

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UAAA

UAAA (Almaty)**General Info**

Almaty, KAZ

N 43° 21.3' E 77° 02.7' Mag Var: 5.0°E

Elevation: 2234'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 05L-23R 14764' x 148' concrete

Runway 05R-23L 14429' x 148' concrete

Runway 05L (52.0°M) TDZE 2221'

Lights: Edge, ALS, Centerline

Runway 05R (52.0°M) TDZE 2224'

Lights: Edge, ALS, Centerline

Runway 23L (232.0°M) TDZE 2234'

Lights: Edge, ALS, Centerline, TDZ

Runway 23R (232.0°M) TDZE 2221'

Lights: Edge, ALS, Centerline, TDZ

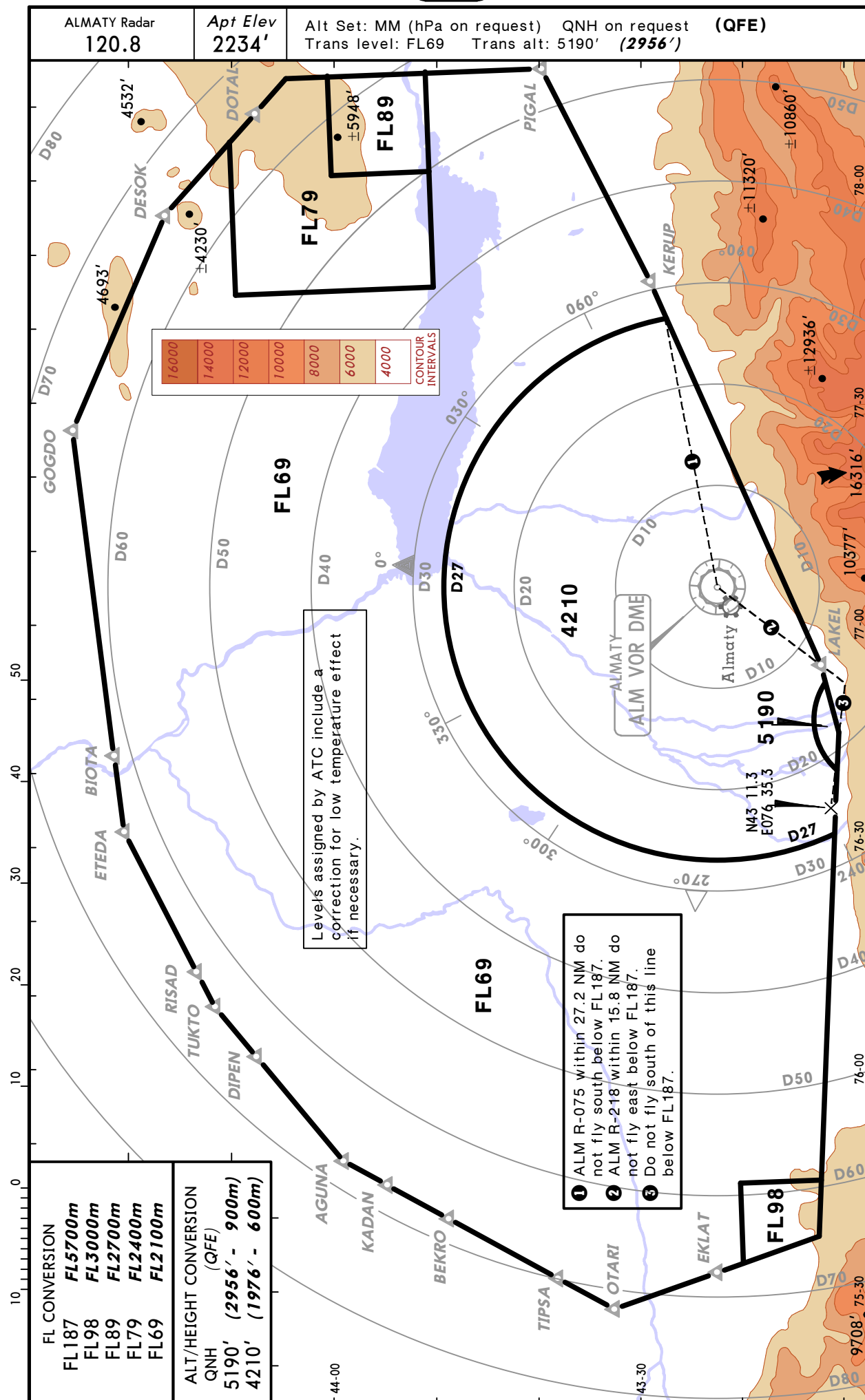
Communications InfoATIS **135.1** Non-EnglishATIS **129.8**Almaty Tower **122.4** SecondaryAlmaty Tower **119.4**Almaty Ground Control **122.4** SecondaryAlmaty Ground Control **121.7**Almaty Approach Control **124.8**Almaty Approach Control **122.4** SecondaryAlmaty Radar **122.4** SecondaryAlmaty Radar **120.8****Notebook Info**

UAAA/ALA
ALMATY

29 AUG 08

10-1R

ALMATY, KAZAKHSTAN
RADAR MINIMUM ALTITUDES



CHANGES: New chart.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

18 JUN 10

10-2

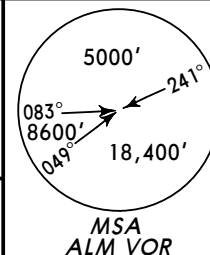
ALMATY, KAZAKHSTAN

STAR

ATIS
129.8

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 5190' (2956')
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



AGUNA 3A [AGUN3A]

BEKRO 3A [BEKR3A]

BIOTA 3A [BIOT3A]

EKLAT 3A [EKLA3A]

ETEDA 3A [ETED3A]

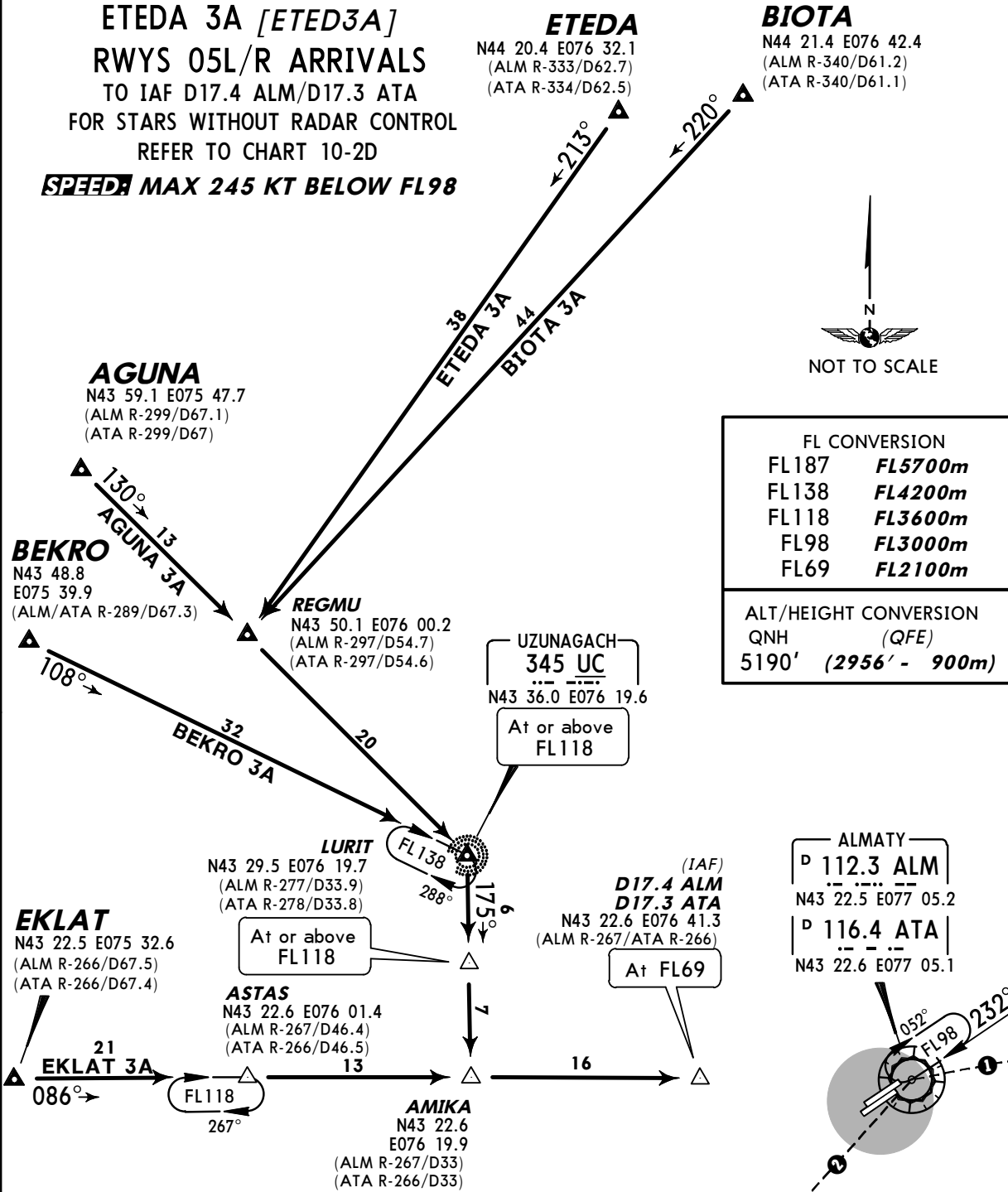
RWYS 05L/R ARRIVALS

TO IAF D17.4 ALM/D17.3 ATA

FOR STARS WITHOUT RADAR CONTROL

REFER TO CHART 10-2D

SPEEDS MAX 245 KT BELOW FL98



- ① ALM R-075 within 27.2 NM do not fly south below FL187.
- ② ALM R-218 within 15.8 NM do not fly east below FL187.

UAAA/ALA
ALMATY

18 JUN 10

10-2A

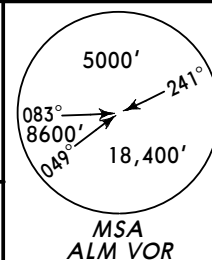
ALMATY, KAZAKHSTAN

STAR

ATIS
129.8

Apt Elev
2234'

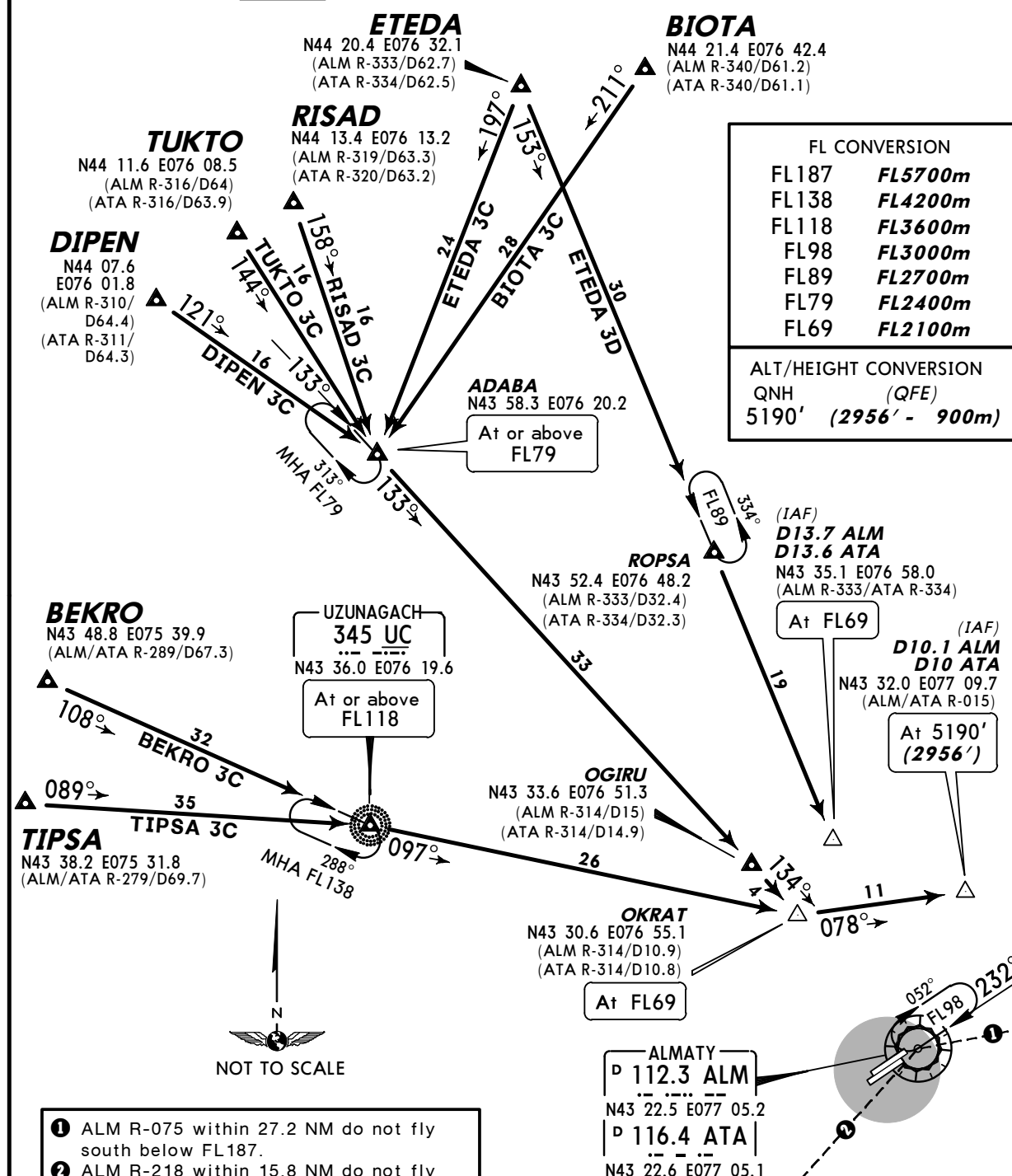
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5190' **(2956')**
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



**BEKRO 3C [BEKR3C], BIOTA 3C [BIOT3C]
DIPEN 3C [DIPE3C] ETEDA 3C [ETED3C]
ETEDA 3D [ETED3D], RISAD 3C [RISA3C]
TIPSA 3C [TIPS3C], TUKTO 3C [TUKT3C]
RWYS 23L/R ARRIVALS**

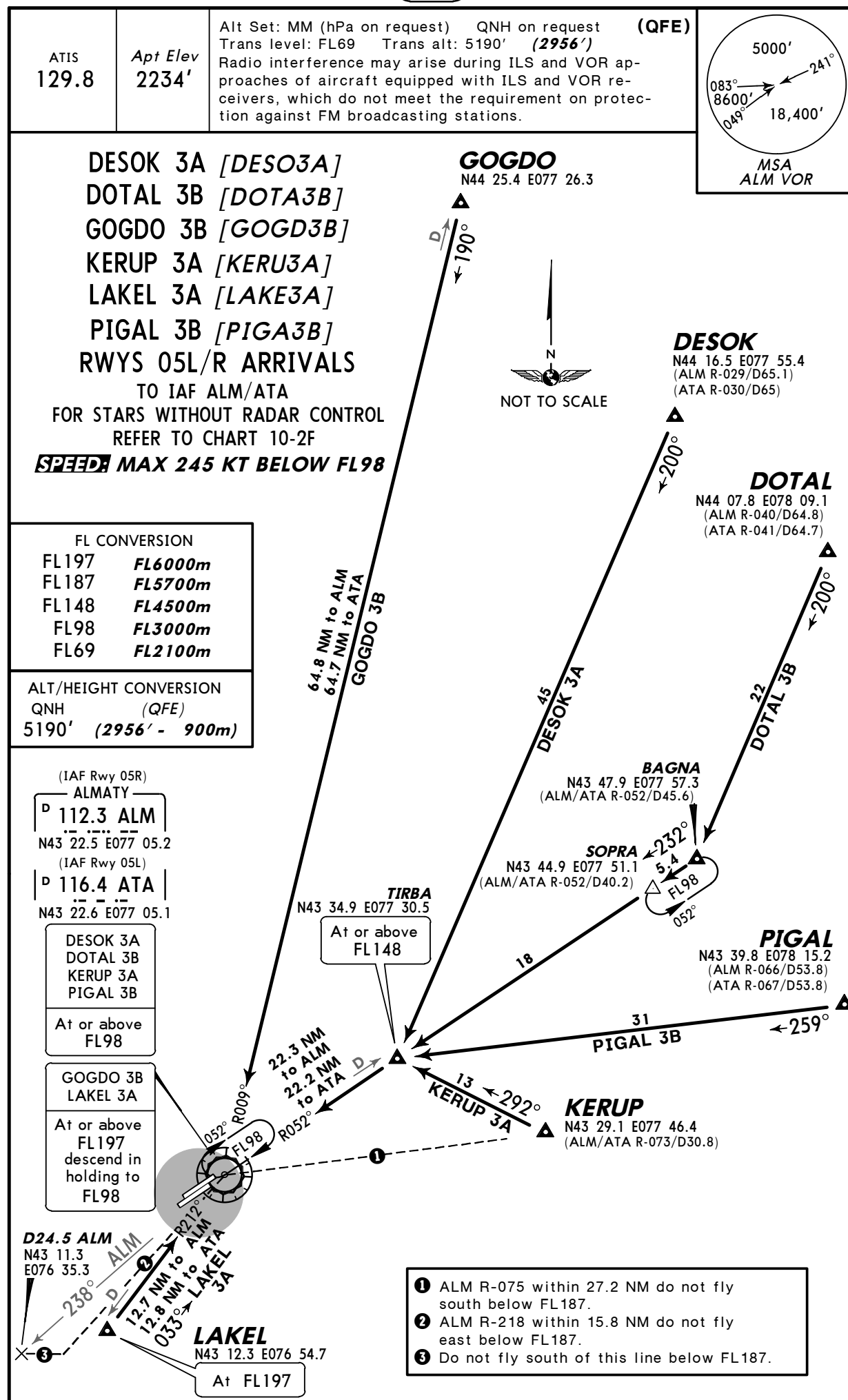
TO IAF D10.1 ALM/D10 ATA & IAF D13.7 ALM/D13.6 ATA
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2E

~~SPEED~~ MAX 245 KT BELOW FL98



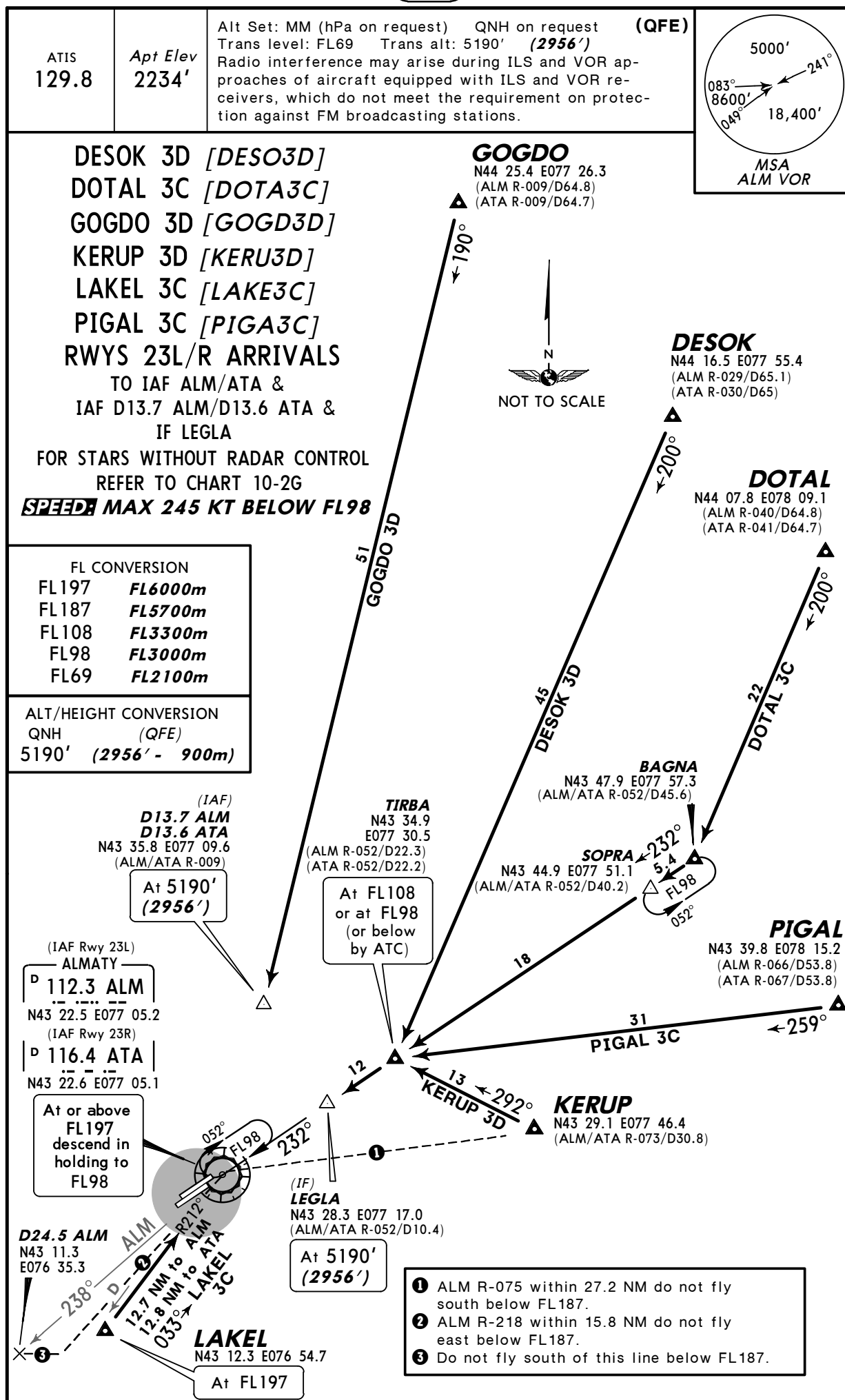
UAAA/ALA
ALMATY

JEPPESEN **ALMATY, KAZAKHSTAN**
3 APR 09 **10-2B** **Eff 9 Apr** **STAR**



UAAA/ALA
ALMATY

JEPPESSEN **ALMATY, KAZAKHSTAN**
3 APR 09 **(10-2C)** **Eff 9 Apr** **STAR**

STAR

UAAA/ALA
ALMATY

18 JUN 10

JEPPESEN
10-2D

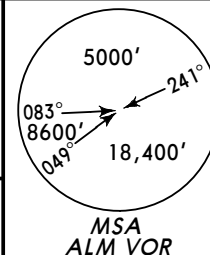
ALMATY, KAZAKHSTAN

STAR

ATIS
129.8

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5190' **(2956')**
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



AGUNA 3K [AGUN3K]
BEKRO 3K [BEKR3K]
BIOTA 3K [BIOT3K]
EKLAT 3K [EKLA3K]
ETEDA 3K [ETED3K]

RWYS 05L/R ARRIVALS
WITHOUT RADAR CONTROL

~~SPEED~~ MAX 245 KT BELOW FL98

ETEDA
N44 20.4 E076 32.1
(ALM R-333/D62.7)
(ATA R-334/D62.5)

BIOTA
N44 21.4 E076 42.4
(ALM R-340/D61.2)
(ATA R-340/D61.1)

AGUNA
N43 59.1 E075 47.7
(ALM R-299/D67.1)
(ATA R-299/D67)

BEKRO
N43 48.8
E075 39.9
(ALM/ATA R-289/D67.3)

REGMU
N43 50.1 E076 00.2
(ALM R-297/D54.7)
(ATA R-297/D54.6)

UZUNAGACH
345 UC
N43 36.0 E076 19.6

EKLAT
N43 22.5 E075 32.6
(ALM R-266/D67.5)

AMIKA
N43 22.6
E076 19.9
(ALM R-267/D33)

FL CONVERSION	
FL197	FL6000m
FL187	FL5700m
FL98	FL3000m
FL69	FL2100m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5190'	(2956' - 900m)



(IAF Rwy 05R)
ALMATY
D 112.3 ALM
N43 22.5 E077 05.2
(IAF Rwy 05L)
D 116.4 ATA
N43 22.6 E077 05.1
At FL197

- ① ALM R-075 within 27.2 NM do not fly south below FL187.
- ② ALM R-218 within 15.8 NM do not fly east below FL187.

UAAA/ALA
ALMATY

18 JUN 10

10-2E

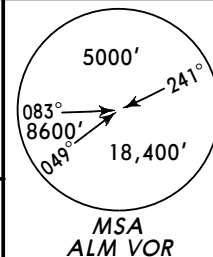
ALMATY, KAZAKHSTAN

STAR

ATIS
129.8

Apt Elev
2234'

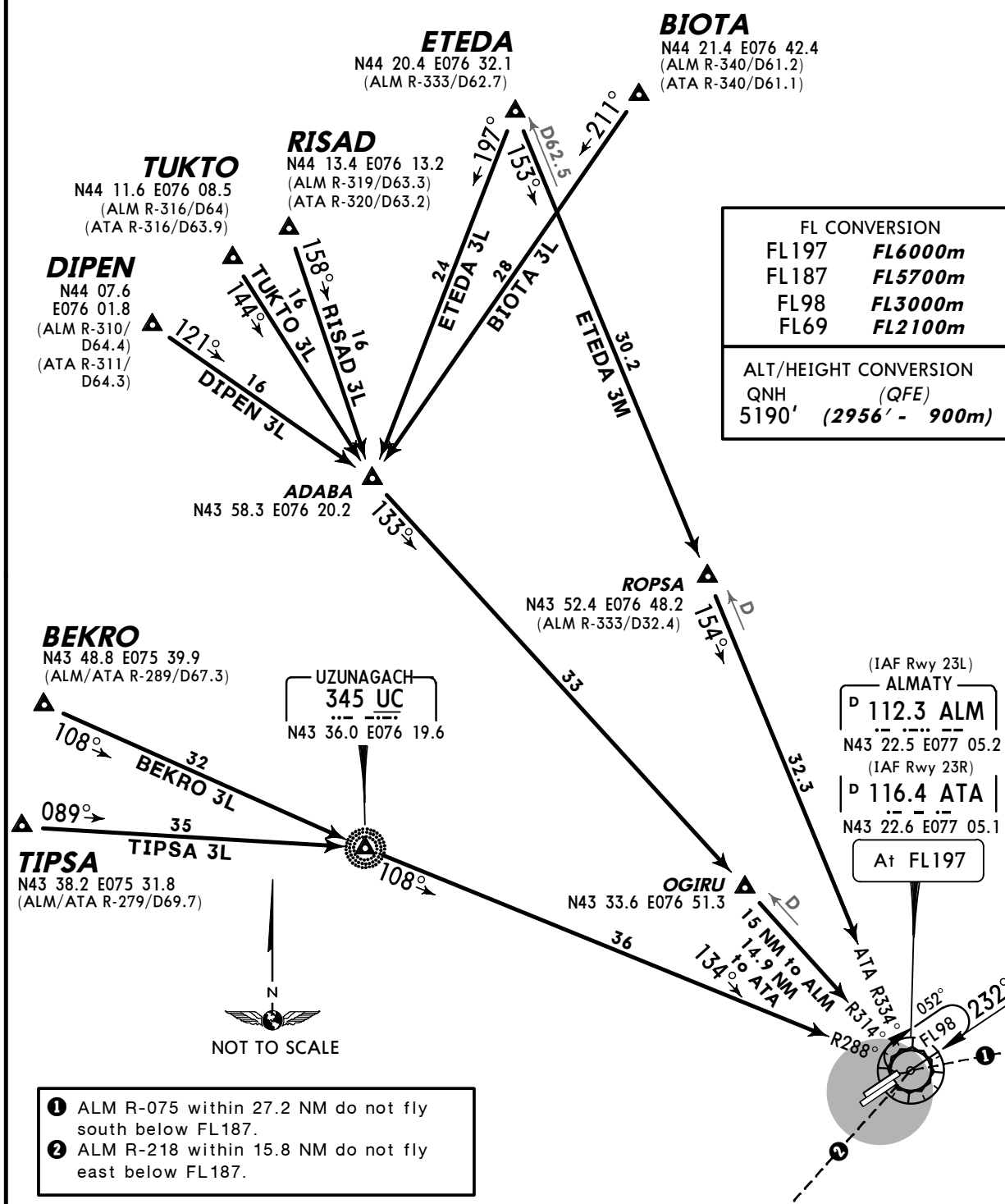
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 5190' (**2956'**)
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



BEKRO 3L [BEKR3L], BIOTA 3L [BIOT3L]
DIPEN 3L [DIPE3L], ETEDA 3L [ETED3L]
ETEDA 3M [ETED3M], RISAD 3L [RISA3L]
TIPSA 3L [TIPS3L], TUKTO 3L [TUKT3L]
RWYS 23L/R ARRIVALS

WITHOUT RADAR CONTROL

~~SPEED~~ MAX 245 KT BELOW FL98

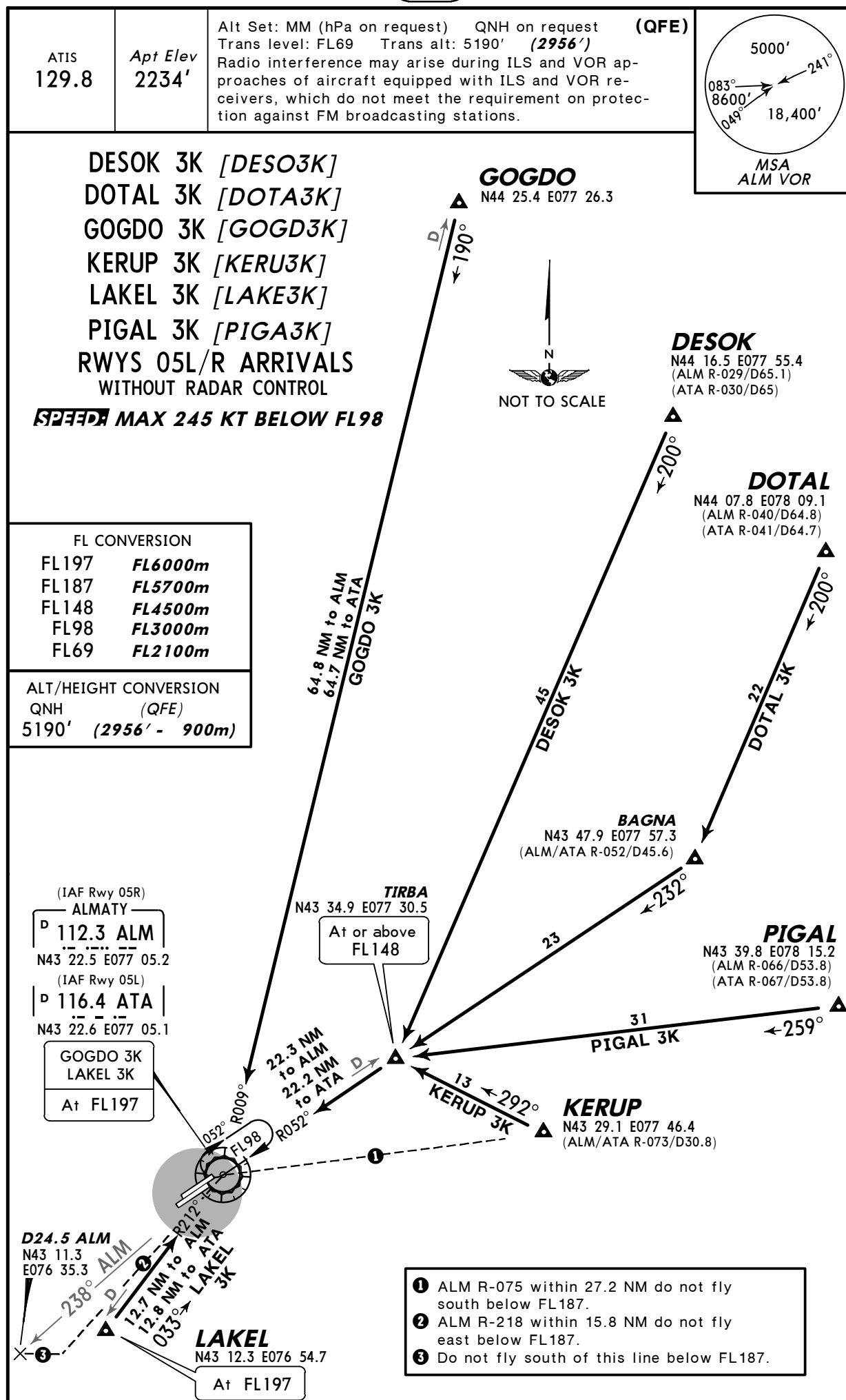


UAAA/ALA
ALMATY

JEPPESSEN
 3 APR 09 **10-2F**

ALMATY, KAZAKHSTAN

STAR



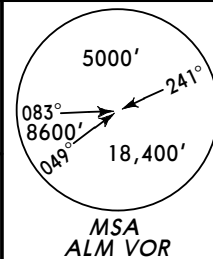
UAAA/ALA
ALMATY

JEPPESEN
 11 SEP 09 **10-3**

ALMATY, KAZAKHSTAN
SID

Apt Elev
2234'

QNH on request (**QFE**) Trans level: FL69 Trans alt: 5190' (**2956'**)
 1. Turn speed: MAX 215 KT.
 2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



DESOK 3F [DESO3F]
DOTAL 3E [DOTA3E]
GOGDO 3F [GOGD3F]
RWYS 05L/R DEPARTURES
TO NORTHEAST

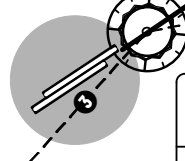
ALT/HEIGHT CONVERSION
 QNH (**QFE**)
 3220' (**986' - 300m**)
 5190' (**2956' - 900m**)

FL CONVERSION
 FL69 **FL2100m**
 FL98 **FL3000m**
 FL128 **FL3900m**
 FL187 **FL5700m**

1 TIRBA
 N43 34.9 E077 30.5
 (ALM R-052/D22.3)
 (ATA R-052/D22.2)

Between
 FL98 & FL128

ALMATY
D 112.3 ALM
 N43 22.5 E077 05.2
D 116.4 ATA
 N43 22.6 E077 05.1



NOT TO SCALE

DESOK 3F
DOTAL 3E
 At 3220' (**986'**)
GOGDO 3F
 Turn at
 3220' (**986'**)
 but not before
 ALM/ATA

GOGDO
 N44 25.4 E077 26.3
 (ALM R-009/D64.8)
 (ATA R-009/D64.7)

DESOK
 N44 16.5 E077 55.4
 (ALM R-029/D65.1)
 (ATA R-030/D65)

DOTAL
 N44 07.8 E078 09.1
 (ALM R-040/D64.8)
 (ATA R-041/D64.7)

BAGNA
 N43 47.9 E077 57.3
 (ALM/ATA R-052/D45.6)

- 2** ALM R-075 within 27.2 NM do not fly south below FL187.
- 3** ALM R-218 within 15.8 NM do not fly east below FL187.

1 DOTAL 3E:

This SID requires a minimum climb gradient of 425' per NM (7%) to cross TIRBA at FL98. If unable to comply contact ATC.

If unable to maintain climb gradient, after passing TIRBA turn RIGHT, 090° track to D37.3 ALM/D37.4 ATA, turn LEFT, 013° track to DOTAL.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
DESOK 3F	Climb straight ahead to 3220' (986'), 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3E	Climb straight ahead to 3220' (986'), 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.
GOGDO 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA, turn LEFT, 009° track to GOGDO.

UAAA/ALA
ALMATY

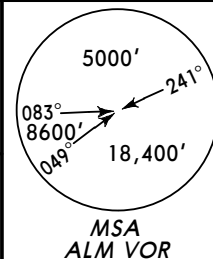
11 SEP 09

(10-3A)

ALMATY, KAZAKHSTAN**SID****Apt Elev**
2234'QNH on request (**QFE**) Trans level: FL69 Trans alt: 5190' (**2956'**)

1. Turn speed: MAX 215 KT.

2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



DESOK 3G [DESO3G]
DOTAL 3H [DOTA3H]
GOGDO 3H [GOGD3H]
RWYS 23L/R DEPARTURES
TO NORTHEAST

ALT/HEIGHT CONVERSION
 QNH (**QFE**)
 4540' (**2306'** - 700m)
 5190' (**2956'** - 900m)

FL CONVERSION
 FL69 **FL2100m**
 FL79 **FL2400m**
 FL108 **FL3300m**
 FL148 **FL4500m**
 FL187 **FL5700m**

GOGDO

N44 25.4 E077 26.3
 (ALM R-009/D64.8)
 (ATA R-009/D64.7)

DESOK

N44 16.5 E077 55.4
 (ALM R-029/D65.1)
 (ATA R-030/D65)

DOTAL

N44 07.8 E078 09.1
 (ALM R-040/D64.8)
 (ATA R-041/D64.7)

②

(Rwy 23L)

D19 ALM

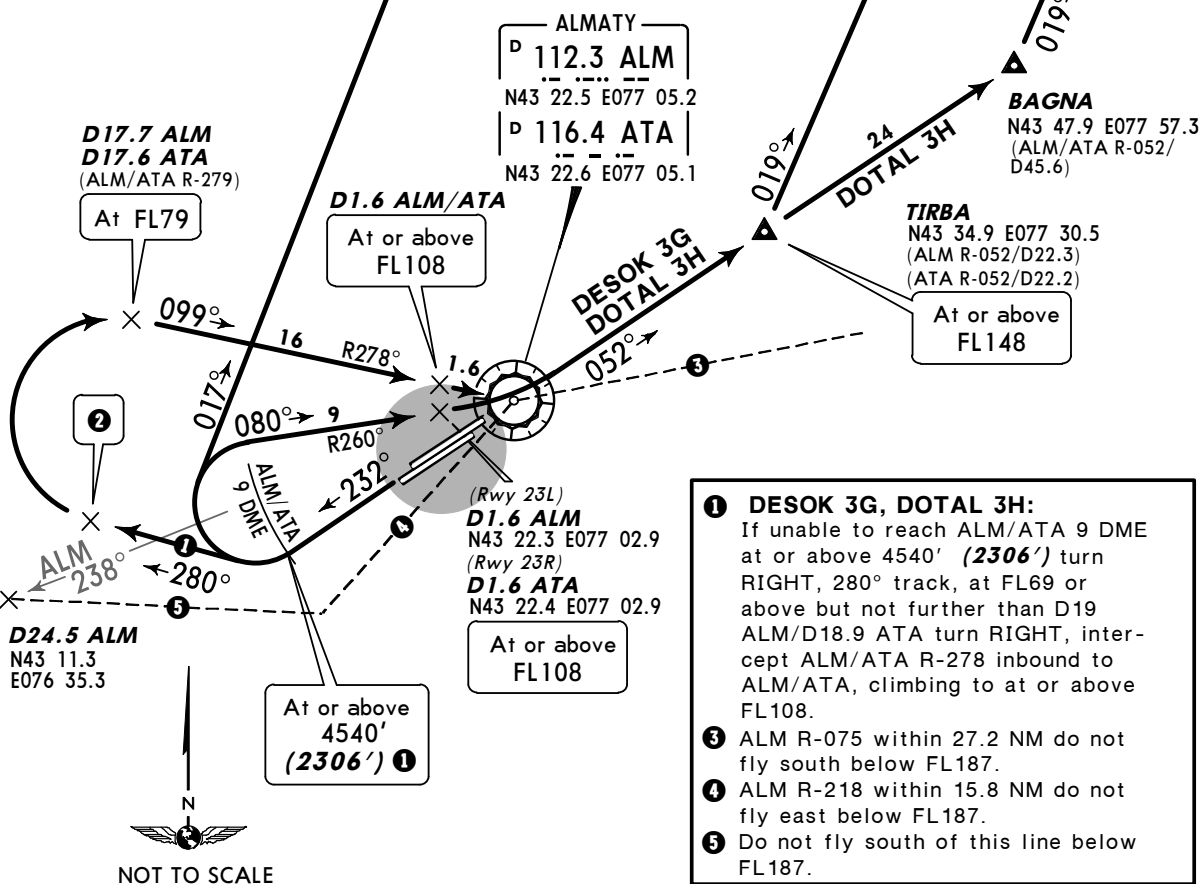
N43 20.1 E076 39.4
 (ALM R-259)

(Rwy 23R)

D18.9 ATA

N43 19.9 E076 39.4
 (ATA R-258)

At or above
 FL69
 but not
 further than
 D19 ALM/
 D18.9 ATA

**① DESOK 3G, DOTAL 3H:**

If unable to reach ALM/ATA 9 DME at or above 4540' (**2306'**) turn RIGHT, 280° track, at FL69 or above but not further than D19 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-278 inbound to ALM/ATA, climbing to at or above FL108.

③ ALM R-075 within 27.2 NM do not fly south below FL187.

④ ALM R-218 within 15.8 NM do not fly east below FL187.

⑤ Do not fly south of this line below FL187.

SID**ROUTING**

DESOK 3G	Climb on 232° track to ALM/ATA 9 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA, turn LEFT, 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3H	Climb on 232° track to ALM/ATA 9 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.
GOGDO 3H	Climb on 232° track to ALM/ATA 9 DME, turn RIGHT, 017° track to GOGDO.

UAAA/ALA
ALMATY

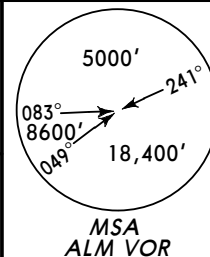
JEPPESEN
 11 SEP 09 **(10-3B)**

ALMATY, KAZAKHSTAN

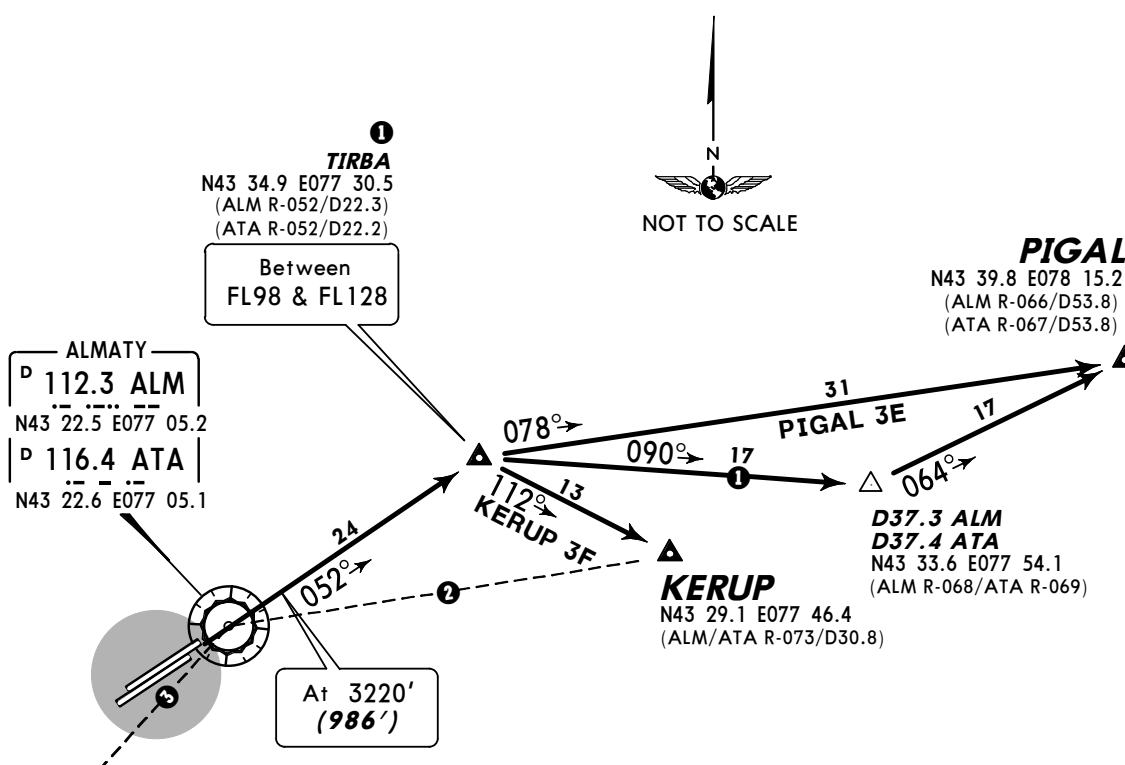
SID

Apt Elev
2234'

QNH on request **(QFE)** Trans level: FL69 Trans alt: 5190' **(2956')**
 1. Turn speed: MAX 215 KT.
 2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



KERUP 3F [KERU3F]
PIGAL 3E [PIGA3E]
RWYS 05L/R DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 3220' **(986' - 300m)**
 5190' **(2956' - 900m)**

FL CONVERSION
 FL69 **FL2100m**
 FL98 **FL3000m**
 FL128 **FL3900m**
 FL187 **FL5700m**

- 2** ALM R-075 within 27.2 NM do not fly south below FL187.
3 ALM R-218 within 15.8 NM do not fly east below FL187.

1 PIGAL 3E:

This SID requires a minimum climb gradient of 425' per NM (7%) to cross TIRBA at FL98. If unable to comply contact ATC.

If unable to maintain climb gradient, after passing TIRBA turn RIGHT, 090° track to D37.3 ALM/D37.4 ATA, turn LEFT, 064° track to PIGAL.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
KERUP 3F	Climb straight ahead to 3220' (986') , 052° track to TIRBA, turn RIGHT, 112° track to KERUP.
PIGAL 3E	Climb straight ahead to 3220' (986') , 052° track to TIRBA, turn RIGHT, 078° track to PIGAL.

UAAA/ALA
ALMATY

11 SEP 09

10-3C

ALMATY, KAZAKHSTAN

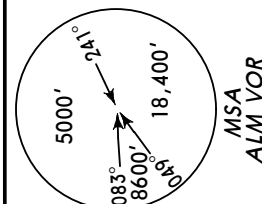
SID

Apt Elev
2234'

QNH on request **(QFE)** Trans level: FL69 Trans alt: 5190' **(2956')**
1. Turn speed: MAX 215 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

- 1 If unable to reach ALM/ATA 9 DME at or above 4540' **(2306')** turn RIGHT, 280° track, at FL69 or above but not further than D19 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-278 inbound to ALM/ATA, climbing to at or above FL108.
- 2 ALM R-075 within 27.2 NM do not fly south below FL187.
- 3 ALM R-218 within 15.8 NM do not fly east below FL187.
- 4 Do not fly south of this line below FL187.

KERUP 3G [KERU3G]
PIGAL 3H [PIGA3H]
RWYS 23L/R DEPARTURES
TO EAST



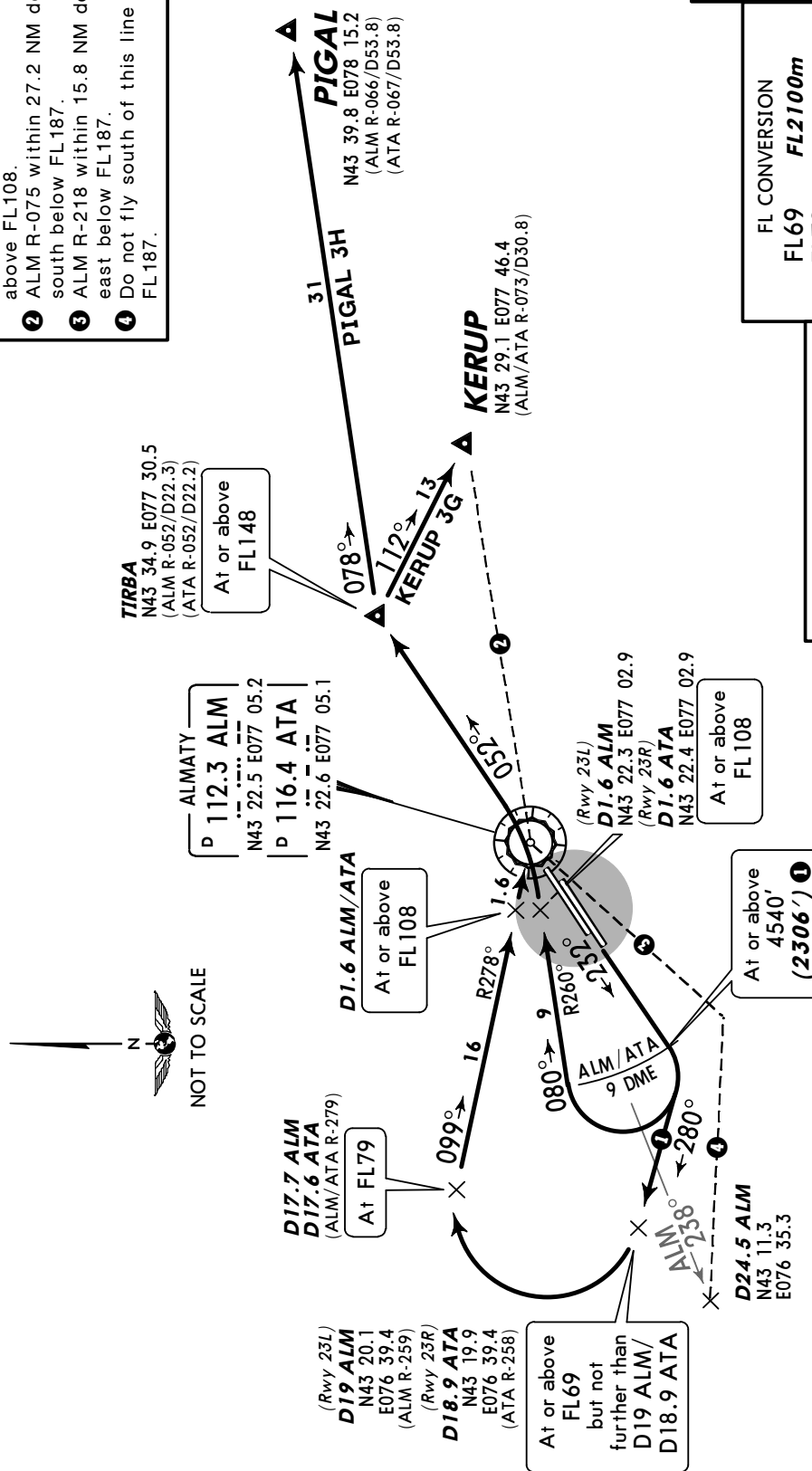
FL CONVERSION	
FL69	FL2100m
FL79	FL2400m
FL108	FL3300m
FL148	FL4500m
FL187	FL5700m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(2306' - 700m)
5190'	(2956' - 900m)

ROUTING

KERUP 3G Climb on 232° track to ALM/ATA 9 DME 1, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track to TIRBA, turn RIGHT, 112° track to KERUP.

PIGAL 3H Climb on 232° track to ALM/ATA 9 DME 1, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track to TIRBA, turn RIGHT, 078° track to PIGAL.



UAAA/ALA
ALMATY

3 APR 09

JEPPESEN
APR 09 10-3D

ALMATY, KAZAKHSTAN

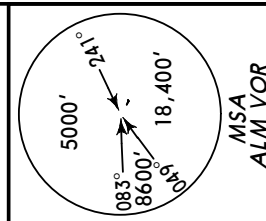
SID

Apt Elev
2234'

QNH on request (QFE) Trans level: FL69 Trans alt: 5190' (2956')

1. Turn speed: MAX 215 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

LAKEL 3E [LAKE3E]
RWYS 05L/R DEPARTURE
TO SOUTH

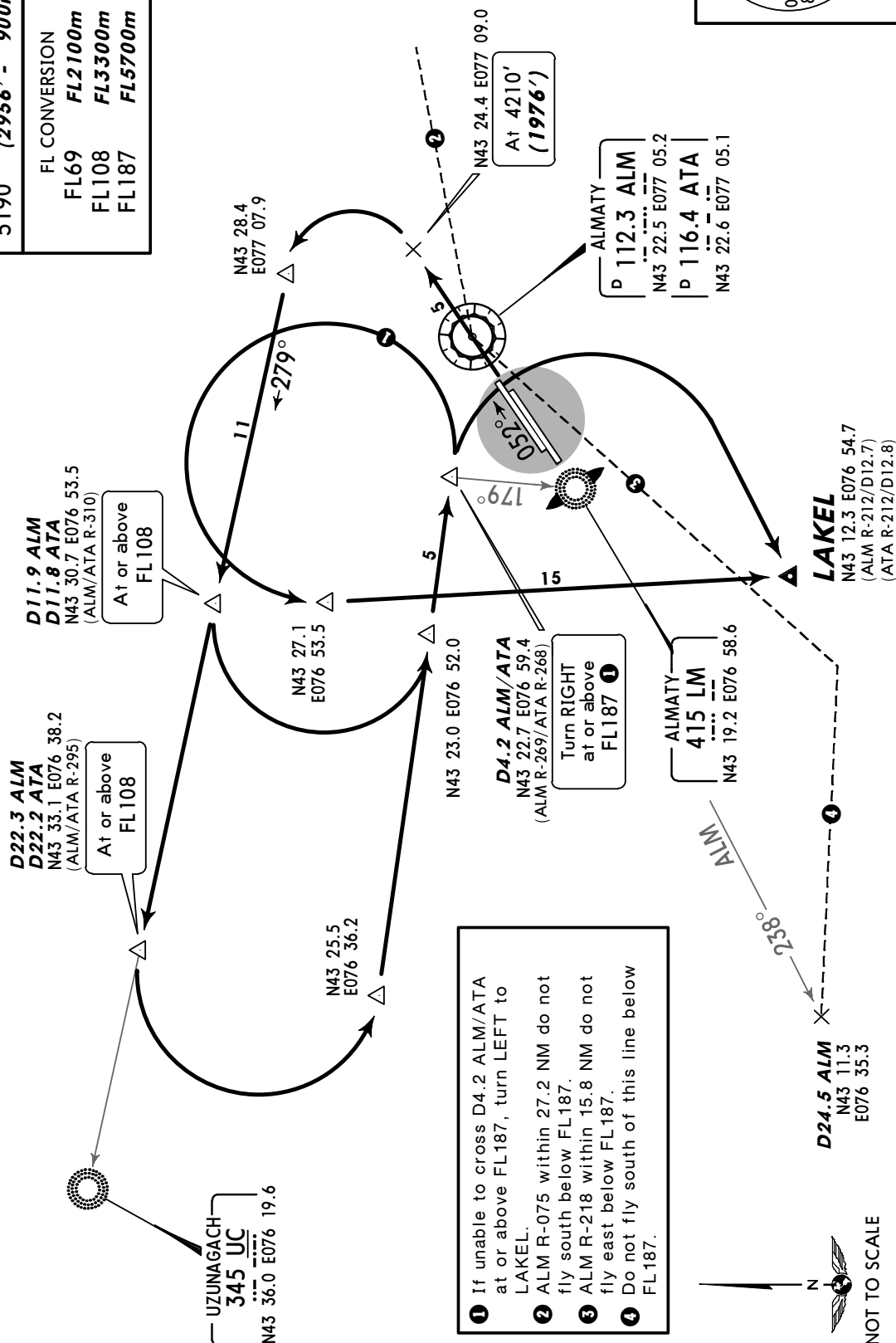


ALT/HEIGHT CONVERSION	
QNH	(QFE)
4210'	(1976' - 600m)
5190'	(2956' - 900m)

FL CONVERSION	
FL69	FL2100m
FL108	FL3300m
FL187	FL5700m

ROUTING

Climb on 052° track to 4210' (**1976**'), turn LEFT towards UC, between D11.9 ALM/D11.8 ATA and D22.3 ALM/D22.2 ATA turn LEFT towards ALM/ATA, at or above FL187 **1** turn RIGHT to LAKEEL.



NOT TO SCALE

UAAA/ALA
ALMATY

3 APR 09

JEPPESEN

10-3E

ALMATY, KAZAKHSTAN

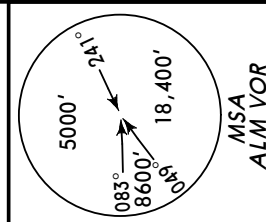
SID

Apt Elev
2234'

QNH on request (QFE) Trans level: FL69 Trans alt: 5190' (2956')

1. Turn speed: MAX 215 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

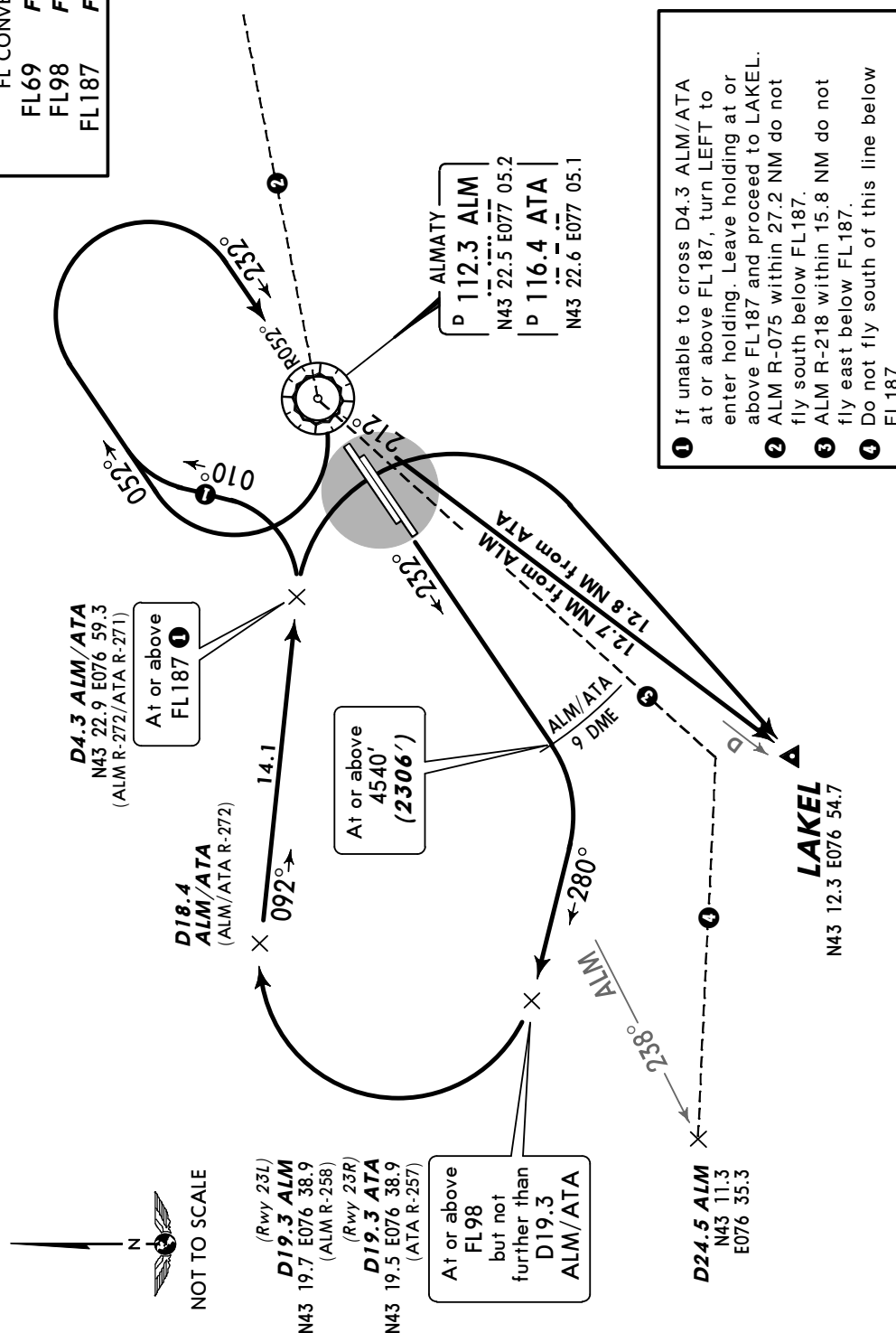
LAKEL 3G [LAKE3G]
RWY 23L/R DEPARTURE
TO SOUTH



ALT/HEIGHT CONVERSION	FL CONVERSION
QNH (QFE)	FL69 FL2100m
4540' (2306' - 700m)	FL98 FL3000m
5190' (2956' - 900m)	FL187 FL5700m

ROUTING

Climb on 232° track to ALM/ATA 9 DME, turn RIGHT, 280° track, at FL98 but not further than D19.3 ALM/ATA turn RIGHT, intercept ALM/ATA R-272 inbound towards ALM/ATA, at FL187 but not later than D4.3 ALM/ATA **1** turn RIGHT to LAKE.



- ➊ If unable to cross D4.3 ALM/ATA at or above FL187, turn LEFT to enter holding. Leave holding at or above FL187 and proceed to LAKELE
- ➋ ALM R-075 within 27.2 NM do not fly south below FL187.
- ➌ ALM R-218 within 15.8 NM do not fly east below FL187.
- ➍ Do not fly south of this line below FL187.

UAAA/ALA
ALMATY

JEPPESSEN
9 APR 10 (10-3F)

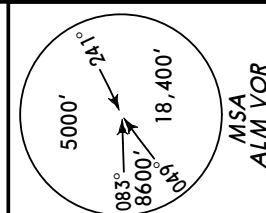
ALMATY, KAZAKHSTAN

SID

Apt Elev
2234'

QNH on request (QFE) Trans level: FL69 Trans alt: 5190' (2956')
1. Turn speed: MAX 215 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

AGUNA 3F [AGUN3F]
BEKRO 3F [BEKR3F]
TIPSA 3E [TIPS3E]
RWYS 05L/R DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION
QNH (QFE)
3220' (986' - 300m)
5190' (2956' - 900m)

FL CONVERSION
FL69 FL2100m
FL79 FL2400m
FL98 FL3000m
FL187 FL5700m

AGUNA
N43 59.1 E075 47.7
(ALM R-299/D67.1)
(ATA R-299/D67)

BEKRO
N43 48.8 E075 39.9
(ALM/ATA R-289/D67.3)

TIPSA
N43 38.2 E075 31.8
(ALM/ATA R-279/D69.7)

UZUNAGACH
345 UC
N43 36.0 E076 19.6

Between
FL79 & FL98
(or above
by ATC)

ALMATY
D 112.3 ALM
N43 22.5 E077 05.2
D 116.4 ATA
N43 22.6 E077 05.1

At 3220'
(986')
but not before
ALM/ATA

NOT TO SCALE

- 1 ALM R-075 within 27.2 NM do not fly south below FL187.
- 2 ALM R-218 within 15.8 NM do not fly east below FL187.

ROUTING

SID

AGUNA 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn RIGHT, 310° bearing to AGUNA.
BEKRO 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn RIGHT, 288° bearing to BEKRO.
TIPSA 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn LEFT, 269° bearing to TIPSA.

UAAA/ALA
ALMATY

JEPPesen
9 APR 10 **(10-3G)**

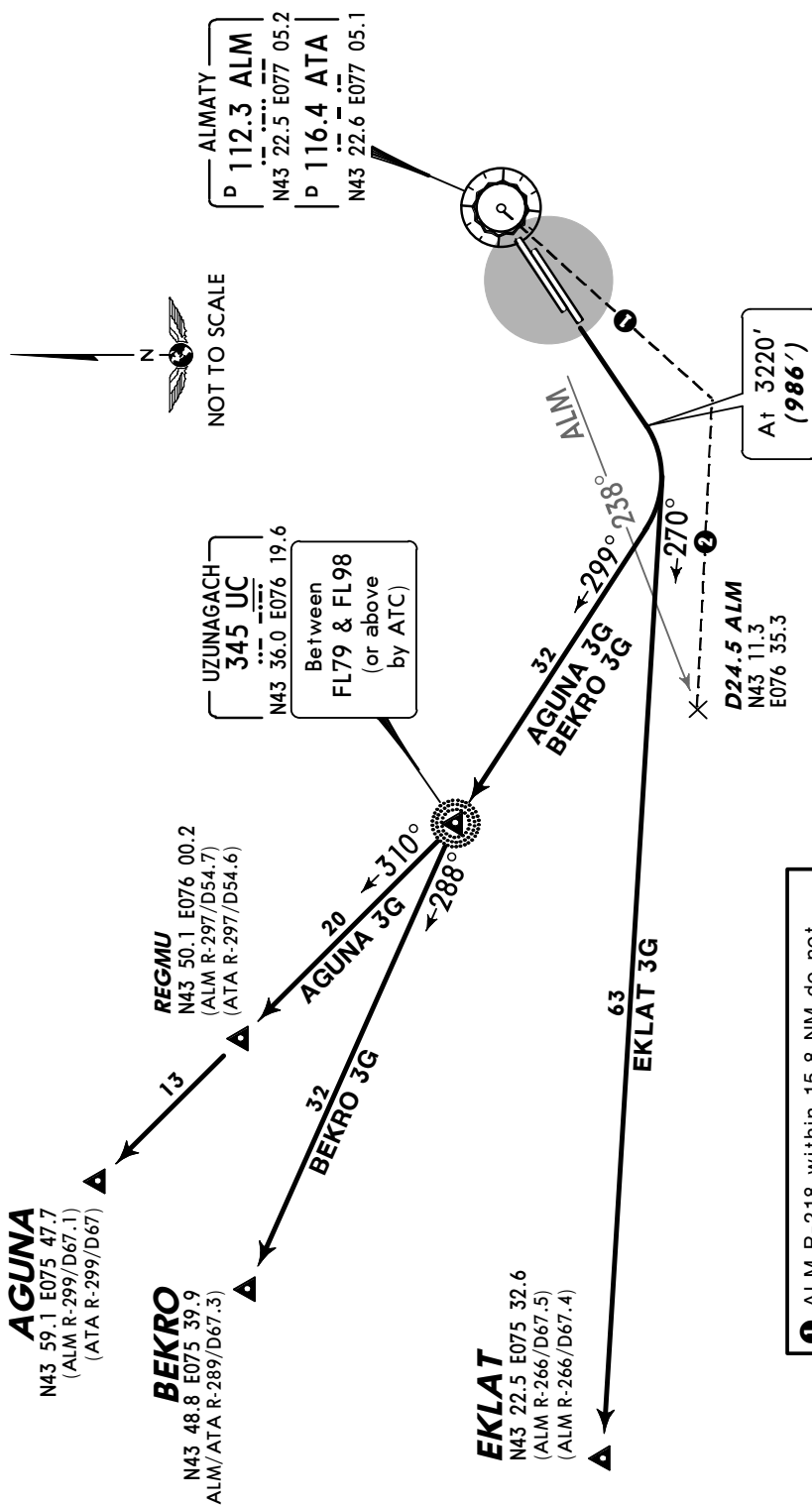
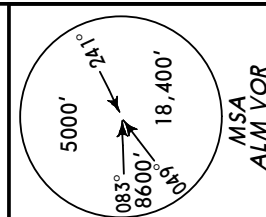
ALMATY, KAZAKHSTAN

SID

Apt Elev
2234'

QNH on request **(QFE)** Trans level: FL69 Trans alt: 5190' **(2956')**
1. Turn speed: MAX 225 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

AGUNA 3G [AGUN3G]
BEKRO 3G [BEKR3G]
EKLAT 3G [EKLA3G]
RWYS 23L/R DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(986' - 300m)
5190'	(2956' - 900m)
FL CONVERSION	
FL69	FL2100m
FL79	FL2400m
FL98	FL3000m
FL187	FL5700m

- 1 ALM R-218 within 15.8 NM do not fly east below FL187.
- 2 Do not fly south of this line below FL187.

ROUTING

SID	ROUTING
AGUNA 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing via REGMU to AGUNA.
BEKRO 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn LEFT, 288° bearing to BEKRO.
EKLAT 3G	Climb straight ahead to 3220' (986'), turn RIGHT, 270° track to EKLAT.

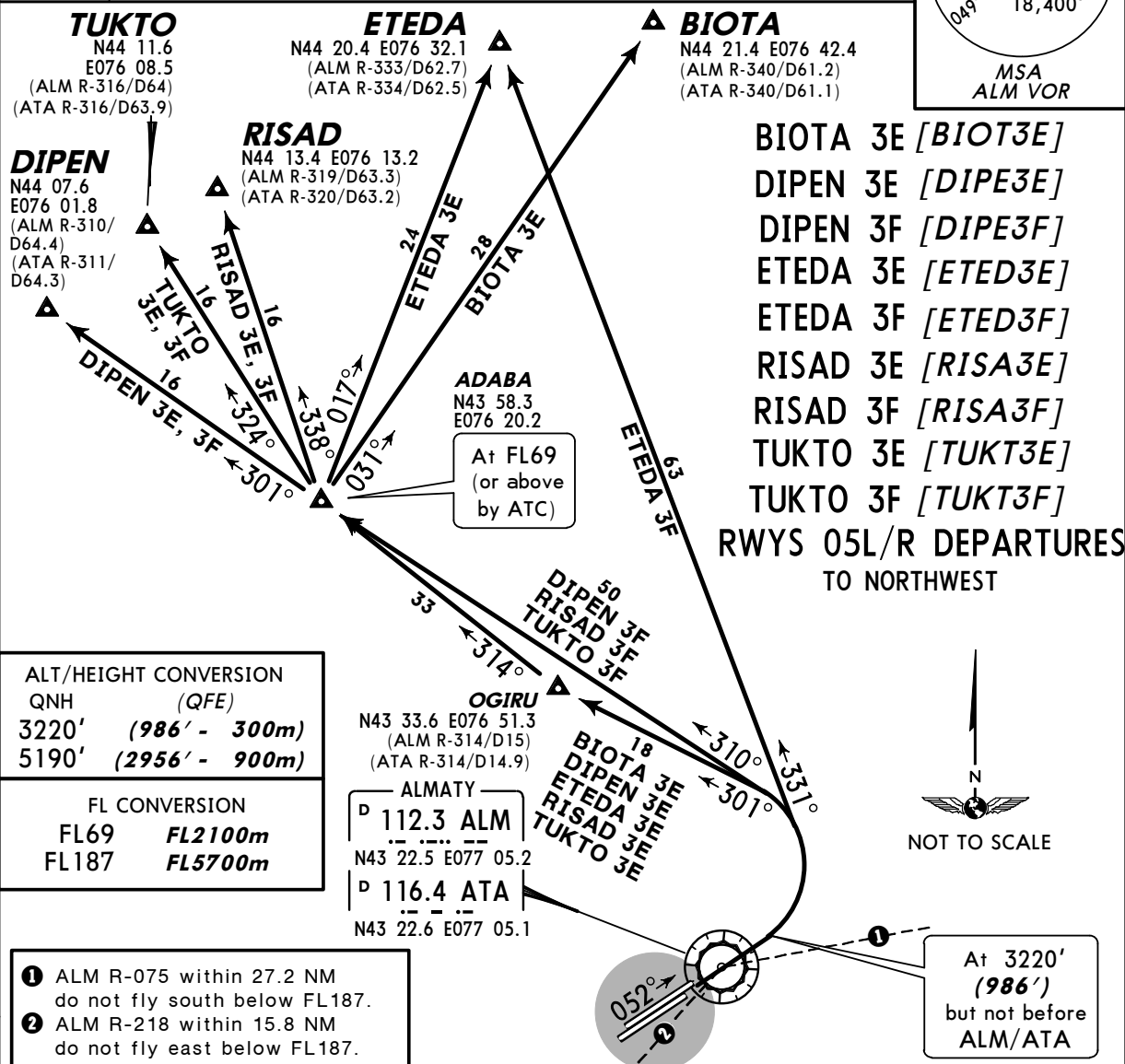
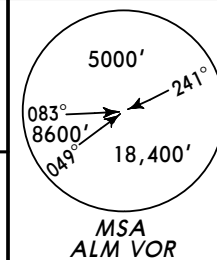
UAAA/ALA
ALMATY

18 JUN 10

10-3H**ALMATY, KAZAKHSTAN****SID****Apt Elev**
2234'QNH on request (**QFE**) Trans level: FL69 Trans alt: 5190' (**2956'**)

1. Turn speed: MAX 215 KT.

2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



SID	ROUTING
BIOTA 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 031° track to BIOTA.
DIPEN 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn LEFT, 301° track to DIPEN.
DIPEN 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn LEFT, 301° track to DIPEN.
ETEDA 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 017° track to ETEDA.
ETEDA 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 331° track to ETEDA.
RISAD 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 338° track to RISAD.
RISAD 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn RIGHT, 338° track to RISAD.
TUKTO 3E	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 324° track to TUKTO.
TUKTO 3F	Climb straight ahead, at 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn RIGHT, 324° track to TUKTO.

UAAA/ALA
ALMATY

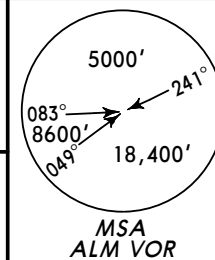
JEPPESEN
18 JUN 10 **(10-3J)**

ALMATY, KAZAKHSTAN

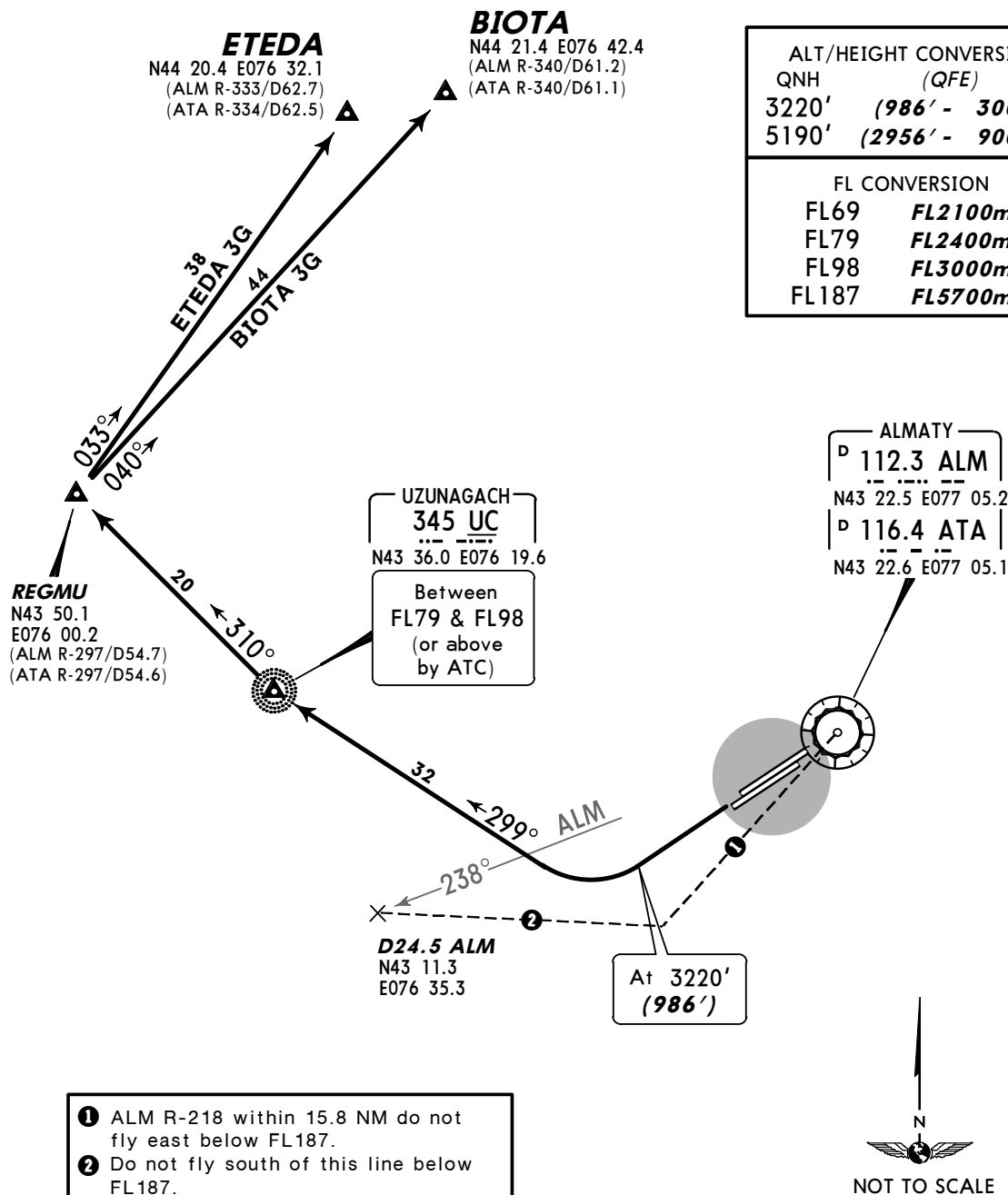
SID

Apt Elev
2234'

QNH on request (**QFE**) Trans level: FL69 Trans alt: 5190' (**2956'**)
1. Turn speed: MAX 225 KT.
2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



BIOTA 3G [BIOT3G]
ETEDA 3G [ETED3G]
RWYS 23L/R DEPARTURES
TO NORTHWEST



QNH	(QFE)
3220'	(986' - 300m)
5190'	(2956' - 900m)

FL	CONVERSION
FL69	FL2100m
FL79	FL2400m
FL98	FL3000m
FL187	FL5700m

SID	ROUTING
BIOTA 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 040° track to BIOTA.
ETEDA 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 033° track to ETEDA.

UAAA/ALA

Apt Elev **2234'**
N43 21.3 E077 02.6

JEPPesen

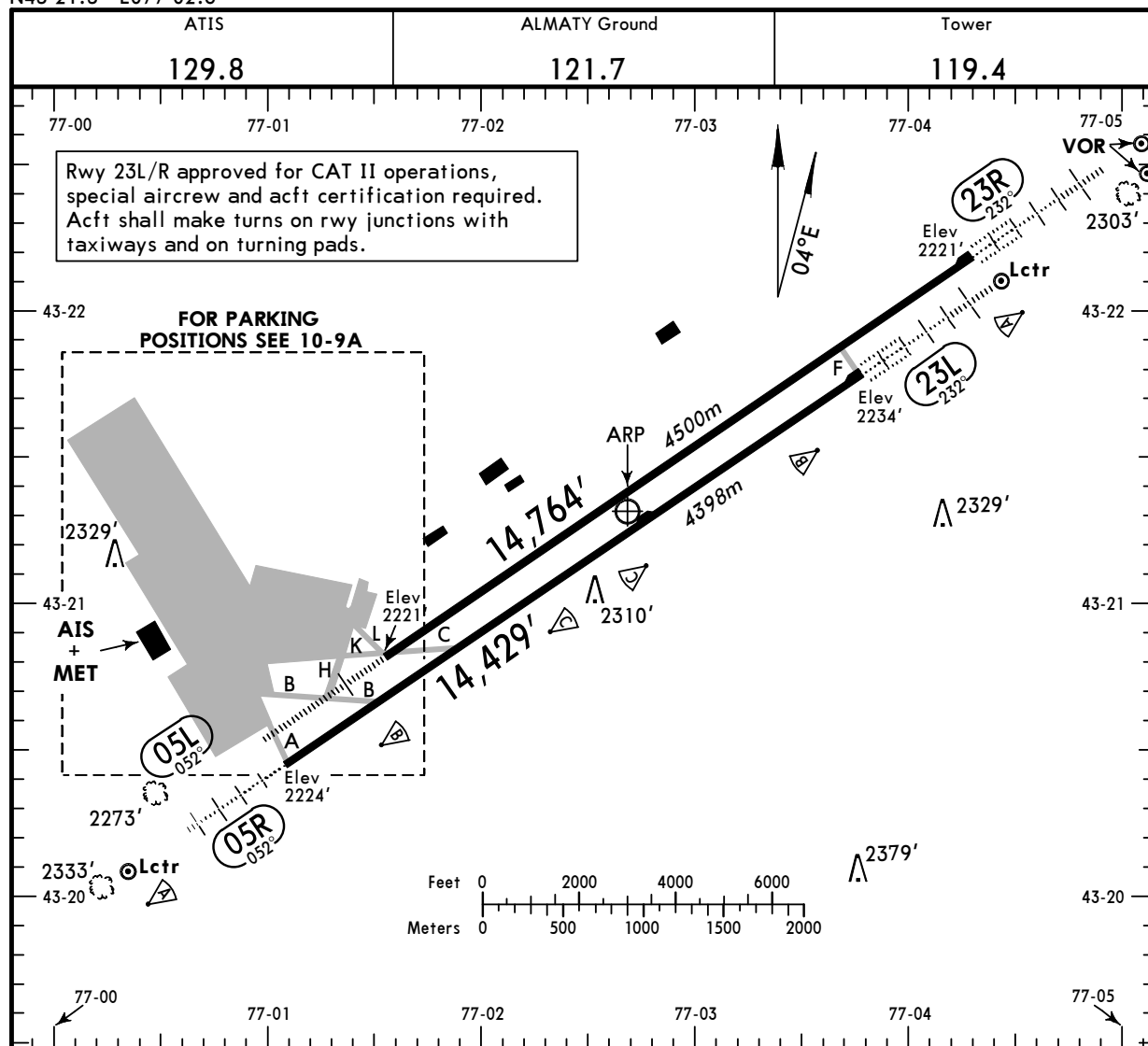
19 SEP 08

(10-9)

Eff 25 Sep

ALMATY, KAZAKHSTAN

ALMATY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
05L	HIRL (60m) CL (15m) HIALS PAPI-L ① RVR		13,792' 4204m		148'
23R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ① RVR		13,853' 4222m		45m
05R	HIRL (60m) CL (15m) HIALS PAPI-L ① RVR		13,396' 4083m		148'
23L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ② RVR		13,335' 4064m		45m

① angle 3.00°.

② angle 2.67°.

TAKE-OFF

AIR CARRIER (JAA) All Rws								
DAY					NIGHT			
LVP must be in force					LVP must be in force			
RL & CL	RL	RCLM	RL	RCLM	RL & CL	RL	RL	
A								
B	200m	300m	300m	400m	200m	300m		400m
C								
D	250m (200m)	500m	500m	500m	250m (200m)	400m		

CHANGES: New runway.

© JEPPESEN, 2000, 2008. ALL RIGHTS RESERVED.

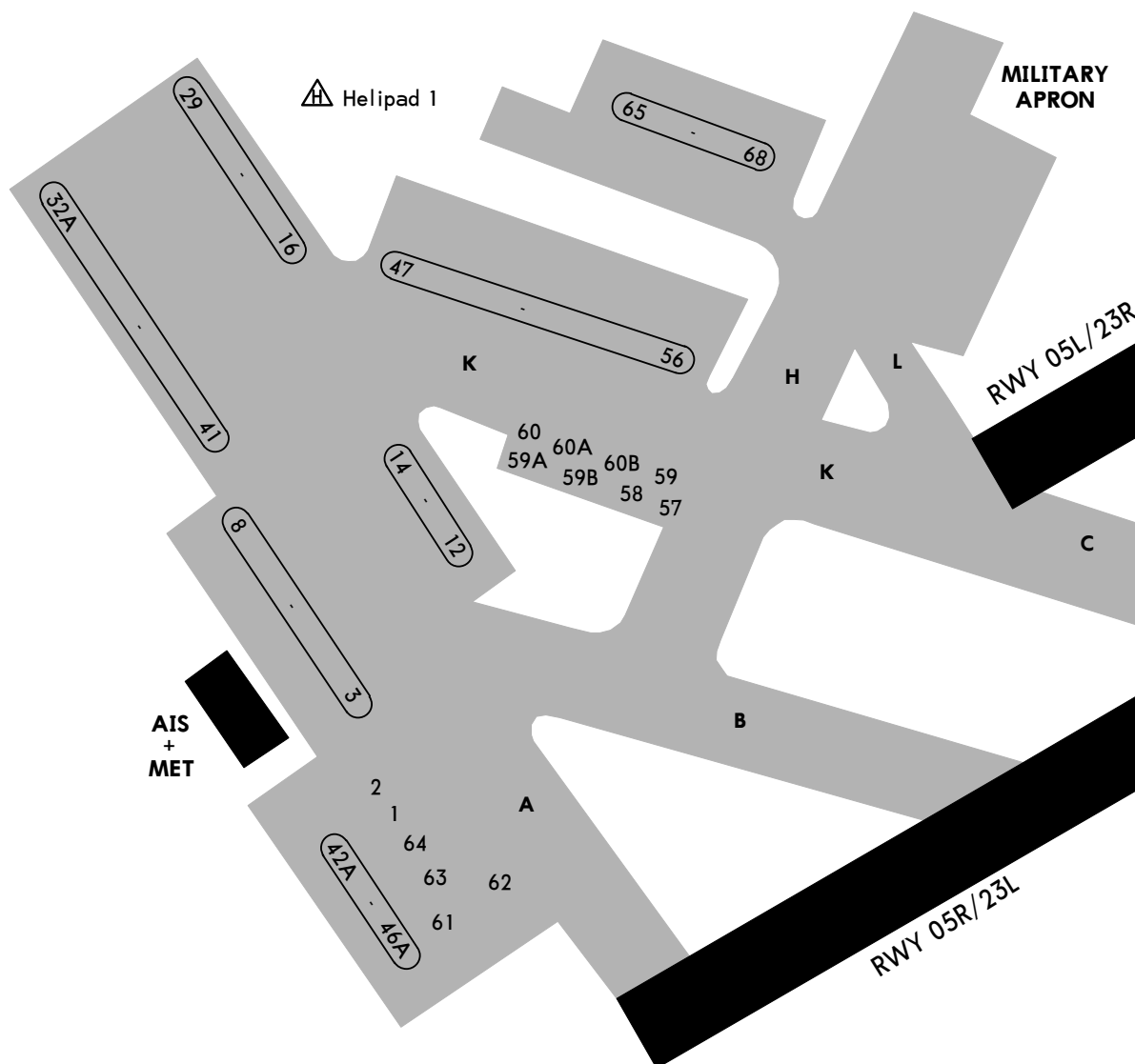
UAAA/ALA

JEPPESEN
 19 SEP 08 (10-9A) Eff 25 Sep

ALMATY, KAZAKHSTAN

ALMATY

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1, 2	N43 20.7 E077 00.9
5, 6	N43 20.8 E077 00.8
12, 13	N43 20.8 E077 00.9
14	N43 20.8 E077 00.8
57	N43 20.8 E077 01.3
58, 59	N43 20.8 E077 01.2
60	N43 20.8 E077 01.1
65, 66	N43 21.1 E077 01.2
67, 68	N43 21.1 E077 01.3

Start-up of engines on stands 3 thru 8 prohibited.
 Acft should start engines after towing to apron
 centerline or on stands 12 thru 14.
 Stands 43A, 61 and 62 available for helicopters.

UAAA/ALA **JEPPESEN**
30 JUL 10 **10-9S****Standard**
ALMATY, KAZAKHSTAN
ALMATY

STRAIGHT-IN RWY		A	B	C	D
05L	ILS	2421' (200') 800m	2421' (200') 800m	2421' (200') 800m	2421' (200') 800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	3080' (859') 3000m	3080' (859') 3000m	3210' (989') 5000m	3210' (989') 5000m
05R	ILS	2424' (200') 1000m	2424' (200') 1000m	2424' (200') 1000m	2424' (200') 1000m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	3080' (856') 3000m	3080' (856') 3000m	3210' (986') 5000m	3210' (986') 5000m
	NDB ❶❷	2620' (396') 1800m	2620' (396') 1800m	2620' (396') 1800m	2620' (396') 1800m
	NDB ❶❸	2960' (736') 1800m	2960' (736') 1800m	2960' (736') 2400m	2960' (736') 2400m
23L	CAT 2 ILS	2334' (100') RA105' 350m	2334' (100') RA105' 350m	2334' (100') RA105' 350m	2342' (108') RA115' 350m
	ILS	2434' (200') 550m	2434' (200') 550m	2434' (200') 550m	2434' (200') 550m
	<i>FULL</i>	750m	750m	750m	750m
	<i>Limited</i>	1200m	1200m	1200m	1200m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2890' (656') 2500m	2890' (656') 2500m	3220' (986') 5000m	3220' (986') 5000m
	NDB ❶❷❹	2590' (356') 1500m	2590' (356') 1500m	2590' (356') 1500m	2590' (356') 1500m
	<i>ALS out</i>	1500m	1500m	1600m	1600m
	NDB ❶❷❸	2590' (356') 1500m	2590' (356') 1500m	2590' (356') 1500m	2590' (356') 1500m
	<i>ALS out</i>	1600m	1600m	1600m	1600m
	NDB ❶❸❹	2620' (386') 1500m	2620' (386') 1500m	2620' (386') 1500m	2620' (386') 1500m
	<i>ALS out</i>	1500m	1500m	1800m	1800m
	NDB ❶❸❸	2620' (386') 1500m	2620' (386') 1500m	2620' (386') 1500m	2620' (386') 1500m
	<i>ALS out</i>	2000m	2000m	2200m	2200m

❶ Continuous Descent Final Approach.

❷ with LOM.

❸ w/o LOM.

❹ with FMS.

❺ w/o FMS.

UAAA/ALA

JEPPESEN
30 JUL 10 **(10-9S1)**

Standard
ALMATY, KAZAKHSTAN
ALMATY

STRAIGHT-IN RWY		A	B	C	D
23R	CAT 3A ILS	RA50' 200m	RA50' 200m	RA50' 200m	RA50' 200m
	CAT 2 ILS	2321'(100')	2321'(100')	2321'(100')	2321'(100')
		RA105' 350m	RA105' 350m	RA105' 350m	RA105' 350m
	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2880'(659') 2500m	2880'(659') 2500m	3210'(989') 5000m	3210'(989') 5000m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 05L/R, 23L/R

LVP must be in Force						
RL, CL & mult. RVR req		RL & CL	RL	RCLM	RL	RCLM NIL
A	200m	200m	300m	300m	400m	400m
B						500m
C						500m ❸
D		250m	300m ❷	500m ❸		

❷ NIGHT: 400m.

❸ NIGHT: 700m.

UAAA/ALA **JEPPESEN**
30 JUL 10 **10-9X****JAA MINIMUMS**
ALMATY, KAZAKHSTAN
ALMATY

STRAIGHT-IN RWY		A	B	C	D
05L	ILS	2421' (200')	2421' (200')	2421' (200')	2421' (200')
		800m	800m	800m	800m
	<i>ALS out</i>	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	3080' (859')	3080' (859')	3210' (989')	3210' (989')
		3000m	3000m	5000m	5000m
05R	ILS	2424' (200')	2424' (200')	2424' (200')	2424' (200')
		1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR DME	3080' (856')	3080' (856')	3210' (986')	3210' (986')
		3000m	3000m	5000m	5000m
	NDB with LOM	2620' (396')	2620' (396')	2620' (396')	2620' (396')
		1800m	1800m	1800m	1800m
	<i>ALS out</i>	1800m	1800m	1800m	2000m
	NDB w/o LOM	2960' (736')	2960' (736')	2960' (736')	2960' (736')
		1800m	1800m	1800m	1800m
	<i>ALS out</i>	1800m	1800m	2000m	2000m
23L	CAT 2 ILS	2334' (100')	2334' (100')	2334' (100')	2342' (108')
		RA105' 350m	RA105' 350m	RA105' 350m	RA115' 350m
	ILS	2434' (200')	2434' (200')	2434' (200')	2434' (200')
		550m	550m	550m	550m
	<i>ALS out</i>	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2890' (656')	2890' (656')	3220' (986')	3220' (986')
		2500m	2500m	5000m	5000m
	NDB with LOM	2570' (336')	2570' (336')	2570' (336')	2570' (336')
	NDB w/o LOM	2620' (386')	2620' (386')	2620' (386')	2620' (386')
		1500m	1500m	1500m	1500m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
23R	CAT 3A ILS	RA50' 200m	RA50' 200m	RA50' 200m	RA50' 200m
	CAT 2 ILS	2321' (100')	2321' (100')	2321' (100')	2321' (100')
		RA105' 350m	RA105' 350m	RA105' 350m	RA105' 350m
	ILS	2421' (200')	2421' (200')	2421' (200')	2421' (200')
		550m	550m	550m	550m
	<i>ALS out</i>	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2880' (659')	2880' (659')	3210' (989')	3210' (989')
		2500m	2500m	5000m	5000m

UAAA/ALA

JEPPESEN
30 JUL 10 **10-9X1**

JAA MINIMUMS
ALMATY, KAZAKHSTAN
ALMATY

TAKE-OFF RWY 05L/R, 23L/R

LVP must be in Force						
RL, CL & mult. RVR req	RL & CL	RL	RCLM (DAY only)	RL	RCLM (DAY only)	NIL (DAY only)
A	200m	200m	300m	400m	400m	500m
B			300m		500m	
C		250m	300m ❶			
D			500m			

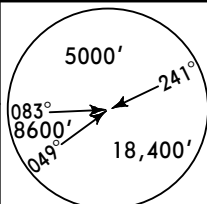
❶ NIGHT: 400m.

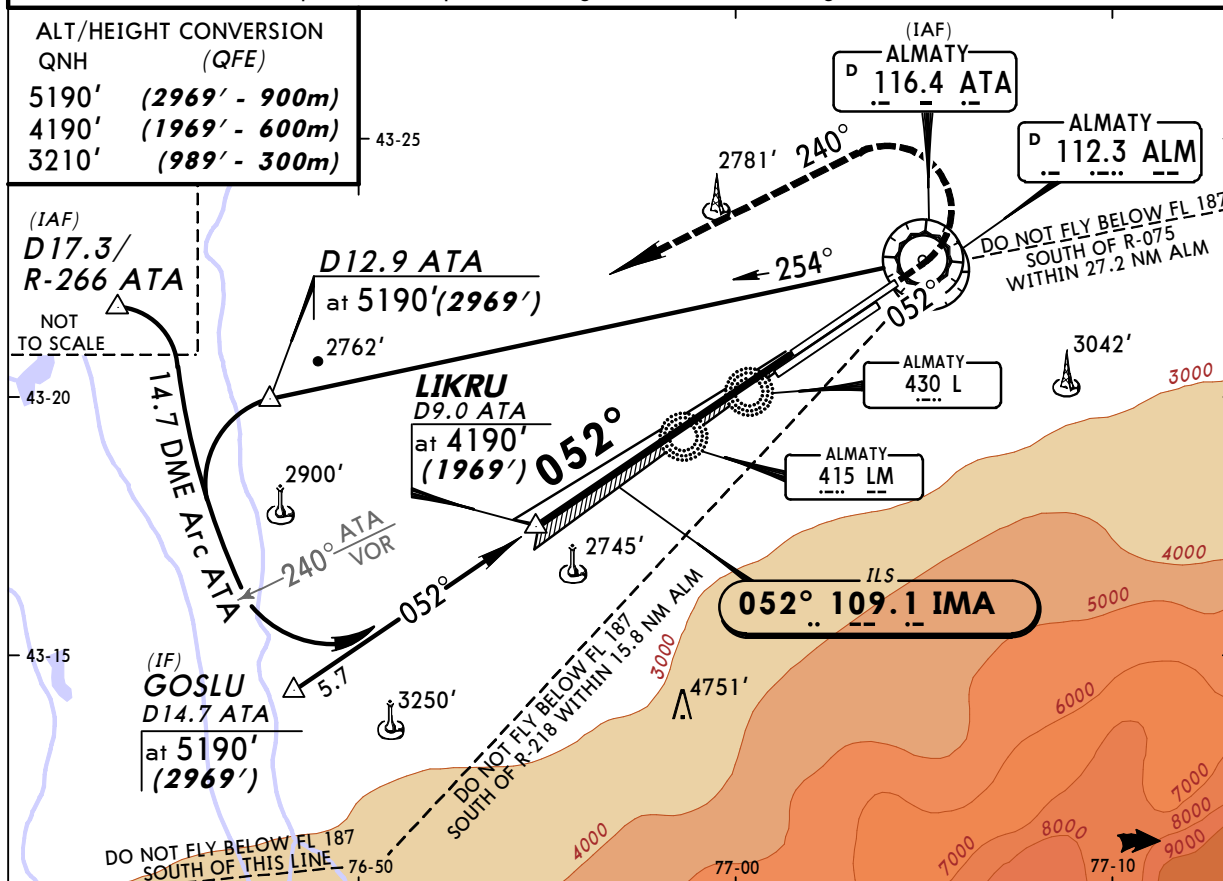
UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **11-1** Eff 9 Apr

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 05L

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IMA 109.1	Final Apch Crs 052°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') to intercept 14.7 DME Arc ATA, then according to chart. Do not turn before ATA VOR.				 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS	3.00°	377	484	538	646	753	PAPI	MIM 3210' (989') on 052°

STRAIGHT-IN LANDING RWY 05L			
ILS		LOC (GS out)	
DA(H) 2421' (200')			
FULL	ALS out		
A			
B			
C	800m	1200m	NOT AUTHORIZED
D			

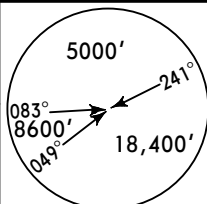
PANS OPS

UAAA/ALA
ALMATY

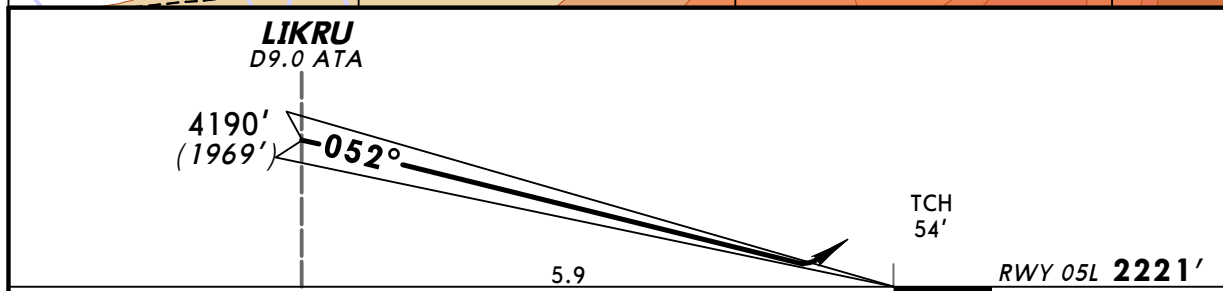
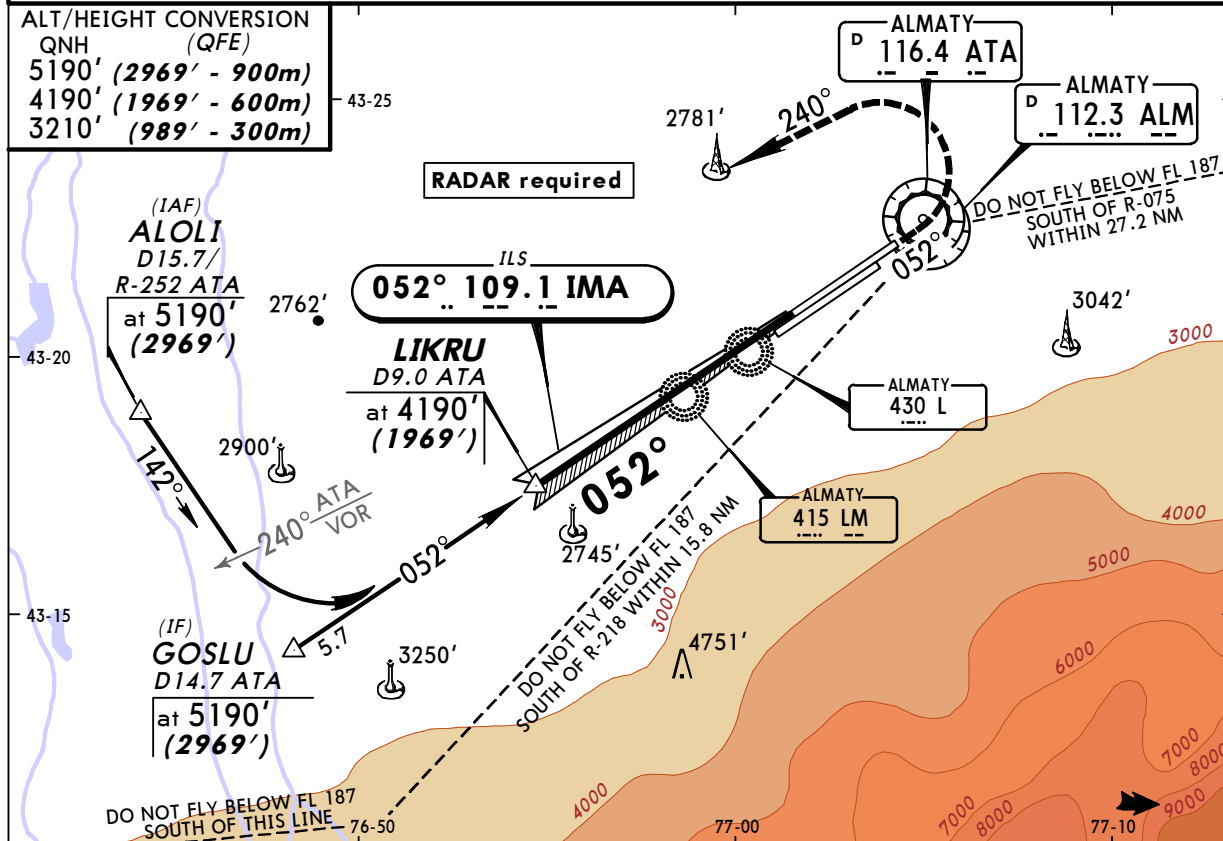
JEPPesen
3 APR 09 **11-2** Eff 9 Apr

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05L

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IMA 109.1	Final Apch Crs 052°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') and follow ATC instructions. Do not turn before ATA VOR.				 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

ALT/HEIGHT CONVERSION
QNH (QFE)
5190' (2969' - 900m)
4190' (1969' - 600m)
3210' (989' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM
ILS GS 3.00°	377	484	538	646	753	861	PAPI	3210' (989') on 052°

STRAIGHT-IN LANDING RWY 05L					
ILS		LOC (GS out)			
DA(H) 2421'(200')					
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED		
B					
C					
D					

PANS OPS

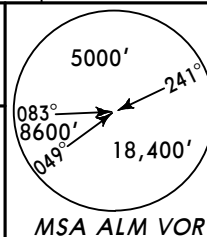
UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **11-3** Eff 9 Apr

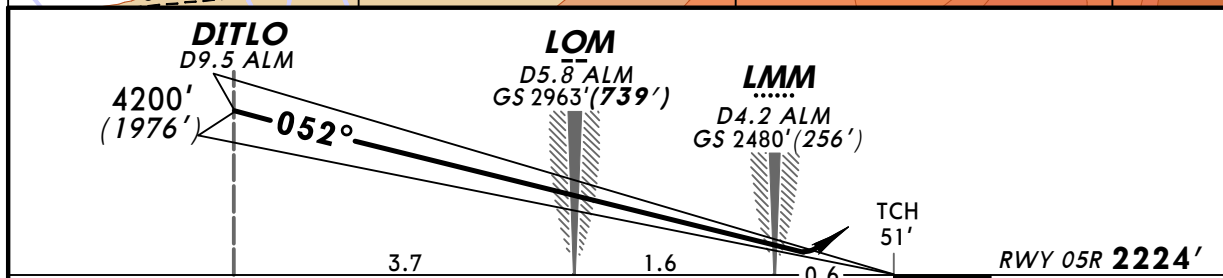
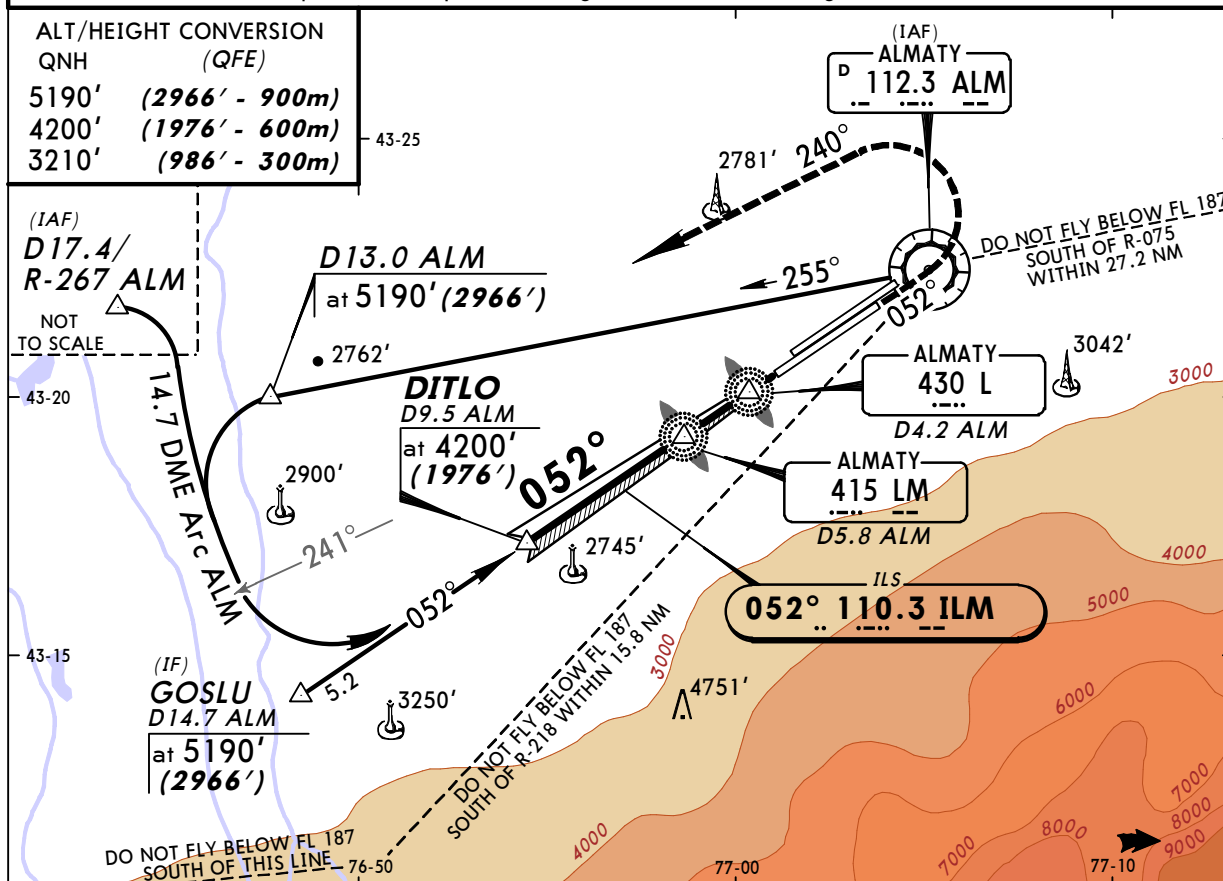
ALMATY, KAZAKHSTAN
ILS Z Rwy 05R

BRIEFING STRIP

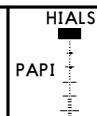
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC ILM 110.3	Final Apch Crs 052°	GS LOM 2963' (739')	ILS DA(H) 2424' (200')	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966') to intercept 14.7 DME Arc ALM, then according to chart. Do not turn before passing VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2966') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



ALT/HEIGHT CONVERSION	QNH	(QFE)
5190'	(2966' - 900m)	
4200'	(1976' - 600m)	
3210'	(986' - 300m)	



---	--	--	--	--	--	--



MIM 3210' (986') on 052°

STRAIGHT-IN LANDING RWY 05R			
ILS		LOC (GS out)	
DA(H) 2424' (200')			
FULL	ALS out		
A			
B			
C	1000m	1200m	NOT AUTHORIZED
D			

PANS OPS

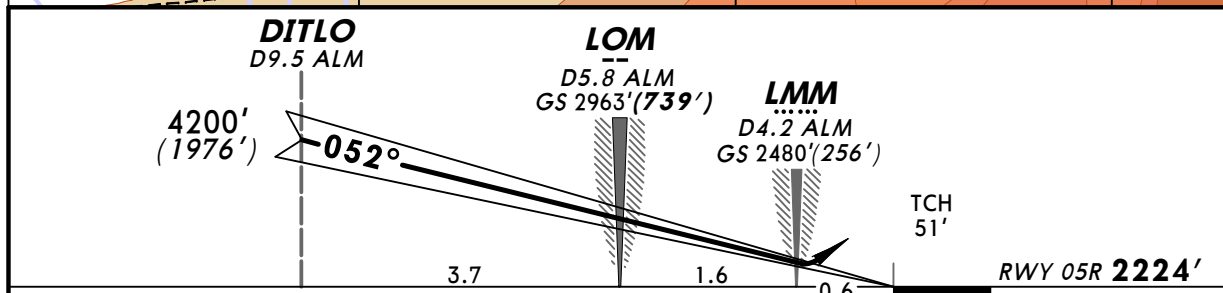
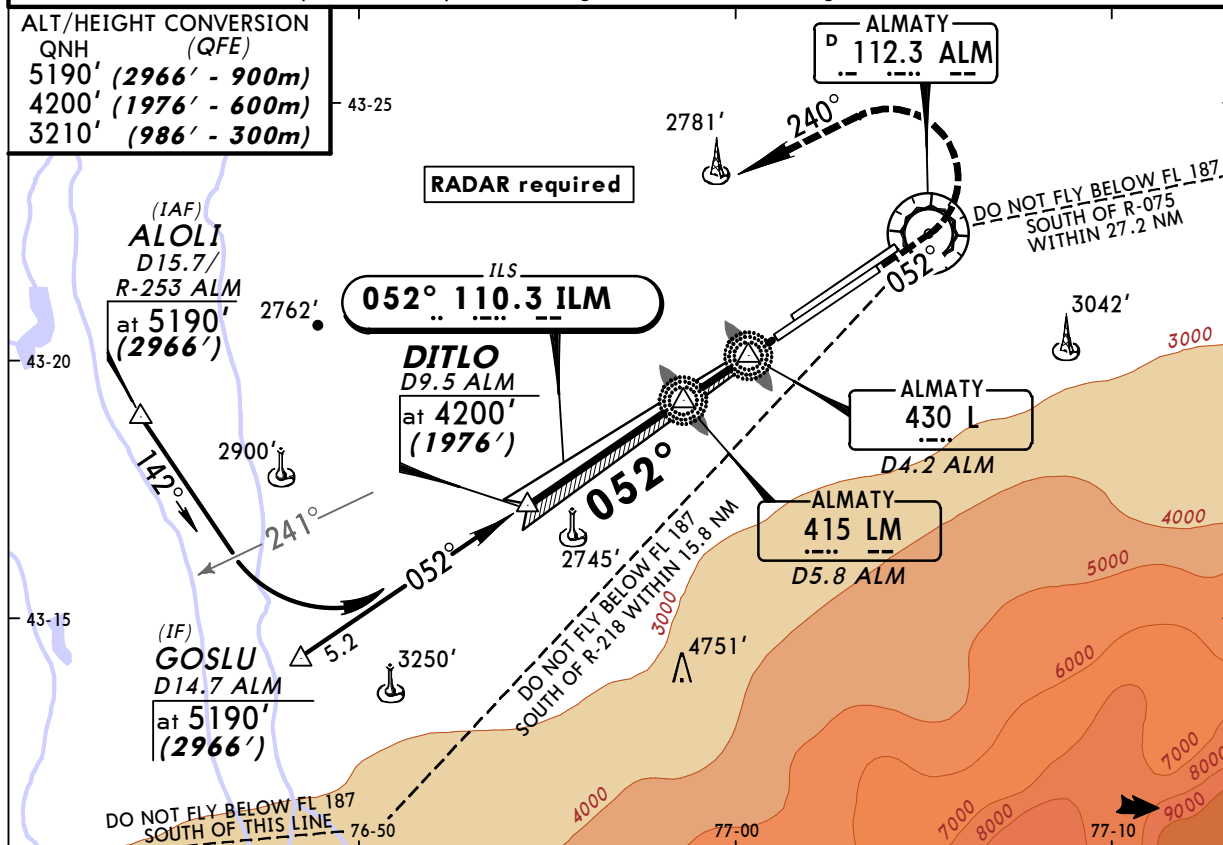
UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09 **11-4** Eff 9 Apr

ALMATY, KAZAKHSTAN
ILS Y Rwy 05R

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC ILM 110.3	Final Apch Crs 052°	GS LOM 2963' (739')	ILS DA(H) 2424' (200')	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966') and follow ATC instructions. Do not turn before passing VOR.				5000' 083° 8600' 049° 18,400' 241° MSA ALM VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2966') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIM
ILS GS 3.00°	377	484	538	646	753	861		PAPI	3210' (986') on 052°

STRAIGHT-IN LANDING RWY 05R				
ILS		LOC (GS out)		
DA(H) 2424' (200')				
FULL	ALS out			
A				
B				
C	1000m	1200m	NOT AUTHORIZED	
D				

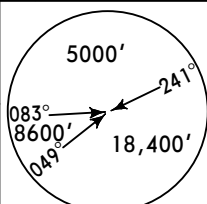
PANS OPS

UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09 **(11-5)** Eff 9 Apr

ALMATY, KAZAKHSTAN
ILS Z Rwy 23L

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 232°	GS LOM 2874' (640')	ILS DA(H) 2434' (200')	Apt Elev 2234' RWY 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and intercept 10.4 DME Arc ALM, then according to chart. Do not turn before passing VOR.				 MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956')
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
 which do not meet the requirement on protection against FM broadcasting stations.

ALT/HEIGHT CONVERSION
QNH (QFE)

5190' (2956' - 900m)
4210' (1976' - 600m)
3220' (986' - 300m)

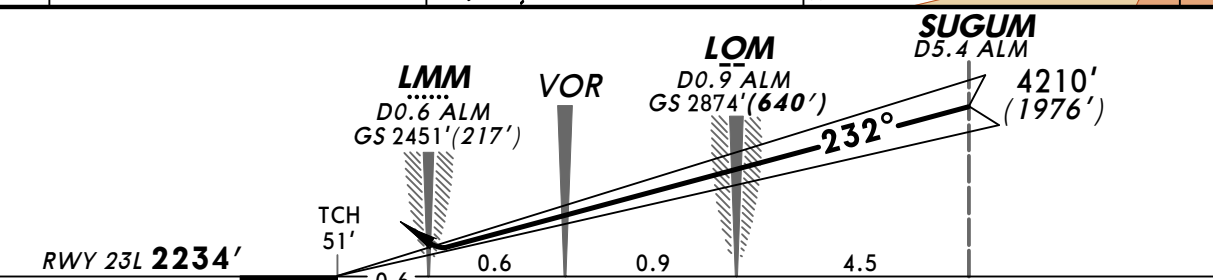
HOLDING FIX



43-30

43-25

76-50



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	336	432	480	576	671	767

HIALS-II	MIM 3220' (986') on 232°
PAPI	

STRAIGHT-IN LANDING RWY 23L			
ILS		LOC (GS out)	
DA(H) 2434' (200')			
FULL	TDZ or CL out	ALS out	
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			NOT AUTHORIZED

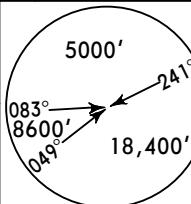
PANS OPS

UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09
Eff 9 Apr **(11-5A)**

ALMATY, KAZAKHSTAN
CAT II ILS Z Rwy 23L

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 232°	GS LOM 2874' (640')	CAT II ILS Refer to Minimums Apt Elev 2234' RWY 2234'	

MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and intercept 10.4 DME Arc ALM, then according to chart.
Do not turn before passing VOR.

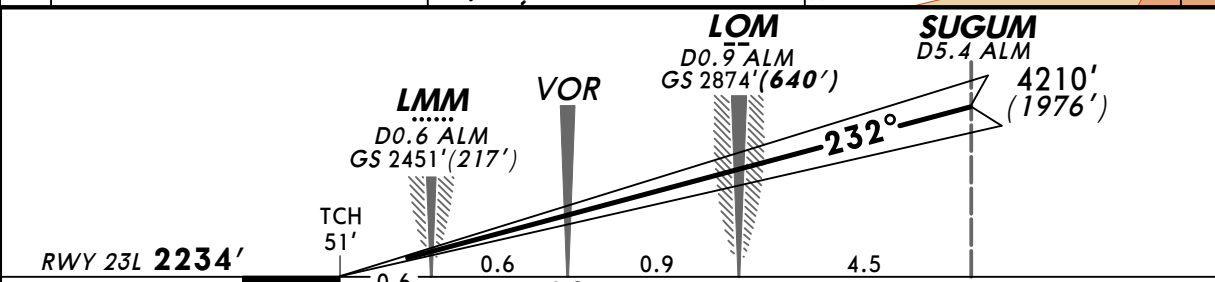
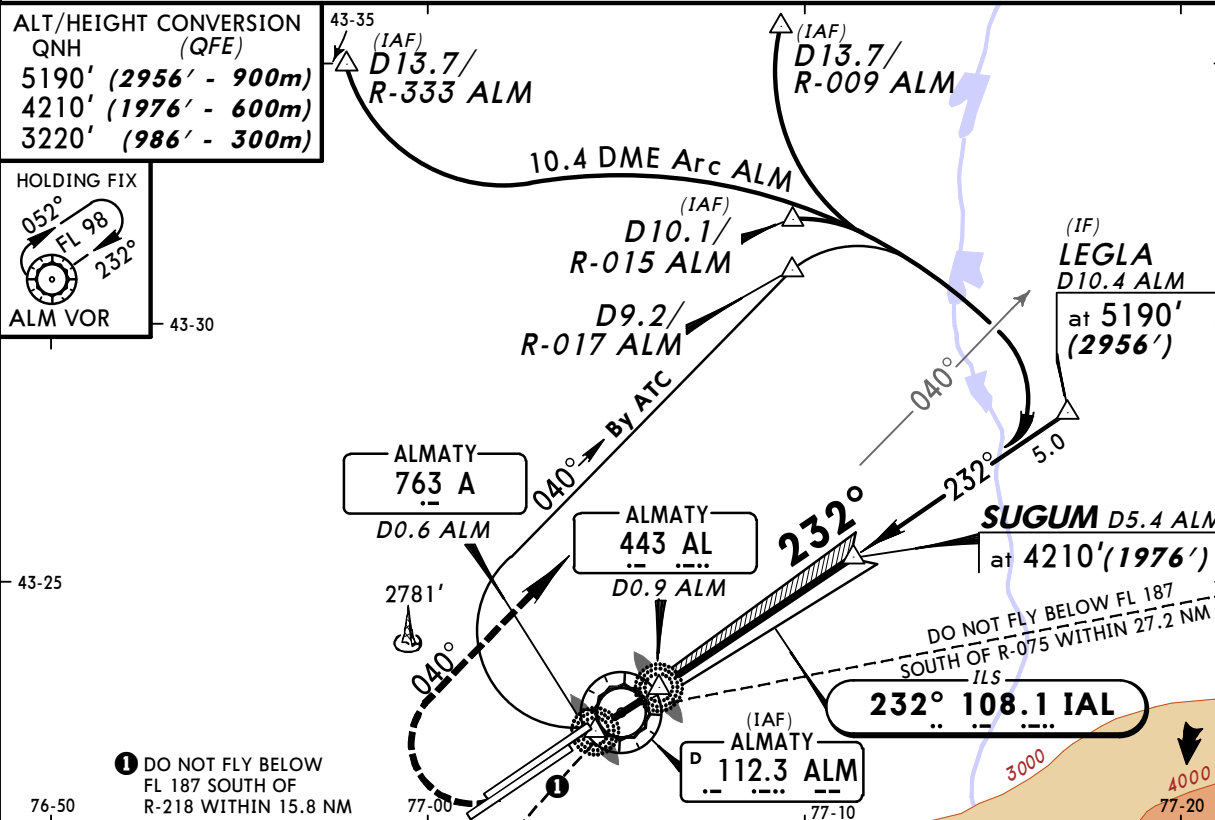
MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956')

1. Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.
2. Special Aircrew & Acft Certification Required.

ALT/HEIGHT CONVERSION
QNH (QFE)

5190' (2956' - 900m)
4210' (1976' - 600m)
3220' (986' - 300m)



00.61.2							HIALS-II </	
--	--	--	--	--	--	--	---	--

STRAIGHT-IN LANDING RWY 23L CAT II ILS	
ABC RA 105' DA(H) 2334' (100')	D RA 115' DA(H) 2342' (108')

RVR 350m

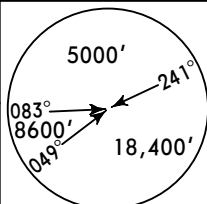
PANS OPS

UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **11-6** Eff 9 Apr

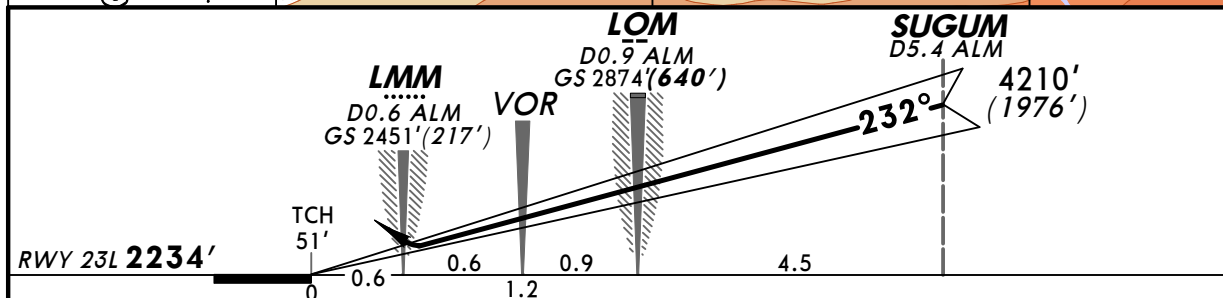
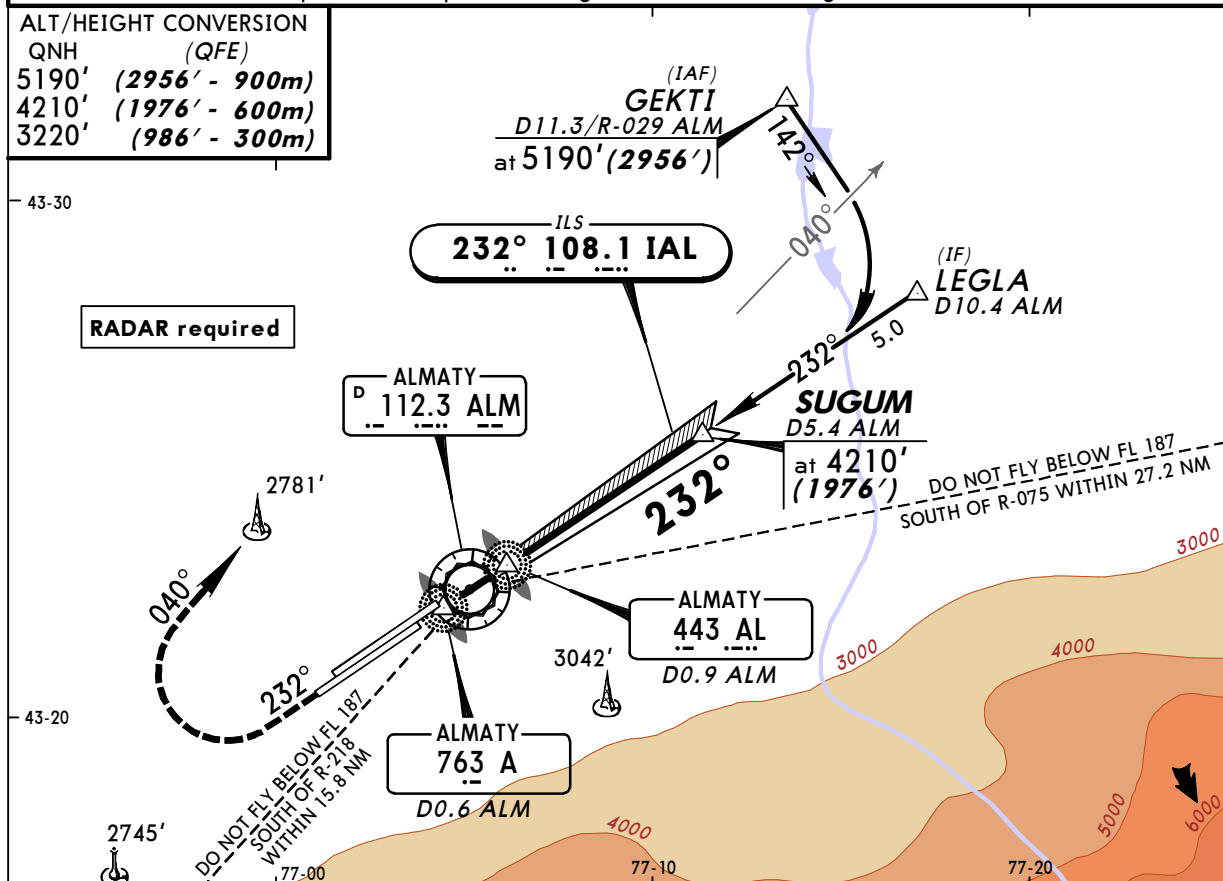
ALMATY, KAZAKHSTAN
ILS Y Rwy 23L

BRIEFING STRIP

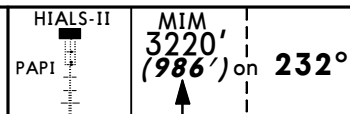
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 232°	GS LOM 2874' (640')	ILS DA(H) 2434' (200')	Apt Elev 2234' RWY 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and follow ATC instructions. Do not turn before passing VOR.				 MSA ALM VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

ALT/HEIGHT CONVERSION

QNH	(QFE)
5190'	(2956' - 900m)
4210'	(1976' - 600m)
3220'	(986' - 300m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS	2.67°	336	432	480	576	671



PANS OPS

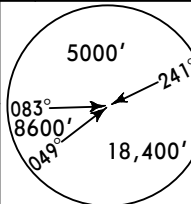
STRAIGHT-IN LANDING RWY 23L					
ILS DA(H) 2434' (200')		LOC (GS out)			
FULL	TDZ or CL out	ALS out			
A					
B	RVR 550m	RVR 720m	1200m		
C	VIS 800m	VIS 800m			
D					

UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09
Eff 9 Apr **(11-6A)**

ALMATY, KAZAKHSTAN
CAT II ILS Y Rwy 23L

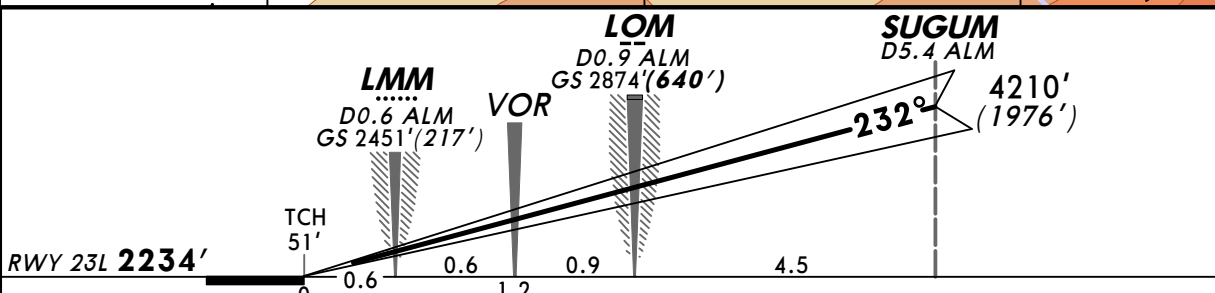
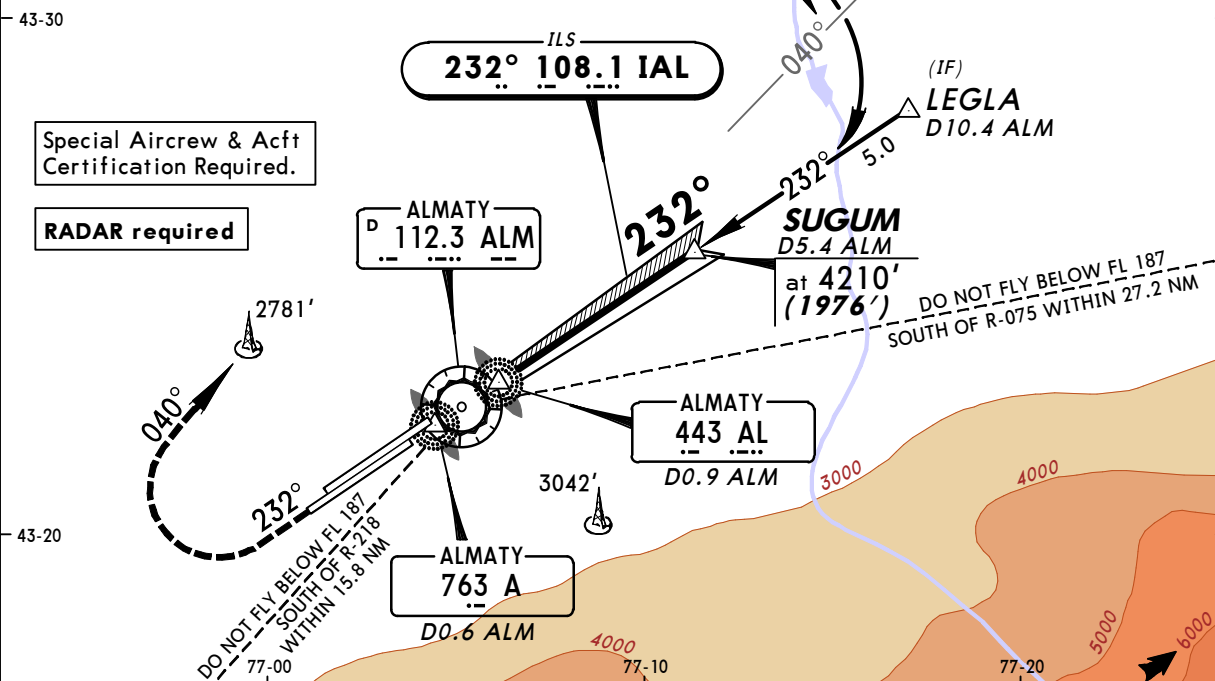
BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 232°	GS LOM 2874' (640')	CAT II ILS Refer to Minimums Apt Elev 2234' RWY 2234'	 MSA ALM VOR
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and follow ATC instructions. Do not turn before passing VOR.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956')
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
which do not meet the requirement on protection against FM broadcasting stations.

ALT/HEIGHT CONVERSION

QNH	(QFE)
5190'	(2956' - 900m)
4210'	(1976' - 600m)
3220'	(986' - 300m)



Gnd speed-Kts	70	90	100	120	140	160
GS	2.67°	336	432	480	576	671

STRAIGHT-IN LANDING RWY 23L	
CAT II ILS	
ABC RA 105' DA(H) 2334' (100')	D RA 115' DA(H) 2342' (108')

PANS OPS

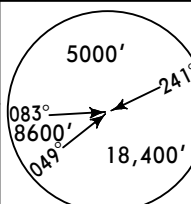
RVR 350m

UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09 **11-7** **Eff 9 Apr**

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23R

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969') and intercept 10.4 DME Arc ATA, then according to chart. Do not turn before ATA VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

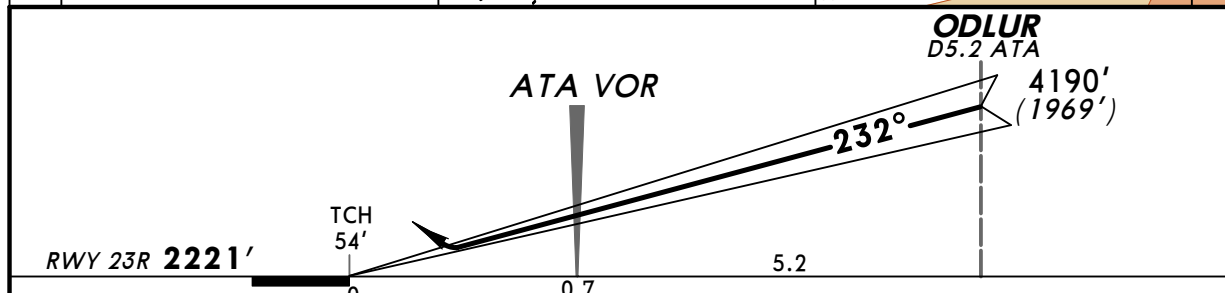
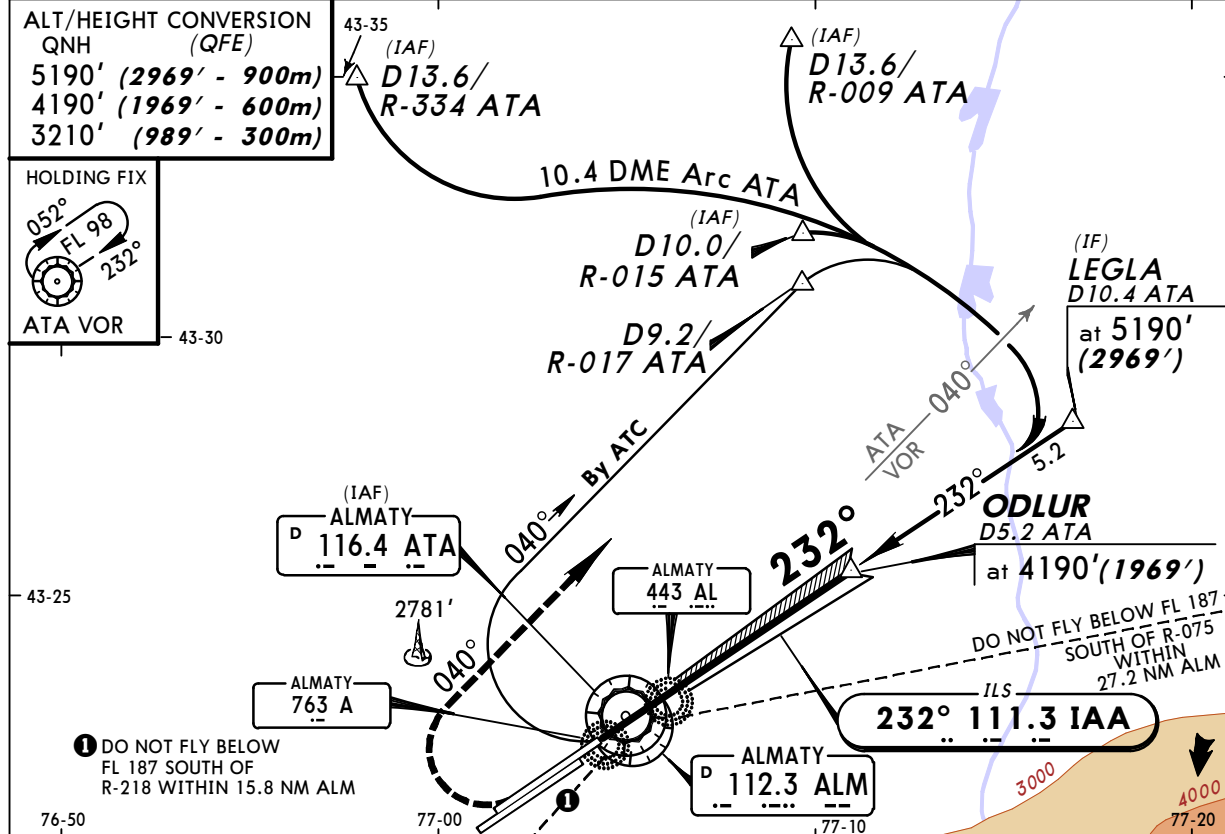
ALT/HEIGHT CONVERSION
QNH (**QFE**)

5190' (2969' - 900m)	D13.6/	R-334 ATA
4190' (1969' - 600m)		
3210' (989' - 300m)		

HOLDING FIX



ATA VOR



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

HIALS-II

<

STRAIGHT-IN LANDING RWY 23R				
ILS			LOC (GS out)	
DA(H) 2421'(200')				
FULL	TDZ or CL out	ALS out		
A			NOT AUTHORIZED	
B				
C	RVR 550m VIS 800m	RVR 720m VIS 800m		
D				

PANS OPS

UAAA/ALA
ALMATY

JEPPESSEN
3 APR 09
Eff 9 Apr

11-7A

ALMATY, KAZAKHSTAN
CAT II ILS DME Z Rwy 23R

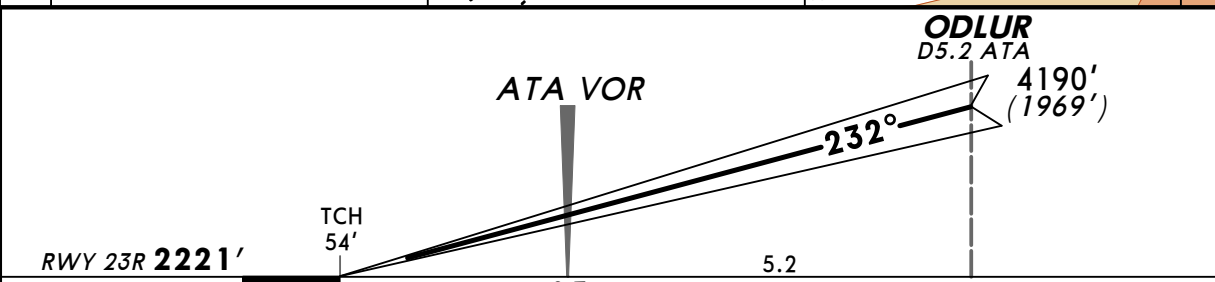
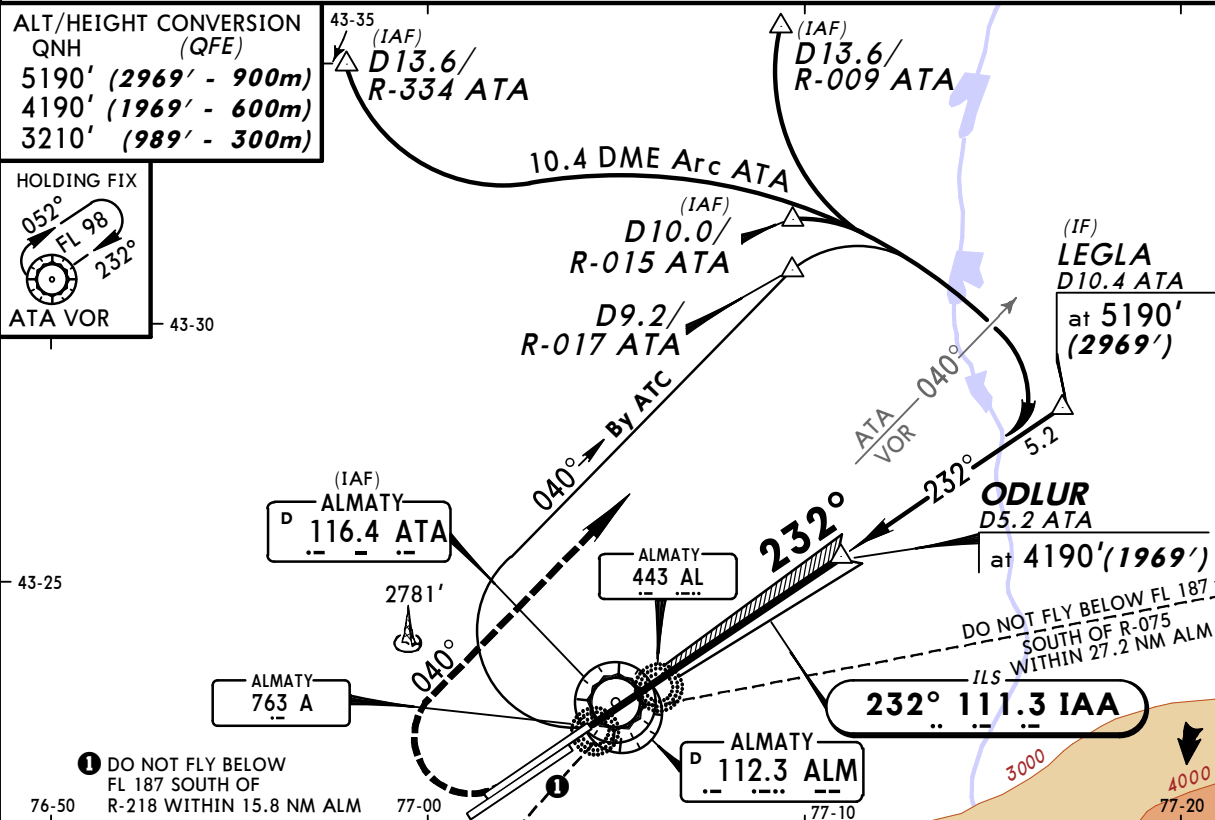
BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	CAT II ILS RA 105' DA(H) 2321' (100') Apt Elev 2234' RWY 2221'	5000' 083° 8600' 049° 18,400' MSA ATA VOR

MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969') and intercept 10.4 DME Arc ATA, then according to chart.
Do not turn before ATA VOR.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969')
1. Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.
2. Special Aircrew & Acft Certification Required.

ALT/HEIGHT CONVERSION
QNH (QFE)
5190' (2969' - 900m)
4190' (1969' - 600m)
3210' (989' - 300m)



0 0.7							HIALS-II	
--	--	--	--	--	--	--	---	--

STRAIGHT-IN LANDING RWY 23R
CAT II ILS
ABCD
RA 105'
DA(H) 2321' (100')

RVR 350m

PANS OPS

UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **11-8** Eff 9 Apr

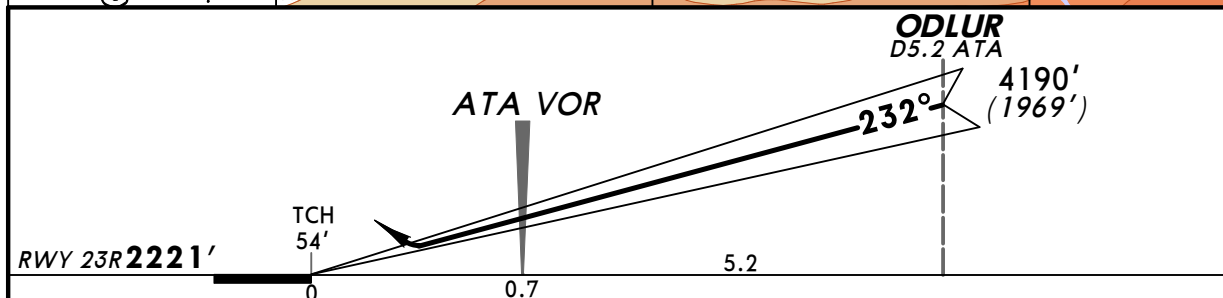
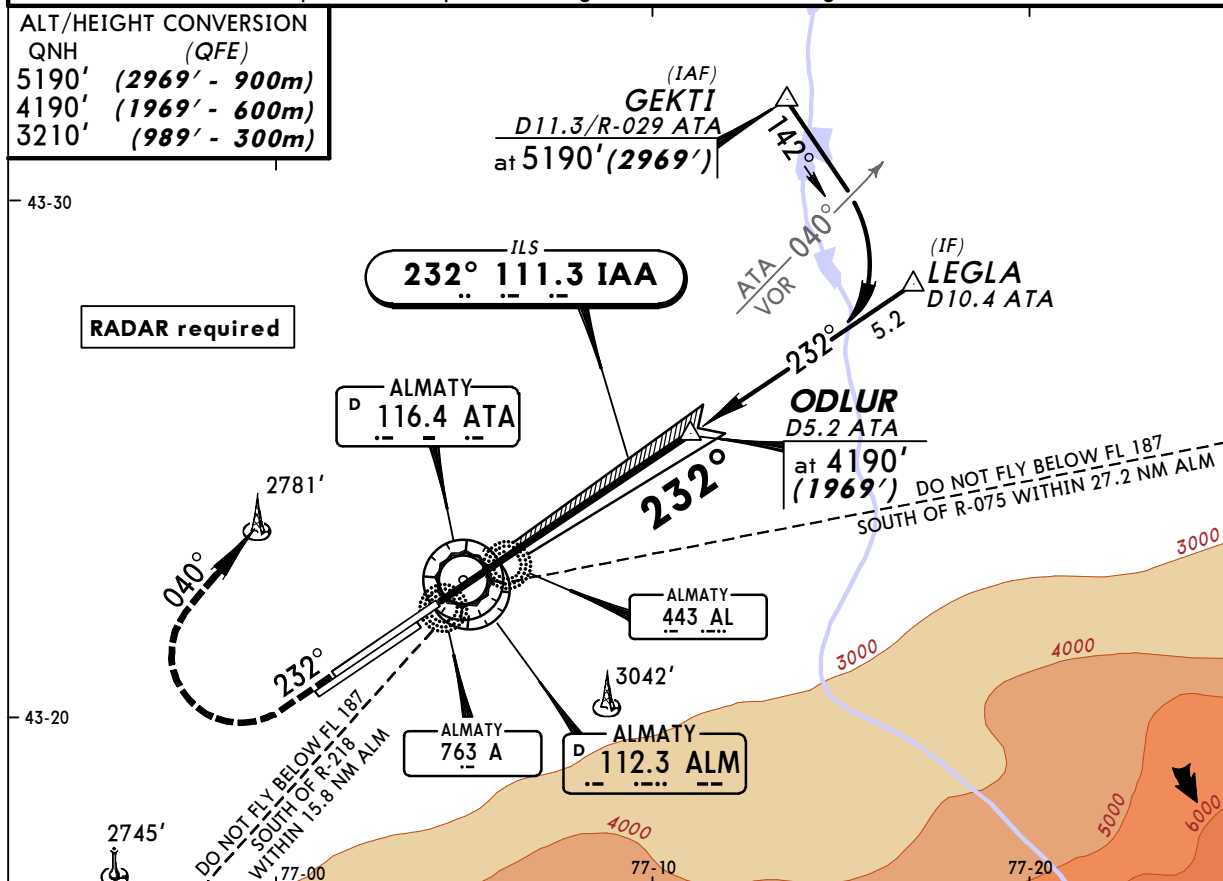
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23R

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969') and follow ATC instructions. Do not turn before ATA VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

ALT/HEIGHT CONVERSION

QNH	(QFE)
5190'	(2969' - 900m)
4190'	(1969' - 600m)
3210'	(989' - 300m)



Gnd speed-Kts	70	90	100	120	140	160			HIALS-II	MIM	
ILS GS	3.00°	377	484	538	646	753	861	PAPI		3210' (989')	on 232°

STRAIGHT-IN LANDING RWY 23R				HIALS-II		MIM	
ILS		LOC		PAPI		3210' (989') on 232°	
DA(H) 2421' (200')		GS out					
FULL	TDZ or CL out	ALS out					
A							
B	RVR 550m	RVR 720m	1200m				
C	VIS 800m	VIS 800m					
D							

PANS OPS

UAAA/ALA
ALMATY

JEPPESEN
3 APR 09
Eff 9 Apr

(11-8A)

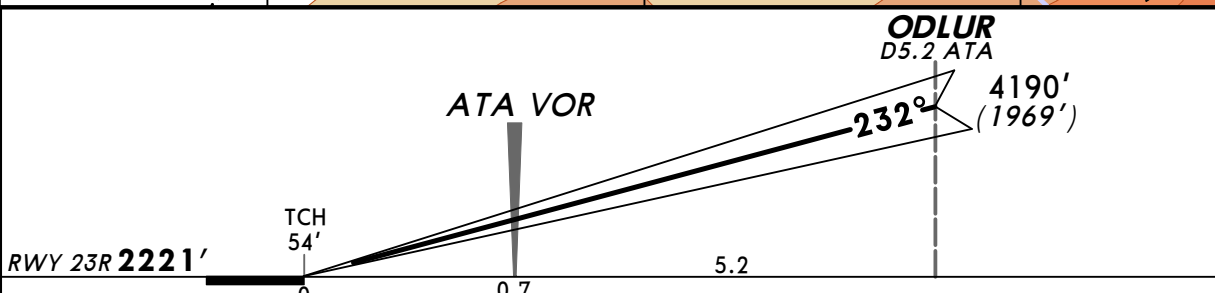
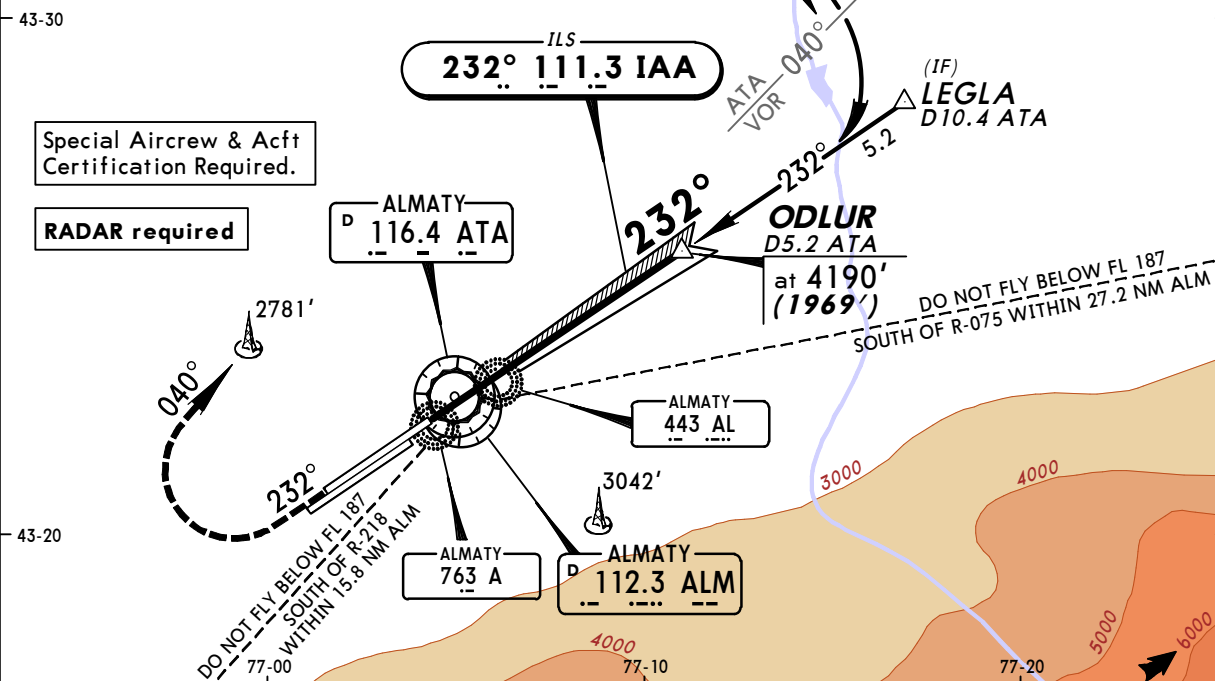
ALMATY, KAZAKHSTAN
CAT II ILS DME Y Rwy 23R

BRIEFING STRIP

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	CAT II ILS RA 105' DA(H) 2321'(100')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 232° to 3210'(989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190'(2969') and follow ATC instructions. Do not turn before ATA VOR.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190'(2969')
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
 which do not meet the requirement on protection against FM broadcasting stations.

ALT/HEIGHT CONVERSION
QNH (QFE)
5190' (2969' - 900m)
4190' (1969' - 600m)
3210' (989' - 300m)



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

HIALS-II

PAPI

MIM

3210'

(989')

on

232°

STRAIGHT-IN LANDING RWY 23R
CAT II ILS
ABCD
RA 105'
 DA(H) 2321'(100')

RVR 350m

PANS OPS

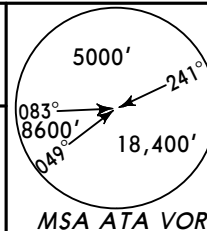
UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **(13-1)** **Eff 9 Apr**

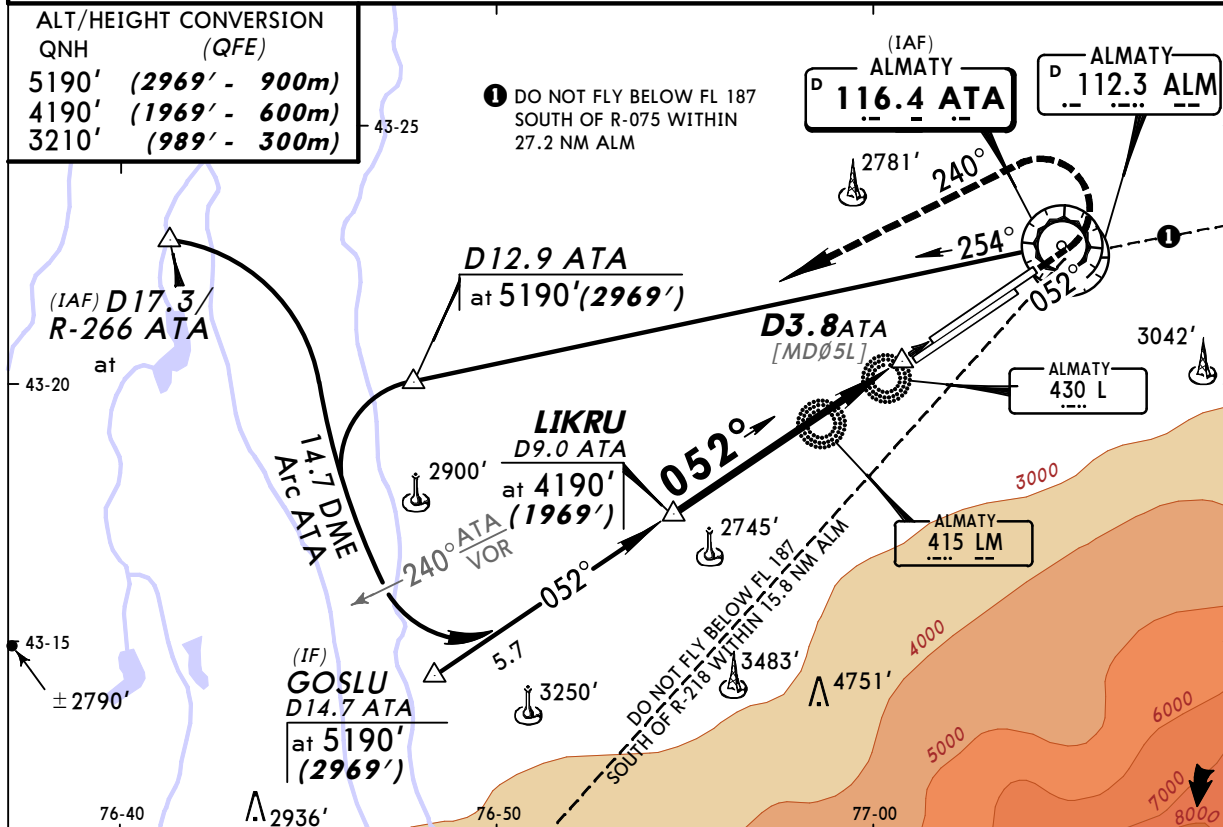
ALMATY, KAZAKHSTAN
VOR DME Rwy 05L

BRIEFING STRIP

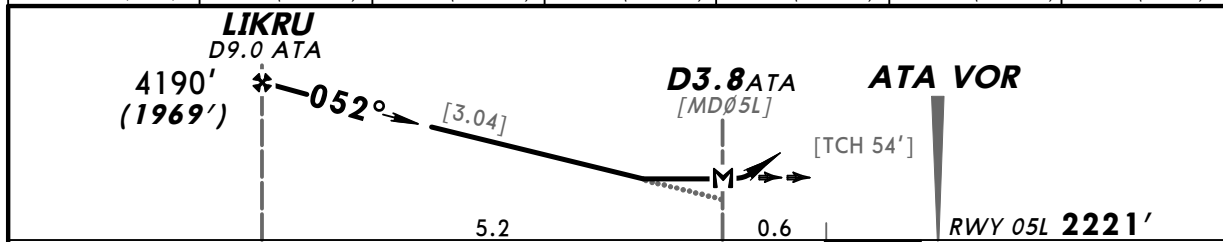
ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ATA 116.4	Final Apch Crs 052°	Minimum Alt LIKRU 4190' (1969')	MDA(H) Refer to Minimums	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') and intercept 14.7 DME Arc ATA , then according to chart. Do not turn before ATA VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



ALT/HEIGHT CONVERSION	QNH	(QFE)
5190'	(2969' - 900m)	
4190'	(1969' - 600m)	
3210'	(989' - 300m)	



ATA DME	8.5	8.0	7.5	6.9	6.4	5.8
ALTITUDE (HAT)	3990' (1769')	3820' (1599')	3650' (1429')	3480' (1259')	3310' (1089')	3130' (909')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.31% or Descent angle [3.04°]	376	484	538	645	753	861
MAP at D3.8 ATA						

STRAIGHT-IN LANDING RWY 05L		
AB: 3080' (859')		
MDA(H)	CD: 3210' (989')	
	ALS out	

PANS OPS

A	3000m
B	
C	5000m
D	

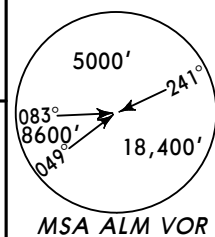
UAAA/ALA
ALMATY

JEPPesen
3 APR 09 **(13-2)** **Eff 9 Apr**

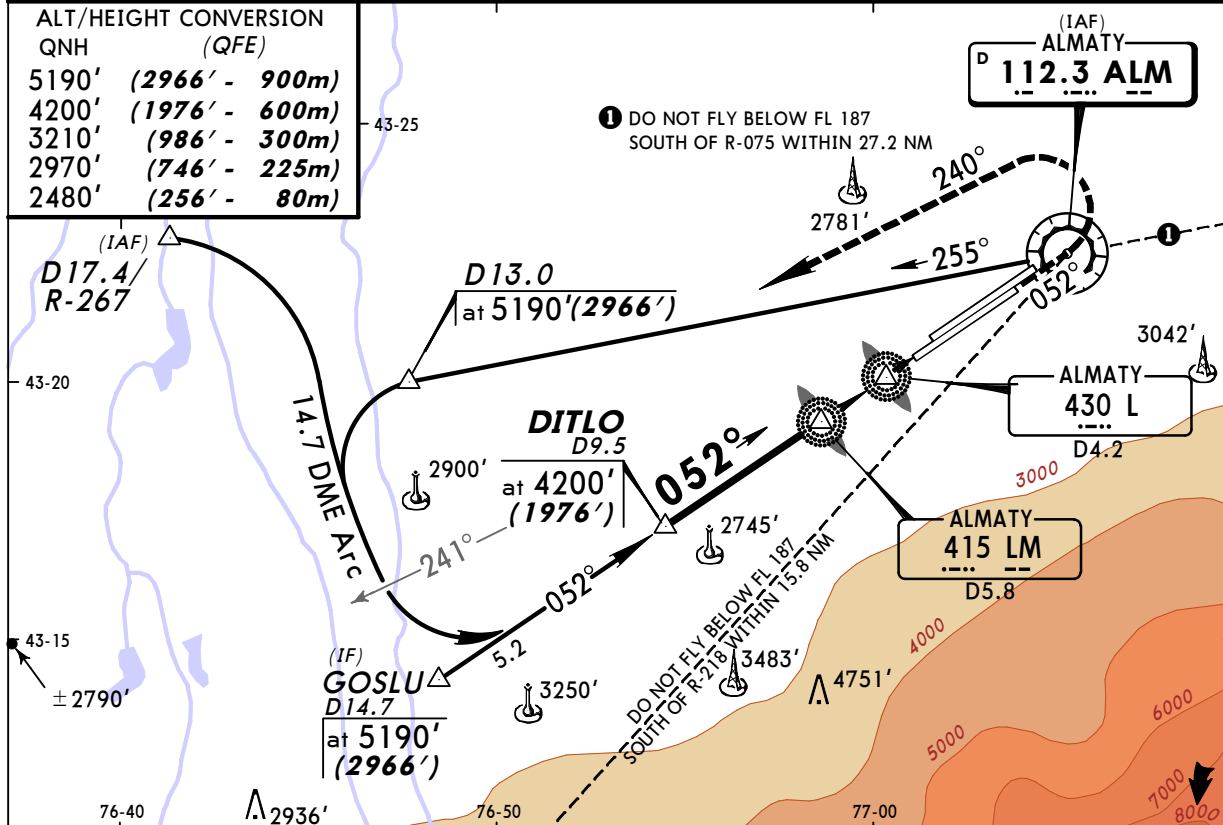
ALMATY, KAZAKHSTAN
VOR DME Rwy 05R

BRIEFING STRIP

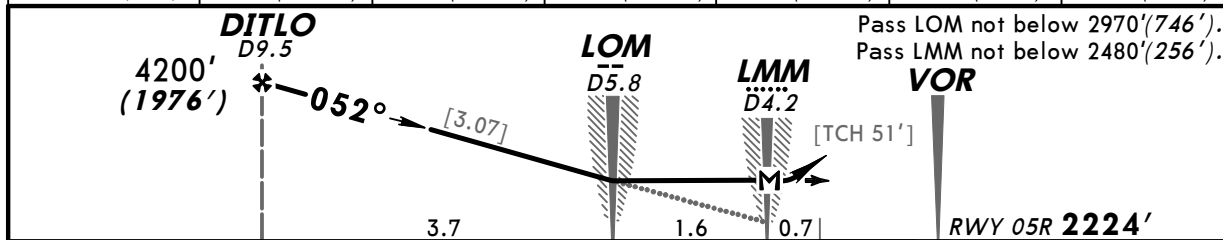
ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ALM 112.3	Final Apch Crs 052°	Minimum Alt DITLO 4200' (1976')	MDA(H) Refer to Minimums	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966') and intercept 14.7 DME Arc , then according to chart. Do not turn before passing VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2966') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



ALT/HEIGHT CONVERSION	QNH	(QFE)
5190'	(2966' - 900m)	
4200'	(1976' - 600m)	
3210'	(986' - 300m)	
2970'	(746' - 225m)	
2480'	(256' - 80m)	



ALM DME	8.6	8.1	7.6	7.0	6.5	5.9
ALTITUDE (HAT)	3900' (1676')	3720' (1496')	3550' (1326')	3380' (1156')	3210' (986')	3040' (816')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.36% or Descent angle [3.07°]	380	489	543	652	760	869
MAP at LMM/D4.2						

STRAIGHT-IN LANDING RWY 05R		HIALS		MIM	
AB: 3080' (856')		PAPI		3210' (986') on 052°	
MDA(H) CD: 3210' (986')					
ALS out					
A	3000m				
B					
C	5000m				
D					

PANS OPS

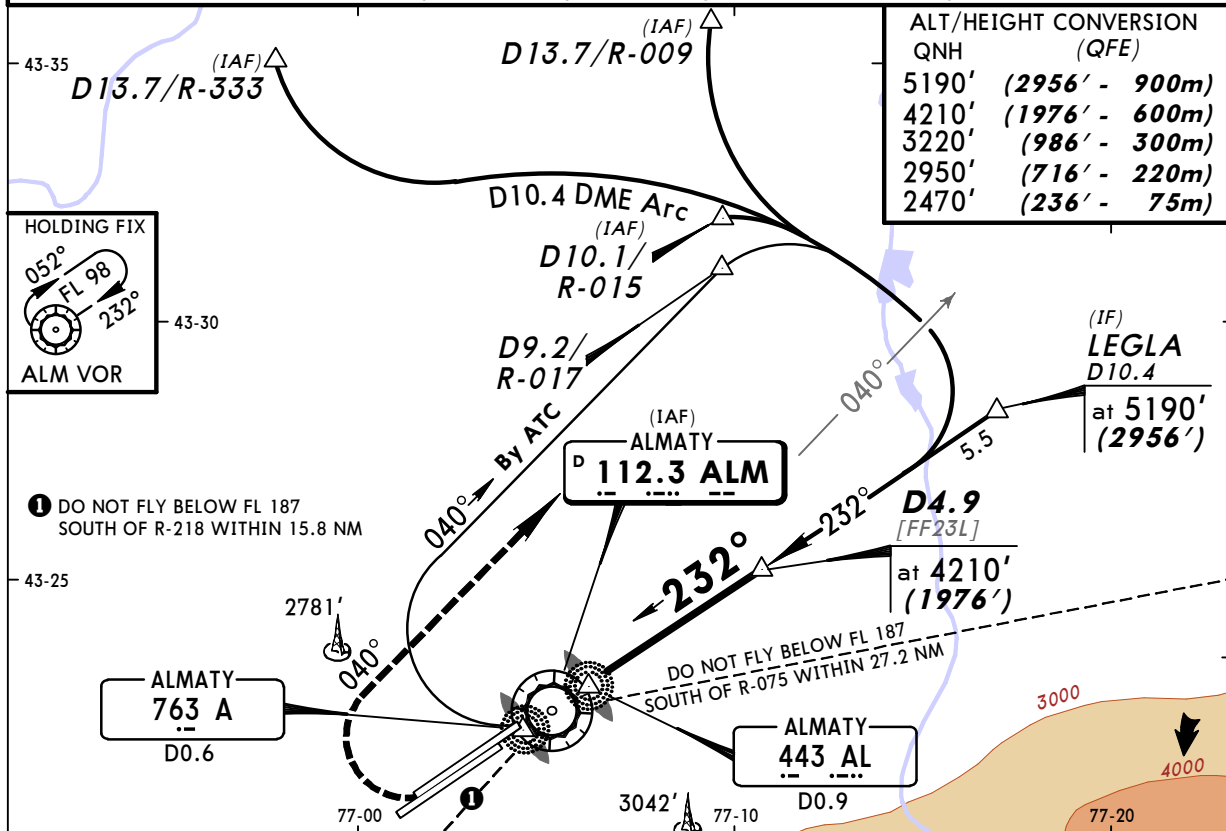
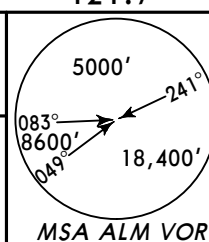
UAAA/ALA
ALMATY

JEPPESEN
3 APR 09 **(13-3)** Eff 9 Apr

ALMATY, KAZAKHSTAN
VOR DME Rwy 23L

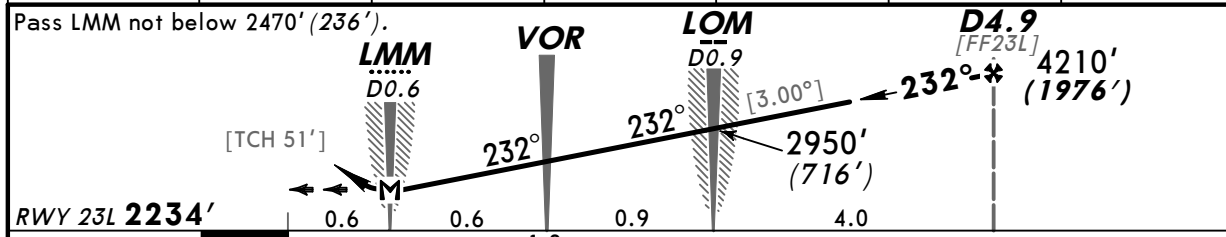
BRIEFING STRIP

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ALM 112.3	Final Apch Crs 232°	Minimum Alt D4.9 4210' (1976')	MDA(H) Refer to Minimums RWY 2234'	Apt Elev 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and intercept 10.4 DME Arc, then according to chart. Do not turn before passing VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



ALT/HEIGHT CONVERSION	QNH	(QFE)
5190'	(2956' - 900m)	
4210'	(1976' - 600m)	
3220'	(986' - 300m)	
2950'	(716' - 220m)	
2470'	(236' - 75m)	

ALM DME	1.6	2.2	2.7	3.2	3.8	4.3
ALTITUDE (HAT)	3180' (946')	3350' (1116')	3520' (1286')	3700' (1466')	3870' (1636')	4040' (1806')



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 LMM/D0.6						

STRAIGHT-IN LANDING RWY 23L		ALS out	
AB: 2890' (656')			
CD: 3220' (986')			
A	2500m		
B			
C	5000m		
D			

UAAA/ALA
ALMATY

JEPPESEN
3 APR 09 (13-4) Eff

ALMATY, KAZAKHSTAN
VOR DME Rwy 23R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ATA 116.4	Final Apch Crs 232°	Minimum Alt ODLUR 4190' (1969')	MDA(H) Refer to Minimums	Apt Elev 2234' RWY 2221'

MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969') and intercept 10.4 DME Arc ATA, then according to chart.

Do not turn before passing VOR.

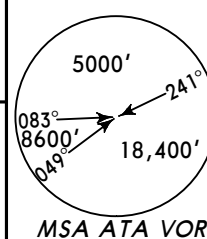
Alt Set: MM (hPa on req)

QNH on req (QFE)

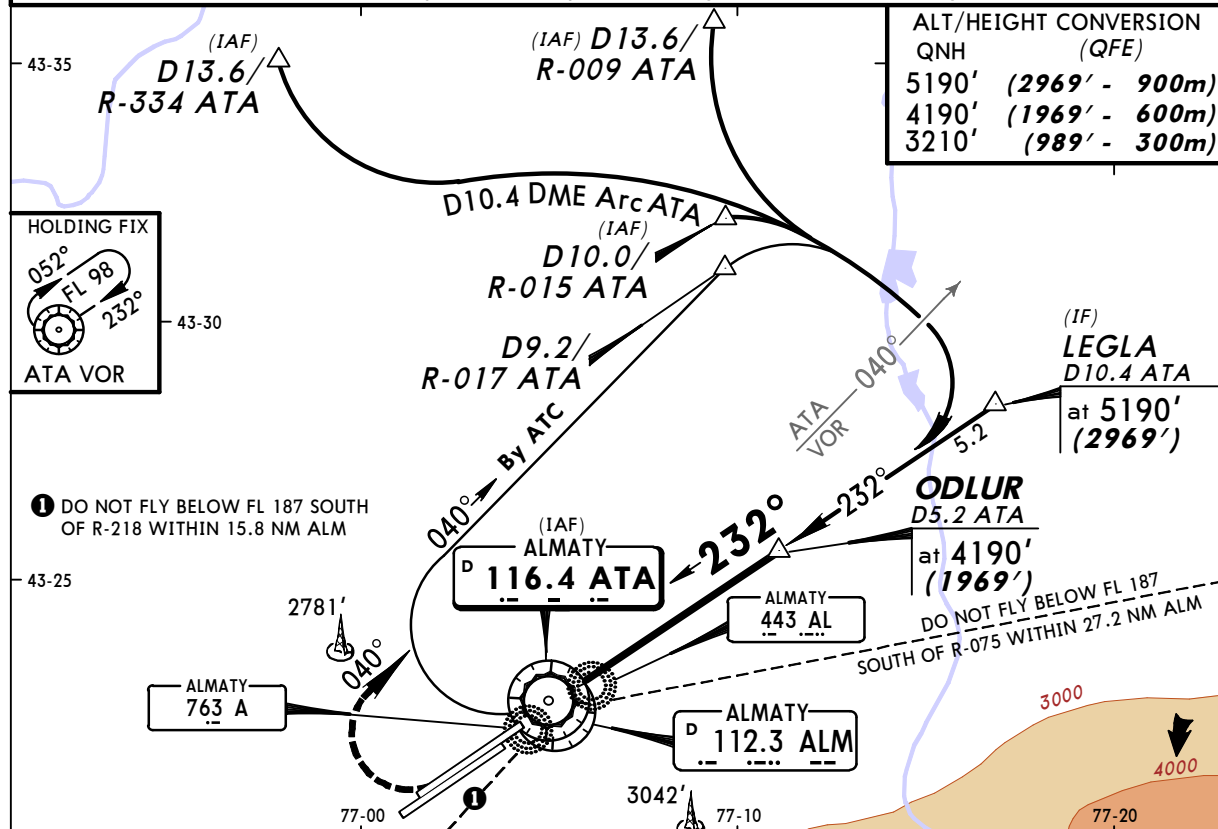
Trans level: FL 69

Trans alt: 5190' (**2969'**)

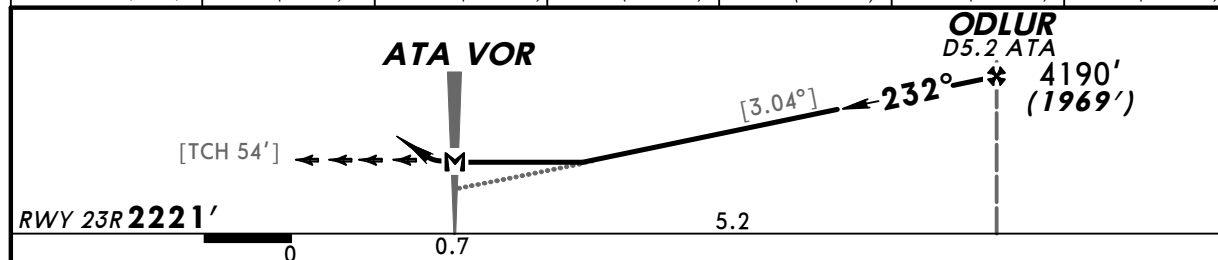
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5190'	(2969' - 900m)
4190'	(1969' - 600m)
3210'	(989' - 300m)



ATA DME	2.2	2.7	3.2	3.8	4.3	4.9
ALTITUDE (HAT)	3190' (969')	3360' (1139')	3530' (1309')	3700' (1479')	3870' (1649')	4050' (1829')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Gradient 5.24% or Descent angle [3.04°]</i>	376	484	538	645	753	861	
<i>MAP at ATA VOR</i>							

STRAIGHT-IN LANDING RWY 23R

MDA(H) AB: 2880' (659')
CD: 3210' (989')

ALS out

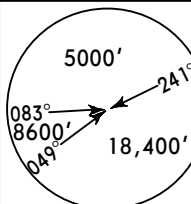
A	2500m		
B			
C	5000m		
D			

UAAA/ALA
ALMATY

JEPPESEN
3 APR 09 **16-1** **Eff 9 Apr**

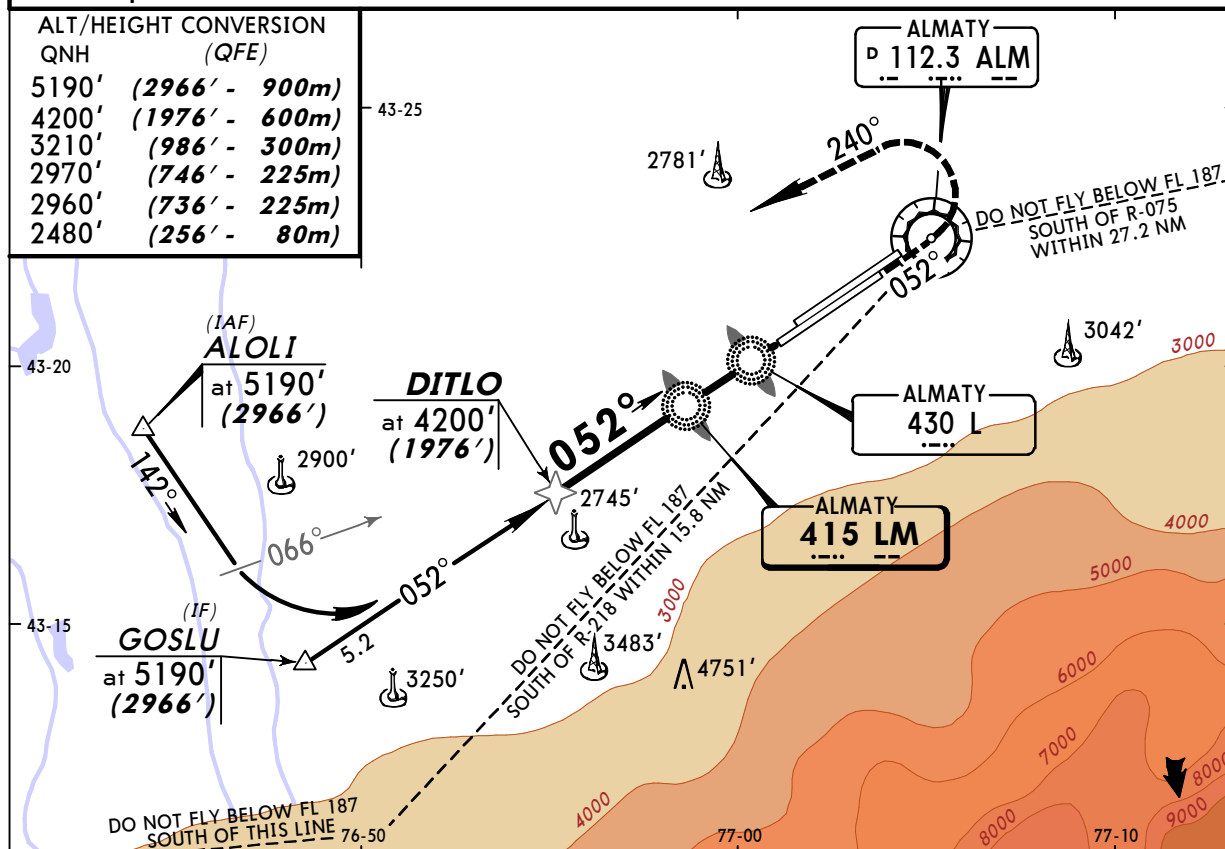
ALMATY, KAZAKHSTAN
2 NDB Rwy 05R

BRIEFING STRIP

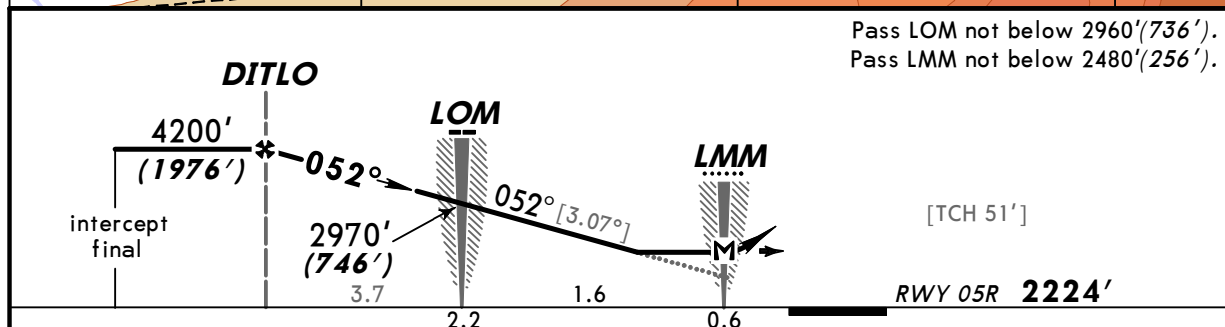
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
NDB LM 415	Final Apch Crs 052°	Minimum Alt DITLO 4200' (1976')	MDA(H) Refer to Minimums Apt Elev 2234' RWY 2224'	 MSA LM Lctr
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966') and follow ATC instructions. Do not turn before passing L Lctr.				
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 69
Radar required.		Trans alt: 5190' (2966')		

ALT/HEIGHT CONVERSION
QNH (QFE)

5190'	(2966' - 900m)
4200'	(1976' - 600m)
3210'	(986' - 300m)
2970'	(746' - 225m)
2960'	(736' - 225m)
2480'	(256' - 80m)



Pass LOM not below 2960' (736').
Pass LMM not below 2480' (256').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	on
Descent Gradient 5.24% or								3210'	052°
Descent angle [3.07°]	380	489	543	652	760	869	PAPI	(986')	
MAP at LMM									

STRAIGHT-IN LANDING RWY 05R

with LOM	w/o LOM
MDA(H) 2620' (396')	MDA(H) 2960' (736')
ALS out	ALS out

PANS OPS

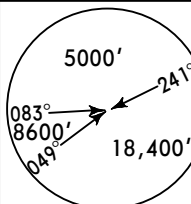
A									
B									
C									
D									

UAAA/ALA
ALMATY

JEPPESEN
3 APR 09 **(16-2)** **Eff 9 Apr**

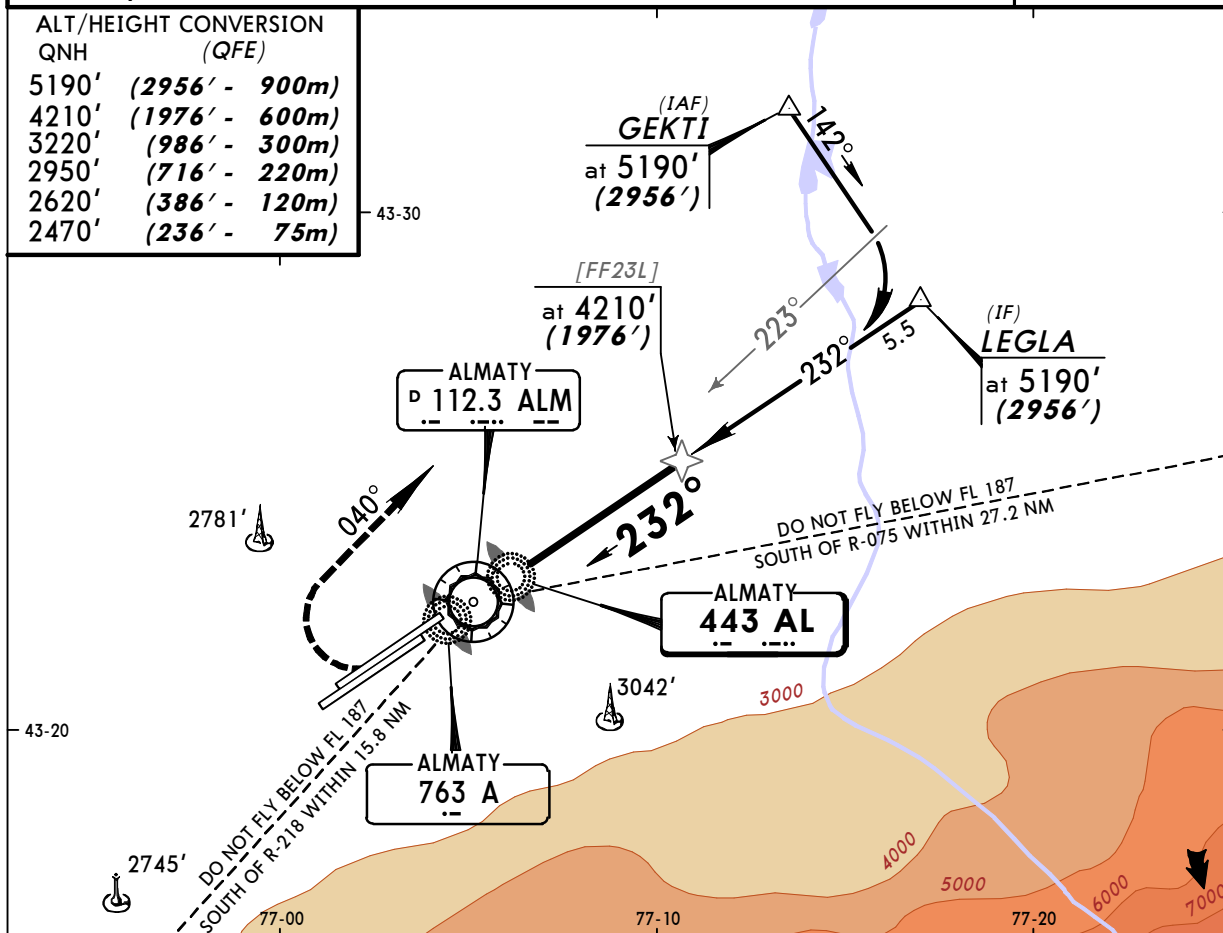
ALMATY, KAZAKHSTAN
2 NDB Rwy 23L

BRIEFING STRIP

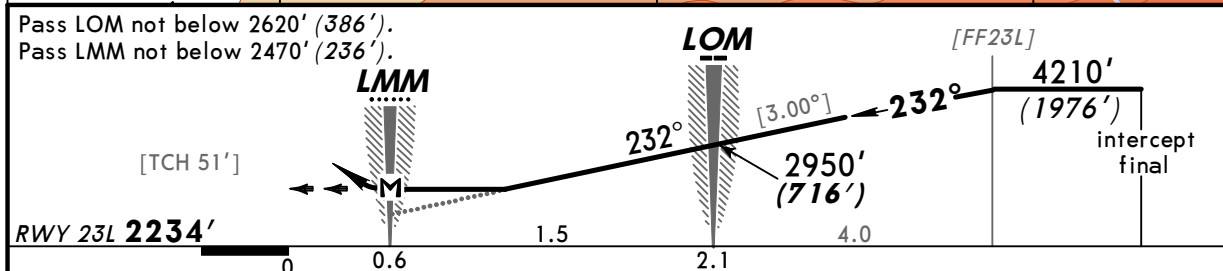
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
NDB AL 443	Final Apch Crs 232°	Minimum Alt LOM 2950' (716')	MDA(H) Refer to Minimums Apt Elev 2234' RWY 2234'	 MSA AL Lctr
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2956') and follow ATC instructions. Do not turn before passing A Lctr.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5190' (2956') Radar required.				

ALT/HEIGHT CONVERSION
QNH (QFE)

5190'	(2956' - 900m)
4210'	(1976' - 600m)
3220'	(986' - 300m)
2950'	(716' - 220m)
2620'	(386' - 120m)
2470'	(236' - 75m)



Pass LOM not below 2620' (386').
Pass LMM not below 2470' (236').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM
Descent Gradient 5.24% or								3220' (986') on 232°
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	
MAP at LMM								

STRAIGHT-IN LANDING RWY 23L

	with LOM MDA(H) 2570' (336')		w/o LOM MDA(H) 2620' (386')	
	ALS out		ALS out	
A				
B	1500m		1500m	
C	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m	
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m	

PANS OPS