

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

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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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