

**GENERAL****Operational Hours**

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

**Airport Information**

**RFF:** CAT 9

**Fuel:** TS-1, RT

**PCN:** RWY 05R/23L: 63/R/B/X/T

RWY 05L/23R: 70/R/A/W/T

**Operation****Low Visibility Procedure**

LVP in force when RVR below 550m and/or ceiling below 60m.

Surface Movement Guidance and Control Systems (SMGCS) in use when LVP activated.

Report RWY vacated after reaching STOP line.

TKOF without stopping at line-up PSN prohibited.

Intersection TKOF during LVP prohibited.

Taxi with MNM power.

Follow-me mandatory.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedure.

**Taxi/Parking**

ENG start during towing at snowy or icy APN prohibited.

Turns of ACFT with wingspan 24m / 79ft and above:

- from TWY B to RWY 05R/23L to the side of THR 05, and
- from RWY 05R/23L to TWY B from THR 05 prohibited.

**Fuel Dumping Area**

Route 1: USUGA-ADABA-TIPSA-USUGA (not below FL80).

Route 2: DESOK-TIRBA-BAGNA-DESOK (not below FL90).

**Warnings**

Strengthened shoulders at each side of RWY 05R/23L and 05L/23R.

Birds in vicinity of AD.

**ARRIVAL****Communication**

On initial contact with APP report ATIS and type of ACFT.

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

Guard the FREQ DVORATA (116.400) or locator beacon (763 kHz) for getting information and ATC instructions. Carry out APCH and land at AD. At night, the location of ACFT must be denoted by periodic switching on the landing LGTs or beacon flashing LGTs.

## ARRIVAL

## Arrival Procedure

**Non-standard GP Intercept Position on RWY 05L**

GP intercepts RWY 05L at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *4186m / 13734ft*.

**RWY 23R**

GP intercepts RWY 23R at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *4186m / 13734ft*.

**VFR Traffic Pattern:** RWY 23R/23L right-hand circuit.

**Visual APCH**

Visual approach AVBL HJ only and when ceiling is 1000m and VIS 10km / 5.3NM

## Warnings

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

## DEPARTURE

## Take-off Minima

RWY		05L/23R, 05R/23L	
A, B, C	ft - m/km	0 - 125R	RCLL, REDL, 3 RVR By state permission. <b>Braking coefficient higher than 0.5.</b>
D		0 - 150R	MAX half allowed cross wind component for ACFT type. Follow-me for apron required.
A, B, C		0 - 150R	RCLL, REDL, 3 RVR Braking coefficient higher than 0.5. <b>MAX half allowed cross wind component</b>
D		0 - 200R	for ACFT type. Follow-me for apron required.
A, B, C		0 - 200R/200V	REDL and RCLL
D		0 - 250R/250V	

**DEPARTURE****Communication**

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

Guard the FREQ DVORATA (116.400) or locator beacon (763 kHz) for getting information and ATC instructions.

If radio contact is lost after TKOF, land at AD or proceed to DEST AD in accordance with ATC instructions or on specially established FL without radio contact, FL140, FL150 or FL240, FL250 depending on the direction of the flight.

**Departure Procedure****Start-up/Push-back**

ENG start on stands 3-8 prohibited. Start ENG after towing to APN CL or on stands 12-14.

**Intersection TKOF**

Intersection TKOF AVBL O/R by TWR.

**De-Icing**

AVBL

Effective 26-APR-2018

19-APR-2018

ALA-UAAA

Kazakhstan **Almaty**

AGC

AFC

AFC

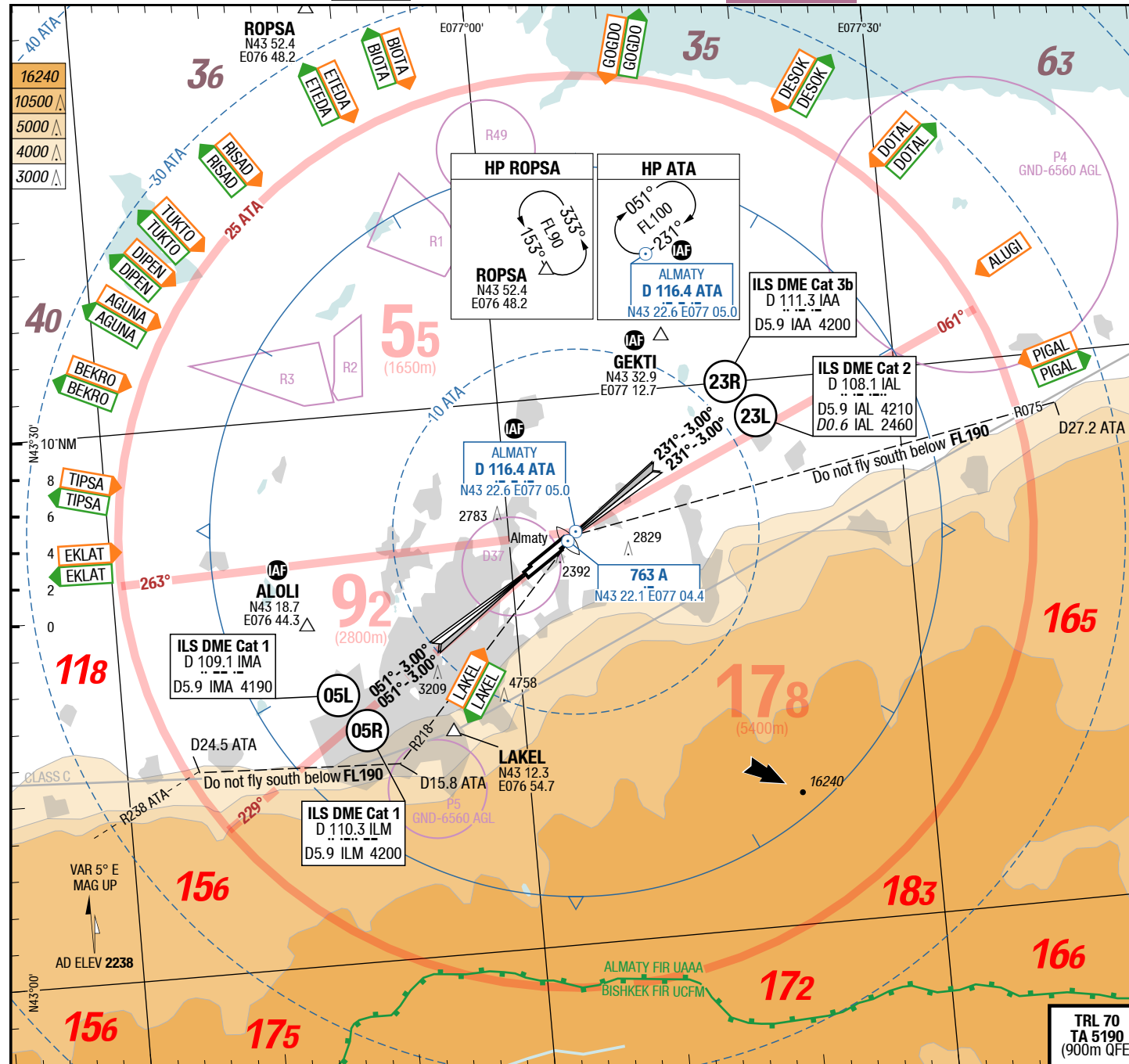
AFC

**Almaty** Kazakhstan

AGC

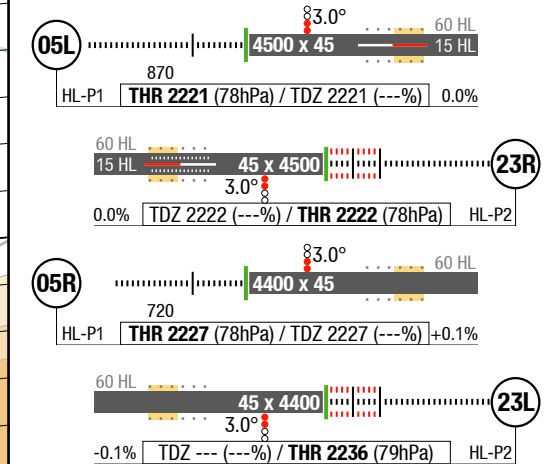
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2-10



ATIS 129.800  
RAD 120.800  
APP 124.800  
TWR 119.400  
GND 121.700

Landing RWY system:



Changes: Nil

Effective 26-APR-2018

19-APR-2018

ALA-UAAA

3-20

Kazakhstan Almaty

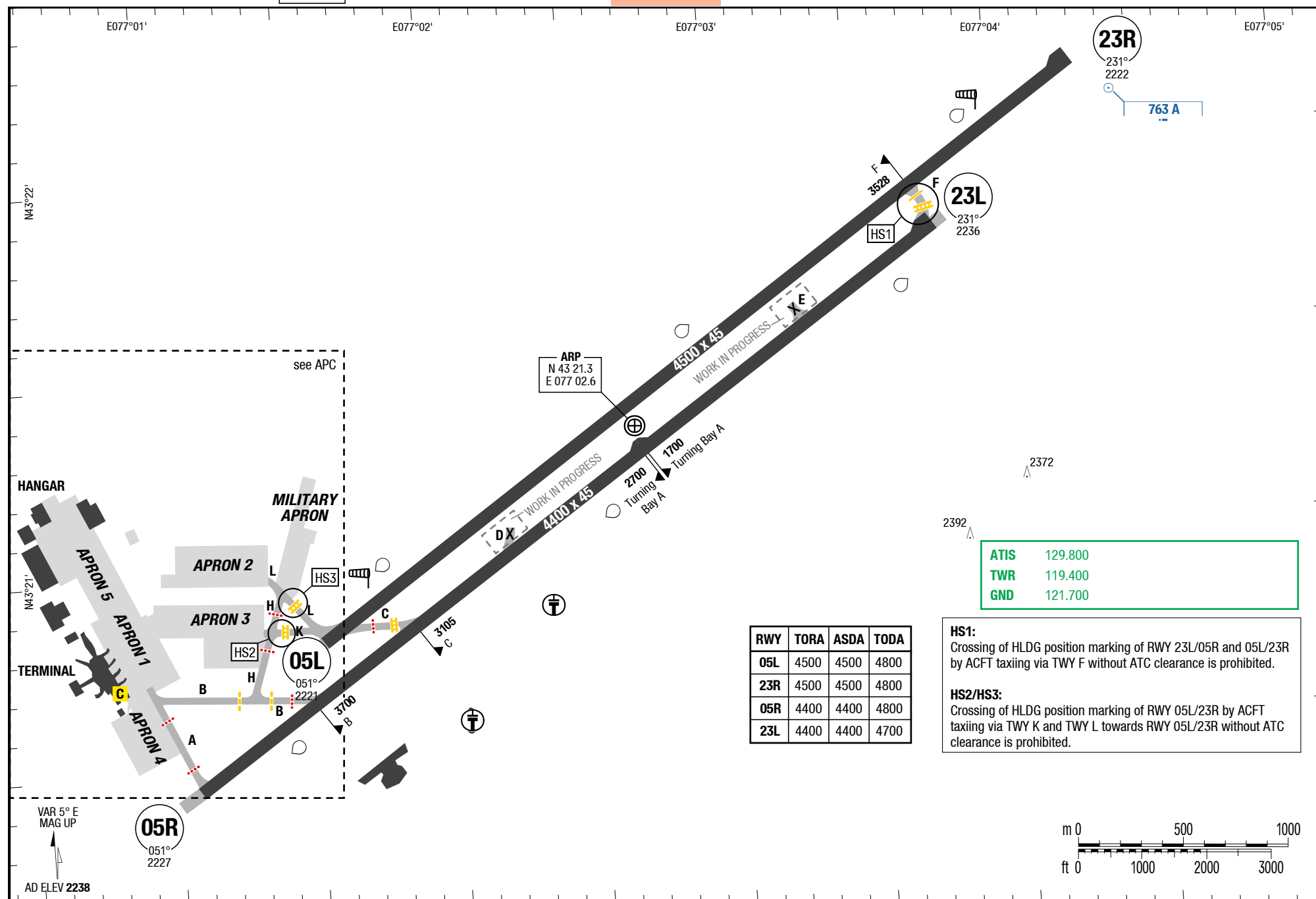
AGC

AGC

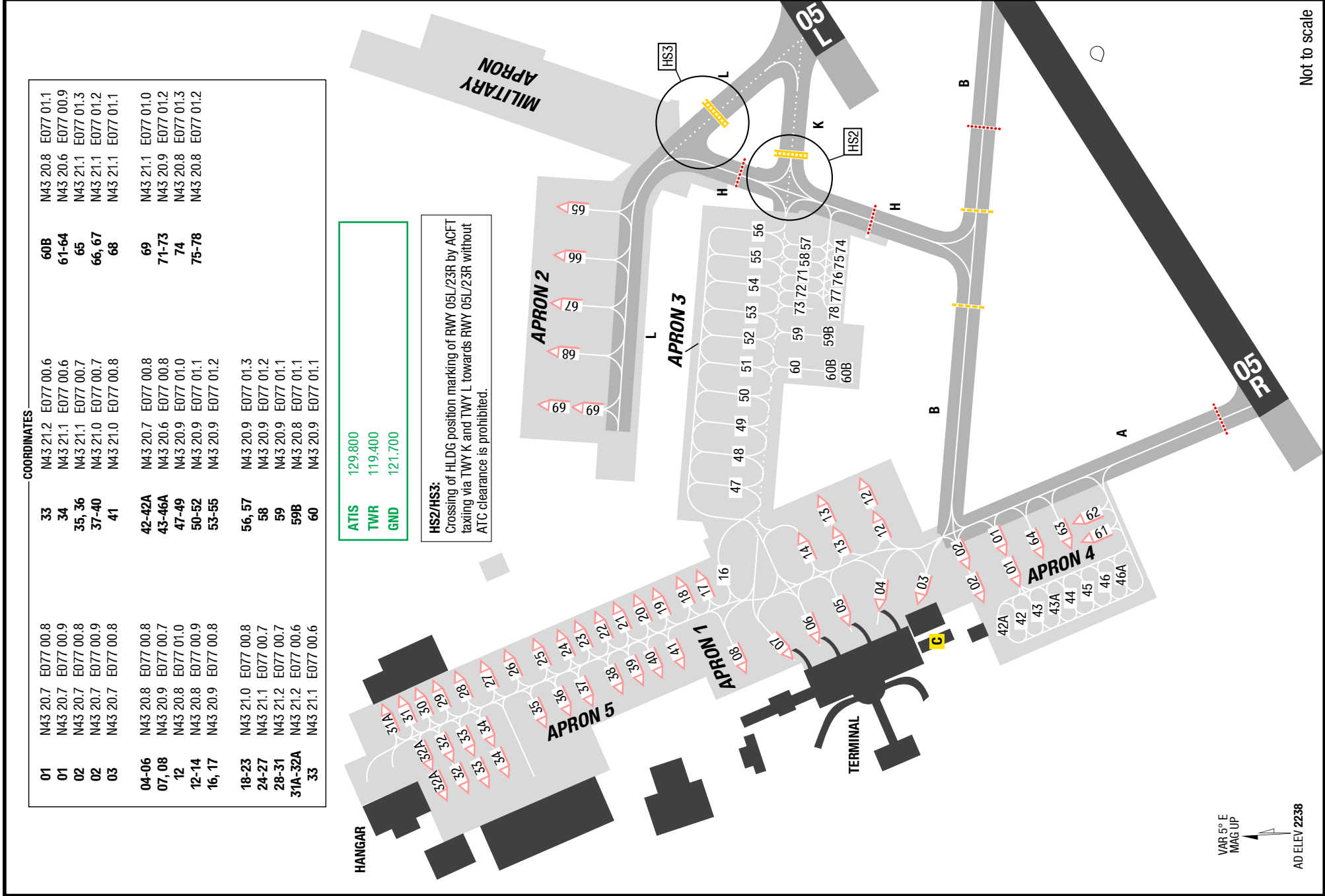
AGC

Almaty Kazakhstan

AGC



Changes: Helipad, Stopbar, TWY, WIP, Editorial



**ALA-UAAA**

SIDs RWYs 23L/R

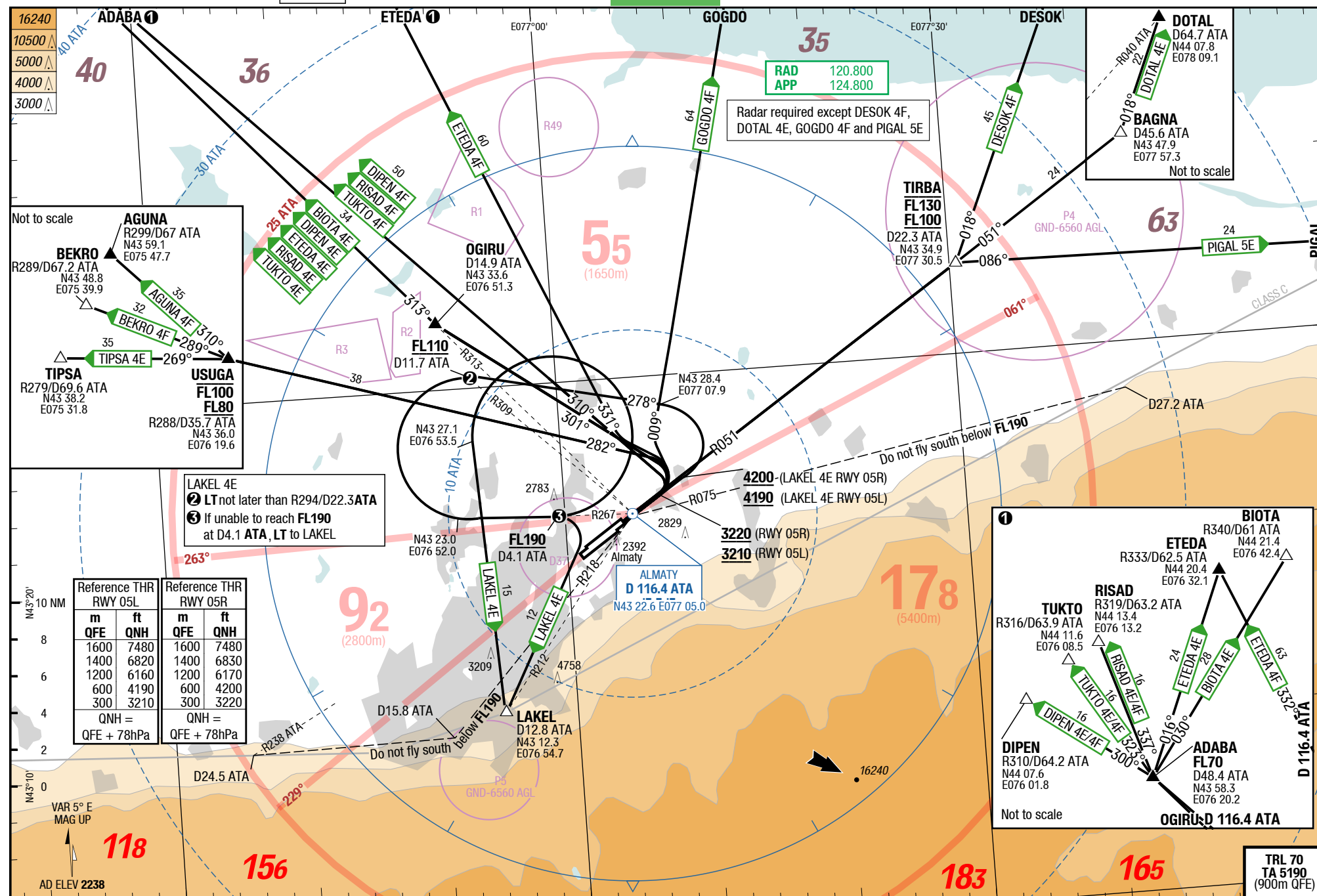
## SIDs RWYs 05L/R

SID

SID

SIDs RWYs 23L/R

## SIDs RWYs 05L/R



Changes: OBST

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02-NOV-2017

ALA-UAAA

4-20

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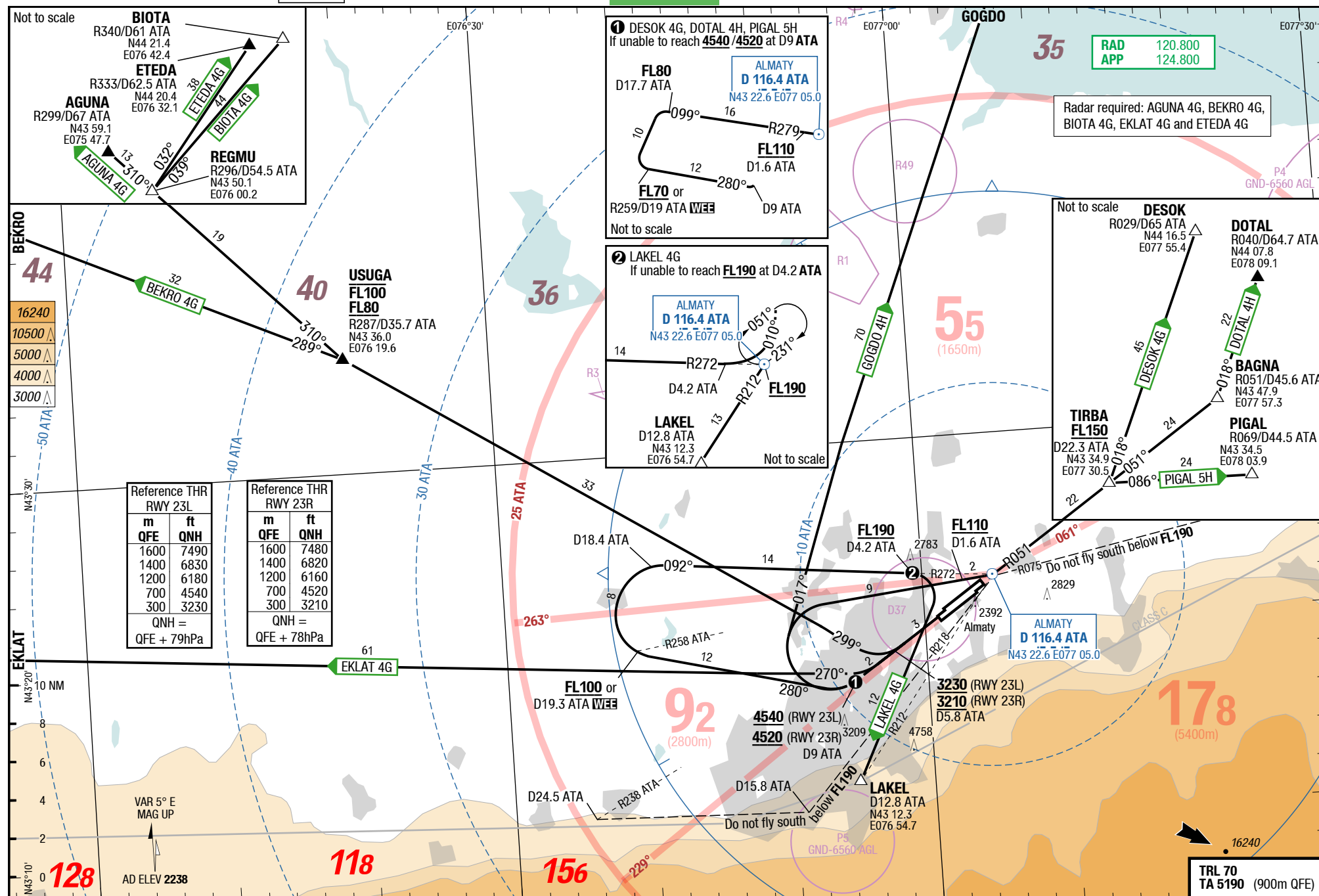
SIDs RWYs 23L/R

SID

SID

**Almaty** Kazakhstan

SIDs RWYs 23L/R



Changes: OBST, Editorial

## ALA-UAAA

5-10

## SIDs RWYs 05L/R

**AGUNA 4F / BEKRO 4F / BIOTA 4E / DESOK 4F / DIPEN 4E / DIPEN 4F / DOTAL 4E / ETEDA 4E / ETEDA 4F / GOGDO 4F / LAKEL 4E**

RWYs 05L/R (051°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 05L/05R</b>		
<b>AGUNA 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 282° to USUGA - RT 310° to AGUNA	USUGA between <b>FL80</b> and <b>FL100</b>
<b>BEKRO 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 282° to USUGA - RT 289° to BEKRO	USUGA between <b>FL80</b> and <b>FL100</b>
<b>BIOTA 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 301° to OGIRU - RT 313° to ADABA - RT 030° to BIOTA	ADABA at <b>FL70</b>
<b>DESOK 4F</b> 7.0% to TIRBA <b>124.800</b> ①	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) intercept R051 ATA to TIRBA - LT 018° to DESOK	TIRBA between <b>FL100</b> and <b>FL130</b>
<b>DIPEN 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 301° to OGIRU - RT 313° to ADABA - LT 300° to DIPEN	ADABA at <b>FL70</b>
<b>DIPEN 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 310° to ADABA - LT 300° to DIPEN	ADABA at <b>FL70</b>
<b>DOTAL 4E</b> 7.0% to TIRBA <b>124.800</b> ①	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) intercept R051 ATA to TIRBA - BAGNA - LT 018° to DOTAL	TIRBA between <b>FL100</b> and <b>FL130</b>
<b>ETEDA 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 301° to OGIRU - RT 313° to ADABA - RT 016° to ETEDA	ADABA at <b>FL70</b>
<b>ETEDA 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 331° to ETEDA	
<b>GOGDO 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) LT 009° to GOGDO	
<b>LAKEL 4E</b> <b>124.800</b>	at MNM <b>4190</b> (RWY 05L) or at MNM <b>4200</b> (RWY 05R) LT 278° - climb to MNM <b>FL110</b> - at R309/D11.7 ATA (but not later than R294/D22.3 ATA) LT intercept R267 ATA - at D4.1 ATA RT to LAKEL  If unable to reach <b>FL190</b> at D4.1 ATA - LT to LAKEL	D4.1 ATA MNM <b>FL190</b>

① If unable to comply with climb gradient advise ATC.

## ALA-UAAA

5-20

## SIDs RWYs 05L/R

SIDPT

PIGAL 5E / RISAD 4E / RISAD 4F / TIPSA 4E / TUKTO 4E / TUKTO 4F

RWYs 05L/R (051°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 05L/05R</b>	
<b>PIGAL 5E</b> 7.0% to TIRBA <b>124.800</b> ①	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) intercept R051 <b>ATA</b> to TIRBA - <b>RT</b> 086° to PIGAL	TIRBA between <b>FL100</b> and <b>FL130</b>
<b>RISAD 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) <b>LT</b> 301° to OGIRU - <b>RT</b> 313° to ADABA - <b>RT</b> 337° to RISAD	ADABA at <b>FL70</b>
<b>RISAD 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) <b>LT</b> 310° to ADABA - <b>RT</b> 337° to RISAD	ADABA at <b>FL70</b>
<b>TIPSA 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) <b>LT</b> 282° to USUGA - <b>LT</b> 269° to TIPSA	USUGA between <b>FL80</b> and <b>FL100</b>
<b>TUKTO 4E</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) <b>LT</b> 301° to OGIRU - <b>RT</b> 313° to ADABA - <b>RT</b> 323° to TUKTO	ADABA at <b>FL70</b>
<b>TUKTO 4F</b> <b>124.800</b>	at MNM <b>3210</b> (RWY 05L) or at MNM <b>3220</b> (RWY 05R) <b>LT</b> 310° to ADABA - <b>RT</b> 323° to TUKTO	ADABA at <b>FL70</b>

① If unable to comply with climb gradient advise ATC.

## ALA-UAAA

5-30

## SIDs RWYs 23L/R

**AGUNA 4G / BEKRO 4G / BIOTA 4G / DESOK 4G / DOTAL 4H / EKLAT 4G / ETEDA 4G / GOGDO 4H**

RWYs 23L/R (231°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23L/23R</b>	
<b>AGUNA 4G</b> <b>124.800</b>	at D5.8 <b>ATA RT</b> 299° to USUGA - <b>RT</b> 310° to REGMU - AGUNA	D5.8 <b>ATA MNM 3230</b> (RWY 23L)/ <b>3210</b> (RWY 23R) USUGA between <b>FL80</b> and <b>FL100</b>
<b>BEKRO 4G</b> <b>124.800</b>	at D5.8 <b>ATA RT</b> 299° to USUGA - <b>LT</b> 289° to BEKRO	D5.8 <b>ATA MNM 3230</b> (RWY 23L)/ <b>3210</b> (RWY 23R) USUGA between <b>FL80</b> and <b>FL100</b>
<b>BIOTA 4G</b> <b>124.800</b>	at D5.8 <b>ATA RT</b> 299° to USUGA - <b>RT</b> 310° to REGMU - <b>RT</b> 039° to BIOTA	D5.8 <b>ATA MNM 3230</b> (RWY 23L)/ <b>3210</b> (RWY 23R) USUGA between <b>FL80</b> and <b>FL100</b>
<b>DESOK 4G</b> <b>124.800</b>	at D9 <b>ATA RT</b> direct <b>ATA</b> - at D1.6 before <b>ATA LT</b> intercept R051 <b>ATA</b> to TIRBA - <b>LT</b> 018° to DESOK  If unable to reach MNM <b>4540/4520</b> at D9 <b>ATA</b> : <b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier) <b>RT</b> intercept R279 <b>ATA</b> to <b>ATA</b> - then follow SID	D9 <b>ATA MNM 4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R) D1.6 <b>ATA MNM FL110</b> TIRBA MNM <b>FL150</b>  D1.6 <b>ATA MNM FL110</b>
<b>DOTAL 4H</b> <b>124.800</b>	at D9 <b>ATA RT</b> direct <b>ATA</b> - at D1.6 before <b>ATA LT</b> intercept R051 <b>ATA</b> to TIRBA - BAGNA - <b>LT</b> 018° to DOTAL  If unable to reach MNM <b>4540/4520</b> at D9 <b>ATA</b> : <b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier) <b>RT</b> intercept R279 <b>ATA</b> to <b>ATA</b> - then follow SID	D9 <b>ATA MNM 4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R) D1.6 <b>ATA MNM FL110</b> TIRBA MNM <b>FL150</b>  D1.6 <b>ATA MNM FL110</b>
<b>EKLAT 4G</b> <b>124.800</b>	at D5.8 <b>ATA RT</b> 270° to EKLAT	D5.8 <b>ATA MNM 3230</b> (RWY 23L)/ <b>3210</b> (RWY 23R)
<b>ETEDA 4G</b> <b>124.800</b>	at D5.8 <b>ATA RT</b> 299° to USUGA - <b>RT</b> 310° to REGMU - <b>RT</b> 032° to ETEDA	D5.8 <b>ATA MNM 3230</b> (RWY 23L)/ <b>3210</b> (RWY 23R) USUGA between <b>FL80</b> and <b>FL100</b>
<b>GOGDO 4H</b> <b>124.800</b>	at D9 <b>ATA RT</b> 017° to GOGDO	D9 <b>ATA MNM 4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R)

01-DEC-2016

**ALA-UAAA**

5-40

**SIDs RWYs 23L/R****SIDPT****LAKEL 4G / PIGAL 5H**

RWYs 23L/R (231°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 23L/23R</b>	
<b>LAKEL 4G</b> <b>124.800</b>	at D9 <b>ATA RT</b> 280° - at MNM <b>FL100</b> or R258/D19.3 <b>ATA</b> , whichever is earlier, <b>RT</b> intercept R272 <b>ATA</b> inbound - at <b>FL190</b> (not later than D4.2 <b>ATA</b> ) <b>RT</b> to LAKEL  If unable to reach MNM <b>FL190</b> prior D4.2 <b>ATA</b> inbound, <b>LT</b> 010° to enter holding at <b>ATA</b> - R212 <b>ATA</b> to LAKEL	D9 <b>ATA</b> MNM <b>4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R)  <b>ATA</b> MNM <b>FL190</b>
<b>PIGAL 5H</b> <b>124.800</b>	at D9 <b>ATA RT</b> direct <b>ATA</b> - at D1.6 before <b>ATA LT</b> intercept R051 <b>ATA</b> to TIRBA - <b>RT</b> 086° to PIGAL  If unable to reach MNM <b>4540/4520</b> at D9 <b>ATA</b> : <b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier) <b>RT</b> intercept R279 <b>ATA</b> to <b>ATA</b> - then follow SID	D9 <b>ATA</b> MNM <b>4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R) D1.6 <b>ATA</b> MNM <b>FL110</b> TIRBA MNM <b>FL150</b> D1.6 <b>ATA</b> MNM <b>FL110</b>

02-NOV-2017  
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STARs RWYs 23L/R

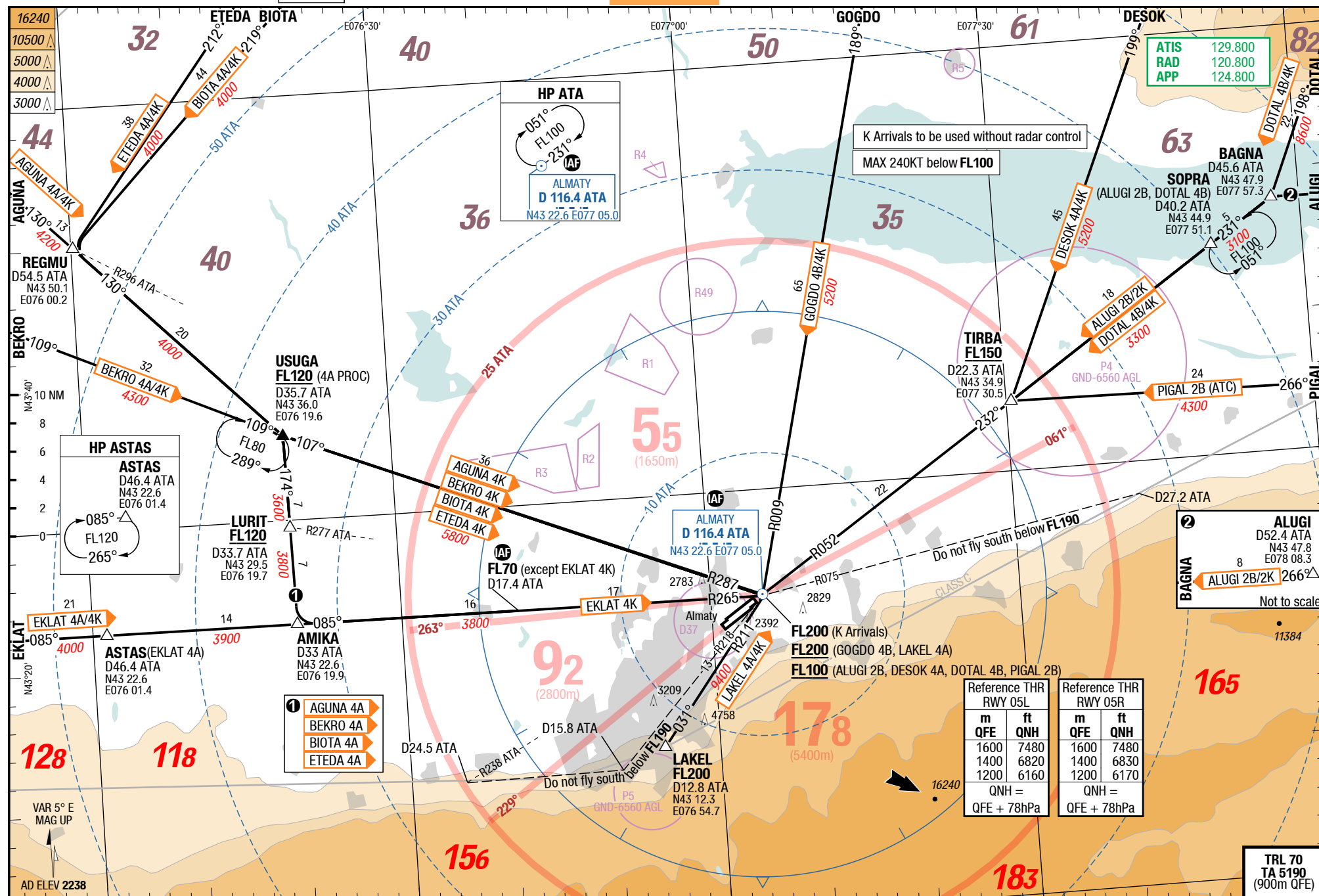
**STARs RWYs 05L/R**

# STAR

# STAR

STARs RWYs 23L/R

## STARs RWYs 05L/R



Changes: Track, MTCA, DIST, OBST

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6-20

Kazakhstan **Almaty**

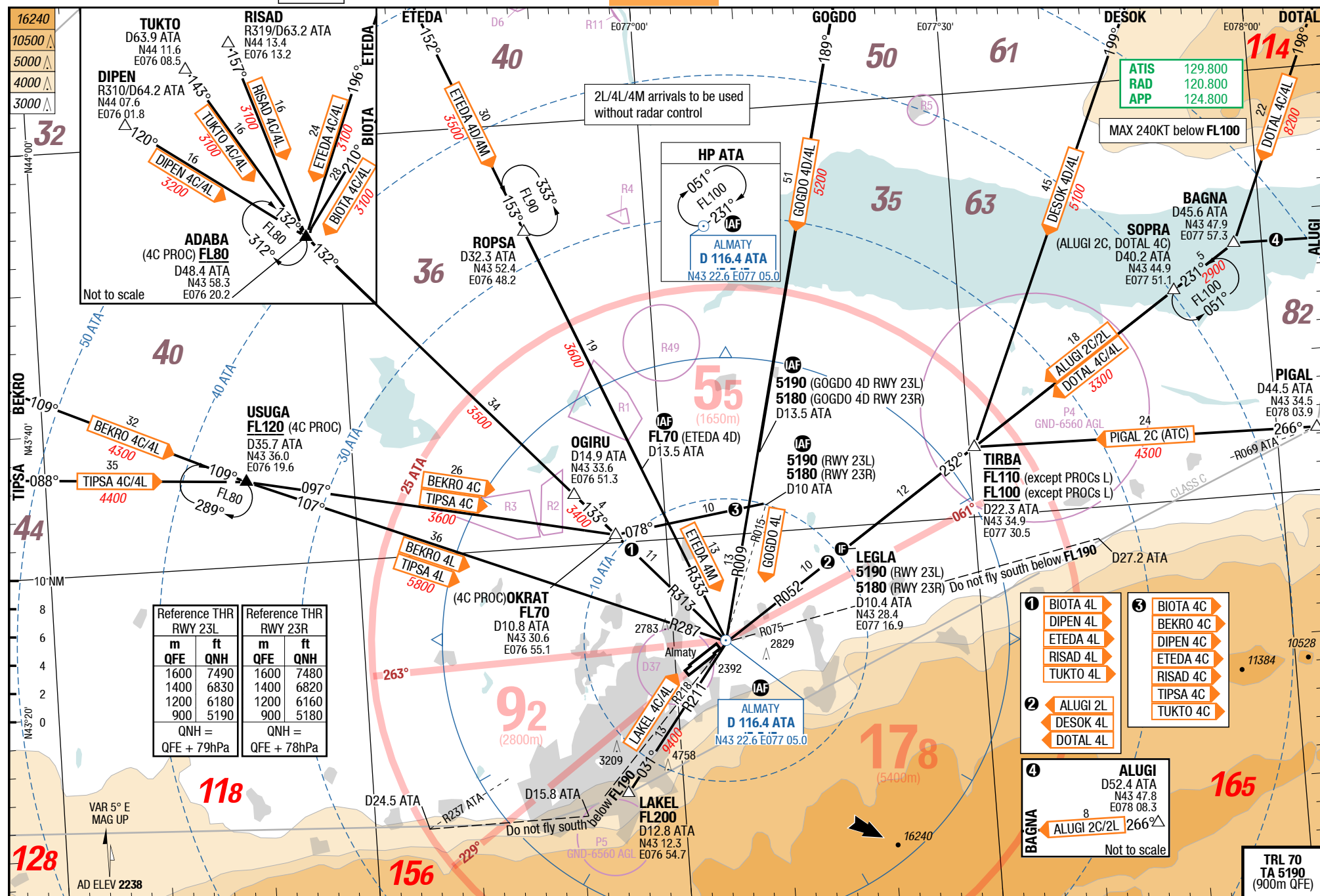
STARs RWYs 23L/R

STAR

STAR

Almaty Kazakhstan

STARs RWYs 23L/R

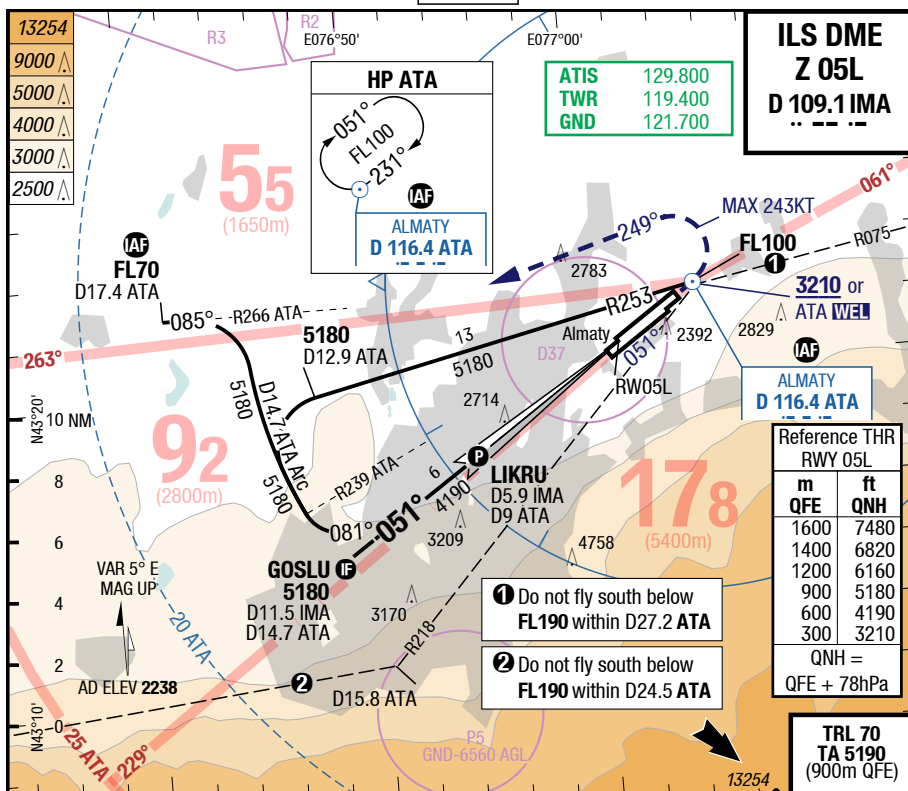


Changes: Track, MTCA, OBST

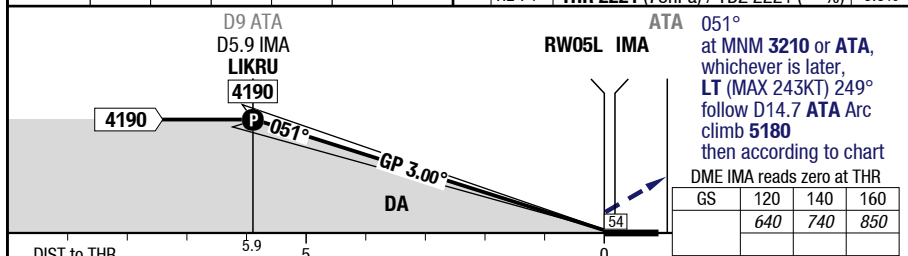
## ALA-UAAA

**7-10**

**ILS DME Z 05L**



D IMA	5.9	5	4	3	2	1	<p>05L 870 83.0° 60 HL 15 HL 4500 x 45</p> <p>HL-P1 THR 2221 (78hPa) / IDZ 2221 (---%) 0.0%</p>
	4190	3910	3580	3260	2940	2610	

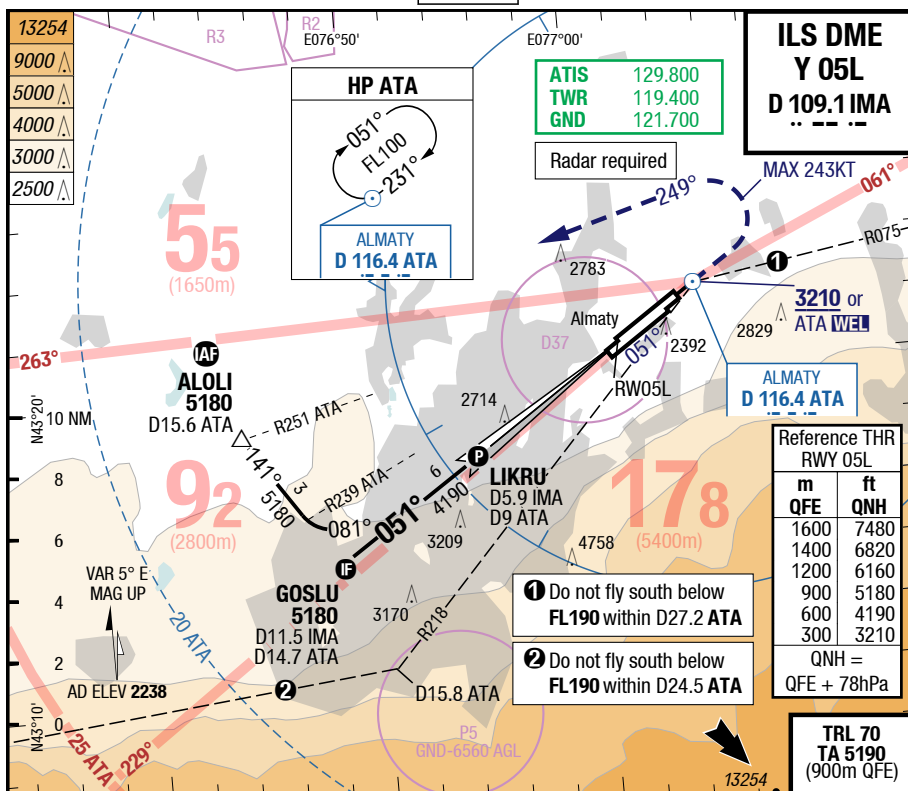


05L		Cat 1 DME	LOC				Circling
C	ft - m/km ft	200 - 550 <b>2430</b>	Not authorized				Not published
D	ft - m/km ft	200 - 550 <b>2430</b>	Not authorized				Not published

## ALA-UAAA

7-20

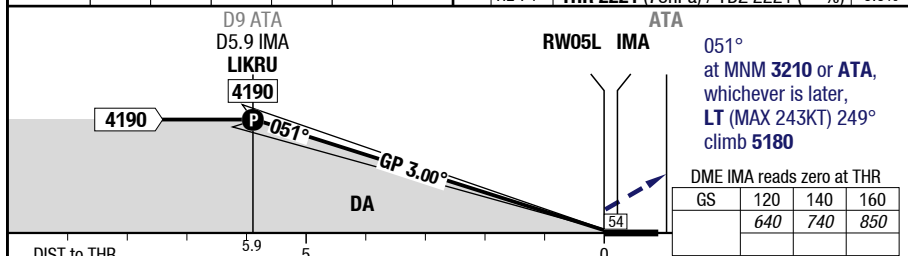
## ILS DME Y 05L



D IMA	5.9	5	4	3	2	1	
	4190	3910	3580	3260	2940	2610	

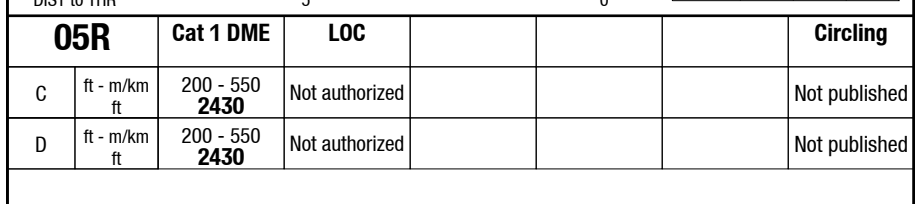
  

05L	83.0°	60 HL	15 HL
HL-P1	THR 2221 (78hPa) / TDZ 2221 (---%)	0.0%	

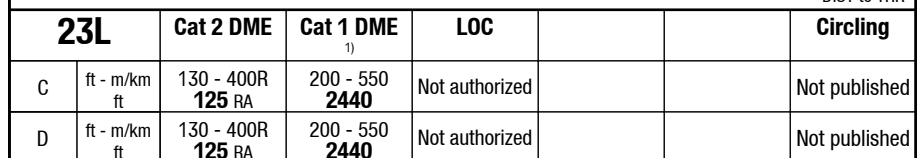


05L	Cat 1 DME	LOC			Circling
C	ft - m/km ft	200 - 550 2430	Not authorized		Not published
D	ft - m/km ft	200 - 550 2430	Not authorized		Not published

**ILS DME Y 05R**



**ILS DME Y 23L**

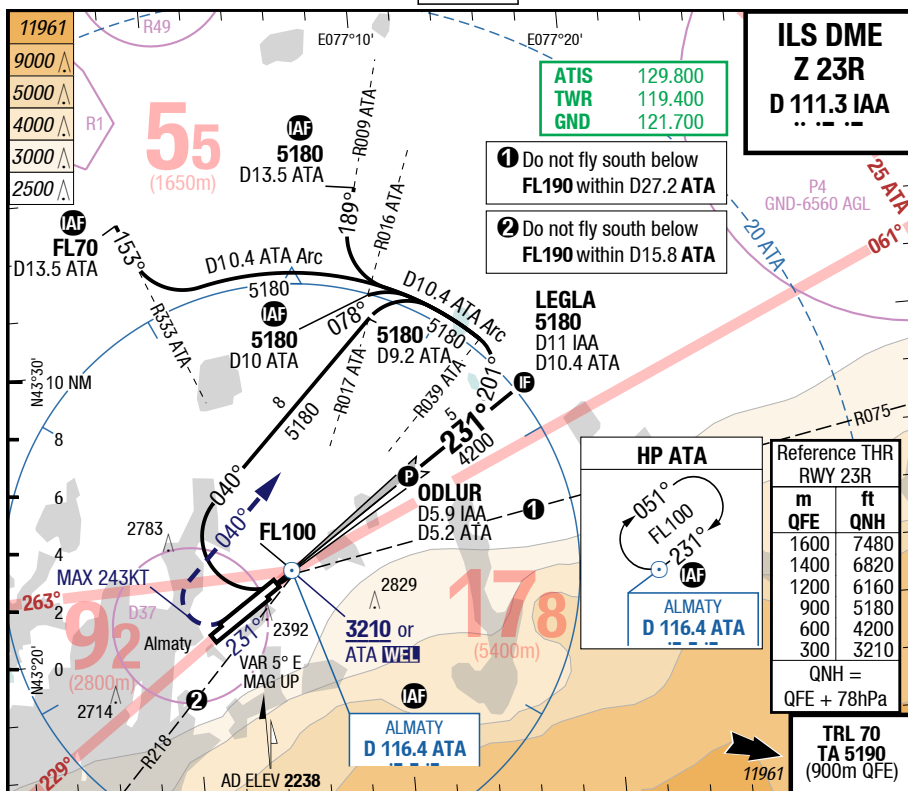


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## ALA-UAAA

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## ILS DME Z 23R



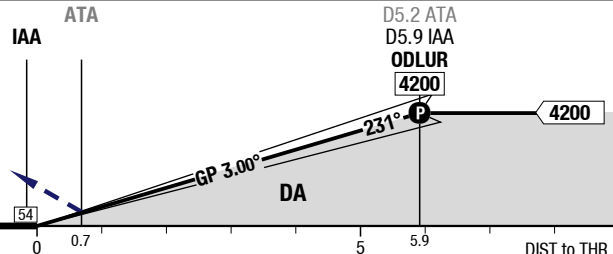
60 HL  
15 HL  
45 x 4500  
3.0°  
0.0% TDZ 2222 (---%) / THR 2222 (78hPa) HL-P2

1	2	3	4	5	5.9	D IAA
2610	2940	3270	3590	3920	4200	

231° - at MNM 3210 or ATA,  
whichever is later,  
RT (MAX 243KT) 040°  
follow D10.4 ATA Arc  
climb 5180  
then according to chart

DME IAA reads zero at THR

GS	120	140	160
	640	740	850



23R	Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 105 RA	200 - 400 2430	200 - 550 2430	Not authorized	Not published
D	ft - m/km ft 0 - 75R Company	100 - 300R 105 RA 2)	200 - 400 2430	200 - 550 2430	Not authorized	Not published

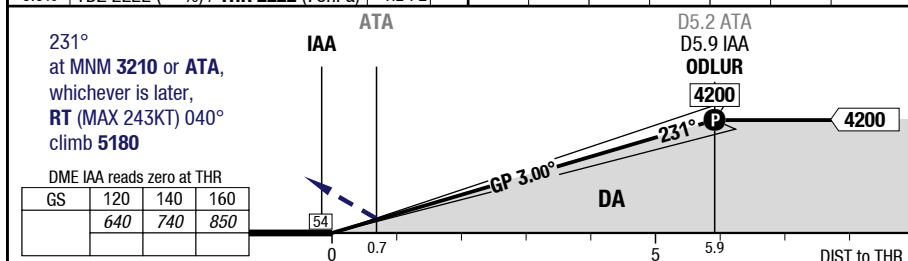
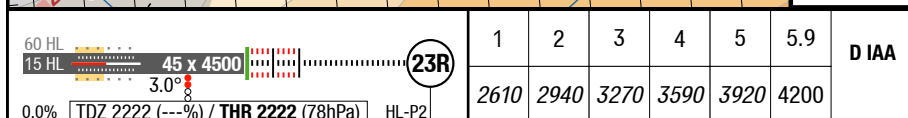
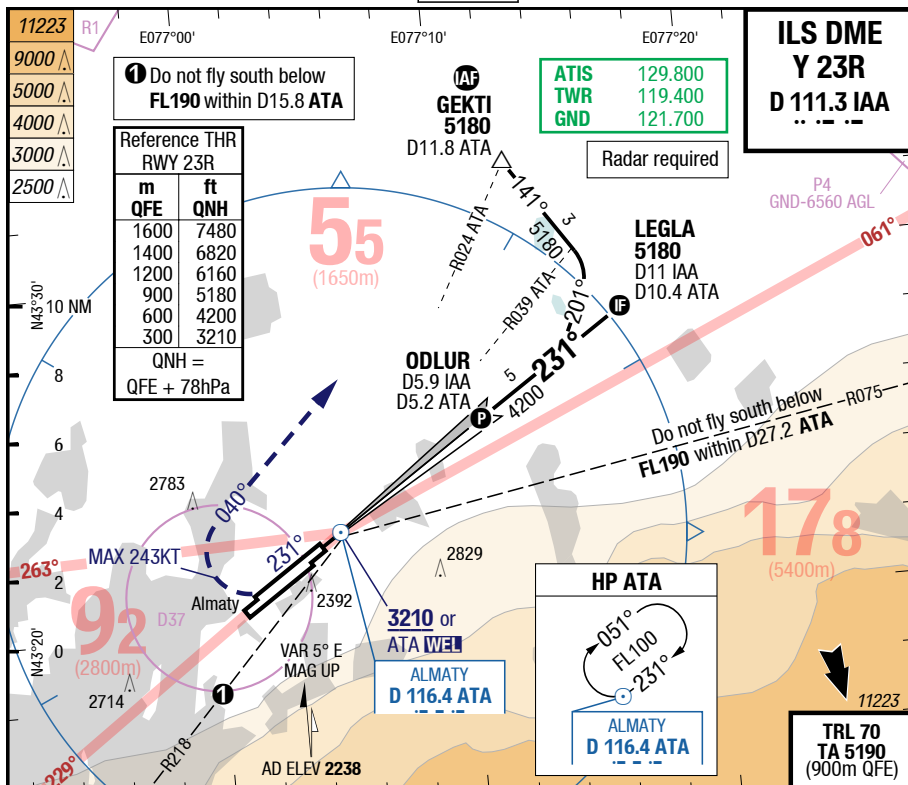
1) With EVS 350m

2) If not conducting autoland RVR 350m required

## ALA-UAAA

7-60

## ILS DME Y 23R



23R		Cat 3b DME	Cat 2 DME	Cat 1 DME <small>Lts</small> <small>1)</small>	Cat 1 DME <small>1)</small>	LOC	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 105 RA	200 - 400 2430	200 - 550 2430	Not authorized	Not published
D	ft - m/km ft	0 - 75R Company	100 - 300R 105 RA 2)	200 - 400 2430	200 - 550 2430	Not authorized	Not published

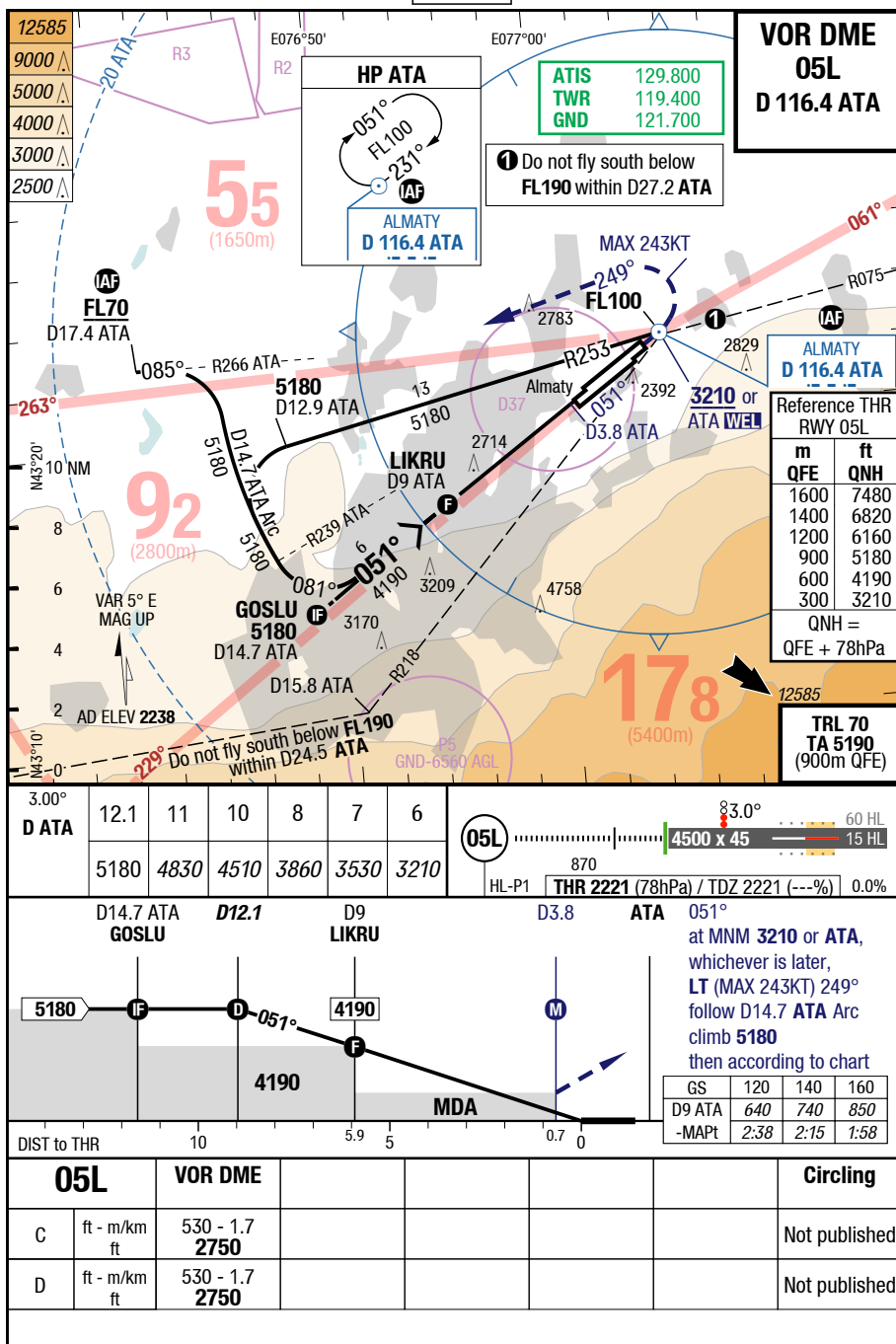
1) With EVS 350m

2) If not conducting autoland RVR 350m required

## ALA-UAAA

7-70

## VOR DME 05L



# ALA-UAAA

7-80

## VOR DME 23R

