

**GENERAL****Operational Hours**

**ATS Hours / AD OPS Hours / AD Operator Hours:** H24

**Airport Information**

**RFF:** CAT 9  
**Fuel:** TS-1, RT  
**PCN:** RWY 04/22: 79/F/C/W/T

**Operation****Low Visibility Procedures**

LVP in force when RVR is below 550m.

**ARR**

- Report "RWY vacated" after having passed light indicator for ILS LOC sensitive area.
- Taxi on APN with follow-me only.

**DEP**

- Taxi to HLDG PSN with follow-me only. ACFT shall stop before light indicator for ILS LOC sensitive area.

**TWY Restriction**

Left or right turn onto TWY P after vacating RWY via TWY C prohibited.

Taxiing via APN D by ATC CLR only, PPR.

**Parking**

Visual Docking Guidance System AVBL at stands 7, 7L, 7R, 8, 8L, 8R.

Entry to stands 17-19, 24-50, 70-75, 101C-104C by towing.

Exit from stands 1-11, 20-23 by towing.

**Warnings**

Caution advised in winter during snow COND.

Birds in vicinity of AD.

**ARRIVAL****Speed**

During descent within TMA the following speed restrictions are established:

- from FL98 (3000m) to transition level: MAX IAS 250KT.
- from transition LVL to HLDG ALT or 15NM from TDZ: 210KT  $\pm$ 10KT.
- from 15NM from TDZ to FAP: 185KT  $\pm$ 10KT.

**Communication**

**COM Failure:** See CRAR and in addition;

**By MISAP**

RWY 04/22 ILS/DME Z, VOR/DME:

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

**ARRIVAL****Arrival Procedure****Noise Abatement Procedure**

During APCH and LDG:

- Maintain assigned LVL until final APCH.
- Extend gear and wing devices, that APCH speed is reached 5.4NM from THR.
- Avoid ENG PWR increase from 9.2NM till 8.1NM from THR
- Do not descend below GP.

**Non-standard GP intercept position on RWY 04/22**GP intercepts RWY 04/22 at *314m / 1030ft* after landing threshold.Remaining DIST beyond GP is *3186m / 10453ft*.**DEPARTURE****Take-off Minima**

RWY		04/22	
A, B, C	ft -m/km	0 - 150R	RCLL, REDL, 3 RVR Braking coefficient higher than 0.5. MAX half allowed cross wind component of ACFT type. Follow-me for APN required.
D		0 - 200R	
A, B, C		0 - 200R/200V	REDL and RCLL
D		0 - 250R/250V	

**Communication****COM Failure:** See CRAR.**Departure Procedure****Noise Abatement Procedure:** Use TKOF-PROC A.**De-Icing**

AVBL

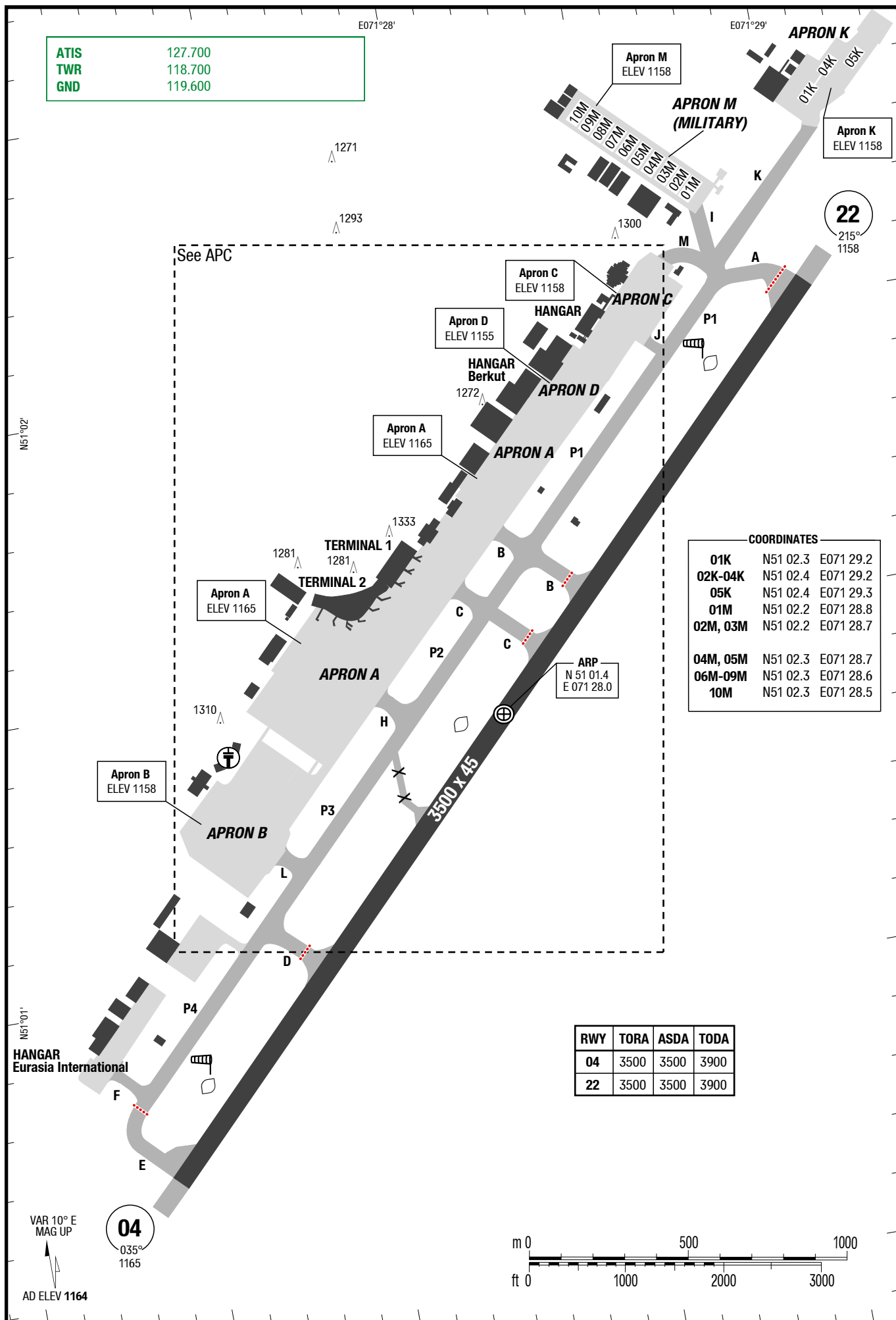
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# AFC



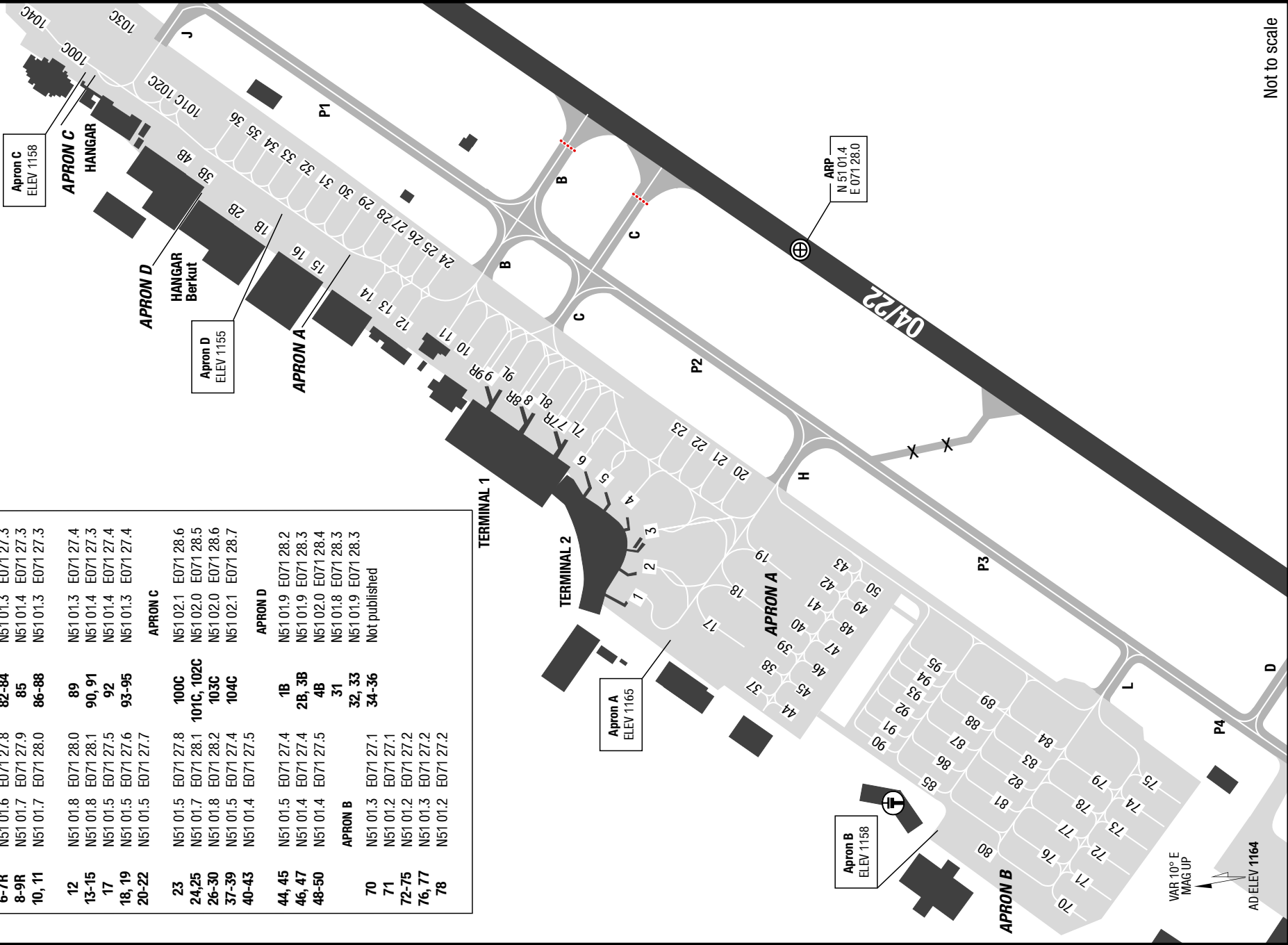
60 HL  
15 HL  
3.0  
45 x 3500  
TDZ 1160 (---%) / THR 1158 (421Pa)  
HL-P2



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3-30

ATIS	127.700
TWR	118.700
GND	119.600



**02-NOV-2017**

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SIDs RWY 22

4-10

## SIDs RWY 04

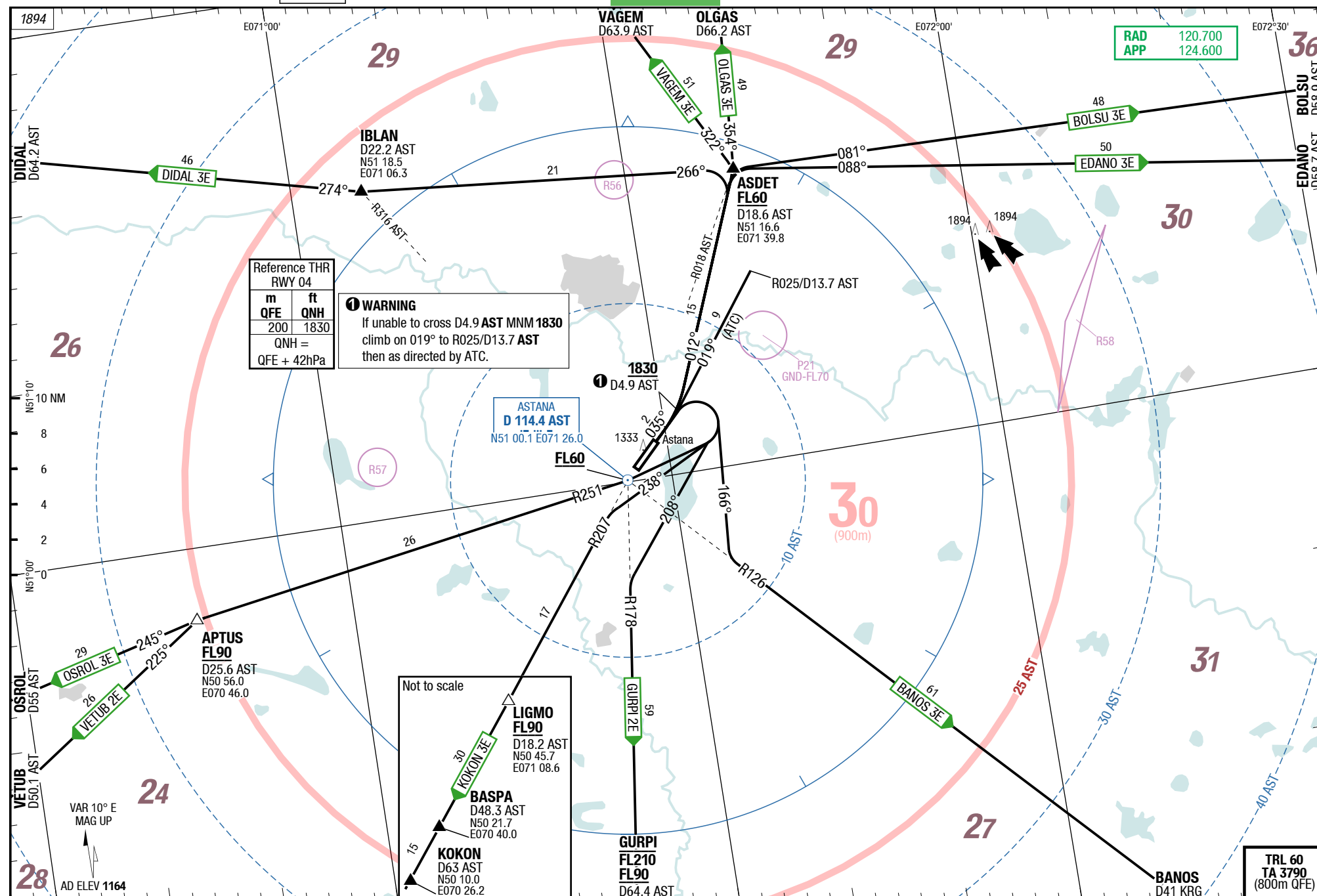
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SID

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## SIDs RWY 22

## SIDs RWY 04



Changes: MGA, OBST, DIST, SUAs

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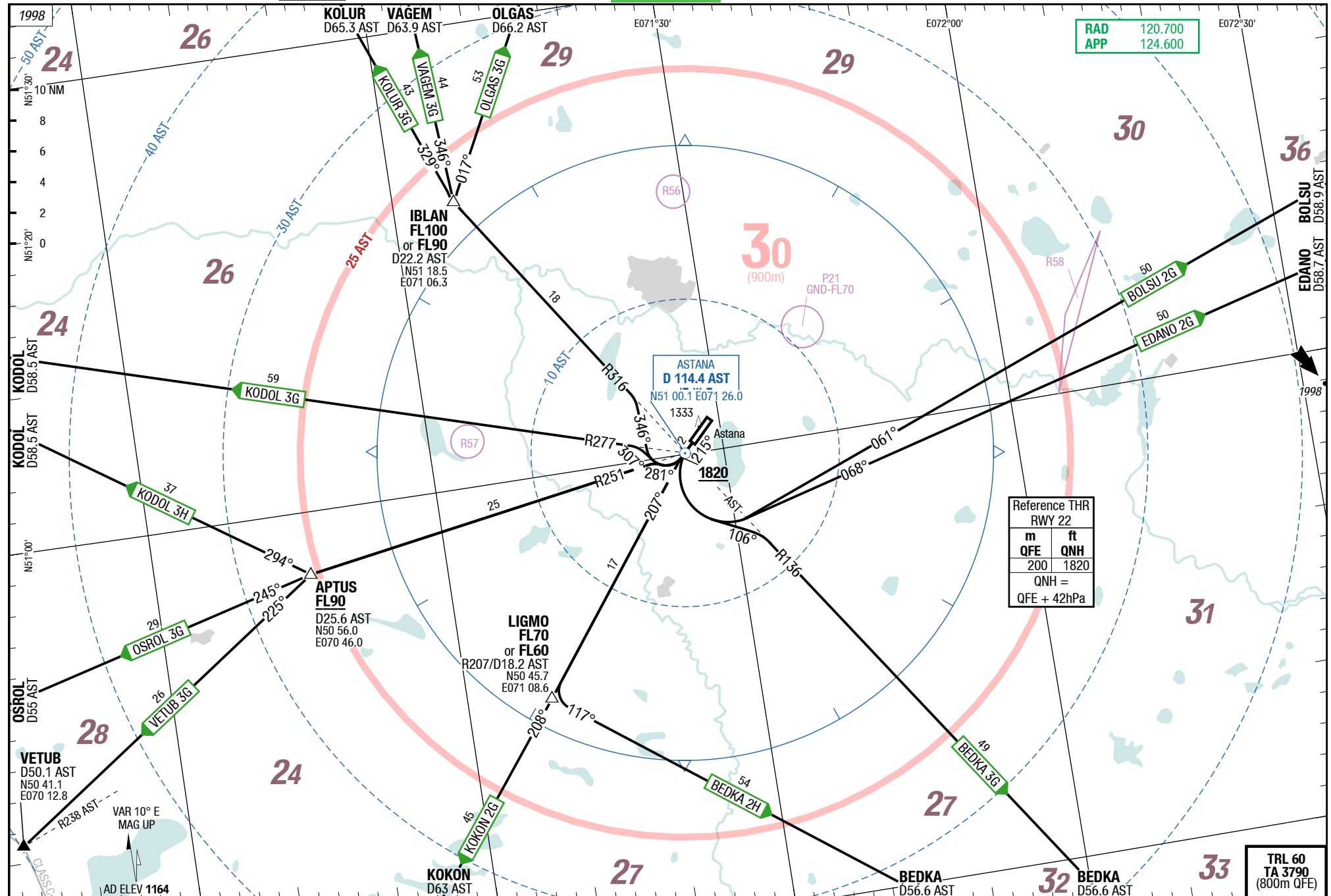
4-20

SIDs RWY 22

SID

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SIDs RWY 22



Changes: MGA, OBST, DIST, SUAs

13-JUL-2017

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5-10

**SIDs RWY 04****BANOS 3E / BOLSU 3E / DIDAL 3E / EDANO 3E / GURPI 2E / KOKON 3E / OLGAS 3E / OSROL 3E / VAGEM 3E**

RWY 04 (035°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
<b>BANOS 3E</b> 4.7% to AK <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>RT</b> 166° to intercept R126 <b>AST</b> to BANOS	
<b>BOLSU 3E</b> 4.7% to ASDET <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>LT</b> 012° to ASDET - <b>RT</b> 081° to BOLSU	ASDET MNM <b>FL60</b>
<b>DIDAL 3E</b> 4.7% to ASDET <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>LT</b> 012° to ASDET - <b>LT</b> 266° to IBLAN - <b>RT</b> 274° to DIDAL	ASDET MNM <b>FL60</b> IBLAN at <b>FL90</b> or MNM <b>FL140</b>
<b>EDANO 3E</b> 4.7% to ASDET <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>LT</b> 012° to ASDET - <b>RT</b> 088° to EDANO	ASDET MNM <b>FL60</b>
<b>GURPI 2E</b> 4.7% to AK <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>RT</b> 208° to intercept R178 <b>AST</b> to GURPI	GURPI between <b>FL90</b> and <b>FL210</b>
<b>KOKON 3E</b> 4.7% to AK <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>RT</b> 238° to intercept R207 <b>AST</b> to LIGMO - BASPA - KOKON	LIGMO MNM <b>FL90</b>
<b>OLGAS 3E</b> 4.7% to ASDET <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>LT</b> 012° to ASDET - <b>LT</b> 354° to OLGAS	ASDET MNM <b>FL60</b>
<b>OSROL 3E</b> 4.7% to AK <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>RT</b> direct <b>AST</b> - R251 <b>AST</b> to APTUS - <b>LT</b> 245° to OSROL	<b>AST</b> MNM <b>FL60</b> APTUS MNM <b>FL90</b>
<b>VAGEM 3E</b> 4.7% to ASDET <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , <b>LT</b> 012° to ASDET - <b>LT</b> 322° to VAGEM	ASDET MNM <b>FL60</b>

① If unable to cross D4.9 **AST** MNM 1830 climb on 019° to R025/D13.7 **AST** then as directed by ATC

Changes: AD Name



13-JUL-2017

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5-20

**SIDs RWY 04****SIDPT****VETUB 2E**

RWY 04 (035°)

	GS	120	150	180	210	240	270
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
<b>VETUB 2E</b> 4.7% to AK <b>124.600</b> ①	MNM <b>1830</b> , but not later than D4.9 <b>AST</b> , RT direct <b>AST</b> - R251 <b>AST</b> to APTUS - LT 225° to VETUB	<b>AST MNM FL60</b> APTUS MNM <b>FL90</b>

① If unable to cross D4.9 AST MNM 1830 climb on 019° to R025/D13.7 AST then as directed by ATC

13-JUL-2017

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5-30

**SIDs RWY 22****SIDPT**

**BEDKA 2H / BEDKA 3G / BOLSU 2G / EDANO 2G / KODOL 3G / KODOL 3H / KOKON 2G / KOLUR 3G / OLGAS 3G / OSROL 3G / VAGEM 3G / VETUB 3G**

RWY 22 (215°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BEDKA 2H</b> <b>124.600</b>	MNM <b>1820</b> LT 207° to LIGMO - LT 117° to BEDKA	LIGMO at <b>FL60</b> or <b>FL70</b>
<b>BEDKA 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> LT 106° intercept R136 <b>AST</b> to BEDKA	
<b>BOLSU 2G</b> <b>124.600</b>	MNM <b>1820</b> LT 061° to BOLSU	
<b>EDANO 2G</b> <b>124.600</b>	MNM <b>1820</b> LT 068° to EDANO	
<b>KODOL 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 307° intercept R277 <b>AST</b> to KODOL	
<b>KODOL 3H</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 281° intercept R251 <b>AST</b> to APTUS - RT 294° to KODOL	APTUS MNM <b>FL90</b>
<b>KOKON 2G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> LT 207° to LIGMO - 208° to KOKON	LIGMO at <b>FL60</b> or <b>FL70</b>
<b>KOLUR 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 346° intercept R316 <b>AST</b> to IBLAN - RT 329° to KOLUR	IBLAN at <b>FL90</b> or <b>FL100</b>
<b>OLGAS 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 346° intercept R316 <b>AST</b> to IBLAN - RT 017° to OLGAS	IBLAN at <b>FL90</b> or <b>FL100</b>
<b>OSROL 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 281° intercept R251 <b>AST</b> to APTUS - LT 245° to OSROL	APTUS MNM <b>FL90</b>
<b>VAGEM 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 346° intercept R316 <b>AST</b> to IBLAN - RT 346° to VAGEM	IBLAN at <b>FL90</b> or <b>FL100</b>
<b>VETUB 3G</b> <b>124.600</b>	MNM <b>1820</b> - after passing <b>AST</b> RT 281° intercept R251 <b>AST</b> to APTUS - LT 225° to VETUB	APTUS MNM <b>FL90</b>

Effective 09-NOV-2017

02-NOV-2017

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STARs RWY 22

STARs RWY 04

STAR

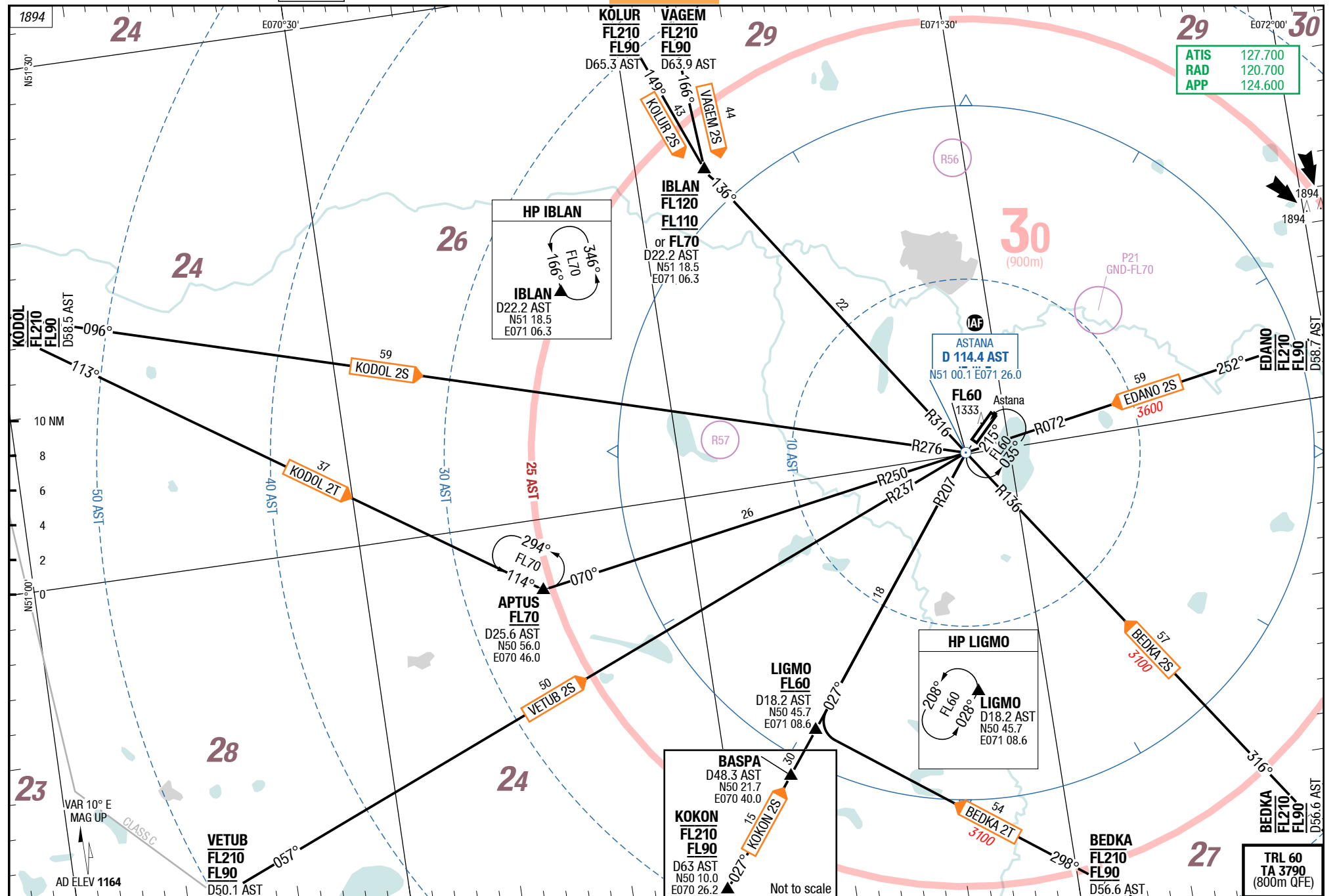
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STARs RWY 22

STARs RWY 04

6-10



Changes: MGA, OBST, SUAs

Effective 09-NOV-2017  
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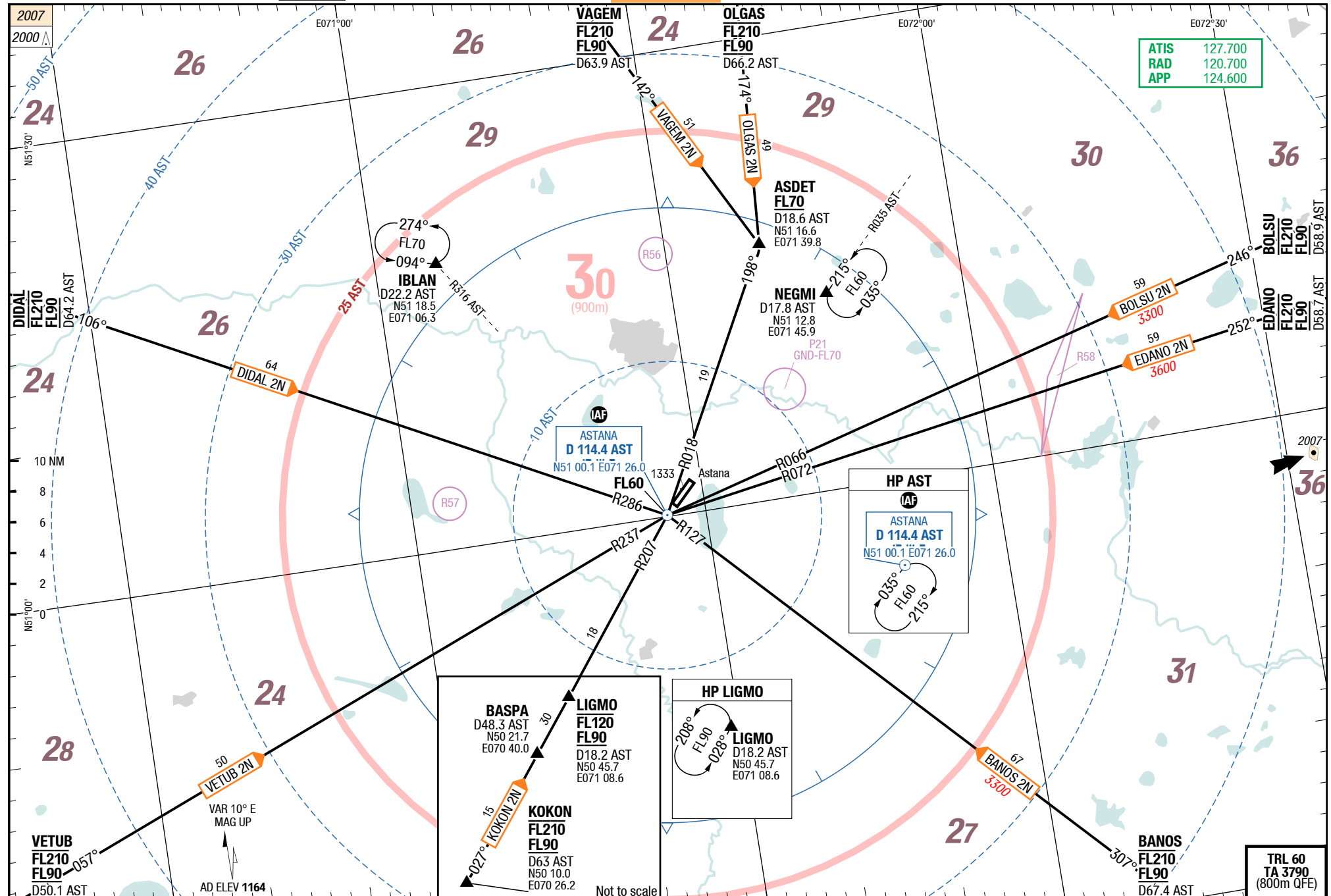
6-20

STARs RWY 22

STAR

STAR

STARs RWY 22



Changes: MGA, OBST, SUAs, HLDG

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**ILS DME Z 04**



HP AST

IAF

ASTANA  
D 114.4 AST

215°  
3790 FL60  
035°

Reference THR RWY 04	
<b>m</b> <b>QFE</b>	<b>ft</b> <b>QNH</b>
800	3790
200	1830
QNH = QFE + 42hPa	

**TRL 60**  
**TA 3790** (800m QFE)

Diagram illustrating a 3D path profile (likely a descent or approach) showing distance to THR (0 to 7.9) and various flight parameters.

Key parameters and labels:

- AST** (Altitude Setting Threshold): 035°
- IMO** (Initial Minimum Obstacle): 3790
- GP** (Ground Profile): 3.00°
- DA** (Descent Angle): 3.00°
- R191** (Radius 191)
- FL60** (Flight Level 60)
- GS** (Ground Speed): 120, 140, 160
- DME IMO** (Distance Measured Initial Minimum Obstacle): 640, 740, 850
- RCF** (Radio Call Frequency): see AOI
- DIST TO THR** (Distance to Threshold): 7.9, 5, 0

Additional notes:

- at D5.3 **AST** (MNM 1830) **RT** (MAX 243KT) direct **AST** climb **3790**
- DME IMO reads zero at THR

GS	120	140	160
	640	740	850

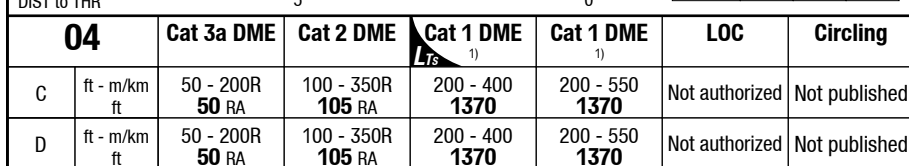
04		Cat 3a DME	Cat 2 DME	Cat 1 DME L <sub>ts</sub> 1)	Cat 1 DME 1)	LOC	Circling
C	ft - m/km ft	50 - 200R 50 RA	100 - 350R 105 RA	200 - 400 1370	200 - 550 1370	Not authorized	Not published
D	ft - m/km ft	50 - 200R 50 RA	100 - 350R 105 RA	200 - 400 1370	200 - 550 1370	Not authorized	Not published

1) With EVS 350m

Changes: MIN

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**ILS DME Y 04**



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Changes: MIN

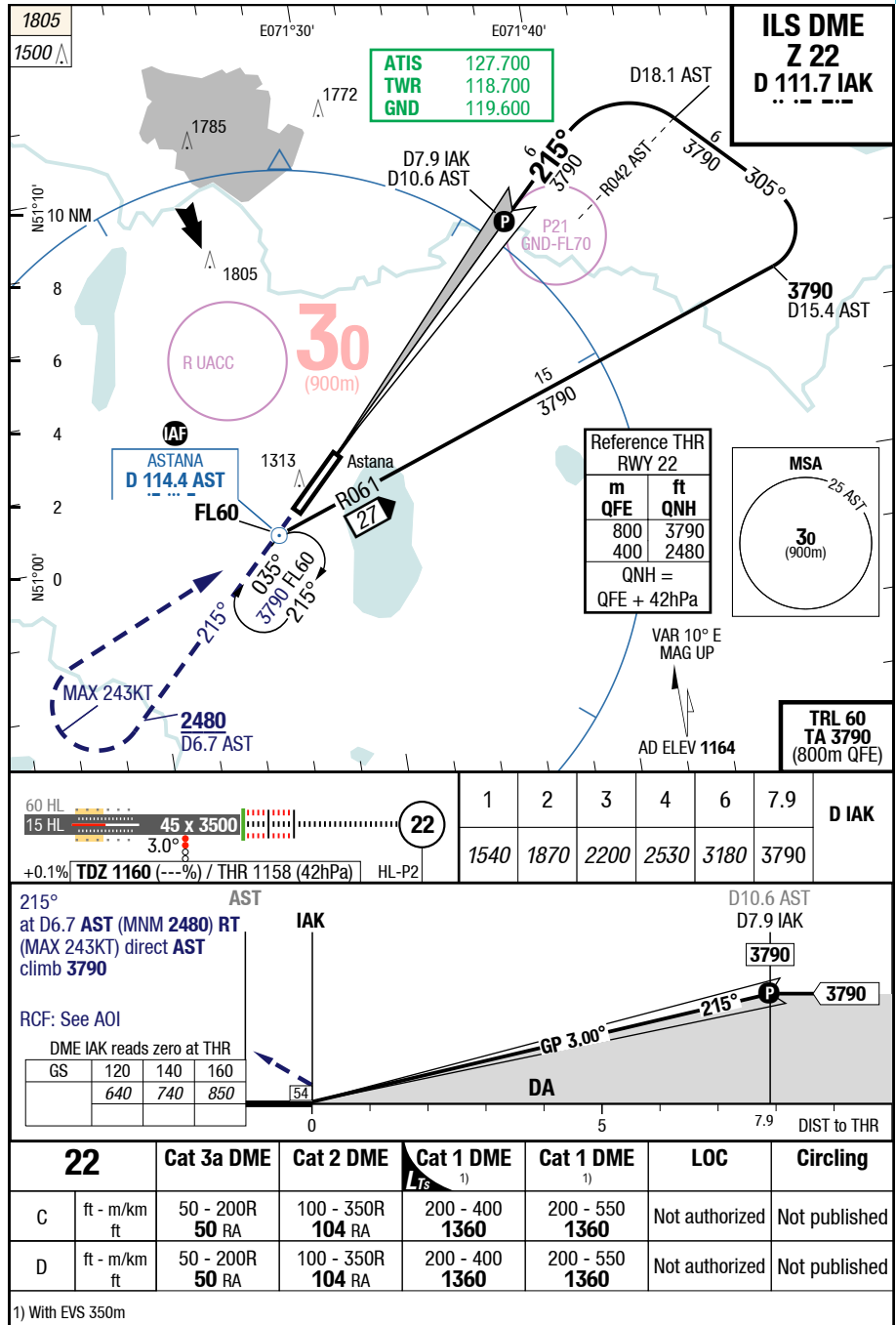
07-SEP-2017

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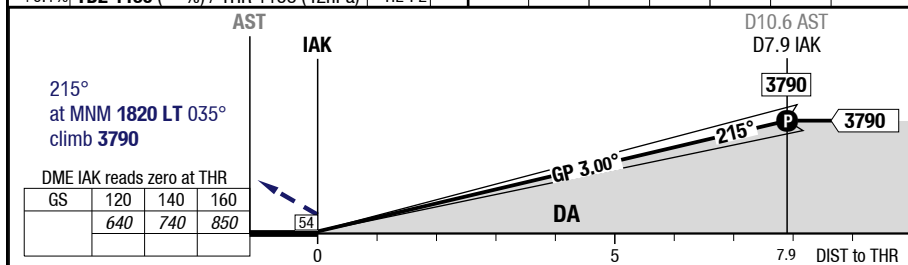
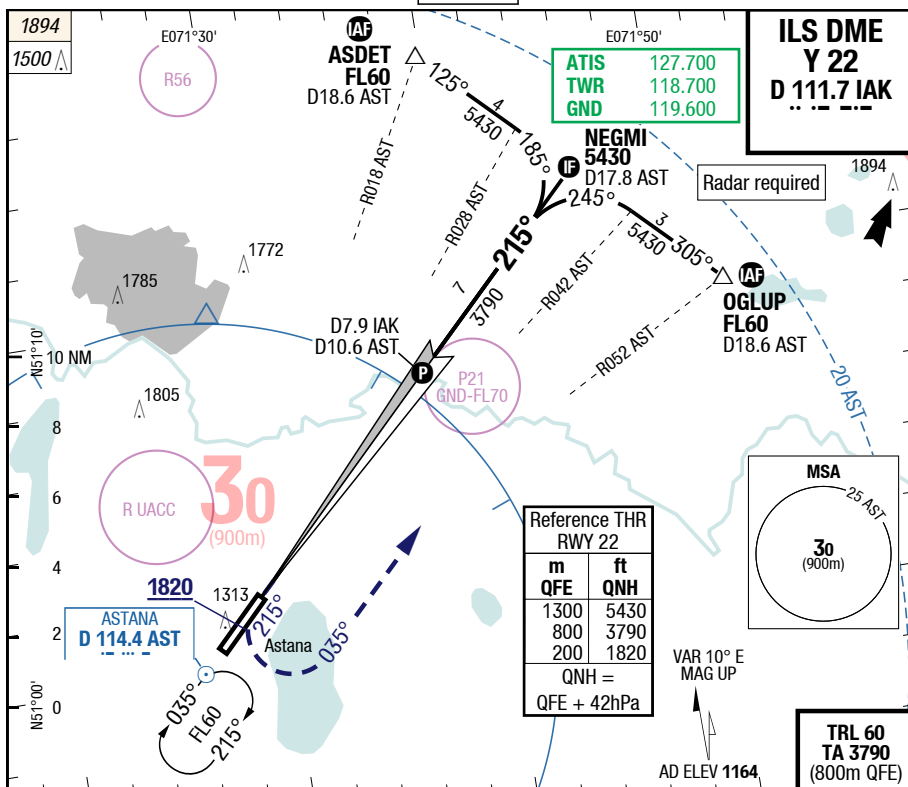
7-30

ILS DME Z 22

IAC



Changes: MIN



22		Cat 3a DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC	Circling
C	ft - m/km ft	50 - 200R 50 RA	100 - 350R 104 RA	200 - 400 1360	200 - 550 1360	Not authorized	Not published
D	ft - m/km ft	50 - 200R 50 RA	100 - 350R 104 RA	200 - 400 1360	200 - 550 1360	Not authorized	Not published

1) With EVS 350m

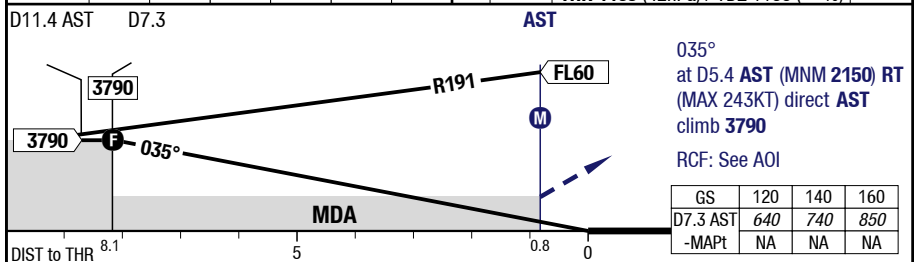
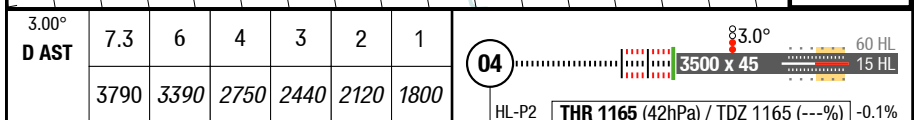
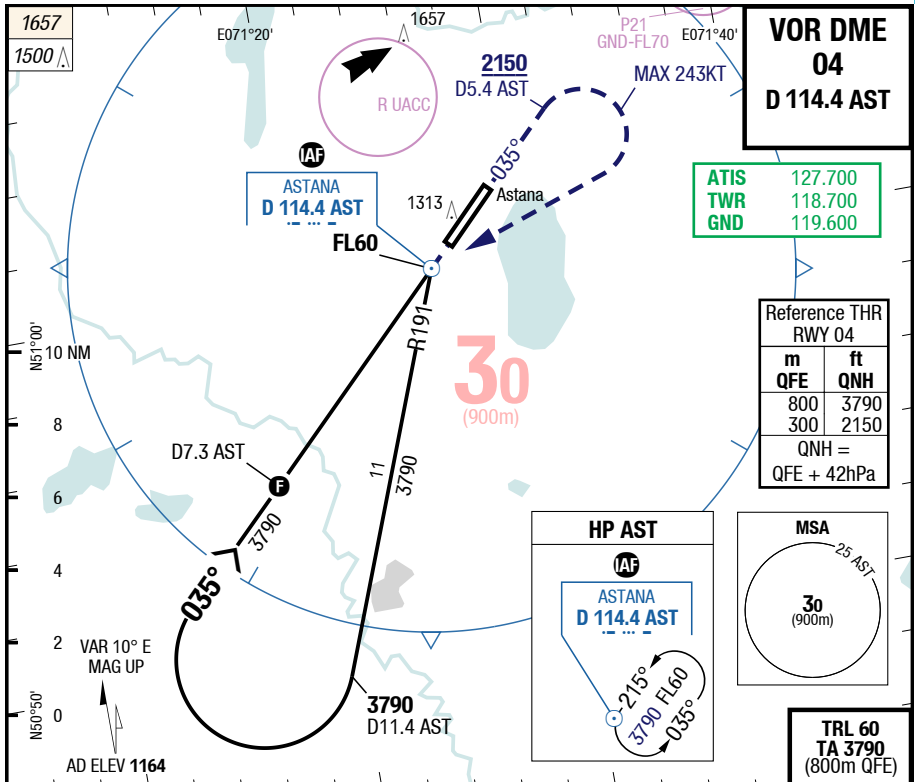


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7-50

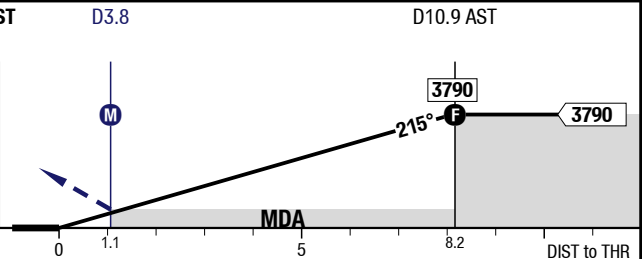
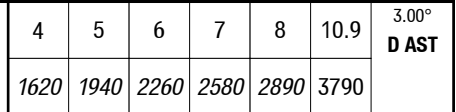
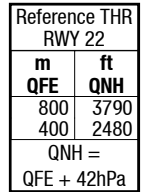
VOR DME 04



04		VOR DME				Circling
C	ft - m/km ft	330 - 1.0 1500				Not published
D	ft - m/km ft	330 - 1.4 1500				Not published

Changes: APL, SUAs, AD Name

## VOR DME 22



22		VOR DME					Circling
C	ft - m/km ft	400 - 1.1 <b>1560</b>					Not published
D	ft - m/km ft	400 - 1.4 <b>1560</b>					Not published

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