

## List of pages in this Trip Kit

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Airport Information For UARR

Terminal Charts For UARR

Revision Letter For Cycle 23-2013

Change Notices

Notebook

## General Information

Location: Uralsk Kaz  
IATA Code: URA  
Lat/Long: N51° 09.0' E051° 32.6'  
Elevation: 125 ft

Airport Use: Public  
Magnetic Variation: 10.5°E

Fuel Types: 100-130 Octane, 115-145 Octane, Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0346 Z  
Sunset: 1250 Z,

## Runway Information

Runway: 04  
Length x Width: 7874 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 121 ft  
Lighting: Edge, ALS

Runway: 13  
Length x Width: 1640 ft x 82 ft  
Surface Type: concrete  
TDZ-Elev: 125 ft

Runway: 14  
Length x Width: 2789 ft x 328 ft  
Surface Type: grass  
TDZ-Elev: 125 ft

Runway: 22  
Length x Width: 7874 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 125 ft  
Lighting: Edge, ALS

Runway: 31  
Length x Width: 1640 ft x 82 ft

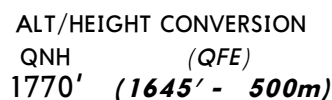
Surface Type: concrete  
TDZ-Elev: 125 ft

Runway: 32  
Length x Width: 2789 ft x 328 ft  
Surface Type: grass  
TDZ-Elev: 125 ft

**Communication Information**

Uralsk Tower 119.7

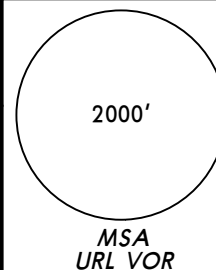
2. Levels assigned by ATC include a correction for low temperature effect when necessary.



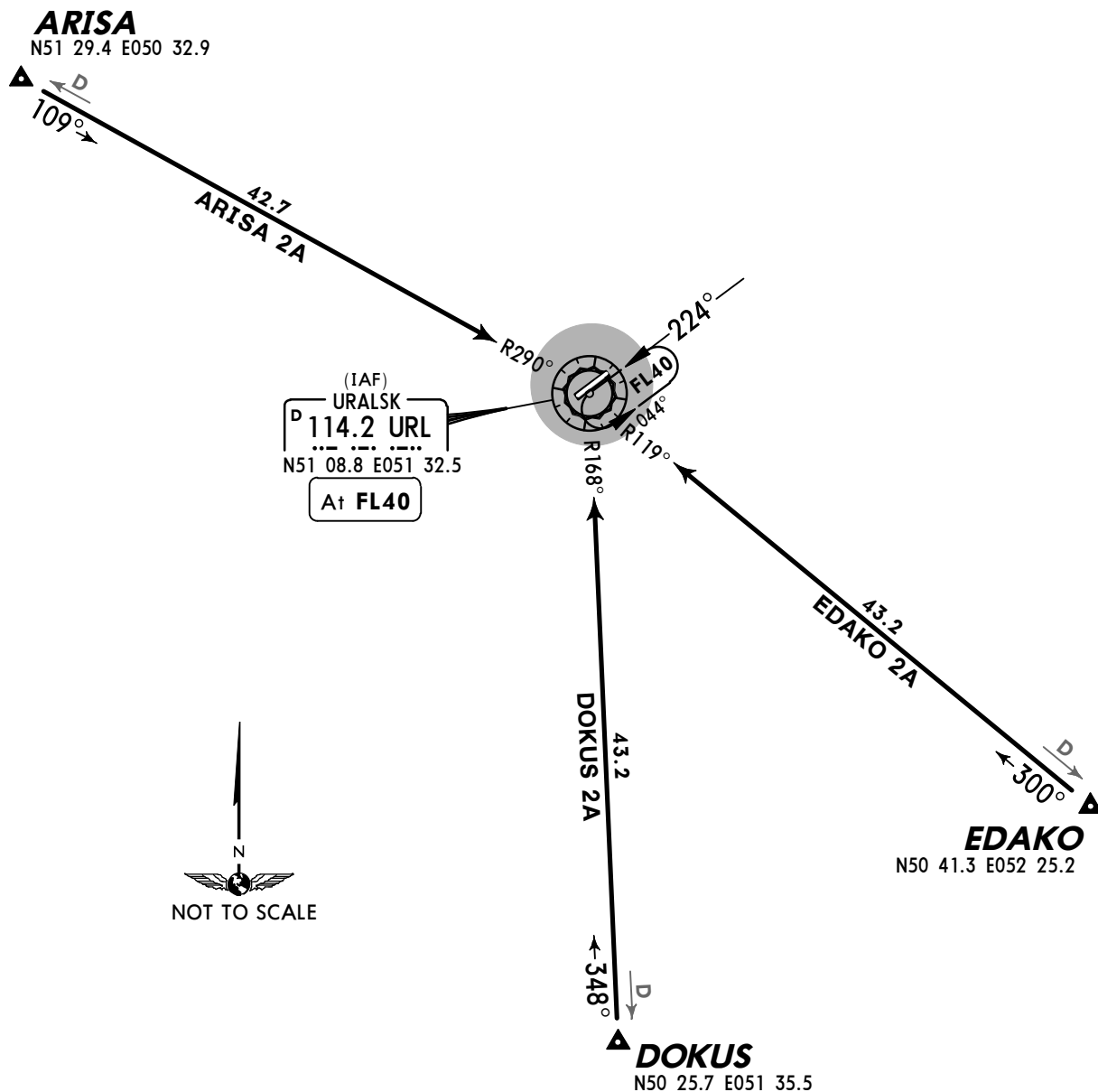
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Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1649')  
Crossing at airway exit points by ATC.



ARISA 2A [ARIS2A], DOKUS 2A [DOKU2A]  
EDAKO 2A [EDAK2A]  
RWY 04 ARRIVALS

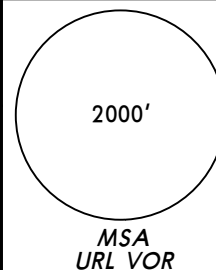


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1649' - 500m)

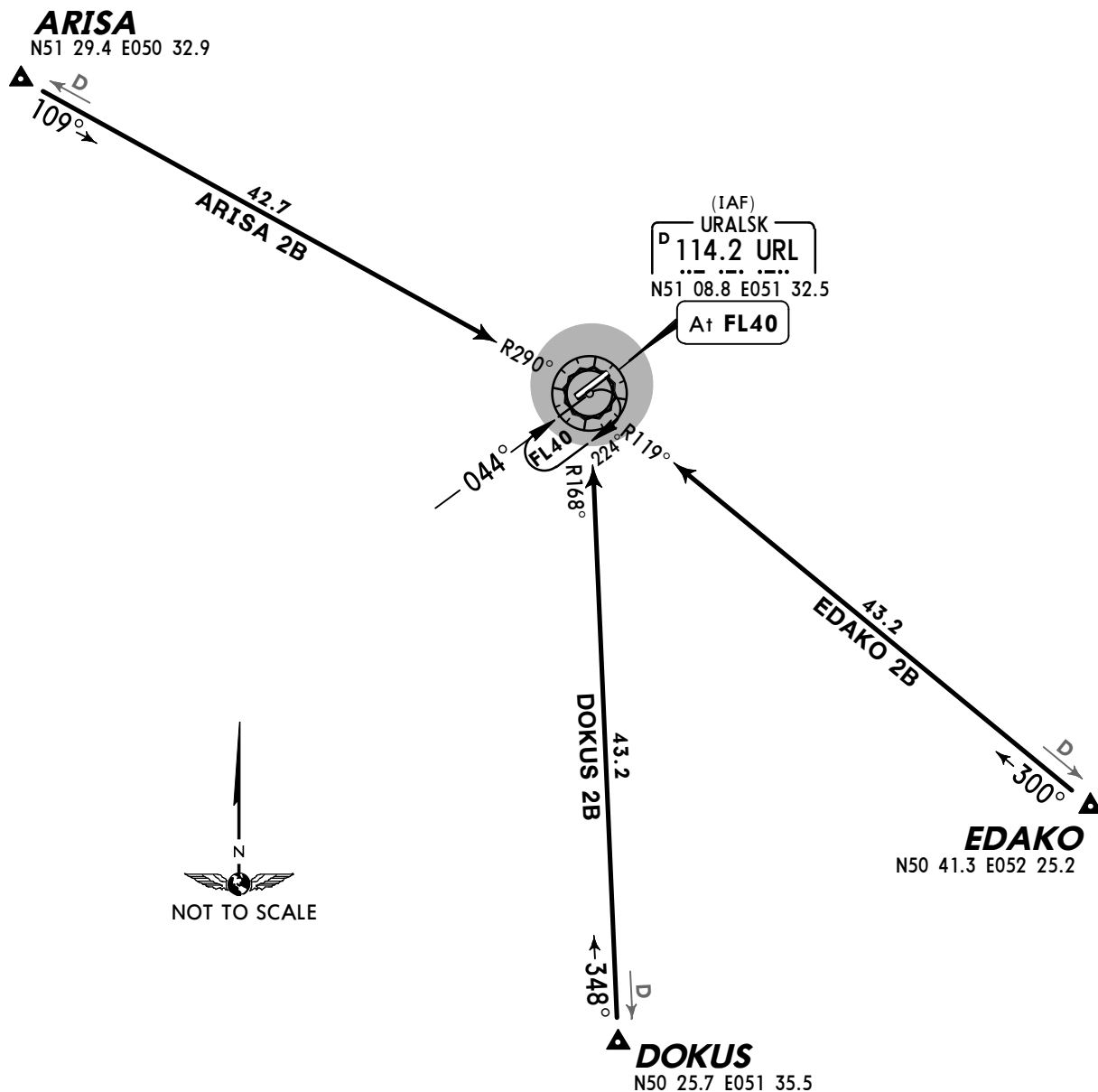
| STAR     | ROUTING                             |
|----------|-------------------------------------|
| ARISA 2A | Intercept URL R-290 inbound to URL. |
| DOKUS 2A | Intercept URL R-168 inbound to URL. |
| EDAKO 2A | Intercept URL R-119 inbound to URL. |

Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway exit points by ATC.



ARISA 2B [ARIS2B], DOKUS 2B [DOKU2B]  
EDAKO 2B [EDAK2B]  
RWY 22 ARRIVALS

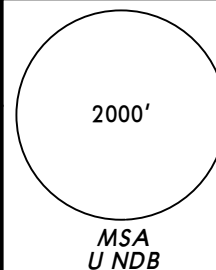


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1645' - 500m)

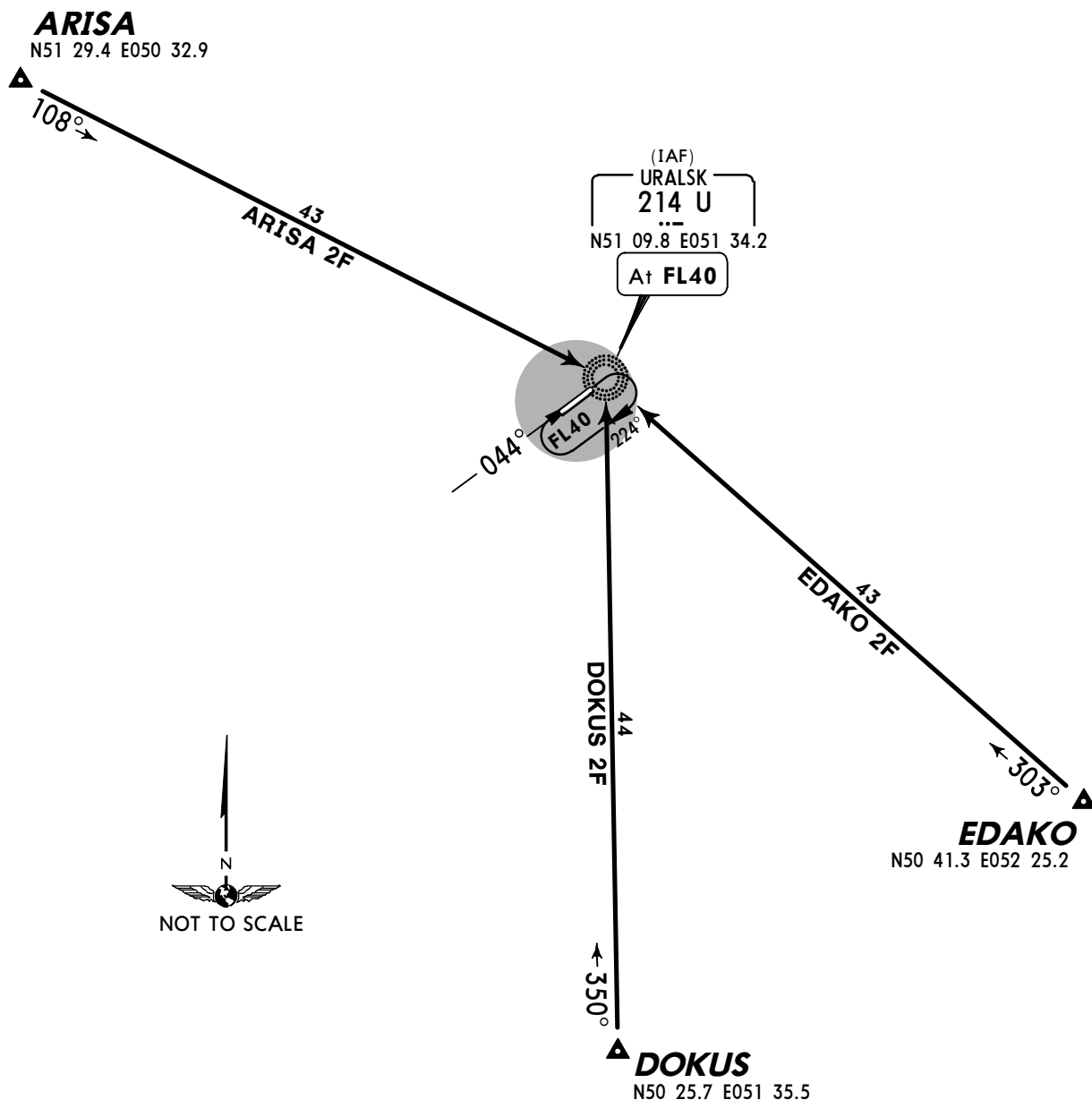
| STAR     | ROUTING                             |
|----------|-------------------------------------|
| ARISA 2B | Intercept URL R-290 inbound to URL. |
| DOKUS 2B | Intercept URL R-168 inbound to URL. |
| EDAKO 2B | Intercept URL R-119 inbound to URL. |

Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway exit points by ATC.



ARISA 2F [ARIS2F], DOKUS 2F [DOKU2F]  
EDAKO 2F [EDAK2F]  
RWY 22 ARRIVALS

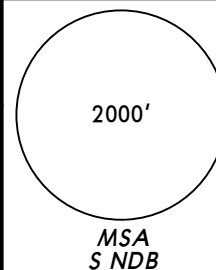


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1645' - 500m)

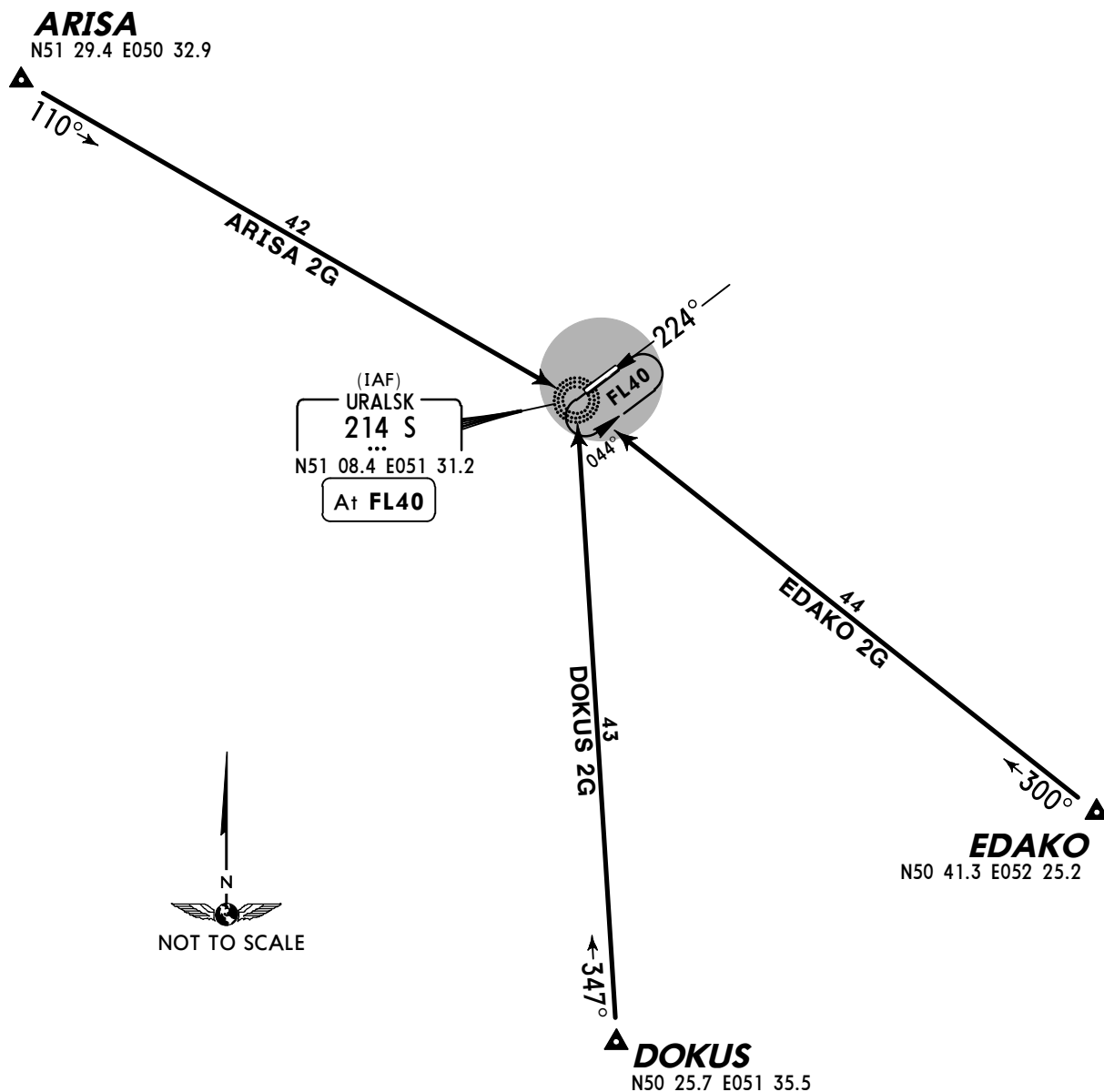
| STAR     | ROUTING               |
|----------|-----------------------|
| ARISA 2F | On 108° bearing to U. |
| DOKUS 2F | On 350° bearing to U. |
| EDAKO 2F | On 303° bearing to U. |

Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1649')  
Crossing at airway exit points by ATC.



ARISA 2G [ARIS2G], DOKUS 2G [DOKU2G]  
EDAKO 2G [EDAK2G]  
RWY 04 ARRIVALS

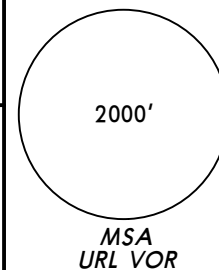


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1649' - 500m)

| STAR     | ROUTING               |
|----------|-----------------------|
| ARISA 2G | On 110° bearing to S. |
| DOKUS 2G | On 347° bearing to S. |
| EDAKO 2G | On 300° bearing to S. |

Apt Elev  
125'

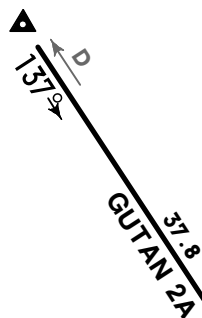
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1649')  
Crossing at airway exit points by ATC.



EKTEN 2A [EKTE2A], GUTAN 2A [GUTA2A]  
VEVIK 2A [VEVI2A]  
RWY 04 ARRIVALS

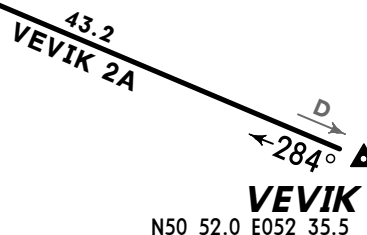
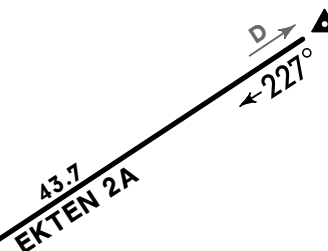
**GUTAN**

N51 40.4 E050 59.2

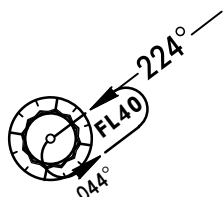


**EKTEN**

N51 32.7 E052 30.5



**HOLDING  
OVER URL**

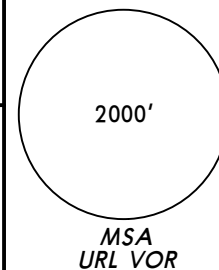


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1649' - 500m)

| STAR     | ROUTING                             |
|----------|-------------------------------------|
| EKTEN 2A | Intercept URL R-046 inbound to URL. |
| GUTAN 2A | Intercept URL R-317 inbound to URL. |
| VEVIK 2A | Intercept URL R-103 inbound to URL. |

Apt Elev  
125'

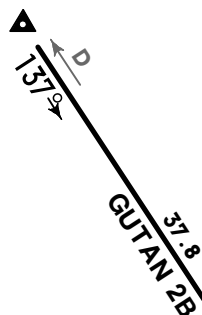
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway exit points by ATC.



EKTEN 2B [EKTE2B], GUTAN 2B [GUTA2B]  
VEVIK 2B [VEVI2B]  
RWY 22 ARRIVALS

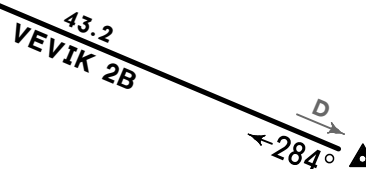
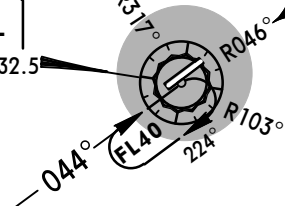
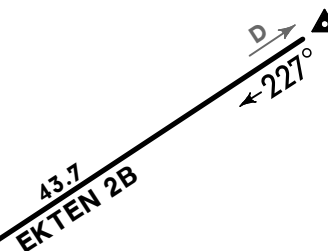
**GUTAN**

N51 40.4 E050 59.2



**EKTEN**

N51 32.7 E052 30.5



**VEVIK**

N50 52.0 E052 35.5



ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1645' - 500m)

| STAR     | ROUTING                             |
|----------|-------------------------------------|
| EKTEN 2B | Intercept URL R-046 inbound to URL. |
| GUTAN 2B | Intercept URL R-317 inbound to URL. |
| VEVIK 2B | Intercept URL R-103 inbound to URL. |

**MSA**  
**U NDB**

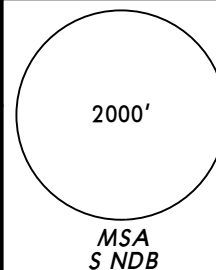


| STAR     | ROUTING               |
|----------|-----------------------|
| EKTEN 2F | On 228° bearing to U. |
| GUTAN 2F | On 135° bearing to U. |
| VEVIK 2F | On 286° bearing to U. |

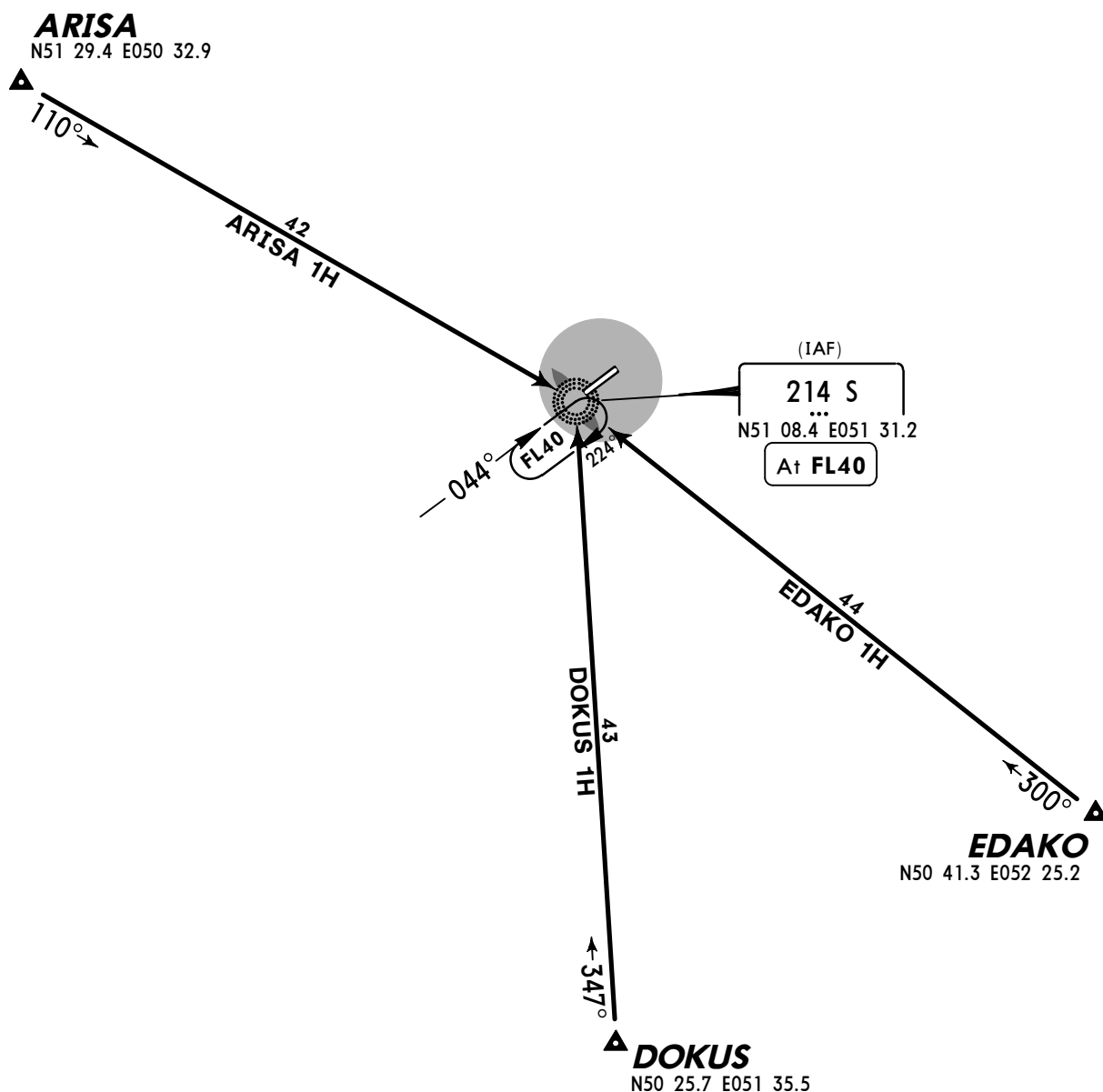
*MSA*  
*S NDB*

Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway exit points by ATC.



ARISA 1H [ARIS1H], DOKUS 1H [DOKU1H]  
EDAKO 1H [EDAK1H]  
RWY 22 ARRIVALS

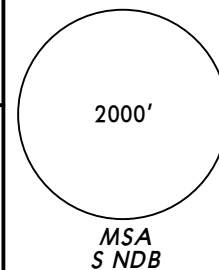


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1645' - 500m)

| STAR     | ROUTING               |
|----------|-----------------------|
| ARISA 1H | On 110° bearing to S. |
| DOKUS 1H | On 347° bearing to S. |
| EDAKO 1H | On 300° bearing to S. |

Apt Elev  
125'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway exit points by ATC.



EKTEN 1H [EKTE1H], GUTAN 1H [GUTA1H]  
VEVIK 1H [VEVI1H]  
RWY 22 ARRIVALS

**GUTAN**

N51 40.4 E050 59.2



139°

GUTAN 1H

38

**EKTEN**

N51 32.7 E052 30.5



228°

EKTEN 1H

44

(IAF)

214 S

N51 08.4 E051 31.2

At FL40

044° FL40 224°

VEVIK 1H

44

283°

**VEVIK**

N50 52.0 E052 35.5



ALT/HEIGHT CONVERSION  
QNH (QFE)  
1770' (1645' - 500m)

STAR

ROUTING

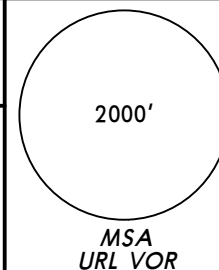
EKTEN 1H On 228° bearing to S.

GUTAN 1H On 139° bearing to S.

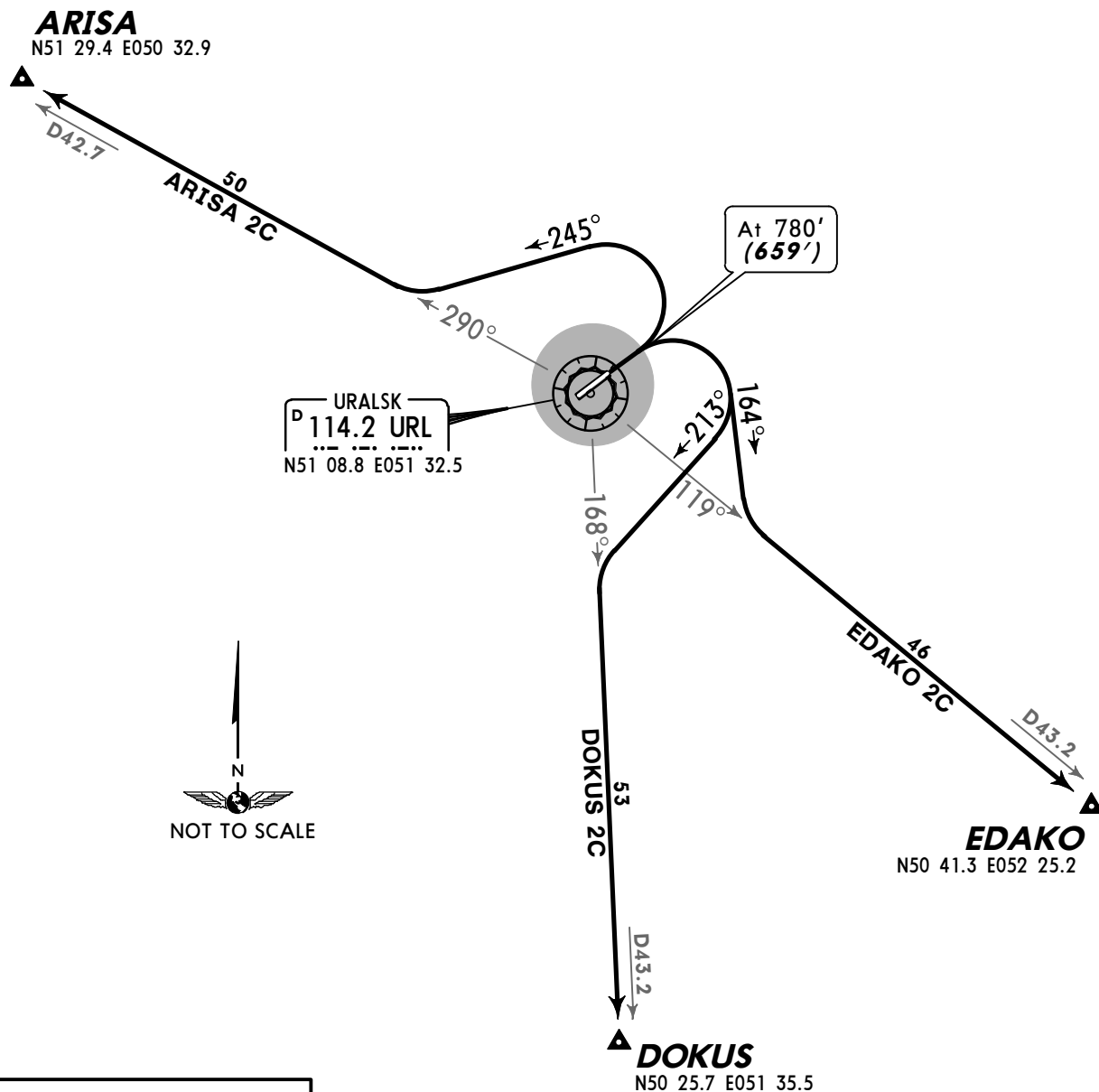
VEVIK 1H On 283° bearing to S.

Apt Elev  
125'

QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1649')  
Crossing at airway entry points by ATC.



ARISA 2C [ARIS2C], DOKUS 2C [DOKU2C]  
EDAKO 2C [EDAK2C]  
RWY 04 DEPARTURES



ALT/HEIGHT CONVERSION  
QNH (QFE)  
780' (659' - 200m)  
1770' (1649' - 500m)

| SID      | ROUTING                                                                                    |
|----------|--------------------------------------------------------------------------------------------|
| ARISA 2C | Climb straight ahead to 780' (659'), turn LEFT, 245° track, intercept URL R-290 to ARISA.  |
| DOKUS 2C | Climb straight ahead to 780' (659'), turn RIGHT, 213° track, intercept URL R-168 to DOKUS. |
| EDAKO 2C | Climb straight ahead to 780' (659'), turn RIGHT, 164° track, intercept URL R-119 to EDAKO. |

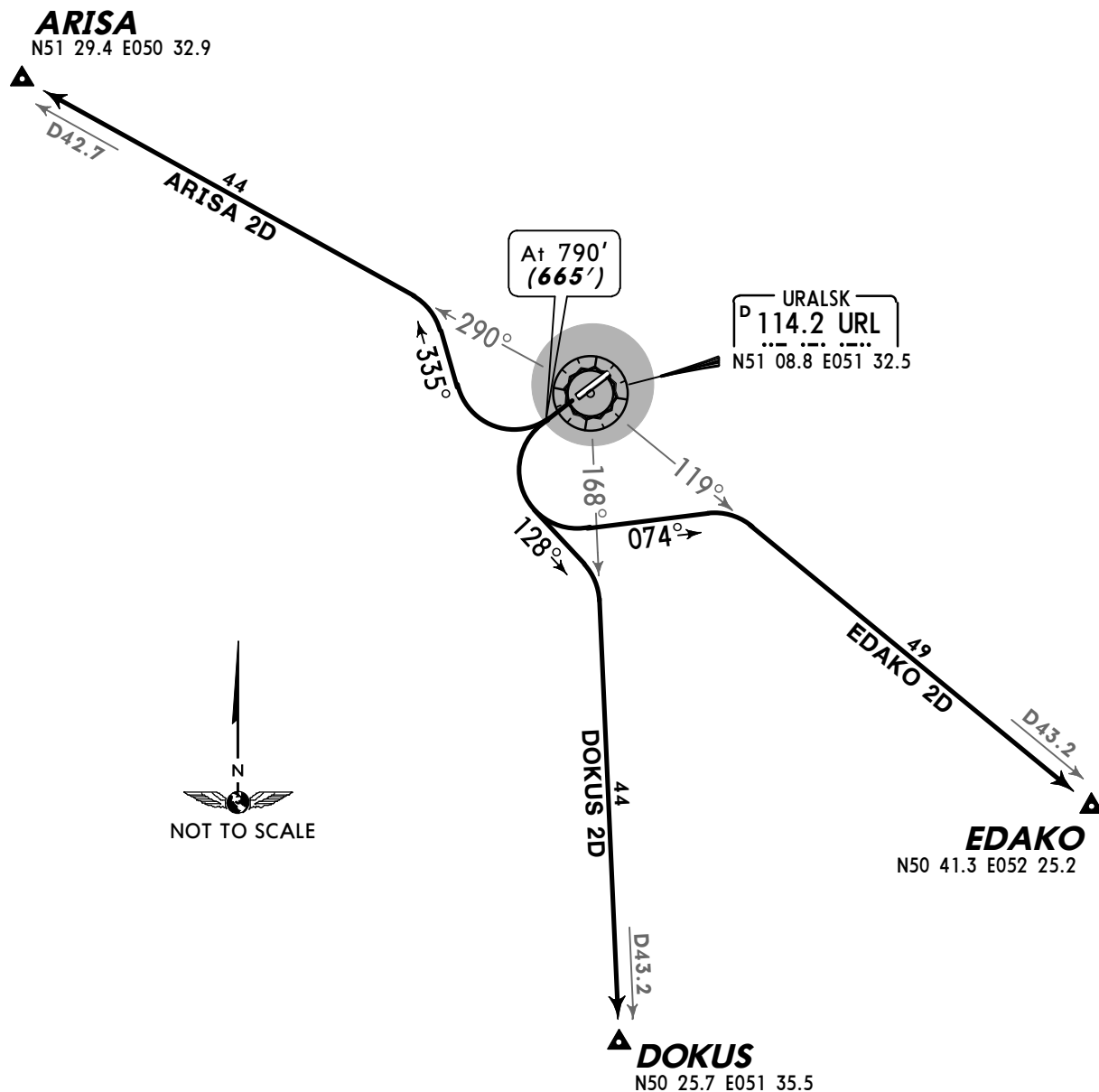
Apt Elev  
125'

QNH on request (QFE)

Trans level: FL40 Trans alt: 1770' (1645')

Crossing at airway entry points by ATC.

2000'

MSA  
URL VORARISA 2D [ARIS2D], DOKUS 2D [DOKU2D]  
EDAKO 2D [EDAK2D]  
RWY 22 DEPARTURES

ALT/HEIGHT CONVERSION  
QNH (QFE)  
790' (665' - 200m)  
1770' (1645' - 500m)

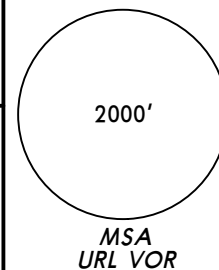
| SID      | ROUTING                                                                                    |
|----------|--------------------------------------------------------------------------------------------|
| ARISA 2D | Climb straight ahead to 790' (665'), turn RIGHT, 335° track, intercept URL R-290 to ARISA. |
| DOKUS 2D | Climb straight ahead to 790' (665'), turn LEFT, 128° track, intercept URL R-168 to DOKUS.  |
| EDAKO 2D | Climb straight ahead to 790' (665'), turn LEFT, 074° track, intercept URL R-119 to EDAKO.  |

2000'

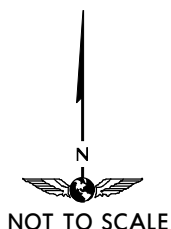
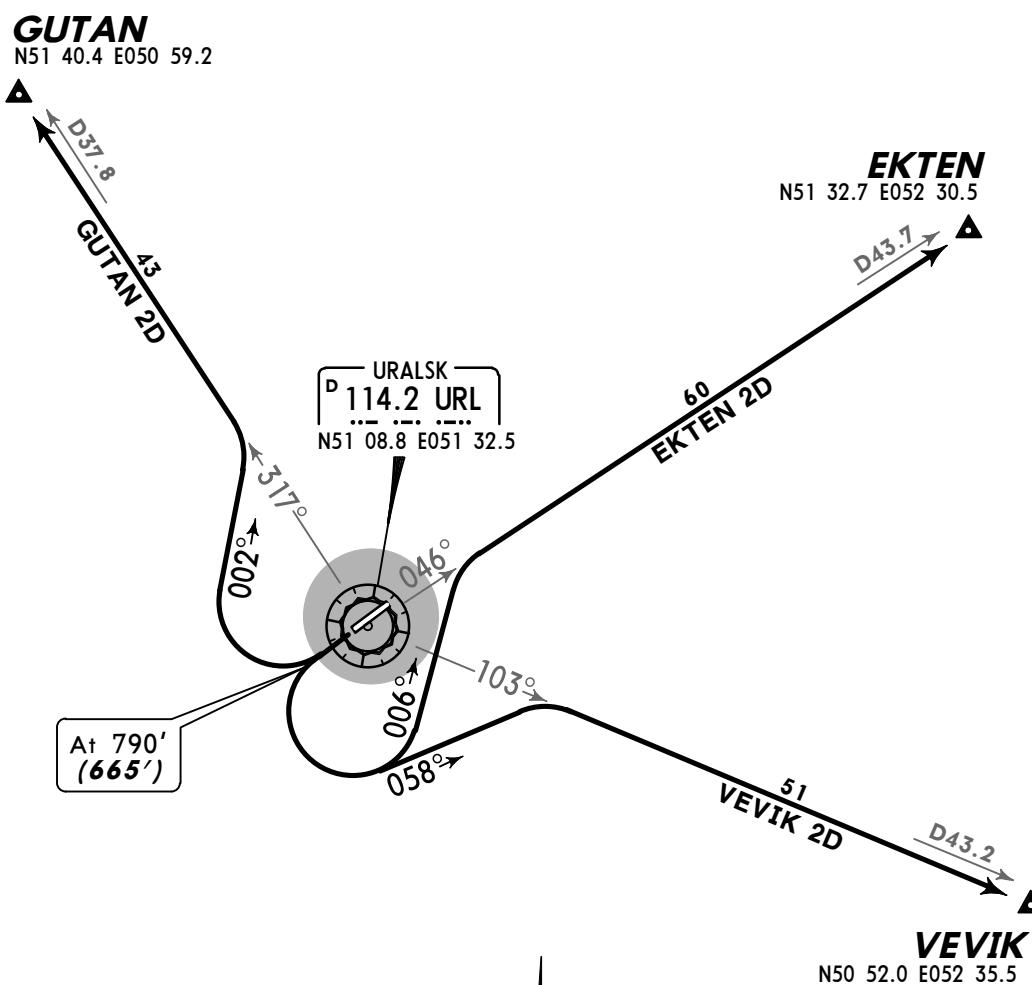
MSA  
URL VOR

Apt Elev  
125'

QNH on request (QFE)  
Trans level: FL40 Trans alt: 1770' (1645')  
Crossing at airway entry points by ATC.

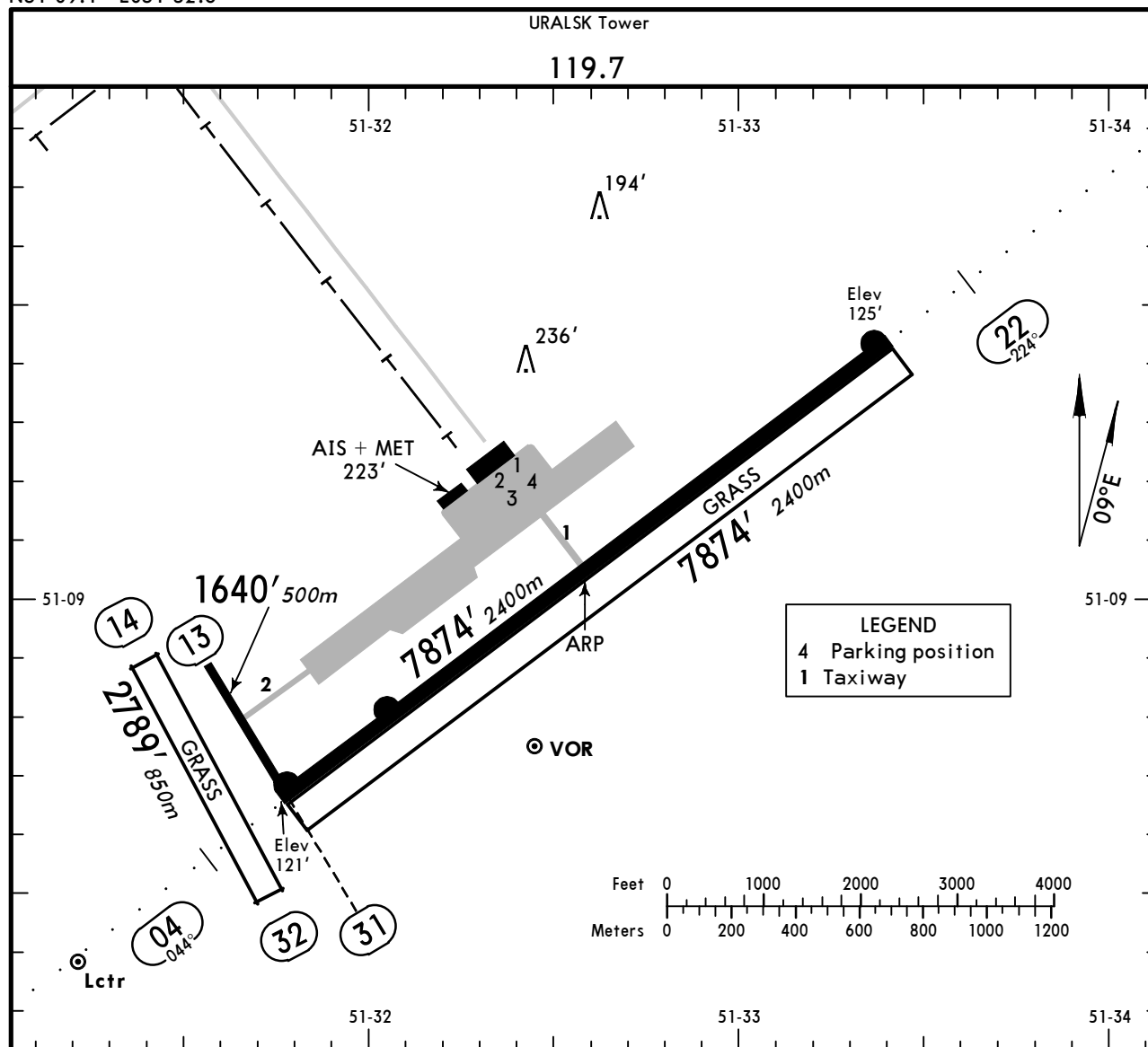


EKTEN 2D [EKTE2D], GUTAN 2D [GUTA2D]  
VEVIK 2D [VEVI2D]  
RWY 22 DEPARTURES



ALT/HEIGHT CONVERSION  
QNH (QFE)  
790' (665' - 200m)  
1770' (1645' - 500m)

| SID      | ROUTING                                                                                    |
|----------|--------------------------------------------------------------------------------------------|
| EKTEN 2D | Climb straight ahead to 790' (665'), turn LEFT, 006° track, intercept URL R-046 to EKTEN.  |
| GUTAN 2D | Climb straight ahead to 790' (665'), turn RIGHT, 002° track, intercept URL R-317 to GUTAN. |
| VEVIK 2D | Climb straight ahead to 790' (665'), turn LEFT, 058° track, intercept URL R-103 to VEVIK.  |



# ADDITIONAL RUNWAY INFORMATION

| RWY |    |                                         |             |  |  | USABLE LENGTHS |        | TAKE-OFF | WIDTH        |
|-----|----|-----------------------------------------|-------------|--|--|----------------|--------|----------|--------------|
|     |    |                                         |             |  |  | LANDING        | BEYOND |          |              |
|     |    | Threshold                               | Glide Slope |  |  |                |        |          |              |
| 04  | 22 | HIRL (60m) ALS PAPI-L (angle 2.67°) RVR |             |  |  |                |        |          | 138'<br>42m  |
| 04  | 22 | Grass runway                            |             |  |  |                |        |          | 328'<br>100m |
| 13  | 31 |                                         |             |  |  |                |        |          | 82'<br>25m   |
| 14  | 32 |                                         |             |  |  |                |        |          | 328'<br>100m |
|     |    |                                         |             |  |  |                |        |          |              |

## TAKE-OFF

### AIR CARRIER (JAA) All Rwy's

|   | DAY           |               | NIGHT         |
|---|---------------|---------------|---------------|
|   | RL            | RCLM          | RL            |
| A |               |               |               |
| B |               | 400m <b>I</b> | 400m <b>I</b> |
| C | 400m <b>I</b> |               |               |
| D |               | 500m          | 400m          |

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

| STRAIGHT-IN RWY |         | A              | B              | C              | D              |
|-----------------|---------|----------------|----------------|----------------|----------------|
| 04              | VOR ❶   | 520'(399')     | 520'(399')     | 590'(469')     | 590'(469')     |
|                 |         | 1500m          | 1500m          | 2000m          | 2000m          |
|                 | ALS out | 1500m          | 1500m          | 2200m          | 2200m          |
|                 | 2 NDB ❶ | 480'(359')     | 480'(359')     | 480'(359')     | 480'(359')     |
|                 |         | 1500m          | 1500m          | 1800m          | 2000m          |
|                 | NDB ❶❷  | 490'(369')     | 490'(369')     | 490'(369')     | 490'(369')     |
|                 |         | 1500m          | 1500m          | 1800m          | 2000m          |
|                 | NDB ❸   | 490'(369')     | 490'(369')     | 490'(369')     | 490'(369')     |
|                 |         | 1700m          | 1700m          | 1900m          | 2000m          |
|                 | ALS out | 1900m          | 1900m          | 2100m          | 2100m          |
| 22              | ILS     | 325'(200')     | 325'(200')     | 355'(230')     | 355'(230')     |
|                 |         | 1000m          | 1000m          | 1000m          | 1000m          |
|                 | ALS out | 1200m          | 1200m          | 1200m          | 1200m          |
|                 | LOC     | NOT AUTHORIZED | NOT AUTHORIZED | NOT AUTHORIZED | NOT AUTHORIZED |
|                 | VOR ❶   | 520'(395')     | 520'(395')     | 520'(395')     | 520'(395')     |
|                 |         | 1500m          | 1500m          | 1800m          | 2000m          |
|                 | 2 NDB ❶ | 520'(395')     | 520'(395')     | 520'(395')     | 520'(395')     |
|                 |         | 1500m          | 1500m          | 1800m          | 2000m          |
|                 | U NDB   | 560'(435')     | 560'(435')     | 560'(435')     | 560'(435')     |
|                 |         | 2000m          | 2000m          | 2200m          | 2200m          |
|                 | ALS out | 2200m          | 2200m          | 2400m          | 2400m          |
|                 | S NDB   | 560'(435')     | 560'(435')     | 560'(435')     | 560'(435')     |
|                 |         | 2000m          | 2000m          | 2200m          | 2200m          |
|                 | ALS out | 2200m          | 2200m          | 2400m          | 2400m          |

❶ Continuous Descent Final Approach.

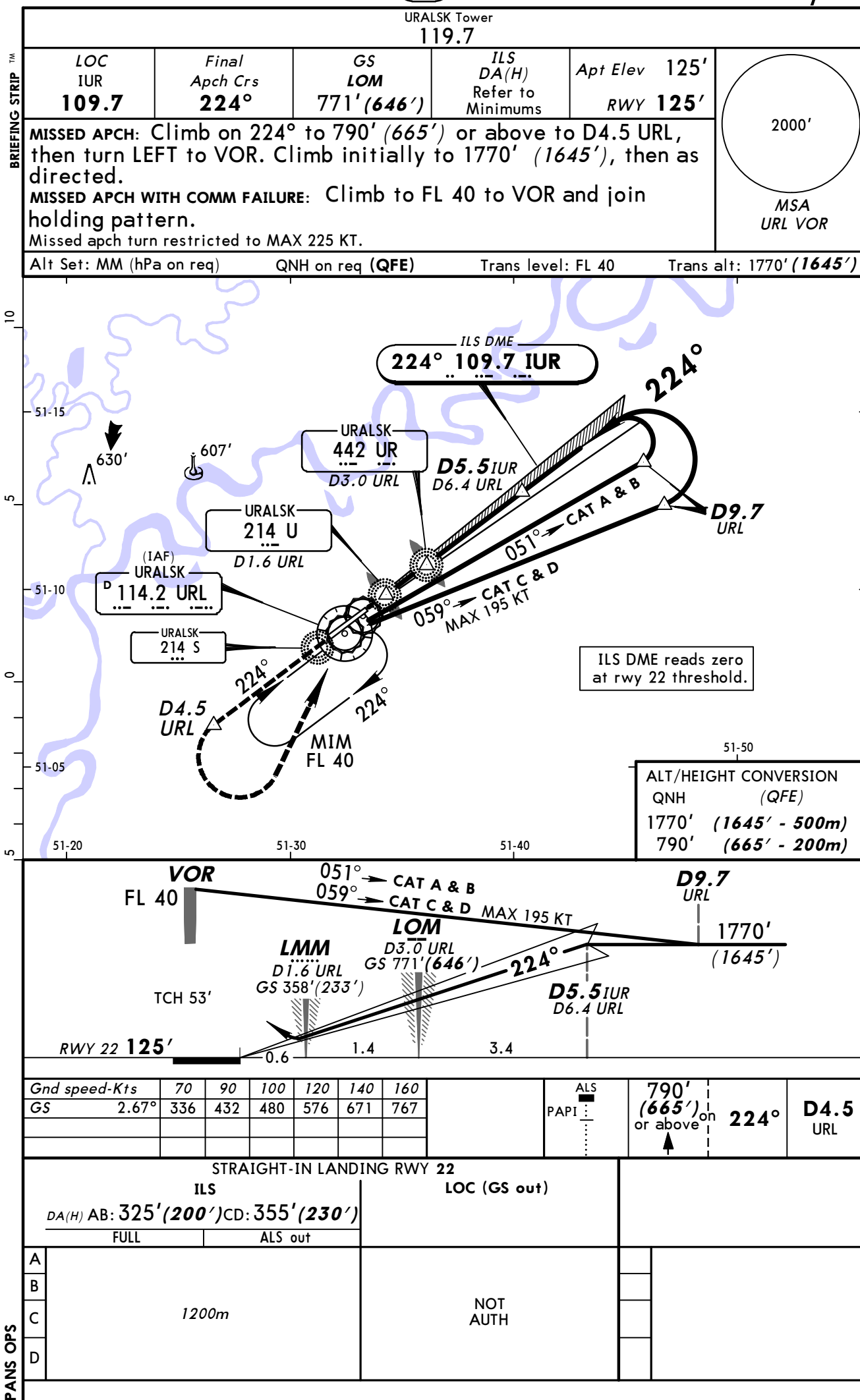
❷ with FMS.

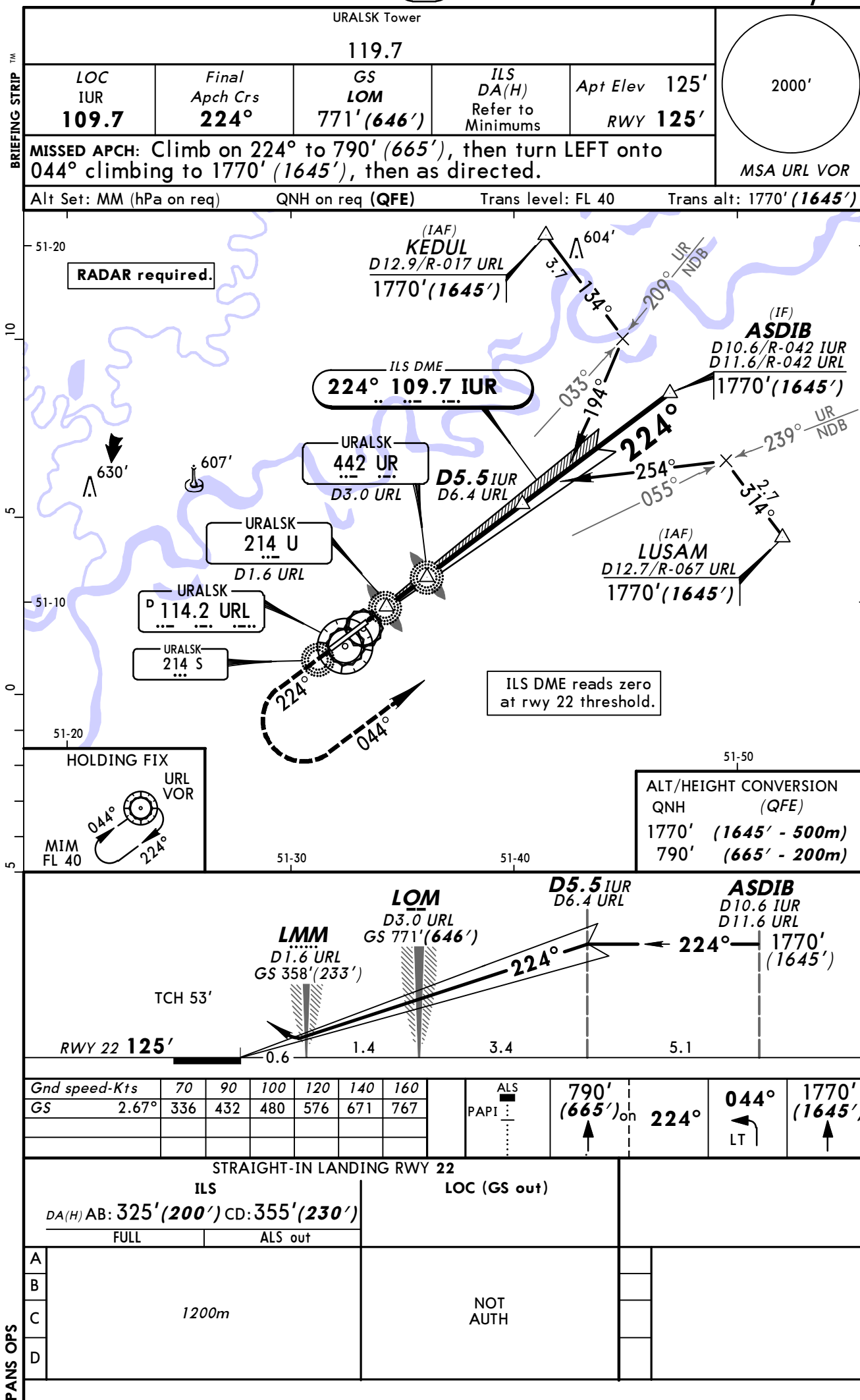
❸ w/o FMS.

## TAKE-OFF RWY 04, 22

| DAY              |        |      | NIGHT  |
|------------------|--------|------|--------|
| RL               | RCLM   | NIL  | RL     |
| A<br>B<br>C<br>D | 400m ❷ | 500m | 400m ❷ |
|                  | 500m   |      | 400m   |
|                  |        |      |        |

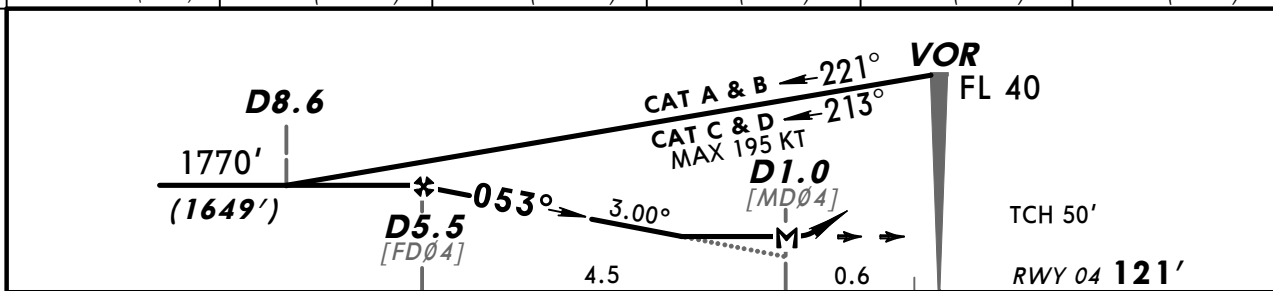
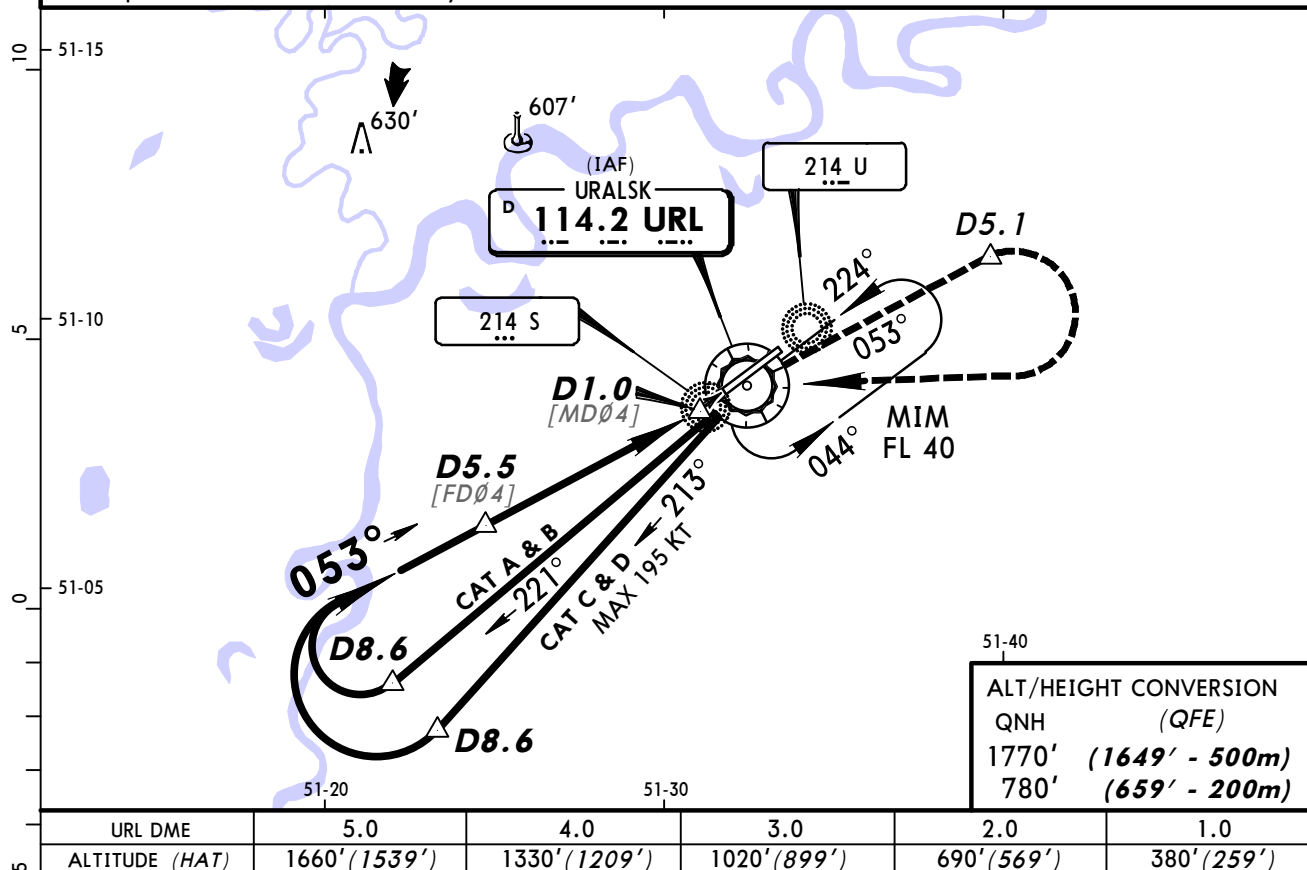
❷ LVP must be in force: 300m.





BRIEFING STRIP

| URALSK Tower<br>119.7                                                                                                                                                                                                                                                                              |                           |                                     |                                |                           |                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|--------------------------------|---------------------------|---------------------------------------------|
| VOR<br>URL<br>114.2                                                                                                                                                                                                                                                                                | Final<br>Apch Crs<br>053° | Minimum Alt<br>D5.5<br>1770'(1649') | MDA(H)<br>Refer to<br>Minimums | Apt Elev 125'<br>RWY 121' | <div>2000'</div> <div>MSA<br/>URL VOR</div> |
| <div>MISSED APCH: Climb on 053° to 780' (659') or above to D5.1, then turn RIGHT to VOR. Climb initially to 1770' (1649'), then as directed.</div> <div>MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and join holding pattern.</div> <div>Missed apch turn restricted to MAX 225 KT.</div> |                           |                                     |                                |                           |                                             |
| <div>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1770' (1649')</div> <div>Final apch track offset 9° from rwy centerline.</div>                                                                                                                                        |                           |                                     |                                |                           |                                             |



|      |                          |
|------|--------------------------|
| ALS  | 780' (659') on 053° D5.1 |
| PAPI |                          |

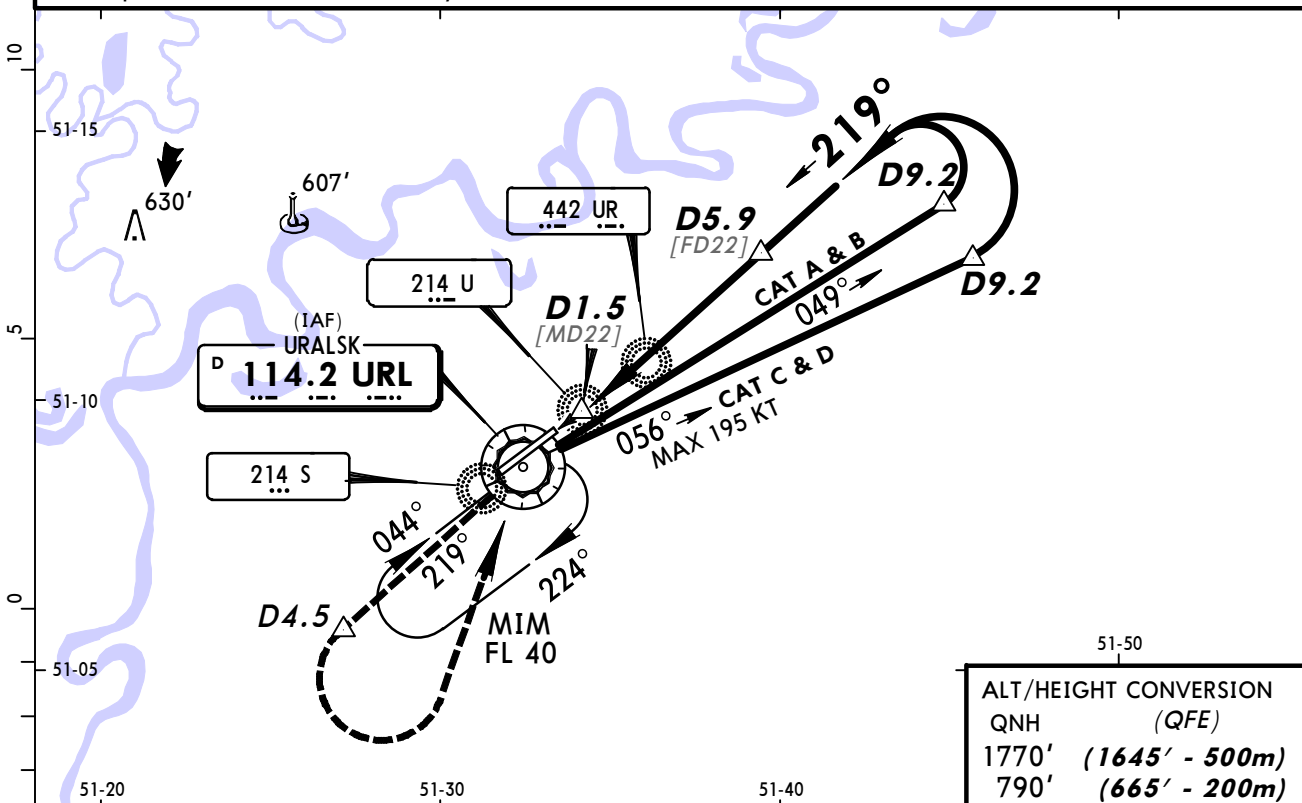
| STRAIGHT-IN LANDING RWY 04 |                                    |
|----------------------------|------------------------------------|
| MDA(H)                     | AB: 520' (399')<br>CD: 590' (469') |
| ALS out                    |                                    |

|   |           |
|---|-----------|
| A | RVR 1500m |
| B | VIS 1600m |
| C |           |
| D | 2000m     |

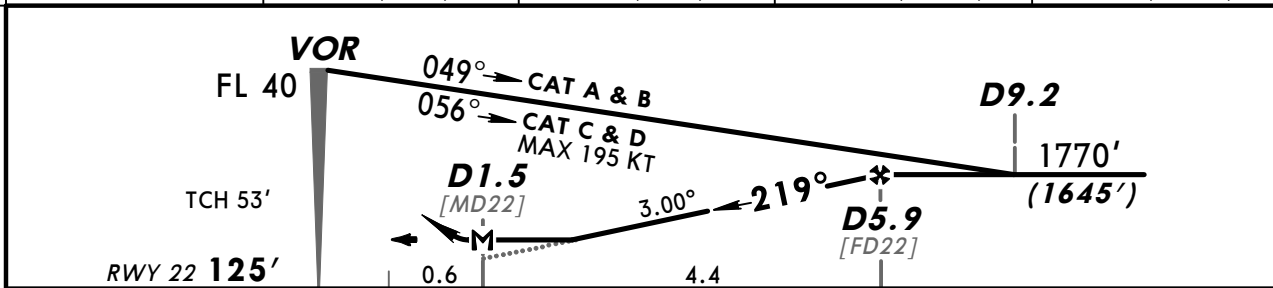
PANS OPS

BRIEFING STRIP

| URALSK Tower<br>119.7                                                                                                                                                                                                                                                                             |                           |                                     |                      |                           |                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------------------|----------------------|---------------------------|---------------------------------------------|
| VOR<br>URL<br>114.2                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br>219° | Minimum Alt<br>D5.9<br>1770'(1645') | MDA(H)<br>520'(395') | Apt Elev 125'<br>RWY 125' | <div>2000'</div> <div>MSA<br/>URL VOR</div> |
| <div>MISSED APCH: Climb on 219° to 790' (665') or above to D4.5, then turn LEFT to VOR. Climb initially to 1770' (1645'), then as directed.</div> <div>MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and join holding pattern.</div> <div>Missed apch turn restricted to MAX 225 KT.</div> |                           |                                     |                      |                           |                                             |
| <div>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1770' (1645')</div> <div>Final apch track offset 5° from rwy centerline.</div>                                                                                                                                       |                           |                                     |                      |                           |                                             |



| URL DME        | 2.0         | 3.0         | 4.0           | 5.0           |
|----------------|-------------|-------------|---------------|---------------|
| ALTITUDE (HAT) | 520' (395') | 850' (725') | 1160' (1035') | 1480' (1355') |

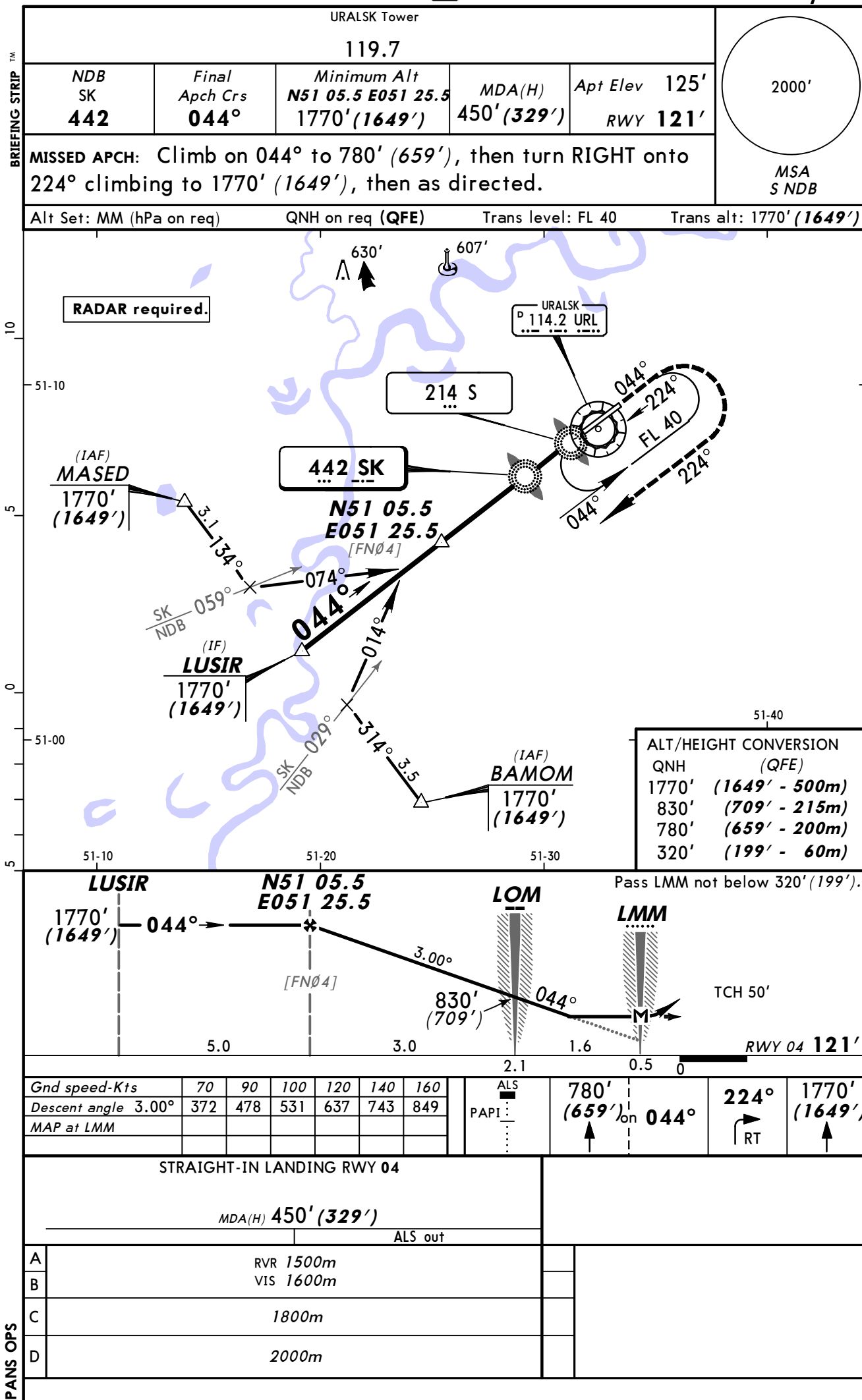


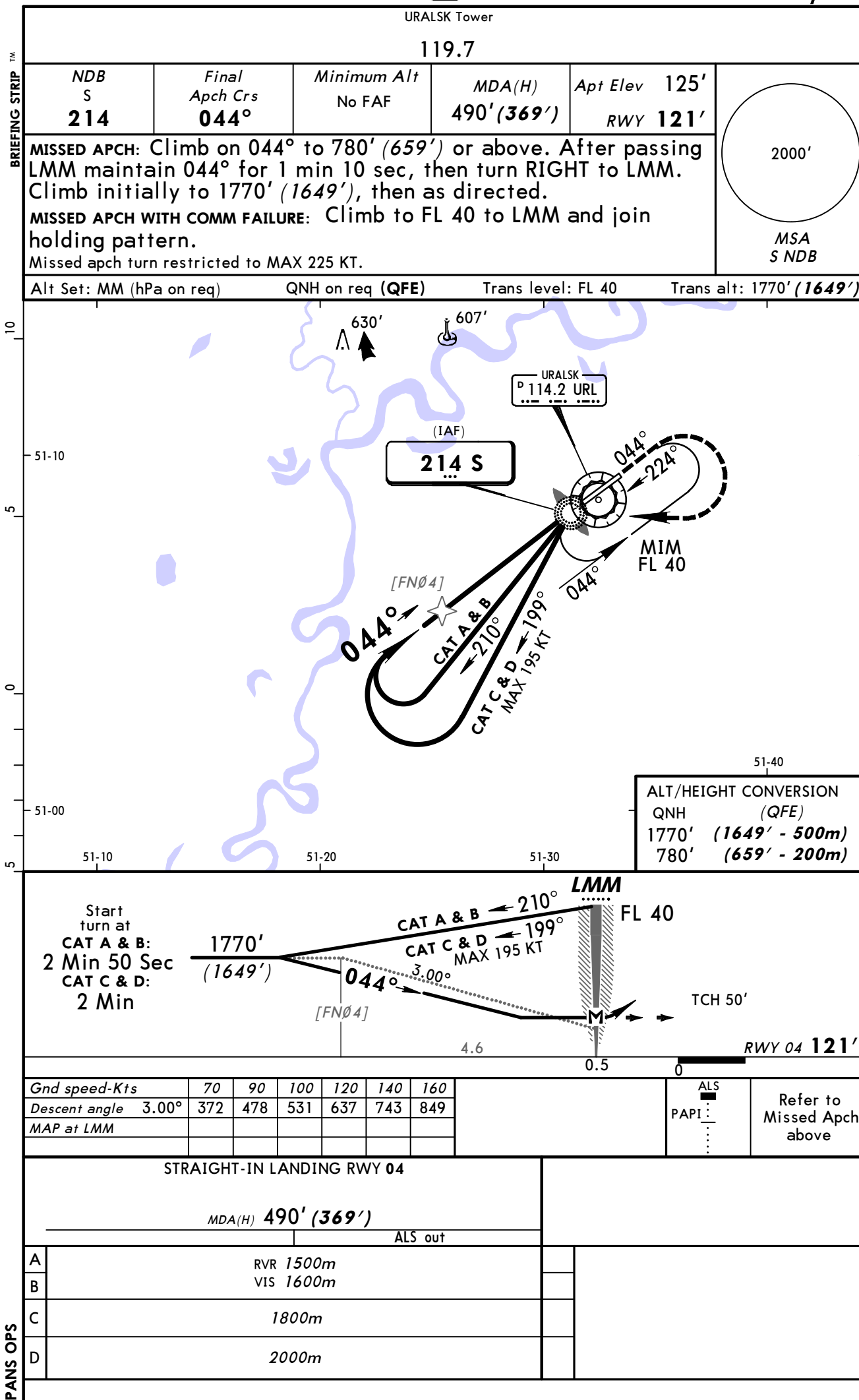
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | ALS<br>PAPI | 790'<br>(665')<br>or above | 219° | D4.5 |
|---------------------|-----|-----|-----|-----|-----|-----|-------------|----------------------------|------|------|
| Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |             |                            |      |      |
| MAP at D1.5         |     |     |     |     |     |     |             |                            |      |      |

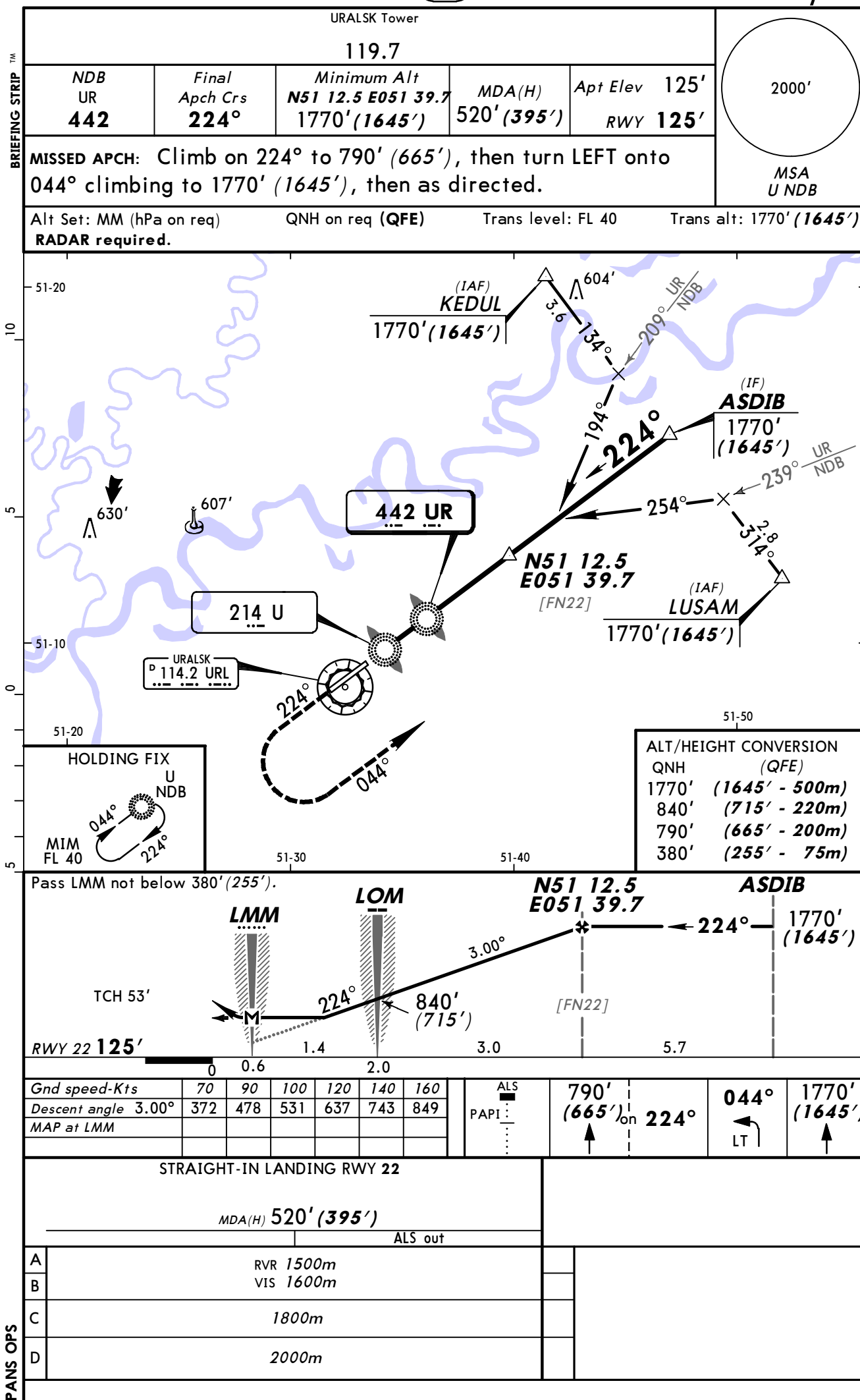
| STRAIGHT-IN LANDING RWY 22 |  |  |         |  |  |
|----------------------------|--|--|---------|--|--|
| MDA(H) 520' (395')         |  |  | ALS out |  |  |

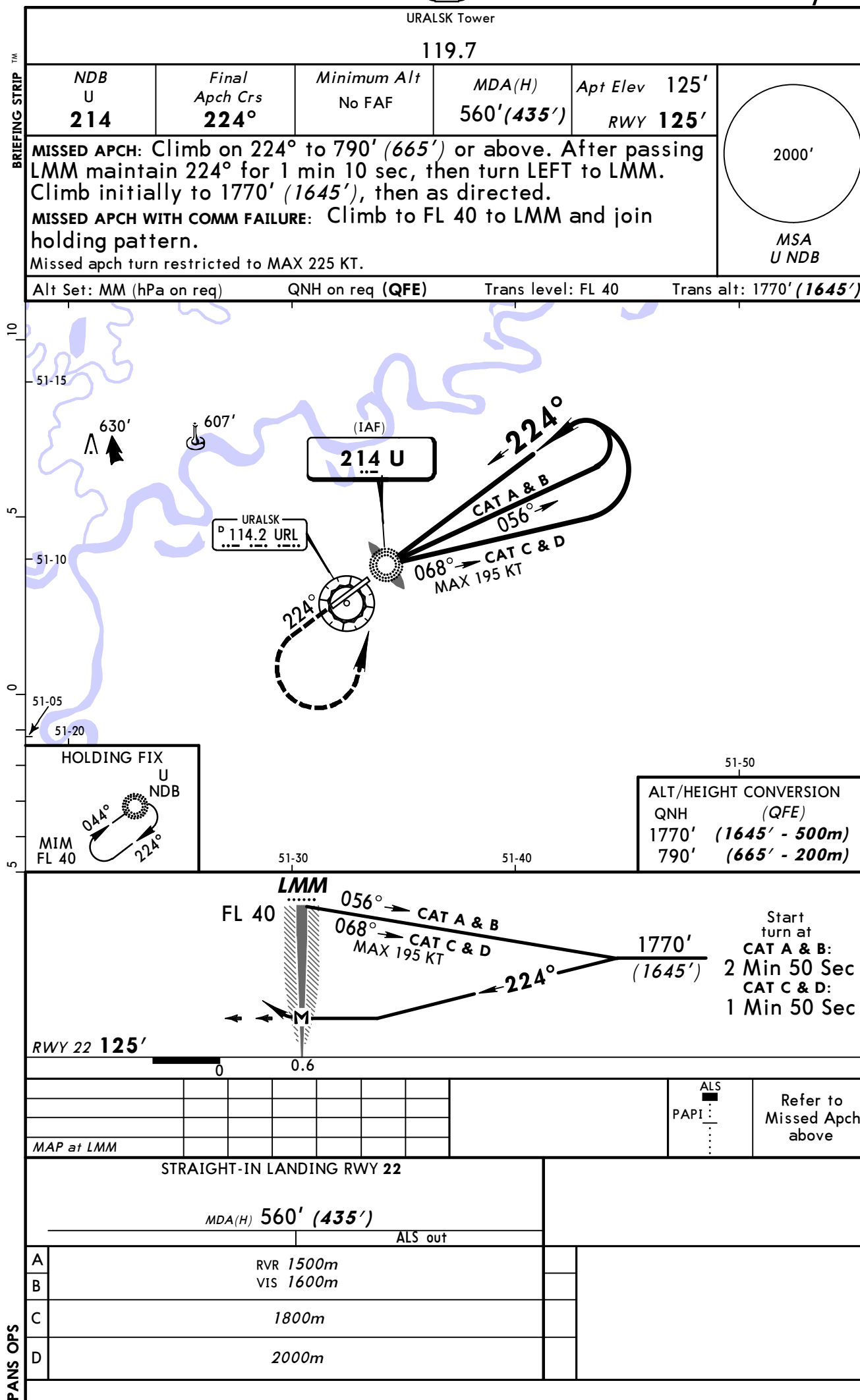
| A | RVR 1500m |  |
|---|-----------|--|
| B | VIS 1600m |  |
| C | 1800m     |  |
| D | 2000m     |  |

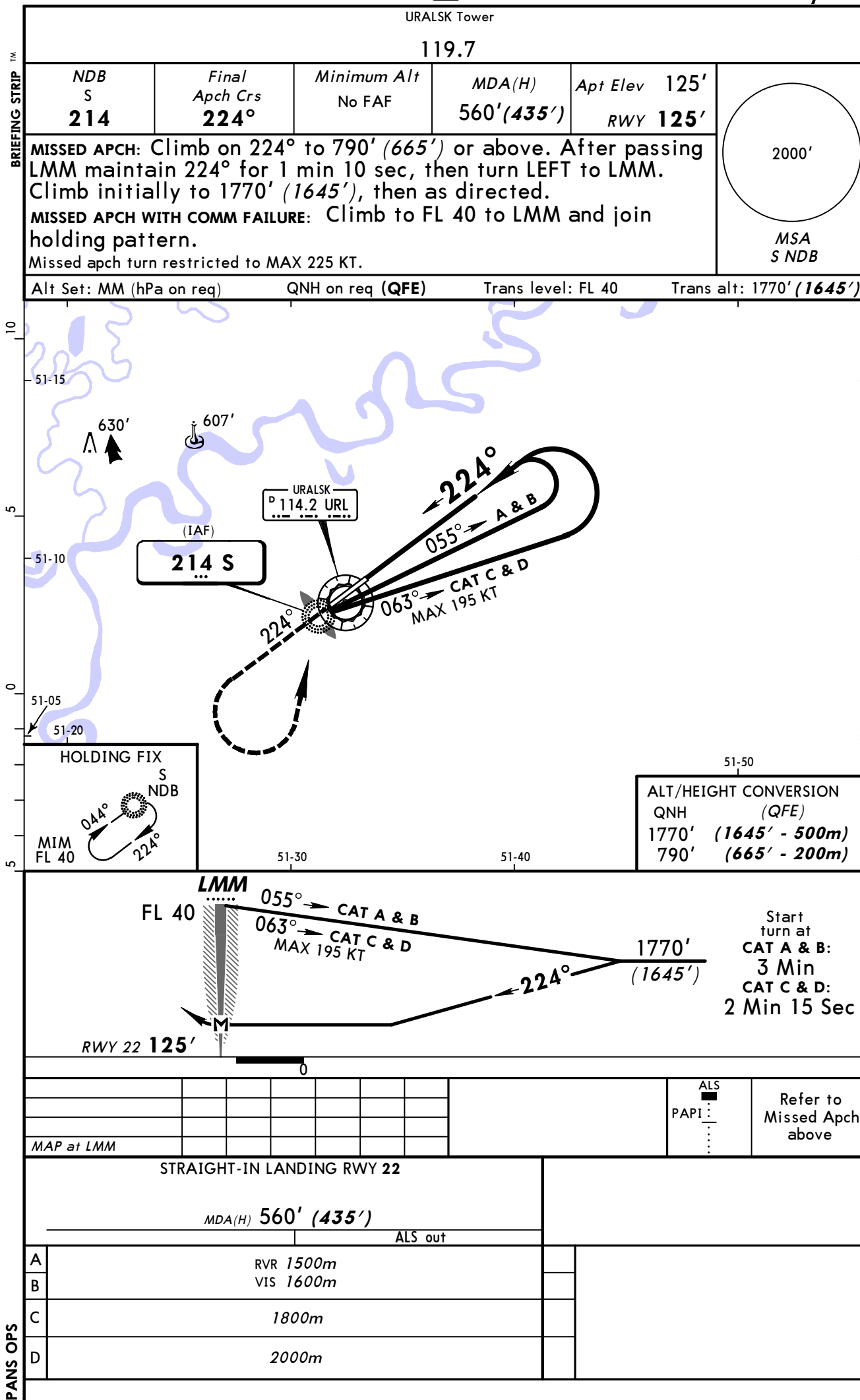
PANS OPS











**URALSK, (URALSK - UARR)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UARR

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20130601

**End Date:** 20131117

(10-9) Rwy 04 threshold displaced by 1640ft/500m. Rwy 04/22 TORA/LDA reduced to 6234ft/1900m. (16-1) Due to displaced thresh, LOM alt/height changed to 930ft (809'), pass LMM not below 400' (279').

**Type:** Terminal

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

EFF 26 JUL 12 PAPI-L rwy 04/22 angle raised to 3.0°.