

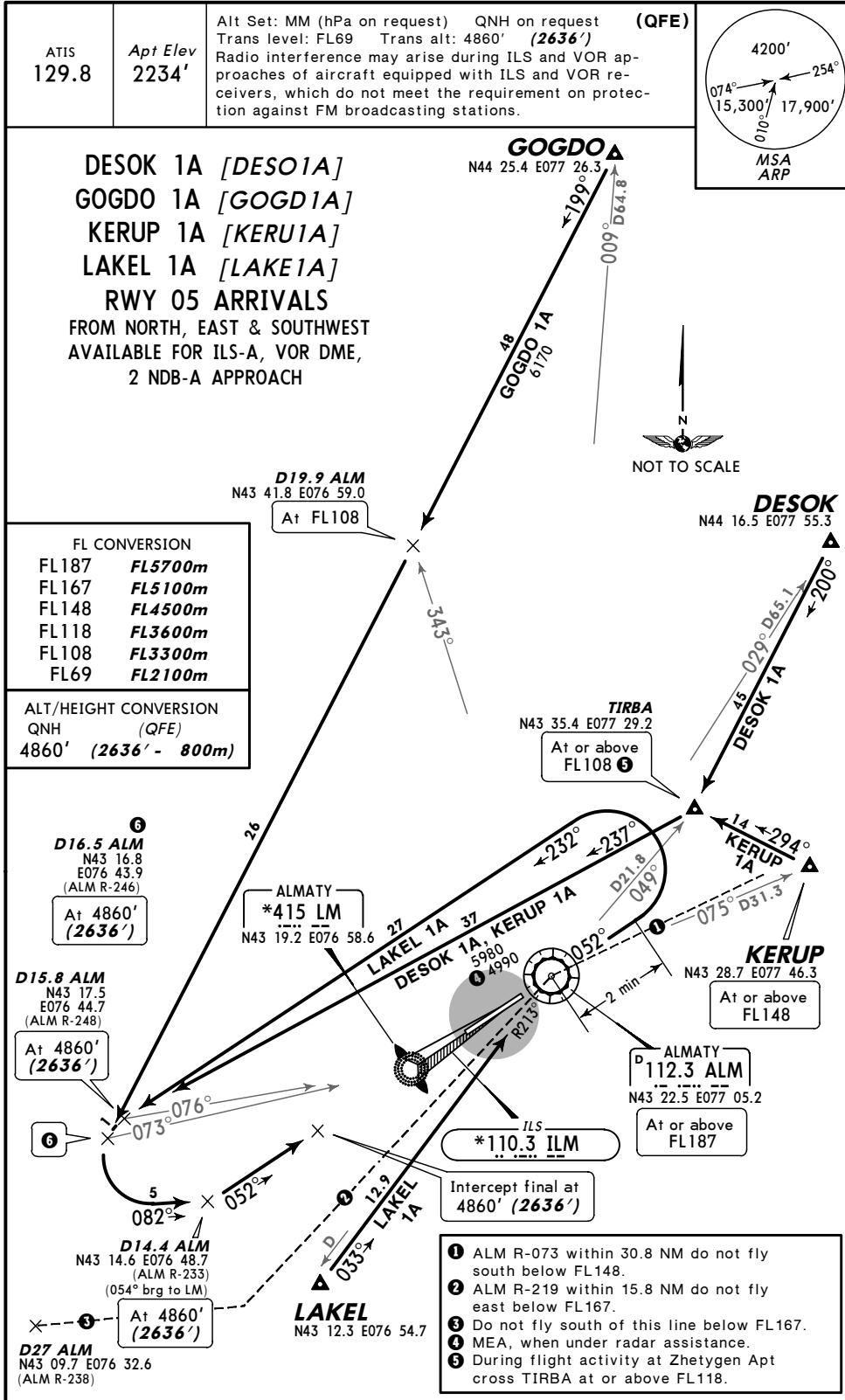
**UAAA/ALA**  
**ALMATY**

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

22 APR 05 **10-2**

**STAR**



CHANGES: KI replaced by TIRBA.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

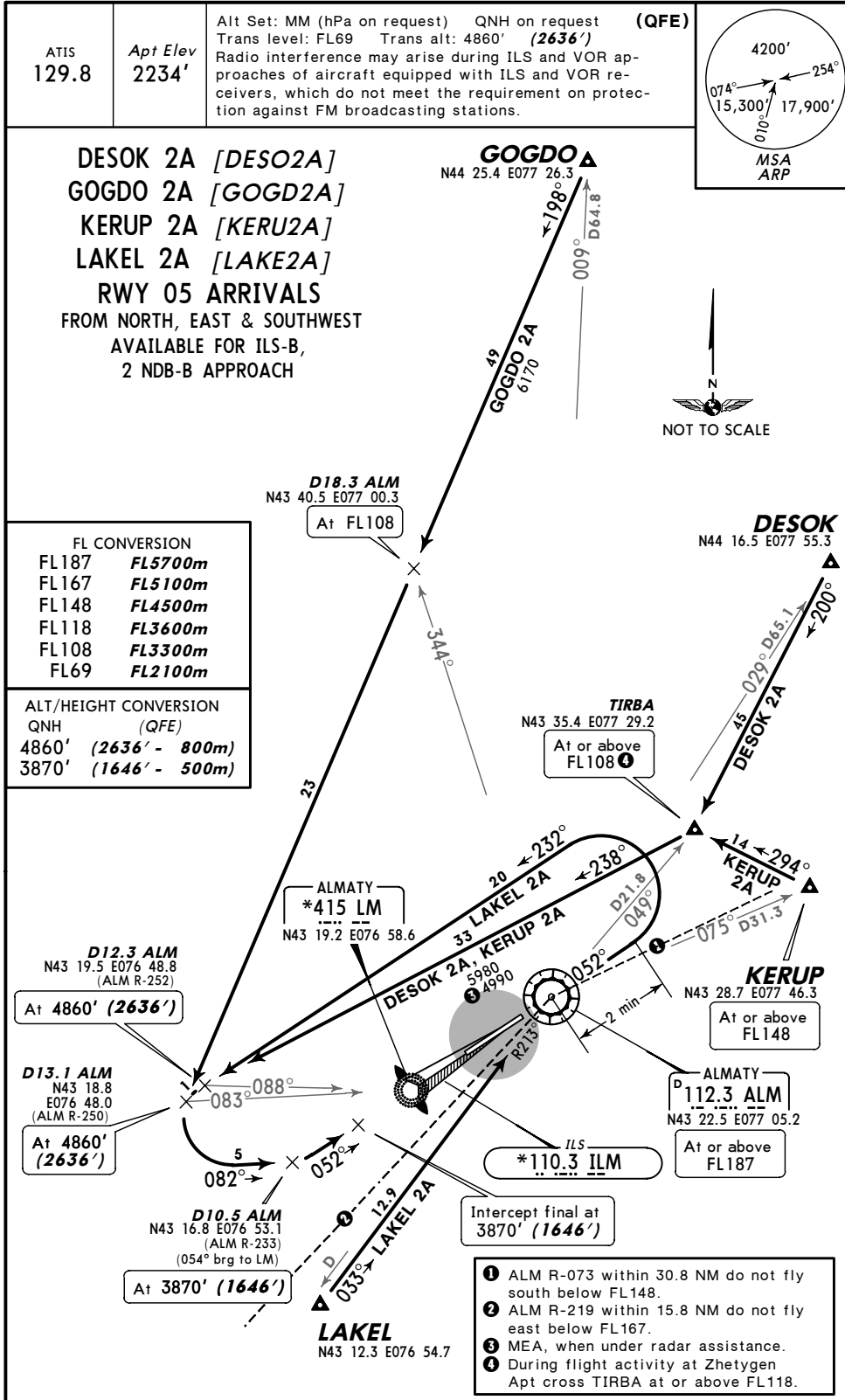
**UAAA/ALA**  
**ALMATY**

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

22 APR 05 **(10-2A)**

**STAR**



CHANGES: KI replaced by TIRBA.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

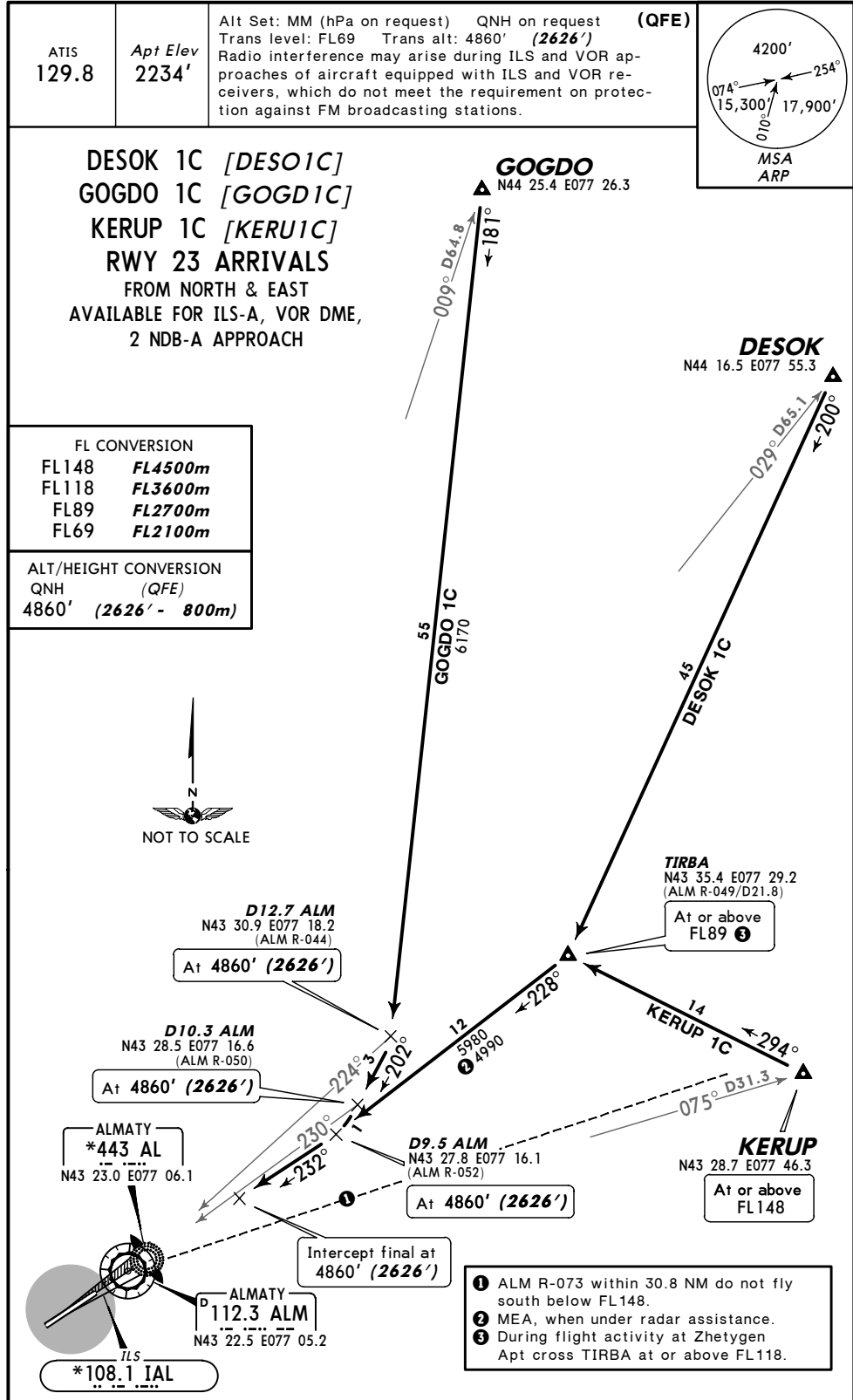
**UAAA/ALA**  
**ALMATY**

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

22 APR 05 **(10-2B)**

**STAR**



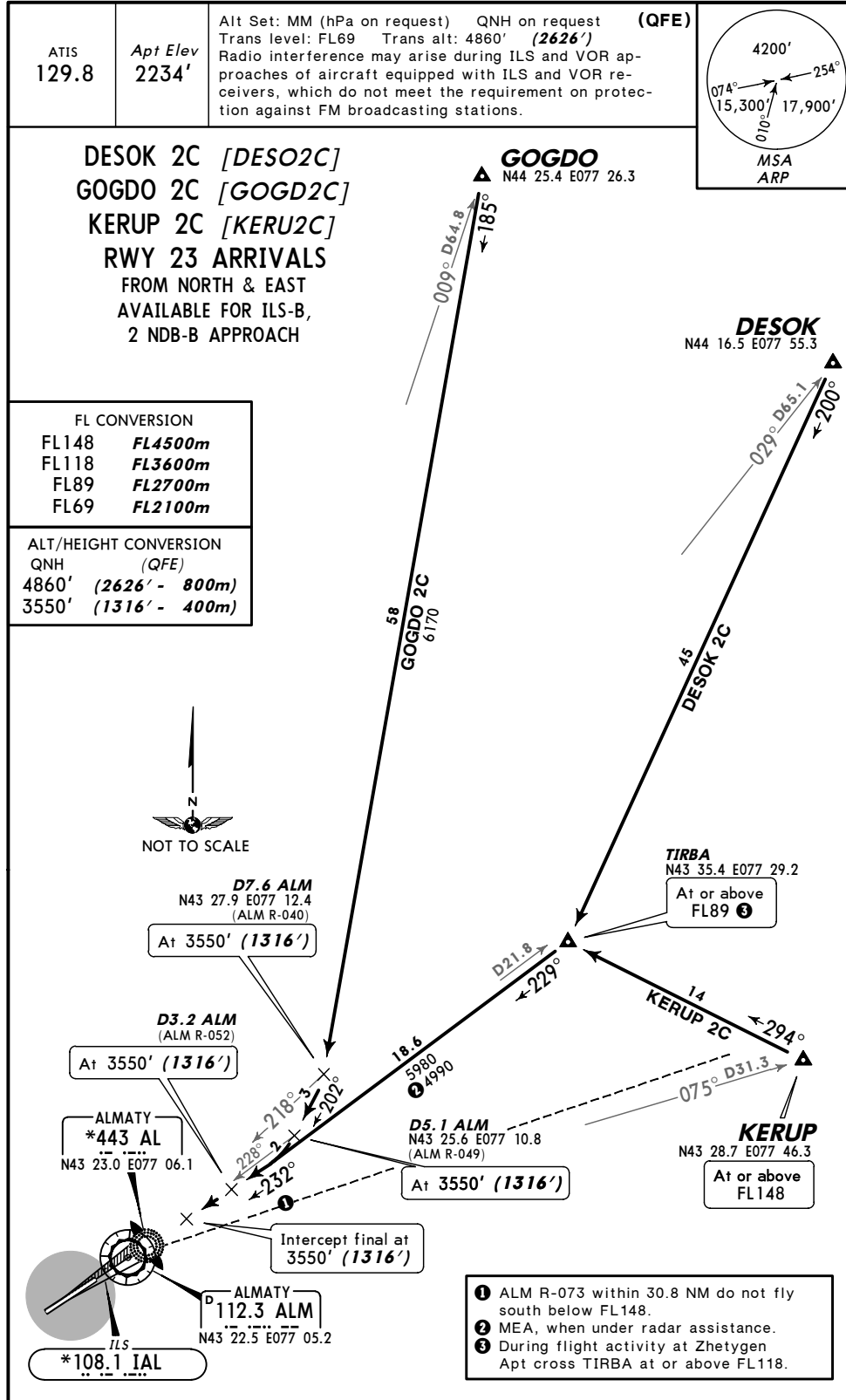
**UAAA/ALA**  
**ALMATY**

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

22 APR 05 **(10-2C)**

**STAR**



CHANGES: KI replaced by TIRBA.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.

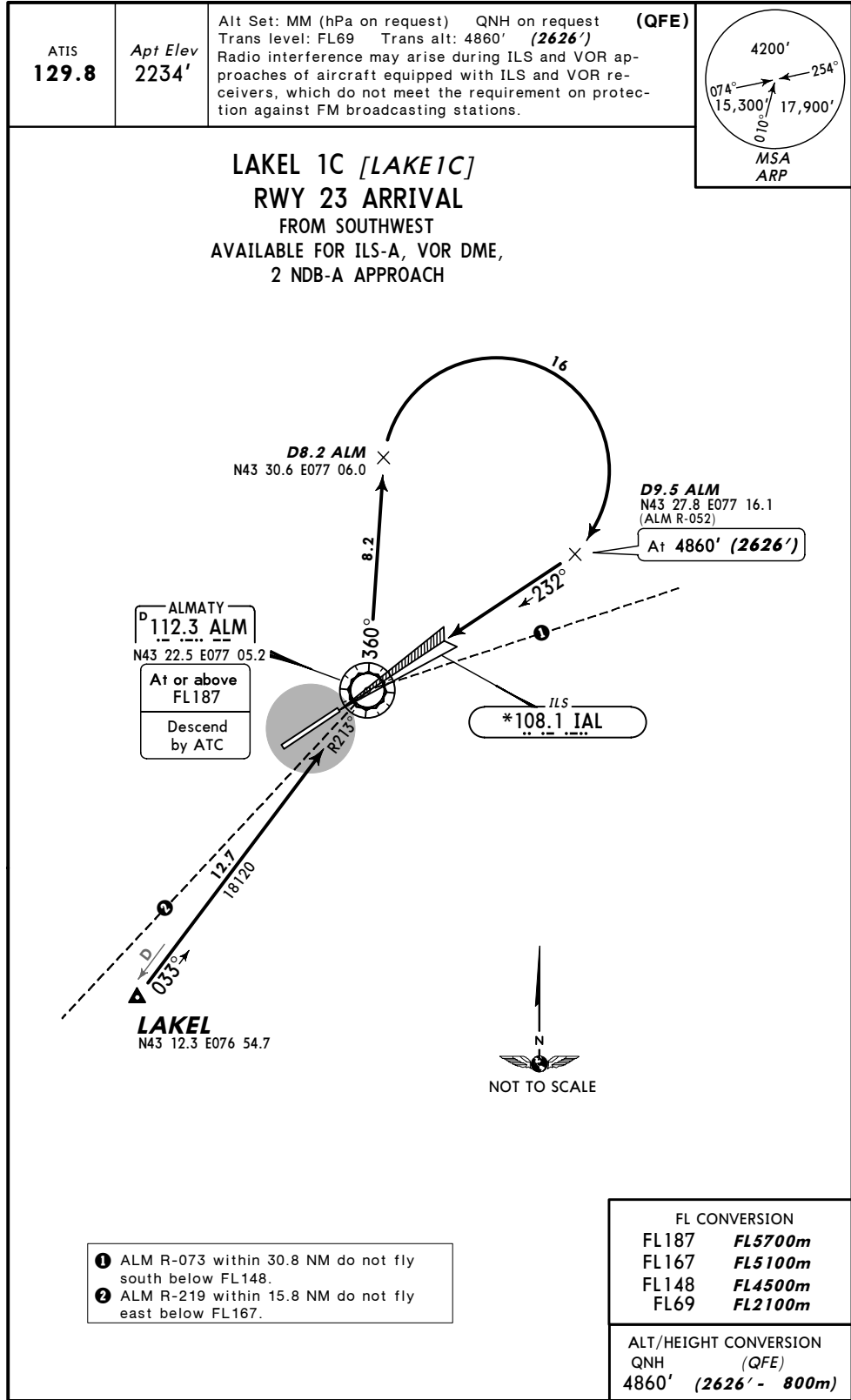
Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

**UAAA/ALA**  
**ALMATY**

**JEPPESEN ALMATY, KAZAKHSTAN**

17 OCT 03 **(10-2D)** **Eff 30 Oct**

**STAR**



CHANGES: STAR LAKEL 1C established; LAKEL 2A transferred.

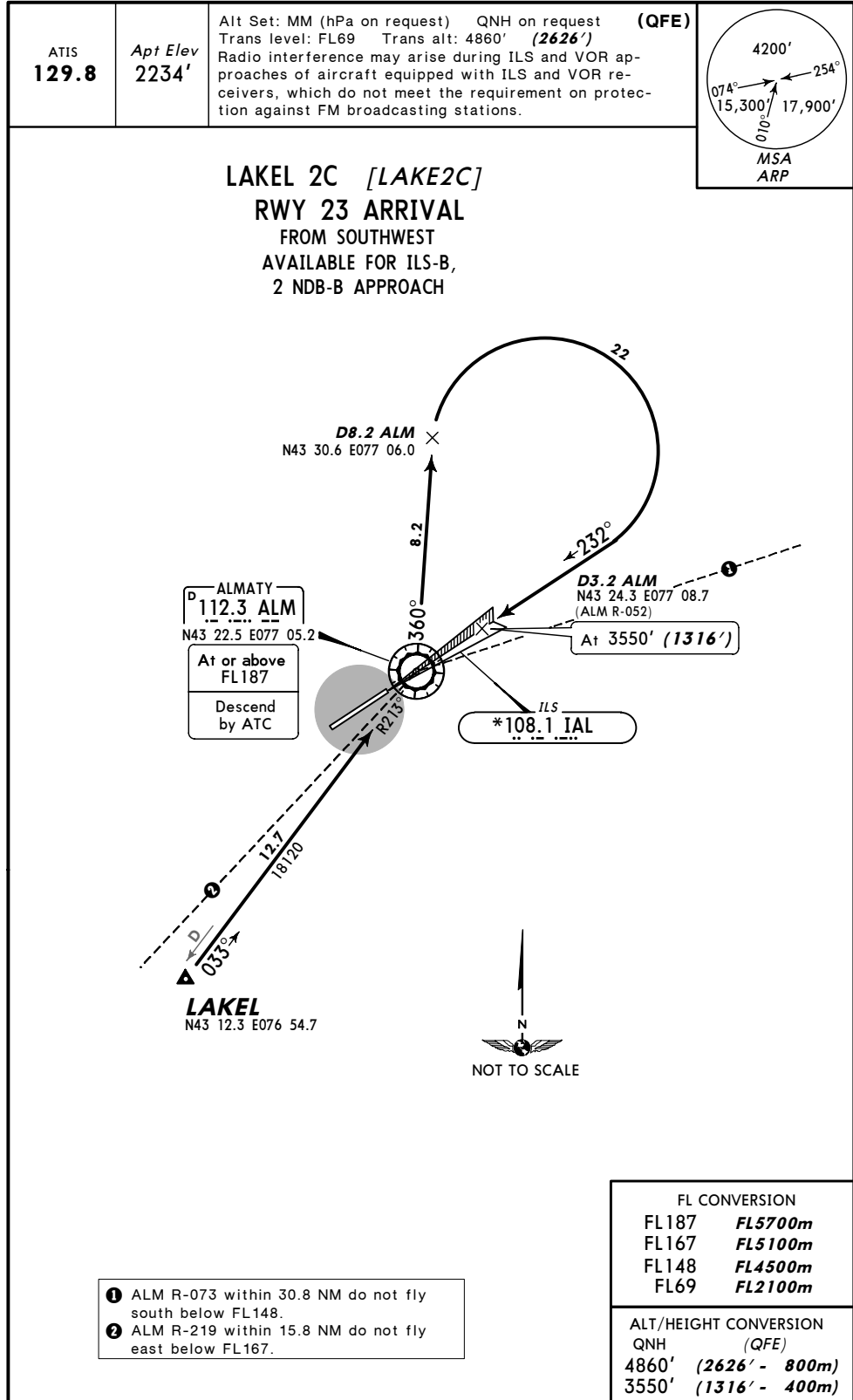
© JEPPESEN SANDERSON, INC., 2002, 2003. ALL RIGHTS RESERVED.

**UAAA/ALA**  
ALMATY

**JEPPESEN** ALMATY, KAZAKHSTAN

17 OCT 03 **(10-2E)** Eff 30 Oct

**STAR**



**UAAA/ALA**  
**ALMATY**

**JEPPesen**

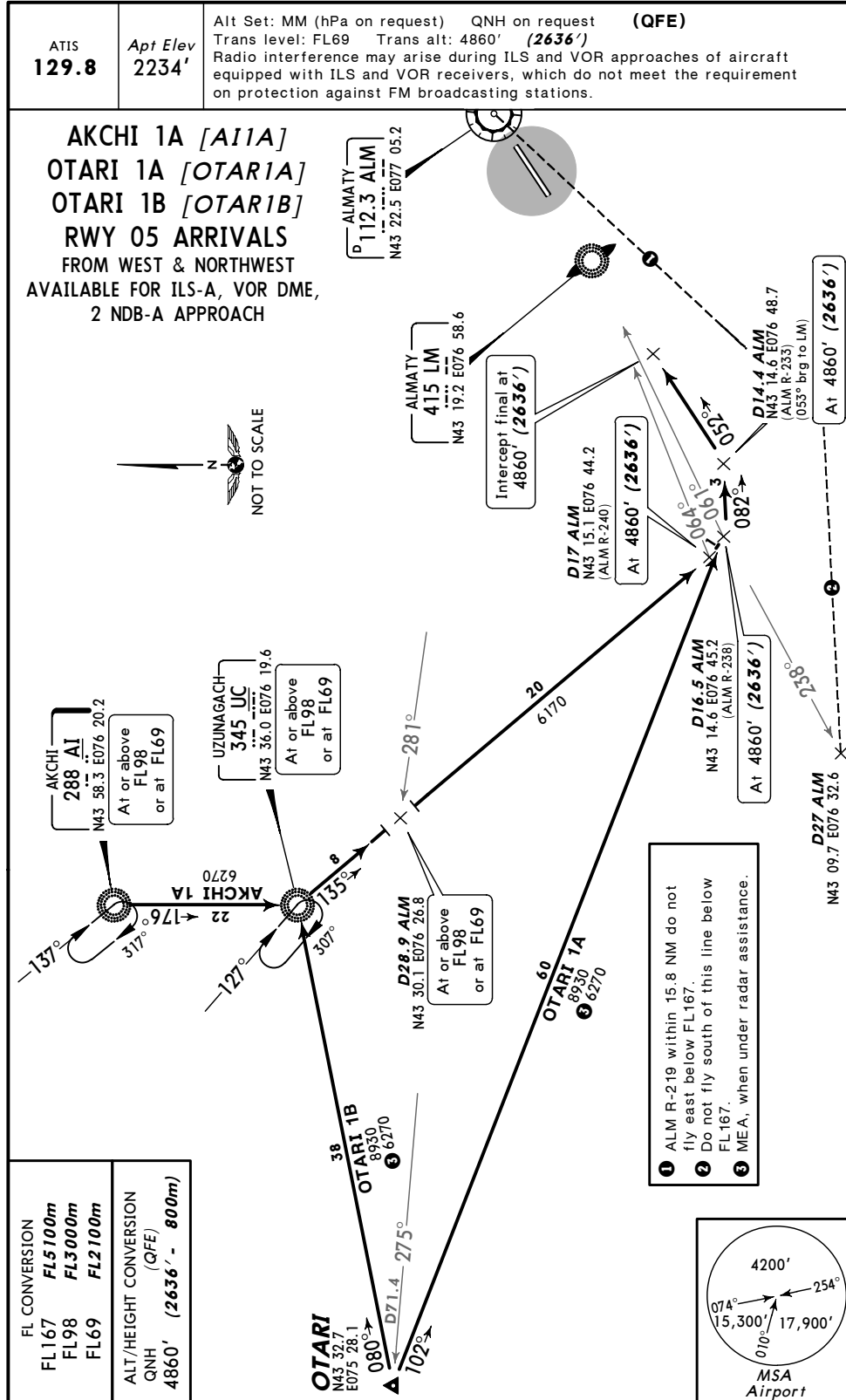
**ALMATY, KAZAKHSTAN**

27 JUN 03

**10-2F**

**Eff 10 Jul**

**STAR**



CHANGES: AI & UC INS coordinates; chart reindexed.

**UAAA/ALA**  
**ALMATY**

**JEPPESSEN**

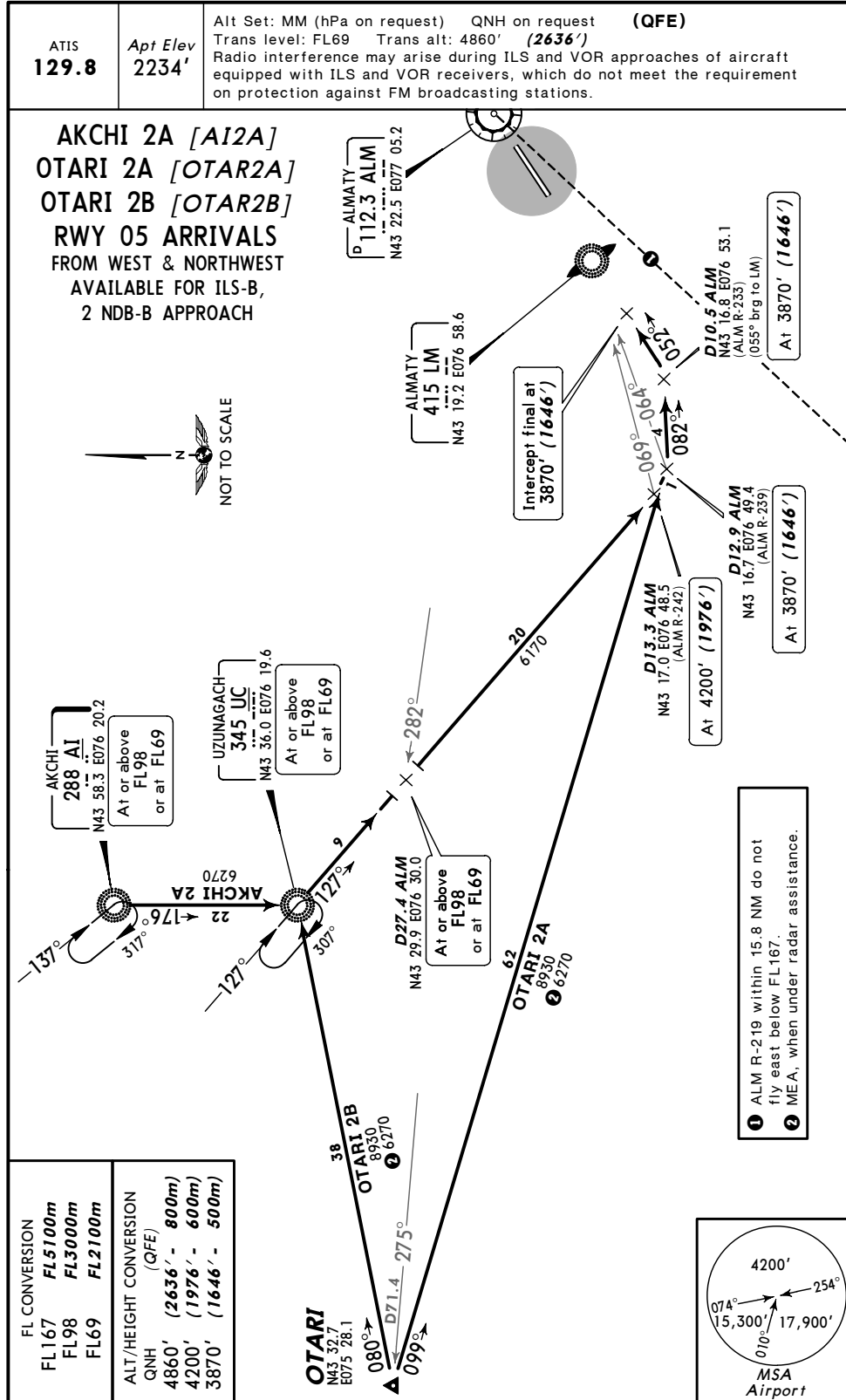
**ALMATY, KAZAKHSTAN**

27 JUN 03

**(10-2G)**

**Eff 10 Jul**

**STAR**



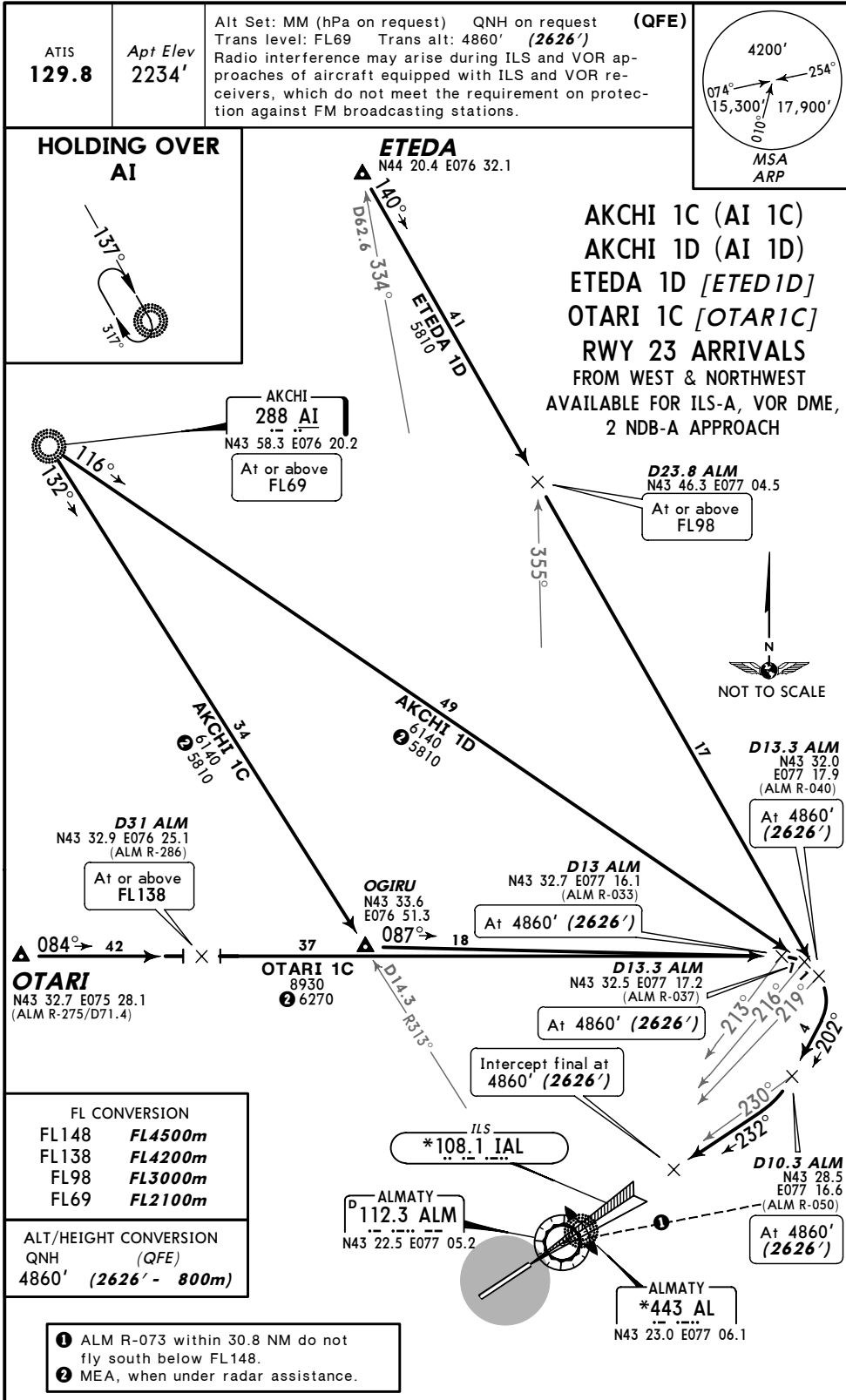


**UAAA/ALA**  
**ALMATY**

**JEPPESEN** **ALMATY, KAZAKHSTAN**

17 OCT 03 (10-2H) Eff 30 Oct

**STAR**

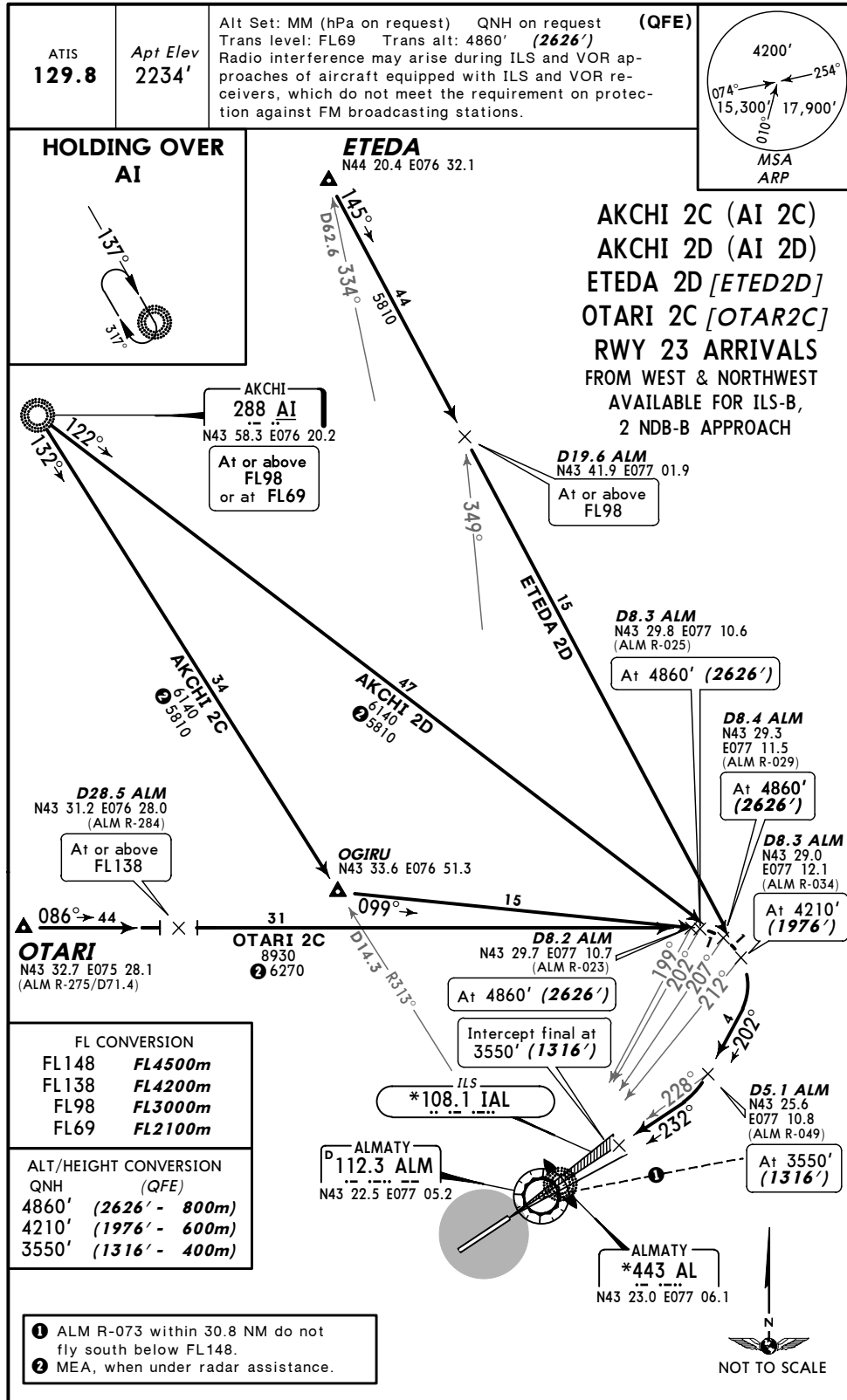


**UAAA/ALA**  
**ALMATY**

**JEPPESEN ALMATY, KAZAKHSTAN**

17 OCT 03 **(10-2J)** Eff 30 Oct

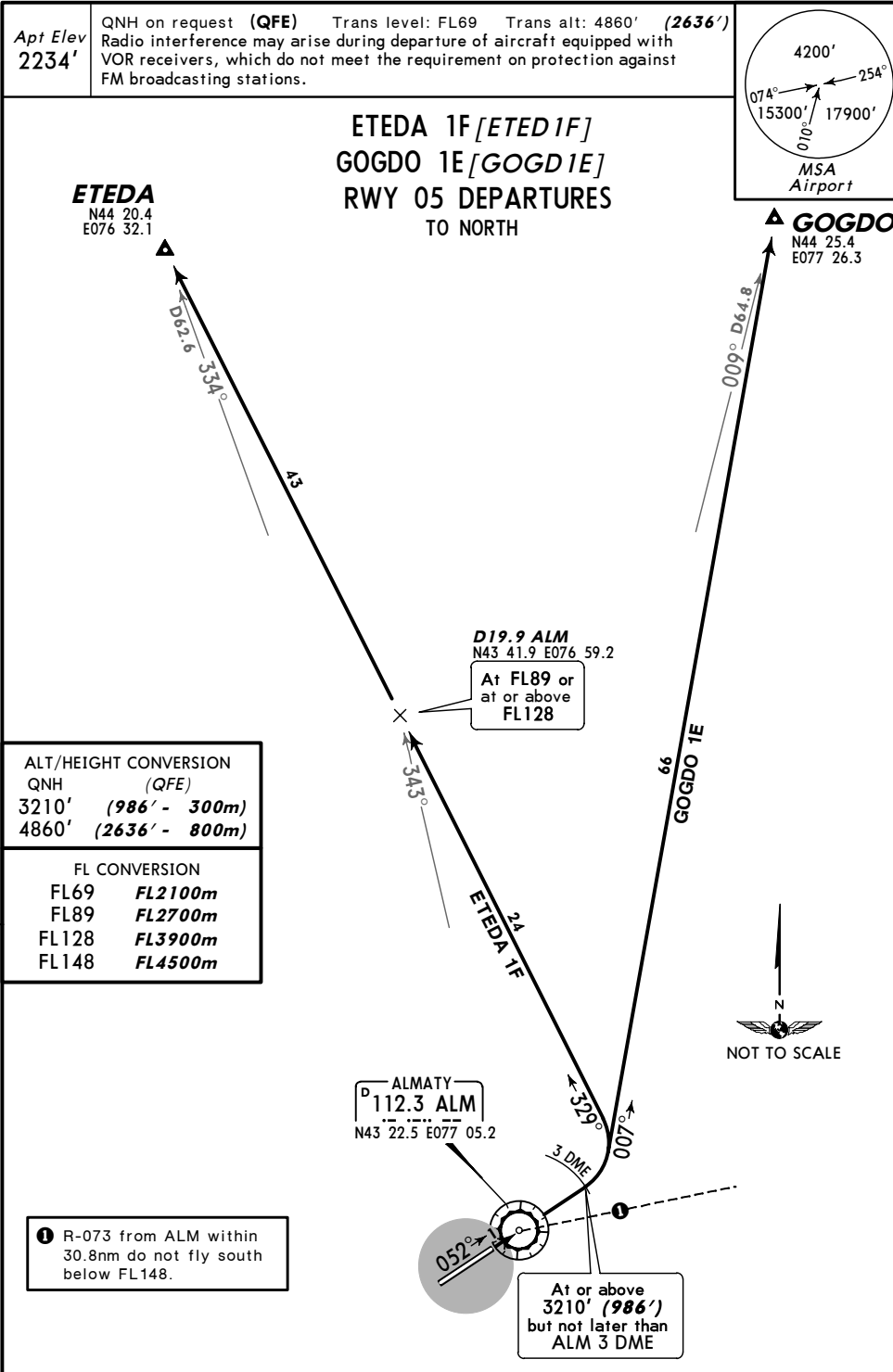
**STAR**



**UAAA/ALA**  
ALMATY

**JEPPESEN**  
6 DEC 02 **(10-3)**

**ALMATY, KAZAKHSTAN**  
**SID**



SID	ROUTING
<b>ETEDA 1F</b>	Climb straight ahead, at or above 3210' (986') but not later than ALM 3 DME turn LEFT, 329° track to ETEDA.
<b>GOGDO 1E</b>	Climb straight ahead, at or above 3210' (986') but not later than ALM 3 DME turn LEFT, 007° track to GOGDO.

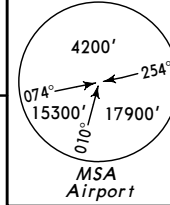
**UAAA/ALA**  
ALMATY

**JEPPESEN**  
6 DEC 02 **(10-3A)**

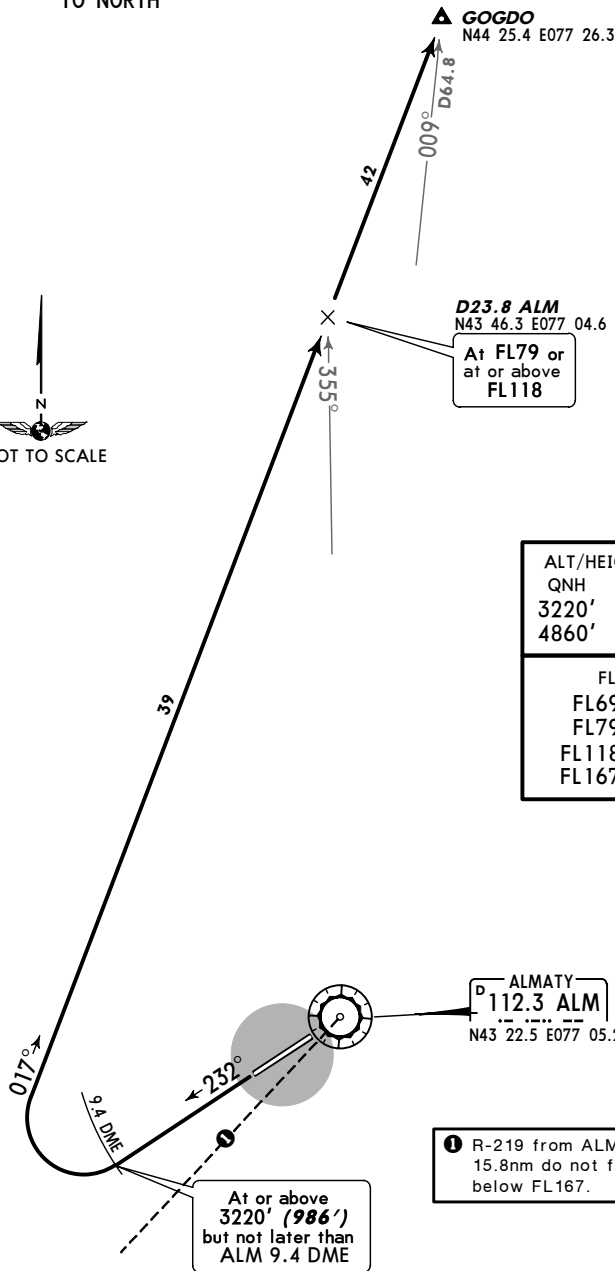
**ALMATY, KAZAKHSTAN**  
**SID**

Apt Elev  
**2234'**

QNH on request **(QFE)** Trans level: FL69 Trans alt: 4860' **(2626')**  
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



**GOGDO 1G [GOGD1G]**  
**RWY 23 DEPARTURE**  
TO NORTH



ALT/HEIGHT CONVERSION (QFE)	
QNH	(QFE)
3220'	(986' - 300m)
4860'	(2626' - 800m)

FL CONVERSION	
FL69	FL2100m
FL79	FL2400m
FL118	FL3600m
FL167	FL5100m

**1** R-219 from ALM within 15.8nm do not fly east below FL167.

**ROUTING**

Climb straight ahead, at or above 3220' (986') but not later than ALM 9.4 DME turn RIGHT, 017° track to GOGDO.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**UAAA/ALA**  
**ALMATY**

**JEPPESEN**

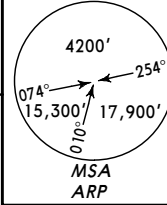
**ALMATY, KAZAKHSTAN**

22 APR 05 **(10-3B)**

**SID**

Apt Elev  
**2234'**

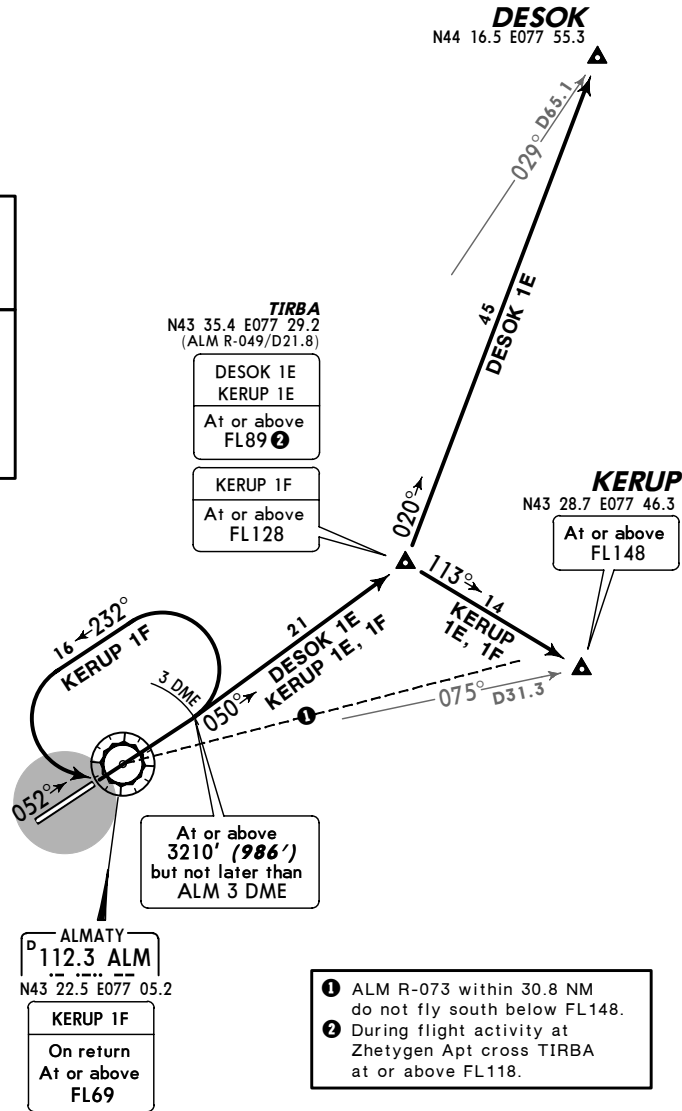
QNH on request **(QFE)** Trans level: FL69 Trans alt: 4860' **(2636')**  
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.



**DESOK 1E [DESO1E], KERUP 1E [KERU1E]**  
**KERUP 1F [KERU1F]**  
**RWY 05 DEPARTURES**  
**TO EAST**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3210'	(986' - 300m)
4860'	(2636' - 800m)

FL CONVERSION	
FL69	<b>FL2100m</b>
FL89	<b>FL2700m</b>
FL118	<b>FL3600m</b>
FL128	<b>FL3900m</b>
FL148	<b>FL4500m</b>



SID	ROUTING
<b>DESOK 1E</b>	Climb straight ahead, at or above 3210' <b>(986')</b> , but not later than ALM 3 DME turn LEFT, 050° track to TIRBA, turn LEFT, 020° track to DESOK.
<b>KERUP 1E</b> If unable to comply request KERUP 1F	Climb straight ahead, at or above 3210' <b>(986')</b> , but not later than ALM 3 DME turn LEFT, 050° track to TIRBA, turn RIGHT, 113° track to KERUP.
<b>KERUP 1F</b>	Climb straight ahead, at or above 3210' <b>(986')</b> , but not later than ALM 3 DME turn LEFT to ALM, ALM R-050 to TIRBA, turn RIGHT, 113° track to KERUP.

CHANGES: KI replaced by TIRBA.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

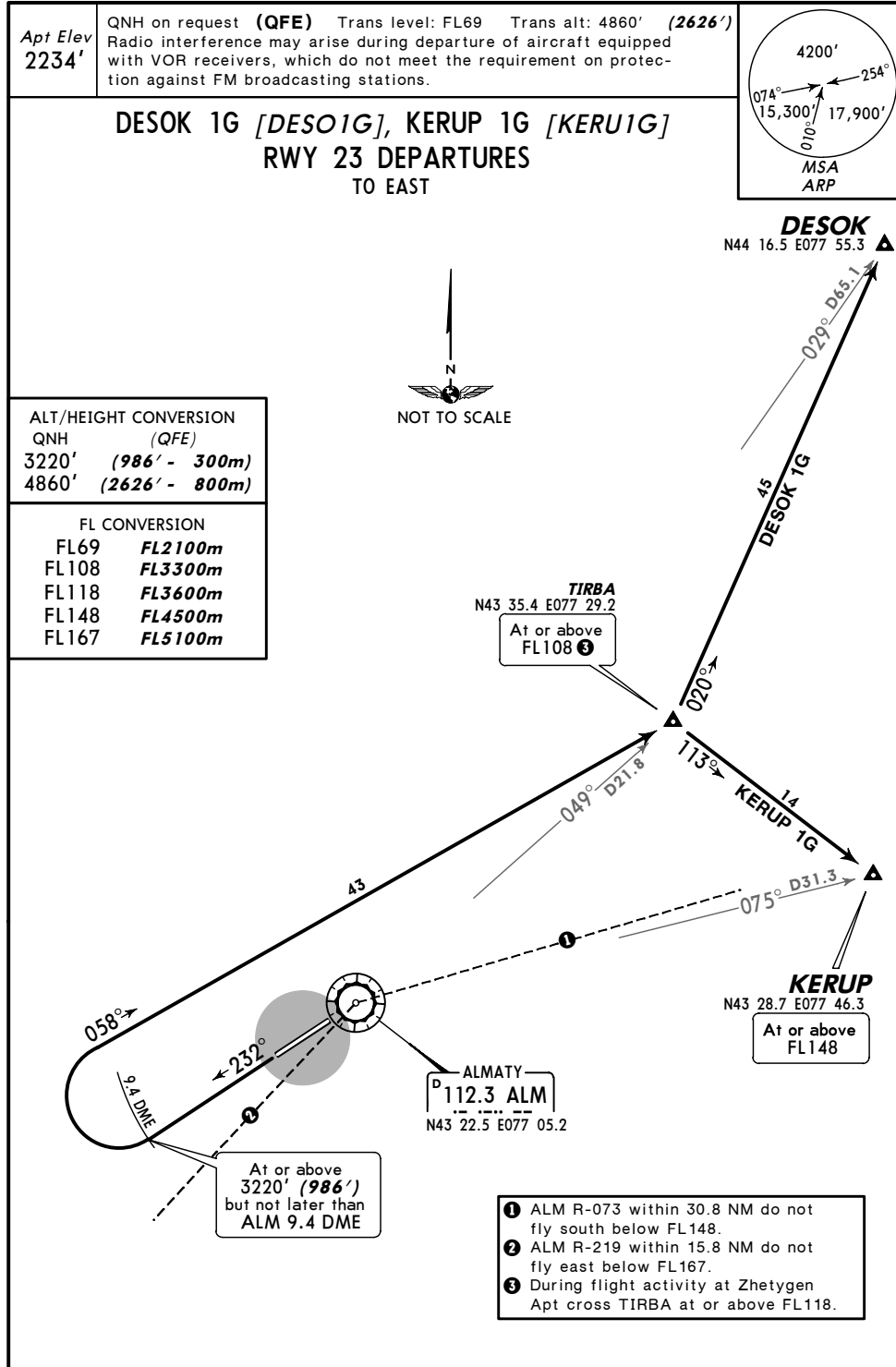
**UAAA/ALA**  
ALMATY

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

22 APR 05 **(10-3C)**

**SID**



- ① ALM R-073 within 30.8 NM do not fly south below FL148.
- ② ALM R-219 within 15.8 NM do not fly east below FL167.
- ③ During flight activity at Zhetysen Apt cross TIRBA at or above FL118.

**UAAA/ALA**  
**ALMATY**

**JEPPESSEN**

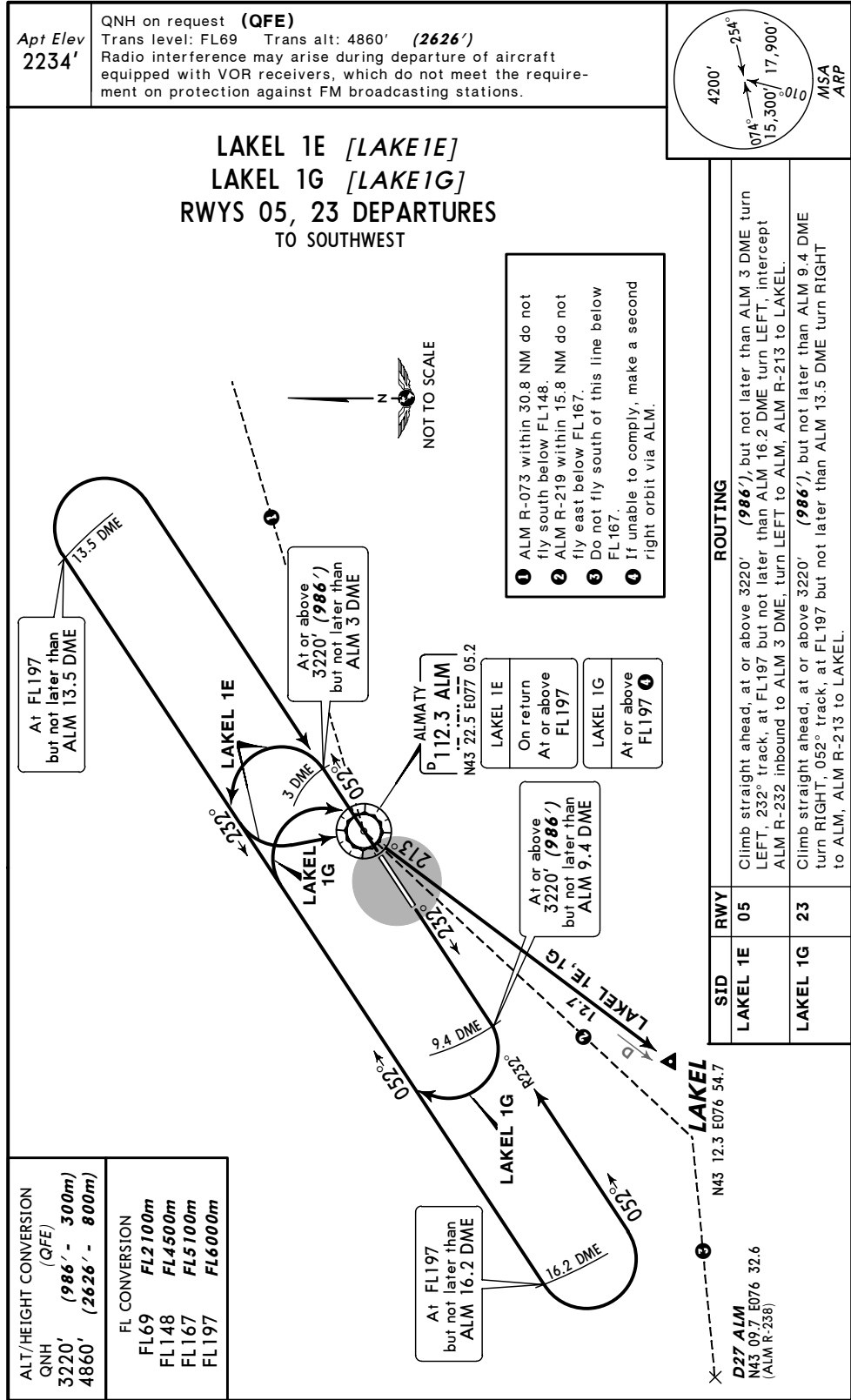
**ALMATY, KAZAKHSTAN**

23 JUL 04

**10-3D**

**Eff 5 Aug**

**SID**



CHANGES: SID LAKEL 1E textual description.

**UAAA/ALA**  
ALMATY

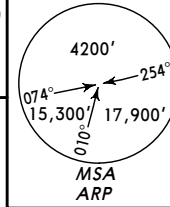
**JEPPESEN** ALMATY, KAZAKHSTAN

23 JUL 04 (10-3E) Eff 5 Aug

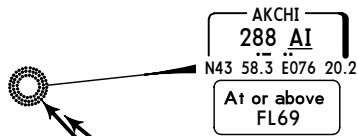
**SID**

Apt Elev  
2234'

QNH on request (QFE) Trans level: FL69 Trans alt: 4860' (2636')  
Radio interference may arise during departure of aircraft equipped with VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.

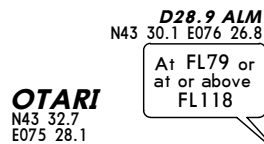


**AKCHI 1E (AI 1E), AKCHI 1F (AI 1F)**  
**OTARI 1E [OTARIE]**  
**RWY 05 DEPARTURES**  
**TO WEST**

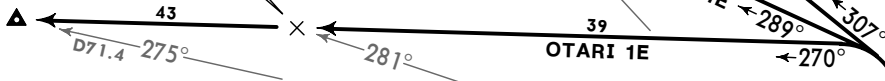


ALT/HEIGHT CONVERSION	
(QFE)	
3210'	(986' - 300m)
4860'	(2636' - 800m)

FL CONVERSION	
FL69	FL2100m
FL79	FL2400m
FL118	FL3600m
FL148	FL4500m



**OTARI**  
N43 32.7  
E075 28.1



At or above 3210' (986') but not later than ALM 3 DME

① ALM R-073 within 30.8 NM do not fly south below FL148.

**ALMATY**  
D 112.3 ALM  
N43 22.5 E077 05.2

SID	ROUTING
<b>AKCHI 1E</b>	Climb straight ahead, at or above 3210' (986'), but not later than ALM 3 DME turn LEFT, 289° track to OGIRU, turn RIGHT, intercept 313° bearing to AI.
<b>AKCHI 1F</b>	Climb straight ahead, at or above 3210' (986'), but not later than ALM 3 DME turn LEFT, intercept 307° bearing to AI.
<b>OTARI 1E</b>	Climb straight ahead, at or above 3210' (986'), but not later than ALM 3 DME turn LEFT, 270° track to OTARI.



**UAAA/ALA**  
**ALMATY**

**JEPPesen**

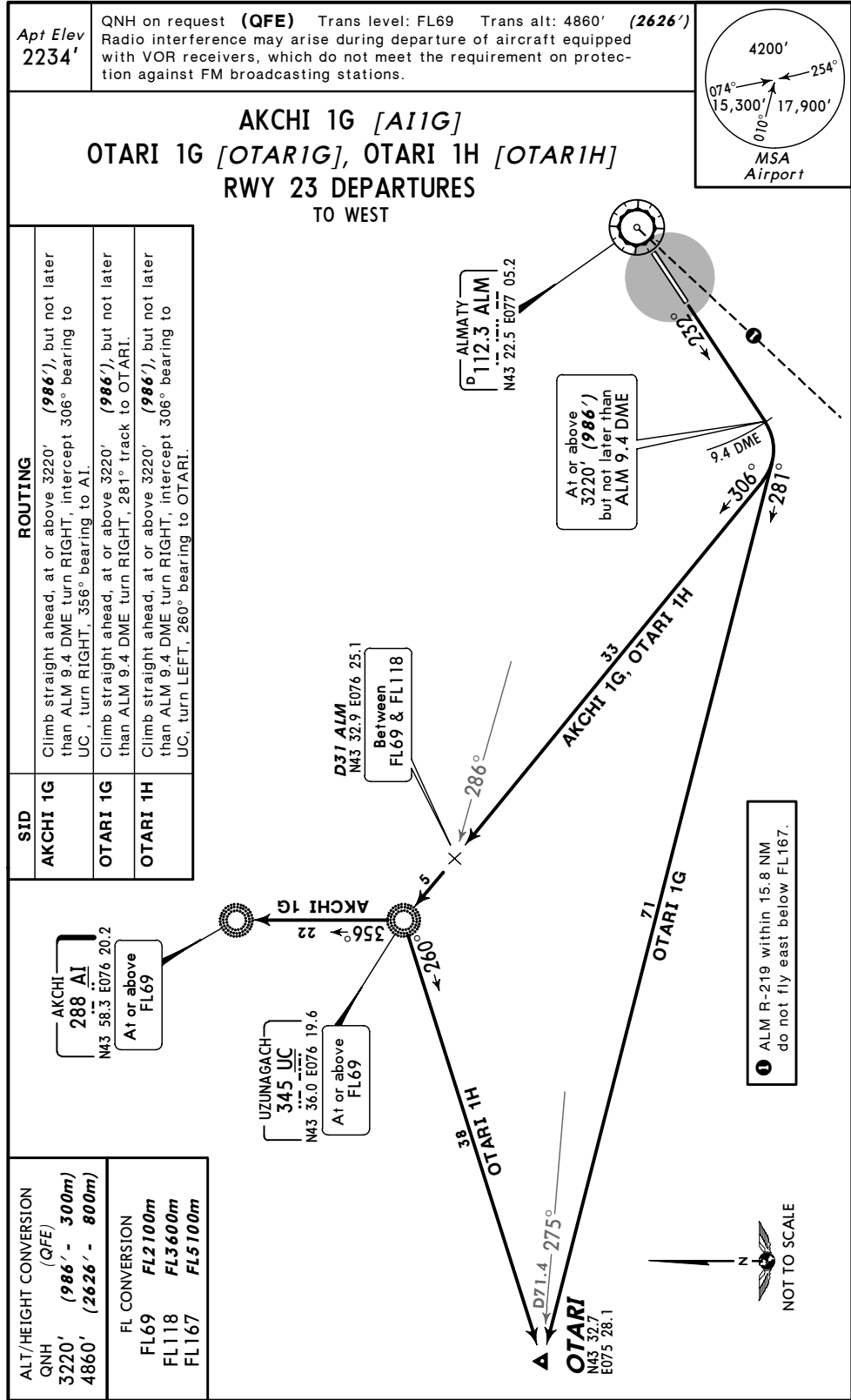
**ALMATY, KAZAKHSTAN**

27 JUN 03

10-3E

Eff 10 Jul

**SID**



Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**UAAA/ALA**

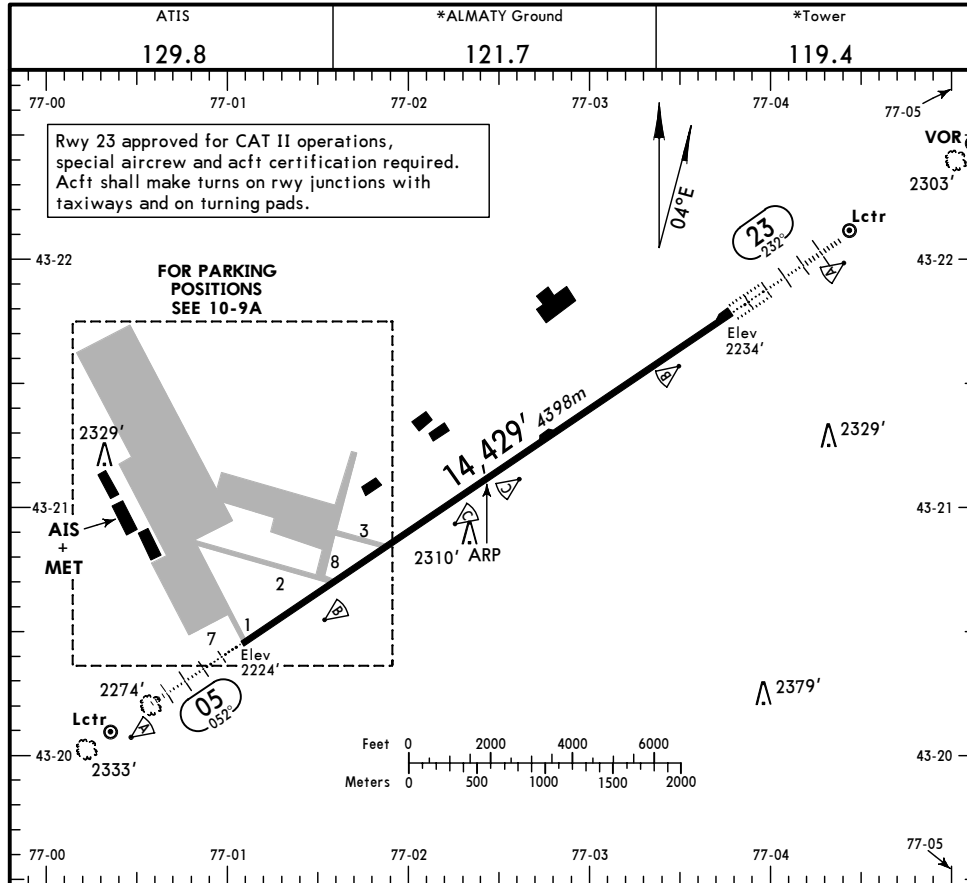
Apt Elev **2234'**  
N43 21.1 E077 02.4

**JEPPESEN**

**ALMATY, KAZAKHSTAN**

4 MAR 05 **(10-9)** Eff 17 Mar

**ALMATY**



**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL (60m) CL (30m) HIALS PAPI-L ① RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND Threshold	Glide Slope		
05	HIRL (60m) CL (30m) HIALS PAPI-L ① RVR		13,107' 3995m		148'
23	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L ② RVR		13,648' 4160m		45m

- ① angle 3.00°.
- ② angle 2.67°.

**TAKE-OFF**

	AIR CARRIER (JAA) All Rwys			
	LVP must be in force RL & CL	DAY RL	RCLM	NIGHT LVP must be in force RL & CL
A				RL
B	200m	400m ①	400m ①	400m ①
C			500m	400m
D	250m (200m)			250m (200m)

① LVP must be in force: 300m.

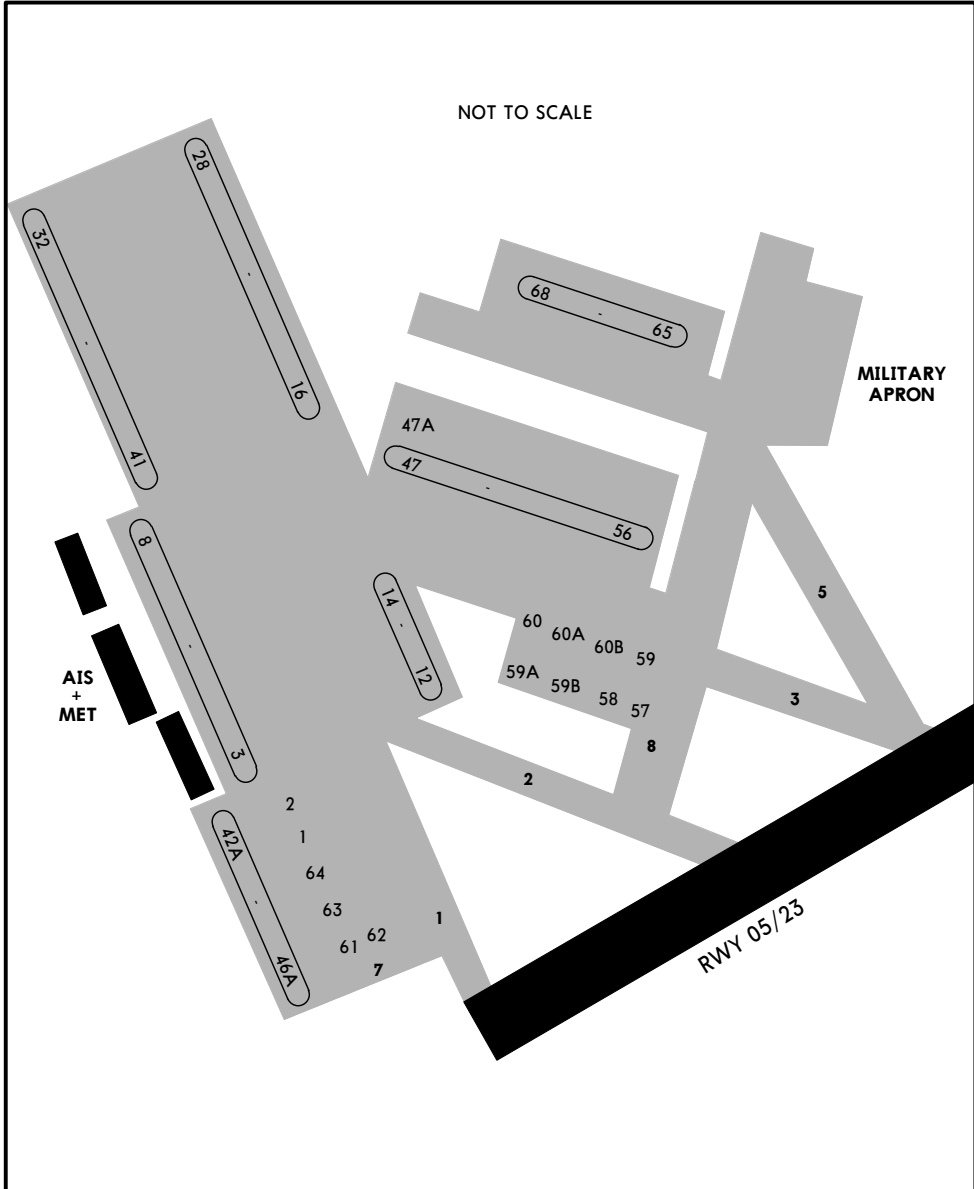
CHANGES: None.

© JEPPESEN SANDERSON, INC., 2000, 2004. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.  
 Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

UAAA/ALA

**JEPPESEN** ALMATY, KAZAKHSTAN  
 4 MAR 05 **10-9A** Eff 17 Mar ALMATY



INS COORDINATES	
STAND No.	COORDINATES
1, 2	N43 20.7 E077 00.9
5, 6	N43 20.8 E077 00.8
12, 13	N43 20.8 E077 00.9
14	N43 20.8 E077 00.8
57	N43 20.8 E077 01.3
58, 59	N43 20.8 E077 01.2
60	N43 20.8 E077 01.1

Stands 4, 12, 13, 59A and 60A available for acft up to B747-400.  
 Stands 43A, 61 and 62 available for helicopters.

CHANGES: Parking stands. Apron. Taxiway 5 added.

© JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

UAAA/ALA

JEPPESEN  
14 MAY 04 (10-9X)

JAA MINIMUMS  
ALMATY, KAZAKHSTAN  
ALMATY

STRAIGHT-IN RWY		A	B	C	D
05	ILS	2424'(200')	2424'(200')	2424'(200')	2424'(200')
		R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2590'(366')	2590'(366')	2590'(366')	2590'(366')
	ALS out	R1700m	R1700m	R1800m	R2000m
	NDB	2590'(366')	2590'(366')	2590'(366')	2590'(366')
	ALS out	R1700m	R1700m	R1800m	R2000m
23	CAT 2 ILS	2334'(100')	2334'(100')	2334'(100')	2334'(100') ❶
		RA105' R350m	RA105' R350m	RA105' R350m	RA105' R350m
	ILS	2434'(200')	2434'(200')	2434'(200')	2434'(200')
	ALS out	R550m	R550m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2630'(396')	2630'(396')	2630'(396')	2630'(396')
	ALS out	R1800m	R1800m	R1800m	R2000m
	NDB	2630'(396')	2630'(396')	2630'(396')	2630'(396')
	ALS out	R1800m	R1800m	R1800m	R2000m

❶ Missed apch climb gradient mim 4.0%.

TAKE-OFF RWY 05, 23

LVP must be in Force						
RL, CL & mult. RVR req	RL & CL	RL	RCLM (DAY only)	RL	RCLM (DAY only)	NIL
A	200m	200m	300m	400m	400m	500m
B			300m ❷			500m ❸
C	200m	250m	300m ❷	400m	400m	500m ❸
D						

❷ NIGHT: 400m.

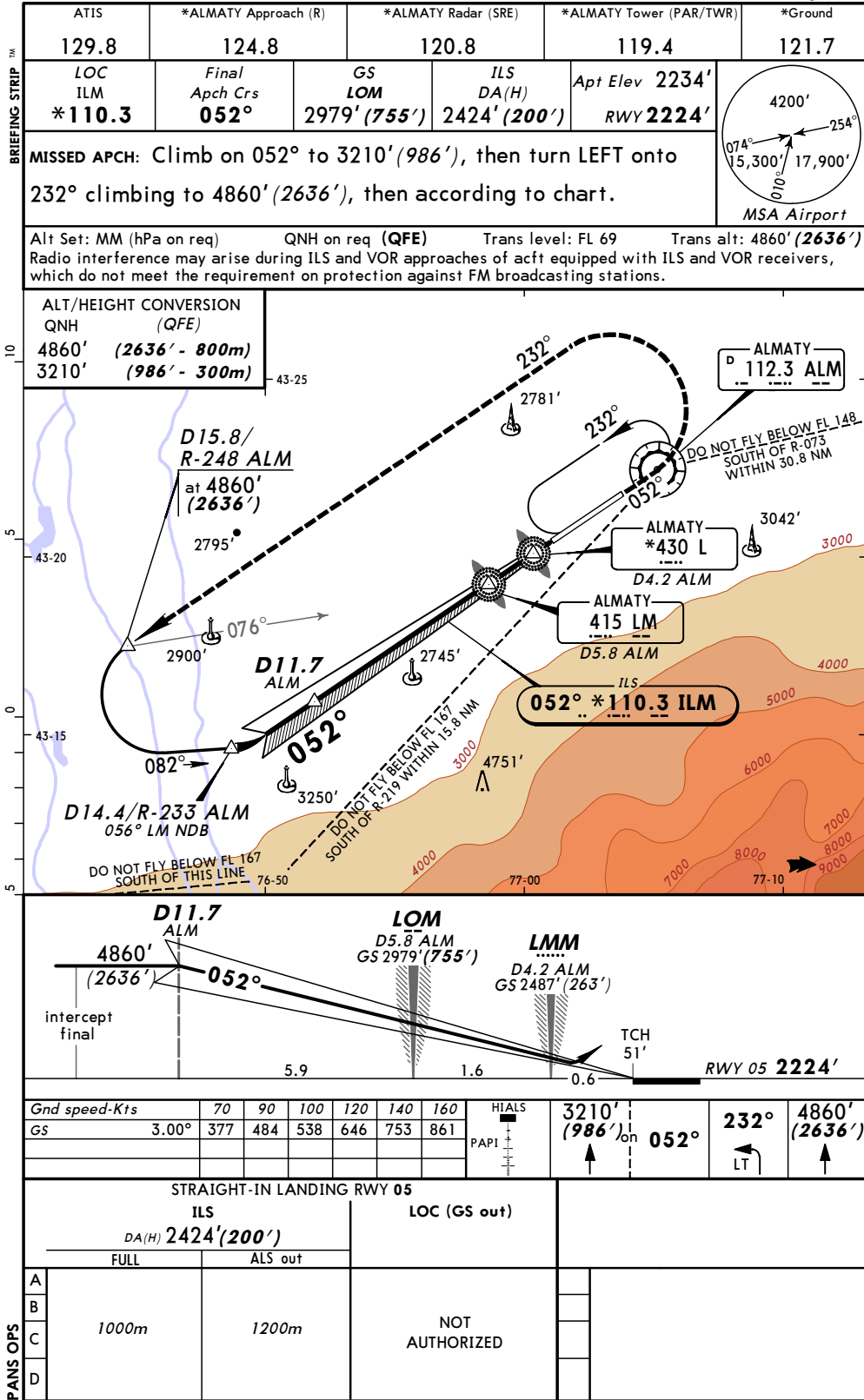
❸ NIGHT: 700m.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**UAAA/ALA**  
**ALMATY**

**JEPPESEN**  
5 DEC 03 **(11-1)**

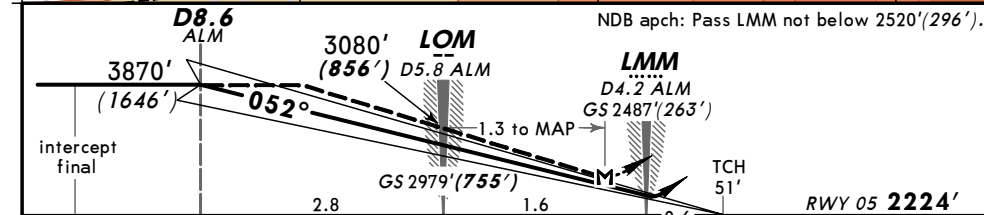
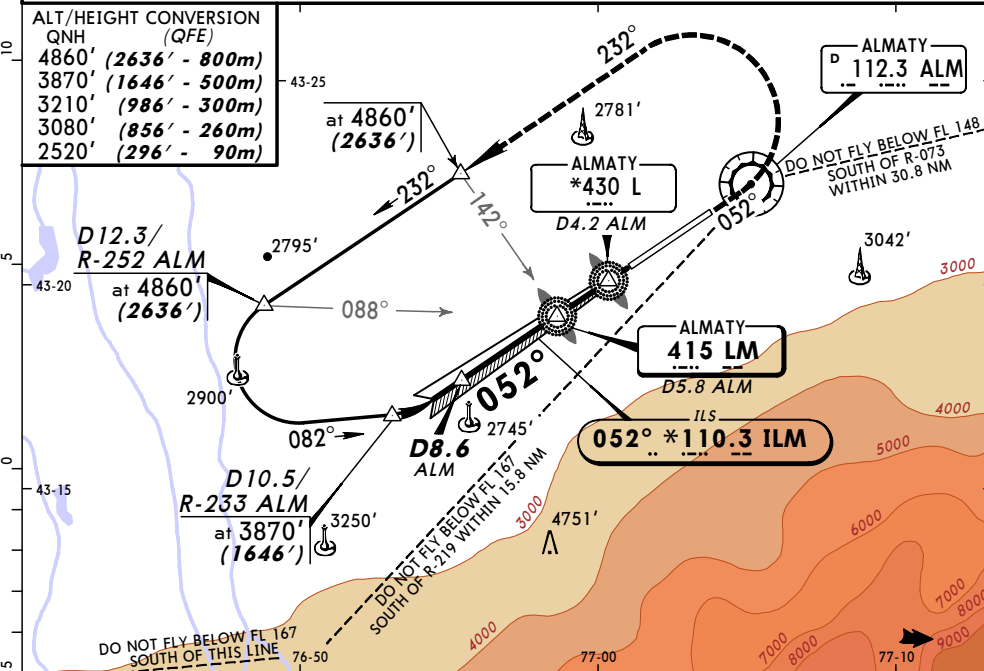
**ALMATY, KAZAKHSTAN**  
**ILS-A Rwy 05**



CHANGES: Communications. Minimums.

**UAAA/ALA** **JEPPESEN** **ALMATY, KAZAKHSTAN**  
**ALMATY** 5 DEC 03 **(11-2)** **ILS-B or 2 NDB-B Rwy 05**

ATIS	*ALMATY Approach (R)	*ALMATY Radar (SRE)	*ALMATY Tower (PAR/TWR)	*Ground
129.8	124.8	120.8	119.4	121.7
LOC ILM <b>*110.3</b>	Final Apch Crs <b>052°</b>	GS LOM <b>2979' (755')</b>	ILS DA(H) <b>2424' (200')</b>	Apt Elev <b>2234'</b>
NDB LM <b>415</b>		Minimum Alt LOM <b>3080' (856')</b>	NDB MDA(H) <b>2590' (366')</b>	RWY <b>2224'</b>
<b>MISSED APCH:</b> Climb on 052° to 3210' (986'), then turn LEFT onto 232° climbing to 4860' (2636'), then according to chart.				
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 69    Trans alt: 4860' (2636') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3210' (986')	on 052°	232°	4860' (2636')
ILS GS	3.00°	377	484	538	646	753	PAPI	↑		←	↑
NDB Desc Grad	6.1%	432	556	618	741	865					
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33					

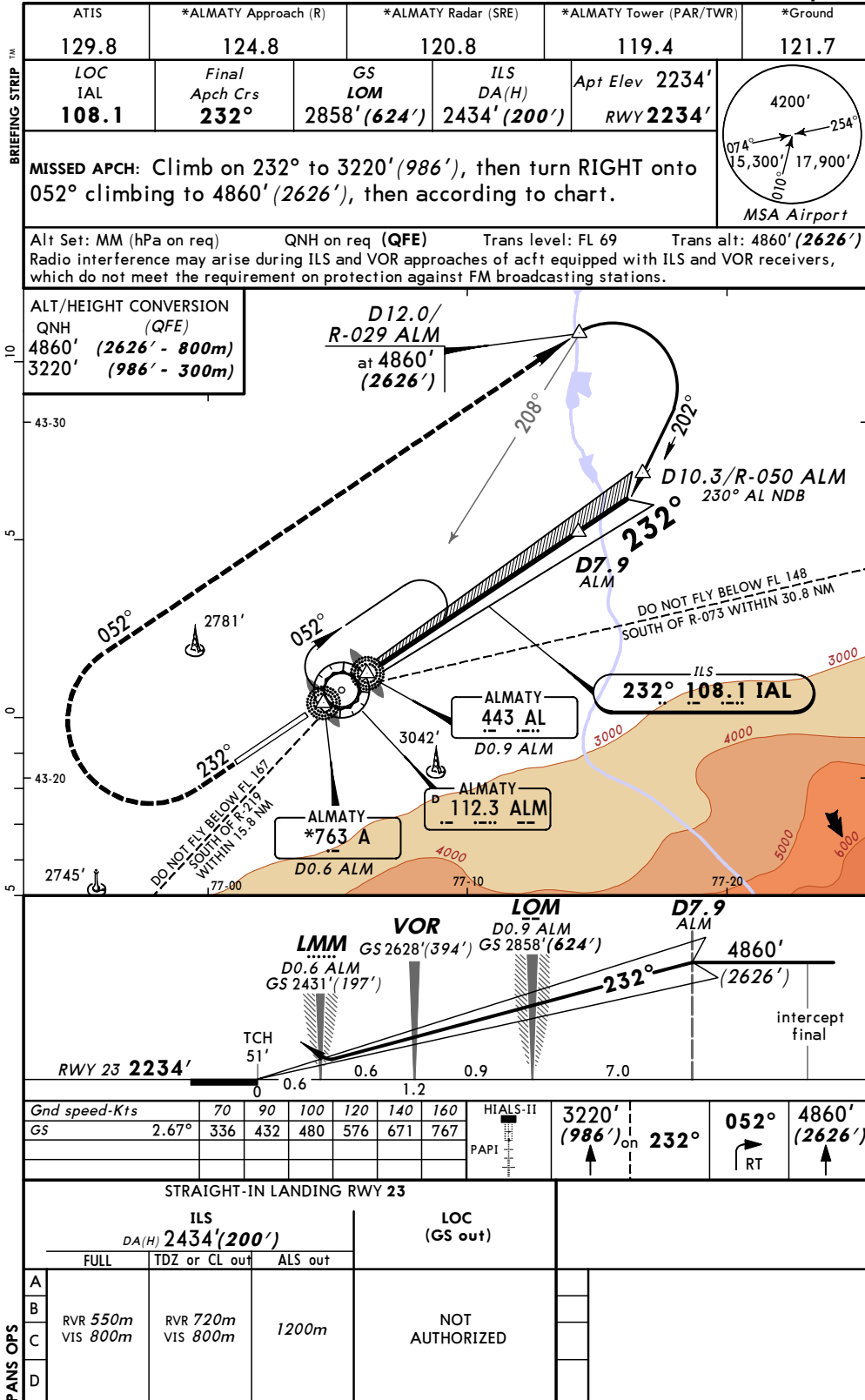
STRAIGHT-IN LANDING RWY 05			
ILS DA(H) <b>2424' (200')</b>		LOC (GS out)	
FULL	ALS out	NDB MDA(H) <b>2590' (366')</b>	
		ALS out	

A			
B			
C	1000m	1200m	1700m
D		NOT AUTHORIZED	

**UAAA/ALA**  
**ALMATY**

**JEPPESSEN**  
5 DEC 03 **(11-3)**

**ALMATY, KAZAKHSTAN**  
**ILS-A Rwy 23**



CHANGES: Communications.

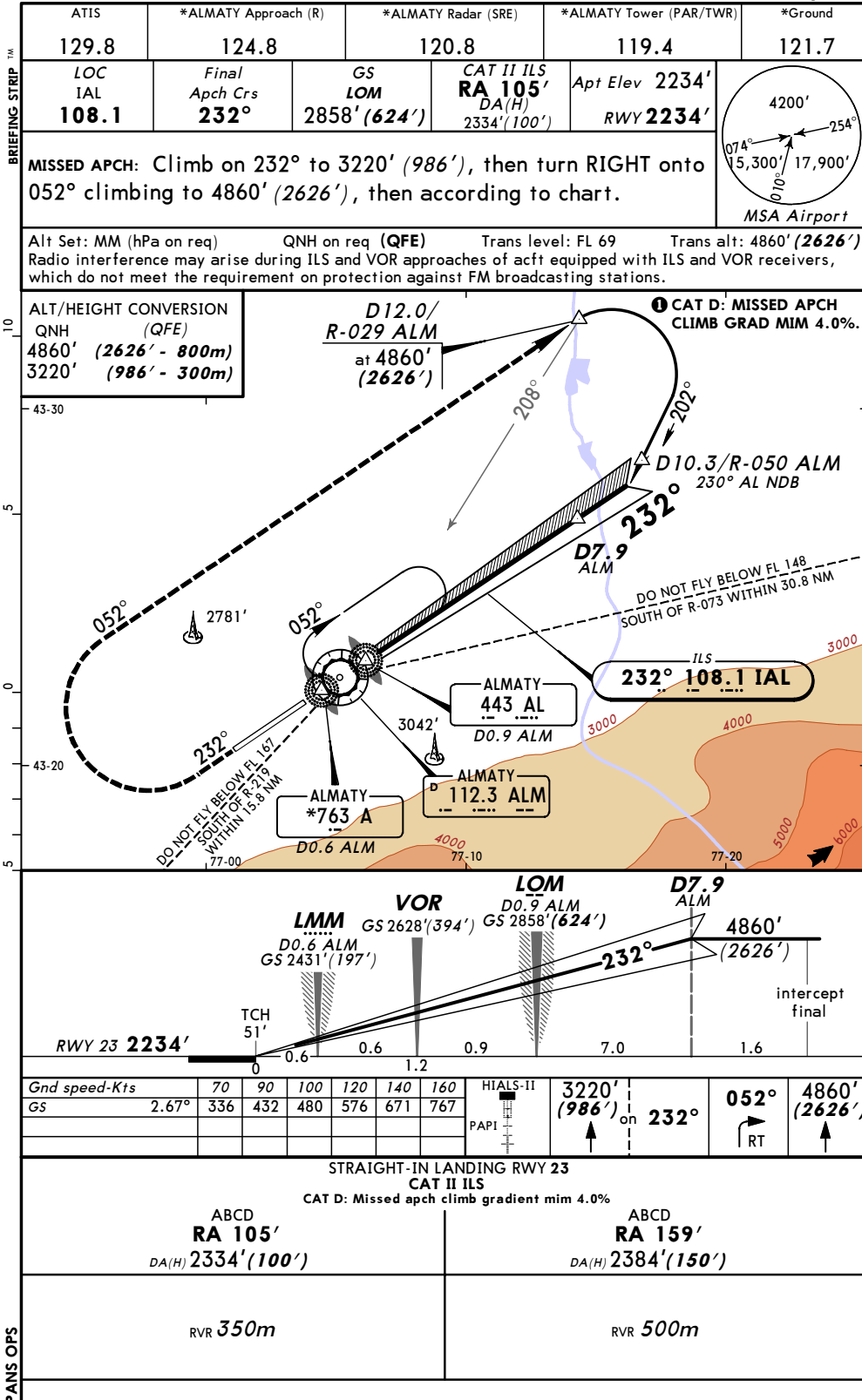
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**UAAA/ALA**  
**ALMATY**

**JEPPESEN**  
5 DEC 03 **(11-3A)**

**ALMATY, KAZAKHSTAN**  
**CAT II ILS-A Rwy 23**



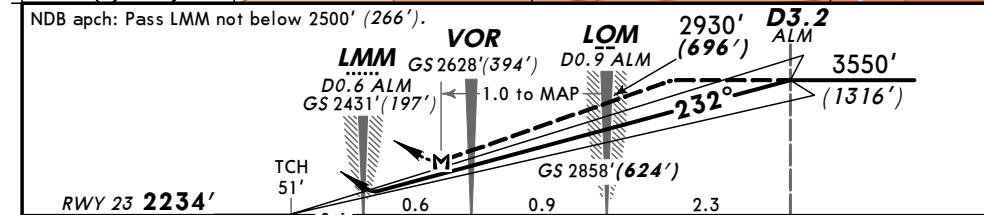
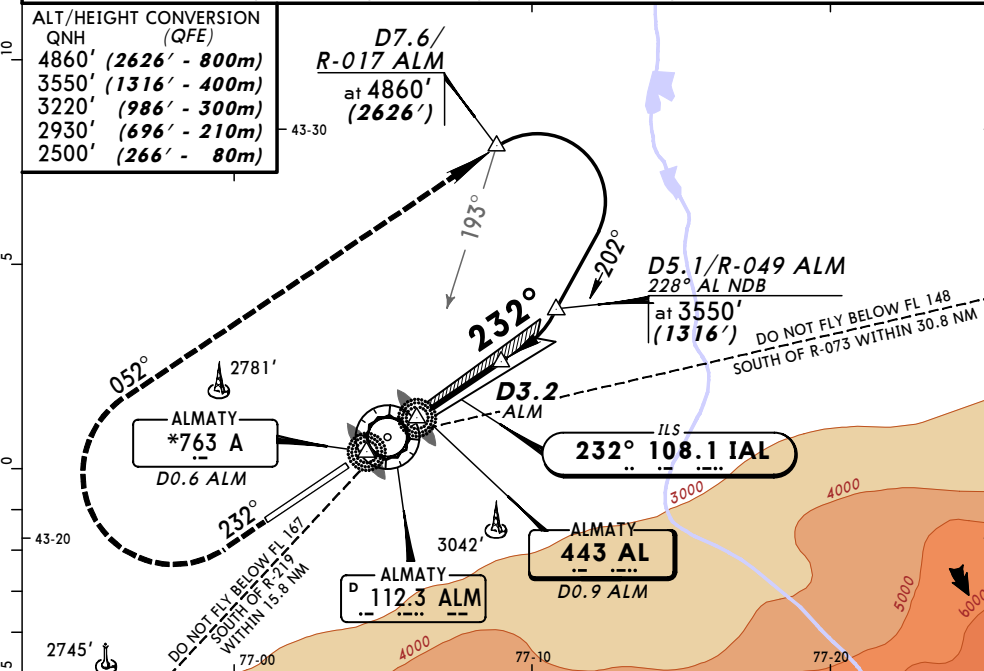
CHANGES: Communications. RA.

© JEPPESEN SANDERSON, INC., 2000, 2003. ALL RIGHTS RESERVED.



**UAAA/ALA** **JEPPESEN** **ALMATY, KAZAKHSTAN**  
**ALMATY** 5 DEC 03 **11-4** **ILS-B or 2 NDB-B Rwy 23**

BRIEFING STRIP™	ATIS	*ALMATY Approach (R)	*ALMATY Radar (SRE)	*ALMATY Tower (PAR/TWR)	*Ground
	129.8	124.8	120.8	119.4	121.7
	LOC IAL <b>108.1</b>	Final Apch Crs <b>232°</b>	GS LOM <b>2858' (624')</b>	ILS DA(H) <b>2434' (200')</b>	Apt Elev <b>2234'</b>
NDB AL <b>443</b>	Minimum Alt LOM <b>2930' (696')</b>		NDB MDA(H) <b>2630' (396')</b>	RWY <b>2234'</b>	
<b>MISSED APCH:</b> Climb on 232° to 3220' (986'), then turn RIGHT onto 052° climbing to 4860' (2626'), then according to chart.					MSA Airport
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 69    Trans alt: 4860' (2626') Radio interference may arise during ILS and VOR approaches of acft equipped with ILS and VOR receivers, which do not meet the requirement on protection against FM broadcasting stations.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	3220' (986')	232°	052°	4860' (2626')
ILS GS	2.67°	336	432	480	576	767					
NDB Desc Grad	4.9%	347	447	496	595	794	PAPI				
LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26					

STRAIGHT-IN LANDING RWY 23					
ILS DA(H) <b>2434' (200')</b>		LOC (GS out)		NDB MDA(H) <b>2630' (396')</b>	
FULL	TDZ or CL out	ALS out		ALS out	

A					
B	RVR 550m	RVR 720m	1200m	NOT AUTHORIZED	1800m
C	VIS 800m	VIS 800m			
D					

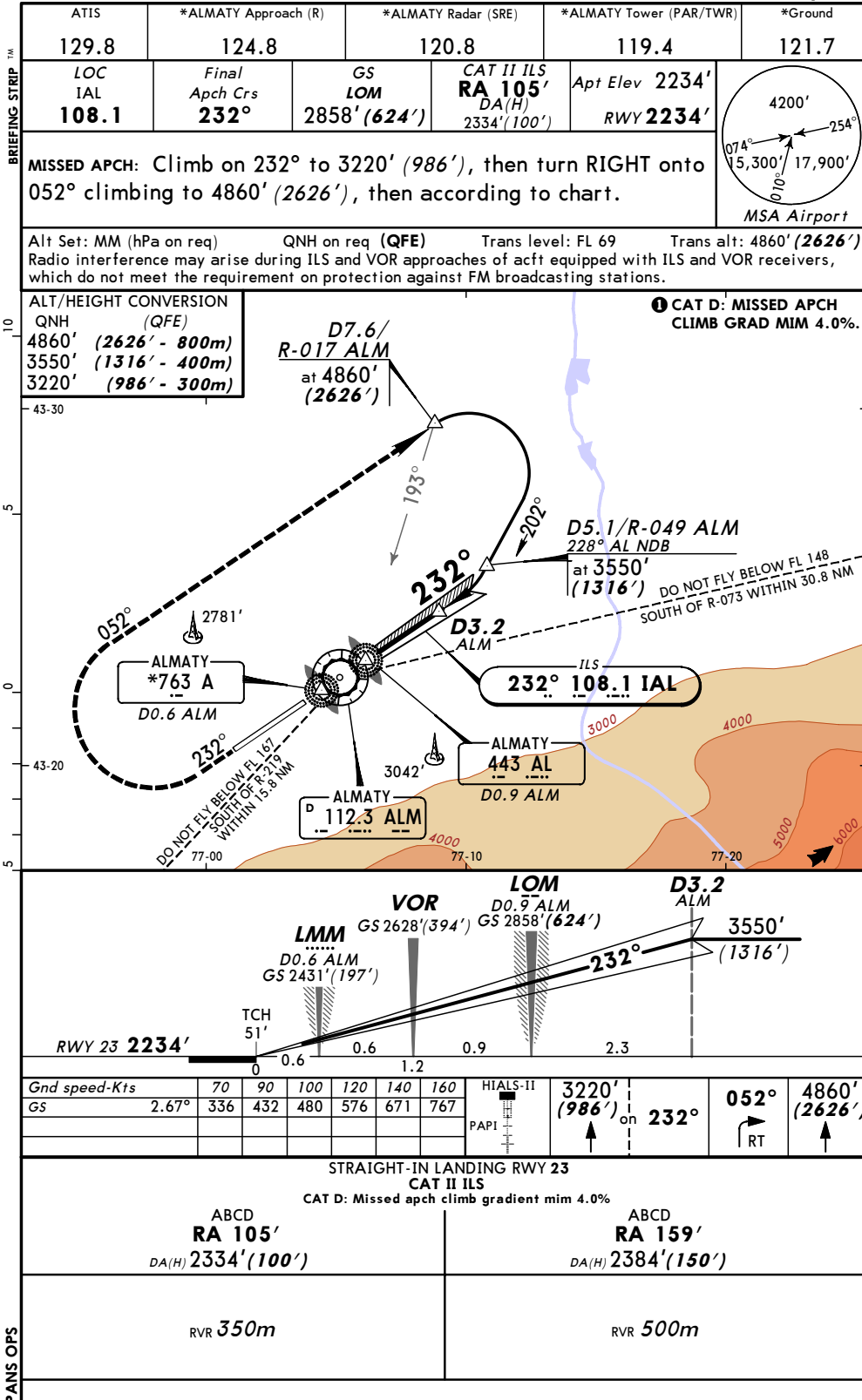
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 12-05.

Notice: After 7/7/2005 0901Z this chart should not be used without first checking JeppView or NOTAMS.

**UAAA/ALA**  
**ALMATY**

**JEPPesen**  
5 DEC 03 **(11-4A)**

**ALMATY, KAZAKHSTAN**  
**CAT II ILS-B Rwy 23**

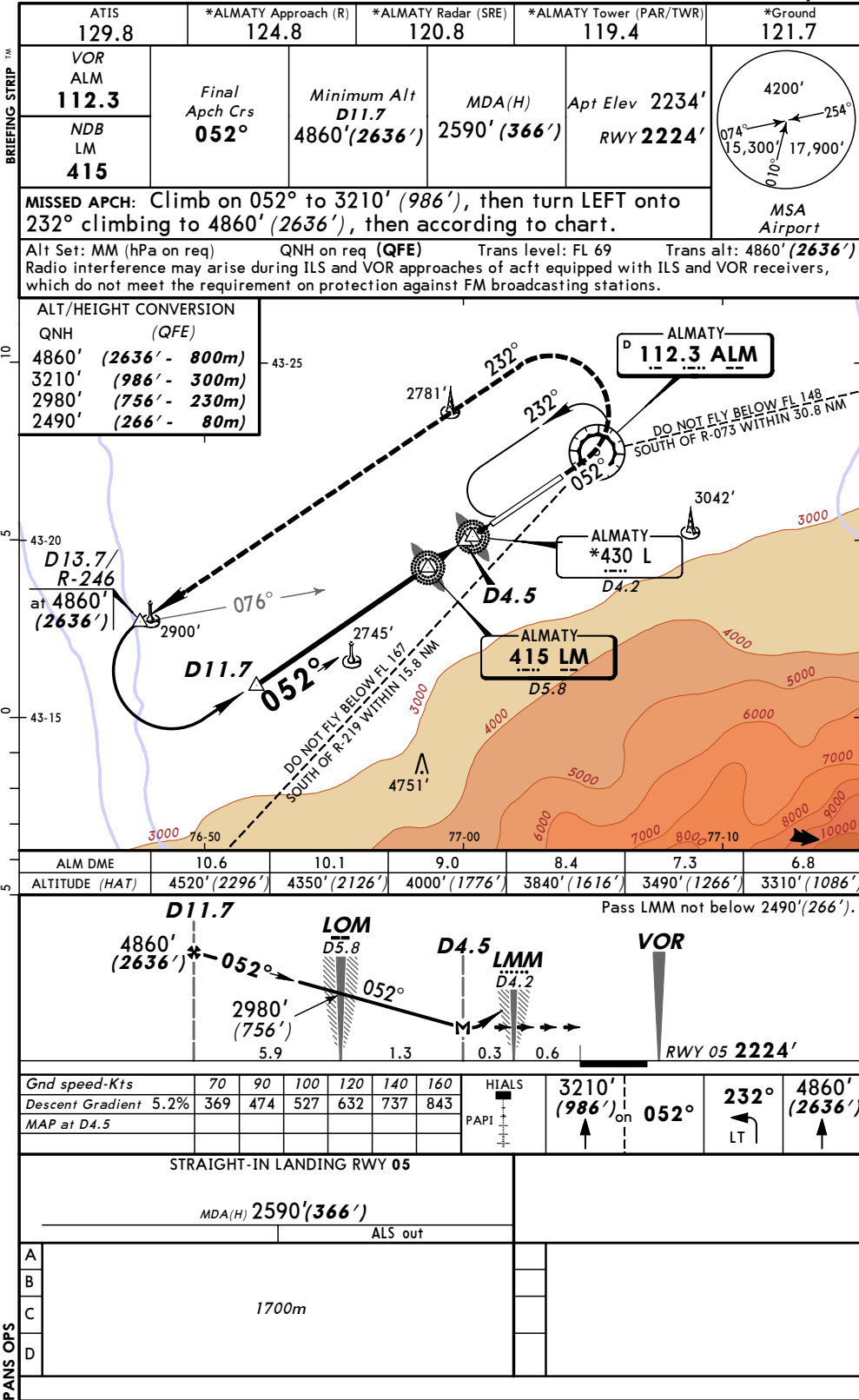


PANS OPS

CHANGES: Communications. RA.

© JEPPESEN SANDERSON, INC., 2001, 2003. ALL RIGHTS RESERVED.

**UAAA/ALA** **JEPPESEN** **ALMATY, KAZAKHSTAN**  
**ALMATY** 5 DEC 03 **(13-1)** **VOR DME or 2 NDB-A Rwy 05**



CHANGES: Communications. Minimums.

© JEPPESEN SANDERSON, INC., 2000, 2003. ALL RIGHTS RESERVED.

**UAAA/ALA** **JEPPESEN** **ALMATY, KAZAKHSTAN**  
**ALMATY** 5 DEC 03 **(13-2)** **VOR DME or 2 NDB-A Rwy 23**

