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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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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: -5:00 = 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: 2321 Z
Sunset: 1416 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: 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

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

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Communication Information

ATIS: 129.800
ATIS: 135.100 Non-English
Almaty Tower: 119.400
Almaty Ground: 121.700
Almaty Approach: 118.300
Almaty Tranzit Operations: 131.900
Almaty Radar: 126.800

Printed from JeppView for Windows 5.3.0.0 on 23 May 2025; Terminal chart data cycle 05-2025 (Expired); Notice: After 13 Mar 2025, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

ATIS 129.8
135.1 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are in effect when RVR is less than 550m.

The beginning of LVP is reported by the ATIS or by the ATSU with the following message: "Low Visibility Procedures" are in operation.

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

Do not cross switched-on stop bars.

When RVR is less than 350 m:

- turning of ACFT at 180° in the ends of RWYs 23R, 23L and in the extension "A" is prohibited.

When RVR not less than 300m:

- ACFT taxiing on aprons and TWYs (except for TWYs C, E, D and F) is carried out only 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:

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

1.3. TAXI PROCEDURES

Taxiing by Follow-me is conducted regardless of time if low visibility procedures are in effect, when markings intended for ACFT movement are obscured or on request of flight crew.

Turnings at the THR of RWY 05R/23L for ACFT type AN-124 and B747-800 is prohibited.

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, according to specifications below.

Turning bays:

- at RWY 05R THR has width 102m (335'), U-turns available for up to code E ACFT;
- at RWY 23L THR has width 75m (246'), U-turns available for up to code D ACFT;
- at RWY 23R THR has width 95m (312'), U-turns available for up to code E ACFT;
- at RWY 05R/23L between TWY D and TWY E has width 75m (246'), U-turns available for up to code D ACFT.

On apron, taxiing and towing of ACFT with wingspan not exceeding wingspan of B747-400 is allowed.

Taxiing B747-800 is possible only on apron 2 via TWY L. Further taxiing of B747-800 is possible:

- from apron 2 via TWYs H and B for arrival and departure; also
- via RWYs 05R/23L and 05L/23R, TWYs C, D, E and F.

Taxiing B747-800 on aprons 1 and 3 thru 6 is prohibited.

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.

The RWY used for taxiing performs the functions of TWY or main TWY for the lining-up or clearing the RWY.

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1. GENERAL

At the same time, ACFT crew must comply with all taxiing procedures in accordance with the requirements of the ACFT Flight Manual and other regulatory documents, including the taxiing speed:

- Which, under normal conditions of the environment and the RWY condition, should not exceed 30 KT at long distances on the RWY and should not exceed 20 KT at short distances on the RWY;
- Which, under low visibility procedures and meteorological conditions contributing to the deterioration of the RWY condition, should not exceed 10 KT.

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.

RWY 05R/23L take-off and landing prohibited at surface condition code 4 and below.

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;
- during NIGHT denote position of ACFT by switching on landing lights or beacon flashing periodically.

1.6. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATION (CDO)

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use RNAV1 GNSS STARs.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing FMS/FMC to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including FAP, and thus the exact distance to the RWY is known prior to start of the CDO; or
- the pilots of the ACFT to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving "When ready descend to (level)" or "descend to (level) at pilots discretion" clearance, the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to, and including, the FAP.

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2. ARRIVAL

Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on-board system (FMS) prior to start of the CDO.

After clearance "When ready descend to (level)" or "descend to (level) at pilots discretion" pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary, ATC may issue additional instructions: "When ready descend to (level), report leaving (or report top-of-descent)".

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP. Wherein ATC issues further descent instruction prior to CDO flight reaching 3000' above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY THR is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track mileage to the RWY THR as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

Pilots should conduct preliminary preparation for landing on each of the operating RWYs, if both RWYs are in use.

If an ILS approach is performed on one RWY, approach to second RWY can be performed as DVOR DME, RNP approach or visual approach (simultaneous ILS operation on parallel RWYs is prohibited).

Redirection of ACFT to parallel RWY during ILS, DVOR DME or RNP approach in IFR conditions after turn to the final approach leg, or IFR flight in VMC after 3NM from landing RWY THR is not allowed.

Redirection of ACFT to parallel RWY in all cases shall be performed after flight crew report about readiness to approach to another RWY.

2.4. PARKING PROCEDURES

Stands 4 thru 6 are equipped with ACFT positioning system, on other stands follow marshaller instructions.

Taxi in under own power:

- for stands 1, 2, 63 and 64 heading on VIP-South;
- for stands 3 thru 6, 32A thru 34, 57, 58, 65 thru 69, 71 thru 73, 201 thru 205, 204L/R and 205L/R;
- for stands 48 thru 56;
- for stands 59 and 60 for ACFT not bigger than IL-76 via free stands 59A and 60A;
- for stands 59A and 60A (facing South) via free stands 58, 59 and 60;
- for stand 79 after Follow-me vehicle.

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

Taxi in by towing for stands 12 thru 13B, 47, 59A, 60A.

Simultaneous parking procedure of freight ACFT with code F to ACFT stands 65 thru 66 is carried out via towing.

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2. ARRIVAL

Taxiing to stands 201 thru 205, 204L/R, 205L/R equipped with Automatic Docking Guidance System (AVDGS) is either conducted autonomously or guided by a follow-me vehicle until ACFT enters the coverage area of the system. Docking at the stand is carried out according to the indications provided by the positioning system. In case of system failure, docking is performed based on signals from the marshaller.

CAT IIIB:

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

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

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Starting up at stands 3 thru 6 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 6 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 stand 12 thru 13B, 48 thru 58, 71 thru 73;
- of stands 59 and 60 via free stands 59A and 60A;
- of stands 59A and 60A 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 1, 2, 63 and 64 if ACFT facing TWY A;
- of stands 3 thru 6 and 32A thru 34 to start-up position;
- of stands 59A and 60A facing South and 65 thru 69;
- of stands 201 thru 205, 204L/R, 205L/R to starting point;
- of stand 47.

The ACFT must leave the occupied parking area no later than 1 minute after receiving permission to tow. In case of delay in the start of towing, the responsible person, the apron service repeatedly requests permission or cancels towing.

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3. DEPARTURE

3.2. RWY OPERATIONS

It is permitted to line-up on each RWY at the same time. However, simultaneous take-offs from parallel RWYs under any conditions are not performed. The ACFT that will take-off the second in sequence shall be informed about take-off delay.

To prevent the approach of the ACFT in the case of missed approach of arriving ACFT, the permission for take-off from the parallel RWY is not given if the linear separation between the arriving and departing ACFT is 2.2NM or less.

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 one the RWY should be minimized.

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

3.3. CONTINUOUS CLIMB OPERATION (CCO)

CCOs are conducted along SID RNAV1 routes using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and operational traffic density.

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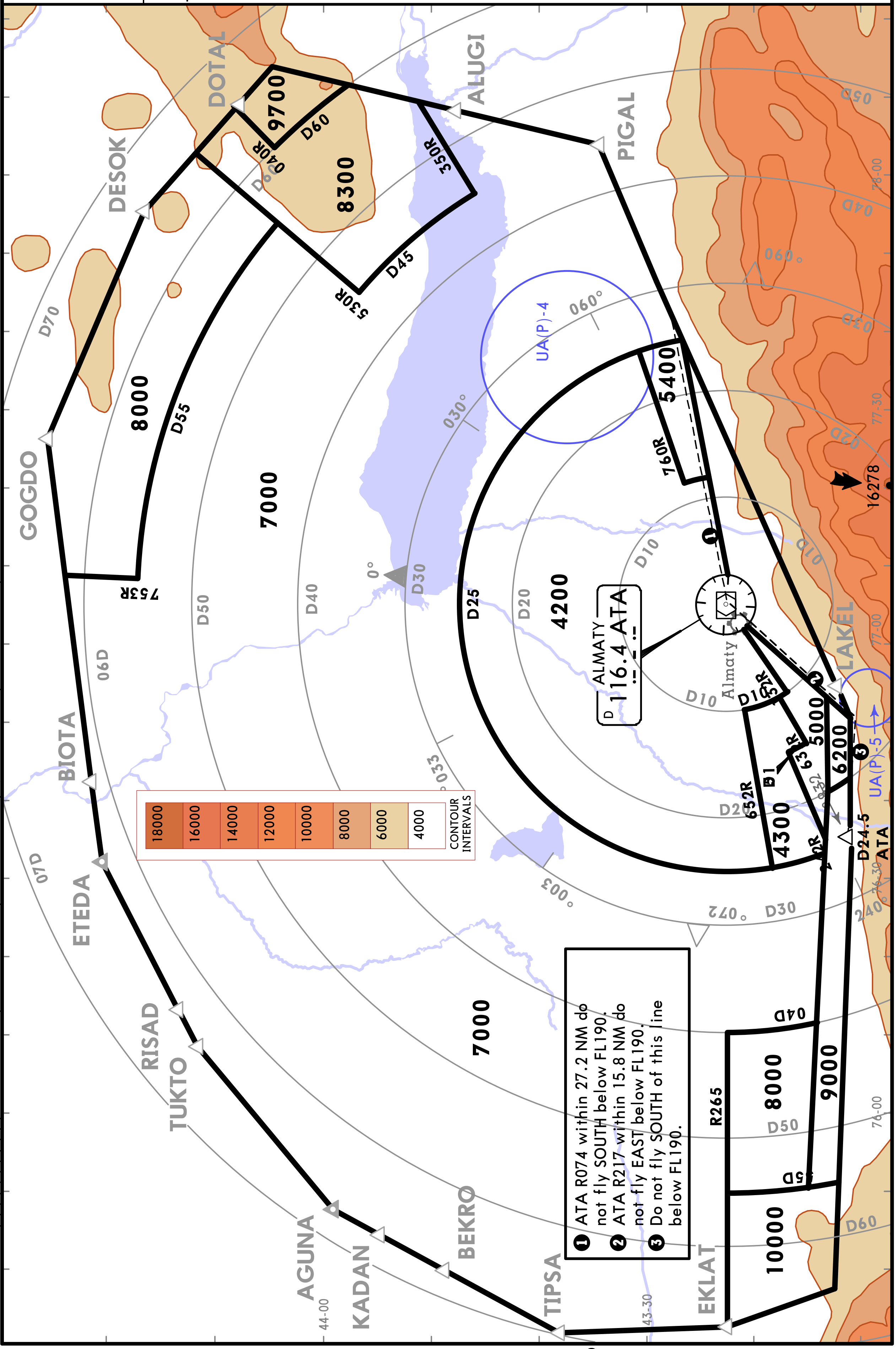
ALMATY Radar 126.8	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa Trans alt: 10000 1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control. 2. Levels assigned by ATC include a correction for low temperature effect.
Apt Elev 2238	



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

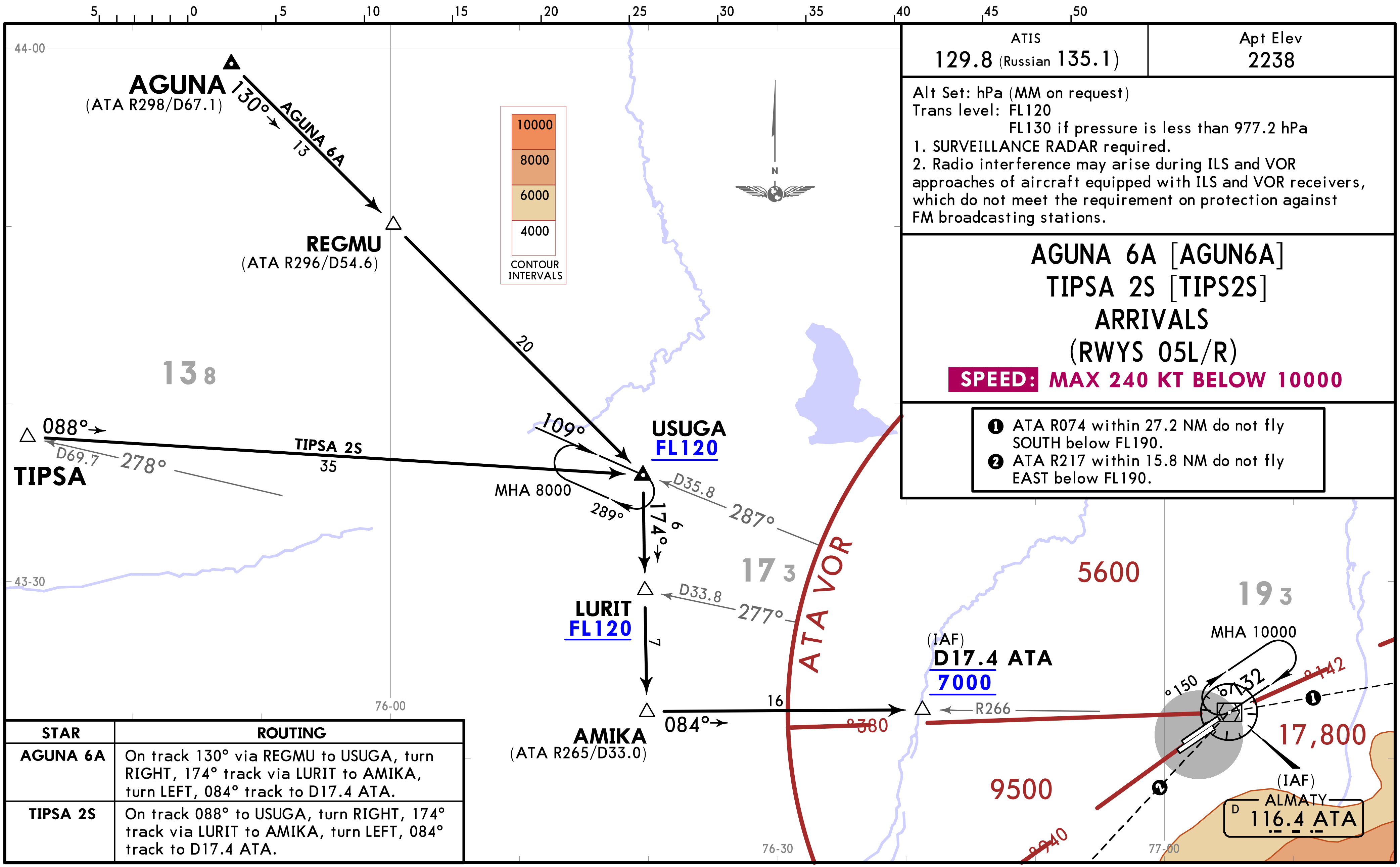
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

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.

AGUNA 6A [AGUN6A]
TIPSA 2S [TIPS2S]
ARRIVALS
(RWYS 05L/R)

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.



STAR	ROUTING
AGUNA 6A	On track 130° via REGMU to USUGA, turn RIGHT, 174° track via LURIT to AMIKA, turn LEFT, 084° track to D17.4 ATA.
TIPSA 2S	On track 088° to USUGA, turn RIGHT, 174° track via LURIT to AMIKA, turn LEFT, 084° track to D17.4 ATA.

CHANGES: STARs renumbered, radials & waypoints formations revised.

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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

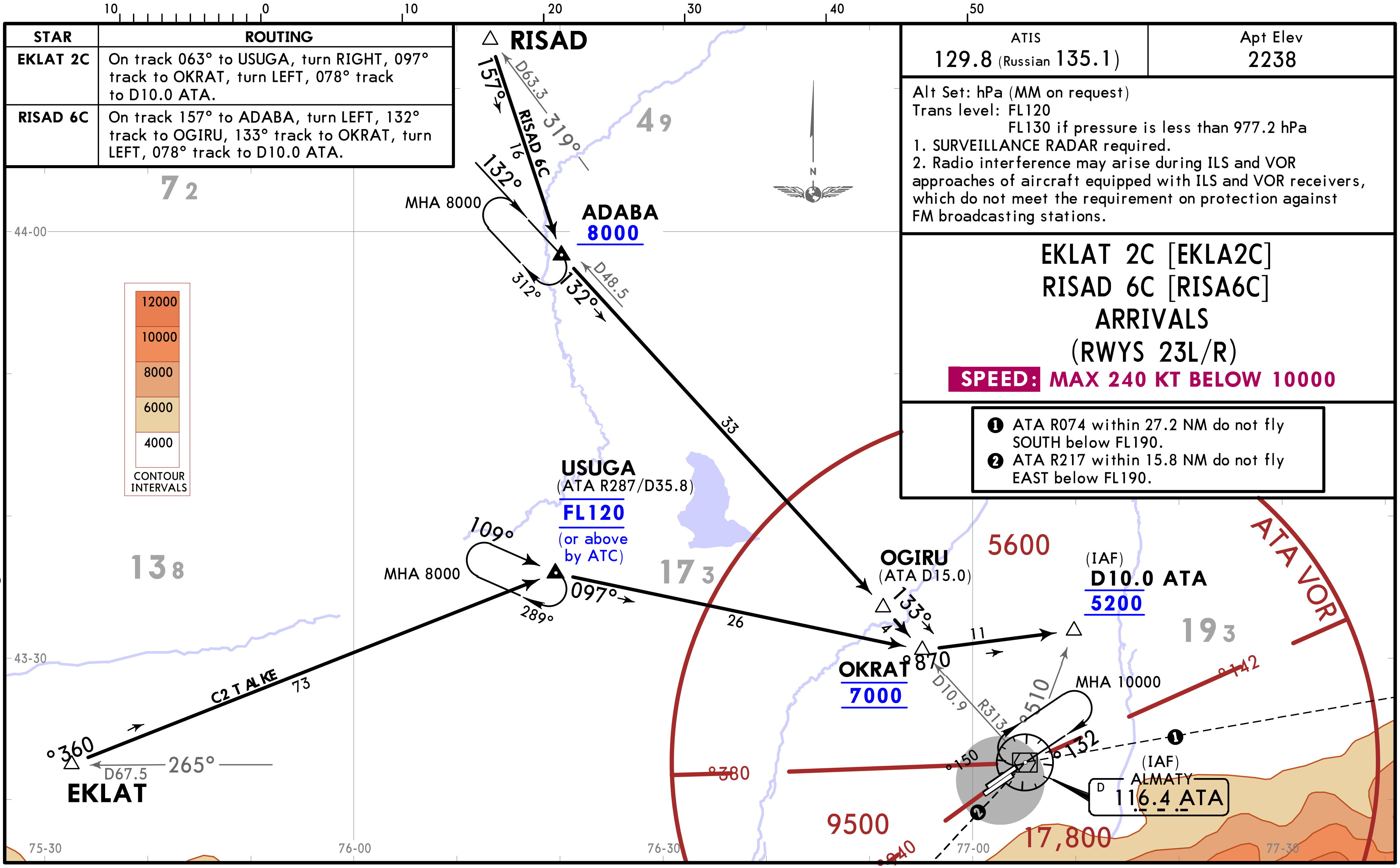
1. SURVEILLANCE RADAR required.
2. Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

EKLAT 2C [EKLA2C]
RISAD 6C [RISA6C]
ARRIVALS
(RWYS 23L/R)

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.

STAR	ROUTING
EKLAT 2C	On track 063° to USUGA, turn RIGHT, 097° track to OKRAT, turn LEFT, 078° track to D10.0 ATA.
RISAD 6C	On track 157° to ADABA, turn LEFT, 132° track to OGIRU, 133° track to OKRAT, turn LEFT, 078° track to D10.0 ATA.



CHANGES: STARs renumbered, radials & waypoints formations revised.

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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

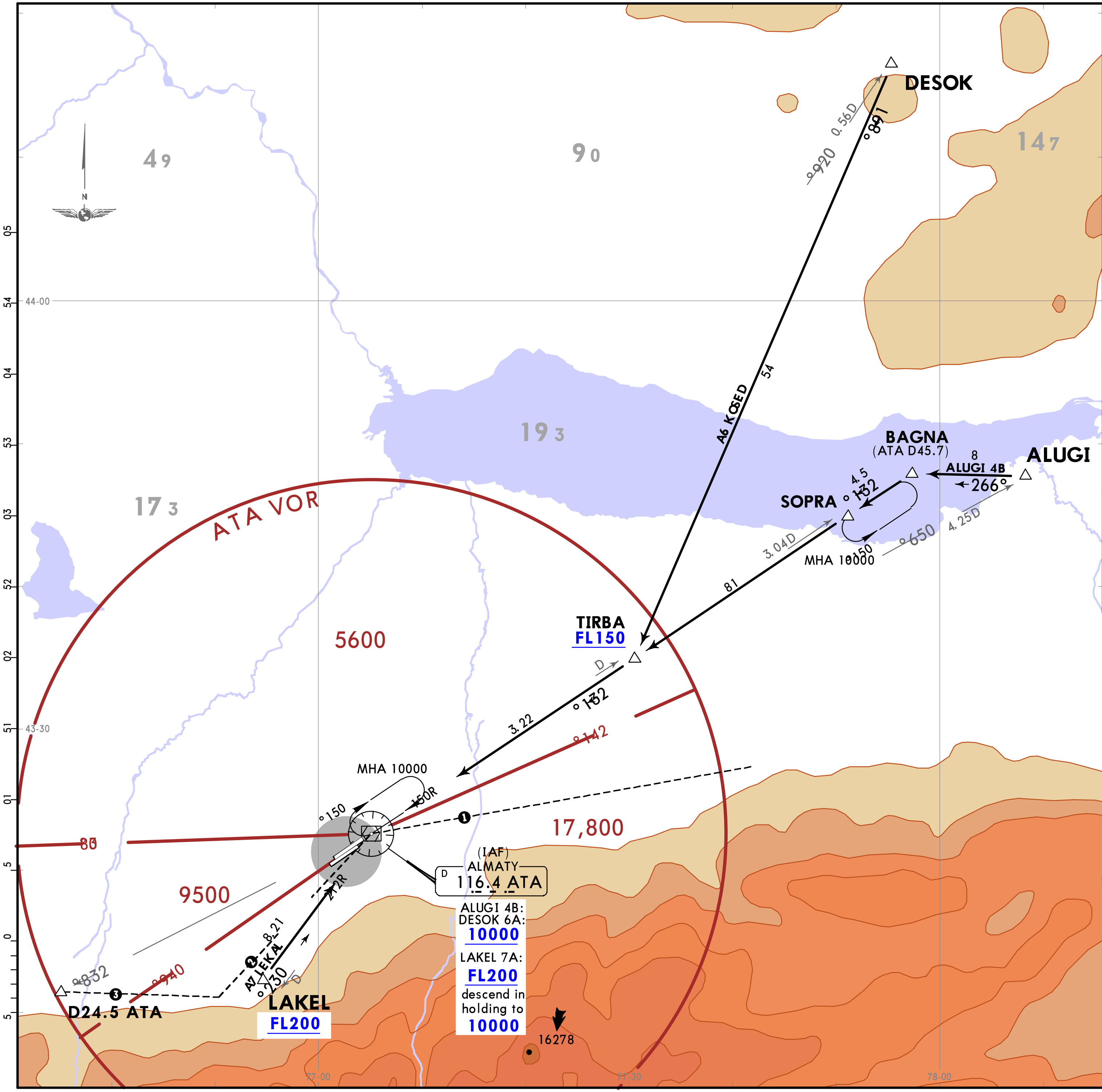
1. SURVEILLANCE RADAR required.
2. Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

ALUGI 4B [ALUG4B]
DESOK 6A [DESO6A]
LAKEL 7A [LAKE7A]
ARRIVALS
(RWYS 05L/R)

SPEED: MAX 240 KT BELOW 10000

❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❷ ATA R217 within 15.8 NM do not fly EAST below FL190.
❸ Do not fly SOUTH of this line below FL190.

STAR	ROUTING
ALUGI 4B	On 266° track to BAGNA, turn LEFT, intercept ATA R051 inbound via SOPRA and TIRBA to ATA VOR.
DESOK 6A	On 198° track to TIRBA, turn RIGHT, intercept ATA R051 inbound to ATA VOR.
LAKEL 7A	Intercept ATA R212 inbound to ATA VOR.



CHANGES: STAR LAKEL 6A renumbered 7A, altitude restriction on LAKEL and grid MORA revised.

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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

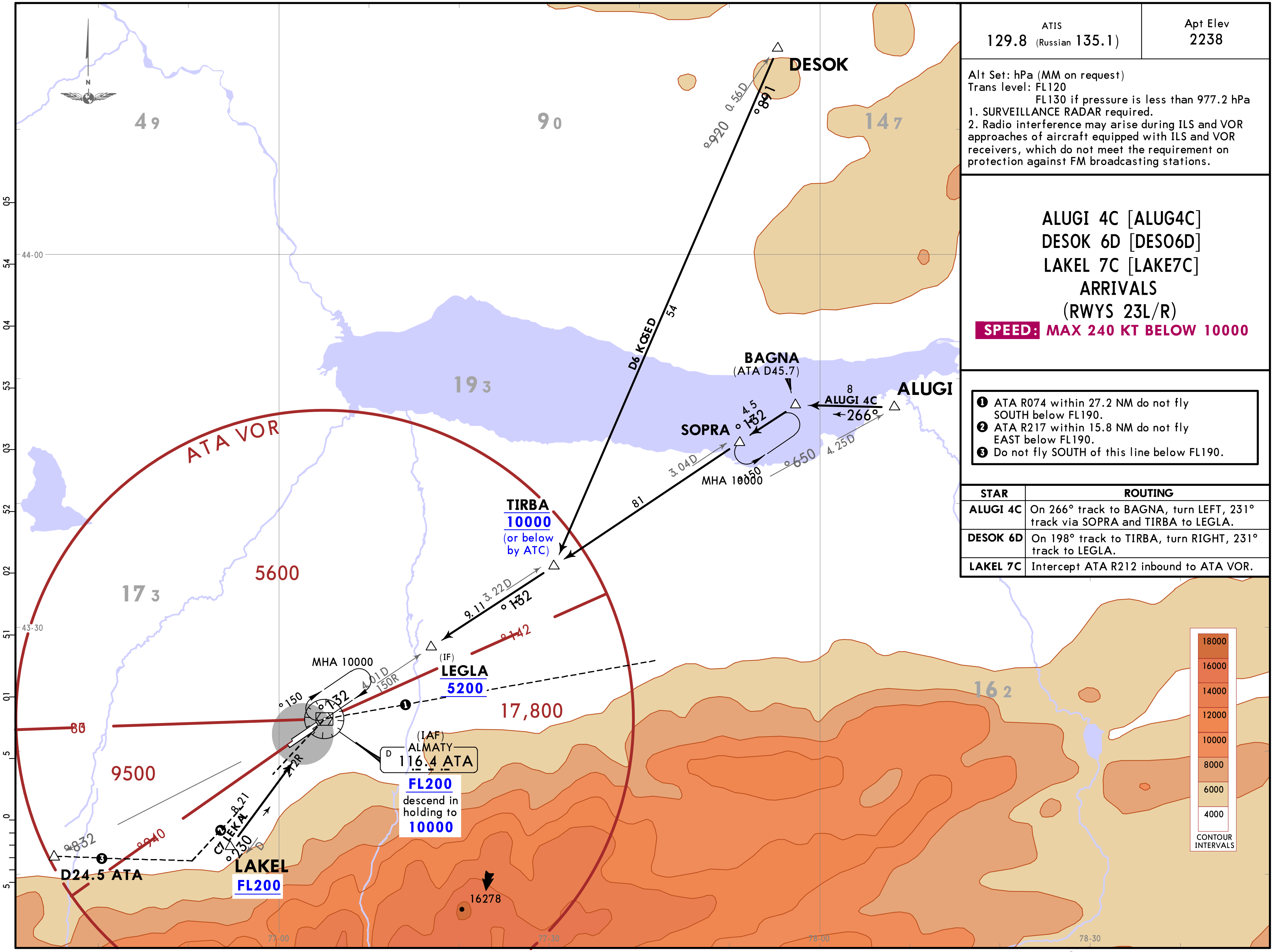
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. SURVEILLANCE RADAR required.
2. Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

ALUGI 4C [ALUG4C]
DESOK 6D [DESO6D]
LAKEL 7C [LAKE7C]
ARRIVALS
(RWYS 23L/R)

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
ALUGI 4C	On 266° track to BAGNA, turn LEFT, 231° track via SOPRA and TIRBA to LEGLA.
DESOK 6D	On 198° track to TIRBA, turn RIGHT, 231° track to LEGLA.
LAKEL 7C	Intercept ATA R212 inbound to ATA VOR.



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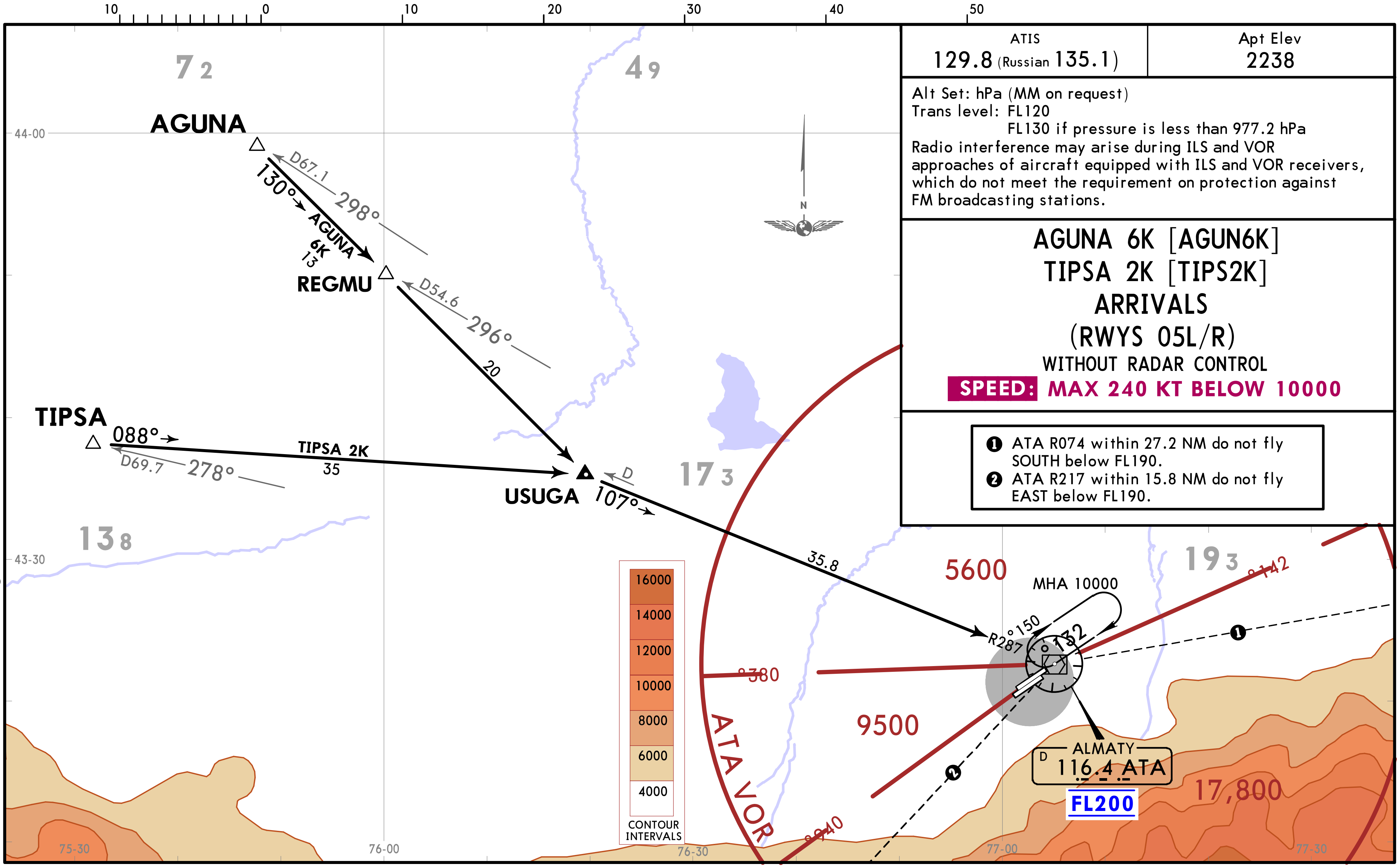
ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
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.

AGUNA 6K [AGUN6K]
TIPSA 2K [TIPS2K]
ARRIVALS
(RWYS 05L/R)
WITHOUT RADAR CONTROL

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

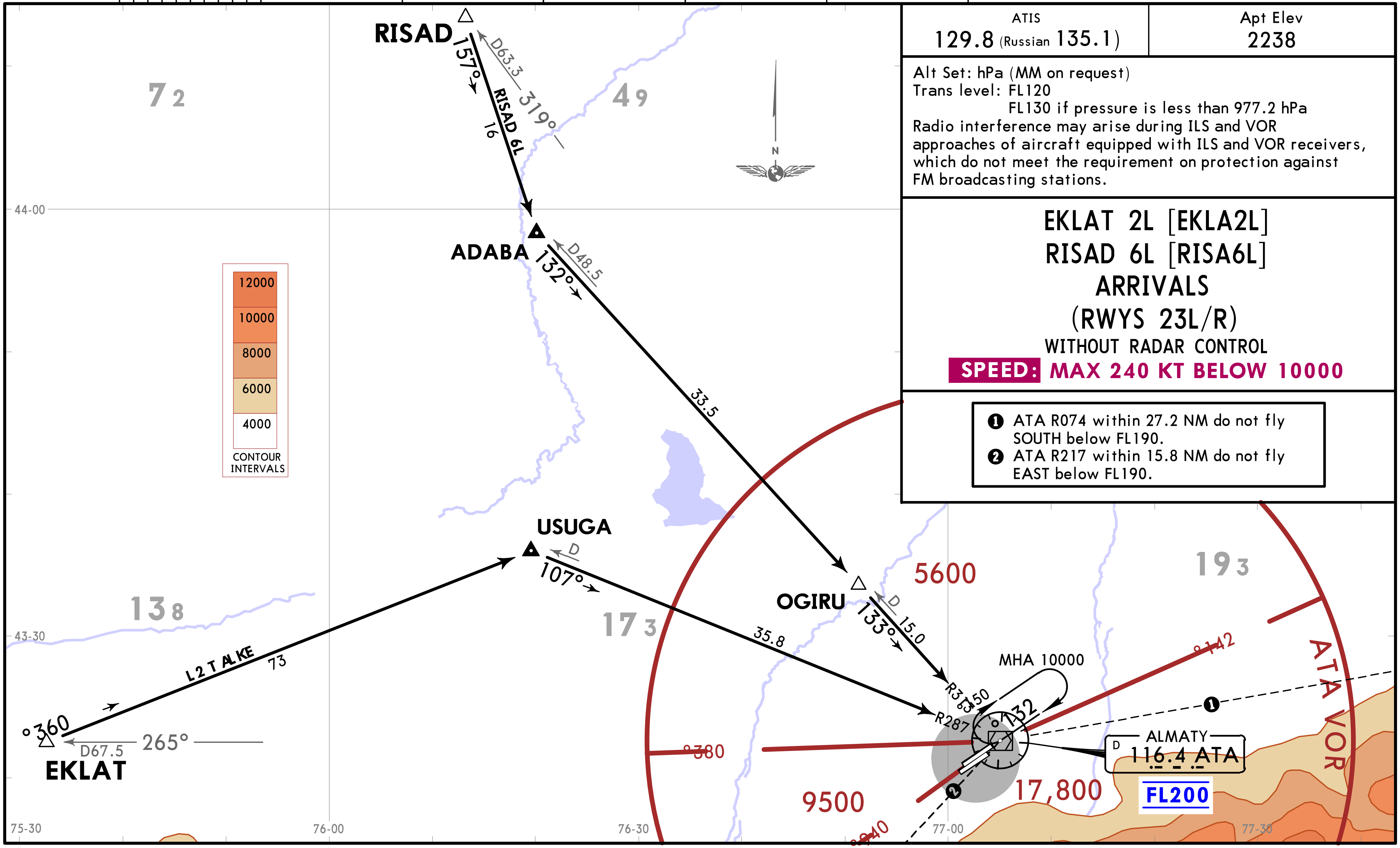
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

EKLAT 2L [EKLA2L]
RISAD 6L [RISA6L]
ARRIVALS
(RWYS 23L/R)

WITHOUT RADAR CONTROL

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.



CHANGES: STARs renumbered, radials & waypoints formations revised.

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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

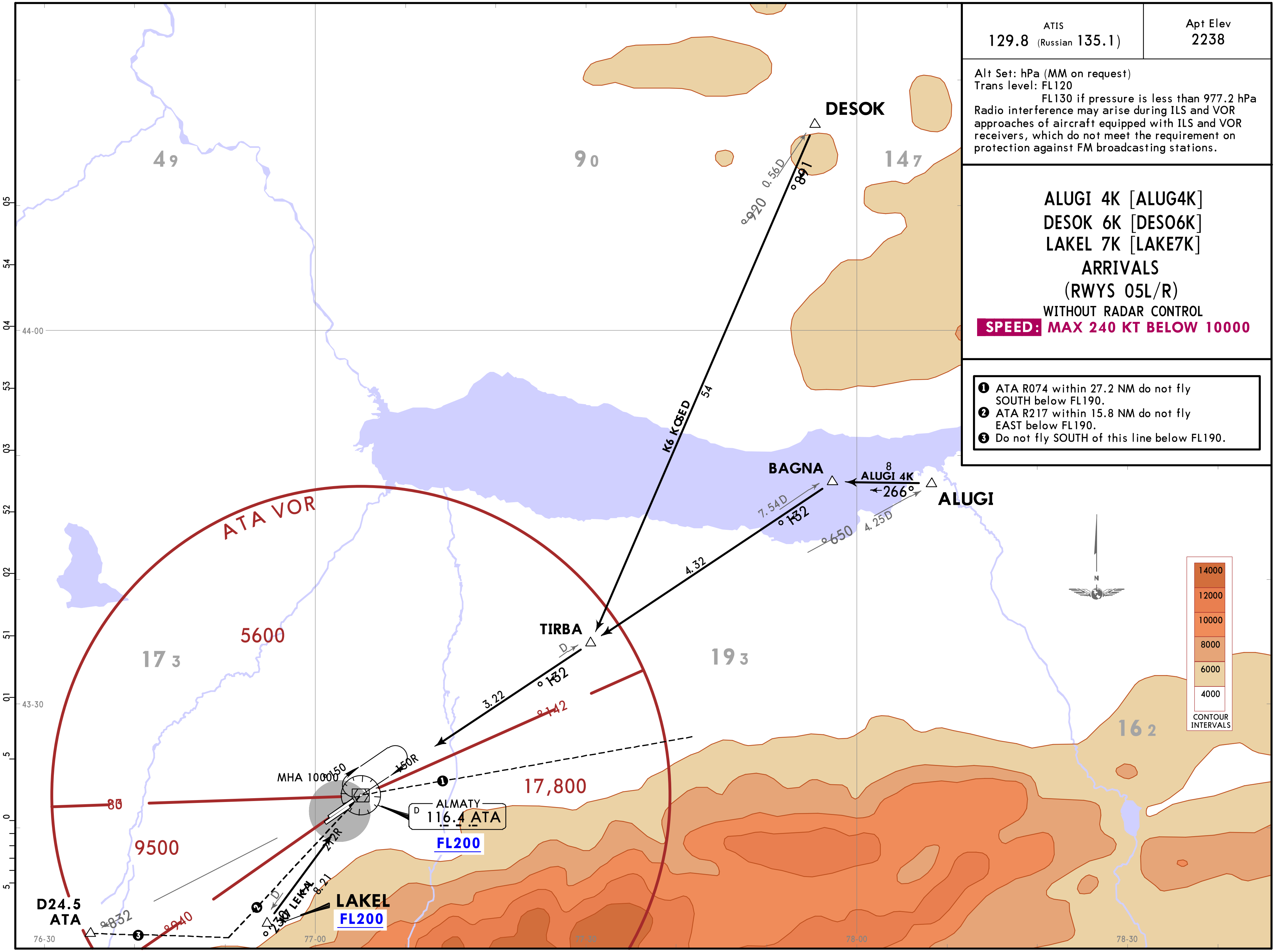
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

ALUGI 4K [ALUG4K]
DESOK 6K [DESO6K]
LAKEL 7K [LAKE7K]
ARRIVALS
(RWYS 05L/R)

WITHOUT RADAR CONTROL

SPEED: MAX 240 KT BELOW 10000

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

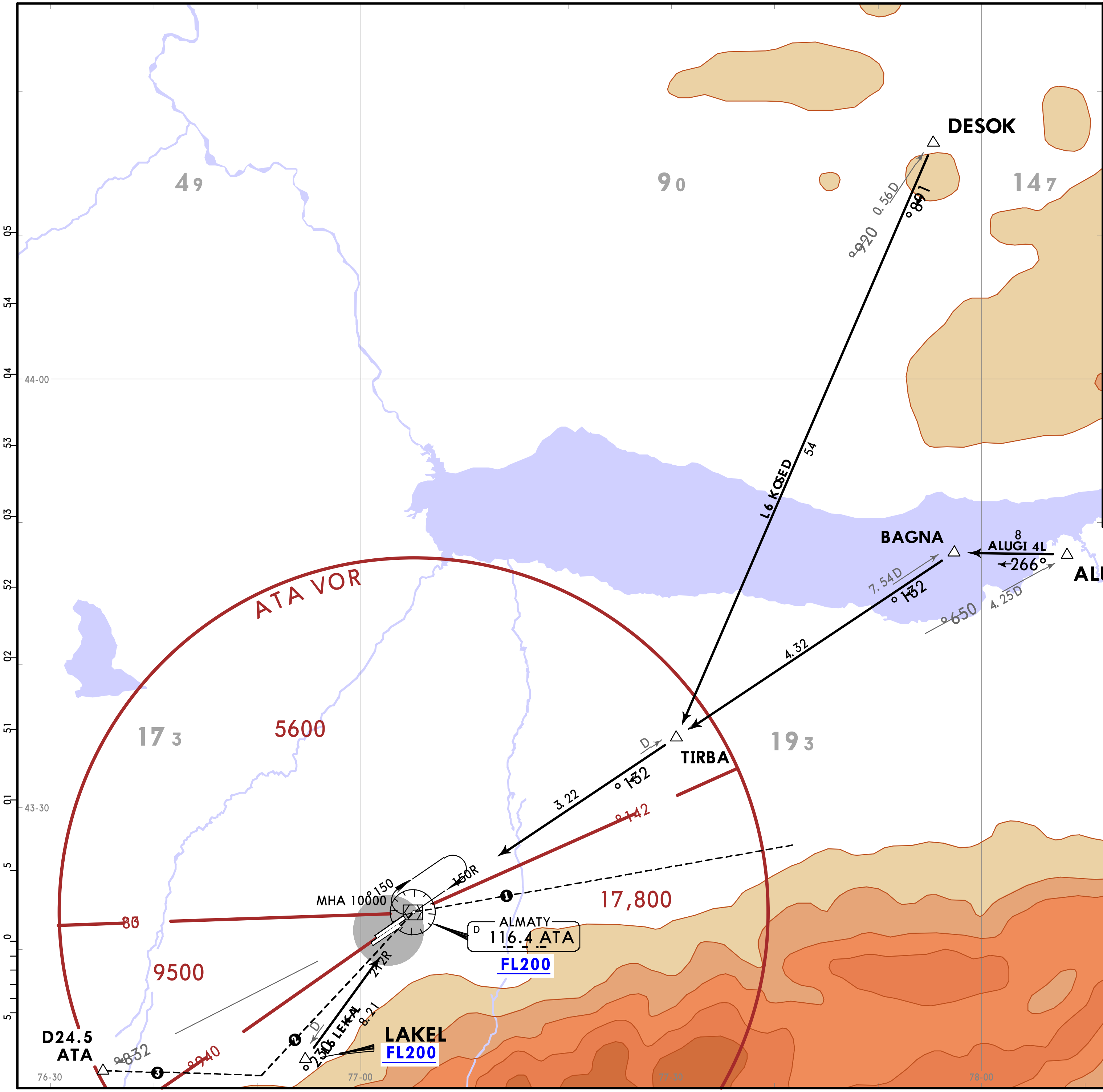
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
Radio interference may arise during ILS and VOR approaches of aircraft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

ALUGI 4L [ALUG4L]
DESOK 6L [DESO6L]
LAKEL 6L [LAKE6L]
ARRIVALS
(RWYS 23L/R)

WITHOUT RADAR CONTROL

SPEED: **MAX 240 KT BELOW 10000**

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.



CHANGES: Grid MORA revised.

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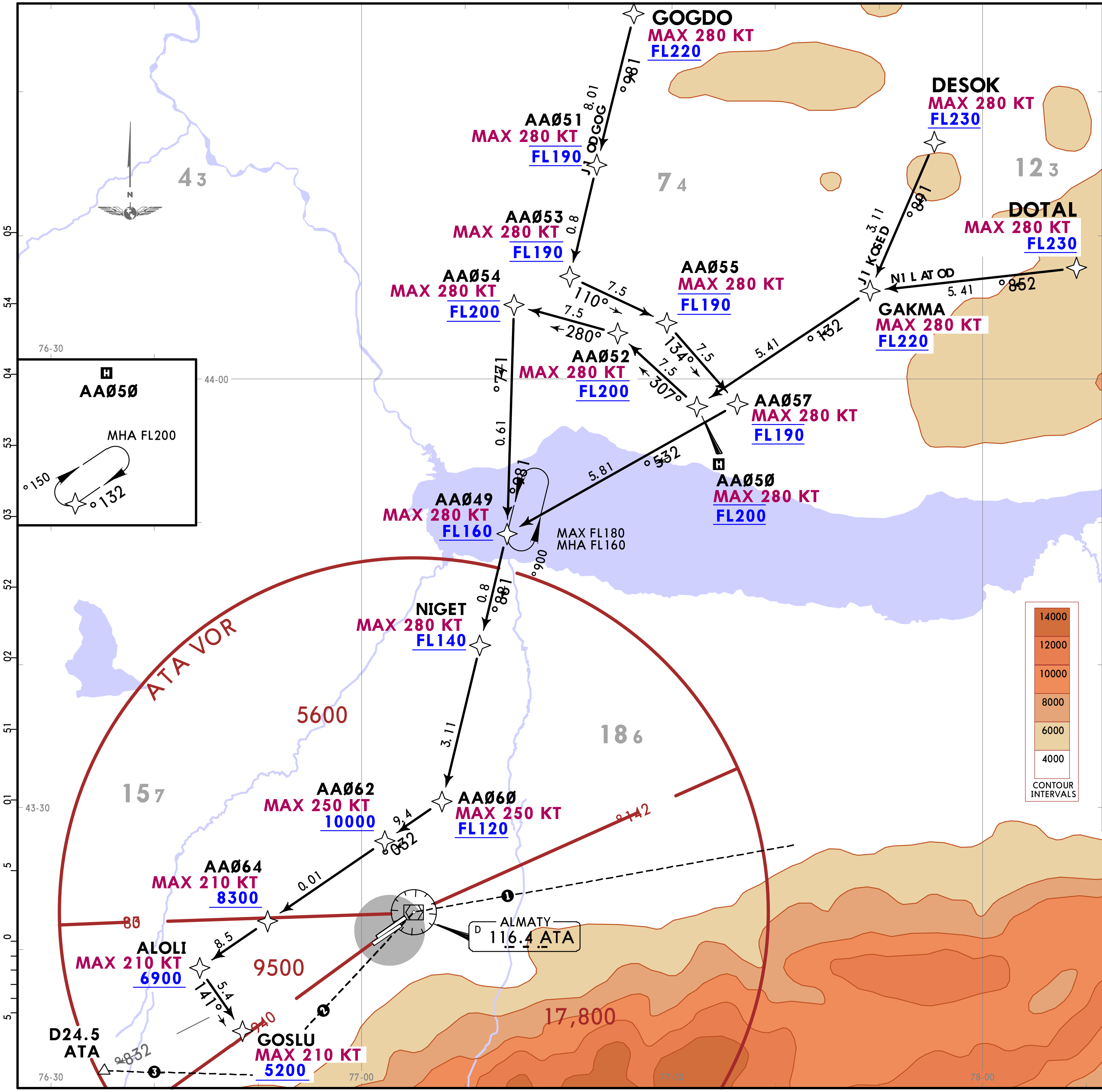
ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

DESOK 1J [DESO1J]
DOTAL 1N [DOTA1N]
GOGDO 1J [GOGD1J]
RNAV (GNSS) ARRIVALS
(RWYS 05L/R)

1 ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2 ATA R217 within 15.8 NM do not fly EAST below FL190.
3 Do not fly SOUTH of this line below FL190.

STAR	ROUTING
DESOK 1J	DESOK (K280-; FL230+) - GAKMA (K280-; FL220+) - AAØ5Ø (K280-; FL200) - AAØ52 (K280-; FL200) - AAØ54 (K280-; FL200) - AAØ49 (K280-; FL160+) - NIGET (K280-; FL140+) - AAØ6Ø (K250-; FL120+) - AAØ62 (K250-; 10000+) - AAØ64 (K210-; 8300+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).
DOTAL 1N	DOTAL (K280-; FL230+) - GAKMA (K280-; FL220+) - AAØ5Ø (K280-; FL200) - AAØ52 (K280-; FL200) - AAØ54 (K280-; FL200) - AAØ49 (K280-; FL160+) - NIGET (K280-; FL140+) - AAØ6Ø (K250-; FL120+) - AAØ62 (K250-; 10000+) - AAØ64 (K210-; 8300+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).
GOGDO 1J	GOGDO (K280-; FL220+) - AAØ51 (K280-; FL190) - AAØ53 (K280-; FL190) - AAØ55 (K280-; FL190) - AAØ57 (K280-; FL190) - AAØ49 (K280-; FL160+) - NIGET (K280-; FL140+) - AAØ6Ø (K250-; FL120+) - AAØ62 (K250-; 10000+) - AAØ64 (K210-; 8300+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).



CHANGES: Radials of restrictive area revised.

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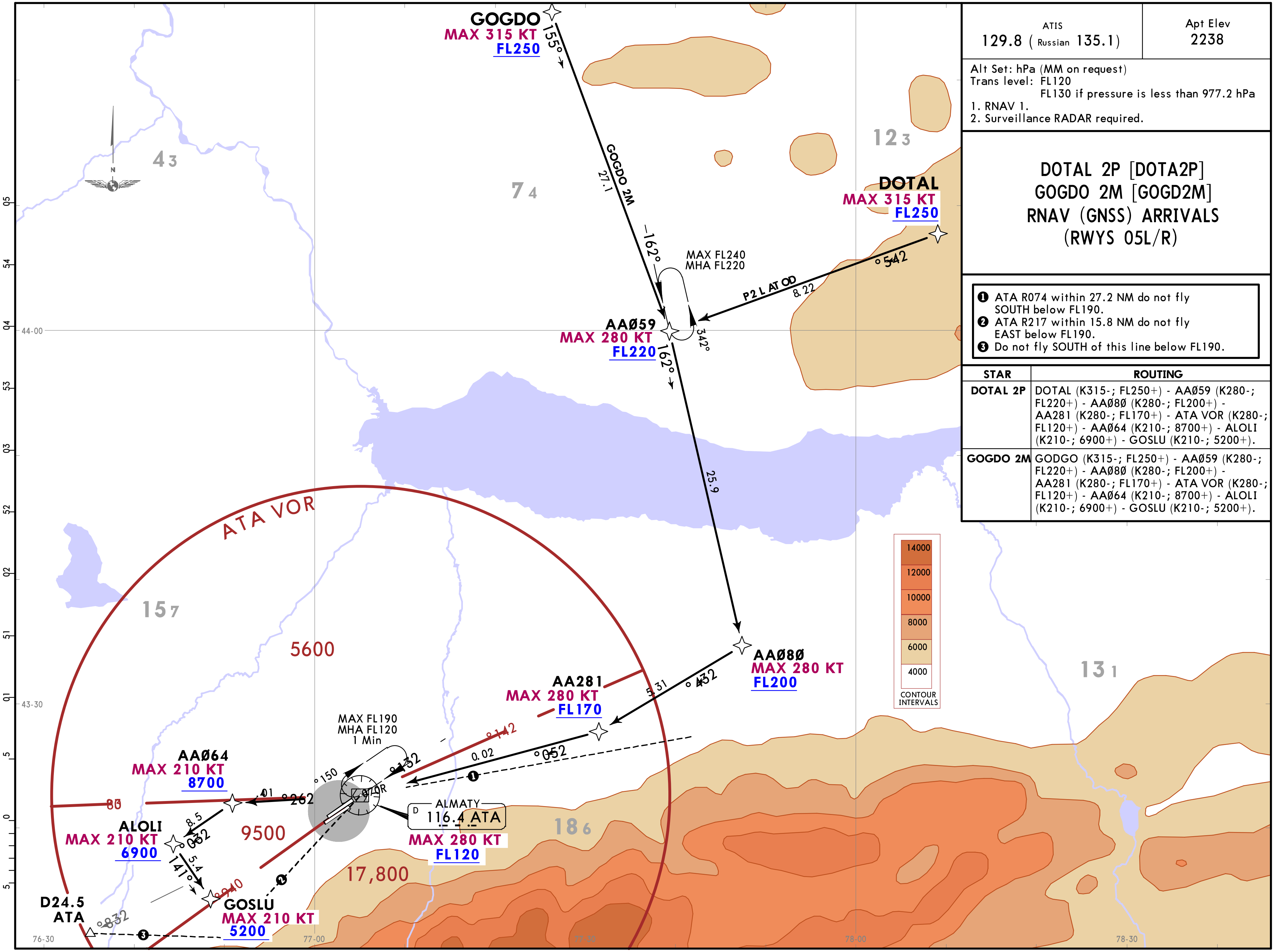
ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

DOTAL 2P [DOTA2P] GOGDO 2M [GOGD2M] RNAV (GNSS) ARRIVALS (RWYS 05L/R)

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
DOTAL 2P	DOTAL (K315-; FL250+) - AA059 (K280-; FL220+) - AA080 (K280-; FL200+) - AA281 (K280-; FL170+) - ATA VOR (K280-; FL120+) - AA064 (K210-; 8700+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).
GOGDO 2M	GOGDO (K315-; FL250+) - AA059 (K280-; FL220+) - AA080 (K280-; FL200+) - AA281 (K280-; FL170+) - ATA VOR (K280-; FL120+) - AA064 (K210-; 8700+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).



CHANGES: RNAV STARs renumbered, radials of restrictive area, bearing & distance from ATA VOR to AA064 revised.

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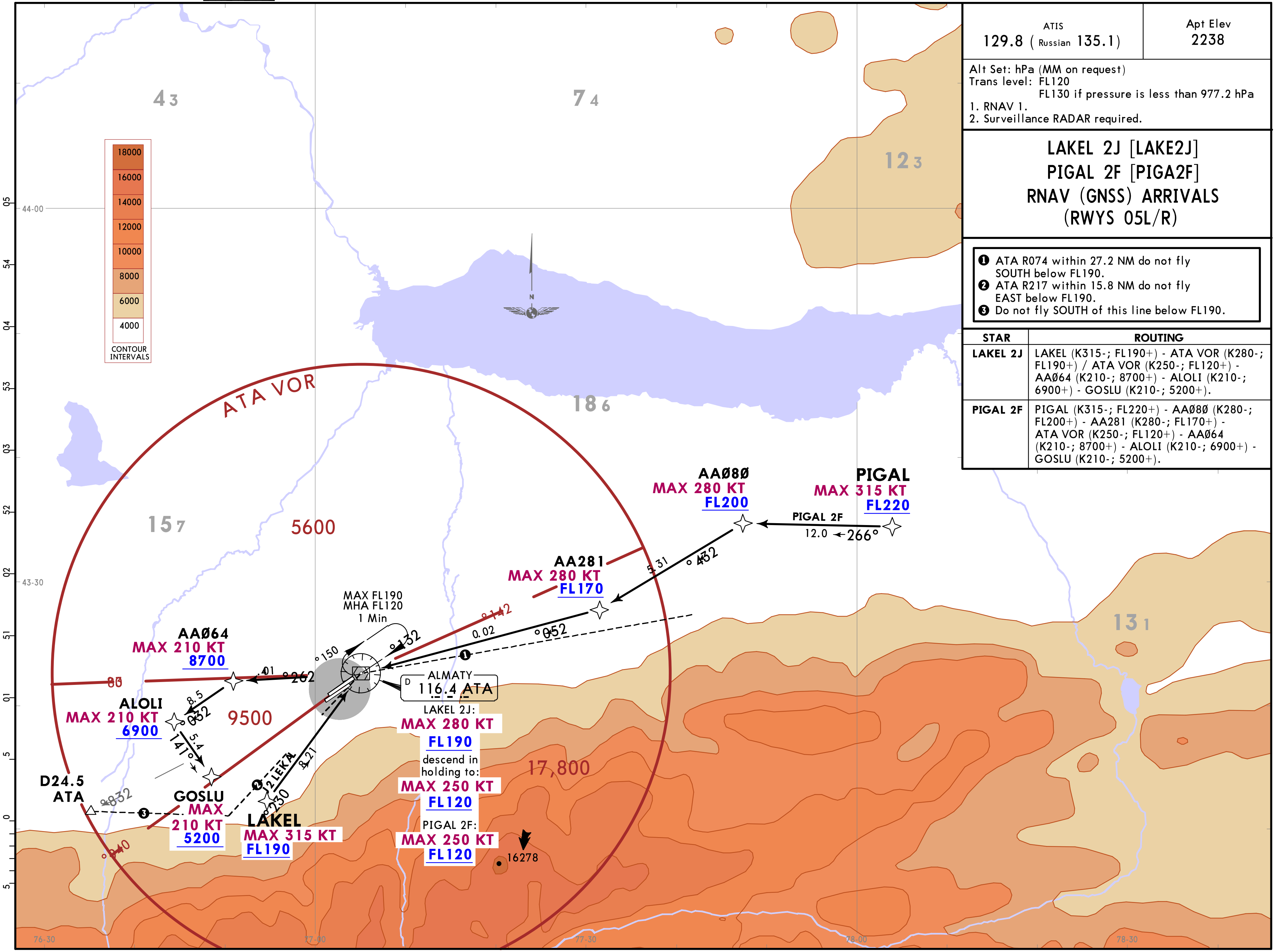
ATIS 129.8 (Russian 135.1)	Apt Elev 2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

LAKEL 2J [LAKE2J]
PIGAL 2F [PIGA2F]
RNAV (GNSS) ARRIVALS
(RWYS 05L/R)

1 ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2 ATA R217 within 15.8 NM do not fly EAST below FL190.
3 Do not fly SOUTH of this line below FL190.

STAR	ROUTING
LAKEL 2J	LAKEL (K315-; FL190+) - ATA VOR (K280-; FL190+) / ATA VOR (K250-; FL120+) - AAØ64 (K210-; 8700+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).
PIGAL 2F	PIGAL (K315-; FL220+) - AAØ8Ø (K280-; FL200+) - AA281 (K280-; FL170+) - ATA VOR (K250-; FL120+) - AAØ64 (K210-; 8700+) - ALOLI (K210-; 6900+) - GOSLU (K210-; 5200+).



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

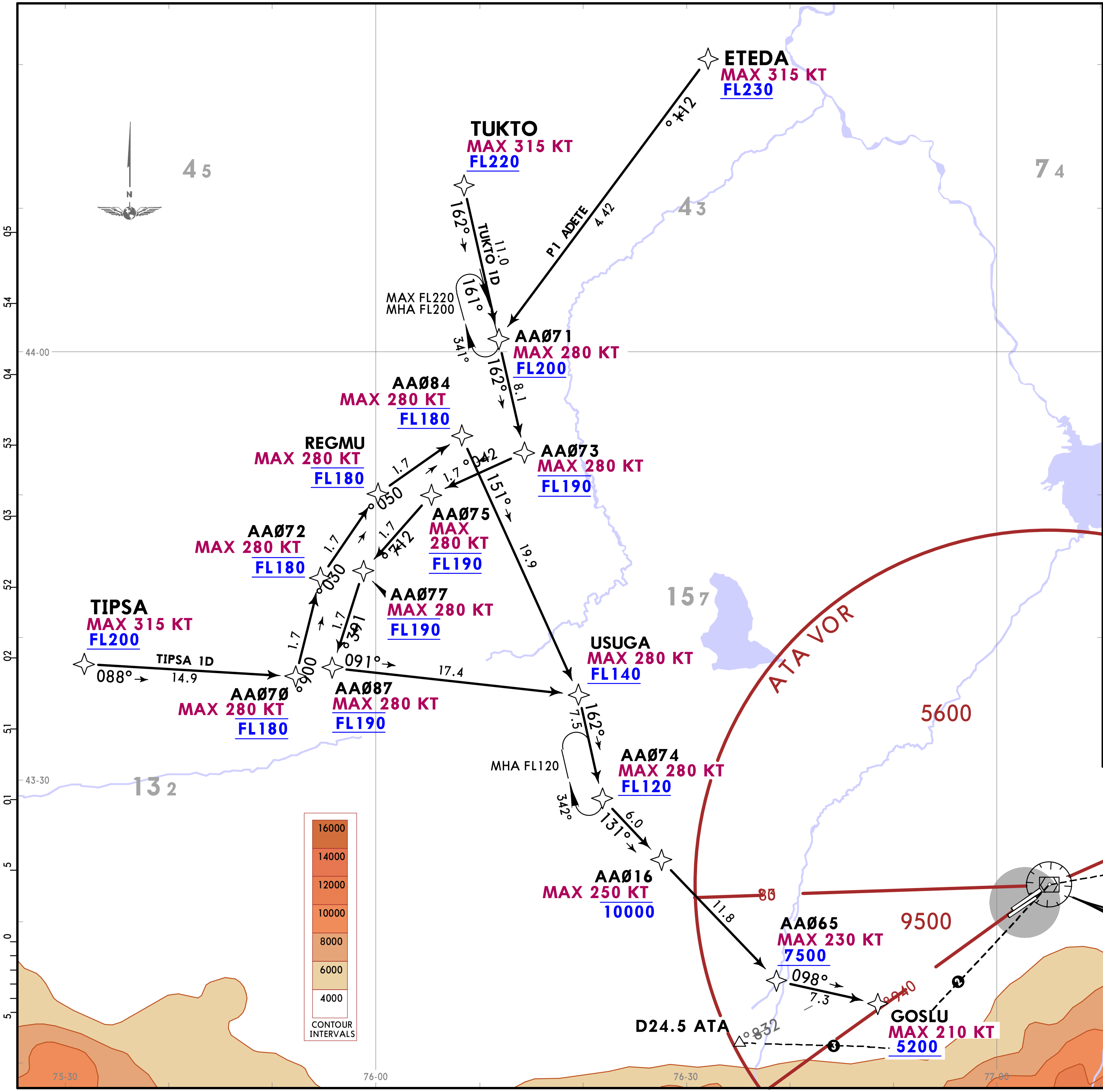
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

ETEDA 1P [ETED1P]
TIPSA 1D [TIPS1D]
TUKTO 1D [TUKT1D]
RNAV (GNSS) ARRIVALS
(RWYS 05L/R)

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
ETEDA 1P	ETEDA (K315-; FL230+) - AA071 (K280-; FL200+) - AA073 (K280-; FL190) - AA075 (K280-; FL190) - AA077 (K280-; FL190) - AA087 (K280-; FL190) - USUGA (K280-; FL140+) - AA074 (K280-; FL120+) - AA016 (K250-; 10000-) - AA065 (K230-; 7500+) - GOSLU (K210-; 5200+).
TIPSA 1D	TIPSA (K315-; FL200+) - AA070 (K280-; FL180) - AA072 (K280-; FL180) - REGMU (K280-; FL180) - AA084 (K280-; FL180) - USUGA (K280-; FL140+) - AA074 (K280-; FL120+) - AA016 (K250-; 10000-) - AA065 (K230-; 7500+) - GOSLU (K210-; 5200+).
TUKTO 1D	TUKTO (K315-; FL220+) - AA071 (K280-; FL200+) - AA073 (K280-; FL190) - AA075 (K280-; FL190) - AA077 (K280-; FL190) - AA087 (K280-; FL190) - USUGA (K280-; FL140+) - AA074 (K280-; FL120+) - AA016 (K250-; 10000-) - AA065 (K230-; 7500+) - GOSLU (K210-; 5200+).



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

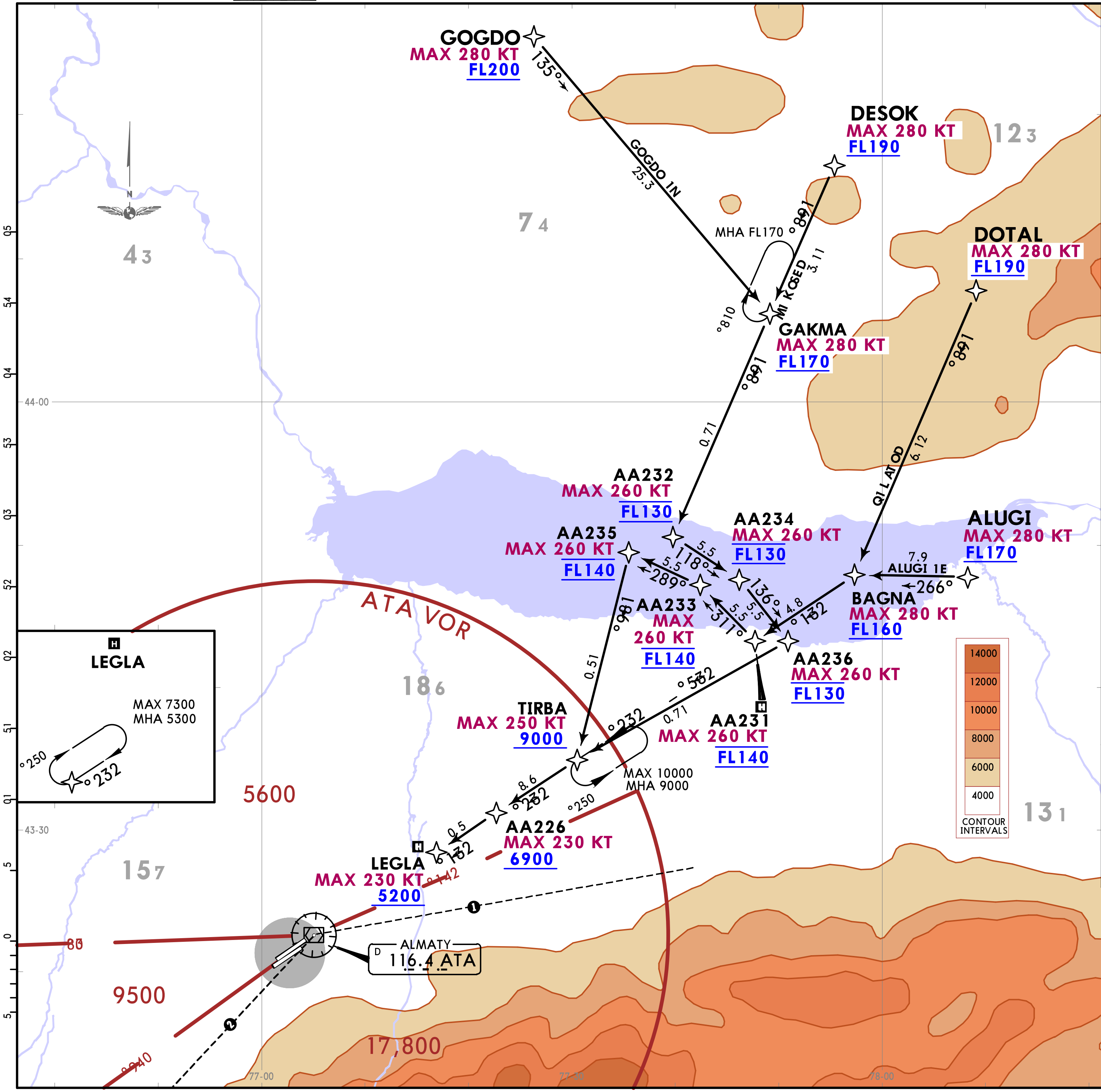
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

ALUGI 1E [ALUG1E]
DESOK 1M [DESO1M]
DOTAL 1Q [DOTA1Q]
GOGDO 1N [GOGD1N]
RNAV (GNSS) ARRIVALS
(RWYS 23L/23R)

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.

STAR	ROUTING
ALUGI 1E	ALUGI (K280-; FL170+) - BAGNA (K280-; FL160+) - AA231 (K260-; FL140) - AA233 (K260-; FL140) - AA235 (K260-; FL140) - TIRBA (K250-; 9000+) - AA226 (K230-; 6900+) - LEGLA (K230-; 5200+).
DESOK 1M	DESOK (K280-; FL190+) - GAKMA (K280-; FL170+) - AA232 (K260-; FL130) - AA234 (K260-; FL130) - AA236 (K260-; FL130) - TIRBA (K250-; 9000+) - AA226 (K230-; 6900+) - LEGLA (K230-; 5200+).
DOTAL 1Q	DOTAL (K280-; FL190+) - BAGNA (K280-; FL160+) - AA231 (K260-; FL140) - AA233 (K260-; FL140) - AA235 (K260-; FL140) - TIRBA (K250-; 9000+) - AA226 (K230-; 6900+) - LEGLA (K230-; 5200+).
GOGDO 1N	GOGDO (K280-; FL200+) - GAKMA (K280-; FL170+) - AA232 (K260-; FL130) - AA234 (K260-; FL130) - AA236 (K260-; FL130) - TIRBA (K250-; 9000+) - AA226 (K230-; 6900+) - LEGLA (K230-; 5200+).



CHANGES: Radials of restrictive area revised.

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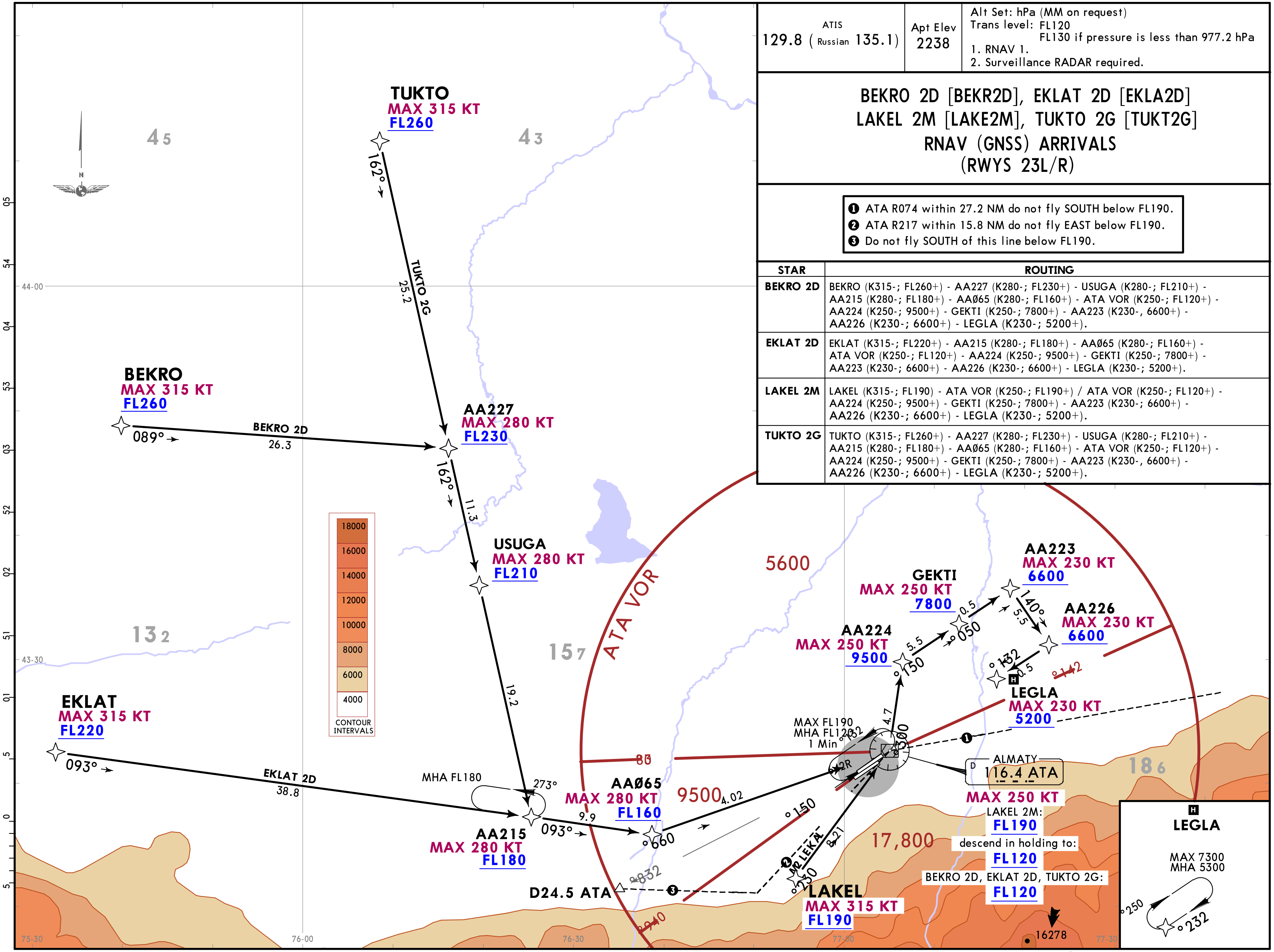
ATIS	Apt Elev	
129.8 (Russian 135.1)	2238	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa 1. RNAV 1. 2. Surveillance RADAR required.

BEKRO 2D [BEKR2D], EKLAT 2D [EKLA2D]
LAKEL 2M [LAKE2M], TUKTO 2G [TUKT2G]
RNAV (GNSS) ARRIVALS
(RWYS 23L/R)

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
BEKRO 2D	BEKRO (K315-; FL260+) - AA227 (K280-; FL230+) - USUGA (K280-; FL210+) - AA215 (K280-; FL180+) - AAØ65 (K280-; FL160+) - ATA VOR (K250-; FL120+) - AA224 (K250-; 9500+) - GEKTI (K250-; 7800+) - AA223 (K230-, 6600+) - AA226 (K230-; 6600+) - LEGLA (K230-; 5200+).
EKLAT 2D	EKLAT (K315-; FL220+) - AA215 (K280-; FL180+) - AAØ65 (K280-; FL160+) - ATA VOR (K250-; FL120+) - AA224 (K250-; 9500+) - GEKTI (K250-; 7800+) - AA223 (K230-; 6600+) - AA226 (K230-; 6600+) - LEGLA (K230-; 5200+).
LAKEL 2M	LAKEL (K315-; FL190) - ATA VOR (K250-; FL190+) / ATA VOR (K250-; FL120+) - AA224 (K250-; 9500+) - GEKTI (K250-; 7800+) - AA223 (K230-; 6600+) - AA226 (K230-; 6600+) - LEGLA (K230-; 5200+).
TUKTO 2G	TUKTO (K315-; FL260+) - AA227 (K280-; FL230+) - USUGA (K280-; FL210+) - AA215 (K280-; FL180+) - AAØ65 (K280-; FL160+) - ATA VOR (K250-; FL120+) - AA224 (K250-; 9500+) - GEKTI (K250-; 7800+) - AA223 (K230-, 6600+) - AA226 (K230-; 6600+) - LEGLA (K230-; 5200+).



CHANGES: RNAV STARs renumbered, radials of restrictive area, bearing from LAKEL, distacne from ATA VOR revised.

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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

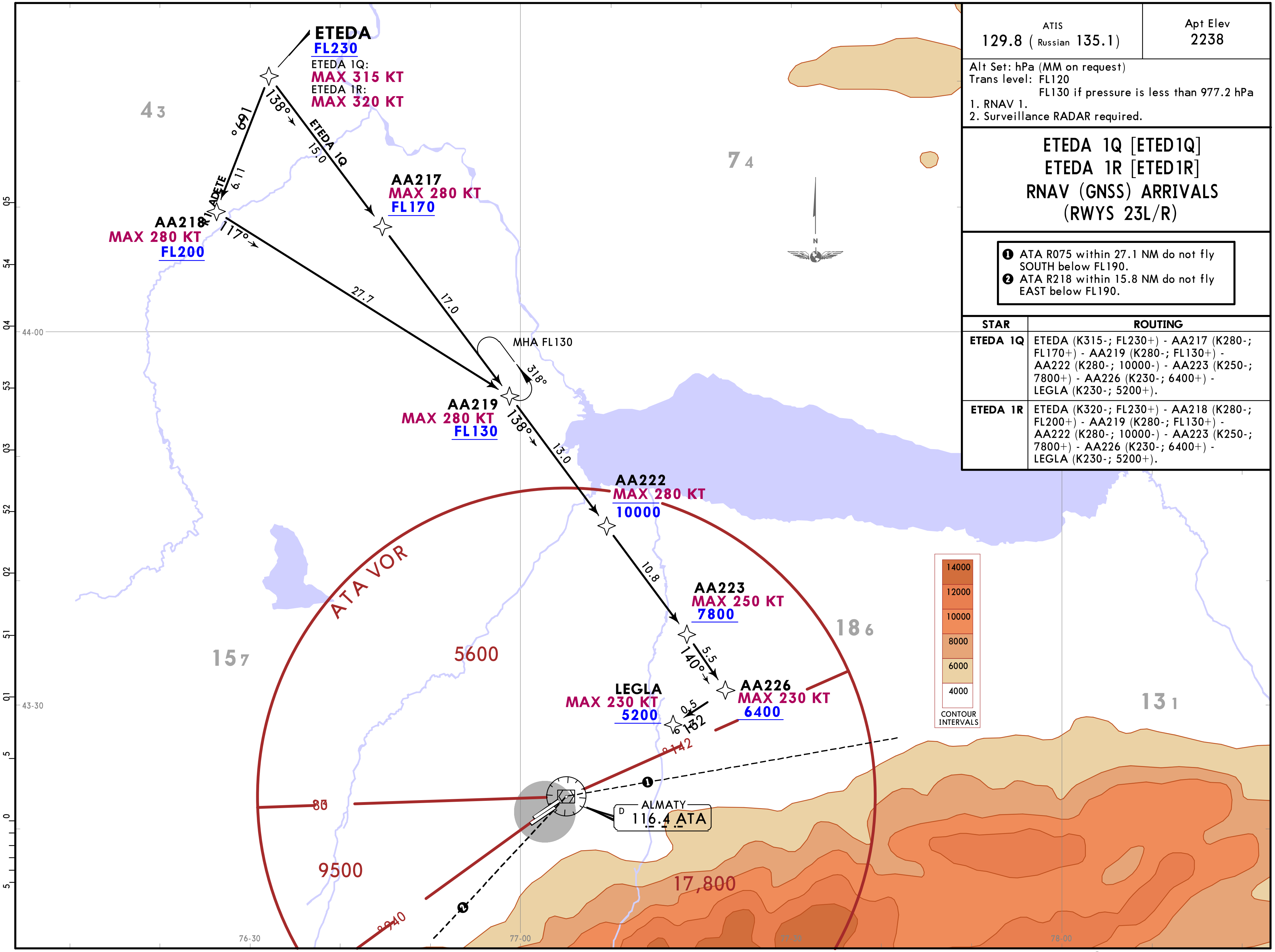
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

ETEDA 1Q [ETED1Q]
ETEDA 1R [ETED1R]
RNAV (GNSS) ARRIVALS
(RWYS 23L/R)

❶ ATA R075 within 27.1 NM do not fly SOUTH below FL190.
❷ ATA R218 within 15.8 NM do not fly EAST below FL190.

STAR	ROUTING
ETEDA 1Q	ETEDA (K315-; FL230+) - AA217 (K280-; FL170+) - AA219 (K280-; FL130+) - AA222 (K280-; 10000-) - AA223 (K250-; 7800+) - AA226 (K230-; 6400+) - LEGLA (K230-; 5200+).
ETEDA 1R	ETEDA (K320-; FL230+) - AA218 (K280-; FL200+) - AA219 (K280-; FL130+) - AA222 (K280-; 10000-) - AA223 (K250-; 7800+) - AA226 (K230-; 6400+) - LEGLA (K230-; 5200+).



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

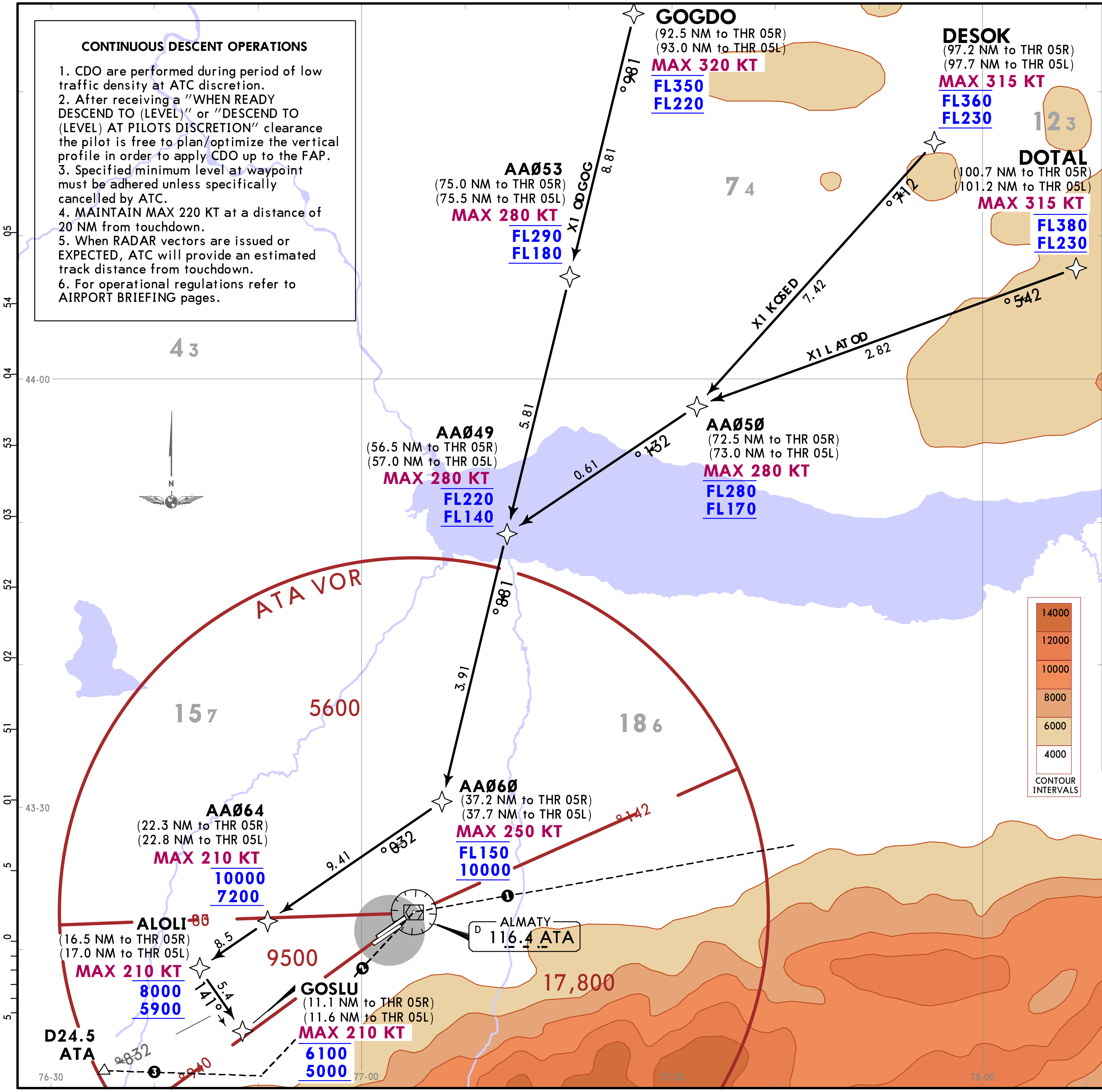
DESOK 1X [DESO1X]
DOTAL 1X [DOTA1X]
GOGDO 1X [GOGD1X]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 05L/R)

❶ ATA R075 within 27.1 NM do not fly SOUTH below FL190.
❷ ATA R218 within 15.8 NM do not fly EAST below FL190.
❸ Do not fly SOUTH of this line below FL190.

STAR	ROUTING
DESOK 1X	DESOK (K315-; FL360-; FL230+) - AAØ5Ø (K280-; FL280-; FL170+) - AAØ49 (K280-; FL220-; FL140+) - AAØ6Ø (K250-; FL150-; 10000+) - AAØ64 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).
DOTAL 1X	DOTAL (K315-; FL380-; FL230+) - AAØ5Ø (K280-; FL280-; FL170+) - AAØ49 (K280-; FL220-; FL140+) - AAØ6Ø (K250-; FL150-; 10000+) - AAØ64 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).
GOGDO 1X	GOGDO (K320-; FL350-; FL220+) - AAØ53 (K280-; FL290-; FL180+) - AAØ49 (K280-; FL220-; FL140+) - AAØ6Ø (K250-; FL150-; 10000+) - AAØ64 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

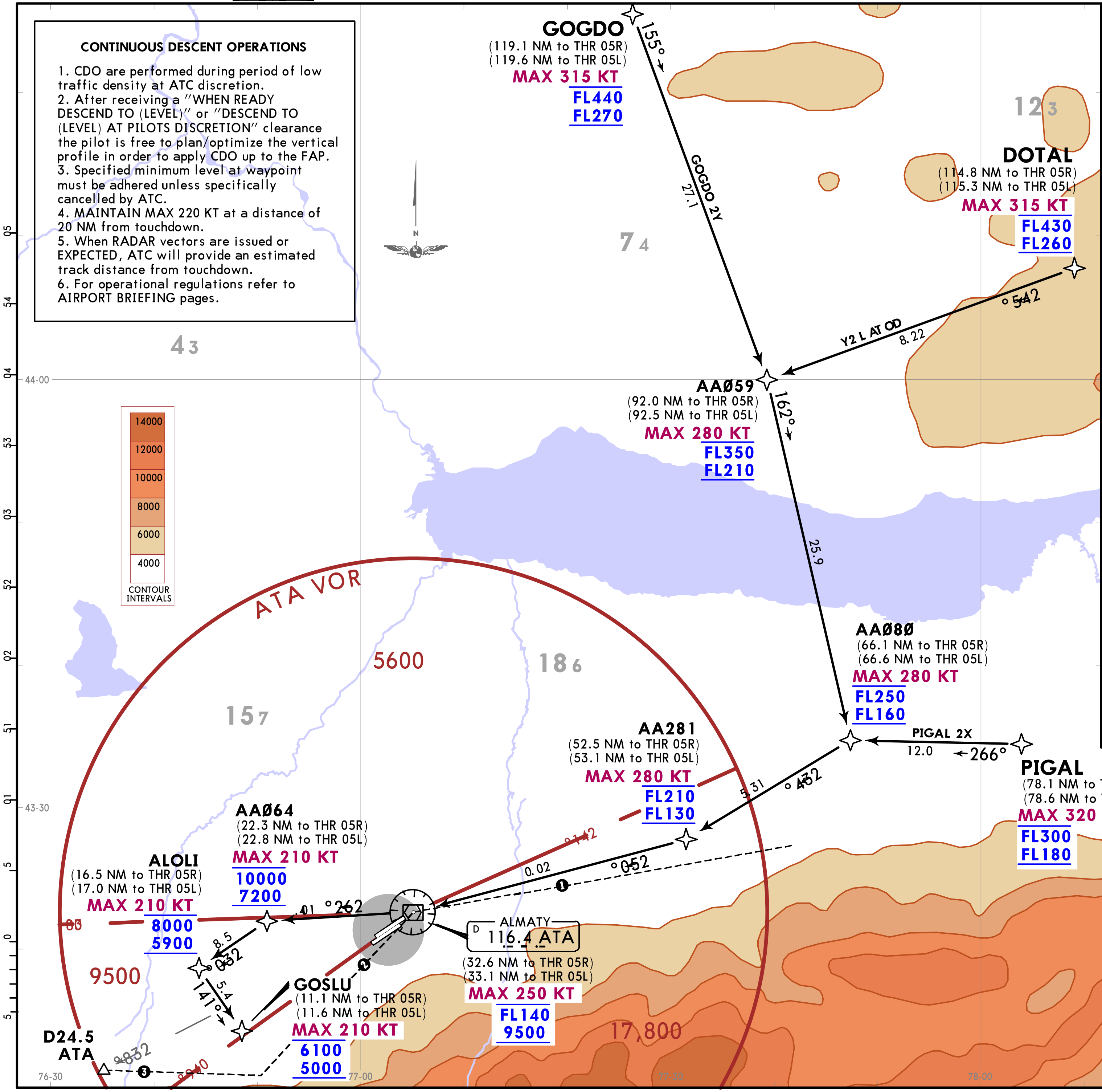
DOTAL 2Y [DOTA2Y]
GOGDO 2Y [GOGD2Y]
PIGAL 2X [PIGA2X]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 05L/R)

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
DOTAL 2Y	DOTAL (K315-; FL430-; FL260+) - AA059 (K280-; FL350-; FL210+) - AA080 (K280-; FL250-; FL160+) - AA281 (K280-; FL210-; FL130+) - ATA VOR (K250-; FL140-; 9500+) - AA064 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).
GOGDO 2Y	GOGDO (K315-; FL440-; FL270+) - AA059 (K280-; FL350-; FL210+) - AA080 (K280-; FL250-; FL160+) - AA281 (K280-; FL210-; FL130+) - ATA VOR (K250-; FL140-; 9500+) - AA064 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).
PIGAL 2X	PIGAL (K320-; FL300-; FL180+) - AA080 (K280-; FL250-; FL160+) - AA281 (K280-; FL210-; FL130+) - ATA VOR (K250-; FL140-; 9500+) - AA064 (K210-; 10000-; 7200+) - ALOLI (K210-; 8000-; 5900+) - GOSLU (K210-; 6100-; 5000+).

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.



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ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

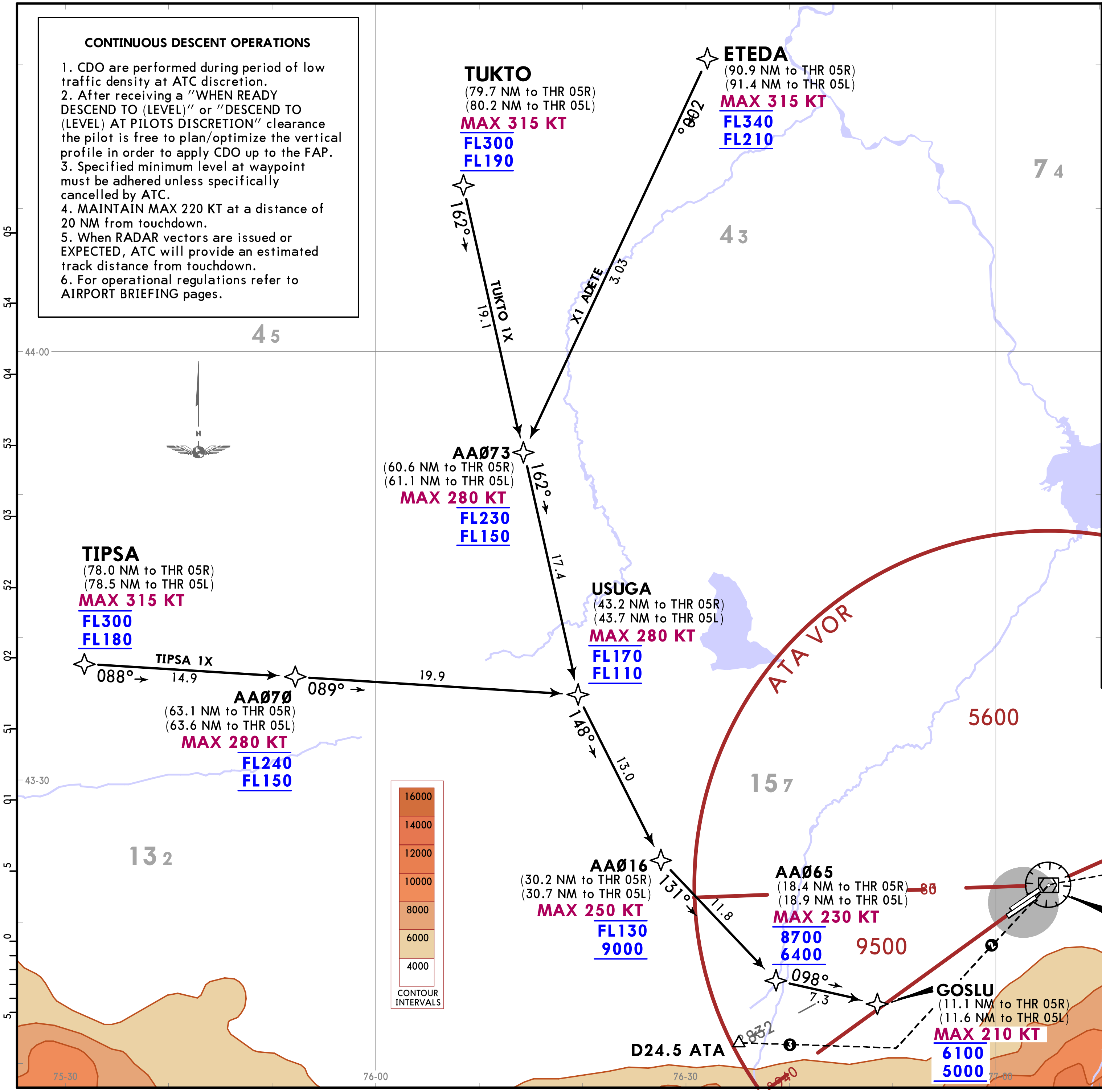
ETEDA 1X [ETED1X]
TIPSA 1X [TIPS1X]
TUKTO 1X [TUKT1X]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 05L/R)

❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❷ ATA R217 within 15.8 NM do not fly EAST below FL190.
❸ Do not fly SOUTH of this line below FL190.

STAR	ROUTING
ETEDA 1X	ETEDA (K315-; FL340-; FL210+) - AAØ73 (K280-; FL230-; FL150+) - USUGA (K280-; FL170-; FL110+) - AAØ16 (K250-; FL130-; 9000+) - AAØ65 (K230-; 8700-; 6400+) - GOSLU (K210-; 6100-; 5000+).
TIPSA 1X	TIPSA (K315-; FL300-; FL180+) - AAØ7Ø (K280-; FL240-; FL150+) - USUGA (K280-; FL170-; FL110+) - AAØ16 (K250-; FL130-; 9000+) - AAØ65 (K230-; 8700-; 6400+) - GOSLU (K210-; 6100-; 5000+).
TUKTO 1X	TUKTO (K315-; FL300-; FL190+) - AAØ73 (K280-; FL230-; FL150+) - USUGA (K280-; FL170-; FL110+) - AAØ16 (K250-; FL130-; 9000+) - AAØ65 (K230-; 8700-; 6400+) - GOSLU (K210-; 6100-; 5000+).

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.



CHANGES: Radials of restrictive area revised.

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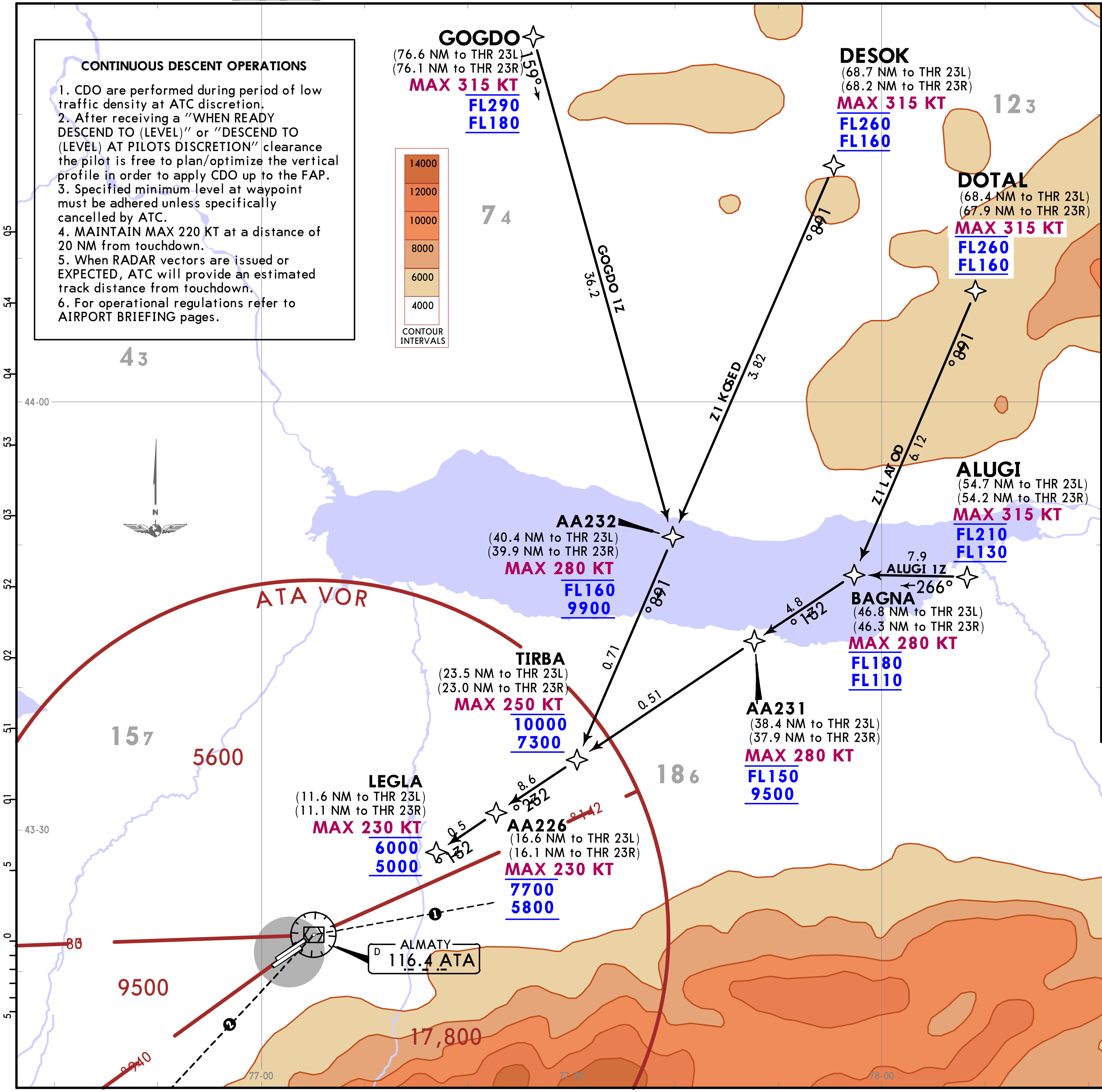
ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

ALUGI 1Z [ALUG1Z]
DESOK 1Z [DESO1Z]
DOTAL 1Z [DOTA1Z]
GOGDO 1Z [GOGD1Z]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 23L/R)

1. ATA R075 within 27.1 NM do not fly SOUTH below FL190.
2. ATA R218 within 15.8 NM do not fly EAST below FL190.

STAR	ROUTING
ALUGI 1Z	ALUGI (K315-; FL210-; FL130+) - BAGNA (K280-; FL180-; FL110+) - AA231 (K280-; FL150-; 9500+) - TIRBA (K250-; 10000-; 7300+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).
DESOK 1Z	DESOK (K315-; FL260-; FL160+) - AA232 (K280-; FL160-; 9900+) - TIRBA (K250-; 10000-; 7300+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).
DOTAL 1Z	DOTAL (K315-; FL260-; FL160+) - BAGNA (K280-; FL180-; FL110+) - AA231 (K280-; FL150-; 9500+) - TIRBA (K250-; 10000-; 7300+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).
GOGDO 1Z	GOGDO (K315-; FL290-; FL180+) - AA232 (K280-; FL160-; 9900+) - TIRBA (K250-; 10000-; 7300+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).



CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.

CHANGES: None.

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ATIS	Apt Elev	
129.8 (Russian 135.1)	2238	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa 1. RNAV 1. 2. Surveillance RADAR required.

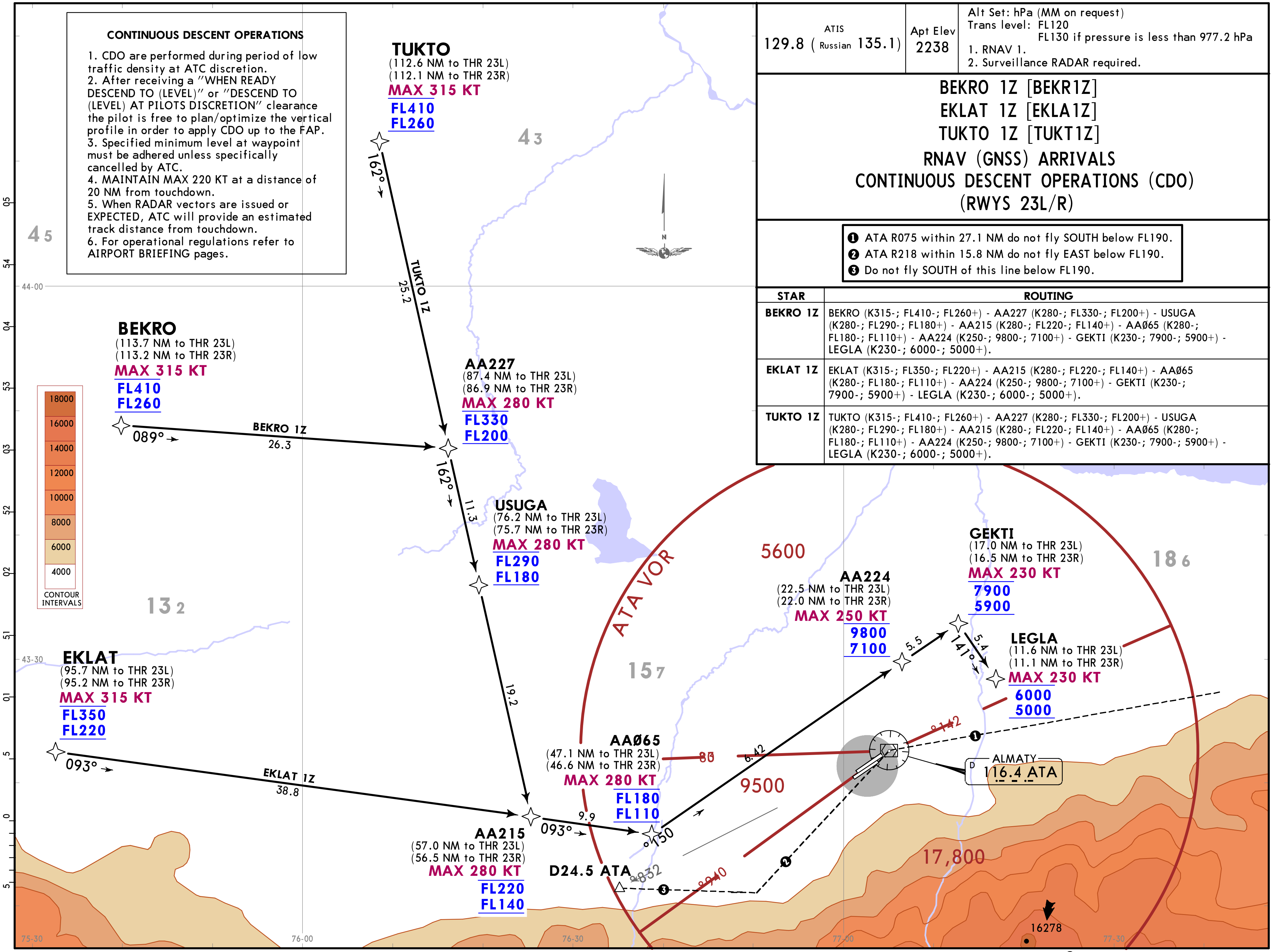
BEKRO 1Z [BEKR1Z]
EKLAT 1Z [EKLA1Z]
TUKTO 1Z [TUKT1Z]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 23L/R)

1. ATA R075 within 27.1 NM do not fly SOUTH below FL190.
2. ATA R218 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

STAR	ROUTING
BEKRO 1Z	BEKRO (K315-; FL410-; FL260+) - AA227 (K280-; FL330-; FL200+) - USUGA (K280-; FL290-; FL180+) - AA215 (K280-; FL220-; FL140+) - AAØ65 (K280-; FL180-; FL110+) - AA224 (K250-; 9800-; 7100+) - GEKTI (K230-; 7900-; 5900+) - LEGLA (K230-; 6000-; 5000+).
EKLAT 1Z	EKLAT (K315-; FL350-; FL220+) - AA215 (K280-; FL220-; FL140+) - AAØ65 (K280-; FL180-; FL110+) - AA224 (K250-; 9800-; 7100+) - GEKTI (K230-; 7900-; 5900+) - LEGLA (K230-; 6000-; 5000+).
TUKTO 1Z	TUKTO (K315-; FL410-; FL260+) - AA227 (K280-; FL330-; FL200+) - USUGA (K280-; FL290-; FL180+) - AA215 (K280-; FL220-; FL140+) - AAØ65 (K280-; FL180-; FL110+) - AA224 (K250-; 9800-; 7100+) - GEKTI (K230-; 7900-; 5900+) - LEGLA (K230-; 6000-; 5000+).

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.



CHANGES: Flying restriction zone revised.

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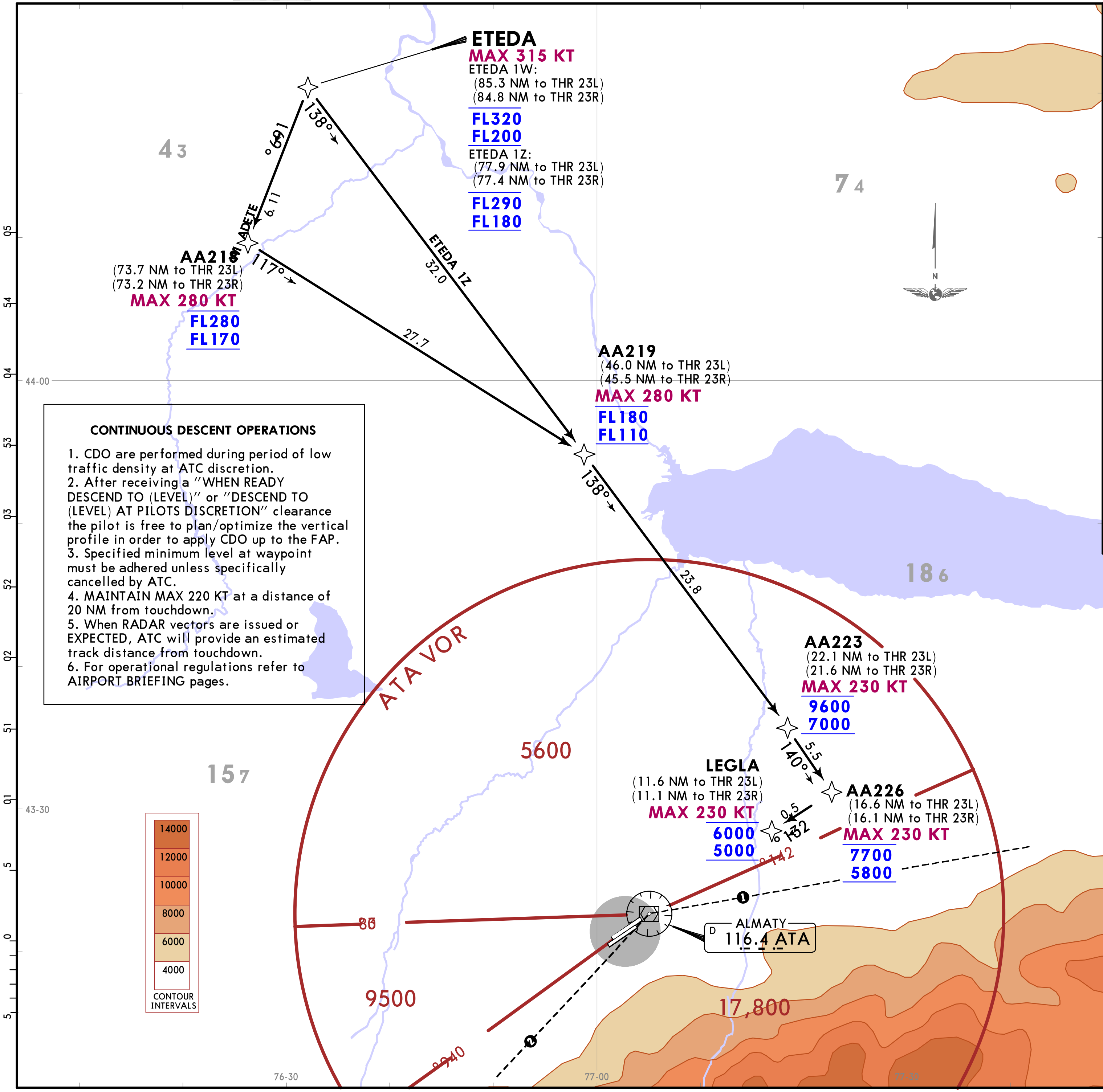
ATIS	Apt Elev
129.8 (Russian 135.1)	2238

Alt Set: hPa (MM on request)
Trans level: FL120, by ATC outside TMA
1. RNAV 1.
2. Surveillance RADAR required.

ETEDA 1W [ETED1W]
ETEDA 1Z [ETED1Z]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWYS 23L/R)

❶ ATA R075 within 27.1 NM do not fly SOUTH below FL190.
❷ ATA R218 within 15.8 NM do not fly EAST below FL190.

STAR	ROUTING
ETEDA 1W	ETEDA (K315-; FL320-; FL200+) - AA218 (K280-; FL280-; FL170+) - AA219 (K280-; FL180-; FL110+) - AA223 (K230-; 9600-; 7000+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).
ETEDA 1Z	ETEDA (K315-; FL290-; FL180+) - AA219 (K280-; FL180-; FL110+) - AA223 (K230-; 9600-; 7000+) - AA226 (K230-; 7700-; 5800+) - LEGLA (K230-; 6000-; 5000+).



CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 20 NM from touchdown.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.

CHANGES: New chart; CDO procedures reinstated, CDO instructions added.

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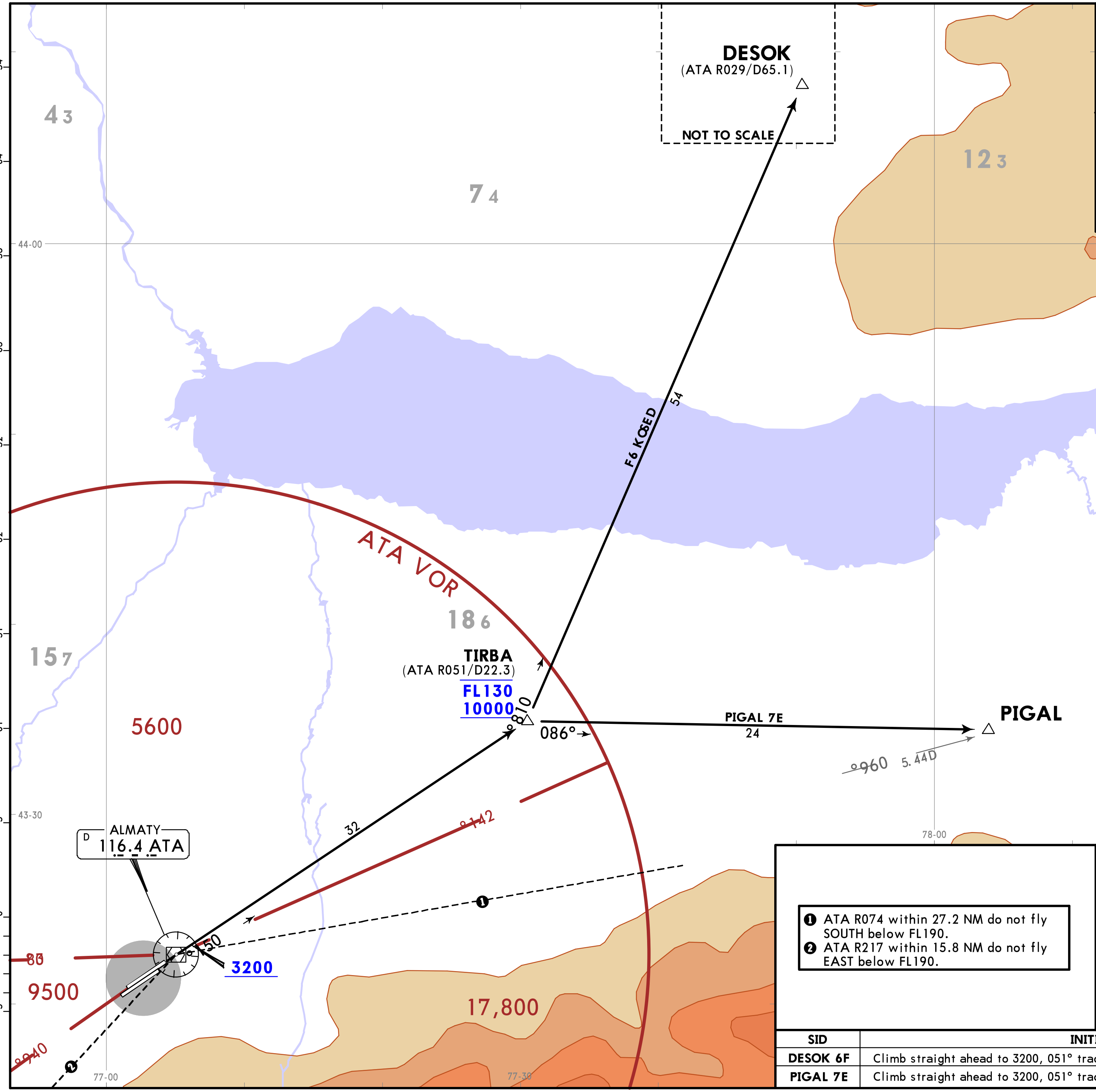
Apt Elev 2238	Trans alt: 10000 Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

DESOK 6F [DESO6F]
PIGAL 7E [PIGA7E]
DEPARTURES
(RWYS 05L/R)



❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❷ ATA R217 within 15.8 NM do not fly EAST below FL190.

These SIDs require a minimum climb gradient of 7.0% to cross TIRBA at 10000.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply contact ATC.

SID	INITIAL CLIMB/ROUTING
DESOK 6F	Climb straight ahead to 3200, 051° track to TIRBA, turn LEFT, 018° track to DESOK.
PIGAL 7E	Climb straight ahead to 3200, 051° track to TIRBA, turn RIGHT, 086° track to PIGAL.

CHANGES: SIDs renumbered, radials of restrictive area, waypoints formations revised.

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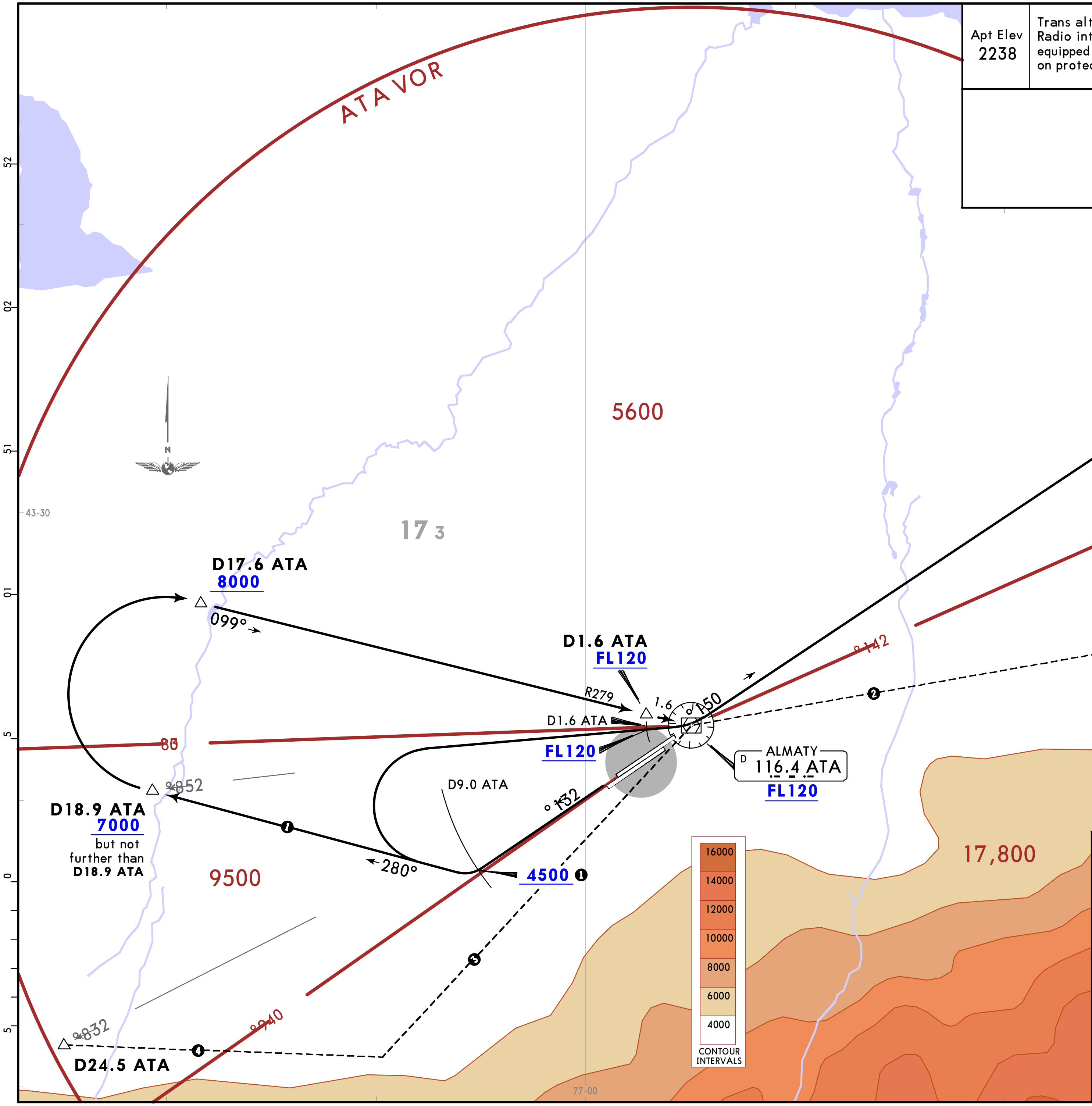
Apt Elev 2238	Trans alt: 10000 Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

DESOK 6G [DESO6G]
PIGAL 7H [PIGA7H]
DEPARTURES
(RWYS 23L/R)



❶ If unable to reach D9.0 ATA at or above 4500 turn RIGHT, 280° track, at or above 7000 but not further than D18.9 ATA turn RIGHT, intercept ATA R279 inbound to ATA VOR, climbing to at or above FL120.
❷ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❸ ATA R217 within 15.8 NM do not fly EAST below FL190.
❹ Do not fly SOUTH of this line below FL190.

SID	INITIAL CLIMB/ROUTING
DESOK 6G	Climb on 231° track to D9.0 ATA ❶, turn RIGHT towards ATA VOR, at D1.6 ATA, turn LEFT, 051° track to TIRBA, turn LEFT, 018° track to DESOK.
PIGAL 7H	Climb on 231° track to D9.0 ATA ❶, turn RIGHT towards ATA VOR, at D1.6 ATA, turn LEFT, 051° track to TIRBA, turn RIGHT, 086° track to PIGAL.

CHANGES: SIDs renumbered, radials of restrictive area, waypoints formations revised.

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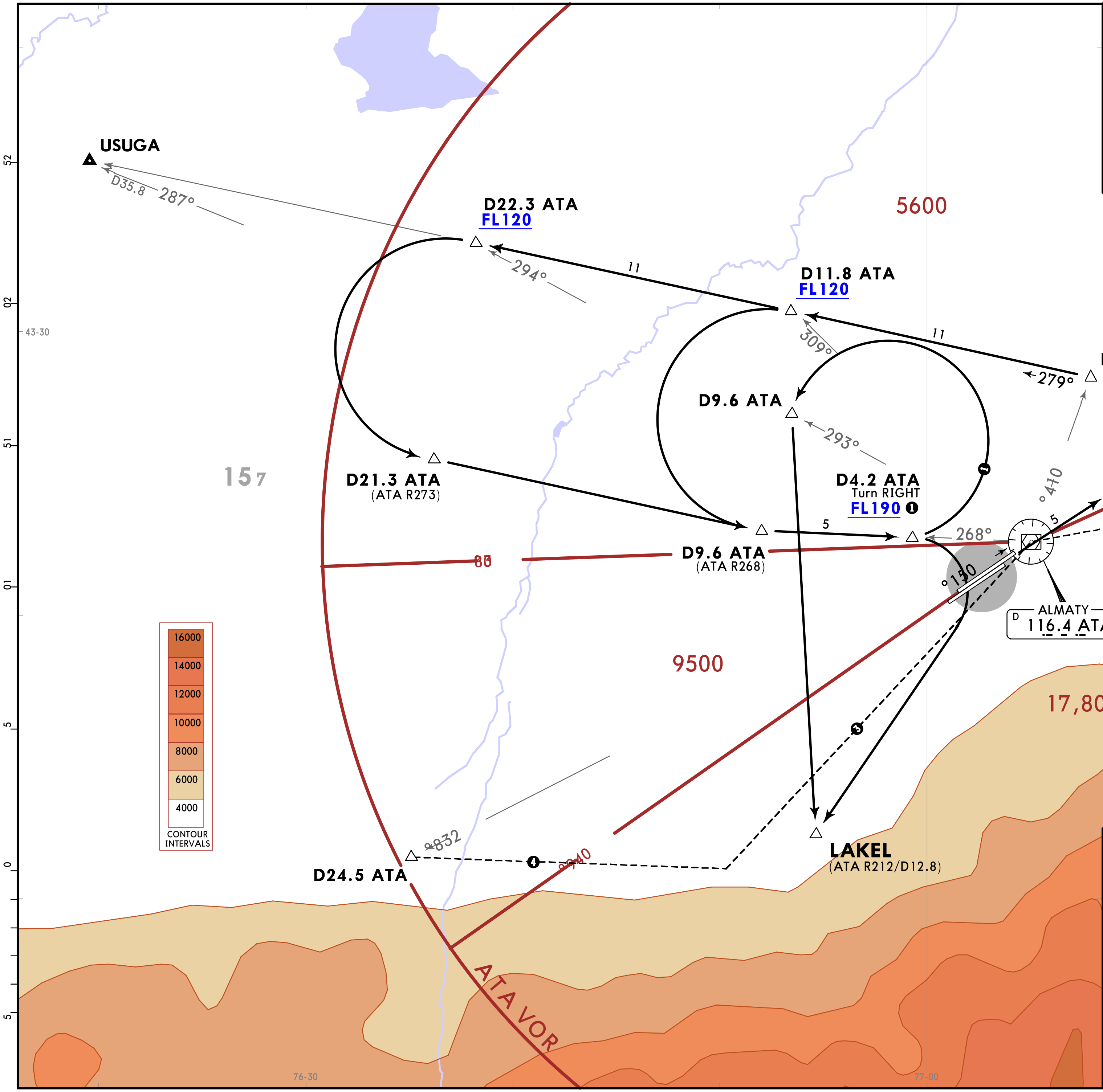
Apt Elev 2238	Trans alt: 10000 1. SURVEILLANCE RADAR required. 2. Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

LAKEL 6E DEPARTURE
[LAKE6E]
(RWYS 05L/R)



1 If unable to cross D4.2 ATA at or above FL190, turn LEFT to LAKEL.
2 ATA R074 within 27.2 NM do not fly SOUTH below FL190.
3 ATA R217 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 051° track to 4200, turn LEFT, 279° track towards USUGA, between D11.8 ATA and D22.3 ATA turn LEFT towards ATA VOR, at or above FL190 1 turn RIGHT to LAKEL.

CHANGES: SID renumbered, radials of restrictive area, waypoints formations revised.

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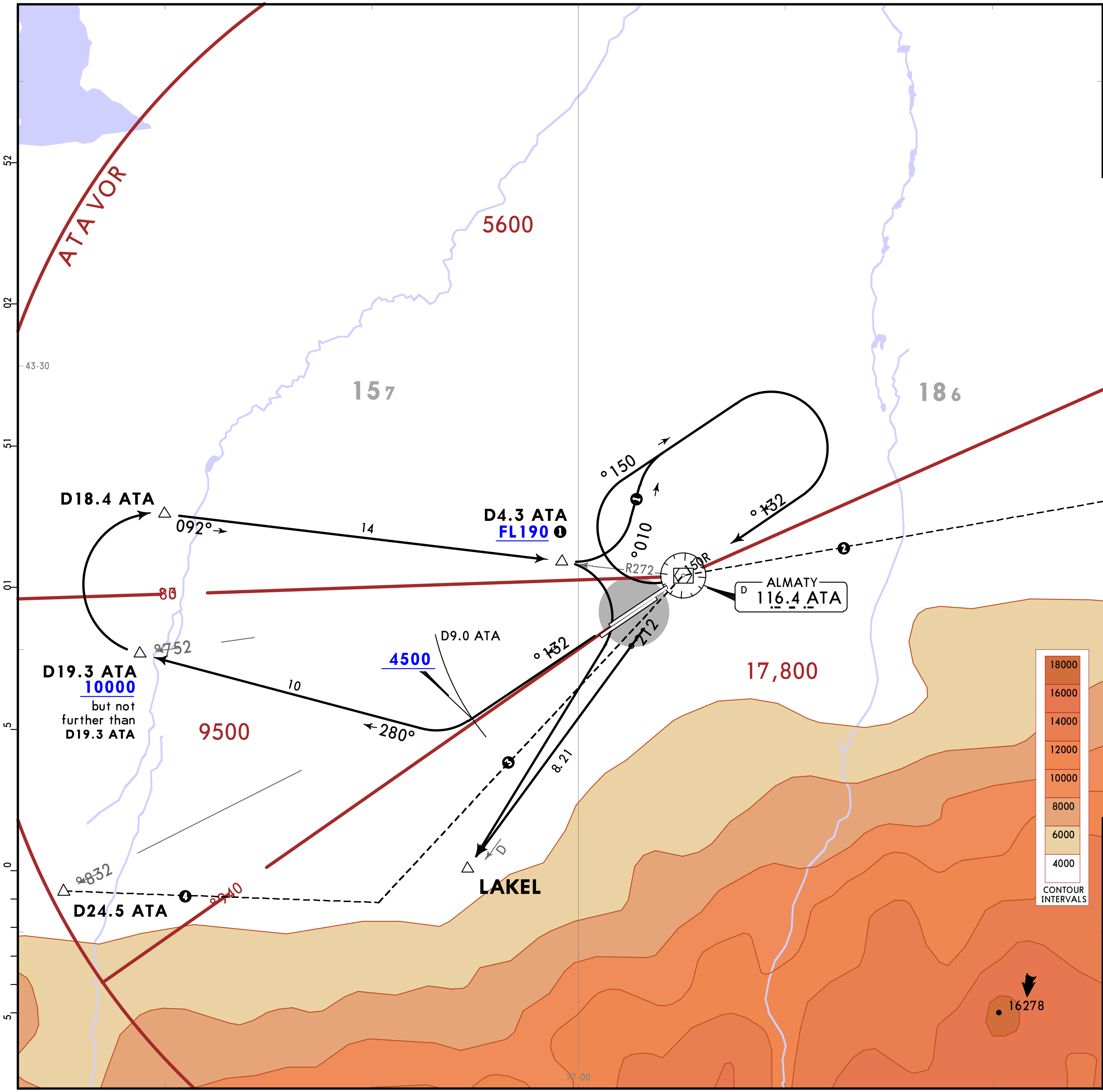
Apt Elev 2238	Trans alt: 10000 Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

LAKEL 6G DEPARTURE
[LAKE6G]
(RWYS 23L/R)



❶ 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 LAKEL.
❷ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❸ ATA R217 within 15.8 NM do not fly EAST below FL190.
❹ 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 10000, but not further than D19.3 ATA turn RIGHT, intercept ATA R272 inbound towards ATA VOR, at or above FL190 but not later than D4.3 ATA ❶ turn RIGHT to LAKEL.

CHANGES: SID renumbered, radials of restrictive area, waypoints formations revised.

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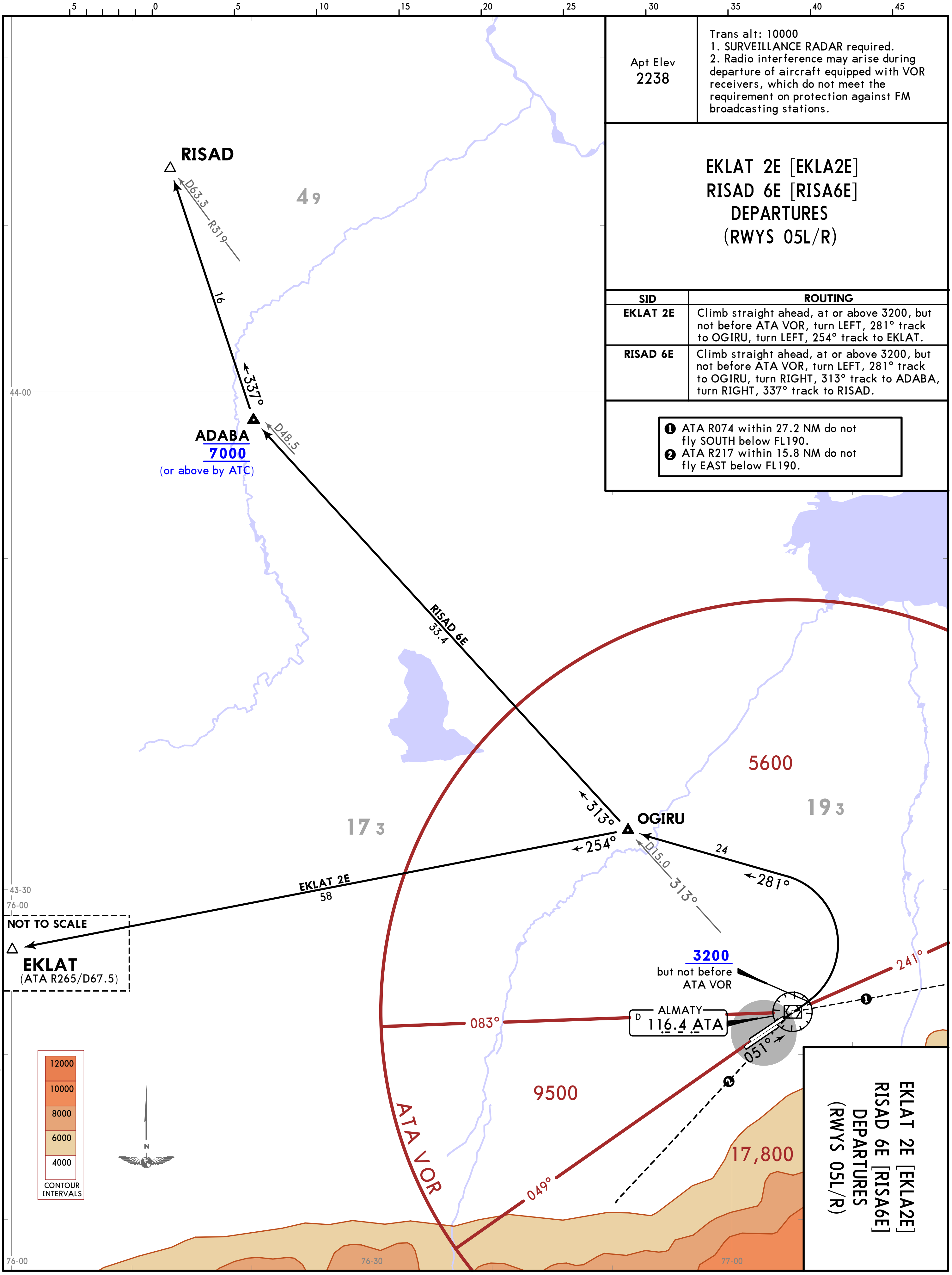
Apt Elev
2238

Trans alt: 10000
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.

EKLAT 2E [EKLA2E]
RISAD 6E [RISA6E]
DEPARTURES
(RWYS 05L/R)

SID	ROUTING
EKLAT 2E	Climb straight ahead, at or above 3200, but not before ATA VOR, turn LEFT, 281° track to OGIRU, turn LEFT, 254° track to EKLAT.
RISAD 6E	Climb straight ahead, at or above 3200, but not before ATA VOR, turn LEFT, 281° track to OGIRU, turn RIGHT, 313° track to ADABA, turn RIGHT, 337° track to RISAD.

1 ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2 ATA R217 within 15.8 NM do not fly EAST below FL190.



CHANGES: SIDs renumbered, radials of restrictive area, waypoints formations revised.

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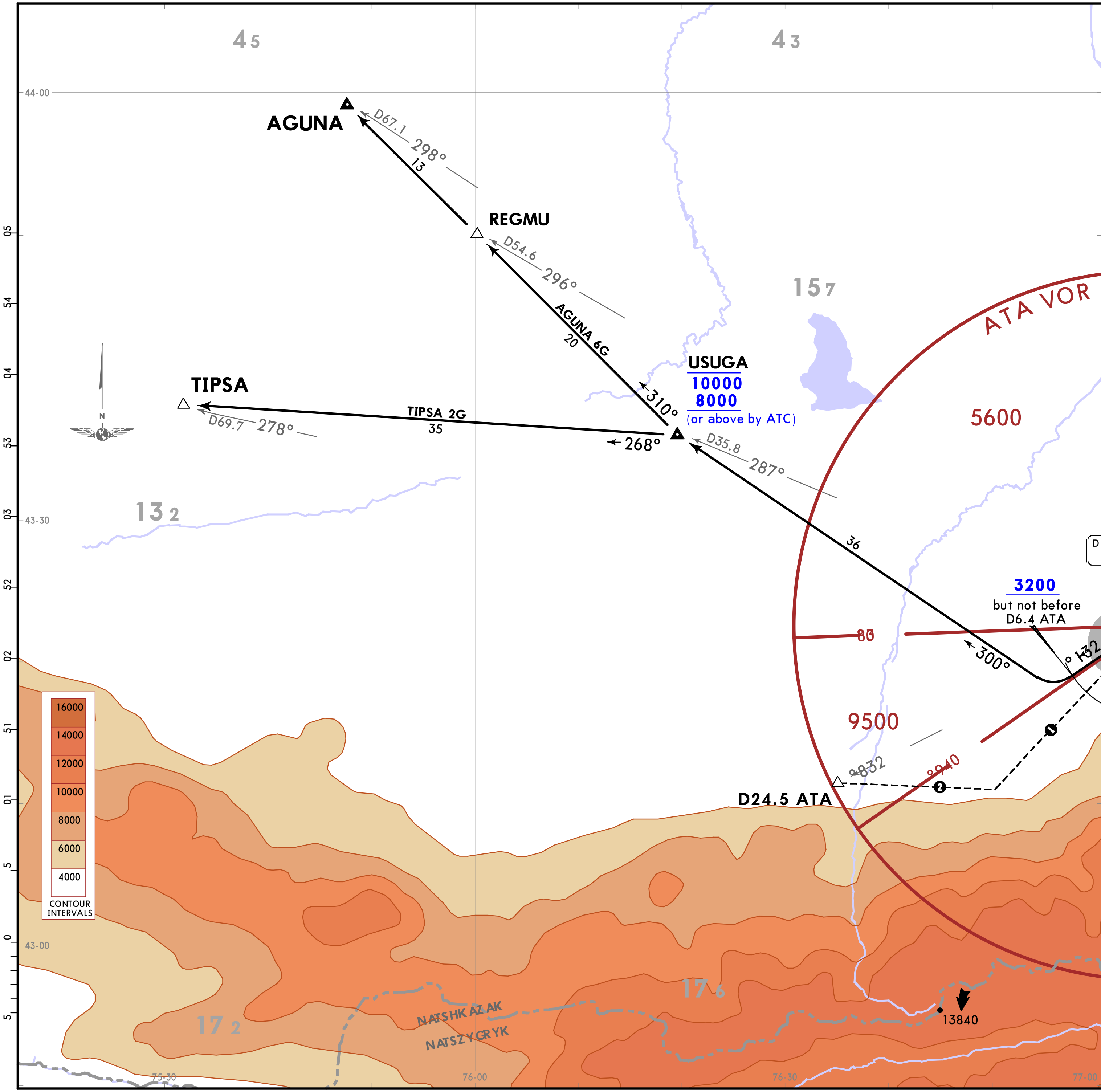
Apt Elev 2238

Trans alt: 10000
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.

AGUNA 6G [AGUN6G]
TIPSA 2G [TIPS2G]
DEPARTURES
(RWYS 23L/R)



❶ ATA R217 within 15.8 NM do not fly EAST below FL190.
❷ Do not fly SOUTH of this line below FL190.

These SIDs require a minimum climb gradient of 7.1% until USUGA.

Gnd speed-KT	75	100	150	200	250	300
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

INITIAL CLIMB
Climb on 231° track to at or above 3200, but not before D6.4 ATA turn RIGHT, 300° track to USUGA.

SID	ROUTING
AGUNA 6G	Turn RIGHT, 310° track via REGMU to AGUNA.
TIPSA 2G	Turn LEFT, 268° track to TIPSA.

CHANGES: SIDs renumbered, radials of restrictive area, waypoints formations revised.

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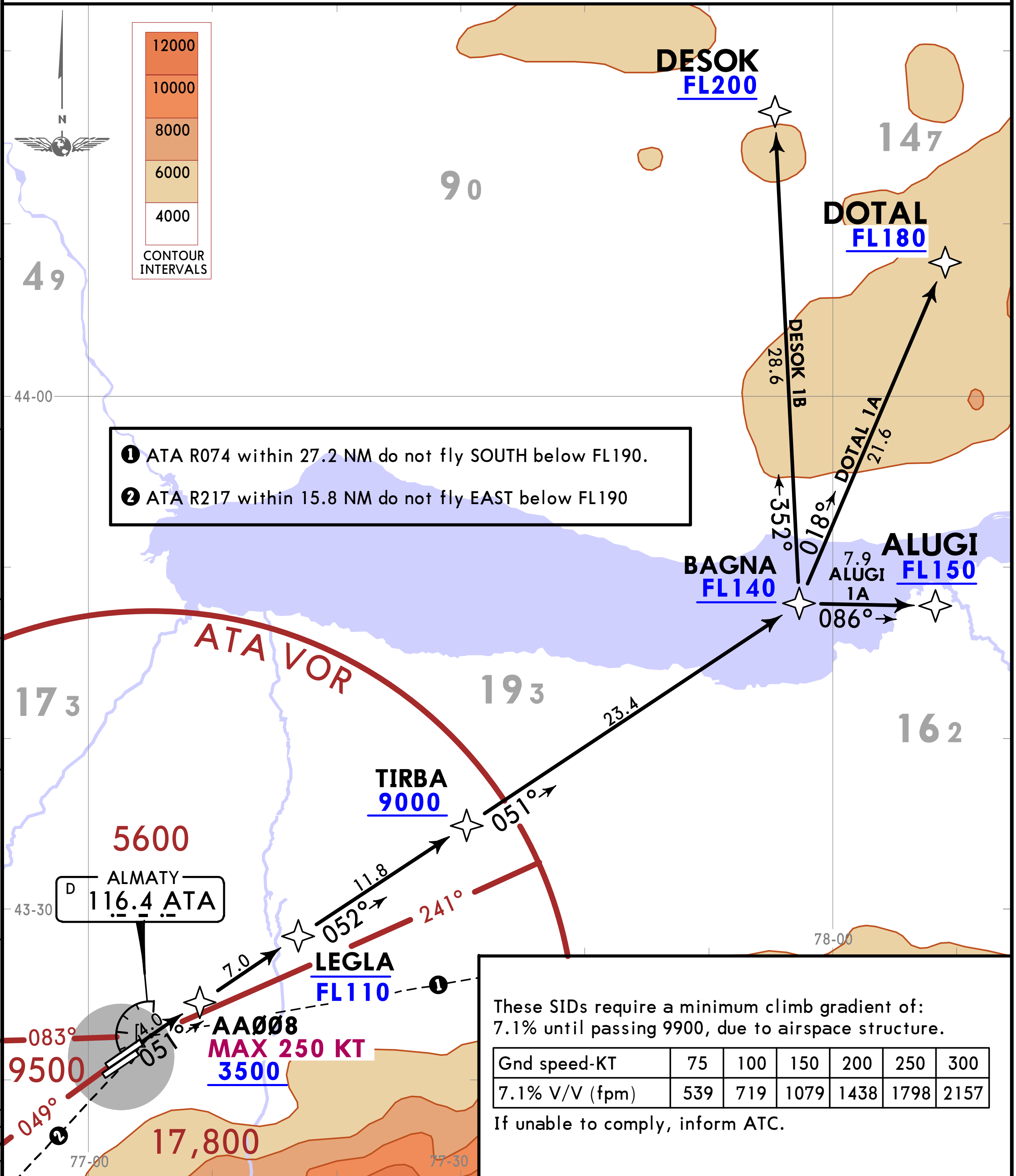
ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

ALUGI 1A [ALUG1A], DESOK 1B [DESO1B]
DOTAL 1A [DOTA1A]
RNAV (GNSS) DEPARTURE
(RWYS 05L/R)



❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.

❷ ATA R217 within 15.8 NM do not fly EAST below FL190

These SIDs require a minimum climb gradient of:
7.1% until passing 9900, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.1% V/V (fpm)	539	719	1079	1438	1798	2157

If unable to comply, inform ATC.

Initial climb clearance **FL110**
EXPECT further climb from ALMATY Approach

SID	ROUTING
ALUGI 1A	AA008 (K250-; 3500+) - LEGLA (FL110-) - TIRBA (9000+) - BAGNA (FL140+) - ALUGI (FL150+).
DESOK 1B	AA008 (K250-; 3500+) - LEGLA (FL110-) - TIRBA (9000+) - BAGNA (FL140+) - DESOK (FL200+).
DOTAL 1A	AA008 (K250-; 3500+) - LEGLA (FL110-) - TIRBA (9000+) - BAGNA (FL140+) - DOTAL (FL180+).

CHANGES: App frequency.

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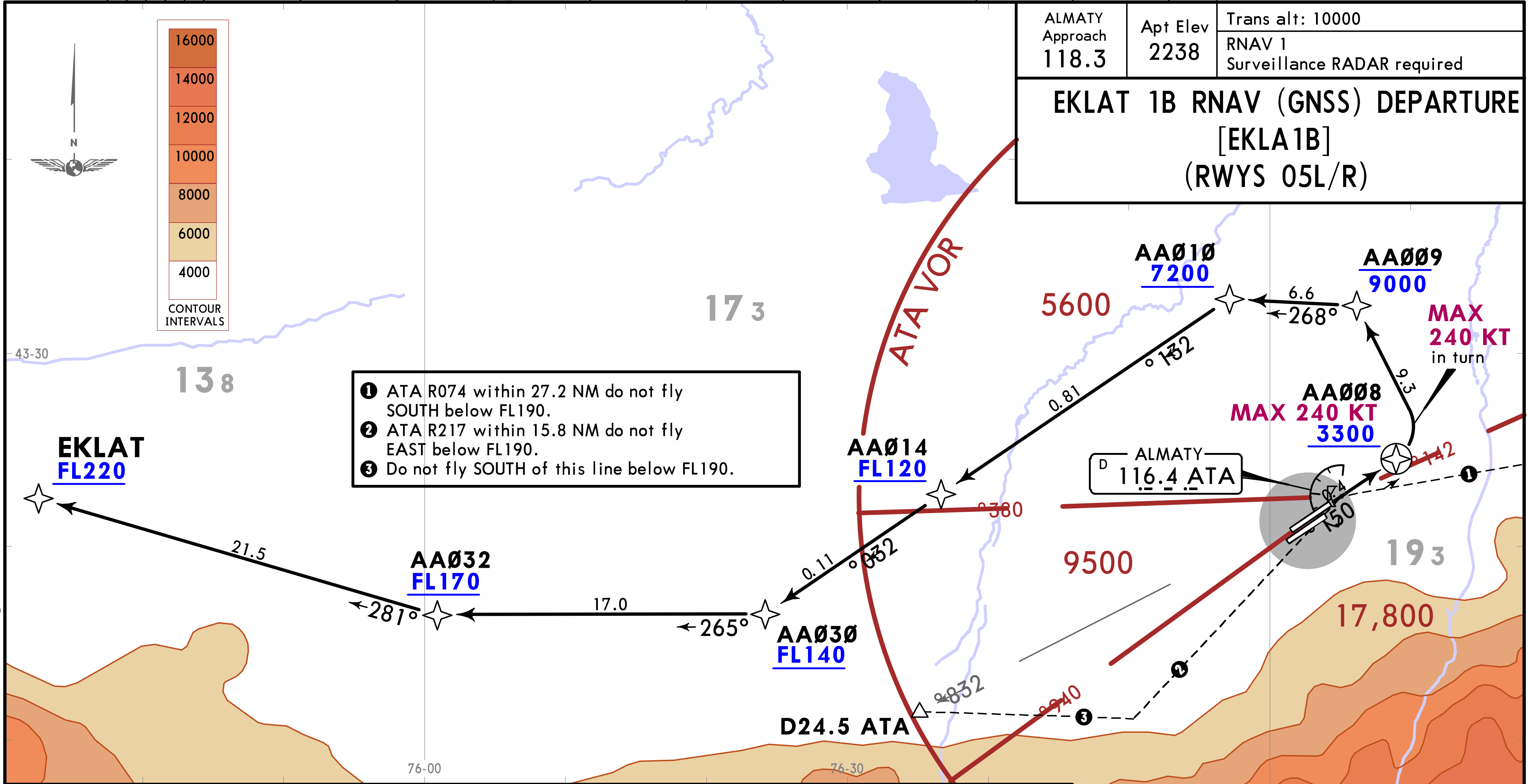
ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

EKLAT 1B RNAV (GNSS) DEPARTURE [EKLA1B] (RWYS 05L/R)



1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

Initial climb clearance **9000**
EXPECT further climb from ALMATY Approach

ROUTING

AA008 (K240-; 3300+) - AA009 (9000-) - AA010 (7200+) - AA014 (FL120+) - AA030 (FL140+) - AA032 (FL170+) - EKLAT (FL220+).

This SID requires a minimum climb gradient of 4.3% until passing FL120, due to separation from arrival traffic.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

CHANGES: APP frequency.

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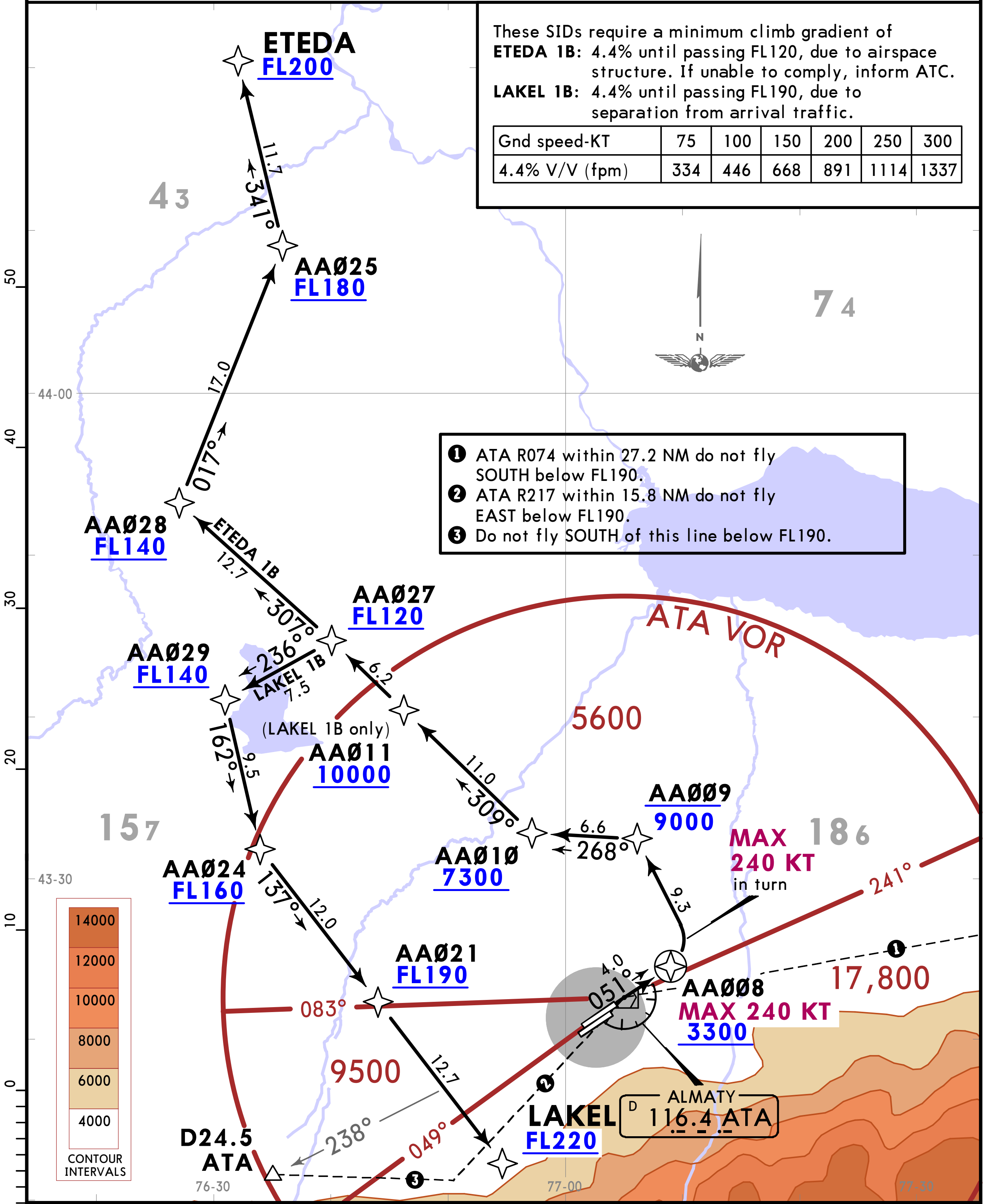
ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

ETEDA 1B [ETED1B], LAKEL 1B [LAKE1B]
RNAV (GNSS) DEPARTURE
(RWYS 05L/R)

These SIDs require a minimum climb gradient of
ETEDA 1B: 4.4% until passing FL120, due to airspace structure. If unable to comply, inform ATC.
LAKEL 1B: 4.4% until passing FL190, due to separation from arrival traffic.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❷ ATA R217 within 15.8 NM do not fly EAST below FL190.
❸ Do not fly SOUTH of this line below FL190.



Initial climb clearance **9000**
EXPECT further climb from ALMATY Approach

SID	ROUTING
ETEDA 1B	AA008 (K240-; 3300+) - AA009 (9000-) - AA010 (7300+) - AA027 (FL120+) - AA028 (FL140+) - AA025 (FL180+) - ETEDA (FL200+).
LAKEL 1B	AA008 (K240-; 3300+) - AA009 (9000-) - AA010 (7300+) - AA011 (10000+) - AA027 (FL120+) - AA029 (FL140+) - AA024 (FL160+) - AA021 (FL190+) - LAKEL (FL220+).

CHANGES: APP frequency.

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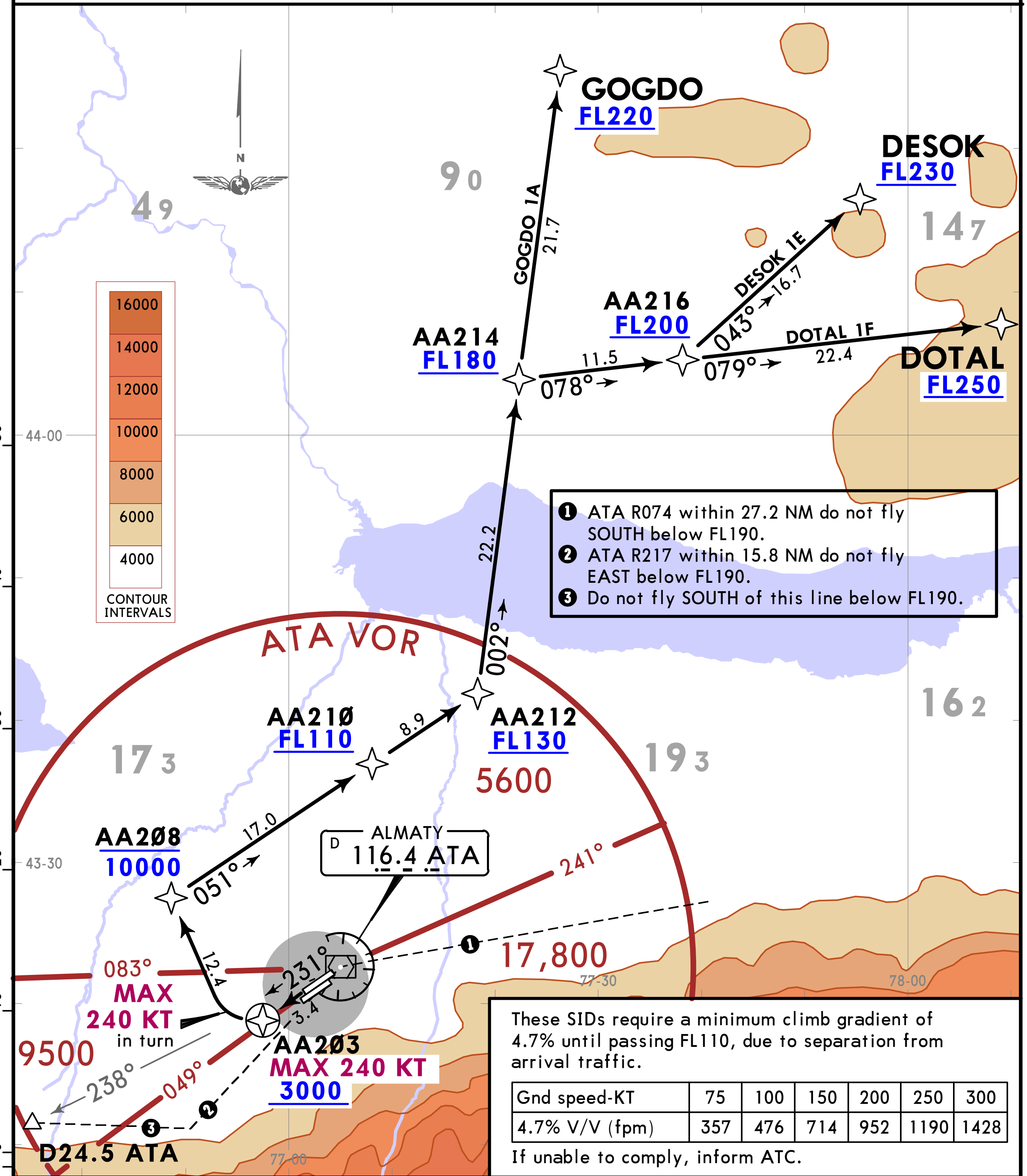
ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

DESOK 1E [DESO1E], DOTAL 1F [DOTA1F]
GOGDO 1A [GOGD1A]
RNAV (GNSS) DEPARTURE
(RWYS 23L/R)



1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

These SIDs require a minimum climb gradient of 4.7% until passing FL110, due to separation from arrival traffic.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

If unable to comply, inform ATC.

Initial climb clearance **10000**
EXPECT further climb from ALMATY Approach

SID	ROUTING
DESOK 1E	AA203 (K240-; 3000+) - AA208 (10000-) - AA210 (FL110+) - AA212 (FL130+) - AA214 (FL180+) - AA216 (FL200+) - DESOK (FL230+).
DOTAL 1F	AA203 (K240-; 3000+) - AA208 (10000-) - AA210 (FL110+) - AA212 (FL130+) - AA214 (FL180+) - AA216 (FL200+) - DOTAL (FL250+).
GOGDO 1A	AA203 (K240-; 3000+) - AA208 (10000-) - AA210 (FL110+) - AA212 (FL130+) - AA214 (FL180+) - GOGDO (FL220+).

CHANGES: APP frequency.

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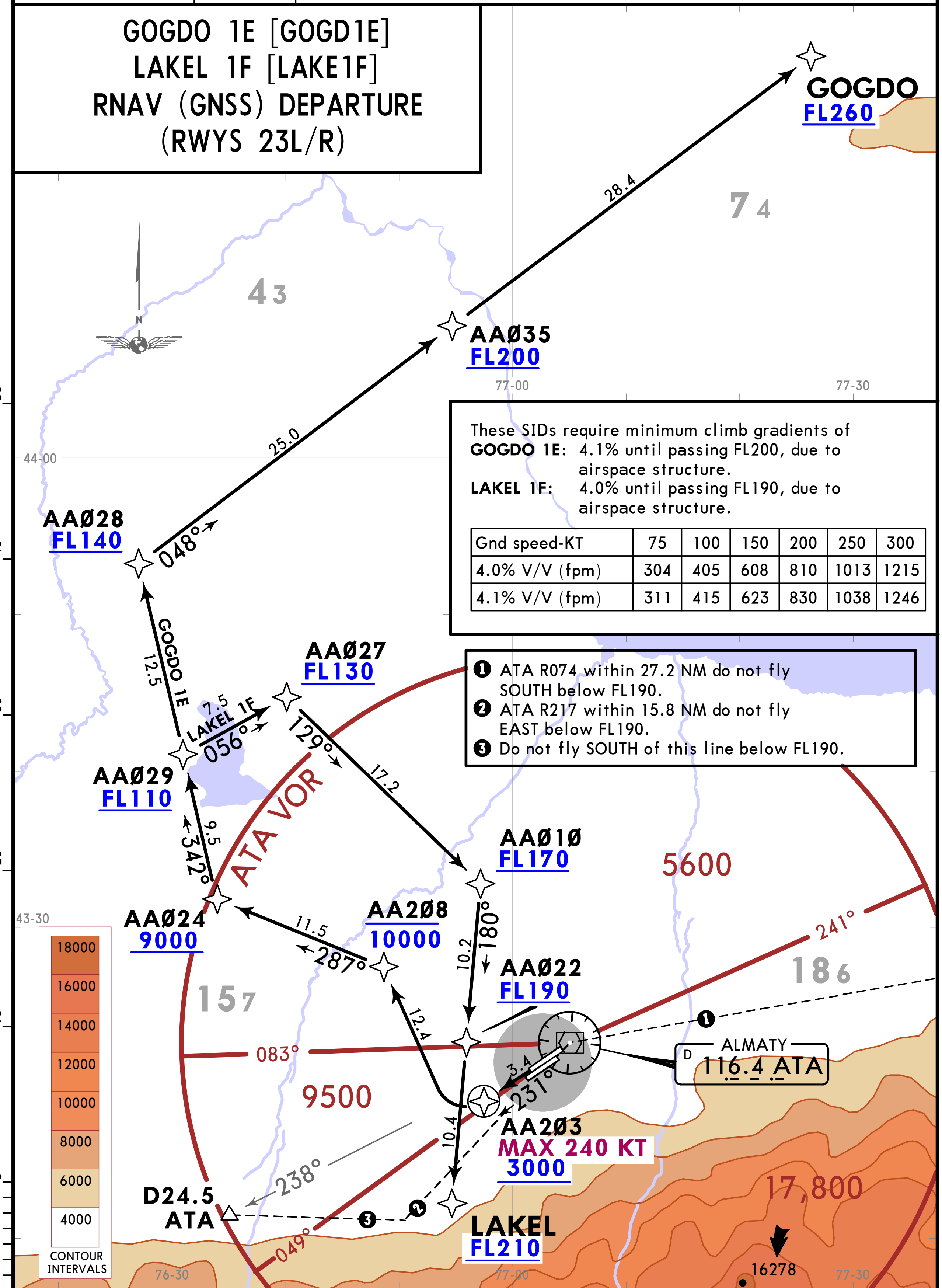
ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

GOGDO 1E [GOGD1E]
LAKEL 1F [LAKE1F]
RNAV (GNSS) DEPARTURE
(RWYS 23L/R)



These SIDs require minimum climb gradients of
GOGDO 1E: 4.1% until passing FL200, due to airspace structure.
LAKEL 1F: 4.0% until passing FL190, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

1. ATA R074 within 27.2 NM do not fly SOUTH below FL190.
2. ATA R217 within 15.8 NM do not fly EAST below FL190.
3. Do not fly SOUTH of this line below FL190.

Initial climb clearance **10000**
EXPECT further climb from ALMATY Approach

SID	ROUTING
GOGDO 1E	AA203 (K240-; 3000+) - AA208 (10000-) - AA024 (9000+) - AA029 (FL110+) - AA028 (FL140+) - AA035 (FL200+) - GOGDO (FL260+).
LAKEL 1F	AA203 (K240-; 3000+) - AA208 (10000-) - AA024 (9000+) - AA029 (FL110+) - AA027 (FL130+) - AA010 (FL170+) - AA022 (FL190+) - LAKEL (FL210+).

CHANGES: APP frequency.

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ALMATY Approach 118.3	Apt Elev 2238	Trans alt: 10000 RNAV 1 Surveillance RADAR required

DOTAL 1J [DOTA1J]
PIGAL 1A [PIGA1A]
RNAV (GNSS) DEPARTURES
(RWYS 23L/R)

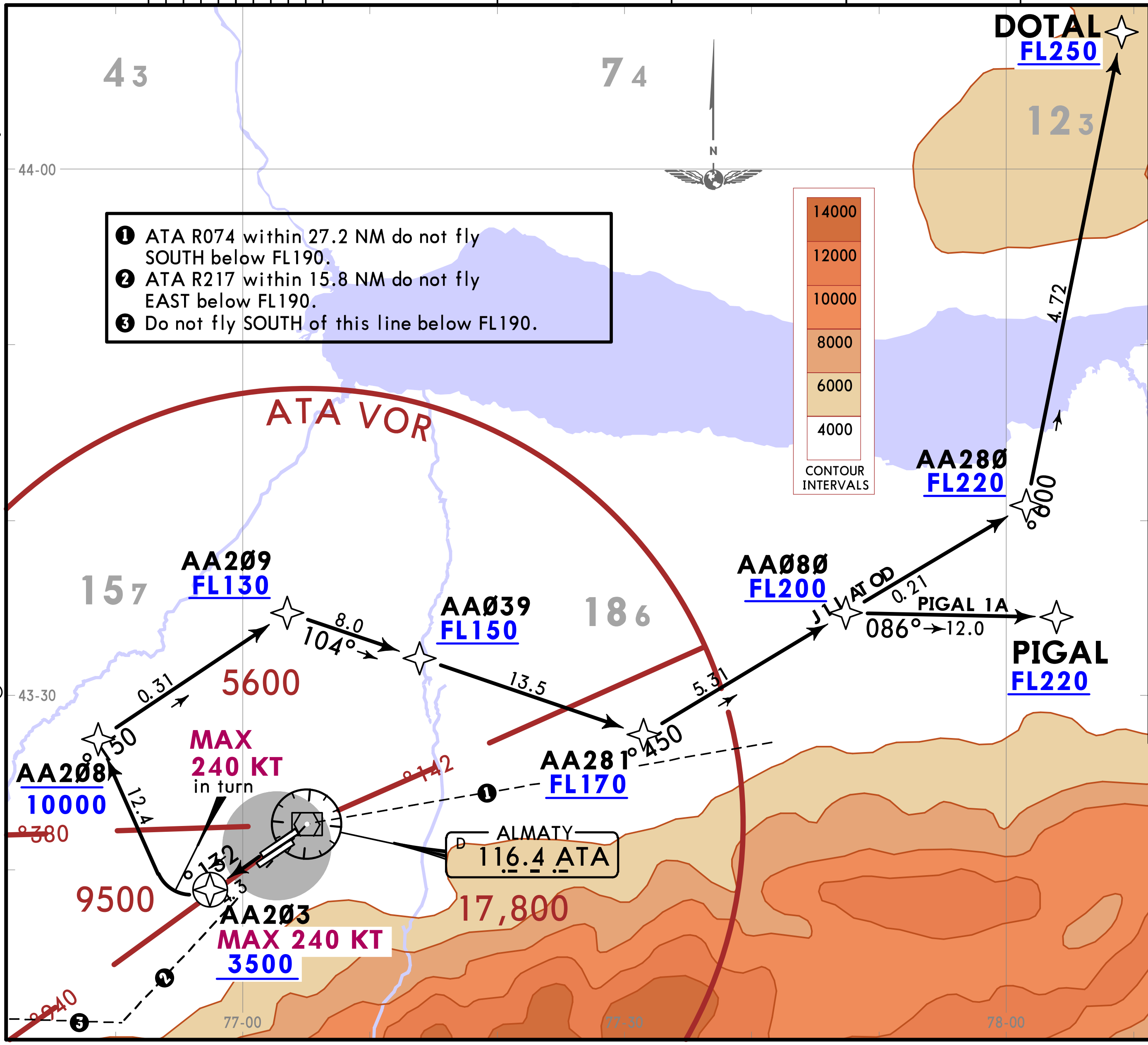
Initial climb clearance **10000**
EXPECT further climb from ALMATY Approach

SID	ROUTING
DOTAL 1J	AA2Ø3 (K240-; 3500+) - AA2Ø8 (10000-) - AA2Ø9 (FL130+) - AAØ39 (FL150+) - AA281 (FL170+) - AAØ8Ø (FL200+) - AA28Ø (FL220+) - DOTAL (FL250+).
PIGAL 1A	AA2Ø3 (K240-; 3500+) - AA2Ø8 (10000-) - AA2Ø9 (FL130+) - AAØ39 (FL150+) - AA281 (FL170+) - AAØ8Ø (FL200+) - PIGAL (FL220+).

These SIDs require a minimum climb gradient of 6.5% until passing FL130, due to separation from arrival traffic.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply, inform ATC.



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ALMATY Approach	Apt Elev	Trans alt: 10000
118.3	2238	RNAV 1 Surveillance RADAR required

ETEDA 1J [ETED1J]
TIPSA 1A [TIPS1A]
TUKTO 1A [TUKT1A]
RNAV (GNSS) DEPARTURES
(RWYS 23L/R)

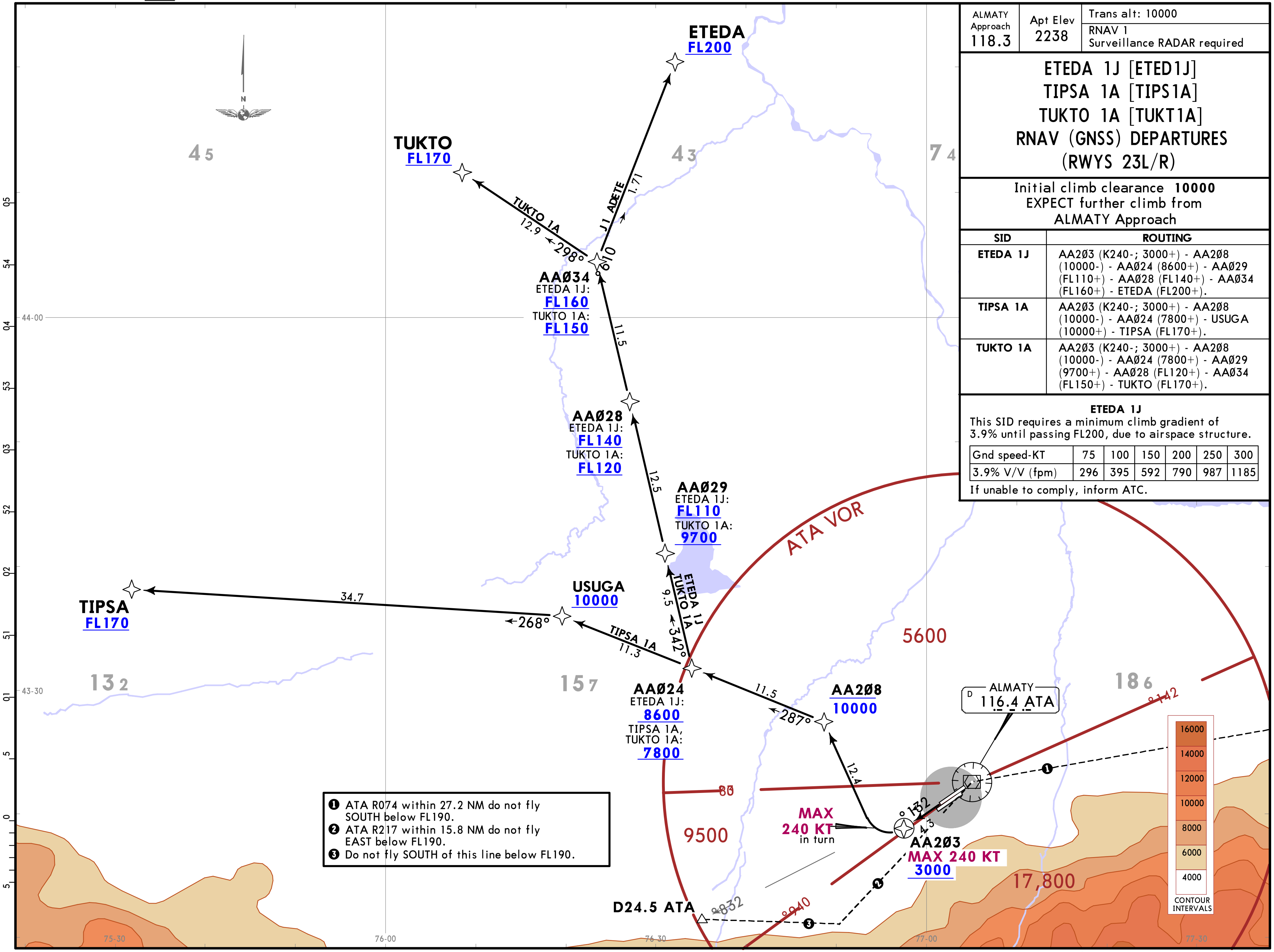
Initial climb clearance **10000**
EXPECT further climb from
ALMATY Approach

SID	ROUTING
ETEDA 1J	AA2Ø3 (K240-; 3000+) - AA2Ø8 (10000-) - AAØ24 (8600+) - AAØ29 (FL110+) - AAØ28 (FL140+) - AAØ34 (FL160+) - ETEDA (FL200+).
TIPSA 1A	AA2Ø3 (K240-; 3000+) - AA2Ø8 (10000-) - AAØ24 (7800+) - USUGA (10000+) - TIPSA (FL170+).
TUKTO 1A	AA2Ø3 (K240-; 3000+) - AA2Ø8 (10000-) - AAØ24 (7800+) - AAØ29 (9700+) - AAØ28 (FL120+) - AAØ34 (FL150+) - TUKTO (FL170+).

ETEDA 1J
This SID requires a minimum climb gradient of 3.9% until passing FL200, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

If unable to comply, inform ATC.



❶ ATA R074 within 27.2 NM do not fly SOUTH below FL190.
❷ ATA R217 within 15.8 NM do not fly EAST below FL190.
❸ Do not fly SOUTH of this line below FL190.

CHANGES: APP frequency.

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UAAA/ALA

Apt Elev **2238′**
N43 21.3 E077 02.6

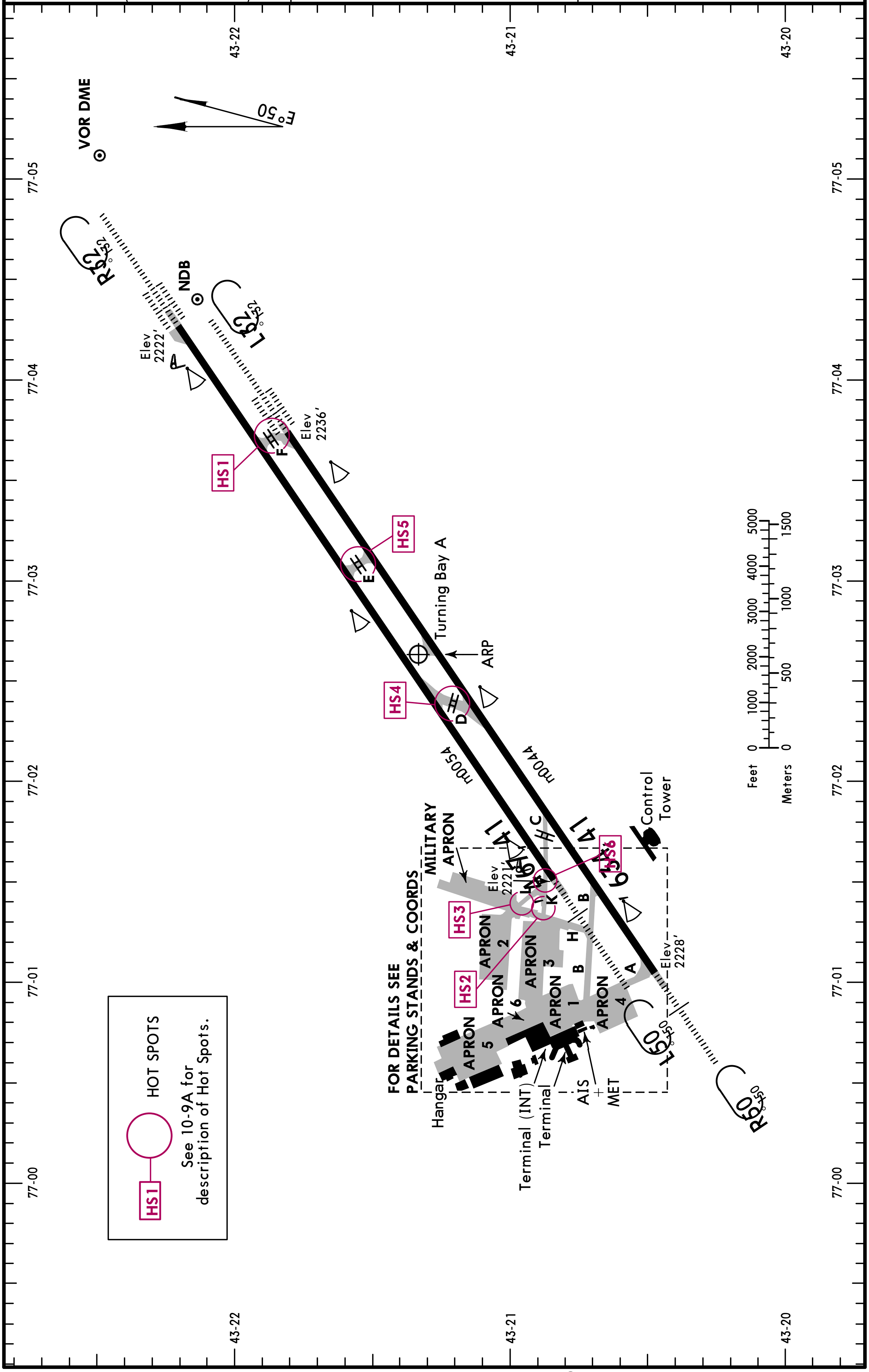
JEPPESEN

17 JAN 25 (10-9) **Eff 23 Jan**

ALMATY, KAZAKHSTAN

ALMATY

ATIS	ALMATY Ground	Tower
129.8 (Russian 135.1)	121.7	119.4



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL (60m) CL (15m) ❶ HIALS PAPI-L (3.00°)	OFZ RVR		13,792' 4204m	❹	148' 45m
23R	HIRL (60m) CL (15m) ❷ HIALS-II TDZ ❸ PAPI-L (3.00°) HSTIL-D	OFZ RVR		13,792' 4204m		

❶ length 870m

❷ length 900m

❸ Running impulse lights combined with approach lights, from 2953' (900m) to 984' (300m) from the THR. Side approach lights 886' (270m) from the THR.

❹ TAKE-OFF RUN AVAILABLE

RWY 05L:

From rwy head	14,764'(4500m)
twy D int	9701'(2957m)
twy E int	6594'(2010m)

RWY 23R:

From rwy head	14,764'(4500m)
twy F int	11,575'(3528m)
twy E int	8169'(2490m)
twy D int	5062'(1543m)

RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH
05R	HIRL (60m) CL (15m) ❺ HIALS PAPI-L (3.00°)	OFZ RVR		13,403' 4085m	❻	148' 45m
23L	HIRL (60m) CL (15m) ❷ HIALS-II TDZ ❸ PAPI-L (3.00°) HSTIL-C	OFZ RVR		13,343' 4067m		

❺ length 720m

❻ TAKE-OFF RUN AVAILABLE

RWY 05R:

From rwy head	14,436'(4400m)
twy B int	12,077'(3681m)
twy C int	10,121'(3085m)
twy D int	7612'(2320m)
turning bay A	5577'(1700m)
twy E int	3314'(1010m)

RWY 23L:

From rwy head	12,730'(3880m)
twy E int	9416'(2870m)
turning bay A	7152'(2180m)
twy D int	5118'(1560m)
twy C int	2608'(795m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Crossing of holding position marking of rwys by ACFT taxiing via twy F without ATC clearance is prohibited.

HS2 **HS3** Crossing of holding position marking by ACFT taxiing via twy K and twy L towards Rwy without ATC clearance is prohibited.

HS4 Crossing of holding position marking of rwys by ACFT taxiing via twy D without ATC clearance is prohibited.

HS5 Crossing of holding position marking of rwys by ACFT taxiing via twy E without ATC clearance is prohibited.

HS6 Pay attention when entering Rwy 05L. Taxiway centerline lights are switched on for directions towards Rwy 05L/23R and Twy C.

Std TAKE-OFF

❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

❶ RWY 23L, 23R: TDZ/Mid/Rollout R75m with approved lateral guidance system.

CHANGES: RWY 05R take-off from turning bay A.

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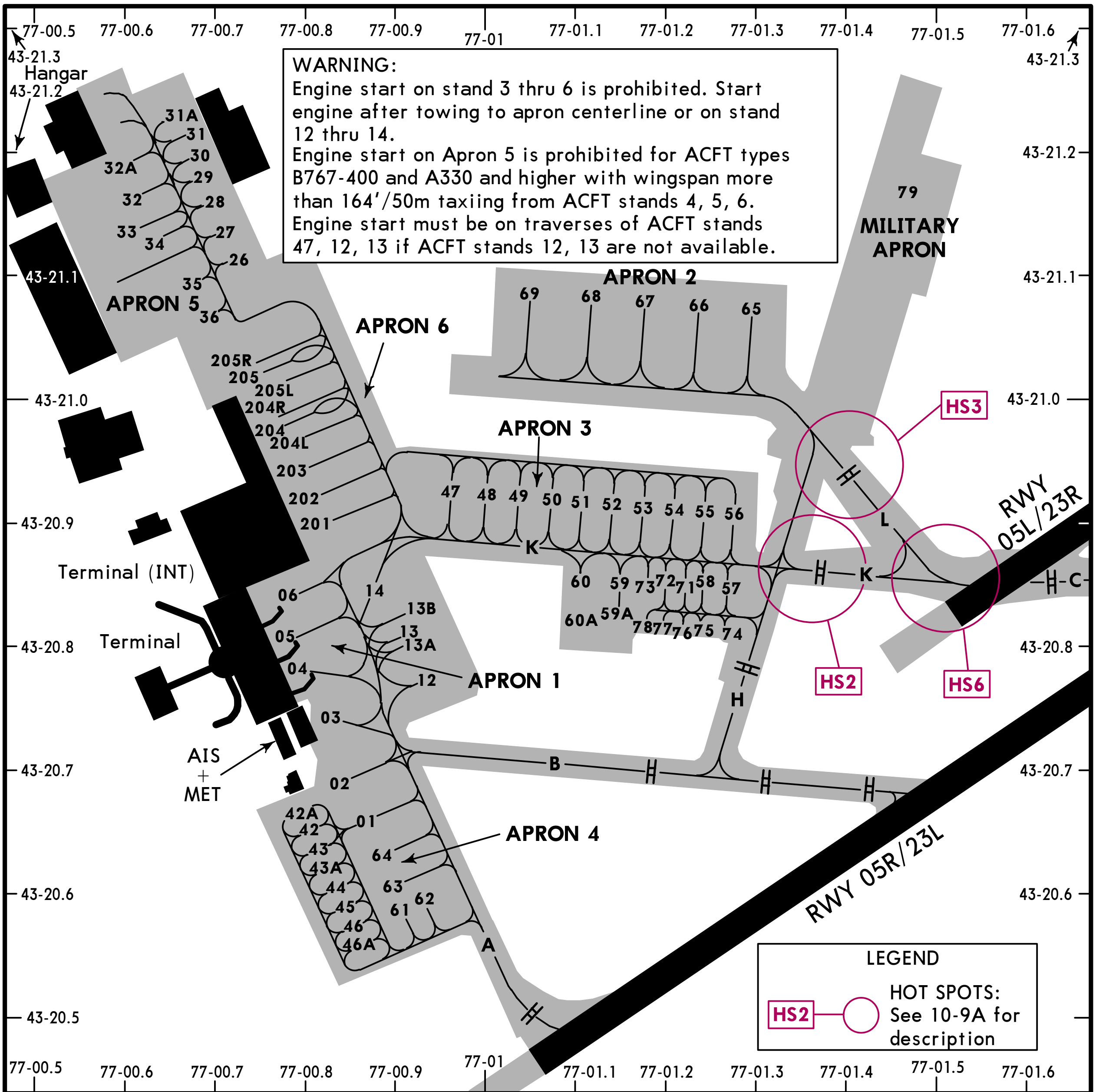

INS COORDINATES

STAND No.	COORDINATES
APRON 1	
3	N43 20.7 E077 00.8
4 thru 6	N43 20.8 E077 00.8
12 thru 14	N43 20.8 E077 00.9
APRON 2	
65	N43 21.1 E077 01.3
66, 67	N43 21.1 E077 01.2
68	N43 21.1 E077 01.1
69	N43 21.1 E077 01.0
APRON 3	
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
58	N43 20.9 E077 01.2
59	N43 20.9 E077 01.1
59A	N43 20.8 E077 01.1
60	N43 20.9 E077 01.1
60A	N43 20.8 E077 01.1
71 thru 73	N43 20.9 E077 01.2

STAND No.	COORDINATES
74	N43 20.8 E077 01.3
75 thru 78	N43 20.8 E077 01.2
APRON 4	
1, 2	N43 20.7 E077 00.8
42, 42A	N43 20.7 E077 00.8
43 thru 46A	N43 20.6 E077 00.8
61 thru 64	N43 20.6 E077 00.9
APRON 5	
26, 27	N43 21.1 E077 00.7
28 thru 31	N43 21.2 E077 00.7
31A thru 32A	N43 21.2 E077 00.6
33, 34	N43 21.1 E077 00.6
35, 36	N43 21.1 E077 00.7
APRON 6	
201 thru 203	N43 20.9 E077 00.8
204L thru 205L	N43 21.0 E077 00.8
205, 205R	N43 21.0 E077 00.7
MILITARY APRON	
79	N43 21.2 E077 01.5

CHANGES: Stands 12 and 13 updated, stands 13A and 13B added.

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STRAIGHT-IN RWY		A	B	C	D
05L	ILS DME Z or Y ALS out	**2421′**(200′) ❶ R550m R1200m	**2421′**(200′) ❶ R550m R1200m	**2421′**(200′) ❶ R550m R1200m	**2421′**(200′) ❶ R550m R1200m
	❷ LOC DME ALS out	**2830′**(609′) R1500m R1500m	**2830′**(609′) R1500m R1500m	**2830′**(609′) R2100m R2400m	**2830′**(609′) R2100m R2400m
	RNP LNAV/VNAV ALS out	**2510′**(289′) ❶ R650m R1400m	**2520′**(299′) ❶ R650m R1400m	**2530′**(309′) ❶ R700m R1400m	**2560′**(339′) R800m R1500m
	RNP ❷ LNAV ALS out	**2720′**(499′) R1500m R1500m	**2720′**(499′) R1500m R1500m	**2720′**(499′) R1500m R2300m	**2720′**(499′) R1500m R2300m
	❷ VOR DME ALS out	**2830′**(609′) R1500m R1500m	**2830′**(609′) R1500m R1500m	**2830′**(609′) R2100m R2400m	**2830′**(609′) R2100m R2400m
05R	ILS DME ALS out	**2428′**(200′) ❶ R550m R1200m	**2428′**(200′) ❶ R550m R1200m	**2428′**(200′) ❶ R550m R1200m	**2428′**(200′) ❶ R550m R1200m
	RNP LNAV/VNAV ALS out	**2530′**(302′) ❶ R700m R1400m	**2550′**(322′) R800m R1500m	**2550′**(322′) R800m R1500m	**2560′**(332′) R800m R1500m
	RNP ❷ LNAV ALS out	**2720′**(492′) R1500m R1500m	**2720′**(492′) R1500m R1500m	**2720′**(492′) R1500m R2300m	**2720′**(492′) R1500m R2300m
	❷ VOR DME ALS out	**3150′**(922′) R1500m R1500m	**3150′**(922′) R1500m R1500m	**3150′**(922′) R2400m R2400m	**3150′**(922′) R2400m R2400m
23L	CAT 3 ILS DME Y	R75m	R75m	R75m	R75m
	CAT 2 ILS DME Y	**2336′**(100′) **RA104′** R300m	**2336′**(100′) **RA104′** R300m	**2346′**(110′) **RA114′** R300m	**2356′**(120′) **RA124′** ❸ R300m
	ILS DME Y TDZ or CL out ALS out	**2436′**(200′) R550m ❶ R550m R1200m	**2436′**(200′) R550m ❶ R550m R1200m	**2436′**(200′) R550m ❶ R550m R1200m	**2436′**(200′) R550m ❶ R550m R1200m
	RNP LNAV/VNAV TDZ or CL out ALS out	**2540′**(304′) R700m ❶ R700m R1400m	**2550′**(314′) R700m ❶ R700m R1400m	**2570′**(334′) R800m R800m R1500m	**2600′**(364′) R1000m R1000m R1700m
	RNP ❷ LNAV TDZ or CL out ALS out	**2650′**(414′) R1200m R1200m R1500m	**2650′**(414′) R1200m R1200m R1500m	**2650′**(414′) R1200m R1200m R1900m	**2650′**(414′) R1200m R1200m R1900m
	❷ VOR DME TDZ or CL out ALS out	**2660′**(424′) R1300m R1300m R1500m	**2660′**(424′) R1300m R1300m R1500m	**2660′**(424′) R1300m R1300m R2000m	**2660′**(424′) R1300m R1300m R2000m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ Requires autoland or HUDLS, otherwise: R350m.

CHANGES: RNP Rwy 05R restored.

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STRAIGHT-IN RWY		A	B	C	D
23R	CAT 3 ILS DME Z or Y	R75m	R75m	R75m	R75m
	CAT 2 ILS DME Z or Y	**2322'**(100') **RA105'** R300m	**2322'**(100') **RA105'** R300m	**2322'**(100') **RA105'** R300m	**2322'**(100') **RA105'** ❶R300m
	ILS DME Z or Y	**2422'**(200') R550m	**2422'**(200') R550m	**2422'**(200') R550m	**2422'**(200') R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**2480'**(258') R600m	**2490'**(268') R600m	**2510'**(288') R650m	**2540'**(318') R700m
	TDZ or CL out	❷R600m	❷R600m	❷R650m	❷R700m
	ALS out	R1300m	R1300m	R1400m	R1400m
	RNP ❸ LNAV	**2620'**(398') R1100m	**2620'**(398') R1100m	**2620'**(398') R1100m	**2620'**(398') R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required: RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR (DAY)	RCLM & RVR & RL or CL (NIGHT)	RCLM or RL or CL (DAY)	RL or CL (NIGHT)	Adequate Vis Ref (DAY)	Adequate Vis Ref (NIGHT)
1 R125m	R150m	R300m		R/V400m		R/V500m	NA

1 RWY 23L, 23R: R75m with approved lateral guidance system.

CHANGES: None.

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UAAA/ALA
ALMATY

JEPPESEN

19 APR 24 11-1

ALMATY, KAZAKHSTAN
ILS DME Z Rwy 05L

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

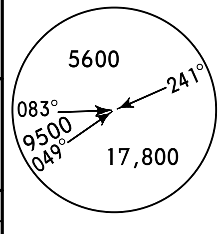
BRIEFING STRIP ™

LOC	Final Apch Crs	LIKRU	DA(H)	
IMA 109.1	051°	4200′(1979′)	2421′(200′)	Apt Elev 2238′ Rwy 2221′

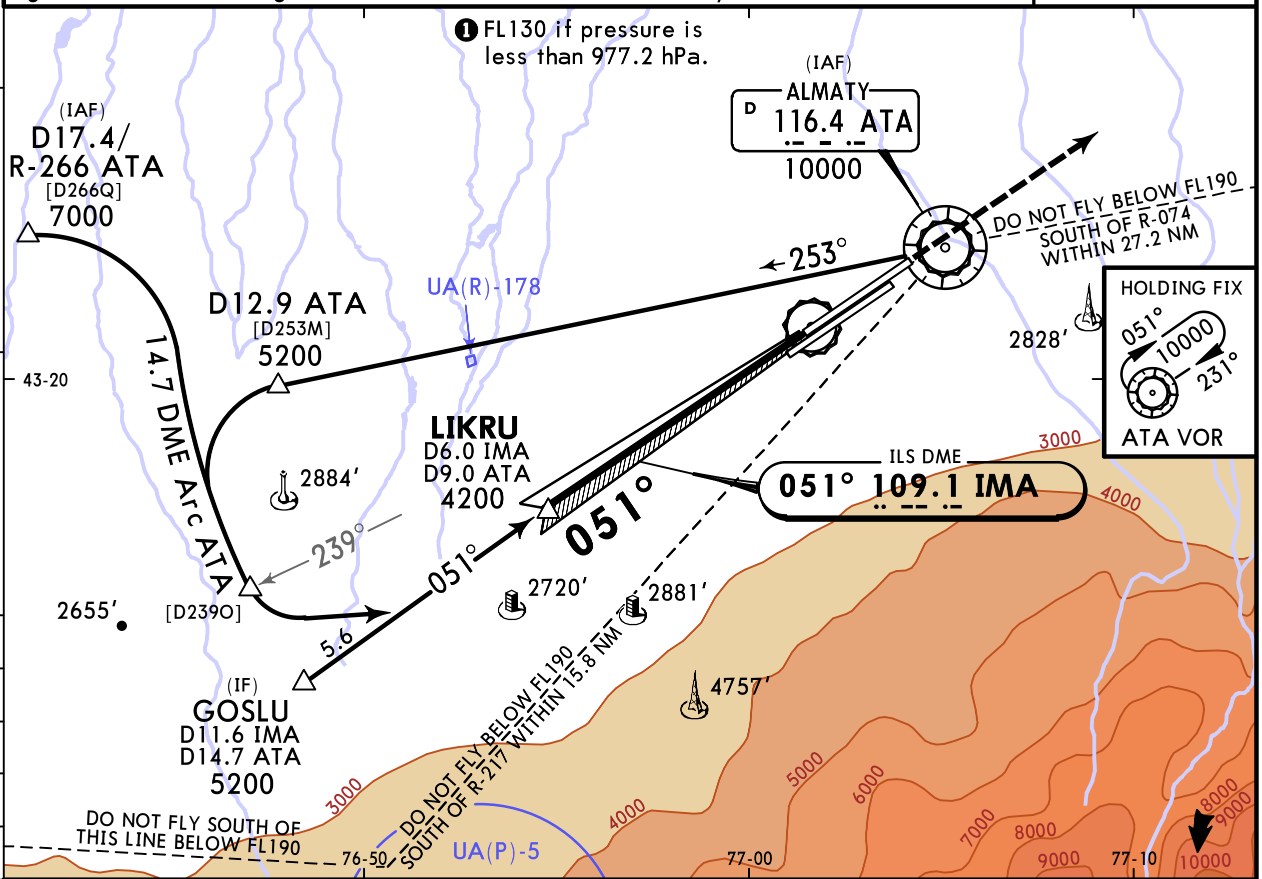
MISSED APCH: Climb on track 051° to 5200′. After passing 3200′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′(not below) to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 1 Trans alt: 10000′

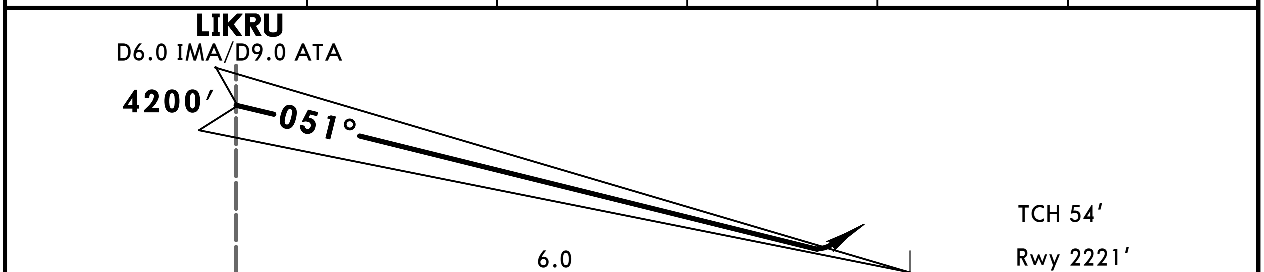
1. WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations. 2. ILS DME reads zero at Rwy 05L threshold.



MSA ATA VOR



DIST to THR/IMA DME	5.0	4.0	3.0	2.0	1.0
ATA DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3889′	3562′	3238′	2915′	2594′



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

HIALS
PAPI

5200′ on 051°

Std

STRAIGHT-IN LANDING
ILS
DA(H) 2421′(200′)

		ALS out
A		
B	1 R550m	R1200m
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ALMATY Approach frequency.

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UAAA/ALA
ALMATY

JEPPESEN

19 APR 24 (11-2)

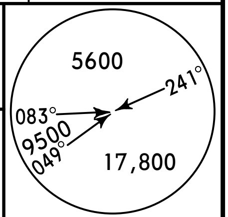
ALMATY, KAZAKHSTAN
ILS DME Y Rwy 05L

BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

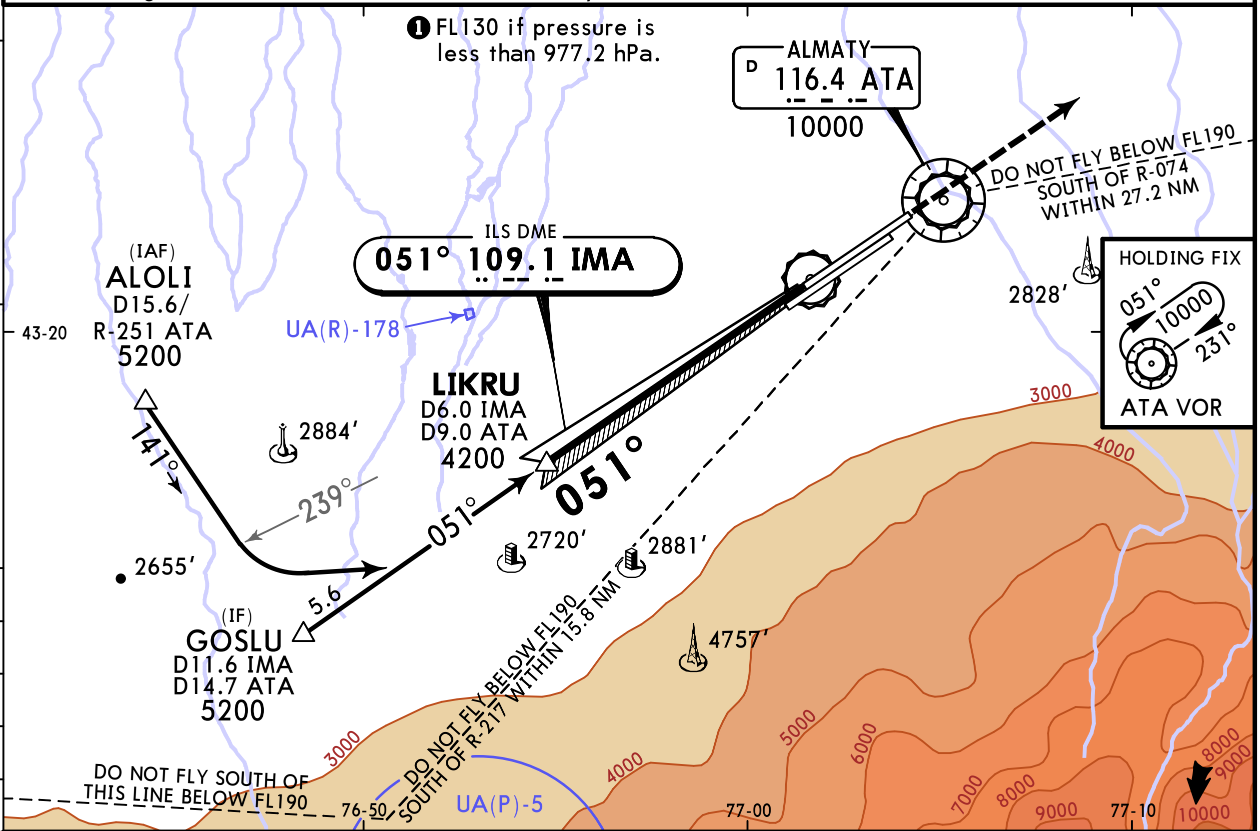
LOC IMA	Final Apch Crs	LIKRU	DA(H)	Apt Elev / Rwy
109.1	051°	4200′ (1979′)	2421′ (200′)	Apt Elev 2238′ Rwy 2221′

MISSED APCH: Climb on track 051° to 5200′. After passing 3200′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

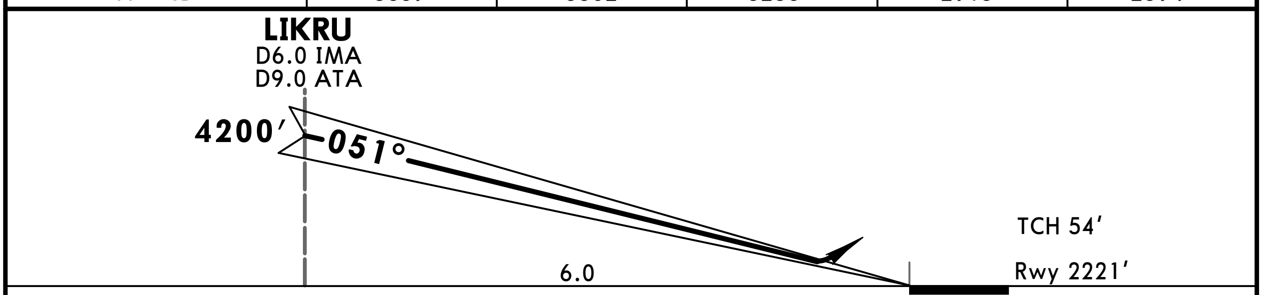


Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

1. Radar required. 2. 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. 3. ILS DME reads zero at Rwy 05L threshold.



DIST to THR/IMA DME	5.0	4.0	3.0	2.0	1.0
ATA DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3889′	3562′	3238′	2915′	2594′



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

HIALS
PAPI

5200′ on 051°

Std

STRAIGHT-IN LANDING
ILS
DA(H) **2421′** (200′)

		ALS out
A B C D	❶ R550m	R1200m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ALMATY Approach frequency.

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UAAA/ALA
ALMATY

JEPPESEN
19 APR 24 (11-3)

ALMATY, KAZAKHSTAN
LOC DME Rwy 05L

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

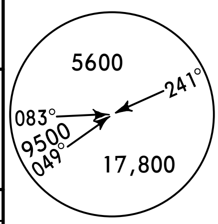
BRIEFING STRIP ™

LOC IMA	Final Apch Crs	LIKRU	DA/MDA(H)	Apt Elev / Rwy
109.1	051°	4200′ (1979′)	2830′ (609′)	Apt Elev 2238′ / Rwy 2221′

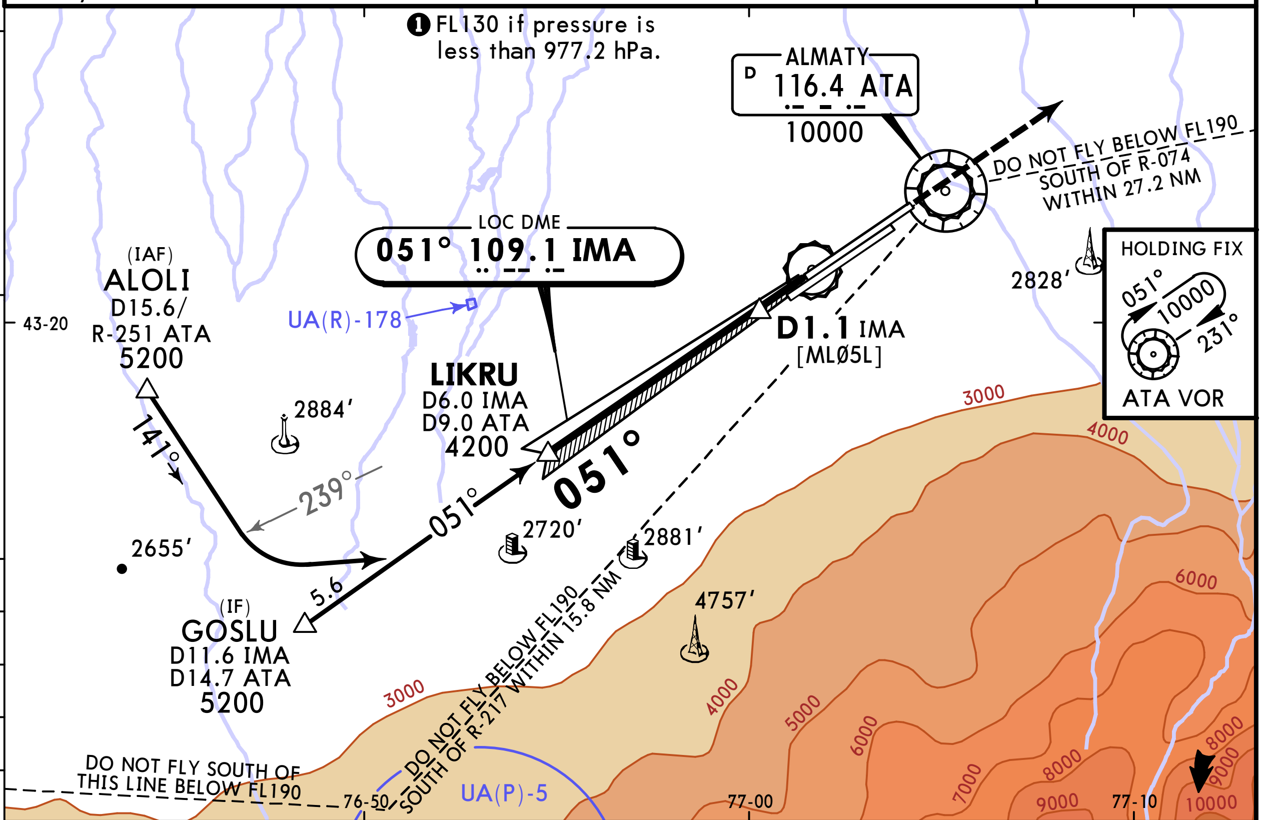
MISSED APCH: Climb on track 051° to 5200′. After passing 3200′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

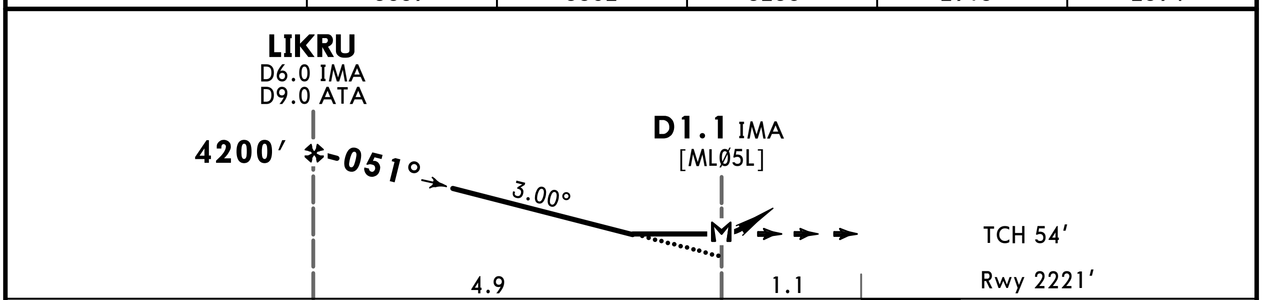
1. Radar required. 2. WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations. 3. ILS DME reads zero at Rwy 05L threshold. 4. Procedure is not available without DME IMA.



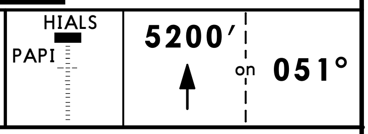
MSA ATA VOR



DIST to THR/IMA DME	5.0	4.0	3.0	2.0	1.0
ATA DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	3889′	3562′	3238′	2915′	2594′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IMA							
LIKRU to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50



Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) **2830′** (609′)

		ALS out
A	R1500m	
B		
C	R2100m	R2400m
D		

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ALMATY Approach frequency.

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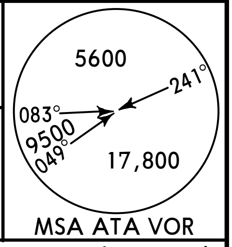
BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

LOC ILM	Final Apch Crs	DITLO	DA(H)	
110.3	051°	4200′ (1972′)	2428′ (200′)	Apt Elev 2238′ Rwy 2228′

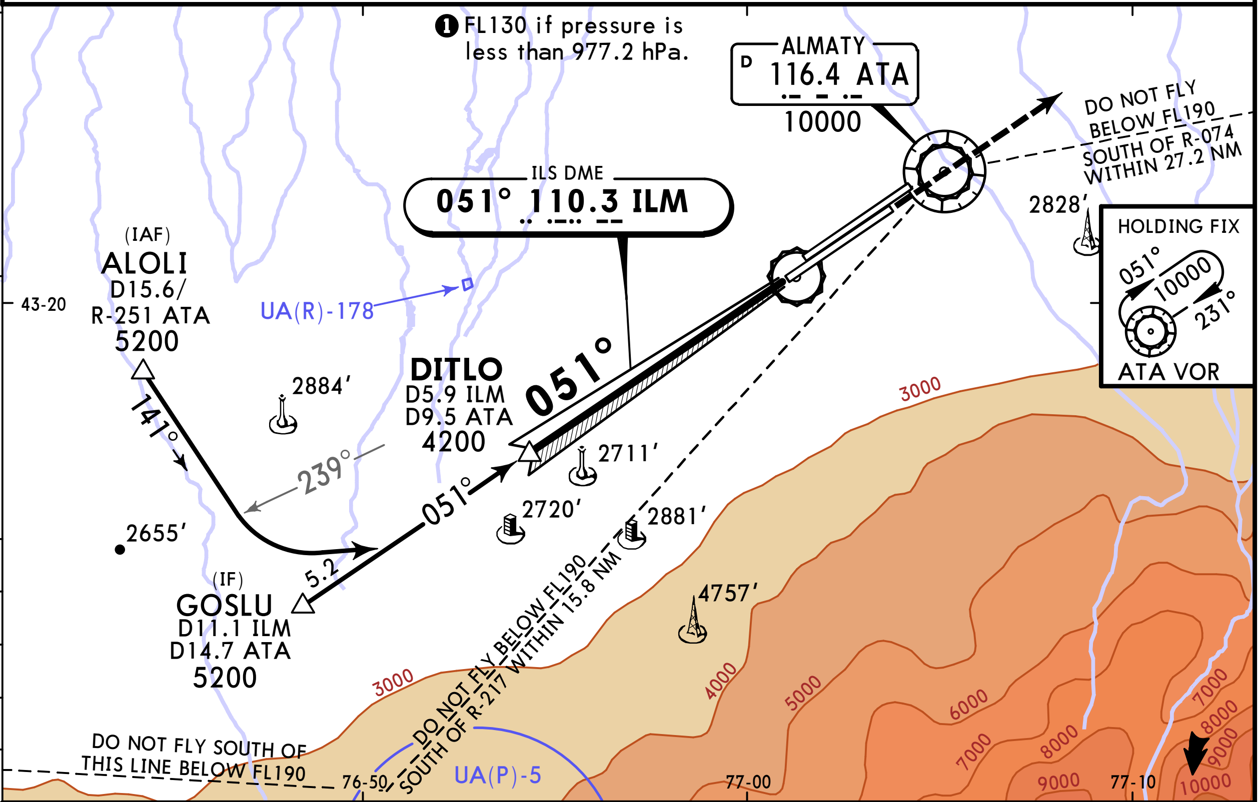


MISSED APCH: Climb on track 051° to 5200′. After passing 3200′ radar vectoring will be provided.

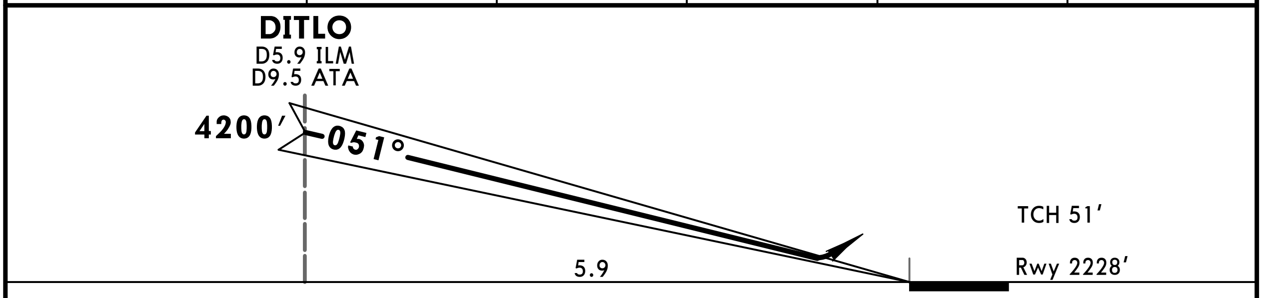
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

1. Radar required. 2. 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. 3. ILS DME reads zero at Rwy 05R threshold.



DIST to THR/ILM DME	5.0	4.0	3.0	2.0	1.0
ATA DME	8.6	7.6	6.6	5.6	4.6
ALTITUDE	3893′	3566′	3242′	2919′	2598′



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

HIALS
PAPI

5200′ on 051°

Std

STRAIGHT-IN LANDING
ILS
DA(H) **2428′** (200′)

		ALS out
A B C D	❶ R550m	R1200m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ALMATY Approach frequency.

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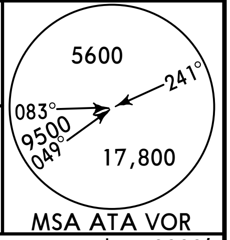
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

LOC IAL	Final Apch Crs	SUGUM	DA(H)	Apt Elev 2238' Rwy 2236'
108.1	231°	4200' (1964')	2436' (200')	

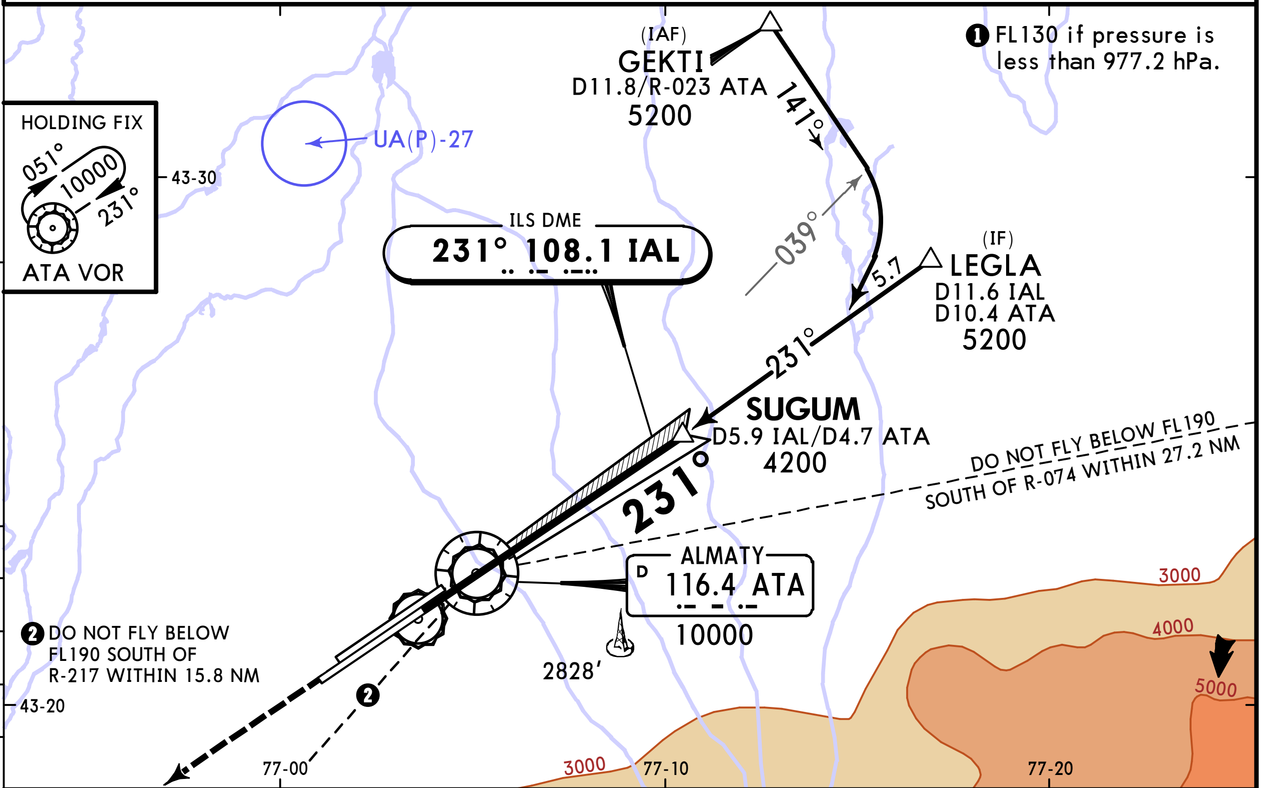


MISSED APCH: Climb on track 231° to 5200'. After passing 4200' radar vectoring will be provided.

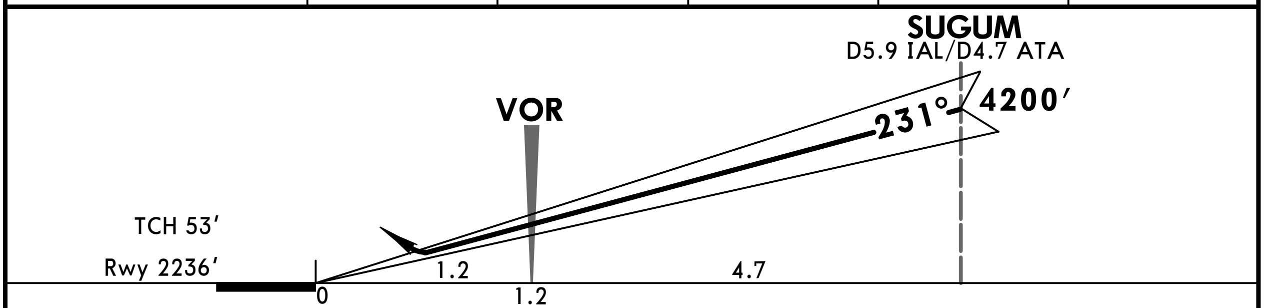
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200', turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000' (not below) to VOR and join holding.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 1 | Trans alt: 10000'

1. Radar required. 2. 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. 3. ILS DME reads zero at Rwy 23L threshold.



DIST to THR/IAL DME	1.0	2.0	3.0	4.0	5.0
ATA DME	-0.2	0.8	1.8	2.8	3.8
ALTITUDE	2608'	2929'	3252'	3576'	3903'



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

HIALS-II
PAPI

5200' on 231°

Std

STRAIGHT-IN LANDING

ILS

DA(H) 2436' (200')

		TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ALMATY Approach frequency.

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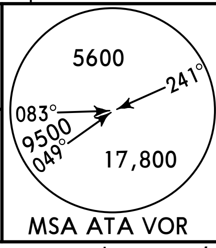
BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

LOC IAL	Final Apch Crs	SUGUM	CAT III	CAT II ILS	
108.1	231°	4200′ (1964′)	Refer to Minimums		Apt Elev 2238′ Rwy 2236′

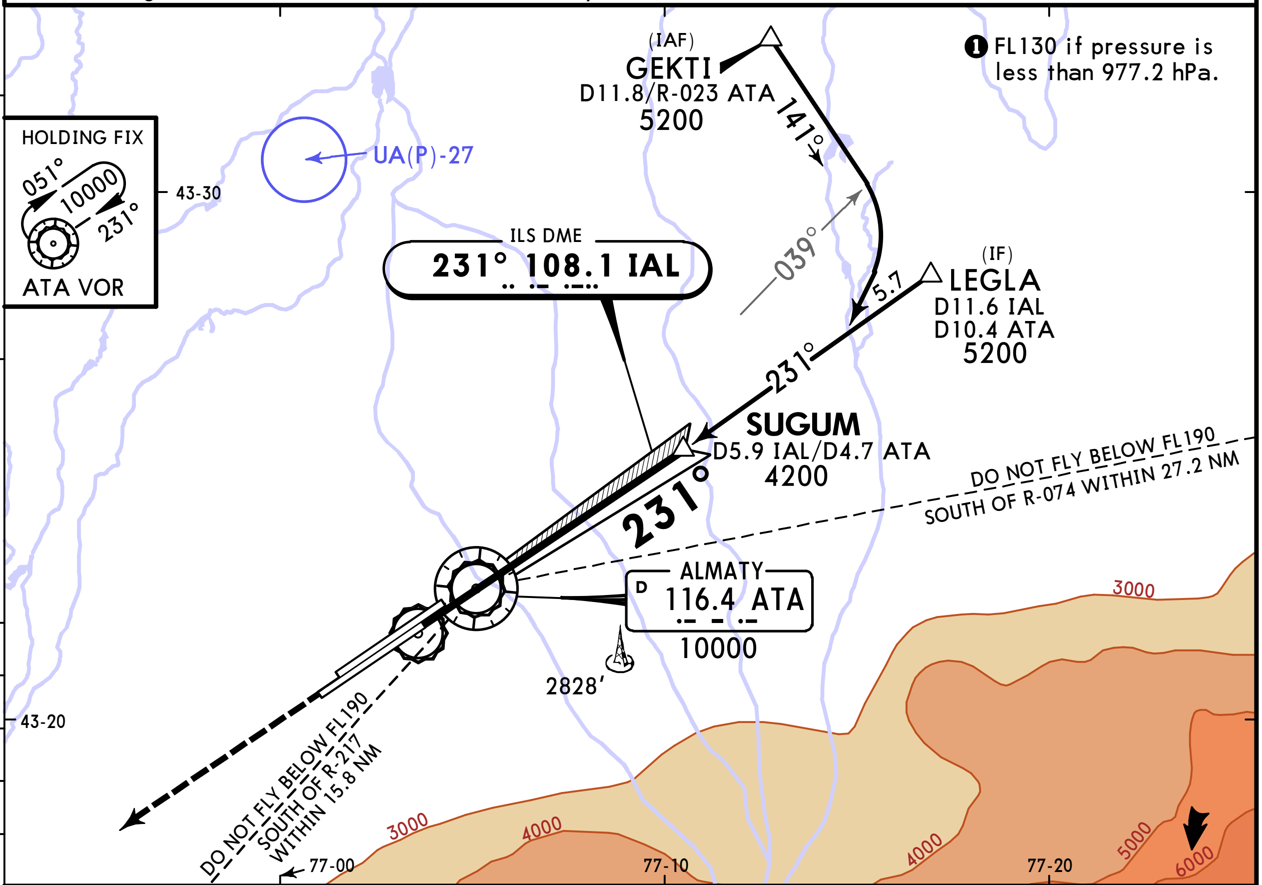


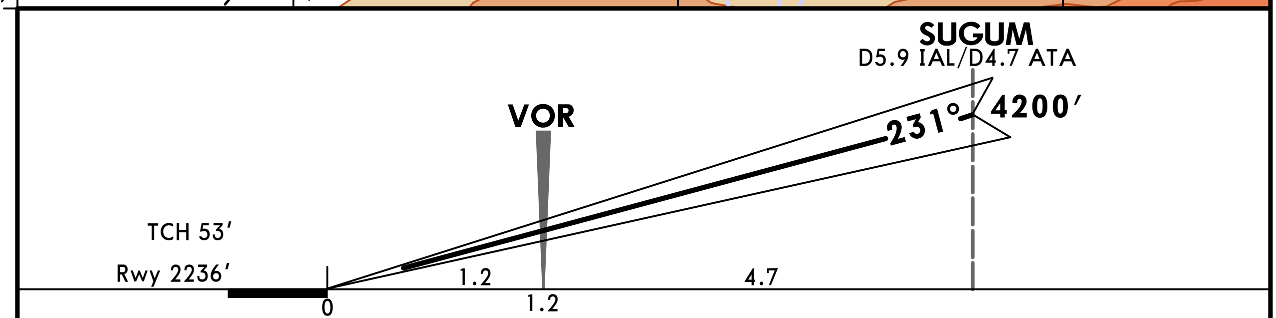
MISSED APCH: Climb on track 231° to 5200′. After passing 4200′ radar vectoring will be provided.

MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200′, turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

1. Radar required. 2. 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. 3. ILS DME reads zero at Rwy 23L threshold.





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

HIALS-II
PAPI

5200′ on 231°

Std

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	AB: RA 104′ DA(H) 2336′ (100′) C: RA 114′ DA(H) 2346′ (110′) D: RA 124′ DA(H) 2356′ (120′)
R75m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: ALMATY Approach frequency.

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ILS DME Z Rwy 23R

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

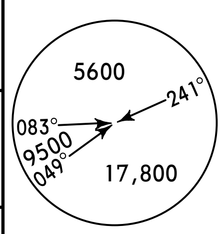
LOC IAA	Final Apch Crs	ODLUR	DA(H)	Apt Elev 2238′ / Rwy 2222′
111.3	231°	4200′(1978′)	2422′(200′)	

BRIEFING STRIP ™

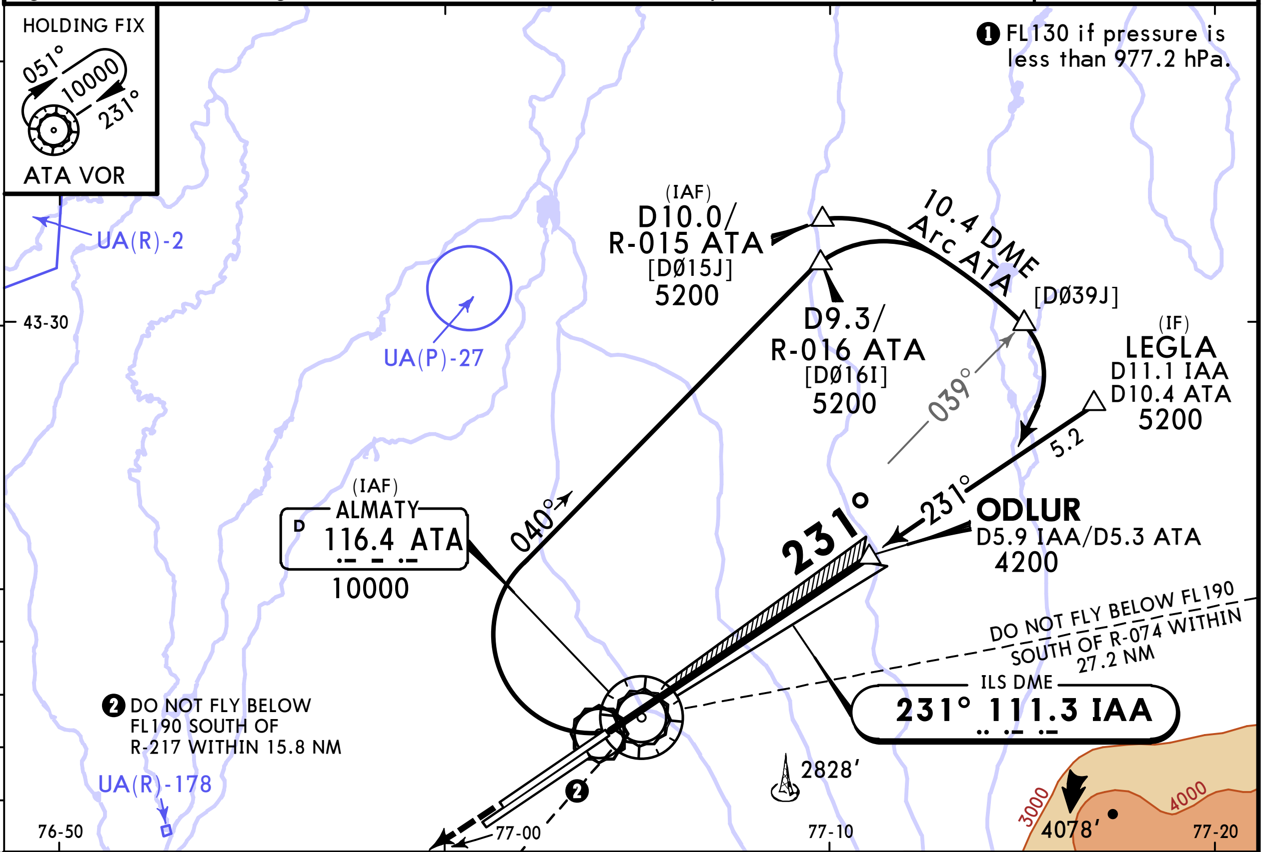
MISSED APCH: Climb on track 231° to 5200′. After passing 3200′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200′, turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000′(not below) to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

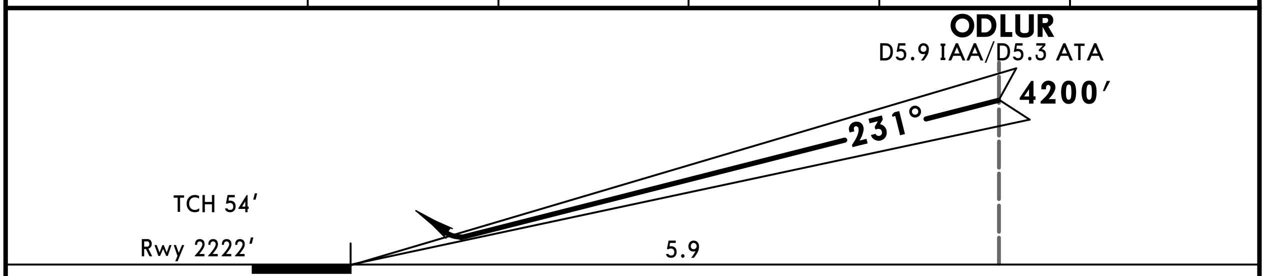
1. WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.2. ILS DME reads zero at Rwy 23R threshold.



MSA ATA VOR



DIST to THR/IAA DME	1.0	2.0	3.0	4.0	5.0
ATA DME	0.3	1.3	2.3	3.3	4.3
ALTITUDE	2595′	2916′	3239′	3563′	3890′



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

HIALS-II
PAPI

5200′ on 231°

Std

STRAIGHT-IN LANDING

ILS

DA(H) **2422′**(200′)

		TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: ALMATY Approach frequency.

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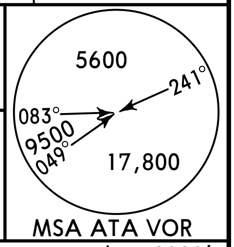
BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

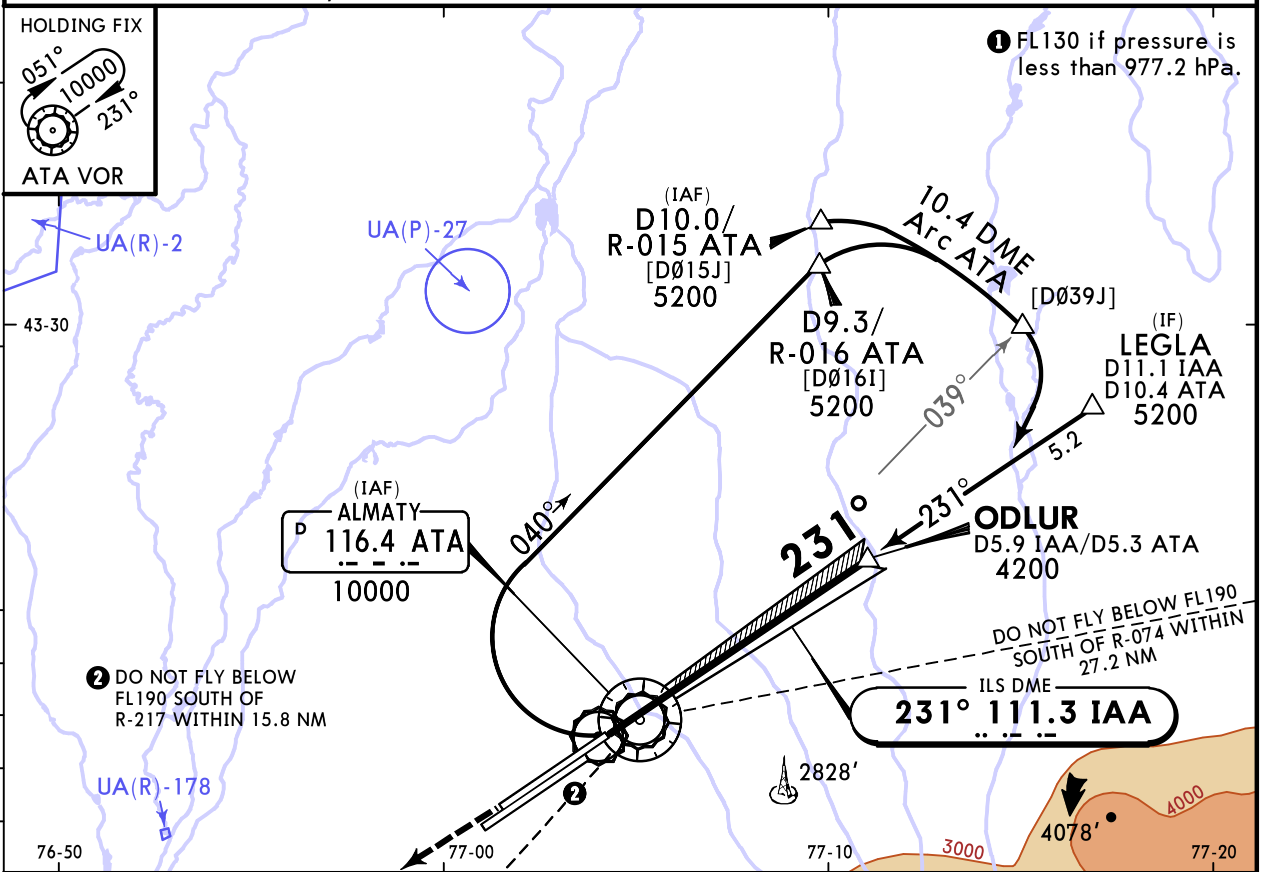
LOC IAA	Final Apch Crs	ODLUR	CAT IIIB	CAT IIIA	CAT II ILS	
111.3	231°	4200′ (1978′)	Refer to Minimums		RA 105′ DA(H) 2322′(100′)	Apt Elev 2238′ Rwy 2222′

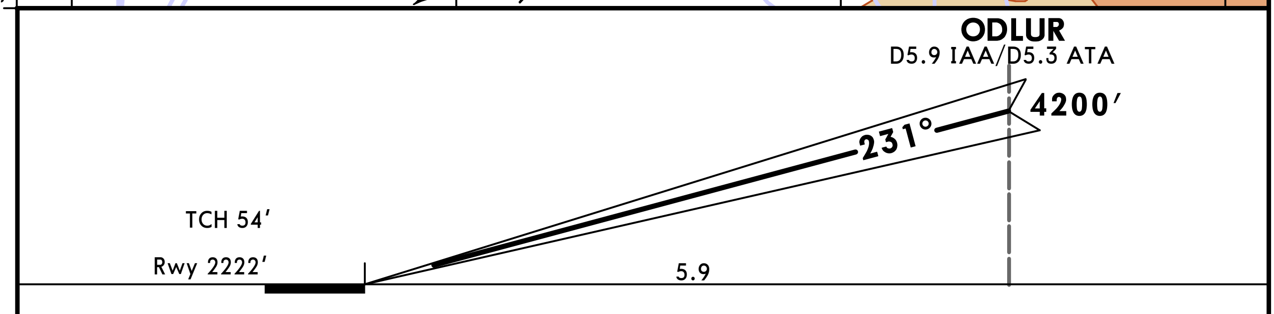


MISSED APCH: Climb on track 231° to 5200′. After passing 3200′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200′, turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000′(not below) to VOR and join holding.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

1. 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.
2. ILS DME reads zero at Rwy 23R threshold.





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

HIALS-II
PAPI

5200′ on 231°

Std

STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
		RA 105′ DA(H) 2322′(100′)
R75m	R175m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: ALMATY Approach frequency.

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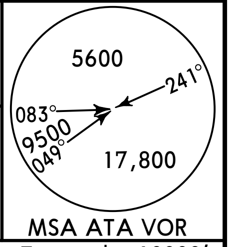
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

LOC IAA	Final Apch Crs	ODLUR	DA(H)	Apt Elev / Rwy
111.3	231°	4200′ (1978′)	2422′ (200′)	Apt Elev 2238′ / Rwy 2222′

BRIEFING STRIP ™

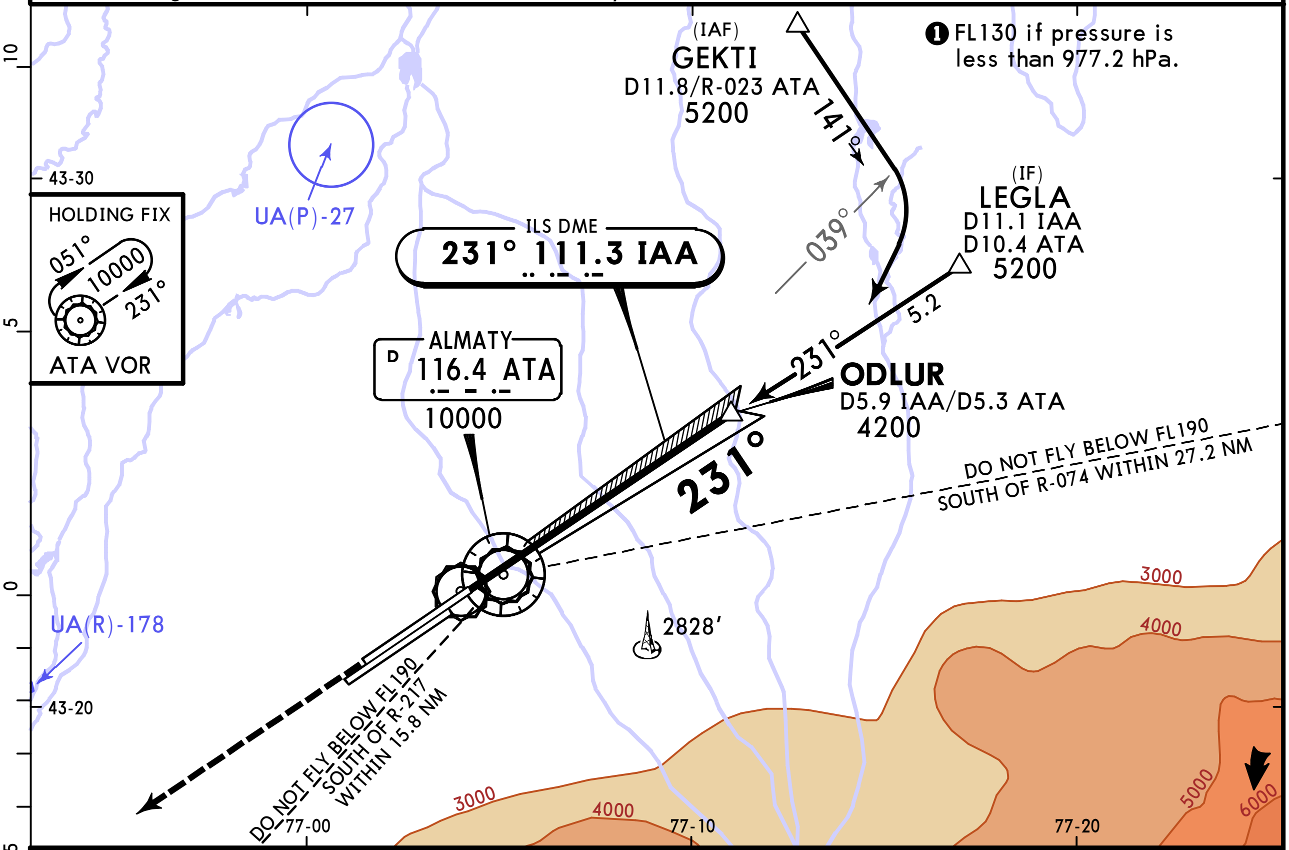


MISSED APCH: Climb on track 231° to 5200′. After passing 3200′ radar vectoring will be provided.

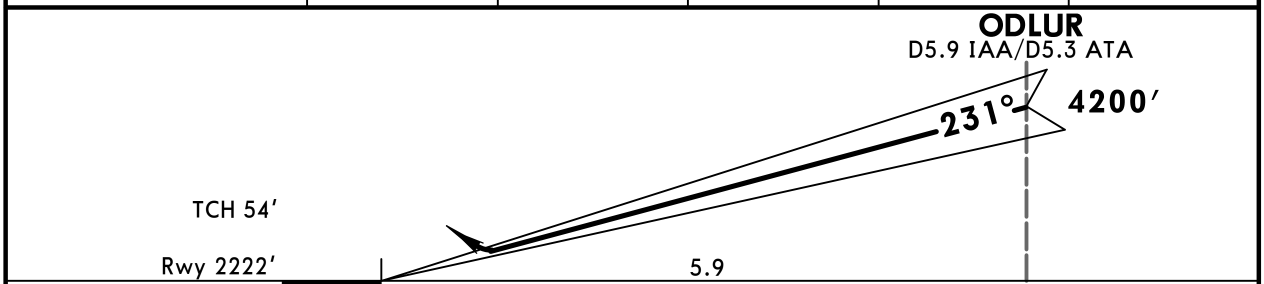
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200′, turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

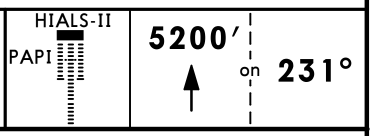
1. Radar required. 2. WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations. 3. ILS DME reads zero at Rwy 23R threshold.



DIST to THR/IAA DME	1.0	2.0	3.0	4.0	5.0
ATA DME	0.3	1.3	2.3	3.3	4.3
ALTITUDE	2595′	2916′	3239′	3563′	3890′



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



Std

STRAIGHT-IN LANDING
ILS
DA(H) **2422′** (200′)

		TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ALMATY Approach frequency.

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CAT II/III ILS DME Y Rwy 23R

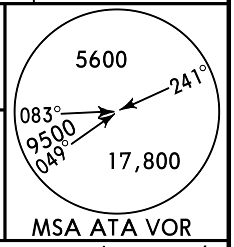
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

BRIEFING STRIP ™

LOC IAA	Final Apch Crs	ODLUR	CAT IIIB	CAT IIIA	CAT II ILS	
111.3	231°	4200′ (1978′)	Refer to Minimums		RA 105′ DA(H) 2322′(100′)	Apt Elev 2238′ Rwy 2222′

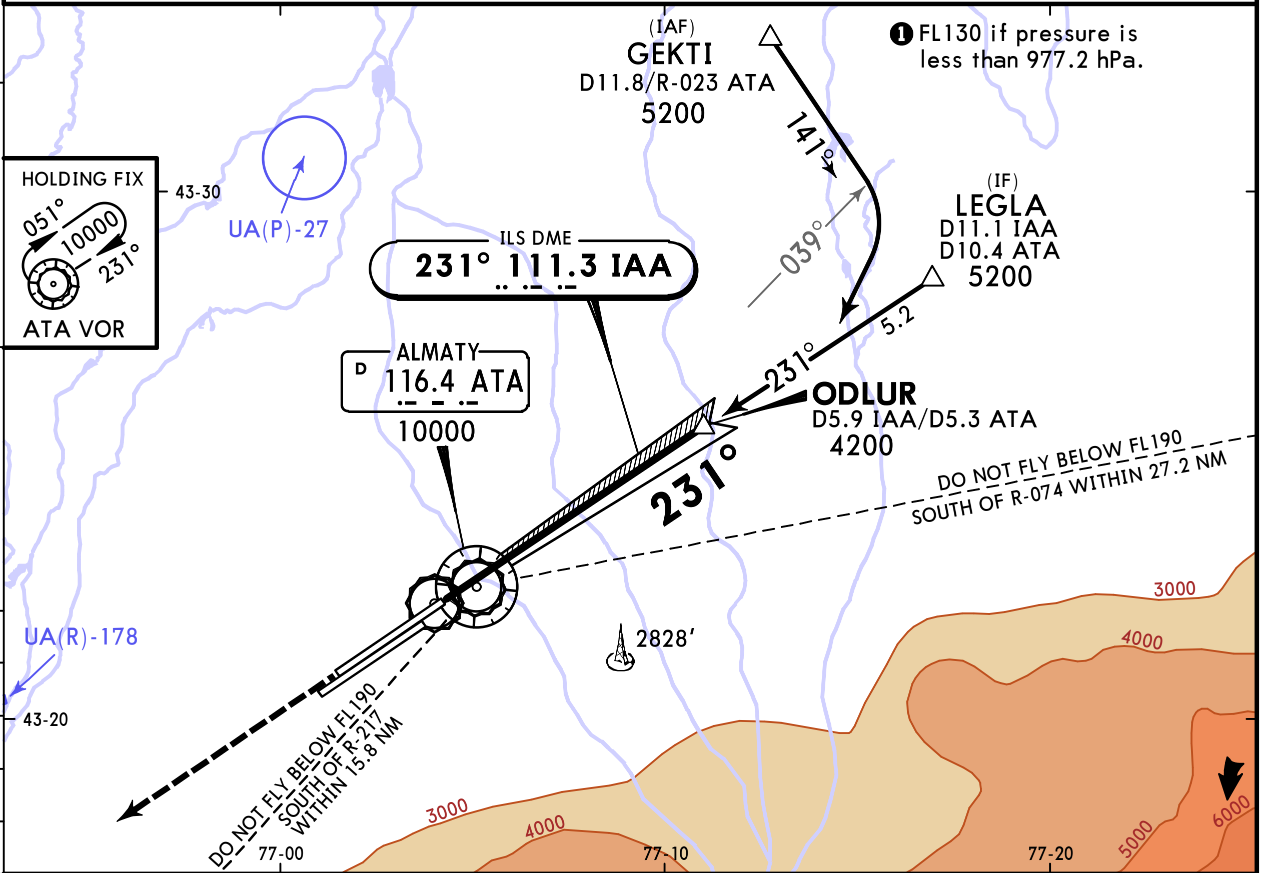
MISSED APCH: Climb on track 231° to 5200′. After passing 3200′ radar vectoring will be provided.

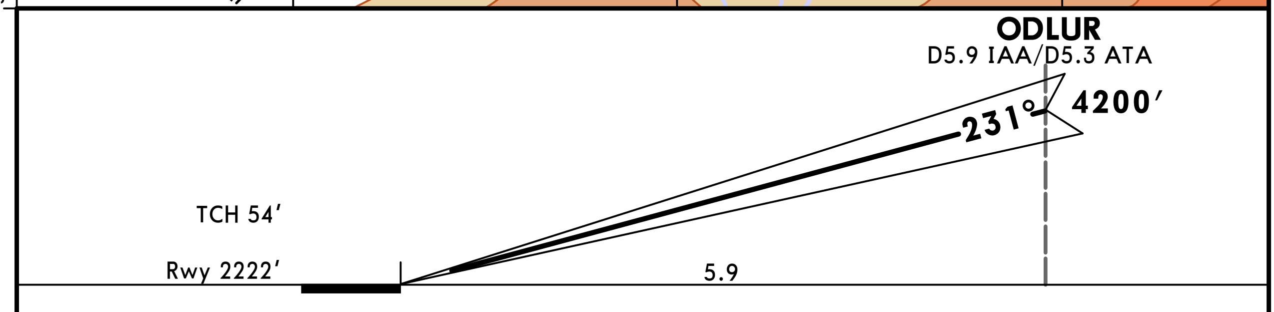
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200′, turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000′(not below) to VOR and join holding.



Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

1. Radar required. 2. 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. 3. ILS DME reads zero at Rwy 23R threshold.





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

HIALS-II
PAPI

5200′ on 231°

Std STRAIGHT-IN LANDING

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
		RA 105′ DA(H) 2322′(100′)
R75m	R175m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: ALMATY Approach frequency.

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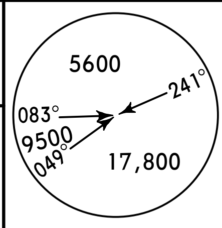
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

BRIEFING STRIP ™

RNAV	Final Apch Crs	LIKRU MANDATORY	LNAV/VNAV DA(H)	Apt Elev 2238′
	051°	4200′(1979′)	Refer to Minimums	Rwy 2221′

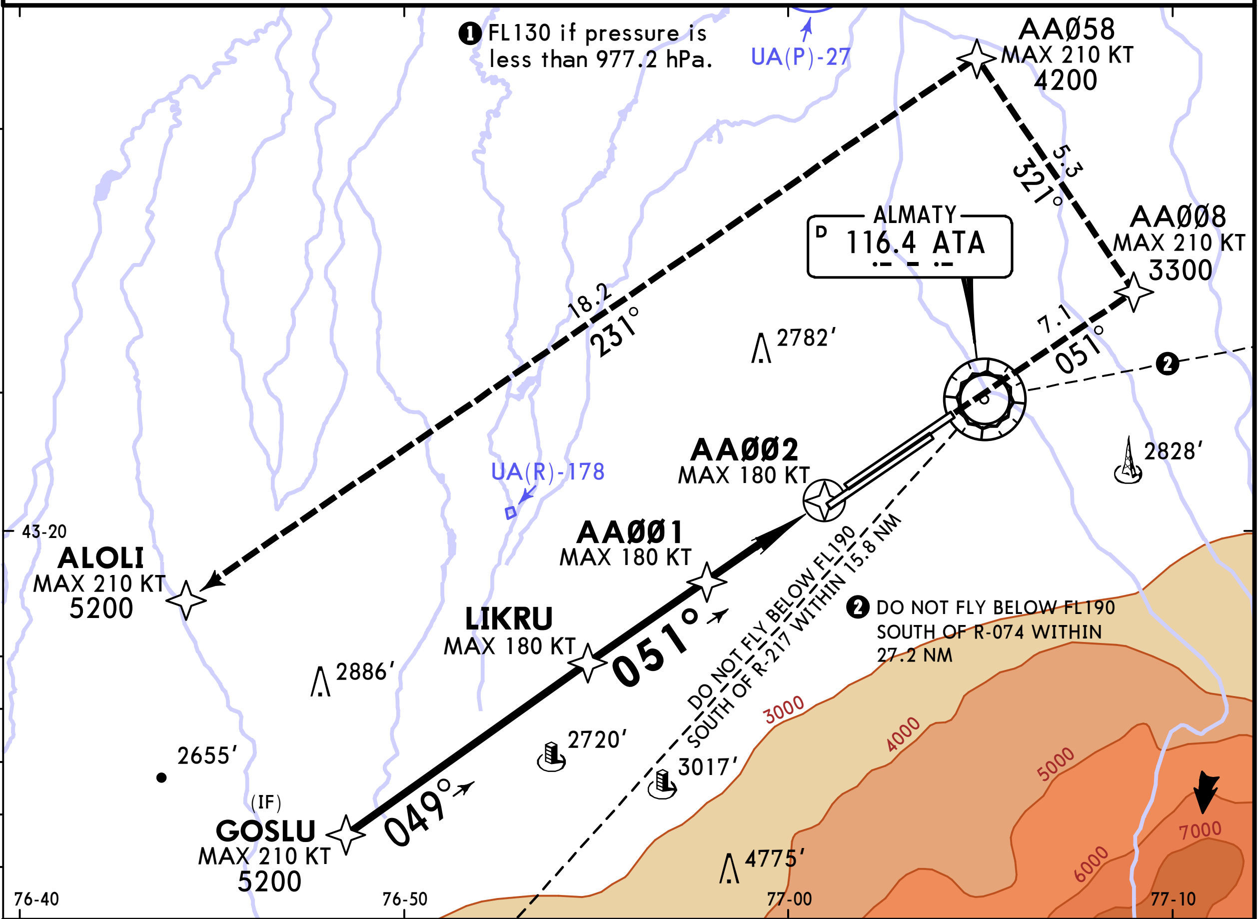


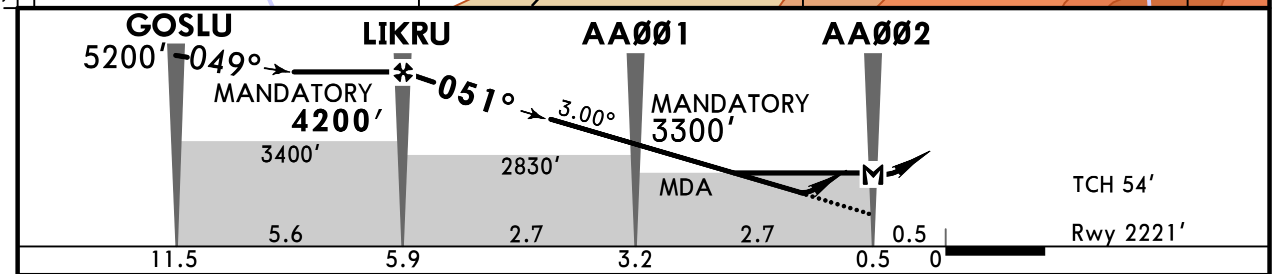
MSA ATA VOR

MISSED APCH: Climb to AAØØ8, track to AAØ58, continue track to ALOLI, climbing to 5200′ or above. Expect vectoring by ALMATY Radar. MAX 210 KT.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

Baro-VNAV not authorized below -20°C.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at AAØØ2						

HIALS
PAPI

210 KT MAX | AAØØ8

Std

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV
	DA(H) A: **2510′**(289′) C: **2530′** (309′) B: **2520′**(299′) D: **2560′** (339′)		CDFA ❶ DA/MDA(H) **2720′**(499′)
		ALS out		ALS out
A	R750m	R1400m	R1500m	R1500m
B	R750m	R1400m	R1500m	R1500m
C	R750m	R1400m	R1500m	R2300m
D	R800m	R1500m	R1500m	R2300m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Missed approach text.

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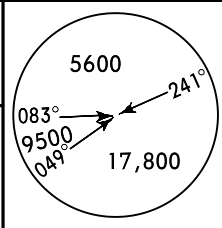
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

BRIEFING STRIP ™

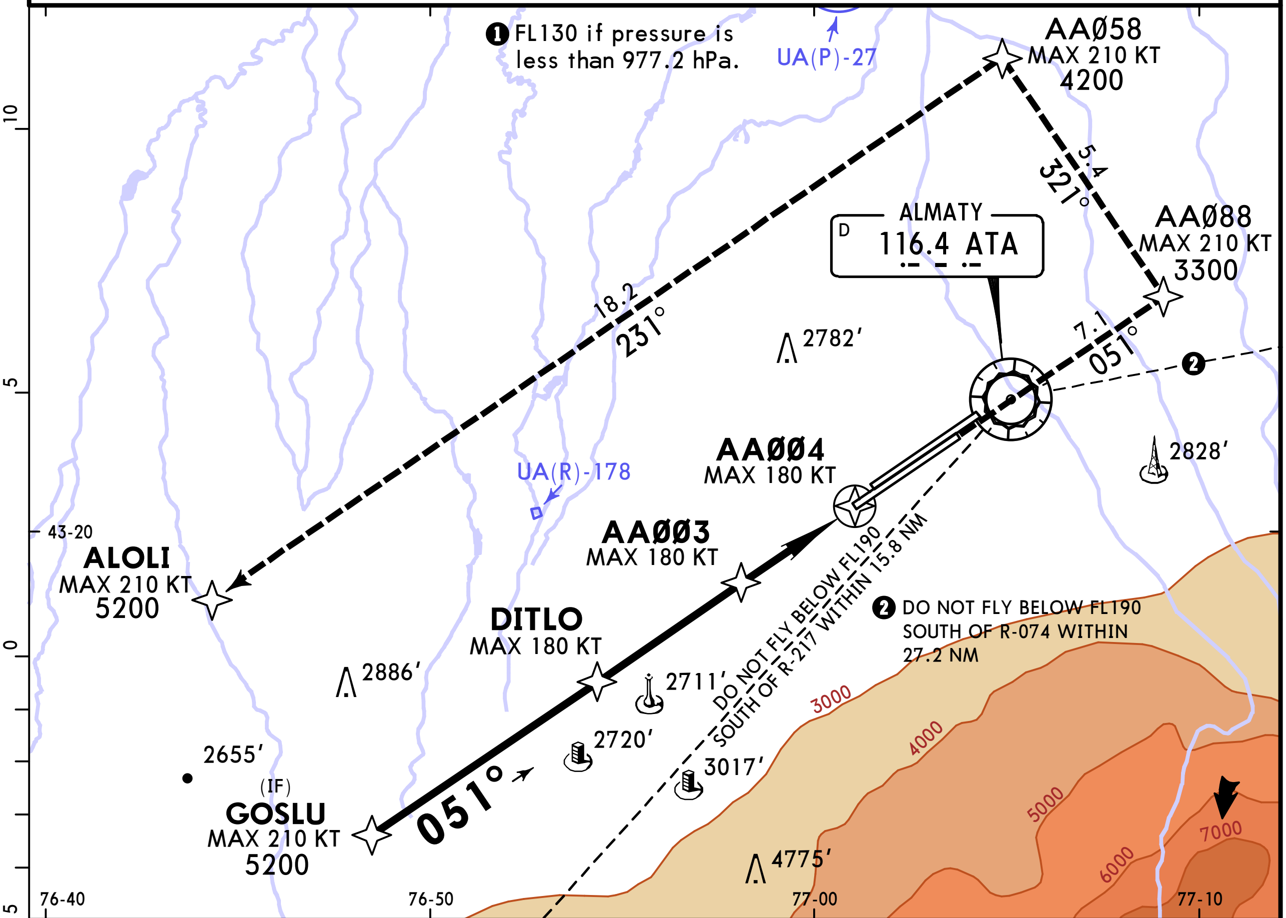
RNAV	Final Apch Crs 051°	DITLO MANDATORY 4200′(1972′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 2238′ Rwy 2228′

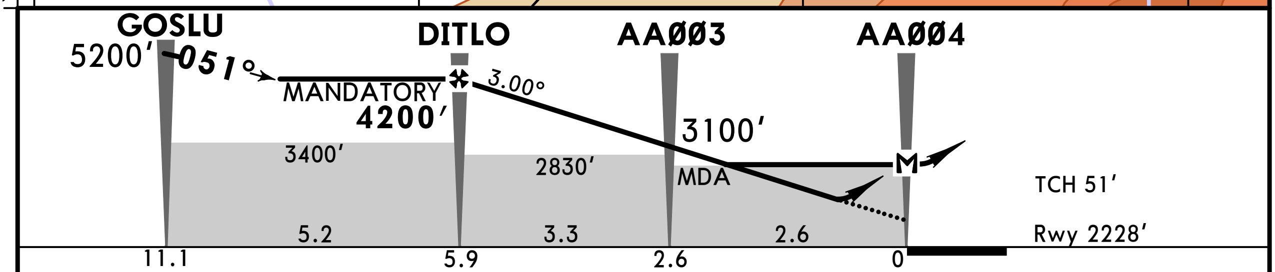


MISSED APCH: Climb to AA088, track to AA058, continue track to ALOLI, climbing to 5200′ or above. Expect vectoring by ALMATY Radar. MAX 210 KT.

Alt Set: hPa (MM on req) | Rwy Elev: 79 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

Baro-VNAV not authorized below -20°C.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at AA004						

HIALS
PAPI

210 KT MAX | AA088 ↑

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) A: 2530′(302′) BC: 2550′(322′) D: 2560′(332′)		LNAV CDFA ❶ DA/MDA(H) 2720′(492′)	
		ALS out		ALS out
A	R750m	R1400m	R1500m	R1500m
B	R800m	R1500m	R1500m	R1500m
C	R800m	R1500m	R1500m	R2300m
D	R800m	R1500m	R1500m	R2300m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach text.

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BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

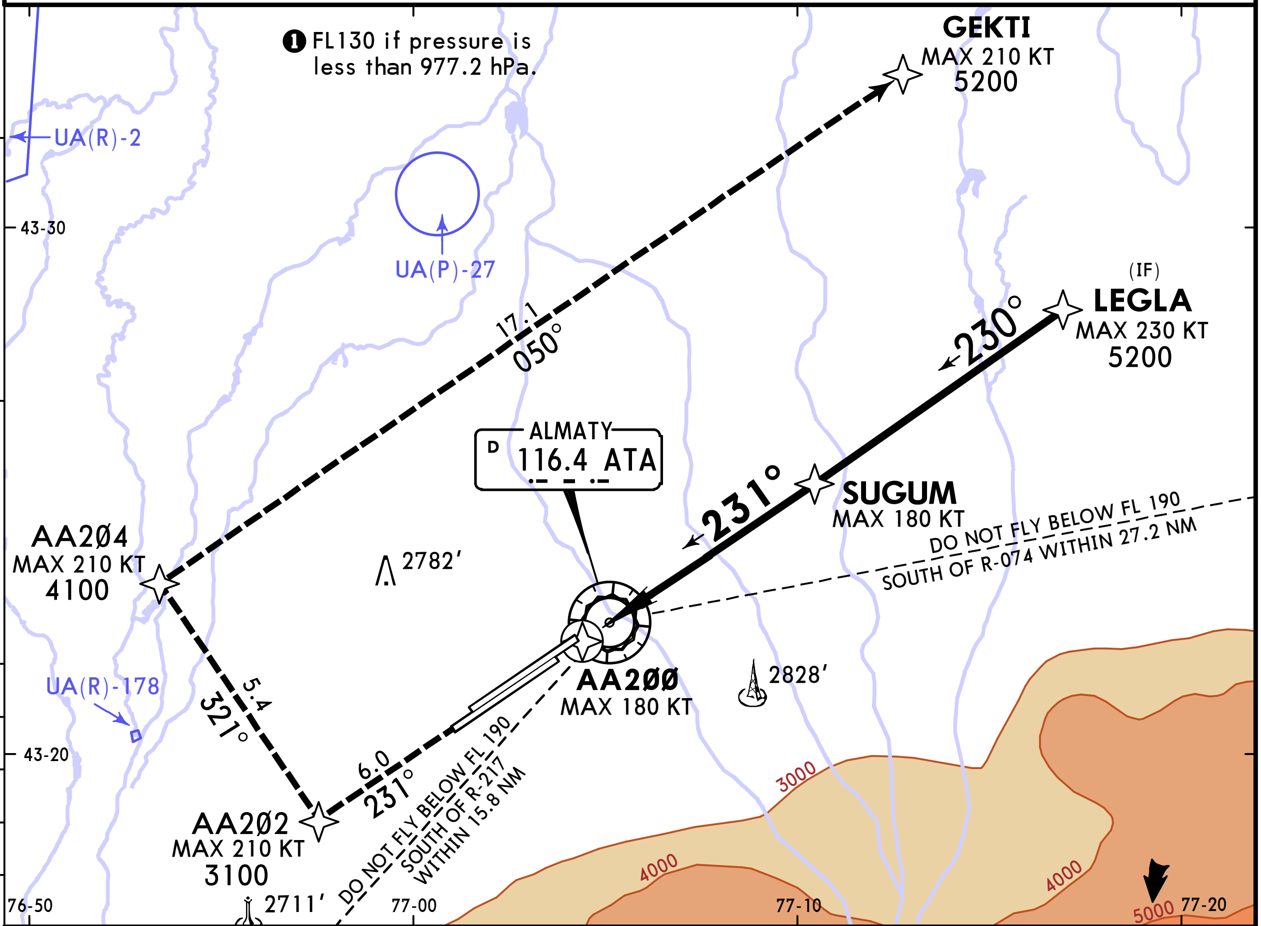
RNAV	Final Apch Crs	SUGUM MANDATORY	LNAV/VNAV DA(H)	Apt Elev 2238′
	231°	4200′ (1964′)	Refer to Minimums	Rwy 2236′

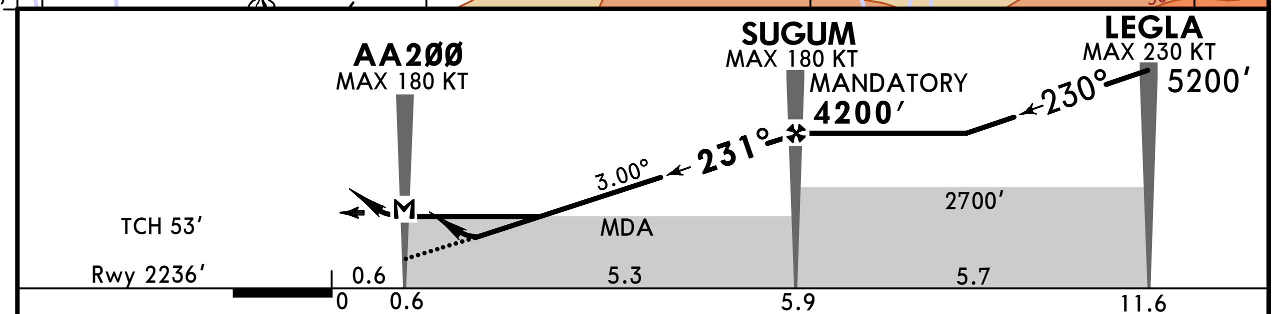
MSA ATA VOR: 5600 (083°–241°), 9500 (049°–083°), 17,800

MISSED APCH: Climb to AA2Ø2, track to AA2Ø4, continue track to GEKTI, climbing to 5200′ or above. Expect vectoring by ALMATY Radar. MAX 210 KT.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

BARO-VNAV not authorized below -20°C.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at AA2ØØ						

HIALS-II PAPI

210 KT MAX — AA2Ø2 ↑

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) A: 2540′(304′) C: 2570′(334′) B: 2550′(314′) D: 2600′(364′)		LNAV CDFA ❶ DA/MDA(H) 2650′(414′)	
		ALS out		ALS out
A	R750m	R1400m	R1200m	R1500m
B	R750m	R1400m	R1200m	R1500m
C	R800m	R1500m	R1200m	R1900m
D	R1000m	R1700m	R1200m	R1900m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Missed approach text.

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BRIEFING STRIP ™

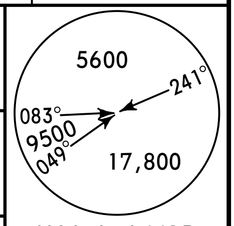
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

RNAV	Final Apch Crs	ODLUR MANDATORY	LNAV/VNAV DA(H)	Apt Elev 2238′
	231°	**4200′** (1978′)	Refer to Minimums	Rwy 2222′

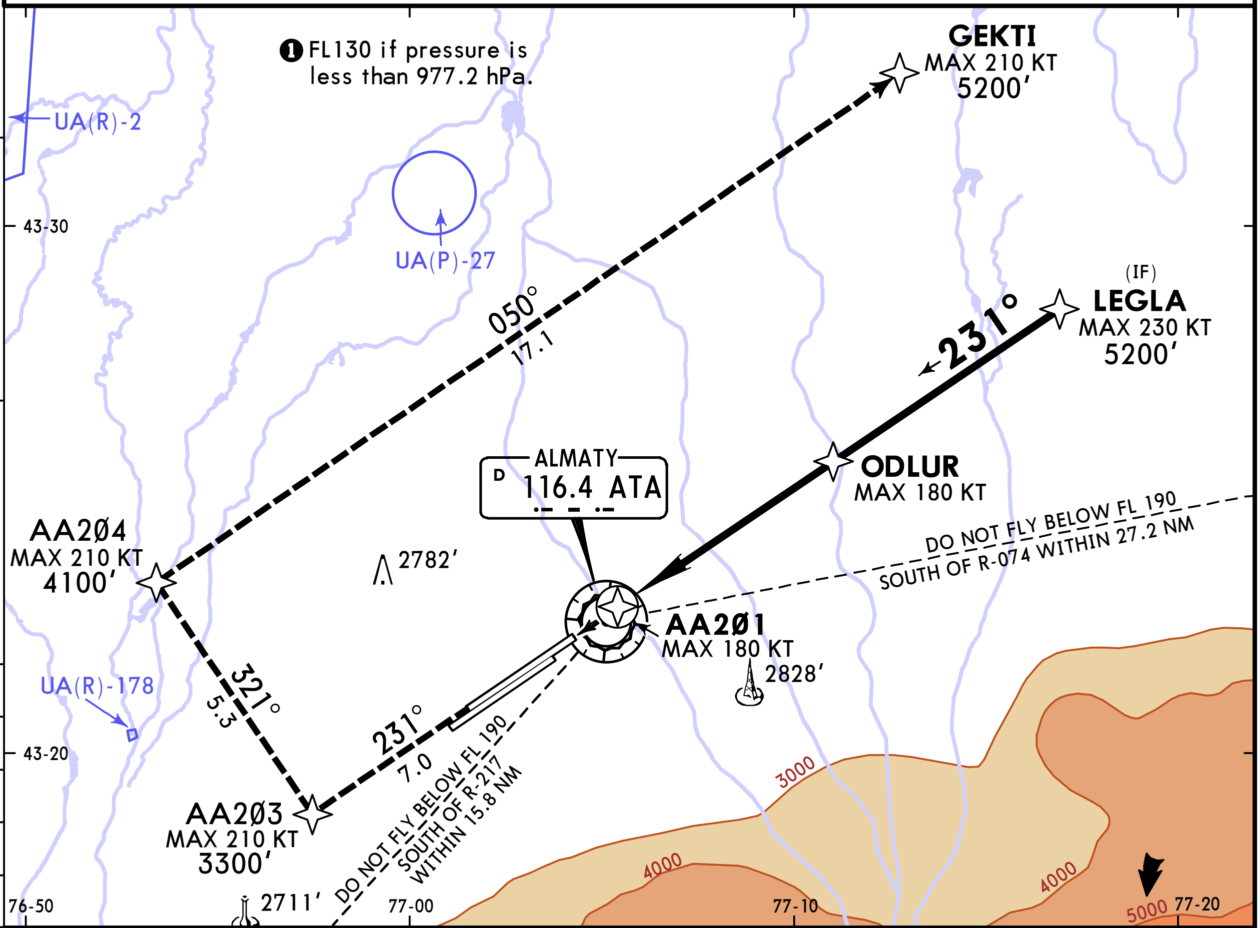
MISSED APCH: Climb to AA2Ø3, track to AA2Ø4, continue track to GEKTI, climbing to 5200′ or above. Expect vectoring by ALMATY Radar. MAX 210 KT.

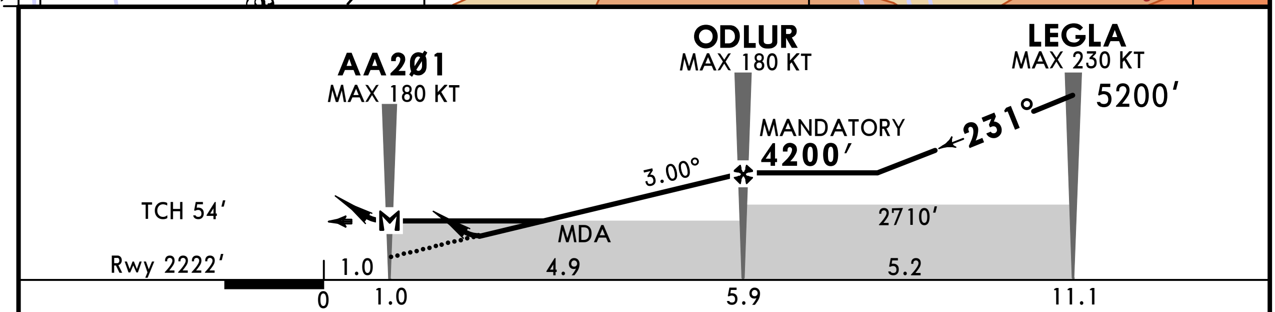
Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

BARO-VNAV not authorized below -20°C.



MSA ATA VOR





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at AA2Ø1							

HIALS-II PAPI | **210 KT** MAX | **AA2Ø3** ↑

Std

STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) A: **2480′**(258′) C: **2510′**(288′) B: **2490′**(268′) D: **2540′**(318′)		LNAV CDFA ❶ DA/MDA(H) **2620′**(398′)	
		ALS out		ALS out
A	R750m	R1300m	R1100m	R1500m
B	R750m	R1300m	R1100m	R1500m
C	R750m	R1400m	R1100m	R1800m
D	R750m	R1400m	R1100m	R1800m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Missed approach text.

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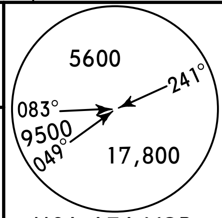
BRIEFING STRIP ™

ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

VOR ATA	Final Apch Crs	LIKRU	DA/MDA(H)	Apt Elev 2238′ Rwy 2221′
116.4	051°	4200′(1979′)	2830′(609′)	

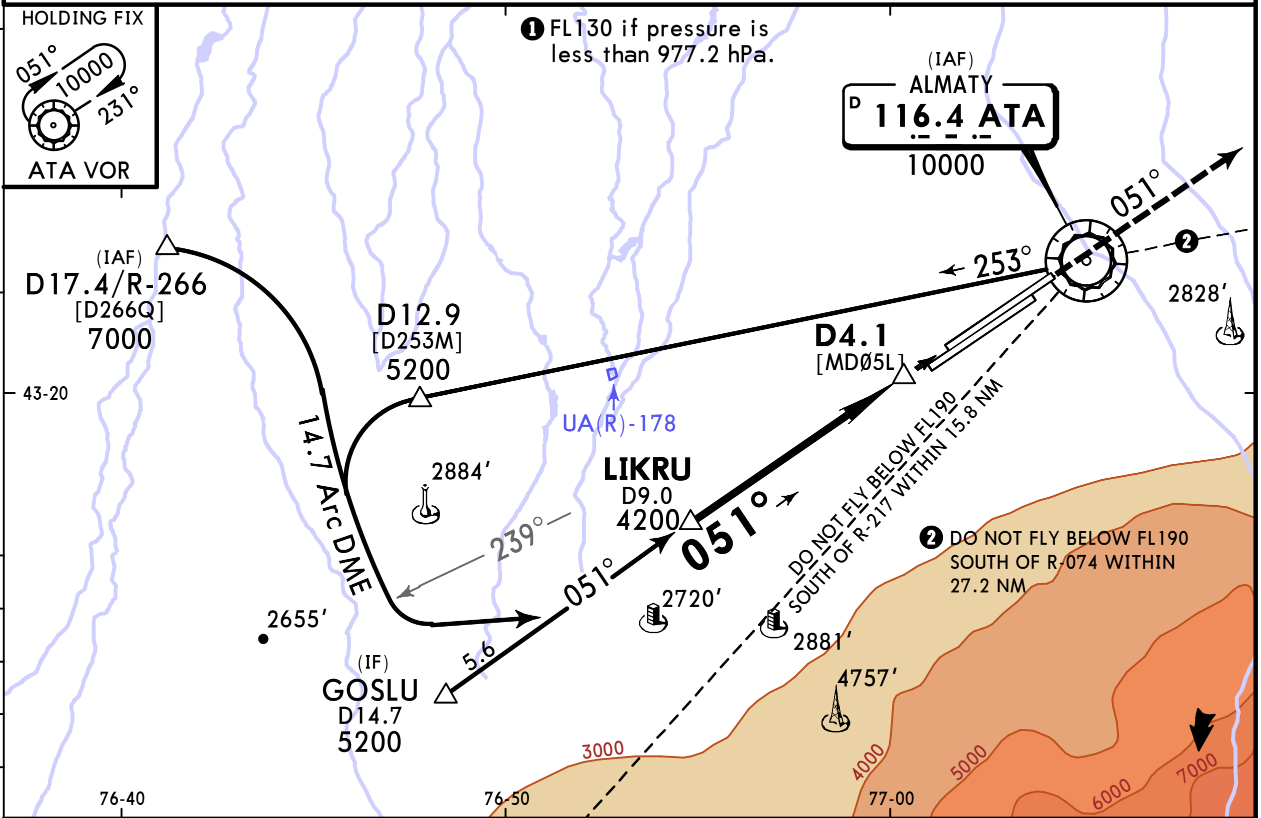


MISSED APCH: Climb on track 051° to 5200′. After passing 3200′ radar vectoring will be provided.

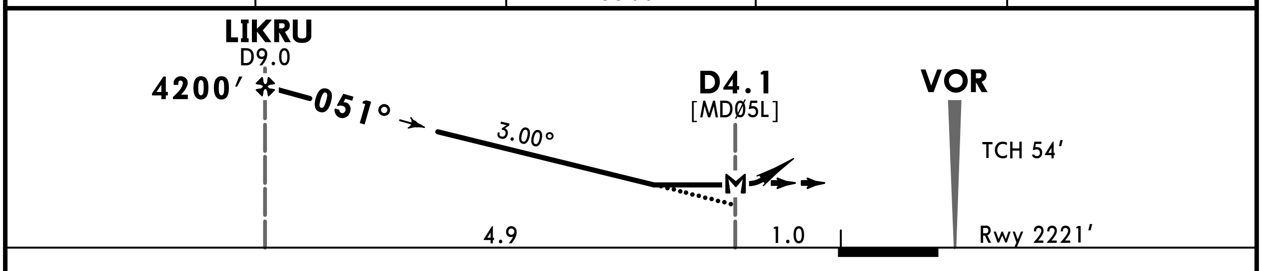
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′(not below) to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000′

1. 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.
2. Inbound track is offset 0.5° from Rwy bearing 051°.



DIST to THR	5.0	4.0	3.0	2.0
ATA DME	8.0	7.0	6.0	5.0
ALTITUDE	3862′	3544′	3225′	2907′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.1							
LIKRU to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

HIALS
PAPI

5200′ on 051°

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 2830′(609′)

		ALS out
A	R1500m	
B		
C	R2100m	R2400m
D		

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ALMATY Approach frequency.

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ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

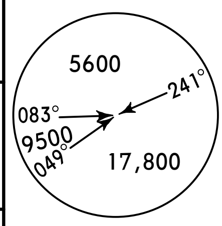
VOR ATA	Final Apch Crs	D9.7	DA/MDA(H)	Apt Elev 2238′ Rwy 2228′
116.4	051°	4200′ (1972′)	3150′ (922′)	

BRIEFING STRIP ™

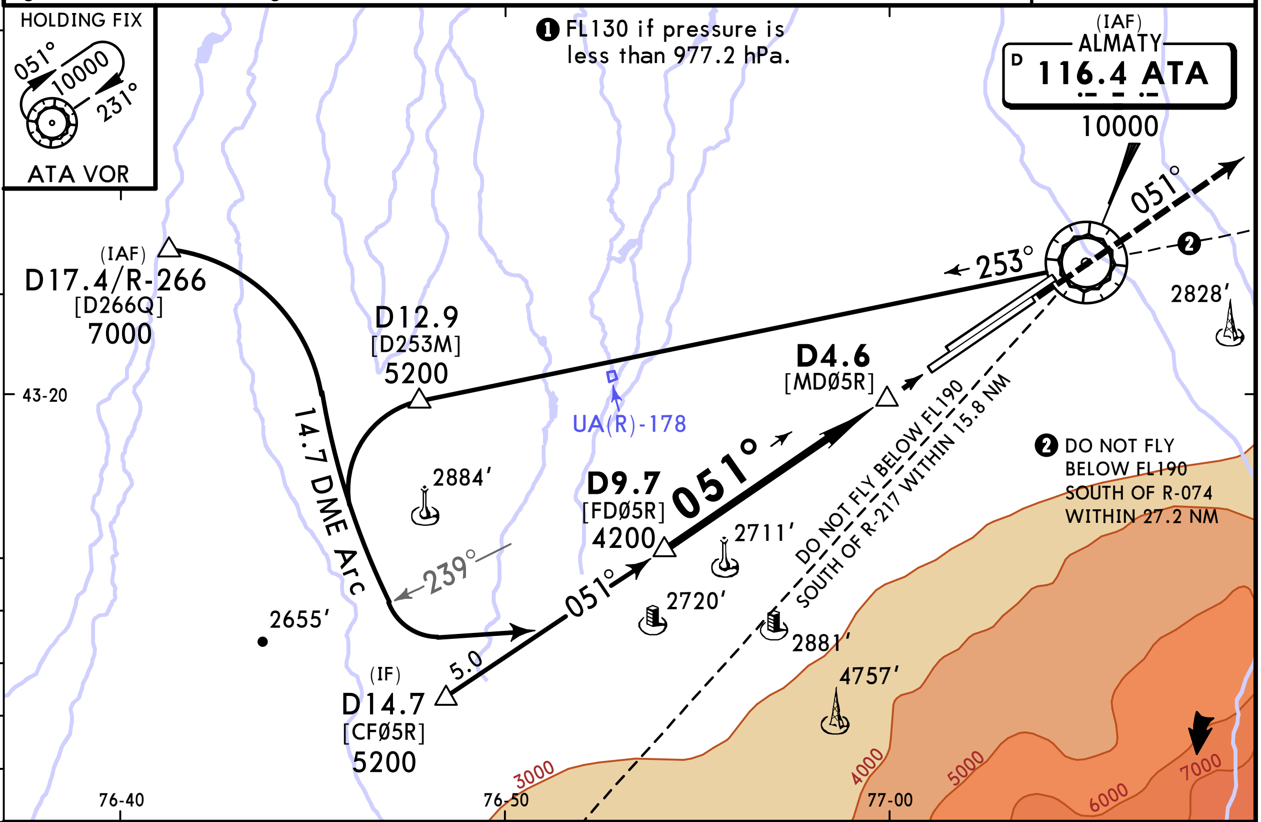
MISSED APCH: Climb on track 051° to 5200′. After passing 3900′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 051° to 5200′, turn LEFT to VOR, but not earlier than D6.5 ATA. Climb to 10000′ (not below) to VOR and join holding.

Alt Set: hPa (MM on req)   Rwy Elev: 79 hPa   Trans level: FL120 ❶   Trans alt: 10000′

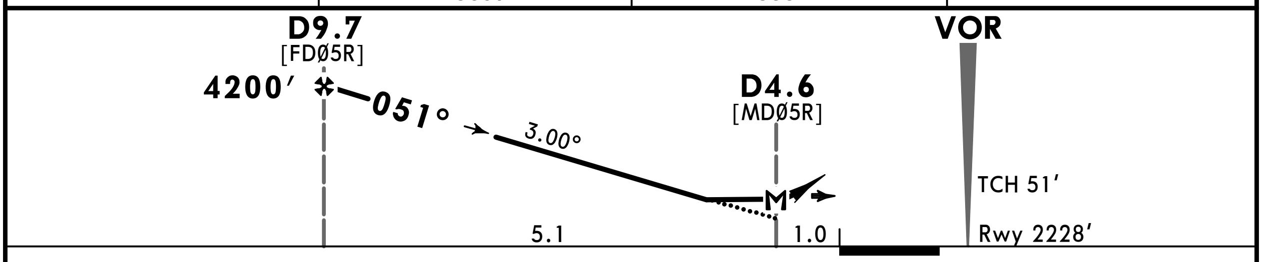
WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



MSA ATA VOR



DIST to THR	5.0	4.0	3.0
ATA DME	8.6	7.6	6.6
ALTITUDE	3869′	3551′	3232′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.6							
D9.7 to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

HIALS
PAPI

5200′ on 051°

Std

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) **3150′** (922′)

	ALS out
A, B	R1500m
C, D	R2400m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ALMATY Approach frequency.

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BRIEFING STRIP ™

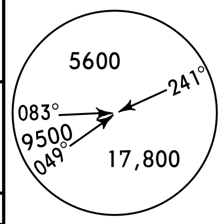
ATIS	ALMATY Approach	ALMATY Radar	ALMATY Tower	Ground
129.8 (Russian 135.1)	118.3	126.8	119.4	121.7

VOR ATA	Final Apch Crs	SUGUM	DA/MDA(H)	Apt Elev 2238'
116.4	231°	4200'(1964')	2660'(424')	Rwy 2236'

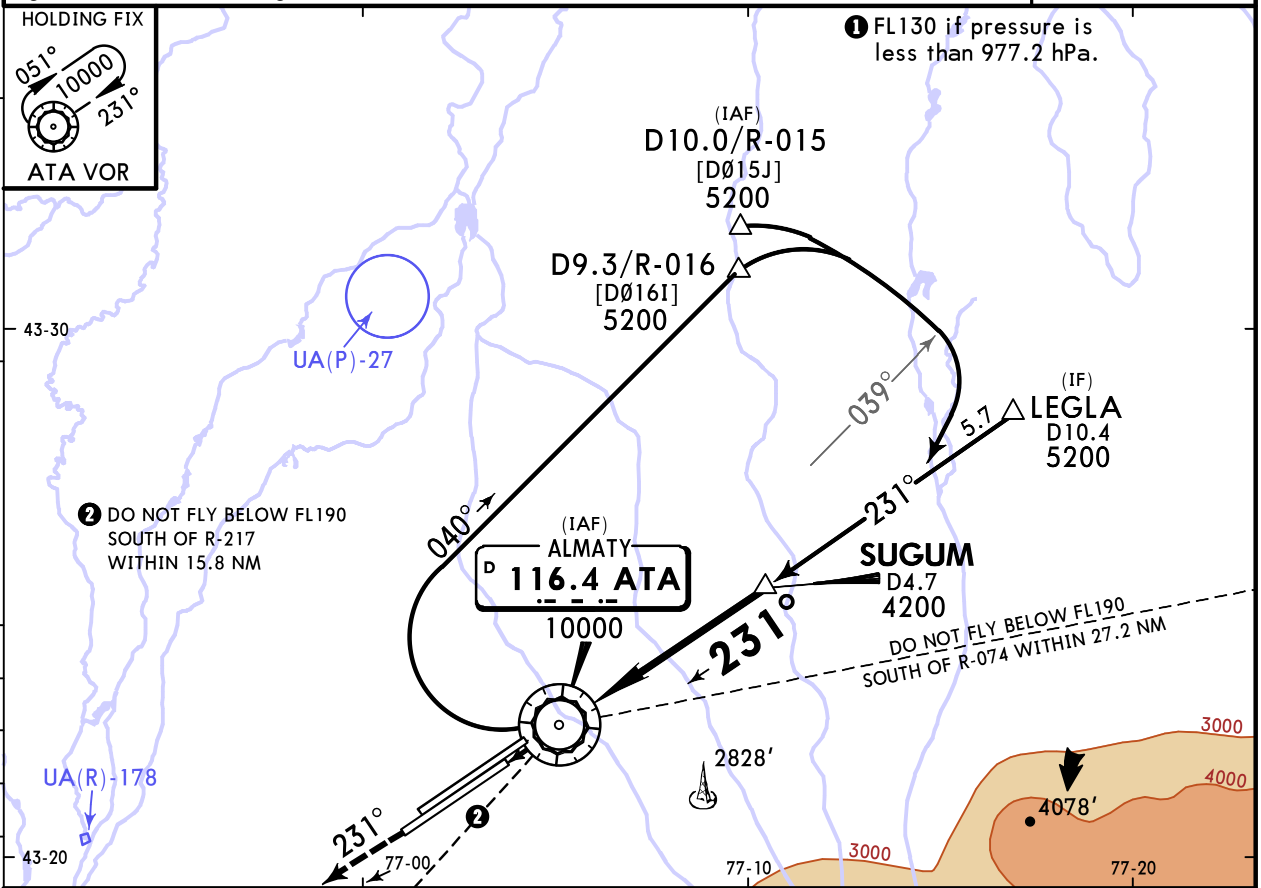
MISSED APCH: Climb on track 231° to 5200'. After passing 4200' radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 231° to 5200', turn RIGHT to VOR, but not earlier than D6.5 ATA. Climb to 10000'(not below) to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 79 hPa Trans level: FL120 ❶ Trans alt: 10000'

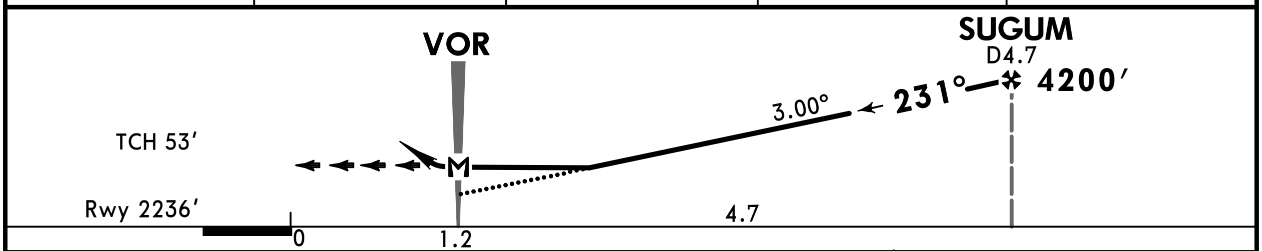
WARNING: Radio interference may arise during ILS and VOR approaches of ACFT equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



MSA ATA VOR



DIST to THR	2.0	3.0	4.0	5.0
ATA DME	0.8	1.8	2.8	3.8
ALTITUDE	2929'	3252'	3576'	3903'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
SUGUM to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS-II
PAPI

5200' on 231°

Std

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 2660'(424')

		ALS out
A	R1300m	R1500m
B	R1300m	R1500m
C	R1300m	R2000m
D	R1300m	R2000m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ALMATY Approach frequency.

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Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALMATY, (ALMATY - UAAA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAAA

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)