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Airport Information For UAAA

Terminal Charts For UAAA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Almaty Kaz
IATA Code: ALA
Lat/Long: N43° 21.3' E077° 02.7'
Elevation: 2234 ft

Airport Use: Public
Magnetic Variation: 4.9°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0003 Z
Sunset: 1339 Z,

Runway Information

Runway: 05L
Length x Width: 14764 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2221 ft
Lighting: Edge, ALS, Centerline

Runway: 05R
Length x Width: 14436 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2224 ft
Lighting: Edge, ALS

Runway: 23L
Length x Width: 14436 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2234 ft
Lighting: Edge, ALS

Runway: 23R
Length x Width: 14764 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2221 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 135.1 Non-English

ATIS 129.8

Almaty Tower 122.4 Secondary

Almaty Tower 119.4

Almaty Ground Control 122.4 Secondary

Almaty Ground Control 121.7

Almaty Approach Control 124.8

Almaty Approach Control 122.4 Secondary

Almaty Radar 122.4 Secondary

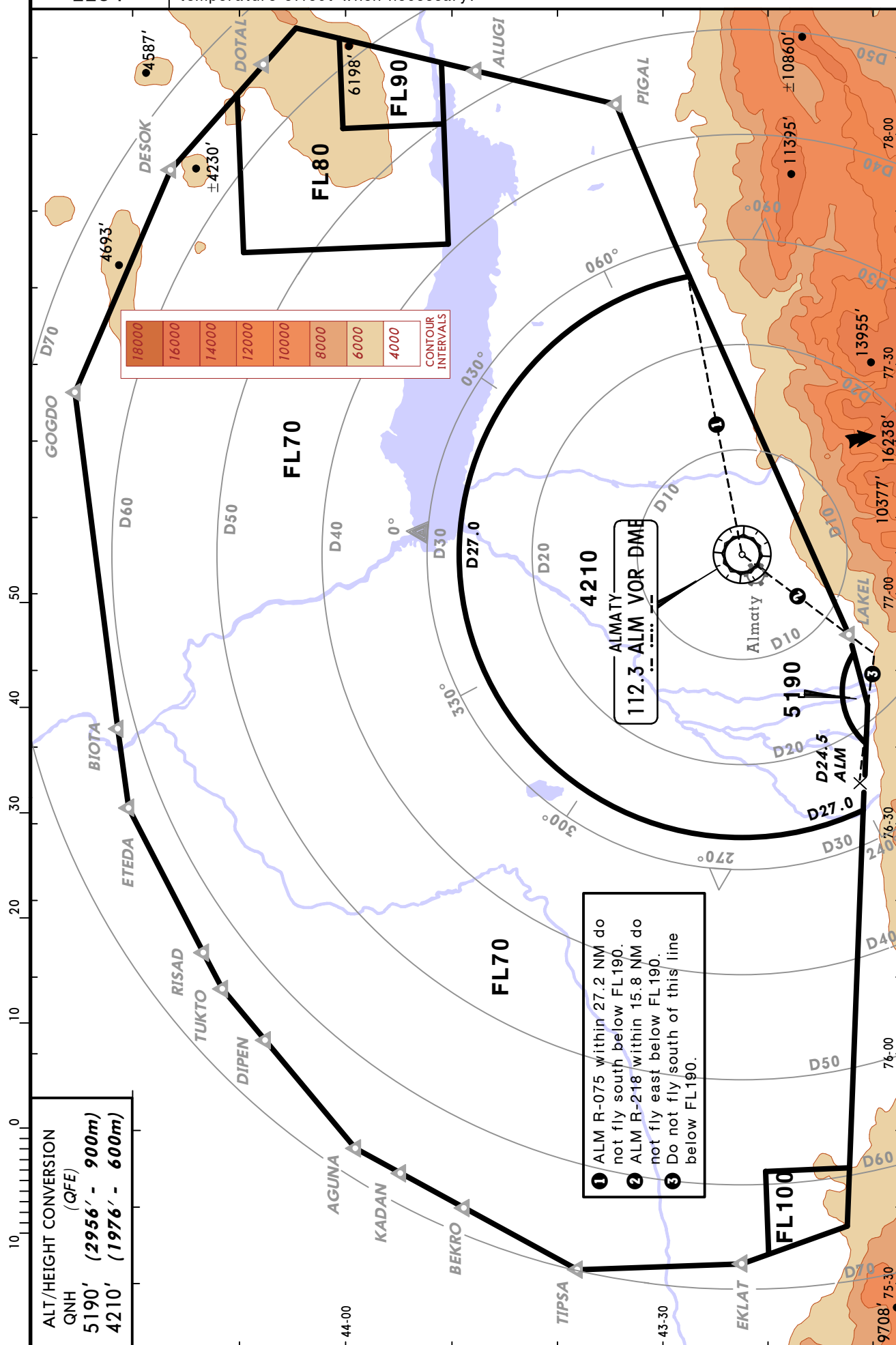
Almaty Radar 120.8

ALMATY Radar
120.8
Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL70 Trans alt: 5190' (2956')

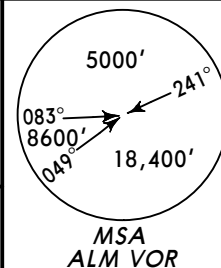
1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect when necessary.



ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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

~~SPEED~~ MAX 245 KT BELOW FL100

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/D67.0)

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
At or above
FL120

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

LURIT

N43 29.5 E076 19.7
(ALM R-277/D33.9)
(ATA R-278/D33.8)

At or above
FL120

EKLAT

N43 22.5 E075 32.6
(ALM R-266/D67.5)
(ATA R-266/D67.4)

ASTAS

N43 22.6 E076 01.4
(ALM R-267/D46.4)
(ATA R-266/D46.5)

(IAF)
D17.4 ALM
D17.3 ATA

N43 22.6 E076 41.3
(ALM R-267/ATA R-266)

At **FL70**

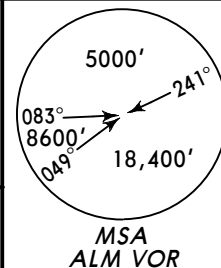
ALMATY
D (H) **112.3 ALM**
N43 22.5 E077 05.2
D (H) **116.4 ATA**
N43 22.6 E077 05.1

- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

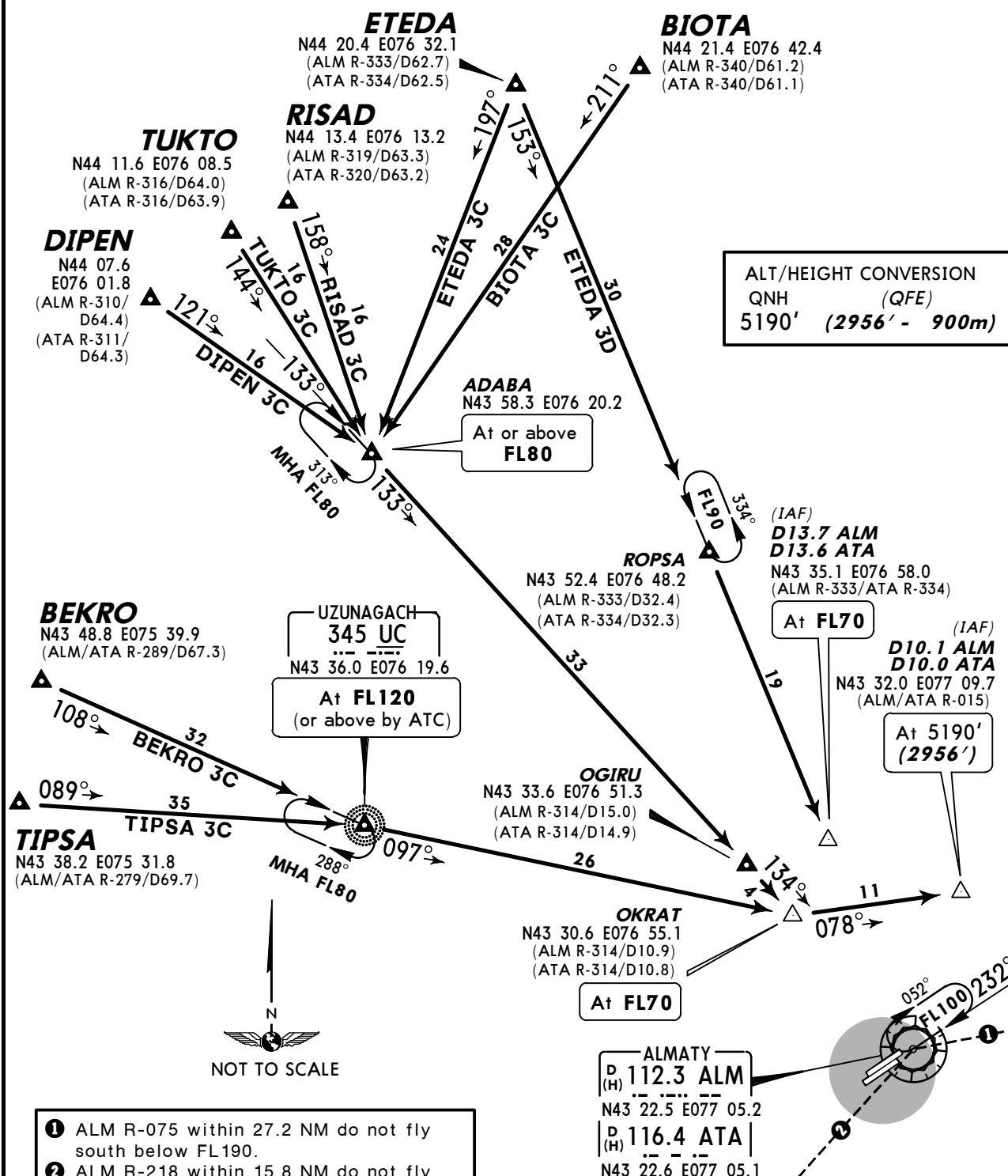
ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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.

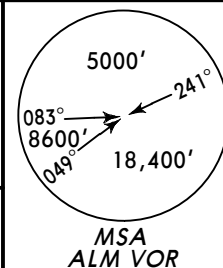


BEKRO 3C [BEKR3C], BIOTA 3C [BIOT3C]
DIPEN 3C [DIPE3C] ETEDA 3C [ETED3C]
ETEDA 3D [ETED3D], RISAD 3C [RISA3C]
TIPSA 3C [TIPS3C], TUKTO 3C [TUKT3C]
RWYS 23L/R ARRIVALS
SPEED MAX 245 KT BELOW FL100



ATIS
129.8
(Russian
135.1)Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during ILS and VOR ap-
proaches of aircraft equipped with ILS and VOR re-
ceivers, which do not meet the requirement on protec-
tion against FM broadcasting stations.



DESOK 3A [DESO3A]
GOGDO 3B [GOGD3B]
RWYS 05R/L ARRIVALS
~~SPEED~~ MAX 245 KT BELOW FL100

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

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

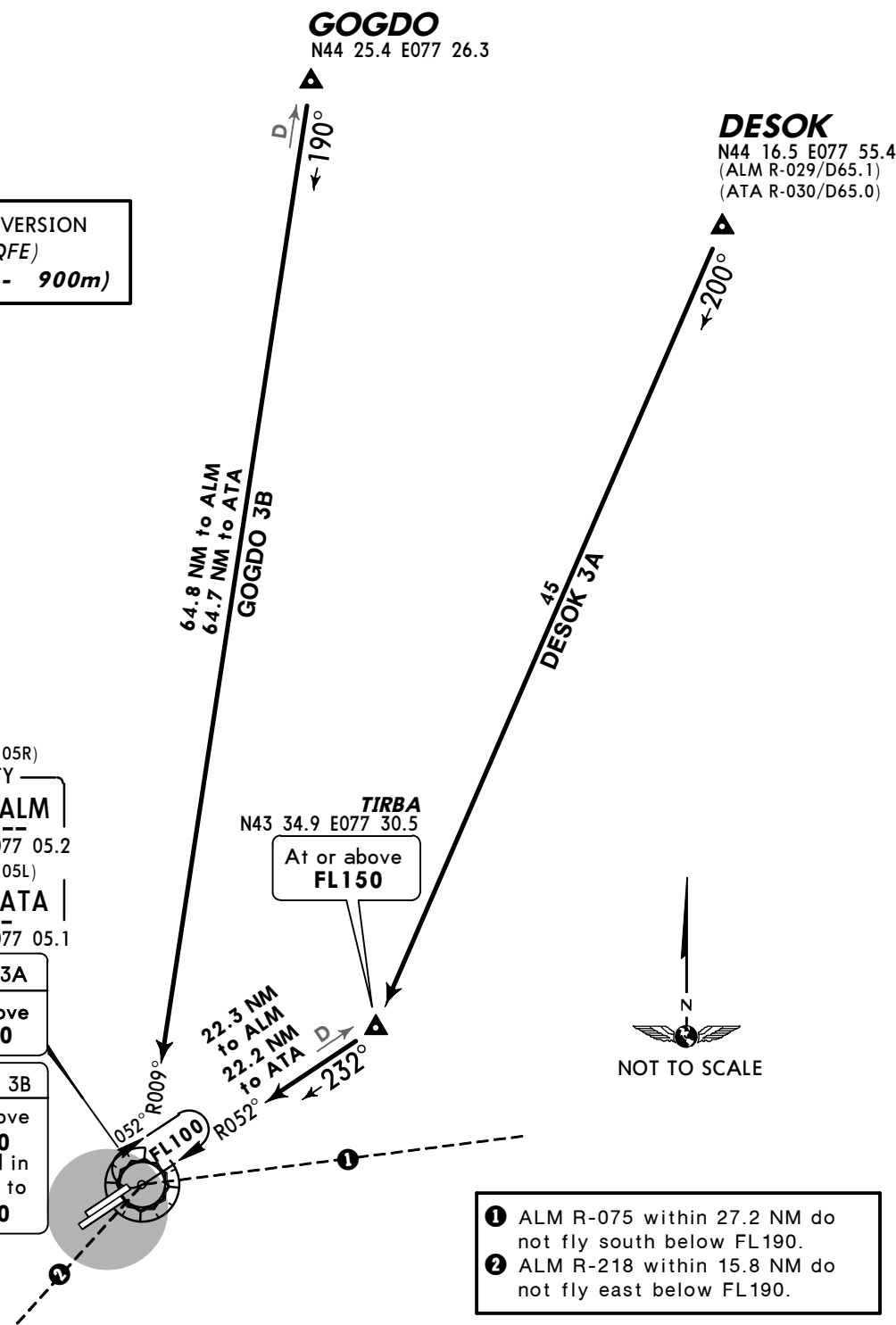
DESOK 3A

At or above
FL100

GOGDO 3B

At or above
FL200
descend in
holding to
FL100

TIRBA
N43 34.9 E077 30.5
At or above
FL150

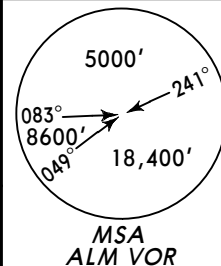


STAR	RWY	ROUTING
DESOK 3A	05R	On 200° track to TIRBA, turn RIGHT, intercept ALM R-052 inbound to ALM.
	05L	On 200° track to TIRBA, turn RIGHT, intercept ATA R-052 inbound to ATA.
GOGDO 3B	05R	Intercept ALM R-009 inbound to ALM.
	05L	Intercept ATA R-009 inbound to ATA.

ATIS
129.8
(Russian
135.1)

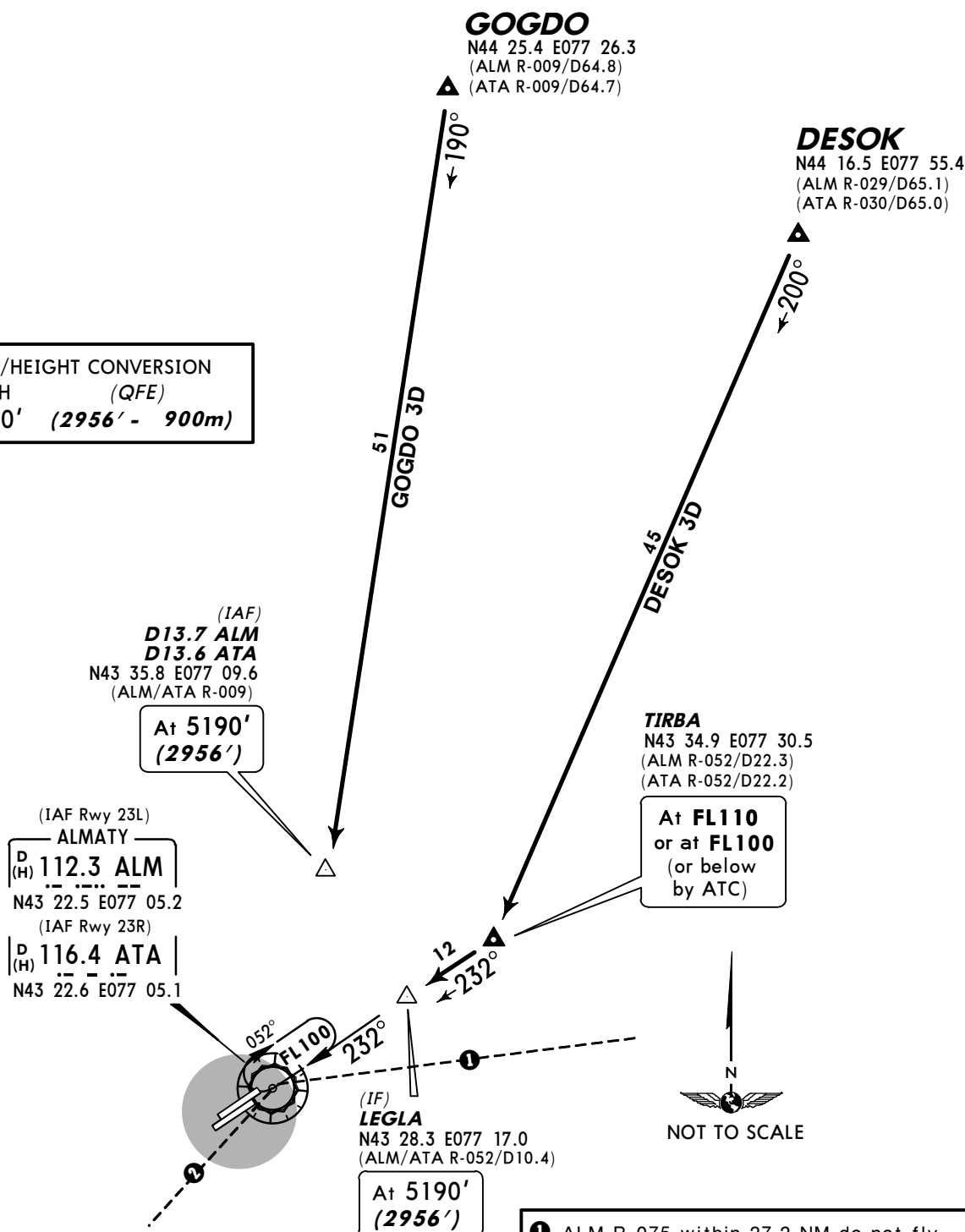
Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70 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.



DESOK 3D [DESO3D]
GOGDO 3D [GOGD3D]
RWYS 23L/R ARRIVALS
~~SPEED~~ MAX 245 KT BELOW FL100

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



STAR

ROUTING

DESOK 3D On 200° track to TIRBA, turn RIGHT, 232° track to LEGLA.
GOGDO 3D On 190° track to D13.7 ALM/D13.6 ATA.

ATIS
129.8
(Russian
135.1)

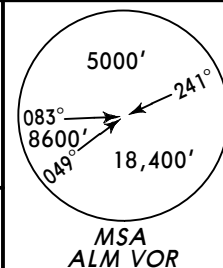
Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL70 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.

ALUGI 1B [ALUG1B]
DOTAL 3B [DOTA3B]
LAKEL 3A [LAKE3A]
PIGAL 1B [PIGA1B]
RWYS 05R/L ARRIVALS
~~SPEED~~ MAX 245 KT BELOW FL100

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

STAR	RWY	ROUTING
ALUGI 1B	05R	On 266° track to BAGNA, turn LEFT, intercept ALM R-052 inbound via TIRBA to ALM.
	05L	On 266° track to BAGNA, turn LEFT, intercept ATA R-052 inbound via TIRBA to ATA.
DOTAL 3B	05R	On 200° track to BAGNA, turn RIGHT, intercept ALM R-052 inbound via TIRBA to ALM.
	05L	On 200° track to BAGNA, turn RIGHT, intercept ATA R-052 inbound via TIRBA to ATA.
LAKEL 3A	05R	Intercept ALM R-212 inbound to ALM.
	05L	Intercept ATA R-212 inbound to ATA.
PIGAL 1B BY ATC	05R	On 266° track to TIRBA, turn LEFT, intercept ALM R-052 inbound to ALM.
	05L	On 266° track to TIRBA, turn LEFT, intercept ATA R-052 inbound to ATA.

ATIS
129.8
(Russian
135.1)Apt Elev
2234'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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.

ALUGI 1C [ALUG1C]
DOTAL 3C [DOTA3C]
LAKEL 3C [LAKE3C]
PIGAL 1C [PIGA1C]
RWYS 23L/R ARRIVALS

SPEED MAX 245 KT BELOW FL100

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

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

(IAF Rwy 23L)
ALMATY
D (H) **112.3 ALM**
N43 22.5 E077 05.2
(IAF Rwy 23R)
D (H) **116.4 ATA**
N43 22.6 E077 05.1

At or above
FL200
descend in
holding to
FL100

D24.5 ALM
N43 11.3
E076 35.3

ALM
N43 11.3
E076 35.3

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

LAKEL
N43 12.3 E076 54.7

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

At **FL110**
or at **FL100**
(or below
by ATC)

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

SOPRA
N43 44.9 E077 51.1
(ALM/ATA R-052/D40.2)

ALUGI
N43 47.8 E078 08.3
(ALM/ATA R-056/D52.4)

PIGAL 1C
BY ATC
PIGAL
N43 34.5 E078 03.9
(ALM R-069/D44.4)
(ATA R-069/D44.5)

(IF)
LEGLA
N43 28.3 E077 17.0
(ALM/ATA R-052/D10.4)

At **5190'**
(**2956'**)

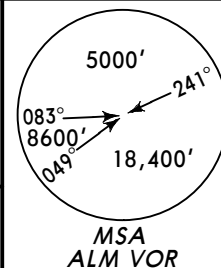
- 1 ALM R-075 within 27.2 NM do not fly south below FL190.
- 2 ALM R-218 within 15.8 NM do not fly east below FL190.
- 3 Do not fly south of this line below FL190.

STAR	RWY	ROUTING
ALUGI 1C	23R/L	On 266° track to BAGNA, turn LEFT, 232° track via TIRBA to LEGLA.
DOTAL 3C	23R/L	On 200° track to BAGNA, turn RIGHT, 232° track via SOPRA and TIRBA to LEGLA.
LAKEL 3C	23R	Intercept ALM R-212 inbound to ALM.
	23L	Intercept ATA R-212 inbound to ATA.
PIGAL 1C BY ATC	23R/L	On 266° track to TIRBA, turn LEFT, 232° track to LEGLA.

ATIS
129.8
(Russian)
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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 FL100

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/D67.0)

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

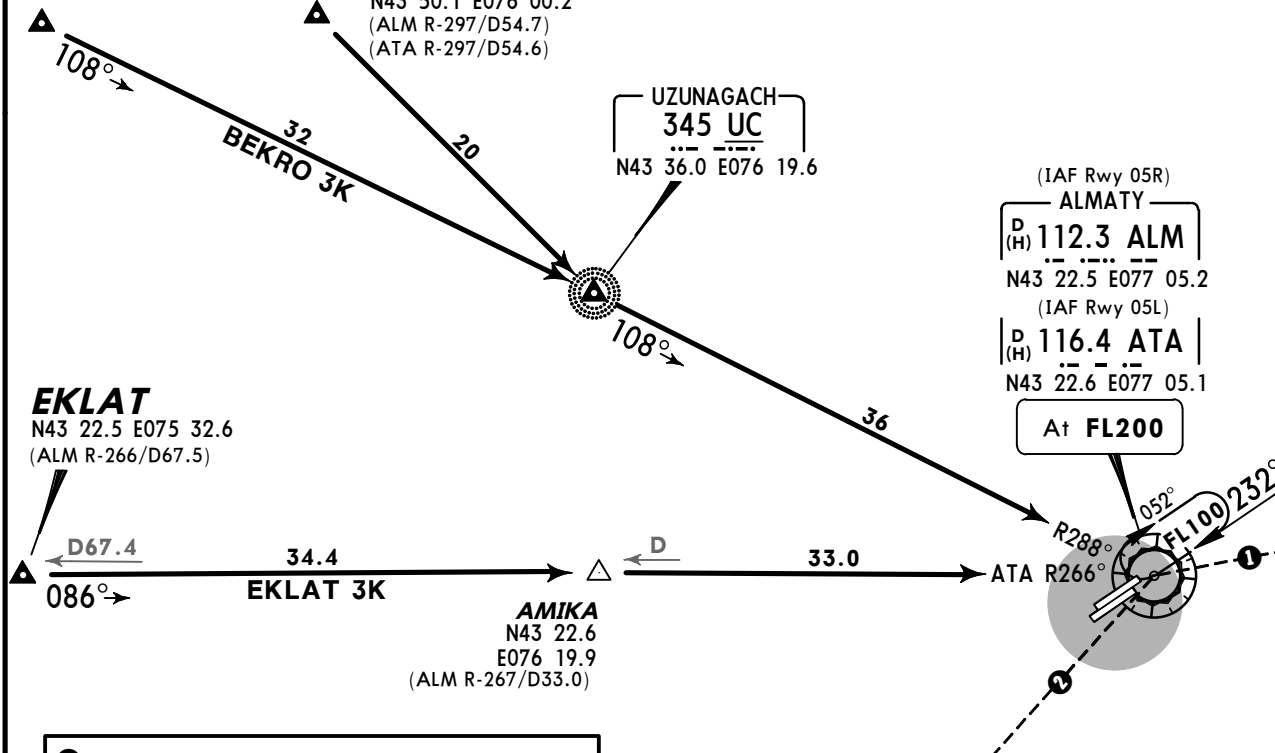
EKLAT
N43 22.5 E075 32.6
(ALM R-266/D67.5)

AMIKA
N43 22.6
E076 19.9
(ALM R-267/D33.0)

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

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

At FL200

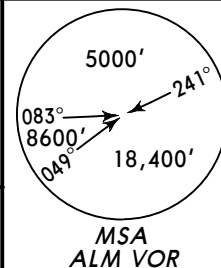


- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

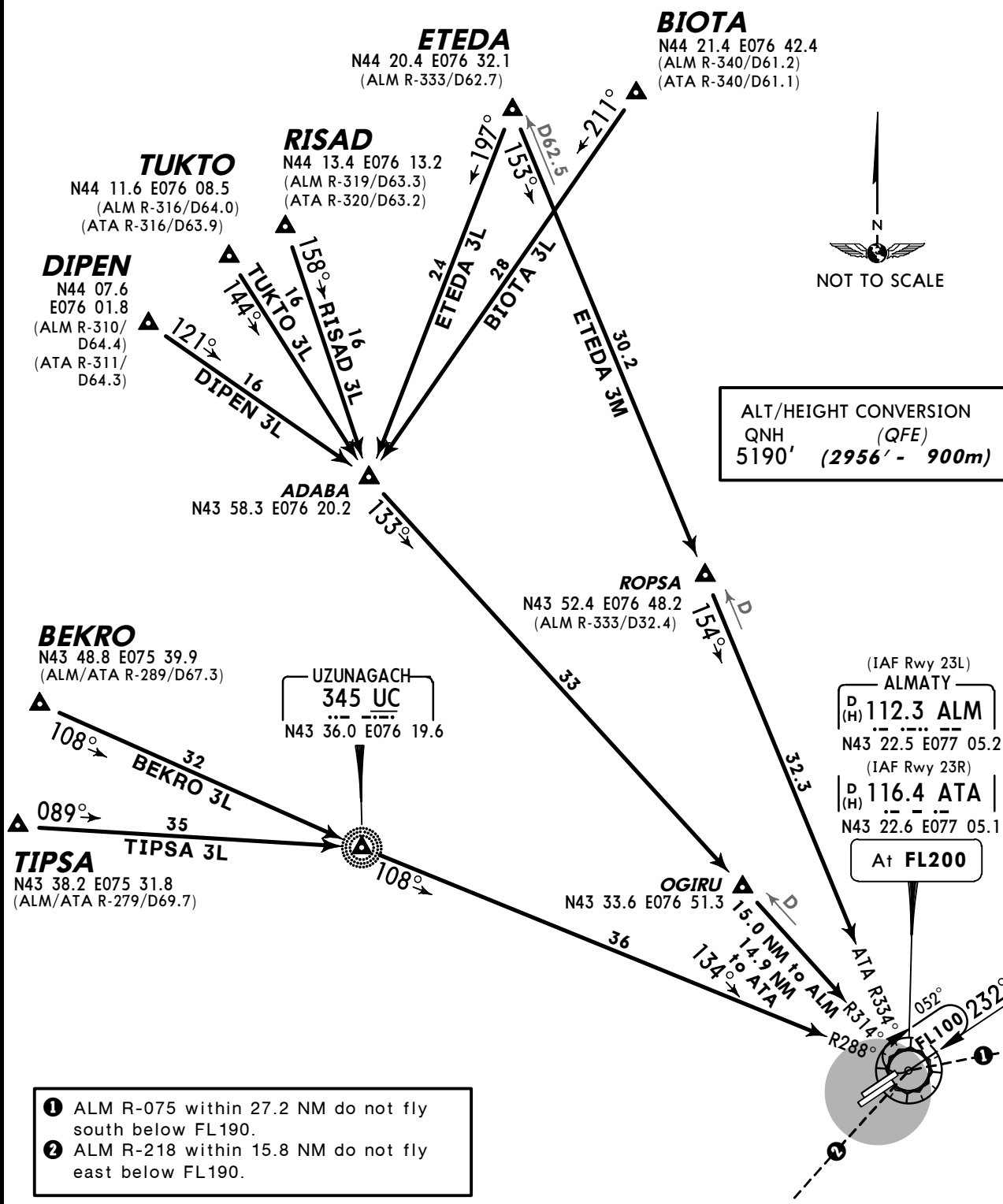
ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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.



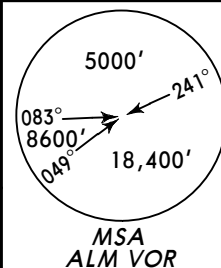
**BEKRO 3L [BEKR3L], BIOTA 3L [BIOT3L]
DIPEN 3L [DIPE3L], ETEDA 3L [ETED3L]
ETEDA 3M [ETED3M], RISAD 3L [RISA3L]
TIPSA 3L [TIPS3L], TUKTO 3L [TUKT3L]
RWYS 23L/R ARRIVALS
WITHOUT RADAR CONTROL
SPEED MAX 245 KT BELOW FL100**



ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during ILS and VOR ap-
proaches of aircraft equipped with ILS and VOR re-
ceivers, which do not meet the requirement on protec-
tion against FM broadcasting stations.



ALUGI 1K [ALUG1K]
DESOK 3K [DESO3K]
DOTAL 3K [DOTA3K]
GOGDO 3K [GOGD3K]
LAKEL 3K [LAKE3K]
RWYS 05R/L ARRIVALS
WITHOUT RADAR CONTROL

SPEED MAX 245 KT BELOW FL100

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

GOGDO
N44 25.4 E077 26.3



DESOK
N44 16.5 E077 55.4
(ALM R-029/D65.1)
(ATA R-030/D65.0)

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)

ALUGI
N43 47.8 E078 08.3
(ALM/ATA R-056/D52.4)

TIRBA
N43 34.9 E077 30.5
At or above
FL150

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

GOGDO 3K
LAKEL 3K
At FL200

D24.5 ALM
N43 11.3
E076 35.3

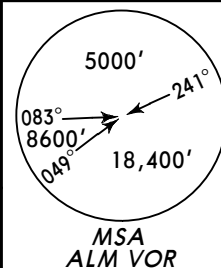
LAKEL
N43 12.3 E076 54.7
At FL200

- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.
- ③ Do not fly south of this line below FL190.

ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 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.



ALUGI 1L [ALUG1L]
DESOK 3L [DESO3L]
DOTAL 3L [DOTA3L]
GOGDO 3L [GOGD3L]
LAKEL 3L [LAKE3L]
RWYS 23L/R ARRIVALS
WITHOUT RADAR CONTROL

~~SPEED~~ MAX 245 KT BELOW FL100



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

(IAF Rwy 23L)
ALMATY
D (H) **112.3 ALM**
N43 22.5 E077 05.2
(IAF Rwy 23R)
D (H) **116.4 ATA**
N43 22.6 E077 05.1

GOGDO 3L
LAKEL 3L
At FL200

D24.5 ALM
N43 11.3
E076 35.3

ALM
12.7 NM to ALM
12.8 NM to ATA
033° **LAKEL 3L**
N43 12.3 E076 54.7
At FL200

GOGDO
N44 25.4 E077 26.3

DESOK
N44 16.5 E077 55.4
(ALM R-029/D65.1)
(ATA R-030/D65.0)

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)

ALUGI
N43 47.8 E078 08.3
(ALM/ATA R-056/D52.4)

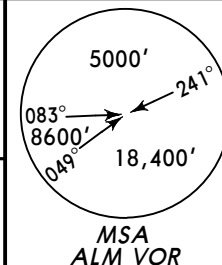
TIRBA
N43 34.9 E077 30.5

At FL110
or at FL100
(or below by ATC)

- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.
- ③ Do not fly south of this line below FL190.

Apt Elev
2234'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5190' (2956')
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

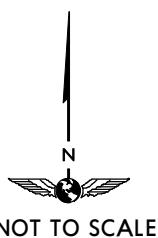
GOGDO
N44 25.4 E077 26.3
(ALM R-009/D64.8)
(ATA R-009/D64.7)

DESOK
N44 16.5 E077 55.4
(ALM R-029/D65.1)
(ATA R-030/D65.0)

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

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

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



NOT TO SCALE

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

- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

DOTAL 3E

This SID requires a minimum climb gradient of 425' per NM (7%) to cross TIRBA at FL100.

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

If unable to comply contact ATC.

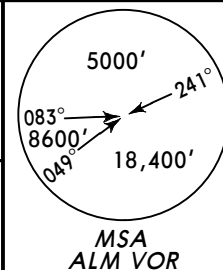
SID	ROUTING
DESOK 3F	Climb straight ahead to 3220' (986'), 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3E	Climb straight ahead to 3220' (986'), 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.
GOGDO 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA,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

Apt Elev
2234'

QNH on request (QFE)

Trans level: FL70 Trans alt: 5190' (2956')

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

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

GOGDON44 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/D65.0)**DOTAL**N44 07.8 E078 09.1
(ALM R-040/D64.8)
(ATA R-041/D64.7)

②
(Rwy 23L)
D19.0 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
FL70
but not
further than
D19.0 ALM/
D18.9 ATA

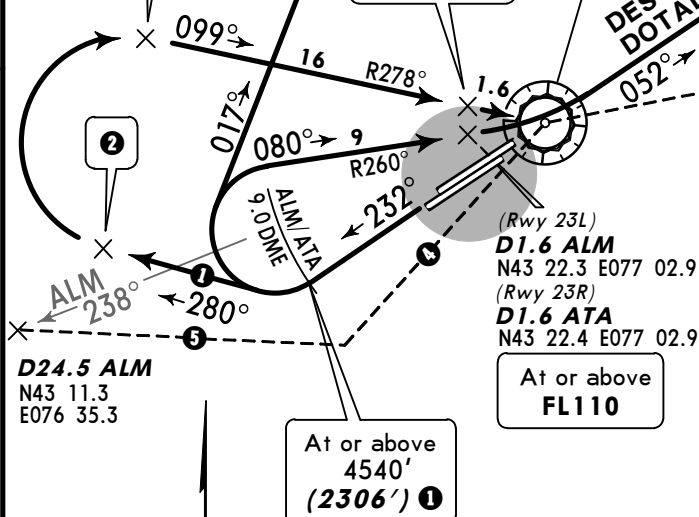
ALMATY
D(H) 112.3 ALM
N43 22.5 E077 05.2
D(H) 116.4 ATA
N43 22.6 E077 05.1

D17.7 ALM
D17.6 ATA
(ALM/ATA R-279)

At FL80

D1.6 ALM/ATAAt or above
FL110

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

At or above
FL150**① DESOK 3G, DOTAL 3H:**

If unable to reach ALM/ATA 9.0 DME at or above 4540' (2306') turn RIGHT, 280° track, at or above FL70 but not further than D19.0 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-278 inbound to ALM/ATA, climbing to at or above FL110.

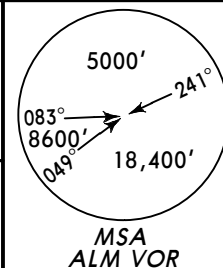
- ③ ALM R-075 within 27.2 NM do not fly south below FL190.
④ ALM R-218 within 15.8 NM do not fly east below FL190.
⑤ Do not fly south of this line below FL190.

SID**ROUTING**

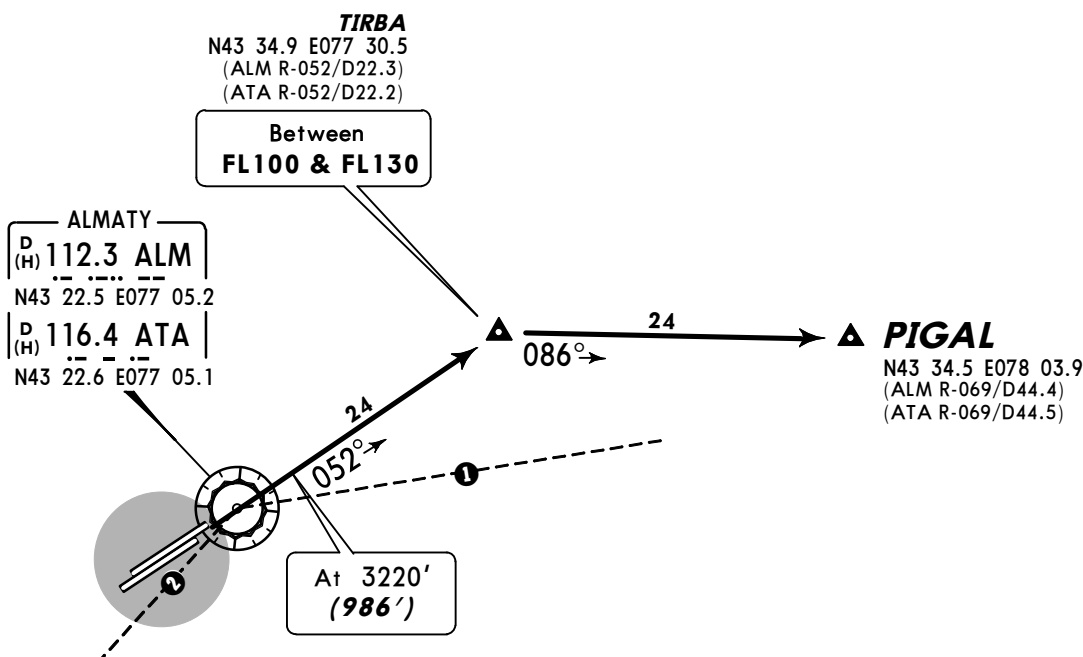
DESOK 3G	Climb on 232° track to ALM/ATA 9.0 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA, turn LEFT, 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3H	Climb on 232° track to ALM/ATA 9.0 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.
GOGDO 3H	Climb on 232° track to ALM/ATA 9.0 DME, turn RIGHT, 017° track to GOGDO.

Apt Elev
2234'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during departure of aircraft
equipped with VOR receivers, which do not meet the requirement
on protection against FM broadcasting stations.



PIGAL 4E [PIGA4E] RWYS 05L/R DEPARTURE



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

- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

This SID requires a minimum climb gradient
of
425' per NM (7%) to cross TIRBA at FL100.

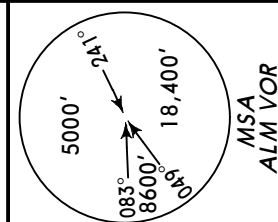
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

If unable to comply contact ATC.

ROUTING

Climb straight ahead to 3220' (986'), 052° track to TIRBA, turn RIGHT, 086° track to PIGAL.

PIGAL 4H [PIGA4H] RWYS 23L/R DEPARTURE



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

Apt Elev
2234'

QNH on request (QFE)

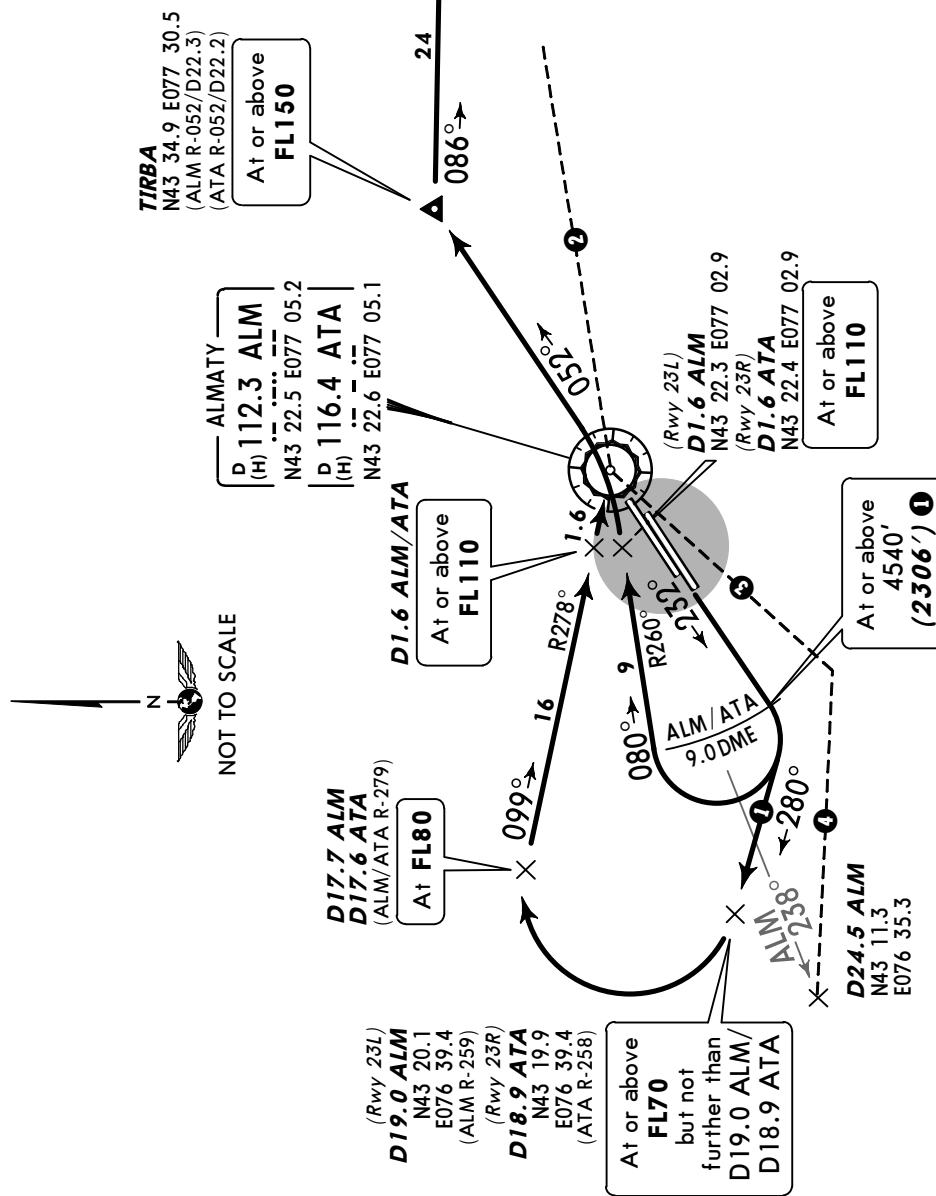
Trans level: FL70 Trans alt: 5190' (2956')

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 9.0 DME at or above 4540' (2306') turn RIGHT, 280° track, at or above FL70 but not further than D19.0 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-278 inbound to ALM/ATA, climbing to at or above FL110.
- 2 ALM R-075 within 27.2 NM do not fly south below FL190
- 3 ALM R-218 within 15.8 NM do not fly east below FL190.
- 4 Do not fly south of this line below FL190.

ROUTING

Climb on 232° track to ALM/ATA 9.0 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track to TIRBA, turn RIGHT, 086° track to PIGAL.

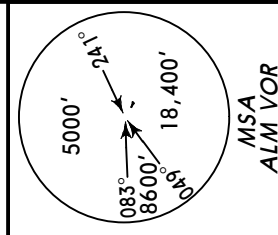


Apt Elev
2234'

QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')

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

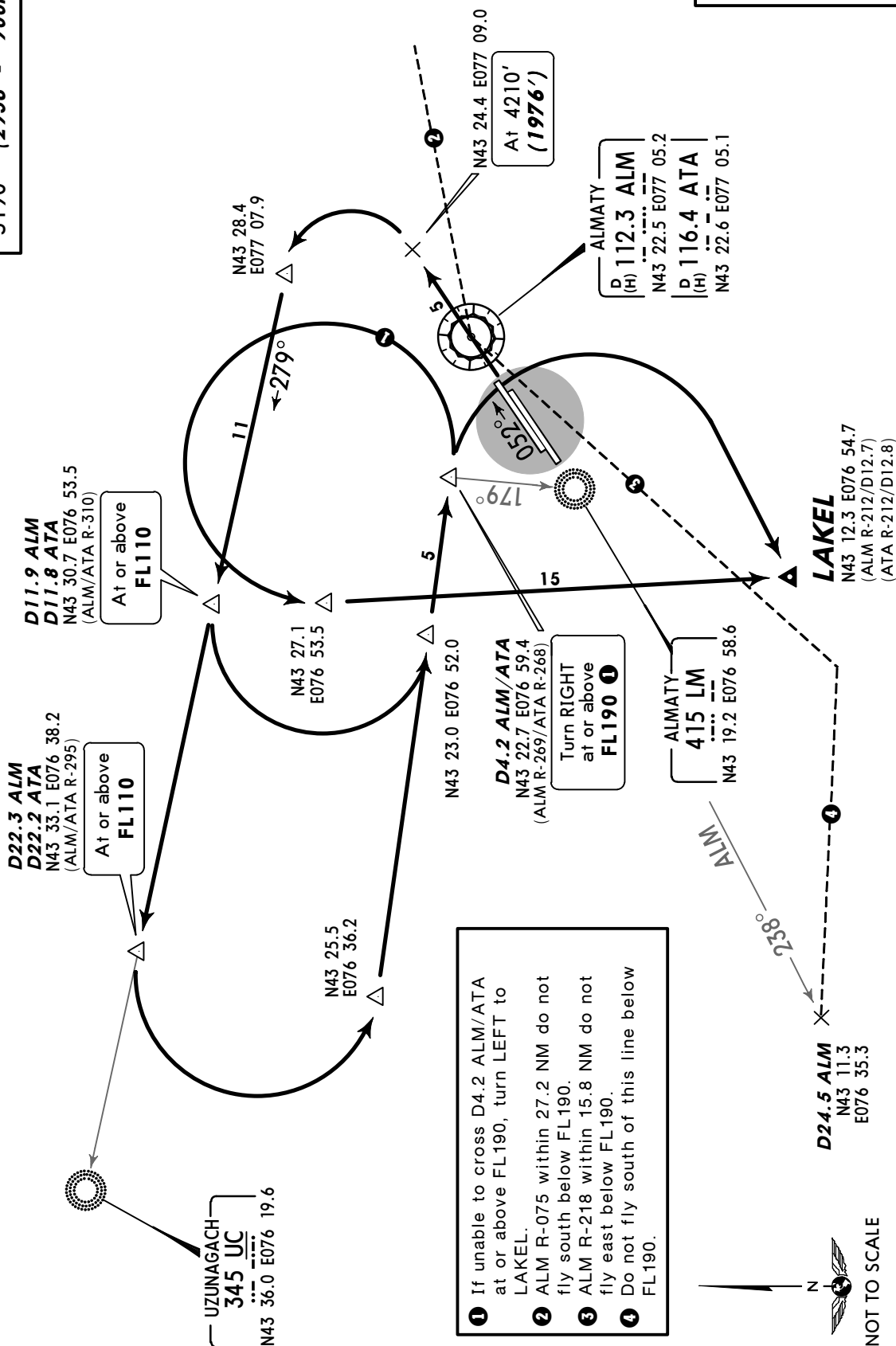
LAKEL 3E [LAKE3E] RWYS 05L/R DEPARTURE



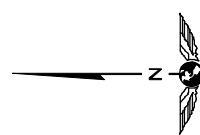
ALT/HEIGHT CONVERSION
QNH (QFE)
4210' (1976' - 600m)
5190' (2956' - 900m)

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 FL190 ① turn RIGHT to LAKEL.



- ① If unable to cross D4.2 ALM/ATA at or above FL190, turn LEFT to LAKEL.
- ② ALM R-075 within 27.2 NM do not fly south below FL190.
- ③ ALM R-218 within 15.8 NM do not fly east below FL190.
- ④ Do not fly south of this line below FL190.

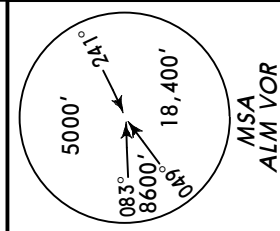


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Apt Elev
2234'

QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')
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



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

AGUNA

N43 59.1 E075 47.7
(ALM R-299/D67.1)
(ATA R-299/D67.0)

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)

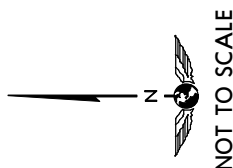
UZUNAGACH
345 UC
N43 36.0 E076 19.6

Between
FL80 & FL100
(or above
by ATC)

ALMATY
D 112.3 ALM
(H) N43 22.5 E077 05.2

D 116.4 ATA
(H) N43 22.6 E077 05.1

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



- 1 ALM R-075 within 27.2 NM do not fly south below FL190.
- 2 ALM R-218 within 15.8 NM do not fly east below FL190.

ROUTING

SID

AGUNA 3F

Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn RIGHT, 310° bearing to AGUNA.

BEKRO 3F

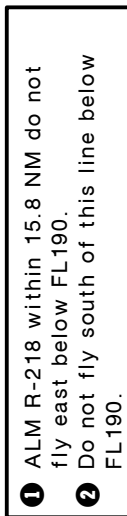
Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn RIGHT, 288° bearing to BEKRO.

TIPSA 3E

Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, intercept 282° bearing to UC, turn LEFT, 269° bearing to TIPSA.

QNH on request **(QFE)** Trans level: FL70 Trans alt: 5190' **(2956')**
Radio interference may arise during departure of aircraft equipped with VOR
receivers, which do not meet the requirement on protection against FM
broadcasting stations.

A diagram of a triangular traverse. The vertices are connected by three lines. The top-left side is labeled '5000'' and has a bearing of '083°' pointing towards the top-right vertex. The bottom side is labeled '8600'' and has a bearing of '049°' pointing towards the top-right vertex. The right side is labeled '18,400'' and has a bearing of '214°' pointing towards the top-left vertex.



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.

ALT/HEIGHT CONVERSION

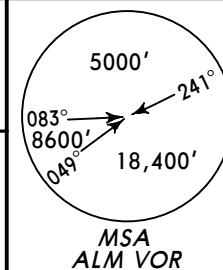
QNH (QFE)

3220' (986' - 300m)

5190' (2956' - 900m)

Apt Elev
2234'

QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during departure of aircraft
equipped with VOR receivers, which do not meet the requirement
on protection against FM broadcasting stations.



TUKTO
N44 11.6
E076 08.5
(ALM R-316/D64.0)
(ATA R-316/D63.9)

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)

DIPEN
N44 07.6
E076 01.8
(ALM R-310/
D64.4)
(ATA R-311/
D64.3)

RISAD
N44 13.4 E076 13.2
(ALM R-319/D63.3)
(ATA R-320/D63.2)

BIOTA 3E [BIOT3E]
DIPEN 3E [DIPE3E]
DIPEN 3F [DIPE3F]
ETEDA 3E [ETED3E]
ETEDA 3F [ETED3F]
RISAD 3E [RISA3E]
RISAD 3F [RISA3F]
TUKTO 3E [TUKT3E]
TUKTO 3F [TUKT3F]
RWYS 05L/R DEPARTURES

ADABA
N43 58.3
E076 20.2

At FL70
(or above
by ATC)

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

OGIRU
N43 33.6 E076 51.3
(ALM R-314/D15.0)
(ATA R-314/D14.9)

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

- 1 ALM R-075 within 27.2 NM
do not fly south below FL190.
- 2 ALM R-218 within 15.8 NM
do not fly east below FL190.

NOT TO SCALE

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

SID

ROUTING

BIOTA 3E

Climb straight ahead, at or above 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 or above 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 or above 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 or above 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 or above 3220' (986') but not before ALM/ATA turn LEFT, 331° track to ETEDA.

RISAD 3E

Climb straight ahead, at or above 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 or above 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn RIGHT, 338° track to RISAD.

TUKTO 3E

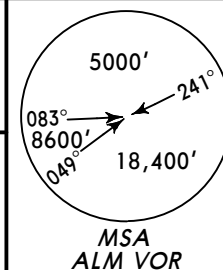
Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 324° track to TUKTO.

TUKTO 3F

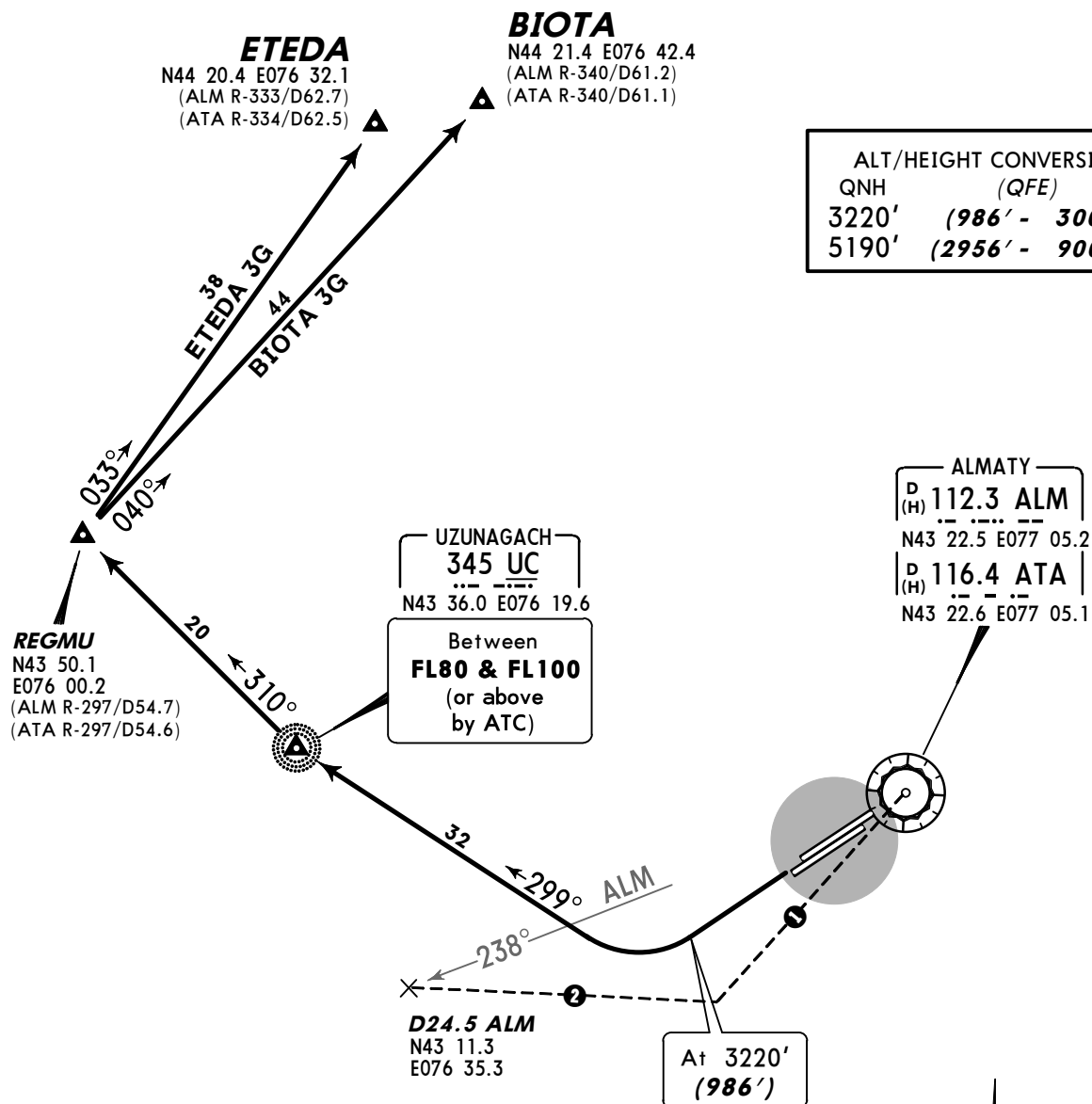
Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn RIGHT, 324° track to TUKTO.

Apt Elev
2234'

QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')
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**



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

- 1 ALM R-218 within 15.8 NM do not fly east below FL190.
- 2 Do not fly south of this line below FL190.

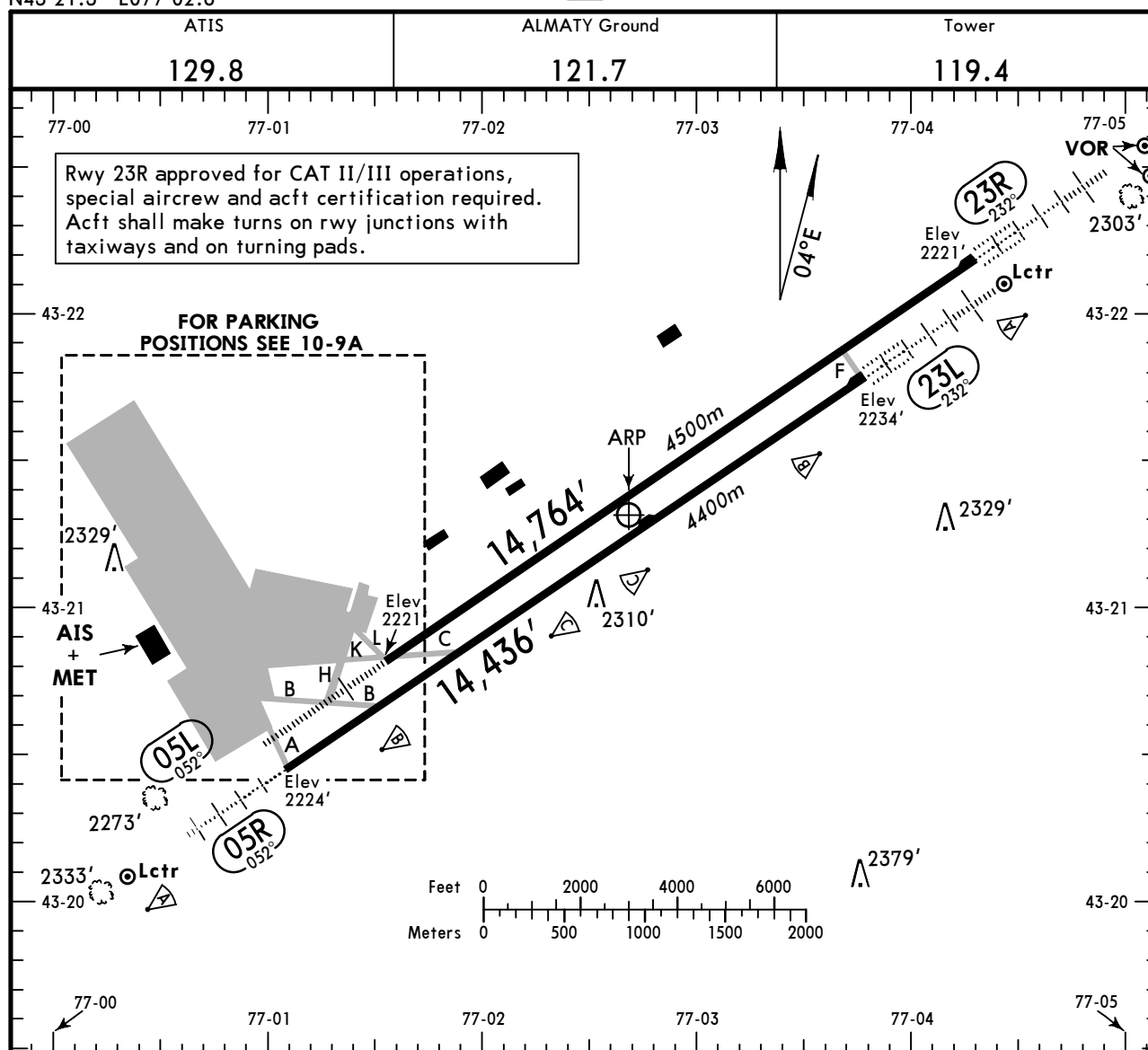


SID	ROUTING
BIOTA 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 040° track to BIOTA.
ETEDA 3G	Climb straight ahead to 3220' (986'), turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT,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

UAAA/ALA
Apt Elev 2234'
N43 21.3 E077 02.6

JEPPESEN
23 MAR 12 10-9 Eff 5 Apr

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)		HIALS	PAPI-L (3.00°)	RVR		13,403' 4085m		148'
23L	HIRL (60m)		HIALS-II	PAPI-L (2.67°)	RVR		13,342' 4067m		45m

① angle 3.00°.

TAKE-OFF

AIR CARRIER (JAA) Rwy 05L/23R				
LVP must be in force				
	RL & CL	RL	RCLM (DAY only)	RCLM (DAY only)
A				
B	200m (150m)	300m	300m	400m
C				
D	250m (200m)	300m ①	500m	500m

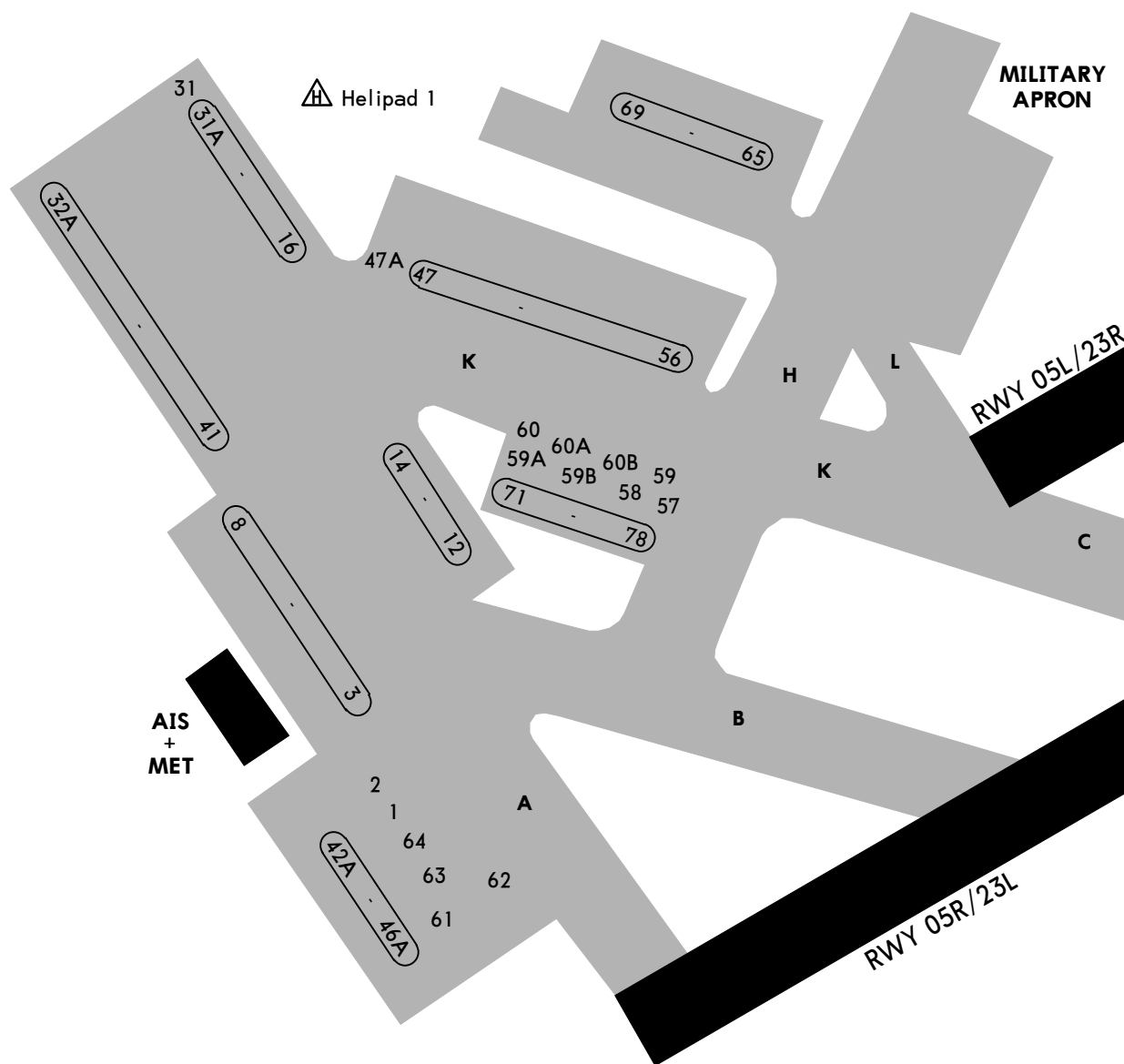
Rwy 05R/23L				
LVP must be in force				
	RL & CL	RL	RCLM (DAY only)	RCLM (DAY only)
A				
B	200m	300m	300m	400m
C				
D	250m (200m)	300m ①	500m	500m

① NIGHT: 400m

CHANGES: Usable lengths. Minimums.

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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 61 and 62 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
05L	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
05R	ILS	2424'(200')	2424'(200')	2424'(200')	2424'(200')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
23L	ILS	2434'(200')	2434'(200')	2434'(200')	2434'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
23R	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
23L	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2630'(396')	2630'(396')	2630'(396')	2630'(396')
		1100m	1100m	1100m	1400m
	ALS out	1500m	1500m	1800m	1800m
23R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' 200m	RA50' 200m	RA50' 200m	RA50' 200m
	CAT 2 ILS	2321'(100')	2321'(100')	2321'(100')	2321'(100')
		RA105' 300m	RA105' 300m	RA105' 300m	RA105' 300m
23L	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
23R	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2650'(429')	2650'(429')	2650'(429')	2650'(429')
		1300m	1300m	1300m	1400m
	ALS out	1500m	1500m	2000m	2000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 05L, 23R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force				RL	RCLM (DAY only)	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RL	RCLM (DAY only)			
A								
B	125m	150m	200m	300m	300m	400m	400m	500m
C								
D	150m	200m	250m	300m②	500m		500m	

TAKE-OFF RWY 05R, 23L

	RL, CL & mult. RVR req	LVP must be in force			RL	RCLM (DAY only)	NIL (DAY only)
		RL & CL	RL	RCLM (DAY only)			
A							
B	200m	200m	300m	300m	400m	400m	500m
C							
D		250m	300m②	500m		500m	

② NIGHT: 400m.

CHANGES: VOR 23L/R. Take-off.

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STRAIGHT-IN RWY		A	B	C	D
05L	ILS	2421' (200')	2421' (200')	2421' (200')	2421' (200')
		800m	800m	800m	800m
	ALS out	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2980' (759')	2980' (759')	2980' (759')	2980' (759')
		1200m	1400m	1400m	1800m
	ALS out	1500m	1500m	2000m	2000m
05R	ILS	2424' (200')	2424' (200')	2424' (200')	2424' (200')
		1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2980' (756')	2980' (756')	2980' (756')	2980' (756')
		1200m	1400m	1400m	1800m
	ALS out	1500m	1500m	2000m	2000m
23L	ILS	2434' (200')	2434' (200')	2434' (200')	2434' (200')
		550m	550m	550m	550m
	ALS out	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2630' (396')	2630' (396')	2630' (396')	2630' (396')
		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1800m	2000m
23R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' 200m	RA50' 200m	RA50' 200m	RA50' 200m
	CAT 2 ILS	2321' (100')	2321' (100')	2321' (100')	2321' (100')
		RA105' 300m	RA105' 300m	RA105' 300m	RA105' 300m
	ILS	2421' (200')	2421' (200')	2421' (200')	2421' (200')
		550m	550m	550m	550m
	ALS out	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR	2650' (429')	2650' (429')	2650' (429')	2650' (429')
		900m	1000m	1000m	1400m
		1500m	1500m	1800m	2000m

TAKE-OFF RWY 05L, 23R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force				RL	RCLM (DAY only)	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RL	RCLM (DAY only)			
A								
B	125m	150m	200m	300m	300m	400m	400m	500m
C								
D	150m	200m	250m	300m①	500m		500m	

TAKE-OFF RWY 05R, 23L

	RL, CL & mult. RVR req	LVP must be in force			RL	RCLM (DAY only)	NIL (DAY only)
		RL & CL	RL	RCLM (DAY only)			
A							
B	200m	200m	300m	300m	400m	400m	500m
C							
D			300m①	500m		500m	

① NIGHT: 400m.

UAAA/ALA
ALMATY

JEPPESEN **ALMATY, KAZAKHSTAN**
4 NOV 11 **(11-1)** **Eff 17 Nov** **ILS DME Z Rwy 05L**

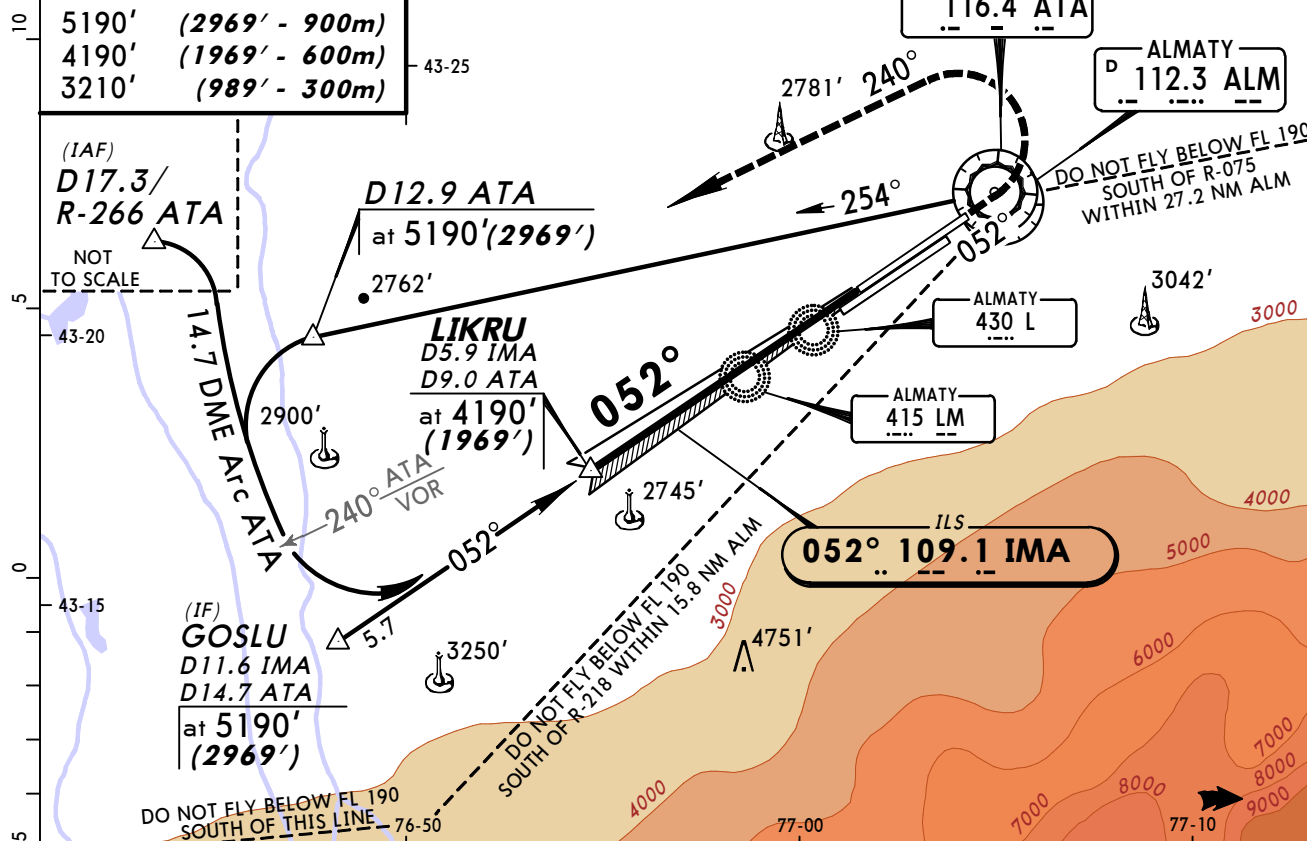
BRIEFING STRIP

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
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.				

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 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)



LIKRU
D5.9 IMA/D9.0 ATA
4190' (1969')
052°

5.9

TCH
54'

RWY 05L **2221'**

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

HIALS
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

CHANGES: FL. DME reading.

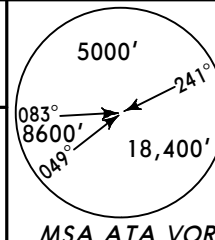
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UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
4 NOV 11 11-2 Eff 17 Nov ILS DME Y Rwy 05L

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IMA 109.1	Final Apch Crs 052°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'

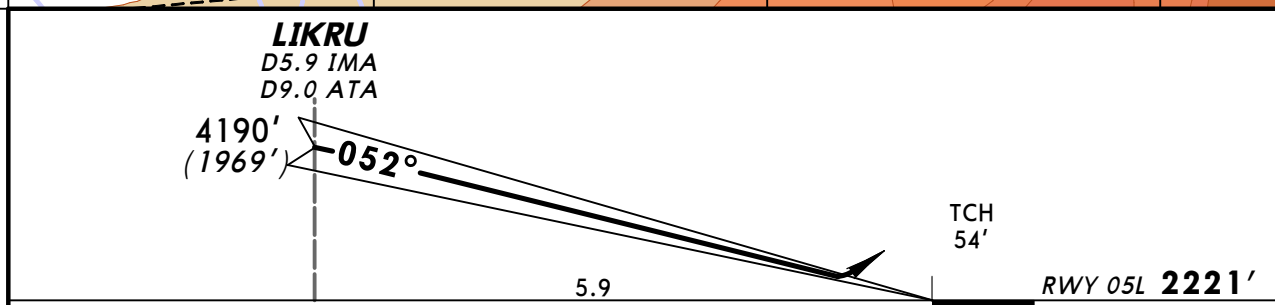
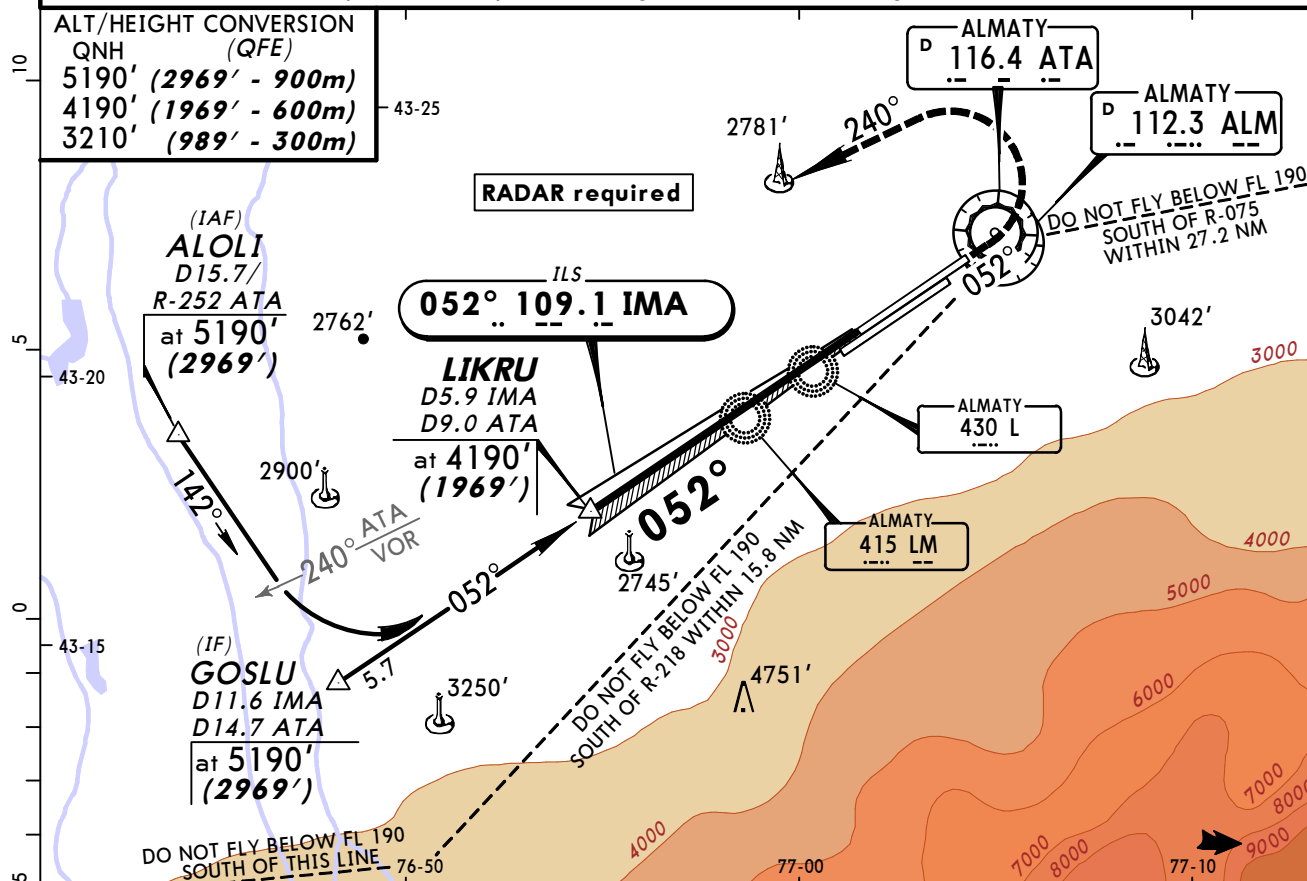
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') and follow ATC instructions. Do not turn before ATA VOR.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 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	
ILS GS	3.00°	377	484	538	646	753	861

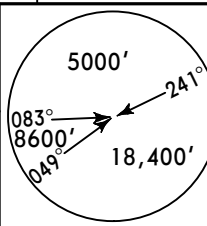
STRAIGHT-IN LANDING RWY 05L				HIALS		MIM	
ILS		LOC (GS out)		PAPI		3210' (989') on 052°	
DA(H) 2421' (200')							
FULL		ALS out					
A							
B							
C	800m	1200m	NOT AUTHORIZED				
D							

CHANGES: FL. DME reading.

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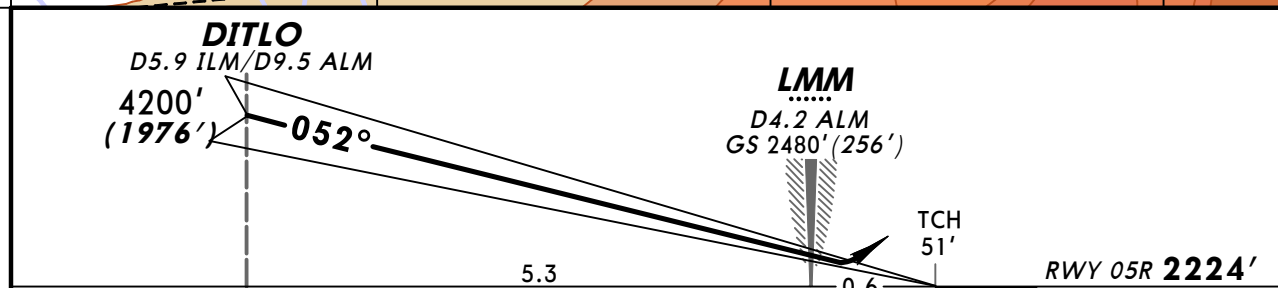
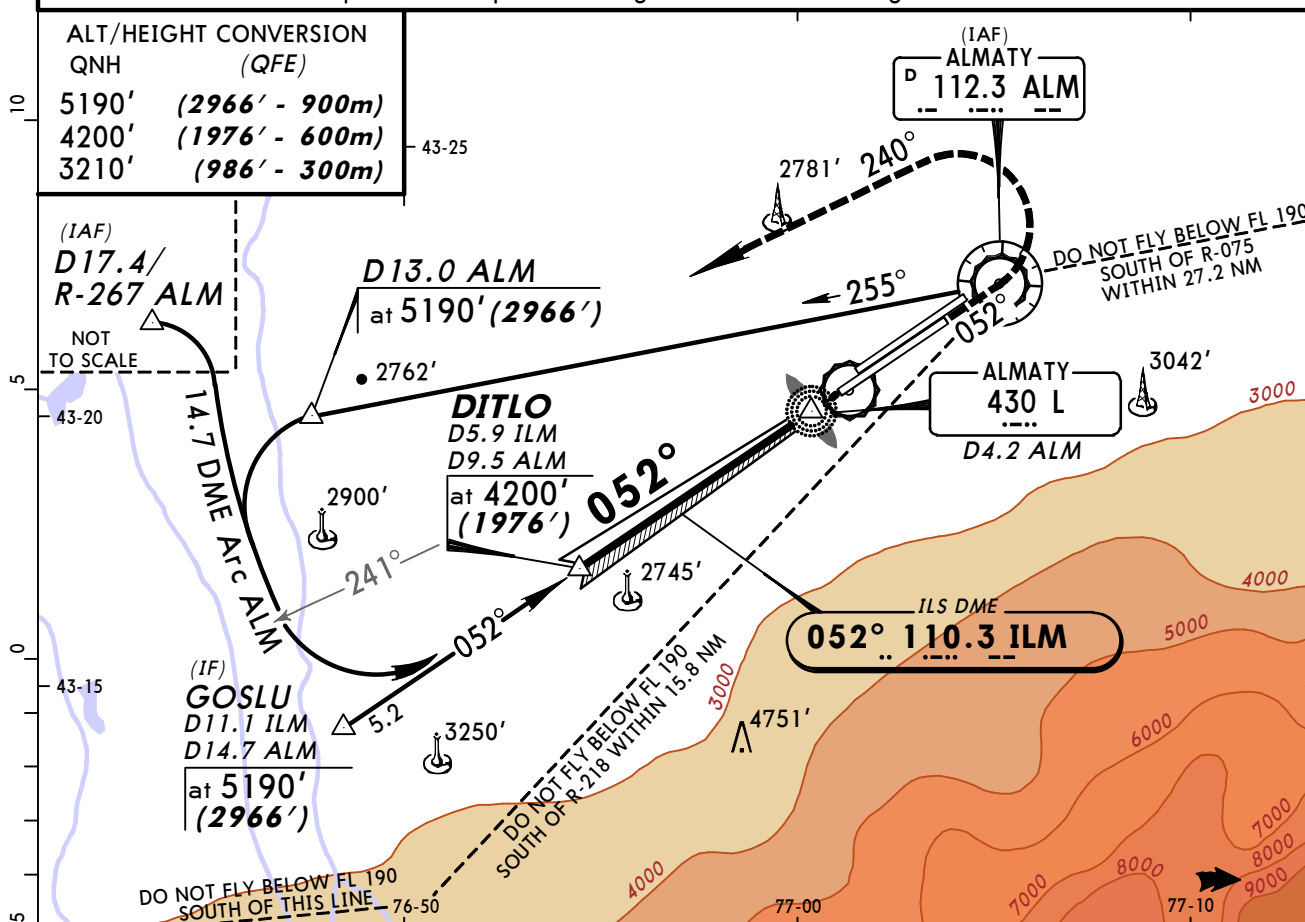
UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 11-3 Eff 5 Apr ILS DME Z Rwy 05R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC ILM 110.3	Final Apch Crs 052°	GS DITLO 4200'(1976')	ILS DA(H) 2424'(200')	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210'(986') or above, then turn LEFT (MAX 225 KT) onto 240° climbing to 5190' (2966') to intercept 14.7 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 70 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)	

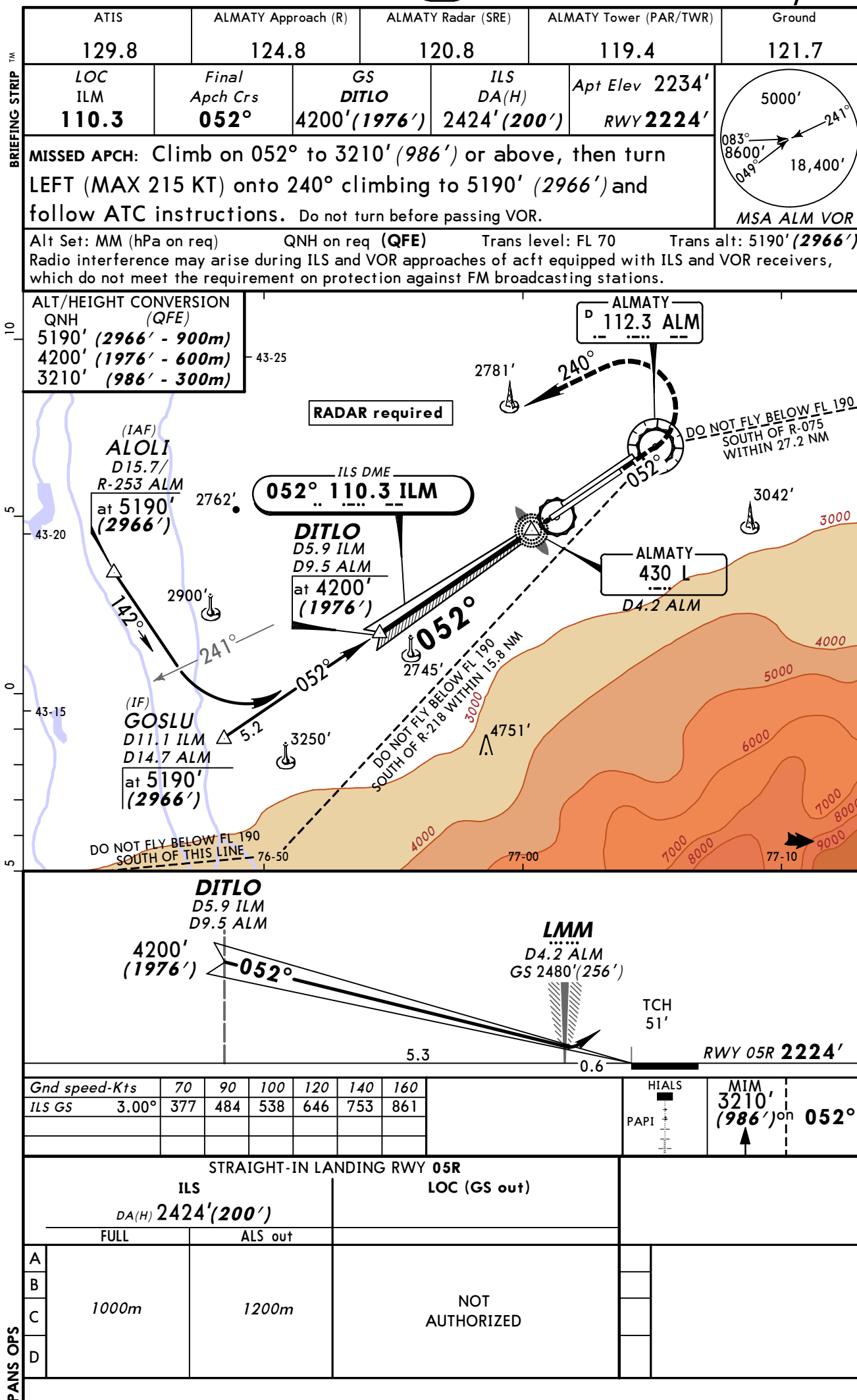


							HIALS		MIM 3210' (986') on 052°	
Gnd speed-Kts	70	90	100	120	140	160	PAPI			
ILS GS 3.00°	377	484	538	646	753	861				

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

UAAA/ALA ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 11-4 Eff 5 Apr ILS DME Y Rwy 05R



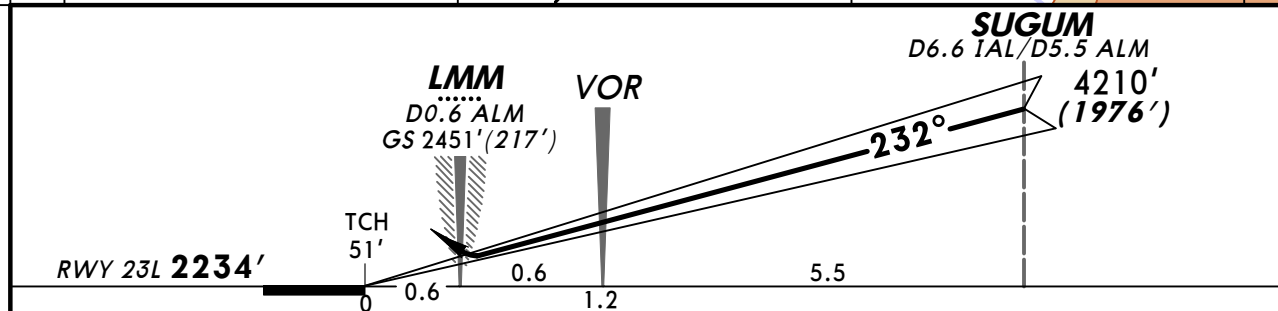
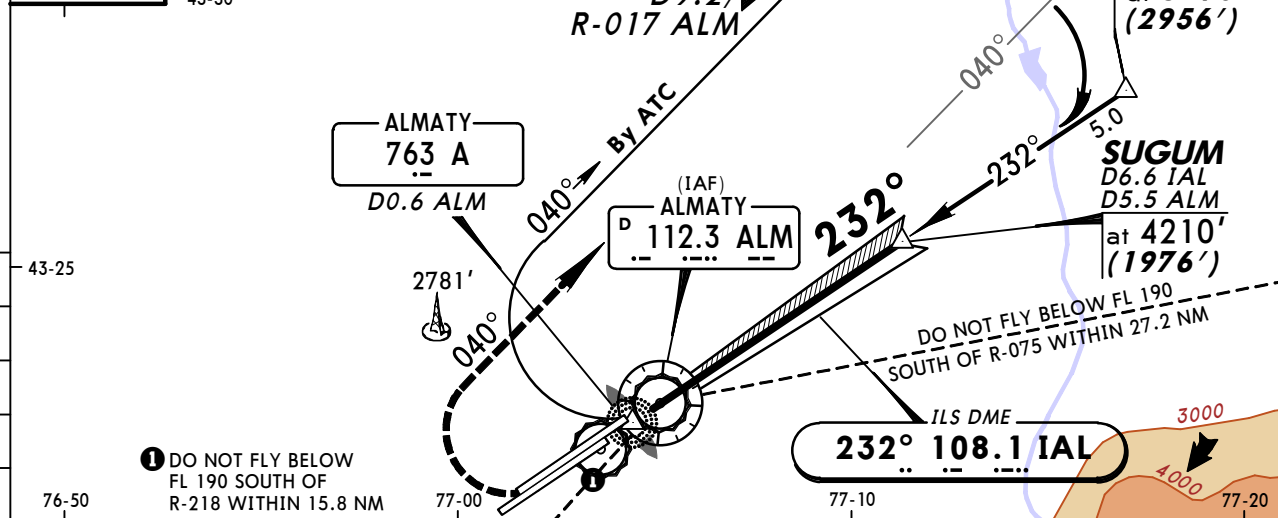
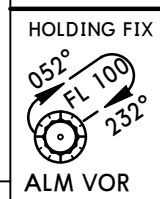
UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 11-5 Eff 5 Apr ILS DME Z Rwy 23L

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 SUGUM 4210' (1976')	ILS DA(H) 2434' (200')	Apt Elev 2234' RWY 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 225 KT) onto 040° climbing to 5190' (2956') and intercept 10.4 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 70 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)

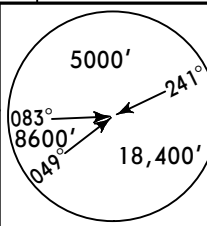


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MIM	232°
ILS GS 2.67°	336	432	480	576	671	767	PAPI		3220' (986') on	

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

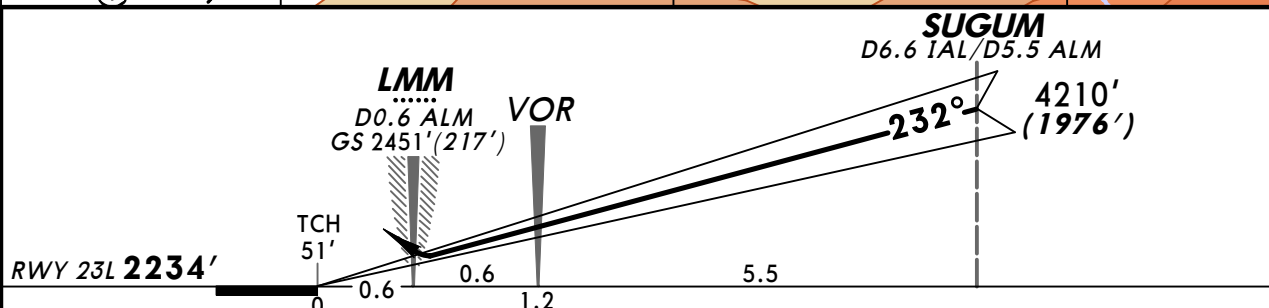
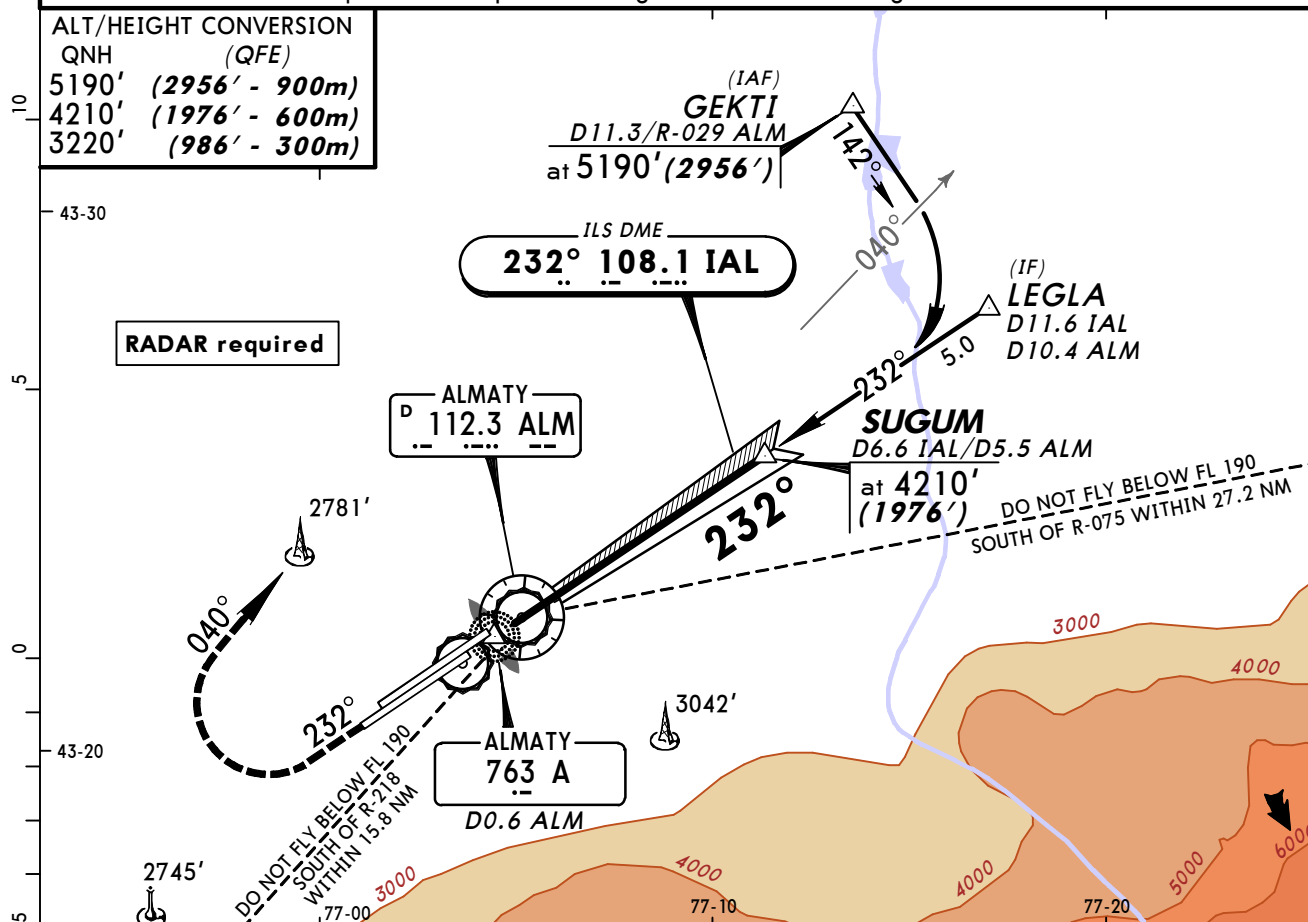
UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 11-6 Eff 5 Apr ILS DME Y Rwy 23L

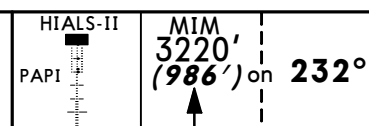
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 232°	GS SUGUM 4210' (1976')	ILS DA(H) 2434' (200')	Apt Elev 2234' RWY 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 225 KT) onto 040° 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 70 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



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

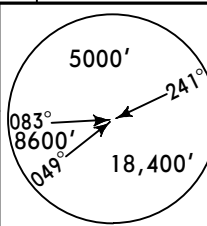
CHANGES: Procedure title. Fix.

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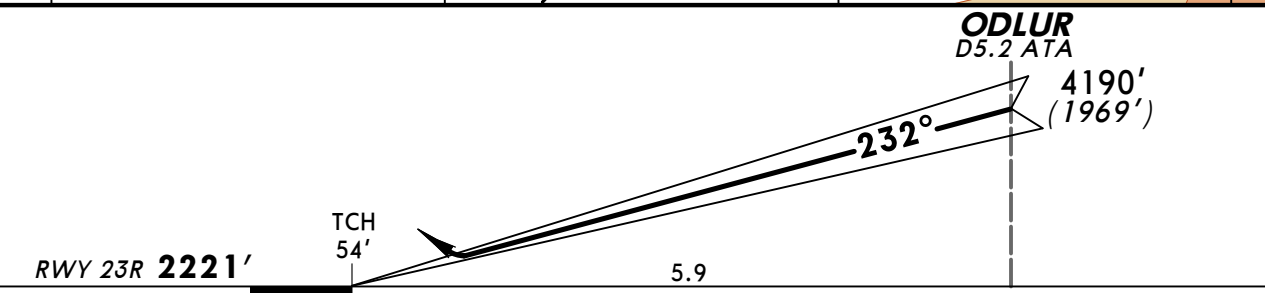
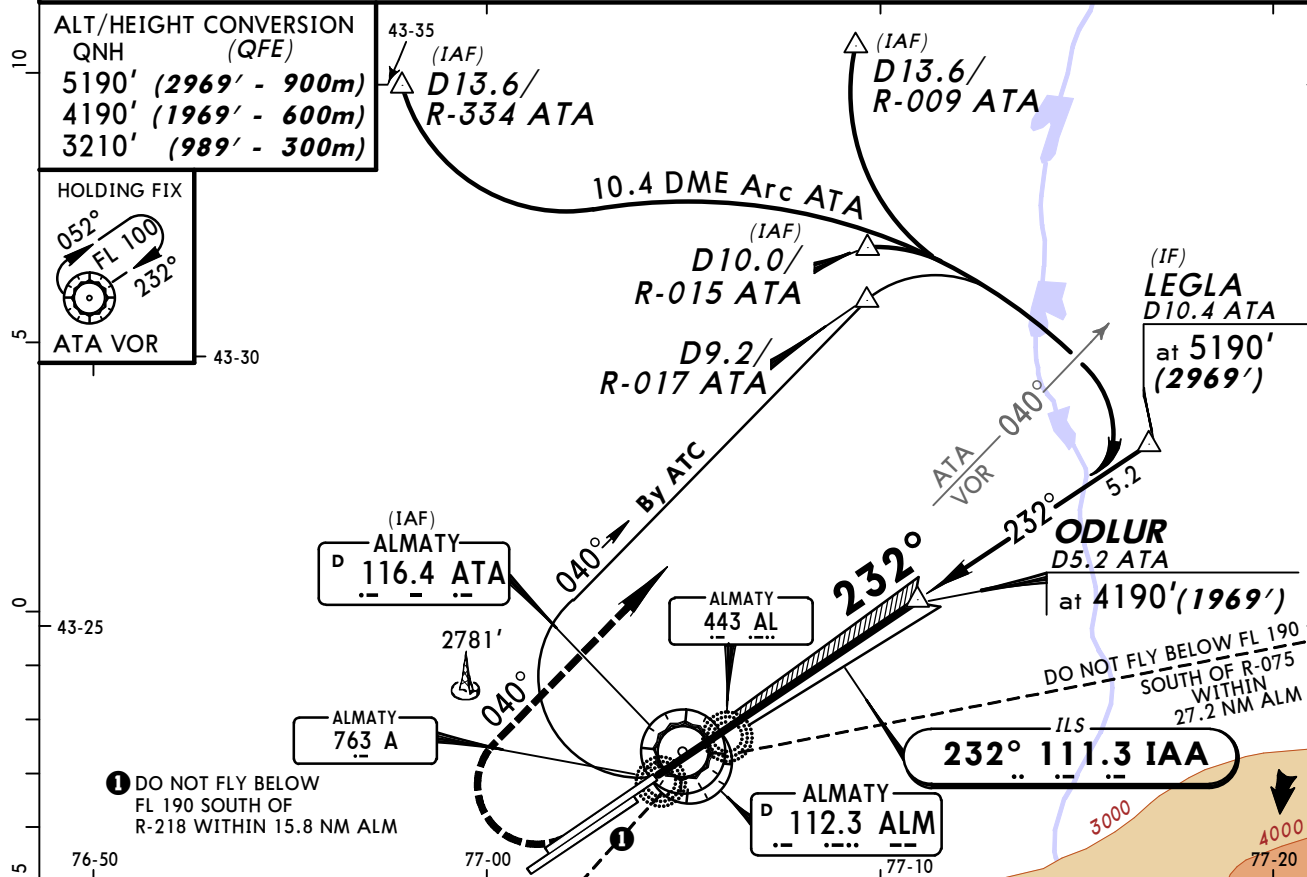
UAAA/ALA
ALMATY

JEPPESEN
13 JAN 12 **(11-7)**

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 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 70 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-II	MIM	
ILS GS	3.00°	377	484	538	646	753	861	PAPI	3210' (989') on	232°

STRAIGHT-IN LANDING RWY 23R						
ILS DA(H) 2421'(200')			LOC (GS out)			
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

CHANGES: None.

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UAAA/ALA
ALMATY

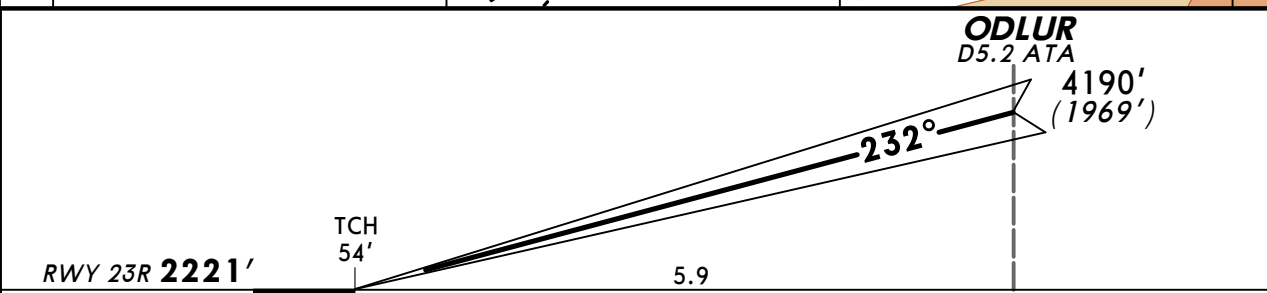
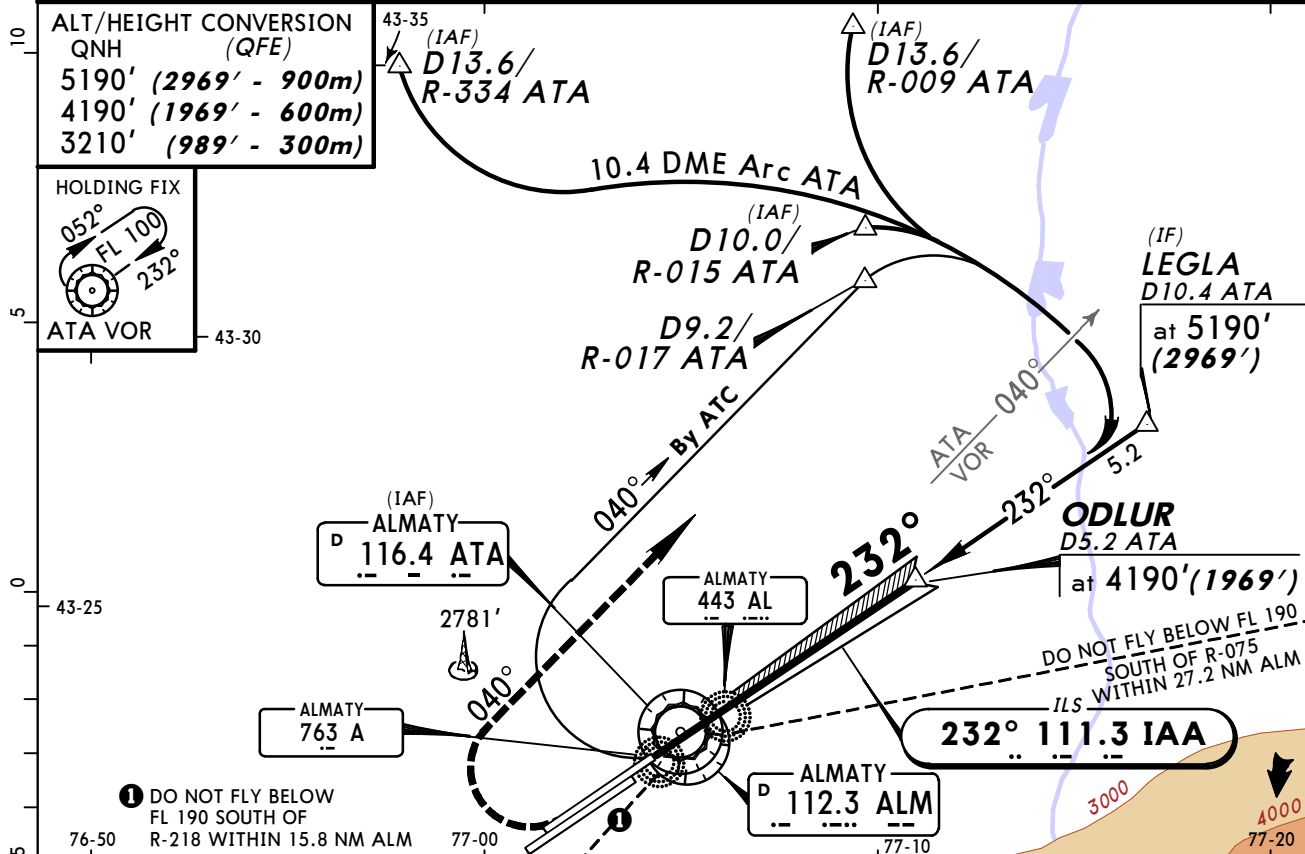
JEPPESSEN **ALMATY, KAZAKHSTAN**
13 JAN 12 **(11-7A)** **CAT II ILS DME Z Rwy 23R**

BRIEFING STRIP

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 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 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 70 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)



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

STRAIGHT-IN LANDING RWY 23R
CAT II ILS

ABCD
RA 105'
DA(H) **2321' (100')**

RVR **300m**

PANS OPS

CHANGES: Minimums.

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UAAA/ALA

ALMATY

13 JAN 12 **11-8**

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.				 MSA ATA VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 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.

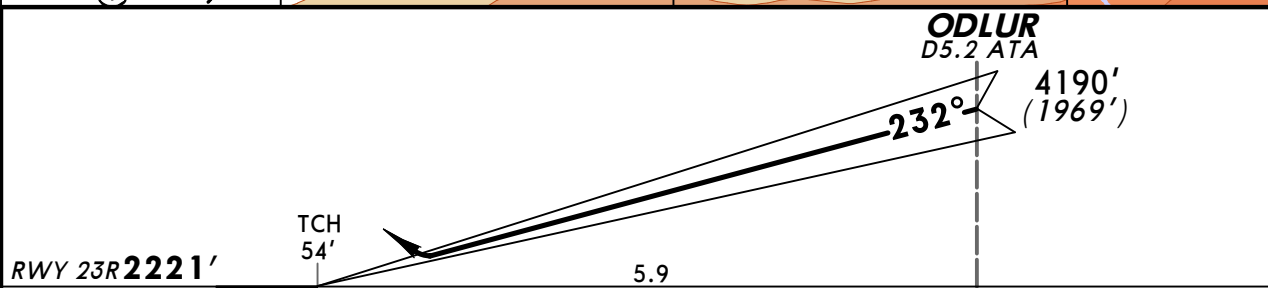
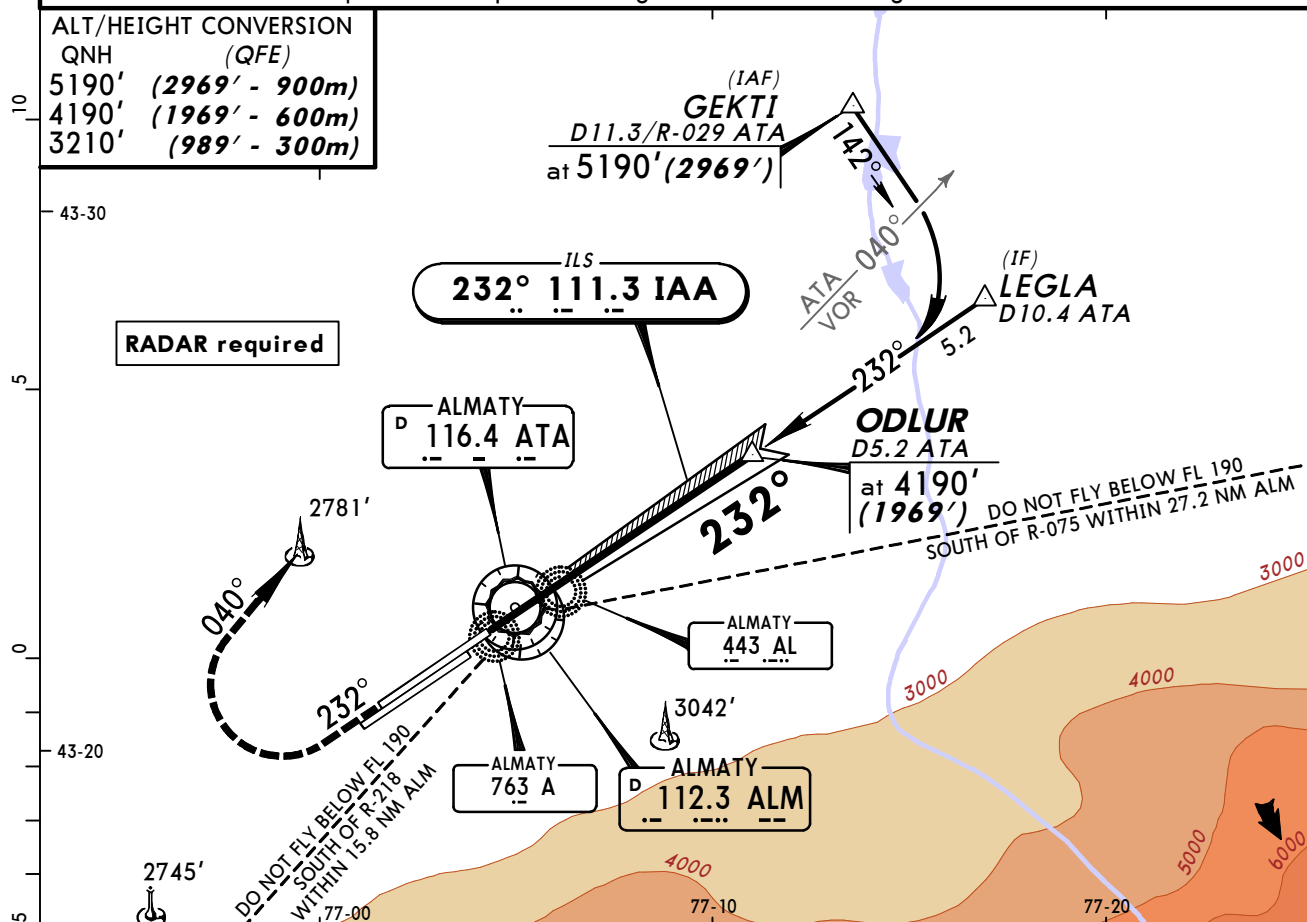
ALT/HEIGHT CONVERSION

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

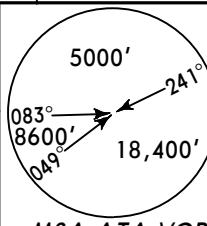
ILS DA(H) 2421' (200')			LOC (GS out)	
FULL	TDZ or CL out	ALS out		
A				
B	RVR 550m	RVR 720m		
C	VIS 800m	VIS 800m		
D		1200m		
			NOT AUTHORIZED	

CHANGES: None.

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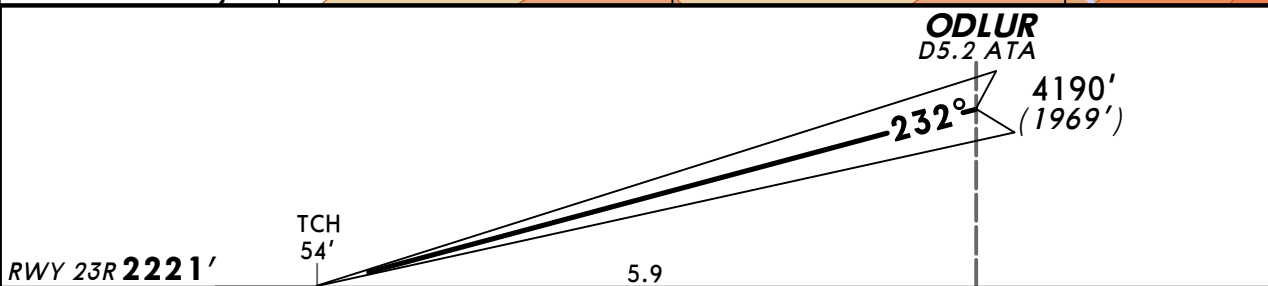
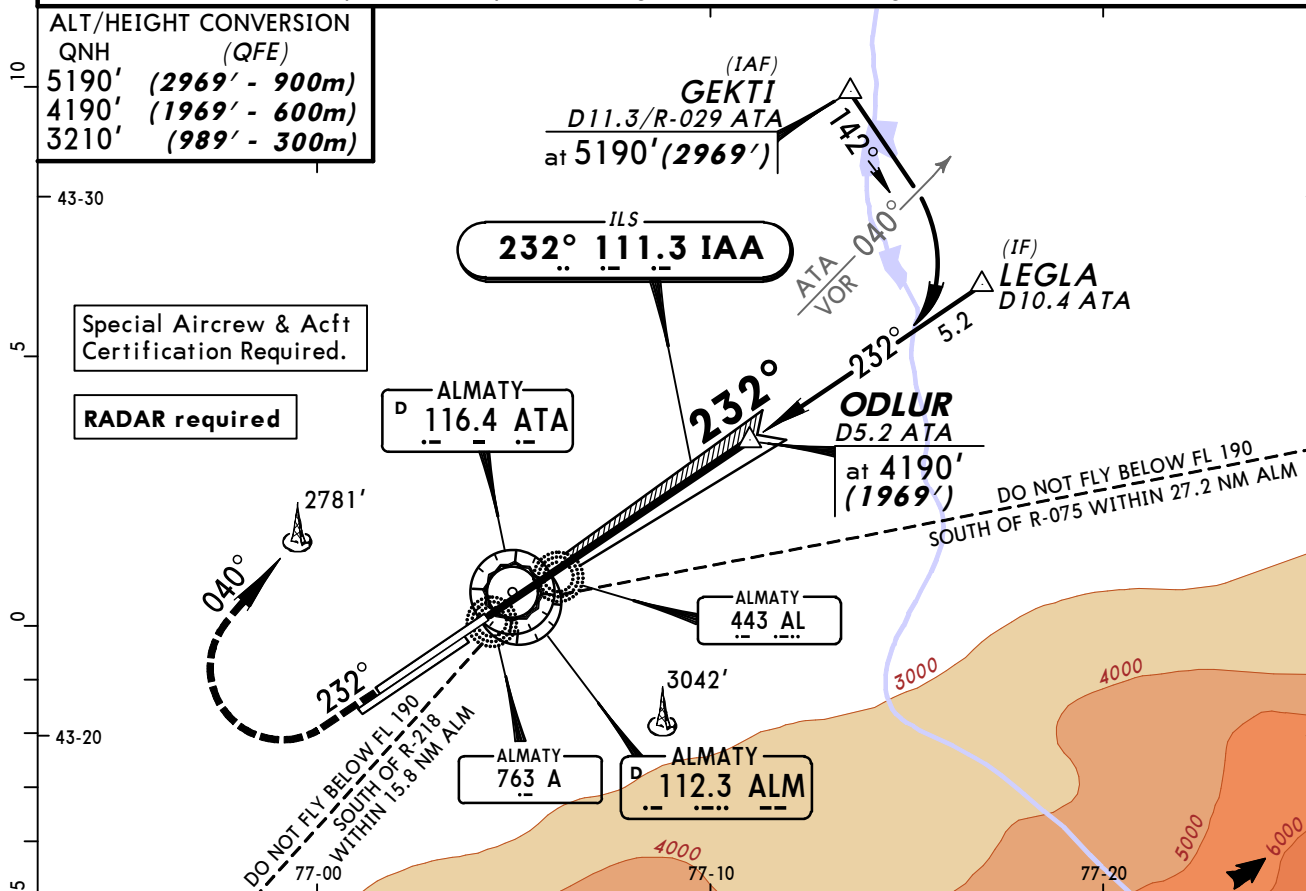
UAAA/ALA
ALMATY

JEPPesen **ALMATY, KAZAKHSTAN**
13 JAN 12 **(11-8A)** **CAT II ILS DME Y Rwy 23R**

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 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 70 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)

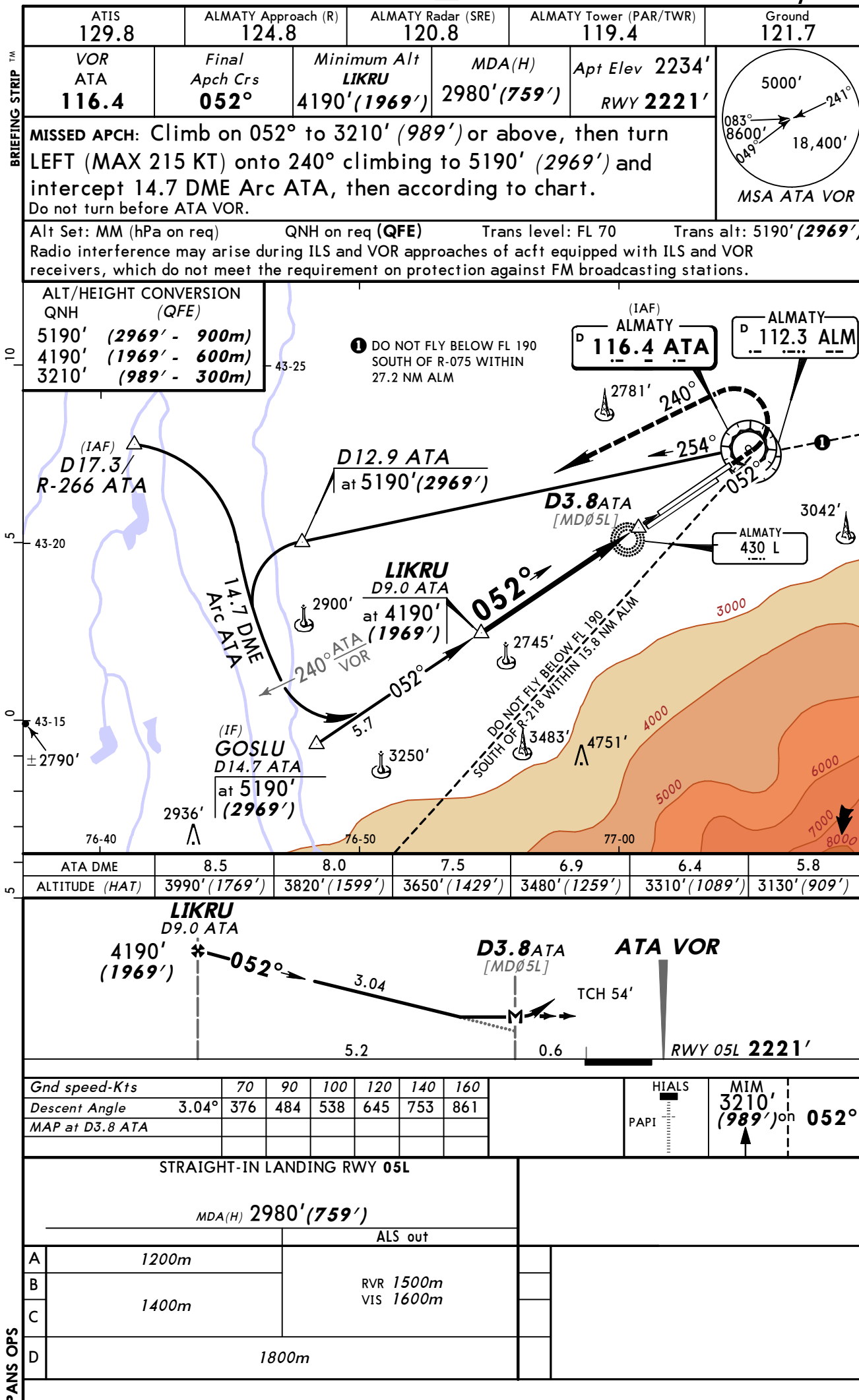


Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	MIM 3210' (989') on 232°
GS	3.00°	377	484	538	646	753	861		

STRAIGHT-IN LANDING RWY 23R
CAT II ILS

ABCD
RA 105'
DA(H) **2321' (100')**

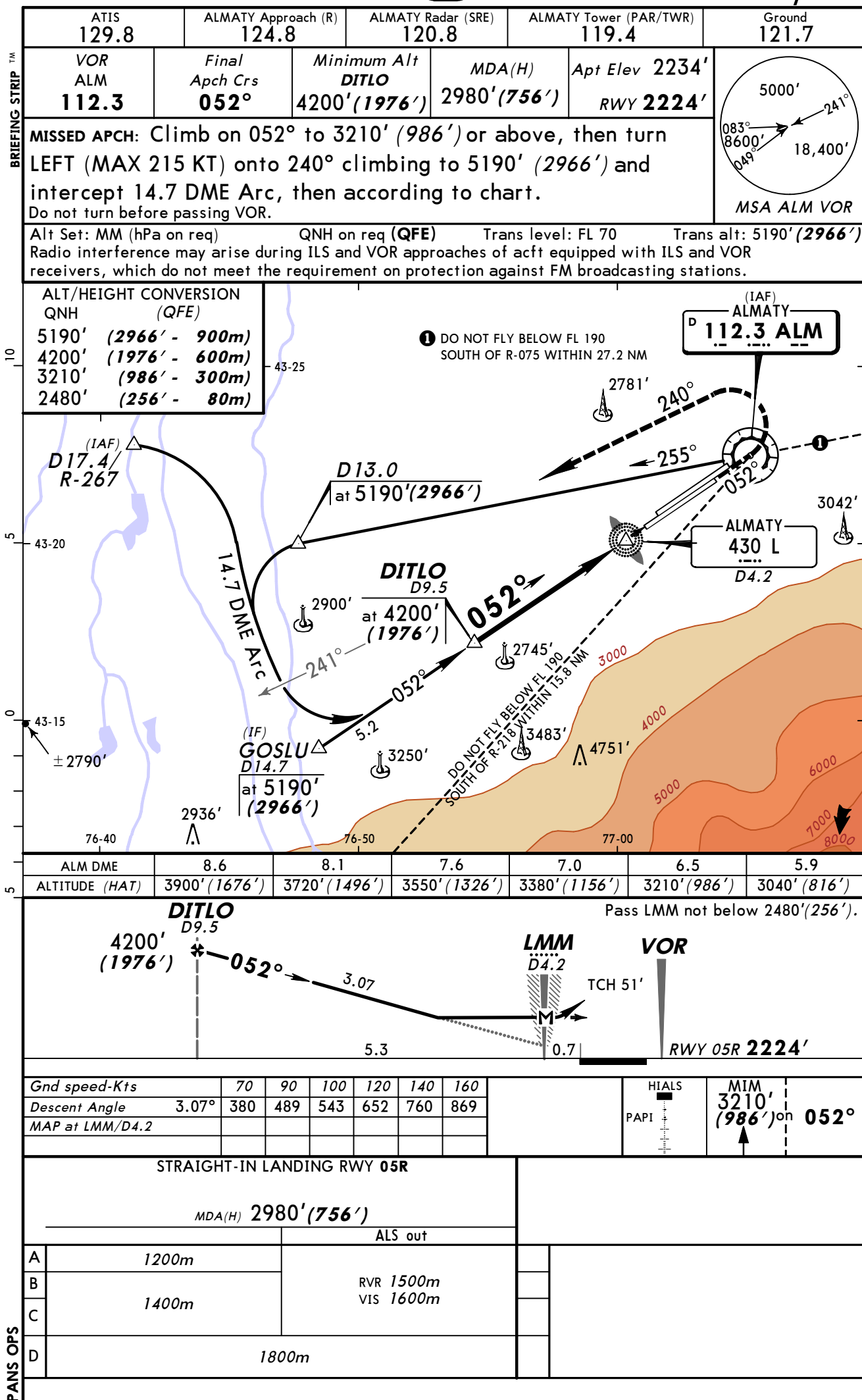
RVR **300m**



UAAA/ALA
ALMATY

JEPPESEN
23 MAR 12 **(13-2)** **Eff 5 Apr**

ALMATY, KAZAKHSTAN
VOR DME Rwy 05R

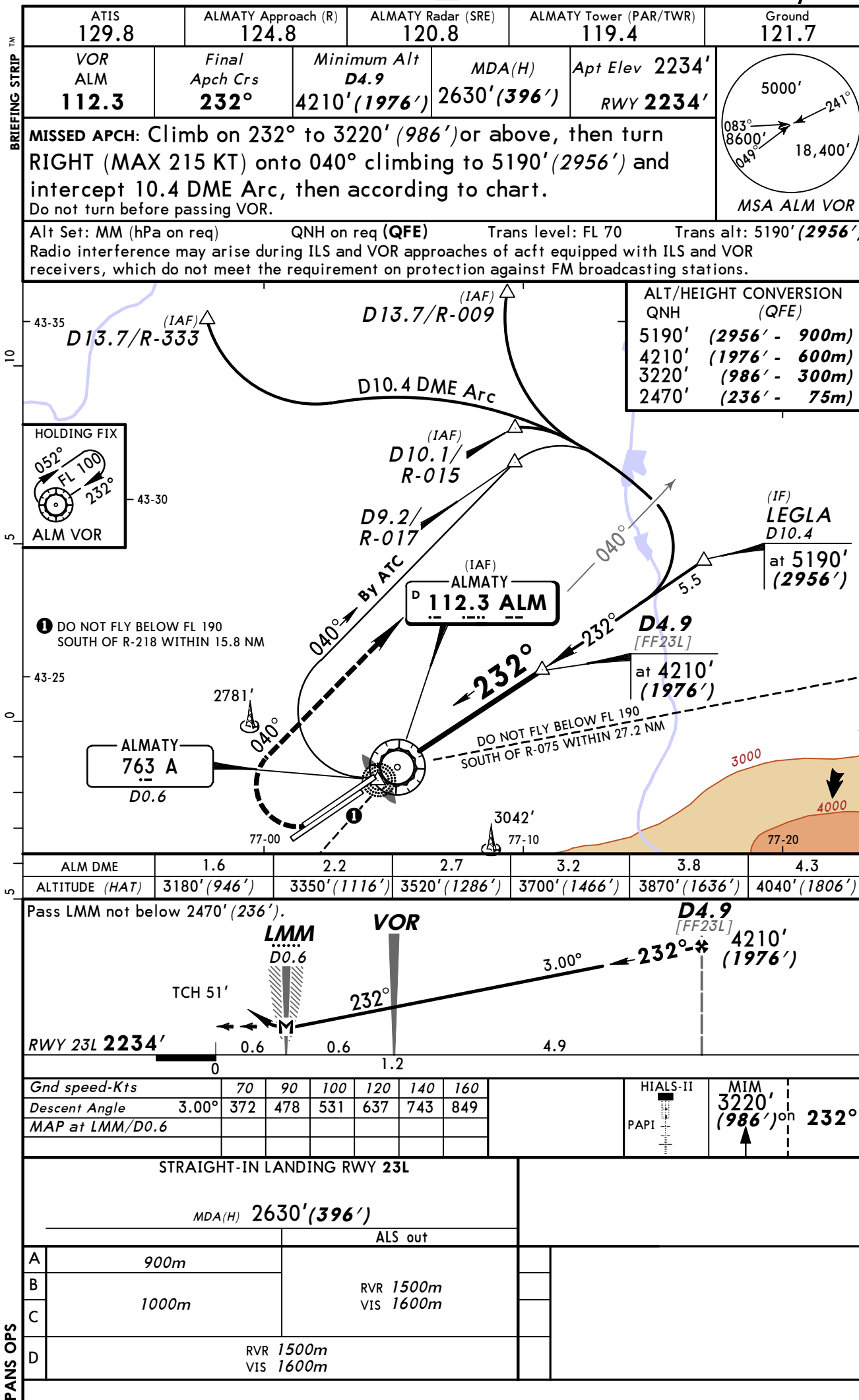


CHANGES: Fix withdrawn.

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UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 (13-3) Eff 5 Apr VOR DME Rwy 23L



UAAA/ALA ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
23 MAR 12 (13-4) Eff 5 Apr VOR DME Rwy 23R

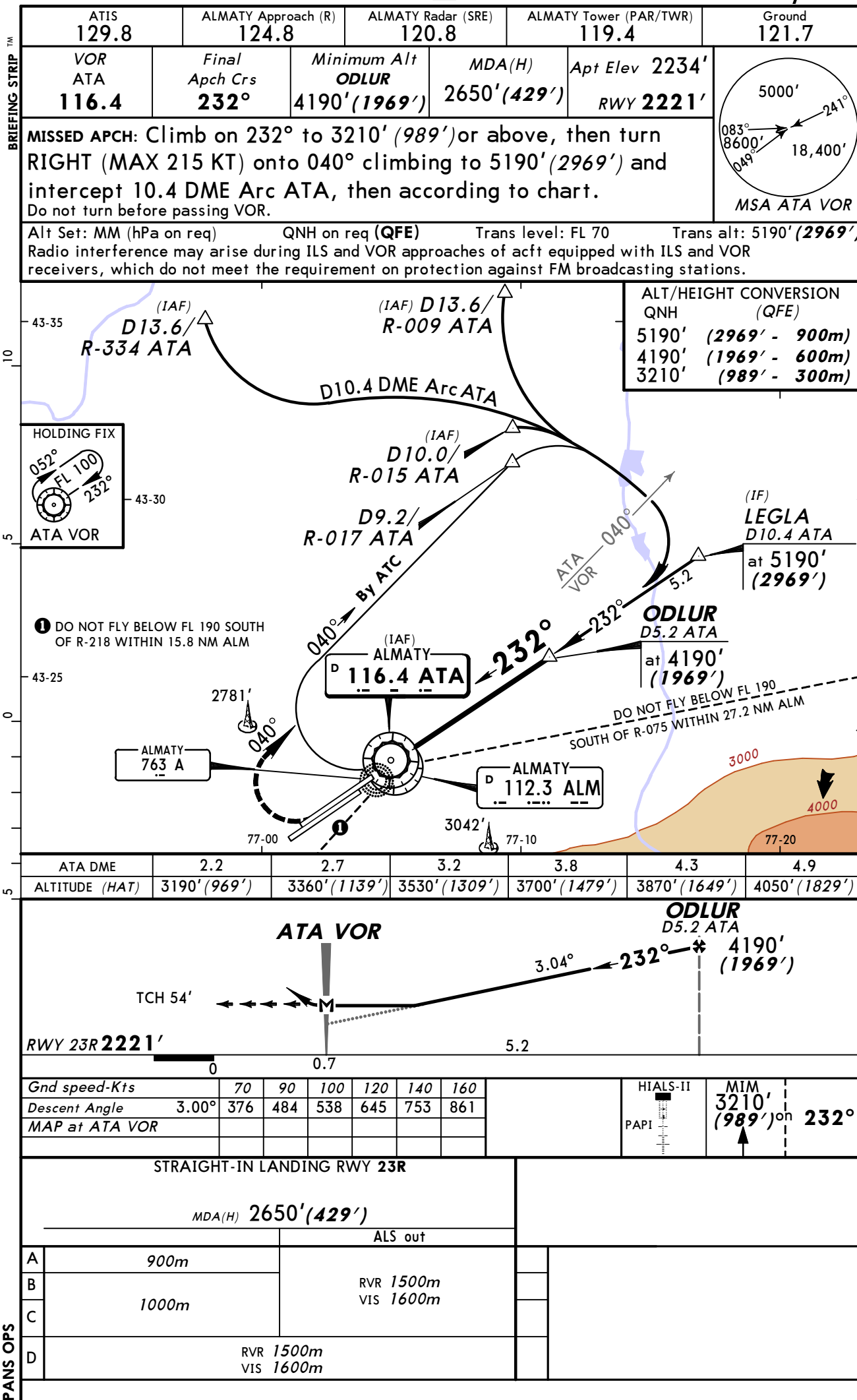


Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALMATY, (ALMATY - UAAA)				
DEL	ALUGI 1B, DESOK & LAKE 3...	10-2B	23 Mar 2012	05 Apr 2012
ADD	DESOK 3A, GOGDO 3B ARRS	10-2B	23 Mar 2012	05 Apr 2012
DEL	ALUGI 1C, DESOK & GOGDO 3...	10-2C	23 Mar 2012	05 Apr 2012
ADD	DESOK & GOGDO 3D ARRS	10-2C	23 Mar 2012	05 Apr 2012
ADD	ALUGI & PIGAL 1B, DOTAL 3...	10-2C1	23 Mar 2012	05 Apr 2012
ADD	ALUGI & PIGAL 1C, DOTAL &...	10-2C2	23 Mar 2012	05 Apr 2012
REV	AIRPORT, AIRPORT INFO, TA...	10-9	23 Mar 2012	05 Apr 2012
REV	PARKING STANDS & COORDS	10-9A	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	JAA MNMS	10-9X	23 Mar 2012	05 Apr 2012
ADD	ILS DME Z RWY 05R	11-3	23 Mar 2012	05 Apr 2012
DEL	ILS Z RWY 05R	11-3	23 Mar 2012	05 Apr 2012
ADD	ILS DME Y RWY 05R	11-4	23 Mar 2012	05 Apr 2012
DEL	ILS Y RWY 05R	11-4	23 Mar 2012	05 Apr 2012
ADD	ILS DME Z RWY 23L	11-5	23 Mar 2012	05 Apr 2012
DEL	ILS Z RWY 23L	11-5	23 Mar 2012	05 Apr 2012
ADD	ILS DME Y RWY 23L	11-6	23 Mar 2012	05 Apr 2012
DEL	ILS Y RWY 23L	11-6	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 05L	13-1	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 05R	13-2	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 23L	13-3	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 23R	13-4	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAAA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9S, 10-9X, 11-3, 11-4) Ufn ILS CAT D DA(H) raised to 2520'(296').