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General Information

Location: TURKISTAN KAZ
ICAO/IATA: UAIT / HSA
Lat/Long: N43° 18.67', E068° 33.02'
Elevation: 989 ft

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

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

Sunrise: 2355 Z
Sunset: 1450 Z

Runway Information

Runway: 05
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 913 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 10827 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 989 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.400
ATIS: 118.300 Non-English
Turkistan Tower: 131.300
Turkistan Tranzit Operations: 121.350

1. GENERAL

1.1. ATIS

ATIS 124.400
118.300 (Russian)

1.2. LOW VISIBILITY PROCEDURE (LVP)

Low Visibility Procedures (LVP) are effected when RVR is less than 550m when maneuvering area or part thereof is not visually monitored from the Tower Control Center.

The status of LVP is passed to pilots by ATIS broadcast or by ATC.

The operation of LVP shall be reported by Tower ATC phrase: "LOW VISIBILITY PROCEDURES IN OPERATION". Taxiing of departing ACFT shall be carried out after a Follow-me car from stands to holding position.

Taxiing to stand (apron) after RWY vacation shall be carried out after a Follow-me car.

If the Tower ATC cannot visually determine the ACFT RWY vacation, it requires the crew to report the vacation of the RWY.

1.3. TAXI PROCEDURES

1.3.1. TAXIING (TOWING) PRECAUTIONS

Flight crew shall be notified about the surface condition of RWY, apron, stands and TWYs by ATC according to work technique.

Taxiing onto the apron after RWY vacation shall be carried out only after Follow-me car.

ACFT parking shall be carried out by the signals of marshaller.

Escorting by special vehicle from stands to holding position and from TWYs to stands shall be carried out when markings on the maneuvering area are invisible due to snow.

1.3.2. TAXIING INTO STANDS UNDER OWN ENGINES POWER AND BY TOWING

Taxiing into stands 3 thru 4 shall be carried out under own engines power.

Taxiing into stands 8, 8A shall be carried out by towing under the accompaniment of ACFT technicians with code designations D and higher.

1.3.3. TAXIING OUT OF STANDS UNDER OWN ENGINES POWER AND BY TOWING

Taxiing out of stands 1, 2, 5, 6, 7, 3A, 4A, 8A shall be carried out by towing.

1.3.4. TAXIING OF ACFT IN THE ABSENCE OF VISIBILITY OF MARKING LINES ON THE MANEUVERING AREA

RWY, apron, stands and TWYs are not equipped with centerline lights.

In case of invisibility of TWY due to packed snow ACFT escorting shall be carried out only after the Follow-me car equipped with a UHF communication with a two-way radio ground-to-air and ground-ground communication, flashing lights and the Follow-me panel and can be requested by the flight crew or by the shift deputy head of production and dispatcher service.

1.3.5. MOVEMENT PROCEDURE IN CRITICAL AND SENSITIVE ZONES OF ILS DURING AERODROME OPERATION ON THE MINIMA I ICAO CATEGORY

The boundary of the critical area of the radio beacon system has daytime and nighttime markings on the TWY A. Stop and ILS critical area signs are set on the intersection of the APT roads and the critical area of the radio beacon system.

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24 JAN 25 (10-1P1)

TURKISTAN, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

The intersection of critical zones of radio beacon landing system with ACFT, vehicles and other mobile facilities shall be carried out with the clearance of the ATC.

The intersection of these areas with mentioned facilities during landing approach till landing is prohibited.

1.4. OTHER INFORMATION
Birds.

2. DEPARTURE

2.1. DE-ICING PROCEDURES

For de-icing on stand 8, 8A for ACFT with code designations D and higher, strictly under the accompaniment of ACFT technicians, taxiing from the TWY A side.

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JEPPESSEN
4 SEP 20 10-1R

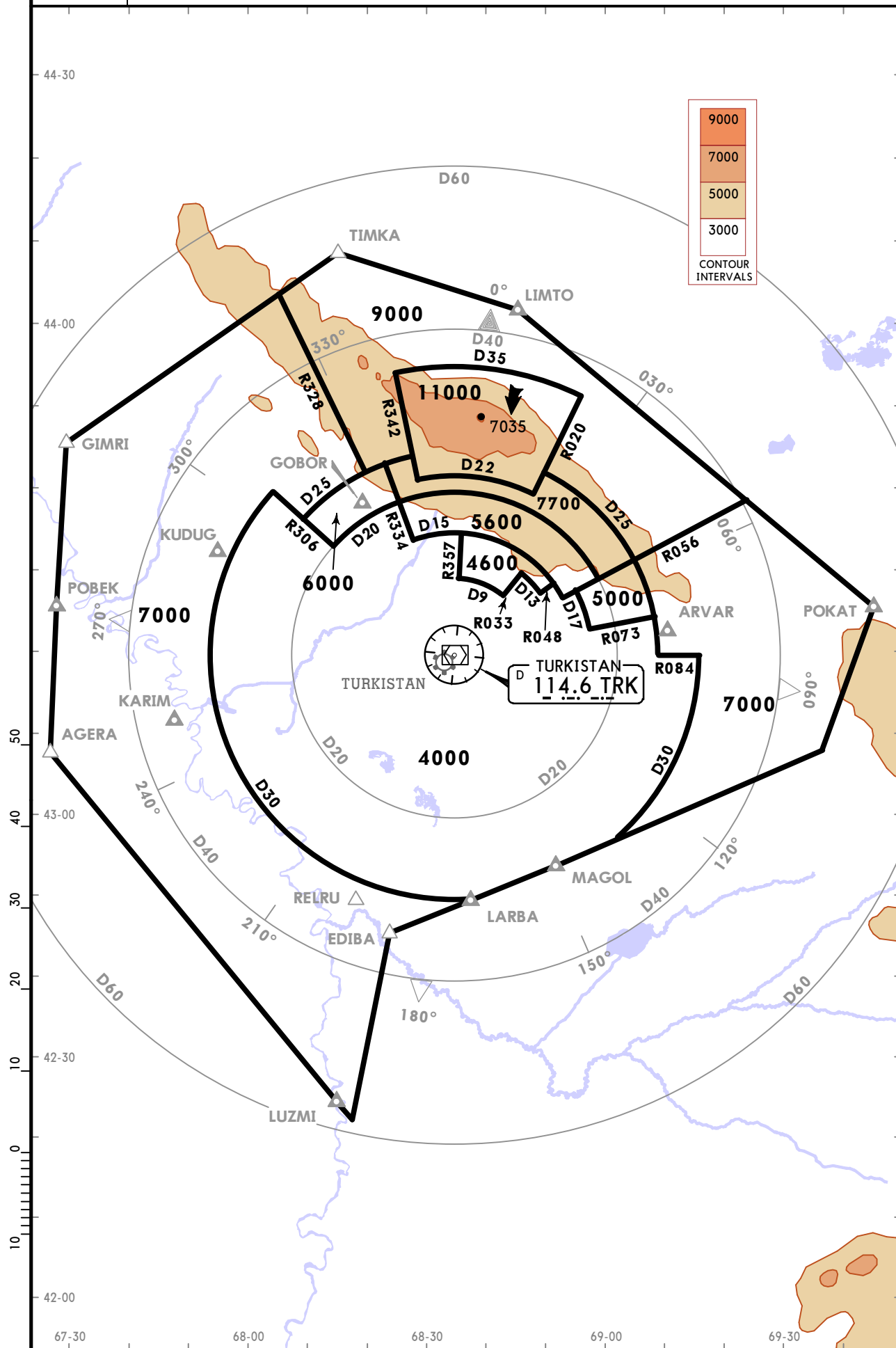
TURKISTAN, KAZAKHSTAN

Eff 10 Sep

RADAR MINIMUM ALTITUDES

Apt Elev
989

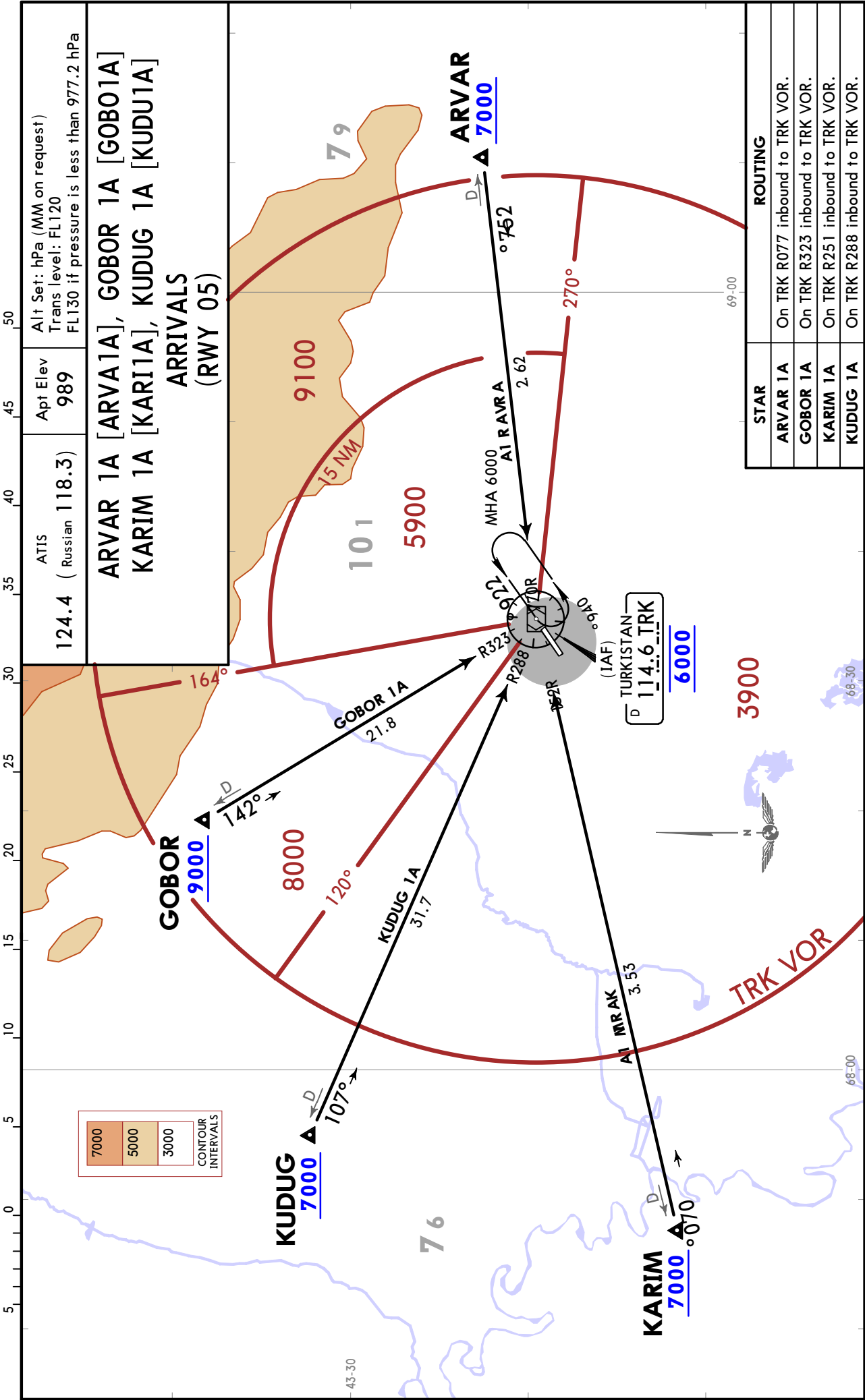
Alt set: hPa (MM on request)
Trans level: FL120, by ATC outside TMA
Trans alt: 10000



CHANGES: New airport.

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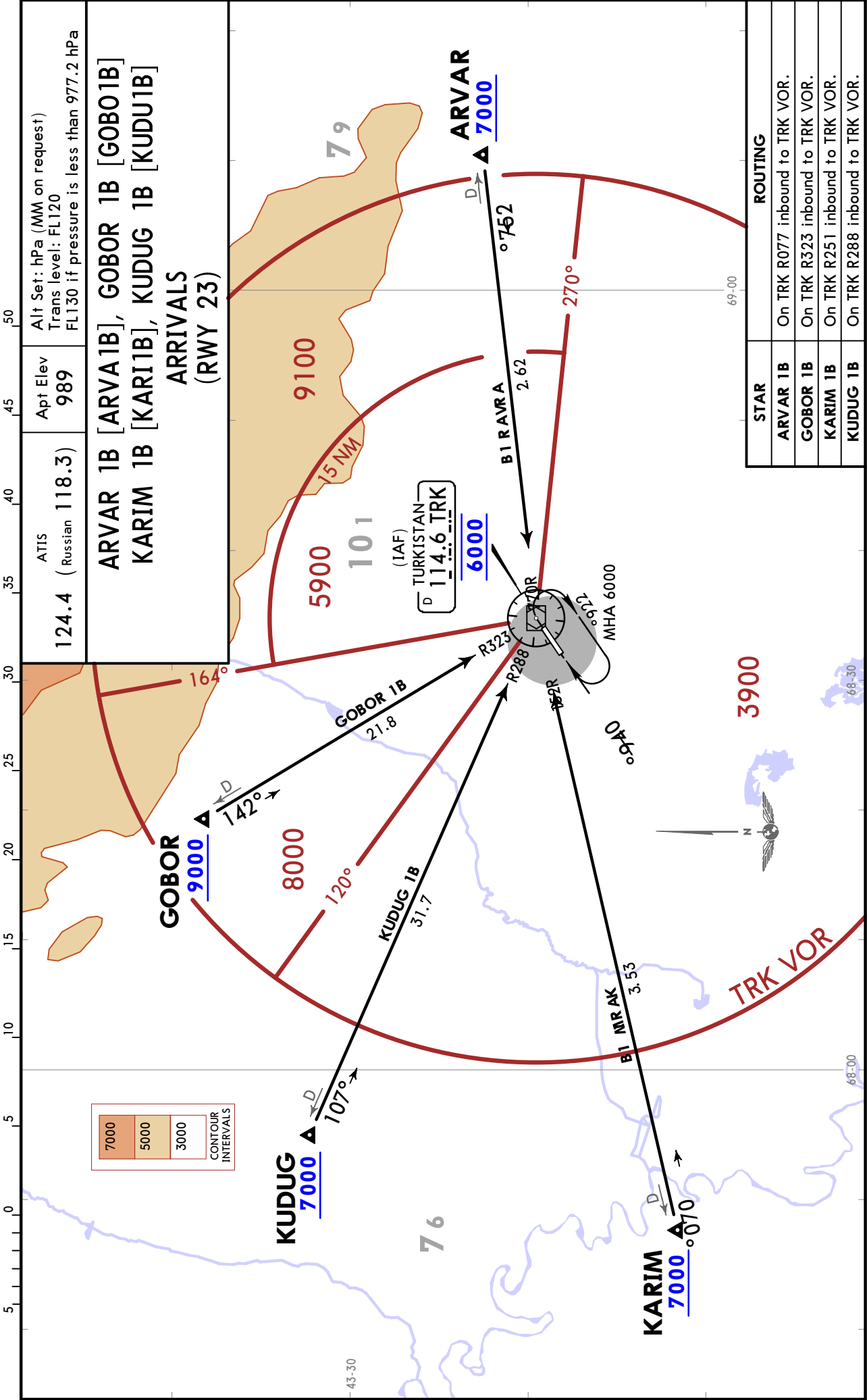
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CHANGES: GOBOR and KUDUG waypoints changed to CRP.

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2 JUL 21 10-2A Eff 15 Jul STAR

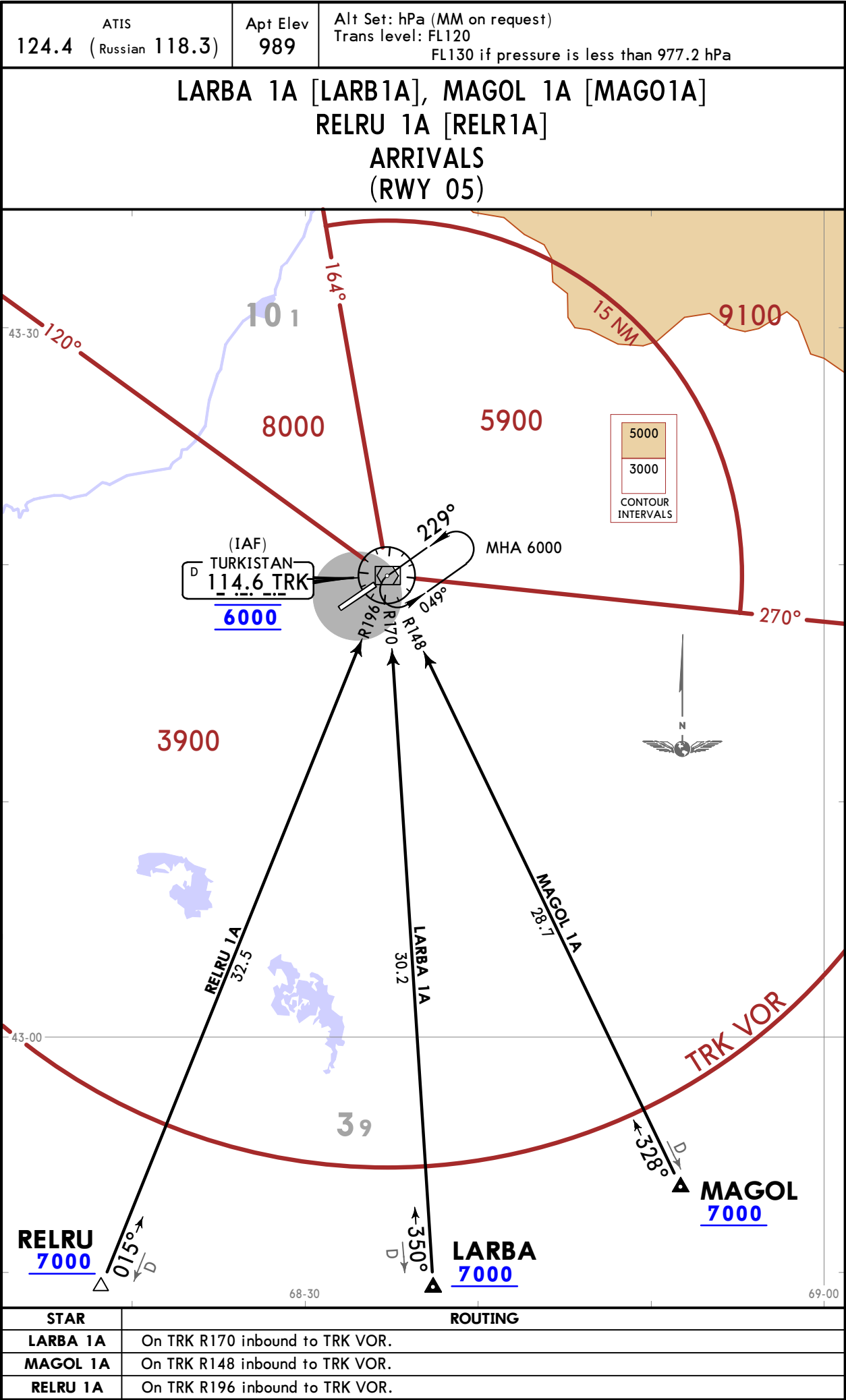


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18 JUN 21 10-2B

JEPPESEN TURKISTAN, KAZAKHSTAN

STAR

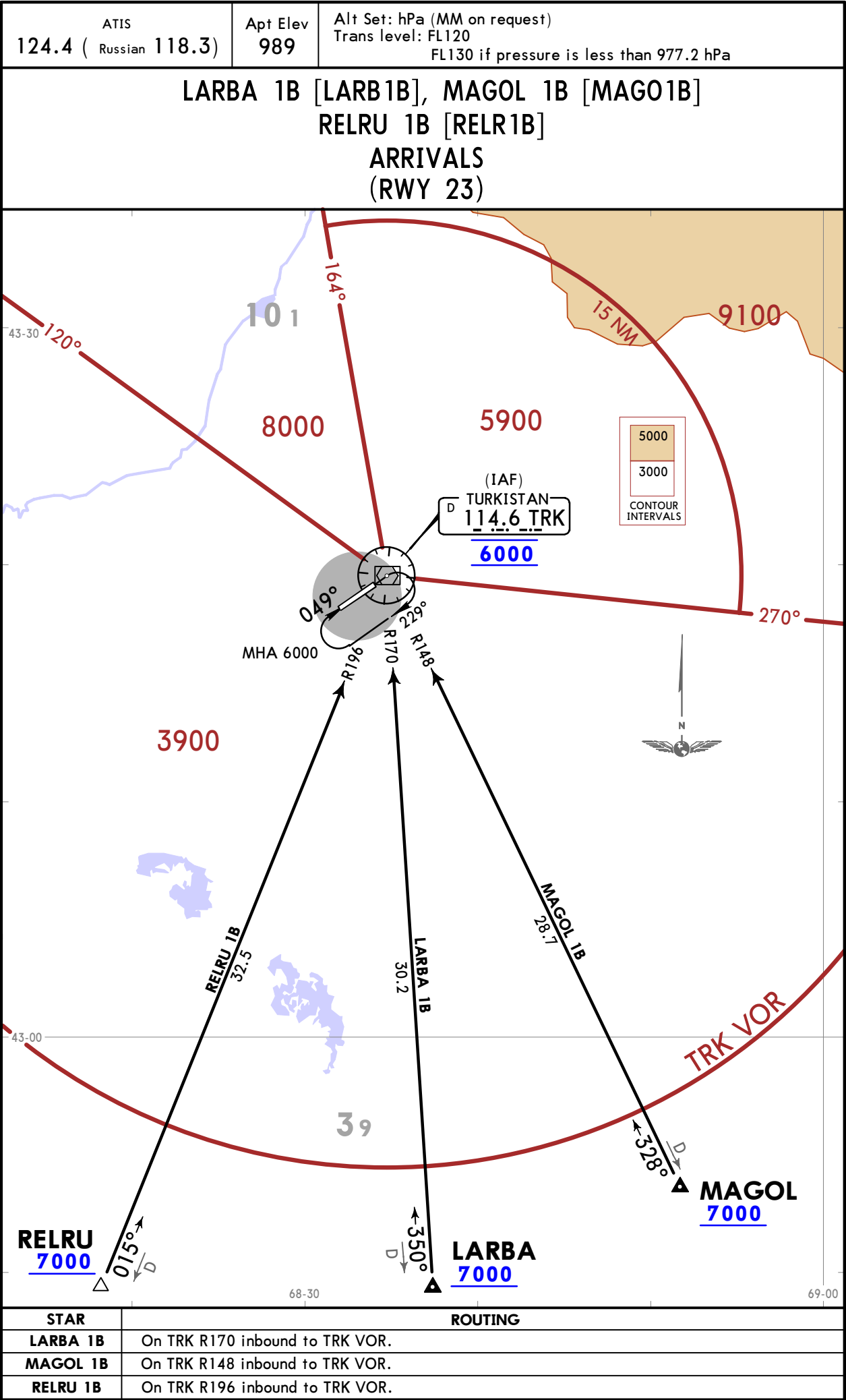


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TURKISTAN

18 JUN 21 10-2C

JEPPESEN TURKISTAN, KAZAKHSTAN

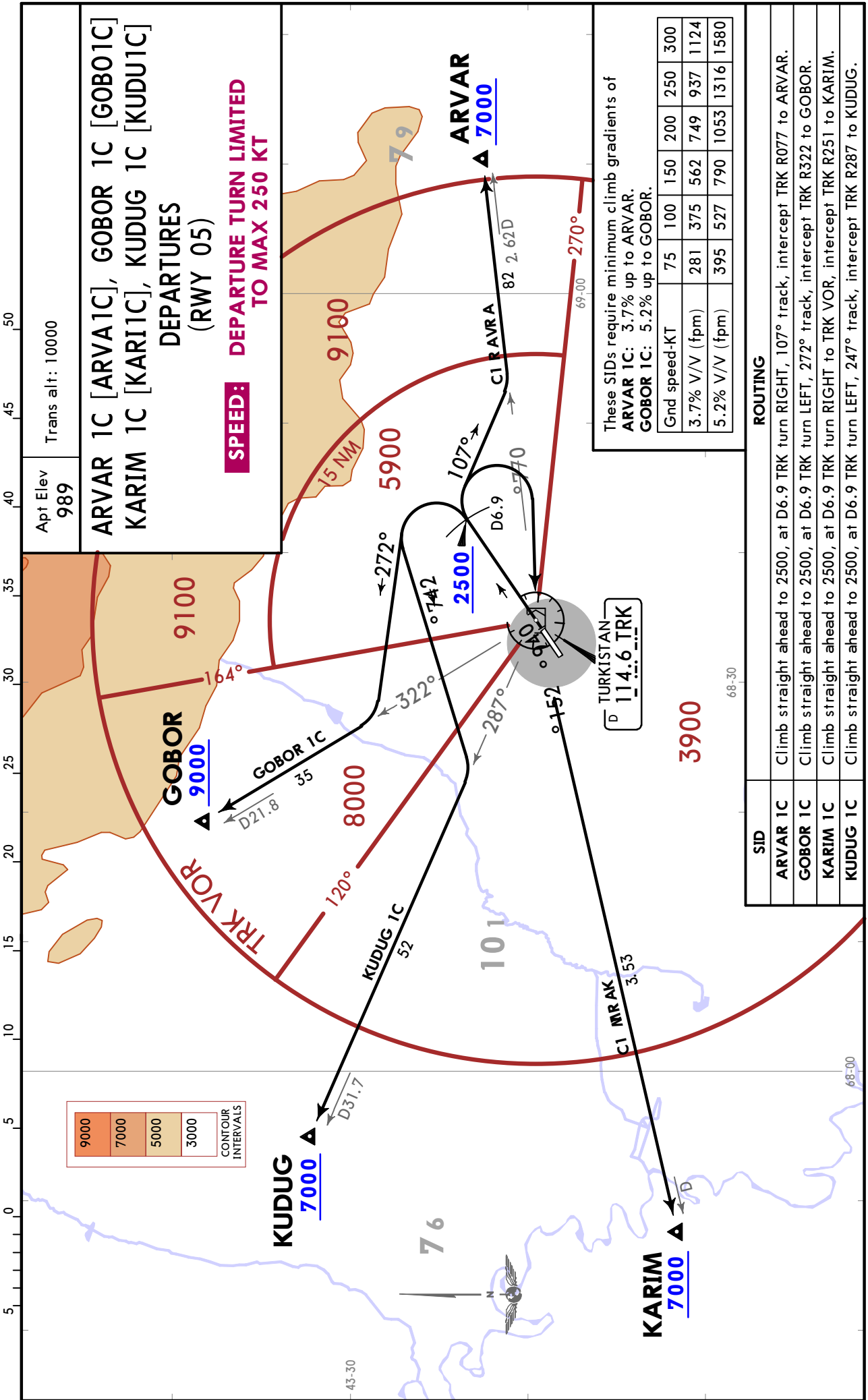
STAR



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JEPPESSEN TURKISTAN, KAZAKHSTAN
22 OCT 21 10-3 Eff 4 Nov

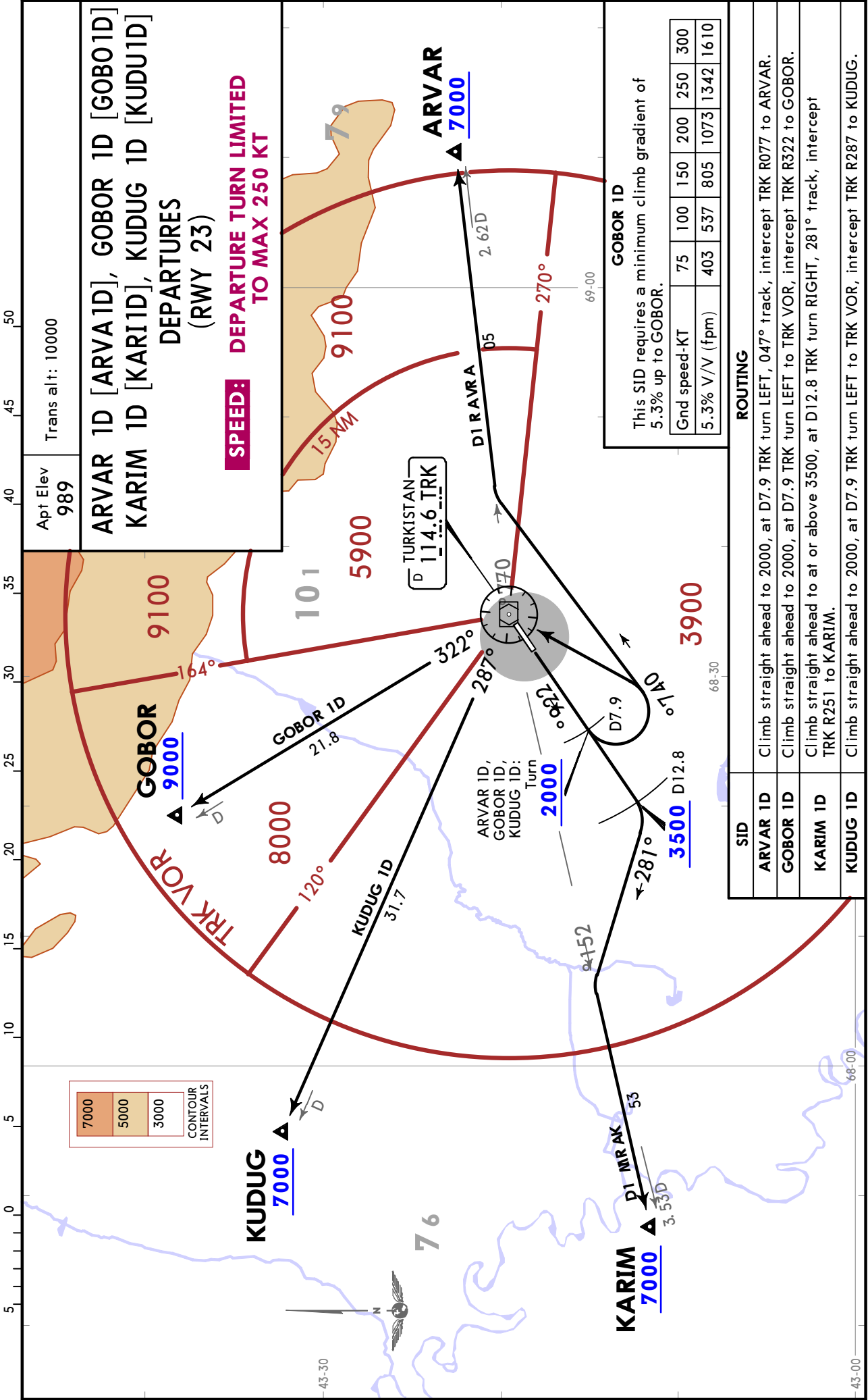
SID



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TURKISTAN

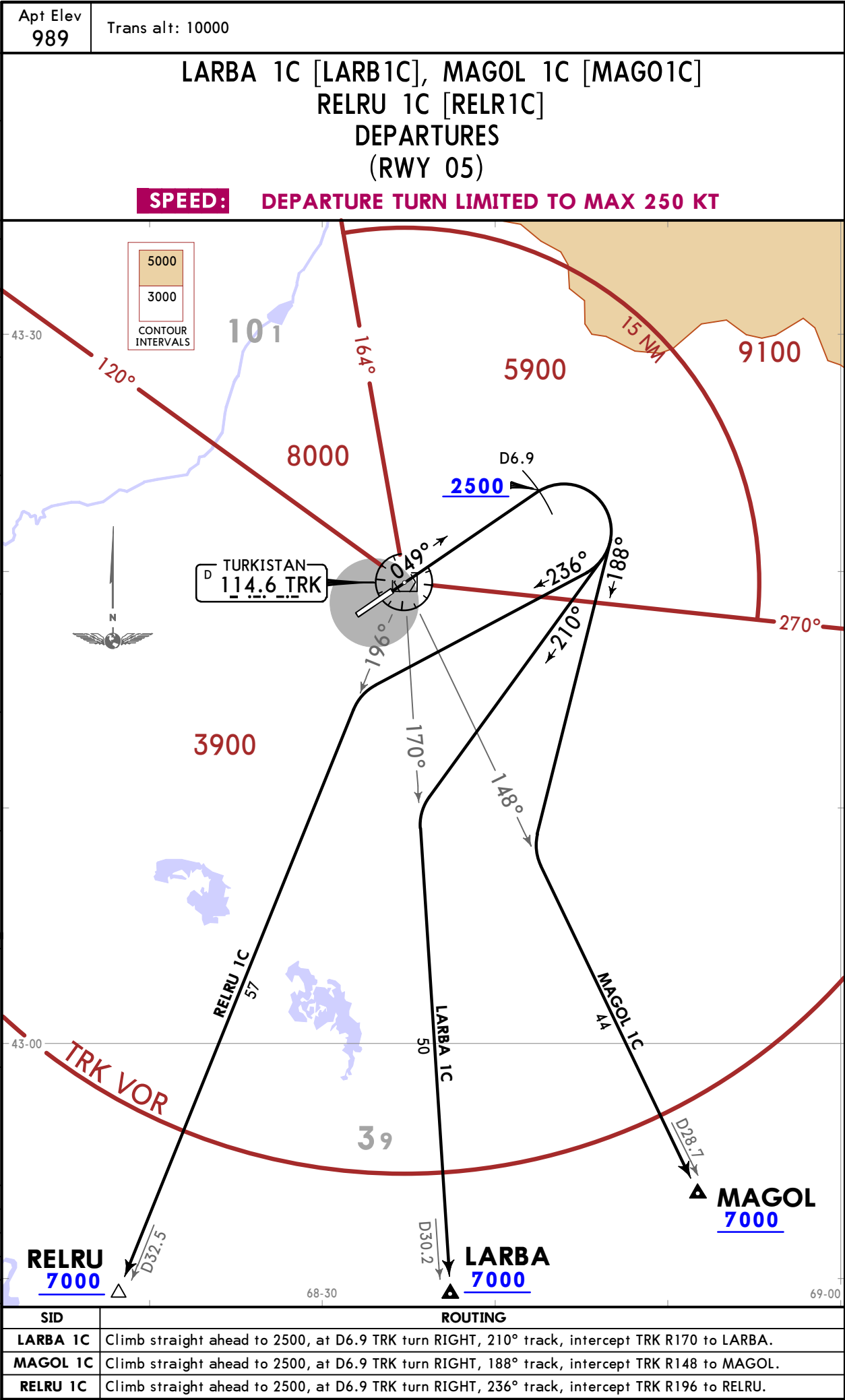
JEPPesen TURKISTAN, KAZAKHSTAN
22 OCT 21 10-3A Eff 4 Nov

SID



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JEPPESSEN TURKISTAN, KAZAKHSTAN
22 OCT 21 10-3B Eff 4 Nov SID



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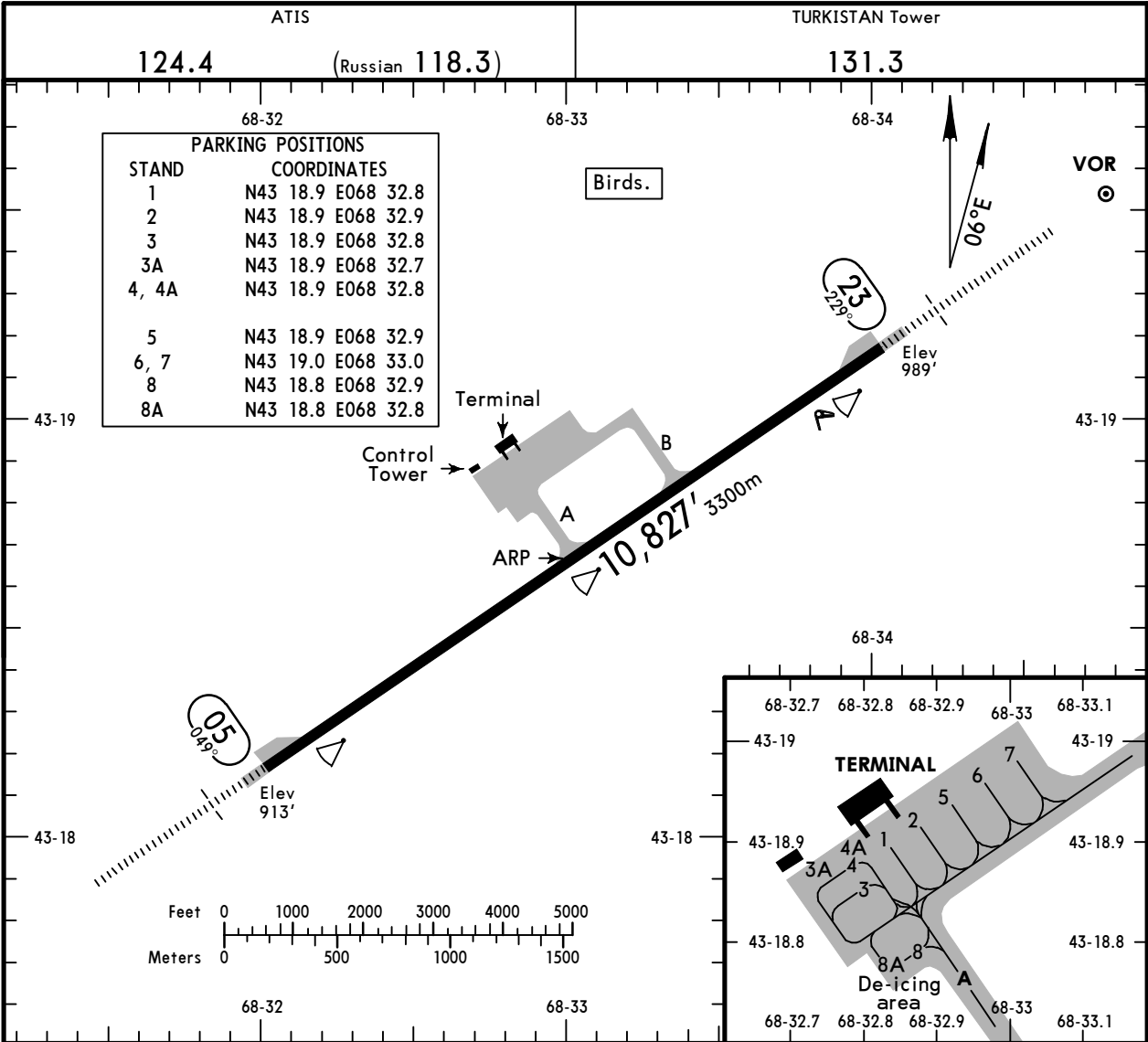
Apt Elev **989'**
N43 18.7 E068 33.0



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18 JUN 21 **(10-9)**

TURKISTAN



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
05	RL (60m)	HIALS	PAPI-L (3.0°)	RVR		9916' 3022m	1
23	RL (60m)	HIALS	PAPI-L (3.0°)	RVR		9673' 2948m	

1 TAKE-OFF RUN AVAILABLE

RWY 05:

From rwy head 10,827' (3300m)
twy A int 5413' (1650m)
twy B int 3563' (1086m)

RWY 23:

From rwy head 10,827' (3300m)
twy B int 7264' (2214m)
twy A int 5413' (1650m)

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	NIGHT
R300m		R400m	R/V500m NA

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EASA AIR OPS

29 MAR 24

10-9S

TURKISTAN, KAZAKHSTAN
TURKISTAN

STRAIGHT-IN RWY		A	B	C	D
05	ILS DME	1138'(225') ❶ R550m R1200m	1138'(225') ❶ R550m R1200m	1138'(225') ❶ R550m R1200m	1138'(225') ❶ R550m R1200m
	ALS out				
	❷ LOC DME	1180'(267') ❶❸ R600m R1300m	1180'(267') ❶❸ R600m R1300m	1180'(267') ❶❸ R600m R1300m	1180'(267') ❶❸ R600m R1300m
	ALS out				
	❷ VOR DME	1220'(307') ❶❸ R700m R1400m	1220'(307') ❶❸ R700m R1400m	1220'(307') ❶❸ R700m R1400m	1220'(307') ❶❸ R700m R1400m
	ALS out				
23	ILS DME	1194'(205') ❶ R550m R1200m	1194'(205') ❶ R550m R1200m	1194'(205') ❶ R550m R1200m	1194'(205') ❶ R550m R1200m
	ALS out				
	❷ LOC DME	1410'(421') R1300m R1500m	1410'(421') R1300m R1500m	1410'(421') R1300m R2000m	1410'(421') R1300m R2000m
	ALS out				
	❷ VOR DME	1470'(481') R1500m R1500m	1470'(481') R1500m R1500m	1470'(481') R1500m R2300m	1470'(481') R1500m R2300m
	ALS out				

- ❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ❷ Continuous Descent Final Approach.
- ❸ R750m for CDFA 2D operations.

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

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29 OCT 21 11-1 Eff 4 Nov

ILS DME Rwy 05

ATIS
124.4
(Russian 118.3)

TURKISTAN Tower
131.3

LOC ITR
110.7

Final Apch Crs
049°

D6.3 ITR
3000' (2087')

DA(H)
1138' (225')

Apt Elev 989'
Rwy 913'

MISSED APCH: Climb on 049°, at 2300' outbound to D6.5 TRK, RIGHT (MAX 240 KT) to VOR. Climb initially to 4000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and join holding.

MSA TRK VOR

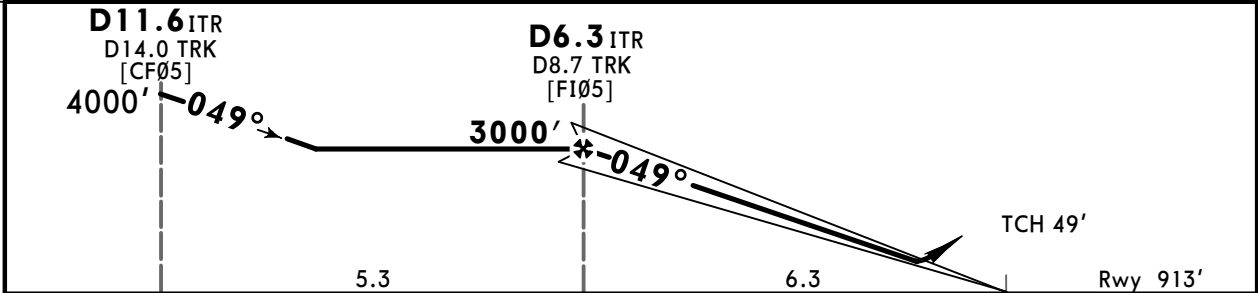
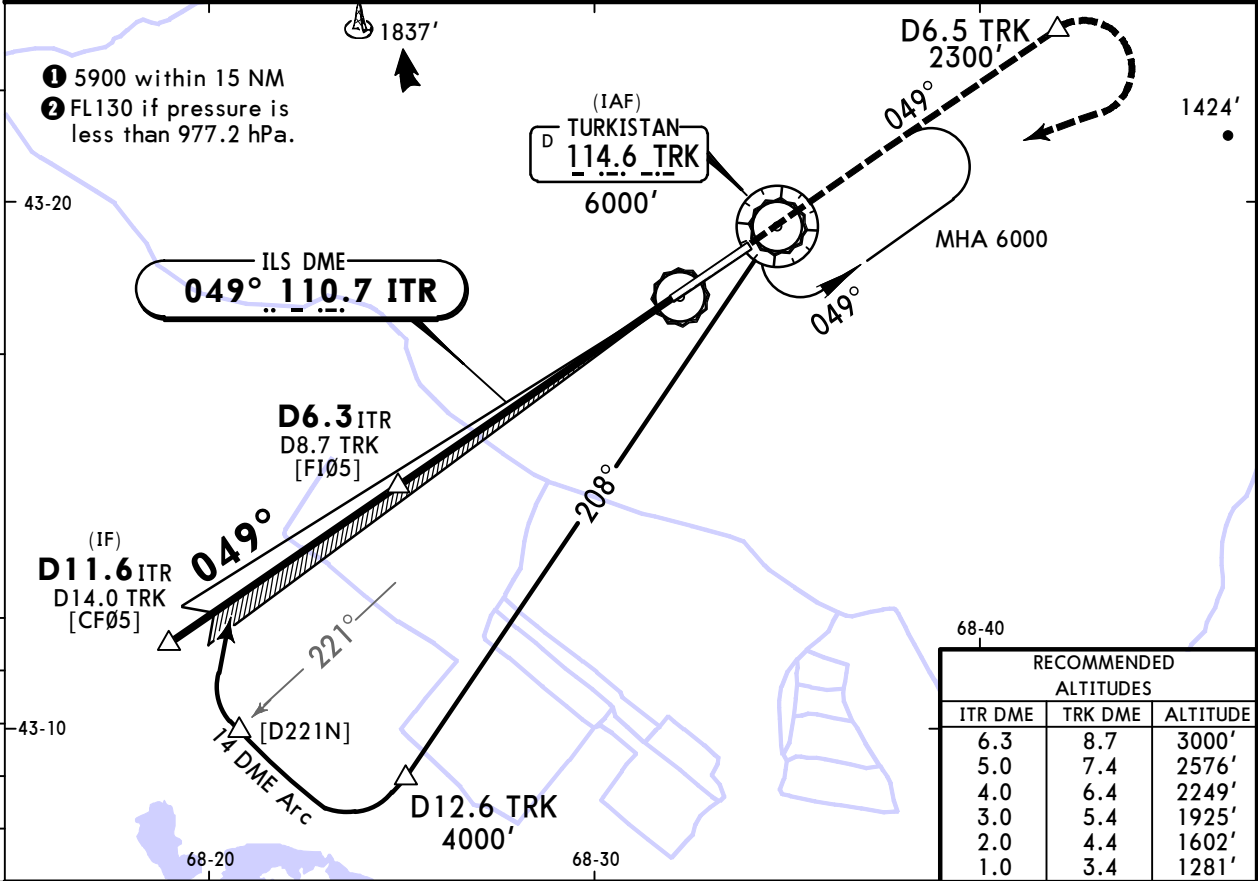
Alt Set: hPa (MM on req)

Rwy Elev: 33 hPa

Trans level: FL120 2

Trans alt: 10000'

ILS DME reads zero at Rwy 05 threshold.



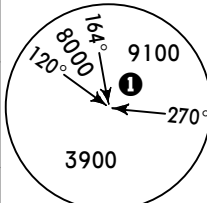
Gnd speed-Kts	70	90	100	120	140	160	HTALS PAPI	Refer to Missed Apch above
GS	3.00°	372	478	531	637	743		

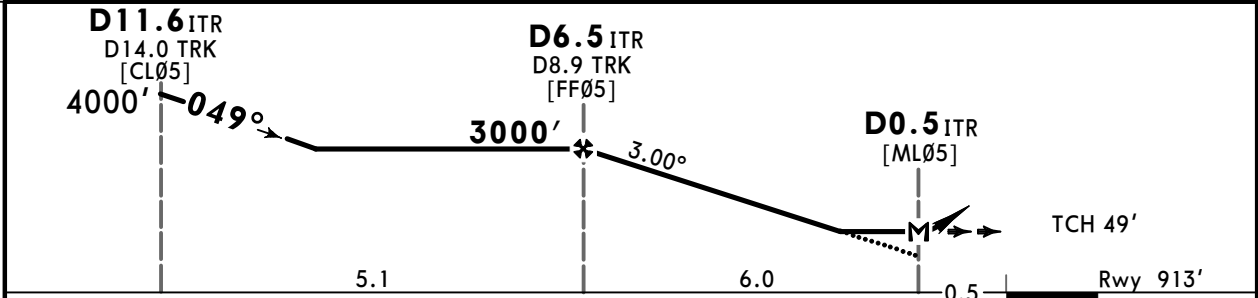
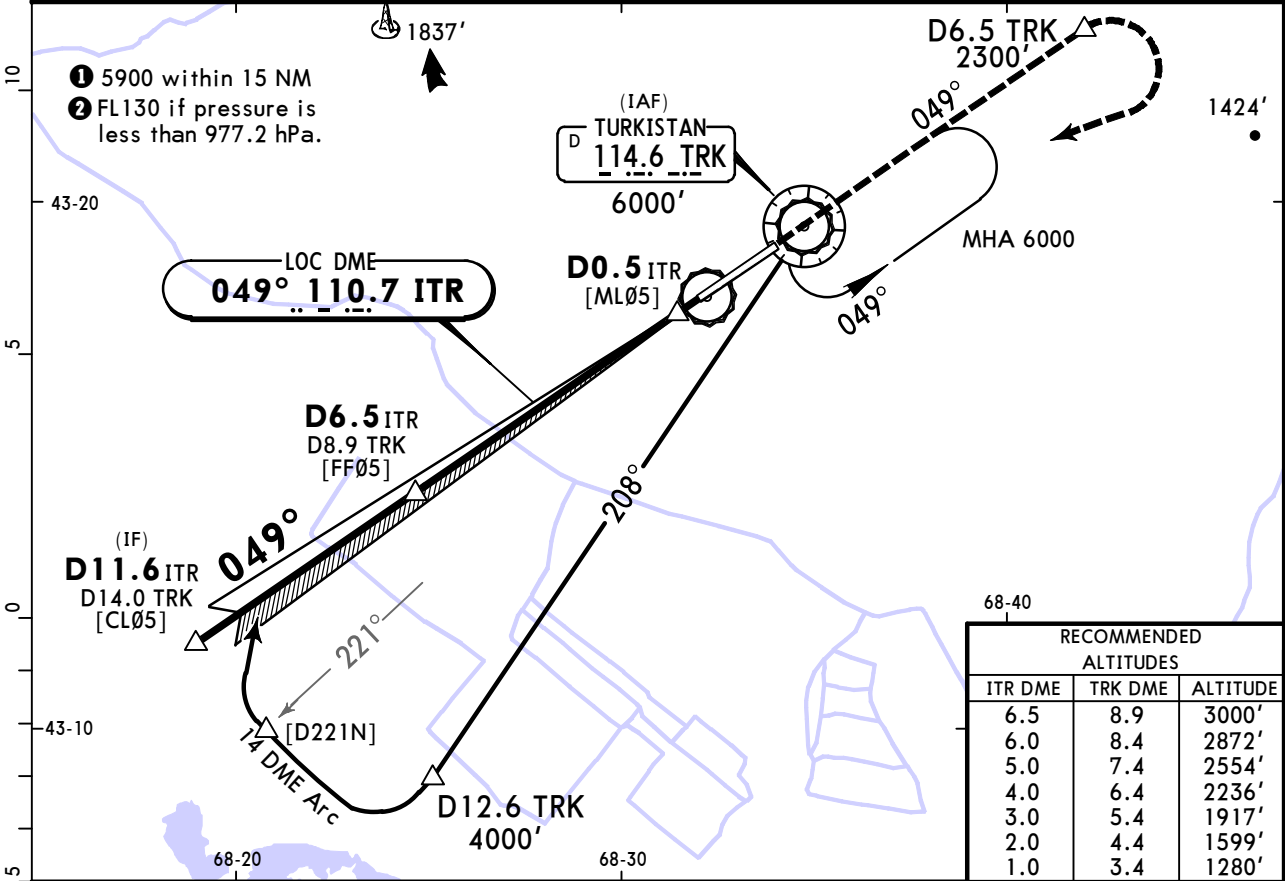
Std		STRAIGHT-IN LANDING ILS	
		DA(H) 1 138' (225')	
FULL		ALS out	
A	1 R550m		R1200m
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

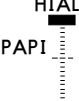
UAIT/HSA
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29 OCT 21 (11-2) Eff 4 Nov

TURKISTAN, KAZAKHSTAN
LOC DME Rwy 05

ATIS			TURKISTAN Tower			 MSA TRK VOR
124.4 (Russian 118.3)		131.3				
LOC ITR 110.7	Final Apch Crs 049°	D6.5 ITR 3000' (2087')	DA/MDA(H) 1180' (267')	Apt Elev 989' Rwy 913'		
MISSED APCH: Climb on 049°, at 2300' outbound to D6.5 TRK, RIGHT (MAX 240 KT) to VOR. Climb initially to 4000', then as directed. MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 33 hPa	Trans level: FL120 ②	Trans alt: 10000'		
1. Procedure not available without ITR DME. 2. ILS DME reads zero at Rwy 05 threshold.						



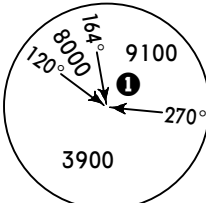
Gnd speed-Kts	70	90	100	120	140	160	 PAPI	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 ITR								
D6.5 ITR to MAP	6.0	5:09	4:00	3:36	3:00	2:34		

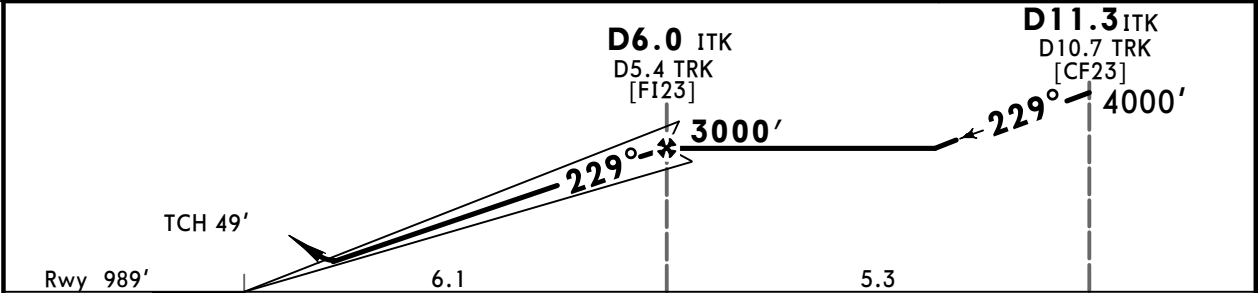
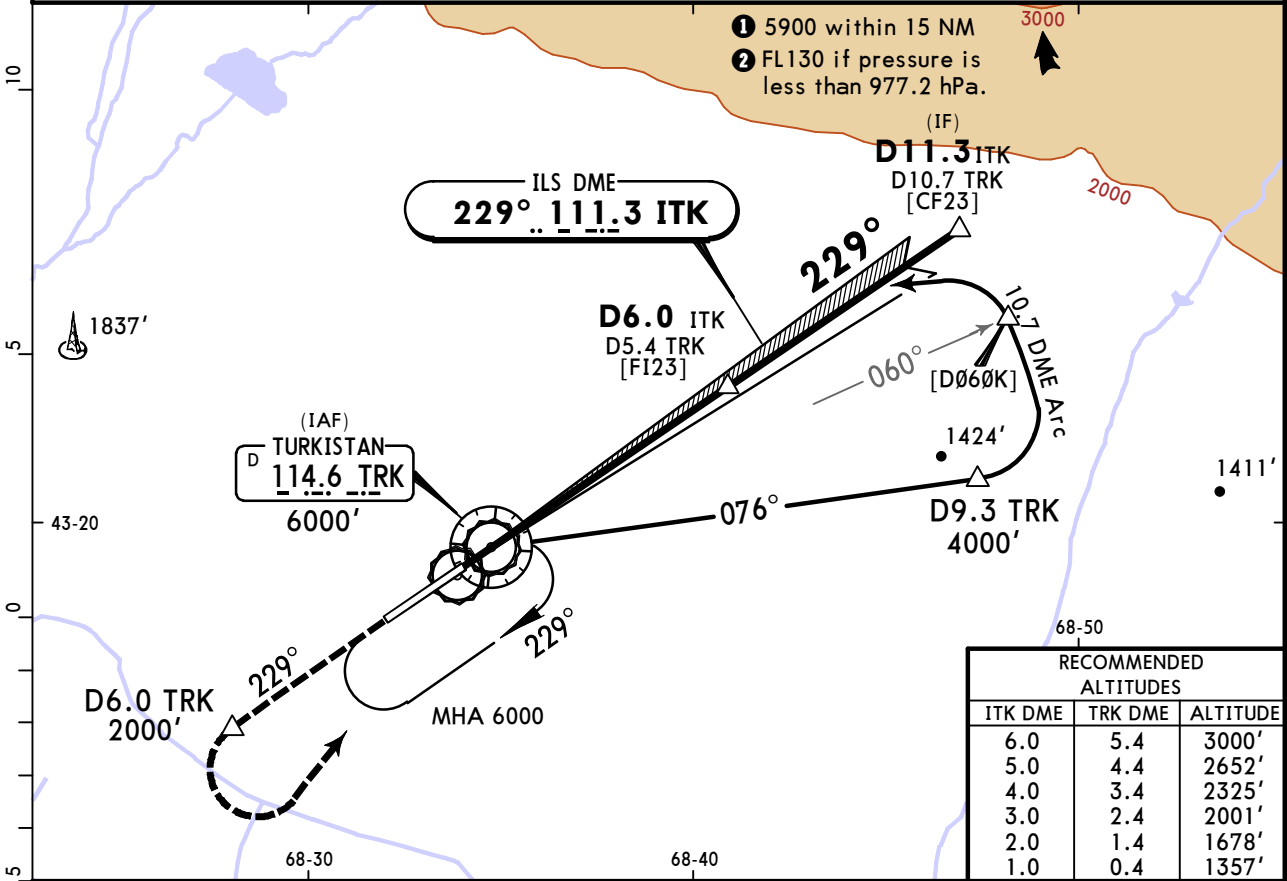
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1180' (267')	
		ALS out	
A	R750m		R1300m
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

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TURKISTAN

JEPPESSEN TURKISTAN, KAZAKHSTAN
5 JUL 24 11-3 Eff 11 Jul

ILS DME Rwy 23

ATIS			TURKISTAN Tower			 MSA TRK VOR
124.4		(Russian 118.3)	131.3			
LOC ITK	Final Apch Crs	D6.0 ITK	DA(H)	Apt Elev 989'		
111.3	229°	3000' (2011')	1194' (205')	Rwy 989'		
MISSED APCH: Climb on 229°, at 2000' outbound to D6.0 TRK, turn LEFT (MAX 240 KT) to VOR. Climb initially to 4000', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and join holding.						
Alt Set: hPa (MM on req)		Rwy Elev: 36 hPa		Trans level: FL120 2		Trans alt: 10000'
ILS DME reads zero at Rwy 23 threshold.						



Gnd speed-Kts	70	90	100	120	140	160		HIALS PAPI	2000' on 229°
GS 3.00°	372	478	531	637	743	849			

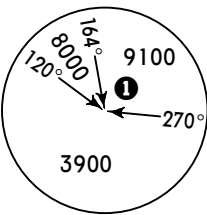
Std		STRAIGHT-IN LANDING ILS	
		DA(H) 1194' (205')	
FULL		ALS out	
A	1 R550m	R1200m	
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

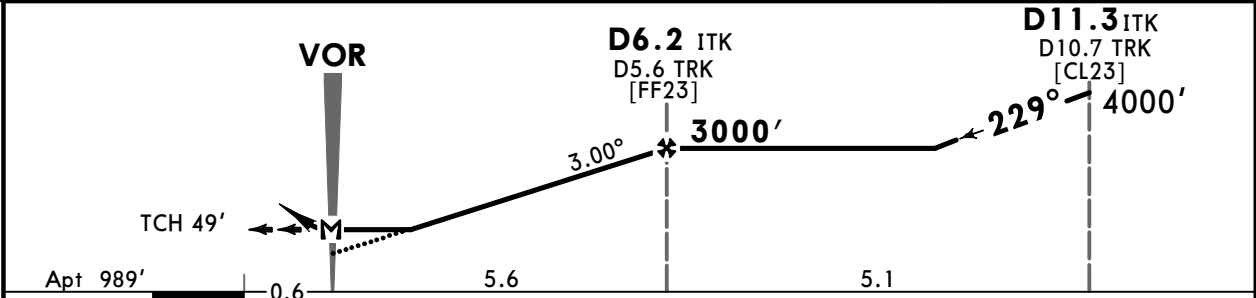
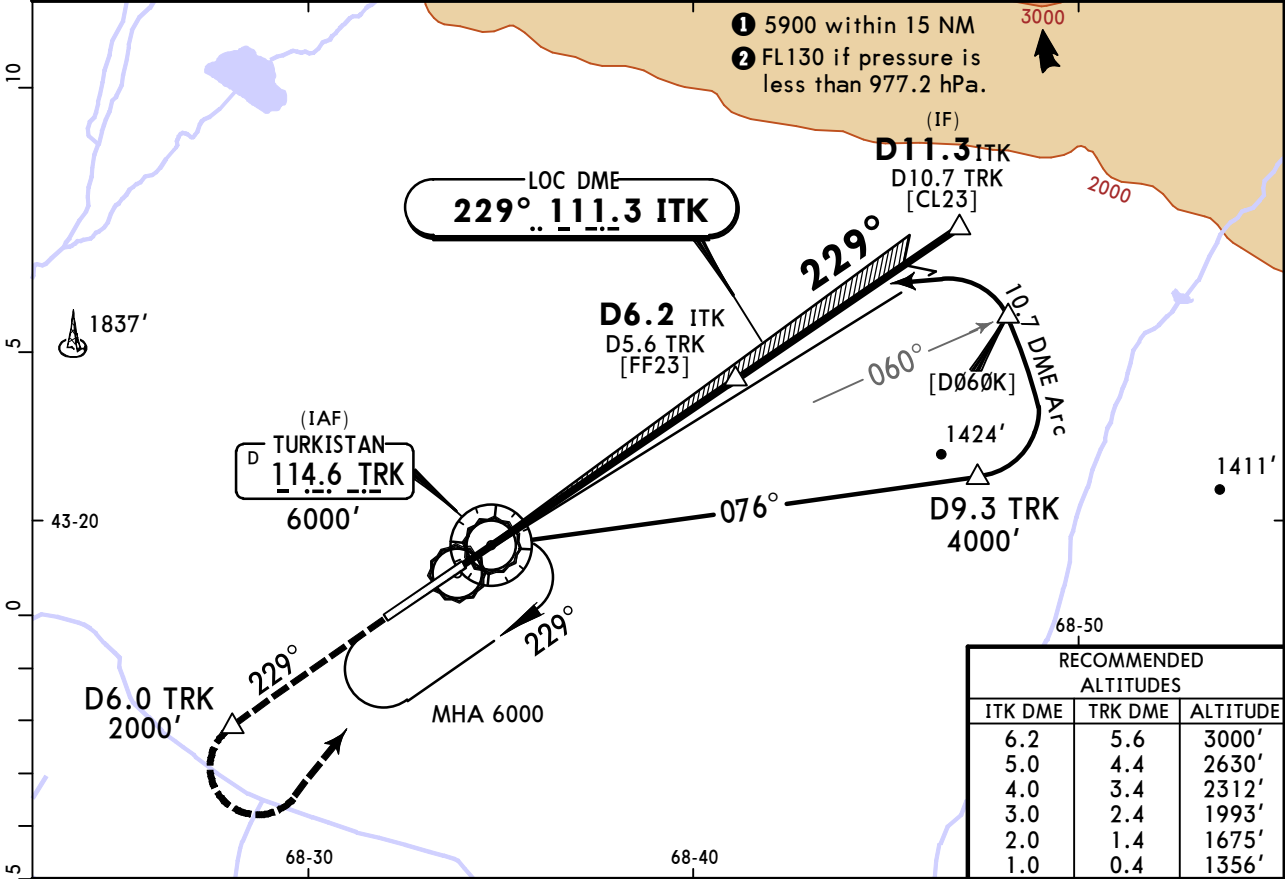
UAIT/HSA
TURKISTAN

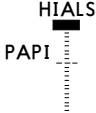
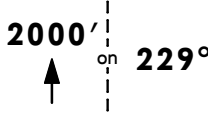
5 JUL 24 11-4 Eff 11 Jul

TURKISTAN, KAZAKHSTAN
LOC DME Rwy 23

BRIEFING STRIP™

ATIS		TURKISTAN Tower			 MSA TRK VOR
124.4 (Russian 118.3)		131.3			
LOC ITK 111.3	Final Apch Crs 229°	D6.2 ITK 3000' (2011')	DA/MDA(H) 1410' (421')	Apt Elev 989'	
MISSED APCH: Climb on 229°, at 2000' outbound to D6.0 TRK, turn LEFT (MAX 240 KT) to VOR. Climb initially to 4000', then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and join holding.					
Alt Set: hPa (MM on req)		Apt Elev: 36 hPa		Trans level: FL120 ②	Trans alt: 10000'
1. Procedure not available without ITK DME. 2. ILS DME reads zero at Rwy 23 threshold.					



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								
D6.2 ITK to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06	

Std

STRAIGHT-IN LANDING

CDFA

① DA/MDA(H) 1410' (421')

ALS out

A	R1300m	R1500m	
B			
C		R2000m	
D			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

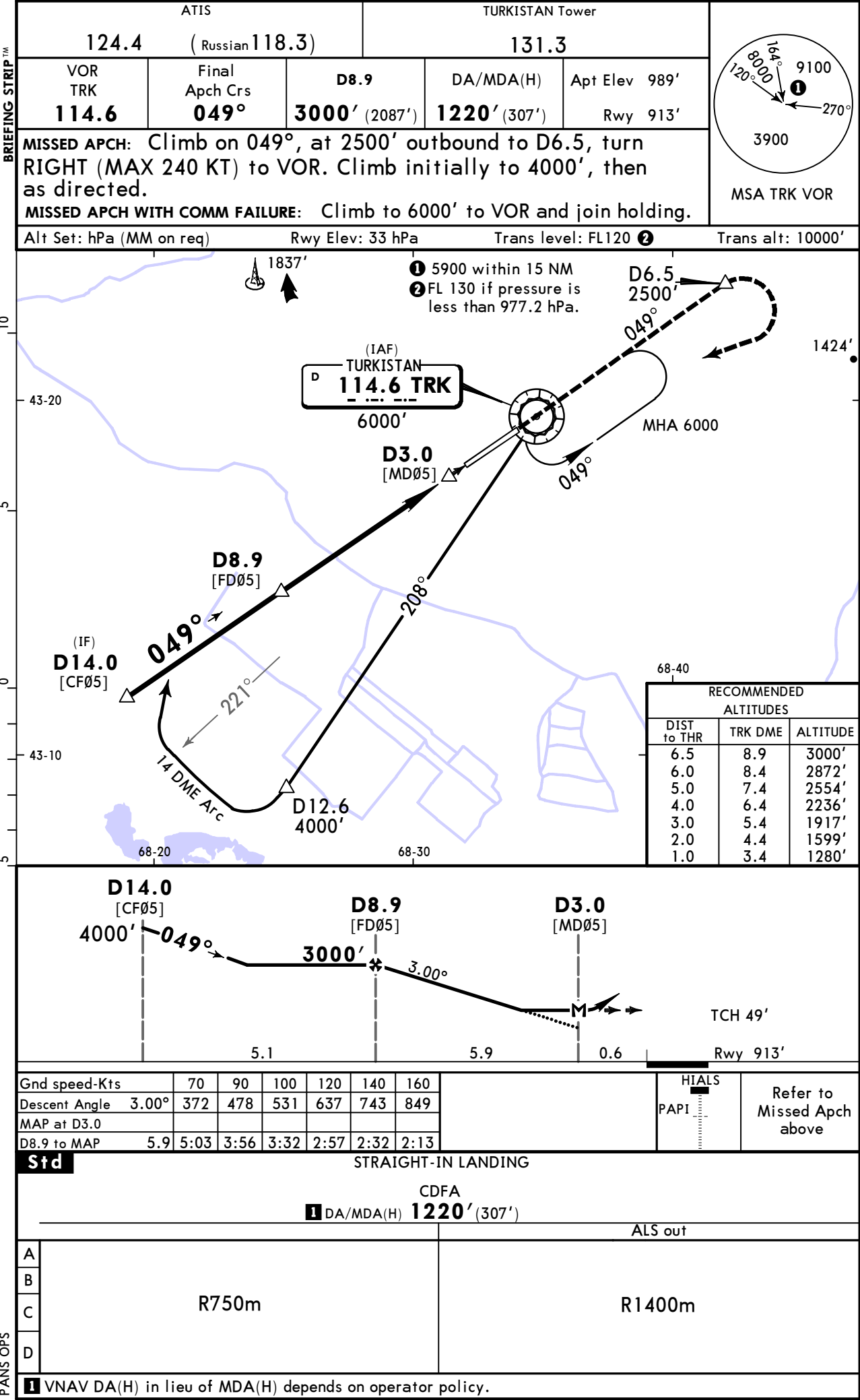
CHANGES: Reference datum.

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UAIT/HSA
TURKISTAN

18 JUN 21 (13-1)

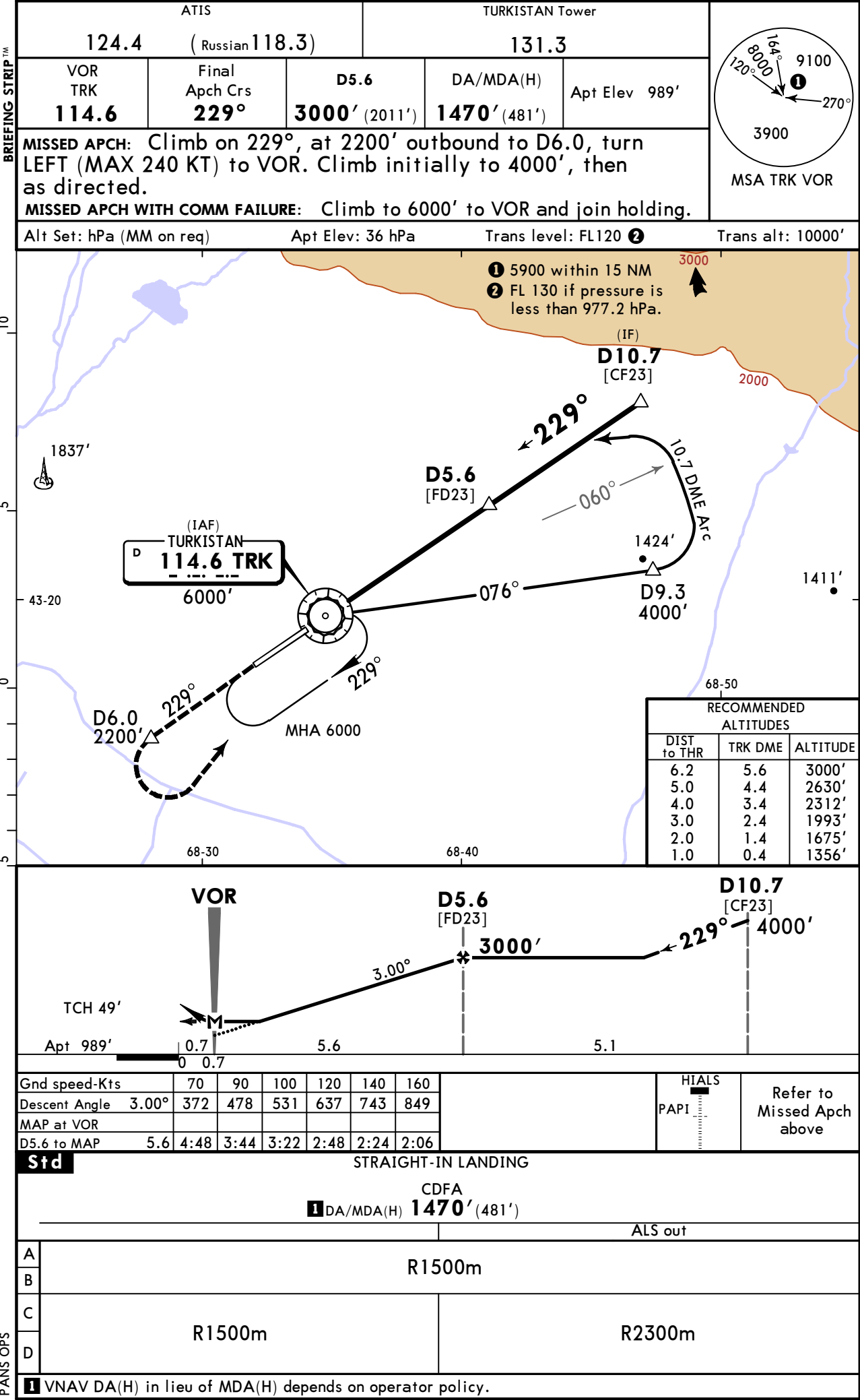
TURKISTAN, KAZAKHSTAN
VOR DME Rwy 05



UAIT/HSA
TURKISTAN

18 JUN 21 (13-2)

TURKISTAN, KAZAKHSTAN
VOR DME Rwy 23



TURKISTAN, (TURKISTAN - UAIT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAIT

Type: Terminal
Effectivity: Temporary
Begin Date: 20230615
End Date: 20250806

RWY 05/23 turning bay blue lights has low intensity in nighttime and in low visibility conditions.

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)