

## List of pages in this Trip Kit

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Airport Information For UAKK

Terminal Charts For UAKK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Karaganda Kaz  
IATA Code: KGF  
Lat/Long: N49° 40.3' E073° 20.2'  
Elevation: 1765 ft

Airport Use: Public  
Magnetic Variation: 8.4 °E

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

Sunrise: 0006 Z  
Sunset: 1406 Z,

## Runway Information

Runway: 05  
Length x Width: 11818 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1765 ft  
Lighting: Edge, ALS

Runway: 23  
Length x Width: 11818 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 1752 ft  
Lighting: Edge, ALS

## Communication Information

Karaganda Tower 118.3  
Karaganda Taxing Ground Control 118.3 MF  
Karaganda Approach Control 122.0  
AWS 127.8 Non-English

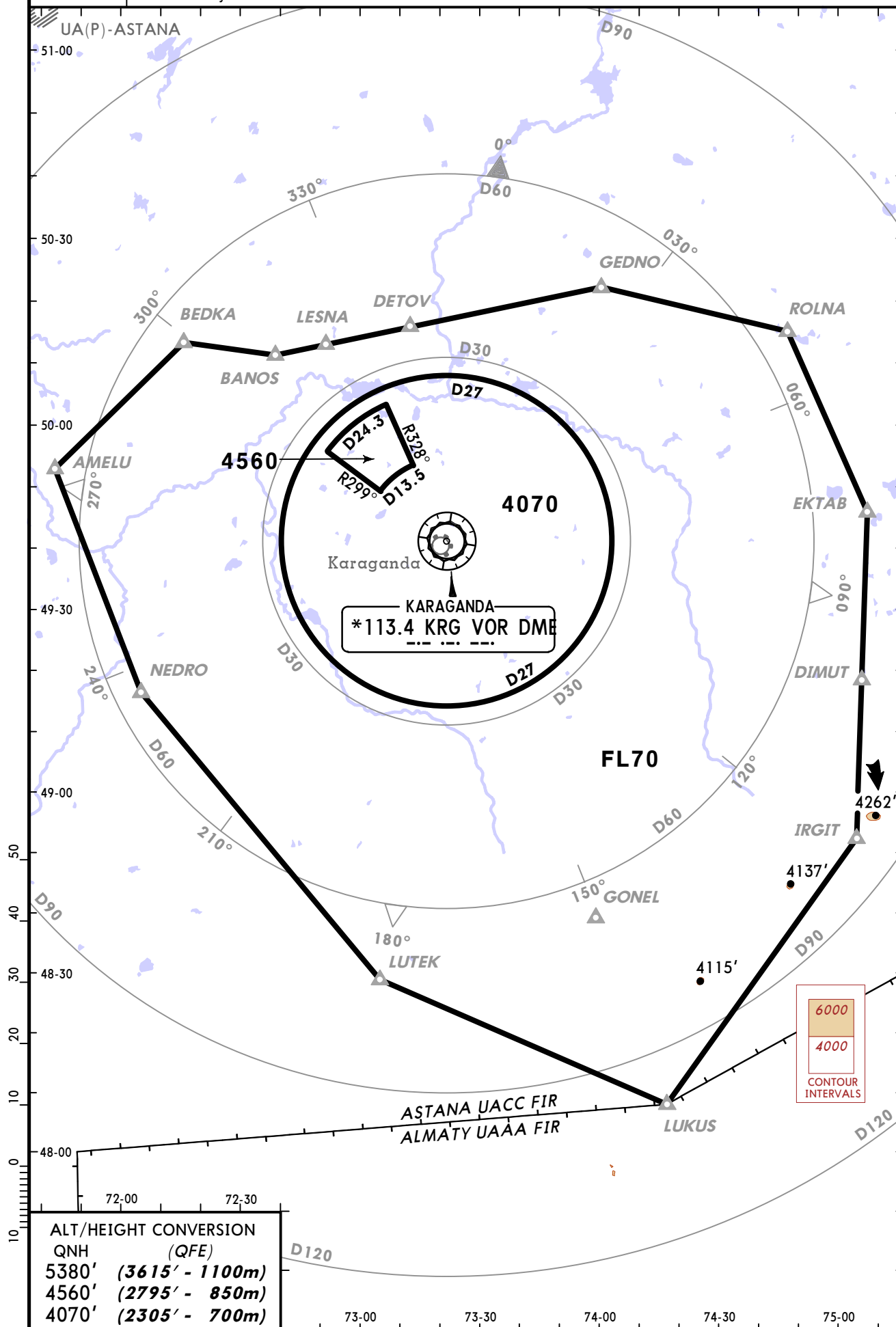
Apt Elev  
1765'

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

Trans level: FL70 Trans alt: 5380' (3615')

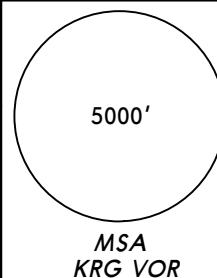
1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

2. Levels assigned by ATC include a correction for low temperature effect if necessary.



Apt Elev  
1765'

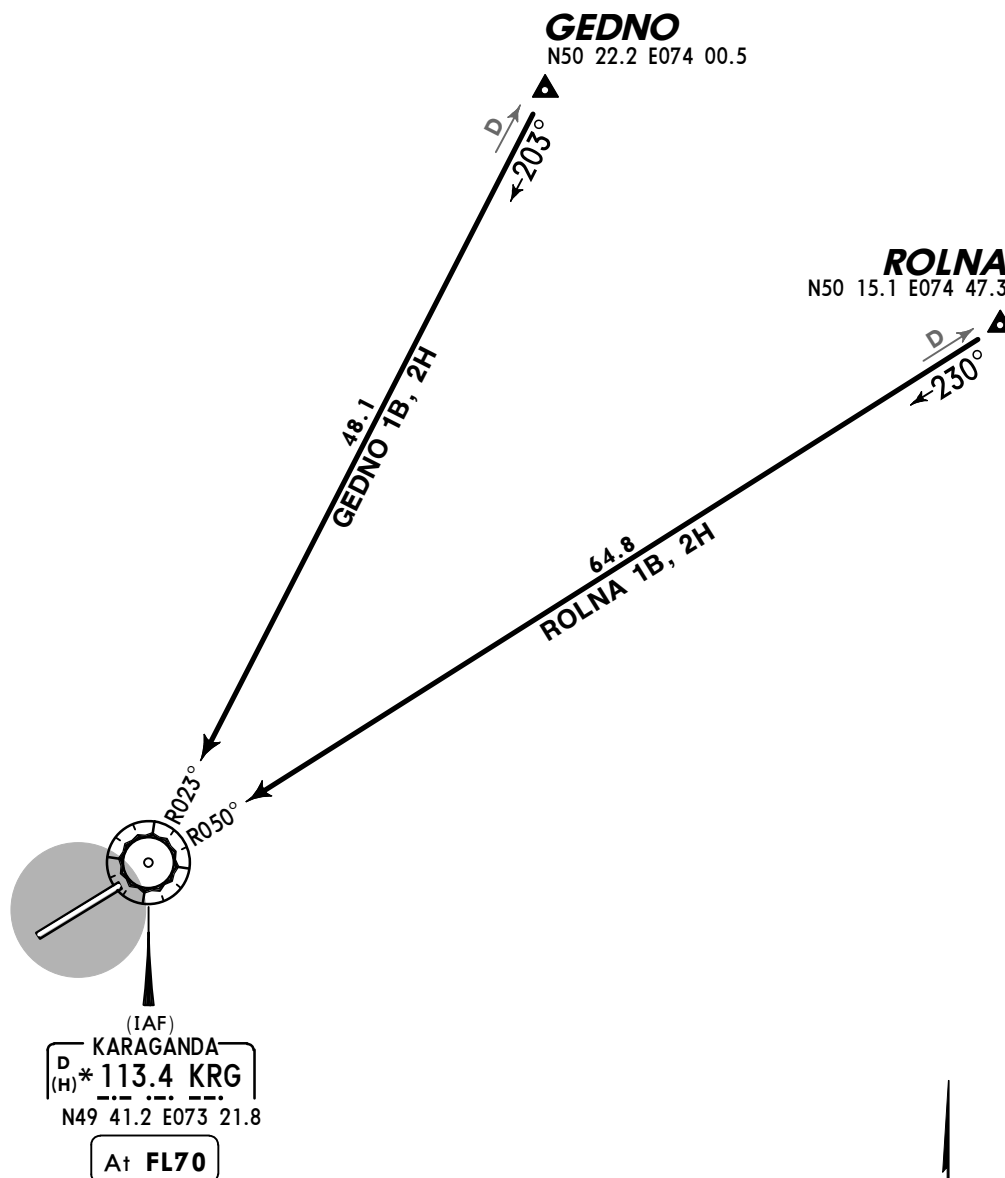
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



GEDNO 1B [GEDN1B], ROLNA 1B [ROLN1B]  
RWY 05 ARRIVALS

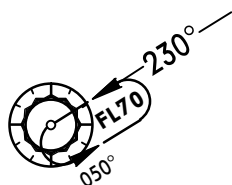
GEDNO 2H [GEDN2H], ROLNA 2H [ROLN2H]  
RWY 23 ARRIVALS

BASED ON KRG

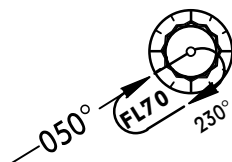


### HOLDINGS OVER KRG

Runway 05



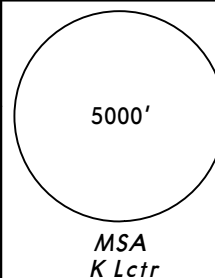
Runway 23



ALT/HEIGHT CONVERSION  
QNH (QFE)  
5380' (3615' - 1100m)

Apt Elev  
1765'

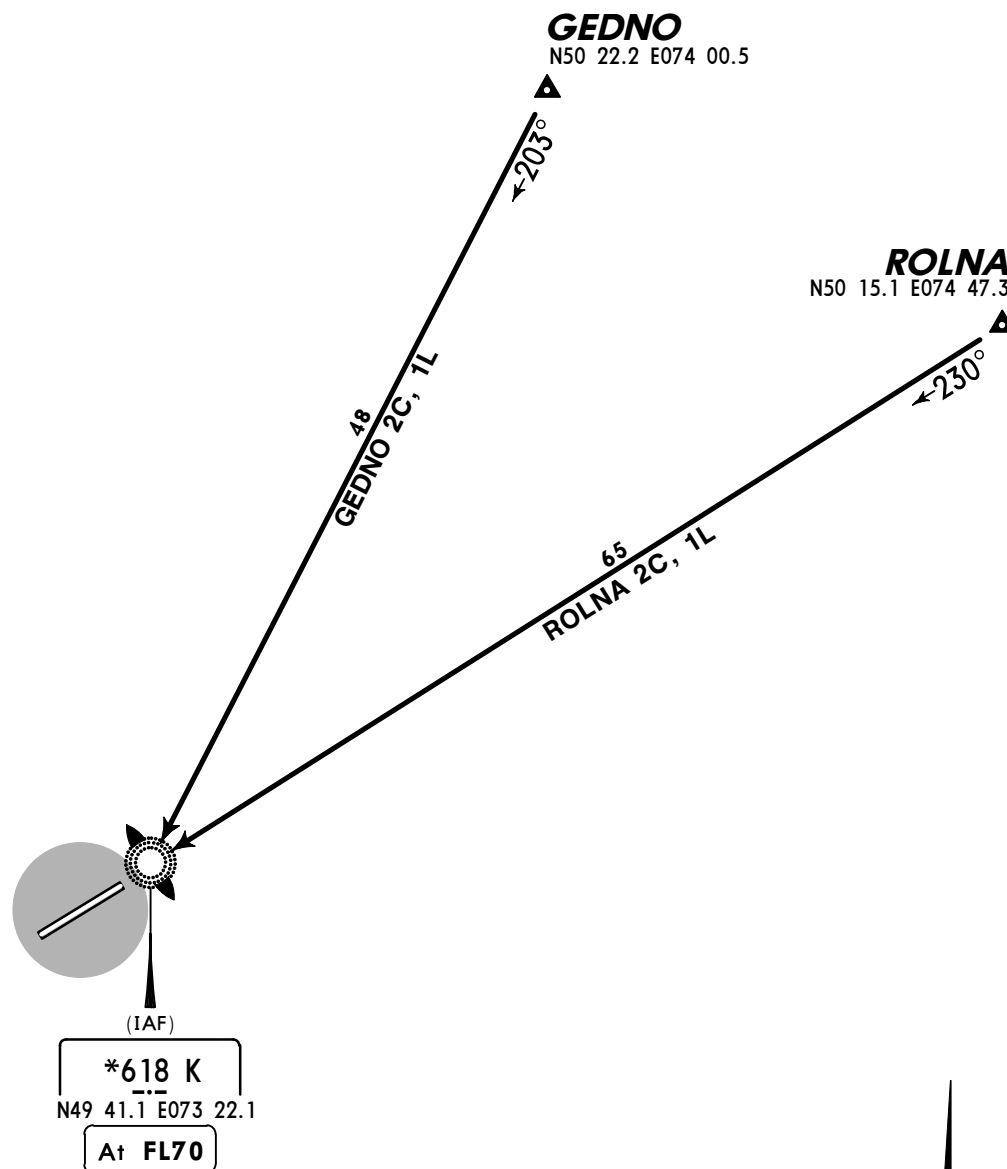
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



GEDNO 2C [GEDN2C], ROLNA 2C [ROLN2C]  
RWY 05 ARRIVALS

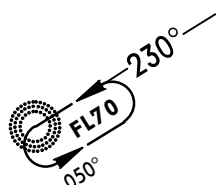
GEDNO 1L [GEDN1L], ROLNA 1L [ROLN1L]  
RWY 23 ARRIVALS

BASED ON K

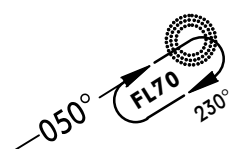


### HOLDINGS OVER K

Runway 05



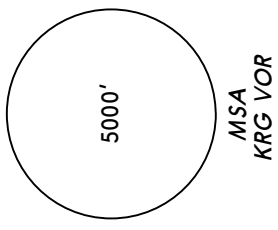
Runway 23



ALT/HEIGHT CONVERSION  
QNH (QFE)  
5380' (3615' - 1100m)

Apt Elev  
1765'

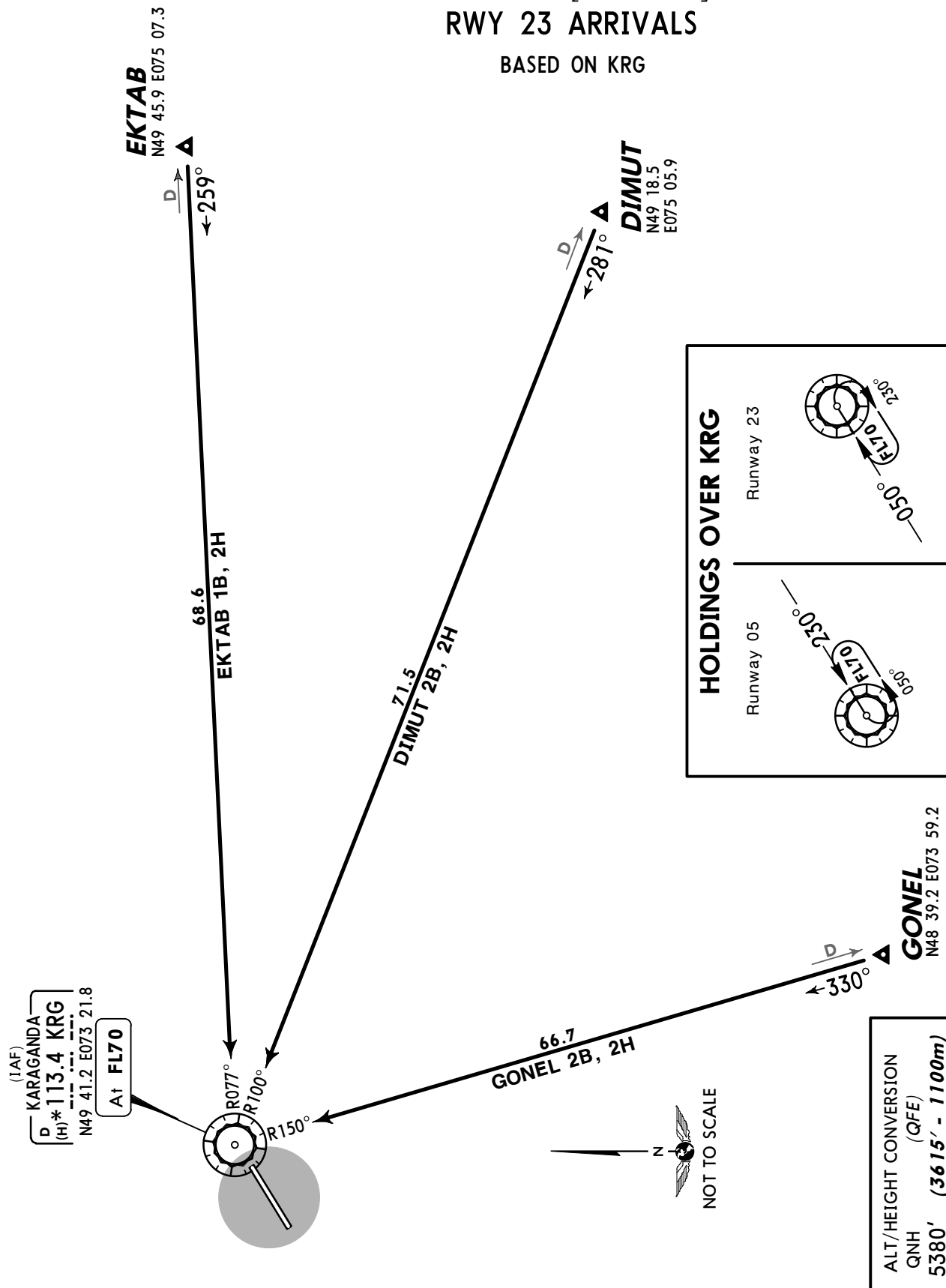
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



DIMUT 2B [DIMU2B], EKTAB 1B [EKTA1B]  
GONEL 2B [GONE2B]  
RWY 05 ARRIVALS

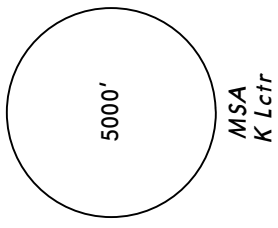
DIMUT 2H [DIMU2H], EKTAB 2H [EKTA2H]  
GONEL 2H [GONE2H]  
RWY 23 ARRIVALS

BASED ON KRG



Apt Elev  
1765'

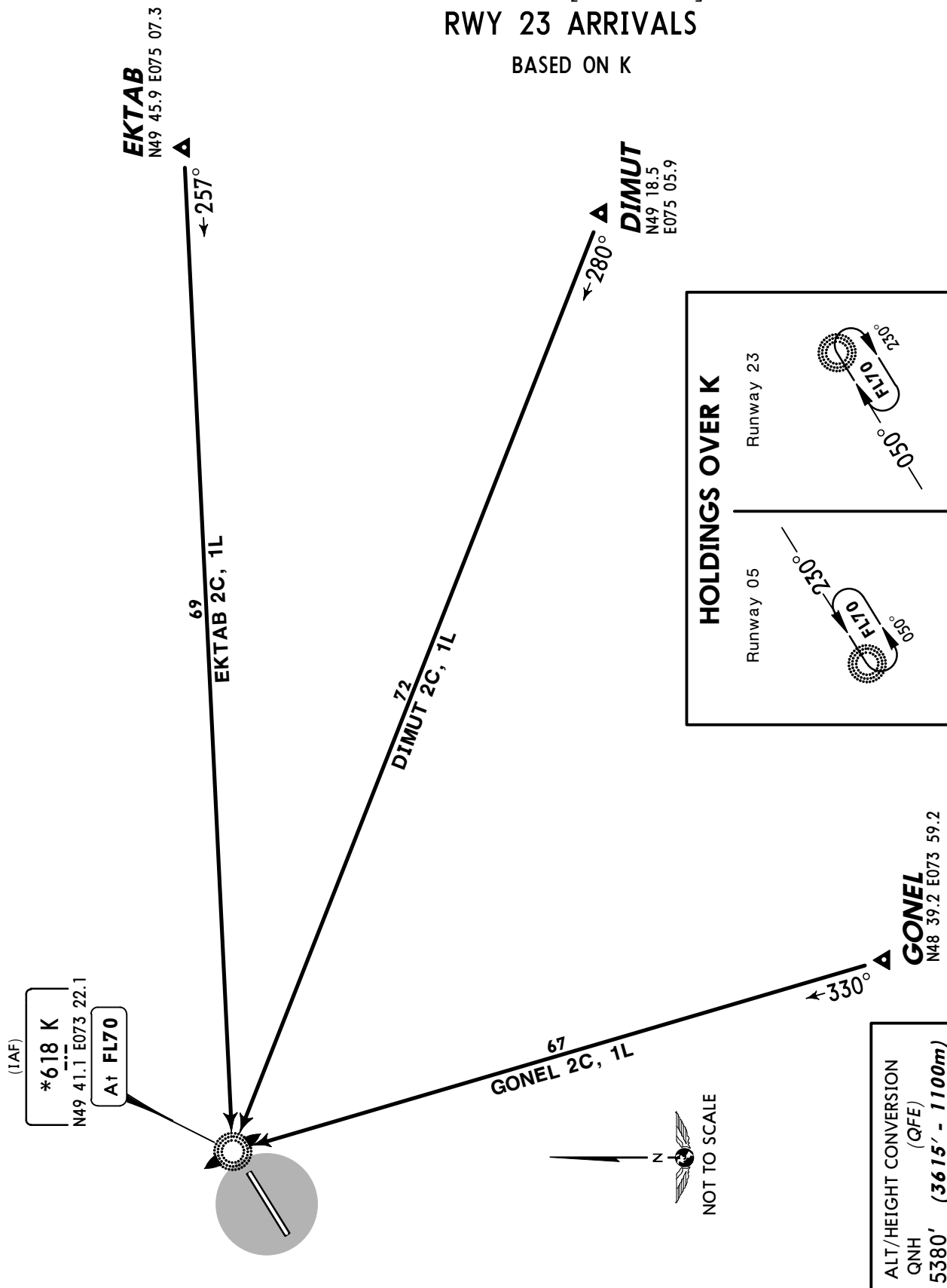
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



DIMUT 2C [DIMU2C], EKTAB 2C [EKTA2C]  
GONEL 2C [GONE2C]  
RWY 05 ARRIVALS

DIMUT 1L [DIMU1L], EKTAB 1L [EKTA1L]  
GONEL 1L [GONE1L]  
RWY 23 ARRIVALS

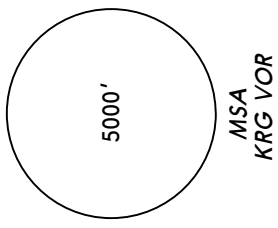
BASED ON K



Apt Elev  
1765'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.

(QFE)

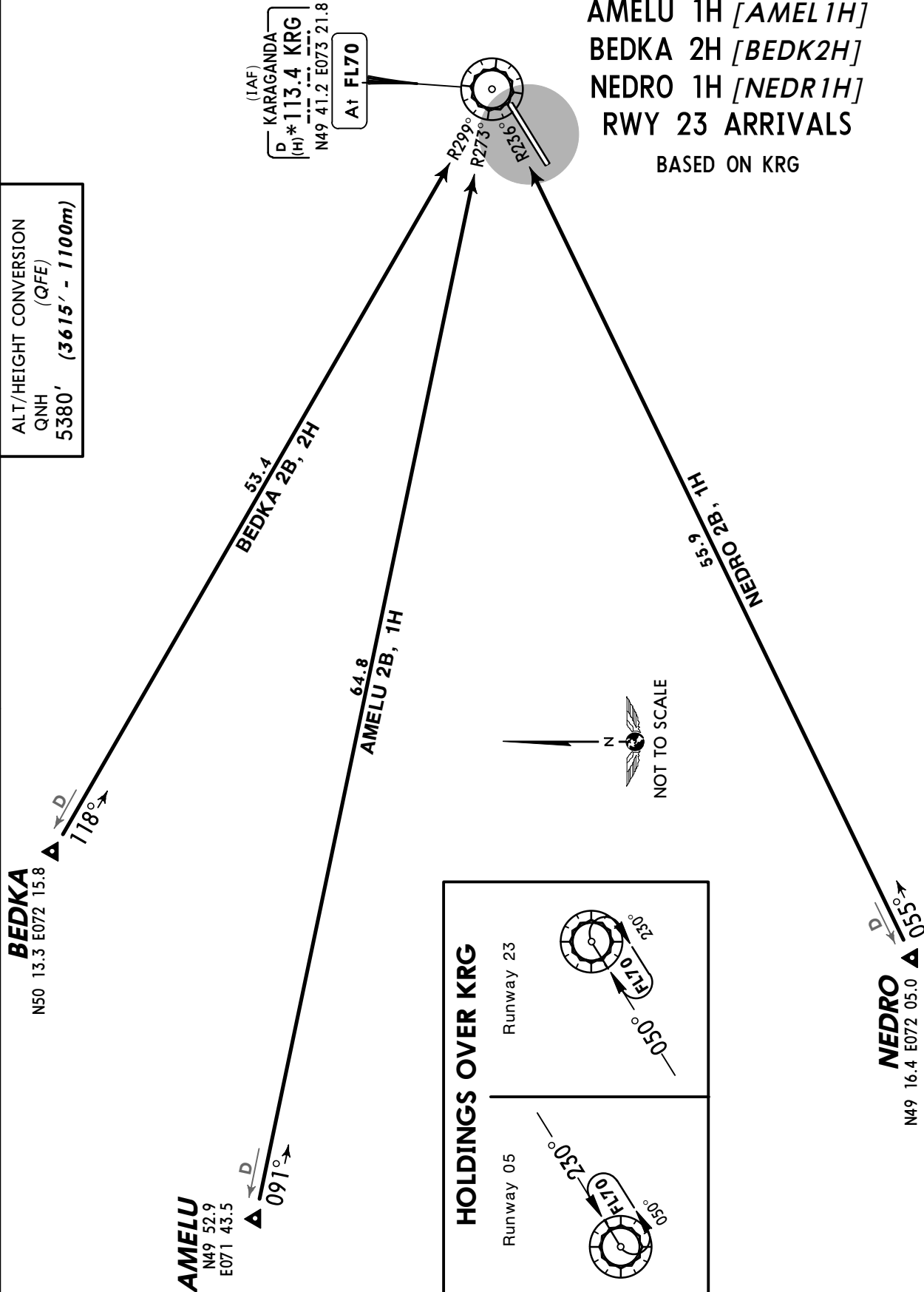


AMELU 2B [AMEL2B]  
BEDKA 2B [BEDK2B]  
NEDRO 2B [NEDR2B]  
RWY 05 ARRIVALS

AMELU 1H [AMEL1H]  
BEDKA 2H [BEDK2H]  
NEDRO 1H [NEDR1H]  
RWY 23 ARRIVALS

BASED ON KRG

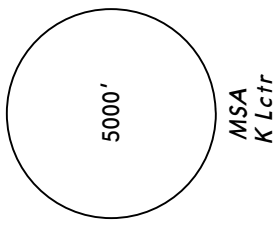
ALT/HEIGHT CONVERSION  
QNH (QFE)  
5380' (3615' - 1100m)





Apt Elev  
1765'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.

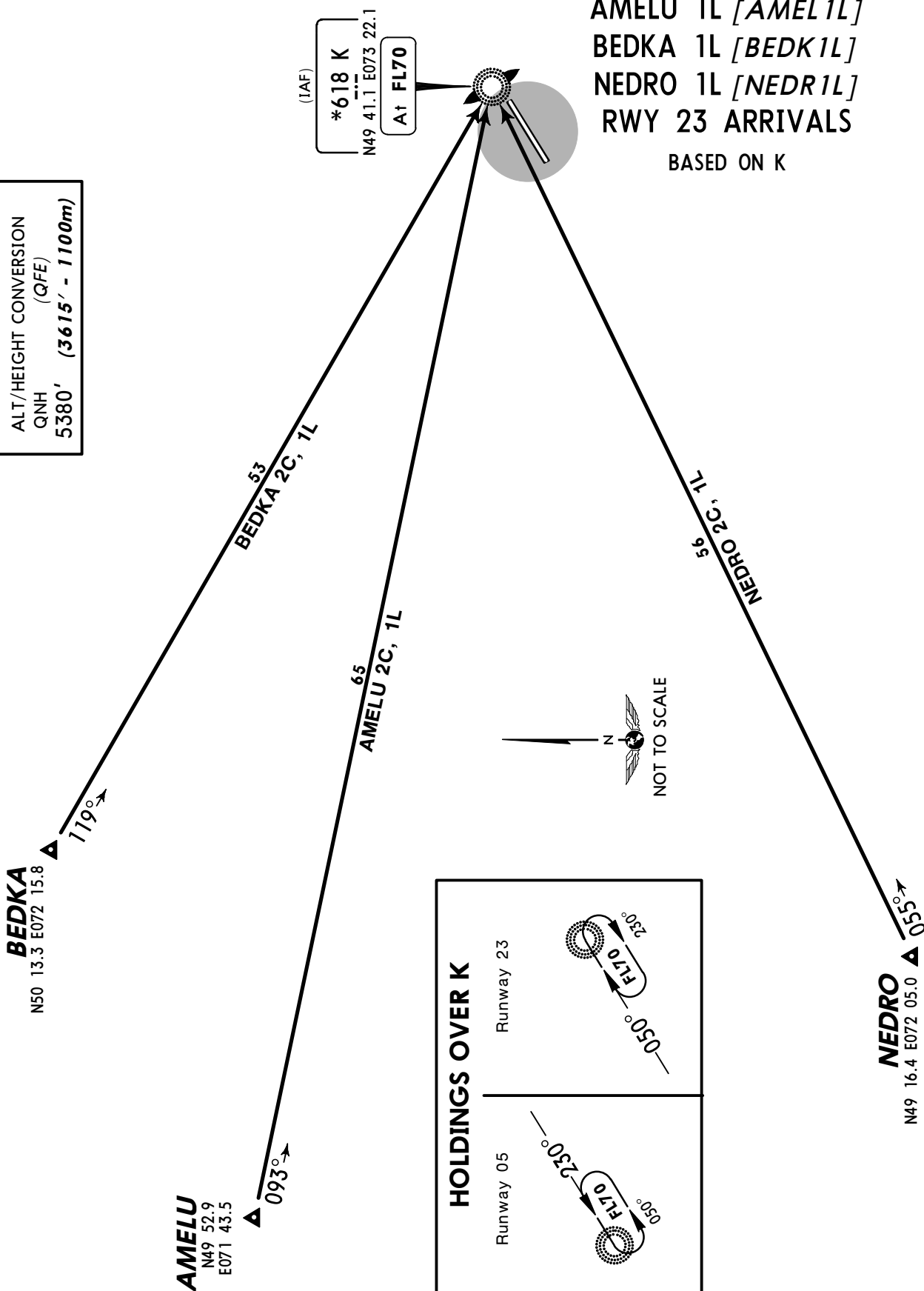


AMELU 2C [AMEL2C]  
BEDKA 2C [BEDK2C]  
NEDRO 2C [NEDR2C]  
RWY 05 ARRIVALS

AMELU 1L [AMEL1L]  
BEDKA 1L [BEDK1L]  
NEDRO 1L [NEDR1L]  
RWY 23 ARRIVALS

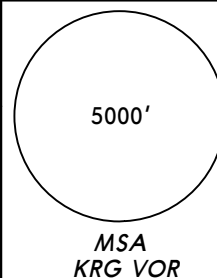
BASED ON K

ALT/HEIGHT CONVERSION  
QNH (QFE)  
5380' (3615' - 1100m)



Apt Elev  
1765'

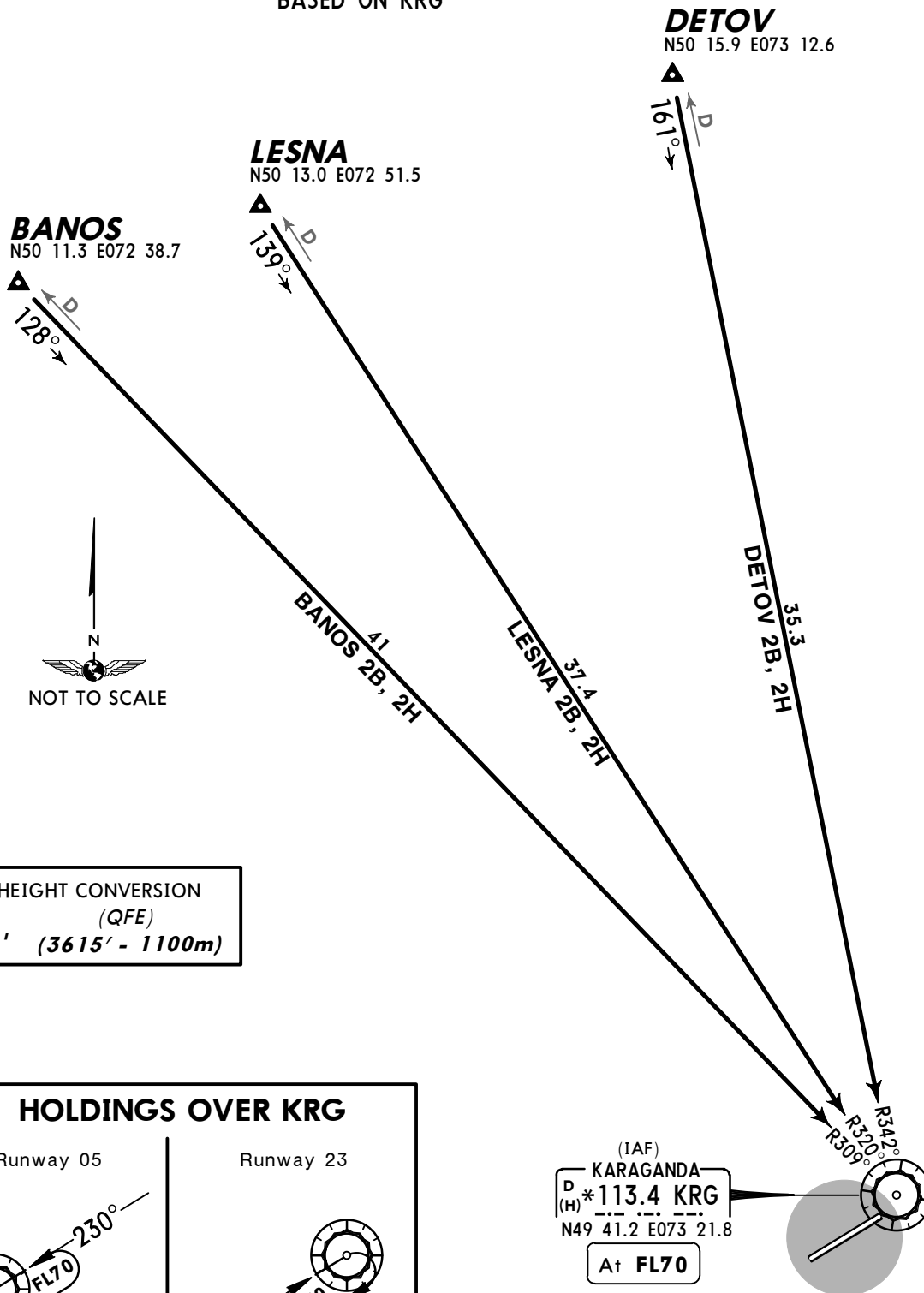
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



BANOS 2B [BANO2B], DETOV 2B [DETO2B]  
LESNA 2B [LESN2B]  
RWY 05 ARRIVALS

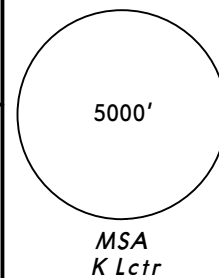
BANOS 2H [BANO2H], DETOV 2H [DETO2H]  
LESNA 2H [LESN2H]  
RWY 23 ARRIVALS

BASED ON KRG



Apt Elev  
1765'

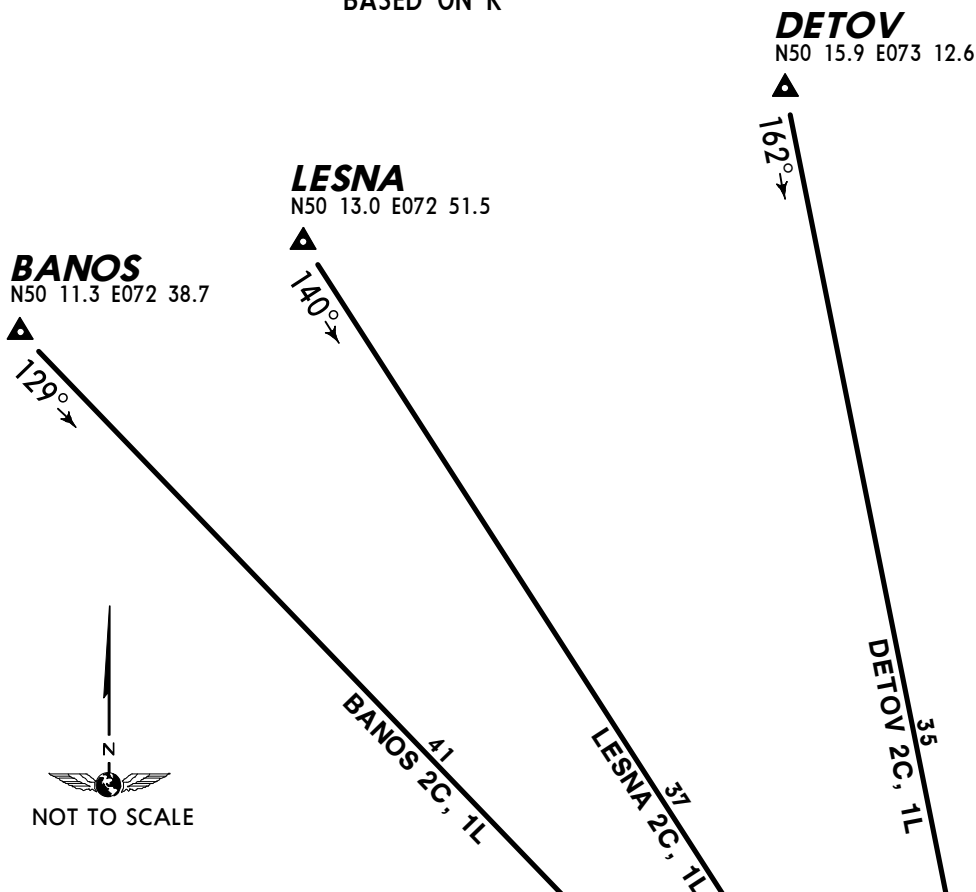
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway exit points by ATC.



BANOS 2C [BANO2C], DETOV 2C [DETO2C]  
LESNA 2C [LESN2C]  
RWY 05 ARRIVALS

BANOS 1L [BANO1L], DETOV 1L [DETO1L]  
LESNA 1L [LESN1L]  
RWY 23 ARRIVALS

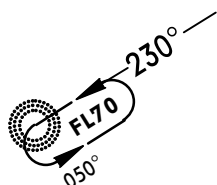
BASED ON K



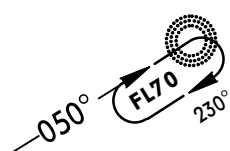
ALT/HEIGHT CONVERSION  
QNH (QFE)  
5380' (3615' - 1100m)

### HOLDINGS OVER K

Runway 05



Runway 23



(IAF)

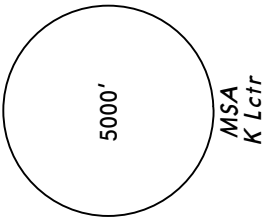
\*618 K

N49 41.1 E073 22.1

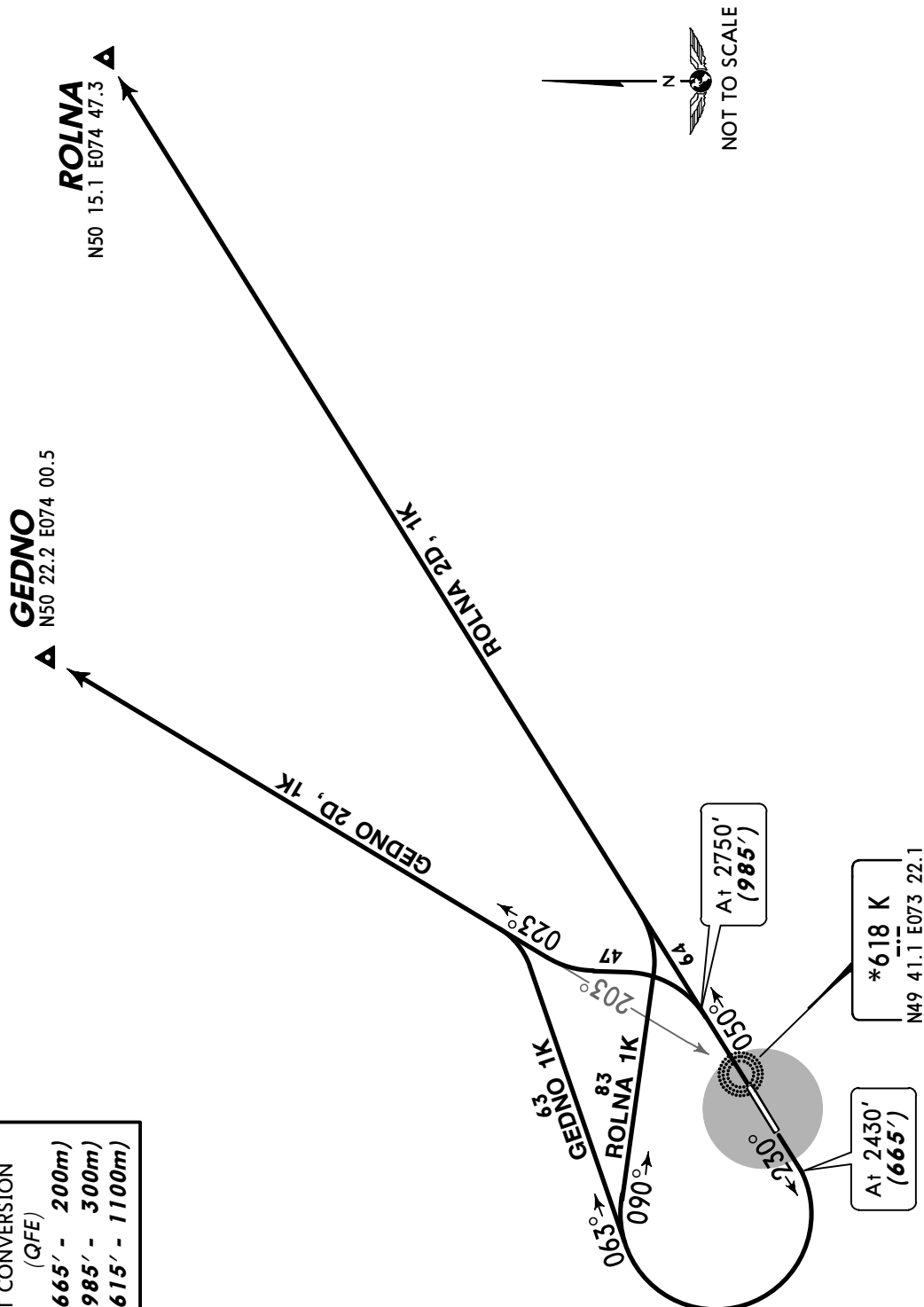
At FL70

Apt Elev  
1765'

QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway entry points by ATC.



GEDNO 2D [GEDN2D], GEDNO 1K [GEDN1K]  
ROLNA 2D [ROLN2D], ROLNA 1K [ROLN1K]  
RWYS 05, 23 DEPARTURES  
BASED ON K



| ROUTING  |     |
|----------|-----|
| SID      | RWY |
| GEDNO 2D | 05  |
| GEDNO 1K | 23  |
| ROLNA 2D | 05  |
| ROLNA 1K | 23  |

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2430'                 | (665' - 200m)   |
| 2750'                 | (985' - 300m)   |
| 5380'                 | (3615' - 1100m) |

Apt Elev  
1765'

QNH on request (QFE)

Trans level: FL70    Trans alt: 5380'    (3615')

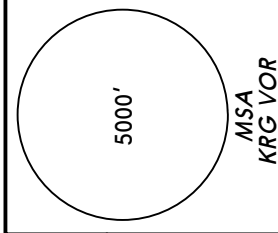
Crossing FL at airway entry points by ATC.

GEDNO 2E [GEDN2E], GEDNO 2G [GEDN2G]

ROLNA 2E [ROLN2E], ROLNA 2G [ROLN2G]

RWYS 05, 23 DEPARTURES

BASED ON KRG



ROLNA

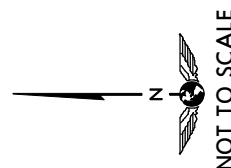
N50 15.1 E074 47.3

D64.8

GEDNO

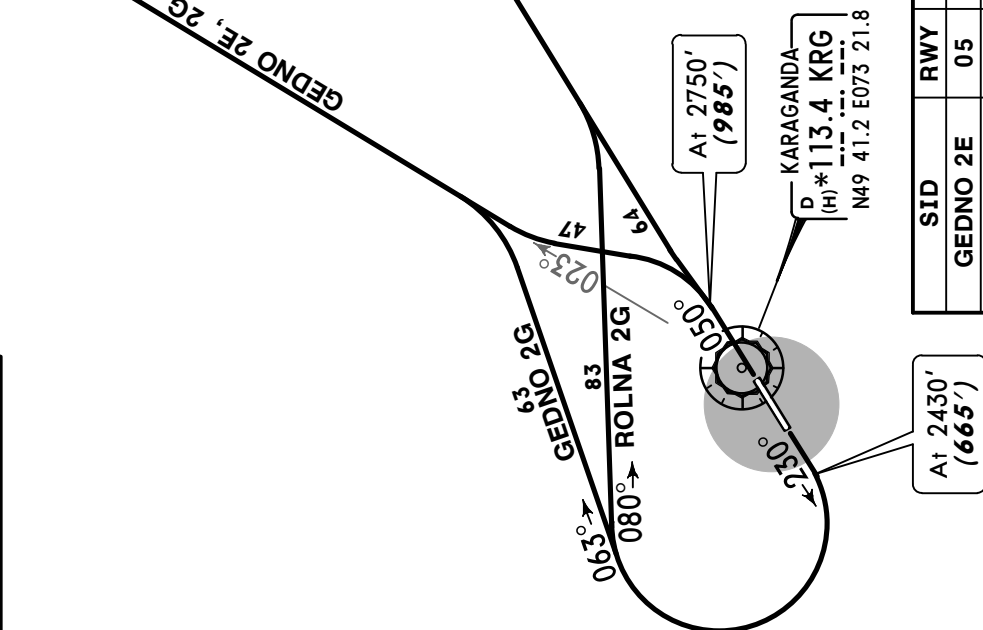
N50 22.2 E074 00.5

D48.1



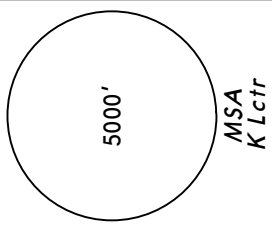
| ROUTING  |    |                                                                              |
|----------|----|------------------------------------------------------------------------------|
| GEDNO 2E | 05 | Climb to 2750' (985'), turn LEFT, intercept KRG R-023 to GEDNO.              |
| GEDNO 2G | 23 | Climb to 2430' (665'), turn RIGHT, 063° track, intercept KRG R-023 to GEDNO. |
| ROLNA 2E | 05 | Climb to 2750' (985'), intercept KRG R-050 to ROLNA.                         |
| ROLNA 2G | 23 | Climb to 2430' (665'), turn RIGHT, 080° track, intercept KRG R-050 to ROLNA. |

| ALT/HEIGHT CONVERSION (QFE) |                 |
|-----------------------------|-----------------|
| QNH                         |                 |
| 2430'                       | (665' - 200m)   |
| 2750'                       | (985' - 300m)   |
| 5380'                       | (3615' - 1100m) |

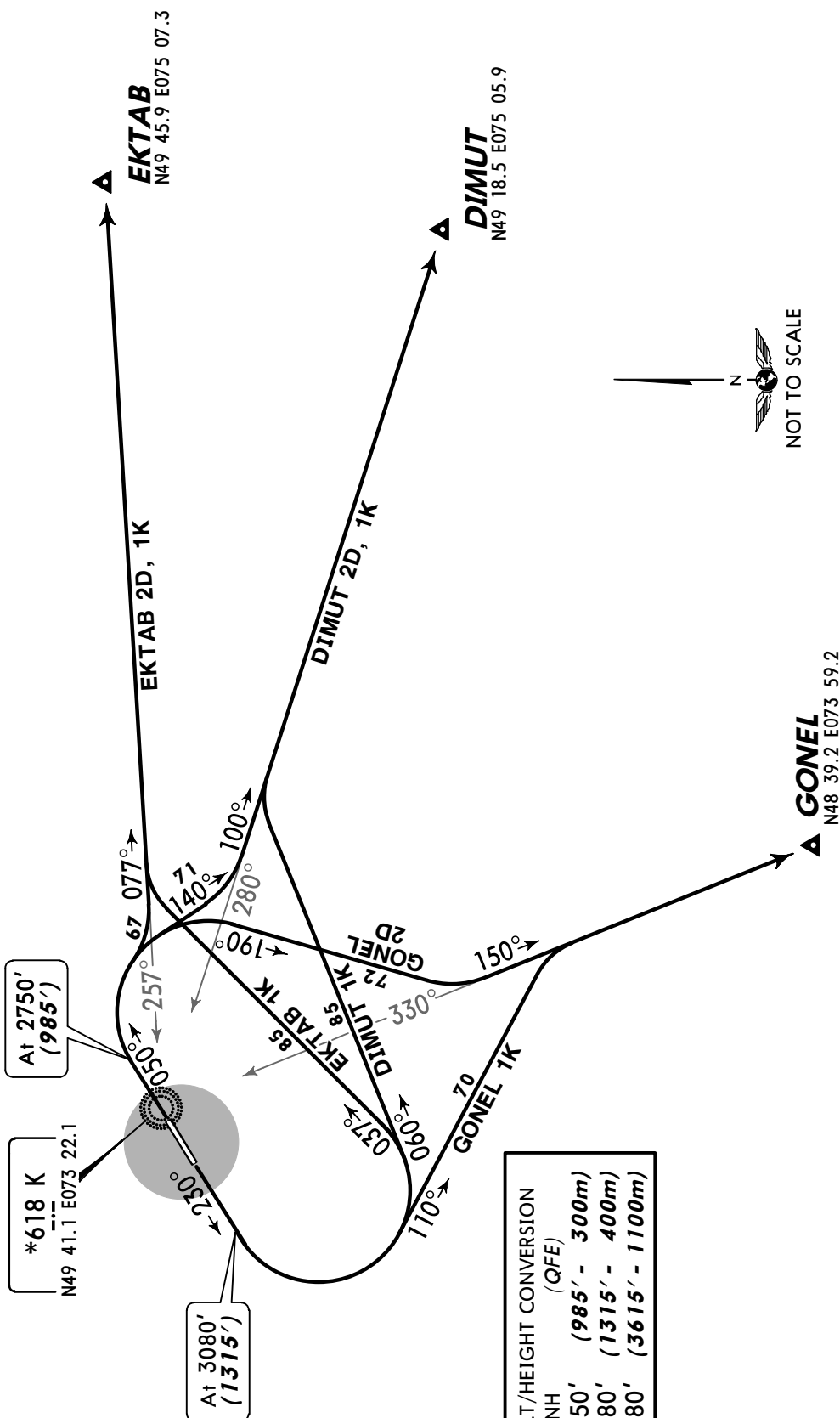


Apt Elev  
**1765'**

QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway entry points by ATC.

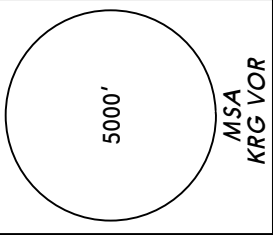


DIMUT 2D [DIMU2D], DIMUT 1K [DIMU1K]  
EKTAB 2D [EKTA2D], EKTAB 1K [EKTA1K]  
GONEL 2D [GONE2D], GONEL 1K [GONE1K]  
RWYS 05, 23 DEPARTURES  
BASED ON K

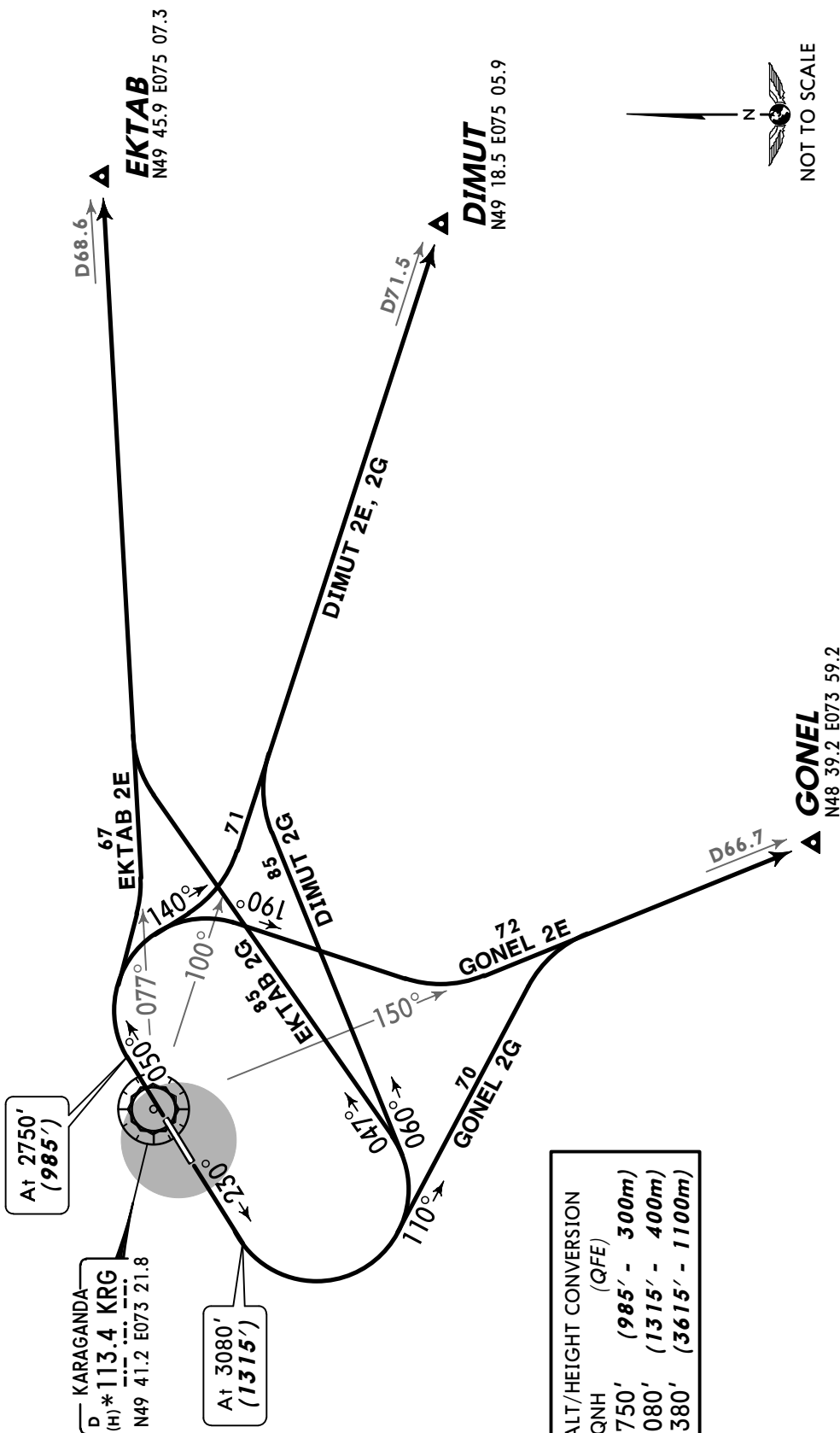


Apt Elev  
1765'

QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway entry points by ATC.



DIMUT 2E [DIMU2E], DIMUT 2G [DIMU2G]  
EKTAB 2E [EKTA2E], EKTAB 2G [EKTA2G]  
GONEL 2E [GONE2E], GONEL 2G [GONE2G]  
RWYS 05, 23 DEPARTURES  
BASED ON KRG



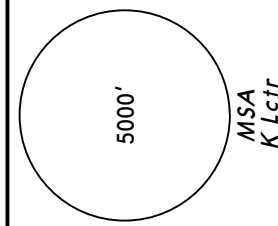
Apt Elev  
1765'QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway entry points by ATC.

## ROUTING

| SID      | RWY |
|----------|-----|
| AMELU 2D | 05  |
| AMELU 1K | 23  |
| BEDKA 2D | 05  |
| BEDKA 1K | 23  |
| NEDRO 2D | 05  |
| NEDRO 1K | 23  |

Climb to 2750' (985'), turn LEFT, 234° track, intercept 274° bearing from K to AMELU.  
Climb to 2430' (665'), turn RIGHT, 314° track, intercept 274° bearing from K to AMELU.  
Climb to 2750' (985'), turn LEFT, 259° track, intercept 299° bearing from K to BEDKA.  
Climb to 2430' (665'), turn RIGHT, 339° track, intercept 299° bearing from K to BEDKA.  
Climb to 2750' (985'), turn LEFT, 196° track, intercept 236° bearing from K to NEDRO.  
Climb to 2430' (665'), turn RIGHT, 236° track to NEDRO.

AMELU 2D [AMEL2D]  
AMELU 1K [AMEL1K]  
BEDKA 2D [BEDK2D]  
BEDKA 1K [BEDK1K]  
NEDRO 2D [NEDR2D]  
NEDRO 1K [NEDR1K]  
RWYS 05, 23 DEPARTURES  
BASED ON K



| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 2430' (665') - 200m   |
| 2750' (985') - 300m   |
| 4390' (2625') - 800m  |
| 5380' (3615') - 1100m |

① During flight activity at Taldy-Kuduk airport proceed via KR to AMELU and BEDKA. Cross KR at or above 4390' (2625').

**BEDKA**

N50 13.3 E072 15.8

**AMELU**

N49 52.9 E071 43.5

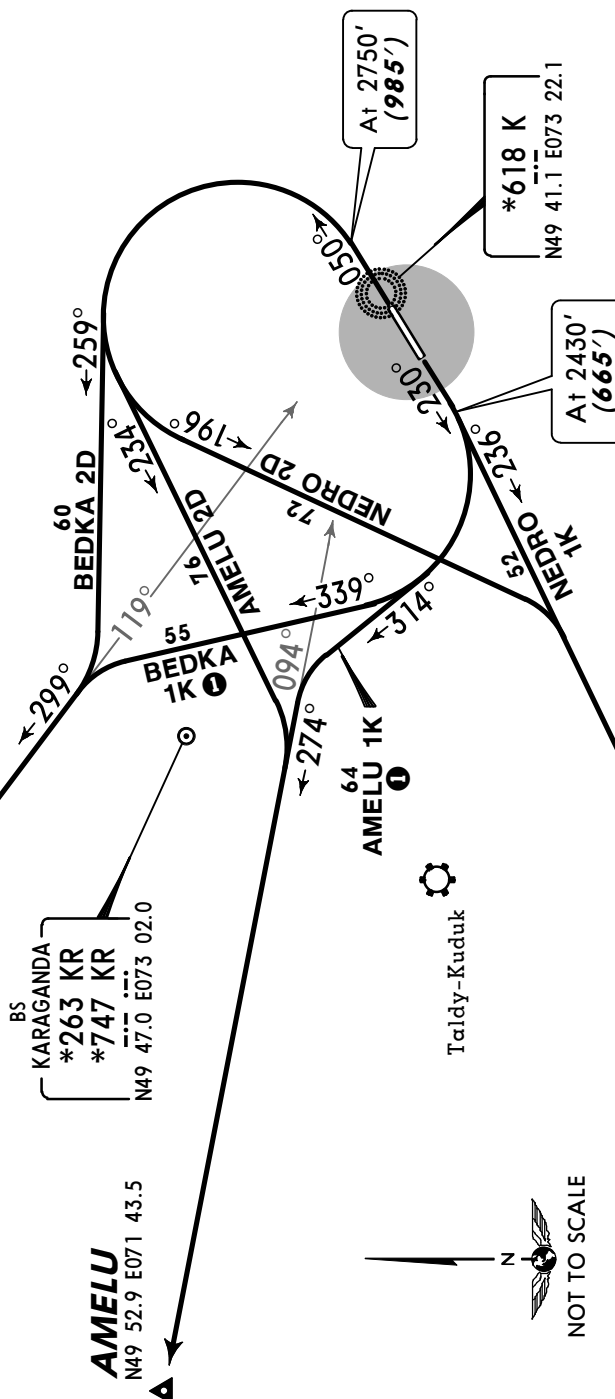
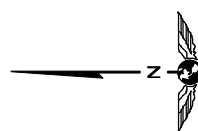
**NEDRO**

N49 16.4 E072 05.0

BS  
KARAGANDA  
\*263 KR  
\*747 KR  
N49 47.0 E073 02.0

Taldy-Kuduk

NOT TO SCALE





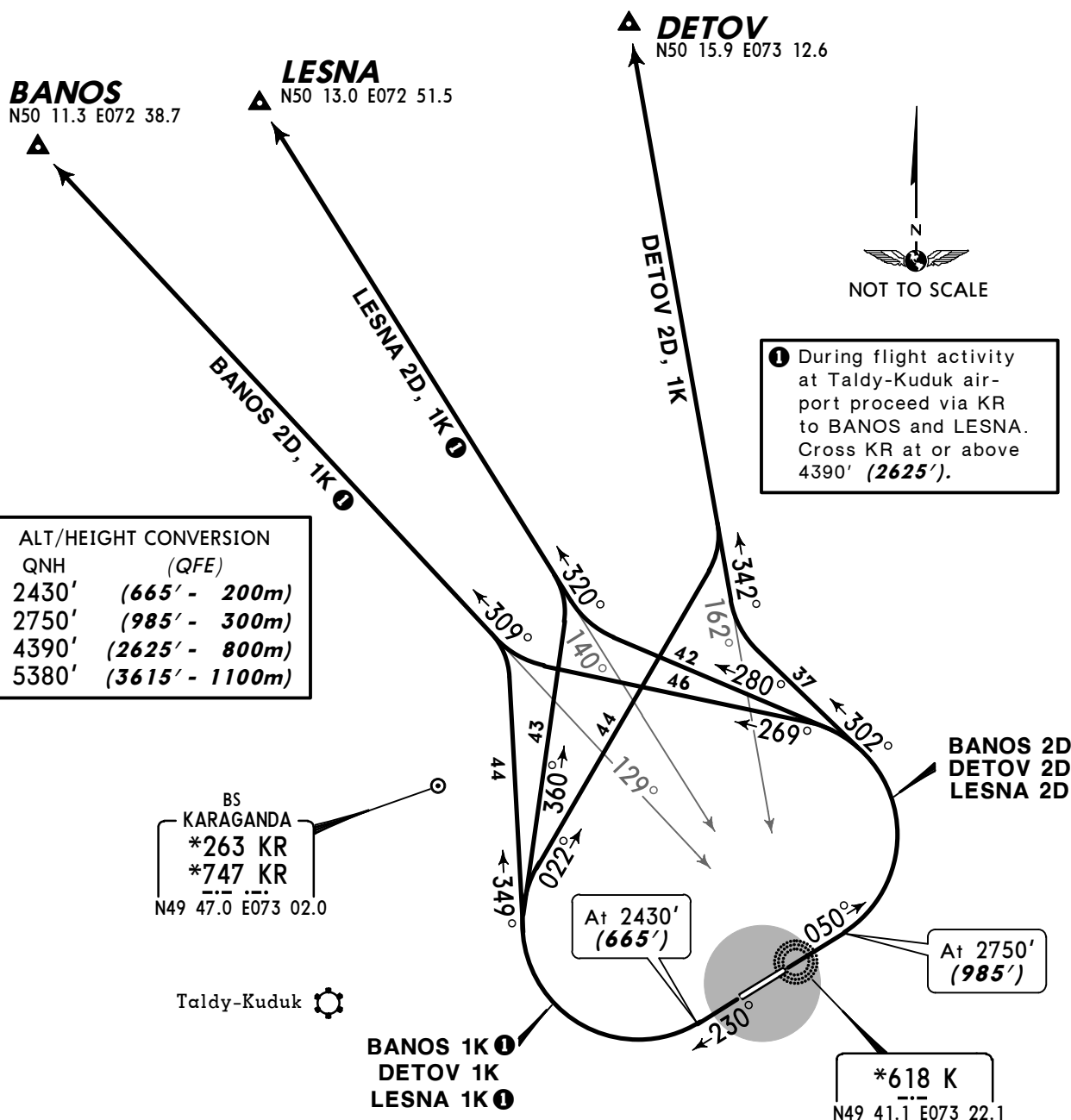


Apt Elev  
1765'QNH on request (QFE)  
Trans level: FL70 Trans alt: 5380' (3615')  
Crossing FL at airway entry points by ATC.

5000'

MSA  
K Lctr

BANOS 2D [BANO2D], BANOS 1K [BANO1K]  
DETOV 2D [DETO2D], DETOV 1K [DETO1K]  
LESNA 2D [LESN2D], LESNA 1K [LESN1K]  
RWYS 05, 23 DEPARTURES  
BASED ON K



| SID      | RWY | ROUTING                                                                                |
|----------|-----|----------------------------------------------------------------------------------------|
| BANOS 2D | 05  | Climb to 2750' (985'), turn LEFT, 269° track, intercept 309° bearing from K to BANOS.  |
| BANOS 1K | 23  | Climb to 2430' (665'), turn RIGHT, 349° track, intercept 309° bearing from K to BANOS. |
| DETOV 2D | 05  | Climb to 2750' (985'), turn LEFT, 302° track, intercept 342° bearing from K to DETOV.  |
| DETOV 1K | 23  | Climb to 2430' (665'), turn RIGHT, 022° track, intercept 342° bearing from K to DETOV. |
| LESNA 2D | 05  | Climb to 2750' (985'), turn LEFT, 280° track, intercept 320° bearing from K to LESNA.  |
| LESNA 1K | 23  | Climb to 2430' (665'), turn RIGHT, 360° track, intercept 320° bearing from K to LESNA. |

QNH on request **(QFE)**  
Trans level: FL70    Trans alt: 5380' **(3615')**  
Crossing FL at airway entry points by ATC.

MSA  
KRG VOR

**DETOV**  
N50 15.9 E073 12.6

**BANOS**  
N50 11.3 E072 38.7

**LESNA**  
▲ N50 13.0 E072 51.5

D37.4

**BANOS 2E, 2G**

LESNA 2E, 2G

**LESNA**  
**2G**  
**1**

**DETÖV 2G<sup>44</sup>**

**DETOV 2E**

**①** During flight activity at Taldy-Kuduk airport proceed via KR to BANOS and LESNA. Cross KR at or above 4390' (**2625'**).

BS  
KARAGANDA  
\*263 KR  
\*747 KR  
-- --  
N49 47.0 E073 02.0

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2430'                 | (665' - 200m)   |
| 2750'                 | (985' - 300m)   |
| 4390'                 | (2625' - 800m)  |
| 5380'                 | (3615' - 1100m) |



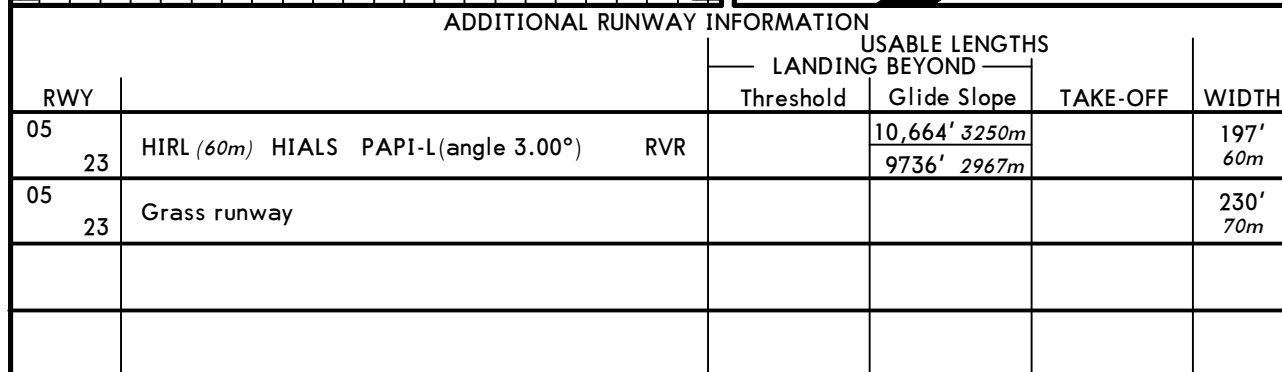
Taldy-Kuduk

At 2430'  
(665')

At 2750'  
(985')

KARAGANDA  
D  
(H)\* 113.4 KRG  
N49 41.2 E073 21.8

| SID             | RWY       | ROUTING                                                                      |
|-----------------|-----------|------------------------------------------------------------------------------|
| <b>BANOS 2E</b> | <b>05</b> | Climb to 2750' (985'), turn LEFT, 269° track, intercept KRG R-309 to BANOS.  |
| <b>BANOS 2G</b> | <b>23</b> | Climb to 2430' (665'), turn RIGHT, 349° track, intercept KRG R-309 to BANOS. |
| <b>DETOV 2E</b> | <b>05</b> | Climb to 2750' (985'), turn LEFT, 302° track, intercept KRG R-342 to DETOV.  |
| <b>DETOV 2G</b> | <b>23</b> | Climb to 2430' (665'), turn RIGHT, 022° track, intercept KRG R-342 to DETOV. |
| <b>LESNA 2E</b> | <b>05</b> | Climb to 2750' (985'), turn LEFT, 280° track, intercept KRG R-320 to LESNA.  |
| <b>LESNA 2G</b> | <b>23</b> | Climb to 2430' (665'), turn RIGHT, 360° track, intercept KRG R-320 to LESNA. |



|                   |               |               |               |
|-------------------|---------------|---------------|---------------|
|                   |               |               |               |
| TAKE-OFF          |               |               |               |
| AIR CARRIER (JAA) |               |               |               |
| All Rwys          |               |               |               |
|                   | DAY           |               | NIGHT         |
|                   | RL            | RCLM          | RL            |
| A                 | 400m <b>I</b> | 400m <b>I</b> | 400m <b>I</b> |
| B                 |               |               |               |
| C                 |               | 500m          | 400m          |
| D                 |               |               |               |

**1** LVP must be in force: 300m.

| STRAIGHT-IN RWY |         | A              | B              | C              | D              |
|-----------------|---------|----------------|----------------|----------------|----------------|
| 05              | ILS     | 1965'(200')    | 1965'(200')    | 1965'(200')    | 1965'(200')    |
|                 | FULL    | R550m/V800m    | R550m/V800m    | R550m/V800m    | R550m/V800m    |
|                 | Limited | R750m/V800m    | R750m/V800m    | R750m/V800m    | R750m/V800m    |
|                 | ALS out | 1200m          | 1200m          | 1200m          | 1200m          |
|                 | LOC     | NOT AUTH       | NOT AUTH       | NOT AUTH       | NOT AUTH       |
|                 | VOR ❶   | 2130'(365')    | 2130'(365')    | 2130'(365')    | 2130'(365')    |
|                 | ALS out | 1000m<br>1500m | 1000m<br>1500m | 1000m<br>1700m | 1400m<br>1700m |
| 23              | 2 NDB ❶ | 2130'(365')    | 2130'(365')    | 2130'(365')    | 2130'(365')    |
|                 | ALS out | 1000m<br>1500m | 1000m<br>1500m | 1000m<br>1700m | 1400m<br>1700m |
|                 | NDB ❶ ❷ | 2660'(895')    | 2660'(895')    | 2660'(895')    | 2660'(895')    |
|                 |         | 1500m          | 1500m          | 2400m          | 2400m          |
|                 | NDB ❸   | 2660'(895')    | 2660'(895')    | 2660'(895')    | 2660'(895')    |
|                 | ALS out | 3500m<br>4200m | 3500m<br>4200m | 3700m<br>4400m | 3700m<br>4400m |
|                 | ILS     | 1952'(200')    | 1952'(200')    | 1952'(200')    | 1952'(200')    |
|                 | FULL    | R550m/V800m    | R550m/V800m    | R550m/V800m    | R550m/V800m    |
|                 | Limited | R750m/V800m    | R750m/V800m    | R750m/V800m    | R750m/V800m    |
|                 | ALS out | 1200m          | 1200m          | 1200m          | 1200m          |
|                 | LOC     | NOT AUTH       | NOT AUTH       | NOT AUTH       | NOT AUTH       |
|                 | VOR ❶   | 2410'(658')    | 2410'(658')    | 2450'(698')    | 2450'(698')    |
|                 | ALS out | 1500m<br>1500m | 1500m<br>1500m | 2500m<br>3200m | 2500m<br>3200m |
|                 | 2 NDB ❶ | 2110'(358')    | 2110'(358')    | 2110'(358')    | 2110'(358')    |
|                 | ALS out | 900m<br>1500m  | 1000m<br>1500m | 1000m<br>1600m | 1400m<br>1600m |
|                 | NDB ❶ ❷ | 2540'(788')    | 2540'(788')    | 2540'(788')    | 2540'(788')    |
|                 |         | 1500m          | 1500m          | 2400m          | 2400m          |
|                 | NDB ❸   | 2540'(788')    | 2540'(788')    | 2540'(788')    | 2540'(788')    |
|                 | ALS out | 3100m<br>3800m | 3100m<br>3800m | 3300m<br>4000m | 3300m<br>4000m |

❶ Continuous Descent Final Approach

❷ with FMS

❸ w/o FMS

## TAKE-OFF RWY 05, 23

| DAY    |        |      | NIGHT  |
|--------|--------|------|--------|
| RL     | RCLM   | NIL  | RL     |
| 400m ❶ | 400m ❶ | 500m | 400m ❶ |
|        | 500m   |      | 400m   |
|        |        |      |        |

❶ LVP must be in force: 300m.

| STRAIGHT-IN RWY |         | A                   | B                   | C                   | D                   |
|-----------------|---------|---------------------|---------------------|---------------------|---------------------|
| 05              | ILS     | <b>1965'</b> (200') | <b>1965'</b> (200') | <b>1965'</b> (200') | <b>1965'</b> (200') |
|                 |         | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  |
|                 | ALS out | 1000m               | 1000m               | 1000m               | 1000m               |
|                 | LOC     | NOT                 | NOT                 | NOT                 | NOT                 |
|                 |         | AUTHORIZED          | AUTHORIZED          | AUTHORIZED          | AUTHORIZED          |
|                 | VOR DME | <b>2130'</b> (365') | <b>2130'</b> (365') | <b>2130'</b> (365') | <b>2130'</b> (365') |
|                 |         | <b>900m</b>         | <b>1000m</b>        | <b>1000m</b>        | <b>1400m</b>        |
|                 | ALS out | 1500m               | 1500m               | 1800m               | 2000m               |
|                 | 2 NDB   | <b>2130'</b> (365') | <b>2130'</b> (365') | <b>2130'</b> (365') | <b>2130'</b> (365') |
|                 |         | <b>900m</b>         | <b>1000m</b>        | <b>1000m</b>        | <b>1400m</b>        |
|                 | ALS out | 1500m               | 1500m               | 1800m               | 2000m               |
|                 | NDB     | <b>2660'</b> (895') | <b>2660'</b> (895') | <b>2660'</b> (895') | <b>2660'</b> (895') |
|                 |         | <b>1200m</b>        | <b>1400m</b>        | <b>1400m</b>        | <b>1800m</b>        |
|                 | ALS out | 1500m               | 1500m               | 2000m               | 2000m               |
| 23              | ILS     | <b>1952'</b> (200') | <b>1952'</b> (200') | <b>1952'</b> (200') | <b>1952'</b> (200') |
|                 |         | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  | <b>R550m/V800m</b>  |
|                 | ALS out | 1000m               | 1000m               | 1000m               | 1000m               |
|                 | LOC     | NOT                 | NOT                 | NOT                 | NOT                 |
|                 |         | AUTHORIZED          | AUTHORIZED          | AUTHORIZED          | AUTHORIZED          |
|                 | VOR DME | <b>2410'</b> (658') | <b>2410'</b> (658') | <b>2450'</b> (698') | <b>2450'</b> (698') |
|                 |         | <b>1200m</b>        | <b>1400m</b>        | <b>1400m</b>        | <b>1800m</b>        |
|                 | ALS out | 1500m               | 1500m               | 2000m               | 2000m               |
|                 | 2 NDB   | <b>2090'</b> (338') | <b>2090'</b> (338') | <b>2090'</b> (338') | <b>2090'</b> (338') |
|                 |         | <b>900m</b>         | <b>1000m</b>        | <b>1000m</b>        | <b>1400m</b>        |
|                 | ALS out | 1500m               | 1500m               | 1800m               | 2000m               |
|                 | NDB     | <b>2540'</b> (788') | <b>2540'</b> (788') | <b>2540'</b> (788') | <b>2540'</b> (788') |
|                 |         | <b>1200m</b>        | <b>1400m</b>        | <b>1400m</b>        | <b>1800m</b>        |
|                 | ALS out | 1500m               | 1500m               | 2000m               | 2000m               |

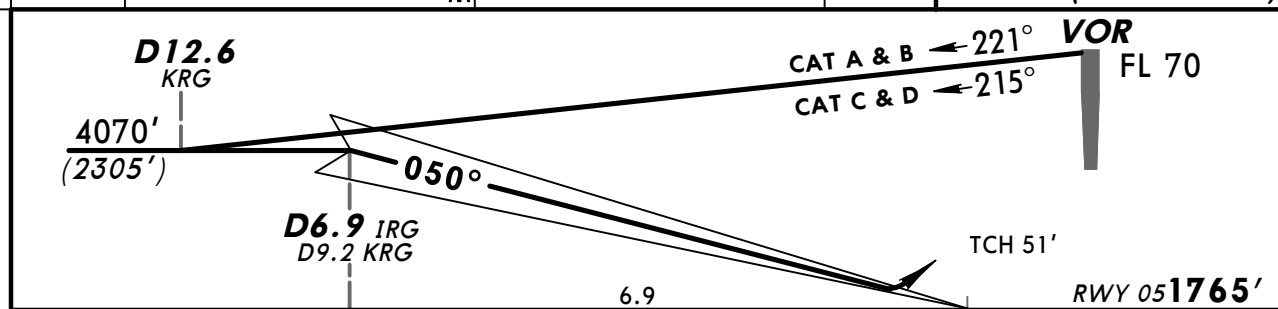
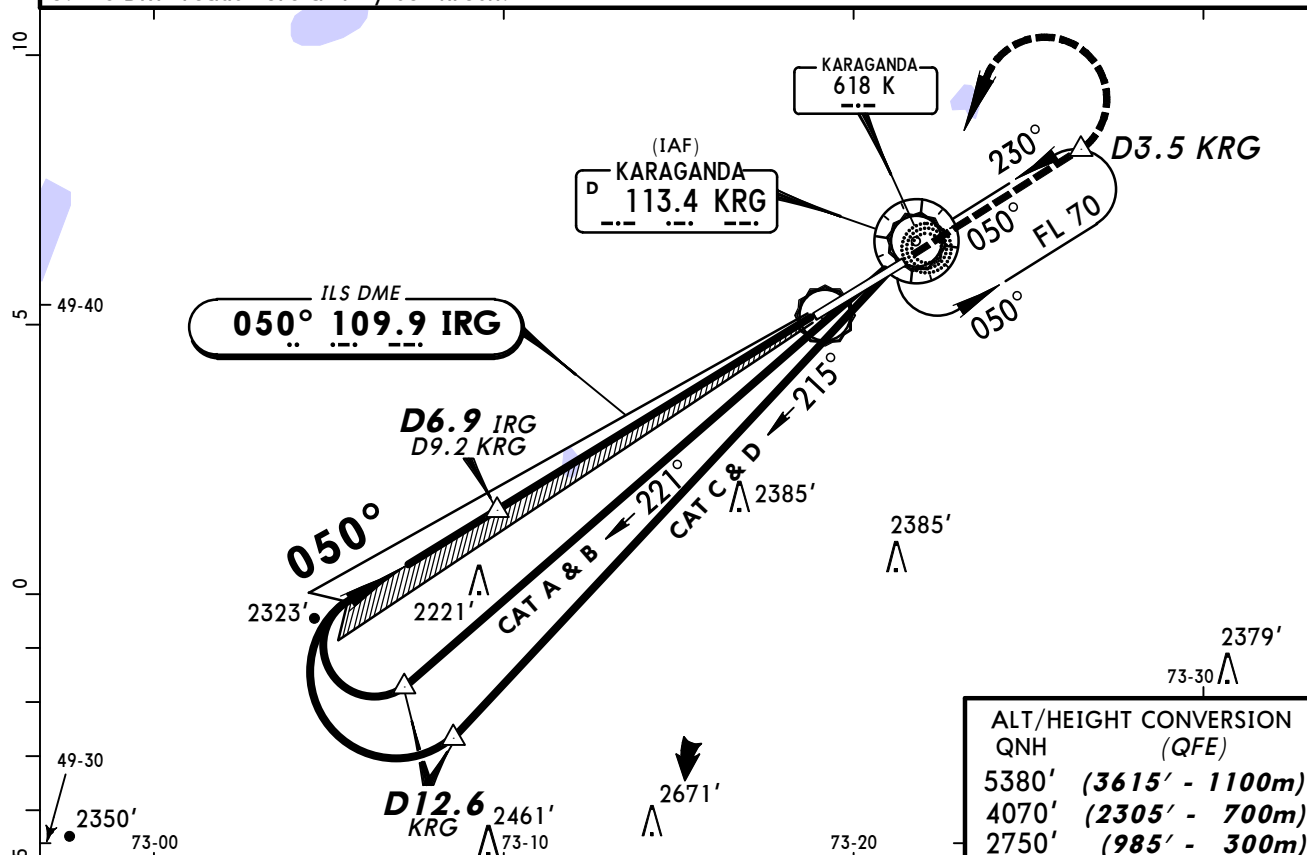
## TAKE-OFF RWY 05, 23

| DAY           |               |      | NIGHT         |
|---------------|---------------|------|---------------|
| RL            | RCLM          | NIL  | RL            |
| 400m <b>I</b> | 400m <b>I</b> | 500m | 400m <b>I</b> |
|               | 500m          |      | 400m          |
|               |               |      |               |

**I** LVP must be in force: 300m.

BRIEFING STRIP

|                                                                                                                                                  |                           |                                 |                              |                            |                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|------------------------------|----------------------------|-----------------------------------------|
| *KARAGANDA Approach                                                                                                                              |                           | *KARAGANDA Tower                |                              | *Ground                    |                                         |
| 122.0                                                                                                                                            |                           | 118.3                           |                              | 118.3                      |                                         |
| LOC<br>IRG<br>109.9                                                                                                                              | Final<br>Apch Crs<br>050° | GS<br>D6.9 IRG<br>4070' (2305') | ILS<br>DA(H)<br>1965' (200') | Apt Elev 1765'<br>RWY1765' | <div>5000'</div> <div>MSA KRG VOR</div> |
| MISSED APCH: Climb on 050° to 2750' (985') or above to D3.5 KRG, then turn LEFT to VOR. Climb initially to 4070' (2305'), then as directed.      |                           |                                 |                              |                            |                                         |
| MISSED APCH WITH COMM FAILURE: Climb to FL 70 to VOR and join holding. Turns restricted to MAX 225 KT.                                           |                           |                                 |                              |                            |                                         |
| Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5380' (3615')                                                            |                           |                                 |                              |                            |                                         |
| 1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final.<br>3. ILS DME reads zero at rwy 05 thresh. |                           |                                 |                              |                            |                                         |



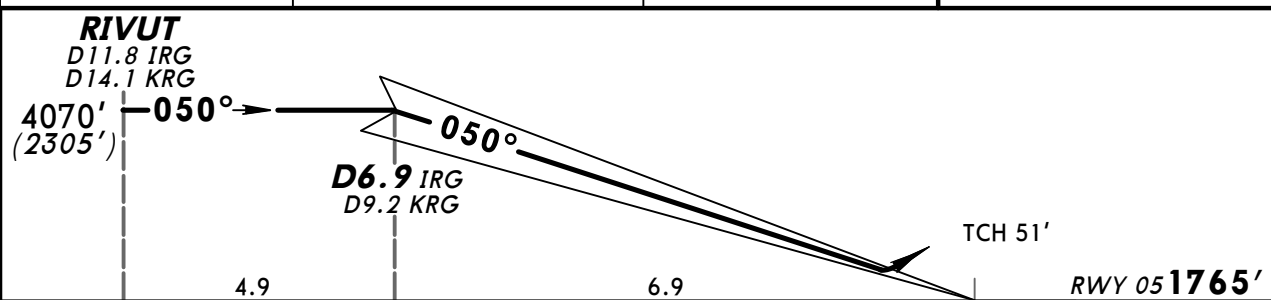
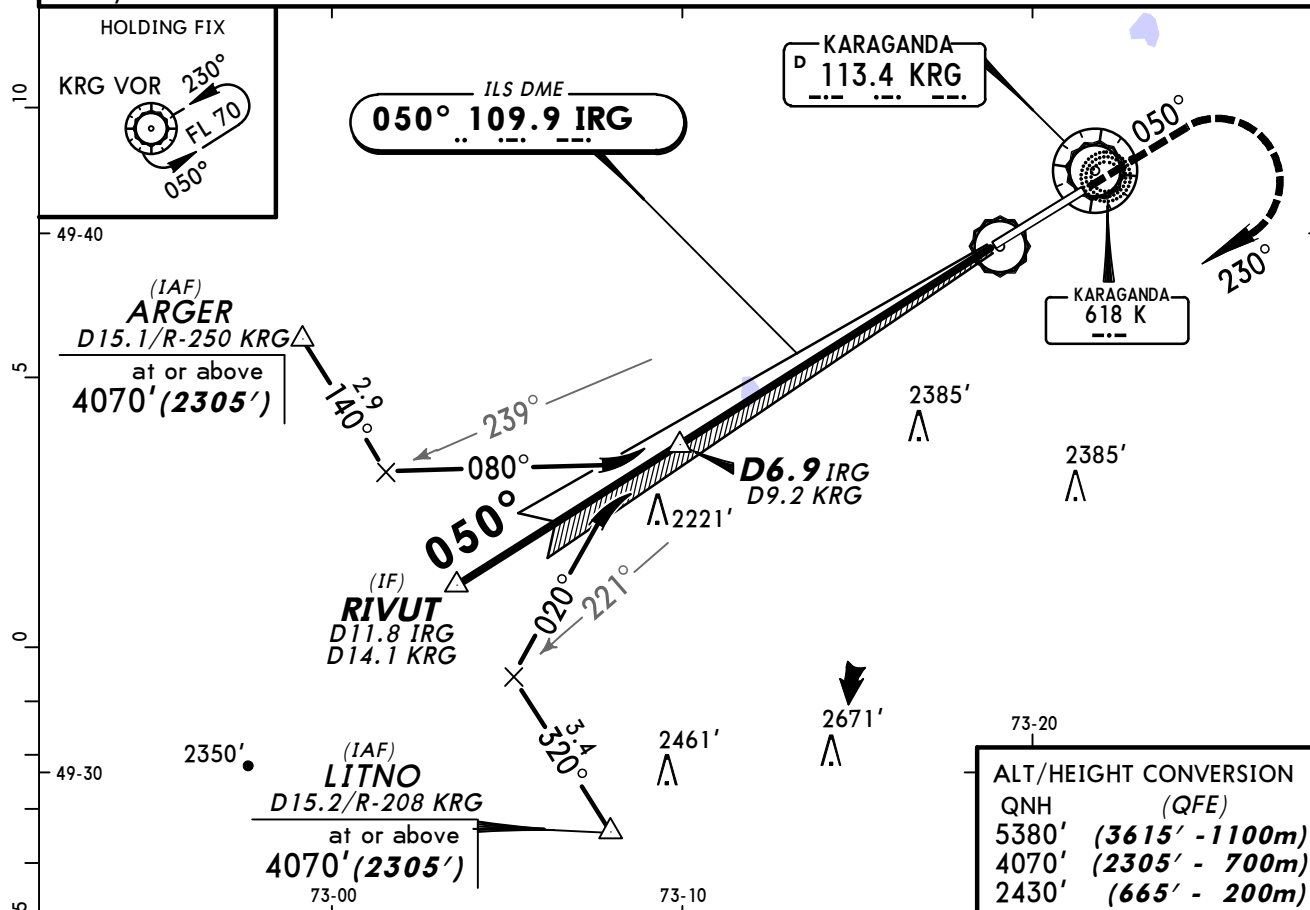
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|---------------|-------|-----|-----|-----|-----|-----|-------|--|-----------------|------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS |  | 2750' (985') on | 050° | D3.5 KRG |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI  |  | or above        |      |          |
|               |       |     |     |     |     |     |       |  |                 |      |          |
|               |       |     |     |     |     |     |       |  |                 |      |          |

| STRAIGHT-IN LANDING RWY 05 |                      |              |                |
|----------------------------|----------------------|--------------|----------------|
| ILS                        |                      | LOC (GS out) |                |
| DA(H) 1965' (200')         |                      |              |                |
| FULL                       | ALS out              |              |                |
| A                          |                      |              |                |
| B                          |                      |              |                |
| C                          | RVR 720m<br>VIS 800m | 1200m        | NOT AUTHORIZED |
| D                          |                      |              |                |

|                            |                                  |                                        |                              |                                    |                                             |
|----------------------------|----------------------------------|----------------------------------------|------------------------------|------------------------------------|---------------------------------------------|
| *KARAGANDA Approach        |                                  | *KARAGANDA Tower                       |                              | *Ground                            | <div>5000'</div> <div>MSA<br/>KRG VOR</div> |
| 122.0                      |                                  | 118.3                                  |                              | 118.3                              |                                             |
| LOC<br>IRG<br><b>109.9</b> | Final<br>Apch Crs<br><b>050°</b> | GS<br><b>D6.9 IRG</b><br>4070' (2305') | ILS<br>DA(H)<br>1965' (200') | Apt Elev 1765'<br><b>RWY 1765'</b> |                                             |

**MISSED APCH:** Climb on 050° to 2430' (665'), then turn RIGHT onto 230° climbing to 4070' (2305'), then as directed.  
Do not turn before passing ABEAM VOR.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5380' (3615')  
**1. RADAR required.** 2. Heavy turbulence and windshear may be expected on final. 3. ILS DME reads zero at rwy 05 thresh.

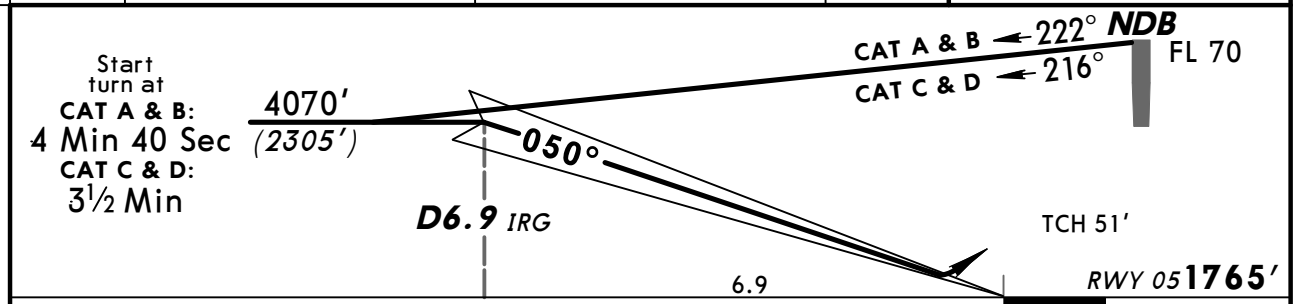
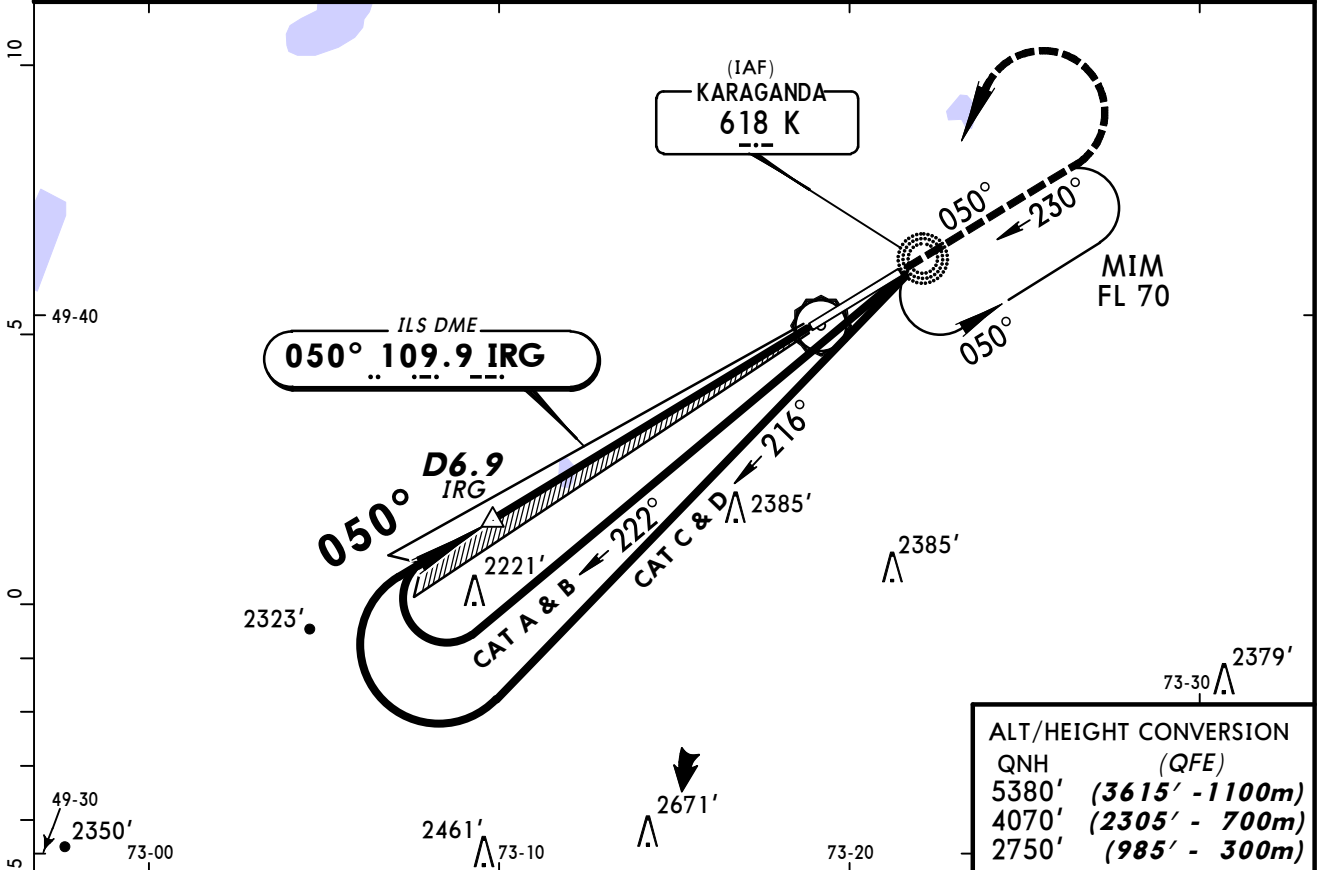


|               |       |     |     |     |     |     |                                                                           |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <div>HIALS</div> <div>PAPI</div> <div>2430' (665') on or above 050°</div> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                           |
|               |       |     |     |     |     |     |                                                                           |

| STRAIGHT-IN LANDING RWY 05 |                      |              |                |
|----------------------------|----------------------|--------------|----------------|
| ILS                        |                      | LOC (GS out) |                |
| DA(H) 1965' (200')         |                      |              |                |
| FULL                       | ALS out              |              |                |
| A                          |                      |              |                |
| B                          |                      |              |                |
| C                          | RVR 720m<br>VIS 800m | 1200m        | NOT AUTHORIZED |
| D                          |                      |              |                |

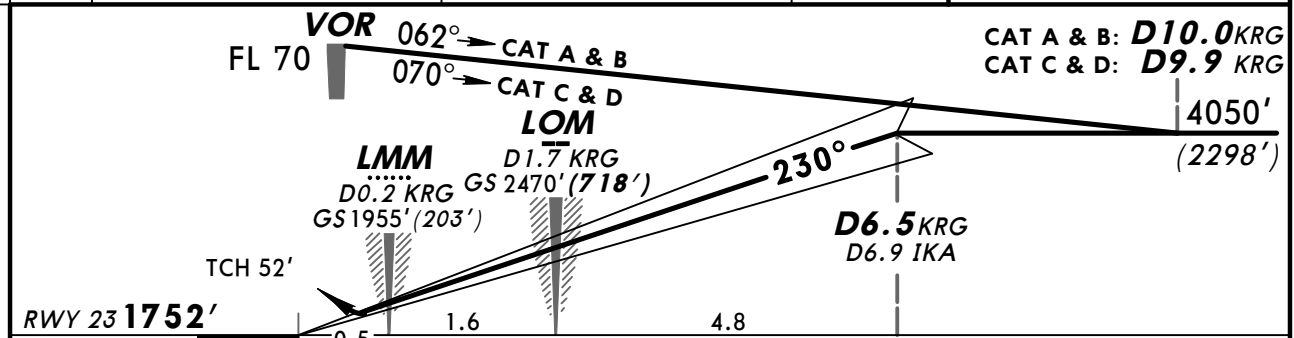
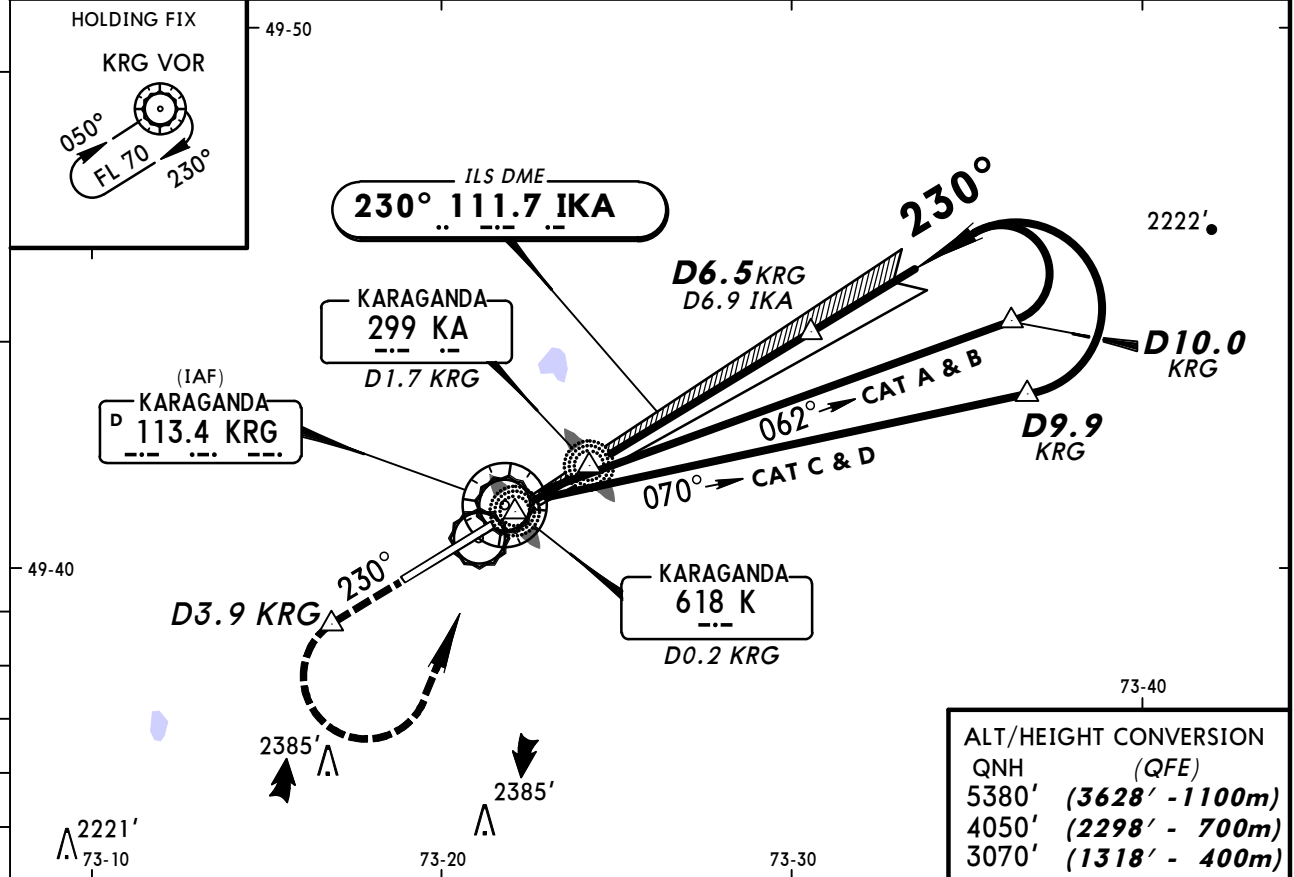


|                                                                                                                                                                             |                           |                                 |                              |                             |  |                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|------------------------------|-----------------------------|--|-------------------------------------------|
| *KARAGANDA Approach                                                                                                                                                         |                           | *KARAGANDA Tower                |                              | *Ground                     |  | <div>5000'</div> <div>MSA<br/>K NDB</div> |
| 122.0                                                                                                                                                                       |                           | 118.3                           |                              | 118.3                       |  |                                           |
| LOC<br>IRG<br>109.9                                                                                                                                                         | Final<br>Apch Crs<br>050° | GS<br>D6.9 IRG<br>4070' (2305') | ILS<br>DA(H)<br>1965' (200') | Apt Elev 1765'<br>RWY 1765' |  |                                           |
| MISSED APCH: Climb on 050° to 2750' (985') or above. After passing NDB maintain 050° for 1½ Min, then turn LEFT to NDB. Climb initially to 4070' (2305'), then as directed. |                           |                                 |                              |                             |  |                                           |
| MISSED APCH WITH COMM FAILURE: Climb to FL 70 to NDB and join holding. Turns restricted to MAX 225 KT.                                                                      |                           |                                 |                              |                             |  |                                           |
| Alt Set: MM (hPa on req)                                                                                                                                                    |                           | QNH on req (QFE)                |                              | Trans level: FL 70          |  | Trans alt: 5380' (3615')                  |
| 1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final.                                                                       |                           |                                 |                              |                             |  |                                           |
| 3. ILS DME reads zero at rwy 05 thresh.                                                                                                                                     |                           |                                 |                              |                             |  |                                           |



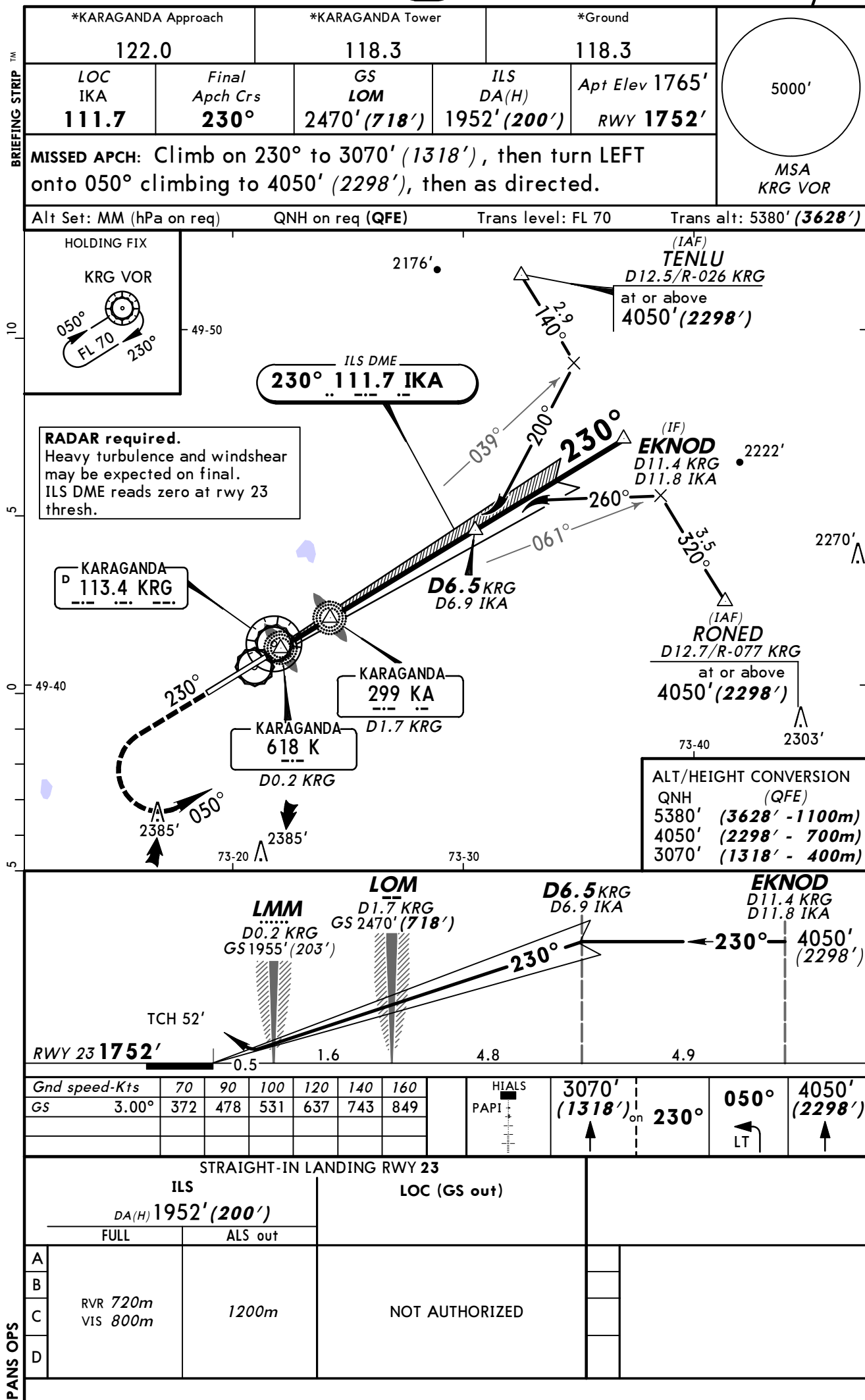
|                            |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
|----------------------------|----------------------|---------|-------|--------------|----------------|-----|-----|--|-------------------------------------------------|-------------------------------------------------------------------------------|
| Gnd speed-Kts              |                      | 70      | 90    | 100          | 120            | 140 | 160 |  | <div>HIALS<br/><div></div><div>PAPI</div></div> | <div>2750'<br/>(985')</div> <div>or above</div> <div>on</div> <div>050°</div> |
| Gs 3.00°                   |                      | 372     | 478   | 531          | 637            | 743 | 849 |  |                                                 |                                                                               |
|                            |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
|                            |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
| STRAIGHT-IN LANDING RWY 05 |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
| ILS                        |                      |         |       | LOC (GS out) |                |     |     |  |                                                 |                                                                               |
| DA(H) 1965' (200')         |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
| FULL                       |                      | ALS out |       |              |                |     |     |  |                                                 |                                                                               |
| A                          | RVR 720m<br>VIS 800m |         | 1200m |              | NOT AUTHORIZED |     |     |  |                                                 |                                                                               |
| B                          |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
| C                          |                      |         |       |              |                |     |     |  |                                                 |                                                                               |
| D                          |                      |         |       |              |                |     |     |  |                                                 |                                                                               |

|                                                                                                                                                                                                                                                                           |                           |                           |                              |                             |  |                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|------------------------------|-----------------------------|--|---------------------------------------------|
| *KARAGANDA Approach                                                                                                                                                                                                                                                       |                           | *KARAGANDA Tower          |                              | *Ground                     |  | <div>5000'</div> <div>MSA<br/>KRG VOR</div> |
| 122.0                                                                                                                                                                                                                                                                     |                           | 118.3                     |                              | 118.3                       |  |                                             |
| LOC<br>IKA<br>111.7                                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>230° | GS<br>LOM<br>2470' (718') | ILS<br>DA(H)<br>1952' (200') | Apt Elev 1765'<br>RWY 1752' |  |                                             |
| <div>MISSED APCH: Climb on 230° to 3070' (1318') or above to D3.9 KRG, then turn LEFT to VOR. Climb initially to 4050' (2298'), then as directed.</div> <div>MISSED APCH WITH COMM FAILURE: Climb to FL 70 to VOR and join holding. Turns restricted to MAX 225 KT.</div> |                           |                           |                              |                             |  |                                             |
| Alt Set: MM (hPa on req)                                                                                                                                                                                                                                                  |                           | QNH on req (QFE)          |                              | Trans level: FL 70          |  |                                             |
| Trans alt: 5380' (3628')                                                                                                                                                                                                                                                  |                           |                           |                              |                             |  |                                             |
| 1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final.                                                                                                                                                                     |                           |                           |                              |                             |  |                                             |
| 3. ILS DME reads zero at rwy 23 thresh.                                                                                                                                                                                                                                   |                           |                           |                              |                             |  |                                             |



|               |       |     |     |     |     |     |                                               |                                                   |                     |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------------------------------|---------------------------------------------------|---------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <div> <div>HIALS</div> <div>PAPI</div> </div> | <div>3070' (1318') or above</div> <div>230°</div> | <div>D3.9 KRG</div> |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                               |                                                   |                     |
|               |       |     |     |     |     |     |                                               |                                                   |                     |

| STRAIGHT-IN LANDING RWY 23 |                      |         |       |              |                |  |  |  |  |
|----------------------------|----------------------|---------|-------|--------------|----------------|--|--|--|--|
| ILS                        |                      |         |       | LOC (GS out) |                |  |  |  |  |
| <i>DA(H)</i> 1952' (200')  |                      |         |       |              |                |  |  |  |  |
| FULL                       |                      | ALS out |       |              |                |  |  |  |  |
| A                          | RVR 720m<br>VIS 800m |         | 1200m |              | NOT AUTHORIZED |  |  |  |  |
| B                          |                      |         |       |              |                |  |  |  |  |
| C                          |                      |         |       |              |                |  |  |  |  |
| D                          |                      |         |       |              |                |  |  |  |  |



5000'

MSA

KRG VOR

MISSED APCH: Climb on 230° to 3070' (1318'), then turn LEFT onto 050° climbing to 4050' (2298'), then as directed.

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 70

Trans alt: 5380' (3628')

HOLDING FIX

KRG VOR

050°

FL 70

230°

2176'

ILS DME

230° 111.7 IKA

(IAF)

TENLU

D12.5/R-026 KRG

at or above 4050' (2298')

140°

200°

230°

(IF)

EKNOD

D11.4 KRG

D11.8 IKA

2222'

260°

061°

(IAF)

RONED

D12.7/R-077 KRG

at or above 4050' (2298')

2270'

230°

KARAGANDA

113.4 KRG

230°

050°

KARAGANDA

299 KA

D1.7 KRG

2385'

73-20

KARAGANDA

618 K

D0.2 KRG

2385'

73-30

ALT/HEIGHT CONVERSION

QNH (QFE)

5380' (3628' - 1100m)

4050' (2298' - 700m)

3070' (1318' - 400m)

LMM

D0.2 KRG

GS 1955' (203')

LOM

D1.7 KRG

GS 2470' (718')

D6.5 KRG

D6.9 IKA

EKNOD

D11.4 KRG

D11.8 IKA

TCH 52'

RWY 23 1752'

0.5

1.6

4.8

4.9

Gnd speed-Kts

70 90 100 120 140 160

GS

3.00° 372 478 531 637 743 849

HIALS

PAPI

3070' (1318')

on 230°

050°

LT

4050' (2298')

↑

STRAIGHT-IN LANDING RWY 23

ILS

DA(H) 1952' (200')

FULL

ALS out

LOC (GS out)

A

B

C

D

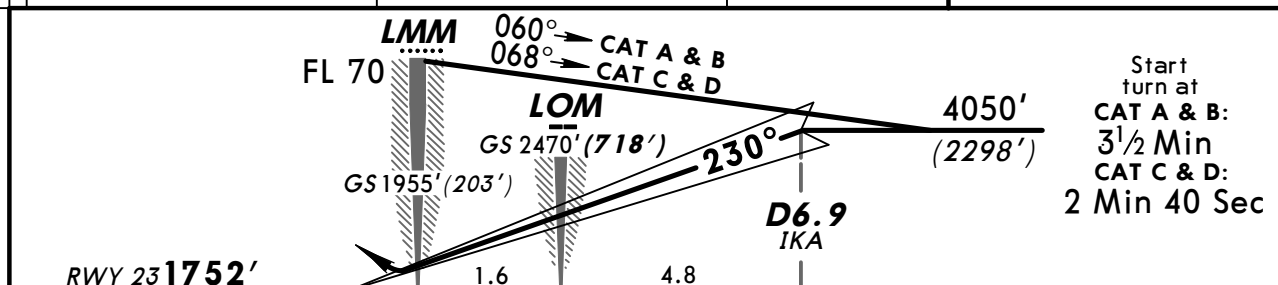
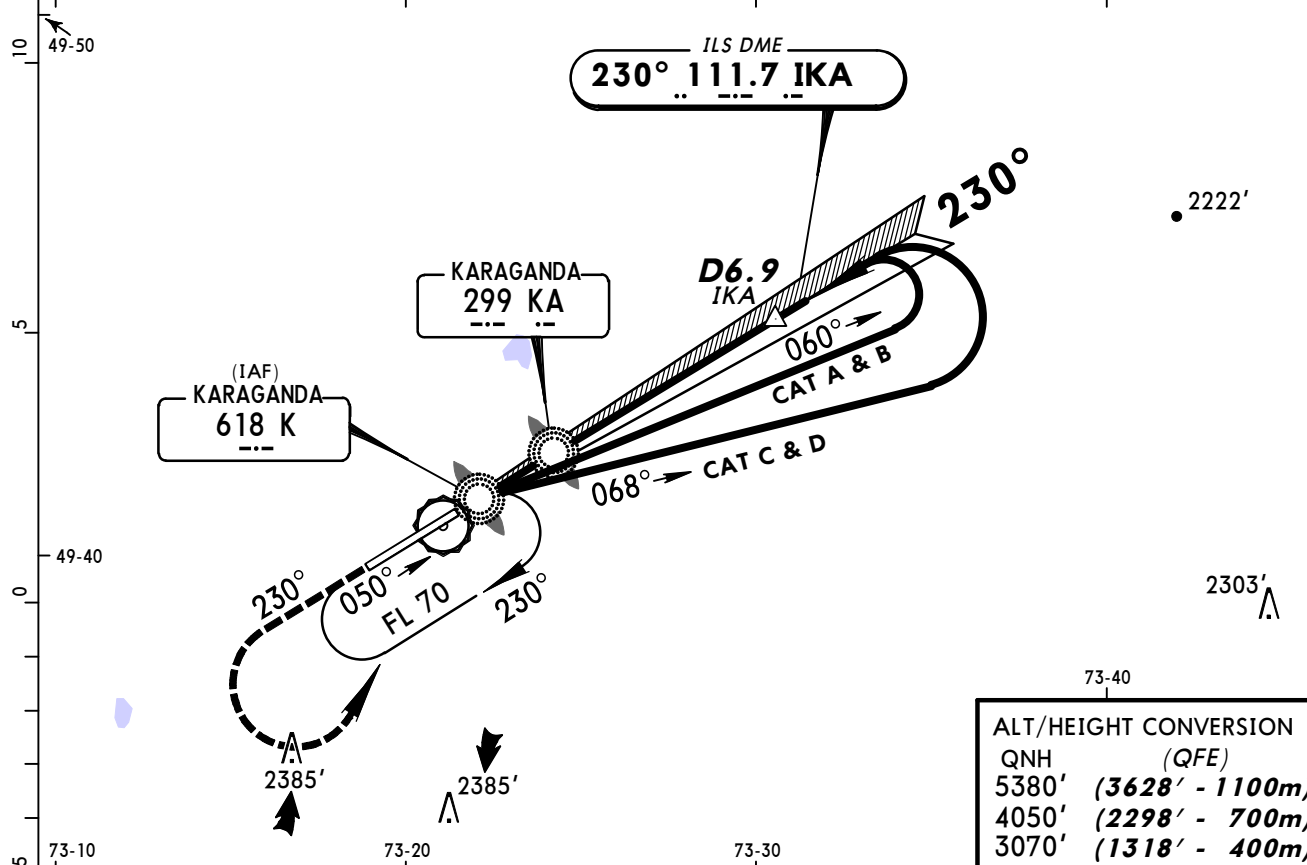
RVR 720m

VIS 800m

1200m

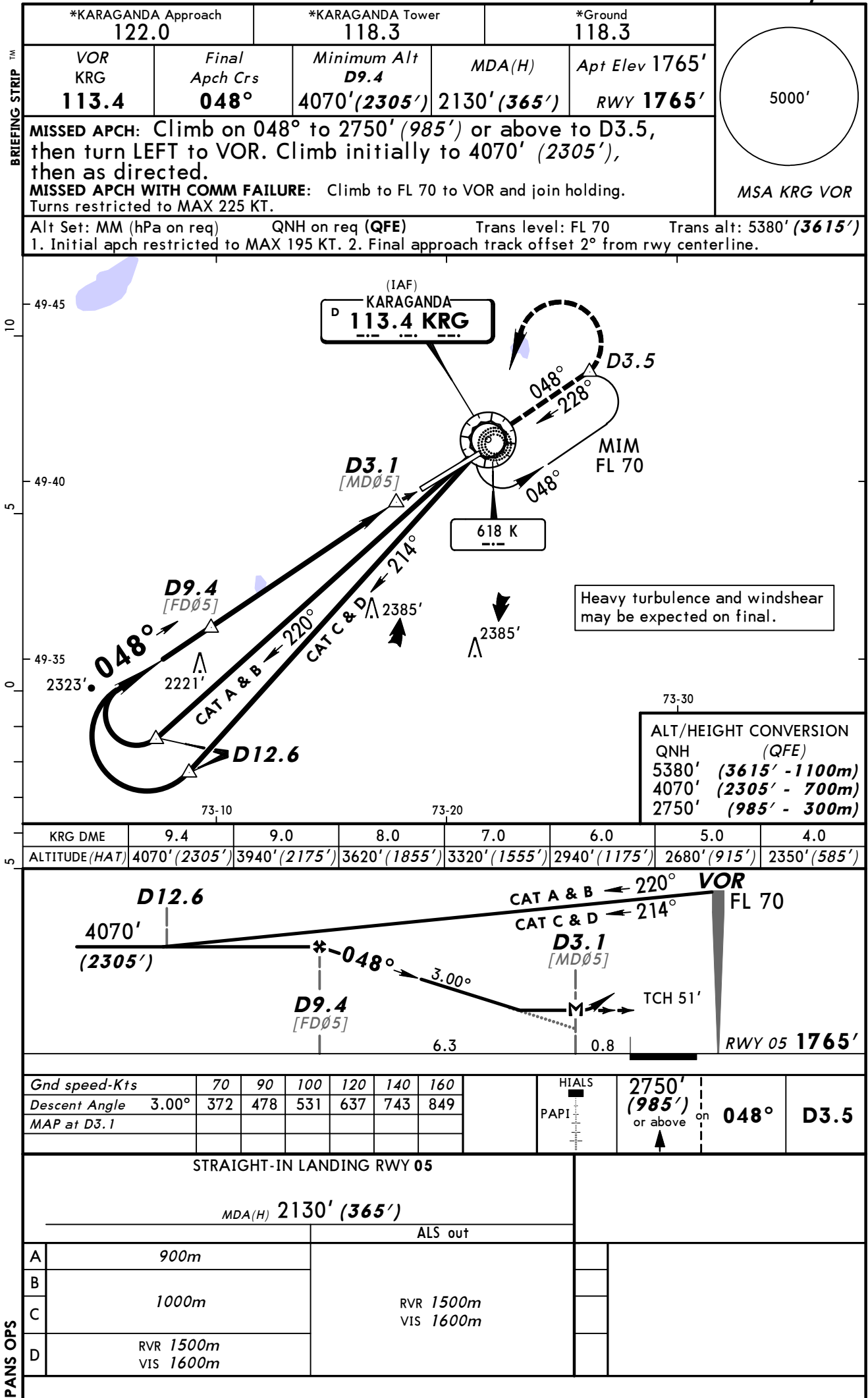
NOT AUTHORIZED

|                                                                                                                                                                                 |                           |                           |                              |                             |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|------------------------------|-----------------------------|---------------------------------------|
| *KARAGANDA Approach                                                                                                                                                             |                           | *KARAGANDA Tower          |                              | *Ground                     |                                       |
| 122.0                                                                                                                                                                           |                           | 118.3                     |                              | 118.3                       |                                       |
| LOC<br>IKA<br>111.7                                                                                                                                                             | Final<br>Apch Crs<br>230° | GS<br>LOM<br>2470' (718') | ILS<br>DA(H)<br>1952' (200') | Apt Elev 1765'<br>RWY 1752' | <div>5000'</div> <div>MSA K NDB</div> |
| MISSED APCH: Climb on 230° to 3070' (1318') or above. After passing K NDB maintain 230° for 1 Min, then turn LEFT to K NDB. Climb initially to 4050' (2298'), then as directed. |                           |                           |                              |                             |                                       |
| MISSED APCH WITH COMM FAILURE: Climb to FL 70 to K NDB and join holding. Turns restricted to MAX 225 KT.                                                                        |                           |                           |                              |                             |                                       |
| Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5380' (3628')                                                                                           |                           |                           |                              |                             |                                       |
| 1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final. 3. ILS DME reads zero at rwy 23 threshold.                                |                           |                           |                              |                             |                                       |

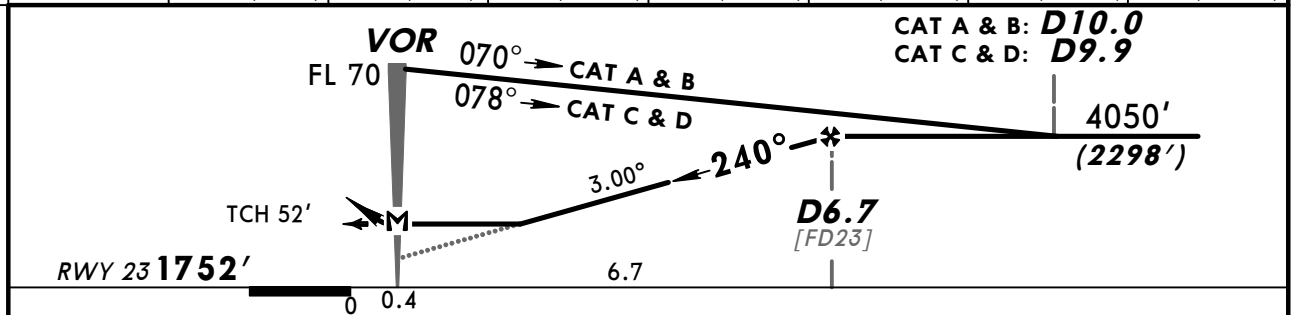
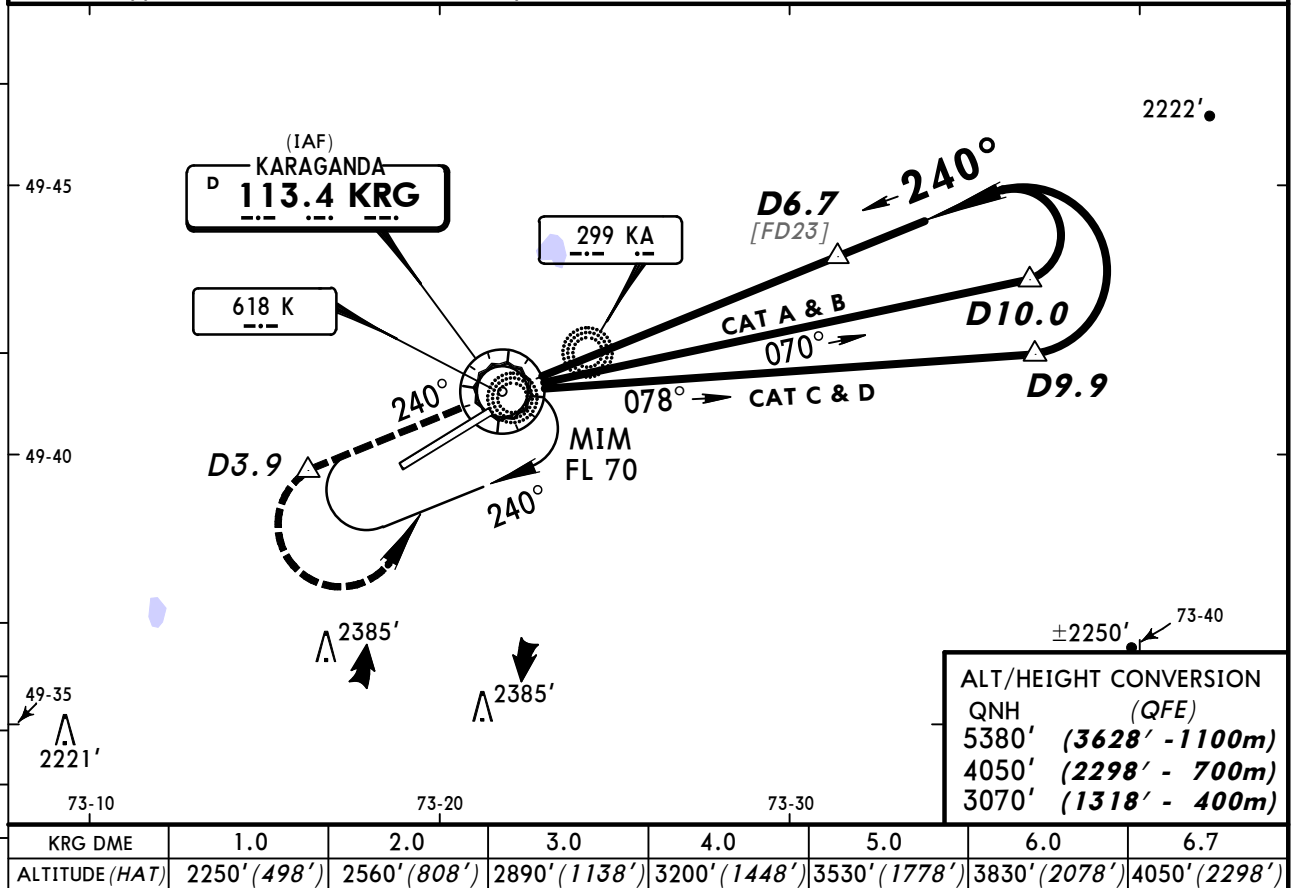


| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br><div>3070' (1318') or above on 230°</div> |
|---------------|-------|-----|-----|-----|-----|-----|------------------------------------------------------------|
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                            |
|               |       |     |     |     |     |     |                                                            |

| STRAIGHT-IN LANDING RWY 23 |                      |              |                |  |  |
|----------------------------|----------------------|--------------|----------------|--|--|
| ILS                        |                      | LOC (GS out) |                |  |  |
| DA(H) 1952' (200')         |                      |              |                |  |  |
| FULL                       | ALS out              |              |                |  |  |
| A                          |                      |              |                |  |  |
| B                          |                      |              |                |  |  |
| C                          | RVR 720m<br>VIS 800m | 1200m        | NOT AUTHORIZED |  |  |
| D                          |                      |              |                |  |  |



|                                                                                                                                                |                           |                                     |                                |                             |  |                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|--------------------------------|-----------------------------|--|---------------------------------------------|
| *KARAGANDA Approach                                                                                                                            |                           | *KARAGANDA Tower                    |                                | *Ground                     |  | <div>5000'</div> <div>MSA<br/>KRG VOR</div> |
| 122.0                                                                                                                                          |                           | 118.3                               |                                | 118.3                       |  |                                             |
| VOR<br>KRG<br>113.4                                                                                                                            | Final<br>Apch Crs<br>240° | Minimum Alt<br>D6.7<br>4050'(2298') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 1765'<br>RWY 1752' |  |                                             |
| MISSED APCH: Climb on 240° to 3070' (1318') or above to D3.9,<br>then turn LEFT to VOR. Climb initially to 4050' (2298'),<br>then as directed. |                           |                                     |                                |                             |  |                                             |
| MISSED APCH WITH COMM FAILURE: Climb to FL 70 to VOR and join holding.<br>Turns restricted to MAX 225 KT.                                      |                           |                                     |                                |                             |  |                                             |
| Alt Set: MM (hPa on req)                                                                                                                       |                           | QNH on req (QFE)                    |                                | Trans level: FL 70          |  | Trans alt: 5380' (3628')                    |
| 1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final.                                          |                           |                                     |                                |                             |  |                                             |
| 3. Final approach track offset 10° from rwy centerline.                                                                                        |                           |                                     |                                |                             |  |                                             |

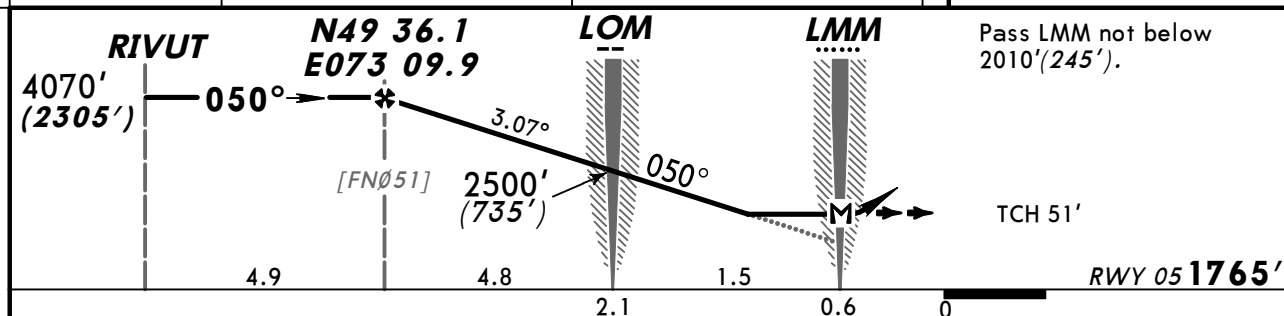
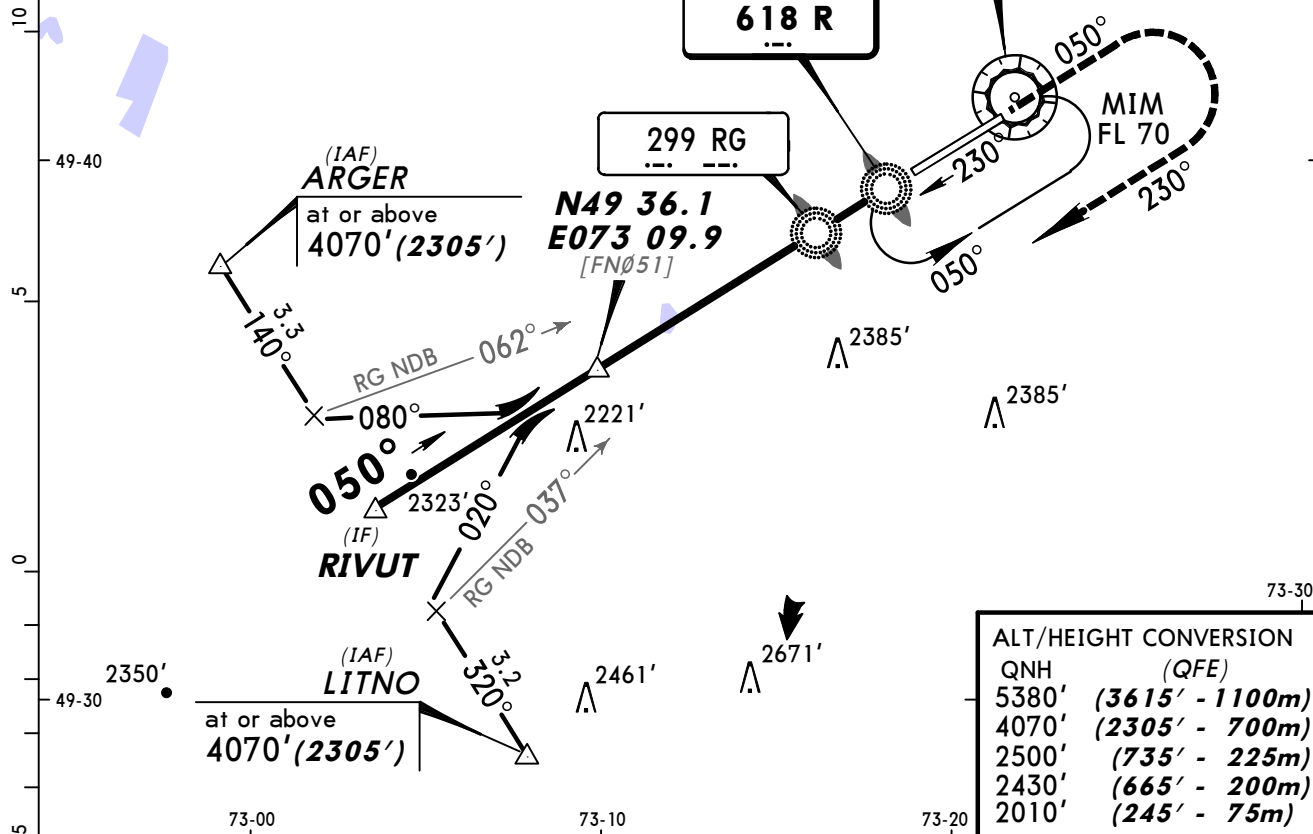


|                                                                           |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
|---------------------------------------------------------------------------|-------|-----|-----|-----|-----|------------------------|-----|--|----------------------------------|---------------------------------------------------------------------------------------|-----------------|
| Gnd speed-Kts                                                             |       | 70  | 90  | 100 | 120 | 140                    | 160 |  | <div>HIALS</div> <div>PAPI</div> | <div>3070'</div> <div>(1318')</div> <div>or above</div> <div>on</div> <div>240°</div> | <div>D3.9</div> |
| Descent Angle 3.00°                                                       |       | 372 | 478 | 531 | 637 | 743                    | 849 |  |                                  |                                                                                       |                 |
| MAP at VOR                                                                |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
|                                                                           |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
| STRAIGHT-IN LANDING RWY 23                                                |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
| <div>MDA(H)</div> <div>AB: 2410' (658')</div> <div>CD: 2450' (698')</div> |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
|                                                                           |       |     |     |     |     | ALS out                |     |  |                                  |                                                                                       |                 |
| A                                                                         | 1200m |     |     |     |     | RVR 1500m<br>VIS 1600m |     |  |                                  |                                                                                       |                 |
| B                                                                         | 1400m |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
| C                                                                         |       |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |
| D                                                                         | 1800m |     |     |     |     |                        |     |  |                                  |                                                                                       |                 |



**BRIFFING STRIP**™

**1. RADAR required.** 2. Heavy turbulence and windshear may be expected on final.



|                            |     |     |     |     |     |     |                                                                                      |                                                                                       |                                                                                       |                                                                                       |
|----------------------------|-----|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |  |  |  |  |
| <i>Descent Angle</i> 3.07° | 380 | 489 | 543 | 652 | 760 | 869 |                                                                                      |                                                                                       |                                                                                       |                                                                                       |
| <i>MAP at LMM</i>          |     |     |     |     |     |     |                                                                                      |                                                                                       |                                                                                       |                                                                                       |
|                            |     |     |     |     |     |     |                                                                                      |                                                                                       |                                                                                       |                                                                                       |

STRAIGHT-IN LANDING RWY 05

*MDA(H)* 2130' (365')

---

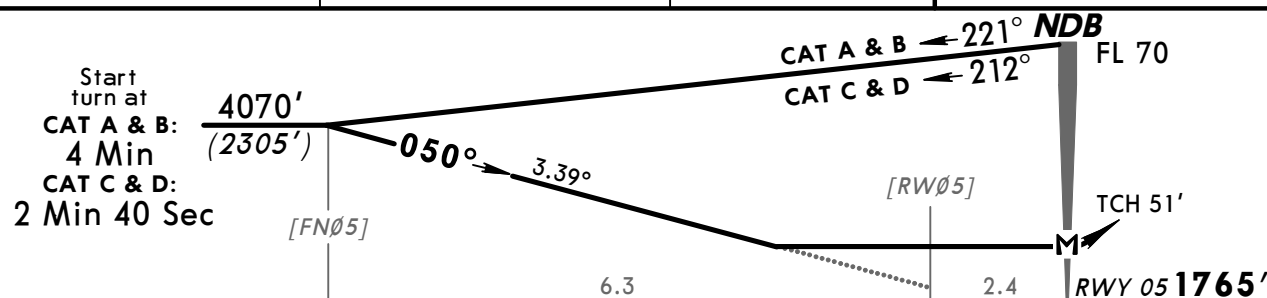
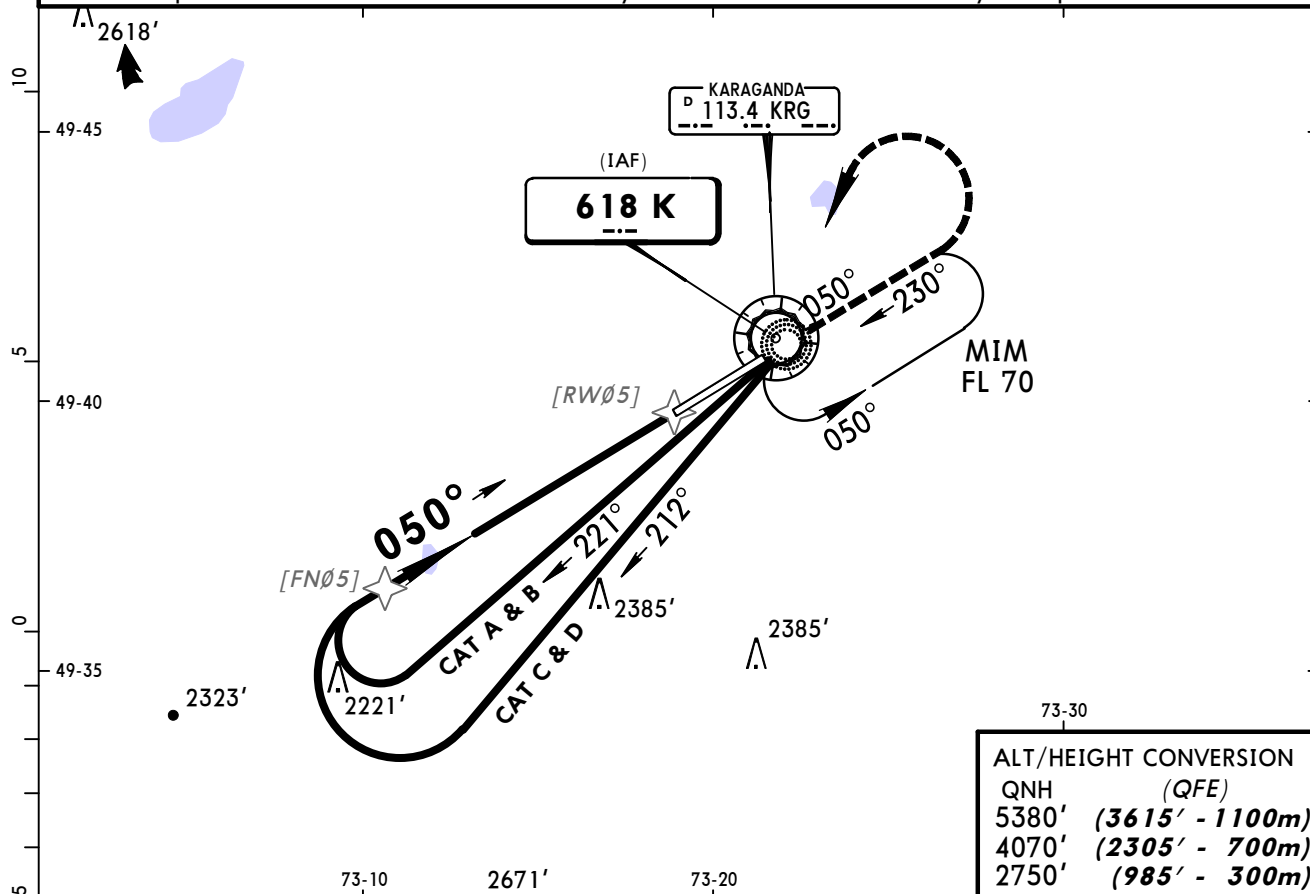
ALS out

|   |                        |                        |  |  |
|---|------------------------|------------------------|--|--|
| A | 1200m                  | RVR 1500m<br>VIS 1600m |  |  |
| B |                        |                        |  |  |
| C |                        |                        |  |  |
| D | RVR 1500m<br>VIS 1600m |                        |  |  |

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BRIEFING STRIP

|                                                                                                                                                                                                                                                                                                         |                           |                       |                       |                            |                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-----------------------|----------------------------|---------------------------------------|
| *KARAGANDA Approach                                                                                                                                                                                                                                                                                     |                           | *KARAGANDA Tower      |                       | *Ground                    |                                       |
| 122.0                                                                                                                                                                                                                                                                                                   |                           | 118.3                 |                       | 118.3                      |                                       |
| NDB<br>K<br>618                                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br>050° | Minimum Alt<br>No FAF | MDA(H)<br>2660'(895') | Apt Elev1765'<br>RWY 1765' | <div>5000'</div> <div>MSA K NDB</div> |
| <div>MISSED APCH: Climb on 050° to 2750'(985') or above. After passing NDB maintain 050° for 1½ Min, then turn LEFT to NDB. Climb initially to 4070' (2305'), then as directed.</div> <div>MISSED APCH WITH COMM FAILURE: Climb to FL 70 to NDB and join holding. Turns restricted to MAX 225 KT.</div> |                           |                       |                       |                            |                                       |
| <div>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5380' (3615')</div> <div>1. Initial apch restricted to MAX 195 KT. 2. Heavy turbulence and windshear may be expected on final.</div>                                                                                       |                           |                       |                       |                            |                                       |



|               |       |     |     |     |     |     |                                                |
|---------------|-------|-----|-----|-----|-----|-----|------------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>2750' (985') or above on 050° |
| Descent Angle | 3.39° | 420 | 540 | 600 | 720 | 840 |                                                |
| MAP at NDB    |       |     |     |     |     |     |                                                |

|                            |       |  |                        |  |  |
|----------------------------|-------|--|------------------------|--|--|
| STRAIGHT-IN LANDING RWY 05 |       |  |                        |  |  |
| MDA(H) 2660' (895')        |       |  |                        |  |  |
|                            |       |  | ALS out                |  |  |
| A                          | 1200m |  | RVR 1500m<br>VIS 1600m |  |  |
| B                          | 1400m |  |                        |  |  |
| C                          |       |  |                        |  |  |
| D                          | 1800m |  |                        |  |  |
|                            |       |  |                        |  |  |



**JEPPESEN** KARAGANDA, KAZAKHSTAN  
23 MAR 12 (16-3) Eff 5 Apr 2 NDB Rwy 23

**BRIFFING STRIP**™

10  
— 49-50

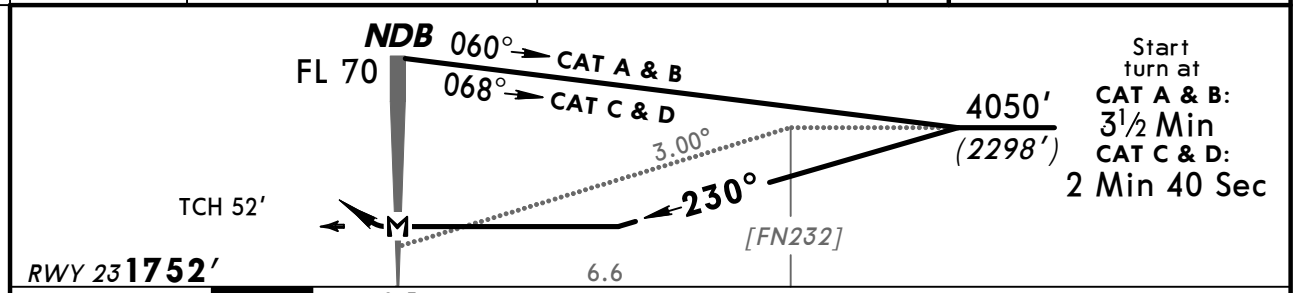
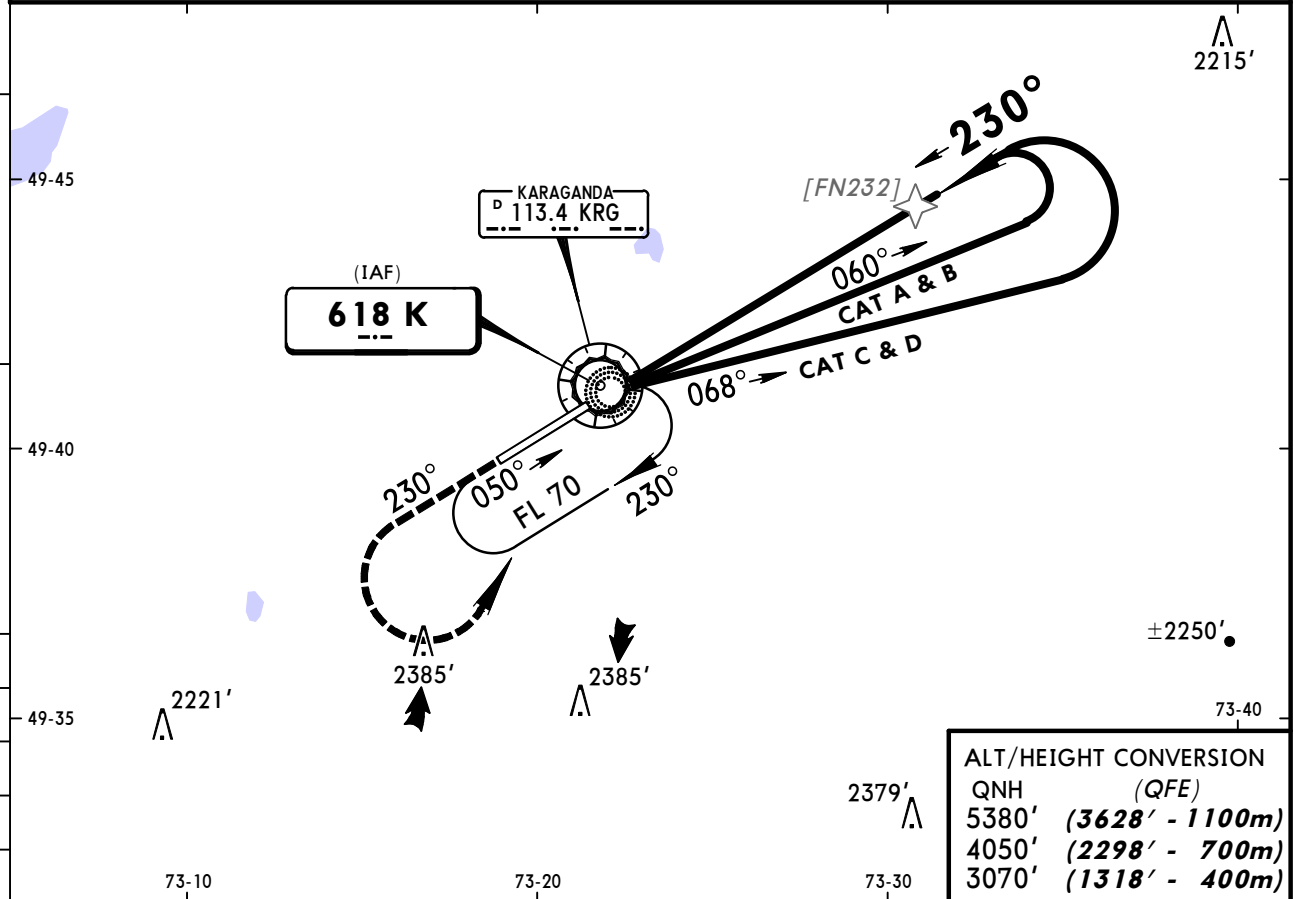


49-40



## PANS OPS

|                            |                        |                        |  |
|----------------------------|------------------------|------------------------|--|
| STRAIGHT-IN LANDING RWY 23 |                        |                        |  |
| MDA(H) 2090' (338')        |                        |                        |  |
| ALS out                    |                        |                        |  |
| A                          | 1200m                  | RVR 1500m<br>VIS 1600m |  |
| B                          |                        |                        |  |
| C                          |                        |                        |  |
| D                          | RVR 1500m<br>VIS 1600m |                        |  |



|                            |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
|----------------------------|-------|-----|-----|-----|---------|------------------------|-----|--|--|--|--|---------------|--|------------------------------|--|---------|--|--|
|                            |       | 0   |     | 0.5 |         |                        |     |  |  |  |  | HIALS<br>PAPI |  | 3070'<br>(1318')<br>or above |  | on 230° |  |  |
| Gnd speed-Kts              |       | 70  | 90  | 100 | 120     | 140                    | 160 |  |  |  |  |               |  |                              |  |         |  |  |
| Descent Angle 3.00°        |       | 372 | 478 | 531 | 637     | 743                    | 849 |  |  |  |  |               |  |                              |  |         |  |  |
| MAP at NDB                 |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
|                            |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
| STRAIGHT-IN LANDING RWY 23 |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
| MDA(H) 2540' (788')        |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
|                            |       |     |     |     | ALS out |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
| A                          | 1200m |     |     |     |         | RVR 1500m<br>VIS 1600m |     |  |  |  |  |               |  |                              |  |         |  |  |
| B                          | 1400m |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
| C                          |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
| D                          | 1800m |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |
|                            |       |     |     |     |         |                        |     |  |  |  |  |               |  |                              |  |         |  |  |

**Chart changes since cycle 07-2012**

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

| ACT                                  | PROCEDURE IDENT | INDEX | REV DATE    | EFF DATE    |
|--------------------------------------|-----------------|-------|-------------|-------------|
| <b>KARAGANDA, (KARAGANDA - UAKK)</b> |                 |       |             |             |
| REV                                  | STANDARD MNMS   | 10-9S | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | JAA MNMS        | 10-9X | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | VOR DME RWY 05  | 13-1  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | VOR DME RWY 23  | 13-2  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | 2 NDB RWY 05    | 16-1  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | NDB RWY 05      | 16-2  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | 2 NDB RWY 23    | 16-3  | 23 Mar 2012 | 05 Apr 2012 |
| REV                                  | NDB RWY 23      | 16-4  | 23 Mar 2012 | 05 Apr 2012 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UAKK

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

LDA/GS rwy 23 changed to 10724' (3269m).