REPUBLIC OF KAZAKHSTAN

Phone: +7 (7172) 704282
AFS: UAAKYNYX
Email: aip@ans.kz
Post: Bldg 15, E522 str.,
010014 Astana,
Republic of Kazakhstan

AIRAC AMDT 005/2026

Effective Date: 14 May 2026

1. Amendment content:

GEN
GEN 0.2 Information updated
GEN 0.4 Information updated
GEN 1.7 Information updated
GEN 3.5 Information updated

ENR
ENR 2.2 Information updated
ENR 5.3 Information updated

AD
UAAA AD 2.11 Information updated
UACC AD 2.22 Information updated
UAKK AD 2.13 Information updated
UADD AD 2.8, 2.20 Information updated
UAIT AD 2.2, 2.12 Information updated
UASU AD 2.7, 2.20, 2.23 Information updated
UAII AD 2.8, 2.12, 2.20 Information updated
AD 2.24 Changes in aeronautical charts

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.

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

NOTAM series K:

Nil

NOTAM series A:

Nil

NOTAM series C:

Nil

NOTAM incorporated to this AMDT will be cancelled by NOTAMC on the 17 APRIL 2026

SUP:

Nil

AIC:

Nil

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

Insert the following pages		Remove the following pages	
GEN 0.2 - 1/2	14 MAY 2026	GEN 0.2 - 1/2	23 FEB 2023
GEN 0.4 - 1/2	14 MAY 2026	GEN 0.4 - 1/2	16 APR 2026
GEN 0.4 - 3/4	14 MAY 2026	GEN 0.4 - 3/4	16 APR 2026
GEN 0.4 - 5/6	14 MAY 2026	GEN 0.4 - 5/6	16 APR 2026
GEN 0.4 - 7/8	14 MAY 2026	GEN 0.4 - 7/8	16 APR 2026
GEN 0.4 - 9/10	14 MAY 2026	GEN 0.4 - 9/10	16 APR 2026
GEN 1.7 - 9/10	14 MAY 2026	GEN 1.7 - 9/10	22 JAN 2026
GEN 3.5 - 5/6	14 MAY 2026	GEN 3.5 - 5/6	30 OCT 2025
GEN 3.5 - 7/8	14 MAY 2026	GEN 3.5 - 7/8	30 OCT 2025
GEN 3.5 - 9/10	14 MAY 2026	GEN 3.5 - 9/10	30 OCT 2025
GEN 3.5 - 11/12	14 MAY 2026	GEN 3.5 - 11/12	30 OCT 2025
ENR 2.2 - 9/10	14 MAY 2026	ENR 2.2 - 9/10	19 FEB 2026
ENR 5.3 - 1/2	14 MAY 2026	ENR 5.3 - 1/2	11 AUG 2022
AD 2 UAAA - 3/4	14 MAY 2026	AD 2 UAAA - 3/4	16 APR 2026
AD 2 UAAA - 5/6	14 MAY 2026	AD 2 UAAA - 5/6	16 APR 2026
AD 2 UAAA ADC 2 24 11 11 - 1/2	14 MAY 2026	AD 2 UAAA ADC 2 24 11 11 - 1/2	23 JAN 2025
AD 2 UAAA ADC 2 24 11 12 - 1/2	14 MAY 2026	AD 2 UAAA ADC 2 24 11 12 - 1/2	23 JAN 2025
AD 2 UAAA ADC 2 24 11 13 - 1/2	14 MAY 2026	AD 2 UAAA ADC 2 24 11 13 - 1/2	23 JAN 2025
AD 2 UAAA ADC 2 24 11 14 - 1/2	14 MAY 2026	AD 2 UAAA ADC 2 24 11 14 - 1/2	23 JAN 2025
AD 2 UACC - 11/12	14 MAY 2026	AD 2 UACC - 11/12	27 NOV 2025
AD 2 UATG ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 1 - 1/2	31 OCT 2024
AD 2 UATG ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 2 - 1/2	31 OCT 2024
AD 2 UATG ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 3 - 1/2	31 OCT 2024
AD 2 UATG ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 4 - 1/2	31 OCT 2024
AD 2 UATG ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 5 - 1/2	05 SEP 2024
AD 2 UATG ADC 2 24 11 6 - 1/2	14 MAY 2026	AD 2 UATG ADC 2 24 11 6 - 1/2	05 SEP 2024
AD 2 UAAH ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UAAH ADC 2 24 11 1 - 1/2	15 JUN 2023
AD 2 UAAH ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UAAH ADC 2 24 11 2 - 1/2	15 JUN 2023
AD 2 UAAH ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UAAH ADC 2 24 11 3 - 1/2	27 NOV 2025
AD 2 UAAH ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UAAH ADC 2 24 11 4 - 1/2	22 JAN 2026
AD 2 UAKK - 5/6	14 MAY 2026	AD 2 UAKK - 5/6	27 NOV 2025
AD 2 UAKK - 7/8	14 MAY 2026	AD 2 UAKK - 7/8	27 NOV 2025
AD 2 UAKK - 9/10	14 MAY 2026	AD 2 UAKK - 9/10	27 NOV 2025
AD 2 UAKK - 13/14	14 MAY 2026	AD 2 UAKK - 13/14	22 JAN 2026
AD 2 UAKK - 15/16	14 MAY 2026	AD 2 UAKK - 15/16	22 JAN 2026
AD 2 UAKK ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 1 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 2 - 1/2	08 AUG 2024
AD 2 UAKK ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 3 - 1/2	08 AUG 2024
AD 2 UAKK ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 4 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 5 - 1/2	11 JUL 2024
AD 2 UAKK ADC 2 24 11 6 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 6 - 1/2	08 AUG 2024
AD 2 UAKK ADC 2 24 11 7 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 7 - 1/2	08 AUG 2024
AD 2 UAKK ADC 2 24 11 8 - 1/2	14 MAY 2026	AD 2 UAKK ADC 2 24 11 8 - 1/2	08 AUG 2024
AD 2 UACK ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UACK ADC 2 24 11 1 - 1/2	11 JUL 2024
AD 2 UACK ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UACK ADC 2 24 11 2 - 1/2	11 JUL 2024
AD 2 UAUU - 1/2	14 MAY 2026	AD 2 UAUU - 1/2	04 SEP 2025
AD 2 UAUU ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UAUU ADC 2 24 11 1 - 1/2	16 APR 2026
AD 2 UAUU ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UAUU ADC 2 24 11 2 - 1/2	16 APR 2026
AD 2 UAUU ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UAUU ADC 2 24 11 3 - 1/2	16 APR 2026
AD 2 UAUU ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UAUU ADC 2 24 11 4 - 1/2	16 APR 2026
AD 2 UAUU ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UAUU ADC 2 24 11 5 - 1/2	16 APR 2026
AD 2 UACP ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 1 - 1/2	05 OCT 2023
AD 2 UACP ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 2 - 1/2	05 OCT 2023
AD 2 UACP ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 3 - 1/2	02 NOV 2023
AD 2 UACP ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 4 - 1/2	05 OCT 2023
AD 2 UACP ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 5 - 1/2	16 MAY 2024
AD 2 UACP ADC 2 24 11 6 - 1/2	14 MAY 2026	AD 2 UACP ADC 2 24 11 6 - 1/2	16 MAY 2024
AD 2 UASS - 1/2	14 MAY 2026	AD 2 UASS - 1/2	16 APR 2026
AD 2 UASS ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UASS ADC 2 24 11 1 - 1/2	11 JUL 2024
AD 2 UASS ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UASS ADC 2 24 11 2 - 1/2	10 JUL 2025
AD 2 UAII - 1/2	14 MAY 2026	AD 2 UAII - 1/2	16 APR 2026
AD 2 UAII - 3/4	14 MAY 2026	AD 2 UAII - 3/4	16 APR 2026
AD 2 UAII - 5/6	14 MAY 2026	AD 2 UAII - 5/6	16 APR 2026
AD 2 UAII - 9/10	14 MAY 2026	AD 2 UAII - 9/10	16 APR 2026
AD 2 UAII - 11/12	14 MAY 2026	AD 2 UAII - 11/12	16 APR 2026
AD 2 UAII - 13/14	14 MAY 2026	AD 2 UAII - 13/14	16 APR 2026
AD 2 UAII ADC 2 24 1 - 1/2	14 MAY 2026	AD 2 UAII ADC 2 24 1 - 1/2	16 APR 2026
AD 2 UAII ADC 2 24 3 - 1/2	14 MAY 2026	AD 2 UAII ADC 2 24 3 - 1/2	16 APR 2026
AD 2 UADD - 1/2	14 MAY 2026	AD 2 UADD - 1/2	16 APR 2026
AD 2 UADD - 3/4	14 MAY 2026	AD 2 UADD - 3/4	22 JAN 2026
AD 2 UADD - 7/8	14 MAY 2026	AD 2 UADD - 7/8	16 APR 2026
AD 2 UADD - 9/10	14 MAY 2026	AD 2 UADD - 9/10	16 APR 2026
AD 2 UADD ADC 2 24 1 - 1/2	14 MAY 2026	AD 2 UADD ADC 2 24 1 - 1/2	19 MAR 2026
AD 2 UADD ADC 2 24 3 - 1/2	14 MAY 2026	AD 2 UADD ADC 2 24 3 - 1/2	22 JAN 2026
AD 2 UADD ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UADD ADC 2 24 11 1 - 1/2	22 JAN 2026
AD 2 UADD ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UADD ADC 2 24 11 2 - 1/2	07 AUG 2025
AD 2 UAIT - 1/2	14 MAY 2026	AD 2 UAIT - 1/2	22 JAN 2026
AD 2 UAIT - 3/4	14 MAY 2026	AD 2 UAIT - 3/4	22 JAN 2026
AD 2 UAIT - 5/6	14 MAY 2026	AD 2 UAIT - 5/6	15 MAY 2025
AD 2 UAIT ADC 2 24 1 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 1 - 1/2	12 AUG 2021
AD 2 UAIT ADC 2 24 4 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 4 - 1/2	25 FEB 2021
AD 2 UAIT ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 1 - 1/2	27 NOV 2025
AD 2 UAIT ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 3 - 1/2	27 NOV 2025
AD 2 UAIT ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 5 - 1/2	27 NOV 2025
AD 2 UAIT ADC 2 24 11 7 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 7 - 1/2	04 SEP 2025

Insert the following pages		Remove the following pages	
AD 2 UAIT ADC 2 24 11 9 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 9 - 1/2	27 NOV 2025
AD 2 UAIT ADC 2 24 11 11 - 1/2	14 MAY 2026	AD 2 UAIT ADC 2 24 11 11 - 1/2	27 NOV 2025
AD 2 UARR ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UARR ADC 2 24 11 1 - 1/2	11 JUL 2024
AD 2 UARR ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UARR ADC 2 24 11 2 - 1/2	17 APR 2025
AD 2 UARR ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UARR ADC 2 24 11 3 - 1/2	17 APR 2025
AD 2 UARR ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UARR ADC 2 24 11 4 - 1/2	17 APR 2025
AD 2 UARR ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UARR ADC 2 24 11 5 - 1/2	17 APR 2025
AD 2 UASU - 1/2	14 MAY 2026	AD 2 UASU - 1/2	04 SEP 2025
AD 2 UASU - 5/6	14 MAY 2026	AD 2 UASU - 5/6	27 NOV 2025
AD 2 UASU - 7/8	14 MAY 2026	AD 2 UASU - 7/8	27 NOV 2025
AD 2 UASU ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UASU ADC 2 24 11 1 - 1/2	15 JUN 2023
AD 2 UASU ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UASU ADC 2 24 11 2 - 1/2	27 NOV 2025
AD 2 UAAL ADC 2 24 11 5 - 1/2	14 MAY 2026	AD 2 UAAL ADC 2 24 11 5 - 1/2	16 MAY 2024
AD 2 UAAL ADC 2 24 11 6 - 1/2	14 MAY 2026	AD 2 UAAL ADC 2 24 11 6 - 1/2	16 MAY 2024
AD 2 UASK ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 1 - 1/2	27 NOV 2025
AD 2 UASK ADC 2 24 11 2 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 2 - 1/2	04 SEP 2025
AD 2 UASK ADC 2 24 11 3 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 3 - 1/2	04 SEP 2025
AD 2 UASK ADC 2 24 11 4 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 4 - 1/2	04 SEP 2025
AD 2 UASK ADC 2 24 11 7 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 7 - 1/2	04 SEP 2025
AD 2 UASK ADC 2 24 11 8 - 1/2	14 MAY 2026	AD 2 UASK ADC 2 24 11 8 - 1/2	04 SEP 2025
AD 2 UASZ ADC 2 24 11 1 - 1/2	14 MAY 2026	AD 2 UASZ ADC 2 24 11 1 - 1/2	11 AUG 2022

GEN 0.2 RECORD OF AIP AMENDMENTS

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

AIRAC AIP AMENDMENT

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	
002/2024	08-Feb-2024	21-Mar-2024	
003/2024	04-Apr-2024	16-May-2024	
004/2024	30-May-2024	11-Jul-2024	
005/2024	27-Jun-2024	08-Aug-2024	
006/2024	25-Jul-2024	05-Sep-2024	
007/2024	19-Sep-2024	31-Oct-2024	
001/2025	12-Dec-2024	23-Jan-2025	
002/2025	09-Jan-2025	20-Feb-2025	
003/2025	06-Feb-2025	20-Mar-2025	
004/2025	06-Mar-2025	17-Apr-2025	
005/2025	03-Apr-2025	15-May-2025	
006/2025	01-May-2025	12-Jun-2025	
007/2025	29-May-2025	10-Jul-2025	
008/2025	26-Jun-2025	07-Aug-2025	
009/2025	24-Jul-2025	04-Sep-2025	
010/2025	04-Sep-2025	30-Oct-2025	
011/2025	16-Oct-2025	27-Nov-2025	
001/2026	11-Dec-2025	22-Jan-2026	
002/2026	25-Dec-2025	19-Feb-2026	
003/2026	05-Feb-2026	19-Mar-2026	
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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

GEN 0

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GEN-0.1 - 4	30 MAR 2017	GEN-0.4 - 4	14 MAY 2026	GEN-0.5 - 2	30 MAR 2017
GEN-0.2 - 1	23 FEB 2023	GEN-0.4 - 5	14 MAY 2026	GEN-0.6 - 1	10 SEP 2020
GEN-0.2 - 2	14 MAY 2026	GEN-0.4 - 6	14 MAY 2026	GEN-0.6 - 2	10 SEP 2020
GEN-0.3 - 1	19 FEB 2026	GEN-0.4 - 7	14 MAY 2026		
GEN-0.3 - 2	30 MAR 2017	GEN-0.4 - 8	14 MAY 2026		

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN-1.1 - 1	26 JAN 2023	GEN-1.3 - 1	07 NOV 2019	GEN-1.7 - 3	12 AUG 2021
GEN-1.1 - 2	26 JAN 2023	GEN-1.3 - 2	07 NOV 2019	GEN-1.7 - 4	12 AUG 2021
GEN-1.2 - 1	16 MAY 2024	GEN-1.4 - 1	25 FEB 2021	GEN-1.7 - 5	12 AUG 2021
GEN-1.2 - 2	20 FEB 2025	GEN-1.4 - 2	25 FEB 2021	GEN-1.7 - 6	12 AUG 2021
GEN-1.2 - 3	20 FEB 2025	GEN-1.5 - 1	07 NOV 2019	GEN-1.7 - 7	12 AUG 2021
GEN-1.2 - 4	20 FEB 2025	GEN-1.5 - 2	07 NOV 2019	GEN-1.7 - 8	12 JUN 2025
GEN-1.2 - 5	20 FEB 2025	GEN-1.6 - 1	07 NOV 2019	GEN-1.7 - 9	14 MAY 2026
GEN-1.2 - 6	11 JUL 2024	GEN-1.6 - 2	07 NOV 2019	GEN-1.7 - 10	14 MAY 2026
GEN-1.2 - 7	11 JUL 2024	GEN-1.7 - 1	12 AUG 2021		
GEN-1.2 - 8	25 FEB 2021	GEN-1.7 - 2	12 AUG 2021		

GEN 2 TABLES AND CODES

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

GEN 3 SERVICES

GEN-3.1 - 1	20 FEB 2025	GEN-3.3 - 3	27 NOV 2025	GEN-3.5 - 7	14 MAY 2026
GEN-3.1 - 2	20 FEB 2025	GEN-3.3 - 4	26 JAN 2023	GEN-3.5 - 8	14 MAY 2026
GEN-3.1 - 3	20 FEB 2025	GEN-3.4 - 1	16 MAY 2024	GEN-3.5 - 9	14 MAY 2026
GEN-3.1 - 4	20 MAR 2025	GEN-3.4 - 2	22 JAN 2026	GEN-3.5 - 10	14 MAY 2026
GEN-3.1 - 5	15 MAY 2025	GEN-3.4 - 3	04 SEP 2025	GEN-3.5 - 11	14 MAY 2026
GEN-3.1 - 6	20 MAR 2025	GEN-3.4 - 4	04 SEP 2025	GEN-3.5 - 12	10 AUG 2023
GEN-3.2 - 1	16 MAY 2024	GEN-3.5 - 1	10 AUG 2023	GEN-3.6 - 1	17 APR 2025
GEN-3.2 - 2	07 NOV 2019	GEN-3.5 - 2	08 AUG 2024	GEN-3.6 - 2	01 DEC 2022
GEN-3.2 - 3	15 JUN 2023	GEN-3.5 - 3	08 AUG 2024	GEN-3.6 - 3	01 DEC 2022
GEN-3.2 - 4	18 JUL 2019	GEN-3.5 - 4	30 OCT 2025	GEN-3.6 - 4	01 DEC 2022
GEN-3.3 - 1	16 MAY 2024	GEN-3.5 - 5	30 OCT 2025		
GEN-3.3 - 2	27 NOV 2025	GEN-3.5 - 6	14 MAY 2026		

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

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GEN-4.1 - 2	22 JAN 2026	GEN-4.2 - 1	16 APR 2026	GEN-4.2 - 4	07 NOV 2019
GEN-4.1 - 3	21 MAR 2024	GEN-4.2 - 2	23 JAN 2025		

PART 2 - EN-ROUTE (ENR)

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ENR-5.1 - 15	23 APR 2020	ENR-5.1 - 23	23 FEB 2023	ENR-5.5 - 1	30 MAR 2017
ENR-5.1 - 16	04 NOV 2021	ENR-5.1 - 24	23 FEB 2023	ENR-5.5 - 2	30 MAR 2017
ENR-5.1 - 17	04 NOV 2021	ENR-5.2 - 1	07 NOV 2019	ENR-5.6 - 1	10 SEP 2020
ENR-5.1 - 18	23 APR 2020	ENR-5.2 - 2	07 NOV 2019	ENR-5.6 - 2	10 SEP 2020
ENR-5.1 - 19	23 FEB 2023	ENR-5.3 - 1	14 MAY 2026		
ENR-5.1 - 20	23 FEB 2023	ENR-5.3 - 2	30 MAR 2017		

ENR 6 EN-ROUTE CHART

ENR-6 - 1	15 JUL 2021	ENR-6.1 - 1	16 APR 2026		
ENR-6 - 2	30 MAR 2017	ENR-6.1 - 2	16 APR 2026		

PART 3 - AERODROMES (AD)

AD 0

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

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD-1.1 - 1	19 FEB 2026	AD-1.2 - 5	31 OCT 2024	AD-1.4 - 1	21 JUN 2018
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AD-1.2 - 1	04 NOV 2021	AD-1.2 - 7	31 OCT 2024	AD-1.5 - 1	16 APR 2026
AD-1.2 - 2	31 OCT 2024	AD-1.2 - 8	31 OCT 2024	AD-1.5 - 2	16 APR 2026
AD-1.2 - 3	04 NOV 2021	AD-1.3 - 1	30 OCT 2025		
AD-1.2 - 4	31 OCT 2024	AD-1.3 - 2	30 OCT 2025		

AD 2 AERODROMES

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AD-2-UATE - 4	19 MAR 2026	UATE AD 2.24.9-4 - 1	05 SEP 2024	AD-2-UATT - 2	26 JAN 2023
AD-2-UATE - 5	19 MAR 2026	UATE AD 2.24.9-4 - 2	23 FEB 2023	AD-2-UATT - 3	16 MAY 2024
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AD-2-UATE - 7	16 APR 2026	UATE AD 2.24.9-5 - 2	11 JUL 2024	AD-2-UATT - 5	22 JAN 2026
AD-2-UATE - 8	16 APR 2026	UATE AD 2.24.9-6 - 1	05 SEP 2024	AD-2-UATT - 6	19 FEB 2026
AD-2-UATE - 9	16 APR 2026	UATE AD 2.24.9-6 - 2	16 MAY 2024	AD-2-UATT - 7	10 JUL 2025
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AD-2-UATE - 11	16 APR 2026	UATE AD 2.24.10 - 2	30 MAR 2017	AD-2-UATT - 9	12 JUN 2025
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AD-2-UAAL - 3	05 OCT 2023
AD-2-UAAL - 4	27 NOV 2025
AD-2-UAAL - 5	27 NOV 2025
AD-2-UAAL - 6	22 JAN 2026
AD-2-UAAL - 7	27 NOV 2025
AD-2-UAAL - 8	08 AUG 2024
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UAAL AD 2.24.6 - 2	01 DEC 2022

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AD-2-UASZ - 4	05 SEP 2024
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AD-2-UASZ - 7	04 SEP 2025
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ANNEX 14. AERODROMES.		
Chapter 5	5.1.1.3	The dimensions of the wind direction indicator according to the legislation of the Republic of Kazakhstan are 2.4 meters in length and 0.6 m in diameter at the base.
	5.1.3	Signalling lamps are not provided at the in the aerodrome control towers of the aerodromes of the Republic of Kazakhstan.
	5.3.2	In the Republic of Kazakhstan, runways equipped with a lighting system have secondary power supply, therefore there is no need for an emergency lighting system.
	5.3.3.3	In the Republic of Kazakhstan, there are no requirements for the mandatory presence of aerodrome beacons.
	5.3.12.7	In the Republic of Kazakhstan, the Runway centerline lights are continuous red lights at 300 ± 15 m from the end of the runway, alternating pairs of red and white lights at 300 ± 15 m to 900 ± 15 m from the end of the runway, and white lights on the rest of the runway.
	5.3.18.1; 5.3.18.7	According to the legislation of the Republic of Kazakhstan, taxiway lights on the edges of the runway turn-pads are green lights instead of blue lights. At the airports of Kostanay, Petropavlovsk, Semey, Taraz, Uralsk, green lights are installed. Yellow lights are installed at the airports of Aktobe, Zhezkazgan, Karaganda,Kokshetau, Kyzylorda, Pavlodar, Taldykorgan, Shymkent.
	5.3.30	Runway status lights are not used in the Republic of Kazakhstan.
	5.3.15.1 5.3.17.2 5.3.17.10 5.3.17.13 5.3.17.15 5.3.17.20 5.3.28.2	According to the national requirements of the Republic of Kazakhstan, the design and installation of the airfield ground lighting system are determined based on the ICAO aerodrome category (CAT I, CAT II, CAT III) and are not linked to aerodrome operations under specific runway visual range (RVR) values.
Chapter 8	8.1.6	In Kazakhstan, the maximum switch-over time for runway lighting equipped for precision approach CAT I ICAO is 1 second.
Attachment A	6.4	Normative friction coefficient is transmitted in runway surface condition messages, except of ATIS messages in English. A correlation dependence exists between normative and measured friction coefficients for identical pavement condition in accordance with Table 1 AD 1.2
Vol. II. Heliports.		
Nil		

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

DOC 10066. PANS-AIM – AERONAUTICAL INFORMATION MANAGEMENT		
Chapter 5	5.2.5.1.5	ASHTAM are not published.
Appendix 2 PART 1		
GEN	3.2.6	World Aeronautical Chart is not published.

DOC 10066. PANS-AIM – AERONAUTICAL INFORMATION MANAGEMENT		
Appendix 2 PART 2		
ENR	3.1	Lower ATS Routes are not established.
ENR	3.2	International ATS Routes are published.
Appendix 2 PART 3		
AD 3	Heliports.	The data on heliports are not published.

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

ANNEX 17. SECURITY.
Nil

ANNEX 18. THE SAFE TRANSPORT OF DANGEROUS GOODS.
Nil

ANNEX 19. SAFETY MANAGEMENT.
Nil

Name of aerodrome meteorological office/ Location indicator	FIC area	Lateral limits
1	2	3
AKTAU/UATE	T5 FIC Area	N453219 E0523200 – N444919 E0520844 – N442238 E0520908 – N434133 E0522455 – N422611 E0502811 – N425000 E0493000 – N455500 E0493000 – N453219 E0523200
	T6 FIC Area	N453219 E0523200 – N452130 E0534647 – N445034 E0541914 – N435141 E0555948 then along the state BDRY with Uzbekistan to N411900 E0560000 then along the state BDRY with Turkmenistan to N414700 E0522800 – N420000 E0513000 – N422611 E0502811 – N434133 E0522455 – N442238 E0520908 – N444919 E0520844 - N453219 E0523200
URALSK/UARR	T4 FIC Area	N504318 E0551552 - N485930 E0522738 - N490704 E0470207 then along the state BDRY with Russia to N504318 E0551552
ASTANA/UACC	N1 FIC Area	N522006 E0672830 - N522724 E0681000 - N523100 E0684500 - N523730 E0702500 - N524548 E0713006 – N524630 E0715024 – N524724 E0723406 – N523548 E0734324 – N513148 E0734848 – N511706 E0734530 – N510200 E0740200 – N505342 E0741748 – N504948 E0743606 – N504730 E0745900 – N503331 E0753513 – N501116 E0723844 – N503136 E0680751 – N521149 E0673350 - N522006 E0672830
KOKSHETAU/UACK	N2 FIC Area	N540653 E0710841 - then along the state BDRY with Russia to - N532838 E0733027- N524612 E0734430 - N524218 E0734248 - N523548 E0734324 - N524724 E0723406 - N524630 E0715024 - N524548 E0713006 - N523730 E0702500 - N523100 E0684500 - N522724 E0681000 - N522006 E0672830 - N532806 E0664618 - N540306 E0690830 - N540500 E0704712 - N540653 E0710841
PETROPAVLOVSK/UACP	N3 FIC Area	N543735 E0660017 - then along the state BDRY with Russia to - N540653 E0710841 - N540500 E0704712 - N540306 E0690830 - N532806 E0664618 - N543735 E0660017
KOSTANAY/UAUU	N4 FIC Area	N543735 E0660017 - N532806 E0664618 - N521149 E0673350 – N512154 E0675222 - N502331 E0622455 - N505800 E0613000 - then along the state BDRY with Russia to - N543735 E0660017
	N5 FIC Area	N512154 E0675222 - N503136 E0680751 - N494400 E0683100 - N493036 E0670430 - N491230 E0663936 - N485848 E0654236 - N483738 E0624054 - N502331 E0622455 - N512154 E0675222
KARAGANDA/UAKK	N6 FIC Area	N503331 E0753513 - N494800 E0761100 - N485000 E0761100 - N480759 E0741658 - N480000 E0714900 - N483700 E0704200 - N494100 E0693200 – N494400 E0683100 – N503136 E0680751 – N501116 E0723844 – N503331 E0753513

Name of aerodrome meteorological office/ Location indicator	FIC area	Lateral limits
1	2	3
ZHEZKAZGAN/UAKD	N7 FIC Area	N494400 E0683100 - N494100 E0693200 - N483700 E0704200 - N480000 E0714900 - N450440 E0715506 - N452504 E0692427 - N471135 E0643220 - N483738 E0624054 - N485848 E0654236 - N491230 E0663936 - N493036 E0670430 - N494400 E0683100
PAVLODAR/UASP	N8 FIC Area	N533000 E0733000 - then along the state BDRY with Russia to – N510142 E0795110 – N505513 E0791803 – N504125 E0781025 – N494800 E0761100 – N503331 E0753513 – N504730 E0745900 – N504948 E0743606 – N505342 E0741748 – N510200 E0740200 – N511706 E0734530 – N513148 E0734848 – N523548 E0734324 – N524218 E0734248 – N524612 E0734430 - N533000 E0733000
ALMATY/UAAA	A1 FIC Area	N432236 E0770503 - N433001 E0804359 – then along the state BDRY with P.R. of China – N421239 E0801028 – then along the state BDRY with Kyrgyzstan to - N431348 E0741934 – N432945 E0741508 – N432236 E0770503
	A2 FIC Area	N462000 E0812000 - N453000 E0821955 - then along the state BDRY with P.R. of China to - N442731 E0802042 - N442249 E0775841 – N462000 E0812000
	A3 FIC Area	N442156 E0771728 – N442249 E0775840 - N442731 E0802042 - then along the state BDRY with P.R. of China to - N433001 E0804359 - N432236 E0770503 - N442156 E0771728
	A4 FIC Area	N440648 E0744228 - N432236 E0770503 - N432945 E0741508 - N434446 E0741052 - N440648 E0744228
	A5 FIC Area	N485000 E0761100 - N465357 E0771718 - N463927 E0775115 – N432236 E0770503 - N440648 E0744228 - N441502 E0745425 - N450440 E0715506 - N480000 E0714900 - N480759 E0741658 - N485000 E0761100
TALDYKORGAN/UAAT	A8 FIC Area	N463927 E0775115 - N461807 E0783955 - N462000 E0812000 – N442249 E0775840 - N442156 E0771728 - N463927 E0775115
SEMEY/UASS	A6 FIC Area	N510142 E0795110 - then along the state BDRY with Russia to – N504706 E0815242 – N503130 E0813218 – N493500 E0810300 – N484600 E0805300 – N475508 E0802710 – N461942 E0802000 – N461808 E0784001 – N465357 E0771718 – N485000 E0761100 – N494800 E0761100 – N504125 E0781025 – N505513 E0791803 - N510142 E0795110
UST-KAMENOGORSK/UASK	A7 FIC Area	N490654 E0871718 - then along the state BDRY with P.R. of China to - N453313 E0821612 - N462000 E0812000 - N461942 E0802000 - N475508 E0802710 - N484600 E0805300 - N493500 E0810300 - N503130 E0813218 - N504706 E0815242 – then along the state BDRY with Russia to - N490654 E0871718

Name of aerodrome meteorological office/ Location indicator	FIC area	Lateral limits
1	2	3
SHYMKENT/UAII	D1 FIC Area	N432534 E0672754 - N431800 E0682200 - N431932 E0683446 - N430659 E0693632 - N422000 E0695700 - N420800 E0695700 - N415800 E0691700 - N412701 E0691122 - then along the state BDRY with Uzbekistan to - N430221 E0654313 - N432534 E0672754
	D6 FIC Area	N430659 E0693632 - N422000 E0705300 - then along the state BDRY with Kyrgyzstan to - then along the state BDRY with Uzbekistan to - N412701 E0691122 - N415800 E0691700 - N420800 E0695700 - N422000 E0695700 - N430659 E0693632
TARAZ/UADD	D2 FIC Area	N425214 E0711654 (VOR TAR) – N433653 E0741306 – N431348 E0741934 – then along the state BDRY with Kyrgyzstan to – N424720 E0714334 – N423528 E0713630 - N423620 E0711030 - then along the state BDRY with Kyrgyzstan to – N422002 E0705257 – N430659 E0693632 – N431932 E0683446 (VOR TRK) –N440138 E0684518 - N425214 E0711654 (VOR TAR)
	D5 FIC Area	N425214 E0711654 (VOR TAR) – N433653 E0741306 – N434446 E0741052 – N441502 E0745425 – N450440 E0715506 – N452504 E0692427 – N440138 E0684518 – N425214 E0711654 (VOR TAR)
KYZYLORDA/UAOO	D3 FIC Area	N462455 E0664655 - N452504 E0692427 – N440138 E0684518 – N431932 E0683446– N431800 E0682200 – N432534 E0672754 - N430221 E0654313 - then along the state BDRY with Uzbekistan to - N433808 E0634822 - N444145 E0653349 - N462455 E0664655
	D4 FIC Area	N471135 E0643220 - N462455 E0664655 – N444145 E0653349 - N433808 E0634822 - then along the state BDRY with Uzbekistan to - N445159 E0600655 - N460903 E0613915 - N461214 E0614508 - N471135 E0643220

GAMET/AIRMET area scheme is presented in GEN 3.5.10.

Aerodrome warning messages are issued for air safety support aviation and equipment protection.

Observation of the spatial distribution of cloud clusters, thunderstorm cells, precipitations areas as well as their movement and evolution are carried out at aerodromes equipped with meteorological radars.

Wind shear detection is carried out if there is a special equipment provided at an aerodrome or by pilot reports of arriving or departing aircraft.

5. NOTIFICATION REQUIRED FROM OPERATORS

Notification from operators in respect of meteorological service provision or its changes shall be sent to aeronautical service provider, RSE “Kazaeronavigatsia”. The minimum period of notification is determined by agreement between the aeronautical service provider and the operator.

6. AIRCRAFT REPORTS

Air-reports and aircraft observations are reported in accordance with Chapter 5, Annex 3 and Appendix 1 Doc. 4444 ICAO. There are no compulsory AIREP reporting points in the airspace of the Republic of Kazakhstan. All aircraft report special air-reports.

7. VOLMET SERVICE

Meteorological information about the weather at an aerodrome is included in the ATIS messages and broadcasted by the stations listed in the following table.

Table 2: VOLMET service

Name of station	CALL SIGN Identification (EM)	Frequency MHZ	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
AKTAU	AKTAU - ATIS (A3E)	EN 130.100 RU 126.200	Continuously	H24	Aktau	Local reports, TREND(EN/ RU)
AKTOBE	AKTOBE - ATIS (A3E)	EN 126.000 RU 127.800	Continuously	H24	Aktobe	Local reports, TREND(EN/ RU)
ALMATY	ALMATY - ATIS (A3E)	EN 129.800 RU 135.100	Continuously	H24	Almaty	Local reports, TREND(EN/ RU)
ASTANA	ASTANA - ATIS (A3E)	EN 129.500 RU 128.300	Continuously	H24	Astana	Local reports, TREND(EN/ RU)
ATYRAU	ATYRAU - ATIS (A3E)	EN 127.400 RU 126.600	Continuously	H24	Atyrau	Local reports, TREND(EN/ RU)
BALKHASH	BALKHASH - ATIS (A3E)	EN 126.600 RU 126.200	HO	As AD	Balkhash	Local reports, TREND(EN/ RU)
KARAGANDA	KARAGANDA - ATIS (A3E)	EN 135.800 RU 127.800	Continuously	H24	Karaganda	Local reports, TREND(EN/ RU)
KOKSHETAU	KOKSHETAU - ATIS (A3E)	EN 134.900 RU 126.000	Continuously	As AD	Kokshetau	Local reports, TREND(EN/ RU)
KOSTANAY	KOSTANAY - ATIS (A3E)	EN 118.500 RU 126.800	Continuously	As AD	Kostanay	Local reports, TREND(EN/ RU)
KYZYLORDA	KYZYLORDA - ATIS (A3E)	EN 134.900 RU 122.900	Continuously	As AD	Kyzylorda	Local reports, TREND(EN/ RU)
PAVLODAR	PAVLODAR - ATIS (A3E)	EN 134.600 RU 133.600	Continuously	As AD	Pavlodar	Local reports, TREND(EN/ RU)
PETROPAVLOVSK	PETROPAVLOVSK - ATIS (A3E)	EN 127.400 RU 118.300	HO	As AD	Petropavlovsk	Local reports, TREND(EN/ RU)
SEMEY	SEMEY - ATIS (A3E)	EN 118.500 RU 122.400	HO	As AD	Semey	Local reports, TREND(EN/ RU)
SHYMKENT	SHYMKENT - ATIS (A3E)	EN 119.200 RU 126.600	Continuously	H24	Shymkent	Local reports, TREND(EN/ RU)
TARAZ	TARAZ - ATIS (A3E)	EN 118.500 RU 127.400	Continuously	H24	Taraz	Local reports, TREND(EN/ RU)

Table 2: VOLMET service

Name of station	CALL SIGN Identification (EM)	Frequency MHZ	Broadcast period	Hours of service	Aerodromes/ Heliports included	REP, SIGMET INFO, FCST & Remarks
1	2	3	4	5	6	7
TURKISTAN	TURKISTAN - ATIS (A3E)	EN 124.400 RU 118.300	Continuously	H24	Turkistan	Local reports, TREND(EN/ RU)
URALSK	URALSK - ATIS (A3E)	EN 124.800 RU 134.900	Continuously	As AD	Uralsk	Local reports, TREND(EN/ RU)
UST-KAMENOGORSK	UST-KAMENOGORSK - ATIS (A3E)	EN 124.200 RU 127.700	Continuously	As AD	Ust-Kamenogorsk	Local reports, TREND(EN/ RU)
ZHEZKAZGAN	ZHEZKAZGAN - ATIS (A3E)	EN 131.400 RU 122.400	HO	As AD	Zhezkazgan	Local reports, TREND(EN/ RU)

8. SIGMET and AIRMET SERVICE

Table 3: SIGMET service

Name of MWO/ location indicators	Hours of service	FIR or CTA served	Type of SIGMET/ validity	Specific procedures	ATS unit served	Additional information
1	2	3	4	5	6	7
AKTOBE/ UATT	H24	AKTOBE FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	AKTOBE ATC	Nil
ALMATY/ UAAA	H24	ALMATY FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	ALMATY ATC	Nil
ASTANA/ UACN	H24	ASTANA FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	ASTANA ATC	Nil
SHYMKENT/ UAII	H24	SHYMKENT FIR	SIGMET/4 HR	SIGMET VA: VALIDITY 6 HR	SHYMKENT ATC	Nil

8.1 General

For the safety of air traffic, the aerodrome meteorological office and meteorological watch maintain a continuous watch over meteorological conditions affecting flight operations within the lower and upper FIR and when necessary issues SIGMET and AIRMET information.

The meteorological service within aerodrome area is performed by the aerodrome meteorological offices (according to the table p.4 GEN 3.5) that issue AIRMET information for the flights below FL 100 (or below FL 150 in mountainous areas or below FL assigned by ATC).

Aerodrome meteorological office acting as a meteorological watch office issues and distributes SIGMET information.

8.2 Meteorological watch

Meteorological service in upper airspace of the Republic of Kazakhstan is carried out by meteorological watch

offices performed in the following aerodrome meteorological offices: Astana, Almaty, Aktobe and Shymkent. The MWOs includes the following aerodrome meteorological offices: Astana FIR - Kostanay, Kokshetau, Petropavlovsk, Karaganda, Pavlodar, Zhezkazgan; Almaty FIR: Semey, Ust-Kamenogorsk, Balkhash, Taldykorgan; Aktobe FIR: Atyrau, Aktau, Uralsk; Shymkent FIR: Taraz, Kyzylorda, Turkistan.

SIGMET information is issued by a meteorological watch office and gives a concise description concerning the occurrence or expected occurrence of specified en-route weather that may affect the safety of aircraft operations, and of the development of those phenomena in time and space. The MWOs distribute SIGMET information within FIR or TMA to international databanks.

8.3 Aerodrome warnings

Aerodrome meteorological office issues aerodrome warnings concerning the occurrence and intensity of meteorological conditions and weather phenomena, which could adversely affect aircraft on the ground, including parked aircraft, and the aerodrome facilities and services.

Aerodrome warnings are issued due to the occurrence or expected occurrence of one or more of the following weather phenomena and conditions:

- thunderstorms;
- hail;
- heavy snow and / or snow showers;
- freezing precipitation (ice);
- freezing mist;
- frost or frost-mist;
- squall, tornado;
- sand or dust storm;
- rising sand and dust;
- winds with a speed of 15 m / s or more (including gusts), regardless of the direction;
- volcanic ash or volcanic ash deposits;
- toxic chemicals emissions;
- lowering of air temperature to minus 30 °C and lower, or its raising to plus 35 °C and higher;
- other phenomena consistent at the local level.

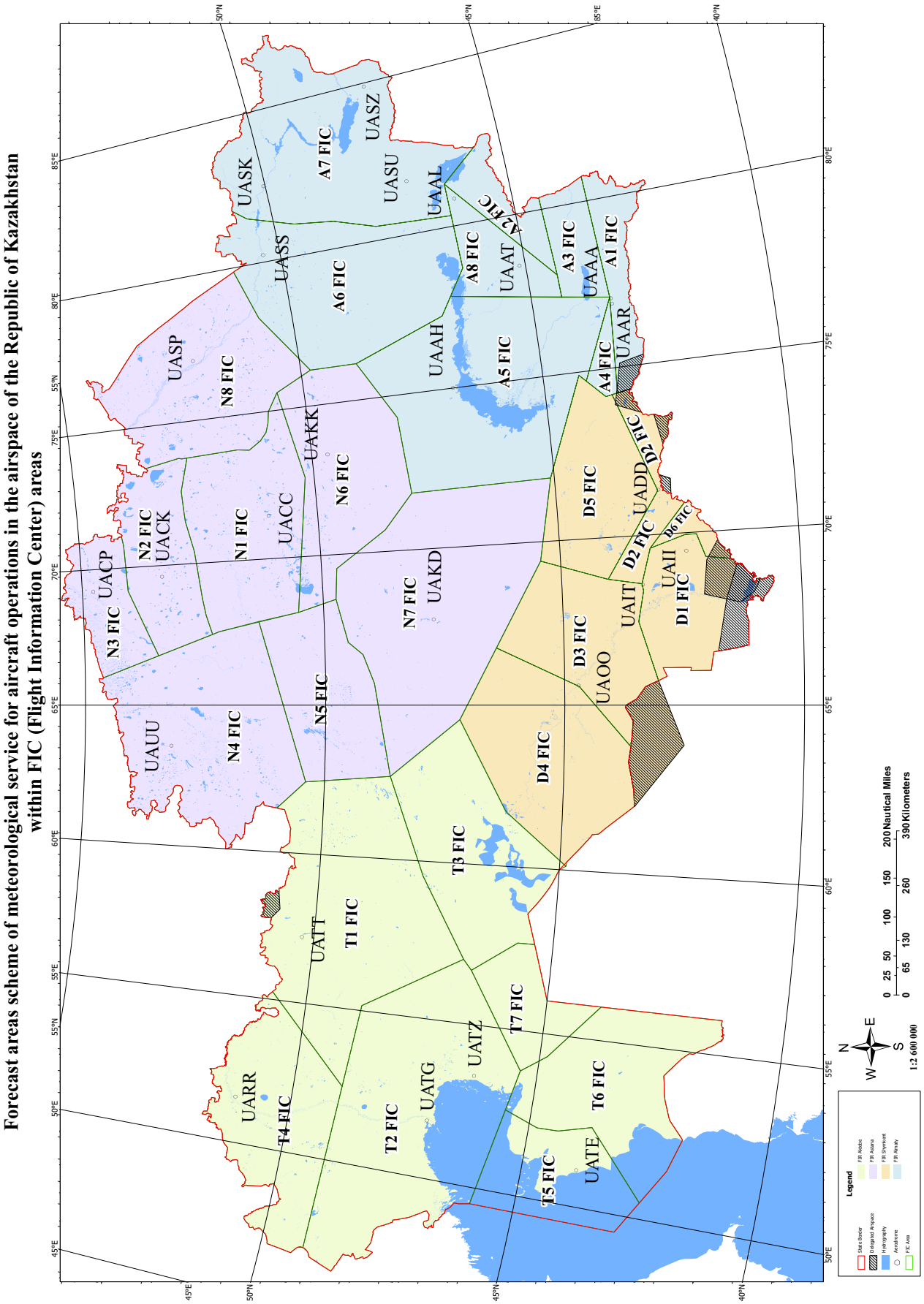
The aerodrome warnings are issued by aerodrome meteorological offices in English and / or Russian and are distributed in accordance with a distribution list agreed upon locally.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

Nil

10. GAMET/AIRMET AREAS

Forecast areas scheme of meteorological service for aircraft operations in the airspace of the Republic of Kazakhstan within FIC (Flight Information Center) areas



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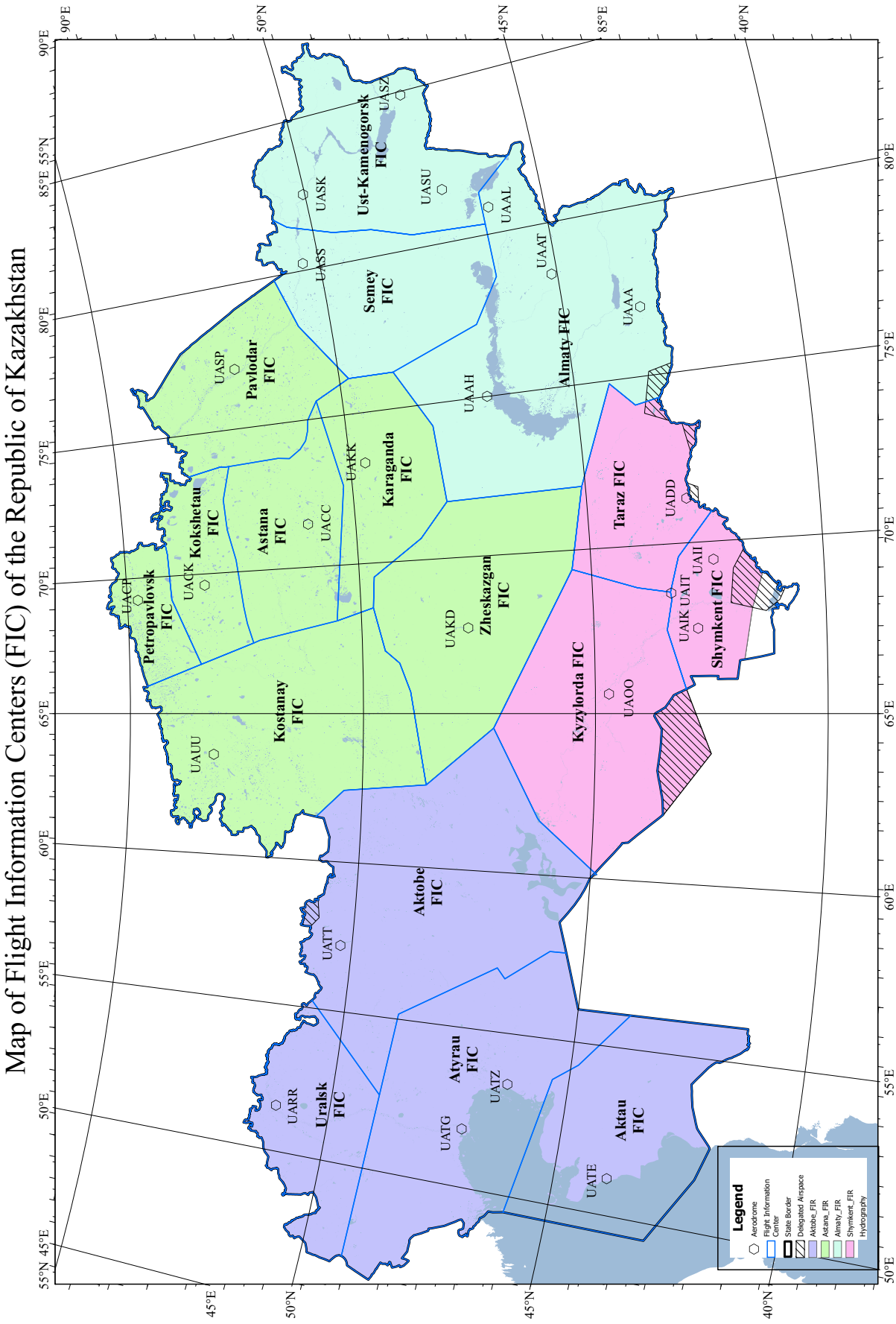
Map of Flight Information Centers (FIC) of the Republic of Kazakhstan
Ust-Kamenogorsk FIC
Semey FIC
Almaty FIC
Pavlodar FIC
Karaganda FIC
Astana FIC
Kokshetau FIC
Petropavlovsk FIC
Kostanay FIC
Zheskazgan FIC
Taraz FIC
Kyzylorda FIC
Shymkent FIC
Aktobe FIC
Atyrau FIC
Uralsk FIC
Aktau FIC
UASZ
UASK
UASU
UAAL
UASS
UAAT
UAAA
UAAH
UASP
UAKK
UACC
UACK
UACP
UAUU
UAKD
UADD
UAII
UAIK
UAIT
UAOO
UATT
UATZ
UATG
UARR
UATE
Legend
Aerodrome
Flight Information Center
State Border
Delegated Airspace
Aktobe_FIR
Astana_FIR
Almaty_FIR
Shymkent_FIR
Hydrography

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

ENR 5.3.1. OTHER ACTIVITIES OF A DANGEROUS NATURE

Nil

ENR 5.3.2. OTHER POTENTIAL HAZARDS

Lateral limits coordinates	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks
Almaty 432149N 0770016E	Up to 120 000 ft from GND	Aerological stations Diameter 200 cm Weight 0.5 kg Average vertical speed 900-2000 ft/ min	RSE "Kazgidromet"	Daily: 11:30 UTC, 23:30 UTC Flying time 120 min
Atyrau 470701N 0515302E				
Kyzylorda 444607N 0653134E				
Taraz 425206N 0711735E				
Pavlodar 521205N 0770419E				
Aktobe 501532N 0571321E				
Kostanay 531757N 0633638				
Karaganda 494840N 0730846E				
Zhezkazgan 474623N 0674121E				

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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	201,202,203	CONC	PCN 56/R/B/W/T
			204/204L/204R 205/205L/205R	CONC	PCN 71/R/B/W/T
		3	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
		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	47-50	CONC+ASPH	PCN 66/F/C/X/T
			51-56	CONC+ASPH	PCN 51/R/B/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
		6	601,602	CONC	PCN 75/R/A/X/T
			601A, 601B, 602A, 602B	CONC	PCN 92/F/C/X/T
			603, 604, 605	CONC+ASPH	PCN 69/F/C/X/T
			603 A/B-605 A/B	CONC+ASPH	PCN 69/F/C/X/T
			606, 607, 607A/B	CONC+ASPH	PCN 56/R/A/X/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) 2573280 Phone: +7 (727) 2573803
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, DEL

10	**Additional information**	Nil

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

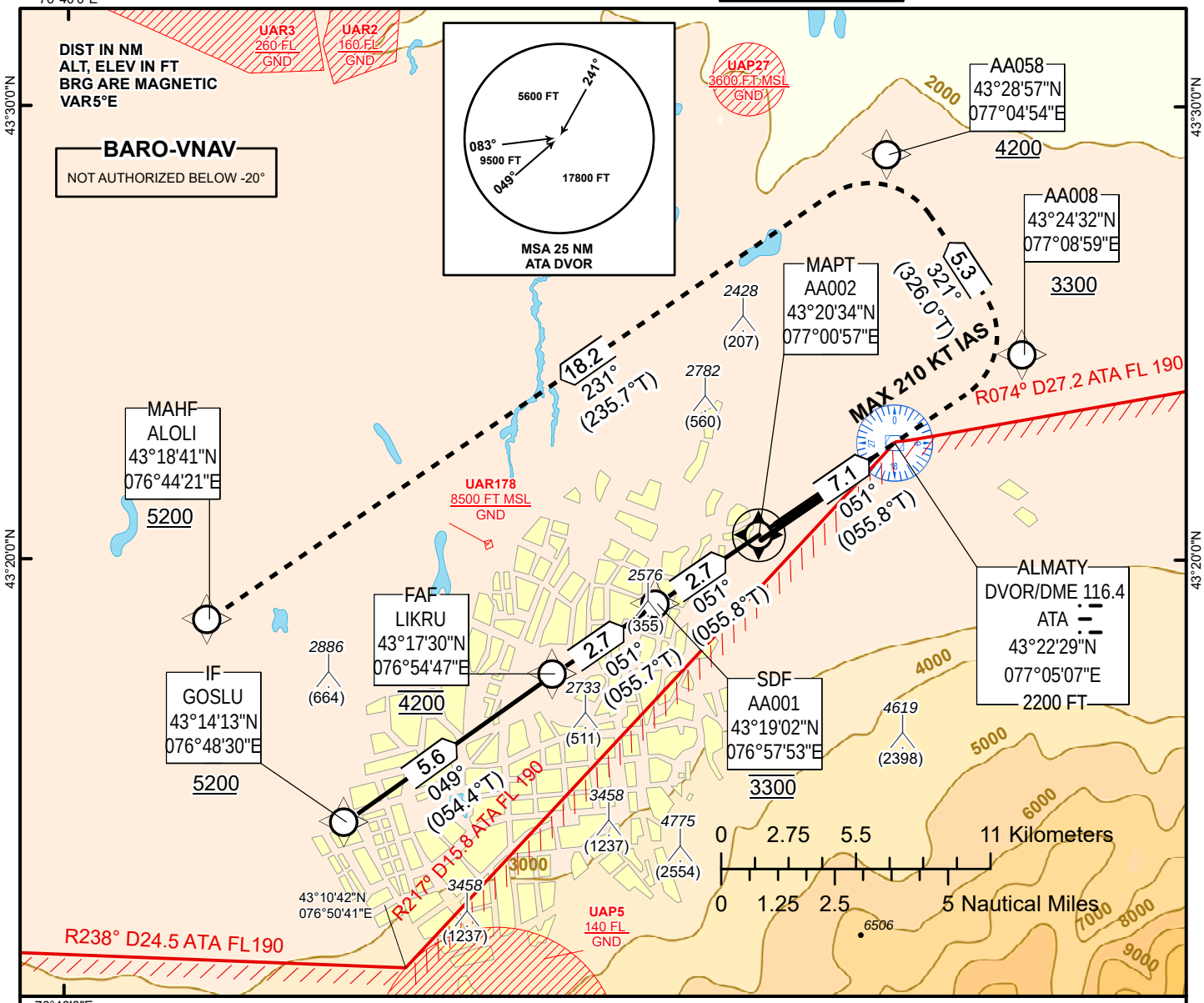
INSTRUMENT APPROACH CHART - ICAO

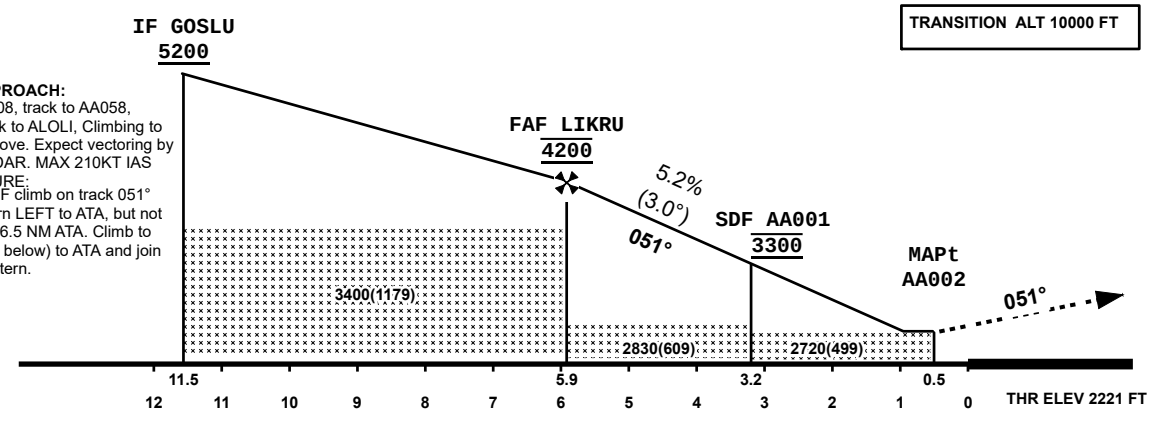
AERODROME ELEV *2238 FT*
HEIGHTS RELATED TO
THR 05L ELEV 2221 FT

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

ALMATY

RNP RWY 05L





Aircraft Category	A	B	C	D
LNAV OCA (OCH)	2720 (499)			
LNAV/VNAV OCA (OCH)	2510 (289)	2520 (299)	2530 (309)	2560 (339)

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

ALMATY

AERONAUTICAL DATA TABULATION

TABULAR DESCRIPTION

IAP RWY 05L

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation (°)	Distance NM	Turn Direc-tion	Altitude FT	Speed KT	VPA (°) FT	Navigation Specifica-tion
010	IF	GOSLU						+5200	-210		RNP APCH
020	TF	LIKRU	-	49(54.4)	5.12	5.6	-	@4200	-180	-	RNP APCH
030	TF	AA001	-	51(55.7)	5.12	2.7	-	@3300	-180	-3	RNP APCH
040	TF	AA002	+	51(55.8)	5.12	2.7	-	@2429	-180	-3	RNP APCH
050	TF	AA008	-	51(55.8)	5.12	7.1	-	+3300	-210	1.4	RNP APCH
060	TF	AA058	-	321(326)	5.12	5.3	L	+4200	-210	1.4	RNP APCH
070	TF	ALOLI	-	231(235.7)	5.12	18.2	L	+5200	-210	1.4	RNP APCH

WAYPOINT LIST

IAP RWY 05L

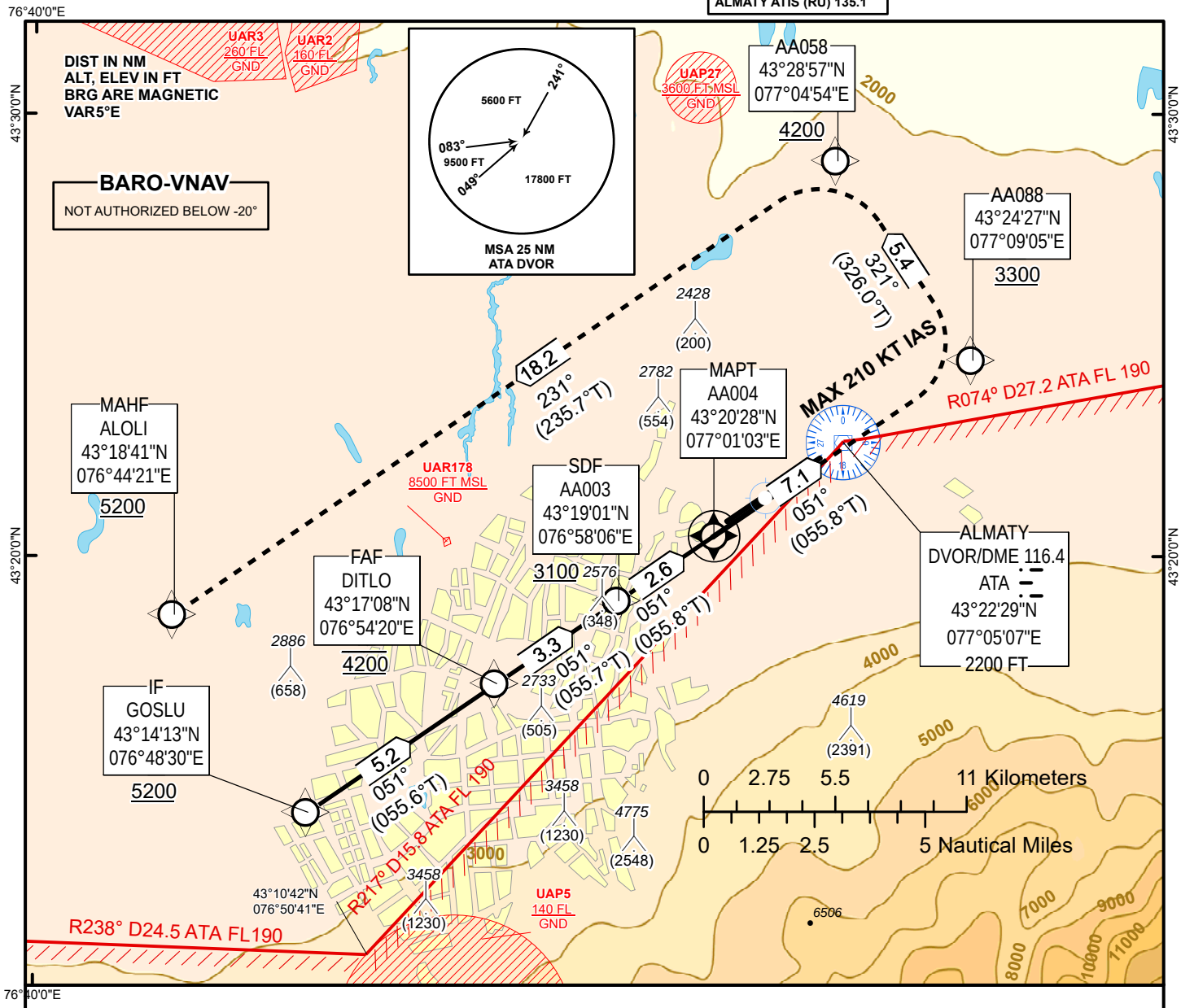
Waypoint Identifier	**Coordinates**	
GOSLU	431413.06N	0764829.77E
LIKRU	431729.77N	0765446.63E
AA001	431902.47N	0765753.04E
AA002	432033.58N	0770056.66E
AA008	432432.33N	0770858.98E
AA058	432857.49N	0770453.51E
ALOLI	431840.90N	0764420.60E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *2238 FT*
HEIGHTS RELATED TO
THR 05R ELEV 2228 FT

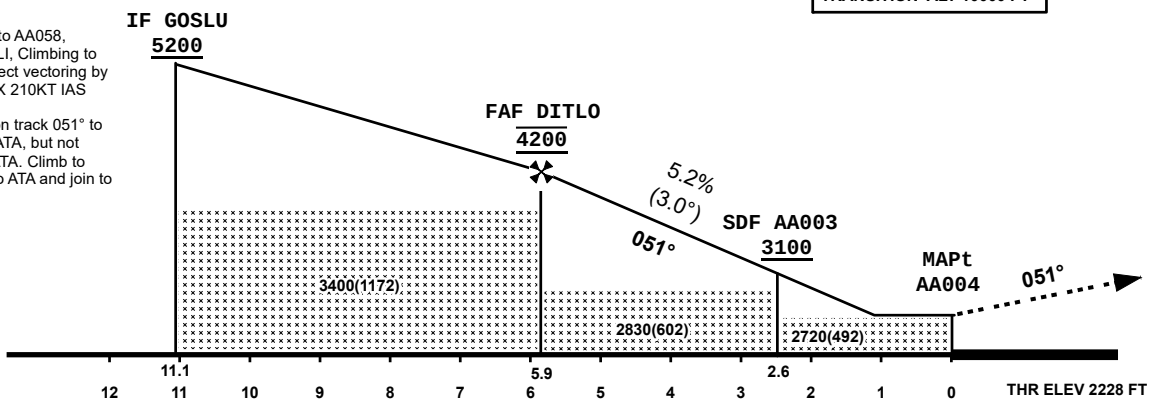
ALMATY APPROACH 118.3
ALMATY RADAR 126.8
ALMATY TOWER 119.4
ALMATY ATIS (EN) 129.8
ALMATY ATIS (RU) 135.1

ALMATY
RNP RWY 05R



MISSED APPROACH
Climb to AA008, track to AA058, Continue track to ALOLI, Climbing to 5200FT or above. Expect vectoring by ALMATY RADAR. MAX 210KT IAS
RADIO FAILURE:
In case of RCF climb on track 051° to 5200FT, turn LEFT to ATA, but not earlier than D6.5 NM ATA. Climb to 10000FT (not below) to ATA and join to holding pattern.

TRANSITION ALT 10000 FT



Aircraft Category	A	B	C	D
LNAV OCA (OCH)	2720 (492)			
LNAV/VNAV OCA (OCH)	2530 (302)	2550 (322)	2550 (322)	2560 (332)

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

ALMATY

AERONAUTICAL DATA TABULATION

TABULAR DESCRIPTION

IAP RWY 05R

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation (°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°) FT	Navigation Specifica-tion
010	IF	GOSLU						+5200	-210		RNP APCH
020	TF	DITLO	-	51(55.6)	5.12	5.2	-	@4200	-180		RNP APCH
030	TF	AA003	-	51(55.7)	5.12	3.3	-	+3100	-180	-3	RNP APCH
040	TF	AA004	+	51(55.8)	5.12	2.6	-	@2277	-180	-3	RNP APCH
050	TF	AA088	-	51(55.8)	5.12	7.1	-	+3300	-210	1.4	RNP APCH
060	TF	AA058	-	321(326.0)	5.12	5.4	L	+4200	-210	1.4	RNP APCH
070	TF	ALOLI	-	231(235.7)	5.12	18.2	L	+5200	-210	1.4	RNP APCH

WAYPOINT LIST

IAP RWY 05R

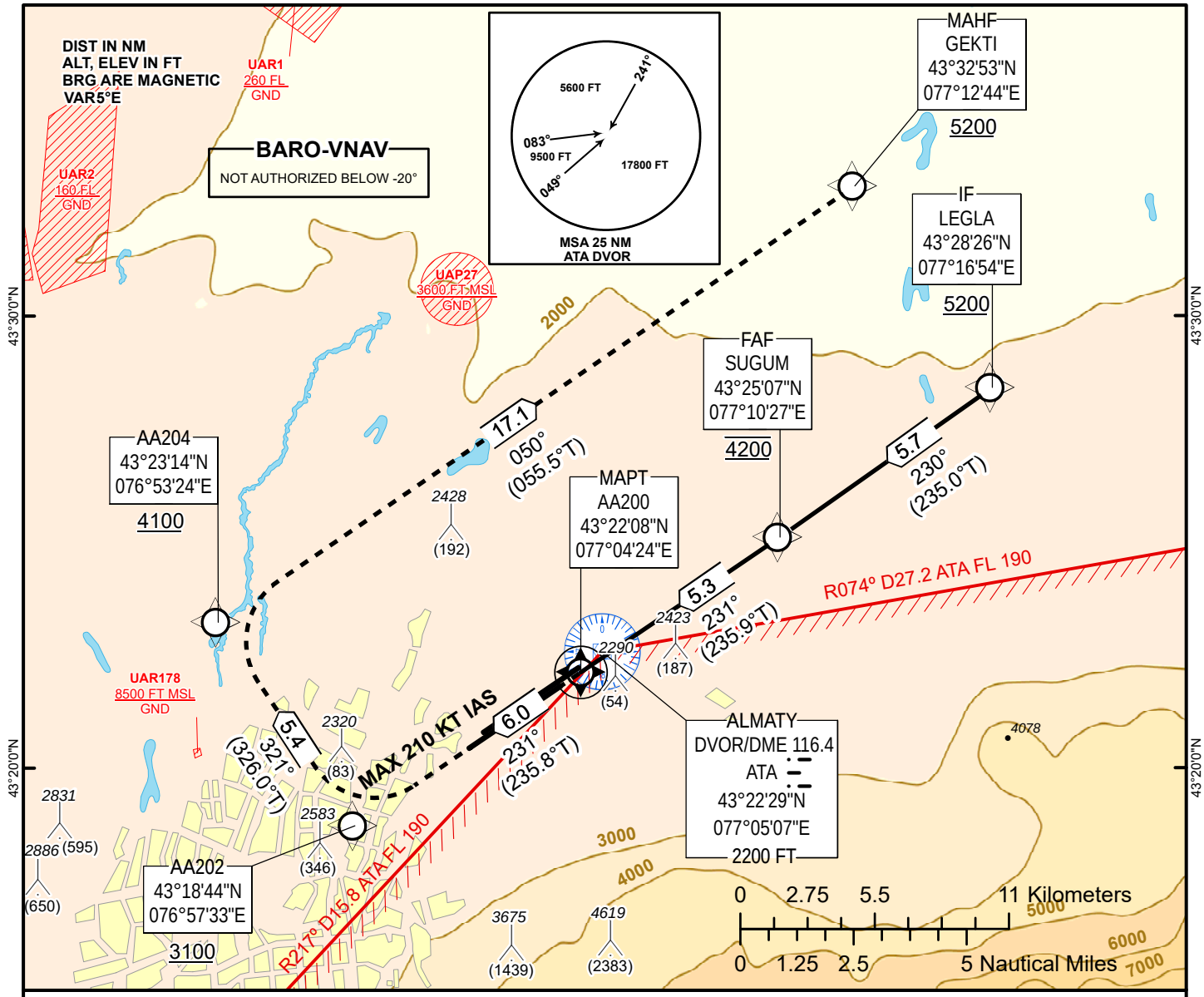
Waypoint Identifier	Coordinates	
GOSLU	431413.06N	0764829.77E
DITLO	431708.11N	0765419.55E
AA003	431900.75N	0765806.1E
AA004	432028.46N	0770102.85E
AA088	432426.77N	0770904.56E
AA058	432857.49N	0770453.51E
ALOLI	431840.90N	0764420.60E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *2238 FT*
HEIGHTS RELATED TO
THR 23L ELEV 2236 FT

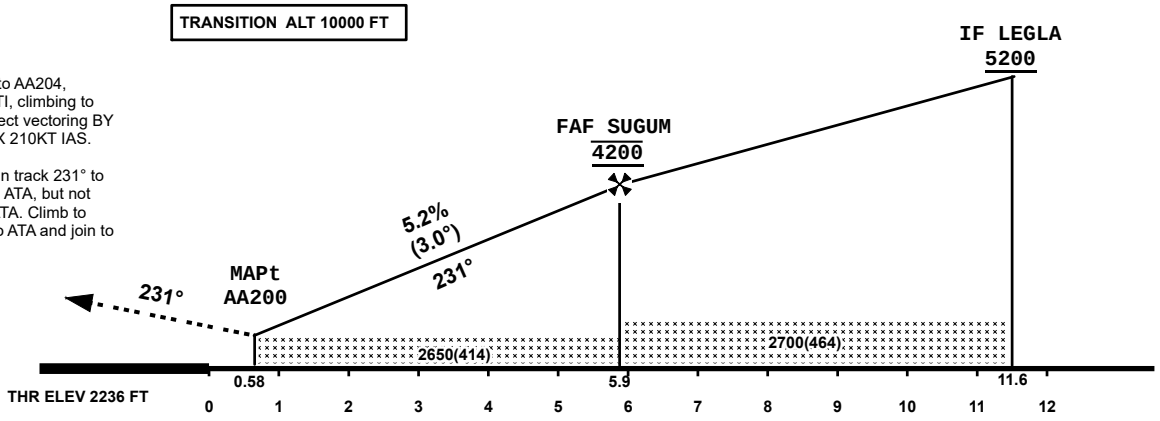
ALMATY APPROACH 118.3
ALMATY RADAR 126.8
ALMATY TOWER 119.4
ALMATY ATIS (EN) 129.8
ALMATY ATIS (RU) 135.1

ALMATY
RNP RWY 23L



TRANSITION ALT 10000 FT

MISSED APPROACH:
Climb to AA202, track to AA204, continue track to GEKTI, climbing to 5200FT or above. Expect vectoring BY ALMATY RADAR. MAX 210KT IAS.
RADIO FAILURE:
In case of RCF climb on track 231° to 5200FT, turn RIGHT to ATA, but not earlier than D6.5 NM ATA. Climb to 10000FT (not below) to ATA and join to holding pattern



Aircraft Category	A	B	C	D
LNAV OCA (OCH)	2650 (414)			
LNAV/VNAV OCA (OCH)	2540 (304)	2550 (314)	2570 (334)	2600 (364)

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

ALMATY

AERONAUTICAL DATA TABULATION

TABULAR DESCRIPTION

IAP RWY 23L

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation (°)	Distance NM	Turn Direc- tion	Altitude FT	Speed KT	VPA (°) FT	Navigation Specifica- tion
010	IF	LEGLA						+5200	-230		RNP APCH
020	TF	SUGUM	-	230(235.0)	5.12	5.7	-	@4200	-180		RNP APCH
030	TF	AA200	+	231(235.9)	5.12	5.3	-	@2470	-180	-3	RNP APCH
040	TF	AA202	-	231(235.8)	5.12	6	-	+3100	-210	1.4	RNP APCH
050	TF	AA204	-	321(326)	5.12	5.4	R	+4100	-210	1.4	RNP APCH
060	TF	GEKTI	-	50(55.5)	5.12	17.1	R	+5200	-210	1.4	RNP APCH

WAYPOINT LIST

IAP RWY 23L

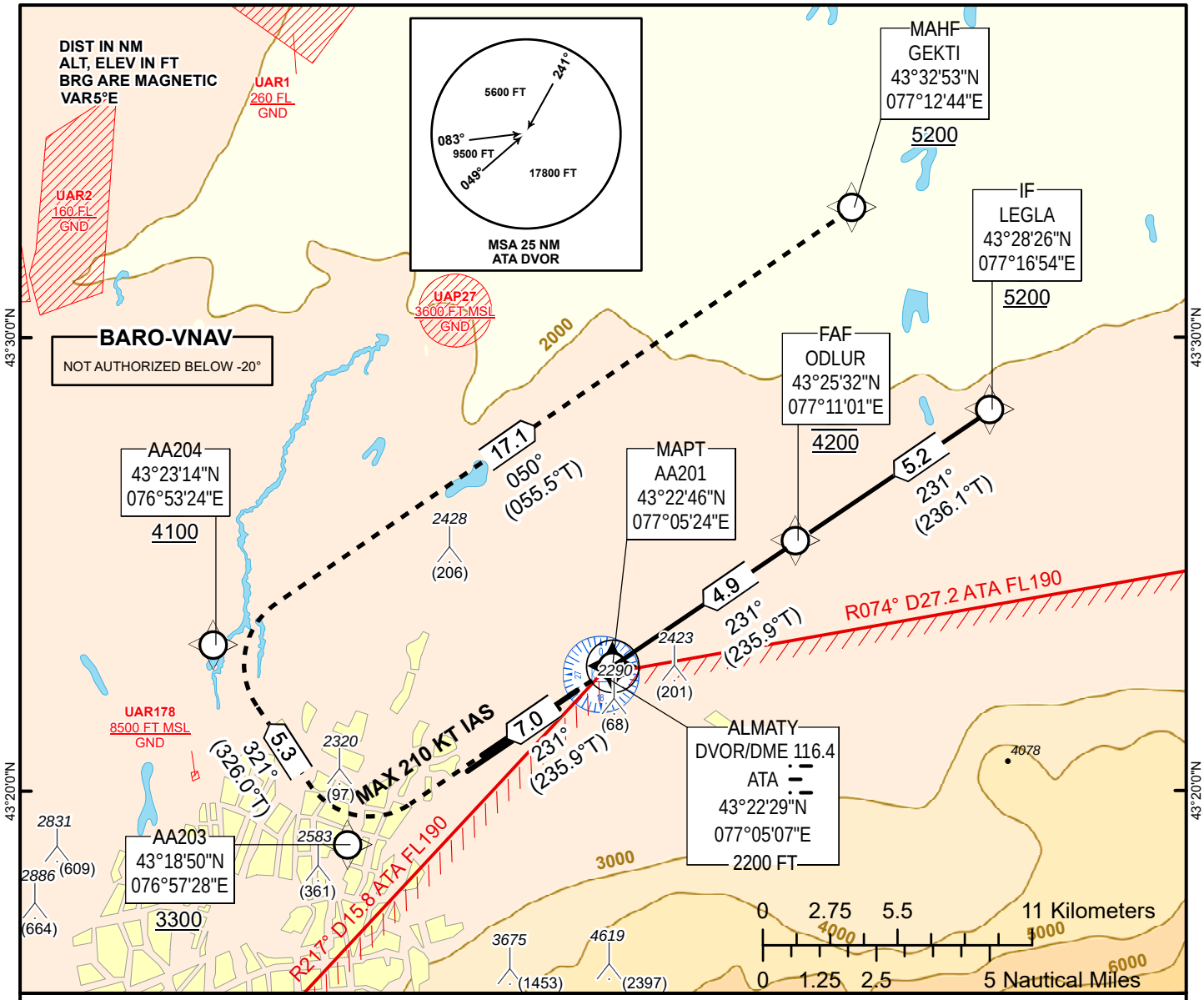
Waypoint Identifier	Coordinates	
LEGLA	432825.52N	0771654.27E
SUGUM	432507.31N	0771026.74E
AA200	432208.09N	0770423.97E
AA202	431844.32N	0765733.06E
AA204	432314.16N	0765323.71E
GEKTI	433253.40N	0771244.40E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *2238 FT*
HEIGHTS RELATED TO
THR 23R ELEV 2222 FT

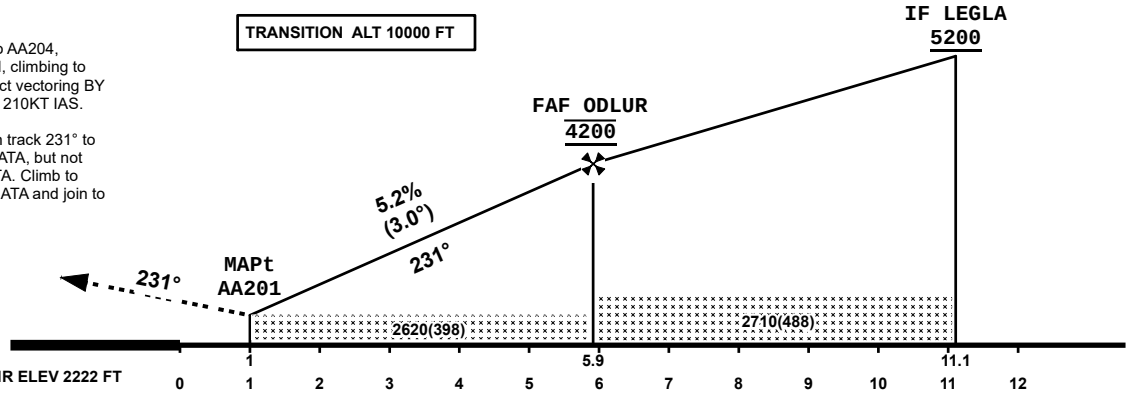
ALMATY APPROACH 118.3
ALMATY RADAR 126.8
ALMATY TOWER 119.4
ALMATY ATIS (EN) 129.8
ALMATY ATIS (RU) 135.1

ALMATY
RNP RWY 23R



MISSED APPROACH:
Climb to AA203, track to AA204, continue track to GEKTI, climbing to 5200FT or above. Expect vectoring BY ALMATY RADAR. MAX 210KT IAS.
RADIO FAILURE:
In case of RCF climb on track 231° to 5200FT, turn RIGHT to ATA, but not earlier than D6.5 NM ATA. Climb to 10000FT (not below) to ATA and join to holding pattern

TRANSITION ALT 10000 FT



Aircraft Category	A	B	C	D
LNAV OCA (OCH)	2620 (398)			
LNAV/VNAV OCA (OCH)	2480 (258)	2490 (268)	2510 (288)	2540 (318)

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

ALMATY

AERONAUTICAL DATA TABULATION

TABULAR DESCRIPTION

IAP RWY 23R

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation (°)	Distance NM	Turn Direction	Altitude FT	Speed KT	VPA (°) FT	Navigation Specification
010	IF	LEGLA						+5200	-230		RNP APCH
020	TF	ODLUR	-	231(236.1)	5.12	5.2	-	@4200	-180		RNP APCH
030	TF	AA201	+	231(235.9)	5.12	4.9	-	@2590	-180	-3	RNP APCH
040	TF	AA203	-	231(235.9)	5.12	7	-	+3300	-210	1.4	RNP APCH
050	TF	AA204	-	321(326.0)	5.12	5.3	R	+4100	-210	1.4	RNP APCH
060	TF	GEKTI	-	50(55.5)	5.12	17.1	R	+5200	-210	1.4	RNP APCH

WAYPOINT LIST

IAP RWY 23R

Waypoint Identifier	Coordinates	
LEGLA	432825.52N	0771654.27E
ODLUR	432532.37N	0771100.95E
AA201	432246.01N	0770524.09E
AA203	431849.98N	0765727.89E
AA204	432314.16N	0765323.71E
GEKTI	433253.40N	0771244.40E

2. Low Visibility Procedures during CAT II operations.

Low Visibility Procedures (LVP) are initiated at Astana aerodrome:

a. during CAT II and CAT IIIA approaches when RVR is less than 550 m;

b. during take-off, when RVR is less than 550 m. The status of LVP is reported through ATIS or the broadcast of RTF with the following phrase: “LOW VISIBILITY PROCEDURES IN OPERATION”

The controller shall verify that ILS sensitive area is clear of known traffic before Aircraft reaches 15 km distance from touchdown point.

During approach, the controller informs pilots of:

- unserviceability or downgrading of aids or facilities;
- change of surface wind;
- change of RVR;
- change of cloud base (vertical visibility).

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

During Low Visibility Procedures (LVP), all taxiways leading to the runway, namely TWY A, TWY B, TWY C, TWY D and TWY E, are equipped with stop bar lights. Runway exit lights are installed on TWY A and TWY E. Taxiway centre line lights are installed along the entire length of TWY P, including connections to TWY M, TWY J, TWY B, TWY C, TWY H and TWY L. Aircraft taxiing on the apron between aircraft stands and taxiways is carried out under follow-me guidance.

3. Arriving Aircraft

The report on the vacation of the runway is made on the TWY only after the release of the ILS critical zones. Taxiing on the taxiways is carried out by the TWY centerline lights before coupling with the apron. Taxiing on the apron is allowed only behind the follow me car. Parking of the aircraft in the stands is carried out according to the signals of the ground personnel.

Taxing via TWY shall be carried out along TWY centerlines lights until junction with apron. It is permitted to taxi on the apron only under guidance of a “follow-me” car. Parking to the stands is assisted by a marshaller.

4. Departing Aircraft

Aircraft taxiing for take-off from the aircraft stands to the TWY are accompanied by the follow me car. Taxiing on the taxiway is carried out by the TWY centerline lights to the runway holding positions. At the runway holding positions, the aircraft must stop in front of an aerodrome sign of the critical zone (Runway designation of both extremities of the runway on a red background and the designation of the TWY on a black background).

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

Flights within the control zone are conducted at an absolute altitude of no less than 1700 feet, unless otherwise instructed by the controller of the "Radar" ATC unit. Absolute flight altitudes are assigned by the controller of the "Radar" ATC unit without considering obstacles. Crews of aircraft independently perform the avoidance of obstacles. Within the control zone, flights over populated, prohibited, restricted, and dangerous areas are tobe avoided. For VFR flights of aircraft with certificated take-off mass of up to 5700 kg and helicopters flying at speeds of no more than 140 knots, at Astana aerodrome the flight circuit is established for Runway 22 (left)and Runway 04 (right) at an altitude of 2000 feet. The width of the rectangular flight path is 3 nautical miles.The controller of the "Radar" ATC unit determines and communicates the utilized traffic circuit to the aircraft crew. Entering the traffic circuit, crossing the runway alignment is made only with the permission of the air traffic controller of the "Radar" ATC unit. Entry/Exit into the control zone is carried out through designated waypoints.
Note: In all cases, the controller of the "Radar" ATC unit assigns altitudes in accordance with the table of the "Minimum Safe True Flight Altitudes for ATS Routes and SID" published in Appendix 5 to the Rules for Aircraft

Operations in Civil Aviation of the Republic of Kazakhstan.

№	Waypoint name	Type	Visual reference	Geographical coordinates	Radial (mag.) from DVOR/ DME AST	Distance from DVOR/DME AST
1	KOIANDY	Exit	Northeastern outskirts of the settlement Koyandy	511821N 0714116E	018°	20.6 NM
2	KOSTOMAR	Entry	Eastern outskirts of the locality Kostomar	511319N 0714922E	038°	19.8 NM
3	TANAKOL	Exit	To the north-east of Lake Tanakol	510912N 0715557E	054°	21.0 NM
4	ZHALTYRKOL	Entry	Western outskirts of the locality Zhaltyrkol	505951N 0714824E	081°	14.2 NM
5	KARIER	Exit	South of the sand quarry	505626N 0714517E	097°	12.7 NM
6	NURA	Entry	Northern outskirts of the locality Nura	504723N 0712505E	173°	12.7 NM
7	KARATOMAR	Exit	Southeastern outskirts of the locality Karatomar	505127N 0710534E	226°	15.6 NM
8	ZHANAYDAR	Entry	-	510334N 0710850E	278°	11.4 NM
9	URKER	Exit	Northwest outskirts of the residential area Urker	510853N 0711310E	308°	12.0 NM
10	INTER	Intermediate	Northern outskirts of the microdistrict International, intersection with the Astana-Karaganda highway	510750N 0713550E	029°	9.9 NM
11	IPPODROM	Holding	West of the horse racecourse	510435N 0712226E	324°	5.0 NM
12	MAIBALYK	Holding	Southern shore of Lake Maybalyk	505659N 0713015E	129°	4.1 NM

6. 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:

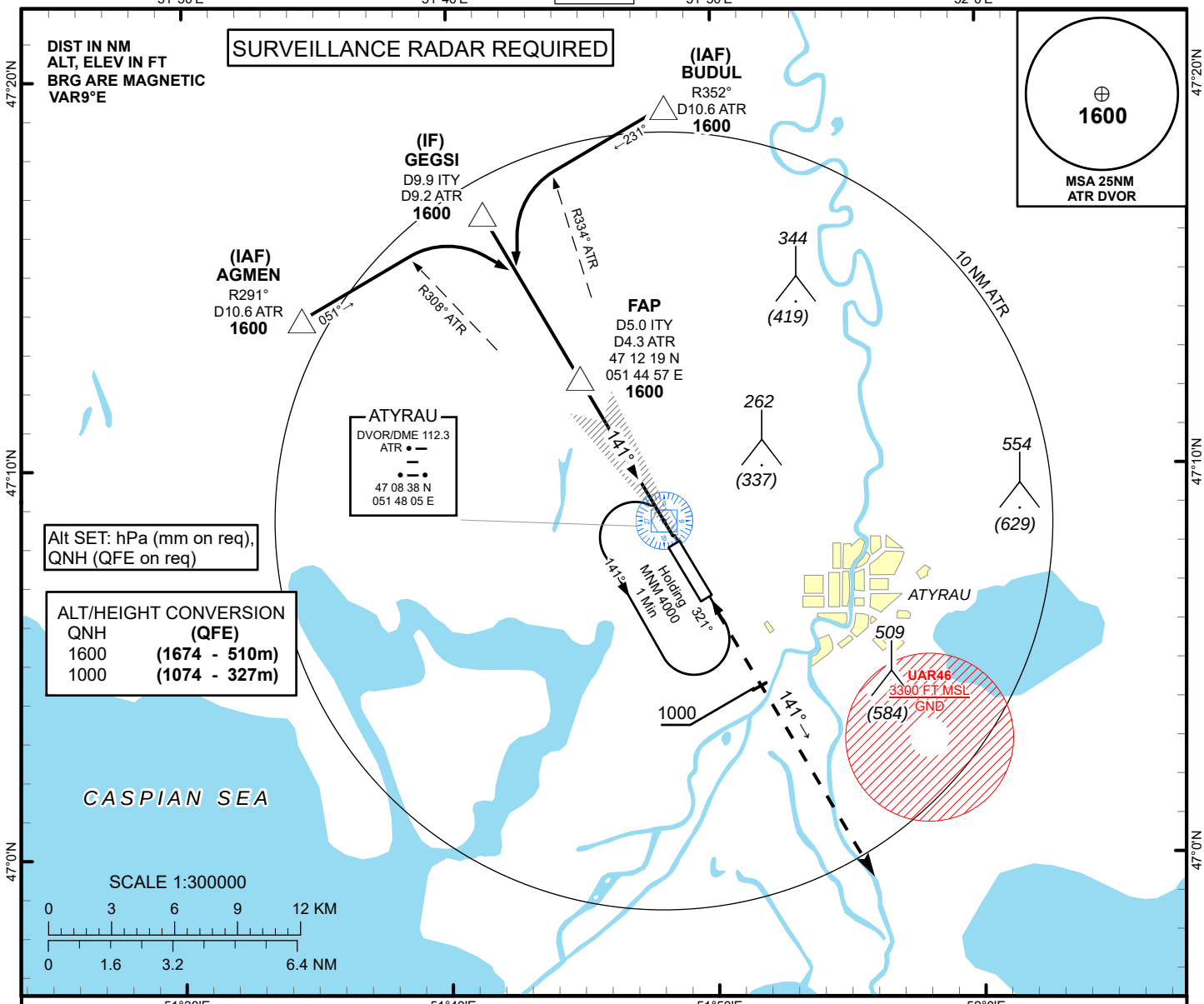
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
THR RWY 14 - ELEV -74 FT

ILS/DME
LLZ 109.9
ITY
GP 333.8
CH 36X

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

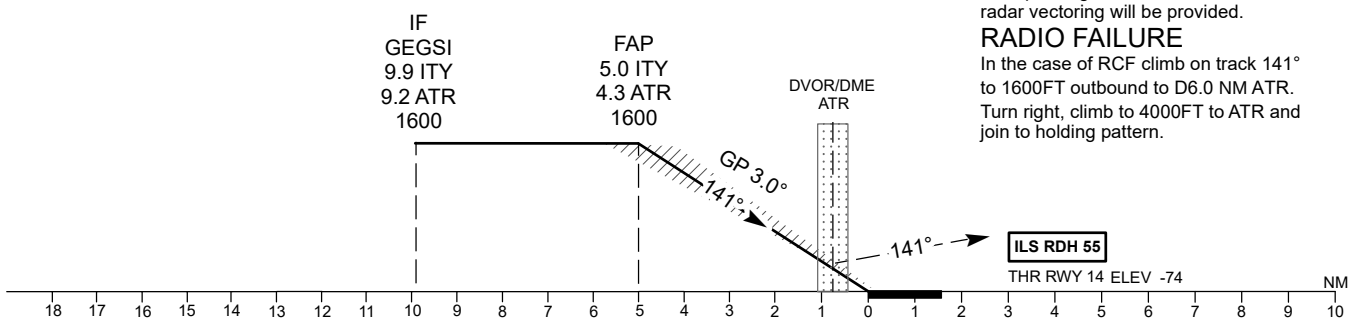
ATYRAU
ILS/DME CAT I & II
RWY 14



TRANSITION ALT
10000

MISSED APPROACH
Climb on track 141° to 1600FT.
After passing 1000FT
radar vectoring will be provided.

RADIO FAILURE
In the case of RCF climb on track 141°
to 1600FT outbound to D6.0 NM ATR.
Turn right, climb to 4000FT to ATR and
join to holding pattern.



Aircraft Category		A	B	C	D	DIST to THR DME ITY	NM	1	2	3	4	5
Straight-in Approach OCA/H						DME ATR	NM	0.3	1.3	2.3	3.3	4.3
	CAT I	126(200)	126(200)	126(200)	126(200)	ALTITUDE	FT	300	621	944	1268	1600
	CAT II	37(111)	47(121)	57(131)	67(141)	HEIGHT	FT	(374)	(695)	(1018)	(1342)	(1674)

Aerodrome Operating Minima DH ft x RVR (CMV)						DME ITY ZERO RANGED TO THR RWY 14							
	CAT I												
	CAT II												
						GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Missed approach

ATYRAU
ILS/DME CAT I, II **AERONAUTICAL DATA TABULATION**

ILS approach to RWY14 from AGMEN, GEGSI, BUDUL	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAP) ITY D5.0, ATR D4.3	47° 12’ 19,46”N 051° 44’ 56,88”E
GEGSI (IF) D9.2 ATR	47° 16’ 34,26”N 051° 41’ 19,19”E
AGMEN (IAF) R291°ATR, D10.6 ATR	47° 13’ 51,60”N 051° 34’ 27,75”E
BUDUL (IAF) R352°ATR, D10.6 ATR	47° 19’ 16,51”N 051° 48’ 11,32”E
THR RWY 14	47° 08’ 01.45”N 051° 48’ 36.66”E
ITY LOC	47° 06’ 19.6”N 051° 50’ 03.2”E

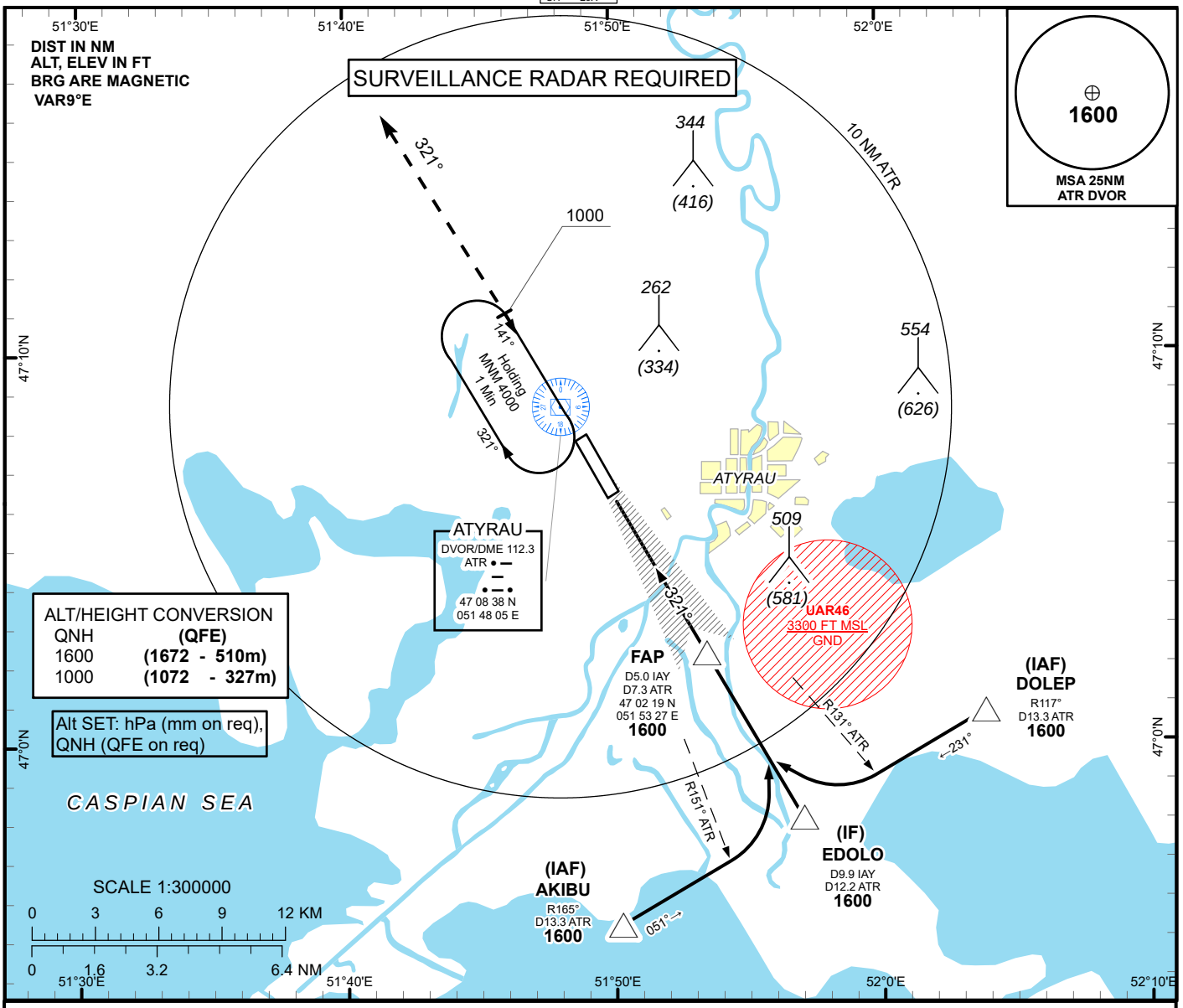
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
THR RWY 32 - ELEV -72 FT

ILS/DME
LLZ 108.3
IAY
GP 334.1
CH 20X

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU ILS/DME RWY 32



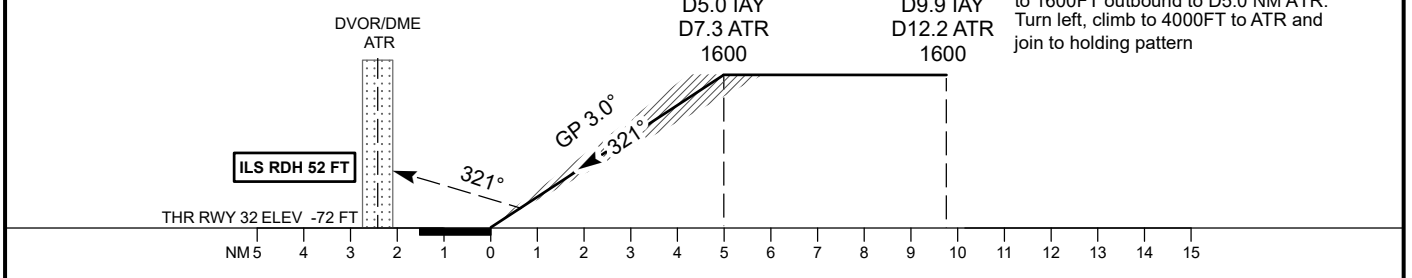
TRANSITION ALT
10000

MISSED APPROACH

Climb on track 321° to 1600FT.
After passing 1000FT
radar vectoring will be provided.

RADIO FAILURE

In the case of RCF climb on track 321° to 1600FT outbound to D5.0 NM ATR. Turn left, climb to 4000FT to ATR and join to holding pattern



Aircraft Category		A	B	C	D	DIST to THR DME IAY	NM	1	2	3	4	5
Straight-in Approach OCA/H						DME ATR	NM	3.3	4.3	5.3	6.3	7.3
	CAT I	138(210)	138(210)	138(210)	138(210)	ALTITUDE	FT	299	620	943	1267	1600
						HEIGHT	FT	(371)	(692)	(1015)	(1339)	(1672)

Aerodrome Operating Minima DH ft x RVR (CMV)						DME IAY ZERO RANGED TO THR RWY 32							
	CAT I												
						GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Missed approach

ATYRAU
ILS/DME CAT I **AERONAUTICAL DATA TABULATION**

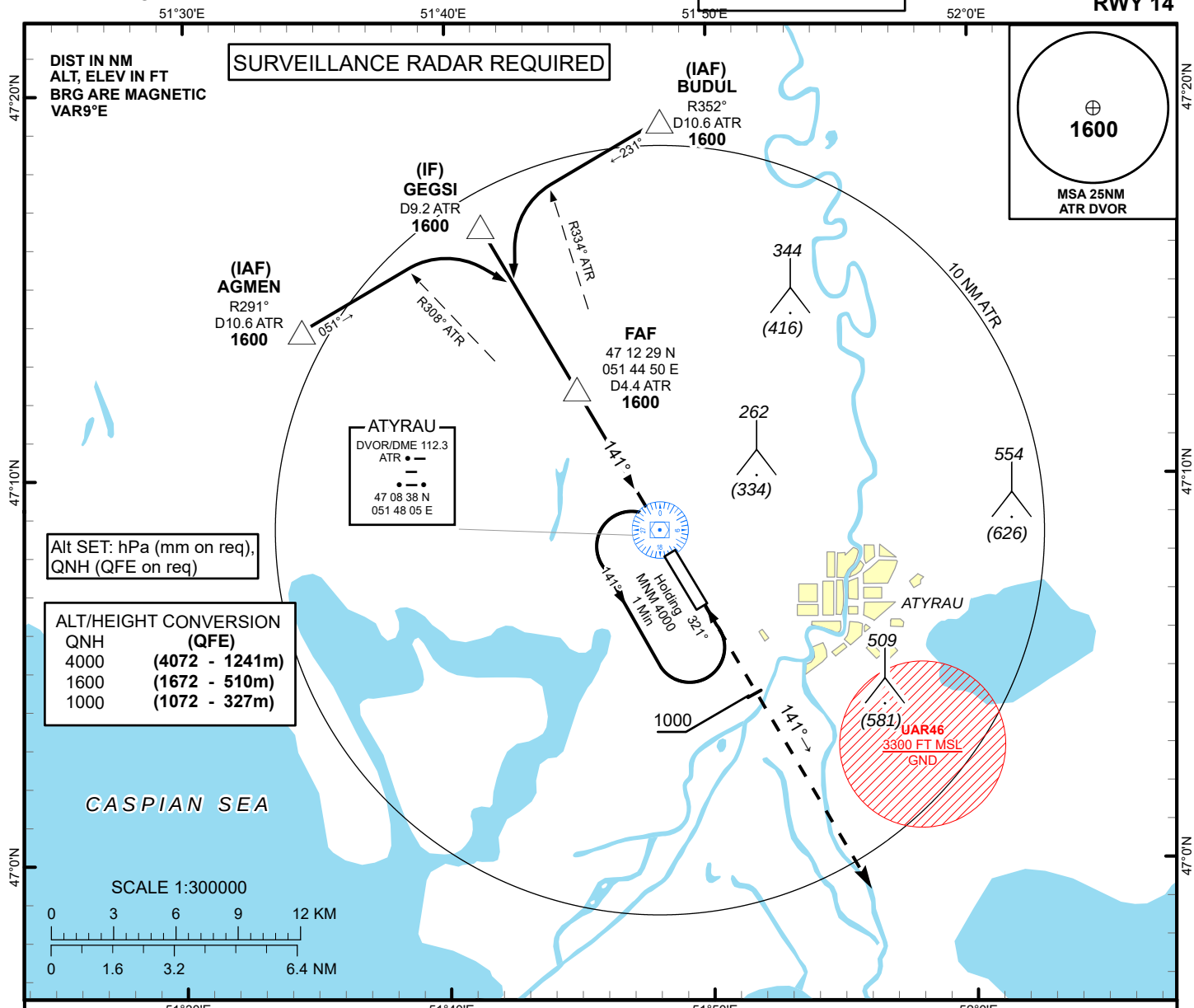
ILS approach to RWY32 from AKIBU, EDOLO, DOLEP	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38.2”N 051° 48’ 05.4”E
(FAP) IAY D5.0, ATR D7.3	47° 02’ 19.3”N 051° 53’ 26.6”E
EDOLO (IF) D12.2 ATR	46° 58’ 04.5”N 051° 57’ 01.8”E
AKIBU (IAF) R165°ATR, D13.3ATR	46° 55’ 21.9”N 051° 50’ 12.8”E
DOLEP (IAF) R117°ATR, D13.3ATR	47° 00’ 46.8”N 052° 03’ 51.6”E
THR RWY 32	47° 06’ 37.41”N 051° 49’ 48.05”E
IAY LOC	47° 08’ 20.0”N 051° 48’ 20.9”E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Y RWY 14



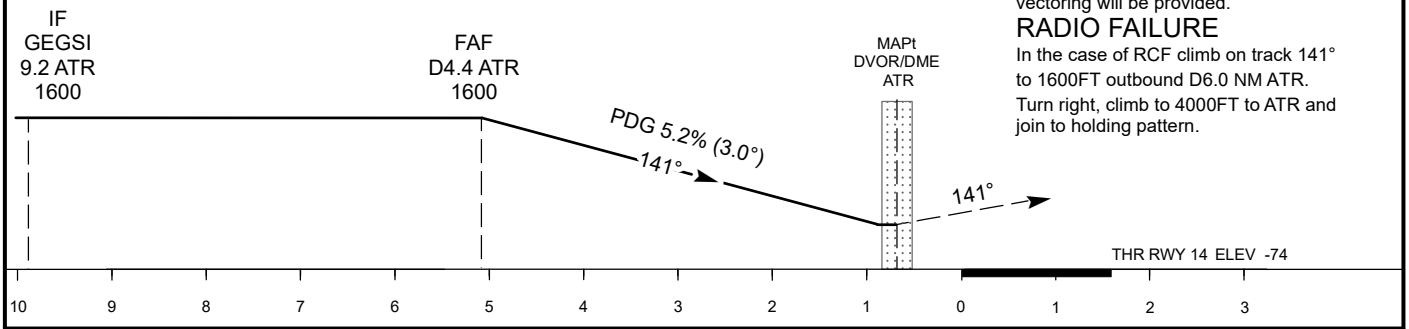
TRANSITION ALT
10000

MISSED APPROACH

Climb on track 141° to 1600FT.
After passing 1000FT radar vectoring will be provided.

RADIO FAILURE

In the case of RCF climb on track 141° to 1600FT outbound D6.0 NM ATR.
Turn right, climb to 4000FT to ATR and join to holding pattern.



CHANGE: Missed approach

Aircraft Category		A	B	C	D	DIST to THR	NM	5.1	4	3	2	1
Straight-in Approach OCA/H						DME ATR	NM	4.4	3.3	2.3	1.3	0.7
	VOR/DME	210(280)	210(280)	210(280)	210(280)	ALTITUDE	FT	1600	1268	944	621	300
						HEIGHT	FT	(1672)	(1340)	(1016)	(693)	(372)

Aerodrome Operating Minima MDH ft x RVR (CMV)	VOR/DME					GS	Kt	80	100	120	140	160	180
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt (4.4 ATR)	min:sec	3:20	2:40	2:13	1:54	1:40	1:29

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

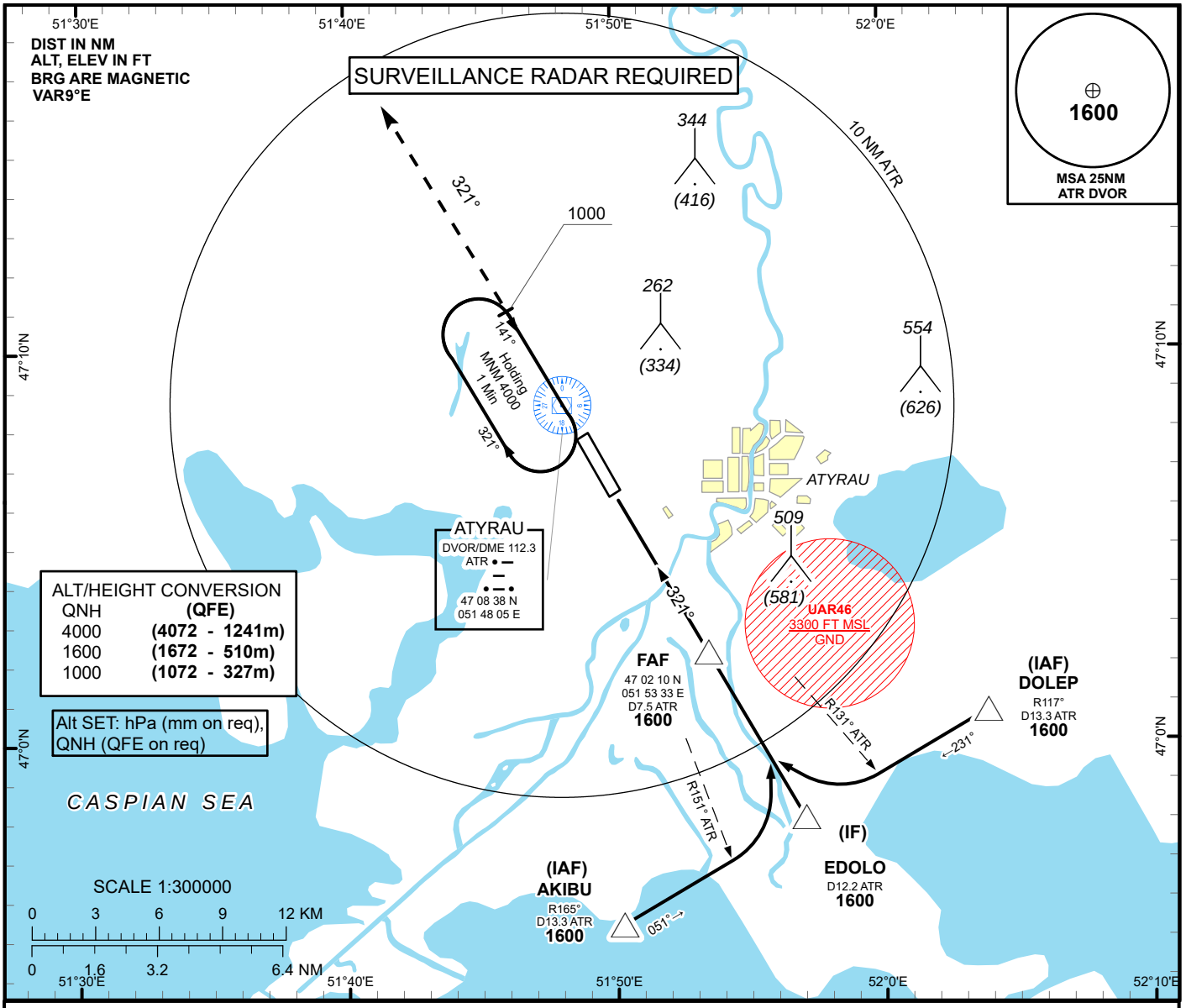
VOR/DME approach to RWY14 from AGMEN, GEGSI, BUDUL	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAF) D4.4 ATR	47° 12’ 28,62”N 051° 44’ 50,14”E
GEGSI (IF) D9.2 ATR	47° 16’ 34,26”N 051° 41’ 19,19”E
AGMEN (IAF) R291°ATR, D10.6 ATR	47° 13’ 51,60”N 051° 34’ 27,75”E
BUDUL (IAF) R352°ATR, D10.6 ATR	47° 19’ 16,51”N 051° 48’ 11,32”E
THR RWY 14	47° 08’ 01.45”N 051° 48’ 36.66”E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

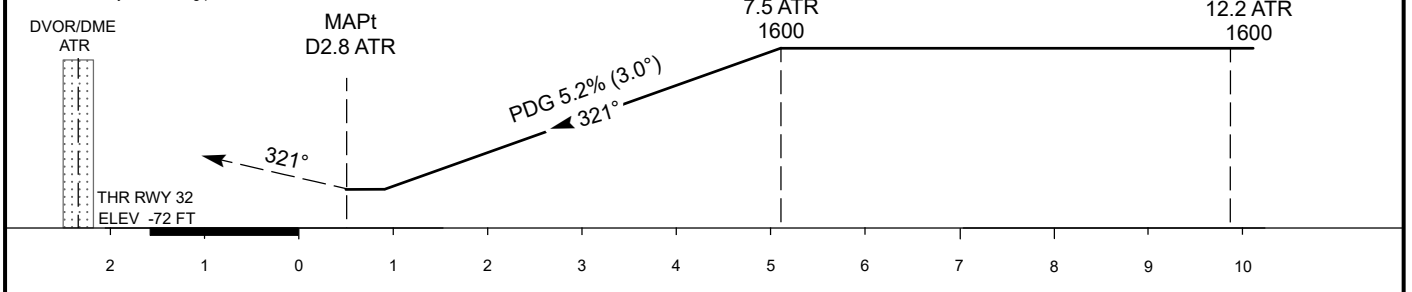
ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Y RWY 32



MISSED APPROACH
Climb on track 321° to 1600FT.
After passing 1000FT radar vectoring will be provided.
RADIO FAILURE
In the case of RCF climb on track 321° to 1600FT outbound D5.0 NM ATR.
Turn left, climb to 4000FT to ATR and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR	NM	1	2	3	4	5.1
Straight-in Approach OCA/H						DME ATR	NM	3.4	4.4	5.4	6.4	7.5
	VOR/DME	280(350)	280(350)	280(350)	280(350)	ALTITUDE	FT	299	620	943	1267	1600
						HEIGHT	FT	(371)	(692)	(1015)	(1339)	(1672)

Aerodrome Operating Minima MDH ft x RVR (CMV)													
	VOR/DME												
						GS	Kt	80	100	120	140	160	180
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt (4.7 NM)	min:sec	3:29	2:47	2:19	1:59	1:44	1:33

CHANGE: Missed approach.

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

VOR/DME approach to RWY32 from AKIBU, EDOLO, DOLEP	
Fix/point	**Coordinates**
ATR DVOR/DME	47° 08’ 38,2”N 051° 48’ 05,4”E
(FAF) D7.5 ATR	47° 02’ 10,31”N 051° 53’ 32,86”E
EDOLO (IF) D12.2 ATR	46° 58’ 04,52”N 051° 57’ 01,84”E
AKIBU (IAF) R165°ATR, D13.3ATR	46° 55’ 21,86”N 051° 50’ 12,78”E
DOLEP (IAF) R117°ATR, D13.3ATR	47° 00’ 46,77”N 052° 03’ 51,58”E
THR RWY 32	47° 06’ 37.41”N 051° 49’ 48.05”E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Z RWY 14

51°30'E 51°40'E 51°50'E 52°0'E

47°20'N 47°10'N 47°0'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR9°E

ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(4072 - 1241m)
1600	(1672 - 510m)
1000	(1072 - 327m)

1600
MSA 25NM
ATR DVOR

D8.0 ATR
1600

D8.0 ATR
1600

141°

CAT A,B IAS-140Kt

CAT C,D IAS-200Kt

310°

300°

FAF
47 12 29 N
051 44 50 E
D4.4 ATR
1600

(IAF)
4000
ATYRAU
DVOR/DME 112.3
ATR
47 08 38 N
051 48 05 E

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

Holding 321°
MNM 4000
1 Min

141°

141°

D4.4 ATR
1000
or above

10 NM ATR

344
(416)

262
(334)

554
(626)

509
(581)

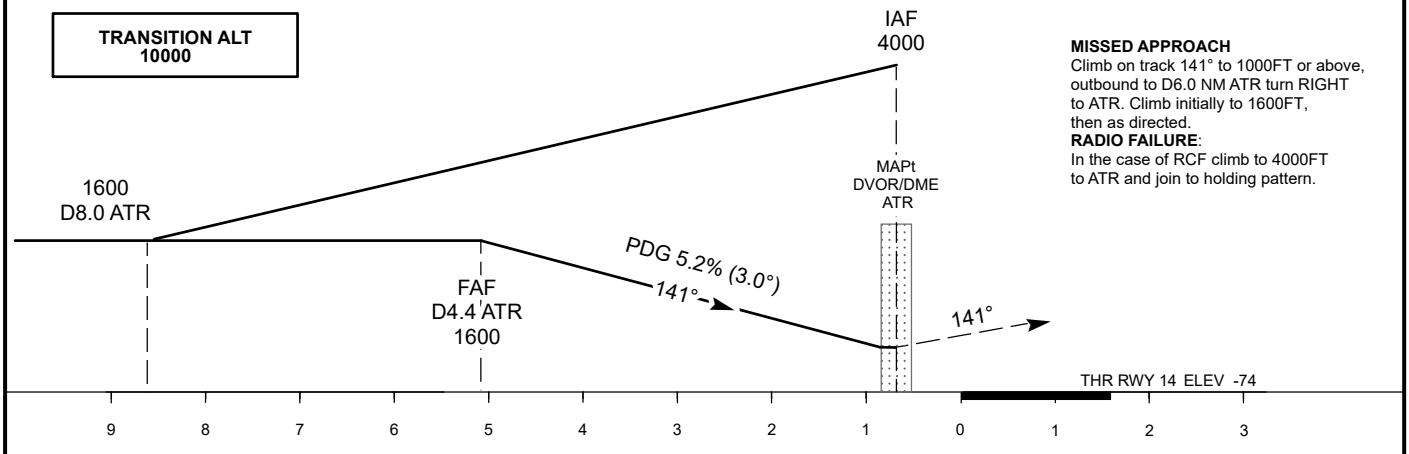
ATYRAU

UAR46
3300 FT MSL
GND

CASPIAN SEA

SCALE 1:300000
0 3 6 9 12 KM
0 1.6 3.2 6.4 NM

TRANSITION ALT
10000



MISSED APPROACH
Climb on track 141° to 1000FT or above, outbound to D6.0 NM ATR turn RIGHT to ATR. Climb initially to 1600FT, then as directed.
RADIO FAILURE:
In the case of RCF climb to 4000FT to ATR and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	210(280)	210(280)	210(280)	210(280)

DIST to THR	NM	5.1	4	3	2	1
DME ATR	NM	4.4	3.3	2.3	1.3	0.7
ALTITUDE	FT	1600	1249	930	612	293
HEIGHT	FT	(1672)	(1321)	(1002)	(684)	(365)

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

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.4 ATR)	min:sec	3:20	2:40	2:13	1:54	1:40	1:29

CHANGE: Missed approach

ATYRAU
VOR/DME Z **AERONAUTICAL DATA TABULATION**

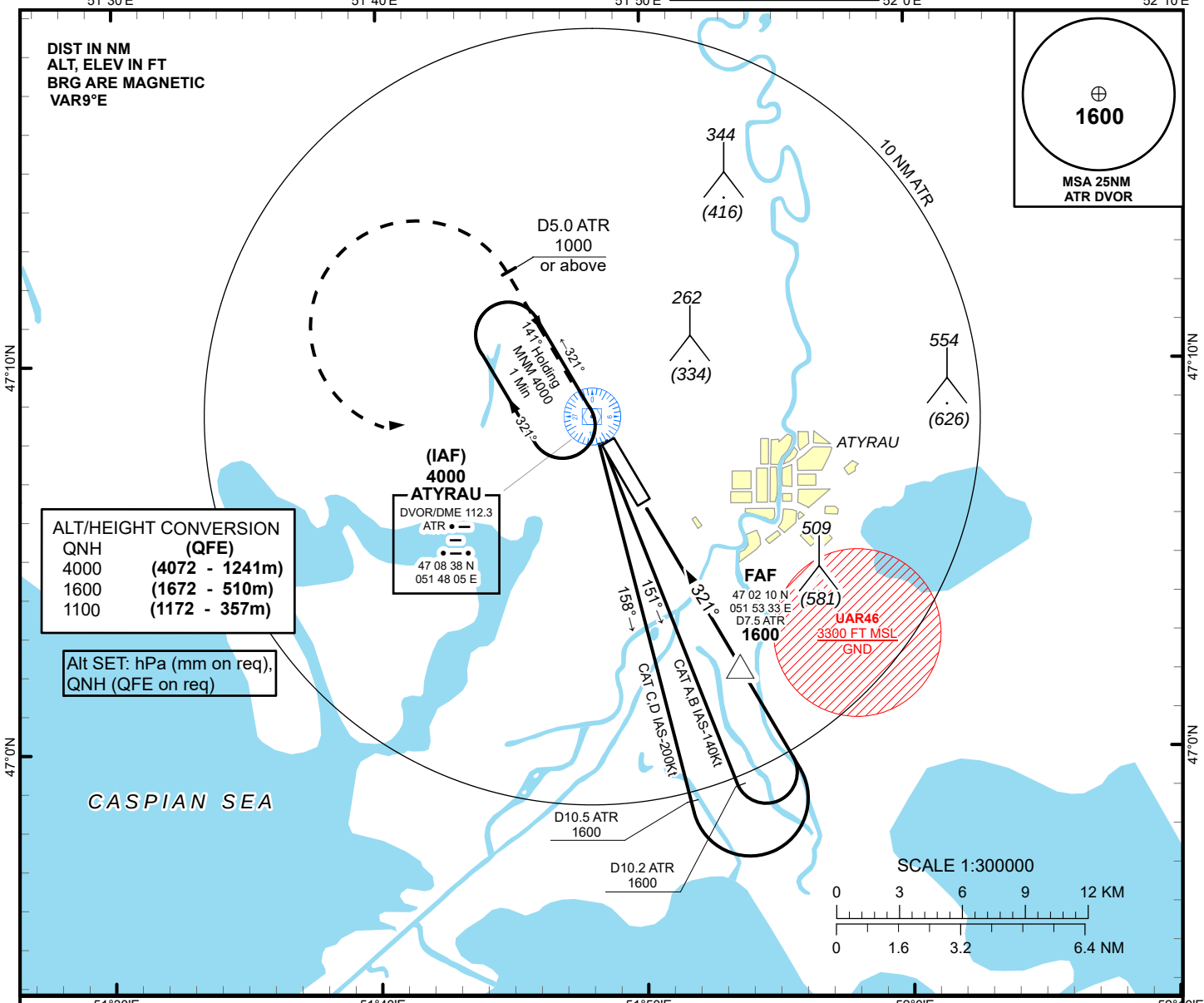
VOR/DME approach to RWY14 from ATR DVOR/DME	
Fix/point	**Coordinates**
(IAF) DVOR/DME ATR	**47° 08’ 38,20”N 051° 48’ 05,40”E**
(FAF) D4.4 ATR	**47° 12’ 28,62”N 051° 44’ 50,14”E**
THR RWY 14	**47° 08’ 01.45”N 051° 48’ 36.66”E**
Final approach descent angle is 3.0°	

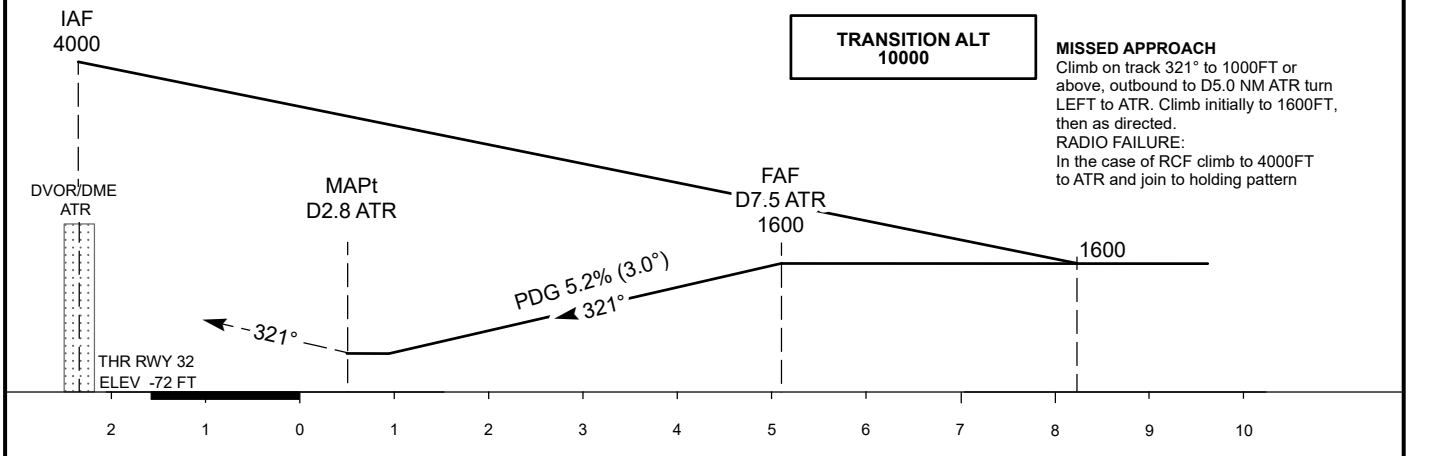
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV -72 FT
HEIGHTS RELATED TO
AD ELEV

ATYRAU TOWER 118.1
ATYRAU ATIS (EN) 127.4
ATYRAU ATIS (RU) 126.6

ATYRAU VOR/DME Z RWY 32





CHANGE: Missed approach

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	280(350)	280(350)	280(350)	280(350)

DIST to THR	NM	1	2	3	4	5.1
DME ATR	NM	3.4	4.4	5.4	6.4	7.5
ALTITUDE	FT	296	614	932	1250	1600
HEIGHT	FT	(368)	(686)	(1004)	(1323)	(1672)

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

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt (4.7 NM)	min:sec	3:29	2:47	2:19	1:59	1:44	1:33

ATYRAU
VOR/DME Z **AERONAUTICAL DATA TABULATION**

VOR/DME approach to RWY32 from ATR DVOR/DME	
Fix/point	**Coordinates**
(IAF) DVOR/DME ATR	**47° 08’ 38,20”N 051° 48’ 05,40”E**
(FAF) D7.5 ATR	**47° 02’ 10,31”N 051° 53’ 32,86”E**
THR RWY 32	**47° 06’ 37.41”N 051° 49’ 48.05”E**
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1447 FT*
HEIGHTS RELATED TO
THR RWY 04 - ELEV 1385 FT

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

BALKHASH VOR/DME RWY 04

74°40'0"E 74°50'0"E 75°0'0"E 75°10'0"E 75°20'0"E

47°0'0"N

46°50'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR7°E

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
6000	(**4615**FT - **1407**m)
3400	(**2015**FT - **614**m)
2400	(**1015**FT - **309**m)

10NM BLH

(IAF)
6000
BALKHASH
DVOR/DME 113.7
BLH
46°52'59" N
074°59'02" E

2021
(636)
1932
(547)

D5.7 BLH
2400 or above

Holding
MNM 6000
1 MIN
044°
224°
1569
(184)

UAR168
7300 FT MSL
GND

UAR13
8000 FT MSL
GND

D9.2 BLH
3400

CAT C,D IAS-200kt
CAT A,B IAS-140kt
244°
235°
045°

1916
1860
(531)
(475)

FAF
D5.8 BLH
46°49'23" N
074°52'22" E
3400

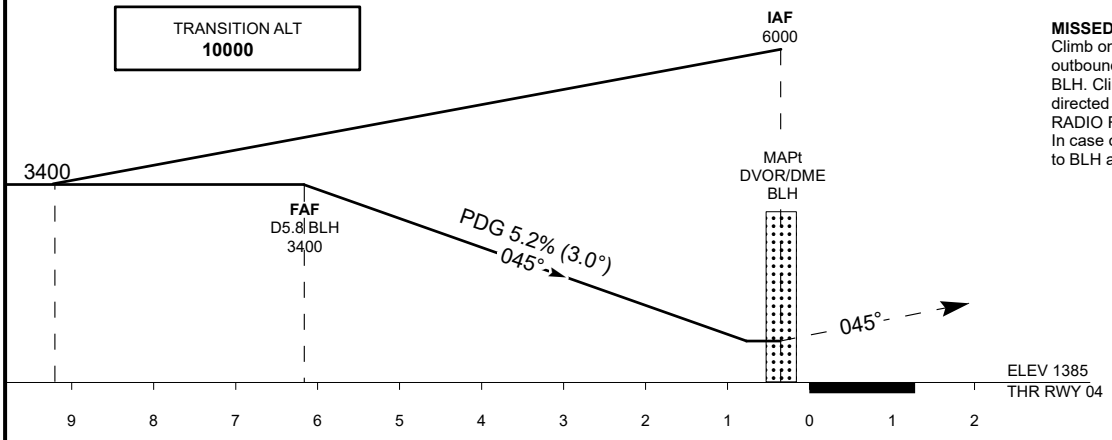
3400

UAR291
4800 FT MSL
GND

3300 FT
MSA 25NM
BLH DVOR

SCALE 1:300000
0 3 6 9 KM
0 1.5 3 6 NM

TRANSITION ALT
10000



MISSED APPROACH
Climb on track 045° to 2400FT or above outbound to D5.7 NM BLH, turn LEFT to BLH. Climb initially to 3400FT, then as directed by ATC.
RADIO FAILURE:
In case of RCF climb to 6000FT turn LEFT to BLH and join to holding pattern

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	1760(380)	1760(380)	1760(380)	1760(380)

DME BLH	5.8	4.6	3.6	2.6	1.6	0.6
DIST THR	6.2	5	4	3	2	1
ALTITUDE	3400	3020	2700	2390	2070	1750
HEIGHT	(2020)	(1640)	(1320)	(1010)	(690)	(370)

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

GS	Kt	80	100	120	140	160	180
Rate of descent 5.2%	ft/min	420	530	640	740	850	960
FAF - MAPt 5.8NM	min:sec	4:22	3:30	2:55	2:30	2:11	1:57

CHANGE: Missed approach description

BALKHASH (UAAH)
VOR/DME RWY04 AERONAUTICAL DATA TABULATION

VOR/DME approach to RWY04 from BLH DVOR/DME	
Fix/point	**Coordinates**
BLH DVOR/DME (IAF)	46° 52' 59.1"N 074° 59' 01.7"E
D5.8 BLH (FAF)	46° 49' 23.2"N 074° 52' 22.4"E
THR RWY04	46° 53' 14.28"N 074° 59' 29.84"E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1447 FT*
HEIGHTS RELATED TO AD ELEV

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

BALKHASH VOR/DME RWY 22

74°40'0"E 74°50'0"E 75°0'0"E 75°10'0"E 75°20'0"E

47°0'0"N

46°50'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR7°E

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
6000	(**4553**FT - **1388**m)
3400	(**1953**FT - **595**m)
2800	(**1353**FT - **412**m)

10NM BLH

(IAF)
6000
BALKHASH
DVOR/DME 113.7
BLH
46°52'59" N
074°59'02" E

2021
(574)
1932
(486)

FAF
D7.8 BLH
46°57'48" N
075°07'58" E
3400

3400

D10.9 BLH
3400

CAT A,B IAS-140kt
CAT C,D IAS-200kt

225°
054°
061°

1448
(2)
1585
(139)

UAR168
7300 FT MSL
GND

UAR13
8000 FT MSL
GND

UAR291
4800 FT MSL
GND

044°
Holding
MNM 6000
1 MIN
224°

1916
1860
(470)
(414)
1611
(164)

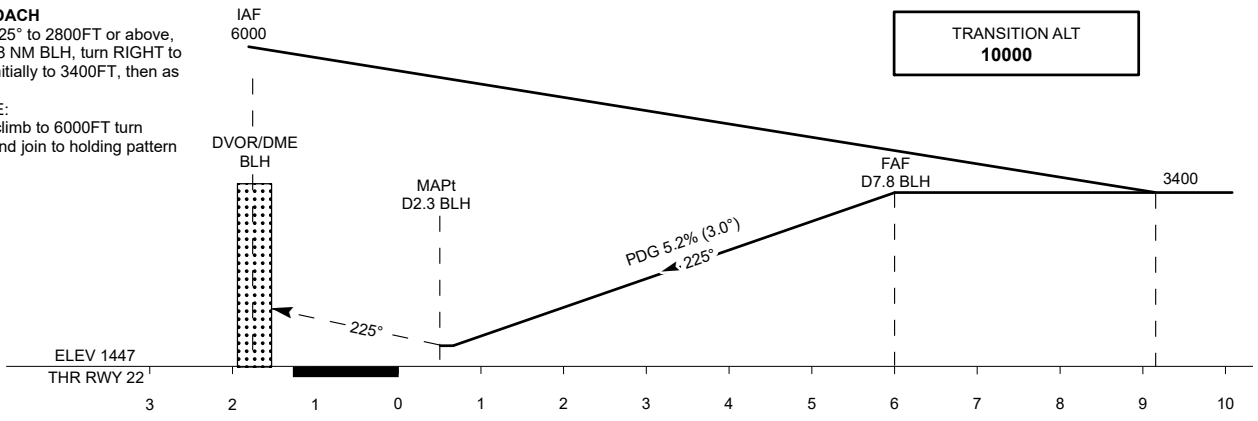
D6.8 BLH
2800 or above

3300 FT

MSA 25NM
BLH DVOR

SCALE 1:300000
0 3 6 9 KM
0 1.5 3 6 NM

MISSED APPROACH
Climb on track 225° to 2800FT or above, outbound to D6.8 NM BLH, turn RIGHT to BLH. Climbing initially to 3400FT, then as directed by ATC.
RADIO FAILURE:
In case of RCF climb to 6000FT turn RIGHT to BLH and join to holding pattern



TRANSITION ALT
10000

Aircraft Category		A	B	C	D	DME BLH	7.8	6.8	5.8	4.8	3.8	2.8
Straight-in Approach OCA/H						DIST THR	6	5	4	3	2	1
	VOR/DME	1720(280)	1720(280)	1720(280)	1720(280)	ALTITUDE	3400	3020	2700	2390	2070	1750
						HEIGHT	(1960)	(1580)	(1260)	(950)	(630)	(310)

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

GS	Kt	80	100	120	140	160	180
Rate of descent 5.2%	ft/min	420	530	640	740	850	960
FAF - MAPt 5.5NM	min:sec	4:07	3:18	2:45	2:21	2:04	1:50

CHANGE: Missed approach description

BALKHASH (UAAH)
VOR/DME RWY22 AERONAUTICAL DATA TABULATION

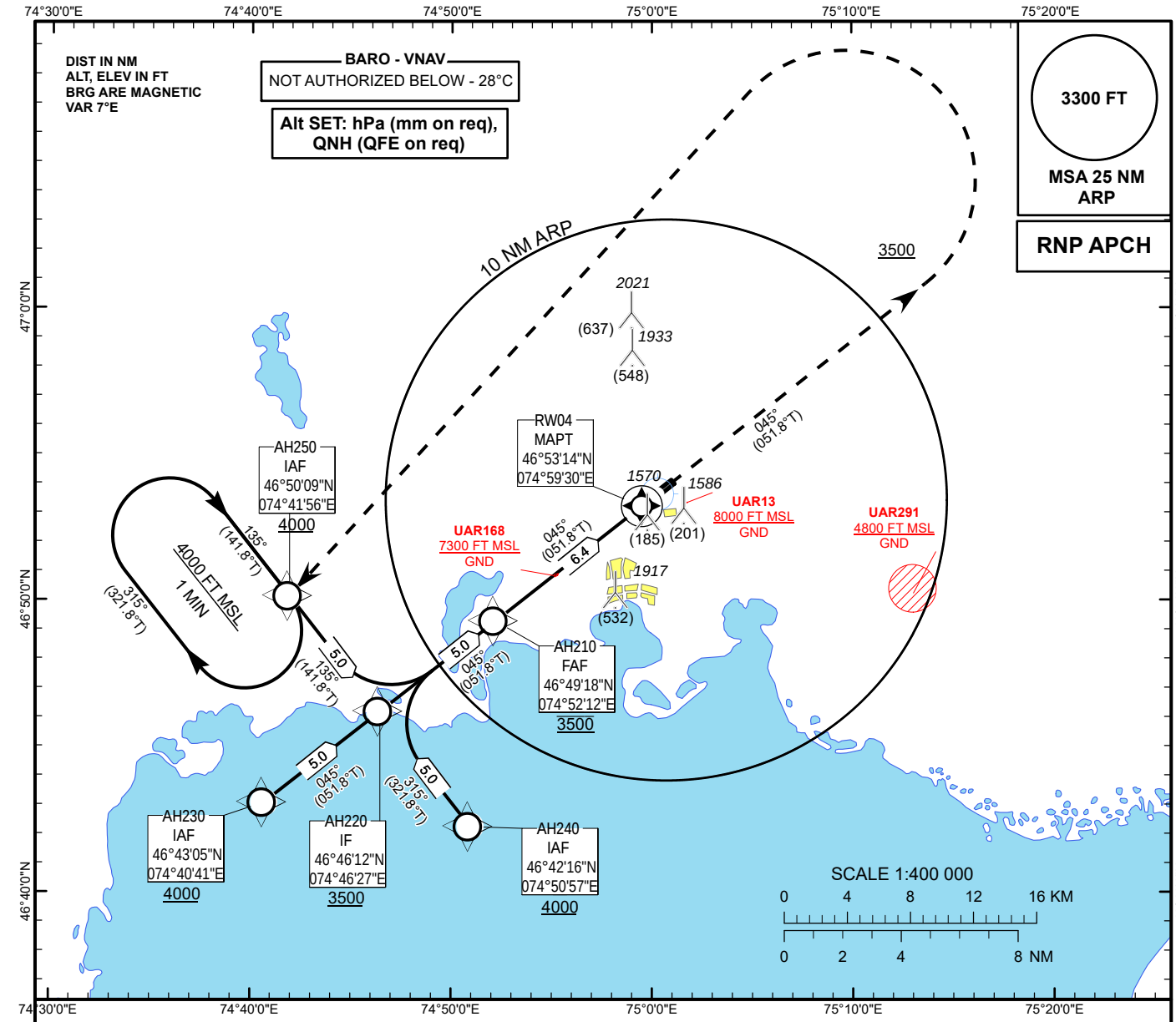
VOR/DME approach to RWY22 from BLH DVOR/DME	
Fix/point	**Coordinates**
BLH DVOR/DME (IAF)	46° 52' 59.1"N 074° 59' 01.7"E
D7.8 BLH (FAF)	46° 57' 47.7"N 075° 07' 58.0"E
THR RWY22	46° 54' 04.38"N 075° 01' 02.81"E
Final approach descent angle is 3.0°	

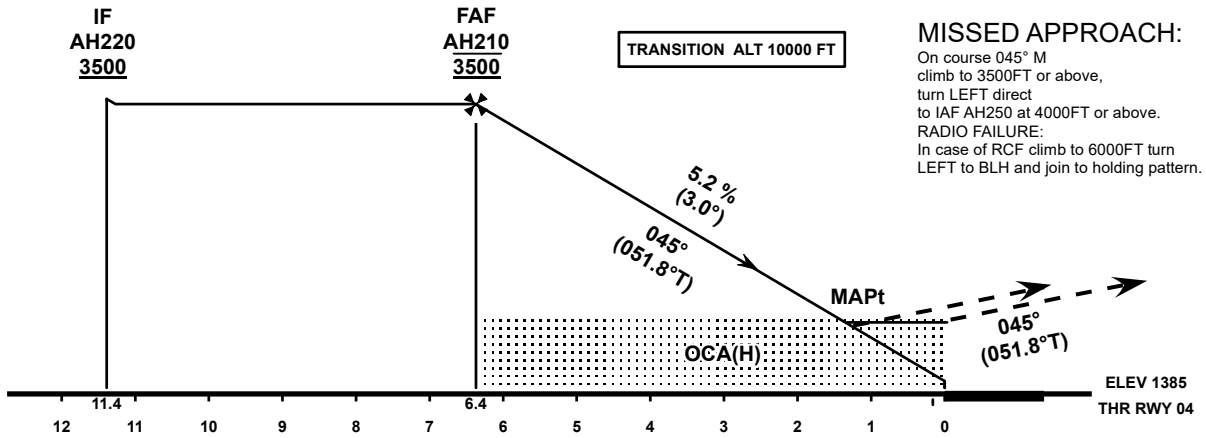
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1447FT***
HEIGHTS RELATED TO
THR RWY 04 - ELEV ***1385FT***

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

BALKHASH
RNP RWY 04





OCA(OCH)		A	B	C	D
Straight	LNAV	1820(440)			
	LNAV/VNAV	1701(316)	1711(326)	1721(336)	1730(346)

DIST THR	6	5	4	3	2
ALTITUDE	3340	3030	2710	2390	2070
HEIGHT	1960	1640	1320	1000	690

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	640	740	850	960
FAF/FAP - THR (6.4 NM)	min:s	4:47	3:49	3:11	2:44	2:23	2:07

CHANGE: Missed approach description

TABULAR DESCRIPTION

RNP RWY04

Serial Number	Path Descriptor	Waypoint Identifier	Fly - over	Course °M(°T)	Magnetic Variation(°)	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA (°)	Navigation Specification
010	IF	AH230	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH220	-	045(051.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH240	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH220	-	315(321.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH250	-	-	+7.1	-	-	+4000	-	-	RNP APCH
020	TF	AH220	-	135(141.8)	+7.1	5.0	-	+3500	-	-	RNP APCH
010	IF	AH220	-	-	+7.1	-	-	+3500	-	-	RNP APCH
020	TF	AH210	-	045(051.8)	+7.1	5.0	-	@3500	-	-	RNP APCH
030	TF	RW04	Y	045(051.8)	+7.1	6.4	-	@1435	-	-3.0	RNP APCH
040	CA	-	-	045(051.8)	+7.1	-	-	+3500	-	-	RNP APCH
050	DF	AH250	-	-	+7.1	-	L	+4000	-	-	RNP APCH

WAYPOINT COORDINATES

RNP RWY04

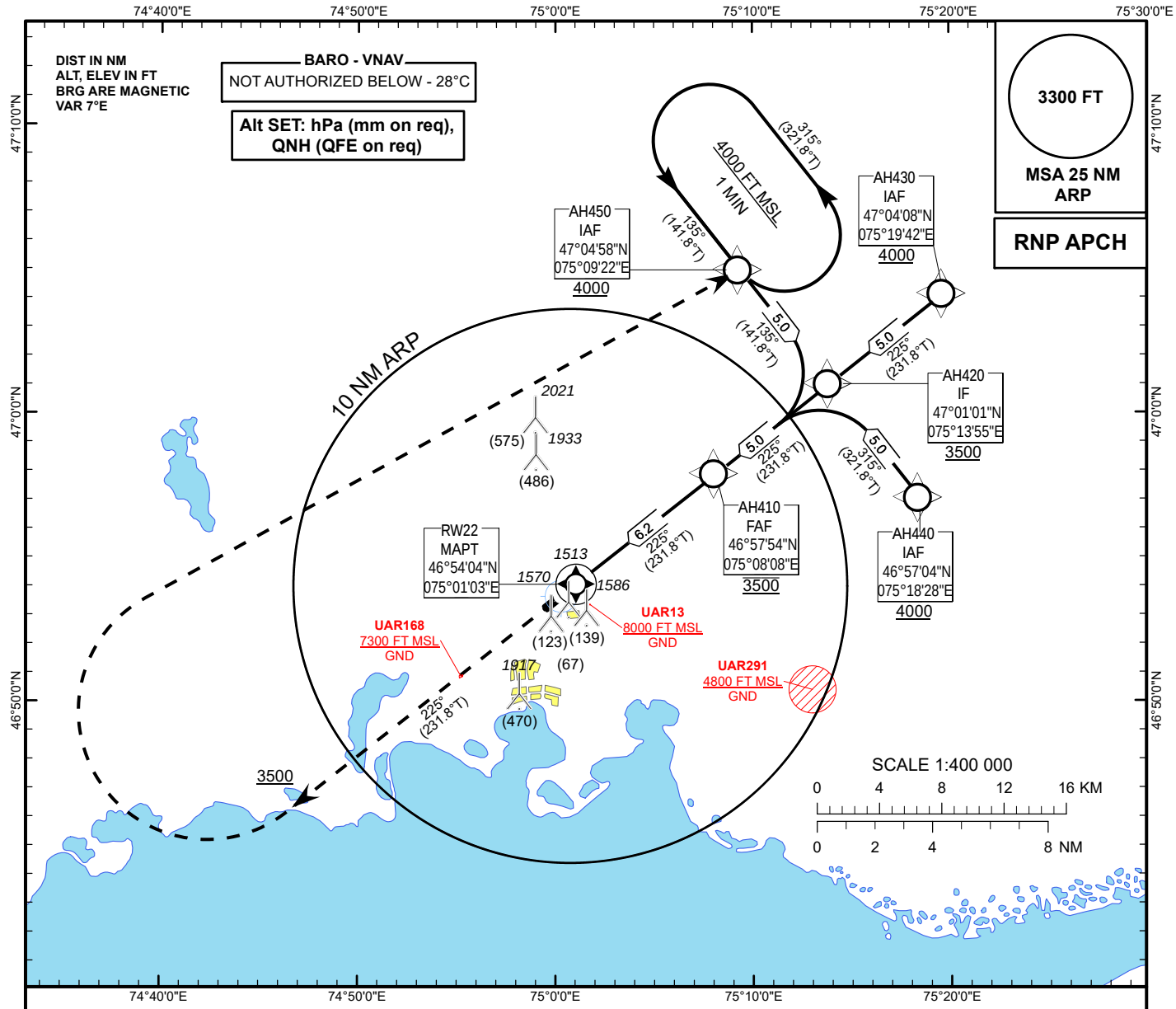
Waypoint Identifier	Coordinates	
AH210	464918.00N	0745212.00E
AH220	464612.00N	0744627.00E
AH230	464305.00N	0744041.00E
AH240	464216.00N	0745057.00E
AH250	465009.00N	0744156.00E
RW04	465314.28N	0745929.84E

INSTRUMENT APPROACH CHART - ICAO

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

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

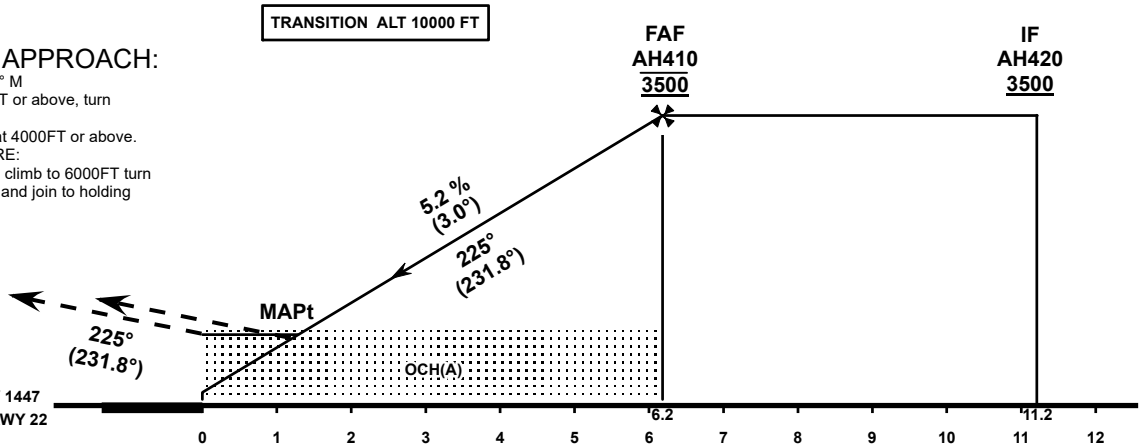
BALKHASH RNP RWY 22



TRANSITION ALT 10000 FT

MISSED APPROACH:

On course 225° M
climb to 3500FT or above, turn
RIGHT direct
to IAF AH450 at 4000FT or above.
RADIO FAILURE:
In case of RCF climb to 6000FT turn
RIGHT to BLH and join to holding pattern.



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

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

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

CHANGE: Missed approach description

TABULAR DESCRIPTION

RNP RWY22

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

WAYPOINT COORDINATES

RNP RWY22

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

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	300 X 150	3901 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 120 m, the total width of the turn pad and runway 95 m.
Nil	250 X 150	3901 X 300	90 X 150	Nil	AVBL	Turn Pad LEN 120 m, the total width of the turn pad and runway 95 m. REF.AD 2.24.1

UAKK AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	3601	3901	3601	3601	Nil
23	3601	3851	3601	3601	Nil
TWY A - 05	2062	2362	2062	Nil	Nil
TWY A - 23	1562	1812	1562	Nil	Nil
TWY B - 05	1668	1968	1668	Nil	Nil
TWY B - 23	1956	2206	1956	Nil	Nil
TWY 4 - 05	800	1100	800	Nil	Nil
TWY 4 - 23	2819	3069	2819	Nil	Nil

UAKK AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	CAT I (PALS) 900 M LIH	GRN Nil	PAPI LEFT/3° 15,78 M	Nil	Nil	3601m, spacing 60m, 0-3001m white, last 600m yellow LIH	RED Nil	Nil	Nil
23	CAT I (PALS) 870 M LIH	GRN Nil	PAPI LEFT/3° 15,52 M	Nil	Nil	3601m, spacing 60m, 0-3001m white, last 600m yellow LIH	RED Nil	Nil	Nil

UAKK AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	ABN: Nil IBN: Nil
2	LDI location and LGT Anemometer location and LGT	LDI: Nil Anemometer: From THR 05 – 400m, THR 23 – 700m, LGT
3	TWY edge and centre line lighting	TWY A EDGE: BLU TWY B EDGE: BLU
4	Secondary power supply/switch-over time	AVBL, 15 SEC Secondary power supply (uninterruptible power supply (UPS)) of airfield lighting absent
5	Remarks	Turning Bay Lights (U-turn) - Yellow

UAKK AD 2.16 Helicopter Landing Area

NIL

UAKK AD 2.17 ATS Airspace

1	**Designation and lateral limits**	KARAGANDA CTR A circle radius 27 NM centered on 494018N 0732007E
2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	KARAGANDA TOWER EN KARAGANDA VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UAKK 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	KARAGANDA TOWER (EN) KARAGANDA VYSHKA (RU)	122 MHZ	Nil	Nil	H24	VDF AVBL
ATIS	KARAGANDA ATIS (EN) KARAGANDA ATIS (RU)	135,8 MHZ 127,8 MHZ	Nil	Nil	H24	Nil

UAKK AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS LOC 05 I/D/2	IRG	109,9 MHZ	H24	494103.4N 0732159.5E		Nil	Nil
GP 05 I/C/2		333,8 MHZ		493949.3N 0731908.7E			
DME05	IRG	CH 36X		493949.4N 0731908.7E	1800 FT		
ILS LOC 23 I/D/2	IKA	111,7 MHZ	H24	493937.0N 0731823.0E		Nil	Nil
GP 23 I/C/2		333,5 MHZ		494039.8N 0732115.0E			
DME23	IKA	CH 54X		494039.8N 0732115.0E	1800 FT		
DVOR/DME (8°E/2013)	KRG	113.4 MHZ CH 81X	H24	494113.9N 0732225.7E	1800 FT	Nil	Nil

UAKK AD 2.20 Local Aerodrome Regulations

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

Aircraft movement on the aerodrome shall be carried out by taxiing or towing by special vehicles. Taxiing and towing shall be carried out only along the center lines of taxiways. U-turns for aircraft on RWY are prohibited and are carried out at the discretion of the PIC for turnaround areas located at the ends of RWY 05 and RWY 23 with an extension of 95 meters, or on the RWY(width 60 meters).

2. Precautions during taxiing, towing, taking into account the visibility conditions and the covering state of the apron, parking places, taxiways.

Aircraft shall be carried out after the “Follow-me” car when RVR less than 550 m. “Tower” air traffic controller managing aircraft traffic in aerodrome, informs the crews about the relative positions of aircraft, including following the same route in low visibility conditions.

The towing supervisor (the person of Aviation Engineering service, who has entitlement for these kinds of work) is responsible for towing and directs the actions of personnel involved in the towing and responsible for its safety.

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

For protection of jet blast effect:

- Taxiing into stands shall be carried out under own engines power. Aircraft shall be parked with heading to the terminal (stands 1-9), with heading to the hangar and engineering buildings (stands № 19-21). Aircraft type A320 and smaller can be parked parallel to the terminal on the aircraft stands 4, 7, 9.;
- Jet blast effect during taxiing into/out of stands № 10-18 is non-hazardous. Taxiing into/out of stands under own engines power is allowed for the ACFT with ACN equal to or less than 19 and ACFT with overall dimensions equal or less Tu-134 (ACFT length 37 m., wingspan 29.01m.);
- Aircraft type B747 taxiing into/out of the aircraft stand 14A is carried out by towing.

- Taxiing to the aircraft stands 19-21 for aircraft B747, AN-124 is allowed via taxiing route (taxiing route along the apron) under its own engines power, from taxiway-A when aircraft stands 5, 6, 7,10-18 are vacant, from taxiway-B when aircraft stands 13-18 are vacant

  •In all other cases, the movement of the aircraft B747 via taxiing route on the apron should be carried out by towing only.

- Towing of the aircraft from TWY A via TR (Taxiing route along the apron) to stands 19-21 and from TWY B to stands 1,2,3,3A,4, when B747 or similar parked on stands 6, 6A, is prohibited.

- In this case, taxiing of B747 into the stand 3A from TWY A and to the stands 19-21 from TWY B is allowed under own engines power.

- Taxiing into stands 2A, 3A, 6A, 13A, 20A shall be carried out after the «Follow me» car. Start up shall be carried out on stands 2A, 3A, 6A, 13A, 20A and taxiing out by own engines power.

Taxiing of aircraft with a wingspan of more than 51m onto the aircraft stands 1-5 and 2A, 3A via taxiway A is performed in the absence of aircraft on the aircraft stands 1-5, onto the aircraft stands 5-9 and 6A in the absence of aircraft on the aircraft stands 5-7.

The movement of special vehicles along the vehicles route behind stands 6-18 from the runway side is prohibited while aircraft towing or taxiing along the apron taxiing route to stands 6-21.

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

- Movement of aircraft from stands № 1-9, 15-18, 19-21 to engine start-up area shall be carried out by towing.

- Taxiing out of stands 15-18 by own engines power is allowed for aircraft with ACN equal or less 19, with heading to the artificial runway and aircraft with overall dimensions equal or less Tu-134 (aircraft length 37m., wingspan 29.01 m).

Start up of engines shall be carried out in established points, placed on:

- point 1 - at the beginning of Taxiing route along the apron westward of stand 1;

- point 2 - on the Taxiing route along the apron between stands 4 and 5;

- point 3 - on the Taxiing route along the apron eastward of stand 7;

- point 4 - on the Taxiing route along the apron between stands 12 and 13;

- point 5 - on the Taxiing route along the apron between stands 15 and 16.

Engines start-up on the parking stands 4, 7, 9 is allowed, when the aircraft is parked parallel to the terminal.

5. Parking area for small aircraft (general aviation), in case such stands are available

There are 6 parking stands for An-2 aircraft.

6. De-icing areas of aircraft, engine star-up areas, deviation areas.

De-icing areas are combined with engine start-up points, placed on:

- point 1 - at the beginning of Taxiing route along the apron westward of stand 1;

- point 2 - on the Taxiing route along the apron between stands 4 and 5;

- point 3 - on the Taxiing route along the apron eastward of stand 7;

- point 4 - on the Taxiing route along the apron between stands 12 and 13;

- point 5 - on the Taxiing route along the apron between stands 15 and 16.

The deviation areas are absent.

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

Intersection of critical zones of radio beacon landing system with aircraft, vehicles and other mobile facilities shall be carried out with the clearance of the "Tower" air traffic controller.

Intersection of these areas with mentioned facilities during autoland approach from final turn till landing is prohibited.

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

There are weight and / or traffic restrictions for aircraft with ACN exceeding the numerical values of PCN.

Operating modes of aircraft with overloads are presented in the table

RECOMMENDED AIRCRAFT OPERATING MODES WITH RESTRICTIONS AND OVERLOADS ON RIGID SURFACES (R) at the Karaganda aerodrome

Elements of artificial pavement structures of the aerodrome	Operation with overload						
	At full mass with limitation on the average annual traffic intensity			Mass limitation under traffic intensity constraint (average daily over a year), kg			
	Up to 10 aircraft movements per day	Up to 2 aircraft movements per day	Up to 1 aircraft movement per day	Aircraft type	Up to 1 aircraft movement per day	Up to 2 aircraft movements per day	Up to 10 aircraft movements per day
1	2	3	4	5	6	7	8
RWY, TWY A Apron (Stands 1…5, 2A, 3A), Stand 14A, TWYroute on apron (from Stand 1 to Stand 5) PCN 55/R/A W/T	A 321-100 A 321-200 B 787-8 MD-11 ER	B 747-8F B 777-300ER		B 747-8F B 777-300ER	* *	* *	447 296 346 315

TWY B PCN 35/R/A X/T	A 300-B2 A 320-100 B 737-300 B 737-400 B 737-500 B 737-600 B 737-700 B 757-300 B 777-200	A 310-300 B 767- 200ER B767-300	A 300-600 B4 A 319-100 A 320-200	A 300-600 B4 A 310-300 A 319-100 A 320-200 A 320 Neo A 321-100 A 321-200 A 330-200 A 330-300 A 330-300 B 737-800 B 737 MAX 8 B 737 MAX 9 B 747-200F B 747-300 B 747-400 B 747-400F B 747-8F B 767-200ER B 767-300 B 767-300ER B 777-300 B 777-300ER B 787-8 MD-11ER	* * * * 77 482 76 196 74 636 201 774 214 305 198 996 75 930 75 047 72 054 376 810 376 854 357 326 355 695 339 091 * * 182 861 263 316 260 924 181 294 232 492	159 227 * 75 521 73 538 73 287 72 070 70 531 188 997 200 351 186 780 71 676 71 016 68 155 355 873 356 302 338 435 336 304 321 595 * * 173 075 248 615 247 117 171 712 219 572	151 595 155 250 71 616 69 806 69 585 68 429 66 910 177 723 188 039 176 001 67 923 67 460 64 715 337 399 338 169 321 767 319 194 306 159 172 805 160 970 164 441 235 644 234 935 163 257 208 172
Stands 6…9, 6A, 13A, TWY route on apron (from Stands 6 to Stands 18) PCN 32/R/A X/T	A 300-B2 An-124 B 737- 200/200C/200QC B 737-500 B 737-600 B 757-300 ERJ 195ER IL-76TD	A 320-100 B 737-300 B 777-200	A 310-300 B 737-400 B 737-700 B 767-300	A 300-600 B4 A 310-300 A 319-100 A 320-100 A 320-200 A 320 Neo A 321-100 A 321-200 A 330-200 A 330-300 A 330-300 B 737-300 B 737-400 B 737-700 B 737-800 B 737 MAX 8 B 737 MAX 9 B 747-200F B 747-300 B 747-400 B 747-400F B 747-8F B 767-200ER B 767-300 B 767-300ER B 777-200 B 777-300 B 777-300ER B 787-8 MD-11ER	156 015 * 73 877 * 71 967 71 728 70 537 69 007 184 251 195 168 182 242 * * * 70 096 69 519 66 707 348 096 348 669 331 419 329 101 315 097 178 377 * 169 440 * 243 155 241 989 168 153 214 773	148 106 151 465 69 830 * 68 100 67 892 66 765 65 254 172 569 182 411 171 073 * 63 878 68 752 66 207 65 834 63 142 328 954 329 879 314 147 311 372 299 102 168 407 157 002 160 494 * 229 714 229 366 159 392 202 961	141 128 143 895 66 260 66 239 64 688 64 508 63 436 61 943 162 262 171 154 161 218 62 963 60 492 65 093 62 775 62 583 59 997 312 063 313 299 298 908 295 729 284 988 159 610 149 067 152 600 245 814 217 855 218 228 151 662 192 538

unless otherwise prescribed by the “Tower” ATC.

In the sector from 080 ° to 256 °:

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

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

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

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 3000 feet. The air traffic controller of the “Tower” ATC unit is determine and report which flight circle is in use.

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

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

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

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

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

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

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	BOTAKARA (southern outskirts of Botakara)	N500207 E0734441	026° 25.4 nm KRG DVOR/DME (027° 27.0 nm ARP)	Entry/exit
2	MIKE	N495156 E0735740	056° 25.2 nm KRG DVOR/DME (056° 27.0 nm ARP)	Entry/exit
3	LIMA	N494526 E0740100	072° 25.4 nm KRG DVOR/DME (070° 27.0 nm ARP)	Entry/exit
4	BEREKESHI (northern outskirts of Berekeshi)	N491604 E0733821	149° 27.2 nm KRG DVOR/DME (145° 27.0 nm ARP)	Entry/exit
5	KYZYLKOI (NE outskirts of Kyzylkoi, visual reference – M-36 highway)	N491330 E0732458	168° 27.8 nm KRG DVOR/DME (165° 27.0 nm ARP)	Entry/exit
6	KOKSUN (east side of Koksun)	N493052 E0724114	241° 28.7 nm KRG DVOR/DME (241° 27.0 nm ARP)	Entry/exit
7	SHAHTINSK (eastern outskirts of Shahtinsk)	N494211 E0723838	264° 28.5 nm KRG DVOR/DME (266° 27.0 nm ARP)	Entry/exit
8	TEMIRTAU (western outskirts of Temirtau)	N500125 E0725409	309° 27.3 nm KRG DVOR/DME (313° 27.0 nm ARP)	Entry/exit
9	AKKUDUK (northern outskirts of Akkuduk)	N494734 E0734541	059° 16.4 nm KRG DVOR/DME (058° 18.1 nm ARP)	Entry/exit
10	ALPHA (northern outskirts of Togyzkuduk)	N495345 E0733525	025° 15.1 nm KRG DVOR/DME (028° 16.7 nm ARP)	Holding

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

UAKK AD 2.23 Additional Information

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

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

2. Ornithological situation in the aerodrome area.

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

2.1 Seasonal migration of birds (time)

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

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

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

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

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

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

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

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

2.2 Direction

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

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

2.3 Altitude

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

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

aerodrome:

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

2.4 Intensity of bird migration

Bird migration takes place around the clock.

2.5 Daily migration of birds

2.5.1 Daily migration of birds (time)

From dawn to the onset of evening twilight

2.5.2 Direction

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

2.5.3 Altitude

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

2.6 Radar control over the flying of birds

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

2.7 Information transmission

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

UAKK AD 2.24 Charts Related To An Aerodrome

UAKK AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

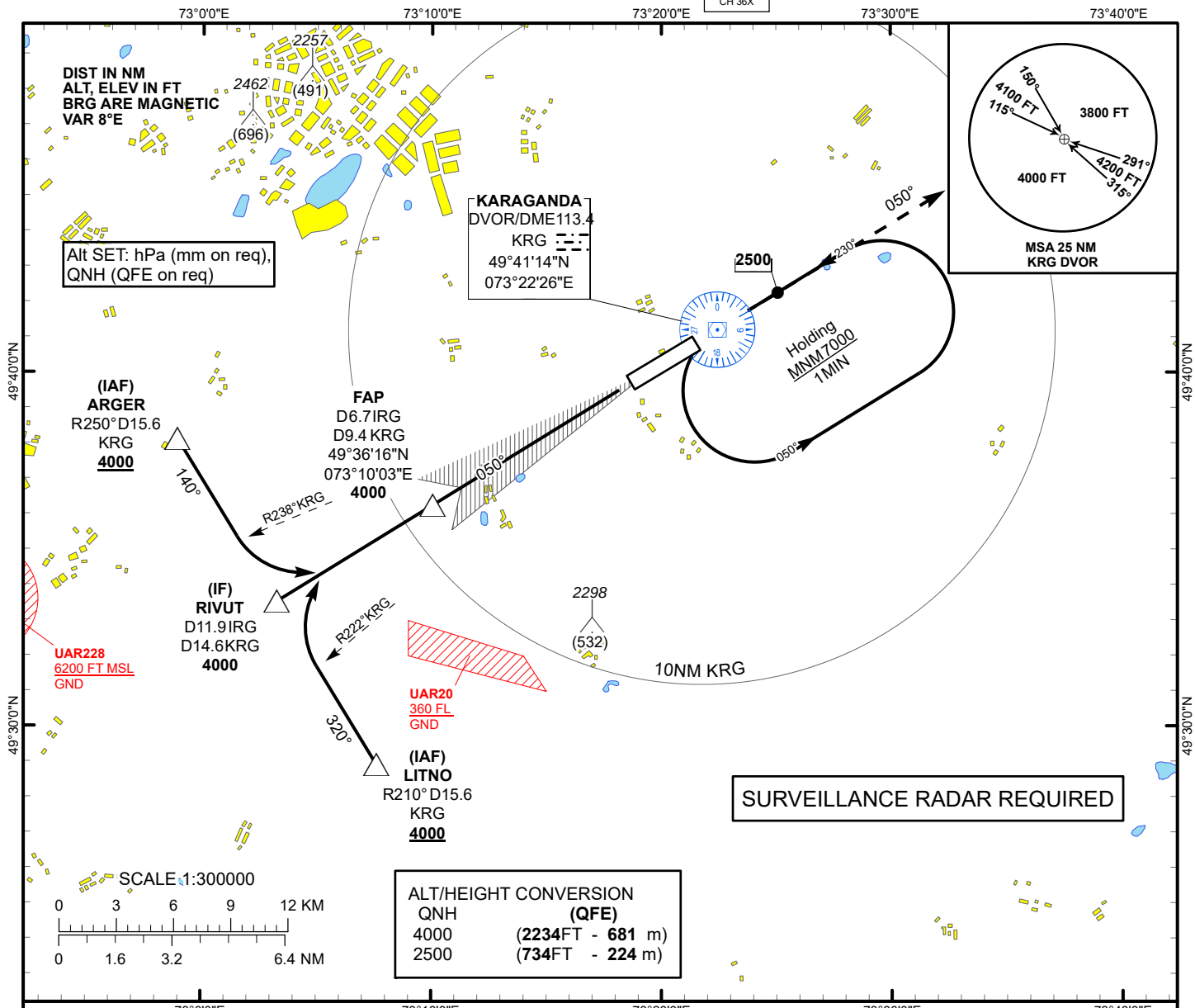
INSTRUMENT APPROACH CHART ICAO

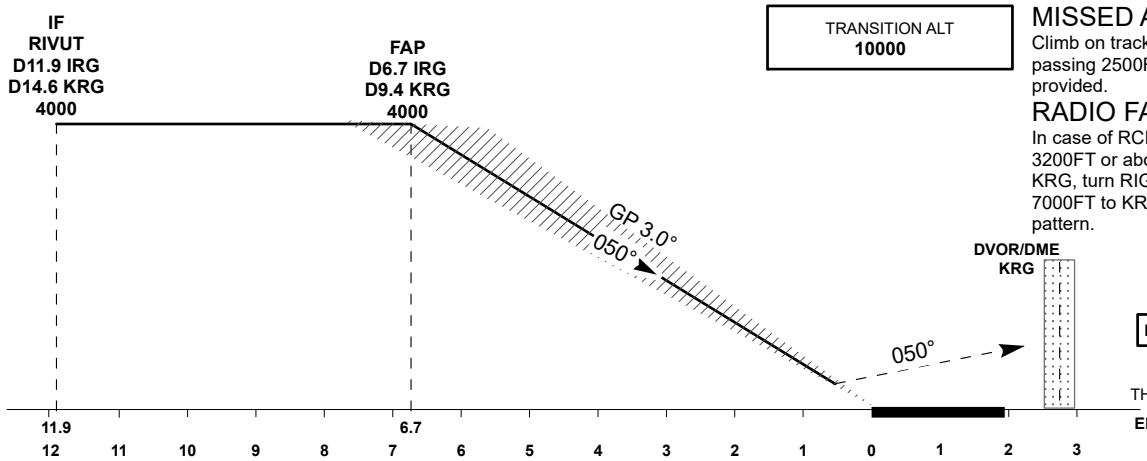
AERODROME ELEV ***1766ft***
HEIGHTS RELATED TO
THR RWY 05 - ELEV ***1766ft***

ILS
LLZ 109.9
IRG
GP 333.8
CH 36X

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

KARAGANDA
ILS/DME
RWY 05





TRANSITION ALT
10000

MISSED APPROACH

Climb on track 050° to 4000FT, After passing 2500FT radar vectoring will be provided.

RADIO FAILURE:

In case of RCF climb on track 050° to 3200FT or above. Outbound to D3.2 NM KRG, turn RIGHT to KRG. Climb to 7000FT to KRG and join to holding pattern.

Aircraft Category		A	B	C	D	DIST to THR DME IRG	NM	6.7	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	9.4	7.7	6.7	5.7	4.7	3.7
	ILS CAT I	1967(200)	1967(200)	1967(200)	1967(200)	ALTITUDE	FT	4000	3429	3102	2778	2455	2134
						HEIGHT	FT	(2233)	(1663)	(1336)	(1012)	(689)	(368)

DME IRG ZERO RANGED TO THR RWY 05

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

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

CHANGE: Missed approach description

KARAGANDA
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY05 from ARGER, RIVUT, LITNO	
Fix/point	**Coordinates**
(FAP) D6.7 IRG, D9.4 KRG	**49°36'16.0"N 073°10'02.8"E**
RIVUT (IF) D11.9 IRG, D14.6 KRG	**49°33'32.1"N 073°03'16.4"E**
ARGER (IAF) R250°, D15.6 KRG	**49°38'07.8"N 072°58'55.3"E**
LITNO (IAF) R210°, D15.6 KRG	**49°28'56.3"N 073°07'36.7"E**
THR RWY05	**49°39'48.35"N 073°18'51.49"E**
LOC IRG	**49°41'03.4"N 073°21'59.5"E**
KRG DVOR/DME	**49°41'13.9"N 073°22'25.7"E**

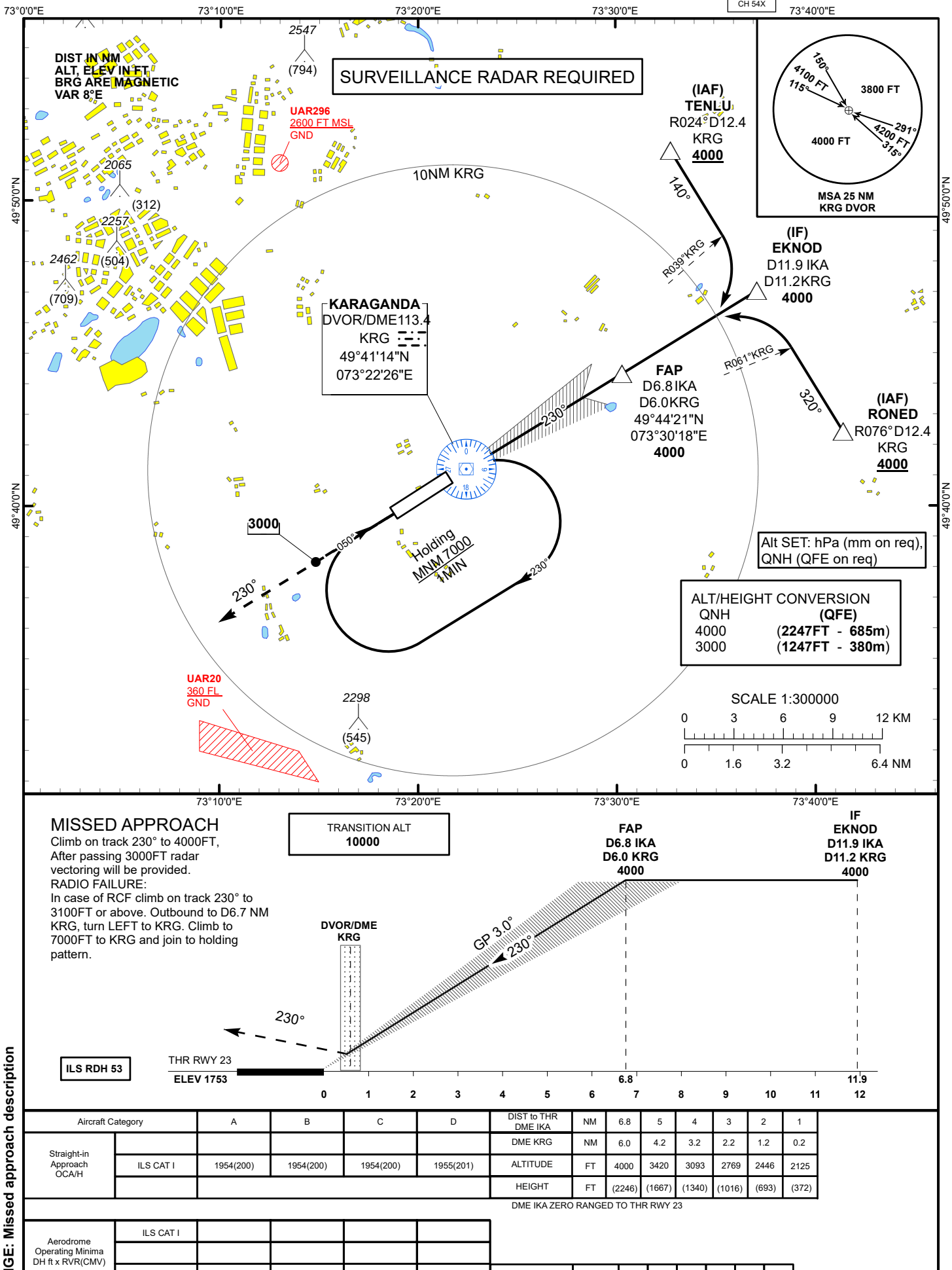
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***1753 FT***

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

ILS
LLZ 111.7
IKA
GP 333.5
CH 54X

KARAGANDA ILS/DME RWY 23



MISSED APPROACH

Climb on track 230° to 4000FT,
After passing 3000FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 230° to 3100FT or above. Outbound to D6.7 NM KRG, turn LEFT to KRG. Climb to 7000FT to KRG and join to holding pattern.

TRANSITION ALT
10000

ILS RDH 53

Aircraft Category		A	B	C	D	DIST to THR DME IKA	NM	6.8	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	6.0	4.2	3.2	2.2	1.2	0.2
	ILS CAT I	1954(200)	1954(200)	1954(200)	1955(201)	ALTITUDE	FT	4000	3420	3093	2769	2446	2125
						HEIGHT	FT	(2246)	(1667)	(1340)	(1016)	(693)	(372)

DME IKA ZERO RANGED TO THR RWY 23

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

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

CHANGE: Missed approach description

KARAGANDA
ILS/DME **AERONAUTICAL DATA TABULATION**

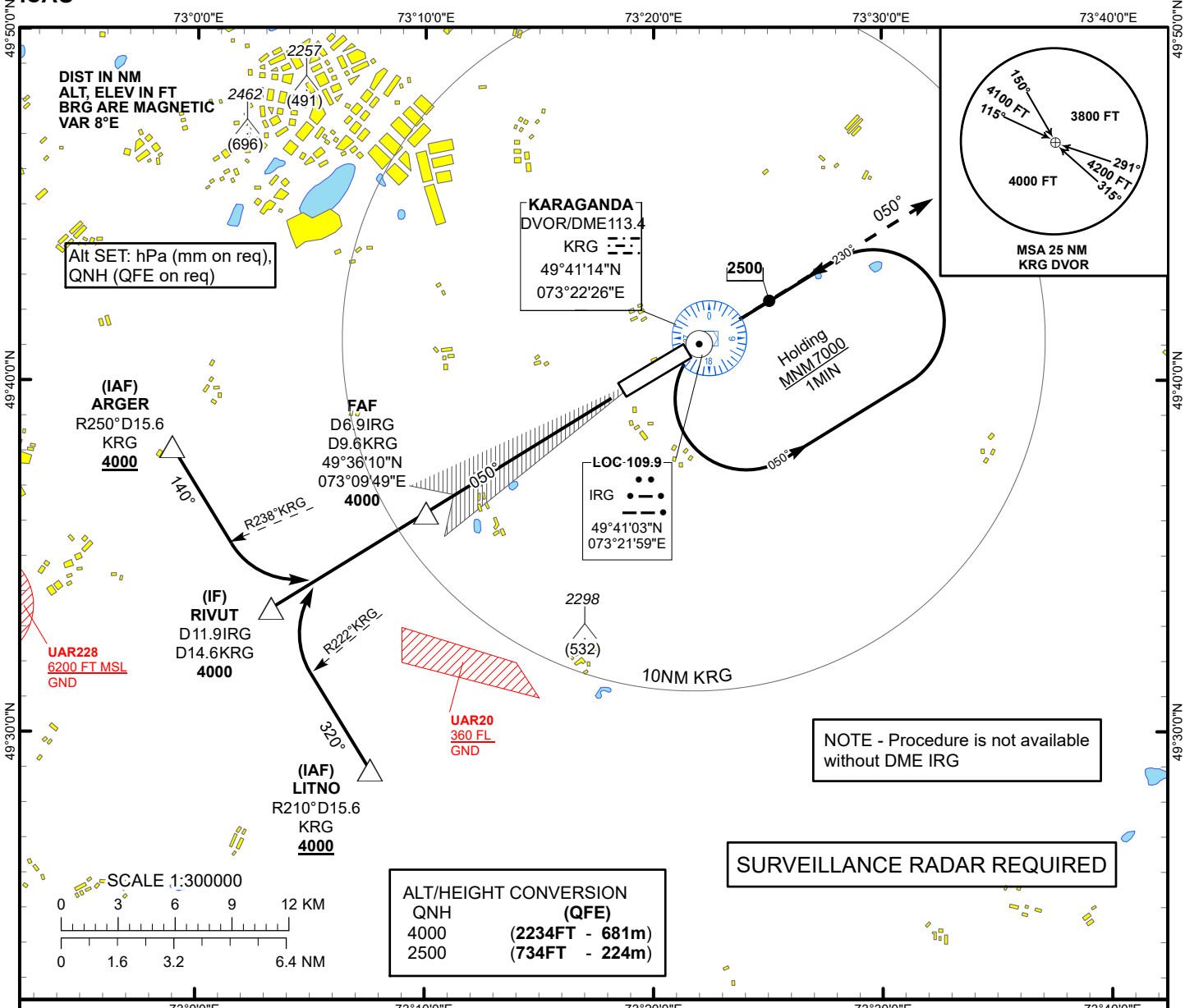
ILS approach to RWY23 from TENLU, EKNOD, RONED	
Fix/point	**Coordinates**
(FAP) D6.8 IKA, D6.0 KRG	**49°44'21.0"N 073°30'17.6"E**
EKNOD (IF) D11.9 IKA, D11.2 KRG	**49°47'02.9"N 073°37'07.1"E**
TENLU (IAF) R024°, D12.4 KRG	**49°51'39.2"N 073°32'46.3"E**
RONED (IAF) R076°, D12.4 KRG	**49°42'26.4"N 073°41'27.1"E**
THR RWY23	**49°40'49.44"N 073°21'24.50"E**
LOC IKA	**49°39'37.0"N 073°18'23.0"E**
KRG DVOR/DME	**49°41'13.9"N 073°22'25.7"E**

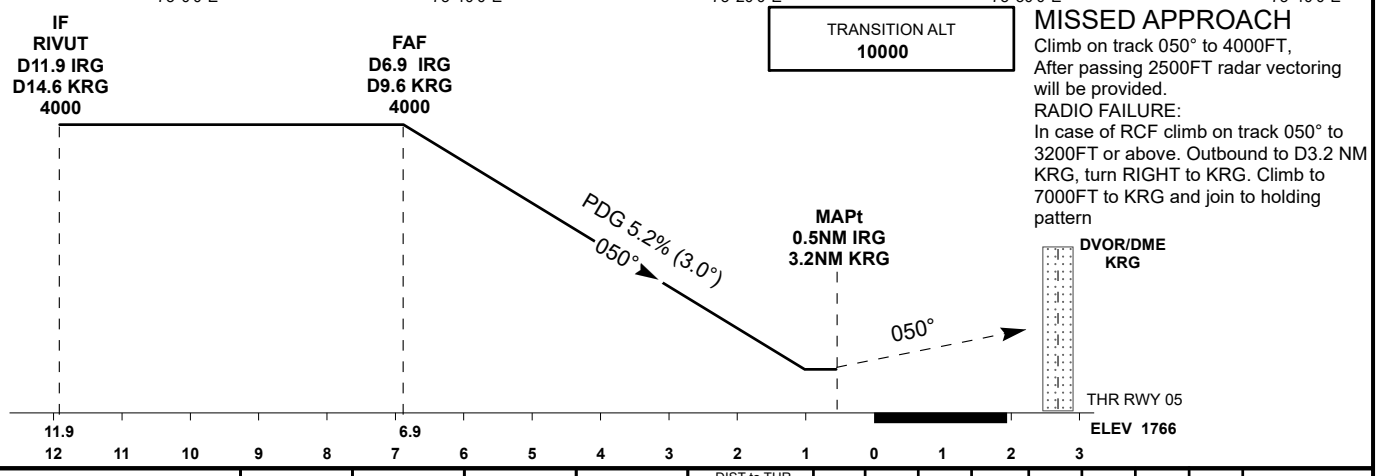
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO AD ELEV

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

KARAGANDA LOC/DME RWY 05





TRANSITION ALT
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MISSED APPROACH

Climb on track 050° to 4000FT,
After passing 2500FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 050° to 3200FT or above. Outbound to D3.2 NM KRG, turn RIGHT to KRG. Climb to 7000FT to KRG and join to holding pattern

Aircraft Category		A	B	C	D	DIST to THR DME IRG	NM	6.9	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	9.6	8.7	7.7	6.7	5.7	4.7	3.7
						ALTITUDE	FT	4000	3726	3407	3089	2770	2452	2134
	LLZ (GP INOP)	2100(330)				HEIGHT	FT	(2234)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

DME IRG ZERO RANGED TO THR RWY 05

Aerodrome Operating Minima MDH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	LLZ (GP INOP)					Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(6.4NM)	min:sec	4:48	3:51	3:12	2:45	2:25	2:08

CHANGE: Missed approach description

KARAGANDA
LOC/DME **AERONAUTICAL DATA TABULATION**

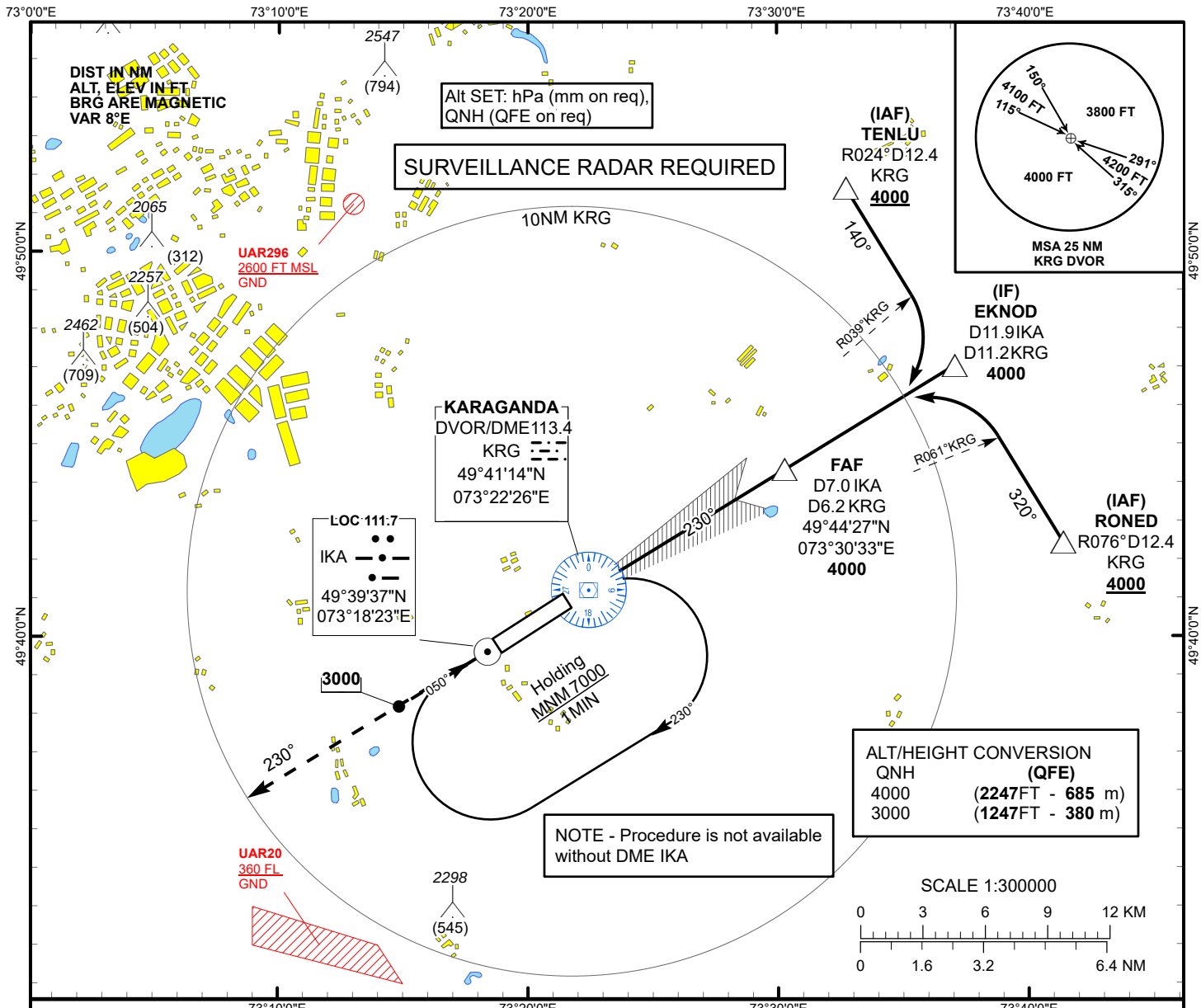
LOC/DME approach to RWY05 from ARGER, RIVUT, LITNO	
Fix/point	**Coordinates**
(FAF) D6.9 IRG, D9.6 KRG	49°36'10.3"N 073°09'48.7"E
RIVUT (IF) D11.9 IRG, D14.6 KRG	49°33'32.1"N 073°03'16.4"E
ARGER (IAF) R250° D15.6 KRG	49°38'07.8"N 072°58'55.3"E
LITNO (IAF) R210° D15.6 KRG	49°28'56.3"N 073°07'36.7"E
THR RWY05	49°39'48.35"N 073°18'51.49"E
LOC IRG	49°41'03.4"N 073°21'59.5"E
DVOR/DME KRG	49°41'13.9"N 073°22'25.7"E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***1753 FT***

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

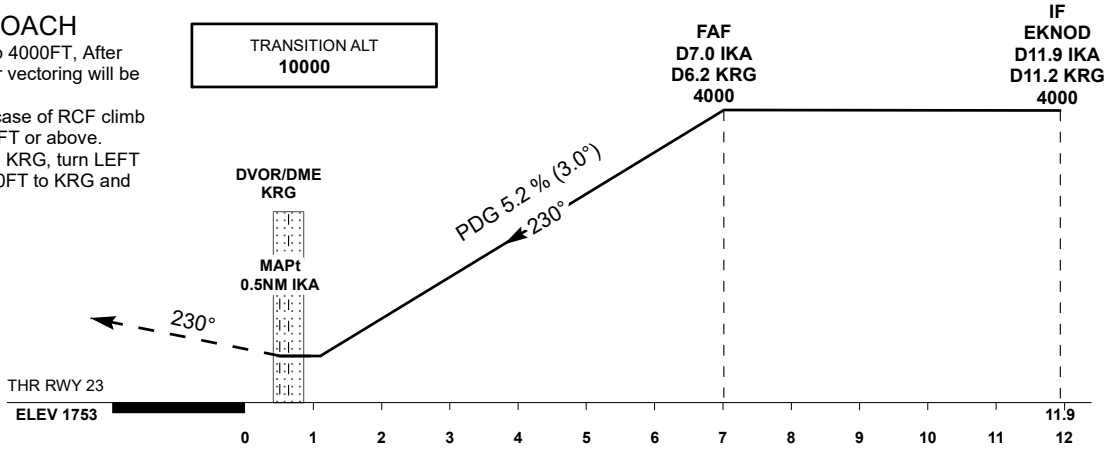
KARAGANDA
LOC/DME
RWY 23



MISSED APPROACH

Climb on track 230° to 4000FT, After passing 3000FT radar vectoring will be provided.
RADIO FAILURE: In case of RCF climb on track 230° to 3100FT or above.
Outbound to D6.7 NM KRG, turn LEFT to KRG. Climb to 7000FT to KRG and join to holding pattern

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR DME IKA	NM	7	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	6.2	5.2	4.2	3.2	2.2	1.2	0.2
						ALTITUDE	FT	4000	3713	3394	3076	2757	2439	2121
	LLZ (GP INOP)	2080(330)				HEIGHT	FT	(2247)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

DME IKA ZERO RANGED TO THR RWY 23

Aerodrome Operating Minima MDH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	LLZ (GP INOP)					Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(6.5NM)	min:sec	4:52	3:54	3:15	2:47	2:27	2:10

CHANGE: Missed approach description

KARAGANDA
LOC/DME **AERONAUTICAL DATA TABULATION**

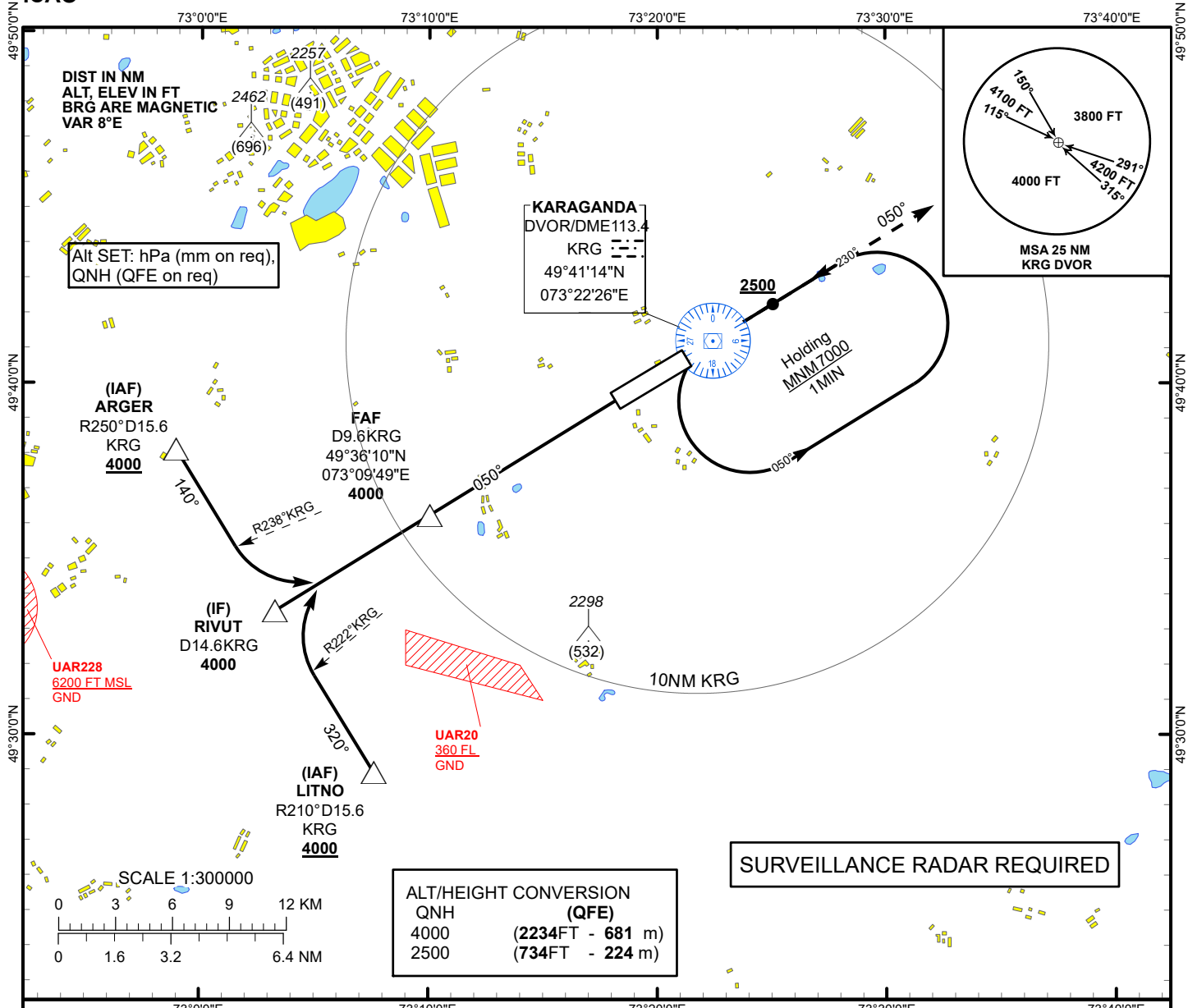
LOC/DME approach to RWY23 from TENLU, EKNOD, RONED	
Fix/point	**Coordinates**
(FAF) D7.0 IKA, D6.2 KRG	49°44'27.1"N 073°30'32.8"E
EKNOD (IF) D11.9 IKA, D11.2 KRG	49°47'02.9"N 073°37'07.1"E
TENLU (IAF) R024° D12.4 KRG	49°51'39.2"N 073°32'46.3"E
RONED (IAF) R076° D12.4 KRG	49°42'26.4"N 073°41'27.1"E
THR RWY23	49°40'49.44"N 073°21'24.50"E
LOC IKA	49°39'37.0"N 073°18'23.0"E
DVOR/DME KRG	49°41'13.9"N 073°22'25.7"E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

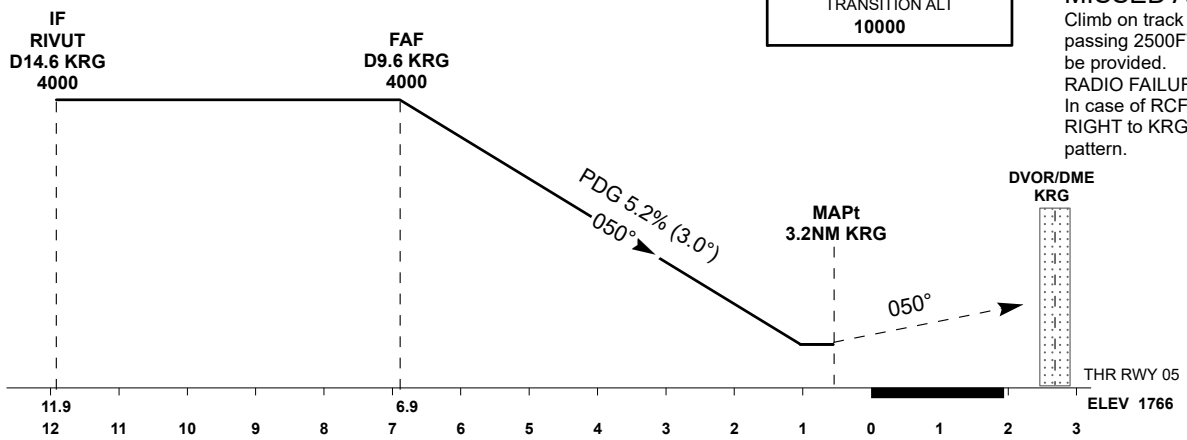
AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
AD ELEV

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

KARAGANDA
VOR/DME Y
RWY 05



TRANSITION ALT
10000



MISSED APPROACH

Climb on track 050° to 4000FT, After passing 2500FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb to 7000FT turn RIGHT to KRG and join to holding pattern.

Aircraft Category		A	B	C	D	DIST to THR	NM	6.9	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	9.6	8.7	7.7	6.7	5.7	4.7	3.7
	VOR/DME	2270(500)	2270(500)	2270(500)	2270(500)	ALTITUDE	FT	4000	3726	3407	3089	2770	2452	2134
						HEIGHT	FT	(2234)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

Aerodrome Operating Minima MDH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	VOR/DME					Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(6.4NM)	min:sec	4:48	3:51	3:12	2:45	2:25	2:08

CHANGE: Missed approach description

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

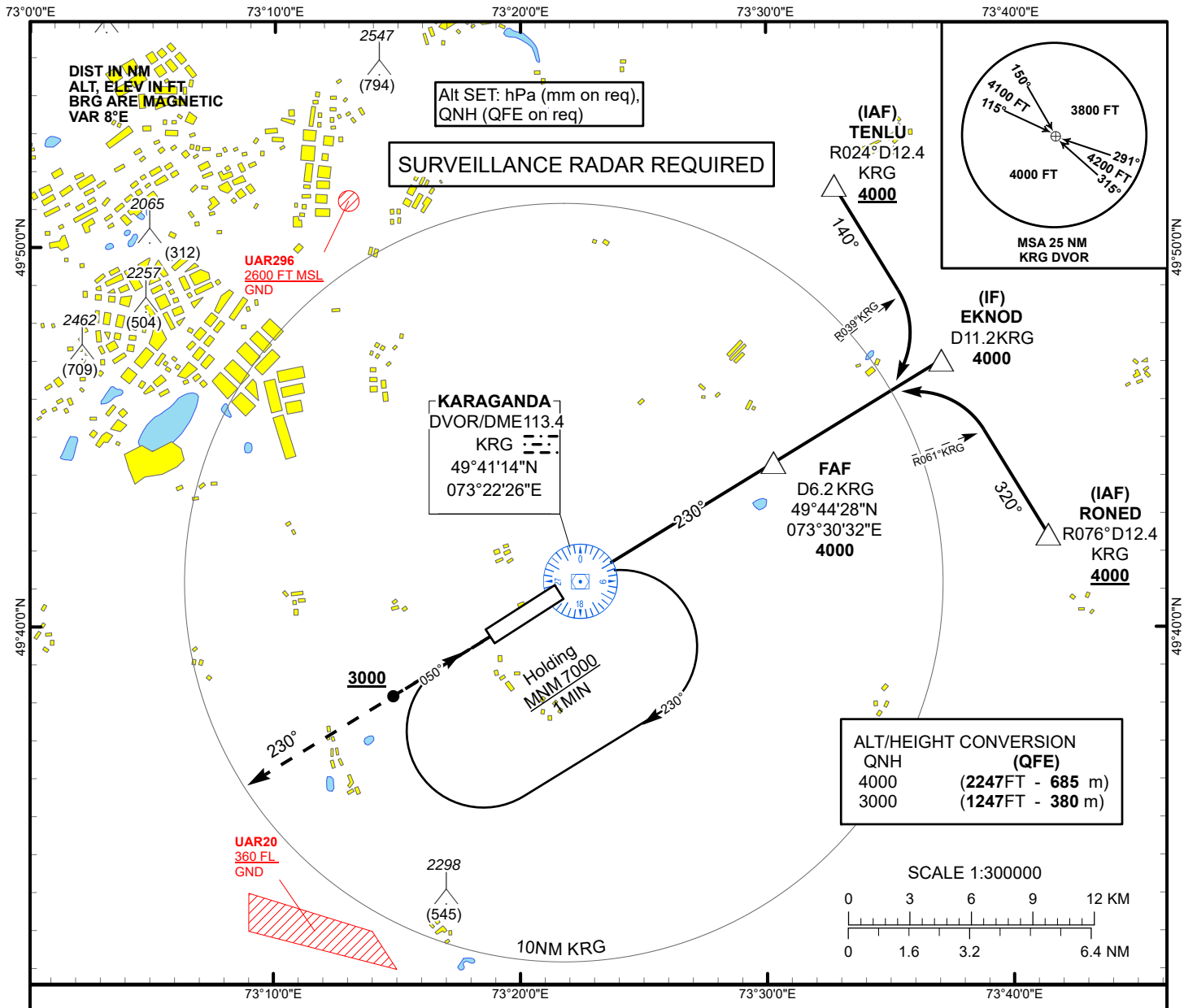
VOR approach to RWY05 from ARGER, RIVUT, LITNO	
Fix/point	**Coordinates**
(FAF) D9.6 KRG	**49°36'10.5"N 073°09'48.5"E**
RIVUT (IF) D14.6 KRG	**49°33'32.1"N 073°03'16.4"E**
ARGER (IAF) R250° D15.6 KRG	**49°38'07.8"N 072°58'55.3"E**
LITNO (IAF) R210° D15.6 KRG	**49°28'56.3"N 073°07'36.7"E**
THR RWY05	**49°39'48.35"N 073°18'51.49"E**
DVOR/DME KRG	**49°41'13.9"N 073°22'25.7"E**
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***1753 FT***

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

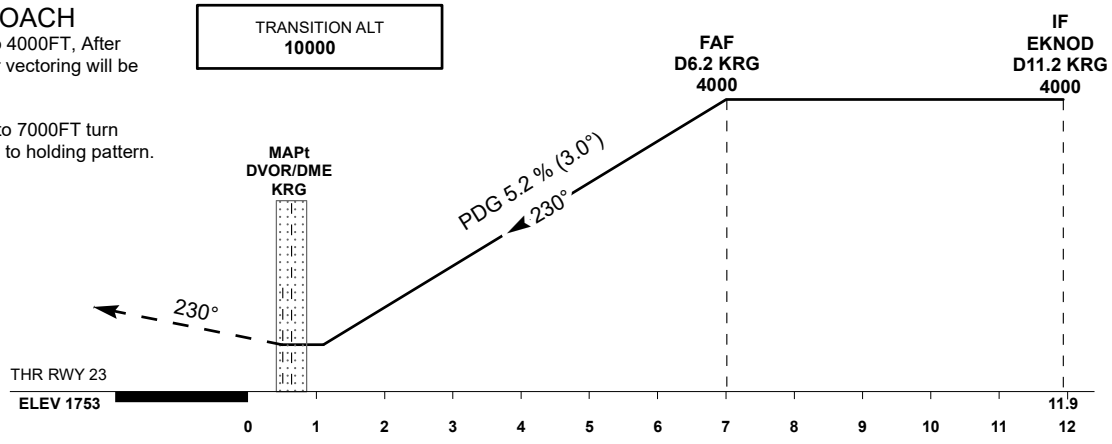
KARAGANDA
VOR/DME Y
RWY 23



MISSED APPROACH

Climb on track 230° to 4000FT, After passing 3000FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb to 7000FT turn LEFT to KRG and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR	NM	7	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	6.2	5.2	4.2	3.2	2.2	1.2	0.2
	VOR/DME	2080(330)	2080(330)	2080(330)	2080(330)	ALTITUDE	FT	4000	3713	3394	3076	2757	2439	2121
						HEIGHT	FT	(2247)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

Aerodrome Operating Minima MDH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	VOR/DME					Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(6.2NM)	min:sec	4:39	3:43	3:06	2:39	2:20	2:04

CHANGE: Missed approach description

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

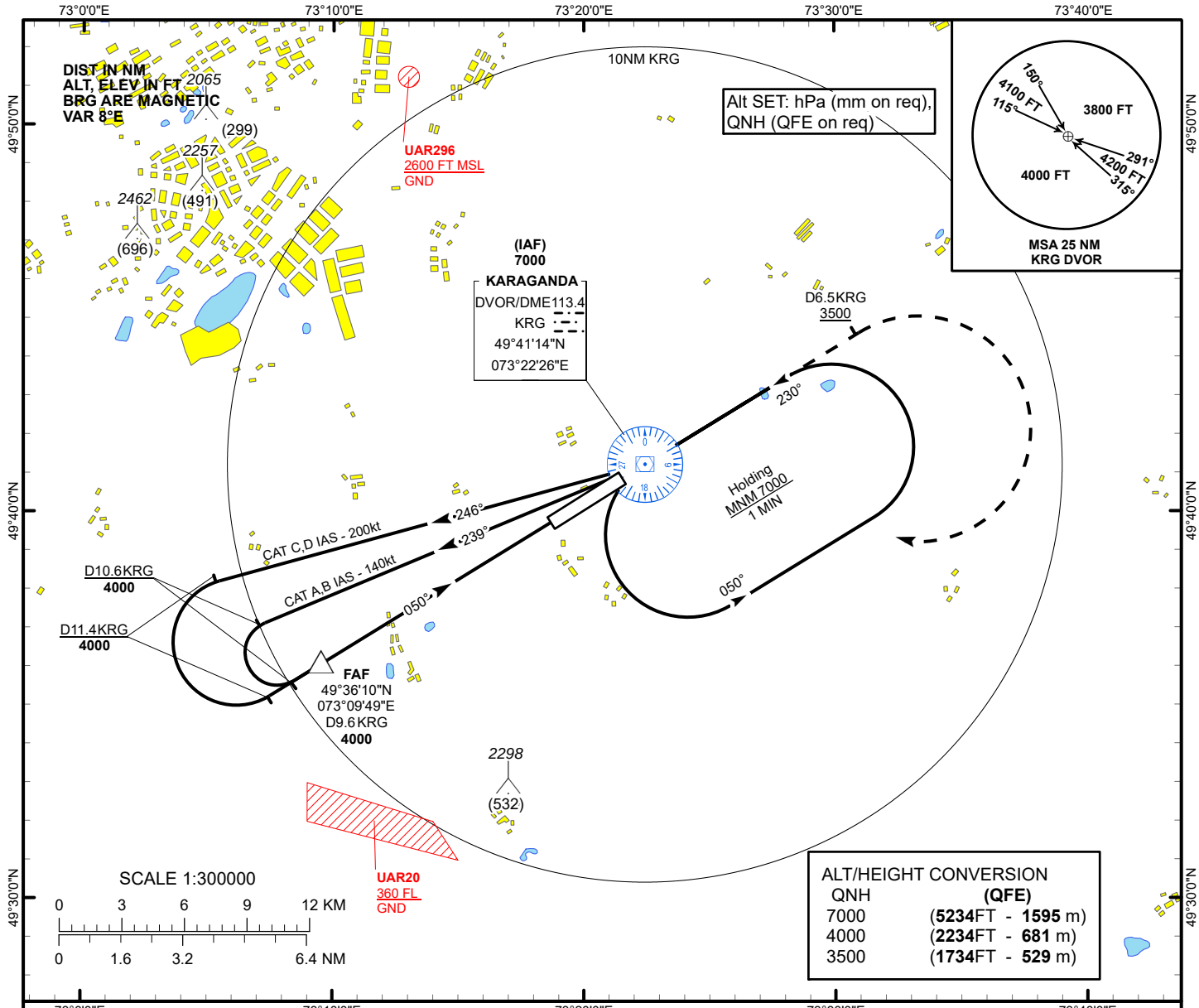
VOR approach to RWY23 from TENLU, EKNOD, RONED	
Fix/point	**Coordinates**
(FAF) D6.2 KRG	49°44'27.6"N 073°30'32.3"E
EKNOD (IF) D11.2 KRG	49°47'02.9"N 073°37'07.1"E
TENLU (IAF) R024° D12.4 KRG	49°51'39.2"N 073°32'46.3"E
RONED (IAF) R076° D12.4 KRG	49°42'26.4"N 073°41'27.1"E
THR RWY23	49°40'49.44"N 073°21'24.50"E
DVOR/DME KRG	49°41'13.9"N 073°22'25.7"E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

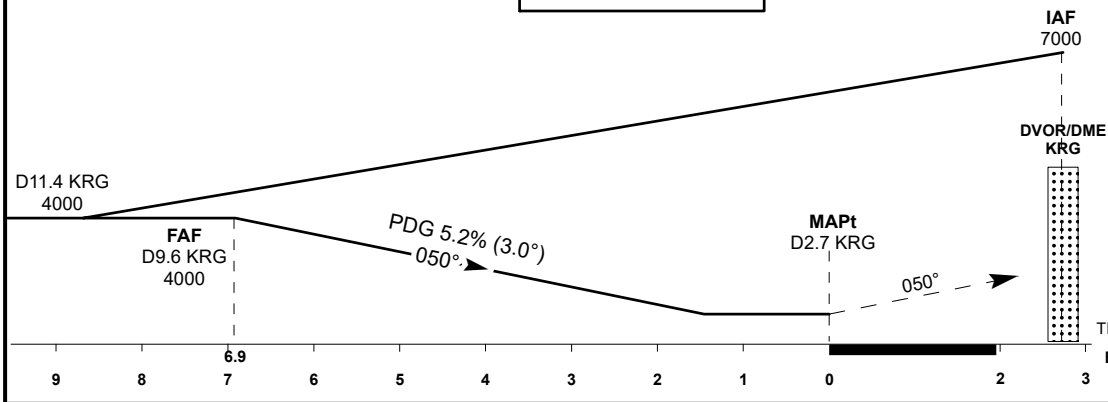
AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
AD ELEV

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

KARAGANDA
VOR/DME Z
RWY 05



TRANSITION ALT
10000 FT



MISSED APPROACH

Climb on track 050° to 3500FT or above, outbound to D6.5 NM KRG, turn RIGHT to KRG.
Climb initially to 4000FT, then as directed.

RADIO FAILURE:
In case of RCF climb to 7000FT turn RIGHT to KRG and join to holding pattern.

Aircraft Category		A	B	C	D	DIST to THR	NM	6.9	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KRG	NM	9.6	8.7	7.7	6.7	5.7	4.7	3.7
	VOR/DME	2270(500)	2270(500)	2270(500)	2270(500)	ALTITUDE	FT	4000	3726	3407	3089	2770	2452	2134
						HEIGHT	FT	(2234)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME					GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
						FAF-MAPt(6.9NM)	min:sec	5:10	4:08	3:27	2:57	2:35	2:18

CHANGE: Missed approach description

KARAGANDA
VOR/DME Z **AERONAUTICAL DATA TABULATION**

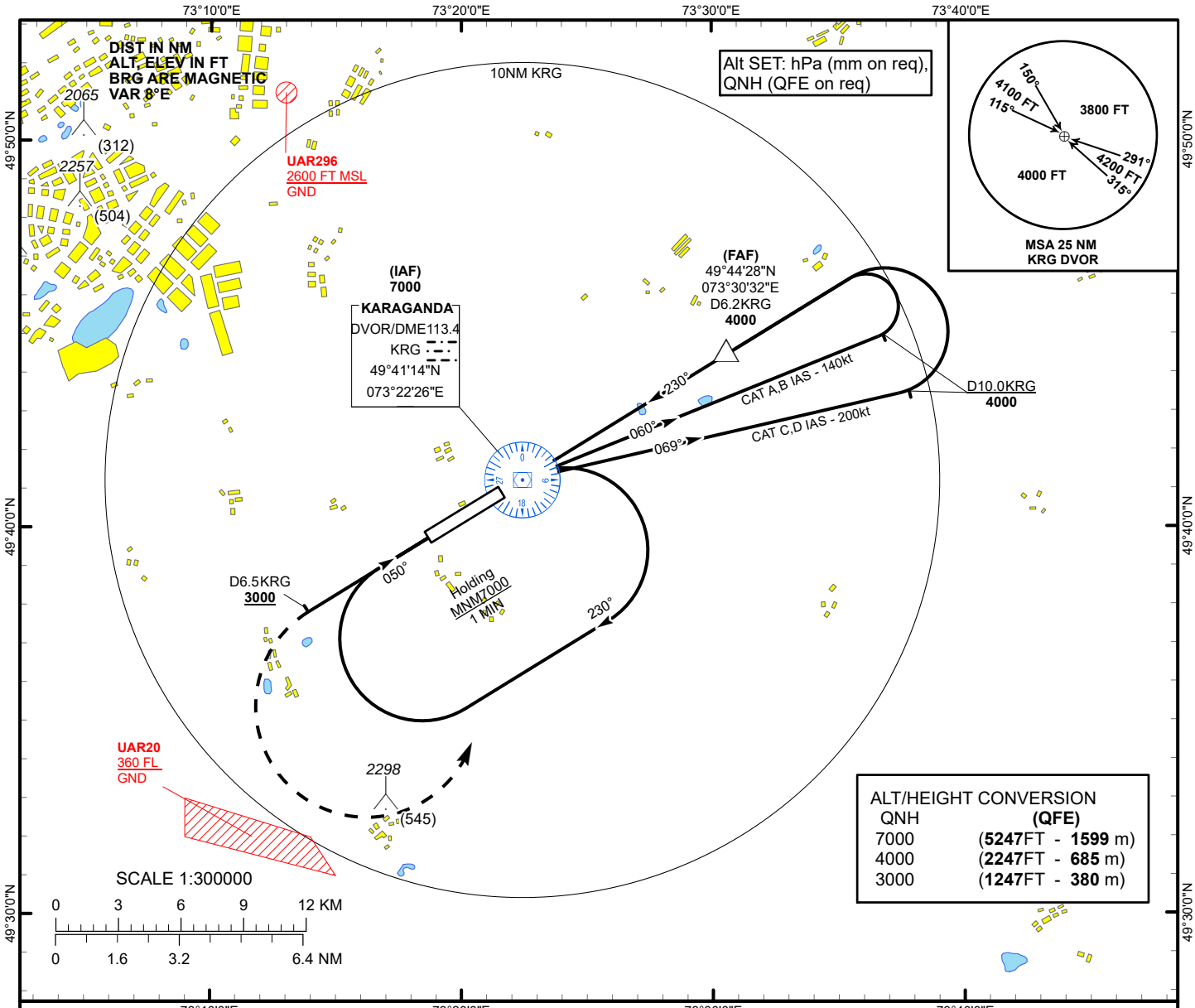
VOR approach to RWY05 from DVOR/DME KRG	
Fix/point	**Coordinates**
(IAF) DVOR/DME KRG	**49°41'13.9"N 073°22'25.7"E**
(FAF) D9.6 KRG	**49°36'10.5"N 073°09'48.5"E**
THR RWY05	**49°39'48.35"N 073°18'51.49"E**
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***1766 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***1753 FT***

KARAGANDA TOWER 122.0
KARAGANDA ATIS (EN) 135.8
KARAGANDA ATIS (RU) 127.8

KARAGANDA
VOR/DME Z
RWY 23



ALT/HEIGHT CONVERSION

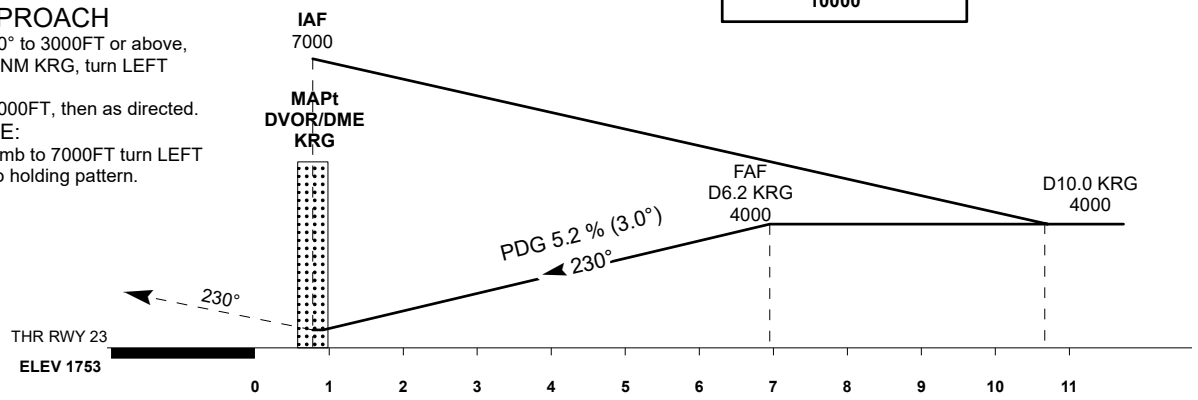
QNH	(QFE)
7000	(**5247**FT - **1599** m)
4000	(**2247**FT - **685** m)
3000	(**1247**FT - **380** m)

TRANSITION ALT
10000

MISSED APPROACH

Climb on track 230° to 3000FT or above, outbound to D6.5 NM KRG, turn LEFT to KRG.
Climb initially to 4000FT, then as directed.

RADIO FAILURE:
In case of RCF climb to 7000FT turn LEFT to KRG and join to holding pattern.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	2080(330)	2080(330)	2080(330)	2080(330)

DIST to THR	NM	7	6	5	4	3	2	1
DME KRG	NM	6.2	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	FT	4000	3713	3394	3076	2757	2439	2121
HEIGHT	FT	(2247)	(1960)	(1641)	(1323)	(1004)	(686)	(368)

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

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt(6.2NM)	min:sec	4:39	3:43	3:06	2:39	2:20	2:04

CHANGE: Missed approach description.

KARAGANDA
VOR/DME Z **AERONAUTICAL DATA TABULATION**

VOR approach to RWY23 from DVOR/DME KRG	
Fix/point	**Coordinates**
(IAF) DVOR/DME KRG	**49°41'13.9"N 073°22'25.7"E**
(FAF) D6.2 KRG	**49°44'27.6"N 073°30'32.3"E**
THR RWY23	**49°40'49.44"N 073°21'24.50"E**
Final approach descent angle is 3°	

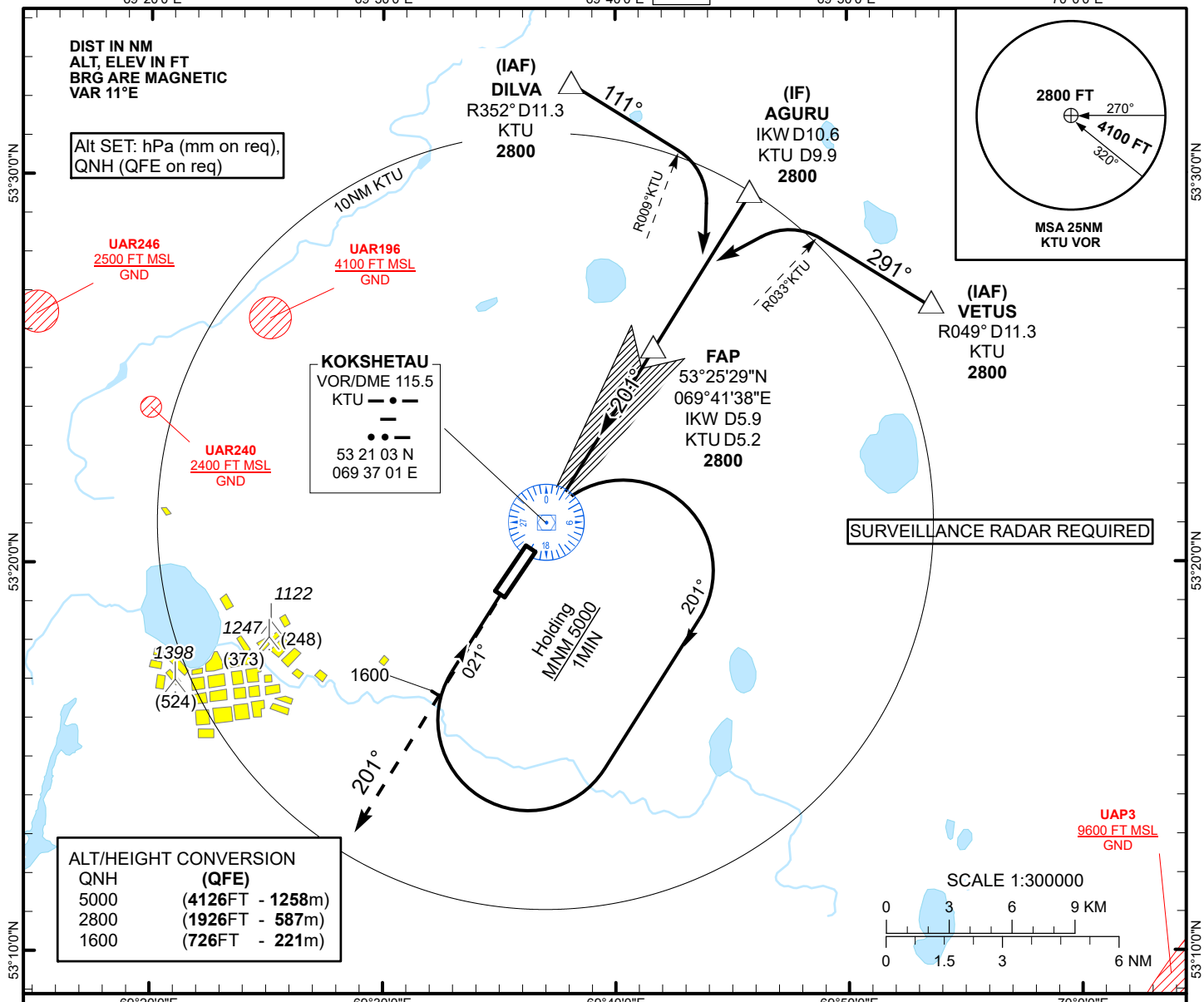
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *888 FT*
HEIGHTS RELATED TO
THR RWY 20 ELEV 874 FT

ILS
LLZ 109.5
IKW
GP 332.6
CH 32X

KOKSHETAU TOWER 127.9
KOKSHETAU ATIS (EN) 134.9
KOKSHETAU ATIS (RU) 126.0

KOKSHETAU ILS/DME RWY 20

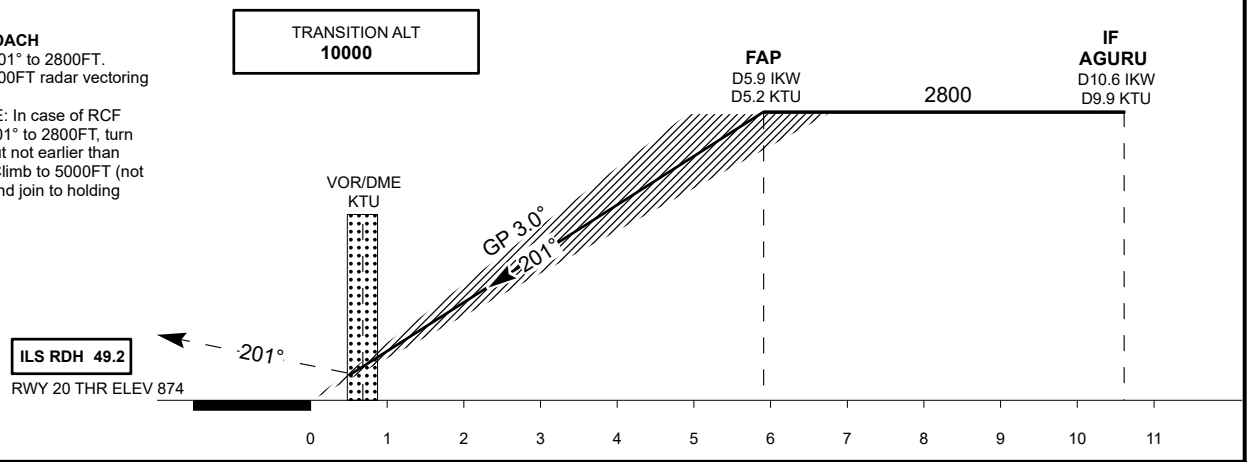


ALT/HEIGHT CONVERSION

QNH	(QFE)
5000	(**4126**FT - **1258**m)
2800	(**1926**FT - **587**m)
1600	(**726**FT - **221**m)

MISSED APPROACH
Climb on track 201° to 2800FT.
After passing 1600FT radar vectoring will be provided.
RADIO FAILURE: In case of RCF climb on track 201° to 2800FT, turn LEFT to KTU, but not earlier than D6.0 NM KTU. Climb to 5000FT (not below) to KTU and join to holding pattern

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	THR - DME IKW	5,9	5	4	3	2	1
Straight-in Approach OCA/H						DME KTU	5.2	4.3	3.3	2.3	1.3	0.3
	CAT I	1074(200)	1074(200)	1074(200)	1074(200)	ALTITUDE	2800	2537	2210	1886	1563	1242
						HEIGHT	(1926)	(1663)	(1336)	(1012)	(689)	(368)

DME IKW ZERO RANGED TO THR RWY 20

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

GS	Kt	80	100	120	140	160	180
Rate of descent	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

KOKSHETAU
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY 20 from AGURU, DILVA, VETUS	
Fix/point	**Coordinates**
KTU VOR/DME	53° 21’ 02,7”N 069° 37’ 01,1”E
IKW D5.9 KTU D5.2 (FAP)	53° 25’ 29,1”N 069° 41’ 38,1”E
AGURU (IF) KTU D9.9 IKW D10.6	53° 29’ 28,2”N 069° 45’ 47,7”E
DILVA (IAF) R352° D11.3KTU	53° 32’ 19,2”N 069° 38’ 06,7”E
VETUS (IAF) R049° D11.3KTU	53° 26’ 37,7”N 069° 53’ 28,5”E
THR RWY 20	53° 20’ 28.22”N 069° 36’ 25.39”E
IKW LOC	53° 18’ 41.4”N 069° 34’ 34.9”E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *888 FT*
HEIGHTS RELATED TO
THR RWY 02 ELEV 888 FT

ILS
LLZ 110.3
IOT
GP 335
CH 40X

KOKSHETAU TOWER 127.9
KOKSHETAU ATIS (EN) 134.9
KOKSHETAU ATIS (RU) 126.0

KOKSHETAU ILS/DME RWY 02

69°20'0"E 69°30'0"E 69°40'0"E 69°50'0"E 70°0'0"E
53°30'0"N 53°20'0"N 53°10'0"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 11°E

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

UAR246
2500 FT MSL
GND

UAR196
4100 FT MSL
GND

UAR240
2400 FT MSL
GND

KOKSHETAU
VOR/DME 115.5
KTU
53 21 03 N
069 37 01 E

10NM KTU

021°
201°
1500
Holding
MNM 5000
1MIN
021°

2800 FT
270°
4100 FT
320°
MSA 25NM
KTU VOR

1122
1247
1398
(234)
(359)
(510)

SURVEILLANCE RADAR REQUIRED

ALT/HEIGHT CONVERSION

QNH	(QFE)
5000	(**4112**FT - **1253**m)
2800	(**1912**FT - **583**m)
1500	(**612**FT - **187**m)

(IAF)
BIKTO
R223° D14.4
KTU
2800

111°
R210°KTU
021°

FAP
53°14'16"N
069°30'01"E
IOT D5.8
KTU D8.0
2800

(IF)
LIRMO
IOT D11.1
KTU D13.3
2800

R192°KTU
291°

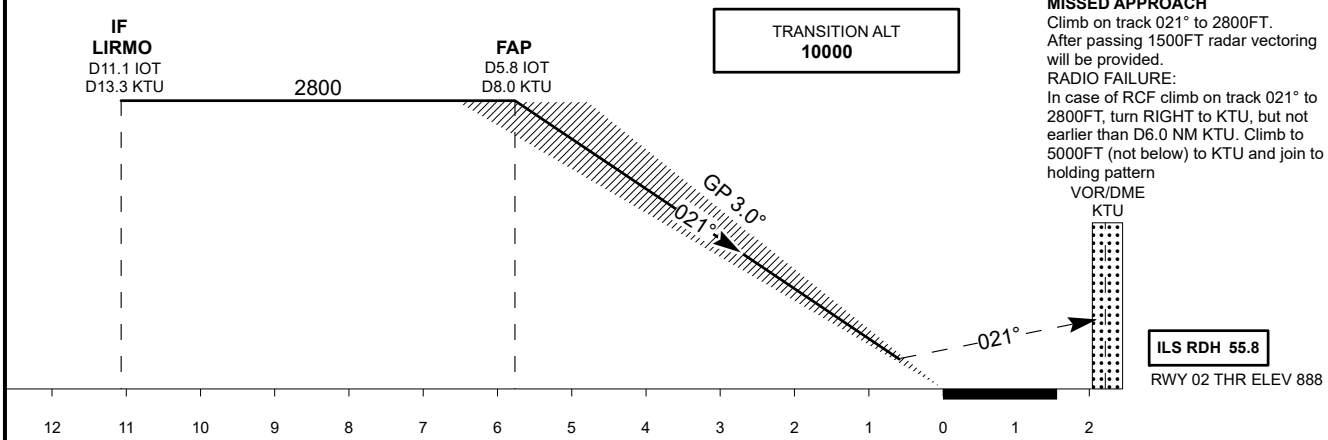
(IAF)
TUMIN
R179° D14.4
KTU
2800

UAP3
9600 FT MSL
GND

SCALE 1:300000
0 3 6 9 KM
0 1.5 3 6 NM

TRANSITION ALT
10000

MISSED APPROACH
Climb on track 021° to 2800FT.
After passing 1500FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 021° to 2800FT, turn RIGHT to KTU, but not earlier than D6.0 NM KTU. Climb to 5000FT (not below) to KTU and join to holding pattern
VOR/DME
KTU



ILS RDH 55.8
RWY 02 THR ELEV 888

Aircraft Category		A	B	C	D	THR - DME IOT	5.8	5	4	3	2	1
Straight-in Approach OCA/H						DME KTU	8	7.2	6.2	5.2	4.2	3.2
	CAT I	1088(200)	1088(200)	1088(200)	1097(209)	ALTITUDE	2800	2558	2231	1907	1584	1263
						HEIGHT	(1912)	(1670)	(1343)	(1019)	(696)	(375)

DME IOT ZERO RANGED TO THR RWY 02

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

CHANGE: Missed approach description

KOKSHETAU
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY 02 from LIRMO, BIKTO, TUMIN	
Fix/point	**Coordinates**
KTU VOR/DME	53° 21’ 02,7”N 069° 37’ 01,1”E
IOT D5.8 KTU D8.0 (FAP)	53° 14’ 15,9”N 069° 30’ 01,4”E
LIRMO (IF) KTU D13.3 IOT D11.1	53° 09’ 45,3”N 069° 25’ 23,7”E
BIKTO (IAF) R223°KTU D14.4KTU	53° 12’ 35,5”N 069° 17’ 45,4”E
TUMIN (IAF) R179°KTU D14.4KTU	53° 06’ 54,7”N 069° 33’ 01,00”E
THR RWY 02	53° 19’ 09.85”N 069° 35’ 04.28”E
IOT LOC	53° 20’ 51.7”N 069° 36’ 49.8”E

UAUU AD 2

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

UAUU AD 2.1 Aerodrome Location Indicator And Name

UAUU - KOSTANAY

UAUU AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	531231N 0633253E At the centre of RWY
2	Direction and distance from (city)	271°, 3 NM SW of center of Kostanay
3	Elevation/Reference temperature	601 FT/21° C
4	Geoid undulation at AD ELEV PSN	-70 FT
5	MAG VAR/Annual Change	13° E (2022) / 0.06°
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Authority of Airport 110007 Kostanay, JSC "Kostanay International Airport" Airport bld №3 Republic of Kazakhstan Phone: +7 (7142) 576223 Fax: +7 (7142) 576018 AFS: UAUUAPDU Email: air_kst@mail.kz Email: air_kst@list.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UAUU AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone: +7 (7142) 576200
2	Customs and immigration	H24 Phone: +7 (7142) 576003 Phone: +7 (7142) 537050
3	Health and sanitation	H24 Phone: +7 (7142) 576208
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 Phone: +7 (7142) 576069 Phone: +7 (7142) 576097
6	MET Briefing Office	H24 Phone: +7 (7142) 270182
7	ATS	ANY 02:00 - 00:00 UTC
8	Fuelling	Phone: +7 (7142) 576233
9	Handling	Phone: +7 (7142) 576200
10	Security	Phone: +7 (7142) 576205
11	De-icing	Phone: +7 (7142) 576200

12	Remarks	Nil

UAUU AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	LOVOL854 up to 0.8t. NBL loader up to 250kg. Fork lift truck -SRS-30 up to 3t.
2	Fuel/oil types	TS-1, RT(equivalent to Jet A-1) / MS-20, MS-8
3	Fuelling facilities/capacity	MAZ 5374 TK-7.5 performance 500 l/min. Kraz 64431 ATZ-2.2 sleeve diameter 50 600 l/min. 63,800 l/min.
4	De-icing facilities	AVBL, SKY-GO EG
5	Hangar space for visiting aircraft	NOT AVBL for visiting aircraft
6	Repair facilities for visiting aircraft	NIL
7	Remarks	2-5.6m height entrance stairs AVBL There is a mobile ground power supply with a capacity of 30 kW 200V 400 Hz

UAUU AD 2.5 Passenger Facilities

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

UAUU AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A5
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	Nil

UAUU AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	8 plunger brush cars, 1 heat engine, 2 rotor, 2 de-icing vehicle, 1 snow loader
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

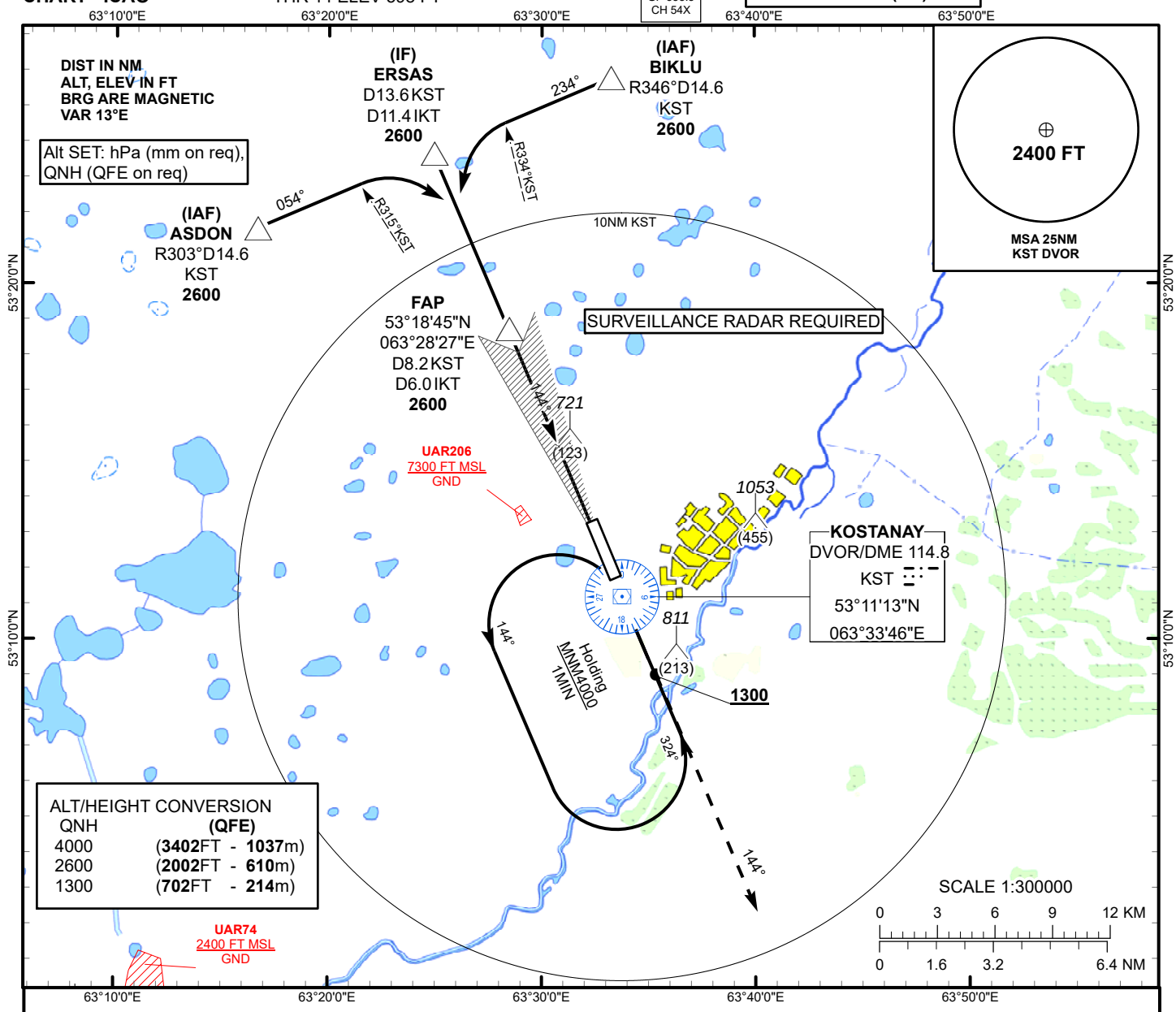
INSTRUMENT APPROACH CHART - ICAO

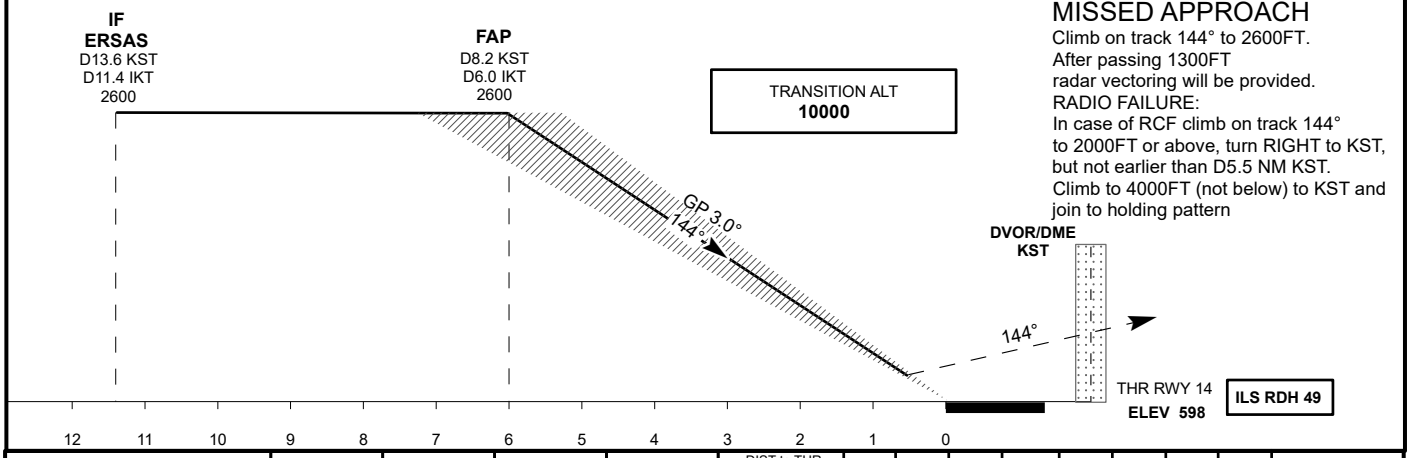
AERODROME ELEV *601 FT*
HEIGHTS RELATED TO
THR 14 ELEV 598 FT

ILS
LLZ 111.7
IKT
GP 333.5
CH 54X

KOSTANAY TOWER 129.30
KOSTANAY ATIS (EN) 118.5
KOSTANAY ATIS (RU) 126.8

KOSTANAY ILS/DME RWY 14





MISSED APPROACH

Climb on track 144° to 2600FT.
After passing 1300FT
radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 144°
to 2000FT or above, turn RIGHT to KST,
but not earlier than D5.5 NM KST.
Climb to 4000FT (not below) to KST and
join to holding pattern

Aircraft Category		A	B	C	D	DIST to THR DME IKT	NM	6.0	5	4	3	2	1	
Straight-in Approach OCA/H						DME KST	NM	8.2	7.2	6.2	5.2	4.2	3.2	
	ILS CAT I	798(200)	798(200)	807(209)	817(219)	ALTITUDE	FT	2600	2261	1934	1610	1287	966	
						HEIGHT	FT	2002	1663	1336	1012	689	368	

DME IKT ZERO RANGED TO THR RWY 14

Aerodrome Operating Minima DH ft x RVR(CMV)														
	ILS CAT I													
						GS	Kt	80	100	120	140	160	180	
						Desc.Rate(5.2%)	ft/min	420	530	630	740	850	960	

CHANGE: Missed approach description

KOSTANAY
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY14 from ERSAS, BIKLU, ASDON	
Fix/point	**Coordinates**
DVOR/DME KST	53° 11' 13.0"N 063° 33' 45.5"E
(FAP) D8.2 KST, D6.0 IKT	53° 18' 45.1"N 063° 28' 26.8"E
ERSAS (IF) D13.6 KST, D11.4 IKT	53° 23' 41.3"N 063° 24' 55.2"E
BIKLU (IAF) R346°, D14.6 KST	53° 25' 47.8"N 063° 33' 13.7"E
ASDON (IAF) R303°, D14.6 KST	53° 21' 34.2"N 063° 16' 37.5"E
THR RWY 14	53° 13' 12.74"N 063° 32' 23.66"E
IKT LOC	53° 11' 20.9"N 063° 33' 43.0"E

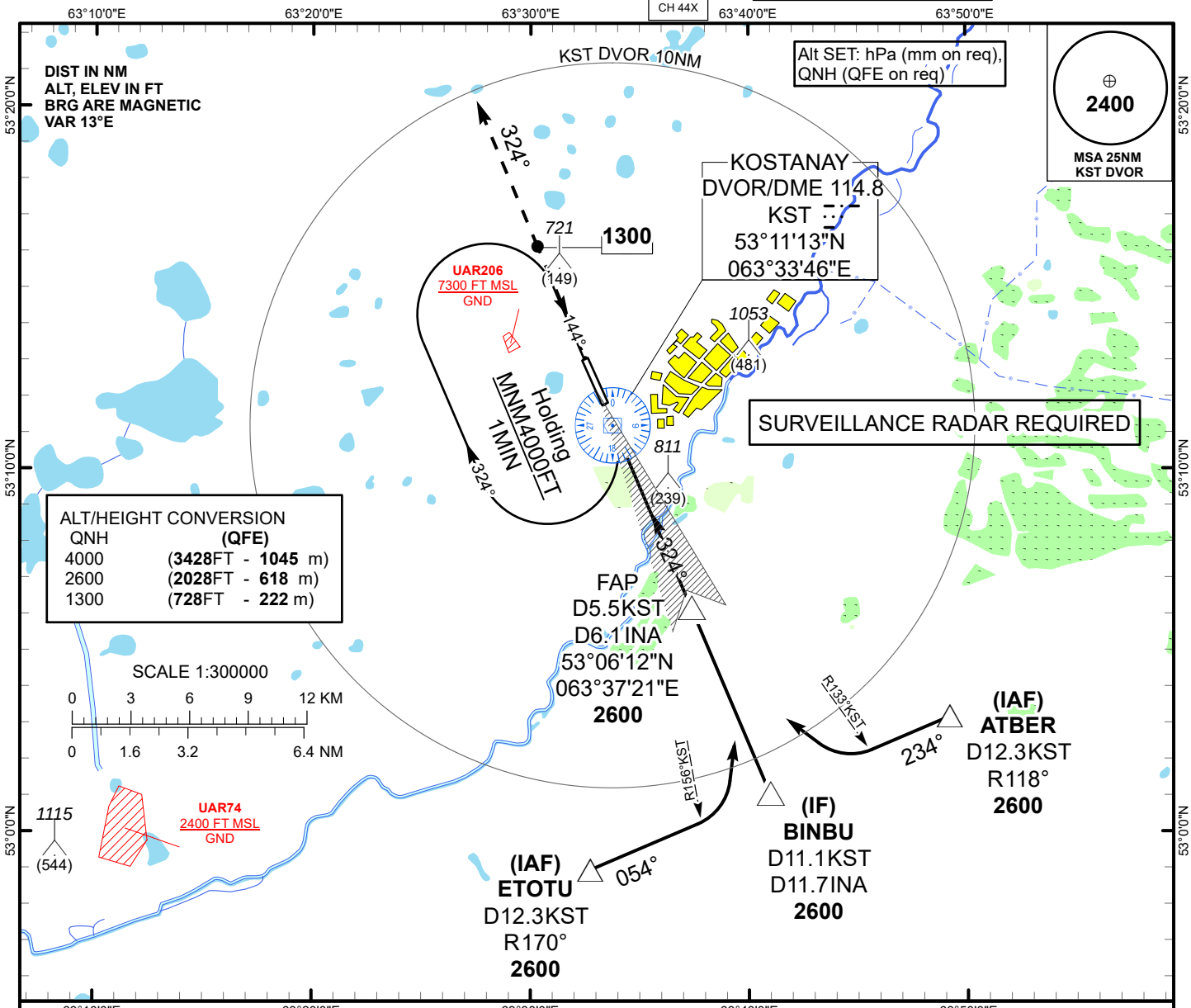
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***601ft***
HEIGHTS RELATED TO
THR RWY 32 - ELEV ***572ft***

ILS
LLZ 110.7
INA
GP 330.2
CH 44X

KOSTANAY TOWER 129.30
KOSTANAY ATIS (EN) 118.5
KOSTANAY ATIS (RU) 126.8

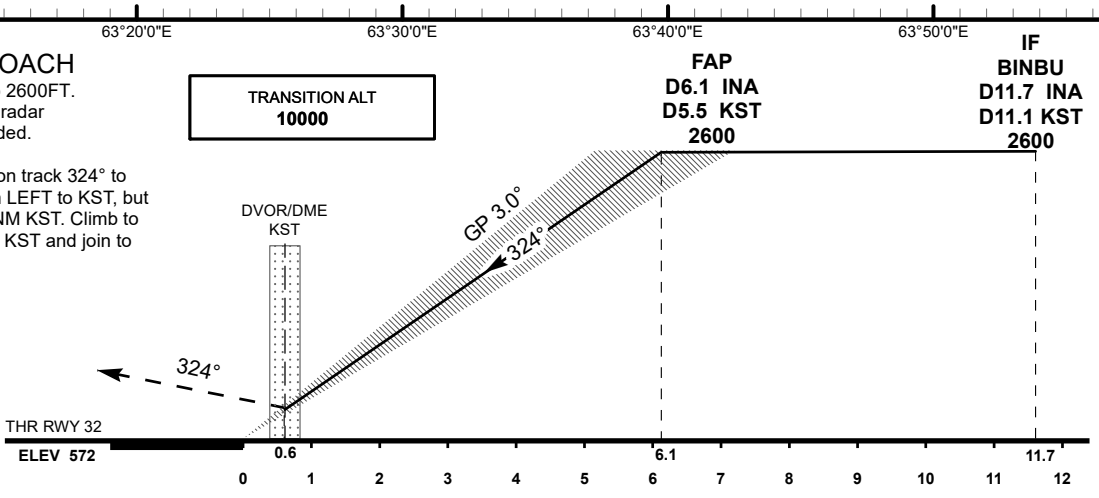
KOSTANAY ILS/DME RWY 32



MISSED APPROACH

Climb on track 324° to 2600FT.
After passing 1300FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 324° to 2000FT or above, turn LEFT to KST, but not earlier than D5.0 NM KST. Climb to 4000FT (not below) to KST and join to holding pattern

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR DME INA	NM	6.1	6	5	4	3	2	1
Straight-in Approach OCA/H						DME KST	NM	5.5	5.4	4.4	3.4	2.4	1.4	0.4
	ILS CAT I	772(200)	772(200)	782(210)	792(220)	ALTITUDE	FT	2600	2563	2235	1908	1584	1261	940
						HEIGHT	FT	2002	1991	1663	1336	1012	689	368

DME INA ZERO RANGED TO THR RWY 32

Aerodrome Operating Minima DH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	ILS CAT I					Desc.Rate(5.2%)	ft/min	420	530	630	740	850	960

CHANGE: Missed approach description

KOSTANAY
ILS/DME **AERONAUTICAL DATA TABULATION**

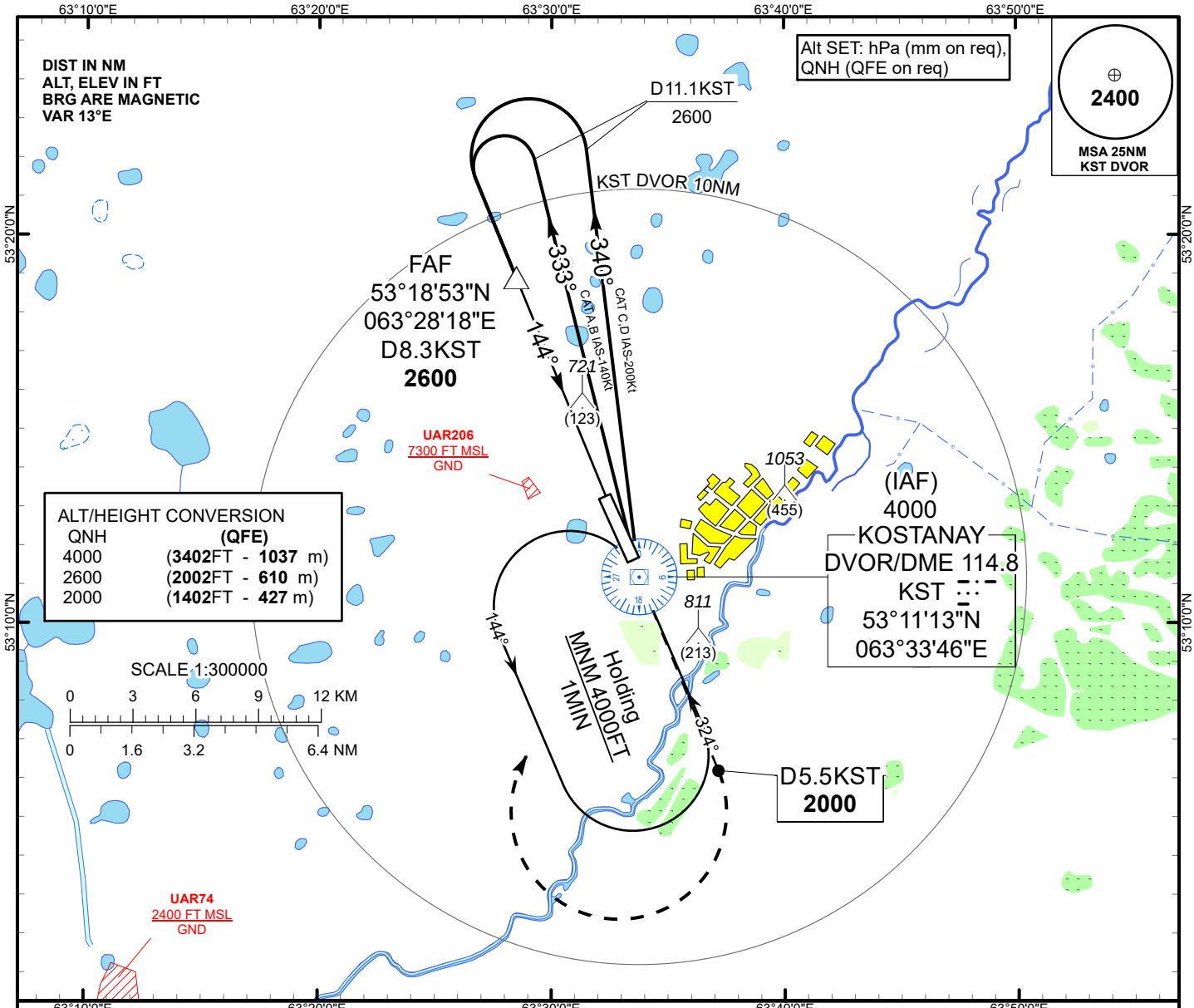
ILS approach to RWY32 from BINBU, ATBER, ETOTU	
Fix/point	**Coordinates**
DVOR/DME KST	53° 11' 13.0"N 063° 33' 45.5"E
(FAP) D5.5 KST, D6.1 INA	53° 06' 11.9"N 063° 37' 21.2"E
BINBU (IF) D11.1 KST, D11.7 INA	53° 01' 04.8"N 063° 40' 57.2"E
ATBER (IAF) R118°, D12.3 KST	53° 03' 11.3"N 063° 49' 11.4"E
ETOTU (IAF) R170°, D12.3 KST	52° 58' 57.8"N 063° 32' 43.9"E
THR RWY 32	53° 11' 49.00"N 063° 33' 23.08"E
INA LOC	53° 13' 29.9"N 063° 32' 11.5"E

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***601ft***
HEIGHTS RELATED TO
THR RWY 14 - ELEV ***598ft***

KOSTANAY TOWER 129.30
KOSTANAY ATIS (EN) 118.5
KOSTANAY ATIS (RU) 126.8

KOSTANAY VOR/DME Z RWY 14

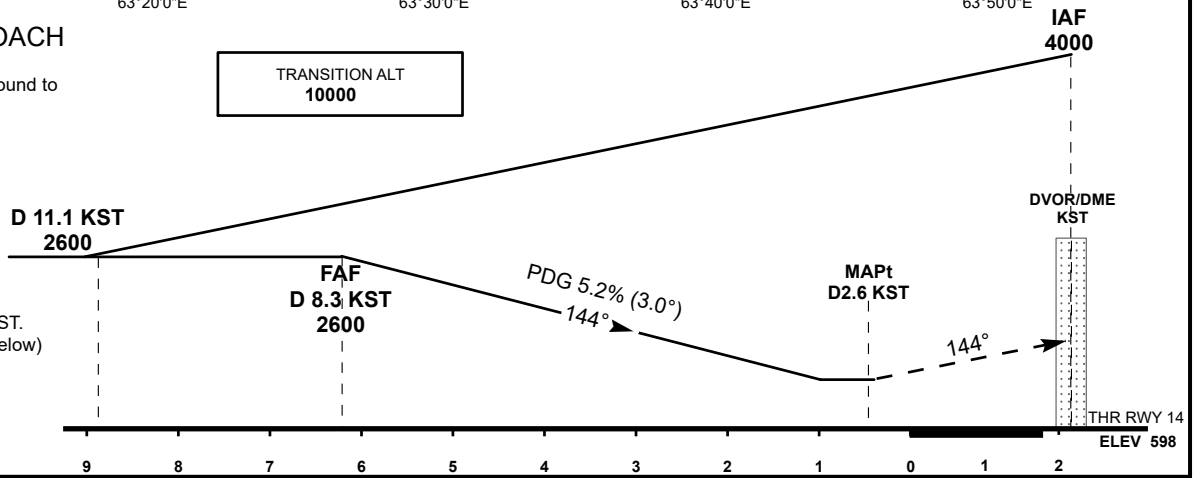


MISSED APPROACH

Climb on track 144° to 2000FT or above, outbound to D5.5 NM KST, turn RIGHT to KST.
Climb initially to 2600FT, then as directed.

RADIO FAILURE:
In the case of RCF climb on track 144° to 2000FT or above, turn RIGHT to KST, but not earlier than D5.5 NM KST.
Climb to 4000FT (not below) to KST and join to holding pattern

TRANSITION ALT
10000



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	980(380)	980(380)	980(380)	980(380)

DIST to THR	NM	6.2	6	5	4	3	2	1
DME KST	NM	8.3	8.1	7.1	6.1	5.1	4.1	3.1
ALTITUDE	FT	2600	2554	2236	1918	1599	1257	938
HEIGHT	FT	2002	1956	1638	1320	1001	683	364

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

GS	Kt	80	100	120	140	160	180
FAF-MAPt (5.7NM)	min:sec	4:17	3:25	2:51	2:26	2:08	1:54
Desc.Rate(5.2%)	ft/min	420	530	630	740	850	960

CHANGE: Missed approach description

KOSTANAY
VOR/DME Z **AERONAUTICAL DATA TABULATION**

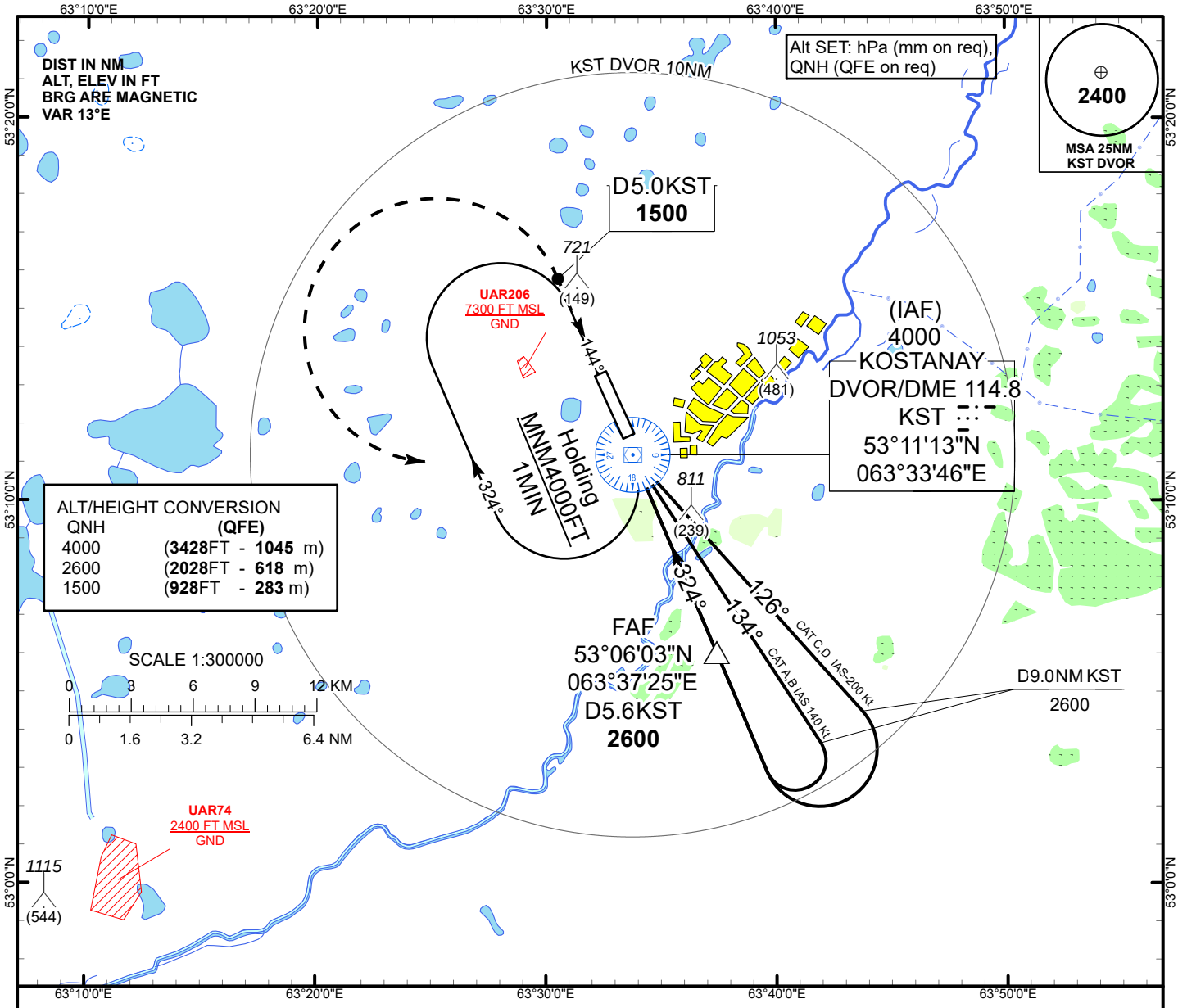
VOR approach to RWY14 from DVOR/DME KST	
Fix/point	**Coordinates**
(IAF) DVOR/DME KST	**53° 11' 13.0"N 063° 33' 45.5"E**
(FAF) D8.3 KST	**53° 18' 52.6"N 063° 28' 18.1"E**
THR RWY 14	**53° 13' 12.74"N 063° 32' 23.66"E**
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***601ft***
HEIGHTS RELATED TO
THR RWY 32 - ELEV ***572ft***

KOSTANAY TOWER 129.30
KOSTANAY ATIS (EN) 118.5
KOSTANAY ATIS (RU) 126.8

KOSTANAY VOR/DME RWY 32

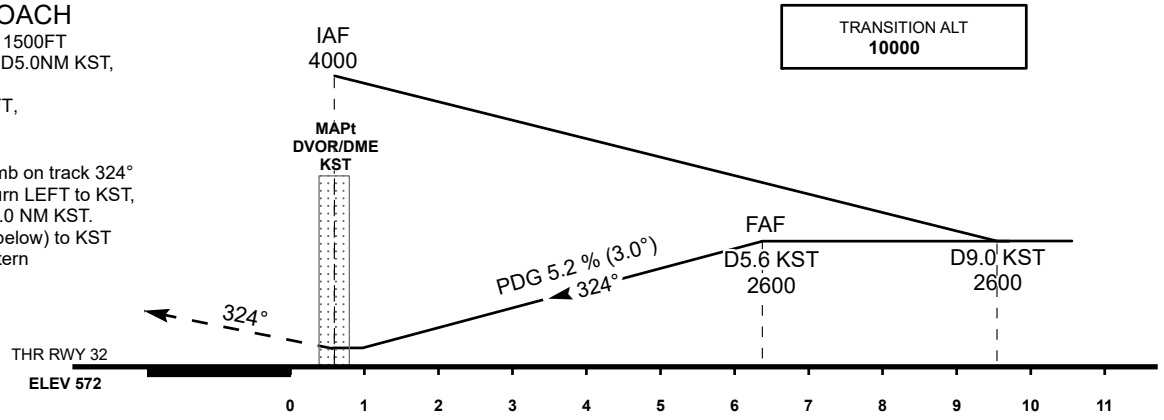


MISSED APPROACH

Climb on track 324° to 1500FT
or above, outbound to D5.0NM KST,
turn LEFT to KST.
Climb initially to 2600FT,
then as directed.

RADIO FAILURE:
In the case of RCF climb on track 324°
to 2000FT or above, turn LEFT to KST,
but not earlier than D5.0 NM KST.
Climb to 4000FT (not below) to KST
and join to holding pattern

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR	NM	1	2	3	4	5	6	6.3
Straight-in Approach OCA/H						DME KST	NM	0.4	1.4	2.4	3.4	4.4	5.4	5.6
	VOR/DME	950(370)	950(370)	950(370)	950(370)	ALTITUDE	FT	939	1257	1575	1894	2212	2530	2600
						HEIGHT	FT	368	686	1004	1323	1641	1959	2029

Aerodrome Operating Minima MDH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
	VOR/DME					FAF-MAPt (5.6NM)	min:sec	4:12	3:22	2:48	2:24	2:06	1:56
						Desc.Rate(5.2%)	ft/min	420	530	630	740	850	960

CHANGE: Missed approach description

KOSTANAY
VOR/DME **AERONAUTICAL DATA TABULATION**

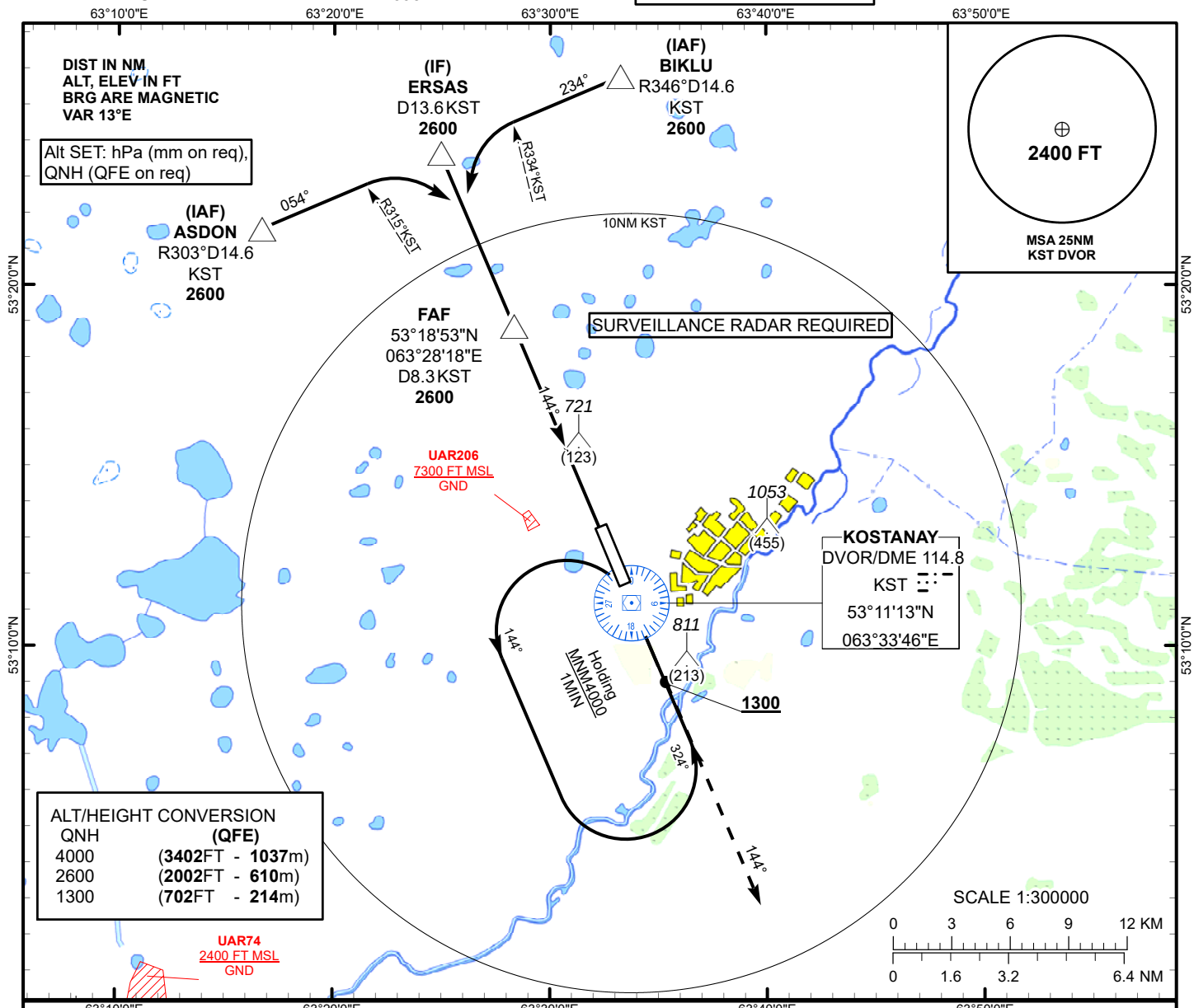
VOR approach to RWY32 from DVOR/DME KST	
Fix/point	**Coordinates**
(IAF) DVOR/DME KST	**53° 11' 13.0"N 063° 33' 45.5"E**
(FAF) D5.6 KST	**53° 06' 03.0"N 063° 37' 25.2"E**
THR RWY 32	**53° 11' 49.00"N 063° 33' 23.08"E**
Final approach descent angle is 3°	

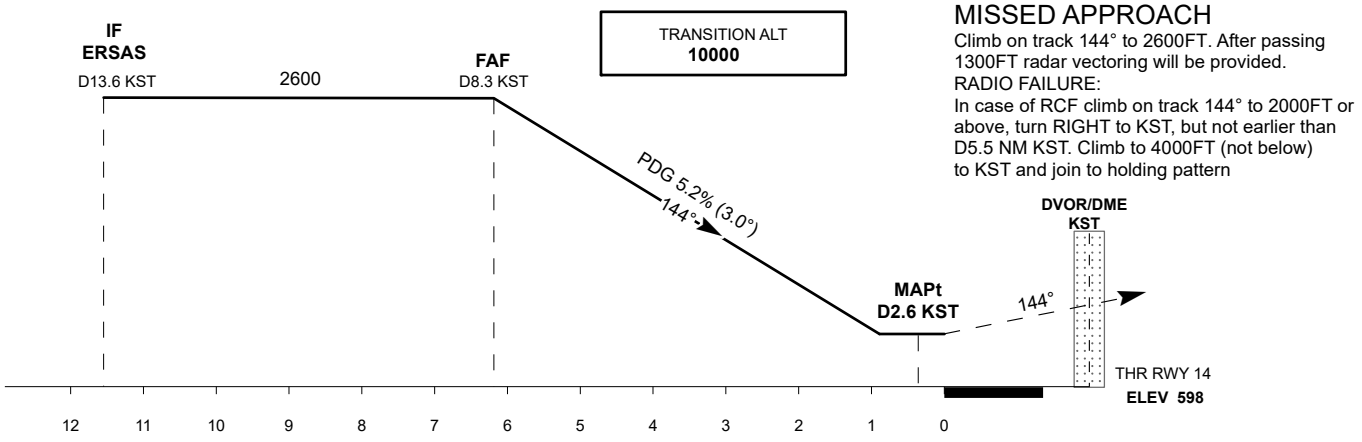
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *601 FT*
HEIGHTS RELATED TO
THR 14 ELEV 598 FT

KOSTANAY TOWER 129.30
KOSTANAY ATIS (EN) 118.5
KOSTANAY ATIS (RU) 126.8

KOSTANAY
VOR/DME Y
RWY 14





MISSED APPROACH

Climb on track 144° to 2600FT. After passing 1300FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 144° to 2000FT or above, turn RIGHT to KST, but not earlier than D5.5 NM KST. Climb to 4000FT (not below) to KST and join to holding pattern

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	980(380)	980(380)	980(380)	980(380)

DIST to THR	NM	6.2	6	5	4	3	2	1
DME KST	NM	8.3	8.1	7.1	6.1	5.1	4.1	3.1
ALTITUDE	FT	2600	2554	2236	1918	1599	1257	938
HEIGHT	FT	2002	1956	1638	1320	1001	683	364

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

GS	Kt	80	100	120	140	160	180
FAF-MAPt (5.7NM)	min:sec	4:17	3:25	2:51	2:26	2:08	1:54
Desc.Rate(5.2%)	ft/min	420	530	630	740	850	960

CHANGE: Missed approach description

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

VOR approach to RWY14 from ERSAS, ASDON, BIKLU	
Fix/point	**Coordinates**
DVOR/DME KST	53° 11' 13.0"N 063° 33' 45.5"E
(FAF) D8.3 KST	53° 18' 52.6"N 063° 28' 18.1"E
ERSAS (IF) D13.6 KST	53° 23' 41.3"N 063° 24' 55.2"E
ASDON (IAF) R303°, D14.6 KST	53° 21' 34.2"N 063° 16' 37.5"E
BIKLU (IAF) R346°, D14.6 KST	53° 25' 47.8"N 063° 33' 13.7"E
THR RWY 14	53° 13' 12.74"N 063° 32' 23.66"E
Final approach descent angle is 3°	

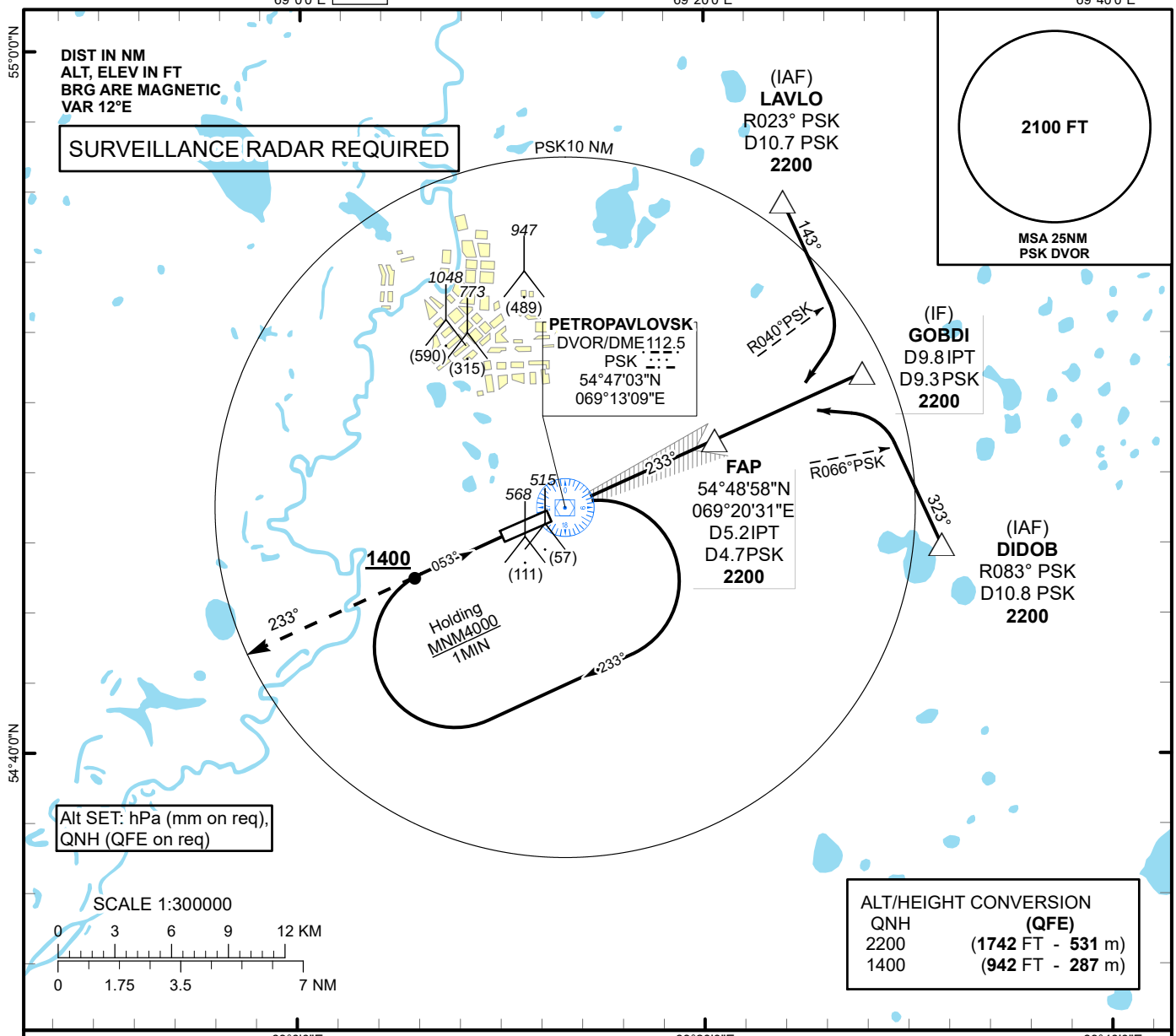
INSTRUMENT APPROACH CHART - ICAO

ILS
LLZ 108.3 IPT
GP 334.1 CH 20X

AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***458 FT***

PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK ILS/DME Y RWY 23

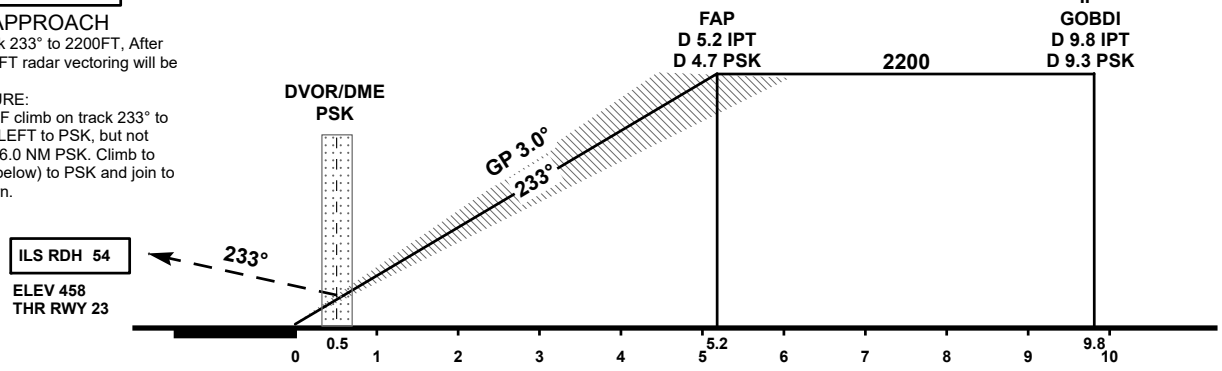


ALT/HEIGHT CONVERSION

QNH	(QFE)
2200	(**1742** FT - **531** m)
1400	(**942** FT - **287** m)

TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 233° to 2200FT, After passing 1400FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 233° to 2200FT, turn LEFT to PSK, but not earlier than D6.0 NM PSK. Climb to 4000FT (not below) to PSK and join to holding pattern.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	658(200)	658(200)	668(210)	678(220)

DIST to THR DME IPT	NM	1	2	3	4	5	5.2
DME PSK	NM	0.5	1.5	2.5	3.5	4.5	4.7
ALTITUDE	FT	831	1152	1475	1799	2126	2200
HIGHT	FT	373	694	1017	1341	1668	1742

DME IPT ZERO RANGED TO THR RWY 23

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

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

CHANGE: Missed approach description

PETROPAVLOVSK
ILS/DME Y **AERONAUTICAL DATA TABULATION**

ILS approach to RWY23 from LAVLO, GOBDI, DIDOB	
Fix/point	**Coordinates**
PSK DVOR/DME	54°47'02.9" N 069°13'08.7" E
IPT D5.2 PSK D4.7 (FAP)	54°48'58.3"N 069°20'30.9"E
GOBDI (IF) IPT D9.8 PSK D9.3	54°50'52.3" N 069°27'49.3" E
LAVLO (IAF) R023° PSK D10.7	54°55'46.2" N 069°23'54.9" E
DIDOB (IAF) R083° PSK D10.8	54°45'58.2" N 069°31'42.9" E
THR RWY23	54°46'50.42" N 069°12'21.41" E
IPT LLZ	54°46'00.3" N 069°09'11.0" E

INSTRUMENT APPROACH CHART - ICAO

ILS
LLZ 108.3
IPT
GP 334.1
CH 20X

AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO
THR RWY 23- ELEV ***458 FT***

PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK
ILS/DME Z
RWY 23

69°0'0"E 69°20'0"E

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 12°E

PSK 10 *NM*

947
1048
773
(489)
(590)
(315)

FAP
54°48'58" N
069°20'31" E
D5.2 IPT
D4.7 PSK
2200

233°
064°
073°
Cat A,B IAS-140 Kt
Cat C,D IAS-200 Kt

2200
D 8.8 PSK

2200
D 8.8 PSK

515
568
(111)
(57)

1400
D 4.8 PSK
053°

Holding
MNM 4000
1 MIN
233°

(IAF)
4000
PETROPAVLOVSK
DVOR/DME 112.5
PSK
CH_72X
54°47'03"N
069°13'09"E

2100 FT
MSA 25NM
PSK DVOR

54°40'0"N

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

SCALE 1:300000
0 3 6 9 12 KM
0 1.75 3.5 7 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(**3542** FT - **1080** m)
2200	(**1742** FT - **531** m)
1400	(**942** FT - **287** m)

69°0'0"E 69°20'0"E

MISSED APPROACH
Climb on track 233° to 2200FT.
After passing 1400FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 233° to 2200FT, turn LEFT to PSK, but not earlier than D6.0 NM PSK. Climb to 4000FT (not below) to PSK and join to holding pattern.

IAF
4000

DVOR/DME
PSK

FAP
D 5.2 IPT
D 4.7 PSK

GP 3.0°
233°

2200
2200

TRANSITION ALT
10000

ILS RDH 54

ELEV 458
THR RWY 23

233°

0 0.5 1 2 3 4 5 6 7 8 9 10

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	658(200)	658(200)	668(210)	678(220)

DIST to THR DME IPT	NM	1	2	3	4	5	5.2
DME PSK	NM	0.5	1.5	2.5	3.5	4.5	4.7
ALTITUDE	FT	831	1152	1475	1799	2126	2200
HIGHT	FT	373	694	1017	1341	1668	1742

DME IPT ZERO RANGED TO THR RWY 23

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

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

CHANGE: Missed approach description

PETROPAVLOVSK
ILS/DME Z **AERONAUTICAL DATA TABULATION**

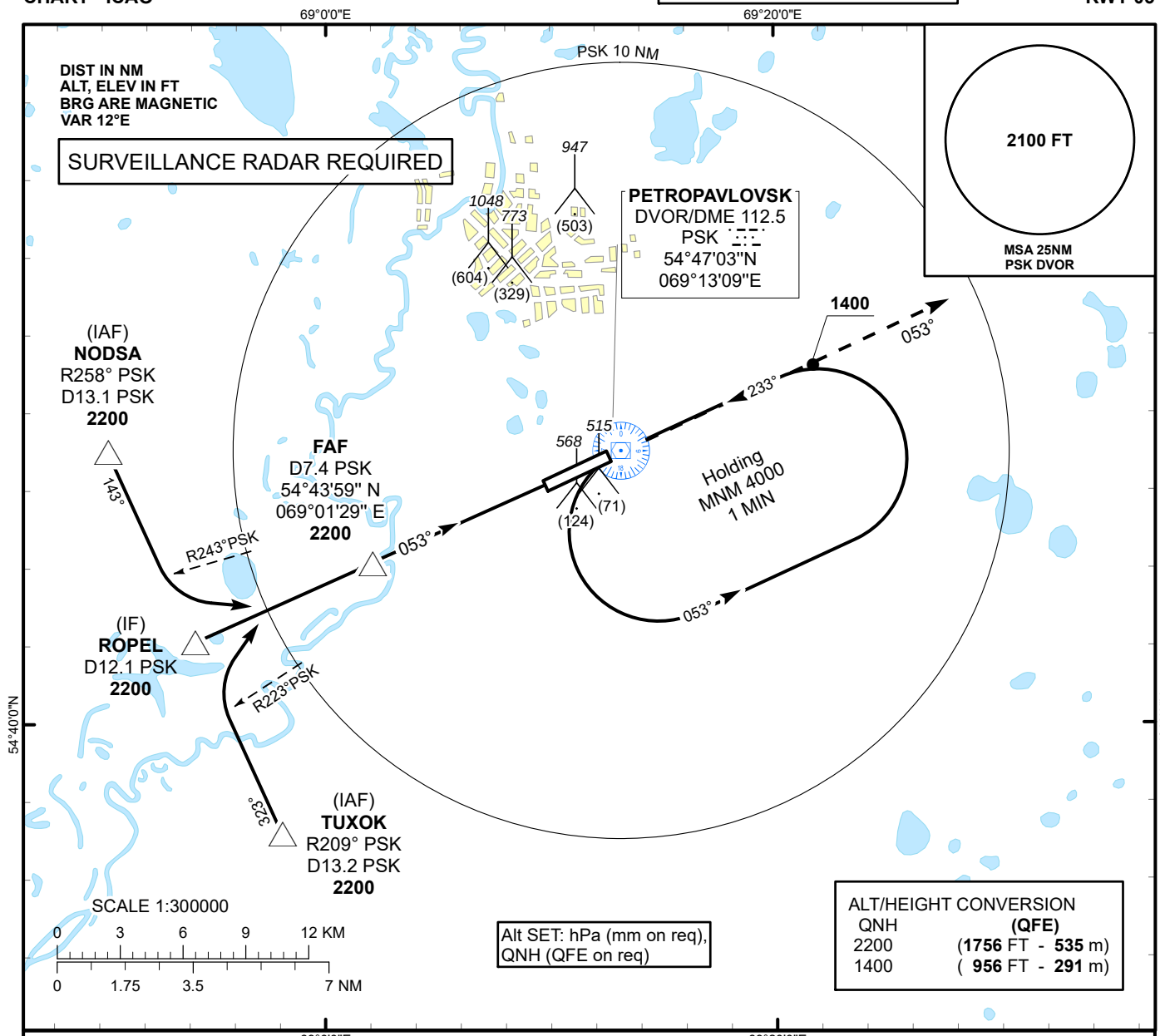
ILS approach to RWY23 from PSK DVOR/DME	
Fix/point	**Coordinates**
PSK DVOR/DME (IAF)	**54°47'02.9" N 069°13'08.7" E**
IPT D5.2 PSK D4.7 (FAP)	**54°48'58.3" N 069°20'30.9" E**
THR RWY23	**54°46'50.42" N 069°12'21.41" E**
IPT LLZ	**54°46'00.3" N 069°09'11.0" E**

INSTRUMENT APPROACH CHART - ICAO

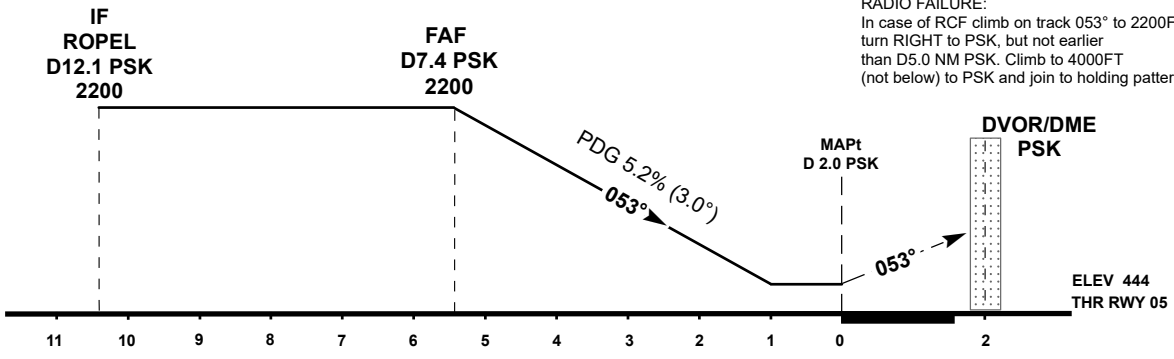
AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO
THR RWY 05- ELEV ***444 FT***

PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK VOR/DME Y RWY 05



TRANSITION ALT
10000



MISSED APPROACH
Climb on track 053° to 2200FT, After passing 1400FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 053° to 2200FT, turn RIGHT to PSK, but not earlier than D5.0 NM PSK. Climb to 4000FT (not below) to PSK and join to holding pattern

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	820 (380)	820 (380)	820 (380)	820 (380)

DIST to THR	NM	5.4	5	4	3	2	1
DME PSK	NM	7.4	7	6	5	4	3
ALTITUDE	FT	2200	2085	1767	1448	1130	811
HGT	FT	1756	1641	1323	1004	686	367

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

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPt (5.4 NM)	min:sec	4:03	3:14	2:42	2:19	2:02	1:48

CHANGE: Missed approach description

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

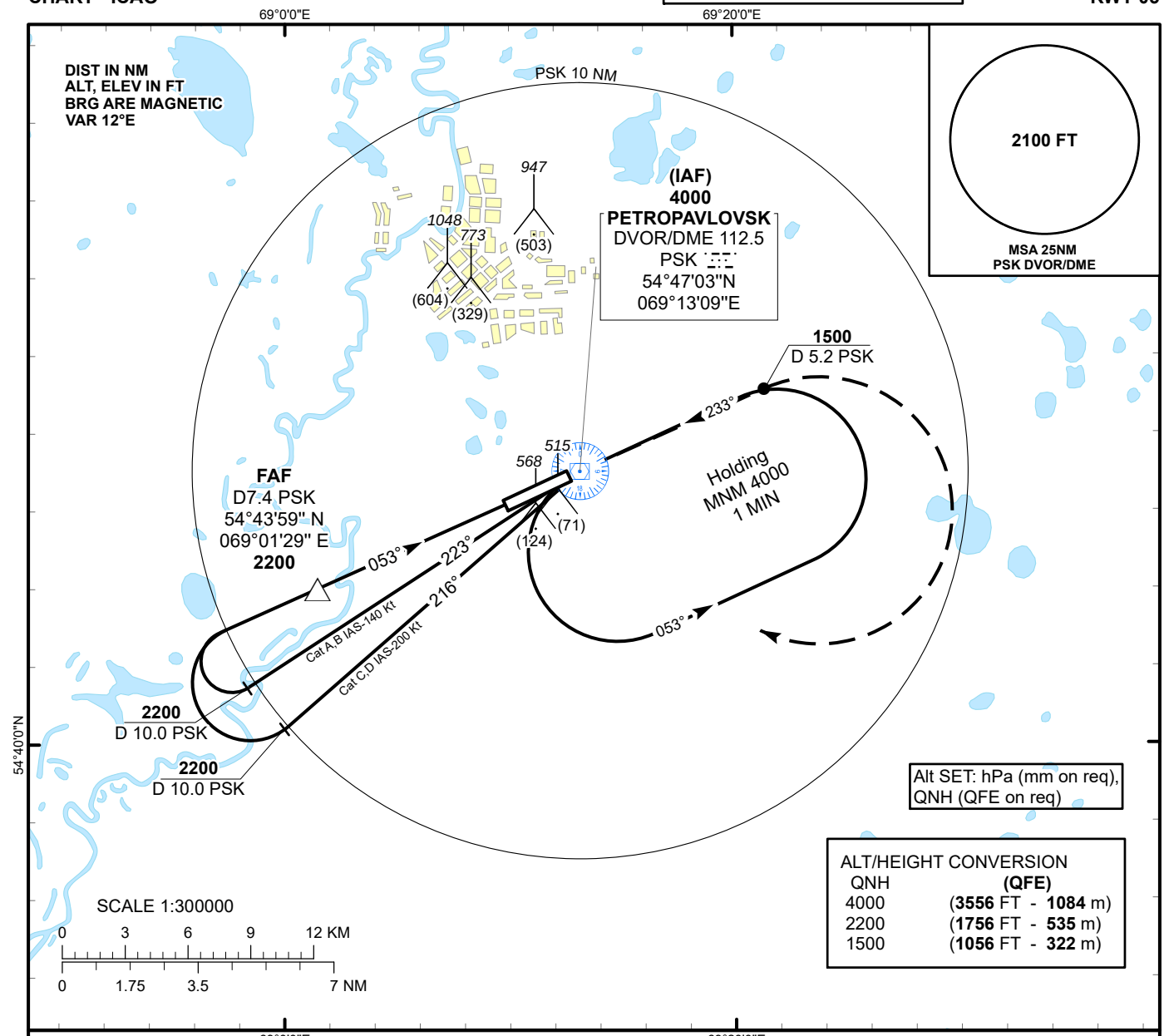
VOR approach to RWY05 from NODSA, TUXOK, ROPEL	
Fix/point	**Coordinates**
D7.4 PSK (FAF)	**54°43'58.8"N 069°01'29.4"E**
ROPEL (IF) D12.1 PSK	**54°42'06.8"N 068°54'10.5"E**
NODSA (IAF) R258° D13.1 PSK	**54°47'00.7"N 068°50'16.8"E**
TUXOK (IAF) R209° D13.2 PSK	**54°37'12.7"N 068°58'03.2"E**
PSK DVOR/DME	**54°47'02.9"N 069°13'08.7"E**
THR RWY05	**54°46'12.89"N 069°09'58.74"E**
Final approach descent angle is 3.0°	

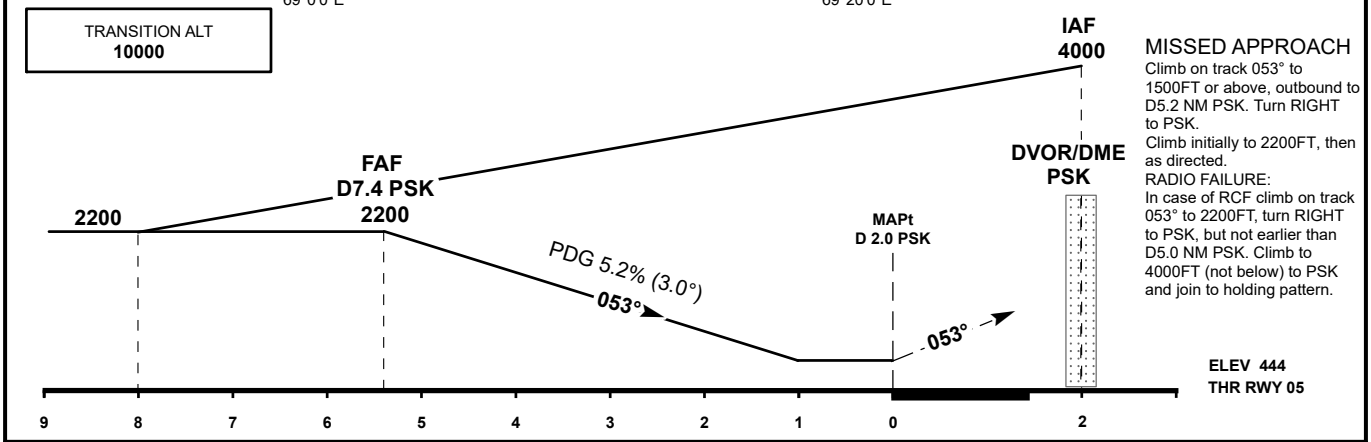
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO
THR RWY 05- ELEV ***444 FT***

PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK VOR/DME Z RWY 05





Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	820 (380)	820 (380)	820 (380)	820 (380)

DIST to THR	NM	5.4	5	4	3	2	1
DME PSK	NM	7.4	7	6	5	4	3
ALTITUDE	FT	2200	2085	1767	1448	1130	811
HGT	FT	1756	1641	1323	1004	686	367

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

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPt (5.4 NM)	min:sec	4:03	3:14	2:42	2:19	2:02	1:48

CHANGE: Missed approach description

PETROPAVLOVSK
VOR/DME Z **AERONAUTICAL DATA TABULATION**

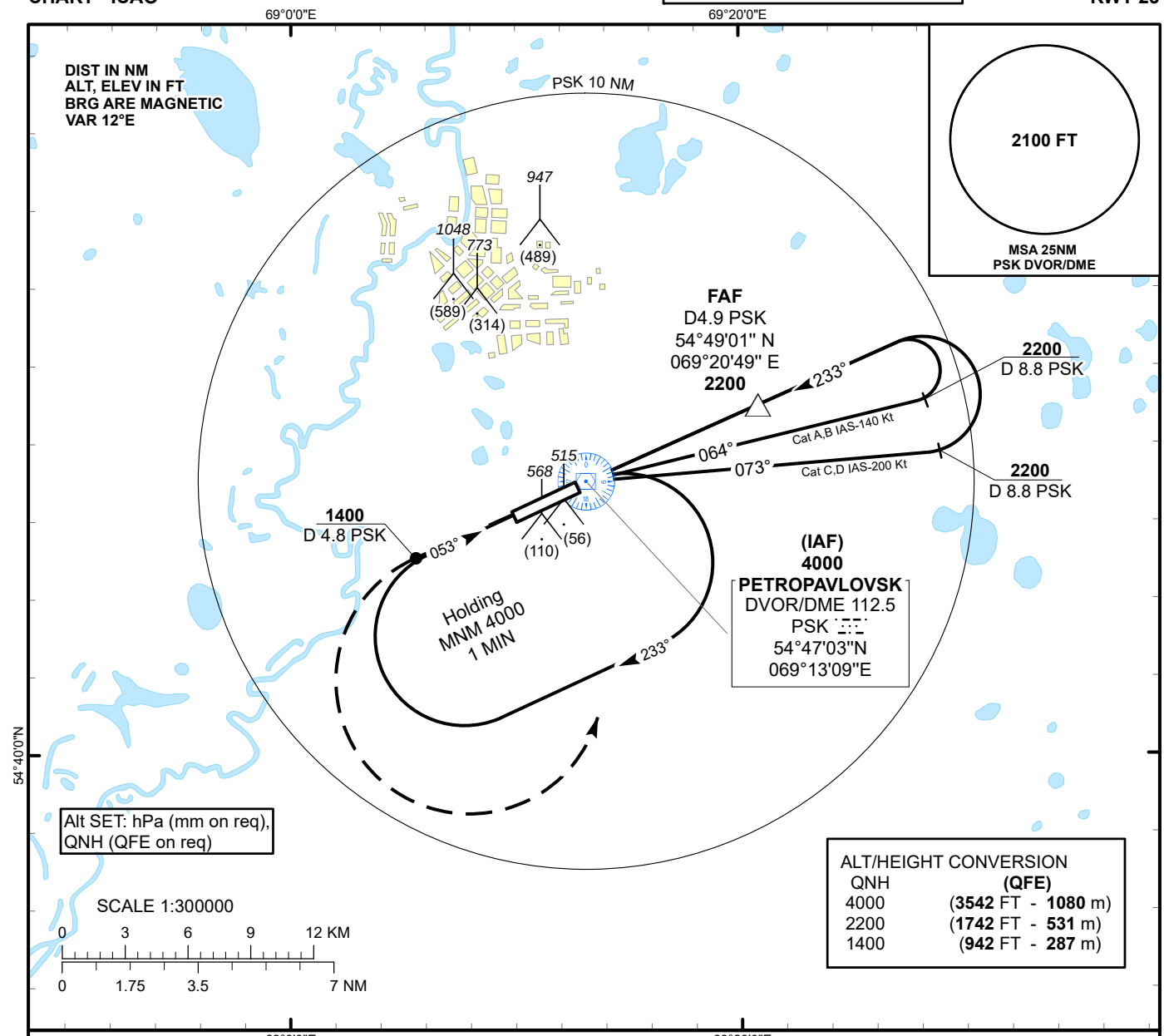
VOR approach to RWY05 from PSK DVOR/DME	
Fix/point	**Coordinates**
PSK DVOR/DME (IAF)	**54°47'02.9" N 069°13'08.7" E**
D7.4 PSK (FAF)	**54°43'58.8" N 069°01'29.4" E**
THR RWY05	**54°46'12.89" N 069°09'58.74" E**
Final approach descent angle is 3.0°	

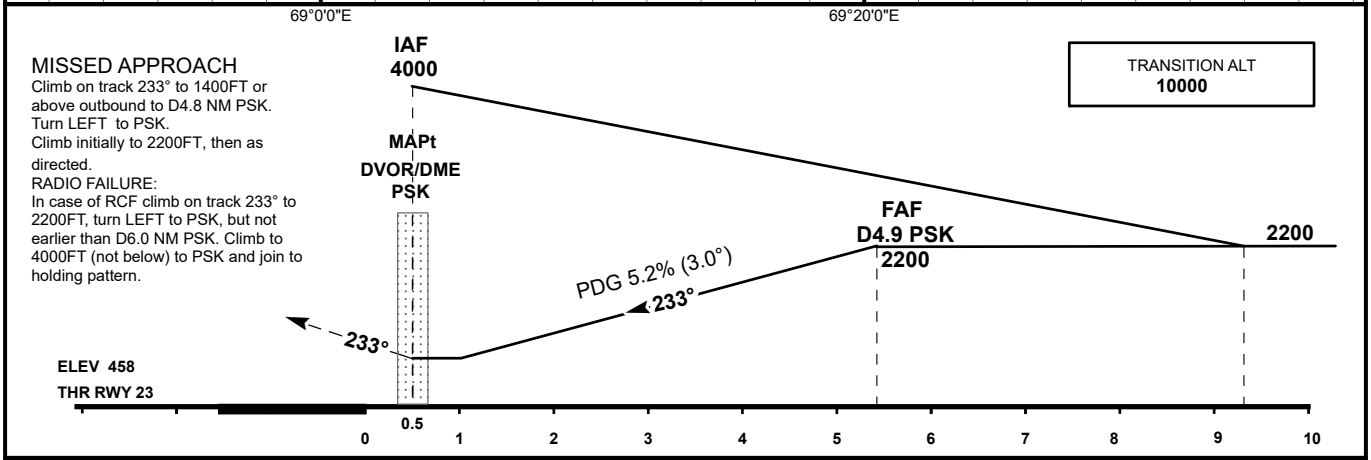
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO
AD ELEV

PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK VOR/DME Z RWY 23





Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	820 (370)	820 (370)	820 (370)	820 (370)

DIST to THR	NM	1	2	3	4	5	5.4
DME PSK	NM	0.5	1.5	2.5	3.5	4.5	4.9
ALTITUDE	FT	825	1144	1462	1781	2099	2200
HGT	FT	367	686	1004	1323	1641	1742

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

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPt (4.9 NM)	min:sec	3:41	2:56	2:27	2:06	1:50	1:38

CHANGE: Missed approach description

PETROPAVLOVSK (UACP)
VOR/DME Z RWY23 AERONAUTICAL DATA TABULATION

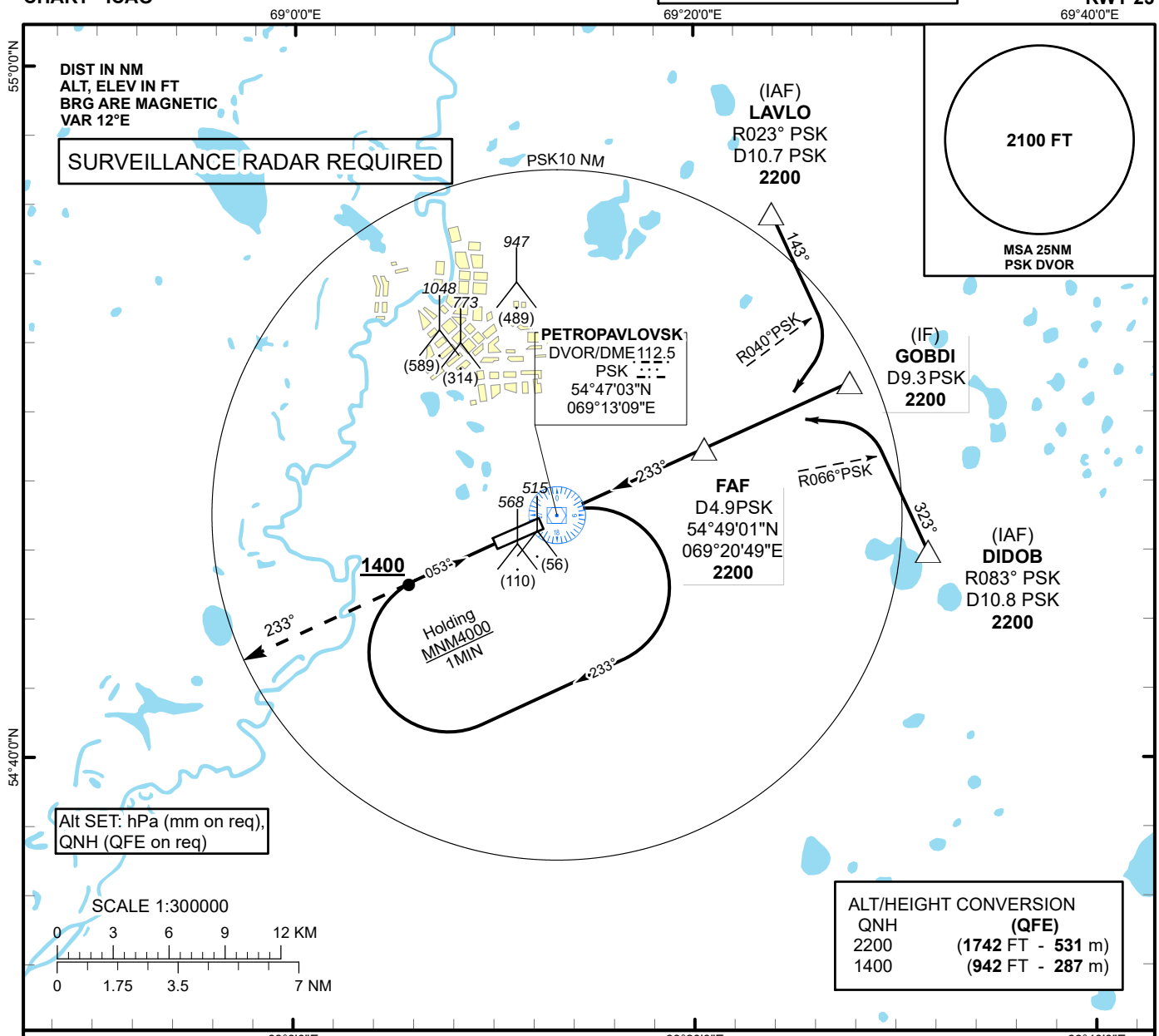
VOR approach to RWY23 from PSK DVOR/DME	
Fix/point	**Coordinates**
PSK DVOR/DME (IAF)	54°47'02.9" N 069°13'08.7" E
D 4.9 PSK (FAF)	54°49'01.0"N 069°20'49.1"E
THR RWY23	54°46'50.42" N 069°12'21.41" E
Final approach descent angle is 3.0°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***458 FT***
HEIGHTS RELATED TO AD ELEV

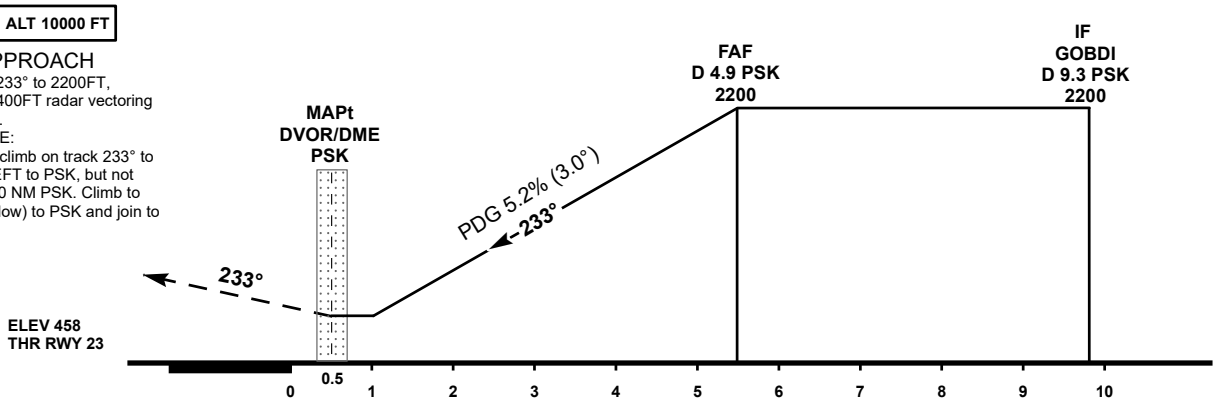
PETROPAVLOVSK TOWER 123.7
PETROPAVLOVSK ATIS (EN) 127.4
PETROPAVLOVSK ATIS (RU) 118.3

PETROPAVLOVSK VOR/DME Y RWY 23



TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 233° to 2200FT,
After passing 1400FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 233° to 2200FT, turn LEFT to PSK, but not earlier than D6.0 NM PSK. Climb to 4000FT (not below) to PSK and join to holding pattern.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	820(370)	820(370)	820(370)	820(370)

DIST to THR	NM	1	2	3	4	5	5.4
DME PSK	NM	0.5	1.5	2.5	3.5	4.5	4.9
ALTITUDE	FT	825	1144	1462	1781	2099	2200
HGT	FT	367	686	1004	1323	1641	1742

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

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	960
FAF-MAPt (4.9 NM)	min:sec	3:41	2:56	2:27	2:06	1:50	1:38

CHANGE: Missed approach description

PETROPAVLOVSK
VOR/DME Y

AERONAUTICAL DATA TABULATION

VOR approach to RWY23 from LAVLO, GOBDI, DIDOB	
Fix/point	**Coordinates**
PSK D4.9 (FAF)	**54°49'01.0"N 069°20'49.1"E**
GOBDI (IF) IPT D9.8 PSK D9.3	**54°50'52.3" N 069°27'49.3" E**
LAVLO (IAF) R023° PSK D10.7	**54°55'46.2" N 069°23'54.9" E**
DIDOB (IAF) R083° PSK D10.8	**54°45'58.2" N 069°31'42.9" E**
PSK DVOR/DME	**54°47'02.9" N 069°13'08.7" E**
THR RWY23	**54°46'50.42" N 069°12'21.41" E**
Final approach descent angle is 3.0°	

UASS AD 2

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

UASS AD 2.1 Aerodrome Location Indicator And Name

UASS - SEMEY

UASS AD 2.2 Aerodrome Geographical And Administrative Data

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

UASS AD 2.3 Operational Hours

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

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

UASS AD 2.4 Handling Services And Facilities

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

UASS AD 2.5 Passenger Facilities

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

UASS AD 2.6 Rescue And Fire Fighting Services

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

UASS AD 2.7 Seasonal Availability - Clearing

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

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *759 FT*
HEIGHTS RELATED TO
DTHR RWY 26 ELEV 675 FT

ILS
LLZ 110.3
ISP
GP 335.0
CH 40X

SEMEY TOWER 128.0
SEMEY ATIS (EN) 118.5
SEMEY ATIS (RU) 122.4

SEMEY ILS/DME RWY 26

80°0'0"E 80°10'0"E 80°20'0"E 80°30'0"E 80°40'0"E

50°31'30"N 50°21'0"N 50°10'30"N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 7°E

SURVEILLANCE RADAR REQUIRED

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

SEM 10 NM

974 935 945 991 1145

2500 FT
100°
340°
3000 FT
MSA 25NM
SEM DVOR

(IAF)
BAGUT
R051°
D12.8 SEM
3000

166°

FAP
D6.4 SEM
D6.1 ISP
50°21'50" N
080°24'27" E
2700

R065°SEM

(IF)
OSTAG
D11.6 SEM
D11.3 ISP
3000

256°

R086°SEM

346°

(IAF)
ROGIR
R101°
D12.7 SEM
3000

1332 (657)
1056 (381)
907 (232)
926 (251)

UAR293
1700 FT MSL
GND

UAR185
11000 FT MSL
GND

1500
256°
076°

Holding
MNM 5000
1 MIN

SEMEY
DVOR/DME 115.3
SEM
CH 100X
50 20 59 N
080 14 37 E

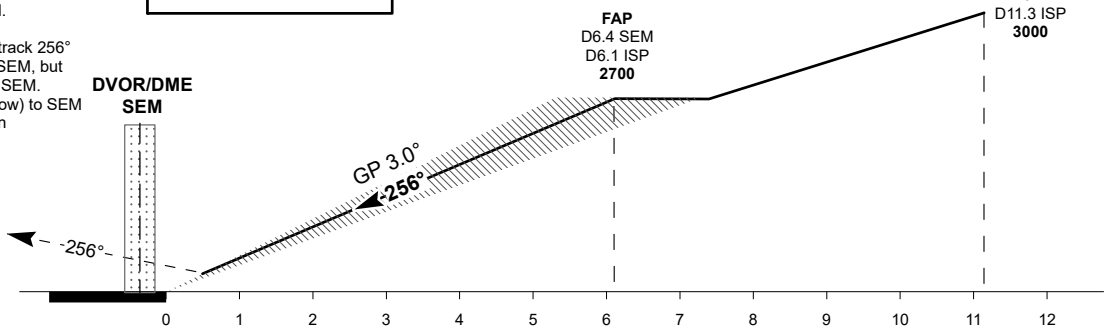
ALT/HEIGHT CONVERSION

QNH	(QFE)
5000	(**4325**FT - **1318**m)
3000	(**2325**FT - **709**m)
2700	(**2025**FT - **617**m)
1500	(**825**FT - **251**m)

SCALE 1:300000
0 3 6 9 KM
0 1.5 3 6 NM

MISSED APPROACH
Climb on track 256° to 3000FT.
After passing 1500FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 256° to 3000FT, turn LEFT to SEM, but not earlier than D6.0 NM SEM.
Climb to 5000FT (not below) to SEM and join to holding pattern

TRANSITION ALT
10000



ILS RDH 56

ELEV 675
DTHR RWY 26

Aircraft Category		A	B	C	D	DIST to DTHR / DME ISP	NM	6.1	5.0	4.0	3.0	2.0	1.0
Straight-in Approach OCA/H						DME SEM	NM	6.4	5.3	4.3	3.3	2.3	1.3
	CAT I	912(237)	912(237)	912(237)	912(237)	ALTITUDE	FT	2700	2345	2018	1694	1371	1050
						HEIGHT	FT	(2025)	(1670)	(1343)	(1019)	(696)	(375)

DME ISP ZERO RANGED TO DTHR RWY 26

Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I												
						GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	640	740	850	950

CHANGE: Missed approach description

SEMEY (UASS)
ILS/DME RWY26 **AERONAUTICAL DATA TABULATION**

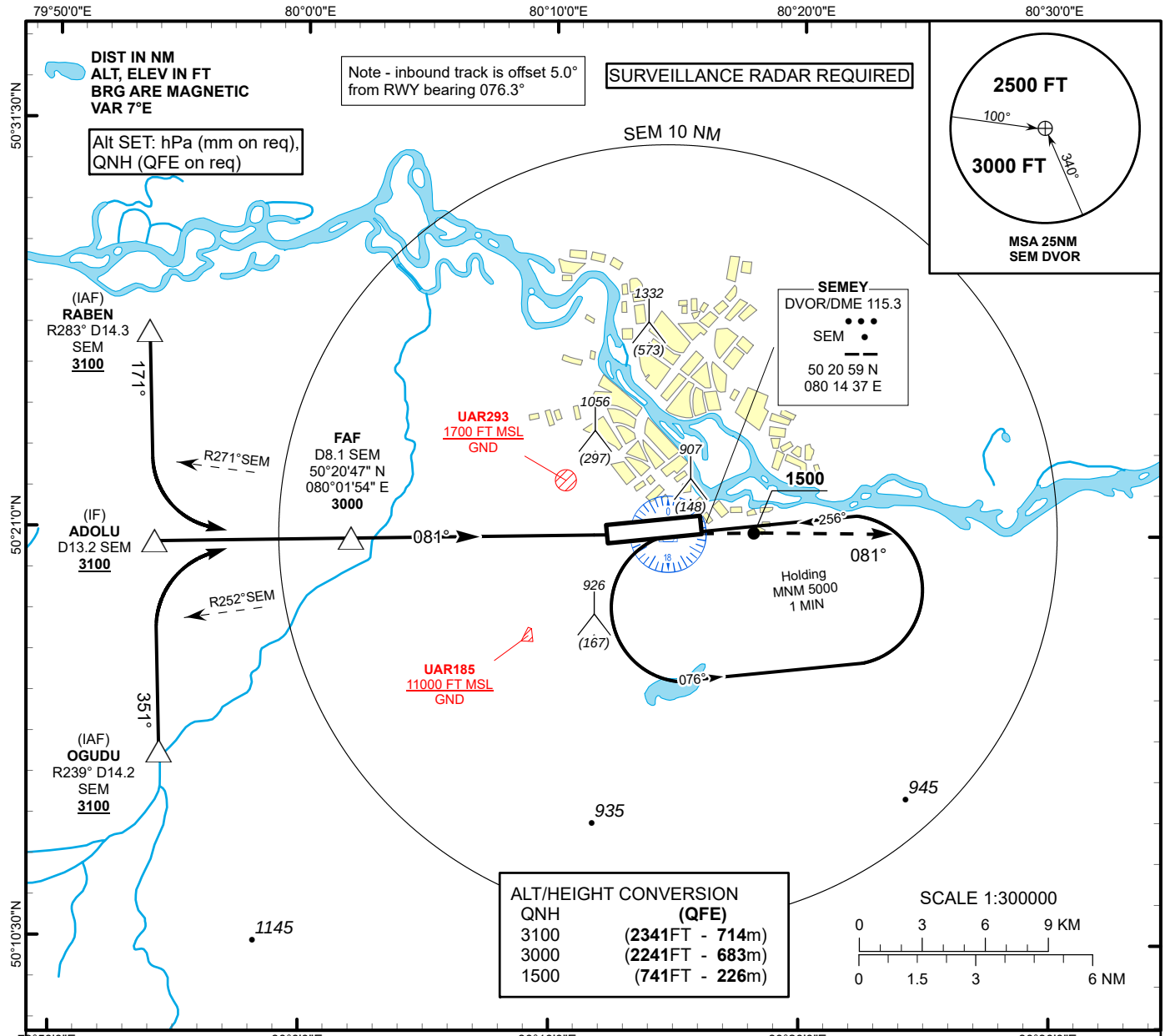
ILS approach to RWY26 from OSTAG, BAGUT, ROGIR	
Fix/point	**Coordinates**
SEM DVOR/DME	50° 20’ 58.7”N 080° 14’ 37.5”E
(FAP) D6.4 SEM D6.1 ISP	50° 21’ 49.9”N 080° 24’ 27.5”E
BAGUT (IAF) R051° D12.8 SEM	50° 27’ 44.7”N 080° 31’ 38.7”E
ROGIR (IAF) R101° D12.7 SEM	50° 17’ 01.1”N 080° 33’ 29.5”E
OSTAG (IF) D11.6 SEM	50° 22’ 22.9”N 080° 32’ 34.2”E
DTHR RWY 26	50° 21’ 10.52”N 080° 15’ 00.79”E
ISP LLZ	50° 20’ 58.8”N 080° 12’ 14.2”E

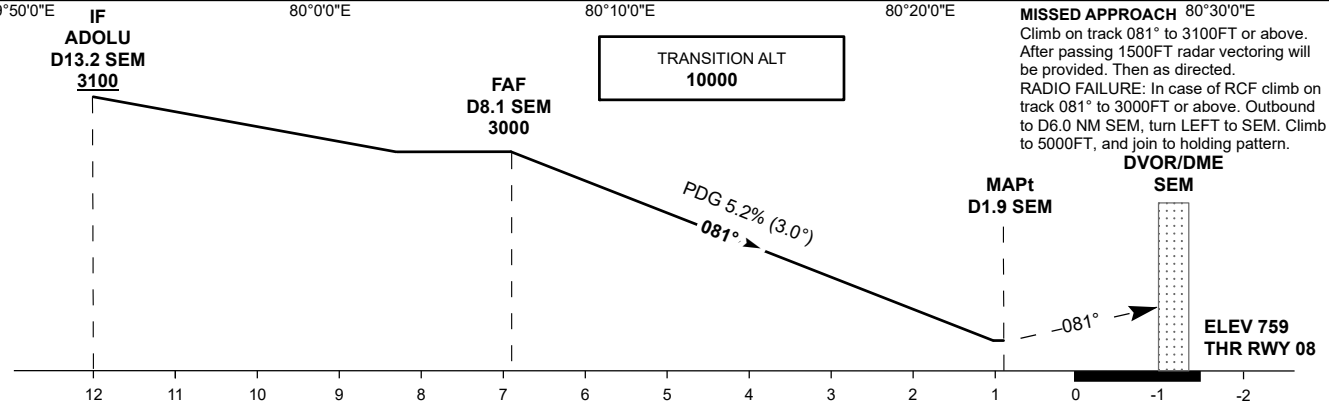
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *759 FT*
HEIGHTS RELATED TO AD ELEV

SEMEY TOWER 128.0
SEMEY ATIS (EN) 118.5
SEMEY ATIS (RU) 122.4

SEMEY VOR/DME Y RWY 08





MISSED APPROACH
Climb on track 081° to 3100FT or above. After passing 1500FT radar vectoring will be provided. Then as directed.
RADIO FAILURE: In case of RCF climb on track 081° to 3000FT or above. Outbound to D6.0 NM SEM, turn LEFT to SEM. Climb to 5000FT, and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	VOR/DME	1120(360)		1120(360)	

DIST to THR	NM	6.9	5.0	4.0	3.0	2.0	1.0
DME SEM	NM	8.1	6.2	5.2	4.2	3.2	2.2
ALTITUDE	FT	3000	2400	2081	1763	1445	1127
HEIGHT	FT	(2241)	(1641)	(1322)	(1004)	(686)	(367)

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

GS	Kt	80	100	120	140	160	180
FAF-MAPt (6.2)	min:sec	4:35	3:47	3:09	2:42	2:22	2:06
Desc.Rate(5.2%)	ft/min	420	530	640	740	850	950

CHANGE: Missed approach description

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

VOR approach to RWY08 from RABEN, ADOLU, OGUDU	
Fix/point	**Coordinates**
(FAF) D8.1 SEM	50° 20’ 46.9”N 080° 01’ 54.3”E
ADOLU (IF) D13.2 SEM	50° 20’ 38.9”N 079° 54’ 01.0”E
RABEN (IAF) R283° D14.3 SEM	50° 26’ 02.3”N 079° 53’ 43.3”E
OGUDU (IAF) R239° D14.2 SEM	50° 15’ 15.5”N 079° 54’ 18.6”E
DVOR/DME SEM	50° 20’ 58.7”N 080° 14’ 37.5”E
THR RWY 08	50° 21’ 00.82”N 080° 12’ 43.63”E
Final approach descent angle is 3°	

UAII AD 2

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

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

4	Remarks	The number and means of delivery of the extinguishing agent correspond to category 9 To ensure the regulatory calculation, search and rescue flight support services, at the THR of RWY 10, crew duty is provided near the main TWY-P in the area of TWY-D at a distance of 47.5 m north of the center line of the main TWY-P

UAII AD 2.7 Seasonal Availability - Clearing

1	**Types of clearing equipment**	1 rotor, 6 combined watering machine, 1 shaft pusher For removal of ice from aerodrome surfaces, the liquid anti-icing agent “Green Way F65” (grade B) is used.
2	**Clearance priorities**	1. RWY 2. TWY 3. Stands
3	**Remarks**	Nil

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1, 1A, 1B, 2, 3		CONC+ASPH	PCN 80/F/C/W/U
		19,19A		CONC+ASPH	PCN 42/F/C/W/T
		4-9, 4A, 4B, 5A, 5B, 7R, 7L, 9R, 9L		CONC+ASPH	PCN 63/F/C/X/T
		17-18		CONC+ASPH	PCN 21/F/C/W/T
		20-22		CONC+ASPH	PCN 47/F/C/W/T
		54-62		CONC+ASPH	PCN 10/F/C/Y/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		MAIN P	23	REINF+CONC	PCN 56/R/A/X/U
		A	23	REINF+CONC	PCN 56/R/A/X/U
		B	21	REINF+CONC	PCN 22/R/A/X/T
		C	18	CONC+ASPH	PCN 16/F/C/Y/T
		D	23	REINF+CONC	PCN 56/R/A/X/U
		E	14	CONC+ASPH	PCN 16/F/C/Y/T
		K	14	REINF+CONC	PCN 22/R/A/X/T
		L	14	REINF+CONC	PCN 22/R/A/X/T
		H	30	CONC+ASPH	PCN 63/F/C/W/T
3	**Altimeter checkpoint location and elevation**	Stand: №1 – 419m/1374FT 422153N 0692934E			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Simultaneous tax ACFT on TWY-B and TWY-E from RWY to main TWY-P is prohibited. Tax in/out from stand 20, 21, 22 for ACFT with wingspan more than 42m via follow me car. ACFT stand 1B AVBL for ACFT types A320, A321, B737-900 allowed for ACFT wingspan less than 35,8m.			

UAII AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWY, guidance sign designating taxiways and apron
2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Taxiing on TWY B and TWY E in night-time is forbidden due to absence of edge lights

UAII AD 2.10 Aerodrome Obstacles

Obstacles penetrating obstacle limitation surfaces of the aerodrome.

Obstacle identification	Type of obstacle	Location of obstacle	Elevation / Height (ft)	Marking / Type, Colour	Remarks
a	b	c	d	e	f
In Area 2					
II19AKT0090	POLE	422215.08N 0692739.54E	1394/NIL	N/NIL/NIL	
II22AKT0001	BUILDING	422142.22N 0692956.71E	1413/NIL	N/F/R	
II22AKT0003	BUILDING	422141.89N 0692958.70E	1418/29	N/F/R	
II22AKT0007	BUILDING	422140.52N 0693000.74E	1423/32	N/F/R	
II22AKT0009	BUILDING	422140.96N 0693003.73E	1425/33	N/F/R	
II22AKT0095	BUILDING	422123.23N 0693016.14E	1453/44	N/F/R	
II22AKT0102	BUILDING	422128.35N 0693002.19E	1429/29	N/F/R	
II22AKT0107	BUILDING	422129.82N 0692956.61E	1423/28	N/F/R	
II23AKT0088	ANTENNA	422210.62N 0692747.80E	1355/NIL	Y/NIL/NIL	
II23AKT0117	BUILDING	422209.64N 0692745.78E	1331/NIL	Y/F/R	
II23AKT0175	NAVAID	422209.81N 0692750.91E	1352/NIL	Y/NIL/NIL	
II23AKT0258	NAVAID	422201.78N 0692731.98E	1322/NIL	Y/F/R	
II23AKT0296	BUILDING	422139.80N 0693001.99E	1428/NIL	N/F/R	

Obstacle identification	Type of obstacle	Location of obstacle	Elevation / Height (ft)	Marking / Type, Colour	Remarks
a	b	c	d	e	f
II24AKT0022	POLE	422138.45N 0693007.06E	1426/NIL	N/F/R	
II24AKT0090	ANTENNA	422129.70N 0693003.82E	1423/23	N/F/R	
II24AKT0201	BUILDING	422044.81N 0693217.43E	1553/44	N/NIL/NIL	
II24AKT0202	BUILDING	422043.24N 0693218.80E	1560/46	N/NIL/NIL	
II24AKT0228	BUILDING	422110.41N 0693211.98E	1539/42	N/NIL/NIL	
II24AKT0379	POLE	422030.48N 0693409.29E	1844/118	N/NIL/NIL	
II24AKT0381	POLE	422032.25N 0693417.12E	1854/124	N/NIL/NIL	
II24AKT0412	BUILDING	422104.41N 0693145.40E	1563/115	N/F/R	
II24AKT0439	POLE	422029.32N 0693401.64E	1830/126	N/NIL/NIL	
II24AKT0477	FENCE	422213.41N 0692726.83E	1323/7	N/NIL/NIL	
II24AKT0478	FENCE	422209.51N 0692744.94E	1326/7	N/F/R	
II24AKT0505	BUILDING	422048.60N 0693213.72E	1544/47	N/F/R	
II24AKT0646	POLE	422132.14N 0692946.75E	1408/10	N/F/R	
II24AKT0725	POLE	422133.88N 0692947.63E	1427/9	N/NIL/NIL	
II24AKT0740	STACK	422034.06N 0693326.28E	1805/139	N/NIL/NIL	
In Area 3					
II23AKT0175	NAVAID	422209.81N 0692750.91E	1352/NIL	Y/NIL/NIL	

UAII AD 2.11 Meteorological Information Provided

1	**Associated MET Office**	Meteorological service Shymkent Phone: +7 (7252) 945168
2	**Hours of service MET Office outside hour**	H24
3	**Office responsible for TAF preparation: Periods of validity**	Meteorological service Shymkent, 24HR (0024, 0606, 1212, 1818)
4	**Trend forecast Interval of issuance**	TREND 30 min
5	**Briefing/consultation provided**	Personal consultation (Russian)

6	**Flight documentation/languages used**	TAF, METAR, SPECI, SIGMET, GAMET, AIRMET English
7	**Charts and other information AVBL for briefing or consultation**	S, U85, U70, U50, U40, U30, U25, U20, prognostic charts of wind and temperature at flight levels (FL), max wind, T, prognostic charts P85, P70, P50, P40, P30, P25, P20, SWH, SWM of WAFC, SWM+SWH, SWL of Kazakhstan;
8	**Supplementary equipment AVBL for providing information**	Nil
9	**ATS units provided with information**	Briefing, TWR, ACC
10	**Additional information**	Nil

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	56/R/A/X/U REINF+CONC	422209.24N 0692722.27E - -138.5 FT	THR 1309.4 FT	See AOC Type A
28	286,25°	3300 X 45	56/R/A/X/U REINF+CONC	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.

Service designation	Call sign	Frequency	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
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.

Turn 180° on RWY for aircraft Code D 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. Take-off and landing.

To increase runway capacity, departures with a heading opposite to the runway-in-use are permitted under the following conditions:

•Radar control is available;

•At the time of departure with the opposite heading, no aircraft conducting an approach with the runway-in-use landing direction shall be present within a sector of 60° on either side of the departure track below 8000 FT;

•Tailwind and crosswind components, taking into account runway conditions, shall comply with the requirements of the aircraft Flight Manual for the departing aircraft;

•Aircraft departure shall be carried out with the permission of the Flight Director.

5. 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.

6. 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.

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

With movement intensity limited to a maximum of 10 aircraft movements per day - B777-9 MTOW not exceeding 339,023 kg, A350-900 MTOW not exceeding 280,412 kg.

The following aircraft types are permitted at full MTOW with movement intensity limited to a maximum of 10 aircraft movements per day - A321-200, A340-600, B747-8F, B767-400ER

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

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

9. Disabled aircraft removal procedures.

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

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

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

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

UAII AD 2.21 Noise Abatement Procedures

NIL

UAII AD 2.22 Flight Procedures

1. Low Visibility Procedures.

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

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

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

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

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

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

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

Entering the flight circle, crossing the runway alignment is made only with the permission of the air traffic

controller of the “Tower” ATC unit.

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

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

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

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

№	Waypoint name (visual reference)	Geographical coordinates	Radial (mag.) and distance from NAVAID (ARP)	Remarks
1	VICTOR (bridge over Arys riv., outskirt of Kutarys)	N423545 E0693620	023° 15.3 nm SMK DVOR/DME	Entry/exit
2	WHISKEY (SE outskirts of Sastobe, road junction)	N423152 E0700113	064° 27.4 nm SMK DVOR/DME	Entry/exit
3	ZULU (NE outskirts of Shanak)	N420712 E0691431	205° 17.6 nm SMK DVOR/DME	Entry/exit
4	OSCAR (bridge over Arys riv., SW outskirts of Saryaryk)	N422751 E0685704	279° 22.5 nm SMK DVOR/DME	Entry/exit
5	HOTEL (south bank of the Bugun water basin)	N424227 E0690334	314° 26.3 nm SMK DVOR/DME	Entry/exit
6	INDIA (Western outskirts of Saryaryk)	N423226 E0693100	013° 10.6 nm SMK DVOR/DME	Holding
7	GOLF (south traverse of RWY 28 THR)	N421922 E0692647	171° 3.0 nm SMK DVOR/DME	Holding

3. Continuous Descent Operation

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

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

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

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

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

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

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

calculated by the appropriate on board system (FMS) prior to start of the CDO

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

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

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

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

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

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

4. 4.Continuous Climb Operation

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

UAII AD 2.23 Additional Information

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

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

2. Ornithological situation

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

o'clock to sunset from southwest to northeast.

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

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

UAII AD 2.24 Charts Related To An Aerodrome

UAII AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

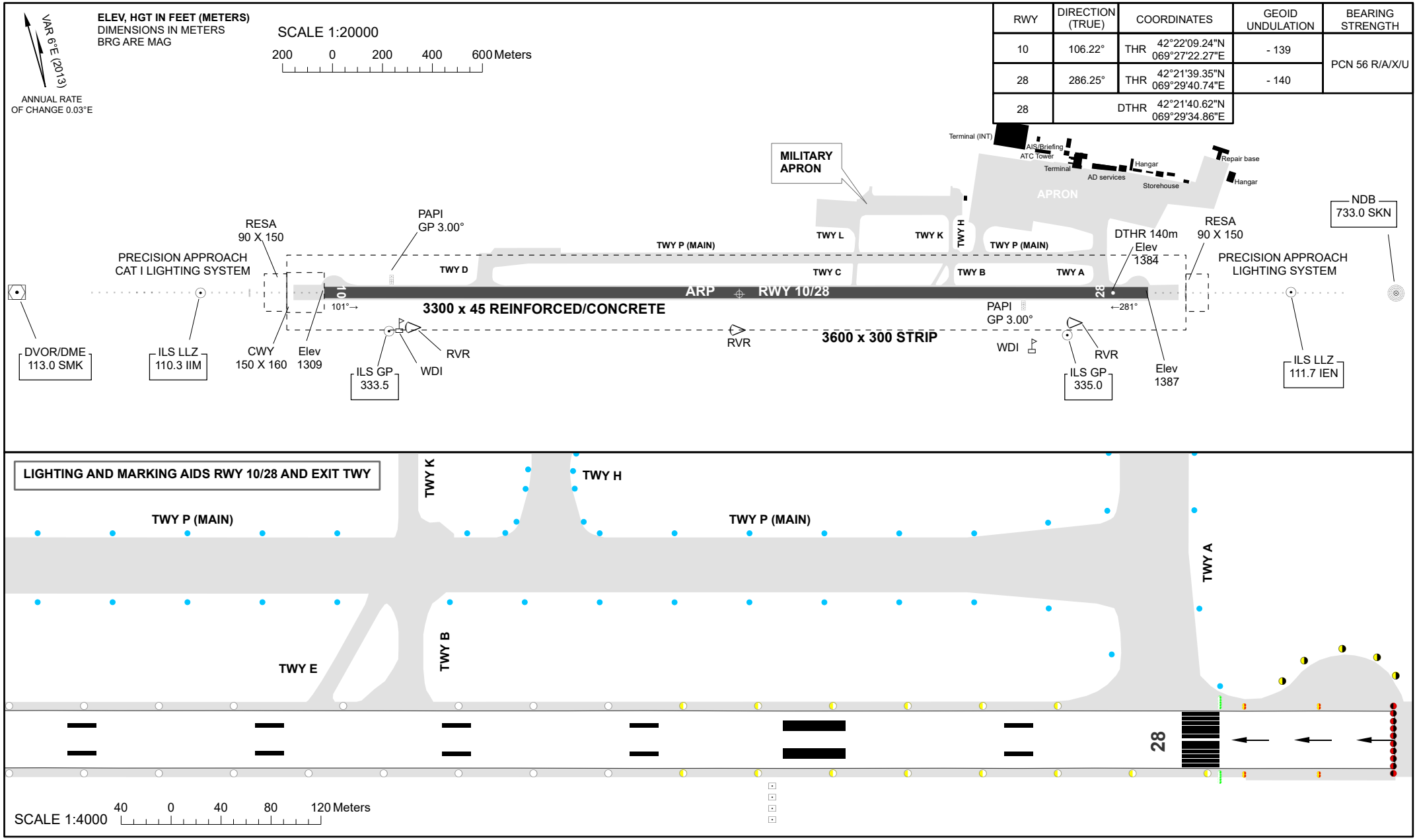
AERODROME CHART - ICAO

AD ELEV 1387FT (*423m*)

ARP 422154N 0692832E

TWR 125.9

SHYMKENT



CHANGE : RWY PCN.

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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 1385FT (*422m*)

TWR 125.9

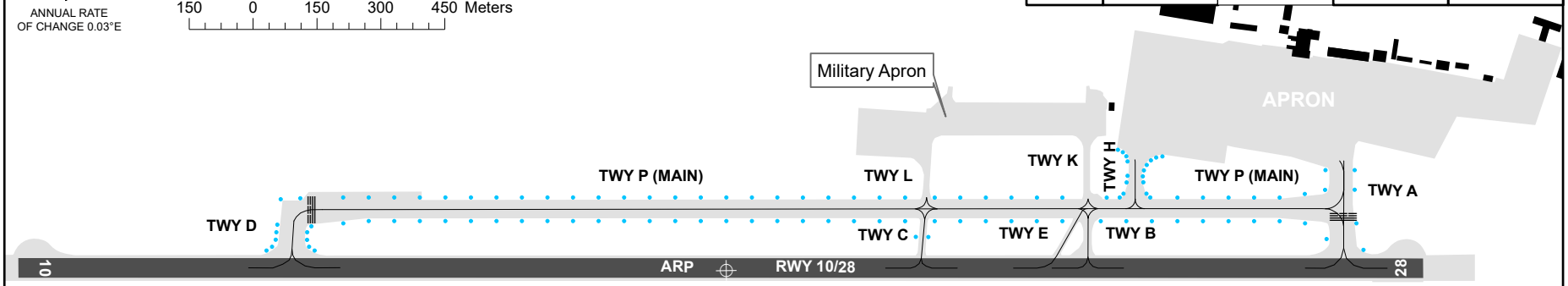
SHYMKENT

VAR 6°E (2013)
ANNUAL RATE OF CHANGE 0.03°E

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

SCALE 1:15000
150 0 150 300 450 Meters

RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
10	106.22°	42°22'09.24"N 069°27'22.27"E	- 139	PCN 56 R/A/X/U
28	286.25°	42°21'39.35"N 069°29'40.74"E	- 140	

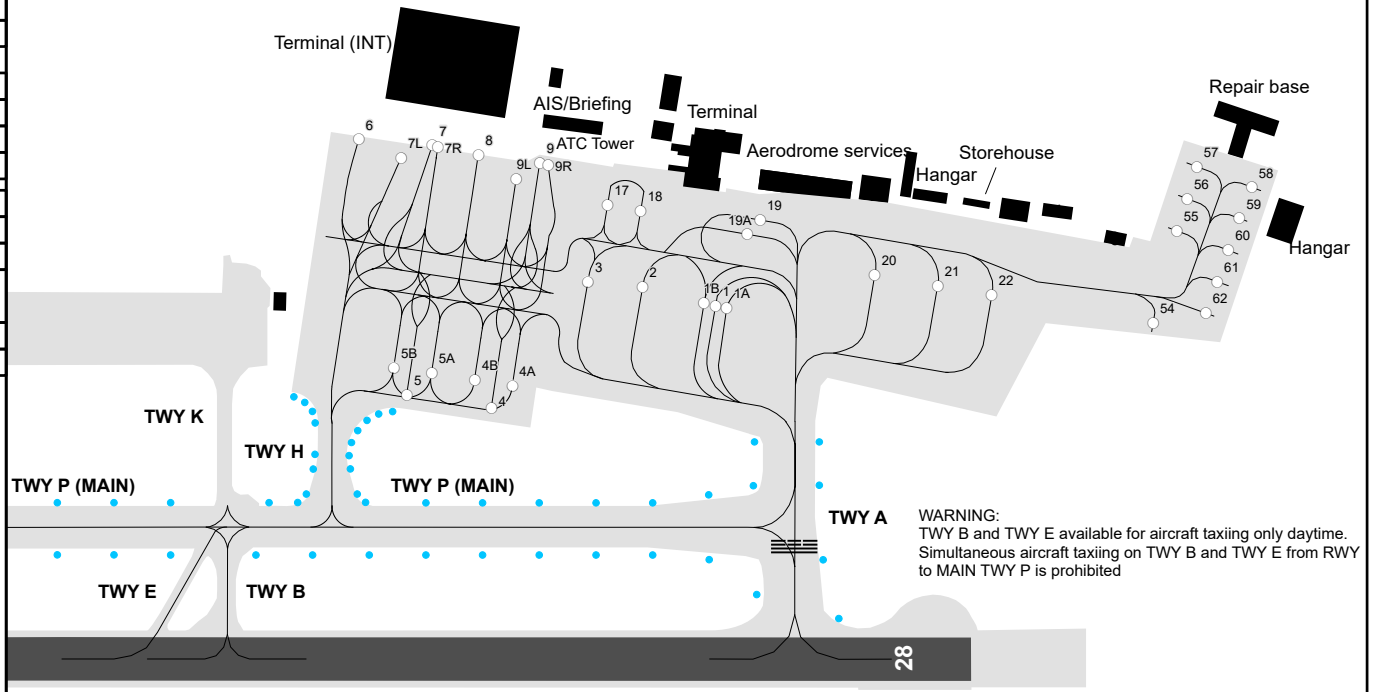


APRON	STAND	SURFACE	BEARING STRENGTH
APRON	1,1A,1B,2,3	CONC+ASPH	PCN 80/F/C/W/U
	19, 19A		PCN 42/F/C/W/T
	4 - 9 (A/B/L/R)		PCN 63/F/C/W/T
	17,18		PCN 21/F/C/W/T
	20 - 22		PCN 47/F/C/W/T
	54-62		PCN 10/F/C/Y/T

TWY	WIDTH	SURFACE	BEARING STRENGTH
A, D, P	23m	REINFORCED/CONC	PCN 56/R/A/X/U
B	21m		PCN 22/R/A/X/T
C	18m	CONC+ASPH	PCN 16/F/C/Y/T
E	14m		
K, L	14m	REINFORCED/CONC	PCN 22/R/A/X/T
H	30m	CONC+ASPH	PCN 63/F/C/W/T

STANDS		
	1	- for AN-124,A-330,B-747,B-787
	1A, 1B	- for A-320-200, B-737-800
	2, 3	- for IL-76, B-767,A-320,A-321
	4, 5	- for B-747-400, B-767-400ER
	4A,4B,5A,5B,6 7L,7R,8,9L,9R	- for A-320-200,A-321-200,B-737-900
	7, 9	- for B-777-300ER, B-787-9
	17, 18	- for AN-24,YAK-40,E-135,CRJ-200
	19	- for AN-24,E-135,CRJ-200,DASH-8
	19A	- for B-777,B-767,A-330-200
	20,21,22	- for IL-76,B-767,B-757,A-320,A-321

SCALE 1:8000
80 0 80 160 240 Meters



WARNING:
TWY B and TWY E available for aircraft taxiing only daytime. Simultaneous aircraft taxiing on TWY B and TWY E from RWY to MAIN TWY P is prohibited

CHANGE: Stands, TWY, RWY PCN.

SHYMKENT **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1	42 21 53.44 N	069 29 33.96 E
	1A	42 21 53.42 N	069 29 35.03 E
	1B	42 21 54.02 N	069 29 33.40 E
	2	42 21 54.75 N	069 29 30.96 E
	3	42 21 55.46 N	069 29 28.61 E
	4B	42 21 53.31 N	069 29 22.32 E
	4	42 21 52.23 N	069 29 22.70 E
	4A	42 21 52.76 N	069 29 23.92 E
	5B	42 21 54.49 N	069 29 18.89 E
	5	42 21 53.47 N	069 29 19.11 E
	5A	42 21 53.94 N	069 29 20.49 E
	6	42 22 02.34 N	069 29 20.27 E
	7L	42 22 01.32 N	069 29 21.91 E
	7	42 22 01.44 N	069 29 23.46 E
	7R	42 22 01.33 N	069 29 23.68 E
	8	42 22 00.68 N	069 29 25.38 E
	9L	42 21 59.53 N	069 29 26.75 E
	9	42 21 59.83 N	069 29 28.01 E
	9R	42 21 59.68 N	069 29 28.35 E
	17	42 21 57.79 N	069 29 30.46 E
	18	42 21 57.28 N	069 29 31.86 E
	19	42 21 55.84 N	069 29 37.06 E
	19A	42 21 55.49 N	069 29 36.30 E
	20	42 21 52.94 N	069 29 41.44 E
	21	42 21 51.97 N	069 29 44.09 E
	22	42 21 51.14 N	069 29 46.37 E
	54	42 21 48.68 N	069 29 53.18 E
	55	42 21 51.48 N	069 29 55.42 E
	56	42 21 52.44 N	069 29 56.30 E
	57	42 21 53.40 N	069 29 57.14 E
	58	42 21 52.20 N	069 29 59.31 E
	59	42 21 51.30 N	069 29 58.36 E
	60	42 21 50.35 N	069 29 57.46 E
	61	42 21 49.41 N	069 29 56.56 E
	62	42 21 48.49 N	069 29 55.65 E

UADD AD 2

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

UADD AD 2.1 Aerodrome Location Indicator And Name

UADD - TARAZ

UADD AD 2.2 Aerodrome Geographical And Administrative Data

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

UADD AD 2.3 Operational Hours

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

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

UADD AD 2.4 Handling Services And Facilities

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

UADD AD 2.5 Passenger Facilities

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

UADD AD 2.6 Rescue And Fire Fighting Services

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

UADD AD 2.7 Seasonal Availability - Clearing

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

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

1	**Apron surface and strength**	**STANDS**		**SURFACE**	**STRENGTH**
		1-2		CONC+ASPH	PCN 50/F/B/X/T
		3-6		CONC+ASPH	PCN 47/F/B/X/T
		1A, 1B		CONC+ASPH	PCN 47/F/B/X/T
2	**Taxiway width, surface and strength**	**TWY**	**WIDTH (M)**	**SURFACE**	**STRENGTH**
		MAIN TWY P from TWY B to TWY D	19.5	CONC+ASPH	PCN 19/F/B/Y/T
		MAIN TWY P from TWY D to TWY F	19,5	CONC+ASPH	PCN 20/F/B/X/T
		A	22	CONC+ASPH	PCN 20/F/B/X/T
		B	23	CONC+ASPH	PCN 60/F/B/X/T
		C	15	CONC+ASPH	PCN 17/F/B/Y/T
		D	20	CONC+ASPH	PCN 20/F/B/X/T
		E	19	CONC+ASPH	PCN 20/F/B/X/T
		F	36	CONC+ASPH	PCN 20/F/B/X/T
3	**Altimeter checkpoint location and elevation**	APRON 1A - 652,2 m/ 2139,9 ft, APRON 1B - 652,4 m/ 2140,4 ft, APRON 1 - 652,9 m/ 2142 ft, APRON 2 - 653 m / 2142,4 ft, APRON 3 - 653,6 m / 2144,3 ft, APRON 4 - 654 m / 2145,7 ft, APRON 5 - 654,4 m / 2146,9 ft, APRON 6 - 654,9 m / 2148,6 ft.			
4	**VOR checkpoints**	Nil			
5	**INS checkpoints**	Nil			
6	**Remarks**	Nil			

UADD AD 2.9 Surface Movement Guidance And Control System And Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Guidance sign board at entrance of RWYs, guidance sign designating taxiways and apron

2	RWY and TWY markings and LGT	Markings of thresholds, touchdown zones, centre line, fixed distance markers, RWY edges, RWY designations, taxi holding positions, taxiway centre lines
3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	Nil

UADD AD 2.10 Aerodrome Obstacles

NIL

UADD AD 2.11 Meteorological Information Provided

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

UADD AD 2.12 Runway Physical Characteristics

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Strength (PCN) and surface of RWY and SWY**	**THR coordinates RWY end coordinates THR geoid undulation**	**THR elevation and highest elevation of TDZ of precision APP RWY**	**Slope of RWY-SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
13	136,99°	3500 X 45	60/F/B/X/T CONC+ASPH	425157.40N 0711715.14E - -132.9 FT	THR 2145.2 FT	+0.39%
31	317.00°	3500 X 45	60/F/B/X/T CONC+ASPH	425034.43N 0711900.32E - -132.9 FT	THR 2189.7 FT	-0.39%

2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	TARAZ TOWER EN TARAZ VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	H24
7	**Remarks**	Nil

UADD AD 2.18 ATS Communication Facilities

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

UADD AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/ MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (6°E/2013)	TAR	115,9 MHZ CH 106X	H24	425214.0N 0711654.1E	2200 FT	Nil	Nil
ILS LOC 13 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 1A, 1B, 1-6.

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

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

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

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

During towing of aircraft start engines is prohibited.

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

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

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

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

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

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

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

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

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

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

Deviation areas are absent.

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Procedures in low visibility conditions.

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

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

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

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

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

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

For Arriving Aircraft

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

For Departing Aircraft

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

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

UADD AD 2.21 Noise Abatement Procedures

NIL

UADD AD 2.22 Flight Procedures

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

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

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

For VFR flights, the aerodrome has a flight circle (left / right) at an altitude of 3000 feet. The air traffic controller of the “Approach” ATC unit is determine and report which flight circle is in use.

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

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

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

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

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

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

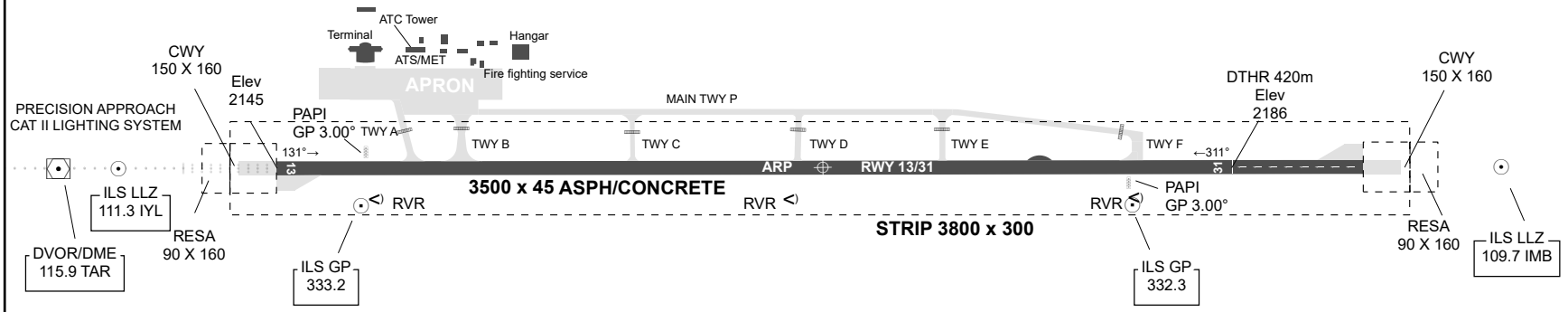
TWR 122.1

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		

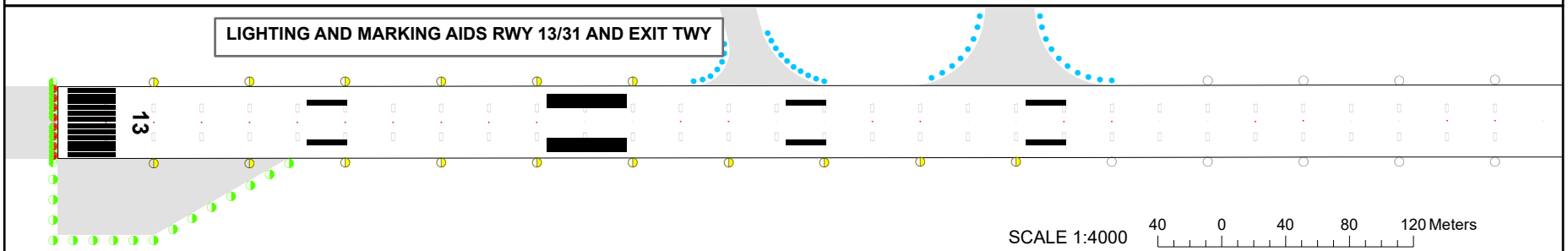
VAR 6°E (2020)
ANNUAL RATE OF CHANGE 0.03°E

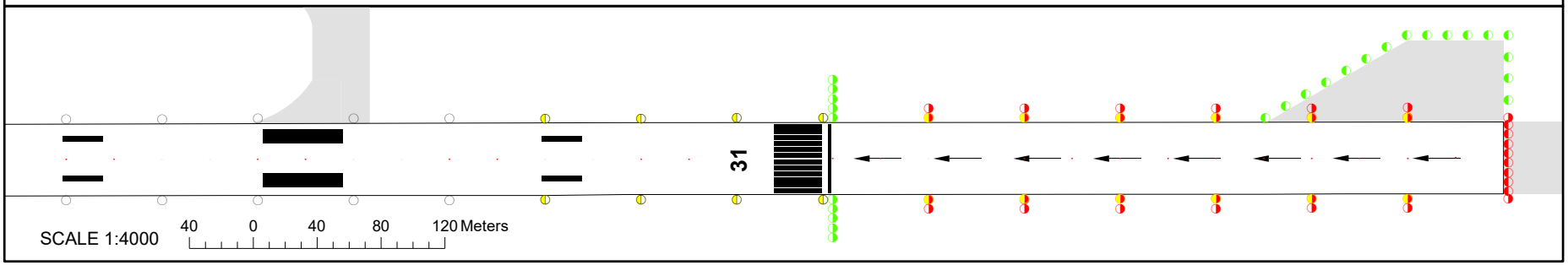
ELEV, HGT IN FEET (METERS)
DIMENSIONS IN METERS
BRG ARE MAG

SCALE 1:22000
220 0 220 440 660 Meters



LIGHTING AND MARKING AIDS RWY 13/31 AND EXIT TWY





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AERODROME GROUND MOVEMENT AND PARKING CHART - ICAO

APRON ELEV 2149FT (*655m*)

TWR 122.1

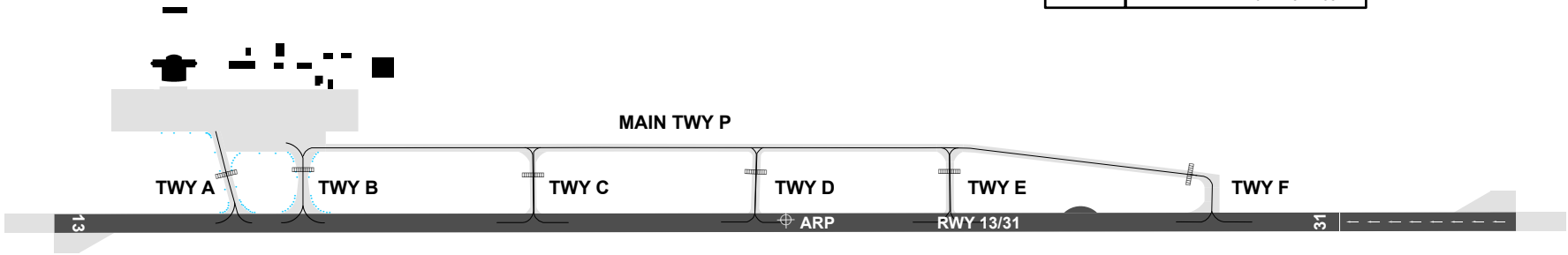
TARAZ

VAR 6°E (2020)

ANNUAL RATE OF CHANGE 0.03°E

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

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

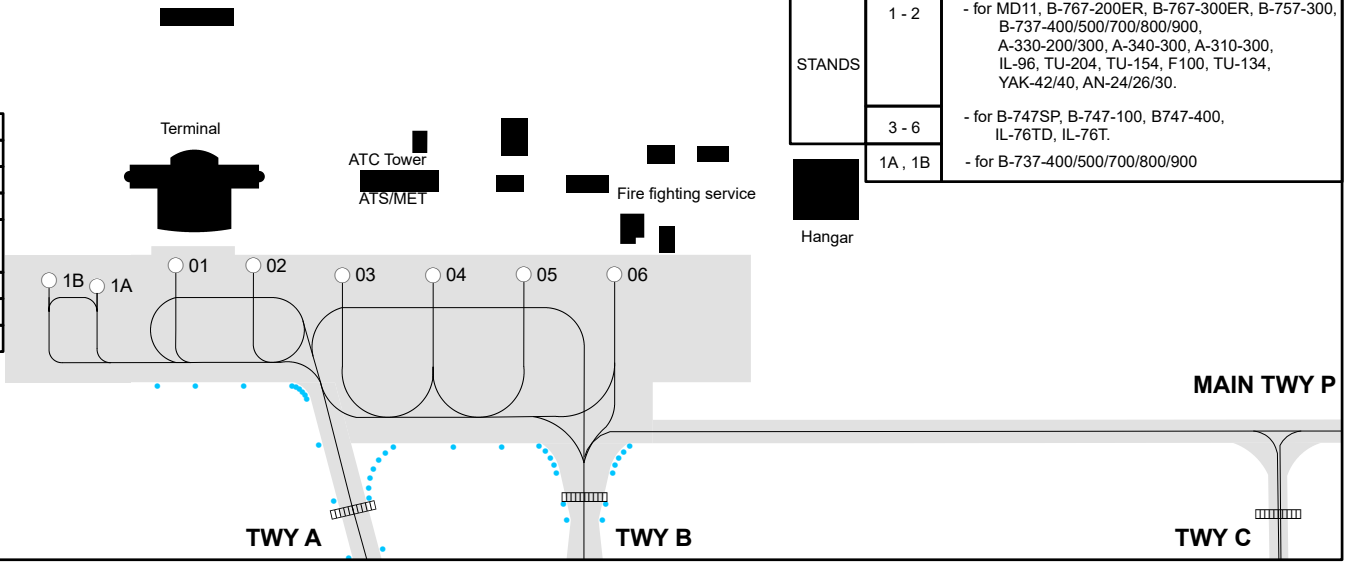


SCALE 1:16000
160 0 160 320 480 Meters

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

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

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



SCALE 1:6000
60 0 60 120 180 Meters

CHANGE: Add new stands 1A, 1B

TARAZ **STANDS CHARACTERISTICS**

Apron	Stand	Coordinates	
		Latitude	Longitude
	1A	42 51 59.00 N	071 17 31.00 E
	1B	42 52 00.00 N	071 17 30.00 E
	1	42 51 57.87 N	071 17 33.39 E
	2	42 51 56.41 N	071 17 35.24 E
	3	42 51 54.57 N	071 17 37.12 E
	4	42 51 52.86 N	071 17 39.28 E
	5	42 51 51.16 N	071 17 41.45 E
	6	42 51 49.45 N	071 17 43.61 E

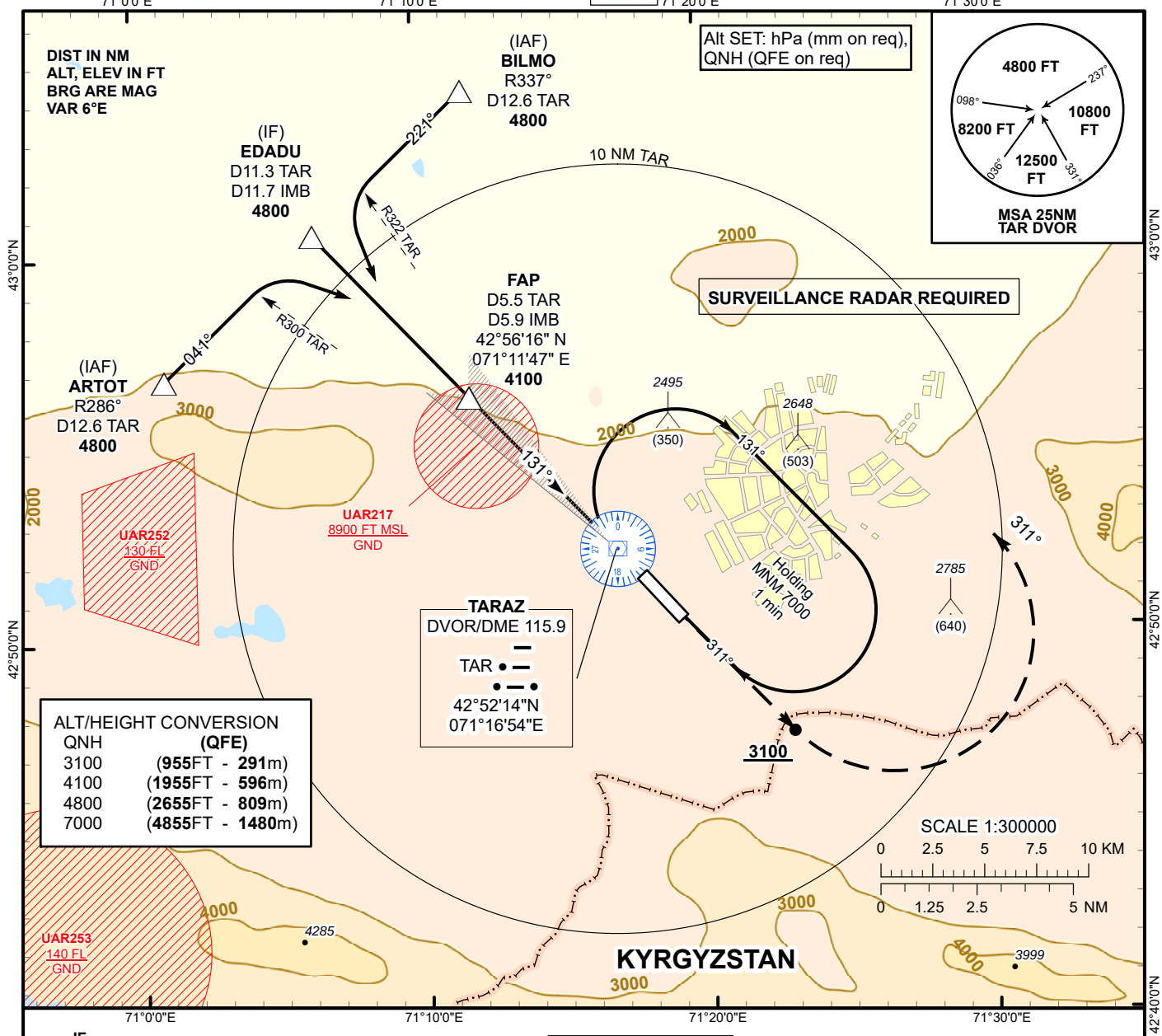
INSTRUMENT APPROACH CHART
ICAO

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

ILS
LLZ 109.7
IMB
GP 333.2
CH 34X

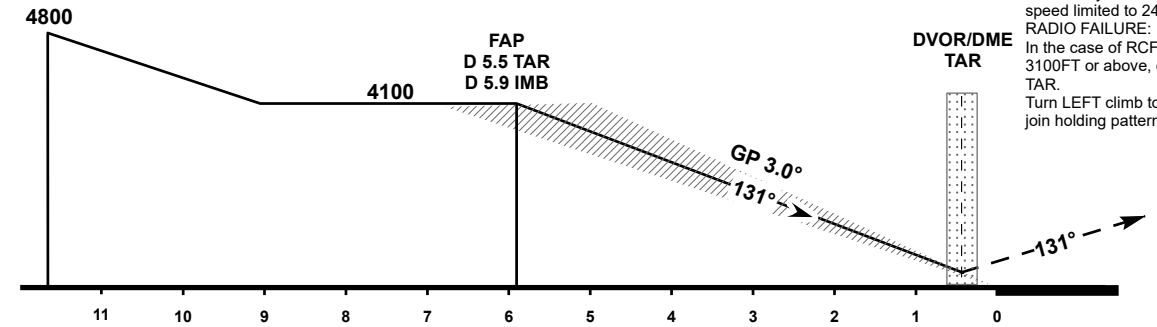
TARAZ TOWER 122.1
TARAZ ATIS (EN) 118.5
TARAZ ATIS (RU) 127.4

TARAZ
ILS/DME
RWY 13



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

TRANSITION ALT 10000 FT



MISSED APPROACH

Climb on track 131°, at 3100FT turn LEFT on track 311° climbing to 4800FT, then as directed by ATC. Missed approach turn speed limited to 240Kt IAS maximum
RADIO FAILURE:
In the case of RCF climb on track 131° at 3100FT or above, outbound to D4.8 NM TAR.
Turn LEFT climb to 7000FT to TAR and join holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	2345(200)	2347(202)	2355(210)	2365(220)
	CAT II	2246(101)	2264(119)	2275(130)	2290(145)

DIST to THR DME IMB	NM	5.9	5.0	4.0	3.0	2.0	1.0
DME TAR	NM	5.5	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	4100	3813	3486	3162	2839	2518
HEIGHT	FT	1955	1668	1341	1017	694	373

DME IMB ZERO RANGED TO THR RWY 13

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

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

CHANGE: Missed approach description

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

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

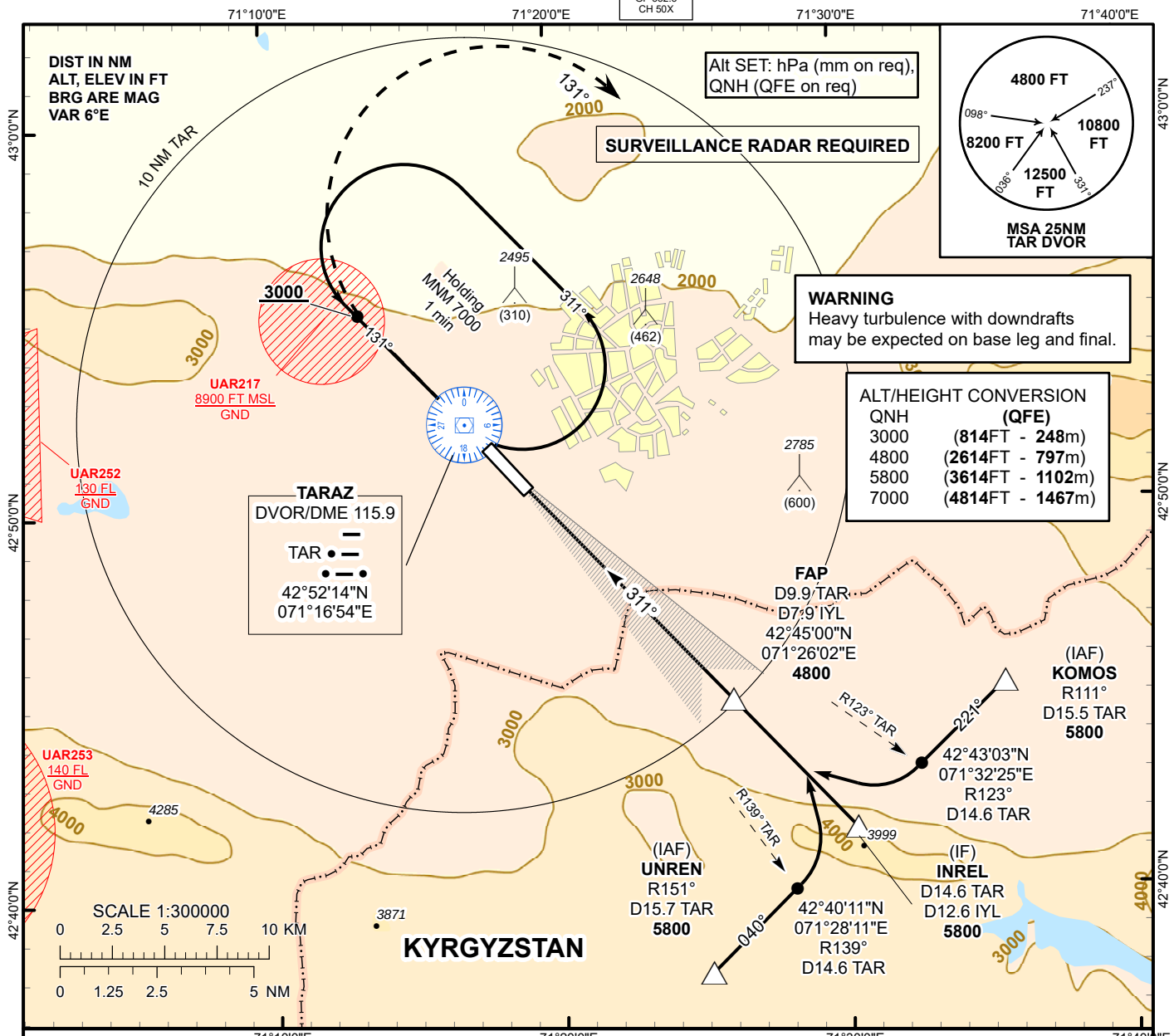
INSTRUMENT APPROACH CHART ICAO

AERODROME ELEV ***2190 FT***
HEIGHTS RELATED TO
THR RWY 31 - ELEV ***2186 FT***

ILS
LLZ 111.3
IYL
GP 332.3
CH 50X

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

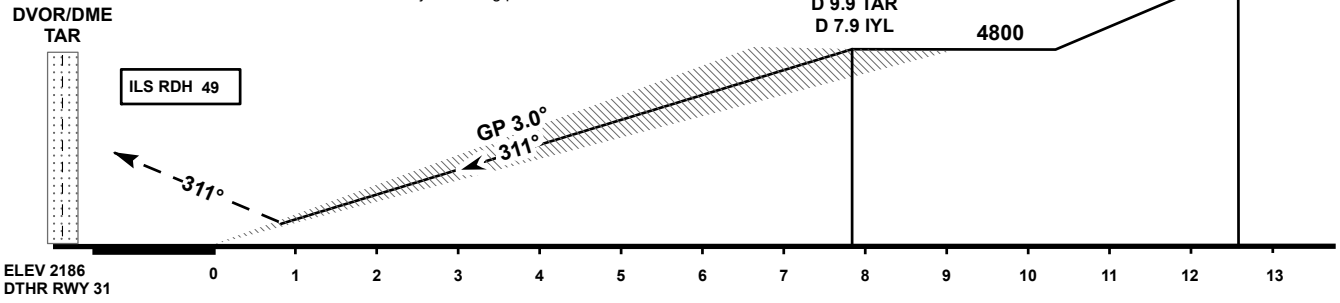
TARAZ ILS/DME RWY 31



MISSED APPROACH

Climb on track 311°, at 3000FT turn RIGHT on track 131° climbing to 5800FT, then as directed by ATC. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In the case of RCF climb on track 311° to 3400FT or above, outbound to D5.3 NM TAR.Turn RIGHT climb to 7000FT to TAR and join holding pattern.

TRANSITION ALT 10000 FT



Aircraft Category		A	B	C	D	DIST to DTHR DME IYL	NM	1.0	2.0	3.0	4.0	5.0	6.0	7.0	7.9
Straight-in Approach OCA/H						DME TAR	NM	3.0	4.0	5.0	6.0	7.0	8.0	9.0	9.9
	ILS	2386(200)	2386(200)	2392(206)	2402(216)	ALTITUDE	FT	2554	2875	3198	3522	3849	4177	4508	4800
						HEIGHT	FT	368	689	1012	1336	1663	1991	2321	2614

DME IYL ZERO RANGED TO THR RWY 31

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

CHANGE: Missed approach description

TARAZ (UADD)
ILS/DME RWY31 **AERONAUTICAL DATA TABULATION**

ILS approach to RWY31 from TAR DVOR/DME, KOMOS, UMZIM, INREL	
Fix/point	**Coordinates**
TAR DVOR/DME	42° 52' 14.0"N 071° 16' 54.1"E
KOMOS R111°, D15.5 TAR (IAF)	42° 45' 16.7"N 071° 35' 37.0"E
UNREN R151°, D15.7 TAR (IAF)	42° 37' 55.3"N 071° 25' 02.0"E
INREL D12.6 IYL, D14.6 TAR (IF)	42° 41' 36.1"N 071° 30' 19.2"E
D7.9 IYL, D9.9 TAR (FAP)	42° 45' 00.5"N 071° 26' 02.1"E
DTHR RWY31	42° 50' 44.41"N 071° 18' 47.68"E
IYL LLZ	42° 52' 09.5"N 071° 16' 59.8"E

UAIT AD 2

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

UAIT AD 2.1 Aerodrome Location Indicator And Name

UAIT - TURKISTAN

UAIT AD 2.2 Aerodrome Geographical And Administrative Data

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

UAIT AD 2.3 Operational Hours

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

9	Handling	H24 Phone: +7 (72533) 52900
10	Security	H24
11	De-icing	H24 Phone: +7 (7253) 352900
12	Remarks	Nil

UAIT AD 2.4 Handling Services And Facilities

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

UAIT AD 2.5 Passenger Facilities

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

UAIT AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A7

2	Rescue equipment	4 fire trucks with a total volume of extinguishing agents – 38 200 kg., including foaming agent - 2 900 kg., total capacity - 280 kg/s
3	Capability for removal of disabled aircraft	There are possibilities of evacuation of aircraft with an empty equipped aircraft weight of up to 40 tons, types A-320, B-737. The equipment is available around the clock Phone: +7 (7253) 352900 Phone: +7 702 0470769 Email: ramp@hsairport.kz
4	Remarks	The possibility of increasing the required level of fire protection up to 8 categories on request.

UAIT AD 2.7 Seasonal Availability - Clearing

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

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

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

UAIT AD 2.9 Surface Movement Guidance And Control System And Markings

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

3	**Stop bars**	Nil
4	**Other runway protection measures**	Nil
5	Remarks	RWY 05/23 turning bay blue lights has low intensity at nighttime and in low visibility conditions.

UAIT AD 2.10 Aerodrome Obstacles

NIL

UAIT AD 2.11 Meteorological Information Provided

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

UAIT AD 2.12 Runway Physical Characteristics

Designations RWY NR	**TRUE BRG**	**Dimensions of RWY (M)**	**Strength (PCN) and surface of RWY and SWY**	**THR coordinates RWY end coordinates THR geoid undulation**	**THR elevation and highest elevation of TDZ of precision APP RWY**	**Slope of RWY-SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	55,68°	3300 X 45	80/F/C/W/T CONC+ASPH	431810.00N 0683200.99E - -135.1 FT	THR 912.7 FT	0.7%
23	235.70°	3300 X 45	80/F/C/W/T CONC+ASPH	431910.27N 0683401.98E - -134.5 FT	THR 988.5 FT	0.7%

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
Nil	200 X 150	3600 X 300	240 X 150	Nil	Nil	The RWY turn pad length is 200 m, the total width of the RWY turn pad is 95 m. Refer to AIP section 2.24.1
Nil	300 X 150	3600 X 300	240 X 150	Nil	Nil	The RWY turn pad length is 200 m, the total width of the RWY turn pad is 95 m. Refer to AIP section 2.24.1

UAIT AD 2.13 Declared Distances

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

UAIT AD 2.14 Approach And Runway Lighting

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	CAT I (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	CAT I (FALS) 900 M LIH	GRN Nil	PAPI LEFT/3°	Nil	Nil	3300, spacing 60m, 0-2700 white, last 600m yellow	RED Nil	Nil	Nil

UAIT AD 2.15 Other Lighting, Secondary Power Supply

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

UAIT AD 2.16 Helicopter Landing Area

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

UAIT AD 2.17 ATS Airspace

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

AERODROME CHART - ICAO

AD ELEV 989FT (*301m*)

431840N 0683301E

TWR 131.3

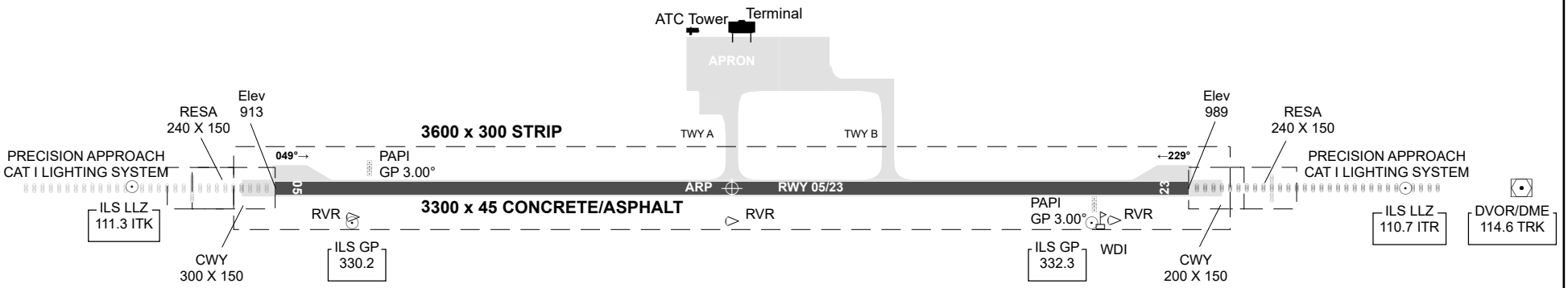
RWY	DIRECTION (TRUE)	THR	GEOID UNDULATION	BEARING STRENGTH
05	055.68°	43°18'10.00"N 068°32'00.99"E	- 135	PCN 80 F/C/W/T
23	235.70°	43°19'10.27"N 068°34'01.98"E	- 135	

VAR 6°E (2019)

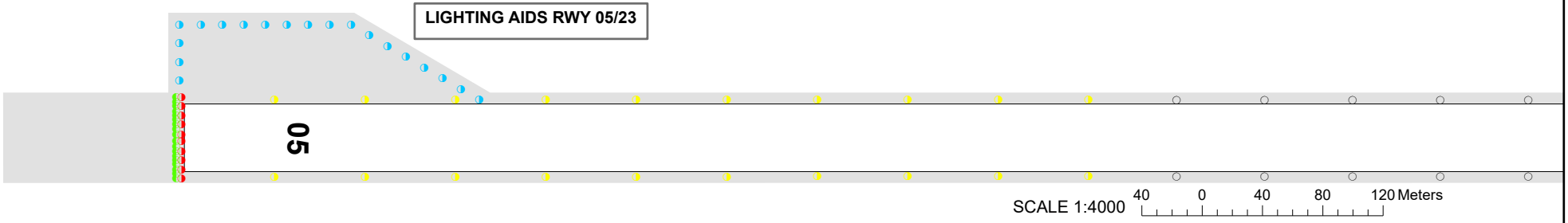
ANNUAL RATE OF CHANGE 0.06°E

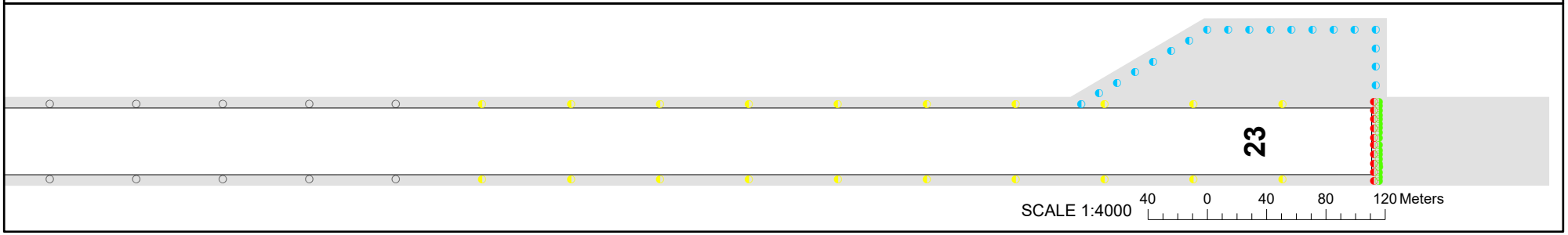
ELEV, HGT IN FEET (METERS) SCALE 1:22000
DIMENSIONS IN METERS
BRG ARE MAG

220 0 220 440 660 Meters



LIGHTING AIDS RWY 05/23





CHANGE: CWY Width

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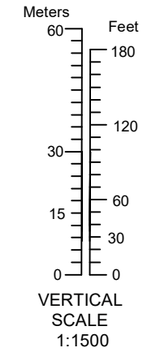
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

TURKISTAN

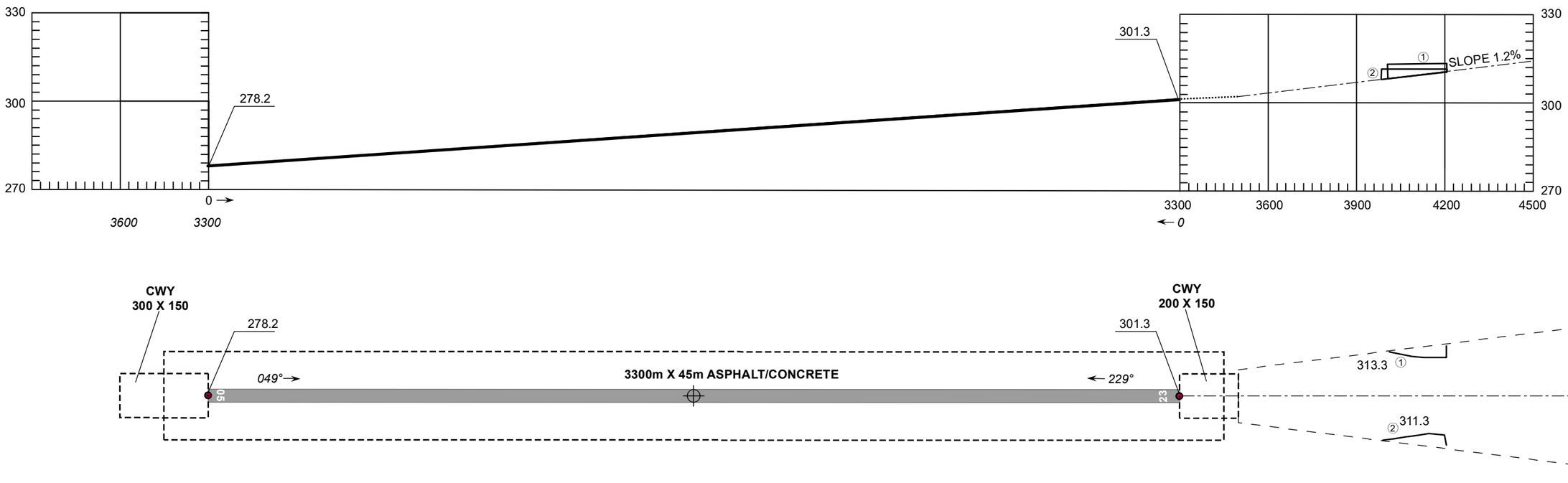
DIMENSIONS AND ELEVATIONS IN METERS
MAGNETIC VARIATION 6°E (2019)



RWY 05/23

DECLARED DISTANCES		
RWY 05		**RWY 23**
3300	TAKE-OFF RUN AVAILABLE	3300
3500	TAKE-OFF DISTANCE AVAILABLE	3600
3300	ACCELERATE STOP DISTANCE AVAILABLE	3300
3300	LANDING DISTANCE AVAILABLE	3300

ORDER OF ACCURACY					
№	LAT	LON	H	HORIZONTAL, m	VERTICAL, m
①	43°19'27.31" N	068°34'24.33" E	313.3	0.08	0.026
②	43°19'18.88" N	068°34'31.01" E	311.3	0.08	0.026
③					
④					
⑤					



LEGEND	
LIGHTING POLES ALONG FENCE	
IDENTIFICATION NUMBER	①

HORIZONTAL SCALE 1:15000

300 150 0 300 600 900 1200 Meters

CHANGE: CWY Width.

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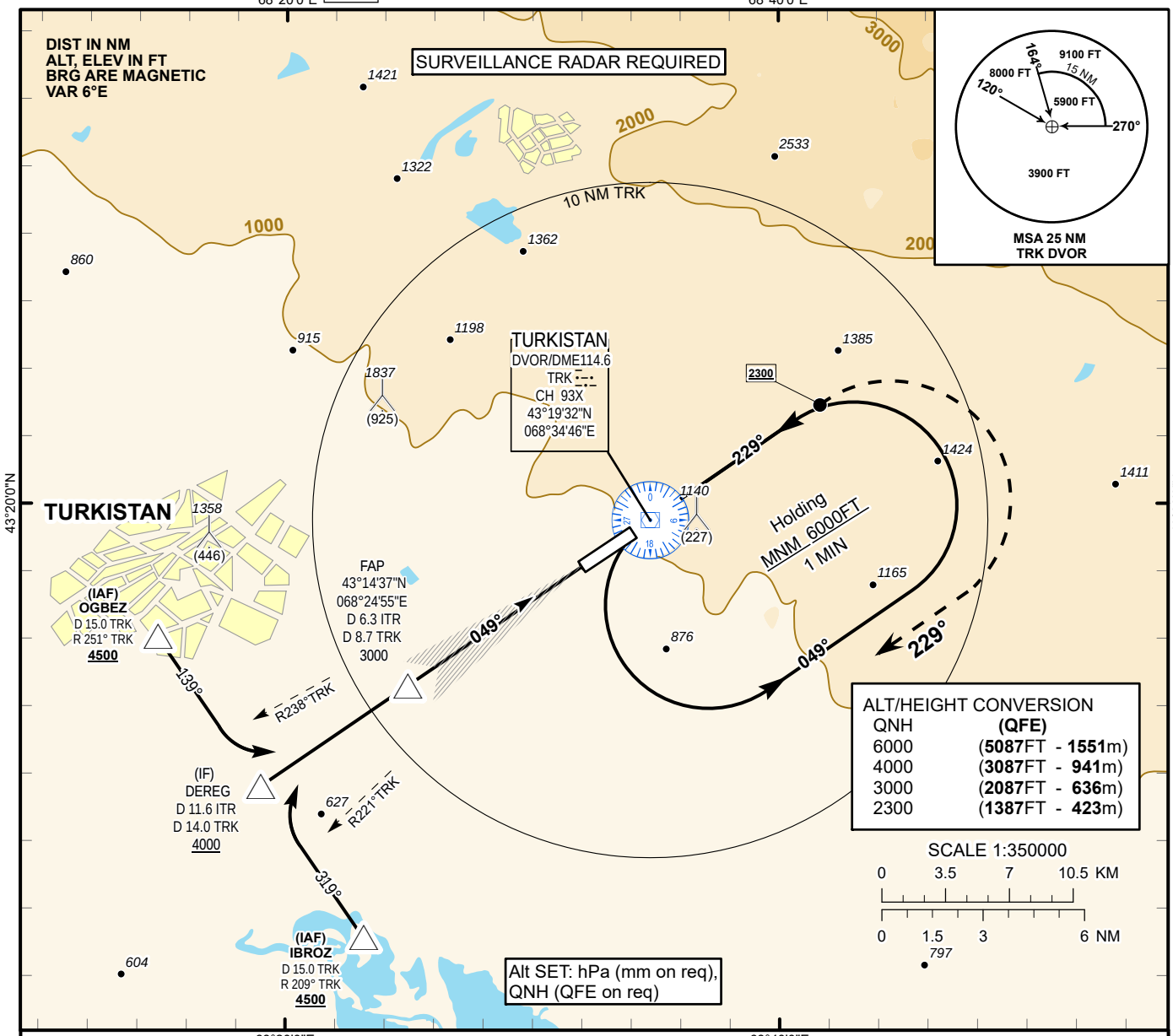
INSTRUMENT APPROACH CHART - ICAO

ILS
LLZ 110.7
ITR
GP 330.2
CH 44X

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
THR RWY 05 - ELEV ***913 FT***

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

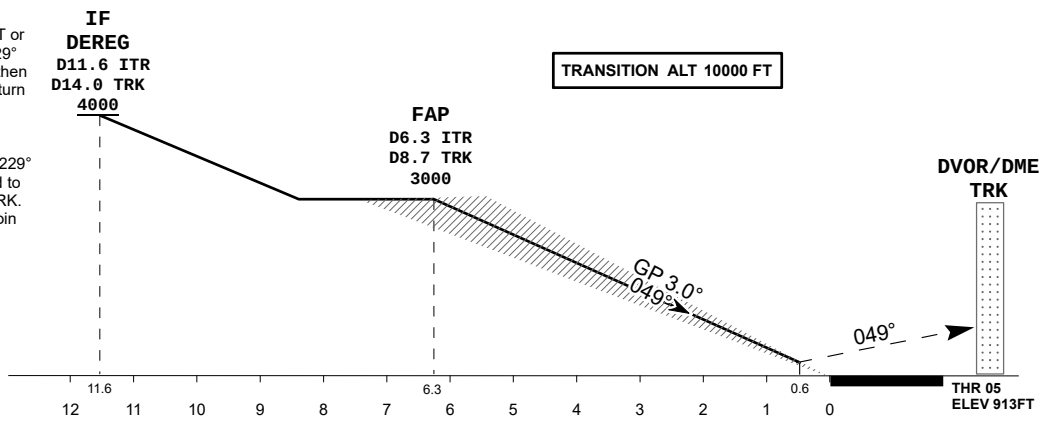
TURKISTAN
ILS/DME Y
RWY 05



MISSED APPROACH

Climb on track 049°, at 2300FT or above, turn RIGHT on track 229° climbing to 4500FT or above, then as directed. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In case of RCF climb on track 229° to 2000FT or above. Outbound to D6.0 NM TRK, turn LEFT to TRK. Climb to 6000FT to TRK and join to holding pattern

ILS RDH 49



Aircraft Category		A	B	C	D	DIST to THR DME ITR	NM	6.3	5.0	4.0	3.0	2.0	1.0
Straight-in Approach OCA/H	CAT I	1113(200)	1118(205)	1128(215)	1138(225)	DME TRK	NM	8.7	7.4	6.4	5.4	4.4	3.4
						ALTITUDE	FT	3000	2576	2249	1925	1602	1281
						HEIGHT	FT	2087	1663	1336	1012	689	368

DME ITR ZERO RANGED TO THR RWY 05

Aerodrome Operating Minima DH ft x RVR(CMV)						GS	Kt	80	100	120	140	160	180
						Desc.Rate(5.2%)	ft/min	420	530	640	740	840	950

CHANGE: Missed approach description

TURKISTAN
ILS/DME Y RWY05 **AERONAUTICAL DATA TABULATION**

ILS approach to RWY05 from IBROZ, DEREG, OGBEZ	
Fix/point	**Coordinates**
TRK DVOR/DME	43°19'32.3"N 068°34'46.1"E
DEREG (IF) D11.6 ITR, D14.0 TRK	43°11'37.5"N 068°18'57.1"E
(FAP) D6.3 ITR, D8.7 TRK	43°14'36.6"N 068°24'54.5"E
OGBEZ (IAF) R251°, D15.0 TRK	43°16'05.00"N 068°14'47.01"E
IBROZ (IAF) R209°, D15.0 TRK	43°7'09.8"N 068°23'06.5"E
THR RWY05	43°18'10.00"N 068°32'00.99"E
ITR LLZ	43°19'24.6"N 068°34'30.8"E

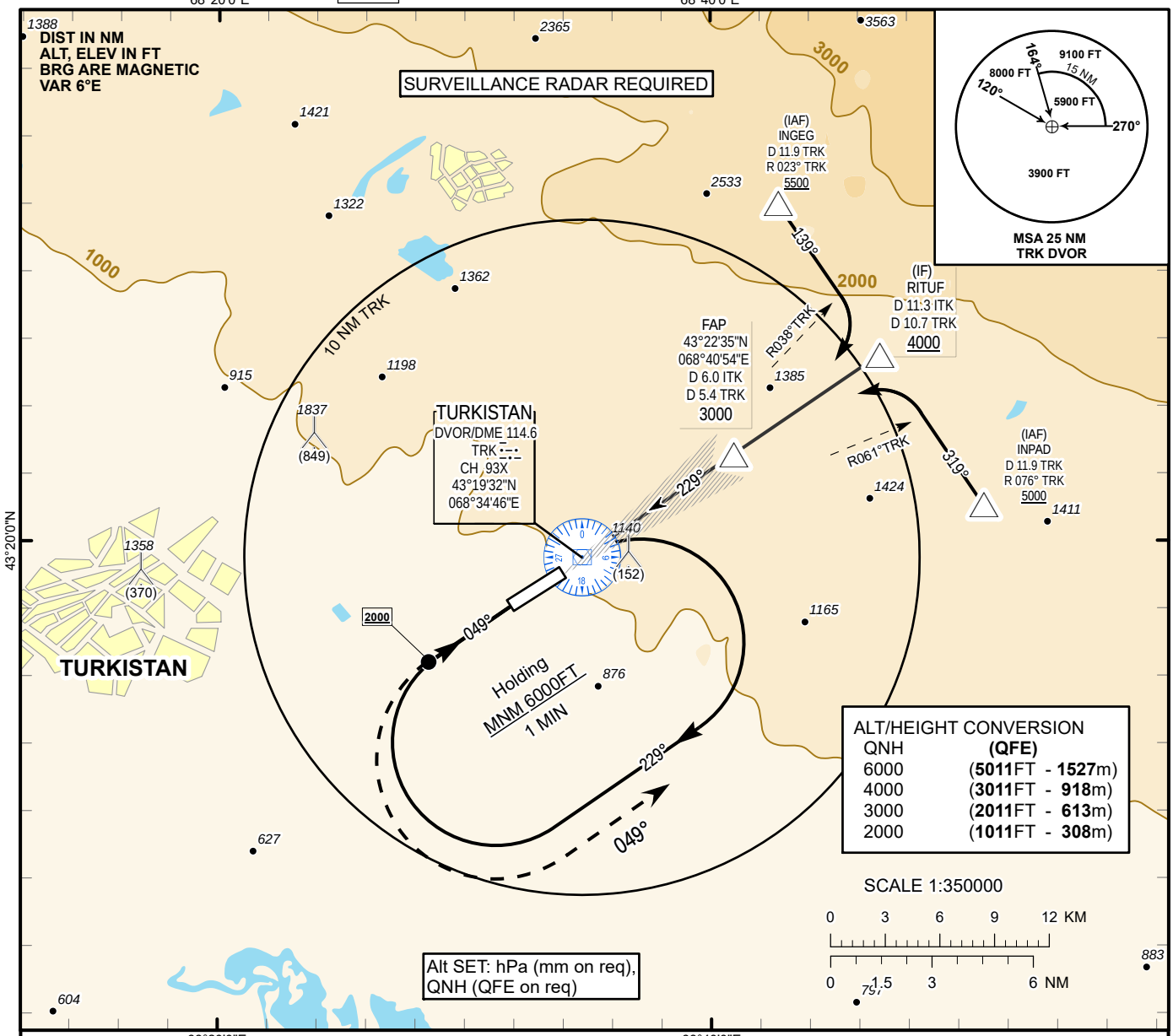
INSTRUMENT APPROACH CHART - ICAO

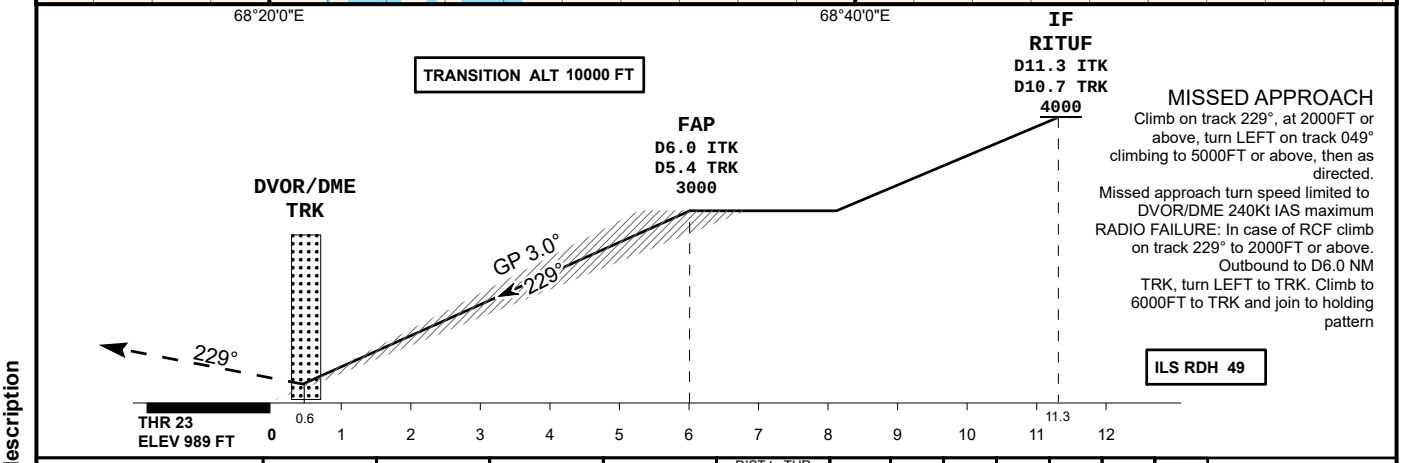
ILS
LLZ 111.3
ITK
GP 332.3
CH 50X

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
THR RWY 23 - ELEV ***989 FT***

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TURKISTAN ILS/DME Y RWY 23





MISSED APPROACH

Climb on track 229°, at 2000FT or above, turn LEFT on track 049° climbing to 5000FT or above, then as directed.
Missed approach turn speed limited to DVOR/DME 240Kt IAS maximum
RADIO FAILURE: In case of RCF climb on track 229° to 2000FT or above. Outbound to D6.0 NM TRK, turn LEFT to TRK. Climb to 6000FT to TRK and join to holding pattern

ILS RDH 49

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	1189(200)	1189(200)	1189(200)	1194(205)

DIST to THR DME ITK	NM	6.0	5.0	4.0	3.0	2.0	1.0
DME TRK	NM	5.4	4.4	3.4	2.4	1.4	0.4
ALTITUDE	FT	3000	2652	2325	2001	1678	1357
HEIGHT	FT	2011	1663	1336	1012	689	368

DME ITK ZERO RANGED TO THR RWY 23

Aerodrome Operating Minima DH ft x RVR(CMV)									

GS	Kt	80	100	120	140	160	180
Desc.Rate(5.2%)	ft/min	420	530	640	740	840	950

CHANGE: Missed approach description

TURKISTAN
ILS/DME Y RWY23 **AERONAUTICAL DATA TABULATION**

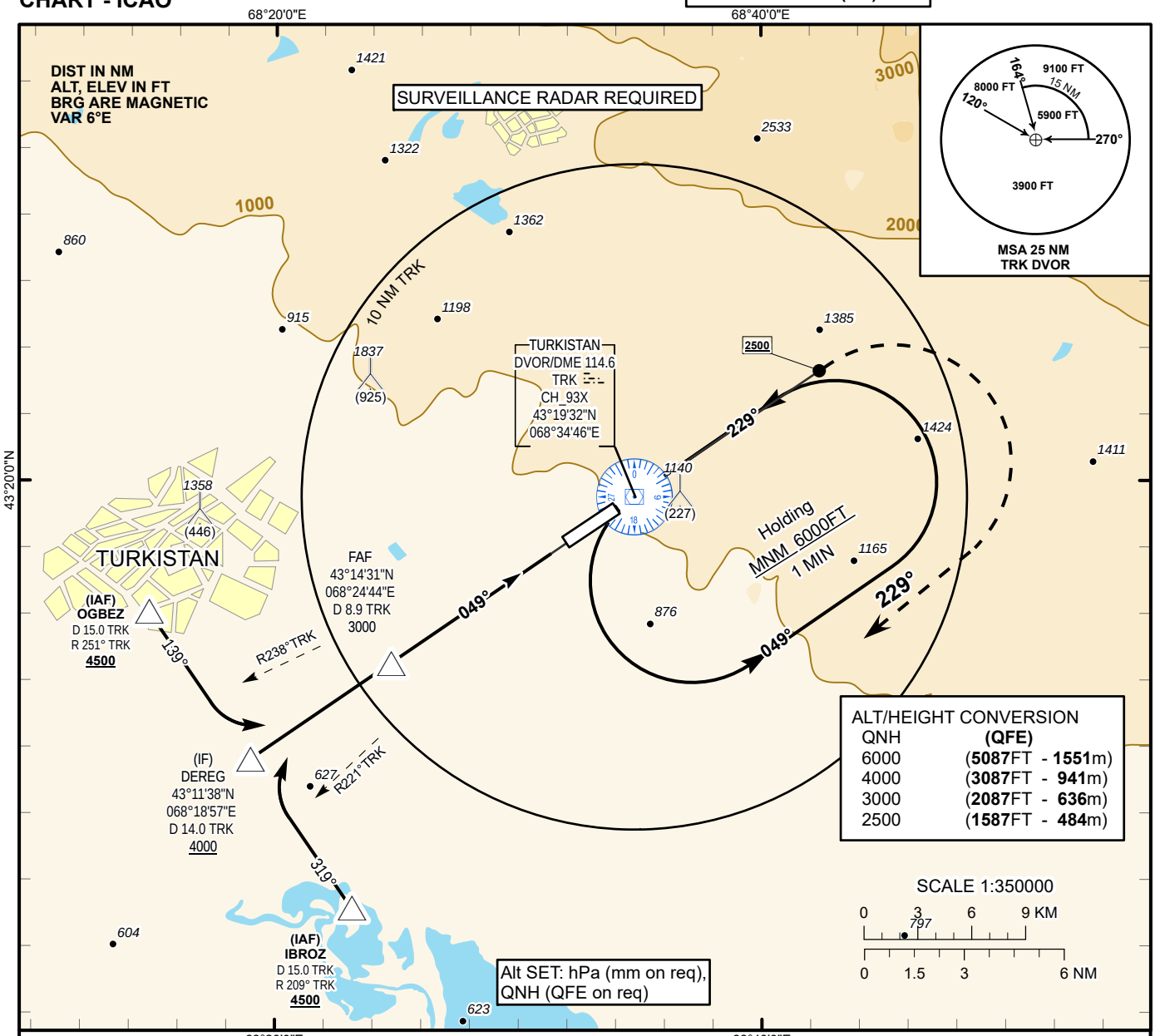
ILS approach to RWY23 from INPAD, INGEG, RITUF	
Fix/point	**Coordinates**
TRK DVOR/DME	43° 19' 32.3"N 068° 34' 46.1"E
RITUF (IF) D11.3 ITK, D10.7 TRK	43° 25' 33.4"N 068° 46' 54.4"E
(FAP) D6.0 ITK, D5.4 TRK	43° 22' 35.1"N 068° 40' 54.0"E
INGEG (IAF) R023°, D11.9 TRK	43° 30' 01.0"N 068° 42' 43.6"E
INPAD (IAF) R076°, D11.9 TRK	43°21'05.6"N 068°51'04.6"E
THR RWY23	43° 19' 10.27"N 068° 34' 01.98"E
ITK LLZ	43° 18' 00.6"N 068° 31' 42.1"E

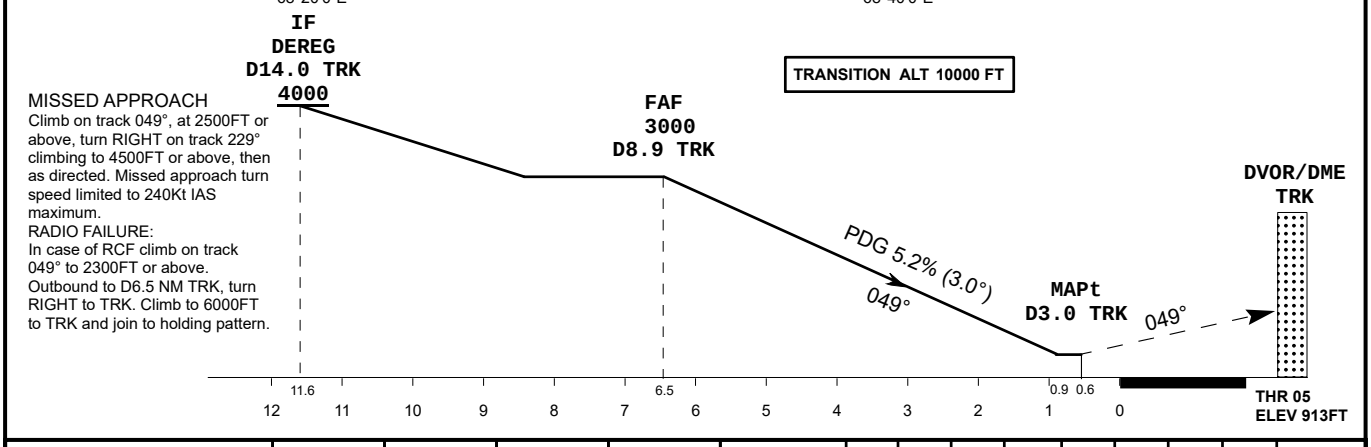
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
THR RWY 05 - ELEV ***913 FT***

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TURKISTAN VOR/DME Y RWY 05





MISSED APPROACH
Climb on track 049°, at 2500FT or above, turn RIGHT on track 229° climbing to 4500FT or above, then as directed. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In case of RCF climb on track 049° to 2300FT or above. Outbound to D6.5 NM TRK, turn RIGHT to TRK. Climb to 6000FT to TRK and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	1220(310)	1220(310)	1220(310)	1220(310)

DIST to THR	NM	6.5	6.0	5.0	4.0	3.0	2.0	1.0
DME TRK	NM	8.9	8.4	7.4	6.4	5.4	4.4	3.4
ALTITUDE	FT	3000	2872	2554	2236	1917	1599	1280
HEIGHT	FT	2087	1959	1641	1323	1004	686	367

Aerodrome Operating Minima MDH ft x RVR(CMV)					

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	640	740	840	950
FAF-MAPt	min:sec	4:25	3:32	2:57	2:31	2:12	1:58

CHANGE: Missed approach description

TURKISTAN
VOR/DME Y RWY05 AERONAUTICAL DATA TABULATION

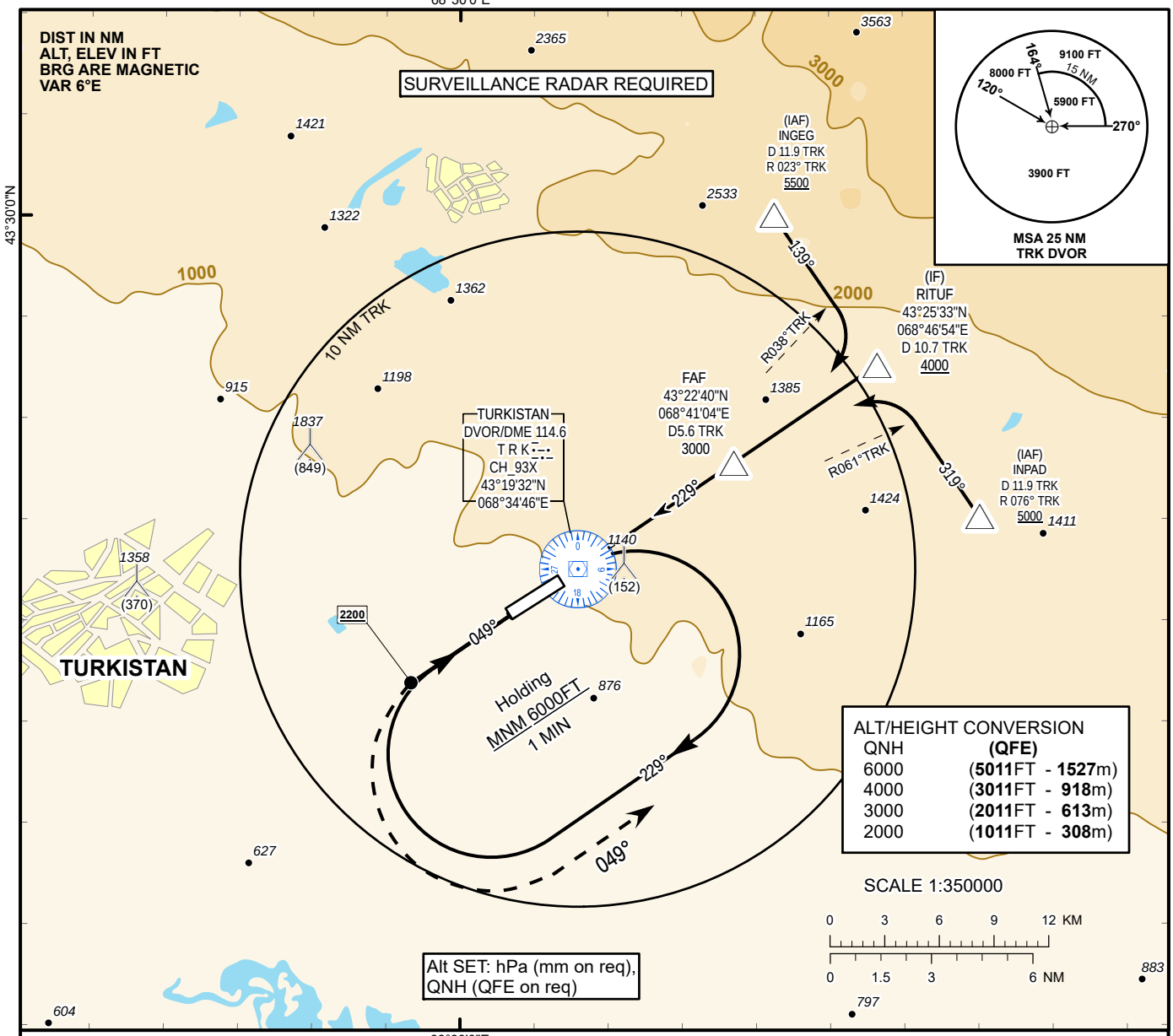
VOR approach to RWY05 from IBROZ, DEREG, OGBEZ	
Fix/point	**Coordinates**
OGBEZ (IAF) R251°, D15.0 TRK	43°16'05.00"N 068°14'47.01"E
IBROZ (IAF) R209°, D15.0 TRK	43°7'09.8"N 068°23'06.5"E
DEREG (IF) D11.6 ITR, D14.0 TRK	43°11'37.5"N 068°18'57.1"E
D8.9 TRK (FAF)	43°14'31.3"N 068° 24' 43.5"E
THR RWY23	43°19'10.27"N 068° 34' 01.98"E
Final approach descent angle is 3.0°	

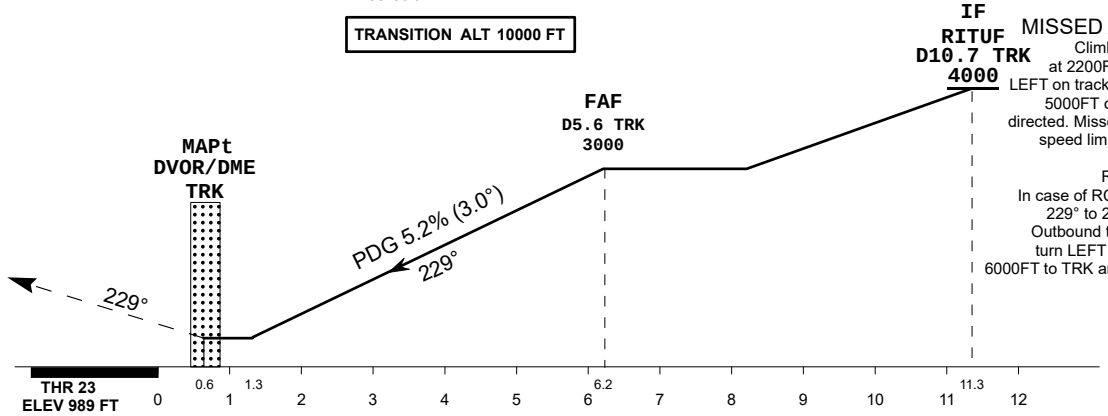
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
AD ELEV

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TURKISTAN
VOR/DME Y
RWY 23





MISSED APPROACH
Climb on track 229°, at 2200FT or above, turn LEFT on track 049° climbing to 5000FT or above, then as directed. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In case of RCF climb on track 229° to 2000FT or above. Outbound to D6.0 NM TRK, turn LEFT to TRK. Climb to 6000FT to TRK and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	VOR/DME	1470(480)	1470(480)	1470(480)	1470(480)

DIST to THR	NM	6.2	5.0	4.0	3.0	2.0	1.0
DME TRK	NM	5.6	4.4	3.4	2.4	1.4	0.4
ALTITUDE	FT	3000	2630	2312	1993	1675	1356
HEIGHT	FT	2011	1641	1323	1004	686	367

Aerodrome Operating Minima MDH ft x RVR(CMV)					

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	640	740	840	950
FAF-MAPt	min:sec	3:45	3:00	2:30	2:08	1:52	1:40

CHANGE: Missed approach description

TURKISTAN
VOR/DME Y RWY23 AERONAUTICAL DATA TABULATION

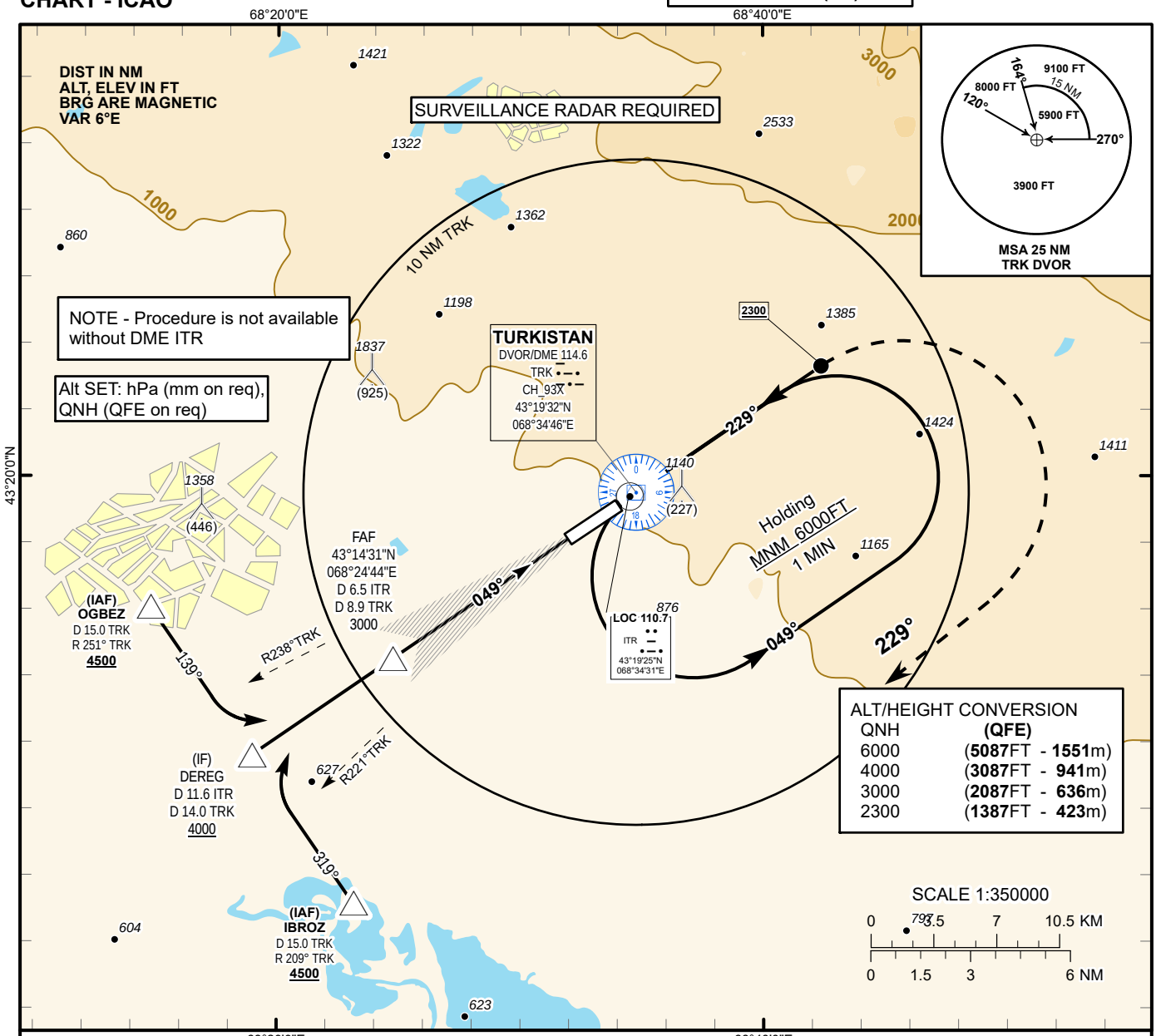
VOR approach to RWY23 from INGEG, INPAD, RITUF	
Fix/point	**Coordinates**
INGEG (IAF) R023°, D11.9 TRK	43° 30' 01.0"N 068° 42' 43.6"E
INPAD (IAF) R076°, D11.9 TRK	43°21'05.6"N 068°51'04.6"E
RITUF (IF) D10.7 TRK	43° 25' 33.4"N 068° 46' 54.4"E
TRK DVOR/DME	43° 19' 32.3"N 068° 34' 46.1"E
(FAF) D 5.6 TRK	43° 22' 40.2"N 068° 41' 04.2"E
THR RWY23	43° 19' 10.27"N 068° 34' 01.98"E
Final approach descent angle is 3.0°	

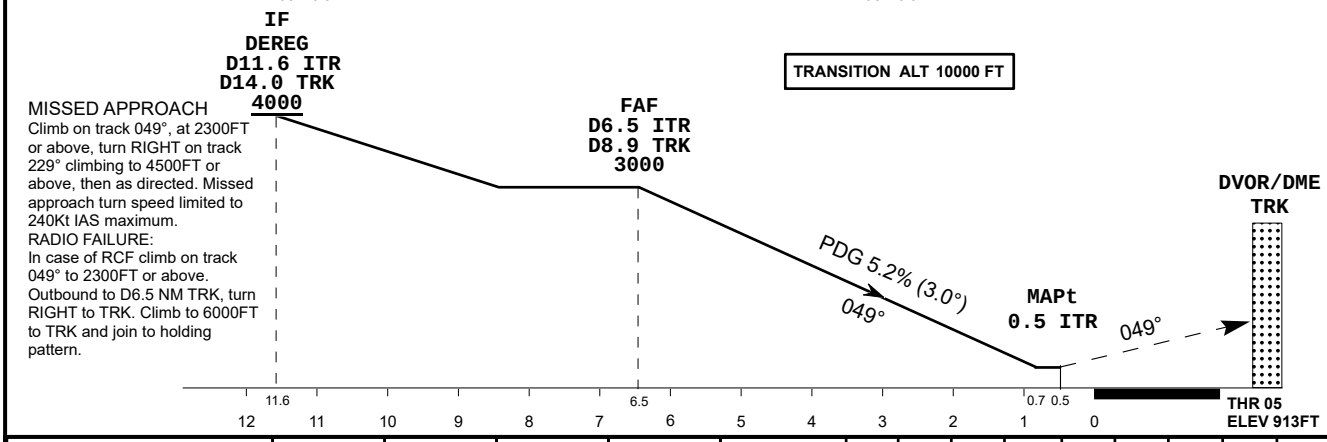
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
THR RWY 05 - ELEV ***913 FT***

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TURKISTAN
LOC/DME Y
RWY 05





MISSED APPROACH
Climb on track 049°, at 2300FT or above, turn RIGHT on track 229° climbing to 4500FT or above, then as directed. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In case of RCF climb on track 049° to 2300FT or above. Outbound to D6.5 NM TRK, turn RIGHT to TRK. Climb to 6000FT to TRK and join to holding pattern.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H					
	LLZ(GP INOP)	1180(270)			

DIST to THR	NM	6.5	6.0	5.0	4.0	3.0	2.0	1.0
DME TRK	NM	8.9	8.4	7.4	6.4	5.4	4.4	3.4
ALTITUDE	FT	3000	2872	2554	2236	1917	1599	1280
HEIGHT	FT	2087	1959	1641	1323	1004	686	367

DME ITR ZERO RANGED TO THR RWY 05

Aerodrome Operating Minima MDH ft x RVR(CMV)	LLZ(GP INOP)				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	640	740	840	950
FAF-MAPt	min:sec	4:25	3:32	2:57	2:31	2:12	1:58

CHANGE: Missed approach description

TURKISTAN
LOC/DME Y RWY 05 AERONAUTICAL DATA TABULATION

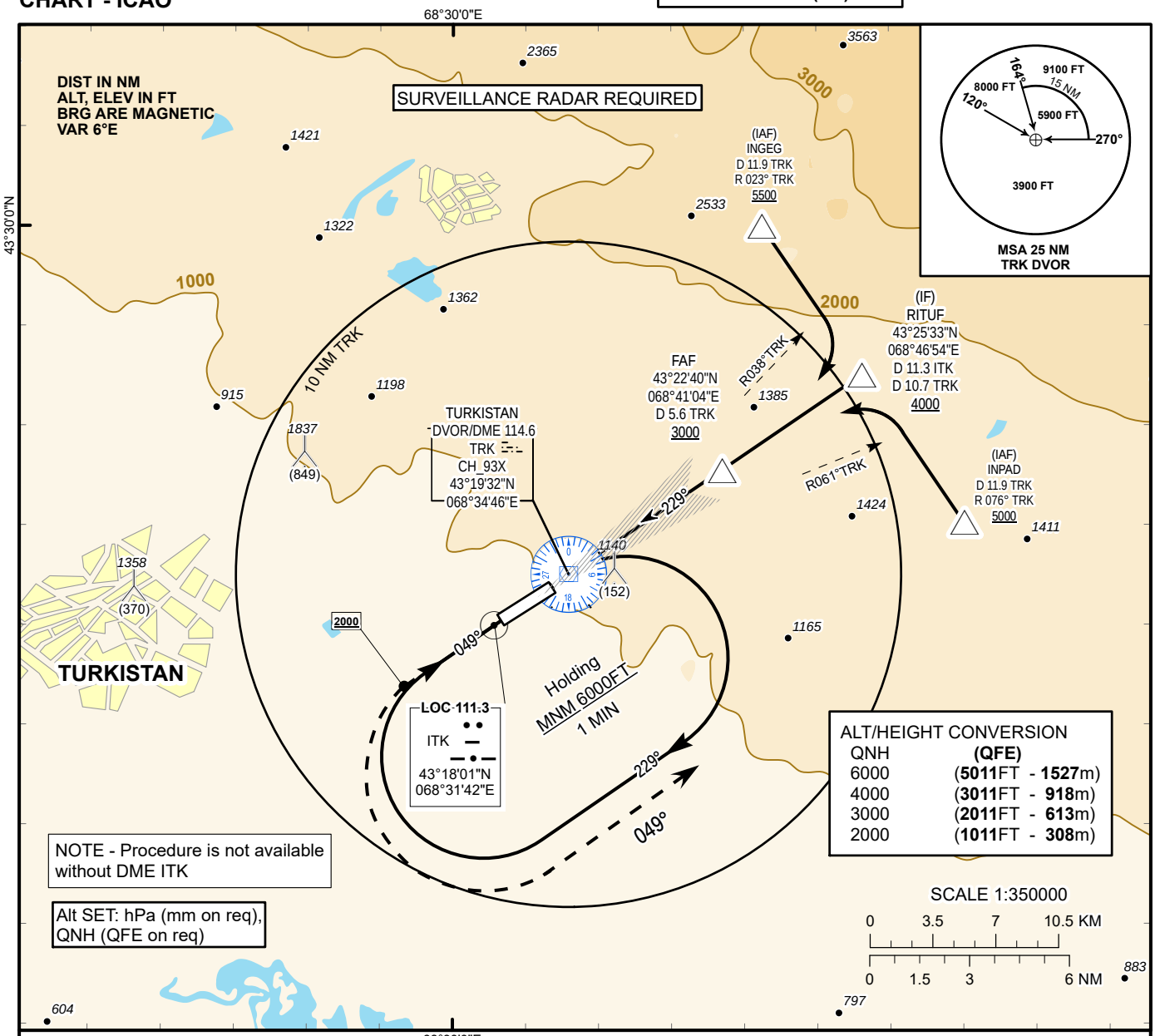
LOC/DME approach to RWY05 from IBROZ, DEREG, OGBEZ	
Fix/point	**Coordinates**
TRK DVOR/DME	43° 19' 32.3"N 068° 34' 46.1"E
OGBEZ (IAF) R251°, D15.0 TRK	43°16'05.00"N 068°14'47.01"E
IBROZ (IAF) R209°, D15.0 TRK	43°7'09.8"N 068°23'06.5"E
DEREG (IF) D11.6 ITR, D14.0 TRK	43° 11' 37.3"N 068° 18' 57.3"E
(FAF) D6.5 ITR, D8.9 TRK	43° 14' 31.2"N 068° 24' 43.7"E
THR RWY05	43° 18' 10.00"N 068° 32' 00.99"E
ITR LLZ	43° 19' 24.6"N 068° 34' 30.8"E
Final approach descent angle is 3°	

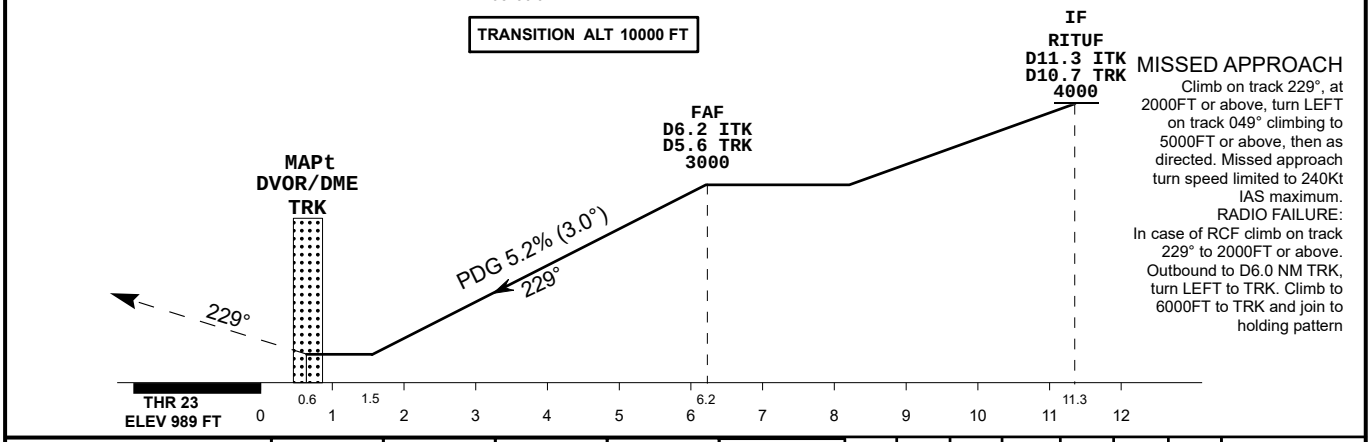
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***989 FT***
HEIGHTS RELATED TO
AD ELEV

TURKISTAN TOWER 131.3
TURKISTAN ATIS (EN) 124.4
TURKISTAN ATIS (RU) 118.3

TURKISTAN
LOC/DME Y
RWY 23





MISSED APPROACH
Climb on track 229°, at 2000FT or above, turn LEFT on track 049° climbing to 5000FT or above, then as directed. Missed approach turn speed limited to 240Kt IAS maximum.
RADIO FAILURE:
In case of RCF climb on track 229° to 2000FT or above. Outbound to D6.0 NM TRK, turn LEFT to TRK. Climb to 6000FT to TRK and join to holding pattern

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	LLZ (GP INOP)	1410(420)			

DIST to THR	NM	6.2	5.0	4.0	3.0	2.0	1.0
DME TRK	NM	5.6	4.4	3.4	2.4	1.4	0.4
ALTITUDE	FT	3000	2630	2312	1993	1675	1356
HEIGHT	FT	2011	1641	1323	1004	686	367

DME ITK ZERO RANGED TO THR RWY 23

Aerodrome Operating Minima MDH ft x RVR(CMV)	LLZ (GP INOP)				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	640	740	840	950
FAF-MAPt	min:sec	3:45	3:00	2:30	2:08	1:52	1:40

CHANGE: Missed approach description

TURKISTAN
LOC/DME Y RWY 23 AERONAUTICAL DATA TABULATION

LOC/DME approach to RWY23 from INGEG, INPAD, RITUF	
Fix/point	**Coordinates**
INGEG (IAF) R023°, D11.9 TRK	43° 30' 01.0"N 068° 42' 43.6"E
INPAD (IAF) R076°, D11.9 TRK	43°21'05.6"N 068°51'04.6"E
TRK DVOR/DME	43° 19' 32.3"N 068° 34' 46.1"E
RITUF (IF) D11.3 ITK, D10.7 TRK	43° 25' 33.4"N 068° 46' 54.4"E
(FAF) D6.2 ITK, D5.6 TRK	43° 22' 40.0"N 068° 41' 04.4"E
THR RWY23	43° 19' 10.27"N 068° 34' 01.98"E
ITK LLZ	43° 18' 00.6"N 068° 31' 42.1"E
Final approach descent angle is 3°	

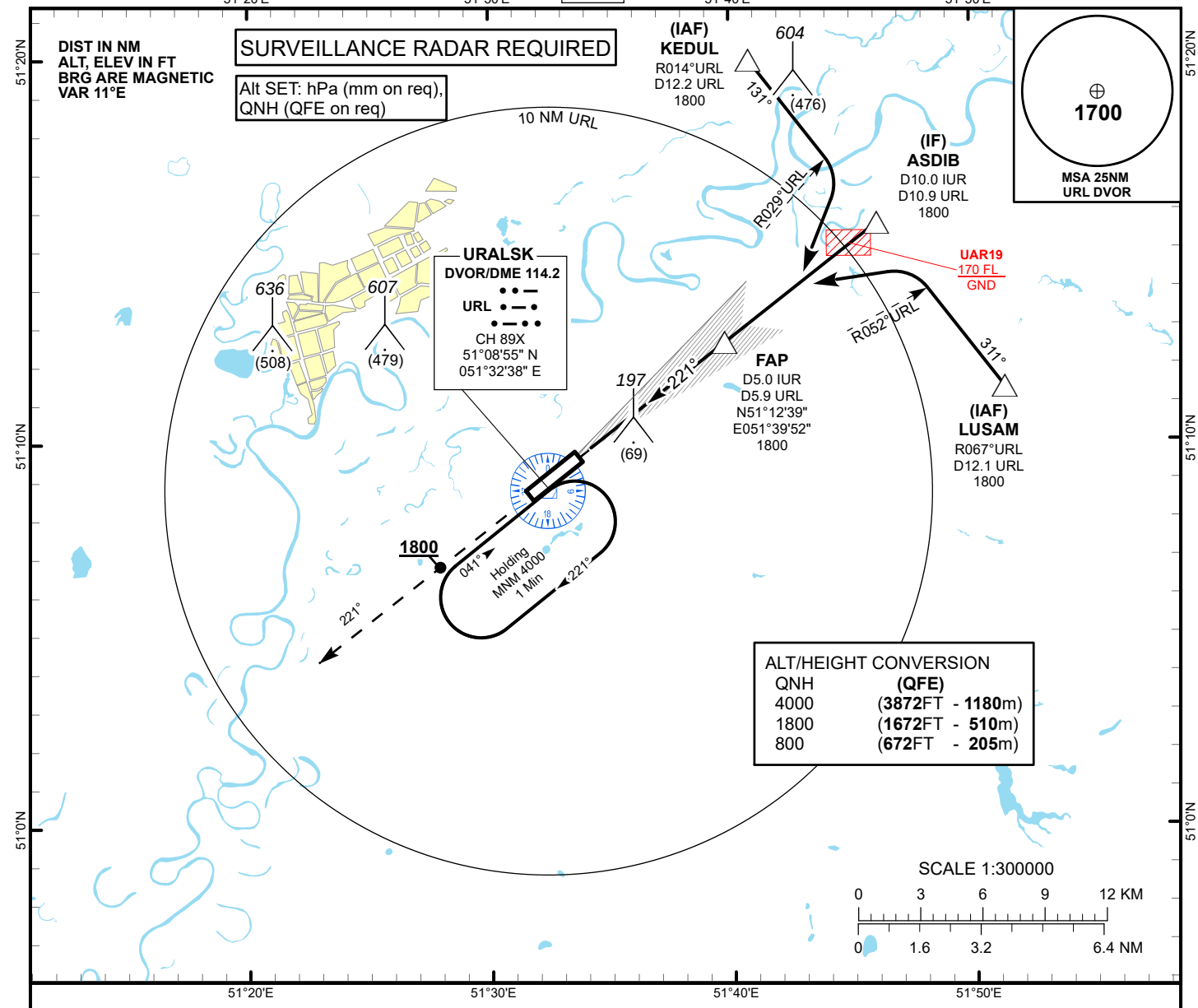
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *128 FT*
HEIGHTS RELATED TO
THR RWY22 - ELEV 128 FT

ILS
LLZ 109.7
IUR
GP 333.2
CH 34X

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

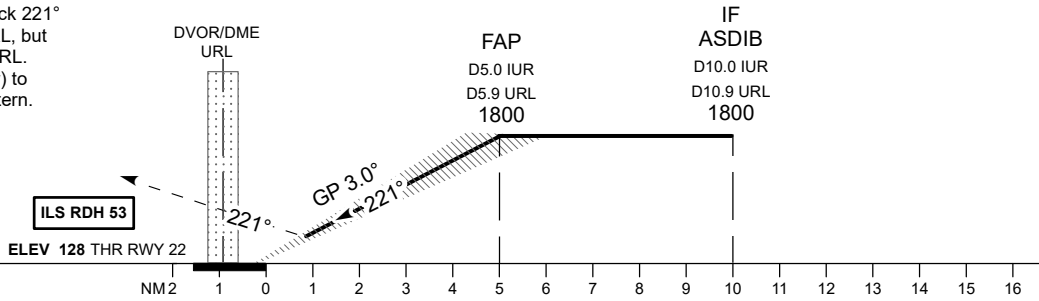
URALSK ILS/DME RWY 22



MISSED APPROACH

Climb on track 221° to 1800FT.
After passing 1800FT radar vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track 221° to 1800FT, turn LEFT to URL, but not earlier than D6.0 NM URL.
Climb to 4000FT (not below) to URL and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	328(200)	328(200)	328(200)	328(200)
Aerodrome Operating Minima DH ft x RVR(CMV)	CAT I				

DIST to THR DME IUR	NM	1	2	3	4	5
DME URL	NM	1.9	2.9	3.9	4.9	5.9
ALTITUDE	FT	500	821	1144	1468	1800
HEIGHT	FT	372	693	1016	1340	1672

DME IUR ZERO RANGED TO THR RWY 22

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

CHANGE: Missed approach description

URALSK
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY22 from KEDUL, ASDIB, LUSAM	
Fix/point	**Coordinates**
DVOR/DME URL	51° 08’ 55.2”N 051° 32’ 37.6”E
(FAP) D5.0 IUR, D5.9 URL	51° 12’ 39.4”N 051° 39’ 51.5”E
ASDIB (IF) D10.0 IUR, D10.9 URL	51° 15’ 43.6”N 051° 46’ 09.5”E
KEDUL (IAF) R014°, D12.2 URL	51° 19’ 58.7”N 051° 40’ 51.6”E
LUSAM (IAF) R067°, D12.1 URL	51° 11’ 28.3”N 051° 51’ 26.5”E
THR RWY22	51° 09’ 35.20”N 051° 33’ 34.95”E
LOC IUR	51° 08’ 24.8”N 051° 31’ 11.5”E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *128 FT*
HEIGHTS RELATED TO
THR RWY04 - ELEV 122 FT

ILS
LLZ 111.3
ISK
GP 332.3
CH 50X

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

URALSK ILS/DME RWY 04

51°20'E 51°30'E 51°40'E 51°50'E

51°20'N
51°10'N
51°0'N

DIST IN NM
ALT, ELEV IN FT
BRG ARE MAGNETIC
VAR 11°E

SURVEILLANCE RADAR REQUIRED

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

10 NM URL

604
(482)

1700
MSA 25NM
URL DVOR

UAR19
170 FL
GND

URALSK
DVOR/DME 114.2
URL
CH 89X
51°08'55" N
051°32'38" E

636 (514)
607 (485)

1800 197
041°
221°(75)
Holding
MNM 4000
1 Min

(IAF)
MASED
R249°URL
D12.0 URL
1800

167
(45)
041°

131°
R233 URL

FAP
D5.0 ISK
D5.7 URL
N51°05'33"
E051°25'23"
1800

(IF)
LUSIR
D10.0 ISK
D10.6 URL
1800

R210 URL
311°

(IAF)
BAMOM
R195°URL
D11.9 URL
1800

ALT/HEIGHT CONVERSION

QNH	(QFE)
4000	(**3878**FT - **1182**m)
1800	(**1678**FT - **511**m)
800	(**678**FT - **207**m)

SCALE 1:300000
0 3 6 9 12 KM
0 1.6 3.2 6.4 NM

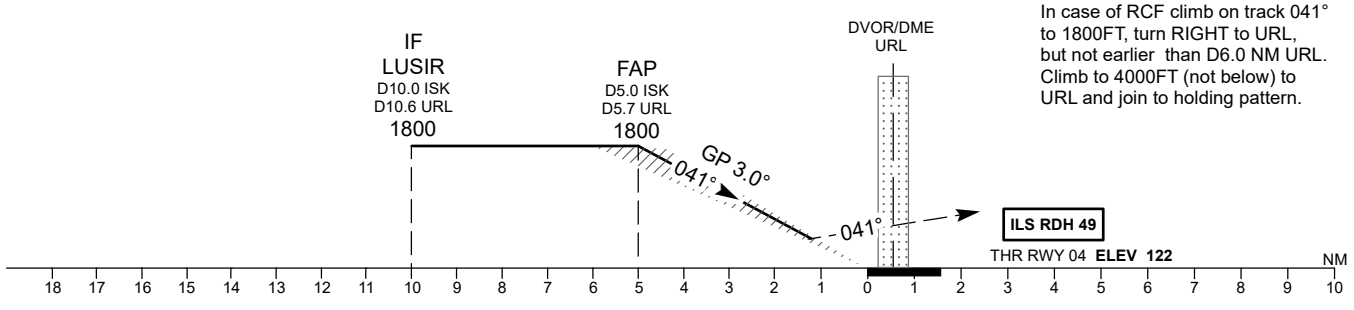
TRANSITION ALT
10000

MISSED APPROACH

Climb on track 041° to 1800FT.
After passing 1800FT radar vectoring will be provided.

RADIO FAILURE

In case of RCF climb on track 041° to 1800FT, turn RIGHT to URL, but not earlier than D6.0 NM URL. Climb to 4000FT (not below) to URL and join to holding pattern.



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	CAT I	322(200)	323(201)	333(211)	343(221)

DIST to THR DME ISK	NM	5	4	3	2	1
DME URL	NM	5.7	4.7	3.7	2.7	1.7
ALTITUDE	FT	1800	1462	1138	815	494
HEIGHT	FT	1678	1340	1016	693	372

DME ISK ZERO RANGED TO THR RWY 04

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

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

CHANGE: Missed approach description

URALSK
ILS/DME **AERONAUTICAL DATA TABULATION**

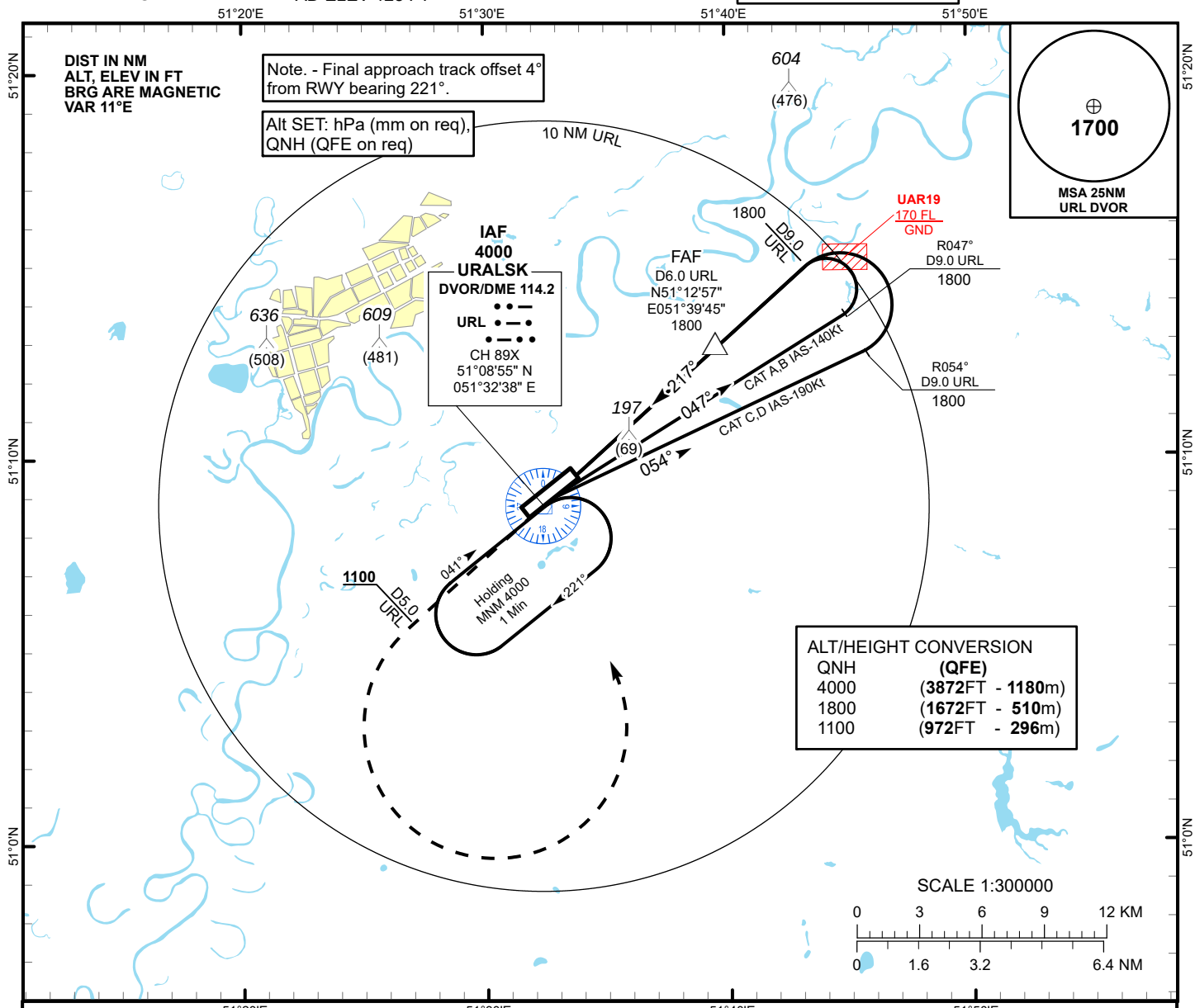
ILS approach to RWY04 from MASED, LUSIR, BAMOM	
Fix/point	**Coordinates**
DVOR/DME URL	51° 08’ 55.2”N 051° 32’ 37.6”E
(FAP) D5.0 ISK, D5.7 URL	51° 05’ 33.0”N 051° 25’ 23.2”E
LUSIR (IF) D10.0 ISK, D10.6 URL	51° 02’ 29.0”N 051° 19’ 11.3”E
MASED (IAF) R249°, D12.0 URL	51° 06’ 44.0”N 051° 13’ 54.6”E
BAMOM (IAF) R195°, D11.9 URL	50° 58’ 13.8”N 051° 24’ 27.0”E
THR RWY04	51° 08’ 39.45”N 051° 31’ 41.38”E
LOC ISK	51° 09’ 49.1”N 051° 34’ 03.3”E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *128 FT*
HEIGHTS RELATED TO
AD ELEV 128 FT

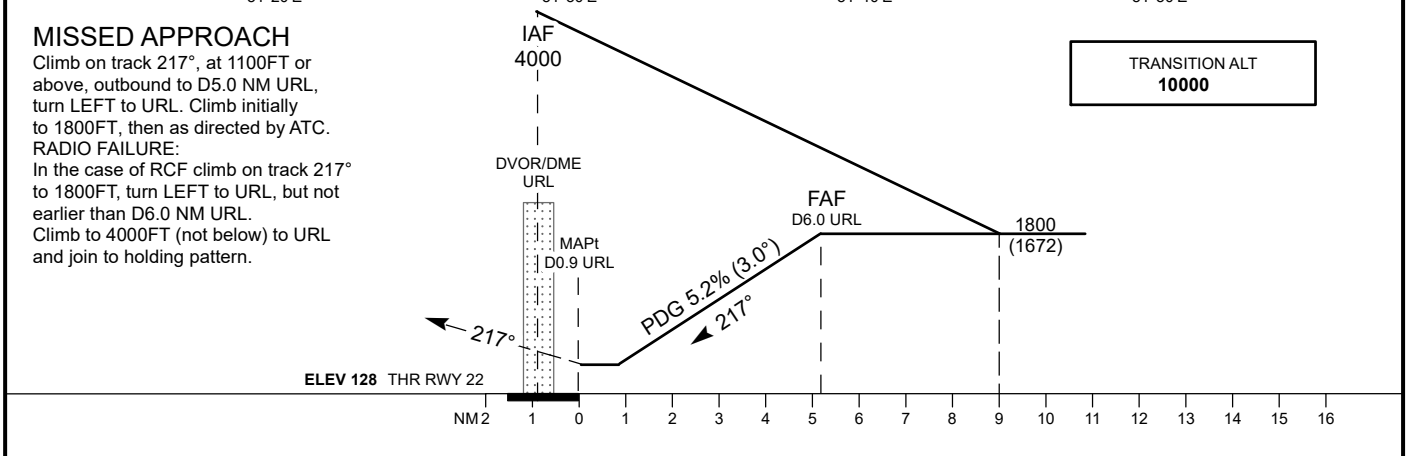
URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

URALSK VOR/DME RWY 22



MISSED APPROACH

Climb on track 217°, at 1100FT or above, outbound to D5.0 NM URL, turn LEFT to URL. Climb initially to 1800FT, then as directed by ATC.
RADIO FAILURE:
In the case of RCF climb on track 217° to 1800FT, turn LEFT to URL, but not earlier than D6.0 NM URL.
Climb to 4000FT (not below) to URL and join to holding pattern.



TRANSITION ALT
10000

Aircraft Category		A	B	C	D	DIST to THR	NM	1	2	3	4	5	5.1
Straight-in Approach OCA/H						DME URL	NM	1.9	2.9	3.9	4.9	5.9	6.0
	VOR/DME	510(380)	510(380)	510(380)	510(380)	ALTITUDE	FT	495	814	1132	1451	1769	1800
						HEIGHT	FT	367	686	1004	1323	1641	1672

Aerodrome Operating Minima MDH ft x RVR(CMV)	VOR/DME												
						GS	Kt	80	100	120	140	160	180
						FAF-MAPt (5.1 NM)	min:sec	3:50	3:04	2:33	2:11	1:55	1:42
						Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

URALSK
VOR/DME **AERONAUTICAL DATA TABULATION**

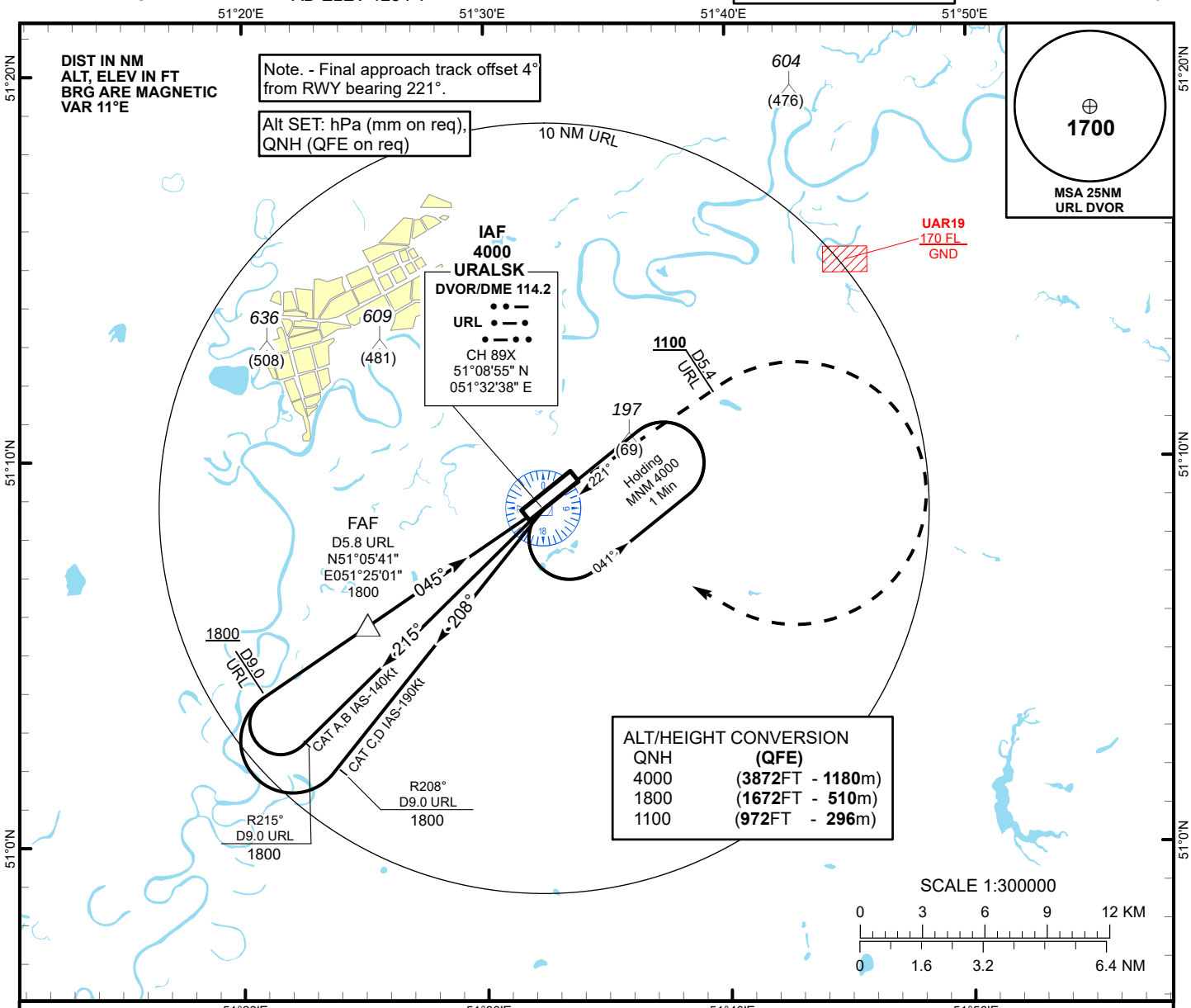
VOR/DME approach to RWY22 from URL DVOR/DME	
Fix/point	**Coordinates**
(IAF) URL DVOR/DME	**51° 08’ 55.2”N 051° 32’ 37.6”E**
(FAF) URL D6.0	**51° 12’ 56.7”N 051° 39’ 45.0”E**
THR RWY22	**51° 09’ 35.20”N 051° 33’ 34.95”E**
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART - ICAO

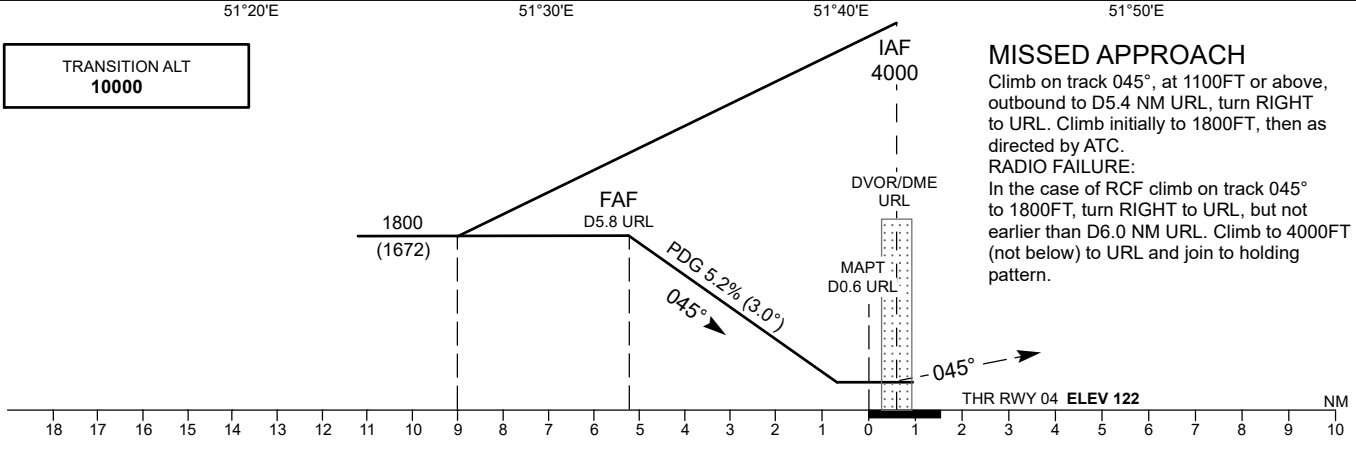
AERODROME ELEV *128 FT*
HEIGHTS RELATED TO AD ELEV 128 FT

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

URALSK VOR/DME RWY 04



TRANSITION ALT
10000



MISSED APPROACH

Climb on track 045°, at 1100FT or above, outbound to D5.4 NM URL, turn RIGHT to URL. Climb initially to 1800FT, then as directed by ATC.
RADIO FAILURE:
In the case of RCF climb on track 045° to 1800FT, turn RIGHT to URL, but not earlier than D6.0 NM URL. Climb to 4000FT (not below) to URL and join to holding pattern.

Aircraft Category		A	B	C	D	DIST to THR	NM	5.2	5	4	3	2	1
Straight-in Approach OCA/H						DME URL	NM	5.8	5.6	4.6	3.6	2.6	1.6
	VOR/DME	470(340)	470(340)	470(340)	470(340)	ALTITUDE	FT	1800	1769	1451	1132	814	495
						HEIGHT	FT	1672	1641	1323	1004	686	367

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

GS	Kt	80	100	120	140	160	180
FAF-MAPt (5.2 NM)	min:sec	3:54	3:07	2:36	2:14	1:57	1:44
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

URALSK
VOR/DME **AERONAUTICAL DATA TABULATION**

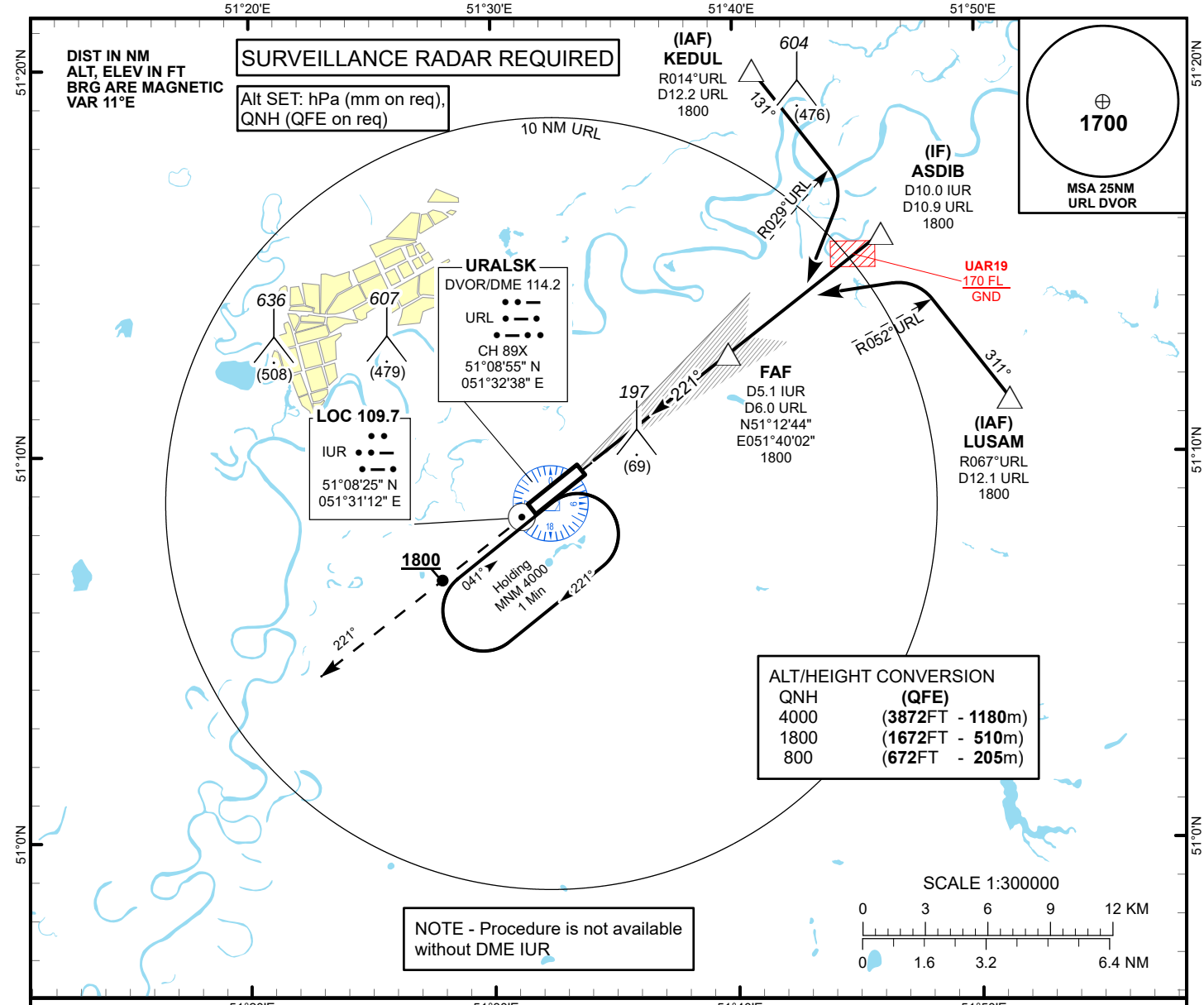
VOR/DME approach to RWY04 from URL DVOR/DME	
Fix/point	**Coordinates**
(IAF) URL DVOR/DME	**51° 08’ 55.2”N 051° 32’ 37.6”E**
(FAF) URL D5.8	**51° 05’ 41.0”N 051° 25’ 00.9”E**
THR RWY04	**51° 08’ 39.45”N 051° 31’ 41.38”E**
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *128 FT*
HEIGHTS RELATED TO AD ELEV

URALSK TOWER 119.7
URALSK ATIS (EN) 124.8
URALSK ATIS (RU) 134.9

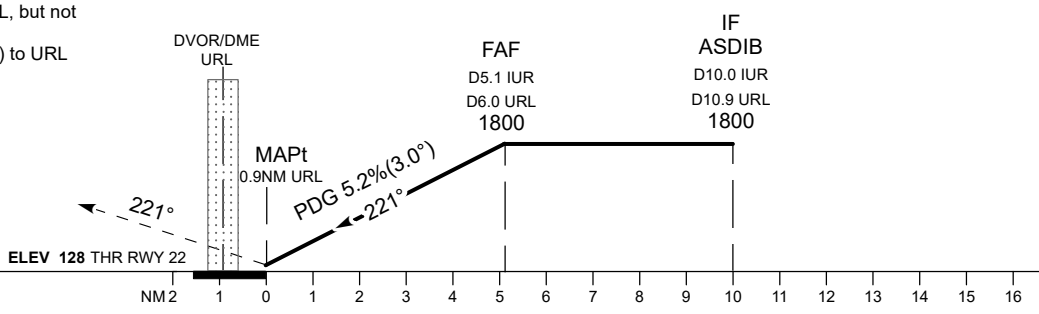
URALSK LOC/DME RWY 22



MISSED APPROACH

Climb on track 221° to 1800FT.
After passing 1800FT radar vectoring will be provided. RADIO FAILURE:
In case of RCF climb on track 221° to 1800FT, turn LEFT to URL, but not earlier than D6.0 NM URL.
Climb to 4000FT (not below) to URL and join to holding pattern.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	LLZ (GP INOP)	510(380)	510(380)	510(380)	510(380)

DIST to THR DME IUR	NM	1	2	3	4	5	5.1
DME URL	NM	1.9	2.9	3.9	4.9	5.9	6.0
ALTITUDE	FT	495	814	1132	1451	1769	1800
HEIGHT	FT	367	686	1004	1323	1641	1672

DME IUR ZERO RANGED TO THR RWY 22

Aerodrome Operating Minima DH ft x RVR(CMV)					
	LLZ (GP INOP)				

GS	Kt	80	100	120	140	160	180
Desc.Rate (5.2%)	ft/min	420	530	630	740	840	950
FAF-MAPt(5.1NM)	min:sec	3:50	3:04	2:33	2:11	1:55	1:42

CHANGE: Missed approach description

URALSK
LOC/DME **AERONAUTICAL DATA TABULATION**

LOC/DME approach to RWY22 from KEDUL, ASDIB, LUSAM	
Fix/point	**Coordinates**
DVOR/DME URL	51° 08’ 55.2”N 051° 32’ 37.6”E
(FAF) D5.1 IUR, D6.0 URL	51° 12’ 44.3”N 051° 40’ 01.5”E
ASDIB (IF) D10.0 IUR, D10.9 URL	51° 15’ 43.6”N 051° 46’ 09.5”E
KEDUL (IAF) R014°, D12.2 URL	51° 19’ 58.7”N 051° 40’ 51.6”E
LUSAM (IAF) R067°, D12.1 URL	51° 11’ 28.3”N 051° 51’ 26.5”E
THR RWY22	51° 09’ 35.20”N 051° 33’ 34.95”E
LOC IUR	51° 08’ 24.8”N 051° 31’ 11.5”E

UASU AD 2

Note: The following sections in this chapter are intentionally left blank: AD-2.10, AD-2.14, AD-2.15, AD-2.16, AD-2.20, AD-2.21

UASU AD 2.1 Aerodrome Location Indicator And Name

UASU - URDZHAR

UASU AD 2.2 Aerodrome Geographical And Administrative Data

1	ARP coordinates and site at AD	470531N 0814006E At the center of RWY
2	Direction and distance from (city)	2.7 NM E of Urdzhar
3	Elevation/Reference temperature	1702 FT/4° C
4	Geoid undulation at AD ELEV PSN	-160 FT
5	MAG VAR/Annual Change	5° E (2022) / 0.02°
6	AD Administration, address, telephone, telefax, telex, e-mail address, AFS, website address	Post: Authority of Airport JSC “Semey International Airport”, 071410 Semey, v.Urdzhar. Republic of Kazakhstan Phone: +7 (7222) 443951 Phone: +7 (7222) 600039 Fax: +7 (7222) 600002 AFS: UASSAPDU Email: semeyavia@mail.ru
7	Types of traffic permitted (IFR/VFR)	IFR-VFR
8	Remarks	Nil

UASU AD 2.3 Operational Hours

1	AD Operator	See NOTAM Phone:+7 (72230) 34331
2	Customs and immigration	Nil
3	Health and sanitation	HO
4	AIS Briefing Office	Nil
5	ATS Reporting Office (ARO)	Nil
6	MET Briefing Office	HO Phone: +7 (72230) 20137
7	ATS	See NOTAM
8	Fuelling	AVBL
9	Handling	Nil
10	Security	ANY 02:00 - 11:00 UTC Phone: +7 (72230) 34331
11	De-icing	Nil
12	Remarks	Nil

UASU AD 2.4 Handling Services And Facilities

1	Cargo-handling facilities	Nil
2	Fuel/oil types	Nil
3	Fuelling facilities/capacity	Nil
4	De-icing facilities	Not available
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

UASU AD 2.5 Passenger Facilities

1	Hotels	In the village Urdzhar
2	Restaurants	In the village Urdzhar
3	Transportation	Buses, taxis
4	Medical facilities	Ambulance service, hospitals in Urdzhar
5	Bank and Post Office	In the village Urdzhar
6	Tourist Office	In the village Urdzhar
7	Remarks	Nil

UASU AD 2.6 Rescue And Fire Fighting Services

1	AD category for fire fighting	CAT A4
2	Rescue equipment	2 fire trucks. Total volume of fire extinguishant is 13000kg, foaming agent – 1000 kg. The total performance is 80 kg/s.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	The possibility of increasing the required level of fire protection up to 5 categories on request.

UASU AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	2 motor grader, 1 rotor, 1 tractors “MTZ”, 1 truck “ZIL 130”
2	Clearance priorities	1. RWY 2. TWY 3. Stands
3	Remarks	Nil

UASU AD 2.16 Helicopter Landing Area

NIL

UASU AD 2.17 ATS Airspace

1	**Designation and lateral limits**	URDZHAR CTR 471426N 0814337E - 470321N 0815415E - 464804N 0811427E - 465859N 0810353E - 471426N 0814337E
2	**Vertical limits**	7000 FT ALT / GND
3	**Airspace classification**	Nil
4	**ATS unit call sign Language(s)**	URDZHAR VYSHKA RU
5	**Transition altitude**	10000 FT
6	**Hours of applicability**	See NOTAM
7	**Remarks**	Radar surveillance is not provided in the aerodrome area. Within the area of responsibility of the Aerodrome Control Tower, only one IFR aircraft shall be permitted at any one time.

UASU 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	URDZHAR VYSHKA (RU)	123 MHZ	Nil	Nil	See NOTAM	Nil

UASU AD 2.19 Radio Navigation And Landing Aids

Type of aid, MAG VAR, ILS Classification, Type of supported OP (for VOR/ILS/MLS, give declination)	ID	Frequency, Channel number	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
NDB	UGN	460 KHZ	HO	470534.2N 0813932.8E	Nil	Nil	Nil

UASU AD 2.20 Local Aerodrome Regulations

NIL

UASU AD 2.21 Noise Abatement Procedures

NIL

UASU AD 2.22 Flight procedures.

1. Flight and ground movement procedures.

Aircraft takeoff with a tailwind is permitted in the case when tailwind speed corresponds to the value:

- for all aircraft types not greater than the value set by the Flight Operational manual of each aircraft type, but not greater than 5m/sec;
- for helicopters - not greater than the value set by the Flight Operational manual of each aircraft type.

Takeoff shall be performed from RWY beginning for all types of aircraft in both RWY directions.

Aircraft ground movement on manoeuvring area shall be carried out by taxiing. Taxiing shall be carried out strictly along TWY centreline and apron guideline.

Taxiing shall be carried out after received clearance from “Tower” ATC. Taxiing speed shall be set by the pilot-in-command according to the condition of TWY, presence of obstacles, aircraft weight, and conditions during taxi. In all cases taxiing speed should not exceed the speed set by the Flight Operational manual of this type of aircraft.

Helicopter taxiing shall be carried out with wind limitations, according to Flight Operational manual, at constant visibility of landmarks located in front.

The movement of all types of special vehicles at the airport shall be carried out only at the set marked routes, according to the “Aircraft, special vehicles, and mechanical equipment placement and movement chart”.

2. Low Visibility Procedures.

In low visibility conditions take-off and landing are not performed.

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

Air traffic service in the control zone (CTR) of the Urdzhar aerodrome is carried out by the controller of the «Urdzhar-Vyshka» ATC unit. VFR flights in the control zone (CTR) are carried out at absolute altitudes according to the QNH pressure of the aerodrome. Flights 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. Aircraft crews are responsible for avoiding artificial obstacles. 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.

At Urdzhar aerodrome holding patterns are established at an absolute altitude to await the VFR approach order for the landing of category «A» aircraft and helicopters. The holding patterns (left/right turns) to be used are determined and reported to the aircraft crew by «Urdzhar-Vyshka» ATC unit. Exit to the final leg, crossing the runway course shall be made only with the permission of the «Urdzhar-Vyshka» ATC unit.

VFR transit flights through the control zone of Urdzhar are carried out along the route via control points and at altitudes agreed with the «Urdzhar-Vyshka» ATC unit.

Depending on the air or meteorological situation, the «Urdzhar-Vyshka» ATC unit, uses other visual landmarks for arrival, departure, overflight and waiting for aircraft, if necessary.

Visual Reference Points of VFR flights within Urdzhar CTR

№	Name	Type	Location	Geographic coordinates	Distance from ARP Urdzhar
1	ALPHA	entry / exit, holding	southeastern outskirts of the settlement Tasaryk	470513N 0811947E	13.7 NM
2	BRAVO	entry / exit, holding	southwestern outskirts of the settlement Naualy	465925N 0814353E	6.6 NM

UASU 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	There is an Equivalent Flight Safety Level due to deviations from the requirements of the Civil Aviation Aerodrome (Heliport) Operating Standards at the Urdjar aerodrome regarding the Non-Governmental Fire Protection Service, approved on November 21, 2025.	Nil

2. Ornithological situation

The ornithological situation in the aerodrome area is conditioned by seasonal and daily bird migration. Dangers are black crow, jackdaws, doves, hawks, kites. The activity of birds is observed in the morning from 06:00 to 09:00 and in the evening from 18:00 to 21:00 (local time). In these periods pilots are recommended to switch on landing lights during a flight in the aerodrome area, during takeoff, landing approach, and when climbing and descending, taking off and landing by ATIS or from Urdzhar TWR.

UASU AD 2.24 Charts Related To An Aerodrome

UASU AD 2.25 Visual segment surface (VSS) penetrations

No penetrations

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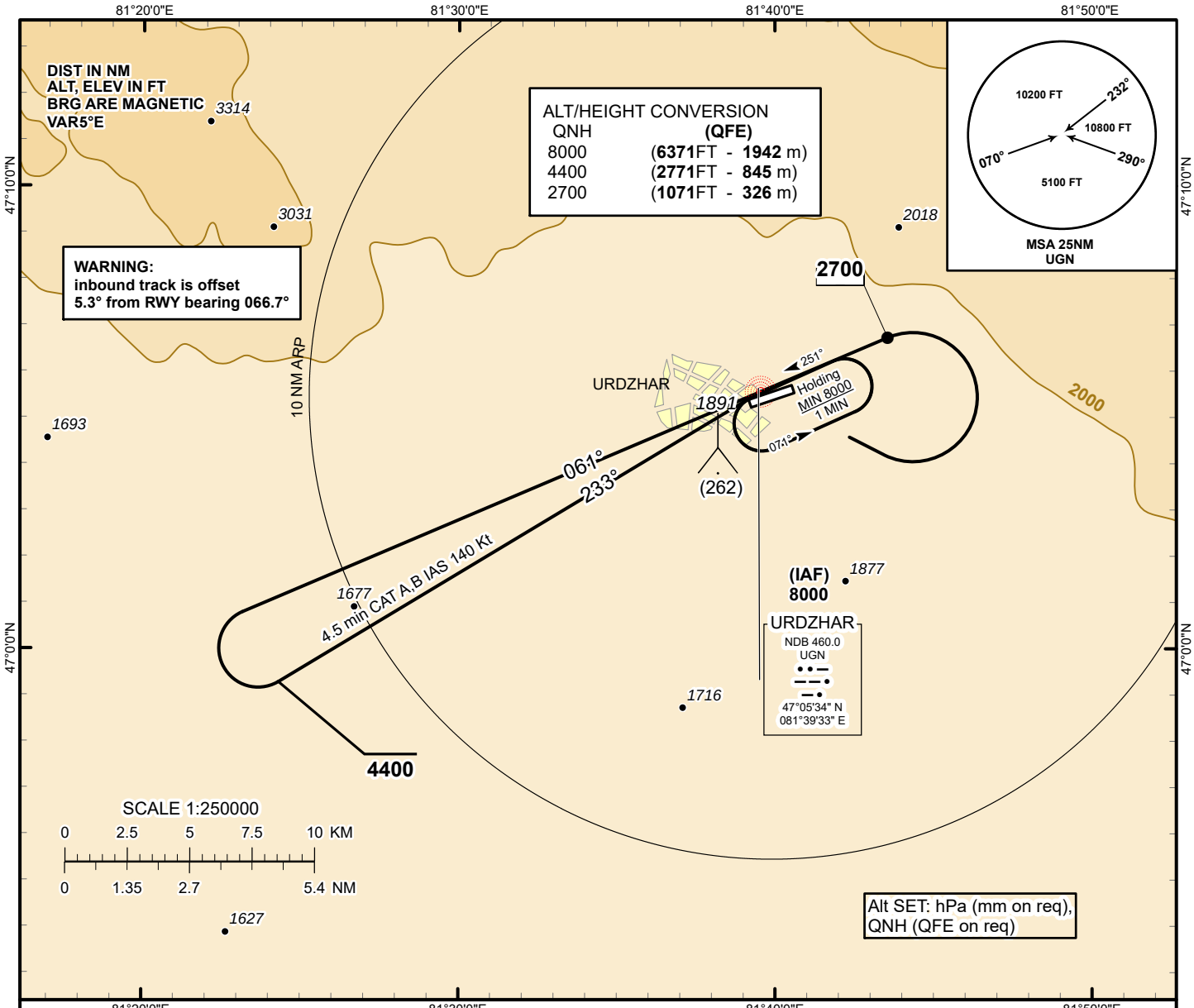
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1702 FT*
HEIGHTS RELATED TO
THR RWY07 - ELEV 1629 FT

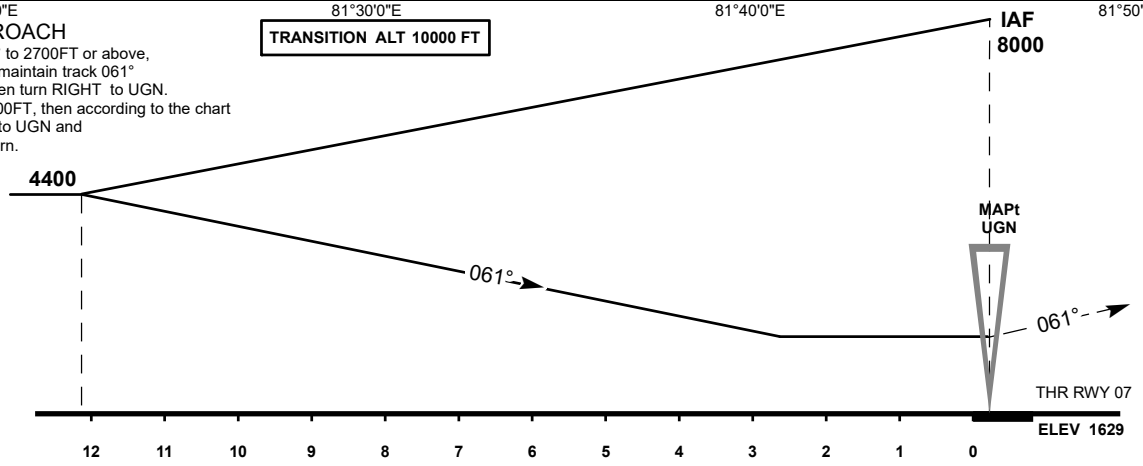
URDZHAR TOWER 123.0

URDZHAR NDB RWY 07



TRANSITION ALT 10000 FT

MISSED APPROACH
Climb on track 061° to 2700FT or above, after passing UGN maintain track 061° for 1 min 20 sec, then turn RIGHT to UGN. Climb initially to 4400FT, then according to the chart or climb to 8000FT to UGN and join to holding pattern.
RADIO FAILURE:
In the case of RCF climb to 8000FT to UGN and join to holding pattern.
Missed approach turn speed limited to 240Kt IAS maximum.



CHANGE: Missed approach description

Aircraft Category		A	B		
Straight-in Approach OCA/H					
	NDB	2310(680)	2310(680)		

Aerodrome Operating Minima MDH ft x RVR (CMV)	NDB				

URDZHAR (UASU)
NDB RWY07 **AERONAUTICAL DATA TABULATION**

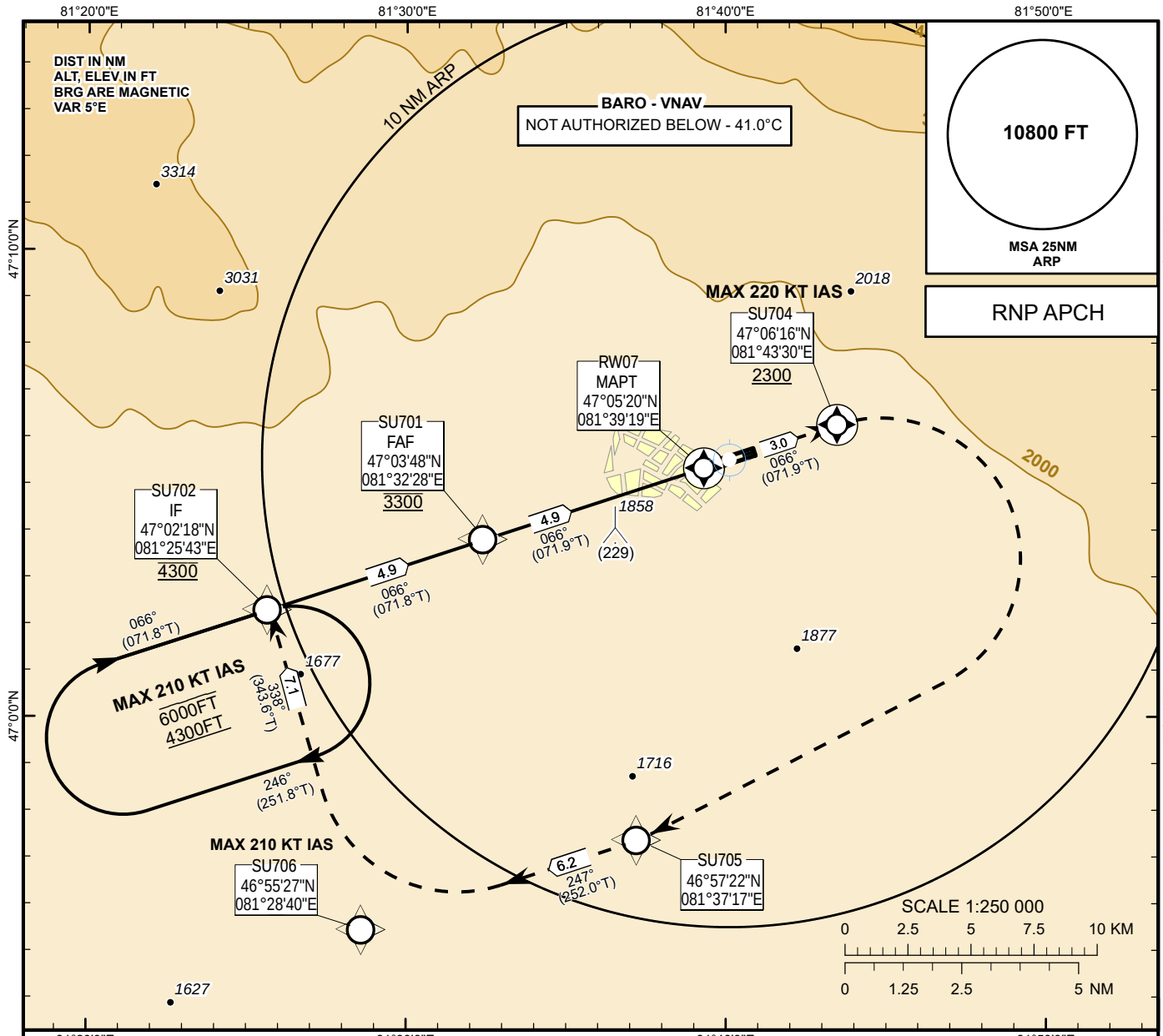
NDB approach to RWY07 from NDB UGN	
Fix/point	**Coordinates**
UGN NDB	**47°05'34.2" N 081°39'32.8" E**
THR RWY 07	**47° 05’ 20.2”N 081° 39’ 19.0”E**

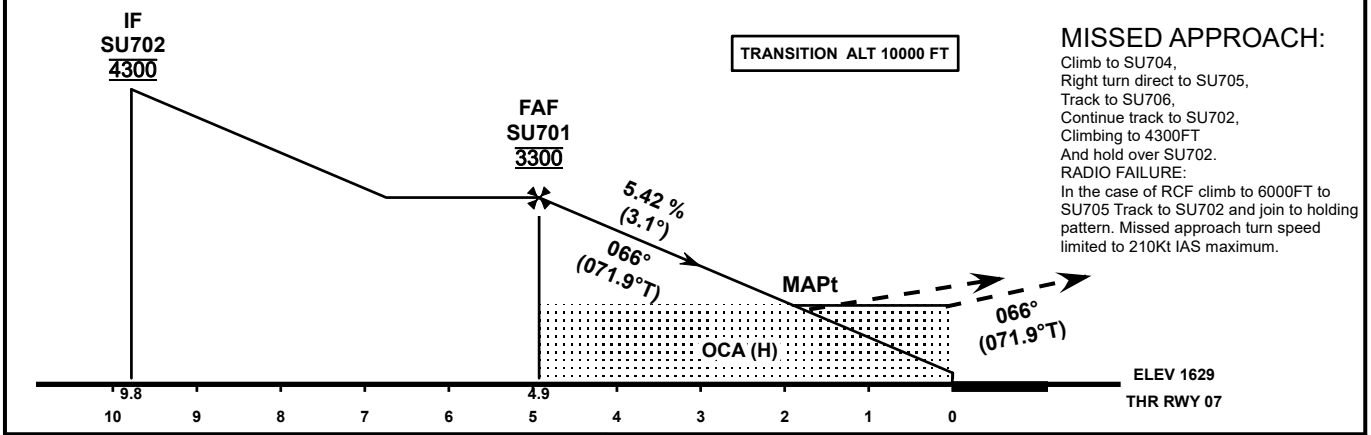
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1702FT***
HEIGHTS RELATED TO
THR RWY 07 - ELEV ***1629FT***

URDZHAR TOWER 123.0

URDZHAR RNP RWY 07





TRANSITION ALT 10000 FT

MISSED APPROACH:

Climb to SU704,
Right turn direct to SU705,
Track to SU706,
Continue track to SU702,
Climbing to 4300FT
And hold over SU702.
RADIO FAILURE:
In the case of RCF climb to 6000FT to SU705 Track to SU702 and join to holding pattern. Missed approach turn speed limited to 210Kt IAS maximum.

OCA(OCH)		A	B	C
Straight	LNAV	2110(480)		
	LNAV/VNAV	1990(361)	2000(371)	2010(381)

DIST THR	4	3	2	1
ALTITUDE	3000	2670	2340	2010
HEIGHT	1371	1041	711	381

GS	kt	80	100	120	140	160	180
Rate of descent	ft/min	440	450	660	770	880	990
FAF/FAP - THR (4.9 NM)	min:s	3:42	2:57	2:28	2:07	1:51	1:39

CHANGE: Missed approach description

TABULAR DESCRIPTION

RNP RWY07

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	-	-	-	+5.4	-	-	@4300	-	-	RNP APCH
020	TF	SU701	-	066(071.8)	+5.4	4.9	-	@3300	-	-	RNP APCH
030	TF	RW07	Y	066(071.9)	+5.4	4.9	-	@1678	-	-3.1	RNP APCH
040	CF	SU704	Y	066(071.9)	+5.4	3.0	-	+2300	-220	+1.4	RNP APCH
050	DF	SU705	-	-	+5.4	-	R	-	-	+1.4	RNP APCH
060	TF	SU706	-	247(252.0)	+5.4	6.2	R	-	-210	+1.4	RNP APCH
070	TF	SU702	-	338(343.6)	+5.4	7.1	R	@4300	-210	+1.4	RNP APCH
080	HM	SU702		066(071.8)	+5.4	5.0	R	+4300/-6000	-210		RNP APCH

WAYPOINT COORDINATES

RNP RWY07

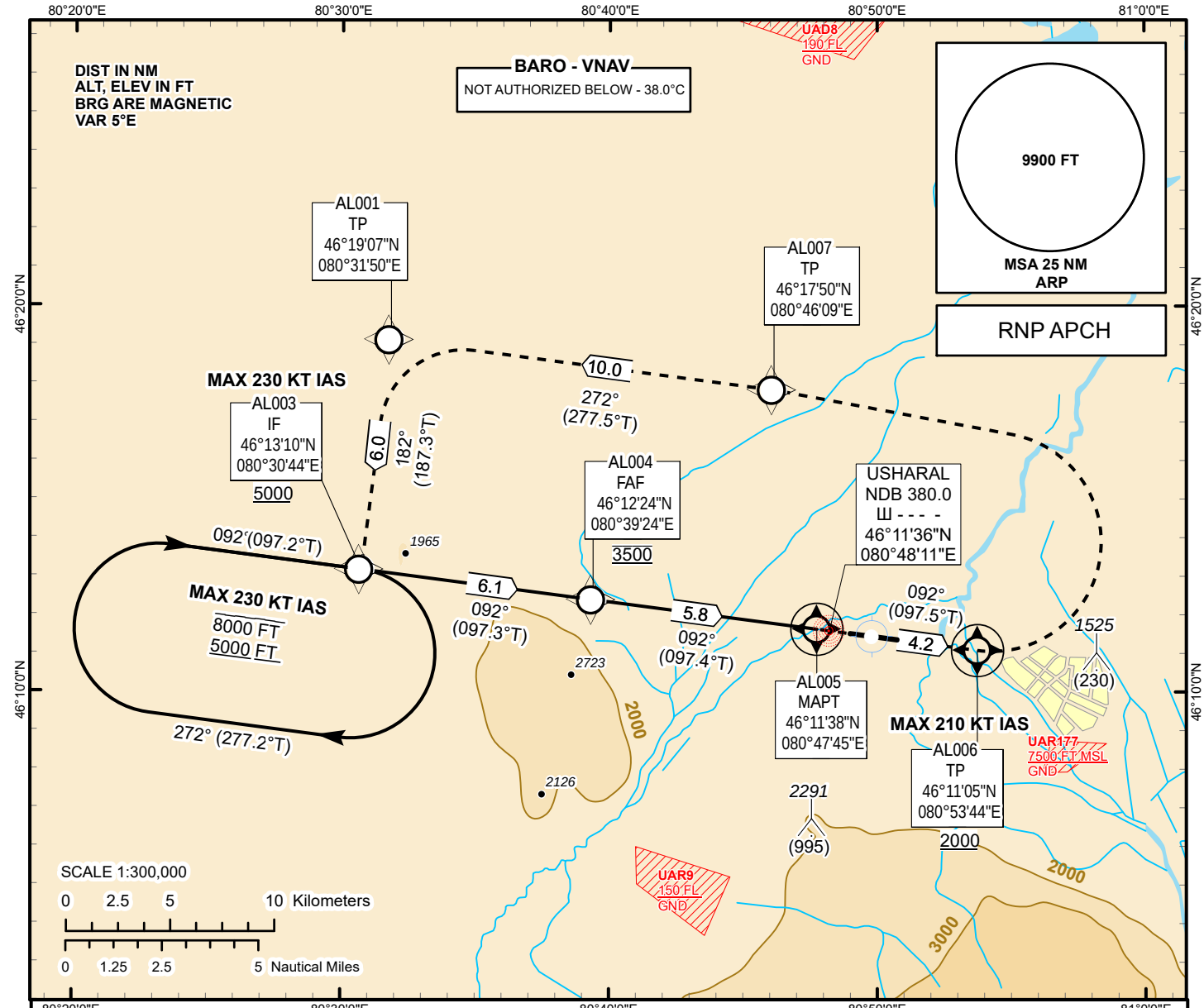
Waypoint Identifier	Coordinates	
SU701	470348.38N	0813227.89E
SU702	470217.52N	0812542.98E
RW07	470520.15N	0813919.04E
SU704	470615.85N	0814329.66E
SU705	465722.17N	0813716.69E
SU706	465526.83N	0812839.99E

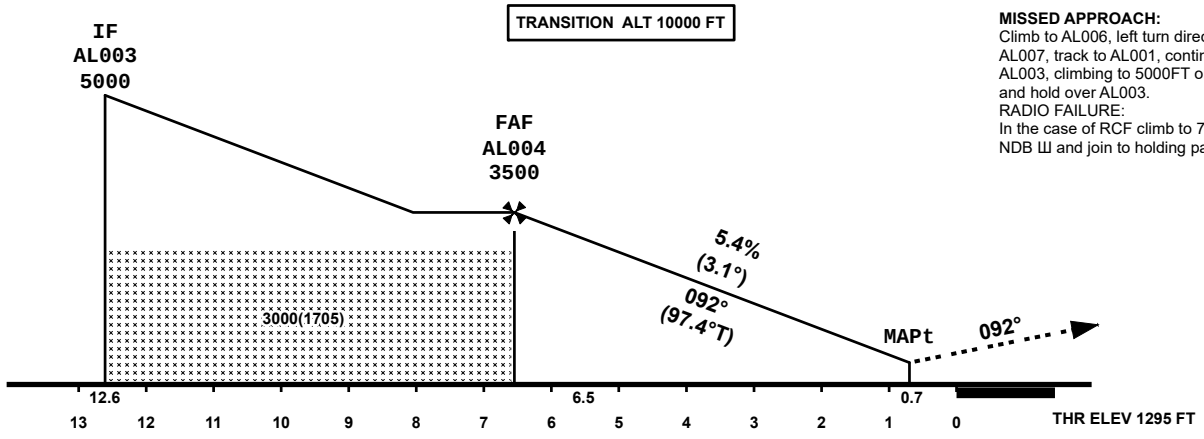
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1295 FT***
HEIGHTS RELATED TO
AD ELEV

USHARAL TOWER 118.1

**USHARAL
RNP RWY 09**





MISSED APPROACH:
Climb to AL006, left turn direct to AL007, track to AL001, continue track to AL003, climbing to 5000FT or above and hold over AL003.
RADIO FAILURE:
In the case of RCF climb to 7000FT to NDB Ш and join to holding pattern.

OCA (OCH)		A	B	C	D
Straight	LNAV	1600 (305)			
	LNAV/VNAV	1470 (175)	1490 (195)	1490 (195)	1500 (205)

CHANGE: Missed approach description

TABULAR DESCRIPTION

IAP RWY 09

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	Dist (nm)	Turn Dir	Altitude FT	Speed KT	VPA ()
010	IF	AL003	-	-	-	-	+5000	-230	-
020	TF	AL004	-	092(097.3)	6.1	-	@3500	-	-
030	TF	AL005	+	092(097.4)	5.8	-	@1576	-	-3.1
040	CF	AL006	-	092(097.5)	4.2	-	+2000	-210	+1.4
050	DF	AL007	-	-	-	L	-	-	+1.4
060	TF	AL001	-	272(277.5)	10.0	-	-	-	+1.4
070	TF	AL003	-	182(187.3)	6.0	L	+5000	-	+1.4
080	HM	AL003	-	092(097.2)	5.0	R	+5000	-	-

WAYPOINT LIST

IAP RWY 09

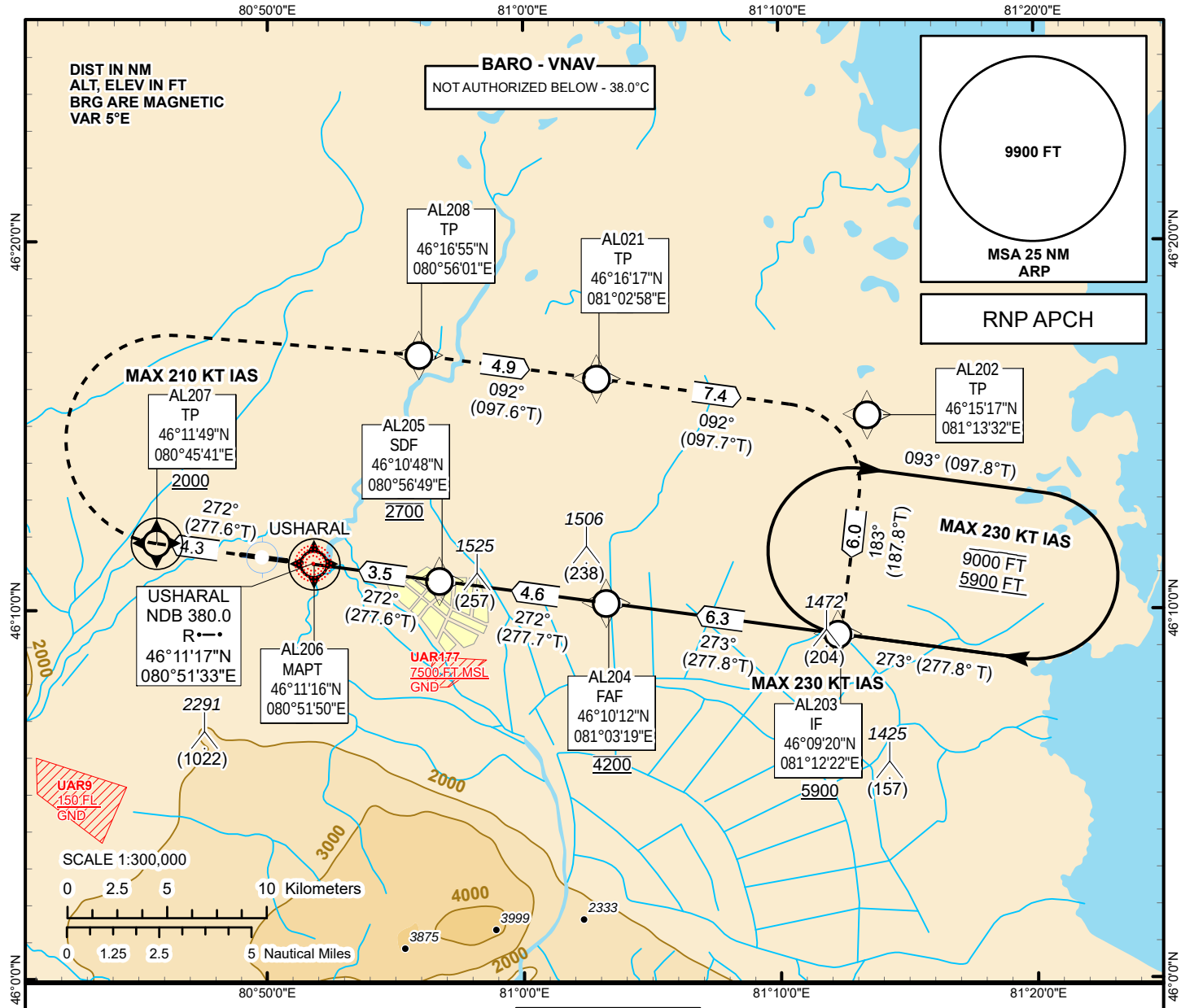
№	Waypoint identifier	Coordinates	
1	AL003	461310.24 N	0803044.24 E
2	AL004	461223.68 N	0803923.96 E
3	AL005	461138.16 N	0804744.83 E
4	AL006	461105.09 N	0805344.42 E
5	AL007	461749.94 N	0804608.55 E
6	AL001	461907.20 N	0803150.26 E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***1295 FT***
HEIGHTS RELATED TO
THR RWY 27 - ELEV ***1268 FT***

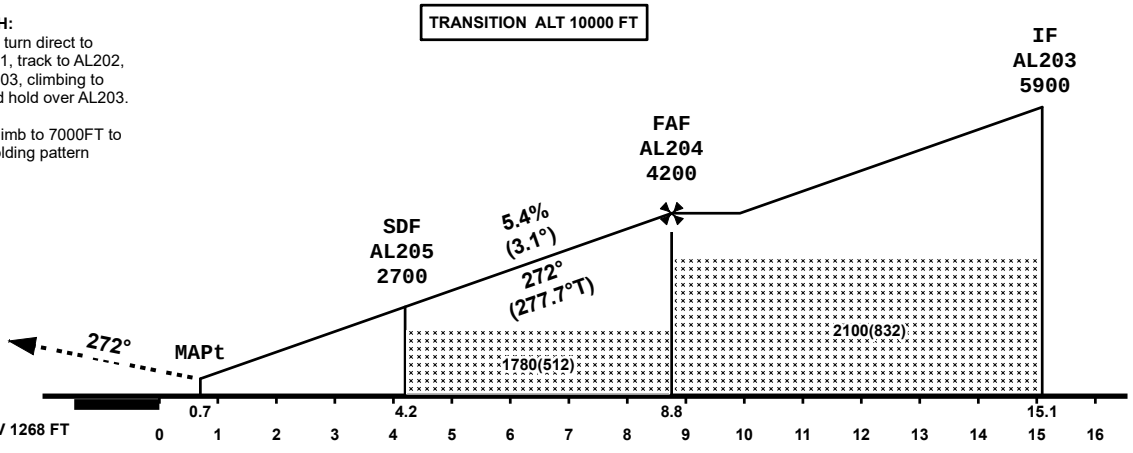
USHARAL TOWER 118.1

USHARAL RNP RWY 27



TRANSITION ALT 10000 FT

MISSED APPROACH:
Climb to AL207, right turn direct to AL208, track to AL021, track to AL202, continue track to AL203, climbing to 5900FT or above and hold over AL203.
RADIO FAILURE:
In the case of RCF climb to 7000FT to NDB R and join to holding pattern



OCA (OCH)		A	B	C	D
Straight	LNAV	1570 (302)			
	LNAV/VNAV	1470 (202)	1480(212)	1500 (232)	1510 (242)

CHANGE: Missed approach description

TABULAR DESCRIPTION

IAP RWY 27

Serial Number	Path Desc.	Waypoint Identifier	Fly - over	Course °M(°T)	Dist (nm)	Turn Dir	Altitude FT	Speed KT	VPA (°)
010	IF	AL203	-	-	-	-	+5900	-230	-
020	TF	AL204	-	273(277.8)	6.3	-	@4200	-	-
030	TF	AL205	-	272(277.7)	4.6	-	@2700	-	-3.1
040	TF	AL206	+	272(277.6)	3.5	-	@1549	-	-3.1
050	CF	AL207	+	272(277.6)	4.3	-	+2000	-210	+1.4
060	DF	AL208	-	-	-	R	-	-	+1.4
070	TF	AL021	-	092(097.6)	4.9	-	-	-	+1.4
080	TF	AL202	-	092(097.7)	7.4	-	-	-	+1.4
090	TF	AL203	-	183(187.8)	6.0	R	+5900	-	+1.4
100	HM	AL203	-	273(277.8)	5.0	R	+5900	-	-

WAYPOINT LIST

IAP RWY 27

Waypoint identifier	Coordinates	
AL203	460920.29N	0811221.57E
AL204	461011.56N	0810319.19E
AL205	461047.98N	0805649.13E
AL206	461115.69N	0805149.58E
AL207	461149.44N	0804541.38E
AL208	461655.48N	0805601.48E
AL021	461616.71N	0810257.9E
AL202	461516.8N	0811332.01E

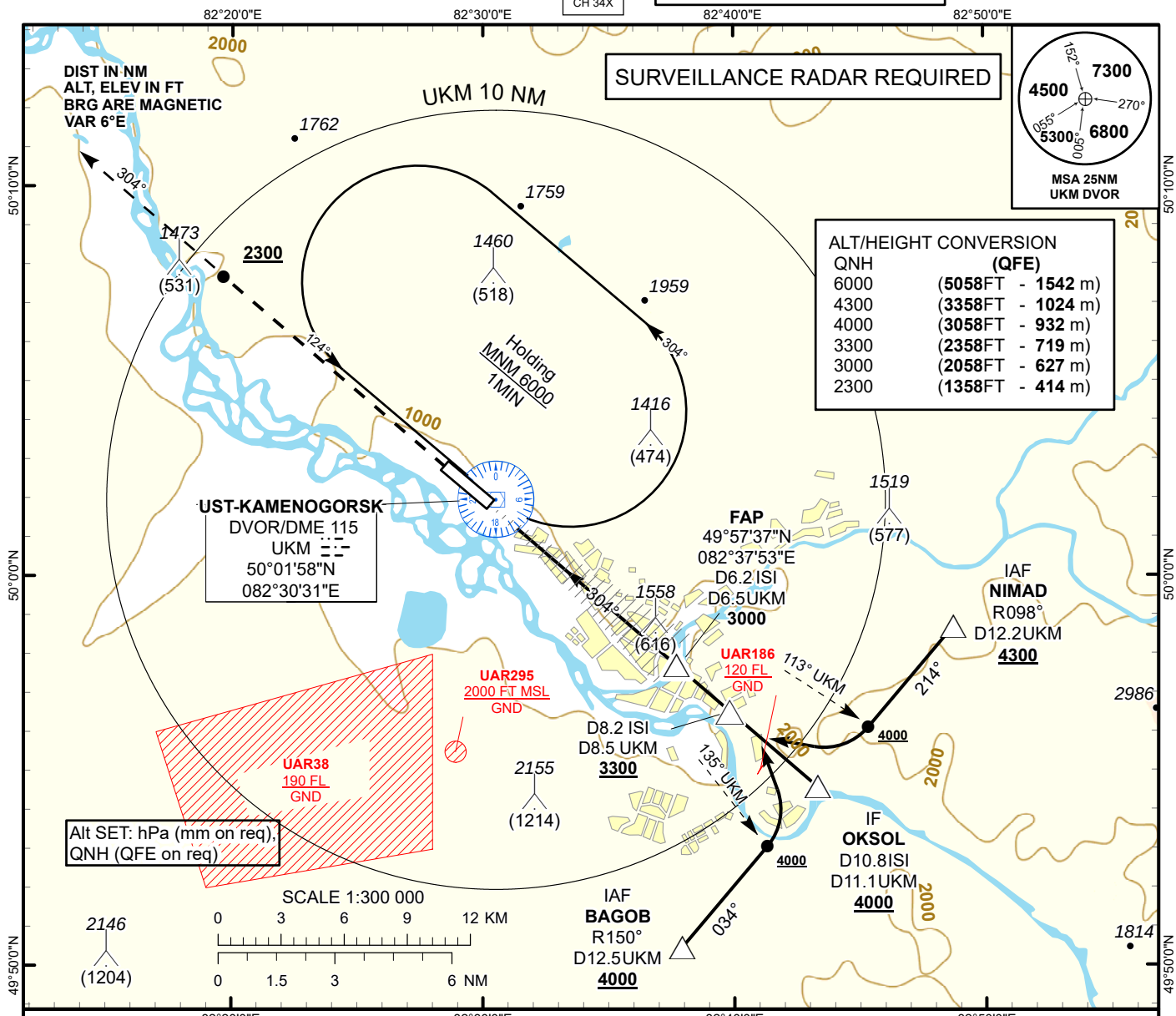
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***942FT***
HEIGHTS RELATED TO
THR RWY 30 - ELEV ***942FT***

ILS
LLZ 109.7
ISI
GP 333.2
CH 34X

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

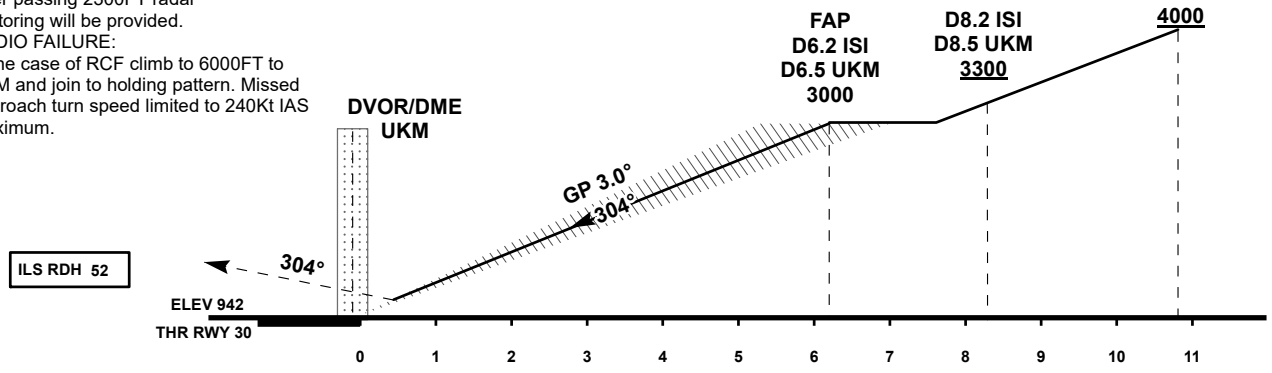
UST-KAMENOGORSK ILS/DME RWY 30



TRANSITION ALT
10000

MISSED APPROACH

Climb on track 304° to 4000FT.
After passing 2300FT radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum.



Aircraft Category		A	B	C	D	DIST to THR						
						DME ISI	NM	6.2	5	4	3	2	1
Straight-in Approach OCA/H						DME UKM	NM	6.5	5.1	4.1	3.1	2.1	1.1
	ILS CAT I	1142(200)	1146(204)	1156(214)	1165(224)	ALTITUDE	FT	3000	2608	2281	1957	1634	1313
						HEIGHT	FT	(2058)	(1666)	(1339)	(1015)	(692)	(371)

DME ISI ZERO RANGED TO THR RWY 30

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

WARNING
1.Priority landing is performed according to pattern.
2.Heavy turbulence and wind shear may arise on final.

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

CHANGE: Missed approach description.

UST-KAMENOGORSK
ILS/DME **AERONAUTICAL DATA TABULATION**

ILS approach to RWY30 from NIMAD, OKSOL, BAGOB	
Fix/point	**Coordinates**
UKM DVOR/DME	50° 01’ 58.0”N 082° 30’ 31.1”E
(FAP) D6.2 ISI, D6.5 UKM	49° 57’ 37.1”N 082° 37’ 52.8”E
OKSOL (IF) D10.8 ISI, D11.1 UKM	49° 54’ 35.5”N 082° 43’ 18.7”E
NIMAD (IAF) R098°, D12.2 UKM	49° 58’ 42.2”N 082° 48’ 43.5”E
BAGOB (IAF) R150°, D12.5 UKM	49° 50’ 28.5”N 082° 37’ 54.9”E
THR RWY 30	50° 01’ 39.20”N 082° 30’ 36.13”E
ISI LOC	50° 02’ 49.8”N 082° 28’ 28.4”E

INSTRUMENT APPROACH CHART - ICAO

ILS
LLZ 111.7
IUS
GP 333.5
CH 54X

AERODROME ELEV ***942FT***
HEIGHTS RELATED TO
THR RWY12 - ELEV ***934FT***

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

UST-KAMENOGORSK ILS/DME RWY 12

82°10'0"E 82°20'0"E 82°30'0"E 82°40'0"E

50°10'0"N

50°0'0"N

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

IAF
DIRIN
R327°
D13.3UKM
4000

IF
RONRO
D10.9IUS
D12.2UKM
4000

IAF
BEDIT
R279°
D13.4UKM
4000

SURVEILLANCE RADAR REQUIRED

UKM 10 NM

FAP
50°06'40"N
082°21'29"E
D6.2IUS
D7.5UKM
3000

214°
313° UKM
293° UKM
034°
124°
302°

UAR190
4600 FT MSL
GND

UAR38
190 FL
GND

UAR186
120 FL
GND

MSA 25NM
UKM DVOR
4500
7300
5300
6800

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
6000	(**5066**FT - **1544** m)
4000	(**3066**FT - **935** m)
3000	(**2066**FT - **630** m)
2300	(**1366**FT - **416** m)

UST-KAMENOGORSK
DVOR/DME 115
UKM
50°01'58"N
082°30'31"E

Holding
MNM 6000
1MIN

2300

SCALE 1:300 000
0 3 6 9 12 KM
0 1.5 3 6 NM

IF RONRO D10.9 IUS D12.2 UKM 4000

FAP D 6.2 IUS D7.5 UKM 3000

GP 3.0°
124°

DVOR/DME UKM

ILS RDH 56

ELEV 934
(THR RWY 12)

11 10 9 8 7 6 5 4 3 2 1 0

TRANSITION ALT
10000

MISSED APPROACH

Climb on track 124° to 4000FT.
After passing 2300FT radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	ILS CAT I	1148(214)	1158(224)	1168(234)	1178(244)

DIST to THR DME IUS	NM	6.2	5	4	3	2	1
DME UKM	NM	7.5	6.3	5.3	4.3	3.3	2.3
ALTITUDE	FT	3000	2602	2275	1951	1628	1307
HEIGHT	FT	(2066)	(1668)	(1341)	(1017)	(694)	(373)

DME IUS ZERO RANGED TO THR RWY 12

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

WARNING
1.Priority landing is performed according to pattern.
2.Heavy turbulence and wind shear may arise on final.

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

CHANGE: Missed approach description.

UST-KAMENOGORSK
ILS/DME **AERONAUTICAL DATA TABULATION**

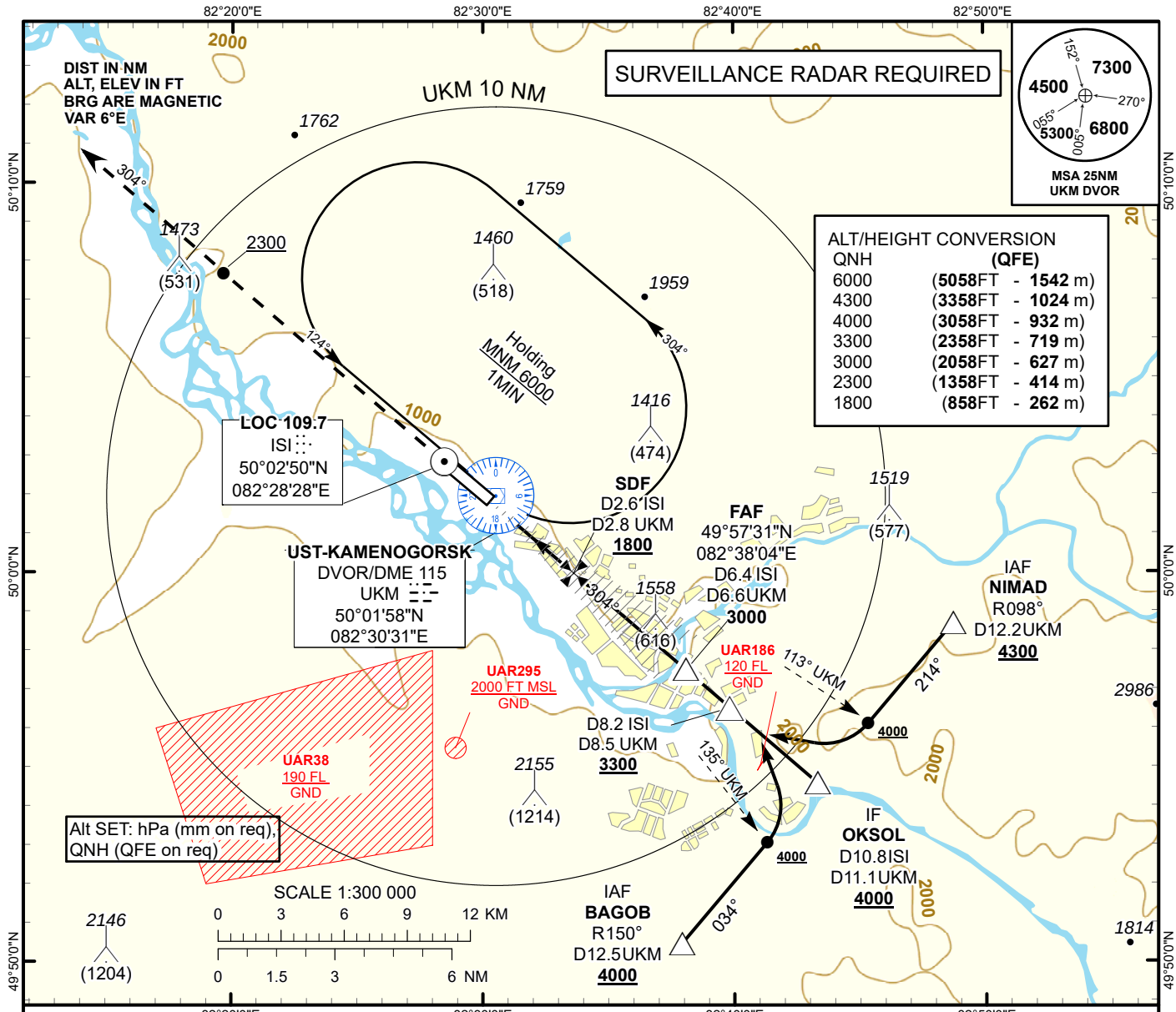
ILS approach to RWY12 from BEDIT, RONRO, DIRIN	
Fix/point	**Coordinates**
UKM DVOR/DME	**50° 01’ 58.0”N 082° 30’ 31.1”E**
(FAP) D6.2 IUS, D7.5 UKM	**50° 06’ 40.1”N 082° 21’ 29.4”E**
RONRO (IF) D10.9 IUS, D12.2 UKM	**50° 09’ 43.7”N 082° 15’ 54.5”E**
BEDIT (IAF) R279°, D13.4 UKM	**50° 05’ 36.7”N 082° 10’ 28.9”E**
DIRIN (IAF) R327°, D13.3 UKM	**50° 13’ 51.6”N 082° 21’ 18.9”E**
THR RWY 12	**50° 02’ 38.22”N 082° 28’ 49.30”E**
IUS LOC	**50° 01’ 22.8”N 082° 31’ 05.8”E**

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***942FT***
HEIGHTS RELATED TO AD ELEV

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

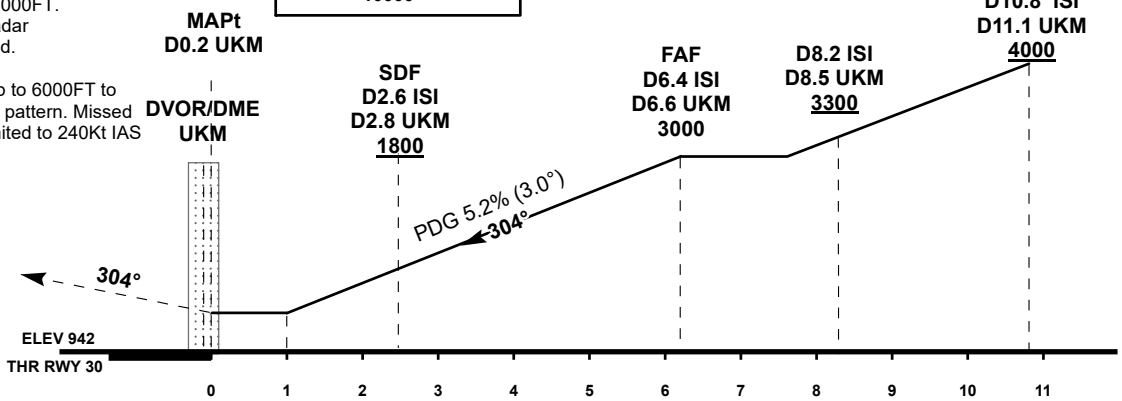
UST-KAMENOGORSK LOC/DME RWY 30



MISSED APPROACH

Climb on track 304° to 4000FT.
After passing 2300FT radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum.

TRANSITION ALT
10000



Aircraft Category		A	B	C	D	DIST to THR DME ISI	NM	6.4	6	5	4	3	2	1
Straight-in Approach OCA/H						DME UKM	NM	6.6	6.2	5.1	4.1	3.1	2.1	1.1
	LLZ (GP INOP) SDF	1320(370)	1320(370)	1320(370)	1320(370)	ALTITUDE	FT	3000	2890	2570	2250	1940	1630	1320
	LLZ (GP INOP) WO SDF	1820(870)	1820(870)	1820(870)	1820(870)	HEIGHT	FT	(2058)	(1948)	(1628)	(1308)	(998)	(688)	(378)

DME ISI ZERO RANGED TO THR RWY 30

Aerodrome Operating Minima DH ft x RVR (CMV)					
	LLZ (GP INOP)				

WARNING
1.Priority landing is performed according to pattern.
2.Heavy turbulence and wind shear may arise on final.

GS	Kt	80	100	120	140	160	180
FAF-MAPt(6.6NM)	min:sec	4:53	3:54	3:15	2:47	2:26	2:10
Desc.Rate(5.2%)	ft/min	420	530	630	740	840	950

CHANGE: Missed approach description

UST-KAMENOGORSK
LOC/DME **AERONAUTICAL DATA TABULATION**

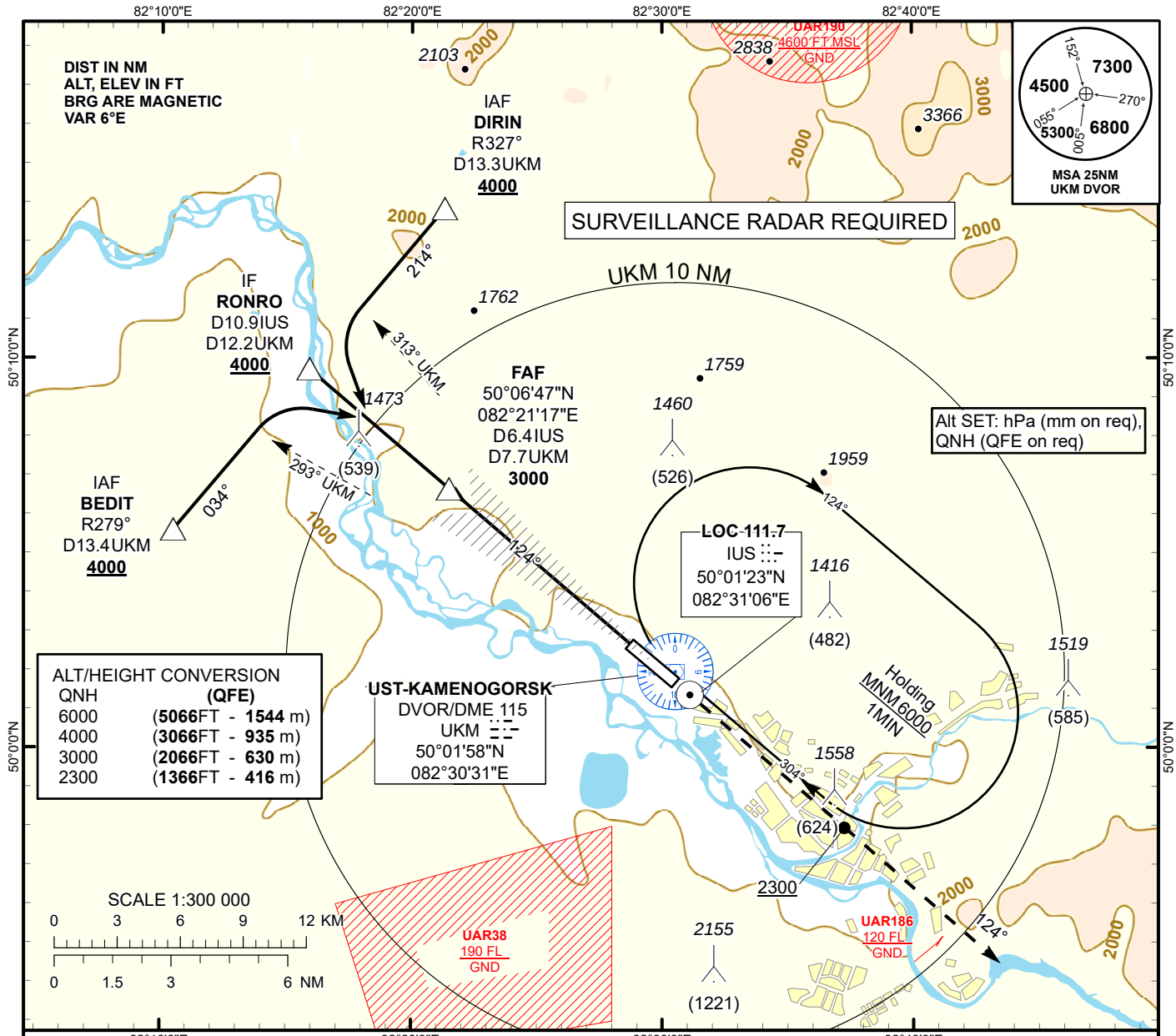
LOC/DME approach to RWY30 from NIMAD, OKSOL, BAGOB	
Fix/point	**Coordinates**
UKM DVOR/DME	50° 01’ 58.0”N 082° 30’ 31.1”E
(FAF) D6.4 ISI, D6.6 UKM	49° 57’ 30.6”N 082° 38’ 04.4”E
OKSOL (IF) D10.8 ISI, D11.1 UKM	49° 54’ 35.5”N 082° 43’ 18.7”E
NIMAD (IAF) R098°, D12.2 UKM	49° 58’ 42.2”N 082° 48’ 43.5”E
BAGOB (IAF) R150°, D12.5 UKM	49° 50’ 28.5”N 082° 37’ 54.9”E
THR RWY 30	50° 01’ 39.20”N 082° 30’ 36.13”E
ISI LOC	50° 02’ 49.8”N 082° 28’ 28.4”E
SDF	49° 59' 58.6"N 082° 33' 37.8"E
Final approach descent angle is 3°	

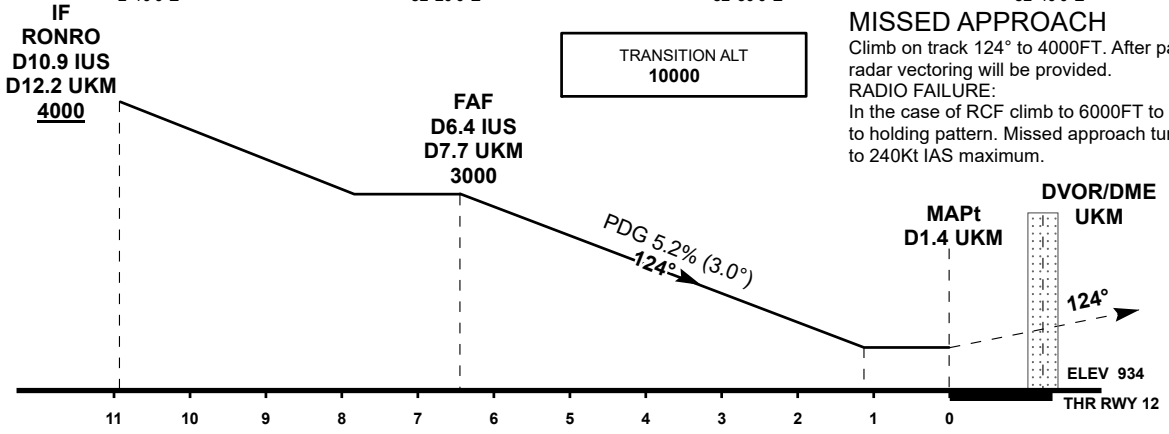
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***942FT***
HEIGHTS RELATED TO
THR RWY12 - ELEV ***934FT***

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

UST-KAMENOGORSK LOC/DME RWY 12





TRANSITION ALT
10000

MISSED APPROACH

Climb on track 124° to 4000FT. After passing 2300FT radar vectoring will be provided.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum.

Aircraft Category		A	B	C	D
Straight-in Approach OCA/H	LLZ (GP INOP)	1320(390)	1320(390)	1320(390)	1320(390)

DIST to THR DME IUS	NM	6.4	6	5	4	3	2	1
DME UKM	NM	7.7	7.3	6.3	5.3	4.3	3.3	2.3
ALTITUDE	FT	3000	2880	2560	2250	1930	1610	1320
HEIGHT	FT	(2066)	(1946)	(1626)	(1316)	(996)	(676)	(386)

DME IUS ZERO RANGED TO THR RWY 12

Aerodrome Operating Minima DH ft x RVR (CMV)	LLZ (GP INOP)				

WARNING
1.Priority landing is performed according to pattern.
2.Heavy turbulence and wind shear may arise on final.

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

CHANGE: Missed approach description

UST-KAMENOGORSK
LOC/DME **AERONAUTICAL DATA TABULATION**

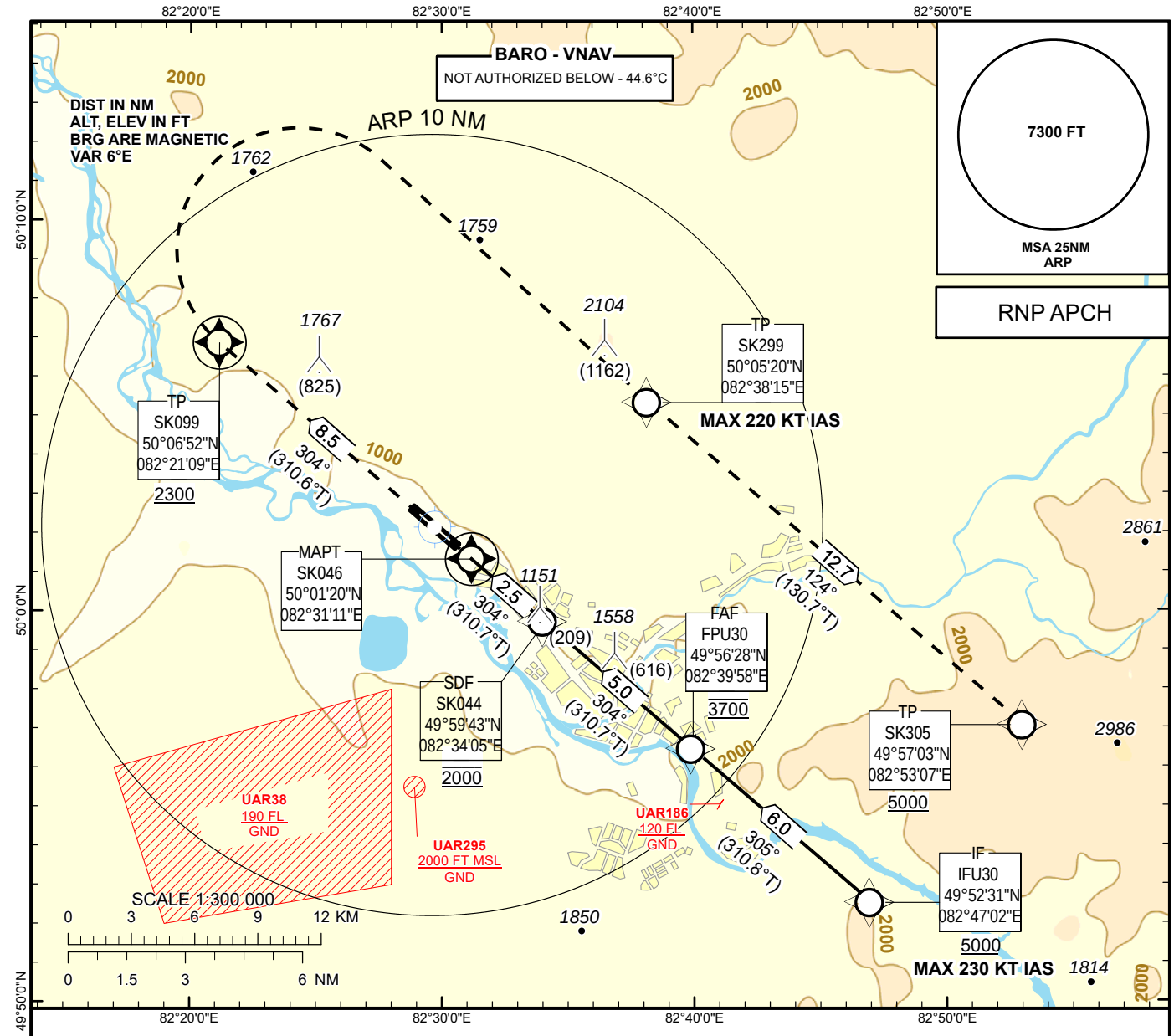
LOC/DME approach to RWY12 from BEDIT, RONRO, DIRIN	
Fix/point	**Coordinates**
UKM DVOR/DME	50° 01’ 58.0”N 082° 30’ 31.1”E
(FAF) D6.4 IUS, D7.7 UKM	50° 06’ 46.8”N 082° 21’ 17.2”E
RONRO (IF) D10.9 IUS, D12.2 UKM	50° 09’ 43.7”N 082° 15’ 54.5”E
BEDIT (IAF) R279°, D13.4 UKM	50° 05’ 36.7”N 082° 10’ 28.9”E
DIRIN (IAF) R327°, D13.3 UKM	50° 13’ 51.6”N 082° 21’ 18.9”E
THR RWY 12	50° 02’ 38.22”N 082° 28’ 49.30”E
IUS LOC	50° 01’ 22.8”N 082° 31’ 05.8”E
Final approach descent angle is 3°	

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV ***942FT***
HEIGHTS RELATED TO AD ELEV

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

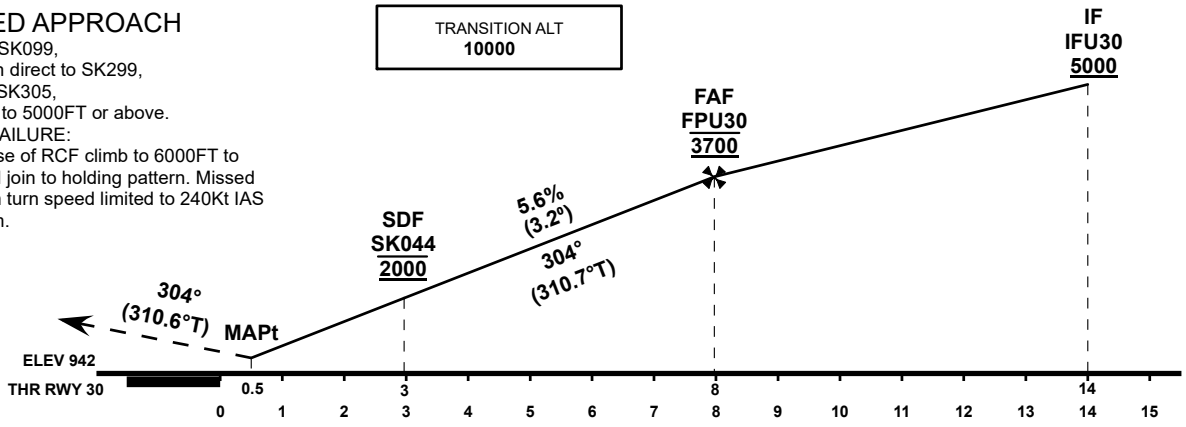
UST-KAMENOGORSK RNP RWY 30



MISSED APPROACH

Climb to SK099,
Right turn direct to SK299,
Track to SK305,
Climbing to 5000FT or above.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum.

TRANSITION ALT
10000



OCA(OCH)		A	B	C	D
Straight	LNAV	1350(410)			
	LNAV/VNAV	1240(298)	1250(308)	1270(328)	1300(358)

GS	Kt	70	90	120	150	180
Rate of descent	ft/min	395	510	680	850	1020
FAF-MAPt 7.5 NM	min:sec	06:26	05:00	03:45	03:00	02:30

CHANGE: Missed approach description

TABULAR DESCRIPTION

UASK RNP RWY30

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	IFU30	-	-	+6.3	-	-	+5000	-230	-	RNP APCH
20	TF	FPU30	-	305(310.8)	+6.3	6.0	-	@3700	-	-	RNP APCH
30	TF	SK044	-	304(310.7)	+6.3	5.0	-	@2000	-	-3.2	RNP APCH
40	TF	SK046	Y	304(310.7)	+6.3	2.5	-	@1162	-	-3.2	RNP APCH
50	CF	SK099	Y	304(310.6)	+6.3	8.5	-	+2300	-	1.4	RNP APCH
60	DF	SK299	-	-	+6.3	19.2	R	-	-220	1.4	RNP APCH
70	TF	SK305	-	124(130.7)	+6.3	12.7	-	+5000	-	1.4	RNAV 1

WAYPOINT LIST

UASK RNP RWY30

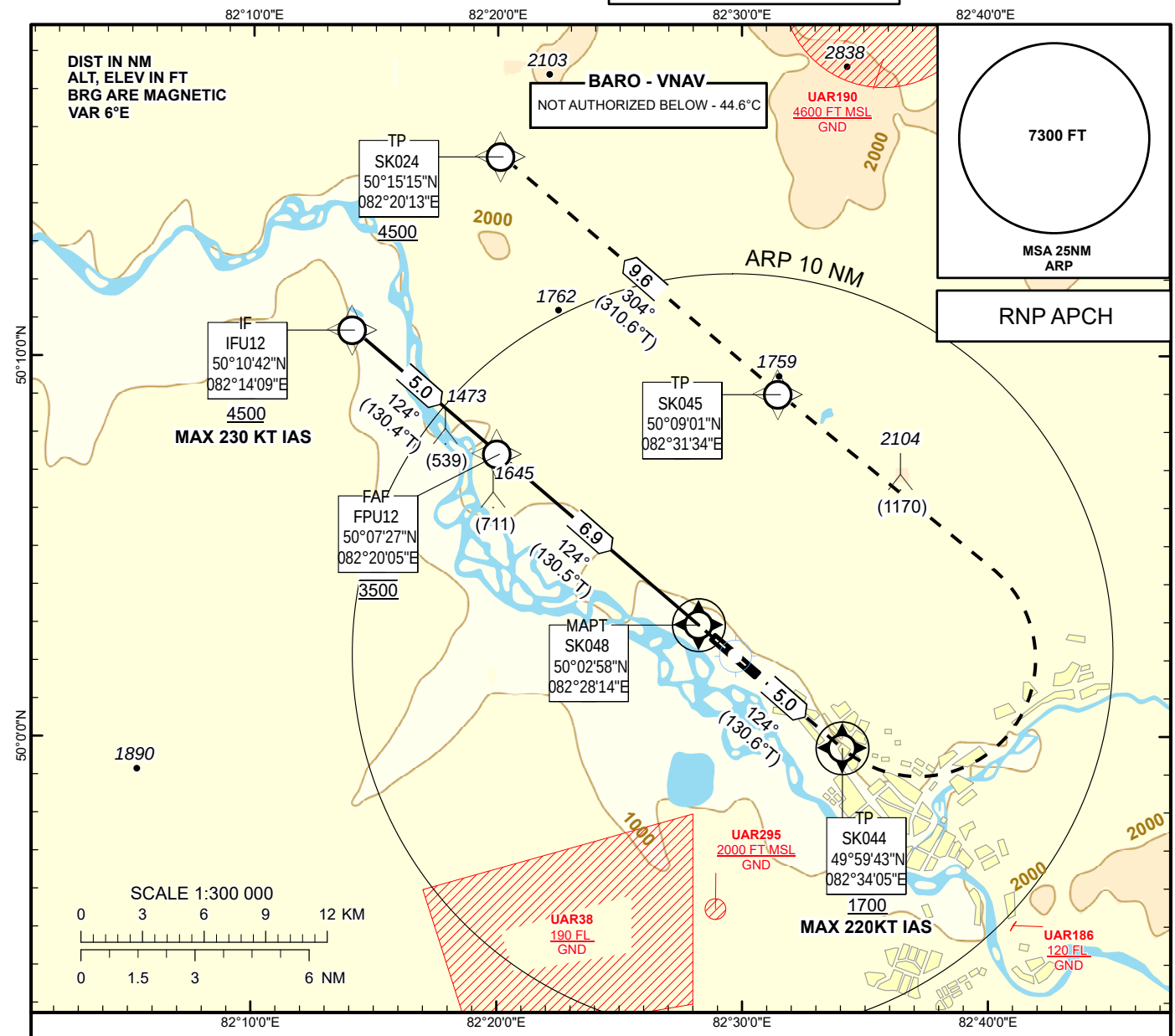
Waypoint Identifier	Coordinates	
IFU30	495231.44N	0824702.13E
FPU30	495627.72N	0823958.10E
SK044	495943.44N	0823405.38E
SK046	500119.69N	0823111.43E
SK099	500651.68N	0822109.32E
SK299	500519.69N	0823814.69E
SK305	495703.40N	0825306.58E

INSTRUMENT APPROACH CHART - ICAO

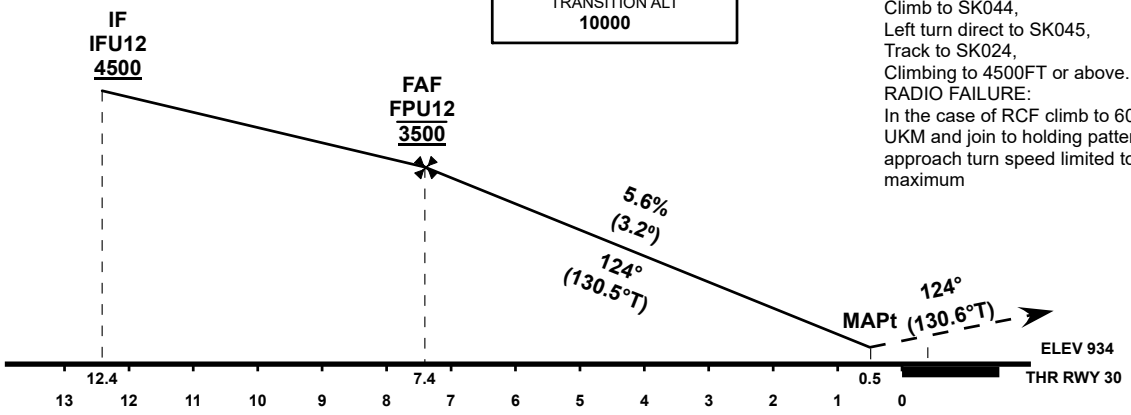
AERODROME ELEV ***942FT***
HEIGHTS RELATED TO
THR RWY 12 - ELEV ***934FT***

UST-KAMENOGORSK TOWER 130.1
UST-KAMENOGORSK ATIS (EN) 124.2
UST-KAMENOGORSK ATIS (RU) 127.7

UST-KAMENOGORSK
RNP RWY 12



TRANSITION ALT
10000



MISSED APPROACH

Climb to SK044,
Left turn direct to SK045,
Track to SK024,
Climbing to 4500FT or above.
RADIO FAILURE:
In the case of RCF climb to 6000FT to UKM and join to holding pattern. Missed approach turn speed limited to 240Kt IAS maximum

OCA (OCH)		A	B	C	D
Straight	LNAV	1330 (400)			
	LNAV/VNAV	1220 (286)	1230 (296)	1240 (306)	1260 (326)

GS	Kt	70	90	120	150	180
Rate of descent	ft/min	395	510	680	850	1020
FAF-MAPt 6.9 NM	min:sec	05:55	04:36	03:27	02:46	02:18

CHANGE: Missed approach description

TABULAR DESCRIPTION

UASK RNP RWY12											
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	IFU12	-	-	+6.3	-	-	+4500	-230	-	RNP APCH
20	TF	FPU12	-	124(130.4)	+6.3	5.0	-	@3500	-	-	RNP APCH
30	TF	SK048	Y	124(130.5)	+6.3	6.9	-	@1150	-	-3.2	RNP APCH
40	CF	SK044	Y	124(130.6)	+6.3	5.0	-	+1700	-220	1.4	RNP APCH
50	DF	SK045	-	-	+6.3	17.0	L	-	-	1.4	RNP APCH
60	TF	SK024	-	304(310.6)	+6.3	9.6	-	+4500	-	1.4	RNP APCH

WAYPOINT LIST

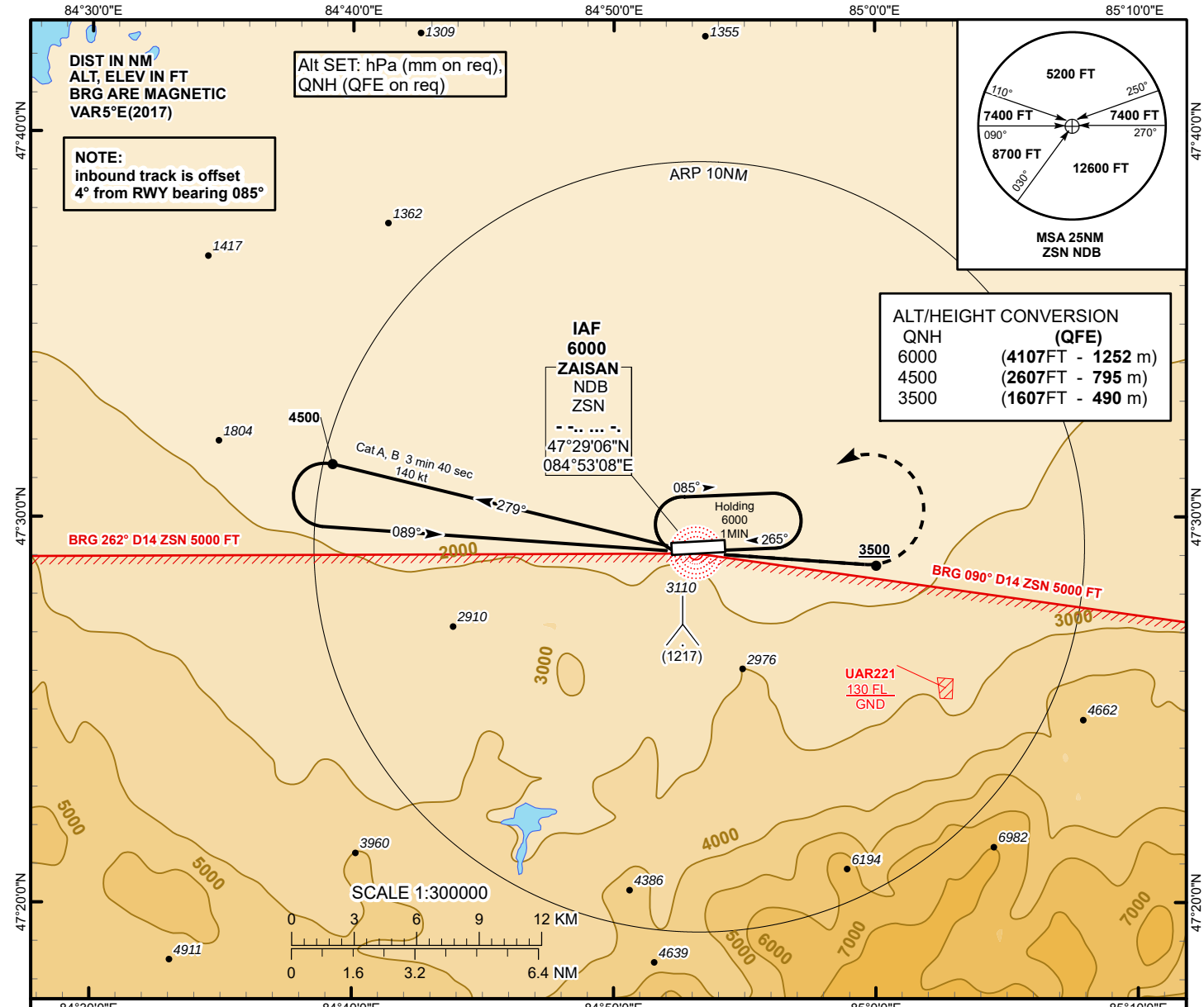
UASK RNP RWY12		
Waypoint Identifier	**Coordinates**	
IFU12	501041.78N	0821409.08E
FPU12	500726.79N	0822005.00E
SK048	500257.71N	0822813.95E
SK044	495943.44N	0823405.38E
SK045	500901.01N	0823134.21E
SK024	501515.44N	0822012.72E

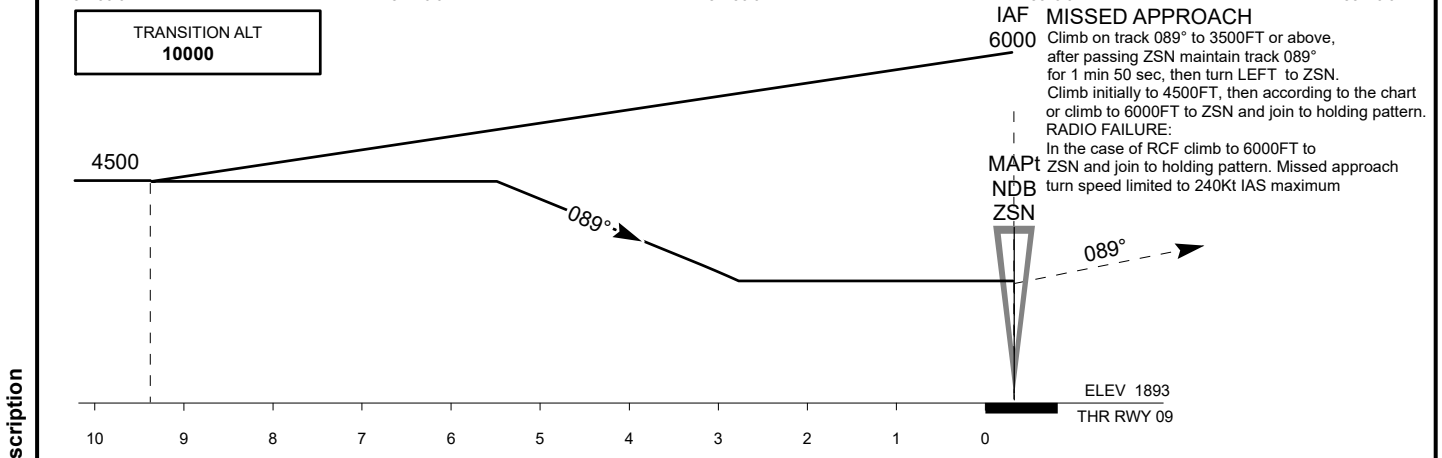
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV *1893 FT*
HEIGHTS RELATED TO AD ELEV

ZAISAN TOWER 118.70

ZAISAN NDB RWY 09





Aircraft Category		A	B		
Straight-in Approach OCA/H					
	NDB	2950(1060)	2950(1060)		

Aerodrome Operating Minima MDH ft x RVR(CMV)	NDB				

CHANGE: Missed approach description

ZAISAN (UASZ)
NDB RWY09 **AERONAUTICAL DATA TABULATION**

NDB approach to RWY09 from NDB ZSN	
Fix/point	**Coordinates**
ZSN NDB	**47°29'5.9"N 084°53'8.2"E**
THR RWY 09	**47°29'14.96"N 084°52'39.96"E**