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Revision Letter For Cycle 17-2013
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Notebook

General Information

Location: Shymkent Kaz
IATA Code: CIT
Lat/Long: N42° 21.9' E069° 28.6'
Elevation: 1385 ft

Airport Use: Public
Magnetic Variation: 5.5°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: 0040 Z
Sunset: 1408 Z,

Runway Information

Runway: 10
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1309 ft
Lighting: Edge, ALS, TDZ

Runway: 28
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1385 ft
Lighting: Edge, ALS, TDZ

Communication Information

ATIS 126.6 Non-English
ATIS 119.2
Shymkent Tower 125.9

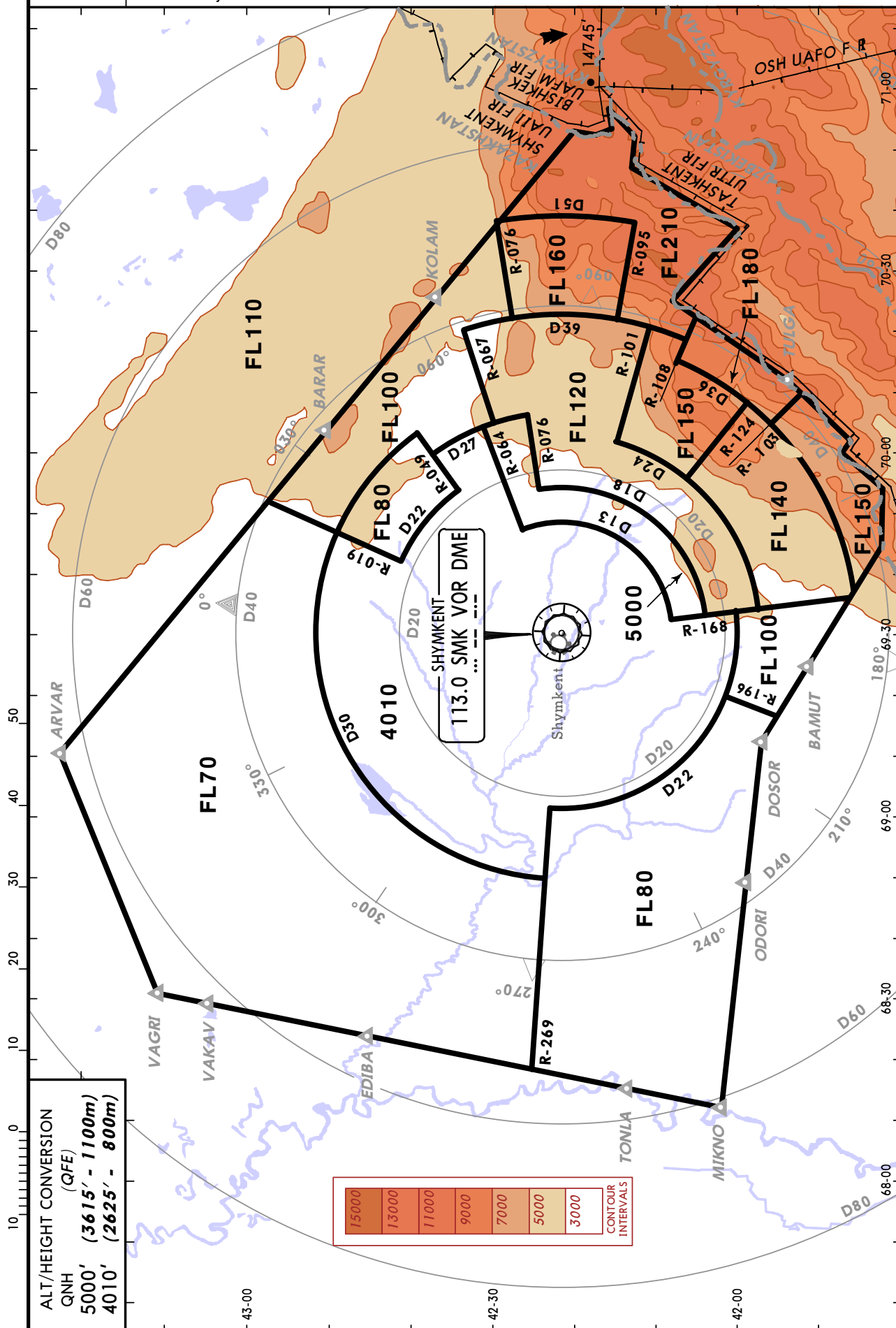
Apt Elev
1385'

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

Trans level: FL70 Trans alt: 5000' (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.



119.2 (Russian 126.6) ATIS

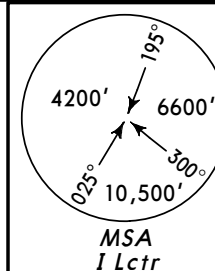
Apt Elev
1385'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5000' **(3615')**

(QFE)

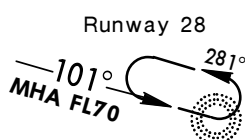
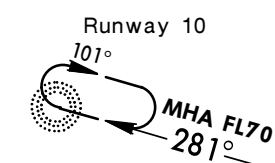
ADESA 2G [ADES2G] ①
DONUP 2G [DONU2G]
TURIK 2G [TURI2G]
RWY 28 ARRIVALS

ADESA 1K [ADES1K] ①
DONUP 1K [DONU1K]
TURIK 1K [TURI1K]
RWY 10 ARRIVALS



① By ATC.

HOLDINGS OVER



DONUP

N42 38.0 E069 49.2

At or above
FL80

TURIK

N42 31.1 E070 04.4

At or above
FL100

(IAF)

733 I

N42 21.5 E069 30.4

At FL70

①ADESA 2G, 1K

2
ADESA

ADLSA
N42 09.7 E069 48.9

At or above
FL120

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

NOT TO SCALE

ATIS
119.2 (Russian 126.6)

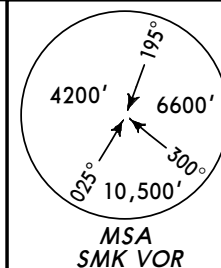
Apt Elev
1385'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5000' (3615')

(QFE)

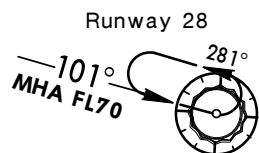
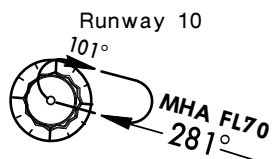
ADESA 1H [ADES1H] ①
DONUP 1H [DONU1H]
TURIK 1H [TURI1H]
RWY 10 ARRIVALS

ADESA 1L [ADES1L] ①
DONUP 1L [DONU1L]
TURIK 1L [TURI1L]
RWY 28 ARRIVALS

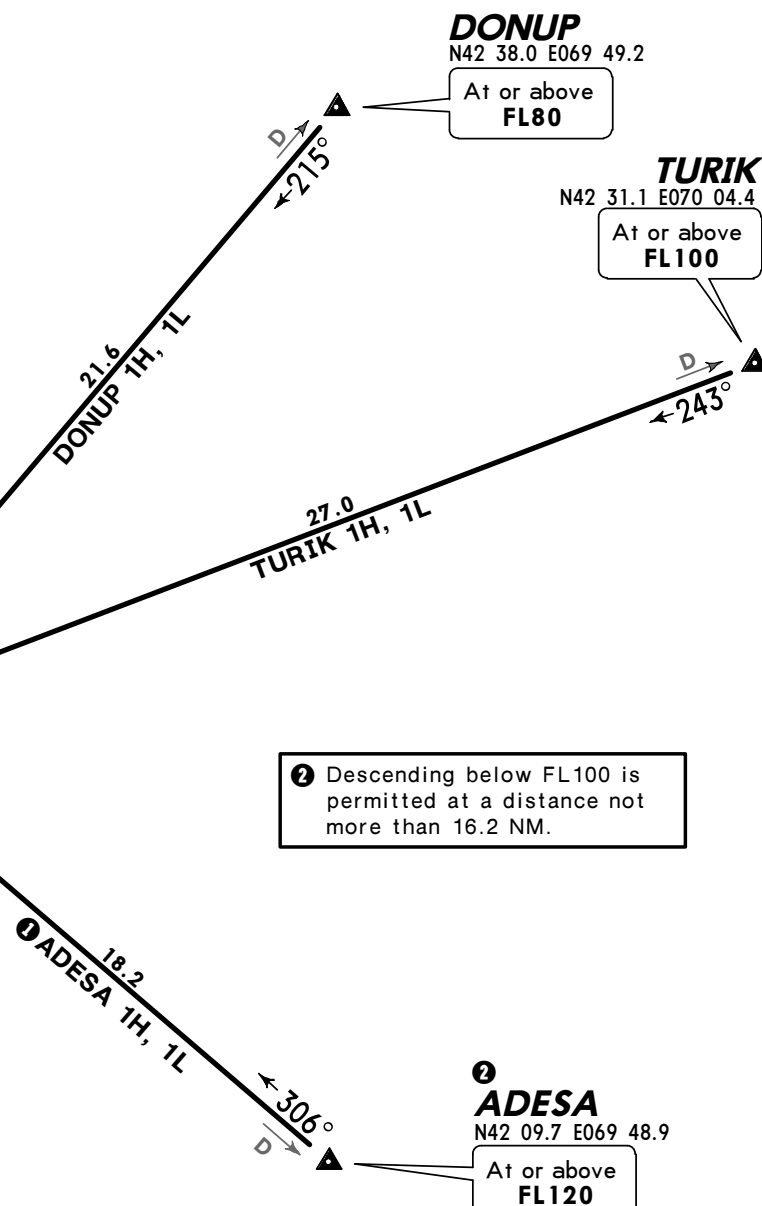


① By ATC.

HOLDINGS OVER SMK



(IAF)
SHYMKENT
P 113.0 SMK
N42 21.5 E069 30.3
At FL70



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

ATIS
119.2 (Russian 126.6)

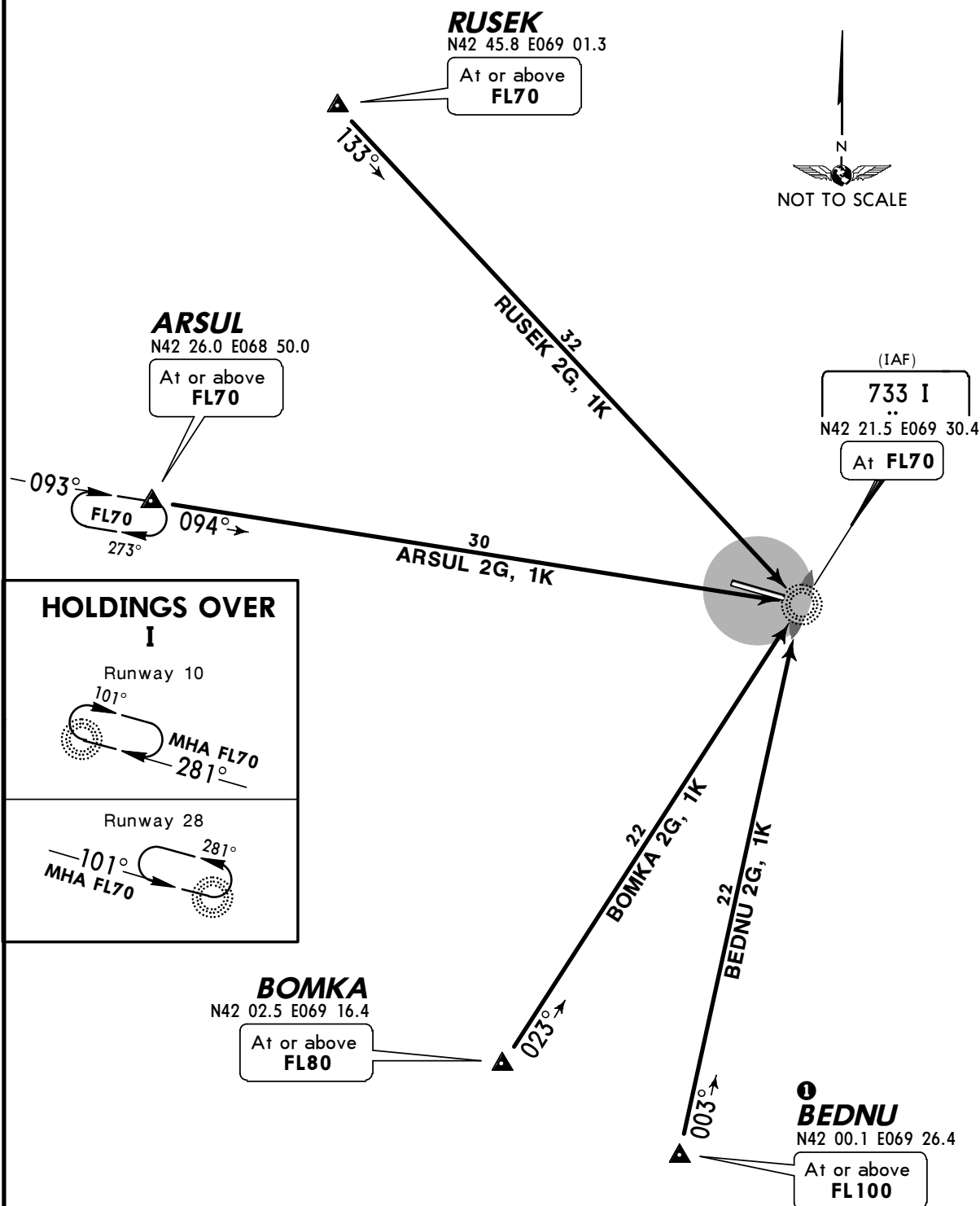
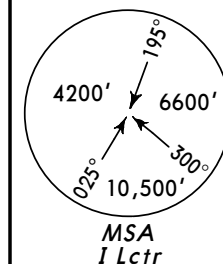
Apt Elev
1385'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5000' (3615')

(QFE)

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

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



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

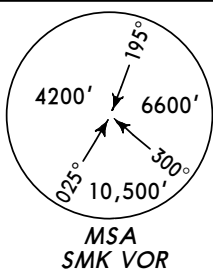
① Descending below FL100 is permitted at a distance not more than 16.2 NM.

ATIS
119.2 (Russian 126.6)

Apt Elev
1385'

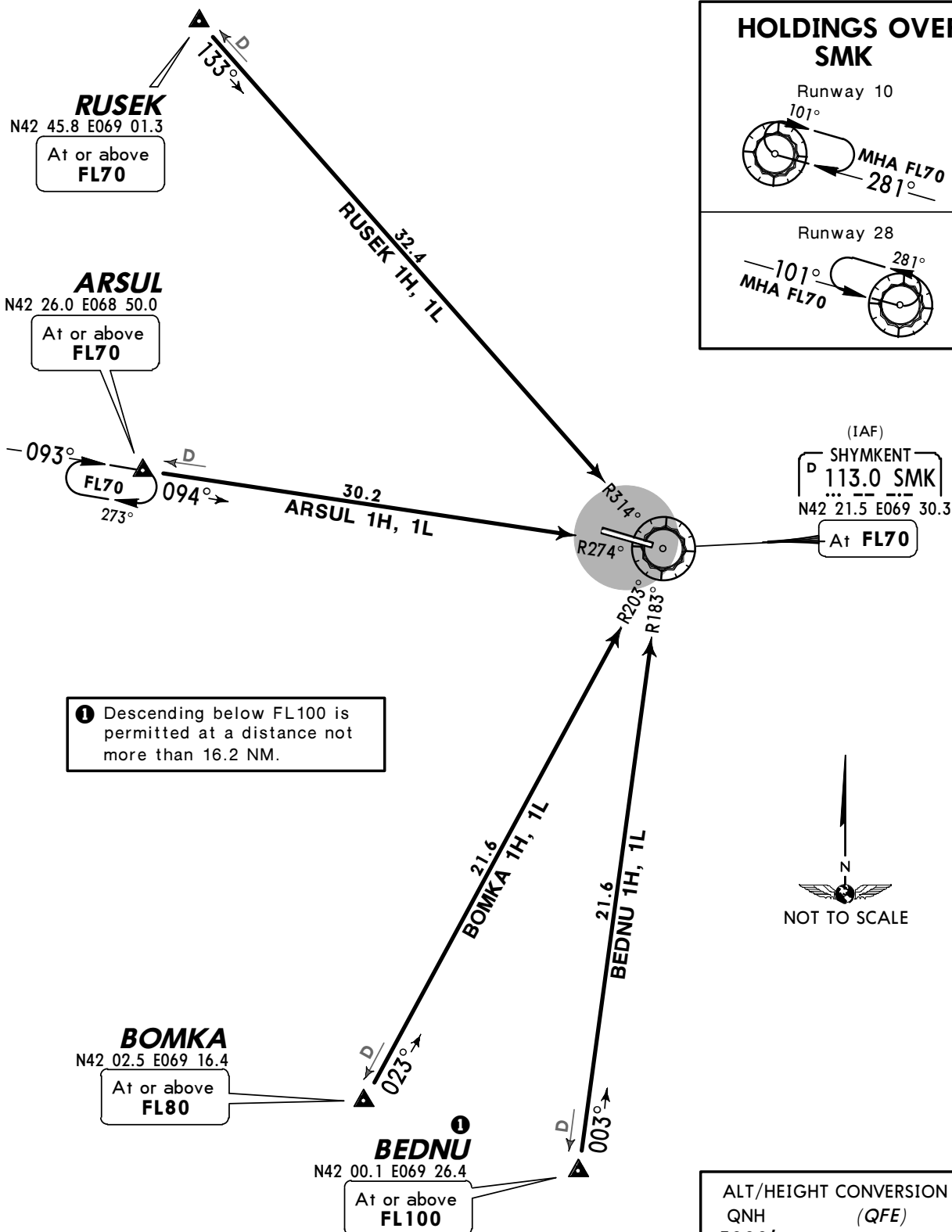
Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5000' (3615')

(QFE)



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

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

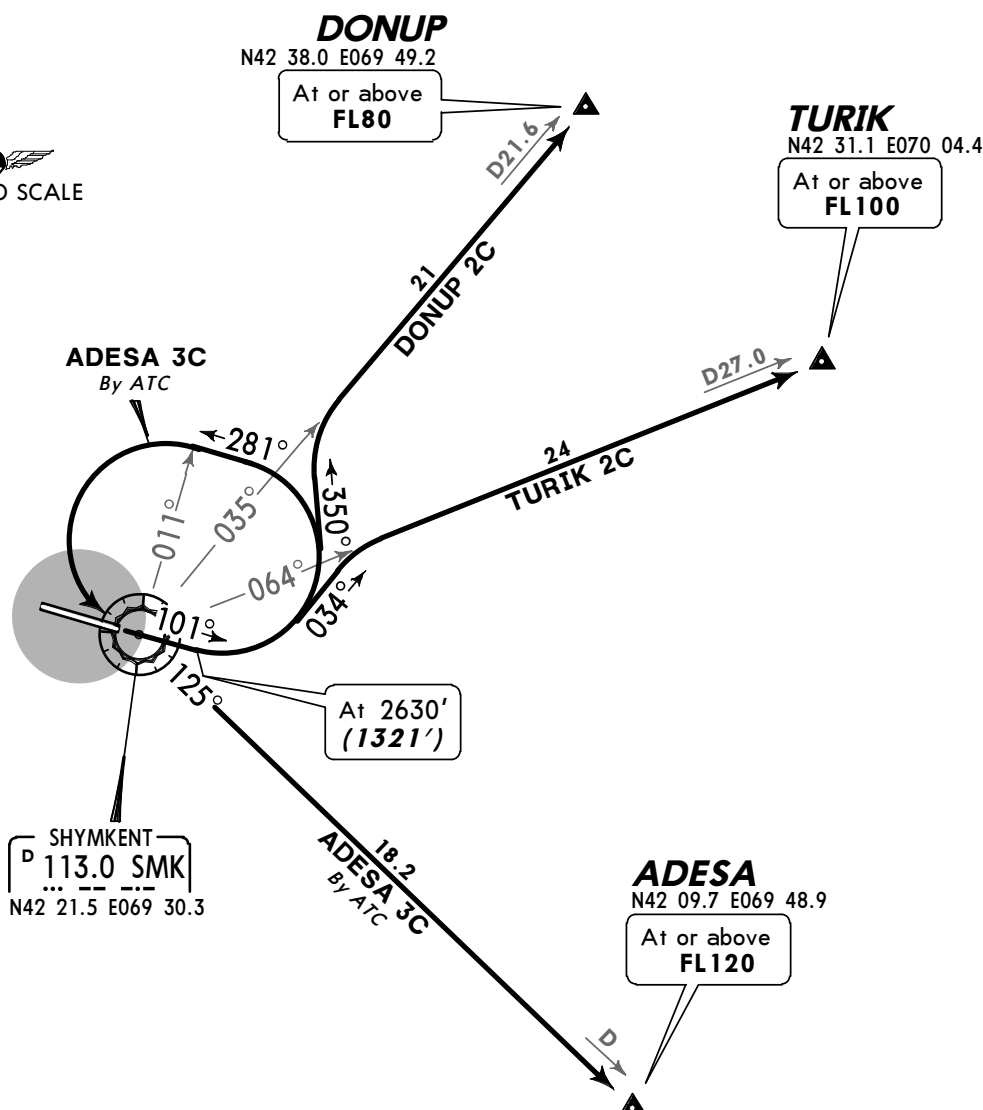
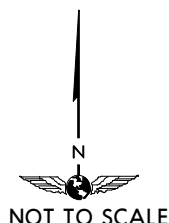
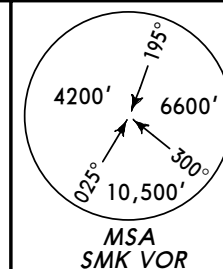


ALT/HEIGHT CONVERSION
QNH (QFE)
5000' (3615' - 1100m)

Apt Elev
1385'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3691')

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



These SIDs require minimum climb gradients of

DONUP 2C: 4.1%.

TURIK 2C: 4.8%.

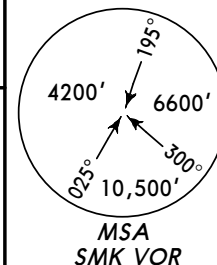
ALT/HEIGHT CONVERSION
QNH (QFE)
2630' (1321' - 400m)
5000' (3691' - 1100m)

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458
4.1% V/V(fpm)	311	415	623	830	1038	1246

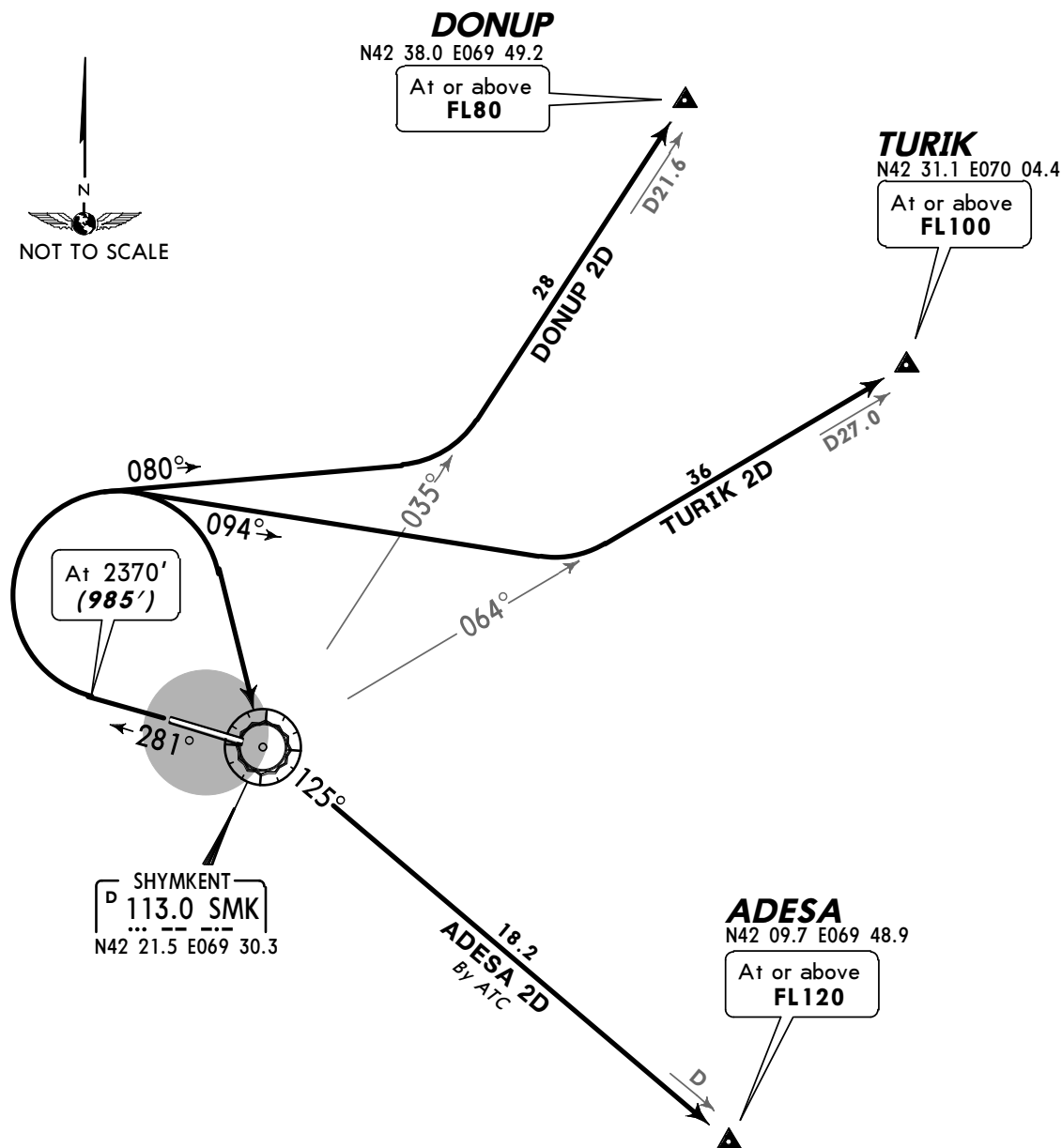
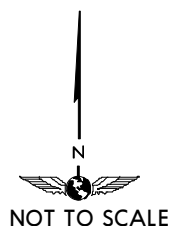
SID	ROUTING
ADESA 3C By ATC	Climb to 2630' (1321') , turn LEFT, 281° track, when passing SMK R-011 turn LEFT to SMK, SMK R-125 to ADESA.
DONUP 2C	Climb to 2630' (1321') , turn LEFT, 350° track, intercept SMK R-035 to DONUP.
TURIK 2C	Climb to 2630' (1321') , turn LEFT, 034° track, intercept SMK R-064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

Apt Elev
1385'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3615')



ADESA 2D [ADES2D]
DONUP 2D [DONU2D]
TURIK 2D [TURI2D]
RWY 28 DEPARTURES



These SIDs require minimum climb gradients of
DONUP 2D: 4.1%.
TURIK 2D: 4.8%.

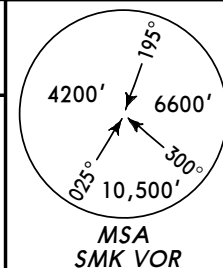
ALT/HEIGHT CONVERSION
QNH (QFE)
2370' (985' - 300m)
5000' (3615' - 1100m)

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458
4.1% V/V(fpm)	311	415	623	830	1038	1246

SID	ROUTING
ADESA 2D By ATC	Climb to 2370' (985') , turn RIGHT to SMK, SMK R-125 to ADESA.
DONUP 2D	Climb to 2370' (985') , turn RIGHT, 080° track, intercept SMK R-035 to DONUP.
TURIK 2D	Climb to 2370' (985') , turn RIGHT, 094° track, intercept SMK R-064 to TURIK.

Apt Elev
1385'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3691')



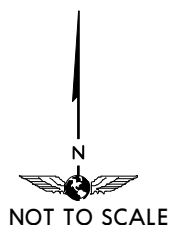
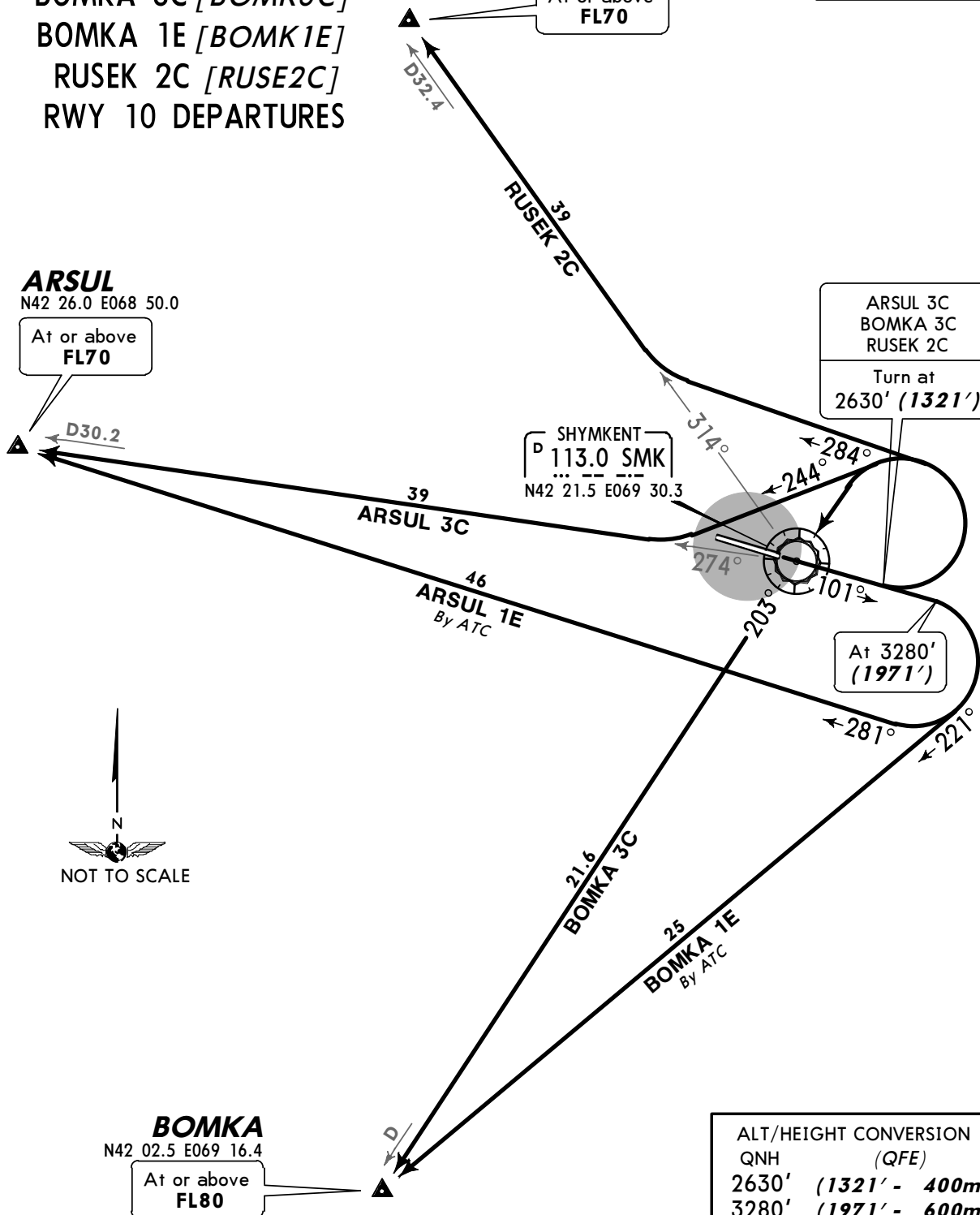
ARSUL 3C [ARSU3C]
ARSUL 1E [ARSU1E]
BOMKA 3C [BOMK3C]
BOMKA 1E [BOMK1E]
RUSEK 2C [RUSE2C]
RWY 10 DEPARTURES

RUSEK
N42 45.8 E069 01.3
At or above
FL70

ARSUL
N42 26.0 E068 50.0
At or above
FL70

ARSUL 3C
BOMKA 3C
RUSEK 2C
Turn at
2630' (1321')

SHYMKENT
D 113.0 SMK
N42 21.5 E069 30.3



BOMKA
N42 02.5 E069 16.4
At or above
FL80

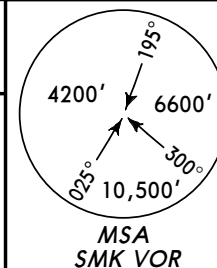
ALT/HEIGHT CONVERSION
QNH (QFE)
2630' (1321' - 400m)
3280' (1971' - 600m)
5000' (3691' - 1100m)

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



Apt Elev
1385'

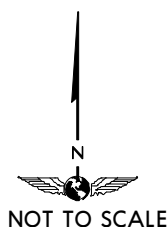
QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3615')



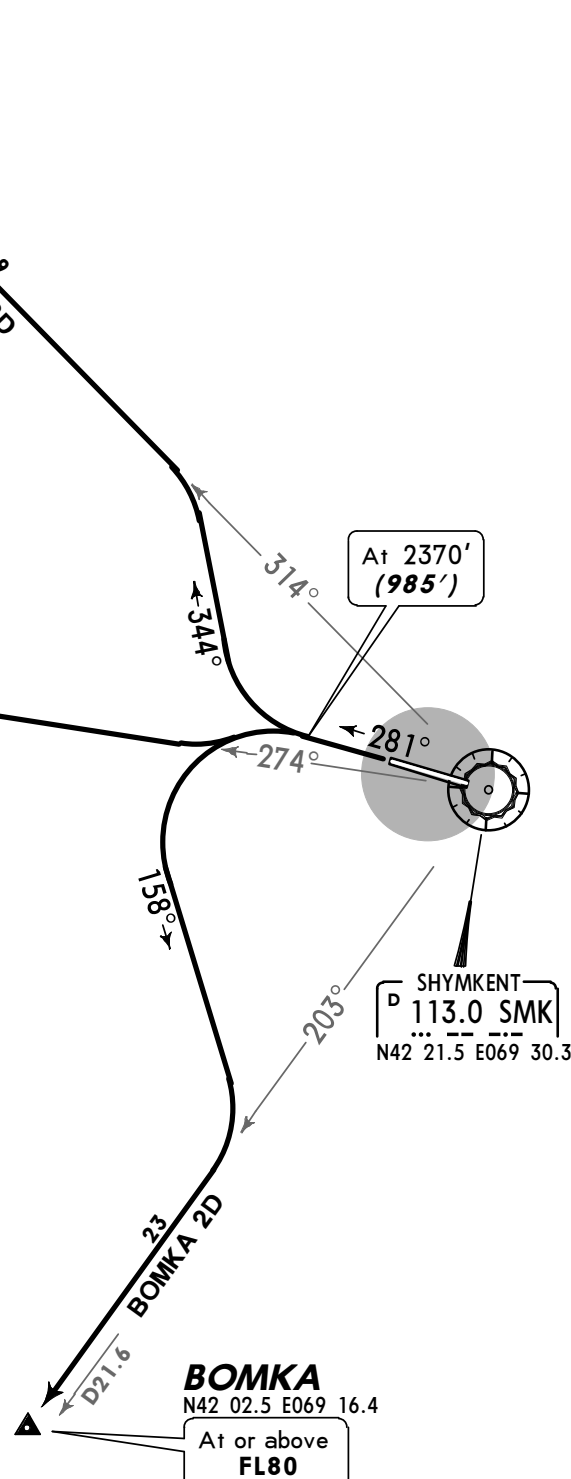
ARSUL 2D [ARSU2D]
BOMKA 2D [BOMK2D]
RUSEK 2D [RUSE2D]
RWY 28 DEPARTURES

RUSEK
N42 45.8 E069 01.3
At or above
FL70

ARSUL
N42 26.0 E068 50.0
At or above
FL70



ALT/HEIGHT CONVERSION
QNH (QFE)
2370' (985' - 300m)
5000' (3615' - 1100m)



SID	ROUTING
ARSUL 2D	Climb to 2370' (985') , turn LEFT, intercept SMK R-274 to ARSUL.
BOMKA 2D	Climb to 2370' (985') , turn LEFT, 158° track, intercept SMK R-203 to BOMKA.
RUSEK 2D	Climb to 2370' (985') , turn RIGHT, 344° track, intercept SMK R-314 to RUSEK.

NOISE ABATEMENT

SUMMER	:	LT minus 7 HOURS	=	UTC (Z)
WINTER	:	LT minus 6 HOUR	=	UTC (Z)

GENERAL

In an effort of noise abatement at aerodrome follow procedures according to Flight Operation Manual and it is recommended to fulfill.

ARRIVAL

Do not use RWY 28 for landing if tailwind component for RWY 10 does not exceed established limitation by Flight Operation Manual of given type of aircraft.

DEPARTURE

Do not use RWY 10 for departure in the presence of conditions of departure from RWY28:

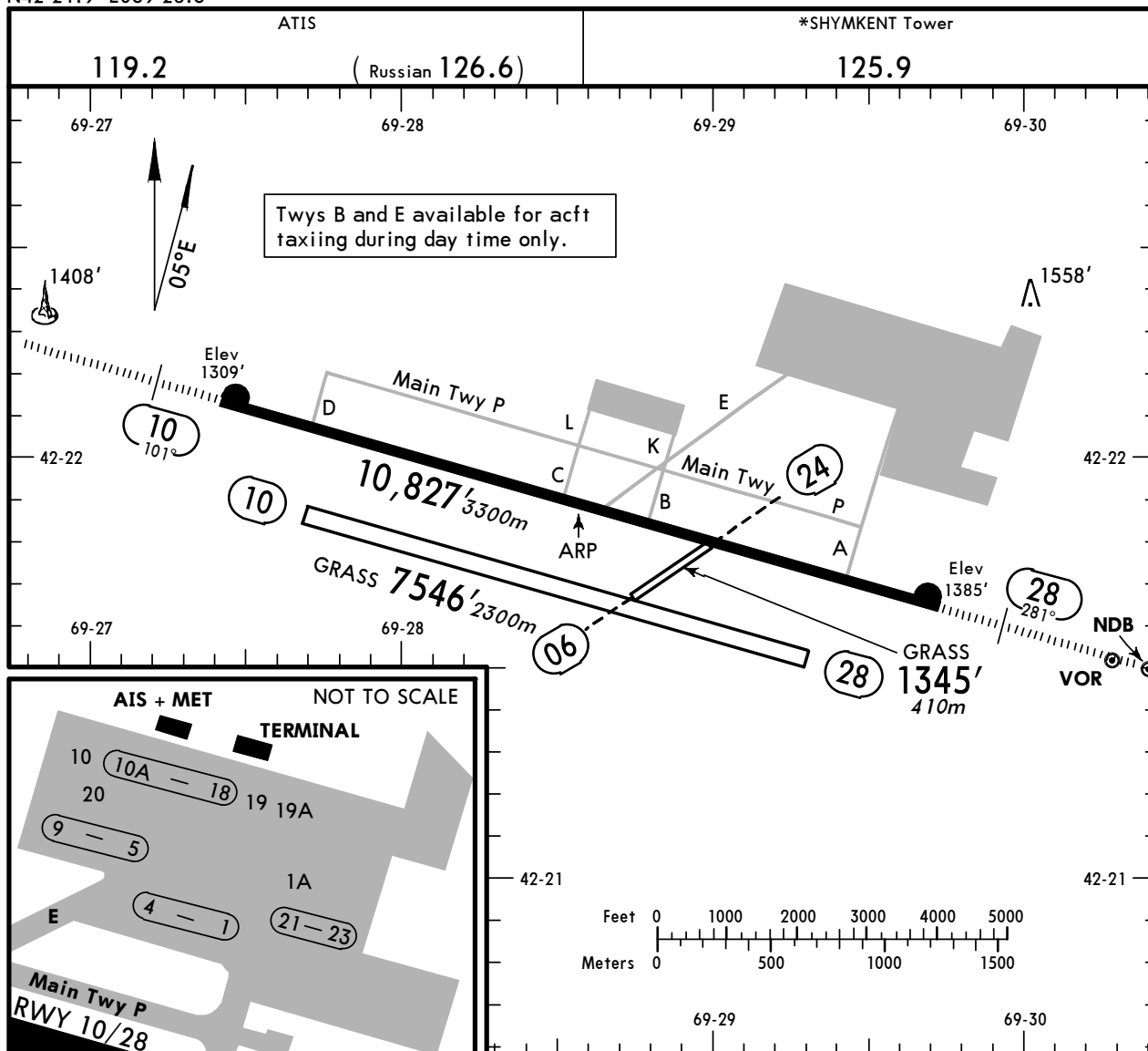
- if tailwind component does not exceed established limitation by Flight Operation Manual of given type of aircraft by crew report.
- when airborne from RWY 10 climbing is effected with maximum climb gradient.

RUN-UP TESTS

Between 2200-0700LT do not run up engine higher than idle speed.

UAII/CIT
Apt Elev 1385'
N42 21.9 E069 28.6

JEPPESSEN SHYMKENT, KAZAKHSTAN
4 NOV 11 (10-9) Eff 17 Nov
SHYMKENT



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
RWY						Threshold	Glide Slope		
06 24									69' 21m
10 28	HIRL (60m)	HIALS	TDZ	PAPI-L(3.0°)	RVR		10,053' 3064m 9843' 3000m		148' 45m
10 28	Grass runway								246' 75m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	DAY		NIGHT
	RL	RCLM	RL
A		400m 1	400m 1
B	400m 1		
C		500m	400m
D			

1 LVP must be in force: 300m.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
10	ILS	1509'(200')	1509'(200')	1539'(230')	1539'(230')
		800m	800m	900m	900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1670'(361')	1670'(361')	1670'(361')	1670'(361')
		1000m	1000m	1000m	1400m
	ALS out	1500m	1500m	1700m	1700m
	NDB ❶ ❷	1870'(561')	1870'(561')	1940'(631')	1940'(631')
		1500m	1500m	2200m	2200m
	ALS out	1500m	1500m	2400m	2400m
28	NDB ❸	1870'(561')	1870'(561')	1940'(631')	1940'(631')
		2100m	2100m	2600m	2600m
	ALS out	2800m	2800m	3300m	3300m
	ILS	1585'(200')	1585'(200')	1585'(200')	1585'(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	2210'(825')	2210'(825')	2210'(825')	2210'(825')
		1500m	1500m	2400m	2400m
	2 NDB ❶	2310'(925')	2310'(925')	2310'(925')	2310'(925')
		1500m	1500m	2400m	2400m
	NDB	2600'(1215')	2600'(1215')	2600'(1215')	2600'(1215')
		5000m	5000m	5000m	5000m

❶ Continuous Descent Final Approach.

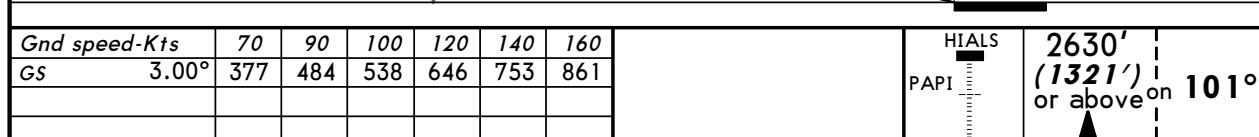
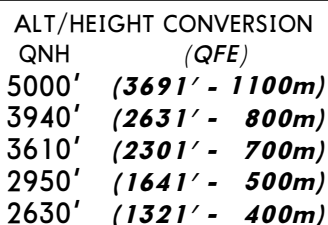
❷ with FMS.

❸ w/o FMS.

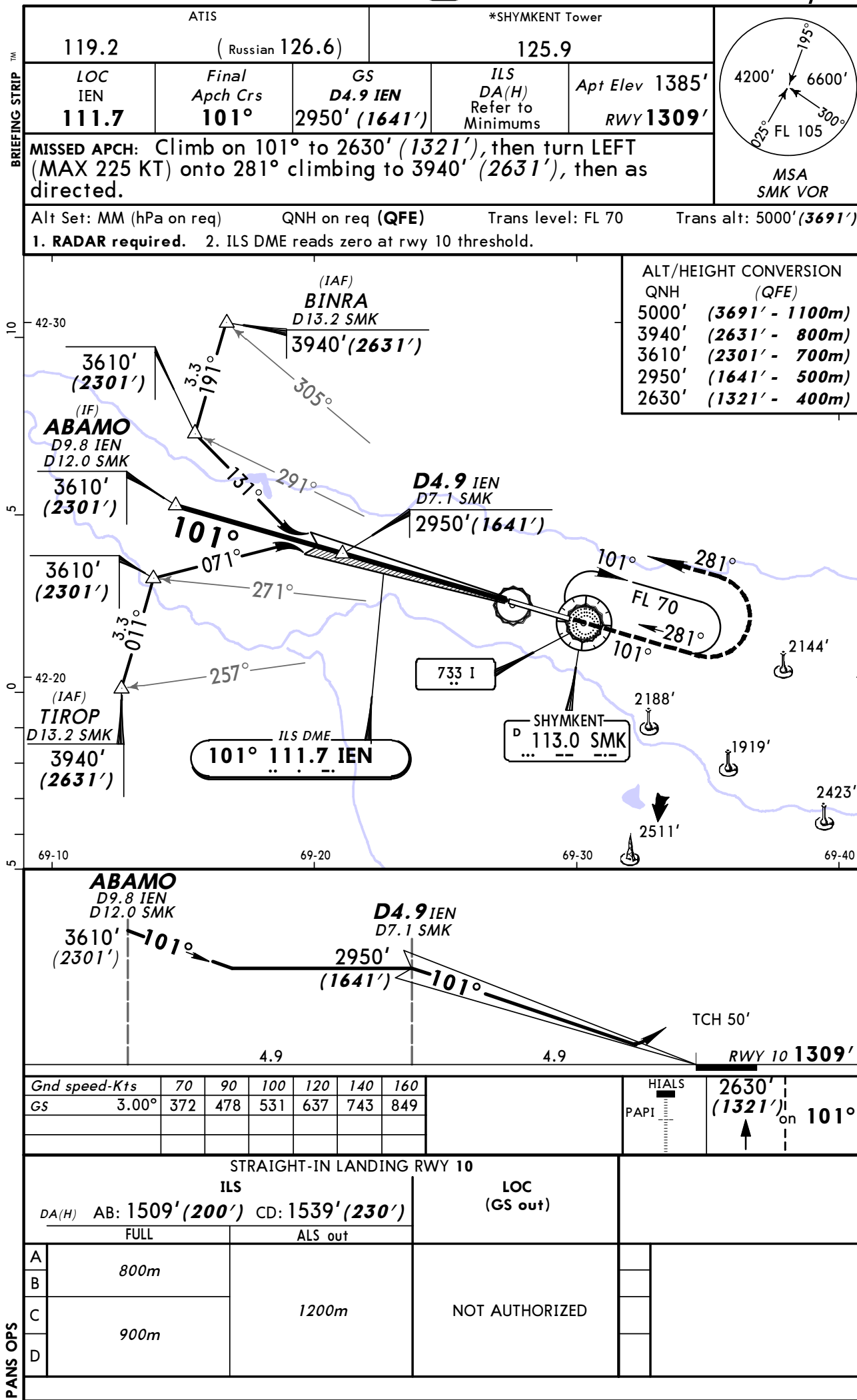
TAKE-OFF RWY 10, 28

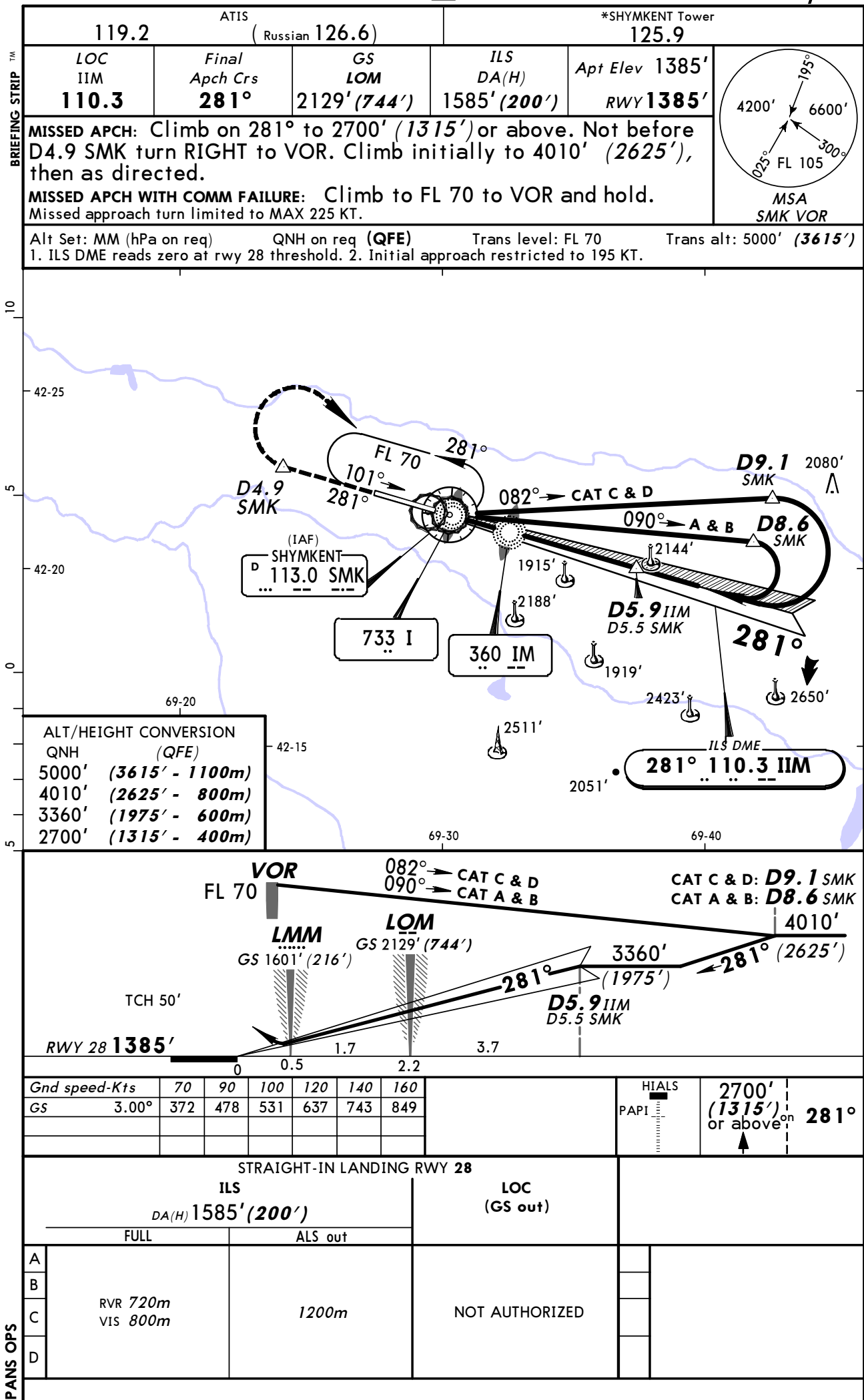
DAY		NIGHT
RL	RCLM	RL
A B C D	400m ❹	400m ❹
	500m	400m

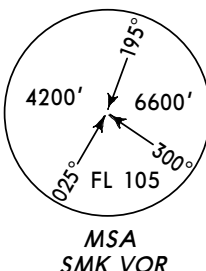
❹ LVP must be in force: 300m.

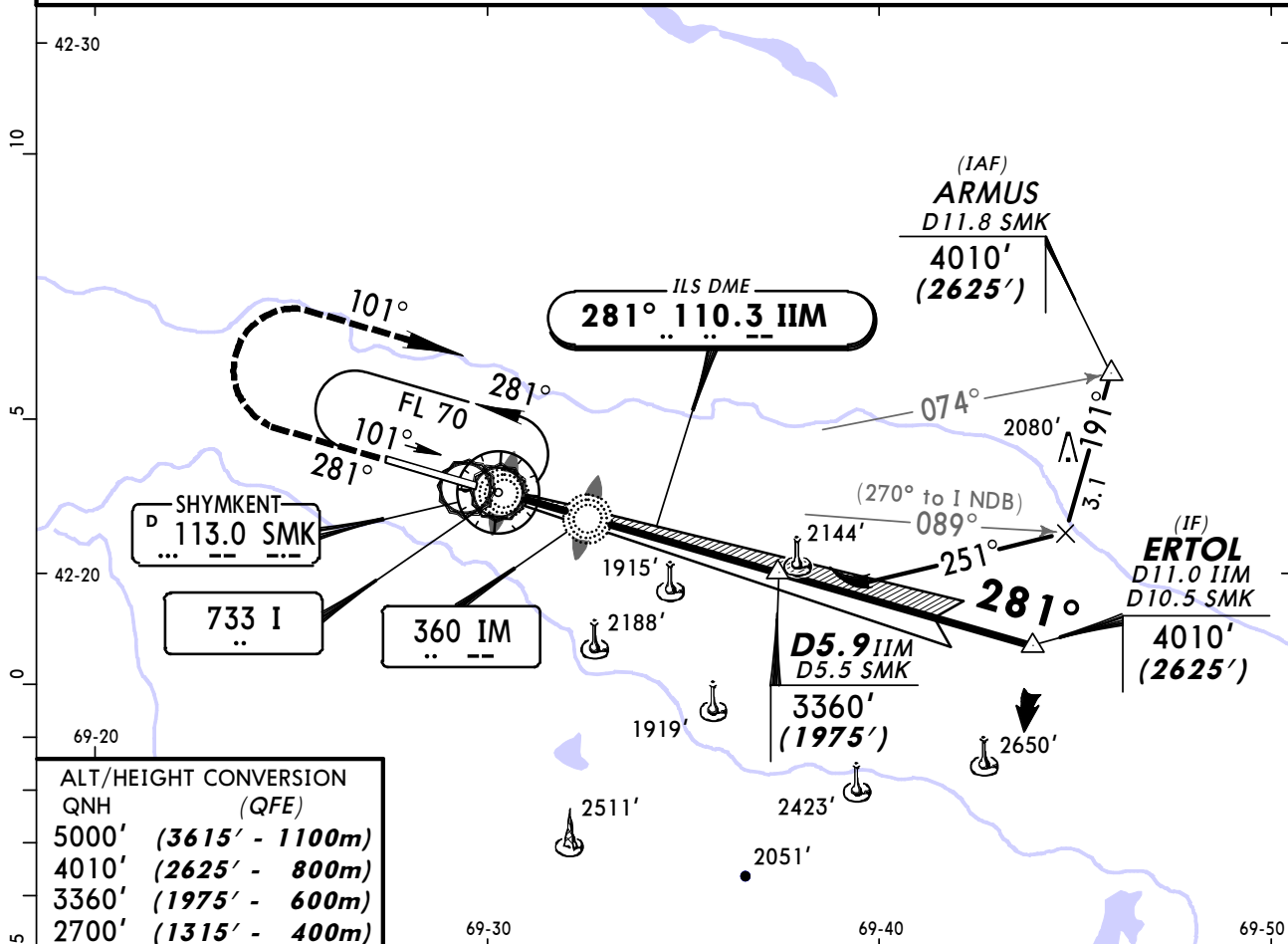


STRAIGHT-IN LANDING RWY 10					
ILS DA(H) AB: 1509'(200') CD: 1539'(230')			LOC (GS out)		
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED		
B					
C	900m				
D					

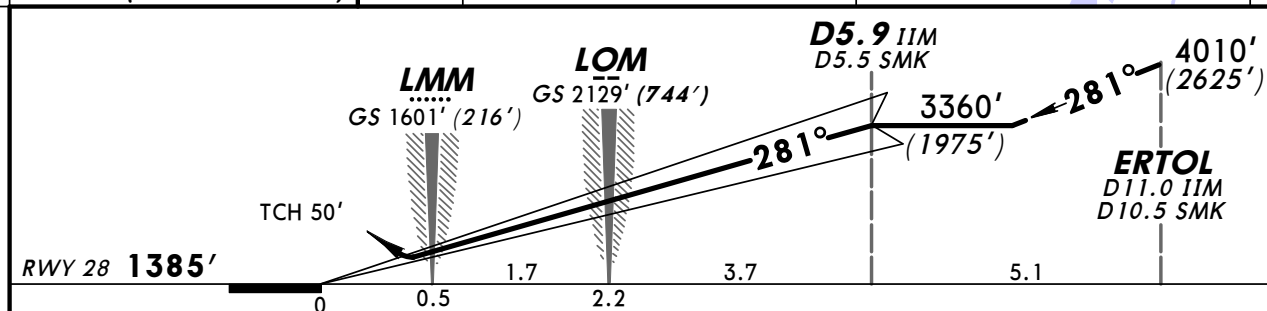




BRIEFING STRIP™	ATIS		*SHYMKENT Tower			
	119.2 (Russian 126.6)		125.9			
	LOC IIM 110.3	Final Apch Crs 281°	GS LOM 2129' (744')	ILS DA(H) 1585' (200')		Apt Elev 1385' RWY 1385'
	MISSED APCH: Climb on 281° to 2700' (1315'), then turn RIGHT (MAX 225 KT) onto 101° climbing to 4010' (2625'), then as directed.					
	Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5000' (3615')					
1. RADAR required. 2. ILS DME reads zero at rwy 28 threshold.						

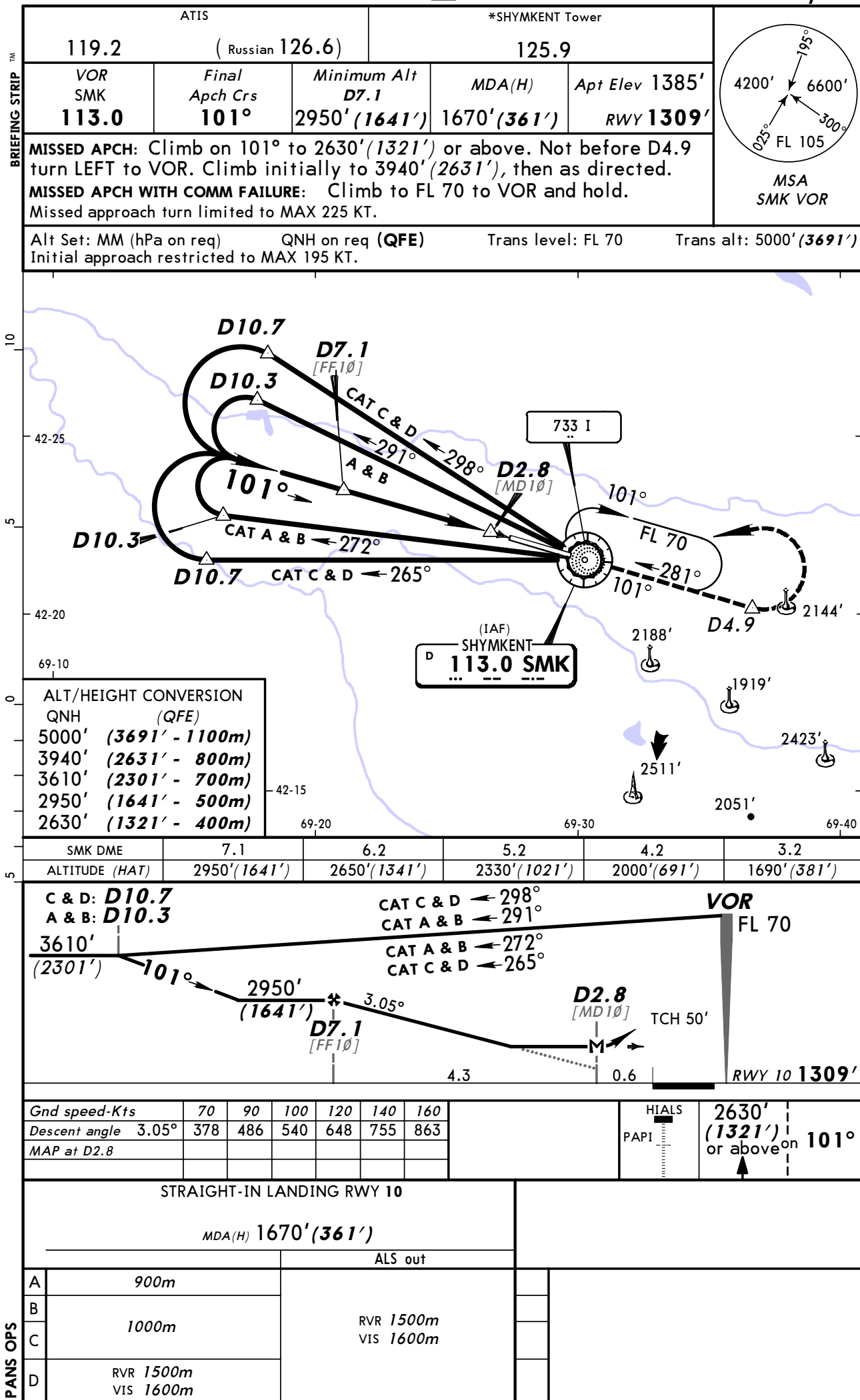


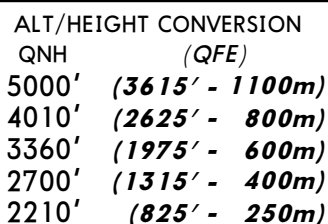
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5000'	(3615' - 1100m)
4010'	(2625' - 800m)
3360'	(1975' - 600m)
2700'	(1315' - 400m)



Gnd speed-Kts	70	90	100	120	140	160			HIALS	2700'	
GS	3.00°	372	478	531	637	743	849		PAPI	(1315')	on 281°

STRAIGHT-IN LANDING RWY 28			HIALS	
ILS		LOC (GS out)	PAPI	
DA(H) 1585' (200')			2700' (1315') on 281°	
FULL		ALS out		
A				
B				
C				
D				



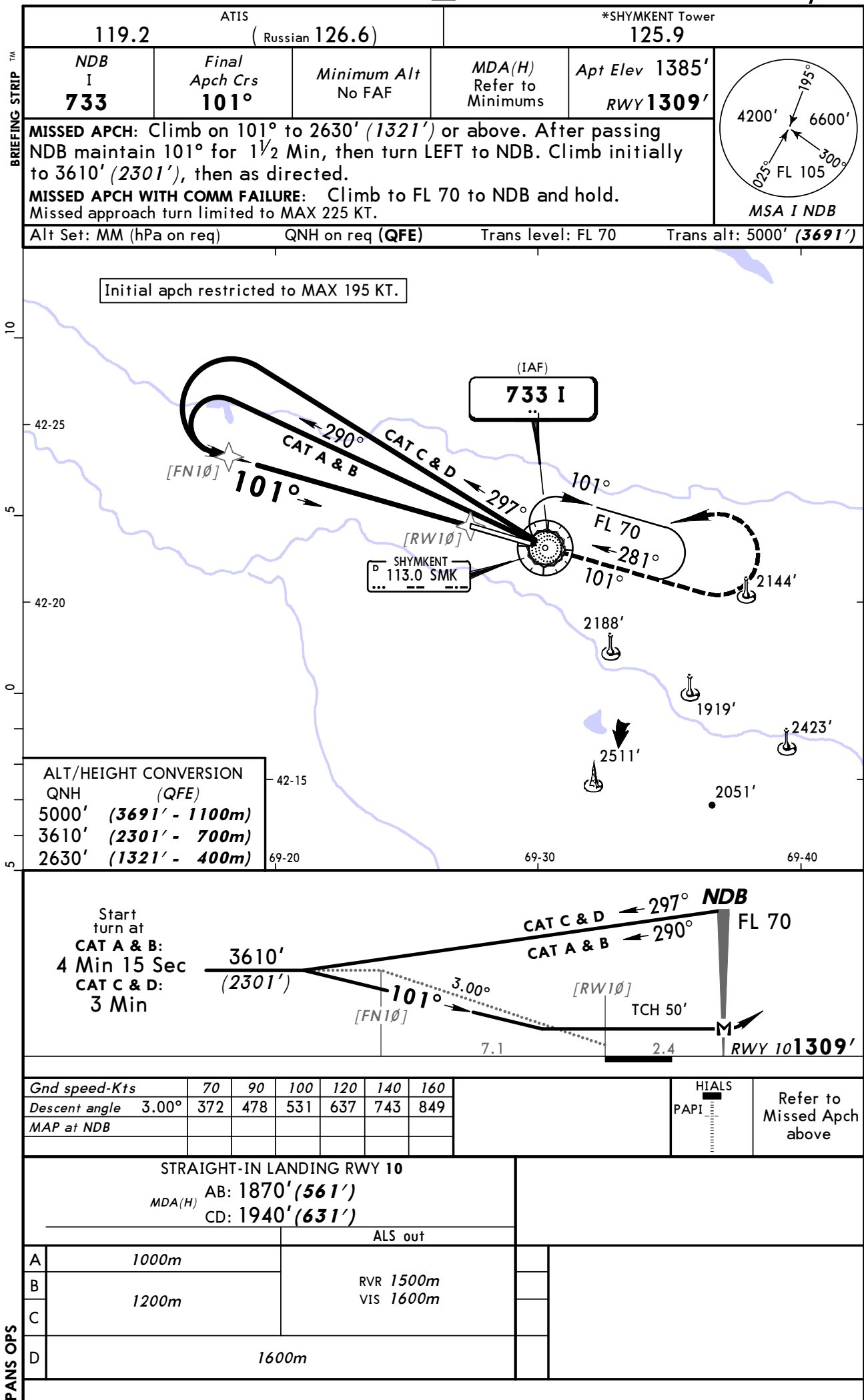


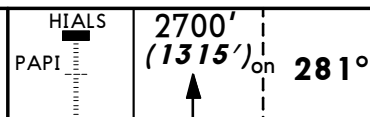
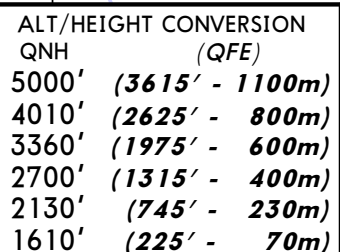
Profile view diagram of runway 28. The diagram shows the runway layout with various elevation and distance markers. Key features include:

- Runway 28:** 1385' long, with a TCH (Threshold Crossing Height) of 50'.
- VOR Station:** Located at the start of the runway, with a height of 70' (FL 70).
- Grade Slopes:**
 - 082° for CAT C & D
 - 090° for CAT A & B
 - 3.06° for the segment between the VOR station and the 2210' mark.
 - 3.4° for the segment between the 2210' mark and the 3360' mark.
 - 281° for the segment between the 3360' mark and the 4010' mark.
- Elevations:**
 - 4010' at the end of the runway.
 - 3360' (1975') at the 281° slope start.
 - 2210' (825') at the 3.4° slope start.
- Distances:**
 - 2.1 units from the VOR station to the 2210' mark.
 - 3.4 units from the 2210' mark to the 3360' mark.
 - 3.06 units from the VOR station to the 2210' mark.
- Category Data:**
 - CAT C & D: D9.1
 - CAT A & B: D8.6
 - D2.1 [21VOR]
 - D5.5 [FF28]

HIALS
PAPI

PANS OPS





PANS OPS

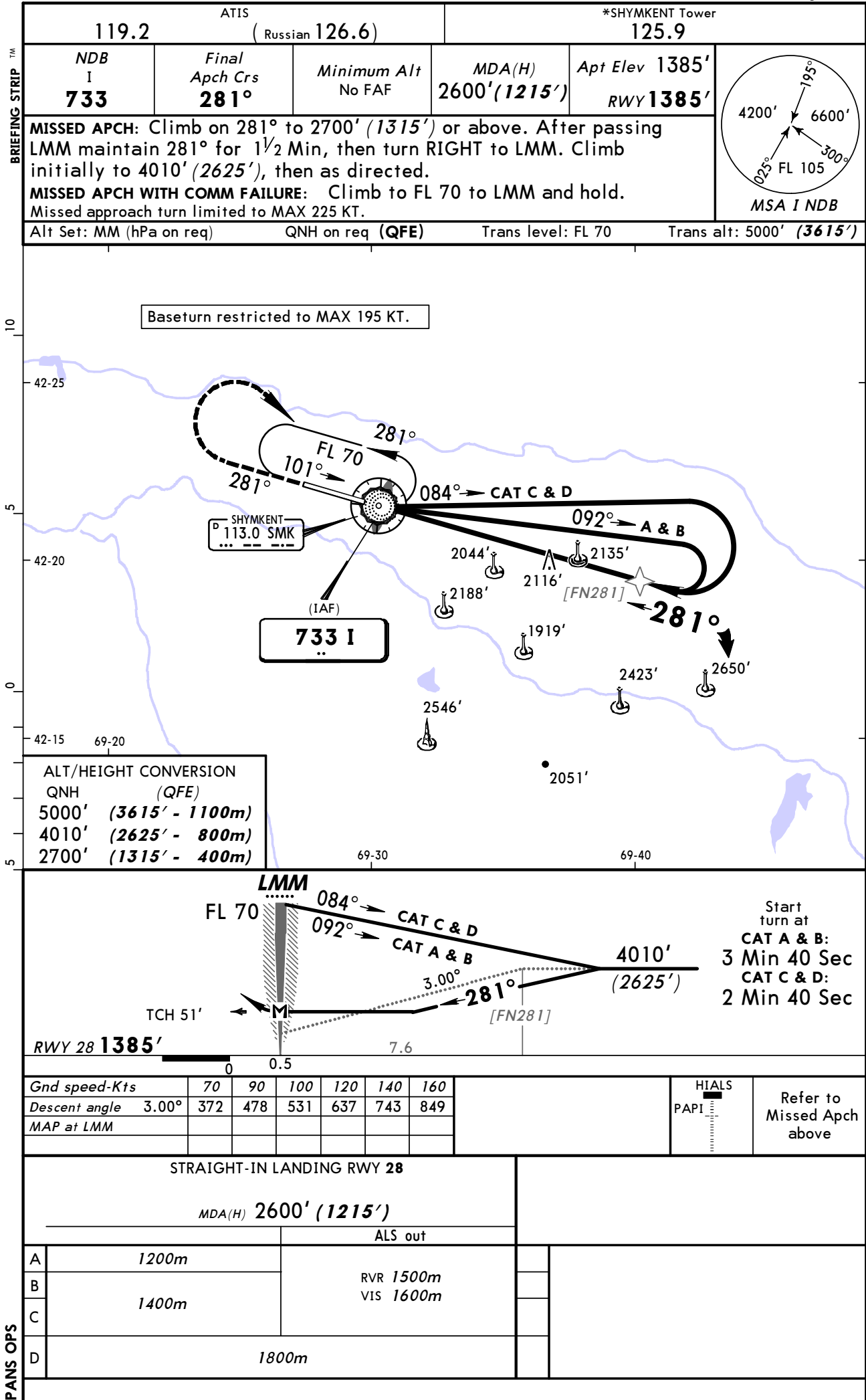




Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SHYMKENT, (SHYMKENT - UAII)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAl

Type: Terminal

Effectivity: Permanent

Begin Date: 20130530

End Date: No end date

(10-9) Stands 1A, 4 and 20 withdrawn; stands 5 thru 10 renamed 4 thru 9, stand 10A renamed 10, stands 21 thru 23 renamed 20 thru 22.