

List of pages in this Trip Kit

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

General Information

Location: KARAGANDA KAZ
ICAO/IATA: UAKK / KGF
Lat/Long: N49° 40.30', E073° 20.12'
Elevation: 1766 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 8.0° 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: 2313 Z
Sunset: 1454 Z

Runway Information

Runway: 05
Length x Width: 11814 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1766 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 11814 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 1753 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.800 Non-English
ATIS: 135.800
Karaganda Tower: 122.000 VHF-DF

UAKK/KGF
KARAGANDA

JEPPESEN
23 JUL 21 **10-1P**

KARAGANDA, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.1 ATIS

ATIS 135.8
127.8 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are effected when RVR is less than 550m.

The status of LVP is passed to pilots by Tower ATC: 'LOW VISIBILITY PROCEDURES IN OPERATION'.

LVPs are cancelled when RVR is greater than 550m.

1.2.2. GROUND MOVEMENT

The report on RWY vacation in conditions of low visibility is carried out on TWYs only after the vacation of the ILS-critical zone indicated by the light sign (holding position).

Taxiing into apron after RWY vacation shall be carried out after Follow-me car.

Taxiing into stands shall be carried out by marshaller's signals.

Taxiing of ACFT out of stands to holding position shall be carried out after Follow-me car.

ACFT shall stop at the holding position before the light sign, indicating the ILS-critical area.

1.3. TAXI PROCEDURES

ACFT with wingspan more than 144'/44m taxiing on the apron TWY along the stands 6 thru 21 is allowed, when stands 5 thru 7 and 10 thru 18 are vacant.

When RVR is less than 550m, taxiing shall be carried out after Follow-me car.

During winter conditions, if TWY markings not visible, taxiing shall be carried out after Follow-me car.

Jet blast effect during taxiing into/out of stands 10 thru 18 is non-hazardous.

Taxiing into/out of stands under own engines power is allowed for ACFT with ACN equal or less than 19 and ACFT with length of equal or less 121'/37m and wingspan of equal or less 95.18'/29.01m.

Taxiing of ACFT shall be carried out by instructions of TWR ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, ACFT weight, wind conditions and visibility.

UAKK/KGF
KARAGANDA

JEPPESEN

23 JUL 21

10-1P1

KARAGANDA, KAZAKHSTAN

AIRPORT BRIEFING

2. ARRIVAL

2.1. TAXI PROCEDURES

For protection against jet blast effect:

- Taxiing into stands shall be carried out under own engines power. ACFT shall be parked with heading to the terminal (stands 1 thru 9), with heading to the hangar and engineering buildings (stands 19 thru 21). ACFT type A320 and smaller can be parked parallel to the terminal on the stands 4, 7 and 9.
- ACFT type B747 taxiing into/out of the stand 14A is carried out by towing.
- Taxiing to the stands 19 thru 21 for ACFT B747, AN-124 is allowed via taxiing route along the apron under its own engines power, from TWY A when stands 5, 6, 7, 10 thru 18 are vacant, from TWY B when stands 13 thru 18 are vacant.
- In all other cases, the movement of the ACFT B747 via taxiing route on the apron shall be carried out only by towing.
- Towing of the ACFT from TWY A via taxiing route along the apron to stands 19 thru 21 and from TWY B to stands 1 thru 4 is prohibited when B747 or similar parked on stands 6 and 6A.
In this case, taxiing of B747 into the stand 3A from TWY A and to the stands 19 thru 21 from TWY B is allowed under own engines power.
- Taxiing into stands 2A, 3A, 6A, 13A and 20A carried out after the Follow-me car.
- Taxiing of ACFT with a wingspan of more than 167'/51m to stands 1 thru 5 and 2A, 3A via TWY A is performed in the absence of ACFT on the stands 1 thru 5, onto the stands 5 thru 9 and 6A in the absence of ACFT on the stands 5 thru 7.
- The movement of special vehicles along the vehicles route behind stands 6 thru 18 from the RWY side is prohibited while ACFT towing or taxiing along the apron taxiing route to stands 6 thru 21.

3. DEPARTURE

3.1. START-UP AND TAXI PROCEDURES

Start-up of engines shall be carried out in established points, placed on:

- Point 1: at the beginning of taxiing route along the apron westward of stand 1.
- Point 2: on the taxiing route along the apron between stands 4 and 5.
- Point 3: on the taxiing route along the apron eastward of stand 7.
- Point 4: on the taxiing route along the apron between stands 12 and 13.
- Point 5: on the taxiing route along the apron between stands 15 and 16.

Starting ACFT engines installed nose to the terminal in stands 1 thru 9 is prohibited. Starting the engines is allowed after towing to the places intended for starting the engines. It is allowed to start engines and taxiing on its own thrust of ACFT engines of the A320 type and less on stand 4, 7, and 9 when the ACFT is installed parallel to the station.

Start-up shall be carried out on stands 2A, 3A, 6A, 13A, 20A and taxiing out by own engines power.

Movement of ACFT from stands 1 thru 9, 15 thru 21 to engine start-up area shall be carried out by towing.

Taxiing out of stands 15 thru 18 by own engines power is allowed for ACFT with ACN equal or less 19, with heading to the artificial RWY and ACFT with length of equal or less 121'/37m and wingspan of equal to or less than 95.18'/29.01m.

3.2. DE-ICING

De-icing areas are combined with engine start-up points.

UAKK/KGF
KARAGANDA

JEPPESEN
4 NOV 22 (10-1R)

KARAGANDA, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

Apt Elev
1766

Alt Set: hPa (MM on request)

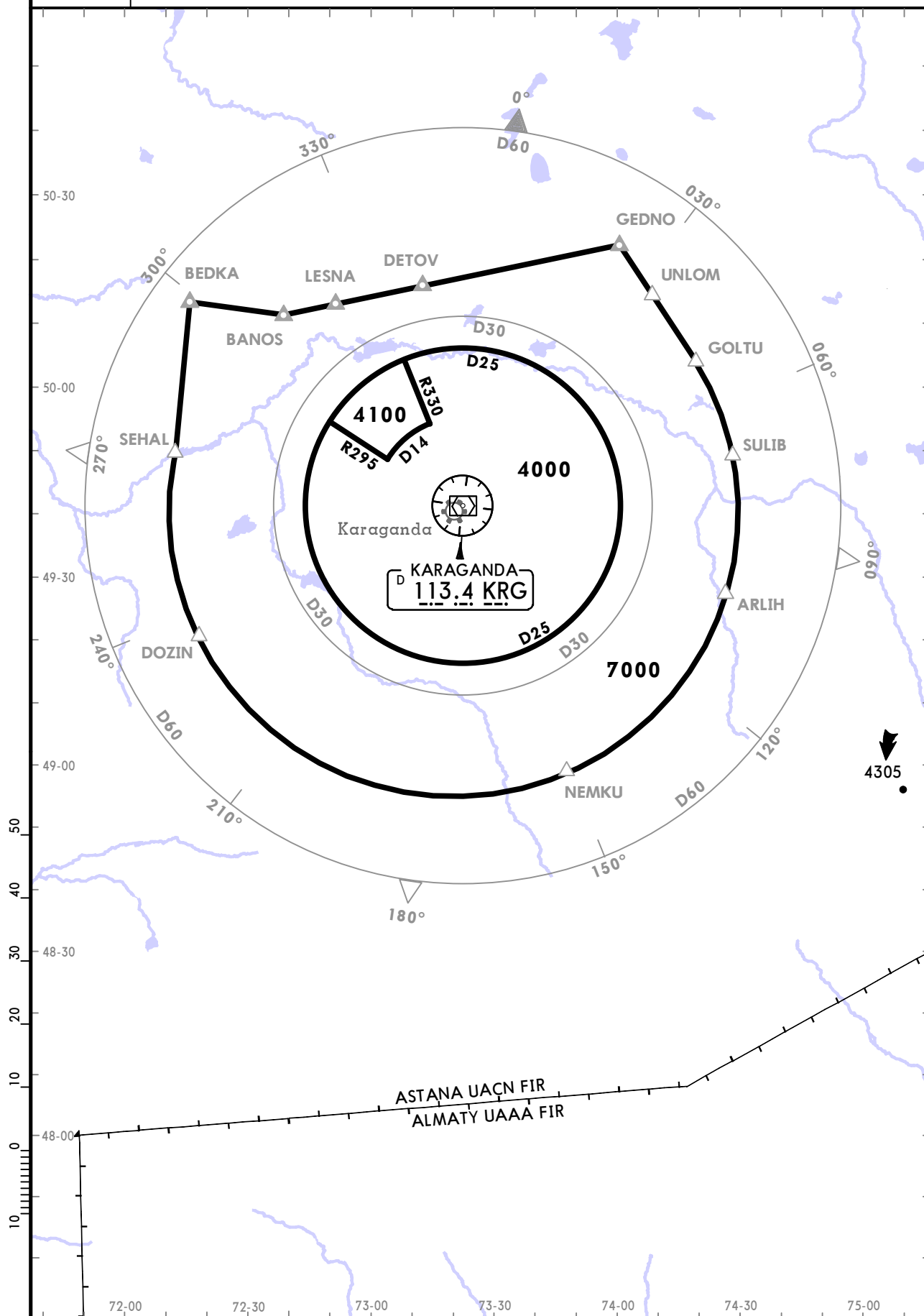
Trans level: FL120

FL130 if pressure is less than 977.2 hPa

Trans alt: 10000

1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

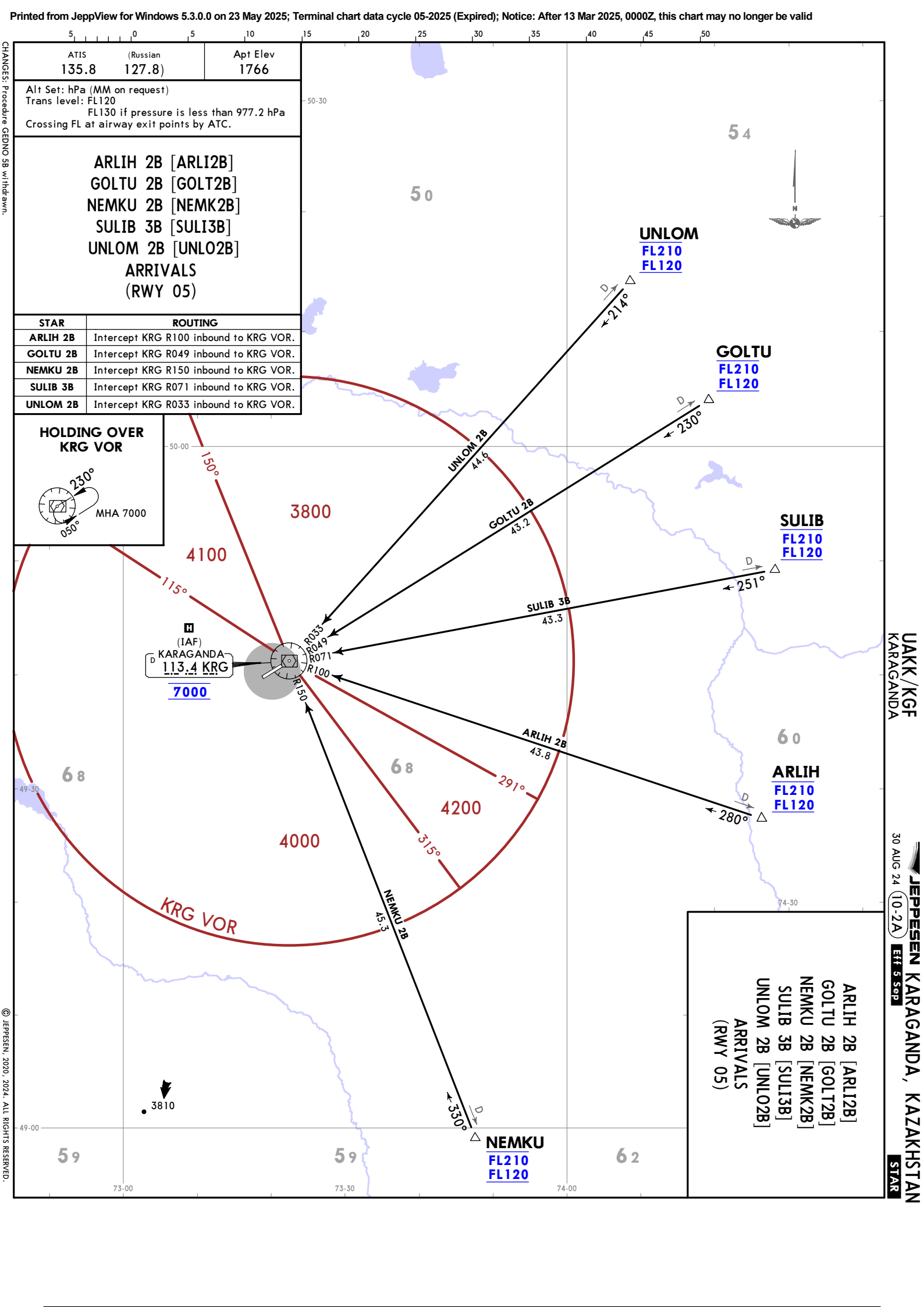
2. Levels assigned by ATC include a correction for low temperature effect if necessary.



CHANGES: FIR name.

© JEPPESEN, 2009, 2022. ALL RIGHTS RESERVED.





UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
30 AUG 24 10-2A
Eff 5 Sep

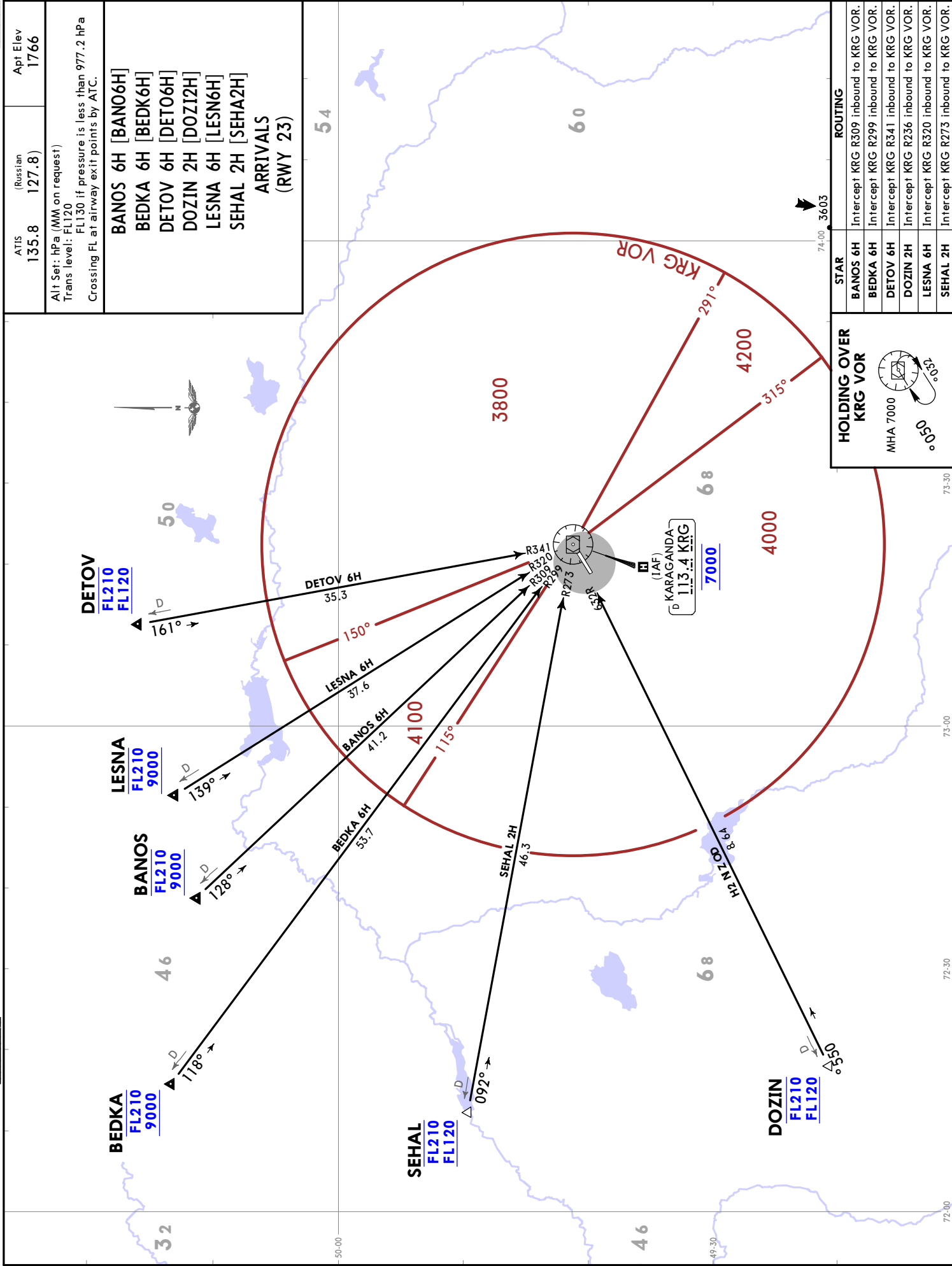
CHANGES: Procedure GEDNO 5B withdrawn.

© JEPPESSEN, 2020, 2024. ALL RIGHTS RESERVED.

KARAGANDA, KAZAKHSTAN

STAR

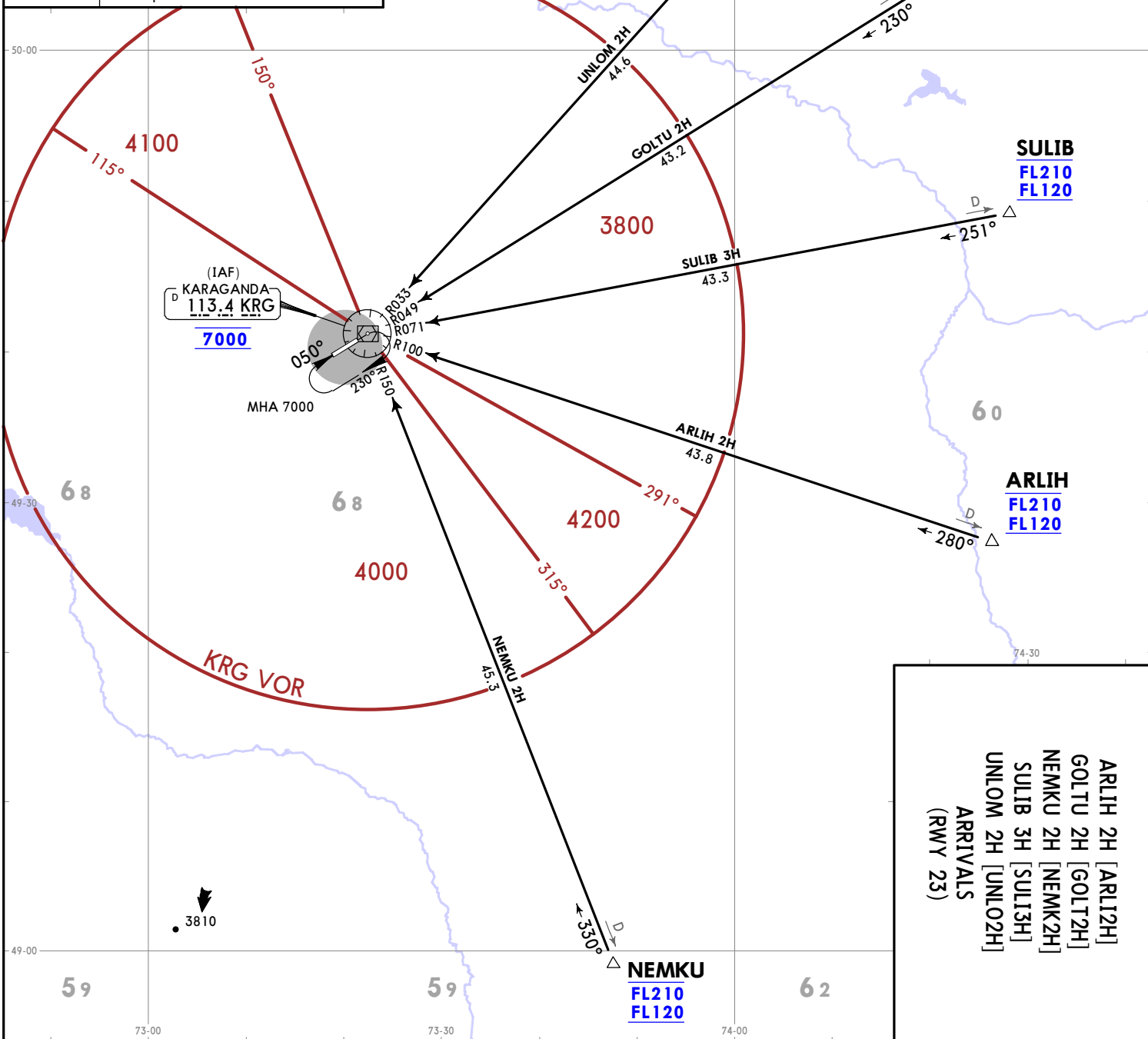
ATIS	(Russian)	127.8)	Apt Elev	1766
Alt Set: hPa (MM on request) Trans level: FL120 Crossing FL at airway exit points by ATC.				
BANOS 6H [BAN06H] BEDKA 6H [BEDK6H] DETOV 6H [DETO6H] DOZIN 2H [DOZI2H] LESNA 6H [LESN6H] SEHAL 2H [SEHA2H] ARRIVALS (RWY 23)				



STAR	ROUTING
BANOS 6H	Intercept KRG R309 inbound to KRG VOR.
BEDKA 6H	Intercept KRG R299 inbound to KRG VOR.
DETOV 6H	Intercept KRG R341 inbound to KRG VOR.
DOZIN 2H	Intercept KRG R236 inbound to KRG VOR.
LESNA 6H	Intercept KRG R320 inbound to KRG VOR.
SEHAL 2H	Intercept KRG R273 inbound to KRG VOR.

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
Crossing FL at airway exit points by ATC.

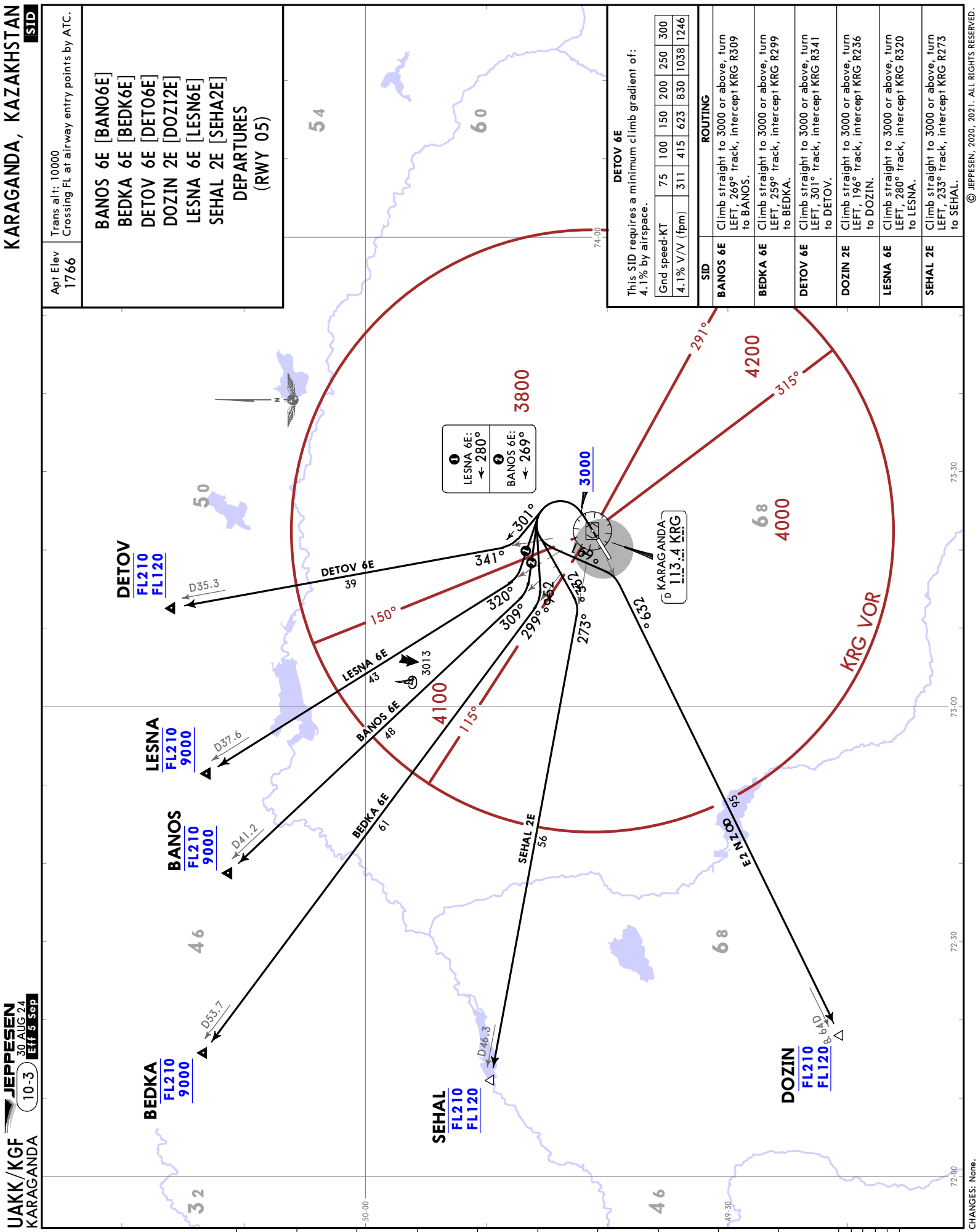
STAR	ROUTING
ARLH 2H	Intercept KRG R100 inbound to KRG VOR.
GOLT 2H	Intercept KRG R049 inbound to KRG VOR.
NEMKU 2H	Intercept KRG R150 inbound to KRG VOR.
SULIB 3H	Intercept KRG R071 inbound to KRG VOR.
UNLOM 2H	Intercept KRG R033 inbound to KRG VOR.



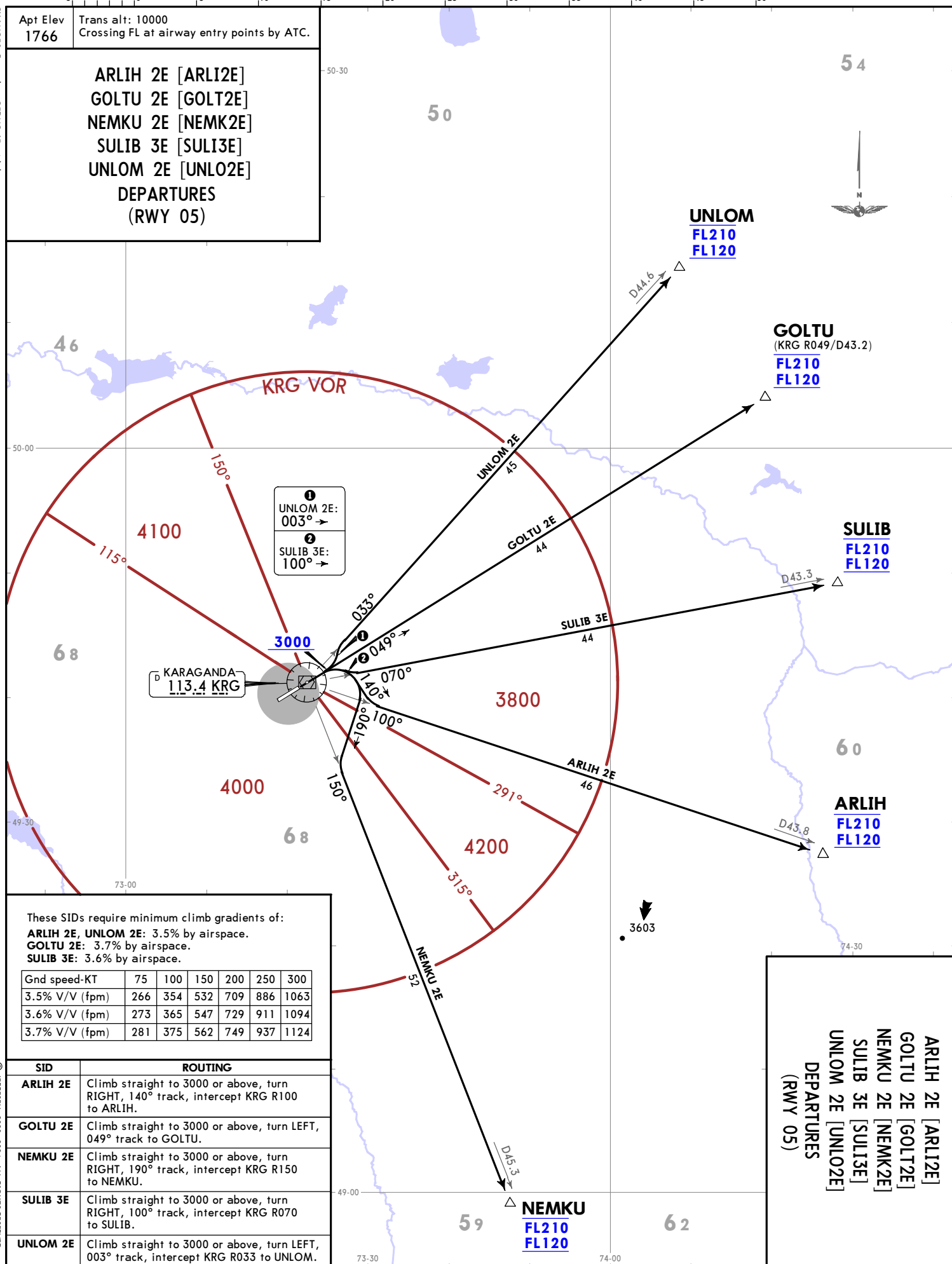
ARRIVALS
(RWY 23)

**UAKK/KGF
KARAGANDA**

JEPPESSEN KARAGANDA, KAZAKHSTAN
30 AUG 24 **10-2C** **EFF 5 Sep**
STAR

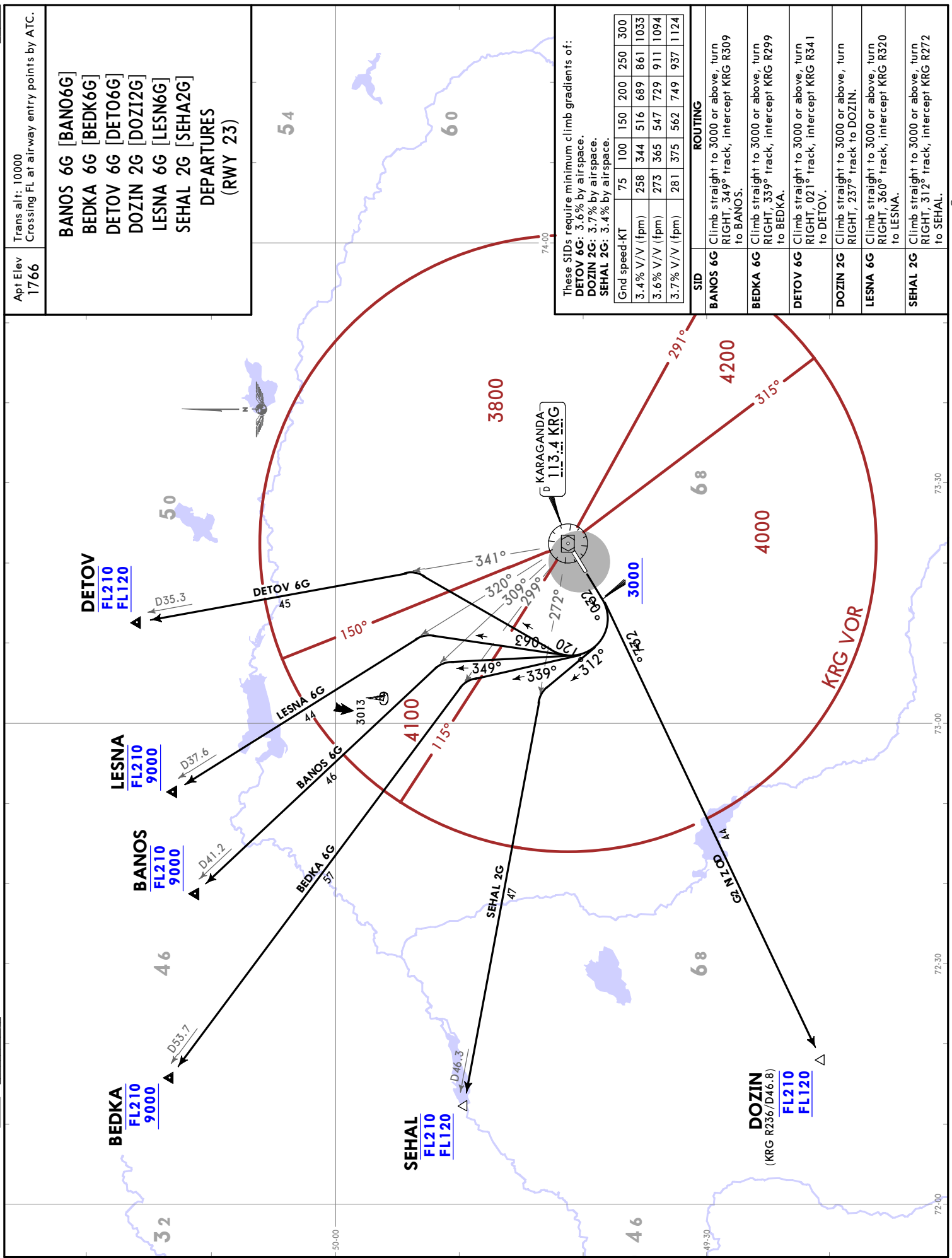


ARLIH 2E [ARLI2E]
GOLTU 2E [GOLT2E]
NEMKU 2E [NEMK2E]
SULIB 3E [SULI3E]
UNLOM 2E [UNLO2E]
DEPARTURES
(RWY 05)



**UAKK/KGF
KARAGANDA**

JEPPESSEN KARAGANDA, KAZAKHSTAN
30 AUG 24 (10-3A) EFF 5 Sep **SID**



ARLIH 2G [ARLI2G]
GOLTU 2G [GOLT2G]
NEMKU 2G [NEMK2G]
SULIB 3G [SULI3G]
UNLOM 2G [UNLO2G]
DEPARTURES
(RWY 23)



JEPPESSEN KARAGANDA, KAZAKHSTAN
30 AUG 24 10-3C EFF 5 Sep **SID**

SID	ROUTING
ARLH 2G	Climb straight to 3000 or above, turn LEFT, 060° track, intercept KRG R100 to ARLH.
GOLTU 2G	Climb straight to 3000 or above, turn RIGHT, 079° track, intercept KRG R049 to GOLTU.
NEMKU 2G	Climb straight to 3000 or above, turn LEFT, 110° track, intercept KRG R150 to NEMKU.
SULIB 3G	Climb straight to 3000 or above, turn LEFT, 040° track, intercept KRG R070 to SULIB.
UNLOM 2G	Climb straight to 3000 or above, turn RIGHT, 063° track, intercept KRG R033 to UNLOM.

ARLH 2G [ARLI2G]
GOLTU 2G [GOLT2G]
NEMKU 2G [NEMK2G]
SULIB 3G [SULI3G]
UNLOM 2G [UNLO2G]
DEPARTURES
(RWY 23)

UAKK/KGF

Apt Elev **1766'**
N49 40.3 E073 20.1

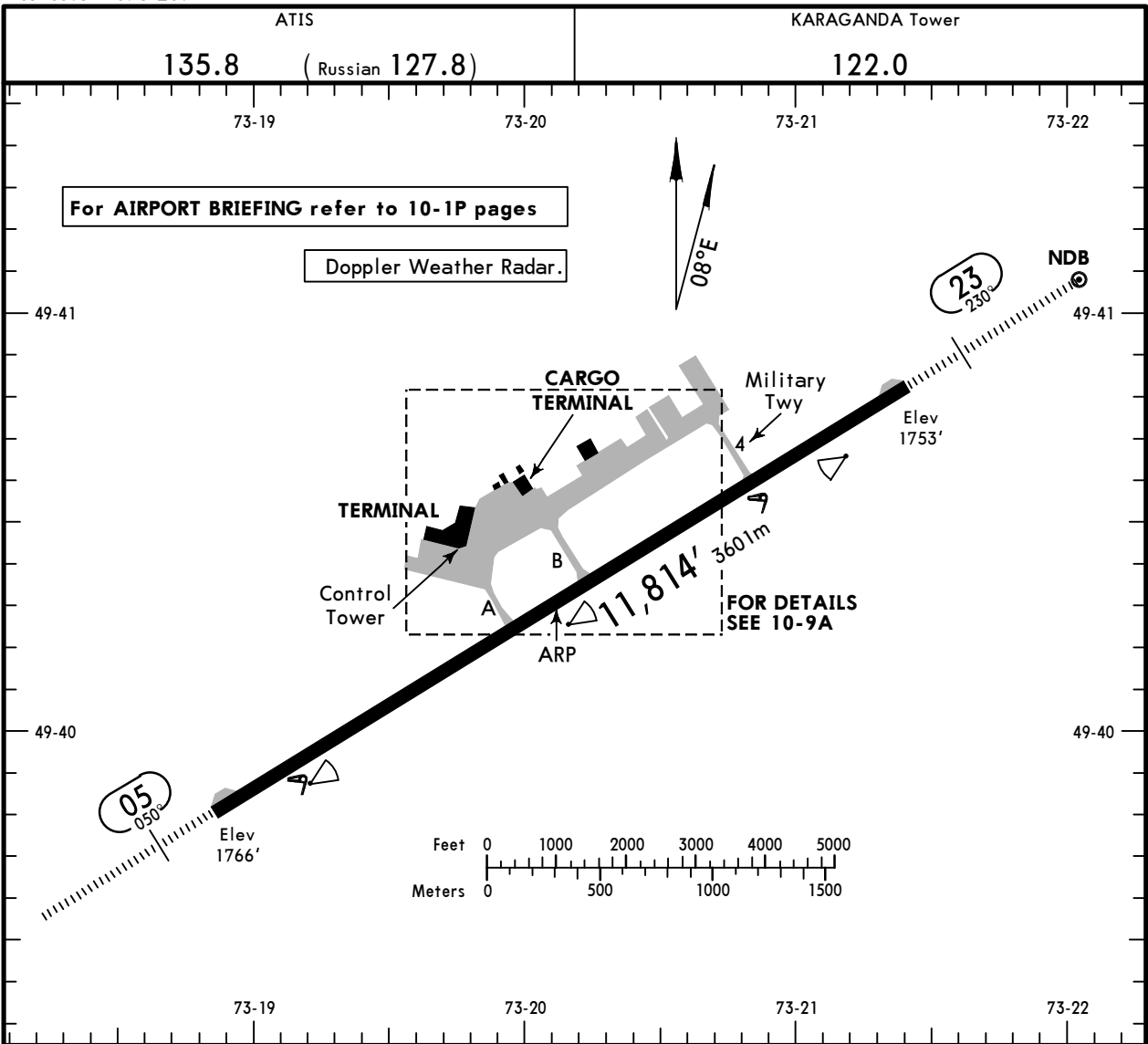


JEPPESSEN KARAGANDA, KAZAKHSTAN

23 JUL 21

(10-9)

KARAGANDA



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
05 23	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		10,781' 3286m	197' 60m

① TAKE-OFF RUN AVAILABLE

RWY 05:

From rwy head	11,814' (3601m)
twy A int	6765' (2062m)
twy B int	5472' (1668m)
twy 4 int	2625' (800m)

RWY 23:

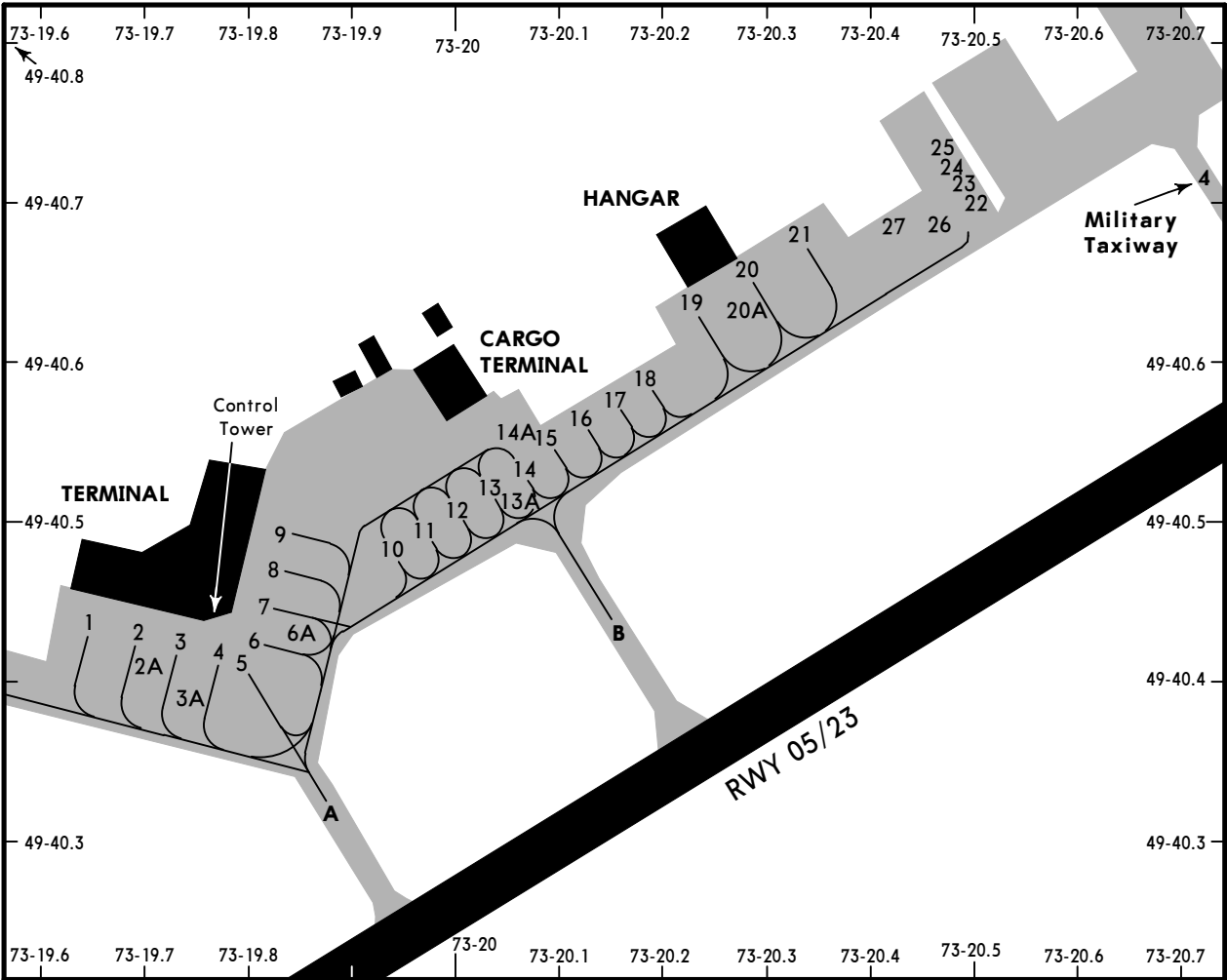
From rwy head	11,814' (3601m)
turning pad	10,830' (3301m)
twy 4 int	9249' (2819m)
twy B int	6417' (1956m)
twy A int	5125' (1562m)

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

UAKK/KGF

23 JUL 21 10-9A

KARAGANDA



INS COORDINATES	
STAND No.	COORDINATES
1	N49 40.4 E073 19.6
2 thru 3A	N49 40.4 E073 19.7
4 thru 6	N49 40.4 E073 19.8
6A	N49 40.4 E073 19.9
7	N49 40.4 E073 19.8
8, 9	N49 40.5 E073 19.8
10	N49 40.5 E073 19.9
11 thru 13	N49 40.5 E073 20.0
13A, 14	N49 40.5 E073 20.1
14A thru 16	N49 40.6 E073 20.1
17 thru 19	N49 40.6 E073 20.2
20	N49 40.7 E073 20.3
20A	N49 40.6 E073 20.3
21	N49 40.7 E073 20.3
22 thru 26	N49 40.7 E073 20.5
27	N49 40.7 E073 20.4

UAKK/KGF

**JEPPESSEN**

17 JAN 25
Eff 23 Jan

10-9S

EASA AIR OPS

KARAGANDA, KAZAKHSTAN

KARAGANDA

STRAIGHT-IN RWY		A	B	C	D
05	ILS DME	1966'(200')	1966'(200')	1966'(200')	1966'(200')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC DME	2100'(334')	2100'(334')	2100'(334')	2100'(334')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
23	② VOR DME Z or Y	2270'(504')	2270'(504')	2270'(504')	2270'(504')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	ILS DME	1953'(200')	1953'(200')	1953'(200')	1954'(201')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC DME	2080'(327')	2080'(327')	2080'(327')	2080'(327')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	② VOR DME Z or Y	2080'(327')	2080'(327')	2080'(327')	2080'(327')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m

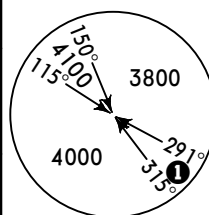
- ① R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ② Continuous Descent Final Approach.

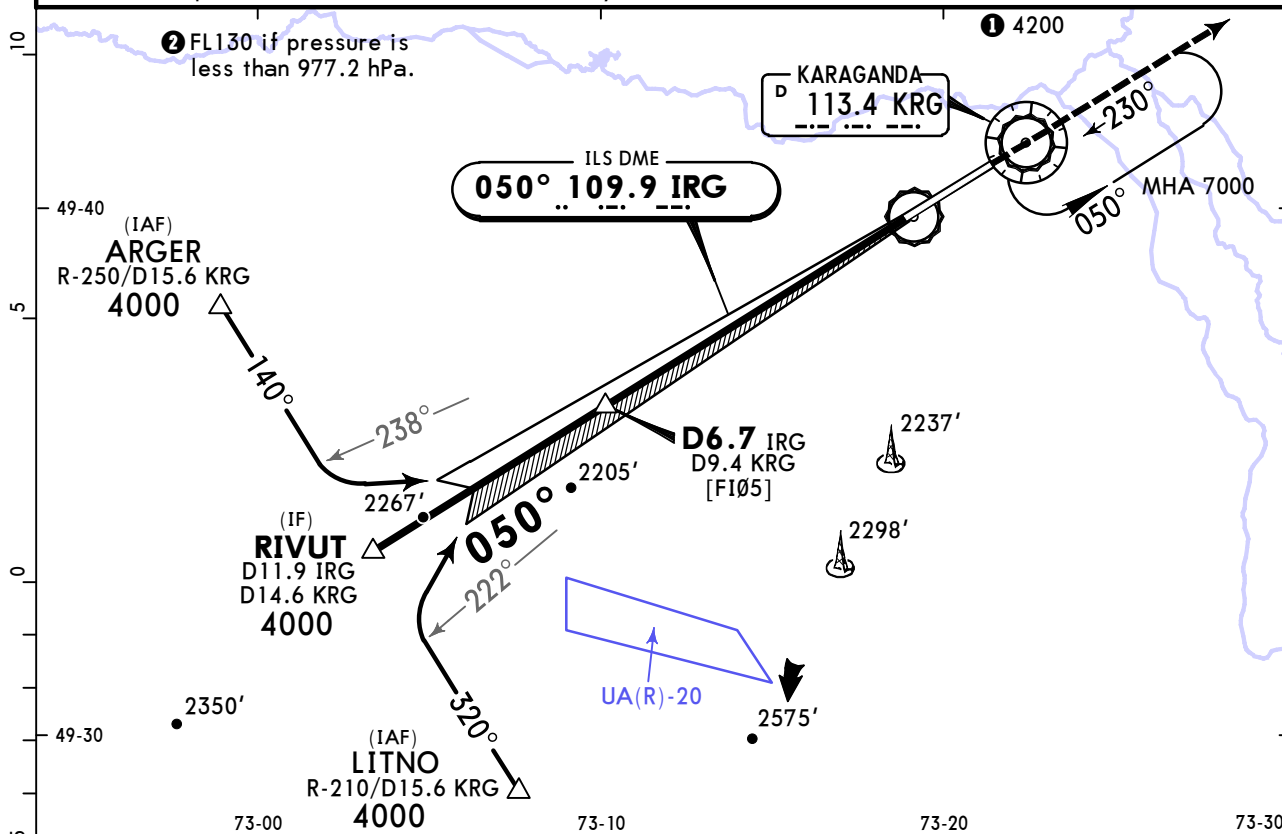
TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UAKK/KGF
KARAGANDA

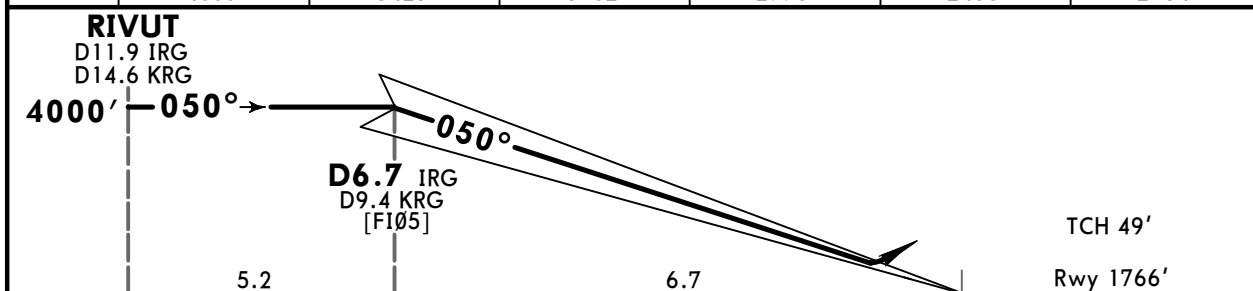
JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 **11-1** Eff 23 Feb ILS DME Rwy 05

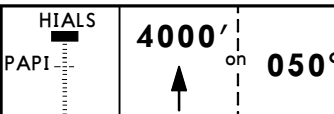
BRIEFING STRIP™

ATIS			KARAGANDA Tower			
135.8 (Russian 127.8)		122.0				
LOC IRG 109.9	Final Apch Crs 050°	D6.7 IRG 4000' (2234')	DA(H) 1966' (200')	Apt Elev 1766' Rwy 1766'		
MISSED APCH: Climb on track 050° to 4000'. After passing 2500' radar vectoring will be provided.						
Alt Set: hPa (MM on req)		Rwy Elev: 63 hPa		Trans level: FL120 ②	Trans alt: 10000'	
1. RADAR required. 2. ILS DME reads zero at rwy 05 thresh.						



IRG DME	6.7	5.0	4.0	3.0	2.0	1.0
KRG DME	9.4	7.7	6.7	5.7	4.7	3.7
ALTITUDE	4000'	3429'	3102'	2778'	2455'	2134'



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	

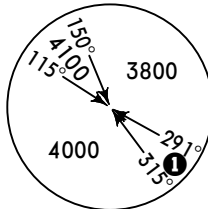
PANS OPS	Std STRAIGHT-IN LANDING ILS	
	DA(H) 1966' (200')	
	FULL	ALS out
	A R550m	R1200m
	R750m when a Flight Director or Autopilot or HUD to DA is not used.	

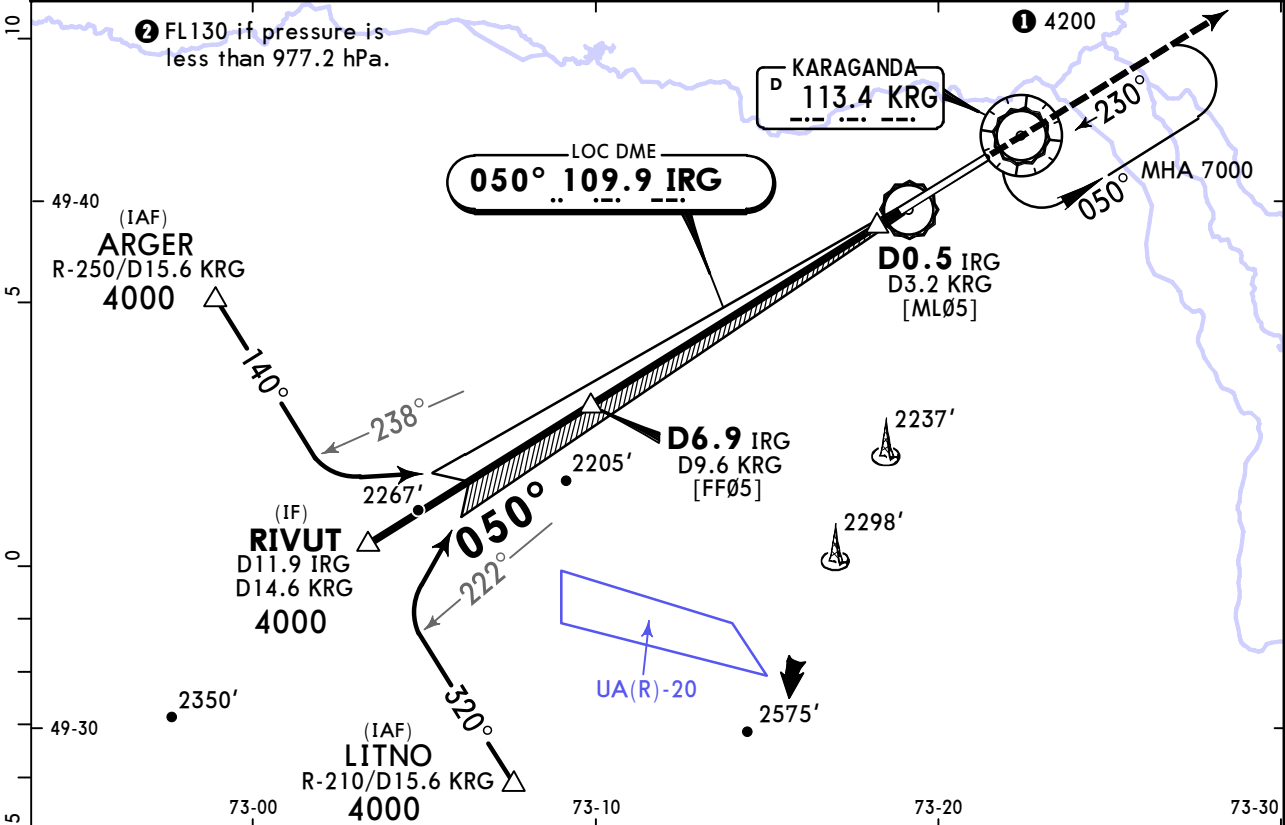
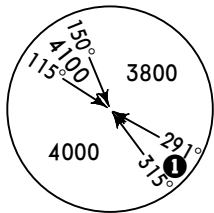
CHANGES: Missed approach.

© JEPPESSEN, 2009, 2023. ALL RIGHTS RESERVED.

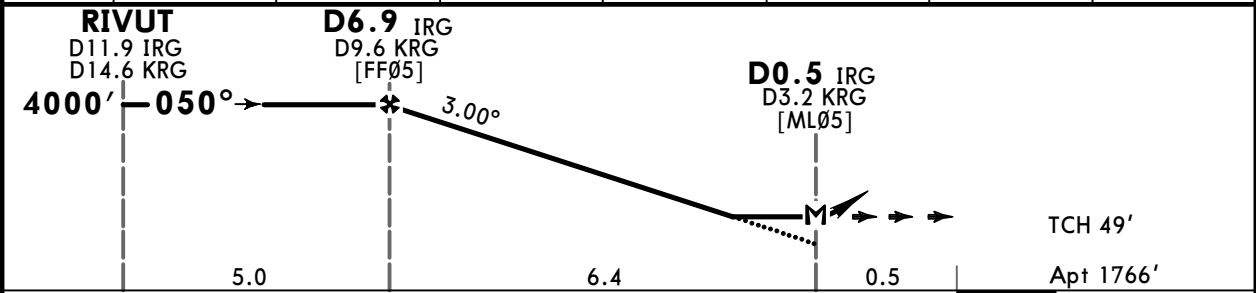
UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 11-2 Eff 23 Feb
LOC DME Rwy 05

ATIS 135.8 (Russian 127.8)			KARAGANDA Tower 122.0		
LOC IRG 109.9	Final Apch Crs 050°	D6.9 IRG 4000' (2234')	DA/MDA(H) 2100' (334')	Apt Elev 1766'	
MISSED APCH: Climb on track 050° to 4000'. After passing 2500' radar vectoring will be provided.					 MSA KRG VOR
Alt Set: hPa (MM on req)		Apt Elev: 63 hPa		Trans level: FL120 ②	
1. RADAR required. 2. Procedure is not available without IRG DME. 3. LOC DME reads zero at rwy 05 thresh.					



IRG DME	6.9	6.0	5.0	4.0	3.0	2.0	1.0
KRG DME	9.6	8.7	7.7	6.7	5.7	4.7	3.7
ALTITUDE	4000'	3726'	3407'	3089'	2770'	2452'	2134'



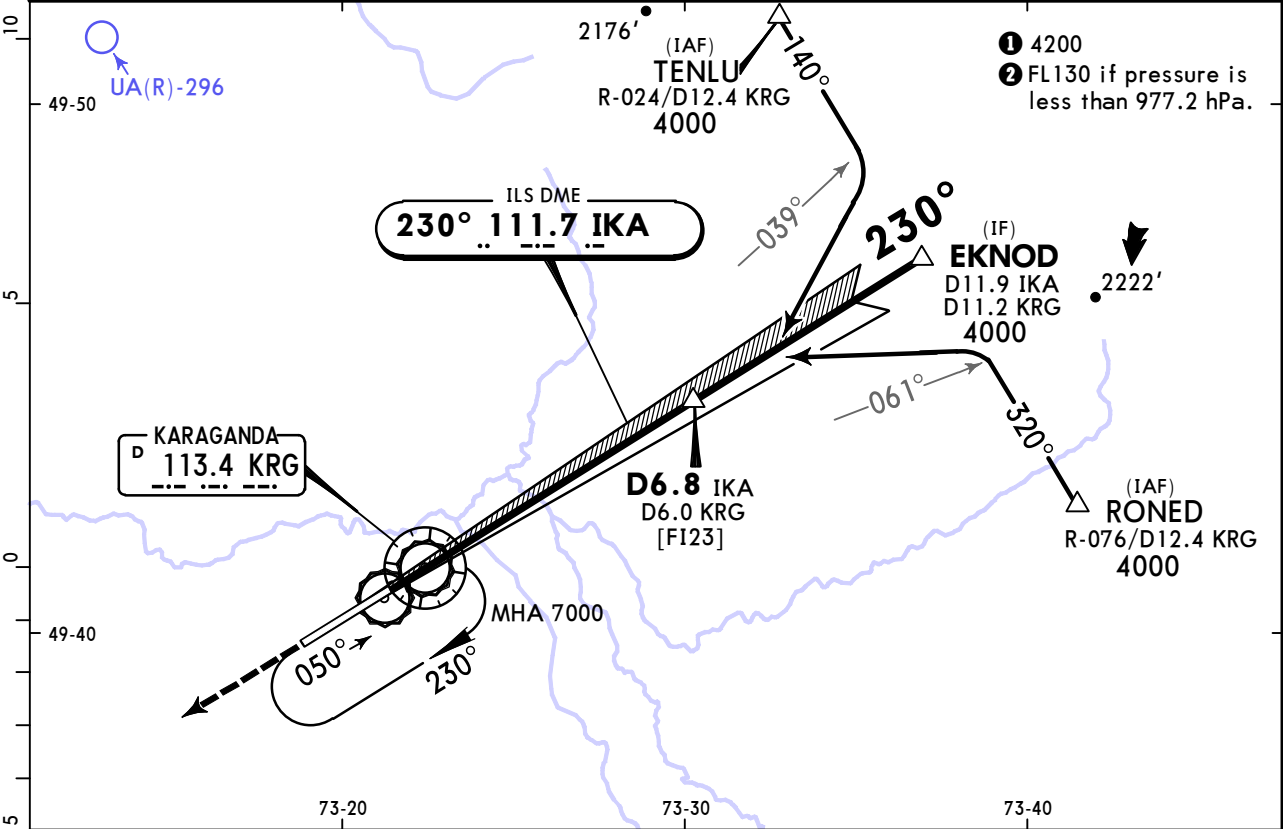
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' on 050°
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 IRG/D3.2 KRG							
D6.9 IRG to MAP	6.4	5:29	4:16	3:50	3:12	2:45	

Std STRAIGHT-IN LANDING	
CDFA ① DA/MDA(H) 2100' (334')	
ALS out	
A	
B	
C	R800m
D	R1500m
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.	

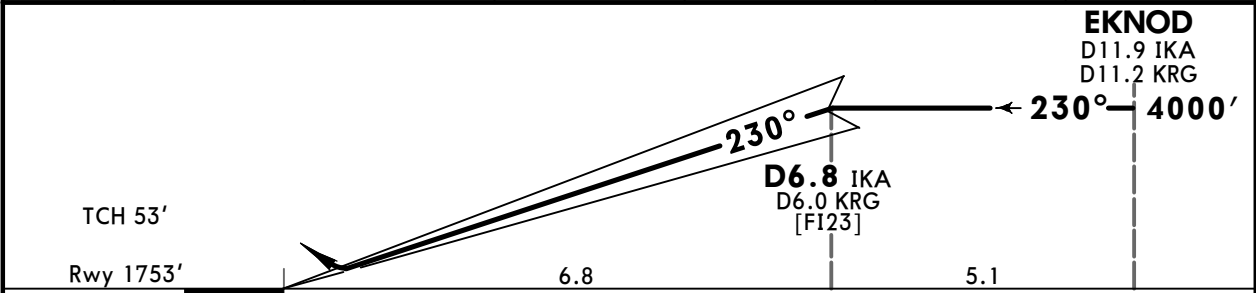
UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 11-3 Eff 23 Feb ILS DME Rwy 23

ATIS			KARAGANDA Tower			 MSA KRG VOR
135.8 (Russian 127.8)			122.0			
LOC IKA 111.7	Final Apch Crs 230°	D6.8 IKA 4000' (2247')	DA(H) Refer to Minimums	Apt Elev 1766' Rwy 1753'		
MISSED APCH: Climb on track 230° to 4000'. After passing 3000' radar vectoring will be provided.						
Alt Set: hPa (MM on req)		Rwy Elev: 63 hPa		Trans level: FL120 ②	Trans alt: 10000'	
1. RADAR required. 2. ILS DME reads zero at rwy 23 thresh.						



IRG DME	6.8	5.0	4.0	3.0	2.0	1.0
KRG DME	6.0	4.2	3.2	2.2	1.2	0.2
ALTITUDE	4000'	3420'	3093'	2769'	2446'	2125'



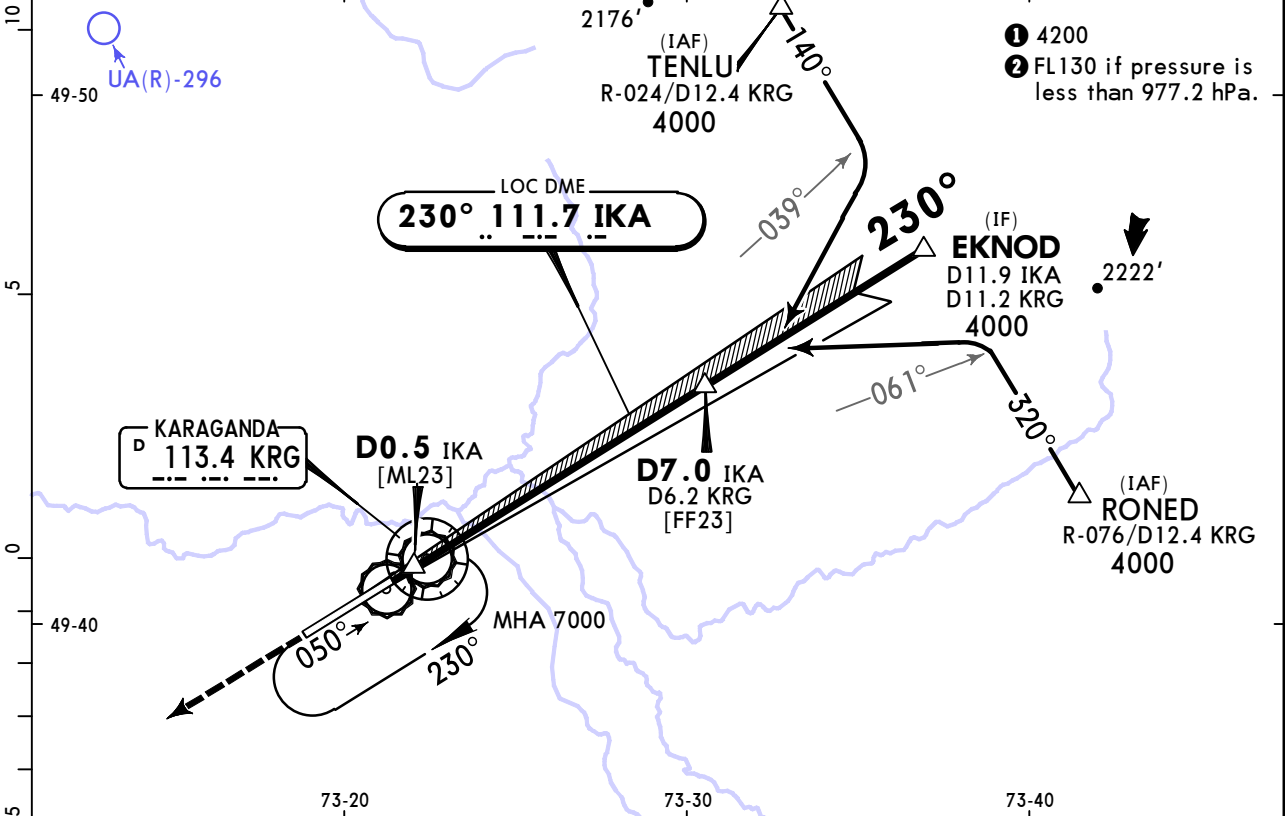
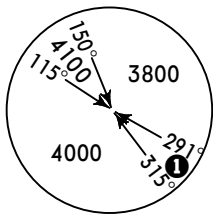
Gnd speed-Kts	70	90	100	120	140	160		HIALS PAPI
---------------	----	----	-----	-----	-----	-----	--	--

Std		STRAIGHT-IN LANDING	
		ILS	
		DA(H) ABC: 1953' (200') D: 1954' (201')	
		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.			

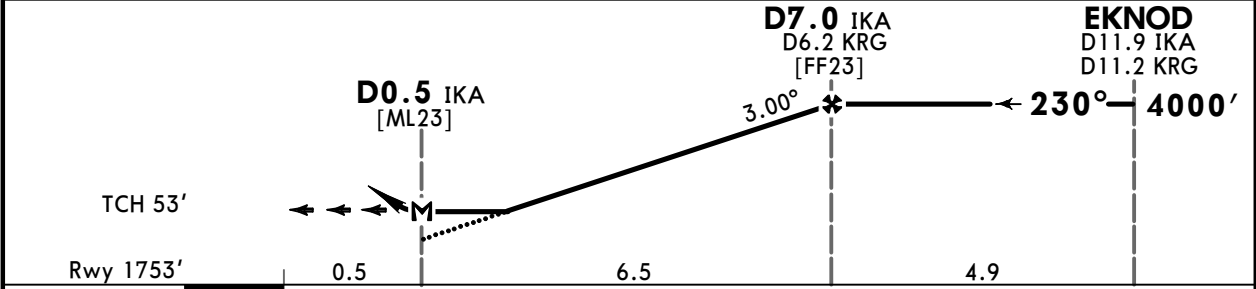
UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 **11-4** Eff 23 Feb
LOC DME Rwy 23

ATIS			KARAGANDA Tower			 MSA KRG VOR
135.8 (Russian 127.8)			122.0			
LOC IKA 111.7	Final Apch Crs 230°	D7.0 IKA 4000' (2247')	DA/MDA(H) 2080' (327')	Apt Elev 1766' Rwy 1753'		
MISSED APCH: Climb on track 230° to 4000'. After passing 3000' radar vectoring will be provided.						
Alt Set: hPa (MM on req) Rwy Elev: 63 hPa Trans level: FL120 ② Trans alt: 10000'						
1. RADAR required. 2. Procedure not available without IKA DME. 3. LOC DME reads zero at rwy 23 thresh.						



IKA DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
KRG DME	6.2	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	4000'	3713'	3394'	3076'	2757'	2439'	2121'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	4000' on 230°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 IKA								
D7.0 IKA to MAP	6.5	5:34	4:20	3:54	3:15	2:47		

Std		STRAIGHT-IN LANDING	
CDFA		ALS out	
① DA/MDA(H) 2080' (327')			
A	R800m	R1500m	
B			
C			
D			

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

CHANGES: UA(R)-296 established, missed approach.

© JEPPESSEN, 2020, 2023. ALL RIGHTS RESERVED.

UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 13-1 Eff 23 Feb VOR DME Z Rwy 05

135.8
ATIS
(Russian 127.8)

KARAGANDA Tower
122.0

VOR
KRG
113.4

Final
Apch Crs
050°

D9.6
4000' (2234')

DA/MDA(H)
2270' (504')

Apt Elev 1766'

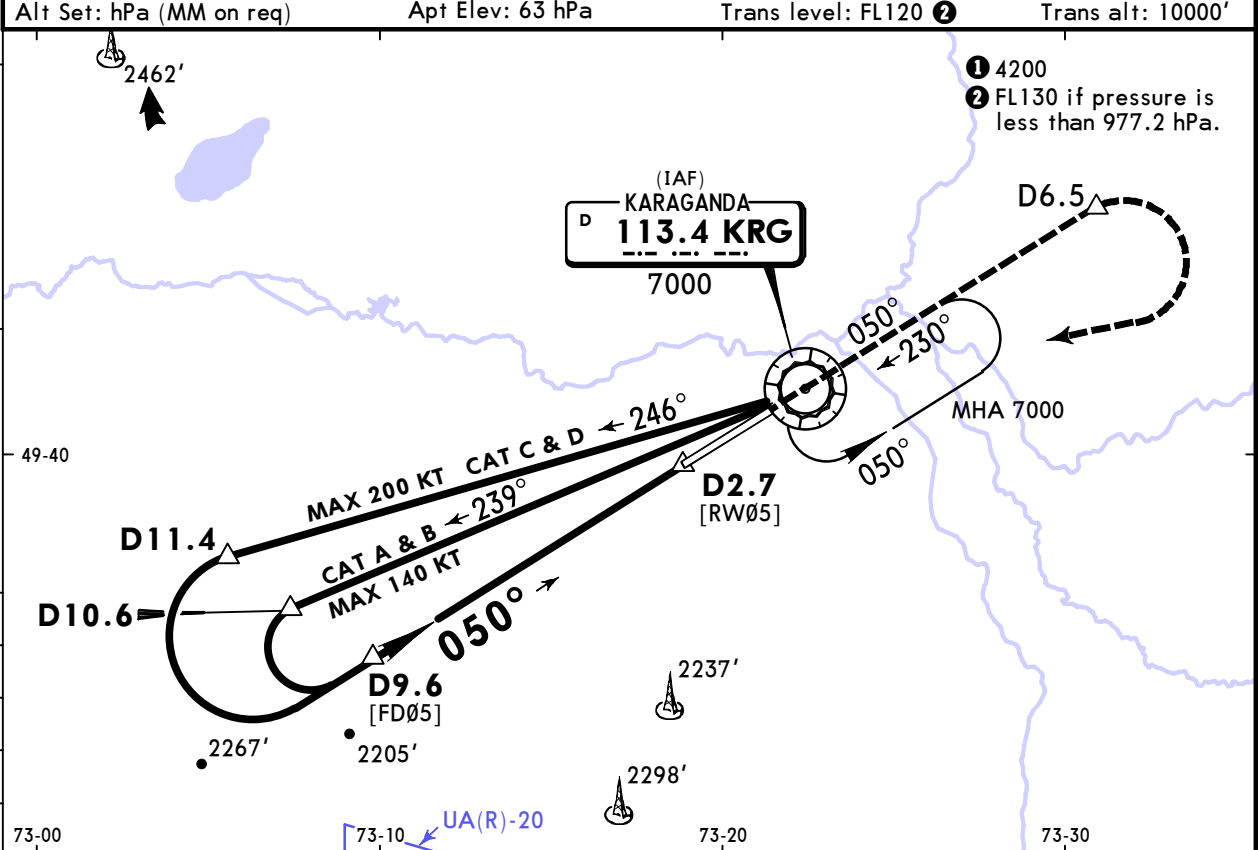
MISSED APCH: Climb on track 050° to 3500' or above, outbound to D6.5, turn RIGHT (MAX 250 KT) to VOR. Climb initially to 4000', then as directed.

MISSED APCH WITH COMM FAILURE: Climb to 7000' to VOR and join holding.

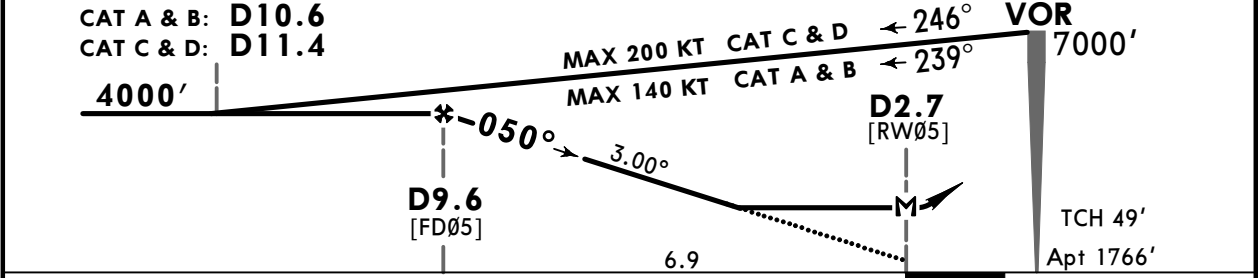
Alt Set: hPa (MM on req) Apt Elev: 63 hPa Trans level: FL120 ② Trans alt: 10000'

150°
115°
4000
3800
297°
315°
①

MSA KRG VOR



DIST to THR	6.9	6.0	5.0	4.0	3.0	2.0	1.0
KRG DME	9.0	8.7	7.7	6.7	5.7	4.7	3.7
ALTITUDE	4000'	3726'	3407'	3089'	2770'	2452'	2134'



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.7								
D9.6 to MAP	6.9	5:55	4:36	4:08	3:27	2:57	2:35	

Std

STRAIGHT-IN LANDING

CDFA
① DA/MDA(H) 2270' (504')

ALS out

A

B

C

D

R1500m

R1600m

R2400m

3500' on 050°

HIALS
PAPI

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

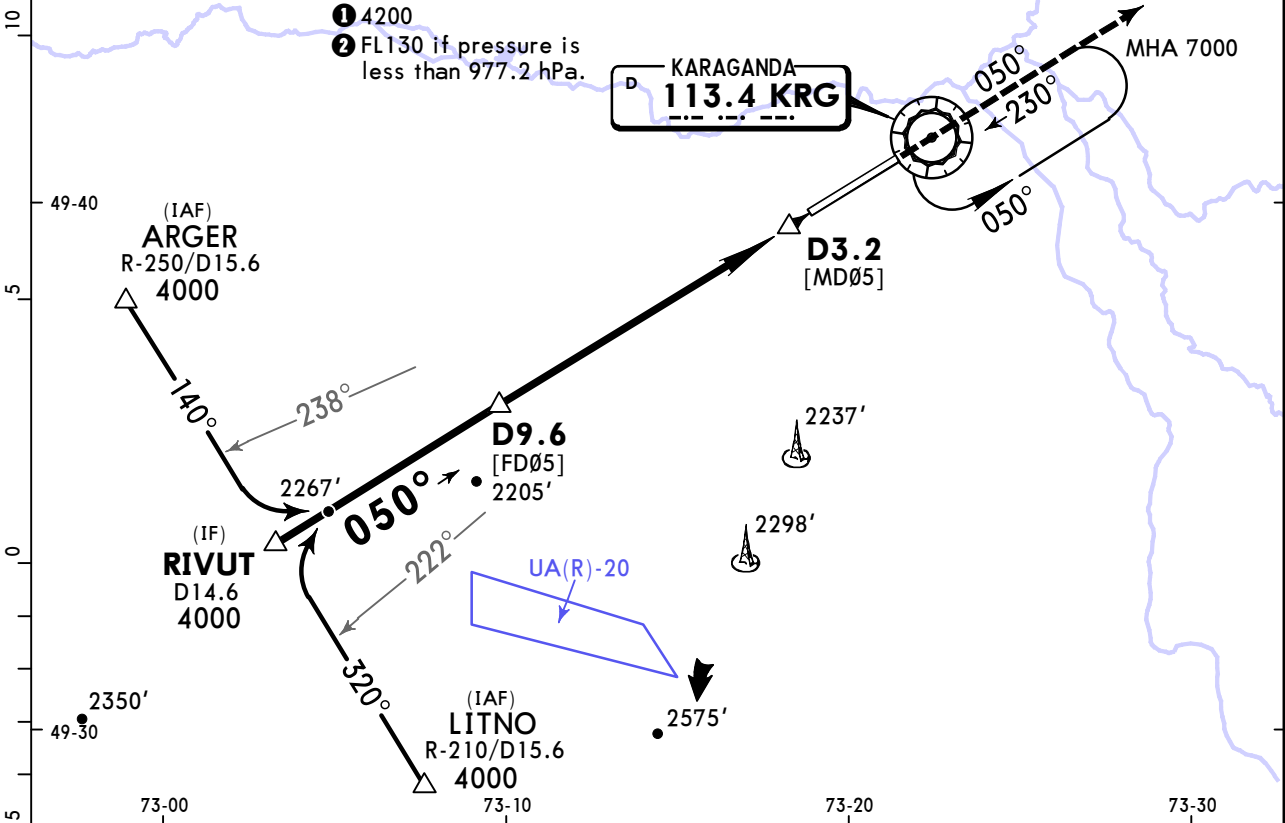
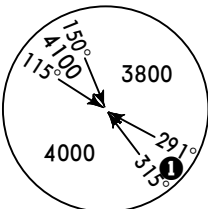
CHANGES: None.

© JEPPESSEN, 2020, 2022. ALL RIGHTS RESERVED.

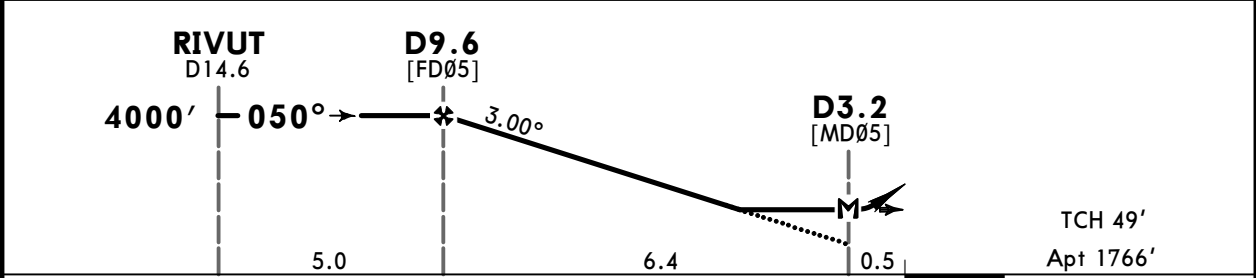
UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 **13-2** Eff 23 Feb VOR DME Y Rwy 05

135.8 ATIS (Russian 127.8)		KARAGANDA Tower 122.0		
VOR KRG 113.4	Final Apch Crs 050°	D9.6 4000' (2234')	DA/MDA(H) 2270' (504')	Apt Elev 1766'
MISSED APCH: Climb on track 050° to 4000'. After passing 2500' radar vectoring will be provided.				
Alt Set: hPa (MM on req)		Apt Elev: 63 hPa	Trans level: FL120 ②	Trans alt: 10000'
RADAR required.				



DIST to THR	6.9	6.0	5.0	4.0	3.0	2.0	1.0
KRG DME	9.0	8.7	7.7	6.7	5.7	4.7	3.7
ALTITUDE	4000'	3726'	3407'	3089'	2770'	2452'	2134'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' on 050°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.2							
D9.6 to MAP	6.4	5:29	4:16	3:50	3:12	2:45	

Std		STRAIGHT-IN LANDING		
		CDFA		
		1 DA/MDA(H) 2270' (504')		
		ALS out		
A	R1500m			
B				
C	R1600m		R2400m	
D				
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

PANS OPS

UAKK/KGF
KARAGANDA

JEPPESSEN KARAGANDA, KAZAKHSTAN
17 FEB 23 13-4 Eff 23 Feb VOR DME Y Rwy 23

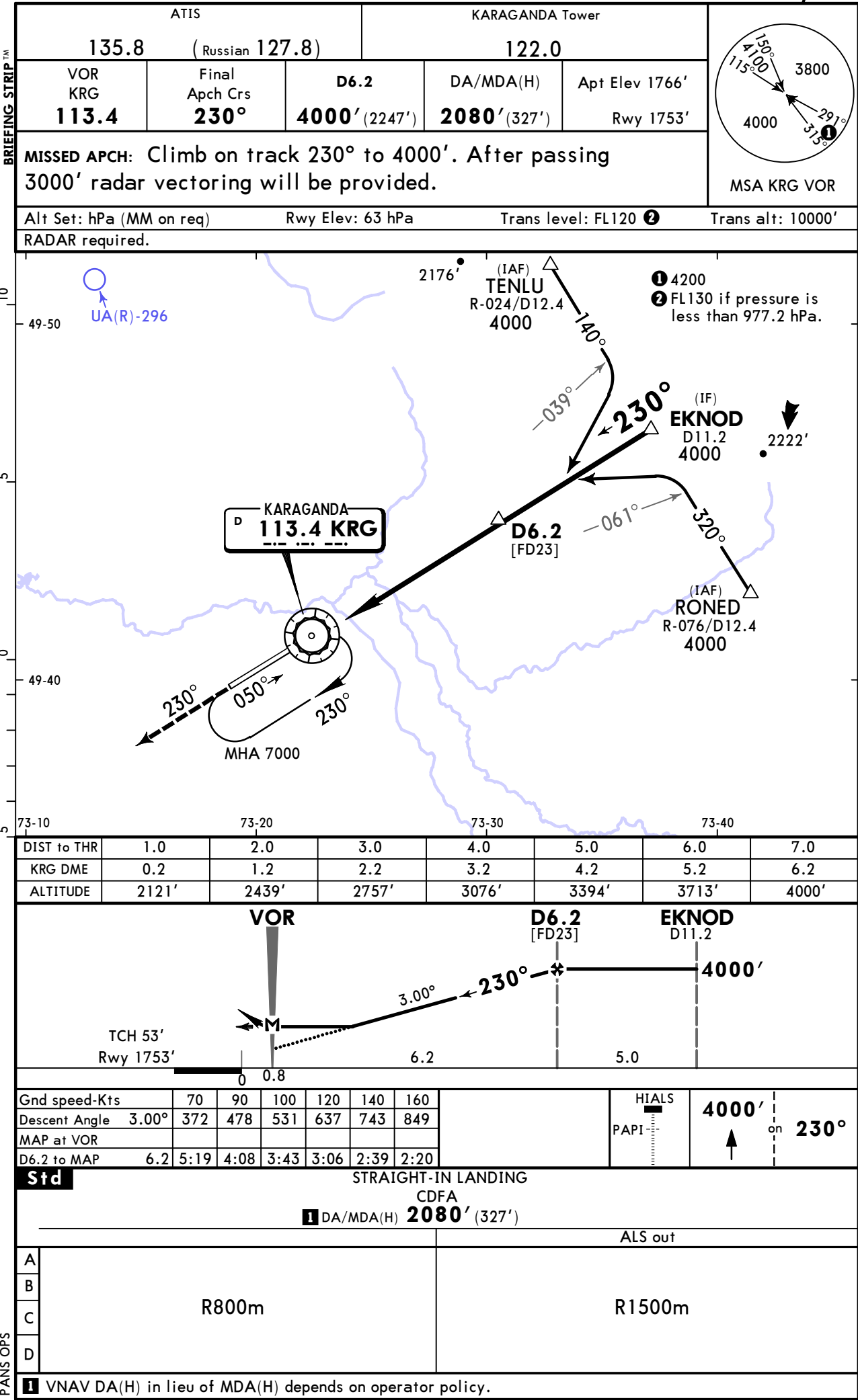


Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KARAGANDA, (KARAGANDA - UAKK)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAKK

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)