

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAll

Terminal Charts For UAll

Revision Letter For Cycle 01-2014

Change Notices

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: 0252 Z
Sunset: 1204 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

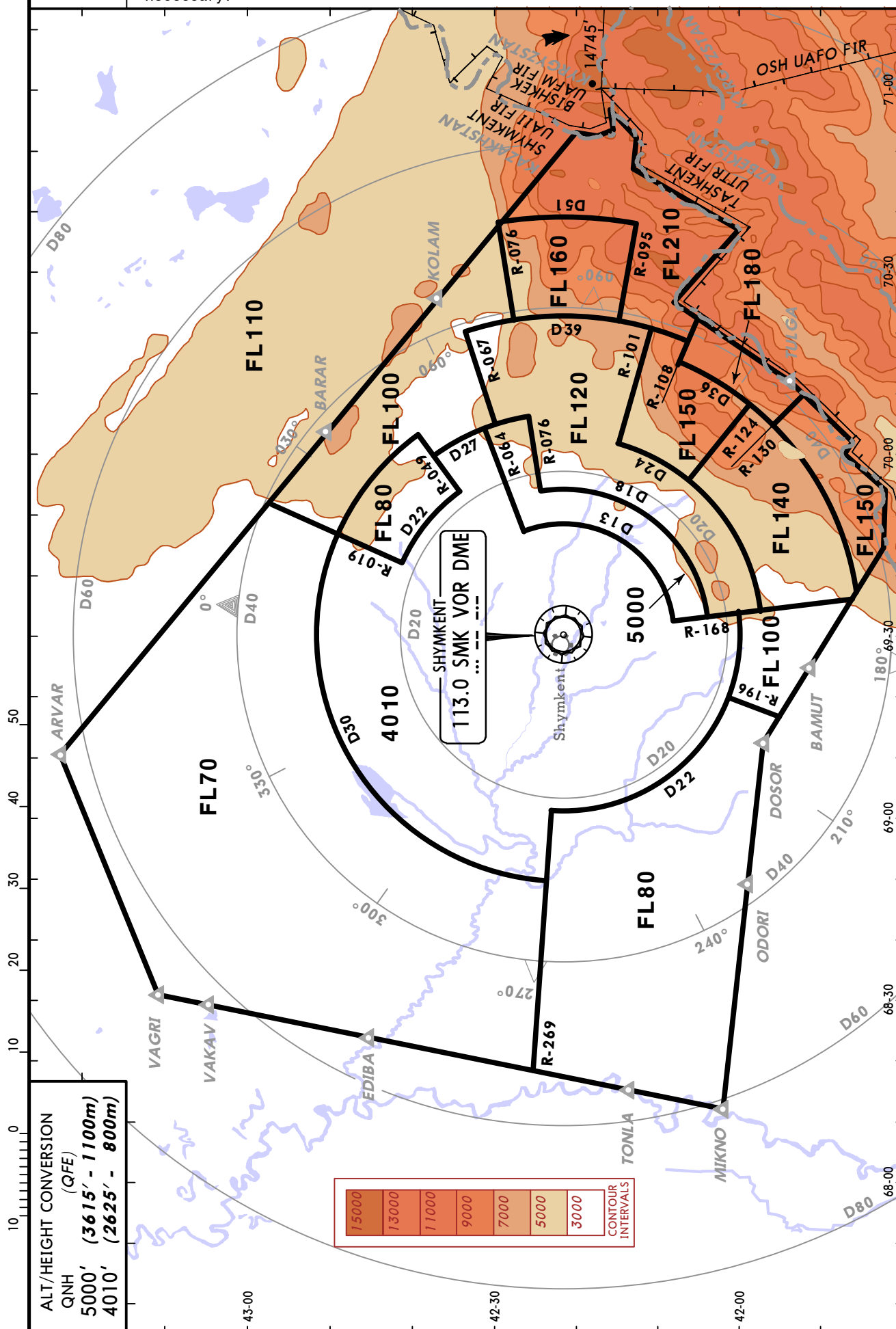
Apt Elev
1385'

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.



ATIS
119.2 (Russian 126.6)

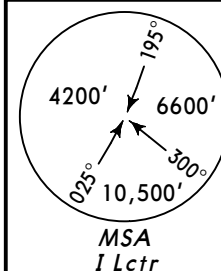
Apt Elev
1385'

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

(QFE)

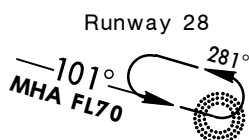
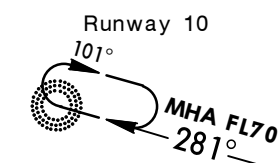
ADESA 2G [ADES2G] ①
DONUP 2G [DONU2G]
TURIK 2G [TURI2G]
RWY 28 ARRIVALS

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



① By ATC.

HOLDINGS OVER I



DONUP

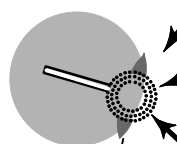
N42 38.0 E069 49.2

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

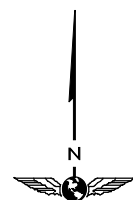
① ADESA 2G, 1K

ADESA

N42 09.7 E069 48.9

At or above
FL120

② Descending below FL100 is permitted at a distance not more than 16.2 NM.



NOT TO SCALE

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

ATIS
119.2 (Russian 126.6)

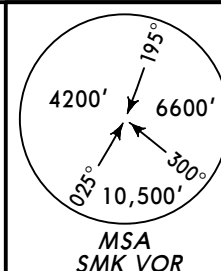
Apt Elev
1385'

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

(QFE)

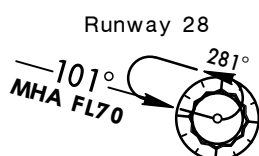
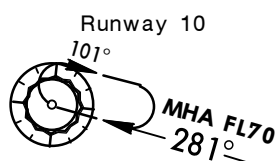
ADESA 1H [ADES1H] ①
DONUP 1H [DONU1H]
TURIK 1H [TURI1H]
RWY 10 ARRIVALS

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



① By ATC.

HOLDINGS OVER SMK



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



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

DONUP
N42 38.0 E069 49.2
At or above
FL80

TURIK
N42 31.1 E070 04.4
At or above
FL100

② Descending below FL100 is permitted at a distance not more than 16.2 NM.

② **ADESA**
N42 09.7 E069 48.9
At or above
FL120

ATIS
119.2 (Russian 126.6)

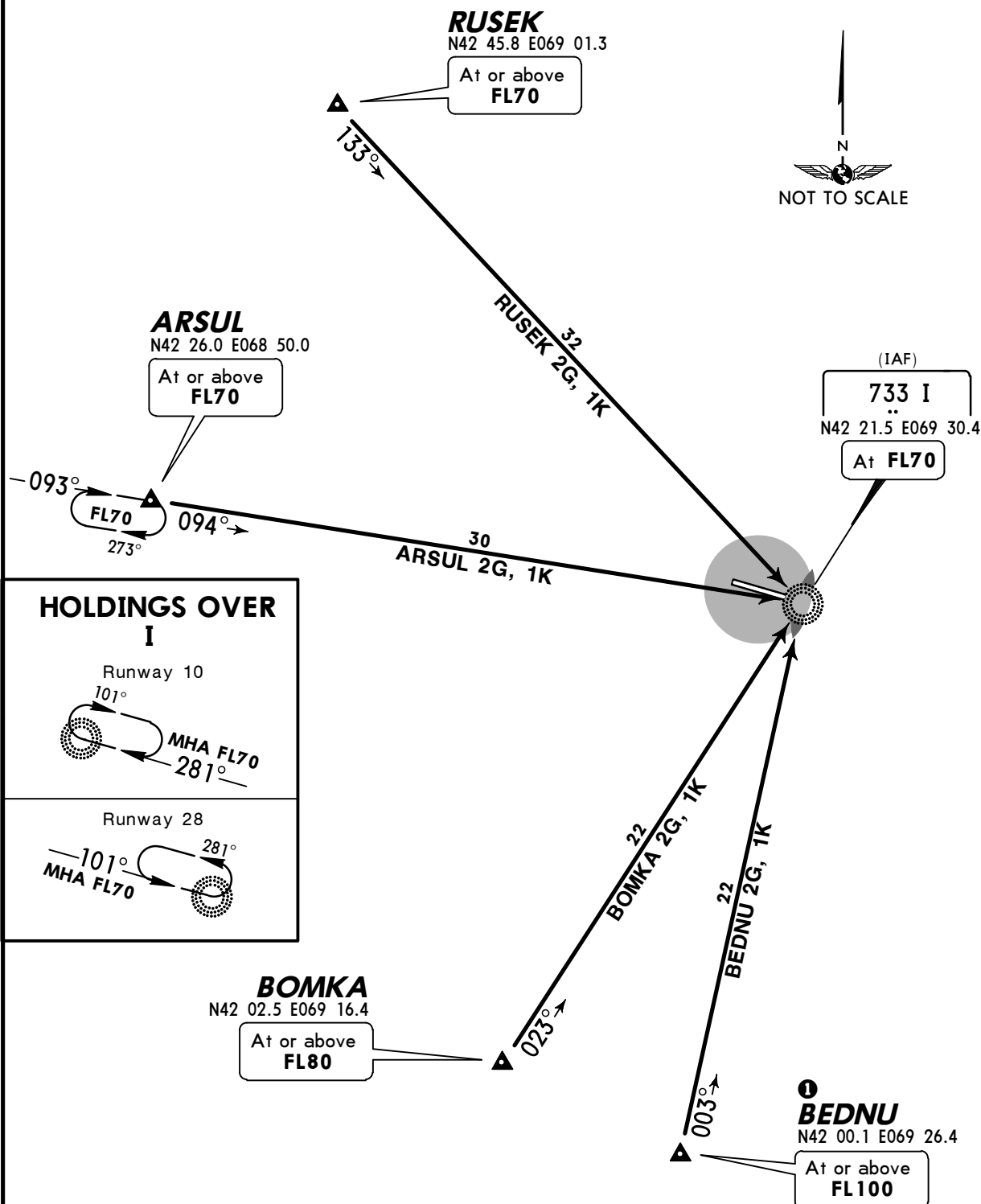
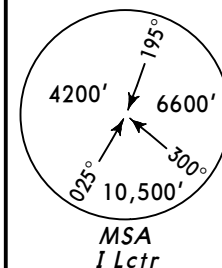
Apt Elev
1385'

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)

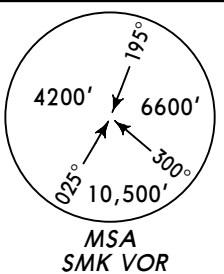
1 Descending below FL100 is permitted at a distance not more than 16.2 NM.

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)

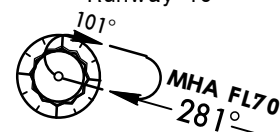


ARSUL 1H [ARSU1H]
BEDNU 1H [BEDN1H]
BOMKA 1H [BOMK1H]
RUSEK 1H [RUSE1H]
RWY 10 ARRIVALS

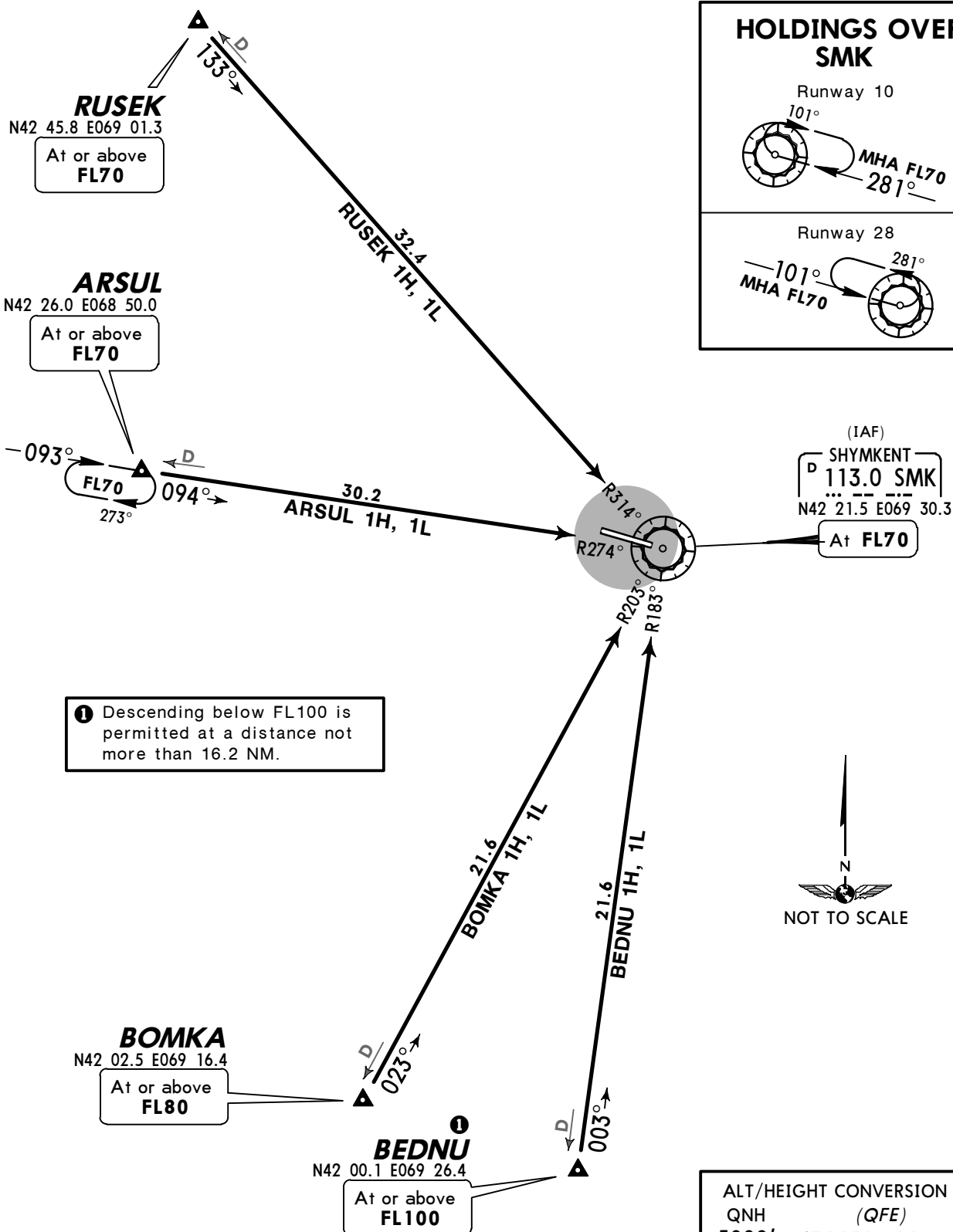
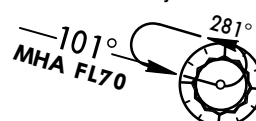
ARSUL 1L [ARSU1L]
BEDNU 1L [BEDN1L]
BOMKA 1L [BOMK1L]
RUSEK 1L [RUSE1L]
RWY 28 ARRIVALS

HOLDINGS OVER SMK

Runway 10



Runway 28



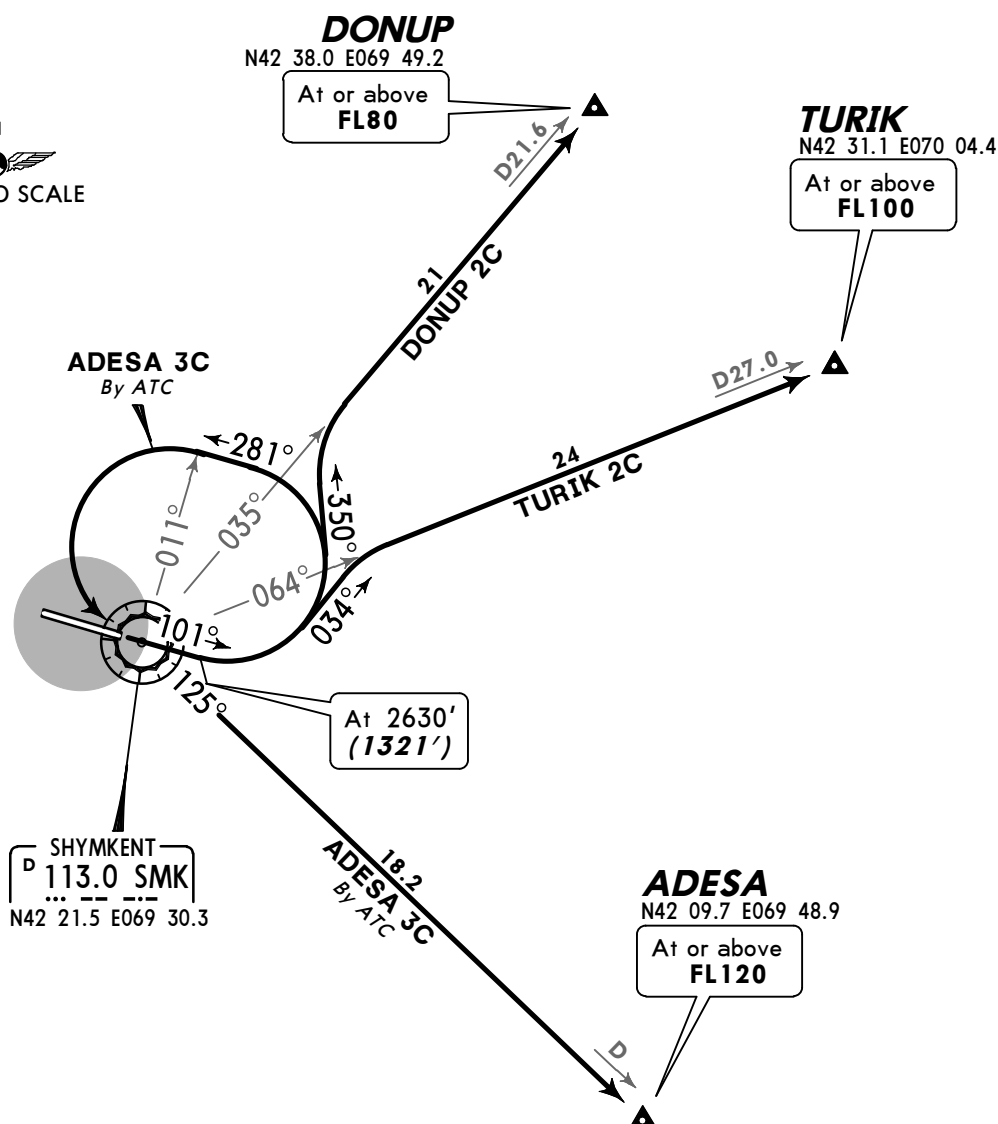
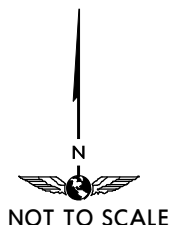
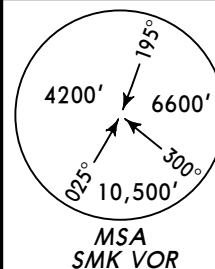
❶ Descending below FL100 is permitted at a distance not more than 16.2 NM.

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%.

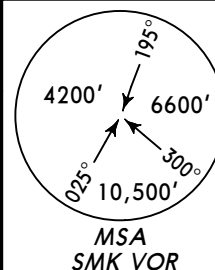
ALT/HEIGHT CONVERSION
QNH (QFE)
2630' (1321' - 400m)
5000' (3691' - 1100m)

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

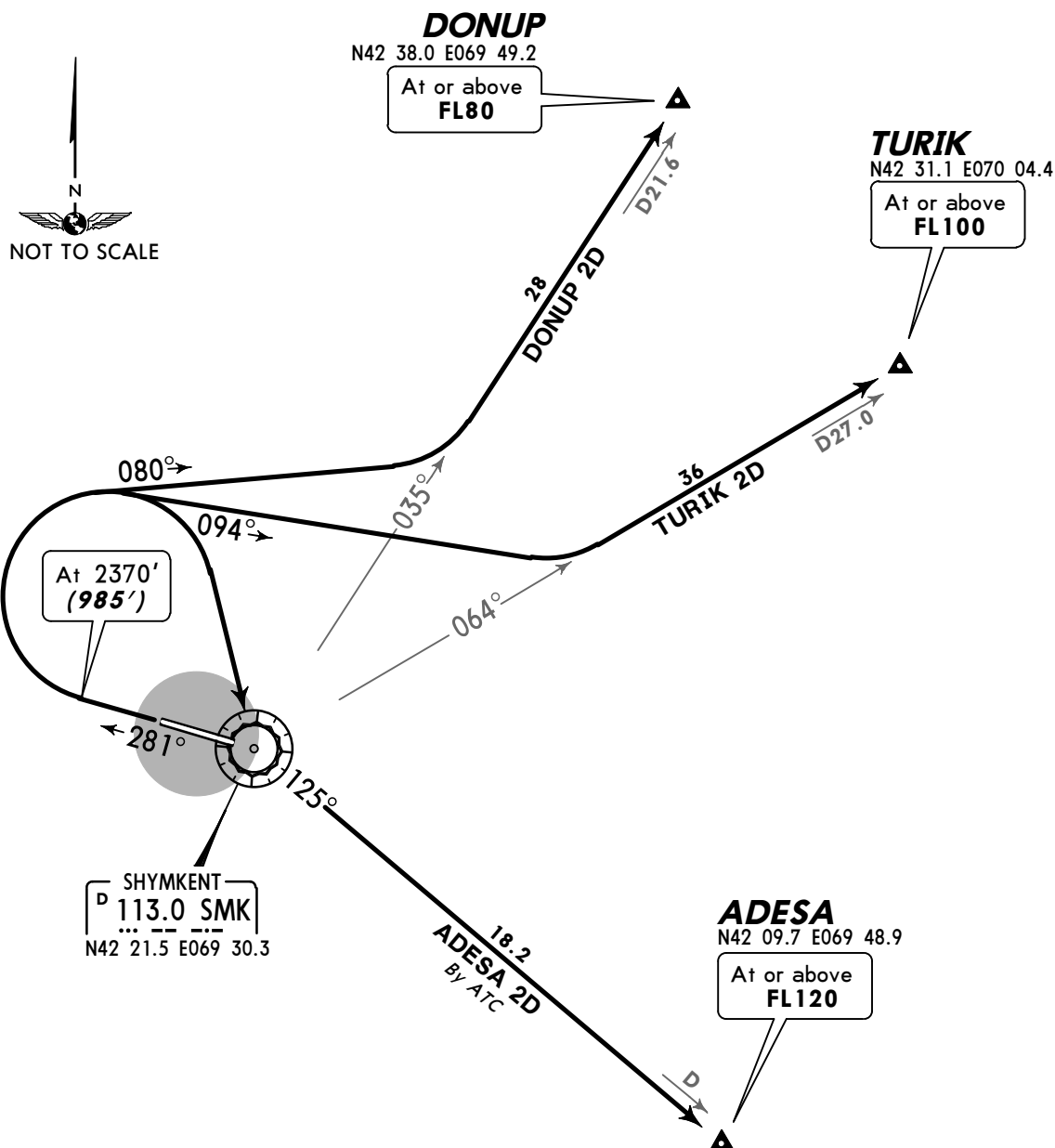
SID	ROUTING
ADESA 3C By ATC	Climb to 2630' (1321') , turn LEFT, 281° track, when passing SMK R-011 turn LEFT to SMK, SMK R-125 to ADESA.
DONUP 2C	Climb to 2630' (1321') , turn LEFT, 350° track, intercept SMK R-035 to DONUP.
TURIK 2C	Climb to 2630' (1321') , turn LEFT, 034° track, intercept SMK R-064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

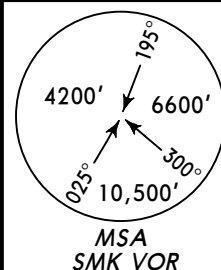
ALT/HEIGHT CONVERSION
QNH (QFE)
2370' (985' - 300m)
5000' (3615' - 1100m)

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

D30.2

39
ARSUL 3C

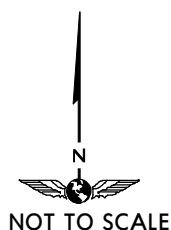
46
ARSUL 1E
By ATC

SHYMKENT
D 113.0 SMK
N42 21.5 E069 30.3

ARSUL 3C
BOMKA 3C
RUSEK 2C

Turn at
2630' (1321')

At 3280'
(1971')



BOMKA
N42 02.5 E069 16.4

At or above
FL80

21.6
BOMKA 3C

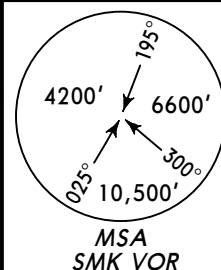
25
BOMKA 1E
By ATC

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'

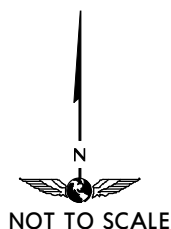
QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3615')



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



At 2370'
(985')

SHYMKENT
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)
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:

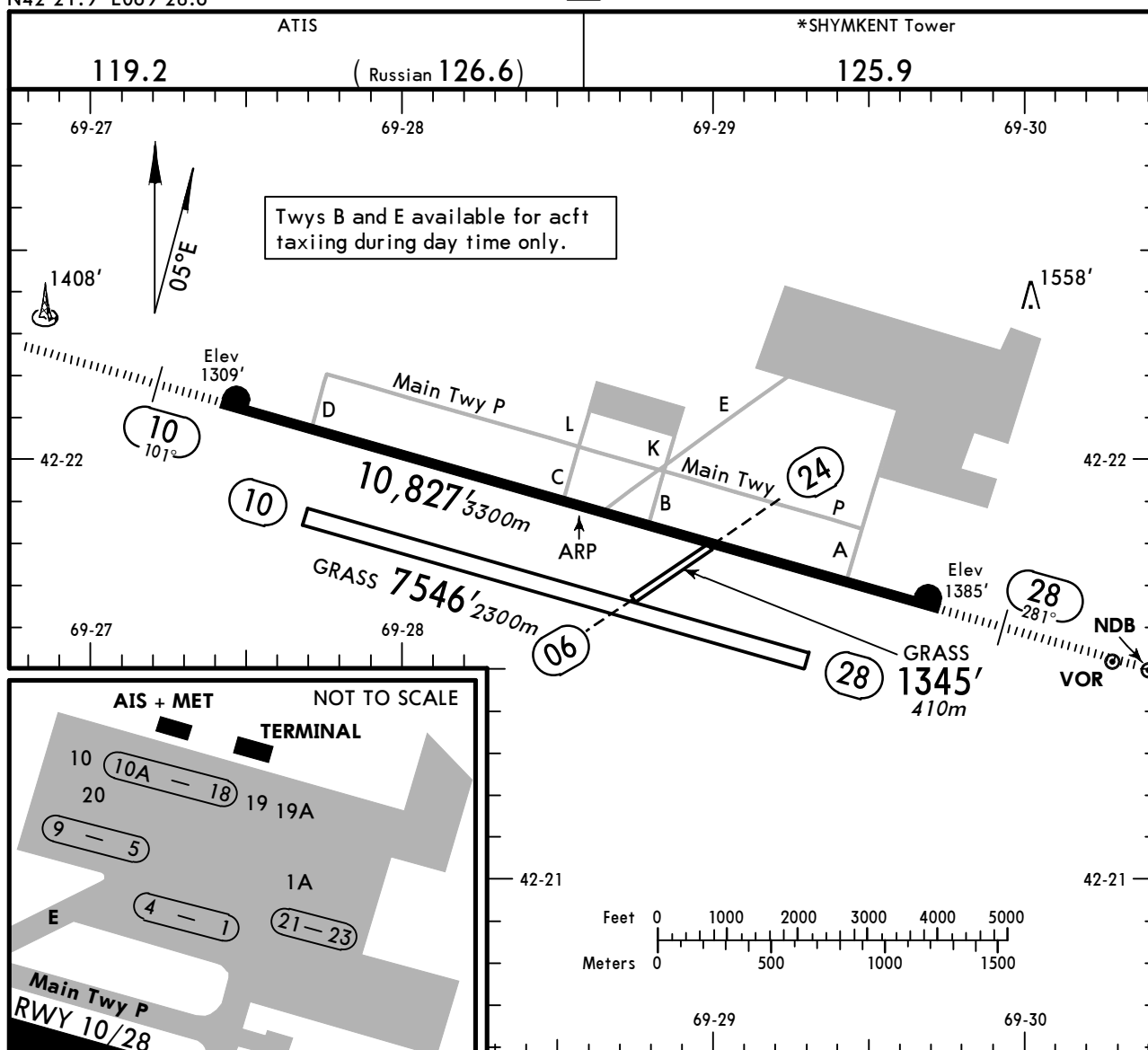
- if tailwind component does not exceed established limitation by Flight Operation Manual of given type of aircraft by crew report.
- when airborne from RWY 10 climbing is effected with maximum climb gradient.

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

JEPPESEN 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 I	400m I
B	400m I		
C		500m	400m
D			

I LVP must be in force: 300m.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
10	ILS	1509'(200') 800m	1509'(200') 800m	1539'(230') 900m	1539'(230') 900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1670'(361') 1000m	1670'(361') 1000m	1670'(361') 1000m	1670'(361') 1400m
	ALS out	1500m	1500m	1700m	1700m
	NDB ❶ ❷	1870'(561') 1500m	1870'(561') 1500m	1940'(631') 2200m	1940'(631') 2200m
28	ALS out	1500m	1500m	2400m	2400m
	NDB ❸	1870'(561') 2100m	1870'(561') 2100m	1940'(631') 2600m	1940'(631') 2600m
	ALS out	2800m	2800m	3300m	3300m
	ILS	1585'(200') R550m V800m	1585'(200') R550m V800m	1585'(200') R550m V800m	1585'(200') R550m V800m
	FULL	R750m V800m	R750m V800m	R750m V800m	R750m V800m
	Limited	1200m	1200m	1200m	1200m
28	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	2210'(825') 1500m	2210'(825') 1500m	2210'(825') 2400m	2210'(825') 2400m
	2 NDB ❶	2310'(925') 1500m	2310'(925') 1500m	2310'(925') 2400m	2310'(925') 2400m
	NDB	2600'(1215') 5000m	2600'(1215') 5000m	2600'(1215') 5000m	2600'(1215') 5000m

❶ Continuous Descent Final Approach.

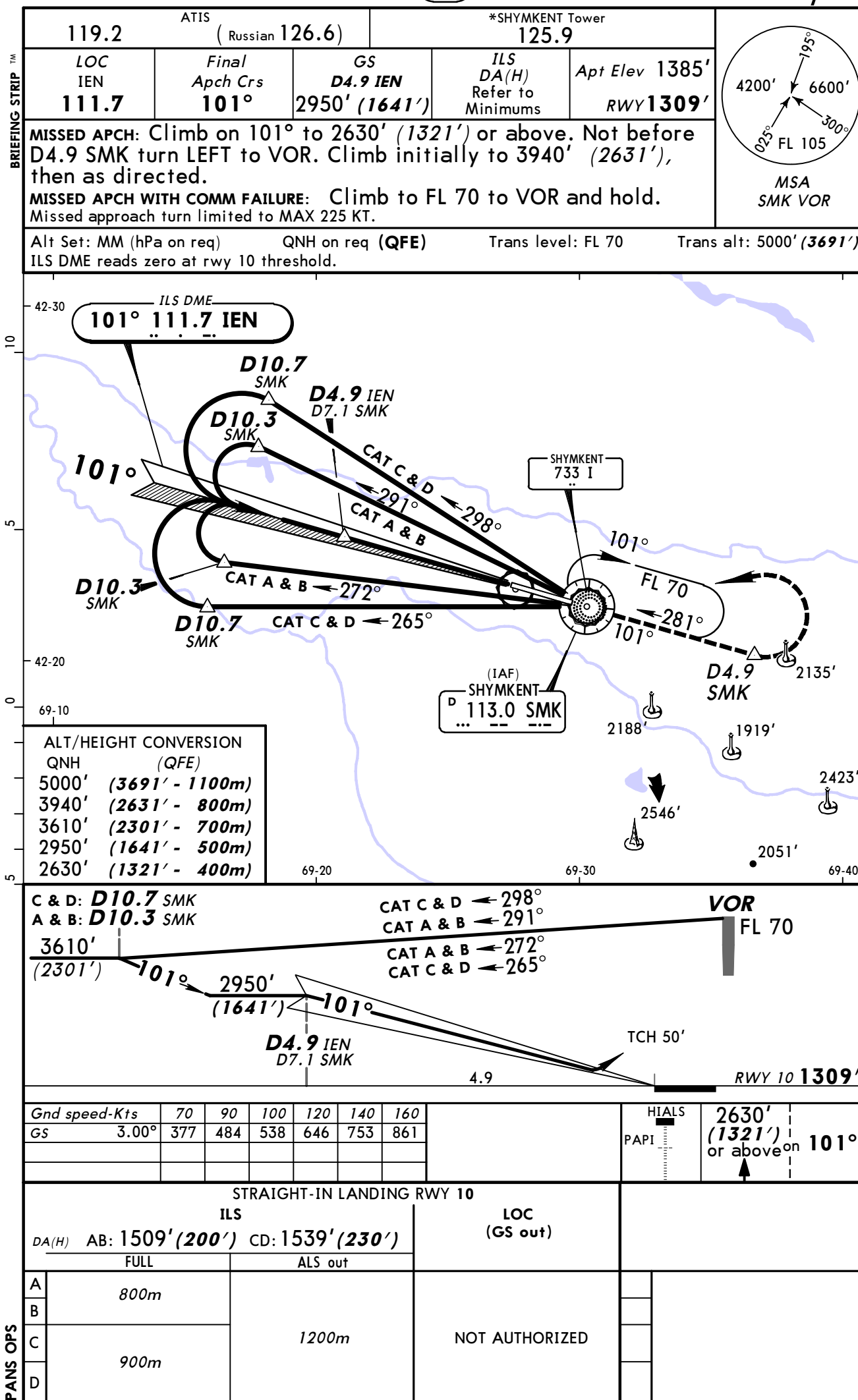
❷ with FMS.

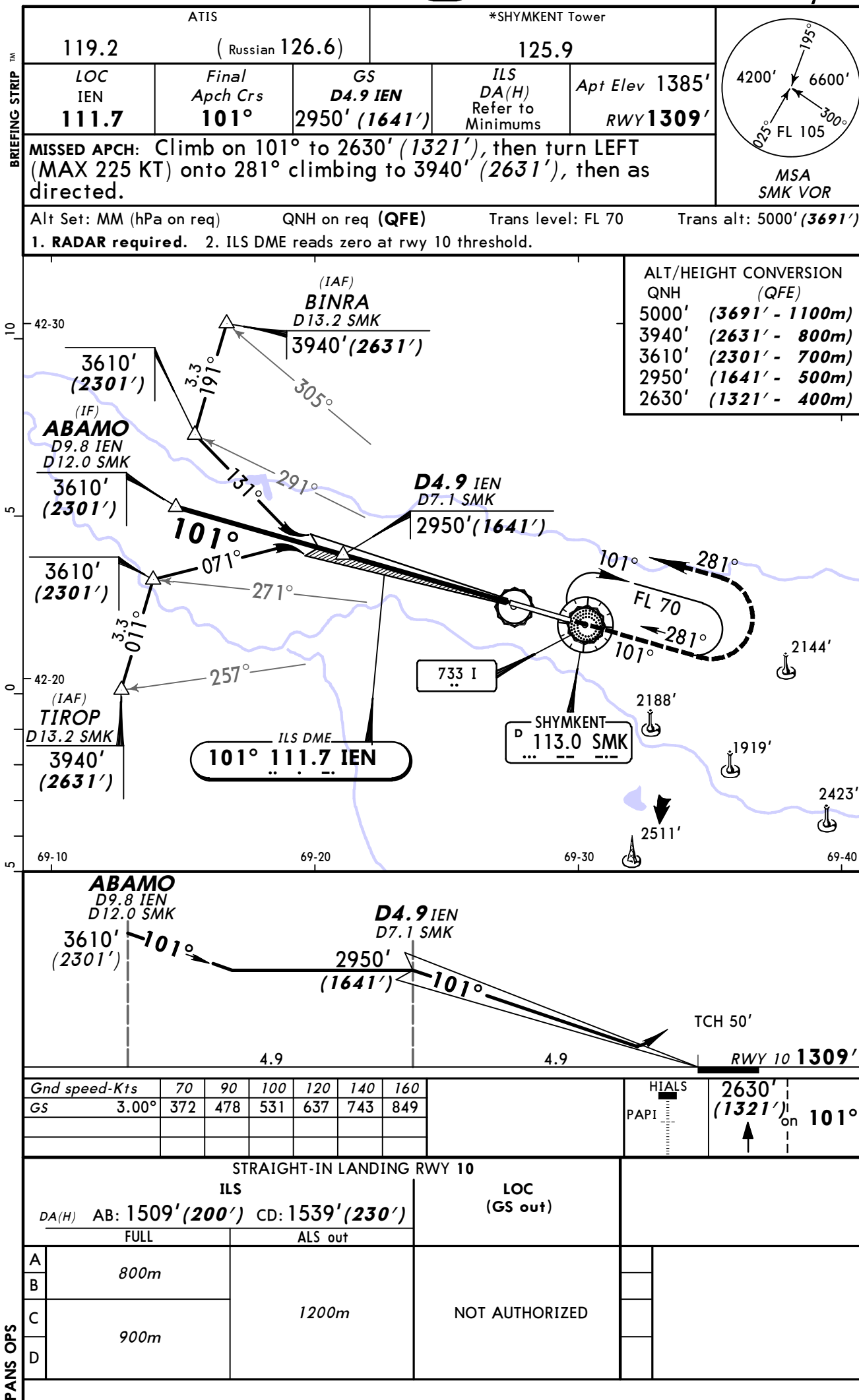
❸ w/o FMS.

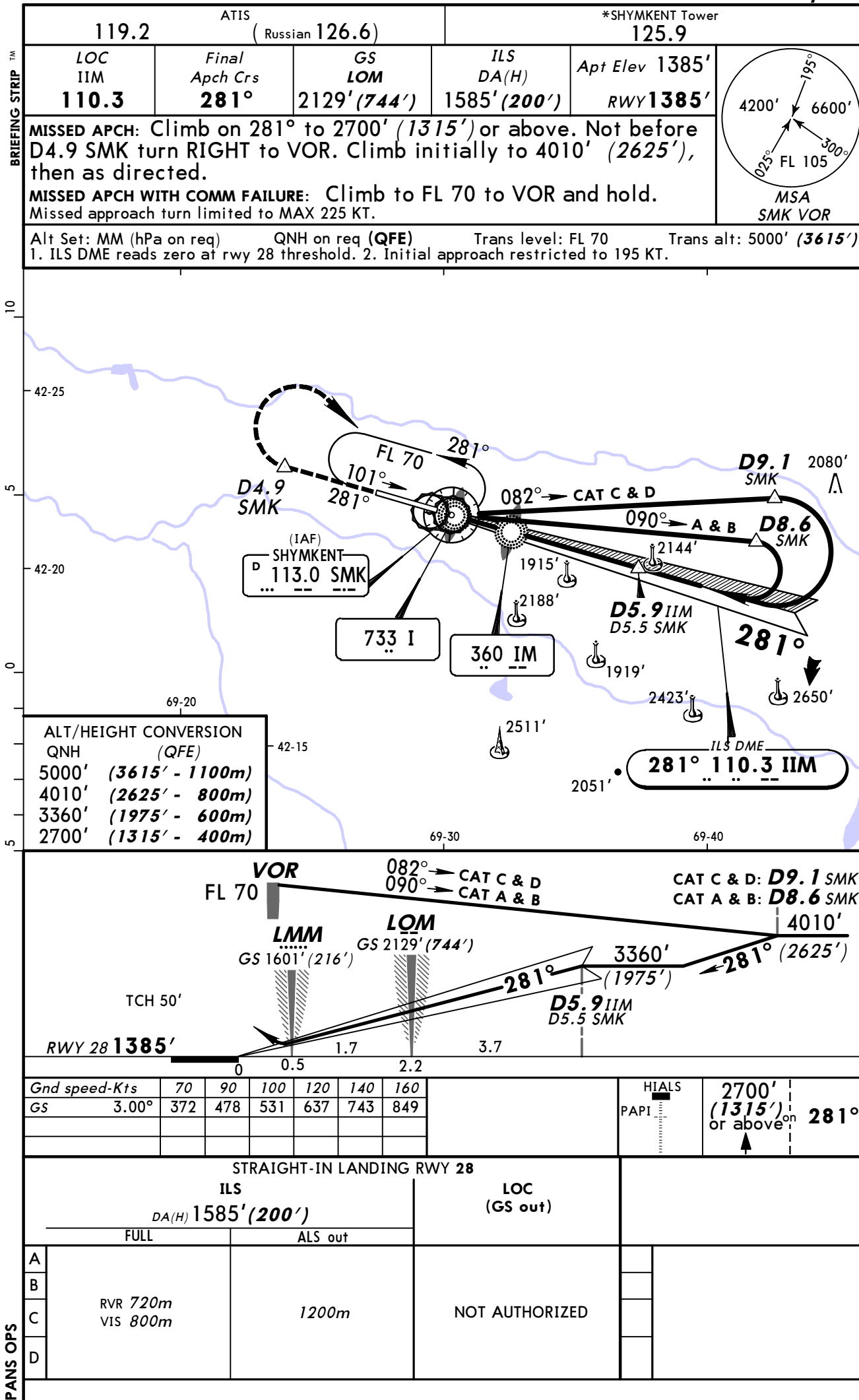
TAKE-OFF RWY 10, 28

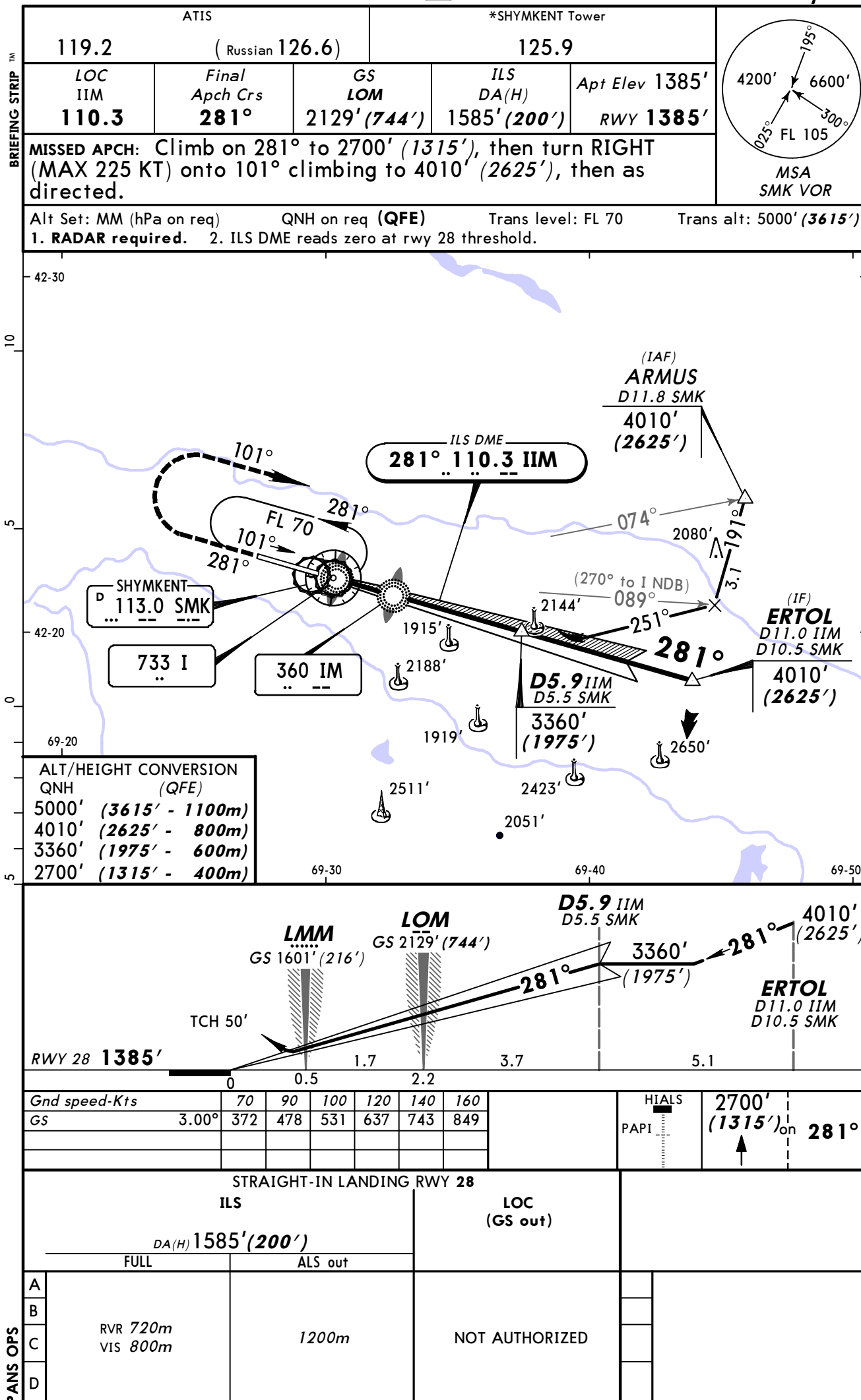
DAY		NIGHT
RL	RCLM	RL
A B C D	400m ❹	400m ❹
	500m	400m

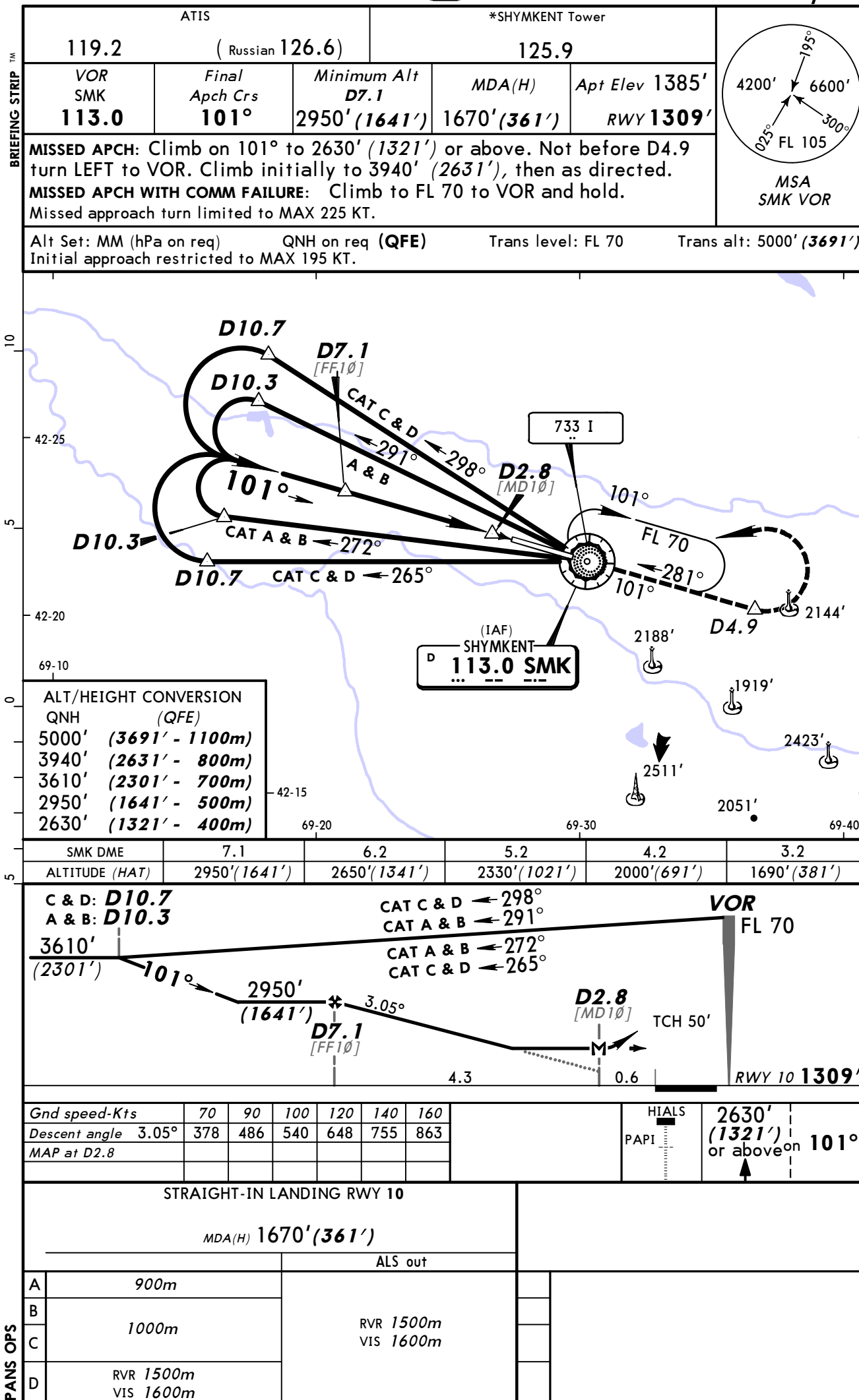
❹ LVP must be in force: 300m.

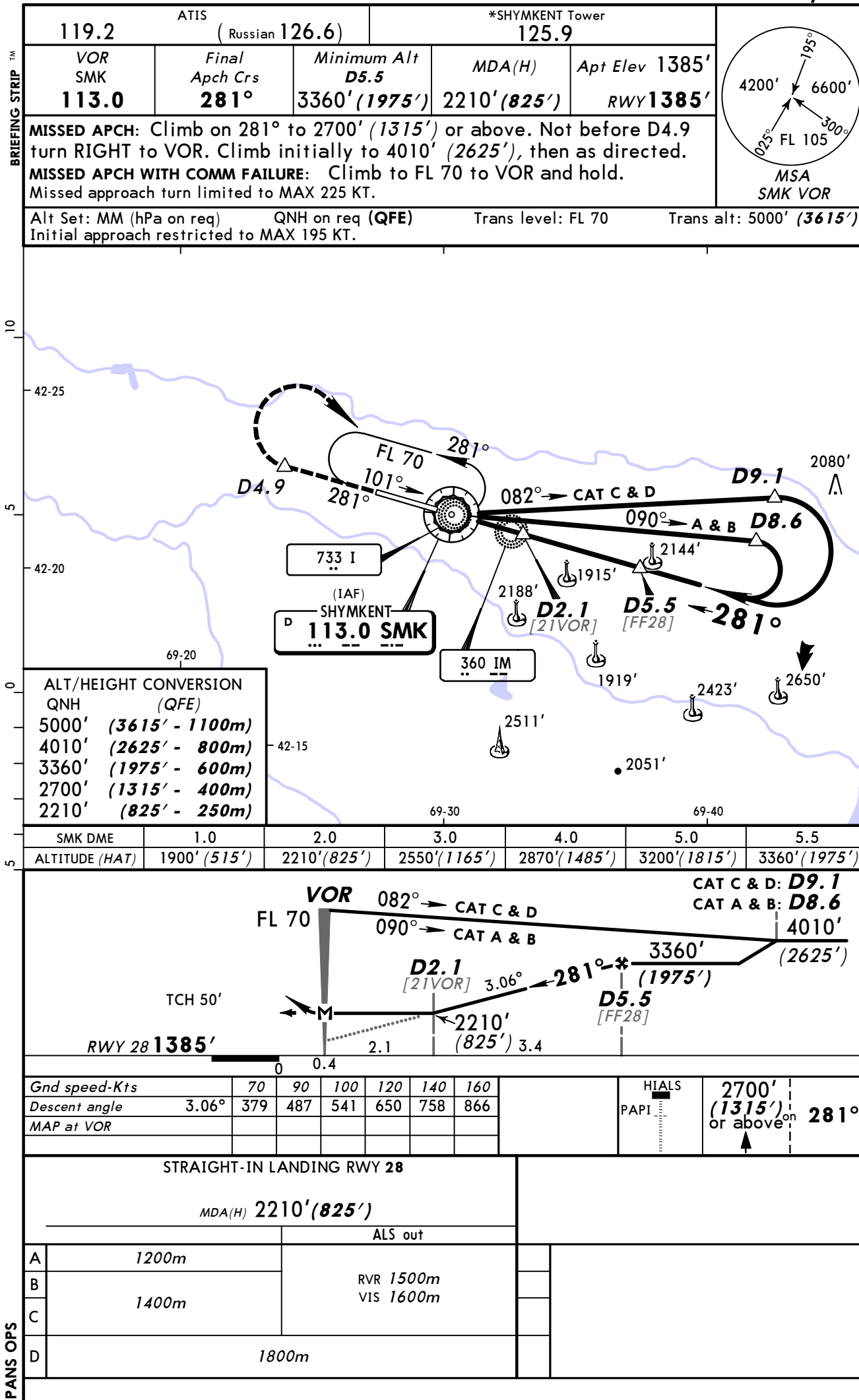




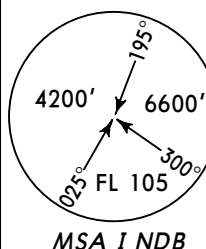


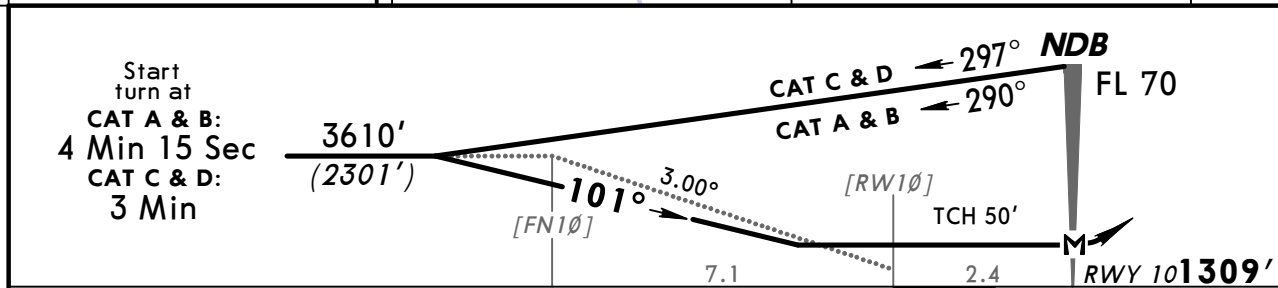
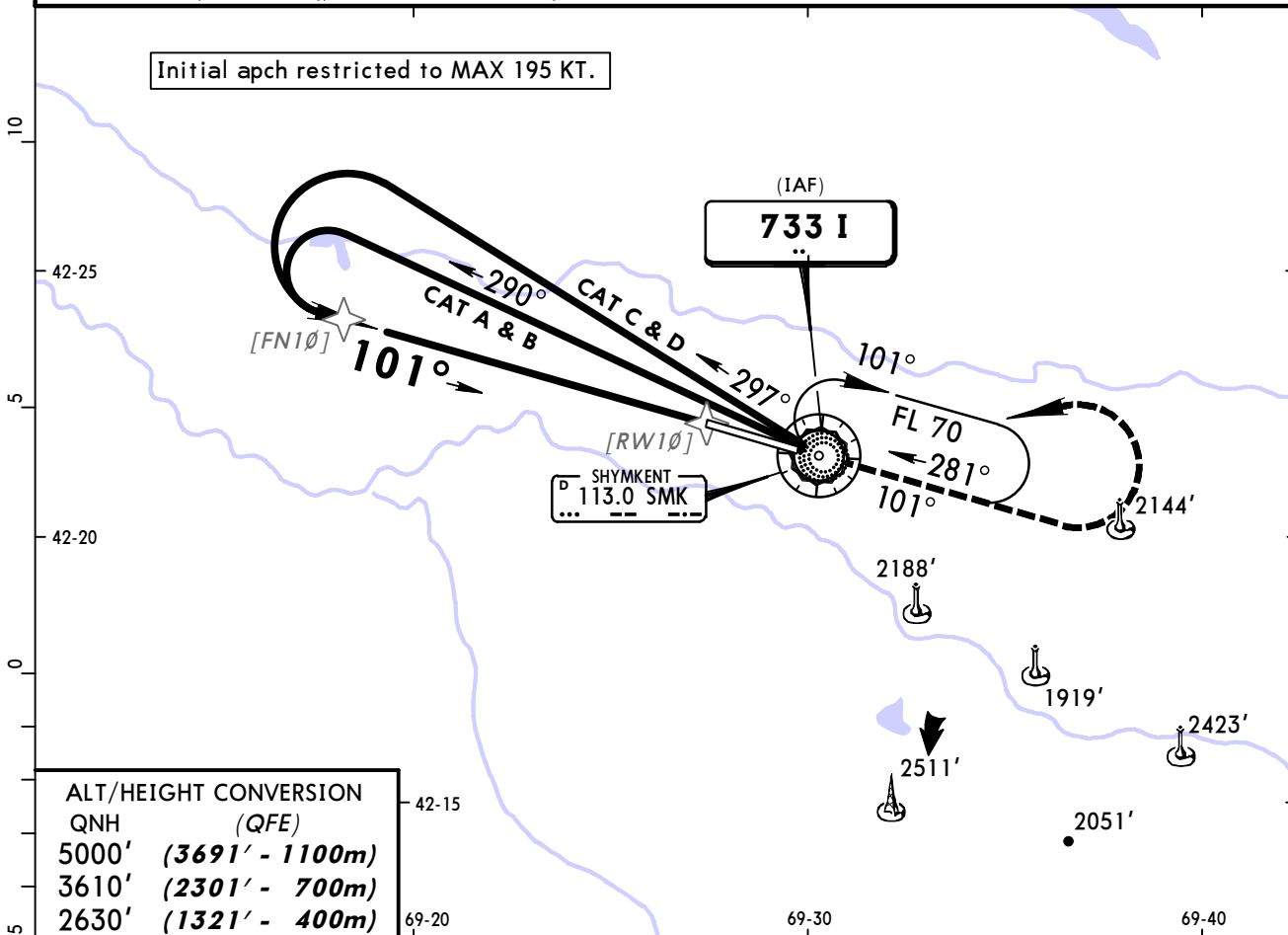






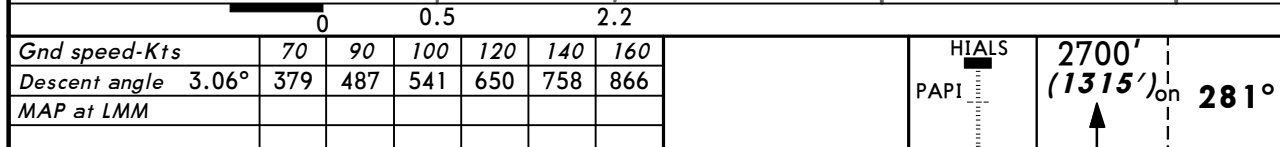
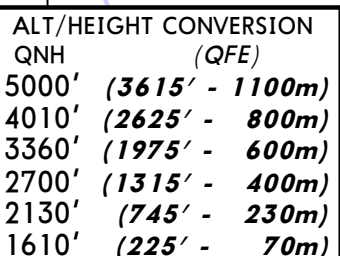
BRIEFING STRIP™

119.2 ATIS (Russian 126.6)			*SHYMKENT Tower 125.9		
NDB I 733	Final Apch Crs 101°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 1385' RWY1309'	
MISSED APCH: Climb on 101° to 2630' (1321') or above. After passing NDB maintain 101° for 1½ Min, then turn LEFT to NDB. Climb initially to 3610' (2301'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 70 to NDB and hold. Missed approach turn limited to MAX 225 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70	Trans alt: 5000' (3691')



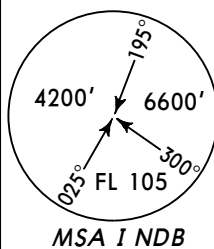
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

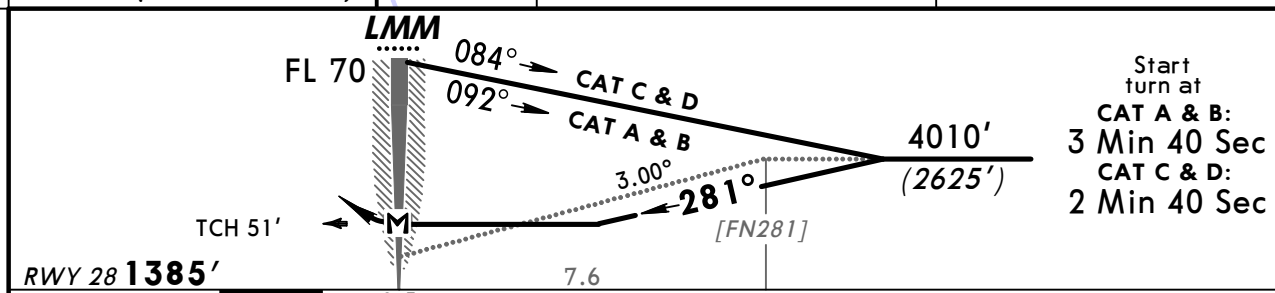
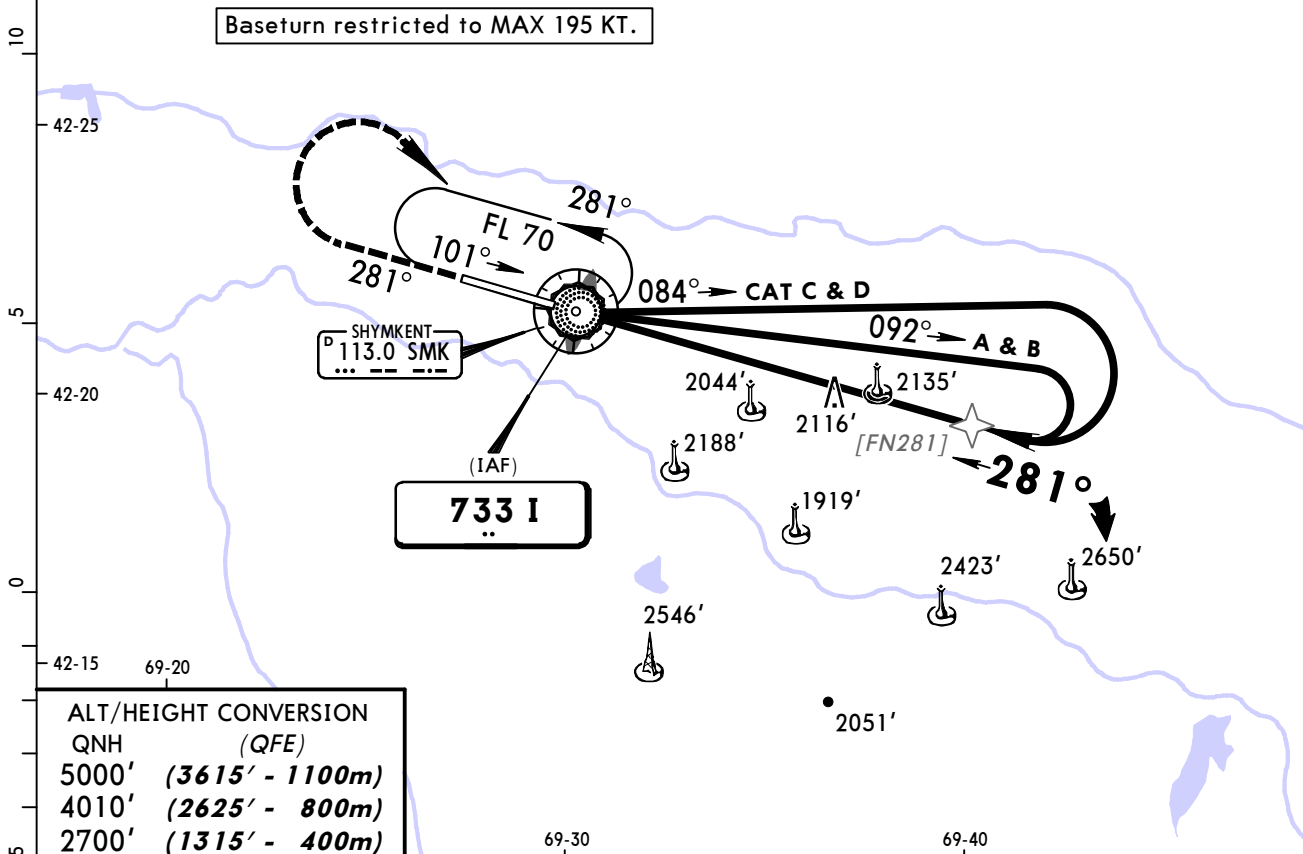
STRAIGHT-IN LANDING RWY 10					
MDA(H) AB: 1870' (561')					
CD: 1940' (631')					
			ALS out		
A	1000m		RVR 1500m VIS 1600m		
B					
C	1200m				
D	1600m				



PANS OPS

BRIEFING STRIP

119.2			ATIS (Russian 126.6)		*SHYMKENT Tower 125.9	
NDB I 733	Final Apch Crs 281°	Minimum Alt No FAF	MDA(H) 2600'(1215')	Apt Elev 1385' RWY 1385'	 MSA I NDB	
MISSED APCH: Climb on 281° to 2700' (1315') or above. After passing LMM maintain 281° for 1½ Min, then turn RIGHT to LMM. Climb initially to 4010' (2625'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 70 to LMM and hold. Missed approach turn limited to MAX 225 KT.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5000' (3615')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 28		MDA(H) 2600' (1215')	
ALS out		RVR 1500m VIS 1600m	
A	1200m		
B	1400m		
C	1800m		
D	1800m		

PANS OPS

SHYMKENT, (SHYMKENT - UAI)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAI

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.