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Trip Kit Index

Airport Information For UAAA

Terminal Charts For UAAA

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: ALMATY KAZ
ICAO/IATA: UAAA / ALA
Lat/Long: N43° 21.33', E077° 02.63'
Elevation: 2238 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 2311 Z
Sunset: 1435 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: asphalt
TDZ-Elev: 2227 ft
Lighting: Edge, ALS

Runway: 23L
Length x Width: 14436 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2236 ft
Lighting: Edge, ALS

Runway: 23R
Length x Width: 14764 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2222 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 129.800
ATIS: 135.100 Non-English
Almaty Tower: 119.400
Almaty Tower: 122.400 Secondary
Almaty Ground: 121.700
Almaty Ground: 122.400 Secondary
Almaty Approach: 124.800
Almaty Approach: 122.400 Secondary
Almaty Radar: 120.800
Almaty Radar: 122.400 Secondary

UAAA/ALA
ALMATY

14 AUG 15

JEPPesen

10-1P

Eff 20 Aug

ALMATY, KAZAKHSTAN

AIRPORT BRIEFING

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.
ACFT will be radar vectored on final no closer than 13.5 NM from THR, landing clearance is issued latest 2.2 NM from THR.
Do not cross switched-on stop bars.
Taxi under minimum thrust.
Intersection take-offs and rolling take-offs are prohibited.

1.2.2. GROUND MOVEMENT

Arriving ACFT informs TWR about landing and via which TWY RWY is vacated. Do not report "RWY vacated" until ACFT has crossed lighted indicator of ILS-sensitive area.

1.3. TAXI PROCEDURES

Taxiing by Follow-me is conducted regardless of time during low visibility conditions, when markings intended for ACFT movement are obscured or on request of flight crew.
Turning of ACFT index 2 and higher from TWY B to RWY 05R towards the threshold 05R and vice versa prohibited.
On apron, taxiing and towing of ACFT with wingspan not exceeding wingspan of B747-400 is allowed.
ACFT shall cross RWY holding position markings on TWYs F, K and L by ATC clearance only.
While ACFT are standing on TWY C or F, the RWY located behind ACFT is considered as occupied and not used for take-off nor landing.

1.4. RUNWAY OPERATIONS

Tailwind take-off and landing is allowed on request of flight crew or ATC, however, responsibility therefore lies with the pilot-in-command.

1.5. RADIO COMMUNICATION FAILURE

In case of radio communication failure, crews should follow ICAO procedures and additionally:

- guard the ATA VOR frequency 116.4 MHz or locator A beacon frequency 763kHz for getting information and ATC instructions;
- land or proceed to destination according to ATC clearance or fly on specially established flight levels FL 140/150 or FL 240/250 depending on the direction of flight;
- during NIGHT denote position of ACFT by switching on landing lights or beacon flashing periodically.

1.6. OTHER INFORMATION

Birds.

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14 AUG 15 (10-1P1)

ALMATY, KAZAKHSTAN
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

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

2.2. PARKING PROCEDURES

Stands 4 thru 7 are equipped with ACFT positioning system, on other stands follow marshaller instructions.

Taxi in under own power:

- for stands on aprons 1 and 2;
- for stands 3 thru 8, 32A thru 34, 57, 58, 65 thru 69, 71 thru 73 and 78;
- for stand 14 via TWY K only;
- for stand 47 via free stands 48 thru 50;
- for stands 48 thru 56;
- for stands 59 and 60 for ACFT not bigger than IL-76 via free stands 59B and 60B;
- for stands 59A and 60A (facing South) via free stands 58, 59, 59B, 60 and 60B;
- for stand 79 after follow-me vehicle.

Taxi in by Follow-me for parking close to VIP-South.

Taxi in by towing for stands 59B, 60B and 74 thru 78.

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14 AUG 15

10-1P2

Eff 20 Aug

ALMATY, KAZAKHSTAN
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

Starting up at stands 3 thru 8 is prohibited. In case of APU out of order, starting up of one engine is allowed after GND permission received.

On other stands, starting up and engine testing in idle mode is allowed with GND permission with regard to safety measures. Engine test runs exceeding idle power may be carried out on stand 69. Warming-up and testing of engines before take-off is conducted on TWY or RWY with TWR clearance on crew request.

Starting up engines during towing is allowed when technical staff of towing group has agreed, except during snowy or icy (slippery) conditions.

3.1.2. DE-ICING PROCEDURES

Flight crew shall inform GND about the need for de-icing when requesting towing clearance (start-up of engines). De-icing coordination is done by TRANSIT on 131.900 MHz. The use of de-icing fluids is prohibited at stands 1 thru 8 and allowed at stands with asphalt-concrete surfacing and on centerline of apron.

3.1.3. DEPARTURE CLEARANCE

When RWY 23L/R is in use, departure clearance with heading 051° is issued when crew requests start-up clearance (towing).

3.1.4. TAXI PROCEDURES

Taxi out by own power:

- of stands on aprons 1 and 2 if ACFT facing TWY A (otherwise by towing);
- of stand 14, 48 thru 58, 71 thru 78;
- of stands 59 and 60 via free stands 59B and 60B;
- of stands 59B and 60B via free stands 59 and 60;
- of stand 79 after follow-me vehicle.

Taxi out by Follow-me of stands close to VIP-South.

Taxi out by towing:

- of stands 3 thru 8 and 32A thru 34 to start-up position;
- of stands 59A, 60A and 65 thru 69.

3.2. RUNWAY OPERATIONS

Depending on traffic situation, intersection take-off may be requested by crew or by TWR, however, pilot-in-command makes the final decision about intersection take-off.

Preflight checks must be complete before line-up position. Checks to be carried out on RWY should be minimized.

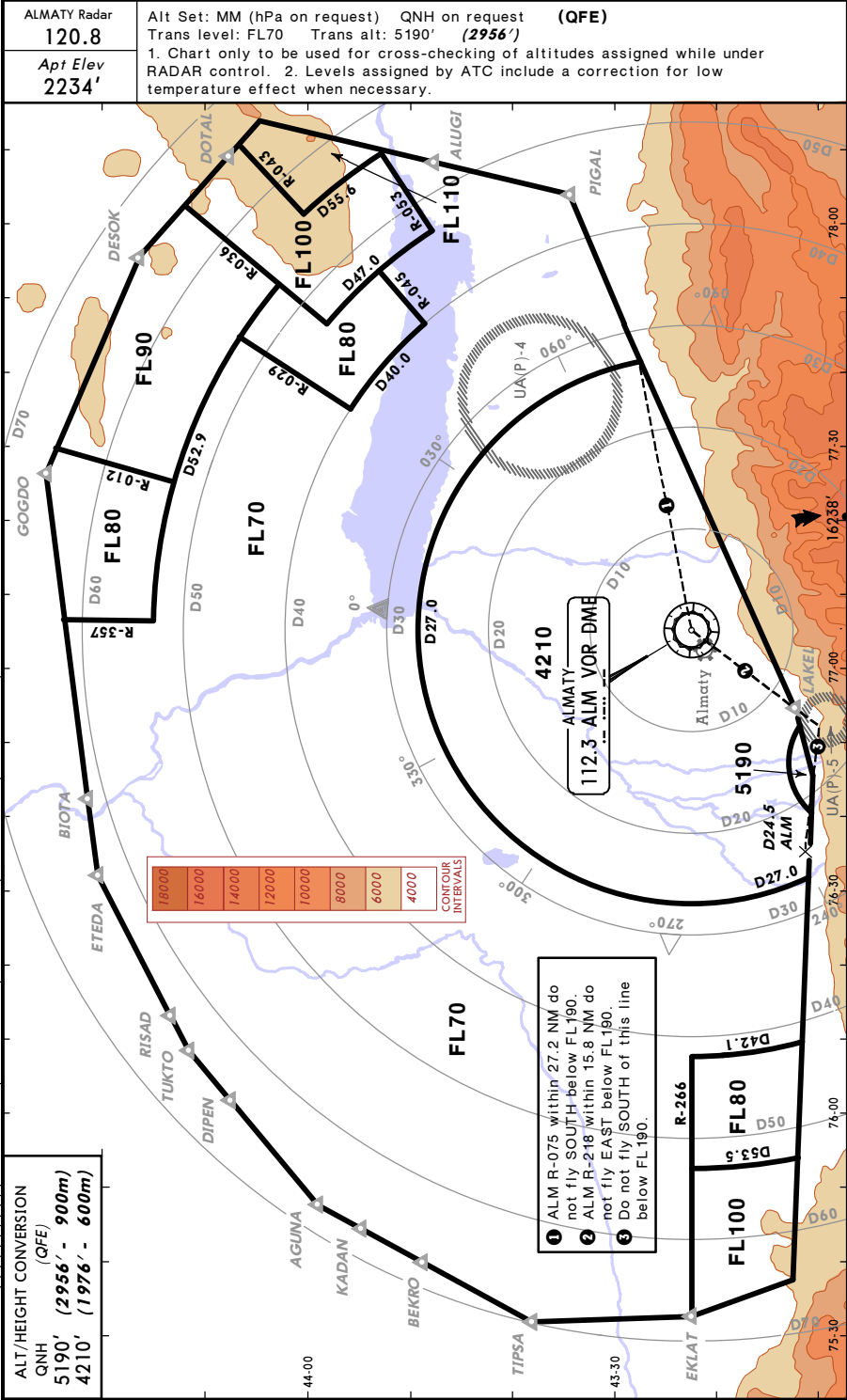
When reporting "ready for take-off", flight crew may receive clearance to line up and perform a rolling take-off. Crew must inform ATC if unable to perform a rolling take-off.

When unable to take-off immediately after being cleared to, inform TWR before taxiing on RWY and inform about the required delay time.

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5 JUL 13 10-1R

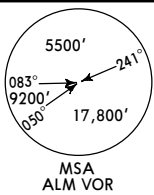
ALMATY, KAZAKHSTAN
RADAR MINIMUM ALTITUDES



UAAA/ALA
ALMATY

JEPPesen **ALMATY, KAZAKHSTAN**
14 AUG 15 **10-2** **Eff 20 Aug** **STAR**

ATIS 129.8 (Russian 135.1)	Apt Elev 2238'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962') 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.
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AGUNA 4A [AGUN4A]
BEKRO 4A [BEKR4A]
BIOTA 4A [BIOT4A]
EKLAT 4A [EKLA4A]
ETEDA 4A [ETED4A]
RWYS 05L/R ARRIVALS
SURVEILLANCE RADAR REQUIRED

SPEED: MAX 245 KT BELOW FL100

BIOTA
N44 21.4 E076 42.4
(ALM R-340/D61.1)
(ATA R-340/D61.0)

ETEDA

N44 20.4 E076 32.1
(ALM R-333/D62.6)
(ATA R-333/D62.5)

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-296/D54.6)
(ATA R-296/D54.5)

USUGA

N43 36.0 E076 19.6
(ALM R-287/D35.9)
(ATA R-287/D35.7)

At or above
FL120

LURIT

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

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-266/D46.5)
(ATA R-265/D46.4)

D17.4 ALM

D17.4 ATA
N43 22.7 E076 41.3
(ALM/ATA R-266)

At **FL70**

AMIKA

N43 22.6
E076 19.9
(ALM R-266/D33.0)
(ATA R-265/D32.9)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5200'	(2962' - 900m)

(IAF Rwy 05R)	
ALMATY	
D(H) 112.3 ALM	
N43 22.5 E077 05.1	
(IAF Rwy 05L)	
D(H) 116.4 ATA	
N43 22.6 E077 05.1	
At FL100	

- 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

SPEED: MAX 245 KT BELOW FL100

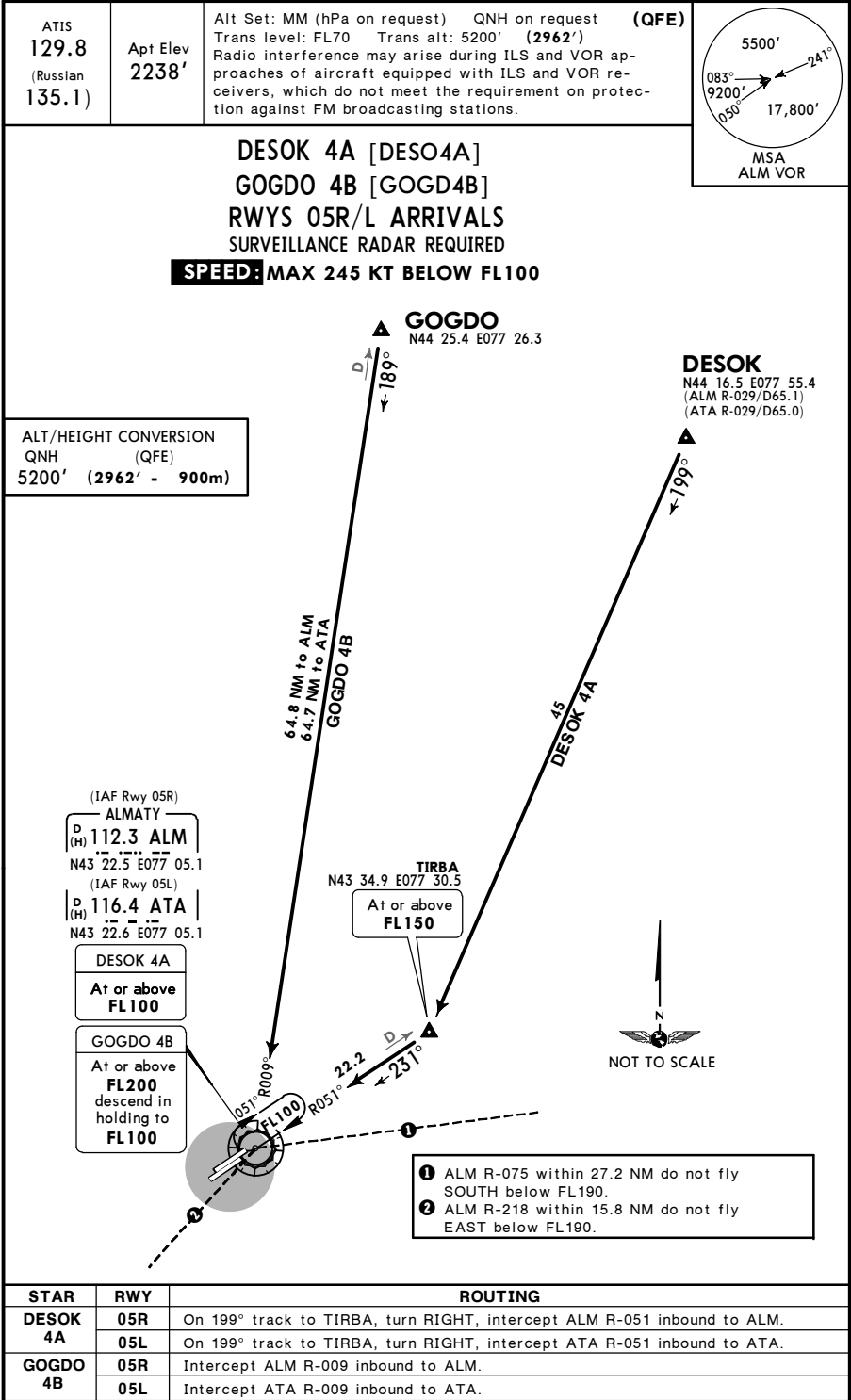
(IAF Rwy 23L)
ALMATY
112.3 ALM
3 22.5 E077 05.
(IAF Rwy 23R)
116.4 ATA
3 22.6 E077 05.
At FL100

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.

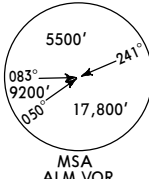
UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 10-2B Eff 20 Aug STAR



UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 10-2C Eff 20 Aug STAR

ATIS 129.8 (Russian) 135.1	Apt Elev 2238'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962') 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.	
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DESOK 4D [DESO4D]
GOGDO 4D [GOGD4D]
RWYS 23L/R ARRIVALS
SURVEILLANCE RADAR REQUIRED

SPEED: MAX 245 KT BELOW FL100

ALT/HEIGHT CONVERSION
QNH (QFE)
5200' (2962' - 900m)

(IAF)
D13.6 ALM
D13.5 ATA
N43 35.7 E077 09.6
(ALM/ATA R-009)

At 5200'
(2962')

(IAF Rwy 23L)
ALMATY
D 112.3 ALM
N43 22.5 E077 05.1

(IAF Rwy 23R)
D 116.4 ATA
N43 22.6 E077 05.1

At 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-029/D65.0)

TIRBA
N43 34.9 E077 30.5
(ALM/ATA R-051/D22.2)

At FL110
or at FL100
(or below
by ATC)

(IF)
LEGLA
N43 28.4 E077 16.9
(ALM R-050/D10.5)
(ATA R-051/D10.5)

At 5200'
(2962')

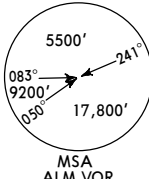
- 1 ALM R-075 within 27.2 NM do not fly SOUTH below FL190.
- 2 ALM R-218 within 15.8 NM do not fly EAST below FL190.



STAR	ROUTING
DESOK 4D	On 199° track to TIRBA, turn RIGHT, 231° track to LEGLA.
GOGDO 4D	On 189° track to D13.6 ALM/D13.5 ATA.

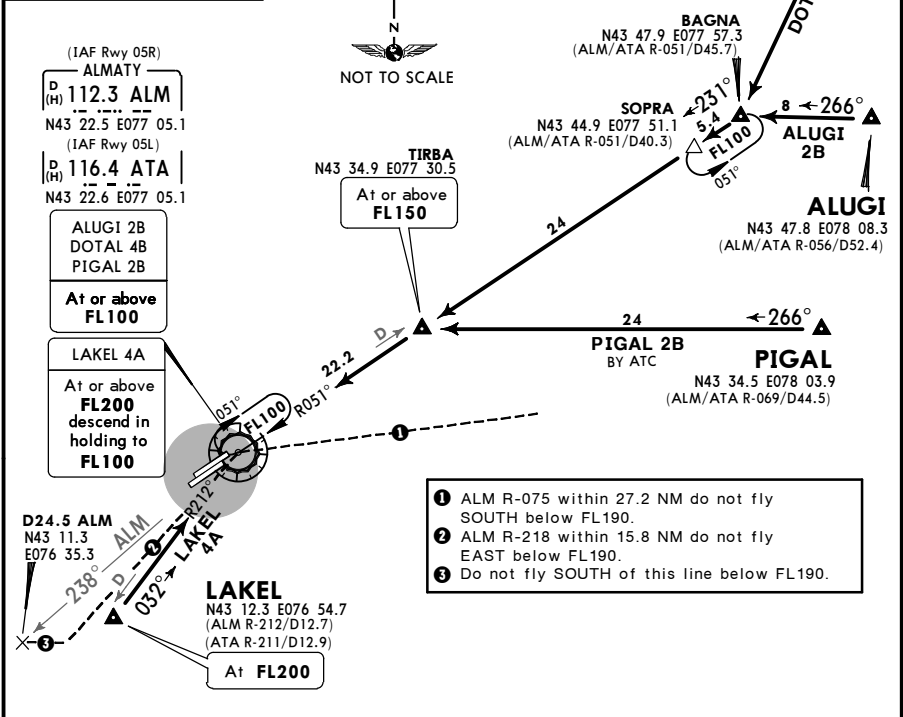
UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (10-2C1) Eff 20 Aug STAR

ATIS 129.8 (Russian) 135.1)	Apt Elev 2238'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962') 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.	
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ALUGI 2B [ALUG2B]
DOTAL 4B [DOTA4B]
LAKEL 4A [LAKE4A]
PIGAL 2B [PIGA2B]
RWYS 05R/L ARRIVALS
SURVEILLANCE RADAR REQUIRED
SPEED: MAX 245 KT BELOW FL100

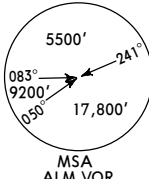
ALT/HEIGHT CONVERSION
QNH (QFE)
5200' (2962' - (900m))



STAR	RWY	ROUTING
ALUGI 2B	05R	On 266° track to BAGNA, turn LEFT, intercept ALM R-051 inbound via SOPRA and TIRBA to ALM.
	05L	On 266° track to BAGNA, turn LEFT, intercept ATA R-051 inbound via SOPRA and TIRBA to ATA.
DOTAL 4B	05R	On 199° track to BAGNA, turn RIGHT, intercept ALM R-051 inbound via SOPRA and TIRBA to ALM.
	05L	On 199° track to BAGNA, turn RIGHT, intercept ATA R-051 inbound via SOPRA and TIRBA to ATA.
LAKEL 4A	05R	Intercept ALM R-212 inbound to ALM.
	05L	Intercept ATA R-211 inbound to ATA.
PIGAL 2B BY ATC	05R	On 266° track to TIRBA, turn LEFT, intercept ALM R-051 inbound to ALM.
	05L	On 266° track to TIRBA, turn LEFT, intercept ATA R-051 inbound to ATA.

UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (10-2C2) Eff 20 Aug STAR

ATIS 129.8 (Russian) 135.1)	Apt Elev 2238'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962') 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.	
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ALUGI 2C [ALUG2C]
DOTAL 4C [DOTA4C]
LAKEL 4C [LAKE4C]
PIGAL 2C [PIGA2C]
RWYS 23L/R ARRIVALS
SURVEILLANCE RADAR REQUIRED
SPEED: MAX 245 KT BELOW FL100

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

ALT/HEIGHT CONVERSION
QNH (QFE)
5200' (2962' - 900m)



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

At FL100

LAKEL 4C

At or above
FL200
descend in
holding to
FL100

D24.5 ALM
N43 11.3
E076 35.3

LAKEL
N43 12.3 E076 54.7
(ALM R-212/D12.7)
(ATA R-211/D12.9)

At FL200

TIRBA
N43 34.9 E077 30.5
(ALM/ATA R-051/D22.2)

At
or at
FL110
FL100
(or below
by ATC)

BAGNA
N43 47.9 E077 57.3
(ALM/ATA R-051/D45.7)

SOPRA
N43 44.9 E077 51.1
(ALM/ATA R-051/D40.3)

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

PIGAL 2C
BY ATC

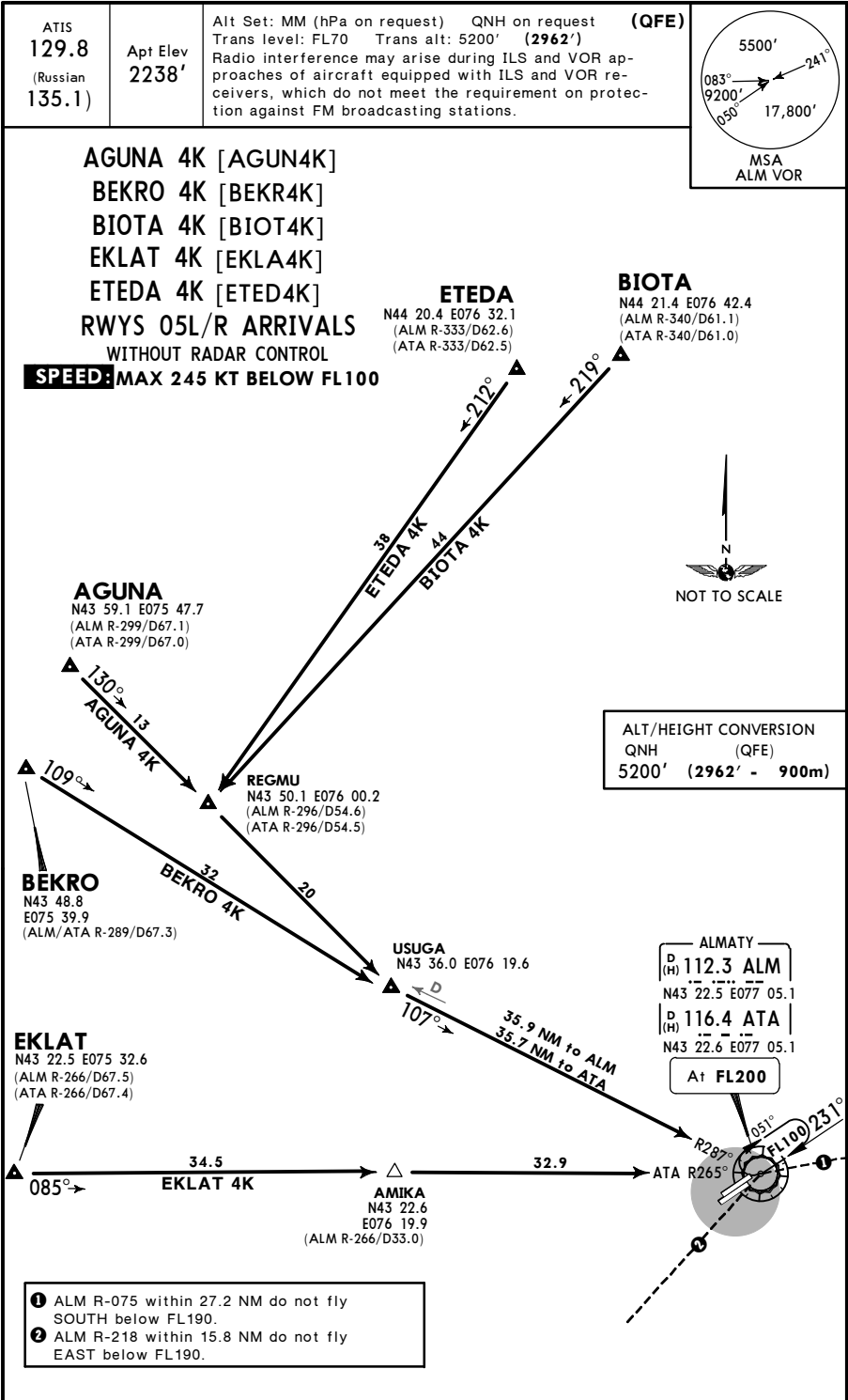
PIGAL
N43 34.5 E078 03.9
(ALM/ATA R-069/D44.5)

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

STAR	RWY	ROUTING
ALUGI 2C	23R/L	On 266° track to BAGNA, turn LEFT, 231° track via SOPRA and TIRBA to LEGLA.
DOTAL 4C	23R/L	On 199° track to BAGNA, turn RIGHT, 231° track via SOPRA and TIRBA to LEGLA.
LAKEL 4C	23R	Intercept ALM R-212 inbound to ALM.
	23L	Intercept ATA R-211 inbound to ATA.
PIGAL 2C BY ATC	23R/L	On 266° track to TIRBA, turn LEFT, 231° track to LEGLA.

UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (10-2D) Eff 20 Aug STAR



UAAA/ALA
ALMATY

14 AUG 15

10-2E

Eff 20 Aug

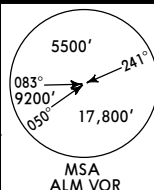
ALMATY, KAZAKHSTAN

STAR

ATIS
129.8
(Russian)
135.1

Apt Elev
2238'

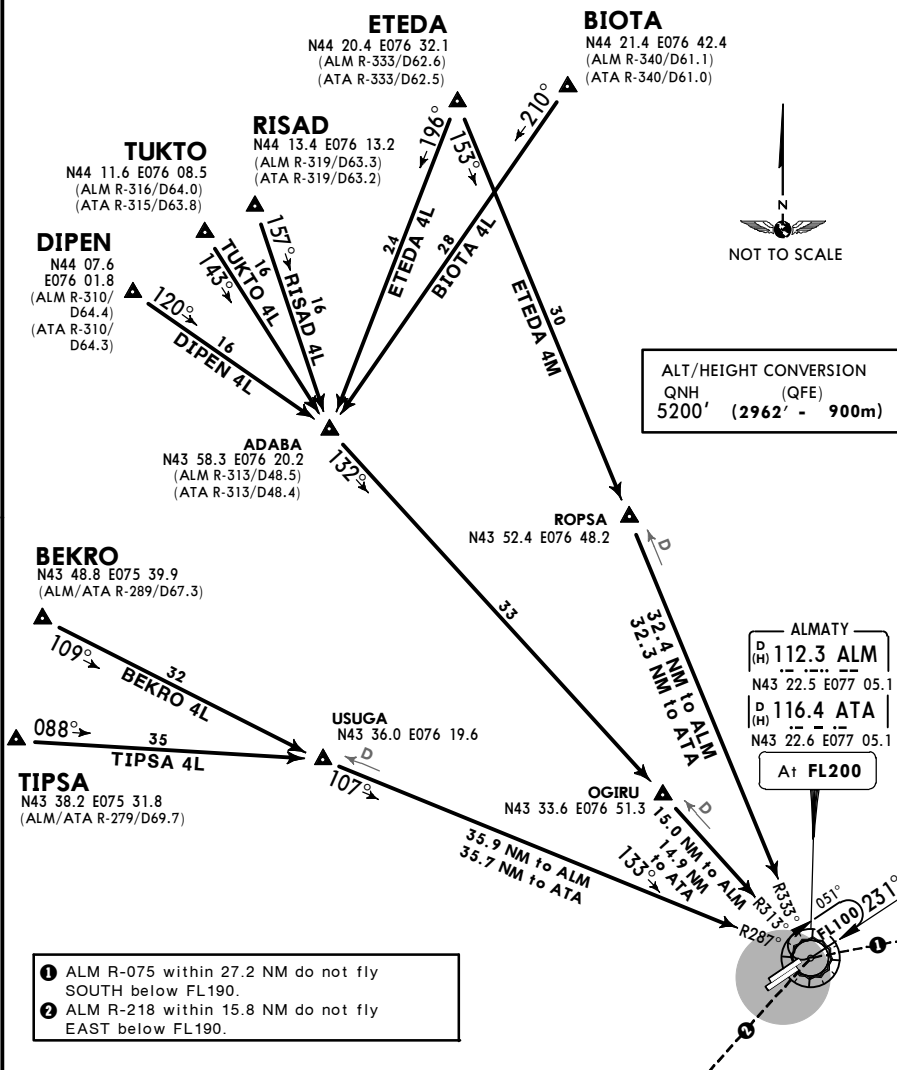
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5200' (2962')
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



BEKRO 4L [BEKR4L] , BIOTA 4L [BIOT4L]
DIPEN 4L [DIPE4L] , ETEDA 4L [ETED4L]
ETEDA 4M [ETED4M] , RISAD 4L [RISA4L]
TIPSA 4L [TIPS4L] , TUKTO 4L [TUKT4L]
RWYS 23L/R ARRIVALS

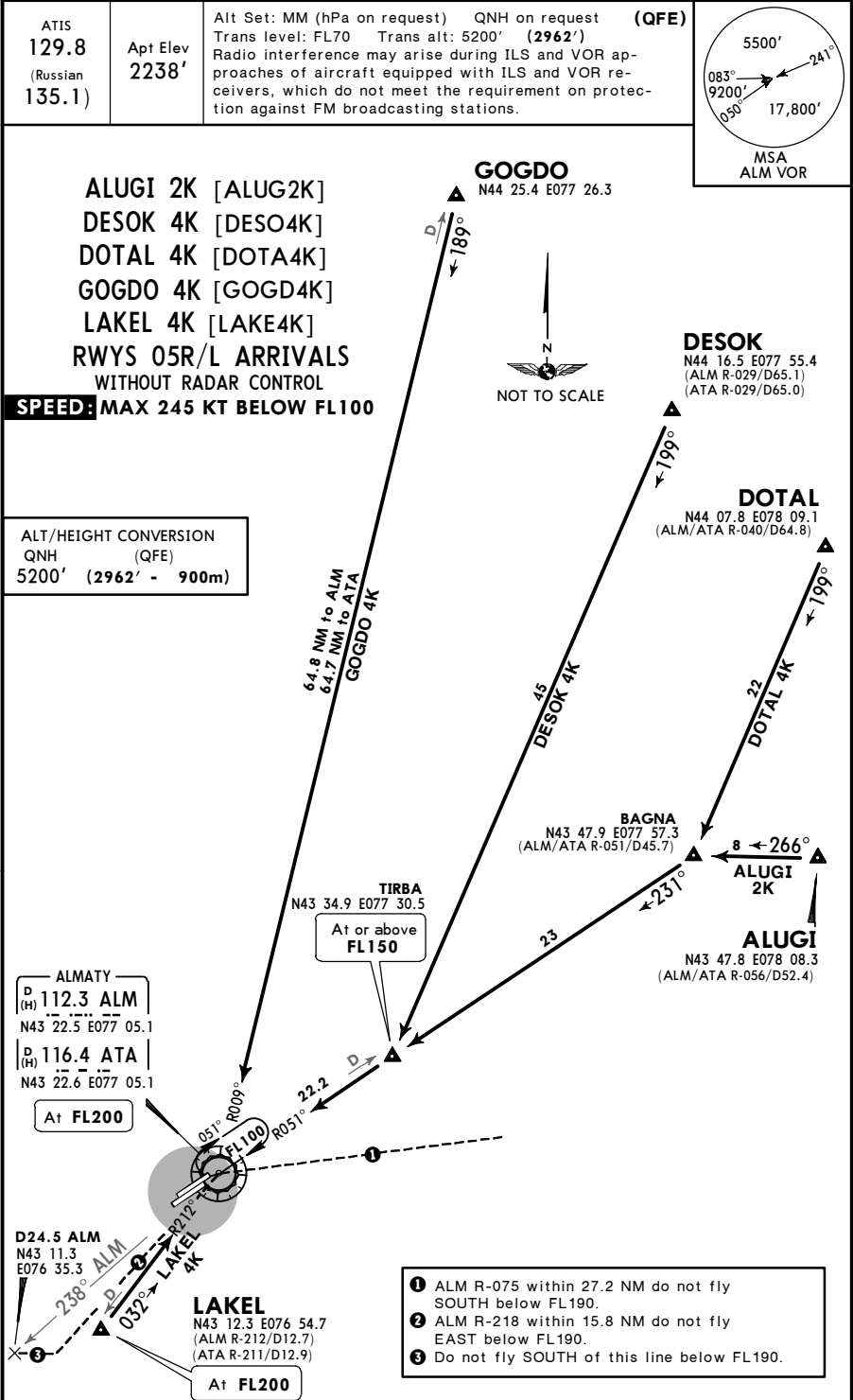
WITHOUT RADAR CONTROL

SPEED: MAX 245 KT BELOW FL100



UAAA/ALA
ALMATY

JEPPesen **ALMATY, KAZAKHSTAN**
14 AUG 15 **(10-2F)** **Eff 20 Aug** **STAR**



At FL200

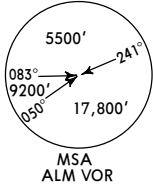
- ❶ ALM R-075 within 27.2 NM do not fly SOUTH below FL190.
- ❷ ALM R-218 within 15.8 NM do not fly EAST below FL190.
- ❸ Do not fly SOUTH of this line below FL190.

UAAA/ALA
ALMATY

JEPPesen **ALMATY, KAZAKHSTAN**
14 AUG 15 **10-3** **Eff 20 Aug** **SID**

Apt Elev
2238'

QNH on request **(QFE)**
Trans level: FL70 Trans alt: 5200' **(2962')**
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 4F [DESO4F]
DOTAL 4E [DOTA4E]
GOGDO 4F [GOGD4F]
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-029/D65.0)

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

ALT/HEIGHT CONVERSION
QNH (QFE)
3230' (992' - 300m)
5200' (2962' - 900m)

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



DESOK 4F
DOTAL 4E
At **3230' (992')**
GOGDO 4F
Turn at or above **3230' (992')**
but not before **ALM/ATA**

BAGNA
N43 47.9 E077 57.3
(ALM/ATA R-051/D45.7)

TIRBA
N43 34.9 E077 30.5
(ALM/ATA R-051/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 4F, DOTAL 4E

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

INITIAL CLIMB/ROUTING

DESOK 4F	Climb straight ahead to 3230' (992'), 051° track to TIRBA, turn LEFT, 018° track to DESOK.
DOTAL 4E	Climb straight ahead to 3230' (992'), 051° track via TIRBA to BAGNA, turn LEFT, 018° track to DOTAL.
GOGDO 4F	Climb straight ahead, at or above 3230' (992') but not before ALM/ATA, turn LEFT, 009° track to GOGDO.

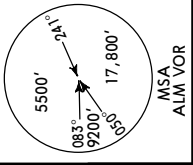
UAAA/ALA
ALMATY

Apt Elev
2238'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5200' (2962')
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' (2302') 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.

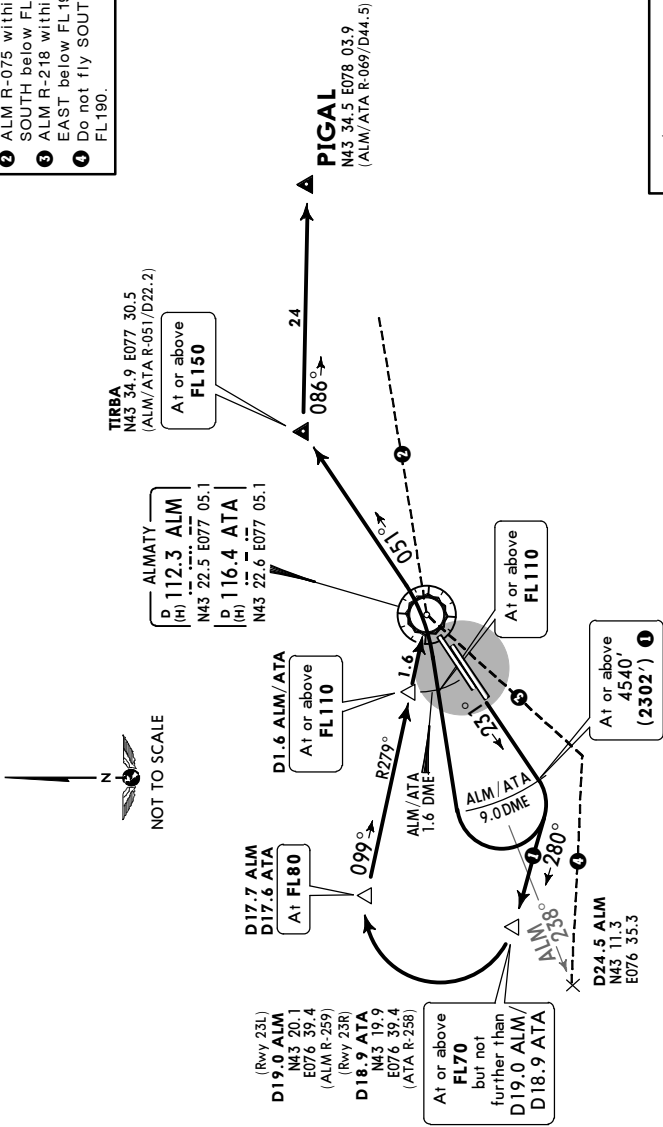
PIGAL 5H [PIGA5H]
RWYS 23L/R DEPARTURE



ALT/HEIGHT CONVERSION
(QFE)
QNH 4540' (2302') - 700m
5200' (2962') - 900m

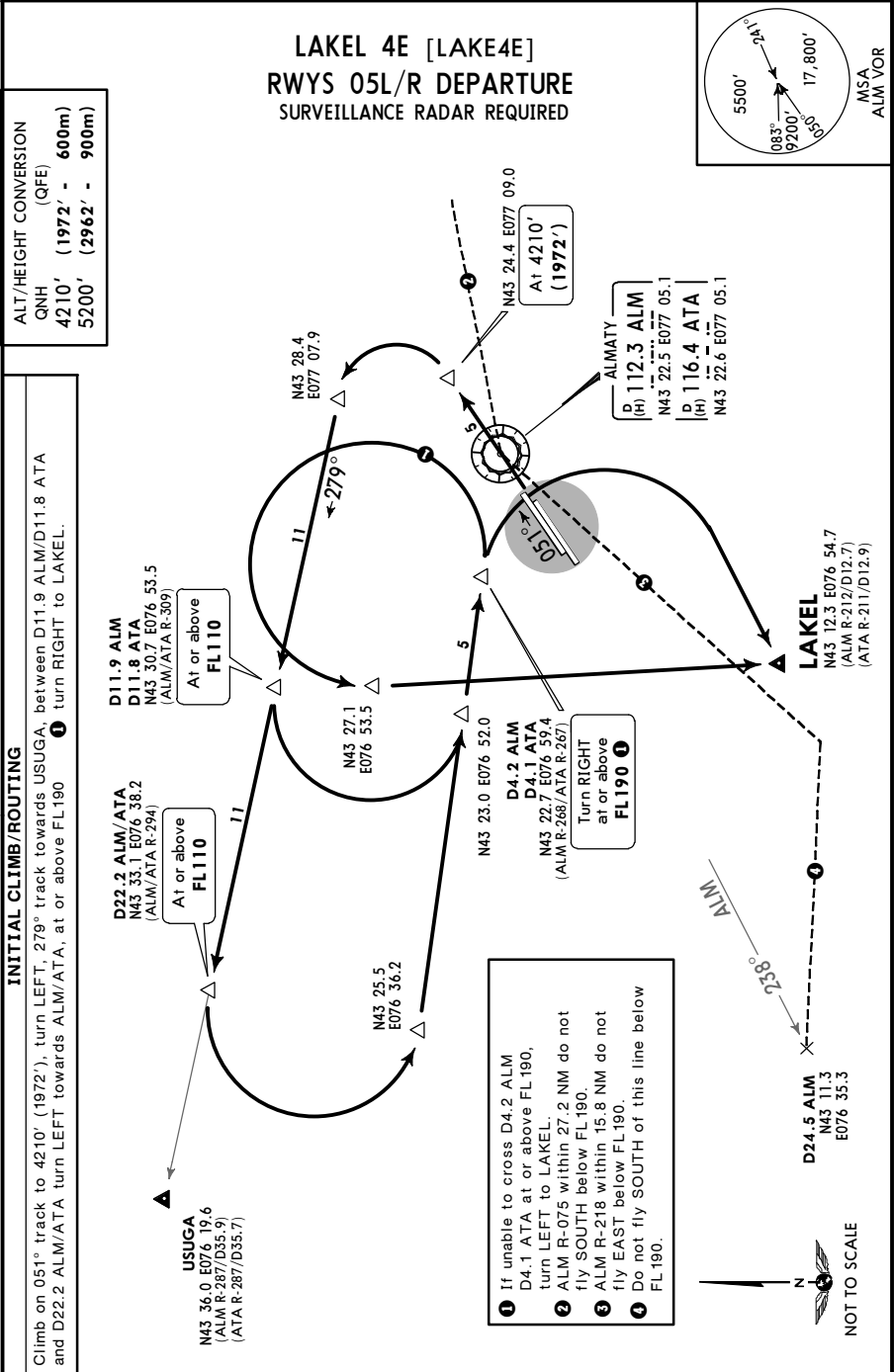
INITIAL CLIMB/ROUTING

Climb on 231° track to ALM/ATA 9.0 DME 1, turn RIGHT towards ALM/ATA, at D1.6 ALM/ATA turn LEFT, 051° track to TIRBA, turn RIGHT, 086° track to PIGAL.



Apt Elev
2238'

QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962')
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



UAAA/ALA
ALMATY

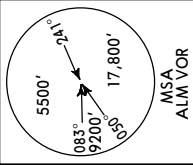
JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 10-3E Eff 20 Aug SID

Apt Elev
2238'

QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962')
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

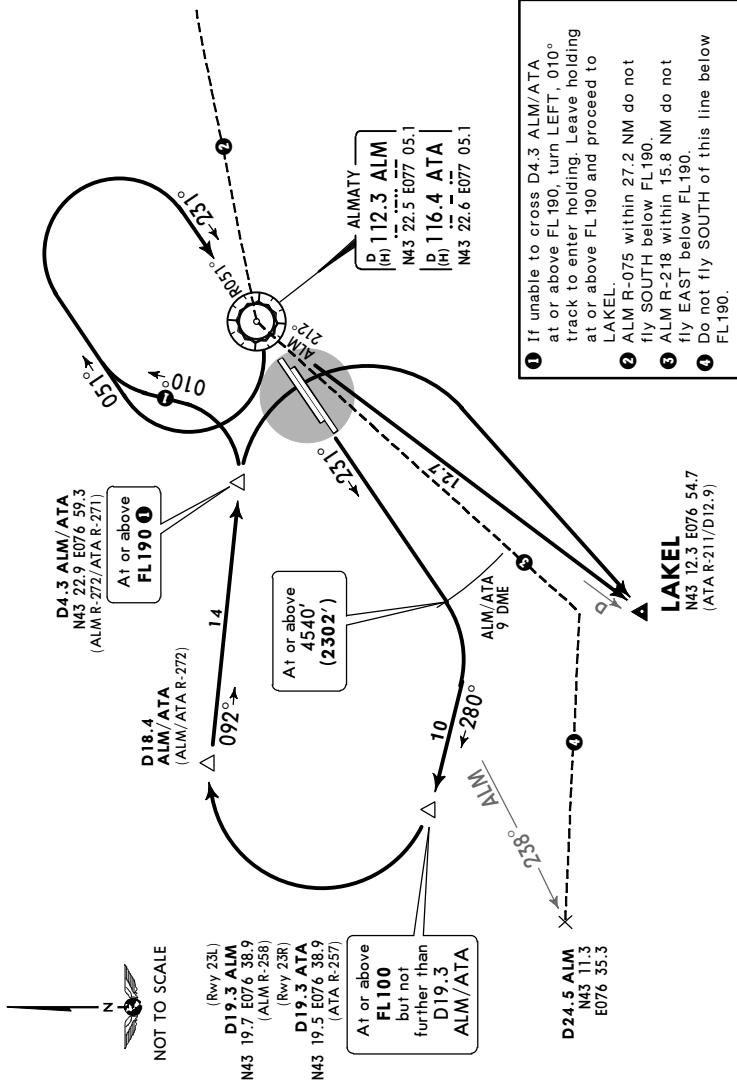
ALT/HEIGHT CONVERSION
(QFE)
QNH (2302' - 700m)
5200' (2962' - 900m)

LAKEL 4G [LAKE4G]
RWYS 23L/R DEPARTURE



INITIAL CLIMB/ROUTING

Climb on 231° 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 LAKE.



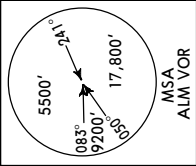
- 1 If unable to cross D4.3 ALM/ATA at or above FL190, turn LEFT, 010° track to enter holding. Leave holding at or above FL190 and proceed to LAKE.
- 2 ALM R-075 within 27.2 NM do not fly SOUTH below FL190.
- 3 ALM R-218 within 15.8 NM do not fly EAST below FL190.
- 4 Do not fly SOUTH of this line below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

UAAA/ALA
ALMATY

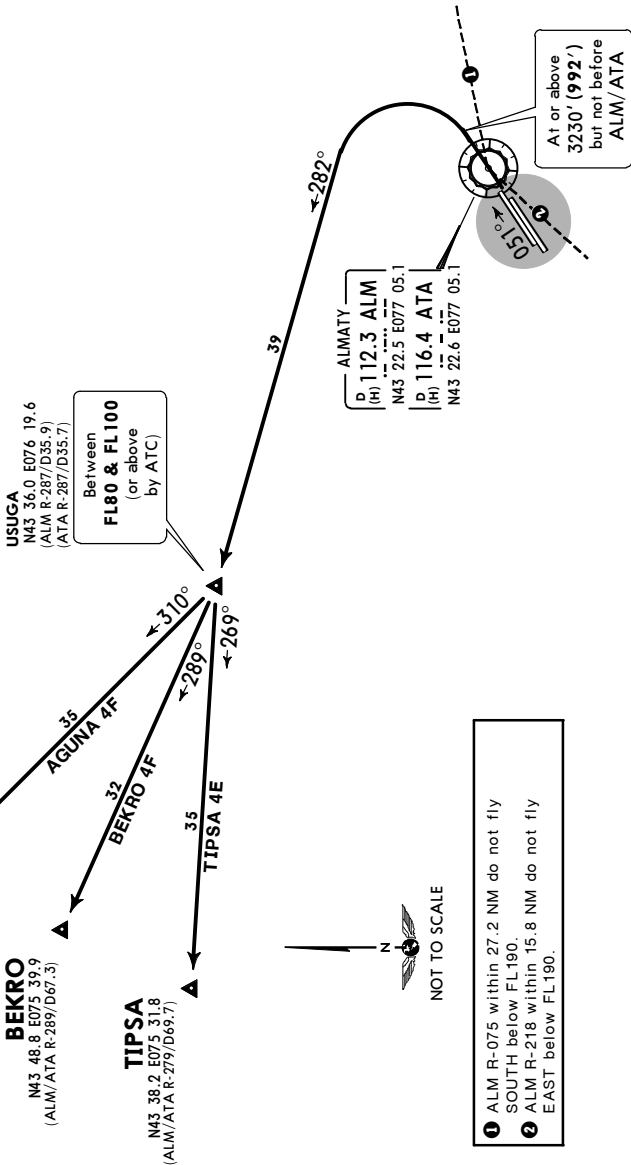
JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 10-3F Eff 20 Aug SID

Apt Elev 2238' QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962')
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 4F [AGUN4F]
BEKRO 4F [BEKR4F]
TIPSA 4E [TIPS4E]
RWYS 05L/R DEPARTURES
SURVEILLANCE RADAR REQUIRED



ALT/HEIGHT CONVERSION
QNH (QFE)
3230' (992' - 300m)
5200' (2962' - 900m)



INITIAL CLIMB	
ROUTING	
SID	
AGUNA 4F	At USUGA, turn RIGHT, 310° track to AGUNA.
BEKRO 4F	At USUGA, turn RIGHT, 289° track to BEKRO.
TIPSA 4E	At USUGA, turn LEFT, 269° track to TIPSA.

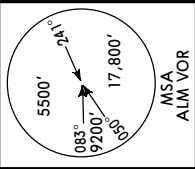
- 1 ALM R-075 within 27.2 NM do not fly SOUTH below FL190.
- 2 ALM R-218 within 15.8 NM do not fly EAST below FL190.

UAAA/ALA
ALMATY

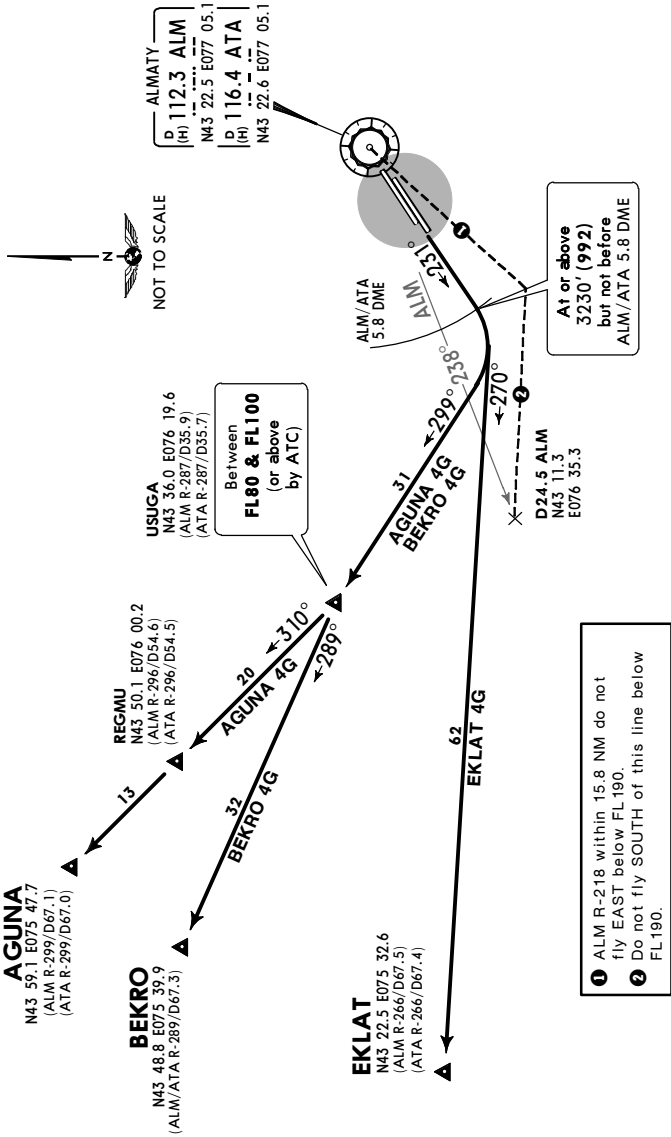
JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (10-3G) Eff 20 Aug SID

Apt Elev
2238'

QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962')
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 4G [AGUN4G]
BEKRO 4G [BEKR4G]
EKLAT 4G [EKLA4G]
RWYS 23L/R DEPARTURES
SURVEILLANCE RADAR REQUIRED



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3230'	(992' - 300m)
5200'	(2962' - 900m)

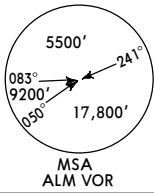
INITIAL CLIMB	
Climb straight ahead, at or above 3230' (992'), but not before ALM/ATA 5.8 DME turn RIGHT.	
SID	ROUTING
AGUNA 4G	299° track to USUGA, turn RIGHT, 310° track via REGMU to AGUNA.
BEKRO 4G	299° track to USUGA, turn LEFT, 289° track to BEKRO.
EKLAT 4G	270° track to EKLAT.

UAAA/ALA
ALMATY

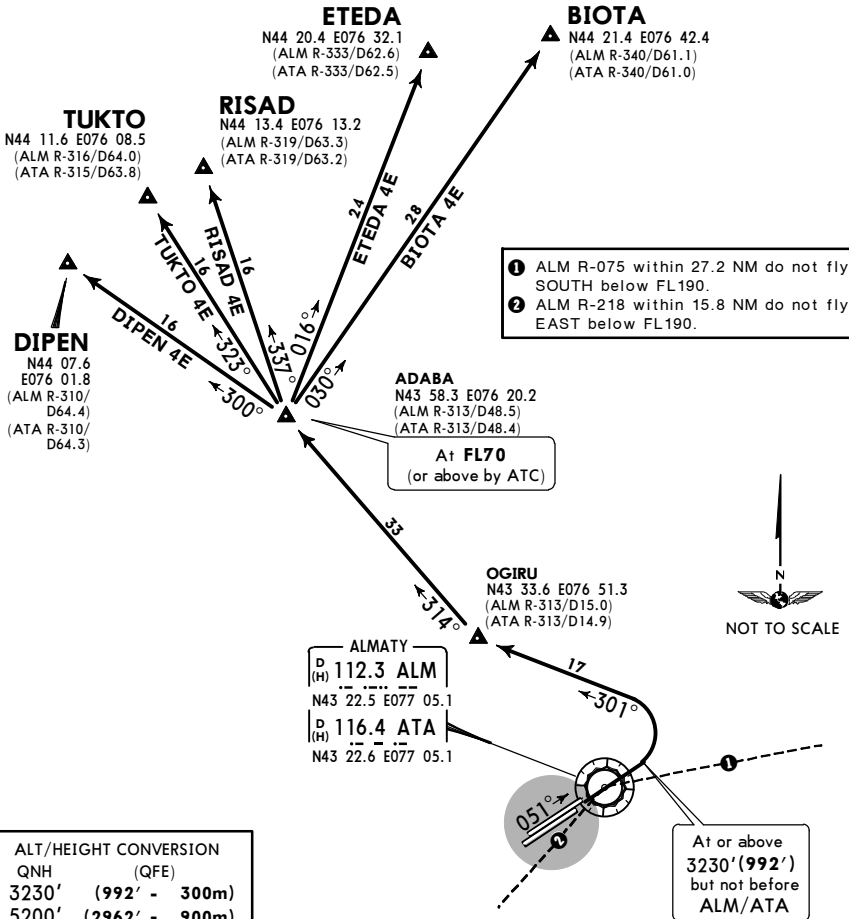
JEPPesen **ALMATY, KAZAKHSTAN**
14 AUG 15 **(10-3H)** **Eff 20 Aug** **SID**

Apt Elev
2238'

QNH on request **(QFE)** Trans level: FL70 Trans alt: 5200' **(2962')**
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 4E [BIOT4E]
DIPEN 4E [DIPE4E]
ETEDA 4E [ETED4E]
RISAD 4E [RISA4E]
TUKTO 4E [TUKT4E]
RWYS 05L/R DEPARTURES
SURVEILLANCE RADAR REQUIRED



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3230' (992' - 300m)	
5200' (2962' - 900m)	

INITIAL CLIMB

Climb straight ahead, at or above 3230' (992') but not before ALM/ATA turn LEFT, 301° track to OGIRU, 314° track to ADABA.

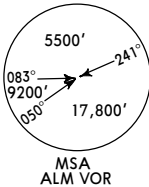
SID	ROUTING
BIOTA 4E	At ADABA, turn RIGHT, 030° track to BIOTA.
DIPEN 4E	At ADABA, turn LEFT, 300° track to DIPEN.
ETEDA 4E	At ADABA, turn RIGHT, 016° track to ETEDA.
RISAD 4E	At ADABA, turn RIGHT, 337° track to RISAD.
TUKTO 4E	At ADABA, turn RIGHT, 323° track to TUKTO.

UAAA/ALA
ALMATY

 **JEPPESSEN** **ALMATY, KAZAKHSTAN**
14 AUG 15 **(10-3J)** **Eff 20 Aug** **SID**

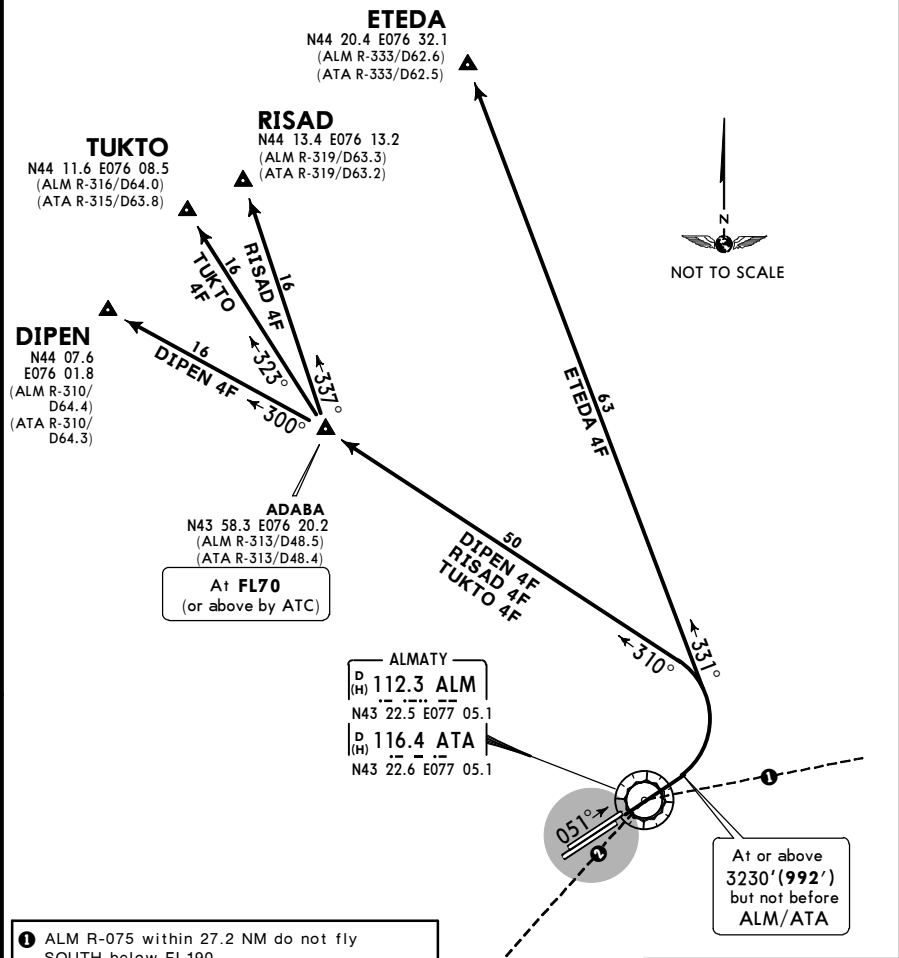
Apt Elev
2238'

QNH on request **(QFE)** Trans level: FL70 Trans alt: 5200' **(2962')**
Radio interference may arise during departure of aircraft
equipped with VOR receivers, which do not meet the requirement
on protection against FM broadcasting stations.



MSA
ALM VOR

**DIPEN 4F [DIPE4F], ETEDA 4F [ETED4F]
RISAD 4F [RISA4F], TUKTO 4F [TUKT4F]
RWYS 05L/R DEPARTURES
SURVEILLANCE RADAR REQUIRED**



- 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)
3230'	(992' - 300m)
5200'	(2962' - 900m)

INITIAL CLIMB	
Climb straight ahead, at or above 3230' (992') but not before ALM/ATA turn LEFT.	
SID	ROUTING
DIPEN 4F	310° track to ADABA, turn LEFT, 300° track to DIPEN.
ETEDA 4F	331° track to ETEDA.
RISAD 4F	310° track to ADABA, turn RIGHT, 337° track to RISAD.
TUKTO 4F	310° track to ADABA, turn RIGHT, 323° track to TUKTO.

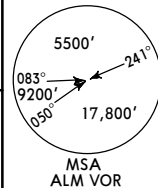
UAAA/ALA
ALMATY

JEPPesen
14 AUG 15 (10-3K) Eff 20 Aug

ALMATY, KAZAKHSTAN
SID

Apt Elev
2238'

QNH on request (QFE) Trans level: FL70 Trans alt: 5200' (2962')
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

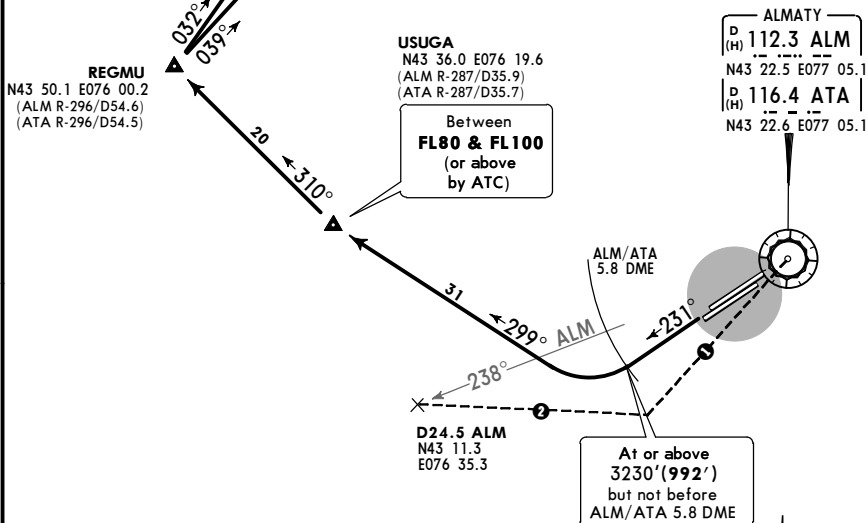


BIOTA 4G [BIOT4G]
ETEDA 4G [ETED4G]
RWYS 23L/R DEPARTURES
SURVEILLANCE RADAR REQUIRED

ETEDA
N44 20.4 E076 32.1
(ALM R-333/D62.6)
(ATA R-333/D62.5)

BIOTA
N44 21.4 E076 42.4
(ALM R-340/D61.1)
(ATA R-340/D61.0)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3230'	(992' - 300m)
5200'	(2962' - 900m)



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



INITIAL CLIMB

Climb on 231° track to at or above 3230' (992') but not before ALM/ATA 5.8 DME
turn RIGHT, 299° track to USUGA, turn RIGHT, 310° track to REGMU, turn RIGHT.

SID	ROUTING
BIOTA 4G	039° track to BIOTA.
ETEDA 4G	032° track to ETEDA.

UAAA/AL

Apt Elev 2238'
N43 21.3 E077 02.6



JEPPESSEN

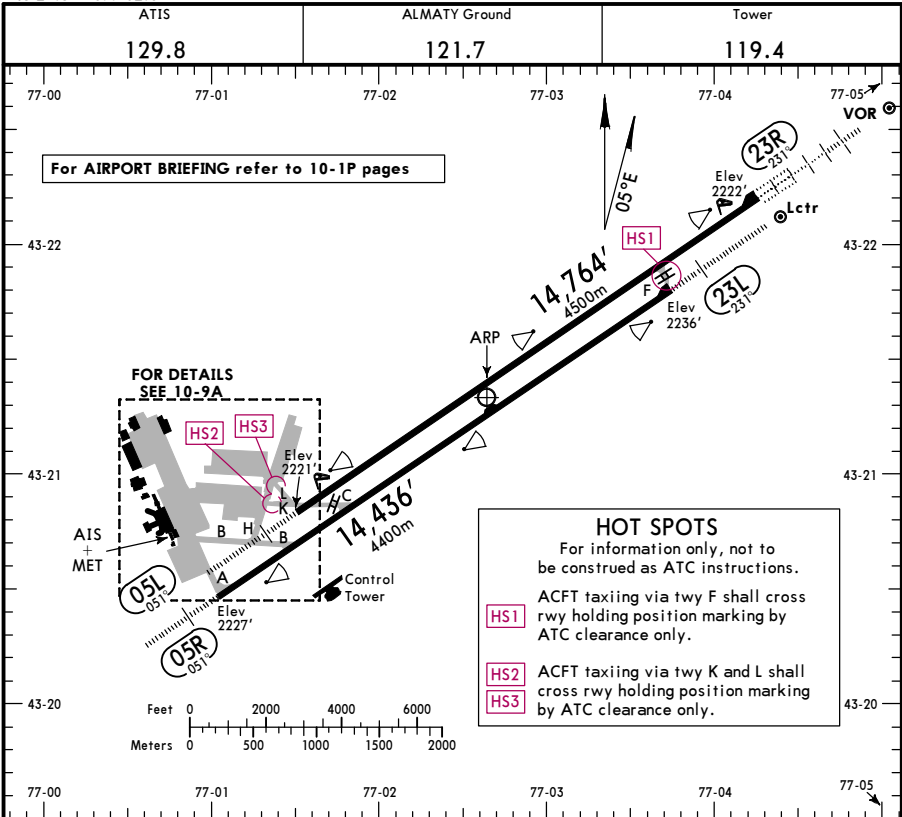
ALMATY, KAZAKHSTAN

14 AUG 15

(10-9)

Eff 20 Aug

ALMATY



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
	LANDING BEYOND				TAKE-OFF	WIDTH
	Threshold	Glide Slope				
05L	HIRL (60m) CL (15m) HIALS PAPI-L ① RVR	13,792' 4204m				148' 45m
23R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ① RVR	13,792' 4204m				
05R	HIRL (60m) HIALS PAPI-L (3.00°) RVR	13,403' 4085m				148' 45m
23L	HIRL (60m) HIALS PAPI-L (2.67°) RVR	13,403' 4085m				

① angle 3.00°.

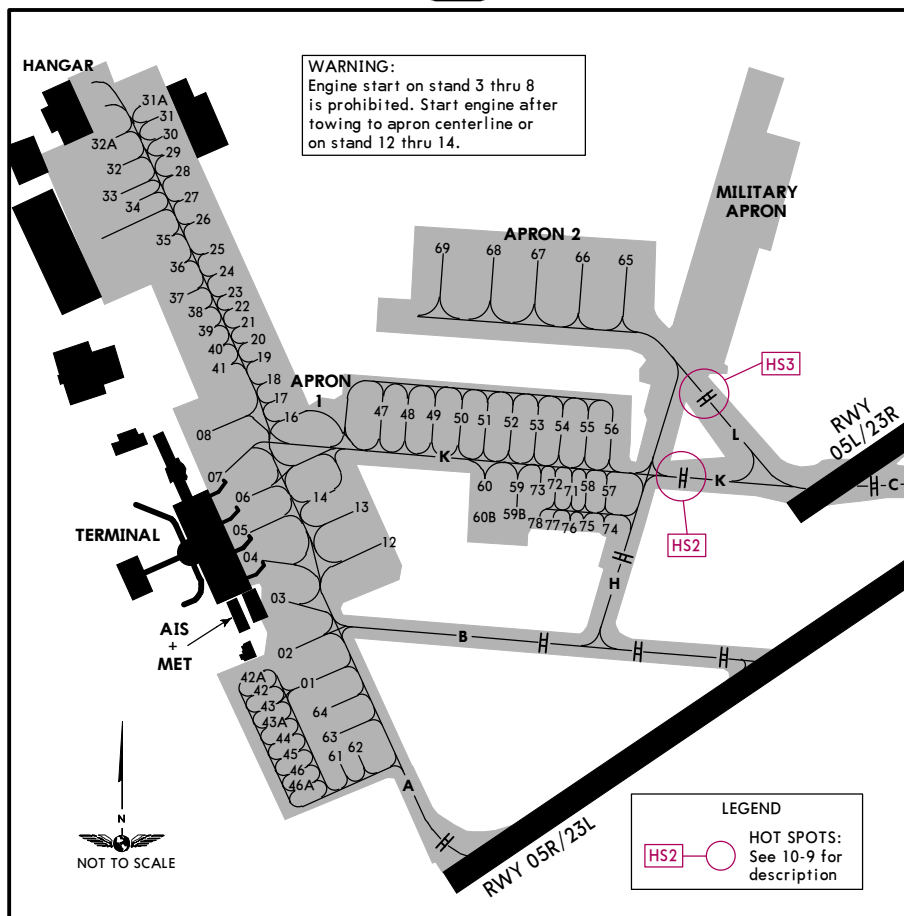
TAKE-OFF			
AIR CARRIER (JAA)			
Rwy 05L/23R			
LVP must be in force			
	RL & CL	RL	RCLM (DAY only)
A			
B	200m (150m)	250m	400m
C			500m
D	250m (200m)	300m	
Rwy 05R/23L			
LVP must be in force			
	RL	RL	RCLM (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

UAAA/ALA

JEPPESSEN
14 AUG 15 **(10-9A)**

Eff 20 Aug

ALMATY, KAZAKHSTAN
ALMATY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N43 20.7 E077 00.8	58	N43 20.9 E077 01.2
4 thru 6	N43 20.8 E077 00.8	59	N43 20.9 E077 01.1
7, 8	N43 20.9 E077 00.7	59B	N43 20.8 E077 01.1
12	N43 20.8 E077 01.0	60	N43 20.9 E077 01.1
13, 14	N43 20.8 E077 00.9	60B	N43 20.8 E077 01.1
16, 17	N43 20.9 E077 00.8	61 thru 64	N43 20.6 E077 00.9
18 thru 23	N43 21.0 E077 00.8	65	N43 21.1 E077 01.3
24 thru 27	N43 21.1 E077 00.7	66, 67	N43 21.1 E077 01.2
28 thru 31	N43 21.2 E077 00.7	68	N43 21.1 E077 01.1
31A thru 32A	N43 21.2 E077 00.6	69	N43 21.1 E077 01.0
33, 34	N43 21.1 E077 00.6	71 thru 73	N43 20.9 E077 01.2
35, 36	N43 21.1 E077 00.7	74	N43 20.8 E077 01.3
37 thru 40	N43 21.0 E077 00.7	75 thru 78	N43 20.8 E077 01.2
41	N43 21.0 E077 00.8		
42, 42A	N43 20.7 E077 00.8		
43 thru 46A	N43 20.6 E077 00.8		
47 thru 49	N43 20.9 E077 01.0		
50 thru 52	N43 20.9 E077 01.1		
53 thru 55	N43 20.9 E077 01.2		
56, 57	N43 20.9 E077 01.3		

CHANGES: Hot spots added.

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UAAA/ALA


JEPPESSEN
29 APR 16 **10-9S**
Standard
ALMATY, KAZAKHSTAN
ALMATY

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	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR ①	2640'(419')	2640'(419')	2640'(419')	2640'(419')
		1200m	1200m	1200m	1400m
	ALS out	1500m	1500m	1900m	1900m
05R	ILS	2428'(200')	2428'(200')	2428'(200')	2428'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR ①	3220'(992')	3220'(992')	3220'(992')	3220'(992')
		1500m	1500m	2400m	2400m
23L	ILS	2438'(200')	2438'(200')	2438'(200')	2438'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR ①	2690'(452')	2690'(452')	2690'(452')	2690'(452')
		1400m	1400m	1400m	1600m
	ALS out	1500m	1500m	2100m	2100m
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' 300m②
	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	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	VOR ①	2670'(449')	2670'(449')	2670'(449')	2670'(449')
		1400m	1400m	1400m	1600m
	ALS out	1500m	1500m	2100m	2100m

① Continuous Descent Final Approach.

② 350m if without autoland.

UAAA/ALA

 **JEPPESSEN**

29 APR 16

10-9SI

Standard

ALMATY, KAZAKHSTAN

ALMATY

TAKE-OFF RWY 05L, 23R

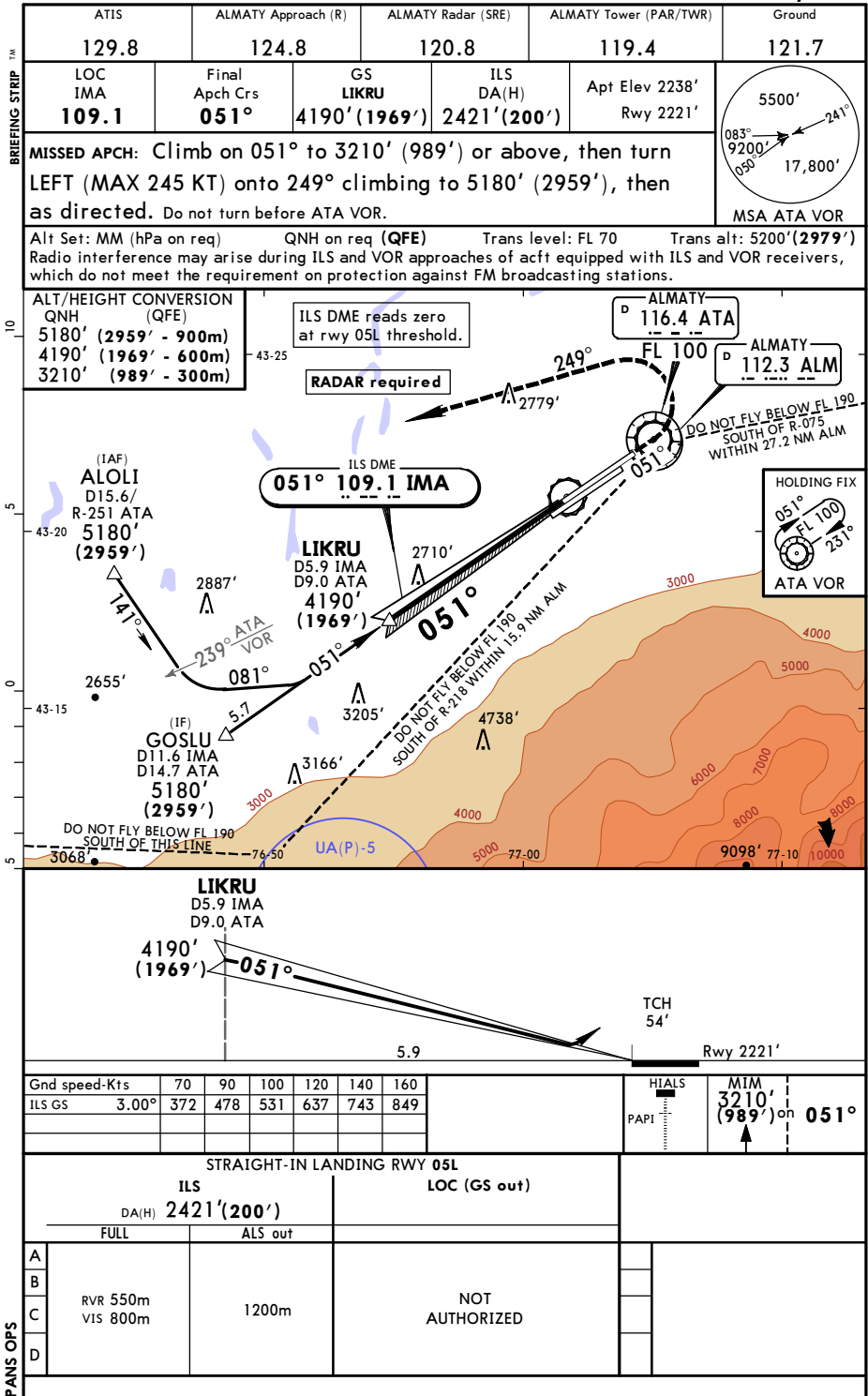
LVP must be in force							
Approved Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RL	RL	RCLM (DAY only)	NIL (DAY only)
A					400m	500m	
B	125m	150m	200m	250m			
C							
D	150m	200m	250m	300m			

TAKE-OFF RWY 05R, 23L

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

UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
24 APR 15 **11-2** Eff 30 Apr ILS DME Y Rwy 05L



UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
24 APR 15 (11-3) Eff 30 Apr ILS DME Z Rwy 05R

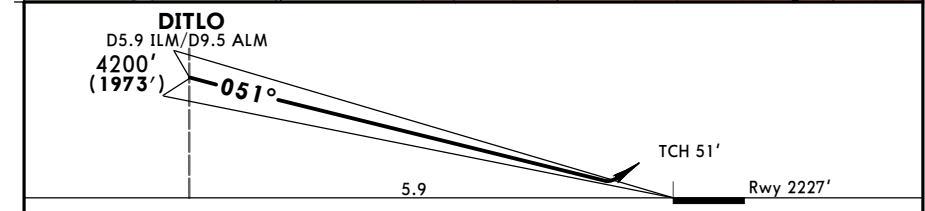
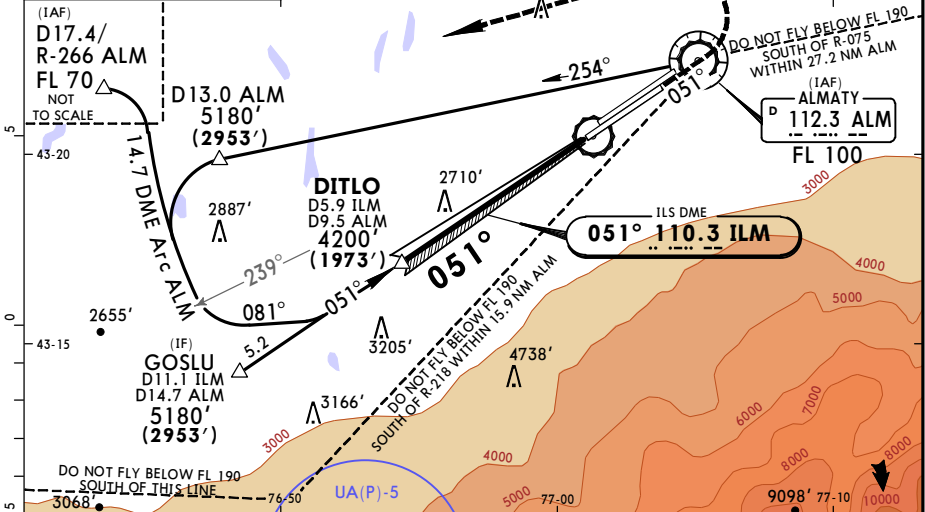
ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC ILM 110.3	Final Apch Crs 051°	GS DITLO 4200' (1973')	ILS DA(H) 2427' (200')	Apt Elev 2238' Rwy 2227'
MISSED APCH: Climb on 051° to 3220' (993') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5180' (2953') to intercept 14.7 DME Arc ALM, then according to chart. Do not turn before passing VOR.				5500' 083° 9200' 050° 17,800' MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2973')
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)
5180'	(2953' - 900m)	
4200'	(1973' - 600m)	
3220'	(993' - 300m)	

ILS DME reads zero at rwy 05R threshold.

HOLDING FIX
051°
FL 100
231°
ALM VOR



Gnd speed-Kts	70	90	100	120	140	160	ILS	MIN
ILS GS	3.00°	372	478	531	637	743	849	3220' (993') on 051°

STRAIGHT-IN LANDING RWY 05R			
ILS		LOC (GS out)	
DA(H) 2427' (200')			
FULL		ALS out	
A			
B			
C	RVR 550m VIS 800m	1200m	NOT AUTHORIZED
D			

PANS OPS

UAAA/ALA
ALMATY

24 APR 15 11-4 Eff 30 Apr

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05R

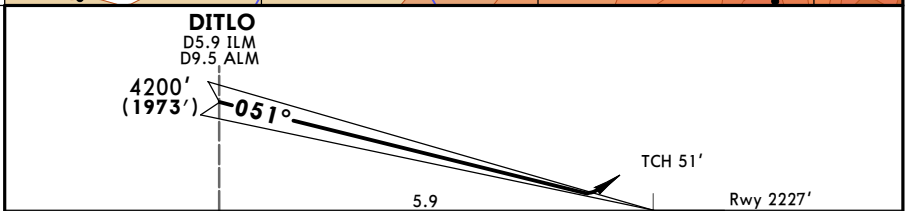
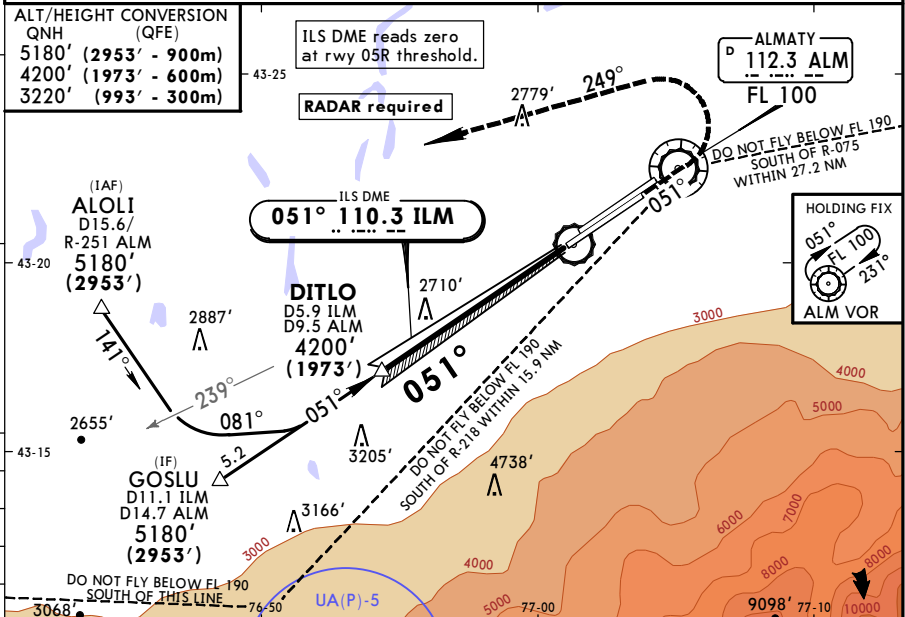
ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
LOC ILM 110.3	Final Appch Crs 051°	GS DITLO 4200'(1973')	ILS DA(H) 2427'(200')	Apt Elev 2238' Rwy 2227'

MISSED APCH: Climb on 051° to 3220' (993') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5180' (2953'), then as directed. Do not turn before passing VOR.

5500'
083°
9200'
050
17,800'
241°

MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2973')
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 3220' (993') on 051°
ILS GS	3.00°	372	478	531	637	743	849	PAPI

STRAIGHT-IN LANDING RWY 05R							
ILS DA(H) 2427'(200')		LOC (GS out)					
FULL		ALS out					
A							
B							
C	RVR 550m VIS 800m		1200m				
D							

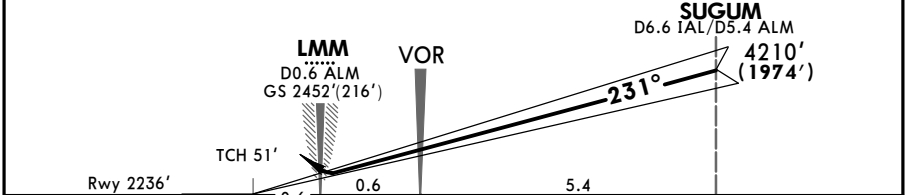
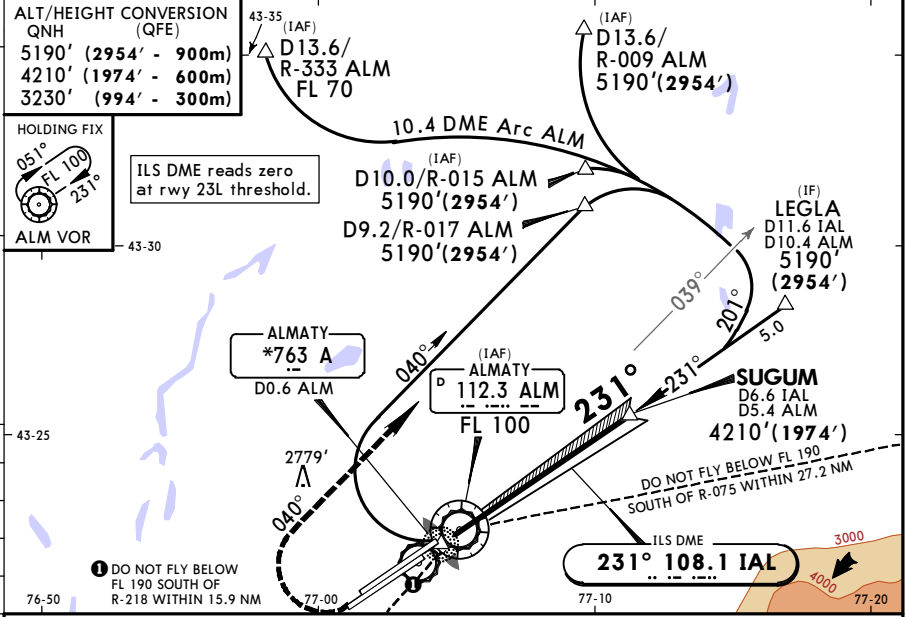
UAAA/ALA
ALMATY

24 APR 15 11-5 Eff 30 Apr

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23L

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8	124.8	120.8	119.4	121.7
LOC IAL 108.1	Final Apch Crs 231°	GS SUGUM 4210'(1974')	ILS DA(H) 2436'(200')	Apt Elev 2238' Rwy 2236'
MISSED APCH: Climb on 231° to 3230' (994') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5190' (2954') and intercept 10.4 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: 5200' (2964')
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.

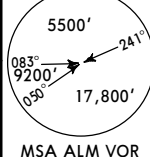


Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM
ILS GS	2.67°	331	425	472	567	756	PAPI	3230' (994') on 231°

STRAIGHT-IN LANDING RWY 23L		LOC (GS out)	
ILS DA(H) 2436'(200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

ATTIS	ALMATY Approach (R)		ALMATY Radar (SRE)		ALMATY Tower (PAR/TWR)	Ground
129.8	124.8		120.8		119.4	121.7
LOC IAL 108.1	Final Apch Crs 231°	GS SUGUM 4210' (1974')	ILS DA(H) 2436' (200')	Apt Elev 2238' Rwy 2236'		5500' 241°

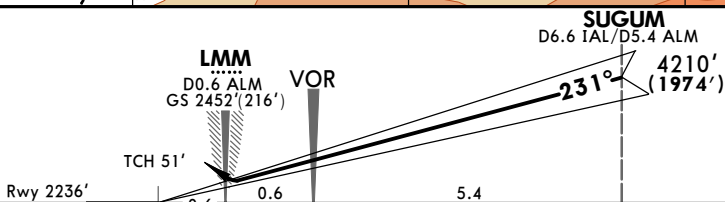
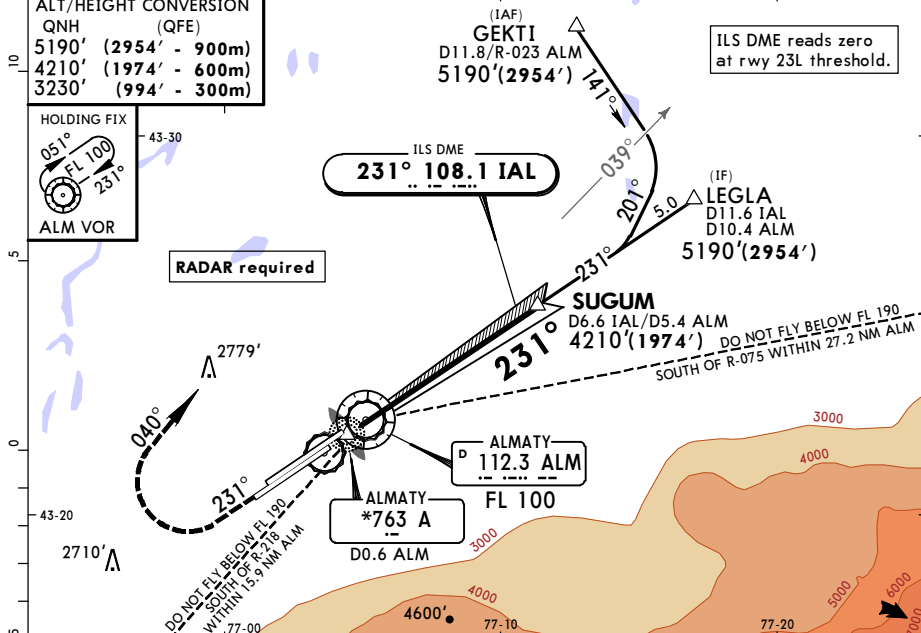
MISSED APCH: Climb on 231° to 3230' (994') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5190' (2954'), then as directed. Do not turn before passing VOR.



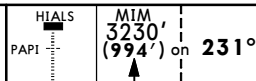
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5200' (**2964'**)
Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers,
which do not meet the requirement on protection against FM broadcasting stations.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5190'	(2954' - 900m)
4210'	(1974' - 600m)
3230'	(994' - 300m)

ILS DME reads zero
at rwy 23L threshold.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	331	425	472	567	661	756

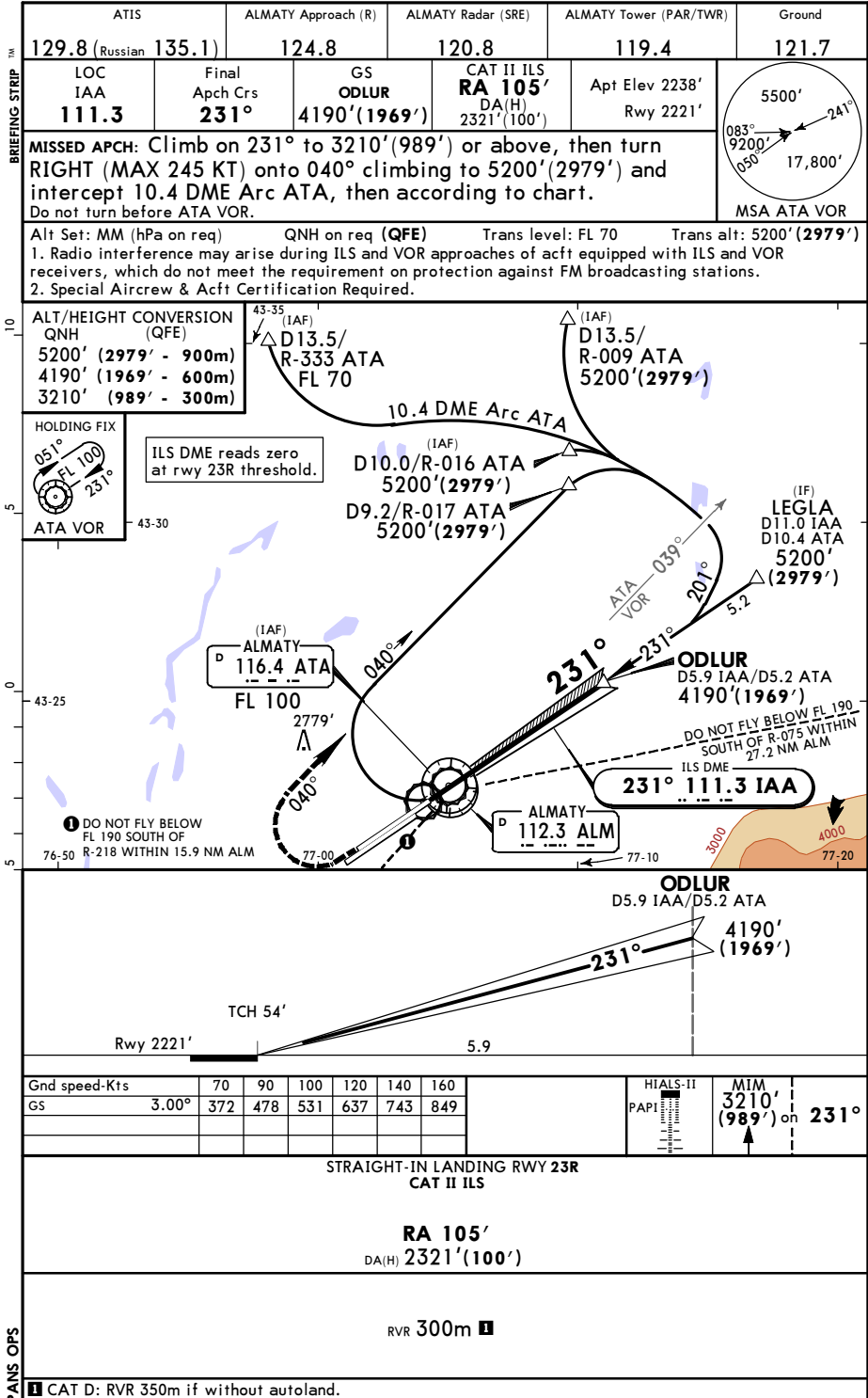


STRAIGHT-IN LANDING RWY 23L

ILS		LOC	
DA(H) 2436'(200')		(GS out)	
FULL		ALS out	
A			
B	RVR 720m		
C	VIS 800m	1200m	NOT AUTHORIZED
D			

UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
29 APR 16 (11-7A) CAT II ILS DME Z Rwy 23R



UAAA/ALA
ALMATY

JEPPesen
29 APR 16 **(11-8)**

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23R

BREFFING STRIP™

ATIS		ALMATY Approach (R)		ALMATY Radar (SRE)		ALMATY Tower (PAR/TWR)		Ground	
129.8 (Russian 135.1)		124.8		120.8		119.4		121.7	
LOC IAA 111.3		Final Apch Crs 231°		GS ODLUR 4190' (1969')		ILS DA(H) 2421' (200')		Apt Elev 2238' Rwy 2221'	

MISSED APCH: Climb on 231° to 3210' (989') or above, then turn **RIGHT (MAX 245 KT)** onto 040° climbing to 5200' (2979'), then as directed. Do not turn before ATA VOR.

5500'

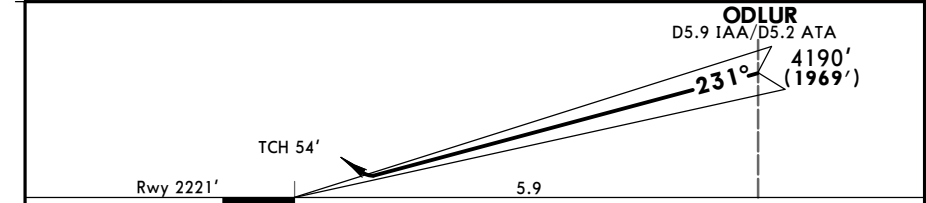
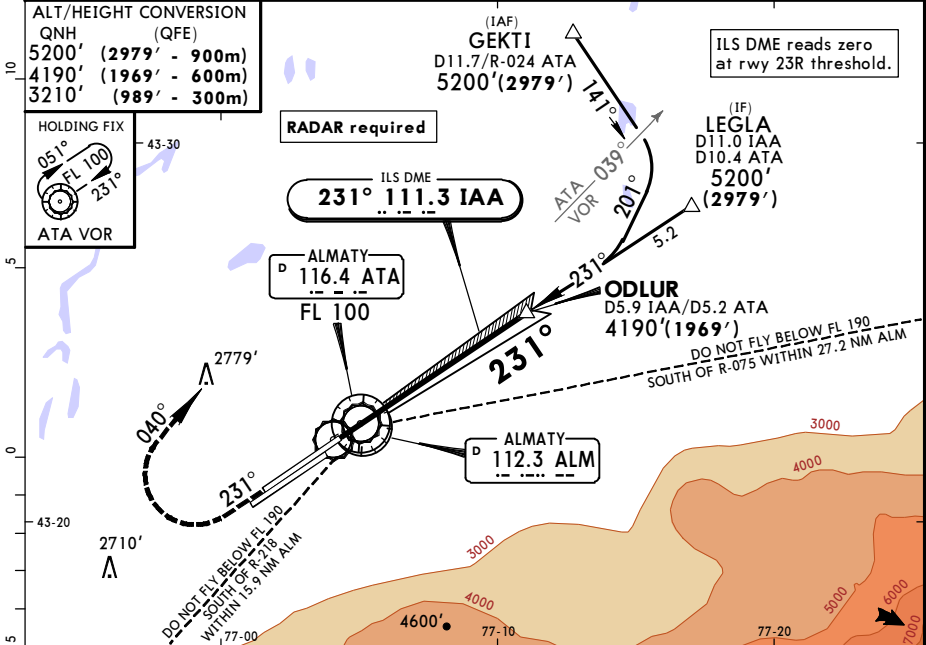
083° 9200'

050° 17,800'

241°

MSA ATA VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5200' (**2979'**)
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.

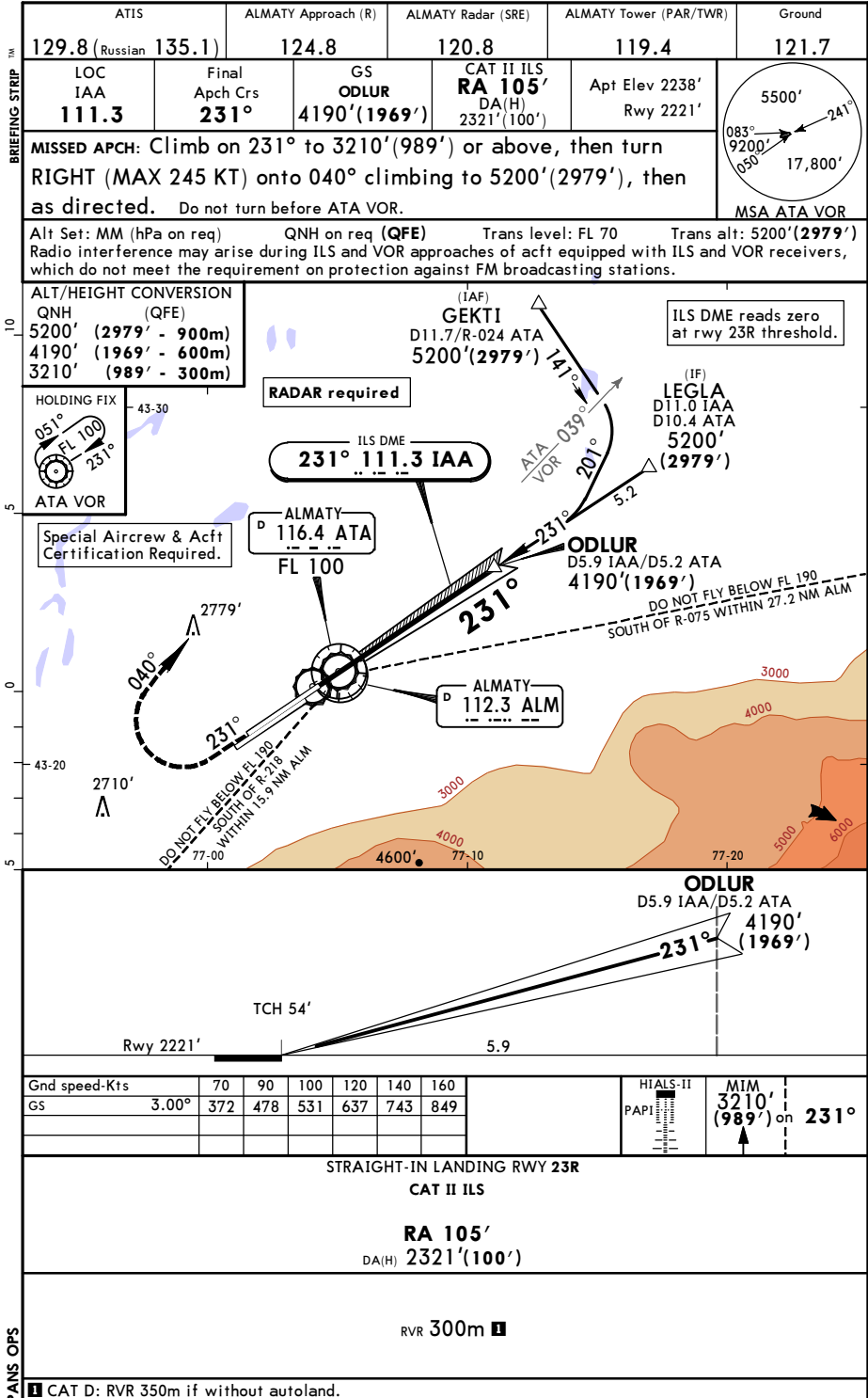


Gnd speed-Kts		70	90	100	120	140	160			HIALS-II		MIM		
GS	3.00°	372	478	531	637	743	849			PAPI		3210' (989')	on 231°	
STRAIGHT-IN LANDING RWY 23R														
ILS							LOC							
DA(H) 2421'(200')							(GS out)							
FULL		TDZ or CL out		ALS out										
A														
B														
C	RVR 550m VIS 800m		RVR 720m VIS 800m		1200m			NOT AUTHORIZED						
D														

PANS OPS

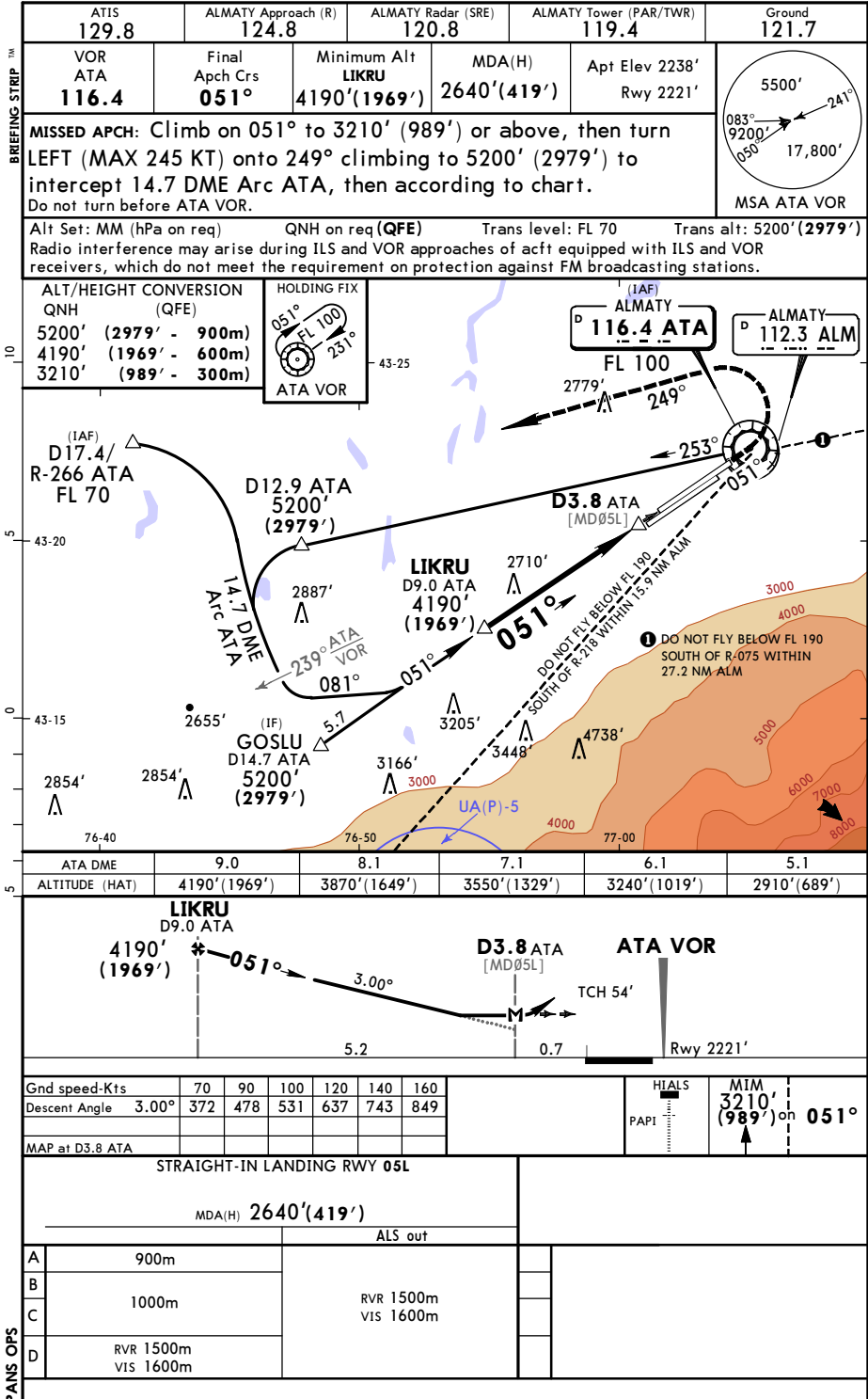
UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
29 APR 16 (11-8A) CAT II ILS DME Y Rwy 23R



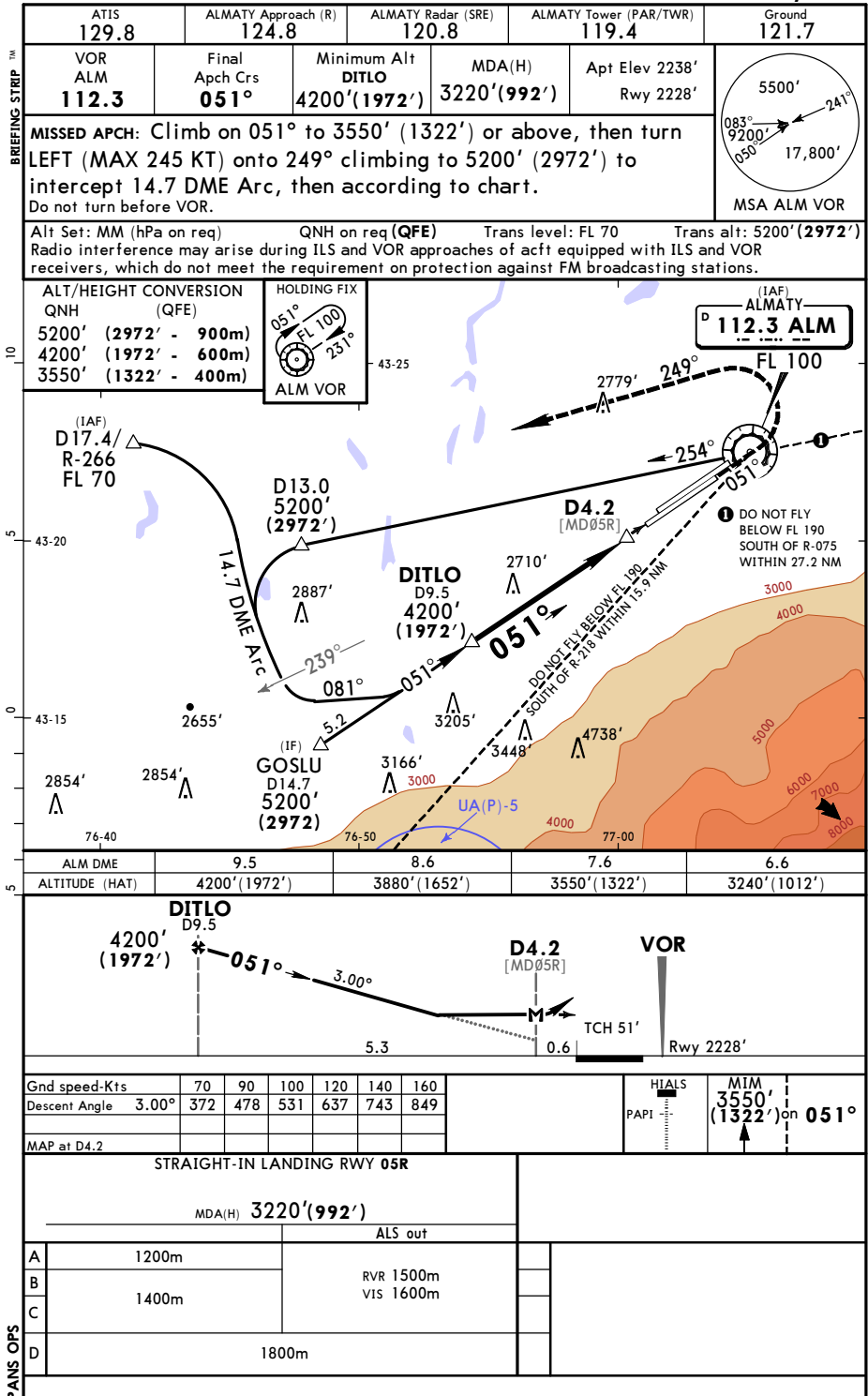
UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (13-1) Eff 20 Aug VOR DME Rwy 05L



UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (13-2) Eff 20 Aug VOR DME Rwy 05R



UAAA/ALA
ALMATY

JEPPesen ALMATY, KAZAKHSTAN
14 AUG 15 (13-3) Eff 20 Aug VOR DME Rwy 23L

BRIEFING STRIP™

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ALM 112.3	Final ApcH Crs 231°	Minimum Alt D4.9 4210'(1972')	MDA(H) 2680'(442')	Apt Elev 2238' Rwy 2238'

MISSED APCH: Climb on 231° to 3230' (992') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200' (2962') and intercept 10.4 DME Arc, then according to chart.
Do not turn before passing VOR.

5500'

083° 9200'

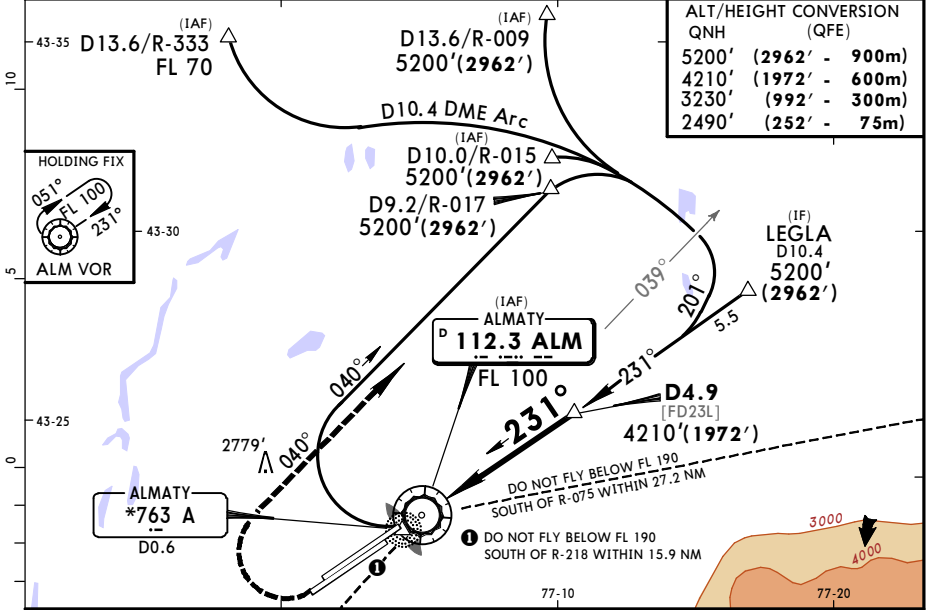
050° 17,800'

241°

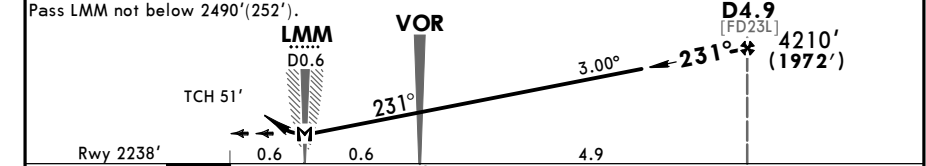
MSA ALM VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200'(2962')

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.



ALM DME	0.8	1.8	2.8	3.8	4.9
ALTITUDE (HAT)	2920'(682')	3250'(1012')	3560'(1322')	3890'(1652')	4210'(1972')



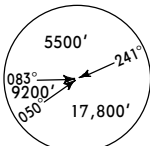
Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM
Descent Angle	3.00°	372	478	531	637	743	849	3230' (992') on 231°
MAP at LMM/D0.6								

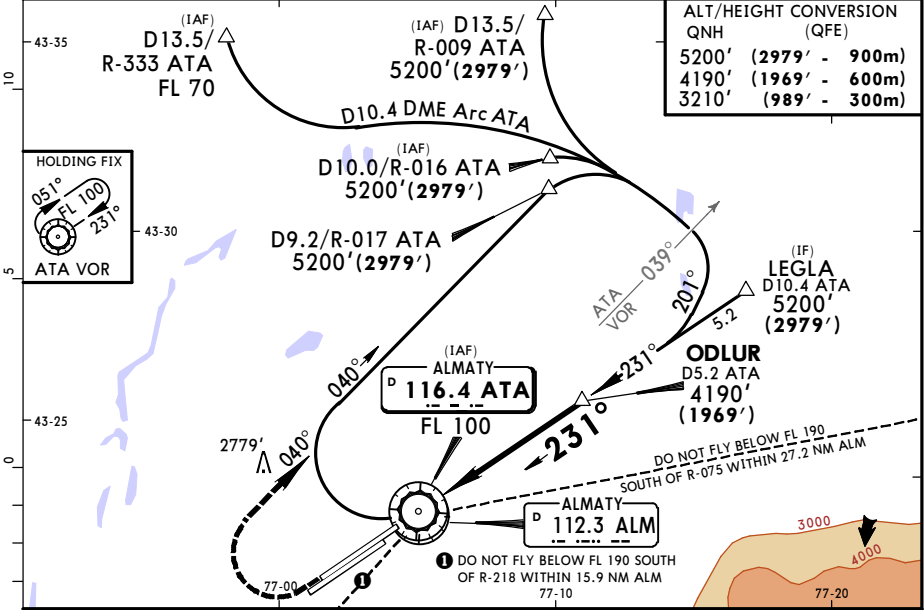
STRAIGHT-IN LANDING RWY 23L			
MDA(H) 2680'(442')			
		ALS out	
A	1000m	RVR 1500m VIS 1600m	
B			
C	1200m		
D	1600m		

UAAA/ALA
ALMATY

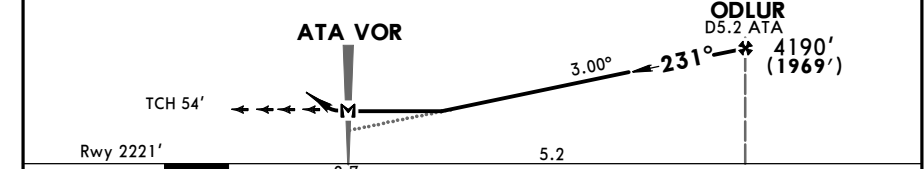
JEPPesen **ALMATY, KAZAKHSTAN**
14 AUG 15 **(13-4)** **Eff 20 Aug** **VOR DME Rwy 23R**

BRIEFING STRIP™

ATIS 129.8	ALMATY Approach (R) 124.8	ALMATY Radar (SRE) 120.8	ALMATY Tower (PAR/TWR) 119.4	Ground 121.7
VOR ATA 116.4	Final Apch Crs 231°	Minimum Alt ODLUR 4190'(1969')	MDA(H) 2670'(449')	Apt Elev 2238' Rwy 2221'
MISSED APCH: Climb on 231° to 3210' (989') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200' (2979') and intercept 10.4 DME Arc ATA, then according to chart. Do not turn before passing ATA VOR.				 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200'(2979') 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.				



ATA DME	1.3	2.3	3.3	4.3	5.2
ALTITUDE (HAT)	2910'(689')	3240'(1019')	3550'(1329')	3870'(1649')	4190'(1969')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MIM	231°
Descent Angle 3.00°	372	478	531	637	743	849	PAPI		3210' (989')	
MAP at ATA VOR										

STRAIGHT-IN LANDING RWY 23R									
MDA(H) 2670'(449')									
					ALS out				
A	1000m								
B					RVR 1500m				
C	1200m				VIS 1600m				
D	1600m								

PANS OPS

Chart changes since cycle 12-2016

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