT	473004N 0553846E BNU 001.0° 131.5 NM (0 FT)				AKTOBE ACC 130.9 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 “Atyrau Tower” on frequencies 4688 kHz and 4830 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}

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
				↓	↑	
	075° 255°	29.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ LUKET	473310N 0562135E BNU 013.0° 142.4 NM (0 FT)					
	075° 256°	51.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ UDATO	473801N 0573755E AKB 163.0° 158.9 NM (700 FT)					
	076° 257°	64.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
▲ RUGUS	474250N 0591219E ARL 289.0° 112.1 NM (300 FT)					
	078° 259°	37.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
△ ARSAN	474436N 0600738E ARL 303.0° 82.1 NM (300 FT)					
	078° 260°	117.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
△ ABIGU	474742N 0630108E ARL 036.0° 81.6 NM (300 FT)					
	081° 261°	30.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
▲ ULRIP (FIR BDRY)	474743N 0634635E ARL 049.0° 105.6 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 ↓ ↑		Controlling unit {Airspace class} Remarks
△ TIROK	472456N 0655037E DZG 247.0° 80.1 NM (1300 FT)					
	292° 111°	44.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ SUBOL	474716N 0645433E DZG 262.0° 115.5 NM (1300 FT)					
	291° 109°	102.6 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)					
	287° 105°	84.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ MANAD	491421N 0604601E ARL 338.0° 148.9 NM (300 FT)					
	285° 104°	42.9 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ AGATU	493220N 0594622E AKB 104.0° 109.5 NM (700 FT)					
	284° 104°	24.6 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ ENETO	494223N 0591154E AKB 103.0° 84.9 NM (700 FT)					
	284° 103°	43.1 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 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
△ RIGDO	495937N 0581049E AKB 102.0° 41.8 NM (700 FT)				
	283° 102°	41.8 NM	FL 510 FL 120	Even Odd	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E				

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
L162 (RNAV 5)					
▲ ODIVA (FIR BDRY)	423530N 0640848E KZO 198.0° 140.5 NM (500 FT)				Before, see AIP Uzbekistan
	330° 149°	60.0 NM	FL 510 FL 120	Even Odd	SHYMKENT ACC 127.3 MHZ In case of possible VHF radio communication failure at FL 120– FL 190, 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}
△ NITNA	433032N 0633601E KZO 222.0° 110.8 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		Controlling unit {Airspace class} Remarks	
				↓	↑		
▲ OBATA (FIR BDRY)	462130N 0491148E ATR 236.0° 117.4 NM (0 FT)					Before, see AIP Russia	
	057° 237°	36.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}	
△ DIMPA	463633N 0495959E ATR 238.2° 80.8 NM (0 FT)						
	057° 238°	37.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}	
△ TUGLA	465142N 0505006E ATR 237.0° 43.2 NM (0 FT)						
	058° 239°	43.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ ATYRAU TOWER 118.1 MHZ {C}	
▲ ATYRAU DVOR/ DME (ATR)	470838N 0514805E						
	059° 239°	43.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ ATYRAU TOWER 118.1 MHZ {C}	
△ GISTO	472457N 0524654E ATR 059.0° 43.2 NM (0 FT)						
	059° 240°	86.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}	
△ KODUM	475556N 0544537E ATR 061.0° 129.2 NM (0 FT)						
	048° 229°	42.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 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 “Atyrau Tower” on frequencies 4688 kHz and 4830 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}	

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
				↓	↑	
▲ ALABA	481845N 0553938E AKB 196.0° 131.5 NM (700 FT)					
	060° 241°	76.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ ERKIS	484421N 0572756E AKB 162.0° 92.0 NM (700 FT)					
	061° 245°	207.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ BEKOR (FIR BDRY)	494513N 0623050E ARK 247.0° 177.6 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 ↓ ↑	
△ ARNUS	430052N 0533509E AKT 107.0° 121.6 NM (100 FT)				
	009° 189°	30.5 NM	FL 510 FL 120	Odd	Even
△ BAPER	433011N 0534642E AKT 094.0° 120.2 NM (100 FT)				AKTOBE ACC 119.8 MHZ {C}
	009° 189°	23.8 NM	FL 510 FL 120	Odd	Even
△ RINIT	435305N 0535549E BNU 202.0° 101.2 NM (0 FT)				
	009° 189°	59.9 NM	FL 510 FL 120	Odd	Even
▲ BODSI	445034N 0541914E BNU 220.0° 45.3 NM (0 FT)				
	011° 191°	44.1 NM	FL 510 FL 120	Odd	Even
△ AGNIM	453221N 0543918E BNU 293.0° 23.1 NM (0 FT)				
	011° 191°	18.1 NM	FL 510 FL 120	Odd	Even
▲ NESDO	454926N 0544739E BNU 326.0° 32.2 NM (0 FT)				
	011° 191°	62.7 NM	FL 510 FL 120	Odd	Even
△ PEMOL	464841N 0551720E BNU 356.0° 88.6 NM (0 FT)				
	011° 191°	43.9 NM	FL 510 FL 120	Odd	Even
△ ODPUT	473004N 0553846E BNU 001.0° 131.5 NM (0 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
				↓	↑	
	011° 190°	33.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 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 “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ ABULU	480139N 0555532E AKB 189.0° 143.1 NM (700 FT)					
	010° 190°	32.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ LOGTO	483204N 0561202E AKB 189.0° 110.7 NM (700 FT)					
	010° 190°	72.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ TIKTO	494006N 0565014E AKB 190.0° 38.2 NM (700 FT)					
	010° 190°	38.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					
	007° 187°	38.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 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
				↓	↑	
	312° 131°	56.9 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}
△ LATNU	445345N 0612553E ARL 175.0° 116.1 NM (300 FT)					
	311° 130°	42.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ MILSO (FIR BDRY)	452519N 0604609E ARL 194.0° 91.4 NM (300 FT)					
	310° 129°	65.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119 MHZ {C}
▲ ABDUN	461337N 0594316E ARL 236.0° 86.4 NM (300 FT)					
	307° 125°	91.5 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119 MHZ {C}
▲ ARKER	471757N 0580839E ARL 271.0° 145.3 NM (300 FT)					
	305° 125°	28.9 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ UDATO	473801N 0573755E AKB 163.0° 158.9 NM (700 FT)					
	305° 124°	62.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ EKDAD	482100N 0562959E AKB 183.0° 117.7 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	304° 123°	16.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ LOGTO	483204N 0561202E AKB 189.0° 110.7 NM (700 FT)					
	303° 123°	13.8 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ UGLUK	484125N 0555642E AKB 196.0° 106.1 NM (700 FT)					
	303° 123°	14.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {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
	269° 088°	37.1 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ {C}
△ INRIK	500744N 0692030E ARK 088.0° 90.1 NM (1300 FT)					
	269° 088°	41.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ {C}
▲ VAMRI	501330N 0681645E ARK 087.0° 48.7 NM (1300 FT)					
	267° 086°	48.7 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ ARKALYK DVOR/DME (ARK)	501904N 0670118E					
	263° 082°	45.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ KUSOT	502128N 0655110E ARK 262.0° 45.0 NM (1300 FT)					
	262° 081°	59.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
△ ADEKU	502301N 0641824E ARK 261.0° 104.4 NM (1300 FT)					
	261° 080°	50.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 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 “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ EMBEK	502333N 0625947E ARK 263.0° 154.8 NM (1300 FT)					
	260° 079°	22.3 NM	FL 510 FL 120	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 ↓ ↑		Controlling unit {Airspace class} Remarks
▲ ABIRA (FIR BDRY)	502331N 062245E KST 181.0° 173.3 NM (600 FT)					
	259° 078°	50.6 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ BESOL	502254N 0610548E AKB 078.0° 150.7 NM (700 FT)					
	258° 076°	104.0 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ LITBA	501849N 0582332E AKB 076.0° 46.7 NM (700 FT)					
	256° 075°	46.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					
	262° 081°	43.1 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
△ LARPI	501721N 0560345E AKB 261.0° 43.1 NM (700 FT)					
	261° 080°	57.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
▲ SIVKO	501827N 0543349E AKB 260.0° 100.8 NM (700 FT)					
	284° 102°	82.6 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 131.4 MHZ {C}
△ VEVIK	505201N 0523529E URL 102.0° 43.1 NM (200 FT)					
	283° 102°	43.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 131.4 MHZ URALSK TOWER 119.7 MHZ {C}
▲ URALSK DVOR/ DME (URL)	510855N 0513238E					
	288° 107°	42.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 131.4 MHZ URALSK TOWER 119.7 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		Controlling unit {Airspace class} Remarks	
				↓	↑		
△ TIMKA	440832N 0681511E TRK 337.0° 51.0 NM (1000 FT)						
	348° 168°	18.6 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}	
△ REMOL	442704N 0681238E TRK 340.0° 69.4 NM (1000 FT)						
	348° 167°	91.4 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 127.3 MHZ {C}	
▲ BETPU (FIR BDRY)	455758N 0675945E DZG 166.0° 105.8 NM (1300 FT)						
	347° 166°	34.8 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}	
△ ELSEB	463234N 0675439E DZG 166.0° 71.0 NM (1300 FT)						
	348° 168°	27.7 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}	
△ BURIK	470012N 0675152E DZG 166.0° 43.3 NM (1300 FT)						
	346° 166°	43.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}	
▲ ZHEZKAZGAN DVOR/DME (DZG)	474317N 0674542E						
	340° 160°	43.1 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}	
△ BEDOR	482529N 0673251E DZG 340.0° 43.1 NM (1300 FT)						
	339° 158°	24.2 NM	FL 510 FL 120	Even	Odd	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
				↓	↑	
△ GORIM	484905N 0672456E DZG 339.0° 67.3 NM (1300 FT)					
	342° 161°	70.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
▲ EDETO	495808N 0670732E ARK 159.0° 21.3 NM (1300 FT)					
	339° 159°	21.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ ARKALYK DVOR/ DME (ARK)	501904N 0670118E					
	329° 145°	157.9 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
△ GITNA	524459N 0652518E KST 100.0° 72.4 NM (600 FT)					
	325° 143°	103.4 NM	FL 510 FL 210	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ NELTI (FIR BDRY)	541942N 0641630E KST 008.0° 73.1 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		Controlling unit {Airspace class} Remarks	
				↓	↑		
M199 (RNAV 5)							
▲ MULTA (FIR BDRY)		510442N 0565042E AKB 335.0° 50.6 NM (700 FT)					Before, see AIP Russia
	154° 335°	50.6 NM	<div>FL 510</div> <div>FL 120</div>	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}	
▲ AKTOBE DVOR/ DME (AKB)		501548N 0571055E					

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
				↓	↑	
	131° 312°	42.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
△ ODILA	494259N 0575122E AKB 131.0° 41.9 NM (700 FT)					
	132° 312°	27.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ KEKUN	492143N 0581653E AKB 131.0° 69.0 NM (700 FT)					
	132° 313°	37.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ RILBA	485158N 0585148E AKB 132.0° 106.6 NM (700 FT)					
	133° 314°	69.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
▲ RESDO	475618N 0595446E ARL 304.0° 96.4 NM (300 FT)					
	134° 314°	14.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
△ ARSAN	474436N 0600738E ARL 303.0° 82.1 NM (300 FT)					
	134° 317°	114.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
▲ AVLAK (FIR BDRY)	461214N 0614508E ARL 163.0° 37.7 NM (300 FT)					
	137° 317°	27.3 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
▲ INKUM	454952N 0620739E ARL 151.0° 63.3 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		Controlling unit {Airspace class} Remarks
				↓	↑	
M610 (RNAV 5)						
▲ AZABI (FIR BDRY)	444424N 0493000E AKT 301.0° 85.2 NM (100 FT)					Before, see AIP Russia
	069° 251°	123.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ {C}
▲ LAROS	451010N 0521956E AKT 027.0° 95.0 NM (100 FT)					
	071° 252°	62.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ ANIGA	452130N 0534647E BNU 262.0° 56.8 NM (0 FT)					
	073° 255°	165.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ DIVNO	454418N 0574000E BNU 070.0° 109.9 NM (0 FT)					
	089° 271°	132.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ MILSO (FIR BDRY)	452519N 0604609E ARL 194.0° 91.4 NM (300 FT)					
	092° 273°	47.0 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
△ OLINA	451645N 0615140E ARL 165.0° 93.4 NM (300 FT)					
	093° 274°	29.9 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	336° 155°	43.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
△ BALOK	521416N 0635540E KST 155.0° 58.6 NM (600 FT)					
	335° 155°	58.6 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ KOSTANAY TOWER 129.3 MHZ {C}
▲ KOSTANAY DVOR/DME (KST)	531113N 0633346E					
	318° 137°	63.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ KOSTANAY TOWER 129.3 MHZ {C}
▲ LANOR (FIR BDRY)	540536N 0624042E KST 318.0° 63.0 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		Controlling unit {Airspace class} Remarks
				↓	↑	
M875 (RNAV 5)						
▲ TIGTA (FIR BDRY)		432728N 0620446E KZO 235.0° 168.0 NM (500 FT)				
	328° 147°	46.2 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}

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
△ FAZUL	440916N 0613731E ARL 171.0° 160.3 NM (300 FT)				
	327° 146°	84.4 NM	FL 510 FL 120	Even Odd	SHYMKENT ACC 127.3 MHZ {C}
▲ MILSO (FIR BDRY)	452519N 0604609E ARL 194.0° 91.4 NM (300 FT)				
	327° 145°	152.0 NM	FL 510 FL 120	Even Odd	AKTOBE ACC 119 MHZ {C}
▲ RUGUS	474250N 0591219E ARL 289.0° 112.1 NM (300 FT)				
	327° 145°	131.6 NM	FL 510 FL 120	Even Odd	AKTOBE ACC 129.6 MHZ {C}
△ ODILA	494259N 0575122E AKB 131.0° 41.9 NM (700 FT)				
	325° 143°	90.5 NM	FL 510 FL 120	Even Odd	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ MULTA (FIR BDRY)	510442N 0565042E AKB 335.0° 50.6 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 ↓ ↑	Controlling unit {Airspace class} Remarks
M993 (RNAV 5)	<small>(1) Before, see AIP Russia</small>				
▲ GOMIR (FIR BDRY)	501042N 0844206E UKM 079.0° 85.2 NM (1000 FT)				Before, see AIP Russia
	259° 078°	42.5 NM	FL 510 FL 130	Even Odd	ALMATY ACC 132.1 MHZ {C}
△ DEVNA	500647N 0833619E UKM 078.0° 42.7 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
				↓	↑	
	283° 101°	74.8 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}
△ GOSPA	485256N 0633233E ARL 024.0° 145.9 NM (300 FT)					
	281° 100°	39.3 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 “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
▲ BEDRU (FIR BDRY)	490642N 0623638E ARL 008.0° 143.0 NM (300 FT)					
	280° 096°	179.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ {C}
△ ADRAT	500334N 0581528E AKB 096.0° 43.3 NM (700 FT)					
	276° 096°	43.3 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					

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ENR-3.2.3 "N" 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		Controlling unit {Airspace class} Remarks
				↓	↑	
N37 (RNAV 5)						
▲ IPLED (FIR BDRY)	432348N 0493000E AKT 241.0° 73.9 NM (100 FT)					
	060° 241°	73.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
▲ AKTAU DVOR/ DME (AKT)	435220N 0510352E					
	060° 241°	53.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
▲ GIGRI	441248N 0521256E AKT 060.0° 53.9 NM (100 FT)					
	059° 239°	29.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ DOGEL	442430N 0525059E AKT 060.0° 83.6 NM (100 FT)					
	059° 240°	68.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ BODSI	445034N 0541914E BNU 220.0° 45.3 NM (0 FT)					
	060° 240°	39.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ MASAV	450507N 0551053E BNU 162.0° 15.5 NM (0 FT)					
	053° 234°	108.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ KOMRE	455641N 0572649E BNU 061.0° 104.4 NM (0 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
				↓	↑	
	056° 237°	60.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ NINAG	462208N 0584556E ARL 249.0° 121.4 NM (300 FT)					
	057° 240°	222.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
▲ ULRIP (FIR BDRY)	474743N 0634635E ARL 049.0° 105.6 NM (300 FT)					
	064° 245°	68.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, 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}

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
				↓	↑	
	010° 190°	90.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
▲ AKTAU DVOR/ DME (AKT)	435220N 0510352E					
	003° 182°	56.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
△ PIRIM	444808N 0511741E AKT 002.0° 56.7 NM (100 FT)					
	001° 180°	53.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 134.3 MHZ {C}
▲ KOLIB	454047N 0512848E ATR 179.0° 88.9 NM (0 FT)					
	360° 180°	45.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ NIKNA	462557N 0513838E ATR 179.0° 43.2 NM (0 FT)					
	360° 180°	43.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ ATYRAU TOWER 118.1 MHZ {C}
▲ ATYRAU DVOR/ DME (ATR)	470838N 0514805E					
	038° 218°	43.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ ATYRAU TOWER 118.1 MHZ {C}
▲ UDEBA	473802N 0523443E ATR 038.0° 43.2 NM (0 FT)					
	038° 218°	74.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ EKPIN	482805N 0535721E ATR 038.0° 118.0 NM (0 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
				↓	↑	
	038° 219°	36.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ MOGTU	485209N 0543832E AKB 218.0° 129.8 NM (700 FT)					
	039° 219°	26.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ AGMAN	490942N 0550920E AKB 218.0° 103.0 NM (700 FT)					
	039° 220°	66.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
▲ GULDO	495223N 0562651E AKB 219.0° 36.8 NM (700 FT)					
	040° 221°	36.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 120.9 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					
	041° 222°	49.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 120.9 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
				↓	↑	
△ GIRUL	430826N 0520542E AKT 127.0° 62.9 NM (100 FT)					
	016° 196°	36.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ NEPIL	434133N 0522455E AKT 093.0° 59.7 NM (100 FT)					
	016° 196°	46.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ DOGEL	442430N 0525059E AKT 060.0° 83.6 NM (100 FT)					
	016° 196°	28.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ ALOTO	445010N 0530653E BNU 241.0° 90.5 NM (0 FT)					
	018° 198°	37.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ REPLA	452358N 0533011E BNU 264.0° 68.6 NM (0 FT)					
	018° 198°	8.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ GOLGI	453153N 0533543E BNU 271.0° 65.5 NM (0 FT)					
	018° 198°	91.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ RIKRI	465319N 0543423E BNU 338.0° 95.7 NM (0 FT)					
	018° 198°	37.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ LANIN	472659N 0545937E BNU 349.0° 126.8 NM (0 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
				↓	↑	
	018° 198°	45.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
△ PETEM	480656N 0553022E AKB 196.0° 144.9 NM (700 FT)					
	018° 198°	13.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ ALABA	481845N 0553938E AKB 196.0° 131.5 NM (700 FT)					
	017° 197°	25.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {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 ↓ ↑	
△ UGLUK		484125N 0555642E AKB 196.0° 106.1 NM (700 FT)			
	017° 197°	67.4 NM	FL 510 FL 120	Odd	Even
△ LURUM		494127N 0564322E AKB 196.0° 38.7 NM (700 FT)			
	017° 197°	38.7 NM	FL 510 FL 120	Odd	Even
▲ AKTOBE DVOR/ DME (AKB)		501548N 0571055E			

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 ↓ ↑	
N102 (RNAV 5)					
▲ BABUR (FIR BDRY)		452312N 0493000E AKT 315.0° 112.9 NM (100 FT)			Before, see AIP Russia
	097° 279°	117.4 NM	FL 510 FL 120	Odd	Even
▲ ADPAK		444919N 0520844E AKT 031.0° 73.6 NM (100 FT)			
	100° 283°	175.7 NM	FL 510 FL 120	Odd	Even
▲ KORAG (FIR BDRY)		435134N 0560000E BNU 149.0° 96.5 NM (0 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 ↓ ↑	
N102 (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		Controlling unit {Airspace class} Remarks
				↓	↑	
▲ GILAT (FIR BDRY)	415707N 0660000E TRK 227.0° 140.8 NM (1000 FT)					Before, see AIP Uzbekistan
	074° 254°	48.8 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
△ ESKIZ	420521N 0670429E TRK 216.0° 99.6 NM (1000 FT)					
	075° 256°	53.2 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
△ TONLA	421334N 0681508E SMK 254.0° 53.7 NM (1400 FT)					
	074° 255°	53.7 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ SHYMKENT DVOR/DME (SMK)	422220N 0692631E					
	041° 222°	22.9 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
△ DONUP	423759N 0694912E SMK 041.0° 22.9 NM (1400 FT)					
	035° 215°	16.5 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ SHYMKENT TOWER 125.9 MHZ {C}
▲ BARAR	425030N 0700344E SMK 039.0° 39.3 NM (1400 FT)					
	035° 215°	53.5 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
▲ ARBOL	433055N 0705137E TAR 329.0° 42.9 NM (2200 FT)					
	051° 232°	52.4 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 132.7 MHZ {C}
△ RISAS	435854N 0715247E TAR 016.0° 71.6 NM (2200 FT)					
	052° 232°	36.6 NM	FL 510 FL 120	Odd	Even	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	FL series		Controlling unit {Airspace class} Remarks		
			Lower limit	↓	↑			
N154 (RNAV 5)								
▲ KORAG (FIR BDRY)		435134N 0560000E BNU 149.0° 96.5 NM (0 FT)					Before, see AIP Uzbekistan	
	264° 083°	89.8 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}		
△ RINIT		435305N 0535549E BNU 202.0° 101.2 NM (0 FT)						
	263° 083°	11.6 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}		
△ ATNAL		435307N 0533948E BNU 207.0° 107.4 NM (0 FT)						
	262° 082°	24.1 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}		
△ RELGE		435304N 0530630E AKT 081.0° 88.7 NM (100 FT)						
	262° 081°	33.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}		
▲ ULSON		435244N 0522039E AKT 082.0° 55.5 NM (100 FT)						
	263° 082°	55.5 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}		
▲ AKTAU DVOR/ DME (AKT)		435220N 0510352E						
	263° 082°	67.9 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}		
▲ ITAKA (FIR BDRY)		435224N 0493000E AKT 262.0° 67.9 NM (100 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
				↓	↑	
N161 (RNAV 5)						
▲ GASBI (FIR BDRY)	422611N 0502811E AKT 190.0° 90.0 NM (100 FT)					Before, see AIP Azerbaijan
	045° 226°	121.6 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ ARLIF	433927N 0524039E AKT 092.0° 71.3 NM (100 FT)					
	046° 226°	23.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ RELGE	435304N 0530630E AKT 081.0° 88.7 NM (100 FT)					
	046° 227°	80.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ TITIL	443944N 0543810E BNU 199.0° 45.6 NM (0 FT)					
	034° 214°	34.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
△ MASAV	450507N 0551053E BNU 162.0° 15.5 NM (0 FT)					
	061° 242°	112.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119.8 MHZ {C}
▲ DIVNO	454418N 0574000E BNU 070.0° 109.9 NM (0 FT)					
	062° 244°	90.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {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
				↓	↑	
▲ ABDUN	461337N 0594316E ARL 236.0° 86.4 NM (300 FT)					
	064° 246°	123.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
△ RITET	464937N 0623417E ARL 081.0° 39.3 NM (300 FT)					
	066° 247°	83.7 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
▲ ARKAM (FIR BDRY)	471135N 0643220E ARL 072.0° 121.9 NM (300 FT)					
	067° 247°	19.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ BAGED	471628N 0650016E DZG 249° 115.2 NM (1300 FT)					
	067° 248°	35.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ TIROK	472456N 0655037E DZG 247.0° 80.1 NM (1300 FT)					
	067° 248°	36.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ ABURA	473345N 0664312E DZG 249.4° 43.3 NM (1300 FT)					
	068° 249°	43.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
▲ ZHEZKAZGAN DVOR/DME (DZG)	474317N 0674542E					
	073° 254°	43.1 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
△ AMASO	474914N 0684857E DZG 074.0° 43.1 NM (1300 FT)					
	083° 264°	73.6 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 ↓ ↑	
△ DERAD	474634N 0703805E DZG 079.0° 116.5 NM (1300 FT)				
	084° 266°	48.3 NM	FL 510 FL 120	Odd	Even
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}					
▲ UNABO (FIR BDRY)	474352N 0714935E KRG 198.0° 132.6 NM (1800 FT)				
	087° 272°	214.1 NM	FL 510 FL 120	Odd	Even
ALMATY ACC 125.5 MHZ {C}					
▲ MADEV	471857N 0770328E BLH 067.0° 88.9 NM (1400 FT)				
	088° 270°	85.8 NM	FL 510 FL 120	Odd	Even
ALMATY ACC 132.1 MHZ {C}					
△ RUDIZ	471122N 0790856E AGZ 223.0° 69.1 NM (2200 FT)				
	090° 271°	29.4 NM	FL 510 FL 120	Odd	Even
ALMATY ACC 132.1 MHZ {C}					
△ GOMAL	470809N 0795150E AGZ 200.0° 53.4 NM (2200 FT)				
	090° 272°	47.5 NM	FL 510 FL 120	Odd	Even
ALMATY ACC 132.1 MHZ {C}					
▲ BURID	470234N 0810051E AGZ 151.0° 58.1 NM (2200 FT)				
	091° 272°	37.8 NM	FL 510 FL 150	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 ↓ ↑	Controlling unit {Airspace class} Remarks
▲ GILAK		465738N 081553E AGZ 129.0° 83.7 NM (2200 FT)			
	092° 273°	40.0 NM	FL 510 FL 150	Odd Even	ALMATY ACC 132.1 MHZ {C}
▲ SARIN (FIR BDRY)		465156N 082531E AGZ 118.0° 118.2 NM (2200 FT)			For continuation, see AIP China

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
N167 (RNAV 5)					
▲ KURAB (FIR BDRY)		442311N 061034E ARL 180.0° 148.2 NM (300 FT)			Before, see AIP Uzbekistan
	020° 200°	34.4 NM	FL 510 FL 120	Odd Even	SHYMKENT ACC 127.3 MHZ {C}
△ LATNU		445345N 061255E ARL 175.0° 116.1 NM (300 FT)			
	020° 200°	63.4 NM	FL 510 FL 120	Odd Even	SHYMKENT ACC 127.3 MHZ {C}
▲ INKUM		454952N 0620739E ARL 151.0° 63.3 NM (300 FT)			
	009° 189°	38.4 NM	FL 510 FL 120	Odd Even	SHYMKENT ACC 127.3 MHZ {C}
▲ BAKID (FIR BDRY)		462633N 062235E ARL 117.0° 39.6 NM (300 FT)			
	009° 189°	24.2 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 119 MHZ {C}
△ RITET		464937N 062341E ARL 081.0° 39.3 NM (300 FT)			
	009° 189°	60.9 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 119 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
△ ABIGU	474742N 0630108E ARL 036.0° 81.6 NM (300 FT)					
	009° 189°	26.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 119 MHZ {C}
▲ SURAR (FIR BDRY)	481318N 0631317E ARL 030.0° 106.2 NM (300 FT)					
	009° 188°	41.7 NM	FL 510 FL 120	Odd	Even	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}
△ GOSPA	485256N 0633233E ARL 024.0° 145.9 NM (300 FT)					
	008° 188°	76.9 NM	FL 510 FL 120	Odd	Even	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 “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
▲ BATAD	500554N 0640927E ARK 252.0° 111.2 NM (1300 FT)					
	008° 188°	18.1 NM	FL 510 FL 120	Odd	Even	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		Controlling unit {Airspace class} Remarks
				↓	↑	
△ ADEKU	502301N 0641824E ARK 261.0° 104.4 NM (1300 FT)					
	008° 188°	29.1 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 133.1 MHZ {C}
△ IPNIL	505034N 0643305E ARK 279.0° 99.5 NM (1300 FT)					
	008° 188°	203.5 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 133.1 MHZ {C}
▲ DEPIR	540211N 0662405E PSK 232.0° 108.5 NM (500 FT)					
	006° 186°	47.0 NM	FL 510 FL 120	Odd	Even	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		Controlling unit {Airspace class} Remarks
				↓	↑	
N170 (RNAV 5)						
△ IZIMA	432236N 0770503E ATA 332.2° 0.1 NM (2200 FT)					
	313° 132°	17.9 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 131.4 MHZ ALMATY APPROACH 124.8 MHZ {C}
△ UNADA	433551N 0764831E ATA 312.8° 18 NM (2200 FT)					
	312° 132°	30.5 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 131.4 MHZ ALMATY APPROACH 124.8 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		Controlling unit {Airspace class} Remarks	
				↓	↑		
▲ ADABA		435820N 0762009E ATA 312.8° 48.5 NM (2200 FT)					
	336° 156°	15.9 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 133.1 MHZ ALMATY APPROACH 124.8 MHZ {C}	
△ RISAD		441324N 0761312E ATA 318.7° 63.3 NM (2200 FT)					
	336° 156°	56.3 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 133.1 MHZ {C}	
△ LEKLU		450701N 0754903E TDK 264.0° 111.0 NM (2000 FT)					
	336° 156°	31.9 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 133.1 MHZ {C}	
▲ MAROR		453720N 0753509E BLH 155.0° 79.7 NM (1400 FT)					
	336° 155°	36.1 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 125.5 MHZ {C}	
△ ABONA		461133N 0751857E BLH 155.0° 43.7 NM (1400 FT)					
	335° 155°	43.7 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 125.5 MHZ BALKHASH TOWER 128.0 MHZ {C}	
▲ BALKHASH DVOR/DME (BLH)		465259N 0745902E					
	333° 152°	42.1 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 125.5 MHZ BALKHASH TOWER 128.0 MHZ {C}	
△ GIREM		473219N 0743709E BLH 332.0° 42.1 NM (1400 FT)					
	332° 151°	38.2 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 125.5 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		
				↓	↑			
▲ LUKUS (FIR BDRY)		480759N 0741658E BLH 332.0° 80.3 NM (1400 FT)						
	332° 151°	33.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 124.1 MHZ {C}		
△ 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}		

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
				↓	↑	
△ 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					
	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		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}

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	
				↓	↑		
▲ 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}	
▲ OGOLI		412858N 0663632E SMK 240.0° 137.6 NM (1400 FT)					Before, 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	
				↓	↑		
N193 (RNAV 5)							
▲ KUNAS (FIR BDRY)		430923N 0560000E BNU 156.0° 136.4 NM (0 FT)					Before, see AIP Uzbekistan
	276° 094°	99.5 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 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 “Aktau Tower” on frequencies 5536 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}	
△ BAPER		433011N 0534642E AKT 094.0° 120.2 NM (100 FT)					
	274° 094°	22.0 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}	
△ MEDOL		433425N 0531659E AKT 094.0° 98.2 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	273° 093°	26.9 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}
△ ARLIF	433927N 0524039E AKT 092.0° 71.3 NM (100 FT)					
	273° 093°	11.6 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 119.8 MHZ {C}
▲ NEPIL	434133N 0522455E AKT 093.0° 59.7 NM (100 FT)					
	274° 093°	59.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
▲ AKTAU DVOR/ DME (AKT)	435220N 0510352E					
	317° 136°	66.2 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
△ ATNUR	444559N 0500948E AKT 316.0° 66.2 NM (100 FT)					
	315° 135°	46.7 NM	FL 510 FL 120	Even	Odd	AKTOBE ACC 134.3 MHZ {C}
▲ BABUR (FIR BDRY)	452312N 0493000E AKT 315.0° 112.9 NM (100 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
				↓	↑	
N985 (RNAV 5)						
▲ LAGMO (FIR BDRY)	514954N 0791500E PVL 098.0° 83.0 NM (500 FT)					Before, see AIP Russia
	278° 096°	40.4 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ {C}
△ DOSAK	520044N 0781212E PVL 097.0° 42.7 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 ↓ ↑	
	278° 097°	42.7 NM	FL 510 FL 120	Even	Odd
▲ PAVLODAR DVOR/DME (PVL)	521235N 0770542E				ASTANA ACC 132.8 MHZ PAVLODAR TWR 119.8 MHZ {C}
	277° 094°	76.1 NM	FL 510 FL 120	Even	Odd
△ ADODA	523230N 0750554E PVL 277.0° 76.1 NM (500 FT)				
	272° 087°	163.5 NM	FL 510 FL 120	Even	Odd
△ ADLON	530129N 0704047E KTU 105.0° 43.1 NM (900 FT)				
	267° 084°	138.4 NM	FL 510 FL 150	Even	Odd
▲ BAVAG	531819N 0665235E KTU 256.0° 98.6 NM (900 FT)				
	262° 077°	205.7 NM	FL 510 FL 210	Even	Odd
▲ 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		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}

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
				↓	↑	
▲ 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}
△ 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}

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
				↓	↑	
▲ 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}
△ TUTUL	463825N 0674057E DZG 174.0° 65.0 NM (1300 FT)					
	355° 175°	21.7 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ LEMDU	470002N 0674228E DZG 174.0° 43.3 NM (1300 FT)					
	355° 175°	43.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
▲ ZHEZKAZGAN DVOR/DME (DZG)	474317N 0674542E					
	340° 160°	43.1 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
△ BEDOR	482529N 0673251E DZG 340.0° 43.1 NM (1300 FT)					
	339° 158°	24.2 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
△ GORIM	484905N 0672456E DZG 339.0° 67.3 NM (1300 FT)					
	342° 161°	70.0 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.5 MHZ {C}
▲ EDETO	495808N 0670732E ARK 159.0° 21.3 NM (1300 FT)					
	339° 159°	21.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 133.1 MHZ {C}
▲ ARKALYK DVOR/ DME (ARK)	501904N 0670118E					

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
				↓	↑	
	017° 197°	70.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 133.1 MHZ {C}
▲ RUDAL	512154N 0675222E ARK 017.0° 70.7 NM (1300 FT)					
	016° 196°	40.9 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ {C}
▲ ATBAN	515824N 0682152E KTU 197.0° 94.6 NM (900 FT)					
	018° 198°	49.8 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ {C}
△ RIMIR	524153N 0690123E KTU 197.0° 44.7 NM (900 FT)					
	017° 198°	44.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ KOKSHETAU TOWER 127.9 MHZ {C}
▲ KOKSHETAU VOR/DME (KTU)	532103N 0693701E					
	338° 157°	40.1 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ KOKSHETAU TOWER 127.9 MHZ {C}
▲ TETKI	540020N 0692425E KTU 337.0° 40.1 NM (900 FT)					
	340° 160°	47.3 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ PETROPAVLOVSK TOWER 123.7 MHZ {C}
▲ PETROPAVLOV SK DVOR/DME (PSK)	544703N 0691309E					
	304° 123°	34.5 NM	FL 510 FL 120	Even	Odd	ASTANA ACC 132.8 MHZ PETROPAVLOVSK TOWER 123.7 MHZ {C}
▲ LETIK (FIR BDRY)	551200N 0683200E PSK 303.0° 34.4 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		Controlling unit {Airspace class} Remarks
				↓	↑	
N990 (RNAV 5)						
▲ ODIVA (FIR BDRY)	423530N 0640848E KZO 198.0° 140.5 NM (500 FT)					
	019° 199°	75.0 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
▲ ADAZA	434304N 0645326E KZO 199.0° 65.5 NM (500 FT)					
	019° 199°	23.4 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
△ BUKEN	440406N 0650744E KZO 200.0° 42.0 NM (500 FT)					
	019° 200°	42.0 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ KYZYLORDA TOWER 120.9 {C}
▲ KYZYLORDA DVOR/DME (KZO)	444145N 0653349E					
	020° 200°	44.3 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ KYZYLORDA TOWER 120.9 {C}
△ AMREK	452109N 0660226E KZO 020.0° 44.3 NM (500 FT)					
	018° 198°	70.9 NM	FL 510 FL 120	Odd	Even	SHYMKENT ACC 127.3 MHZ {C}
▲ GORVA (FIR BDRY)	462455N 0664655E DZG 198.0° 88.1 NM (1300 FT)					
	018° 198°	31.4 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ ATRUS	465302N 0670715E DZG 199.0° 56.7 NM (1300 FT)					
	021° 201°	13.3 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
				↓	↑	
△ DITSO	470443N 0671637E DZG 198.0° 43.4 NM (1300 FT)					
	019° 199°	43.4 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
▲ ZHEZKAZGAN DVOR/DME (DZG)	474317N 0674542E					
	015° 194°	43.1 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ ZHEZKAZGAN TOWER 127.1 MHZ {C}
△ RINUR	482255N 0681040E DZG 014.0° 43.1 NM (1300 FT)					
	014° 194°	14.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ AKITU	483624N 0681921E DZG 014.0° 57.7 NM (1300 FT)					
	014° 194°	60.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
▲ KUGUN	493139N 0685550E ARK 113.0° 87.9 NM (1300 FT)					
	014° 194°	39.5 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 124.1 MHZ {C}
△ INRIK	500744N 0692030E ARK 088.0° 90.1 NM (1300 FT)					
	014° 194°	20.4 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 124.1 MHZ {C}
▲ MIMKA	502620N 0693328E AST 234.0° 79.1 NM (1200 FT)					
	014° 195°	102.1 NM	FL 510 FL 250	Odd	Even	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		Controlling unit {Airspace class} Remarks	
				↓	↑		
△ KOLUR		515901N 0704103E AST 325.0° 65.3 NM (1200 FT)					
	014° 195°	144.8 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.8 MHZ {C}	
▲ DAKIN (FIR BDRY)		540930N 0722418E KTU 053.0° 110.5 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		Controlling unit {Airspace class} Remarks
				↓	↑	
N993 (RNAV 5)						
▲ TALDYKORGAN DVOR/DME (TDK)	450622N 0782548E					
	046° 226°	35.1 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 133.1 MHZ TALDYKORGAN TOWER 127.3 MHZ {C}
▲ KEZUT	452811N 0790448E TDK 046.0° 35.1 NM (2000 FT)					
	046° 227°	39.4 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 133.1 MHZ {C}
▲ RIKPI	455225N 0794910E TDK 047.0° 74.6 NM (2000 FT)					
	060° 240°	21.8 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 133.1 MHZ {C}
▲ NESUN	460123N 0801738E TDK 050.0° 95.9 NM (2000 FT)					
	060° 241°	24.6 NM	FL 510 FL 150	Odd	Even	ALMATY ACC 133.1 MHZ {C}
▲ GALSU	461126N 0804952E AGZ 166.0° 105.6 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	003° 183°	8.3 NM	FL 510 FL 150	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ ADRIM	461940N 0805137E AGZ 163.8° 97.7 NM (2200 FT)					
	003° 183°	16.2 NM	FL 510 FL 150	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ AGAKA	463544N 0805503E AGZ 161.0° 82.4 NM (2200 FT)					
	003° 183°	27.1 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ BURID	470234N 0810051E AGZ 151.0° 58.1 NM (2200 FT)					
	331° 151°	58.1 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 132.1 MHZ {C}
▲ AYAGUZ VOR/ DME (AGZ)	475552N 0802659E					
	299° 116°	114.9 NM	FL 510 FL 250	Even	Odd	ALMATY ACC 132.1 MHZ {C}
△ GITUD	490032N 0780418E AGZ 299.0° 114.8 NM (2200 FT)					
	296° 114°	87.9 NM	FL 510 FL 250	Even	Odd	ALMATY ACC 132.1 MHZ {C}
▲ AGINU (FIR BDRY)	494800N 0761100E KRG 077.0° 109.5 NM (1800 FT)					
	285° 102°	90.7 NM	FL 510 FL 250	Even	Odd	ASTANA ACC 124.1 MHZ {C}
▲ GEDNO	502211N 0740032E KRG 023.0° 48.0 NM (1800 FT)					
	292° 104°	284.7 NM	FL 510 FL 250	Even	Odd	ASTANA ACC 132.8 MHZ {C}
▲ MONEG	523627N 0671849E KTU 229.0° 94.7 NM (900 FT)					
	289° 103°	189.0 NM	FL 510 FL 250	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 ↓ ↑	Controlling unit {Airspace class} Remarks
▲ LANOR (FIR BDRY)		540536N 0624042E KST 318.0° 63.0 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 ↓ ↑	Controlling unit {Airspace class} Remarks
N996 (RNAV 5)					
▲ PIKAN (FIR BDRY)		425300N 0493000E AKT 221.0° 90.6 NM (100 FT)			Before, see AIP Russia
	042° 222°	90.6 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
▲ AKTAU DVOR/ DME (AKT)		435220N 0510352E			
	025° 205°	67.3 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 134.3 MHZ AKTAU TOWER 120.7 MHZ {C}
△ AGILA		444901N 0515422E AKT 025.0° 67.3 NM (100 FT)			
	024° 204°	50.8 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 134.3 MHZ {C}
▲ GARDU		453219N 0523200E ATR 154.0° 101.0 NM (0 FT)			
	024° 204°	37.7 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 130.9 MHZ {C}
△ OTMAS		460419N 0530034E ATR 134.0° 81.5 NM (0 FT)			
	024° 204°	63.4 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 130.9 MHZ {C}
△ LEPSI		465750N 0534950E ATR 089.0° 83.9 NM (0 FT)			
	024° 204°	29.5 NM	FL 510 FL 120	Odd Even	AKTOBE ACC 130.9 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
				↓	↑	
△ EPOLI	472234N 0541316E ATR 074.0° 99.9 NM (0 FT)					
	024° 204°	39.9 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ {C}
△ KODUM	475556N 0544537E ATR 061.0° 129.2 NM (0 FT)					
	060° 241°	32.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
△ PETEM	480656N 0553022E AKB 196.0° 144.9 NM (700 FT)					
	061° 241°	11.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ ETELA	481055N 0554657E AKB 192.0° 136.6 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	061° 242°	30.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ EKDAD	482100N 0562959E AKB 183.0° 117.7 NM (700 FT)					
	062° 243°	99.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ RILBA	485158N 0585148E AKB 132.0° 106.6 NM (700 FT)					
	063° 244°	78.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ MANAD	491421N 0604601E ARL 338.0° 148.9 NM (300 FT)					
	064° 245°	72.2 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
▲ LANUK (FIR BDRY)	493317N 0623239E ARL 004.0° 168.0 NM (300 FT)					
	072° 253°	12.0 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
△ DILIR	493452N 0625056E ARK 243.0° 167.6 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	073° 253°	25.0 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ TIBDA	493800N 0632900E ARK 242.0° 143.1 NM (1300 FT)					
	062° 242°	52.7 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ IPKOD	495415N 0644617E ARK 245.0° 90.4 NM (1300 FT)					
	062° 243°	50.1 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 132.5 MHZ {C}
▲ BULOG	500854N 0660036E ARK 245.0° 40.3 NM (1300 FT)					
	065° 246°	40.3 NM	FL 510 FL 120	Odd	Even	ASTANA ACC 133.1 MHZ {C}
▲ ARKALYK DVOR/DME (ARK)	501904N 0670118E					
	063° 244°	44.4 NM	FL 510 FL 120	Odd	Even	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 ↓ ↑	
▲ TUSEP		503136N 0680751E ARK 064.0° 44.4 NM (1300 FT)			
	066° 248°	74.0 NM	FL 510 FL 120	Odd	Even
△ OSROL		504818N 0700112E AST 248.0° 55.0 NM (1200 FT)			
	065° 245°	29.4 NM	FL 510 FL 120	Odd	Even
△ APTUS		505558N 0704601E AST 251.0° 25.6 NM (1200 FT)			
	071° 251°	25.6 NM	FL 510 FL 120	Odd	Even
▲ ASTANA DVOR/ DME (AST)		510006N 0712600E			
	065° 246°	58.9 NM	FL 510 FL 120	Odd	Even
△ BOLSU		511507N 0725620E AST 066.0° 58.9 NM (1200 FT)			
	066° 248°	88.0 NM	FL 510 FL 120	Odd	Even
▲ ABELI		513524N 0751312E PVL 232.0° 79.0 NM (500 FT)			
	052° 234°	79.0 NM	FL 510 FL 120	Odd	Even
▲ PAVLODAR DVOR/DME (PVL)		521235N 0770542E			

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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	
				↓	↑		
▲ USUGA		433600N 0761934E ATA 287.3° 35.8 NM (2200 FT)					
	289° 108°	31.5 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 131.4 MHZ ALMATY APPROACH 124.8 MHZ {C}	
△ BEKRO		434850N 0753952E ATA 288.4° 67.3 NM (2200 FT)					
	288° 107°	45.2 NM	FL 510 FL 120	Even	Odd	ALMATY ACC 131.4 MHZ {C}	
▲ BOBRO (FIR BDRY)		440648N 0744228E ATA 288.9° 112.5 NM (2200 FT)					
	287° 107°	33.9 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}	
▲ ALAKO		441958N 0735903E ATA 289.1° 146.4 NM (2200 FT)					
	287° 103°	150.3 NM	FL 510 FL 120	Even	Odd	SHYMKENT ACC 132.7 MHZ {C}	
▲ PABRI (FIR BDRY)		451455N 0704239E TAR 344.0° 144.8 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		Controlling unit {Airspace class} Remarks
				↓	↑	
T586 (RNAV 5)						
▲ ALABA	481845N 0553938E AKB 196.0° 131.5 NM (700 FT)					
	049° 229°	25.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ In case of possible VHF radio communication failure at FL 120–FL 190, the aircraft crew is recommended to: - establish communication via other aircraft; - use HF radio to relay messages through “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ LOGTO	483204N 0561202E AKB 189.0° 110.7 NM (700 FT)					
	048° 229°	96.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ KEKUN	492143N 0581653E AKB 131.0° 69.0 NM (700 FT)					
	050° 230°	41.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ ENETO	494223N 0591154E AKB 103.0° 84.9 NM (700 FT)					
	050° 231°	38.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ KESOT	500111N 0600343E AKB 088.0° 112.1 NM (700 FT)					
	051° 231°	45.4 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ BESOL	502254N 0610548E AKB 078.0° 150.7 NM (700 FT)					
	051° 232°	37.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 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
△ REGPI	485632N 0650629E ARK 213.0° 111.5 NM (1300 FT)				
	294° 112°	76.1 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 “Kostanay Sector” on frequencies 4680 kHz and 4815 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}
△ TIBDA	493800N 0632900E ARK 242.0° 143.1 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 ↓ ↑	Controlling unit {Airspace class} Remarks
Z208 (RNAV 5)					
▲ URDZHAR L (UGN)	470534N 0813933E				
	295° 114°	24.6 NM	FL 300 FL 120	Even Odd	ALMATY ACC 132.1 MHZ URDZHAR VYSHKA 123.0 MHZ {C}
△ NINKO	471748N 0810819E AGZ 137.3° 47.2 NM (2200 FT)				
	013° 193°	17.4 NM	FL 300 FL 120	Odd Even	ALMATY ACC 132.1 MHZ {C}
▲ TOLKI	473415N 0811640E AGZ 117.0° 39.9 NM (2200 FT)				
	057° 240°	100.3 NM	FL 300 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		Controlling unit {Airspace class} Remarks
				↓	↑	
△ BONZU	481815N 0833043E UKM 152.5° 111.1 NM (1000 FT)					
	116° 298°	48.9 NM	<div>FL 300</div> <div>FL 120</div>	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ LATRI	475217N 0843229E UKM 141.2° 152.7 NM (1000 FT)					
	144° 324°	27.1 NM	<div>FL 300</div> <div>FL 120</div>	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		Controlling unit {Airspace class} Remarks
				↓	↑	
Z210 (RNAV 5)						
△ KODUM		475556N 0544537E ATR 061.0° 129.2 NM (0 FT)				
	024° 204°	46.8 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 130.9 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 “Atyrau Tower” on frequencies 4688 kHz and 4830 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}
▲ BILGA		483452N 0552426E AKB 203.0° 122.6 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		Controlling unit {Airspace class} Remarks
				↓	↑	
	024° 204°	19.5 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 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 “Aktobe Tower” on frequencies 4656 kHz in accordance with ATC unit operational procedures; - if HF radio equipment is not available on board, plan the flight using alternative routes. {C}
△ KURUL	485059N 0554051E AKB 203.0° 103.2 NM (700 FT)					
	024° 204°	63.1 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ {C}
△ BOLGO	494300N 0563525E AKB 204.0° 40.0 NM (700 FT)					
	024° 205°	40.0 NM	FL 510 FL 120	Odd	Even	AKTOBE ACC 129.6 MHZ AKTOBE TOWER 128.0 MHZ {C}
▲ AKTOBE DVOR/ DME (AKB)	501548N 0571055E					

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
				↓	↑	
Z243 (RNAV 5)						
▲ BALKHASH DVOR/DME (BLH)	465259N 0745902E					
	066° 246°	44.2 NM	<div>FL 510 FL 120</div>	Odd	Even	ALMATY ACC 125.5 MHZ BALKHASH TOWER 128.0 MHZ {C}
△ ESADO	470607N 0760037E BLH 066.0° 44.2 NM (1400 FT)					
	066° 247°	44.7 NM	<div>FL 510 FL 120</div>	Odd	Even	ALMATY ACC 125.5 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
				↓	↑	
▲ MADEV	471857N 0770328E BLH 067.0° 88.9 NM (1400 FT)					
	067° 248°	23.7 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ OBAPI	472530N 0773700E BLH 065.0° 112.7 NM (1400 FT)					
	068° 249°	33.4 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ IBDAS	473412N 0782432E AGZ 248.0° 85.4 NM (2200 FT)					
	068° 250°	85.4 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
▲ AYAGUZ VOR/ DME (AGZ)	475552N 0802659E					
	137° 318°	47.2 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ {C}
△ NINKO	471748N 0810819E AGZ 137.3° 47.2 NM (2200 FT)					
	114° 295°	24.6 NM	FL 510 FL 120	Odd	Even	ALMATY ACC 132.1 MHZ URDZHAR VYSHKA 123.0 MHZ {C}
▲ URDZHAR L (UGN)	470534N 0813933E					

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
				↓	↑	
Z315 (RNAV 5)						
△ IZIMA	432236N 0770503E ATA 332.2° 0.1 NM (2200 FT)					
	051° 231°	22.3 NM	<div>FL 510</div> <div>FL 120</div>	Odd	Even	ALMATY ACC 131.4 MHZ ALMATY APPROACH 124.8 MHZ {C}

ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ABDAM	513051N 0781707E	T649, Z584	
ABDIB	435743N 0505211E		TMA UATE
ABDUN	461337N 0594316E	L139, M161, N161	
ABEBA	442957N 0740248E	M34	
ABEKA	410705N 0684442E	M168	
ABELI	513524N 0751312E	L988, N996, W358, Z160, Z746	
ABENU	502909N 0684952E	L86	
ABEVO	405000N 0683442E	P180	
ABGEN	405742N 0684248E	M168	
ABIGU	474742N 0630108E	L51, N167	
ABIRA	502331N 0622455E	M166	
ABMIK	455616N 0743604E	M34, N102, Z583	
ABONA	461133N 0751857E	N170	
ABOTO	492544N 0830521E	Z727	
ABRAS	514331N 0771053E	L988, P984	
ABREK	462025N 0763143E	N126	
ABULA	495910N 0682343E	L86	
ABULU	480139N 0555532E	L992	
ABURA	473345N 0664312E	N161	
ADABA	435820N 0762009E	L143, L855, N170, Z583, Z584	
ADAKA	434416N 0624955E	L855, M161	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ADARO	504706N 0815242E	B833, G96, N37, Z727	
ADASA	524618N 0751436E	P179	
ADAZA	434304N 0645326E	N990	
ADEBA	533925N 0704004E	T586	
ADEDA	423438N 0514628E	N73, Z581	
ADEKU	502301N 0641824E	M166, N167	
ADESA	420940N 0694854E	L139, Z580	
ADETA	500015N 0773321E	M149, N37, P984	
ADIRO	445011N 0752356E	M149, N143	
ADLAN	495132N 0792510E	N102	
ADLIK	482457N 0614611E	L985	
ADLIM	443715N 0652222E		TMA UAOO
ADLON	530129N 0704047E	N985, Z160	
ADODA	523230N 0750554E	N985, W361, Z584	
ADOKA	482224N 0671842E	L145	
ADOLU	502039N 0795401E		TMA UASS
ADONU	454418N 0683532E	P178	
ADPAK	444919N 0520844E	N102, Q198	
ADRAT	500334N 0581528E	M993	
ADREM	442548N 0643118E	L163, M75	
ADRIK	480432N 0684119E	L51, W351	
ADTIM	461940N 0805137E	N993	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ADUMI	460903N 0613915E	L163	
AGADI	480559N 0733338E	L998, N126, Z624	
AGAKA	463544N 0805503E	N993	
AGATU	493220N 0594622E	L147, L162	
AGEBO	474010N 0672652E		TMA UAKD
AGERA	430738N 0672650E	N147, N987	
AGILA	444901N 0515422E	N996, Q198	
AGINU	494800N 0761100E	M34, N37, N993	
AGLEK	433045N 0744744E	Z370, Z817	
AGMAN	490942N 0550920E	M161, N60	
AGMEN	471352N 0513428E		TMA UATG
AGMUR	450056N 0644106E	L86, L139	
AGNAT	463927N 0775115E	L143	
AGNIM	453221N 0543918E	L992, P574	
AGPIN	483931N 0754146E	M34	
AGTAZ	423211N 0725439E		See route V-15 in the list of airways of the Kyrgyz Republic - KAN.KG/EN/AIS
AGUNA	435906N 0754739E	M149, M618, Z589	
AGURO	511525N 0715011E		TMA UACC
AGURU	532928N 0694548E		TMA UACK
AGUSA	471400N 0820338E	M166	
AKALI	440829N 0611937E	L165, L985	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
AKASA	491819N 0773455E	M993, P984	
AKAZU	404218N 0683815E	L170	
AKELI	494707N 0681322E	L86	
AKIBU	465522N 0515013E		TMA UATG
AKIMU	444353N 0731255E	N147	
AKIRA	454323N 0771829E	L143, Z160	
AKITU	483624N 0681921E	L26, N37, N990	
AKOSO	534140N 0650940E	N60, W355	
AKUKU	425036N 0510509E	P574	
ALABA	481845N 0553938E	L988, N73, T586	
ALAKO	441958N 0735903E	M34, T524	
ALDAZ	464232N 0523825E		TMA UATG
ALEGA	480900N 0713249E	M993	
ALFIL	485654N 0700340E	N37	
ALGAS	504613N 0581203E	A357, N60	
ALILA	454830N 0800916E	L26	
ALOLI	431841N 0764421E		TMA UAAA
ALOTO	445010N 0530653E	N73, P574, Q198	
ALUGI	434745N 0780816E	Z315	TMA UAAA
AMABU	445737N 0781952E		TMA UAAT
AMASO	474914N 0684857E	M993, N161	
AMIGU	491645N 0692517E	M75, P178, Z586	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
AMIKA	432238N 0761952E		TMA UAAA
AMOHA	454502N 0505523E	L736	
AMOLA	523853N 0715604E	M75, Z160	
AMREK	452109N 0660226E	N990, W332	
AMUTU	504649N 0711721E		TMA UACC
ANELI	444956N 0743510E	Z589	
ANESA	424006N 0703654E	N143, Z580	
ANIDU	451707N 0783318E		TMA UAAT
ANIGA	452130N 0534647E	M158, M610	
ANIGO	460143N 0660207E	M75, M741	
ANTOH	530853N 0685629E		RR-3, RR-7
APSEN	440338N 0771854E	P984	
APTOG	422520N 0691235E		TMA UAII
APTOK	503035N 0750940E	Z160	
APTUS	505558N 0704601E	L988, N996, T523	
ARBIM	492045N 0645739E	L26, M741, P574	
ARBOL	433055N 0705137E	L145, L728, M610, N102, Z621	RR-2
ARDIK	521459N 0642204E	L145	
ARGER	493808N 0725855E		TMA UAKK
ARHIM	492317N 0830743E	N143, Z727	
ARISA	512924N 0503254E	G3, L736, M166	RR-1, RR-5, RR-8
ARKAM	471135N 0643220E	N161	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ARKER	471757N 0580839E	M161, N55	
ARLIF	433927N 0524039E	N161, N193	
ARLIH	492724N 0742621E	M166, W348	
ARMIK	474512N 0664137E	L51	
ARNUS	430052N 0533509E	L992, T916	
ARSAN	474436N 0600738E	L51, M199, P574	
ARSUL	422600N 0685000E	Z380, Z578, Z632	
ARTOT	425650N 0710100E		TMA UADD
ARVAR	432233N 0691027E	Z621	
ASDET	511633N 0713946E		TMA UACC
ASDIB	511544N 0514610E		TMA UARR
ASDON	532134N 0631638E		TMA UAUU
ASDUK	520012N 0765857E		TMA UASP
ASLIK	470509N 0681542E	L145	
ASLOK	410548N 0671954E	M741, N987	RR-6
ASNAP	502302N 0565926E		TMA UATT
ASTIK	502734N 0691434E	L998, P574	
ATBAN	515824N 0682152E	L994, N987, Z624, T523	
ATBER	530311N 0634911E		TMA UAUU
ATNAL	435307N 0533948E	N55, N154	
ATNON	521149N 0673350E	L994, N55	
ATNUR	444559N 0500948E	L864, N193, Q198	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ATPOR	445123N 0784955E	N126, Z370	
ATRAN	422321N 0660522E	Z621	
ATRUS	465302N 0670715E	L147, N990	
AVLAK	461214N 0614508E	M199	
AZABI	444424N 0493000E	A87, M610, Q161, Q198	RR-4
AZITI	433936N 0764351E		RR-2, RR-7
AZORI	480139N 0721512E	Z583	
BABUR	452312N 0493000E	N102, N193	
BADAS	442221N 0643656E	L163, L855	
BAGED	471628N 0650016E	L728, N161	
BAGIL	473425N 0741044E	L998	
BAGIR	490131N 0514106E	M158, W324	
BAGNA	434754N 0775719E	Z315, Z370	
BAGNU	530720N 0755304E	P984	
BAGOB	495029N 0823755E		TMA UASK
BAGUT	502745N 0803139E		TMA UASS
BAKID	462633N 0622354E	N167	
BAKIS	440031N 0764333E	L998, W333	
BALGO	430234N 0733602E	M34	
BALIG	431944N 0515018E	Q161	RR-2, RR-4
BALMI	531107N 0704613E	W361, Z584	
BALOK	521416N 0635540E	M741	TMA UAUU

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
BALOL	502308N 0772831E	P984	
BALUN	420100N 0512742E	N55, N73	
BAMAN	451700N 0823700E	L26	
BAMAT	504125N 0781025E	L994, M149	
BAMET	463042N 0663051E	M75	
BAMIK	523517N 0620524E	N60	
BAMOM	505814N 0512427E		TMA UARR
BAMUT	415121N 0692445E	Z554, Z580	
BANOS	501116N 0723844E	N170, W333	
BANOV	503704N 0830918E	L135	
BANUM	474633N 0804834E	M166, M618	
BAPER	433011N 0534642E	L992, N193	
BARAR	425030N 0700344E	N102	
BARKI	545153N 0710000E	A357, N60	
BARSI	530153N 0695555E		TMA UACK
BARUR	443207N 0791739E	N126	
BASAN	433420N 0735429E	L147	
BASPA	502144N 0704001E	M75, Z624	
BASPI	433257N 0791501E	L138, M610	
BASPU	471514N 0525046E	L51	
BASUN	440216N 0505614E		TMA UATE
BATAD	500554N 0640927E	N167	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
BATEG	445958N 0781301E		TMA UAAT
BAVAG	531819N 0665235E	N985, T522, W361, Z584	
BEBLU	544630N 0665030E	N167, N170, T522	RR-7
BEDIT	500537N 0821029E		TMA UASK
BEDKA	501318N 0721545E	T523	
BEDMU	541215N 0704523E	P179	
BEDNU	420007N 0692621E	Z554	
BEDOR	482529N 0673251E	M168, N987, W332	
BEDRU	490642N 0623638E	M993	
BEDUR	433546N 0765739E	L998, M610	
BEKAS	514029N 0515327E	L163, M56	
BEKOR	494513N 0623050E	L26, L988, N55	
BEKRO	434850N 0753952E	T524	
BERTO	433159N 0794824E	M610, Z315	
BERVI	434059N 0741156E	M610	
BESOL	502254N 0610548E	M166, T586	
BETIK	480807N 0665309E	L86, Z164	
BETPU	455758N 0675945E	M168	
BIKLU	532548N 0633314E		TMA UAUU
BIKRI	472814N 0752625E	M149	
BIKTO	531235N 0691745E		TMA UACK
BILGA	483452N 0552426E	Z210	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
BILMO	430414N 0711143E		TMA UADD
BIMDO	441809N 0673135E	M610, N987	
BIMSO	531631N 0652038E	W361, Z584	
BINBU	530105N 0634057E		TMA UAUU
BINRI	432607N 0751309E	L143, Z370	
BIOTA	442124N 0764224E	Z584	
BIPSO	521614N 0772311E		TMA UASP
BITNU	520734N 0764609E		TMA UASP
BOBRO	440648N 0744228E	T524	
BODNU	502346N 0750918E	T649, Z160	
BODSI	445034N 0541914E	L992, M158, N37, Q198	RR-2
BOGDI	432517N 0741622E	Z817	
BOKIS	505736N 0833312E	L135	
BOLGO	494300N 0563525E	Z210	
BOLNA	433712N 0625812E	M161	
BOLSU	511507N 0725620E	L988, N996, W358, Z553	
BOMKA	420232N 0691624E	P178	
BONZU	481815N 0833043E	Z208	
BORIS	425127N 0660533E	N147	
BUDER	521310N 0632052E	L165	TMA UAUU
BUDET	445507N 0645824E	L139, M75	
BUDUL	471917N 0514811E		TMA UATG

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
BUGEB	410824N 0670836E	P180	
BUKEN	440406N 0650744E	N990	
BULOG	500854N 0660036E	L145, N996	
BURID	470234N 0810051E	N161, N993, Z370	
BURIK	470012N 0675152E	M168	
BUSAB	444159N 0651844E		TMA UAOO
DAKIN	540930N 0722418E	L86, M75, N55, N990, T586	
DEKED	433653N 0741306E	Z370	
DEMAS	424732N 0712008E	L145	
DEPIR	540211N 0662405E	N60, N167, W355	
DERAD	474634N 0703805E	N161	
DEREG	431138N 0681857E		TMA UAIT
DESER	445502N 0753100E	N143, Z583	
DESOK	441629N 0775521E	L135	
DETAK	434823N 0765029E	L855, L998	
DETOV	501555N 0731235E	Z553	
DEVNA	500647N 0833619E	M993	
DIBAD	411700N 0675600E	N193, Z554	
DIBUK	472631N 0754536E	N102	
DIDAL	512908N 0695453E	L994	
DIDOB	544558N 0693143E		TMA UACP
DIDOP	433941N 0633027E	L162	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
DIKAM	443650N 0663555E	L855	
DILGI	504833N 0772303E	L994, P984	
DILIR	493452N 0625056E	N996	
DILNA	441450N 0644911E	L163, P184	
DILOL	433936N 0512339E		TMA UATE
DILVA	533219N 0693807E		TMA UACK
DIMPA	463633N 0495959E	L864, L988	
DINBO	480029N 0664647E	M993	
DIPSU	475340N 0675220E		TMA UAKD
DIPUD	500238N 0571914E		TMA UATT
DIRIN	501352N 0822119E		TMA UASK
DISAD	434529N 0511835E		TMA UATE
DITKI	482034N 0692417E	L26, L51	
DITLO	431708N 0765420E		TMA UAAA
DITSO	470443N 0671637E	N990, W332	
DITSU	441934N 0743855E	N143	
DIVNO	454418N 0574000E	M610, N161	RR-2
DODEM	484212N 0773614E	M166, N102, P984, W348	
DODID	520353N 0765234E		TMA UASP
DODOK	451420N 0760011E	L998, N143	
DODOL	423536N 0712617E		TMA UADD
DODUR	412300N 0684800E	L163, M168, P178, Z554, Z578, Z580	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
DOGEL	442430N 0525059E	N37, N73	
DOKUS	502539N 0513528E	M158, W324	
DOKUT	524814N 0651230E	L994, L998	
DOLEP	470047N 0520352E		TMA UATG
DONUP	423759N 0694912E	N102	
DONUR	473022N 0750038E	Z160	
DOPAN	521213N 0625401E	Z582	
DOPAR	481831N 0682229E	M75	
DOSAK	520044N 0781212E	P179, N985	
DOSOR	415702N 0691225E	P178	
DOTAL	440745N 0780904E	Z160, Z370	
DOZIN	492040N 0721800E	L51, N37, W351	
EDADU	430032N 0710621E		TMA UADD
EDAKO	504120N 0522510E	M161	
EDANO	510858N 0725804E	L994, Z553, Z746	
EDETO	495808N 0670732E	M168, N987, P574, W332	
EDIBA	424519N 0682349E	Z380	
EDOLO	465805N 0515702E		TMA UATG
EDOSA	521955N 0771645E		TMA UASP
EKDAC	482100N 0562959E	N996, M161	
EKLAT	432230N 0753237E	Z370	
EKLOP	482530N 0651734E	M741, M993	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
EKNIL	444003N 0732651E	N102	
EKNOD	494703N 0733707E		TMA UAKK
EKPIN	482805N 0535721E	N60	
EKTAB	494555N 0750718E	N37, Z160	
EKTEN	513242N 0523030E	A122, M158, Z102	
EKTUN	422343N 0694857E		TMA UAI
EKTUS	514225N 0765305E	L988, M34	
ELENU	435017N 0741838E	L855	
ELSEB	463234N 0675439E	L147, M168	
ELSUT	511342N 0805506E	G121, L143	
EMBEK	502333N 0625947E	M166	
ENETO	494223N 0591154E	L147, T586	
ENONA	480316N 0763820E	N102	
EPOLI	472234N 0541316E	L51, N996	
ERKIS	484421N 0572756E	L163, L988	
ERMEK	441245N 0661954E	Z380	
ERNEN	504754N 0642731E	M741, N55	
EROMI	461234N 0762117E	Z160	
ERSAS	532341N 0632455E		TMA UAUU
ERTUZ	441307N 0641019E	L86, L855, T916	
ERUTA	480837N 0604210E	L162	
ESADO	470607N 0760037E	W336, Z243	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ESKIZ	420521N 0670429E	M741, N102	
ESUMA	491025N 0765006E	M149, M993	
ETEDA	442024N 0763206E	L143, L998, W333	
ETELA	481055N 0554657E	N996	
ETORI	503208N 0790845E	L994	
ETOTU	525858N 0633244E		TMA UAUU
ETRAN	463321N 0780521E	N143	
FAZUL	440916N 0613731E	M875, T916	
FINON	450211N 0773900E	P984	TMA UAAT
FULSA	453758N 0784751E	L135	TMA UAAT
GAGSU	522335N 0771018E		TMA UASP
GAKMA	440610N 0774907E	L135	
GALKI	511035N 0771814E	P984, T649	
GALSU	461126N 0804952E	N993	
GAMBU	441106N 0702401E	L145, L855	
GANGA	530026N 0695146E		TMA UACK
GARDU	453219N 0523200E	N996, Z102	
GASBI	422611N 0502811E	A357, N60, N161	RR-2
GASBU	434640N 0791528E	Z315	
GEDNO	502211N 0740032E	N993	
GEDSA	483738N 0624054E	L147, L165, L728, P574	
GEGSI	471634N 0514119E		TMA UATG

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
GEKSO	431544N 0664228E	M741	
GEKTI	433253N 0771244E		TMA UAAA
GEMBO	500256N 0625600E	L165, N55	
GENDI	431800N 0682200E	L139, M168, N147, Z621, Z632	
GENGA	461625N 0773739E	L26, L143, N143, N147, P984	
GERLI	495334N 0535254E	M56, M161	
GERPU	425739N 0714951E	L728, Z817	
GIGDA	461942N 0801638E	Z370	
GIGRI	441248N 0521256E	N37	
GIGUR	444920N 0645300E	M75, M610	
GIKON	531041N 0700822E		TMA UACK
GILAK	465738N 0815536E	N161	
GILAT	415707N 0660000E	N102	
GIMRI	434530N 0672931E	L139, N987	
GIREM	473219N 0743709E	N170, W333	
GIRUL	430826N 0520542E	N73, Q161	
GISEK	443231N 0652559E		TMA UAOO
GISIR	465704N 0665732E	L147, M75	
GISTO	472457N 0524654E	L988	
GITIM	441752N 0662540E	M741, L139	
GITNA	524459N 0652518E	L994, M168	
GITUD	490032N 0780418E	N102, N993	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
GOBDI	545052N 0692749E		TMA UACP
GOBOR	433811N 0681918E	M168, P178	
GOBSO	505523N 0763521E	L994, M34, T649	
GOGDI	470320N 0525055E	L139	
GOGDO	442524N 0772618E	P984	
GOLGI	453153N 0533543E	M158, N73	
GOLTU	500404N 0741911E	T649	
GOMAL	470809N 0795150E	L135, M618, N161	
GOMIR	501042N 0844206E	N143, M618, M993	
GONEL	483912N 0735912E	M993, N170	
GORBO	490316N 0761100E	M166, M993, W348	
GORIM	484905N 0672456E	L26, L86, M168, N987	
GORVA	462455N 0664655E	N990, W332	
GOSLU	431413N 0764830E		TMA UAAA
GOSPA	485256N 0633233E	M993, N167, P574	
GULDO	495223N 0562651E	N60	TMA UATT
GUMGA	510752N 0630806E	T586	
GURPI	495618N 0711236E	M166, Z586, Z624	
GUTAN	514024N 0505912E	A368, M161	
IBDAS	473412N 0782432E	L143, Z243	
IBLAN	511832N 0710620E		TMA UACC
IBMOB	413436N 0680213E	Z753	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
IBROZ	430710N 0682307E		TMA UAIT
IDILI	443608N 0780716E	L135	TMA UAAT
IDMIS	444251N 0655218E		TMA UAOO
IKANA	545924N 0681200E	A359, P179	
INDAG	440635N 0725812E	L147, T916	
INGEG	433001N 0684244E		TMA UAIT
INKOL	480633N 0652413E	M741, N37	
INKUM	454952N 0620739E	L139, L162, L163, L165, M199, N167	
INLIG	441743N 0701919E	T916, L145	
INLUL	463730N 0803449E	Z370	
INPAD	432106N 0685105E		TMA UAIT
INREL	424136N 0713019E		TMA UADD
INRIK	500744N 0692030E	N990, M166	
INRIS	512800N 0521856E	A122, M158	
INRUM	524302N 0740047E	Z584	
INTAL	484345N 0702839E	W351	
IPKOD	495415N 0644617E	N996, M741	
IPLIED	432348N 0493000E	G96, N37	RR-8
IPNIL	505034N 0643305E	N55, N167	
IPRAR	404431N 0683447E	M168	
IRGIT	485220N 0750436E	M993, Z160	
ITAKA	435224N 0493000E	L864, N154, R227	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
IZIMA	432236N 0770503E	L135, L998, N170, P984, Z315, Z370	
KANZI	502504N 0742336E	W351	
KARIM	431136N 0674737E	N147, Z380, Z579	
KEDUL	511959N 0514052E		TMA UARR
KEKAM	512300N 0771529E	P984	TMA UASP
KEKUN	492143N 0581653E	M199, T586	
KERUL	415128N 0520821E	Z581	
KESOS	433713N 0512713E		TMA UATE
KESOT	500111N 0600343E	L26, T586	
KEZUT	452811N 0790448E	N993	TMA UAAT
KODOL	511638N 0695651E	T523	
KODUM	475556N 0544537E	L988, N996, Z210	
KOKAV	542244N 0673738E	N60, N170, W355	
KOKON	500958N 0702609E	M75	
KOLAM	423702N 0702540E	N143, Z580	
KOLIB	454047N 0512848E	N60, W324	
KOLUR	515901N 0704103E	N170, N990, W333	
KOMOS	424517N 0713537E		TMA UADD
KOMRE	455641N 0572649E	N37	
KONAT	452754N 0774805E	P984, Z160, Z584	
KONEK	460631N 0750443E	M149	
KORAG	435134N 0560000E	N102, N154	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
KUDUG	433216N 0675457E	L139	
KUGIR	440625N 0705906E	L855, N147	
KUGUN	493139N 0685550E	N990	
KULHI	431211N 0730422E	Z817	
KUNAS	430923N 0560000E	N193	
KURAB	442311N 0610344E	N167	
KUROL	475900N 0704800E	L26, M993	
KURUL	485059N 0554051E	M161, Z210	
KUSOT	502128N 0655110E	L145, M166	
KUSUM	514420N 0644639E	L145, T586	
LAGMO	514954N 0791500E	L988, M149, N985, P179, T649	RR-3
LAGUK	440528N 0795517E	N126	
LAKEL	431216N 0765439E	L135, P984	
LALAS	485941N 0755014E	M34, M993	
LALKA	530017N 0683140E	T586	
LALRI	500626N 0572512E		TMA UATT
LAMGI	500657N 0644154E	L988, M741	
LANIN	472659N 0545937E	L51, N73	
LANOL	411133N 0685506E	N193, Z578	
LANOR	540536N 0624042E	L145, L985, L998, M741, N993, R482	RR-6
LANUK	493317N 0623239E	N996	
LARBA	424922N 0683725E	Z632	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
LARoz	451010N 0521956E	M610	
LARPI	501721N 0560345E	M166	
LASDO	462443N 0755651E	Z160	
LASNA	492602N 0815315E	L135	
LASPA	534852N 0684219E	N170	
LATKO	522508N 0664427E	L994, T522, T586	
LATNU	445345N 0612553E	L985, M161, N167	
LATRI	475217N 0843229E	Z208, Z727	TMA UASZ
LAVLO	545546N 0692355E		TMA UACP
LEDPO	444735N 0654840E		TMA UAOO
LEGLA	432826N 0771654E		TMA UAAA
LEKLU	450701N 0754903E	N143, N170	
LEMDU	470002N 0674228E	N987	
LENTA	514854N 0602236E	L993, N60	
LEPRA	532811N 0725005E	P179	
LEPSI	465750N 0534950E	L139, N996	
LESNA	501302N 0725127E	Z588	
LETIK	551200N 0683200E	A303, N987	
LIGMO	504539N 0710837E	M75, T523, Z746	
LIKRU	431730N 0765447E		TMA UAAA
LIMTO	440138N 0684518E	M610	
LIPSI	461808N 0784001E	M618, Z584	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
LIRMO	530945N 0692524E		TMA UACK
LIRNA	501159N 0812203E	L994, W361	
LITBA	501849N 0582332E	M166	
LITNO	492856N 0730737E		TMA UAKK
LODEZ	531715N 0623004E	G111, L985, L994	
LOGTO	483204N 0561202E	L992, M161, T586	
LOLBI	501913N 0565328E		TMA UATT
LONSI	435826N 0743022E	T916	
LUGER	464426N 0655200E	L86, L728, M741	
LUKET	473310N 0562135E	L51	
LUKUR	443112N 0673226E	L855, N987	
LUKUS	480759N 0741658E	N170, W333	
LULEK	524106N 0700733E	N170, W333	
LULKE	485932N 0522700E	Z102	
LUMUD	495933N 0760202E	W352	
LUMUR	430639N 0512953E	Z581	
LUNOV	493800N 0801801E	W360, Z584	
LUREL	501613N 0790803E	N37, W352	
LURIT	432931N 0761943E		TMA UAAA
LURUM	494127N 0564322E	N73	
LUSAM	511128N 0515127E		TMA UARR
LUSIR	510229N 0511911E		TMA UARR

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
LUSUT	474510N 0680213E		TMA UAKD
LUTEK	482853N 0730459E	M993, Z624	
LUZMI	422426N 0681456E	M168	
MADEV	471857N 0770328E	N161, W336, Z243	
MAGOL	425338N 0685144E	L139, P178	
MAKEK	461854N 0791700E	L135	
MAKUT	483217N 0683632E	L26, M75	
MALOD	451812N 0751037E	M149, N147, Z583	
MAMIR	425438N 0763642E	L135, P984	RR-7
MANAD	491421N 0604601E	L147, N996	
MAROR	453720N 0753509E	N170	
MASAV	450507N 0551053E	N37, N55, N161	
MASED	510644N 0511355E		TMA UARR
MEDOL	433425N 0531659E	N55, N193	
MIHOS	441332N 0712336E	N147, T916	
MIKDO	425058N 0714551E	Z580	
MIKNO	420200N 0681200E	L163, M168, N143, Z579	
MIKSA	511608N 0784241E	M149, Z584	
MILSO	452519N 0604609E	M161, M610	RR-2, RR-5
MIMKA	502620N 0693328E	N990	
MIMRI	433808N 0634822E	L86, M75, P184	
MIRGA	452416N 0693051E	L145	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
MISPU	435002N 0512237E		TMA UATE
MOGTU	485209N 0543832E	N60	
MOMUL	411524N 0664024E	P180	
MONEG	523627N 0671849E	N993, T586	
MULTA	510442N 0565042E	A360, M199, M875	
MUZEL	433756N 0692447E	N147	
NAGAZ	490336N 0504220E	L736	
NARUR	513200N 0641130E	M741, T586	
NASAB	435310N 0504810E		TMA UATE
NASIP	430347N 0715332E	N143	
NASMO	451929N 0782626E		TMA UAAT
NATUS	445208N 0643650E	M610	
NEBSO	474925N 0675717E		TMA UAKD
NEGEZ	421758N 0694640E		TMA UAI
NEGMI	511245N 0714553E		TMA UACC
NELOL	462733N 0530638E		CTR UATZ
NELTI	541942N 0641630E	L165, M168	
NEMEG	491804N 0831242E	M618, Z727	
NEMKU	485904N 0734736E	N170, W333	
NEPIL	434133N 0522455E	N73, N193, Z102	
NEPLA	470920N 0740031E	L26	
NESDO	454926N 0544739E	L992	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
NESUN	460123N 0801738E	N993	
NETAT	403653N 0682413E	M168	
NIGET	434124N 0771126E	L855, P984	
NIKNA	462557N 0513838E	N60, W324	
NIKVI	473555N 0673148E		TMA UAKD
NIMAD	495842N 0824844E		TMA UASK
NIMAG	415801N 0690101E	Z632	
NINAG	462208N 0584556E	N37, L139	
NINBU	505748N 0583554E	A357, N60	
NINKO	471748N 0810819E	Z208, Z243	TMA UASU
NIPAL	462919N 0764342E	L26	
NIRAN	461504N 0615245E	L162	
NITNA	433032N 0633601E	L162, M75	
NODSA	544646N 0685017E		TMA UACP
NOKNA	495154N 0811139E	M993	
NONKE	443400N 0781634E	Z160	TMA UAAT
NONDI	460552N 0673842E	N987	
NONRI	493111N 0785223E	N102, M993	
OBAMA	460212N 0690233E	L145, L147	
OBAPI	472530N 0773700E	Z243, P984	
OBARU	472917N 0751312E	M34	
OBATA	462130N 0491148E	L988	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
OBIBU	445219N 0654502E		TMA UAOO
OBUNA	505513N 0791803E	W361, Z584	
ODAMA	503331N 0753513E	T649	
ODATU	505427N 0710518E		TMA UACC
ODILA	494259N 0575122E	M199, M875, L728	
ODIVA	423530N 0640848E	L162, M161, N990	RR-5
ODLUR	432532N 0771101E		TMA UAAA
ODORI	415901N 0684908E	Z578	
ODPUT	473004N 0553846E	L51, L992	
OGADO	453804N 0810107E	L26	
OGANU	462857N 0565153E	N55, P574	
OGAPI	512648N 0511336E	A368, M161	
OGBEZ	431605N 0681447E		TMA UAIT
OGIRU	433336N 0765119E		TMA UAAA
OGLUP	510857N 0715158E		TMA UACC
OGOKI	502245N 0643432E		RR-1, RR-6
OGOLI	412858N 0663632E	N143, N193	
OGRIP	405454N 0680500E	P178, P180, Z580	
OGTOL	424905N 0733002E	L728, Z580	
OGUDU	501516N 0795419E		TMA UASS
OKESO	411051N 0673608E	Z554	
OKMUR	424815N 0791158E	L138	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
OKRAT	433034N 0765506E		TMA UAAA
OKSOL	495436N 0824319E		TMA UASK
OLAPU	475146N 0514531E	M158, W324	
OLGAS	520510N 0714507E	M75	
OLINA	451645N 0615140E	L165, M610	
OLKUM	530441N 0741300E	P179	
OMITO	501033N 0581909E	L26	
OSBOR	410054N 0683059E	Z753	
OSMOG	473140N 0673643E		TMA UAKD
OSNER	482119N 0785409E	M166, L143	
OSROL	504818N 0700112E	L988, N996, W358, Z624	
OSTAG	502223N 0803234E		TMA UASS
OTMAS	460419N 0530034E	M158, N996	
PABRI	451455N 0704239E	L147, T524	
PAVEL	425947N 0664642E	L163, M741, N147, Z753	
PEKIR	433539N 0770931E	M610, P984	
PEMOL	464841N 0551720E	L139, L992	
PETEM	480656N 0553022E	N73, N996	
PETOR	535420N 0713136E	P179, T586	
PIGAL	433428N 0780356E	M610	
PIKAN	425300N 0493000E	A80, N996	
PILEL	425035N 0731336E	L728	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
PIMIB	501013N 0573110E		TMA UATT
PIRIM	444808N 0511741E	N60, Q198, W324	
PIVAL	514549N 0775050E	L988, W361, Z584	
POBEK	432534N 0672754E	N987, Z380	
POBUR	533800N 0721400E	M75, P179, Z553	
POKAT	432530N 0694508E	Z621	
POMNI	510638N 0493240E	L864	
RABEN	502602N 0795343E		TMA UASS
RALAN	440812N 0493000E	A924, Z581	
RAVNI	504030N 0615807E	L985, T586, Z582	
RAVOB	404718N 0683330E	L143	
RAZBI	425954N 0673533E	Z621	
REBDA	414708N 0690515E	P178, Z632	
REGMU	435005N 0760012E	L143, Z589	
REGPI	485632N 0650629E	M741, Z164	
REKRU	531530N 0701102E		TMA UACK
RELGE	435304N 0530630E	N154, N161	
RELGO	500234N 0701730E	M75, M166	
RELRU	424925N 0681812E	M168, Z380	
REMOL	442704N 0681238E	L855, M168	
REMTI	470757N 0670843E	M75	
RENPA	524400N 0701548E	Z588	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
RENPI	463437N 0522656E	M158, Z102	
REPLA	452358N 0533011E	N73	
RESBA	462255N 0621359E	L165	
RESDO	475618N 0595446E	M199	
REZEK	421933N 0691021E		TMA UAI
RIBMO	442238N 0520908E	P574	TMA UATE
RIGDO	495937N 0581049E	L147	
RIKPI	455225N 0794910E	L26, N993, Z370	
RIKRI	465319N 0543423E	L139, N73	
RILBA	485158N 0585148E	M199, N996	
RILOK	431224N 0662729E	L163	
RIMDO	431940N 0631837E	M75, M161	
RIMIR	524153N 0690123E	N987	
RIMUN	502651N 0570524E		TMA UATT
RINET	443026N 0663402E	M610	
RINIT	435305N 0535549E	L992, N154	
RINUR	482255N 0681040E	N990	
RISAD	441324N 0761312E	N170	
RISAS	435854N 0715247E	L855, N102	
RISUL	464525N 0773723E	P984	
RITAB	454308N 0754239E	L998, W333	
RITAL	414130N 0671206E	N143, M741	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
RITET	464937N 0623417E	N161, N167	
RITMU	441806N 0723603E	L147, N102	
RITUF	432533N 0684654E		TMA UAIT
RIVUT	493332N 0730316E		TMA UAKK
ROBIZ	443142N 0662450E		RR-2, RR-6
RODAM	431348N 0741934E	L147	
RODRO	411433N 0690034E	L163	
ROGIR	501701N 0803329E		TMA UASS
ROGUN	531944N 0682341E	W361, Z584	
ROHIL	511738N 0754034E	L51, W351	
ROKOD	494408N 0801719E	M993, Z584	
RONED	494226N 0734127E		TMA UAKK
RONRO	500944N 0821555E		TMA UASK
ROPEL	544155N 0685416E		TMA UACP
ROPIM	505038N 0711120E		TMA UACC
ROSID	483440N 0762005E	M149	
ROSIM	423415N 0672453E	L163, N987	
ROTEP	423106N 0691449E		TMA UAI
RUDAL	512154N 0675222E	L998, N987	
RUDIZ	471122N 0790856E	N143, N161	
RUGUS	474250N 0591219E	L51, L163, M875	
RULAD	433001N 0804359E	M610, N126	RR-2

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
RUSEK	424549N 0690116E	L139, P178	
RUTIL	421053N 0510433E	P574, Z102	
SANIR	505230N 0572942E	G552, L992	
SANUR	455717N 0612446E	L139, L985	
SARIN	465156N 0825317E	M166, N161	RR-1
SEHAL	494940N 0721215E	M166	
SIRHA	494354N 0730121E		RR-1, RR-7
SIVKO	501827N 0543349E	L163, L728, M166	RR-1
SOMIP	502106N 0801402E	G96, G121, L143, L994, N37, N102, Z584	
SOMOL	534918N 0745629E	P984	
SOPRA	434455N 0775106E		TMA UAAA
SUBAN	463355N 0762353E	L26	
SUBOL	474716N 0645433E	L51, L147	
SUGUM	432507N 0771027E		TMA UAAA
SUKUR	494431N 0661957E	L145, P574	
SULET	430602N 0743503E	L143	
SULIB	494914N 0742808E	N37, W352	
SURAR	481318N 0631317E	N167	
SUTUR	501837N 0711714E	Z586	
TAGAL	485638N 0763825E	M149, M166	
TENLU	495139N 0733246E		TMA UAKK
TENRO	445953N 0741408E	M34, N102, N147	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
TETKI	540020N 0692425E	N987, W333	
TIBDA	493800N 0632900E	L26, N996, Z164	
TIGTA	432728N 0620446E	L855, M875	
TIKTO	494006N 0565014E	L992	TMA UATT
TIMKA	440832N 0681511E	M168, M610, P178	
TIPEN	435532N 0632045E	L162, L855	
TIPSA	433809N 0753149E	L143, M610, Z817	
TIRBA	433456N 0773031E	L135, L855, M610, Z315, Z370	
TIROK	472456N 0655037E	L147, N161	
TIROM	421434N 0531720E	L992, Q161	RR-4
TISRA	463851N 0564100E	L139	
TITIL	443944N 0543810E	N55, N161	
TITUR	532406N 0610924E	G111, L994, N985	RR-3
TOGDI	472143N 0731457E	L26, Z583	
TOKNA	482525N 0750316E	Z160	
TOLKI	473415N 0811640E	M166, Z208	
TOMGO	434146N 0734454E	L147, L855, M34, M610, N143, Z370	RR-2
TONLA	421334N 0681508E	N102	
TOZIS	490511N 0494538E	L864	
TOZLI	441054N 0621817E	M161, T916	
TUGLA	465142N 0505006E	L736, L988	
TUKNA	451058N 0623308E	L162, M610	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
TUKTO	441136N 0760830E	Z583	
TULFA	500354N 0764539E	W352	
TULGA	415347N 0701204E	L139	
TULPI	461318N 0752358E	L998, W333	
TUMIN	530655N 0693301E		TMA UACK
TURIK	423108N 0700422E	N143	
TUOK	442214N 0685447E	L728, L855	
TUSEP	503136N 0680751E	L988, L993, N126, N996, W358, Z583, Z746	
TUTUL	463825N 0674057E	L147, N987	
TUXOK	543701N 0685814E		TMA UACP
UBAGU	430228N 0625120E	M75	
UDATO	473801N 0573755E	L51, M161	
UDEBA	473802N 0523443E	N60, Z102	
UDEKA	455252N 0770006E	N143, Z160	
UGLUK	484125N 0555642E	M161, N73	
ULKAP	490729N 0755332E	M34, M166	
ULRIP	474743N 0634635E	L51, N37	
ULSET	530027N 0720230E	M75, W361, Z584	
ULSON	435244N 0522039E	N154	
UMDEM	485611N 0665322E	L26, L145	
UMIRO	441421N 0763537E	L998, Z584	
UMKAS	414012N 0672149E	N987	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
UML0D	432218N 0750715E	L143, M618	
UNABO	474352N 0714935E	N161, L26	
UNADA	433551N 0764831E	M610, N170	
UNIBE	522328N 0643445E	W332	
UNITO	450238N 0632952E	L163, M610	
UNKAB	525439N 0724332E	Z584	
UNLOM	501425N 0740834E	L51, W351	
UNREN	423755N 0712502E		TMA UADD
URABU	455108N 0500407E	L864	
URUSU	504142N 0585724E	L162	
USUGA	433600N 0761934E	M610, T524, Z583, Z589	
UTORI	451248N 0535555E	P574	
UVASU	404236N 0681306E	L143	
UVTOK	493924N 0794524E	L143, M993	
UZLOR	464915N 0613205E	L162, L985	
VAGEM	520159N 0710114E	Z588	
VAKES	433230N 0510000E		TMA UATE
VAMRI	501330N 0681645E	M166, P574	
VAMUK	403400N 0683430E	L170	
VETUB	504107N 0701250E	P574, Z624, Z746	
VETUS	532638N 0695329E		TMA UACK
VEVIK	505201N 0523529E	M56, M166, Z102	

Name-code designator	Geographical Coordinates	ATS route or other route	Terminal area
1	2	3	4
ZAZBU	532352N 0630332E		RR-3, RR-6
ZODLE	424402N 0732817E		See route V-15 in the list of airways of the Kyrgyz Republic - KAN.KG/EN/AIS
ZURGO	441233N 0631012E	L162, T916	
ZUSLA	423838N 0675917E	Z579	

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AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. AERODROME ADMINISTRATION

The authority responsible for the aerodromes open to civil aviation operations in the Republic of Kazakhstan is: Civil Aviation Committee of the Ministry of Transport of the Republic of Kazakhstan

Transport-Tower bldg 32/1 Kabanbay batyr ave.
010000 Astana, Republic of Kazakhstan

Phone: +7 (7172) 572157

Email: caa@miid.gov.kz

Email: cac.lib@miid.gov.kz

AFS: UACDYAYD

2. REGULATIONS OF AIRPORT UTILIZATION

Departure of foreign aircraft from the Republic of Kazakhstan as well as landing of aircraft after take-off from aerodromes of the Republic of Kazakhstan is made in airports opened for international flights with available control border point and customs office. Other procedures for departure and arrival of aircraft applicable only with clearance of competent authorities.

Landing of aircraft in airports where the control border points and customs offices are not available, can be carried only in the case of emergency events, caused alarm on a flight safety, or in case of non acceptance of the aircraft by airport of destination due to adverse weather conditions.

Upon landing on the territory of the Republic of Kazakhstan, a foreign civil aircraft might be examined as well as documentation compulsory for international flights.

If a foreign aircraft does not possess standard international flight documentation or if there are grounds for believing the equipment of the aircraft to be out of order, the management of the airport, with the authorisation of the Ministry of Transport, may prohibit the aircraft from departing.

ITengiz aerodrome is a private aerodrome and is not used for commercial flights, except in emergency situations and/or upon receipt of special permission from the aerodrome owner, Tengizchevroil LLP.

3. CONDITIONS OF AVAILABILITY

Landing of foreign aircraft in the territory of the Republic of Kazakhstan shall be made only at the aerodromes specially designated for handling international air traffic, as listed in section [AD-1.3](#), except for the cases envisaged by [GEN-1.2](#).

States or airlines may, at their discretion and within the established official obstacle clearance altitude/height (OCA/H), establish landing minima for their aircraft at the aerodromes designated for international civil aviation operations. Take-off of aircraft from these aerodromes is not limited by meteorological conditions. Responsibility for observing the take-off and landing minima established by airlines rests with the pilot-in-command of aircraft.

In case of a forced landing of an aircraft, the ATC service renders this aircraft all possible assistance for making a safe landing, without assuming responsibility for the outcome of the landing.

The ATC service has the right, if need arise, to forbid take-offs and landings. However, this right may not be considered as responsibility for the decision taken by the pilot-in-command or exerting control over its correctness.

4. APPLICABLE ICAO DOCUMENTS

Standards and Recommended Practices contained in ICAO Annex 14 are applied.

Differences from ICAO Standard and Recommended Practices are contained in [GEN-1.7](#).

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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 UAIL	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

For the most up-to-date information on aerodrome certification status, including temporary extensions or changes, refer to applicable NOTAMs.

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)	128 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.

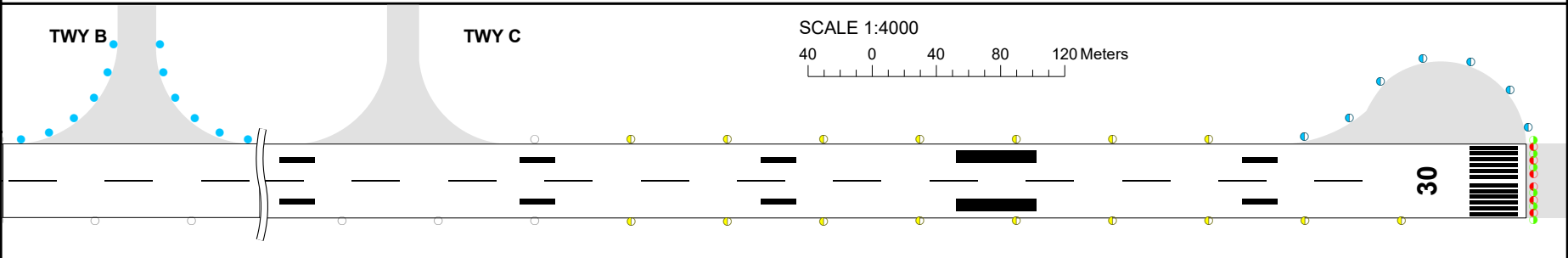
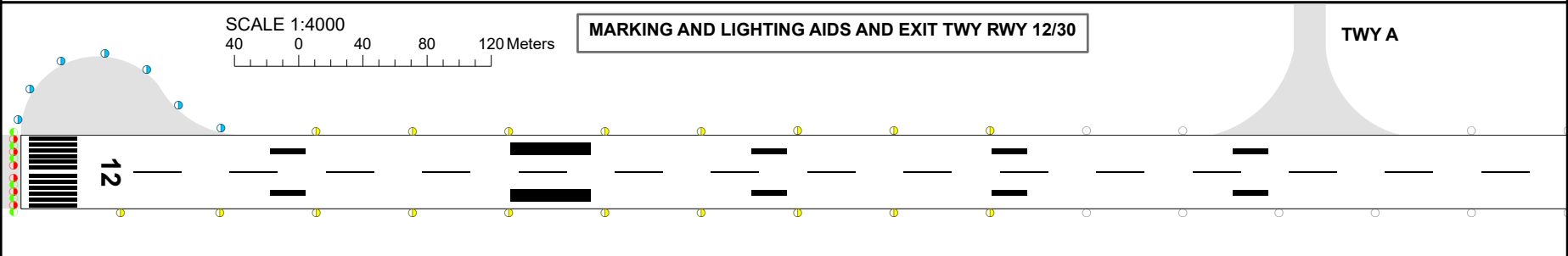
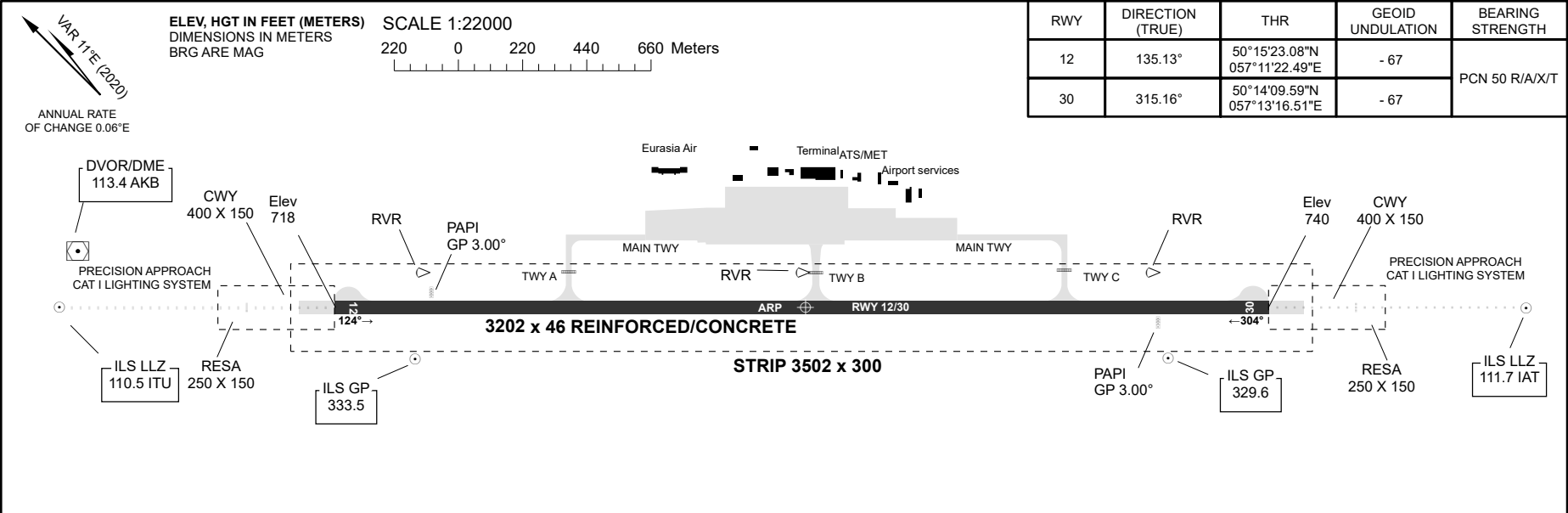
AERODROME
CHART - ICAO

AD ELEV
741FT (226m)

ARP 501446N
0571220E

TWR 128.0
ATIS 126.0, 127.8

AKTOBE



CHANGE: TWR FREQ.

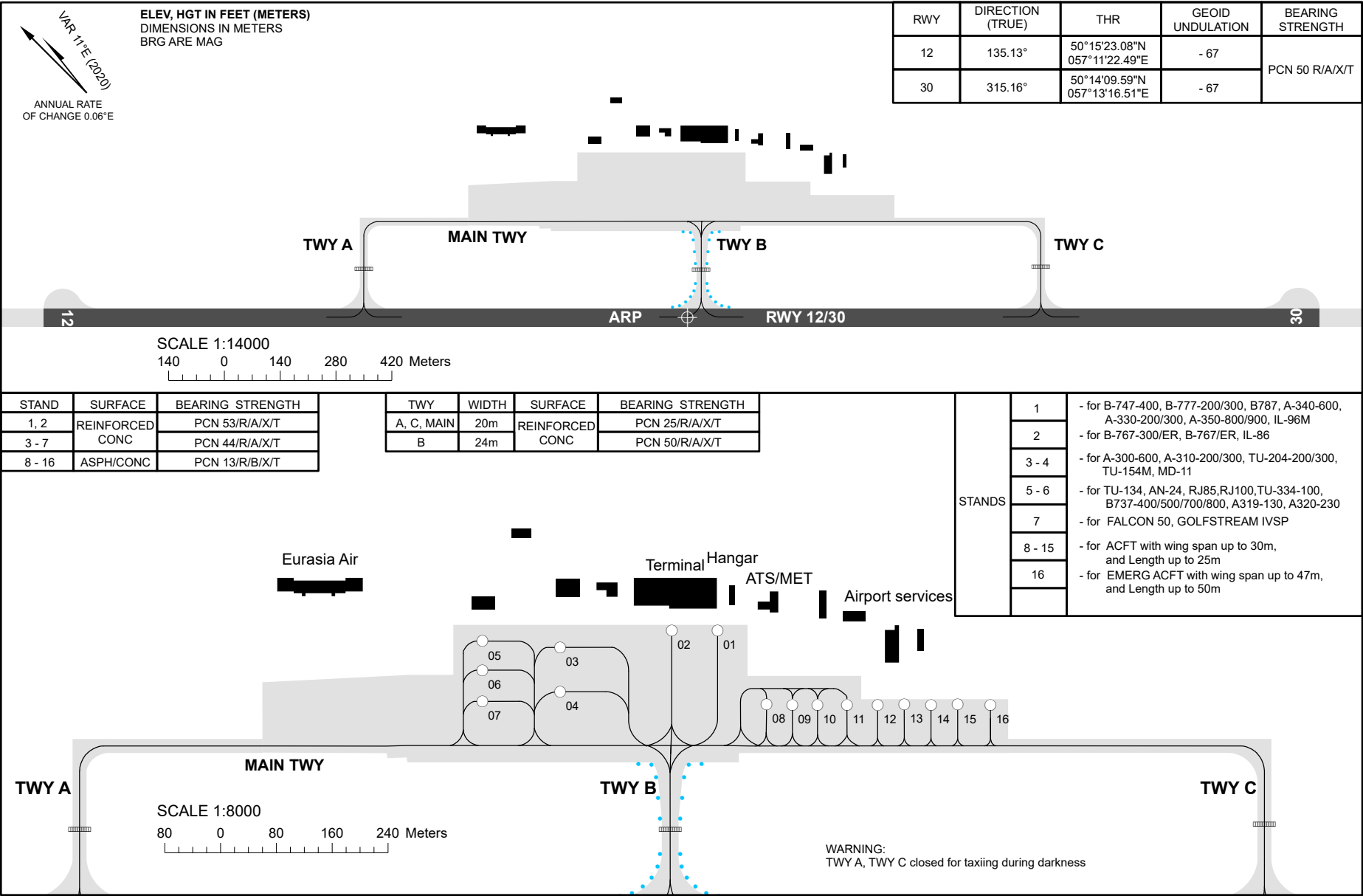
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AERODROME GROUND MOVEMENT
AND PARKING CHART - ICAO

APRON ELEV 728FT (222m)

TWR 128.0
ATIS 126.0, 127.8

AKTOBE



AKTOBE

STANDS CHARACTERISTICS

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	50 14 52.92 N	057 12 38.20 E
	2	50 14 54.42 N	057 12 35.86 E
	3	50 14 57.55 N	057 12 29.30 E
	4	50 14 56.09 N	057 12 27.01 E
	5	50 15 00.31 N	057 12 25.65 E
	6	50 14 59.36 N	057 12 24.16 E
	7	50 14 58.33 N	057 12 22.55 E
	8	50 14 48.88 N	057 12 36.91 E
	9	50 14 48.03 N	057 12 38.21 E
	10	50 14 47.20 N	057 12 39.49 E
	11	50 14 46.23 N	057 12 41.00 E
	12	50 14 45.21 N	057 12 42.55 E
	13	50 14 44.35 N	057 12 43.93 E
	14	50 14 43.46 N	057 12 45.29 E
	15	50 14 42.59 N	057 12 46.65 E
	16	50 14 41.51 N	057 12 48.32 E

AKTOBE
RWY 12



STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) AKTOBE RWY 12
MULTA 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 295°, until intercept R335° AKB, then proceed to MULTA (R334.6° D50.6 AKB). Cross MULTA at FL120-FL150
SANIR 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 327°, until intercept R007° AKB, then proceed to SANIR (R007.1° D38.6 AKB). Cross SANIR at FL120-FL150
ALGAS 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 001°, until intercept R041° AKB, then proceed to ALGAS (R040.8° D49.5 AKB). Cross ALGAS at FL120-FL150
LITBA 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 035°, until intercept R075° AKB, then proceed to LITBA (R075.0° D46.7 AKB). Cross LITBA at FL120-FL150
OMITO 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 046°, until intercept R086° AKB, then proceed to OMITO (R085.6° D44.1 AKB). Cross OMITO at FL120-FL150
ADRAT 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 055°, until intercept R095° AKB, then proceed to ADRAT (R095.2° D43.3 AKB). Cross ADRAT at FL120-FL150
RIGDO 5C After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 072°, until intercept R102° AKB, then proceed to RIGDO (R101.6° D41.8 AKB). Cross RIGDO at FL120-FL150
ODILA 6C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 132°, then proceed to ODILA (R130.5° D41.9 AKB). Cross ODILA at FL120-FL150
TIKTO 5C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 235°, until intercept R190° AKB, then proceed to TIKTO (R189.8° D38.1 AKB). Cross TIKTO at FL120-FL150
LURUM 4C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 242°, until intercept R197° AKB, then proceed to LURUM (R196.7° D38.7 AKB). Cross LURUM at FL120-FL150
BOLGO 6C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 249°, until intercept R204° AKB, then proceed to BOLGO (R204.3° D40.0 AKB). Cross BOLGO at FL120-FL150
GULDO 4C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 265°, until intercept R220° AKB, then proceed to GULDO (R219.9° D36.8 AKB). Cross GULDO at FL120-FL150
LARPI 5C After take-off climb straight ahead to 2000 FT or above, turn RIGHT on track 302°, until intercept R262° AKB, then proceed to LARPI (R261.7° D43.1 AKB). Cross LARPI at FL120-FL150

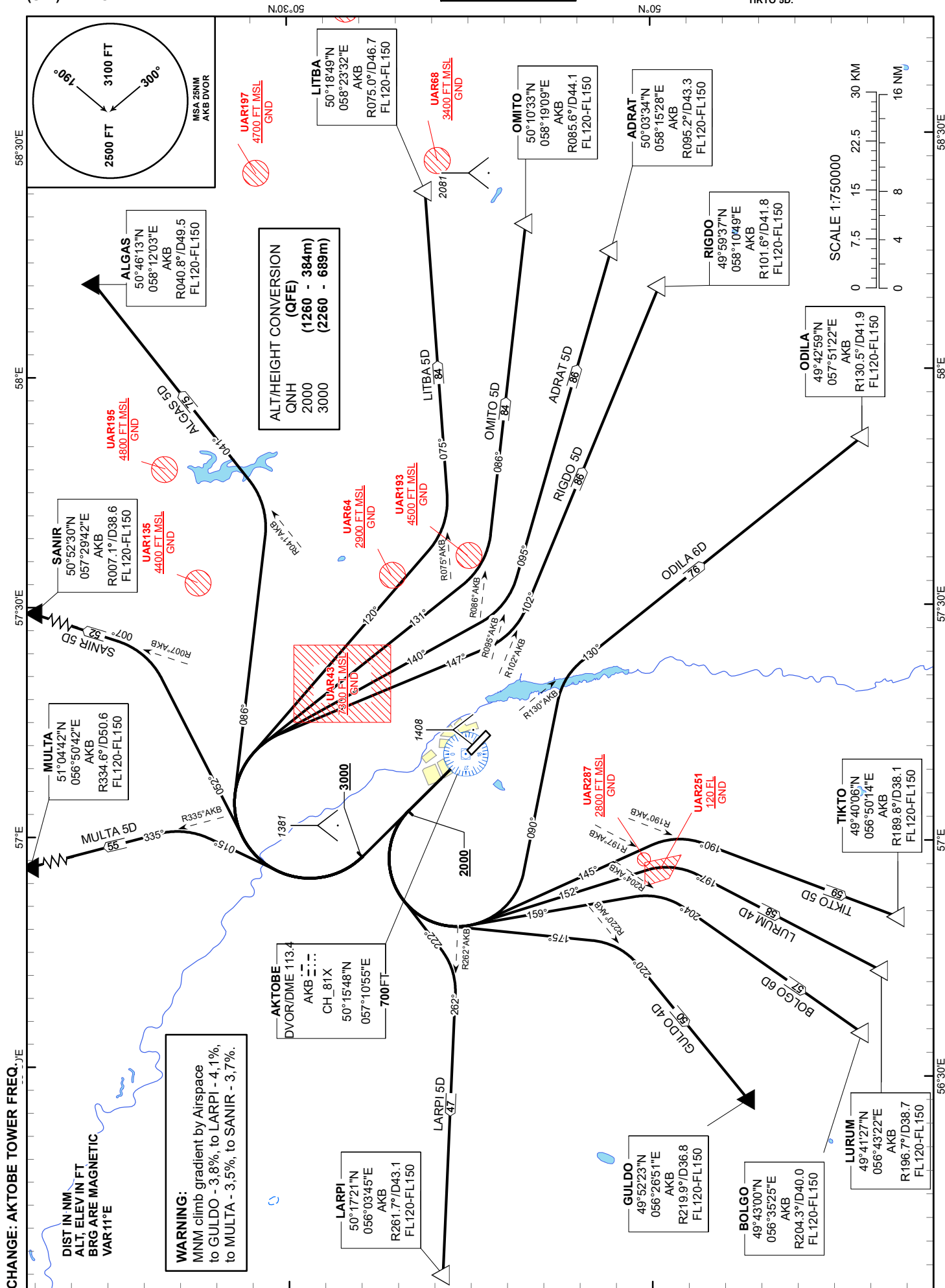
STANDARD DEPARTURE
CHART - INSTRUMENT
(SID) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

ADIRAT 5D, ALGAS 5D, BOLGO 6D,
GULDO 4D, LARPI 5D, LITBA 5D,
LURUM 4D, MULTA 5D, ODILA 6D,
OMITO 5D, RIGDO 5D, SANIR 5D,
TIKTO 5D.

AKTOBE
RWY 30



STANDARD DEPARTURE ROUTES – INSTRUMENT (SID) AKTOBE RWY 30
MULTA 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 015°, until intercept R335° AKB, then proceed to MULTA (R334.6° D50.6 AKB). Cross MULTA at FL120-FL150
SANIR 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 052°, until intercept R007° AKB, then proceed to SANIR (R007.1° D38.6 AKB). Cross SANIR at FL120-FL150
ALGAS 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 086°, until intercept R041° AKB, then proceed to ALGAS (R040.8° D49.5 AKB). Cross ALGAS at FL120-FL150
LITBA 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 120°, until intercept R075° AKB, then proceed to LITBA (R075.0° D46.7 AKB). Cross LITBA at FL120-FL150
OMITO 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 131°, until intercept R086° AKB, then proceed to OMITO (R085.6° D44.1 AKB). Cross OMITO at FL120-FL150
ADRAT 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 140°, until intercept R095° AKB, then proceed to ADRAT (R095.2° D43.3 AKB). Cross ADRAT at FL120-FL150
RIGDO 5D After take-off climb straight ahead to 3000 FT or above, turn RIGHT on track 147°, until intercept R102° AKB, then proceed to RIGDO (R101.6° D41.8 AKB). Cross RIGDO at FL120-FL150
ODILA 6D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 090°, until intercept R130° AKB, then proceed to ODILA (R130.5° D41.9 AKB). Cross ODILA at FL120-FL150
TIKTO 5D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 145°, until intercept R190° AKB, then proceed to TIKTO (R189.8° D38.1 AKB). Cross TIKTO at FL120-FL150
LURUM 4D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 152°, until intercept R197° AKB, then proceed to LURUM (R196.7° D38.7 AKB). Cross LURUM at FL120-FL150
BOLGO 6D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 159°, until intercept R204° AKB, then proceed to BOLGO (R204.3° D40.0 AKB). Cross BOLGO at FL120-FL150
GULDO 4D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 175°, until intercept R220° AKB, then proceed to GULDO (R219.9° D36.8 AKB). Cross GULDO at FL120-FL150
LARPI 5D After take-off climb straight ahead to 2000 FT or above, turn LEFT on track 222°, until intercept R262° AKB, then proceed to LARPI (R261.7° D43.1 AKB). Cross LARPI at FL120-FL150

AKTOBE
RWY 12



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 12
MULTA 3K After crossing MULTA (R334.6° D50.6 AKB), proceed on track 154° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross MULTA at FL120-FL150
SANIR 3K After crossing SANIR (R007.1° D38.6 AKB), proceed on track 187° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 3K After crossing ALGAS (R040.8° D49.5 AKB), proceed on track 222° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 3K After crossing LITBA (R075.0° D46.7 AKB), proceed on track 256° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LITBA at FL120-FL150
OMITO 3K After crossing OMITO (R085.6° D44.1 AKB), proceed on track 266° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 3K After crossing ADRAT (R095.2° D43.3 AKB), proceed on track 276° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 3K After crossing RIGDO (R101.6° D41.8 AKB), proceed on track 282° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 4K After crossing ODILA (R130.5° D41.9 AKB), proceed on track 311° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 3K After crossing TIKTO (R189.8° D38.1 AKB), proceed on track 010° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross TIKTO at FL120-FL150
LURUM 3K After crossing LURUM (R196.7° D38.7 AKB), proceed on track 016° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 4K After crossing BOLGO (R204.3° D40.0 AKB), proceed on track 024° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 3K After crossing GULDO (R219.9° D36.8 AKB), proceed on track 039° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross GULDO at FL120-FL150
LARPI 3K After crossing LARPI (R261.7° D43.1 AKB), proceed on track 081° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LARPI at FL120-FL150

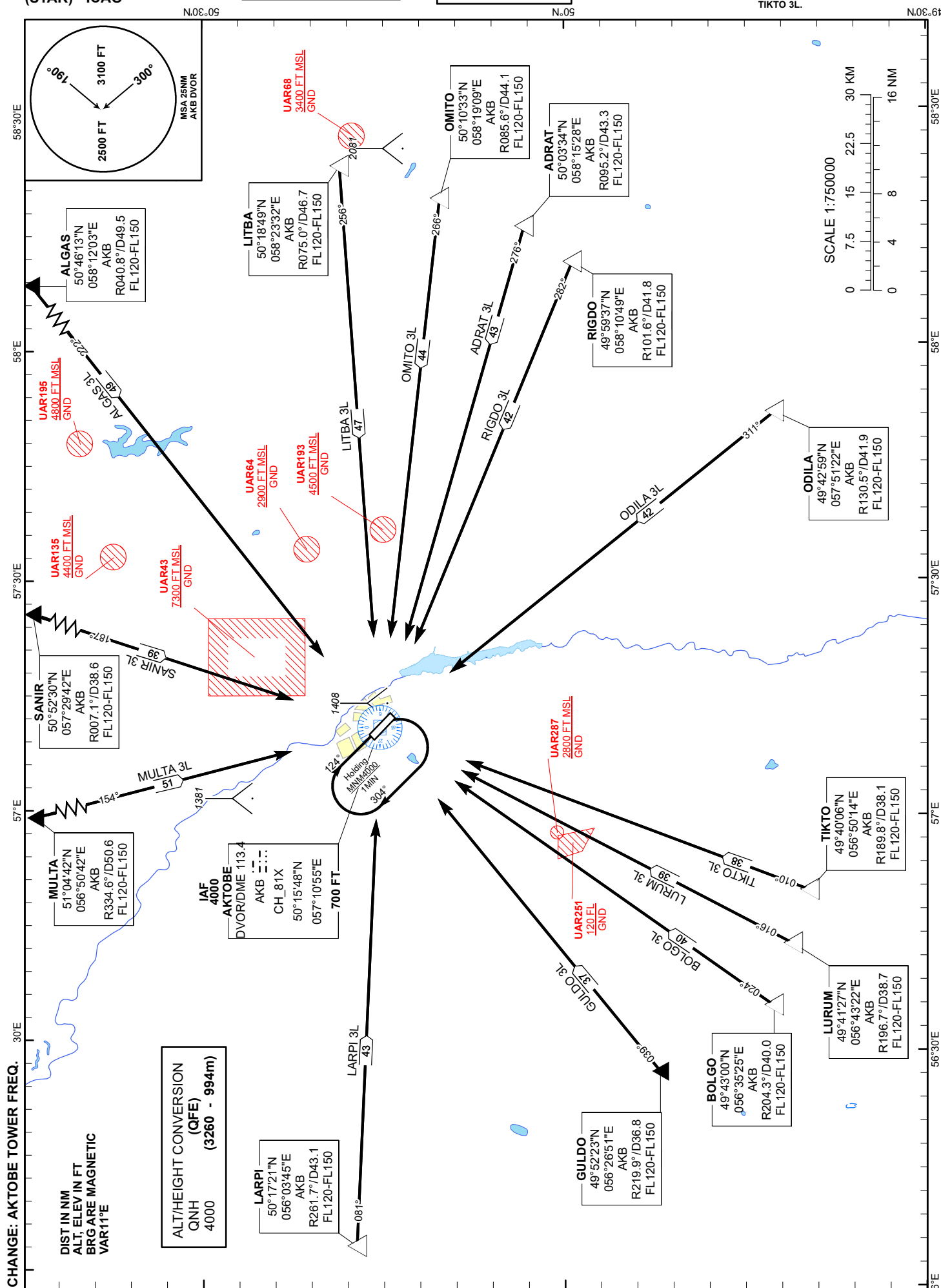
STANDARD ARRIVAL
CHART - INSTRUMENT
(STAR) - ICAO

TRANSITION ALTITUDE
10000 FT

AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

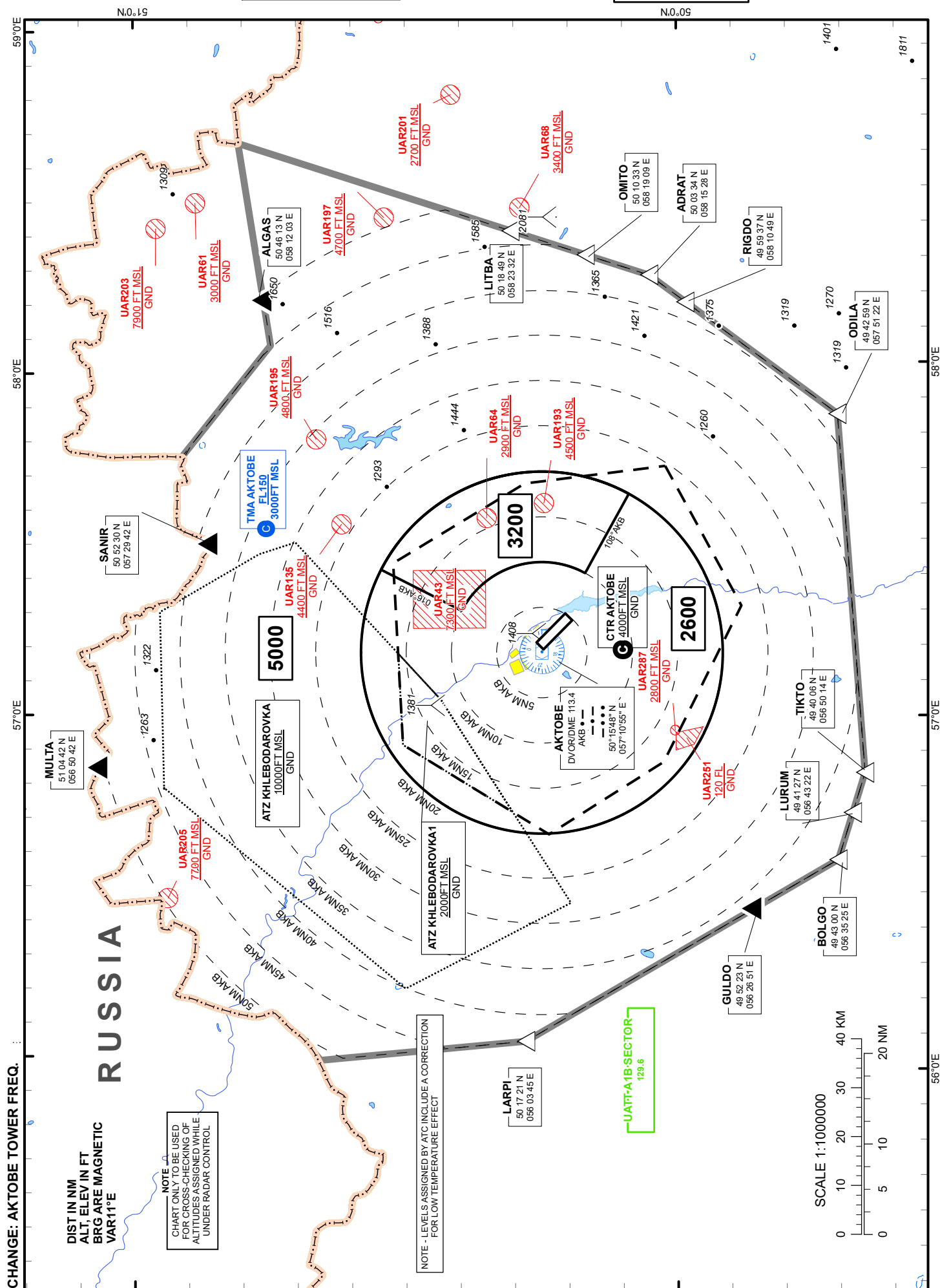
AD RAT 3L, ALGAS 3L, BOLGO 3L,
GULDO 3L, LARPI 3L, LITBA 3L,
LURUM 3L, MULTA 3L, ODILA 3L,
OMITO 3L, RIGDO 3L, SANIR 3L,
TIKTO 3L.

AKTOBE
RWY 30



STANDARD ARRIVAL ROUTES – INSTRUMENT (STAR) AKTOBE RWY 30
MULTA 3L After crossing MULTA (R334.6° D50.6 AKB), proceed on track 154° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross MULTA at FL120-FL150
SANIR 3L After crossing SANIR (R007.1° D38.6 AKB), proceed on track 187° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross SANIR at FL120-FL150
ALGAS 3L After crossing ALGAS (R040.8° D49.5 AKB), proceed on track 222° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ALGAS at FL120-FL150
LITBA 3L After crossing LITBA (R075.0° D46.7 AKB), proceed on track 256° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LITBA at FL120-FL150
OMITO 3L After crossing OMITO (R085.6° D44.1 AKB), proceed on track 266° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross OMITO at FL120-FL150
ADRAT 3L After crossing ADRAT (R095.2° D43.3 AKB), proceed on track 276° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ADRAT at FL120-FL150
RIGDO 3L After crossing RIGDO (R101.6° D41.8 AKB), proceed on track 282° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross RIGDO at FL120-FL150
ODILA 3L After crossing ODILA (R130.5° D41.9 AKB), proceed on track 311° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross ODILA at FL120-FL150
TIKTO 3L After crossing TIKTO (R189.8° D38.1 AKB), proceed on track 010° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross TIKTO at FL120-FL150
LURUM 3L After crossing LURUM (R196.7° D38.7 AKB), proceed on track 016° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LURUM at FL120-FL150
BOLGO 3L After crossing BOLGO (R204.3° D40.0 AKB), proceed on track 024° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross BOLGO at FL120-FL150
GULDO 3L After crossing GULDO (R219.9° D36.8 AKB), proceed on track 039° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross GULDO at FL120-FL150
LARPI 3L After crossing LARPI (R261.7° D43.1 AKB), proceed on track 081° to DVOR/DME AKB. Cross DVOR/DME AKB at 4000 FT. Cross LARPI at FL120-FL150

AKTOBE

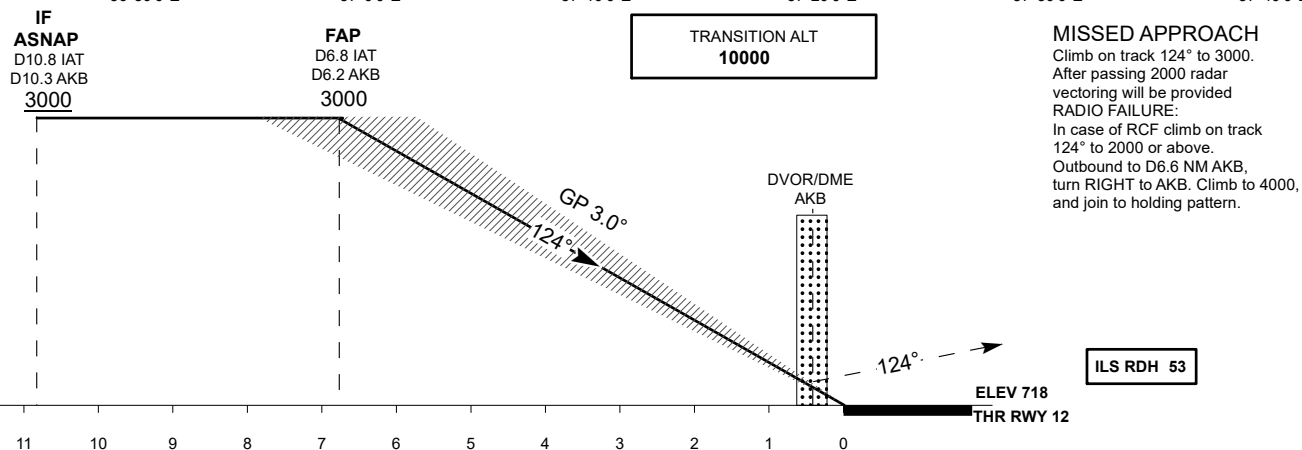
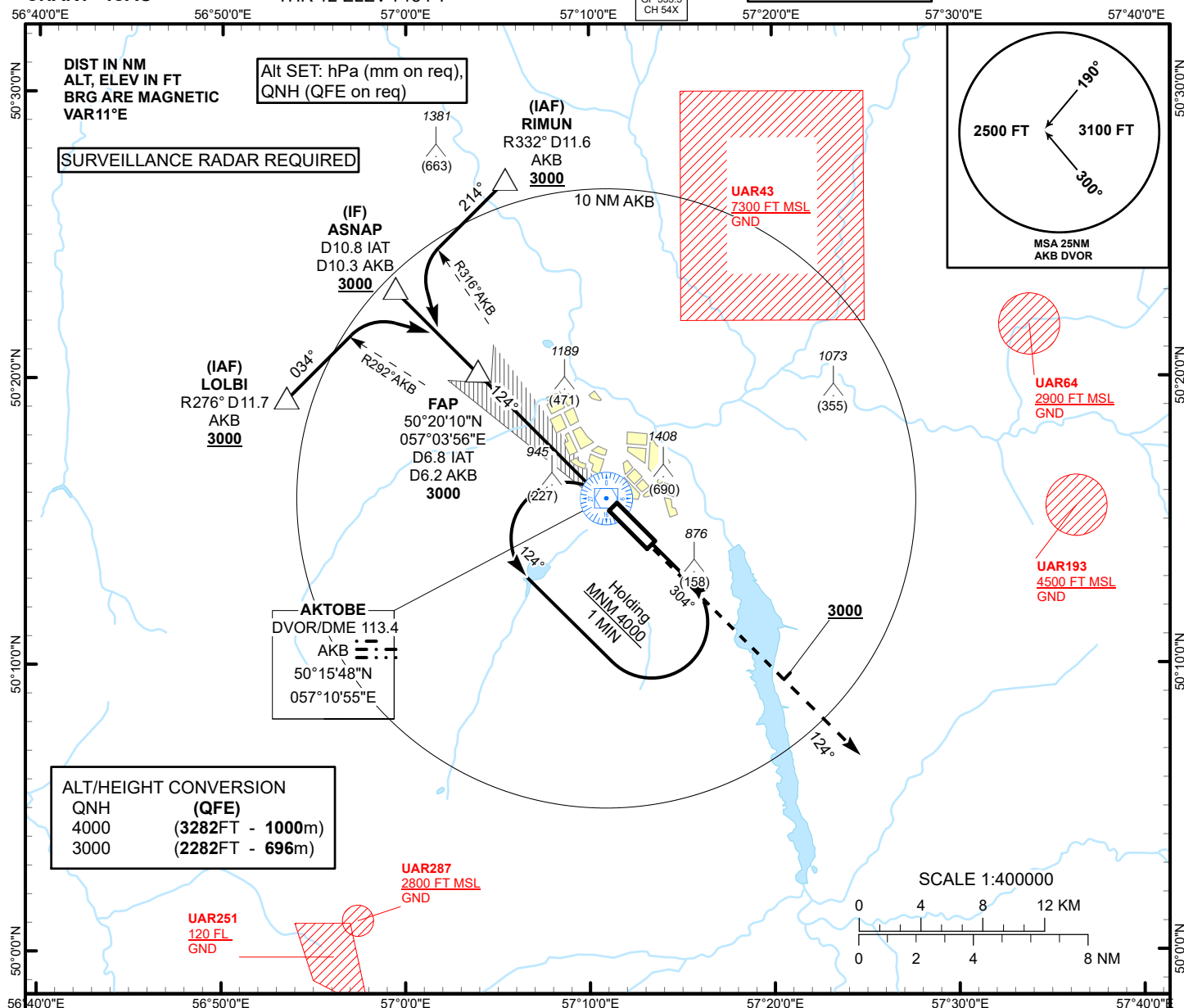


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AERODROME ELEV 741 FT
HEIGHTS RELATED TO
THR 12 ELEV 718 FT

AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

**AKTOBE
ILS/DME
RWY 12**



Aircraft Category		A	B	C	D	THR - DME IAT	6.8	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	6.2	5.5	4.5	3.5	2.5	1.5	0.5
	CAT I	942(223)	942(223)	942(223)	942(223)	ALTITUDE	3000	2713	2385	2058	1734	1411	1090
						HEIGHT	(2282)	(1995)	(1667)	(1340)	(1016)	(693)	(372)

DME IAT ZERO RANGED TO THR RWY 12

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I												
						GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

AKTOBE (UATT)
ILS/DME RWY12

AERONAUTICAL DATA TABULATION

ILS approach to RWY12 from AKB DVOR/DME, LOLBI, RIMUN, ASNAP	
Fix/point	Coordinates
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
LOLBI R276°, D11.7 AKB (IAF)	50° 19' 13.1"N 056° 53' 28.5"E
RIMUN R332°, D11.6 AKB (IAF)	50° 26' 51.3"N 057° 05' 24.1"E
ASNAP D10.8 IAT, D10.3 AKB (IF)	50° 23' 02.3"N 056° 59' 25.8"E
D6.8 IAT, D6.2 AKB (FAP)	50° 20' 09.6"N 057° 03' 56.0"E
THR RWY12	50° 15' 23.08"N 057° 11' 22.49"E
IAT LLZ	50° 13' 49.3"N 057° 13' 47.9"E

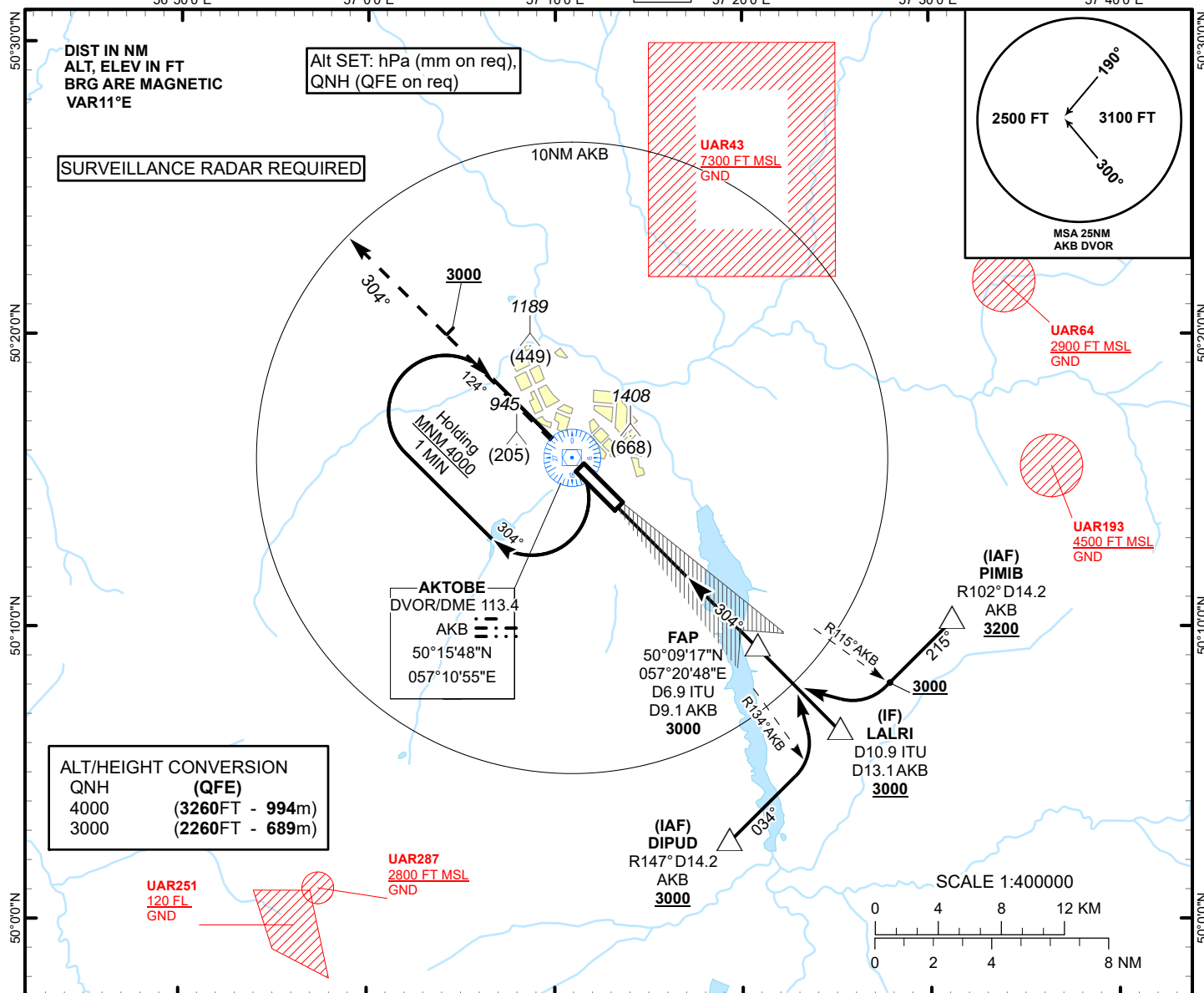
INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 741 FT
HEIGHTS RELATED TO
THR 30 ELEV 740 FT

ILS
LLZ 110.5
ITU
GP 329.6
CH 42X

AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
ILS/DME
RWY 30



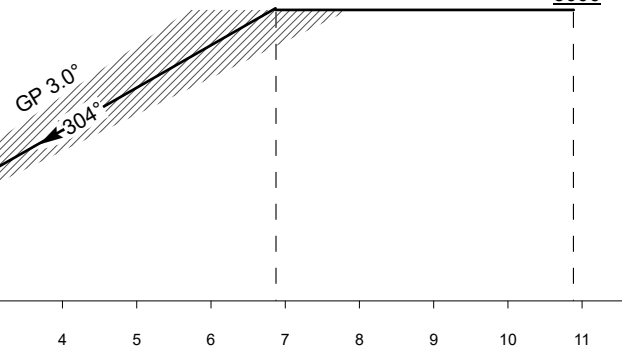
MISSED APPROACH

Climb on track 304° to 3000.
After passing 2000 radar
vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track
304° to 2000 or above.
Outbound to D5.2 NM AKB,
turn LEFT to AKB. Climb to 4000,
and join to holding pattern.

TRANSITION ALT
10000

DVOR/DME
AKB
ELEV 740
THR RWY 30
ILS RDH 54

FAP D6.9 ITU
D9.1 AKB
3000
IF LALRI
D10.9 ITU
D13.1 AKB
3000



Aircraft Category		A	B	C	D	THR - DME ITU	6.9	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	9.1	8.2	7.2	6.2	5.2	4.2	3.2
	CAT I	952(213)	952(213)	952(213)	952(213)	ALTITUDE	3000	2700	2408	2081	1757	1434	1113
						HEIGHT	(2260)	(1960)	(1668)	(1341)	(1017)	(694)	(373)

DME ITU ZERO RANGED TO THR RWY 30

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I					GS	Kt	80	100	120	140	160	180
						Rate of descent	ft/min	420	530	630	740	840	950

AKTOBE (UATT)
ILS/DME RWY30

AERONAUTICAL DATA TABULATION

ILS approach to RWY30 from AKB DVOR/DME, DIPUD, PIMIB, LALRI	
Fix/point	Coordinates
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
DIPUD R147°, D14.2 AKB (IAF)	50° 02' 38.2"N 057° 19' 14.0"E
PIMIB R102°, D14.2 AKB (IAF)	50° 10' 13.4"N 057° 31' 10.1"E
LALRI D10.9 ITU, D13.1 AKB (IF)	50° 06' 26.0"N 057° 25' 11.6"E
D6.9 ITU, D9.1 AKB (FAP)	50° 09' 17.1"N 057° 20' 48.2"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
ITU LLZ	50° 15' 44.7"N 057° 10' 49.0"E

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 741 FT

HEIGHTS RELATED TO
THR 12 ELEV 718 FT

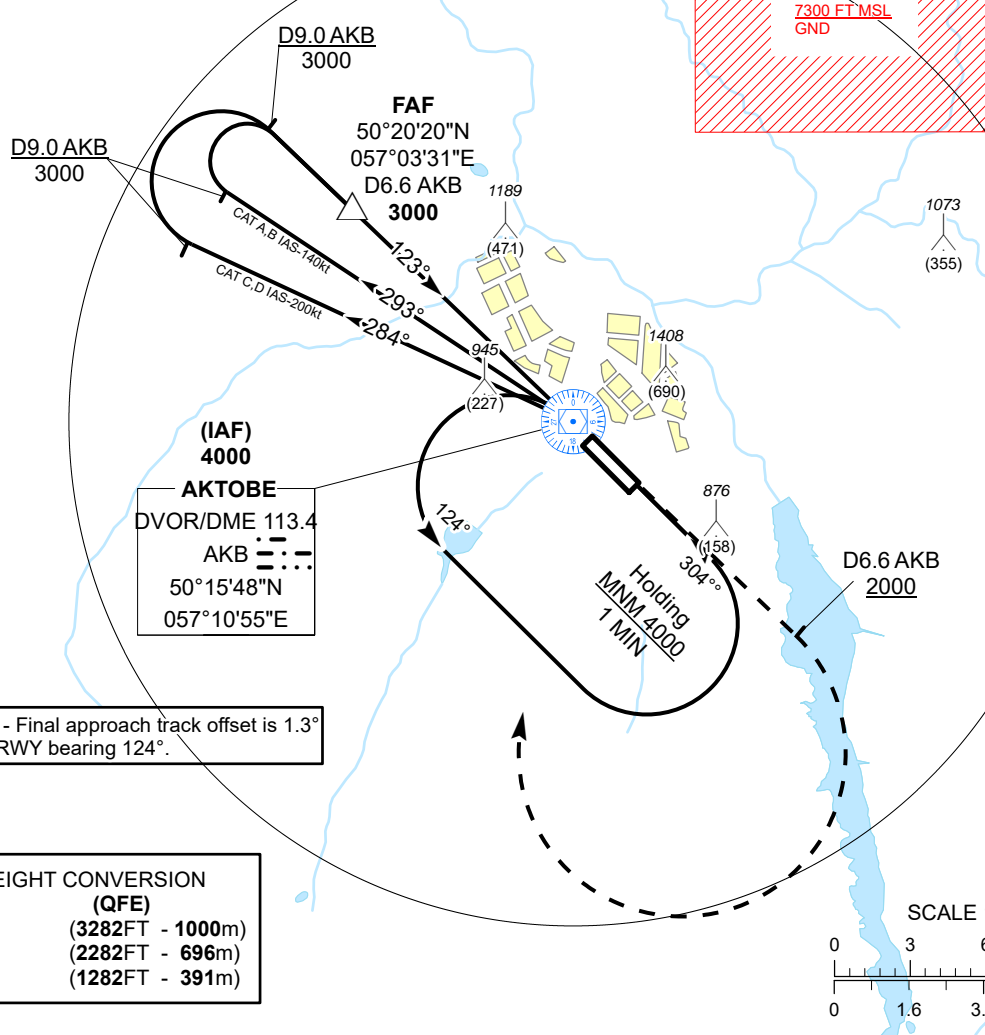
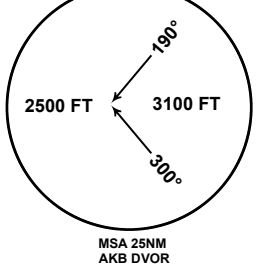
AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
VOR/DME
RWY 12

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR11°E

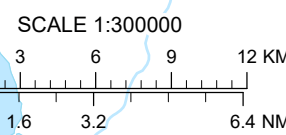
Alt SET: hPa (mm on req),
QNH (QFE on req)

UAR43
7300 FT MSL
GND

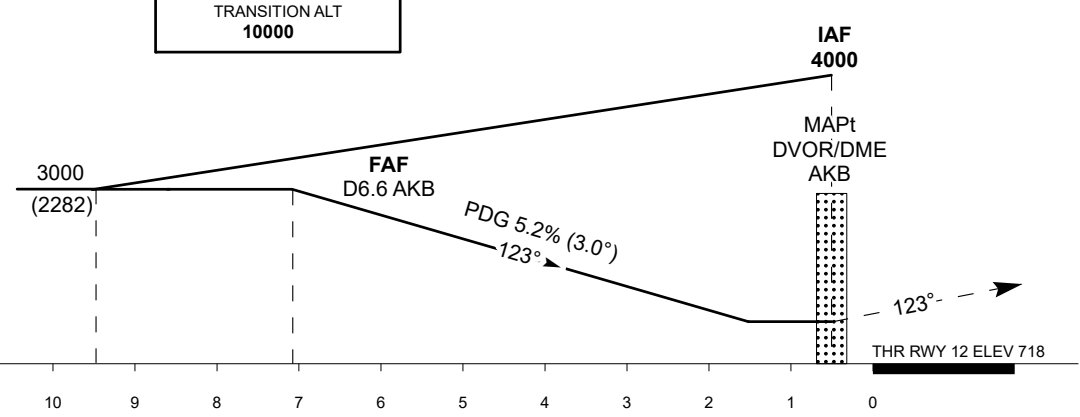


Note. - Final approach track offset is 1.3°
from RWY bearing 124°.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4000	(3282FT - 1000m)
3000	(2282FT - 696m)
2000	(1282FT - 391m)



TRANSITION ALT
10000



MISSED APPROACH
Climb on track 123°,
at 2000 or above,
outbound to D6.6 AKB,
turn RIGHT to AKB,
Climb initially to 3000,
then as directed by ATC.
RADIO FAILURE: in the case
of RCF climb to 4000 to AKB
and join to holding pattern.
Missed approach turn speed
limited to 240 kt IAS maximum.

CHANGE: AKTOBE TOWER FREQ.

Aircraft Category		A	B	C	D	DIST to THR	7.1	6	5	4	3	2	1
Straight-in Approach OCA/H						DME AKB	6.6	5.5	4.5	3.5	2.5	1.5	0.5
	VOR/DME	1210(490)	1210(490)	1210(490)	1210(490)	ALTITUDE	3028	2677	2359	2041	1722	1404	1086
						HEIGHT	(2310)	(1959)	(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 6.6NM	min:sec	4:57	3:58	3:18	2:49	2:29	2:12
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

AKTOBE (UATT)
VOR/DME RWY12

AERONAUTICAL DATA TABULATION

VOR approach to RWY12 from AKB DVOR/DME	
Fix/point	Coordinates
AKB DVOR/DME (IAF)	50° 15' 48.3"N 057° 10' 54.8"E
D6.6 AKB (FAF)	50° 20' 20.3"N 057° 03' 31.2"E
THR RWY12	50° 15' 23.08"N 057° 11' 22.49"E
Final approach descent angle is 3.0°	

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 741 FT
HEIGHTS RELATED TO
AD ELEV

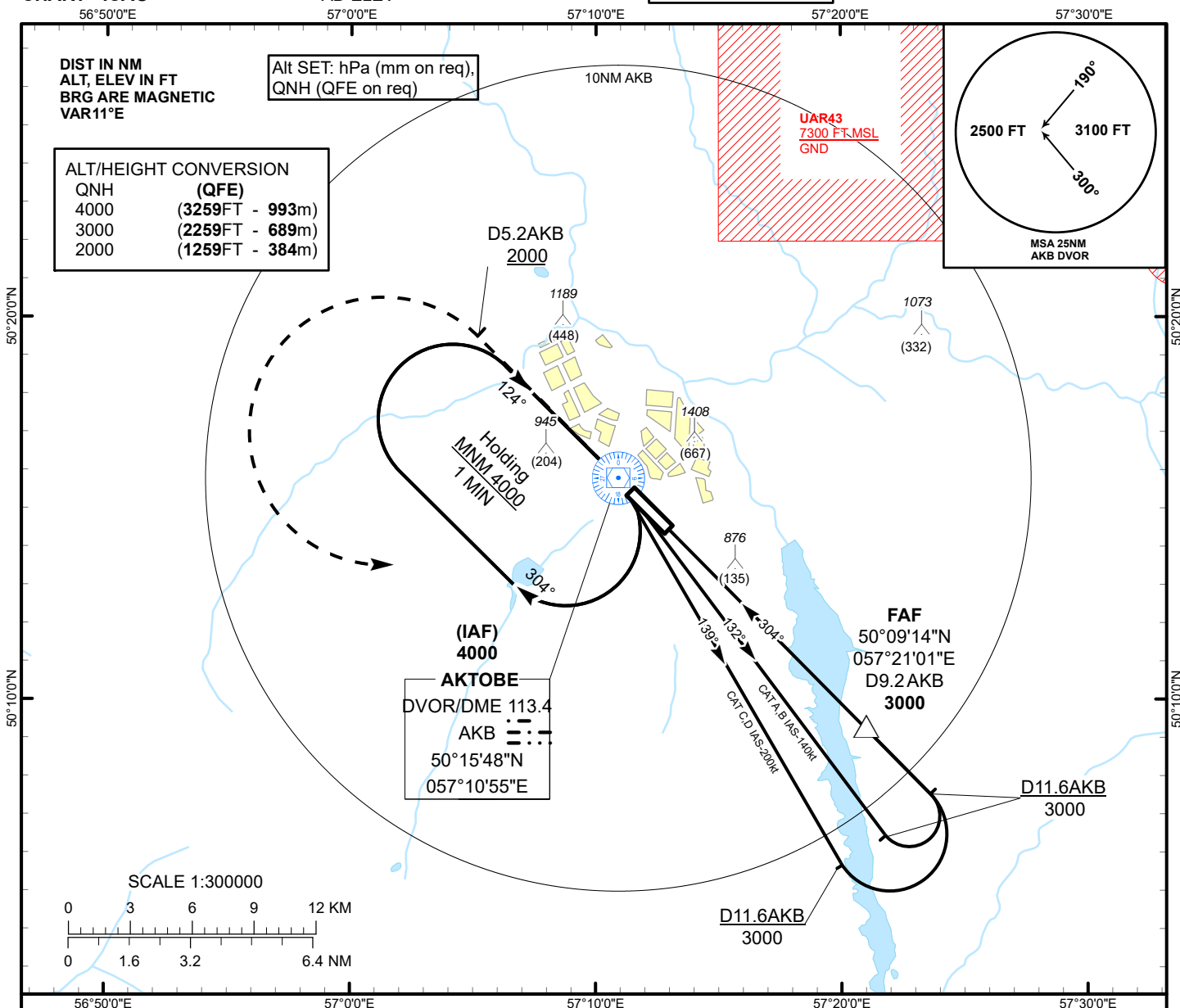
AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE
VOR/DME
RWY 30

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR11°E

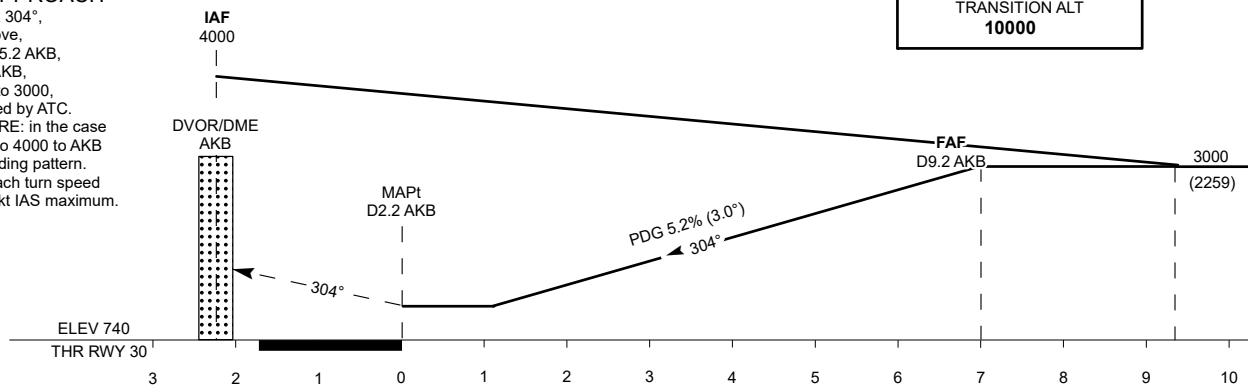
Alt SET: hPa (mm on req),
QNH (QFE on req)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4000	(3259FT - 993m)
3000	(2259FT - 689m)
2000	(1259FT - 384m)



MISSED APPROACH

Climb on track 304°, at 2000 or above, outbound to D5.2 AKB, turn LEFT to AKB, Climb initially to 3000, then as directed by ATC. RADIO FAILURE: in the case of RCF climb to 4000 to AKB and join to holding pattern. Missed approach turn speed limited to 240 kt IAS maximum.



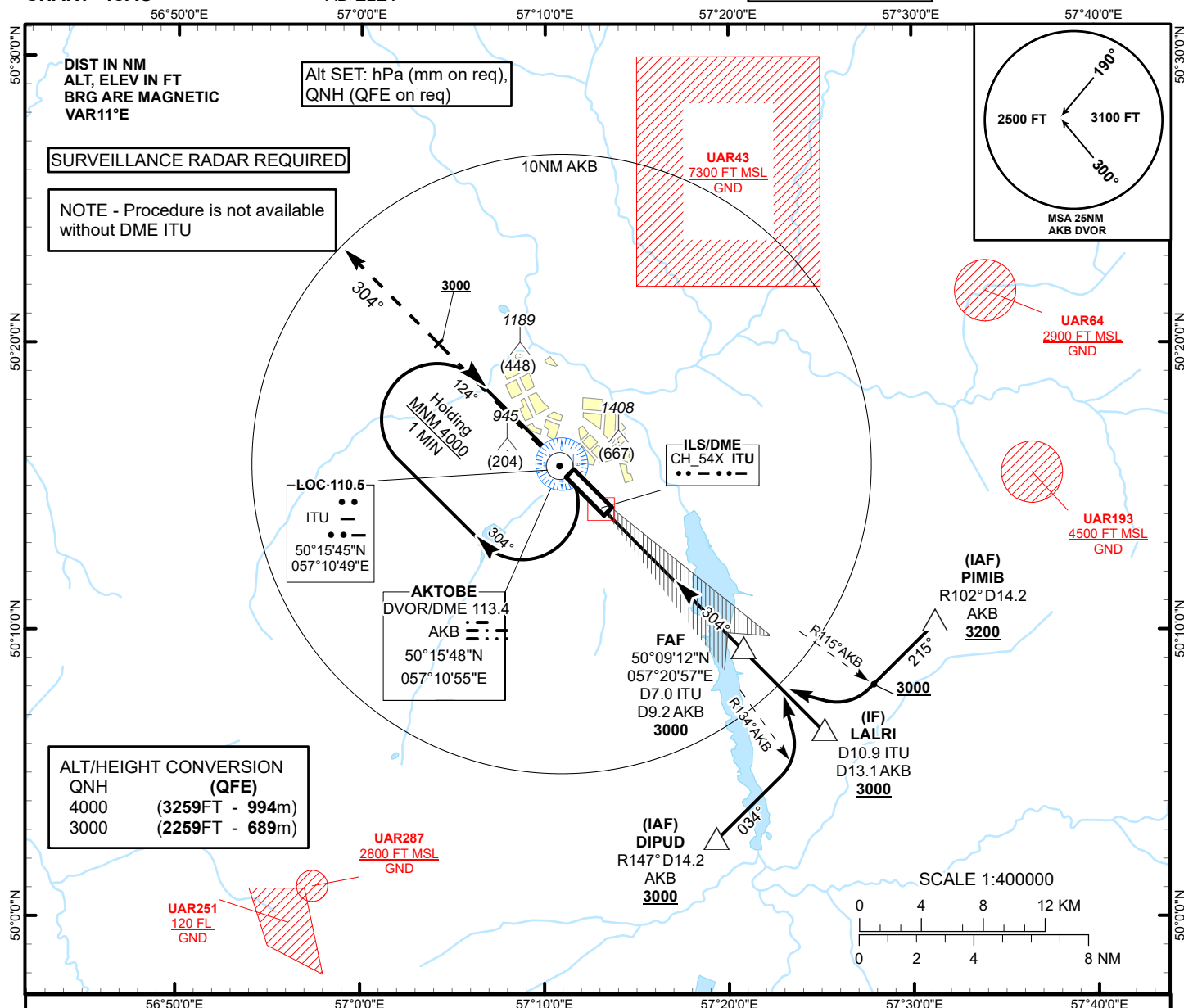
Aircraft Category		A	B	C	D	DIST to THR	1	2	3	4	5	6	7
Straight-in Approach OCA/H	VOR/DME	1160(420)	1160(420)	1160(420)	1160(420)	DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
						ALTITUDE	1108	1427	1745	2064	2382	2700	3000
						HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)
Aerodrome Operating Minima MDH ft x RVR(CMV)		VOR/DME				GS	kt	80	100	120	140	160	180
						FAF-MAPt 7.0NM	min:sec	5:15	4:12	3:30	3:00	2:38	2:20
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: AKTOBE TOWER FREQ.

AKTOBE (UATT)
VOR/DME RWY30

AERONAUTICAL DATA TABULATION

VOR approach to RWY30 from AKB DVOR/DME	
Fix/point	Coordinates
AKB DVOR/DME (IAF)	50° 15' 48.3"N 057° 10' 54.8"E
D9.2 AKB (FAF)	50° 09' 14.2"N 057° 21' 01.0"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
Final approach descent angle is 3.0°	

INSTRUMENT
APPROACH
CHART - ICAOAERODROME ELEV 741 FT
HEIGHTS RELATED TO
AD ELEVAKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80AKTOBE
LOC/DME
RWY 30

MISSED APPROACH

Climb on track 304° to 3000.
After passing 2000 radar
vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track
304° to 2000 or above.
Outbound to D5.2 AKB,
turn LEFT to AKB. Climb to 4000,
and join to holding pattern.

TRANSITION ALT
10000DVOR/DME
AKBMAPt
D3.1 AKB
D0.9 ITU

PDG 5.2%(3.0°)

FAF
D7.0 ITU
D9.2 AKB
3000IF
LALRI
D10.9 ITU
D13.1 AKB
3000ELEV 740
THR RWY 30

CHANGE: AKTOBE TOWER FREQ.

Aircraft Category		A	B	C	D	THR - DME ITU	1	2	3	4	5	6	7.0
Straight-in Approach OCA/H	LLZ (GP INOP)					DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
						ALTITUDE	1108	1427	1745	2064	2382	2700	3000
						HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)
DME ITU ZERO RANGED TO THR RWY 30													
Aerodrome Operating Minima DH ft x RVR (CMV)	LLZ (GP INOP)					GS	Kt	80	100	120	140	160	180
						FAF-MAPt(6.1NM)	min:sec	4:35	3:40	3:03	2:37	2:17	2:02
						Rate of descent	ft/min	420	530	630	740	840	950

AKTOBE (UATT)
LOC/DME RWY30

AERONAUTICAL DATA TABULATION

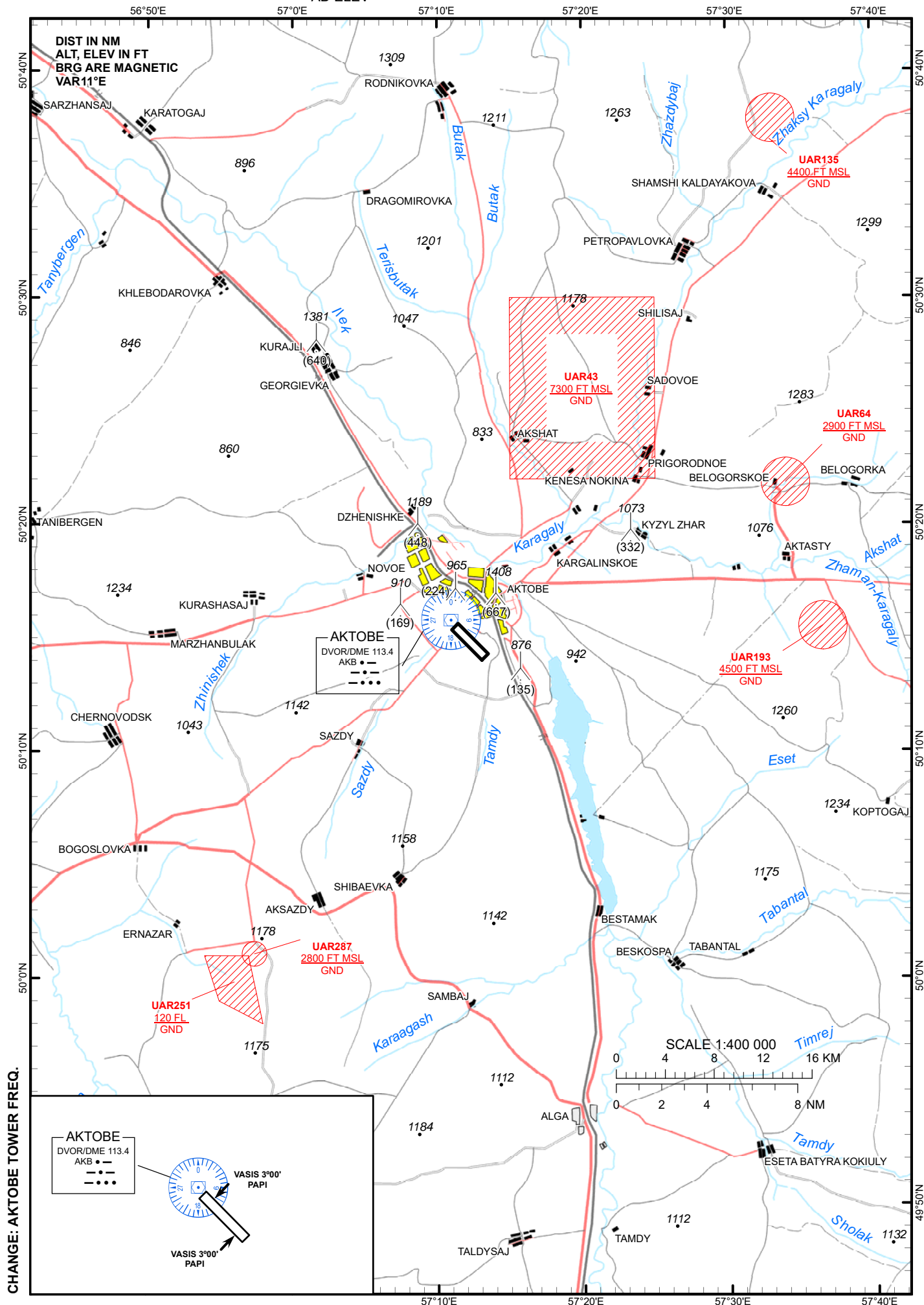
LOC/DME approach to RWY30 from DIPUD, PIMIB, LALRI	
Fix/point	Coordinates
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
DIPUD R147°, D14.2 AKB (IAF)	50° 02' 38.2"N 057° 19' 14.0"E
PIMIB R102°, D14.2 AKB (IAF)	50° 10' 13.4"N 057° 31' 10.1"E
LALRI D10.9 ITU, D13.1 AKB (IF)	50° 06' 26.0"N 057° 25' 11.6"E
D7.0 ITU, D9.2 AKB (FAF)	50° 09' 11.6"N 057° 20' 56.8"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
ITU LLZ	50° 15' 44.7"N 057° 10' 49.0"E
ITU DME	50° 14' 13.5"N 057° 12' 58.0"E

VISUAL
APPROACH
CHART - ICAO

AERODROME ELEV 741 FT
HEIGHTS RELATED TO
AD ELEV

AKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80

AKTOBE



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AKTOBE

AIRAC AMDT 002/2026

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- on the centerline of the apron.

Coordination air traffic controller of "Almaty Transit" designates the stand number, the docking procedure of aircraft and place of start-up, based on of the real situation on the apron, the presence of short-term limitations and parking prohibitions and aircraft movement on the aerodrome manoeuvring area.

Simultaneous parking procedure of freight aircraft with code F to aircraft stands 65-66 is carried out via towing.

De-icing treatment of aircraft with running engines is permitted on apron 1 de-icing stands 101A, 101B, 102, 102A and 102B.

2. Taxiing to/from aircraft stands

Towing, start-up of engines and taxiing of aircraft into/from the stands are conducted with the clearance of "Almaty Taxiing" air traffic controller.

Before the flight the crew must listen to the ATIS information, in the period of 5 minutes to 25 minutes before the departure time establish contact with the "ALMATY DELIVERY" on a frequency of 120.800 MHz, report the current ATIS information index and receive ATC clearance. Before tow/start engines establish contact with the "ALMATY GROUND" on a frequency of 121.700 MHz, report the current ATIS information index, the parking stand number, request permission to tow/start engines.

Depending on the ground and air situation, runway operational direction the taxiing control unit enters "holding procedure of start-up clearance" with the timing and start-up sequence of aircraft.

When runway operational direction is 23R or 23L the departure clearance with the heading of 051° is issued at the moment of crew request for aircraft start-up clearance (towing).

Regardless of the time of day aircraft accompanying (leading) is performed by follow me car when low visibility procedures is in effect, in the lack of visibility of marking intended for aircraft movement or by request of the flight crew.

Contact with "Almaty Tower" ATC unit is carried out by command of "Almaty Taxiing" air traffic controller.

Taxiing to aircraft stands 4-6 equipped by aircraft positioning system is performed singly or by follow me car up to the entrance into the coverage area of the system. Taxiing onto aircraft stands is performed by using indication of positioning system. In case of system failure, taxiing is performed by aircraft marshaller signals.

Taxiing to stands 201-205, 204L/204R, 205L/205R equipped with Automatic Visual Docking Guidance Systems (AVDGS) is either conducted autonomously or guided by a follow-me vehicle until the aircraft enters the coverage area of the system. Docking at the stand is carried out according to the indications provided by the positioning system. In case of system failure, docking is performed based on signals from the marshaller.

Taxiing onto aircraft stands that unequipped with parking system is performed by aircraft marshaller signals.

The order of taxiing in/out to/from aircraft stands:

- Taxiing onto/out aircraft stand close to the VIP-south building is performed by the follow me car. Taxiing onto aircraft stands 1-2, 63, 64 heading on VIP-south building is performed under its own power, taxiing out is performed by towing.
- Taxiing onto aircraft stands 3-6, 32A-34 is carried out under its own power, taxiing out is carried out by towing to the start-up place.
- Taxiing onto aircraft stand 12-13, 13A, 13B is carried by towing, taxiing out is carried out under its own power.
- Taxiing into/out of aircraft stands 48-56 shall be carried out under its own power by ATC instruction.
- Taxiing and taxiing on MS 47 under tow.
- Taxiing onto/out of aircraft stands 57-58, 71-73 is carried out under its own power.
- Taxiing onto aircraft stands 59A, 60A (heading on south) is carried out under its own power when aircraft stands 58, 59, 60, is free, taxiing out is carried out by towing.

- Taxiing of aircraft that not exceeded the size of IL-76 onto aircraft stands 59-60, is carried out under its own power when aircraft stands 59A, 60A is free, taxiing out is carried out under its own power when aircraft stands 59A, 60A is free.
- Taxiing onto aircraft stands 59A, 60A is carried out by towing, taxiing out is carried out under its own power when aircraft stands 59, 60 is free.
- Taxiing onto aircraft stands 65-69 is carried out under its own power, taxiing out is carried out by towing.
- Taxiing onto/out of aircraft stand 79 is carried out under its own power after the "Follow-me" car.
- Taxiing onto aircraft stands 201-205, 204L/204R, 205L/205R is carried out under its own power, taxiing out is carried out by towing to starting point.

Pushback operations on Apron 2 are subject to the following restrictions:

- Pushback from parking stands 601, 601A, 601B, 602, 602A and 602B shall be carried out towards taxiway L1, with the aircraft towed abeam parking stand 602A.
- Aircraft engine start-up is permitted only after the aircraft is positioned abeam parking stand 602A.

3. Limitations during taxiing

Aircraft turns with code C and higher from TWY B to RWY 05R/23L to the side of the threshold 05R and from runway 05R/23L to TWY B from the threshold 05R are prohibited.

Taxiing and towing of all aircraft types is allowed with a wingspan not exceeded of wingspan of B747-400.

Aircraft not higher than 10,4m are placed on aircraft stands 63.

Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-F, TWY-D and TWY-E without ATC clearance is prohibited.

Crossing of holding position marking of RWY 05L/23R by aircraft taxiing via TWY-K and TWY-L towards RWY 05L/23R without ATC clearance is prohibited.

Taxiing of a Boeing 747-800 (Boeing 747-8f and Boeing 747-8i) is possible only on apron № 2 via TWY - L. Further taxiing of a Boeing 747-800 (Boeing 747-8f and Boeing 747-8i) is possible from apron № 2 via TWY - B and TWY - H for arrival and departure, also taxiing is possible via RWY 05L/23R, RWY 05R/23L, TWY-C, TWY-D, TWY-E and TWY-F. Taxiing on aprons № 1, 3, 4, 5, 6 for this type of aircraft is prohibited.

The aircraft must leave the occupied parking area no later than 1 minute after receiving permission to tow. In case of delay in the start of towing, the responsible person, the apron service repeatedly requests permission or cancels towing.

4. Take-off and landing

When reaching the designated holding point close to runway the flight crew informs "Almaty Tower" ATC unit and reports the readiness for take-off.

After receiving the report from the flight crew about readiness for take-off "Almaty Tower" ATC unit may allow the flight crew to line up position and immediate take-off, depending on the air situation. The flight crew must inform the "Almaty Tower" ATC unit if they cannot perform immediate take-off.

When the RWY is occupied, or the absence of suitable intervals "Almaty Tower" ATC unit allows the flight crew only to line up.

The flight crew, which needs to conduct taxiing backwards on RWY 05R or 05L for the line-up position of RWY 23R or 23L from TWY A, TWY K, TWY D or TWY E, should be permitted to taxiing on RWY 05R or 05L by "Almaty Tower" ATC unit.

The RWY used for taxiing, performs the functions of TWY or main TWY for the lining-up or vacating the RWY. Herewith, aircraft crew must comply with all taxiing procedures in accordance with the requirements of the Aircraft Flight Manual and other regulatory documents, including taxiing speed:

- under the normal conditions of the environment and the RWY condition, should not exceed 30 knots

(55 km/h) at long distances on the runway and should not exceed 20 knots (37 km/h) at short distances on the runway;

- under the low visibility procedures and meteorological conditions contributing to the deterioration of the RWY condition should not exceed 10 knots (18 km/h).

Pre-flight checks by crew in the cockpit must be completed before the line-up position. Checks on the runway, should be minimized.

Flight crew performs take-off immediately after receiving clearance for take-off. If the flight crew cannot comply with above requirement, they should inform about it the "Almaty Tower" ATC unit before taxiing onto the RWY, and to inform about the required delay time.

Depending on the air or the ground situation it is allowed to take-off from the intersection of TWY with the runway on-request of the flight crew or by initiative "Almaty Tower" ATC unit. Take-off is carried out from the point on the runway, where available characteristics of the runway is comply with required for the actual take-off mass of the aircraft and take-off conditions. The pilot-in-command takes the final decision about the take-off from the taxiway and runway intersection.

Warming-up and testing of engines before take-off is conducted on a runway or on taxiway by "Almaty Tower" ATC unit clearance after the request of the flight crew.

Tailwind takeoff and landing of aircraft is allowed for accelerating the traffic of airplanes flow on request of flight crew or at the initiative of ATSU. Responsibility for taking decision about such take-off or landing lies with the pilot-in-command of aircraft.

In order to reduce runway occupancy time, "Almaty Tower" ATC unit may issue a clearance to land beyond the landing area of the runway (except the aircraft of categories "heavy" and "superheavy") or expedite vacating of the runway. If it is impossible to perform the required operation, the crew shall immediately inform the air traffic controller.

The pilot-in-command takes the final decision about take-off or landing in meteorological conditions are inconsistent with aerodrome operating minima. In this case the air traffic controller clearance for takeoff or landing is not pilot-in-command compelling to complete it and the responsibility for the final decision and the outcome of the take-off or landing lies with the pilot-in-command of aircraft.

Runway allocation is carried out by ATSU taking into account upwind landing or takeoff of aircraft, in case if accidents prevention concept, runway configuration, meteorological conditions and operating procedures of landing approach or air traffic conditions do not preferred another direction. To increase runway capacity it is allowed aircraft release with reverse course from operating direction of the runway (take-off and landing in opposite directions) under the following conditions:

- radar control;
- before reaching 3200 FT by departed aircraft and establishing contact with ATC unit it's prohibited to arriving aircraft descent below 8000 FT;
- aircraft release is carried out according flight supervisor clearance and after provisional approval between the points of ATS aerodrome control center.

Turning pad and turning pad marking, with width 75m, are available on the RWY 05R/23L on the distance 2730m from RWY 05 THR.

RWY 05R/23L at surface condition code 4 and below TKOF and LDG prohibited.

5. Operations on parallel runways 05R / 23L and 05L / 23R

Both runways are intended for departures and arrivals.

Note: In view of the fact that the distance between the runway centerlines is 209 m, there are restrictive bearings and boundaries that do not allow establishing procedures for the divergence of the courses during take-off, the minimum time and linear intervals for all take-off and landing operations are set to the same as with a single runway; simultaneous take-offs and landings under any conditions with parallel runways are not performed.

Flight supervisor decides which runway in use based on analysis of the air and meteorological situation, surface condition, the operability of radio and lighting facilities, and meteorological equipment.

When aircraft is on the holding position on taxiway C, taxiway D, taxiway E or taxiway F, the runway located behind the aircraft is considered as occupied and is not used for takeoff or landing.

Additional departure procedures:

- it is permitted to line-up on each runway at the same time; the aircraft that will take-off the second in sequence shall be informed about take-off delay;
- the permission for take-off at the same time from both runways is not issued;
- to prevent the approach of the aircraft in the case of missed approach of arriving aircraft, the permission for take-off from the parallel runway is not given if the linear separation between the arriving and departing aircraft is 2.2 NM or less.

Additional arriving procedures:

- pilots should conduct preliminary preparation for landing on each of the operating runway, if both runways are in use;
- if an ILS approach is performed on one runway, approach to second runway can be performed as DVOR DME, RNP approach or visual approach (simultaneous ILS operation on parallel runways is prohibited);
- redirection of aircraft to parallel runway during ILS, DVOR DME or RNP approach in IFR conditions after turn to the final approach leg and in VFR flight or IFR flight in VMC after 3 NM from landing RWY THR is not allowed;
- redirection of aircraft to parallel RWY in all cases shall be performed after flight crew report about readiness to approach to another RWY.

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

Training and practice flights, check-test and check flights (flyover) of aircraft are carried out in accordance with the requirements established by the flight operation Regulations in Civil Aviation.

IFR flight is conducted in according to established procedures for instrumental take-off and landing approach. After take-off, the crew maintains the specified conditions given by the air traffic controller for entering the approach procedure. VFR flight is performed by an agreed route with the ATSU.

Number of aircraft carried out training or practice flight, check-test and check flights (flyover) within Almaty TMA 1, TMA 2 and CTR, is determined by the air traffic manager of the aerodrome based on the presence of prohibited and restriction areas, air and meteorological conditions.

Depending on the intensity of flights and activated restrictions, flight supervisor could limit the number of training aircraft, to suspend or prohibit the training flights.

Check-test aircraft flights are performed during the daytime with visibility at least 2000 m and the ceiling at least 650 ft for all types of aircraft.

7. Fuel draining

Fuel draining is conducted only in emergency situations that do not allow to decrease the aircraft landing mass by running out of fuel.

Fuel draining is conducted by the designated route of ATSU on height agreed with crew:

- Route 1: USUGA - ADABA - TIPSA - USUGA (not lower 8000 FT ALT);
- Route 2: DESOK - TIRBA -BAGNA - DESOK (not lower 10000 FT ALT).

In an emergency, the crew could drain the fuel out of the designated route.

If the flight crew needs a radio-silence during the fuel draining, the duration is agreed between the crew and

air traffic controller.

Aircraft separation when fuel draining is carried out in accordance with the Procedures for Air Navigation Services "Air Traffic Management" (PANS-ATM) doc 4444 ATM / 501.

8. Procedures in low visibility conditions

LVP are in effect when RVR is less than 550 m.

The beginning of LVP is reported by the ATIS or by the ATSU with following message: "Low visibility procedures" are in operation.

RWY 05R, RWY 05L, RWY 23R, RWY 23L are equipped for take-off in LVP conditions.

RWY 23L are equipped for precise approach and landing by category II, IIIA and IIIB.

The crossing of the turned on lights of the line "STOP" is prohibited.

A-SMGCS based on SMR, SSR, MLAT and ADS-B supports surface movement operations based on established operational procedures.

The crew of the aircraft is informed by the ATS unit about change of the operational status of the radio technical, lighting and meteorological equipment.

In the conditions of categories II and III, ATS units apply additional horizontal separation of the aircraft.

When **RVR is less than 350 m**:

- turning of aircraft at 180° in the ends of 23R, 23L and in the extension "A" is **prohibited**.

When **RVR not less than 300 m**

- aircraft taxiing on aprons and taxiways (except for TWY C, TWY E, TWY D, TWY F) is carried out only after the "follow-me car";
- RWY 23L are used for precise approach and landing by category II.

When **RVR is less than 300 m**

- TWY B, TWY H, TWY E not equipped with RCL are not used for taxiing;
- RWY 23L are used for precise approach and landing by category IIIA.

9. Helicopter flights

Helicopter taxiing is carried out taking into account wind limitations, according to the flight manual, with constant visibility of the landmarks ahead.

Helicopters with a trolley type of undercarriage move through the air from the parking place to the place of take-off and back along the route assigned by the dispatcher "Almaty taxiing" behind the escort vehicle under the responsibility of the helicopter commander.

Helicopter engines at parking spot №61-62 are started only for warming up and testing at low gas.

Helicopter engines for departure from parking spot №61-62 should be started at parking traverse parking spot №62 in front of TWY A.

Engines may be started, check hover, take-off/landing by helicopter during daytime from (to) parking spot near VIP-south building, from (to) apron №4 and conjunction TWY-B, at intersection TWY-B with TWY-H and at section TWY-H between TWY-K and TWY-L, in compliance with established intervals between takeoffs and landings of aircraft, provided the established weather minimum for flights under Air Approach Lane (special Air Approach Lane) is met. Responsibility for takeoff (landing) in this case rests with the helicopter commander.

Helicopters take off from the airfield after:

- the crew's request for a control hover and obtaining permission to perform it from the control tower

dispatcher;

- the helicopter crew completes a control hover;
- the crew's report of readiness for takeoff (by plane, by helicopter), and obtaining permission for takeoff from dispatcher the Tower a control tower controller.

For helicopter take-off, helicopter landing after control hover is not necessary. The helicopter commander determines the control hover altitude, but the helicopter performing the control hover should not interfere with other aircraft taking off and landing.

In the presence of weather conditions or smoke on part of the runway that reduce visibility to values below the established weather minimum for Air Approach Lane flights (special Air Approach Lane), it is permitted to land on that part of the runway where the weather conditions correspond to the minimum (beginning/middle/end). The helicopter commander is responsible for making such a landing.

Takeoff with run-up and landing with run-in, helicopter takeoff and landing at night and when performing Air Approach Lane flight are performed from/on the runway.

UAAA AD 2.21 Noise Abatement Procedures

1. NOISE ABATEMENT DEPARTURE PROCEDURE

DEP from RWY05L and RWY05R Aircraft operators shall follow NADP 1 noise abatement departure procedure, according to ICAO Doc. 8168 OPS/611 VOL III (PANS-OPS VOL III).

2. NOISE ABATEMENT DEPARTURE PROCEDURE

RWY23L and RWY23R Aircraft operators shall follow NADP 1 noise abatement departure procedure, according to ICAO Doc. 8168 OPS/611 VOL III (PANS-OPS VOL III). The use of noise abatement departure procedure 1 (NADP1) as mentioned in ICAO Doc 8168 Volume III is recommended for all jet aircraft departures from ALA airport. If for operational reasons compliance with the recommended procedure is not possible, procedure NADP2 may be used.

3. Arrival procedures

for details see UAAA AD 2.22 para 7 CONTINUOUS DESCENT OPERATION

4. Selection of RWY in use

1. The term "RWY in use" indicates the RWY that, at a particular time, is considered by ALA TWR to be the most suitable for use by the types of aircraft expected to land or take-off at the aerodrome.

2. Accepting a runway is a pilot's decision. If the pilot-in-command considers the runway-in-use not usable for the reason of safety, he shall request permission to use another runway. ATC will accept such request, if traffic and air safety conditions permit.

UAAA AD 2.22 Flight Procedures

1. General provisions

In the aerodrome area of Almaty the flights are conducted on IFR and VFR.

While VFR and IFR flights in aerodrome control area of Almaty is necessary:

- Have a permission of ATSU prior to entry into the relevant area of responsibility;
- At the request of the ATSU to inform the location;
- Follow the instructions of the appropriate ATSU;
- To have and continuously support two-way radio communication in the VHF range.

IFR and VFR flights are conducted at assigned flight level (altitude) in accordance with the rules of vertical, longitudinal and lateral separation maintaining the established intervals.

IFR flights take precedence over the VFR flights.

If it is necessary, the arriving aircraft hold a course for to the holding area. To regulate the longitudinal intervals between aircraft crew can be instructed to conduct the flight in orbit (turn at 360 °) with statement of the place and side of the turn.

In the event of a threat to flight safety it is allowed to change assigned flight altitude (flight level) and crabbing from desired track. If you deviate from assigned desired track or flight altitude the pilot-in command immediately inform about their actions the ATS, which controls the aircraft.

During the initial contact with the "Almaty Approach" air traffic controller at a frequency of 118.3 MHz, the crew informs an index of current ATIS information and identification index of aircraft.

"Almaty Approach" or "Almaty Circuit" designate the information about activities of the forbidden zones, restricted flight area, danger areas, airdropping of parachutes and flight of balloons in the aerodrome area borders in real time, overflying permit and the go-around route "Almaty Approach" or "Almaty Circuit".

IFR flights are not carried out beyond the limiting bearing determined by the geographical coordinates 431116N 0763518E (R238° D24.5 ATA) - 431042N 0765041E (R217° D15 8. ATA) - 432229N 0770507E (DVOR/DME ATA) - 432733N 0774145E (R074° D27.2 ATA), below flight level FL190.

2. Procedures of IFR flights within an aerodrome control area (CTR)

Takeoff and initial climb is conducted by standard routes shown on the Standard Instrument Departure (SID) charts Runway 05R / L (runway 23L / R) or on trajectory defined by ATS.

Arrival is carried out by standard routes shown on the Standard instrument arrival (STAR) Runway 05R/L (runway 23L / R) or on trajectory defined by ATS.

The flight crew is required to withstand the prescribed standard route of Instrument departure (SID) and arrival (STAR), and in the case of deviations, go on an assigned track immediately.

If an aircraft, forces to standard Instrument departure route (SID) is issued a clearance for climb to (altitude), located above the flight level shown on the SID, an aircraft follows the published vertical profile of a SID, if such restrictions are prescribed standard route of Instrument departure.

In those cases, when arriving at a standard instrument arrival route (STAR) aircraft is cleared to descend to a flight level lower than flight level of the STAR, an aircraft follows the published vertical profile of STAR, if such restrictions are not cancelled by ATS.

The flight crew must withstand specified limit airspeed, if otherwise specified from the ATS. The translational indicated airspeed regulation of aircraft is applied for a traffic flow regulation in order to ensure intervals necessary for landing, taking into account the characteristics of the aircraft.

"Almaty Circuit" and "Almaty Tower" ATC units determine ability to perform visual landing approach based on the analysis of air condition and weather conditions.

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

Air traffic service in the control zone of the Almaty aerodrome is carried out by the controller of the "Tower" ATC unit. The aircraft flights within CTR are performed on absolute altitudes according to the QNH pressure of the Almaty airfield. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan.

Air traffic controller of "Tower" ATC unit assigns the altitude (flight level) of the flight, the functions of Air traffic service does not include ground and artificial obstacles collision avoidance.

The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. Bypass of artificial obstacles by the aircraft crew is carried out independently.

Transit VFR flights of the aircraft through the CTR of the Almaty aerodrome are carried out with permission and under the control of the "Tower" ATC unit in accordance with the airspace classification.

Coordination of the entrance and the conditions for the transit of the CTR airspace of the Almaty aerodrome by the aircraft crews flying in uncontrolled airspace is carried out in accordance with the current rules. The aircraft crew, five minutes prior to the scheduled entry time into the aerodrome control zone, requests

permission from the «Tower» ATC unit to enter, specifying the entry point and flight altitude. Entry is allowed only after obtaining approval under the conditions, conveyed by the «Tower» ATC unit.

Crossing the runway alignment, within Almaty CTR, is made only with the permission of the air traffic controller of the «Tower» ATC unit at a safe altitude according to the QNH pressure of the aerodrome.

Entry of aircraft of category A and helicopters flying in VFR at 5200ft and below to the control zone (CTR) is carried out only with the permission of the air traffic controller of the «Tower» ATC unit through the reference waypoint.

After passing the reference waypoint the air traffic controller of the «Tower» ATC unit issues permission to fly to the nearest turn of the corresponding flight circle.

When the aircraft enters the runway "05 Left" / "05 Right" (left flight circle), enter the circle:

- from reference waypoints MIKE, YANKEE, ZULU, PAPA, VICTOR, holding JULIETT – left hand turns
- from reference waypoints SIERRA, ROMEO, OSCAR, holding TANGO – right hand turns

When the aircraft enters the runway "23 Left" / "23 Right" (right flight circle), enter the circle:

- from reference waypoints MIKE, YANKEE, ZULU, PAPA, VICTOR, holding JULIETT – right hand turns
- from reference waypoints SIERRA, ROMEO, OSCAR, holding TANGO – left hand turns

Entry of aircraft into the flight circle for landing approach is carried out only with the permission of the air traffic controller of the «Tower» ATC unit.

The reference waypoints of CTR are used by the air traffic controller of the «Tower» ATC unit to regulate the sequence of aircraft landing at the Almaty aerodrome and as holding areas for aircraft of categories A and helicopters. Flights of aircraft in holding area are performed by the command of the air traffic controller of the «Tower» ATC unit at the specified altitude and are performed with a left turn. If the air situation requires the aircraft to hold in the immediate vicinity of the runway, the air traffic controller of the «Tower» ATC unit allows the orbit (left / right 360 ° turn) at any designated radial distance from DVOR / DME ATA.

Exit of aircraft of category A and helicopters flying in VFR at 5200ft and below from the control zone (CTR) is carried out at the shortest distance (unless otherwise prescribed by the the air traffic controller of the «Tower» ATC unit) through the reference waypoint.

When the aircraft departs from the runway "05 Left" / "05 Right":

- to reference waypoints MIKE, YANKEE, ZULU, PAPA, VICTOR – left hand turns
- to reference waypoints SIERRA, ROMEO, OSCAR – right hand turns

When the aircraft departs from the runway "23 Left" / "23 Right":

- to reference waypoints MIKE, YANKEE, ZULU, PAPA, VICTOR – right hand turns
- to reference waypoints SIERRA, ROMEO, OSCAR – left hand turns

Table 1: Visual reference of VFR flights within Almaty CTR

№	Waypoint name	Type	Visual reference	Geographical coordinates	Radial and distance from DVOR/DME «ATA»
1	OSCAR	Entry/exit	power transmission line pole	432152N 0771116E	093° / 4,5 NM
2	ROMEO	Entry/exit	SW outskirts of Alatau	432018N 0770807E	130° / 3,1 NM
3	SIERRA	Entry/exit	SE outskirts of Besagash	431749N 0770306E	192° / 4,9 NM

Table 1: Visual reference of VFR flights within Almaty CTR

No	Waypoint name	Type	Visual reference	Geographical coordinates	Radial and distance from DVOR/DME «ATA»
4	TANGO	Holding	Eastern outskirts of Tuzdybastau	431953N 0770453E	179° / 2,6 NM
5	VICTOR	Entry/exit	Water basin / lake of Zhalkamys river	432732N 0770743E	015° / 5,4 NM
6	PAPA	Entry/exit	Eastern outskirts of Kyzyltu	432504N 0770450E	350° / 2,6 NM
7	MIKE	Entry/exit	warehouse of "Metro" hypermarket	431853N 0765356E	241° / 8,9 NM
8	JULIETT	Holding	southern outskirts of Zhana Kuat cottage town	432318N 0770147E	284° / 2,6 NM
9	YANKEE	Entry/exit	Y-shaped road intersection (Burundaikaya Street and Highway)	432102N 0765419E	255° / 8 NM
10	ZULU	Entry/exit	separate structure of utility building (south of the intersection of the Esentai and Baskarasu rivers)	432302N 0765829E	271° / 4,9 NM

4. Radar procedures within a aerodrome control area (CTR)

To regulate the order of the landing approach and compliance with safe intervals from any point of the scheme it is possible to control the movement of aircraft for altitude and direction by ATS air traffic controller by radar vectoring. Direction for reaching the flight level (altitudes) is carried out in accordance with the ATC Surveillance Minimum Altitude Chart ICAO.

Landing approach procedures with the help of surveillance radar is not applied.

In the absence of radar control, but the stable operation of the flight and navigation equipment the flight crew is allowed to conduct the landing approach in accordance with the published IFR approach procedures in accordance without radar or conduct a visual landing approach.

During IFR flights in the absence of radar control and unstable operation of aircraft navigation equipment the decrease from the lower safe flight level (FL200) is not allowed. In this case, the aircraft should follow the alternate aerodrome.

5. Radio contact loss (failure)

Warning: the procedures are conducted during radio contact loss (failure) have differences with standards, recommended practices and regulations of ICAO (Annex 2 ICAO).

When radio communication loss the crew must:

- switch on SOS-signal, set up code 7600;
- use the emergency frequency of 121.5 MHz, radio contact with other aircraft and ATS points;
- guard the frequency DVORATA (116,4 MHz) or locator beacon (763 kHz) for getting information and air traffic controller instruction;
- when radio contact losing after takeoff to land or follow the destination aerodrome in accordance with the conditions, issued by the ATS;

- conduct aerodrome approach and landing approach by approach procedure;
- when flight without a radio contact at night the location of aircraft denote by periodic switching on the landing lights or beacon lights flashing.

6. The emergency landing procedure

In the event of an emergency on the aircraft at takeoff phase, aircraft pilot-in-command determines the necessary manoeuvre in order to ensure the safety of aircraft.

7. Continuous Descent Operation

1. CDOs are performed during periods of low traffic density at ATC discretion.
2. CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.
3. 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.
4. 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.
5. 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.
6. Depending on traffic, CDO may start from TOD or lower levels.
7. 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.
8. 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.
9. If necessary ATC may issue additional instructions: "WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)"
10. 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.
11. 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.
12. 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.

8. 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.

UAAA 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. point 16. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan.	Runway strip physical characteristics	Runway strip for runway 05R/23L, has dimensions less than the established in legislation.	An equivalent level of safety has been approved 25.09.2020 to 31.12.2022
Section 10. point 168. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan.	The length of the approach lights	The length of the approach lights with landing direction 51* for runway 05R/23L is less than the established in legislation.	Does not affect for operations.
Section 2. point 43. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan.	Radius of turn-off curve	Radius of turn-off curve is less than the established in legislation.	Restrictions on turning-off for aircrafts with the code letter C and higher until the reconstruction of this section

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 Almaty aerodrome is surrounded by fields and residential areas, and on the approach to RWY 23L, 23R by agricultural fields.

2.1 Seasonal migration of birds (time)

The period of spring migration - activity from late February to late May, the most active peak migration in April, but there may be changes when the climatic conditions change. The danger is posed by rooks, jackdaws, pigeons, buzzards, kestrels, kites, pheasants, cranes, owls, rolling rollers, ducks, waders, etc. Bird activity is observed in the morning hours from 00:00 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 November, also depending on the climate and sharp changes in weather conditions.

The danger is posed by rooks, jackdaws, pigeons, buzzards, kestrels, kites, pheasants, cranes, owls, rolling rollers, 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 5 to 20 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 mynah, 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;
- lane and pink starlings - from 133 to 1509 FT;
- swallows - from 16 to 66 FT;
- seagulls - from 328 to 1640 FT;
- sparrows - from 16 to 49 FT;
- owls - from 16 to 98 FT;
- pheasants - from 3 to 16 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 is 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, through 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.

UAAA AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UAAA AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UAAA AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A RWY 05L/23R	UAAA AD 2.24.4-1-1

Name	Page
Aerodrome Obstacle Chart – ICAO – Type A RWY 05R/23L	UAAA AD 2.24.4-2-1
Precision Approach Terrain Chart – RWY 23L ICAO	UAAA AD 2.24.5-1-1
Precision Approach Terrain Chart – RWY 23R ICAO	UAAA AD 2.24.5-2-1
Area Chart ICAO	UAAA AD 2.24.6-1
Standard Departure Chart Instrument (SID) RWY 05R/L ICAO	UAAA AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 05R/L ICAO	UAAA AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RWY 05R/L ICAO	UAAA AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RWY 23L/R ICAO	UAAA AD 2.24.7-4-1
Standard Departure Chart Instrument (SID) RWY 23L/R ICAO	UAAA AD 2.24.7-5-1
Standard Departure Chart Instrument (SID) RWY 23L/R ICAO	UAAA AD 2.24.7-6-1
Standard Departure Chart Instrument (SID) RNAV RWY 05R/L ICAO	UAAA AD 2.24.7-7-1
Standard Departure Chart Instrument (SID) RNAV RWY 05R/L ICAO	UAAA AD 2.24.7-8-1
Standard Departure Chart Instrument (SID) RNAV RWY 05R/L ICAO	UAAA AD 2.24.7-9-1
Standard Departure Chart Instrument (SID) RNAV RWY 23L/R ICAO	UAAA AD 2.24.7-10-1
Standard Departure Chart Instrument (SID) RNAV RWY 23L/R ICAO	UAAA AD 2.24.7-11-1
Standard Departure Chart Instrument (SID) RNAV RWY 23L/R ICAO	UAAA AD 2.24.7-12-1
Standard Departure Chart Instrument (SID) RNAV RWY 23L/R ICAO	UAAA AD 2.24.7-13-1
Standard Arrival Chart Instrument (STAR) RWY 05R/L ICAO	UAAA AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 05R/L ICAO	UAAA AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RWY 05R/L ICAO	UAAA AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RWY 05R/L ICAO	UAAA AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RWY 23L/R ICAO	UAAA AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RWY 23L/R ICAO	UAAA AD 2.24.9-6-1
Standard Arrival Chart Instrument (STAR) RWY 23L/R ICAO	UAAA AD 2.24.9-7-1
Standard Arrival Chart Instrument (STAR) RWY 23L/R ICAO	UAAA AD 2.24.9-8-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-10-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-12-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-13-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-15-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-16-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-17-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-18-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-19-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-20-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 05R/L ICAO	UAAA AD 2.24.9-22-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-23-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-24-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 23L/R ICAO	UAAA AD 2.24.9-25-1
ATC Surveillance Minimum Altitude Chart ICAO	UAAA AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 05R ICAO	UAAA AD 2.24.11-1-1

Name	Page
Instrument Approach Chart – ILS/DME - Y RWY 05L ICAO	UAAA AD 2.24.11-2-1
Instrument Approach Chart – ILS/DME - Z RWY 05L ICAO	UAAA AD 2.24.11-3-1
Instrument Approach Chart – ILS/DME - Y CAT II & III RWY 23L ICAO	UAAA AD 2.24.11-4-1
Instrument Approach Chart – ILS/DME - Y RWY 23R ICAO	UAAA AD 2.24.11-5-1
Instrument Approach Chart – ILS/DME - Z RWY 23R ICAO	UAAA AD 2.24.11-6-1
Instrument Approach Chart – LOC/DME RWY 05L ICAO	UAAA AD 2.24.11-7-1
Instrument Approach Chart – VOR/DME RWY 05L ICAO	UAAA AD 2.24.11-8-1
Instrument Approach Chart – VOR/DME RWY 05R ICAO	UAAA AD 2.24.11-9-1
Instrument Approach Chart – VOR/DME RWY 23L ICAO	UAAA AD 2.24.11-10-1
Instrument Approach Chart – RNP RWY 05L ICAO	UAAA AD 2.24.11-11-1
Instrument Approach Chart – RNP RWY 05R ICAO	UAAA AD 2.24.11-12-1
Instrument Approach Chart – RNP RWY 23L ICAO	UAAA AD 2.24.11-13-1
Instrument Approach Chart – RNP RWY 23R ICAO	UAAA AD 2.24.11-14-1
Visual Approach chart – ICAO	UAAA AD 2.24.12
VFR Departure/Arrival Chart	UAAA AD 2.24.14

UAAA AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

2	Taxiway width, surface and strength	TWY	WIDTH (M)	SURFACE	STRENGTH
		A	23	CONC+ASPH	PCN 66/F/C/X/T
		B	5	CONC+ASPH	PCN 60/F/C/W/T
			18	CONC+ASPH	PCN 45/R/B/X/U
		C	23	CONC+ASPH	PCN 60/F/C/X/T
		D	23	CONC+ASPH	PCN 60/F/C/X/T
		E	23	CONC+ASPH	PCN 66/F/C/X/T
		F	20	CONC+ASPH	PCN 60/F/C/X/T
		G	32	CONC+ASPH	PCN 22/R/A/X/T
		H	23	CONC+ASPH	PCN 60/F/C/X/T
		J	23	CONC+ASPH	PCN 79/F/C/W/T
		K	23	CONC+ASPH	PCN 36/F/C/X/T
		L	23	CONC+ASPH	PCN 60/F/C/X/T
		M	23	CONC+ASPH	PCN 79/F/C/W/T
		P1	23	CONC+ASPH	PCN 66/F/C/X/T
		P2	23	CONC+ASPH	PCN 66/F/C/X/T
		P3	23	CONC+ASPH	PCN 66/F/C/X/T
		P4	23	CONC+ASPH	PCN 66/F/C/X/T
		Q	11	CONC+ASPH	PCN 46/R/B/X/T
		W	23	CONC	PCN 12/R/B/W/T
		Y	18	CONC+ASPH	PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	Nil			
4	VOR checkpoints	Nil			
5	INS checkpoints	Nil			
6	Remarks	1. When precipitation falls and during the autumn-spring periods, ground elements of the airfield are subject to disintegration 2. Aircraft taxiing via apron D by ATC clearance only. Prior permission required.			

UACC 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 Visual docking guidance system at stands 7L, 7, 7R, 8L, 8, 8R, 9L, 9, 9R
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	TWY A, TWY B, TWY C, TWY D, TWY E
4	Other runway protection measures	Nil
5	Remarks	Nil

UACC AD 2.10 Aerodrome Obstacles

NIL

UACC AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Astana Phone: +7 (7172) 773478
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Astana, 24 HR (0024, 0606, 1212, 1818)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (English, 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, APP, ACC
10	Additional information	Nil

UACC AD 2.12 Runway Physical Characteristics

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	44.52°	3500 X 45	73/F/C/W/T CONC+ASPH	510040.87N 0712655.41E - -106.2 FT	THR 1164.7 FT TDZ 1166 FT	-0.57%
22	224.55°	3500 X 45	73/F/C/W/T CONC+ASPH	510201.65N 0712901.44E - -106.1 FT	THR 1158.1 FT TDZ 1161 FT	0.57%

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil
Nil	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil

UATG AD 2

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

UATG AD 2.1 Aerodrome Location Indicator And Name

UATG - ATYRAU

UATG AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	470719N 0514912E At the centre of RWY
2	Direction and distance from (city)	4.3NM NW of Center of Atyrau city
3	Elevation/Reference temperature	-72 FT/24° C
4	Geoid undulation at AD ELEV PSN	-49 FT
5	MAG VAR/Annual Change	9° E (2013) / 0,07°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 060011 Atyrau, avenue Abulkhayr Khan 2 JSC "Atyrau International Airport" Republic of Kazakhstan Phone: +7 (7122) 209251 Fax: +7 (7122) 558398 AFS: UATGAPDU Email: port@iaa-jsc.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UATG AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7122) 209254 Fax: +7 (7122) 209424 AFS: UATGAPBF Email: cda@iaa-jsc.kz
2	Customs and immigration	H24 Phone: +7 (7122) 209336 Phone: +7 (7122) 209507
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7122) 209403, 983141 Fax: +7 (7122) 209403 AFS: UATGZTZX, UATGZTZA Email: atr-briffing@ans.kz
6	MET Briefing Office	H24 Phone: +7 (7122) 983178 Fax: +7 (7122) 209402 AFS: UATGYMYX Email: meteo_uatg@ans.kz
7	ATS	H24
8	Fuelling	H24

9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Nil

UATG AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 20 tonnes weight
2	Fuel/oil types	TS-1, RT (equivalent to Jet A-1)
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL, 2 anti-icing equipment for RWY, 50 t, anti-icing. Reagent brands SKYWAY and GREENWAY. For aircraft: anti-icing equipment based Mercedes.
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	Minor repairs at aircraft repair base
7	Remarks	Nil

UATG AD 2.5 Passenger Facilities

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

UATG AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A8
2	Rescue equipment	AVBL Airport fire trucks – 4. (AA-8.5-70-50/3 “KamAZ-43118-3, AA-8.5-60 KamAZ-43118-1), total capacity OTC- 34.000 kg, including foaming agent 3.500 kg and total capacity 270 kg/ sec; All-terrain vehicle – rescue vehicle-mobile command post (ASA-PKP) on a UAZ-390945 chassis -1.
3	Capability for removal of disabled aircraft	Aircraft up to 100 tons, that have lost it capability to move, can be removed without destroying the landing gear. Necessary equipment for evacuation based on contractual base: ladder and lifting capacity 100 tons. Delivery equipment and crew takes not more 8 hours. Phone: +7 (7122) 764545 Email: cda@iaa-jsc.kz

4	Remarks	The possibility of increasing the required level of fire protection up to 9 categories on request.
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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

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	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%

Designation s RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
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
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

1	Coordinates TLOF or THR of FATO Geoid undulation	470726.5N 0514917.8E -49 FT
2	TLOF and/or FATO elevation	-72 FT
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF/FATO on 8/15 m. CONC+ASPH PCN 20/R/B/X/T Marking
4	True BRG of FATO	141/321
5	Declared distance available	Nil

6	APP and FATO lighting	Nil
7	Remarks	Intersection of TWY D and TWY C

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

UATG 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	ATYRAU ATIS (EN) ATYRAU ATIS (RU)	127,4 MHZ 126,6 MHZ	Nil	Nil	H24	EN, RU
TWR	ATYRAU TOWER (EN) ATYRAU VYSHKA (RU)	118,1 MHZ	Nil	Nil	H24	Nil

UATG AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency , Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 14 II/D/4	ITY	109,9 MHZ	H24	470619.6N 0515003.2E		Nil	Nil
GP 14 II/T/4		333,8 MHZ		470750.7N 0514839.2E			
DME 14	ITY	CH 36X		470750.7N 0514839.2E	-100 FT		
ILS LOC 32 I/D/2	IAY	108.3 MHZ	H24	470820.0N 0514820.9E		Nil	Nil
GP 32 I/C/2		334.1 MHZ		470645.8N 0514934.2E			
DME 32	IAY	CH 20X		470645.8N 0514934.2E	-100 FT		

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency , Channel number	Hours of operati on	Position of transmitting antenna coordinates	Elevati on of DME transmi tting antenn a	Service volume radius from the GBAS referen ce point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (9°E/2013)	ATR	112,3 MHZ CH 70X	H24	470838.2N 0514805.4E	0 FT	Nil	Nil

UATG AD 2.20 Local Aerodrome Regulations

1. Taxiing

ACFT movement at the aerodrome is conducted by towing and ACFT's thrust. Taxiing and towing are carried out by established marking.

Starting of engine, towing and taxiing are conducted by ATC controller clearance of "Atyrau-Tower".

ACFT stand number and docking procedure are established by shift foreman of CCR (central control room) "Atyrau" based on actual situation: availability of restriction, parking prohibitions and aerodrome part consisting of manoeuvring area and ramp.

Nose-in part of MAIN TWY D (from TWY A to end of main TWY D, east of RWY 32 THR) is used only for ACFT stand in absence of ACFT stand on apron (mass arrivals, apron repairs, etc.). ACFT park at a distance that ensures the safe usage of TWY A for taxiing, take-off and landing.

In exceptional cases, by the decision of shift foreman of CCR with mandatory report to "Atyrau" ATC flight supervisor, it is allowed to use part of MAIN TWY D (BTN TWY A and TWY B at a distance providing safe usage TWY A, B for taxiing, take-off and landing) for parking if there is no possibility ACFT towing, for the purpose of self-taxiing in/out and long-term parking. In these cases, issued NOTAM and helicopter CREW make final decision to take flight operations from (to) MAIN TWY D.

ACFT tracking (leading) is conducted regardless of the time of day:

- during commissioning of low visibility conditions procedures;
- during inability of marking;
- during complicated procedures of movement on the maneuvering area;
- during taxiing IN/OUT to MAIN TWY D in case of using as ACFT STAND;
- on request of ACFT crew.

U-turns on RWY are cleared if ACFT index allowed, CREW responsible for safety. When restrictions are imposed by AD service, U-turns are available only at RWY wedding by clearance of "Atyrau-TWR" ATC controller.

"Atyrau TWR" ATC controller may expedite taxiing to line up and RWY vacating after landing (except LVP procedures duration) to reduce RWY occupancy time. CREW immediately informs ATC controller if it is not possible to complete required instructions.

U-turns for aircraft type AN-12, A320, A321, all modifications of B-737, B-757, B-767, IL-76 and aircraft with heavier takeoff mass are prohibited. U-turns are allowed only on turning bays of RWY 14/32.

2. Takeoff and landing

Before starting the flight the CREW must listen ATIS information, before starting (towing) establish a connection with "Atyrau-Tower" ATC controller at a frequency of 118.1 MHz, inform ATIS current information index, number of ACFT stand and get ATC clearance for take-off.

Depending on the air or ground situation it is allowed to take-off not from the runway THR or from TWY A, B

by agreement between "Atyrau Tower" ATC controller and the crew. ACFT take-off starts from RWY point where rolling take-off coincide required actual TKOFF mass of ACFT and TKOFF conditions. Final decision to take-off is made by ACFT CREW.

ACFT TKOFF and landing with tailwind component are permitted for accelerating ACFT flow movement by CREW or ATS unit's request. CREW is responsible for TKOFF and landing decision.

If flight safety, runway configuration, meteorological conditions and existing approach procedures or air traffic conditions do not prefer another direction, ATS unit shall designate RWY taking into account the performance of the ACFT landing or take-off against the wind. The departure of the aircraft with a heading opposite to the operational runway direction is PROHIBITED.

ACFT CREW TKOFF immediately after TKOFF clearance. If the ACFT crew is not ready to execute immediate TKOFF, it is necessary to inform "Atyrau-TWR" controller before taxiing to line up and about an expected delay time.

Pilot in-command shall make the final decision on the performance for take-off or landing in weather conditions that do not correspond to the minima set by the airlines for take-off and landing. In this case, ATC clearance for take-off or landing shall not be considered as compelling action and ACFT CREW is responsible for taken decision and for result of landing or take-off.

3. The flights of helicopters

For engine start-up, take-off and landing of helicopters, only the RW and part of the main taxiway D are used from the intersection with TW A to the end of MTWY D towards RWY 14, day time, in compliance with the established intervals between aircraft taking off and landing and distances to obstacles, engine start-up, take-off and landing of helicopters on stands 1–3 are permitted during the execution of special priority flights (OVP) and medical evacuation missions.

It is allowed, in agreement with the Atyrau-Tower controller, to start helicopter engines on apron stands of Atyrau aerodrome

Air taxiing of helicopters with a skid landing gear from the parking area to the take-off location and back is carried out according to markings along the route assigned by the Atyrau-Tower controller, observing the established distances to obstacles under the responsibility of the helicopter commander.

Helicopters, in agreement with the Atyrau-Tower controller, are allowed to move by air during the day while maintaining the established distances to obstacles from stand 15-17A to take-off point from MTWY-D and back.

Running takeoff of helicopters and rolling landing, takeoff and landing of helicopters in accordance with IFR (Special VFR during nighttime and twilight) are carried out only from / on the RWY.

In the presence of meteorological phenomena or industrial smoke on a part of the runway, impairing visibility to values below the minimum, the helicopter PIC is allowed to take off and land, in agreement with the air traffic controller, in that part of the runway where the meteorological conditions correspond to its minimum (start / middle / end).

4. The procedures in low visibility conditions

The procedures in low visibility conditions are entered at RVR less than 550 m., when not all maneuvering area or part of it is visually controlled from the control center "Atyrau- Tower".

RWY 14 is used for ICAO CAT 2 landing.

ATC controller with following phrase "Low visibility procedures in progress" reports the beginning of LVP procedures.

During ICAO CAT 2 precision approach pilot is guaranteed that the signals of localizer and glide slope beacons are protected from interference on final landing approach.

The movement of vehicles on the apron and the maneuvering area is restricted.

Obstacles on the RWY and zones of radio beacon landing system are monitored by ATC controller based on the CREW's or aerodrome service specialist's reports.

ATC immediately informs CREW about changing the operational status of radio and lighting equipment.

The pilot (crew) is given three values of visibility on the runway, measured in touchdown zone and in the middle of the runway during landing approach in ICAO Category 2.

If there are consecutive departures and there is no possibility for holding position to different taxiways, aircraft are waiting in line for holding position at ACFT stand.

Only one ACFT can be on the runway.

The clearance for landing is issued in advance before approaching ACFT reaches a distance of 2.2 NM (4 km).

When pointing for landing approach by radar vectoring the ACFT is moved to final approach leg no closer than 11 NM (20 km) from the runway threshold.

Minimum interval between consecutive departing ACFT in low visibility conditions:

- departing ACFT should fly over the LOC antenna before the next departing ACFT start of take-off, but no less of intervals established according to wake turbulence.

The minimum intervals between arriving and departing ACFT:

- departing ACFT should take off before approaching to land ACFT reaches a distance of 6.5 NM (12 km) on final approach leg. (in condition of ICAO category 2)

Minimum interval on final approach between arriving ACFT (in the conditions ICAO Category 2):

- no less 14 NM (25 km)

The crew does not report about the vacating runway as long as the ACFT precede further the marked holding point (STOP line lights).

Taxiing to the apron after vacating of the runway is allowed only by the follow-me-car. The parking of the ACFT on the stand is carried out by the instruction of a person who responsible for meeting the ACFT.

The ACFT taxiing for takeoff from ACFT stand to holding position is accompanied by follow-me-car. At holding position the ACFT does not taxi further marked holding point (STOP line lights) until the clearance of ATS air traffic controller will be received and STOP line lights will be turned off.

When working centerline lights of taxiway B, E it is allowed to taxi via centerline lights without follow-me-car.

ACFT taxiing is carried out on the minimum engine thrust.

During period of LVP operation it is prohibited the takeoff not from runway THR, from taxiway A, B, turns on the runway, ACFT TKOFF with back course of the runway working direction.

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

IFR training and check flights are performed according to established procedures for instrumental takeoff and landing approach. After takeoff, crew maintains received entering approach procedure instructions from air traffic controller.

For training flights, control flights (flying around) of aircraft according to the VFR, an aerodrome flight circle has been established: RWY 32 - left circle, RWY 14 - right circle, circle flight altitude is assigned by the air traffic controller "Atyrau Tower".

Depending on intensity of flights and restrictions imposed, Air traffic manager have the right to restrict the number of training ACFT, to suspend or prohibit the training flights.

Flight inspections of Radio Engineering Flight Ensuring facilities and communications are carried out in accordance with the requirements of the Rules for radio engineering flight ensuring and aviation radio communication of civil aviation.

Training flights in uncontrolled airspace within the horizontal limits of the Atyrau TMA are permitted up to 2,000 feet. If necessary, flights at an altitude of over 2000 FT, shall be performed in coordination with the "Atyrau-Tower" air traffic controller only. Training flights in the horizontal limits of the TMA up to an altitude of 2000 FT

are performed according to the QNH of the area, and for flights at an altitude of 2000 FT and higher on the QNH of the aerodrome.

For training (overflight) by helicopters on hovering, as agreed with the flight supervisor, in the absence taking off and approaching ACFT on the runway, it can be used the site located north-east of the aerodrome check point at the place of widening rapid exit taxiway-D, in the daytime, under minimum meteorological conditions for VFR (SVFR) flights. With observance of established intervals and distances to obstacles. Take-off (landing) from (to) pad in sector azimuth 350°-150° (150°-350°) is prohibited. Movement (hover taxiing) to (from) the pad, hovering training (height) and take-off and landing from (to) the pad shall be performed with clearance of "Atyrau-Tower" controller. Helicopter pilot responsible for safety during movement (taxiing) to (from) the pad, hovering training (hovering), takeoff and landing from (to) the pad.

6. Helicopter pad

7. Emergency landing procedure

In case of on-board emergency during takeoff, pilot-in-command determines the necessary maneuver for purpose of safety.

8. Fuel draining

Fuel dumping is conducted only in emergencies that prevent a decrease of landing mass of ACFT by running out of fuel.

If the CREW needs a radio-silent during the fuel dumping, the duration is agreed between the crew and ATC controller

Fuel dumping is conducted by the designated route of ATS unit depending on air situation on height agreed with CREW in area bounded by waypoints UDEBA-OLAPU-BASPU-UDEBA (not lower 9000 FT).

In an emergency, the crew shall have the right to fuel dumping out of the designated route.

ACFT separation when fuel dumping is carried out in accordance with the Procedures for Air Navigation Services "Air Traffic Management" (PANS-ATM) doc 4444 ATM/501.

UATG AD 2.21 Noise Abatement Procedures

NIL

UATG AD 2.22 Flight Procedures

GENERAL PROVISIONS

In the area of the Atyrau Aerodrome, flights are under the IFR and VFR.

When flying on IFR and VFR in the control area of the Atyrau aerodrome, it is necessary to:

- have permission from the ATS unit received prior to entering the area of responsibility;
- at the request of the ATS unit to report the location;
- follow the instructions of the ATS unit;
- have and continuously maintain two-way radio communication in the VHF band.

IFR and VFR flights are carried out at specified flight levels (heights) in accordance with the rules of vertical, longitudinal and lateral separation with keeping set intervals.

IFR flights have an advantage over VFR flights.

When applicable, arriving aircrafts are sent to the holding area. To regulate the longitudinal intervals between the aircrafts, the crew may be given a command to perform an orbit flight (360 ° turn) with indicating the place and side of the turn.

In case of a flight safety hazard, a change in the predetermined altitude (flight level) of the flight and deviation from the line of the given route is allowed. When a given flight Line or flight altitude deviates from the established line, the Aircraft commander immediately informs the ATS unit under its control, of which the aircraft is exist.

Information on the activities of restricted flight areas, prohibited areas and hazardous areas, within the area of the aerodrome in real time, the overflying permit or the bypass route is assigned to the «Atyrau Tower».

PROCEDURES OF FLIGHTS ON IFR WITHIN THE AERODROME CONTROL ZONE

Takeoff and initial climb are carried out using standard routes indicated on the Standard Departure Chart on Instrument (SID) Runway 14 (Runway 32) or along the paths assigned by the ATS unit.

Aircraft crews are obliged to withstand the prescribed standard departure (SID) and arrival (STAR) routes, and in case of deviation, enter to a given route line immediately.

The aircraft crew must withstand the established speed limit, unless otherwise indicated by the ATS unit. To regulate the flow of traffic, the translational instrumental velocities of the aircraft are applied in order to ensure the intervals required for landing, taking into account the characteristics of the aircraft.

PROCEDURES OF FLIGHTS ON VFR WITHIN THE AERODROME CONTROL ZONE

The permission entry into the aerodrome control zone, the route and altitude of the departing and arriving aircraft, holding area until the aircraft receives permission entry into the range of flights is assigned by the Atyrau Tower.

For flights on VFR, an aerodrome traffic circuit is installed: Runway 32 - left circle Runway 14 - right circle orbit altitude is appointed by the air traffic controller of "Atyrau Tower".

Minimum meteorological conditions in the control area (takeoff and landing of RWY 14/32, Stands 1-3, taxiways A, B, MTW D, helipad) by VFR during the day:

- cloud base height - 500 FT (indicated speed of 140 Kt and less), 1000 FT (indicated speed of 141-250 Kt);
- meteorological visibility range of 2000 meters (indicated speed of 140 Kt or less), 5000 meters (indicated speed of 141-250 Kt)

Minimum meteorological conditions in the control area (takeoff and landing of RWY 14/32, Stands 1-3, TWY A, B, MTW D, helipad) in VFR (SVFR) during the day when flying in order to provide emergency medical and (or) humanitarian helping the population in case of natural disasters, performing search and rescue, emergency rescue operations, especially important flights and training flights:

- Helicopter:
 - cloud base height - 500 FT;
 - meteorological visibility range of 1000 meters
- Aircraft:
 - cloud base height - 500 FT;
 - meteorological visibility range of 1500 meters

Minimum meteorological conditions for flight in the control area (takeoff and landing of RWY 14/32) according to VFR (SVFR) at night when flying in order to provide emergency medical and (or) humanitarian assistance to the population in case of natural disasters, perform search and rescue, rescue operations, especially important flights and training flights:

- Helicopter:
 - cloud base height of the clouds - 1000 FT;
 - meteorological visibility ranges of 4000 meters
- Aircraft:
 - cloud base height of the clouds - 1500 FT;
 - meteorological visibility ranges of 4000 meters

Helicopter flights with cargo on an external sling in the control area are performed according to VFR, bypassing settlements.

RADAR PROCEDURES IN THE AERODROME CONTROL ZONE

To regulate the sequence of landing approach and to maintain safe intervals from any point of the scheme, it is possible to control the aircraft movement in height and direction by the ATS controller using the radar vectoring method. Instructions on the occupation of certain levels (heights) is carried out in accordance with the Location Map of minimum altitude of ATC - ICAO.

In the absence of radar control, but steady operation of the onboard flight-navigation equipment, the crew of the aircraft are allowed to perform landing approach in accordance with the published approach plans on the IFR without a radar or make an abbreviated visual approach.

EMERGENCY LANDING PROCEDURE

In case of an emergency on the aircraft at the take-off stage, the necessary maneuver in order to ensure safety is determined by the aircraft commander.

RULES OF GROUND MOVEMENT

The order of movement of aircraft on the aerodrome

Taxiing out and taxiing the aircraft from (to) the parking lot is carried out according to the signals of the responsible person of the engineering and aviation service of the airport operator, which ensures the reception and release of the aircraft.

The taxiing speed is chosen by the aircraft commander depending on the state of the aerodrome surface, the presence of obstacles, the weight of the aircraft, wind conditions and visibility conditions.

Towing an aircraft with visibility less than 2 km is performed at a under speed with the marker lights on the aircraft, aeronautical lights and the observance of increased safety precautions.

Removal of aircraft from the working area of the aerodrome that have lost the ability to move.

Removal of aircraft that have lost the ability to move is carried out by the engineering and aviation service, the aerodrome service, the special transport service of the aerodrome operator and the aircraft operator.

Information on technical means used in rescue equipment and fire.

Fire and rescue calculation are equipped with the fire fighting equipment presented in the Table 1.

Table 1: Available fire-fighting equipment at Atyrau airport

Name, type of fire truck	Number	Main place of basing	Remark
KamAZ AA-8.5- 70 / -50 / 3 (43118)	3	In ERS box	Used for duty at the fire post accordance to ELFS
KamAZ AA-8.5- 60 (43118), equipped with a device to cover the RW with foam	1	In ERS box	Nil

To complete set of aerodrome fire trucks corresponds to the complete set list. Airport Services Manual requirements «rescue and fire fighting» part 1, ICAO, Doc 9137 – AN/898, third edition – 1990. Each fire truck is equipped with:

- fire-fighting equipment (fire hoses, hand-held fire nozzles, foam generators, gas extinguishing systems, type OU-80 – carbon dioxide);
- means for evacuating people from an emergency aircraft (two section ladder, saw, knives for cutting safety belts, a device for cutting the fuselage skin);
- personal protective equipment for fire-rescue crews (breathing apparatus, firefighter's combat clothing (FCC), helmets, thermal suits, leggings, boots);
- with a trench tool (crowbar, fire axes, sledgehammer, shovel, etc.).

For emergency-rescue operations at the aerodrome, there are:

- a medical trailer van equipped with a collapsible tent, stretchers (68 pieces - 25% of the maximum passenger capacity of the aircraft), immobilization shields, tarpaulins, sets of Kramer stair splints (128 pieces) and emergency medical stowages with a dressing material (20 pieces);
- all-terrain vehicle – Emergency rescue vehicle-mobile command post (ASA-PKP) on the UAZ-390945 chassis - 1 unit, equipped with communication facilities and a loud-speaking system;

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 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). 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) at absolute altitude below 3000 feet 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	MIKE	N473036 E0514611	348°22.0 nm ATR DVOR/DME	Entry/exit/ holding
2	KILO	N472621 E0520715	028°22.0 nm ATR DVOR/DME	Entry/exit/ holding
3	SIERRA	N471708 E0521751	058°22.0 nm ATR DVOR/DME	Entry/exit/ holding
4	PAPA	N470324 E0521922	095°22.0 nm ATR DVOR/DME	Entry/exit/ holding
5	TANGO	N464848 E0520158	146°22.0 nm ATR DVOR/DME	Entry/exit/ holding
6	DELTA	N464941 E0513142	203°22.0 nm ATR DVOR/DME	Entry/exit/ holding
7	GOLF	N470231 E0511709	245°22.0 nm ATR DVOR/DME	Entry/exit/ holding
8	BRAVO	N471414 E0511653	276°22.0 nm ATR DVOR/DME	Entry/exit/ holding

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.

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.

UATG 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

The winter period is characterized by the poverty of the species composition and the low number of birds. The spring and autumn periods are characterized mainly by movements of various species of migratory birds and the beginning of nesting. In the Atyrau region, from 50 to 60 species of birds were recorded in the spring and autumn migration. The main directions of spring and autumn migrations are the north and north-east directions and back. The first species of birds, such as the black crow (*Corvus corone*), appear by mid-March 15th. Visual observations show that migrations occur at altitudes up to 200 m and more. In the summer period, many sedentary and migratory birds nest. On the territory of Atyrau region, nesting of up to 100 species of birds has been recorded.

Data on the accumulation of birds and the direction of their flight.

In winter, the following are held in the airport area: blue-gray doves (*Solumba livia* Gin) up to 50 individuals, silver gull (*Larus argentatus* Pontop) up to 40 individuals. In December, the daily activity of birds is observed from 9 to 16 hours, in January from 8 to 17 hours. Flying small groups and single birds in search of food occur at altitudes up to 50 meters. Only blue-gray doves flying in flocks of 7-12 individuals in the direction from the north-east to south-west at 10-12 o'clock in the afternoon and at 16-17 o'clock in the opposite direction have a characteristic flight orientation in the airport runway area.

On the spring span in the vicinity of the airport, there are separate aggregations of various corvidae birds of up to 5,000 individuals, whose daily activity is observed in the morning hours - from 6 to 10 hours, in the evening - from 16 to 19 hours.

The danger to the movement of aircraft in the summer period is represented by the silver gull, black crow and gray wild doves. They mainly nest in the Caspian Sea region, located south of the airport. The distance from aerodrome check point to the sea is about 30 km. The activity of birds is observed in the morning from 6 to 10, in the evening from 16 to 19 hours.

At the aerodrome and the adjacent territory, measures are being taken to eliminate conditions conducive to the accumulation of birds and the scaring of birds by using noise and light-signaling means.

Aircraft crews receive information about the ornithological situation before taking off and landing at ATIS. In the absence of ATIS the information is transmitted by the air traffic controller of the "Atyrau Tower". In the event

of a sudden complication of the ornithological situation, the air traffic controller of the "Atyrau Tower" will immediately transmit information to the crew.

Measures to prevent the accumulation of birds in the aerodrome area include scaring away birds with the help of equipment: noise gun «Stalker M90b», bioacoustics installations «Bird Gard Super Pro AMP», movable bird repeller "Glittei", repeller "Mirror ball", dynamic bird repeller "Condor", inflatable bird repeller "Guardian", propane bird repeller "DBS-E" plastic decoy spikes, metal decoy spikes, hunting saucer trap for wild animals, stationary laser device for protection from birds/animals «Horizon- 1», trigger for threaded cartridges "Hunter's Signal", red laser bird repeller BDL-650.

UATG AD 2.24 Charts Related To An Aerodrome

Name	Page
Aerodrome Chart ICAO	UATG AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UATG AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO – Type A	UATG AD 2.24.4-1
Precision Approach Terrain Chart – RWY 14 ICAO	UATG AD 2.24.5-1
Standard Departure Chart Instrument (SID) RWY 14 ICAO	UATG AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 32 ICAO	UATG AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RNAV RWY 14 ICAO	UATG AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RNAV RWY 32 ICAO	UATG AD 2.24.7-4-1
Standard Arrival Chart Instrument (STAR) RWY 14 ICAO	UATG AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 32 ICAO	UATG AD 2.24.9-2-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 14 ICAO	UATG AD 2.24.9-3-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 32 ICAO	UATG AD 2.24.9-4-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 14 ICAO	UATG AD 2.24.9-5-1
Standard Arrival Chart Instrument (STAR) RNAV RWY 32 ICAO	UATG AD 2.24.9-6-1
ATC Surveillance Minimum Altitude Chart ICAO	UATG AD 2.24.10-1
Instrument Approach Chart – ILS/DME CAT I & II RWY 14 ICAO	UATG AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 32 ICAO	UATG AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME - Y RWY 14 ICAO	UATG AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME - Y RWY 32 ICAO	UATG AD 2.24.11-4-1
Instrument Approach Chart – VOR/DME - Z RWY 14 ICAO	UATG AD 2.24.11-5-1
Instrument Approach Chart – VOR/DME - Z RWY 32 ICAO	UATG AD 2.24.11-6-1
Instrument Approach Chart – RNP RWY 14 ICAO	UATG AD 2.24.11-7-1
Instrument Approach Chart – RNP RWY 32 ICAO	UATG AD 2.24.11-8-1
Visual Approach chart – ICAO	UATG AD 2.24.12-1
VFR Departure/Arrival Chart	UATG AD 2.24.14-1

UATG AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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

Taxiing of index 6 aircraft is restricted on the apron between the taxi route centre line and a fixed obstacle (passenger terminal building)

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.

No	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	STARAIK KREPOST (Northern outskirts of StaraiK 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

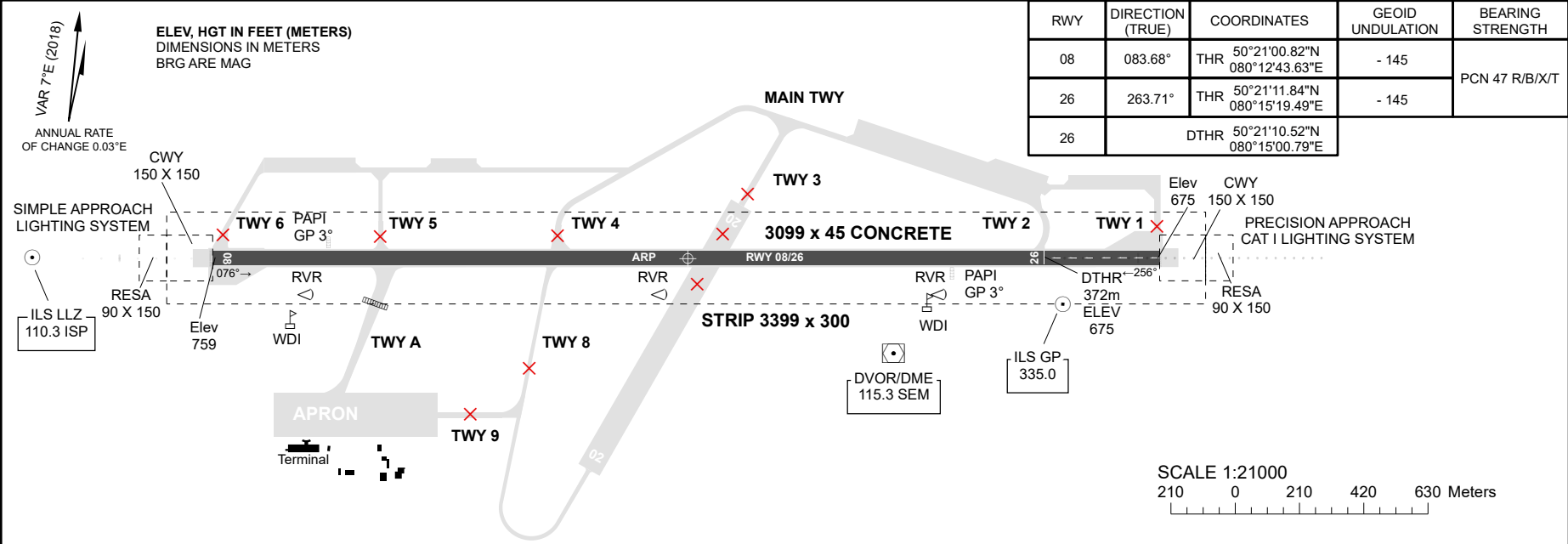
AERODROME
CHART - ICAO

AD ELEV
759FT (231m)

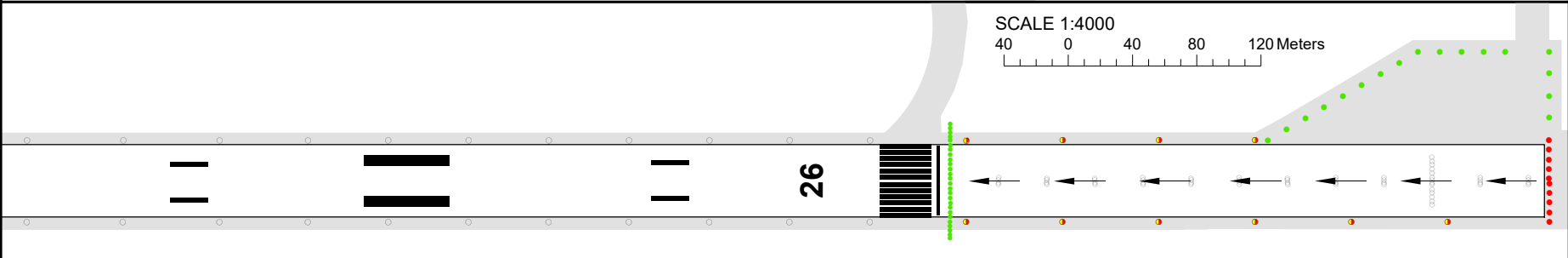
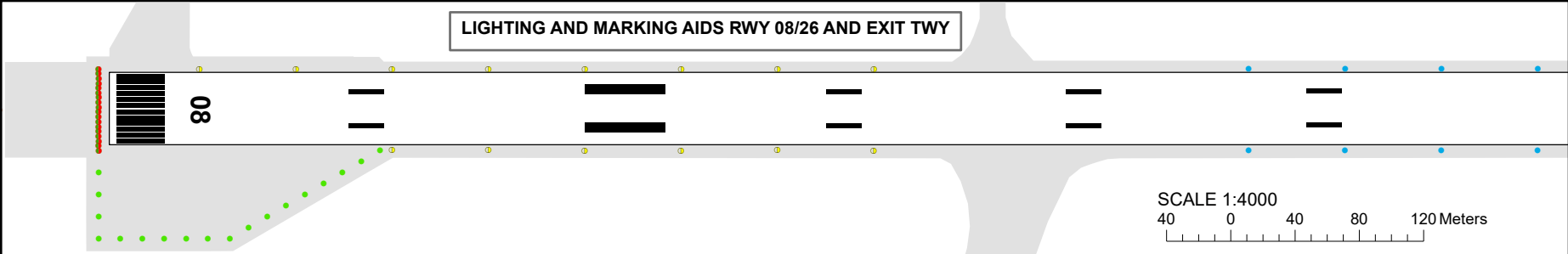
ARP 502106N
0801402E

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			



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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

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.

11. Procedures in low visibility conditions.

Low Visibility Procedures (LVP) are initiated at the aerodrome when RVR is less than 550 m.

RWY 13 is equipped for take-off and landing ICAO CAT II in LVP conditions.

The beginning of LVP is reported by the ATIS or by the ATC with following message: "LOW VISIBILITY PROCEDURES IN PROGRESS"

ATC must ensure that the critical ILS zone is free of obstacles (movement) before the aircraft is 15 km away from the touchdown zone (TDZ).

Movement of vehicles on the apron and maneuvering area is restricted.

The crew of the aircraft is informed by the ATS unit about change of the operational status of the radio technical, lighting and meteorological equipment.

For Arriving Aircraft

- The crew does not report about the vacating runway as long as the sensitive (critical) zone is cleared by aircraft.
- Taxiing to the apron after vacating of the runway is allowed only by the follow-me-car.
- Taxiing to the parking stand is carried out by the instruction of a person who responsible for meeting the ACFT.

For Departing Aircraft

- Taxiing for take-off from stands is allowed only by the follow-me-car.
- At the runway holding point, the aircraft must stop in front of an aerodrome sign of the critical zone.

During the LVP progress, takeoff is prohibited from the intersection taxiway A and B. It is also prohibited to takeoff in the opposite direction of the runway is in use.

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.

No	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

No	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
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

Name	Page
Aerodrome Chart ICAO	UADD AD 2.24.1-1
Aerodrome Ground Movement and Parking Chart ICAO	UADD AD 2.24.3-1
Aerodrome Obstacle Chart – ICAO Type A	UADD AD 2.24.4-1
Area Chart ICAO	UADD AD 2.24.6-1
Standard Departure Chart Instrument (SID) RWY 13 ICAO	UADD AD 2.24.7-1-1
Standard Departure Chart Instrument (SID) RWY 13 ICAO	UADD AD 2.24.7-2-1
Standard Departure Chart Instrument (SID) RWY 31 ICAO	UADD AD 2.24.7-3-1
Standard Departure Chart Instrument (SID) RWY 31 ICAO	UADD AD 2.24.7-4-1
Standard Arrival Chart Instrument (STAR) RWY 13 ICAO	UADD AD 2.24.9-1-1
Standard Arrival Chart Instrument (STAR) RWY 31 ICAO	UADD AD 2.24.9-2-1
ATC Surveillance Minimum Altitude Chart ICAO	UADD AD 2.24.10-1
Instrument Approach Chart – ILS/DME RWY 13 ICAO	UADD AD 2.24.11-1-1
Instrument Approach Chart – ILS/DME RWY 31 ICAO	UADD AD 2.24.11-2-1
Instrument Approach Chart – VOR/DME RWY 13 ICAO	UADD AD 2.24.11-3-1
Instrument Approach Chart – VOR/DME RWY 31 ICAO	UADD AD 2.24.11-4-1
Visual Approach chart – ICAO	UADD AD 2.24.12-1
VFR Departure/Arrival Chart	UADD AD 2.24.14-1

UADD AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

STANDARD DEPARTURE
CHART- INSTRUMENT
(SID) - ICAO

TRANSITION ALTITUDE
10000 FT

URDZHAR TOWER 123.0

BURID 1E, NINKO 1E

URDZHAR
RWY 25

CHANGE: New chart.

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 5°E

SID DESIGNATOR

RESTRICTIONS

The procedure requires the application of a climb gradient of at least 3.4 % up to a climb of 2200 feet to provide safe overflight over obstacles. MNM climb gradient of 6.8 % is required until passing FL130. If unable to comply with climb gradient, climb in holding pattern to or above 9000 feet, then continue SID.

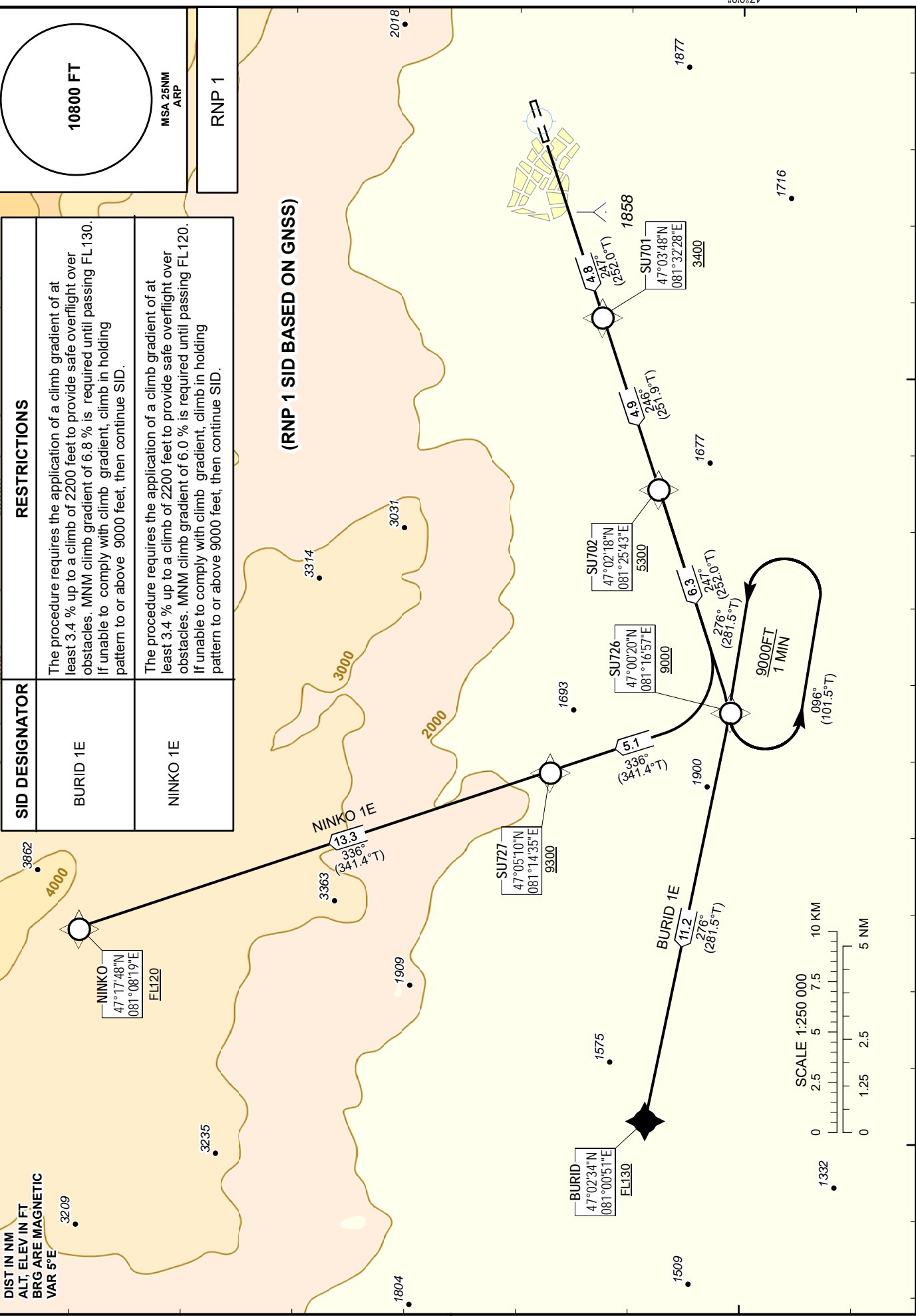
The procedure requires the application of a climb gradient of at least 3.4 % up to a climb of 2200 feet to provide safe overflight over obstacles. MNM climb gradient of 6.0 % is required until passing FL120. If unable to comply with climb gradient, climb in holding pattern to or above 9000 feet, then continue SID.

10800 FT

MSA 25NM
ARP

RNP 1

(RNP 1 SID BASED ON GNSS)



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