Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Shymkent, (Shymkent - UAII)				
ADD	STANDARD MNMS	10-9S	06 ìàé 2011	

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

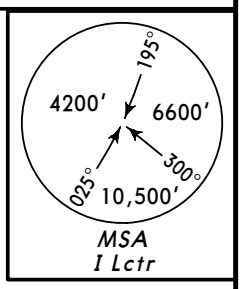
19 NOV 10 (10-2)

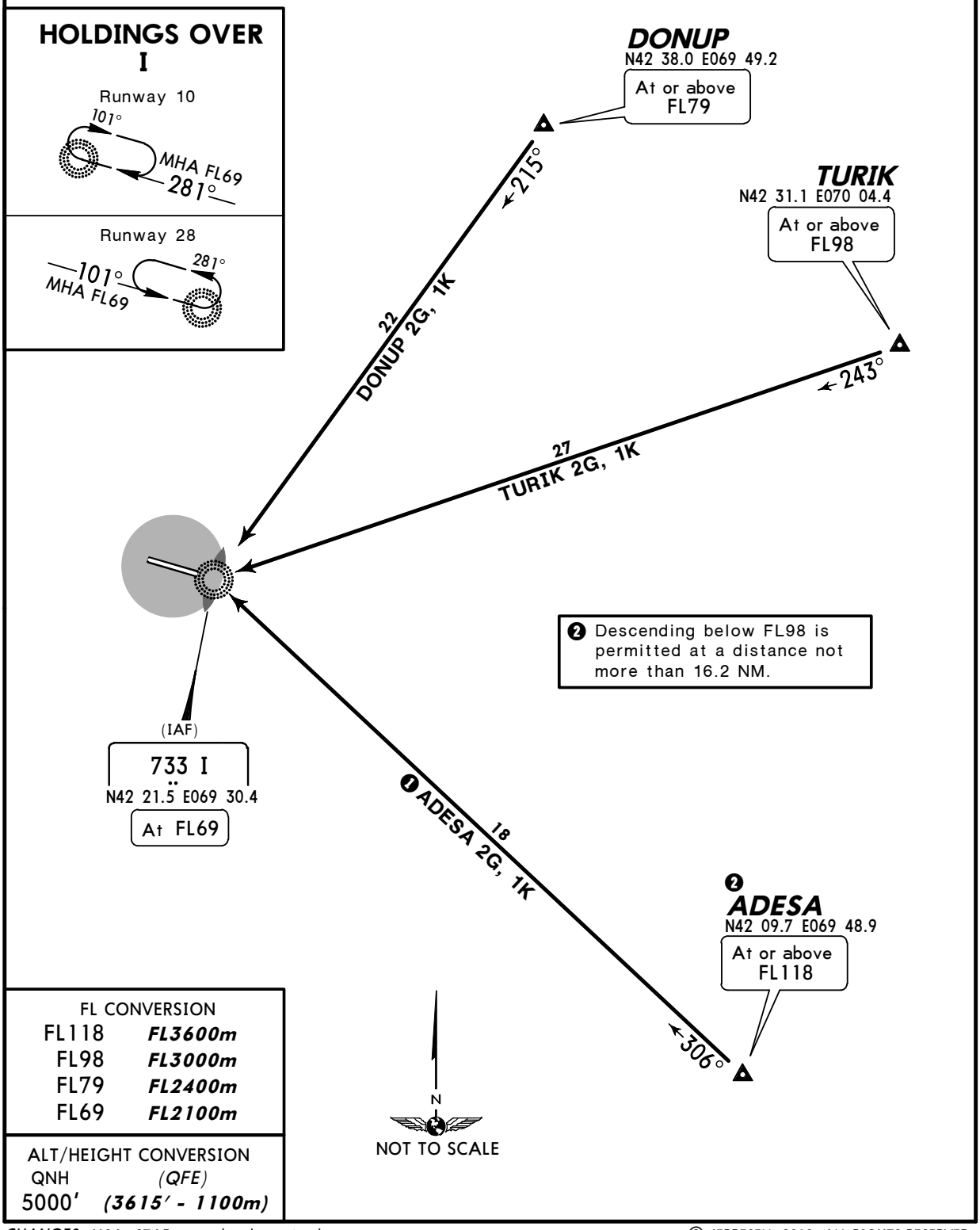
STAR

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 2G *[ADES2G]*❶ ADESA 1K *[ADES1K]*❶
DONUP 2G *[DONU2G]* DONUP 1K *[DONU1K]*
TURIK 2G *[TURI2G]* TURIK 1K *[TURI1K]*
RWY 28 ARRIVALS RWY 10 ARRIVALS
FROM EAST

❶ By ATC.





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

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

CHANGES: MSA; STARs completely revised.

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UAII/CIT SHYMKENT

JEPPESEN SHYMKENT, KAZAKHSTAN

19 NOV 10 (10-2A)

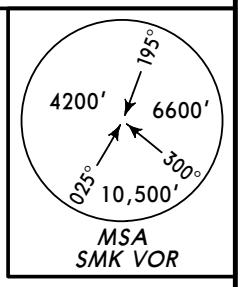
STAR

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 1L *[ADES1L]*❶
DONUP 1H *[DONU1H]* DONUP 1L *[DONU1L]*
TURIK 1H *[TURI1H]* TURIK 1L *[TURI1L]*
RWY 10 ARRIVALS RWY 28 ARRIVALS

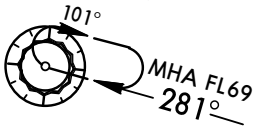
FROM EAST

❶ By ATC.

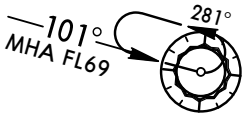


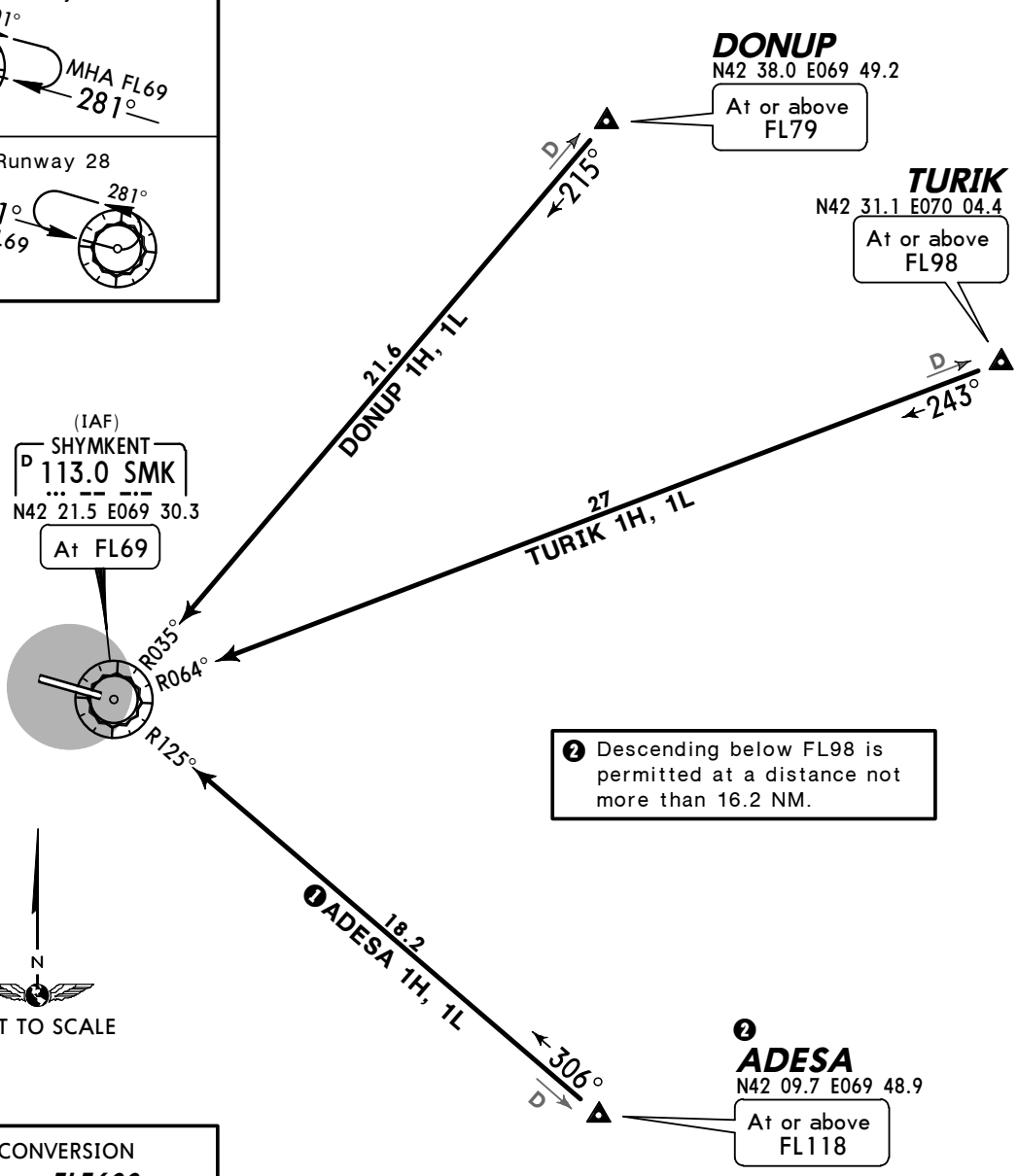
HOLDINGS OVER SMK

Runway 10



Runway 28





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)*

CHANGES: MSA; STARs completely revised.

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UAII/CIT
SHYMKENT

JEPPESEN

SHYMKENT, KAZAKHSTAN

19 NOV 10 (10-2B)

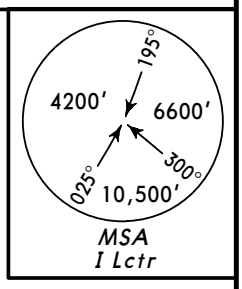
STAR

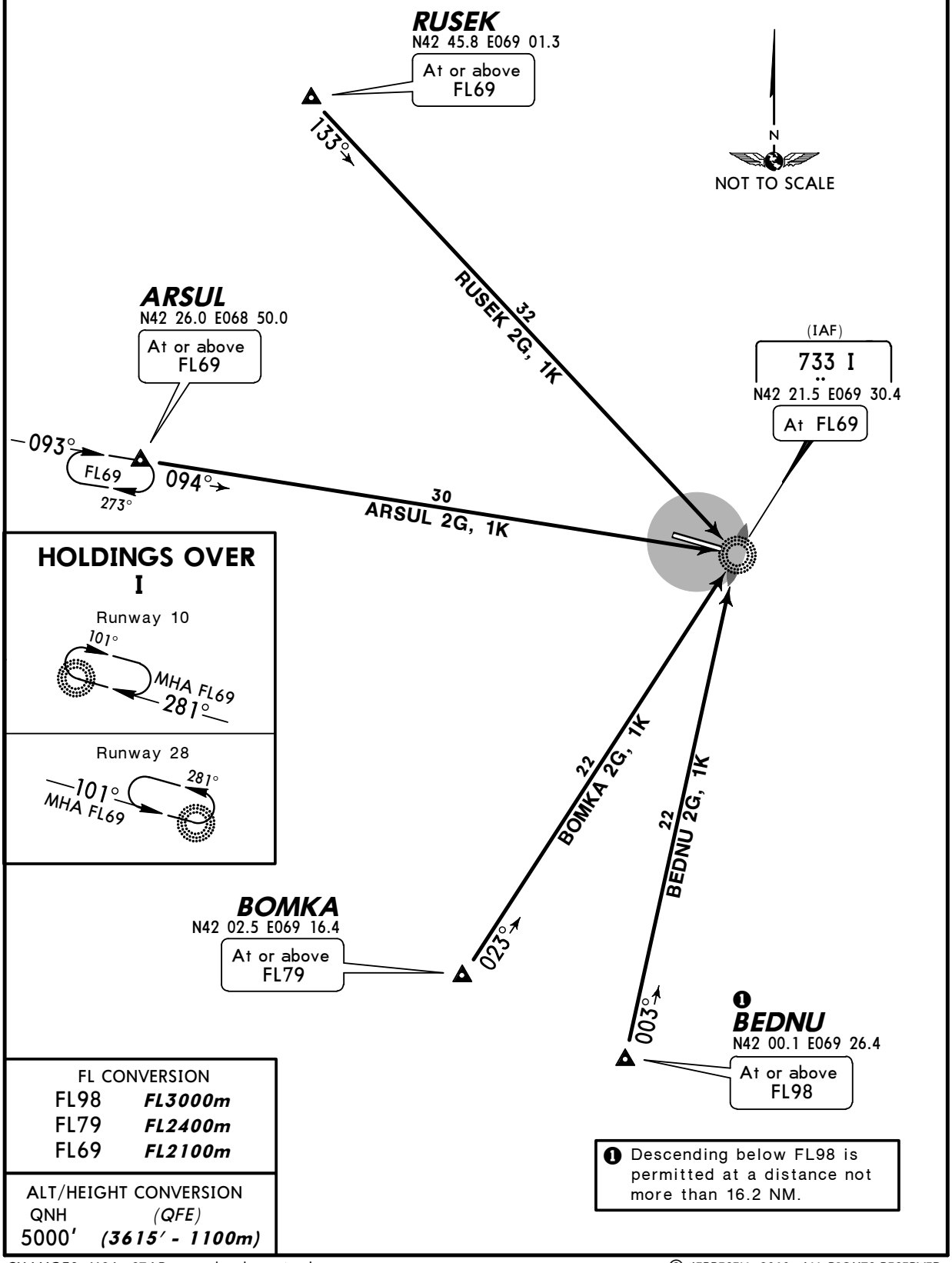
ATIS	Apt Elev	
119.2 (Russian 126.6)	1385′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3615′)***

ARSUL 2G *[ARSU2G]*
BEDNU 2G *[BEDN2G]*
BOMKA 2G *[BOMK2G]*
RUSEK 2G *[RUSE2G]*
RWY 28 ARRIVALS

ARSUL 1K *[ARSU1K]*
BEDNU 1K *[BEDN1K]*
BOMKA 1K *[BOMK1K]*
RUSEK 1K *[RUSE1K]*
RWY 10 ARRIVALS

FROM SOUTH & WEST





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UAII/CIT
SHYMKENT

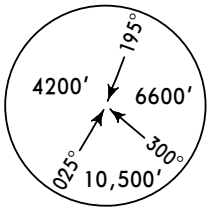
JEPPESEN

SHYMKENT, KAZAKHSTAN

19 NOV 10 (10-2C)

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′)*

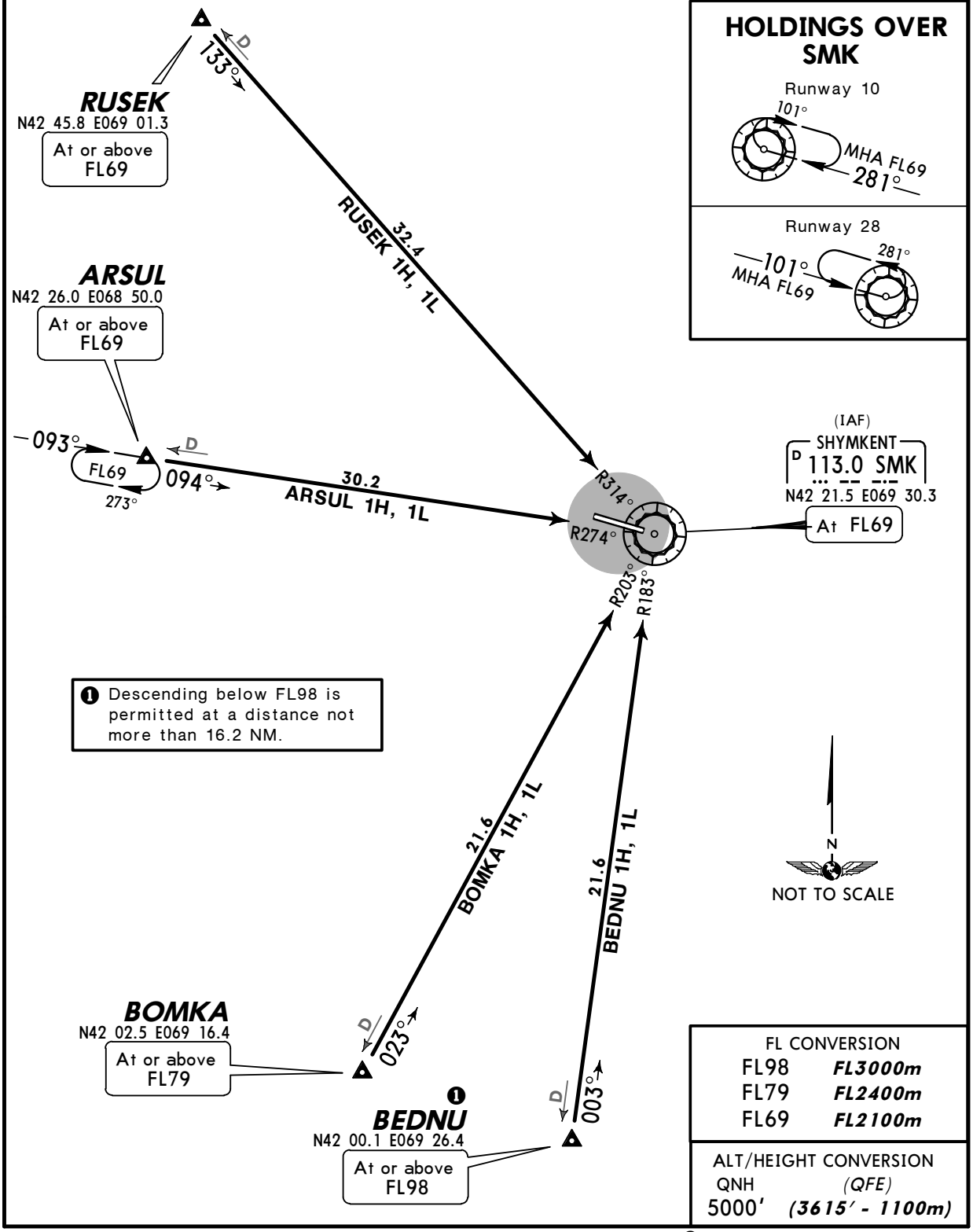


MSA
SMK VOR

ARSUL 1H *[ARSU1H]*
BEDNU 1H *[BEDN1H]*
BOMKA 1H *[BOMK1H]*
RUSEK 1H *[RUSE1H]*
RWY 10 ARRIVALS

ARSUL 1L *[ARSU1L]*
BEDNU 1L *[BEDN1L]*
BOMKA 1L *[BOMK1L]*
RUSEK 1L *[RUSE1L]*
RWY 28 ARRIVALS

FROM SOUTH & WEST



HOLDINGS OVER SMK

Runway 10

Runway 28

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

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

CHANGES: MSA; STARs completely revised.

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UAII/CIT SHYMKENT

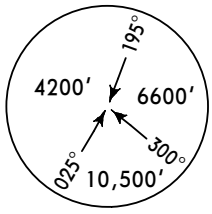
JEPPESEN 19 NOV 10 (10-3)

SHYMKENT, KAZAKHSTAN

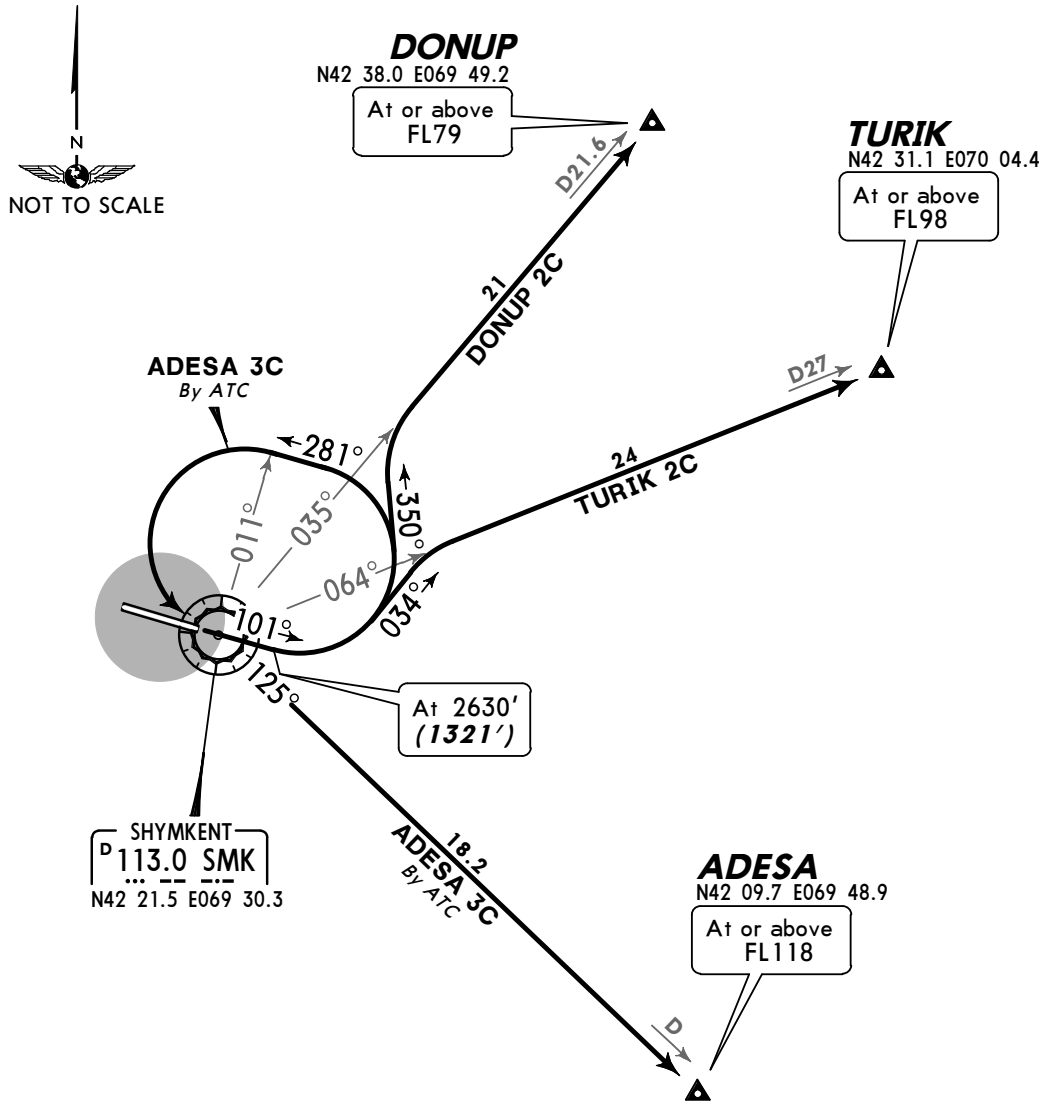
SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3691′)*** Turn speed: MAX 225 KT.

ADESA 3C *[ADES3C]*
DONUP 2C *[DONU2C]*
TURIK 2C *[TURI2C]*
RWY 10 DEPARTURES
TO EAST



MSA
SMK VOR



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2630′	***(1321′ - 400m)***
5000′	***(3691′ - 1100m)***

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

These SIDs require minimum climb gradients of

DONUP 2C

249′ per NM (4.1%).

TURIK 2C

292′ per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292′ per NM	365	486	729	972	1215	1458
249′ per NM	311	415	623	830	1038	1246

SID	ROUTING
ADESA 3C By ATC	Climb to 2630′ ***(1321′)***, turn LEFT, 281° track, when passing SMK R-011 turn LEFT to SMK, SMK R-125 to ADESA.
DONUP 2C	Climb to 2630′ ***(1321′)***, turn LEFT, 350° track, intercept SMK R-035 to DONUP.
TURIK 2C	Climb to 2630′ ***(1321′)***, turn LEFT, 034° track, intercept SMK R-064 to TURIK.

CHANGES: MSA; SIDs renumbered & revised.

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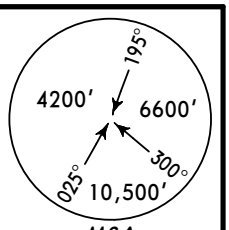
UAII/CIT SHYMKENT

JEPPESEN 19 NOV 10 (10-3A)

SHYMKENT, KAZAKHSTAN

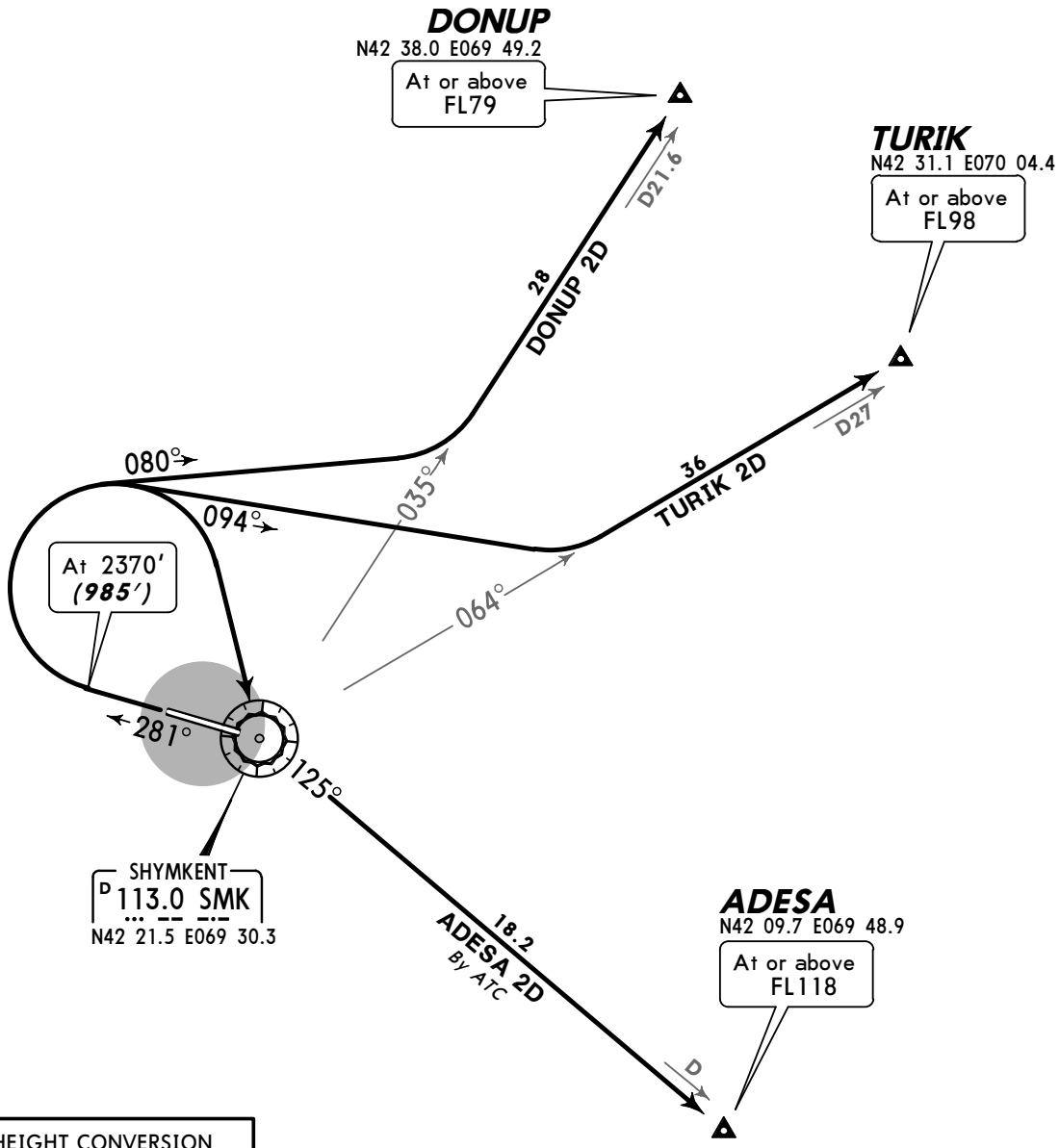
SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3615′)*** Turn speed: MAX 225 KT.



MSA
SMK VOR

ADESA 2D *[ADES2D]*
DONUP 2D *[DONU2D]*
TURIK 2D *[TURI2D]*
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 2D By ATC	Climb to 2370′ ***(985′)***, turn RIGHT to SMK, SMK R-125 to ADESA.
DONUP 2D	Climb to 2370′ ***(985′)***, turn RIGHT, 080° track, intercept SMK R-035 to DONUP.
TURIK 2D	Climb to 2370′ ***(985′)***, turn RIGHT, 094° track, intercept SMK R-064 to TURIK.

CHANGES: SIDs renumbered & revised.

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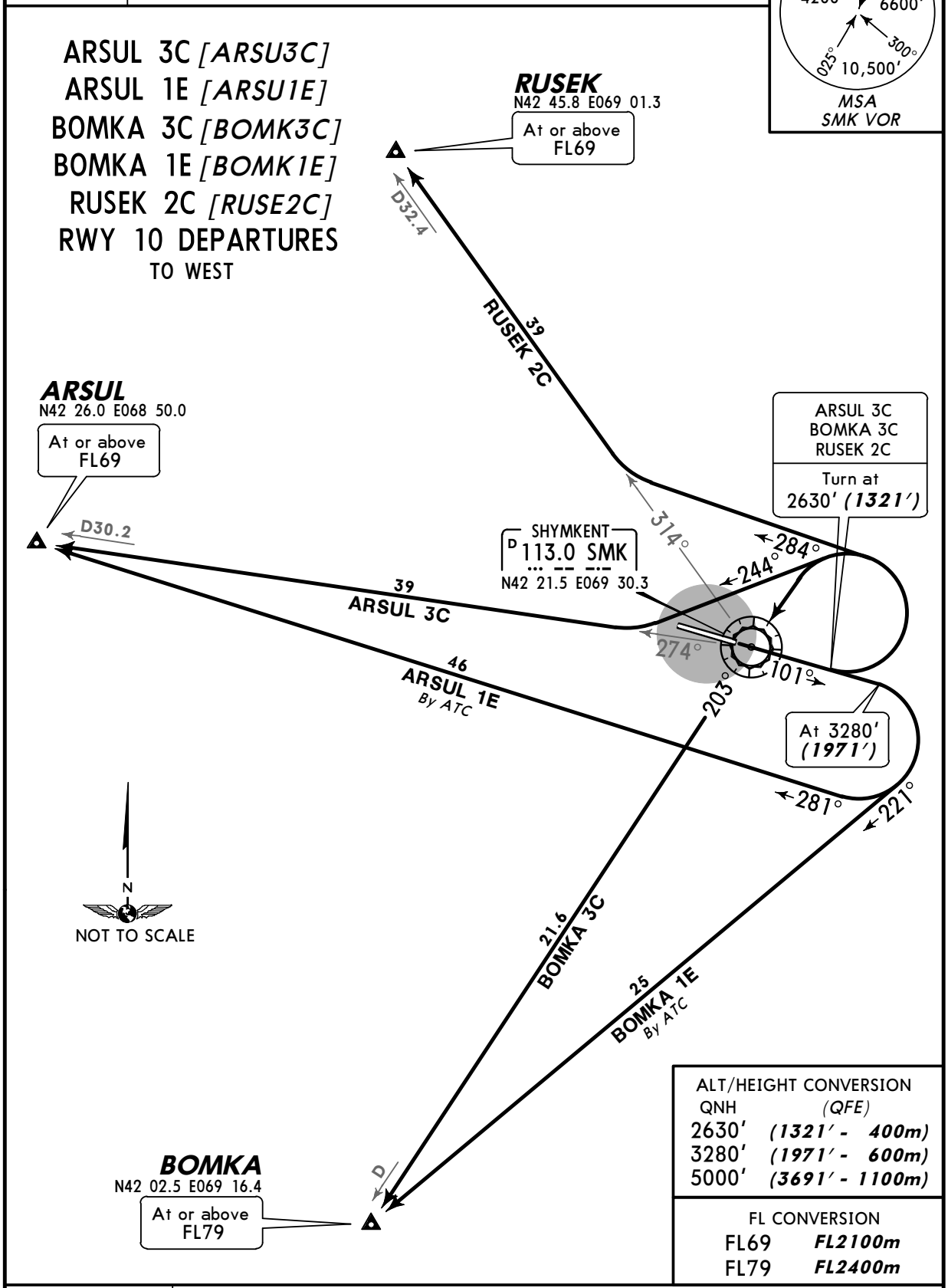
UAII/CIT SHYMKENT

JEPPESEN 19 NOV 10 (10-3B)

SHYMKENT, KAZAKHSTAN

SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3691′)*** Turn speed: MAX 225 KT.



SID	ROUTING
ARSUL 3C	Climb to 2630′ ***(1321′)***, turn LEFT, 244° track, intercept SMK R-274 to ARSUL.
ARSUL 1E By ATC	Climb to 3280′ ***(1971′)***, turn RIGHT, 281° track to ARSUL.
BOMKA 3C	Climb to 2630′ ***(1321′)***, turn LEFT to SMK, SMK R-203 to BOMKA.
BOMKA 1E By ATC	Climb to 3280′ ***(1971′)***, turn RIGHT, 221° track to BOMKA.
RUSEK 2C	Climb to 2630′ ***(1321′)***, turn LEFT, 284° track, intercept SMK R-314 to RUSEK.

CHANGES: MSA; SIDs renumbered & revised.

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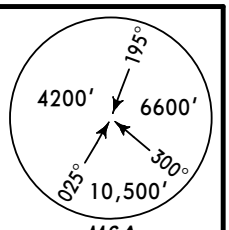
UAII/CIT SHYMKENT

JEPPESEN 19 NOV 10 (10-3C)

SHYMKENT, KAZAKHSTAN

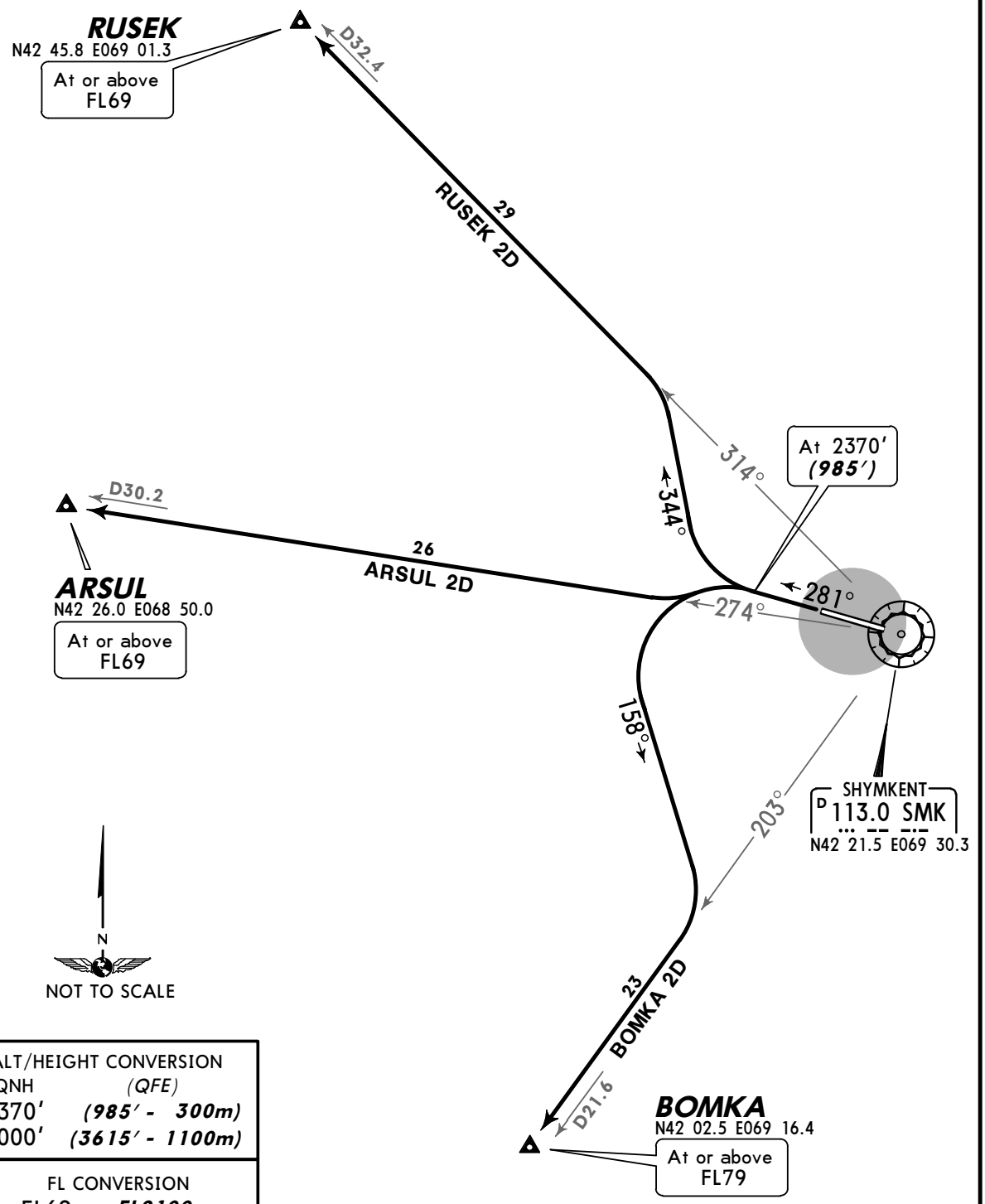
SID

Apt Elev	
1385′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5000′ ***(3615′)*** Turn speed: MAX 225 KT.



MSA
SMK VOR

ARSUL 2D *[ARSU2D]*
BOMKA 2D *[BOMK2D]*
RUSEK 2D *[RUSE2D]*
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 2D	Climb to 2370′ ***(985′)***, turn LEFT, intercept SMK R-274 to ARSUL.
BOMKA 2D	Climb to 2370′ ***(985′)***, turn LEFT, 158° track, intercept SMK R-203 to BOMKA.
RUSEK 2D	Climb to 2370′ ***(985′)***, turn RIGHT, 344° track, intercept SMK R-314 to RUSEK.

CHANGES: MSA; SIDs renumbered & revised.

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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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UAII/CIT

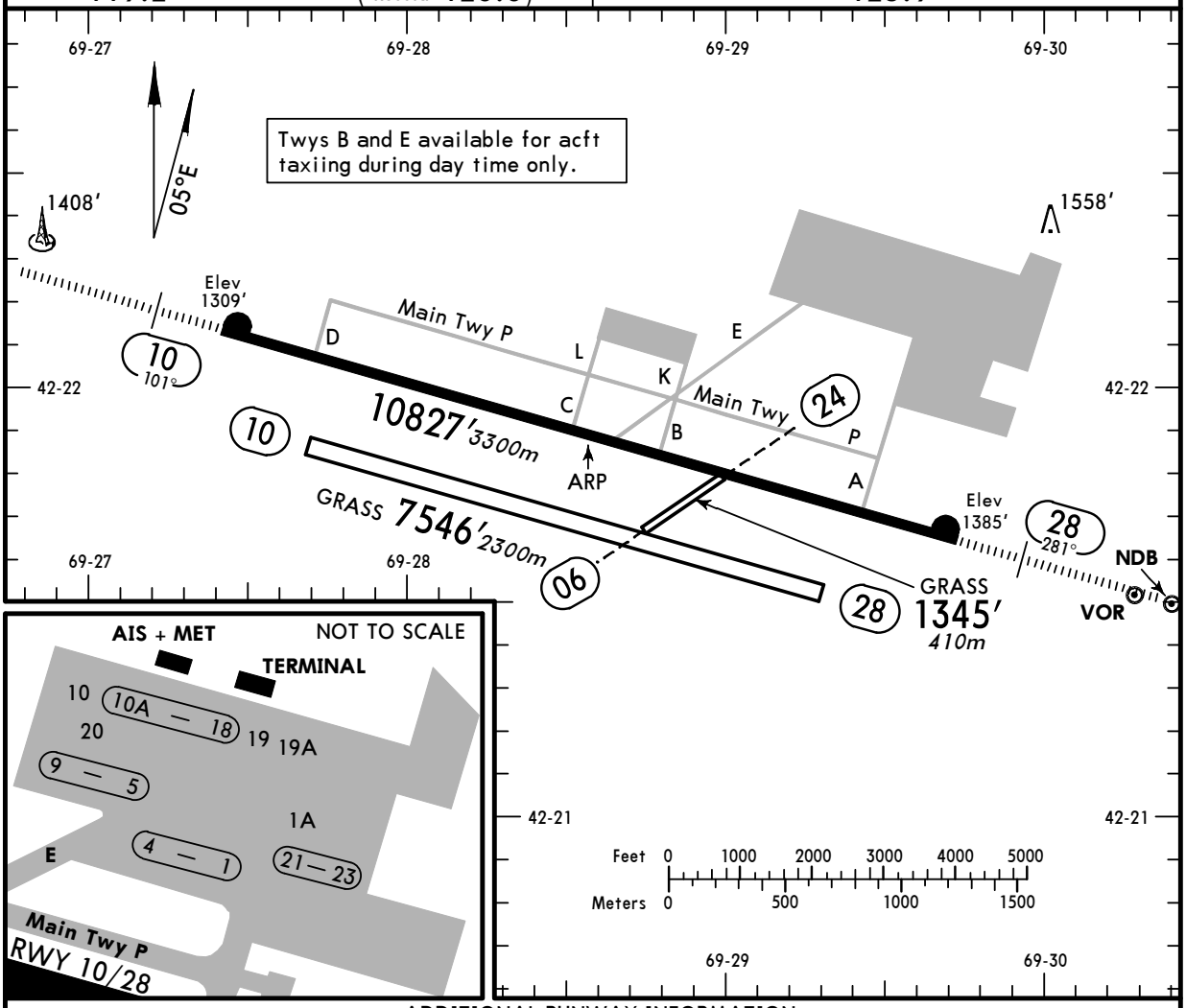
Apt Elev **1385′**
N42 21.9 E069 28.6

JEPPESEN 11 FEB 11 (10-9)

SHYMKENT, KAZAKHSTAN

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: None.

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STRAIGHT-IN RWY		A	B	C	D
10	ILS	**1509**′(200′) **800m**	**1509**′(200′) **800m**	**1539**′(230′) **900m**	**1539**′(230′) **900m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**1970**′(661′) **2500m**	**1970**′(661′) **2500m**	**2300**′(991′) **5000m**	**2300**′(991′) **5000m**
	NDB ❶ ❷	**1970**′(661′) **2500m**	**1970**′(661′) **2500m**	**2300**′(991′) **5000m**	**2300**′(991′) **5000m**
	NDB ❸	**1970**′(661′) **2600m**	**1970**′(661′) **2600m**	**2300**′(991′) **5000m**	**2300**′(991′) **5000m**
	ALS out	3300m	3300m	5000m	5000m
28	ILS	**1585**′(200′) **800m**	**1585**′(200′) **800m**	**1615**′(230′) **900m**	**1615**′(230′) **900m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ ❹	**2050**′(665′) **2500m**	**2050**′(665′) **2500m**	**2370**′(985′) **5000m**	**2370**′(985′) **5000m**
	VOR ❺	**2210**′(825′) **2500m**	**2210**′(825′) **2500m**	**2370**′(985′) **5000m**	**2370**′(985′) **5000m**
	2 NDB ❶ ❷	**2370**′(985′) **3000m**	**2370**′(985′) **3000m**	**2700**′(1315′) **5000m**	**2700**′(1315′) **5000m**
	2 NDB ❸	**2370**′(985′) **4000m**	**2370**′(985′) **4000m**	**2700**′(1315′) **5000m**	**2700**′(1315′) **5000m**
	ALS out	4700m	4700m	5000m	5000m
	NDB	**2590**′(1205′) **5000m**	**2590**′(1205′) **5000m**	**2590**′(1205′) **5000m**	**2590**′(1205′) **5000m**

❶ Continuous Descent Final Approach.
❷ with FMS.
❸ w/o FMS.
❹ with D2.1.
❺ w/o D2.1.

TAKE-OFF RWY 10, 28

	DAY		NIGHT
	RL	RCLM	RL
A B	400m ❹	400m ❹	400m ❹
C D		500m	400m

❹ LVP must be in force: 300m.

CHANGES: New page.

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UAII/CIT SHYMKENT

JEPPESEN 11 FEB 11 (11-1)

SHYMKENT, KAZAKHSTAN ILS DME Z Rwy 10

BRIEFING STRIP ™

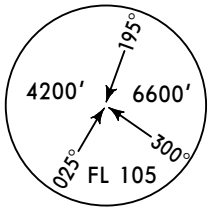
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

LOC IEN	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1385'
111.7	101°	D4.9 IEN 2950' (1641')	Refer to Minimums	RWY 1309'

MISSED APCH: Climb on 101° to 2630' (1321') or above. Not before D4.9 SMK turn LEFT to VOR. Climb initially to 3940' (2631'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 69 to VOR and hold.

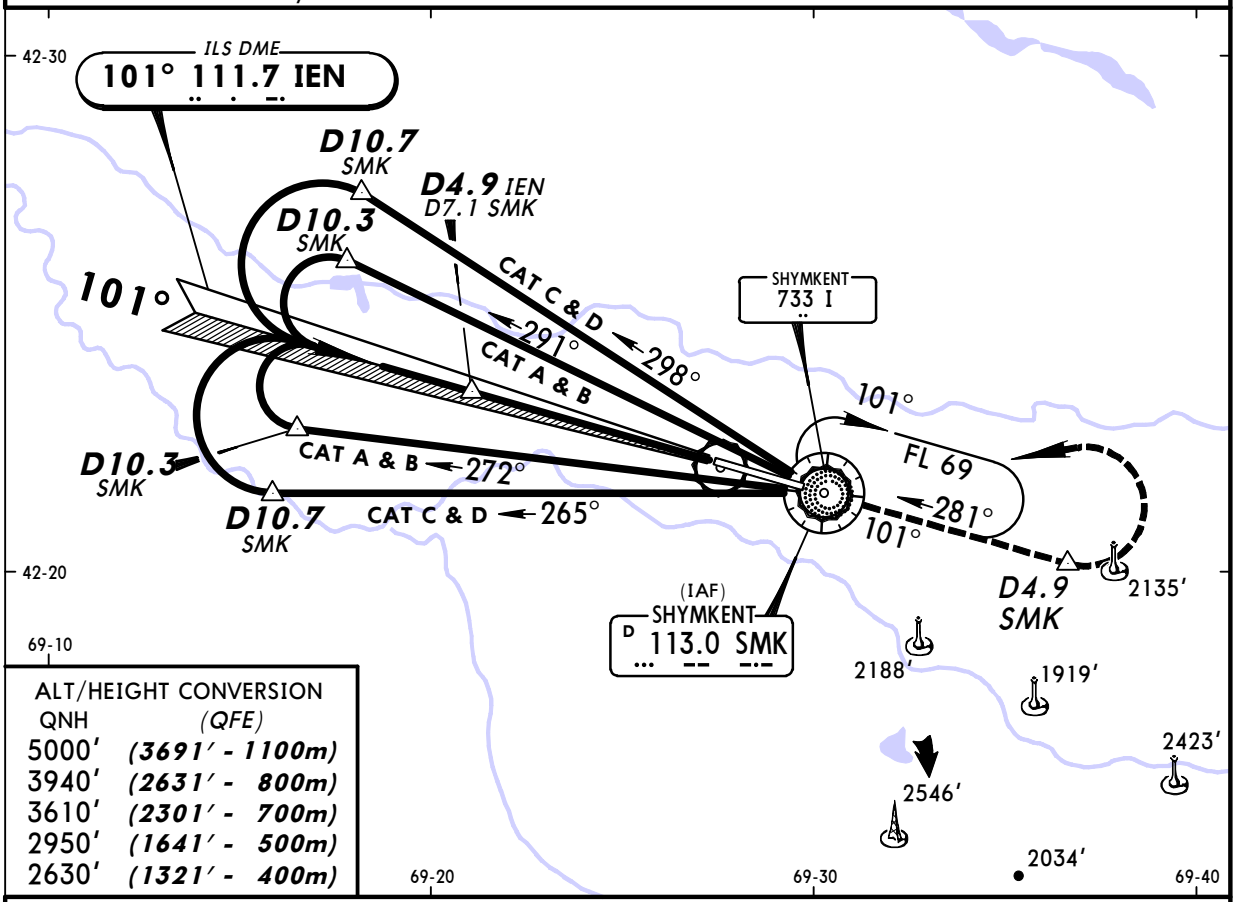
Missed approach turn limited to MAX 225 KT.



MSA SMK VOR

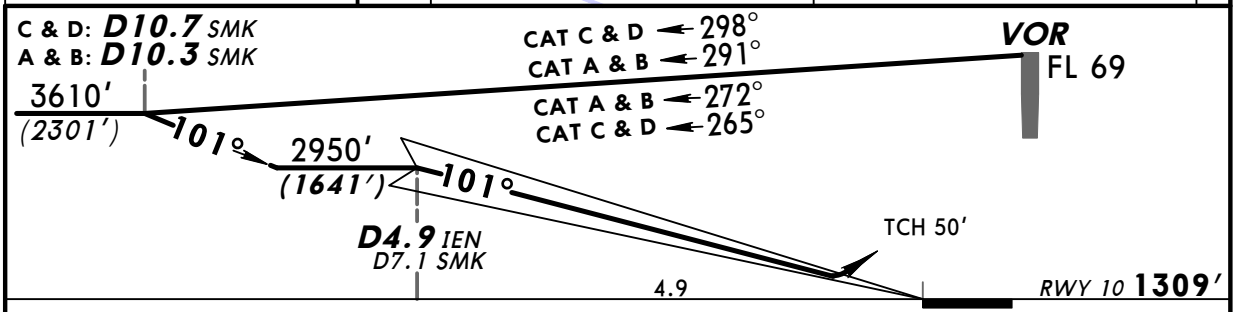
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5000' (3691')

ILS DME reads zero at rwy 10 threshold.



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
PAPI

2630' (1321') or above on 101°

STRAIGHT-IN LANDING RWY 10

	ILS		LOC (GS out)
DA(H)	AB: 1509' (200')	CD: 1539' (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 11 FEB 11 (11-2)

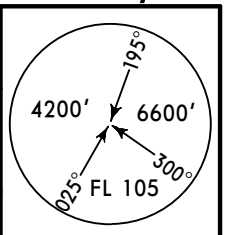
SHYMKENT, KAZAKHSTAN
ILS DME Y Rwy 10

BRIEFING STRIP ™

ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 1385'
IEN 111.7	101°	D4.9 IEN 2950' (1641')	Refer to Minimums	RWY 1309'

MISSED APCH: Climb on 101° to 2630' (1321'), then turn LEFT (MAX 225 KT) on 281° climbing to 3940' (2631'), then as directed.



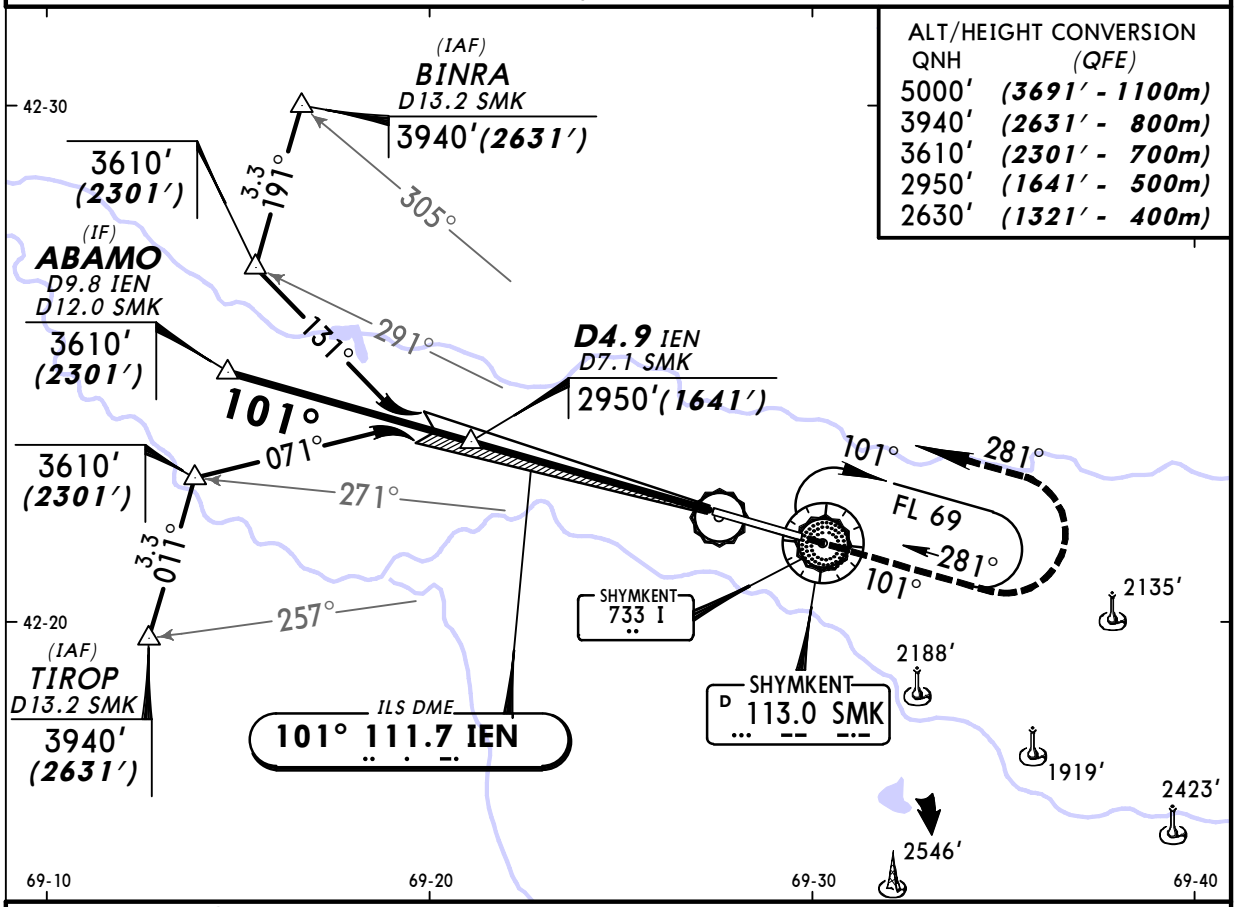
MSA
SMK VOR

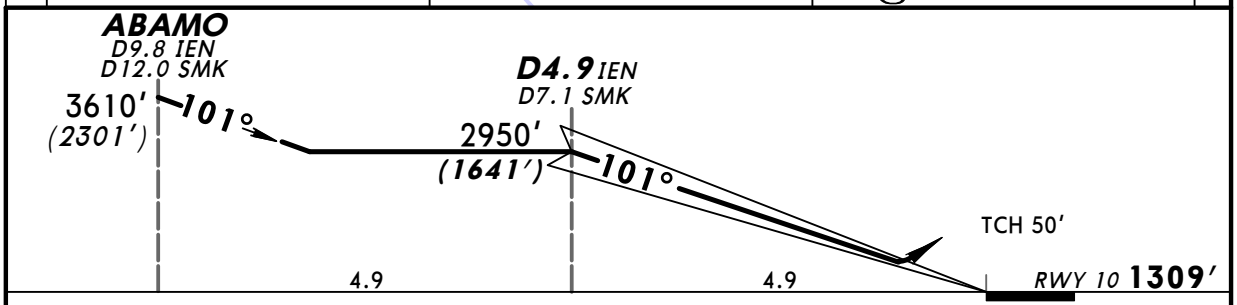
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5000' (3691')

1. RADAR required. 2. ILS DME reads zero at rwy 10 threshold.

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
PAPI
2630' (1321') on 101°

STRAIGHT-IN LANDING RWY 10

	ILS		LOC (GS out)
DA(H)	AB: 1509' (200')	CD: 1539' (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 11 FEB 11 (11-3)

SHYMKENT, KAZAKHSTAN
ILS DME Z Rwy 28

BRIEFING STRIP ™

ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	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'

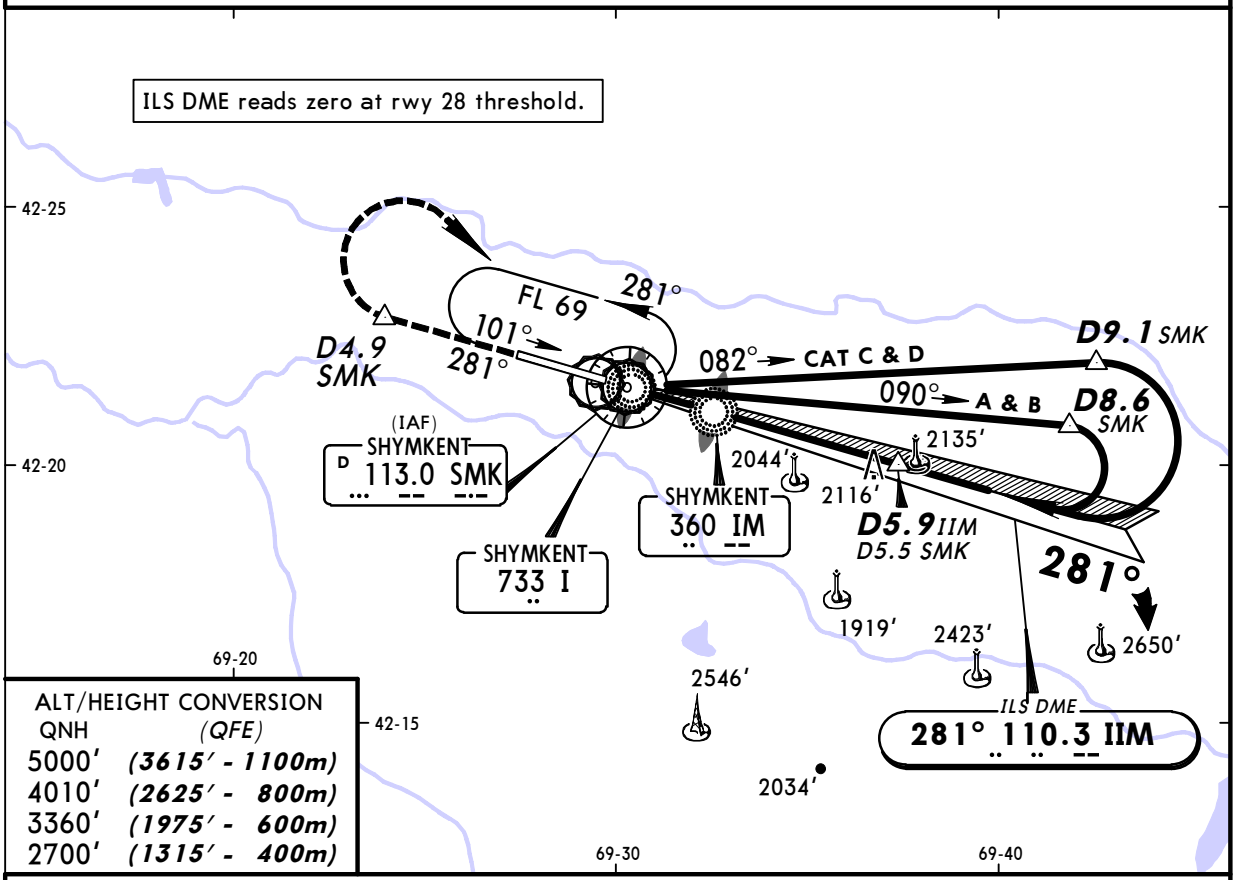
MISSED APCH: Climb on 281° to 2700' (1315') or above. Not before D4.9 SMK turn RIGHT to VOR. Climb initially to 4010' (2625'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 69 to VOR and hold.

Missed approach turn limited to MAX 225 KT.

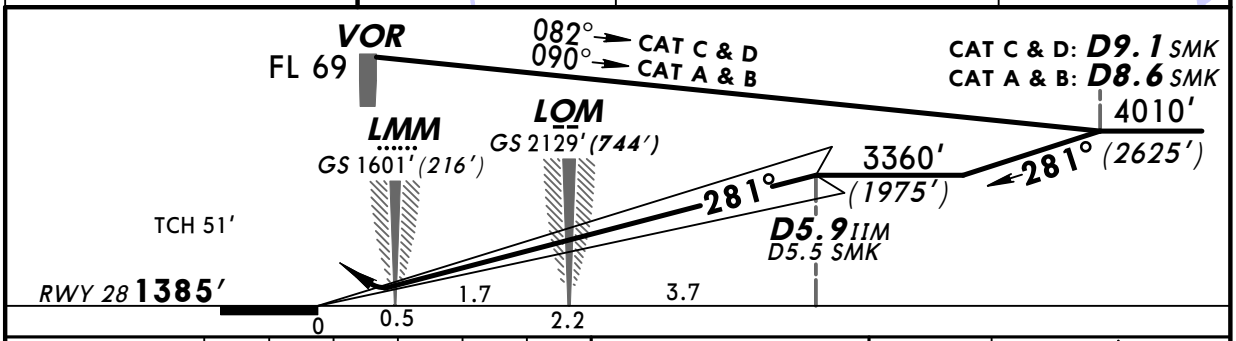
MSA SMK VOR: 195° 4200' 6600' 300° 025° FL 105

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 PAPI

2700' (1315') or above on 281°

STRAIGHT-IN LANDING RWY 28

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

PANS OPS

CHANGES: None.

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UAII/CIT
SHYMKENT

JEPPESEN 12 NOV 10 (11-4) Eff 18 Nov

SHYMKENT, KAZAKHSTAN
ILS DME Y Rwy 28

BRIEFING STRIP™

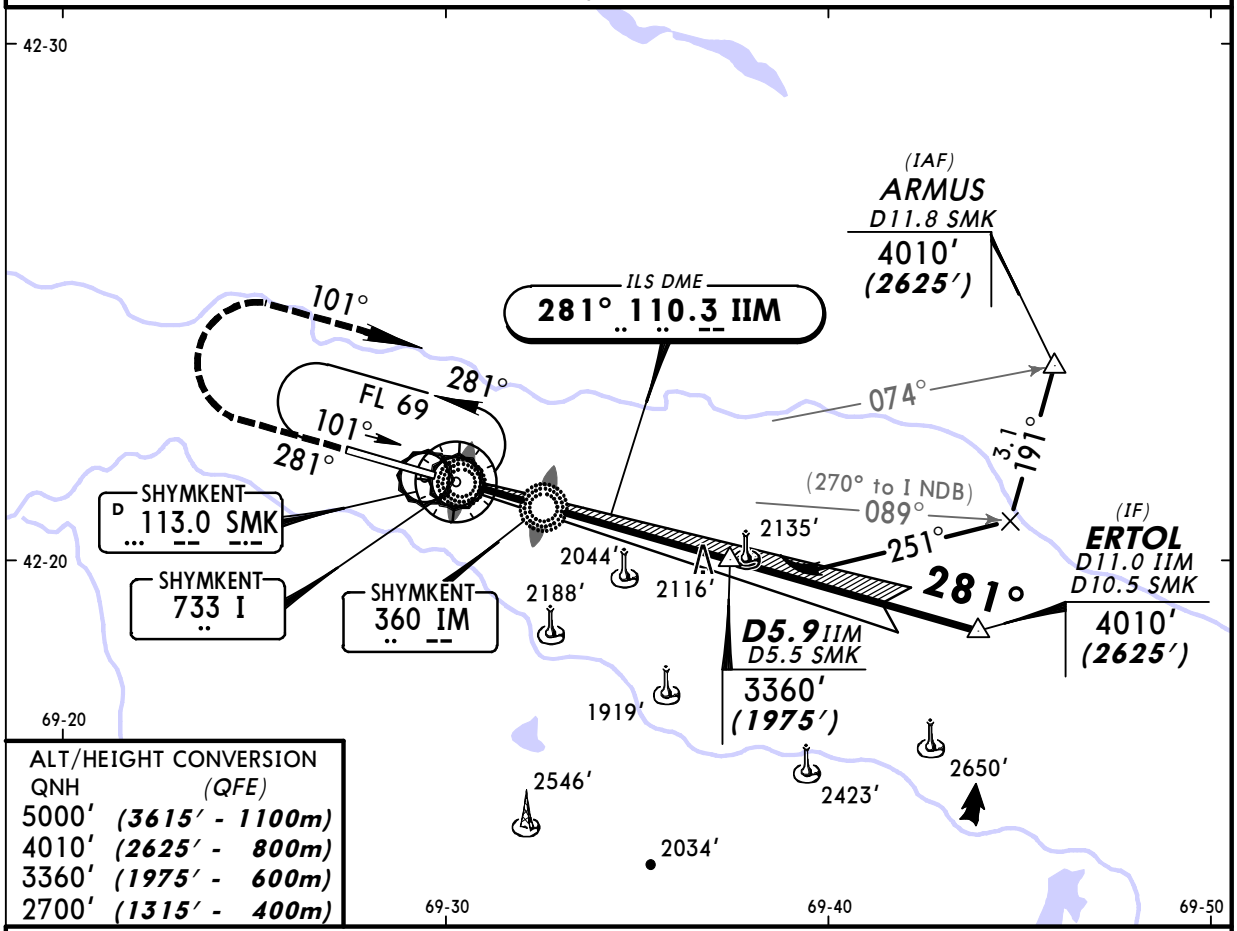
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

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

MISSED APCH: Climb on 281° to 2700′ (1315′), then turn RIGHT (MAX 225 KT) onto 101° climbing to 4010′ (2625′), then as directed.

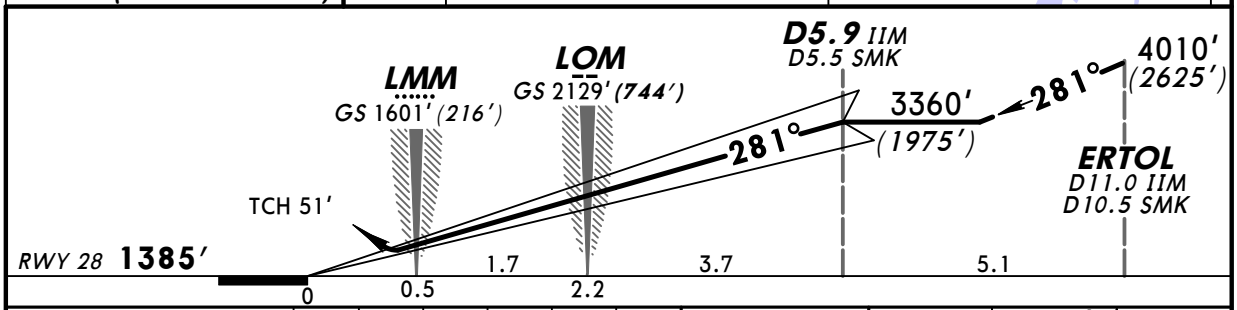
195° 4200′ 6600′ 300° 025° FL 105
MSA SMK VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5000′ (3615′)
1. **RADAR required.** 2. ILS DME reads zero at rwy 28 threshold.



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 PAPI 2700′ (1315′) on 281°

STRAIGHT-IN LANDING RWY 28

ILS		LOC (GS out)
DA(H) AB: 1585′ (200′) CD: 1615′ (230′)		
FULL	ALS out	

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C	900m		
D			

CHANGES: MSA. Procedure.

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UAII/CIT SHYMKENT

JEPPESEN 12 NOV 10 (13-1) Eff 18 Nov

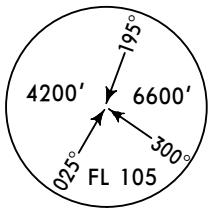
SHYMKENT, KAZAKHSTAN VOR DME Rwy 10

BRIEFING STRIP ™

ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

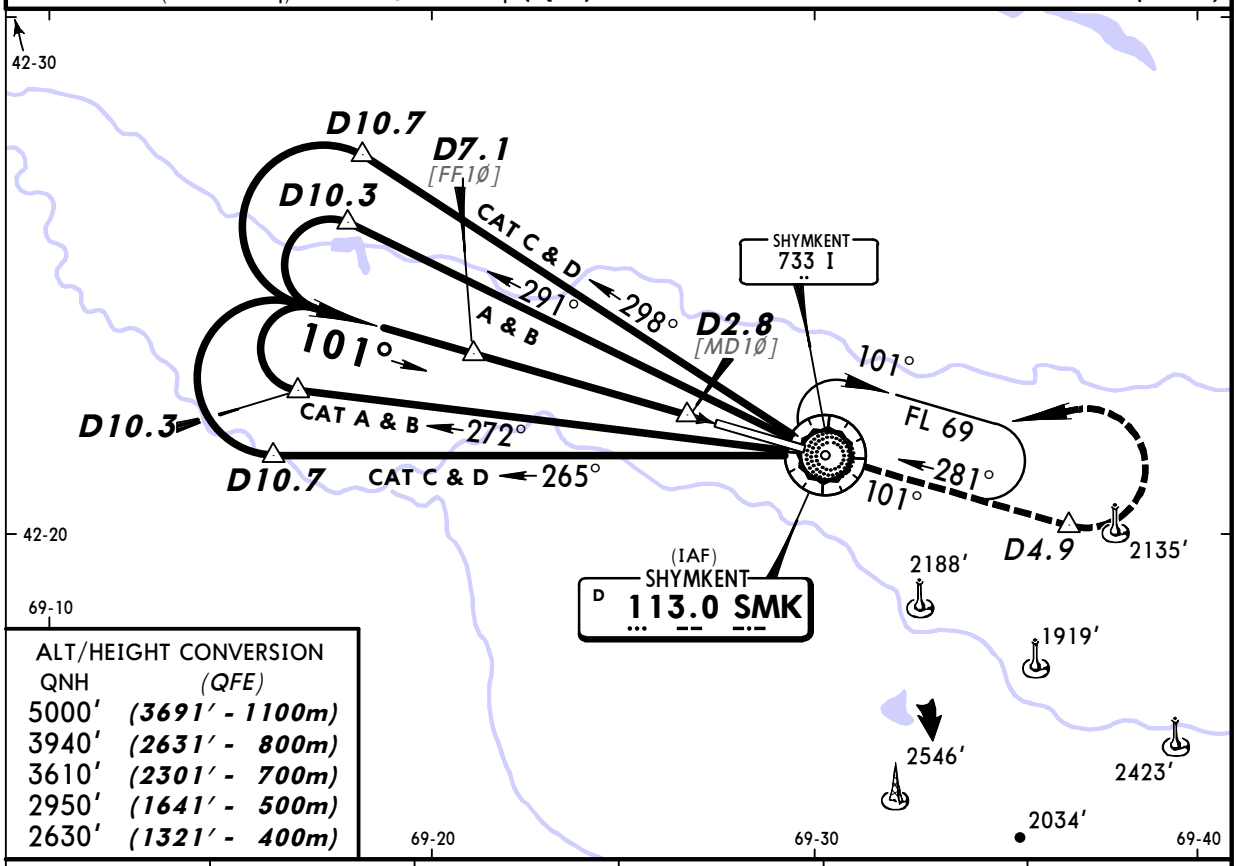
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385′
SMK 113.0	101°	D7.1 2950′ (1641′)	Refer to Minimums	RWY 1309′

MISSED APCH: Climb on 101° to 2630′ (1321′) or above. Not before D4.9 turn LEFT to VOR. Climb initially to 3940′ (2631′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 69 to VOR and hold.
Missed approach turn limited to MAX 225 KT.



MSA SMK VOR

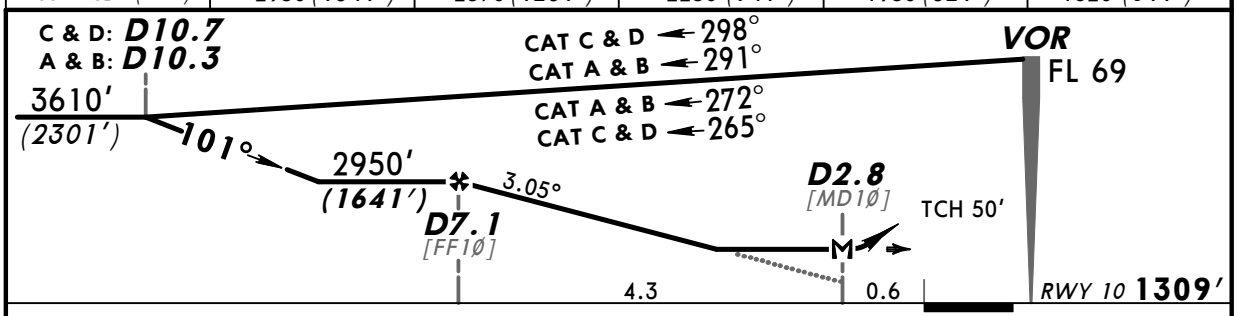
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5000′ (3691′)



ALT/HEIGHT CONVERSION

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

SMK DME	7.1	6.0	5.0	4.0	3.0
ALTITUDE (HAT)	2950′(1641′)	2570′(1261′)	2250′(941′)	1930′(621′)	1620′(311′)



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.05°	378	486	540	648	755	863
MAP at D2.8							

HIALS
PAPI

2630′ (1321′) or above 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: MSA. Procedure.

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UAII/CIT SHYMKENT

JEPPESEN 12 NOV 10 (13-2) Eff 18 Nov

SHYMKENT, KAZAKHSTAN VOR DME Rwy 28

BRIEFING STRIP ™

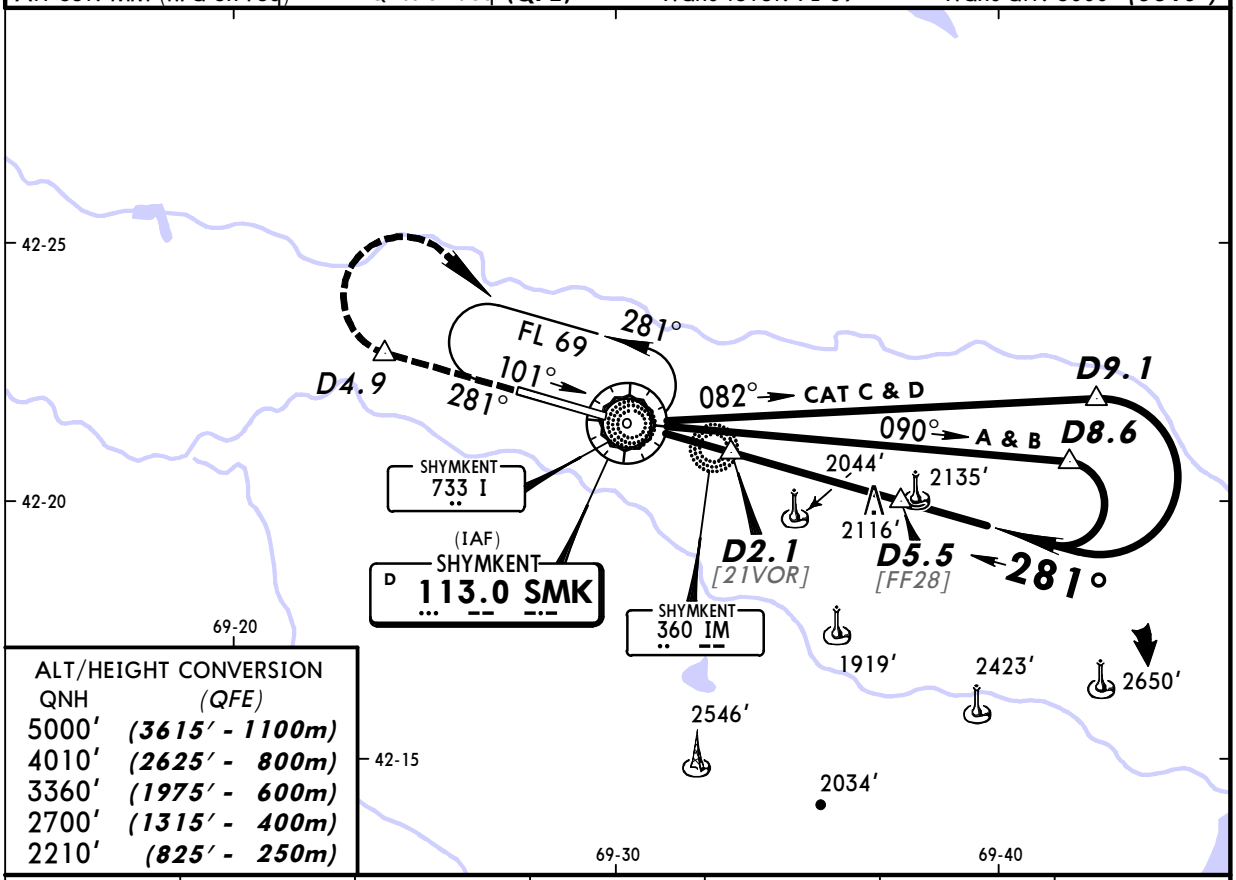
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385'
SMK 113.0	281°	D5.5 3360' (1975')	Refer to Minimums	RWY 1385'

MISSED APCH: Climb on 281° to 2700' (1315') or above. Not before D4.9 turn RIGHT to VOR. Climb initially to 4010' (2625'), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 69 to VOR and hold.
Missed approach turn limited to MAX 225 KT.

MSA SMK VOR: 195°, 4200', 6600', 300°, 025°, FL 105

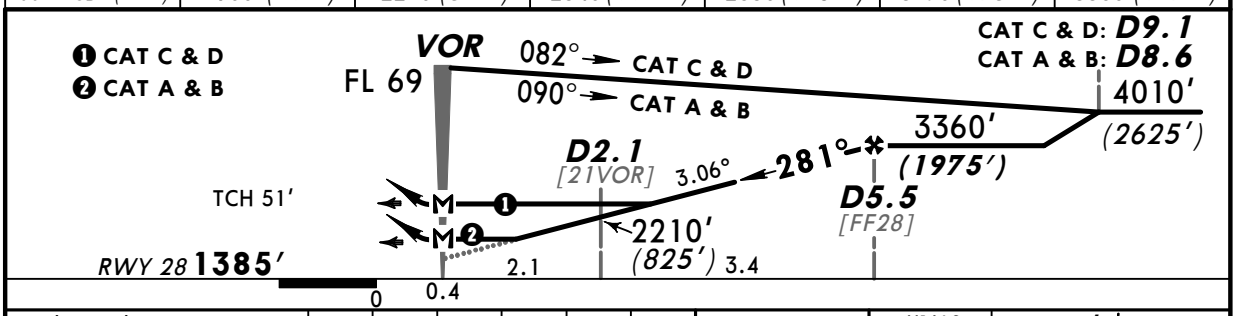
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 69 | Trans alt: 5000' (3615')



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000'	(3615' - 1100m)
4010'	(2625' - 800m)
3360'	(1975' - 600m)
2700'	(1315' - 400m)
2210'	(825' - 250m)

SMK DME	1.0	2.0	3.0	4.0	5.0	5.5
ALTITUDE (HAT)	1900' (515')	2210' (825')	2540' (1155')	2850' (1465')	3170' (1785')	3360' (1975')



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.06°	379	487	541	650	758	866
MAP at VOR							

HIALS PAPI

2700' (1315') or above on 281°

STRAIGHT-IN LANDING RWY 28

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

ALS out

PANS OPS

A, B	2500m
C, D	5000m

❶ W/o D2.1: MDA(H) 2210' (825').

CHANGES: MSA. Procedure. Minimums.

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UAII/CIT SHYMKENT

JEPPESEN 12 NOV 10 (16-1) Eff 18 Nov

SHYMKENT, KAZAKHSTAN NDB Rwy 10

BRIEFING STRIP ™

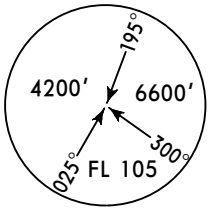
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

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 2630′ *(1321′)* or above. After passing NDB maintain 101° for 1½ Min, then turn LEFT to NDB. Climb initially to 3610′ *(2301′)*, then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 69 to NDB and hold.

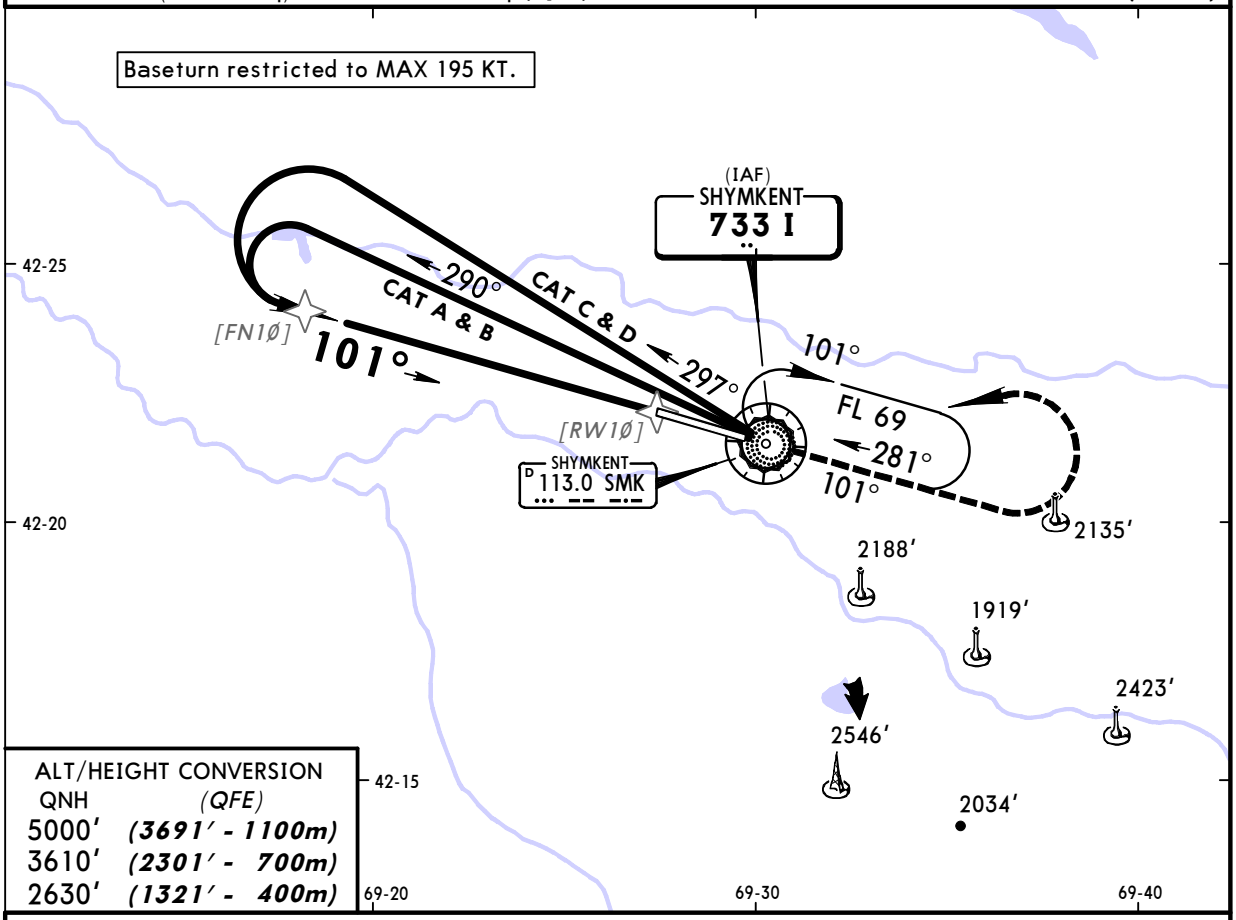
Missed approach turn limited to MAX 225 KT.



MSA I NDB

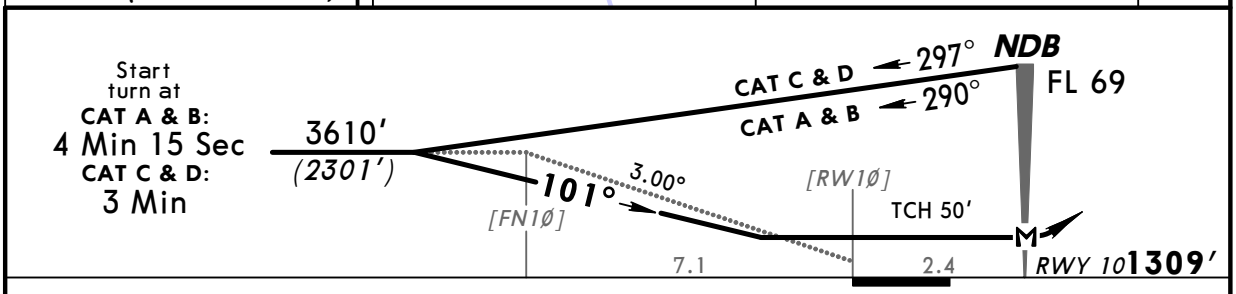
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 69 | Trans alt: 5000′ ***(3691′)***

Baseturn restricted to MAX 195 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000′	***(3691′ - 1100m)***
3610′	***(2301′ - 700m)***
2630′	***(1321′ - 400m)***



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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **10**

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

ALS out

PANS OPS

A	2500m
B	
C	5000m
D	

CHANGES: MSA. Procedure.

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UAII/CIT SHYMKENT

JEPPESEN 12 NOV 10 (16-2) Eff 18 Nov

SHYMKENT, KAZAKHSTAN
2 NDB Rwy 28

BRIEFING STRIP ™

ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

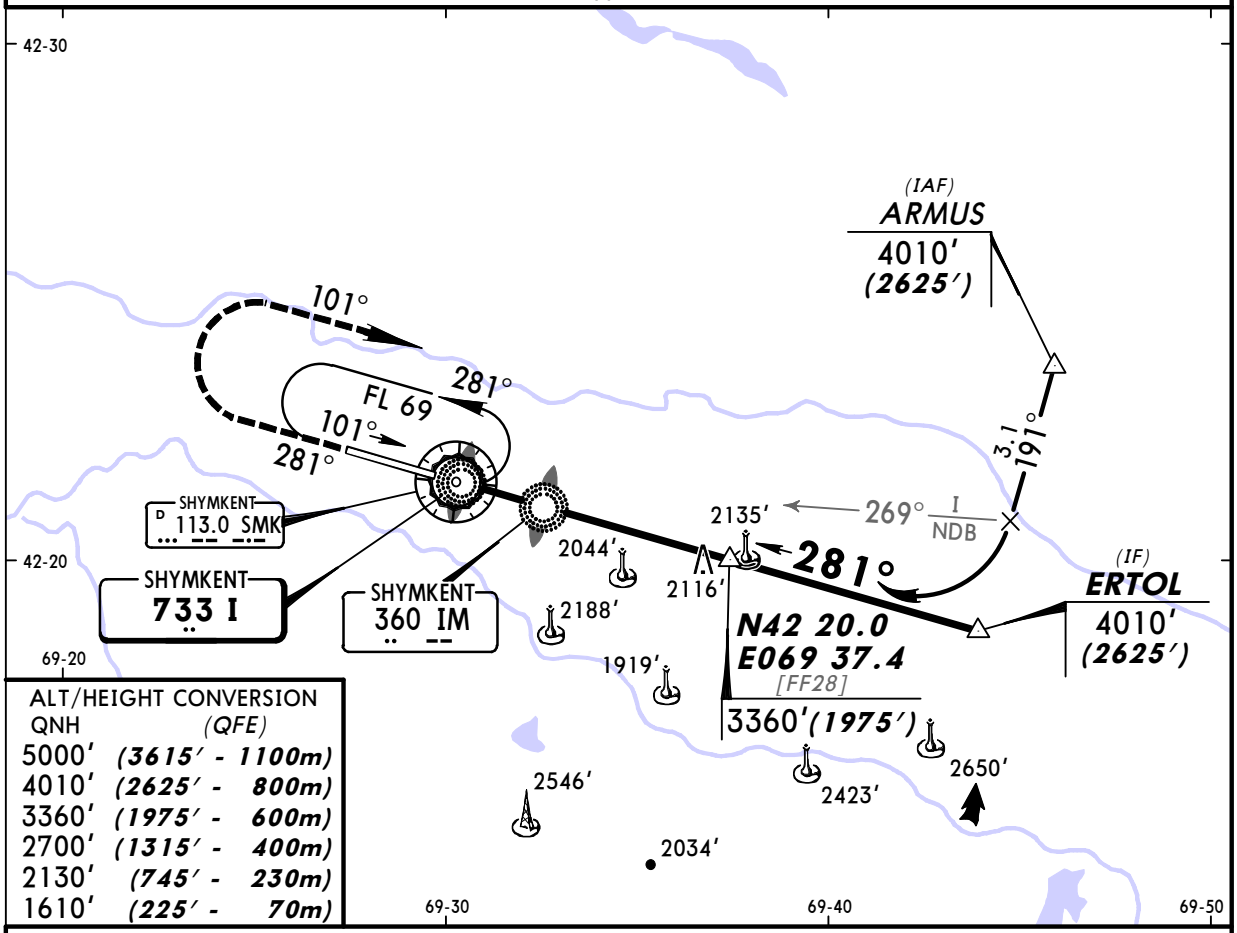
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385'
I 733	281°	N42 20.0 E069 37.4 3360'(1975')	Refer to Minimums	RWY 1385'

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

MSA I NDB: 4200' (195°), 6600' (300°), 025°, FL 105

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

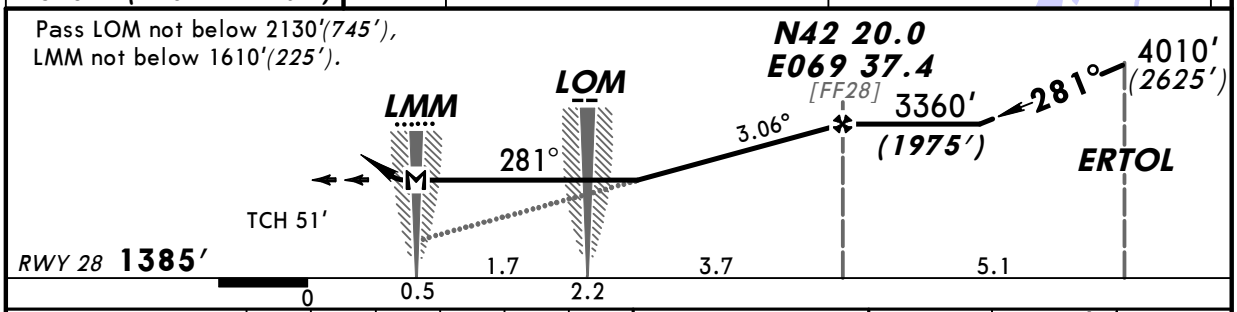
1. RADAR required. 2. Initial and intermediate approach as directed.



ALT/HEIGHT CONVERSION

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

Pass LOM not below 2130'(745'), LMM not below 1610'(225').



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.06°	379	487	541	650	758	866
MAP at LMM							

HIALS PAPI 2700' (1315') on 281°

STRAIGHT-IN LANDING RWY 28

MDA(H) AB: 2370'(985')
CD: 2700'(1315')

ALS out

PANS OPS

A	3000m
B	
C	4000m
D	

CHANGES: MSA. Procedure.

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UAII/CIT
SHYMKENT

JEPPESEN 12 NOV 10 (16-3) Eff 18 Nov

SHYMKENT, KAZAKHSTAN
NDB Rwy 28

BRIEFING STRIP ™

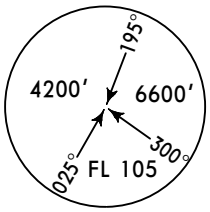
ATIS		*SHYMKENT Tower
119.2	(Russian 126.6)	125.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1385′
I 733	281°	No FAF	2590′(1205′)	RWY 1385′

MISSED APCH: Climb on 281° to 2700′(1315′) or above. After passing LMM maintain 281° for 1½ Min, then turn RIGHT to LMM. Climb initially to 4010′(2625′), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 69 to LMM and hold.

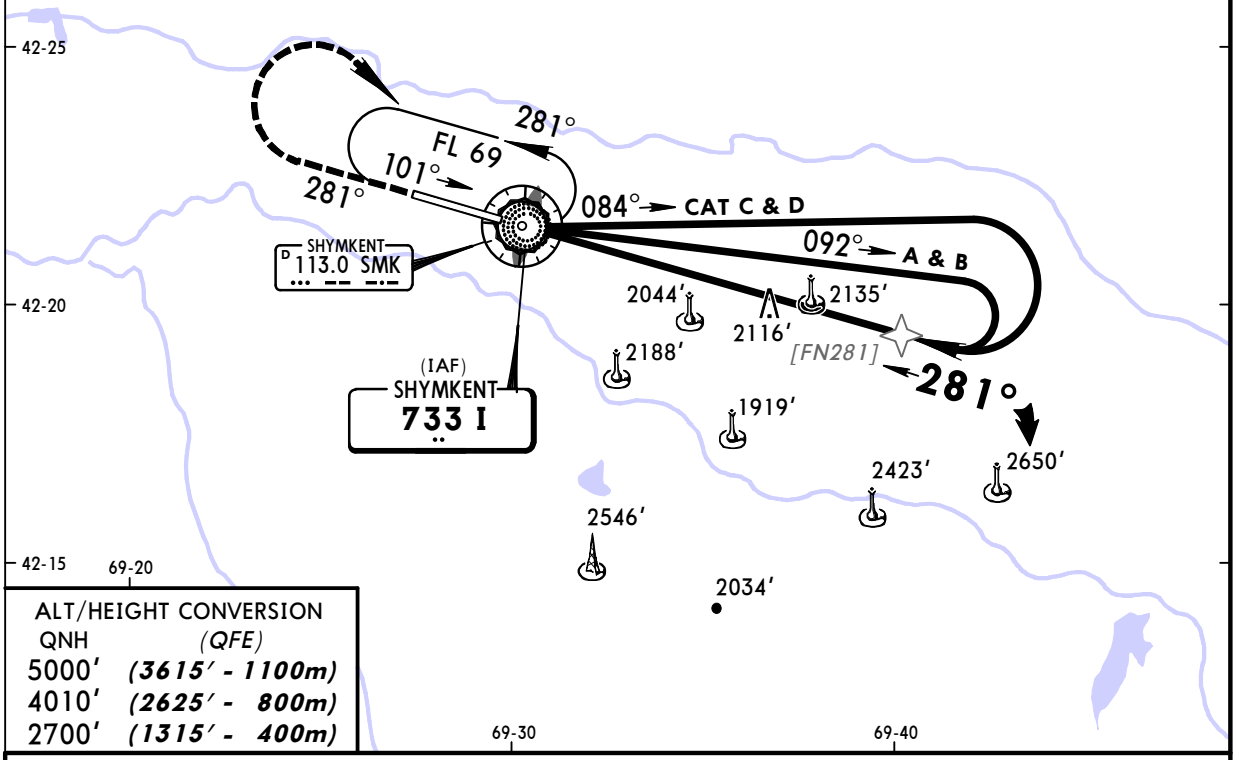
Missed approach turn limited to MAX 225 KT.



MSA I NDB

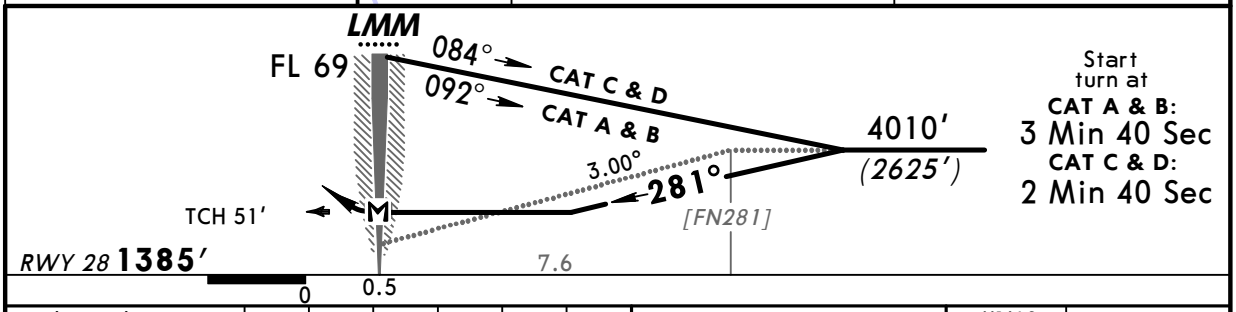
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 69 | Trans alt: 5000′ (3615′)

Baseturn restricted to MAX 195 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5000′	(3615′ - 1100m)
4010′	(2625′ - 800m)
2700′	(1315′ - 400m)



Start turn at
CAT A & B: 3 Min 40 Sec
CAT C & D: 2 Min 40 Sec

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

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 28

MDA(H) 2590′(1205′)

ALS out

PANS OPS

A	3000m
B	
C	5000m
D	

CHANGES: New procedure.

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