Page 1
Changed chart(s) since Disc 10-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 10-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UAII

General Info

Shymkent, KAZ
N 42° 21.9' E 69° 28.6' Mag Var: 5.2°E
Elevation: 1385'

Public, IFR, Control Tower, Customs
Fuel: Jet, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 10-28 10827' x 148' concrete

Runway 10 (101.0°M) TDZE 1309'
  Lights: Edge, ALS, TDZ
Runway 28 (281.0°M) TDZE 1385'
  Lights: Edge, ALS, TDZ

Communications Info

ATIS **126.6** Non-English
ATIS **119.2**
Shymkent Tower **125.9**

Notebook Info

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UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

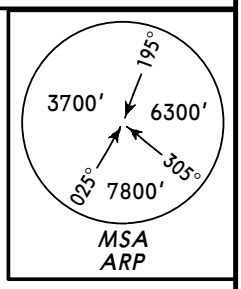
26 MAR 10 (10-2) Eff 8 Apr STAR

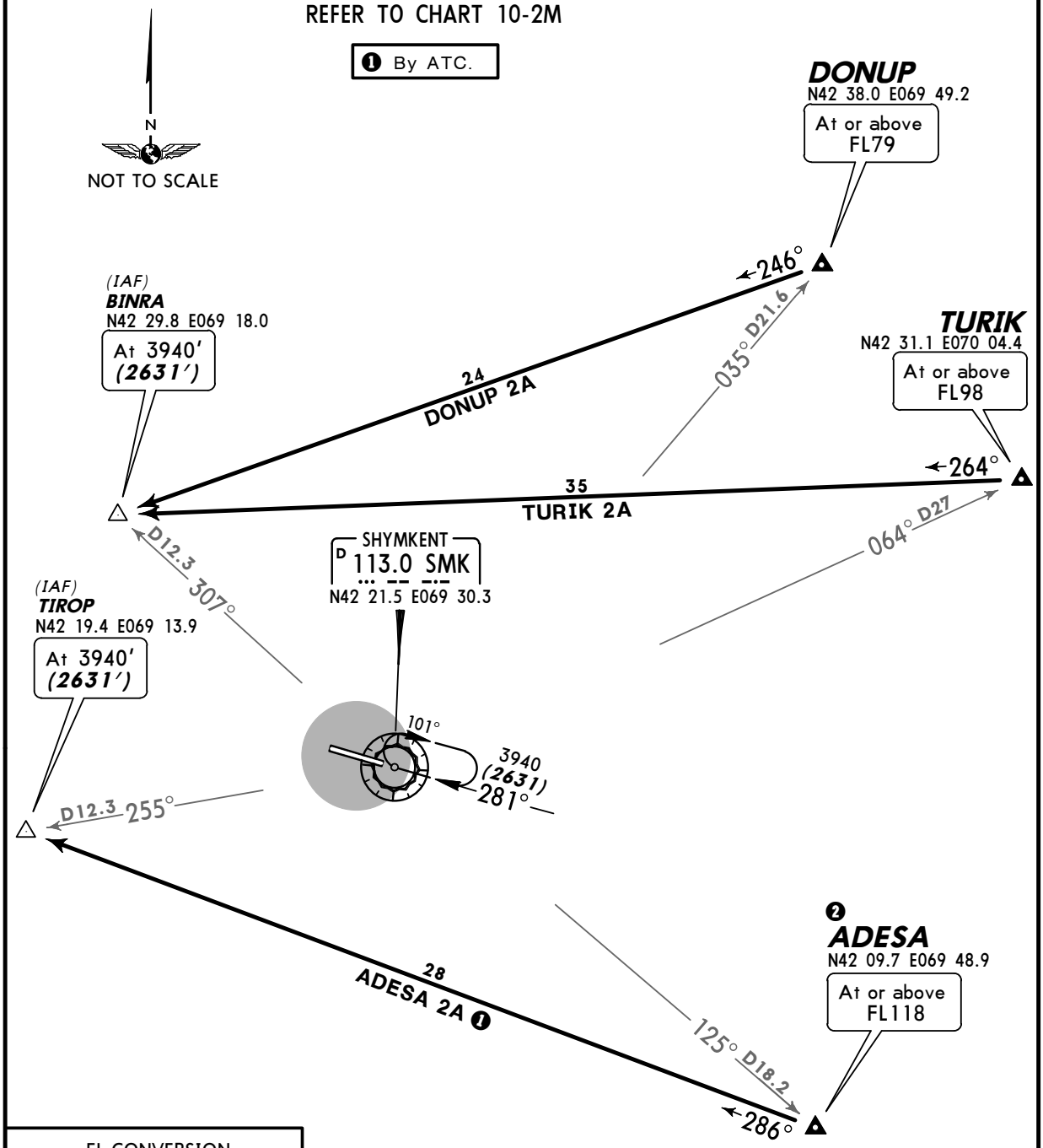
ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3691′)*

ADESA 2A *[ADES2A]*❶
DONUP 2A *[DONU2A]*
TURIK 2A *[TURI2A]*
RWY 10 ARRIVALS

FROM EAST
FOR SIDS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M

❶ By ATC.





FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3691′ - 1100m)*
3940′	*(2631′ - 800m)*

❷ Descending below FL98 is permitted at a distance not more than 16.2 NM.

CHANGES: ATIS; holding over SMK estbld; STARs RWY 28 transf; chart redrawn.

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UAII/CIT
SHYMKENT

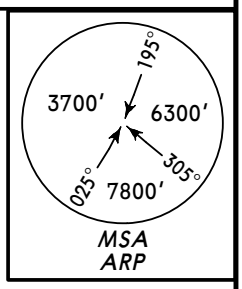
JEPPESEN SHYMKENT, KAZAKHSTAN

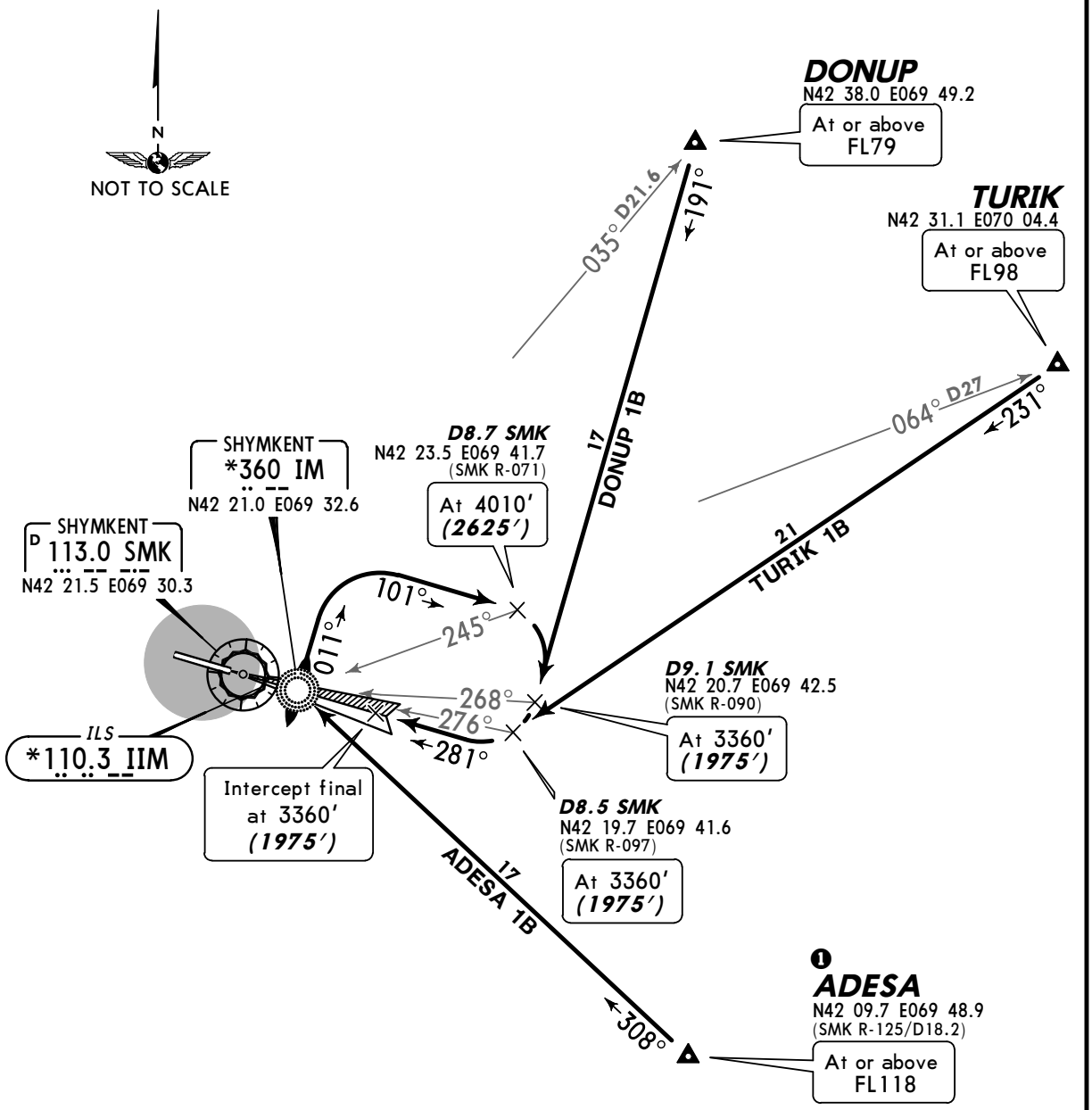
26 MAR 10 (10-2A) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ADESA 1B *[ADES1B]*
DONUP 1B *[DONU1B]*
TURIK 1B *[TURI1B]*
RWY 28 ARRIVALS
FROM EAST





FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*
3360′	*(1975′ - 600m)*

1 Descending below FL98 is permitted at a distance not more than 16.2 NM.

CHANGES: ATIS; STARs transferred.

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UAII/CIT
SHYMKENT

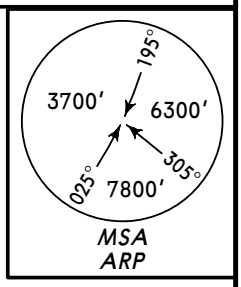
JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2B) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ADESA 1G *[ADES1G]*, DONUP 1G *[DONU1G]*
TURIK 1G *[TURI1G]*
RWY 28 ARRIVALS
FROM EAST



DONUP
N42 38.0 E069 49.2
At or above FL79

211°

21 DONUP 1G

TURIK
N42 31.1 E070 04.4
At or above FL98

242°

25 TURIK 1G

101°
4010
(2625)
281°

SHYMKENT
*360 IM
N42 21.0 E069 32.6
At or above FL69

17 ADESA 1G

❶ **ADESA**
N42 09.7 E069 48.9
At or above FL118

308°

N
NOT TO SCALE

FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*

❶ Descending below FL98 is permitted at a distance not more than 16.2 NM.

CHANGES: ATIS; holding over IM established; chart reindexed.

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UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2C) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

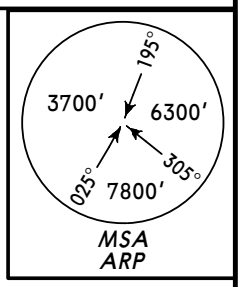
ADESA 1H *[ADES1H]*❶ ADESA 1K *[ADES1K]*❶
DONUP 1H *[DONU1H]* DONUP 1K *[DONU1K]*
TURIK 1H *[TURI1H]* TURIK 1K *[TURI1K]*
TO IAF SMK TO IAF I

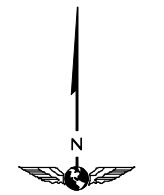
RWY 10 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M

ADESA 1L *[ADES1L]*❶
DONUP 1L *[DONU1L]*
TURIK 1L *[TURI1L]*
RWY 28 ARRIVALS
TO IAF SMK

FROM EAST

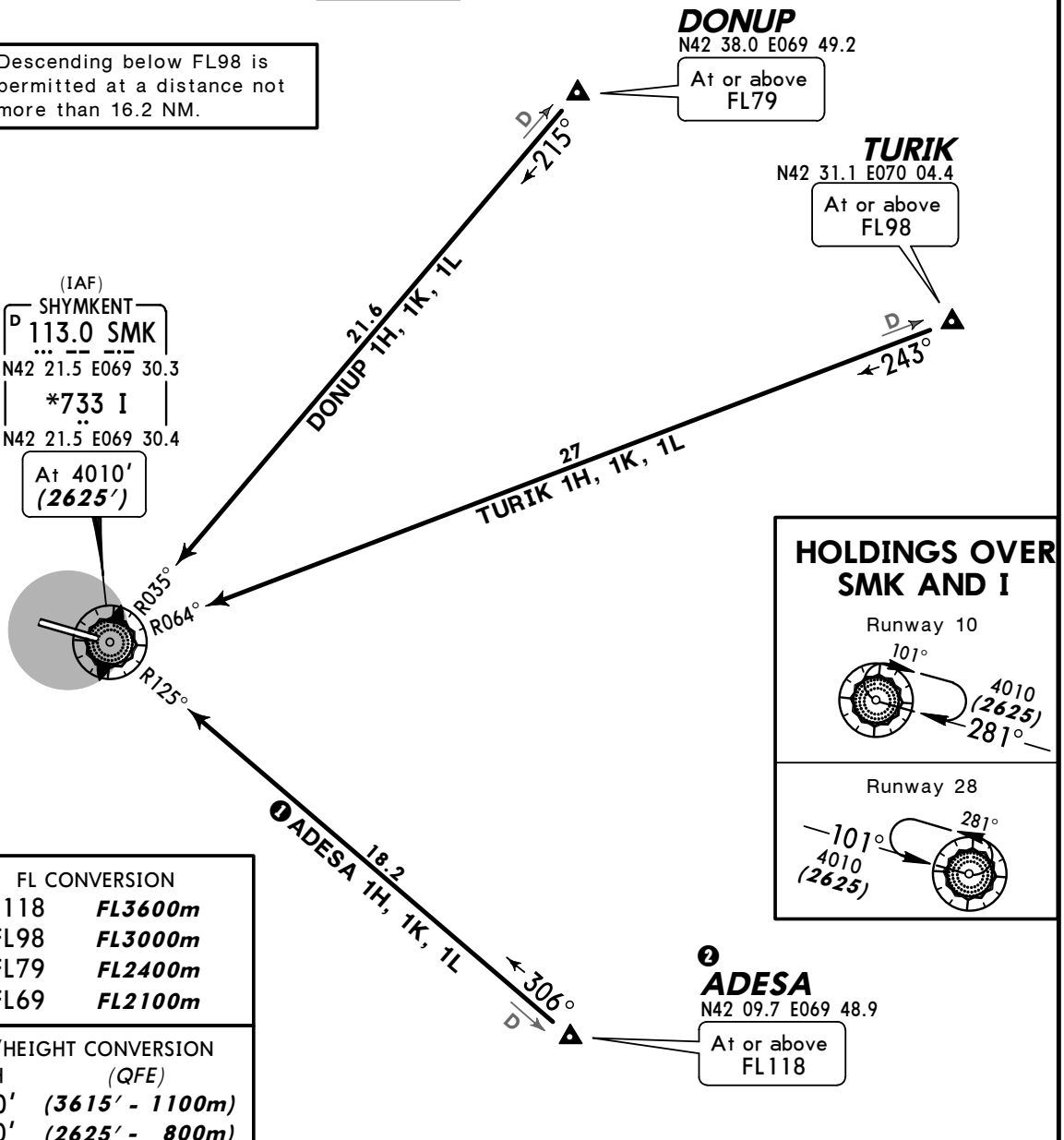
❶ By ATC.





NOT TO SCALE

❷ Descending below FL98 is permitted at a distance not more than 16.2 NM.



FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*

CHANGES: ATIS; holdings over SMK & I established; chart reindexed.

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UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

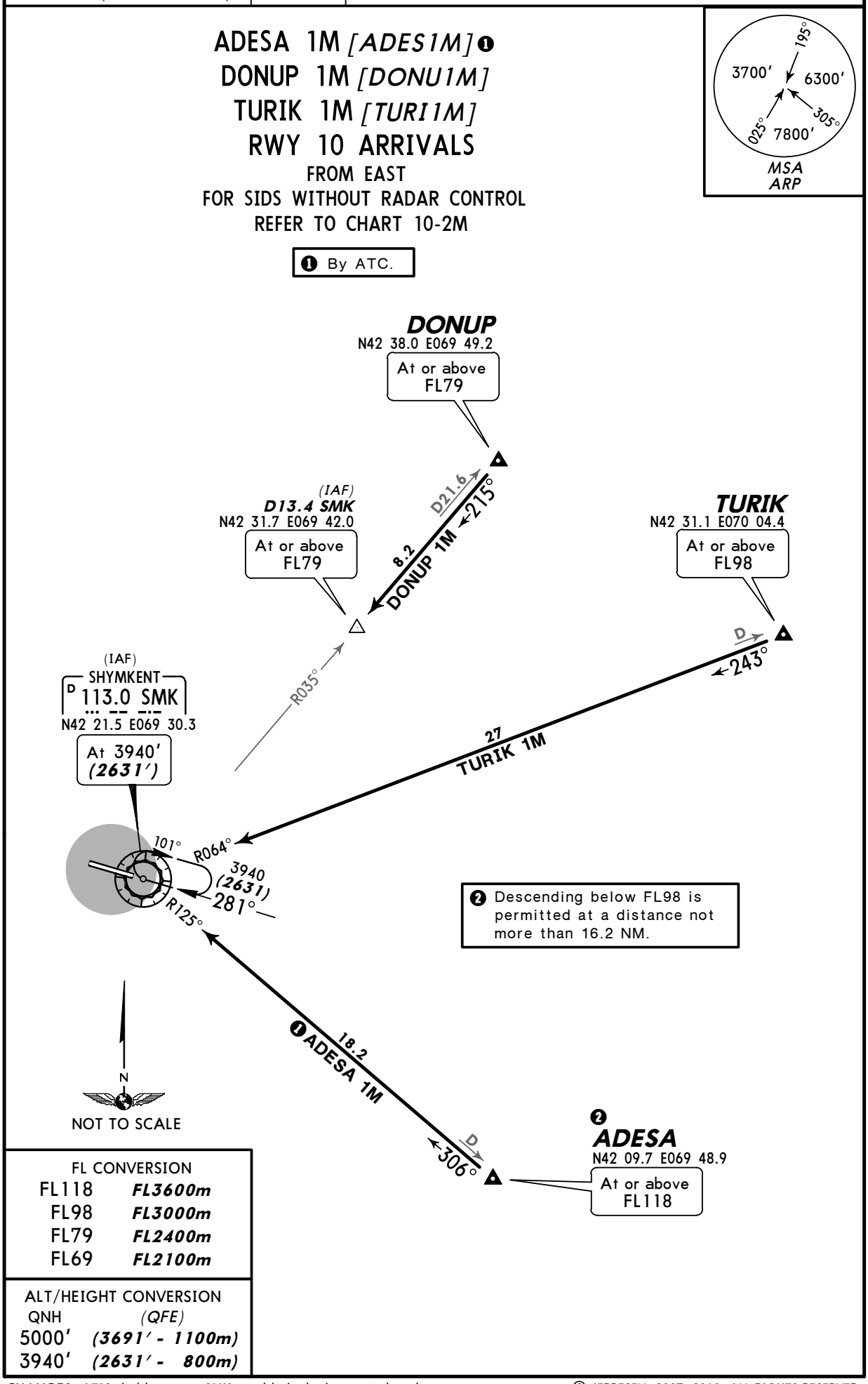
26 MAR 10 (10-2D) Eff 8 Apr STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3691′)*

ADESA 1M *[ADES1M]* ❶
DONUP 1M *[DONU1M]*
TURIK 1M *[TURI1M]*
RWY 10 ARRIVALS

FROM EAST
FOR SIDS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M

❶ By ATC.



FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3691′ - 1100m)*
3940′	*(2631′ - 800m)*

CHANGES: ATIS; holding over SMK established; chart reindexed.

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UAII/CIT SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

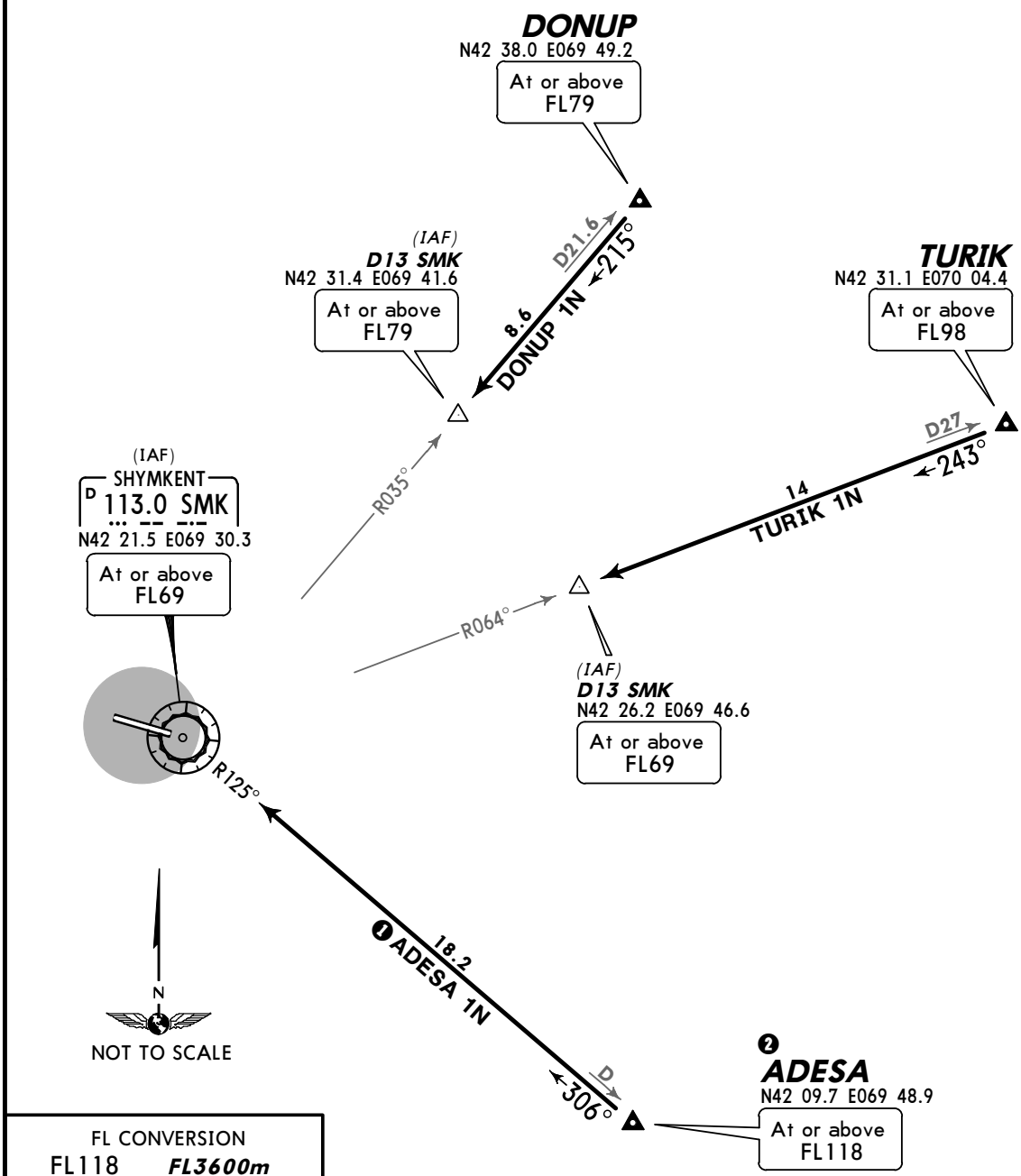
26 MAR 10 (10-2E) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ADESA 1N *[ADES1N]* ❶
DONUP 1N *[DONU1N]*
TURIK 1N *[TURI1N]*
RWY 28 ARRIVALS
FROM EAST

❶ By ATC.



FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*

❷ Descending below FL98 is permitted at a distance not more than 16.2 NM.

CHANGES: ATIS.

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UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

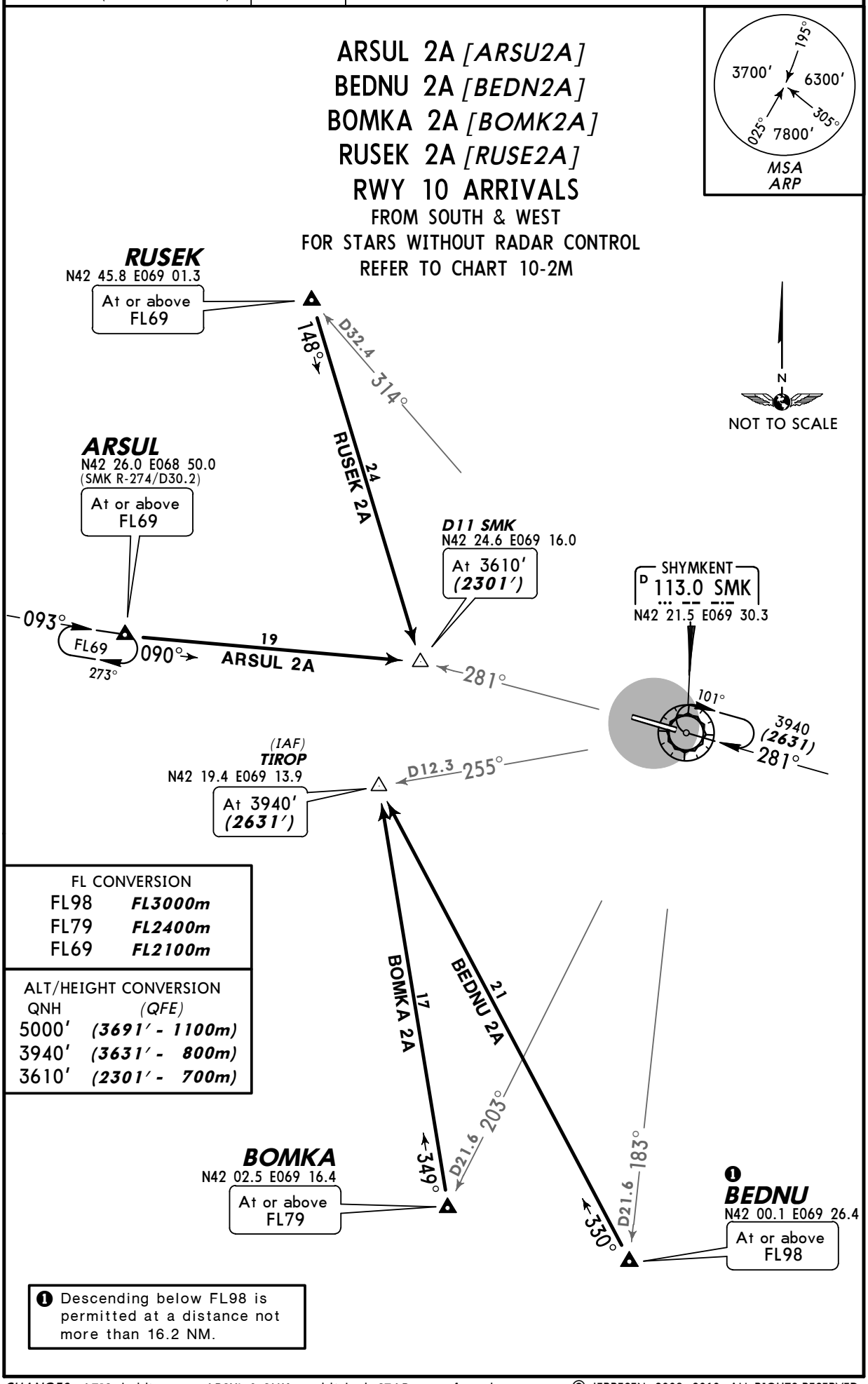
26 MAR 10 (10-2F) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3691′)*

ARSUL 2A *[ARSU2A]*
BEDNU 2A *[BEDN2A]*
BOMKA 2A *[BOMK2A]*
RUSEK 2A *[RUSE2A]*
RWY 10 ARRIVALS

FROM SOUTH & WEST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M



CHANGES: ATIS; holding over ARSUL & SMK established; STARs transferred.

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UAII/CIT
SHYMKENT

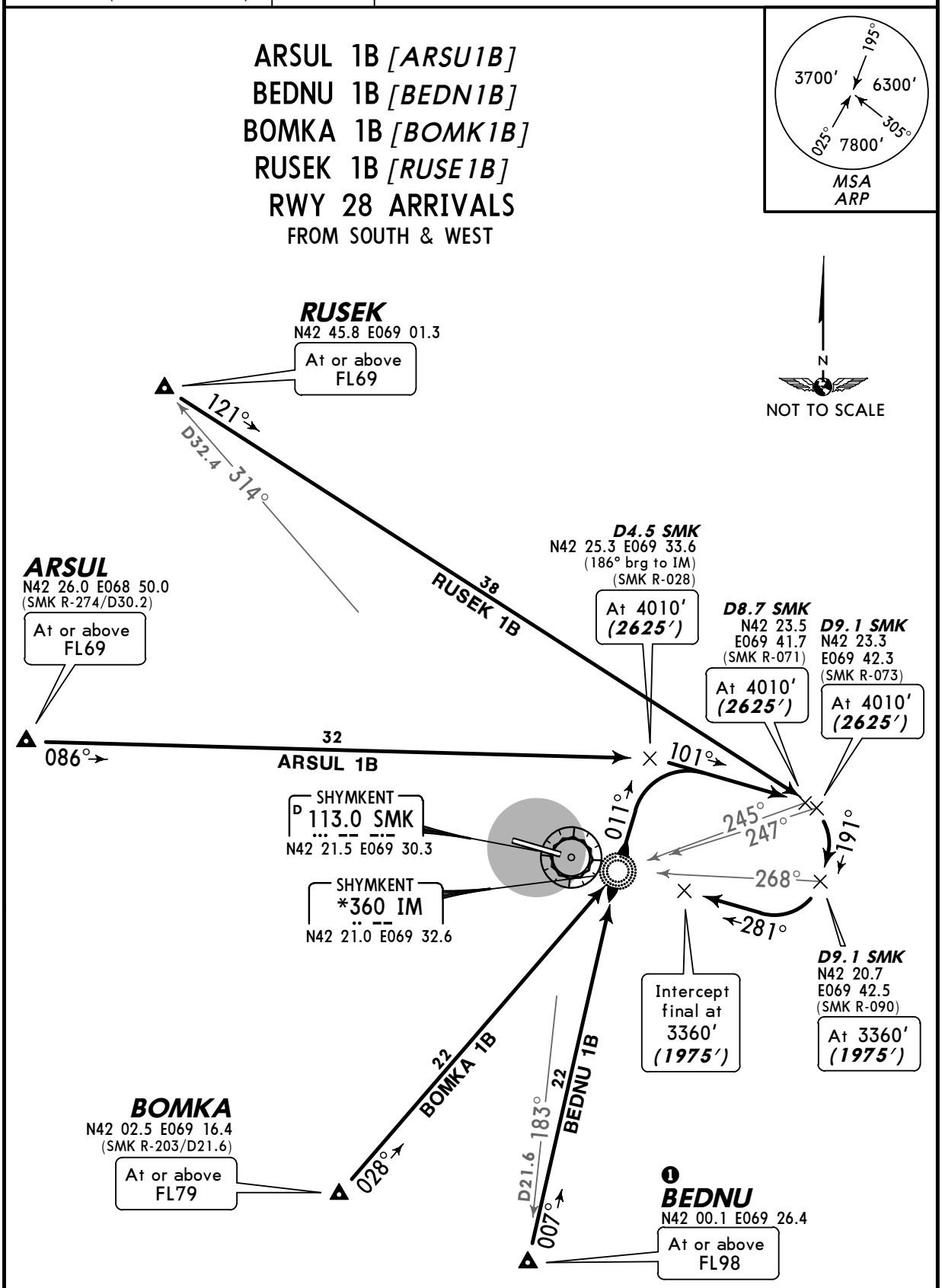
JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2G) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ARSUL 1B *[ARSU1B]*
BEDNU 1B *[BEDN1B]*
BOMKA 1B *[BOMK1B]*
RUSEK 1B *[RUSE1B]*
RWY 28 ARRIVALS
FROM SOUTH & WEST



FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

❶ Descending below FL98 is permitted at a distance not more than 16.2 NM.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*
3360′	*(1975′ - 600m)*

CHANGES: ATIS; STARs transferred.

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UAII/CIT
SHYMKENT

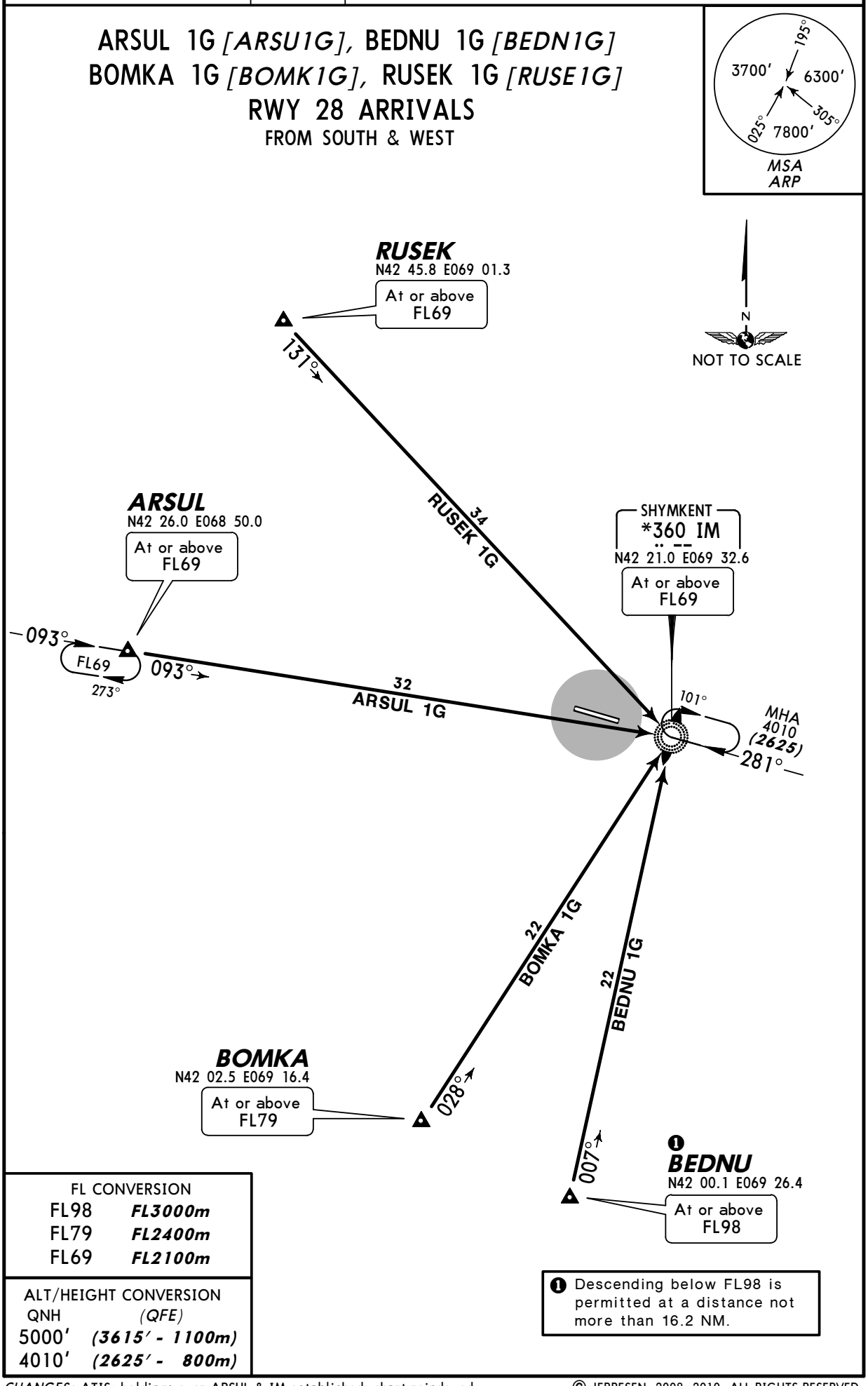
JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2H) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ARSUL 1G *[ARSU1G]*, BEDNU 1G *[BEDN1G]*
BOMKA 1G *[BOMK1G]*, RUSEK 1G *[RUSE1G]*
RWY 28 ARRIVALS
FROM SOUTH & WEST



FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*

❶ Descending below FL98 is permitted at a distance not more than 16.2 NM.

CHANGES: ATIS; holdings over ARSUL & IM established; chart reindexed.

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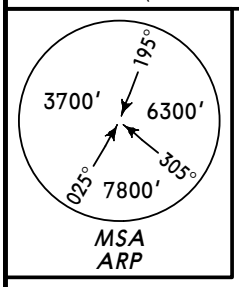
UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2J) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*



ARSUL 1H *[ARSU1H]*
BEDNU 1H *[BEDN1H]*
BOMKA 1H *[BOMK1H]*
RUSEK 1H *[RUSE1H]*
TO IAF SMK

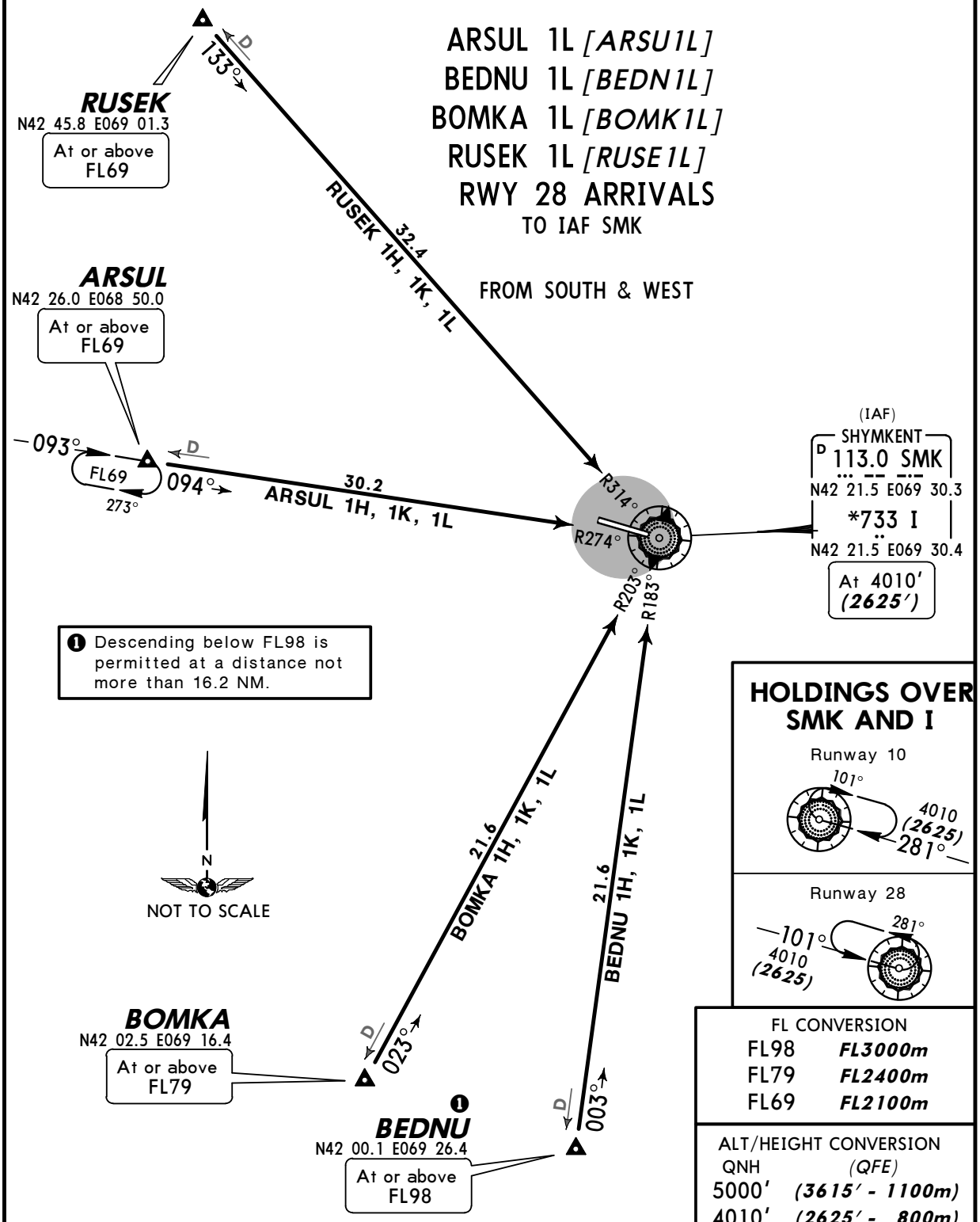
ARSUL 1K *[ARSU1K]*
BEDNU 1K *[BEDN1K]*
BOMKA 1K *[BOMK1K]*
RUSEK 1K *[RUSE1K]*
TO IAF I

RWY 10 ARRIVALS
FOR ARRIVALS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M

ARSUL 1L *[ARSU1L]*
BEDNU 1L *[BEDN1L]*
BOMKA 1L *[BOMK1L]*
RUSEK 1L *[RUSE1L]*

RWY 28 ARRIVALS
TO IAF SMK

FROM SOUTH & WEST



HOLDINGS OVER SMK AND I

Runway 10

Runway 28

FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*
4010′	*(2625′ - 800m)*

CHANGES: ATIS; holdings over ARSUL, I & SMK established; chart reindexed.

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UAII/CIT
SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

26 MAR 10 (10-2K) Eff 8 Apr

STAR

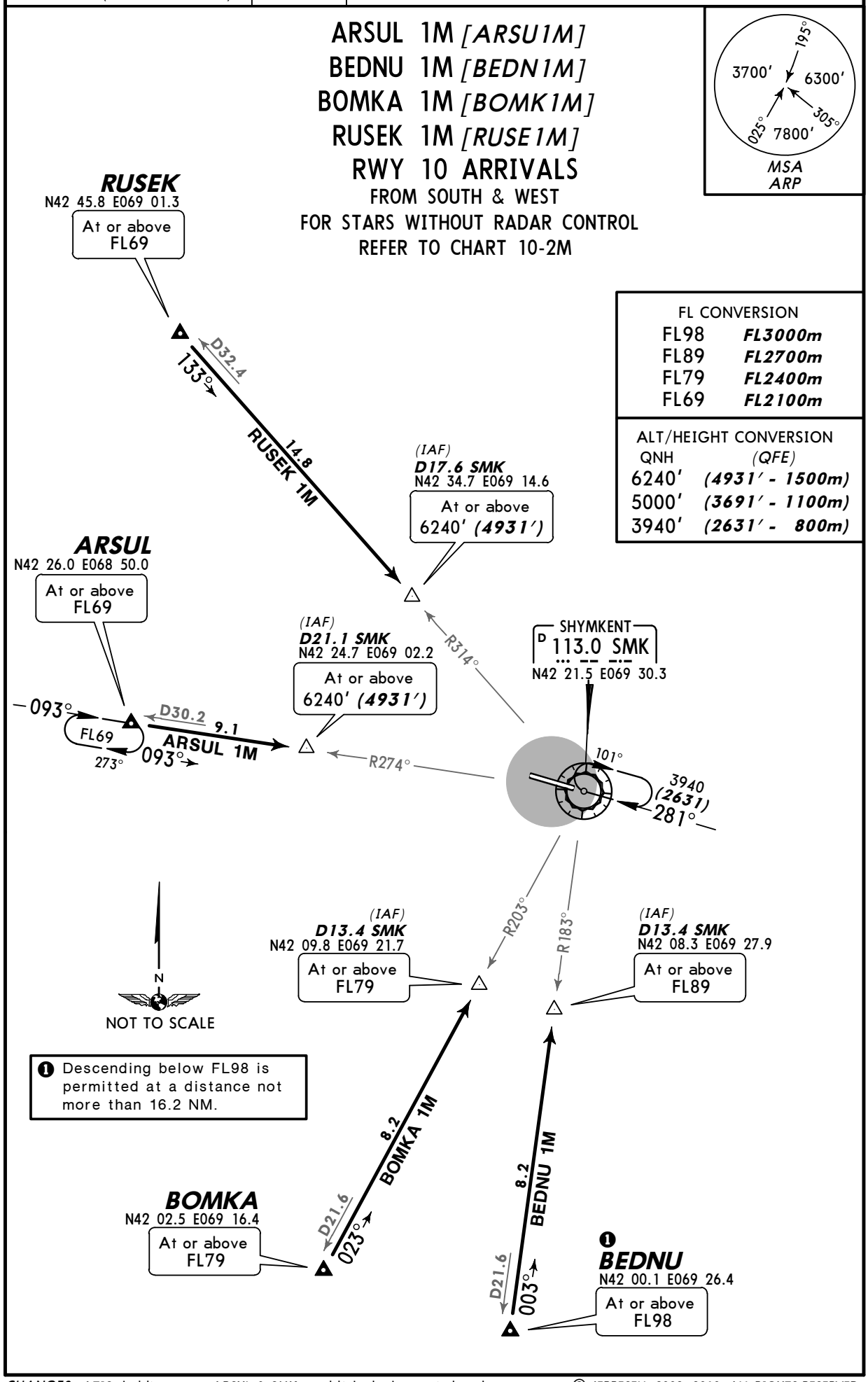
ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3691′)*

ARSUL 1M *[ARSU1M]*
BEDNU 1M *[BEDN1M]*
BOMKA 1M *[BOMK1M]*
RUSEK 1M *[RUSE1M]*
RWY 10 ARRIVALS

FROM SOUTH & WEST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2M

FL CONVERSION	
FL98	*FL3000m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6240′	*(4931′ - 1500m)*
5000′	*(3691′ - 1100m)*
3940′	*(2631′ - 800m)*



CHANGES: ATIS; holdings over ARSUL & SMK established; chart reindexed.

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UAII/CIT
SHYMKENT

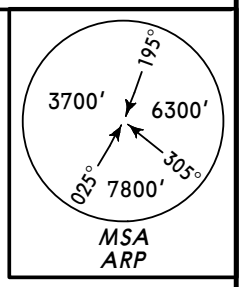
JEPPESEN SHYMKENT, KAZAKHSTAN

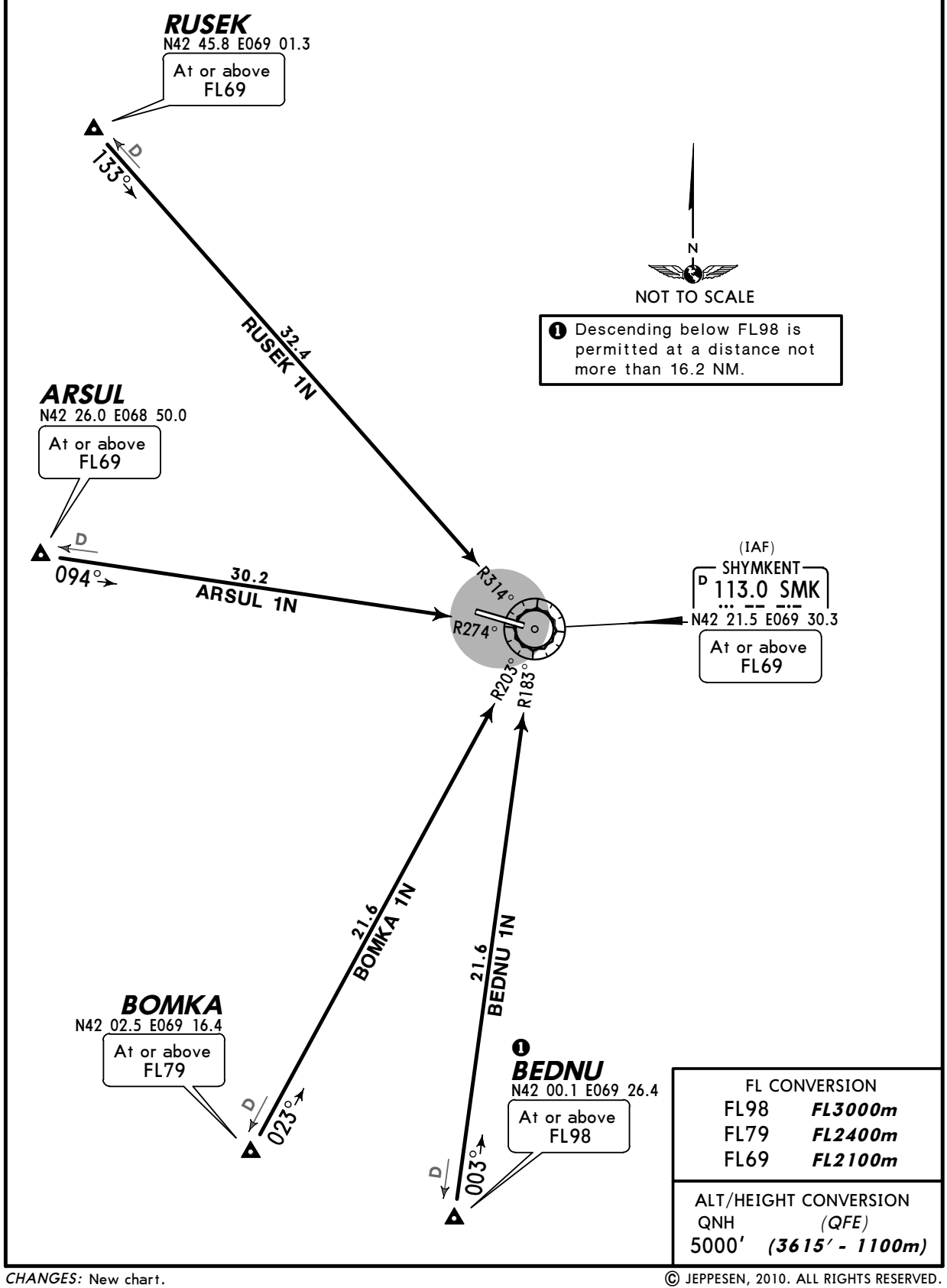
26 MAR 10 (10-2L) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3615′)*

ARSUL 1N *[ARSU1N]*, BEDNU 1N *[BEDN1N]*
BOMKA 1N *[BOMK1N]*, RUSEK 1N *[RUSE1N]*
RWY 28 ARRIVALS
FROM SOUTH & WEST





FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3615′ - 1100m)*

CHANGES: New chart.

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UAII/CIT
SHYMKENT

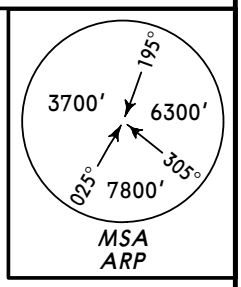
JEPPESEN SHYMKENT, KAZAKHSTAN

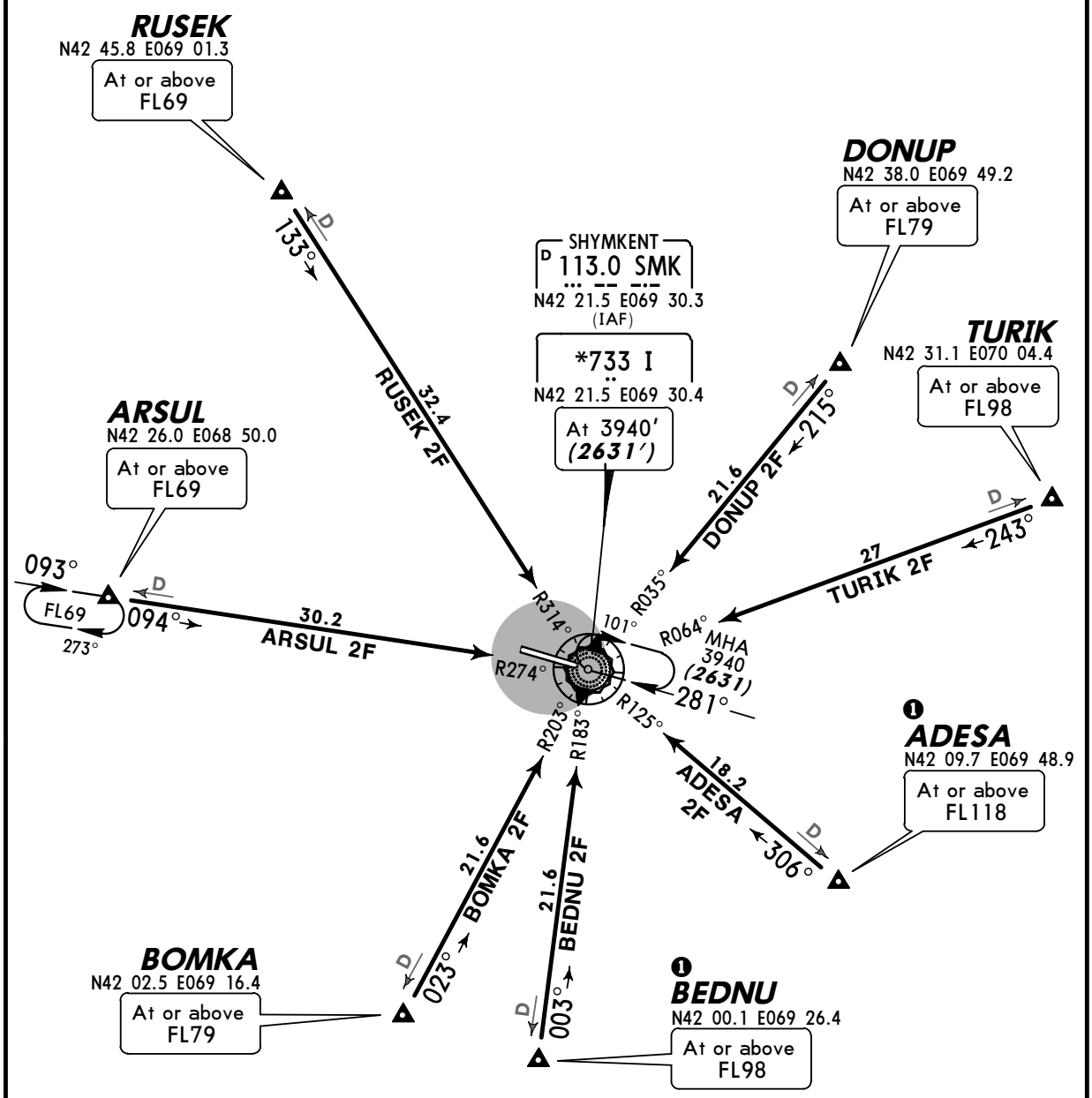
26 MAR 10 (10-2M) Eff 8 Apr

STAR

ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 Trans alt: 5000′ *(3691′)*

ADESA 2F *[ADES2F]*, ARSUL 2F *[ARSU2F]*
BEDNU 2F *[BEDN2F]*, BOMKA 2F *[BOMK2F]*
DONUP 2F *[DONU2F]*, RUSEK 2F *[RUSE2F]*
TURIK 2F *[TURI2F]*
RWY 10 ARRIVALS
WITHOUT RADAR CONTROL





FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5000′	*(3691′ - 1100m)*
3940′	*(2631′ - 800m)*

❶ Descending below FL98 is permitted at a distance not more than 16.2 NM.

N
NOT TO SCALE

CHANGES: New chart.

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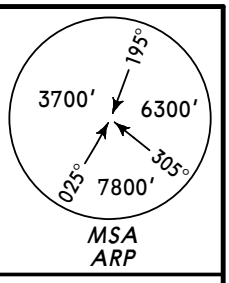
UAII/CIT SHYMKENT

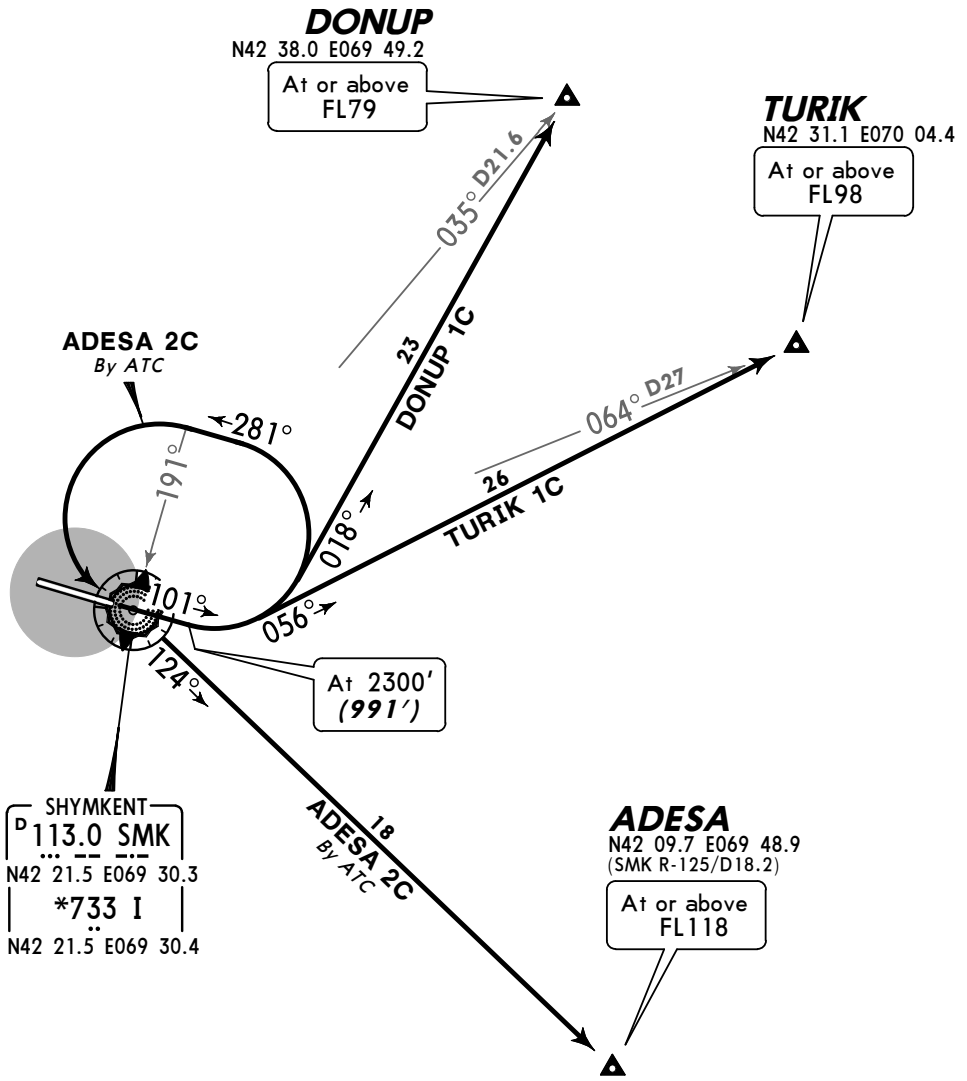
JEPPESEN SHYMKENT, KAZAKHSTAN

15 AUG 08 (10-3) Eff 28 Aug SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3691′)*** Turn speed: MAX 215 KT.



ADESA 2C *[ADES2C]*
DONUP 1C *[DONU1C]*
TURIK 1C *[TURI1C]*
RWY 10 DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2300′	***(991′ - 300m)***
5000′	***(3691′ - 1100m)***

FL CONVERSION	
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***
FL118	***FL3600m***

N
NOT TO SCALE

SID	ROUTING
ADESA 2C By ATC	Climb to 2300′ ***(991′)***, turn LEFT, 281° track to abeam I, turn LEFT to I, 124° bearing to ADESA.
DONUP 1C	Climb to 2300′ ***(991′)***, turn LEFT, 018° track to DONUP.
TURIK 1C	Climb to 2300′ ***(991′)***, turn LEFT, 056° track to TURIK.

CHANGES: Turn speed limit established.

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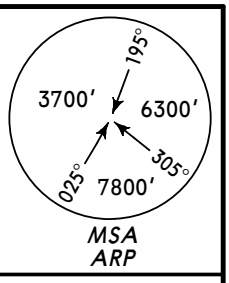
UAII/CIT
SHYMKENT

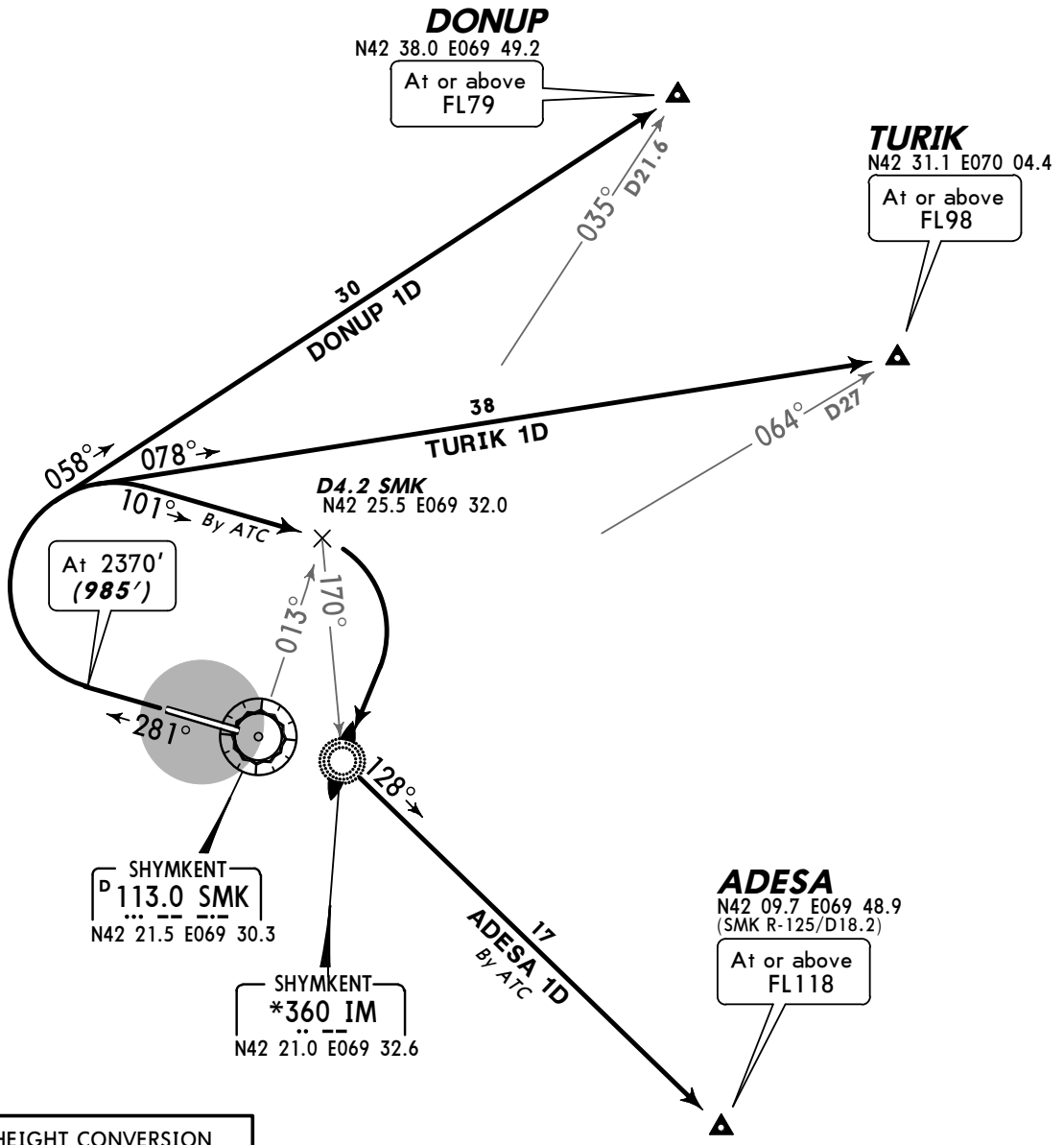
JEPPESEN SHYMKENT, KAZAKHSTAN

15 AUG 08 (10-3A) Eff 28 Aug SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3615′)*** Turn speed: MAX 215 KT.



ADESA 1D *[ADES1D]*
DONUP 1D *[DONU1D]*
TURIK 1D *[TURI1D]*
RWY 28 DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2370′	***(985′ - 300m)***
5000′	***(3615′ - 1100m)***

FL CONVERSION	
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***
FL118	***FL3600m***

N
NOT TO SCALE

SID	ROUTING
ADESA 1D By ATC	Climb to 2370′ ***(985′)***, turn RIGHT, 101° track to D4.2 SMK, turn RIGHT to IM, 128° bearing to ADESA.
DONUP 1D	Climb to 2370′ ***(985′)***, turn RIGHT, 058° track to DONUP.
TURIK 1D	Climb to 2370′ ***(985′)***, turn RIGHT, 078° track to TURIK.

CHANGES: Turn speed limit established.

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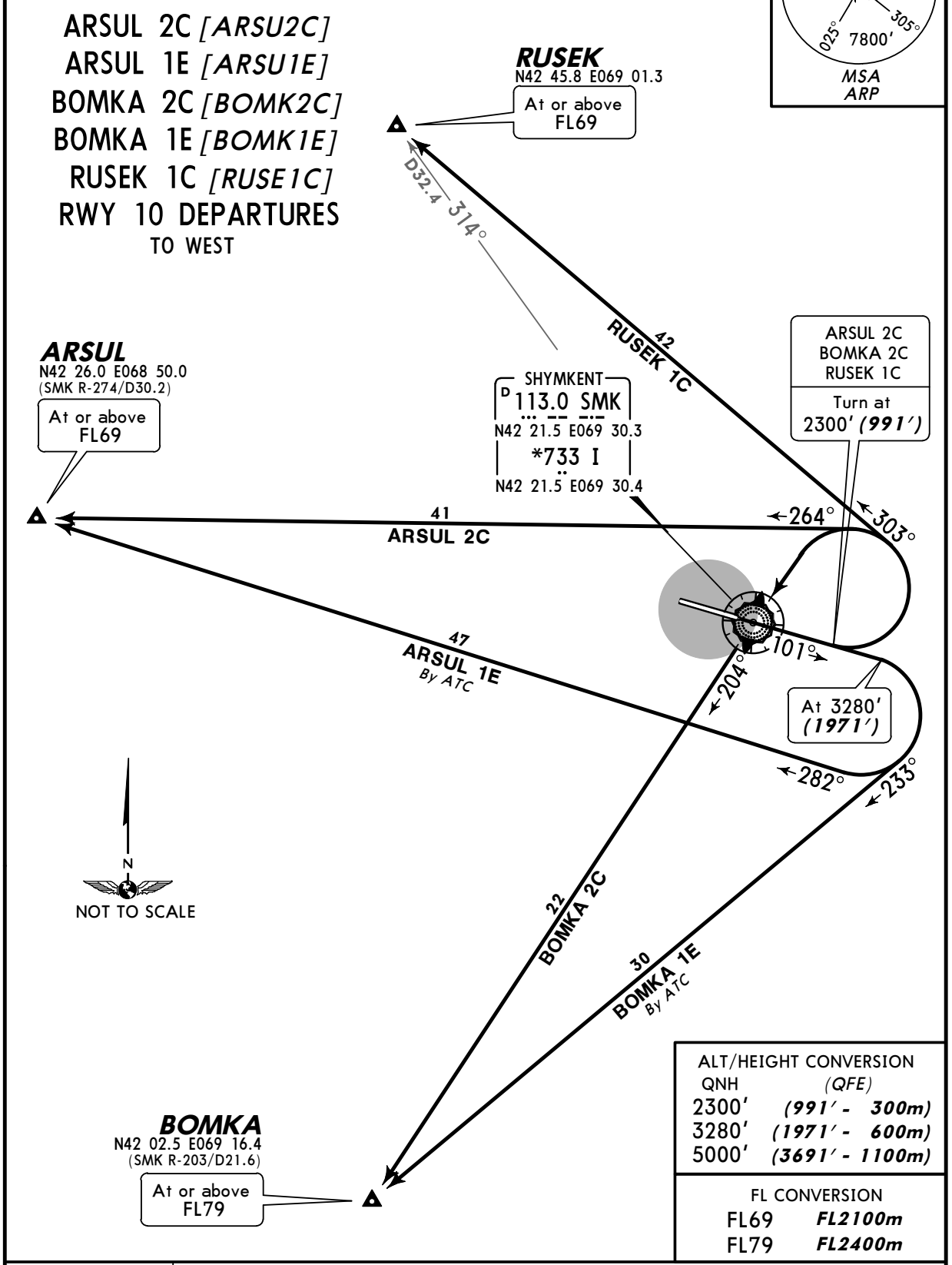
UAII/CIT SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

15 AUG 08 (10-3B) Eff 28 Aug **SID**

Apt Elev 1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3691′)*** Turn speed: MAX 215 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2300′	***(991′ - 300m)***
3280′	***(1971′ - 600m)***
5000′	***(3691′ - 1100m)***

FL CONVERSION

FL69	***FL2100m***
FL79	***FL2400m***

SID	ROUTING
ARSUL 2C	Climb to 2300′ ***(991′)***, turn LEFT, 264° track to ARSUL.
ARSUL 1E By ATC	Climb to 3280′ ***(1971′)***, turn RIGHT, 282° track to ARSUL.
BOMKA 2C	Climb to 2300′ ***(991′)***, turn LEFT to I, turn LEFT, 204° bearing to BOMKA.
BOMKA 1E By ATC	Climb to 3280′ ***(1971′)***, turn RIGHT, 233° track to BOMKA.
RUSEK 1C	Climb to 2300′ ***(991′)***, turn LEFT, 303° track to RUSEK.

CHANGES: Turn speed limit established.

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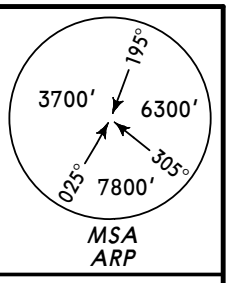
UAII/CIT
SHYMKENT

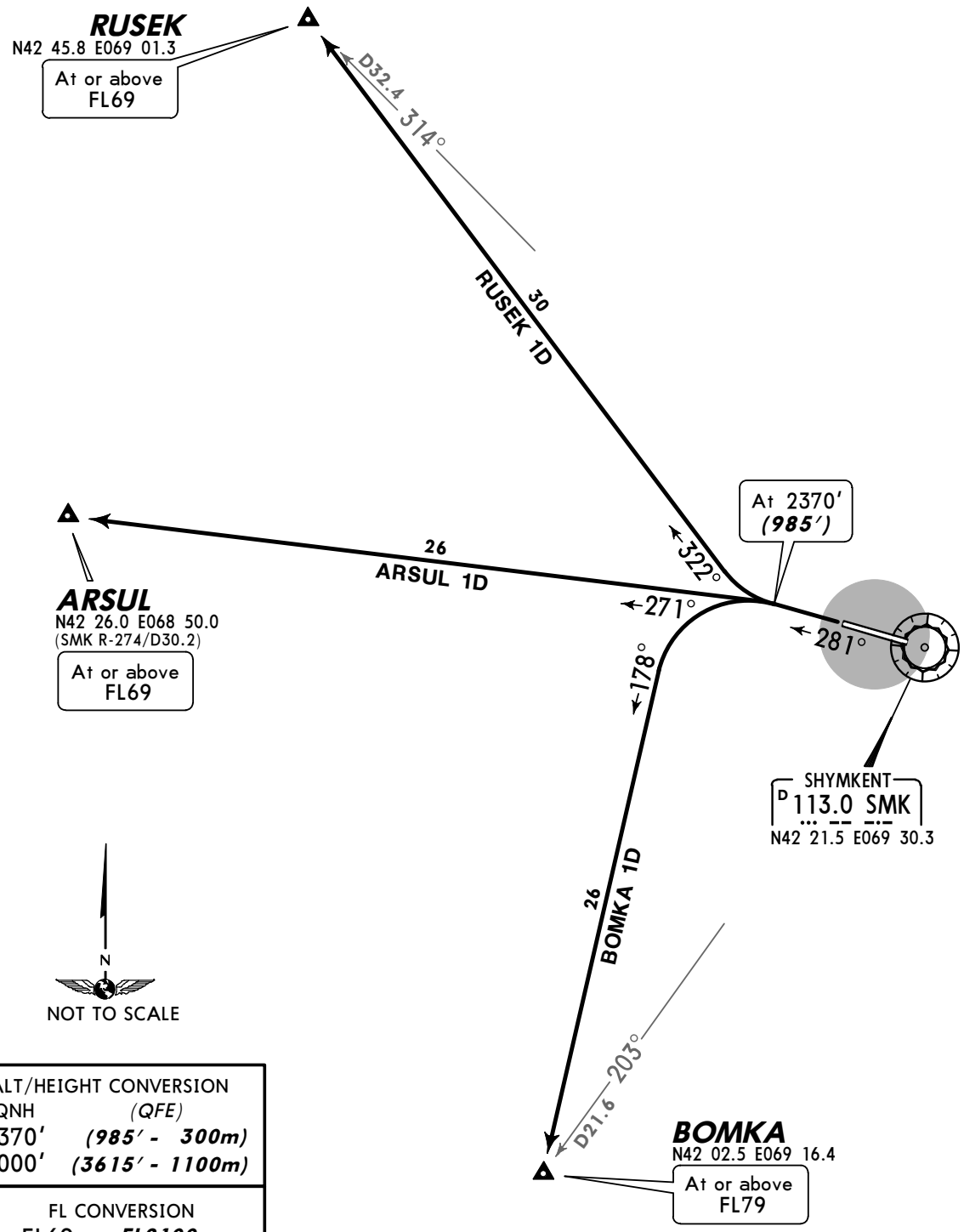
JEPPESEN SHYMKENT, KAZAKHSTAN

15 AUG 08 (10-3C) Eff 28 Aug SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3615′)*** Turn speed: MAX 215 KT.



ARSUL 1D *[ARSU1D]*
BOMKA 1D *[BOMK1D]*
RUSEK 1D *[RUSE1D]*
RWY 28 DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2370′	***(985′ - 300m)***
5000′	***(3615′ - 1100m)***

FL CONVERSION	
FL69	***FL2100m***
FL79	***FL2400m***

SID	ROUTING
ARSUL 1D	Climb to 2370′ ***(985′)***, turn LEFT, 271° track to ARSUL.
BOMKA 1D	Climb to 2370′ ***(985′)***, turn LEFT, 178° track to BOMKA.
RUSEK 1D	Climb to 2370′ ***(985′)***, turn RIGHT, 322° track to RUSEK.

CHANGES: Turn speed limit established.

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NOISE ABATEMENT

SUMMER	:	**LT minus 7 HOURS**	=	**UTC (Z)**
WINTER	:	**LT minus 6 HOUR**	=	**UTC (Z)**

GENERAL

In an effort of noise abatement at aerodrome follow procedures according to Flight Operation Manual and it is recommended to fulfill.

ARRIVAL

Do not use RWY 28 for landing if tailwind component for RWY 10 does not exceed established limitation by Flight Operation Manual of given type of aircraft.

DEPARTURE

Do not use RWY 10 for departure in the presence of conditions of departure from RWY28:
- if tailwind component does not exceed established limitation by Flight Operation Manual of given type of aircraft by crew report.
- when airborne from RWY 10 climbing is effected with maximum climb gradient.

RUN-UP TESTS

Between 2200-0700LT do not run up engine higher than idle speed.

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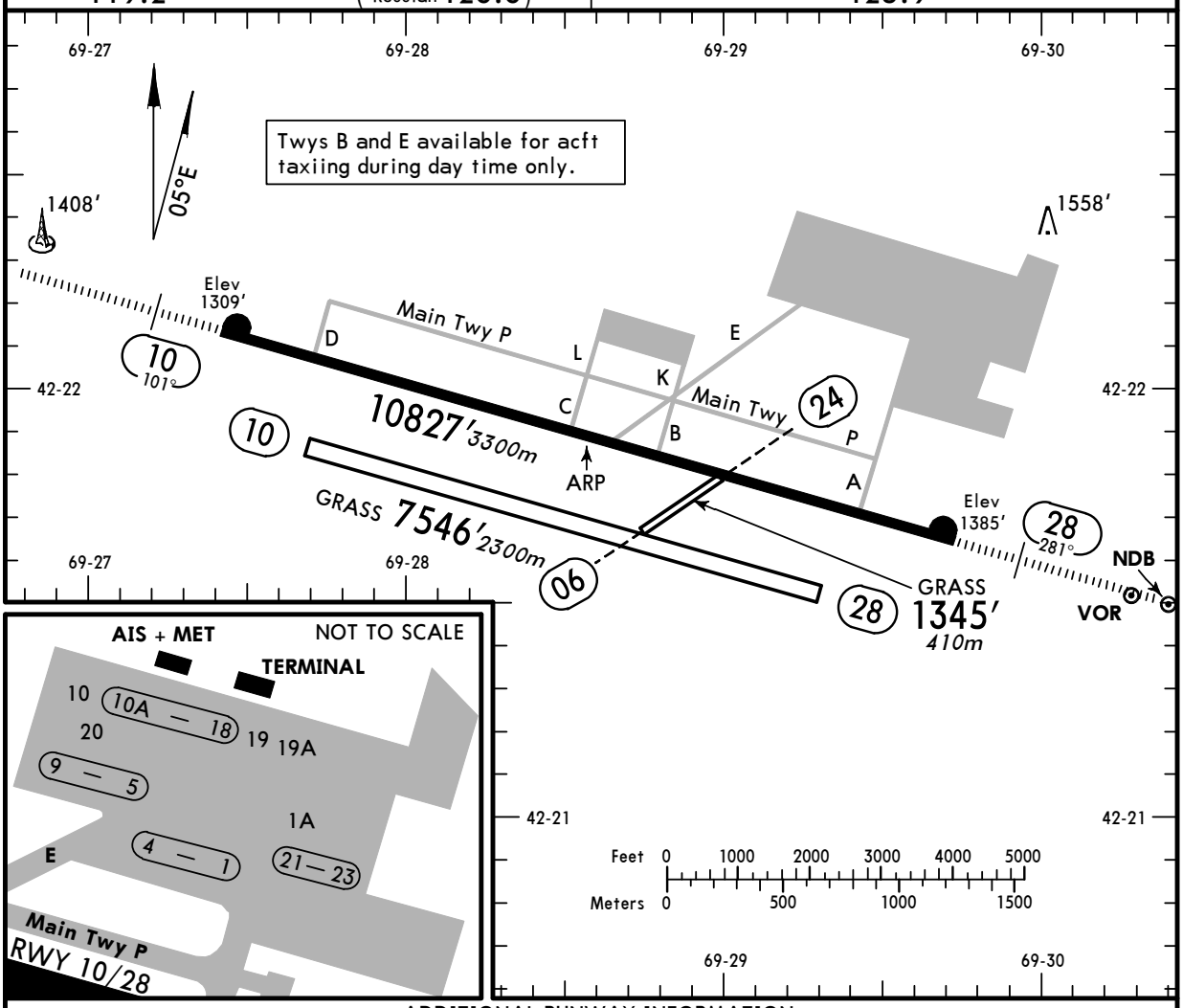
Apt Elev **1385′**
N42 21.9 E069 28.6

JEPPESEN **SHYMKENT, KAZAKHSTAN**

14 AUG 09 (10-9) **Eff 27 Aug**

SHYMKENT

ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 / 24					69′ 21m
10 / 28	HIRL (60m) HIALS TDZ PAPI-L(3.0°) RVR		10053′ 3064m / 9843′ 3000m		148′ 45m
10 / 28	Grass runway				246′ 75m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	DAY RL	DAY RCLM	NIGHT RL
A	400m [1]	400m [1]	400m [1]
B			
C		500m	400m
D			

[1] LVP must be in force: 300m.

CHANGES: ATIS. Lights.

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JeppView 3.6.3.1

UAII/CIT SHYMKENT

JEPPESEN 27 MAR 09 (11-1) Eff 9 Apr

SHYMKENT, KAZAKHSTAN ILS DME Z Rwy 10

BRIEFING STRIP ™

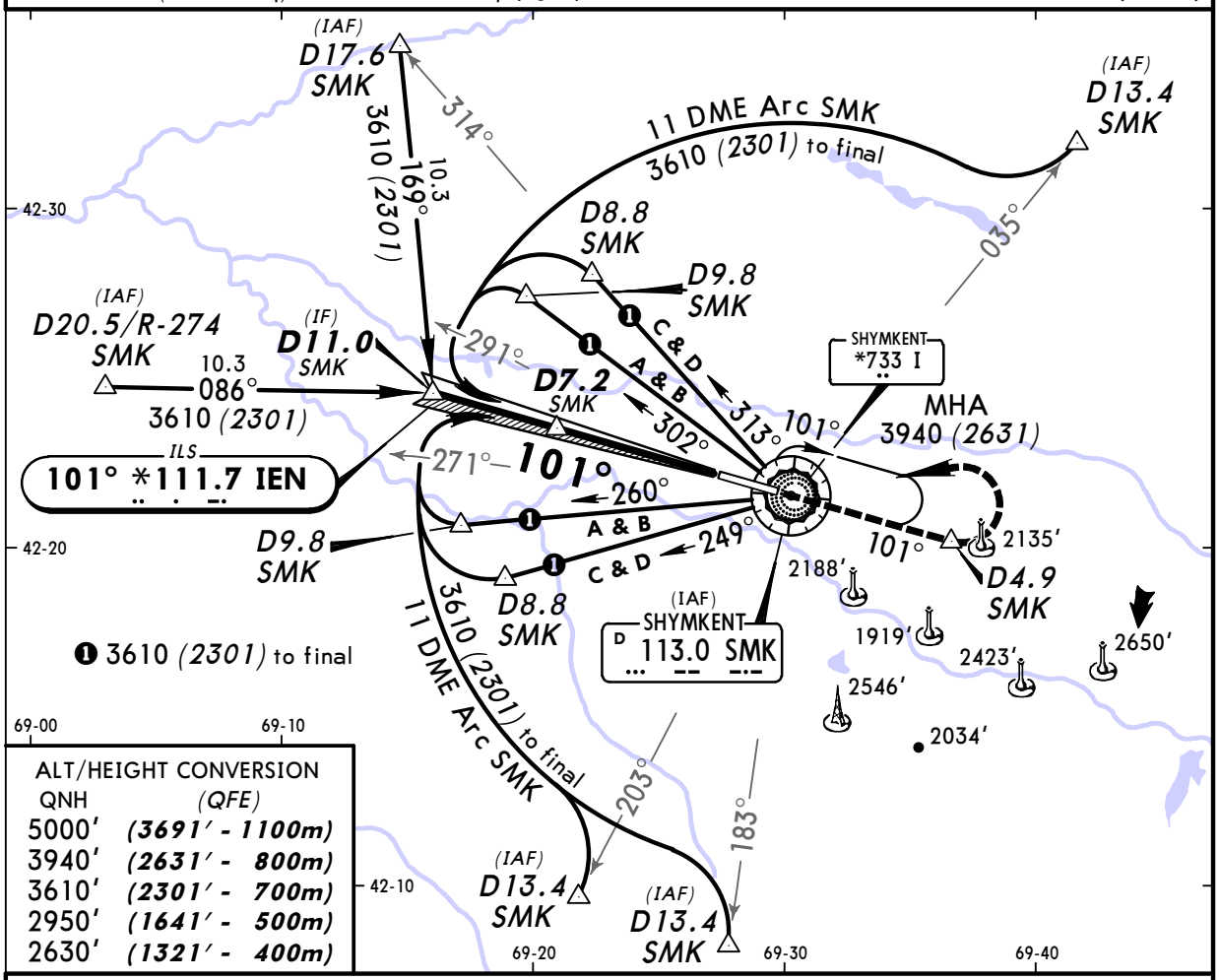
*ATIS	*SHYMKENT Tower
119.2	125.9

LOC IEN	Final Apch Crs	GS D7.2 SMK	ILS DA(H)	Apt Elev 1385'
*111.7	101°	2950' (1641')	1539' (230')	RWY 1309'

MISSED APCH: Climb on 101° to 2630' (1321') or above. Not before D4.9 SMK turn LEFT (MAX 215 KT) to VOR climbing to 3940' (2631'), then according to chart.

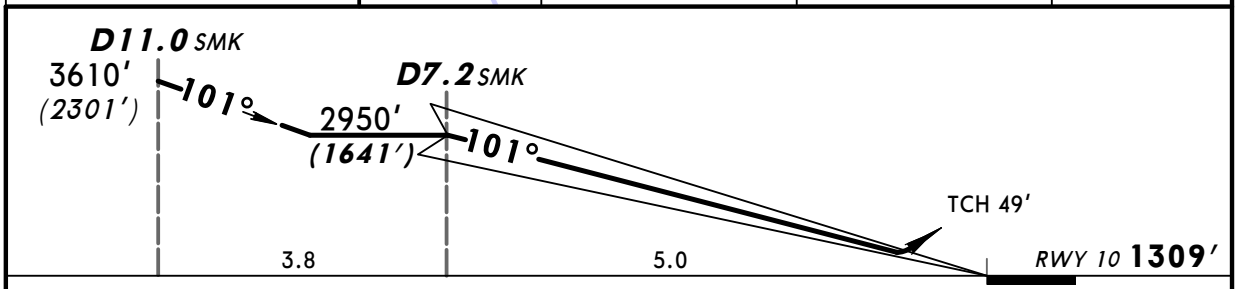
MSA SMK VOR: 3700' (195°), 6300' (305°), 7800' (025°)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5000' (3691')



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3691' - 1100m)
3940'	(2631' - 800m)
3610'	(2301' - 700m)
2950'	(1641' - 500m)
2630'	(1321' - 400m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS

2630' (1321') on 101°

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 1539' (230') FULL	ILS DA(H) 1539' (230') ALS out	LOC (GS out)
PANS OPS A	900m	1200m	NOT AUTHORIZED
PANS OPS B			
PANS OPS C			
PANS OPS D			

CHANGES: Minimums.

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UAII/CIT SHYMKENT

JEPPESEN 27 MAR 09 (11-2) Eff 9 Apr

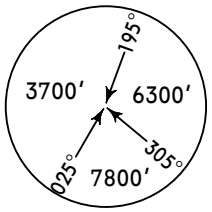
SHYMKENT, KAZAKHSTAN ILS DME Y Rwy 10

BRIEFING STRIP ™

*ATIS	*SHYMKENT Tower
119.2	125.9

LOC IEN	Final Apch Crs	GS D7.2 SMK	ILS DA(H)	Apt Elev 1385'
*111.7	101°	2950' (1641')	1539' (230')	RWY 1309'

MISSED APCH: Climb on 101° to 2630' (1321'), then turn LEFT (MAX 215 KT) on 281° climbing to 3940' (2631'), then as directed.



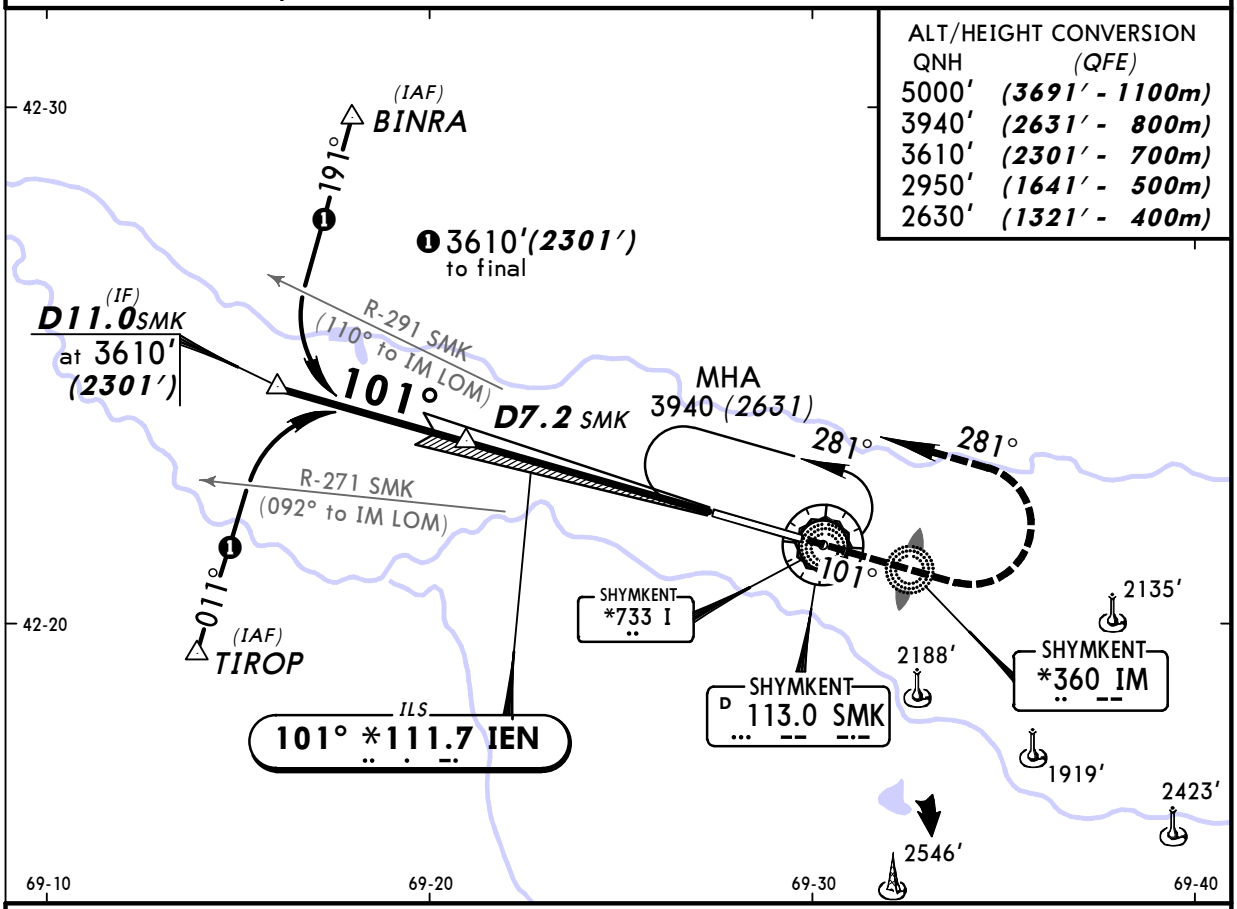
MSA SMK VOR

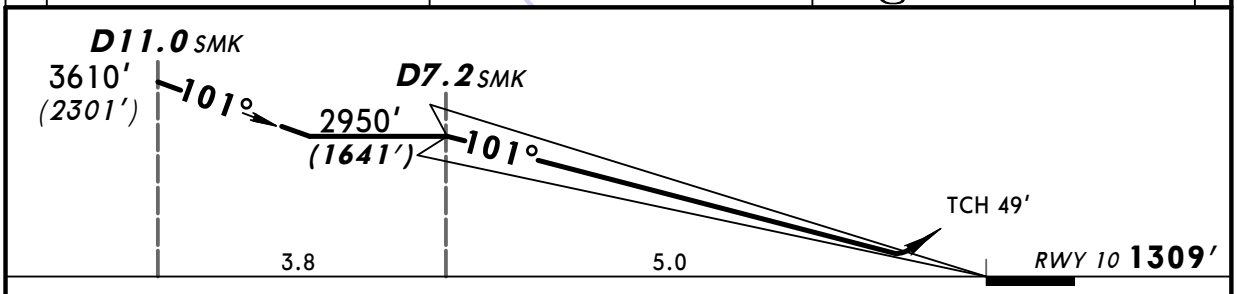
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' (3691')

Surveillance radar required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3691' - 1100m)
3940'	(2631' - 800m)
3610'	(2301' - 700m)
2950'	(1641' - 500m)
2630'	(1321' - 400m)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS

2630' (1321') on 101°

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 1539' (230') FULL	ILS DA(H) 1539' (230') ALS out	LOC (GS out)
A	900m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Minimums.

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UAII/CIT SHYMKENT

JEPPESEN 27 MAR 09 (11-3) Eff 9 Apr

SHYMKENT, KAZAKHSTAN ILS DME Z Rwy 28

BRIEFING STRIP ™

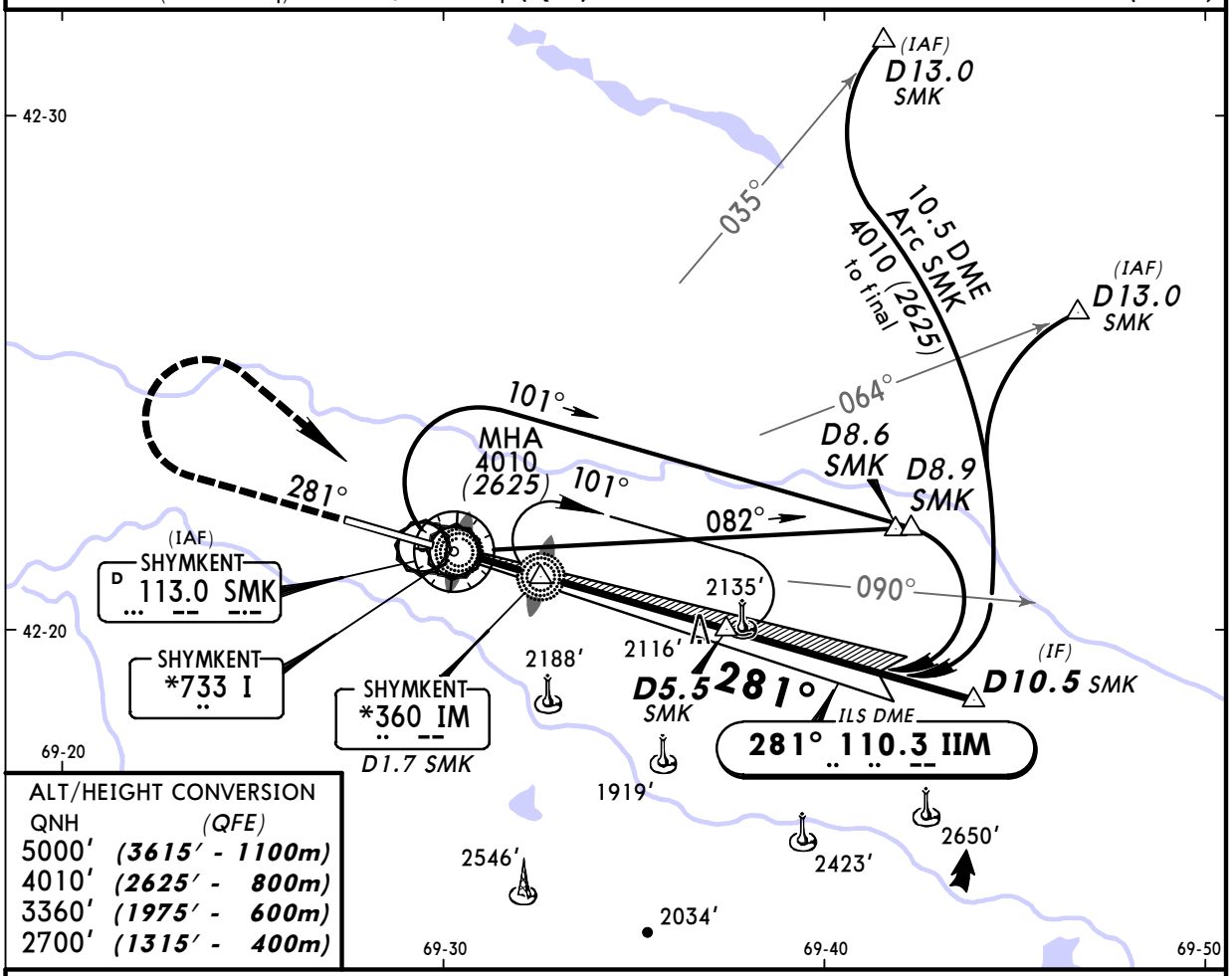
*ATIS	*SHYMKENT Tower
119.2	125.9

LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1385'
IIM 110.3	281°	2129' (744')	Refer to Minimums	RWY 1385'

MISSED APCH: Climb on 281° to 2700' (1315'), then turn RIGHT (MAX 215 KT) to VOR climbing to 4010' (2625'), then according to chart.

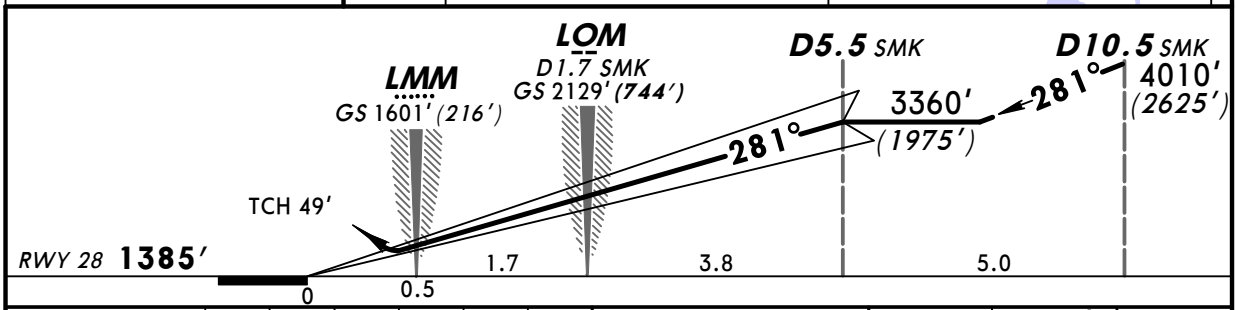
MSA SMK VOR: 3700' (195°), 6300' (305°), 7800' (025°)

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' (3615')



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3615' - 1100m)
4010'	(2625' - 800m)
3360'	(1975' - 600m)
2700'	(1315' - 400m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS

2700' (1315') on 281°

STRAIGHT-IN LANDING RWY 28

	ILS		LOC (GS out)
DA(H)	AB: 1585' (200')	CD: 1615' (230')	
	FULL	ALS out	
A	800m	1200m	NOT AUTHORIZED
B			
C	900m		
D			

PANS OPS

CHANGES: Minimums.

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UAII/CIT
SHYMKENT

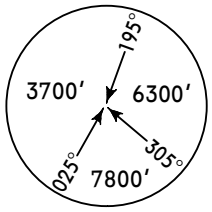
JEPPESEN 27 MAR 09 Eff 9 Apr (11-4)

SHYMKENT, KAZAKHSTAN
ILS DME Y or NDB Rwy 28

BRIEFING STRIP ™

*ATIS	*SHYMKENT Tower
119.2	125.9

LOC IIM 110.3	Final Apch Crs 281°	GS LOM 2129′ (744′)	ILS DA(H) Refer to Minimums	Apt Elev 1385′
NDB IM *360		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY 1385′

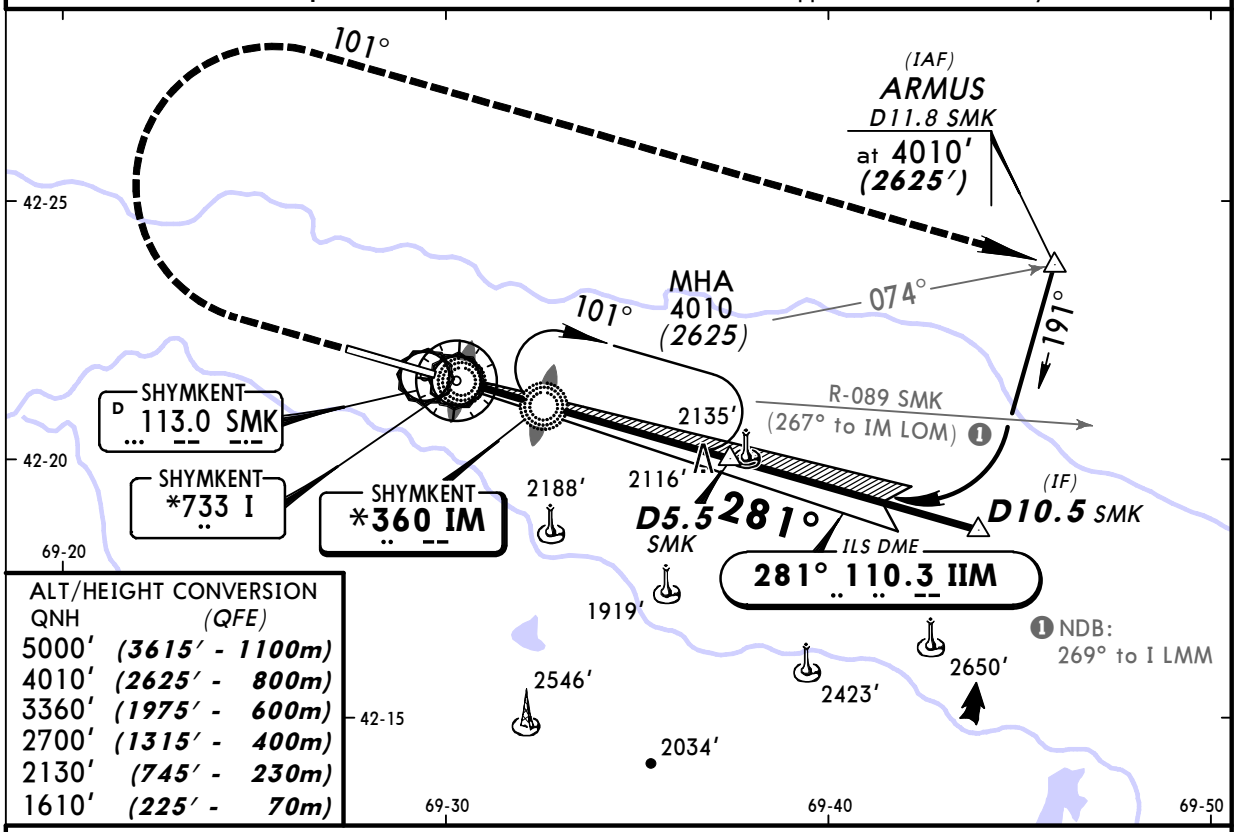


MSA SMK VOR

MISSED APCH: Climb on 281° to 2700′ (1315′), then turn RIGHT (MAX 215 KT) onto 101° climbing to 4010′ (2625′), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000′ (3615′)

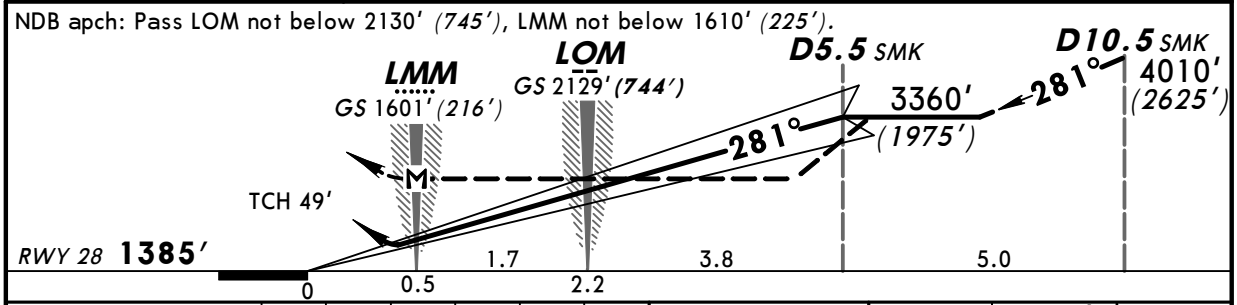
1. Surveillance radar required. 2. NDB: Initial and intermediate approach as directed by RADAR.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000′	(3615′ - 1100m)
4010′	(2625′ - 800m)
3360′	(1975′ - 600m)
2700′	(1315′ - 400m)
2130′	(745′ - 230m)
1610′	(225′ - 70m)

NDB apch: Pass LOM not below 2130′ (745′), LMM not below 1610′ (225′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS

2700′ (1315′) on 281°

STRAIGHT-IN LANDING RWY 28

ILS DA(H) AB: 1585′ (200′) CD: 1615′ (230′)		LOC (GS out)	NDB MDA(H) AB: 2370′ (985′) CD: 2700′ (1315′)	
FULL	ALS out			ALS out

PANS OPS

A	800m	1200m	NOT AUTH	3000m
B				
C	900m			4000m
D				

CHANGES: Minimums.

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UAII/CIT
SHYMKENT

JEPPESEN 27 MAR 09 (11-5) Eff 9 Apr

SHYMKENT, KAZAKHSTAN
ILS DME X Rwy 28

BRIEFING STRIP ™

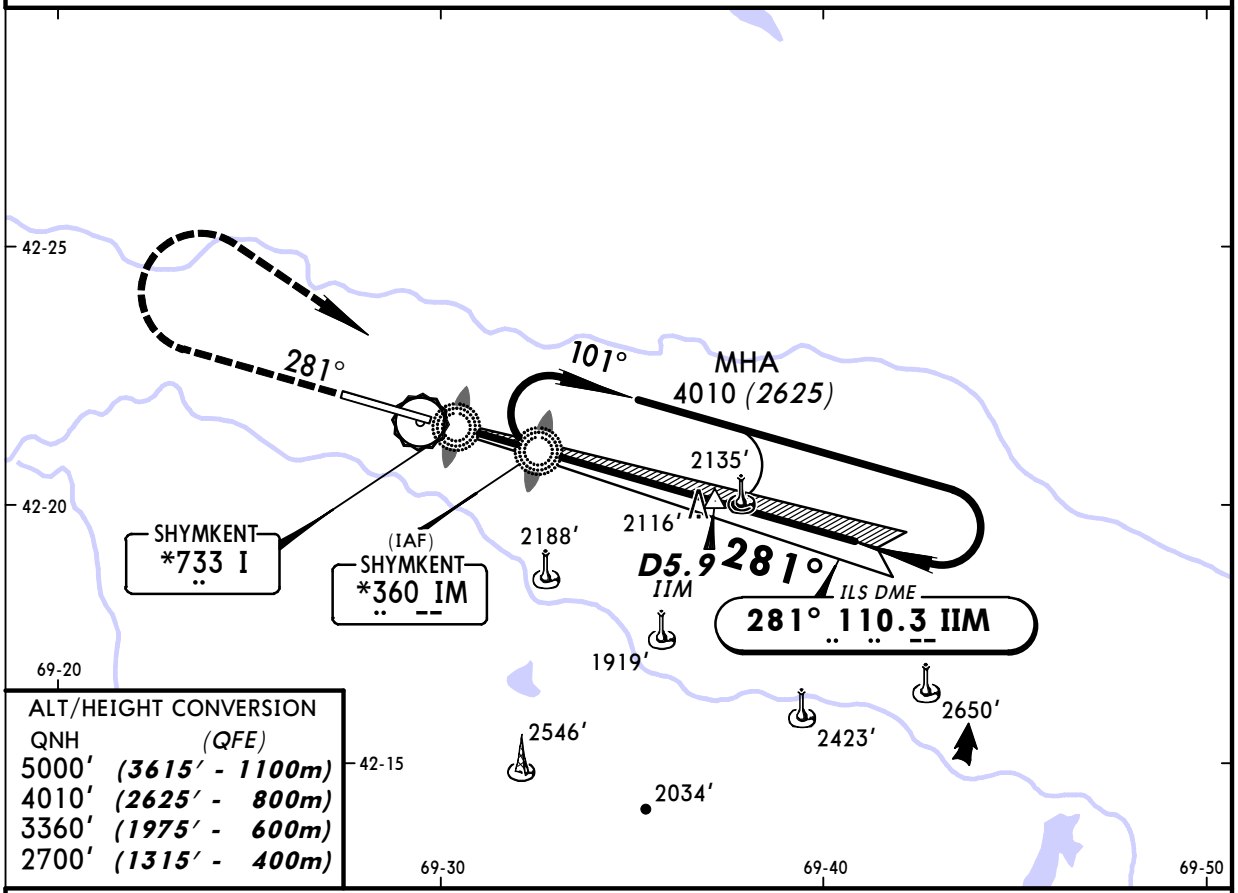
*ATIS	*SHYMKENT Tower
119.2	125.9

LOC	Final	GS	ILS	Apt Elev 1385'
IIM	Apch Crs	LOM	DA(H)	
110.3	281°	2129' (744')	Refer to Minimums	RWY 1385'

MISSED APCH: Climb on 281° to 2700' (1315'), then turn RIGHT (MAX 215 KT) to IM NDB climbing to 4010' (2625'), then according to chart.

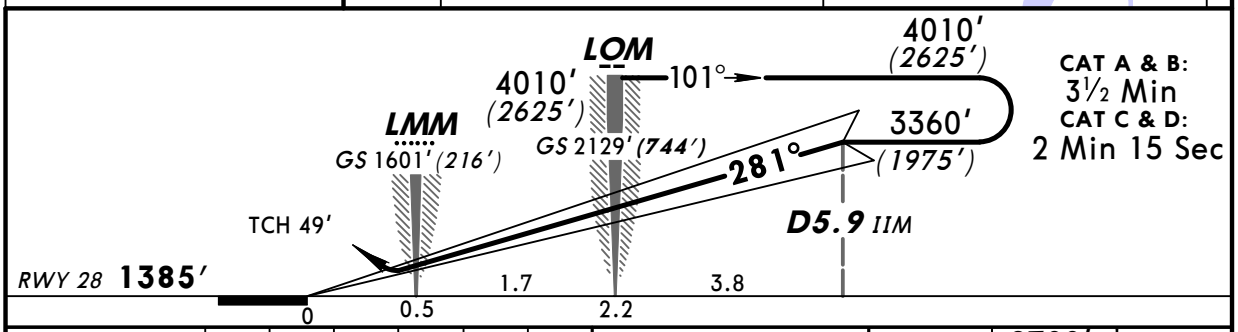
MSA ARP: 3700' (195°), 6300' (305°), 7800' (025°)

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' **(3615')**
Racetrack restricted to MAX 215 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3615' - 1100m)
4010'	(2625' - 800m)
3360'	(1975' - 600m)
2700'	(1315' - 400m)



CAT A & B: 3½ Min
CAT C & D: 2 Min 15 Sec

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS

2700' (1315') on 281°

STRAIGHT-IN LANDING RWY 28

	ILS FULL	ILS ALS out	LOC (GS out)
DA(H)	AB: 1585' (200')	CD: 1615' (230')	
A	800m	1200m	NOT AUTHORIZED
B			
C	900m		
D			

PANS OPS

CHANGES: Minimums.

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UAII/CIT SHYMKENT

JEPPESEN 27 MAR 09 (13-1) Eff 9 Apr

SHYMKENT, KAZAKHSTAN VOR DME Rwy 10

BRIEFING STRIP ™

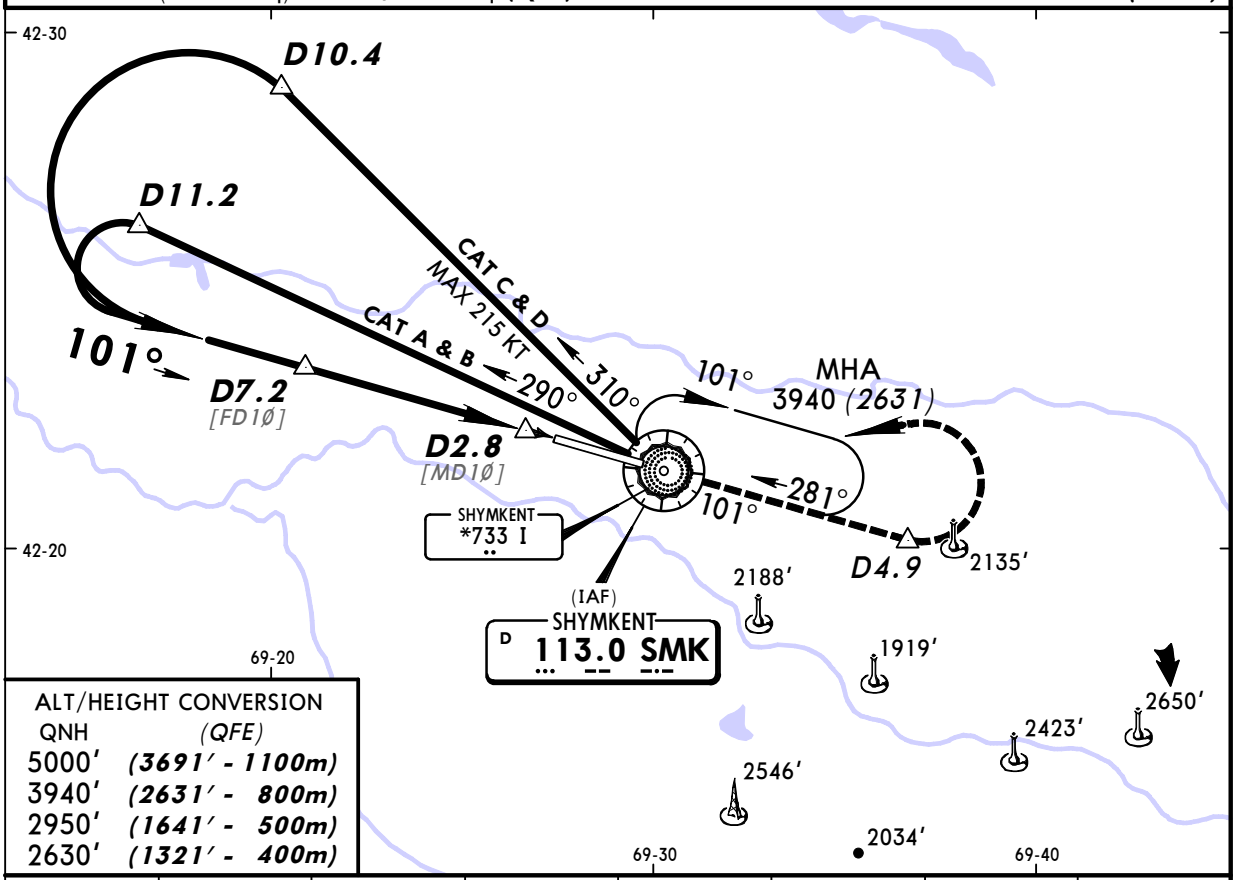
*ATIS	*SHYMKENT Tower
119.2	125.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385'
SMK 113.0	101°	D7.2 2950' (1641')	Refer to Minimums	RWY 1309'

MISSED APCH: Climb on 101° to 2630' (1321'). Not before D4.9 turn LEFT (MAX 215 KT) to VOR climbing to 3940' (2631'), then according to chart.

MSA SMK VOR: 3700' (195°–025°), 6300' (195°–305°), 7800' (305°–025°)

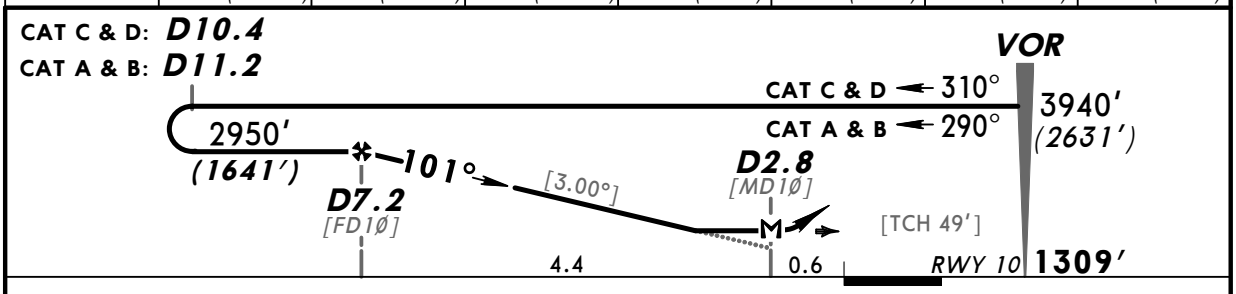
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' (3691')



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3691' - 1100m)
3940'	(2631' - 800m)
2950'	(1641' - 500m)
2630'	(1321' - 400m)

SMK DME	7.0	6.5	5.9	4.9	4.3	3.8	3.2
ALTITUDE	2890' (1581')	2720' (1411')	2550' (1241')	2210' (901')	2030' (721')	1860' (551')	1690' (381')



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D2.8						

HIALS

2630' (1321') on 101°

STRAIGHT-IN LANDING RWY 10

MDA(H) AB: 1970' (661') CD: 2300' (991')

ALS out

PANS OPS

A	2500m
B	
C	5000m
D	

CHANGES: Minimums.

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UAII/CIT SHYMKENT

JEPPESEN 14 AUG 09 (13-2) Eff 27 Aug

SHYMKENT, KAZAKHSTAN VOR DME Rwy 28

BRIEFING STRIP ™

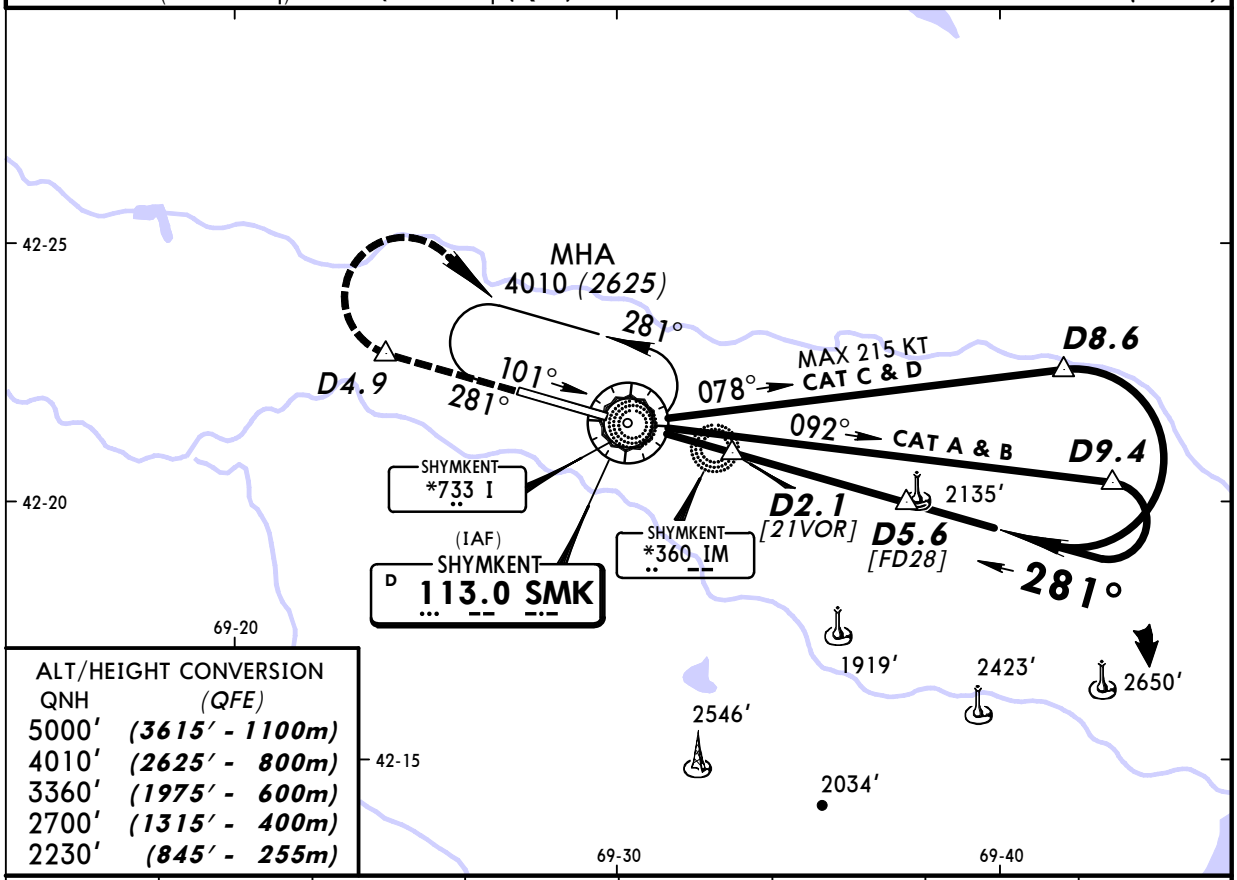
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

VOR SMK	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385'
113.0	281°	D5.6 3360' (1975')	Refer to Minimums	RWY 1385'

MISSED APCH: Climb on 281° to 2700' (1315'). Not before D4.9 turn RIGHT (MAX 215 KT) to VOR climbing to 4010' (2625'), then according to chart.

MSA SMK VOR: 3700' (195°), 6300' (305°), 7800' (025°)

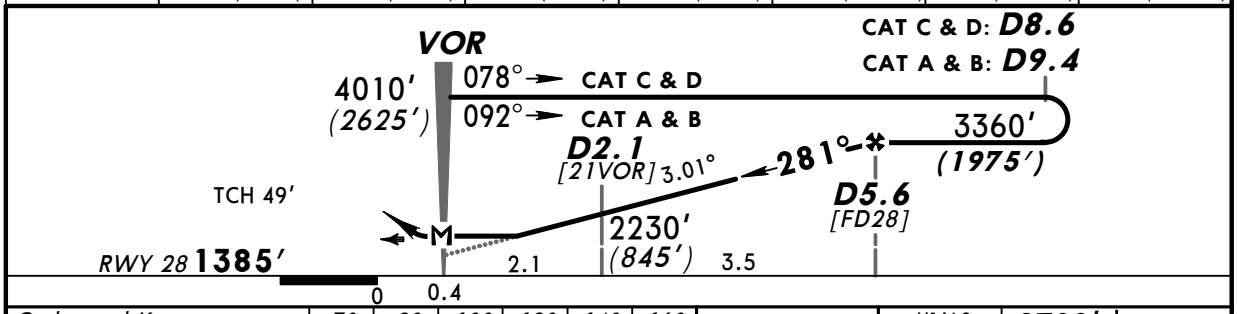
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 69 | Trans alt: 5000' (3615')



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3615' - 1100m)
4010'	(2625' - 800m)
3360'	(1975' - 600m)
2700'	(1315' - 400m)
2230'	(845' - 255m)

SMK DME	0.5	1.1	1.6	2.2	3.2	4.3	5.4
ALTITUDE	1750' (365')	1920' (535')	2090' (705')	2260' (875')	2610' (1225')	2950' (1565')	3300' (1915')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.25% or Descent angle 3.01°	373	479	532	639	745	852
MAP at VOR						

HIALS PAPI 2700' (1315') on 281°

STRAIGHT-IN LANDING RWY 28

MDA(H) AB: 2050' (665') CD: 2370' (985)

ALS out

PANS OPS

A	2500m
B	
C	5000m
D	

CHANGES: ATIS.

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UAII/CIT SHYMKENT

JEPPESEN 14 AUG 09 (16-1) Eff 27 Aug

SHYMKENT, KAZAKHSTAN NDB Rwy 10

BRIEFING STRIP ™

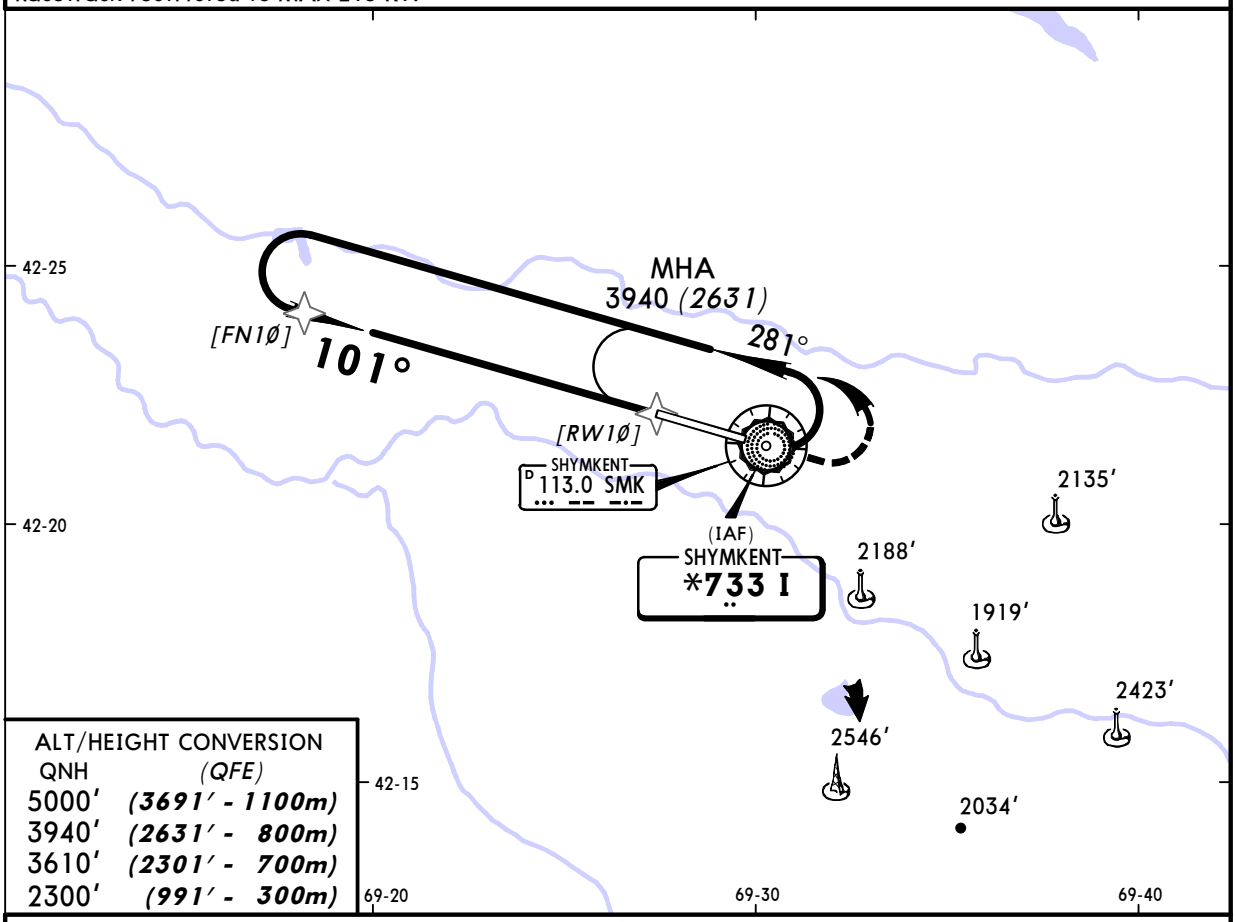
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385'
I *733	101°	No FAF	Refer to Minimums	RWY 1309'

MISSED APCH: Climb on 101° to 2300' *(991')* or above. After crossing NDB turn LEFT (MAX 215 KT) onto track 281° and continue climbing to 3940' *(2631')*, then according to chart.

MSA I NDB: 3700' (195°), 6300' (305°), 7800' (025°)

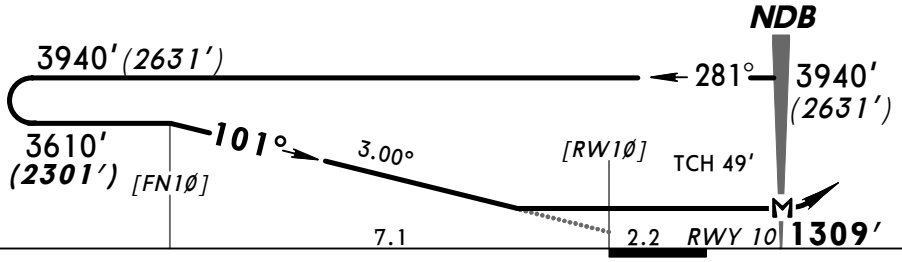
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' ***(3691')***
Racetrack restricted to MAX 215 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	***(3691' - 1100m)***
3940'	***(2631' - 800m)***
3610'	***(2301' - 700m)***
2300'	***(991' - 300m)***

CAT A & B: 4 Min 10 Sec
CAT C & D: 2 Min 50 Sec



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at NDB							

HIALS PAPI 2300' *(991')* on 101°

STRAIGHT-IN LANDING RWY 10

MDA(H) AB: 1970' ***(661')***
CD: 2300' ***(991')***

ALS out

PANS OPS

A	2500m
B	
C	5000m
D	

CHANGES: ATIS. Missed apch point.

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