

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For UAll
- Terminal Charts For UAll
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: SHYMKENT KAZ
ICAO/IATA: UAI / CIT
Lat/Long: N42° 21.90', E069° 28.53'
Elevation: 1387 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2354 Z
Sunset: 1444 Z

Runway Information

Runway: 10
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1309 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1384 ft
Lighting: Edge, ALS
Displaced Threshold: 459 ft

Communication Information

ATIS: 119.200
ATIS: 126.600 Non-English
Shymkent Tower: 125.900
Shymkent Tranzit Operations: 127.000

UAI/CIT
SHYMKENT

18 OCT 24

**JEPPesen****10-1P****Eff 31 Oct****AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

ATIS 119.2 126.6 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are affected when RVR is less than 550m.

The start of LVP is reported via ATIS or by an ATS dispatcher by radio with the following phrase:

"Low visibility procedures in operation".

1.3. TAXI PROCEDURES

1.3.1. TAXIING AND TOWING PROCEDURES

Towing shall be carried out by clearance of Tower air traffic controller.

Backtrack on RWY for ACFT index 4 or higher is prohibited.

Simultaneous taxiing of ACFT along TWY B and TWY E from RWY to main TWY P is prohibited.

TWY K and TWY L are not designated for Civil Aviation.

Taxiing of ACFT index 3 and lower from TWY C to RWY and from RWY to TWY C shall be carried out at reduced speed with flight crews increased attention and with observance of safety intervals between landing gear and edges.

During engine testing (run-up) on the stands 1, 2, 3 and taxiing of ACFT into stands 1, 2, 3 with heading to the North, taxiing of other ACFT along TWY P, TWY B, TWY A is prohibited.

During taxiing of ACFT, parked with heading to the North, out of stands 1, 2, 3 taxiing of other ACFT along TWY P, TWY B, TWY A is prohibited.

TWYs B and E available for ACFT taxiing during daytime only.

Taxiing on TWY B and TWY E in night time is forbidden due to absence of edge lights.

Taxiing in winter conditions in case of TWY centerlines are invisible shall be carried out after the Follow-me car.

Taxiing at day time with RVR 550m and less available only after Follow-me car.

Taxiing of ACFT with index 4 and higher on TWY B, TWY C, TWY E is prohibited.

Taxiing in/out from stands 20, 21, 22 for ACFT with wingspan more than 138'/42m via Follow-me car.

1.3.2. ACFT MOVEMENT ON THE APRON

Movement of ACFT to the stands 54 thru 62 of ACFT maintenance facility of the "SCAT" Airline shall be carried out by towing out of stands 1 thru 22.

When stand 19A is occupied:

- ACFT movement along North centerline between stands 19 and 1 is prohibited.
- Taxiing out of ACFT stand 1 parked with heading to the North is prohibited. Movement by towing is allowed.
- Taxiing into ACFT stand 1 with heading to the South is prohibited. Movement by towing is allowed.

1.3.3. TAXIING/TOWING PRECAUTIONS

Taxiing/towing shall be carried out with caution taking into account visibility conditions, surface conditions of RWY, apron, stands and TWYs.

Crossing of holding point line (critical ILS zone) indicated by "CAT" signs with day markings without ATC clearance is prohibited.

Crossing (occupying) the RWY, TWYs during taxiing without the clearance of ATS dispatcher is prohibited.

Towing of ACFT shall be carried out with turned-on ACFT lights. Flashing lights shall be switched on during day and night from engine start-up till engine stoppage.

UAI/CIT
SHYMKENT

1. GENERAL

Taxiing shall be carried out after Follow-me car when the centerline is invisible.
Taxiing along TWYs and apron shall be carried out after Follow-me car when RVR is less than 550m.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. TAXI PROCEDURES

Taxiing shall be carried out along centerlines, taxiing into stands shall be carried out by instructions of Ground personnel of Aviation Engineering Service.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

3.1.1. START-UP

Engine start-up on stands 1 thru 8, 17 thru 22 is allowed. Engine start-up on stands 9 thru 16 shall be carried out after taxiing out of stands on the nearest apron centerline. Engine testing (run-up) on the stands 8 thru 16 for ACFT heading to the apron is prohibited. There are no deviation areas.

3.1.2. DE-ICING PROCEDURES

De-icing procedure shall be carried out on the stands.

3.1.3. LARGE ACFT RESTRICTIONS

Take-off weight restriction - not more than 376,655kg, without traffic intensity restriction for B747-400.

Traffic intensity restriction no more than 10 departures per day for B747-400.

Taxiing out of stands 1, 19A to the TWY A shall be carried out at minimum speed and minimum own engine power.

3.1.4. TAXI PROCEDURES

Taxiing out of stands 9 thru 16 shall be carried out by towing to the apron centerline followed by engine start-up and further taxiing under ACFT own engines power.

Stands 1 thru 8, 17 thru 22 are designated as pass-through; taxiing out of these stands shall be carried out under ACFT own engines power.

UAI/CIT
SHYMKENT

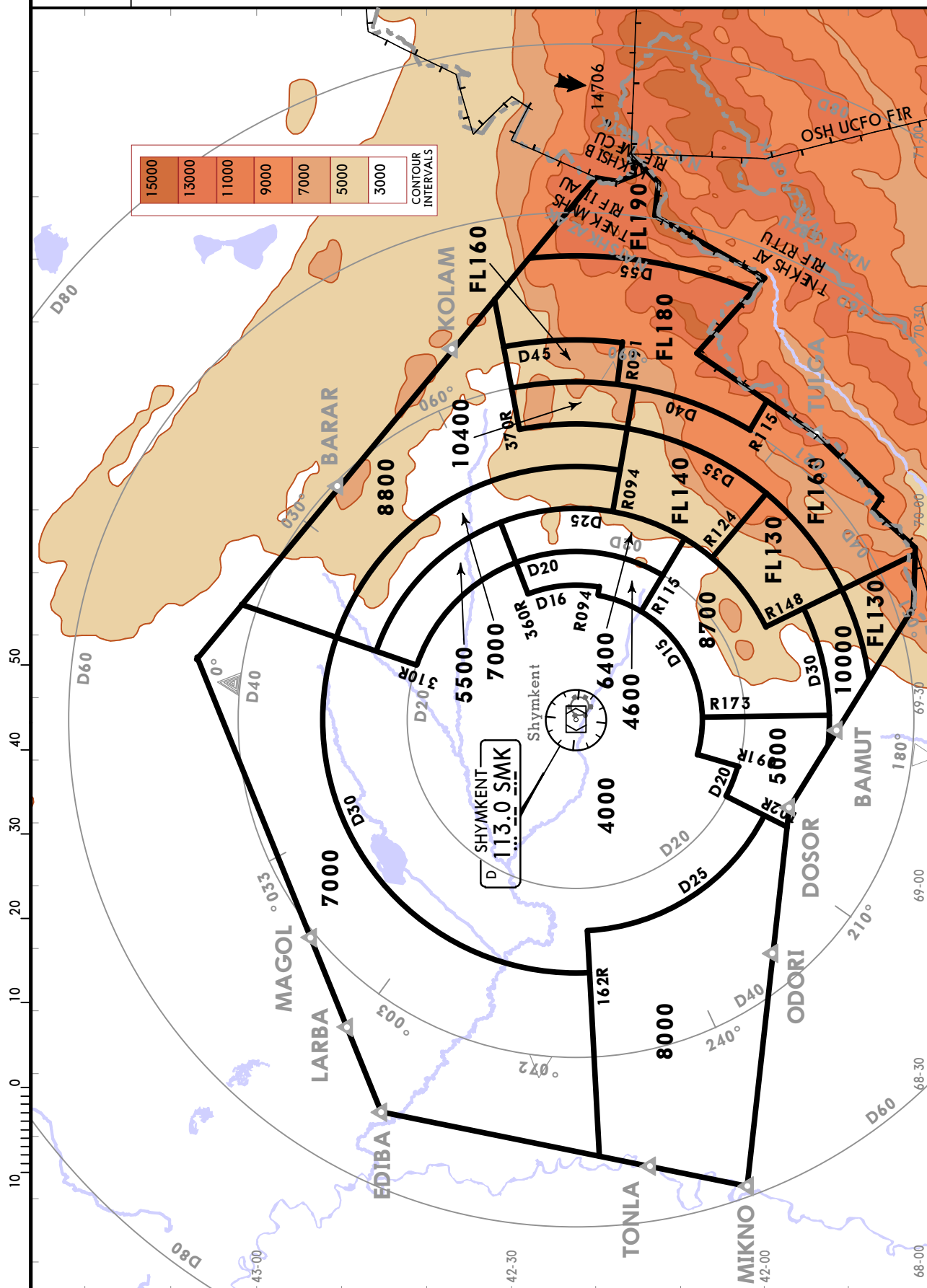
JEPPesen
28 AUG 20 10-1R

SHYMKENT, KAZAKHSTAN
Eff 10 Sep RADAR MINIMUM ALTITUDES

Apt Elev
1387

Alt Set: hPa (MM on request)
Trans level: FL120, by ATC outside TMA
Trans alt: 10000

1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.
2. Levels assigned by ATC include a correction for low temperature effect if necessary.

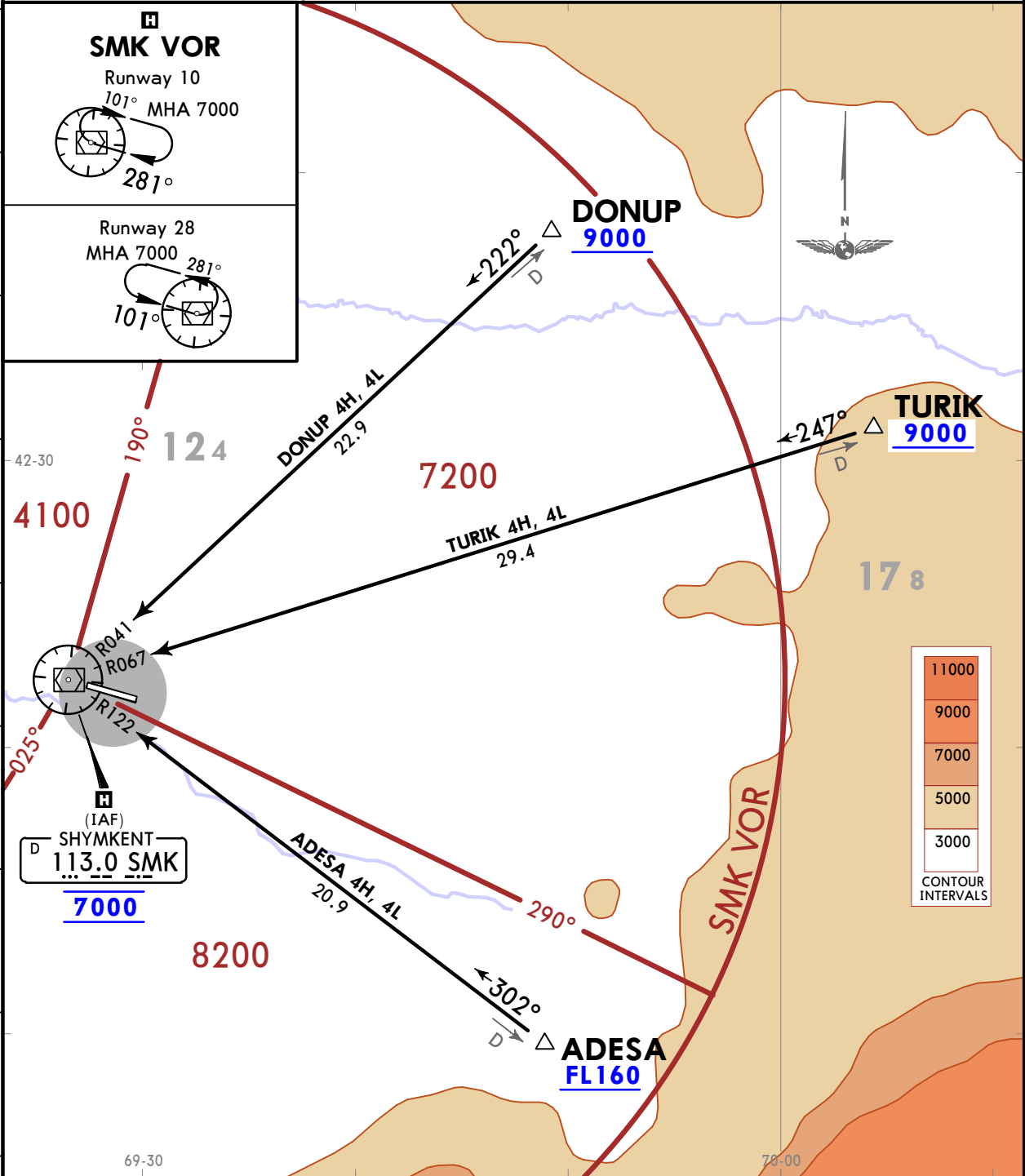


UAII/CIT
SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
13 MAY 22 10-2 Eff 19 May STAR

ATIS 119.2 (Russian 126.6)	Apt Elev 1387	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa
-------------------------------	------------------	--

ADESA 4H [ADES4H], ADESA 4L [ADES4L]
DONUP 4H [DONU4H], DONUP 4L [DONU4L]
TURIK 4H [TURI4H], TURIK 4L [TURI4L]
ARRIVALS
(ALL RWYS)



STAR	RWY	ROUTING
ADESA 4H By ATC	10	Intercept SMK R122 inbound to SMK VOR.
ADESA 4L By ATC	28	Intercept SMK R122 inbound to SMK VOR.
DONUP 4H	10	Intercept SMK R041 inbound to SMK VOR.
DONUP 4L	28	Intercept SMK R041 inbound to SMK VOR.
TURIK 4H	10	Intercept SMK R067 inbound to SMK VOR.
TURIK 4L	28	Intercept SMK R067 inbound to SMK VOR.

UAI/CIT
SHYMKENT

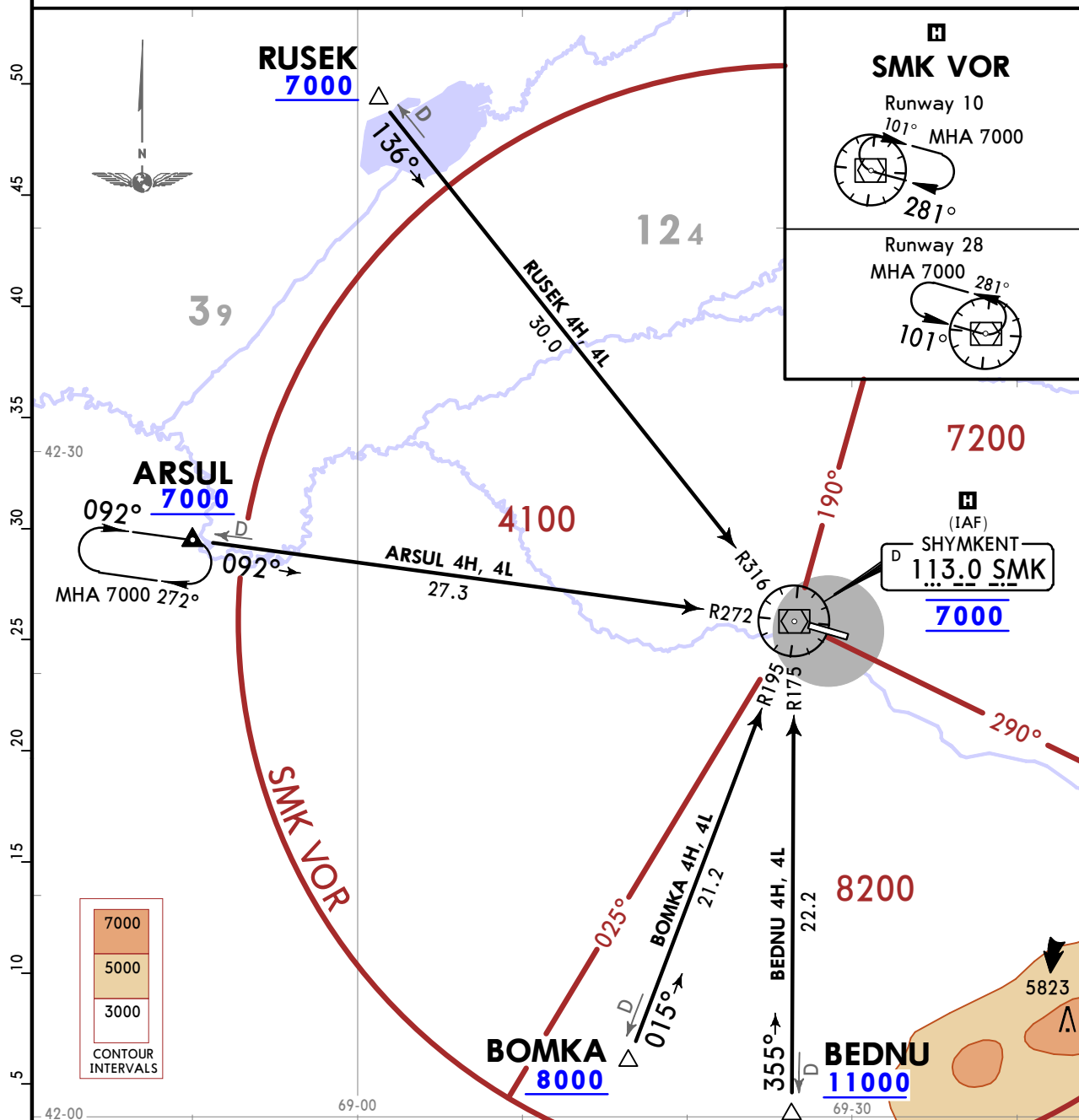
JEPPESSEN SHYMKENT, KAZAKHSTAN
13 MAY 22 10-2A Eff 19 May STAR

ATIS
119.2 (Russian 126.6)

Apt Elev
1387

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

ARSUL 4H [ARSU4H], ARSUL 4L [ARSU4L]
BEDNU 4H [BEDN4H], BEDNU 4L [BEDN4L]
BOMKA 4H [BOMK4H], BOMKA 4L [BOMK4L]
RUSEK 4H [RUSE4H], RUSEK 4L [RUSE4L]
ARRIVALS
(ALL RWYS)



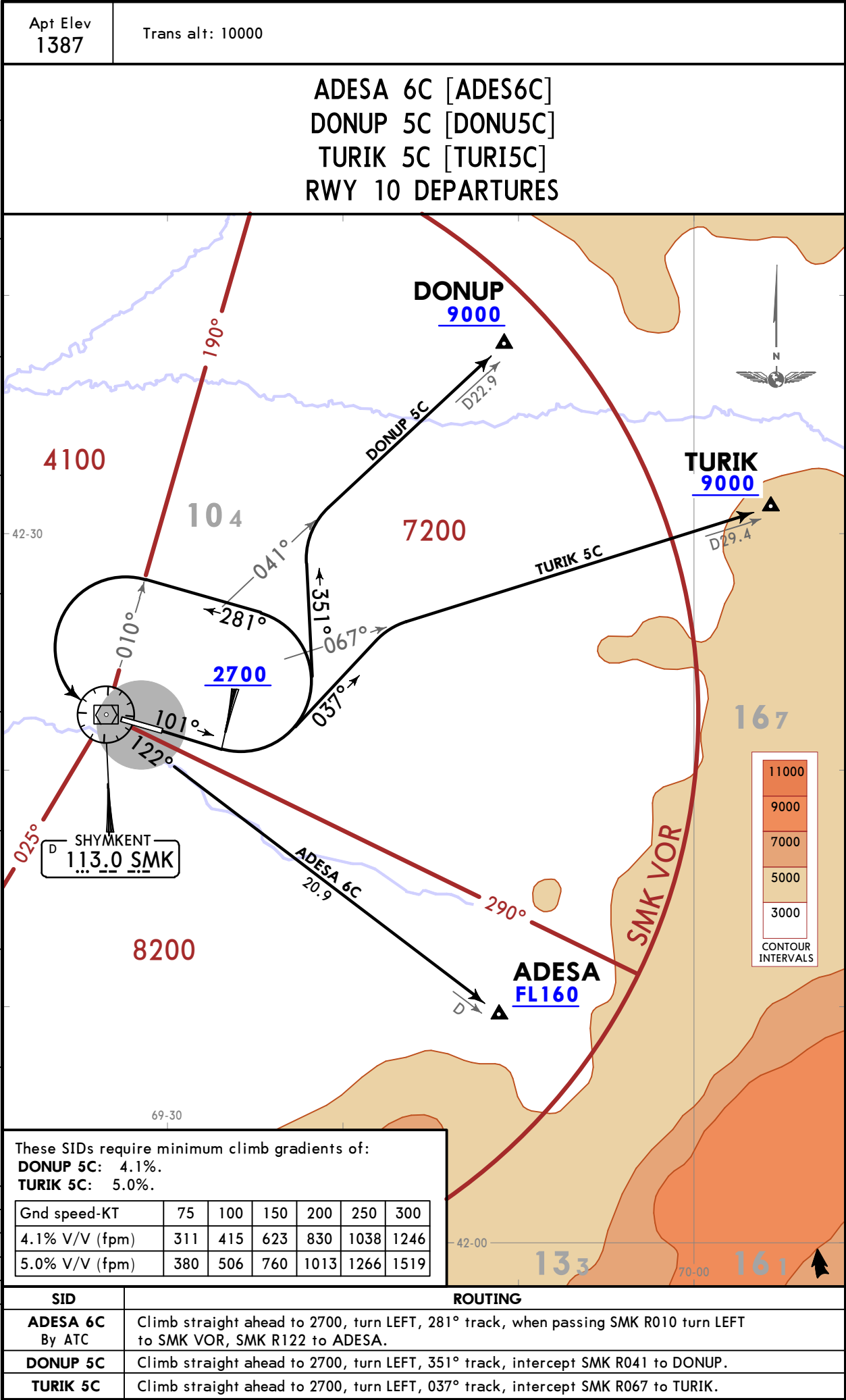
STAR	RWY	ROUTING
ARSUL 4H	10	Intercept SMK R272 inbound to SMK VOR.
ARSUL 4L	28	Intercept SMK R272 inbound to SMK VOR.
BEDNU 4H By ATC	10	Intercept SMK R175 inbound to SMK VOR.
BEDNU 4L By ATC	28	Intercept SMK R175 inbound to SMK VOR.
BOMKA 4H	10	Intercept SMK R195 inbound to SMK VOR.
BOMKA 4L	28	Intercept SMK R195 inbound to SMK VOR.
RUSEK 4H	10	Intercept SMK R316 inbound to SMK VOR.
RUSEK 4L	28	Intercept SMK R316 inbound to SMK VOR.

CHANGES: ADESA, DONUP & TURIK 4H & 4L transferred; chart reindexed; wpts revised.

© JEPPESEN, 2022. ALL RIGHTS RESERVED.

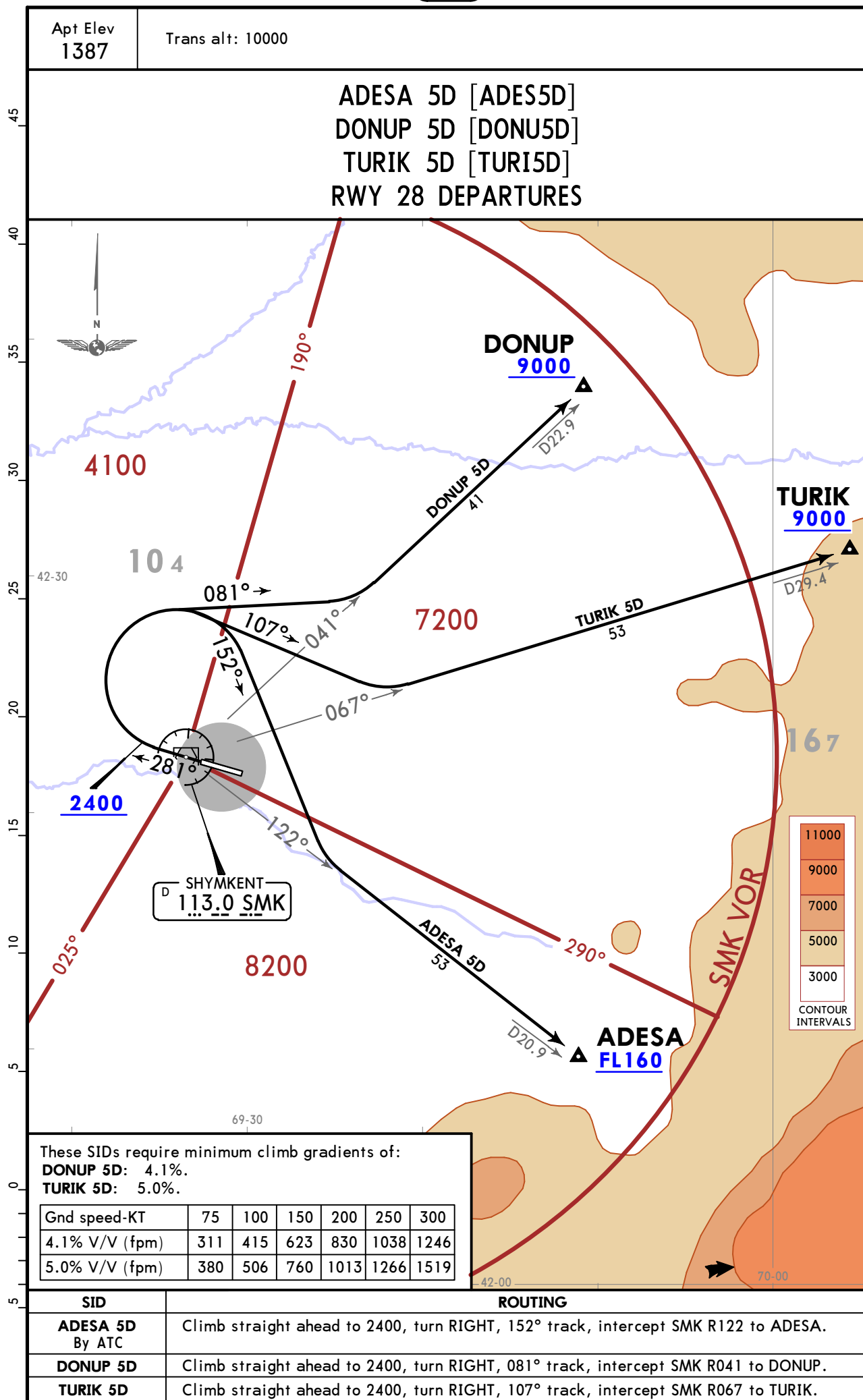
UAII/CIT
SHYMKENT

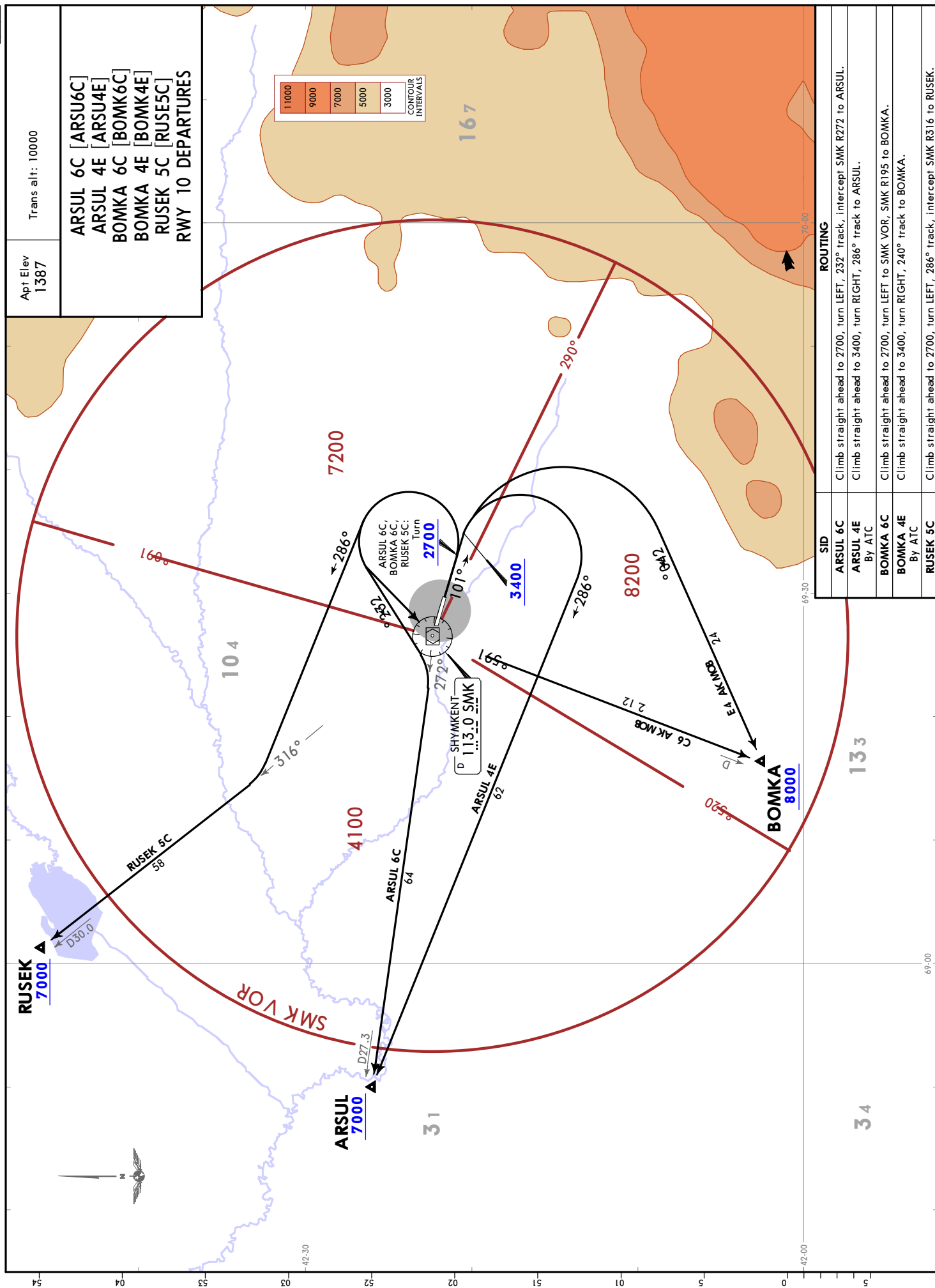
JEPPESSEN SHYMKENT, KAZAKHSTAN
25 OCT 19 10-3 Eff 7 Nov SID



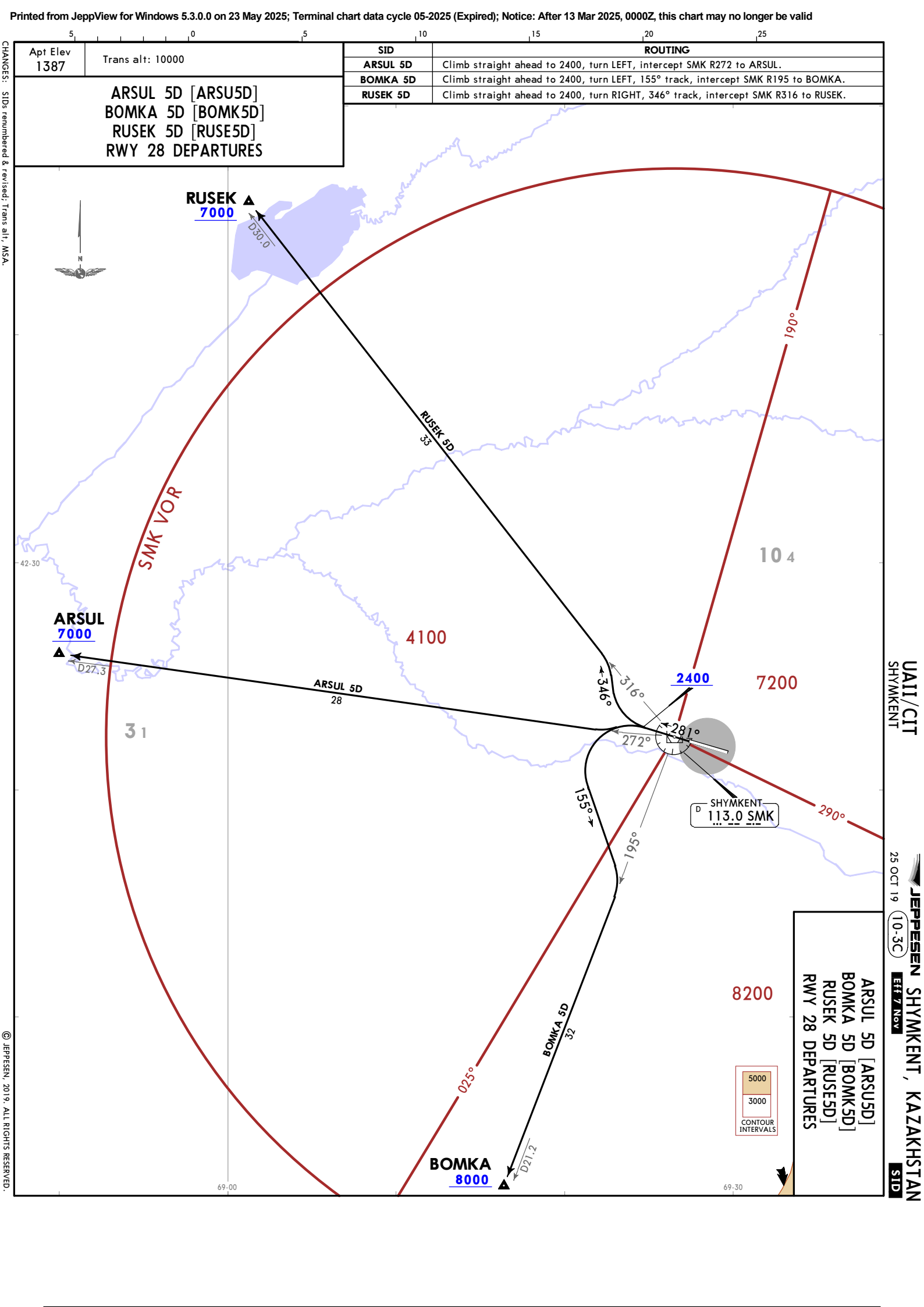
**UAI/CIT
SHYMKENT**

JEPPESSEN SHYMKENT, KAZAKHSTAN
25 OCT 19 **(10-3A)** **Eff 7 Nov** **SID**





CHANGES: SIDs renumbered & revised: Trans a/t. MSA.



UAI/CIT

Apt Elev 1387'
N42 21.9 E069 28.5



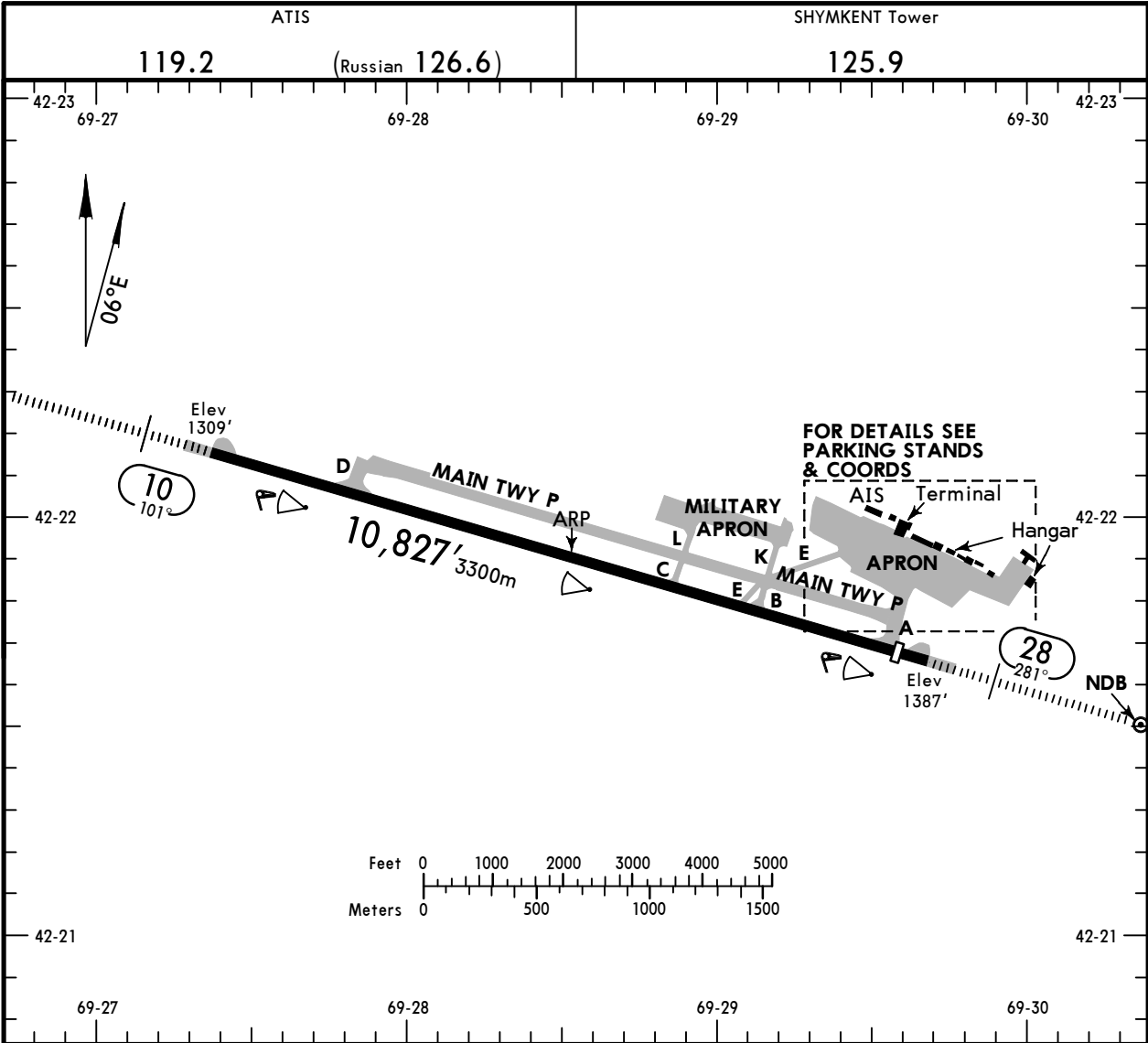
JEPPESSEN SHYMKENT, KAZAKHSTAN

30 AUG 24

(10-9)

Eff 5 Sep

SHYMKENT



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		TAKE-OFF
					LANDING	BEYOND	
					Threshold	Glide Slope	
10	HIRL (60m)	① HIALS	PAPI-L(3.0°)	OFZ RVR		9976' 3041m	②
28	HIRL (60m)	① HIALS	PAPI-L(3.0°)	OFZ RVR	10,367' 3160m		

① length 900m

② TAKE-OFF RUN AVAILABLE

RWY 10:

From rwy head	10,827' (3300m)
twy D int	8714' (2656m)
twy C int	3875' (1181m)
twy E int	2877' (877m)
twy B int	2582' (787m)

RWY 28:

From rwy head	10,827' (3300m)
twy A int	10,210' (3112m)
twy B int	8241' (2512m)
twy E int	7946' (2422m)
twy C int	6949' (2118m)

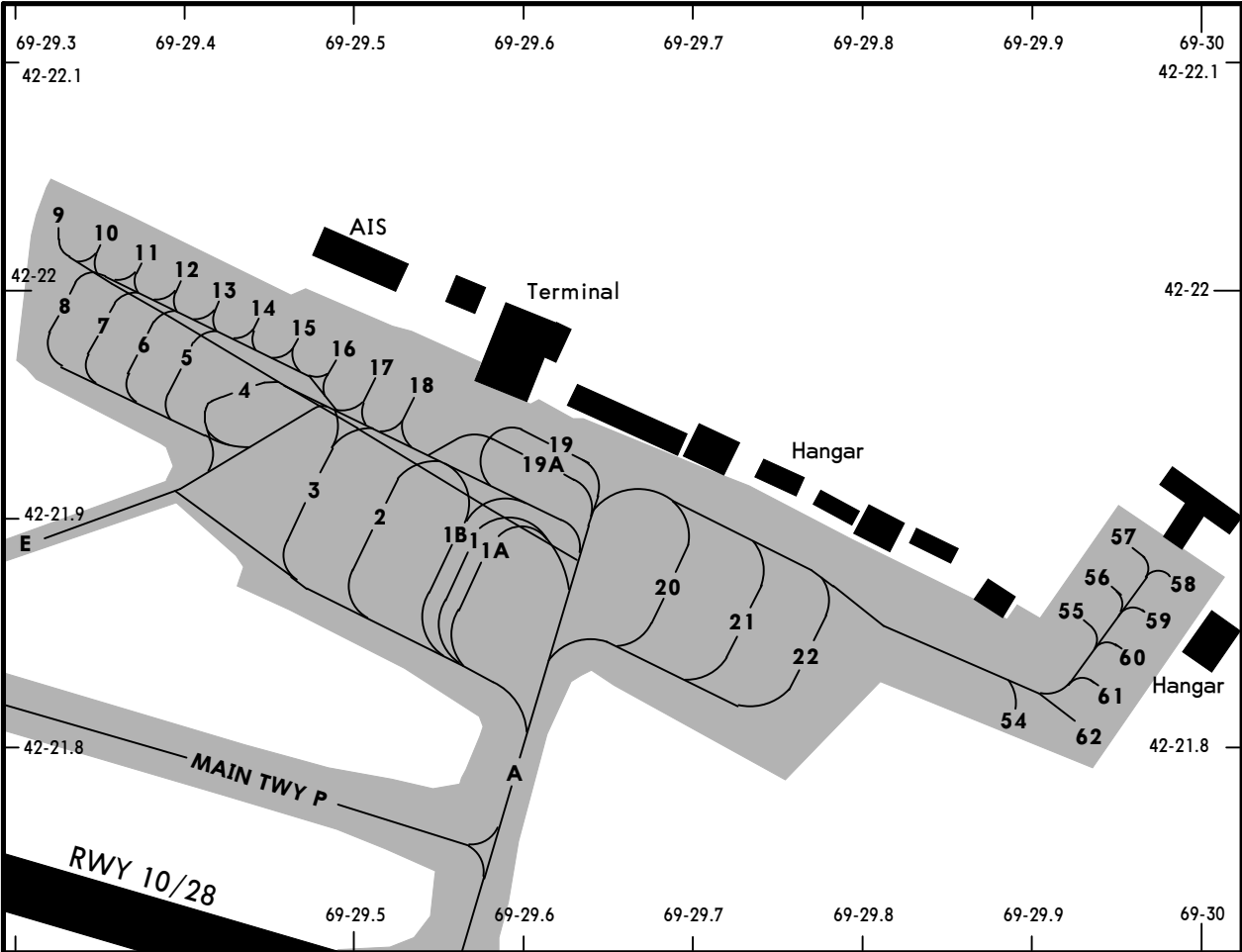
TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	NIGHT
R300m		R400m	NA

CHANGES: Hot spot deleted.

© JEPPESSEN, 2000, 2024. ALL RIGHTS RESERVED.

UAII/CIT

JEPPESSEN SHYMKENT, KAZAKHSTAN
30 AUG 24 **10-9A** Eff 5 Sep
SHYMKENT



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1A thru 1B	N42 21.9 E069 29.6	55, 56	N42 21.9 E069 29.9
2,3	N42 21.9 E069 29.5	57 thru 59	N42 21.9 E069 30.0
4 thru 6	N42 22.0 E069 29.4	60	N42 21.8 E069 30.0
7 thru 10	N42 22.0 E069 29.3	61, 62	N42 21.8 E069 29.9
11 thru 14	N42 22.0 E069 29.4		
15 thru 18	N42 22.0 E069 29.5		
19, 19A	N42 21.9 E069 29.6		
20, 21	N42 21.9 E069 29.7		
22	N42 21.8 E069 29.8		
54	N42 21.8 E069 29.9		

UAII/CIT



EASA AIR OPS

SHYMKENT, KAZAKHSTAN
SHYMKENT

STRAIGHT-IN RWY		A	B	C	D
10	ILS DME	1509'(200') ① R550m	1516'(207') ① R550m	1526'(217') ① R550m	1536'(227') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② VOR DME Z, Y	1630'(321') R800m	1630'(321') R800m	1630'(321') R800m	1630'(321') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
28	② ③ ④ LOC DME	1930'(543') R/V2000m	1930'(543') R/V2000m	1930'(543') R/V2000m	1930'(543') R/V2000m
	ALS out	R/V2000m	R/V2000m	R/V2400m	R/V2400m
	② ③ ⑤ LOC DME	2340'(953') R/V2000m	2340'(953') R/V2000m	2340'(953') R/V2400m	2340'(953') R/V2400m
	ALS out	R/V2000m	R/V2000m	R/V2400m	R/V2400m
	② ③ ⑥ VOR DME Z, Y	1970'(583') R/V2000m	1970'(583') R/V2000m	1970'(583') R/V2000m	1970'(583') R/V2000m
	ALS out	R/V2000m	R/V2000m	R/V2400m	R/V2400m
	② ③ ⑦ VOR DME Z, Y	2370'(983') R/V2000m	2370'(983') R/V2000m	2370'(983') R/V2400m	2370'(983') R/V2400m
	ALS out	R/V2000m	R/V2000m	R/V2400m	R/V2400m

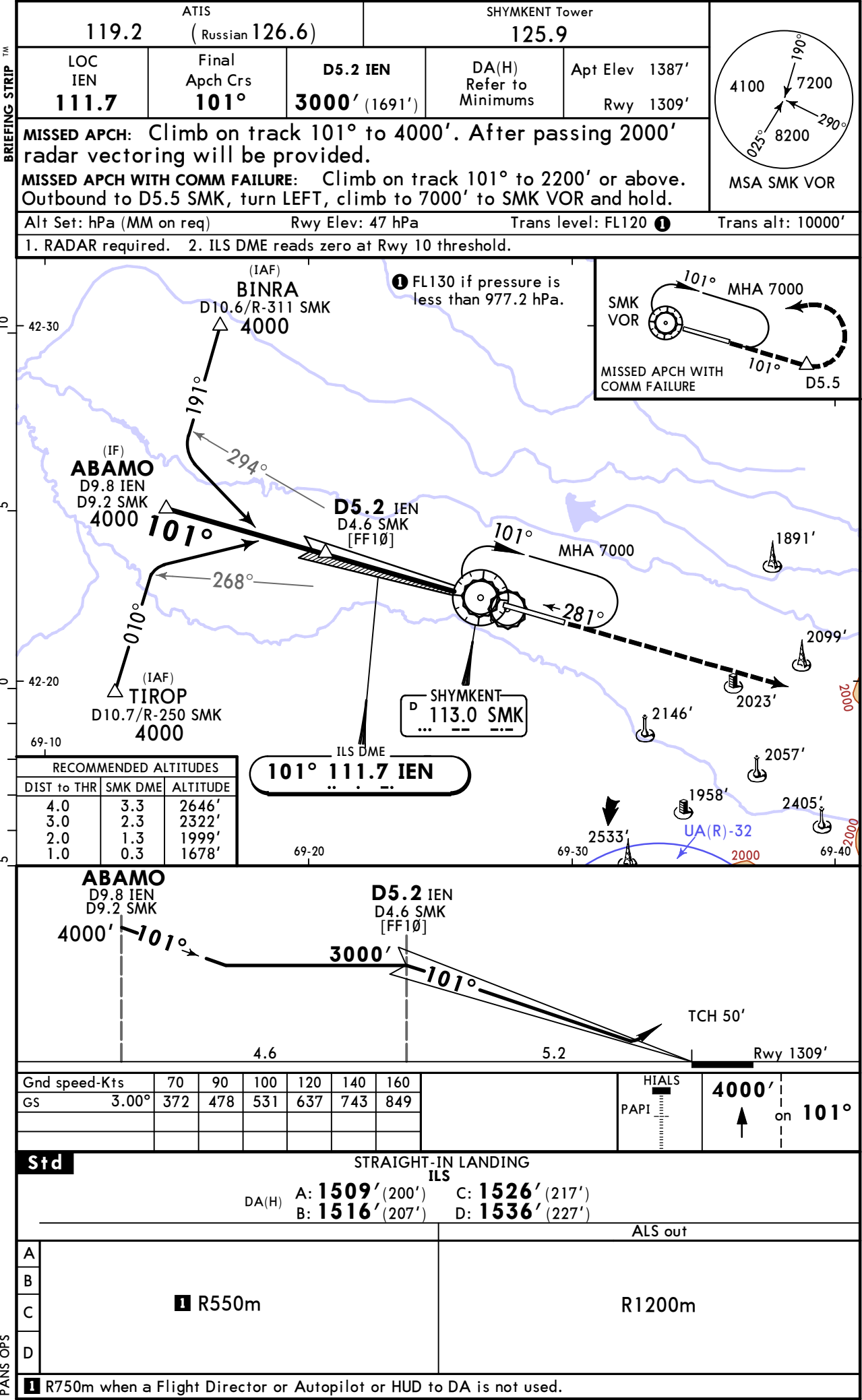
- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ DAY only.
- ④ with D3.1 IIM/D5.4 SMK.
- ⑤ without D3.1 IIM/D5.4 SMK.
- ⑥ with D5.4.
- ⑦ without D5.4.

TAKE-OFF					
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required					
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

UAII/CIT
SHYMKENT

17 JAN 25 11-1 Eff 23 Jan

SHYMKENT, KAZAKHSTAN
ILS DME Rwy 10

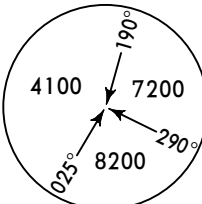


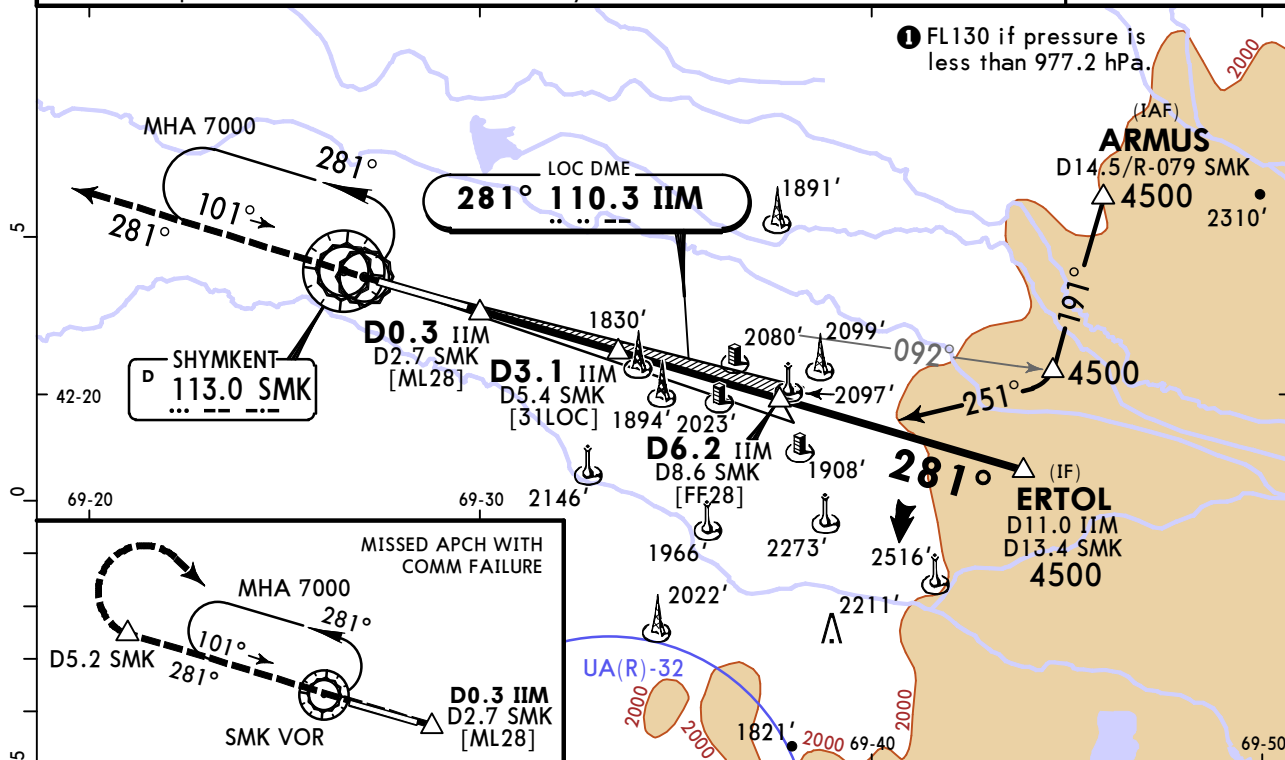
UAII/CIT
SHYMKENT

17 JAN 25 11-2 Eff 23 Jan

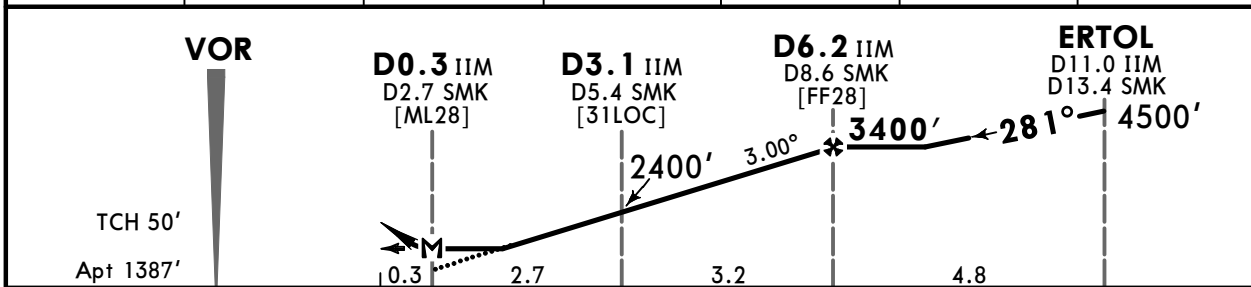
SHYMKENT, KAZAKHSTAN
LOC DME Rwy 28

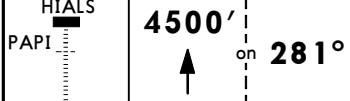
BRIEFING STRIP™

ATIS				SHYMKENT Tower	
119.2		(Russian 126.6)		125.9	
LOC IIM 110.3	Final Apch Crs 281°	D6.2 IIM 3400' (2013')	DA/MDA(H) Refer to Minimums	Apt Elev 1387'	 MSA SMK VOR
MISSED APCH: Climb on track 281° to 4500'. After passing 2000' radar vectoring will be provided.					
MISSED APCH WITH COMM FAILURE: Climb on track 281° to 3200' or above. Outbound to D5.2 SMK, turn RIGHT, climb to 7000' to VOR and join holding.					
Alt Set: hPa (MM on req) Apt Elev: 50 hPa Trans level: FL120 ⓘ Trans alt: 10000'					
1. Radar required. 2. ILS DME reads zero at Rwy 28 threshold.					



DIST to DTHR	1.0	2.0	3.0	4.0	5.0	6.2
SMK DME	3.4	4.4	5.4	6.4	7.4	8.6
ALTITUDE	1754'	2073'	2391'	2710'	3028'	3400'



Gnd speed-KT	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.3 IIM/D2.7 SMK							
D6.2 IIM to MAP	5.9	5:03	3:56	3:32	2:57	2:32	

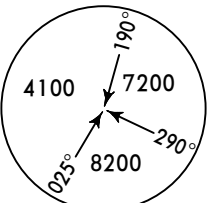
Std/State		STRAIGHT-IN LANDING		NIGHT
DAY				
with D3.1 IIM/D5.4 SMK CDFA 1 DA/MDA(H) 1930' (543')		without D3.1 IIM/D5.4 SMK CDFA 1 DA/MDA(H) 2340' (953')		NOT AVAILABLE
ALS out		ALS out		
A	R/V2000m		R/V2000m	
B				
C	R/V2000m	R/V2400m	R/V2400m	
D				
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

CHANGES: Altitude.

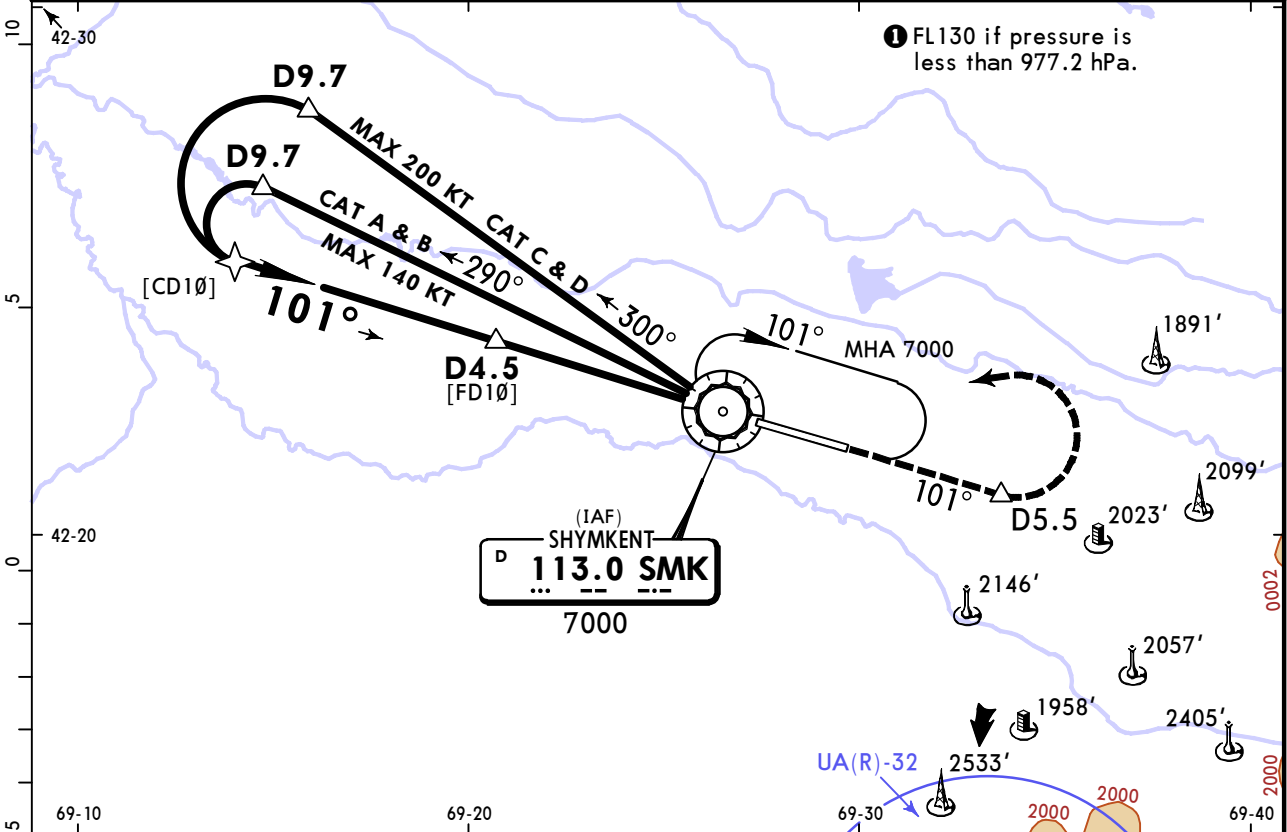
© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

UAI/CIT
SHYMKENT

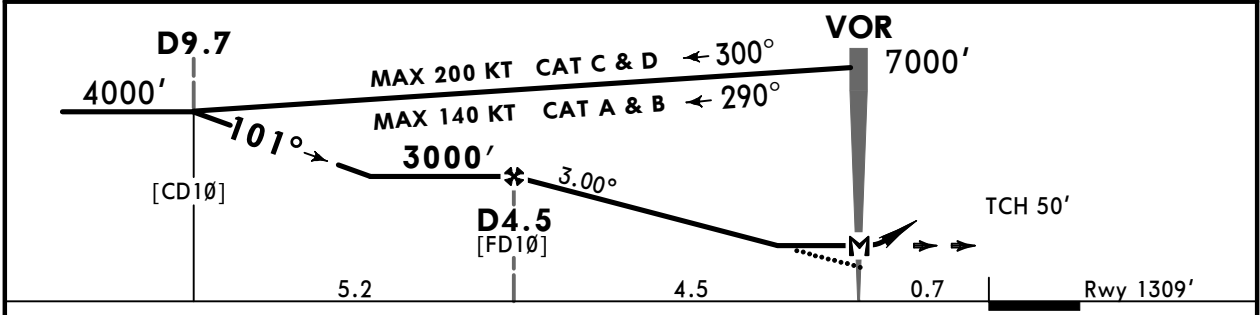
JEPPESEN SHYMKENT, KAZAKHSTAN
5 JUL 24 (13-1) Eff 11 Jul VOR DME Z Rwy 10

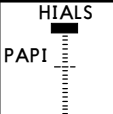
ATIS 119.2 (Russian 126.6)		SHYMKENT Tower 125.9			 MSA SMK VOR
VOR SMK 113.0	Final Apch Crs 101°	D4.5 3000' (1691')	DA/MDA(H) 1630' (321')	Apt Elev 1387' Rwy 1309'	
MISSED APCH: Climb on track 101° to 2200' or above. Not before D5.5 turn LEFT (MAX 250 KT) to VOR. Climb initially to 4000', then as directed by ATC.					
MISSED APCH WITH COMM FAILURE: Climb to 7000' to VOR and hold. Missed apch turn speed MAX 250 KT.					

Alt Set: hPa (MM on req) Rwy Elev: 47 hPa Trans level: FL120 1 Trans alt: 10000'



DIST to THR	4.0	3.0	2.0	1.0
SMK DME	3.3	2.3	1.3	0.3
ALTITUDE	2632'	2313'	1995'	1676'

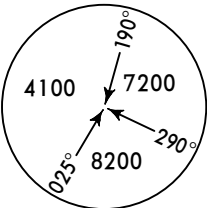


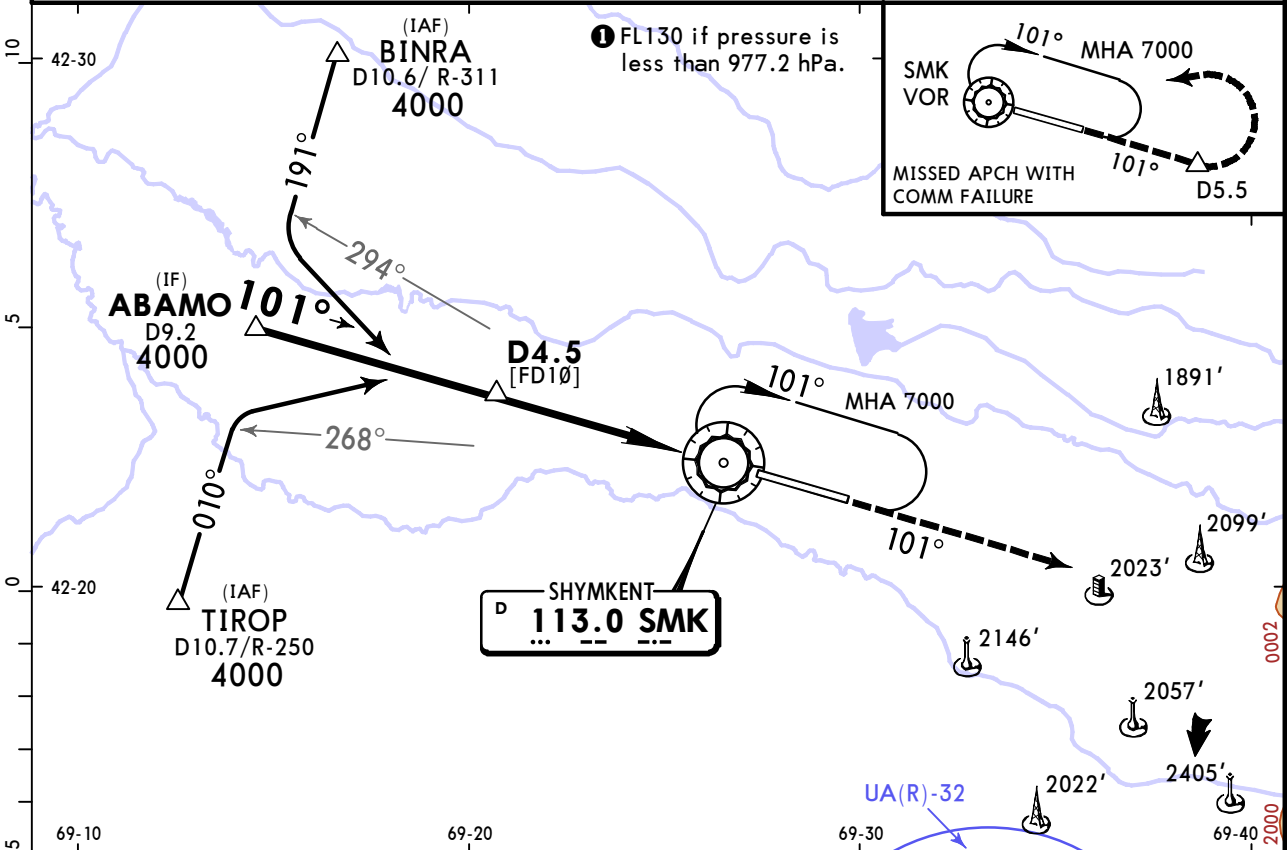
Gnd speed-Kts	70	90	100	120	140	160		2200' on 101°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								
D4.5 to MAP	4.5	3:51	3:00	2:40	2:15	1:56	1:41	

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1630' (321')	
		ALS out	
A	R800m	R1500m	
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

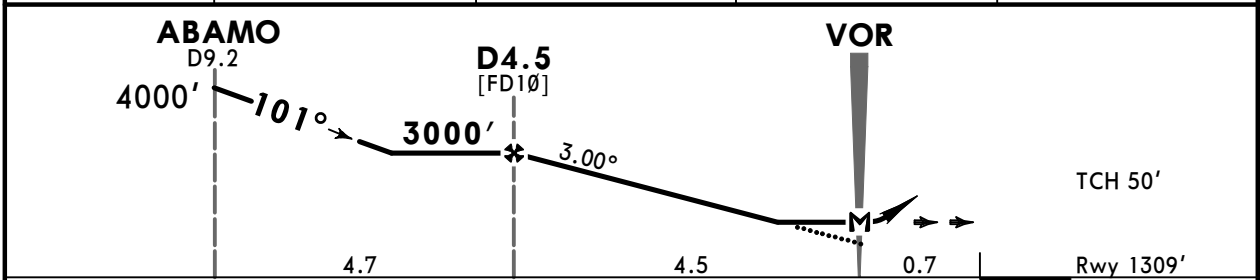
UAII/CIT
SHYMKENT

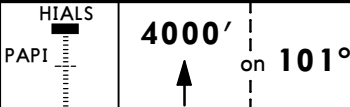
JEPPESSEN SHYMKENT, KAZAKHSTAN
5 JUL 24 (13-2) **Eff 11 Jul** VOR DME Y Rwy 10

ATIS 119.2 (Russian 126.6)		SHYMKENT Tower 125.9			 MSA SMK VOR
VOR SMK 113.0	Final Apch Crs 101°	D4.5 3000' (1691')	DA/MDA(H) 1630' (321')	Apt Elev 1387' Rwy 1309'	
MISSED APCH: Climb on track 101° to 4000'. After passing 2000' radar vectoring will be provided.					
MISSED APCH WITH COMM FAILURE: Climb on track 101° to 2200' or above. Outbound to D5.5, turn LEFT, climb to 7000' to VOR and join holding.					
Alt Set: hPa (MM on req)		Rwy Elev: 47 hPa	Trans level: FL120 ①	Trans alt: 10000'	
Radar required.					



DIST to THR	4.0	3.0	2.0	1.0
SMK DME	3.3	2.3	1.3	0.3
ALTITUDE	2632'	2313'	1995'	1676'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D4.5 to MAP	4.5	3:51	3:00	2:40	2:15	1:56	1:41

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1630' (321')	
		ALS out	
A	R800m		R1500m
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UAII/CIT
SHYMKENT

JEPPESN SHYMKENT, KAZAKHSTAN
17 JAN 25 (13-3) Eff 23 Jan VOR DME Z Rwy 28

ATIS
119.2
(Russian 126.6)

SHYMKENT Tower
125.9

VOR
SMK
113.0

Final
Apch Crs
281°

D8.6
3400' (2013')

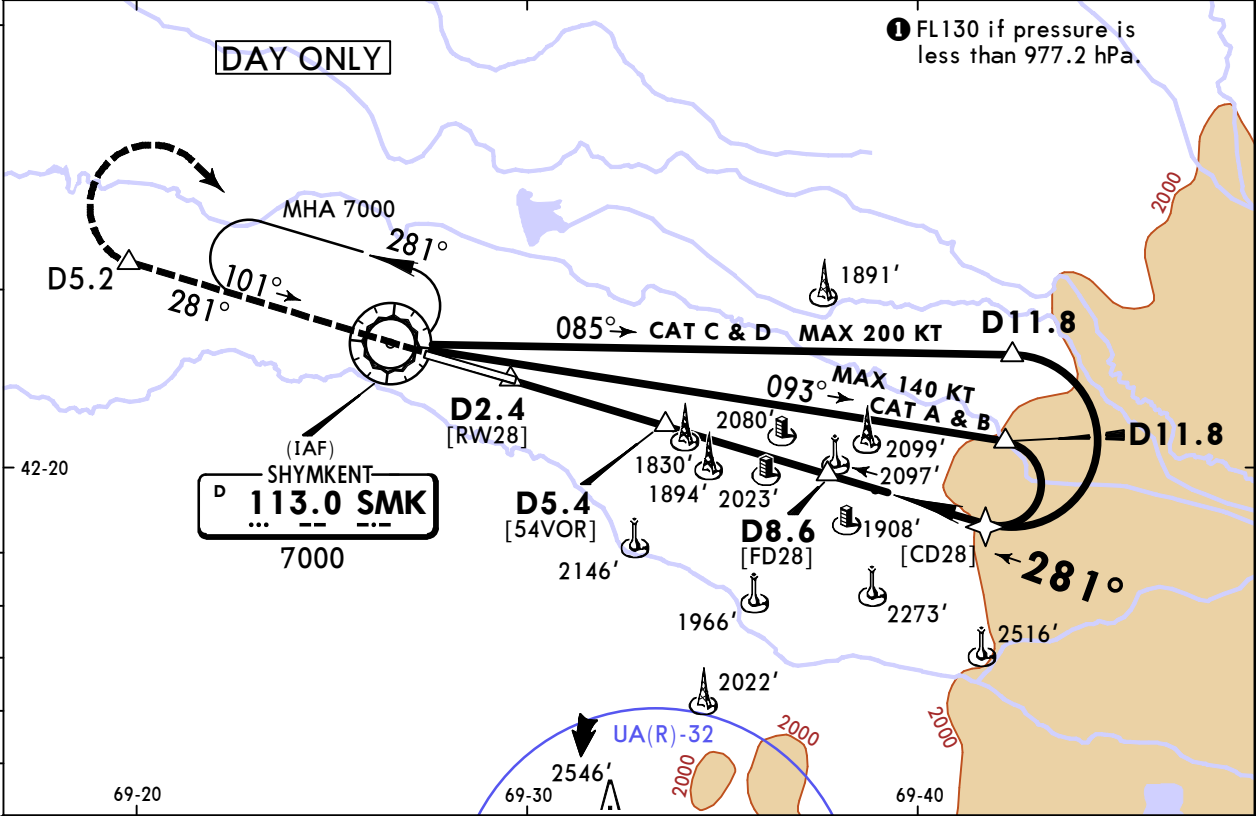
MDA(H)
Refer to
Minimums

Apt Elev 1387'

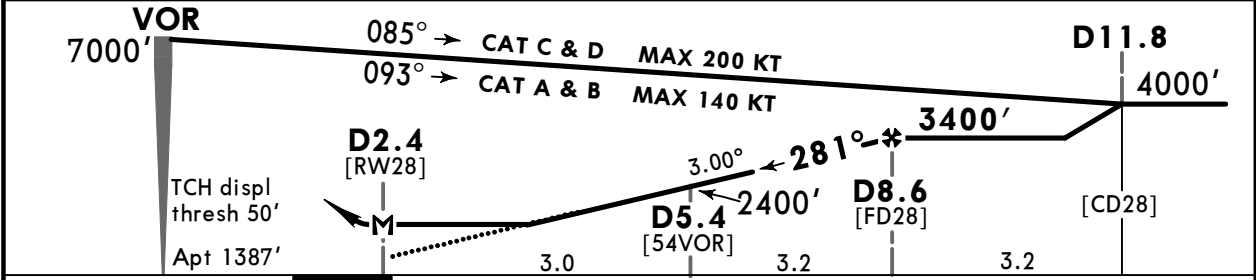
MISSED APCH: Climb on track 281° to 3300' or above. Not before D5.2 turn RIGHT (MAX 250 KT) to VOR. Climb initially to 4000' then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 7000' to VOR and hold.
Missed apch turn speed MAX 250 KT.

MSA SMK VOR

Alt Set: hPa (MM on req) Apt Elev: 50 hPa Trans level: FL120 ① Trans alt: 10000'



DIST to DTHR	1.0	2.0	3.0	4.0	5.0	6.2
SMK DME	3.4	4.4	5.4	6.4	7.4	8.6
ALTITUDE	1754'	2073'	2391'	2710'	3028'	3400'

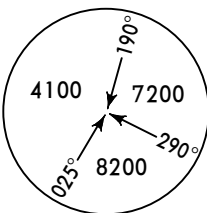


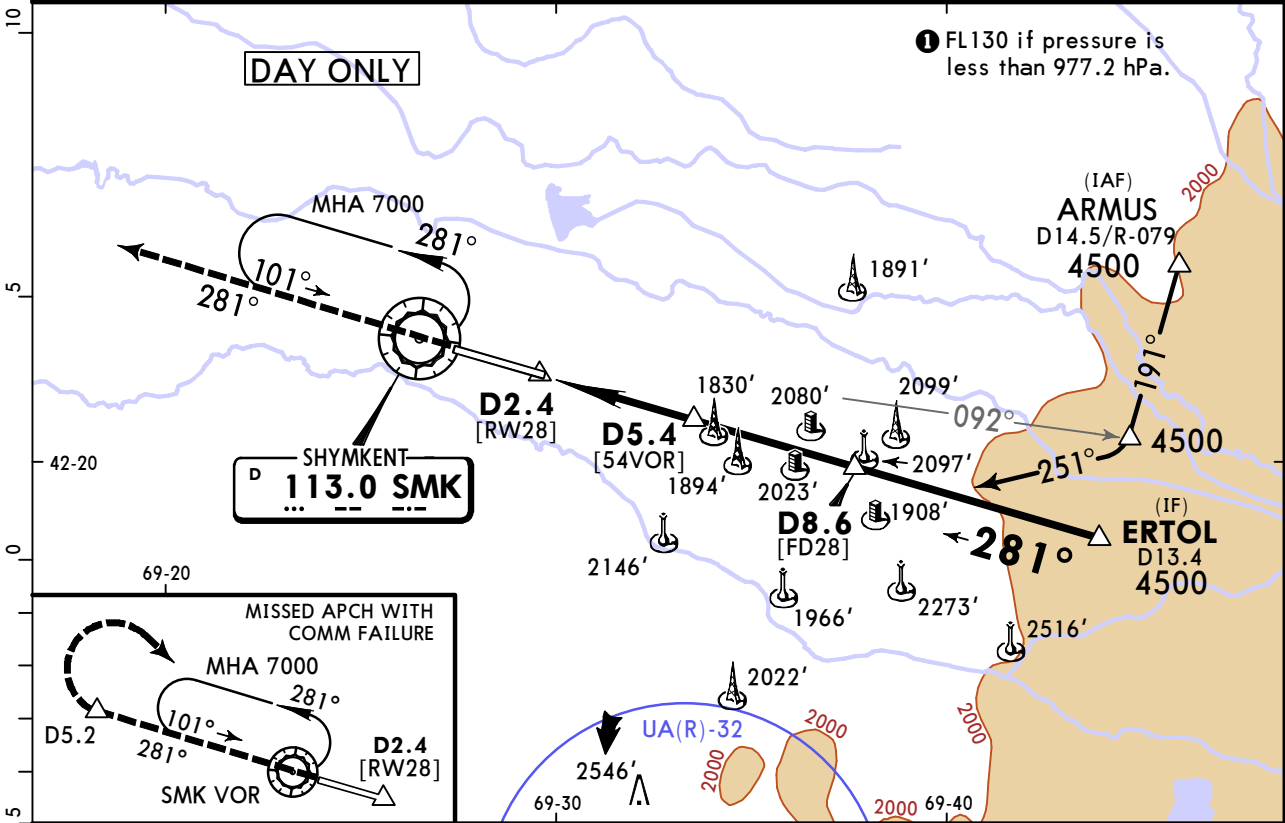
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.4							
D8.6 to MAP	6.2	5:19	4:08	3:43	3:06	2:39	

State		STRAIGHT-IN LANDING			
		DAY		NIGHT	
		with D5.4		without D5.4	
		MDA(H) 1970' (583')		MDA(H) 2370' (983')	
		ALS out		ALS out	
A					
B	V2000m	V2700m	V2000m	V4500m	NOT AVAILABLE
C					
D					

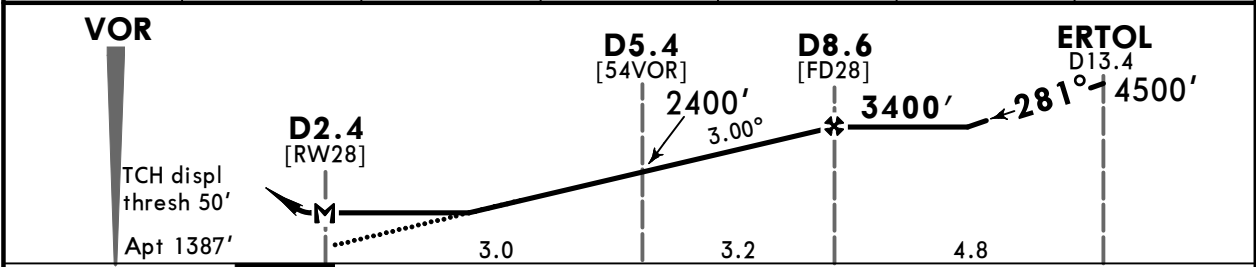
UAII/CIT
SHYMKENT

JEPPESSEN SHYMKENT, KAZAKHSTAN
17 JAN 25 **(13-4)** Eff 23 Jan **VOR DME Y Rwy 28**

ATIS 119.2 (Russian 126.6)			SHYMKENT Tower 125.9		 MSA SMK VOR
VOR SMK 113.0	Final Apch Crs 281°	D8.6 3400' (2013')	MDA(H) Refer to Minimums	Apt Elev 1387'	
MISSED APCH: Climb on track 281° to 4500'. After passing 2000' radar vectoring will be provided. MISSED APCH WITH COMM FAILURE: Climb on track 281° to 3200' or above. Outbound to D5.2, turn RIGHT, climb to 7000' to VOR and join holding.					
Alt Set: hPa (MM on req)		Apt Elev: 50 hPa		Trans level: FL120 ①	
Radar required.					
Trans alt: 10000'					



DIST to DTHR	1.0	2.0	3.0	4.0	5.0	6.2
SMK DME	3.4	4.4	5.4	6.4	7.4	8.6
ALTITUDE	1754'	2073'	2391'	2710'	3028'	3400'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.4							
D8.6 to MAP	6.2	5:19	4:08	3:43	3:06	2:20	

State		STRAIGHT-IN LANDING			
		DAY		NIGHT	
		with D5.4		without D5.4	
		MDA(H) 1970' (583')		MDA(H) 2370' (983')	
		ALS out		ALS out	
A					
B					
C					
D					
	V2000m	V2700m	V2000m	V4500m	NOT AVAILABLE

Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SHYMKENT, (SHYMKENT - UAII)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAlI

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)