JEPPESEN
**JeppView for Windows**

# List of pages in this Trip Kit

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

## General Information

Location: URALSK KAZ
ICAO/IATA: UARR / URA
Lat/Long: N51° 09.12', E051° 32.63'
Elevation: 128 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 11.0° 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: 0033 Z
Sunset: 1628 Z

## Runway Information

Runway: 04
Length x Width: 9183 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 122 ft
Lighting: Edge, ALS

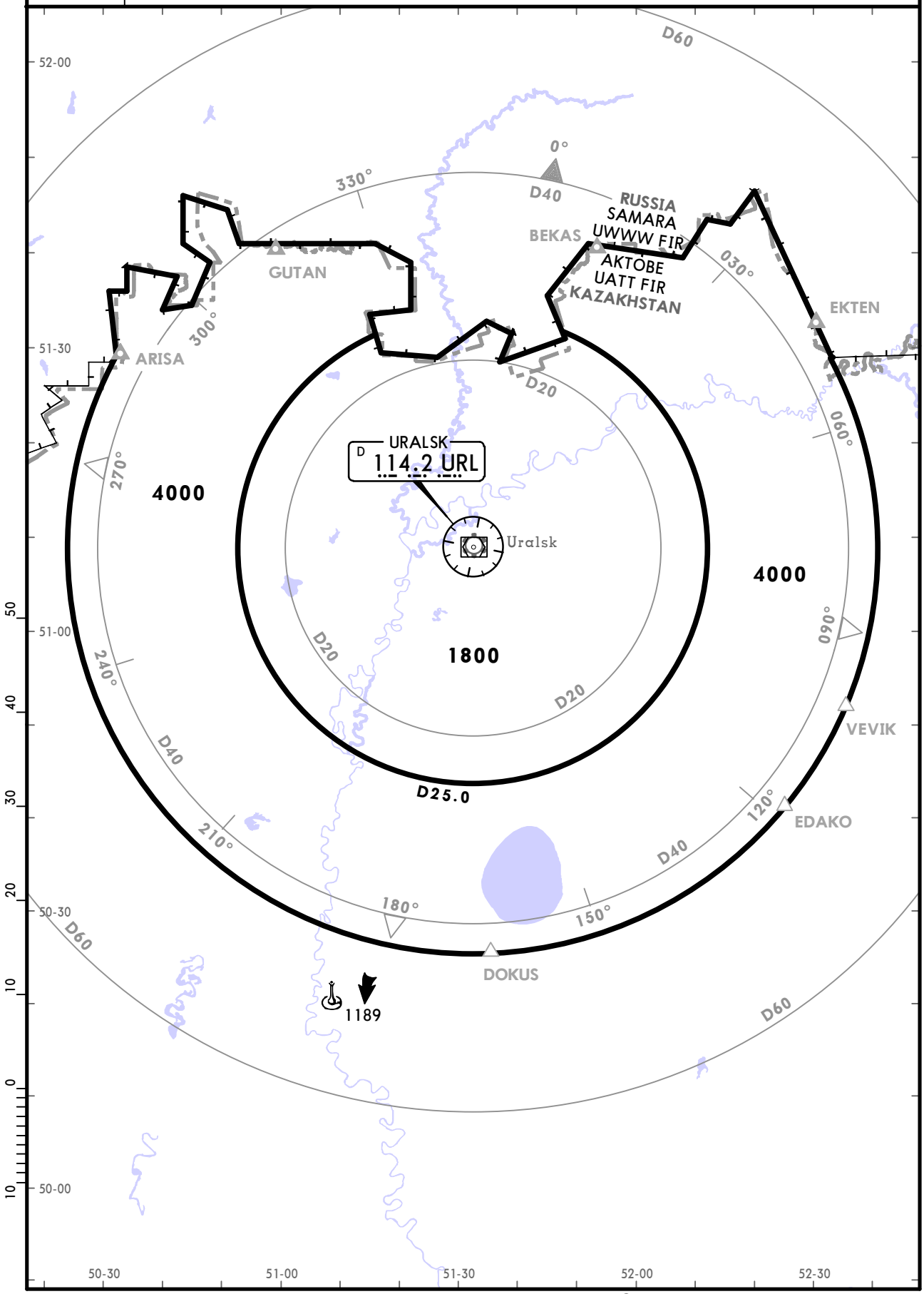
Runway: 22
Length x Width: 9183 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 128 ft
Lighting: Edge, ALS

## Communication Information

ATIS: 124.800
ATIS: 134.900 Non-English
Uralsk Tower: 119.700

Apt Elev
128

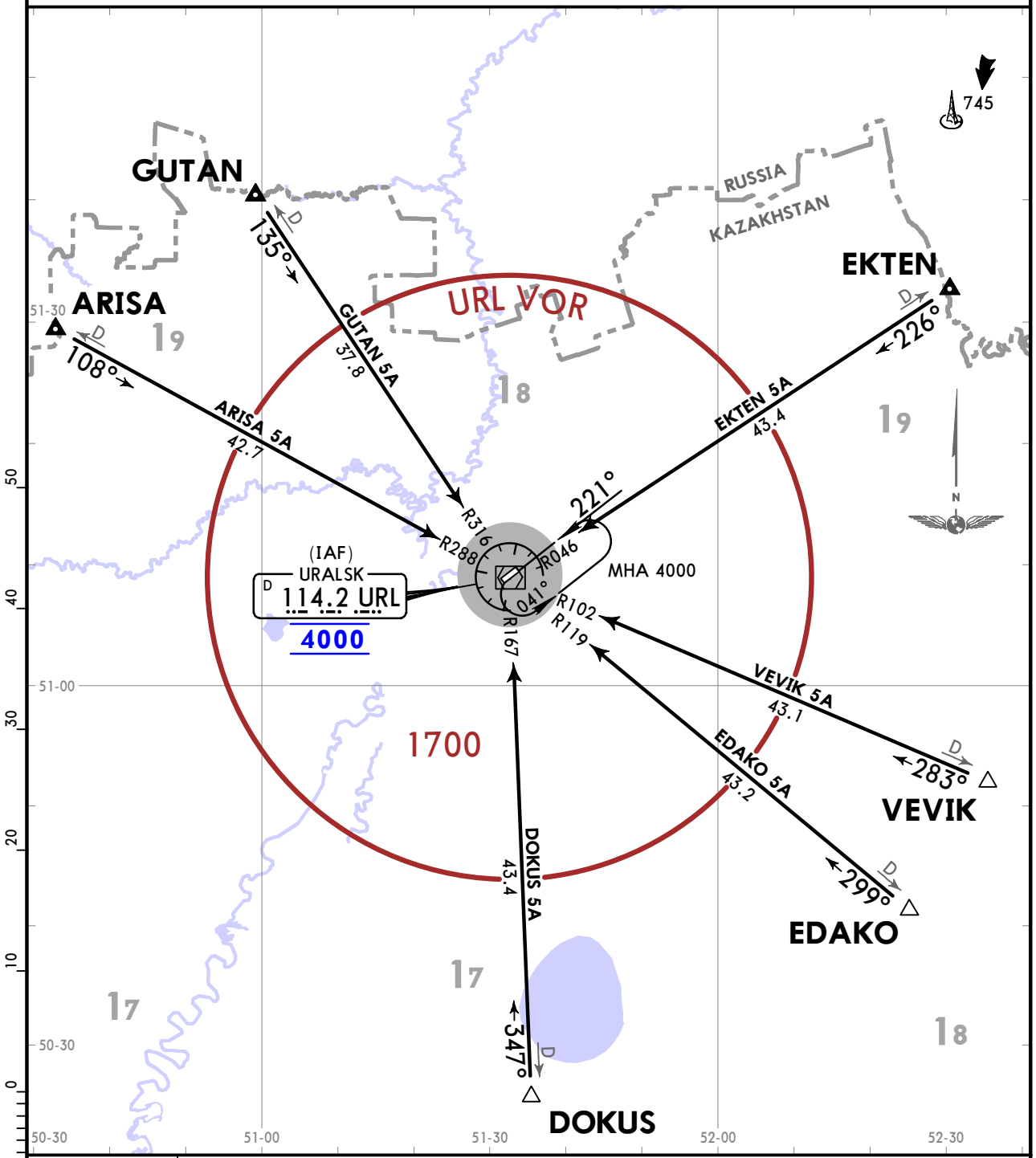
Alt Set: hPa (MM on request)
Trans level: FL120, by ATC outside TMA
Trans alt: 10000
1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.
2. Levels assigned by ATC include a correction for low temperature effect when necessary.




CHANGES: Trans level.

| ATIS | Apt Elev | |
|---|---|---|
| 124.8 (Russian 134.9) | 128 | Alt Set: hPa (MM on request)<br>Trans level: FL120<br>FL130 if pressure is less than 977.2 hPa |

# ARISA 5A [ARIS5A], DOKUS 5A [DOKU5A]
# EDAKO 5A [EDAK5A], EKTEN 5A [EKTE5A]
# GUTAN 5A [GUTA5A], VEVIK 5A [VEVI5A]
# ARRIVALS
# (RWY 04)

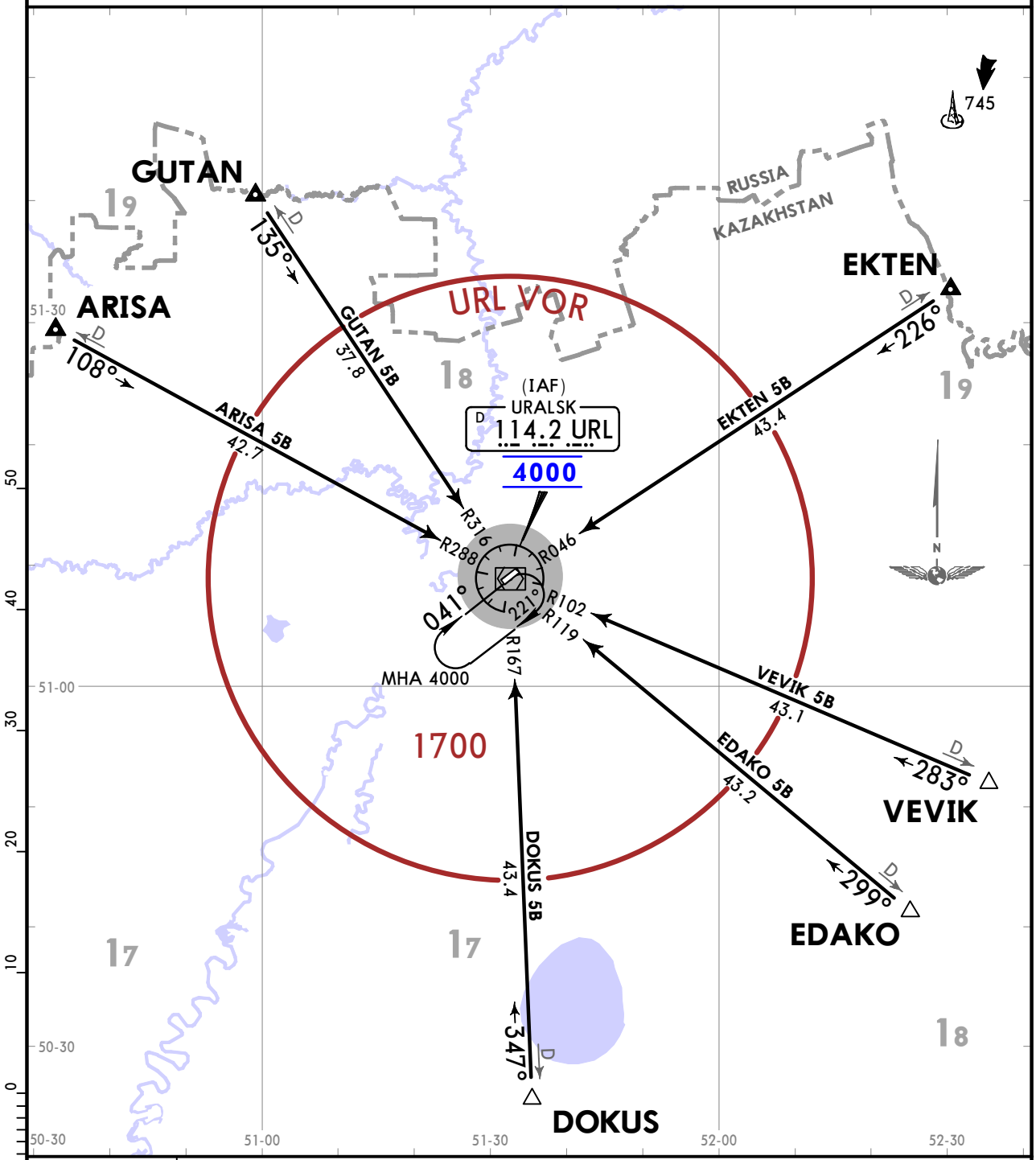



| STAR | ROUTING |
|---|---|
| ARISA 5A | Intercept URL R288 inbound to URL VOR. Cross URL VOR at 4000. |
| DOKUS 5A | Intercept URL R167 inbound to URL VOR. Cross URL VOR at 4000. |
| EDAKO 5A | Intercept URL R119 inbound to URL VOR. Cross URL VOR at 4000. |
| EKTEN 5A | Intercept URL R046 inbound to URL VOR. Cross URL VOR at 4000. |
| GUTAN 5A | Intercept URL R316 inbound to URL VOR. Cross URL VOR at 4000. |
| VEVIK 5A | Intercept URL R102 inbound to URL VOR. Cross URL VOR at 4000. |

CHANGES: Procedures transferred, new format.

| ATIS | Apt Elev | |
|---|---|---|
| 124.8 (Russian 134.9) | 128 | Alt Set: hPa (MM on request)<br>Trans level: FL120<br>FL130 if pressure is less than 977.2 hPa |

# ARISA 5B [ARIS5B], DOKUS 5B [DOKU5B]
# EDAKO 5B [EDAK5B], EKTEN 5B [EKTE5B]
# GUTAN 5B [GUTA5B], VEVIK 5B [VEVI5B]
# ARRIVALS
# (RWY 22)




| STAR | ROUTING |
|---|---|
| ARISA 5B | Intercept URL R288 inbound to URL VOR. Cross URL VOR at 4000. |
| DOKUS 5B | Intercept URL R167 inbound to URL VOR. Cross URL VOR at 4000. |
| EDAKO 5B | Intercept URL R119 inbound to URL VOR. Cross URL VOR at 4000. |
| EKTEN 5B | Intercept URL R046 inbound to URL VOR. Cross URL VOR at 4000. |
| GUTAN 5B | Intercept URL R316 inbound to URL VOR. Cross URL VOR at 4000. |
| VEVIK 5B | Intercept URL R102 inbound to URL VOR. Cross URL VOR at 4000. |

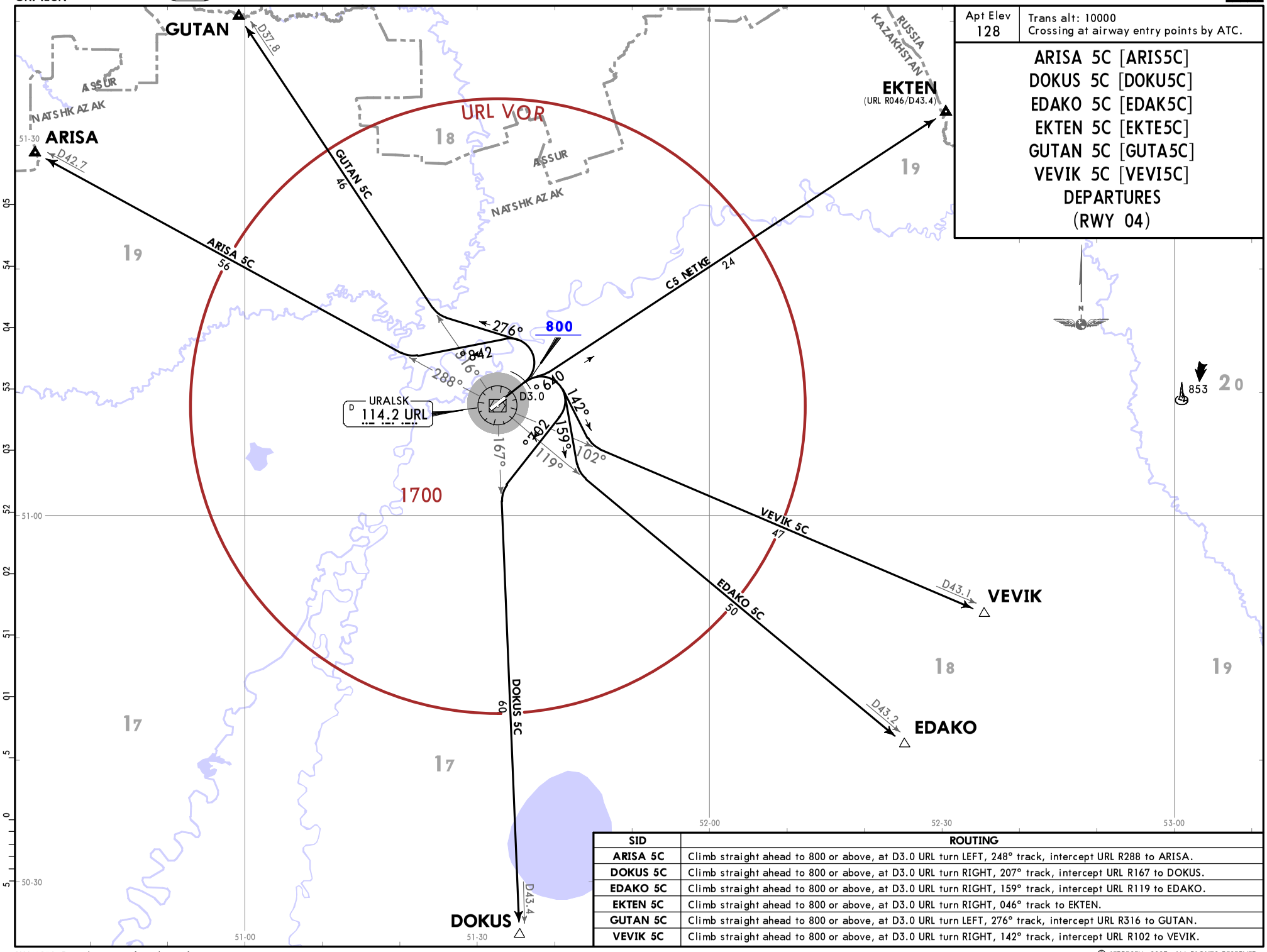
CHANGES: Procedures transferred, new format.

# URALSK, KAZAKHSTAN

SID

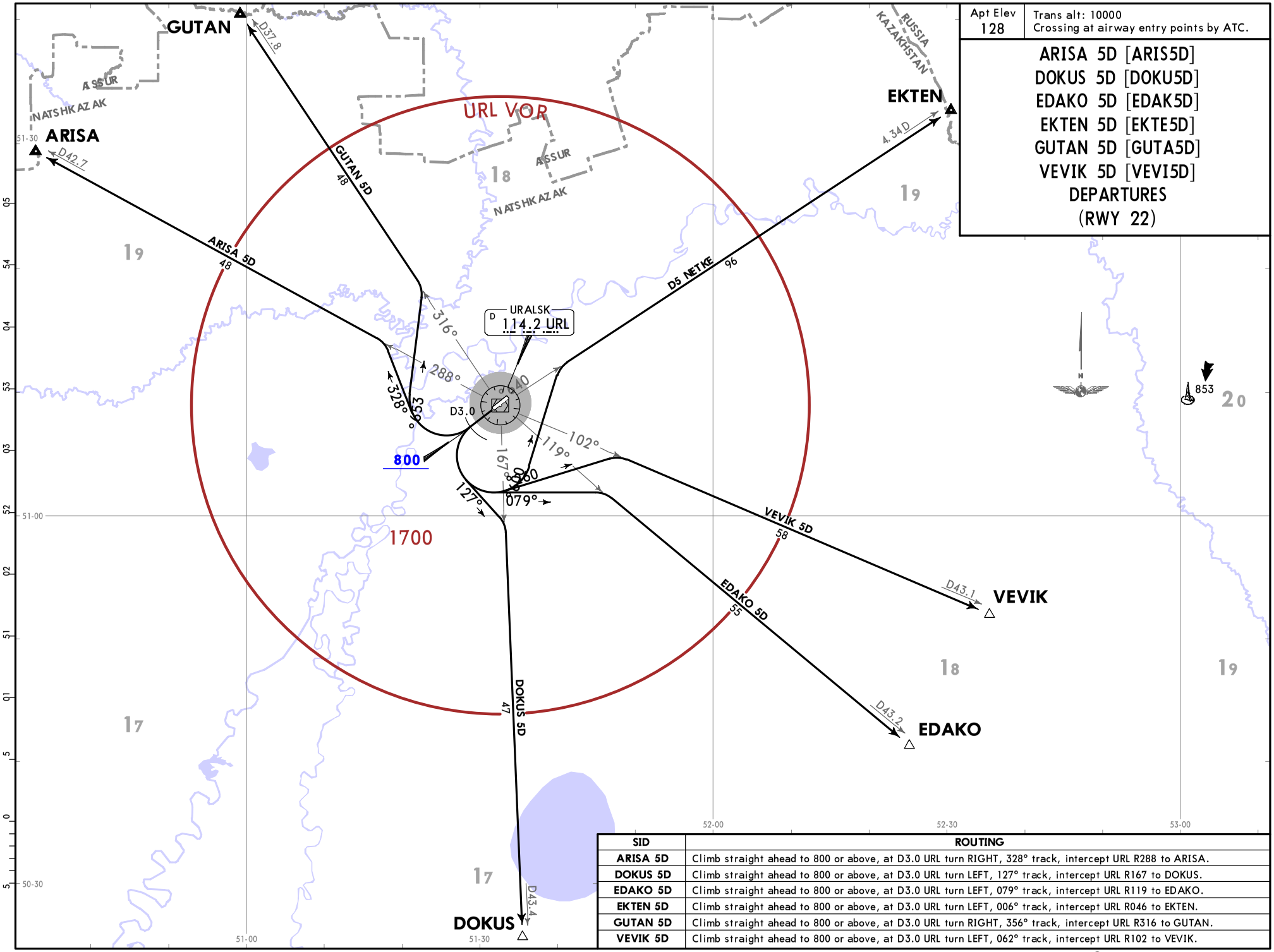
| Apt Elev | Trans alt: 10000 |
|---|---|
| 128 | Crossing at airway entry points by ATC. |

ARISA 5C [ARIS5C]
DOKUS 5C [DOKU5C]
EDAKO 5C [EDAK5C]
EKTEN 5C [EKTE5C]
GUTAN 5C [GUTA5C]
VEVIK 5C [VEVI5C]
DEPARTURES
(RWY 04)




| SID | ROUTING |
|---|---|
| ARISA 5C | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 248° track, intercept URL R288 to ARISA. |
| DOKUS 5C | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 207° track, intercept URL R167 to DOKUS. |
| EDAKO 5C | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 159° track, intercept URL R119 to EDAKO. |
| EKTEN 5C | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 046° track to EKTEN. |
| GUTAN 5C | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 276° track, intercept URL R316 to GUTAN. |
| VEVIK 5C | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 142° track, intercept URL R102 to VEVIK. |

CHANGES: Procedures transferred, new format.




| Apt Elev | Trans alt: 10000 |
|---|---|
| 128 | Crossing at airway entry points by ATC. |

ARISA 5D [ARIS5D]
DOKUS 5D [DOKU5D]
EDAKO 5D [EDAK5D]
EKTEN 5D [EKTE5D]
GUTAN 5D [GUTA5D]
VEVIK 5D [VEVI5D]
DEPARTURES
(RWY 22)

| SID | ROUTING |
|---|---|
| ARISA 5D | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 328° track, intercept URL R288 to ARISA. |
| DOKUS 5D | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 127° track, intercept URL R167 to DOKUS. |
| EDAKO 5D | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 079° track, intercept URL R119 to EDAKO. |
| EKTEN 5D | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 006° track, intercept URL R046 to EKTEN. |
| GUTAN 5D | Climb straight ahead to 800 or above, at D3.0 URL turn RIGHT, 356° track, intercept URL R316 to GUTAN. |
| VEVIK 5D | Climb straight ahead to 800 or above, at D3.0 URL turn LEFT, 062° track, intercept URL R102 to VEVIK. |

CHANGES: Procedures transferred, new format.

# UARR/URA

Apt Elev **128′**
N51 09.1 E051 32.6

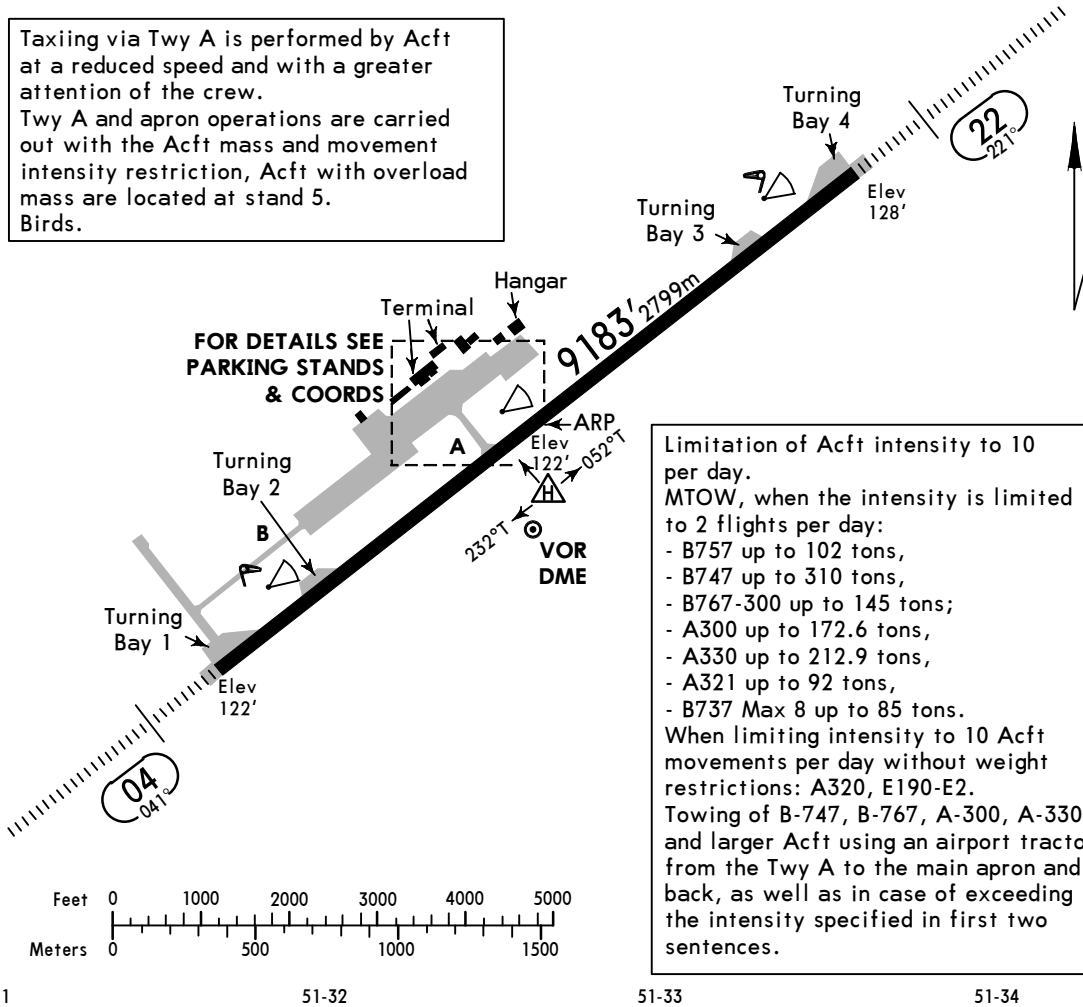


# URALSK, KAZAKHSTAN
URALSK

| *ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

❶ When out of operational hours of URALSK Tower, air traffic control of IFR flights on ATC routes on FL120 - FL150 is carried out by AKTOBE Tower sector A4B within its horizontal limits.

Taxiing via Twy A is performed by Acft at a reduced speed and with a greater attention of the crew.
Twy A and apron operations are carried out with the Acft mass and movement intensity restriction, Acft with overload mass are located at stand 5.
Birds.




Limitation of Acft intensity to 10 per day.
MTOW, when the intensity is limited to 2 flights per day:
- B757 up to 102 tons,
- B747 up to 310 tons,
- B767-300 up to 145 tons;
- A300 up to 172.6 tons,
- A330 up to 212.9 tons,
- A321 up to 92 tons,
- B737 Max 8 up to 85 tons.

When limiting intensity to 10 Acft movements per day without weight restrictions: A320, E190-E2.
Towing of B-747, B-767, A-300, A-330 and larger Acft using an airport tractor from the Twy A to the main apron and back, as well as in case of exceeding the intensity specified in first two sentences.

## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 04<br>22 | HIRL (60m) ❷HIALS PAPI-L (angle 3.0°) OFZ RVR | | 8150′ 2484m<br>8089′ 2466m | ❸ | 148′<br>45m |

❷ length 900m
❸ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head/Turning Bay 1 9183′ (2799m)
Turning Bay 2 7871′ (2399m)

RWY 22:
From rwy head/Turning Bay 4 9183′ (2799m)
Turning Bay 3 7871′ (2399m)

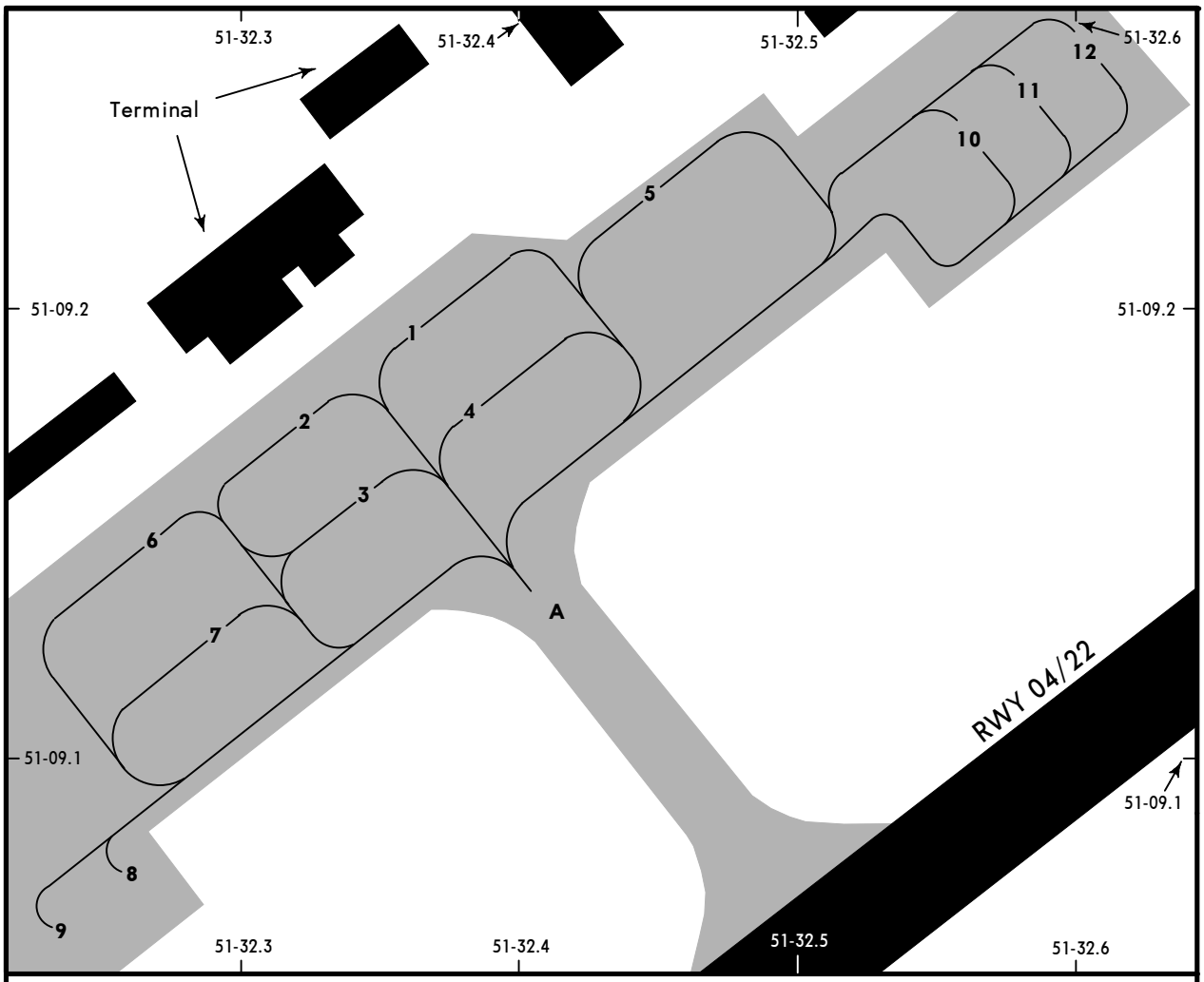
## LOW VISIBILITY PROCEDURES (LVP)

LVP are applied during Acft departure when RVR is less than 550m when the entire manoeuvring area or part of it is not visually monitored from the "Tower" control centre at the Uralsk airport.
The operation of LVP shall be reported to the flight crew by Tower ATC phrase: "BEK AIR 2010, Uralsk Tower, LOW VISIBILITY PROCEDURES IN PROGRESS".
LVP are cancelled when RVR is greater than 550m.
Taxiing to the stand (apron) after Rwy vacating shall be carried out after FOLLOW-ME car only.
Acft taxiing for take-off from stands to the holding position shall be carried out after FOLLOW-ME car.

**Std** TAKE-OFF

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

CHANGES: ATIS part time, parking stands & coords moved to 10-9A, MTOW note.




## INS COORDINATES

| STAND No. | COORDINATES |
|---|---|
| 1 | N51 09.2 E051 32.4 |
| 2, 3 | N51 09.2 E051 32.3 |
| 4, 5 | N51 09.2 E051 32.4 |
| 6, 7 | N51 09.1 E051 32.3 |
| 8, 9 | N51 09.1 E051 32.2 |
| 10, 11 | N51 09.2 E051 32.6 |
| 12 | N51 09.3 E051 32.6 |

CHANGES: Parking stands & coords moved from 10-9.

# URALSK, KAZAKHSTAN

URALSK

| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 04 | ILS DME | **322**′(200′) | **322**′(200′) | **322**′(200′) | **322**′(200′) |
| | FULL | ❶ R550m | ❶ R550m | ❶ R550m | ❶ R550m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❷ VOR DME | **420**′(292′) | **420**′(292′) | **430**′(302′) | **430**′(302′) |
| | | R750m | R750m | R750m | R750m |
| | ALS out | R1400m | R1400m | R1400m | R1400m |
| 22 | ILS DME | **328**′(200′) | **328**′(200′) | **328**′(200′) | **328**′(200′) |
| | FULL | ❶ R550m | ❶ R550m | ❶ R550m | ❶ R550m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | ❷ LOC DME | **460**′(332′) | **460**′(332′) | **460**′(332′) | **460**′(332′) |
| | | R800m | R800m | R800m | R800m |
| | ALS out | R1500m | R1500m | R1500m | R1500m |
| | ❷ VOR DME | **450**′(322′) | **450**′(322′) | **450**′(322′) | **450**′(322′) |
| | | R800m | R800m | R800m | R800m |
| | ALS out | R1500m | R1500m | R1500m | R1500m |

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ 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 |

CHANGES: New procedure LOC DME Rwy 22.

# UARR/URA
URALSK

JEPPESEN
10 FEB 23 (11-1) Eff 23 Feb

# URALSK, KAZAKHSTAN
## ILS DME Rwy 04

| ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

| LOC ISK | Final Apch Crs | D5.0 ISK | DA(H) | Apt Elev 128′ |
|---|---|---|---|---|
| 111.3 | 041° | 1800′ (1678′) | 322′ (200′) | Rwy 122′ |

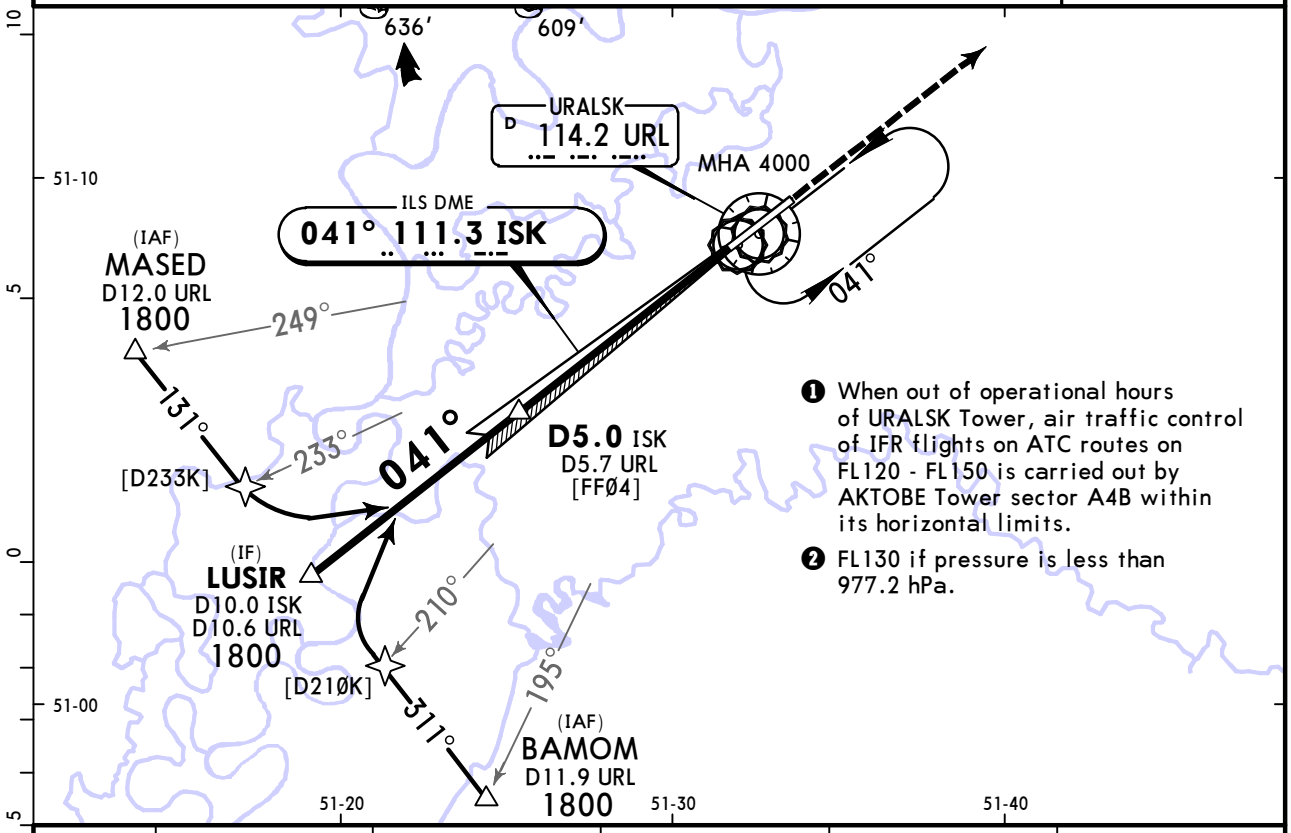
**MISSED APCH:** Climb on track 041° to 1800′. After passing 1800′ radar vectoring will be provided.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL120 ❷ Trans alt: 10000′

1. RADAR required. 2. ILS DME reads zero at Rwy 04 threshold.

1700

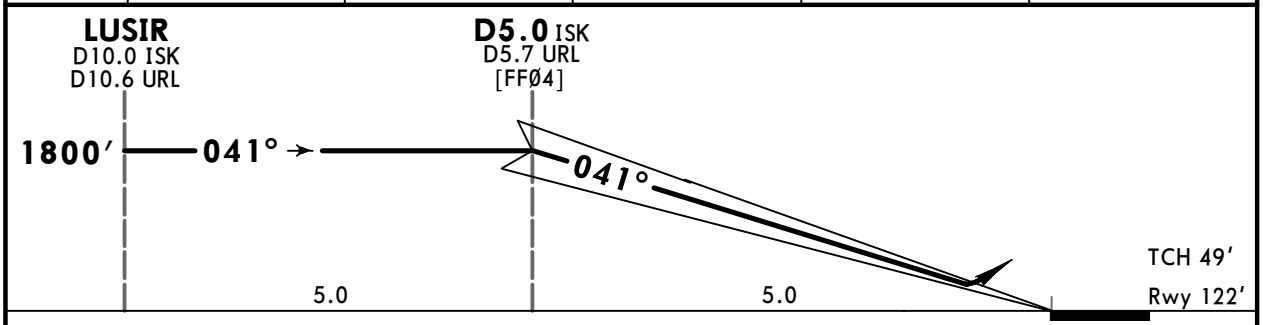
MSA URL VOR




❶ When out of operational hours of URALSK Tower, air traffic control of IFR flights on ATC routes on FL120 - FL150 is carried out by AKTOBE Tower sector A4B within its horizontal limits.

❷ FL130 if pressure is less than 977.2 hPa.

| DIST to THR | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| URL DME | 5.7 | 4.7 | 3.7 | 2.7 | 1.7 |
| ALTITUDE | 1800′ | 1462′ | 1138′ | 815′ | 494′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI

1800′ on 041°

**Std** STRAIGHT-IN LANDING
**ILS**
DA(H) **322′** (200′)

| | FULL | ALS out |
|---|---|---|
| A B C D | ❶ R550m | R1200m |

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Missed approach, turn bearings withdrawn.

# UARR/URA
URALSK

JEPPESEN
10 FEB 23 (11-2) Eff 23 Feb

# URALSK, KAZAKHSTAN
ILS DME Rwy 22

| ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

| LOC IUR | Final Apch Crs | D5.0 IUR | DA(H) | Apt Elev 128′ |
|---|---|---|---|---|
| 109.7 | 221° | 1800′ (1672′) | 328′ (200′) | Rwy 128′ |

**MISSED APCH:** Climb on track 221° to 1800′. After passing 1800′ radar vectoring will be provided.

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: FL120 ❷ Trans alt: 10000′

1. RADAR required. 2. ILS DME reads zero at Rwy 22 threshold.

1700

MSA URL VOR

BRIEFING STRIP ™

❶ When out of operational hours of URALSK Tower, air traffic control of IFR flights on ATC routes on FL120 - FL150 is carried out by AKTOBE Tower sector A4B within its horizontal limits.

❷ FL130 if pressure is less than 977.2 hPa.

(IAF) KEDUL D12.2 URL 1800

604′

131°

014°

[DØ29K]

(IF) ASDIB D10.0 IUR D10.9 URL 1800

029°

221°

UA(R)-19

ILS DME 221° 109.7 IUR

636′

609′

D5.0 IUR D5.9 URL [FI22]

[DØ52K]

052°

311°

067°

(IAF) LUSAM D12.1 URL 1800

URALSK D 114.2 URL

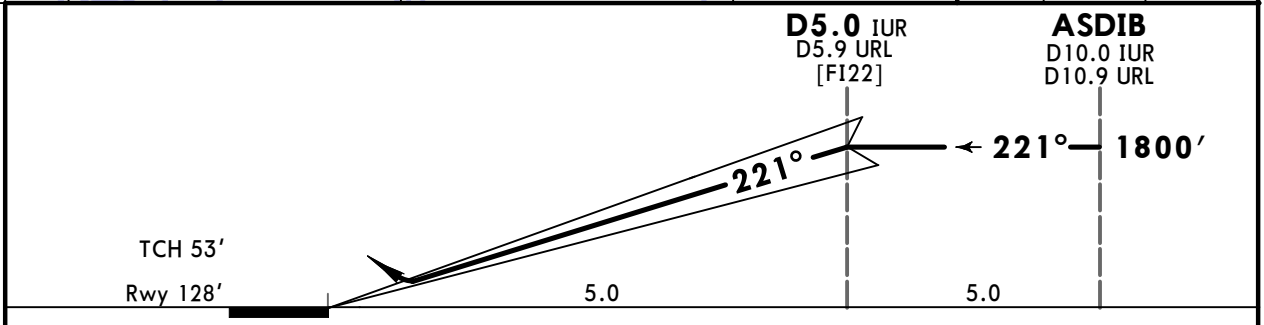
221°

MHA 4000

51-20 51-30 51-40 51-50 51-10

10 5 0 5

| RECOMMENDED ALTITUDES | | |
|---|---|---|
| DIST to THR | URL DME | ALTITUDE |
| 5.0 | 5.9 | 1800′ |
| 4.0 | 4.9 | 1468′ |
| 3.0 | 3.9 | 1144′ |
| 2.0 | 2.9 | 821′ |
| 1.0 | 1.9 | 500′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

HIALS
PAPI

1800′ on 221°

**Std** STRAIGHT-IN LANDING

**ILS**

DA(H) **328′** (200′)

| | FULL | ALS out |
|---|---|---|
| A | ❶ R550m | R1200m |
| B | | |
| C | | |
| D | | |

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed approach, turn bearings withdrawn.

# UARR/URA
URALSK

JEPPESEN
10 FEB 23 (11-3) Eff 23 Feb

# URALSK, KAZAKHSTAN
LOC DME Rwy 22

| ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

| LOC IUR | Final Apch Crs | D5.1 IUR | DA/MDA(H) | Apt Elev 128′ |
|---|---|---|---|---|
| 109.7 | 221° | 1800′ (1672′) | 460′ (332′) | |

**MISSED APCH:** Climb on track 221° to 1800′. After passing 1800′ radar vectoring will be provided.

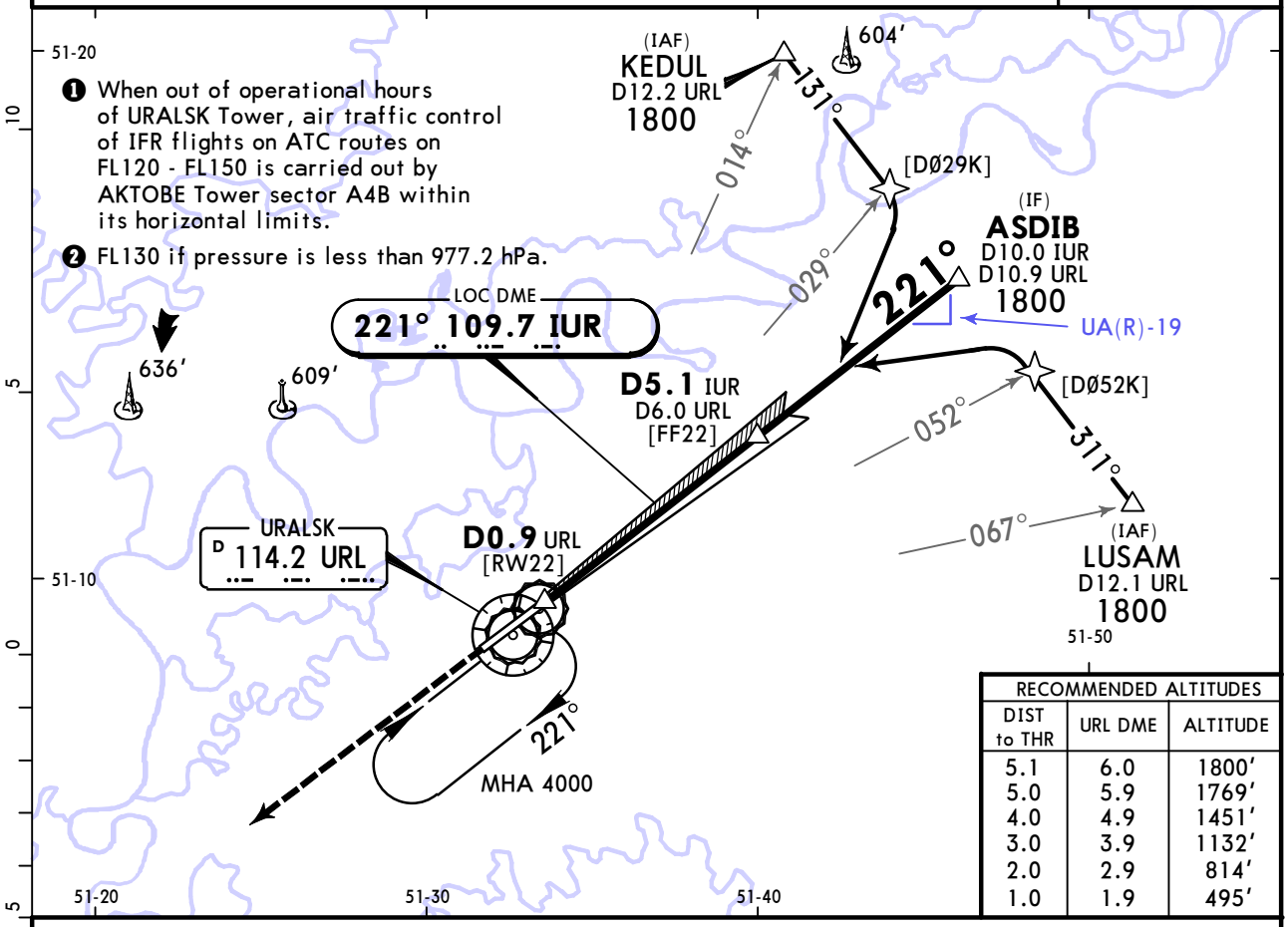
Alt Set: hPa (MM on req) Apt Elev: 5 hPa Trans level: FL120 ❷ Trans alt: 10000′

1. RADAR required. 2. Procedure not available without IUR DME.
3. ILS DME reads zero at Rwy 22 threshold.

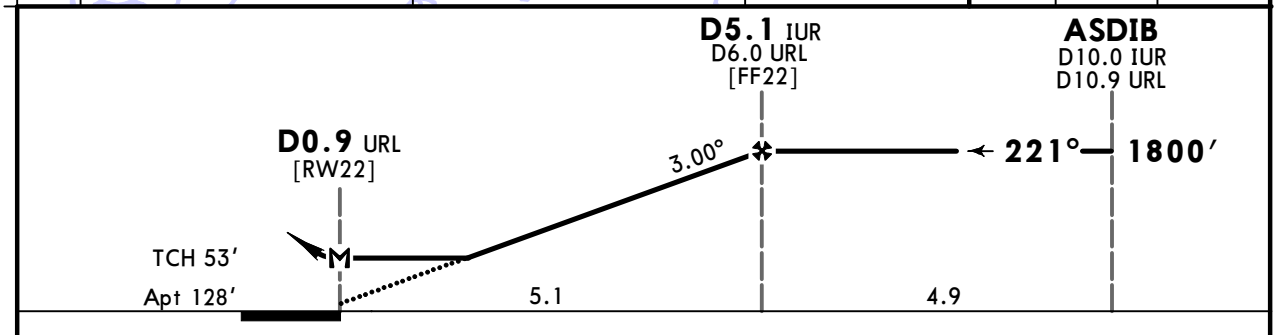
1700

MSA URL VOR

BRIEFING STRIP ™




| RECOMMENDED ALTITUDES | | |
|---|---|---|
| DIST to THR | URL DME | ALTITUDE |
| 5.1 | 6.0 | 1800′ |
| 5.0 | 5.9 | 1769′ |
| 4.0 | 4.9 | 1451′ |
| 3.0 | 3.9 | 1132′ |
| 2.0 | 2.9 | 814′ |
| 1.0 | 1.9 | 495′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.9 URL | | | | | | | |
| D5.1 IUR to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |

HIALS
PAPI
1800′ on 221°

**Std** STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 460′ (332′)

PANS OPS

| | ALS out |
|---|---|
| A | R800m |
| B | |
| C | |
| D | R1500m |

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

CHANGES: Missed approach, turn bearings withdrawn.

# UARR/URA
URALSK

JEPPESEN
20 AUG 21 (13-1)

# URALSK, KAZAKHSTAN
VOR DME Rwy 04

| ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

BRIEFING STRIP™

| VOR URL | Final Apch Crs | D5.8 | DA/MDA(H) | Apt Elev 128′ |
|---|---|---|---|---|
| 114.2 | 045° | 1800′(1672′) | Refer to Minimums | |

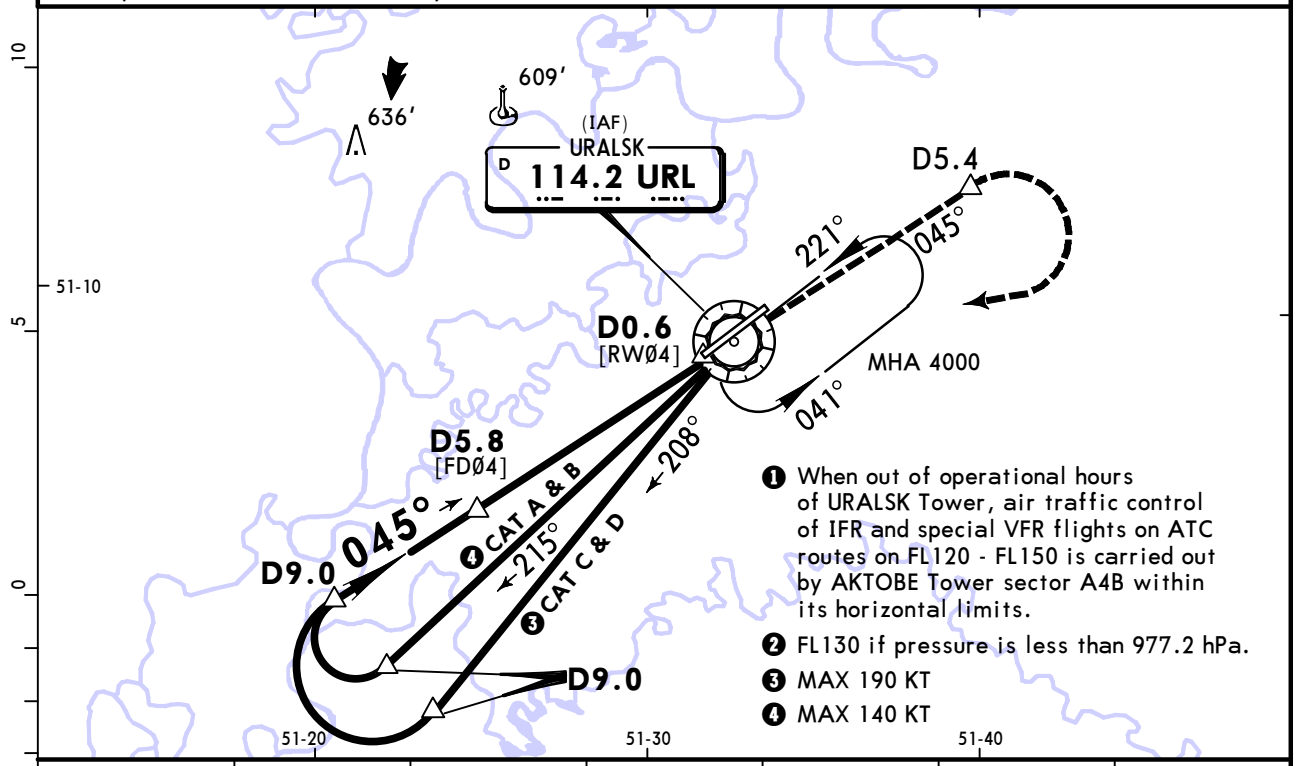
**MISSED APCH:** Climb on track 045° to 1100′ or above to D5.4, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 1800′, then as directed by ATC.

**MISSED APCH WITH COMM FAILURE:** Climb to 4000′ to VOR and join holding pattern.

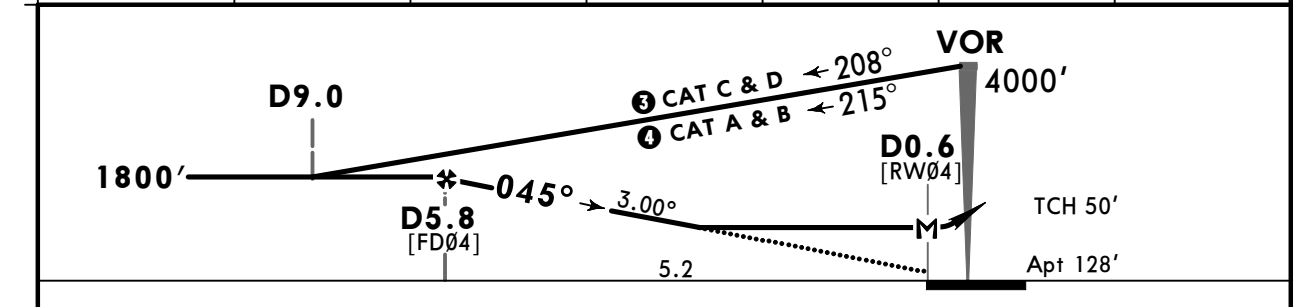
1700
MSA
URL VOR

Alt Set: hPa (MM on req) | Apt Elev: 5 hPa | Trans level: FL120 ❷ | Trans alt: 10000′

Final apch track offset 4° from Rwy centerline.




| DIST to THR | 5.2 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| URL DME | 5.8 | 5.6 | 4.6 | 3.6 | 2.6 | 1.6 |
| ALTITUDE | 1800′ | 1769′ | 1451′ | 1132′ | 814′ | 495′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.6 | | | | | | | |
| D5.8 to MAP | 5.2 | 4:27 | 3:28 | 3:07 | 2:36 | 2:14 | 1:57 |

HIALS
PAPI

Refer to Missed Apch above

**Std** STRAIGHT-IN LANDING
CDFA

❶ DA/MDA(H) AB: 420′(292′)
CD: 430′(302′)

PANS OPS

| | ALS out |
|---|---|
| A | R750m |
| B | |
| C | |
| D | R1400m |

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

CHANGES: Tower note added.

# UARR/URA
URALSK

JEPPESEN
20 AUG 21 (13-2)

# URALSK, KAZAKHSTAN
VOR DME Rwy 22

| ATIS | | *URALSK Tower ❶ |
|---|---|---|
| 124.8 | (Russian 134.9) | 119.7 |

BRIEFING STRIP™

| VOR URL | Final Apch Crs | D6.0 | DA/MDA(H) | Apt Elev 128′ |
|---|---|---|---|---|
| 114.2 | 217° | 1800′(1672′) | 450′(322′) | |

**MISSED APCH:** Climb on track 217° to 1100′ or above to D5.0, then turn LEFT (MAX 240 KT) to VOR. Climb initially to 1800′, then as directed by ATC.

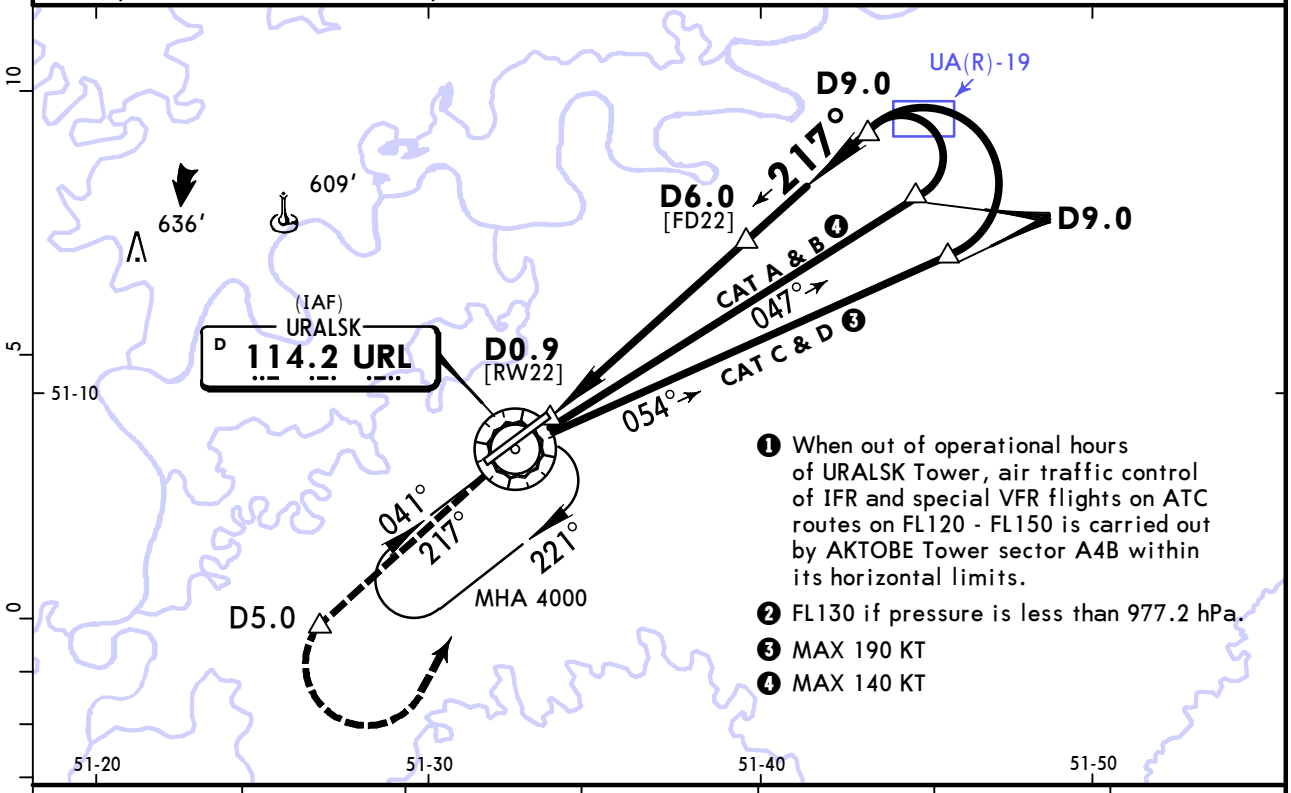
**MISSED APCH WITH COMM FAILURE:** Climb to 4000′ to VOR and join holding pattern.

1700

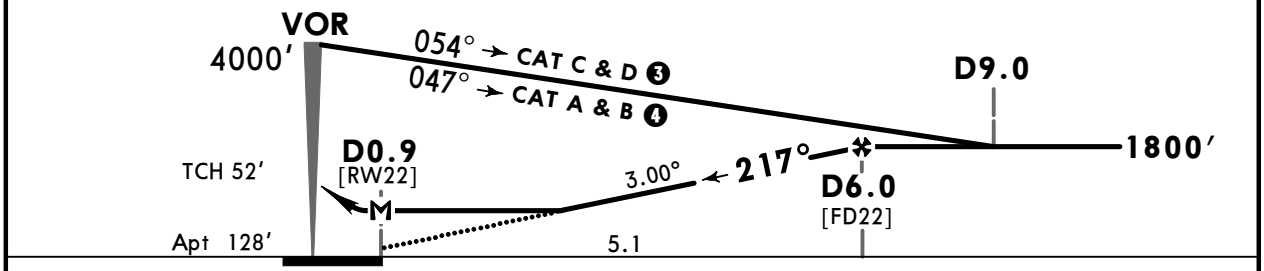
MSA
URL VOR

Alt Set: hPa (MM on req) | Apt Elev: 5 hPa | Trans level: FL120 ❷ | Trans alt: 10000′

Final apch track offset 4° from Rwy centerline.




| DIST to THR | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 5.1 |
|---|---|---|---|---|---|---|
| URL DME | 1.9 | 2.9 | 3.9 | 4.9 | 5.9 | 6.0 |
| ALTITUDE | 495′ | 814′ | 1132′ | 1451′ | 1769′ | 1800′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.9 | | | | | | | |
| D6.0 to MAP | 5.1 | 4:22 | 3:24 | 3:04 | 2:33 | 2:11 | 1:55 |

HIALS
PAPI

Refer to Missed Apch above

**Std**

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 450′(322′)

PANS OPS

| | ALS out |
|---|---|
| A | R800m |
| B | |
| C | |
| D | R1500m |

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

CHANGES: Tower note added.

# Chart changes since cycle 04-2025

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**URALSK, (URALSK - UARR)**

# TERMINAL CHART CHANGE NOTICES

## Chart Change Notices for Airport UARR

**Type:** Terminal
**Effectivity:** Temporary
**Begin Date:** 20240125
**End Date:** 20250806

Based on AIRAC AIP SUP 001/24, Taxiway B is closed. aircraft stands 10, 11 and 12 are closed.

## 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)