

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAAA

Terminal Charts For UAAA

Revision Letter For Cycle 01-2014

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: 0224 Z
Sunset: 1130 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

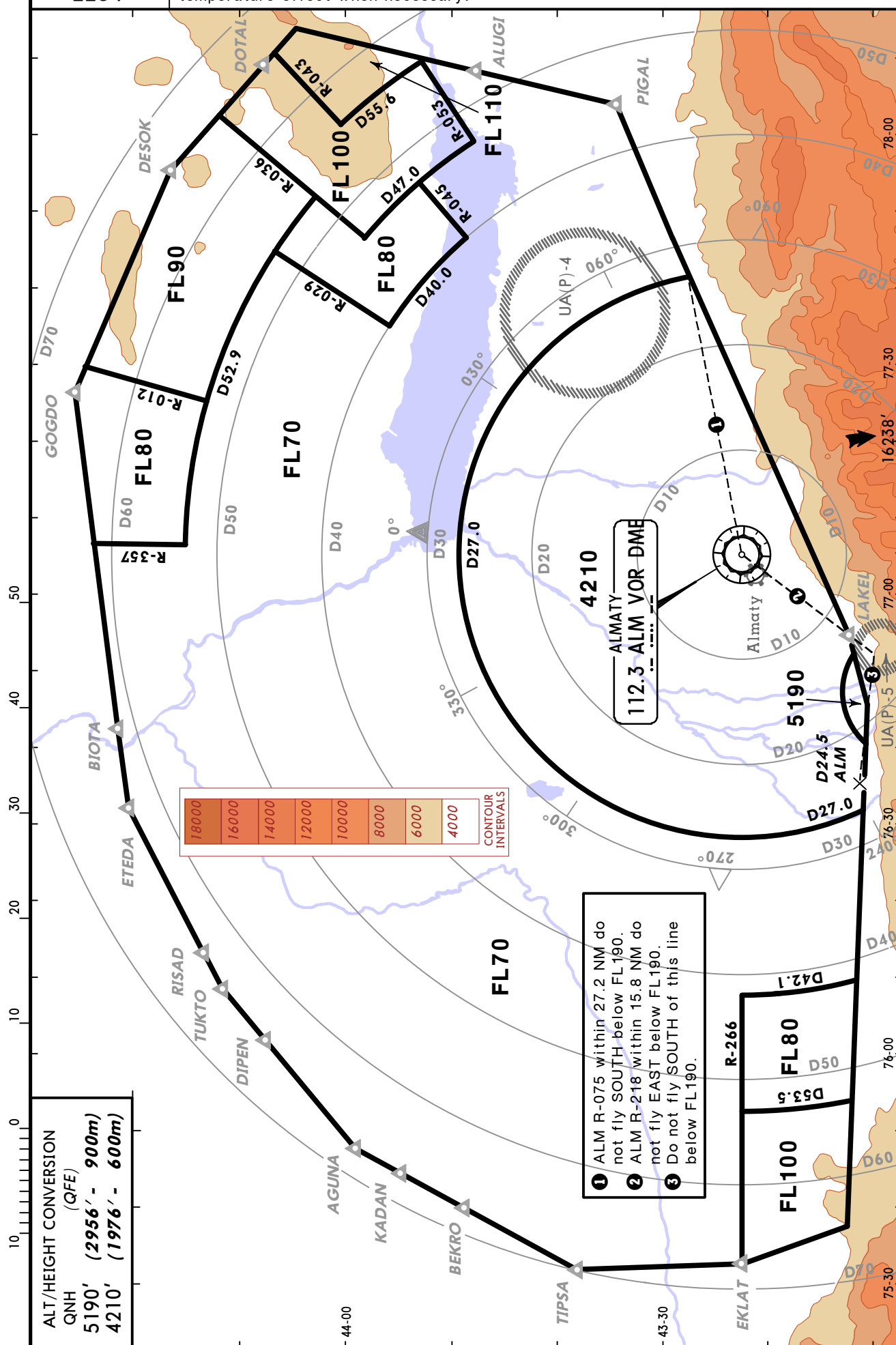
Start-up of engines on stands 3 thru 8 prohibited.

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.

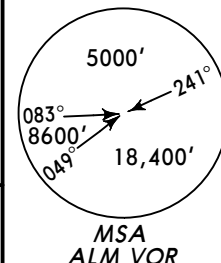


ATIS
129.8
(Russian)
135.1)

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

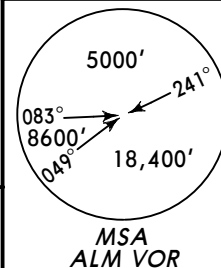
ALMATY
D 112.3 ALM
(H) 112.3 ALM
N43 22.5 E077 05.2
D 116.4 ATA
(H) 116.4 ATA
N43 22.6 E077 05.1

- 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.

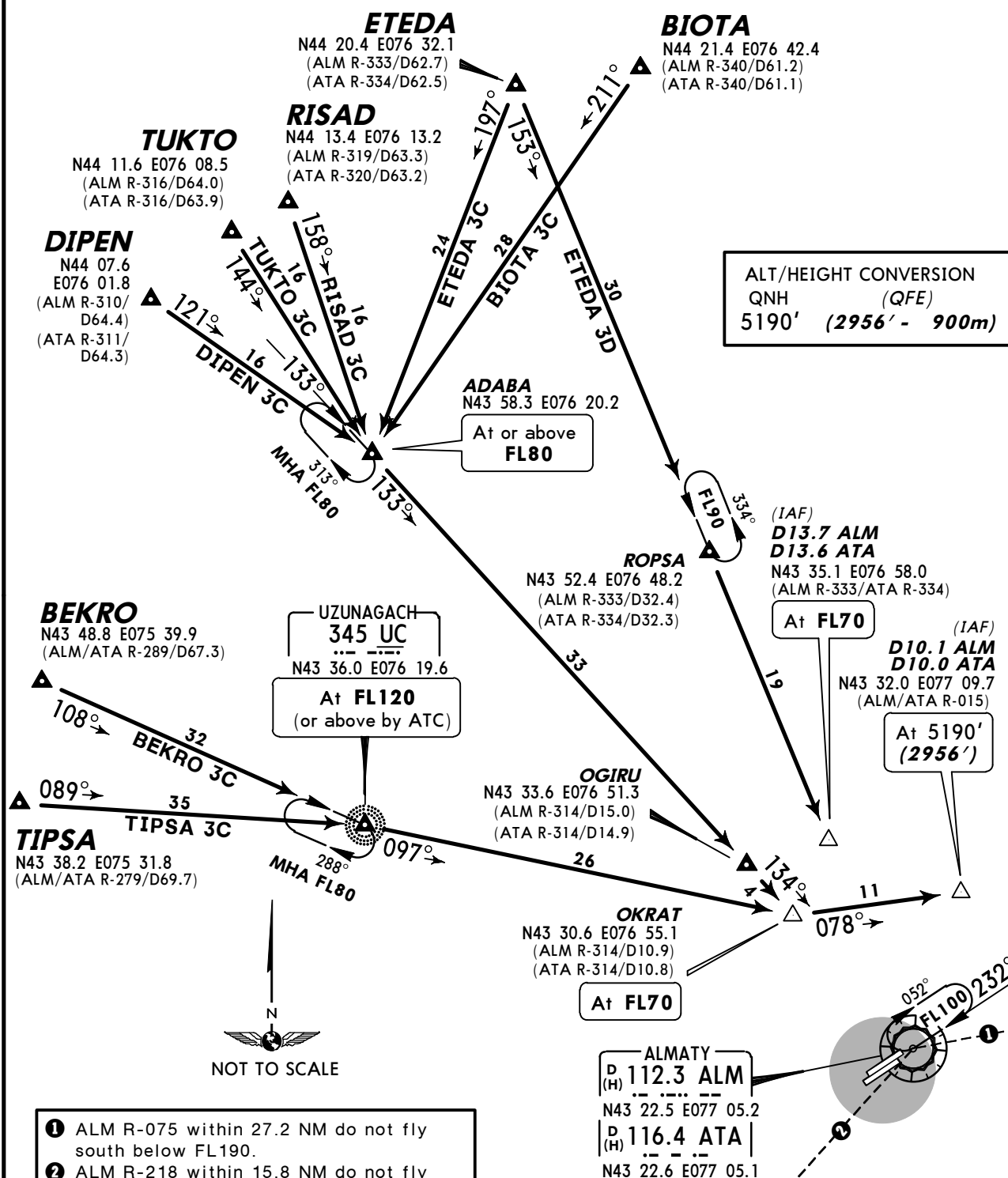
ATIS
129.8
(Russian)
135.1)

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.

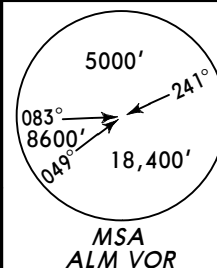


BEKRO 3C [BEKR3C], BIOTA 3C [BIOT3C]
DIPEN 3C [DIPE3C] ETEDA 3C [ETED3C]
ETEDA 3D [ETED3D], RISAD 3C [RISA3C]
TIPSA 3C [TIPS3C], TUKTO 3C [TUKT3C]
RWYS 23L/R ARRIVALS
SPEED MAX 245 KT BELOW FL100



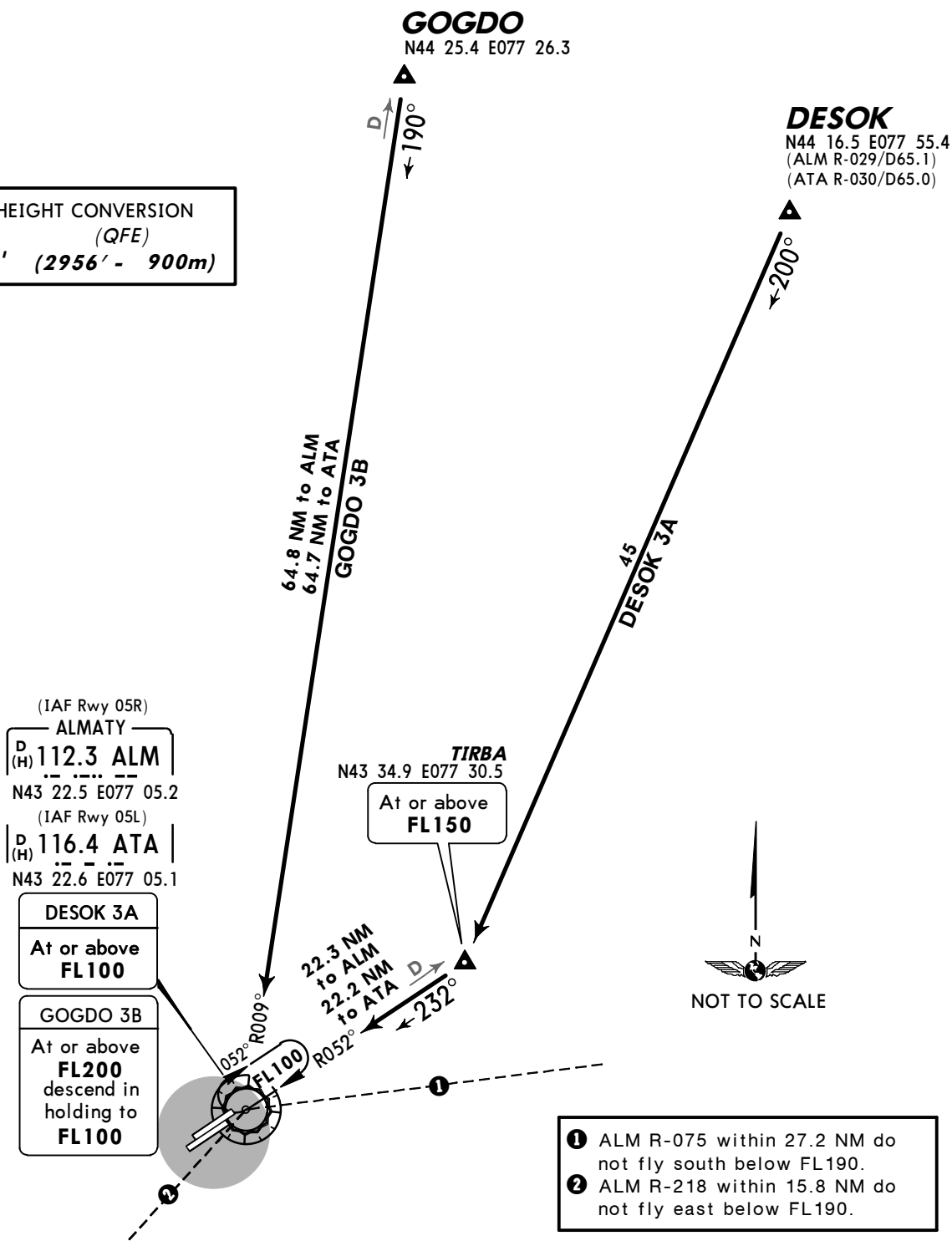
ATIS
129.8
(Russian
135.1)Apt Elev
2234'

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)

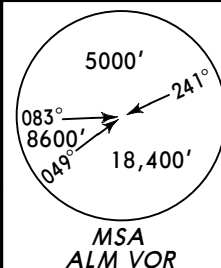


STAR	RWY	ROUTING
DESOK 3A	05R	On 200° track to TIRBA, turn RIGHT, intercept ALM R-052 inbound to ALM.
	05L	On 200° track to TIRBA, turn RIGHT, intercept ATA R-052 inbound to ATA.
GOGDO 3B	05R	Intercept ALM R-009 inbound to ALM.
	05L	Intercept ATA R-009 inbound to ATA.

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

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)

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

(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'**)

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.

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.	MSA ALM VOR
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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**

TIRBA
 N43 34.9 E077 30.5
 At or above **FL150**

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)

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

LAKEL
 N43 12.3 E076 54.7
 At **FL200**

① ALM R-075 within 27.2 NM do not fly south below FL190.

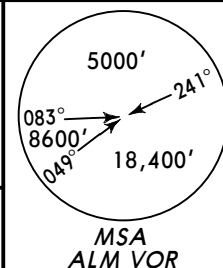
② ALM R-218 within 15.8 NM do not fly east below FL190.

③ Do not fly south of this line below FL190.

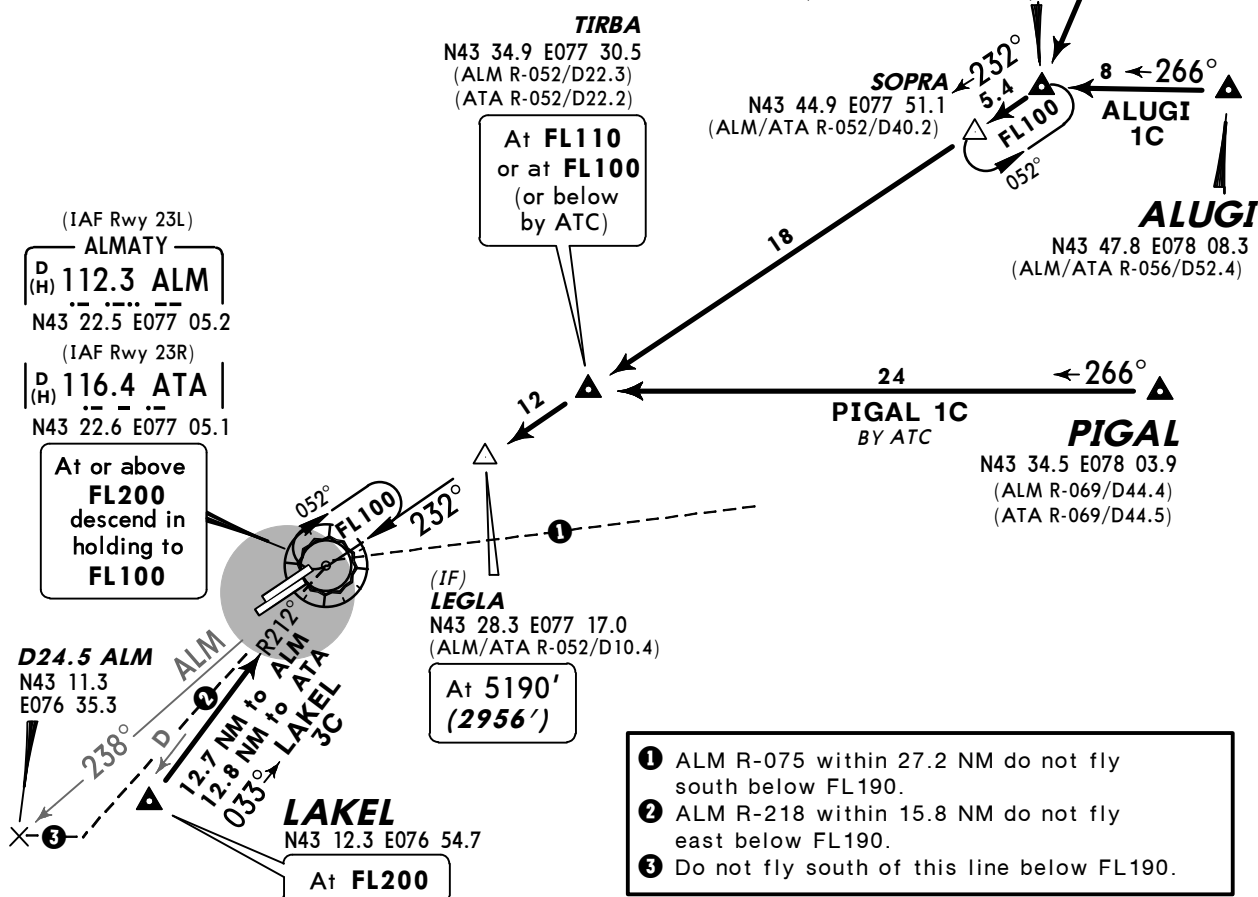
STAR	RWY	ROUTING
ALUGI 1B	05R	On 266° track to BAGNA, turn LEFT, intercept ALM R-052 inbound via TIRBA to ALM.
	05L	On 266° track to BAGNA, turn LEFT, intercept ATA R-052 inbound via TIRBA to ATA.
DOTAL 3B	05R	On 200° track to BAGNA, turn RIGHT, intercept ALM R-052 inbound via TIRBA to ALM.
	05L	On 200°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

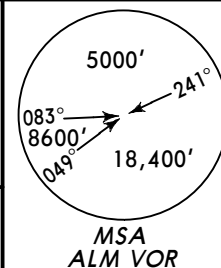


STAR	RWY	ROUTING
ALUGI 1C	23R/L	On 266° track to BAGNA, turn LEFT, 232° track via TIRBA to LEGLA.
DOTAL 3C	23R/L	On 200° track to BAGNA, turn RIGHT, 232° track via SOPRA and TIRBA to LEGLA.
LAKEL 3C	23R	Intercept ALM R-212 inbound to ALM.
	23L	Intercept ATA R-212 inbound to ATA.
PIGAL 1C BY ATC	23R/L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

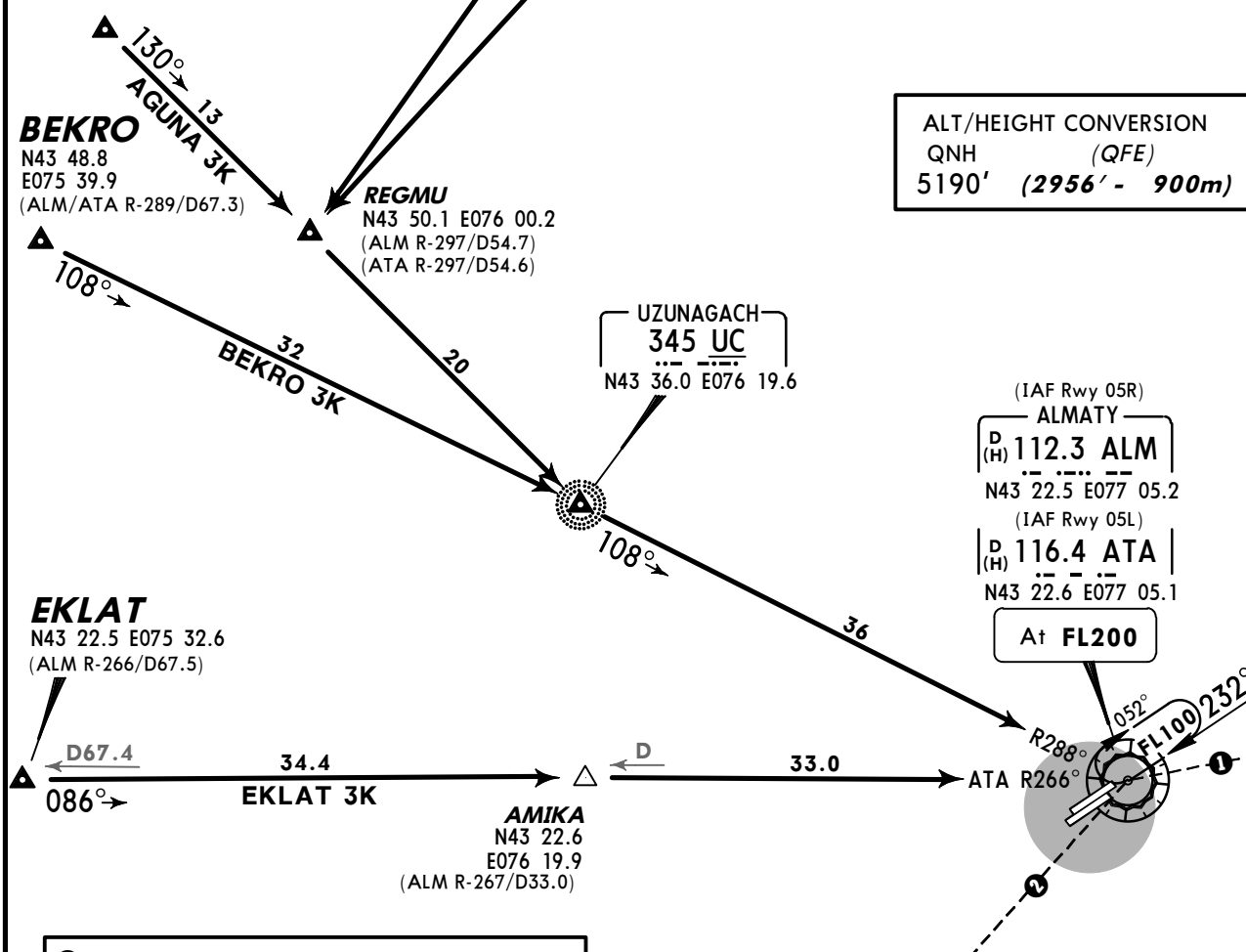
EKLAT
N43 22.5 E075 32.6
(ALM R-266/D67.5)

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

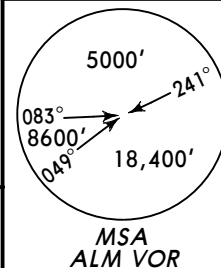


- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.

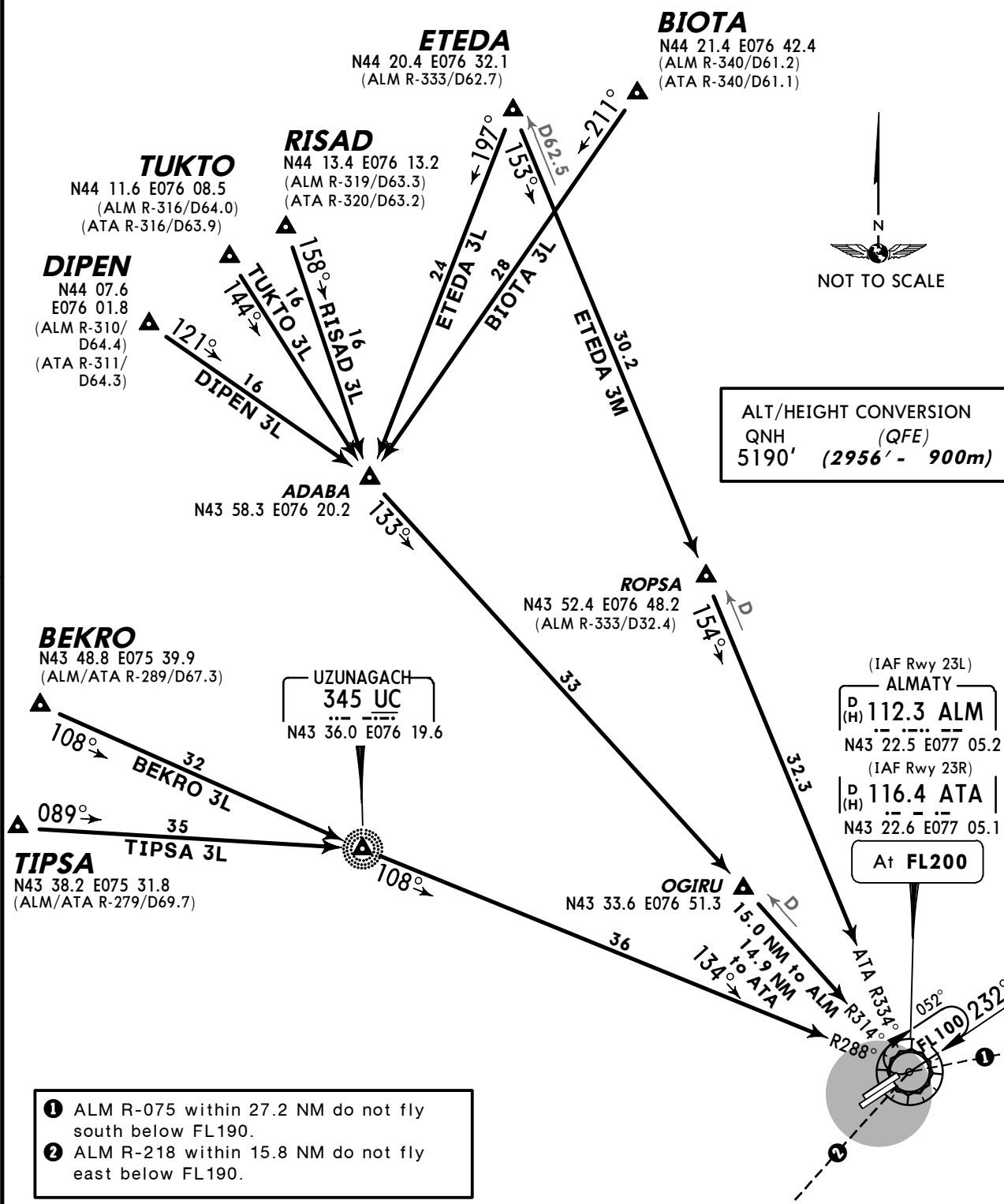
ATIS
129.8
(Russian)
135.1)

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

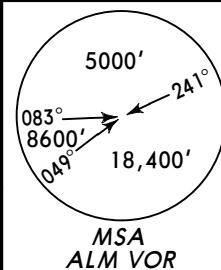


ATIS
129.8
(Russian
135.1)

Apt Elev
2234'

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

(QFE)



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)

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

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°
12.7 NM to ALM
12.8 NM to ATA
033°
LAKEL
N43 12.3 E076 54.7
At **FL200**

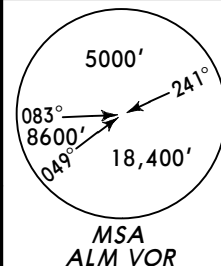
- ① ALM R-075 within 27.2 NM do not fly south below FL190.
- ② ALM R-218 within 15.8 NM do not fly east below FL190.
- ③ Do not fly south of this line below FL190.

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 ap-
proaches of aircraft equipped with ILS and VOR re-
ceivers, which do not meet the requirement on protec-
tion 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 31
LAKEL 3L
At **FL200**

D24.5 ALM
N43 11.3
E076 35.3

LAKEL
N43 12.3 E076 54.7
At **FL200**

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)

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

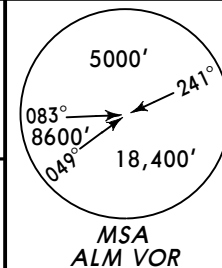
TIRBA
N43 34.9 E077 30.5

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



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

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

Between FL100 & FL130

- 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.

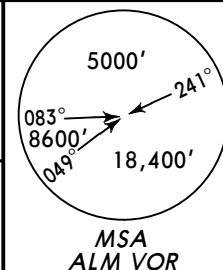
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

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.

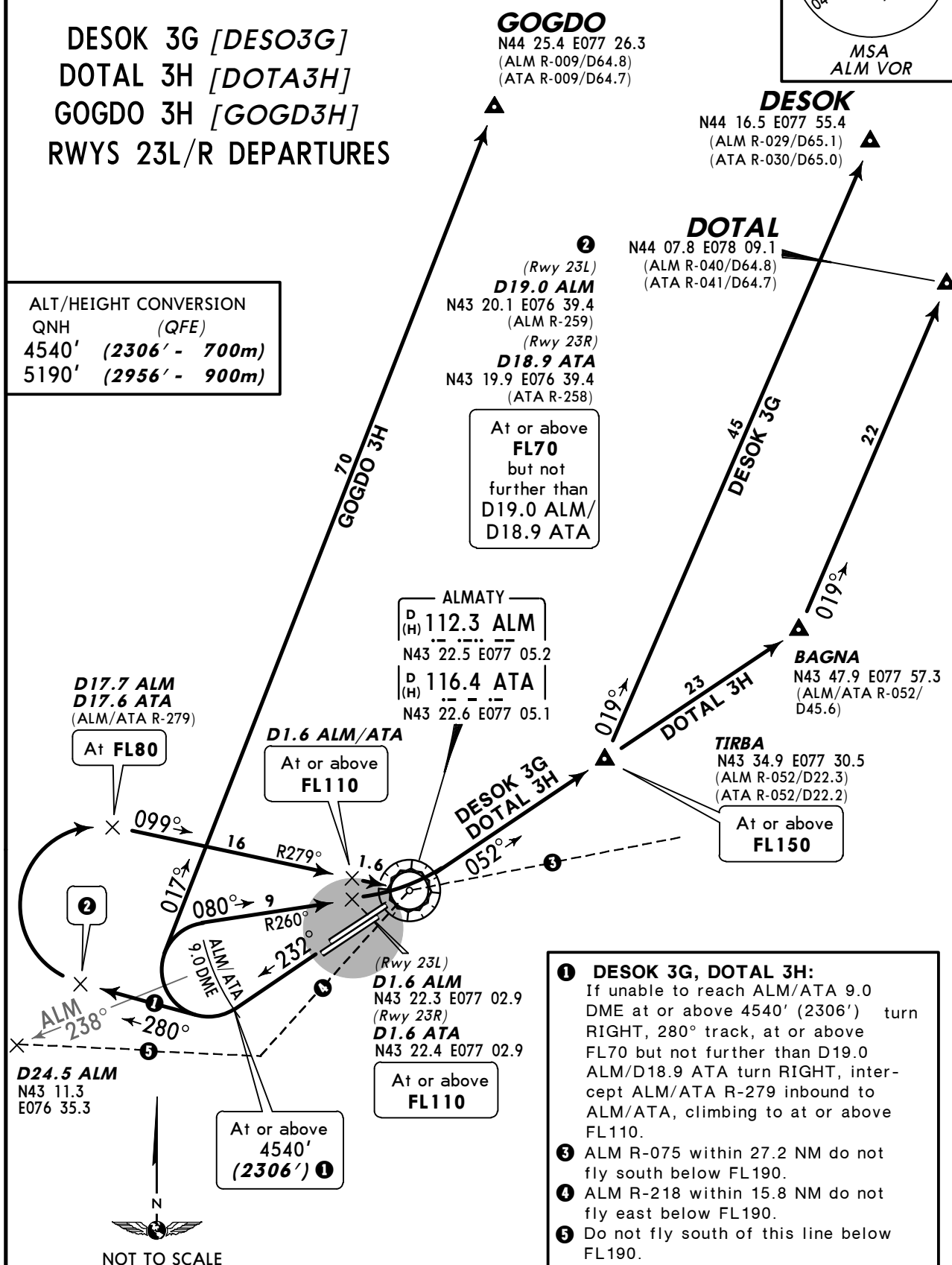
Apt Elev
2234'

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)

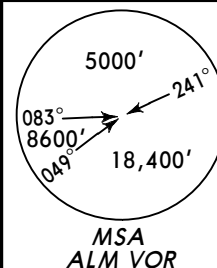


- 1 DESOK 3G, DOTAL 3H:**
If unable to reach ALM/ATA 9.0 DME at or above 4540' (2306') turn RIGHT, 280° track, at or above FL70 but not further than D19.0 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-279 inbound to ALM/ATA, climbing to at or above FL110.
- 2** ALM R-075 within 27.2 NM do not fly south 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.

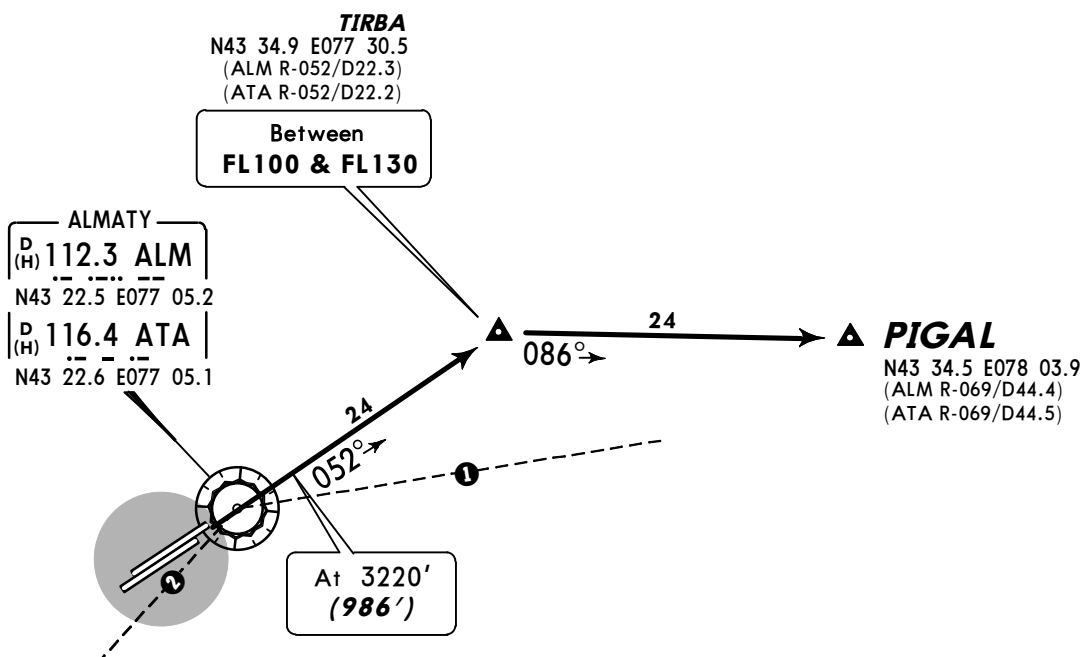
SID	ROUTING
DESOK 3G	Climb on 232° track to ALM/ATA 9.0 DME 1 , turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA, turn LEFT, 052° track to TIRBA, turn LEFT, 019° track to DESOK.
DOTAL 3H	Climb on 232° track to ALM/ATA 9.0 DME 1 , turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track via TIRBA 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.

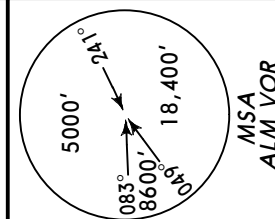
PIGAL 4H [PIGA4H]
RWYS 23L/R DEPARTUREApt Elev
2234'

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.

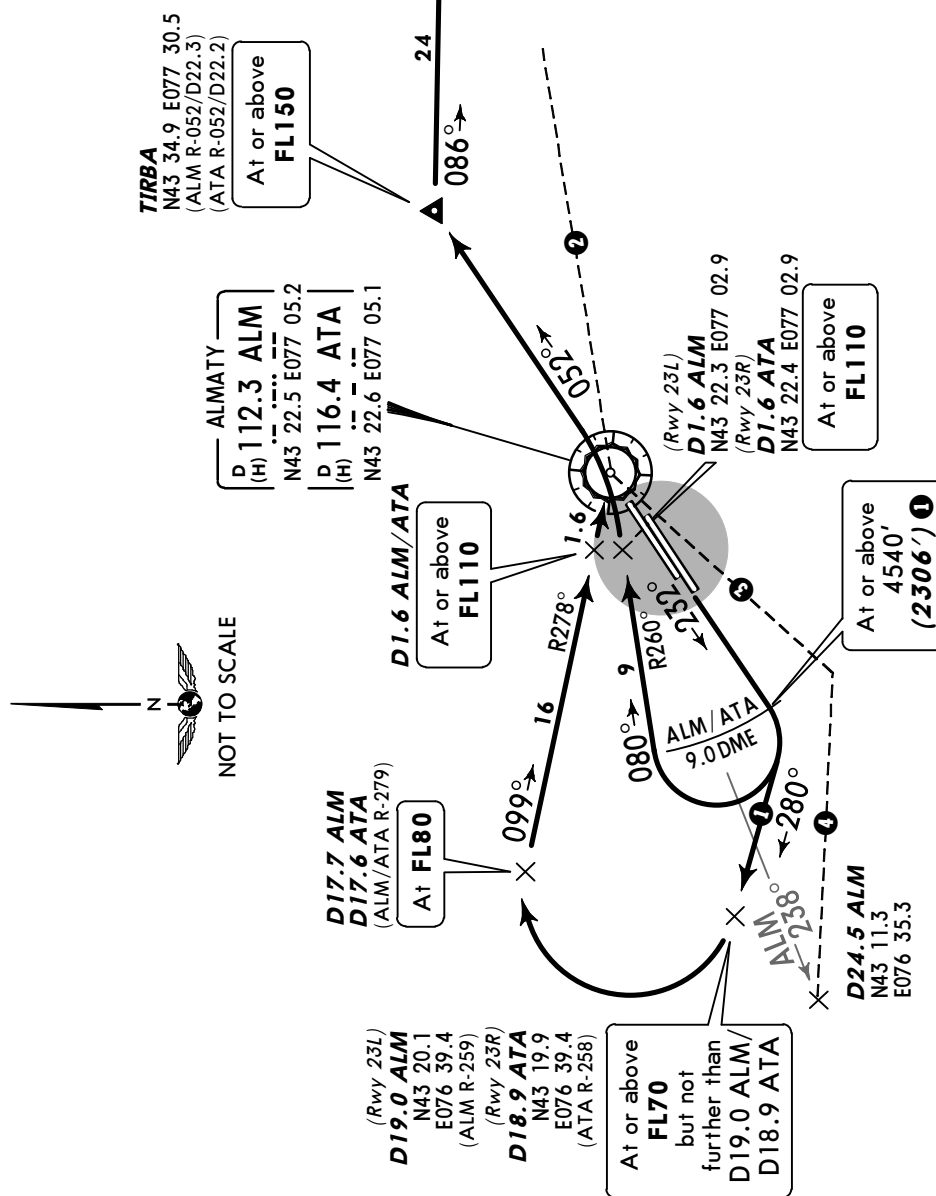
- 1 If unable to reach ALM/ATA 9.0 DME at or above 4540' (2306') turn RIGHT, 280° track, at or above FL70 but not further than D19.0 ALM/D18.9 ATA turn RIGHT, intercept ALM/ATA R-278 inbound to ALM/ATA, climbing to at or above FL110.
- 2 ALM R-075 within 27.2 NM do not fly south below FL190.
- 3 ALM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



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

ROUTING

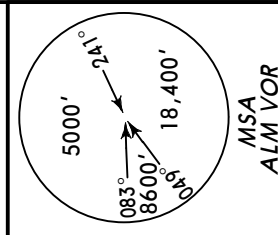
Climb on 232° track to ALM/ATA 9.0 DME ①, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 052° track to TIRBA, turn RIGHT, 086° track to PIGAL.



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.

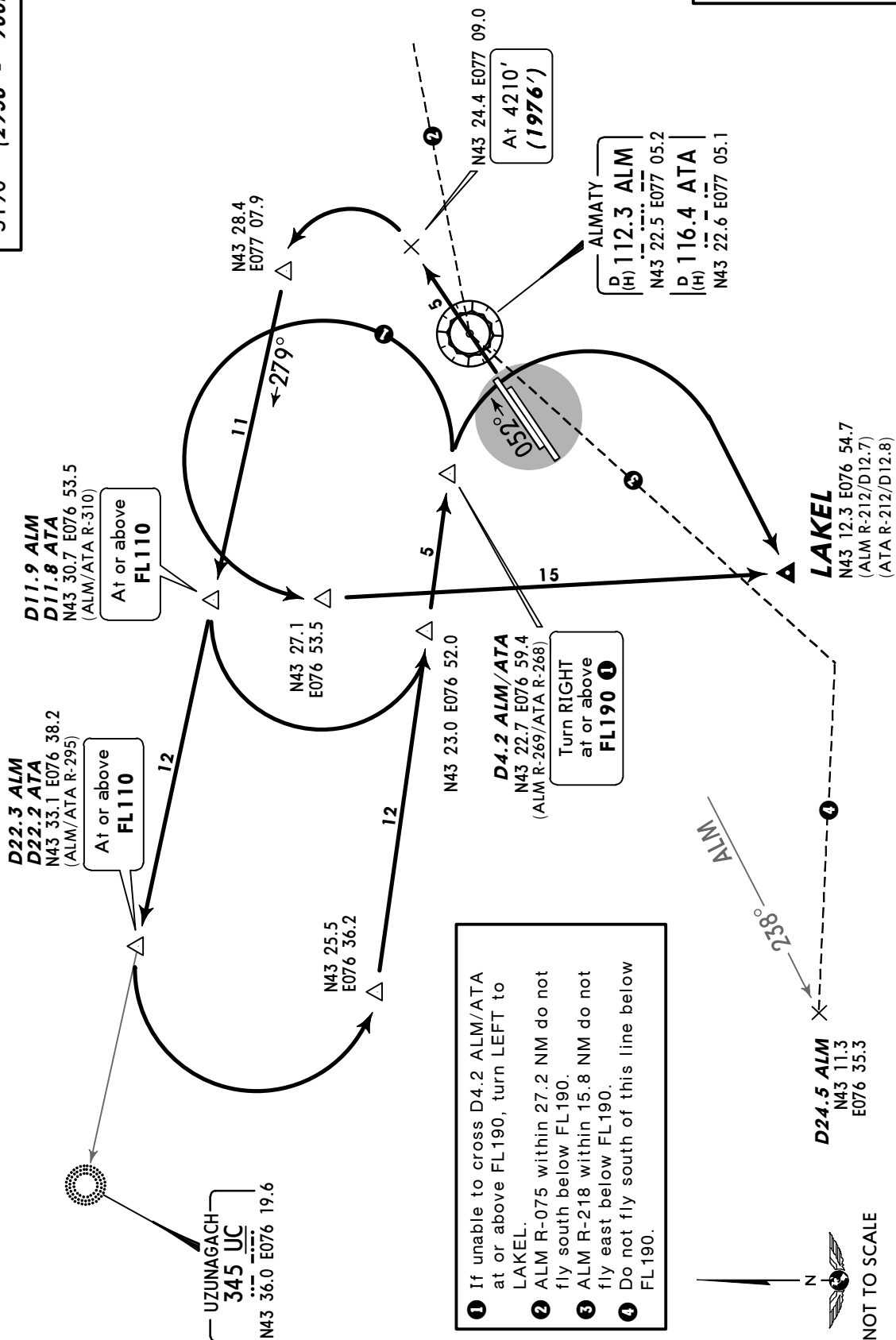
LAKEL 3E [LAKE3E] RWYS 05L/R DEPARTURE



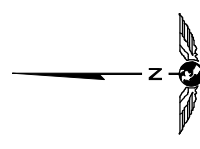
ALT/HEIGHT CONVERSION
QNH (QFE)
4210' (1976' - 600m)
5190' (2956' - 900m)

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.



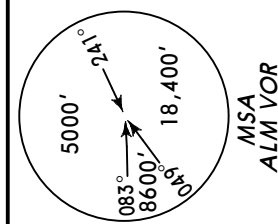
Apt Elev
2234'

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.

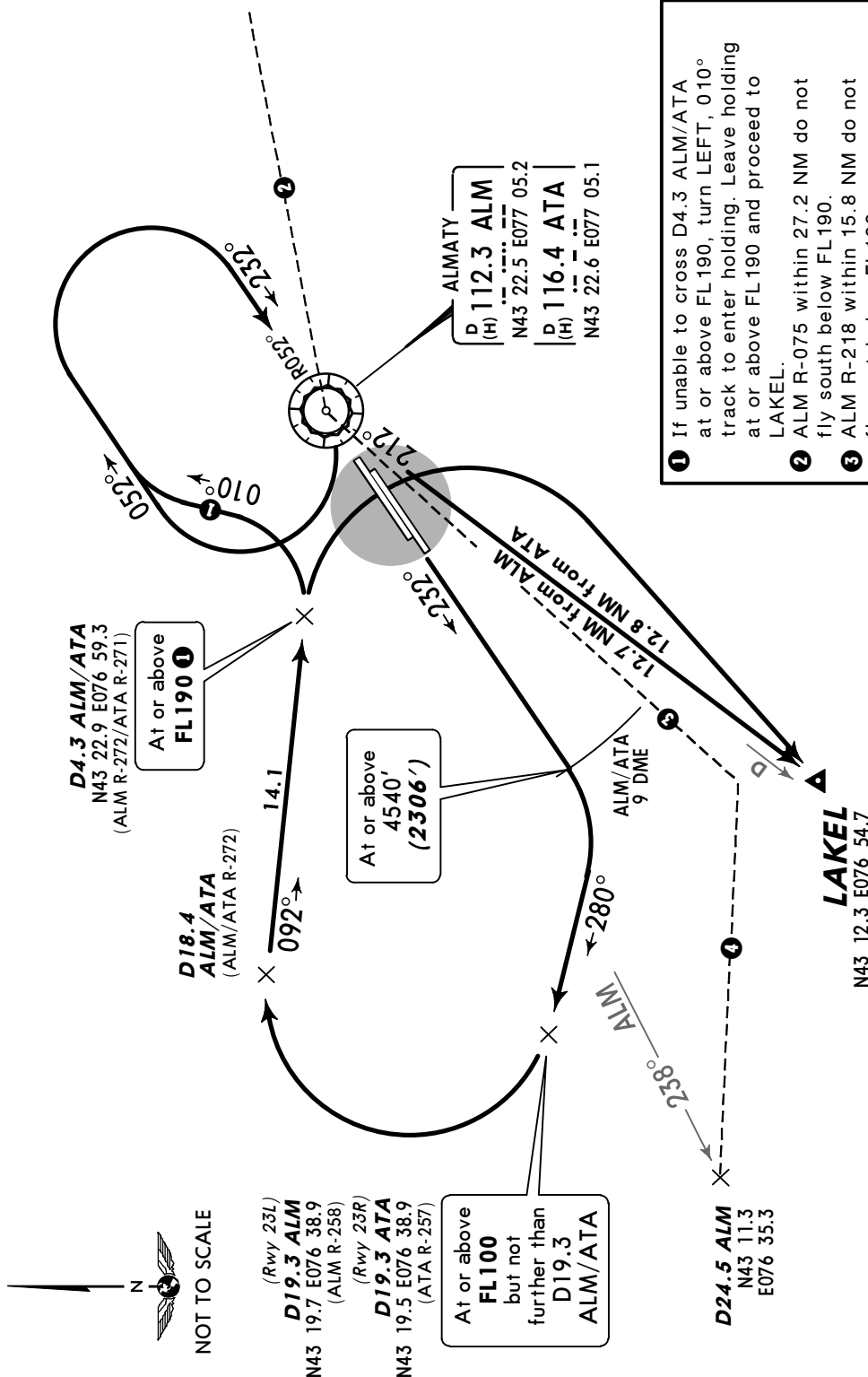
LAKEL 3G [LAKE3G] RWY 23L/R DEPARTURE

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



ROUTING

Climb on 232° track to ALM/ATA 9 DME, turn RIGHT, 280° track, at or above FL100 but not further than D19.3 ALM/ATA turn RIGHT, intercept ALM/ATA R-272 inbound towards ALM/ATA, at or above FL190 but not later than D4.3 ALM/ATA 1 turn RIGHT to LAKEL.

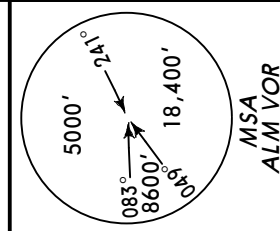


- 1 If unable to cross D4.3 ALM/ATA at or above FL190, turn LEFT, 010° track to enter holding. Leave holding at or above FL190 and proceed to LAKEL.
- 2 ALM R-075 within 27.2 NM do not fly south below FL190.
- 3 ALM R-218 within 15.8 NM do not fly east below FL190.
- 4 Do not fly south of this line below 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 DEPARTURESALT/HEIGHT CONVERSION
QNH
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)35
AGUNA 3F32
BEKRO 3F35
TIPSA 3E

310°

288°

269°

40

282°

ALMATY

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

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.

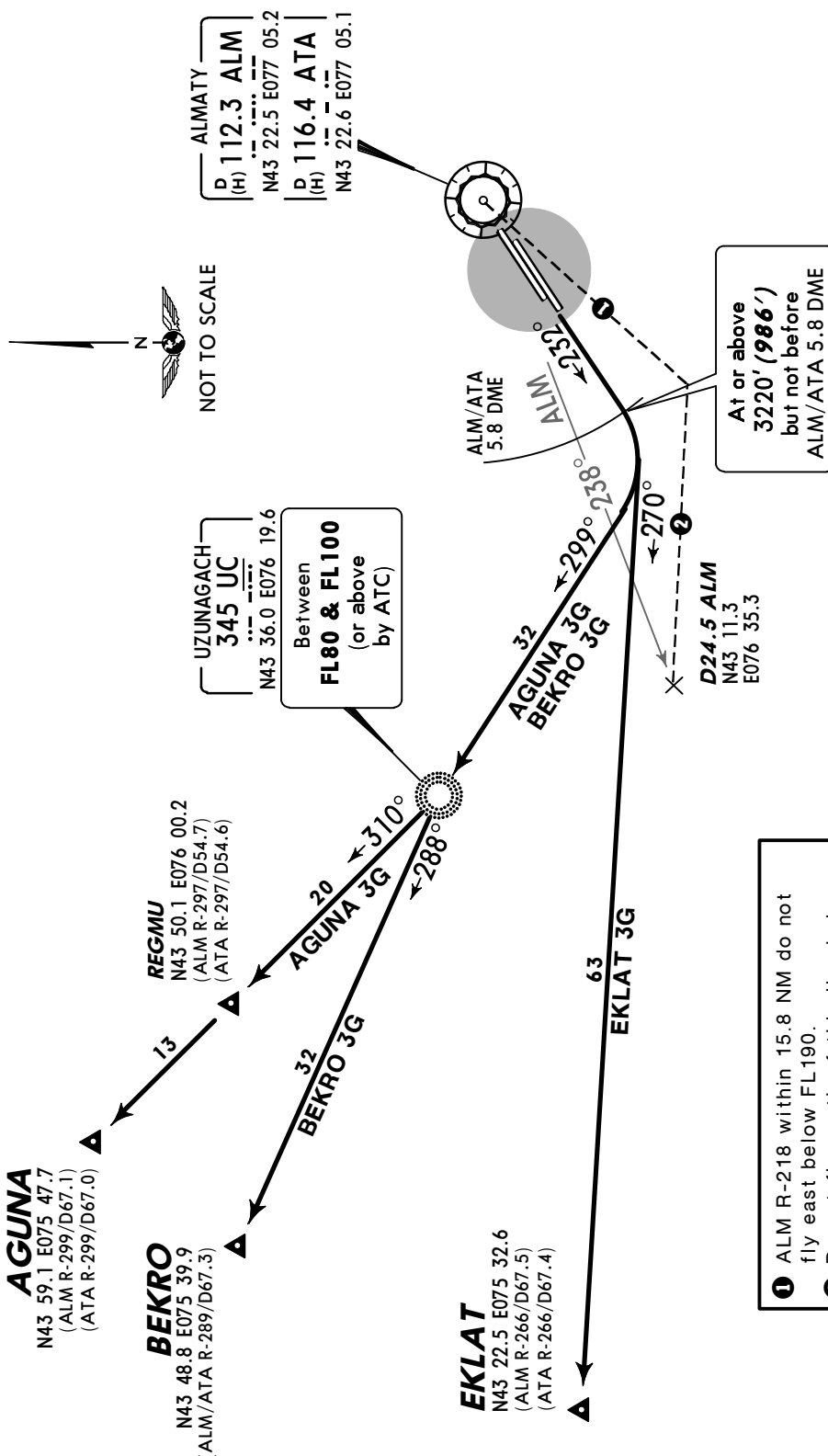
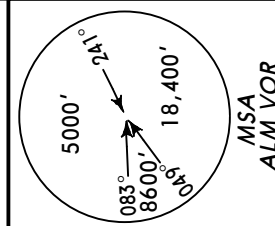
TIPSA 3E

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.

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 3G [AGUN3G]
BEKRO 3G [BEKR3G]
EKLAT 3G [EKLA3G]
RWYS 23L/R DEPARTURES



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

ROUTING

SID

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.

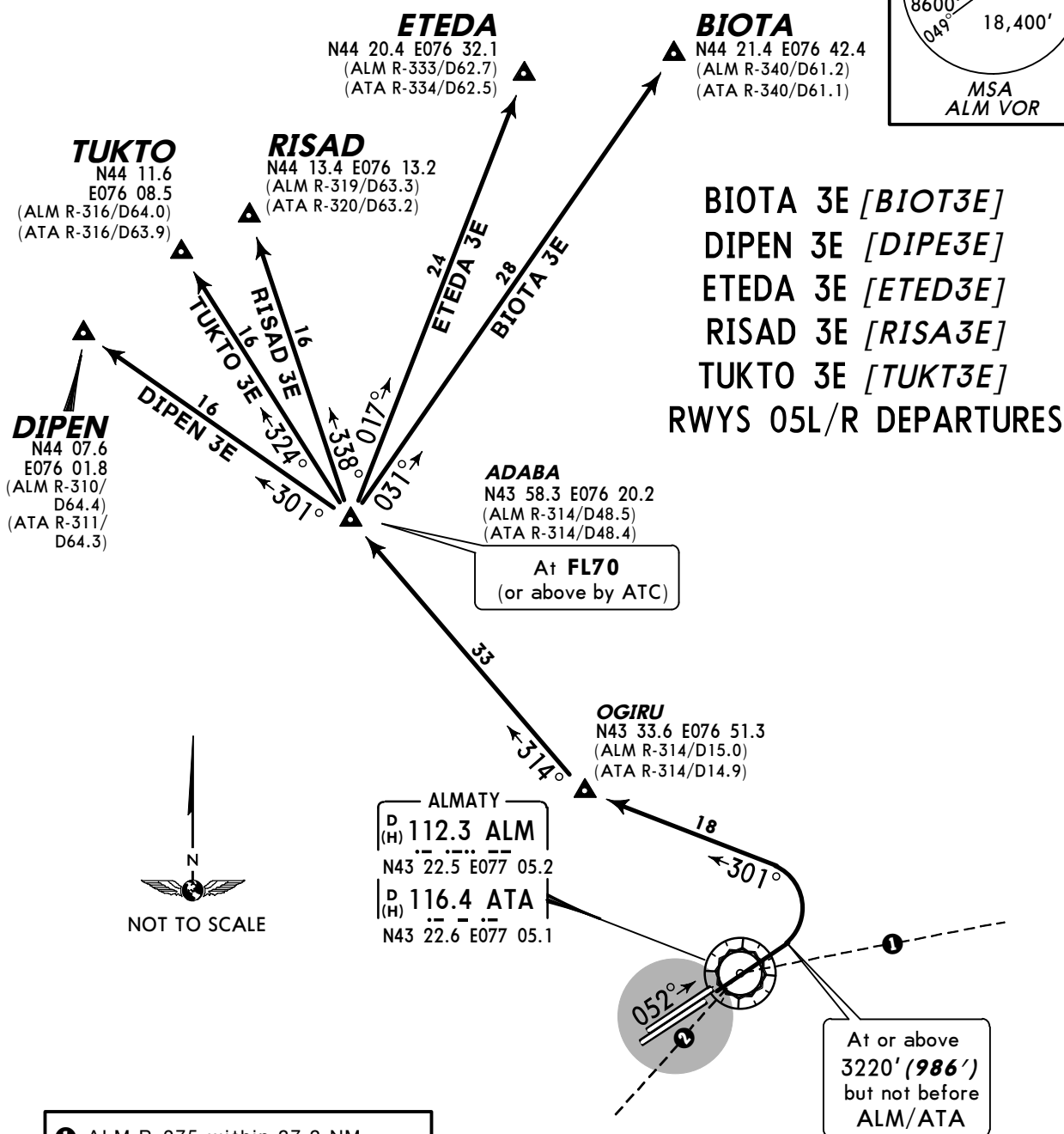
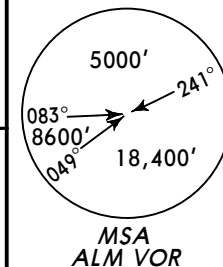
EKLAT 3G

Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, 270° track to EKLAT.

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

Apt Elev
2234'

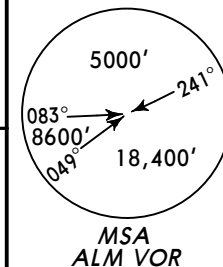
QNH on request (QFE) Trans level: FL70 Trans alt: 5190' (2956')
Radio interference may arise during departure of aircraft
equipped with VOR receivers, which do not meet the requirement
on protection against FM broadcasting stations.



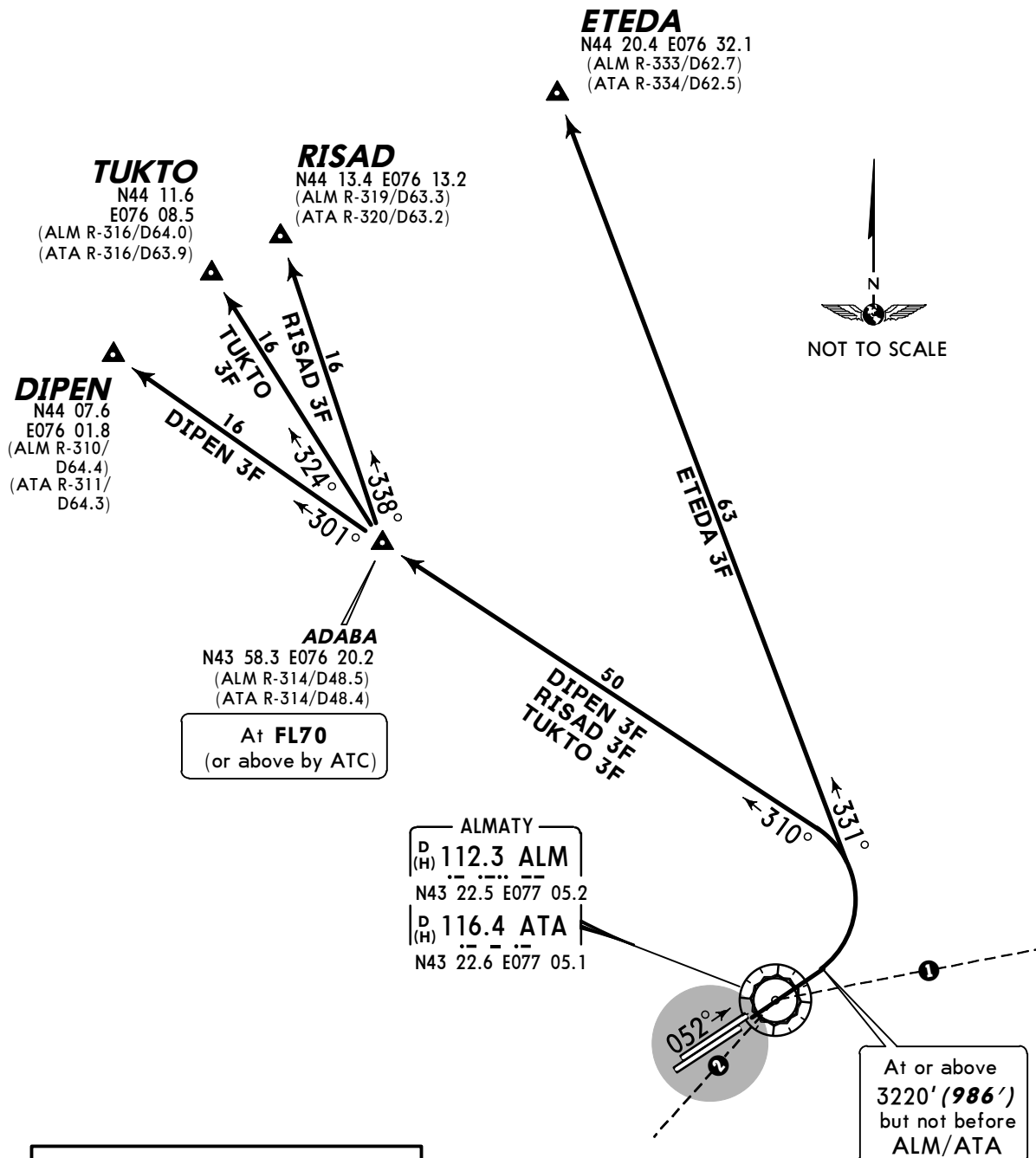
SID	ROUTING
BIOTA 3E	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn RIGHT, 314° track to ADABA, turn RIGHT, 031° track to BIOTA.
DIPEN 3E	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 301° track to OGIRU, turn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



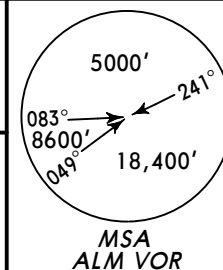
- ① ALM R-075 within 27.2 NM
do not fly south below FL190.
- ② ALM R-218 within 15.8 NM
do not fly east below FL190.

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

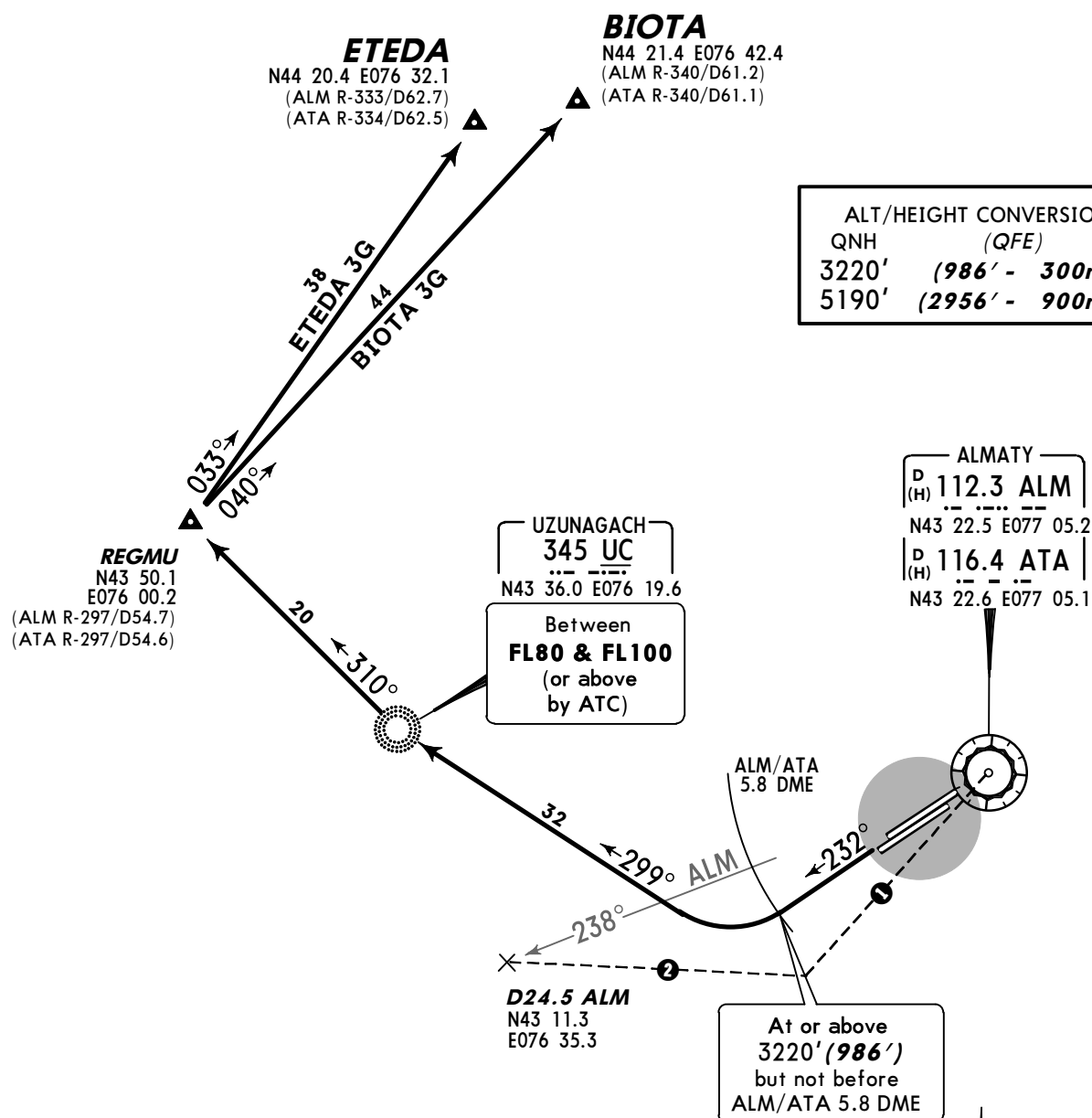
SID	ROUTING
DIPEN 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 310° track to ADABA, turn LEFT, 301° track to DIPEN.
ETEDA 3F	Climb straight ahead, at or above 3220' (986') but not before ALM/ATA turn LEFT, 331° track to ETEDA.
RISAD 3F	Climb straight ahead, at or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



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

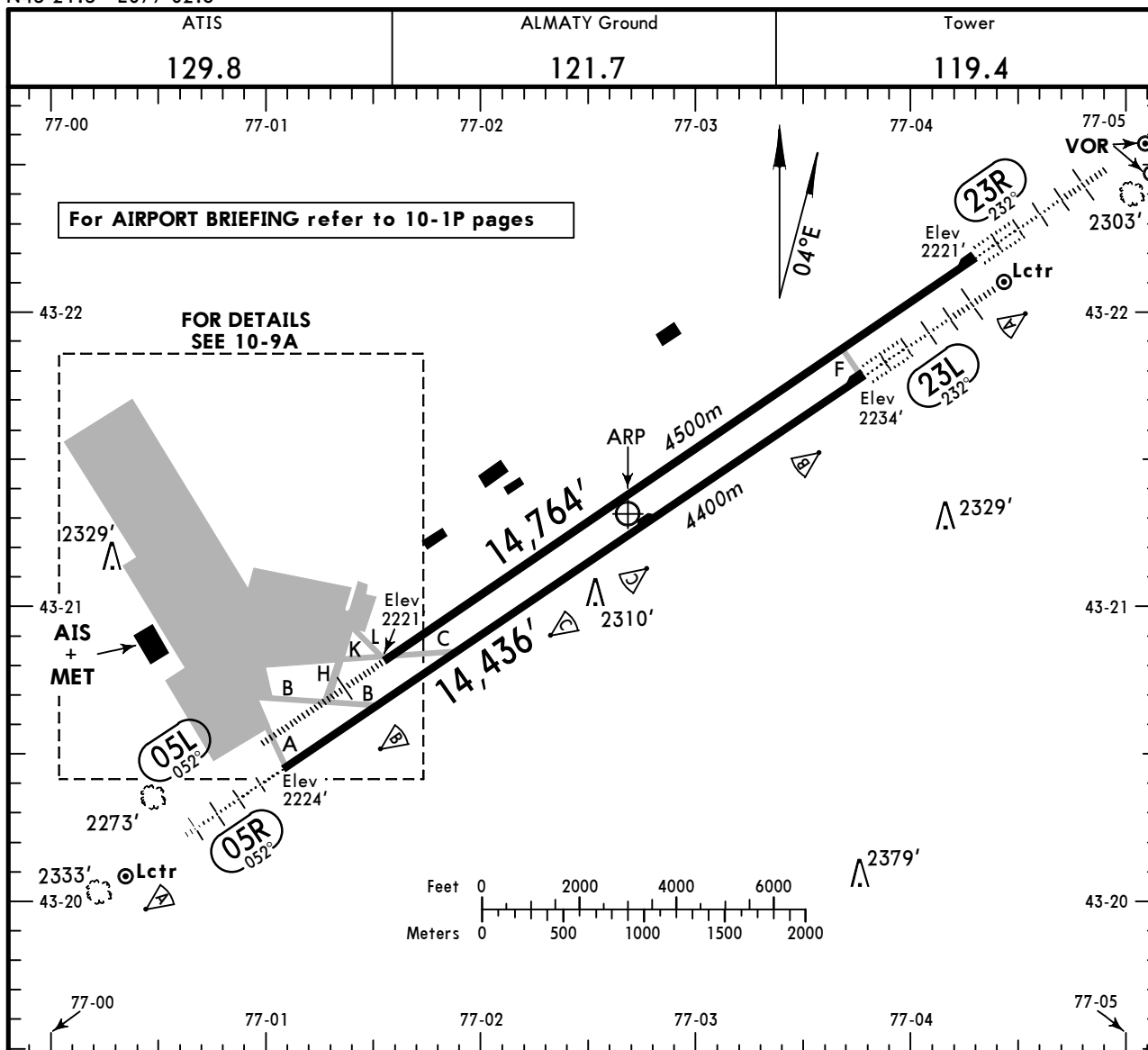


SID	ROUTING
BIOTA 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn RIGHT, intercept 299° bearing to UC, turn RIGHT, 310° bearing to REGMU, turn RIGHT, 040° track to BIOTA.
ETEDA 3G	Climb on 232° track to at or above 3220' (986') but not before ALM/ATA 5.8 DME turn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

UAAA/ALA
Apt Elev **2234'**
N43 21.3 E077 02.6

JEPPesen
15 MAR 13 **(10-9)**

ALMATY, KAZAKHSTAN
ALMATY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
05L	HIRL (60m)	CL (15m)	HIALS	PAPI-L ①	RVR	13,792' 4204m		148'
23R	HIRL (60m)	CL (15m)	HIALS-II	TDZ PAPI-L ①	RVR	13,853' 4222m		45m
05R	HIRL (60m)		HIALS	PAPI-L (3.00°)	RVR	13,403' 4085m		148'
23L	HIRL (60m)		HIALS-II	PAPI-L (2.67°)	RVR	13,342' 4067m		45m

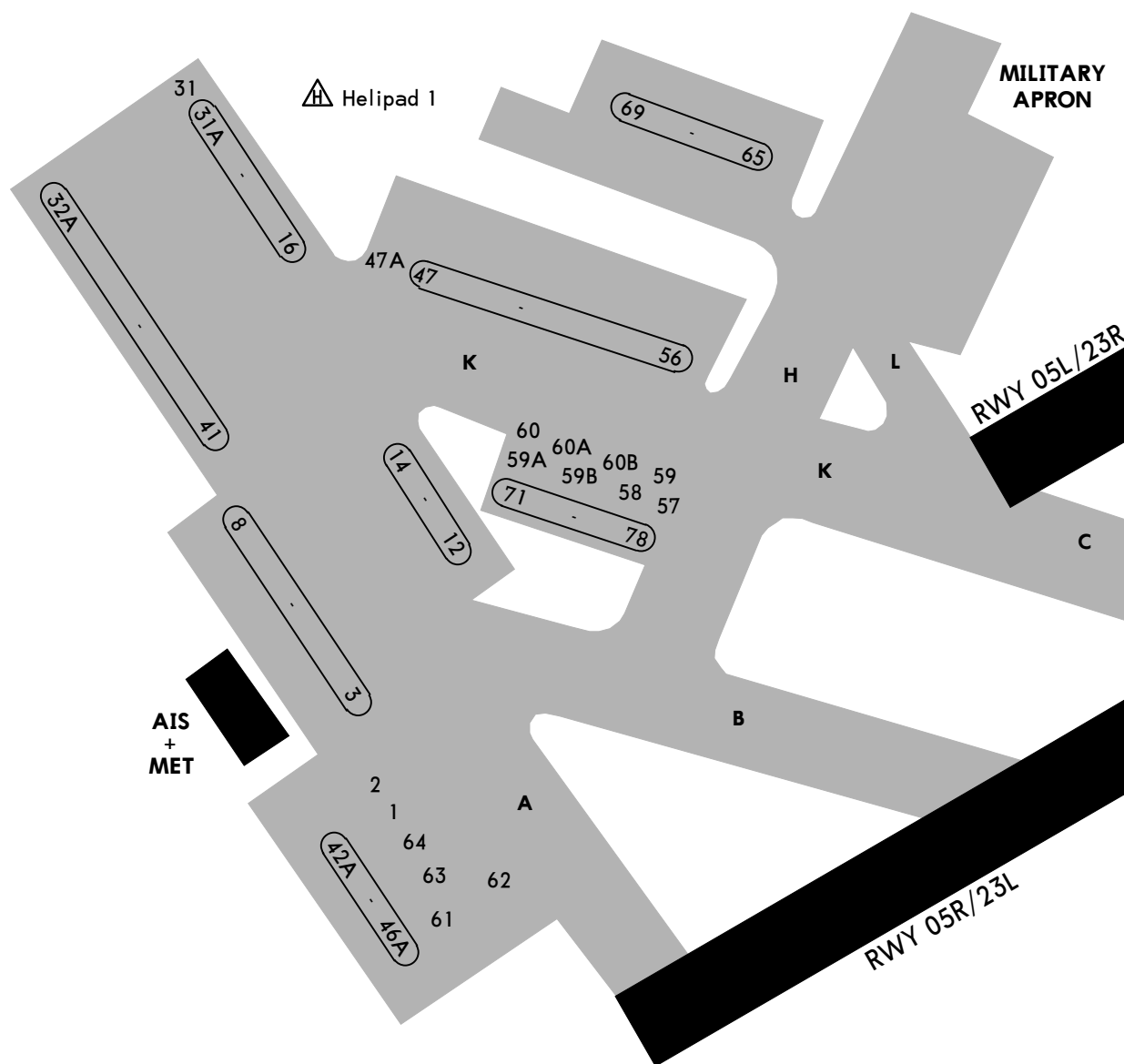
① angle 3.00°.

TAKE-OFF

AIR CARRIER (JAA) Rwy 05L/23R				
LVP must be in force				
	RL & CL	RL	RCLM (DAY only)	RCLM (DAY only)
A				
B	200m (150m)	250m	500m	400m
C				500m
D	250m (200m)	300m ①		
Rwy 05R/23L				
LVP must be in force				
	RL	RCLM (DAY only)	RL	RCLM (DAY only)
A				
B	250m	500m	400m	500m
C				
D	300m ①			

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')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2980'(759') 1500m	2980'(759') 1500m	2980'(759') 2400m	2980'(759') 2400m
05R	ILS	2424'(200')	2424'(200')	2424'(200')	2424'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2980'(756') 1500m	2980'(756') 1500m	2980'(756') 2400m	2980'(756') 2400m
23L	ILS	2434'(200')	2434'(200')	2434'(200')	2434'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2630'(396') 1200m	2630'(396') 1400m	2630'(396') 1400m	2630'(396') 1800m
	ALS out	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')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2650'(429') 1300m	2650'(429') 1400m	2650'(429') 1400m	2650'(429') 1800m
	ALS out	1500m	1500m	2000m	2000m

① 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								
B	125m	150m	200m	250m	500m	400m	500m	500m
C								
D	150m	200m	250m	300m				

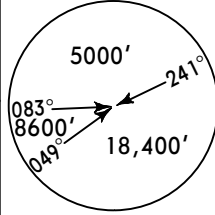
TAKE-OFF RWY 05R, 23L

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

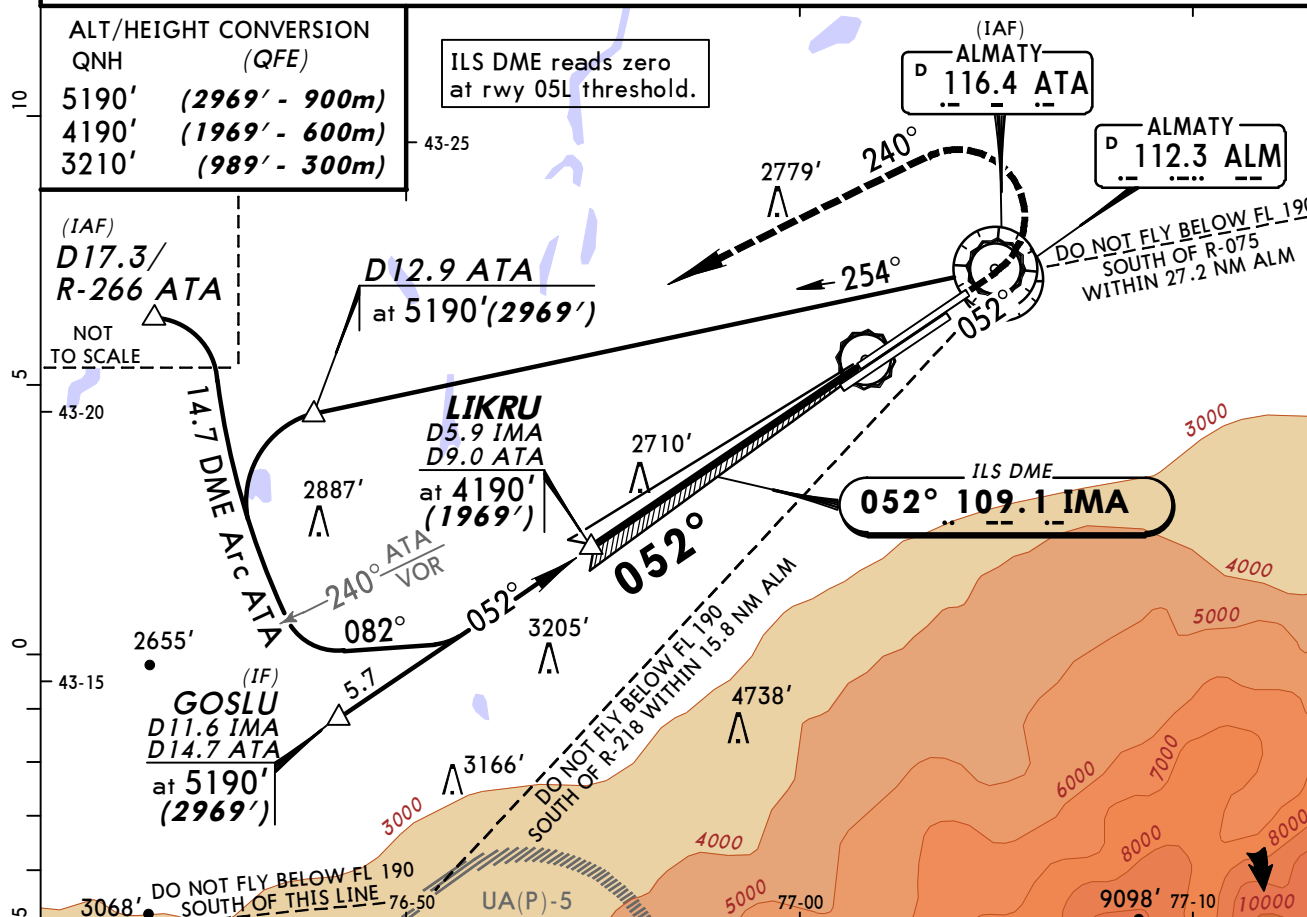
UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 (11-1)

ALMATY, KAZAKHSTAN
ILS DME Z 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') to intercept 14.7 DME Arc ATA, then according to chart. 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.



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

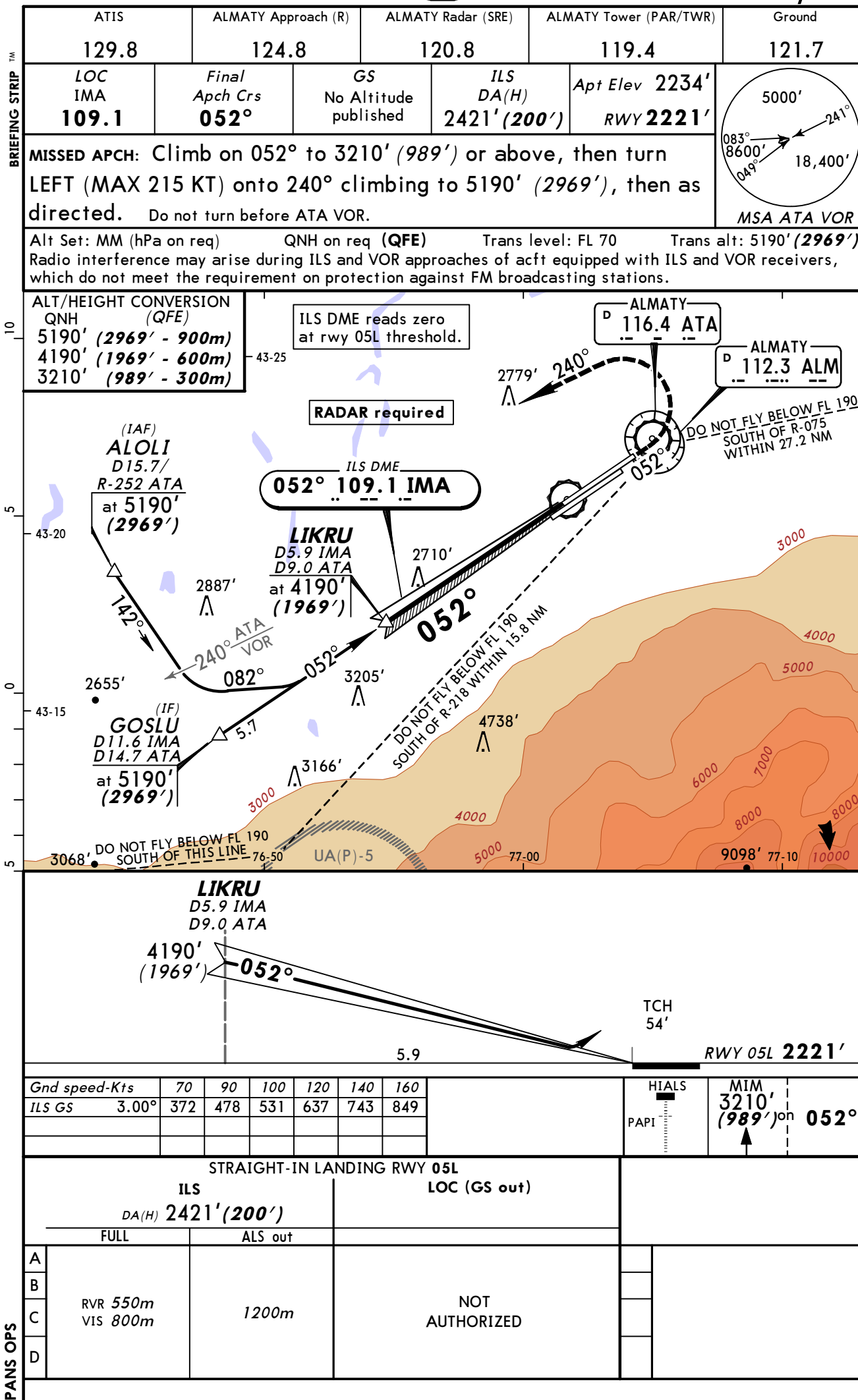
CHANGES: Final intercept. L Lctr withdrawn. IMA DME added.

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UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 **(11-2)**

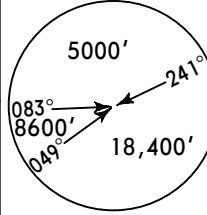
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05L



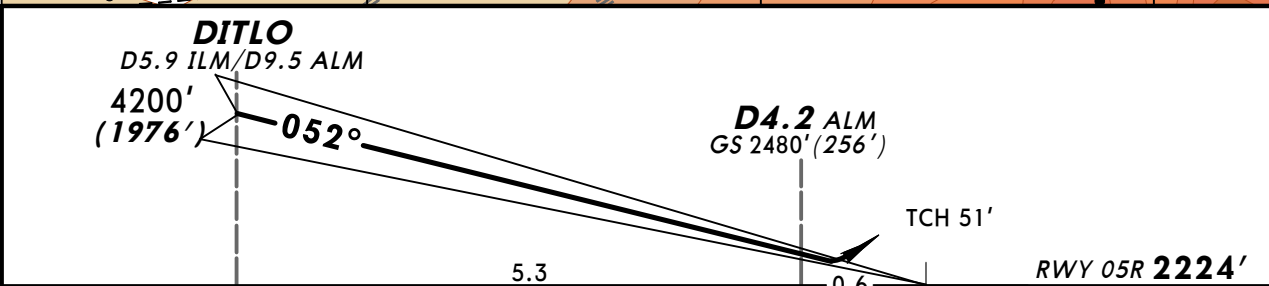
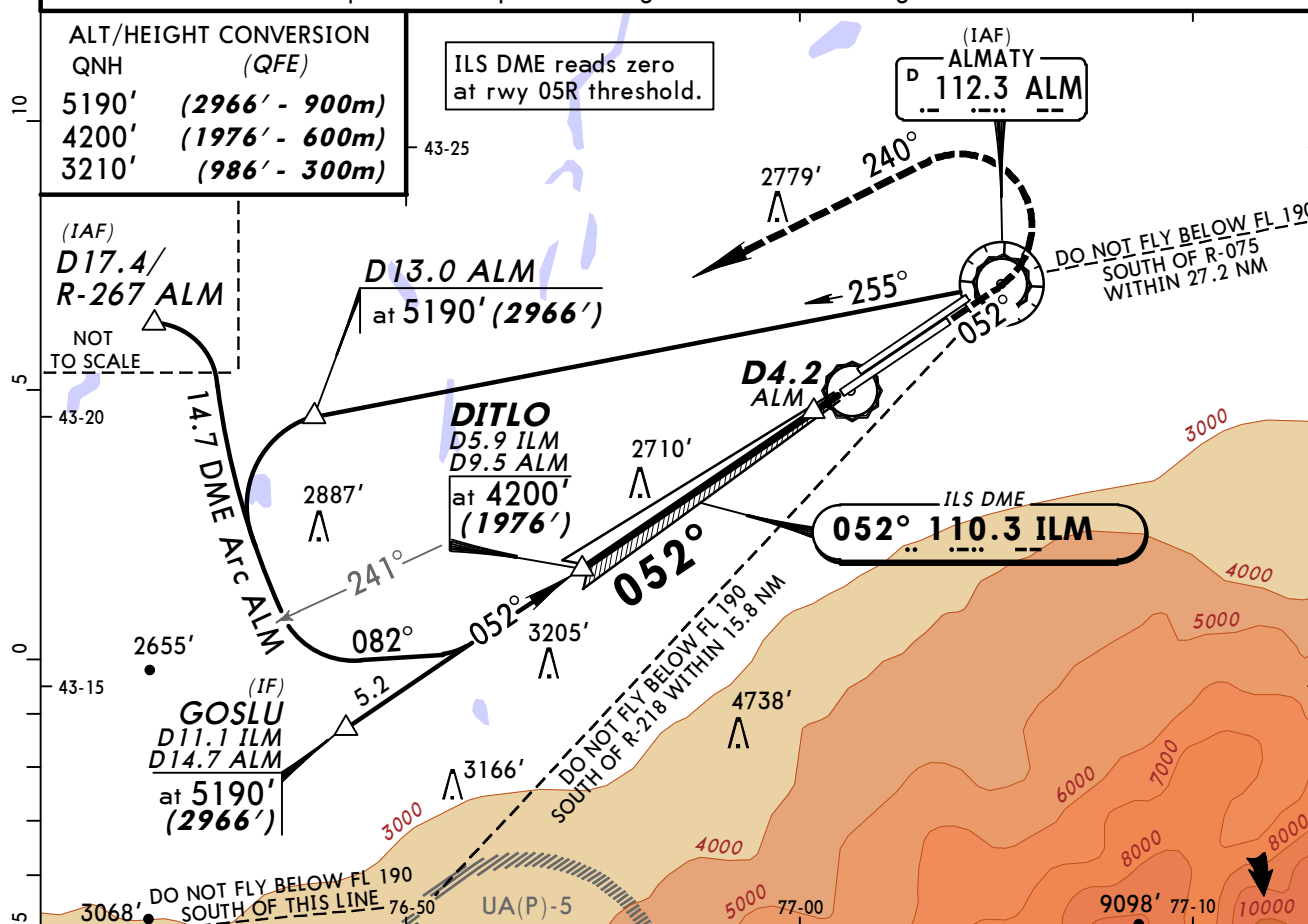
UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 (11-3)

ALMATY, KAZAKHSTAN
ILS DME Z 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 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.



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

STRAIGHT-IN LANDING RWY 05R			
ILS DA(H) 2424'(200')		LOC (GS out)	
FULL	ALS out		
A			
B			
C	RVR 550m VIS 800m	1200m	NOT AUTHORIZED
D			

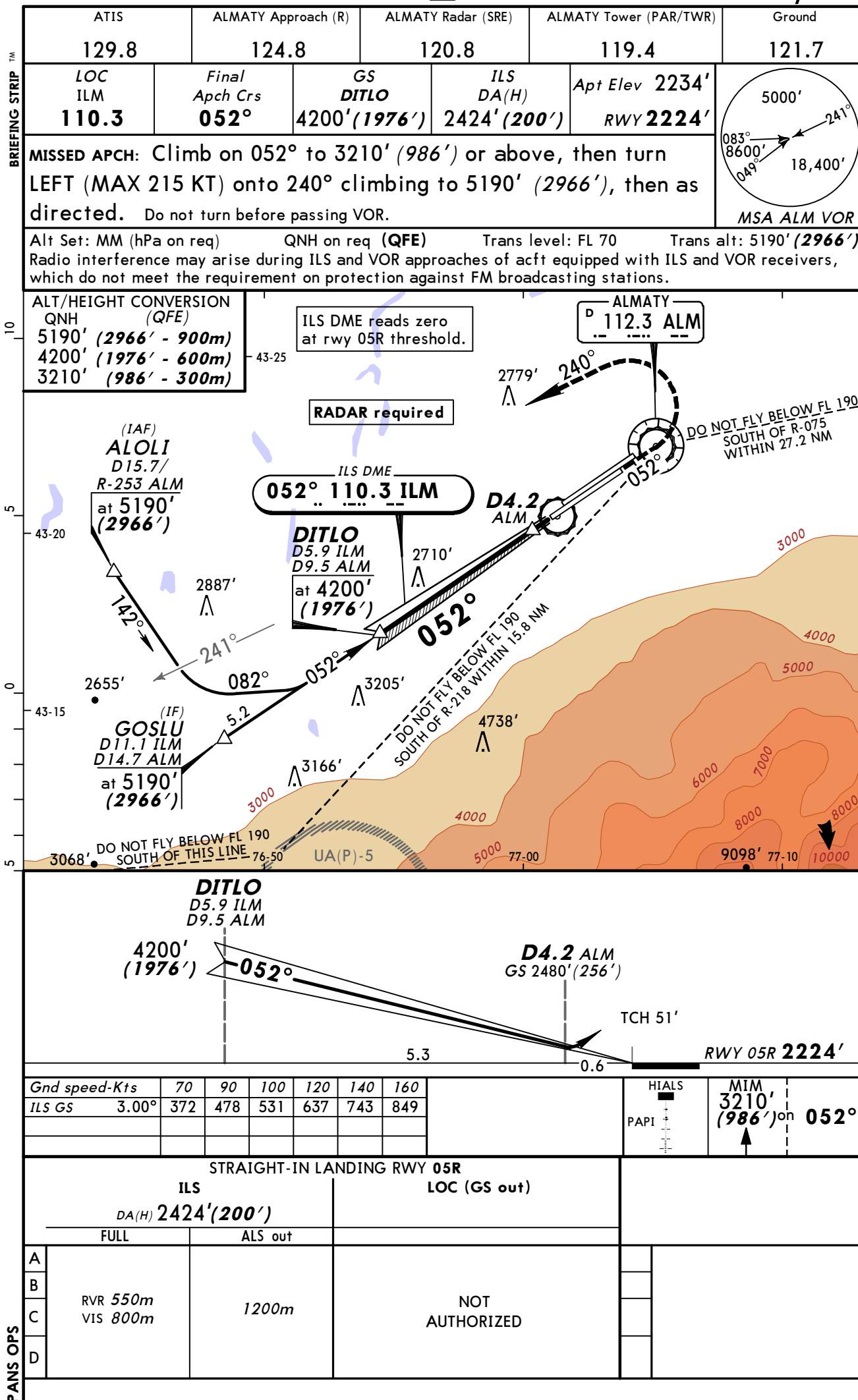
CHANGES: Final intercept. L Lctr withdrawn. Note.

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UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 11-4

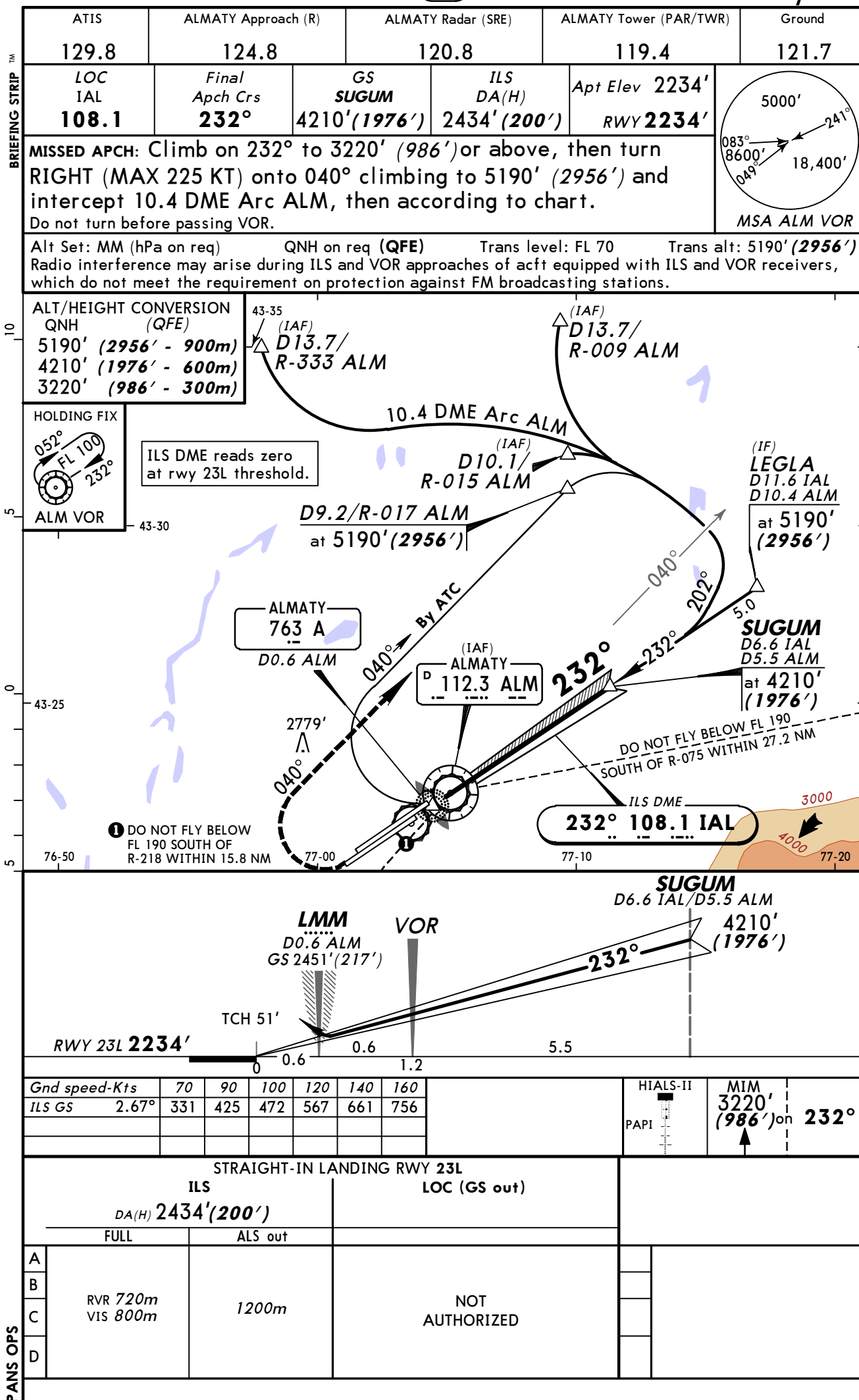
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05R



UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 **(11-5)**

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23L



UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 11-6

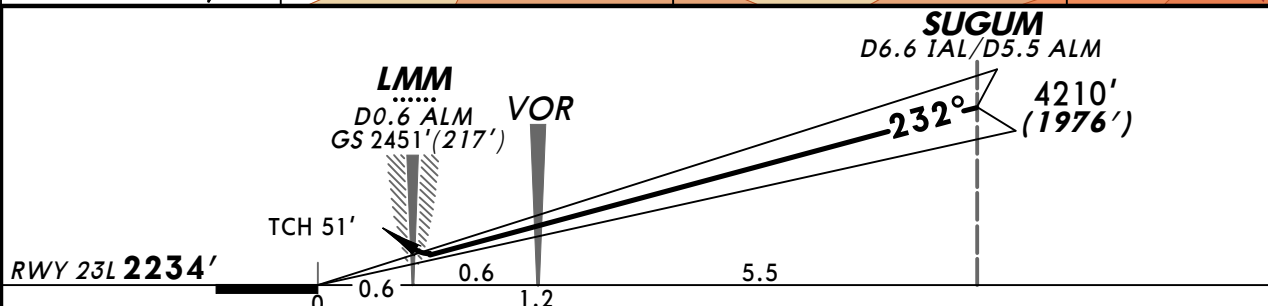
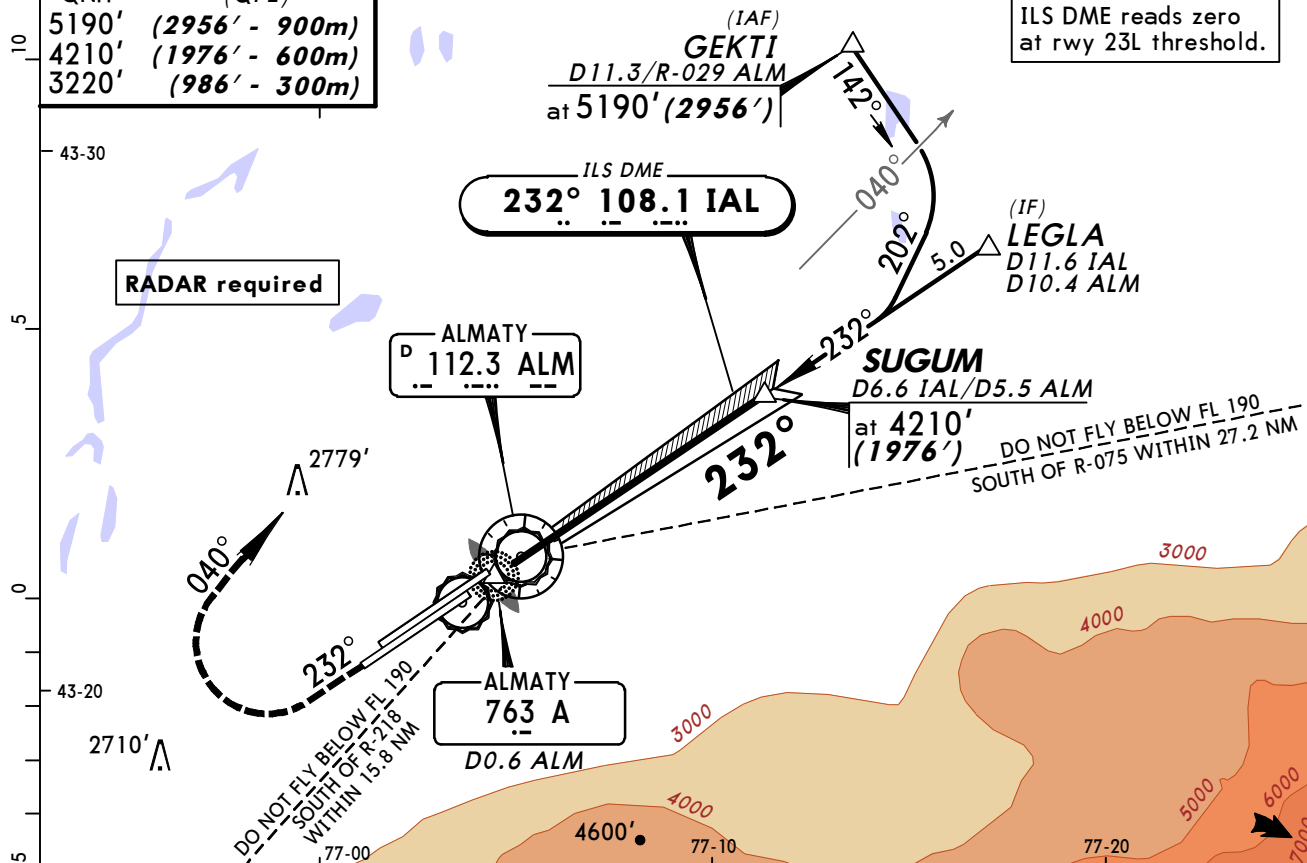
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23L

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 3220' (986') on 232°
ILS GS	2.67°	331	425	472	567	661	PAPI	

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			

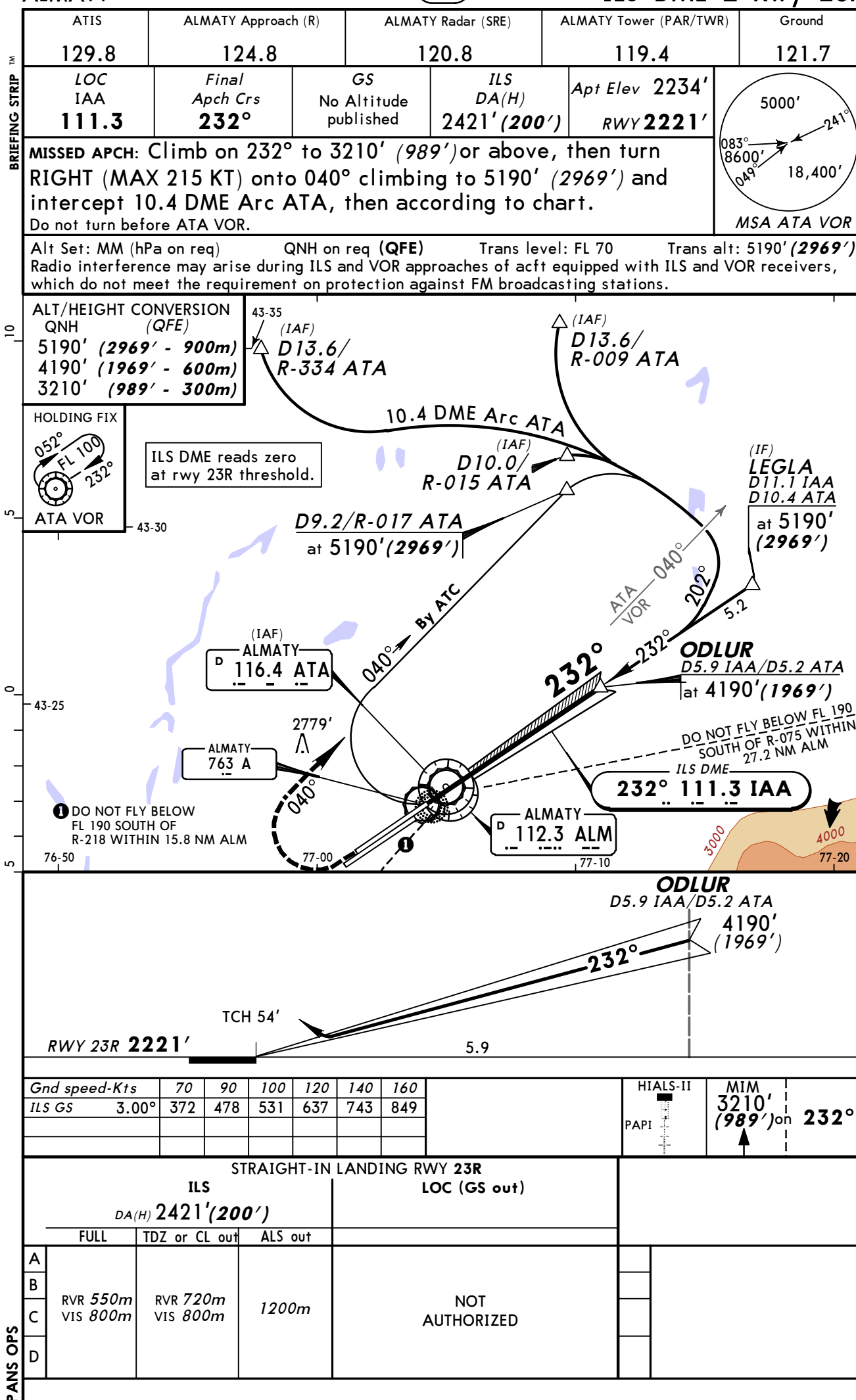
CHANGES: Final intercept. Note.

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UAAA/ALA
ALMATY

JEPPESEN
14 JUN 13 **(11-7)**

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23R



CHANGES: Procedure.

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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.				 MSA ATA VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5190' (2969')

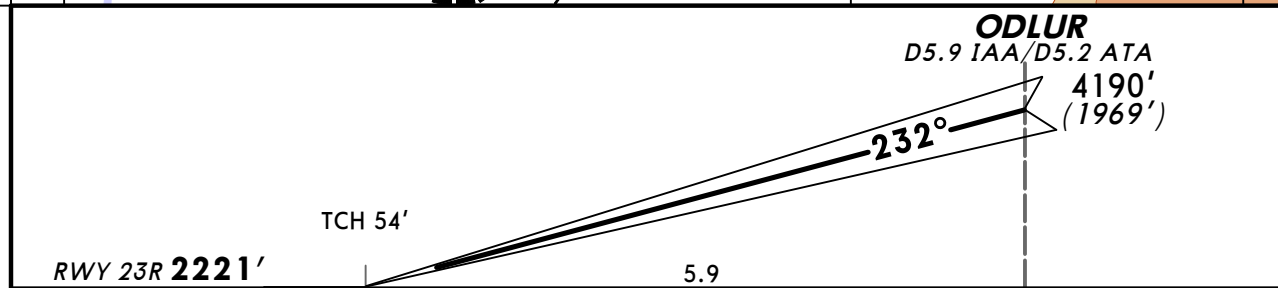
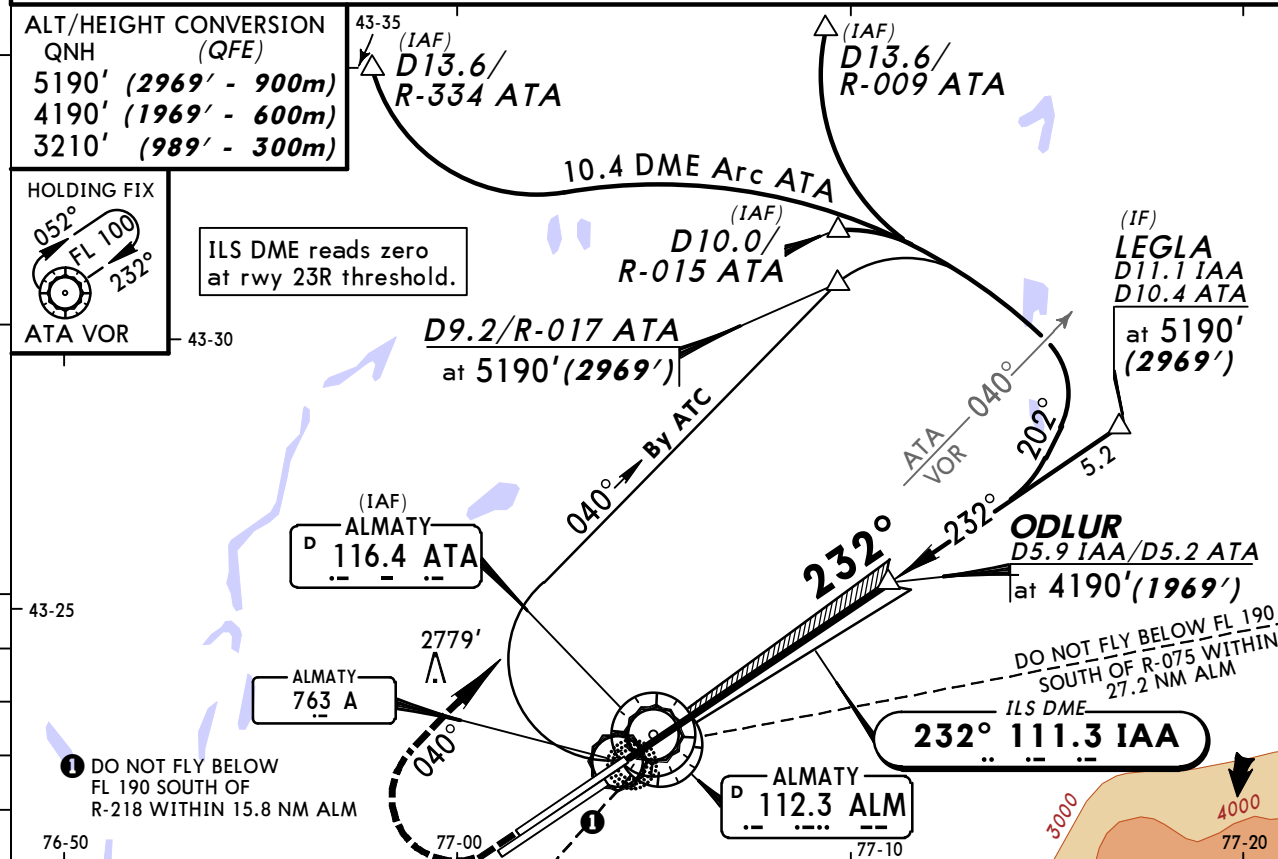
1. Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

2. Special Aircrew & Acft Certification Required.

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



ILS DME reads zero at rwy 23R threshold.



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

STRAIGHT-IN LANDING RWY 23R
CAT II ILS

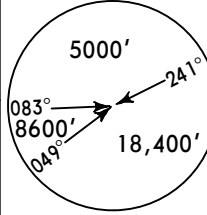
RA 105'
DA(H) 2321' (100')

RVR 300m

UAAA/ALA
ALMATY

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

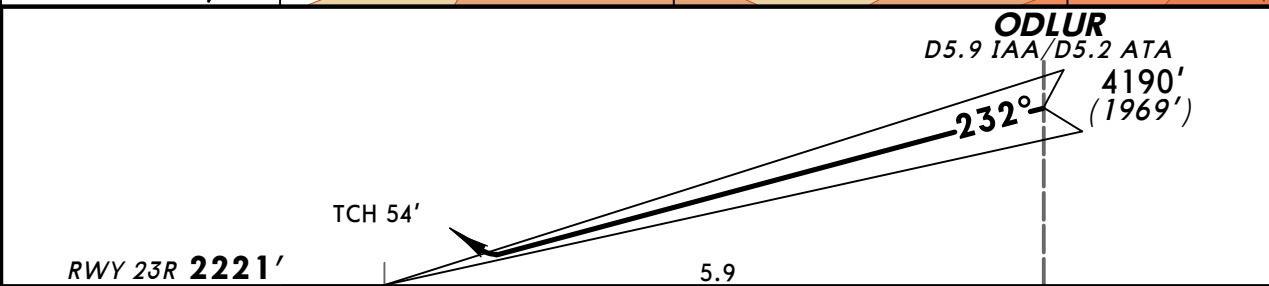
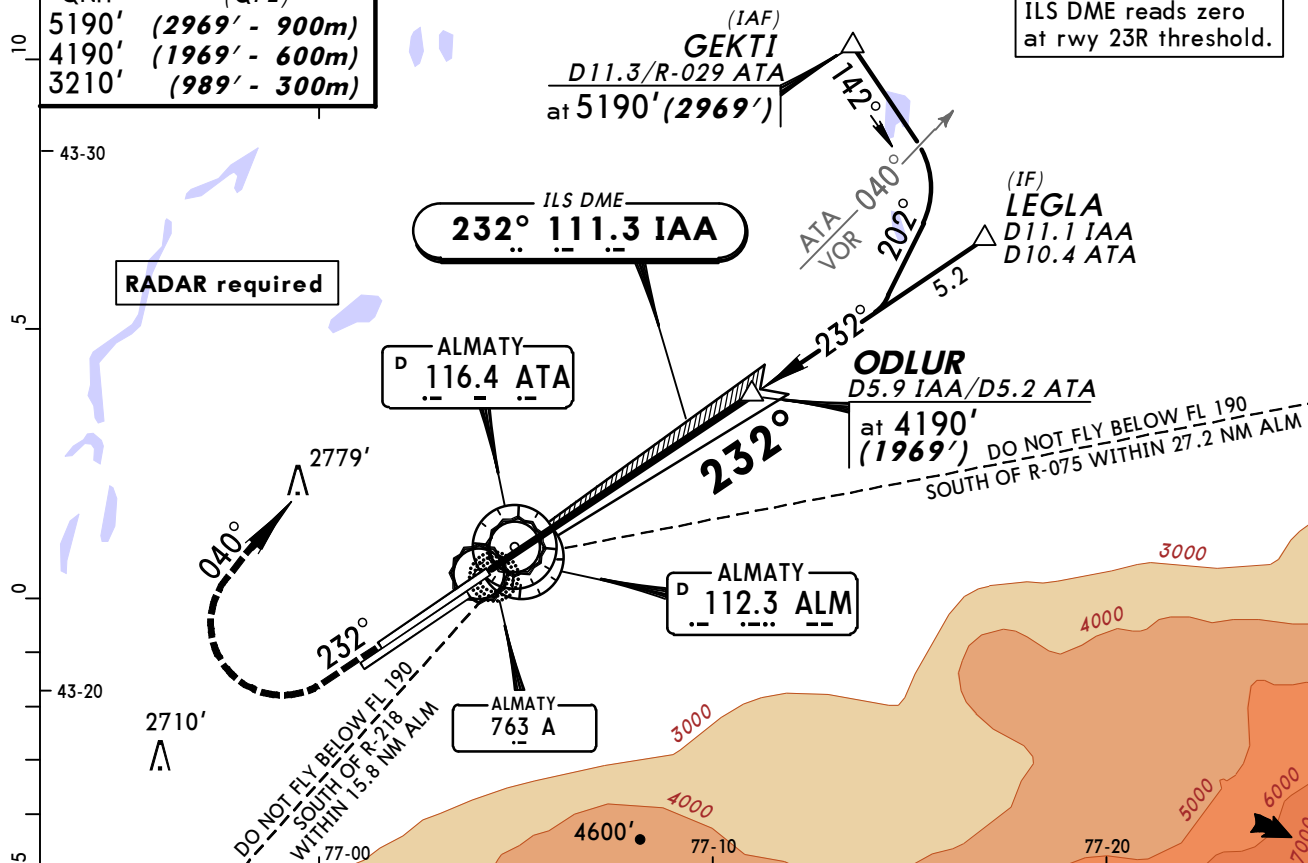
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23R

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.				 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)



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

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

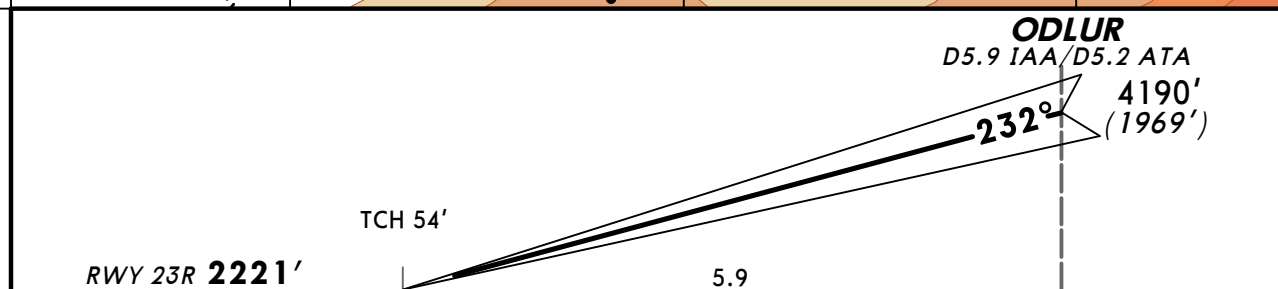
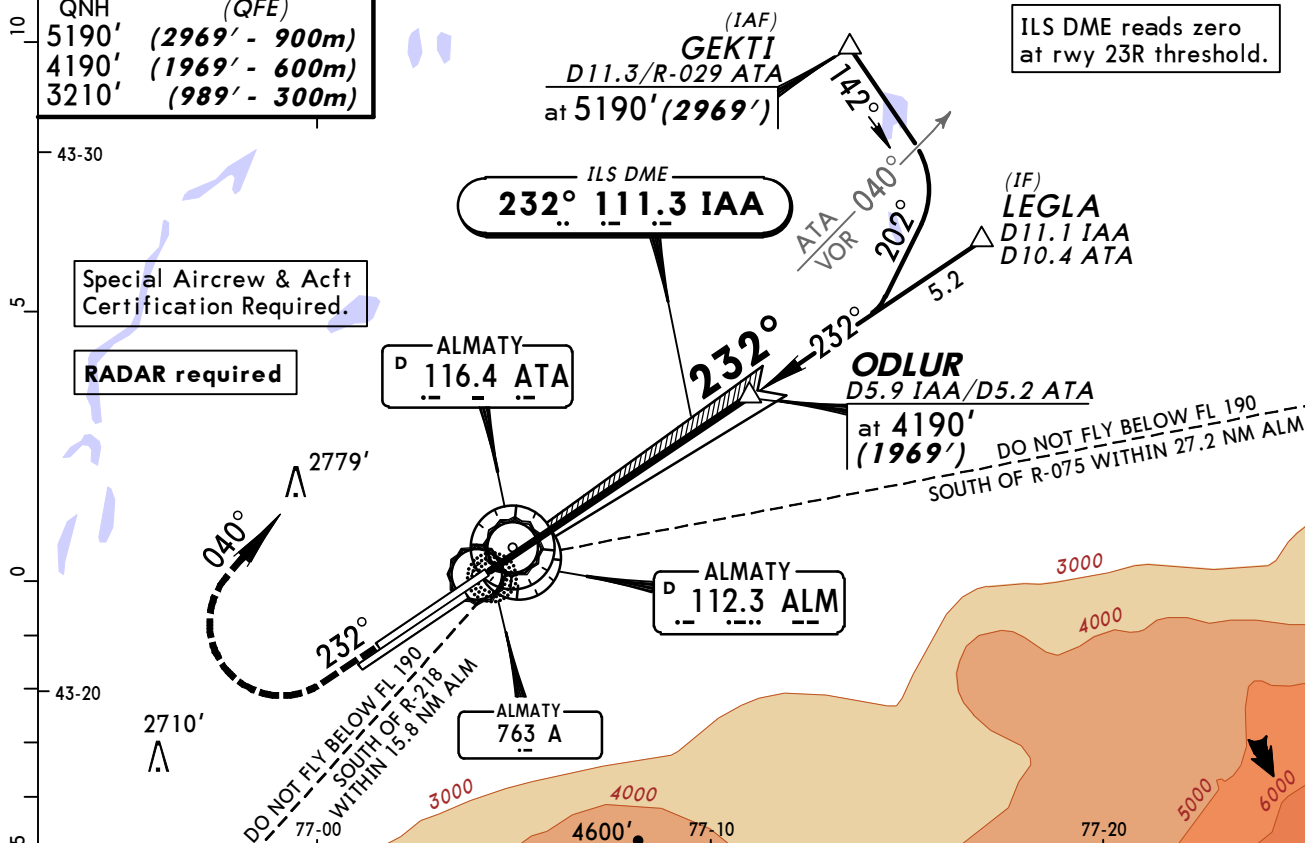
CHANGES: Procedure.

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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.				

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 PAPI	MIM 3210' (989') on 232°
GS	3.00°	372	478	531	637	743		

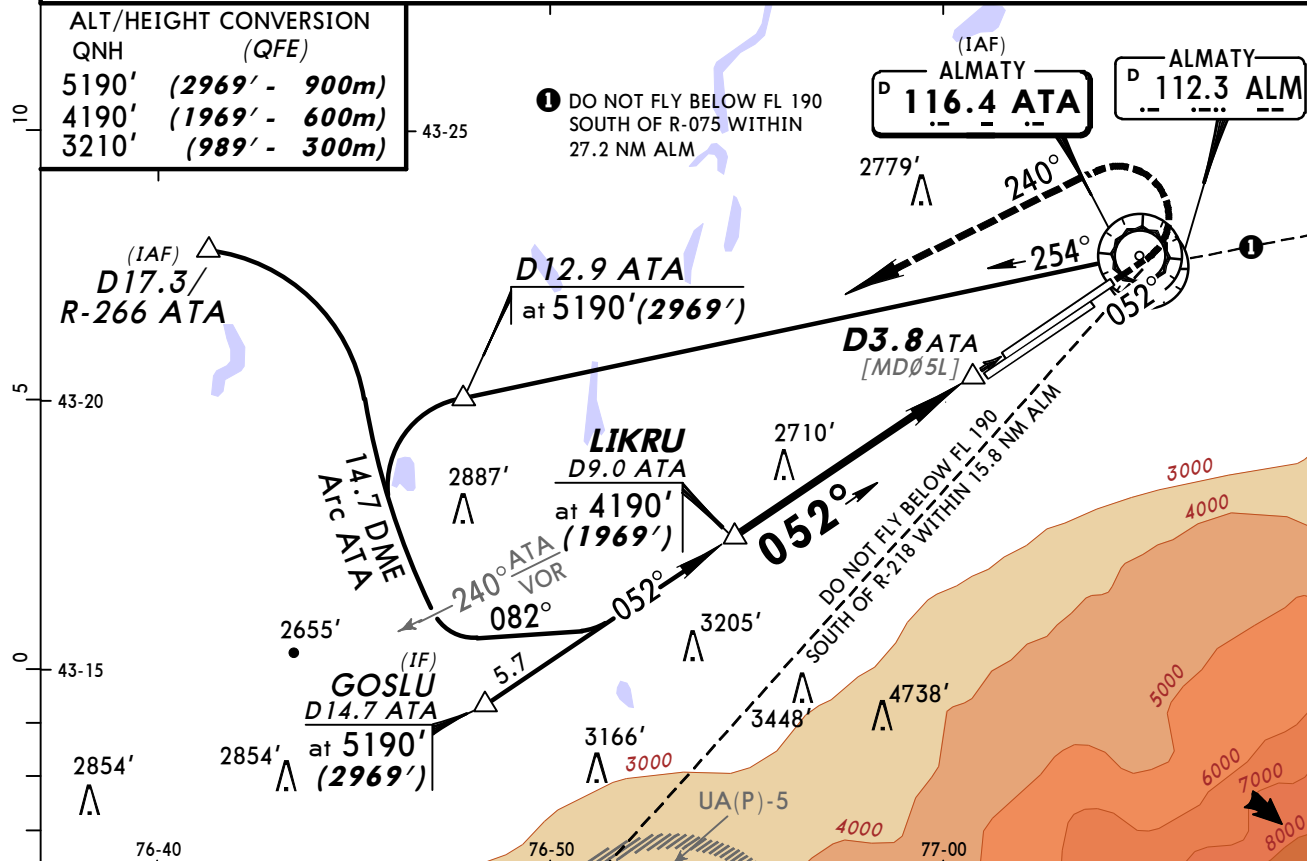
STRAIGHT-IN LANDING RWY 23R
 CAT II ILS
RA 105'
 DA(H) 2321' (100')

RVR 300m

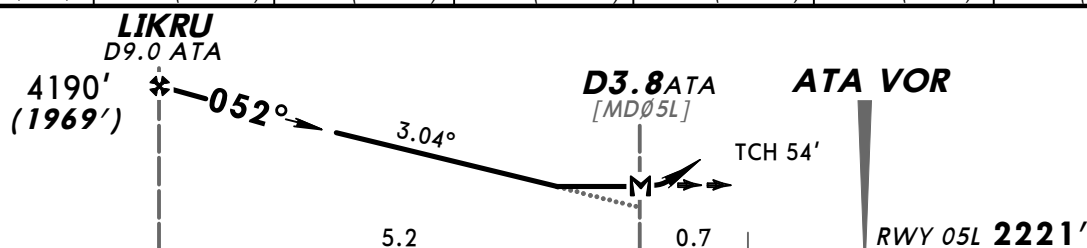
ALMATY, KAZAKHSTAN
VOR DME Rwy 05L

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.

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



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')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Descent Angle</i> 3.04°	376	484	538	645	753	861		
<i>MAP at D3.8 ATA</i>								

STRAIGHT-IN LANDING RWY 05L

MDA(H) 2980' (759')

ALS out

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

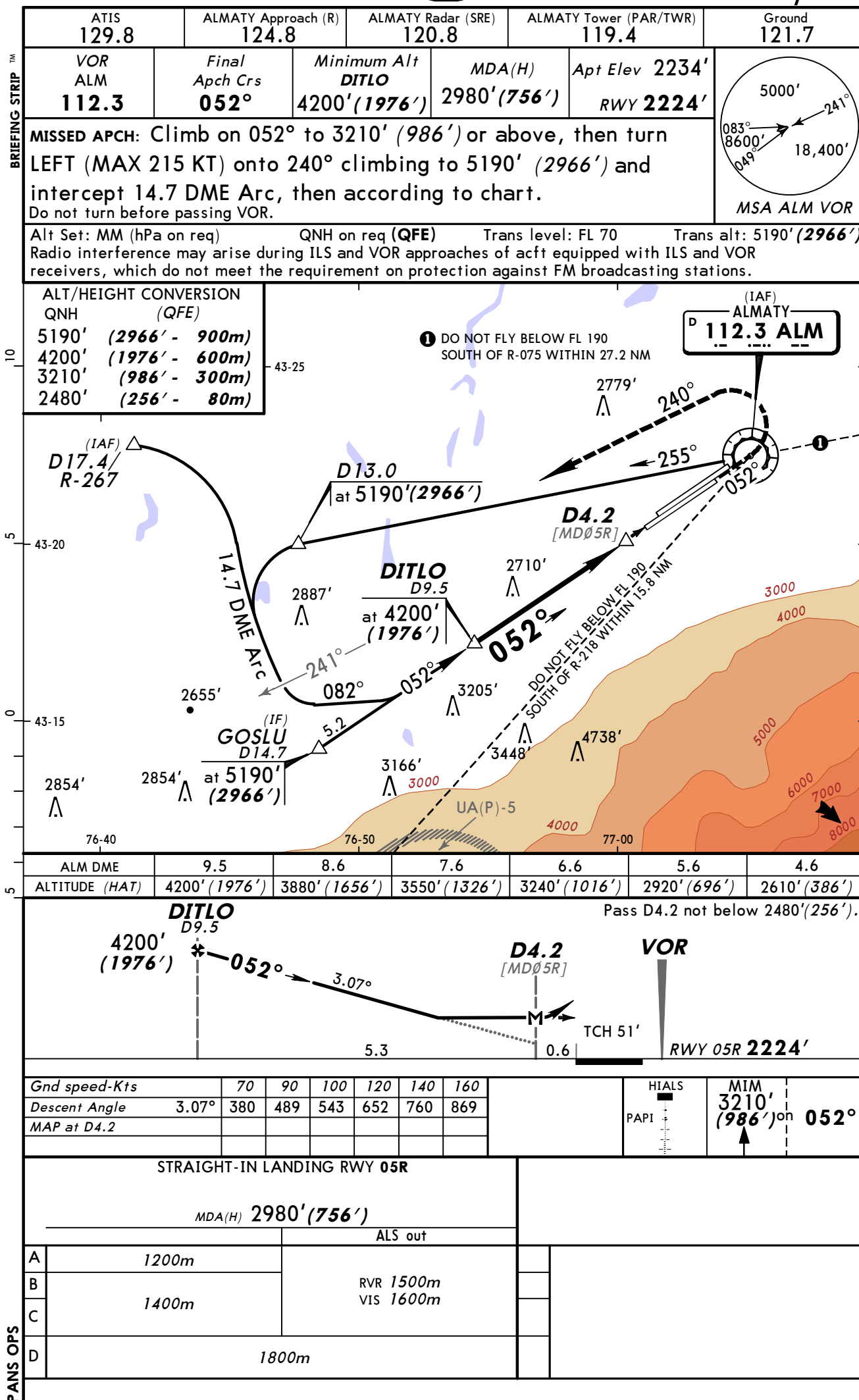
RVR 1500m
VIS 1600m

1800m

UAAA/ALA
ALMATY

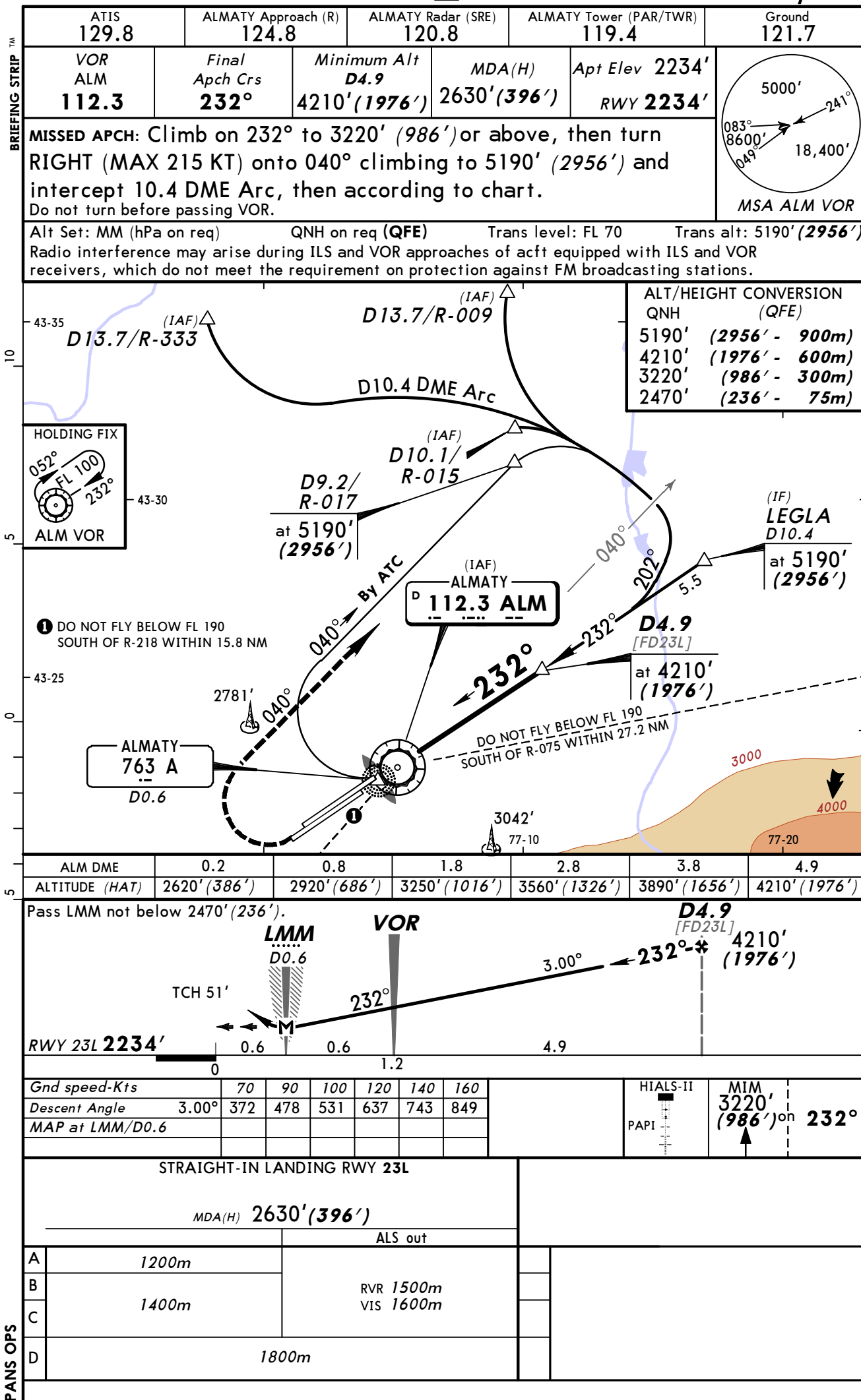
JEPPESEN
14 JUN 13 (13-2)

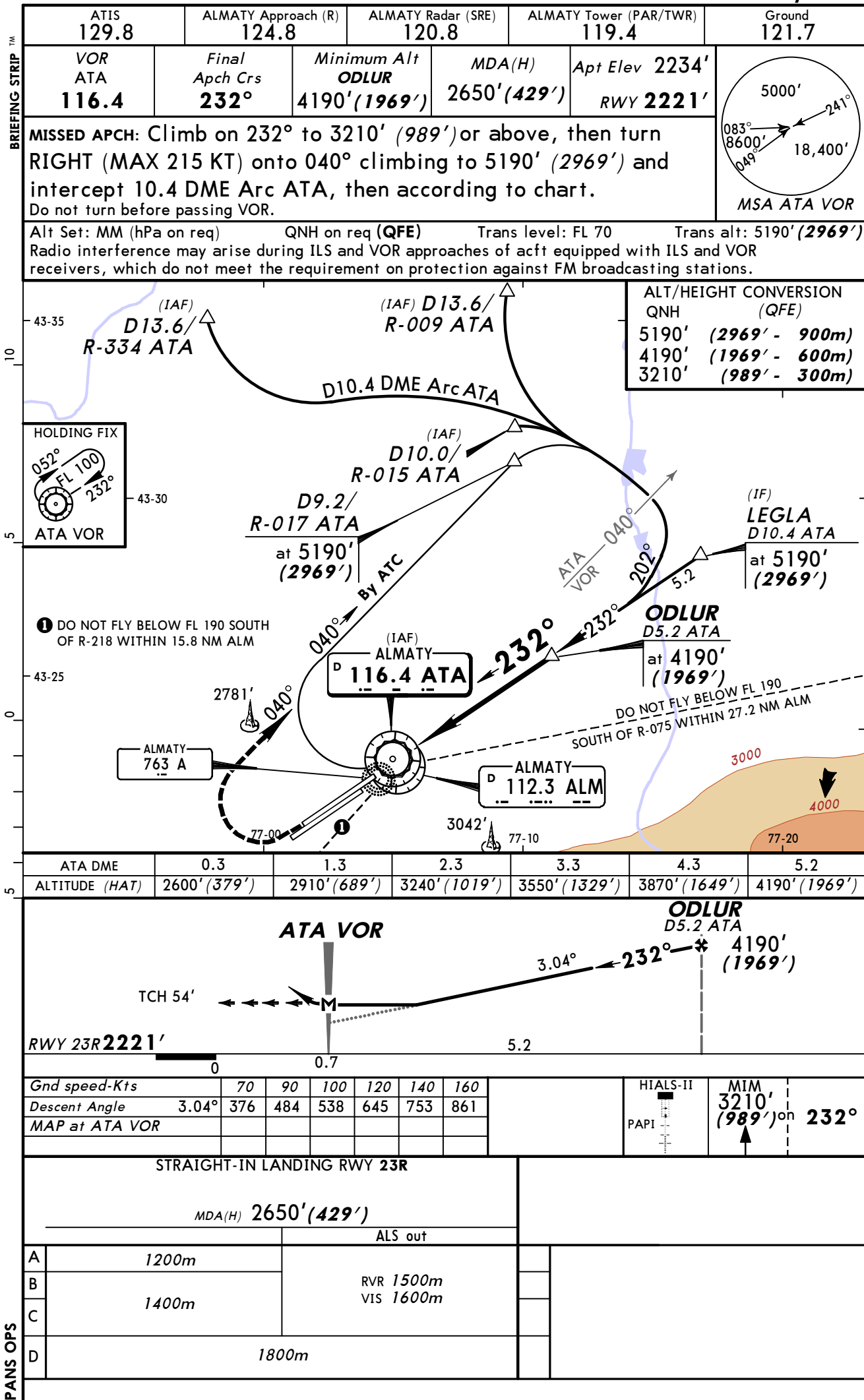
ALMATY, KAZAKHSTAN
VOR DME Rwy 05R



UAAA/ALA
ALMATY

JEPPESEN ALMATY, KAZAKHSTAN
17 MAY 13 (13-3) Eff 30 May VOR DME Rwy 23L





ATA VOR

3.04°

ODLUR
D5.2 ATA
4190' (1969')

RWY 23R 2221'

0.7 5.2

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

STRAIGHT-IN LANDING RWY 23R

MDA(H) **2650' (429')**

ALS out

RVR 1500m
VIS 1600m

A	1200m	
B	1400m	
C		
D	1800m	

Chart changes since cycle 26-2013

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