

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAAA

Terminal Charts For UAAA

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 4.9°E

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

Sunrise: 0008 Z
Sunset: 1339 Z,

Runway Information

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

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

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

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

Communication Information

ATIS 135.1 Non-English
ATIS 129.8
Almaty Tower 122.4 Secondary
Almaty Tower 119.4
Almaty Ground Control 122.4 Secondary
Almaty Ground Control 121.7
Almaty Approach Control 124.8
Almaty Approach Control 122.4 Secondary
Almaty Radar 122.4 Secondary
Almaty Radar 120.8

1. GENERAL

1.1. ATIS

ATIS 129.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP are established when RVR is less than 550m and/or ceiling is below 60m.

1.2.2. GROUND MOVEMENT

Arriving ACFT:

Landing ACFT shall report RWY vacated after crossing light indicator, indicating the ILS sensitive area.

Departing ACFT:

Departing ACFT is escorted from the stands to the holding point by Follow-me car. ACFT shall stop at the holding point before the light indicator indicating the ILS sensitive area

1.3. TAXI PROCEDURES

Taxiing to the apron after RWY was vacated is permitted only with Follow-me car. ACFT shall make turns on RWY junctions with TWYs and on turning pads.

1.4. PARKING INFORMATION

Parking to stands is assisted by marshaller.
Stands 61 and 62 available for helicopters.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 23R approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

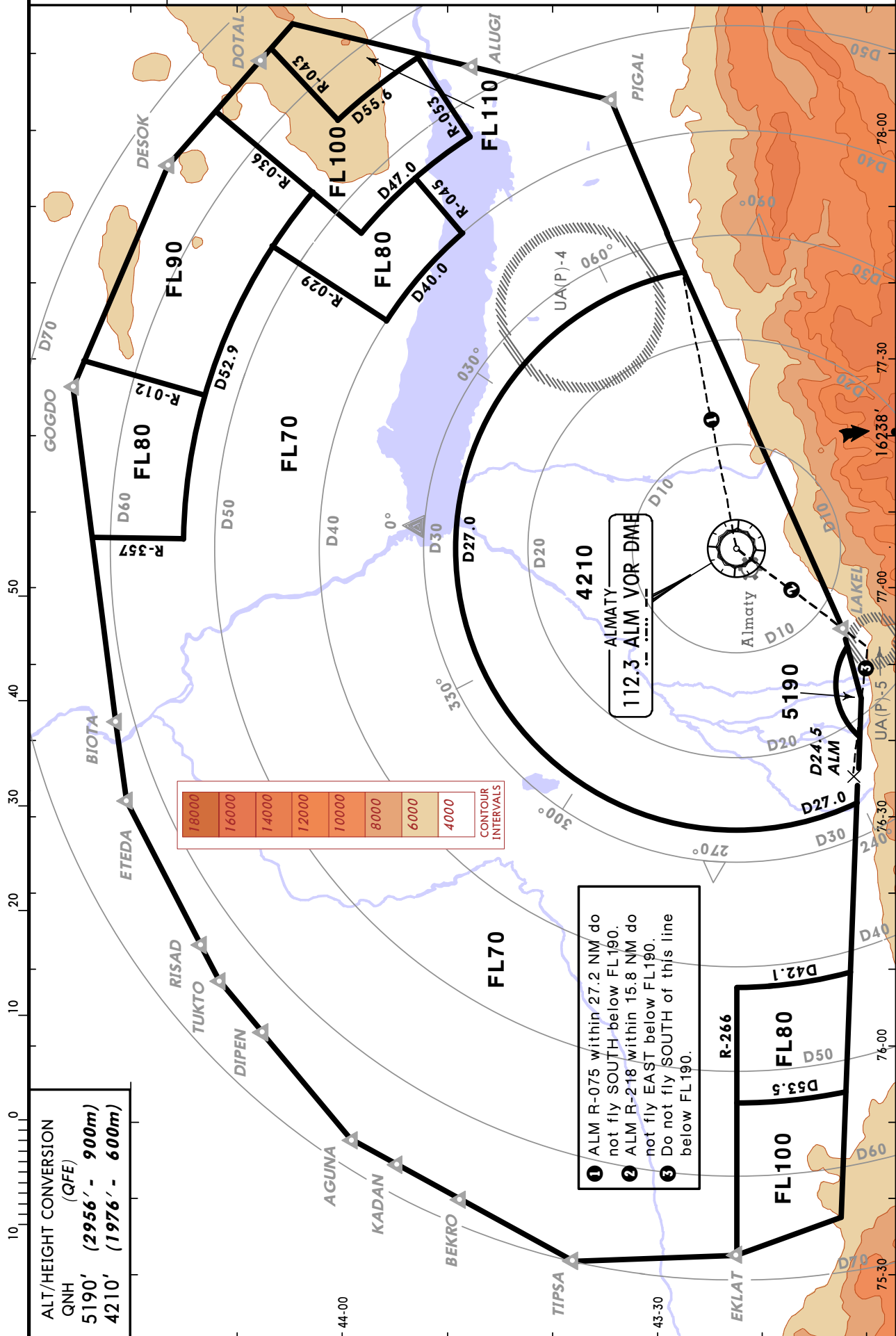
Start-up of engines on stands 3 thru 8 prohibited.

ACFT should start engines after towing to apron centerline or on stands 12 thru 14.

ALMATY Radar
120.8
Apt Elev
2234'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5190' (2956')

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



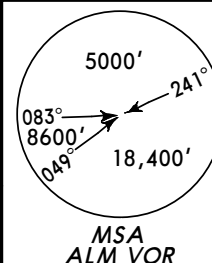


ATIS
129.8
(Russian)
135.1

Apt Elev
2234'

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

(QFE)



AGUNA 3A [AGUN3A]

BEKRO 3A [BEKR3A]

BIOTA 3A [BIOT3A]

EKLAT 3A [EKLA3A]

ETEDA 3A [ETED3A]

RWYS 05L/R ARRIVALS

~~SPEED~~ MAX 245 KT BELOW FL100

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

BIOTA

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

AGUNA

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

BEKRO

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

REGMU

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

UZUNAGACH
345 UC

N43 36.0 E076 19.6

At or above
FL120

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

LURIT

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

At or above
FL120

EKLAT

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

ASTAS

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

(IAF)

D17.4 ALM

D17.3 ATA

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

At **FL70**

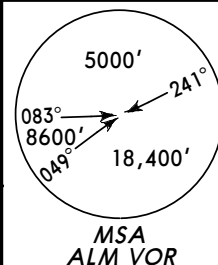
ALMATY
D (H) **112.3 ALM**
N43 22.5 E077 05.2
D (H) **116.4 ATA**
N43 22.6 E077 05.1

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

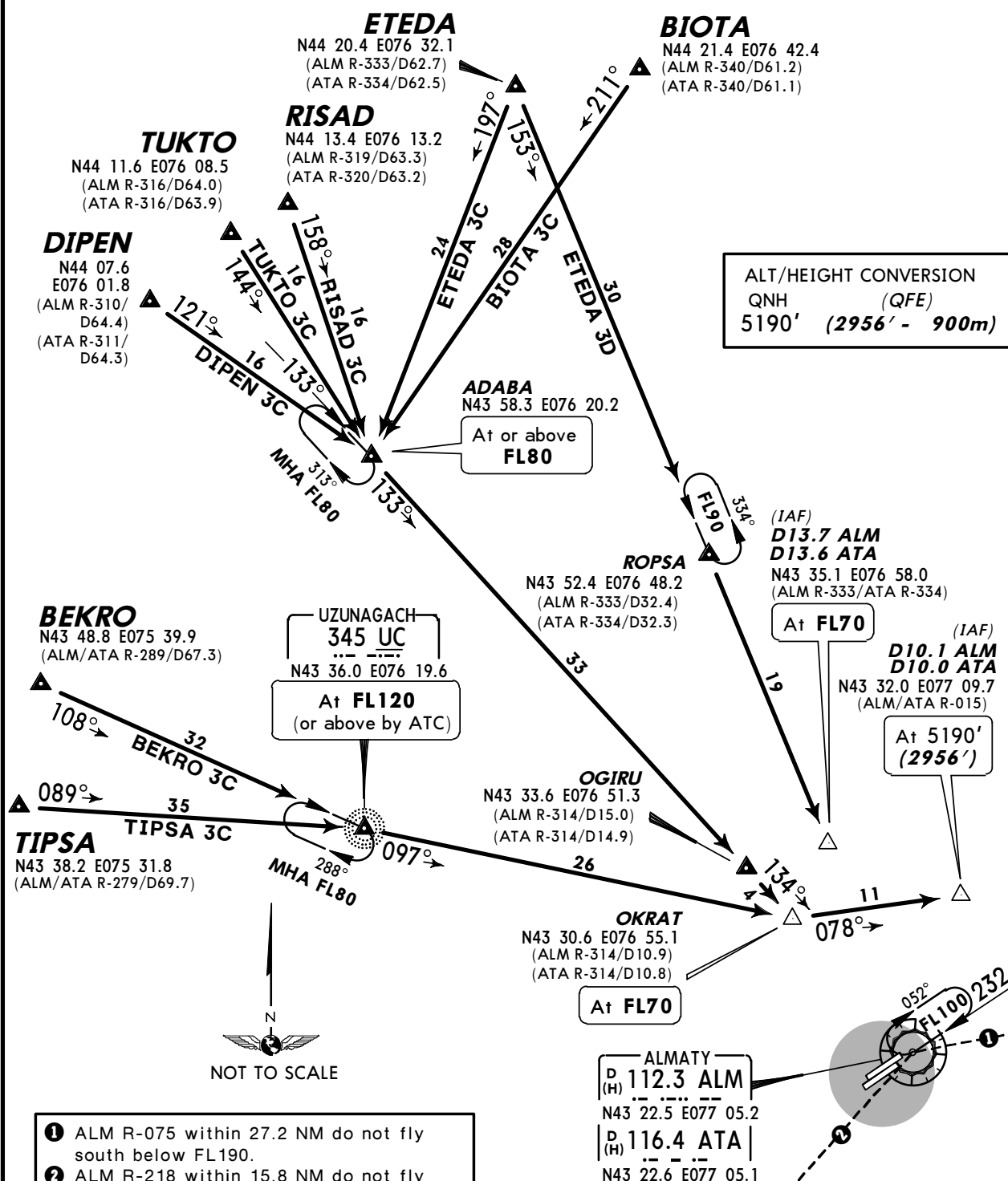
(QFE)

ATIS
129.8
(Russian
135.1)Apt Elev
2234'

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

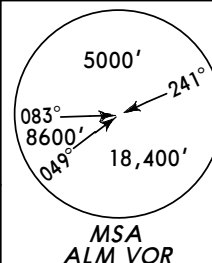


BEKRO 3C [BEKR3C], BIOTA 3C [BIOT3C]
DIPEN 3C [DIPE3C], ETEDA 3C [ETED3C]
ETEDA 3D [ETED3D], RISAD 3C [RISA3C]
TIPSA 3C [TIPS3C], TUKTO 3C [TUKT3C]
RWYS 23L/R ARRIVALS
SPEED MAX 245 KT BELOW FL100



ATIS
129.8
(Russian
135.1)Apt Elev
2234'

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



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

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

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

DESOK 3AAt or above
FL100**GOGDO 3B**At or above
FL200
descend in
holding to
FL100**TIRBA**
N43 34.9 E077 30.5At or above
FL15064.8 NM to ALM
64.7 NM to ATA
GOGDO 3B22.3 NM
to ALM
22.2 NM
to ATA
D
R052°45
DESOK 3A

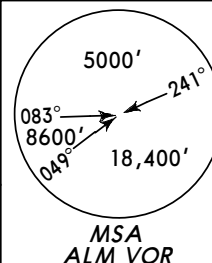
- ① ALM R-075 within 27.2 NM do not fly south below FL190.
② ALM R-218 within 15.8 NM do not fly east below FL190.

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

ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

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



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

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

GOGDO

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

DESOK

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

(IAF)
D13.7 ALM
D13.6 ATA
N43 35.8 E077 09.6
(ALM/ATA R-009)

At 5190'
(2956')

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

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

At FL110
or at FL100
(or below
by ATC)

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

At 5190'
(2956')

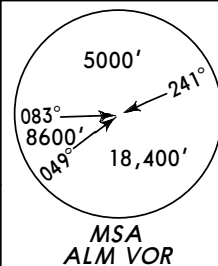


- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

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

ATIS
129.8
(Russian
135.1)Apt Elev
2234'

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



ALUGI 1B [ALUG1B]
DOTAL 3B [DOTA3B]
LAKEL 3A [LAKE3A]
PIGAL 1B [PIGA1B]

RWYS 05R/L ARRIVALS

~~SPEED~~ MAX 245 KT BELOW FL100

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

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

ALUGI 1B
DOTAL 3B
PIGAL 1B

At or above
FL100

LAKEL 3A

At or above
FL200
descend in
holding to
FL100

D24.5 ALM
N43 11.3
E076 35.3

238°
12.7 NM to ALM
12.8 NM to ATA
033°
LAKEL 3A
N43 12.3 E076 54.7

LAKEL

N43 12.3 E076 54.7

At **FL200**

NOT TO SCALE

TIRBA
N43 34.9 E077 30.5

At or above
FL150

22.3 NM
to ALM
22.2 NM
to ATA

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

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

232°

5.4

FL100

052°

18

24

266°

ALUGI 1B

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

PIGAL 1B
BY ATC

N43 34.5 E078 03.9
(ALM R-069/D44.4)
(ATA R-069/D44.5)

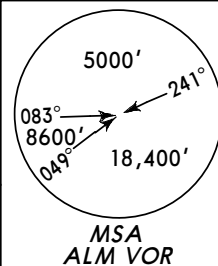
PIGAL

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

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

ATIS
129.8
(Russian
135.1)Apt Elev
2234'

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



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

SPEED: MAX 245 KT BELOW FL100

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

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

NOT TO SCALE

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

At or above
FL200
descend in
holding to
FL100

D24.5 ALM
N43 11.3
E076 35.3

12.7 NM to ALM
12.8 NM to ATA
033° → **LAKEL 3C**

LAKEL
N43 12.3 E076 54.7

At **FL200**

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

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

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

At 5190'
(**2956'**)

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

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

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

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

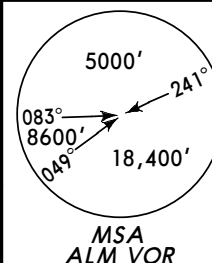
- 1 ALM R-075 within 27.2 NM do not fly south below FL190.
- 2 ALM R-218 within 15.8 NM do not fly east below FL190.
- 3 Do not fly south of this line below FL190.

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

ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

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



AGUNA 3K [AGUN3K]
BEKRO 3K [BEKR3K]
BIOTA 3K [BIOT3K]
EKLAT 3K [EKLA3K]
ETEDA 3K [ETED3K]
RWYS 05L/R ARRIVALS

WITHOUT RADAR CONTROL

~~SPEED~~ MAX 245 KT BELOW FL100

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

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

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

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

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

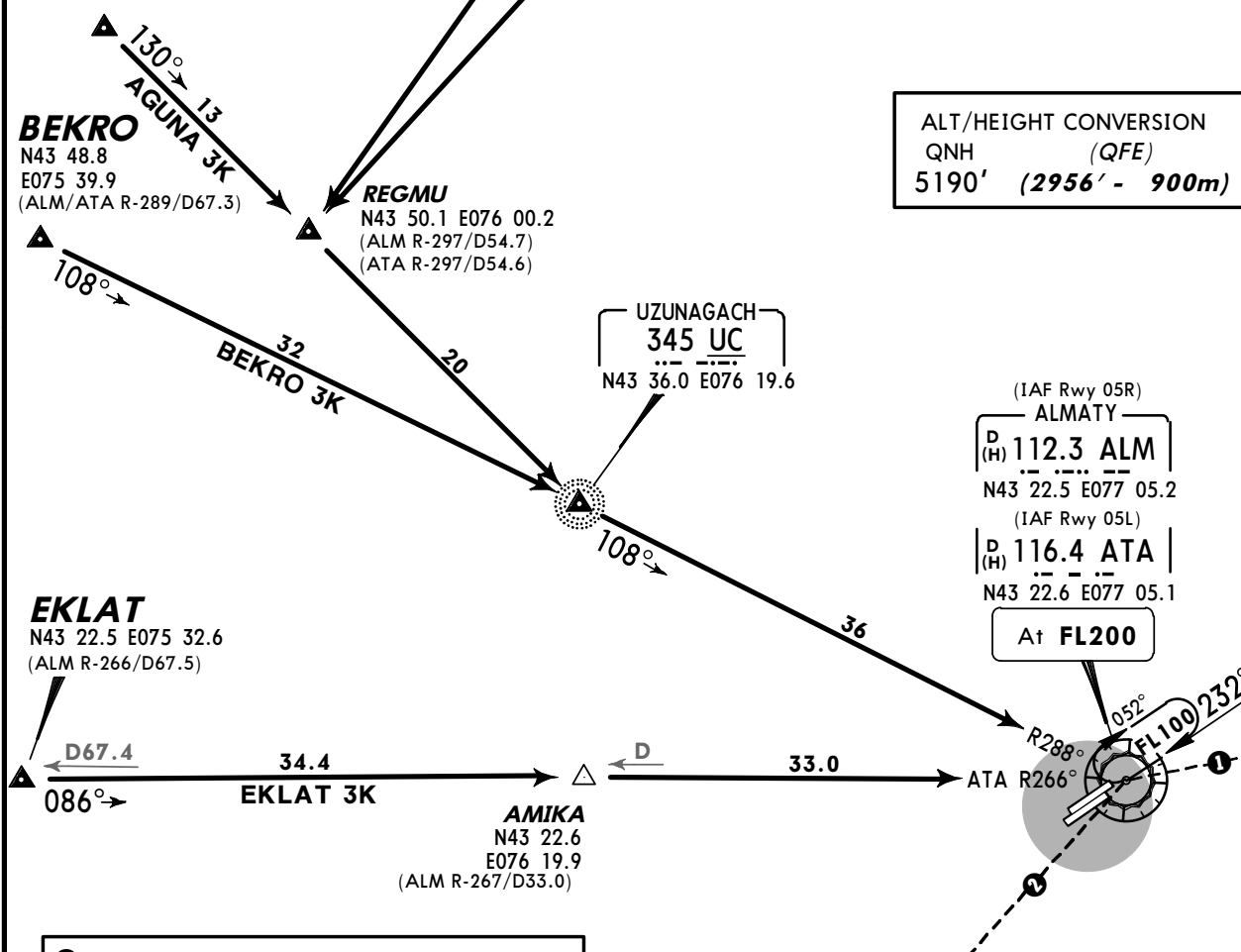
UZUNAGACH
345 UC
N43 36.0 E076 19.6

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

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

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

(IAF Rwy 05R)
ALMATY
D (H) **112.3 ALM**
N43 22.5 E077 05.2
(IAF Rwy 05L)
D (H) **116.4 ATA**
N43 22.6 E077 05.1
At FL200

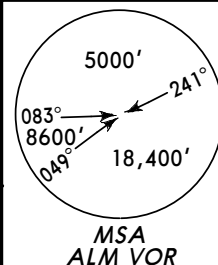


- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

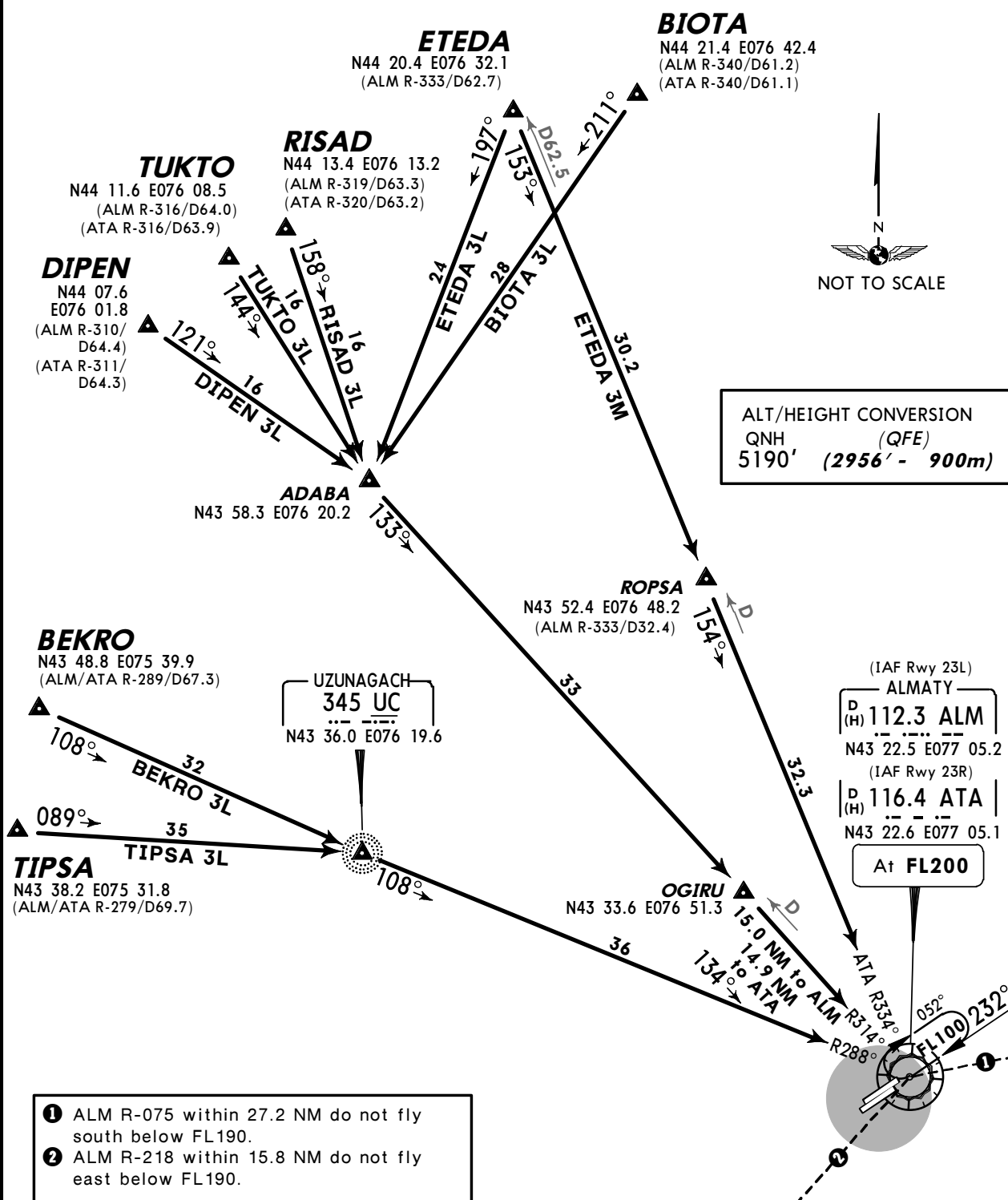
ATIS
129.8
(Russian)
135.1)

Apt Elev
2234'

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



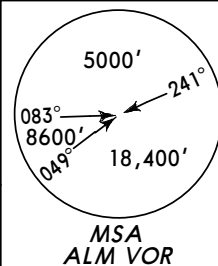
**BEKRO 3L [BEKR3L], BIOTA 3L [BIOT3L]
DIPEN 3L [DIPE3L], ETEDA 3L [ETED3L]
ETEDA 3M [ETED3M], RISAD 3L [RISA3L]
TIPSA 3L [TIPS3L], TUKTO 3L [TUKT3L]
RWYS 23L/R ARRIVALS
WITHOUT RADAR CONTROL
SPEED MAX 245 KT BELOW FL100**



ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

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



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

~~SPEED~~ MAX 245 KT BELOW FL100

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

GOGDO
N44 25.4 E077 26.3



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

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

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

64.8 NM to ALM
64.7 NM to ATA
GOGDO 3K

45
DESOK 3K

22
DOTAL 3K

TIRBA
N43 34.9 E077 30.5
At or above
FL150

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

GOGDO 3K
LAKEL 3K
At **FL200**

D24.5 ALM
N43 11.3 E076 35.3
238° ALM
12.7 NM to ALM
12.8 NM to ATA
033° LAKEL 3K
LAKEL
N43 12.3 E076 54.7
At **FL200**

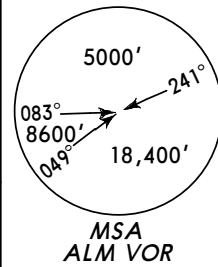
- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.
- ③ Do not fly south of this line below FL190.

ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

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

(QFE)



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

SPEED MAX 245 KT BELOW FL100



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

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

GOGDO 3L
LAKEL 3L
At FL200

D24.5 ALM
N43 11.3
E076 35.3

LAKEL
N43 12.3 E076 54.7
At FL200
D24.5 ALM
N43 11.3 E076 35.3
12.7 NM to ALM
12.8 NM to ATA
033°
238°
212°
052°
R009°
R052°
R212°
22.3 NM to ALM
22.2 NM to ATA

GOGDO
N44 25.4 E077 26.3

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

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

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

ALUGI 1L
N43 47.8 E078 08.3
(ALM/ATA R-056/D52.4)

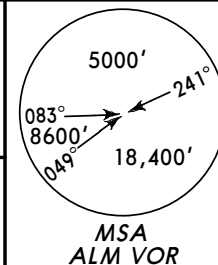
TIRBA
N43 34.9 E077 30.5

At FL110
or at FL100
(or below by ATC)

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

Apt Elev
2234'

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



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

GOGDO

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

DESOK

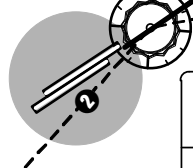
N44 16.5 E077 55.4
(ALM R-029/D65.1)
(ATA R-030/D65.0)

DOTAL

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

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

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



NOT TO SCALE

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

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

DESOK 3F, DOTAL 3E

These SIDs require a minimum climb gradient
of
7% to cross TIRBA at FL100.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply contact ATC.

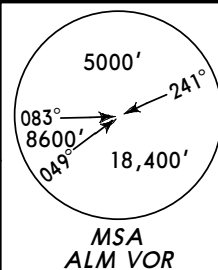
SID	ROUTING
DESOK 3F	Climb straight ahead to 3220' (986'), 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3E	Climb straight ahead to 3220' (986'), 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.
GOGDO 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA,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

Apt Elev
2234'

QNH on request (QFE)

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

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



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

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

GOGDO

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

DESOK

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

DOTAL

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

(Rwy 23L)
D19.0 ALM
N43 20.1 E076 39.4
(ALM R-259)
(Rwy 23R)
D18.9 ATA
N43 19.9 E076 39.4
(ATA R-258)

At or above
FL70
but not
further than
D19.0 ALM/
D18.9 ATA

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

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

At FL80

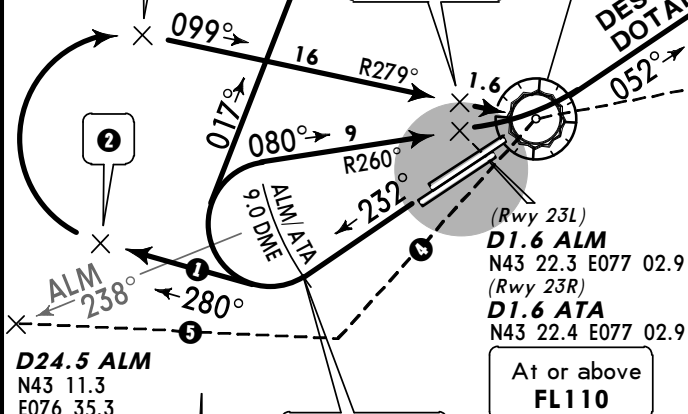
D1.6 ALM/ATA

At or above
FL110

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

At or above
FL150

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

**1 DESOK 3G, DOTAL 3H:**

If unable to reach ALM/ATA 9.0 DME at or above 4540' (2306') turn RIGHT, 280° track, at or above FL70 but not further than D19.0 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-279 inbound to ALM/ATA, climbing to at or above FL110.

3 ALM R-075 within 27.2 NM do not fly south below FL190.

4 ALM R-218 within 15.8 NM do not fly east below FL190.

5 Do not fly south of this line below FL190.

SID**ROUTING****DESOK 3G**

Climb on 232° track to ALM/ATA 9.0 DME **1**, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA, turn LEFT, 052° track to TIRBA, turn LEFT, 019° track to DESOK.

DOTAL 3H

Climb on 232° track to ALM/ATA 9.0 DME **1**, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track via TIRBA to BAGNA, turn LEFT, 019° track to DOTAL.

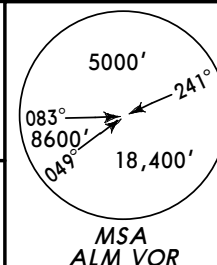
GOGDO 3H

Climb on 232° track to ALM/ATA 9.0 DME, turn RIGHT, 017° track to GOGDO.

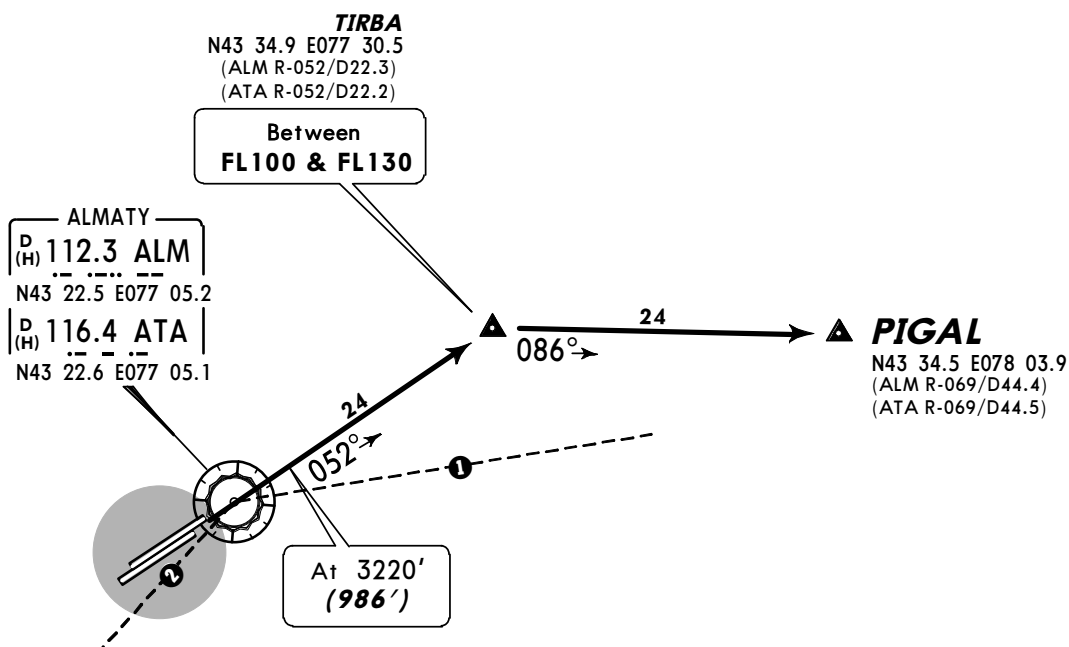


Apt Elev
2234'

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



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



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

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

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

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

If unable to comply contact ATC.

ROUTING

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

Apt Elev
2234'

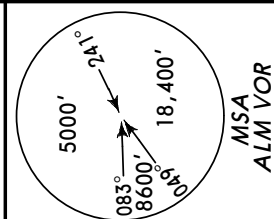
QNH on request (QFE)

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

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

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

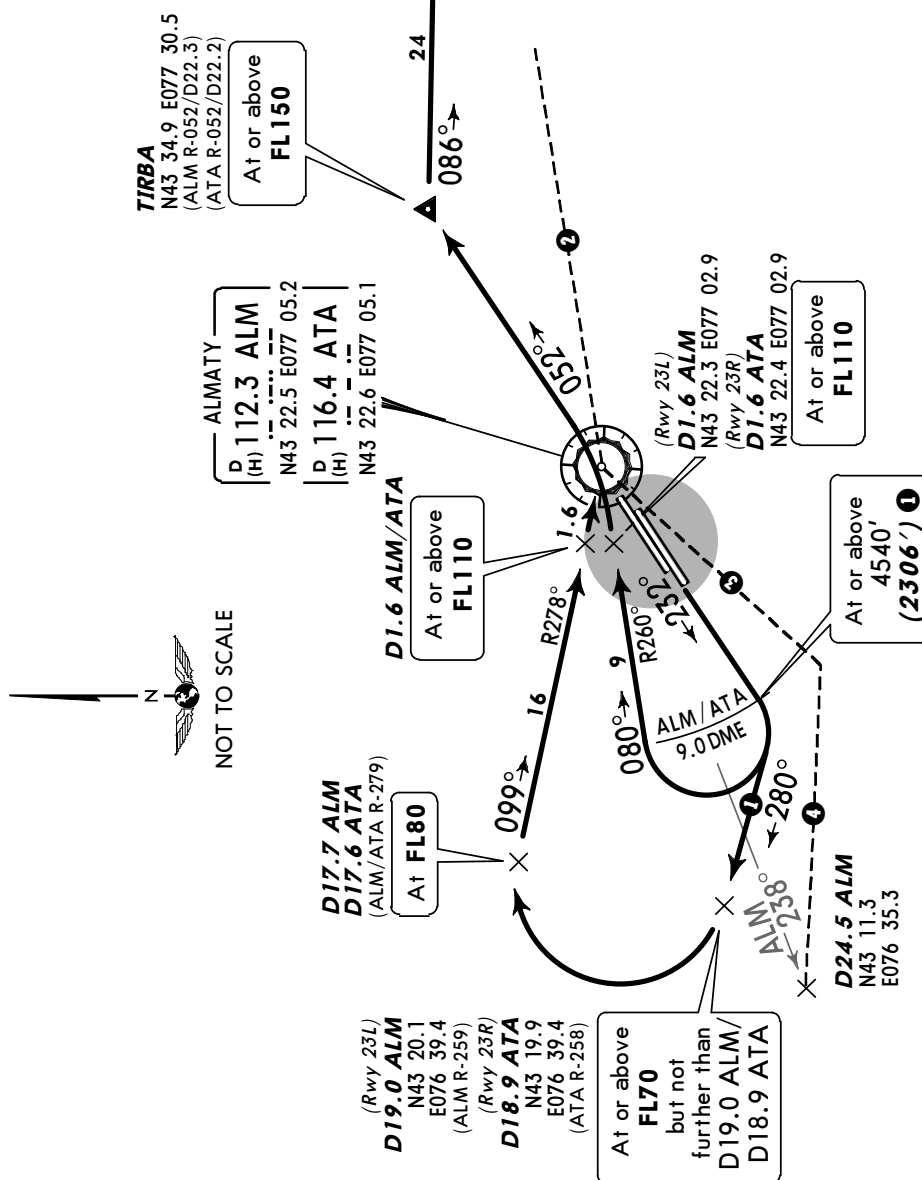
PIGAL 4H [PIGA4H] RWYS 23L/R DEPARTURE



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

ROUTING

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

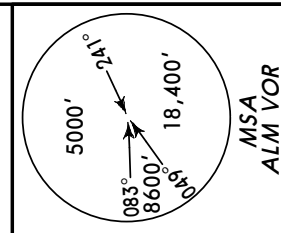


Apt Elev
2234'

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

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

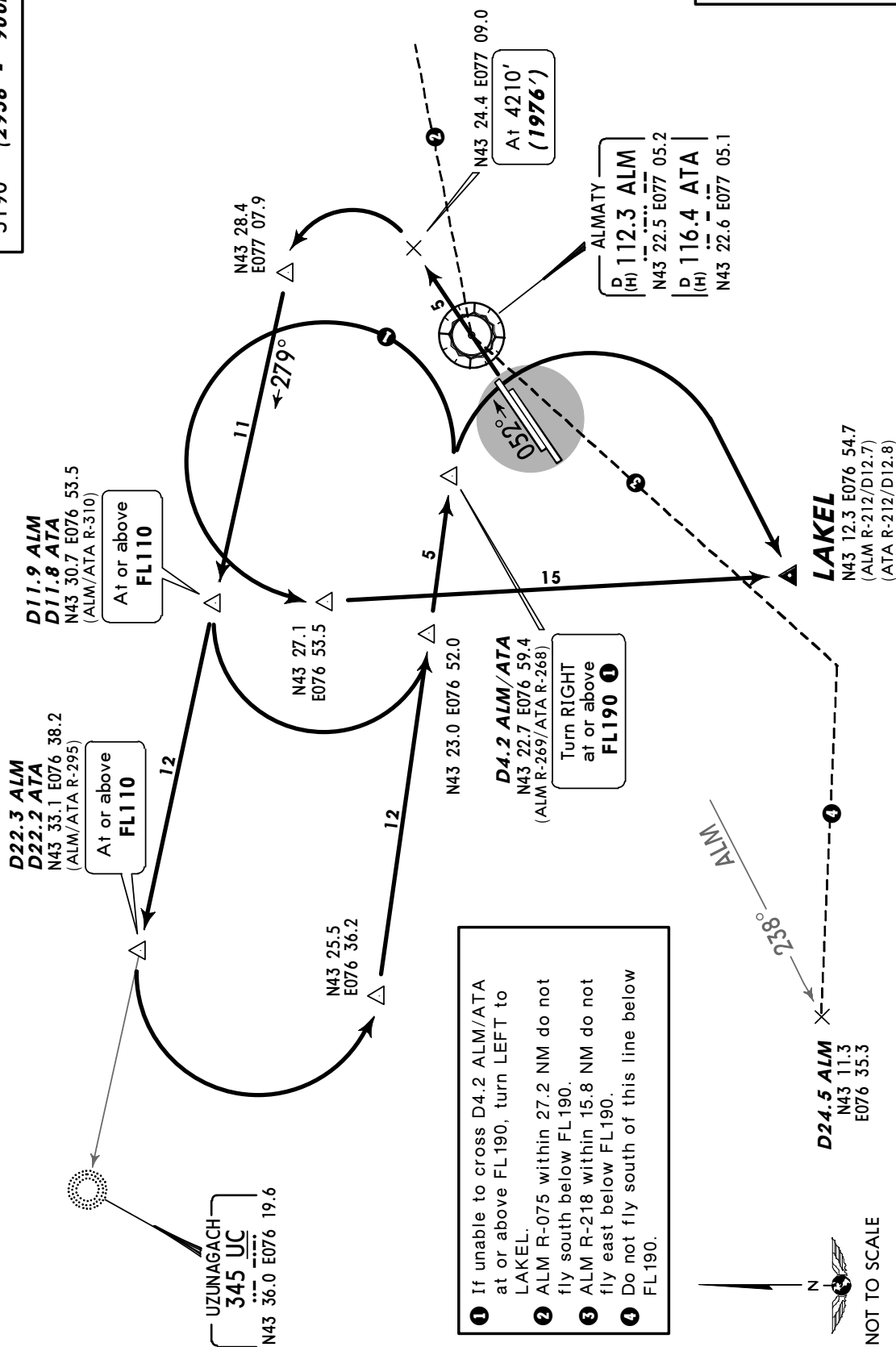
LAKEL 3E [LAKE3E] RWYS 05L/R DEPARTURE



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

ROUTING

Climb on 052° track to 4210' (1976') turn LEFT towards UC, between D11.9 ALM/D11.8 ATA and D22.3 ALM/D22.2 ATA turn LEFT towards ALM/ATA, at or above FL190 1 turn RIGHT to LAKEL.



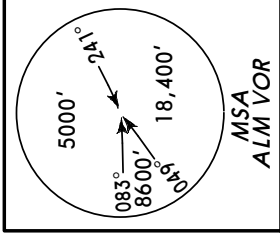
- 1 If unable to cross D4.2 ALM/ATA at or above FL190, turn LEFT to LAKEL.
- 2 ALM R-075 within 27.2 NM do not fly south below FL190.
- 3 ALM R-218 within 15.8 NM do not fly east below FL190.
- 4 Do not fly south of this line below FL190.

- ① If unable to cross D4.3 ALM/ATA at or above FL190, turn LEFT, 010°, track to enter holding. Leave holding at or above FL190 and proceed to LAKEL.
- ② ALM R-075 within 27.2 NM do not fly south below FL190.
- ③ ALM R-218 within 15.8 NM do not fly east below FL190.
- ④ Do not fly south of this line below FL190.

Apt Elev
2234'

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

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



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

AGUNA

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

BEKRO

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

TIPSA

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

UZUNAGACH
345 UC
N43 36.0 E076 19.6

Between
FL80 & FL100
(or above
by ATC)

ALMATY

D 112.3 ALM
(H) N43 22.5 E077 05.2

D 116.4 ATA
(H) N43 22.6 E077 05.1

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

NOT TO SCALE

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

ROUTING

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

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

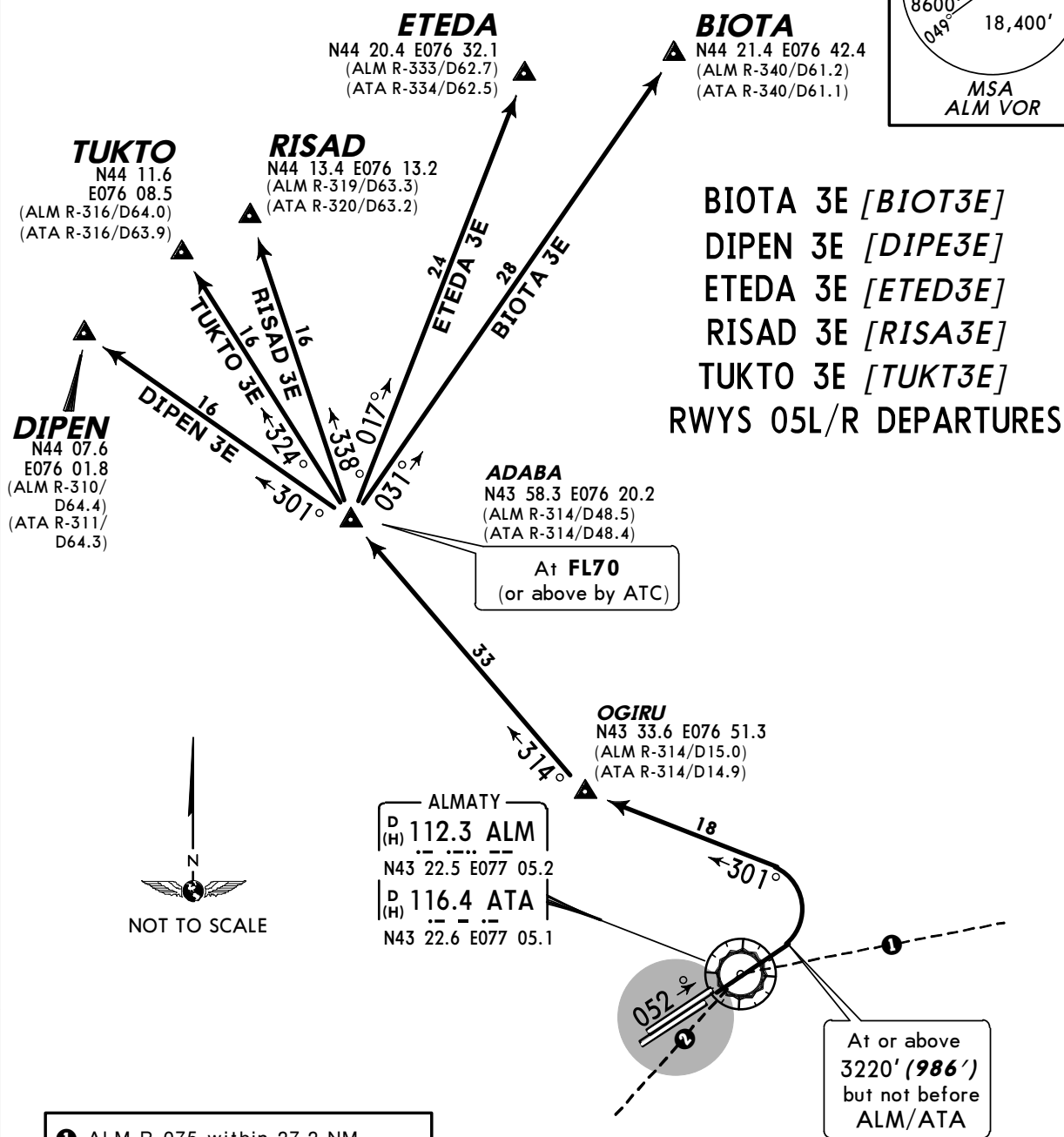
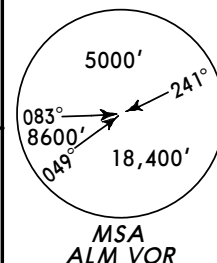
- 1 ALM R-218 within 15.8 NM do not fly east below FL190.
- 2 Do not fly south of this line below FL190.

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

SID	ROUTING
AGUNA 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing via REGMU to AGUNA.
BEKRO 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, intercept 299° bearing to UC, turn LEFT, 288° bearing to BEKRO.
EKLAT 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, 270° track to EKLAT.

Apt Elev
2234'

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



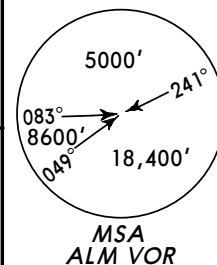
- ① ALM R-075 within 27.2 NM
do not fly south below FL190.
② ALM R-218 within 15.8 NM
do not fly east below FL190.

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

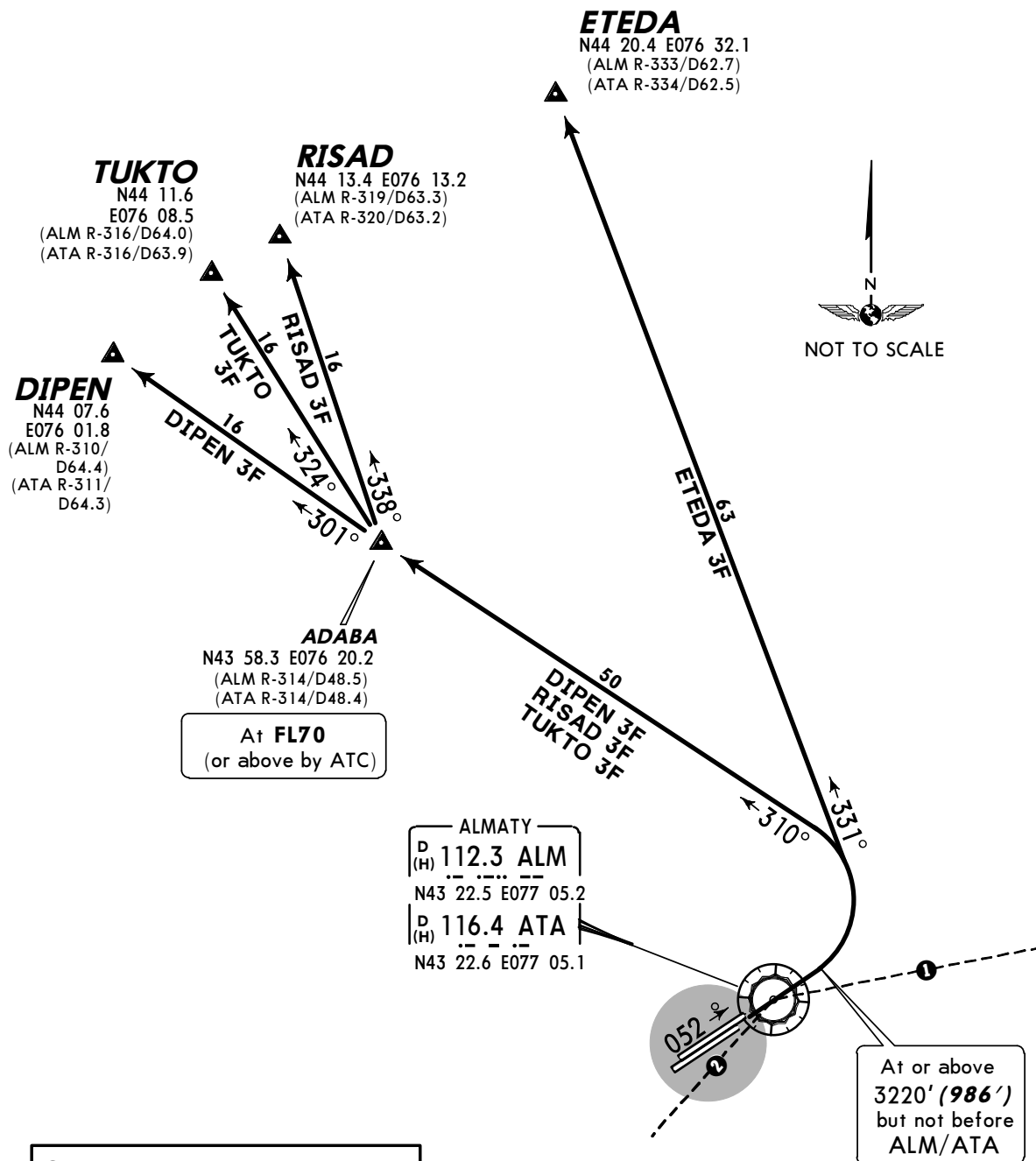
SID	ROUTING
BIOTA 3E	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 031° track to BIOTA.
DIPEN 3E	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn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

Apt Elev
2234'

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



DIPEN 3F [DIPE3F], ETEDA 3F [ETED3F]
RISAD 3F [RISA3F], TUKTO 3F [TUKT3F]
RWYS 05L/R DEPARTURES



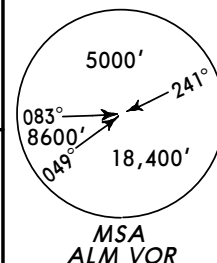
- 1 ALM R-075 within 27.2 NM
do not fly south below FL190.
- 2 ALM R-218 within 15.8 NM
do not fly east below FL190.

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

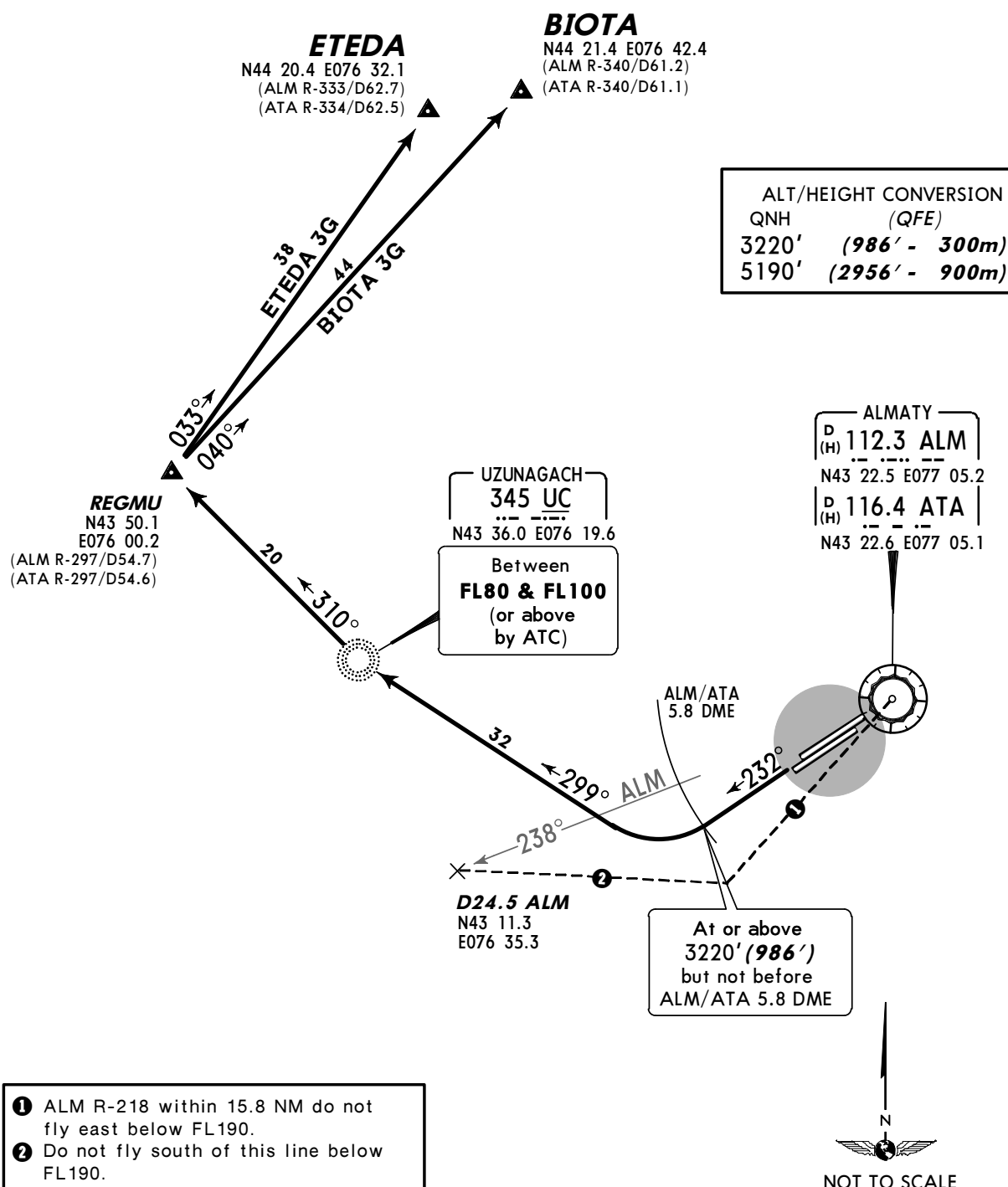
SID	ROUTING
DIPEN 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn LEFT, 301° track to DIPEN.
ETEDA 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 331° track to ETEDA.
RISAD 3F	Climb straight ahead, at or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

Apt Elev
2234'

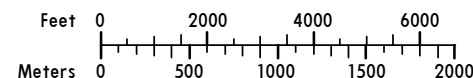
QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during departure of aircraft
equipped with VOR receivers, which do not meet the requirement
on protection against FM broadcasting stations.



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



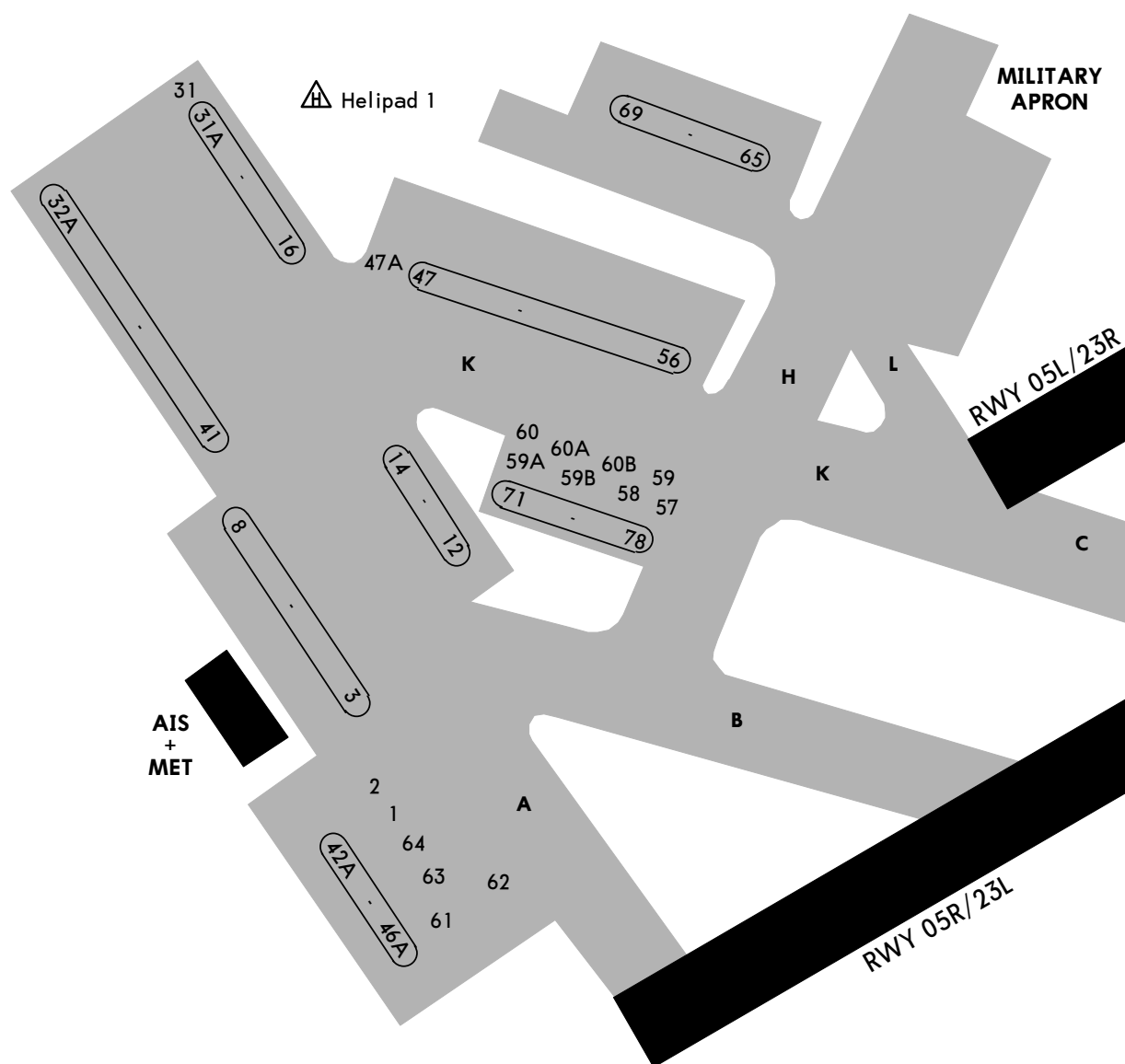
SID	ROUTING
BIOTA 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 040° track to BIOTA.
ETEDA 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 033° track to ETEDA.



① angle 3.00° .

1 NIGHT: 400m

NOT TO SCALE



INS COORDINATES

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

STRAIGHT-IN RWY		A	B	C	D
05L	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2980'(759') 1500m	2980'(759') 1500m	2980'(759') 2400m	2980'(759') 2400m
05R	ILS	2424'(200')	2424'(200')	2424'(200')	2424'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2980'(756') 1500m	2980'(756') 1500m	2980'(756') 2400m	2980'(756') 2400m
23L	ILS	2434'(200')	2434'(200')	2434'(200')	2434'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2630'(396') 1200m	2630'(396') 1400m	2630'(396') 1400m	2630'(396') 1800m
	<i>ALS out</i>	1500m	1500m	1800m	1800m
23R	CAT 3B ILS	approved	approved	approved	approved
	CAT 3A ILS	RA50' 200m	RA50' 200m	RA50' 200m	RA50' 200m
	CAT 2 ILS	2321'(100')	2321'(100')	2321'(100')	2321'(100')
		RA105' 300m	RA105' 300m	RA105' 300m	RA105' 300m
	ILS	2421'(200')	2421'(200')	2421'(200')	2421'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2650'(429') 1300m	2650'(429') 1400m	2650'(429') 1400m	2650'(429') 1800m
	<i>ALS out</i>	1500m	1500m	2000m	2000m

❶ Continuous Descent Final Approach.

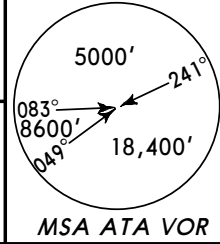
TAKE-OFF RWY 05L, 23R

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

TAKE-OFF RWY 05R, 23L

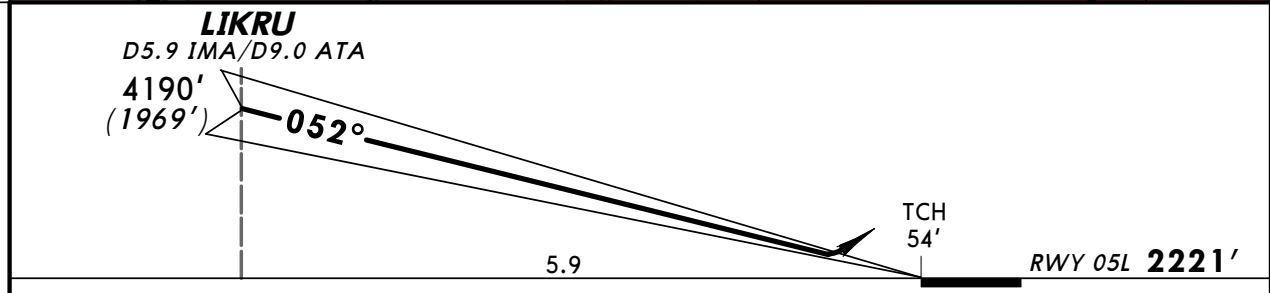
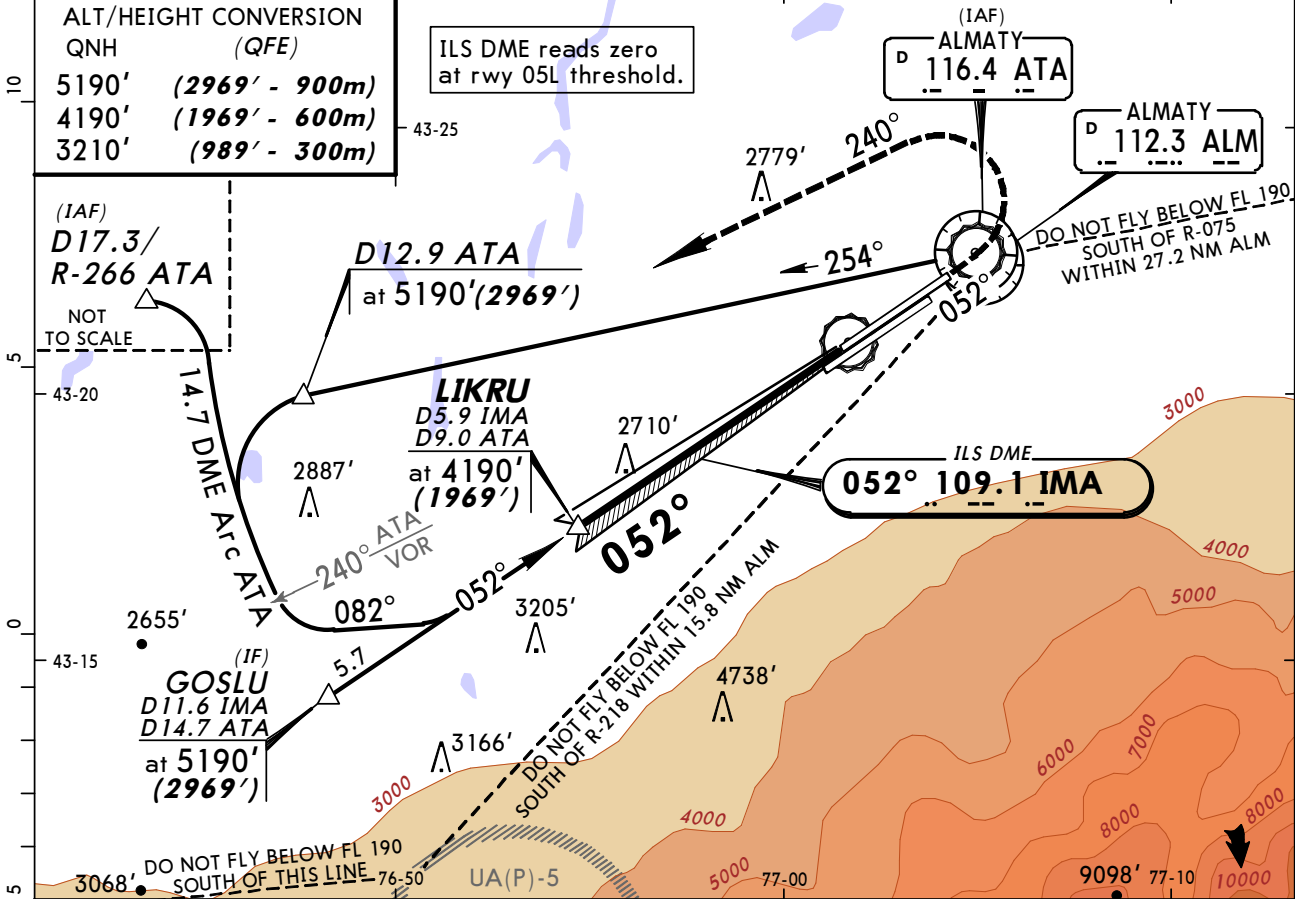
	LVP must be in force				
	RL	RCLM (DAY only)	RL	RCLM (DAY only)	
A	250m	500m	400m	500m	500m
B					
C					
D	300m				

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IMA 109.1	Final Apch Crs 052°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') to intercept 14.7 DME Arc ATA, then according to chart. Do not turn before ATA VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2969') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

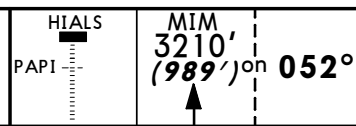


ALT/HEIGHT CONVERSION	QNH	(QFE)
5190'	(2969' - 900m)	
4190'	(1969' - 600m)	
3210'	(989' - 300m)	

ILS DME reads zero at rwy 05L threshold.



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



STRAIGHT-IN LANDING RWY 05L							
ILS		LOC (GS out)					
DA(H) 2421' (200')							
FULL		ALS out					
A							
B							
C	RVR 550m VIS 800m	1200m					
D							

UAAA/ALA
ALMATY

14 JUN 13 (11-2)

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05L

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IMA 109.1	Final Apch Crs 052°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969'), then as directed. Do not turn before ATA VOR.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2969')
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
 which do not meet the requirement on protection against FM broadcasting stations.

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

ILS DME reads zero
at rwy 05L threshold.

ALMATY
D 116.4 ATA

ALMATY
D 112.3 ALM

RADAR required

ILS DME
052° 109.1 IMA

LIKRU
D5.9 IMA
D9.0 ATA
at 4190'
(1969')

(IAF)
ALOLI
D15.7/
R-252 ATA
at 5190'
(2969')

(IF)
GOSLU
D11.6 IMA
D14.7 ATA
at 5190'
(2969')

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

TCH
54'

RWY 05L 2221'

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

HIALS
PAPI

MIM
3210'
(989') on 052°

STRAIGHT-IN LANDING RWY 05L			
ILS		LOC (GS out)	
DA(H) 2421' (200')			
FULL	ALS out		
A			
B			
C	RVR 550m VIS 800m	1200m	NOT AUTHORIZED
D			

CHANGES: Final intercept. L Lctr withdrawn. IMA DME added.

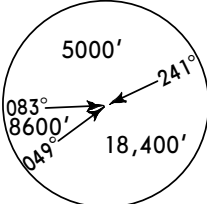
© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

14 JUN 13 **(11-3)**

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 05R

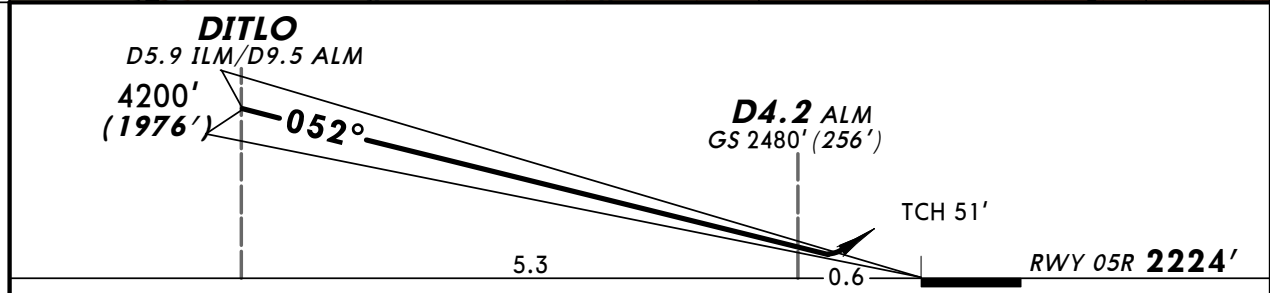
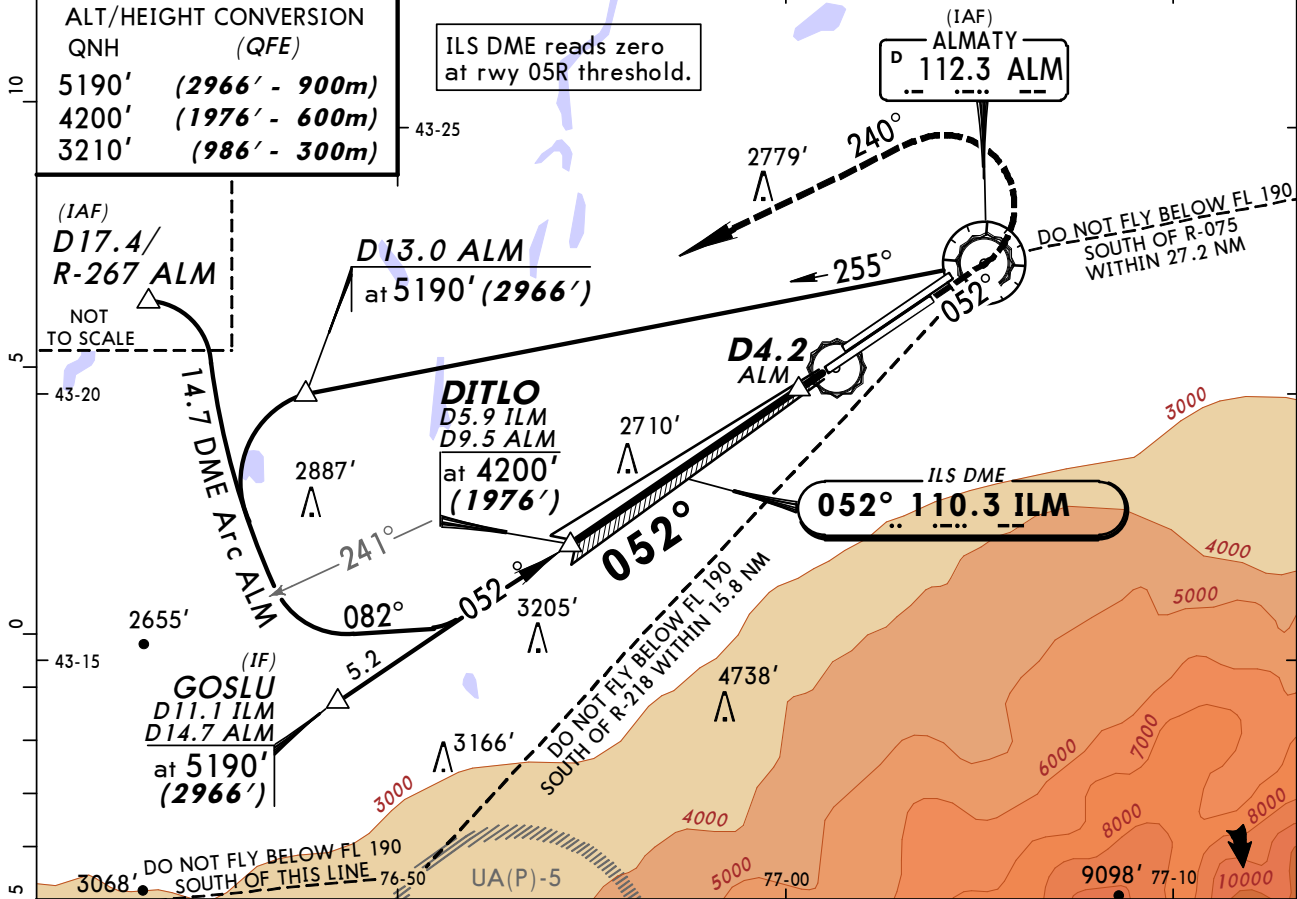
BRIEFING STRIP

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC ILM 110.3	Final Apch Crs 052°	GS DITLO 4200' (1976')	ILS DA(H) 2424' (200')	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 225 KT) onto 240° climbing to 5190' (2966') to intercept 14.7 DME Arc ALM, then according to chart. Do not turn before passing VOR.				 MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5190' (**2966'**)
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

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

ILS DME reads zero at rwy 05R threshold.



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIM
ILS GS	3.00°	372	478	531	637	743	849		3210' (986') on 052°

STRAIGHT-IN LANDING RWY 05R							
ILS		LOC (GS out)					
DA(H) 2424' (200')							
FULL	ALS out						
A							
B							
C	RVR 550m VIS 800m	1200m					
D							

PANS OPS

CHANGES: Final intercept. L Lctr withdrawn. Note.

© JEPPesen, 2000, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

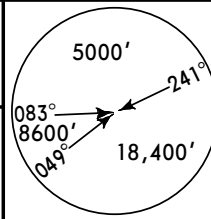
14 JUN 13

(11-4)

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC ILM 110.3	Final Apch Crs 052°	GS DITLO 4200' (1976')	ILS DA(H) 2424' (200')	Apt Elev 2234' RWY 2224'

MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966'), then as directed. Do not turn before passing VOR.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2966')
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

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

ILS DME reads zero at rwy 05R threshold.

ALMATY
D 112.3 ALM

RADAR required

ILS DME
052° 110.3 ILM

DITLO
D5.9 ILM
D9.5 ALM
at 4200' (1976')

D4.2 ALM

DO NOT FLY BELOW FL 190 SOUTH OF R-075 WITHIN 27.2 NM

(IAF)
ALOLI
D15.7/
R-253 ALM
at 5190' (2966')

(IF)
GOSLU
D11.1 ILM
D14.7 ALM
at 5190' (2966')

DITLO
D5.9 ILM
D9.5 ALM
4200' (1976')

D4.2 ALM
GS 2480' (256')

TCH 51'

RWY 05R 2224'

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

HIALS	MIM 3210' (986') on 052°
PAPI	

STRAIGHT-IN LANDING RWY 05R

ILS		LOC (GS out)	
DA(H) 2424' (200')			
FULL	ALS out		
A			
B			
C	RVR 550m VIS 800m	1200m	NOT AUTHORIZED
D			

© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

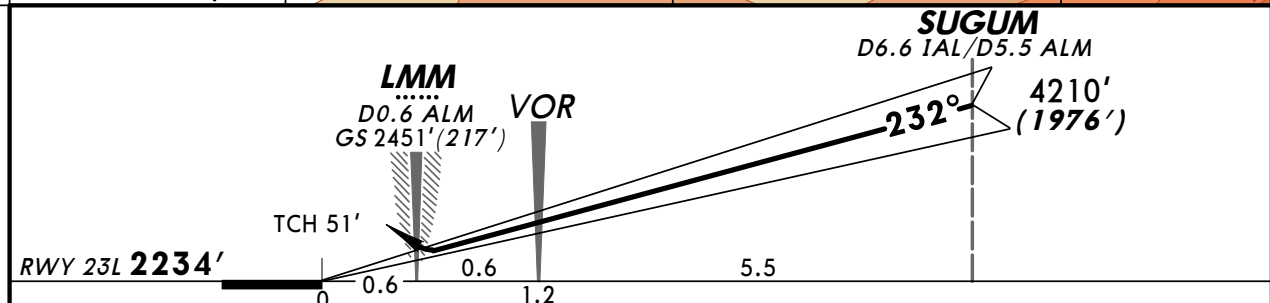
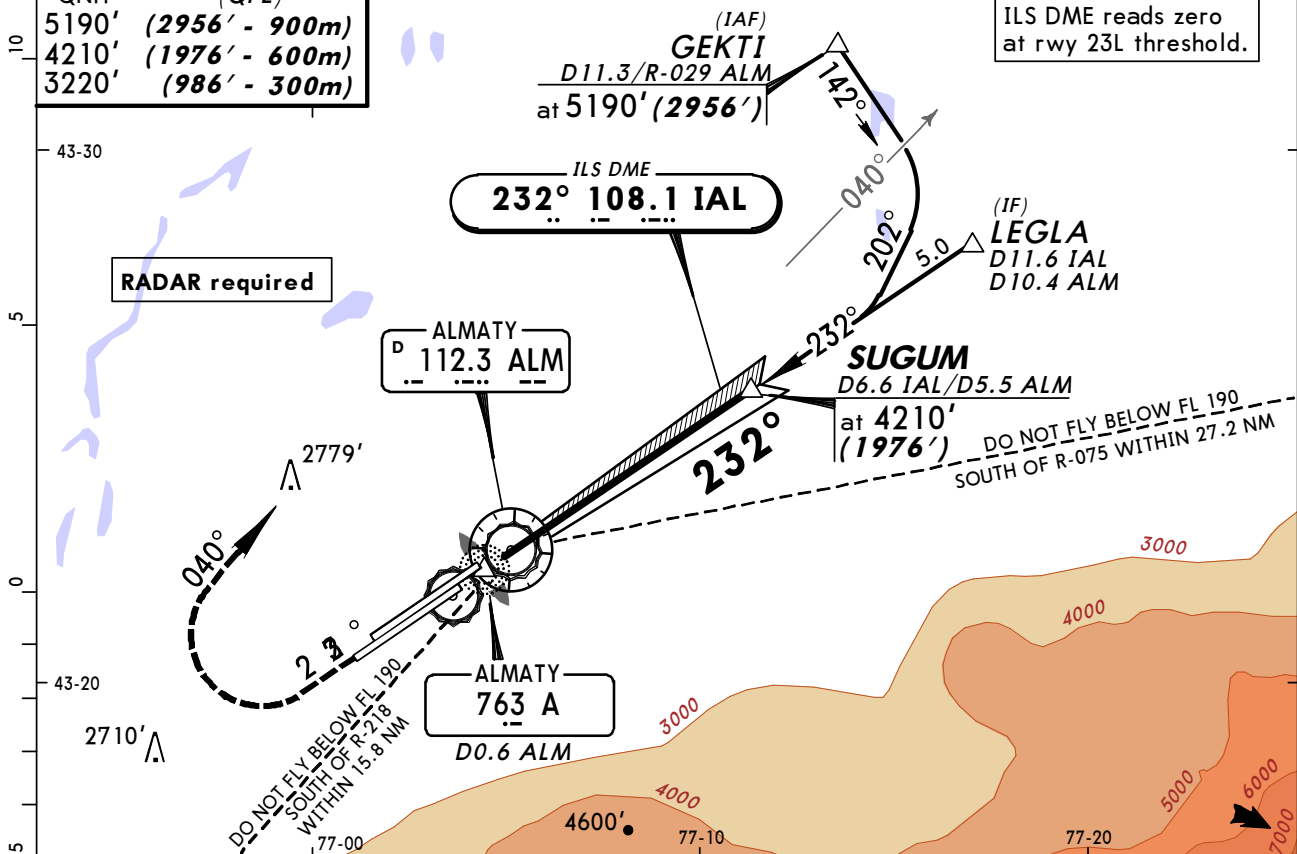
14 JUN 13 **(11-6)**

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23L

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IAL 108.1	Final Apch Crs 232°	GS SUGUM 4210' (1976')	ILS DA(H) 2434' (200')	Apt Elev 2234' RWY 2234'
MISSED APCH: Climb on 232° to 3220' (986') or above, then turn RIGHT (MAX 225 KT) onto 040° climbing to 5190' (2956'), then as directed. Do not turn before passing VOR.				 MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5190' (**2956'**)
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
 which do not meet the requirement on protection against FM broadcasting stations.

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM
ILS GS	2.67°	331	425	472	567	661	756	3220' (986') on 232°

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

CHANGES: Final intercept. Note.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

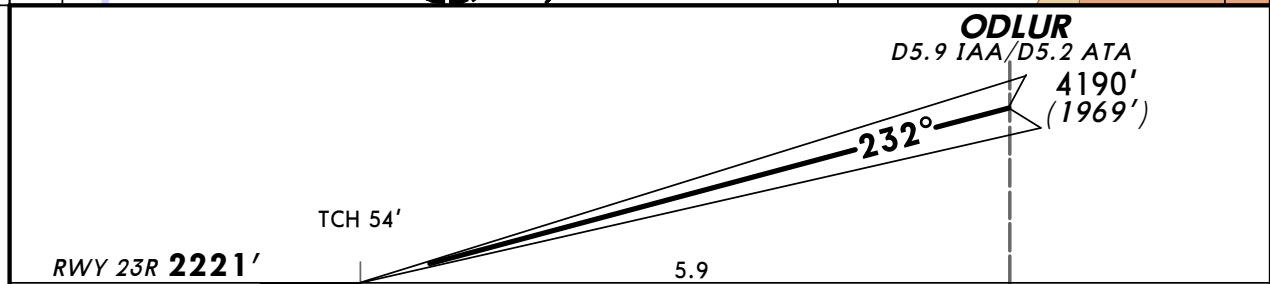
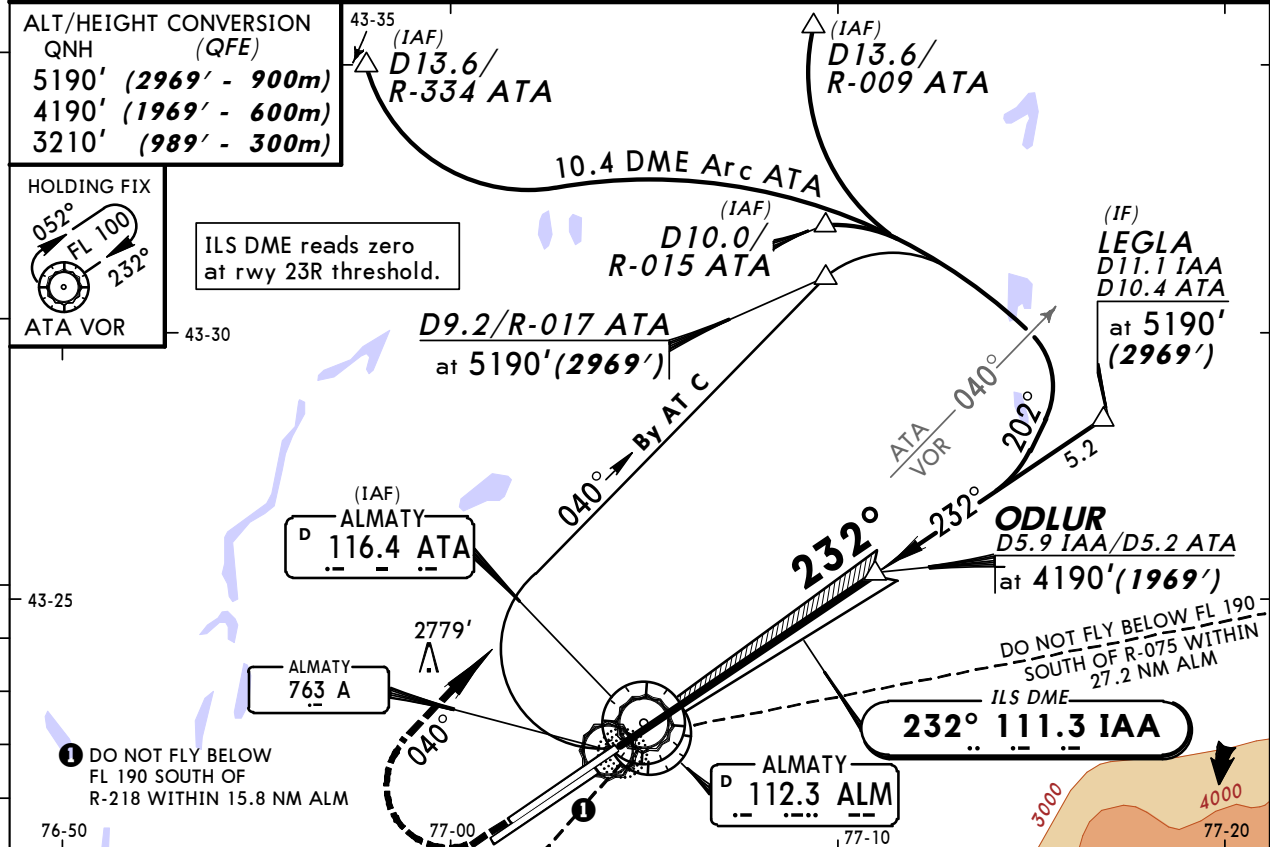
14 JUN 13

11-7A

ALMATY, KAZAKHSTAN
CAT II ILS DME Z Rwy 23R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	CAT II ILS RA 105' DA(H) 2321' (100')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969') and intercept 10.4 DME Arc ATA , then according to chart. Do not turn before ATA VOR.				

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: **5190' (2969')**
 1. Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.
 2. Special Aircrew & Acft Certification Required.



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

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

RVR 300m

CHANGES: Procedure.

© JEPPesen, 2008, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

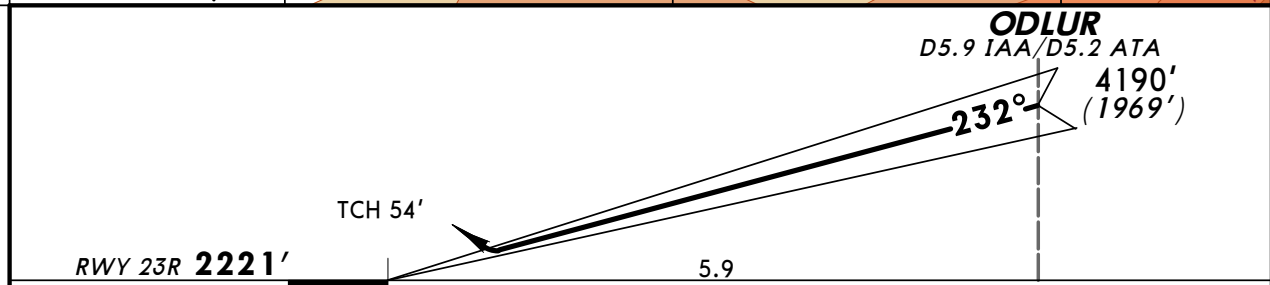
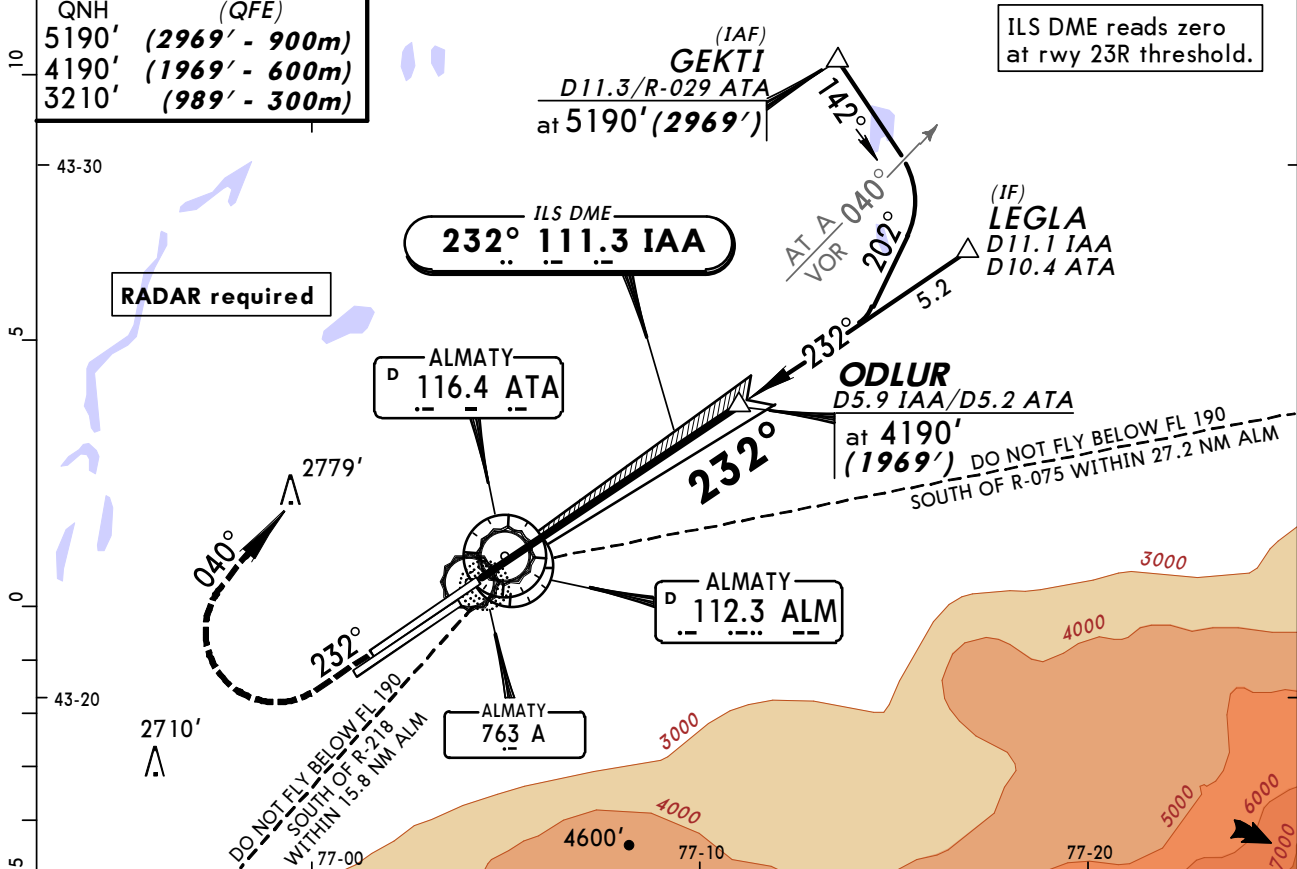
14 JUN 13 **(11-8)**

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23R

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC IAA 111.3	Final Apch Crs 232°	GS No Altitude published	ILS DA(H) 2421' (200')	Apt Elev 2234' RWY 2221'
MISSED APCH: Climb on 232° to 3210' (989') or above, then turn RIGHT (MAX 215 KT) onto 040° climbing to 5190' (2969'), then as directed. Do not turn before ATA VOR.				

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5190' (**2969'**)
 Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
 which do not meet the requirement on protection against FM broadcasting stations.

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	MIM 3210' (989') on 232°
ILS GS	3.00°	372	478	531	637	743		

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

CHANGES: Procedure.

© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

14 JUN 13

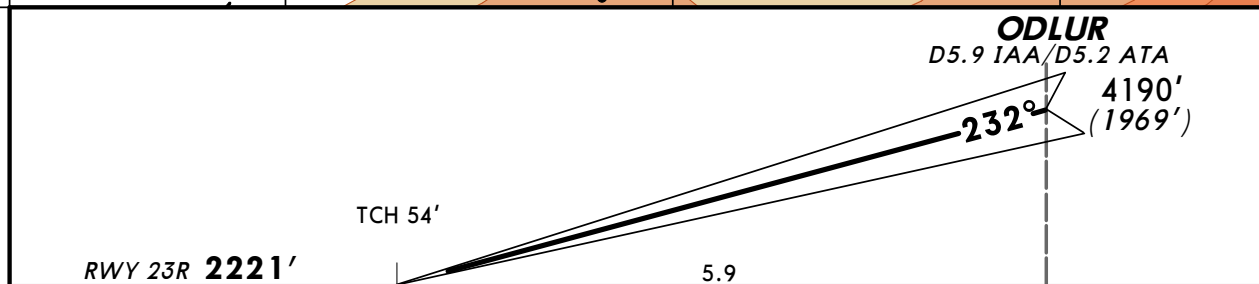
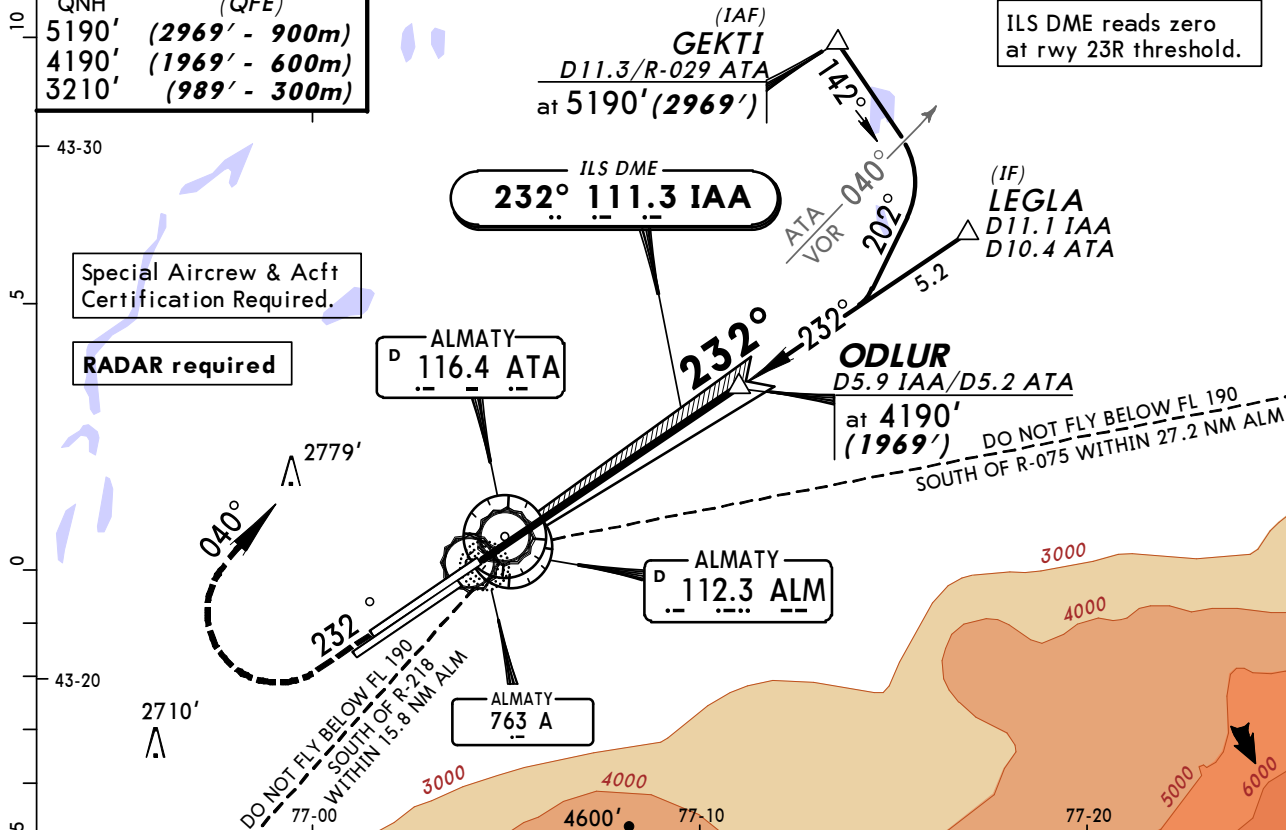
(11-8A)

ALMATY, KAZAKHSTAN
CAT II ILS DME Y Rwy 23R

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

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: **5190' (2969')**
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

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



							HIALS-II		MIM 3210' (989') on 232°	
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	743	849	PAPI		

STRAIGHT-IN LANDING RWY 23R

CAT II ILS

RA 105'

DA(H) **2321' (100')**

RVR **300m**

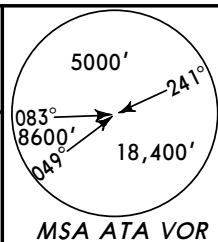
UAAA/ALA
ALMATY

14 JUN 13

(13-1)

ALMATY, KAZAKHSTAN
VOR DME Rwy 05L

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ATA 116.4	Final Apch Crs 052°	Minimum Alt LIKRU 4190' (1969')	MDA(H) 2980' (759')	Apt Elev 2234' RWY 2221'



MISSED APCH: Climb on 052° to 3210' (989') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2969') and intercept 14.7 DME Arc ATA, then according to chart.

Do not turn before ATA VOR.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2969')
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

ALT/HEIGHT CONVERSION
QNH (QFE)

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

DO NOT FLY BELOW FL 190
SOUTH OF R-075 WITHIN
27.2 NM ALM

(IAF)
ALMATY
D 116.4 ATA

ALMATY
D 112.3 ALM

(IAF)
D17.3/
R-266 ATA

D12.9 ATA
at 5190' (2969')

D3.8 ATA
[MD05L]

LIKRU
D9.0 ATA
at 4190' (1969')

(IF)
GOSLU
D14.7 ATA
at 5190' (2969')

UA(P)-5

ATA DME	9.0	8.2	7.1	6.2	5.1	4.2
ALTITUDE (HAT)	4190' (1969')	3870' (1649')	3550' (1329')	3240' (1019')	2910' (689')	2600' (379')

LIKRU
D9.0 ATA
4190' (1969')

D3.8 ATA
[MD05L]

ATA VOR

TCH 54'

RWY 05L 2221'

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753
MAP at D3.8 ATA						

HIALS
PAPI
MIM
3210' (989') on 052°

STRAIGHT-IN LANDING RWY 05L

MDA(H) 2980' (759')

ALS out

A	1200m	RVR 1500m VIS 1600m
B		
C	1400m	
D	1800m	

CHANGES: Final intercept. L Lctr withdrawn. Recommended altitudes.

© JEPPESEN, 2008, 2012. ALL RIGHTS RESERVED.

UAAA/ALA
ALMATY

14 JUN 13

13-2

ALMATY, KAZAKHSTAN
VOR DME Rwy 05R

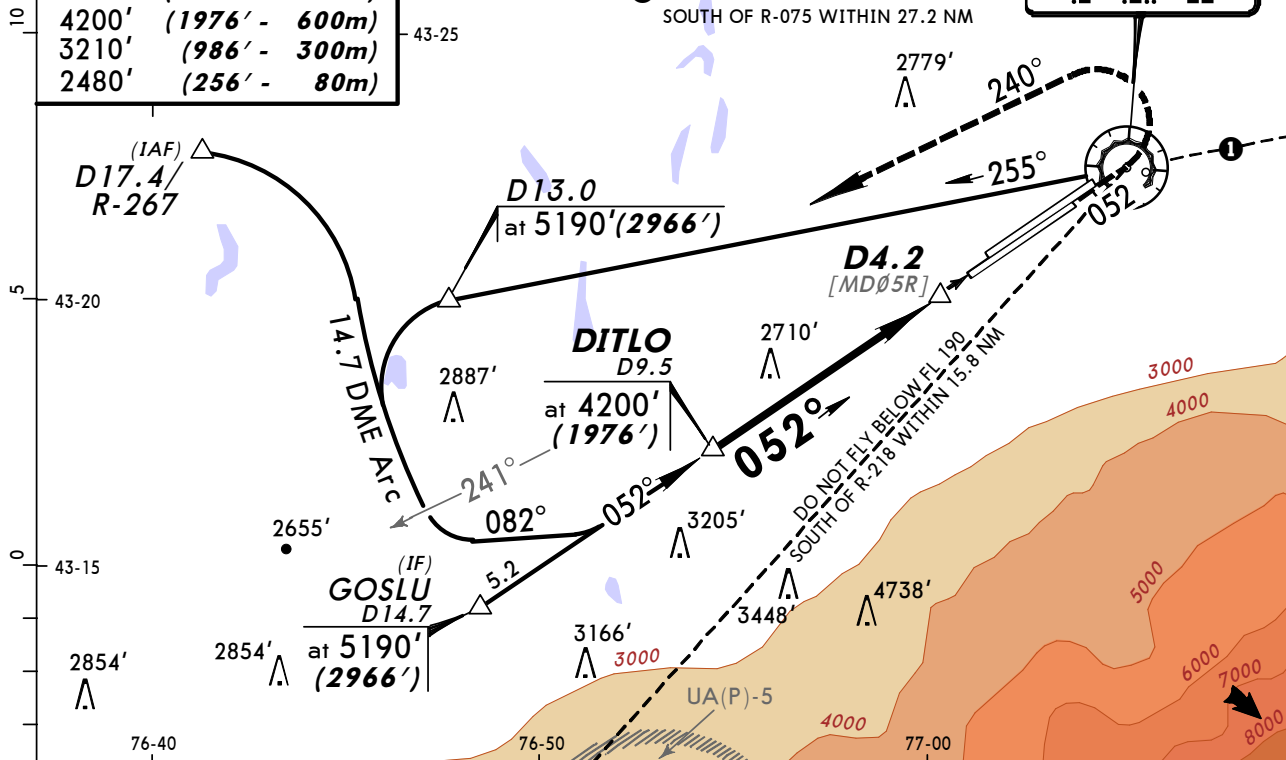
BRIEFING STRIP

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ALM 112.3	Final Apch Crs 052°	Minimum Alt DITLO 4200' (1976')	MDA(H) 2980' (756')	Apt Elev 2234' RWY 2224'
MISSED APCH: Climb on 052° to 3210' (986') or above, then turn LEFT (MAX 215 KT) onto 240° climbing to 5190' (2966') and intercept 14.7 DME Arc, then according to chart. Do not turn before passing VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2966') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				

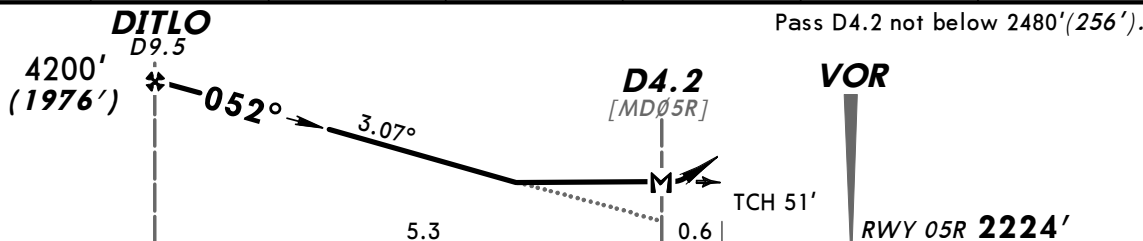
MSA ALM VOR

ALT/HEIGHT CONVERSION
QNH (QFE)

5190'	(2966' - 900m)
4200'	(1976' - 600m)
3210'	(986' - 300m)
2480'	(256' - 80m)



ALM DME	9.5	8.6	7.6	6.6	5.6	4.6
ALTITUDE (HAT)	4200' (1976')	3880' (1656')	3550' (1326')	3240' (1016')	2920' (696')	2610' (386')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.07°	380	489	543	652	760
MAP at D4.2						

HIALS

PAPI

MIM
3210'
(986') on 052°

STRAIGHT-IN LANDING RWY 05R

MDA(H) 2980' (756')

ALS out

A	1200m	
B		
C	1400m	
D	1800m	

RVR 1500m
VIS 1600m

PANS OPS

CHANGES: Final intercept. L Lctr withdrawn. Recommended altitudes.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

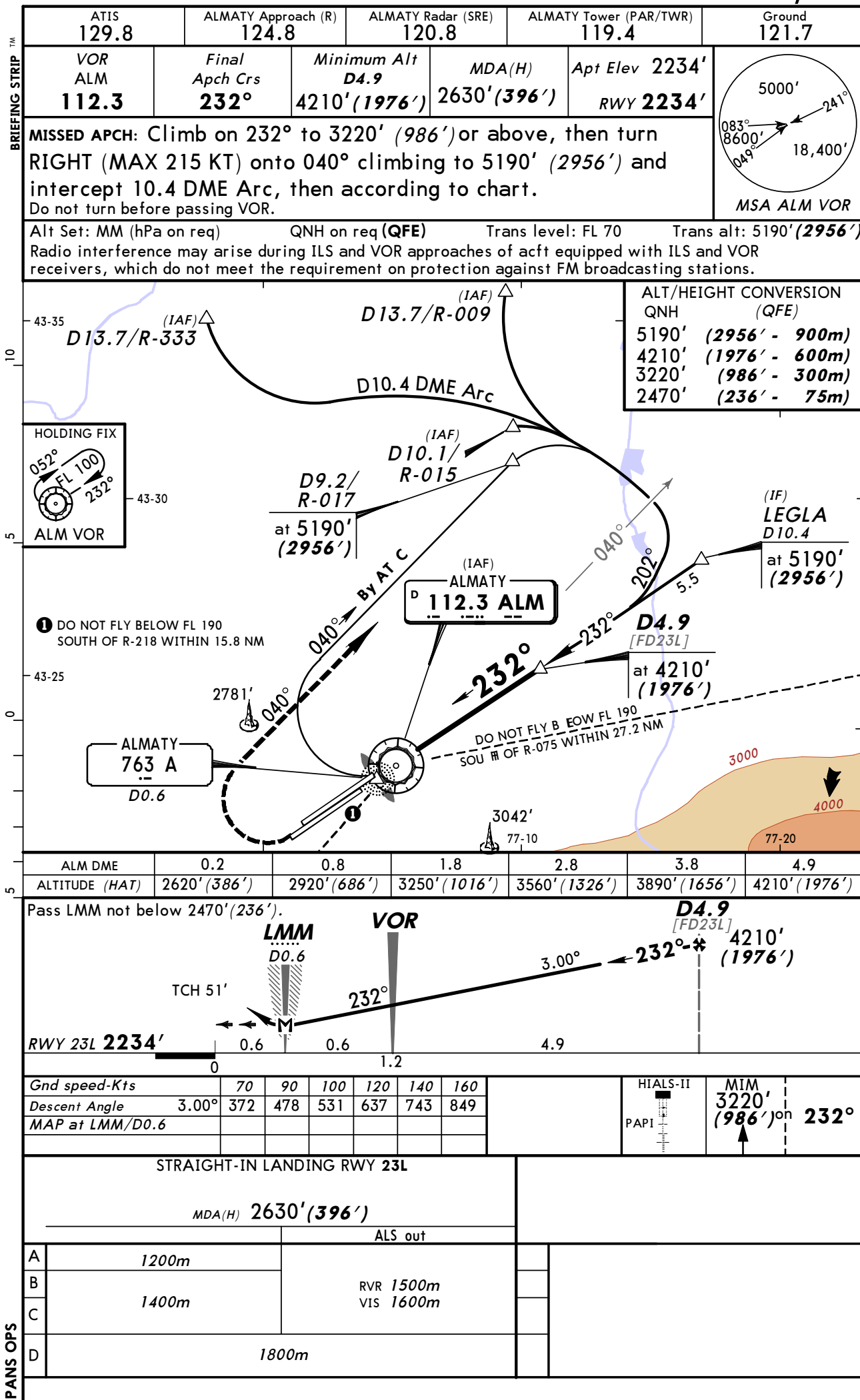
UAAA/ALA
ALMATY

17 MAY 13

13-3

Eff 30 May

ALMATY, KAZAKHSTAN
VOR DME Rwy 23L



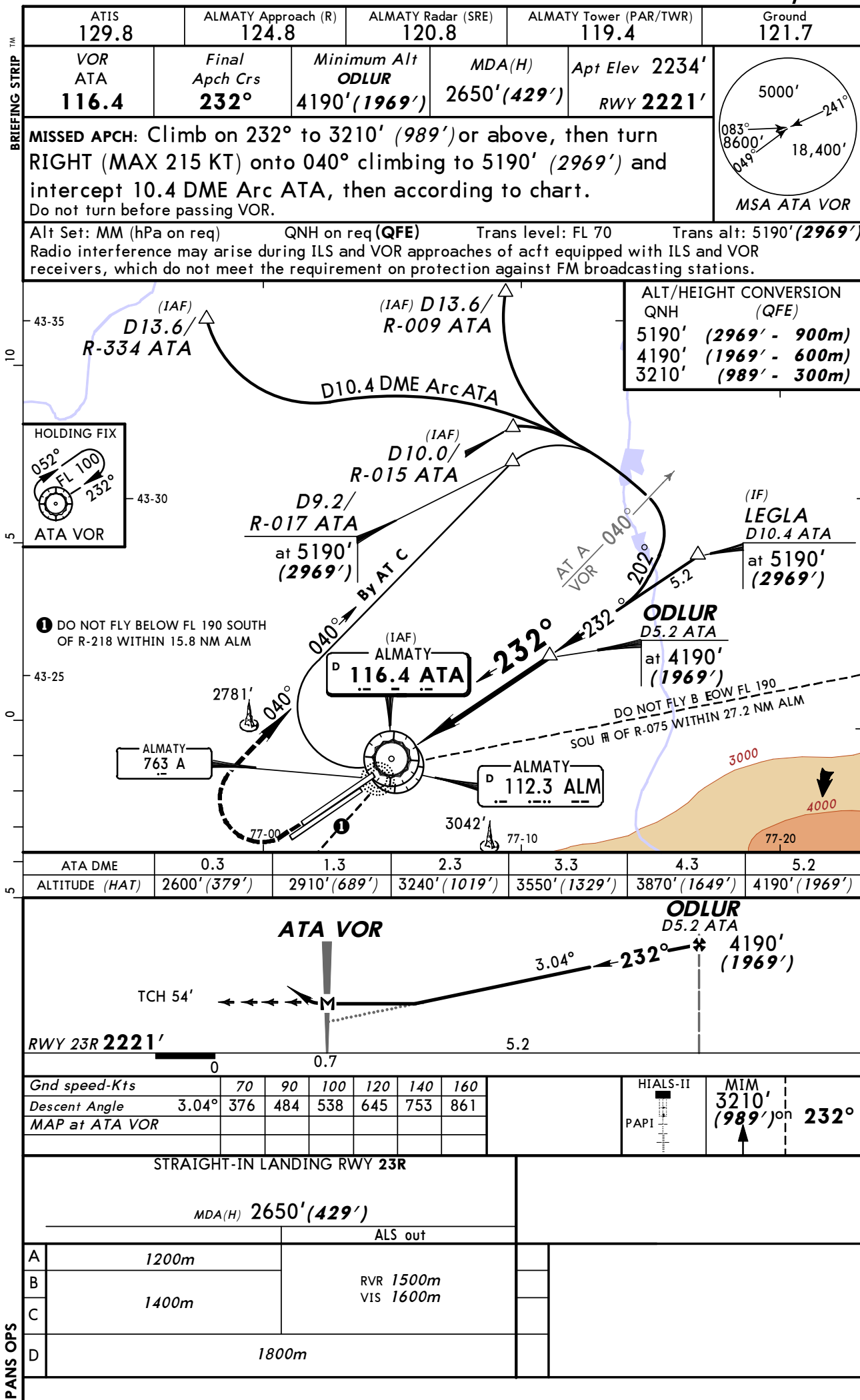
UAAA/ALA
ALMATY

17 MAY 13

13-4

Eff 30 May

ALMATY, KAZAKHSTAN
VOR DME Rwy 23R



CHANGES: Procedure. Recommended altitudes. Minimums.

© JEPPESEN, 2008, 2013. ALL RIGHTS RESERVED.



Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

ALMATY, (ALMATY - UAAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAAA