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Notebook

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## General Information

Location: Kyzylorda  Kaz
IATA Code: KZO
Lat/Long: N44° 42.4' E065° 35.5'
Elevation: 430 ft

Airport Use: Public
Magnetic Variation: 6.9°E

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

Sunrise: 0315 Z
Sunset: 1206 Z,

## Runway Information

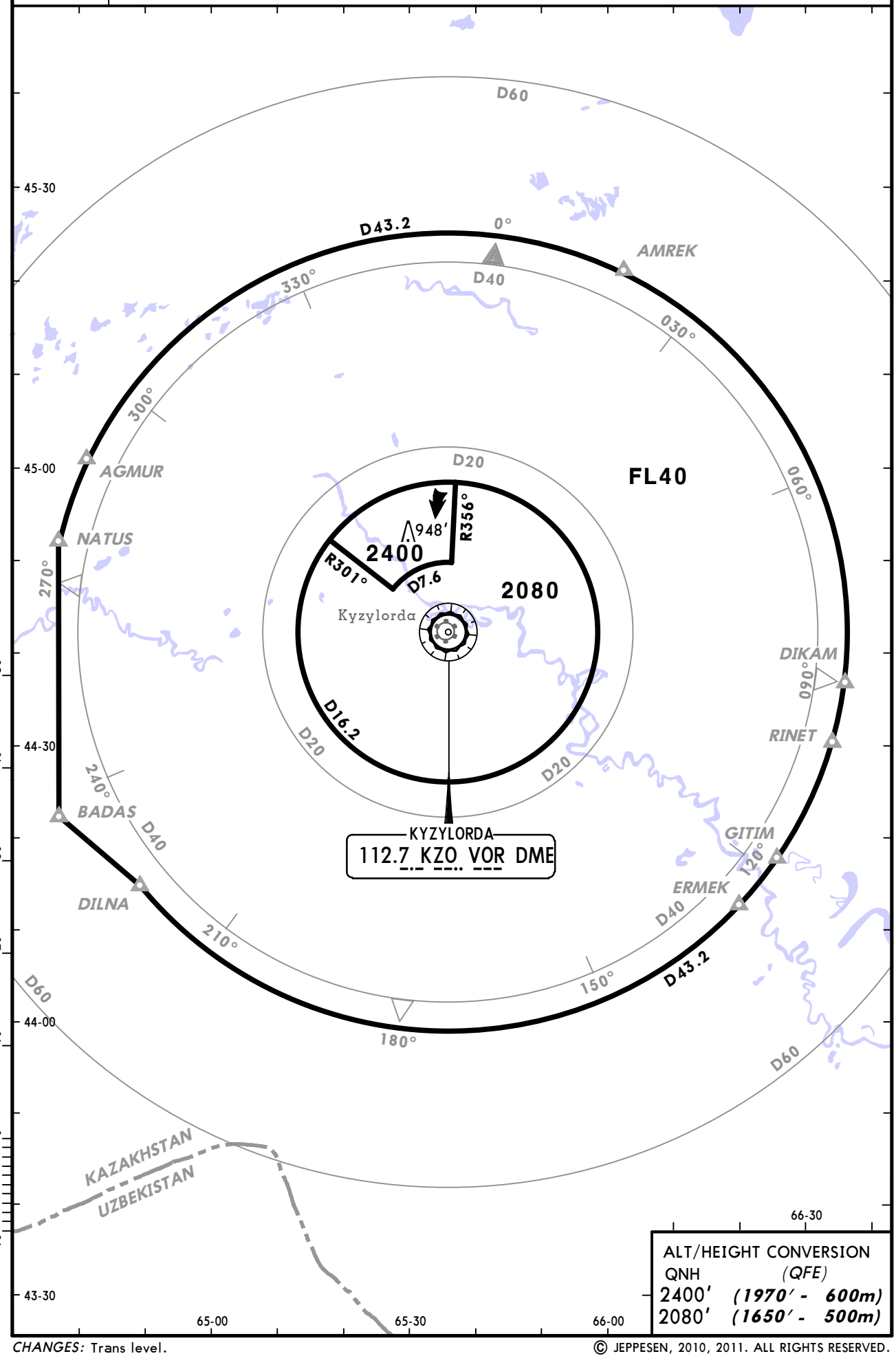
Runway: 06
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 423 ft
Lighting: Edge, ALS, TDZ

Runway: 24
Length x Width: 8858 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 430 ft
Lighting: Edge, ALS, TDZ

## Communication Information

Kyzylorda Tower 129.0
Kyzylorda Tower 120.9

| Apt Elev 430′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′**(1650′)**<br>1. Chart only to be used for cross-checking of altitudes assigned while under radar control.<br>2. Levels assigned by ATC include a correction for low temperature effect when necessary. |
|---|---|




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2400′ | (1970′ - 600m) |
| 2080′ | (1650′ - 500m) |

*CHANGES:* Trans level.

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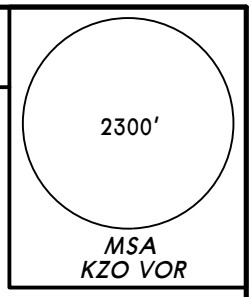
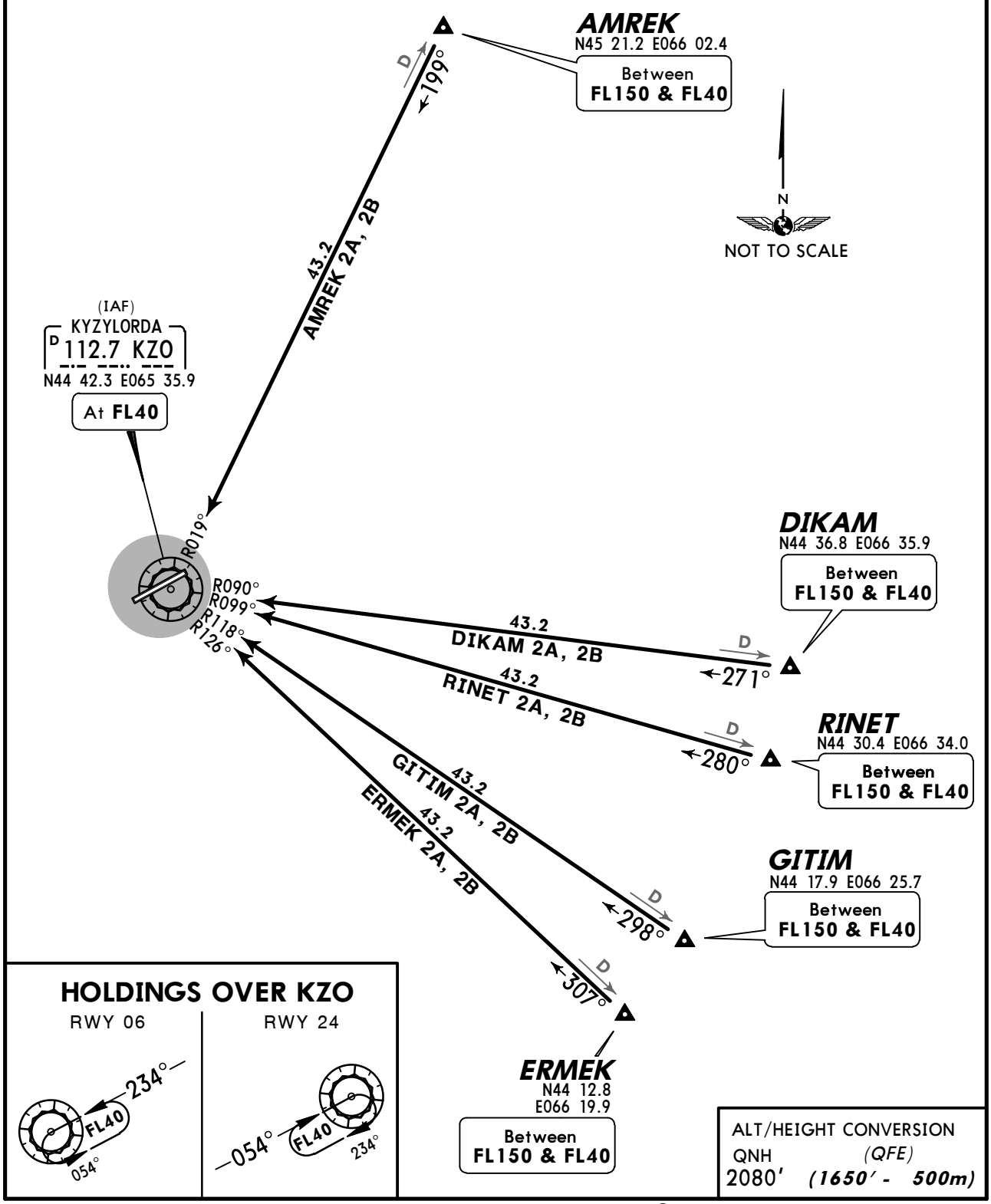
| Apt Elev 430′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

# AMREK 2A *[AMRE2A]*, DIKAM 2A *[DIKA2A]*
# ERMEK 2A *[ERME2A]*, GITIM 2A *[GITI2A]*
# RINET 2A *[RINE2A]*
# RWY 06 ARRIVALS
# AMREK 2B *[AMRE2B]*, DIKAM 2B *[DIKA2B]*
# ERMEK 2B *[ERME2B]*, GITIM 2B *[GITI2B]*
# RINET 2B *[RINE2B]*
# RWY 24 ARRIVALS




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 2080′ | ***(1650′ - 500m)*** |

*CHANGES:* Trans level & crossings.

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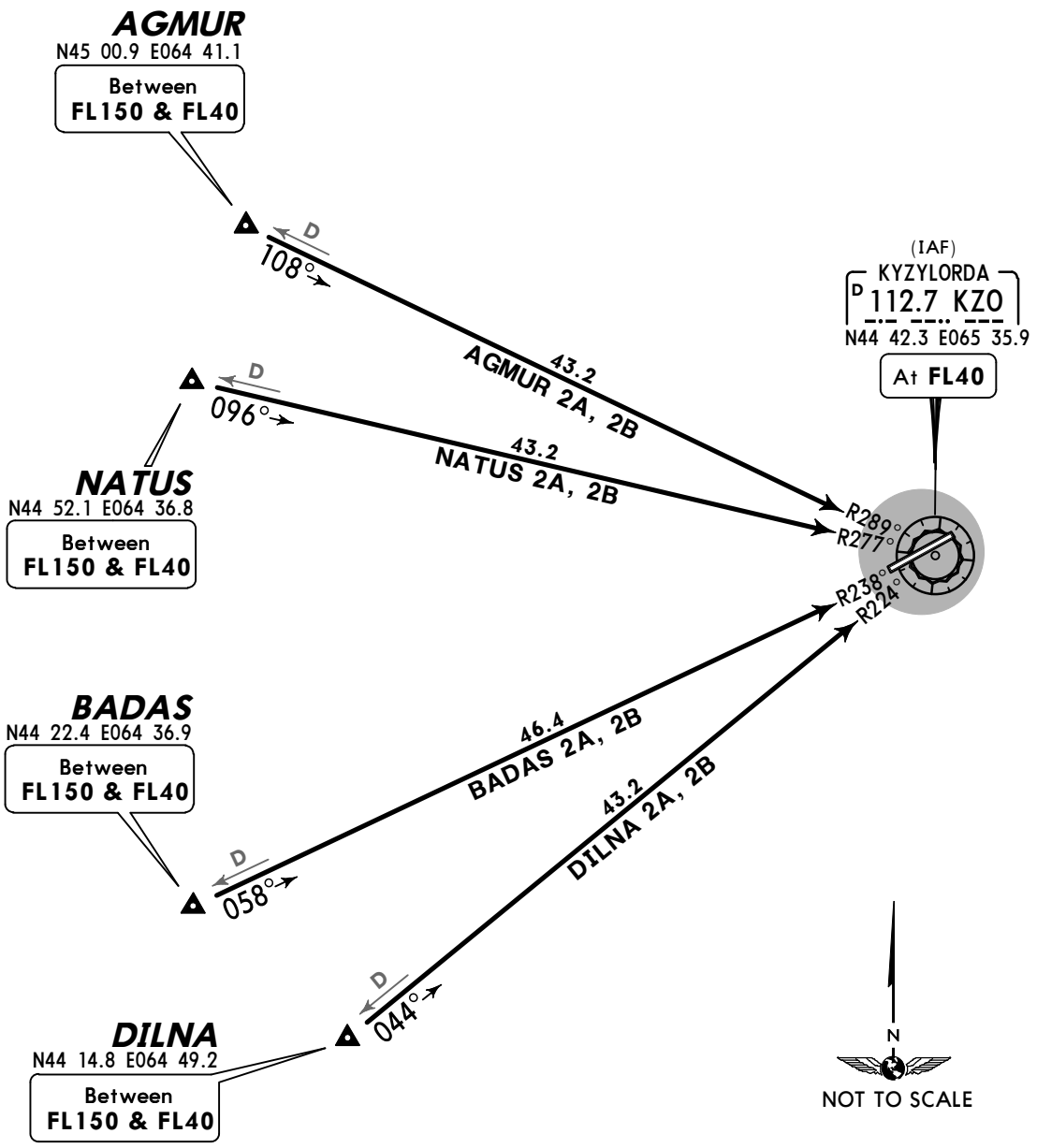
| Apt Elev 430′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

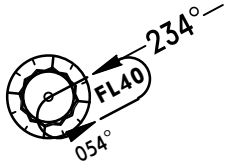
2300′
*MSA*
*KZO VOR*

# AGMUR 2A *[AGMU2A]*, BADAS 2A *[BADA2A]* DILNA 2A *[DILN2A]*, NATUS 2A *[NATU2A]* RWY 06 ARRIVALS
# AGMUR 2B *[AGMU2B]*, BADAS 2B *[BADA2B]* DILNA 2B *[DILN2B]*, NATUS 2B *[NATU2B]* RWY 24 ARRIVALS

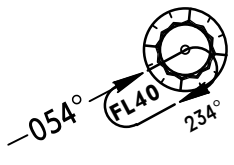



## HOLDINGS OVER KZO

RWY 06




RWY 24




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | ***(1650′ - 500m)*** |

*CHANGES:* Trans level & crossings.

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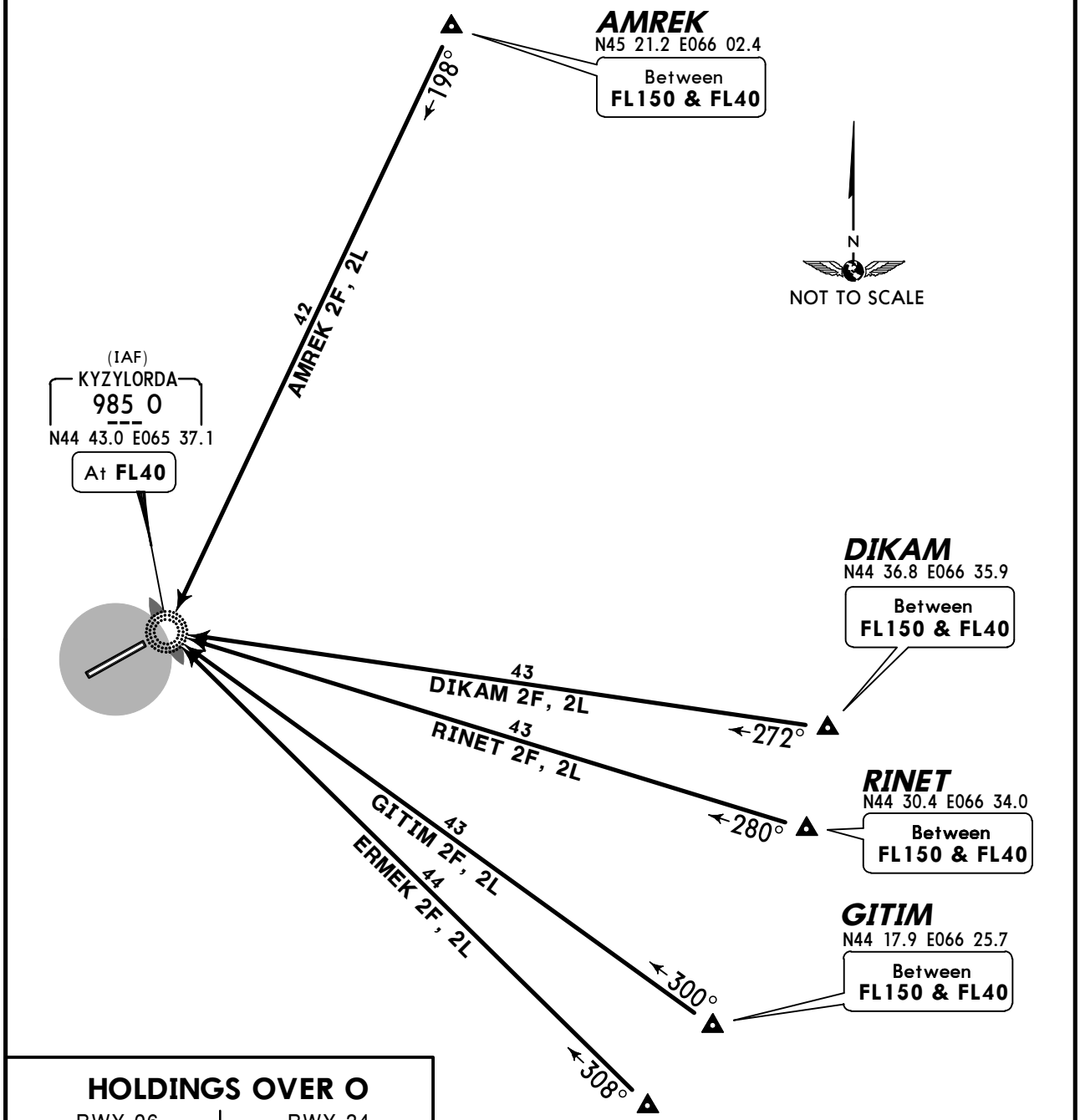
| Apt Elev 430′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

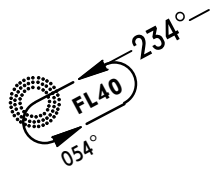
2300′
*MSA*
*O NDB*

# AMREK 2F *[AMRE2F]*, DIKAM 2F *[DIKA2F]*
# ERMEK 2F *[ERME2F]*, GITIM 2F *[GITI2F]*
# RINET 2F *[RINE2F]*
# RWY 06 ARRIVALS
# AMREK 2L *[AMRE2L]*, DIKAM 2L *[DIKA2L]*
# ERMEK 2L *[ERME2L]*, GITIM 2L *[GITI2L]*
# RINET 2L *[RINE2L]*
# RWY 24 ARRIVALS

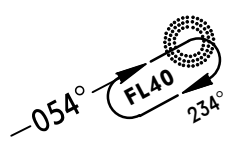



## HOLDINGS OVER O

RWY 06




RWY 24




ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 2080′ | ***(1650′ - 500m)*** |

*CHANGES:* Trans level & crossings.

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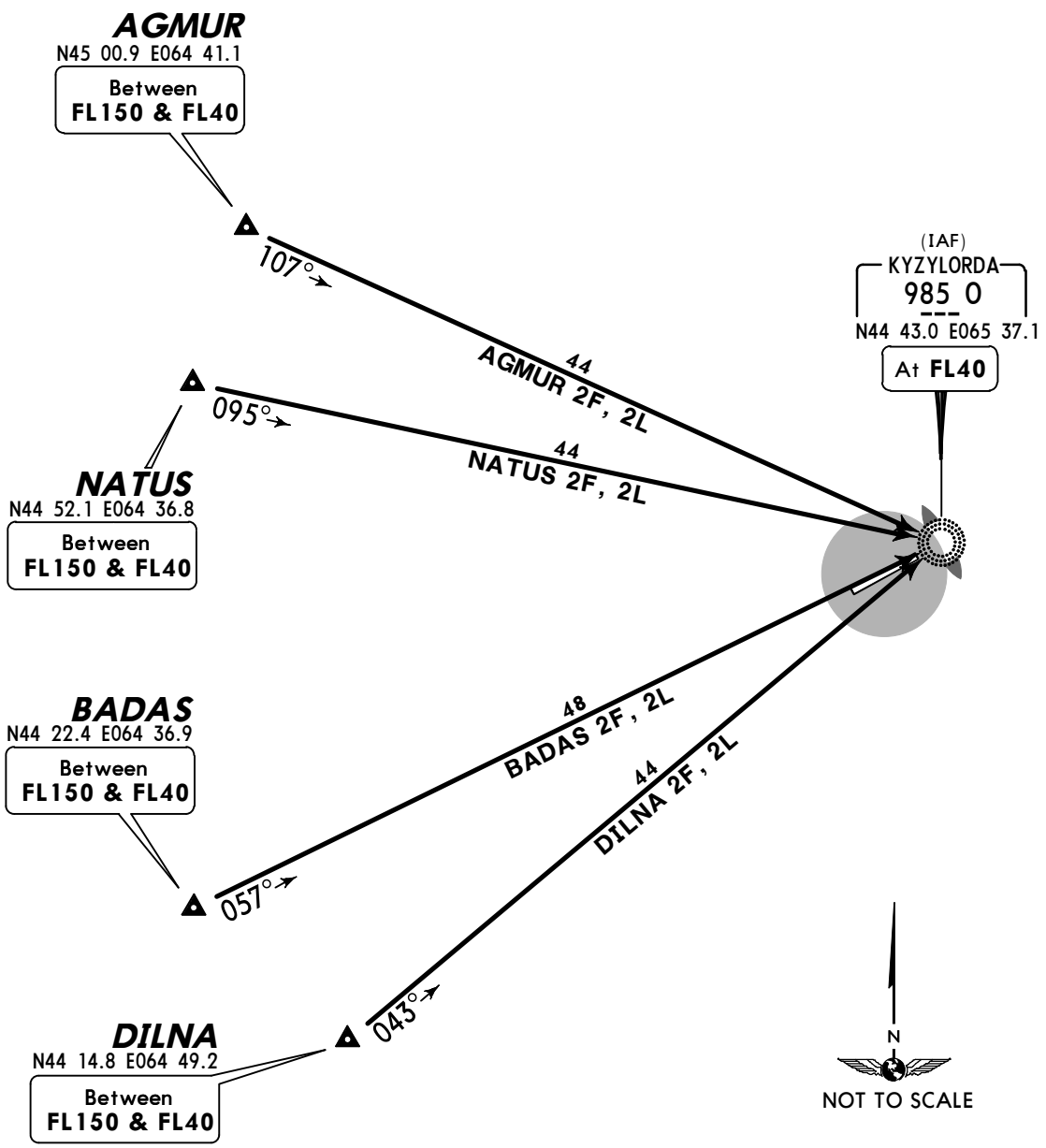
| Apt Elev 430′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

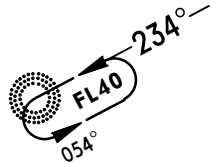
2300′
MSA
O NDB

# AGMUR 2F *[AGMU2F]*, BADAS 2F *[BADA2F]*
# DILNA 2F *[DILN2F]*, NATUS 2F *[NATU2F]*
# RWY 06 ARRIVALS
# AGMUR 2L *[AGMU2L]*, BADAS 2L *[BADA2L]*
# DILNA 2L *[DILN2L]*, NATUS 2L *[NATU2L]*
# RWY 24 ARRIVALS

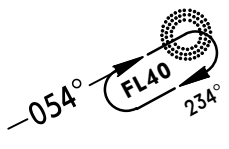



## HOLDINGS OVER O

RWY 06




RWY 24




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | ***(1650′ - 500m)*** |

*CHANGES:* Trans level & crossings.

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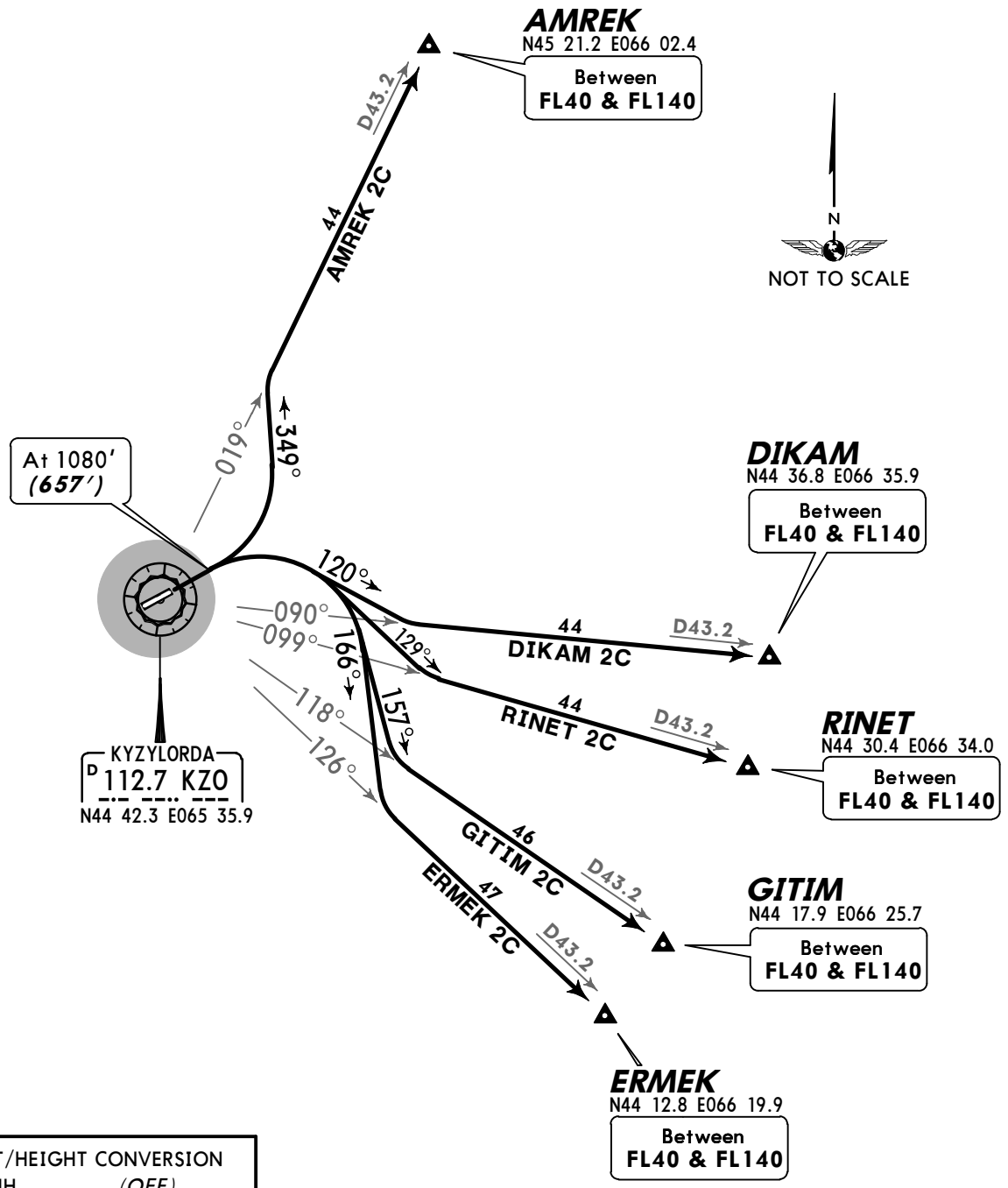
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1657′)*** |
|---|---|

# AMREK 2C *[AMRE2C]*, DIKAM 2C *[DIKA2C]* ERMEK 2C *[ERME2C]*, GITIM 2C *[GITI2C]* RINET 2C *[RINE2C]* RWY 06 DEPARTURES

2300′
*MSA KZO VOR*




ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 1080′ | ***(657′ - 200m)*** |
| 2080′ | ***(1657′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AMREK 2C** | Climb to 1080′ (657′), turn LEFT, 349° track, intercept KZO R-019 to AMREK. |
| **DIKAM 2C** | Climb to 1080′ (657′), turn RIGHT, 120° track, intercept KZO R-090 to DIKAM. |
| **ERMEK 2C** | Climb to 1080′ (657′), turn RIGHT, 166° track, intercept KZO R-126 to ERMEK. |
| **GITIM 2C** | Climb to 1080′ (657′), turn RIGHT, 157° track, intercept KZO R-118 to GITIM. |
| **RINET 2C** | Climb to 1080′ (657′), turn RIGHT, 129° track, intercept KZO R-099 to RINET. |

*CHANGES:* Trans level & crossings.

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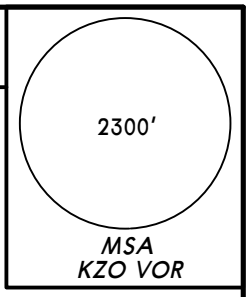
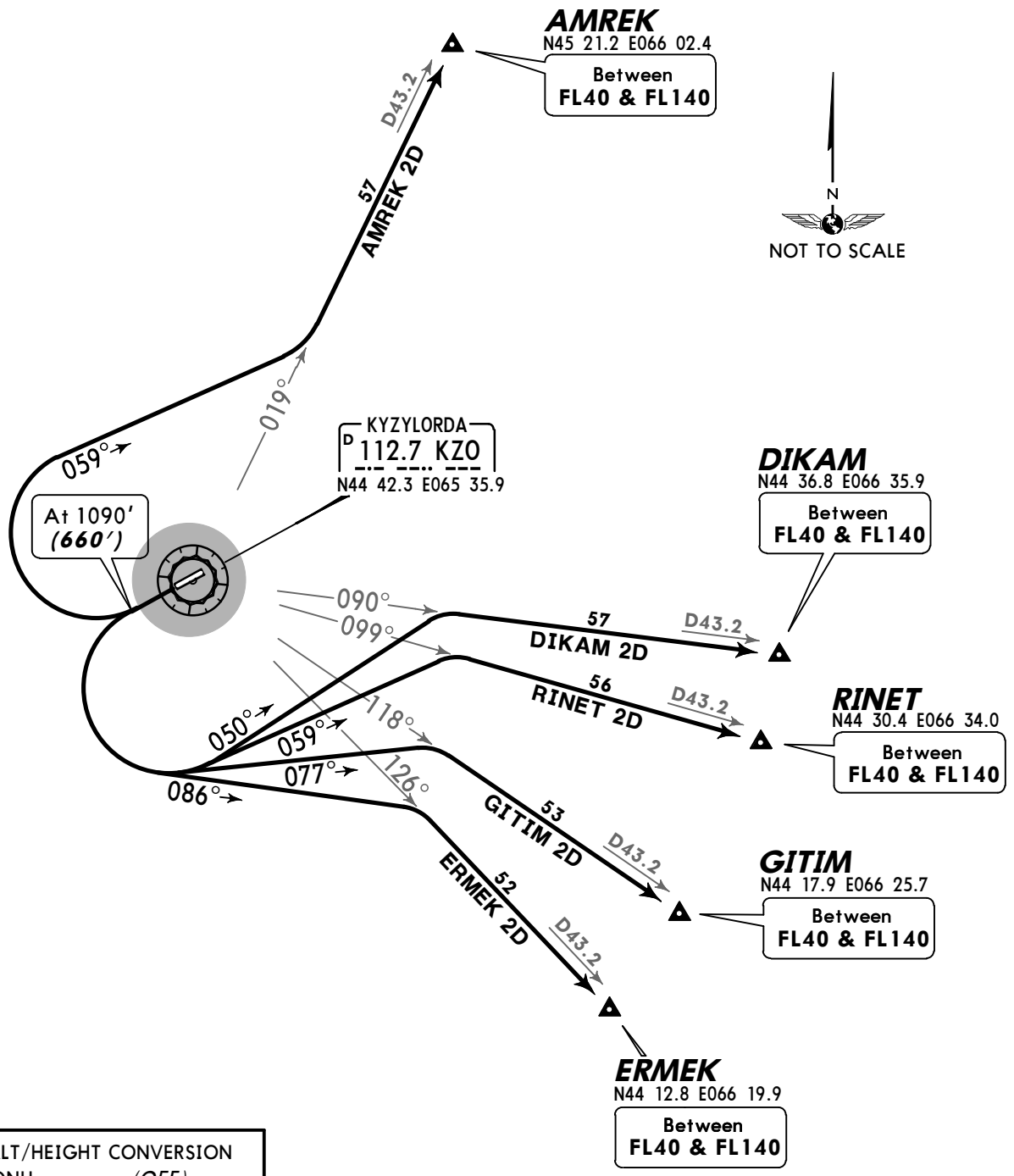
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

# AMREK 2D *[AMRE2D]*, DIKAM 2D *[DIKA2D]* ERMEK 2D *[ERME2D]*, GITIM 2D *[GITI2D]* RINET 2D *[RINE2D]* RWY 24 DEPARTURES




ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 1090′ | ***(660′ - 200m)*** |
| 2080′ | ***(1650′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AMREK 2D** | Climb to 1090′ (660′), turn RIGHT, 059° track, intercept KZO R-019 to AMREK. |
| **DIKAM 2D** | Climb to 1090′ (660′), turn LEFT, 050° track, intercept KZO R-090 to DIKAM. |
| **ERMEK 2D** | Climb to 1090′ (660′), turn LEFT, 086° track, intercept KZO R-126 to ERMEK |
| **GITIM 2D** | Climb to 1090′ (660′), turn LEFT, 077° track, intercept KZO R-118 to GITIM. |
| **RINET 2D** | Climb to 1090′ (660′), turn LEFT, 059° track, intercept KZO R-099 to RINET. |

*CHANGES:* Trans level & crossings.

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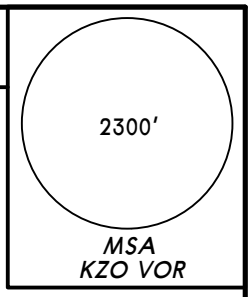
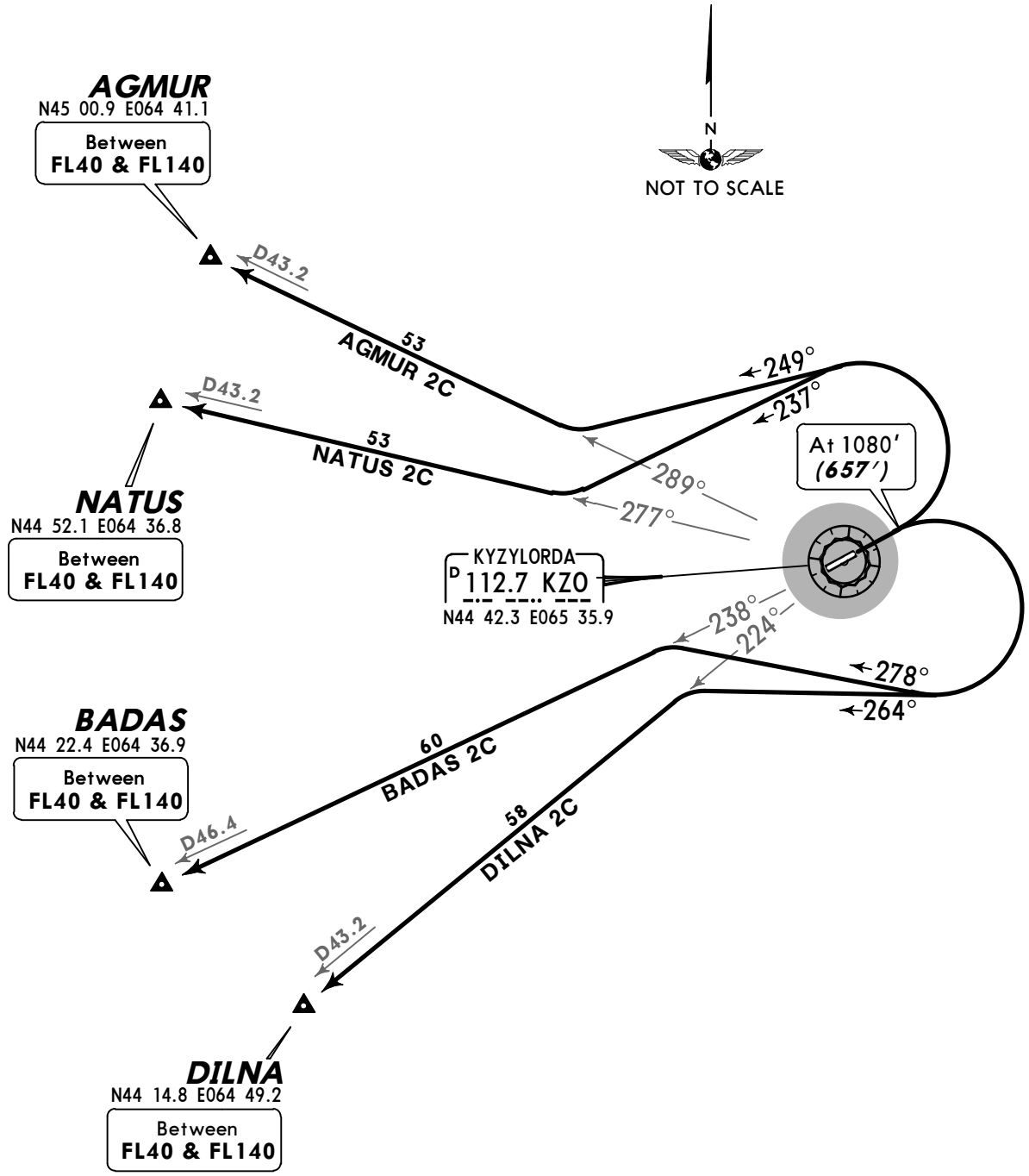
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1657′)*** |
|---|---|

# AGMUR 2C *[AGMU2C]*, BADAS 2C *[BADA2C]* DILNA 2C *[DILN2C]*, NATUS 2C *[NATU2C]* RWY 06 DEPARTURES




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 1080′ | ***(657′ - 200m)*** |
| 2080′ | ***(1657′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AGMUR 2C** | Climb to 1080′ (657′), turn LEFT, 249° track, intercept KZO R-289 to AGMUR. |
| **BADAS 2C** | Climb to 1080′ (657′), turn RIGHT, 278° track, intercept KZO R-238 to BADAS. |
| **DILNA 2C** | Climb to 1080′ (657′), turn RIGHT, 264° track, intercept KZO R-224 to DILNA. |
| **NATUS 2C** | Climb to 1080′ (657′), turn LEFT, 237° track, intercept KZO R-277 to NATUS. |

*CHANGES:* Trans level & crossings.

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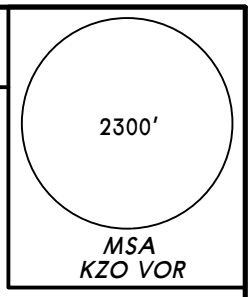
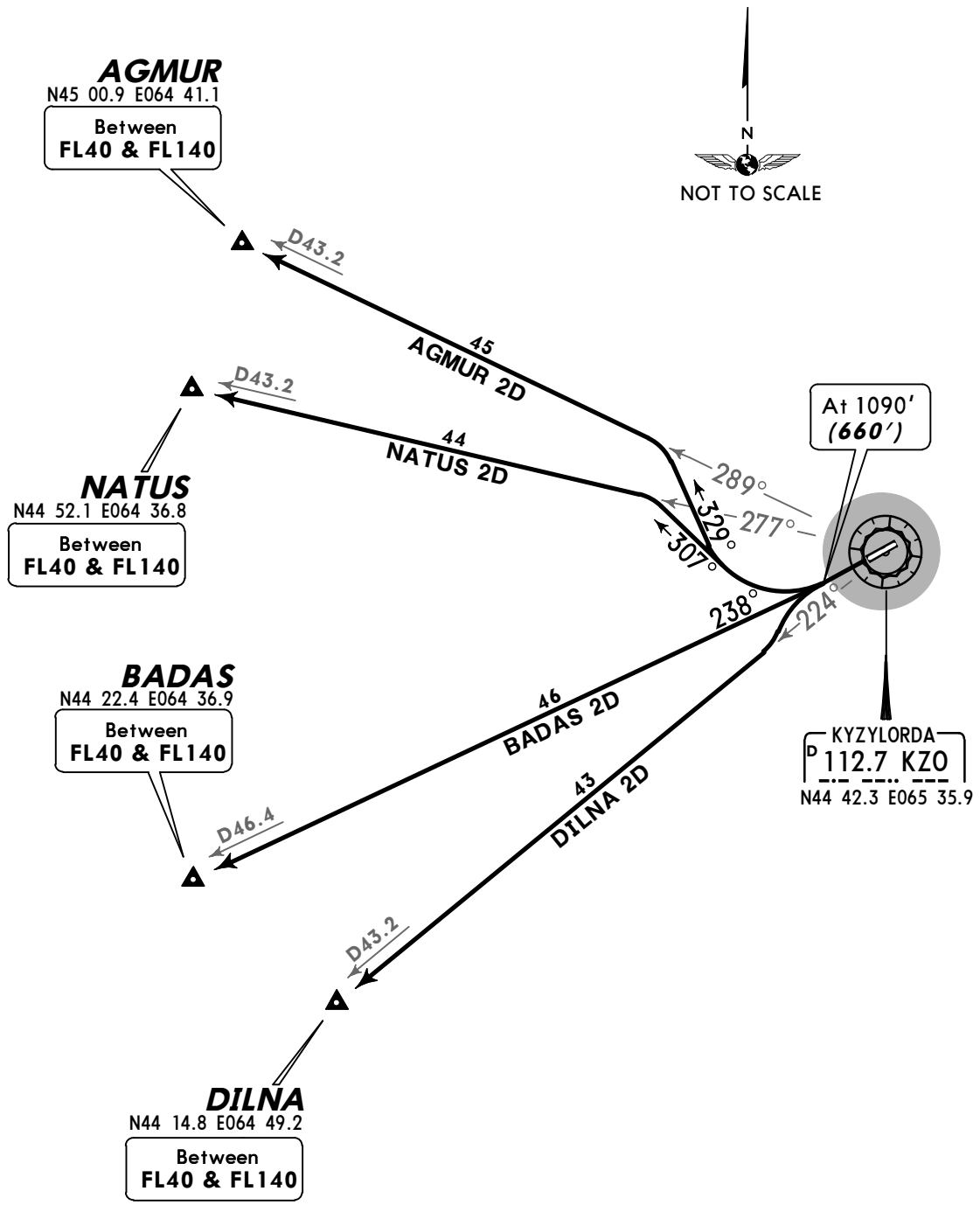
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

# AGMUR 2D *[AGMU2D]*, BADAS 2D *[BADA2D]* DILNA 2D *[DILN2D]*, NATUS 2D *[NATU2D]* RWY 24 DEPARTURES




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1090′ | ***(660′ - 200m)*** |
| 2080′ | ***(1650′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AGMUR 2D** | Climb to 1090′ (660′), turn RIGHT, 329° track, intercept KZO R-289 to AGMUR. |
| **BADAS 2D** | Climb to 1090′ (660′), turn RIGHT, intercept KZO R-238 to BADAS. |
| **DILNA 2D** | Climb to 1090′ (660′), turn LEFT, intercept KZO R-224 to DILNA. |
| **NATUS 2D** | Climb to 1090′ (660′), turn RIGHT, 307° track, intercept KZO R-277 to NATUS. |

*CHANGES:* Trans level & crossings.

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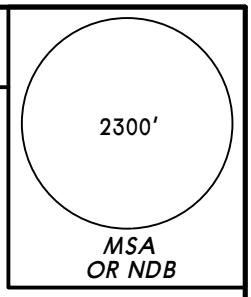
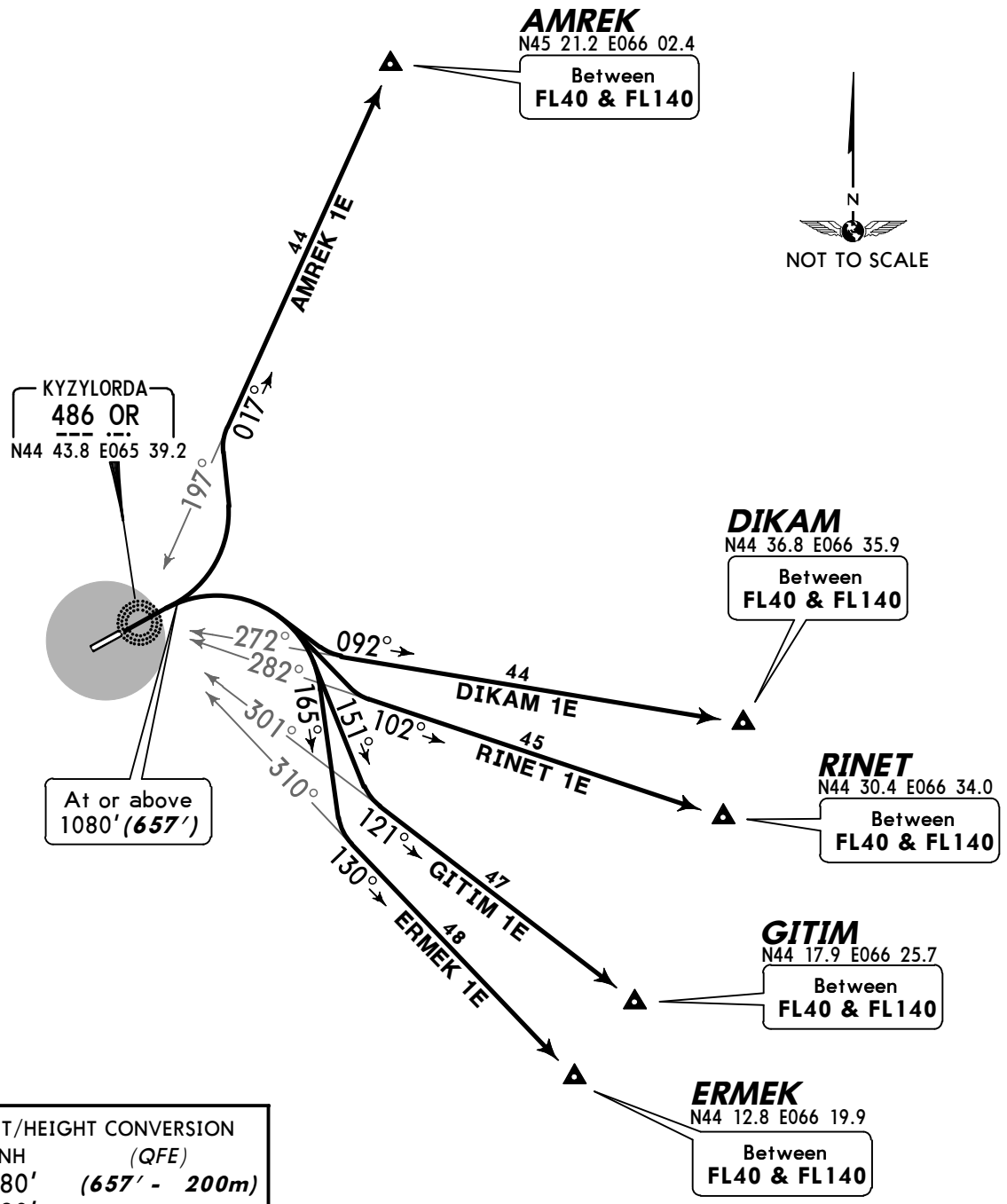
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1657′)*** |
|---|---|

# AMREK 1E *[AMRE1E]*, DIKAM 1E *[DIKA1E]*
# ERMEK 1E *[ERME1E]*, GITIM 1E *[GITI1E]*
# RINET 1E *[RINE1E]*
# RWY 06 DEPARTURES




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1080′ | ***(657′ - 200m)*** |
| 2080′ | ***(1657′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AMREK 1E** | Climb to 1080′ (657′) or above, when passing OR turn LEFT, intercept 017° bearing from OR to AMREK. |
| **DIKAM 1E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, intercept 092° bearing from OR to DIKAM. |
| **ERMEK 1E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, 165° track, intercept 130° bearing from OR to ERMEK. |
| **GITIM 1E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, 151° track, intercept 121° bearing from OR to GITIM. |
| **RINET 1E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, intercept 102° bearing from OR to RINET. |

*CHANGES:* Trans level & crossings.

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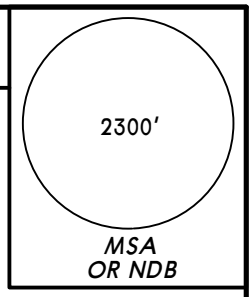
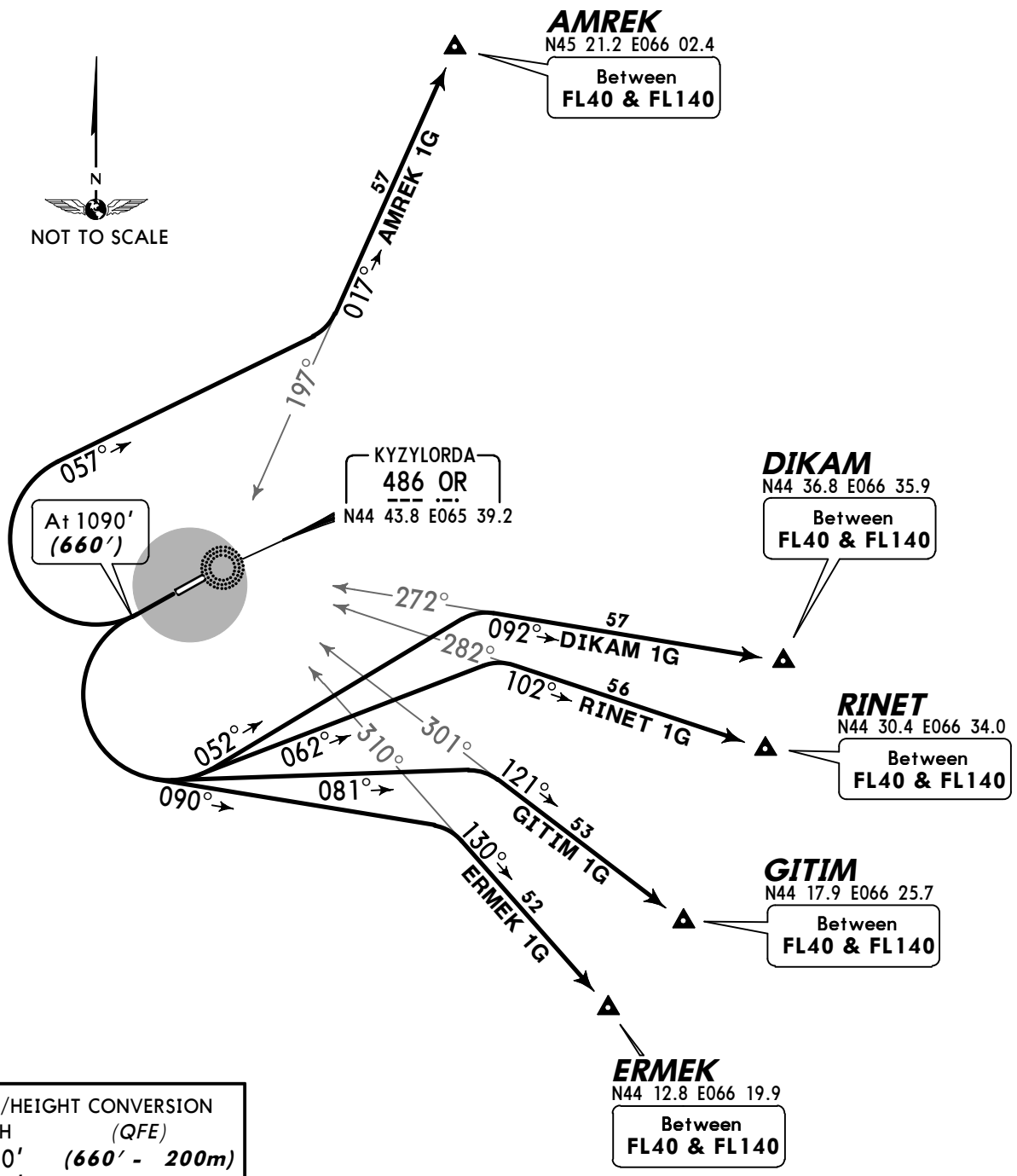
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

# AMREK 1G *[AMRE1G]*, DIKAM 1G *[DIKA1G]*
# ERMEK 1G *[ERME1G]*, GITIM 1G *[GITI1G]*
# RINET 1G *[RINE1G]*
# RWY 24 DEPARTURES




ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 1090′ | ***(660′ - 200m)*** |
| 2080′ | ***(1650′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AMREK 1G** | Climb to 1090′ (660′), turn RIGHT, 057° track, intercept 017° bearing from OR to AMREK. |
| **DIKAM 1G** | Climb to 1090′ (660′), turn LEFT, 052° track, intercept 092° bearing from OR to DIKAM. |
| **ERMEK 1G** | Climb to 1090′ (660′), turn LEFT, 090° track, intercept 130° bearing from OR to ERMEK. |
| **GITIM 1G** | Climb to 1090′ (660′), turn LEFT, 081° track, intercept 121° bearing from OR to GITIM. |
| **RINET 1G** | Climb to 1090′ (660′), turn LEFT, 062° track, intercept 102° bearing from OR to RINET. |

*CHANGES:* Trans level & crossings.

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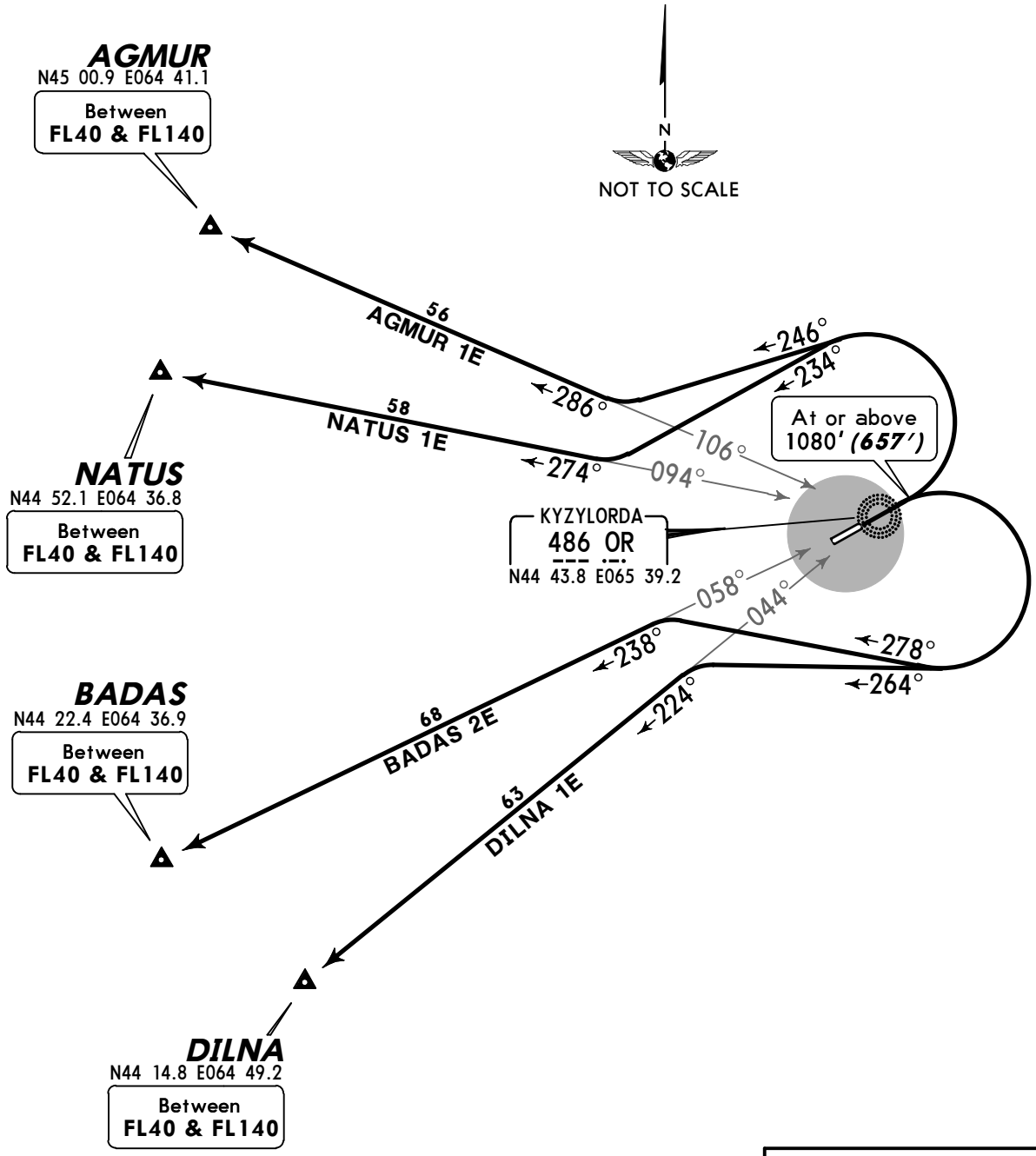
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1657′)*** |
|---|---|

# AGMUR 1E *[AGMU1E]*, BADAS 2E *[BADA2E]* DILNA 1E *[DILN1E]*, NATUS 1E *[NATU1E]* RWY 06 DEPARTURES

2300′
*MSA OR NDB*




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 1080′ | ***(657′ - 200m)*** |
| 2080′ | ***(1657′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AGMUR 1E** | Climb to 1080′ (657′) or above, when passing OR turn LEFT, 246° track, intercept 286° bearing from OR to AGMUR. |
| **BADAS 2E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, 278° track, intercept 238° bearing from OR to BADAS. |
| **DILNA 1E** | Climb to 1080′ (657′) or above, when passing OR turn RIGHT, 264° track, intercept 224° bearing from OR to DILNA. |
| **NATUS 1E** | Climb to 1080′ (657′) or above, when passing OR turn LEFT, 234° track, intercept 274° bearing from OR to NATUS. |

*CHANGES:* Trans level & crossings.

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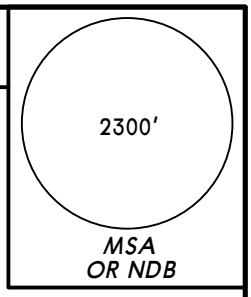
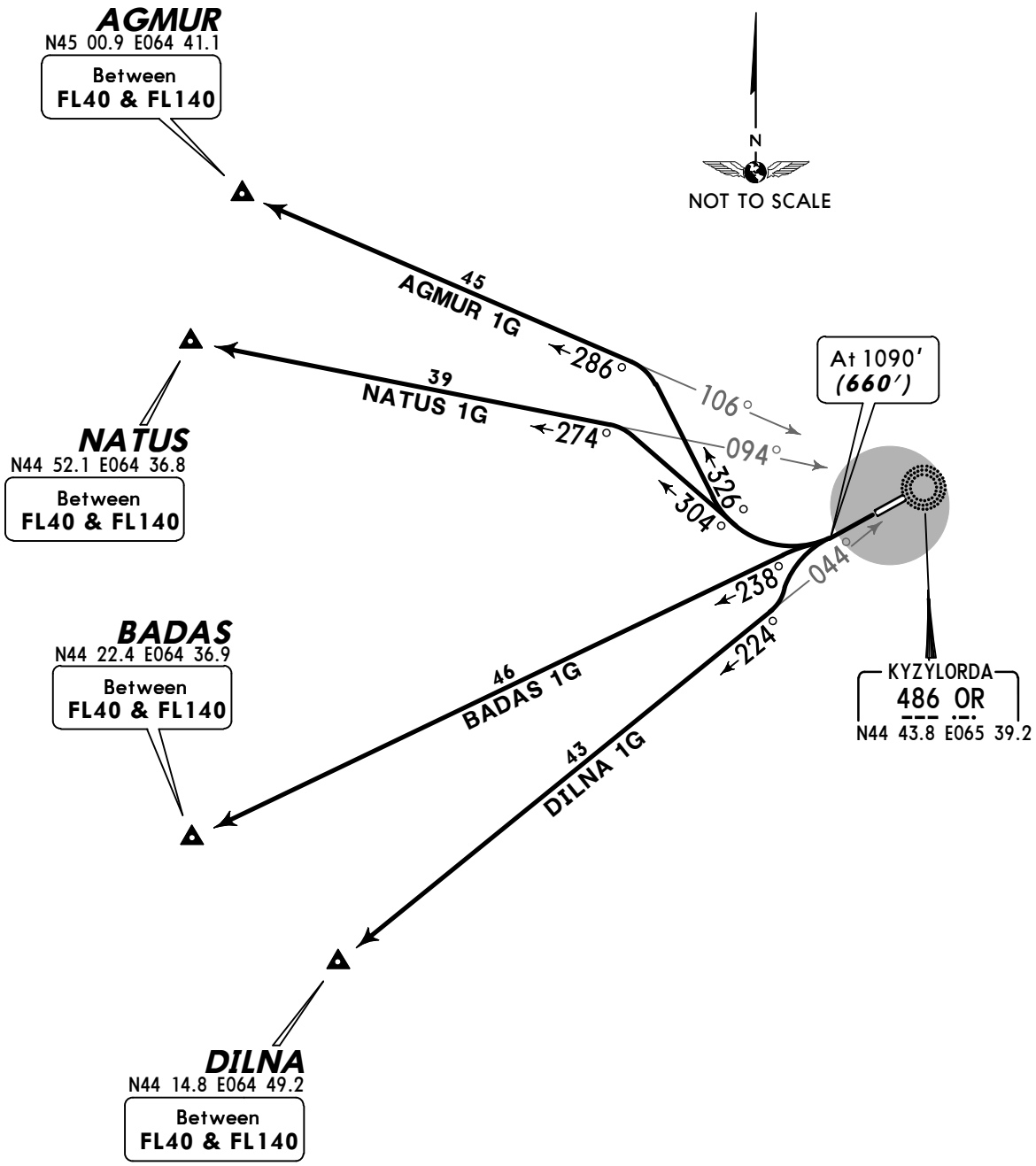
| Apt Elev 430′ | QNH on request **(QFE)**<br>Trans level: FL40 Trans alt: 2080′ ***(1650′)*** |
|---|---|

# AGMUR 1G *[AGMU1G]*, BADAS 1G *[BADA1G]* DILNA 1G *[DILN1G]*, NATUS 1G *[NATU1G]* RWY 24 DEPARTURES




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 1090′ | ***(660′ - 200m)*** |
| 2080′ | ***(1650′ - 500m)*** |

| SID | ROUTING |
|---|---|
| **AGMUR 1G** | Climb to 1090′ (660′), turn RIGHT, 326° track, intercept 286° bearing from OR to AGMUR. |
| **BADAS 1G** | Climb to 1090′ (660′), turn RIGHT, 238° track to BADAS. |
| **DILNA 1G** | Climb to 1090′ (660′), turn LEFT, intercept 224° bearing from OR to DILNA. |
| **NATUS 1G** | Climb to 1090′ (660′), turn RIGHT, 304° track, intercept 274° bearing from OR to NATUS. |

*CHANGES:* Trans level & crossings.

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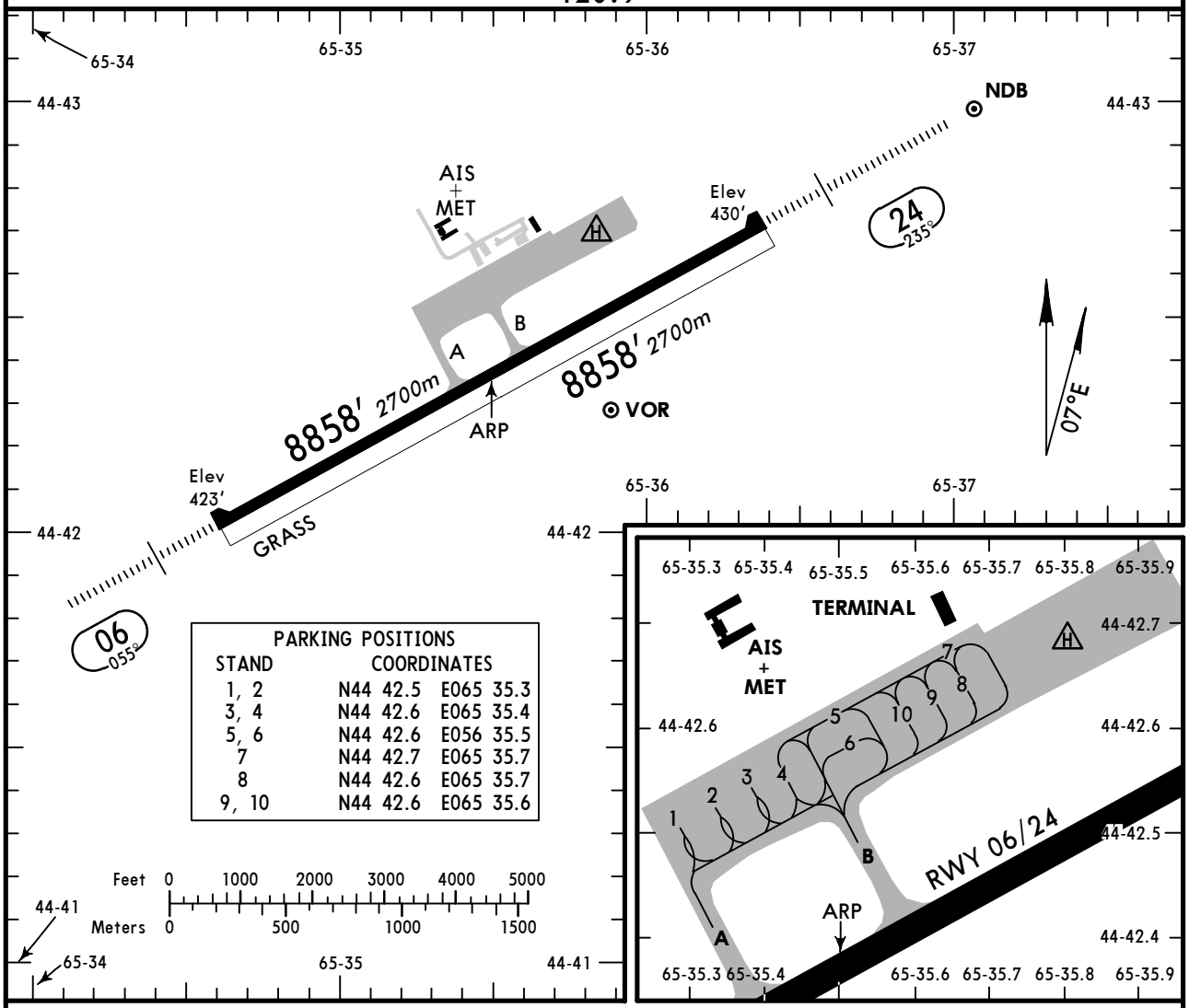
*KYZYLORDA Tower

120.9




| PARKING POSITIONS | |
|---|---|
| STAND | COORDINATES |
| 1, 2 | N44 42.5 E065 35.3 |
| 3, 4 | N44 42.6 E065 35.4 |
| 5, 6 | N44 42.6 E056 35.5 |
| 7 | N44 42.7 E065 35.7 |
| 8 | N44 42.6 E065 35.7 |
| 9, 10 | N44 42.6 E065 35.6 |

## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 06 | HIRL *(60m)* HIALS TDZ PAPI-L (angle 3.00°) | | 8129′ *2478m* | | 148′ *45m* |
| 24 | HIRL *(60m)* HIALS TDZ | | | | |
| 06 24 | Grass runway | | | | 279′ *85m* |
| | | | | | |
| | | | | | |
| | | | | | |

## TAKE-OFF

AIR CARRIER (JAA)
**Main Rwy**

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

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

*CHANGES:* Taxiway guidance lines.

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JEPPESEN KYZYLORDA, KAZAKHSTAN
4 NOV 11 (11-1) Eff 17 Nov ILS DME Z Rwy 06

BRIEFING STRIP ™

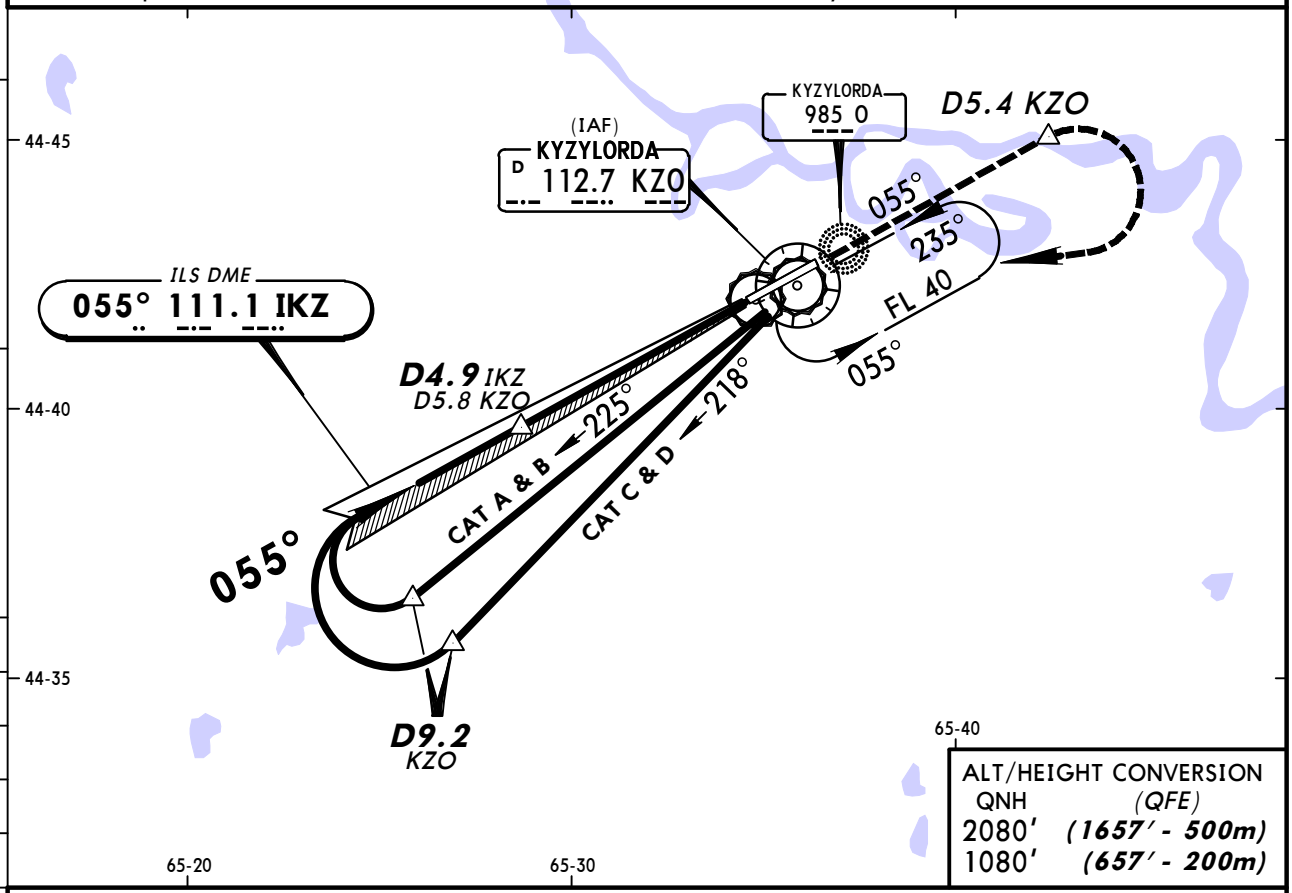
Approach Control through Tower
*KYZYLORDA Tower
120.9

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| IKZ 111.1 | 055° | D4.9 IKZ 2080′ (1657′) | Refer to Minimums | RWY 423′ |

**MISSED APCH:** Climb on 055° to 1080′ (657′) or above outbound to D5.4 KZO, then turn RIGHT to VOR. Climb initially to 2080′(1657′), then as directed.
**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to VOR and hold.
Missed approach turn limited to MAX 225 KT.

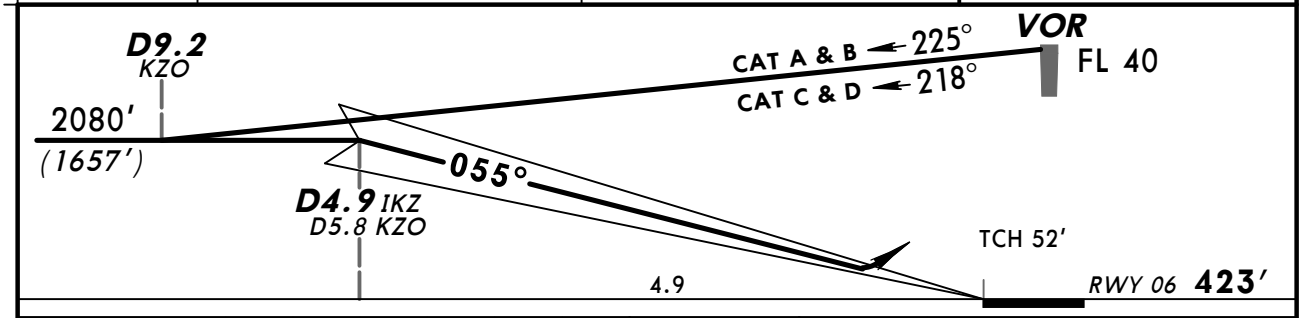
2300′
MSA KZO VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2080′ (1657′)
1. Initial apch restricted to MAX 195 KT. 2. ILS DME reads zero at rwy 06 threshold.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1657′ - 500m) |
| 1080′ | (657′ - 200m) |




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

HIALS
PAPI

1080′ (657′) or above on 055°

D5.4 KZO

STRAIGHT-IN LANDING RWY 06

| ILS DA(H) | FULL | ALS out | LOC (GS out) |
|---|---|---|---|
| AB: 623′ (200′) | | | |
| CD: 653′ (230′) | | | |

PANS OPS

| | FULL | ALS out | LOC (GS out) |
|---|---|---|---|
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | 900m | | |
| D | | | |

*CHANGES:* Transition level. Minimum holding FL. Bearings.

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# KYZYLORDA, KAZAKHSTAN
## ILS DME Y Rwy 06

BRIEFING STRIP

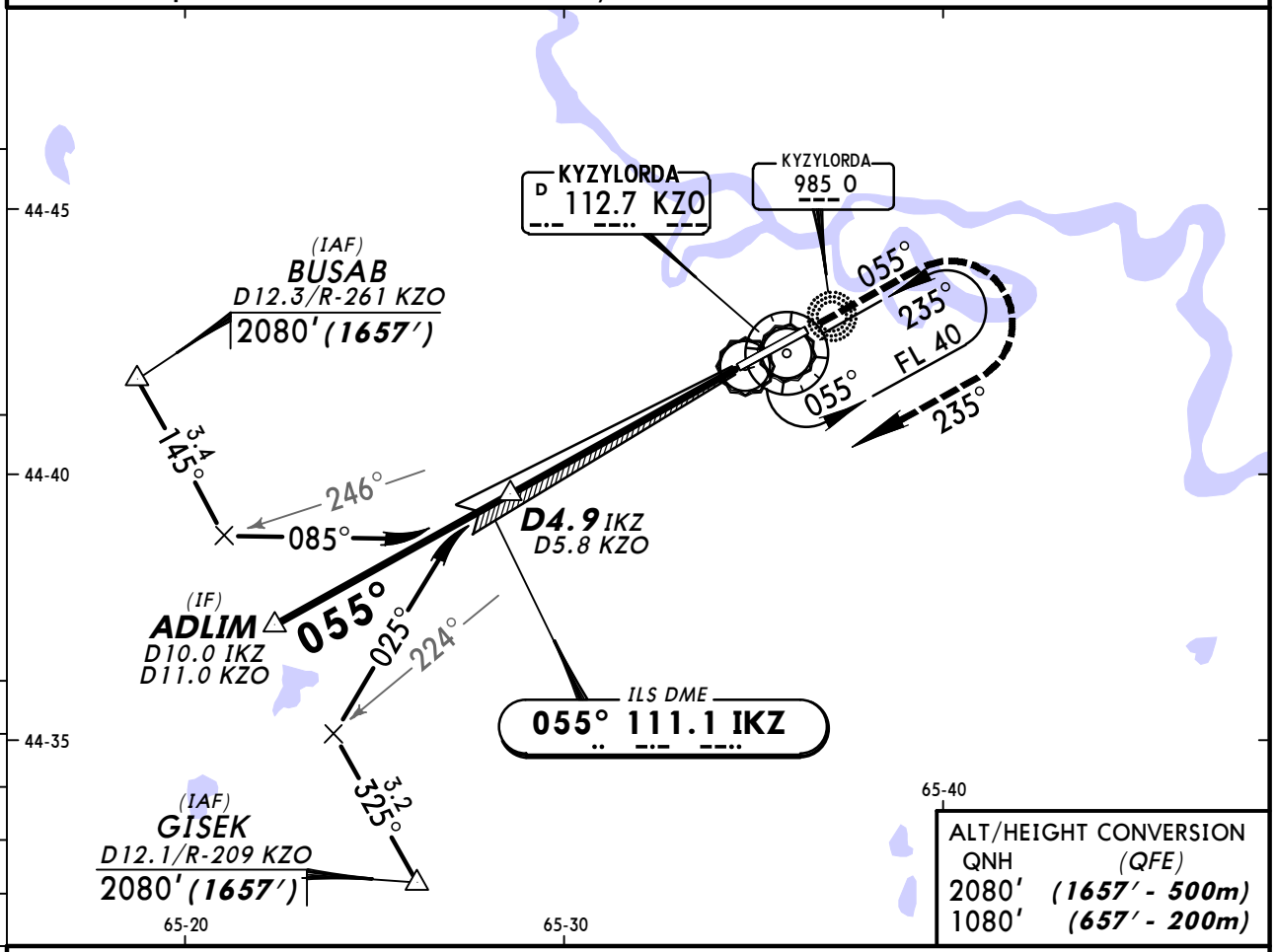
Approach Control through Tower
*KYZYLORDA Tower
120.9

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| IKZ 111.1 | 055° | D4.9 IKZ 2080′ (1657′) | Refer to Minimums | RWY 423′ |

**MISSED APCH:** Climb on 055° to 1080′ (657′), then turn RIGHT (MAX 225 KT) onto 235° climbing to 2080′ (1657′), then as directed.

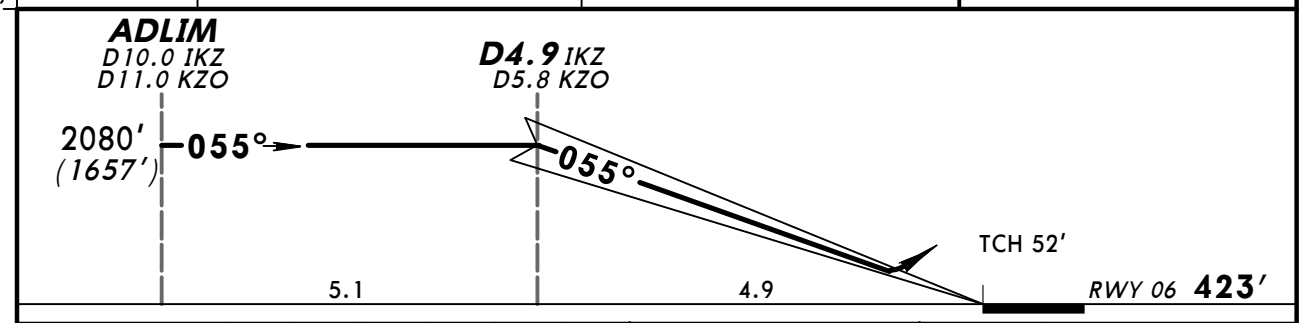
2300′
MSA
KZO VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2080′ (1657′)
1. **RADAR required.** 2. ILS DME reads zero at rwy 06 threshold.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1657′ - 500m) |
| 1080′ | (657′ - 200m) |




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

HIALS
PAPI
1080′ (657′) on 055°

STRAIGHT-IN LANDING RWY 06

| ILS DA(H) | FULL | ALS out | LOC (GS out) |
|---|---|---|---|
| AB: 623′ (200′) | | | |
| CD: 653′ (230′) | | | |
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | 900m | | |
| D | | | |

PANS OPS

*CHANGES:* Transition level. Minimum holding FL. Bearings.

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# KYZYLORDA, KAZAKHSTAN
## ILS DME X Rwy 06

BRIEFING STRIP ™

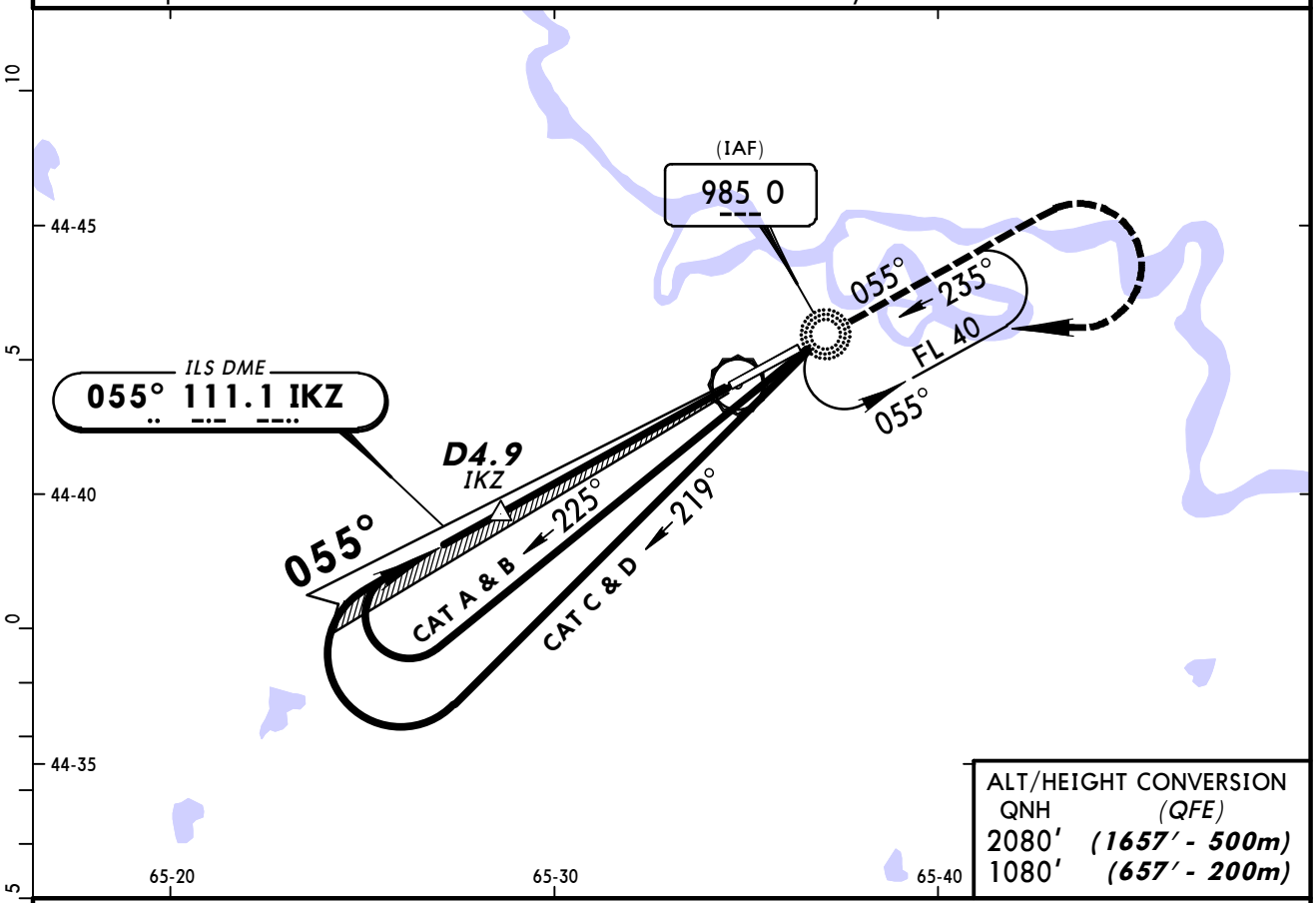
Approach Control through Tower
*KYZYLORDA Tower
120.9

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| IKZ 111.1 | 055° | D4.9 IKZ 2080′ (1657′) | Refer to Minimums | RWY 423′ |

**MISSED APCH:** Climb on 055° to 1080′ (657′) or above. After passing NDB maintain 055° for 1 Min 20 Sec, then turn RIGHT to NDB. Climb initially to 2080′ (1657′), then as directed.
**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to NDB and hold.
Missed approach turn limited to MAX 225 KT.

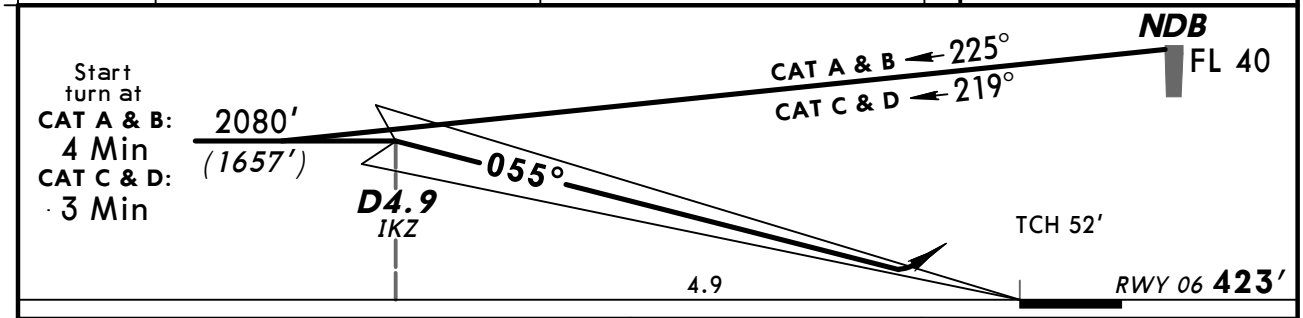
2300′
MSA O NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2080′ (1657′)
1. Initial apch restricted to MAX 195 KT. 2. ILS DME reads zero at rwy 06 threshold.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1657′ - 500m) |
| 1080′ | (657′ - 200m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI
1080′ (657′) or above on 055°

STRAIGHT-IN LANDING RWY 06

| | ILS | LOC (GS out) |
|---|---|---|
| DA(H) | AB: 623′ (200′)<br>CD: 653′ (230′) | |

PANS OPS

| | FULL | ALS out | LOC (GS out) |
|---|---|---|---|
| A | 800m | 1200m | NOT AUTHORIZED |
| B | | | |
| C | 900m | | |
| D | | | |

*CHANGES:* None.

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# KYZYLORDA, KAZAKHSTAN
## VOR DME Rwy 06

Approach Control through Tower
*KYZYLORDA Tower
120.9

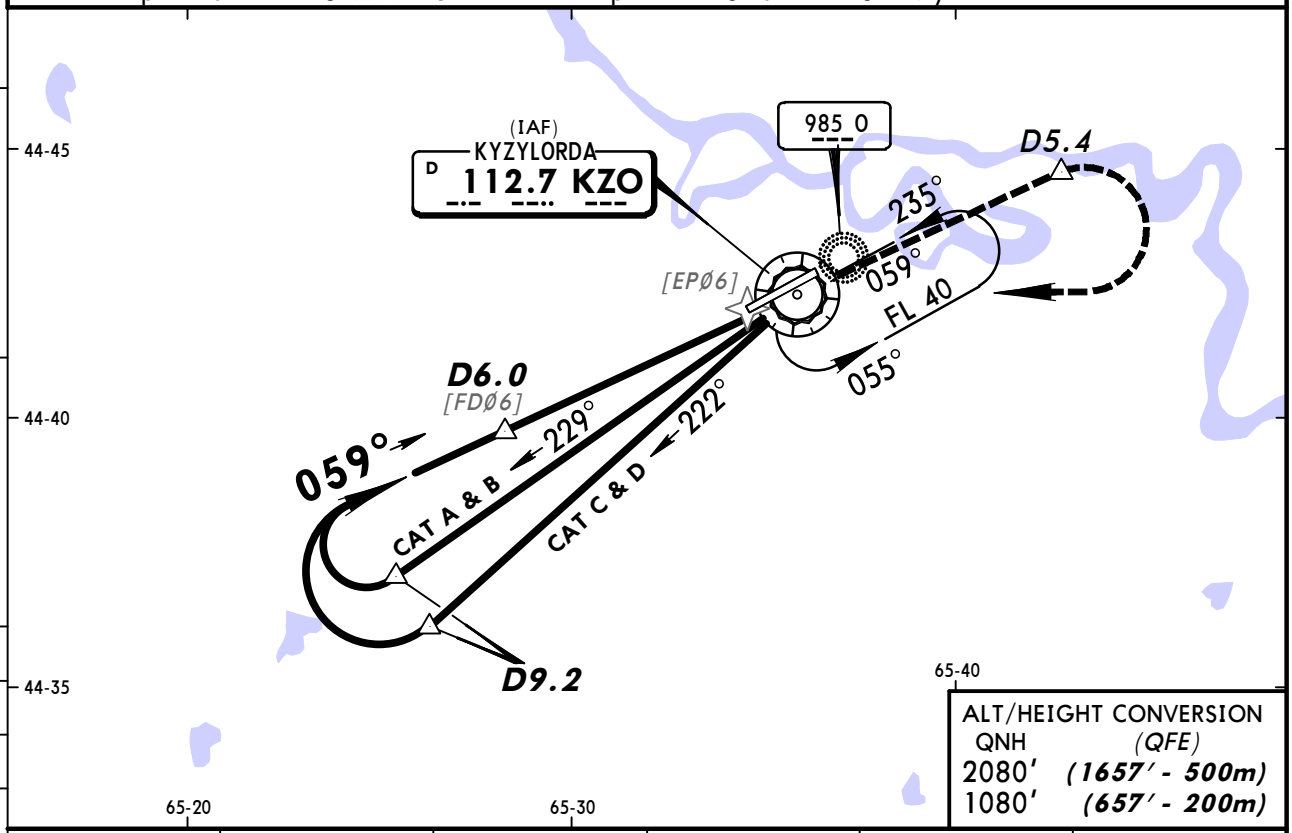
BRIEFING STRIP ™

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| KZO 112.7 | 059° | D6.0 2080′ (1657′) | 790′ (367′) | RWY 423′ |

**MISSED APCH:** Climb on 059° to 1080′ (657′) or above outbound to D5.4, then turn RIGHT to VOR. Climb initially to 2080′ (1657′), then as directed.
**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to VOR and hold.
Missed approach turn limited to MAX 225 KT.

2300′
MSA KZO VOR

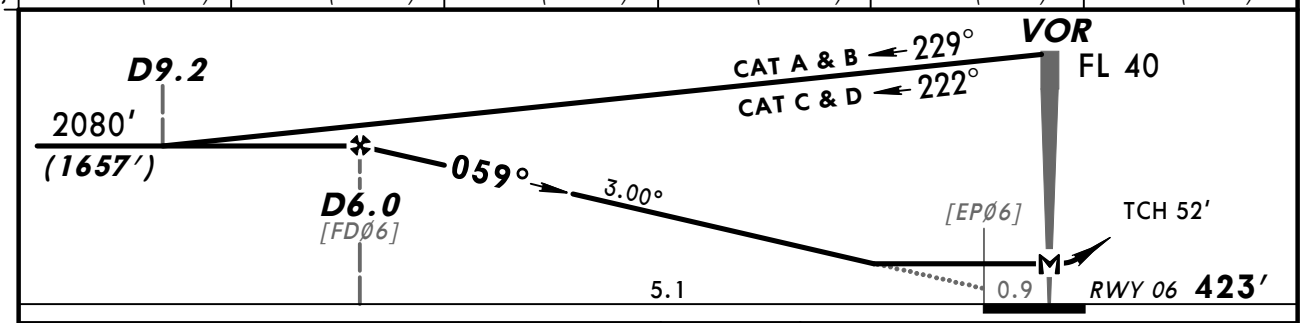
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2080′ (**1657′**)
1. Initial apch restricted to MAX 195 KT. 2. Final apch track offset 4° from rwy centerline.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1657′ - 500m) |
| 1080′ | (657′ - 200m) |

| KZO DME | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| ALTITUDE (HAT) | 2080′ (1657′) | 1750′ (1327′) | 1440′ (1017′) | 1120′ (697′) | 810′ (387′) |




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

HIALS
PAPI
1080′ (657′) or above on 059° D5.4

STRAIGHT-IN LANDING RWY **06**

MDA(H) 790′ (367′)

PANS OPS

| | | ALS out |
|---|---|---|
| A | 900m | 1600m |
| B | 1000m | |
| C | | |
| D | 1600m | |

*CHANGES:* Minimums.

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# KYZYLORDA, KAZAKHSTAN
## VOR DME Rwy 24

BRIEFING STRIP ™

Approach Control through Tower
*KYZYLORDA Tower
120.9

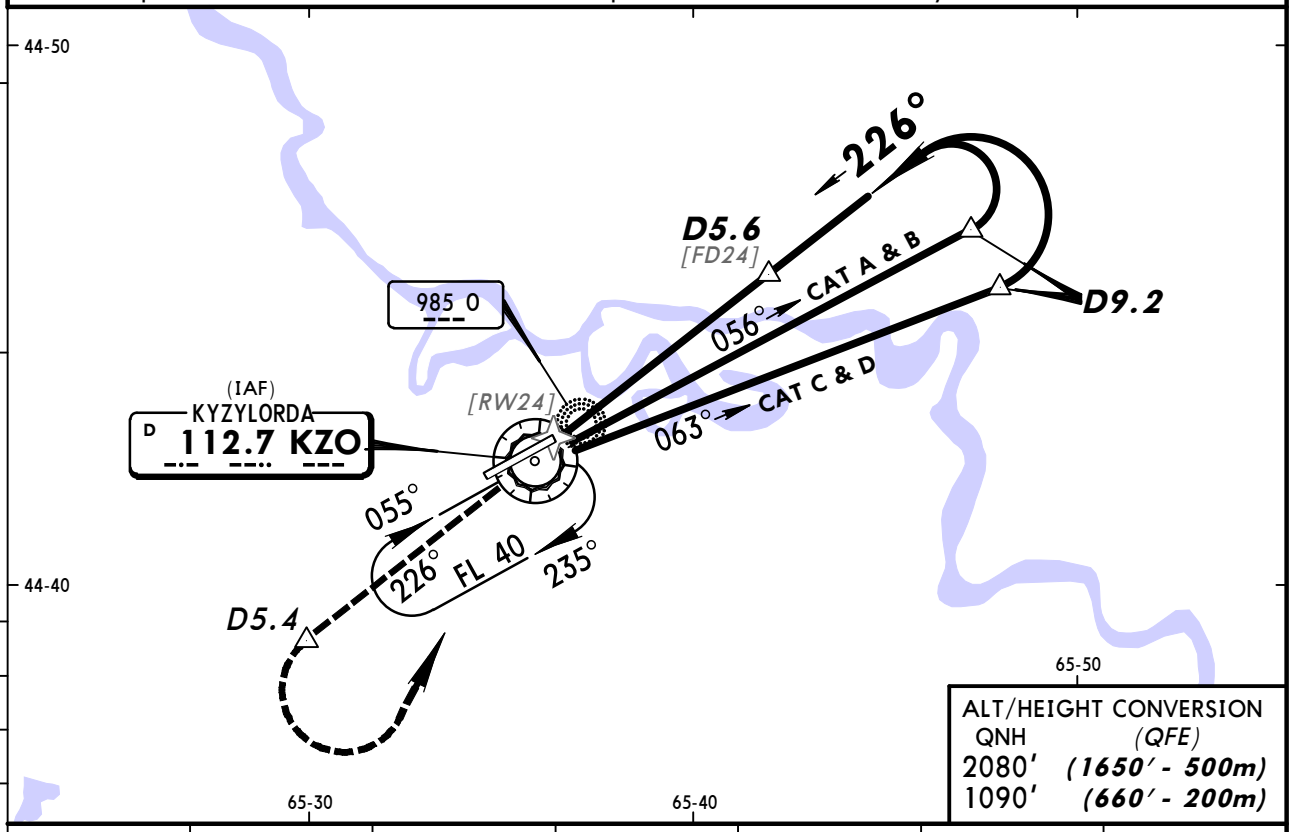
| VOR KZO | Final Apch Crs | Minimum Alt D5.6 | MDA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| 112.7 | 226° | 2080′ (1650′) | 860′ (430′) | RWY 430′ |

**MISSED APCH:** Climb on 226° to 1090′ (660′) or above outbound to D5.4, then turn LEFT to VOR. Climb initially to 2080′ (1650′), then as directed.

**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to VOR and hold.
Missed approach turn limited to MAX 225 KT.

2300′
MSA KZO VOR

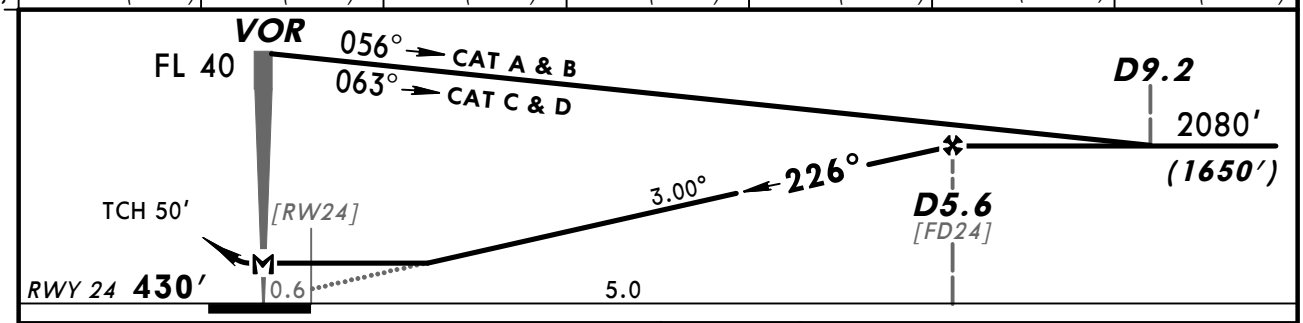
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2080′ (**1650′**)
1. Initial apch restricted to MAX 195 KT. 2. Final apch track offset 9° from rwy centerline.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1650′ - 500m) |
| 1090′ | (660′ - 200m) |

| KZO DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 5.6 |
|---|---|---|---|---|---|---|
| ALTITUDE (HAT) | 640′ (210′) | 950′ (520′) | 1270′ (840′) | 1580′ (1150′) | 1900′ (1470′) | 2080′ (1650′) |




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

HIALS

1090′ (660′) or above on 226° D5.4

STRAIGHT-IN LANDING RWY 24

MDA(H) 860′ (430′)

| | | ALS out |
|---|---|---|
| A | 900m | 1600m |
| B | 1000m | |
| C | 1200m | |
| D | 1600m | |

PANS OPS

CHANGES: Minimums.

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# KYZYLORDA, KAZAKHSTAN
## NDB Rwy 06

BRIEFING STRIP ™

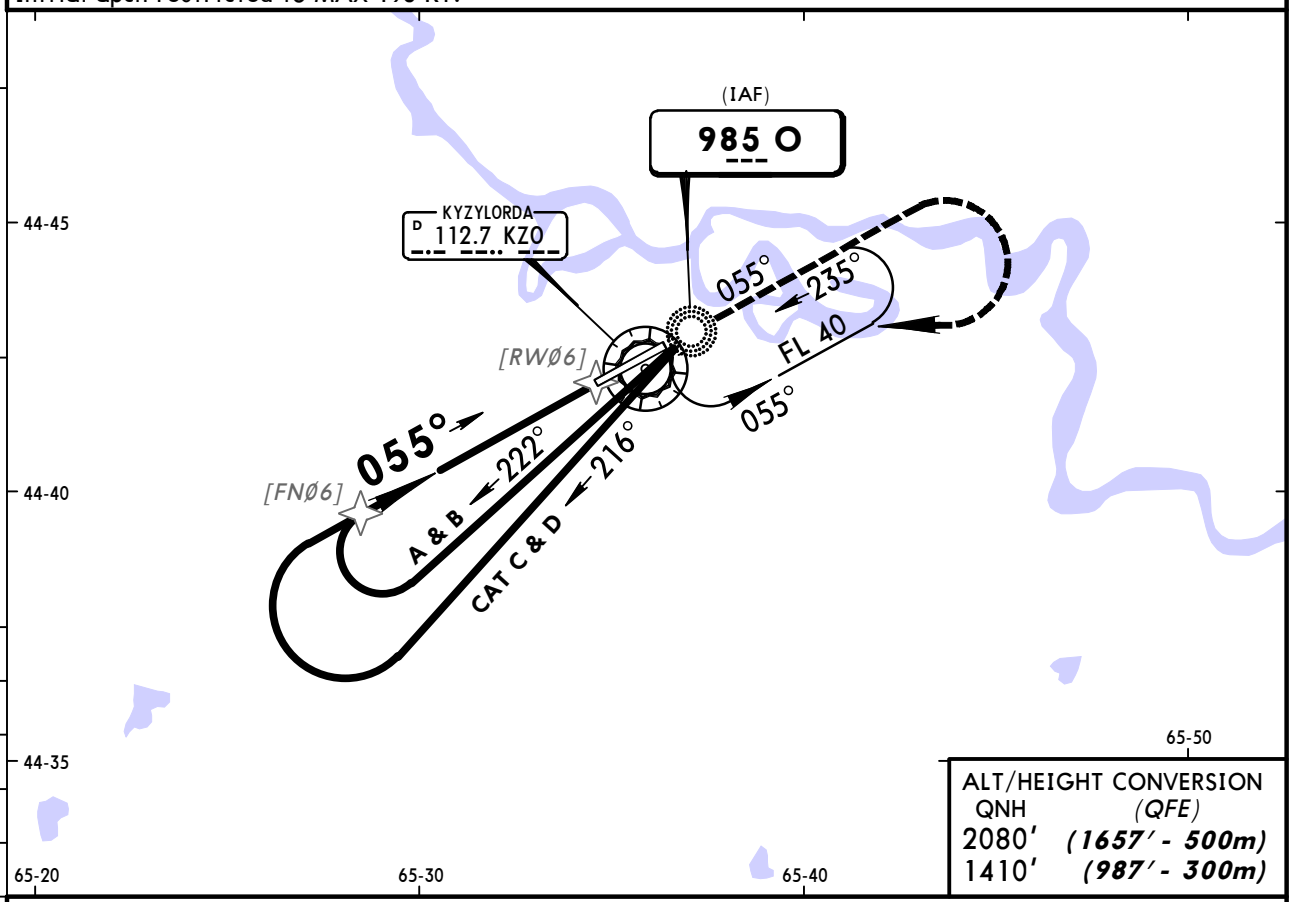
Approach Control through Tower
*KYZYLORDA Tower
120.9

| NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| O 985 | 055° | No FAF | 850′ (427′) | RWY 423′ |

**MISSED APCH:** Climb on 055° to 1410′ (987′) or above. After passing NDB maintain 055° for 1 Min 20 Sec, then turn RIGHT to NDB. Climb initially to 2080′ (1657′), then as directed.
**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to NDB and hold.
Missed approach turn limited to MAX 225 KT.

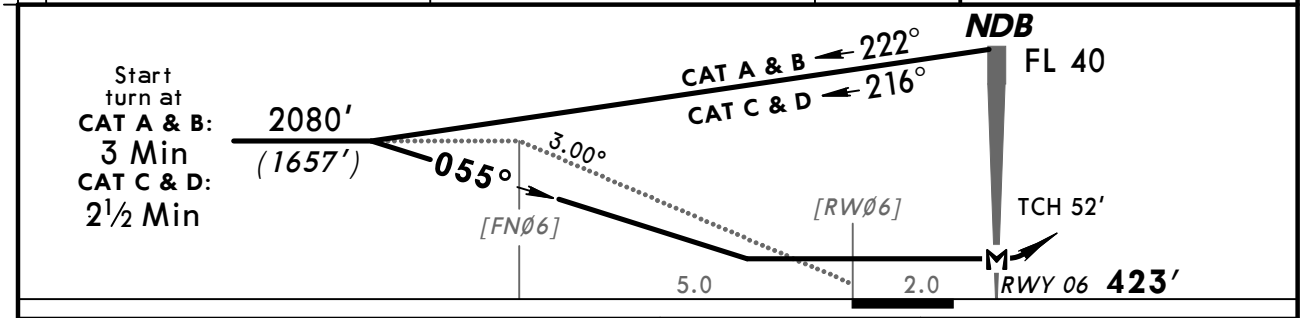
2300′
MSA O NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2080′ (1657′)
Initial apch restricted to MAX 195 KT.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1657′ - 500m) |
| 1410′ | (987′ - 300m) |




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

HIALS
PAPI
1410′ (987′) or above on 055°

STRAIGHT-IN LANDING RWY **06**

MDA(H) 850′ (427′)

PANS OPS

| | | ALS out |
|---|---|---|
| A | 1200m | 1600m |
| B | | |
| C | | |
| D | 1600m | |

*CHANGES:* Minimums.

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# KYZYLORDA, KAZAKHSTAN
## 2 NDB Rwy 24

BRIEFING STRIP ™

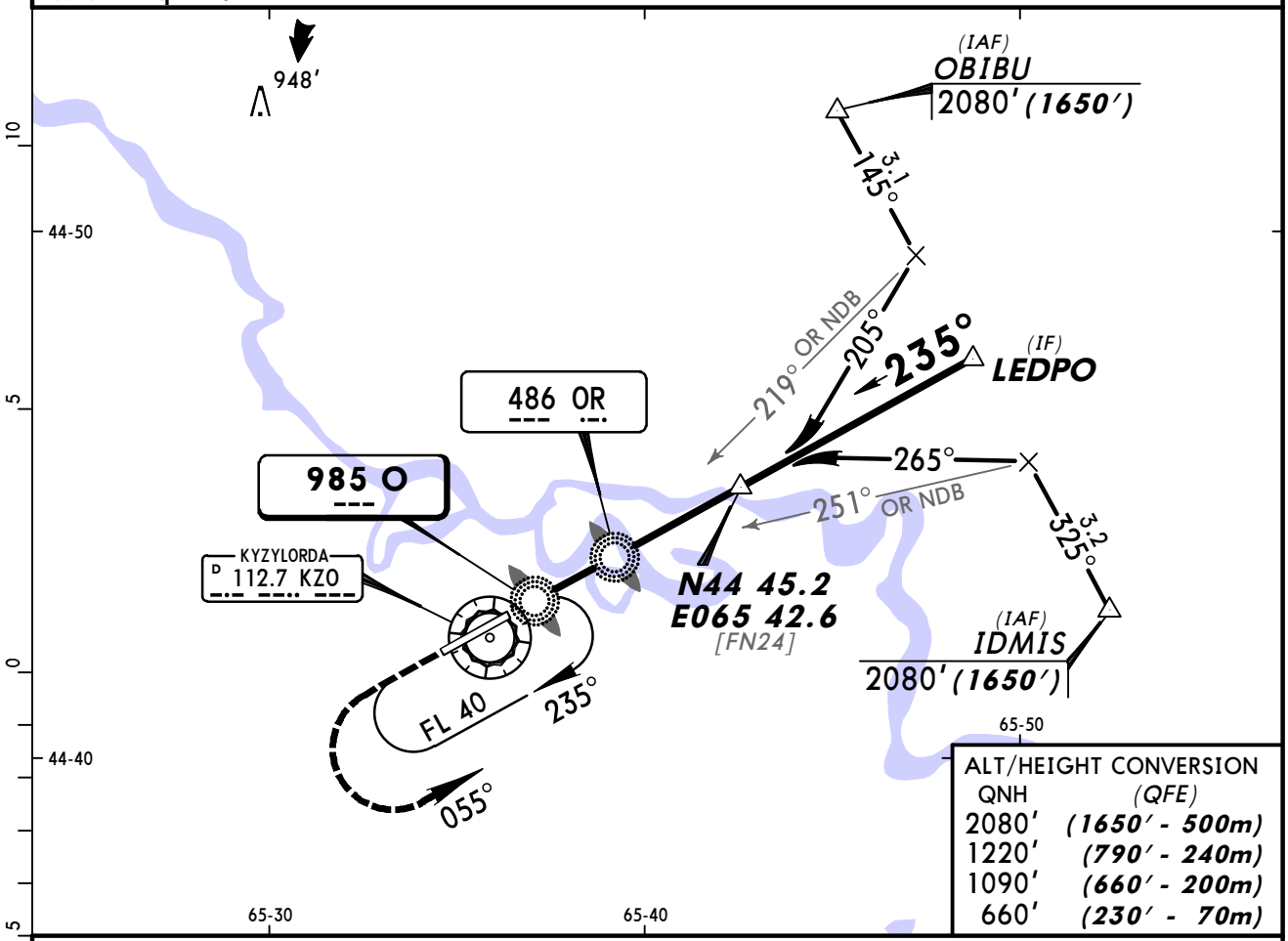
Approach Control through Tower
*KYZYLORDA Tower
120.9

| NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| O 985 | 235° | N44 45.2 E065 42.6 2080′ (1650′) | 760′ (330′) | RWY 430′ |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1090′ (660′), then turn LEFT (MAX 225 KT) onto 055° climbing to 2080′ (1650′), then as directed.

2300′
MSA O NDB

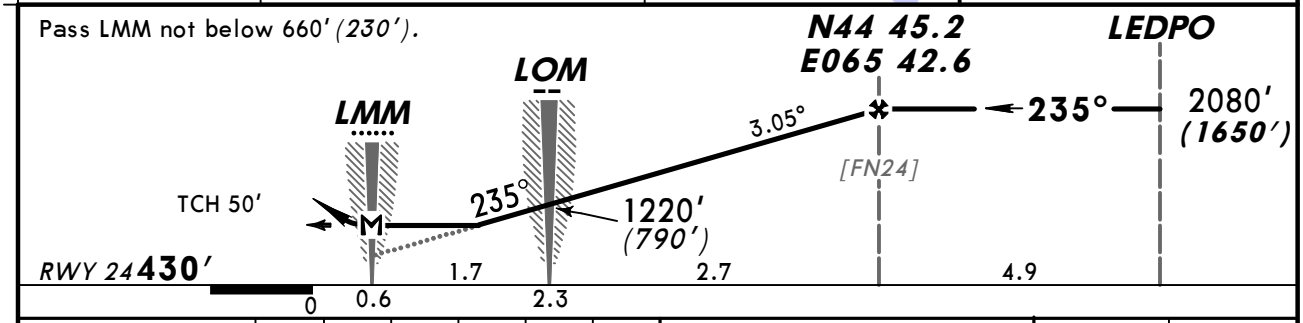
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2080′ (1650′)
**RADAR required.**




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1650′ - 500m) |
| 1220′ | (790′ - 240m) |
| 1090′ | (660′ - 200m) |
| 660′ | (230′ - 70m) |

Pass LMM not below 660′ (230′).




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

HIALS

1090′
(660′)

STRAIGHT-IN LANDING RWY **24**

MDA(H) 760′ (330′)

PANS OPS

| | | ALS out |
|---|---|---|
| A | 1200m | 1600m |
| B | | |
| C | | |
| D | 1600m | |

*CHANGES:* Minimums.

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BRIEFING STRIP ™

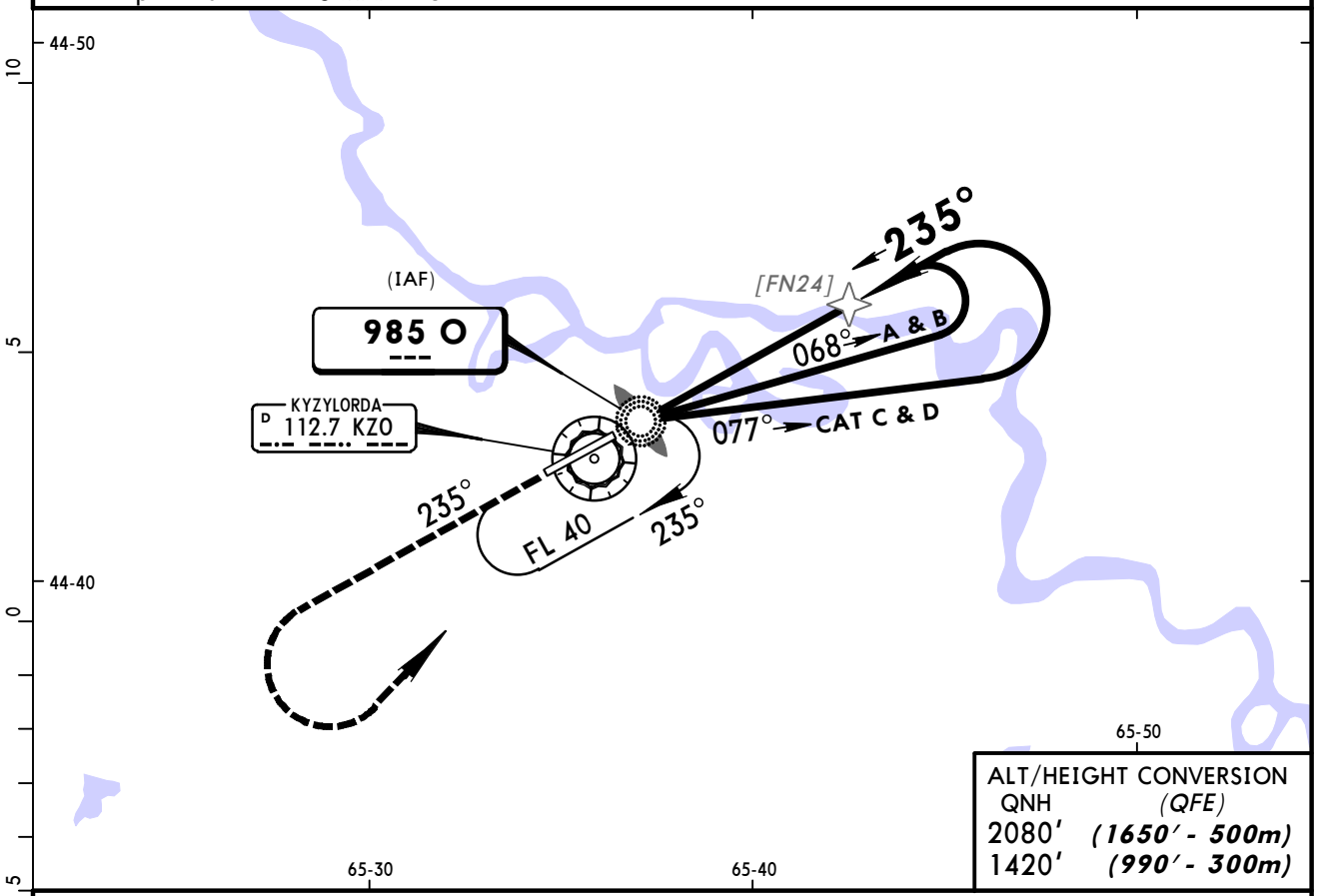
Approach Control through Tower
*KYZYLORDA Tower
120.9

| NDB | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 430′ |
|---|---|---|---|---|
| O 985 | 235° | No FAF | 830′ (400′) | RWY 430′ |

**MISSED APCH:** Climb on 235° to 1420′ (990′) or above. After passing NDB maintain 235° for 1 Min 20 Sec, then turn LEFT to NDB. Climb initially to 2080′ (1650′), then as directed.
**MISSED APCH WITH COMM FAILURE:** Climb to FL 40 to NDB and hold.
Missed approach turn limited to MAX 225 KT.

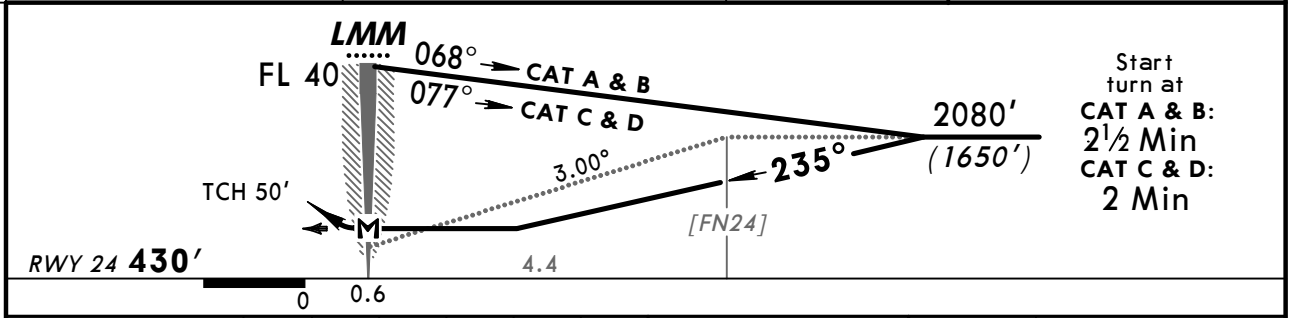
2300′
MSA O NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2080′ **(1650′)**
Initial apch restricted to MAX 195 KT.




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 2080′ | (1650′ - 500m) |
| 1420′ | (990′ - 300m) |




Start turn at
**CAT A & B:** 2½ Min
**CAT C & D:** 2 Min

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

HIALS

1420′ (990′) or above on 235°

STRAIGHT-IN LANDING RWY 24

MDA(H) 830′ (400′)

| | | ALS out |
|---|---|---|
| A | 1200m | 1600m |
| B | | |
| C | | |
| D | 1600m | |

PANS OPS

CHANGES: Minimums.

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## Chart changes since cycle 24-2012

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

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

**KYZYLORDA, (KYZYLORDA - UAOO)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport UAOO