

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours / AD OPS Hours: H24****Airport Information****RFF:** CAT 8**Fuel:** TS-1 (equivalent Jet A-1)**PCN:** RWY 10/28: 50/R/A/X/T**Operation****Reporting of Braking Action**

Different to Russian standard shown in "CRAR Russia" braking action is reported with measured friction coefficient.

**Preferential RWY**

LDG: RWY 10

DEP: RWY 28

**Low Visibility Procedure**

LVP in force when RVR below 550m.

**RWY Restrictions**

Backtrack on RWY MAX code letter C ACFT.

MTOM of 377t / 830381lbs for B747-400 ACFT.

**TWY Restrictions**

TWY B width 21m / 69ft.

TWY C width 18m / 59ft.

TWY E, K, L width 14m / 46ft.

TWY B, C, E MAX code letter C ACFT.

**Taxi/Parking**

Taxi at reduced speed strictly along the CL.

4 ENG ACFT taxi under inner ENGs PWR only.

Taxiing into stands 5-8 under own ENG PWR along north guideline is prohibited for ACFT code letter C and higher.

Follow-me mandatory when guide line invisible and when RVR below 550m.

PRKG with marshaller only.

Large ACFT OPS: Taxiing out of stands 1, 19A to TWY A shall be carried out at MNM speed and MNM own ENG PWR.

**Engine Run-up Areas**

ENG run-up on stands 8-16 prohibited.

Between 1600-0100 ENG run-up above idle prohibited.

**ARRIVAL****Communication**

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

**By MISAP**

VOR/DME RWY 10/28

In case of COM Failure climb to FL70 to SMK and join to HLDG pattern.

NDB RWY 10/28

In case of COM Failure climb to FL70 to NDB I and join to HLDG pattern.

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

RWY		10/28	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
C, D		0 - 500R/500V	wo LGTs, HJ only
All ACFT		0 - 800R/800V	HN

**Communication**

**COM Failure:** See CRAR Kazakhstan.

**Departure Procedure**

**Noise Abatement Procedure:** After DEP on RWY 10 use MAX rate of climb.

**Start-up/Push-back**

Start-up on stands 9-16 shall be carried out after taxiing out of stands on the nearest APN guide line.

**De-Icing**

AVBL.

20-APR-2017

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# Kazakhstan Shymkent

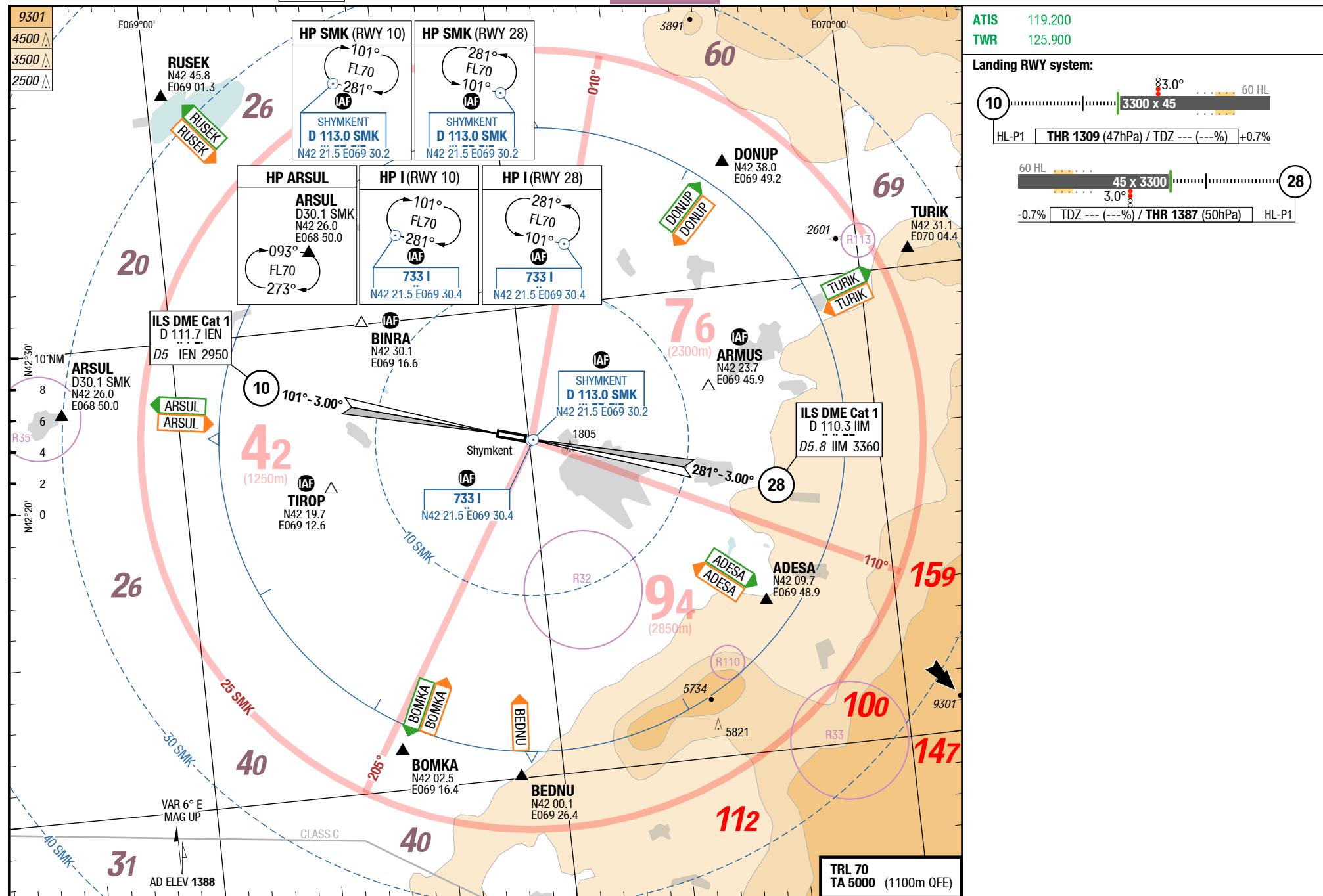
# Shymkent Kazakhstan

AGC  
AFC

AF

AGC  
AFC

2-10



Changes: APL, IAF, OBST, APCH boxes, AD ELEV, Editorial

20-APR-2017

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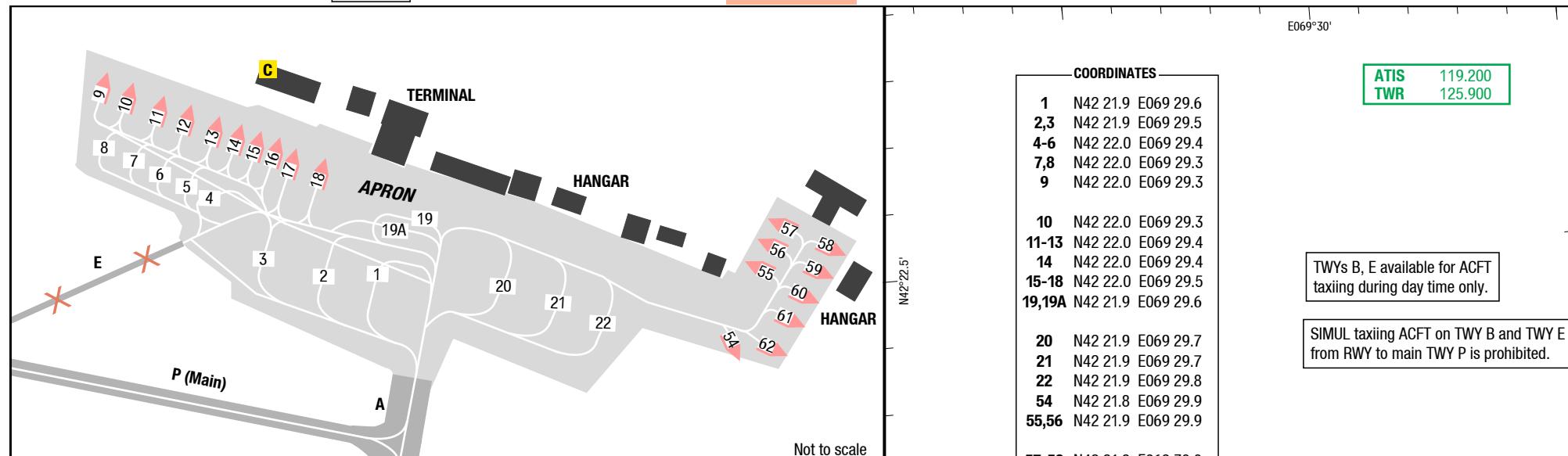
## Kazakhstan Shymkent

AGC

## Shymkent Kazakhstan

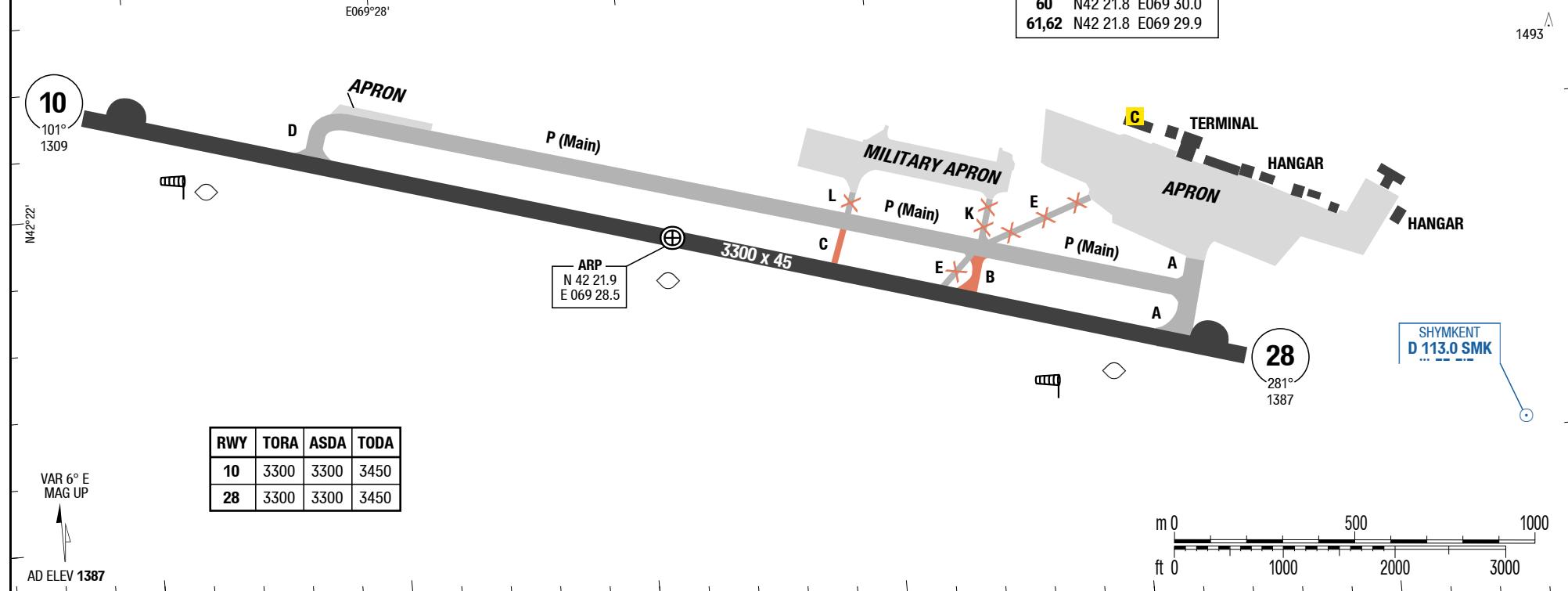
AGC

3-20



## COORDINATES

1	N42 21.9	E069 29.6
2,3	N42 21.9	E069 29.5
4-6	N42 22.0	E069 29.4
7,8	N42 22.0	E069 29.3
9	N42 22.0	E069 29.3
10	N42 22.0	E069 29.3
11-13	N42 22.0	E069 29.4
14	N42 22.0	E069 29.4
15-18	N42 22.0	E069 29.5
19,19A	N42 21.9	E069 29.6
20	N42 21.9	E069 29.7
21	N42 21.9	E069 29.7
22	N42 21.9	E069 29.8
54	N42 21.8	E069 29.9
55,56	N42 21.9	E069 29.9
57-59	N42 21.9	E069 30.0
60	N42 21.8	E069 30.0
61,62	N42 21.8	E069 29.9



RWY	TORA	ASDA	TODA
10	3300	3300	3450
28	3300	3300	3450

VAR 6° E  
MAG UP

AD ELEV 1387

m 0 500 1000 2000 3000

ft 0 1000 2000 3000

Changes: Nil

Effective 10-DEC-2015

03-DEC-2015

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Kazakhstan Shymkent

SIDs RWY 28

SIDs RWY 10

Shymkent Kazakhstan

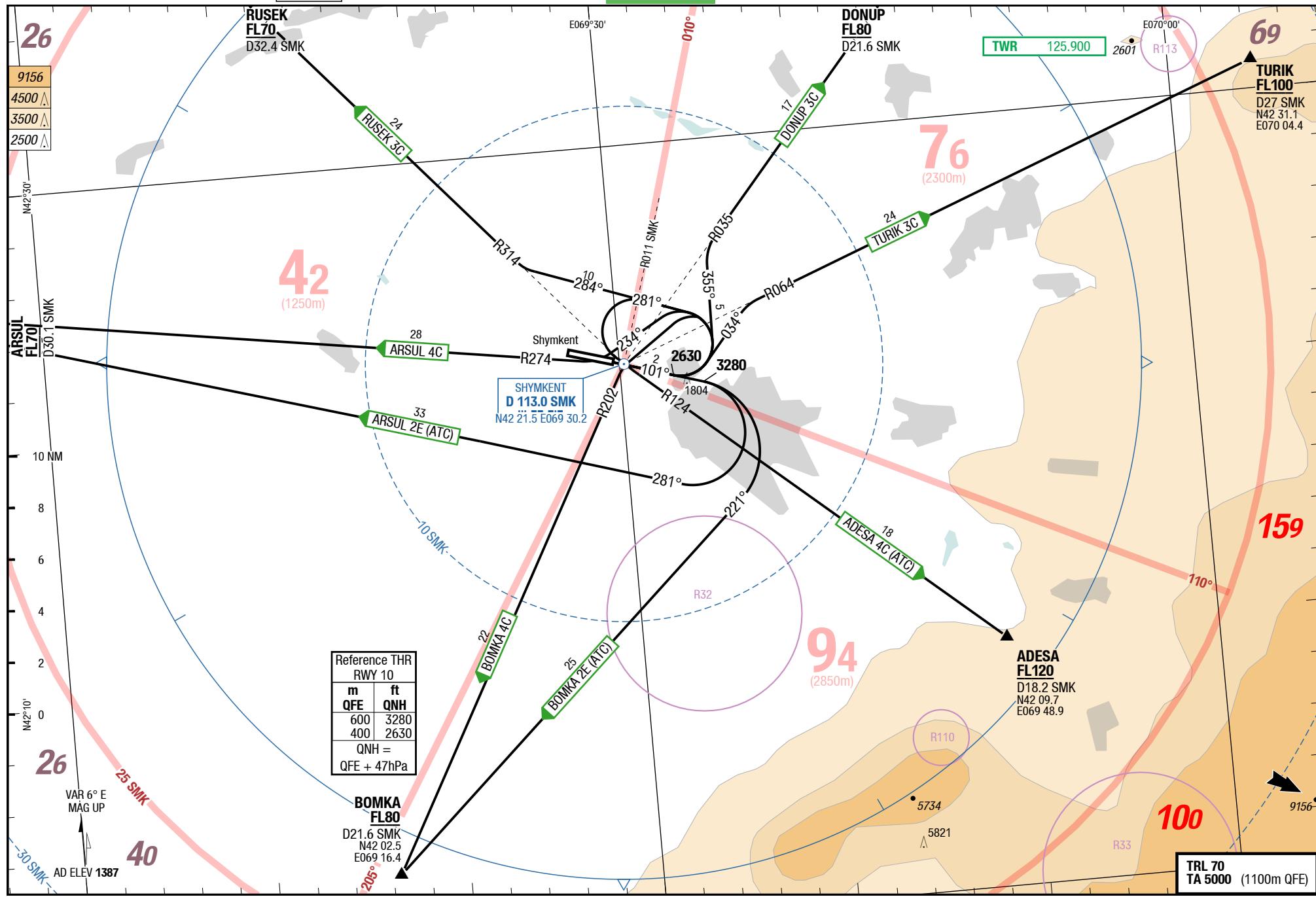
SIDs RWY 28

SIDs RWY 10

4-10

SID

SID



**Effective 10-DEC-2015**

03-DEC-2015

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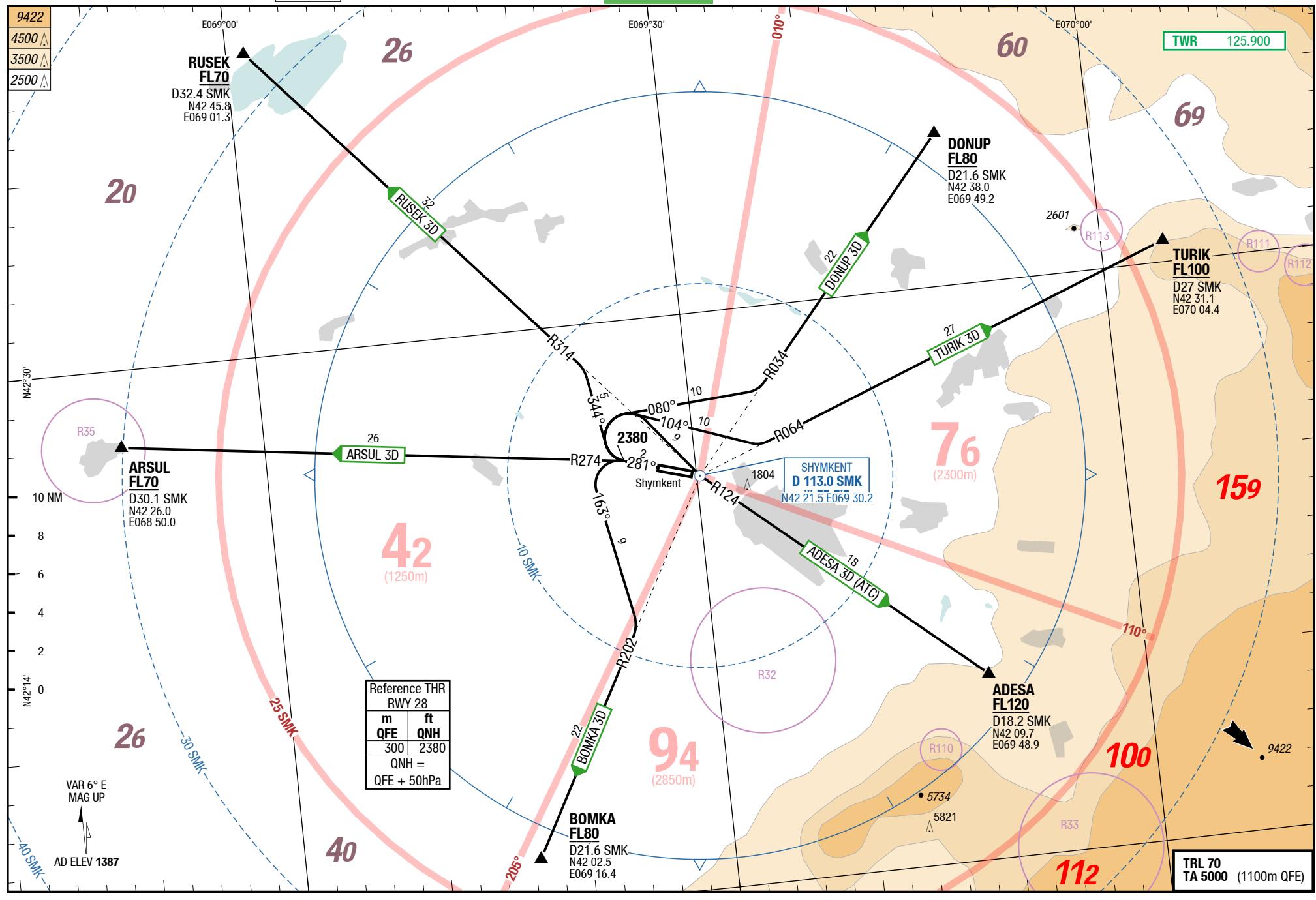
## Kazakhstan Shymkent

**SIDs RWY 28**

Shymkent Kazakhstan

**SIDs RWY 28**

4-20



## Changes: Completely revised

CIT-UAI

5-10

SIDs RWY 10

ADESA 4C / ARSUL 2E / ARSUL 4C / BOMKA 2E / BOMKA 4C / DONUP 3C / RUSEK 3C / TURIK 3C

RWY 10 (101°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
<b>ADESA 4C</b> (ATC) <b>125.900</b>	at <b>2630 LT</b> 281° - crossing R011 <b>SMK</b> LT direct <b>SMK</b> - R124 <b>SMK</b> to ADESA	ADESA MNM <b>FL120</b>
<b>ARSUL 2E</b> (ATC) <b>125.900</b>	at <b>3280 RT</b> 281° to ARSUL	ARSUL MNM <b>FL70</b>
<b>ARSUL 4C</b> <b>125.900</b>	at <b>2630 LT</b> 234° - intercept R274 <b>SMK</b> to ARSUL	ARSUL MNM <b>FL70</b>
<b>BOMKA 2E</b> (ATC) <b>125.900</b>	at <b>3280 RT</b> 221° to BOMKA	BOMKA MNM <b>FL80</b>
<b>BOMKA 4C</b> <b>125.900</b>	at <b>2630 LT</b> direct <b>SMK</b> - R202 <b>SMK</b> to BOMKA	BOMKA MNM <b>FL80</b>
<b>DONUP 3C</b> 4.1% to DONUP <b>125.900</b>	at <b>2630 LT</b> 355° - intercept R035 <b>SMK</b> to DONUP	DONUP MNM <b>FL80</b>
<b>RUSEK 3C</b> <b>125.900</b>	at <b>2630 LT</b> 284° - intercept R314 <b>SMK</b> to RUSEK	RUSEK MNM <b>FL70</b>
<b>TURIK 3C</b> 4.8% to TURIK <b>125.900</b>	at <b>2630 LT</b> 034° - intercept R064 <b>SMK</b> to TURIK	TURIK MNM <b>FL100</b>

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SIDs RWY 28

ADESA 3D / ARSUL 3D / BOMKA 3D / DONUP 3D / RUSEK 3D / TURIK 3D

RWY 28 (281°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
<b>ADESA 3D (ATC) 125.900</b>	at <b>2380 RT</b> direct <b>SMK - R124 SMK</b> to ADESA	ADESA MNM <b>FL120</b>
<b>ARSUL 3D 125.900</b>	at <b>2380 LT</b> intercept R274 <b>SMK</b> to ARSUL	ARSUL MNM <b>FL70</b>
<b>BOMKA 3D 125.900</b>	at <b>2380 LT</b> 163° - intercept R202 <b>SMK</b> to BOMKA	BOMKA MNM <b>FL80</b>
<b>DONUP 3D 4.1% to DONUP 125.900</b>	at <b>2380 RT</b> 080° - intercept R034 <b>SMK</b> to DONUP	DONUP MNM <b>FL80</b>
<b>RUSEK 3D 125.900</b>	at <b>2380 RT</b> 344° - intercept R314 <b>SMK</b> to RUSEK	RUSEK MNM <b>FL70</b>
<b>TURIK 3D 4.8% to TURIK 125.900</b>	at <b>2380 RT</b> 104° - intercept R064 <b>SMK</b> to TURIK	TURIK MNM <b>FL100</b>

19-APR-2018

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## Kazakhstan Shymkent

STAR

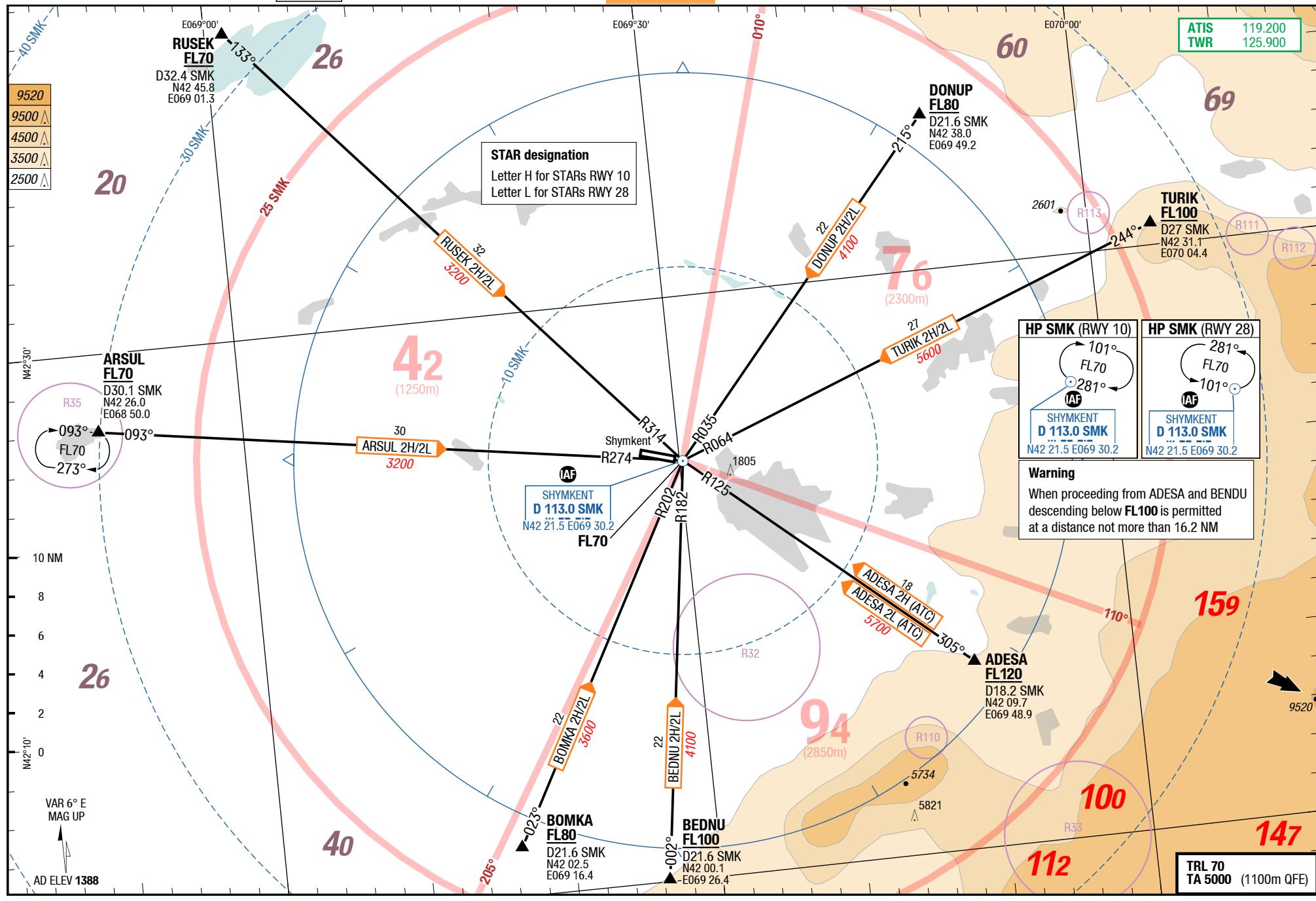
STARs VOR

## Shymkent Kazakhstan

STARs NDB

STARs VOR

6-10



19-APR-2018

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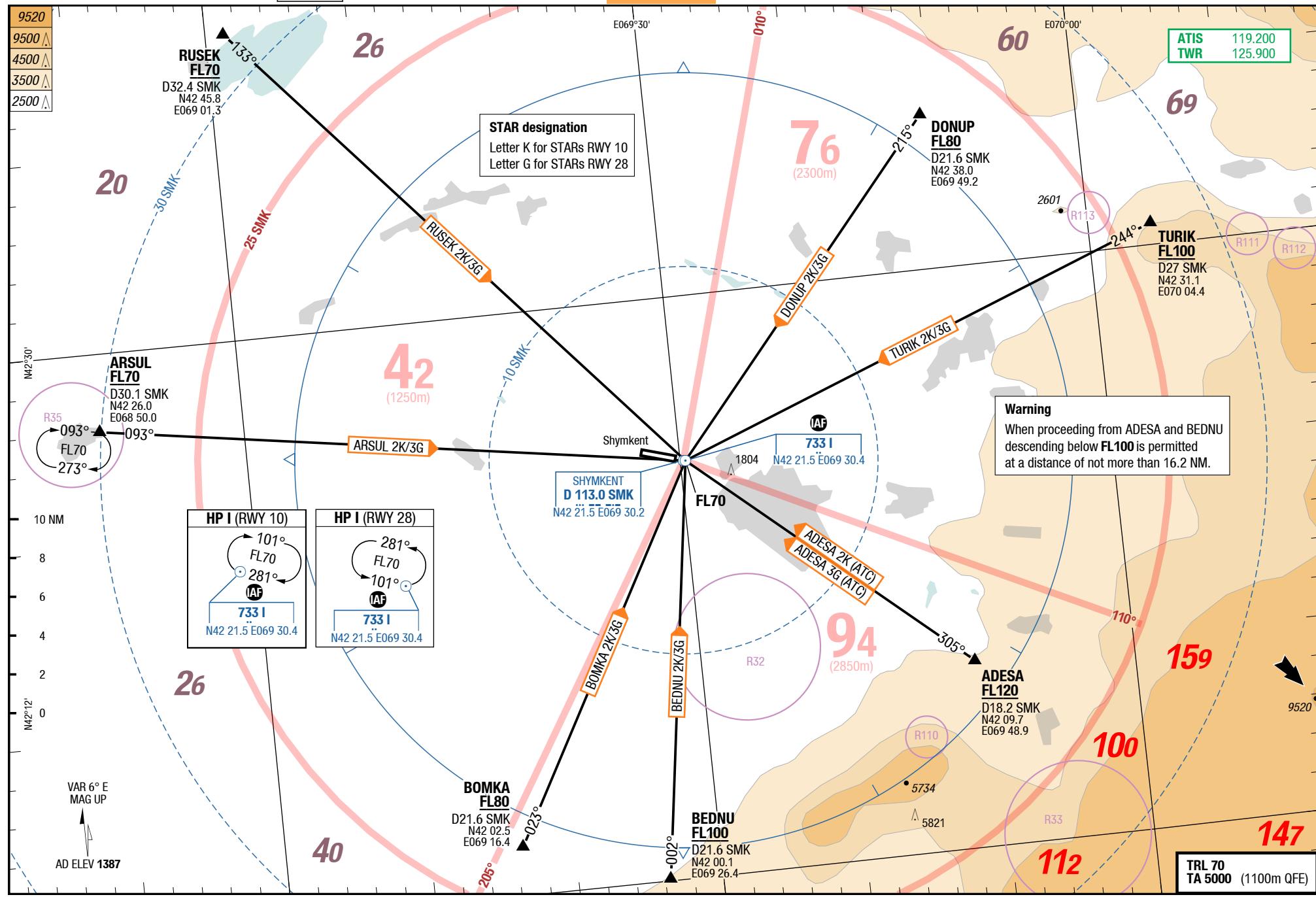
Kazakhstan Shymkent

STARs NDB

Shymkent Kazakhstan

STARs NDB

6-20



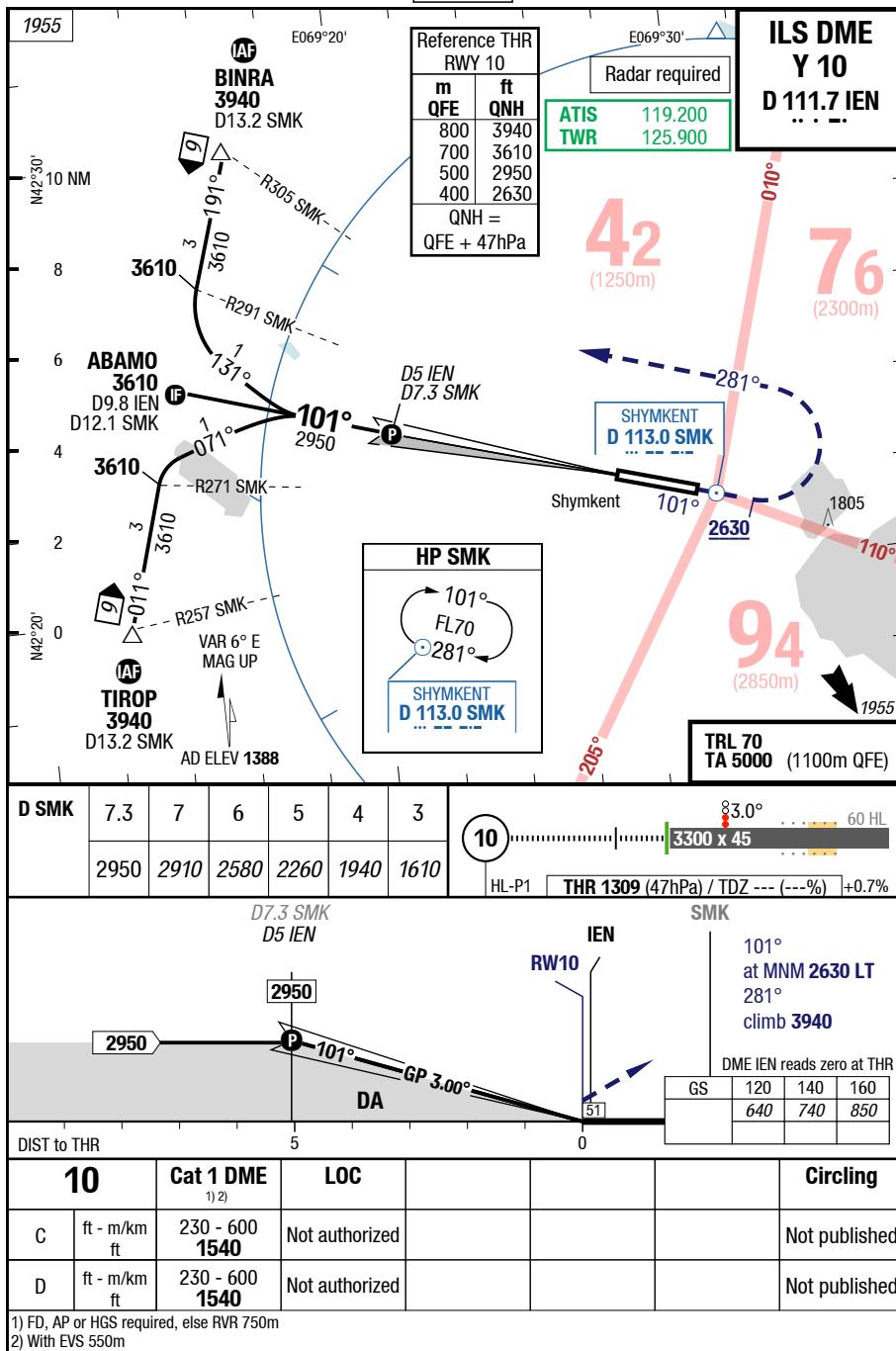
Changes: Nil

20-APR-2017

## CIT-UAI

7-10

## ILS DME Y 10



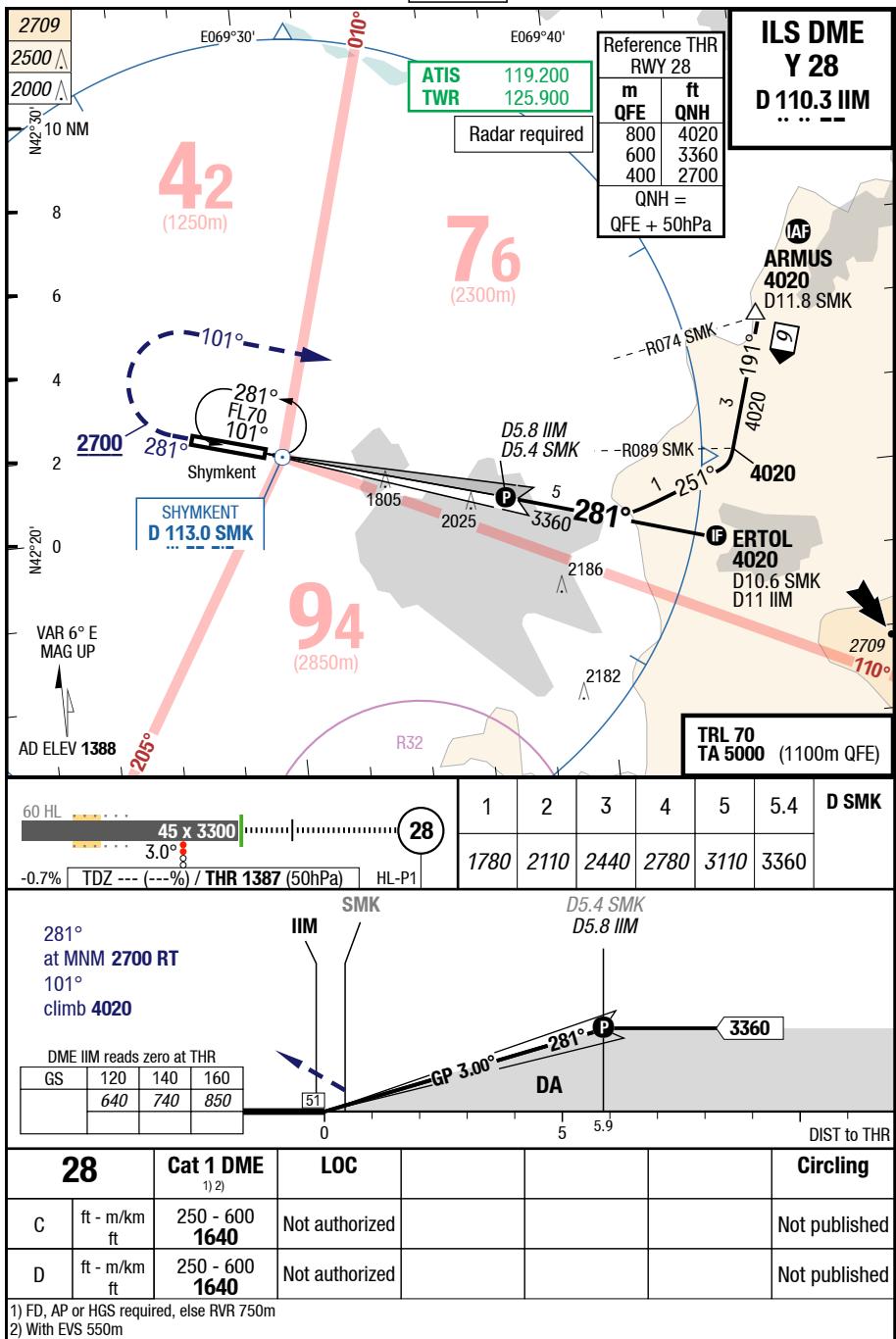
Changes: ALT, APL, MIN, OBST, AD ELEV, Editorial

20-APR-2017

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7-20

ILS DME Y 28



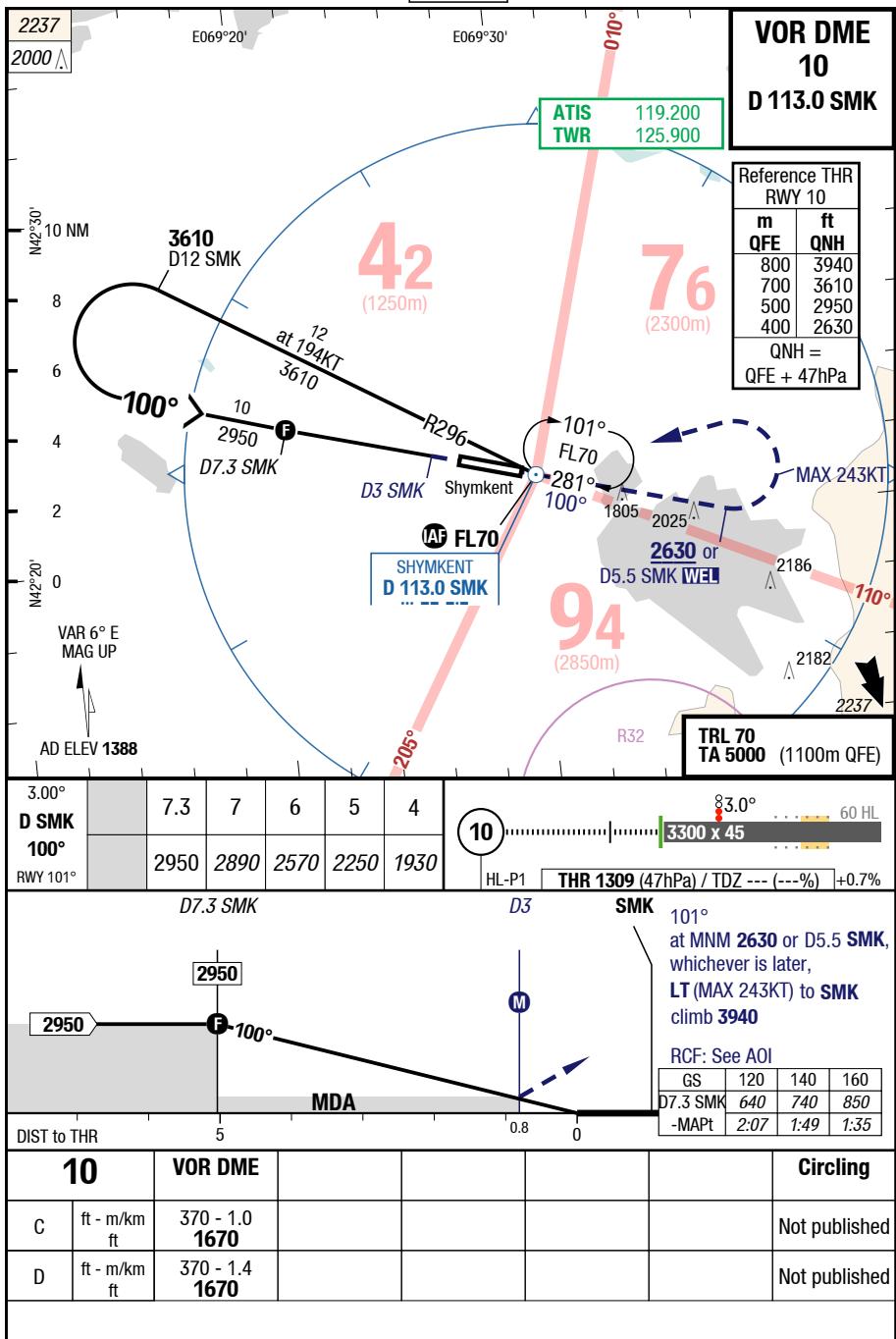
Changes: APL, MIN, OBST, AD ELEV, Editorial

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VOR DME 10



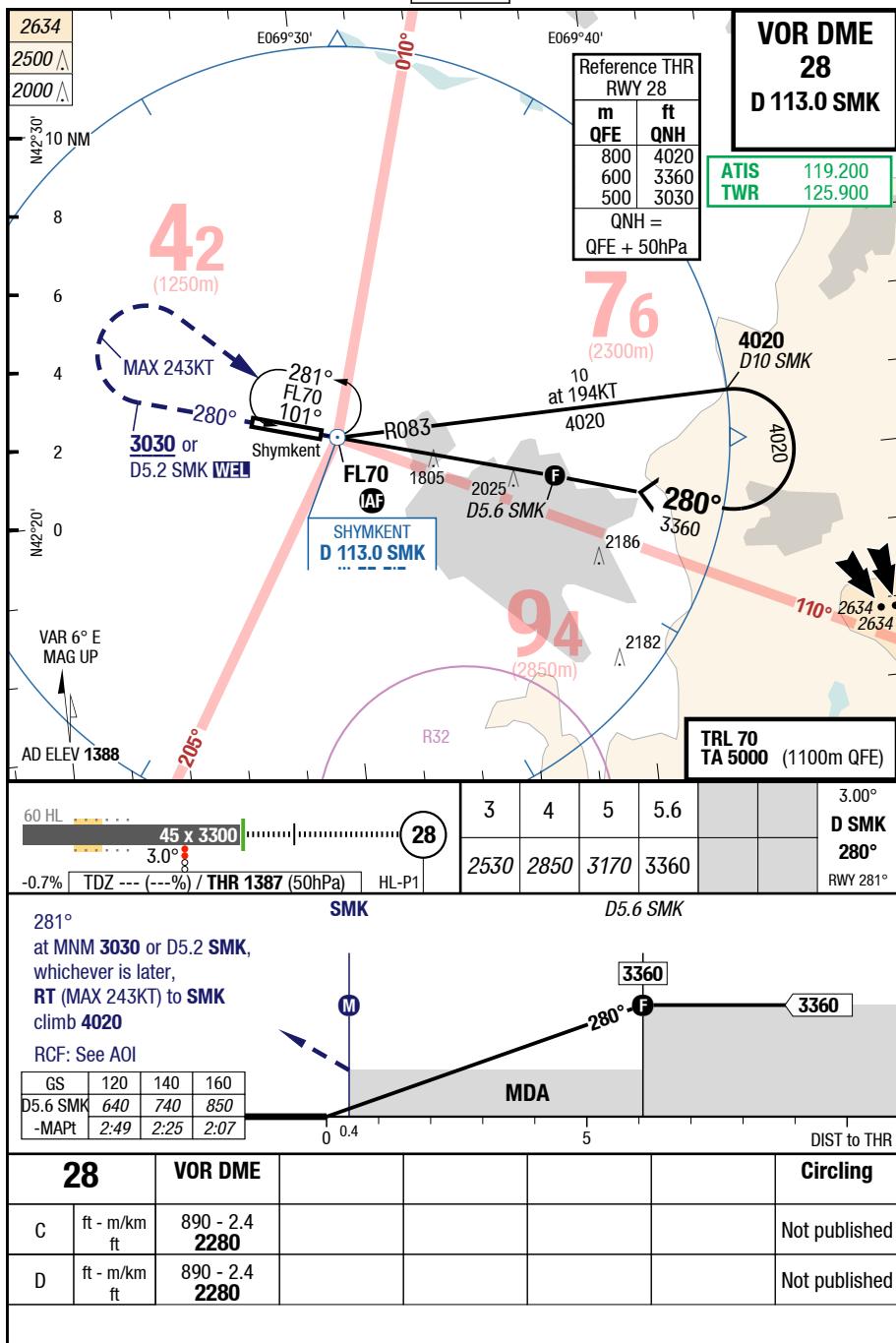
20-APR-2017

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## VOR DME 28

IAC

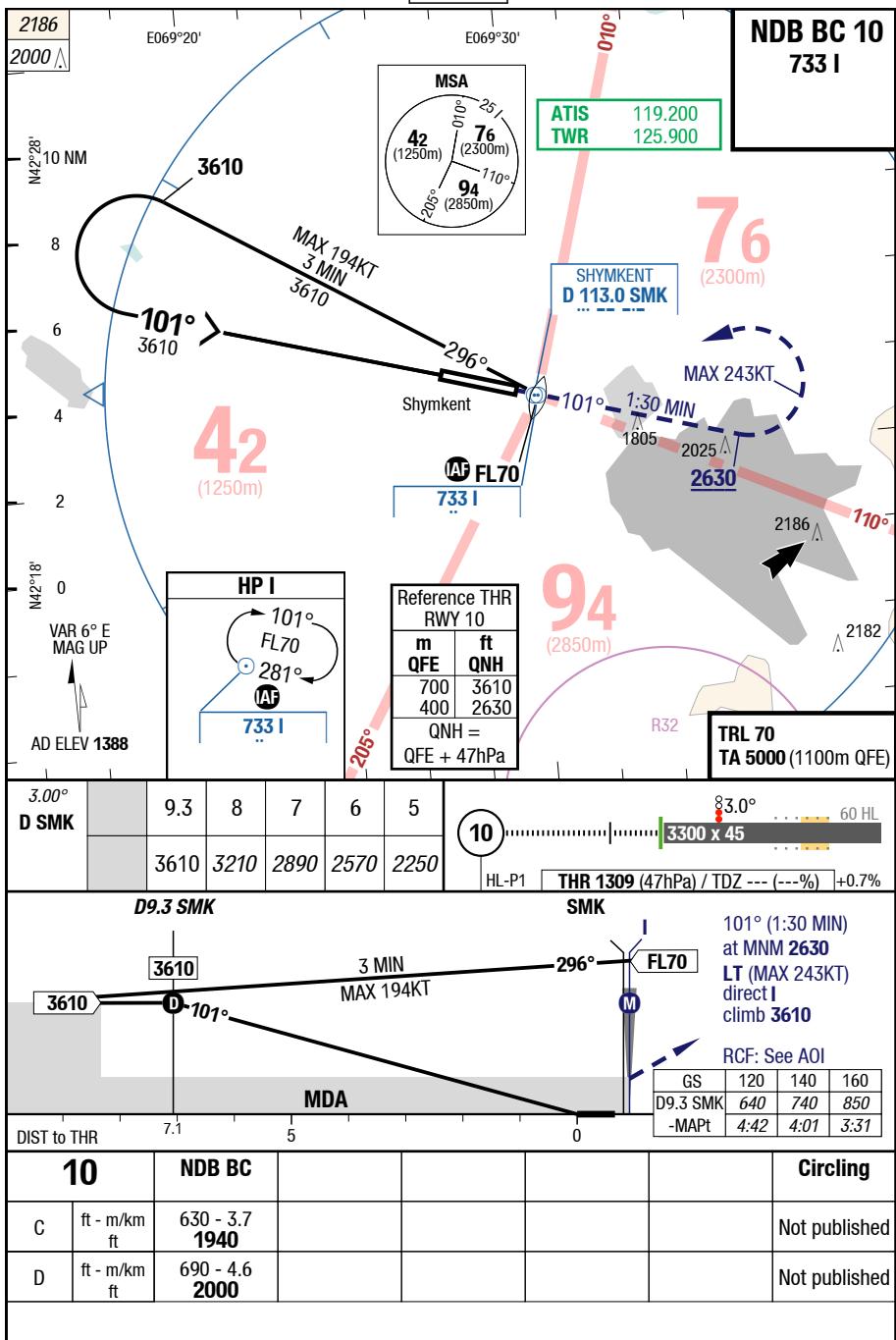


20-APR-2017

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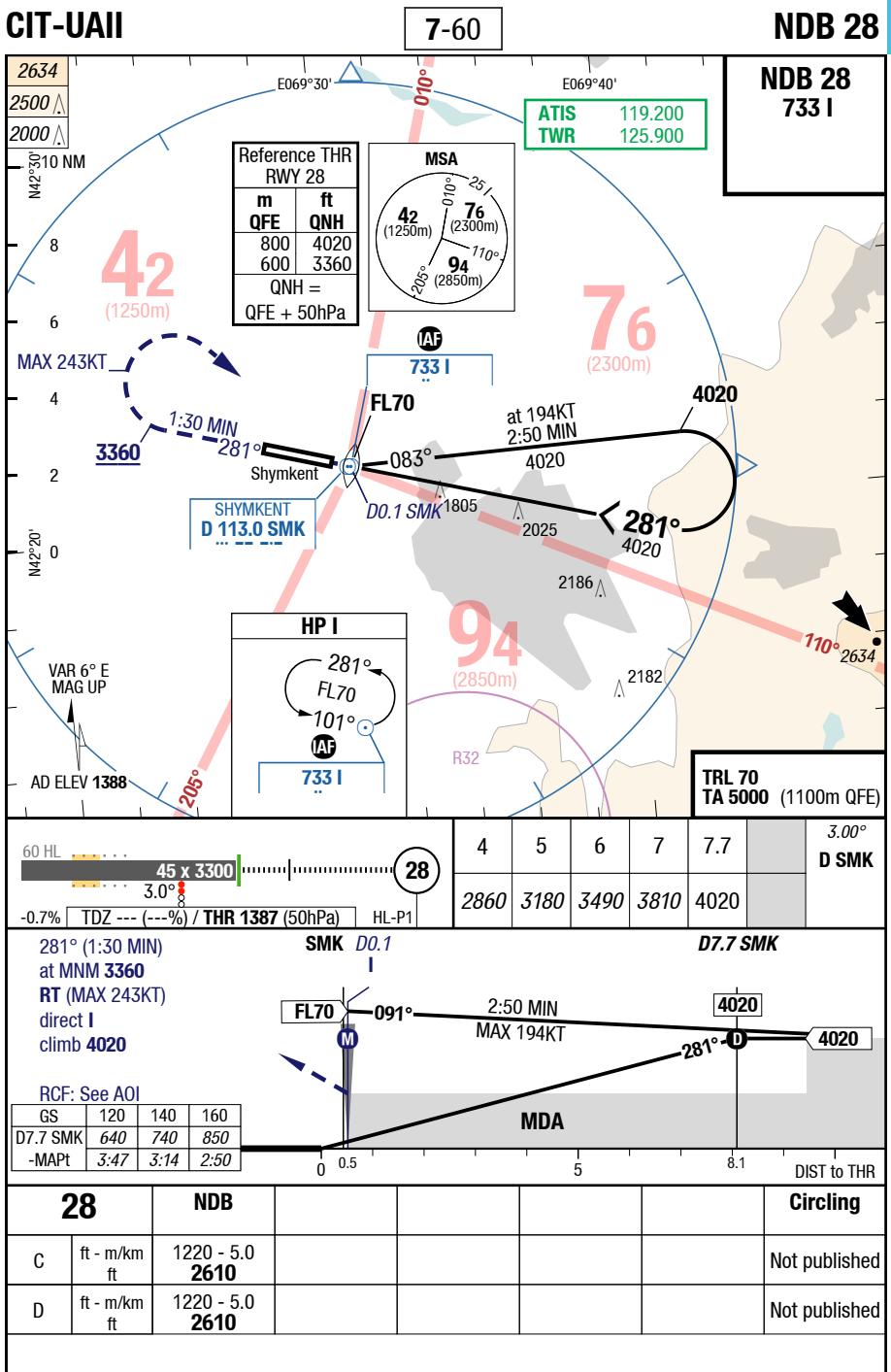
NDB BC 10



Changes: APL, SUAs, OBST, AD ELEV

20-APR-2017

## CIT-UAI



Changes: APL, SUAs, OBST, AD ELEV

06-OCT-2016

CIT-UAI

## Kazakhstan Shymkent

MRC  
MRC

## Shymkent Kazakhstan

MRC  
MRC

8-10

