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Airport Information For UAll

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Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: SHYMKENT KAZ
ICAO/IATA: UAlI / CIT
Lat/Long: N42° 21.90', E069° 28.53'
Elevation: 1388 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 2345 Z
Sunset: 1502 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: 1387 ft
Lighting: Edge, ALS, TDZ

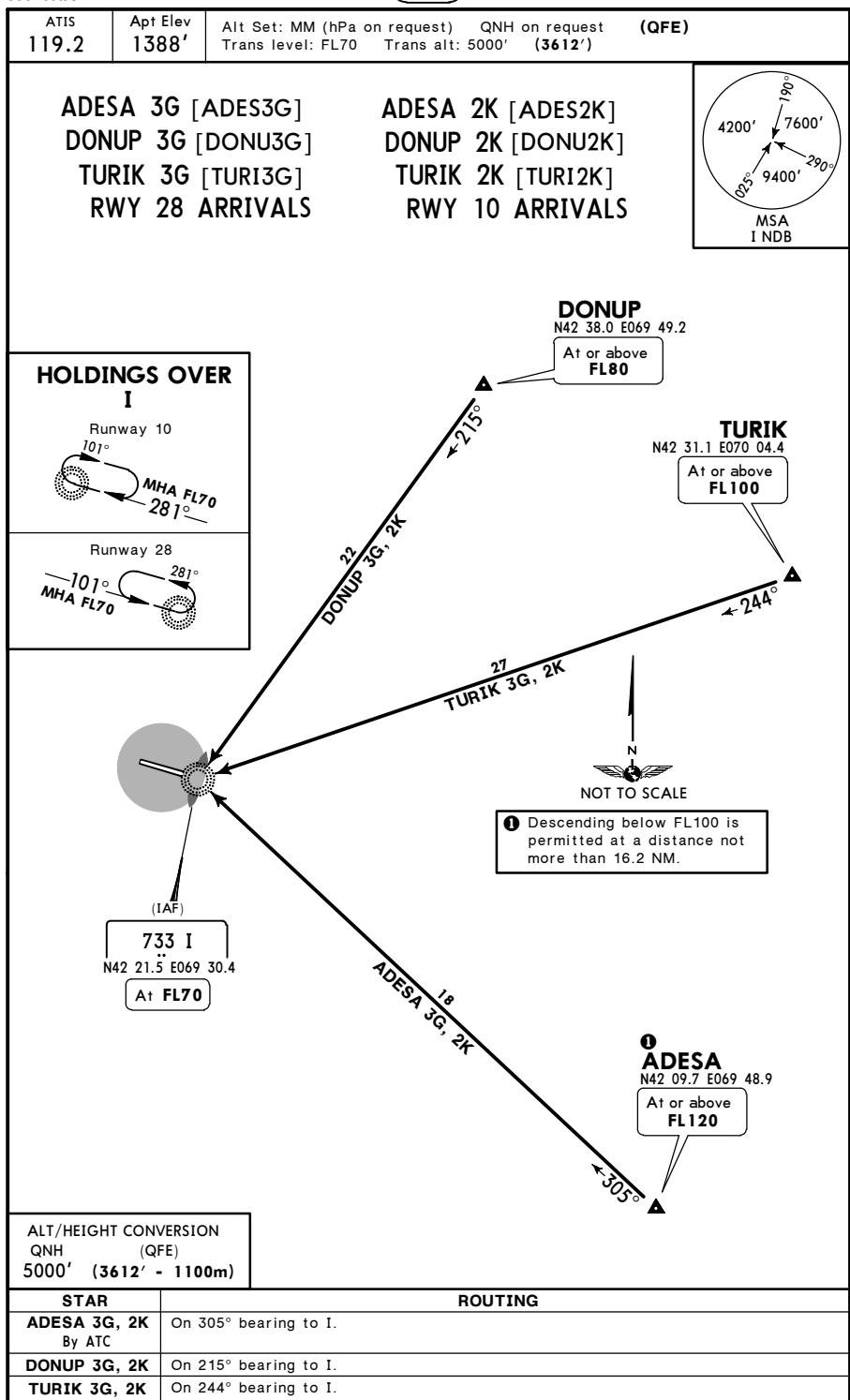
Communication Information

ATIS: 119.200
Shymkent Tower: 125.900

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UAII/CIT
SHYMKENT

JEPPesen SHYMKENT, KAZAKHSTAN
4 DEC 15 **10-2** **Eff 10 Dec** **STAR**



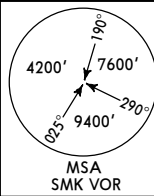
UAII/CIT
SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 (10-2A) Eff 10 Dec **STAR**

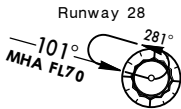
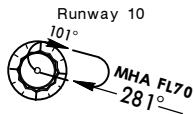
ATIS 119.2	Apt Elev 1388'	Alt Set: MM (hPa on request) Trans level: FL70	QNH on request Trans alt: 5000' (3612')	(QFE)
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ADESA 2H [ADES2H]
DONUP 2H [DONU2H]
TURIK 2H [TURI2H]
RWY 10 ARRIVALS

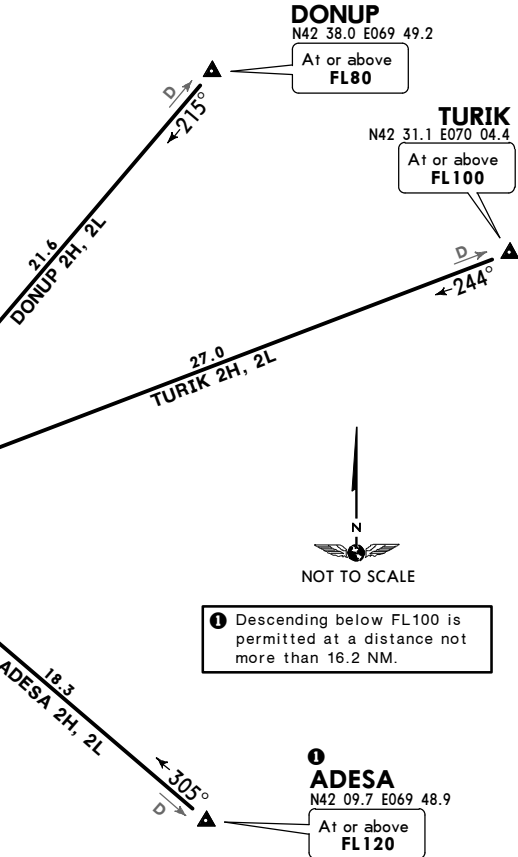
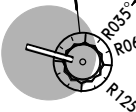
ADESA 2L [ADES2L]
DONUP 2L [DONU2L]
TURIK 2L [TURI2L]
RWY 28 ARRIVALS



**HOLDINGS OVER
SMK**



(IAF)
SHYMKENT
P 113.0 SMK
N42 21.5 E069 30.2
At FL70



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

❶
ADESA
N42 09.7 E069 48.9
At or above FL120

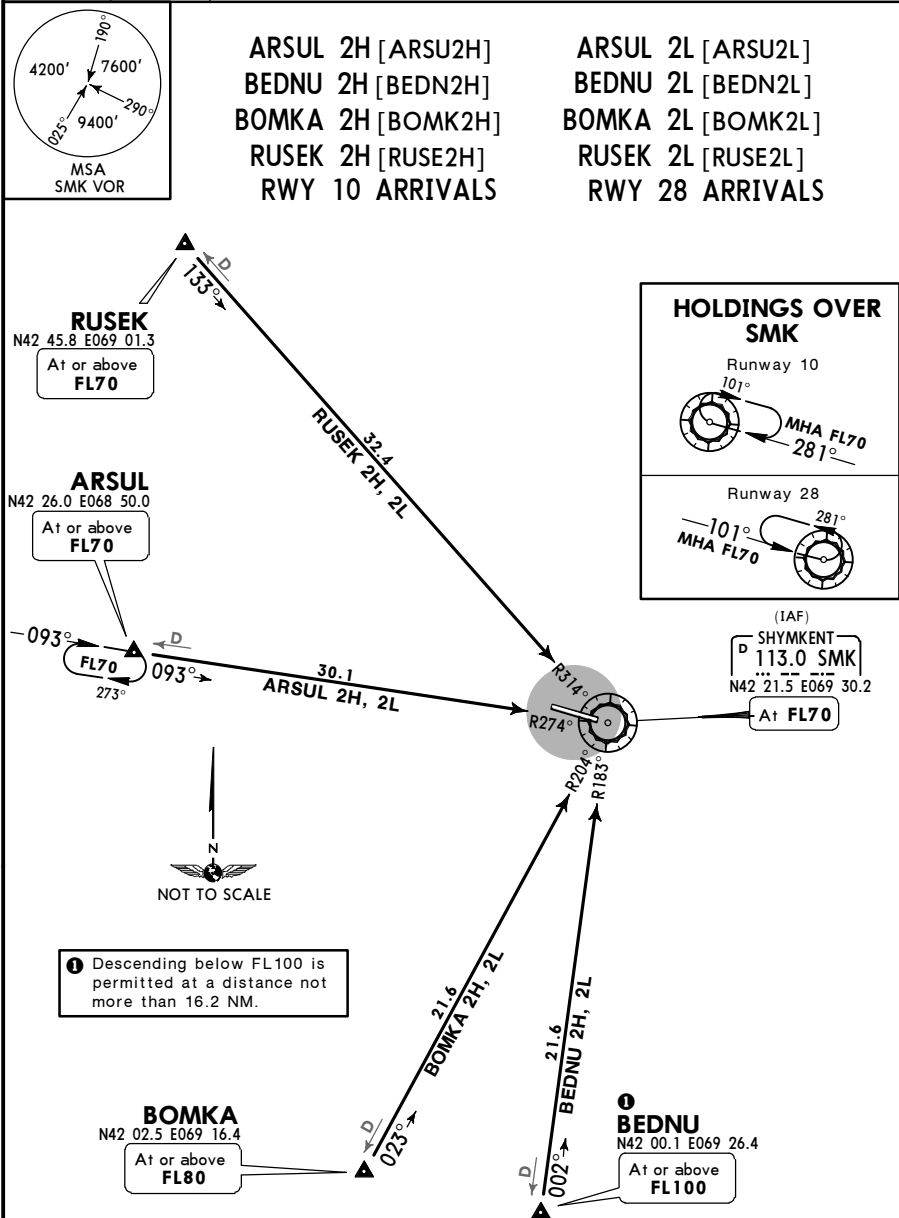
ALT/HEIGHT CONVERSION
QNH (QFE)
5000' (3612' - 1100m)

STAR	ROUTING
ADESA 2H, 2L By ATC	Intercept SMK R-125 inbound to SMK.
DONUP 2H, 2L	Intercept SMK R-035 inbound to SMK.
TURIK 2H, 2L	Intercept SMK R-064 inbound to SMK.

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JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 (10-2C) Eff 10 Dec STAR

ATIS 119.2	Apt Elev 1388'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5000' (3612')
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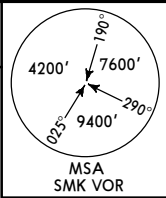
ALT/HEIGHT CONVERSION	
QNH (QFE)	
5000' (3612' - 1100m)	

STAR	ROUTING
ARSUL 2H, 2L	Intercept SMK R-274 inbound to SMK.
BEDNU 2H, 2L	Intercept SMK R-183 inbound to SMK.
BOMKA 2H, 2L	Intercept SMK R-204 inbound to SMK.
RUSEK 2H, 2L	Intercept SMK R-314 inbound to SMK.

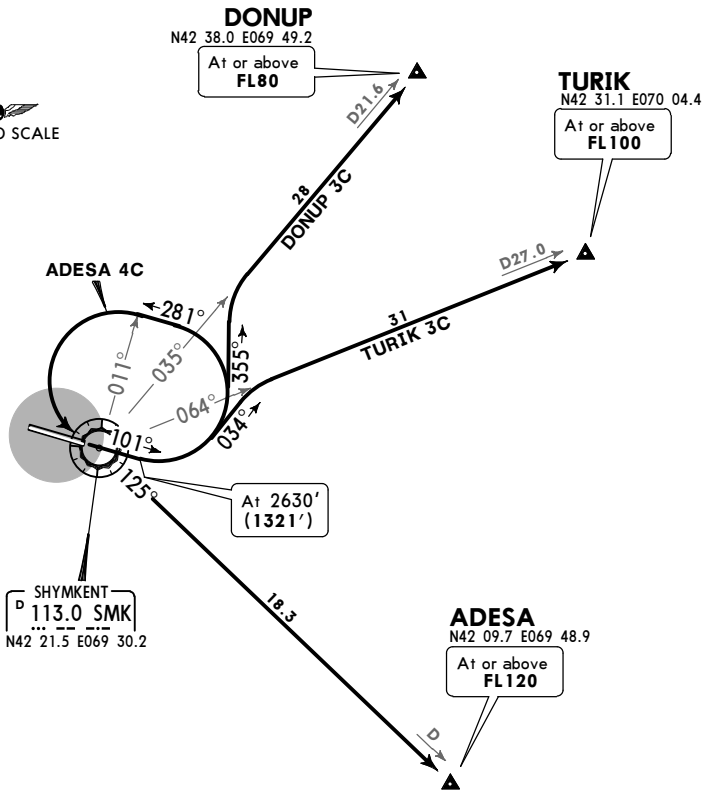
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SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 10-3 Eff 10 Dec SID

Apt Elev 1388' QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3691')



ADESA 4C [ADES4C]
DONUP 3C [DONU3C]
TURIK 3C [TURI3C]
RWY 10 DEPARTURES



These SIDs require minimum climb gradients
of
DONUP 3C: 4.1%.
TURIK 3C: 4.8%.

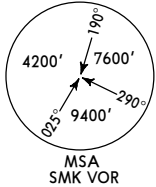
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2630' (1321' - 400m)	
5000' (3691' - 1100m)	

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

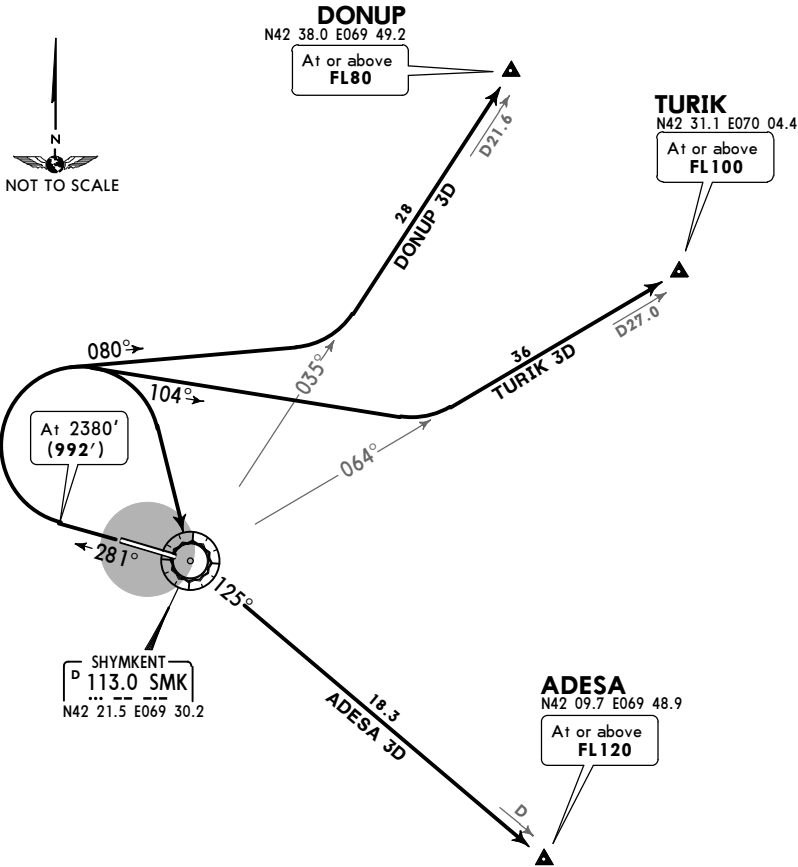
SID	ROUTING
ADESA 4C By ATC	Climb to 2630' (1321') , turn LEFT, 281° track, when passing SMK R-011 turn LEFT to SMK, SMK R-125 to ADESA.
DONUP 3C	Climb to 2630' (1321') , turn LEFT, 355° track, intercept SMK R-035 to DONUP.
TURIK 3C	Climb to 2630' (1321') , turn LEFT, 034° track, intercept SMK R-064 to TURIK.

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JEPPESEN SHYMKENT, KAZAKHSTAN
4 DEC 15 (10-3A) Eff 10 Dec SID

Apt Elev 1388'	QNH on request (QFE) Trans level: FL70 Trans alt: 5000' (3612')	
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ADESA 3D [ADES3D]
DONUP 3D [DONU3D]
TURIK 3D [TURI3D]
RWY 28 DEPARTURES



These SIDs require minimum climb gradients of
DONUP 3D: 4.1%.
TURIK 3D: 4.8%.

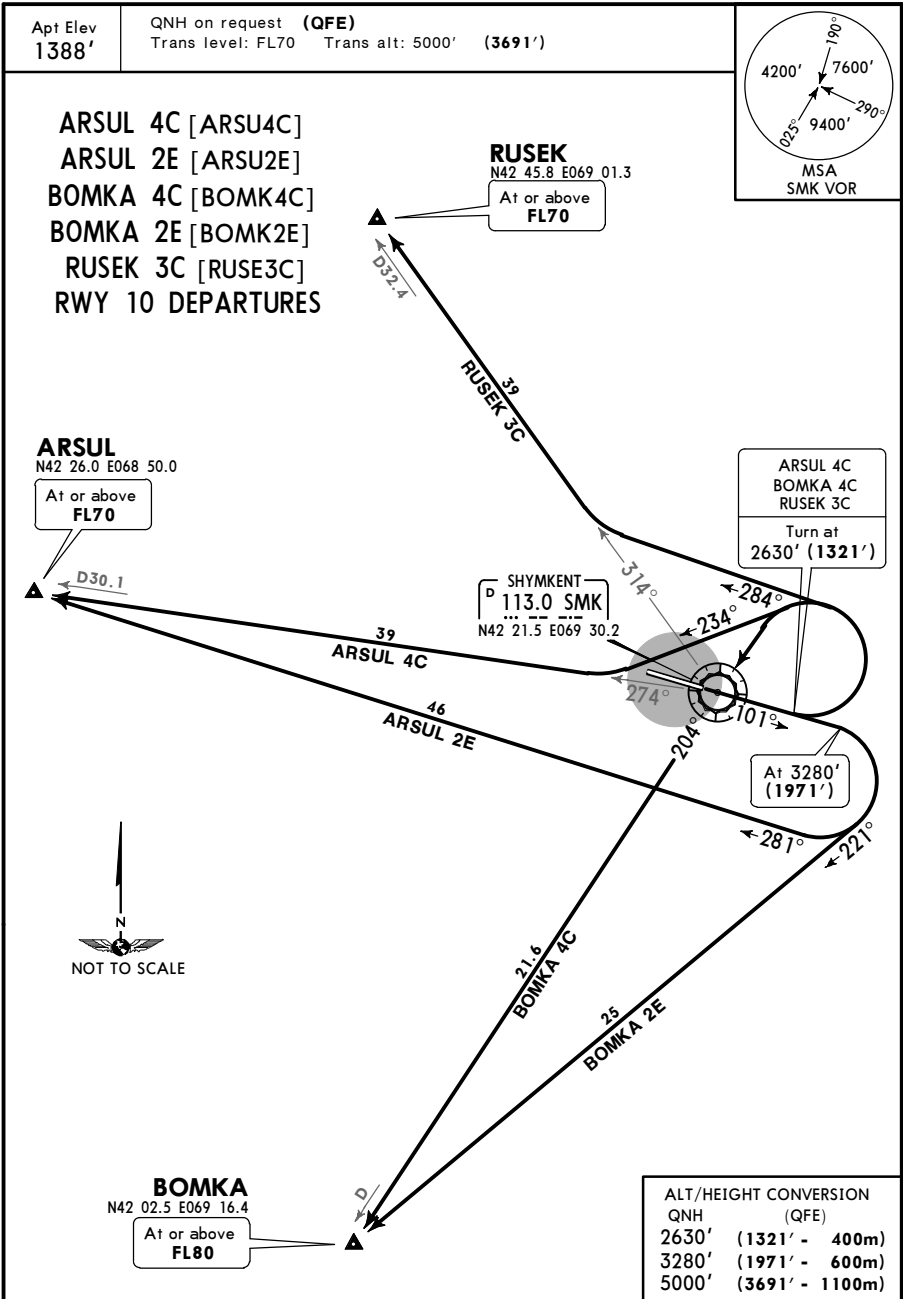
ALT/HEIGHT CONVERSION
QNH (QFE)
2380' (992' - 300m)
5000' (3612' - 1100m)

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 3D By ATC	Climb to 2380' (992') , turn RIGHT to SMK, SMK R-125 to ADESA.
DONUP 3D	Climb to 2380' (992') , turn RIGHT, 080° track, intercept SMK R-035 to DONUP.
TURIK 3D	Climb to 2380' (992') , turn RIGHT, 104° track, intercept SMK R-064 to TURIK.

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JEPPESN SHYMKENT, KAZAKHSTAN
4 DEC 15 10-3B Eff 10 Dec SID

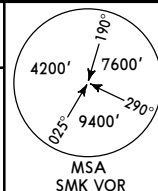


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SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 (10-3C) Eff 10 Dec SID

Apt Elev
1388'

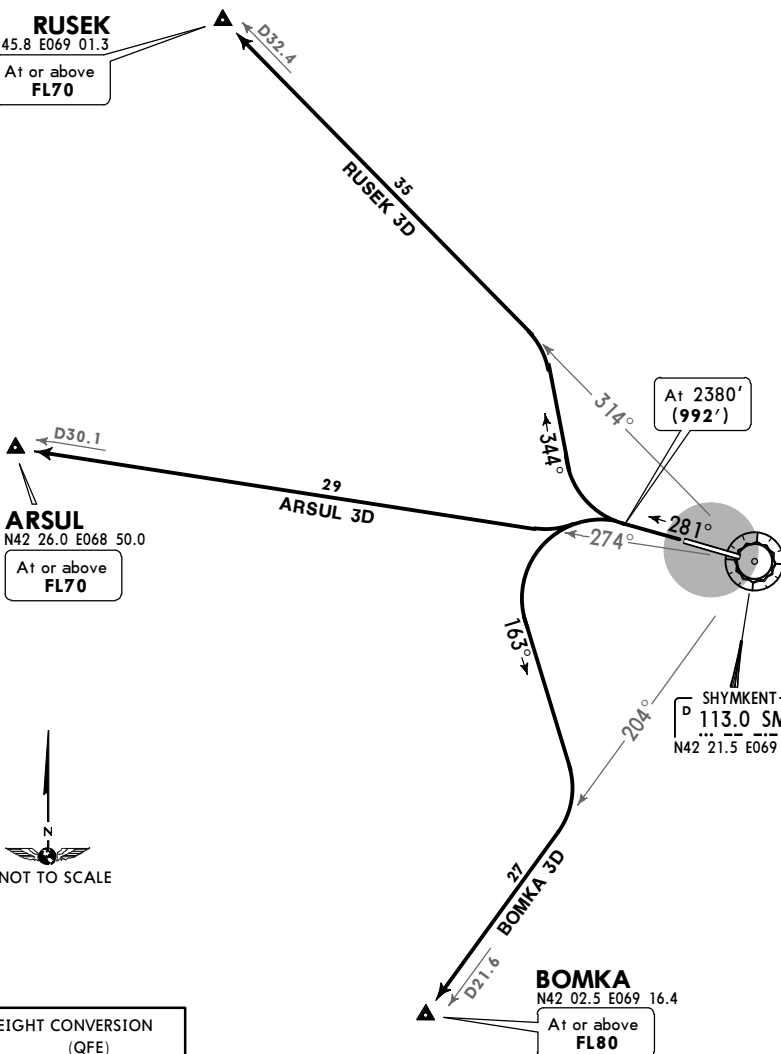
QNH on request (QFE)
Trans level: FL70 Trans alt: 5000' (3612')



ARSUL 3D [ARSU3D]
BOMKA 3D [BOMK3D]
RUSEK 3D [RUSE3D]
RWY 28 DEPARTURES

RUSEK
N42 45.8 E069 01.3

At or above
FL70



ALT/HEIGHT CONVERSION
QNH (QFE)
2380' (992' - 300m)
5000' (3612' - 1100m)

BOMKA
N42 02.5 E069 16.4
At or above
FL80

SID	ROUTING
ARSUL 3D	Climb to 2380' (992') , turn LEFT, intercept SMK R-274 to ARSUL.
BOMKA 3D	Climb to 2380' (992') , turn LEFT, 163° track, intercept SMK R-204 to BOMKA.
RUSEK 3D	Climb to 2380' (992') , turn RIGHT, 344° track, intercept SMK R-314 to RUSEK.

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26 MAR 10

JEPPesen

10-4

SHYMKENT, KAZAKHSTAN

Eff 8 Apr

NOISE

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:

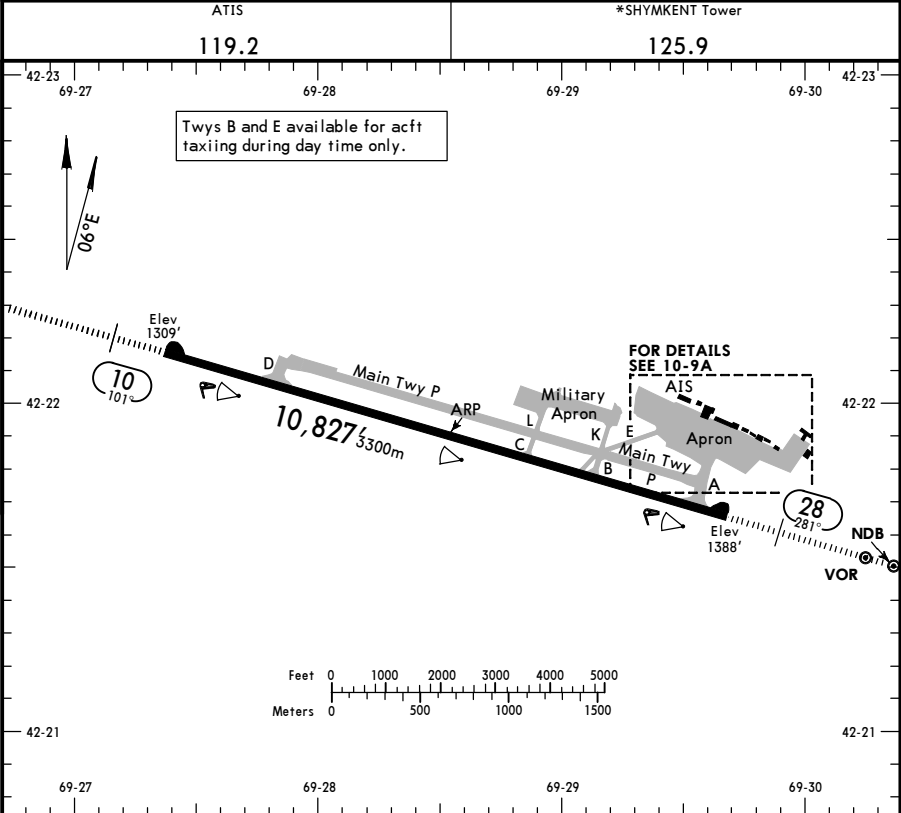
- if tailwind component does not exceed established limitation by Flight Operation Manual of given type of aircraft by crew report.
- when airborne from RWY 10 climbing is effected with maximum climb gradient.

RUN-UP TESTS

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

UAII/CIT
Apt Elev **1388'**
N42 21.9 E069 28.5

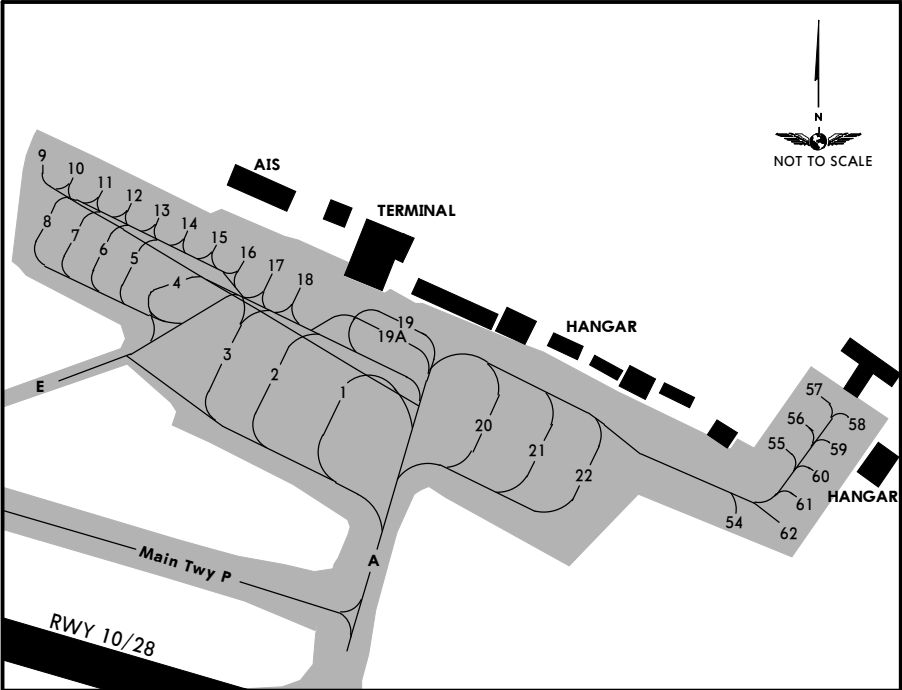
JEPPesen SHYMKENT, KAZAKHSTAN
4 DEC 15 **(10-9)** **Eff 10 Dec** **SHYMKENT**



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	
						Threshold	TAKE-OFF
						Glide Slope	WIDTH
10	HIRL (60m)	HIALS	TDZ	PAPI-L(2.4°)	RVR	9976' 3041m	148'
28	HIRL (60m)	HIALS	TDZ	PAPI-L(3.0°)	RVR	9794' 2985m	45m

TAKE-OFF			
AIR CARRIER (JAA)			
All Rwys			
	DAY		NIGHT
	RL	RCLM	RL
A		400m I	400m I
B	400m I		
C		500m	400m
D			

UAII/CIT



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N42 21.9 E069 29.6	55, 56	N42 21.9 E069 29.9
2,3	N42 21.9 E069 29.5	57 thru 59	N42 21.9 E069 30.0
4 thru 6	N42 22.0 E069 29.4	60	N42 21.8 E069 30.0
7 thru 10	N42 22.0 E069 29.3	61, 62	N42 21.8 E069 29.9
11 thru 14	N42 22.0 E069 29.4		
15 thru 18	N42 22.0 E069 29.5		
19, 19A	N42 21.9 E069 29.6		
20, 21	N42 21.9 E069 29.7		
22	N42 21.8 E069 29.8		
54	N42 21.8 E069 29.9		

UAII/CIT

4 DEC 15
Eff 10 Dec

JEPPESSEN

(10-9S)

Standard

SHYMKENT, KAZAKHSTAN

SHYMKENT

STRAIGHT-IN RWY		A	B	C	D
10	ILS	1509'(200')	1522'(213')	1539'(230')	1539'(230')
	FULL	550m	600m	600m	600m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1670'(361')	1670'(361')	1670'(361')	1670'(361')
		1000m	1000m	1000m	1400m
	ALS out	1500m	1500m	1700m	1700m
	NDB ①	1870'(561')	1870'(561')	1940'(631')	2000'(691')
		1900m	2800m	3700m	4600m
28	NDB	1870'(561')	1870'(561')	1940'(631')	2000'(691')
		2100m	2800m	3700m	4600m
	ALS out	2800m	2800m	3700m	4600m
	ILS	1601'(213')	1618'(230')	1634'(246')	1634'(246')
	FULL	600m	600m	600m	600m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1300m	1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2280'(892')	2280'(892')	2280'(892')	2280'(892')
		1500m	1500m	2400m	2400m
	NDB ①	2610'(1222')	2610'(1222')	2610'(1222')	2610'(1222')
		5000m	5000m	5000m	5000m
	NDB	2610'(1222')	2610'(1222')	2610'(1222')	2610'(1222')
		5000m	5000m	5000m	5000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 10, 28

DAY		NIGHT
RL	RCLM	RL
A B C D	400m ②	400m ②
	500m	400m

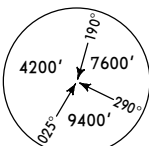
② LVP must be in force: 300m.

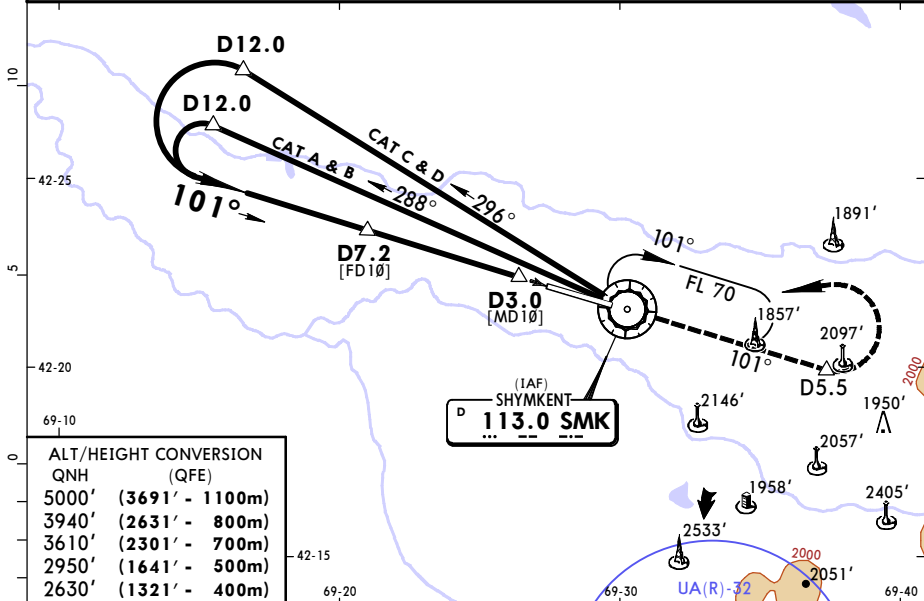
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UAI/CIT
SHYMKENT

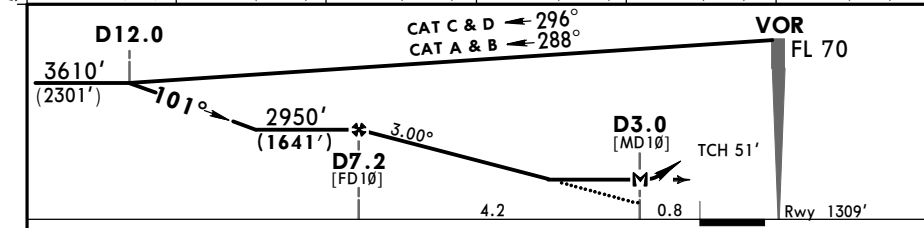
JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 **13-1** **Eff 10 Dec** **VOR DME Rwy 10**

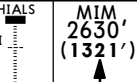
BRIEFING STRIP™

ATIS 119.2		*SHYMKENT Tower 125.9			 MSA SHYMK VOR
VOR SMK 113.0	Final Apch Crs 101°	Minimum Alt D7.2 2950'(1641')	MDA(H) 1670'(361')	Apt Elev 1388' Rwy 1309	
MISSED APCH: Climb on 101° to 2630' (1321') or above. Not before D5.5 turn LEFT to VOR. Climb initially to 3940' (2631'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 70 to VOR and hold. Missed apch turn MAX 245 KT.					
Alt Set: MM (hPa on req) Initial apch MAX 195 KT.		QNH on req (QFE)		Trans level: FL 70	Trans alt: 5000'(3691')



SMK DME	7.2	6.2	5.2	4.2	3.2
ALTITUDE (HAT)	2950'(1641')	2650'(1341')	2330'(1021')	2000'(691')	1690'(381')



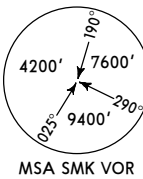
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.0							

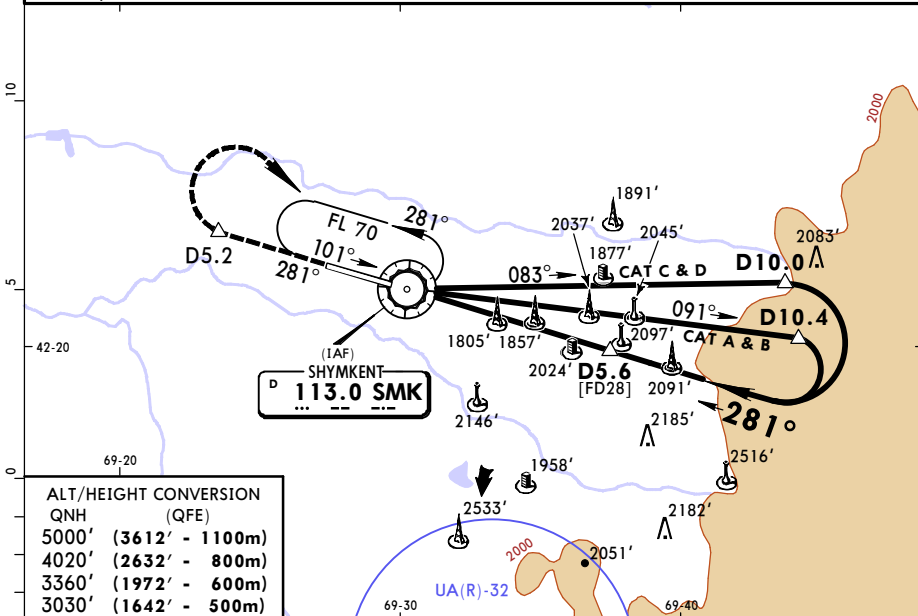
STRAIGHT-IN LANDING RWY 10		MDA(H) 1670'(361')	
ALS out		RVR 1500m VIS 1600m	
A	900m	RVR 1500m VIS 1600m	
B	1000m		
C			
D			

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SHYMKENT

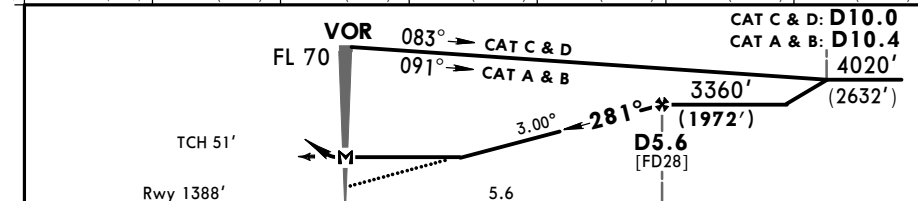
JEPPESSEN SHYMKENT, KAZAKHSTAN
4 DEC 15 **13-2** **Eff 10 Dec** **VOR DME Rwy 28**

BRIEFING STRIP™

ATIS 119.2			*SHYMKENT Tower 125.9		
VOR SMK 113.0	Final ApcH Crs 281°	Minimum Alt D5.6 3360'(1972')	MDA(H) 2280'(892')	Apt Elev 1388' Rwy 1388'	
MISSED APCH: Climb on 281° to 3030' (1642') or above. Not before D5.2 turn RIGHT to VOR. Climb initially to 4020' (2632'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 70 to VOR and hold. Missed approach turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req) Initial apch MAX 195 KT.		QNH on req (QFE)		Trans level: FL 70	Trans alt: 5000' (3612')



SMK DME	1.0	2.0	3.0	4.0	5.0	5.6
ALTITUDE (HAT)	1910'(522')	2220'(832')	2550'(1162')	2870'(1482')	3210'(1822')	3360'(1972')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI		3030' (1642') or above	281°
Descent Angle	3.00°	372	478	531	637	743	849			
MAP at VOR										

STRAIGHT-IN LANDING RWY 28			
MDA(H) 2280'(892')			
		ALS out	
A	1200m	RVR 1500m VIS 1600m	
B			
C	1400m		
D	1800m		



Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

SHYMKENT, (SHYMKENT - UAI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAl