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AIRAC AMDT 003/2026

Effective Date: 19 Mar 2026

1. Amendment content:

GEN
GEN 0.2 Information updated
GEN 0.4 Information updated

AD
UATE AD 2.9, 2.12, 2.20 Information updated
UATT AD 2.12 Information updated
UAAA AD 2.7, 2.8 - Added new stands 101-602, 2.12, 2.13, 2.20, 2.21 Information updated
UACC AD 2.2, 2.8 Information updated
UATG AD 2.23 Information updated
UADD AD 2.19 Information updated, Precision Approach Terrain Chart added
UARR AD 2,2, 2.4, 2.6, 2.8, 2.23 Information updated
UAII AD 2.16 Helicopter Landing Area added
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:

A7678/25, A0344/26

NOTAM series C:

Nil

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 03 APR 2026

SUP:

002/2025 - Taraz AD (UADD) - Precision Approach Terrain Chart — RWY 13

AIC:

Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	19 MAR 2026	GEN 0.2 - 1/2	23 FEB 2023
GEN 0.4 - 1/2	19 MAR 2026	GEN 0.4 - 1/2	19 FEB 2026
GEN 0.4 - 3/4	19 MAR 2026	GEN 0.4 - 3/4	19 FEB 2026
GEN 0.4 - 5/6	19 MAR 2026	GEN 0.4 - 5/6	19 FEB 2026
GEN 0.4 - 7/8	19 MAR 2026	GEN 0.4 - 7/8	19 FEB 2026
GEN 0.4 - 9/10	19 MAR 2026	GEN 0.4 - 9/10	19 FEB 2026
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AD 2 UATE - 5/6	19 MAR 2026	AD 2 UATE - 5/6	30 OCT 2025
AD 2 UATE - 7/8	19 MAR 2026	AD 2 UATE - 7/8	30 OCT 2025
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AD 2 UAAA - 11/12	19 MAR 2026	AD 2 UAAA - 11/12	19 FEB 2026
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AD 2 UAAA ADC 2 24 1 - 1/2	19 MAR 2026	AD 2 UAAA ADC 2 24 1 - 1/2	27 NOV 2025
AD 2 UAAA ADC 2 24 3 - 1/2	19 MAR 2026	AD 2 UAAA ADC 2 24 3 - 1/2	04 SEP 2025
AD 2 UAAA ADC 2 24 4 1 - 1/2	19 MAR 2026	AD 2 UAAA ADC 2 24 4 1 - 1/2	23 JAN 2025
AD 2 UAAA ADC 2 24 4 2 - 1/2	19 MAR 2026	AD 2 UAAA ADC 2 24 4 2 - 1/2	23 JAN 2025
AD 2 UACC - 1/2	19 MAR 2026	AD 2 UACC - 1/2	22 JAN 2026
AD 2 UACC - 5/6	19 MAR 2026	AD 2 UACC - 5/6	19 FEB 2026
AD 2 UACC ADC 2 24 3 - 1/2	19 MAR 2026	AD 2 UACC ADC 2 24 3 - 1/2	22 JAN 2026
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AD 2 UAII - 9/10	19 MAR 2026	AD 2 UAII - 9/10	22 JAN 2026
AD 2 UAII - 11/12	19 MAR 2026	AD 2 UAII - 11/12	22 JAN 2026
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AD 2 UAII ADC 2 24 6 - 1/2	19 MAR 2026	AD 2 UAII ADC 2 24 6 - 1/2	27 NOV 2025
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AD 2 UAII ADC 2 24 9 6 - 1/2	19 MAR 2026	AD 2 UAII ADC 2 24 9 6 - 1/2	22 JAN 2026
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AD 2 UADD - 7/8	19 MAR 2026	AD 2 UADD - 7/8	19 FEB 2026
AD 2 UADD - 11/12	19 MAR 2026	AD 2 UADD - 11/12	19 FEB 2026
AD 2 UADD ADC 2 24 1 - 1/2	19 MAR 2026	AD 2 UADD ADC 2 24 1 - 1/2	22 JAN 2026
AD 2 UADD ADC 2 24 5 - 1/2	19 MAR 2026		
AD 2 UARR - 1/2	19 MAR 2026	AD 2 UARR - 1/2	05 SEP 2024
AD 2 UARR - 3/4	19 MAR 2026	AD 2 UARR - 3/4	05 SEP 2024
AD 2 UARR - 5/6	19 MAR 2026	AD 2 UARR - 5/6	27 NOV 2025
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GEN 0.2 RECORD OF AIP AMENDMENTS

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

AIRAC AIP AMENDMENT

NR/Year	*Publication date*	*Effective date*	*Inserted by*
003/2023	09-Mar-2023	20-Apr-2023	
004/2023	04-May-2023	15-Jun-2023	
005/2023	29-Jun-2023	10-Aug-2023	
006/2023	24-Aug-2023	05-Oct-2023	
007/2023	21-Sep-2023	02-Nov-2023	
008/2023	19-Oct-2023	30-Nov-2023	
001/2024	14-Dec-2023	25-Jan-2024	
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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	
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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	
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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

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GEN-1.1 - 2	26 JAN 2023	GEN-1.3 - 2	07 NOV 2019	GEN-1.7 - 4	12 AUG 2021
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GEN-1.2 - 3	20 FEB 2025	GEN-1.5 - 1	07 NOV 2019	GEN-1.7 - 7	12 AUG 2021
GEN-1.2 - 4	20 FEB 2025	GEN-1.5 - 2	07 NOV 2019	GEN-1.7 - 8	12 JUN 2025
GEN-1.2 - 5	20 FEB 2025	GEN-1.6 - 1	07 NOV 2019	GEN-1.7 - 9	22 JAN 2026
GEN-1.2 - 6	11 JUL 2024	GEN-1.6 - 2	07 NOV 2019	GEN-1.7 - 10	22 JAN 2026
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GEN 2 TABLES AND CODES

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GEN-2.1 - 4	25 FEB 2021	GEN-2.5 - 3	22 JAN 2026	GEN-2.7 - 14	08 AUG 2024
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GEN 3 SERVICES

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GEN-3.1 - 5	15 MAY 2025	GEN-3.4 - 3	04 SEP 2025	GEN-3.5 - 11	30 OCT 2025
GEN-3.1 - 6	20 MAR 2025	GEN-3.4 - 4	04 SEP 2025	GEN-3.5 - 12	10 AUG 2023
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GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

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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
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ENR 3.2.2 - 41	27 NOV 2025	ENR 3.2.3 - 45	19 FEB 2026	ENR 3.2.7 - 19	04 SEP 2025
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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
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ENR 3.2.3 - 6	30 OCT 2025	ENR 3.2.4 - 6	04 SEP 2025	ENR 3.2.7 - 28	04 SEP 2025
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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
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ENR 3.2.3 - 12	19 FEB 2026	ENR 3.2.4 - 12	04 SEP 2025	ENR 3.2.7 - 34	04 SEP 2025
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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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UATT AD 2.24.11-2 - 1	19 FEB 2026	UAAA AD 2.24.7-10 - 2	11 JUL 2024	UAAA AD 2.24.11-11 - 1	23 JAN 2025
UATT AD 2.24.11-2 - 2	25 FEB 2021	UAAA AD 2.24.7-11 - 1	11 JUL 2024	UAAA AD 2.24.11-11 - 2	04 NOV 2021
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UATT AD 2.24.11-3 - 2	25 FEB 2021	UAAA AD 2.24.7-12 - 1	11 JUL 2024	UAAA AD 2.24.11-12 - 2	31 OCT 2024
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UATT AD 2.24.11-4 - 2	25 FEB 2021	UAAA AD 2.24.7-13 - 1	11 JUL 2024	UAAA AD 2.24.11-13 - 2	04 NOV 2021
UATT AD 2.24.11-5 - 1	19 FEB 2026	UAAA AD 2.24.7-13 - 2	11 JUL 2024	UAAA AD 2.24.11-14 - 1	23 JAN 2025
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UAKD AD 2.24.14 - 2	15 JUL 2021

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

UATE AD 2.7 Seasonal Availability - Clearing

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

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

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

UATE AD 2.9 Surface Movement Guidance And Control System And Markings

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign board at entrance of RWYs, guidance sign designating taxiways
2	**RWY and TWY markings and LGT**	Designation of threshold, touchdown, centre line, fixed distance, RWY edges, RWY designation, zones before the runway threshold, taxi holding position, taxiway centre line, side RWY lights, TWY «B» and «C»
3	**Stop bars**	TWY B, RED TWY C, RED
4	**Other runway protection measures**	Nil
5	**Remarks**	TWY-A - MIL

UATE AD 2.10 Aerodrome Obstacles

NIL

UATE AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	AMS Aktau +7 (7292) 463178
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	AMSC Aktau, 24HR (0024, 0606, 1212, 1818)
4	**Trend forecast Interval of issuance**	TREND 30 min
5	**Briefing/consultation provided**	Personal consultation (Russian)
6	**Flight documentation/languages used**	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	**Charts and other information AVBL for briefing or consultation**	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	**Supplementary equipment AVBL for providing information**	Doppler weather radar (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR, APP
10	**Additional information**	Nil

UATE AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
11	122.63°	3048 X 45	52/F/C/W/T CONC+ASPH	435203.01N 0510429.51E - -38.7 FT	THR 70.5 FT	See AOC type A
29	302.65°	3048 X 45	52/F/C/W/T CONC+ASPH	435109.72N 0510624.49E - -38.7 FT	THR 53.1 FT	

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	250 X 150	3348 X 300	90 X 160	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m. REF AD 2.24.1

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	250 X 150	3348 X 300	90 X 160	Nil	AVBL	Turn Pad LEN 130 m, the total width of the turn pad and runway 90 m. REF AD 2.24.1

UATE AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	3048	3298	3048	3048	Nil
29	3048	3298	3048	3048	Nil
TWY B - 11	1524	1774	1524	-	only for helicopters and aircrafts class 3 and 4
TWY C - 11	1160	1410	1160	-	only for helicopters and aircrafts class 3 and 4
TWY C - 29	1888	2138	1888	-	only for helicopters and aircrafts class 3 and 4
TWY B - 29	1524	1774	1524	-	only for helicopters and aircrafts class 3 and 4

UATE 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
11	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3048m, spacing 60m, 0-2452 white, last 600m yellow	RED Nil	Nil	Nil
29	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3048m, spacing 60m, 0-2452 white, last 600m yellow	RED Nil	Nil	Nil

UATE AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: 420m from THR RWY 11 LGT 340m from THR RWY 29 LGT Anemometer: from THR 11 - 450,5m; THR 29 - 450,5m
3	TWY edge and centre line lighting	TWY B EDGE: BLU TWY C EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

UATE AD 2.16 Helicopter Landing Area

NIL

UATE AD 2.17 ATS Airspace

1	**Designation and lateral limits**	AKTAU CTR A circle radius 25 NM centered on 435220N 0510352E
2	**Vertical limits**	4000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	AKTAU VYSHKA RU AKTAU TOWER EN
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	NIL

UATE 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	AKTAU ATIS (EN) AKTAU ATIS (RU)	130,1 MHZ 126,2 MHZ	Nil	Nil	H24	EN, RU
Production and dispatcher service	AKTAU TRANZIT (EN) AKTAU TRANZIT (RU)	131.9 MHZ	Nil	Nil	As AD	Nil
TWR	AKTAU TOWER (EN) AKTAU VYSHKA (RU)	120,7 MHZ	Nil	Nil	H24	VDF AVBL

UATE AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 11	IAU	109.5 MHZ	H24	435053.5N 0510659.5E		Nil	Nil
GP 11		332.6 MHZ		435201.6N 0510444.7E			
DME 11	IAU	CH 32X		435201.6N 0510444.7E	100 FT		
ILS LOC 29 I/D/2	ITA	111.1 MHZ	H24	435218.6N 0510355.5E		Nil	Nil
GP 29 I/C/2		331.7 MHZ		435118.8N 0510616.6E			
DME 29	ITA	CH 48X		435118.8N 0510616.6E	100 FT		
NDB	T	326 KHZ	H24	435052.6N 0510701.8E	Nil	Nil	Nil
DVOR/DME (8°E /2021)	AKT	113.3 MHZ CH 80X	H24	435220.3N 0510351.9E	100 FT	Nil	Nil

UATE AD 2.20 Local Aerodrome Regulations

1. Airport regulations

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

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

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

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

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

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

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

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

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

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

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

- at parking stand 199A

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

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

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

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

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

For aircraft with code letter F, taxiing shall be performed under own engine power.

Follow-me guidance for aircraft with code letter F is provided from the taxiway to the aircraft stand..

2. Taxiing to/from aircraft stands.

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

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

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

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

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

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

3. Limitations during taxiing

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

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

4. Take-off and landing

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

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

- under normal environmental conditions and runway conditions, no more than 30 knots (55 km/h) on

long runway distances and no more than 20 knots (37 km/h) on short runway distances;

- in conditions of low visibility procedures and meteorological conditions that contribute to the deterioration of the runway condition by no more than 10 knots (18 km/h).

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

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

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

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

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

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

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

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

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

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

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

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

6. Procedures in low visibility conditions

LVP are introduced when RVR is less than 550 m.

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

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

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

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

7. Helicopter flights

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

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

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

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

Helicopters take off from the airfield after:

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

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

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

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

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

UATE AD 2.21 Noise Abatement Procedures

NIL

UATE AD 2.22 Flight Procedures

1. General

RWY 11/29 approved for CAT I operations.

2. Low Visibility Procedures.

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

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

The ATC informs flight crew about:

- any changes in the operational status of radio and lighting equipment;
- changes of surface wind;
- changes of RVR;

•changes of ceiling (vertical visibility).

3. Arriving Aircraft

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

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

4. Departing Aircraft

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

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the “Tower” ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 3000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

Flights must not be performed over populated areas within the control zone.

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 500 feet. The air traffic controller of the “Tower” ATC unit is determine and report which flight circle is in use.

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic controller of the “Tower” ATC unit.

The aircraft crew preliminarily agrees with the ATS unit the flight area and altitude range during aerial work in the control zone at absolute altitudes.

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic control clearance 5 minutes before the estimated time of entering the controlled airspace.

Entry / exit of aircraft of category A and helicopters flying in VFR to / from the control zone (CTR) is carried out at the shortest distance through the corresponding point.

If the air situation requires the holding procedure, the air traffic controller of the “Tower” ATC unit gives the instructions to the aircraft crew to follow to one of the holding points.

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	SAURA (Coastline NW of AKT)	N441433 E0504757	326° 25.0 nm AKT DVOR/DME	Entry/exit
2	TATIK (Highway NE from AKT)	N441348 E0512126	023° 25.0 nm AKT DVOR/DME	Entry/exit
3	KARAG (Railroad eastbound from AKT)	N435635 E0513758	073° 25.0 nm AKT DVOR/DME	Entry/exit
4	OZERO (Dry bed east of AKT)	N434713 E0513741	094° 25.0 nm AKT DVOR/DME	Entry/exit
5	OZENI (Road SE from AKT)	N433633 E0513038	122° 25.0 nm AKT DVOR/DME	Entry/exit
6	OIMAS (Road SE from AKT)	N433227 E0512447	135° 25.0 nm AKT DVOR/DME	Entry/exit
7	ZALIV (Settling ponds SE of AKT)	N434252 E0511858	124° 14.5 nm AKT DVOR/DME	Holding

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
8	KARER (Quarry east of AKT)	N435039 E0512304	090° 14.0 nm AKT DVOR/DME	Holding
9	DUNGA (Oil fields north of AKT)	N440014 E0510412	355° 7.9 nm AKT DVOR/DME	Holding

6. Continuous Descent Operation

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing the ACFT Flight Management System/Computer (FMS/FMC) to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including the FAP and thus the exact distance to the RWY is known prior to start of the continuous descent operation; or
- the pilots of the ACFT that to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving “WHEN READY DESCEND TO (LEVEL)” or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” clearance the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to and including the FAP. Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on board system (FMS) prior to start of the CDO.

After clearance “WHEN READY DESCEND TO (LEVEL) " or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary ATC may issue additional instructions: “WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)”

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000 feet (900 m) above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

ACFT not exceed IAS 220 knots closer 15 n.m. to RW threshold.

7. Continuous Climb Operation

Continuous Climb Operations (CCO) are conducted along standard instrument departure routes (SID RNAV1)

using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and operational traffic density.

UATE AD 2.23 Additional Information

1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Nil	Nil	Nil	Nil

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

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

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

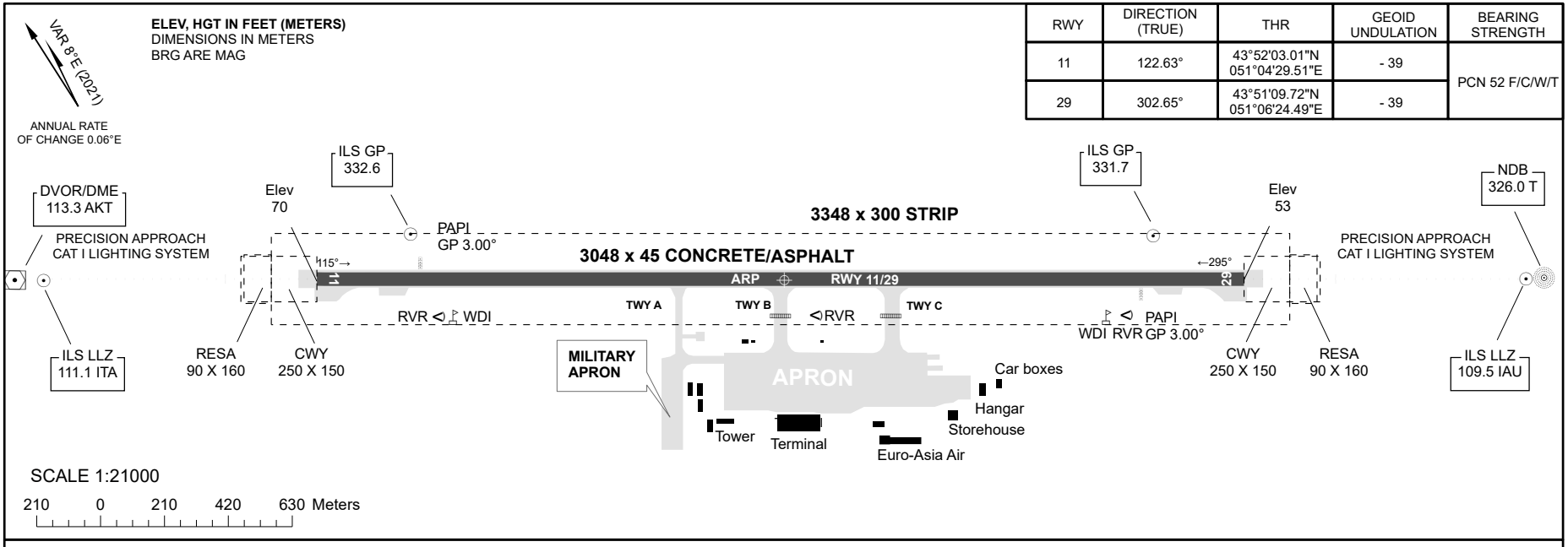
Measures for reducing the bird aggregations include: periodic scaring of birds (noise gun, bioacoustic equipments), effective measures against the garbage dumps, removal of grass cover, as well as the termination of agricultural activities within the airport.

UATE AD 2.24 Charts Related To An Aerodrome

UATE AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

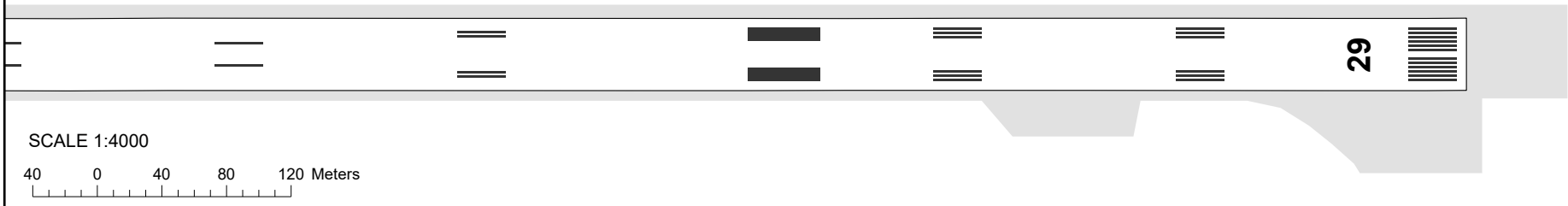
AERODROME CHART - ICAO | **AD ELEV 75FT (*23m*)** | **ARP 435136N 0510527E** | TWR 120.7 | **AKTAU**



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

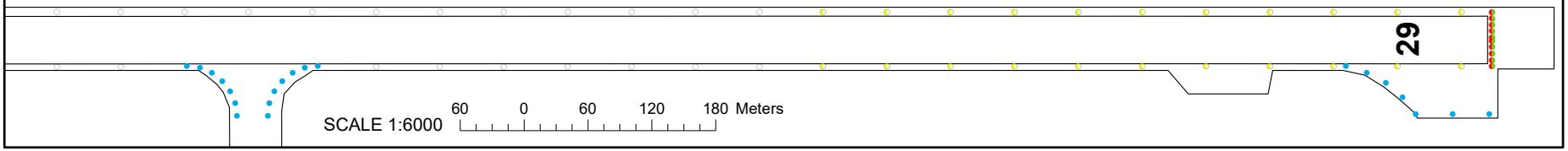
MARKING AIDS RWY 11/29

RWY 11 marking is identical to RWY 29



LIGHTING AIDS RWY 11/29 AND EXIT TWY

RWY 11 lighting is identical to RWY 29



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UATT AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	5 plunger brush cars, 2 wind machines, 2 rotor, 1 spraders (reagent sprayers), 1 gritter, 1 grader. The anti-icing granular reagent “Green Way SFU” brand "B" and the anti-icing liquid reagent Green Way F65 of the "B" brand are used to remove ice from airfield coatings.
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions)

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1, 2		REINF/CONC	PCN 53/R/A/X/T
		3-7		REINF/CONC	PCN 44/R/A/X/T
		8-16		CONC+ASPH	PCN 13/R/B/X/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	20 M	REINF/CONC	PCN 25/R/A/X/T
		B	24 M	REINF/CONC	PCN 50/R/A/X/T
		C	20 M	REINF/CONC	PCN 25/R/A/X/T
		MAIN TWY	20 M	REINF/CONC	PCN 25/R/A/X/T
3	**Altimeter checkpoint location and elevation**	Stands 1-7 – 220m/(721,78ft)			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

UATT 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	Taxiing guidance signs at all intersections with RWY and holding. Guidance lines at TWY and APRON, Visual docking/ parking system not available.
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 Zone marking ahead of the threshold Taxiway B Lights: Side
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UATT AD 2.10 Aerodrome Obstacles

NIL

UATT AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	AMS Aktobe Phone: +7 (7132) 931105
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	AMSC Aktobe, 24HR (0024, 0606, 1212, 1818)
4	**Trend forecast Interval of issuance**	TREND 30 min
5	**Briefing/consultation provided**	Personal consultation (Russian)
6	**Flight documentation/languages used**	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	**Charts and other information AVBL for briefing or consultation**	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	**Supplementary equipment AVBL for providing information**	Doppler weather radar (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR, ACC
10	**Additional information**	Nil

UATT AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
12	135,13°	3202 X 46	50/R/A/X/T REINF/CONC	501523.08N 0571122.49E - -66.6 FT	THR 718.2 FT	0,8%
30	315,16°	3202 X 46	50/R/A/X/T REINF/CONC	501409.59N 0571316.51E - -66.6 FT	THR 739.5 FT	0,3%

SWY dimensions	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	3502 X 300	250 X 150	Nil	AVBL	Nil
Nil	400 X 150	3502 X 300	250 X 150	Nil	AVBL	Nil

2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	(Seasonal availability: All seasons, caution advised in winter during snow conditions) At surface condition code 3 and below: RWY 05R/23L closed

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

1	**Apron surface and strength**	**APRON**	**STANDS**	**SURFACE**	**STRENGTH**
		1	3-6	CONC+ASPH	PCN 61/F/C/W/T
			12	CONC+ASPH	PCN 55/R/B/X/T
		2	65-66	CONC+ASPH	PCN 56/R/A/X/T
			67-69	CONC+ASPH	PCN 73/F/C/X/T
			601,602	CONC	PCN 75/R/A/X/T
			601A, 601B, 602A, 602B	CONC	PCN 92/F/C/X/T
		3	47-50	CONC+ASPH	PCN 66/F/C/X/T
			51-56	CONC+ASPH	PCN 51/F/C/X/T
			57-60, 59A, 60A, 71-73	CONC+ASPH	PCN 55/R/B/W/U
			101A, 101B, 102, 102A, 102B	CONC	PCN 70/F/C/X/T
		4	1-2	CONC+ASPH	PCN 21/F/C/W/T
			61-62	CONC+ASPH	PCN 24/F/C/X/T
			63-64	CONC+ASPH	PCN 45/F/C/X/U
			42A, 42-46A	CONC+ASPH	PCN 12/F/C/X/T
		5	29-31, 31A	CONC+ASPH	PCN 24/R/B/X/T
			32A, 32-36	CONC+ASPH	PCN 26/R/B/X/T
			26-28	CONC+ASPH	PCN 33/R/B/X/T
		6	201,202,203	CONC	PCN 56/R/B/W/T
			204/204L/204R 205/205L/205R	CONC	PCN 71/R/B/W/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	22.5 M	CONC+ASPH	PCN 69/R/B/W/T
		B	23 M	CONC+ASPH	PCN 66/F/C/X/U
		C	22.5 M	CONC+ASPH	PCN 55/R/B/X/U
		D	37 M	CONC+ASPH	PCN 71/F/C/X/T
		E	24 M	CONC+ASPH	PCN 71/F/C/X/T
		F	23 M	CONC+ASPH	PCN 66/F/C/X/T
		H	45 M	CONC+ASPH	PCN 66/F/C/X/U
		K	25 M	CONC+ASPH	PCN 55/R/B/X/U
		L	25 M	CONC+ASPH	PCN 81/F/C/X/T
3	**Altimeter checkpoint location and elevation**	THR RWY 23R - 677,3 m/2222,1ft THR RWY 23L - 681,6 m/2236,2 ft			

4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

UAAA AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWY, guidance sign designating taxiways and apron Cat IIIB - RWY 23R: parking guidance system via TWY K at aircraft stand 6. RWY 23L: parking guidance system via TWY A at aircraft stand 4 or 5.
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, stands
3	**Stop bars**	TWY: A, B, C, D, K, L, F, E, H. RED
4	**Other runway protection measures**	Nil
5	Remarks	RWY23L: centerline lights on exit from RWY to TWY A and lights on rapid exit from RWY to TWY C. Yellow / Green. RWY23R: centerline lights on exit from RWY to TWY K and TWY L and lights on rapid exit from RWY to TWY D. Yellow / Green. TWY A: Holding lights in front of ILS RWY05L zone. Yellow.

UAAA AD 2.10 Aerodrome Obstacles

NIL

UAAA AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Almaty Phone: +7 (727) 2572803 Phone: +7 (727) 2574029
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Almaty 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 (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR, APP, ACC
10	**Additional information**	AIS “MeteoBriefing” for preparation of flight documentation and for meteorological service of crews distantly

UAAA AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05R	55,81°	4400 X 45	65/R/B/X/T CONC+ASPH	432028.46N 0770102.85E - -148.3 FT	THR 2227.7 FT TDZ 2228 FT	See AOC type A
23L	235,84°	4400 X 45	65/R/B/X/T CONC+ASPH	432148.52N 0770344.44E - -149 FT	THR 2236.2 FT TDZ 2236 FT	
05L	55,82°	4500 X 45	51/R/A/W/T CEMENT/ CONC	432050.44N 0770130.67E - -148.6 FT	THR 2221.5 FT TDZ 2223 FT	See AOC type A
23R	235,85°	4500 X 45	51/R/A/W/T CEMENT/ CONC	432212.33N 0770416.00E - -149 FT	THR 2222.1 FT TDZ 2231 FT	

SWY dimensions	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	4700 X 283	90 X 150	Nil	AVBL	The strip RWY 05R/23L not symmetrical extend transversely axis direction RWY at a distance: 150m fm the NW side, 133m fm the SE side RWY 05R/23LTurn Pad LEN 120 m, the total width of the turn pad and TWY «A»105 m REF. AD 2.24.1 RWY 05R/23LTurn Pad LEN 110 m, the total width of the turn pad and TWY «F»75 m REF. AD 2.24.1 Turn Pad LEN 110 m, the turn pad and runway 75 m REF. AD 2.24.1 RWY 05R/23LTurn Pad LEN 120 m, the total width of the turn pad and TWY «E»65 m REF. AD 2.24.1 RWY 05L/23R end 23 R. The length of the turn pad area is 150 m, the width of the turn pad area is 95 m. AD 2.24.1
Nil	Nil	4700 X 283	90 X 150	Nil	AVBL	
Nil	300 X 150	4800 X 300	90 X 150	Nil	AVBL	
Nil	Nil	4800 X 300	90 X 150	Nil	AVBL	

UAAA AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05R	4400	4700	4400	4400	Nil
23L	3880	3880	4400	4400	Nil
05L	4500	4800	4500	4500	Nil
23R	4500	4500	4500	4500	Nil
TWY F - 23R	3528	3528	3528	Nil	Nil
TWY B - 05R	3681	3981	3681	Nil	Nil
TWY C - 05R	3085	3385	3085	Nil	Nil
TWY D - 05L	2957	3257	2957	Nil	Nil

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
TWY D - 23R	1543	1543	1543	Nil	Nil
TWY E - 05L	2010	2310	2010	Nil	Nil
TWY E - 23R	2490	2490	2490	Nil	Nil
TWY D - 05R	2320	2620	2320	Nil	Nil
TWY D - 23L	1560	1560	2080	Nil	Nil
TWY E - 05R	1010	1310	1010	Nil	Nil
TWY E - 23L	2870	2870	3390	Nil	Nil
TWY C - 23L	795	795	1315	Nil	Nil
Turning Bay A - 23L	2180	2180	2700	Nil	Nil
Turning Bay A - 05R	1700	2000	1700	Nil	Nil

UAAA AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
05 R	CAT I (PALS) 720 M LIH	GRN Nil	PAPI LEFT/3°	Nil	4400m, spacing 15m, 0-3500m white, 3500-4100m red/ white, 4100-4400m red LIH	4400m, spacing 60m, 0-3798m white, last 600m yellow LIH	RED Nil	Nil	(Warning: ALS RWY 05 shortened to 720m)
23 L	CAT III (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	900 m	4400m, spacing 15m, 0-3500m white, 3500-4100m red/ white, 4100-4400m red LIH	4400m, spacing 60m, 0-3798m 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
05 L	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3°	Nil	4500m, spacing 15m, 0-3600m white, 3600-4200m R/W, 4200-4500m red LIH	4500m, spacing 60m, 0-3900 white, last 600m yellow LIH	RED Nil	Nil	Nil
23 R	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	4500m, spacing 15.0m, 0-3600m white, 3600-4200m R/W, 4200-4500m red LIH	4500m, spacing 60m, 0-3900m white, last 600m yellow LIH	RED Nil	Nil	Nil

UAAA AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil
3	TWY edge and centre line lighting	EDGE: All TWY CL: TWY A, C, D, F, K, L Parking maneuvering lights and stop lights on stands - 4, 5, 6, 201, 202, 203, 204L, 204, 204R, 205L, 205, 205R.
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	RWY 23L: Side approach lights - 270 m from the THR. Red.

UAAA AD 2.16 Helicopter Landing Area

NIL

UAAA AD 2.17 ATS Airspace

1	**Designation and lateral limits**	ALMATY CTR 432628N 0770533E - 433119N 0771523E - 432614N 0772005E - 431119N 0765000E - 431624N 0764515E - 431729N 0764725E - 431659N 0764807E - 431853N 0765356E - 432102N 0765419E - 432507N 0770249E then a counter-clockwise arc radius 1.6 NM centered on 432640N 0770322E - 432628N 0770533E
2	**Vertical limits**	5200 FT ALT / GND

- 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 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 preforms 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.

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.

5. Auxiliary Power Unit (APU) Usage Restrictions

There are restrictions for APU usage at all PBB stands of Terminal 2 of ALA airport. The core purpose is to minimize the aircraft's carbon footprint (emissions and noise) through the mandatory utilization of Fixed Electrical Ground Power (FEGP) and Pre-Conditioned Air (PCA).
All airport users must strictly comply with the following hierarchy of power source usage at Terminal 2 stands, where the APU is strictly a Contingency Source.

Priority	Aircraft Power Source	Cabin Conditioning (Cooling/Heating/ Ventilation)
Primary Source	Fixed Electrical Ground Power (FEGP)	Pre-Conditioned Air (PCA)
Secondary Source	Mobile GPU	Mobile PCA
Contingency Source	APU	APU

Permissible APU Usage Timeframes are as follows:

Phase	Aircraft Type	Restriction
Arrival	All aircraft	APU must be shut down 10 minutes after Actual Time of Arrival (ATA).
Departure	Narrow-body	APU start is allowed 10 minutes prior to Estimated Time of Departure (ETD).
	Wide-body	APU start is allowed within 20 minutes prior to Estimated Time of Departure (ETD).

APU use beyond standard time limits is only permitted under the following conditions:

Exemption Condition	Aircraft Type	APU Start Permission (prior to ETD)
Extreme Weather/PCA Failure	Narrow-body	30 minutes
	Wide-body	55 minutes
System Testing	All Aircraft	Requires temporary exemption from ALA Airport Manager (ADM).

Note on Extreme Weather:
When APU is used to achieve desired cabin temperature, PCA must immediately be used to maintain the temperature thereafter.

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
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

Table 1: Visual reference of VFR flights within Almaty CTR

№	Waypoint name	Type	Visual reference	Geographical coordinates	Radial and distance from DVOR/DME «ATA»
9	YANKEE	Entry/exit	Y-shaped road intersection (Burundaiskaya 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 bay 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 in not provided.

2.7 Information transmission

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

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

UAAA AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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AERODROME CHART - ICAO

AD ELEV 2238FT (*682m*)

ARP 432120N 0770238E

TWR	119.4
GROUND	121.7
DELIVERY	120.8

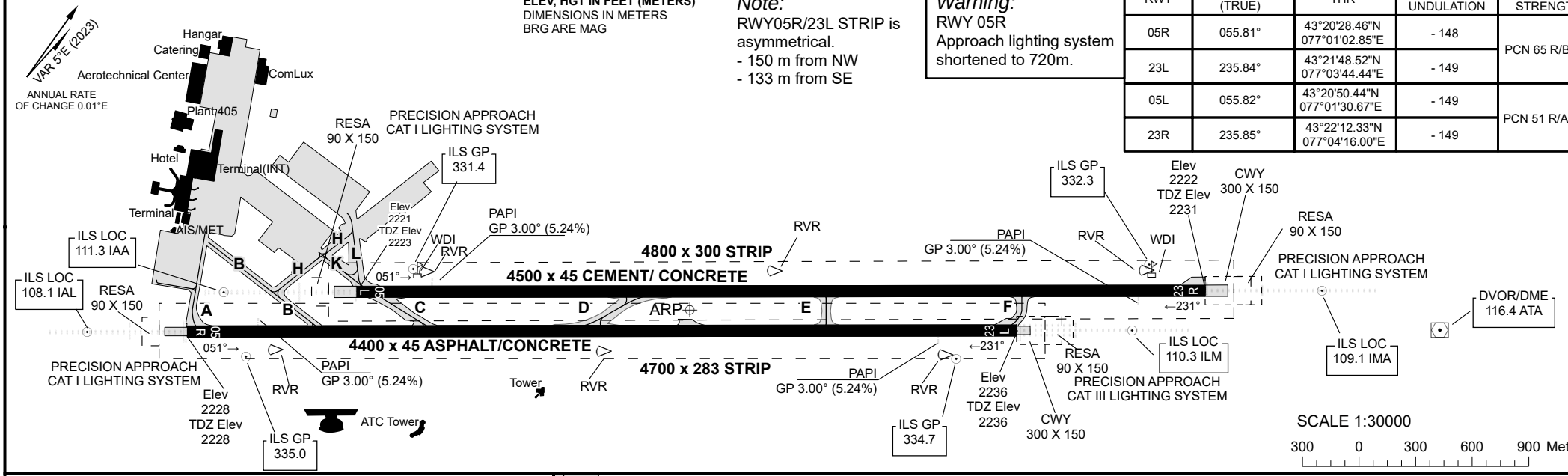
ALMATY

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

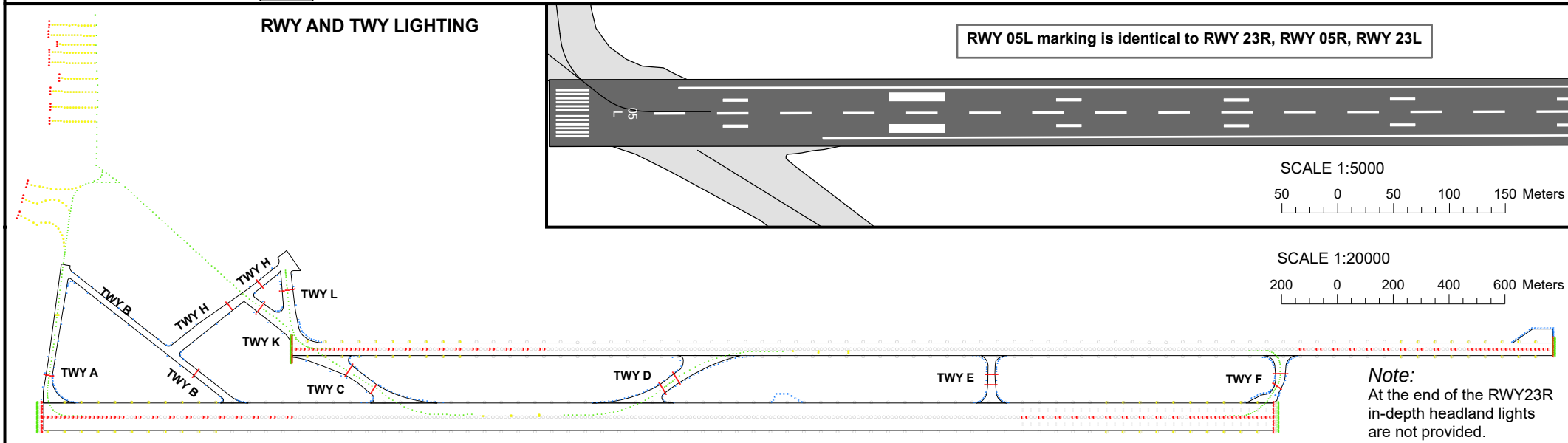
Note:
RWY05R/23L STRIP is asymmetrical.
- 150 m from NW
- 133 m from SE

Warning:
RWY 05R
Approach lighting system shortened to 720m.

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
05R	055.81°	43°20'28.46"N 077°01'02.85"E	- 148	PCN 65 R/B/X/T
23L	235.84°	43°21'48.52"N 077°03'44.44"E	- 149	
05L	055.82°	43°20'50.44"N 077°01'30.67"E	- 149	PCN 51 R/A/W/T
23R	235.85°	43°22'12.33"N 077°04'16.00"E	- 149	



RWY AND TWY LIGHTING



Note:
At the end of the RWY23R in-depth headland lights are not provided.

CHANGE: RWY23R CWY DEL.

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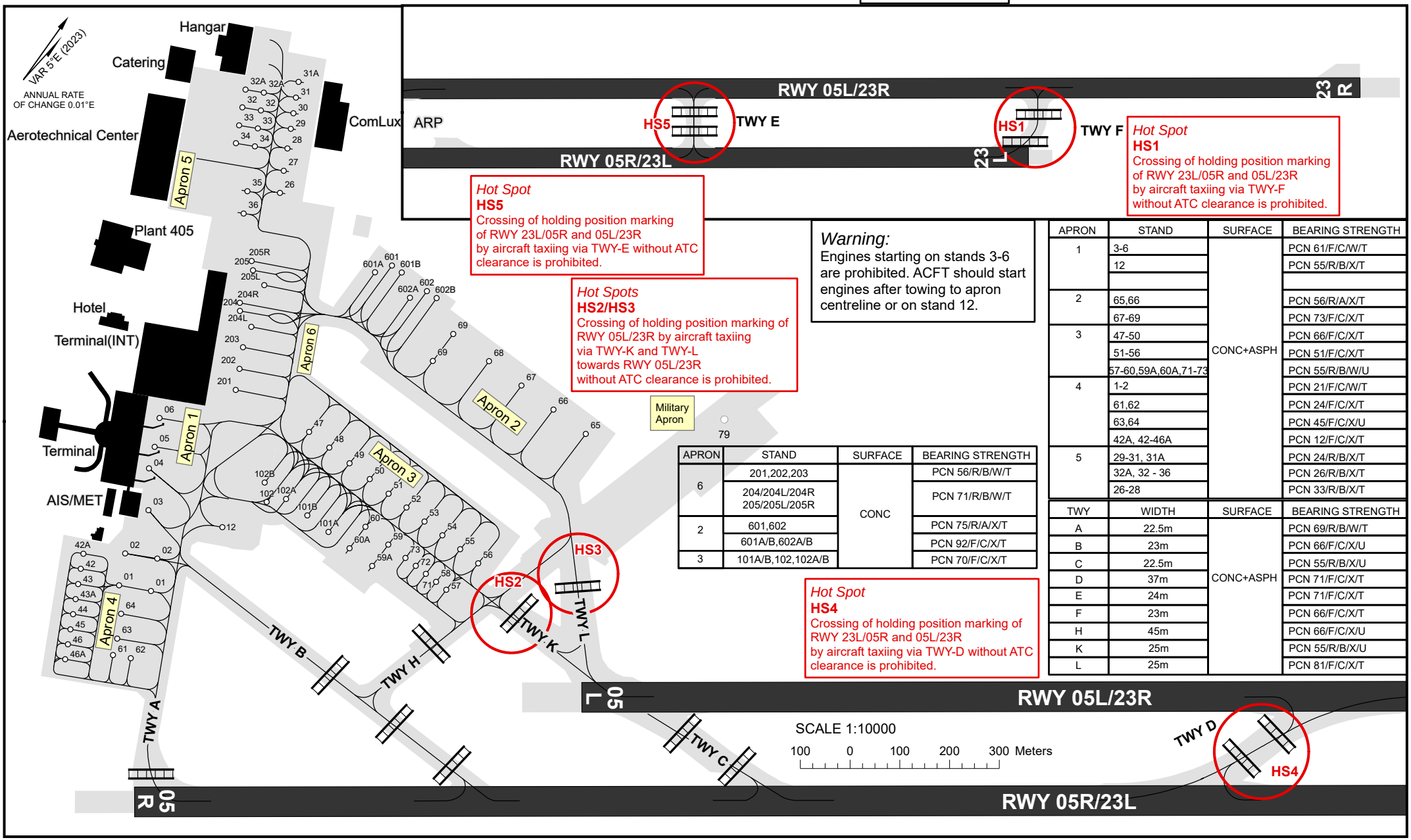
AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON 1 ELEV 2218FT
APRON 2 ELEV 2205FT
APRON 3 ELEV 2215FT
APRON 4 ELEV 2221FT
APRON 5 ELEV 2208FT

TWR	119.4
GROUND	121.7
DELIVERY	120.8

ALMATY



Hot Spot
HS5
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-E without ATC clearance is prohibited.

Hot Spots
HS2/HS3
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.

Hot Spot
HS1
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-F without ATC clearance is prohibited.

Warning:
Engines starting on stands 3-6 are prohibited. ACFT should start engines after towing to apron centreline or on stand 12.

Hot Spot
HS4
Crossing of holding position marking of RWY 23L/05R and 05L/23R by aircraft taxiing via TWY-D without ATC clearance is prohibited.

APRON	STAND	SURFACE	BEARING STRENGTH
1	3-6	CONC+ASPH	PCN 61/F/C/W/T
	12		PCN 55/R/B/X/T
2	65,66		PCN 56/R/A/X/T
	67-69		PCN 73/F/C/X/T
3	47-50		PCN 66/F/C/X/T
	51-56		PCN 51/F/C/X/T
	57-60,59A,60A,71-73		PCN 55/R/B/W/U
4	1-2		PCN 21/F/C/W/T
	61,62		PCN 24/F/C/X/T
	63,64		PCN 45/F/C/X/U
	42A, 42-46A		PCN 12/F/C/X/T
5	29-31, 31A		PCN 24/R/B/X/T
	32A, 32 - 36		PCN 26/R/B/X/T
	26-28		PCN 33/R/B/X/T

APRON	STAND	SURFACE	BEARING STRENGTH
6	201,202,203	CONC	PCN 56/R/B/W/T
	204/204L/204R 205/205L/205R		PCN 71/R/B/W/T
2	601,602		PCN 75/R/A/X/T
	601A/B,602A/B		PCN 92/F/C/X/T
3	101A/B,102,102A/B		PCN 70/F/C/X/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	22.5m	CONC+ASPH	PCN 69/R/B/W/T
B	23m		PCN 66/F/C/X/U
C	22.5m		PCN 55/R/B/X/U
D	37m		PCN 71/F/C/X/T
E	24m		PCN 71/F/C/X/T
F	23m		PCN 66/F/C/X/T
H	45m		PCN 66/F/C/X/U
K	25m		PCN 55/R/B/X/U
L	25m		PCN 81/F/C/X/T

CHANGE: Hot Spot HS6 DEL; Add new stands 101-602; Stands 13,13A,13B DEL.

ALMATY **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
4	01	43 20 39.58 N	077 00 50.87 E
4	01	43 20 40.44 N	077 00 53.51 E
4	02	43 20 41.52 N	077 00 49.72 E
4	02	43 20 42.42 N	077 00 52.35 E
1	03	43 20 44.71 N	077 00 49.27 E
1	04	43 20 46.98 N	077 00 47.22 E
1	05	43 20 48.35 N	077 00 46.56 E
1	06	43 20 50.08 N	077 00 45.48 E
1	12	43 20 46.49 N	077 00 55.59 E
5	26	43 21 06.63 N	077 00 43.10 E
5	27	43 21 07.96 N	077 00 42.27 E
5	28	43 21 09.30 N	077 00 41.43 E
5	29	43 21 10.48 N	077 00 40.69 E
5	30	43 21 11.42 N	077 00 40.10 E
5	31	43 21 12.36 N	077 00 39.51 E
5	31A	43 21 13.30 N	077 00 38.92 E
5	32	43 21 10.38 N	077 00 37.56 E
5	32	43 21 09.87 N	077 00 36.04 E
5	32A	43 21 10.95 N	077 00 35.38 E
5	32A	43 21 11.45 N	077 00 36.89 E
5	33	43 21 08.78 N	077 00 36.70 E
5	33	43 21 09.30 N	077 00 38.24 E
5	34	43 21 07.70 N	077 00 37.36 E
5	34	43 21 08.22 N	077 00 38.92 E
5	35	43 21 05.53 N	077 00 40.61 E
5	36	43 21 04.19 N	077 00 41.45 E
4	42	43 20 39.07 N	077 00 47.21 E
4	42A	43 20 39.98 N	077 00 46.65 E
4	43	43 20 38.15 N	077 00 47.78 E
4	43A	43 20 37.25 N	077 00 48.34 E
4	44	43 20 36.34 N	077 00 48.91 E
4	45	43 20 35.43 N	077 00 49.47 E
4	46	43 20 34.53 N	077 00 50.03 E
4	46A	43 20 33.62 N	077 00 50.59 E
3	47	43 20 54.80 N	077 00 57.23 E
3	48	43 20 54.69 N	077 00 59.51 E
3	49	43 20 54.58 N	077 01 01.79 E
3	50	43 20 54.47 N	077 01 04.07 E
3	51	43 20 54.37 N	077 01 06.20 E
3	52	43 20 54.28 N	077 01 08.21 E
3	53	43 20 54.18 N	077 01 10.24 E
3	54	43 20 54.09 N	077 01 12.26 E
3	55	43 20 53.99 N	077 01 14.27 E
3	56	43 20 53.89 N	077 01 16.30 E
3	57	43 20 51.30 N	077 01 15.27 E
3	58	43 20 51.35 N	077 01 14.12 E
3	59	43 20 51.61 N	077 01 08.72 E
3	59A	43 20 49.87 N	077 01 08.60 E
3	60	43 20 51.74 N	077 01 06.14 E
3	60A	43 20 50.00 N	077 01 06.04 E

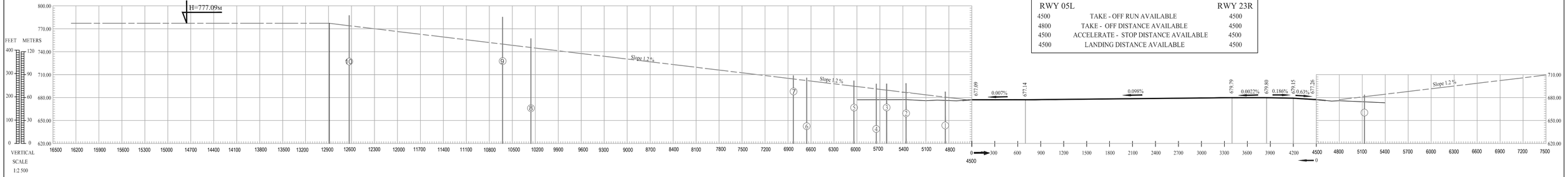
Apron	Stand	Coordinates	
		Latitude	Longitude
4	61	43 20 35.59 N	077 00 53.91 E
4	62	43 20 36.07 N	077 00 55.38 E
4	63	43 20 36.64 N	077 00 53.39 E
4	64	43 20 38.12 N	077 00 52.43 E
2	65	43 21 04.80 N	077 01 17.78 E
2	66	43 21 04.93 N	077 01 14.17 E
2	67	43 21 05.06 N	077 01 10.60 E
2	68	43 21 05.19 N	077 01 06.98 E
2	69	43 21 03.15 N	077 01 02.82 E
2	69	43 21 05.35 N	077 01 02.97 E
3	71	43 20 51.41 N	077 01 12.96 E
3	72	43 20 51.47 N	077 01 11.82 E
3	73	43 20 51.52 N	077 01 10.66 E
3	101A	43 20 50.11 N	077 01 03.67 E
3	101B	43 20 50.23 N	077 01 01.28 E
3	102	43 20 49.47 N	077 00 57.60 E
3	102A	43 20 50.34 N	077 00 58.88 E
3	102B	43 20 50.44 N	077 00 56.48 E
6	201	43 20 54.38 N	077 00 49.70 E
6	202	43 20 55.66 N	077 00 48.92 E
6	203	43 20 56.95 N	077 00 48.10 E
6	204L	43 20 58.36 N	077 00 47.69 E
6	204	43 20 58.80 N	077 00 46.06 E
6	204R	43 20 59.23 N	077 00 45.64 E
6	205L	43 21 01.08 N	077 00 46.56 E
6	205	43 21 01.47 N	077 00 44.98 E
6	205R	43 21 01.92 N	077 00 44.42 E
2	601	43 21 06.80 N	077 00 55.02 E
2	601A	43 21 05.82 N	077 00 54.10 E
2	601B	43 21 06.79 N	077 00 56.09 E
2	602	43 21 06.70 N	077 00 58.88 E
2	602A	43 21 05.72 N	077 00 57.96 E
2	602B	43 21 06.68 N	077 00 59.95 E

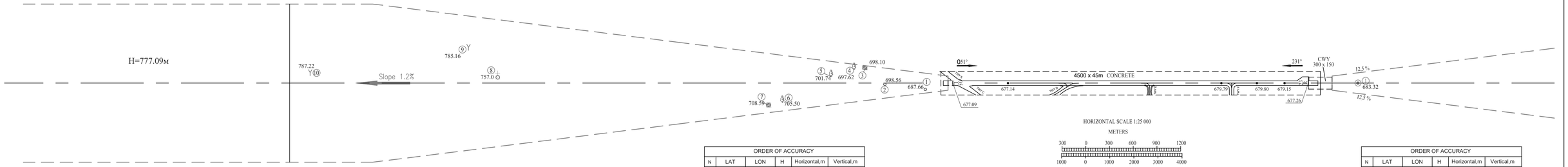
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)
DIMENSIONS AND ELEVATIONS IN METERS MAGNETIC VARIATION 5°E (2023)

ALMATY/Almaty International Airport
RWY 05L/23R

RWY 05L/23R

DECLARED DISTANCES		
RWY 05L		RWY 23R
4500	TAKE - OFF RUN AVAILABLE	4500
4800	TAKE - OFF DISTANCE AVAILABLE	4500
4500	ACCELERATE - STOP DISTANCE AVAILABLE	4500
4500	LANDING DISTANCE AVAILABLE	4500





HORIZONTAL SCALE 1:25 000
METERS
300 0 300 600 900 1200
1000 0 1000 2000 3000 4000
FEET

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°20'41.99N	77°01'19.87E	687.66	0.094	0.068
②	43°20'34.39N	77°00'59.47E	698.56	0.094	0.068
③	43°20'35.40N	77°00'44.95E	698.10	0.094	0.068
④	43°20'32.34N	77°00'40.47E	697,62	0.094	0.068
⑤	43°20'24.67N	77°00'31.97E	701,74	0.094	0.068
⑥	43°20'04.64N	77°00'17.50E	705,50	0.094	0.068
⑦	43°20'00.57N	77°00'11.92E	708,59	0.094	0.068
⑧	43°19'07.47N	76°57'57.39E	757,00	0.094	0.068
⑨	43°19'09.91N	76°57'35.31E	785,16	0.094	0.068
⑩	43°18'24.82N	76°56'29.78E	787,22	0.094	0.068

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°22'23.71N	77°04'39.00E	683.32	0.094	0.068

LEGEND		LEGEND	
IDENTIFICATION NUMBER	①	IDENTIFICATION NUMBER	①
Antenna	◉	Lantern	✲
Technical building	⊠	Church	⛪
Trees		Radiomast	Y
Pipe of a boiler–house, pipe of thermal power station	◎	Hotel complex	⊠

CHANGE: Revised

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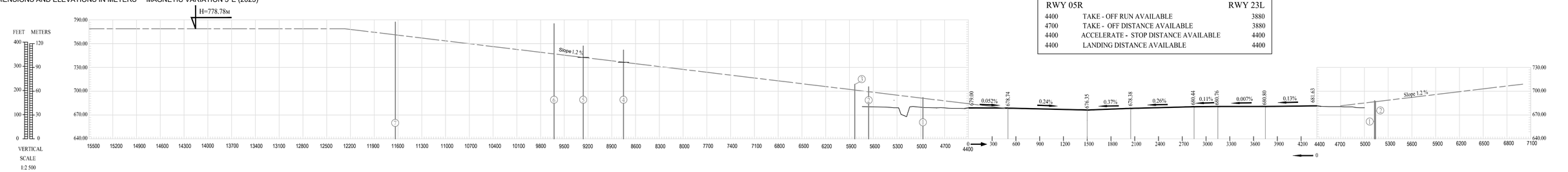
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

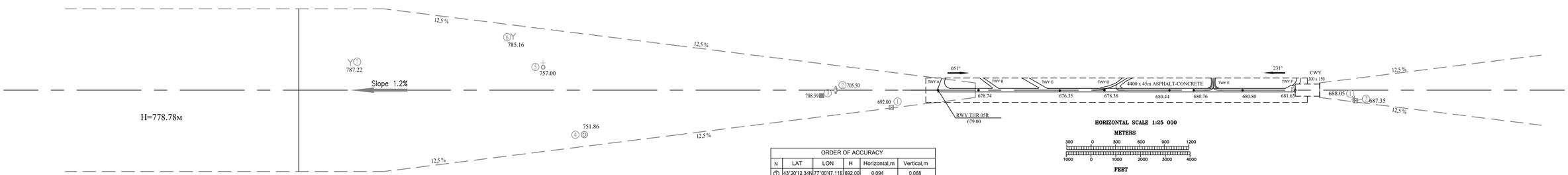
DIMENSIONS AND ELEVATIONS IN METERS MAGNETIC VARIATION 5°E (2023)

ALMATY/Almaty International Airport
RWY 05R/23L

RWY 05R/23L

DECLARED DISTANCES		
RWY 05R		RWY 23L
4400	TAKE - OFF RUN AVAILABLE	3880
4700	TAKE - OFF DISTANCE AVAILABLE	3880
4400	ACCELERATE - STOP DISTANCE AVAILABLE	4400
4400	LANDING DISTANCE AVAILABLE	4400





HORIZONTAL SCALE 1:25 000

METERS

300 0 300 600 900 1200

1000 0 1000 2000 3000 4000

FEET

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°20'12.34N	77°00'47.11E	692,00	0.094	0.068
②	43°20'04.64N	77°00'17,50E	705,50	0.094	0.068
③	43°20'00.57N	77°00'11,92E	708,59	0.094	0.068
④	43°18'54.50N	76°58'36.73E	751,86	0.094	0.068
⑤	43°19'07.47N	76°57'57.39E	757,00	0.094	0.068
⑥	43°19'09.91N	76°57'35.31E	785,16	0.094	0.068
⑦	43°18'24.82N	76°56'29.78E	787,22	0.094	0.068

ORDER OF ACCURACY					
N	LAT	LON	H	Horizontal,m	Vertical,m
①	43°21'58.82N	77°04'14,04E	688,05	0.094	0.068
②	43°21'58.53N	77°04'14.86E	687,35	0.094	0.068

LEGEND		LEGEND	
IDENTIFICATION NUMBER	①		
Technical building	■	Mast of a projector	⋇
Tree		Radiomast	Y
Pipe of a boiler–house, pipe of thermal power station	◎	House	⊠
Church		Concrete pillar	▨

CHANGE: Revised

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UACC AD 2

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

UACC AD 2.1 Aerodrome Location Indicator And Name

UACC - ASTANA

UACC AD 2.2 Aerodrome Geographical And Administrative Data

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

UACC AD 2.3 Operational Hours

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

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

UACC AD 2.4 Handling Services And Facilities

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

UACC AD 2.5 Passenger Facilities

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

UACC AD 2.6 Rescue And Fire Fighting Services

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

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 91/F/C/W/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

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
04	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%

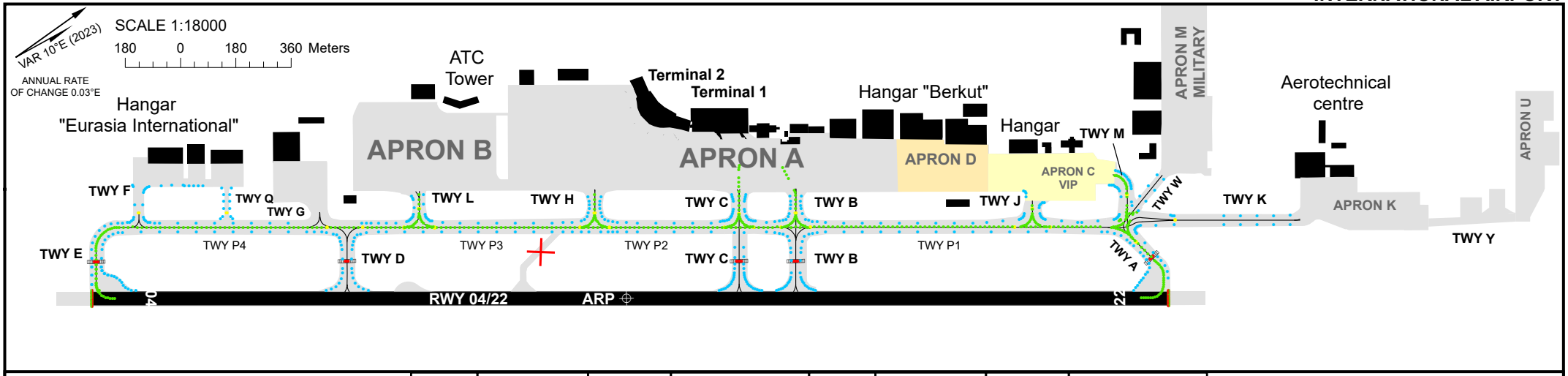
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
Nil	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil
Nil	400 X 150	3800 X 300	90 X 160	Nil	AVBL	Nil

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

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

TWR	135.5
GROUND	119.6
DELIVERY	129.8

ASTANA NURSULTAN NAZARBAYEV INTERNATIONAL AIRPORT



Warning:

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

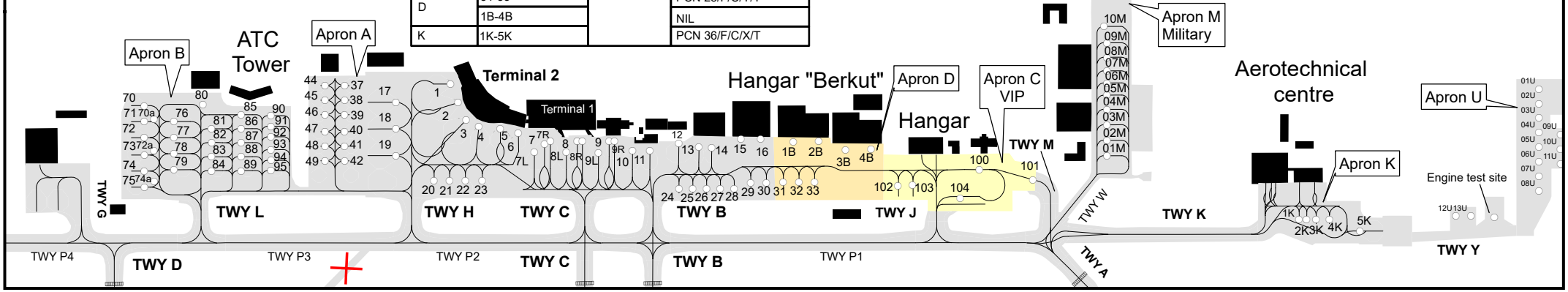
VISUAL DOCKING GUIDANCE SYSTEM (VDGS) AT STANDS 7L,7, 7R, 8L, 8, 8R, 9L, 9, 9R

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

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

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, P1-P4	23m	CONC+ASPH	PCN 66/F/C/X/T
B	5m		PCN 60/F/C/W/T
	18m		PCN 45/R/B/X/U
C,D,H,L	23m		PCN 60/F/C/X/T
E	23m		PCN 66/F/C/X/T
F	20m		PCN 60/F/C/X/T
G	32m		PCN 91/F/C/W/T
J, M	23m		PCN 79/F/C/W/T
K	23m		PCN 36/F/C/X/T
Q	11m		PCN 46/R/B/X/T
W	23m	CONC	PCN 12/R/B/W/T
Y	18m	CONC+ASPH	PCN 46/F/C/X/T

SCALE 1:15000
150 0 150 300 Meters



CHANGE: TWY G PCN; HS2 DEL.

NURSULTAN NAZARBAYEV

STANDS CHARACTERISTICS

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

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

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
CA RK from 31.03.2015, paragraphs 459,461,467,468	According to the requirements of paragraph 459, the deployment time at any point on the RW of the first fire engine should not exceed 3 minutes, and the next 4 minutes from the moment the alarm is announced until the moment of the filing OTB	Considering the significant distance of the emergency rescue station from the far point of the RW, to maintain an acceptable level of flight safety an equivalent level of flight safety has been developed: to ensure the declared category of the required level of fire protection for flights, as an equivalent of 15 minutes before landing and within 15 minutes after the aircraft takes off fire and rescue team (hereinafter referred to as FRT) on the APA in combat readiness with portable and vehicle radio stations are located on the apron along the aircraft parking areas	Equivalent level of flight safety. The flight safety equivalent is valid until the location (deployment) of the ACS SPASOP or TTX-Aerodrome fire trucks is changed.
CA RK from 31.03.2015, paragraphs 11, sub-clause 36	Taxiway (here-in-after RW) is a part of the airfield of an aerodrome, specially prepared for taxiing of aircraft and intended to connect one part of the aerodrome with another	Waiting for work to be completed PW 1100-type engines installed on aircraft, and a shortage of parking spaces (main base) at the Almaty and Astana Airports and the availability of certified personnel at Atyrau Airport (to perform work during “Parking’’),insufficient parking spaces on the apron in Atyrau Airport	The Equivalent Flight Safety Level has been adopted from 04.12.2025 to 30.04.2025

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 coronel), 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 spices, 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

UATG AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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UAII AD 2

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

UAII AD 2.1 Aerodrome Location Indicator And Name

UAII - SHYMKENT

UAII AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	422154N 0692832E At the centre of RWY
2	Direction and distance from (city)	298°, 6.4 NM of Shymkent center
3	Elevation/Reference temperature	1387 FT/26° C
4	Geoid undulation at AD ELEV PSN	-141 FT
5	MAG VAR/Annual Change	6° E (2013) / 0.03°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 160003 Shymkent, JSC "Shymkent Airport" Republic of Kazakhstan Phone: +7 (7252) 455033 (ext 10-15) Fax: +7 (7252) 455033 (ext 10-15) AFS: UAIIAPDU Email: reception@airserver.kz
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAII AD 2.3 Operational Hours

1	AD Operator	H24 Phone: +7 (7252) 455033 (ext 11-44) Email: pdsp@airserver.kz
2	Customs and immigration	H24 Phone: +7 (7252) 945162 Phone: +7 (7252) 455141
3	Health and sanitation	H24 Phone: +7 (7252) 455033 (ext 10-32)
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7252) 945133 Phone: +7 (7252) 945141 Email: shadp@ans.kz
6	MET Briefing Office	H24 Phone: +7 (7252) 945168
7	ATS	H24
8	Fuelling	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz

9	Handling	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz
10	Security	H24 Phone: +7 (7252) 945101 Email: sab@airserver.kz
11	De-icing	H24 Phone: +7 (7252) 945097 Email: pdsp@airserver.kz
12	Remarks	Nil

UAII AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 7 tonnes weight: transport loading platform, loading conveyor, vehicle with a lifting body, forklift.
2	Fuel/oil types	TS-1, RT (equivalent to Jet A-1) / MS-8P, MS-20, SM-4.5
3	Fuelling facilities/capacity	AVBL without limitation Kraz-TZ-22 (17,6 tonnes)- 4 pcs Volvo-T3A-45 (36 tonnes)- 1 pcs
4	De-icing facilities	AVBL deicing fluid TYPE - 1, TYPE - 4.
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	AVBL for minor repair
7	Remarks	Nil

UAII AD 2.5 Passenger Facilities

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

UAII AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A8
2	Rescue equipment	AVBL for B-747-200/300/400, B-737-300/400/500, A-319/ 320/321, Embraer-190, TU-154, IL-18, AN-24, YAK-40 6 fire engines with a total volume 58,490 liters of extinguishing agent.
3	Capability for removal of disabled aircraft	Available equipment: 1. A device for lifting an aircraft by the forward fuselage 2. A device for lifting an aircraft by the wing Phone: +7 (7252) 455030 (ext.1148) Email: spasop@airserver.kz

UAII AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
10	106,22°	3300 X 45	50/R/A/X/T REINF+CON C	422209.24N 0692722.27E - -138.5 FT	THR 1309.4 FT	See AOC Type A
28	286,25°	3300 X 45	50/R/A/X/T REINF+CON C	422139.35N 0692940.74E - -140.4 FT	THR 1386.6 FT	See AOC Type A

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	Nil	3600 X 300	90 X 150	Nil	AVBL	RWY 10 turning bay length 102 M, width 79 M.
Nil	150 X 160	3600 X 300	90 X 150	Nil	AVBL	Displaced THR 140 M (DTHR 422140.62N 0692934.86E) - elev. 1383,9 FT RWY 28 Turning bay length 102 M, width 79 M.

UAII AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3300	3300	3300	3300	Nil
28	3300	3450	3300	3160	Nil
TWY D - 10	2656	2656	2656	Nil	Nil
TWY C - 10	1181	1181	1181	Nil	Nil
TWY E - 10	877	877	877	Nil	Nil
TWY B - 10	787	787	787	Nil	Nil
TWY A - 28	3112	3261	3112	Nil	Nil
TWY B - 28	2512	2662	2512	Nil	Nil

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
TWY E - 28	2422	2572	2422	Nil	Nil
TWY C - 28	2118	2268	2118	Nil	Nil

UAII 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
10	CAT I (HIALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300m, spacing 60m, 0-2700m white, last 600m yellow LIH	RED Nil	Nil	Nil
28	CAT I (HIALS) 920 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3160m, spacing 60m, 0-2560m white, last 600m yellow LIH	RED Nil	Nil	Threshold displaced by 140 m.

UAII AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil
3	TWY edge and centre line lighting	MAIN P EDGE: BLU TWY A EDGE: BLU TWY C EDGE: BLU TWY D EDGE: BLU TWY K EDGE: BLU TWY L EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 1 SEC
5	Remarks	Nil

UAII AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	422141.02N 0692932.90E -140,4 FT
2	TLOF and/or FATO elevation	1381.23 FT
3	TLOF and FATO area dimensions, surface, strength, marking	RWY magnetic bearing 100°/280° dimensions 3300-45 REINF+CONC PCN 50/R/A/X/T

4	True BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Helicopter take-off and landing conducted in helicopter mode are performed from/on the IFR runway (at the intersection area of taxiway A and the runway). Touchdown/aiming point marking for helicopters is not provided.

UAII AD 2.17 ATS Airspace

1	**Designation and lateral limits**	SHYMKENT CTR 423034N 0700213E - 421105N 0695739E - 421833N 0685528E - 424054N 0690306E - 423034N 0700213E
2	**Vertical limits**	4500 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	SHYMKENT TOWER EN SHYMKENT VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UAII AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
TWR	SHYMKENT TOWER (EN) SHYMKENT VYSHKA (RU)	125,9 MHZ	Nil	Nil	H24	Nil
Production and dispatcher service	SHYMKENT TRANZIT (EN) SHYMKENT TRANZIT (RU)	127.0 MHZ	Nil	Nil	As AD	Nil
ATIS	SHYMKENT ATIS (EN) SHYMKENT ATIS (RU)	119,2 MHZ 126,6 MHZ	Nil	Nil	H24	EN RU

UAII AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 10 I/D/2 GP 10 I/C/2 DME 10	IEN IEN	111,7 MHZ 333,5 MHZ CH 54X	H24	422134.2N 0693004.8E 422202.1N 0692731.3E 422202.1N 0692731.3E	 1300 FT	Nil	Nil
ILS LOC 28 I/D/2 GP 28 DME 28	IIM IIM	110.3 MHZ CH 40X	H24	422213.7N 0692701.5E 422137.0N 0692925.0E	 1400 FT	Nil	GP 28 is Inoperability
NDB	SKN	733 KHZ	H24	422130.3N 0693022.4E	Nil	Nil	Nil
DVOR/DME (6°E/2013)	SMK	113 MHZ CH 77X	H24	422220.4N 0692630.6E	1400 FT	Nil	Nil

UAII AD 2.20 Local Aerodrome Regulations

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

Standard taxi routes shall be carried out along taxiway and apron center lines. Towing of the aircraft shall be carried out with the clearance of “Tower” air traffic controller.

Taxiing on TWY B and TWY E in night-time is forbidden due to absence of lighting system

Taxiing at daytime with RVR 550m and less available only after follow me car.

A. Movement of the aircraft along maneuvering area (RWY, TWY).

TWY K and TWY L are not designated for Civil Aviation.

Backtrack on RWY for aircraft index 4 or higher is prohibited.

Simultaneous taxiing of aircraft along TWY B and TWY E (from RWY to MAIN TWY P) is prohibited.

Taxiing of aircraft with index 3 and lower from TWY C to RWY and from RWY to TWY C, shall be carried out at reduced speed with the increased attention of the crew and in compliance with the safety intervals between landing gear and edges.

During engine testing (run-up) on the stands 1,2,3 and taxiing of ACFT into stands 1,2,3 with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

During taxiing out from aircraft stands 1, 2, 3 parked with the heading to the north, taxiing of other aircraft along TWY P, TWY B, TWY A is prohibited.

Taxiing of aircraft with index 4 and higher on TWY-B, TWY-C, TWY-E is prohibited.

B. Aircraft movement on the apron.

Movement of ACFT to the stands 54-62 of Aircraft maintenance facility of the “SCAT” Airline shall be carried out by towing out of stands 1-22.

When stand 19A is occupied:

•Aircraft movement along the north centerline between stands 19 and 1 is prohibited.

•Taxiing out from aircraft stand 1 parked with the heading to the north is prohibited; movement by towing is allowed.

•Taxiing into the aircraft stand 1 with the heading to the south is prohibited; movement by towing is allowed

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

Crossing of holding point line (critical ILS zone), indicated by “CAT” signs with day markings without ATC clearance is prohibited.

Crossing (occupy) the runway, taxiways during taxiing without the clearance of ATS dispatcher is prohibited.

Towing of aircraft shall be carried out with turned on aircraft lights. Flashing lights shall be switched on during the day and night from engine start-up till engine stoppage.

Taxiing shall be carried out after “Follow me” car when the centerline is invisible.

Taxiing along taxiways, apron, shall be carried out after “Follow me” car when RVR is less than 550m.

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

Taxiing shall be carried out along centerlines, taxiing into stands shall be carried out by instructions of ground personnel of Aviation Engineering Service.

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

Taxiing out from stands 9-16 shall be carried out by towing to the apron centerline followed by engine start-up and further taxiing under the aircraft own engines power. Stands 1-8, 17-22 are designated as pass-through, taxiing out from these stands shall be carried out under the aircraft own engines power.

5. Aircraft de-icing areas, start-up engine areas and deviation areas.

De-icing procedure shall be carried out on the stands. Engine start-up on stands 1-8, 17-22 is allowed. Engine start-up on stands 9-16 shall be carried out after taxing out from the stands on the nearest apron centerline. Engine testing (run-up) on the stands 8-16 for aircraft heading to the apron is prohibited. There is no deviation areas.

6. Large aircraft operation restrictions, including aircraft own engines power restrictions.

Take-off weight restriction – not more than 376 655kg, without traffic intensity restriction for B747-400

Traffic intensity restriction no more than 10 departures per day for B747-400

Taxiing out from stands 1,19A to the TWY A shall be carried out at minimum speed and minimum own engine power.

7. In case of invisibility of taxiway centerlines in winter conditions, taxiing shall be carried out after the Follow me car.

8. Disabled aircraft removal procedures.

In case of removal the disabled aircraft, the operator of the Shymkent airport - JSC "Shymkent Airport" and military unit No. 55652, together with the holders of the registration certificate of the aircraft, combine their efforts to evacuate the aircraft as soon as possible.

The holder of the registration number of the aircraft shall be notified via production and dispatcher service or via ATM of Shymkent branch of “Kazaeronavigatsia” RSE.

All removal works shall be carried out by aerodrome service with notification and coordination with ATM unit ("Tower") of Shymkent branch of "Kazaeronavigatsia" RSE.

All necessary equipment and personnel shall be involved on first demand via production and dispatcher service or via other communication channels.

UAII AD 2.21 Noise Abatement Procedures

NIL

UAII AD 2.22 Flight Procedures

1. Low Visibility Procedures.

Low Visibility Procedures (LVP) are effected when RVR is less than 550 m.

The start of LVP procedures is reported via ATIS or by an ATS dispatcher by radio with the following phrase: "**Low visibility procedures in operation**".

Information about any changes in radio- and lighting systems includes in ATIS with further flight crew informing

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the "Tower" ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 2000 feet in the control zone are performed at the altitudes indicated in the flight plan or requested by the aircraft crew.

Flights must not be performed over populated areas within the control zone.

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 2000 feet. The air traffic controller of the "Tower" ATC unit is determine and report which flight circle is in use.

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic controller of the "Tower" ATC unit.

The aircraft crew preliminarily agrees with the ATS unit the flight area and altitude range during aerial work in the control zone at absolute altitudes.

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic control clearance 5 minutes before the estimated time of entering the controlled airspace.

Entry / exit of aircraft of category A and helicopters flying in VFR to / from the control zone (CTR) is carried out at the shortest distance through the corresponding point.

If the air situation requires the holding procedure, the air traffic controller of the "Tower" ATC unit gives the instructions to the aircraft crew to follow to one of the holding points.

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	VICTOR (bridge over Arys riv., outskirt of Kutarys)	N423545 E0693620	023° 15.3 nm SMK DVOR/DME	Entry/exit
2	WHISKEY (SE outskirts of Sastobe, road junction)	N423152 E0700113	064° 27.4 nm SMK DVOR/DME	Entry/exit
3	ZULU (NE outskirts of Shanak)	N420712 E0691431	205° 17.6 nm SMK DVOR/DME	Entry/exit
4	OSCAR (bridge over Arys riv., SW outskirts of Saryaryk)	N422751 E0685704	279° 22.5 nm SMK DVOR/DME	Entry/exit

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
5	HOTEL (south bank of the Bugun water basin)	N424227 E0690334	314° 26.3 nm SMK DVOR/DME	Entry/exit
6	INDIA (Western outskirts of Saryaryk)	N423226 E0693100	013° 10.6 nm SMK DVOR/DME	Holding
7	GOLF (south traverse of RWY 28 THR)	N421922 E0692647	171° 3.0 nm SMK DVOR/DME	Holding

3. Continuous Descent Operation

.CDOs are performed during periods of low traffic density at ATC discretion.

.CDOs are executed only by ACFT that use standard arrival procedures RNAV1 based on GNSS.

.Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing the ACFT Flight Management System/Computer (FMS/FMC) to accurately execute automated optimized descents when:
-ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including the FAP and thus the exact distance to the RWY is known prior to start of the continuous descent operation; or
-the pilots of the ACFT that to be vectored to final are provided with distance-to-go information.

.CDOs are authorized only when following conditions are respected:
- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving “WHEN READY DESCEND TO (LEVEL)” or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” clearance the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to and including the FAP. Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on board system (FMS) prior to start of the CDO

After clearance “WHEN READY DESCEND TO (LEVEL) " or “DESCEND TO (LEVEL) AT PILOTS DISCRETION” pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary ATC may issue additional instructions: “WHEN READY DESCEND TO (LEVEL), REPORT LEAVING (or REPORT TOP-OF-DESCENT)”

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000 feet (900 m) above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY threshold is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track-miles to the RWY threshold as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

ACFT not exceed IAS 220 knots closer 15 n.m. to RW threshold.

4. 4.Continuous Climb Operation

Continuous Climb Operations (CCO) are conducted along standard instrument departure routes (SID RNAV1) using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and

operational traffic density.

UAII AD 2.23 Additional Information

1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Section 2. Chapter 6. Point 77. Point 81. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Obstacle limitation	Obstacle Evaluation and Permit issued due to deviations from the requirements of the State Aerodrome Operation Manual of the Civil Aviation Administration of the Republic of Kazakhstan , caused by the presence of objects penetrating the obstacle limitation surfaces of RWY 10/28 at Shymkent aerodrome	An equivalent level of safety has been approved 09.06.2025
Section 2. Point 459. Point 461. Standards of Aerodromes (Heliports) Operation Civil Aviation Republic Kazakhstan	Rescue and firefighting equipment, and procedures for operation and coordination under Category III conditions.	Obstacle Evaluation and Permit ssued due to deviations from the requirements of the State Aerodrome Operation Manual of the Civil Aviation Administration of the Republic of Kazakhstan related to flight safety at Shymkent aerodrome.	An equivalent level of safety has been approved 20.10.2024

2. Ornithological situation

Seasonal mass migration of birds (crows) at an altitude of up to 400 m in winter from November to March in the morning from dawn to 11 o'clock in the direction from northeast to southwest and in the evening from 16 o'clock to sunset from southwest to northeast.

To scare away birds, an air rifle, stuffed birds of prey, bioacoustic installations, aeromanes, gas cannons, a laser pistol, smoothbore weapons, a noise pistol and a hunter's signal are used.

The crew of the aircraft receive information about the ornithological situation before takeoff and landing by ATIS or from the ATS dispatcher.

UAII AD 2.24 Charts Related To An Aerodrome

UAII AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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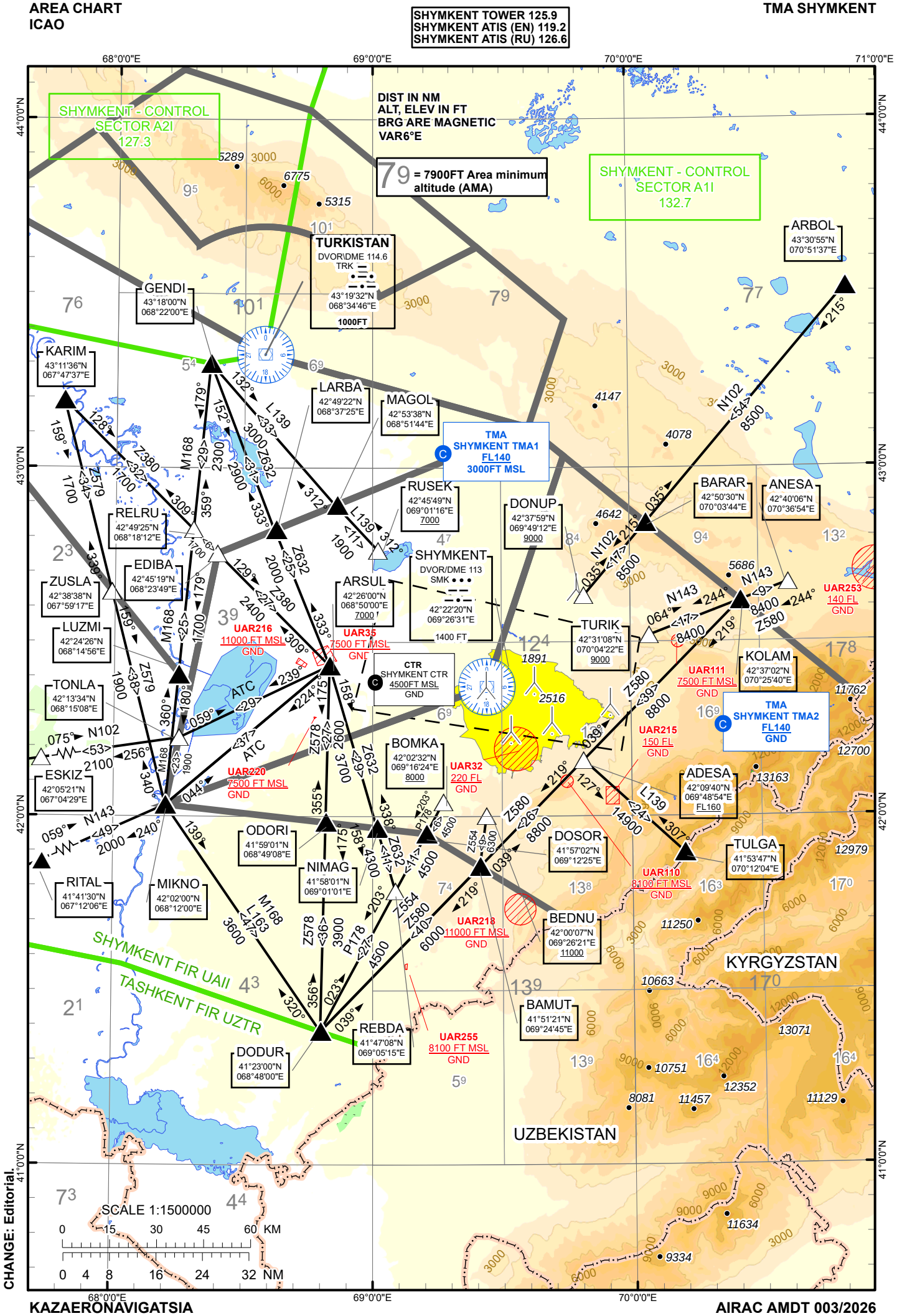
AREA CHART
ICAO

TMA SHYMKENT



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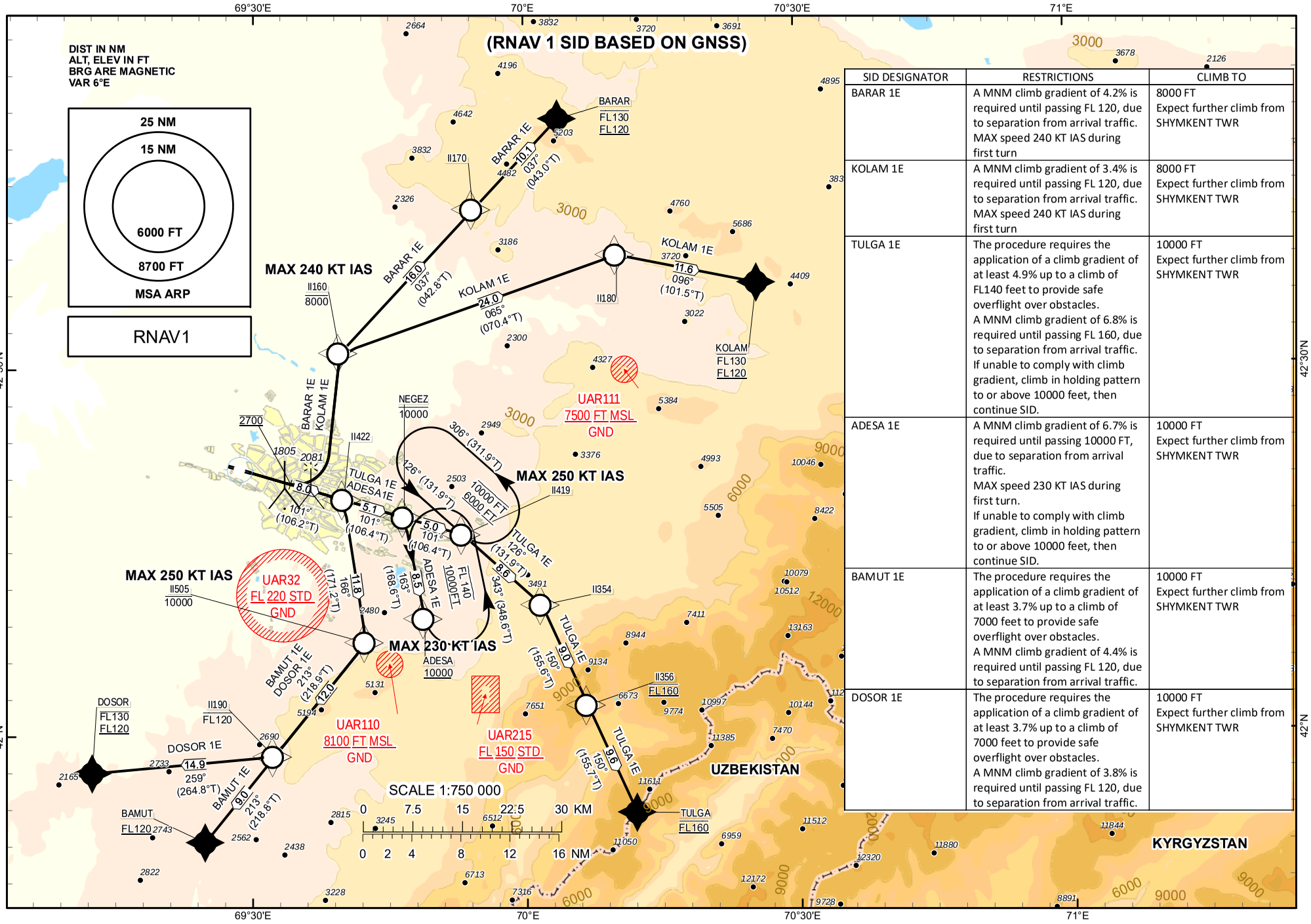


SID DESIGNATOR	RESTRICTIONS	CLIMB TO
BARAR 1E	A MNM climb gradient of 4.2% is required until passing FL 120, due to separation from arrival traffic. MAX speed 240 KT IAS during first turn	8000 FT Expect further climb from SHYMKENT TWR
KOLAM 1E	A MNM climb gradient of 3.4% is required until passing FL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

TABULAR DESCRIPTION

ADESA 1E

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

BAMUT 1E

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

BARAR 1E

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

DOSOR 1E

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

KOLAM 1E

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

TULGA 1E

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

WAYPOINT LIST

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

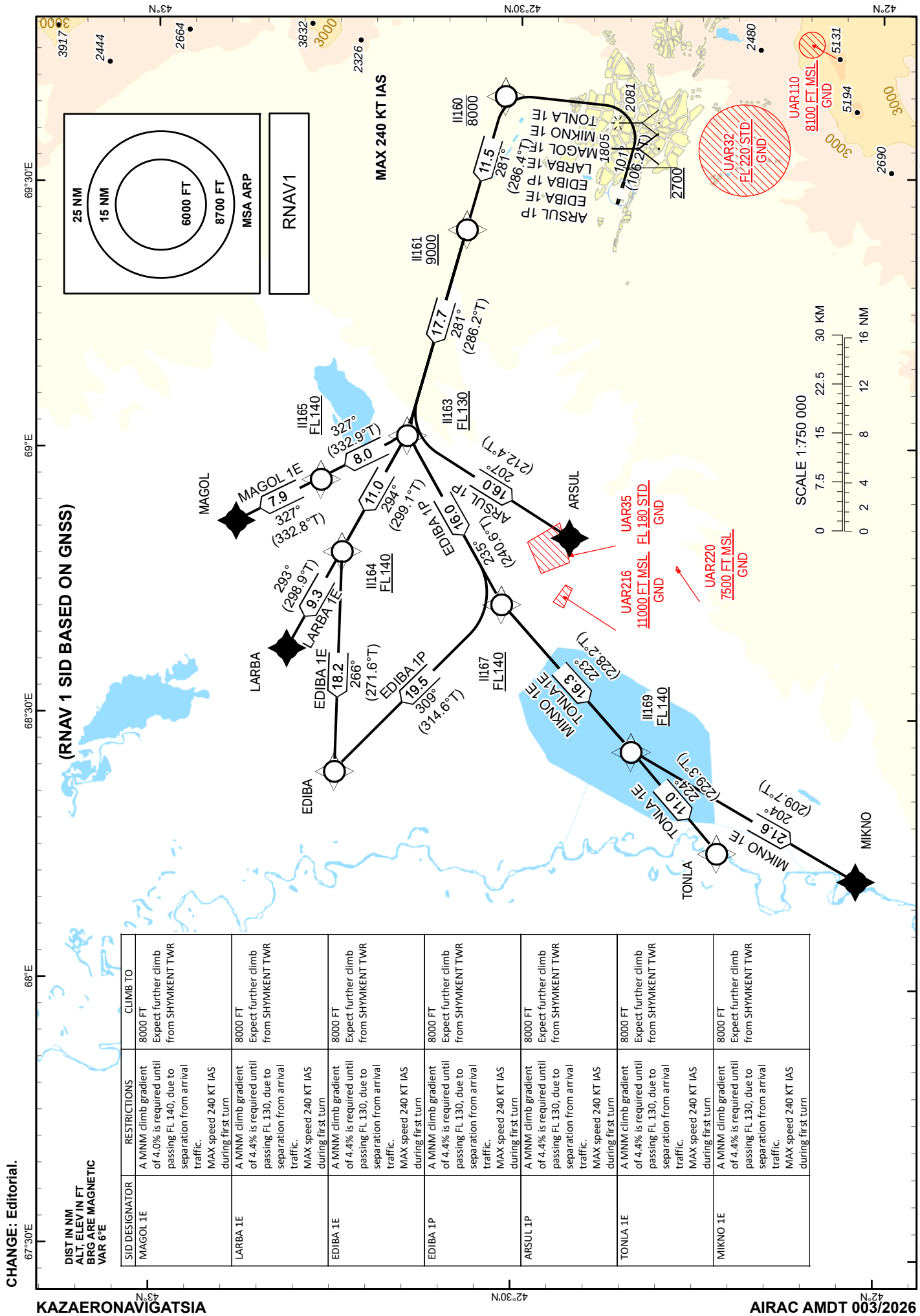
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 10



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

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

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TABULAR DESCRIPTION

ARSUL 1P

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

EDIBA 1E

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

EDIBA 1P

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

LARBA 1E

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

MAGOL 1E

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

MIKNO 1E

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

TONLA 1E

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

WAYPOINT LIST

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

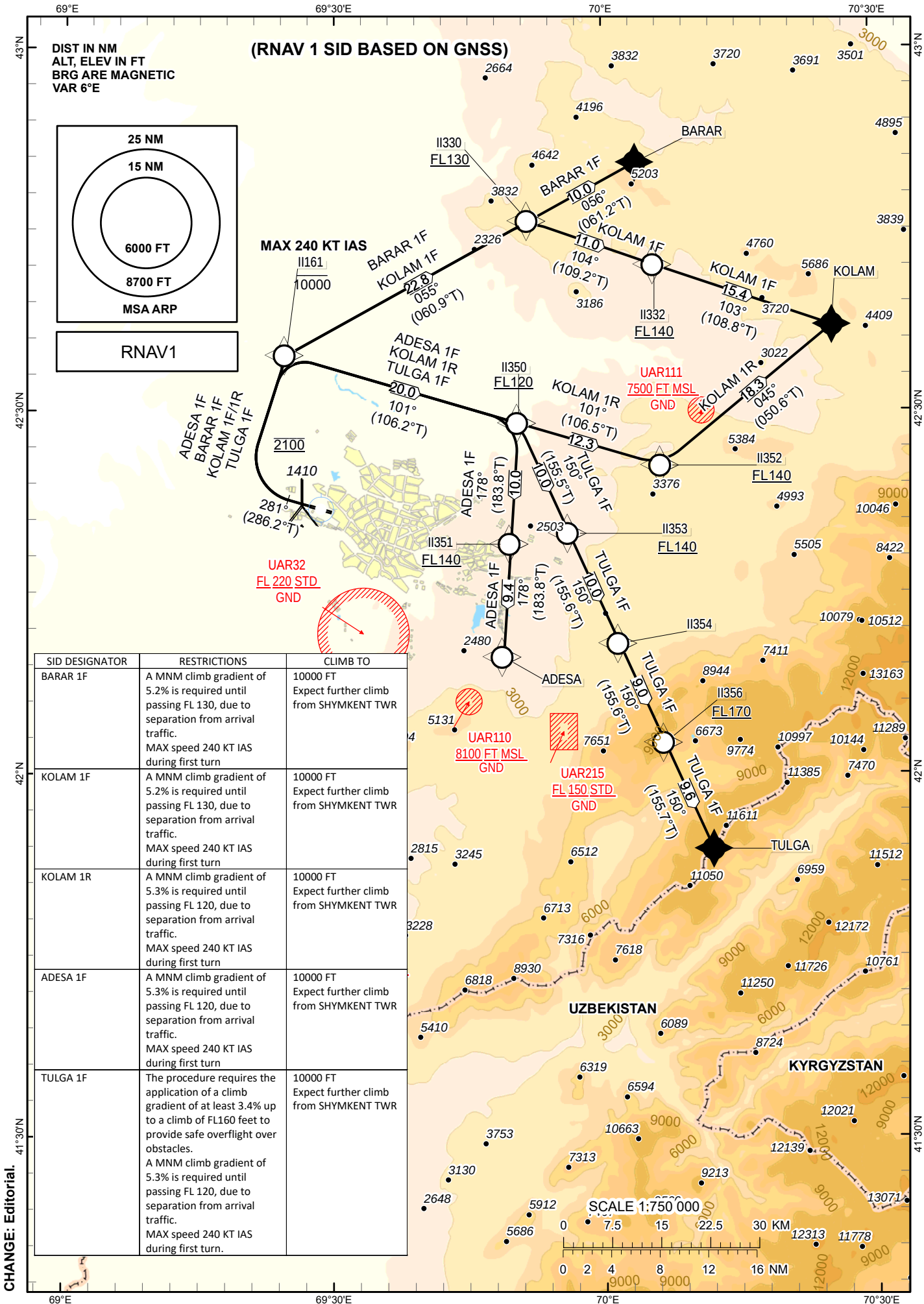
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 28



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

CHANGE: Editorial.

TABULAR DESCRIPTION

ADESA 1F

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

BARAR 1F

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

KOLAM 1F

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

KOLAM 1R

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

TULGA 1F

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

WAYPOINT LIST

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

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
10000 FT

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

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

SHYMKENT
RWY 28

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

(RNAV 1 SID BASED ON GNSS)

MAX 240 KT IAS

MAX 250 KT KIAS

MAGOL 1F 18.2 281° (286.4°T)

MAGOL 1F 15.5 328° (334.0°T)

MAGOL 1F

ARSUL 1F EDIBA 1F LARBA 1F 21.3 281° (286.2°T)

BAMUT 1F DOSOR 1F MIKNO 1F TONLA 1F

BAMUT 1F DOSOR 1F 11.4 175° (180.8°T)

BAMUT 1F 12.8 145° (150.6°T)

DOSOR 1F 6.2 203° (208.4°T)

MIKNO 1F TONLA 1F 23.1 255° (260.7°T)

TONLA 1F 11.0 255° (260.4°T)

MIKNO 1F 16.8 219° (224.6°T)

EDIBA 1F 16.1 316° (321.4°T)

LARBA 1F 16.7 354° (359.8°T)

ARSUL 1F 7.4 248° (253.8°T)

EDIBA 1F LARBA 1F 17.0 280° (285.9°T)

MAGOL	FL130	FL120
ARSUL	FL130	
BOMKA	FL120	
BAMUT	FL130	FL120
DOSOR	FL130	FL120
MIKNO	FL130	FL120
TONLA	FL130	FL120
LARBA	FL130	FL120
EDIBA	FL130	FL120

II340	2100	1410
II161	10000	
II360	10000	
II113	8000	
II300	FL120	
II322		
II304		

UAR32 FL 220 GND

UAR220 7500 FT GND

UAR35 FL 180 GND

UAR216 11000 FT GND

25 NM **15 NM** **6000 FT** **8700 FT** **MSA ARP**

RNAV1

SCALE 1:750 000

0 7.5 15 22.5 30 KM

0 2 4 8 12 16 NM

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

CHANGE: Editorial.

TABULAR DESCRIPTION

ARSUL 1F

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

BAMUT 1F

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

DOSOR 1F

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

EDIBA 1F

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

LARBA 1F

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

MAGOL 1F

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

MIKNO 1F

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

TONLA 1F

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

WAYPOINT LIST

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

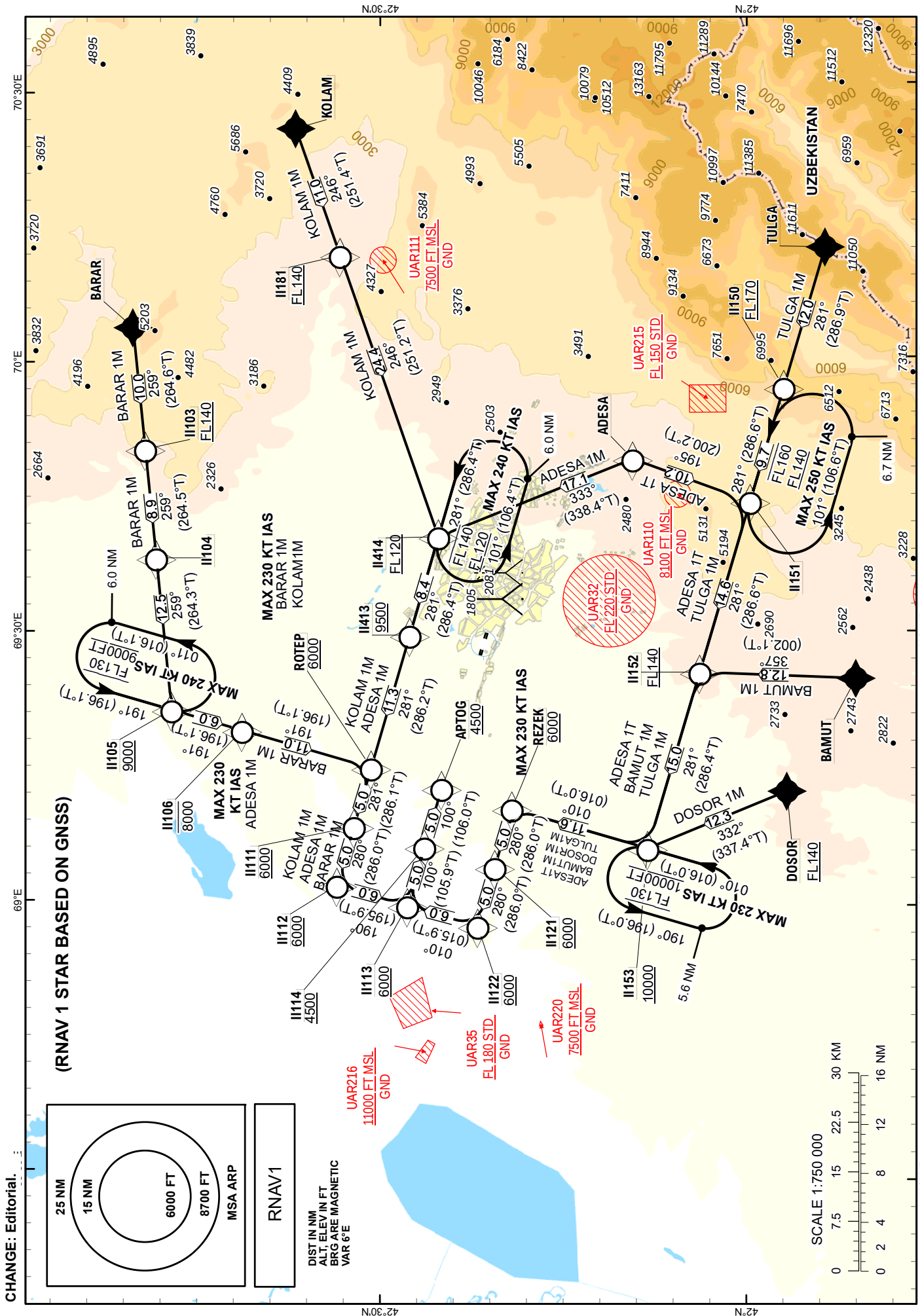
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 10



TABULAR DESCRIPTION

ADESA 1M

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

ADESA 1T

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

BAMUT 1M

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

BARAR 1M

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

DOSOR 1M

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

KOLAM 1M

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

TULGA 1M

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

WAYPOINT LIST

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

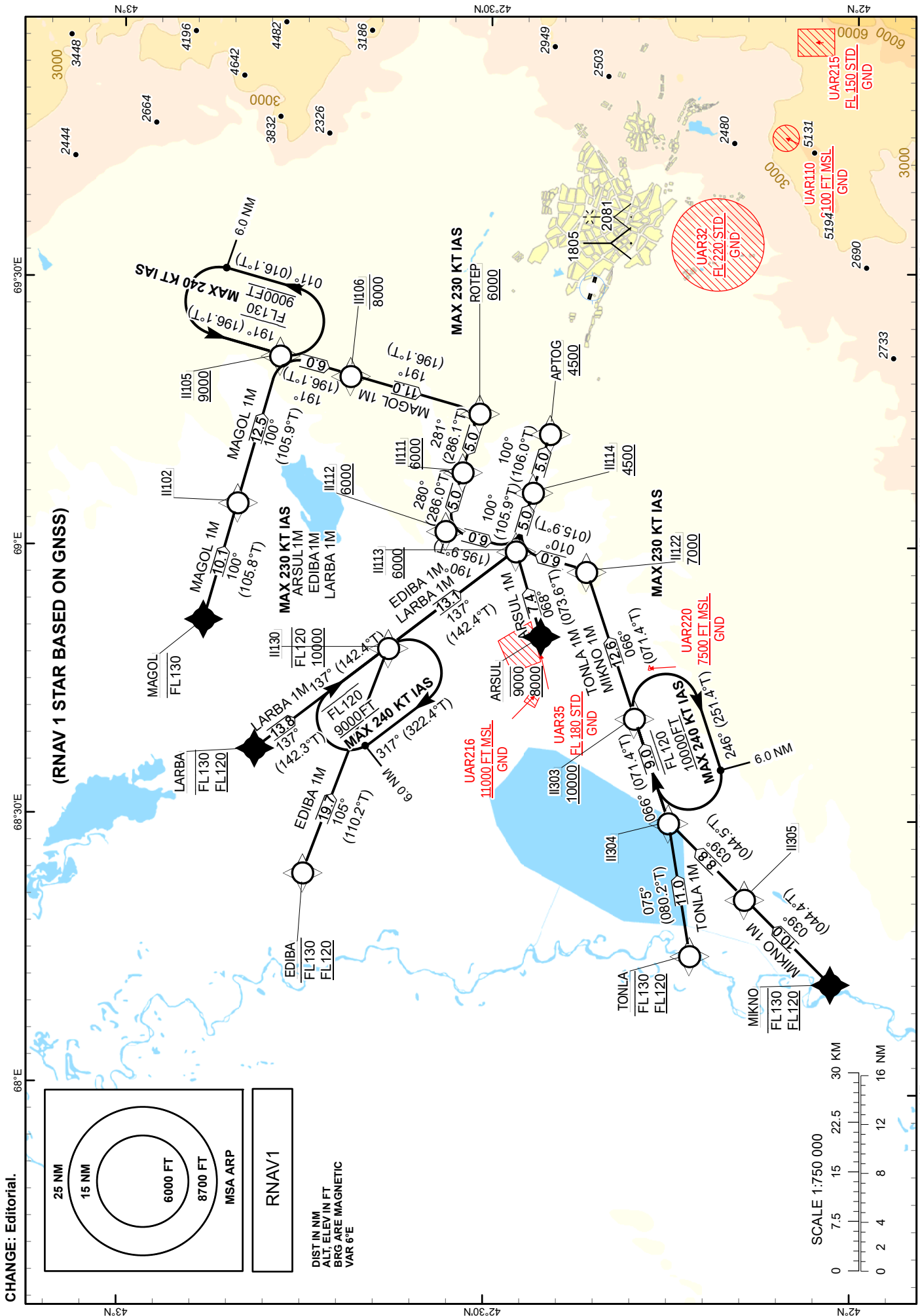
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

ARSUL 1M, EDIBA 1M, LARBA 1M, MAGOL 1M, MIKNO 1M, TONLA 1M.

SHYMKENT RWY 10



CHANGE: Editorial.

TABULAR DESCRIPTION

ARSUL 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	ARSUL	-	-	+5.5	-	-	+8000 -9000	-	-	RNAV 1
20	TF	II113	-	068(073.6)	+5.5	7.4	R	+6000	-230	-2.5	RNAV 1
30	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
40	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

EDIBA 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	EDIBA	-	-	+5.5	-	-	+FL120 -FL130	-	-	RNAV 1
20	TF	II130	-	105(110.2)	+5.5	19.7	L	+10000 -FL120	-	-1.4	RNAV 1
30	TF	II113	-	137(142.4)	+5.5	13.1	R	+6000	-230	-2.9	RNAV 1
40	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
50	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

LARBA 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	LARBA	-	-	+5.5	-	-	+FL120 -FL130	-	-	RNAV 1
20	TF	II130	-	137(142.3)	+5.5	13.8	L	+10000 -FL120	-	-1.4	RNAV 1
30	TF	II113	-	137(142.4)	+5.5	13.1	-	+6000	-230	-2.9	RNAV 1
40	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
50	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

MAGOL 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MAGOL	-	-	+5.5	-	-	-FL130	-	-	RNAV 1
20	TF	II102	-	100(105.8)	+5.5	10.1	L	-	-	-0.9	RNAV 1
30	TF	II105	-	100(105.9)	+5.5	12.5	-	+9000	-	-1.5	RNAV 1
40	TF	II106	-	191(196.1)	+5.5	6.0	R	-8000	-	-3.1	RNAV 1
50	TF	ROTEP	-	191(196.1)	+5.5	11.0	-	+6000	-230	-1.7	RNAV 1
60	TF	II111	-	281(286.1)	+5.5	5.0	R	+6000	-	-	RNAV 1
70	TF	II112	-	280(286.0)	+5.5	5.0	-	+6000	-	-	RNAV 1
80	TF	II113	-	190(195.9)	+5.5	6.0	L	+6000	-	-	RNAV 1
90	TF	II114	-	100(105.9)	+5.5	5.0	L	+4500	-	-	RNAV 1
100	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

MIKNO 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	MIKNO	-	-	+5.5	-	-	+FL120 -FL130	-	-	RNAV 1
20	TF	II305	-	039(044.4)	+5.5	10.0	L	-	-	-	RNAV 1
30	TF	II304	-	039(044.5)	+5.5	8.8	-	-	-	-	RNAV 1
40	TF	II303	-	066(071.4)	+5.5	9.0	R	+10000	-	-3.1	RNAV 1
50	TF	II122	-	066(071.4)	+5.5	12.6	-	+7000	-230	-2.2	RNAV 1
60	TF	II113	-	010(015.9)	+5.5	6.0	L	+6000	-	-1.6	RNAV 1
70	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
80	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

TONLA 1M

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°)	Navigation Specification
10	IF	TONLA	-	-	+5.5	-	-	+FL120 -FL130	-	-	RNAV 1
20	TF	II304	-	075(080.2)	+5.5	11.0	-	-	-	-	RNAV 1
30	TF	II303	-	066(071.3)	+5.5	9.0	L	+10000	-	-3.1	RNAV 1
40	TF	II122	-	066(071.4)	+5.5	12.6	-	+7000	-230	-2.2	RNAV 1
50	TF	II113	-	010(015.9)	+5.5	6.0	L	+6000	-	-1.6	RNAV 1
60	TF	II114	-	100(105.9)	+5.5	5.0	R	+4500	-	-	RNAV 1
70	TF	APTOG	-	100(106.0)	+5.5	5.0	-	+4500	-	-2.8	RNAV 1

WAYPOINT LIST

WPT	COORD	
ARSUL	422600.00N	0685000.00E
APTOG	422519.51N	0691234.86E
EDIBA	424519.00N	0682349.00E
II102	425052.98N	0690453.55E
II105	424725.82N	0692113.01E
II106	424139.90N	0691857.25E
II111	423228.48N	0690819.49E
II112	423351.02N	0690149.25E
II113	422804.71N	0685935.76E
II114	422642.29N	0690605.45E
II122	422218.35N	0685722.68E
II130	423828.40N	0684848.42E
II303	421818.04N	0684113.16E
II304	421525.47N	0682943.81E
II305	420908.43N	0682124.45E
LARBA	424922.00N	0683725.00E
MAGOL	425338.00N	0685144.00E
MIKNO	420200.00N	0681200.00E
ROTEP	423105.57N	0691449.44E
TONLA	421334.00N	0681508.00E

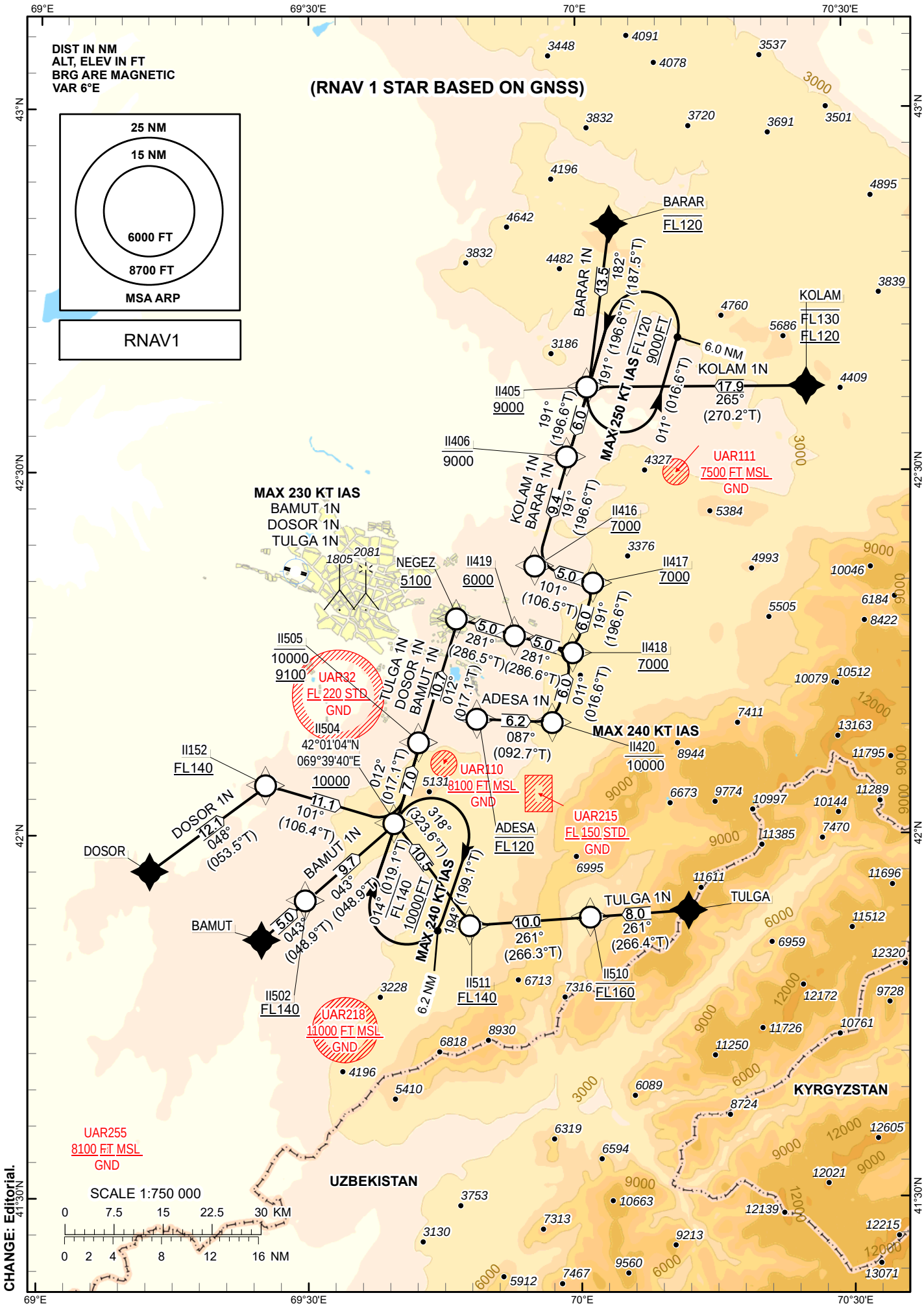
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 28



CHANGE: Editorial.

TABULAR DESCRIPTION

ADESA 1N

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

BAMUT 1N

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

BARAR 1N

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

DOSOR 1N

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

KOLAM 1N

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

TULGA 1N

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

WAYPOINT LIST

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

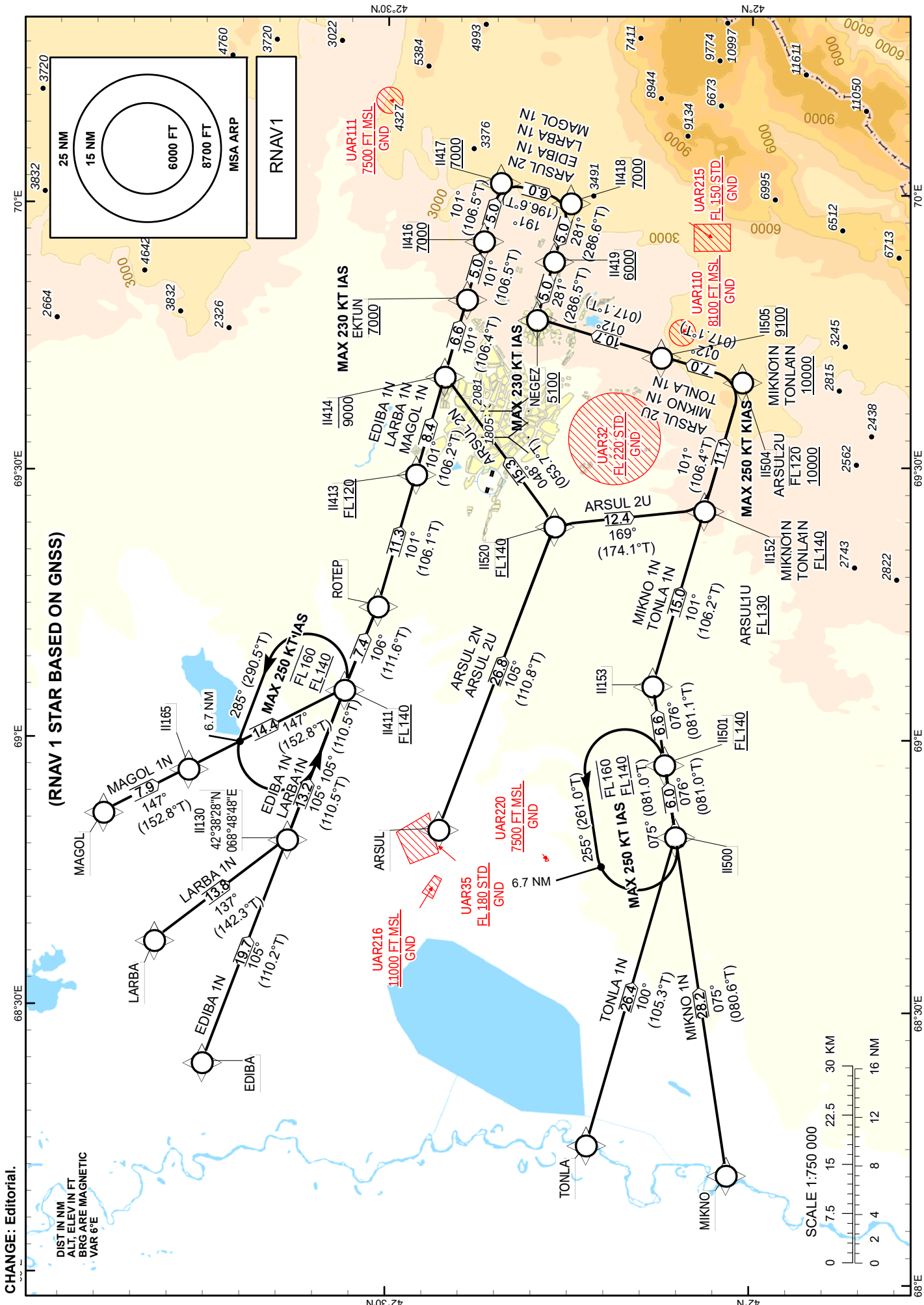
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 28



TABULAR DESCRIPTION

ARSUL 2N

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

ARSUL 2U

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

EDIBA 1N

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

LARBA 1N

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

MAGOL 1N

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

MIKNO 1N

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

TONLA 1N

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

WAYPOINT LIST

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

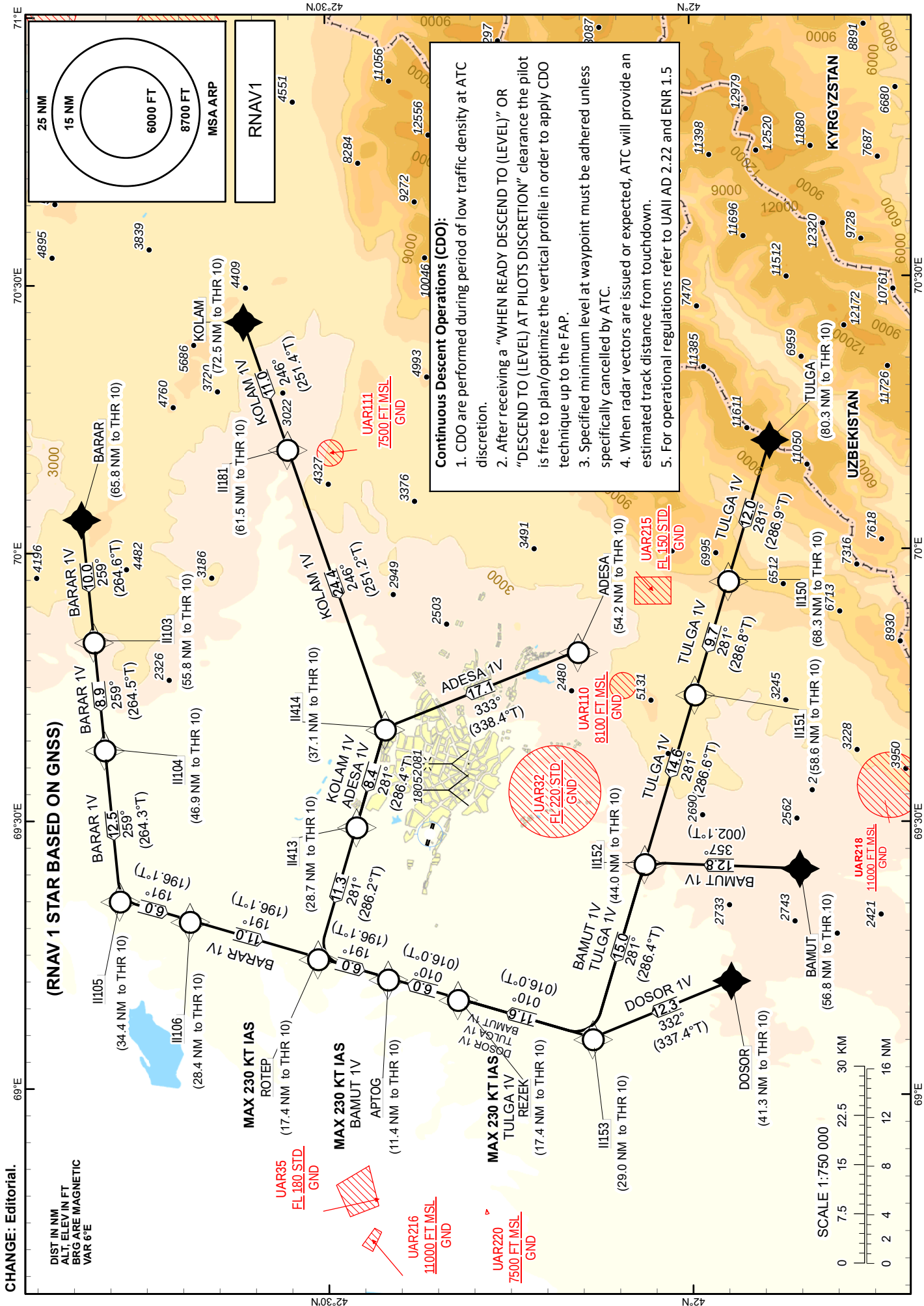
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 10



CHANGE: Editorial.

TABULAR DESCRIPTION

ADESA 1V

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

BAMUT 1V

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

BARAR 1V

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

DOSOR 1V

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

KOLAM 1V

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

TULGA 1V

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

WAYPOINT LIST

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

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 10000 FT

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

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

SHYMKENT RWY 10

(RNAV 1 STAR BASED ON GNSS)

MAGOL (57.0 NM to THR 10)
LARBA (48.3 NM to THR 10)
EDIBA (54.2 NM to THR 10)
TONLA (60.0 NM to THR 10)
MIKNO 42°02'00"N 068°12'00"E (67.8 NM to THR 10)

Il102 (46.9 NM to THR 10)
Il105 (34.4 NM to THR 10)
Il106 (28.4 NM to THR 10)
ROTEP (17.4 NM to THR 10)
APTOG (11.4 NM to THR 10)
Il114 (16.4 NM to THR 10)
Il113 (21.4 NM to THR 10)
Il122 (27.4 NM to THR 10)
Il130 (34.5 NM to THR 10)
Il303 (40.0 NM to THR 10)
Il304 (49.0 NM to THR 10)
Il305 (57.8 NM to THR 10)

MAGOL 1V 10.1 100° (105.8°T)
MAGOL 1V 12.5 100° (105.9°T)
MAGOL 1V 6.0 191° (196.1°T)
MAGOL 1V 11.0 191° (196.1°T)
6.0 191° (196.1°T)
5.0 100° (106.0°T)
EDIBA 1V MIKNO 1V TONLA 1V LARBA 1V 5.0 100° (105.9°T)
6.0 010° (015.9°T)
LARBA 1V EDIBA 1V 13.1 137° (142.4°T)
LARBA 1V 13.8 137° (142.3°T)
EDIBA 1V 19.1 105° (110.2°T)
MIKNO 1V TONLA 1V 12.6 066° (071.4°T)
MIKNO 1V TONLA 1V 9.0 066° (071.3°T)
TONLA 1V 11.0 075° (080.2°T)
8.8 039° (044.5°T)
MIKNO 1V 10.0 039° (044.4°T)

MAX 230 KT IAS
MAX 230 KT IAS

UAR110 8100 FT MSL GND
UAR32 FL220 STD GND
UAR35 FL 180 STD GND
UAR216 11000 FT MSL GND
UAR220 7500 FT MSL GND

3000

69°30'E 69°E 68°30'E 68°E 67°30'E
43°N 42°30'N 42°N

25 NM
15 NM
6000 FT
8700 FT
MSA ARP

RNAV1

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

SCALE 1:750 000
0 7.5 15 22.5 30 KM
0 2 4 8 12 16 NM

Continuous Descent Operations (CDO):

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

CHANGE: Editorial.

TABULAR DESCRIPTION

EDIBA 1V

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

LARBA 1V

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

MAGOL 1V

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

MIKNO 1V

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

TONLA 1V

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

WAYPOINT LIST

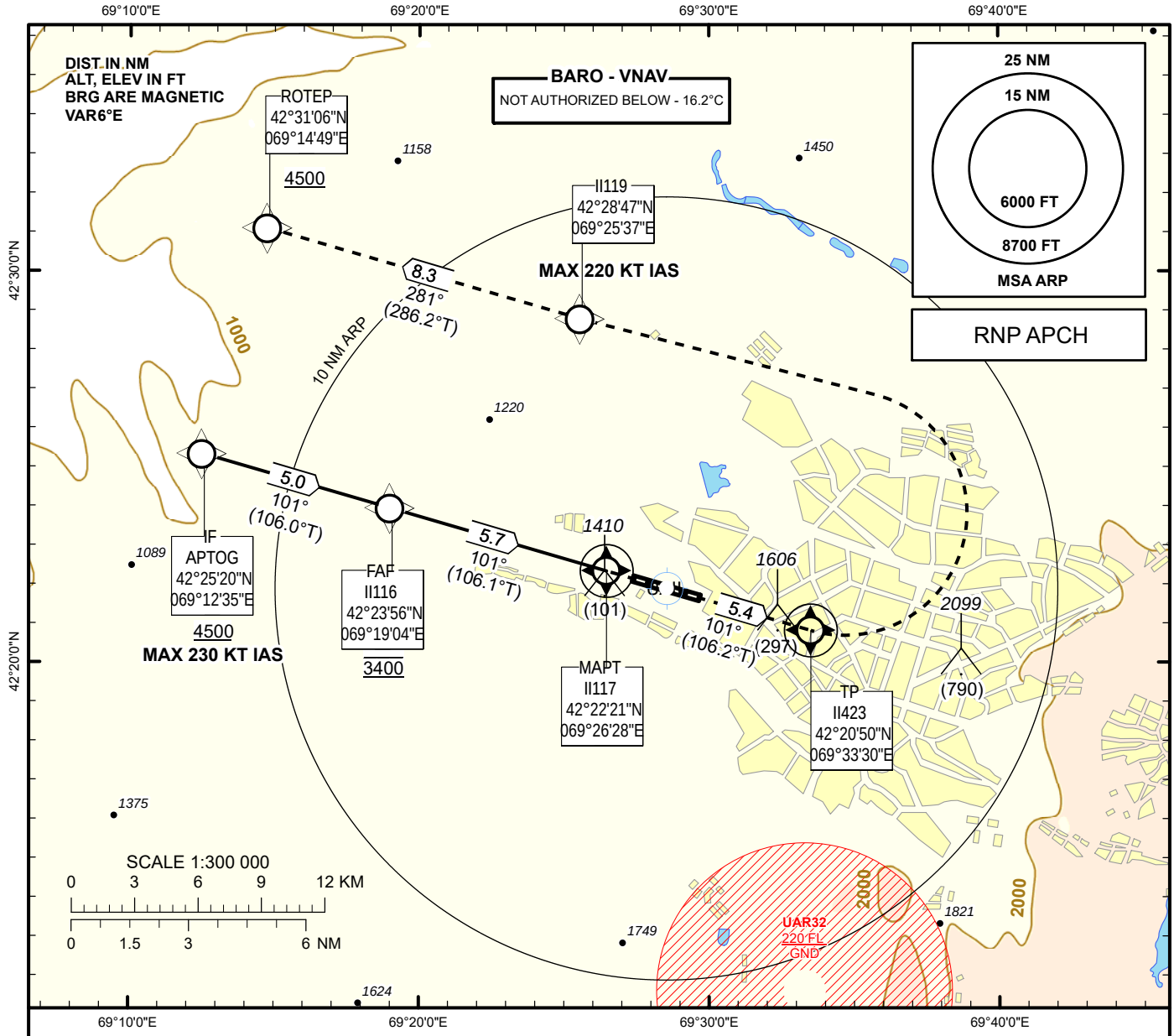
WPT	COORD	
APTOG	422519.51N	0691234.86E
EDIBA	424519.00N	0682349.00E
II102	425052.98N	0690453.55E
II105	424725.82N	0692113.01E
II106	424139.90N	0691857.25E
II113	422804.71N	0685935.76E
II114	422642.29N	0690605.45E
II122	422218.35N	0685722.68E
II130	423828.40N	0684848.42E
II303	421818.04N	0684113.16E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

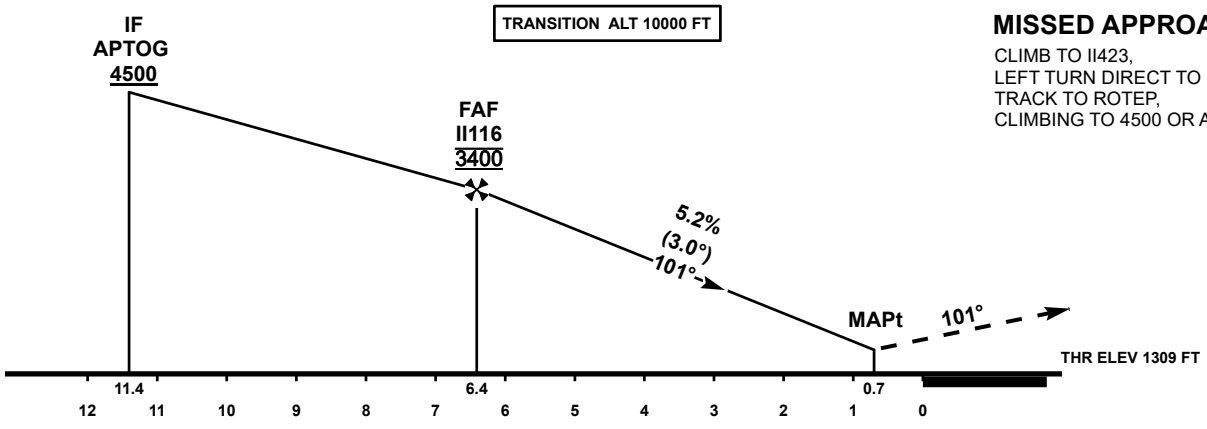
INSTRUMENT APPROACH CHART - ICAO

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

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

SHYMKENT RNP RWY 10





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

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

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

CHANGES: Editorial.

TABULAR DESCRIPTION

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

WAYPOINT LIST

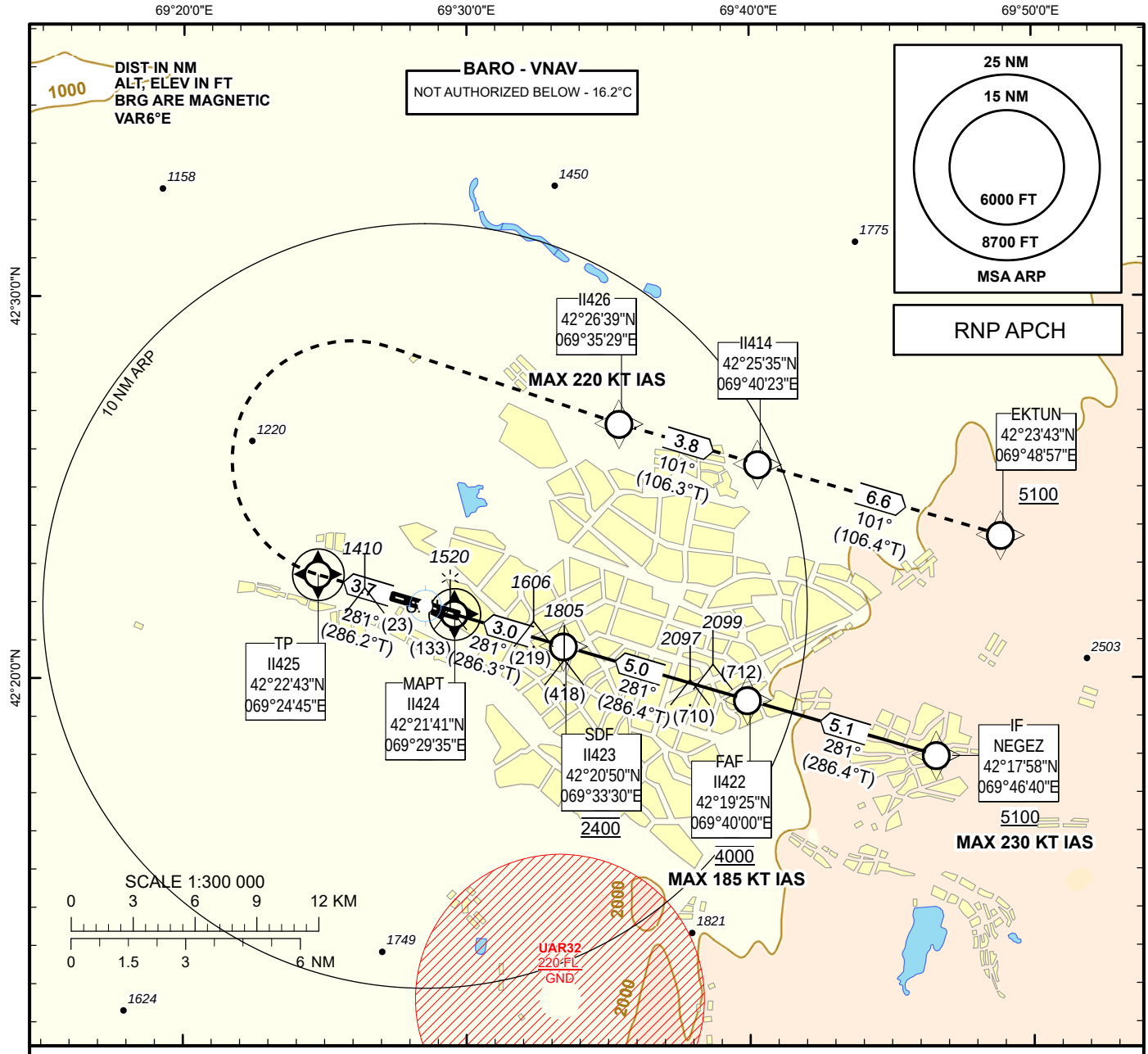
UAII RNP RWY10	
Waypoint Identifier	**Coordinates**
APTOG	42 25 19.51N 069 12 34.86E
II116	42 23 56.36N 069 1903.98E
II117	42 22 20.97N 069 26 27.87E
II119	42 28 46.87N 069 25 37.28E
II423	42 20 49.65N 069 33 30.43E
ROTEP	42 31 05.57N 069 14 49.44E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1387FT*
HEIGHTS RELATED TO AD ELEV

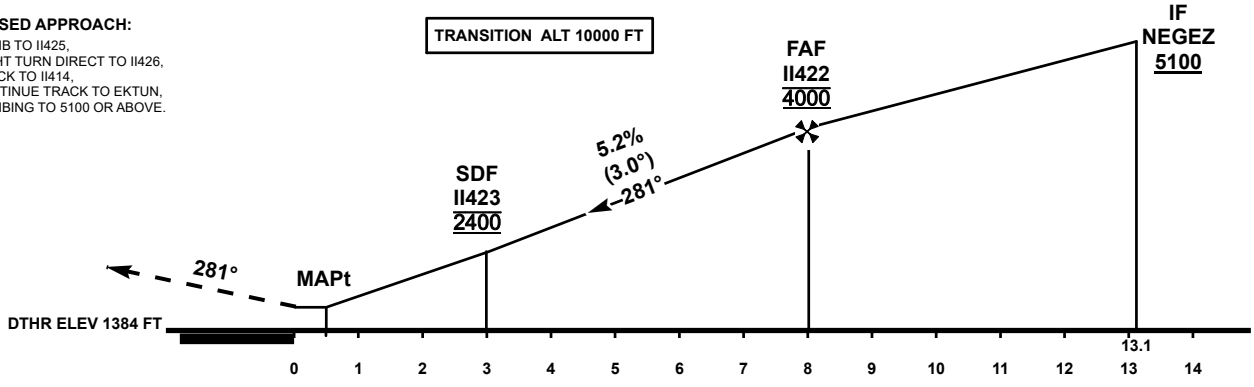
SHYMKENT TOWER 125.9
SHYMKENT ATIS (EN) 119.2
SHYMKENT ATIS (RU) 126.6

SHYMKENT RNP RWY 28



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

TRANSITION ALT 10000 FT



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

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

CHANGES: Editorial.

TABULAR DESCRIPTION

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

WAYPOINT LIST

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

UADD AD 2.18 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 II/D/2	IMB	109.7 MHZ	H24	425023.9N 0711913.7E		Nil	Nil
GP 13 II/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.

№	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

UADD AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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

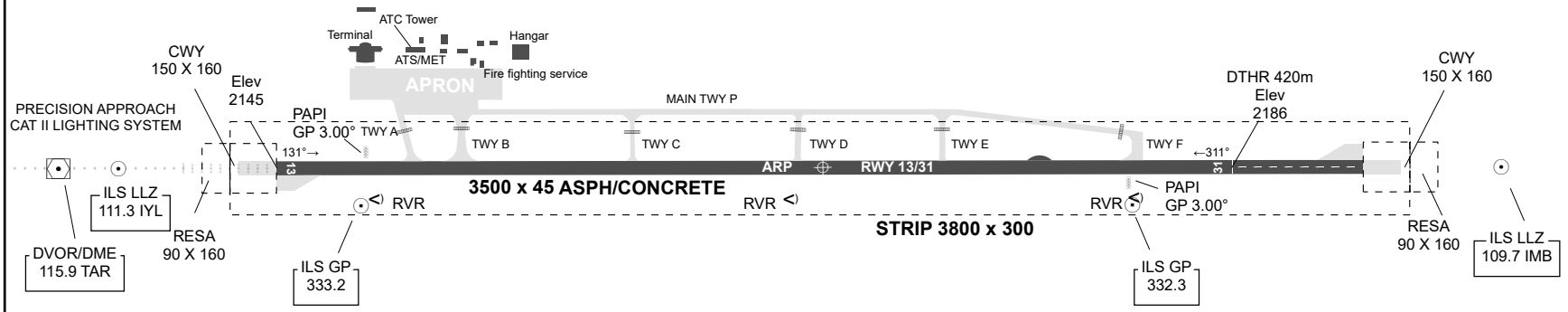
TWR 122.1

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

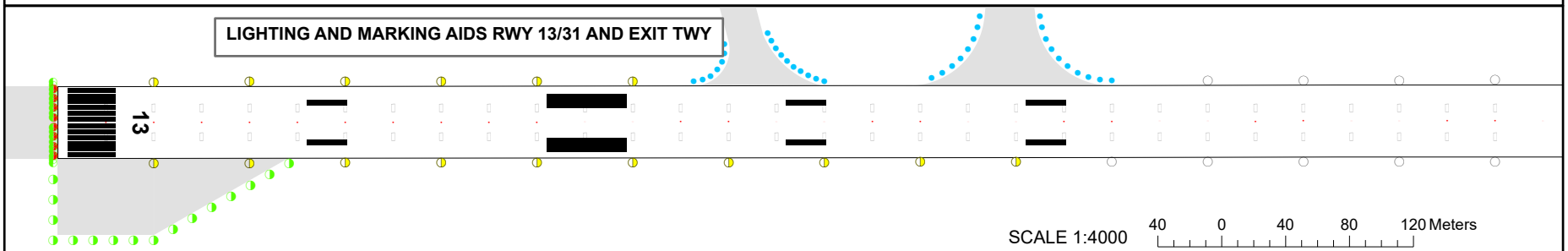
VAR 6°E (2020)
ANNUAL RATE OF CHANGE 0.03°E

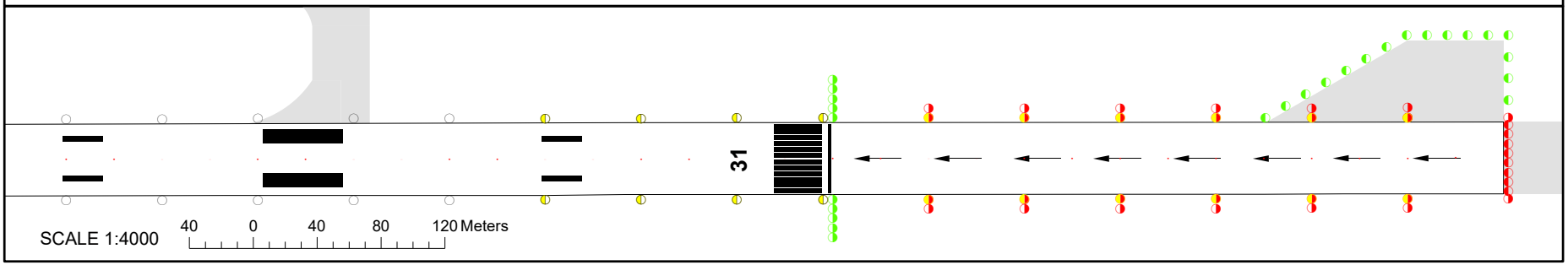
ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:22000
220 0 220 440 660 Meters



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY





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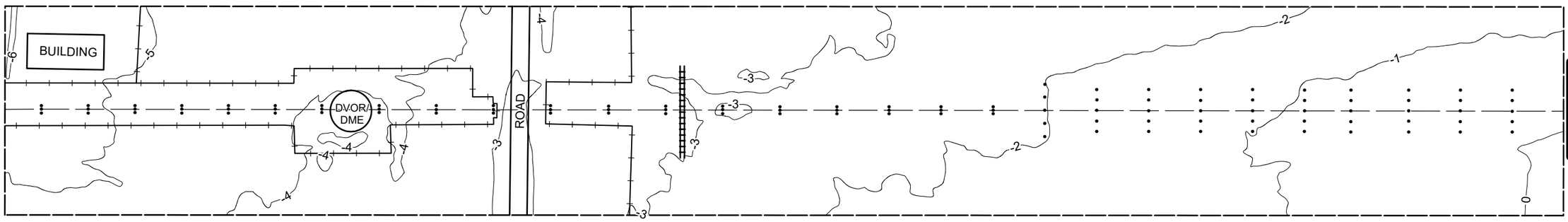
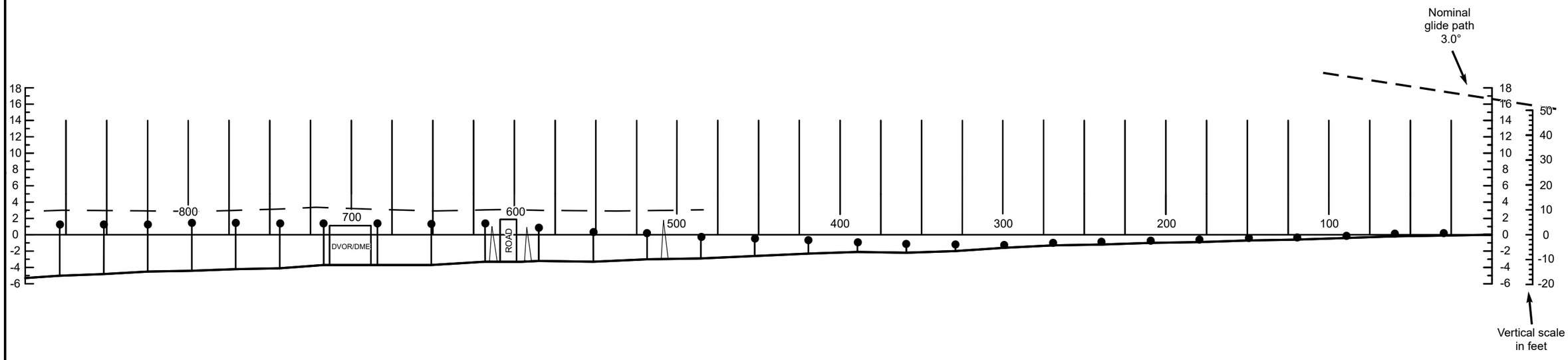
PRECISION APPROACH TERRAIN CHART - ICAO

DISTANCES AND HEIGHTS IN METERS

TARAZ
RWY13

13





LEGEND	
CONTOUR	-2
CENTER-LINE PROFILE	
APPROACH LIGHTS	
FENCE	
ANTENNA	
DEVIATION AT LEAST +/- 3m FROM CENTERLINE PROFILE	

HORIZONTAL SCALE 1:2500
VERTICAL SCALE 1:500

CONTOUR AND HEIGHTS ARE RELATED
TO ELEVATION OF RWY THR

CHANGE: New chart.

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UARR AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.20, AD-2.21

UARR AD 2.1 Aerodrome Location Indicator And Name

UARR - URALSK

UARR AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	510907N 0513238E At the centre of RWY
2	Direction and distance from (city)	115°, 7.3 NM of Uralsk center
3	Elevation/Reference temperature	128 FT/28° C
4	Geoid undulation at AD ELEV PSN	-40 FT
5	MAG VAR/Annual Change	11° E (2015) / 0,09°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport Limited Partnership "Oral International Airport", 090008 Uralsk, Airport, Republic of Kazakhstan Phone: +7 (7112) 939660 Phone: +7 (7112) 939667 Fax: +7 (7112) 939661 AFS: UARRAPDU AFS: AFTN UARRAPBF
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UARR AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7112) 939671
2	Customs and immigration	H24 Phone: +7 (7112) 939925
3	Health and sanitation	H24
4	AIS Briefing Office	See NOTAM
5	ATS Reporting Office (ARO)	See NOTAM Phone: +7 (7112) 511046
6	MET Briefing Office	H24
7	ATS	See NOTAM
8	Fuelling	ANY 00:00 - 23:59 UTC
9	Handling	ANY 00:00 - 23:59 UTC
10	Security	H24
11	De-icing	ANY 00:00 - 23:59 UTC
12	Remarks	Nil

UARR AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Handling up to 7 tonnes weight
2	Fuel/oil types	TS-1, RT(Equivalent to Jet A-1)/MS-20, MK-8
3	Fuelling facilities/capacity	AVBL without limitation
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	HO
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UARR AD 2.5 Passenger Facilities

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

UARR AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	Aircraft up to index 4
4	Remarks	Nil

UARR AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	AVBL
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

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

1	**Apron surface and strength**	**STANDS**	**SURFACE**	**STRENGTH**
		1, 2, 3	ASPH	PCN 27/R/B/X/T
		4, 5	CONC	PCN 21/R/B/X/T
		6-12	ASPH	PCN 9/F/C/Z/T

2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		A	18	CONC	PCN 32/F/C/W/T
		B	9	ASPH	PCN 9/F/C/Z/T
3	**Altimeter checkpoint location and elevation**	Nil			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	1.Limitation of aircraft intensity (ACN exceeds PCN). With intensity limited to a maximum of 10 aircraft movements per day, without MTOW limitation: A-320 Neo A-321 Neo B 737-800 B 737-900 B 737 MAX 8 B 767-200ER B 767-300 1.2 With intensity limited to a maximum of 2 aircraft movements per day, without MTOW limitation: A 300 B4 A 321-100 A 330-300 1.3 With intensity limited to a maximum of 1 aircraft movements per day, without MTOW limitation: B 737 MAX 9 2. MTOW limitations When intensity is limited to a maximum of 10 aircraft movements per day A 300 B4 up to 163 769 kg A 321-100 up to 82 816 kg A 321-200 up to 81 614 kg A 330-300 up to 206 543 kg B 737 MAX 9 up to 79 604 kg Towing of A-330, and larger aircraft using an airport tractor from the taxiway A to the main apron and back, as well as in case of exceeding the intensity specified in points 1 and 2.			

UARR AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWYs, guidance sign designating taxiways, apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UARR AD 2.10 Aerodrome Obstacles

NIL

UARR AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Uralsk Phone: +7 (7112) 508649
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Uralsk, 9HR (0009, 0312, 0615, 0918, 1221, 1524, 1803, 2106)
4	**Trend forecast Interval of issuance**	TREND 30 min
5	**Briefing/consultation provided**	Personal consultation (Russian)
6	**Flight documentation/languages used**	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	**Charts and other information AVBL for briefing or consultation**	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	**Supplementary equipment AVBL for providing information**	Doppler weather radar (METEOR-635C)
9	**ATS units provided with information**	Briefing, TWR
10	**Additional information**	Nil

UARR AD 2.12 Runway Physical Characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	52,01°	2799 X 45	46/R/B/W/T CONC	510839.45N 0513141.38E - -39,4 FT	THR 122.4 FT	+0,042%
22	232,04°	2799 X 45	46/R/B/W/T CONC	510935.20N 0513334.95E - -39,4 FT	THR 128.3 FT	-0,042%

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 300	3099 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 170 m, the total width of the turn pad and runway 100 m. REF. AD 2.24.1

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 300	3099 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 170 m, the total width of the turn pad and runway 100 m. REF.AD 2.24.1

UARR AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2799	2949	2799	2799	Nil
22	2799	2949	2799	2799	Nil
Turning Bay 1 - 04	2799	2949	2799	2799	Nil
Turning Bay 2 - 04	2399	2549	2399	Nil	Nil
Turning Bay 3 - 22	2399	2549	2399	Nil	Nil
Turning Bay 4 - 22	2799	2949	2799	2799	Nil

UARR AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil
22	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	2799m, spacing 60m, 0-2199m - white, next 600m yellow LIH	RED Nil	Nil	Nil

UARR 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: RWY04 - 250 m to ARP, RWY22 - 256 m to ARP
3	TWY edge and centre line lighting	TWY A EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 0 sec
5	Remarks	Nil

UARR AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO Geoid undulation	510903N 0513235E
2	TLOF and/or FATO elevation	121.9 FT
3	TLOF and FATO area dimensions, surface, strength, marking	Square 30 x 30m conc PCN 46/R/B/W/T, no marking
4	True BRG of FATO	Direction of TKOF zones: 52.01°/232.04°
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

UARR AD 2.17 ATS Airspace

1	**Designation and lateral limits**	URALSK CTR 513201N 0514749E then a clockwise arc radius 25 NM centered on 510855N 0513238E - 513152N 0511654E along border KAZAKHSTAN_RUSSIA - 513201N 0514749E
2	**Vertical limits**	3000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	URALSK TOWER EN URALSK VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Nil

UARR AD 2.18 ATS Communication Facilities

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
TWR	URALSK TOWER (EN) URALSK VYSHKA (RU)	119,7 MHZ	Nil	Nil	See NOTAM	Nil

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	URALSK ATIS (EN) URALSK ATIS (RU)	124,8 MHZ 134,9 MHZ	Nil	Nil	As AD	ATIS information is being updated during AD working hours. Outside AD working hours ATIS information is not updated.

UARR 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 22 I/D/4	IUR	109,7 MHZ	H24	510824.8N 0513111.5E		Nil	Nil
GP 22 I/C/4		333,2 MHZ		510925.5N 0513325.6E			
DME 22	IUR	CH 34X		510925.5N 0513325.6E	100 FT		
ILS LOC 04 I/D/2	ISK	111,3 MHZ	H24	510949.1N 0513403.3E		Nil	Nil
GP 04 I/C/2		332,3 MHZ		510842.6N 0513158.3E			
DME 04	ISK	CH 50X		510842.6N 0513158.3E	200 FT		
DVOR/DME (11°E/2015)	URL	114,2 MHZ CH 89X	H24	510855.2N 0513237.6E	200 FT	Nil	Nil

UARR AD 2.20 Local Aerodrome Regulations

NIL

UARR AD 2.21 Noise Abatement Procedures

NIL

UARR AD 2.22 Flight procedures

1. Low visibility procedures.

Runway 04/22 is approved for ICAO 1 category precision approaches. Low Visibility Procedures (LVP) are applied during aircraft departure when RVR is less than 550 m when the entire manoeuvring area or part of it is not visually monitored from the “Tower” control centre at the Uralsk airport. Low Visibility Procedures are cancelled when RVR is greater than 550 m.

Low Visibility Procedures are initiated by the Air traffic Manager, in case of his absence - by the “Tower” Air Traffic Controller. Tower ATC, informs the adjacent control units about the beginning and termination of low visibility procedures. “Tower” Air Traffic Controller reports: “LOW VISIBILITY PROCEDURES IN OPERATION” to:

- meteorological observations complex technician;
- radio technical department shift personnel;
- aerodrome service specialist;
- aerodrome power, lighting, and technical service shift personnel;
- flight operations aerodrome service controller.

The operation of Low Visibility Procedure shall be reported to the flight crew by the “Tower” Air Traffic Controller phrase: “BEK AIR 2010, Uralsk - Tower, LOW VISIBILITY PROCEDURES IN PROGRESS”.

Tower ATC:

- restricts the movement of vehicles of the aerodrome services on the aprons and manoeuvring area for the duration of Low Visibility Procedures through an aerodrome service specialist and Production and dispatcher service specialist of the airport;
- monitors over the presence of obstacles on the runway and in the ILS critical area according to the reports of flight crew or reports of an aerodrome service specialist.

Taxiing to the stand (apron) after runway vacating shall be carried out after follow-me car only. Aircraft taxiing for take-off from stands to the holding position shall be carried out after the follow-me car.

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

Air traffic service in the control zone of the aerodrome is carried out by the controller of the “Tower” ATC unit. Flight altitudes are calculated by the aircraft crew in accordance with the Civil Aviation Flight Rules of the Republic of Kazakhstan. The functions of Air traffic service does not include ground collision avoidance. The aircraft crew shall ensure that the clearance issued by the ATS unit in this regard is safe. VFR flights at altitudes below 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 600 feet. The air traffic controller of the “Tower” ATC unit is determine and report which flight circle is in use.

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic controller of the “Tower” ATC unit.

The aircraft crew preliminarily agrees with the ATS unit the flight area and altitude range during aerial work in the control zone at absolute altitudes.

When entering the control zone (CTR) from uncontrolled airspace, the aircraft crew must obtain an air traffic control clearance 5 minutes before the estimated time of entering the controlled airspace.

Entry / exit of aircraft of category A and helicopters flying in VFR to / from the control zone (CTR) is carried out at the shortest distance through the corresponding point.

If the air situation requires the holding procedure, the air traffic controller of the “Tower” ATC unit gives the

instructions to the aircraft crew to follow to one of the holding points.

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	ALPHA (NE outskirts of Rubezhinskoe)	N512620 E0520111	035° 25.0 nm URL DVOR/DME	Entry/exit
2	BRAVO (Southern outskirts of Dolinnoe)	N511558 E0521047	063° 25.0 nm URL DVOR/DME	Entry/exit
3	DELTA (M-32 highway)	N504712 E0515210	140° 25.0 nm URL DVOR/DME	Entry/exit
4	HOTEL (southern side of Kushum)	N504949 E0510707	210° 25.0 nm URL DVOR/DME	Entry/exit
5	DVOR/DME URL	N510855 E0513238		Holding
6	LIMA (southern outskirts of Zhayiq)	N511130 E0515212	067° 12.6 nm URL DVOR/DME	Holding
7	MIKE (southern outskirts of Krugloozernoe)	N510436 E0511700	236° 10.8 nm URL DVOR/DME	Holding
8	PAPA (Intersection of the M32 and E38 highways	N510746 E0512933	288° 2.3 nm URL DVOR/DME	Holding

3. Taxiing procedures established at the aerodrome Uralsk via taxiway A and apron.

The following procedures are established for receiving aircraft:

- In the autumn-spring periods, the condition of the airfield pavements are regularly monitored,
- airfield pavements are cleared of snow to avoid soaking of the foundation soil,
- the current seams of the pavement are constantly sealed,
- the pavement are operated with constant monitoring of its condition, maintenance of pavement is carried out, taxiing via taxiway A is performed by aircraft at a reduced speed and with a greater attention of the crew;

Taxiway A and apron operations are carried out with the aircraft mass and movement intensity restriction, aircraft with overload mass are located at stand 5.

UARR AD 2.23 Additional Information

1. Accepted exceptions, exemptions and restrictions in aerodrome certificate.

Regulatory reference	Requirement of regulations	Description of exceptions, exemptions and restrictions	Measures taken and validity period
Nil	Nil	Nil	Nil

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

Intensive flights of flocks of crows, rooks, gulls occur daily for 1-2 hours before and after sunrise, when the birds fly from their resting place across the runway and the approach area of runway 22 and runway 04 to the feeding areas near the rivers to the south of the airport. An hour or two hours before sunset the birds return to the place of rest.

The main migration directions in spring are from the southeast to the northwest, in autumn in the opposite direction.

As required, the aerodrome control unit informs pilots of such bird flights and approximate heights above ground level.

Measures to disperse of the bird aggregations include periodic scaring of birds by the acoustic system, flares and other means, removal of green spaces, grass mowing.

Bird trap (Viking) is installed. The control of the adjacent territories of the airport over the aggregation and nesting of birds is carried out.

UARR AD 2.24 Charts Related To An Aerodrome

UARR AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 121FT (*37m*)

TWR 119.7

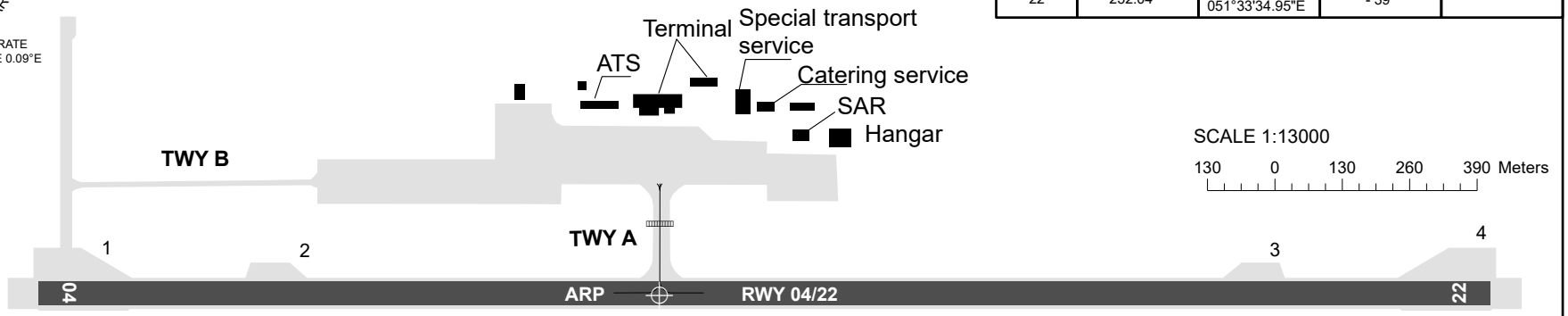
URALSK

RWY	TRUE DIRECTION	THR	GEOID UNDULATION	BEARING STRENGTH
04	052.01°	51°08'39.45"N 051°31'41.38"E	- 39	PCN 46/R/B/W/T
22	232.04°	51°09'35.20"N 051°33'34.95"E	- 39	

VAR 11°E (2015)

ANNUAL RATE OF CHANGE 0.09°E

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



SCALE 1:13000

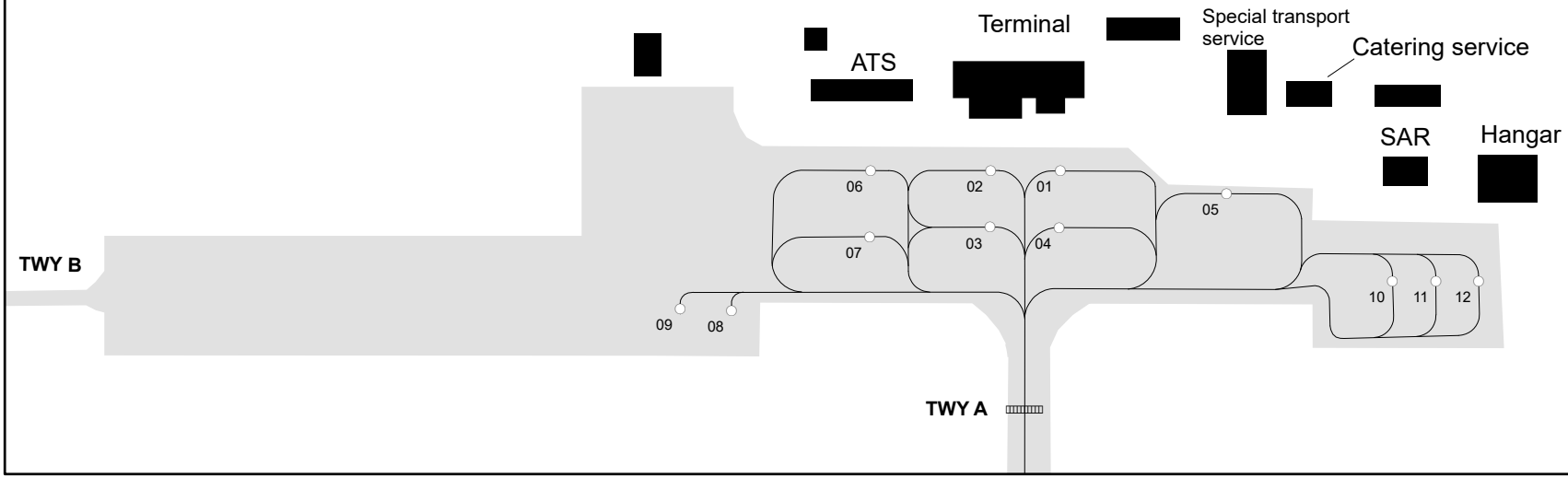
130 0 130 260 390 Meters

SCALE 1:5000

50 0 50 100 150 Meters

APRON	STAND	SURFACE	BEARING STRENGTH
	1, 2, 3	ASPH	PCN 27/R/B/X/T
	4, 5	CONC	PCN 21/R/B/X/T
	6 - 12	ASPH	PCN 9/F/C/Z/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	18m	CONC	PCN 32/F/C/W/T
B	9m	ASPH	PCN 9/F/C/Z/T



CHANGE: Stand PCN

URALSK **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	01	51 09 11.61 N	051 32 21.35 E
	02	51 09 10.62 N	051 32 19.31 E
	03	51 09 09.57 N	051 32 20.58 E
	04	51 09 10.55 N	051 32 22.60 E
	05	51 09 13.56 N	051 32 26.71 E
	06	51 09 08.90 N	051 32 15.81 E
	07	51 09 07.67 N	051 32 17.30 E
	08	51 09 04.35 N	051 32 14.95 E
	09	51 09 03.64 N	051 32 13.42 E
	10	51 09 14.33 N	051 32 33.54 E
	11	51 09 14.95 N	051 32 34.80 E
	12	51 09 15.57 N	051 32 36.04 E