

13-JUL-2017

**BXH-UAAH**

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** 0300-1200**AD Hours:** See NOTAM**Airport Information****RFF:** CAT 4, H24**Fuel:** AVBL**PCN:** RWY 05/23: 20/R/A/X/T**Customs:** Not published**Operation****Low Visibility Procedure**

LVP in force when RVR below 400m.

Taxiing along APN shall be carried out from stands to HLDG position after follow-me.

**TWY Restriction**

TWY 1, 3 and Main TWY width 16m / 52ft.

**ARRIVAL****Communication****COM Failure:** See CRAR Kazakhstan and in addition;**During MISAP**

VOR/DME 05/23

In case of COM Failure climb to FL60 to BLH VOR/DME and join to HLDG pattern.

NDB 05/23

In case of COM Failure climb to FL60 to B NDB and join to HLDG pattern.

**DEPARTURE****Take-off Minima**

RWY		05/23	
A, B	ft - m/km	0 - 300R/300V	-
C, D		0 - 300R/300V	REDL, HJ only
		0 - 400R/400V	REDL, HN
		0 - 500R/500V	wo LGTs, HJ only

**Communication****COM Failure:** See CRAR Kazakhstan.

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# Kazakhstan Balkhash

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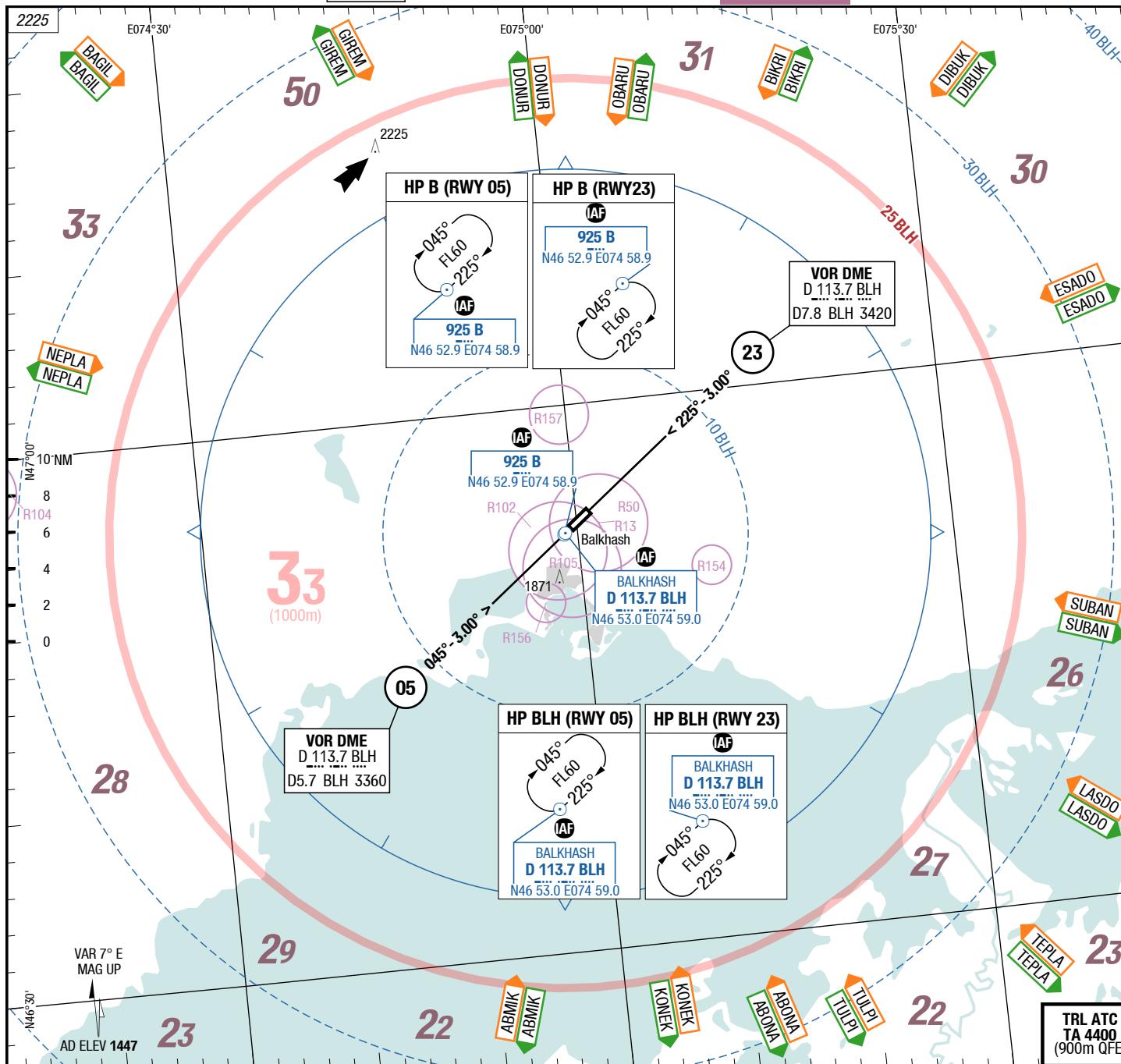
AFC

# Balkhash Kazakhstan

AGC

AFC

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Changes: THR ELEV, APCH boxes

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Kazakhstan Balkhash

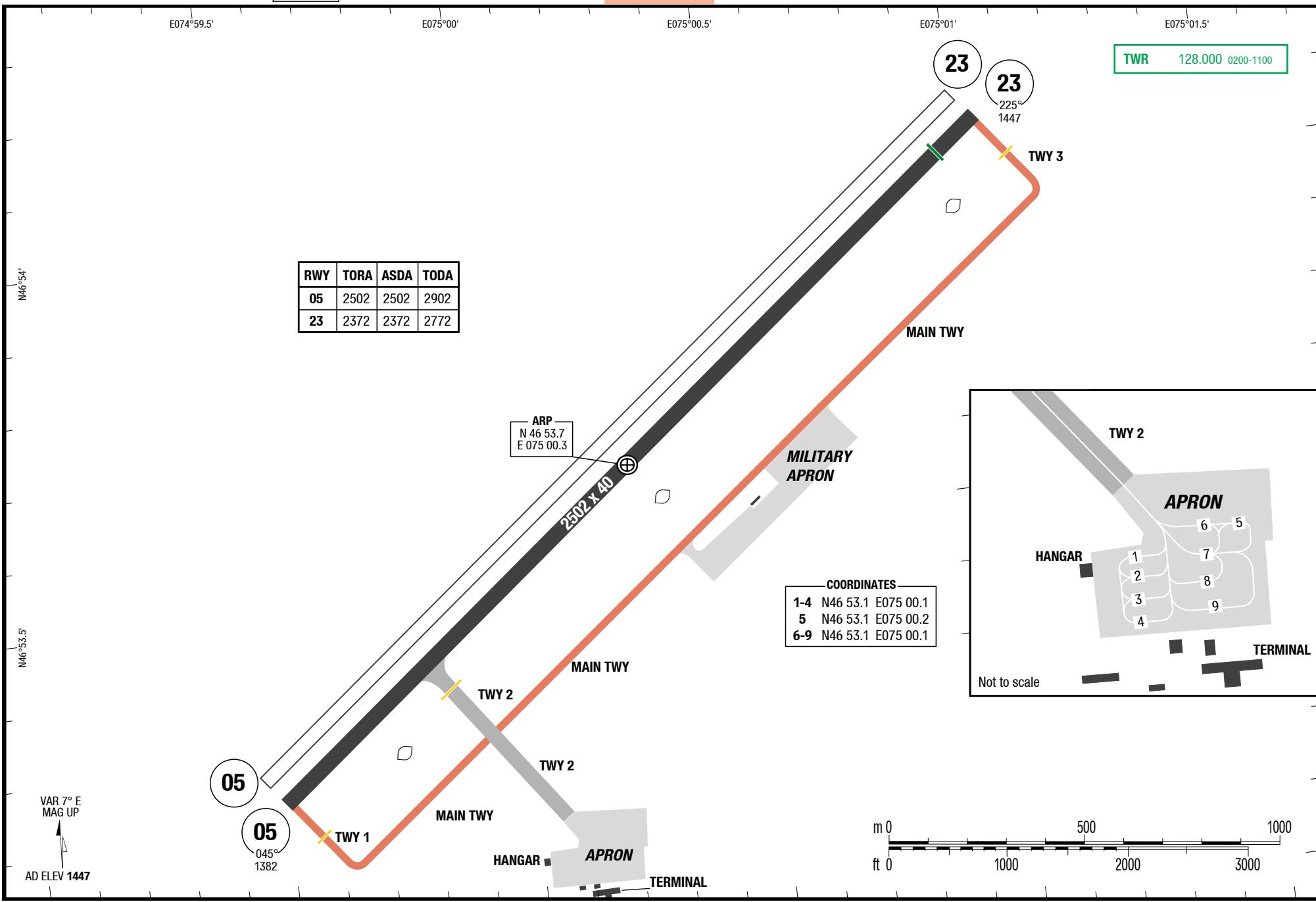
AGC

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Balkhash Kazakhstan

AGC

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Changes: RWY Grass

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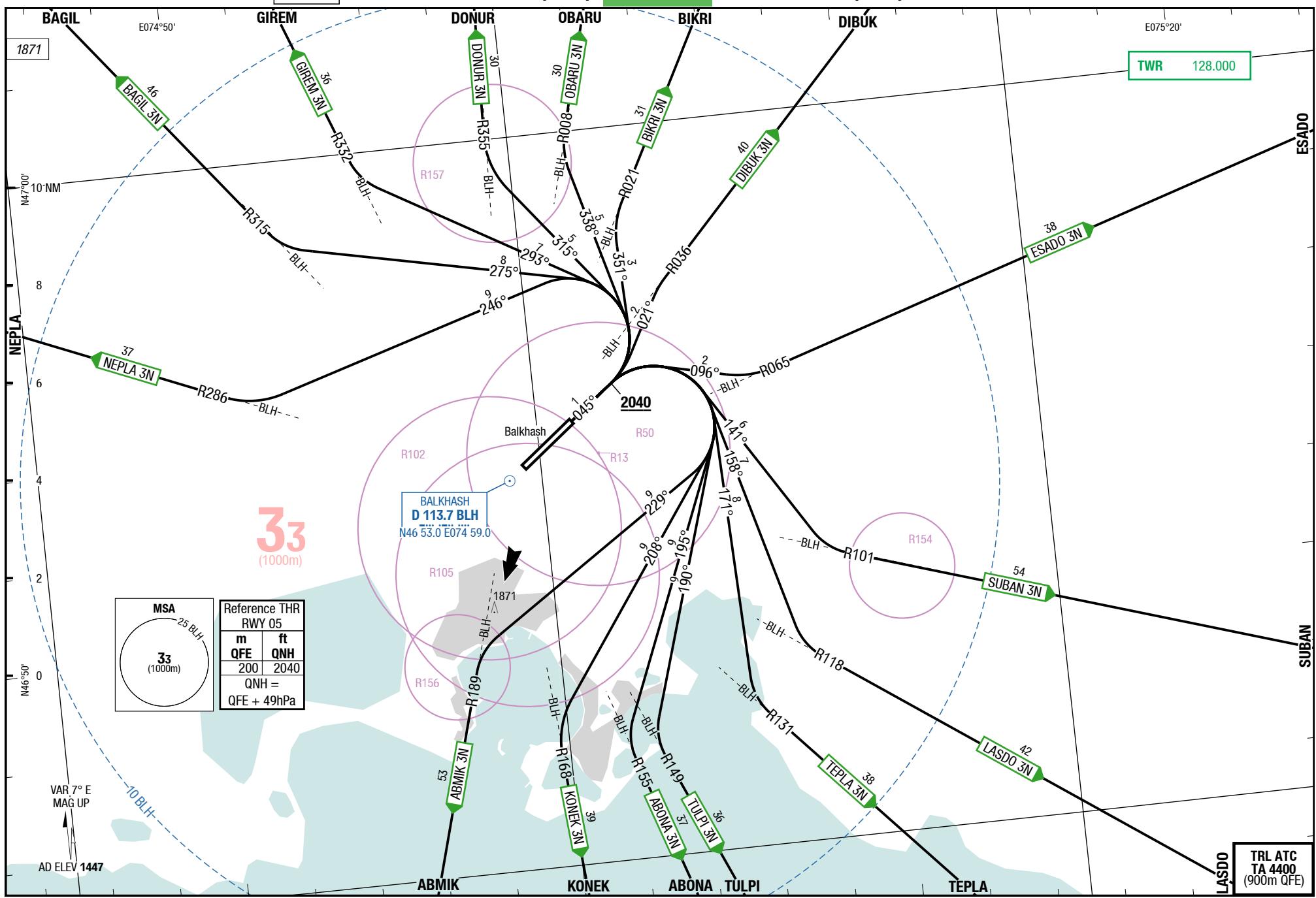
Kazakhstan Balkhash

SIDs RWY 05 (NDB)

Balkhash Kazakhstan

**SIDs RWY 05 (VOR)**

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## Changes: PROC renumbered

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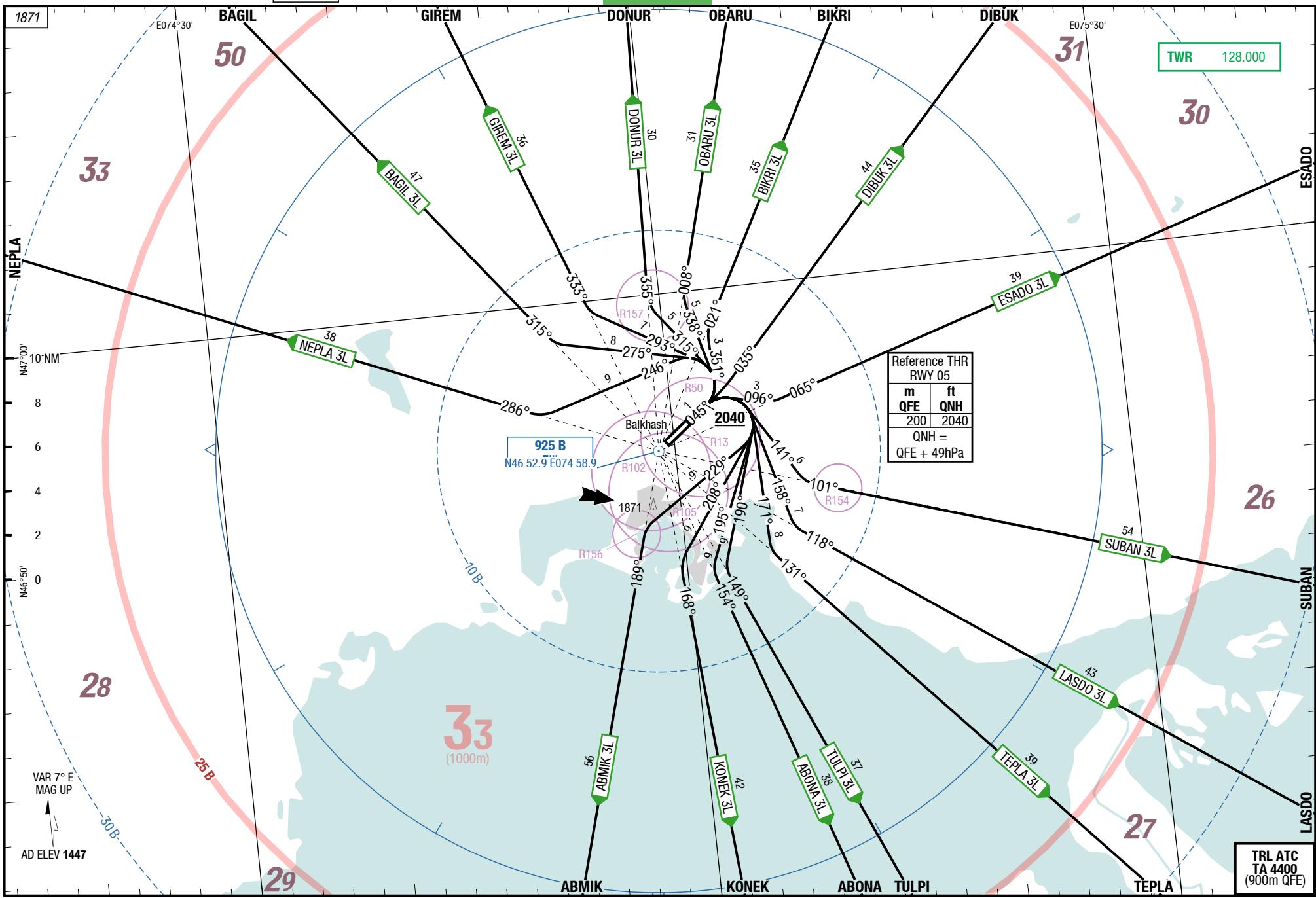
# Kazakhstan Balkhash

## SIDs RWY 05 (NDB)

Balkhash Kazakhstan

SIDs RWY 05 (NDB)

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# Kazakhstan Balkhash

SIDs RWY 23 (NDB)

SIDs RWY 23 (VOR)

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# Balkhash Kazakhstan

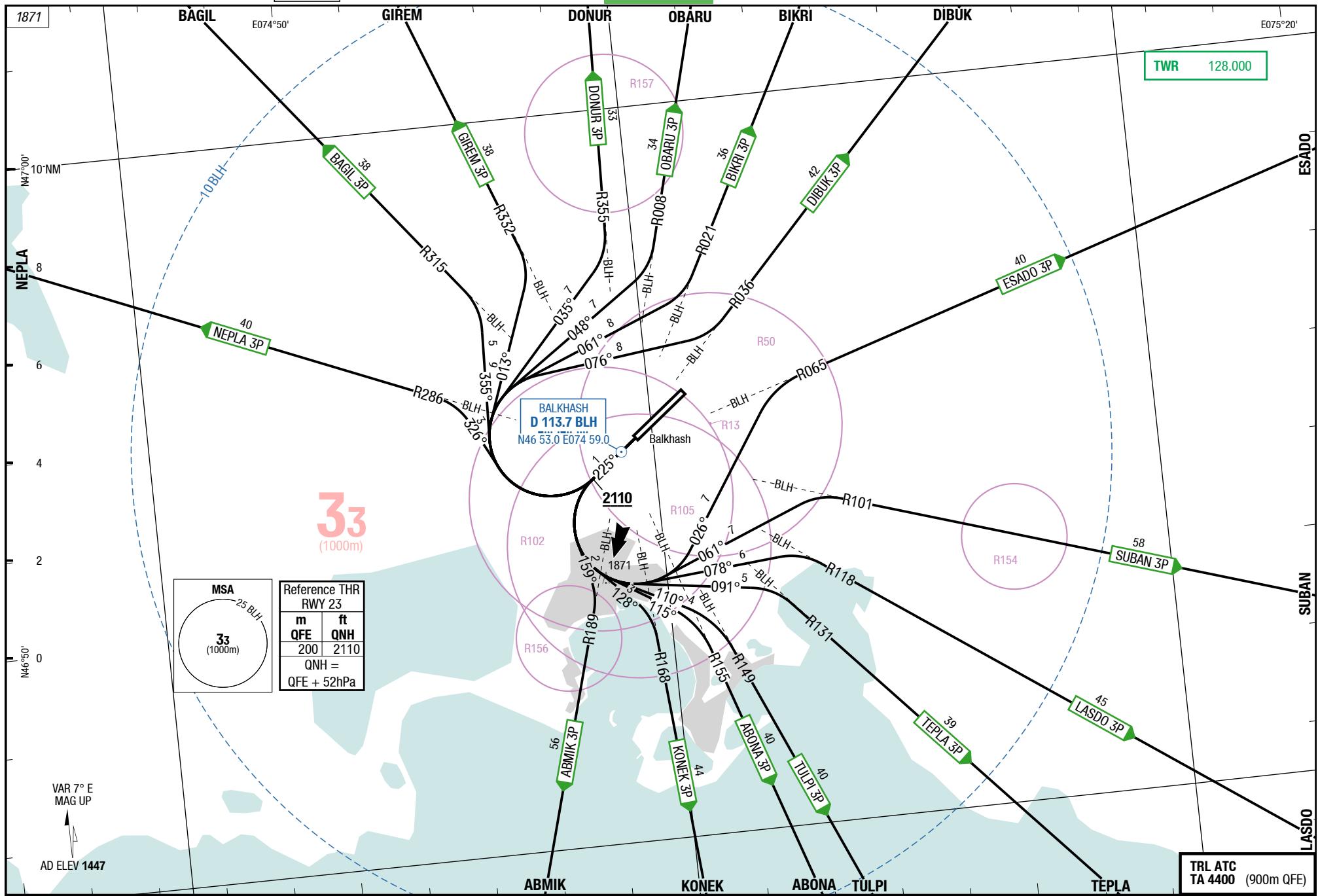
SIDs RWY 23 (NDB)

SIDs RWY 23 (VOR)

SID

SID

TWR 128.000



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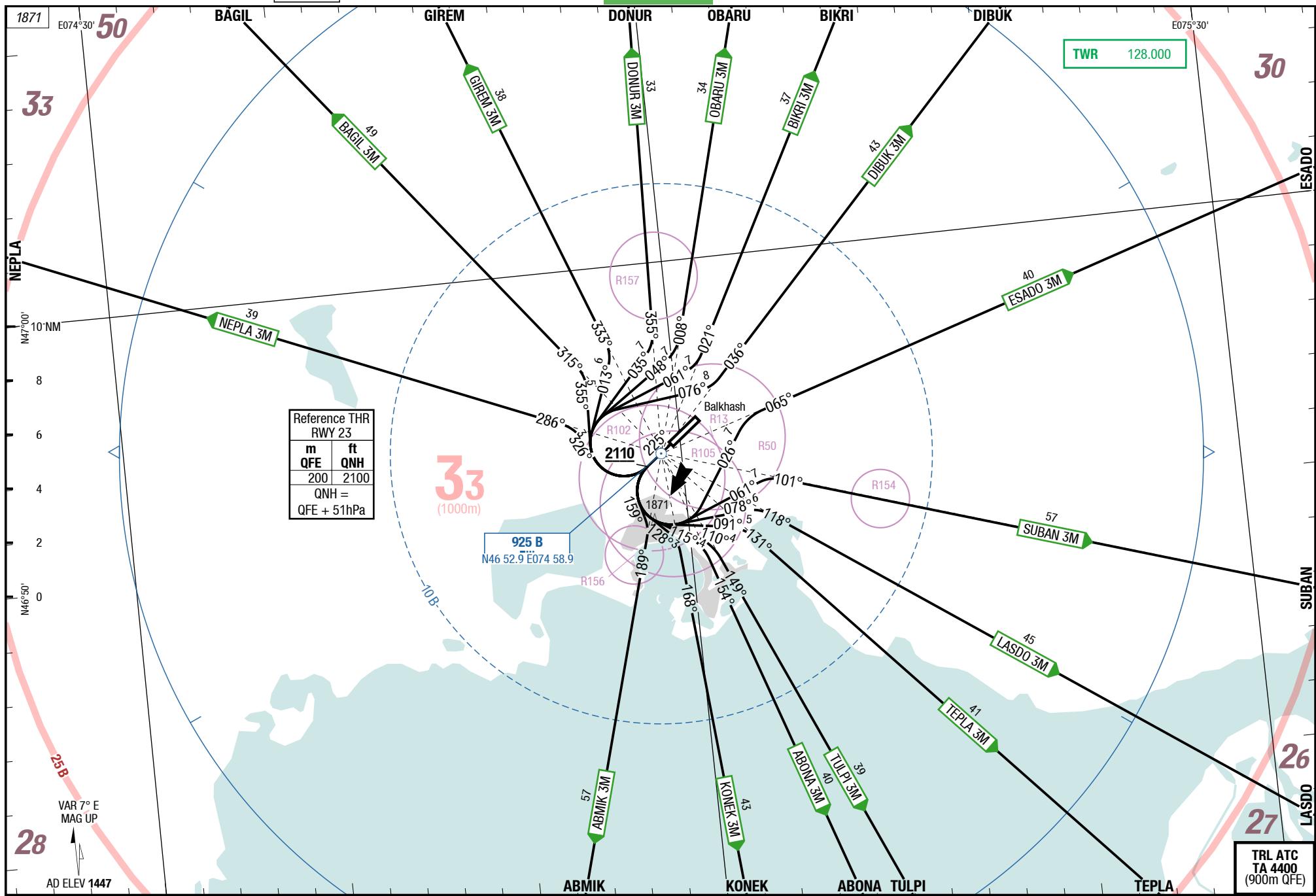
4-40

# Kazakhstan Balkhash

## SIDs RWY 23 (NDB)

Balkhash Kazakhstan

## SIDs RWY 23 (NDB)



Changes: Nil

BXH-UAAH

5-10

SIDs RWY 05 (VOR)

**ABMIK 3N / ABONA 3N / BAGIL 3N / BIKRI 3N / DIBUK 3N / DONUR 3N / ESADO 3N / GIREM 3N / KONEK 3N / LASDO 3N / NEPLA 3N / OBARU 3N / SUBAN 3N / TEPLA 3N / TULPI 3N**

RWY 05 (045°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05</b>		
<b>ABMIK 3N 128.000</b>	at MNM <b>2040 RT</b> 229° - intercept R189 <b>BLH</b> to ABMIK	
<b>ABONA 3N 128.000</b>	at MNM <b>2040 RT</b> 195° - intercept R155 <b>BLH</b> to ABONA	
<b>BAGIL 3N 128.000</b>	at MNM <b>2040 LT</b> 275° - intercept R315 <b>BLH</b> to BAGIL	
<b>BIKRI 3N 128.000</b>	at MNM <b>2040 LT</b> 351° - intercept R021 <b>BLH</b> to BIKRI	
<b>DIBUK 3N 128.000</b>	at MNM <b>2040 LT</b> 021° - intercept R036 <b>BLH</b> to DIBUK	
<b>DONUR 3N 128.000</b>	at MNM <b>2040 LT</b> 315° - intercept R355 <b>BLH</b> to DONUR	
<b>ESADO 3N 128.000</b>	at MNM <b>2040 RT</b> 096° - intercept R065 <b>BLH</b> to ESADO	
<b>GIREM 3N 128.000</b>	at MNM <b>2040 LT</b> 293° - intercept R332 <b>BLH</b> to GIREM	
<b>KONEK 3N 128.000</b>	at MNM <b>2040 RT</b> 208° - intercept R168 <b>BLH</b> to KONEK	
<b>LASDO 3N 128.000</b>	at MNM <b>2040 RT</b> 158° - intercept R118 <b>BLH</b> to LASDO	
<b>NEPLA 3N 128.000</b>	at MNM <b>2040 LT</b> 246° - intercept R286 <b>BLH</b> to NEPLA	
<b>OBARU 3N 128.000</b>	at MNM <b>2040 LT</b> 338° - intercept R008 <b>BLH</b> to OBARU	
<b>SUBAN 3N 128.000</b>	at MNM <b>2040 RT</b> 141° - intercept R101 <b>BLH</b> to SUBAN	
<b>TEPLA 3N 128.000</b>	at MNM <b>2040 RT</b> 171° - intercept R131 <b>BLH</b> to TEPLA	
<b>TULPI 3N 128.000</b>	at MNM <b>2040 RT</b> 190° - intercept R149 <b>BLH</b> to TULPI	

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SIDs RWY 05 (NDB)

**ABMIK 3L / ABONA 3L / BAGIL 3L / BIKRI 3L / DIBUK 3L / DONUR 3L / ESADO 3L / GIREM 3L / KONEK 3L / LASDO 3L / NEPLA 3L / OBARU 3L / SUBAN 3L / TEPLA 3L / TULPI 3L RWY 05 (045°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05</b>		
<b>ABMIK 3L 128.000</b>	at MNM 2040 RT 229° - intercept QDR 189 B to AMBIK	
<b>ABONA 3L 128.000</b>	at MNM 2040 RT 195° - intercept QDR 154 B to ABONA	
<b>BAGIL 3L 128.000</b>	at MNM 2040 LT 275° - intercept QDR 315 B to BAGIL	
<b>BIKRI 3L 128.000</b>	at MNM 2040 LT 351° - intercept QDR 021 B to BIKRI	
<b>DIBUK 3L 128.000</b>	at MNM 2040 LT 035° to DIBUK	
<b>DONUR 3L 128.000</b>	at MNM 2040 LT 315° - intercept QDR 355 B to DONUR	
<b>ESADO 3L 128.000</b>	at MNM 2040 RT 096° - intercept QDR 065 B to ESADO	
<b>GIREM 3L 128.000</b>	at MNM 2040 LT 293° - intercept QDR 333 B to GIREM	
<b>KONEK 3L 128.000</b>	at MNM 2040 RT 208° - intercept QDR 168 B to KONEK	
<b>LASDO 3L 128.000</b>	at MNM 2040 RT 158° - intercept QDR 118 B to LASDO	
<b>NEPLA 3L 128.000</b>	at MNM 2040 LT 246° - intercept QDR 286 B to NEPLA	
<b>OBARU 3L 128.000</b>	at MNM 2040 LT 338° - intercept QDR 008 B to OBARU	
<b>SUBAN 3L 128.000</b>	at MNM 2040 RT 141° - intercept QDR 101 B to SUBAN	
<b>TEPLA 3L 128.000</b>	at MNM 2040 RT 171° - intercept QDR 131 B to TEPLA	
<b>TULPI 3L 128.000</b>	at MNM 2040 RT 190° - intercept QDR 149 B to TULPI	

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SIDs RWY 23 (VOR)

**ABMIK 3P / ABONA 3P / BAGIL 3P / BIKRI 3P / DIBUK 3P / DONUR 3P / ESADO 3P / GIREM 3P / KONEK 3P / LASDO 3P / NEPLA 3P / OBARU 3P / SUBAN 3P / TEPLA 3P / TULPI 3P RWY 23 (225°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>ABMIK 3P bikf 128.000</b>	at MNM 2100 LT 159° - intercept R189 <b>BLH</b> to ABMIK	
<b>ABONA 3P 128.000</b>	at MNM 2100 LT 115° - intercept R155 <b>BLH</b> to ABONA	
<b>BAGIL 3P 128.000</b>	at MNM 2100 RT 355° - intercept R315 <b>BLH</b> to BAGIL	
<b>BIKRI 3P 128.000</b>	at MNM 2100 RT 061° - intercept R021 <b>BLH</b> to BIKRI	
<b>DIBUK 3P 128.000</b>	at MNM 2100 RT 076° - intercept R036 <b>BLH</b> to DIBUK	
<b>DONUR 3P 128.000</b>	at MNM 2100 RT 035° - intercept R355 <b>BLH</b> to DONUR	
<b>ESADO 3P 128.000</b>	at MNM 2100 LT 026° - intercept R065 <b>BLH</b> to ESADO	
<b>GIREM 3P 128.000</b>	at MNM 2100 RT 013° - intercept R332 <b>BLH</b> to GIREM	
<b>KONEK 3P 128.000</b>	at MNM 2100 LT 128° - intercept R168 <b>BLH</b> to KONEK	
<b>LASDO 3P 128.000</b>	at MNM 2100 LT 078° - intercept R118 <b>BLH</b> to LASDO	
<b>NEPLA 3P 128.000</b>	at MNM 2100 RT 326° - intercept R286 <b>BLH</b> to NEPLA	
<b>OBARU 3P 128.000</b>	at MNM 2100 RT 048° - intercept R008 <b>BLH</b> to OBARU	
<b>SUBAN 3P 128.000</b>	at MNM 2100 LT 061° - intercept R101 <b>BLH</b> to SUBAN	
<b>TEPLA 3P 128.000</b>	at MNM 2100 LT 091° - intercept R131 <b>BLH</b> to TEPLA	
<b>TULPI 3P 128.000</b>	at MNM 2100 LT 110° - intercept R149 <b>BLH</b> to TULPI	

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SIDs RWY 23 (NDB)

**ABMIK 3M / ABONA 3M / BAGIL 3M / BIKRI 3M / DIBUK 3M / DONUR 3M / ESADO 3M / GIREM 3M / KONEK 3M / LASDO 3M / NEPLA 3M / OBARU 3M / SUBAN 3M / TEPLA 3M / TULPI 3M**

RWY 23 (225°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 23</b>		
<b>ABMIK 3M 128.000</b>	at MNM 2100 LT 159° - intercept QDR 189 <b>B</b> to ABMIK	
<b>ABONA 3M 128.000</b>	at MNM 2100 LT 115° - intercept QDR 154 <b>B</b> to ABONA	
<b>BAGIL 3M 128.000</b>	at MNM 2100 RT 355° - intercept QDR 315 <b>B</b> to BAGIL	
<b>BIKRI 3M 128.000</b>	at MNM 2100 RT 061° - intercept QDR 021 <b>B</b> to BIKRI	
<b>DIBUK 3M 128.000</b>	at MNM 2100 RT 076° - intercept QDR 036 <b>B</b> to DIBUK	
<b>DONUR 3M 128.000</b>	at MNM 2100 RT 035° - intercept QDR 355 <b>B</b> to DONUR	
<b>ESADO 3M 128.000</b>	at MNM 2100 LT 026° - intercept QDR 065 <b>B</b> to ESADO	
<b>GIREM 3M 128.000</b>	at MNM 2100 RT 013° - intercept QDR 333 <b>B</b> to GIREM	
<b>KONEK 3M 128.000</b>	at MNM 2100 LT 128° - intercept QDR 168 <b>B</b> to KONEK	
<b>LASDO 3M 128.000</b>	at MNM 2100 LT 078° - intercept QDR 118 <b>B</b> to LASDO	
<b>NEPLA 3M 128.000</b>	at MNM 2100 RT 326° - intercept QDR 286 <b>B</b> to NEPLA	
<b>OBARU 3M 128.000</b>	at MNM 2100 RT 048° - intercept QDR 008 <b>B</b> to OBARU	
<b>SUBAN 3M 128.000</b>	at MNM 2100 LT 061° - intercept QDR 101 <b>B</b> to SUBAN	
<b>TEPLA 3M 128.000</b>	at MNM 2100 LT 091° - intercept QDR 131 <b>B</b> to TEPLA	
<b>TULPI 3M 128.000</b>	at MNM 2100 LT 110° - intercept QDR 149 <b>B</b> to TULPI	

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Kazakhstan Balkhash

STARs (NDB)

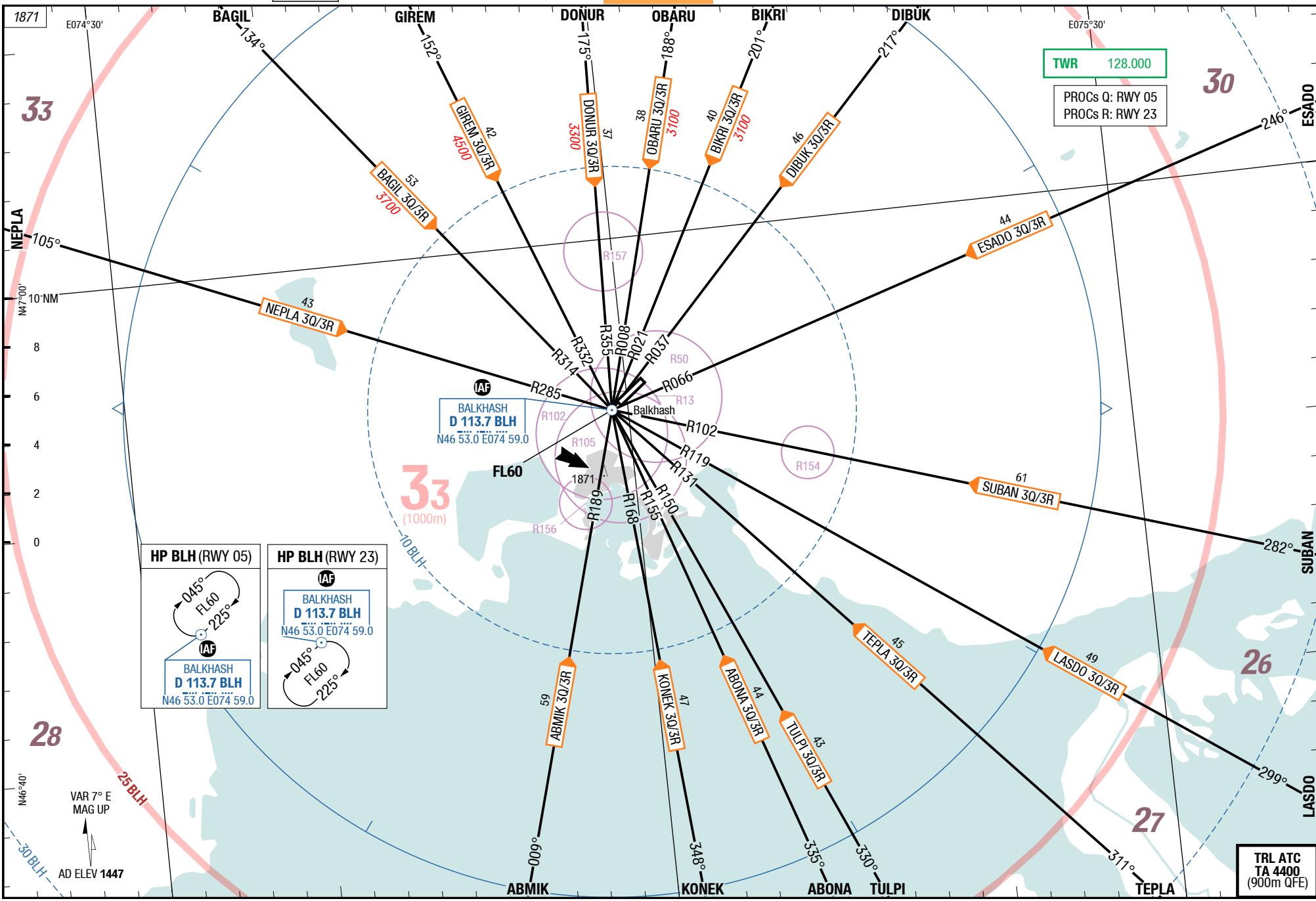
Balkhash Kazakhstan

STARs (NDB)

STARs (VOR)

STARs (VOR)

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Kazakhstan Balkhash

Balkhash Kazakhstan

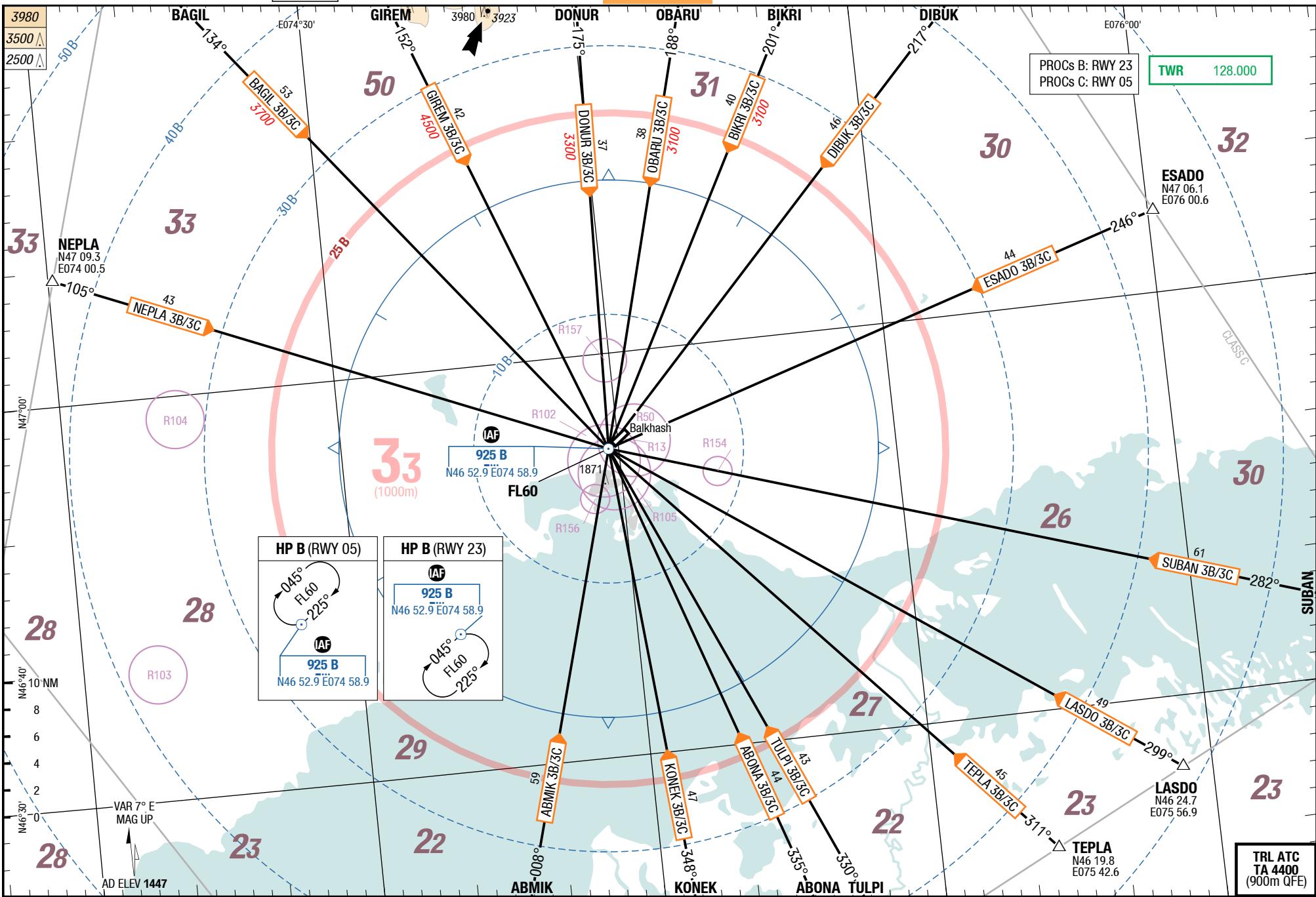
6-20

STAR

STAR

STARs (NDB)

STARs (NDB)

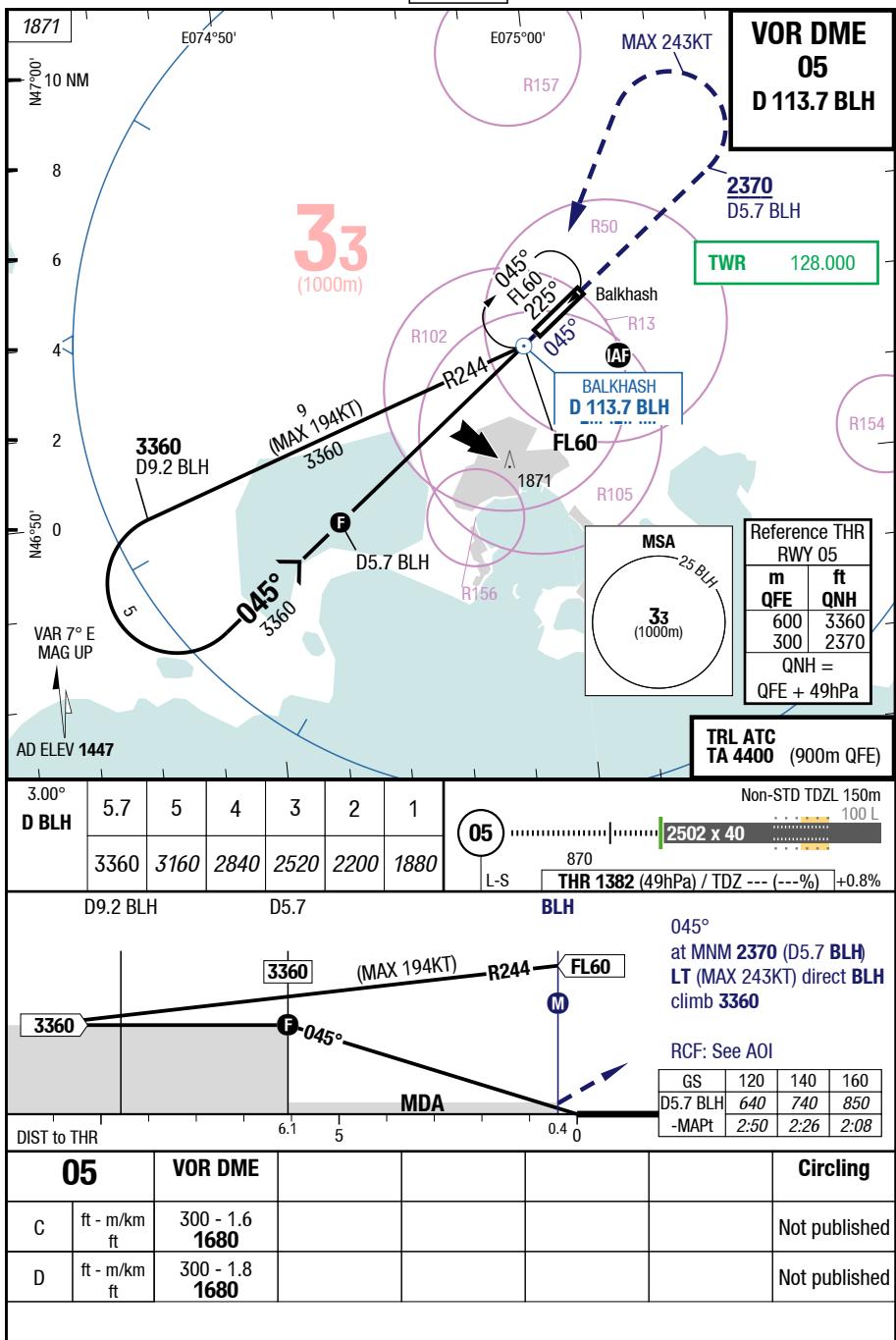


Changes: Nil

## BXH-UAAH

7-10

VOR DME 05

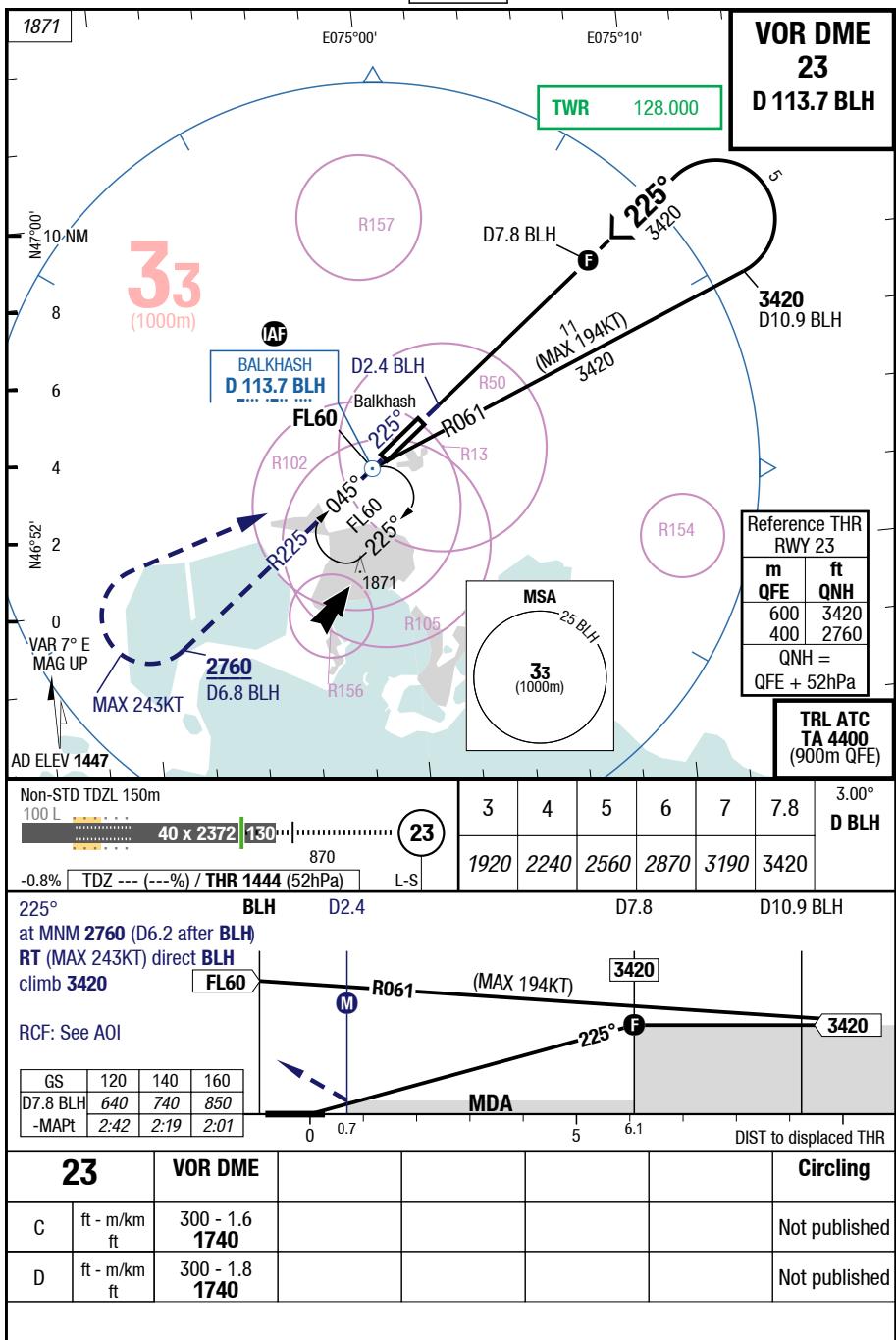


Changes: DIST ALT table, FAF, Profile, ROD

## BXH-UAAH

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VOR DME 23

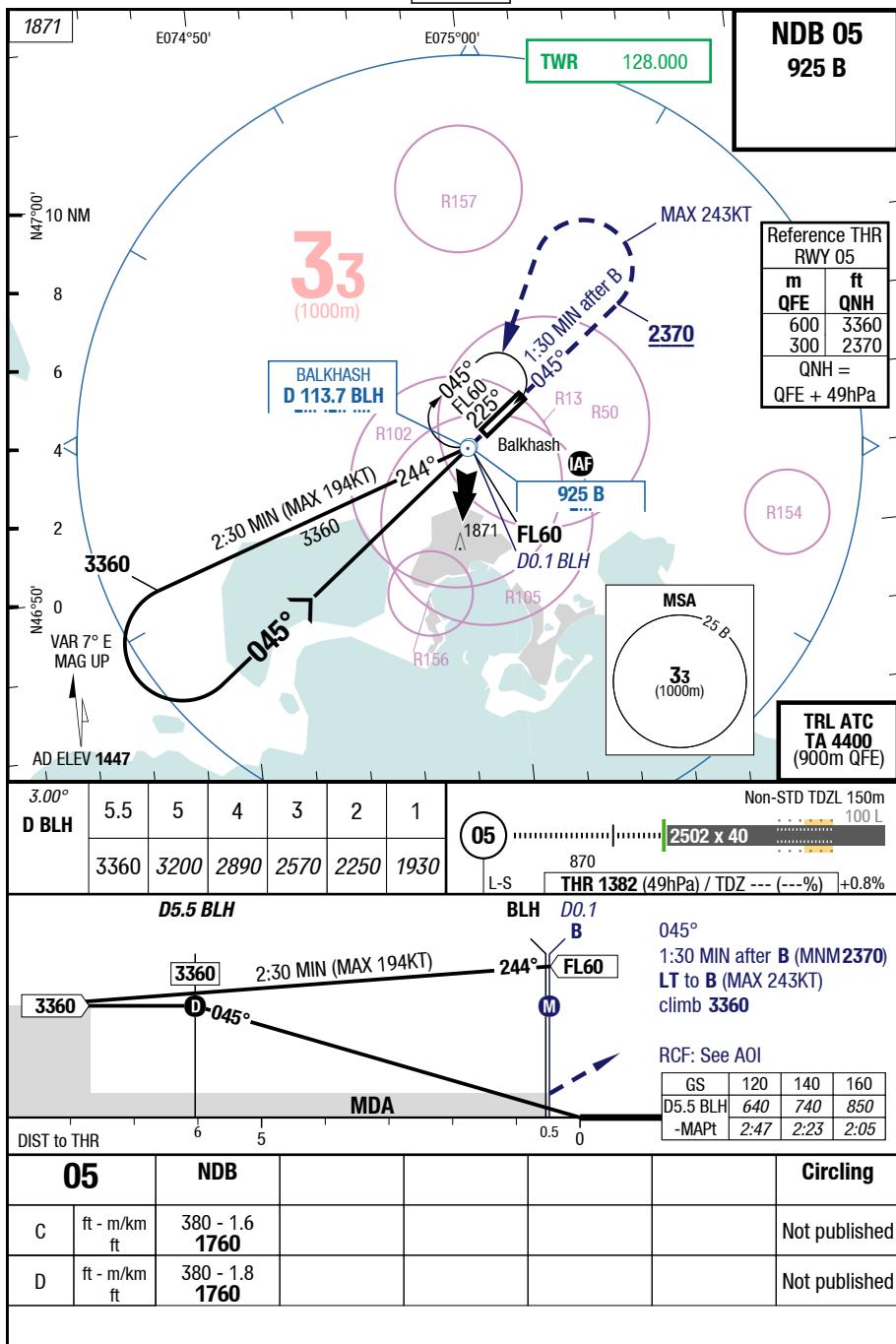


Changes: MISAP, DIST ALT table, MIN, Profile, ROD, FAF

BXH-UAAH

7-30

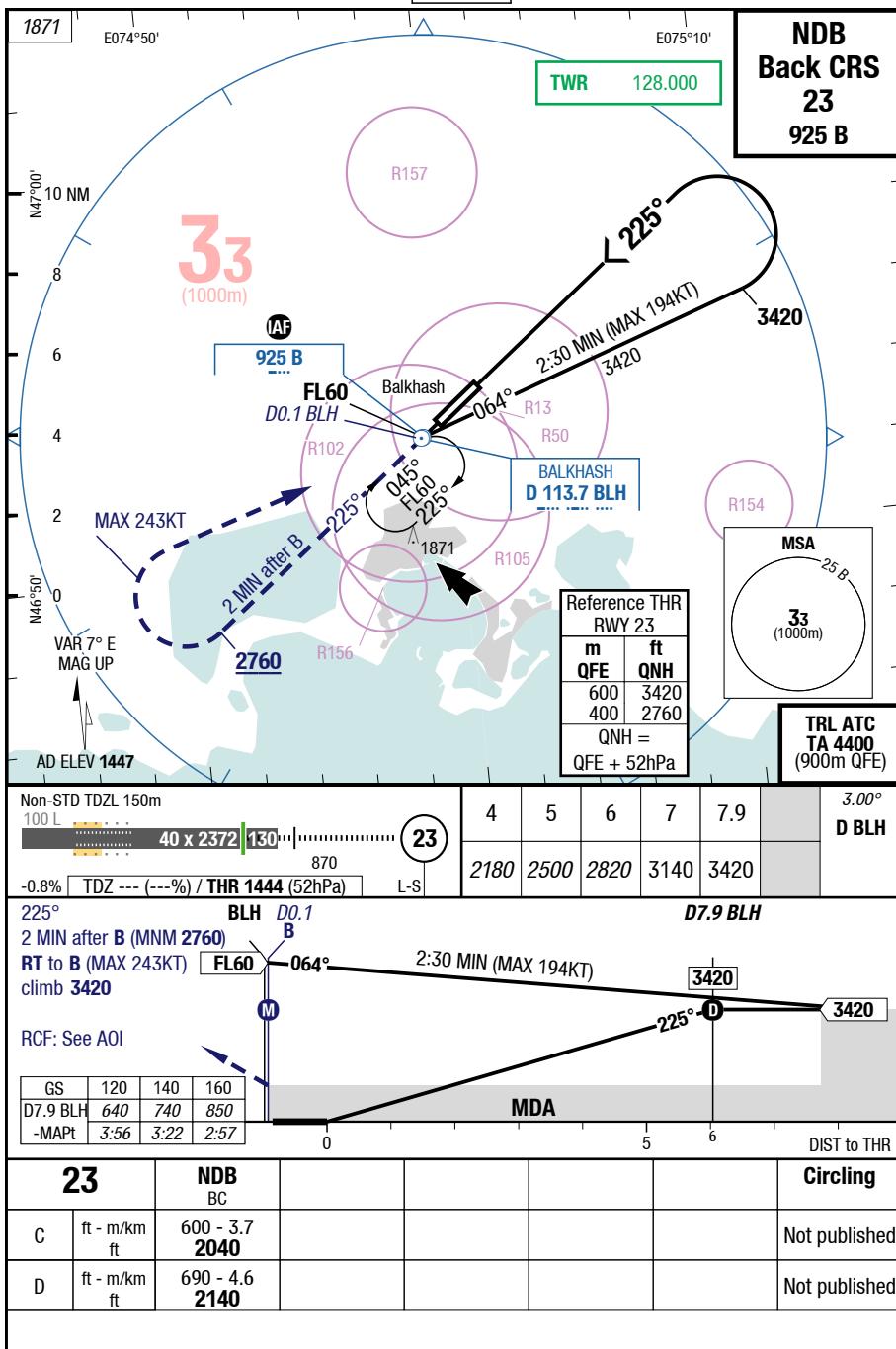
NDB 05



## BXH-UAAH

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## NDB Back CRS 23



Changes: THR ELEV