

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAll

Terminal Charts For UAll

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: SHYMKENT KAZ
ICAO/IATA: UAI / CIT
Lat/Long: N42° 21.9', E069° 28.5'
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: 0007 Z
Sunset: 1430 Z

Runway Information

Runway: 10
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1309 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1387 ft
Lighting: Edge, ALS

Communication Information

ATIS: 119.200
ATIS: 126.600 Non-English
Shymkent Tower: 125.900
Shymkent Approach: 124.600

UAI/CIT
SHYMKENT

15 FEB 19

JEPPesen

10-1P

SHYMKENT, KAZAKHSTAN**Eff 28 Feb****AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

ATIS 119.2 126.6 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are affected when RVR is less than 550m.

The operation of LVP shall be reported via ATIS by TWR ATC phrase:
"Low visibility procedures in operation".

1.3. TAXI PROCEDURES

1.3.1. TAXIING AND TOWING PROCEDURES

Towing shall be carried out by clearance of Tower air traffic controller.

Backtrack on RWY for ACFT index 4 or higher is prohibited.

Simultaneous taxiing of ACFT on TWY B and TWY E from RWY to main TWY is prohibited.

TWY K and TWY L are not designated for Civil Aviation.

Taxiing of ACFT index 3 and lower from TWY to RWY and from RWY to TWY shall be carried out at reduced speed with flight crews increased caution and with observance of safety interval between landing gear and edges.

During engine testing (run-up) on the stands 1, 2, 3 and taxiing of ACFT into stands 1, 2, 3 with heading to the North, taxiing of other ACFT along TWY P, TWY B, TWY A is prohibited.

During taxiing of ACFT, parked with heading to the North, out of stands 1, 2, 3 taxiing of other ACFT along TWY P, TWY B, TWY A is prohibited.

TWYs B and E available for ACFT taxiing during daytime only.

Taxiing in winter conditions in case of TWYs are invisible shall be carried out behind the Follow-me car.

1.3.2. MOVEMENT OF ACFT ALONG APRON

Movement of ACFT to the stands 54 thru 62 of ACFT maintenance facility of the "SCAT" Airline shall be carried out by towing out of stands 1 thru 22.

When stand 19A busy:

- ACFT movement along North guideline between stands 19 and 1 is prohibited.
- Taxiing out of ACFT from the stand 1 with the heading to the North is prohibited. Towing of ACFT is allowed.
- Taxiing-in of ACFT into the stand 1 with heading to the South is prohibited. Towing of ACFT is allowed.

1.3.3. TAXIING/TOWING PRECAUTIONS

Taxiing/towing shall be carried out with caution taking into account visibility conditions, surface conditions of RWY, apron, stands and TWYs.

Crossing of holding point line indicated by "CAT" signs with day markings without ATC permission is prohibited.

Crossing (occupying) the RWY, TWYs during taxiing without the clearance of ATS air traffic controller is prohibited.

Towing of ACFT shall be carried out with turned-on ACFT lights. Flashing lights shall be switched on during day and night from engine start-up till engine stoppage.

Taxiing shall be carried out after Follow-me vehicle when the guideline is invisible.

Taxiing along TWYs and apron shall be carried out behind Follow-me car when RVR less than 550m.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

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10-1P1

SHYMKENT, KAZAKHSTAN

Eff 28 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. TAXI PROCEDURES

Taxiing shall be carried out by guidelines, taxiing into stands shall be carried out by instructions of ground personnel of Aviation Engineering Service.

2.2. NOISE ABATEMENT PROCEDURES

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 ACFT.

In the period from 2200-0700LT do not run up engine at a rotation above idle speed.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Engine start-up on stands 1 thru 8, 17 thru 22 is allowed. Engine start-up on stands 9 thru 16 shall be carried out after taxiing out of stands on the nearest apron guideline. Engine testing (run-up) on the stands 8 thru 16 for ACFT with heading to apron is prohibited.

3.1.2. DE-ICING PROCEDURES

De-icing procedure shall be carried out on the stands.

3.1.3. LARGE ACFT RESTRICTIONS

Take-off weight restriction - not more than 376,655kg, without traffic intensity restriction for B747-400.

Traffic intensity restriction no more than 10 departures per day for B747-400.

Taxiing out of stands 1, 19A to the TWY A shall be carried out at minimum speed and minimum own engine power.

3.1.4. TAXI PROCEDURES

Taxiing out of stands 9 thru 16 shall be carried out by towing to the apron guideline followed by engine start-up and further taxiing under ACFT own engines power.

Stands 1 thru 8, 17 thru 22 are designated for pass-thru movement; taxiing out of these stands shall be carried out under ACFT own engines power.

3.2. NOISE ABATEMENT PROCEDURES

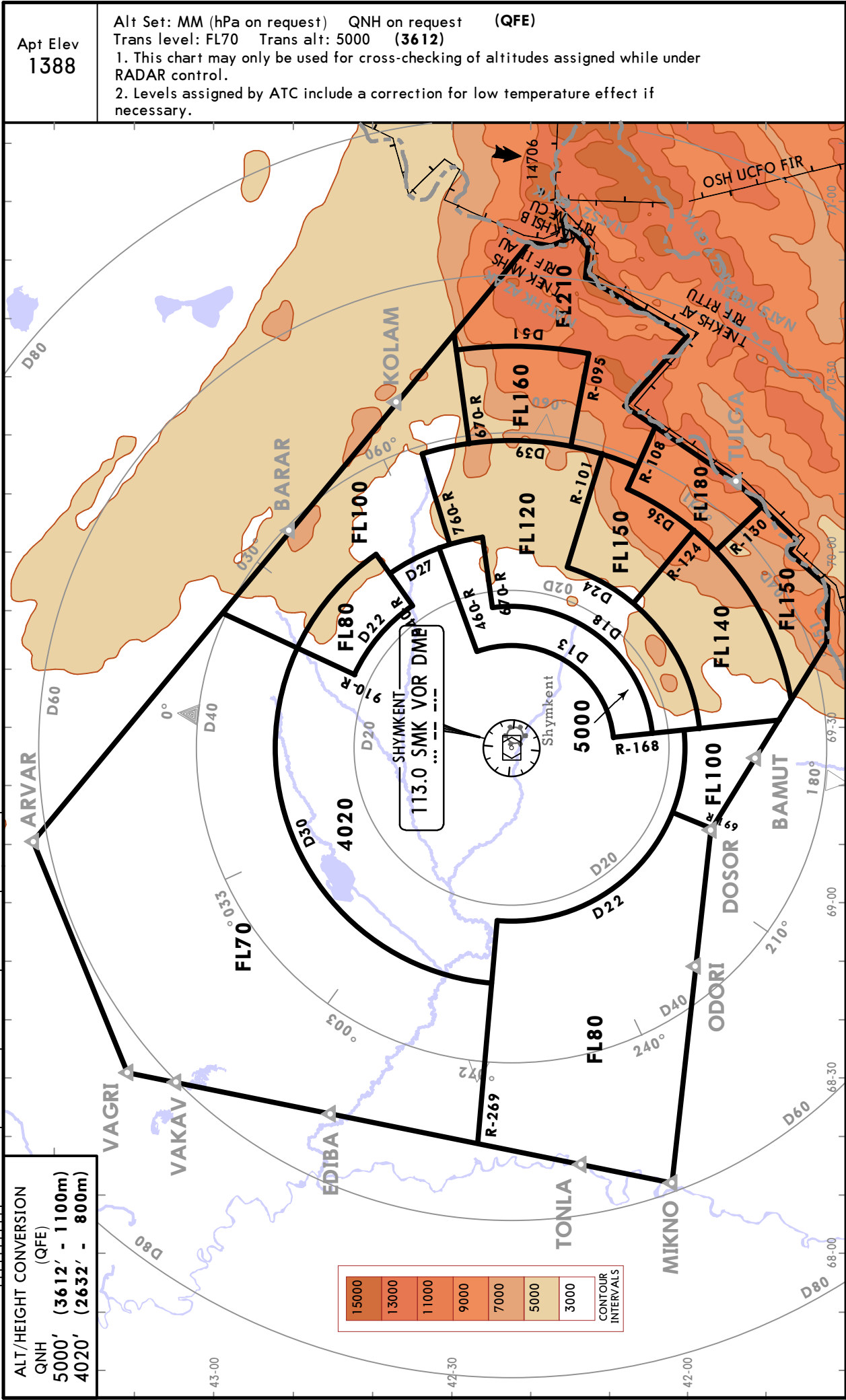
Do not use RWY 10 for departure in the presence of conditions for departure from RWY 28, if tailwind component does not exceed established limitation by Flight Operation Manual of given type of ACFT by crew report.

When airborne from RWY 10, climbing is effected with maximum gradient of rate of climb.

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22 FEB 19 10-1R

SHYMKENT, KAZAKHSTAN
Eff 28 Feb RADAR MINIMUM ALTITUDES

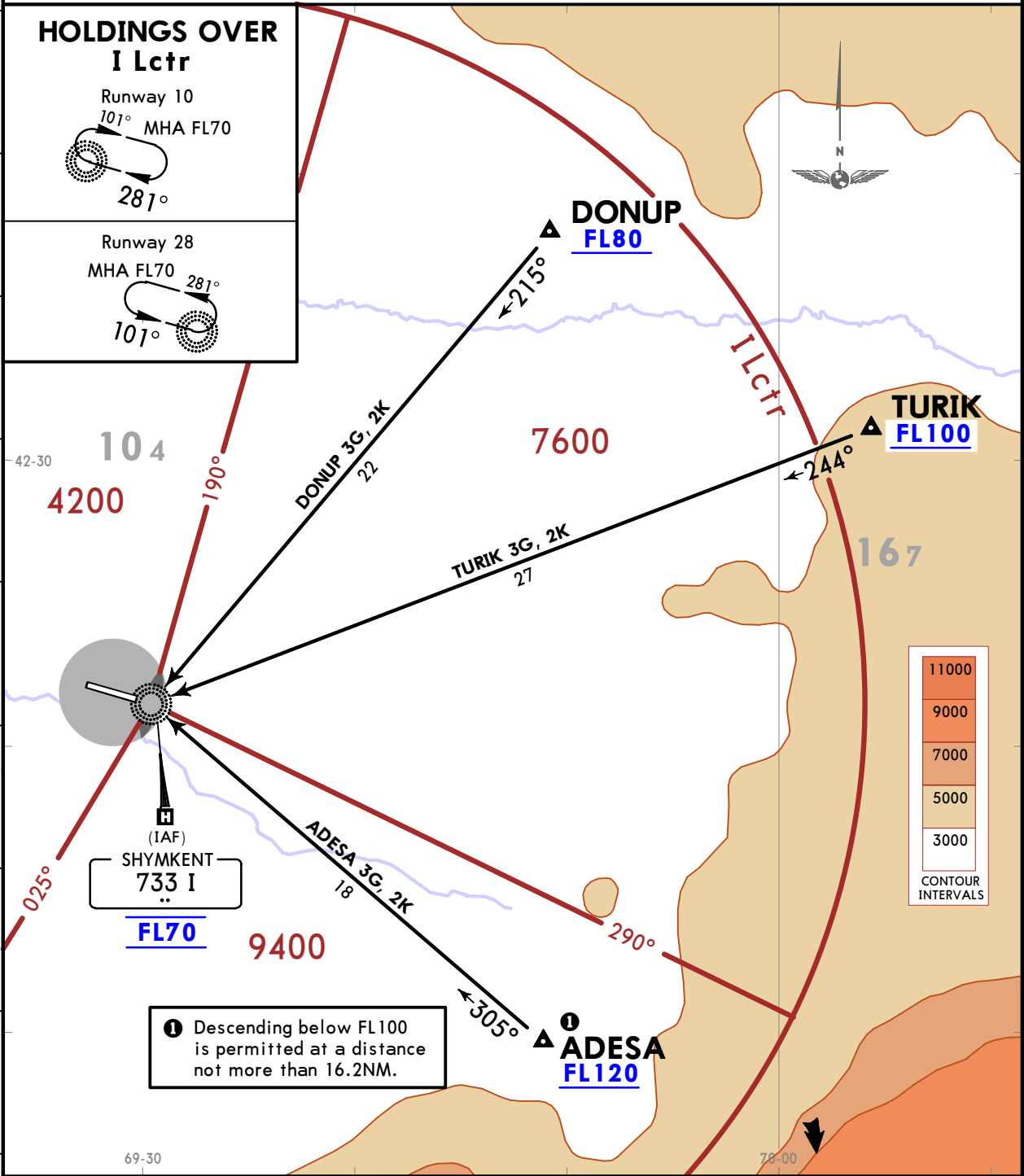


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JEPPESEN SHYMKENT, KAZAKHSTAN
22 FEB 19 10-2 Eff 28 Feb STAR

ATIS 119.2 (Russian) 126.6)	Apt Elev 1388	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70
--------------------------------------	------------------	--

ADESA 3G [ADES3G], ADESA 2K [ADES2K]
DONUP 3G [DONU3G], DONUP 2K [DONU2K]
TURIK 3G [TURI3G], TURIK 2K [TURI2K]
ARRIVALS



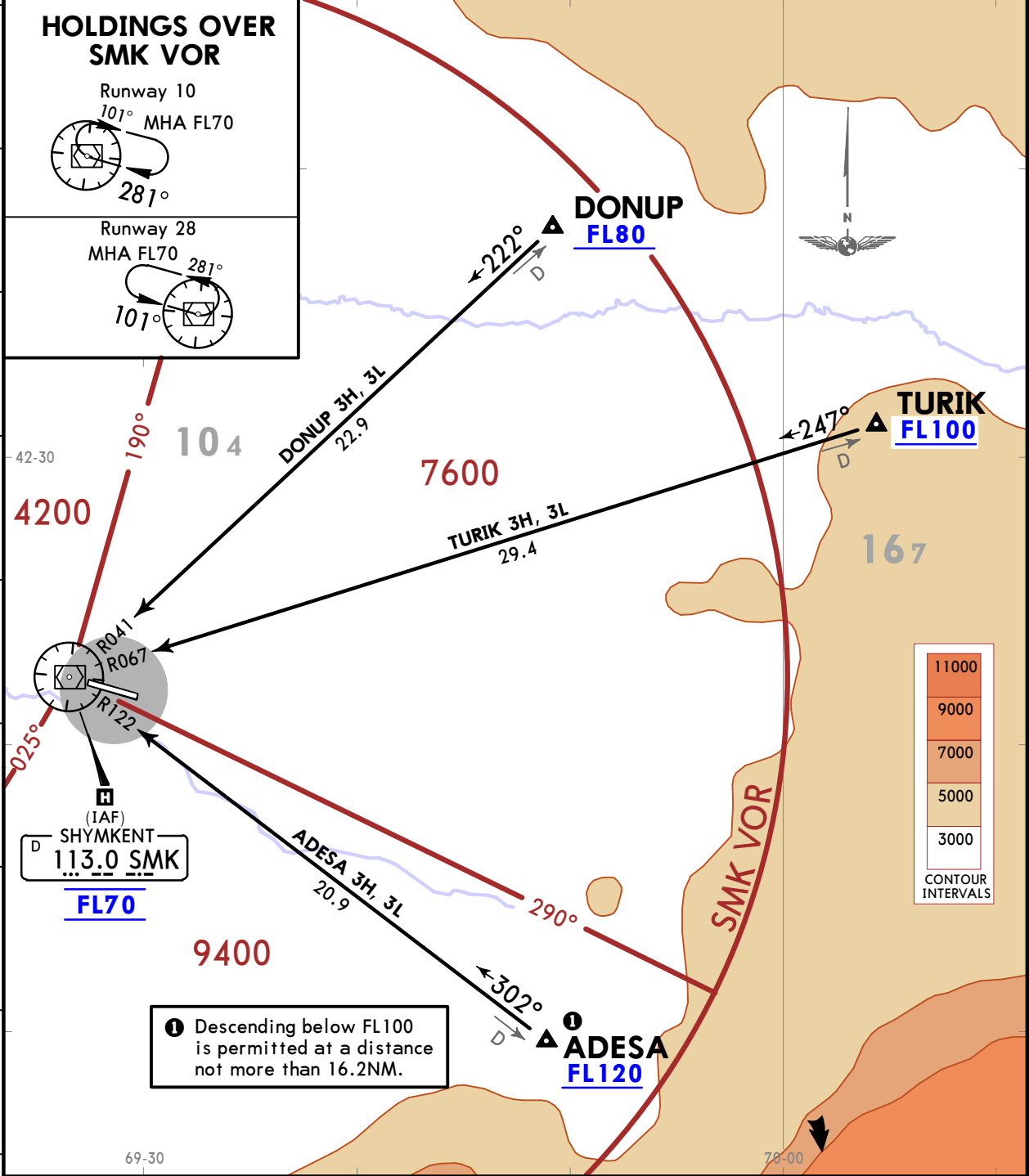
STAR	RWY	ROUTING
ADESA 3G By ATC	28	On 305° bearing to I Lctr.
ADESA 2K By ATC	10	On 305° bearing to I Lctr.
DONUP 3G	28	On 215° bearing to I Lctr.
DONUP 2K	10	On 215° bearing to I Lctr.
TURIK 3G	28	On 244° bearing to I Lctr.
TURIK 2K	10	On 244° bearing to I Lctr.

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22 FEB 19 **(10-2A)** **Eff 28 Feb** **STAR**

ATIS 119.2 (Russian) 126.6	Apt Elev 1388	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70
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**ADESA 3H [ADES3H], ADESA 3L [ADES3L]
DONUP 3H [DONU3H], DONUP 3L [DONU3L]
TURIK 3H [TURI3H], TURIK 3L [TURI3L]
ARRIVALS**



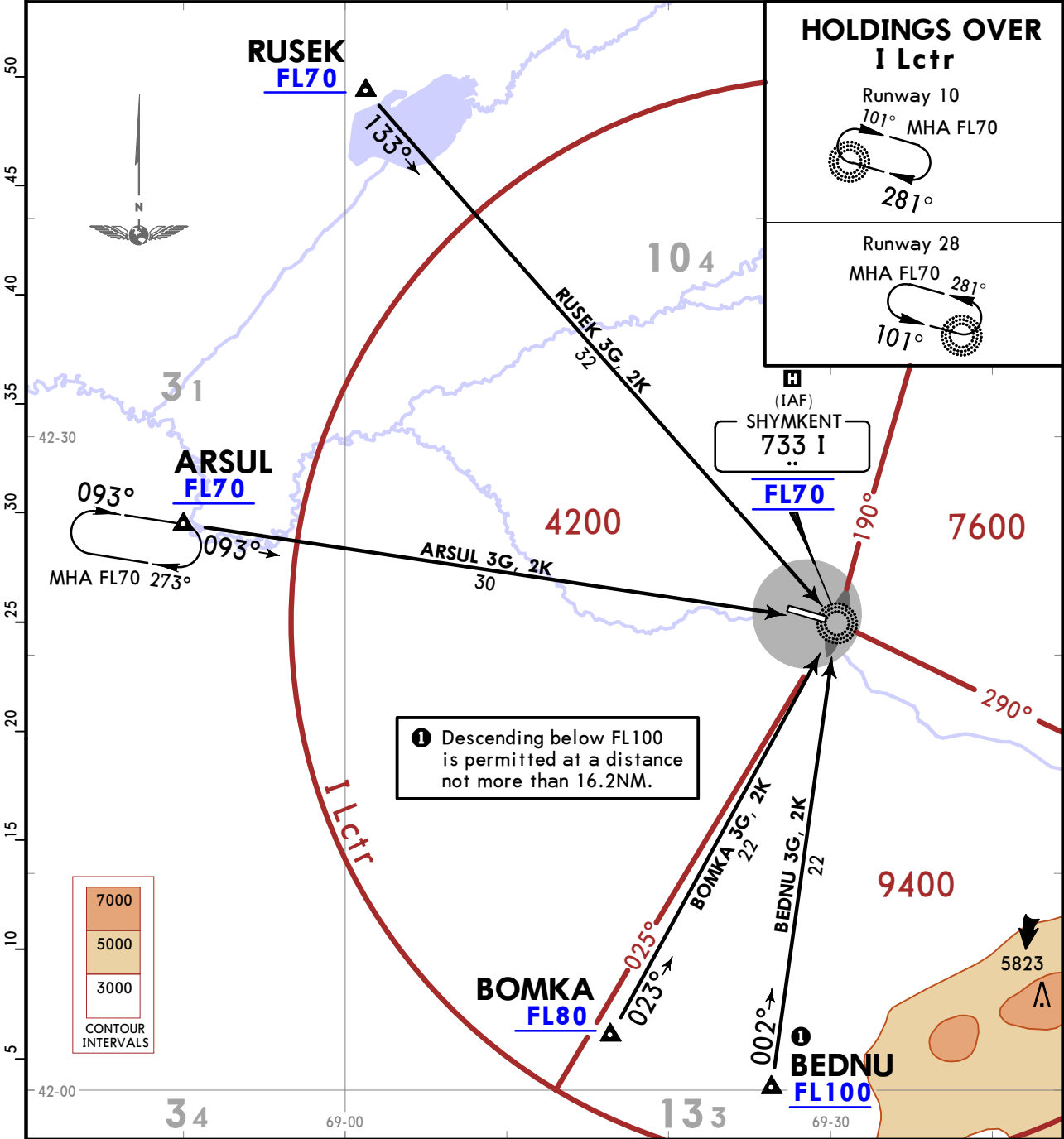
STAR	RWY	ROUTING
ADESA 3H By ATC	10	Intercept SMK R122 inbound to SMK VOR.
ADESA 3L By ATC	28	Intercept SMK R122 inbound to SMK VOR.
DONUP 3H	10	Intercept SMK R041 inbound to SMK VOR.
DONUP 3L	28	Intercept SMK R041 inbound to SMK VOR.
TURIK 3H	10	Intercept SMK R067 inbound to SMK VOR.
TURIK 3L	28	Intercept SMK R067 inbound to SMK VOR.

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22 FEB 19 10-2B Eff 28 Feb STAR

ATIS 119.2 (Russian) 126.6)	Apt Elev 1388	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70
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ARSUL 3G [ARSU3G], ARSUL 2K [ARSU2K]
BEDNU 3G [BEDN3G], BEDNU 2K [BEDN2K]
BOMKA 3G [BOMK3G], BOMKA 2K [BOMK2K]
RUSEK 3G [RUSE3G], RUSEK 2K [RUSE2K]
ARRIVALS



STAR	RWY	ROUTING
ARSUL 3G	28	On 093° bearing to I Lctr.
ARSUL 2K	10	On 093° bearing to I Lctr.
BEDNU 3G	28	On 002° bearing to I Lctr.
BEDNU 2K	10	On 002° bearing to I Lctr.
BOMKA 3G	28	On 023° bearing to I Lctr.
BOMKA 2K	10	On 023° bearing to I Lctr.
RUSEK 3G	28	On 133° bearing to I Lctr.
RUSEK 2K	10	On 133° bearing to I Lctr.

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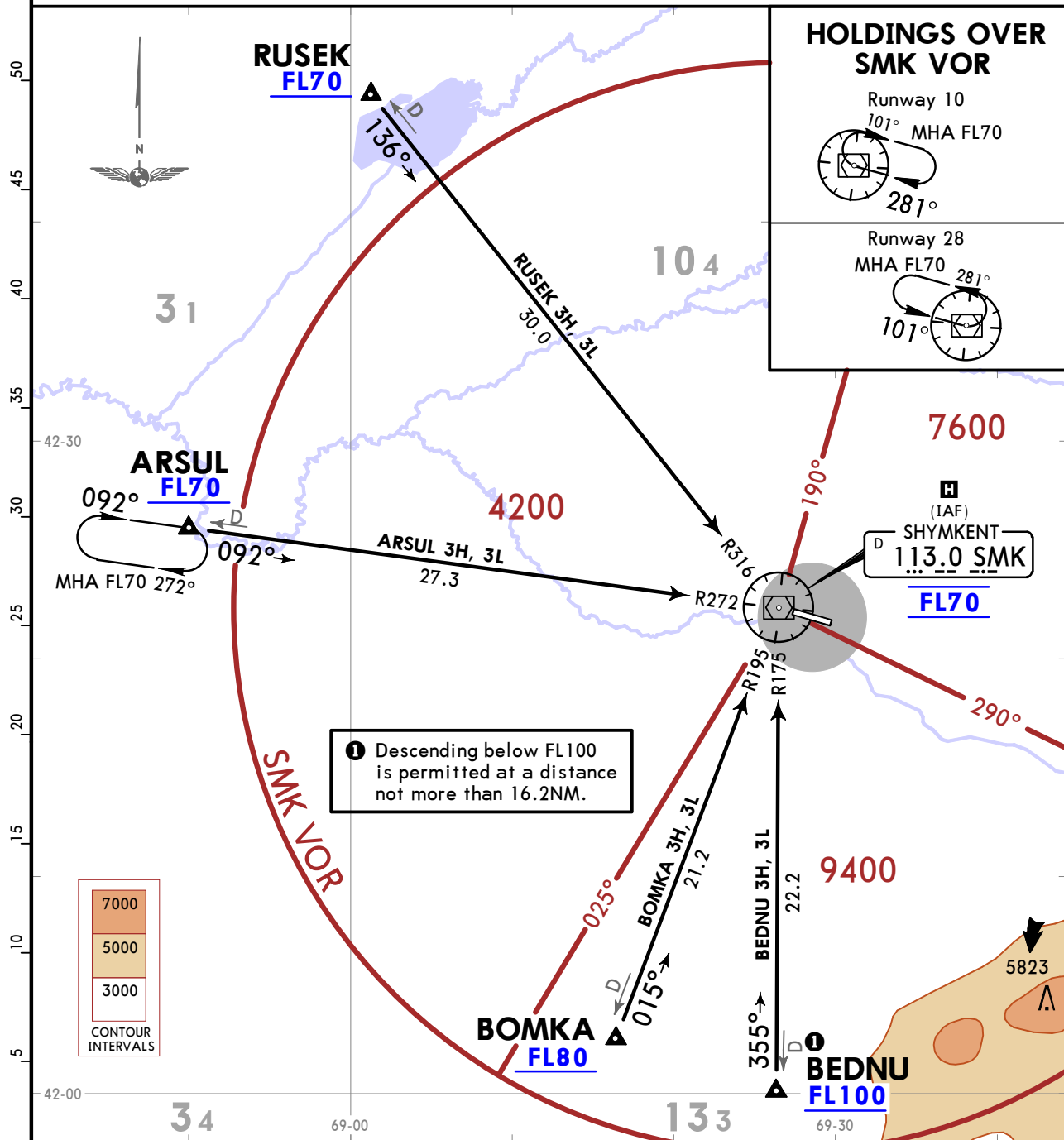
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22 FEB 19 10-2C Eff 28 Feb
STAR

ATIS
119.2
(Russian)
126.6)

Apt Elev
1388

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

ARSUL 3H [ARSU3H], ARSUL 3L [ARSU3L]
BEDNU 3H [BEDN3H], BEDNU 3L [BEDN3L]
BOMKA 3H [BOMK3H], BOMKA 3L [BOMK3L]
RUSEK 3H [RUSE3H], RUSEK 3L [RUSE3L]
ARRIVALS



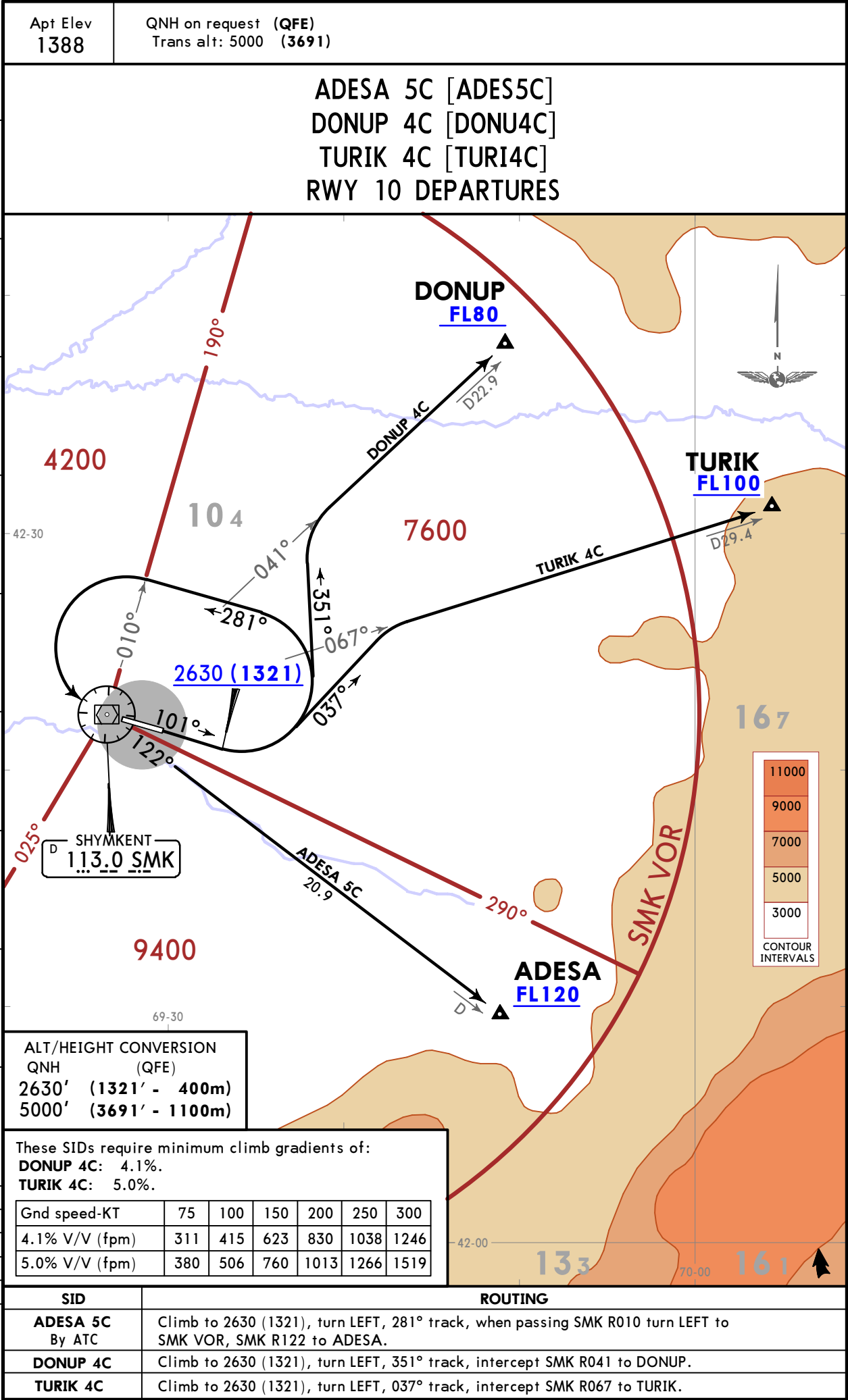
STAR	RWY	ROUTING
ARSUL 3H	10	Intercept SMK R272 inbound to SMK VOR.
ARSUL 3L	28	Intercept SMK R272 inbound to SMK VOR.
BEDNU 3H	10	Intercept SMK R175 inbound to SMK VOR.
BEDNU 3L	28	Intercept SMK R175 inbound to SMK VOR.
BOMKA 3H	10	Intercept SMK R195 inbound to SMK VOR.
BOMKA 3L	28	Intercept SMK R195 inbound to SMK VOR.
RUSEK 3H	10	Intercept SMK R316 inbound to SMK VOR.
RUSEK 3L	28	Intercept SMK R316 inbound to SMK VOR.

CHANGES: Procedures renumbered & revised, new format.

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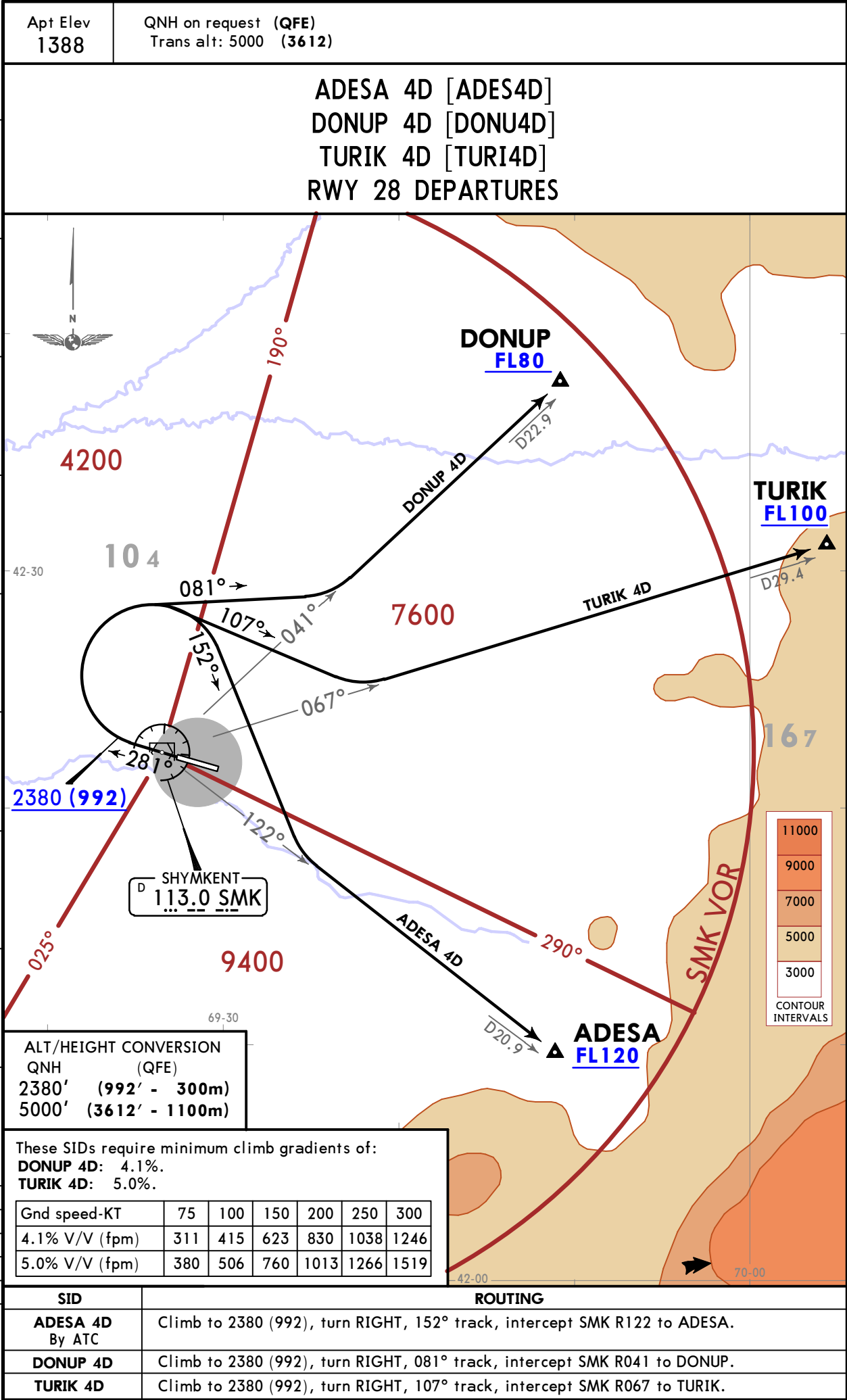
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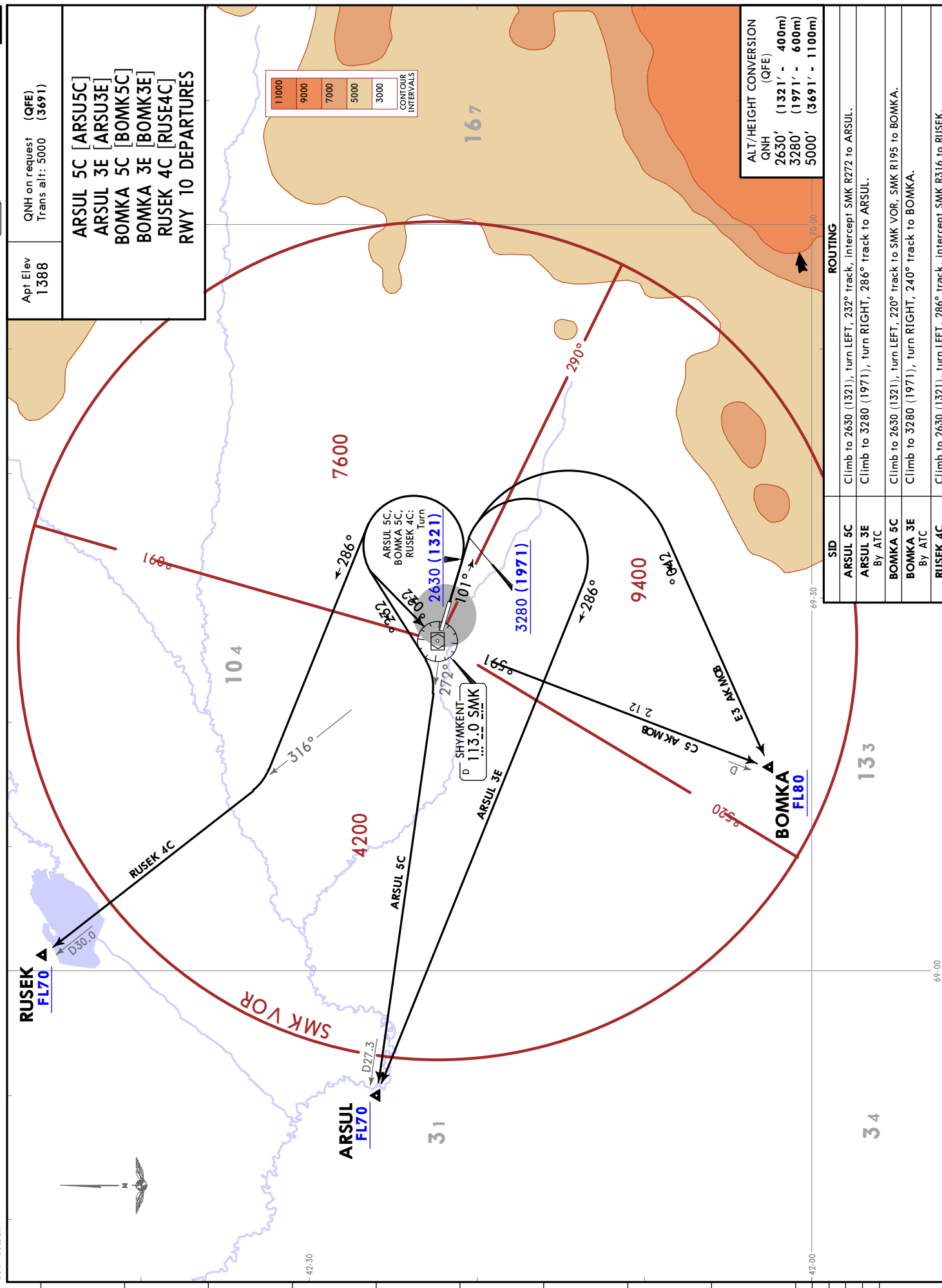
JEPPESSEN SHYMKENT, KAZAKHSTAN
22 FEB 19 10-3 Eff 28 Feb SID

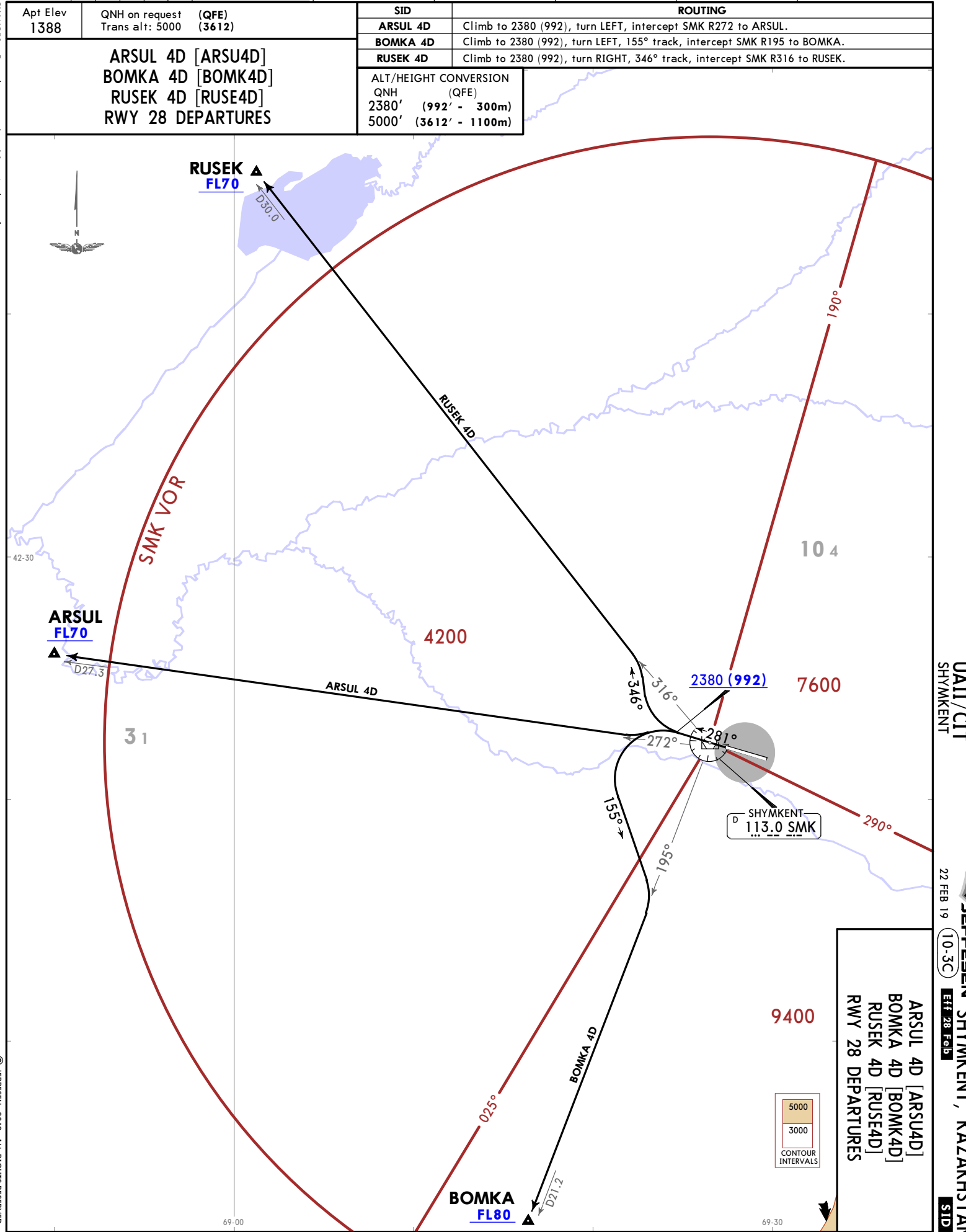


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JEPPESEN SHYMKENT, KAZAKHSTAN
22 FEB 19 10-3A Eff 28 Feb SID







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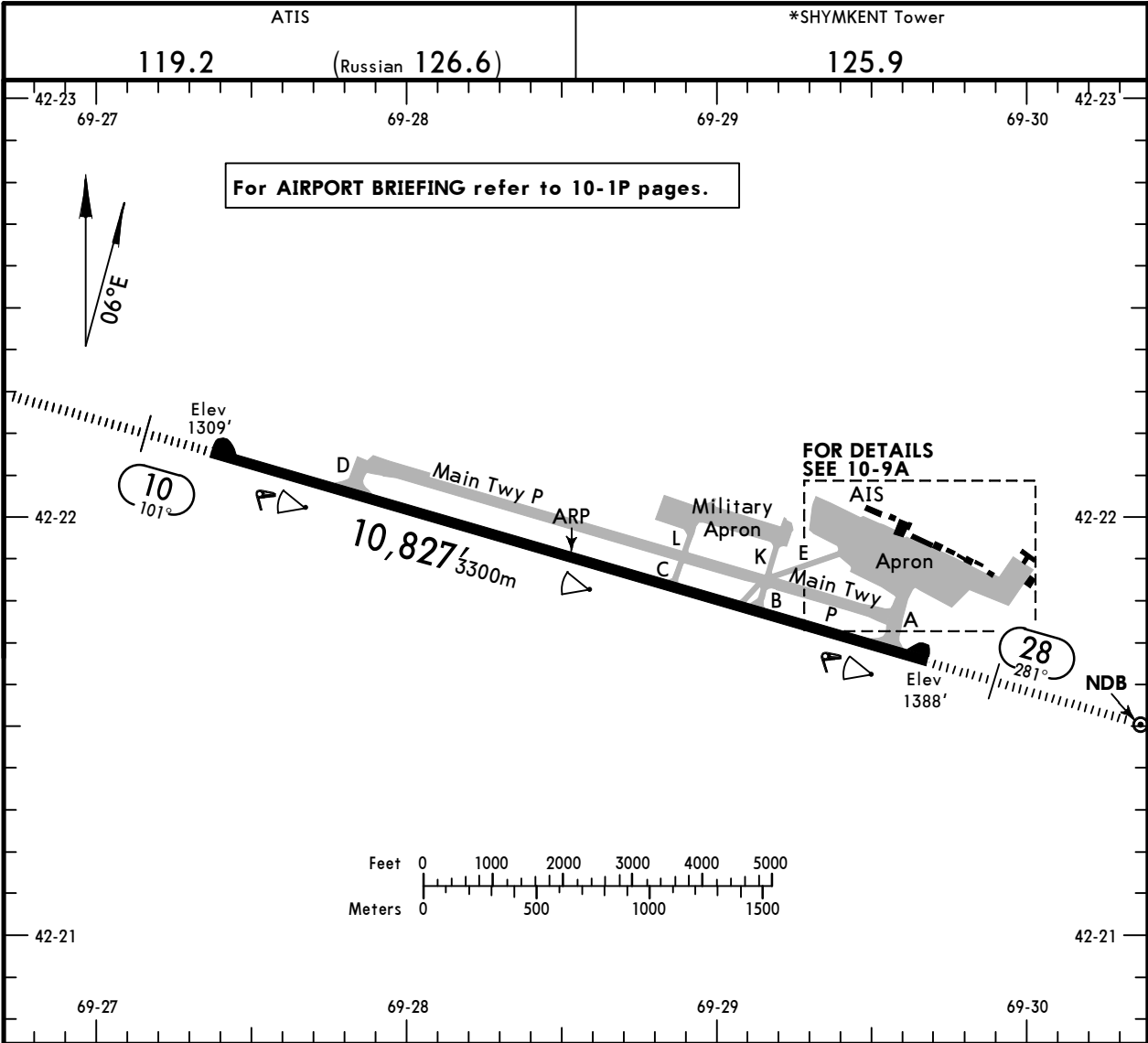
Apt Elev 1388'
N42 21.9 E069 28.5



JEPPESSEN SHYMKENT, KAZAKHSTAN

22 MAR 19 (10-9) Eff 28 Mar

SHYMKENT



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
10	HIRL (60m)	HIALS	PAPI-L(3.0°)	RVR		9976' 3041m	①	148'
28	HIRL (60m)	HIALS	PAPI-L(3.0°)	RVR		9794' 2985m		45m

① TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head 10,827' (3300m)
twy D int 8471' (2582m)

RWY 28:

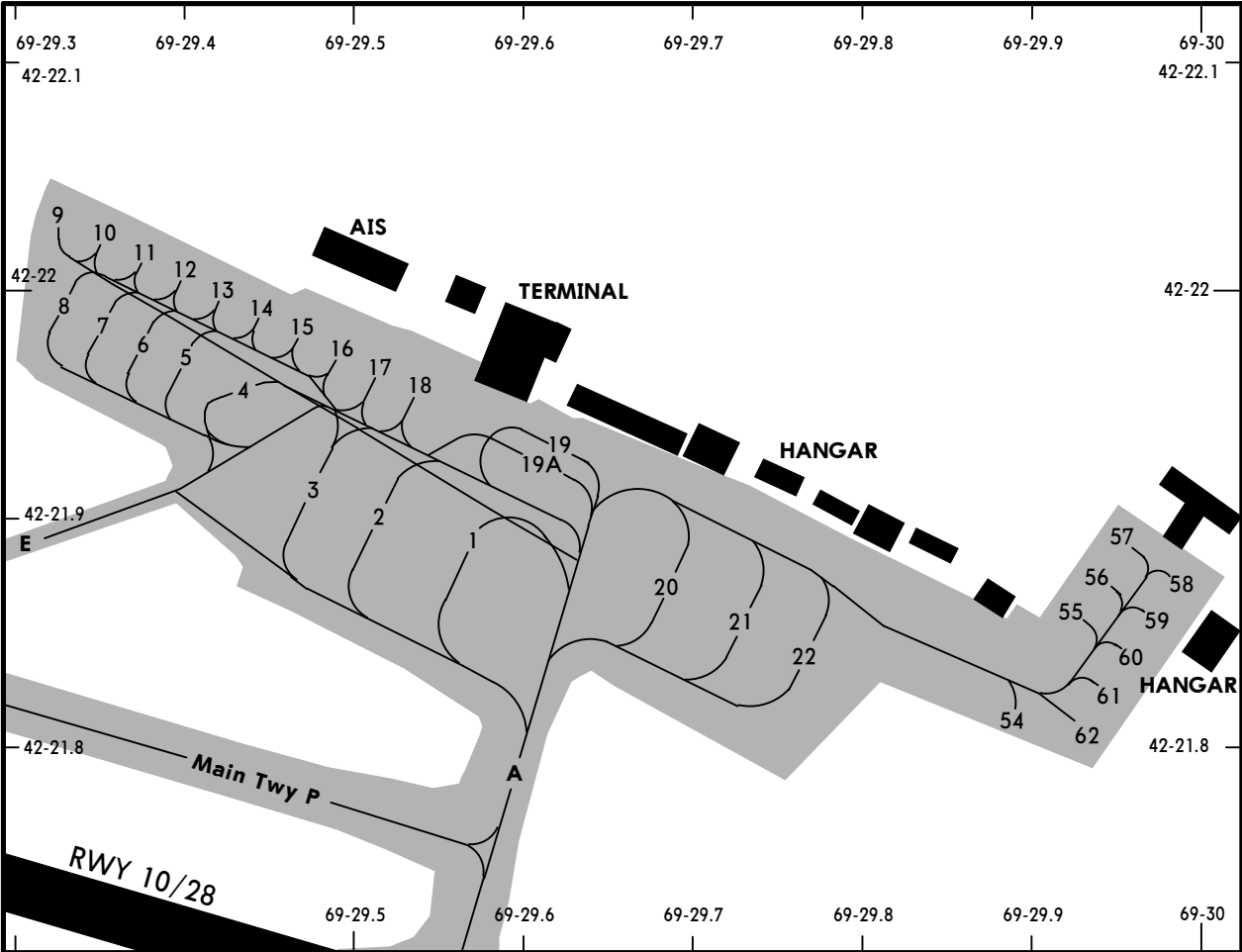
From rwy head 10,827' (3300m)
twy A int 10,207' (3111m)
twy B int 8241' (2512m)
twy E int 7949' (2423m)

TAKE-OFF		
Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Adequate vis ref (Day only)
A	300m	400m
B		
C		
D		

CHANGES: Take-off minimums.

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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		

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22 MAR 19
Eff 28 Mar

10-9S

Standard
SHYMKENT, KAZAKHSTAN
SHYMKENT

STRAIGHT-IN RWY		A	B	C	D
10	ILS	1509'(200')	1522'(213')	1539'(230')	1539'(230')
	FULL	① 550m	① 600m	① 600m	① 600m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR	1670'(361')	1670'(361')	1670'(361')	1670'(361')
	ALS out	1000m 1500m	1000m 1500m	1000m 1700m	1400m 1700m
	② NDB	1870'(561')	1870'(561')	1940'(631')	2000'(691')
		1900m	2800m	3700m	4600m
	NDB	1870'(561')	1870'(561')	1940'(631')	2000'(691')
	ALS out	2100m 2800m	2800m 2800m	3700m 3700m	4600m 4600m
28	ILS	1601'(213')	1618'(230')	1634'(246')	1634'(246')
	FULL	① 600m	① 600m	① 600m	① 600m
	ALS out	1200m	1200m	1300m	1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR	2340'(952')	2340'(952')	2340'(952')	2340'(952')
	ALS out	1500m	1500m	2400m	2400m
	② NDB	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 W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

TAKE-OFF		
	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
A		Adequate vis ref (Day only)
B		
C	300m	400m
D		500m

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JEPPesen 15 FEB 19 11-2 Eff 28 Feb

SHYMKENT, KAZAKHSTAN
ILS DME Y Rwy 28

ATIS
119.2
(Russian 126.6)

*SHYMKENT Tower
125.9

LOC IIM
110.3

Final
Apch Crs
281°

GS
D5.8 IIM
3360'(1972')

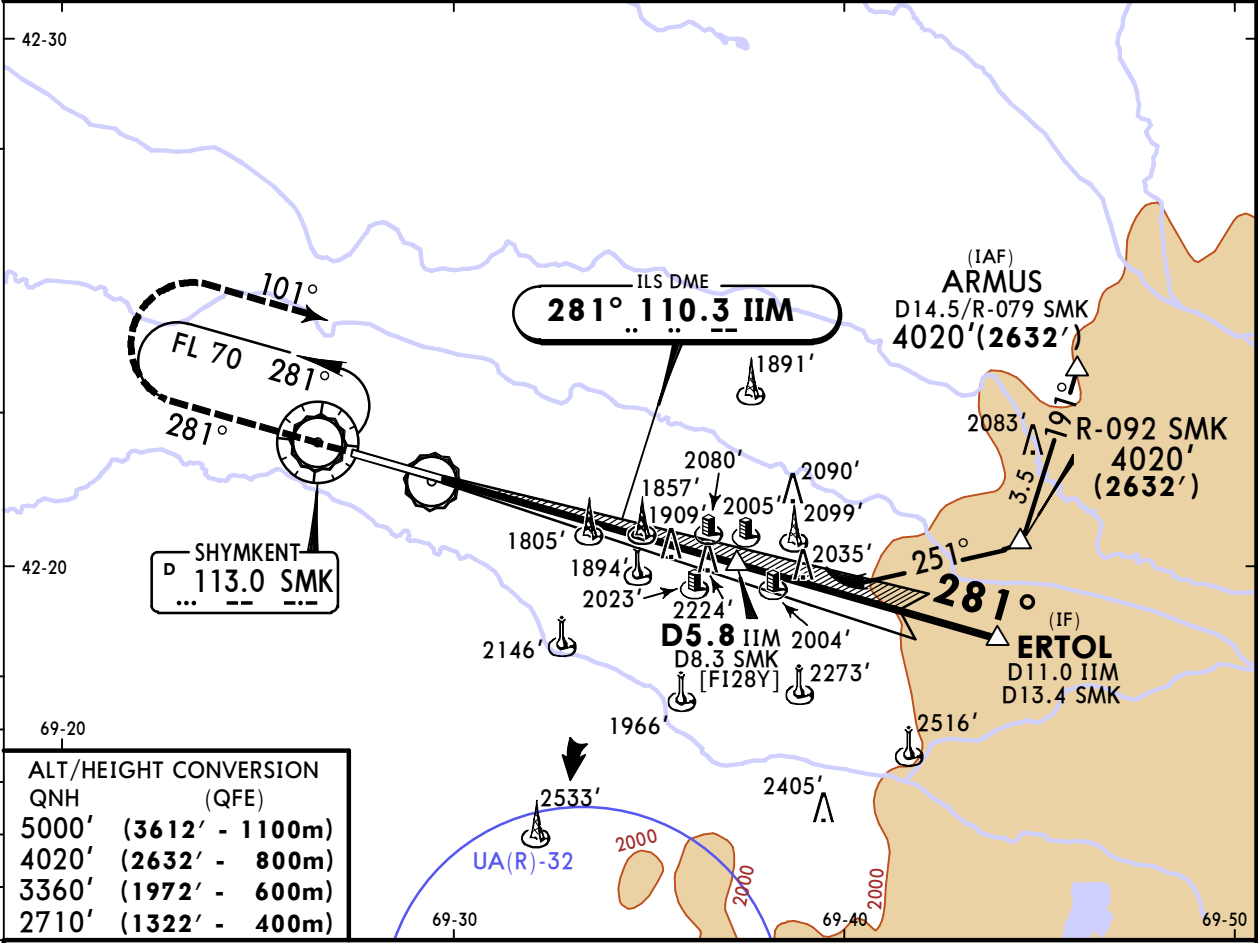
ILS
DA(H)
Refer to
Minimums

Apt Elev 1388'
Rwy 1388'

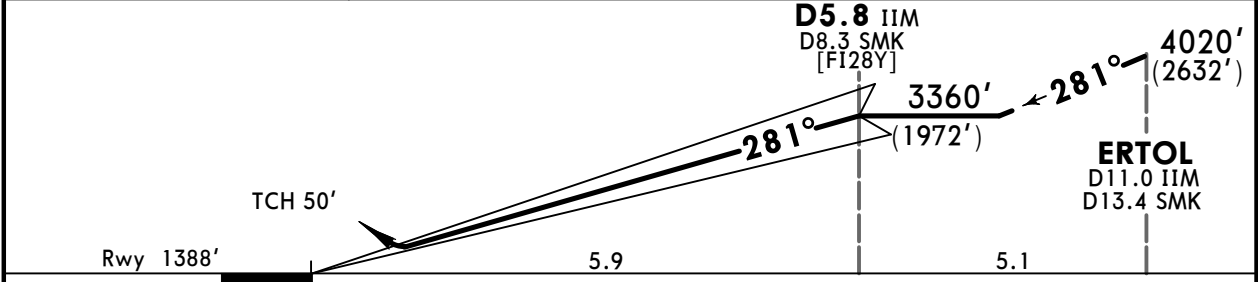
MISSED APCH: Climb on 281° to 2710'(1322'), then turn RIGHT onto 101° climbing to 4020'(2632'), then as directed.

MSA SMK VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5000' (3612')
1. RADAR required. 2. ILS DME reads zero at rwy 28 threshold.

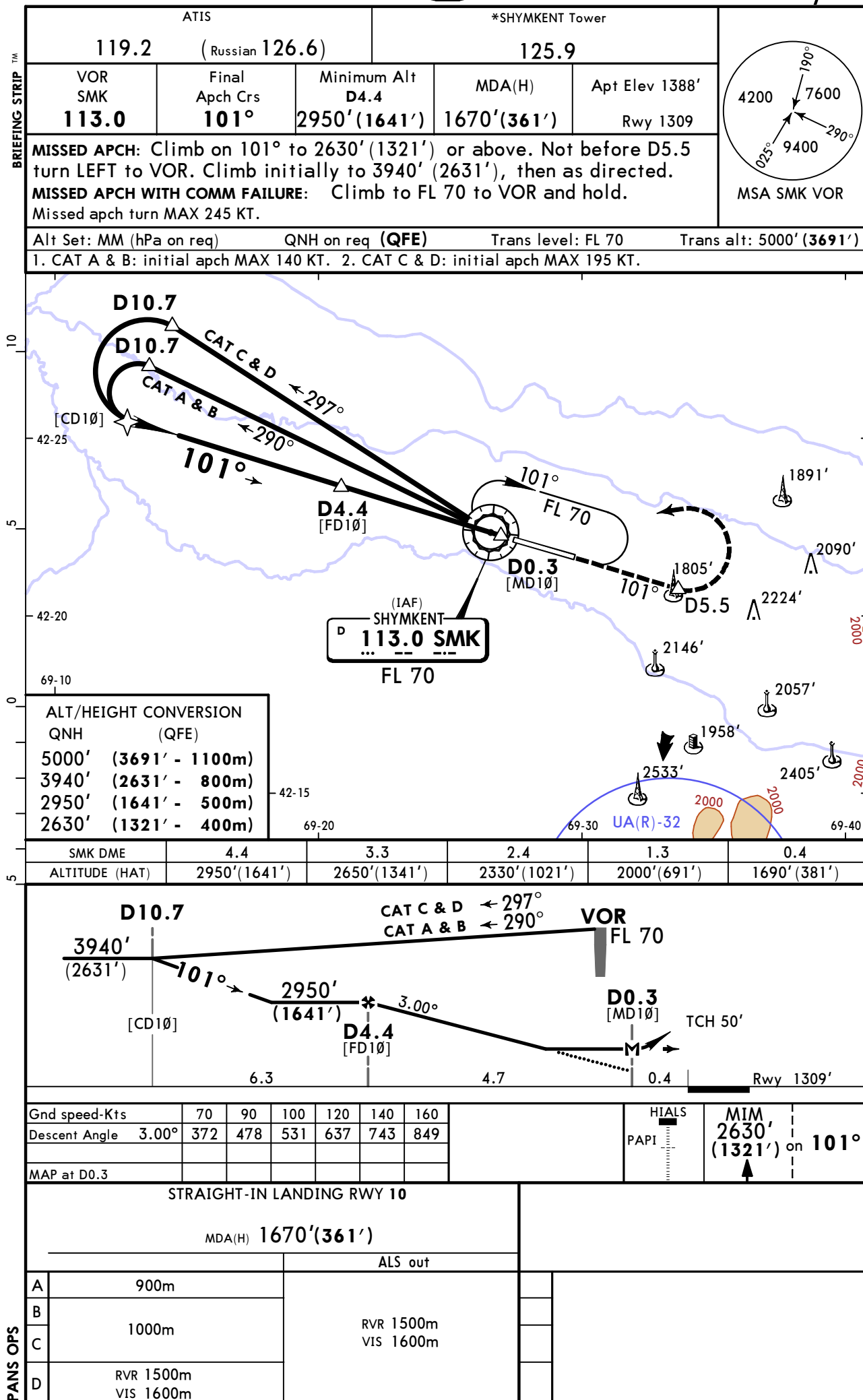


ALT/HEIGHT CONVERSION	
QNH	(QFE)
5000'	(3612' - 1100m)
4020'	(2632' - 800m)
3360'	(1972' - 600m)
2710'	(1322' - 400m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2710' (1322') on 281°
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 28				LOC (GS out)	NOT AUTHORIZED	
ILS		DA(H)				
A: 1601'(213')		B: 1618'(230') CD: 1634'(246')				
FULL		ALS out				
A	RVR 720m VIS 800m		1200m			NOT AUTHORIZED
B						
C						
D						

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JEPPESSEN SHYMKENT, KAZAKHSTAN
 15 FEB 19 **(13-1)** **Eff 28 Feb** **VOR DME Rwy 10**


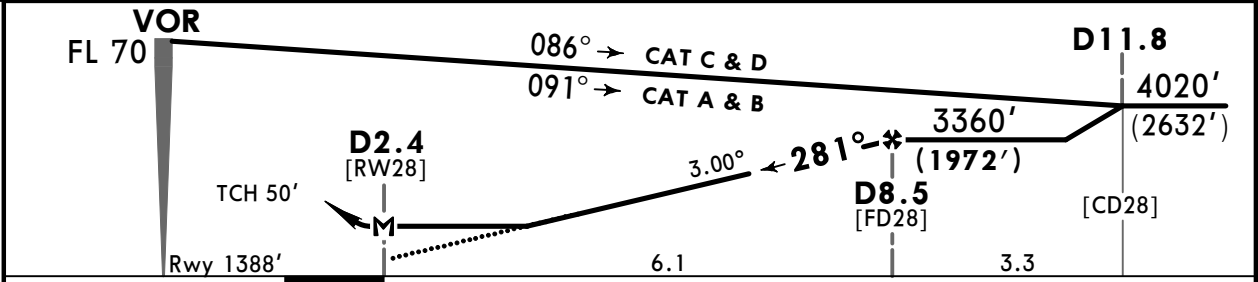
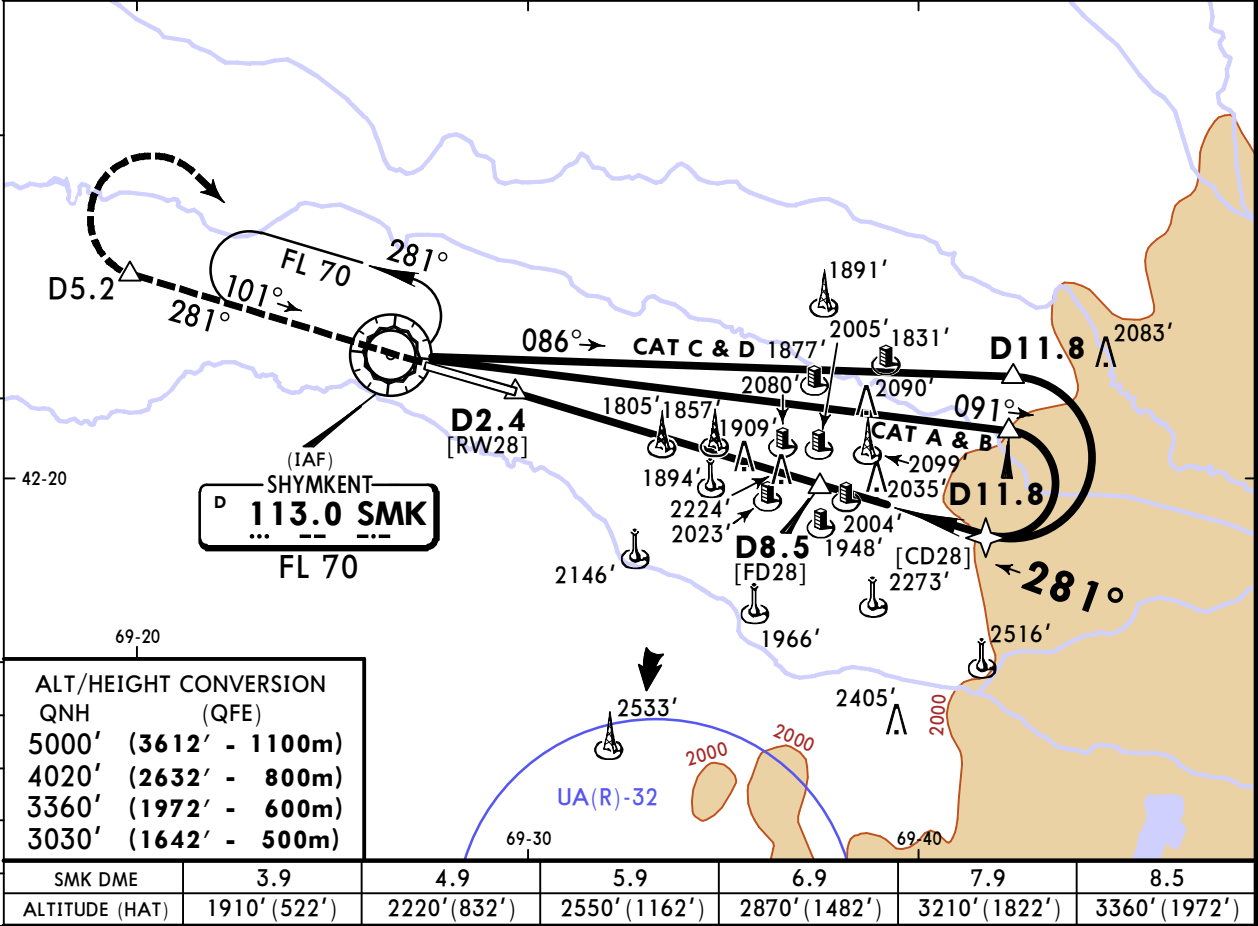
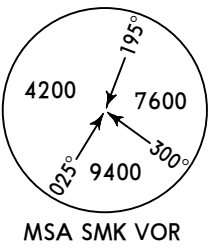
CHANGES: Communications. VOR relocated. Procedure revised.

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JEPPESSEN SHYMKENT, KAZAKHSTAN
15 FEB 19 **(13-2) Eff 28 Feb** **VOR DME Rwy 28**

119.2 ATIS (Russian 126.6)		*SHYMKENT Tower 125.9		
VOR SMK 113.0	Final Apch Crs 281°	Minimum Alt D8.5 3360'(1972')	MDA(H) 2340'(952')	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) QNH on req (QFE) Trans level: FL 70 Trans alt: 5000' (3612')				
1. CAT A & B: initial apch MAX 140 KT. 2. CAT C & D: initial apch MAX 195 KT.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIM 3030' (1642') on 281°
Descent Angle	3.00°	372	478	531	637	743		
MAP at D2.4								

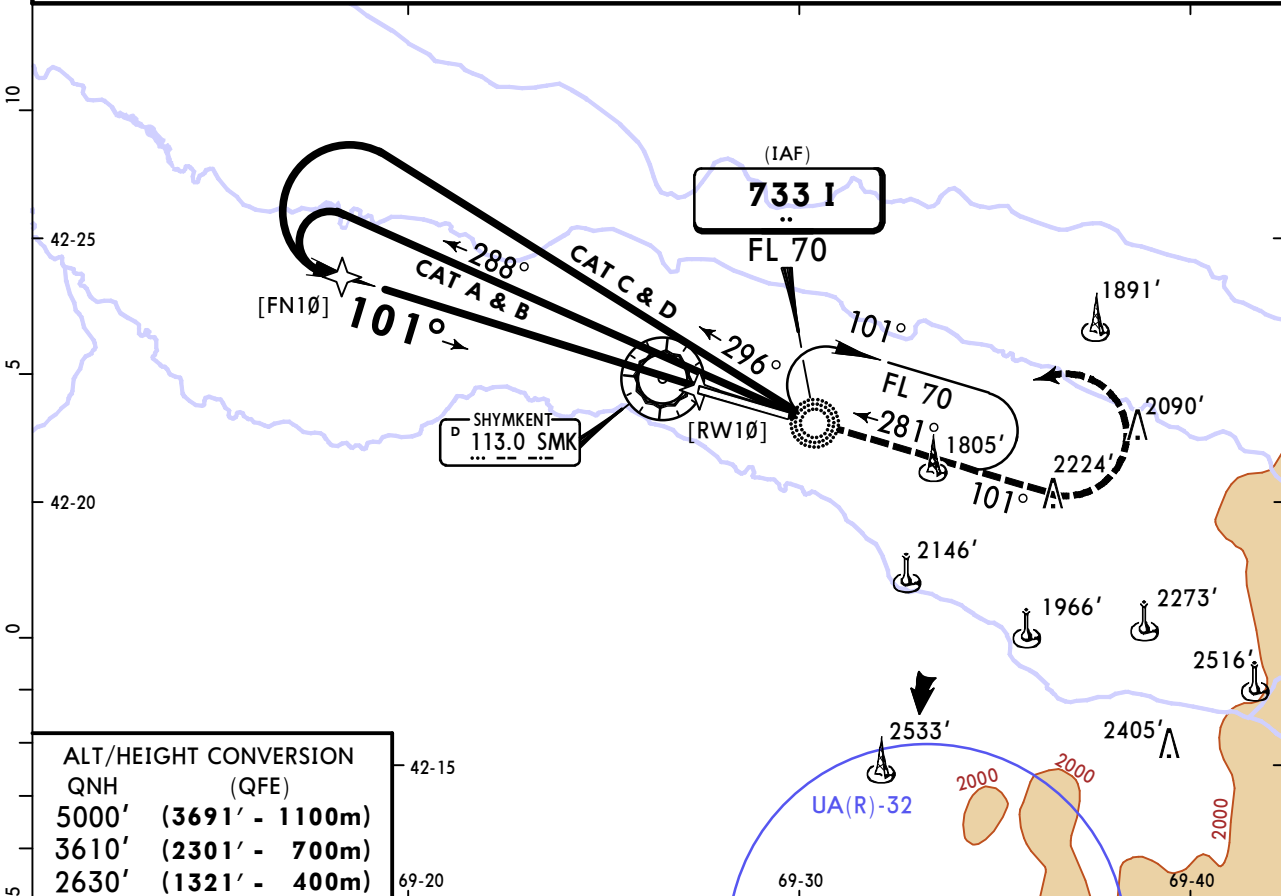
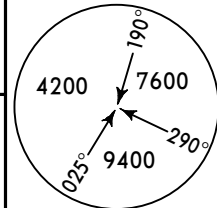
STRAIGHT-IN LANDING RWY 28							
MDA(H) 2340'(952')							
ALS out							
A	1200m	RVR 1500m VIS 1600m					
B							
C	1400m						
D	1800m						

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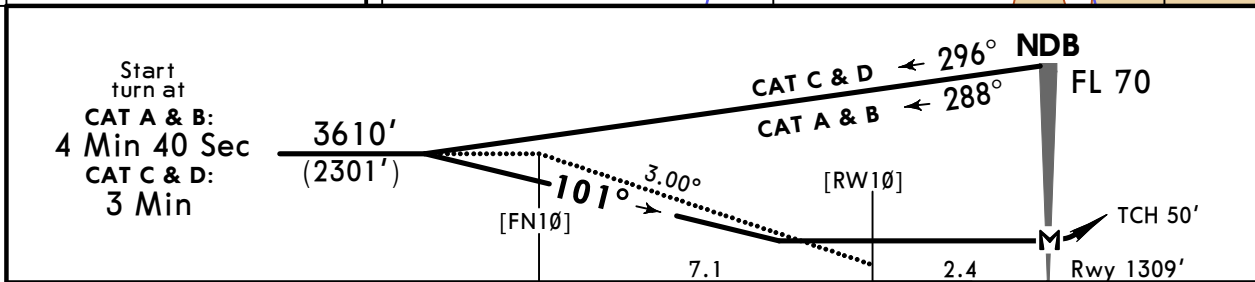
JEPPESSEN SHYMKENT, KAZAKHSTAN
15 FEB 19 (16-1) Eff 28 Feb
NDB Rwy 10

BRIEFING STRIP™

ATIS 119.2 (Russian 126.6)			*SHYMKENT Tower 125.9		
NDB I 733	Final Apch Crs 101°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1388' Rwy 1309'	 MSA I Lctr
MISSED APCH: Climb on 101° to 2630'(1321') or above. After passing NDB maintain 101° for 1½ Min, then turn LEFT to NDB. Climb initially to 3610'(2301'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 70 to NDB and hold. Missed approach turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5000' (3691')					
1. CAT A & B: initial apch MAX 140 KT. 2. CAT C & D: initial apch MAX 195 KT.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5000'	(3691' - 1100m)
3610'	(2301' - 700m)
2630'	(1321' - 400m)



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

HIALS	Refer to Missed Apch above
PAPI	

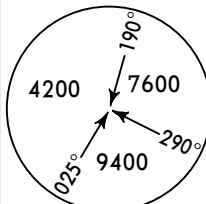
STRAIGHT-IN LANDING RWY 10	
AB: 1870'(561')	
MDA(H) C: 1940'(631') D: 2000'(691')	
ALS out	

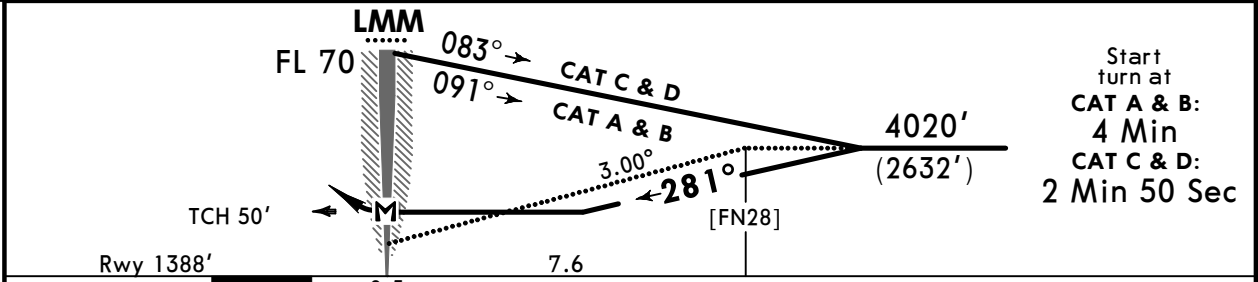
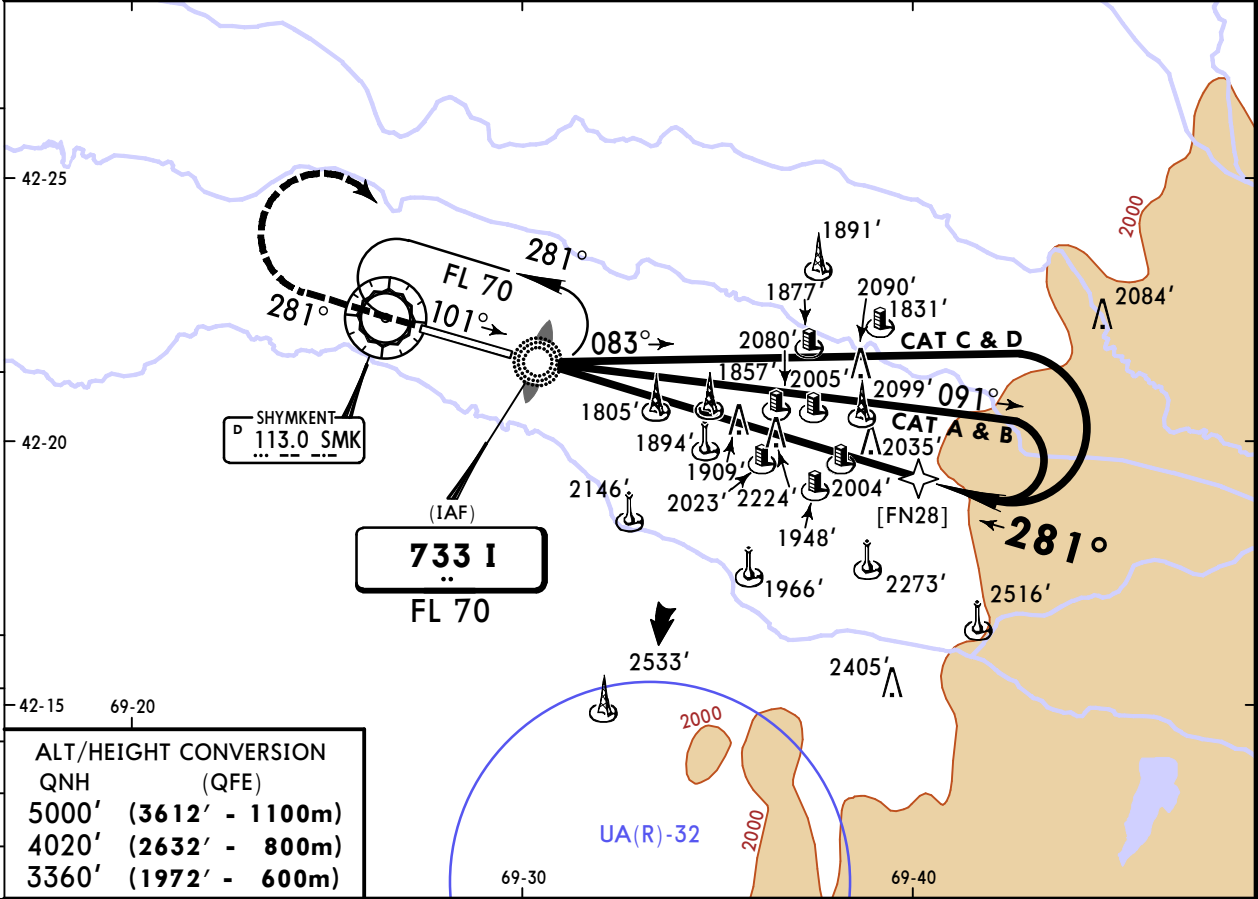
A	1900m
B	2800m
C	3700m
D	4600m

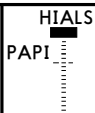
PANS OPS

UAII/CIT
SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
15 FEB 19 **(16-2)** Eff 28 Feb
NDB Rwy 28

ATIS 119.2 (Russian 126.6)			*SHYMKENT Tower 125.9		
NDB I 733	Final Apch Crs 281°	No FAF	MDA(H) 2610'(1222')	Apt Elev 1388' Rwy 1388'	 MSA I Lctr
MISSED APCH: Climb on 281° to 3360'(1972') or above. After passing LMM maintain 281° for 1½ Min, then turn RIGHT to LMM. Climb initially to 4020'(2632'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 70 to LMM and hold. Missed approach turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE)			Trans level: FL 70		Trans alt: 5000' (3612')
1. CAT A & B: initial apch MAX 140 KT. 2. CAT C & D: initial apch MAX 195 KT.					



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

STRAIGHT-IN LANDING RWY 28							
MDA(H) 2610'(1222')							
ALS out							
A	1200m	RVR 1500m VIS 1600m					
B							
C	1400m						
D	1800m						

SHYMKENT, (SHYMKENT - UAII)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAlI