

**UADD AD 2**

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

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

UADD - TARAZ

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

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

**UADD AD 2.3 Operational Hours**

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

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

#### UADD AD 2.4 Handling Services And Facilities

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

#### UADD AD 2.5 Passenger Facilities

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

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

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

**UADD AD 2.7 Seasonal Availability - Clearing**

1	Types of clearing equipment	3 snow plow-brush machine, 1 rotor, 2 Schmidt street sweepers with blower system based on Mercedes-Ben, MTZ-82 "Belarus" tractor equipped with brush and blade – 1 unit. For removal of ice from aerodrome surfaces, the liquid anti-icing agent "Green Way F65" (grade B) is used.
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Aerodrome availability by season: Year-round. During winter, caution is advised in the presence of snow or ice.

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

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

**UADD AD 2.9 Surface Movement Guidance And Control System And Markings**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWYs, guidance sign designating taxiways and apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines

3	Stop bars	Nil
4	Other runway protection measures	Nil
5	Remarks	Nil

#### UADD AD 2.10 Aerodrome Obstacles

NIL

#### UADD AD 2.11 Meteorological Information Provided

1	Associated MET Office	Meteorological service Taraz Phone: +7 (7262) 436004
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation: Periods of validity	Meteorological service Taraz, 24HR (0024, 0606, 1212, 1818)
4	Trend forecast Interval of issuance	TREND 30 min
5	Briefing/consultation provided	Personal consultation (Russian)
6	Flight documentation/languages used	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	Charts and other information AVBL for briefing or consultation	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	Supplementary equipment AVBL for providing information	Nil
9	ATS units provided with information	Briefing, APP, TWR
10	Additional information	Nil

#### UADD AD 2.12 Runway Physical Characteristics

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

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	150 X 160	3800 X 300	90 X 160	Nil	Nil	Nil
Nil	150 X 160	3800 X 300	90 X 160	Nil	Nil	Displaced THR 420 M (DTHR 425044.41N 0711847.68E) - elev. 2185.7 FT

**UADD AD 2.13 Declared Distances**

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

**UADD AD 2.14 Approach And Runway Lighting**

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
13	CAT II (PALS) 879 M LIH	GRN Nil	PAPI LEFT/3°	900m	3500m, spacing 30m, 0-2600m white, 2600-3200m R/W, 3200-3500m red LIH	3500m, spacing 60m, 0-2900 white, last 600m yellow LIH	RED Nil	Nil	Running impulse lights combined with approach lights, from 900 to 300 m from the threshold

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
31	Nil	GRN Nil	PAPI LEFT/3°	Nil	3500m, spacing 30m, 0- 2600m white, 2600- 3200m R/ W, 3200- 3500m red LIH	3500m, spacing 60m, 0-2900 white, last 600m yellow LIH	RED Nil	Nil	The runway thresho ld is displac ed by 420 metres.

#### UADD AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: 335 m from RWY13, 689 m from RWY31
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

#### UADD AD 2.16 Helicopter Landing Area

NIL

#### UADD AD 2.17 ATS Airspace

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

## UADD AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	TARAZ APPROACH (EN) TARAZ PODKHOD (RU)	122,1 MHz	Nil	Nil	H24	Nil
TWR	TARAZ TOWER (EN) TARAZ VYSHKA (RU)	122,1 MHz	Nil	Nil	H24	Nil
Production and dispatcher service	TARAZ TRANZIT (EN) TARAZ TRANZIT (RU)	131.8 MHz	Nil	Nil	As AD	Nil
ATIS	TARAZ ATIS (EN) TARAZ ATIS (RU)	118,5 MHz 127,4 MHz	Nil	Nil	H24	EN RU

## UADD AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency , Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (6°E/2013)	TAR	115,9 MHz CH 106X	H24	425214.0N 0711654.1E	2200 FT	Nil	Nil
ILS LOC 13 I/D/2	IMB	109,7 MHz	H24	425023.9N 0711913.7E		Nil	Nil
GP 13 I/C/2		333,2 MHz		425148.3N 0711719.5E			
DME 13	IMB	CH 34X		425148.3N 0711719.5E	2200 FT		
ILS LOC 31 I/D/2	IYL	111.3 MHz	H24	425209.5N 0711659.8E		Nil	Nil
GP 31 I/C/2		332.3 MHz		425049.4N 0711834.1E			
DME 31	IYL	CH 50X		425049.4N 0711834.1E	2200 FT		

## UADD AD 2.20 Local Aerodrome Regulations

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