

ALA-UAAA

1-10

AOI

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**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.

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

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**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

Kazakhstan Almaty

AGC

AFC

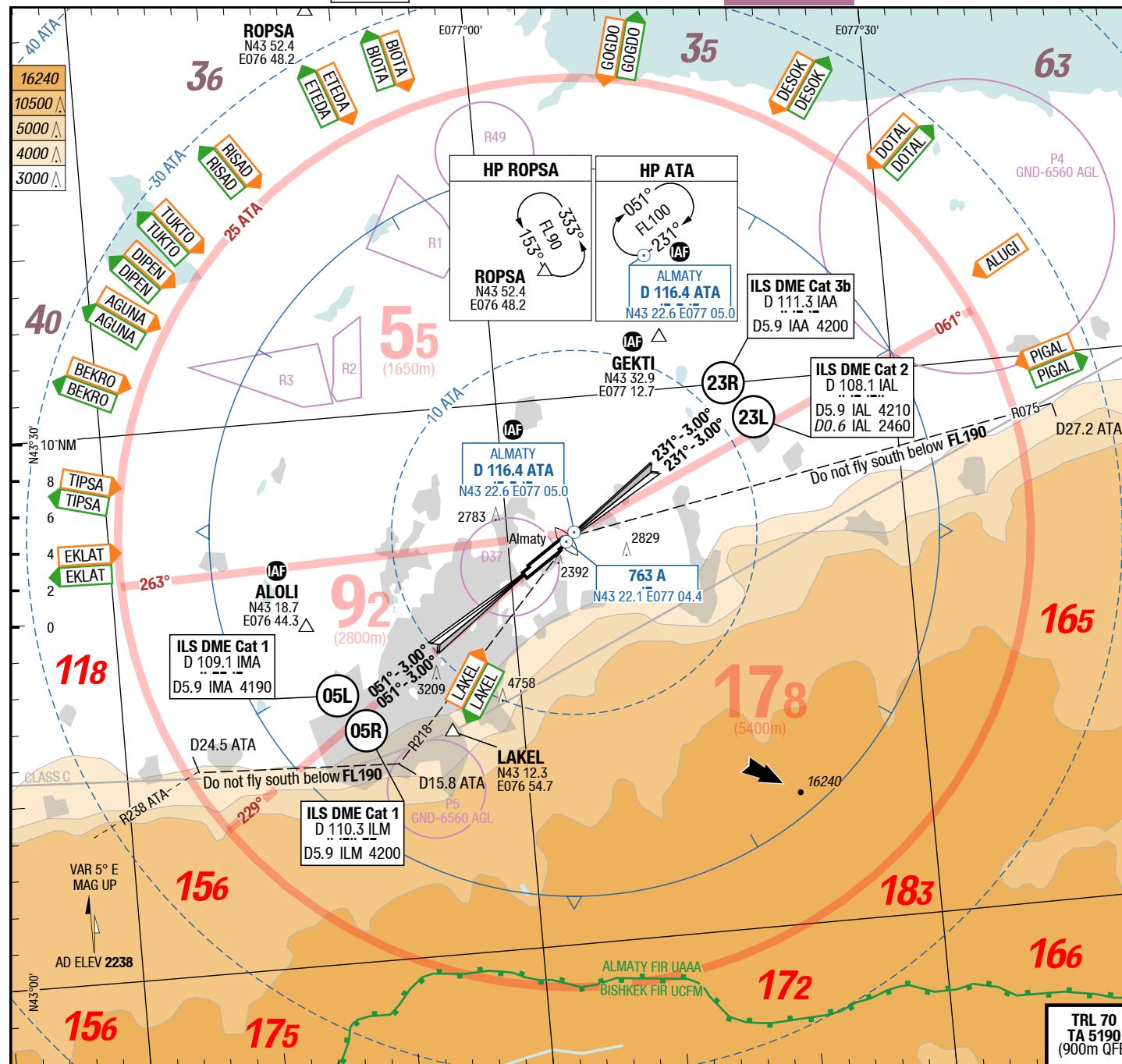
Almaty Kazakhstan

AGC

AFC

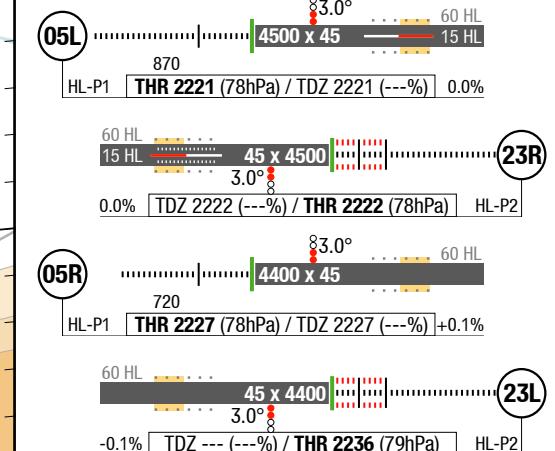
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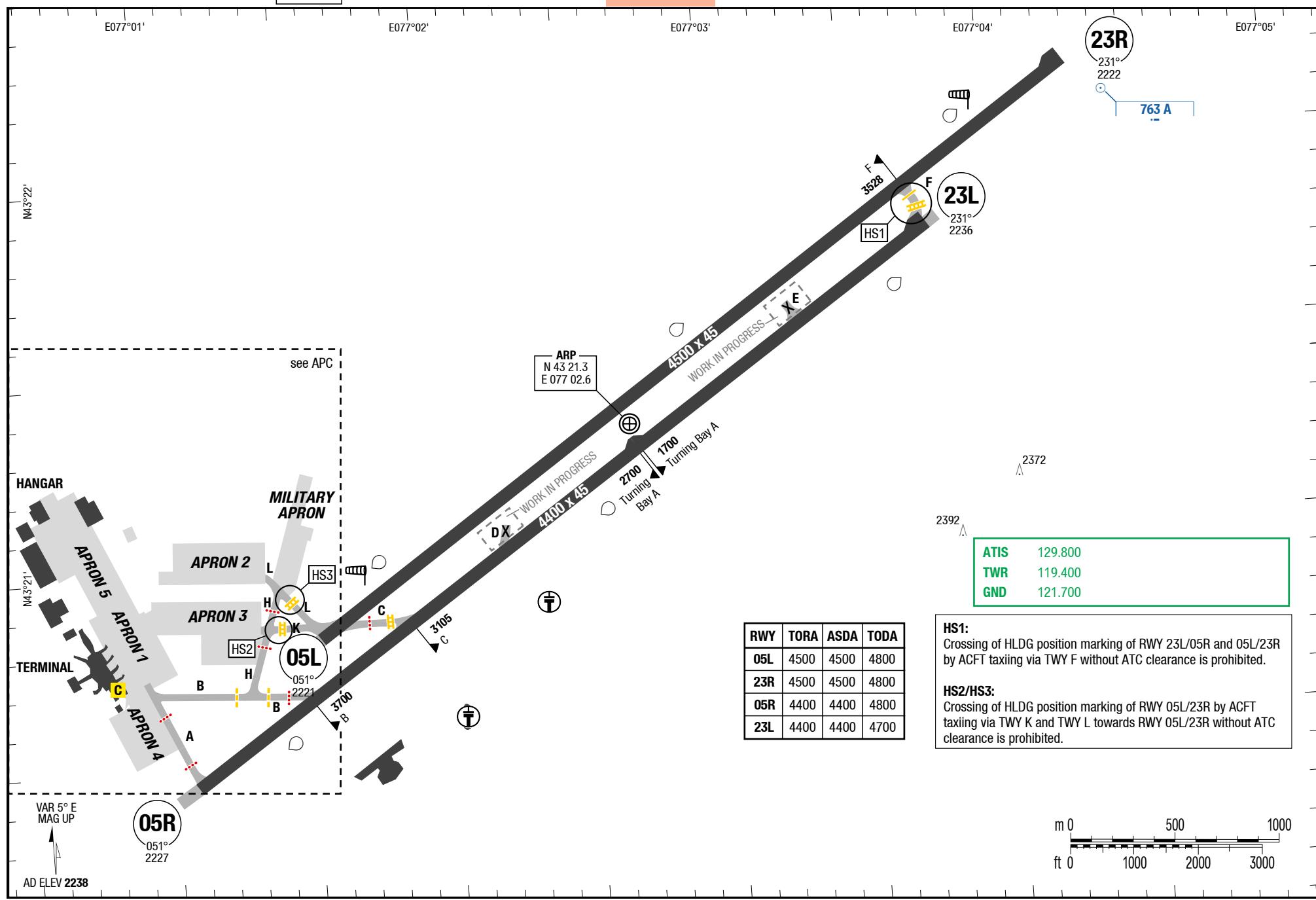
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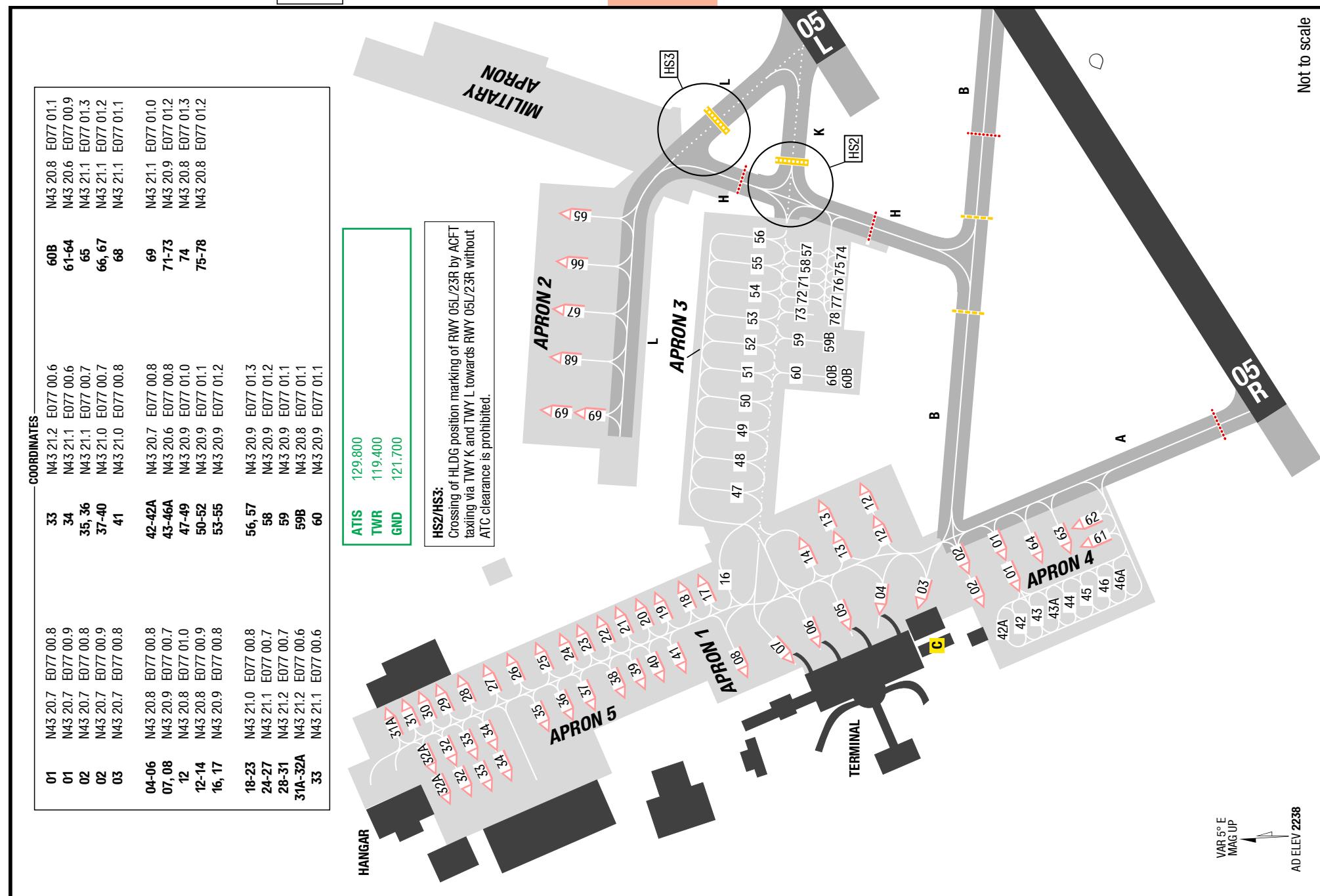
|      |         |
|------|---------|
| ATIS | 129.800 |
| RAD  | 120.800 |
| APP  | 124.800 |
| TWR  | 119.400 |
| GND  | 121.700 |

### Landing RWY system:





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02-NOV-2017

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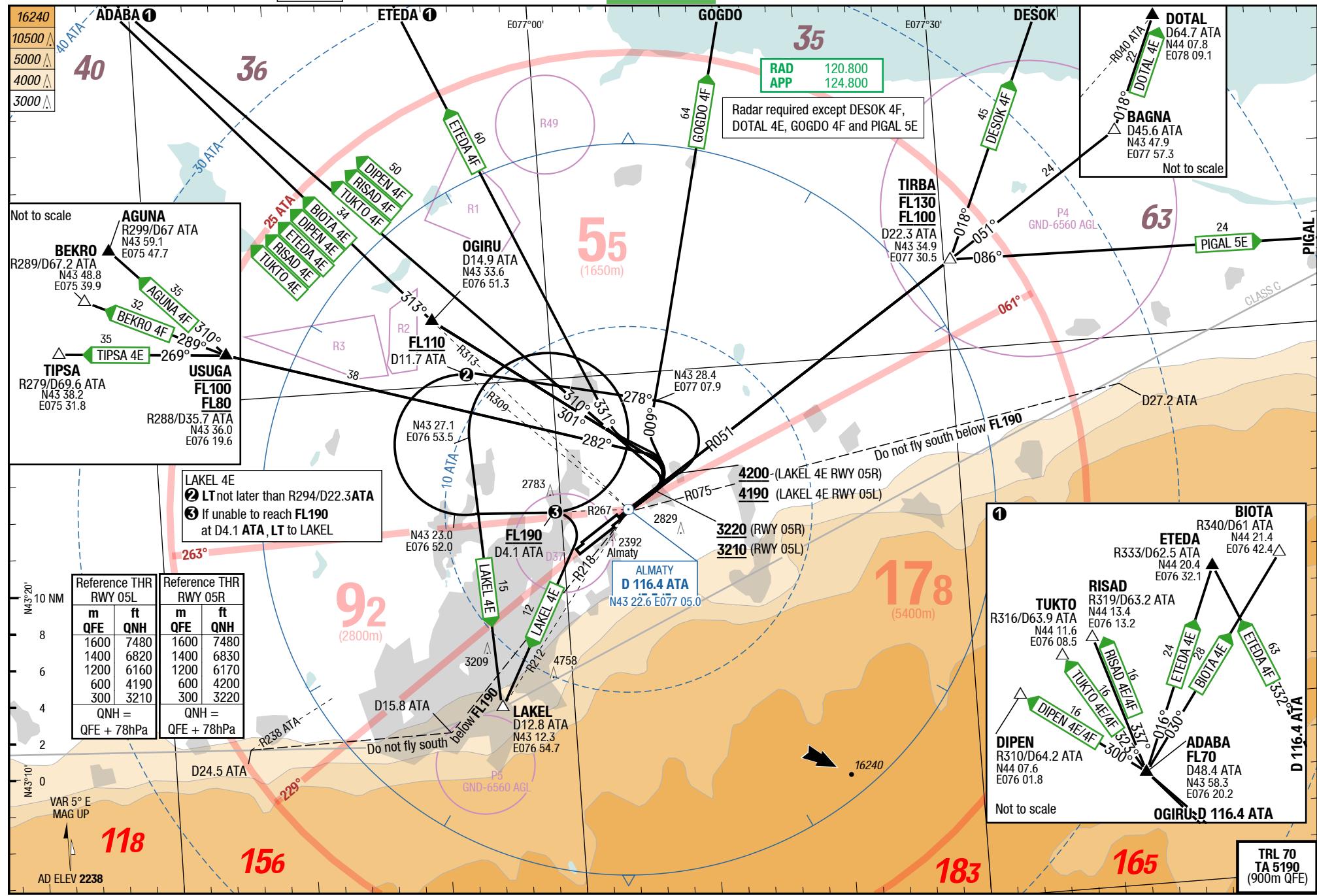
Kazakhstan Almaty

SIDs RWYs 23L/R

Almaty Kazakhstan

**SIDs RWYs 23L/R**

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Kazakhstan Almaty

Almaty Kazakhstan

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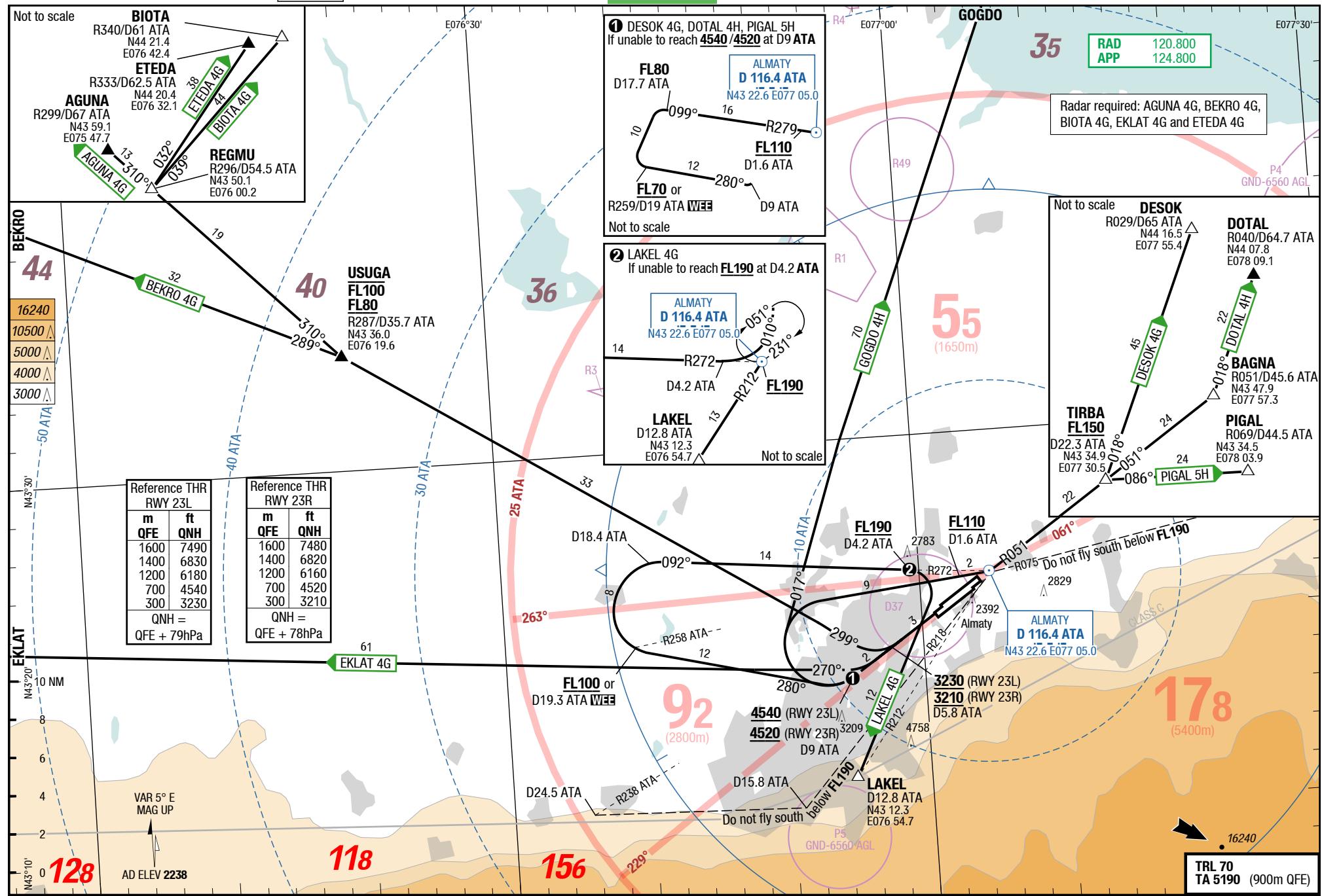
**ALA-UAAA**

SD

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SIDs RWYs 23L/R

SIDs RWYs 23L/R



ALA-UAAA

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

① If unable to comply with climb gradient advise ATC.

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SIDs RWYs 05L/R

PIGAL 5E / RISAD 4F / 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                                   |
|---|--|---|
|   | Runway 05L/05R   |   |
| <b>PIGAL 5E</b><br>7.0% to TIRBA<br><b>124.800</b><br>① | at MNM 3210 (RWY 05L) or at MNM 3220 (RWY 05R) intercept R051 ATA to TIRBA - <b>RT</b> 086° to PIGAL                       | TIRBA between <b>FL100</b> and <b>FL130</b> |
| <b>RISAD 4E</b><br><b>124.800</b>                       | at MNM 3210 (RWY 05L) or at MNM 3220 (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><br><b>124.800</b>                       | at MNM 3210 (RWY 05L) or at MNM 3220 (RWY 05R) <b>LT</b> 310° to ADABA - <b>RT</b> 337° to RISAD                           | ADABA at <b>FL70</b>                        |
| <b>TIPSA 4E</b><br><b>124.800</b>                       | at MNM 3210 (RWY 05L) or at MNM 3220 (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><br><b>124.800</b>                       | at MNM 3210 (RWY 05L) or at MNM 3220 (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><br><b>124.800</b>                       | at MNM 3210 (RWY 05L) or at MNM 3220 (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.

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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<br/>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><br>(RWY 23L)/ <b>3210</b> (RWY 23R)<br>USUGA between <b>FL80</b> and <b>FL100</b>                               |
| <b>BEKRO 4G<br/>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><br>(RWY 23L)/ <b>3210</b> (RWY 23R)<br>USUGA between <b>FL80</b> and <b>FL100</b>                               |
| <b>BIOTA 4G<br/>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><br>(RWY 23L)/ <b>3210</b> (RWY 23R)<br>USUGA between <b>FL80</b> and <b>FL100</b>                               |
| <b>DESOK 4G<br/>124.800</b> | at D9 <b>ATA RT</b> direct <b>ATA</b> - at D1.6 before <b>ATA LT</b> intercept R051<br><b>ATA</b> to TIRBA - <b>LT</b> 018° to DESOK<br><br>If unable to reach MNM 4540/4520 at D9 <b>ATA</b> :<br><b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier)<br><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)<br>D1.6 <b>ATA MNM FL110</b><br>TIRBA MNM FL150<br><br>D1.6 <b>ATA MNM FL110</b> |
| <b>DOTAL 4H<br/>124.800</b> | at D9 <b>ATA RT</b> direct <b>ATA</b> - at D1.6 before <b>ATA LT</b> intercept R051<br><b>ATA</b> to TIRBA - BAGNA - <b>LT</b> 018° to DOTAL<br><br>If unable to reach MNM 4540/4520 at D9 <b>ATA</b> :<br><b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier)<br><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)<br>D1.6 <b>ATA MNM FL110</b><br>TIRBA MNM FL150<br><br>D1.6 <b>ATA MNM FL110</b> |
| <b>EKLAT 4G<br/>124.800</b> | at D5.8 <b>ATA RT</b> 270° to EKLAT   | D5.8 <b>ATA MNM 3230</b><br>(RWY 23L)/ <b>3210</b> (RWY 23R)   |
| <b>ETEDA 4G<br/>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><br>(RWY 23L)/ <b>3210</b> (RWY 23R)<br>USUGA between <b>FL80</b> and <b>FL100</b>                               |
| <b>GOGDO 4H<br/>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)  |

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SIDs RWYs 23L/R

LAKEI 4G / PIGAL 5H

RWYs 23L/R (231°)

| DESIGNATOR          | ROUTING   | ALTITUDES   |
|---------------------|---|---|
|                     | Runway 23L/23R  |   |
| LAKEI 4G<br>124.800 | 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 LAKEI<br><br>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 LAKEI | D9 <b>ATA MNM 4540</b> (RWY 23L)/ <b>4520</b> (RWY 23R)<br><br><b>ATA MNM FL190</b>   |
| PIGAL 5H<br>124.800 | 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<br><br>If unable to reach MNM <b>4540/4520</b> at D9 <b>ATA</b> :<br><b>RT</b> 280° - at MNM <b>FL70</b> or R259/D19 <b>ATA</b> (whichever is earlier)<br><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)<br><b>D1.6 ATA MNM FL110</b><br>TIRBA MNM <b>FL150</b><br><br><b>D1.6 ATA MNM FL110</b> |

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Kazakhstan Almaty

STARs RWYs 23L/R

## **STARs RWYs 05L/R**

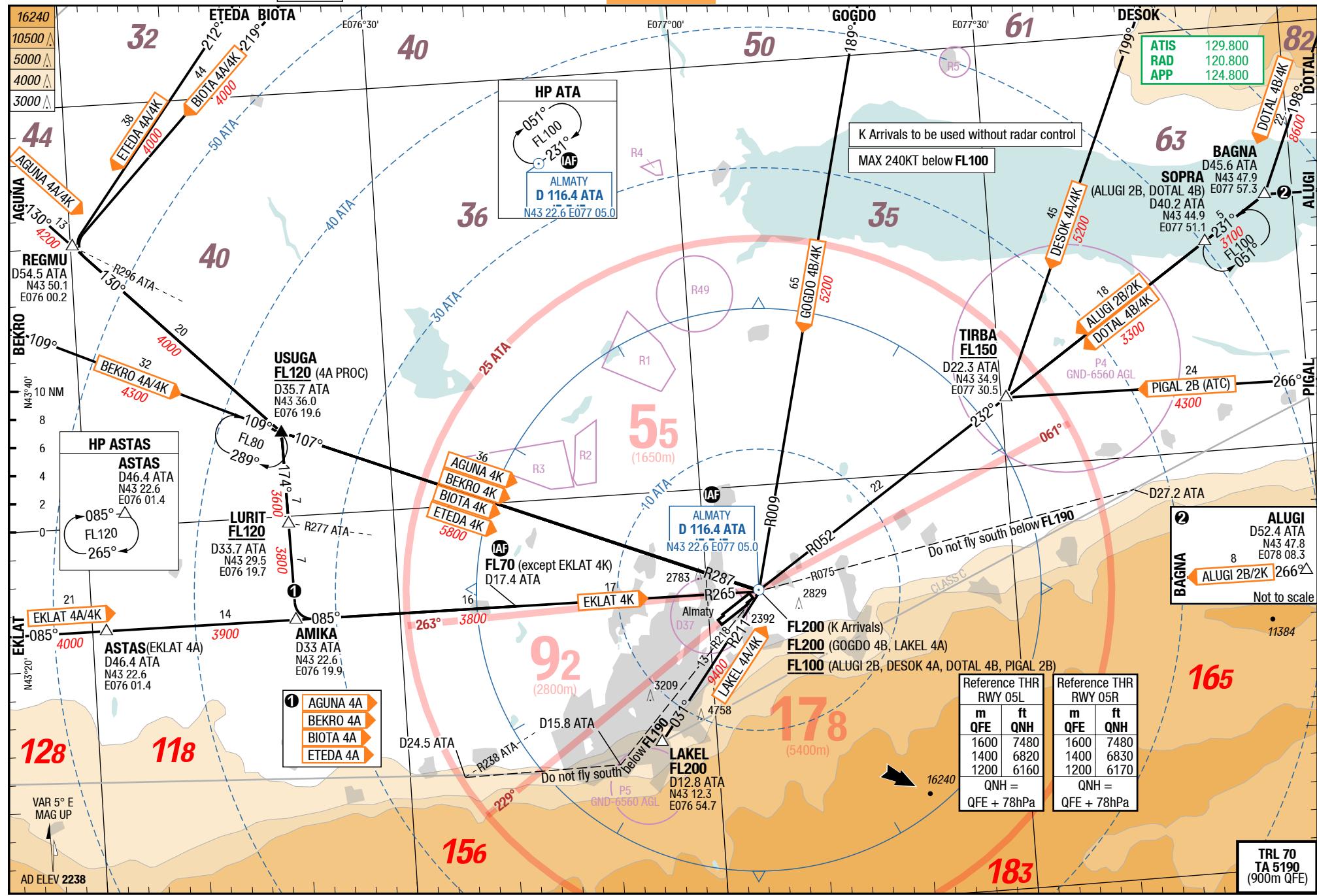
STAR

STAR

Almaty Kazakhstan

**STARs RWYs 23L/R**

**STARs RWYs 05L/R**



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Kazakhstan Almaty

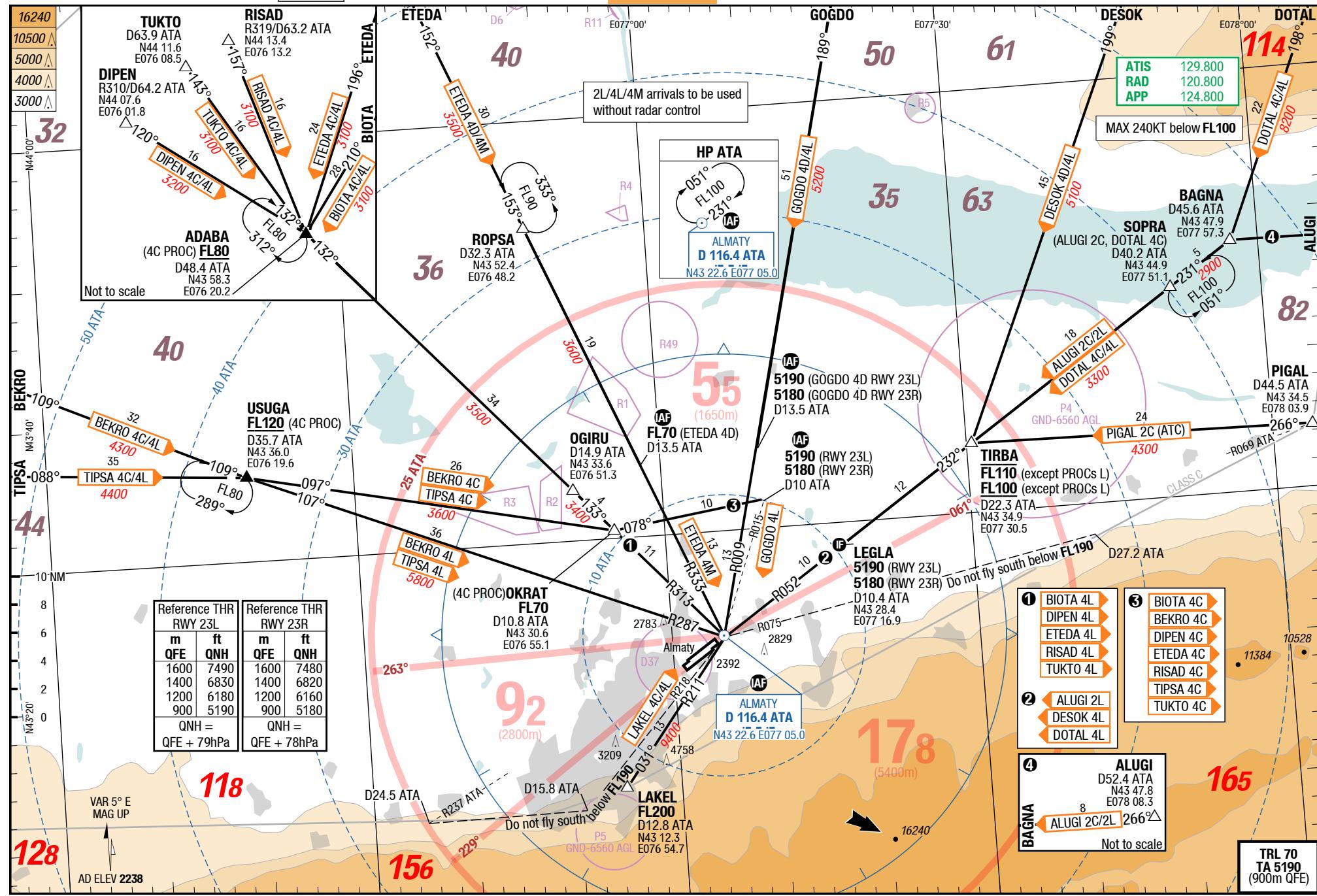
STAR

Almaty Kazakhstan

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STARs RWYs 23L/R

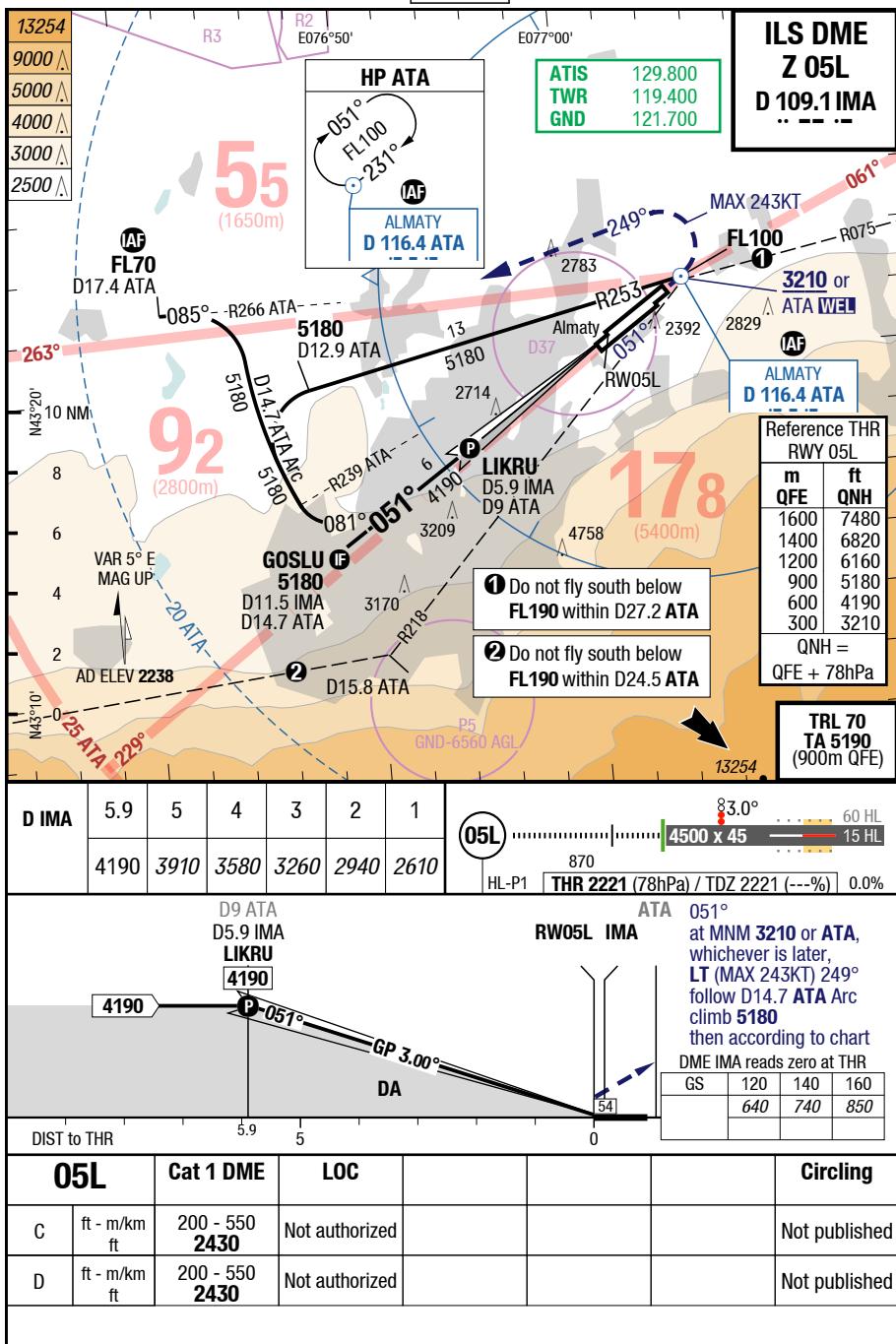
STARs RWYs 23L/R



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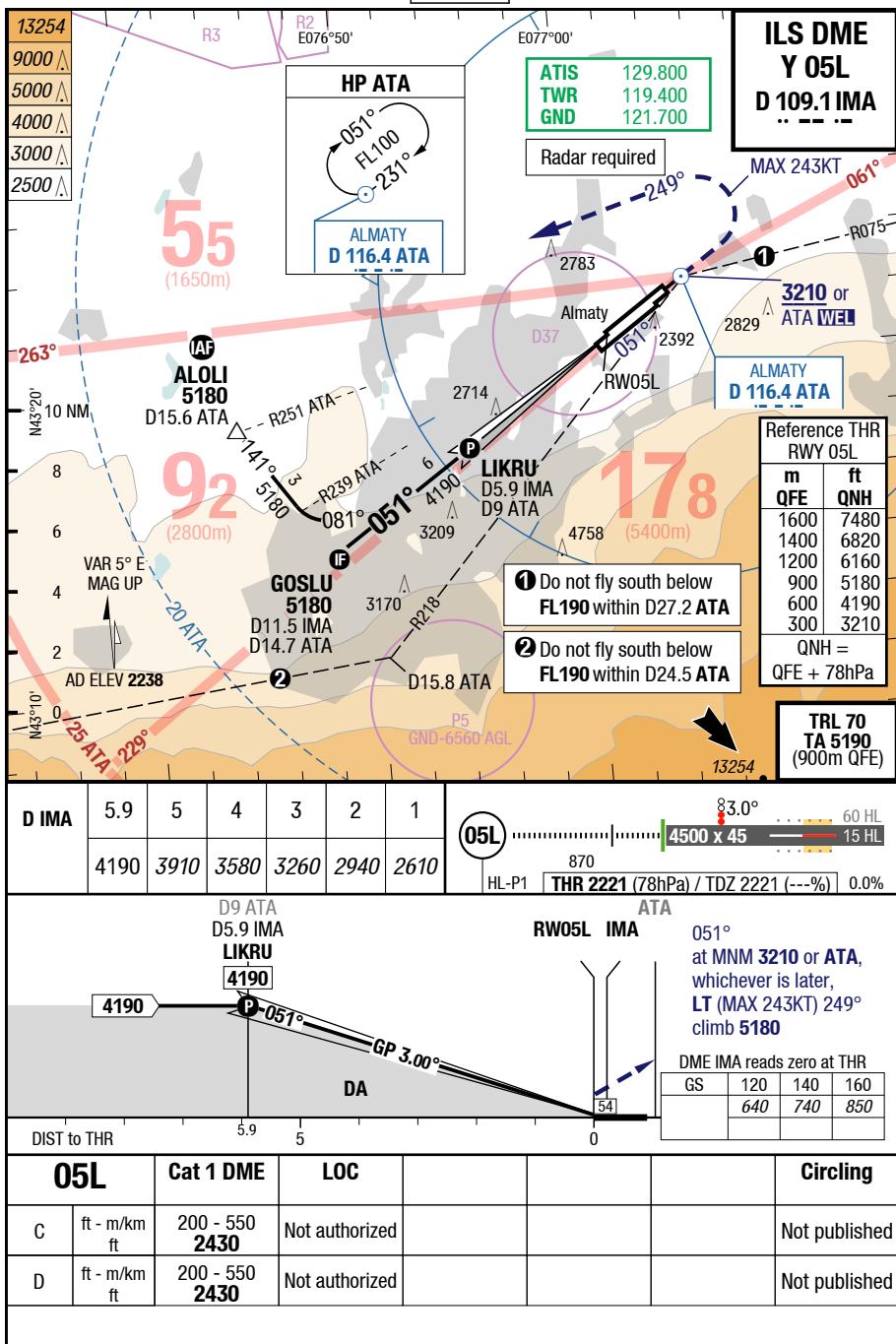
## ILS DME Z 05L



## ALA-UAAA

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## ILS DME Y 05L

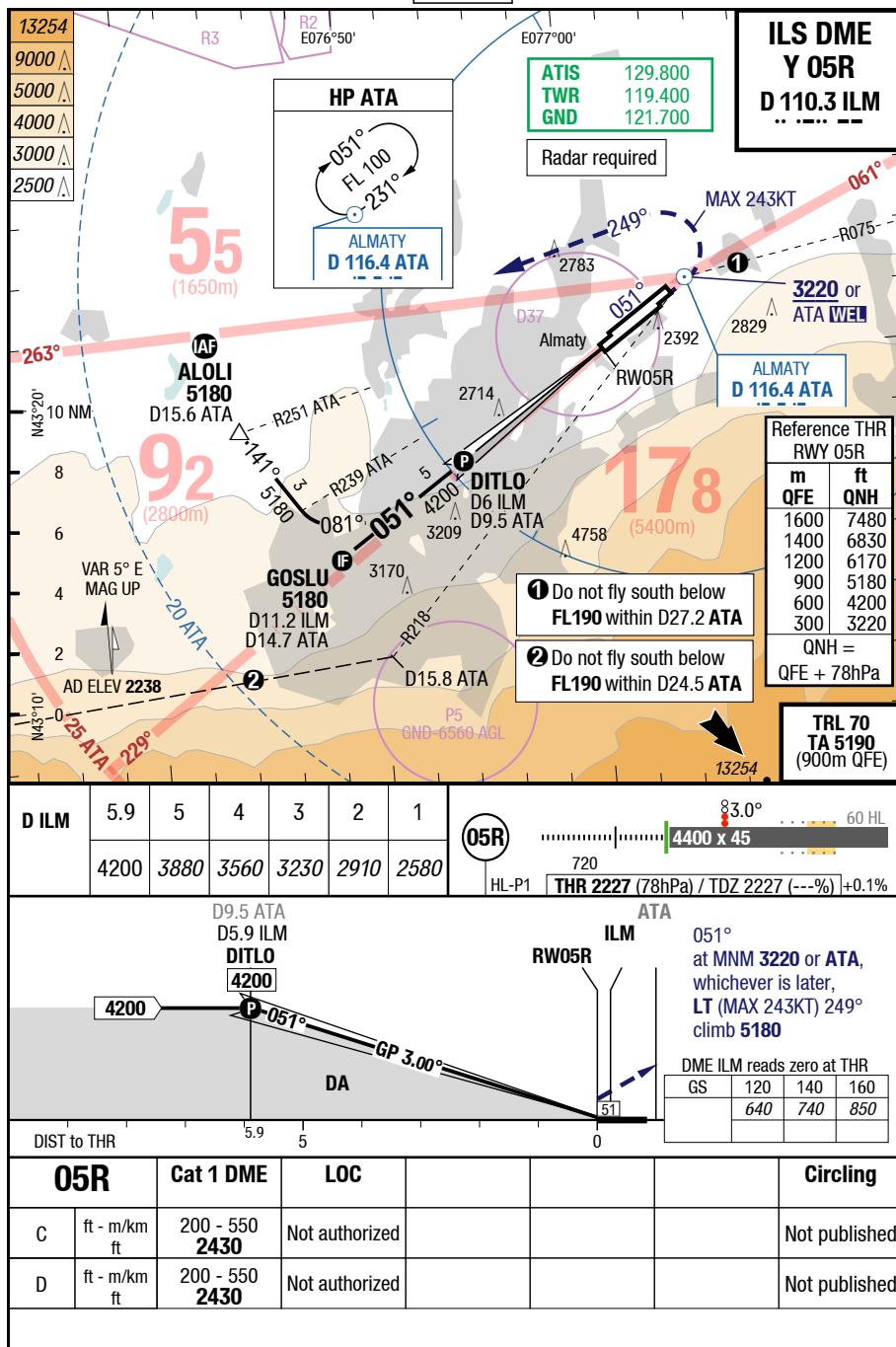


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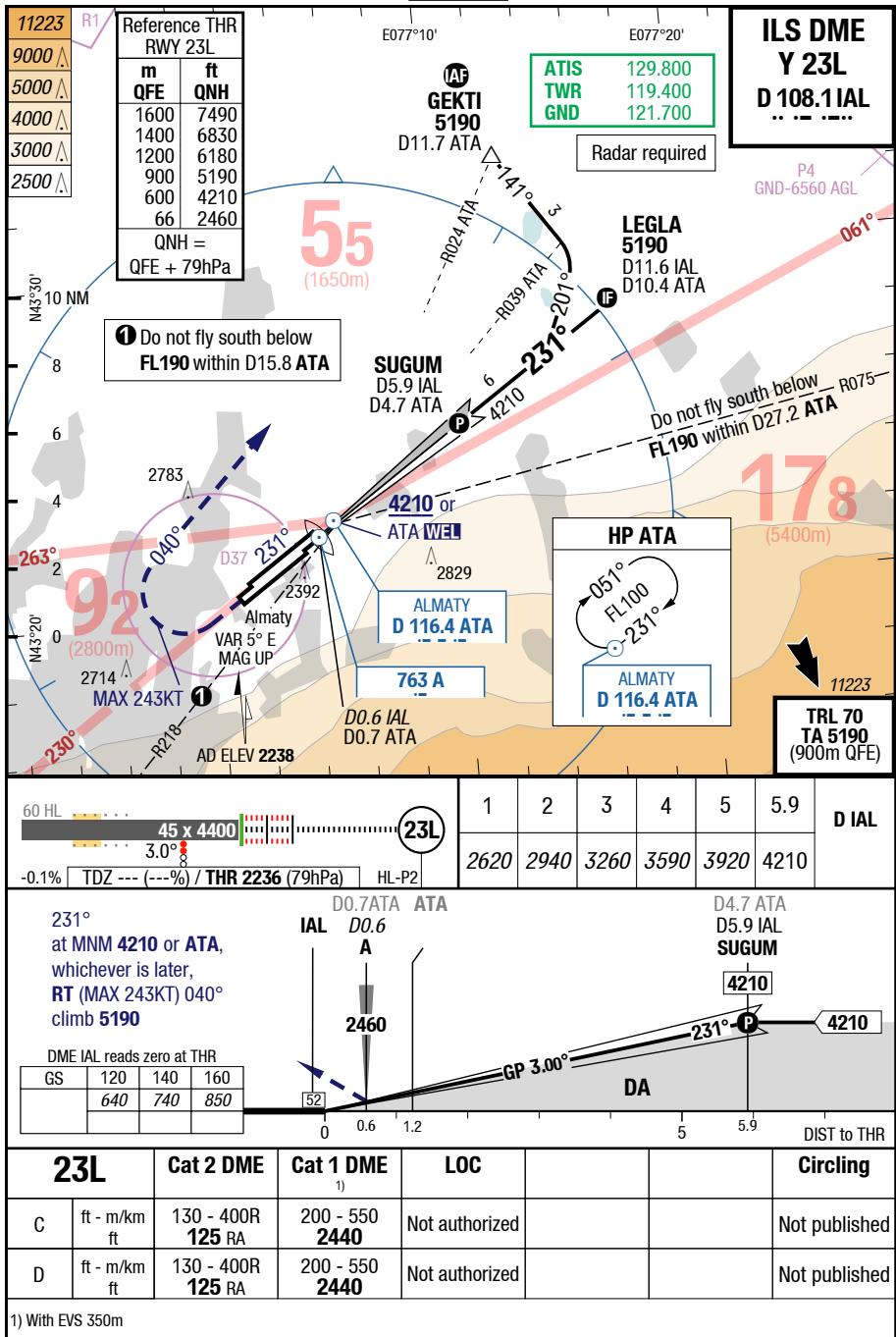
ALA-UAAA

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ILS DME Y 05R



Changes: MIN



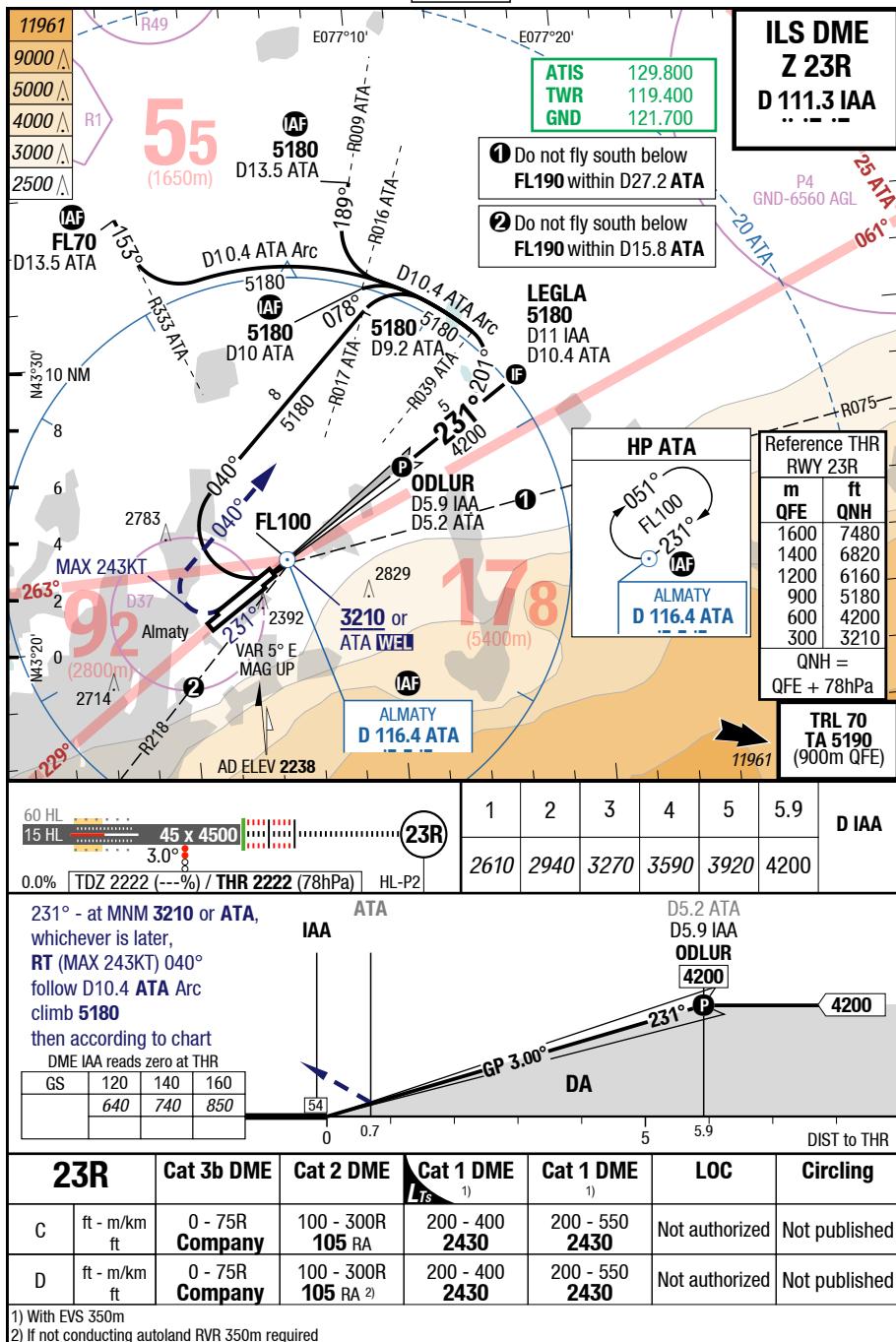
## 1) With EVS 350m

## Changes: MIN

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**ILS DME Z 23R**



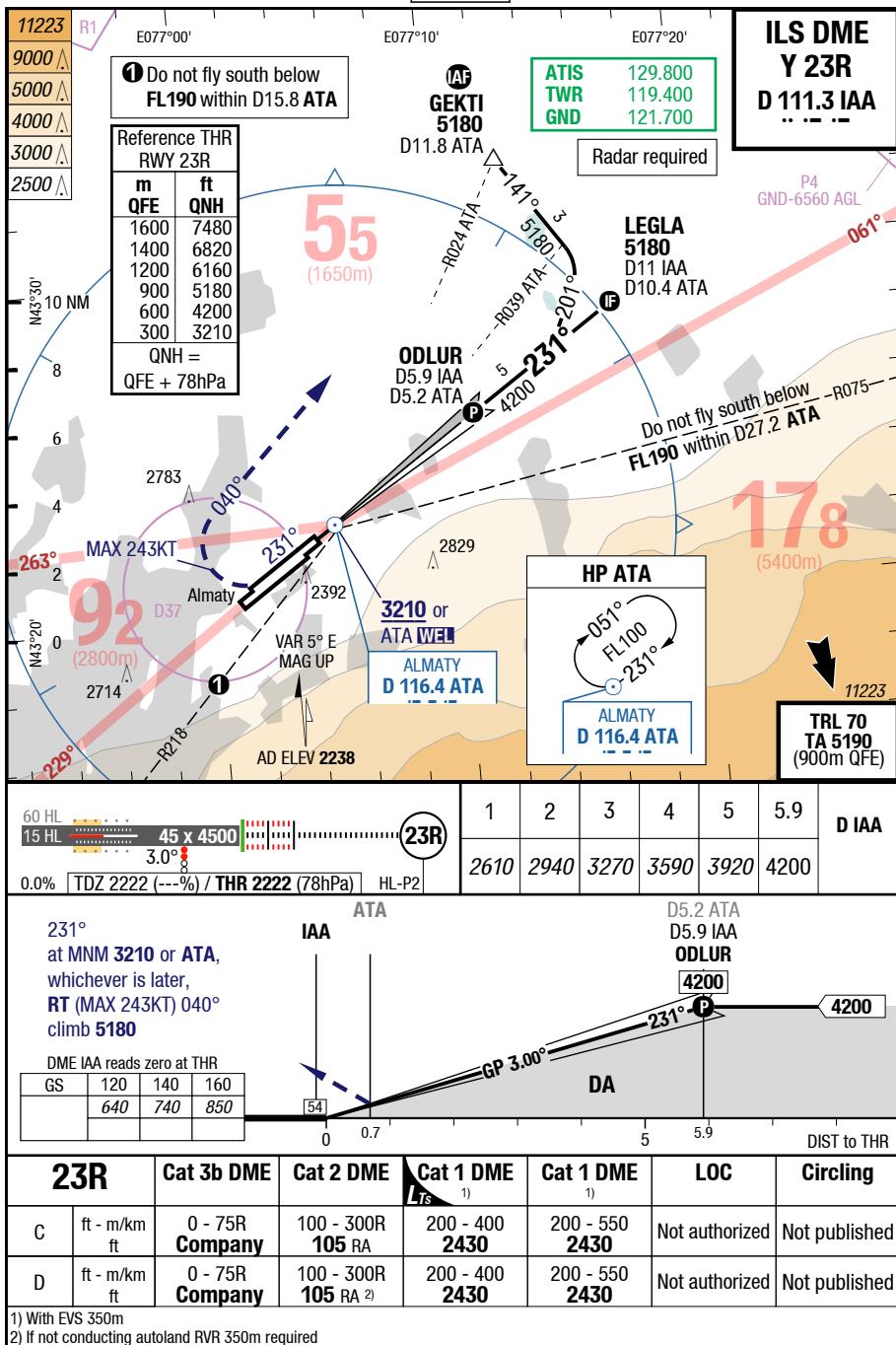
1) With EVS 350m

2) If not conducting autoland RVR 350m required

## ALA-UAAA

7-60

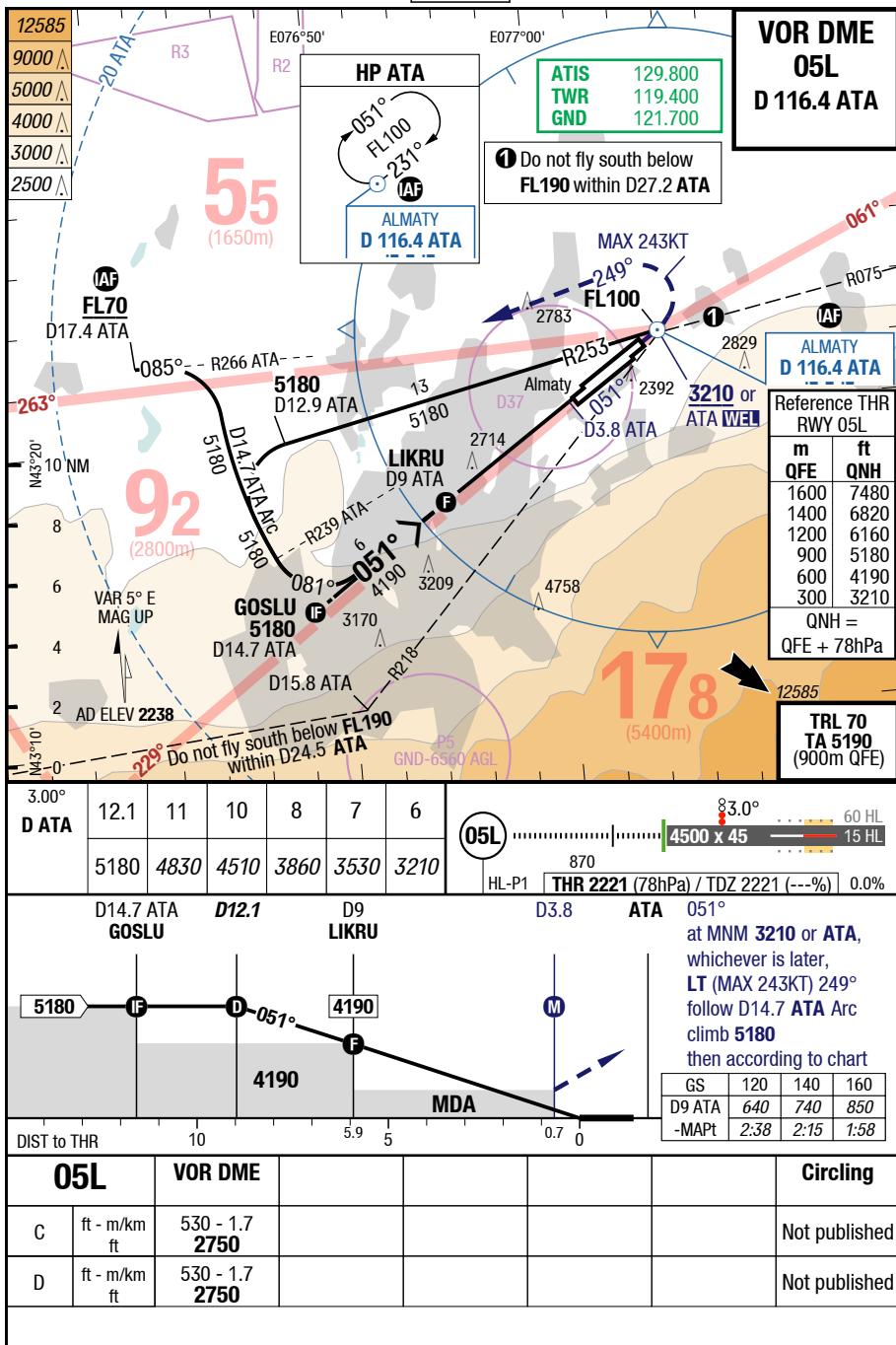
## ILS DME Y 23R



## ALA-UAAA

7-70

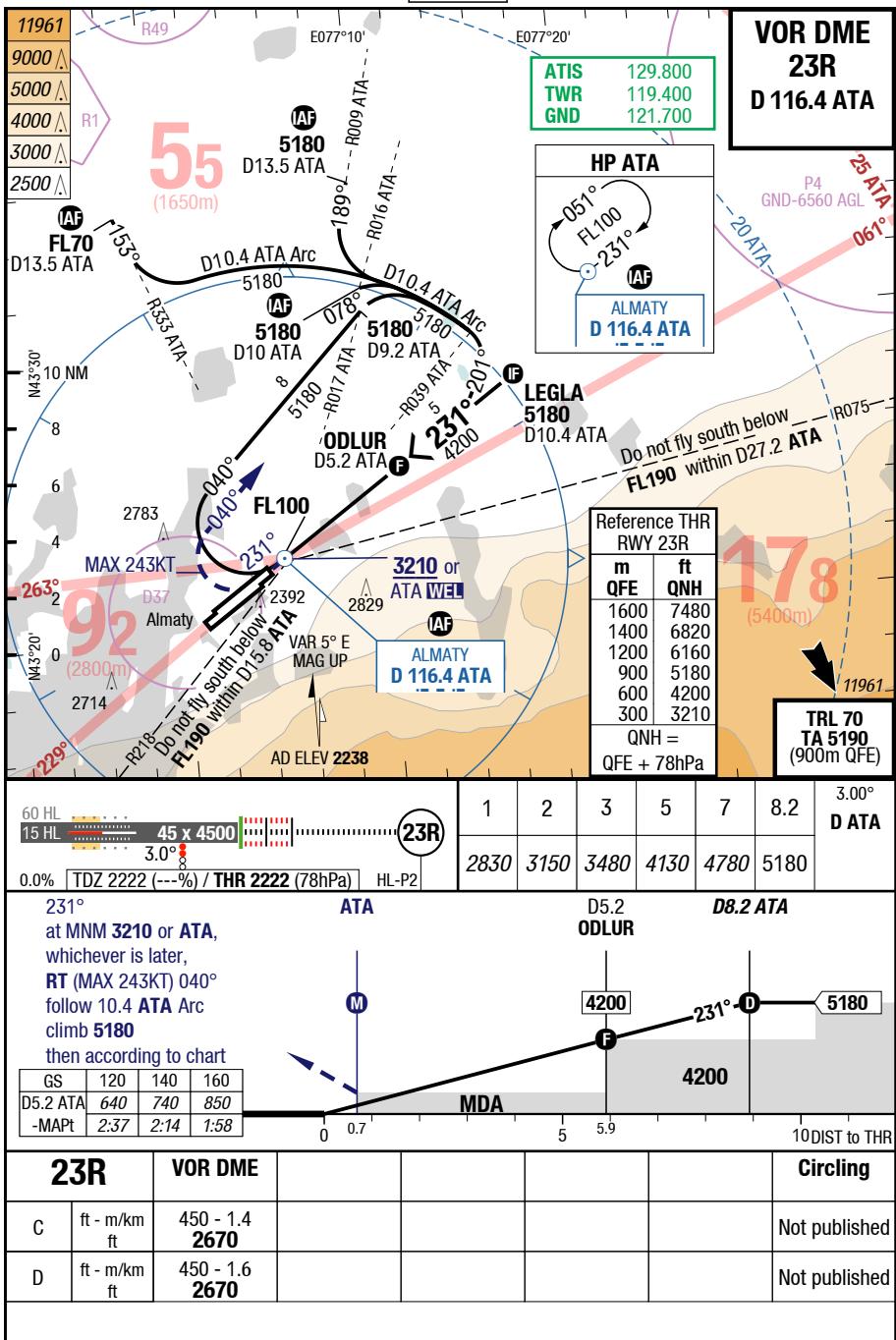
## VOR DME 05L



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**VOR DME 23R**



02-NOV-2017

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Kazakhstan Almaty

MRC  
MRC

Almaty Kazakhstan

MRC  
MRC

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