

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAAA

Terminal Charts For UAAA

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ALMATY KAZ
ICAO/IATA: UAAA / ALA
Lat/Long: N43° 21.3', E077° 02.6'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2334 Z
Sunset: 1403 Z

Runway Information

Runway: 05L
Length x Width: 14764 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2223 ft
Lighting: Edge, ALS, Centerline

Runway: 23R
Length x Width: 14764 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2231 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05R
Length x Width: 14436 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2228 ft
Lighting: Edge, ALS, Centerline

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

Communication Information

ATIS: 129.800

ATIS: 135.100 Non-English

Almaty Tower: 119.400

Almaty Ground: 121.700

Almaty Approach: 124.800

Almaty Radar: 120.800

UAAA/ALA
ALMATY

JEPPESEN

26 APR 19

10-1P

ALMATY, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 129.8
135.1 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are established when RVR is less than 550m.

RWYs 05L, 05R, 23L and 23R are equipped for take-off in LVP conditions.

Do not cross switched-on stop bars.

When RVR not less than 300m:

- ACFT taxiing on stands and TWYs (except for TWYs C, E, D and F) is carried out exclusively after Follow-me vehicle.
- For precise approach and landing by CAT II, the RWYs 23L and 23R are used.

When RVR is less than 300m, but not less than 175m:

- TWYs B, H and E are not used.
- For precise approach and landing by CAT IIIA, the RWYs 23L and 23R are used.

When RVR less than 175m, but not less than 75m:

- Only one RWY is used for take-off, landing and taxiing, either RWY 05L/23R or RWY 05R/23L.

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 code C and higher from TWY B to RWY 05R/23L towards the THR 05R and from RWY 05R/23L to TWY B from THR 05R is prohibited.

Turns on RWY 05R/23L for ACFT types B767 and heavier allowed at the THRs and turning bay A only.

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 D, E, F, K and L by ATC clearance only.

While ACFT are standing on TWY C, D, E or F, the RWY located behind ACFT is considered as occupied and not used for take-off nor landing.

1.4. RWY 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 763 kHz 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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26 APR 19

10-1P1

ALMATY, KAZAKHSTAN
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWYs 23L and 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.

CAT IIIB:

RWY 23R: parking guidance system via TWY K at ACFT stand 6 or 7.

RWY 23L: parking guidance system via TWY A at ACFT stand 4 or 5.

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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.

STAR



ATIS 129.8 (Russian 135.1)	Apt Elev 2238	Alt Set: MM (hPa on request) Trans level: FL70 1. SURVEILLANCE RADAR required. 2. 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.	QNH on request (QFE)
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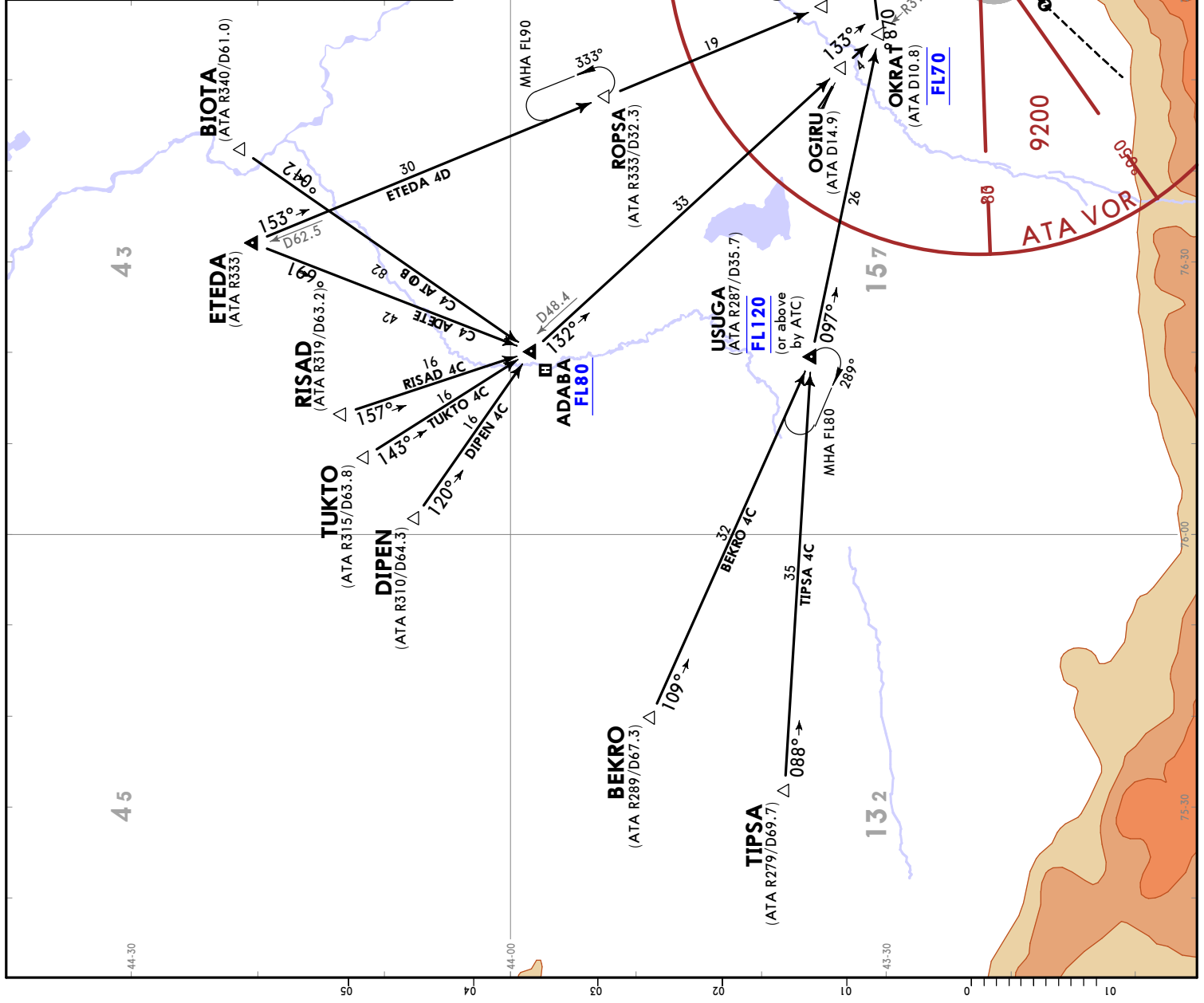
BEKRO 4C [BEKR4C], BIOTA 4C [BIOT4C]
DIPEN 4C [DIPE4C], ETEDA 4C [ETED4C]
ETEDA 4D [ETED4D], RISAD 4C [RISA4C]
TIPSA 4C [TIPS4C], TUKTO 4C [TUKT4C]
RWYS 23L/R ARRIVALS
SPEED: MAX 245 KT BELOW FL100

ALT/HEIGHT CONVERSION QNH 5200 (2962 - 900m)	1 ATA R075 within 27.2 NM do not fly SOUTH below FL190. 2 ATA R218 within 15.8 NM do not fly EAST below FL190.
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HOLDING OVER ADABA

MHA FL80

132° 3 1/2°

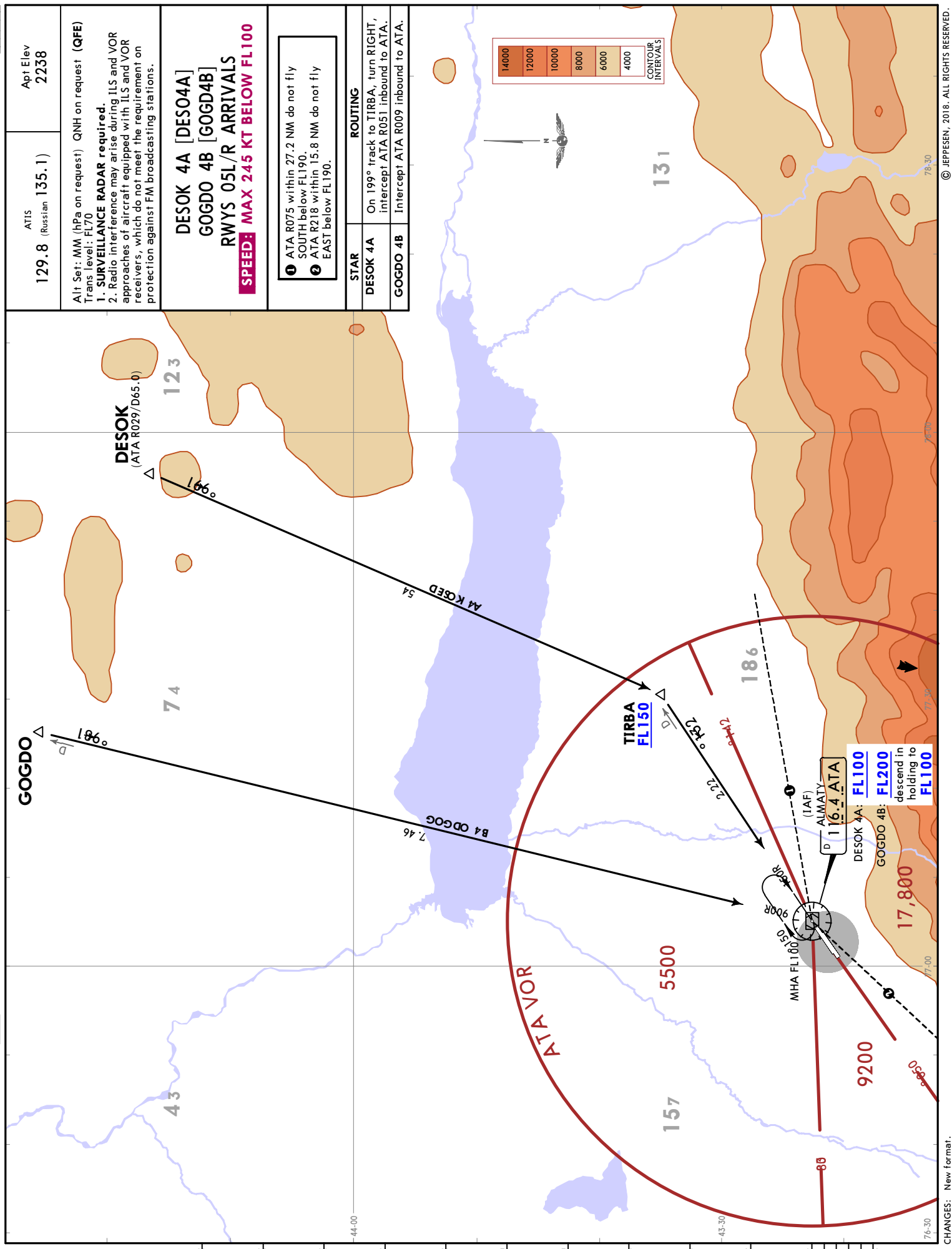


ALMATY, KAZAKHSTAN

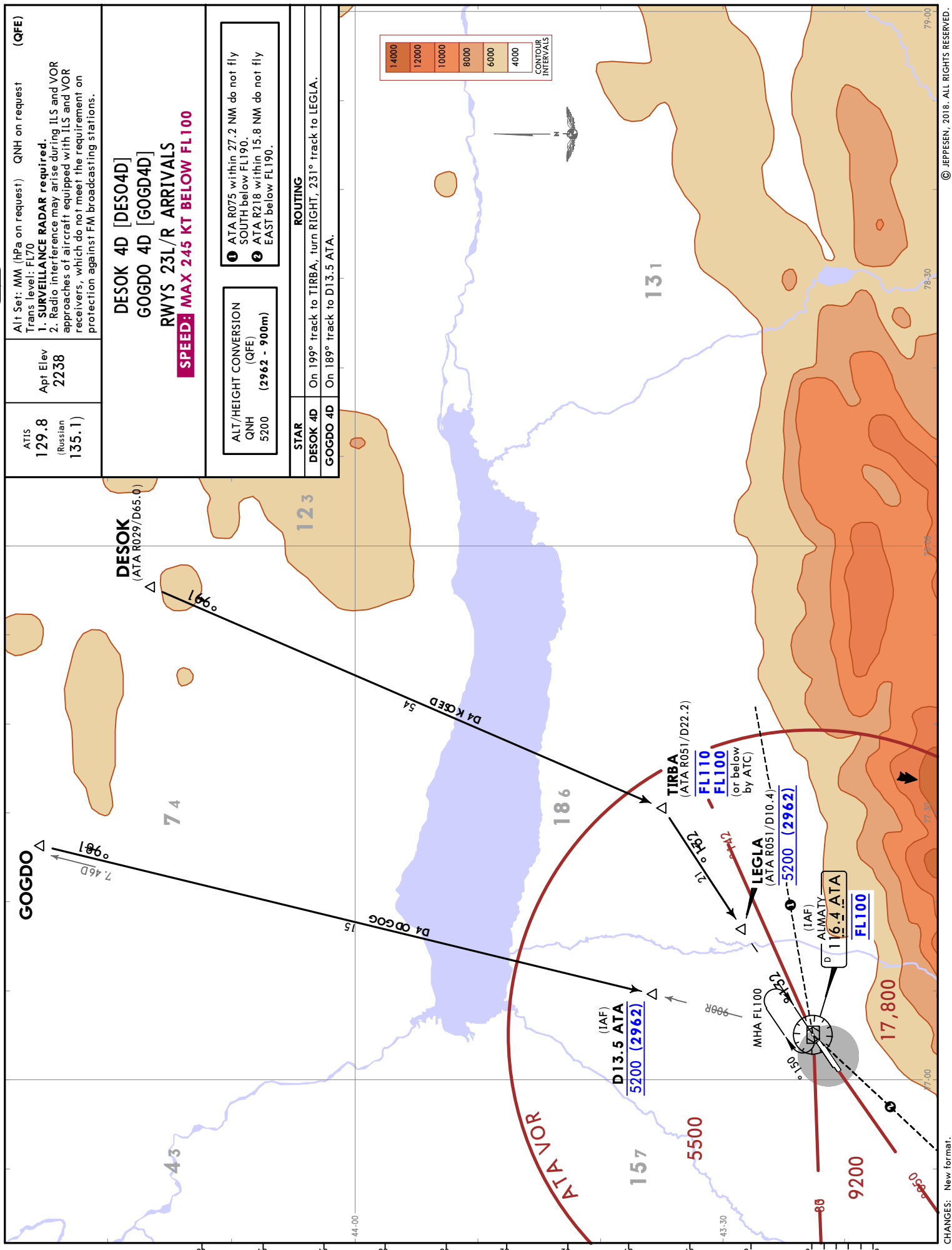
STAR

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JEYPESEN
2 MAR 18 (10-2B)



ATIS 129.8 (Russian 135.1)	Apt Elev 2238	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 1. SURVEILLANCE RADAR required. 2. 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 4D [DESO4D] GOGDO 4D [GOGD4D] RWYS 23L/R ARRIVALS SPEED: MAX 245 KT BELOW FL100		
ALT/HEIGHT CONVERSION (QFE) QNH 5200 (2962 - 900m)		1 ATA R075 within 27.2 NM do not fly SOUTH below FL190. 2 ATA R218 within 15.8 NM do not fly EAST below FL190.
STAR DESOK 4D On 199° track to TIRBA, turn RIGHT, 231° track to LEGLA. GOGDO 4D On 189° track to D13.5 ATA.		ROUTING

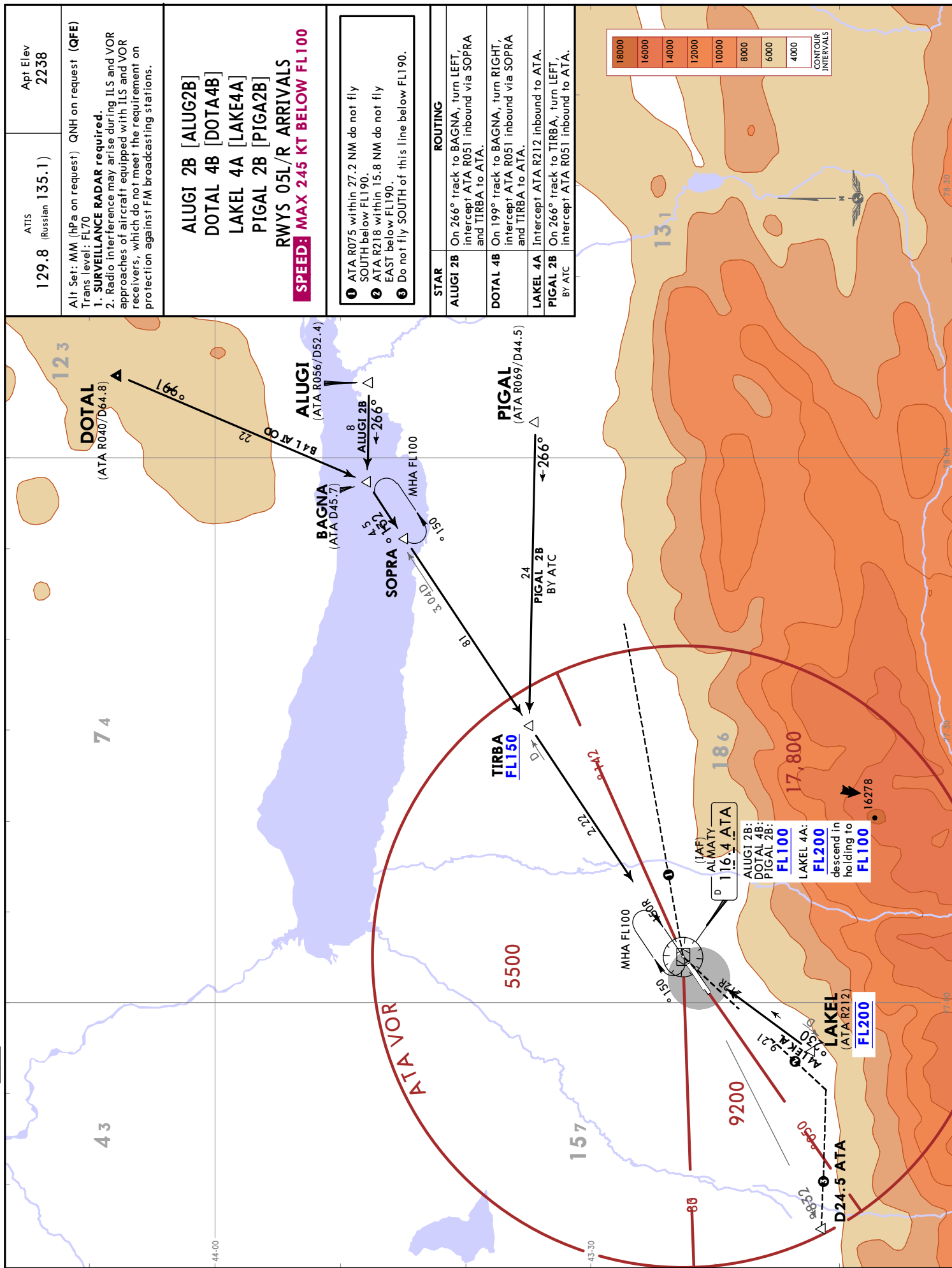


ALMATY, KAZAKHSTAN

STAR

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2 MAR 18 (10-2C1)





UAAA/ALMAATY



ATIS

129.8 (Russian 135.1)

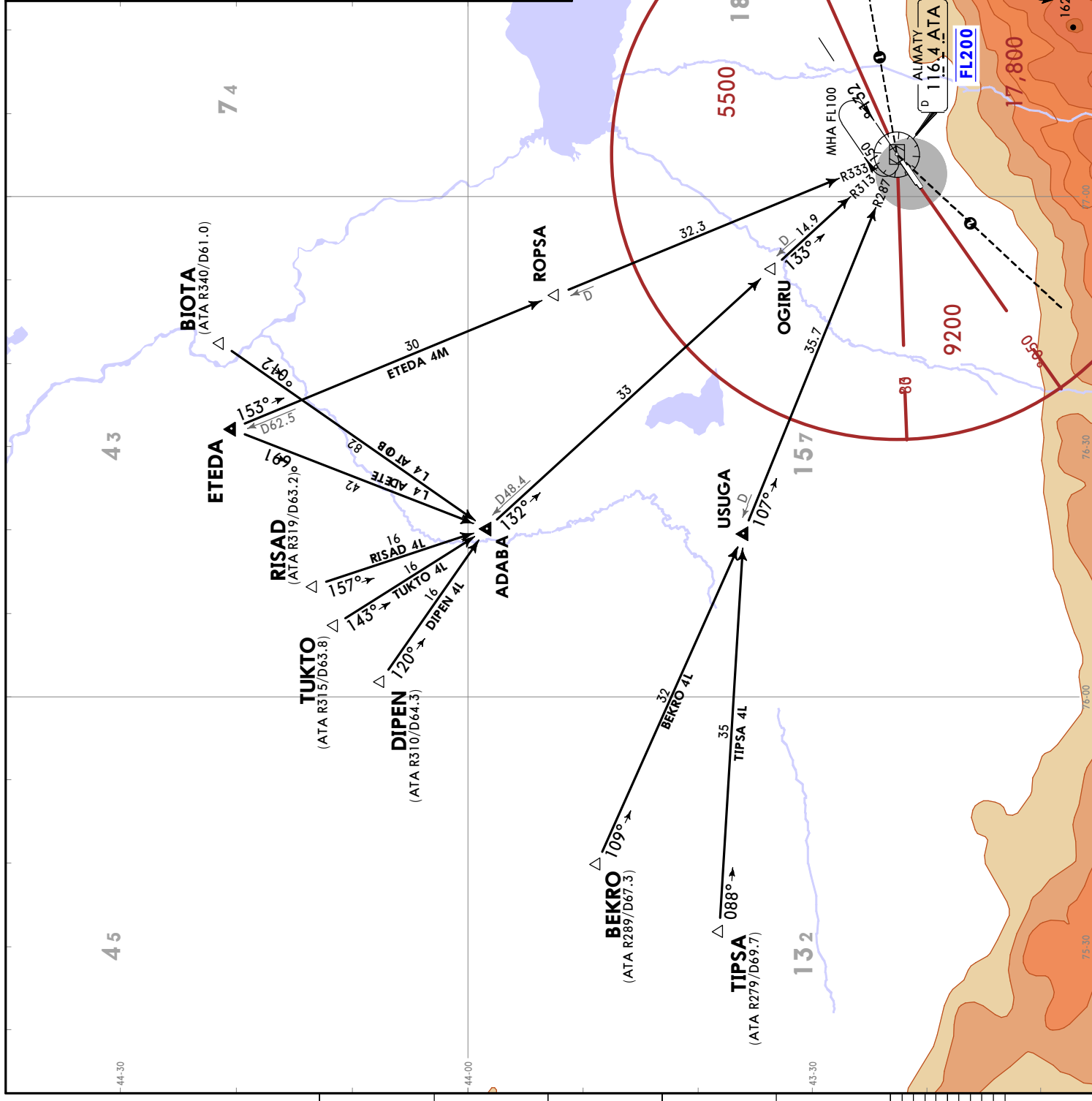
Apt Elev
2238

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
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

1 ATA R075 within 27.2 NM do not fly SOUTH below FL190.

2 ATA R218 within 15.8 NM do not fly EAST below FL190.



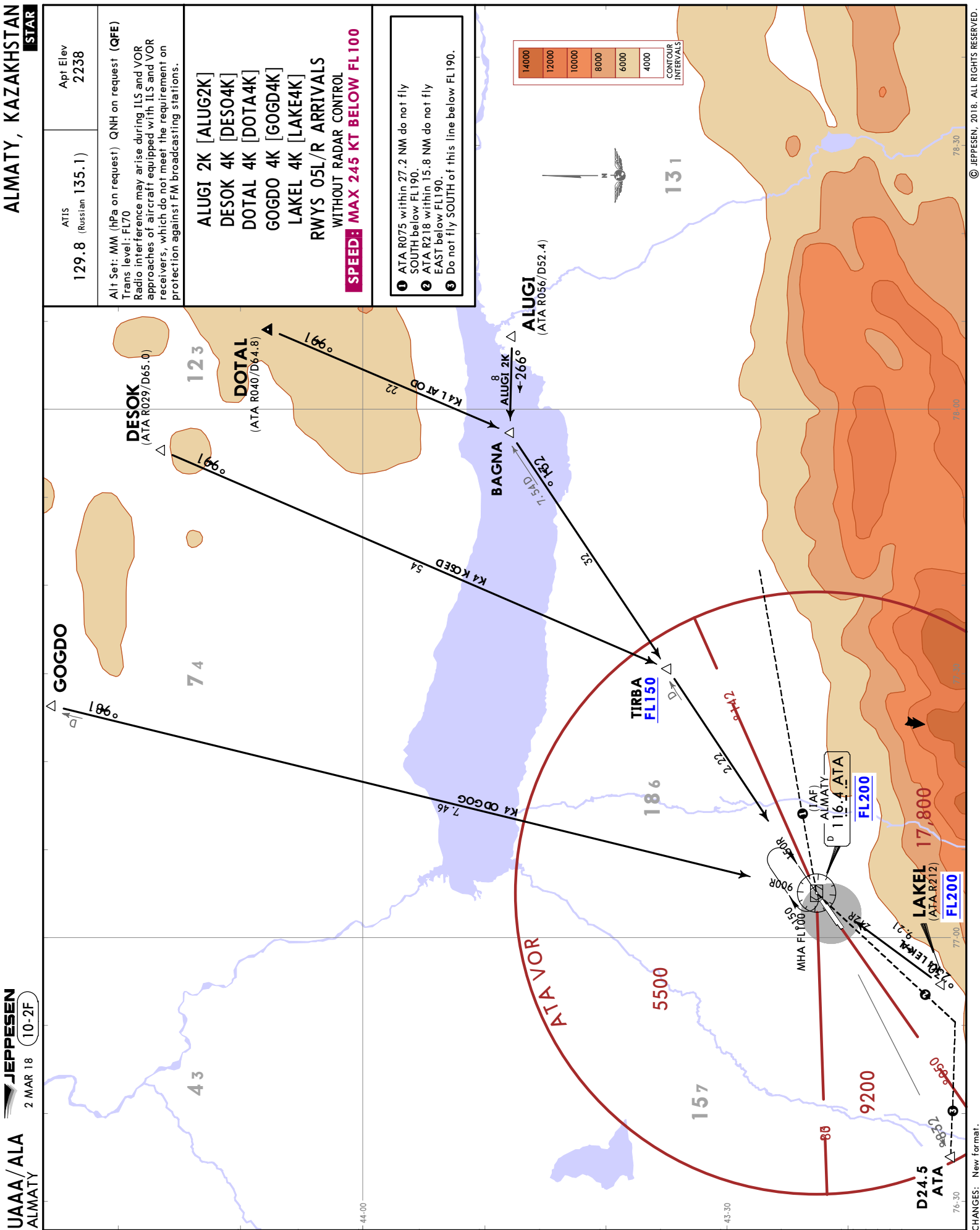
ALMATY, KAZAKHSTAN

STAR

UAAA/ALA
ALMATY

2 MAR 18

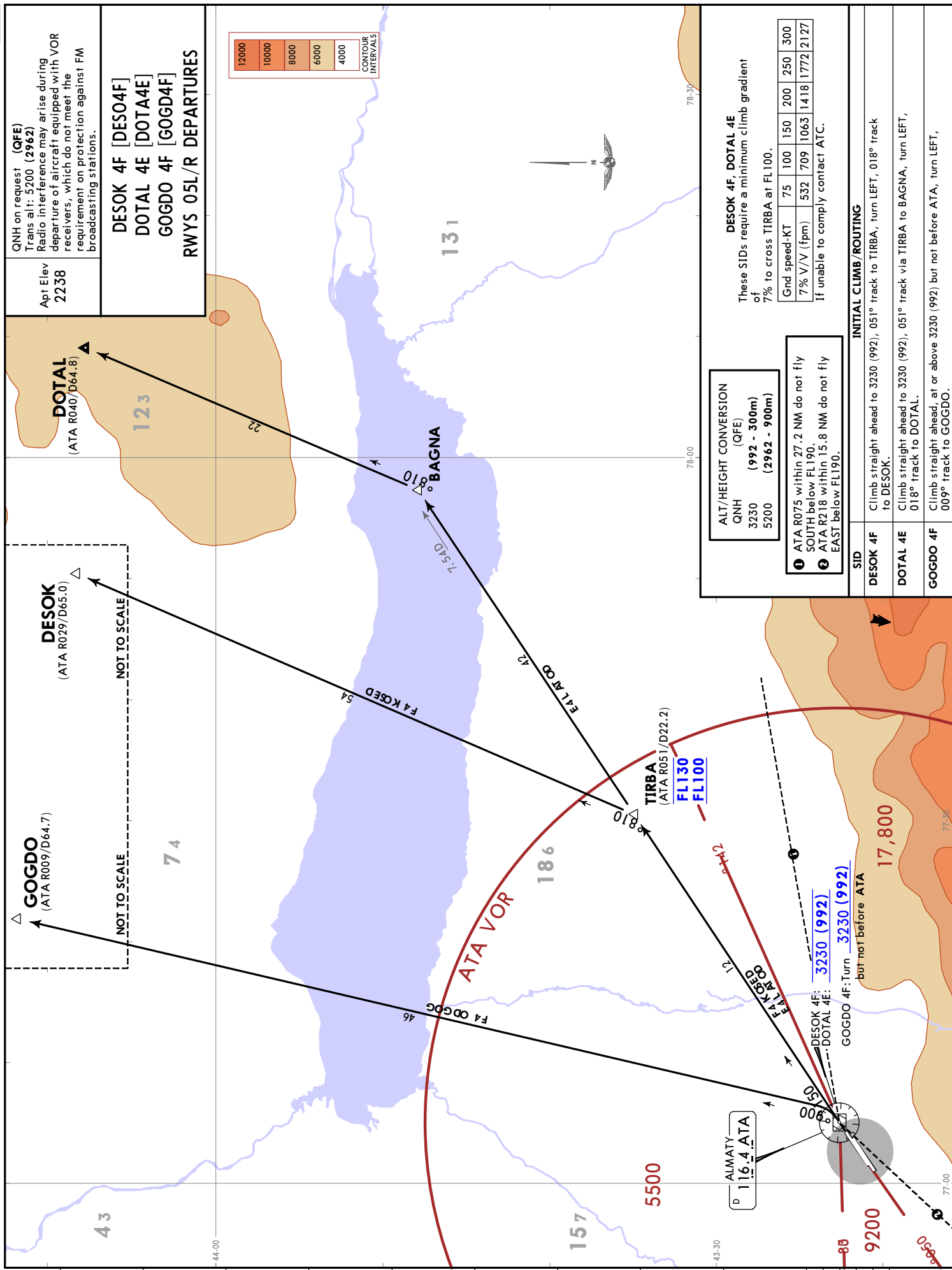
10-2F





ALMATY, KAZAKHSTAN

SID



QNH on request (QFE)
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

DOTAL
(ATA R040/D64.8)

DESOK
(ATA R029/D65.0)

GOGDO
(ATA R009/D64.7)

TIRBA
(ATA R051/D22.2)

BAGNA

ALMATY
116.4 ATA

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

DESOK 4F, DOTAL 4E
These SIDs require a minimum climb gradient
of 7% to cross TIRBA at FL100.

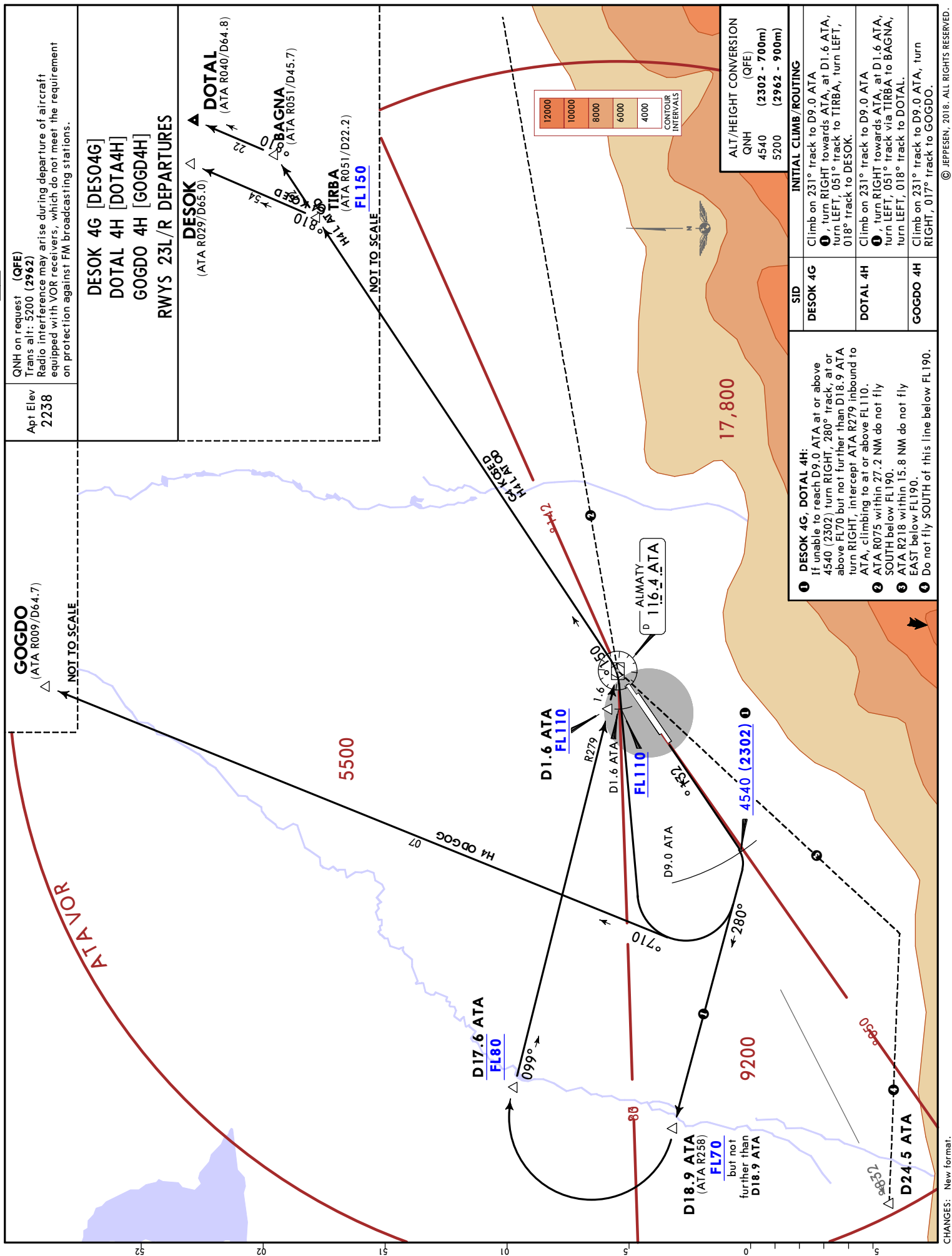
INITIAL CLIMB/ROUTING
DESOK 4F: Climb straight ahead to 3230 (992), 051° track to TIRBA, turn LEFT, 018° track to DESOK.
DOTAL 4E: Climb straight ahead to 3230 (992), 051° track via TIRBA to BAGNA, turn LEFT, 018° track to DOTAL.
GOGDO 4F: Climb straight ahead, at or above 3230 (992) but not before ATA,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

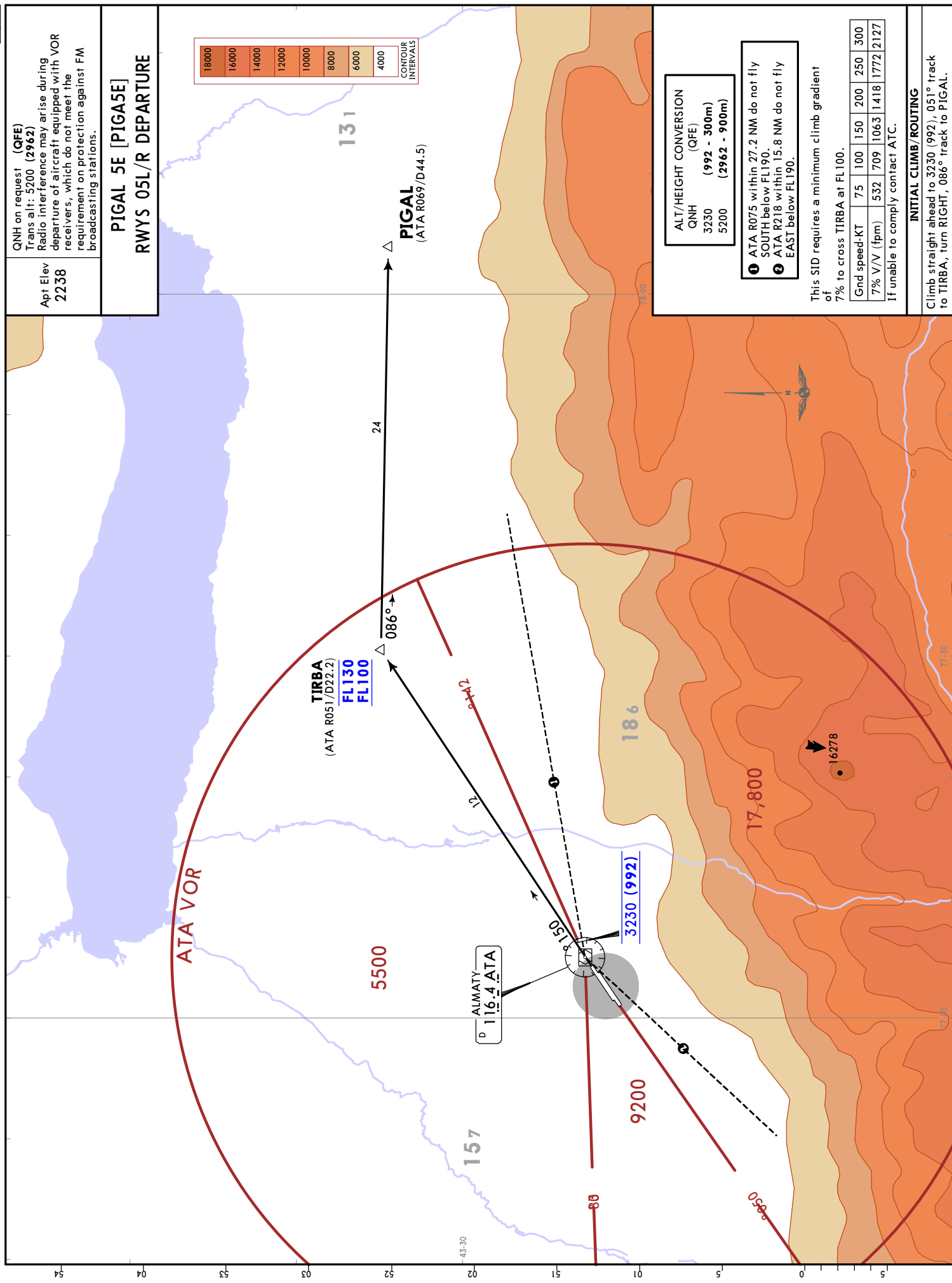
1 ATA R075 within 27.2 NM do not fly SOUTH below FL190.
2 ATA R218 within 15.8 NM do not fly EAST below FL190.

FL130
FL100

CHANGES: New format.

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QNH on request (QFE)
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.

Apt Elev
2238

1

If unable to reach D9.0 ATA at or above 4540 (2302) turn RIGHT, 280° track, at or above FL70 but not further than D18.9 ATA turn RIGHT, intercept ATA R279 inbound to ATA, climbing to at or above FL110.

2

ATA R075 within 27.2 NM do not fly SOUTH below FL190.

3

ATA R218 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

INITIAL CLIMB/ROUTING
Climb on 231° track to D9.0 ATA 1, turn RIGHT towards ATA, at D1.6 ATA turn LEFT, 051° track to TIRBA, turn RIGHT, 086° track to PIGAL.

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

NOT TO SCALE
1086° →
24
TIRBA
(ATA R051/D22.2)
FL150
PIGAL
(ATA R069/D44.5)

The chart displays the Almaty area with various departure routes and altitudes. Key features include:

- Departure Routes:** D17.6 ATA (FL80), D18.9 ATA (ATA R258) (FL70), D1.6 ATA (FL110), D1.6 ATA (FL110), D9.0 ATA, D24.5 ATA, and PIGAL (ATA R069/D44.5).
- Altitudes:** 5500, 157, 186, 17,800, 9200, 4540 (2302), 116.4 ATA, 1086°.
- Terrain Contours:** 16000, 14000, 12000, 10000, 8000, 6000, 4000.
- Navigation Aids:** TIRBA (ATA R051/D22.2), PIGAL (ATA R069/D44.5).
- Other Labels:** ATAVOR, 157, 186, 17,800, 9200, 4540 (2302), 116.4 ATA, 1086°.

CHANGES: New format.

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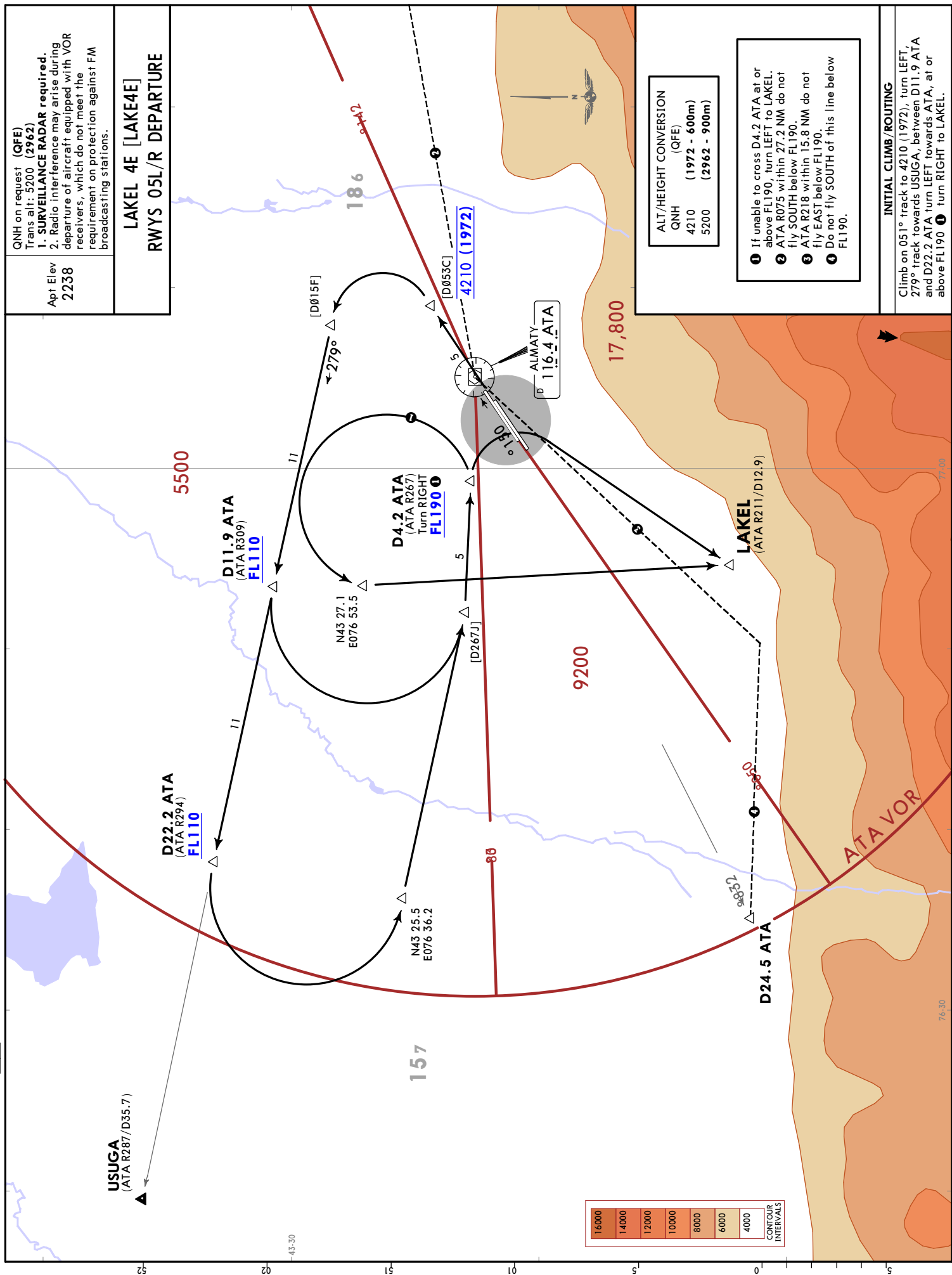
ALMATY, KAZAKHSTAN

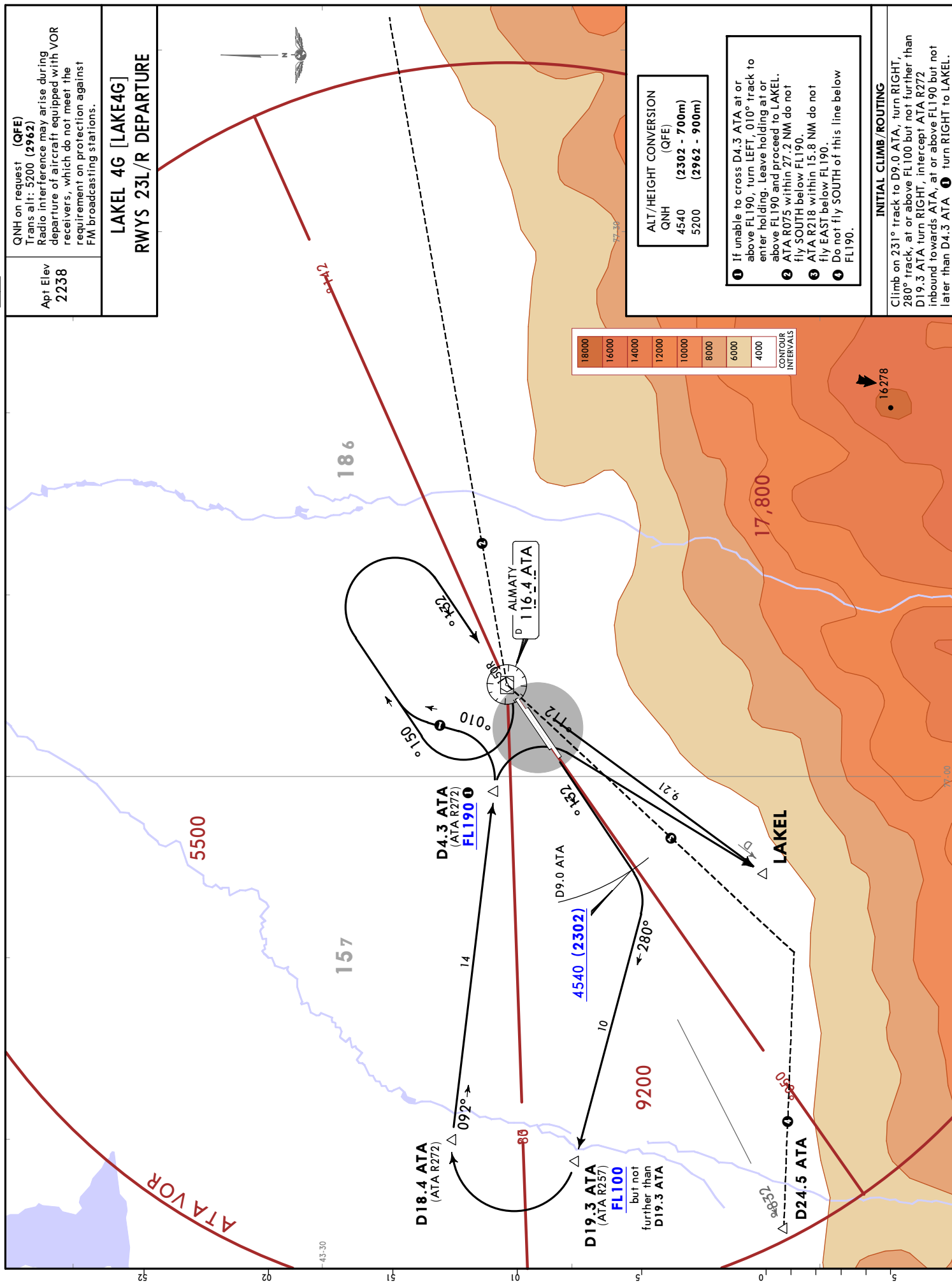
UAAA/ALA
ALMATY

JEPPesen
2 MAR 18

10-3D

SID





QNH on request (QFE)
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.

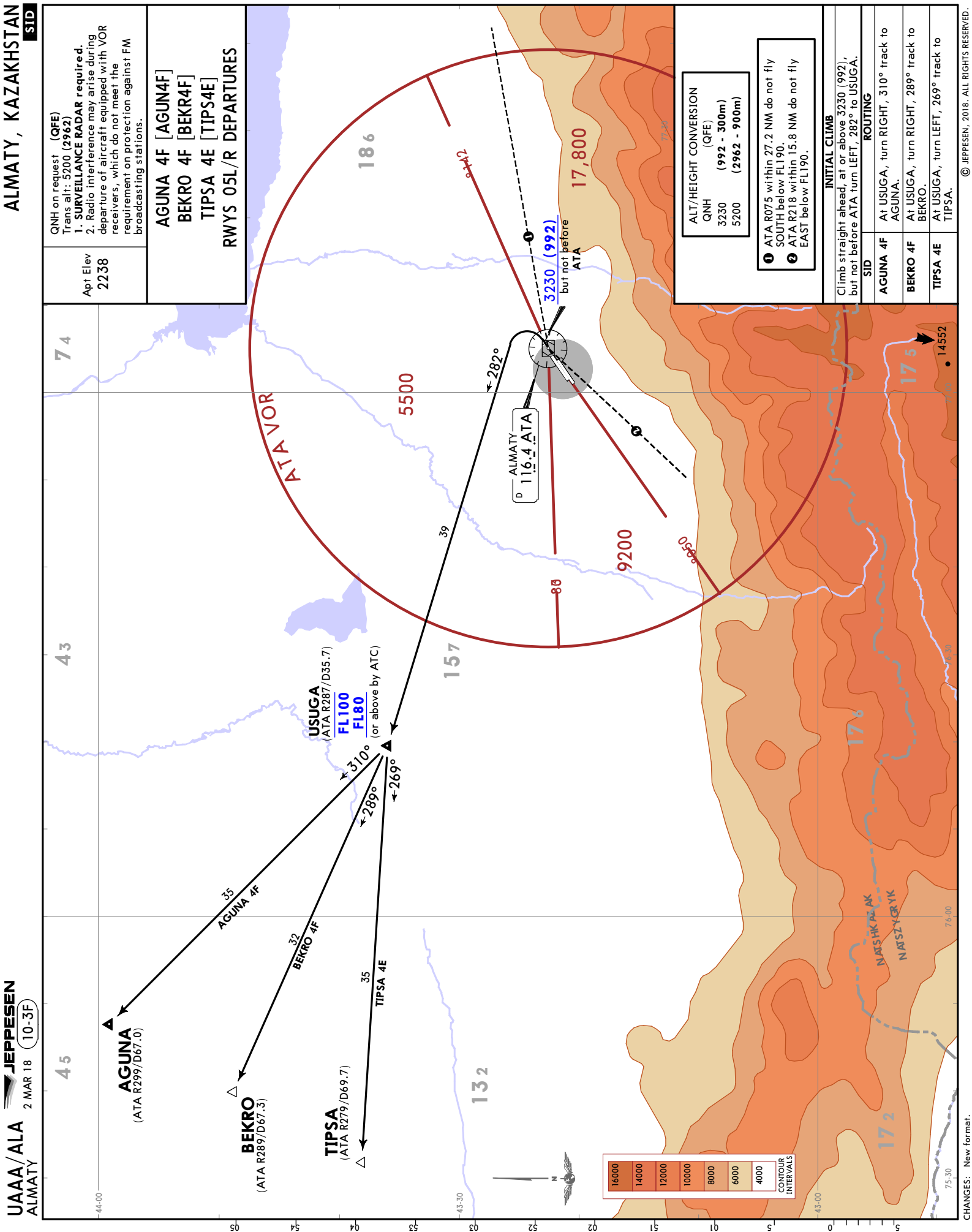
Apt Elev
2238

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

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

- 1 If unable to cross D4.3 ATA at or above FL190, turn LEFT, 010° track to enter holding. Leave holding at or above FL190 and proceed to LAKE.
- 2 ATA R075 within 27.2 NM do not fly SOUTH below FL190.
- 3 ATA R218 within 15.8 NM do not fly EAST below FL190.
- 4 Do not fly SOUTH of this line below FL190.

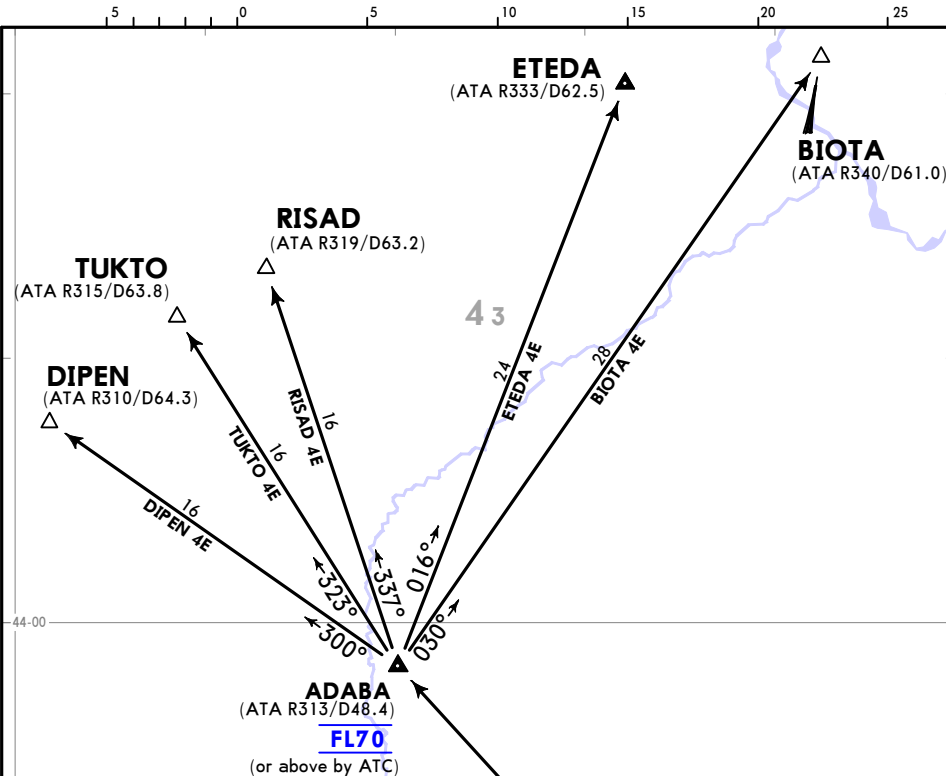
INITIAL CLIMB/ROUTING
Climb on 231° track to D9.0 ATA; turn RIGHT, 280° track, at or above FL100 but not further than D19.3 ATA; turn RIGHT, intercept ATA R272 inbound towards ATA, at or above FL190 but not later than D4.3 ATA; turn RIGHT to LAKE.





CHANGES: New format.

UAAA/ALA
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2 MAR 18
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(10-3H)



Apt Elev
2238

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

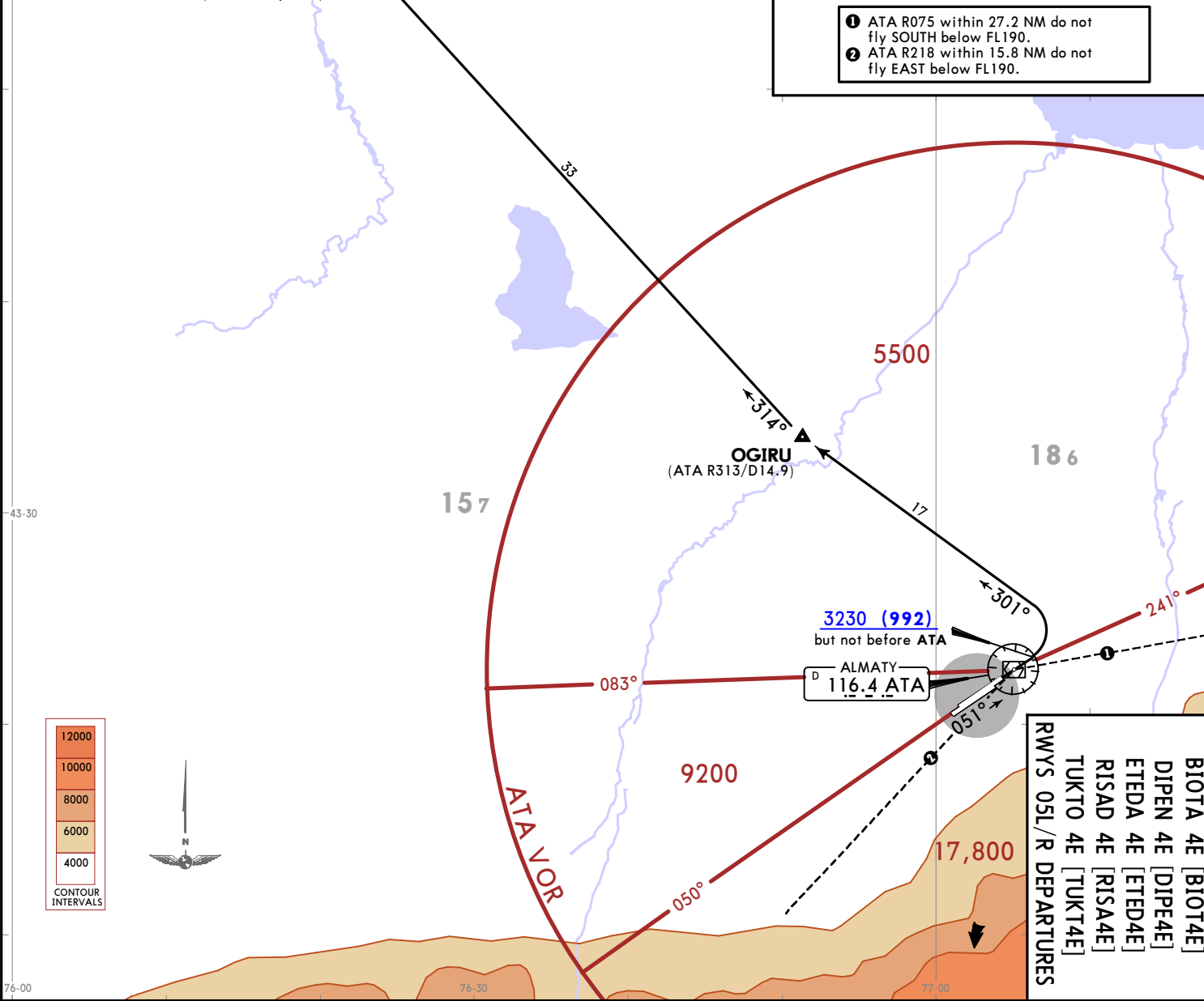
BIOTA 4E [BIOT4E]
DIPEN 4E [DIPE4E]
ETEDA 4E [ETED4E]
RISAD 4E [RISA4E]
TUKTO 4E [TUKT4E]
RWYS 05L/R DEPARTURES

INITIAL CLIMB
Climb straight ahead, at or above 3230 (992) but not before 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.

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

- ① ATA R075 within 27.2 NM do not fly SOUTH below FL190.
- ② ATA R218 within 15.8 NM do not fly EAST below FL190.

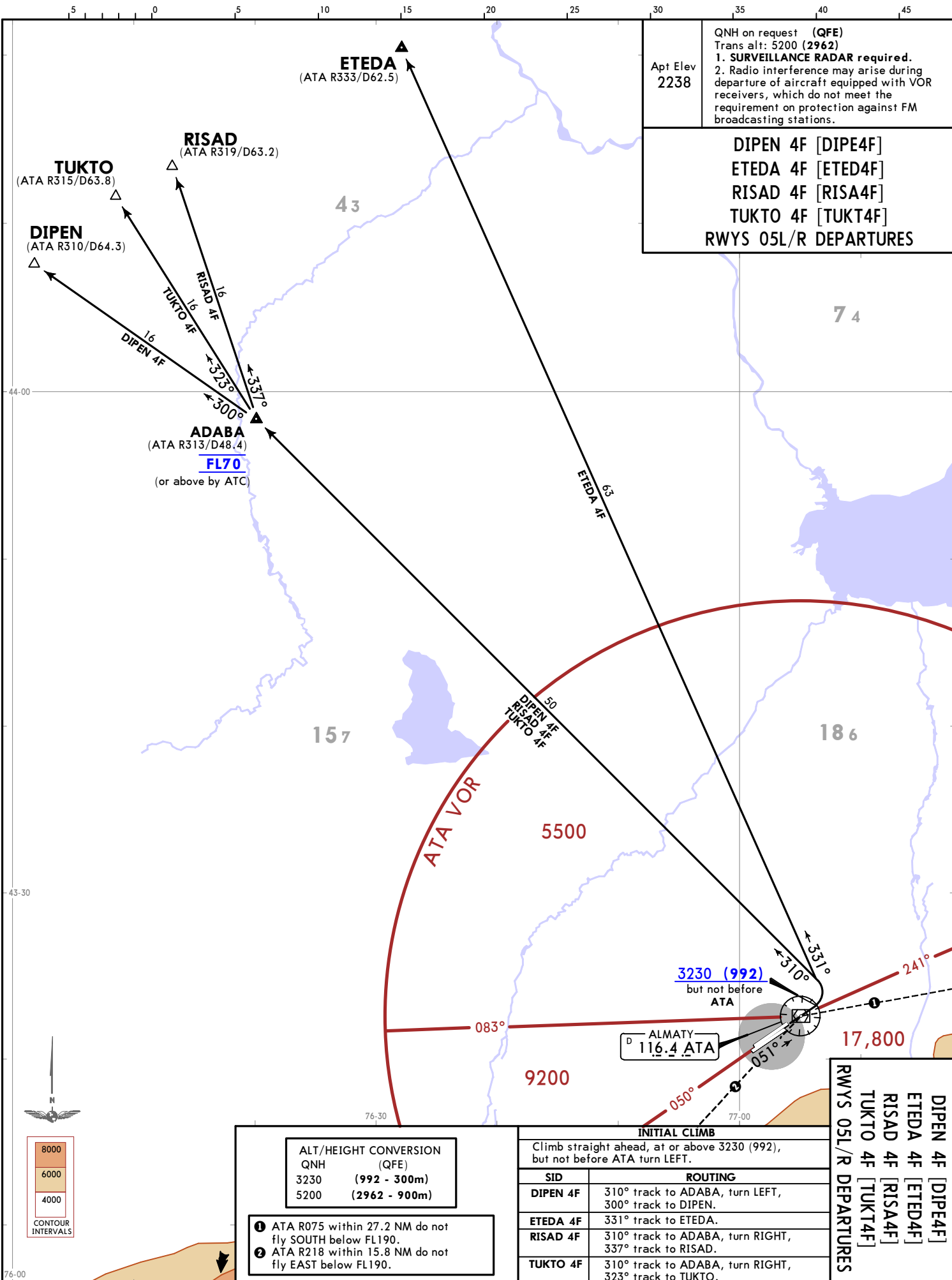


ALMATY, KAZAKHSTAN
SID

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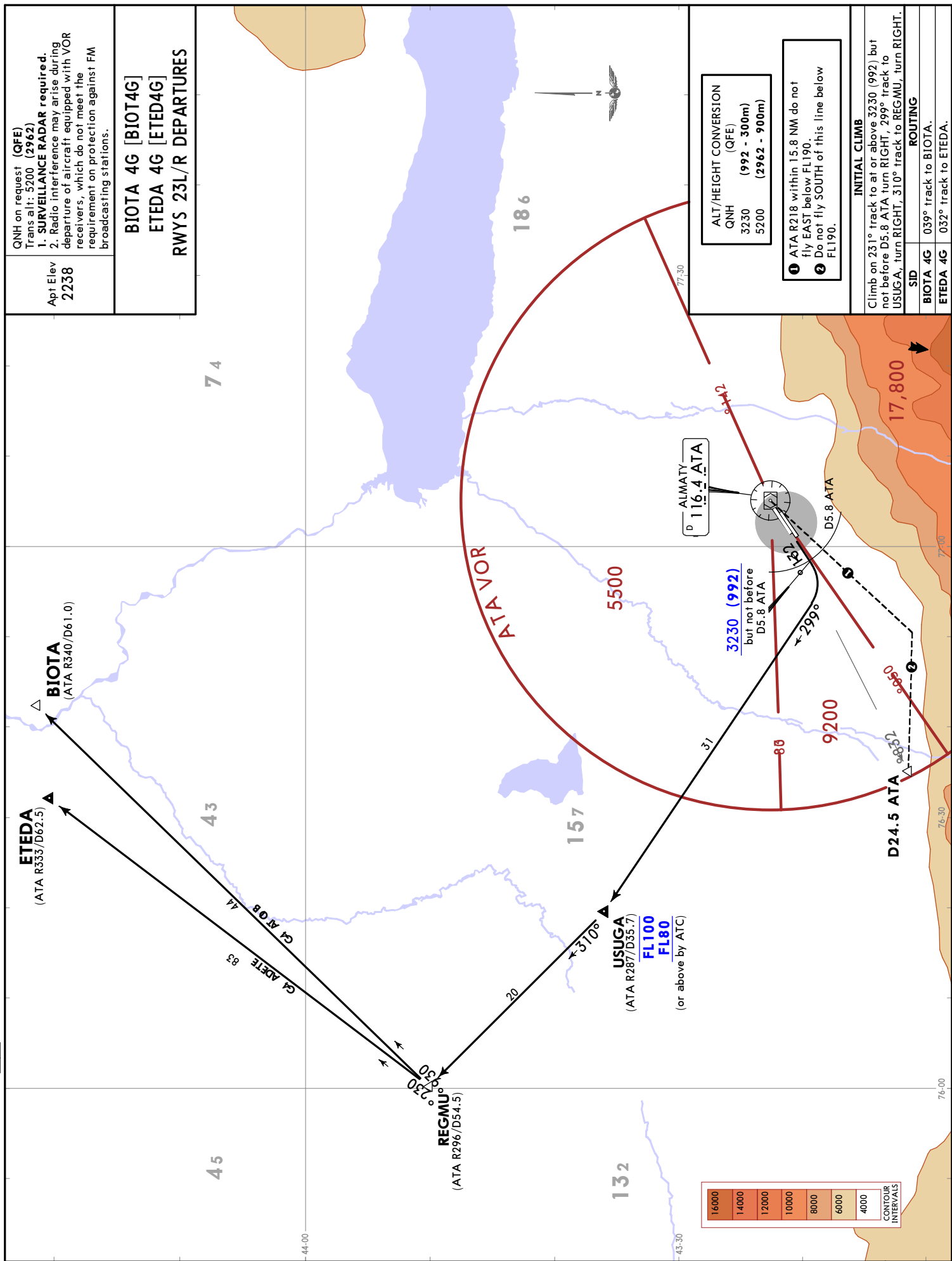
CHANGES: New format.

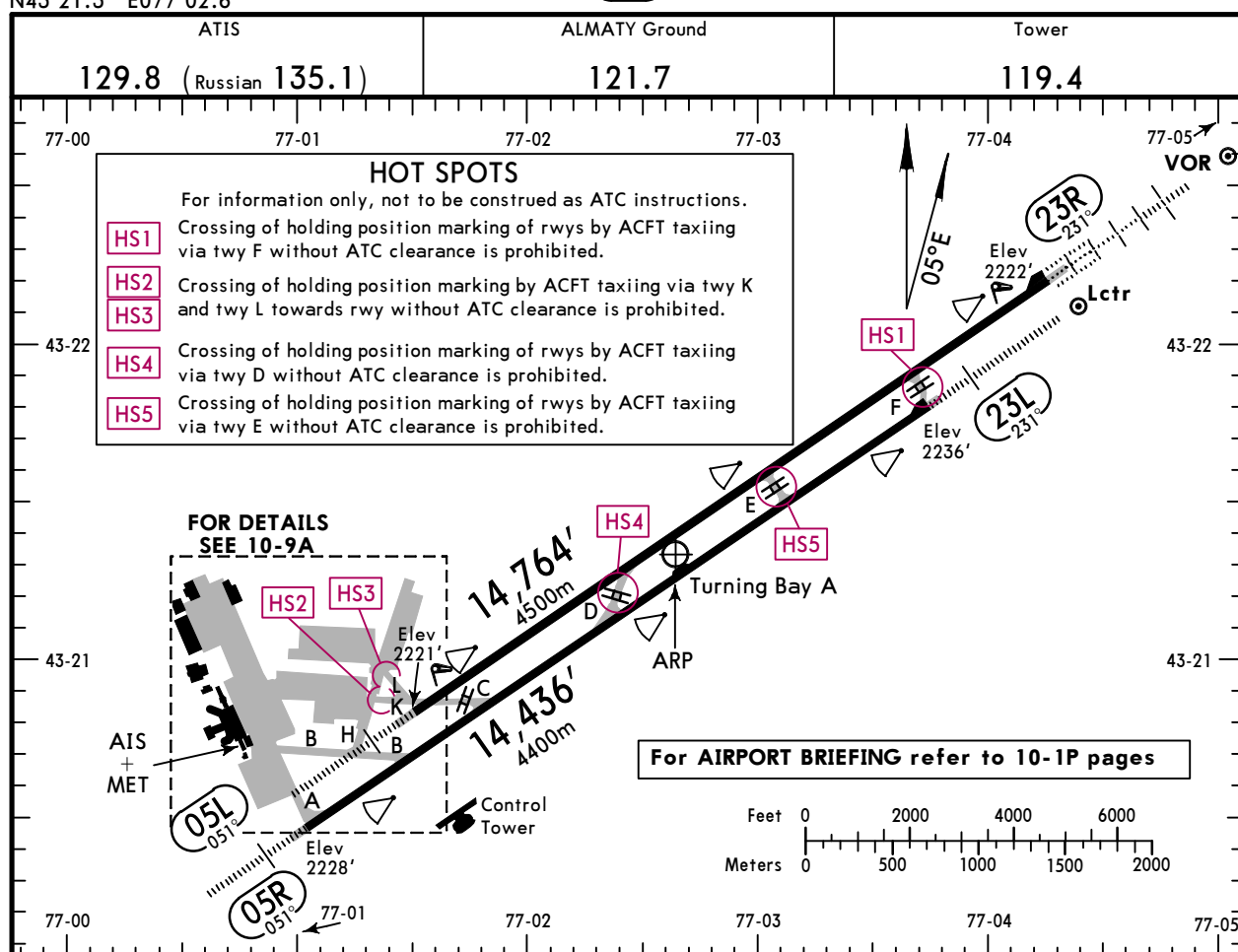
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ALMATY, KAZAKHSTAN

SID



UAAA/ALAApt Elev **2238'**
N43 21.3 E077 02.6**JEPPesen**
22 MAR 19 **(10-9)** Eff 28 Mar**ALMATY, KAZAKHSTAN****ALMATY**

ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS			
						Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL (60m)	CL (15m)	HIALS ②	RVR			13,792' 4204m	⑤	148'
23R	HIRL (60m)	CL (15m)	HIALS-II TDZ ① ② ③	RVR			13,792' 4204m	⑤	45m
05R	HIRL (60m)	CL (15m)	HIALS ②	RVR			13,403' 4085m	⑤	148'
23L	HIRL (60m)	CL (15m)	HIALS TDZ ① ② ④	RVR			13,343' 4067m	⑤	45m

① Running impulse lights combined with approach lights, from 2953' (900m) to 984' (300m) from the THR. Side approach lights 886' (270m) from the THR. ② PAPI-L (3.00°) ③ HSTIL-D ④ HSTIL-C

⑤ TAKE-OFF RUN AVAILABLE**RWY 05L:**

From rwy head 14,764' (4500m)
twy D int 9833' (2997m)
twy E int 6594' (2010m)

RWY 05R:

From rwy head 14,436' (4400m)
twy B int 12,139' (3700m)
twy C int 10,187' (3105m)
twy D int 7480' (2280m)
twy E int 3314' (1010m)

RWY 23R:

From rwy head 14,764' (4500m)
twy F int 11,575' (3528m)
twy E int 8169' (2490m)
twy D int 4931' (1503m)

RWY 23L:

From rwy head 14,436' (4400m)
twy E int 11,122' (3390m)
turning bay A 8858' (2700m)
twy D int 6955' (2120m)
twy C int 4249' (1295m)

TAKE-OFF

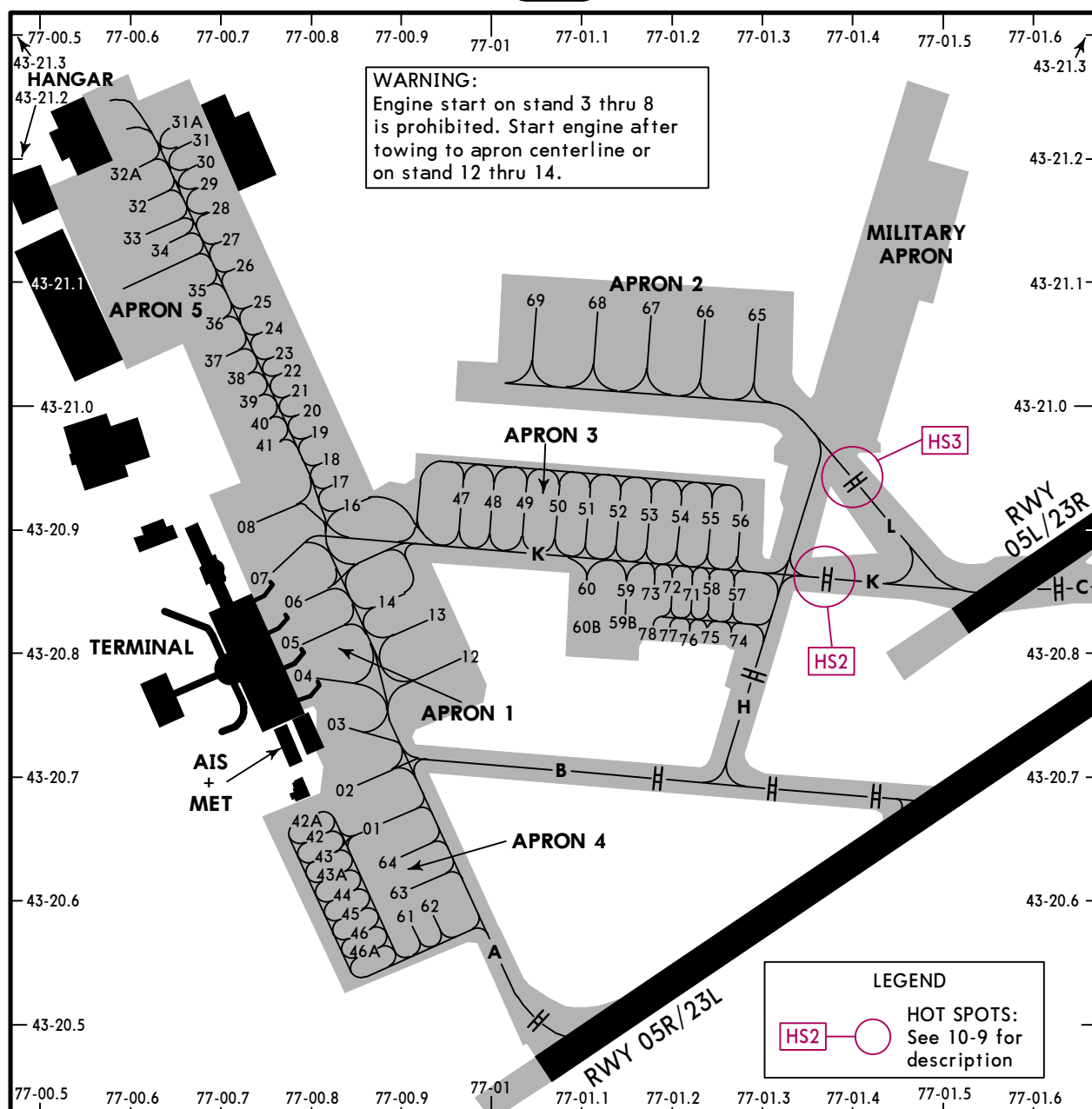
All Rwys					
① Approved Operators HIRL, CL & mult. RVR req	LVP must be in force				
	② RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	500m
C				400m	
D	150m	200m	250m	300m	

① Requirements: Operator is approved by CAA; LVP in force; CL (15m) and HIRL (60m) in operation; simulator training completed; 90m visual segment AVBL at the start of take-off run; breaking coefficient not less than 0.5, crosswind component is not more than half of the max allowed for ACFT type.

② Minima are used if breaking coefficient is not less 0.5, cross wind component is not more than half of the maximum allowed for ACFT type, and ACFT is guided by an escort along apron by a special transport in given minima conditions.

UAAA/ALA

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22 MAR 19 **10-9A** Eff 28 Mar

ALMATY, KAZAKHSTAN
ALMATY

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1	60	N43 20.9 E077 01.1
3	N43 20.7 E077 00.8	60B	N43 20.8 E077 01.1
4 thru 6	N43 20.8 E077 00.8	71 thru 73	N43 20.9 E077 01.2
7, 8	N43 20.9 E077 00.7	74	N43 20.8 E077 01.3
12	N43 20.8 E077 01.0	75 thru 78	N43 20.8 E077 01.2
13, 14	N43 20.8 E077 00.9		APRON 4
16, 17	N43 20.9 E077 00.8	1, 2	N43 20.7 E077 00.8
	APRON 2	42, 42A	N43 20.7 E077 00.8
65	N43 21.1 E077 01.3	43 thru 46A	N43 20.6 E077 00.8
66, 67	N43 21.1 E077 01.2	61 thru 64	N43 20.6 E077 00.9
68	N43 21.1 E077 01.1		APRON 5
69	N43 21.1 E077 01.0	18 thru 23	N43 21.0 E077 00.8
	APRON 3	24 thru 27	N43 21.1 E077 00.7
47 thru 49	N43 20.9 E077 01.0	28 thru 31	N43 21.2 E077 00.7
50 thru 52	N43 20.9 E077 01.1	31A thru 32A	N43 21.2 E077 00.6
53 thru 55	N43 20.9 E077 01.2	33, 34	N43 21.1 E077 00.6
56, 57	N43 20.9 E077 01.3		
58	N43 20.9 E077 01.2	35, 36	N43 21.1 E077 00.7
59	N43 20.9 E077 01.1	37 thru 40	N43 21.0 E077 00.7
59B	N43 20.8 E077 01.1	41	N43 21.0 E077 00.8

CHANGES: None.

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UAAA/ALA


JEPPesen
 29 MAR 19 **10-9S**
Standard
ALMATY, KAZAKHSTAN
ALMATY

STRAIGHT-IN RWY		A	B	C	D
05L	ILS DME Z or Y	2421' (200') ① R550m	2421' (200') ① R550m	2421' (200') ① R550m	2421' (200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR DME	2750' (529') R1500m	2750' (529') R1500m	2750' (529') R1700m	2750' (529') R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
05R	ILS DME Y	2428' (200') ① R550m	2428' (200') ① R550m	2428' (200') ① R550m	2428' (200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR DME	3220' (992') 3800m	3220' (992') 3800m	3220' (992') 3800m	3220' (992') 3800m
23L	CAT 3B ILS DME Y	DH 0' R75m	DH 0' R75m	DH 0' R75m	DH 0' R75m
	CAT 3A ILS DME Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS DME Y	2357' (121')	2357' (121')	2357' (121')	2357' (121')
		RA125' R400m	RA125' R400m	RA125' R400m	RA125' R400m
	ILS DME Y	2436' (200') R550m	2436' (200') R550m	2436' (200') R550m	2436' (200') R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
23R	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	CAT 3B ILS DME Z or Y	DH 0' R75m	DH 0' R75m	DH 0' R75m	DH 0' R75m
	CAT 3A ILS DME Z or Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS DME Z or Y	2322' (100')	2322' (100')	2322' (100')	2322' (100')
		RA105' R300m	RA105' R300m	RA105' R300m	RA105' R300m
	ILS DME Z or Y	2422' (200') R550m	2422' (200') R550m	2422' (200') R550m	2422' (200') R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR DME	2670' (448') R1400m	2670' (448') R1400m	2670' (448') R1400m	2670' (448') R1600m
	ALS out	R1500m	R1500m	R2100m	R2100m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

UAAA/ALA

 **JEPPesen**

29 MAR 19

10-9S1

Standard

ALMATY, KAZAKHSTAN

ALMATY

TAKE-OFF

	① Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		② RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

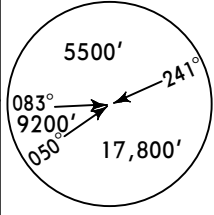
- ① Requirements: Operator is approved by CAA; LVP in force; CL (15m) and HIRL (60m) in operation; simulator training completed; 90m visual segment AVBL at the start of take-off run; breaking coefficient not less than 0.5, crosswind component is not more than half of the max allowed for ACFT type.
- ② Minima are used if breaking coefficient is not less 0.5, cross wind component is not more than half of the maximum allowed for ACFT type, and ACFT is guided by an escort along apron by a special transport in given minima conditions.

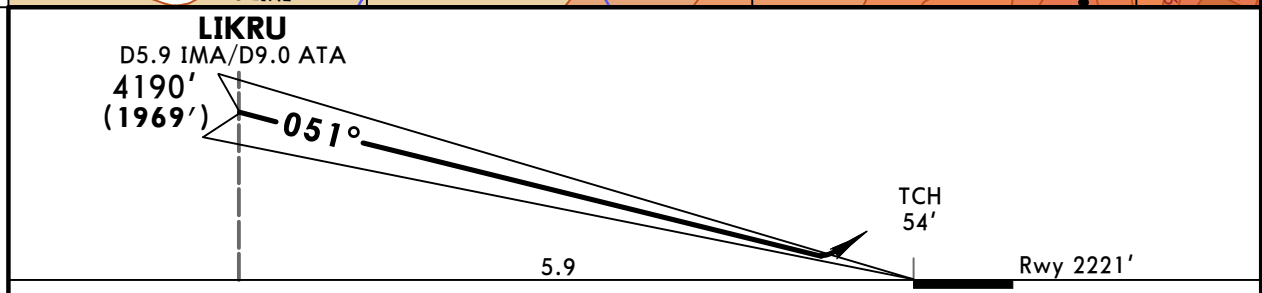
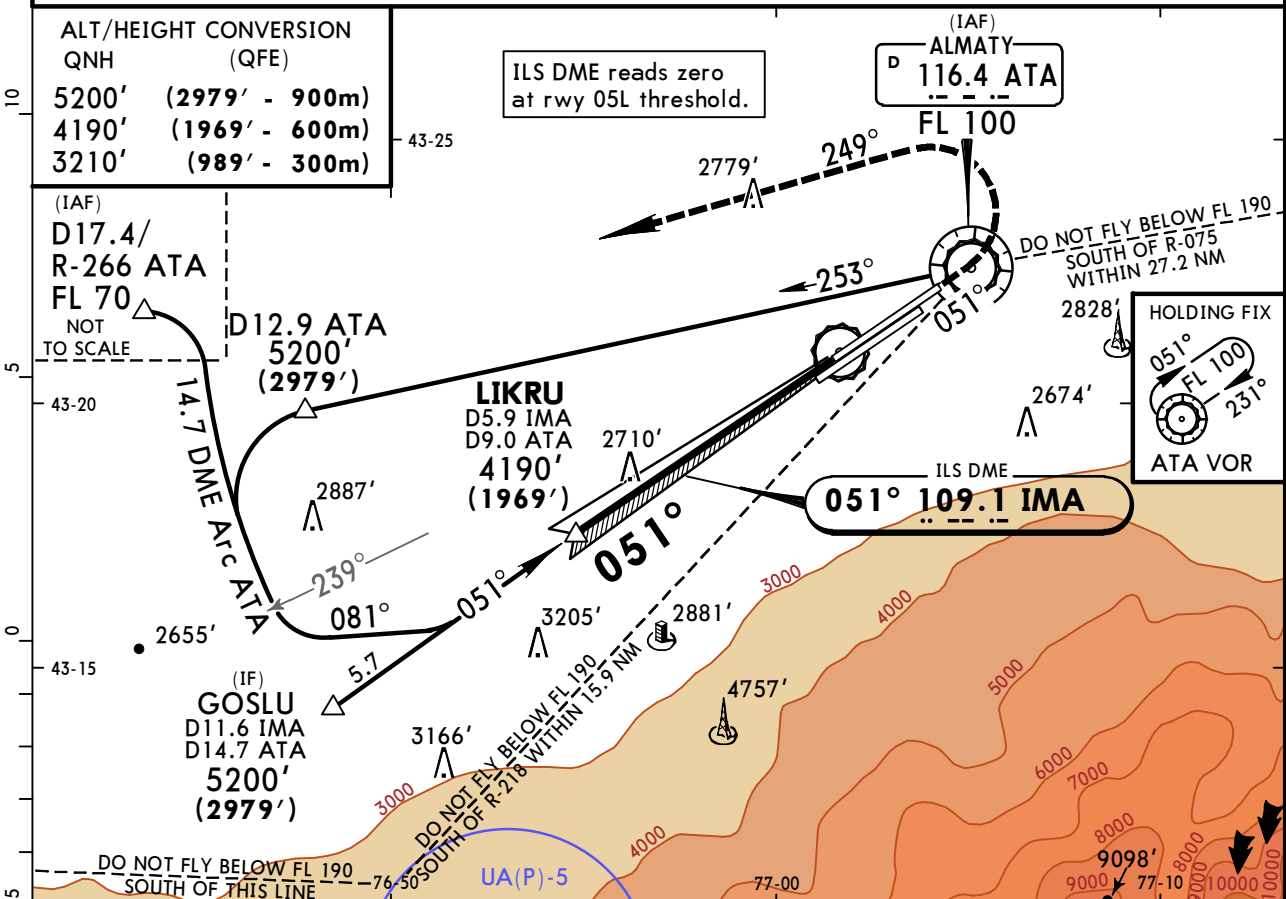
UAAA/ALA
ALMATY

JEPPESSEN ALMATY, KAZAKHSTAN
24 MAR 17 (11-1) Eff 30 Mar ILS DME Z Rwy 05L

BRIEFING STRIP

TM

ATIS		ALMATY Approach (R)		ALMATY Radar (SRE)		ALMATY Tower (PAR/TWR)		Ground	
129.8 (Russian 135.1)		124.8	122.4	120.8	122.4	119.4	122.4	121.7	122.4
LOC IMA 109.1	Final Apch Crs 051°		GS LIKRU 4190' (1969')		ILS DA(H) 2421' (200')		Apt Elev 2238' Rwy 2221'		
MISSED APCH: Climb on 051° to 3210' (989') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5200' (2979') to intercept 14.7 DME Arc ATA, then according to chart. Do not turn before 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		MIM	
GS	3.00°	372	478	531	637	743	PAPI		3210' (989') on 051°	

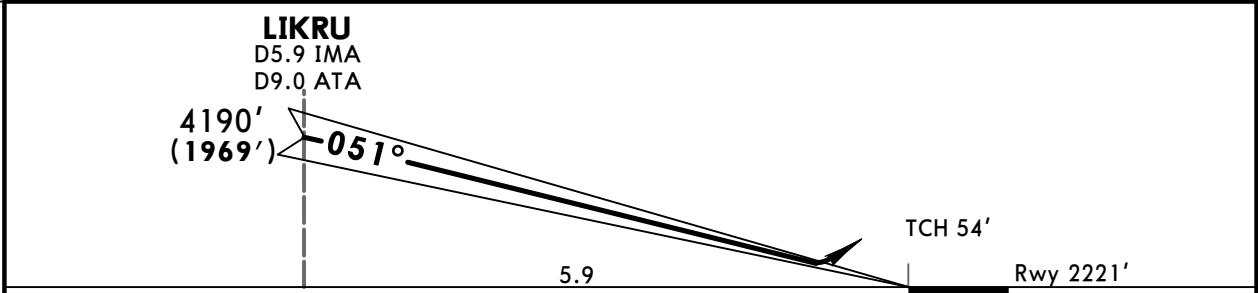
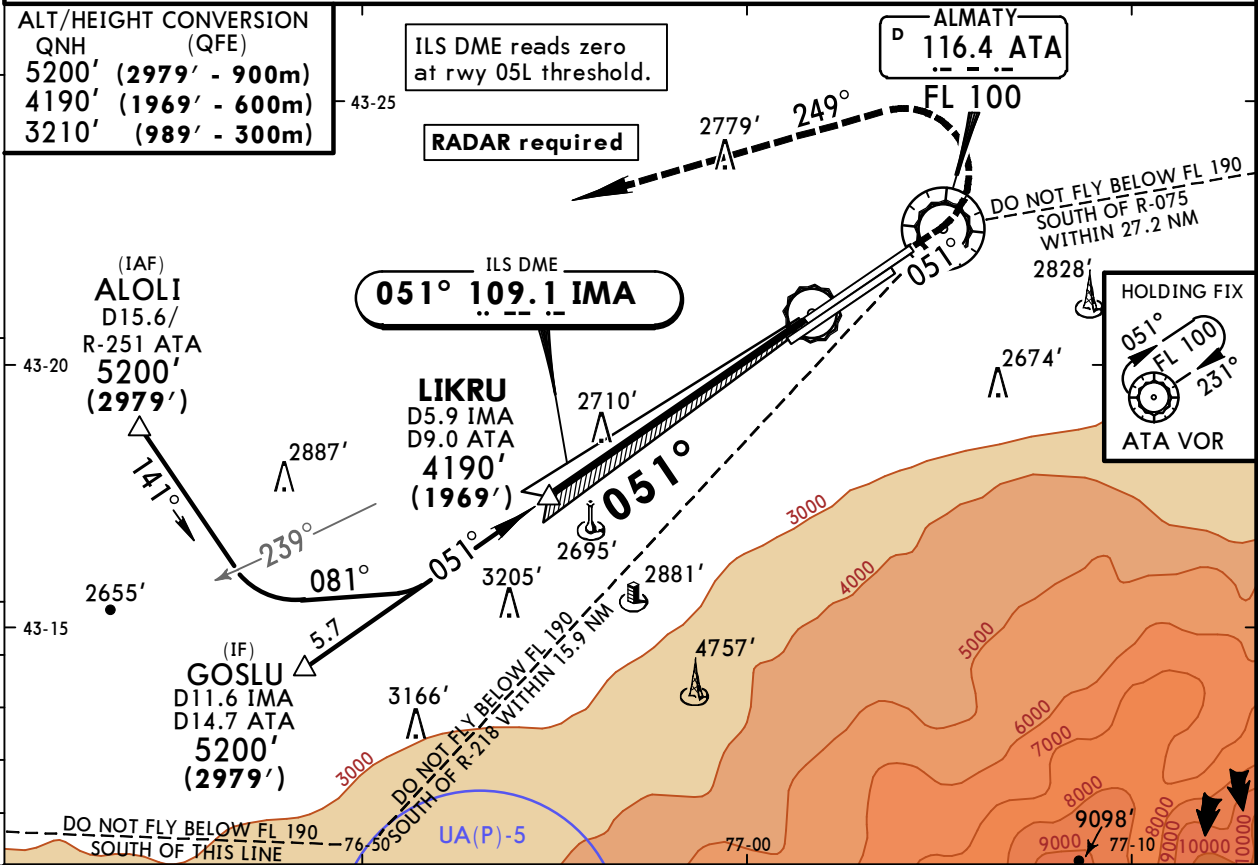
STRAIGHT-IN LANDING RWY 05L							
ILS		LOC (GS out)					
DA(H) 2421' (200')							
FULL		ALS out					
A							
B							
C	RVR 550m VIS 800m	1200m					
D							

PANS OPS

UAAA/ALA
ALMATY

JEPPESSEN ALMATY, KAZAKHSTAN
24 MAR 17 11-2 Eff 30 Mar ILS DME Y Rwy 05L

ATIS	ALMATY Approach (R)	ALMATY Radar (SRE)	ALMATY Tower (PAR/TWR)	Ground
129.8 (Russian 135.1)	124.8 122.4	120.8 122.4	119.4 122.4	121.7 122.4
LOC IMA 109.1	Final Apch Crs 051°	GS LIKRU 4190' (1969')	ILS DA(H) 2421' (200')	Apt Elev 2238' Rwy 2221'
MISSED APCH: Climb on 051° to 3210' (989') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5200' (2979'), then as directed. Do not turn before VOR.				5500' 083° 9200' 050 17,800' 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.				



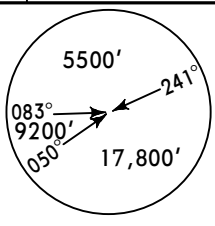
Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIM
GS	3.00°	372	478	531	637	743	849	PAPI	3210' (989') on 051°

STRAIGHT-IN LANDING RWY 05L					
ILS		LOC (GS out)			
DA(H) 2421' (200')					
FULL		ALS out			
A					
B					
C	RVR 550m VIS 800m	1200m		NOT AUTHORIZED	
D					

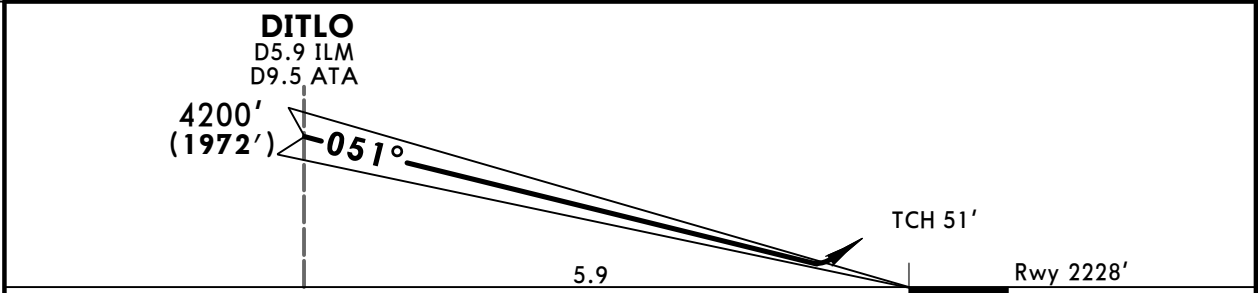
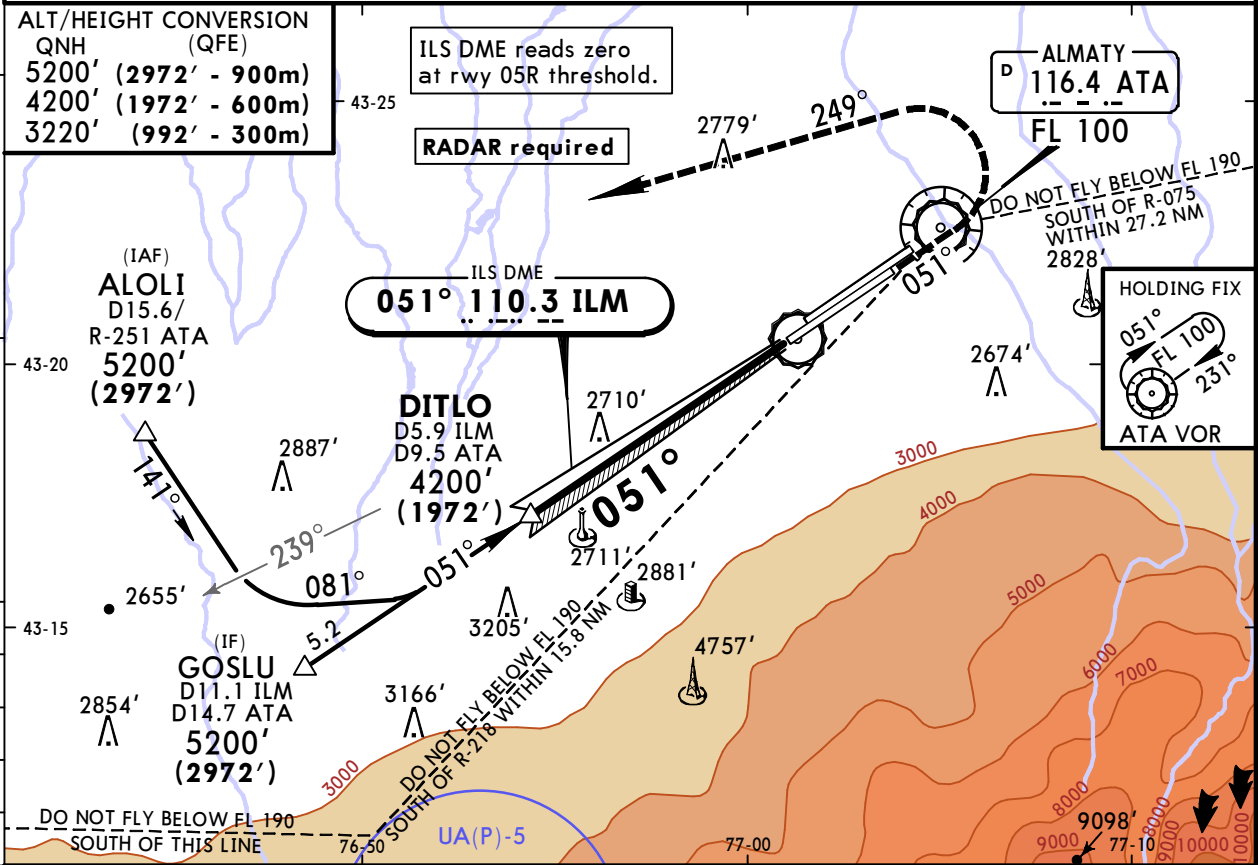
UAAA/ALA
ALMATY

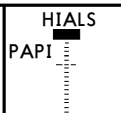
JEPPESSEN
27 OCT 17 11-3 Eff 9 Nov

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05R

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 ILM 110.3	Final Apch Crs 051°	GS DITLO 4200'(1972')	ILS DA(H) 2428'(200')	Apt Elev 2238' Rwy 2228'
MISSED APCH: Climb on 051° to 3220' (992') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5200' (2972'), then as directed. Do not turn before passing VOR.				 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2972') 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 (QFE)
5200' (2972' - 900m)
4200' (1972' - 600m)
3220' (992' - 300m)



Gnd speed-Kts	70	90	100	120	140	160		MIM 3220' (992') on 051°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 05R					
ILS DA(H) 2428'(200')		LOC (GS out)			
FULL		ALS out			
A					
B					
C	RVR 550m VIS 800m	1200m	NOT AUTHORIZED		
D					

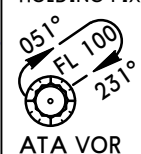
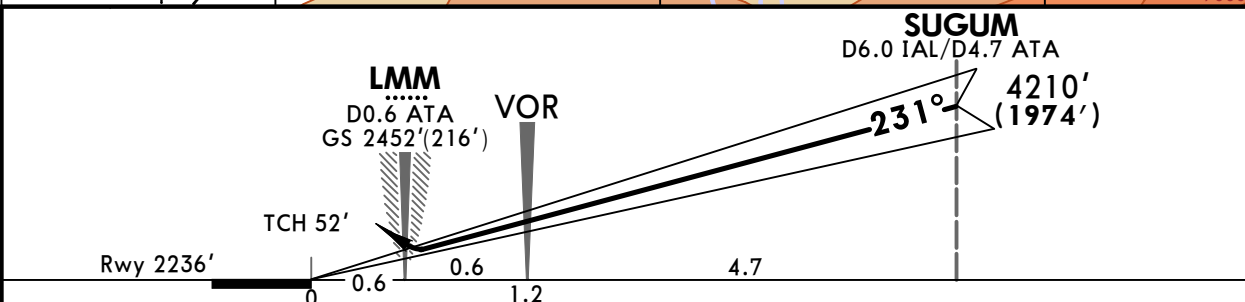
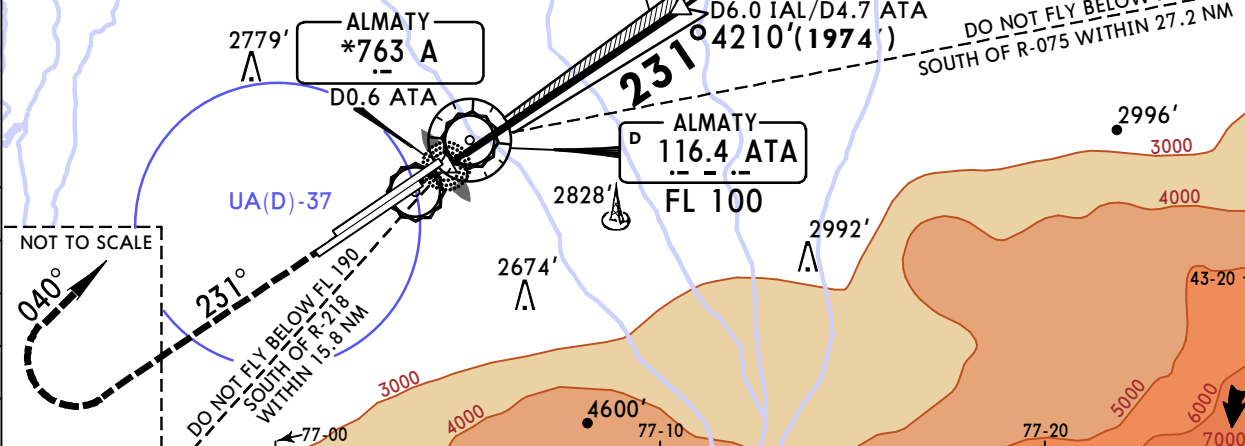
UAAA/ALA
ALMATY
JEPPESSEN
8 FEB 19 **(11-4)**
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23L

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 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 4210' (1974') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200' (2964'), 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)
5200' (2964' - 900m)
4210' (1974' - 600m)

HOLDING FIX

RADAR required


Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 23L				HIALS		MIM	
ILS				PAPI		4210' (1974') on 231°	
DA(H) 2436' (200')							
FULL		TDZ or CL out	ALS out	LOC (GS out)			
A							
B							
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED			
D							

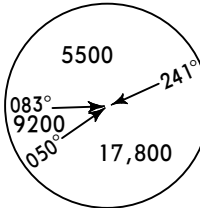
CHANGES: None.

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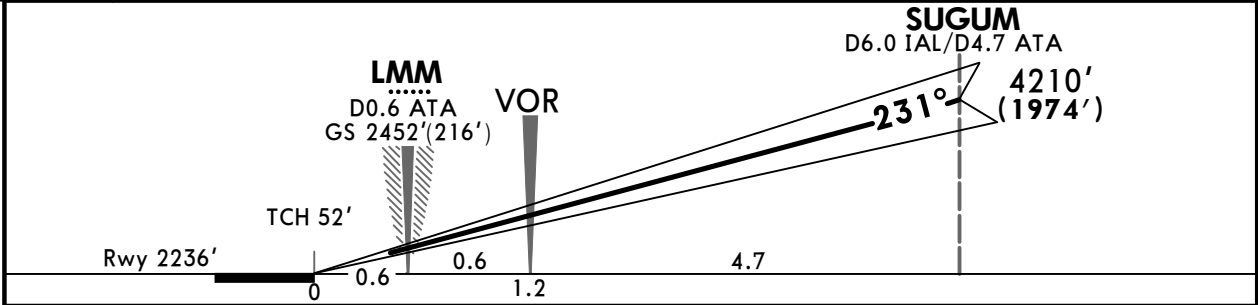
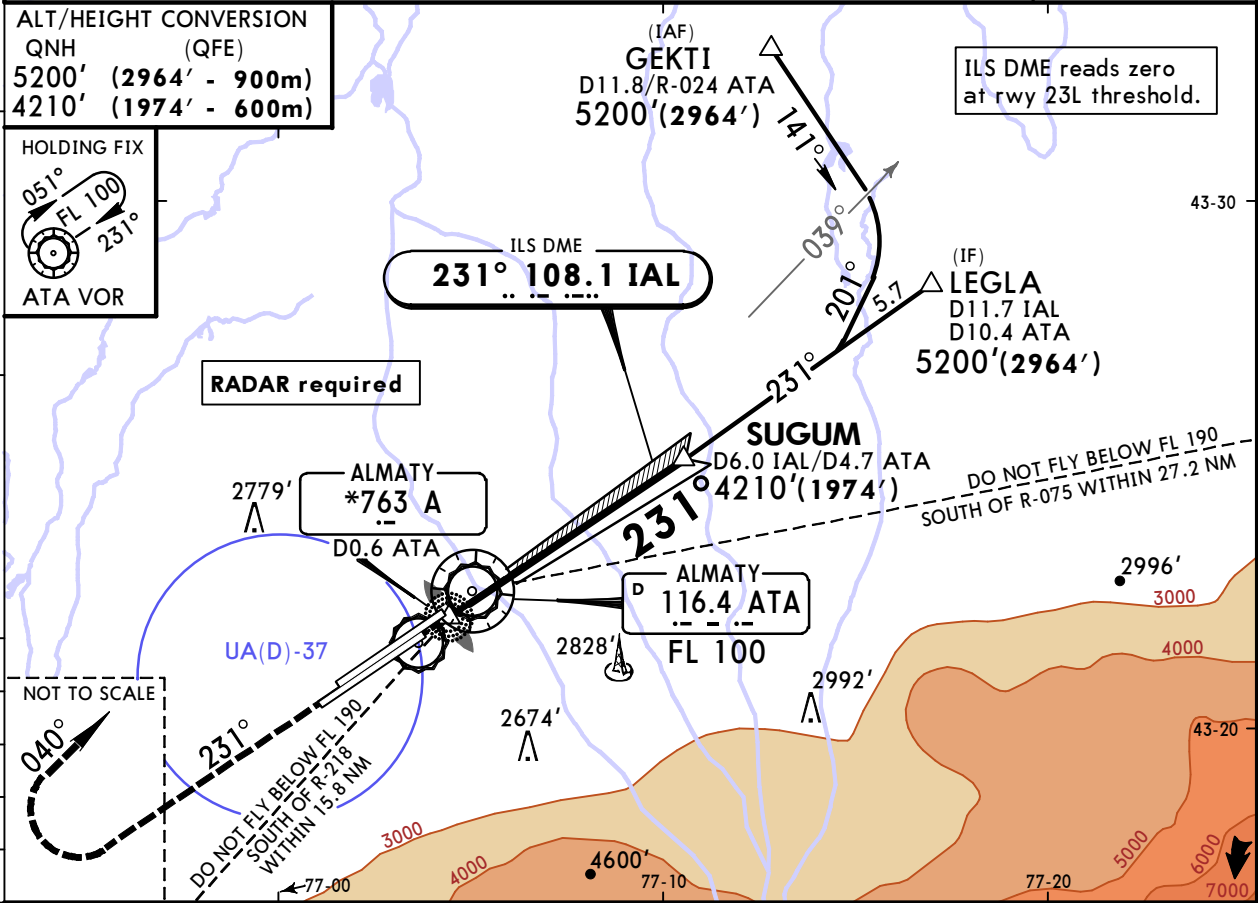
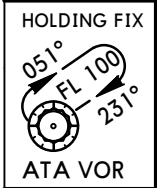
UAAA/ALA
ALMATY

8 FEB 19 11-4A

ALMATY, KAZAKHSTAN
CAT II/III ILS DME Y Rwy 23L

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 IAL	Final Apch Crs	GS SUGUM	CAT IIIB	CAT IIIA	CAT II ILS RA 125' DA(H) 2357'(121')	Apt Elev 2238' Rwy 2336'		 MSA ATA VOR	
108.1		231°		4210'(1974')					
MISSED APCH: Climb on 231° to 4210'(1974') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200'(2964'), 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')									
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)	
5200' (2964' - 900m)	
4210' (1974' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160	 MIM 4210' (1974') on 231°
GS	3.00°	372	478	531	637	743	

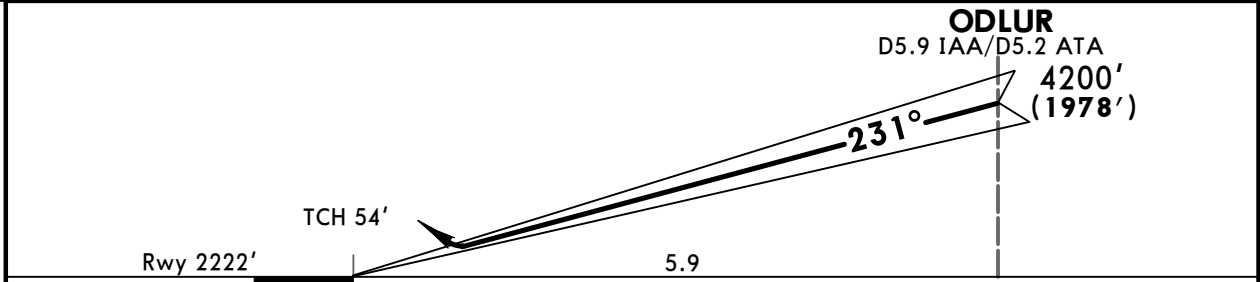
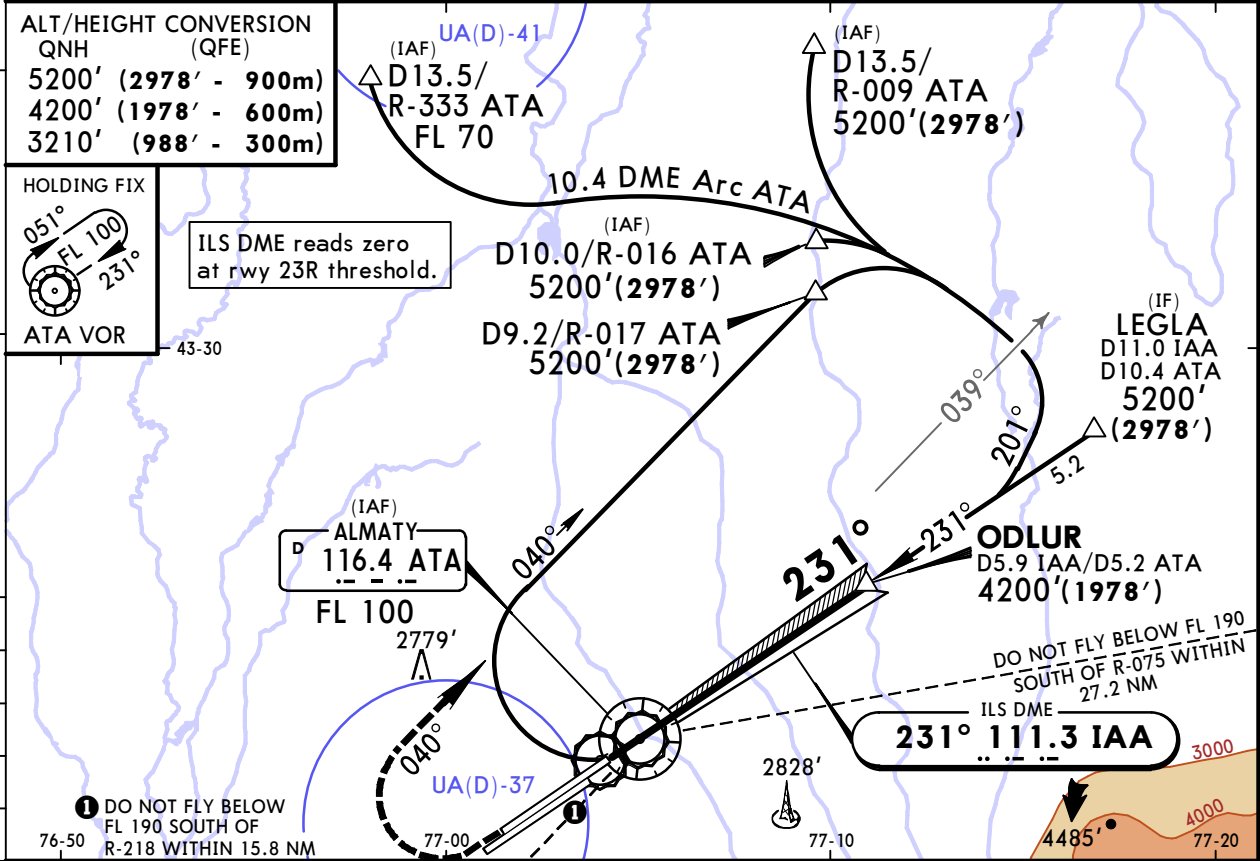
STRAIGHT-IN LANDING RWY 23L		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
DH 0'	DH 50'	RA 125' DA(H) 2357'(121')
RVR 75m	RVR 175m	RVR 400m

UAAA/ALA
ALMATY

JEPPESSEN
8 FEB 19 (11-5)

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 23R

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 4200' (1978')	ILS DA(H) 2422' (200')	Apt Elev 2238' Rwy 2222'
MISSED APCH: Climb on 231° to 3210' (988') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200' (2978') and intercept 10.4 DME Arc ATA, then according to chart. Do not turn before VOR.				 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2978') 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 PAPI	MIM 3210' (988') on 231°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 23R				NOT AUTHORIZED
ILS			LOC (GS out)	
DA(H) 2422'(200')				
FULL	TDZ or CL out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	
B				
C				
D				

UAAA/ALA
ALMATY

8 FEB 19 11-5A CAT II/III ILS DME Z Rwy 23R

JEPPesen

ALMATY, KAZAKHSTAN

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

Final Apch Crs

GS ODLUR

CAT IIIB

CAT IIIA

CAT II ILS

Apt Elev 2238'

Rwy 2222'

111.3

231°

4200'(1978')

Refer to Minimums

RA 105'

2322'(100')

5500

083°

9200

050°

241°

17,800

MSA ATA VOR

MISSED APCH: Climb on 231° to 3210'(988') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200'(2978') and intercept 10.4 DME Arc ATA, then according to chart.

Do not turn before VOR.

Alt Set: MM (hPa on req)

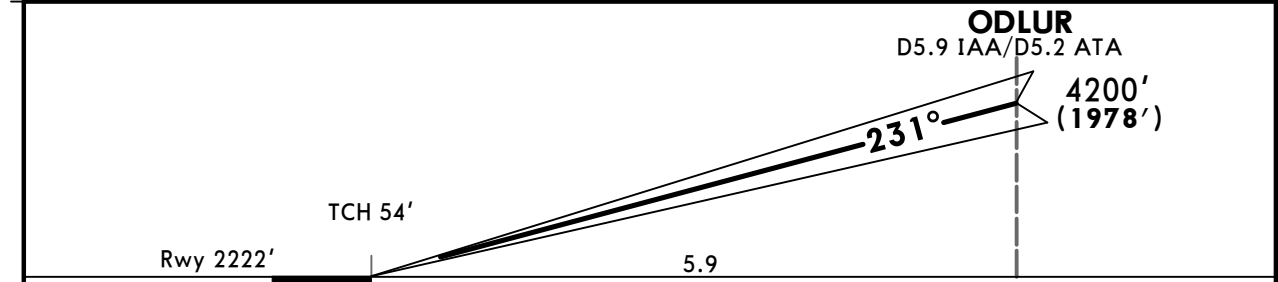
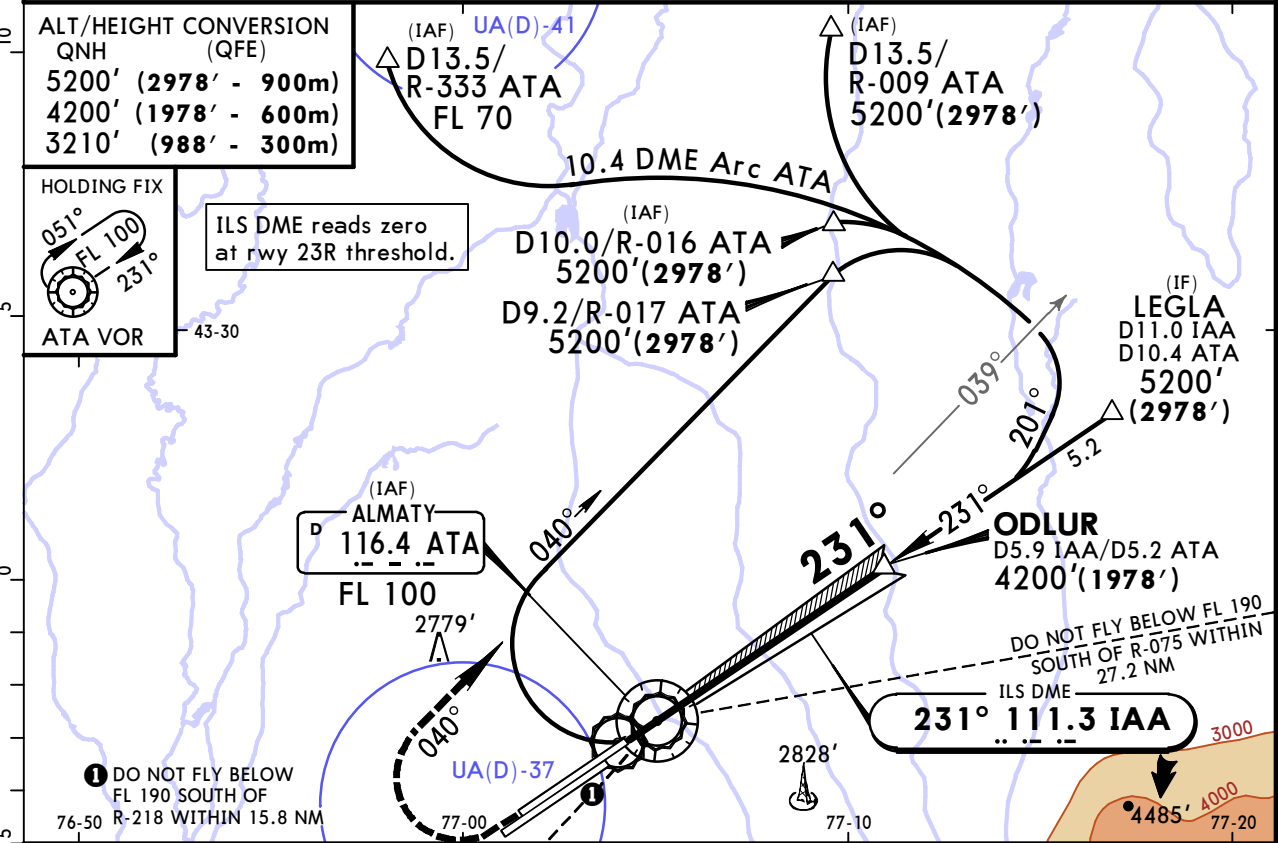
QNH on req (QFE)

Trans level: FL 70

Trans alt: 5200'(2978')

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.



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		

HIALS-II

PAPI

MIM

3210'(988')

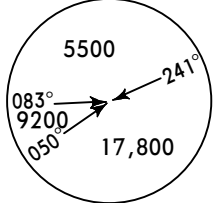
on 231°

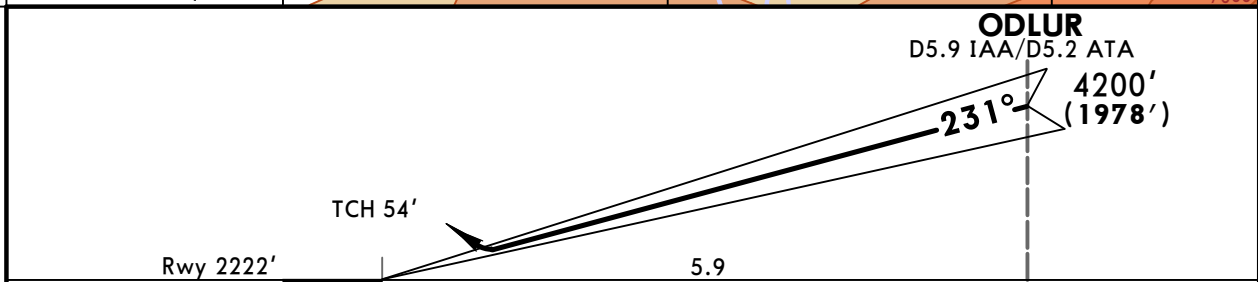
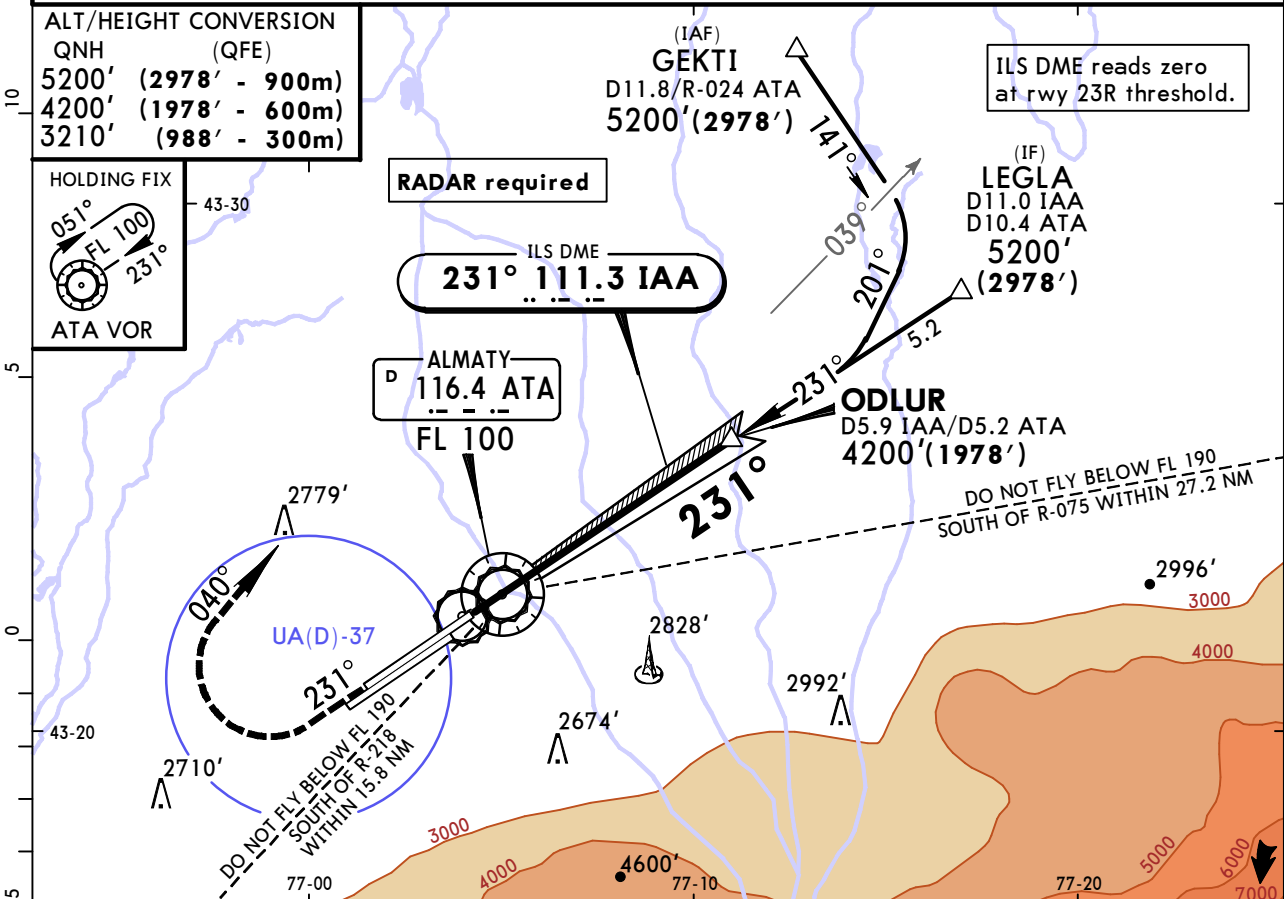
STRAIGHT-IN LANDING RWY 23R		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
DH 0'	DH 50'	RA 105'
		DA(H) 2322'(100')
RVR 75m	RVR 175m	RVR 300m

UAAA/ALA
ALMATY

JEPPESSEN
8 FEB 19 (11-6)

ALMATY, KAZAKHSTAN
ILS DME Y Rwy 23R

BRIEFING 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 4200' (1978')	ILS DA(H) 2422' (200')	Apt Elev 2238' Rwy 2222'
MISSED APCH: Climb on 231° to 3210' (988') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200' (2978'), then as directed. Do not turn before VOR.					 MSA ATA VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2978') 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 PAPI	MIM 3210' (988') on 231°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 23R						
ILS DA(H) 2422' (200')			LOC (GS out)			
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

CHANGES: None.

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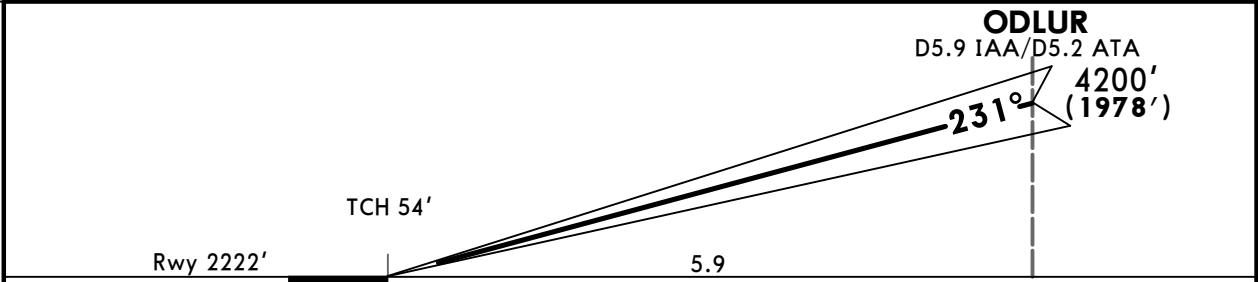
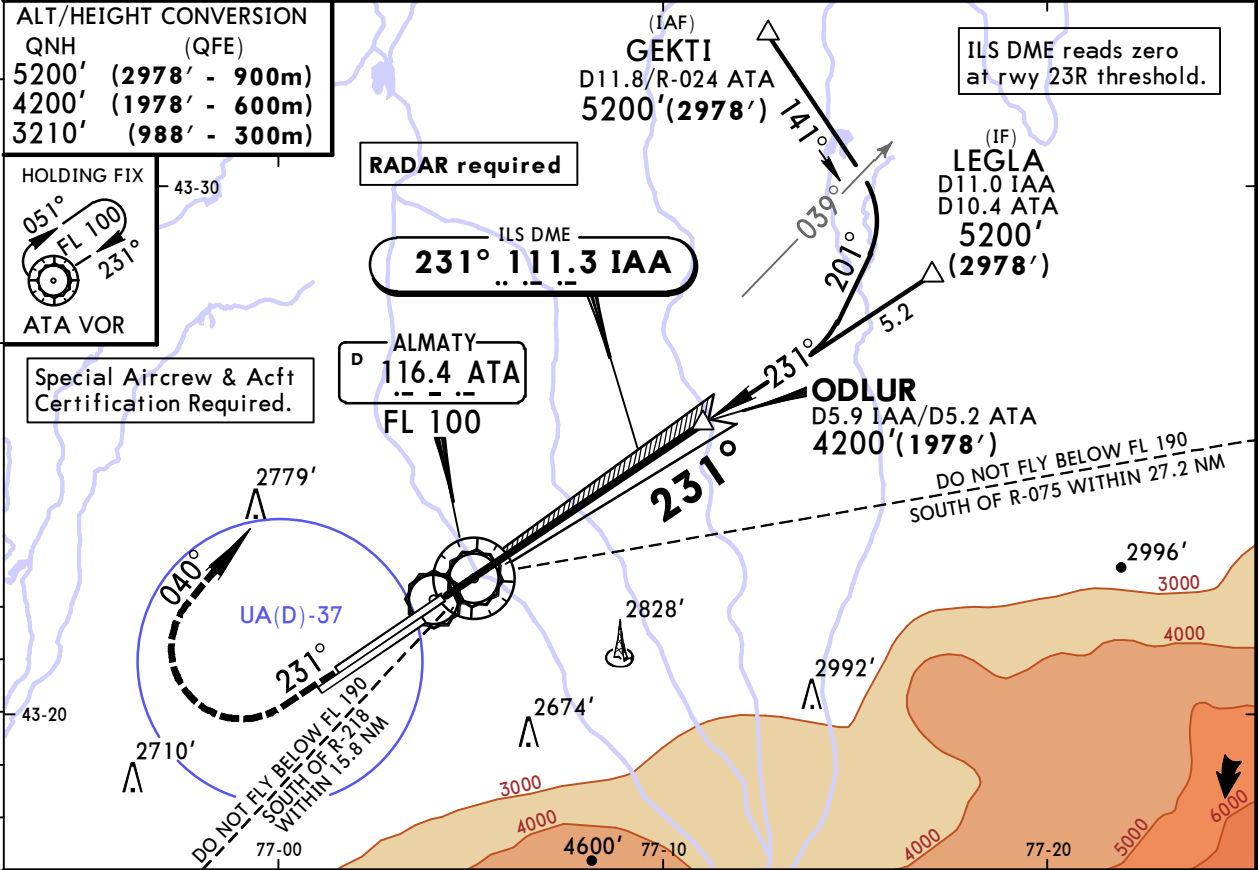
UAAA/ALA
ALMATY

8 FEB 19 11-6A

ALMATY, KAZAKHSTAN
CAT II/III ILS DME Y Rwy 23R

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	Final Apch Crs	GS ODLUR	CAT IIIB	CAT IIIA	CAT II ILS RA 105' DA(H)	Apt Elev 2238' Rwy 2222'		
111.3	231°	4200'(1978')	Refer to Minimums		2322'(100')			
MISSED APCH: Climb on 231° to 3210'(988') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200'(2978'), then as directed. Do not turn before VOR.								
MSA ATA VOR								

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200' (2978')
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 PAPI	MIM 3210' (988') on 231°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 23R		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
DH 0'	DH 50'	RA 105' DA(H) 2322' (100')
RVR 75m	RVR 175m	RVR 300m

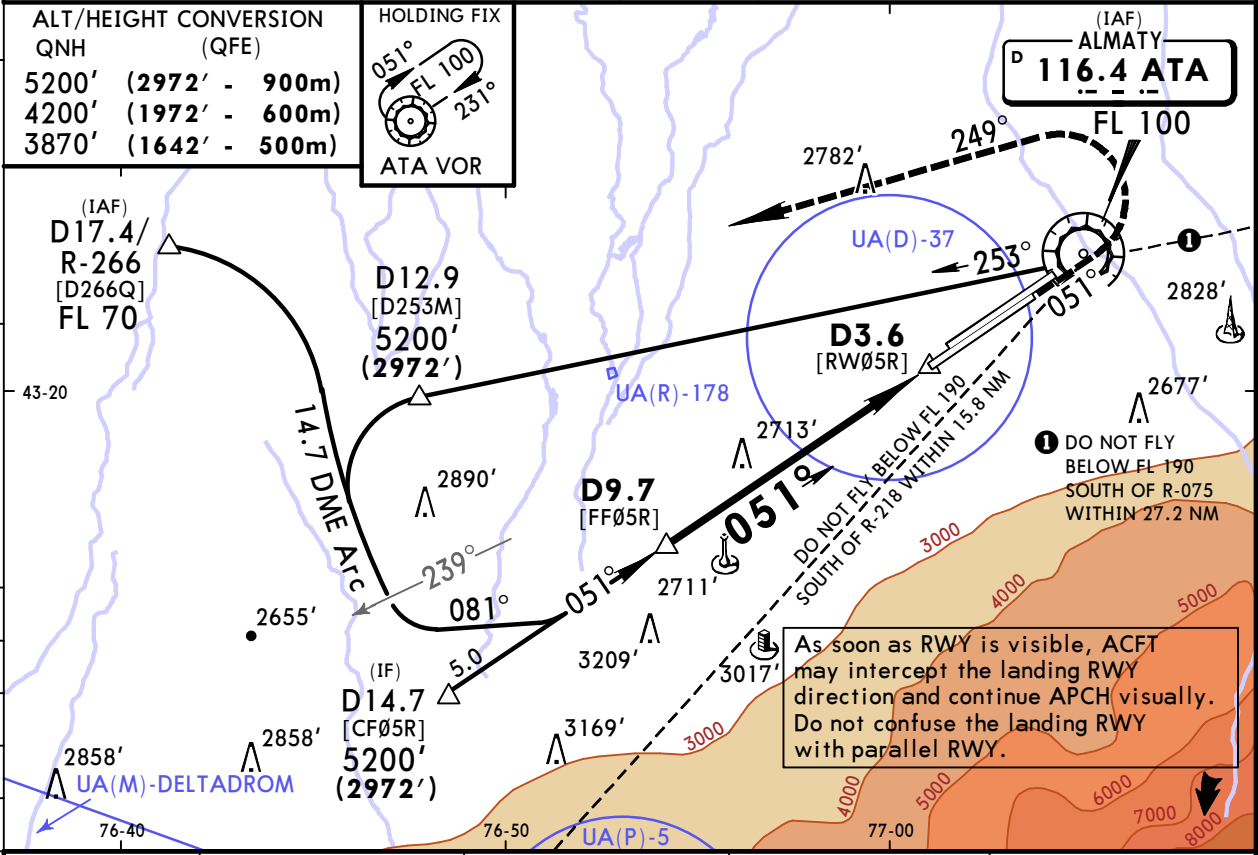
UAAA/ALA
ALMATY

JEPPESSEN
2 NOV 18 13-2

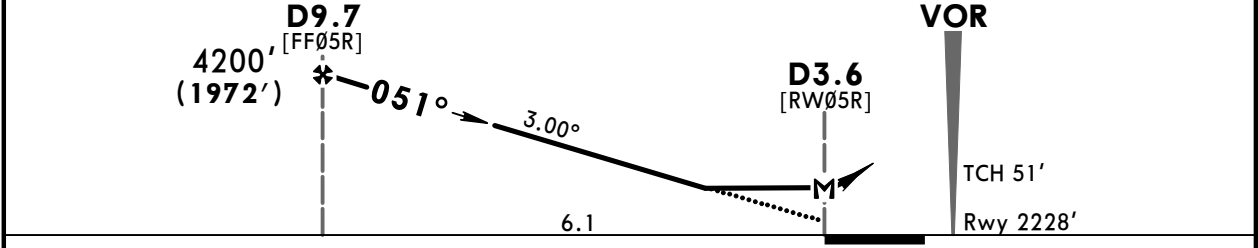
Eff 8 Nov

ALMATY, KAZAKHSTAN
VOR DME Rwy 05R

ATIS 129.8 (Russian 135.1)	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 051°	Minimum Alt D9.7 4200'(1972')	MDA(H) 3220'(992')	Apt Elev 2238' Rwy 2228'
MISSED APCH: Climb on 051° to 3870'(1642') or above, then turn LEFT (MAX 245 KT) onto 249° climbing to 5200'(2972') to intercept 14.7 DME Arc, then according to chart. Do not turn before passing VOR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5200'(2972')				
WARNING: 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.				



DIST to THR	6.1	5.0	4.0	3.0
ALTITUDE (HAT)	4200'(1972')	3880'(1652')	3550'(1322')	3240'(1012')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D3.6						

STRAIGHT-IN LANDING RWY 05R		PANS OPS	
MDA(H) 3220'(992')		ALS out	
3800m			
A			
B			
C			
D			

UAAA/ALA
ALMATY

JEPPESSEN ALMATY, KAZAKHSTAN
2 NOV 18 (13-3) Eff 8 Nov VOR DME Rwy 23R

ATIS
129.8 (Russian 135.1)

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
4200'(1978')

MDA(H)
2670'(448')

Apt Elev 2238'
Rwy 2222'

MISSED APCH: Climb on 231° to 3210'(988') or above, then turn RIGHT (MAX 245 KT) onto 040° climbing to 5200'(2978') and intercept 10.4 DME Arc ATA, then according to chart.
Do not turn before passing 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'(2978')

WARNING: 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.

QNH	(QFE)
5200'	(2978' - 900m)
4200'	(1978' - 600m)
3210'	(988' - 300m)

ATA DME	1.3	2.3	3.3	4.3	5.3
ALTITUDE (HAT)	2910'(688')	3240'(1018')	3550'(1328')	3870'(1648')	4220'(1998')

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

HTALS-II

PAPI

MIM
3210'
(988') on 231°

STRAIGHT-IN LANDING RWY 23R											
MDA(H) 2670'(448')											
ALS out											
A	1000m			RVR 1500m VIS 1600m							
B	1200m										
C											
D	1600m										

CHANGES: Chart reindexed. Communications. Database identifiers. © JEPPESSEN, 2008, 2018. ALL RIGHTS RESERVED.

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALMATY, (ALMATY - UAAA)				
REV	AIRPORT BRIEFING (GEN)	10-1P	26 Apr 2019	
REV	AIRPORT BRIEFING (ARR)	10-1P1	26 Apr 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAAA

Type: Terminal

Effectivity: Temporary

Begin Date: 20170525

End Date: Until Further Notice

Alternate frequency 122.4 MHZ withdrawn.