

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UATE

Terminal Charts For UATE

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Aktau Kaz
IATA Code: SCO
Lat/Long: N43° 51.6' E051° 05.5'
Elevation: 72 ft

Airport Use: Public
Magnetic Variation: 7.0°E

Fuel Types: Jet, 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: 0145 Z
Sunset: 1524 Z,

Runway Information

Runway: 12
Length x Width: 8701 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge, ALS

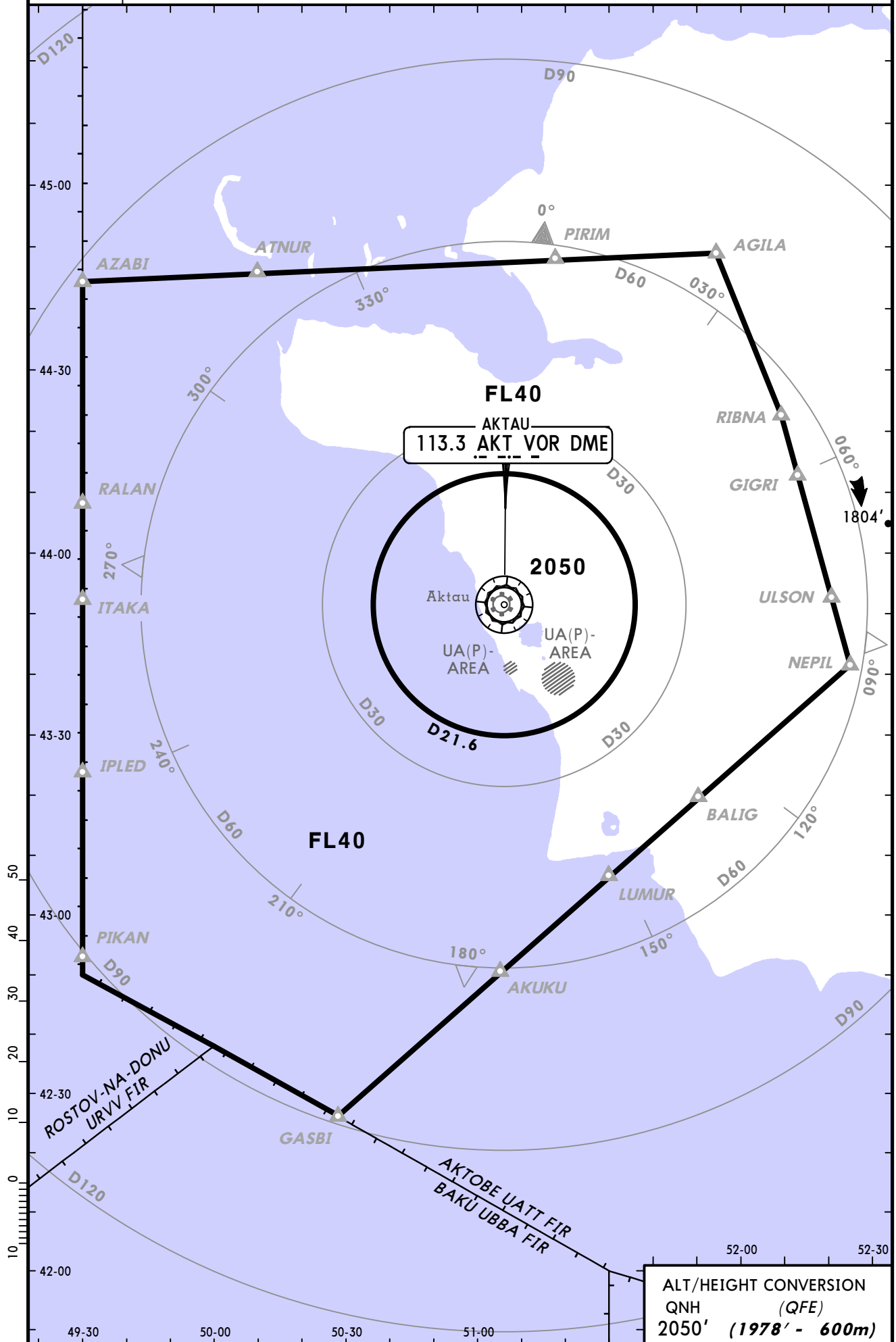
Runway: 30
Length x Width: 8701 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 52 ft
Lighting: Edge, ALS

Communication Information

ATIS 130.1
ATIS 126.2 Non-English
Aktau Tower 120.7
Aktau Approach Control 134.3

Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1978')
This chart may only be used for cross-checking of altitudes assigned while under radar control.

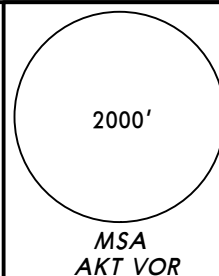


ATIS
130.1 (Russian 126.2)

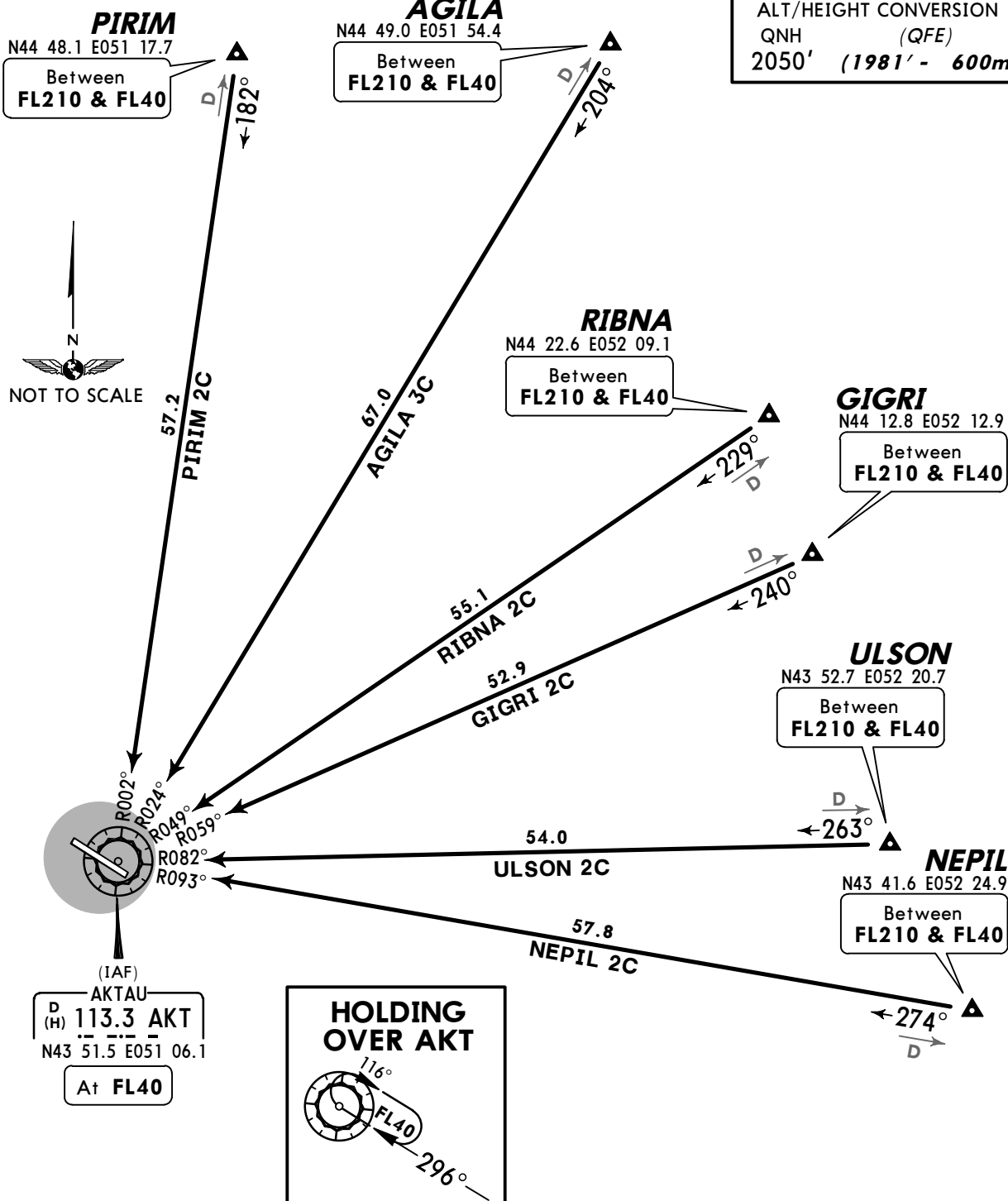
Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.

AGILA 3C [AGIL3C], GIGRI 2C [GIGR2C]
NEPIL 2C [NEPI2C], PIRIM 2C [PIRI2C]
RIBNA 2C [RIBN2C], ULSON 2C [ULSO2C]
RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)



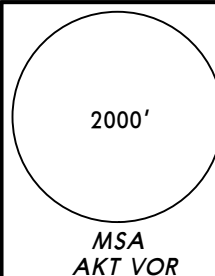
STAR	ROUTING
AGILA 3C	Intercept AKT R-024 inbound to AKT.
GIGRI 2C	Intercept AKT R-059 inbound to AKT.
NEPIL 2C	Intercept AKT R-093 inbound to AKT.
PIRIM 2C	Intercept AKT R-002 inbound to AKT.
RIBNA 2C	Intercept AKT R-049 inbound to AKT.
ULSON 2C	Intercept AKT R-082 inbound to AKT.

ATIS
130.1 (Russian 126.2)

Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.

AGILA 3D [AGIL3D], GIGRI 2D [GIGR2D]
NEPIL 2D [NEPI2D], PIRIM 2D [PIRI2D]
RIBNA 2D [RIBN2D], ULSON 2D [ULSO2D]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)

PIRIM
N44 48.1 E051 17.7
Between
FL210 & FL40

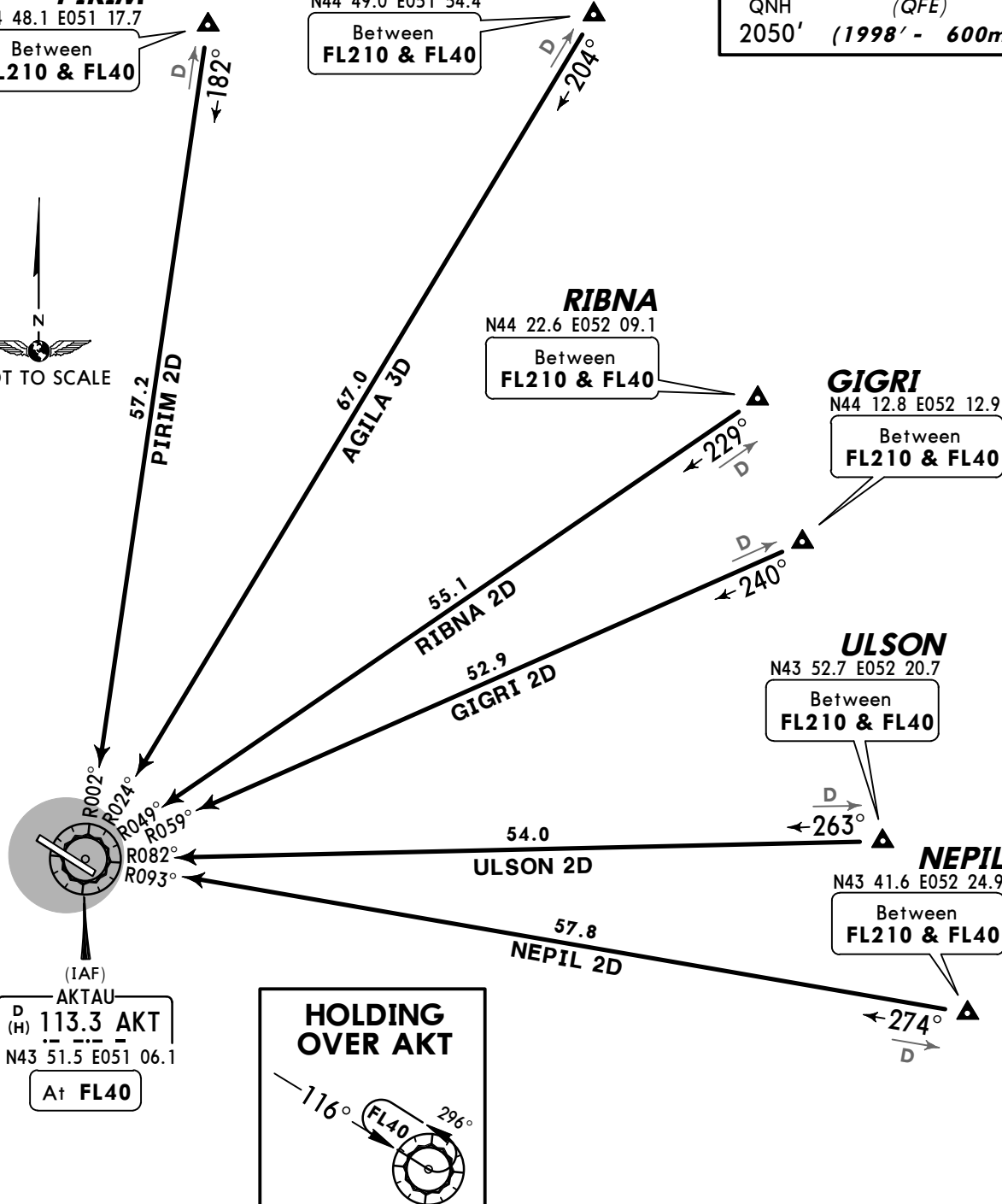
AGILA
N44 49.0 E051 54.4
Between
FL210 & FL40

RIBNA
N44 22.6 E052 09.1
Between
FL210 & FL40

GIGRI
N44 12.8 E052 12.9
Between
FL210 & FL40

ULSON
N43 52.7 E052 20.7
Between
FL210 & FL40

NEPIL
N43 41.6 E052 24.9
Between
FL210 & FL40



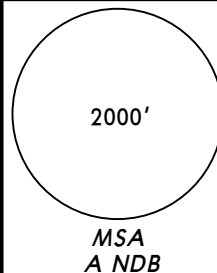
STAR	ROUTING
AGILA 3D	Intercept AKT R-024 inbound to AKT.
GIGRI 2D	Intercept AKT R-059 inbound to AKT.
NEPIL 2D	Intercept AKT R-093 inbound to AKT.
PIRIM 2D	Intercept AKT R-002 inbound to AKT.
RIBNA 2D	Intercept AKT R-049 inbound to AKT.
ULSON 2D	Intercept AKT R-082 inbound to AKT.

ATIS
130.1 (Russian 126.2)

Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.

AGILA 3E [AGIL3E], GIGRI 2E [GIGR2E]
NEPIL 2E [NEPI2E], PIRIM 2E [PIRI2E]
RIBNA 2E [RIBN2E], ULSON 2E [ULSO2E]
RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)

PIRIM
N44 48.1 E051 17.7
Between
FL210 & FL40

AGILA
N44 49.0 E051 54.4
Between
FL210 & FL40

RIBNA
N44 22.6 E052 09.1
Between
FL210 & FL40

GIGRI
N44 12.8 E052 12.9
Between
FL210 & FL40

ULSON
N43 52.7 E052 20.7
Between
FL210 & FL40

(IAF)
AKTAU
326 A
N43 52.3 E051 03.9
At FL40



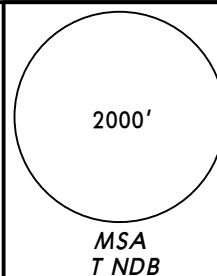
STAR	ROUTING
AGILA 3E	On 207° bearing to A.
GIGRI 2E	On 242° bearing to A.
NEPIL 2E	On 275° bearing to A.
PIRIM 2E	On 184° bearing to A.
RIBNA 2E	On 232° bearing to A.
ULSON 2E	On 264° bearing to A.

ATIS
130.1 (Russian 126.2)

Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.

AGILA 3F [AGIL3F], GIGRI 2F [GIGR2F]
NEPIL 2F [NEPI2F], PIRIM 2F [PIRI2F]
RIBNA 2F [RIBN2F], ULSON 2F [ULSO2F]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)

PIRIM
N44 48.1 E051 17.7

Between
FL210 & FL40

AGILA
N44 49.0 E051 54.4

Between
FL210 & FL40

RIBNA
N44 22.6 E052 09.1

Between
FL210 & FL40

GIGRI
N44 12.8 E052 12.9

Between
FL210 & FL40

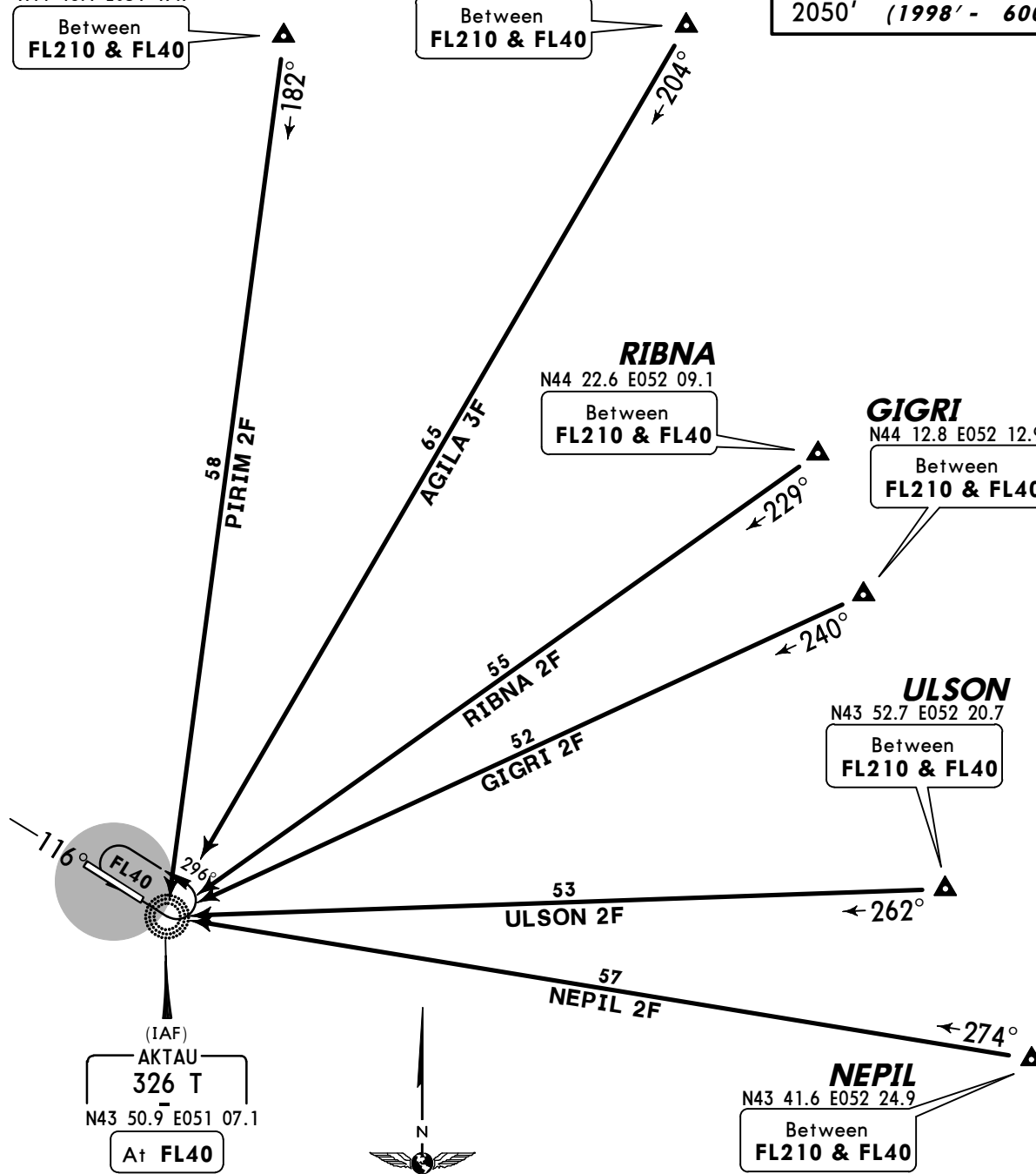
ULSON
N43 52.7 E052 20.7

Between
FL210 & FL40

NEPIL
N43 41.6 E052 24.9

Between
FL210 & FL40

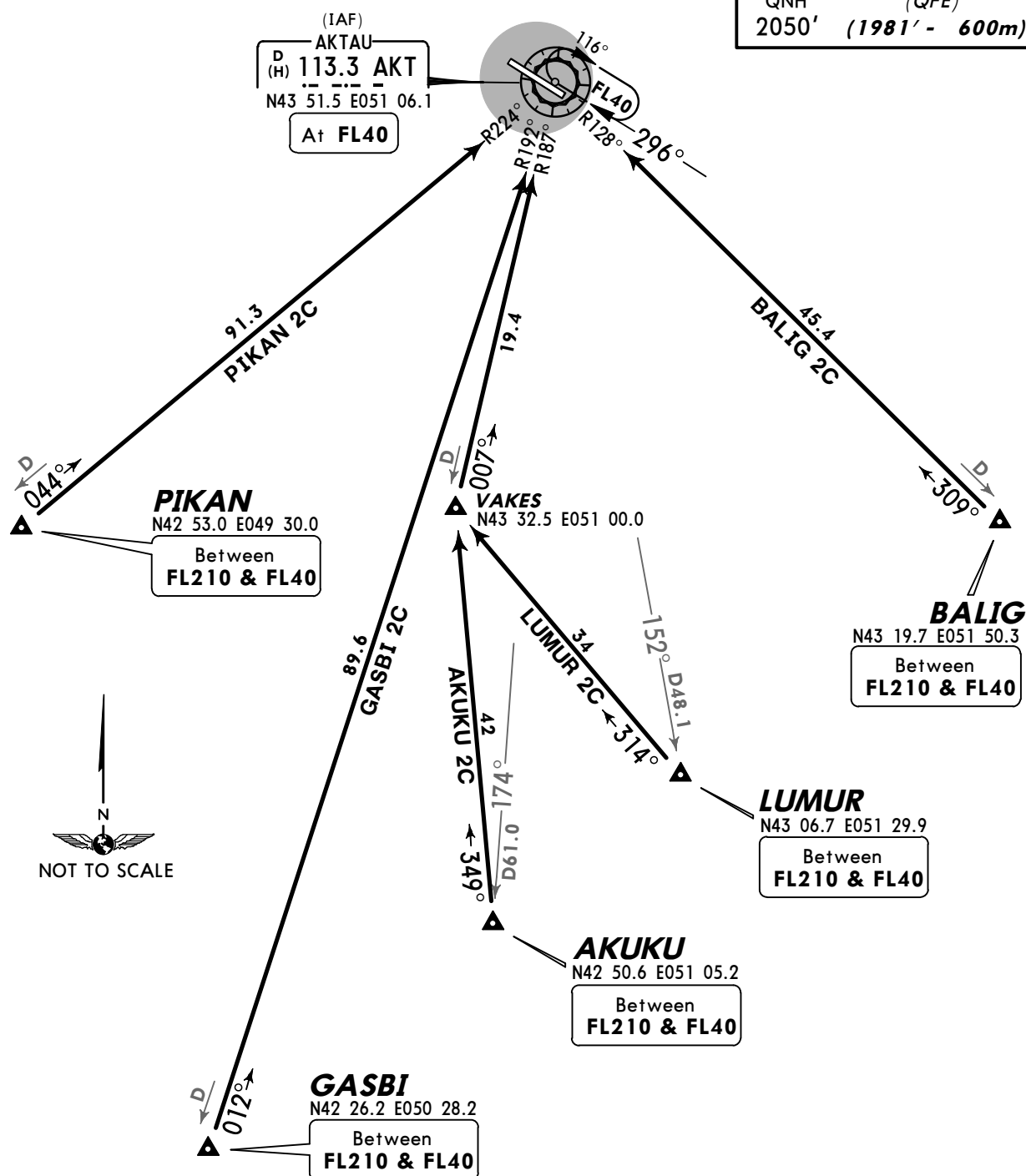
(IAF)
AKTAU
326 T
N43 50.9 E051 07.1
At FL40



STAR	ROUTING
AGILA 3F	On 204° bearing to T.
GIGRI 2F	On 240° bearing to T.
NEPIL 2F	On 274° bearing to T.
PIRIM 2F	On 182° bearing to T.
RIBNA 2F	On 229° bearing to T.
ULSON 2F	On 262° bearing to T.

ATIS
130.1 (Russian 126.2)Apt Elev
72'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.AKUKU 2C [AKUK2C], BALIG 2C [BALI2C]
GASBI 2C [GASB2C], LUMUR 2C [LUMU2C]
PIKAN 2C [PIKA2C]
RWY 12 ARRIVALS

2000'

MSA
AKT VORALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)

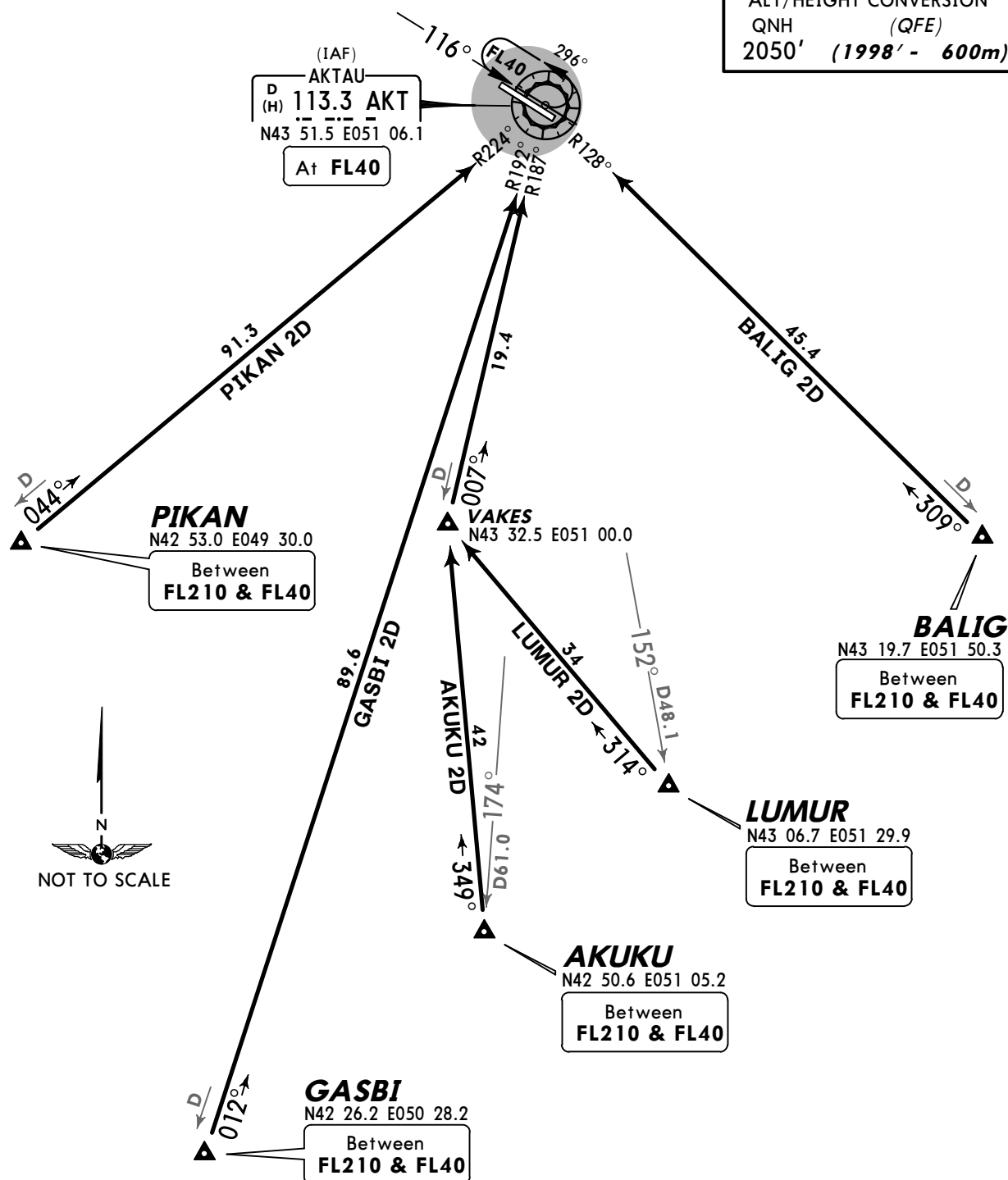
STAR

ROUTING

AKUKU 2C	349° track to VAKES, intercept AKT R-187 inbound to AKT.
BALIG 2C	Intercept AKT R-128 inbound to AKT.
GASBI 2C	Intercept AKT R-192 inbound to AKT.
LUMUR 2C	314° track to VAKES, intercept AKT R-187 inbound to AKT.
PIKAN 2C	Intercept AKT R-224 inbound to AKT.

ATIS
130.1 (Russian 126.2)Apt Elev
72'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.AKUKU 2D [AKUK2D], BALIG 2D [BALI2D]
GASBI 2D [GASB2D], LUMUR 2D [LUMU2D]
PIKAN 2D [PIKA2D]
RWY 30 ARRIVALS

2000'

MSA
AKT VORALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)

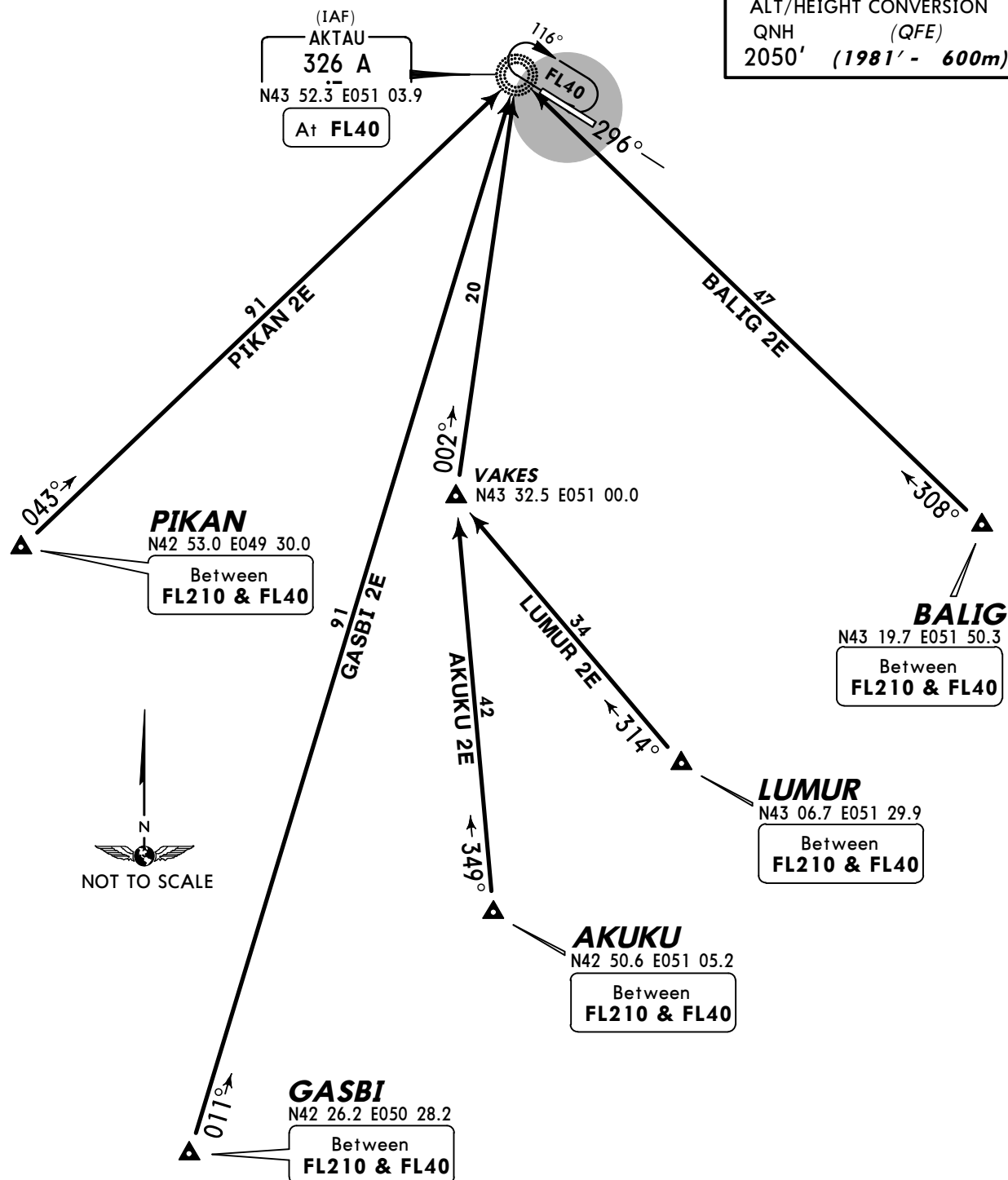
STAR

ROUTING

AKUKU 2D	349° track to VAKES, intercept AKT R-187 inbound to AKT.
BALIG 2D	Intercept AKT R-128 inbound to AKT.
GASBI 2D	Intercept AKT R-192 inbound to AKT.
LUMUR 2D	314° track to VAKES, intercept AKT R-187 inbound to AKT.
PIKAN 2D	Intercept AKT R-224 inbound to AKT.

ATIS
130.1 (Russian 126.2)Apt Elev
72'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.AKUKU 2E [AKUK2E], BALIG 2E [BALI2E]
GASBI 2E [GASB2E], LUMUR 2E [LUMU2E]
PIKAN 2E [PIKA2E]
RWY 12 ARRIVALS

2000'

MSA
A NDBALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)

STAR

ROUTING

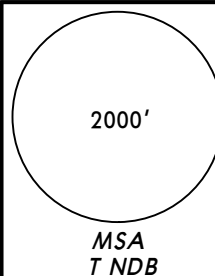
AKUKU 2E	349° track to VAKES, intercept 002° bearing to A.
BALIG 2E	On 308° bearing to A.
GASBI 2E	On 011° bearing to A.
LUMUR 2E	314° track to VAKES, intercept 002° bearing to A.
PIKAN 2E	On 043° bearing to A.

ATIS
130.1 (Russian 126.2)

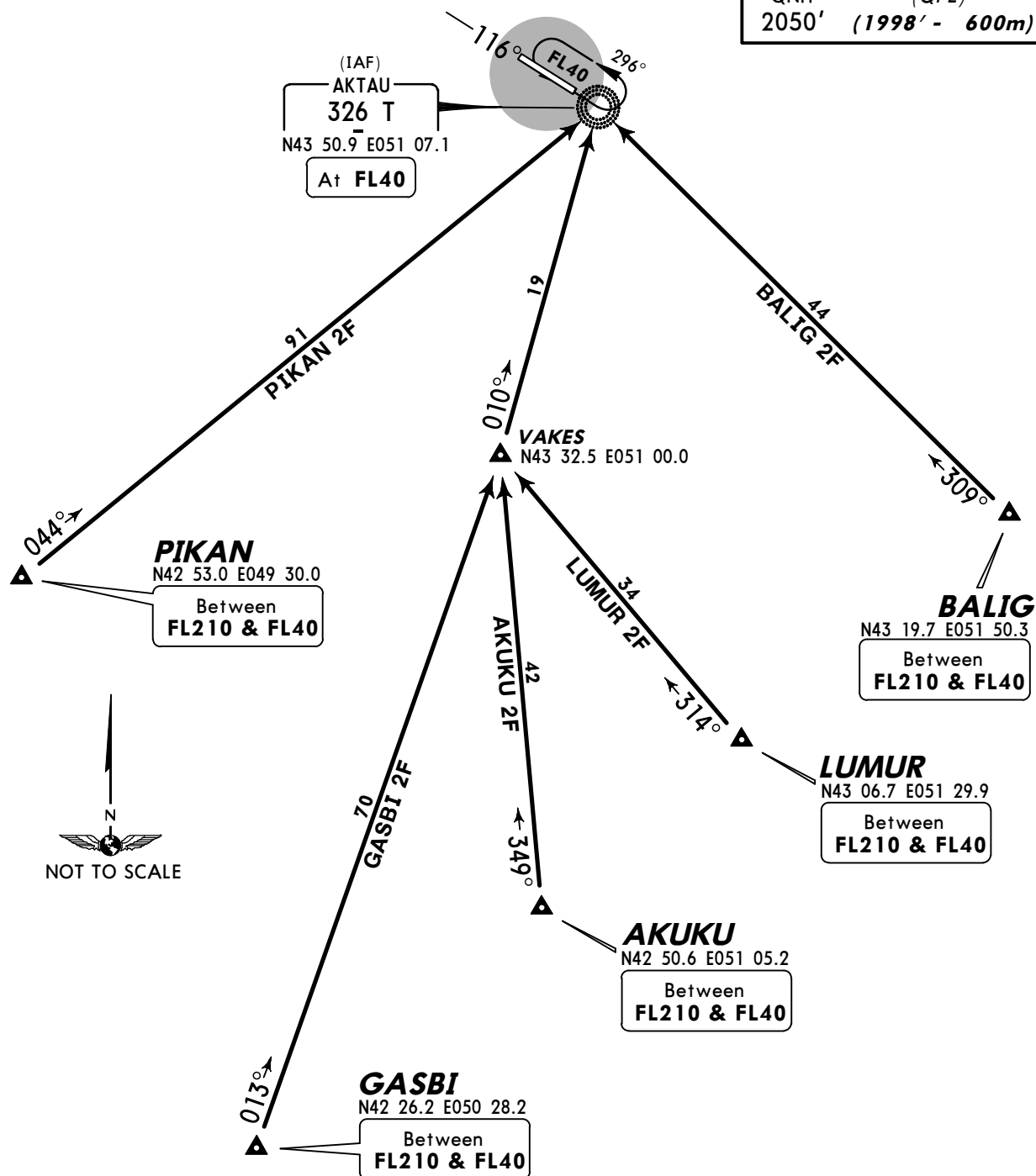
Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.

AKUKU 2F [AKUK2F], BALIG 2F [BALI2F]
GASBI 2F [GASB2F], LUMUR 2F [LUMU2F]
PIKAN 2F [PIKA2F]
RWY 30 ARRIVALS



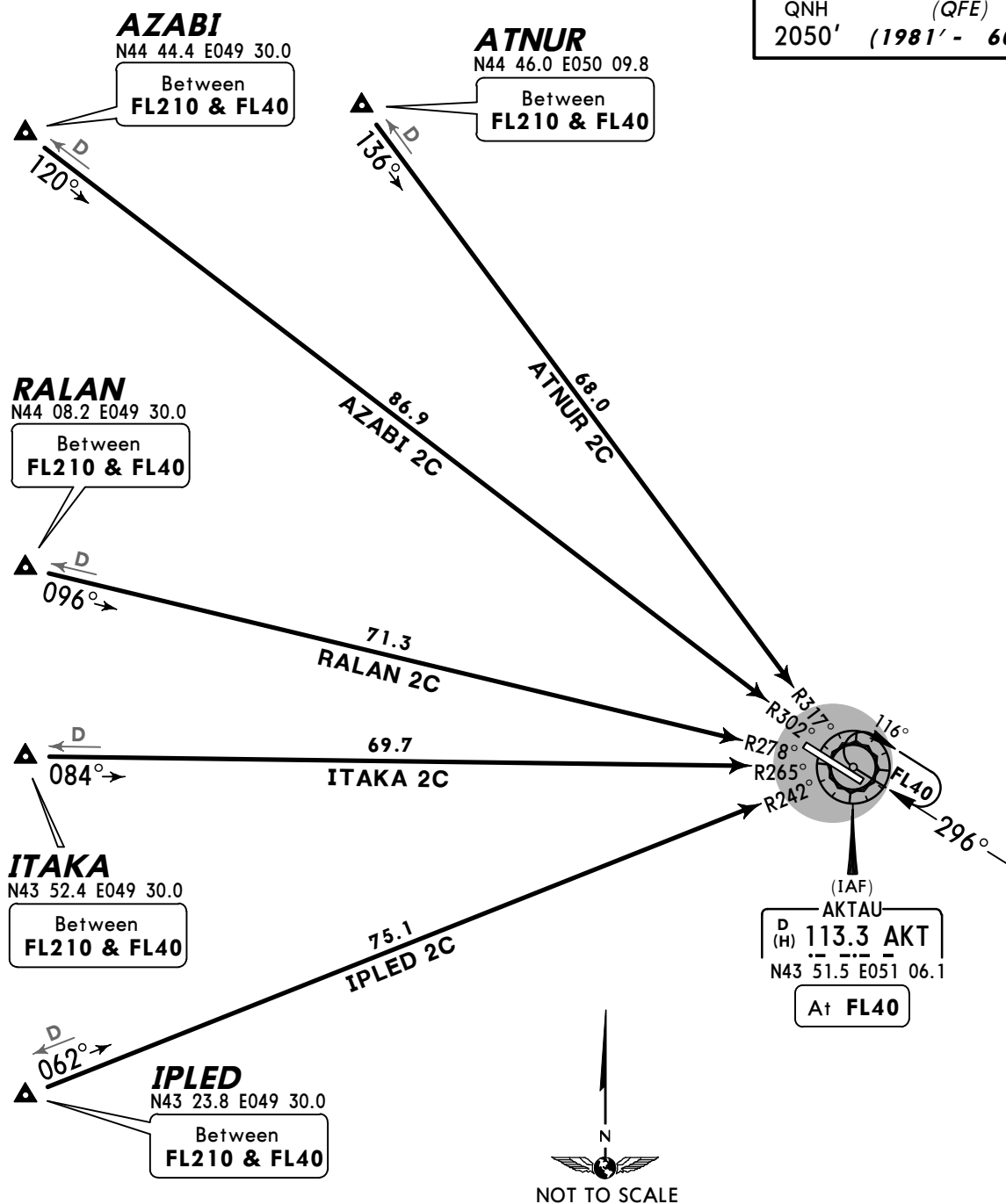
ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)



STAR	ROUTING
AKUKU 2F	349° track to VAKES, intercept 010° bearing to T.
BALIG 2F	On 309° bearing to T.
GASBI 2F	013° track to VAKES, intercept 010° bearing to T.
LUMUR 2F	314° track to VAKES, intercept 010° bearing to T.
PIKAN 2F	On 044° bearing to T.

ATIS
130.1 (Russian 126.2)Apt Elev
72'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.ATNUR 2C [ATNU2C], AZABI 2C [AZAB2C]
IPLED 2C [IPLE2C], ITAKA 2C [ITAK2C]
RALAN 2C [RALA2C]
RWY 12 ARRIVALS

2000'

MSA
AKT VORALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)

STAR

ROUTING

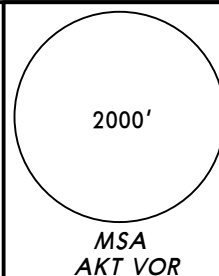
ATNUR 2C	Intercept AKT R-317 inbound to AKT.
AZABI 2C	Intercept AKT R-302 inbound to AKT.
IPLED 2C	Intercept AKT R-242 inbound to AKT.
ITAKA 2C	Intercept AKT R-265 inbound to AKT.
RALAN 2C	Intercept AKT R-278 inbound to AKT.

ATIS
130.1 (Russian 126.2)

Apt Elev
72'

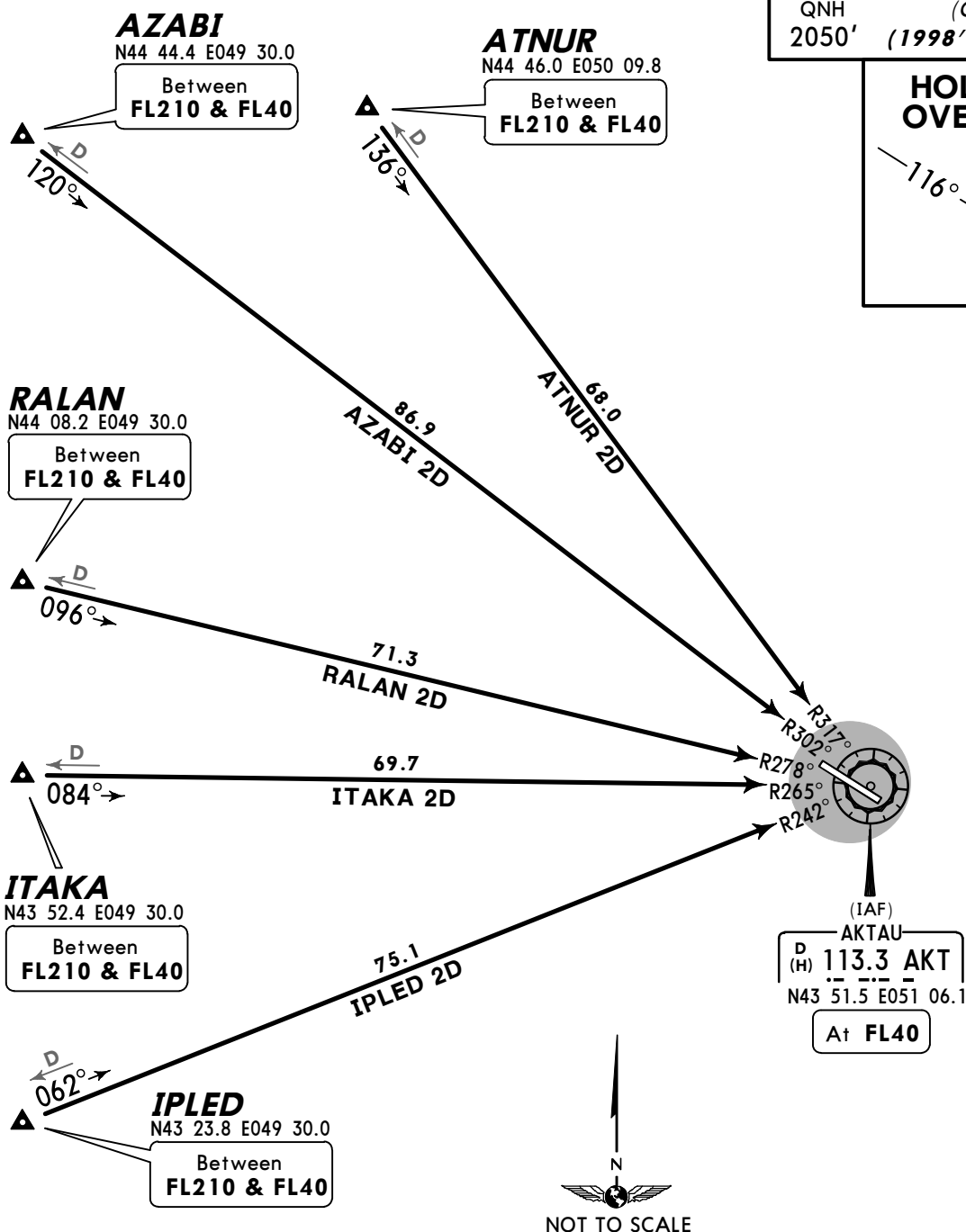
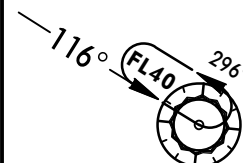
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.

ATNUR 2D [ATNU2D], AZABI 2D [AZAB2D]
IPLED 2D [IPLE2D], ITAKA 2D [ITAK2D]
RALAN 2D [RALA2D]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)

HOLDING
OVER AKT



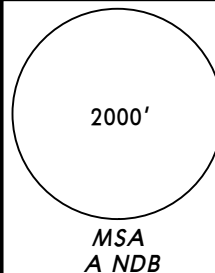
STAR	ROUTING
ATNUR 2D	Intercept AKT R-317 inbound to AKT.
AZABI 2D	Intercept AKT R-302 inbound to AKT.
IPLED 2D	Intercept AKT R-242 inbound to AKT.
ITAKA 2D	Intercept AKT R-265 inbound to AKT.
RALAN 2D	Intercept AKT R-278 inbound to AKT.

ATIS
130.1 (Russian 126.2)

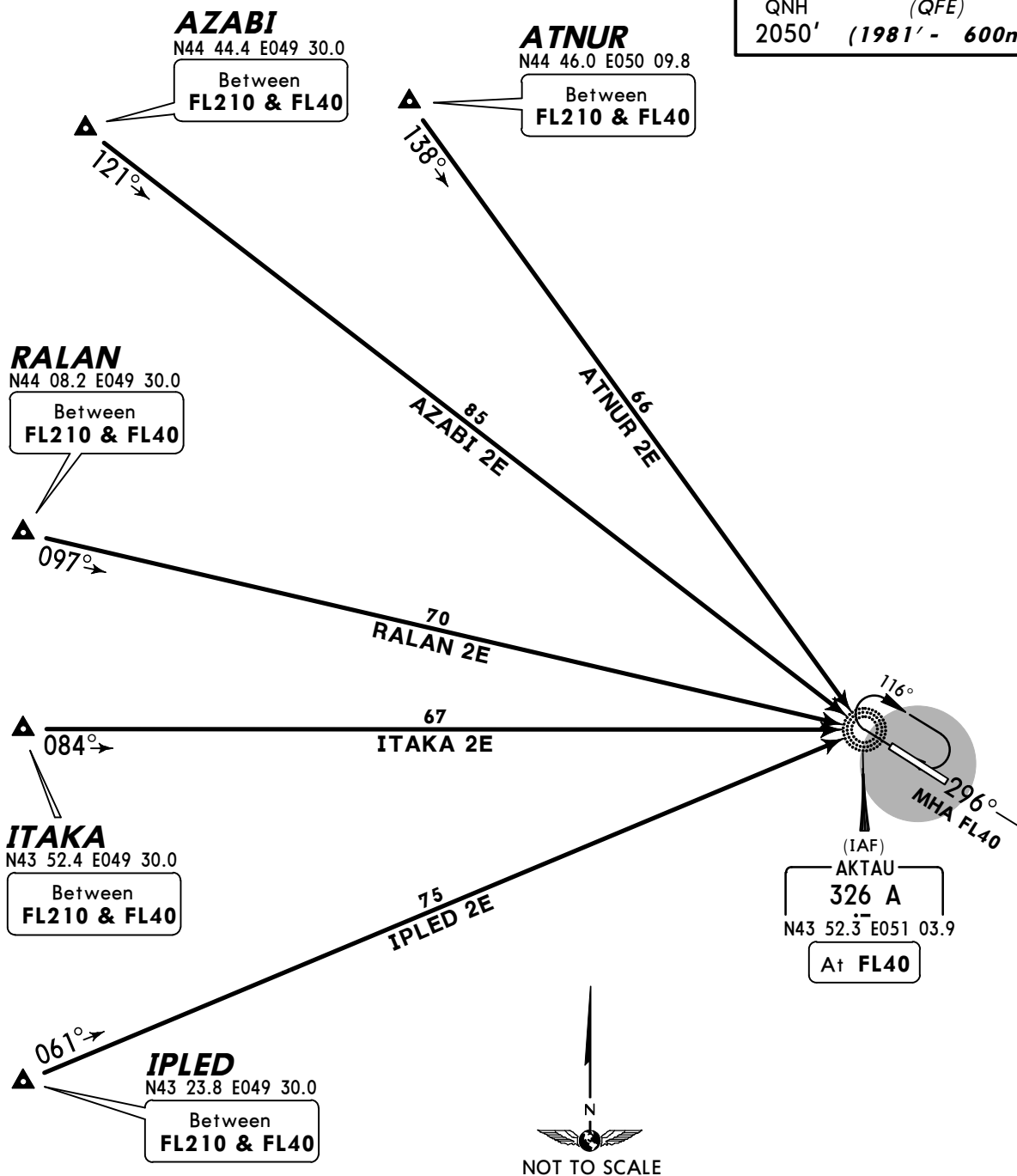
Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1981')
Crossings at airway exit points by ATC.

ATNUR 2E [ATNU2E], AZABI 2E [AZAB2E]
IPLED 2E [IPLE2E], ITAKA 2E [ITAK2E]
RALAN 2E [RALA2E]
RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1981' - 600m)



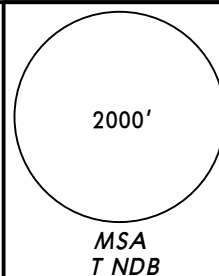
STAR	ROUTING
ATNUR 2E	On 138° bearing to A.
AZABI 2E	On 121° bearing to A.
IPLED 2E	On 061° bearing to A.
ITAKA 2E	On 084° bearing to A.
RALAN 2E	On 097° bearing to A.

ATIS
130.1 (Russian 126.2)

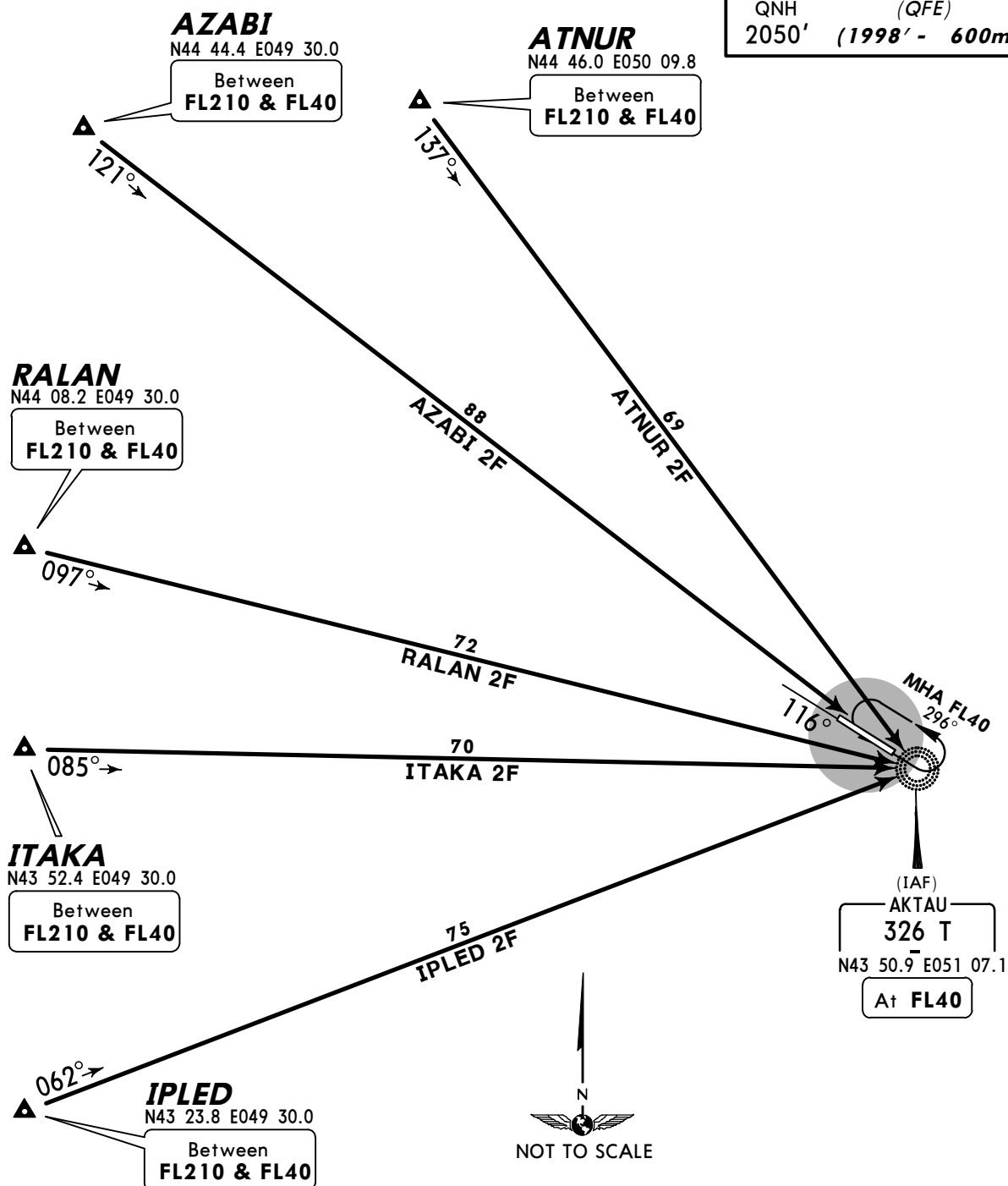
Apt Elev
72'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
Crossings at airway exit points by ATC.

ATNUR 2F [ATNU2F], AZABI 2F [AZAB2F]
IPLED 2F [IPLE2F], ITAKA 2F [ITAK2F]
RALAN 2F [RALA2F]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2050' (1998' - 600m)



STAR	ROUTING
ATNUR 2F	On 137° bearing to T.
AZABI 2F	On 121° bearing to T.
IPLED 2F	On 062° bearing to T.
ITAKA 2F	On 085° bearing to T.
RALAN 2F	On 097° bearing to T.

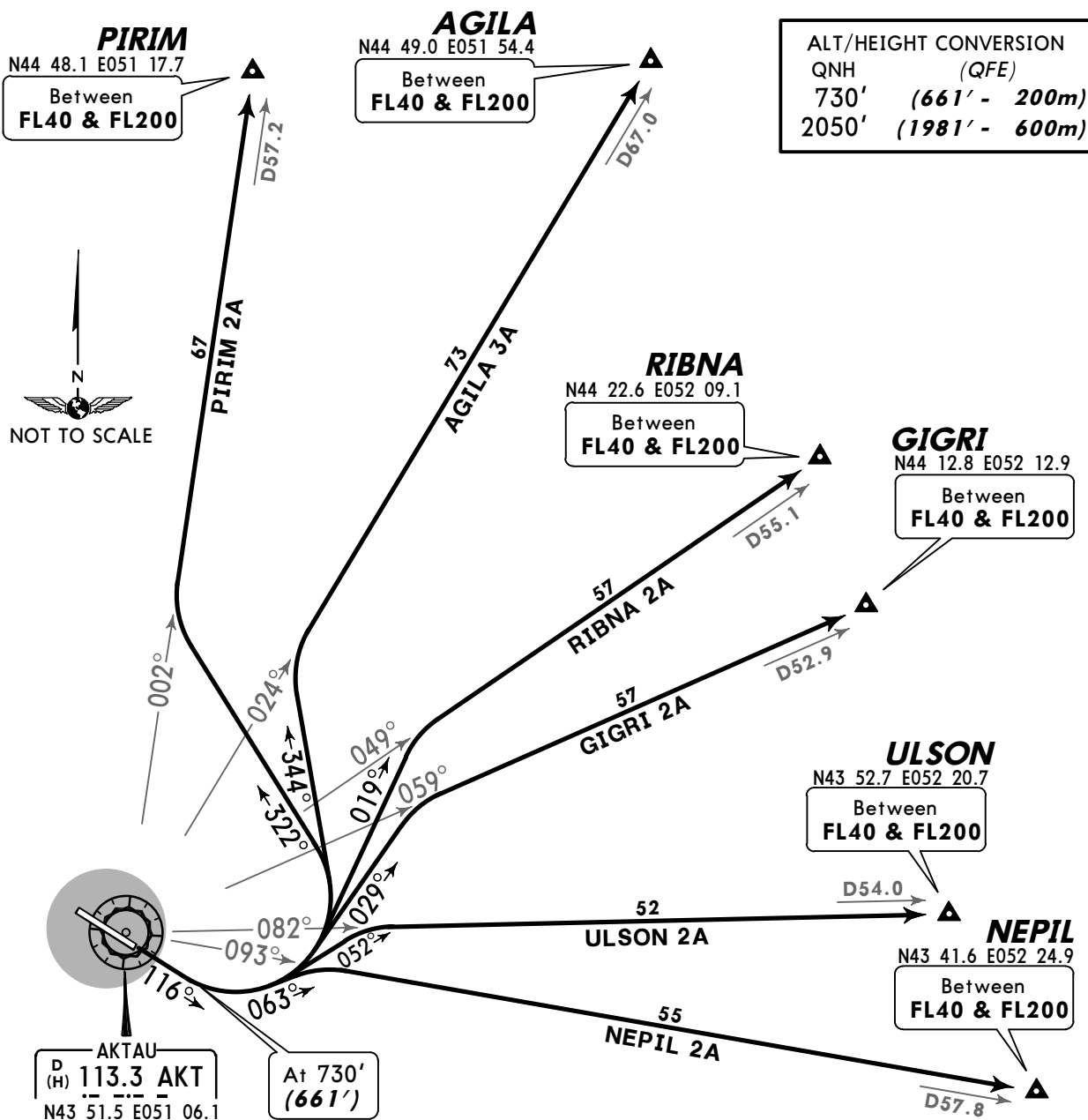
Apt Elev
72'

QNH on request (QFE)

Trans level: FL40 Trans alt: 2050' (1981')

FL by ATC.

2000'

MSA
AKT VORAGILA 3A [AGIL3A], GIGRI 2A [GIGR2A]
NEPIL 2A [NEPI2A], PIRIM 2A [PIRI2A]
RIBNA 2A [RIBN2A], ULSON 2A [ULSO2A]
RWY 12 DEPARTURES

SID

ROUTING

AGILA 3A	Climb straight ahead to 730' (661'), turn LEFT, 344° track, intercept AKT R-024 to AGILA.
GIGRI 2A	Climb straight ahead to 730' (661'), turn LEFT, 029° track, intercept AKT R-059 to GIGRI.
NEPIL 2A	Climb straight ahead to 730' (661'), turn LEFT, 063° track, intercept AKT R-093 to NEPIL.
PIRIM 2A	Climb straight ahead to 730' (661'), turn LEFT, 322° track, intercept AKT R-002 to PIRIM.
RIBNA 2A	Climb straight ahead to 730' (661'), turn LEFT, 019° track, intercept AKT R-049 to RIBNA.
ULSON 2A	Climb straight ahead to 730' (661'), turn LEFT, 052° track, intercept AKT R-082 to ULSON.

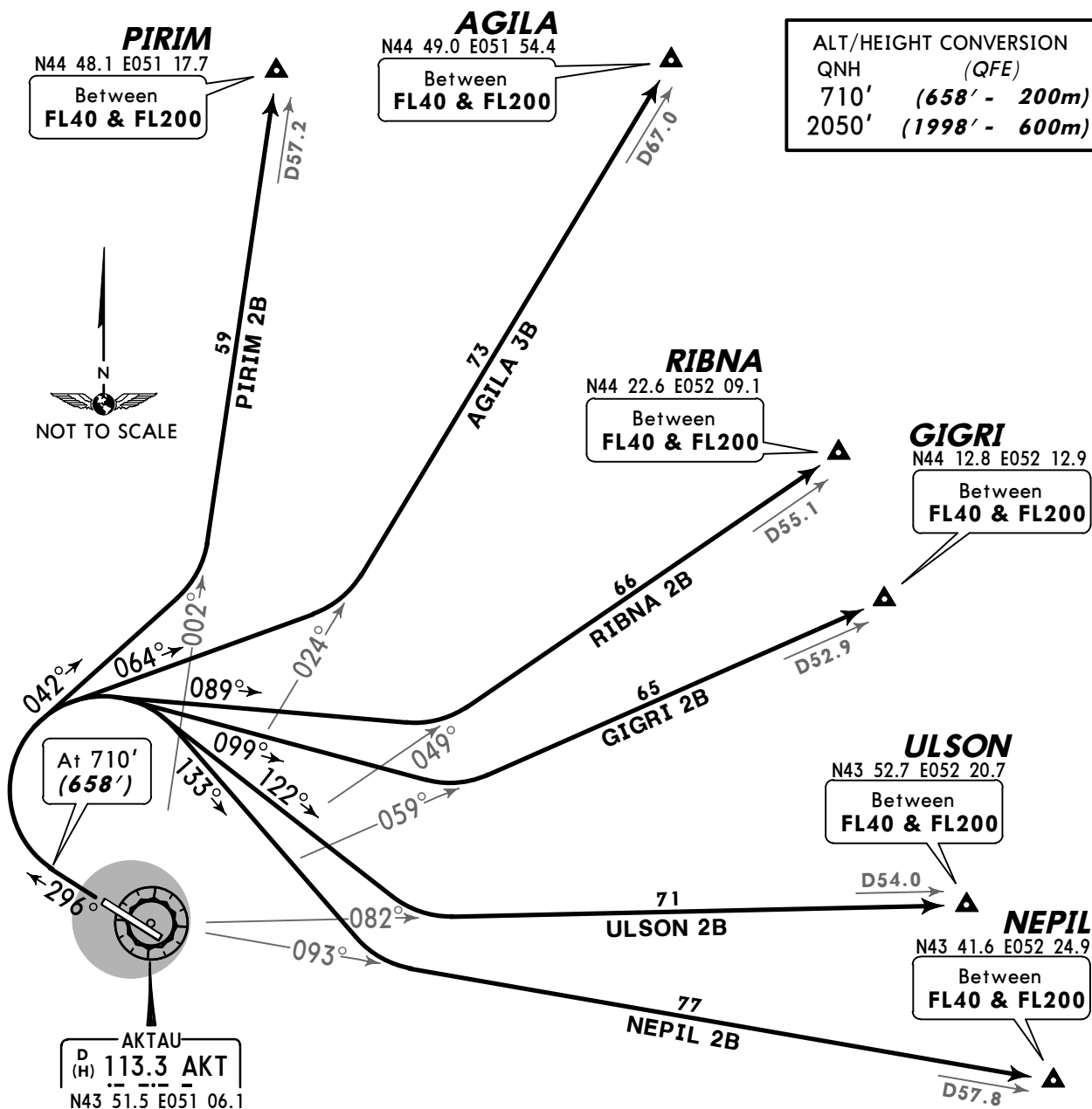
Apt Elev
72'

QNH on request (QFE)

Trans level: FL40 Trans alt: 2050' (1998')

FL by ATC.

2000'

MSA
AKT VORAGILA 3B [AGIL3B], GIGRI 2B [GIGR2B]
NEPIL 2B [NEPI2B], PIRIM 2B [PIRI2B]
RIBNA 2B [RIBN2B], ULSON 2B [ULSO2B]
RWY 30 DEPARTURES

SID	ROUTING
AGILA 3B	Climb straight ahead to 710' (658'), turn RIGHT, 064° track, intercept AKT R-024 to AGILA.
GIGRI 2B	Climb straight ahead to 710' (658'), turn RIGHT, 099° track, intercept AKT R-059 to GIGRI.
NEPIL 2B	Climb straight ahead to 710' (658'), turn RIGHT, 133° track, intercept AKT R-093 to NEPIL.
PIRIM 2B	Climb straight ahead to 710' (658'), turn RIGHT, 042° track, intercept AKT R-002 to PIRIM.
RIBNA 2B	Climb straight ahead to 710' (658'), turn RIGHT, 089° track, intercept AKT R-049 to RIBNA.
ULSON 2B	Climb straight ahead to 710' (658'), turn RIGHT, 122° track, intercept AKT R-082 to ULSON.

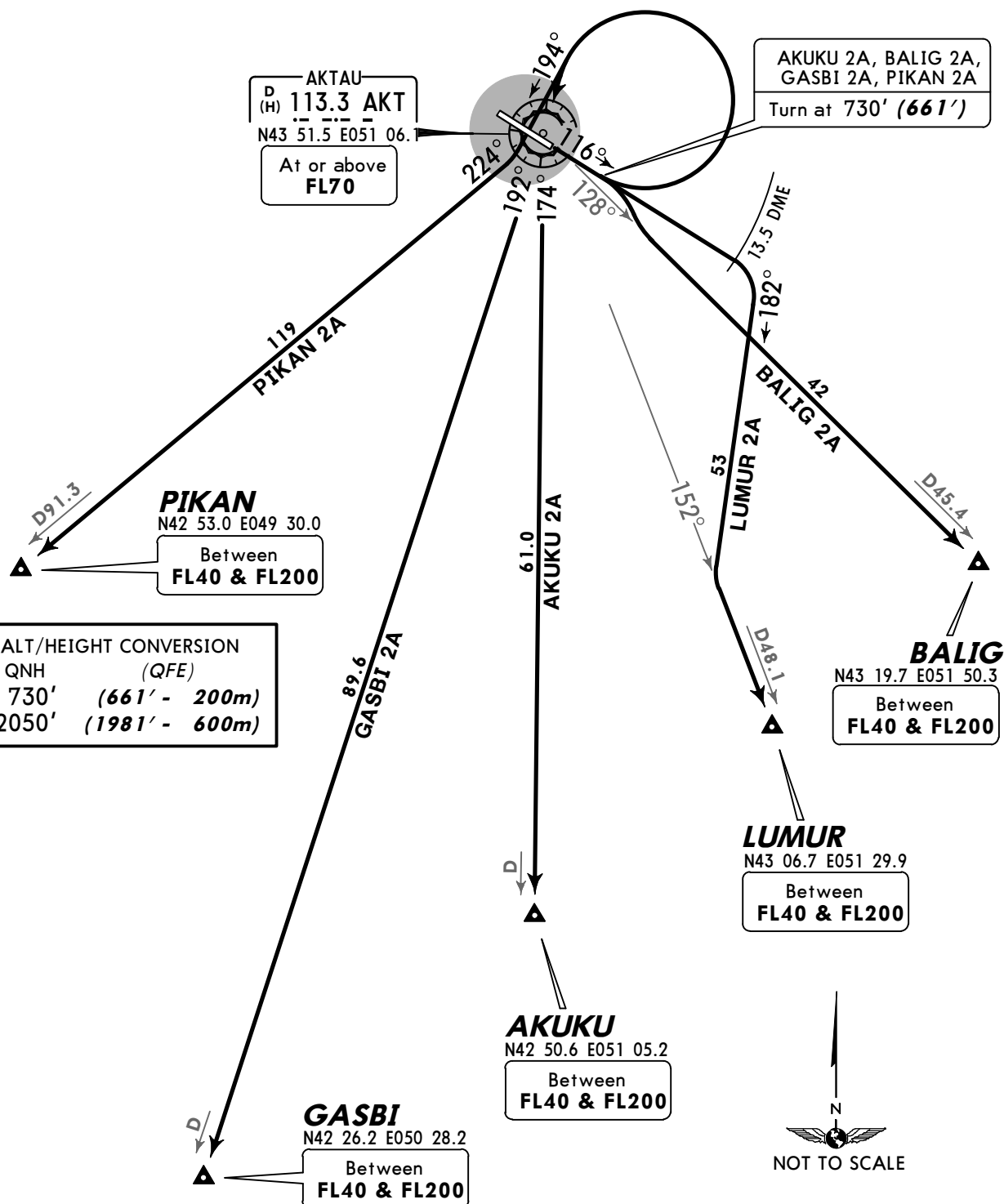
Apt Elev
72'

QNH on request (QFE)

Trans level: FL40 Trans alt: 2050' (1981')

FL by ATC.

2000'

MSA
AKT VORAKUKU 2A [AKUK2A], BALIG 2A [BALI2A]
GASBI 2A [GASB2A], LUMUR 2A [LUMU2A]
PIKAN 2A [PIKA2A]
RWY 12 DEPARTURES

SID

ROUTING

AKUKU 2A	Climb straight ahead to 730' (661'), turn LEFT to AKT, AKT R-174 to AKUKU.
BALIG 2A	Climb straight ahead to 730' (661'), turn RIGHT, intercept AKT R-128 to BALIG.
GASBI 2A	Climb straight ahead to 730' (661'), turn LEFT to AKT, AKT R-192 to GASBI.
LUMUR 2A	Turn RIGHT not before AKT 13.5 DME, 182° track, intercept AKT R-152 to LUMUR.
PIKAN 2A	Climb straight ahead to 730' (661'), turn LEFT, 194° track, intercept AKT R-224 to PIKAN.

Apt Elev
72'

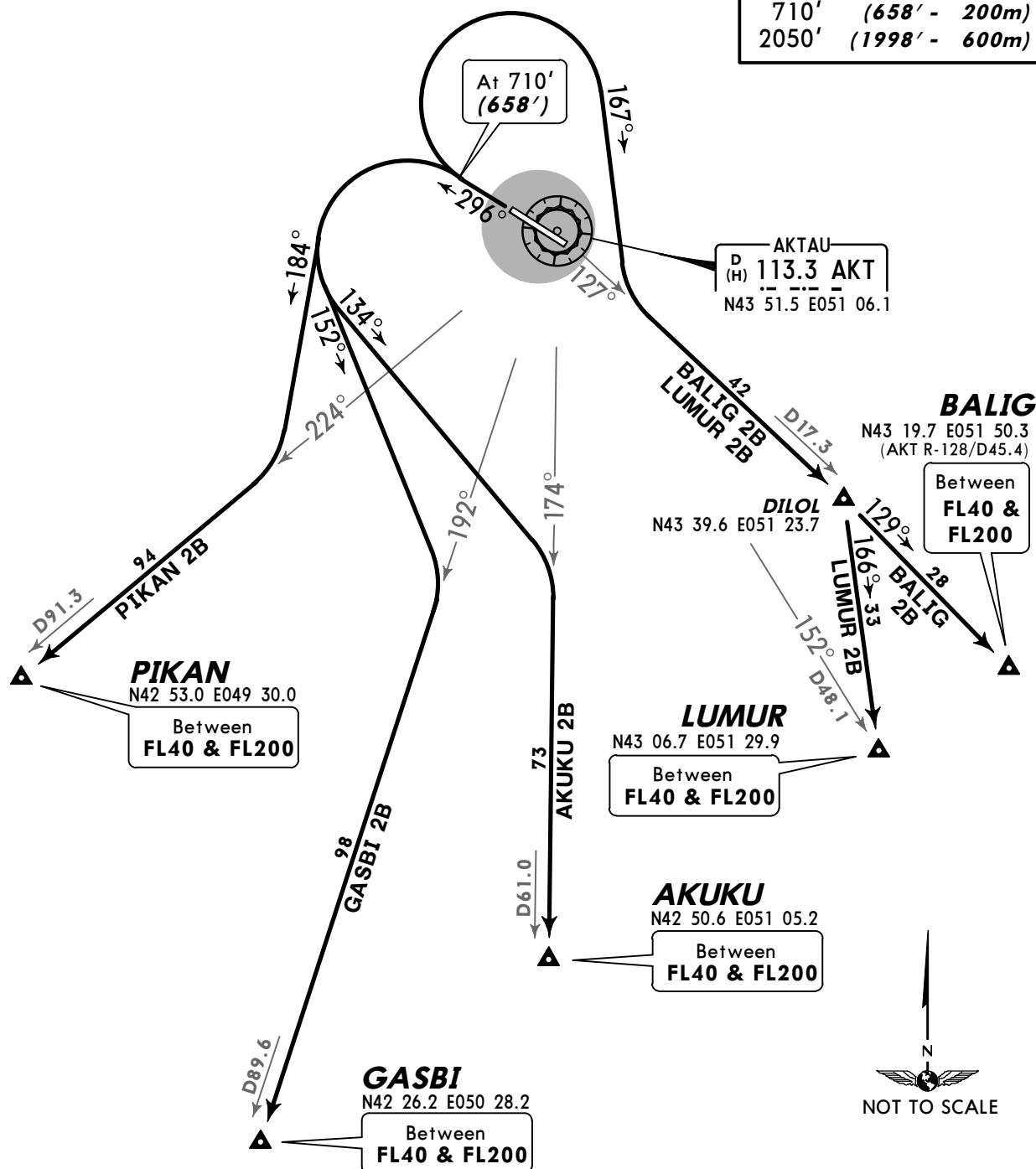
QNH on request (QFE)
Trans level: FL40 Trans alt: 2050' (1998')
FL by ATC.

2000'

MSA
AKT VOR

AKUKU 2B [AKUK2B], BALIG 2B [BALI2B]
GASBI 2B [GASB2B], LUMUR 2B [LUMU2B]
PIKAN 2B [PIKA2B]
RWY 30 DEPARTURES

ALT/HEIGHT CONVERSION
QNH (QFE)
710' (658' - 200m)
2050' (1998' - 600m)



NOT TO SCALE

SID	ROUTING
AKUKU 2B	Climb straight ahead to 710' (658'), turn LEFT, 134° track, intercept AKT R-174 to AKUKU.
BALIG 2B	Climb straight ahead to 710' (658'), turn RIGHT, 167° track, intercept AKT R-127 to DILOL, 129° track to BALIG.
GASBI 2B	Climb straight ahead to 710' (658'), turn LEFT, 152° track, intercept AKT R-192 to GASBI.
LUMUR 2B	Climb straight ahead to 710' (658'), turn RIGHT, 167° track, intercept AKT R-127 to DILOL, 166° track to LUMUR.
PIKAN 2B	Climb straight ahead to 710' (658'), turn LEFT, 184° track, intercept AKT R-224 to PIKAN.

Apt Elev
72'

QNH on request (QFE)

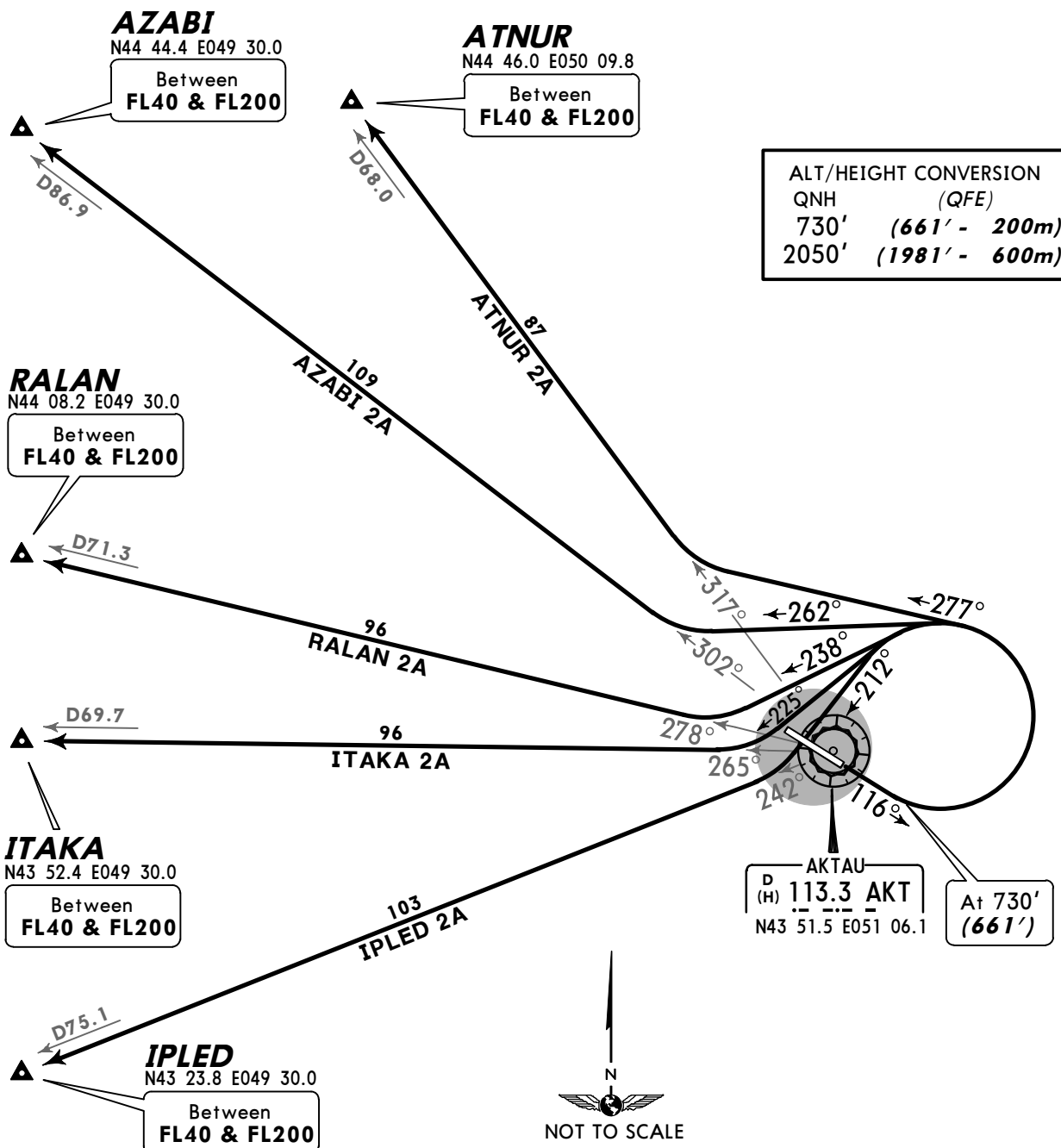
Trans level: FL40 Trans alt: 2050' (1981')

FL by ATC.

2000'

MSA
AKT VOR

ATNUR 2A [ATNU2A], AZABI 2A [AZAB2A]
IPLED 2A [IPLE2A], ITAKA 2A [ITAK2A]
RALAN 2A [RALA2A]
RWY 12 DEPARTURES



SID

ROUTING

ATNUR 2A	Climb straight ahead to 730' (661'), turn LEFT, 277° track, intercept AKT R-317 to ATNUR.
AZABI 2A	Climb straight ahead to 730' (661'), turn LEFT, 262° track, intercept AKT R-302 to AZABI.
IPLED 2A	Climb straight ahead to 730' (661'), turn LEFT, 212° track, intercept AKT R-242 to IPLED.
ITAKA 2A	Climb straight ahead to 730' (661'), turn LEFT, 225° track, intercept AKT R-265 to ITAKA.
RALAN 2A	Climb straight ahead to 730' (661'), turn LEFT, 238° track, intercept AKT R-278 to RALAN.

Apt Elev
72'

QNH on request (QFE)

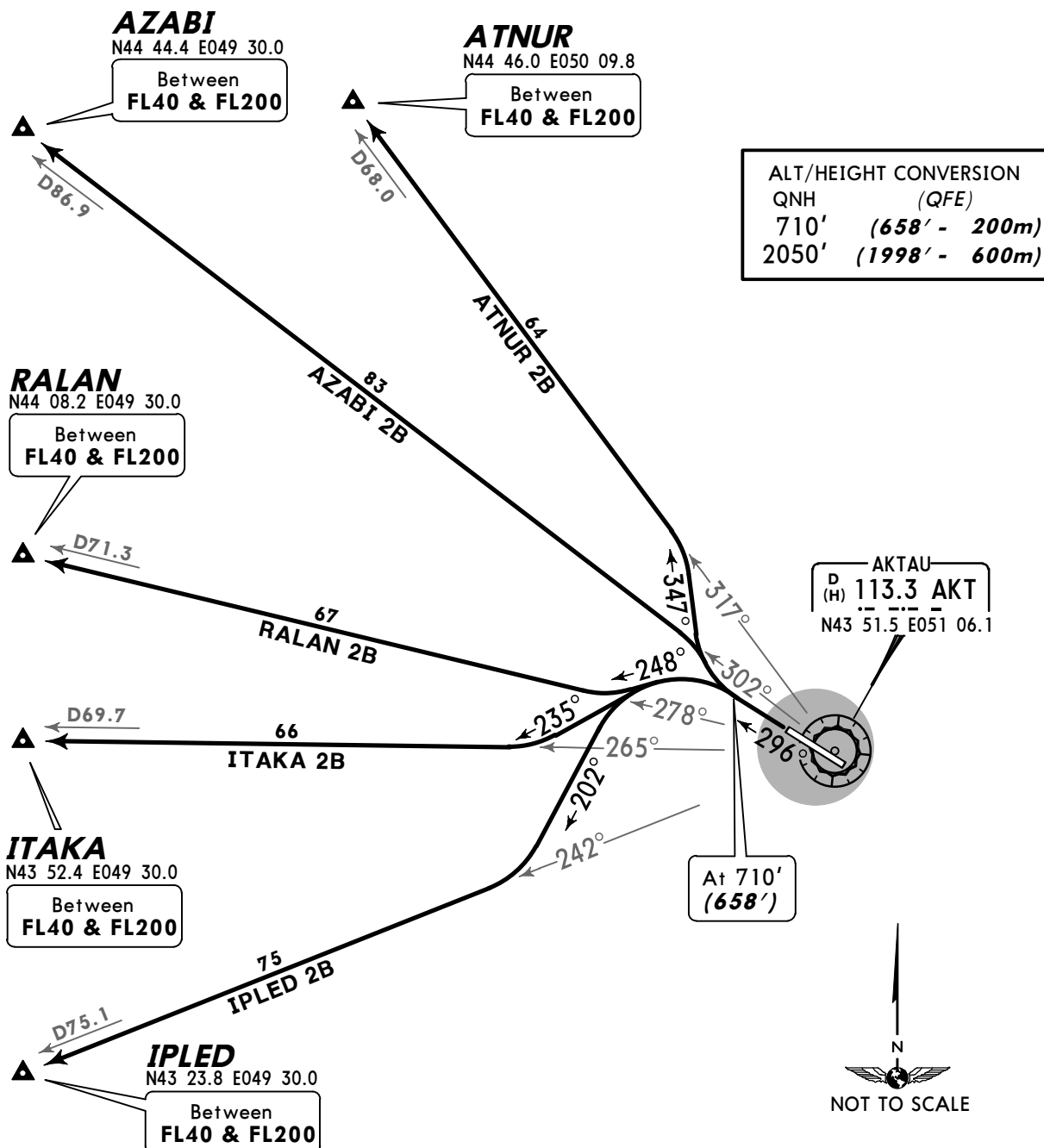
Trans level: FL40 Trans alt: 2050' (1998')

FL by ATC.

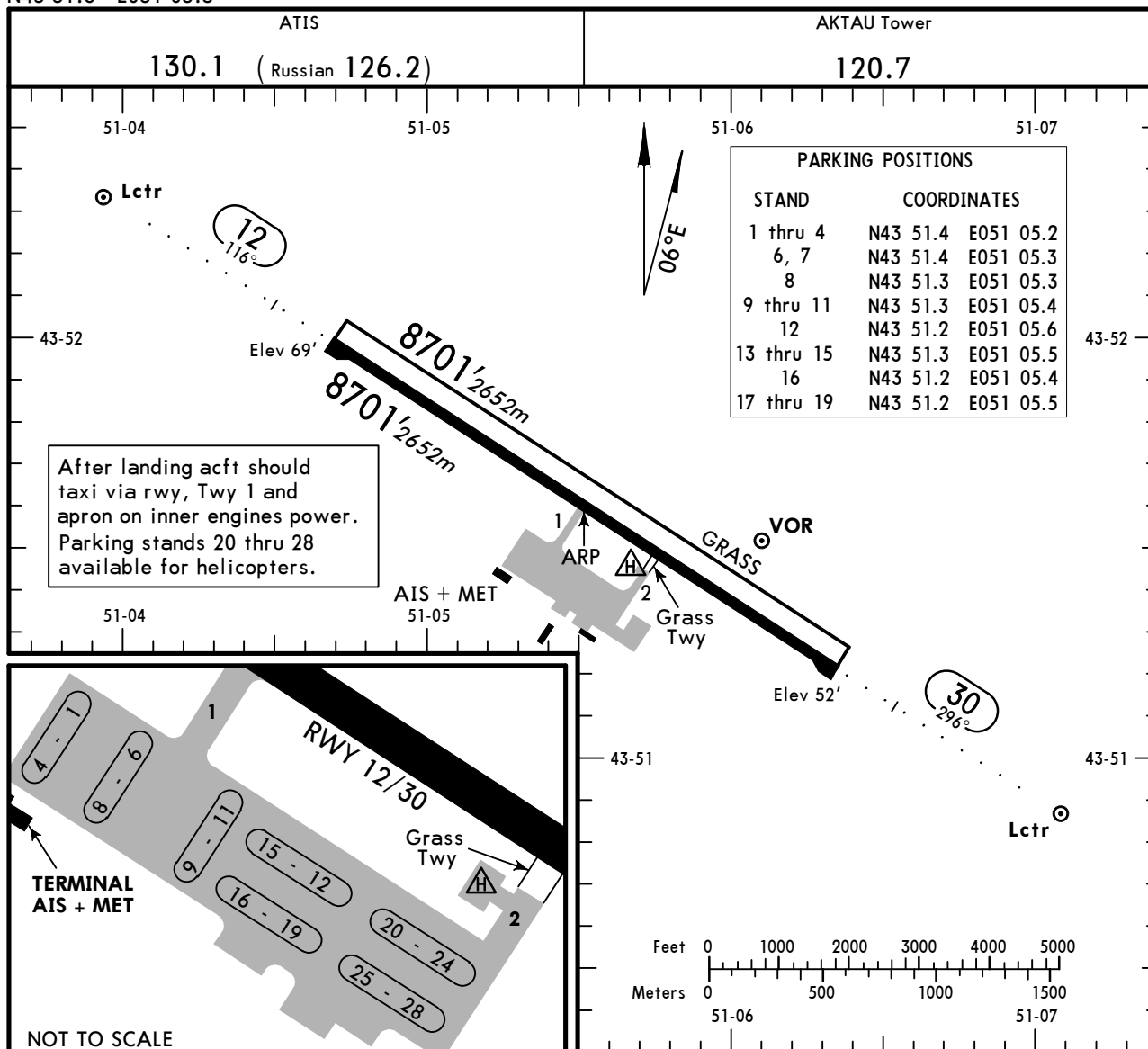
2000'

MSA
AKT VOR

ATNUR 2B [ATNU2B], AZABI 2B [AZAB2B]
IPLED 2B [IPLE2B], ITAKA 2B [ITAK2B]
RALAN 2B [RALA2B]
RWY 30 DEPARTURES



SID	ROUTING
ATNUR 2B	Climb straight ahead to 710' (658'), turn RIGHT, 347° track, intercept AKT R-317 to ATNUR.
AZABI 2B	Climb straight ahead to 710' (658'), intercept AKT R-302 to AZABI.
IPLED 2B	Climb straight ahead to 710' (658'), turn LEFT, 202° track, intercept AKT R-242 to IPLED.
ITAKA 2B	Climb straight ahead to 710' (658'), turn LEFT, 235° track, intercept AKT R-265 to ITAKA.
RALAN 2B	Climb straight ahead to 710' (658'), turn LEFT, 248° track, intercept AKT R-278 to RALAN.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
12	30	RL (60m) ALS	RVR	7547' 2300m		148'
				7729' 2356m		45m
12	30	Grass runway				328'
						100m

TAKE-OFF

AIR CARRIER (JAA) All Rwy's			
DAY		NIGHT	
RL	RCLM	RL	
A	400m I	400m I	
B			
C			
D			

I LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
12	ILS	269'(200')	269'(200')	299'(230')	299'(230')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	430'(361')	430'(361')	430'(361')	430'(361')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1700m	1700m
	2 NDB ❶	420'(351')	420'(351')	420'(351')	420'(351')
		1400m	1400m	1400m	1400m
	ALS out	1500m	1500m	1600m	1600m
	NDB ❶ ❷	430'(361')	430'(361')	430'(361')	430'(361')
		1500m	1500m	1500m	1500m
30	ILS	265'(213')	265'(213')	282'(230')	282'(230')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	420'(368')	420'(368')	420'(368')	420'(368')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1700m	1700m
	2 NDB ❶	410'(358')	410'(358')	410'(358')	410'(358')
		1400m	1400m	1400m	1400m
	ALS out	1500m	1500m	1600m	1600m
	NDB ❶ ❷	420'(368')	420'(368')	420'(368')	420'(368')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1700m	1700m
	NDB ❸	420'(368')	420'(368')	420'(368')	420'(368')
		1700m	1700m	1900m	1900m
	ALS out	1900m	1900m	2100m	2100m

❶ Continuous Descent Final Approach.

❷ With FMS

❸ W/o FMS

TAKE-OFF RWY 12, 30

		DAY		NIGHT
RL		RCLM	NIL	RL
A	400m ④	400m ④	500m	400m ④
B				
C				
D		500m		400m

❹ LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
12	ILS	269' (200')	269' (200')	299' (230')	299' (230')
		800m	800m	900m	900m
	<i>ALS out</i>	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR DME	430' (361')	430' (361')	430' (361')	430' (361')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
	2 NDB	370' (301')	370' (301')	370' (301')	370' (301')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
	NDB	430' (361')	430' (361')	430' (361')	430' (361')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
30	ILS	265' (213')	265' (213')	282' (230')	282' (230')
		800m	800m	900m	900m
	<i>ALS out</i>	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR DME	420' (368')	420' (368')	420' (368')	420' (368')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
	2 NDB	390' (338')	390' (338')	390' (338')	390' (338')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m
	NDB	420' (368')	420' (368')	420' (368')	420' (368')
		1300m	1400m	1600m	1800m
	<i>ALS out</i>	1500m	1500m	1800m	2000m

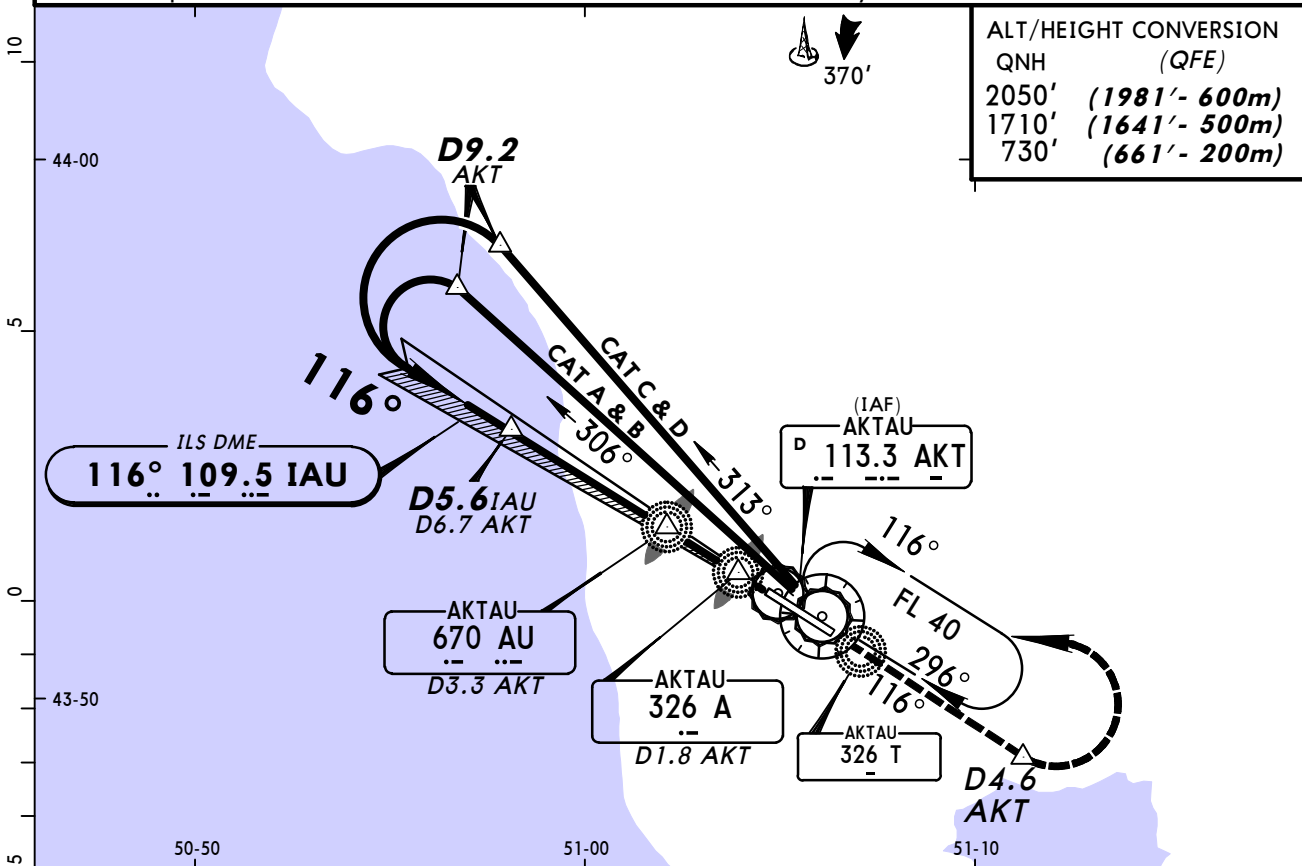
TAKE-OFF RWY 12, 30

		DAY		NIGHT	
RL		RCLM	NIL		RL
A	400m 1	400m 1	500m		400m 1
B					
C			500m		400m
D		500m			

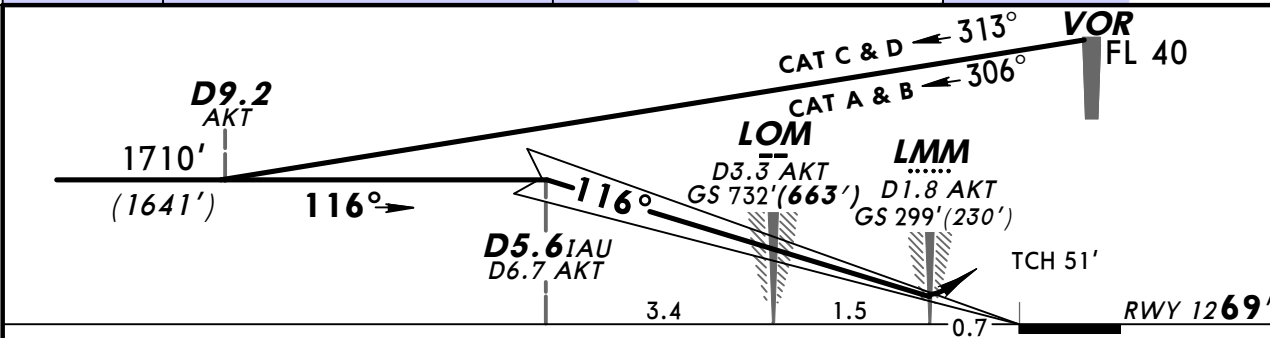
1 LVP must be in force: 300m.

BRIEFING STRIP™

ATIS		AKTAU Approach		AKTAU Tower	
130.1 (Russian 126.2)		134.3		120.7	
LOC IAU 109.5	Final Apch Crs 116°	GS LOM 732'(663')	ILS DA(H) Refer to Minimums	Apt Elev 72' RWY 69'	2000' MSA AKT VOR
MISSED APCH: Climb on 116° to 730'(661') or above outbound to D4.6 AKT, then turn LEFT to VOR. Climb initially to 1710'(1641'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold. Missed apch turn restricted to MAX 225 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050'(1981')					
1. Initial apch restricted to MAX 195 KT. 2. ILS DME reads zero at rwy 12 threshold.					



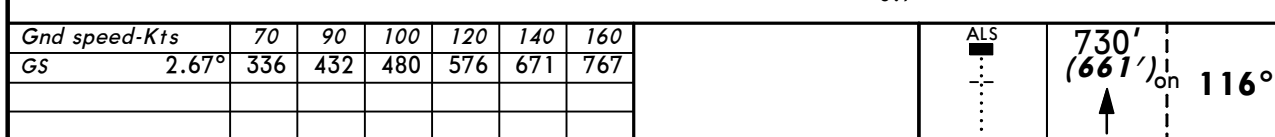
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2050'	(1981' - 600m)
1710'	(1641' - 500m)
730'	(661' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	730' (661') or above on 116° D4.6 AKT
GS	2.67°	336	432	480	576	671	

STRAIGHT-IN LANDING RWY 12			
ILS		LOC (GS out)	
DA(H) AB: 269' (200') CD: 299' (230')			
FULL		ALS out	
A	1200m		NOT AUTHORIZED
B			
C			
D			

BRIEFING STRIP™

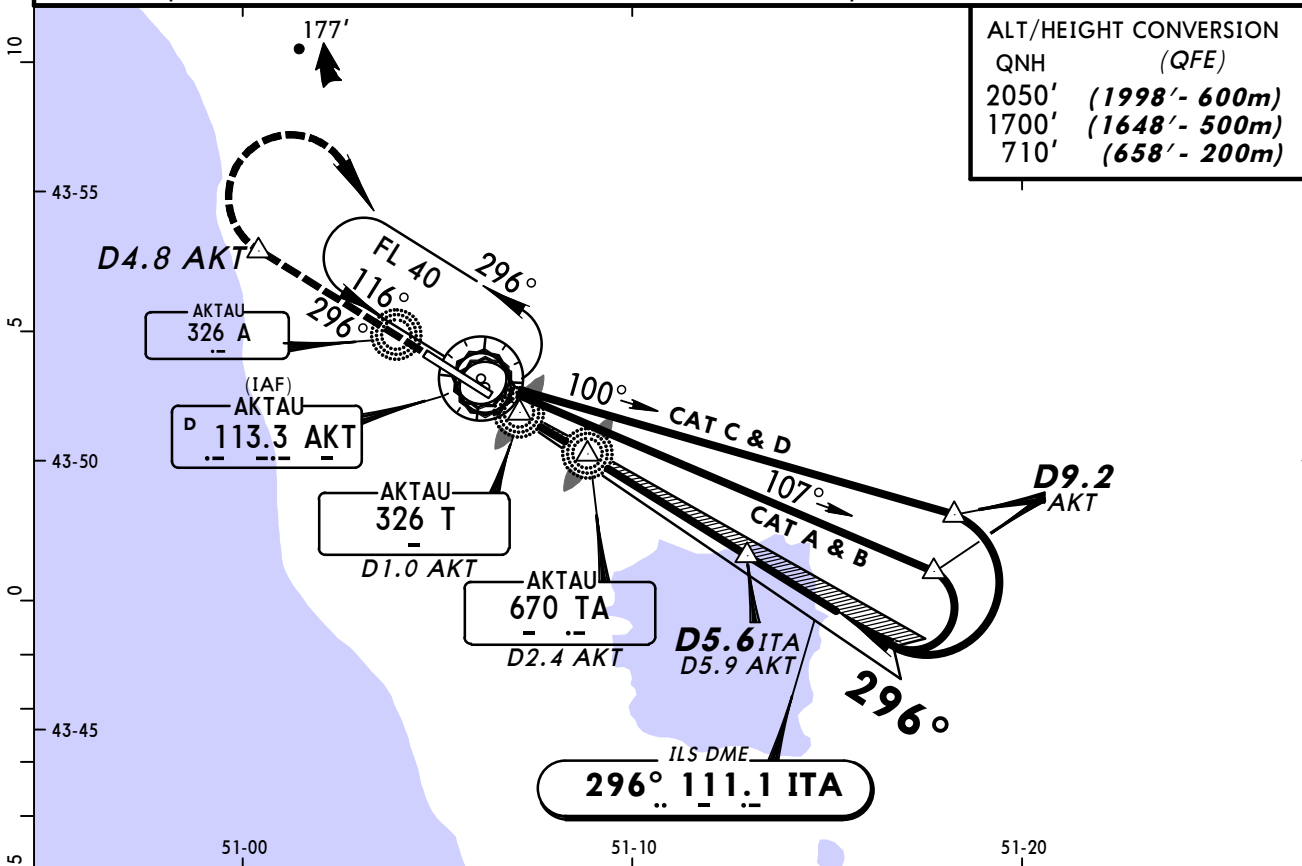
Trans alt: 2050' (**1981'**)

STRAIGHT-IN LANDING RWY 12		
ILS		LOC (GS out)
DA(H) AB: 269' (200') CD: 299' (230')		
FULL	ALS out	

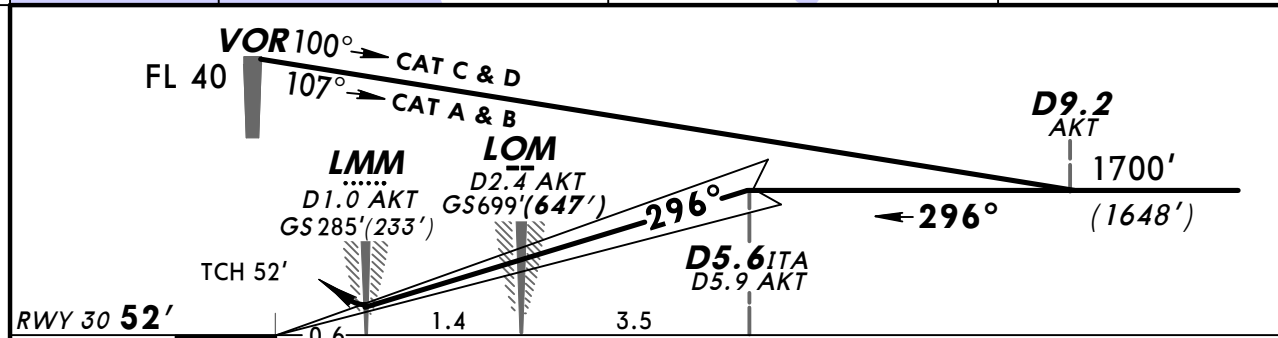
PANS OPS

BRIEFING STRIP™

ATIS		AKTAU Approach		AKTAU Tower	
130.1 (Russian 126.2)		134.3		120.7	
LOC ITA 111.1	Final Apch Crs 296°	GS LOM 699'(647')	ILS DA(H) Refer to Minimums	Apt Elev 72' RWY 52'	2000' MSA AKT VOR
MISSED APCH: Climb on 296° to 710'(658') or above outbound to D4.8 AKT, then turn RIGHT to VOR. Climb initially to 1700'(1648'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold. Missed apch turn restricted to MAX 225 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050'(1998') 1. Initial apch restricted to MAX 195 KT. 2. ILS DME reads zero at rwy 30 threshold.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2050'	(1998' - 600m)
1700'	(1648' - 500m)
710'	(658' - 200m)

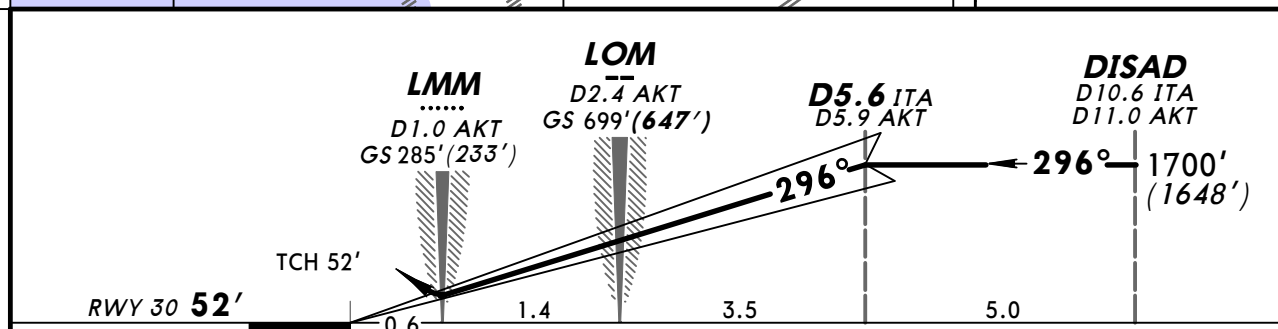
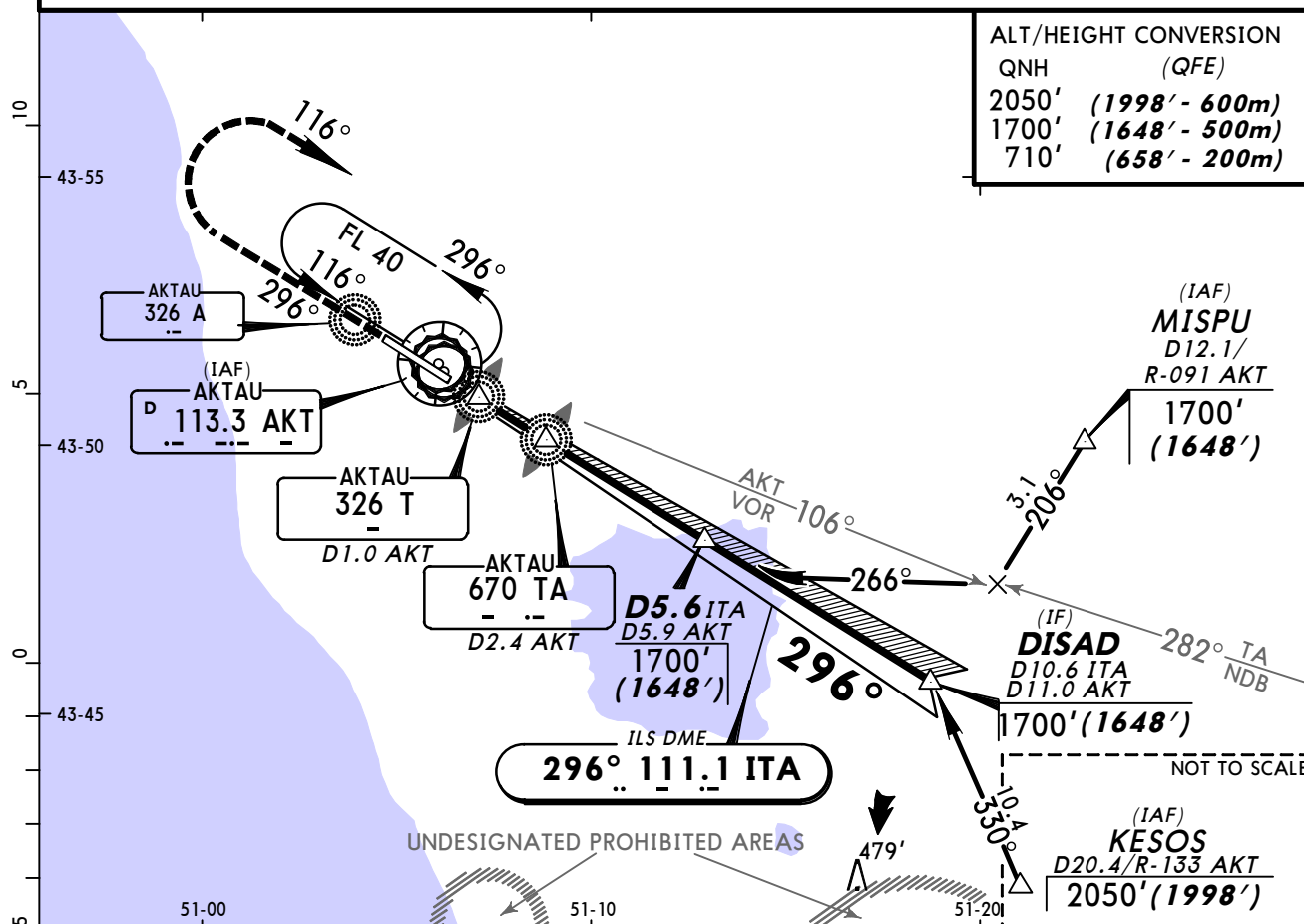


Gnd speed-Kts	70	90	100	120	140	160	ALS	710' (658') or above on 296°	D4.8 AKT
GS	2.67°	336	432	480	576	767			

STRAIGHT-IN LANDING RWY 30			
ILS		LOC (GS out)	
DA(H) AB: 265' (213') CD: 282' (230')			
FULL		ALS out	
A	1200m		NOT AUTHORIZED
B			
C			
D			

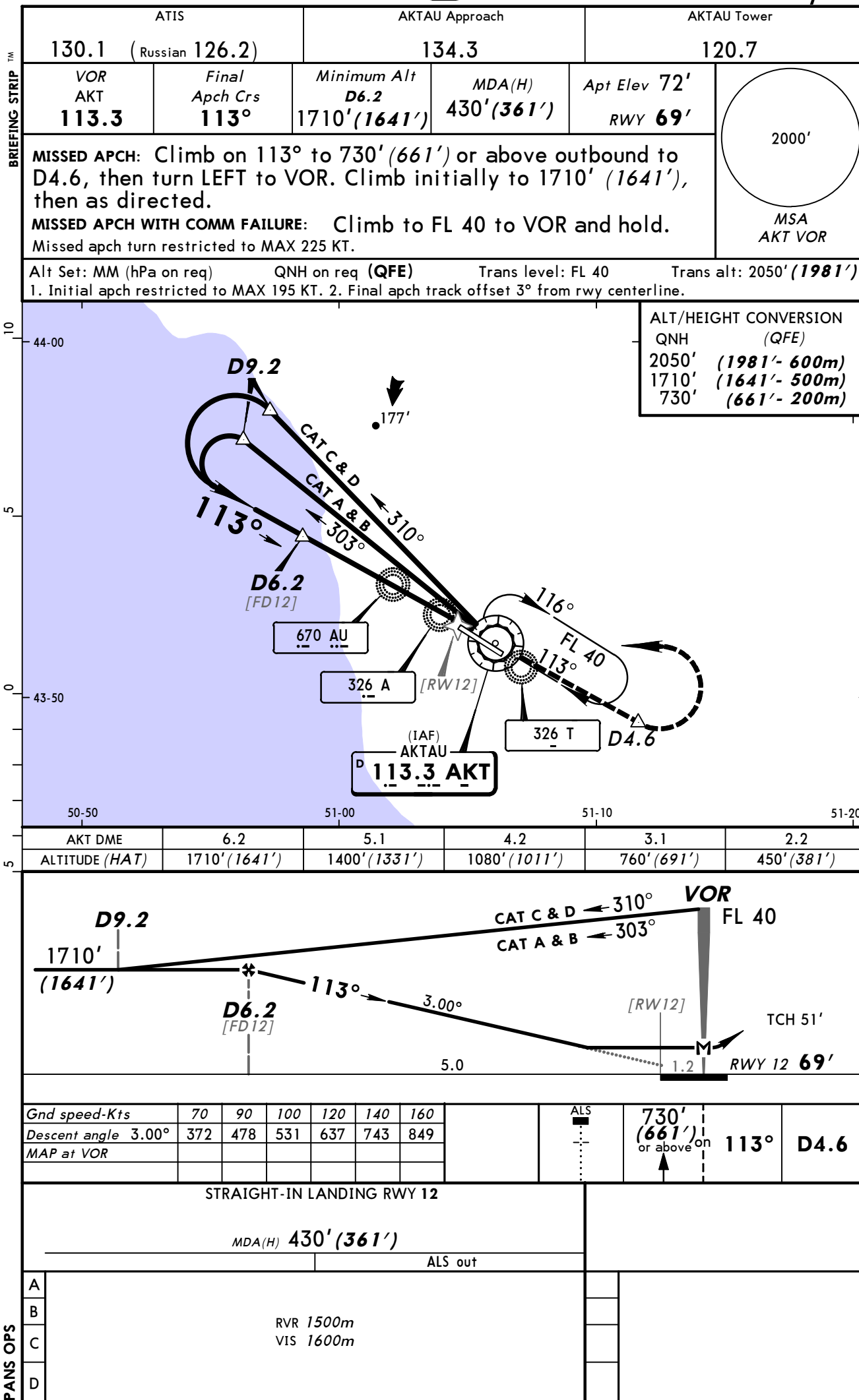
BRIEFING STRIP™

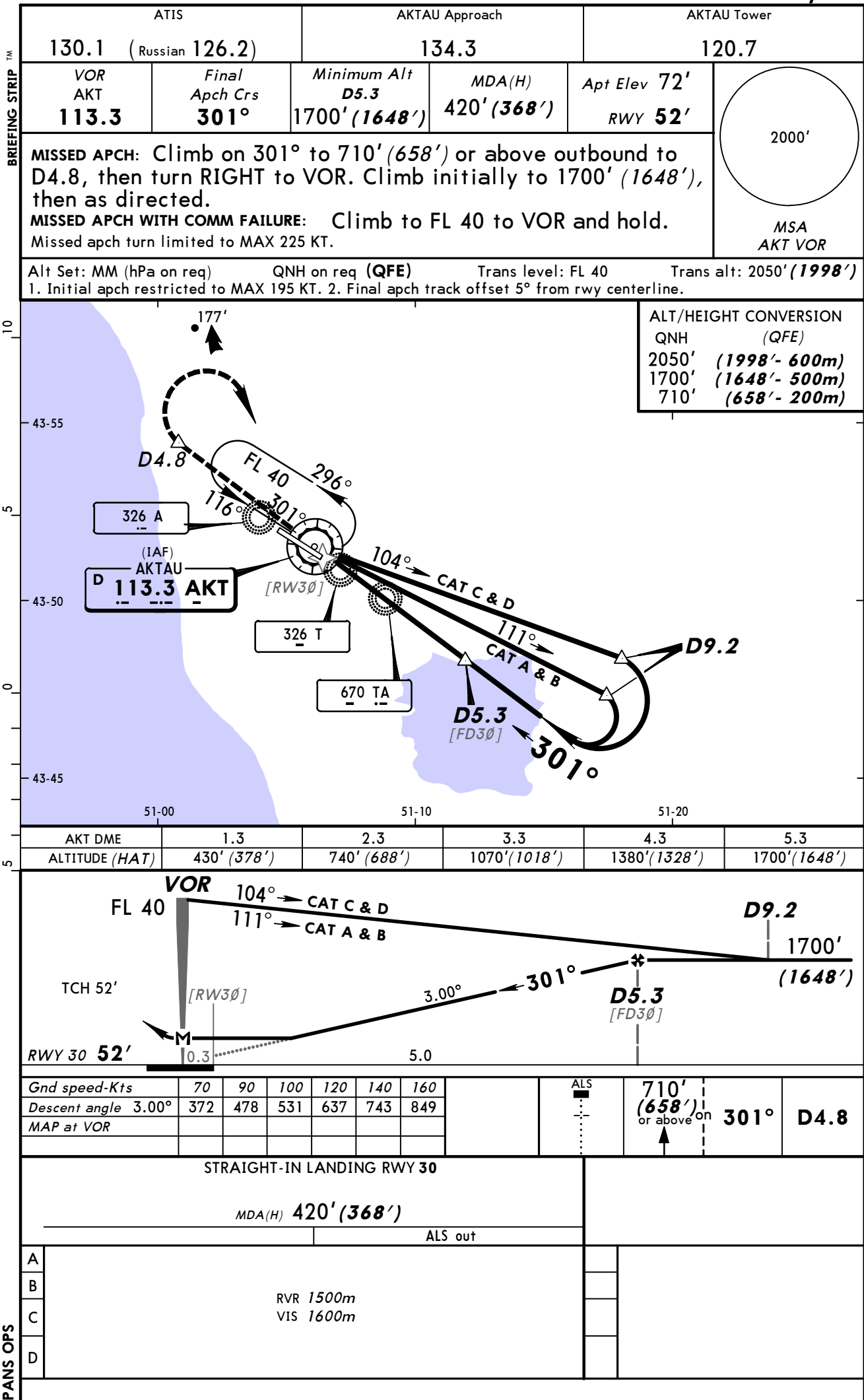
ATIS		AKTAU Approach		AKTAU Tower		2000' MSA AKT VOR
130.1 (Russian 126.2)		134.3		120.7		
LOC ITA 111.1	Final Apch Crs 296°	GS LOM 699'(647')	ILS DA(H) Refer to Minimums	Apt Elev 72' RWY 52'		
MISSED APCH: Climb on 296° to 710' (658'), then turn RIGHT onto 116° climbing to 1700' (1648'), then as directed.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050' (1998')						
1. RADAR required. 2. ILS DME reads zero at rwy 30 threshold.						



Gnd speed-Kts	70	90	100	120	140	160
GS	2.67°	336	432	480	576	671

STRAIGHT-IN LANDING RWY 30		ALS	
ILS		LOC (GS out)	
DA(H) AB: 265' (213') CD: 282' (230')			
FULL		ALS out	
A	1200m	NOT AUTHORIZED	
B			
C			
D			





ALT/HEIGHT CONVERSION

QNH	(QFE)
2050'	(1981' - 600m)
1710'	(1641' - 500m)
830'	(761' - 230m)
730'	(661' - 200m)
330'	(261' - 80m)

ROUTE INFORMATION:

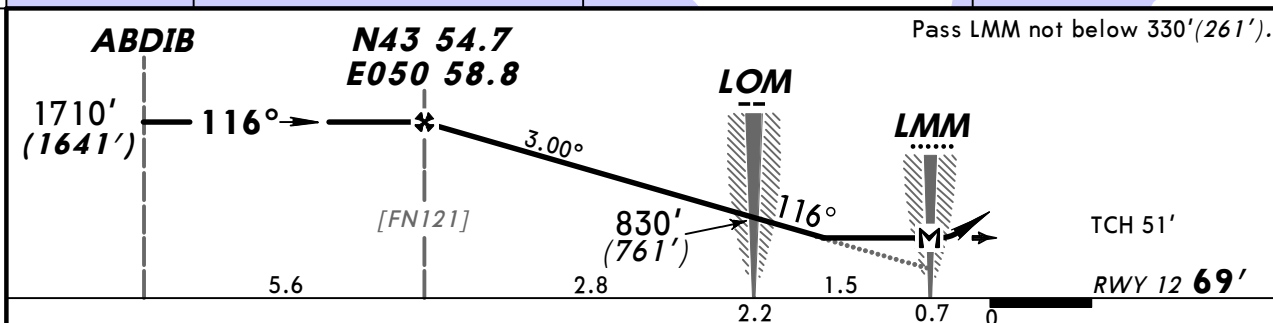
- NASAB (IAF):** 1710' (1641')
- ABDIB (IF):** 1710' (1641')
- BASUN (IAF):** 1710' (1641')
- N43 54.7 E050 58.8 [FN121]:** 1710' (1641')

航路点与航段 (Waypoints and Segments):

- NASAB to ABDIB: 026°, 3.2 AU
- ABDIB to BASUN: 116°, 146 AU
- BASUN to N43 54.7 E050 58.8: 206°, 3.3 AU
- N43 54.7 E050 58.8 to AKTAU: 116°, 130 AU
- AKTAU to 296°: 116°, 130 AU

其他信息 (Other Information):

- 670 AU** (Distance from NASAB to BASUN)
- 326 A** (Distance from BASUN to N43 54.7 E050 58.8)
- AKTAU D 113.3 AKT** (Distance from AKTAU to 296°)
- FL 40** (Altitude at AKTAU)
- 296°** (Heading at the end of the route)

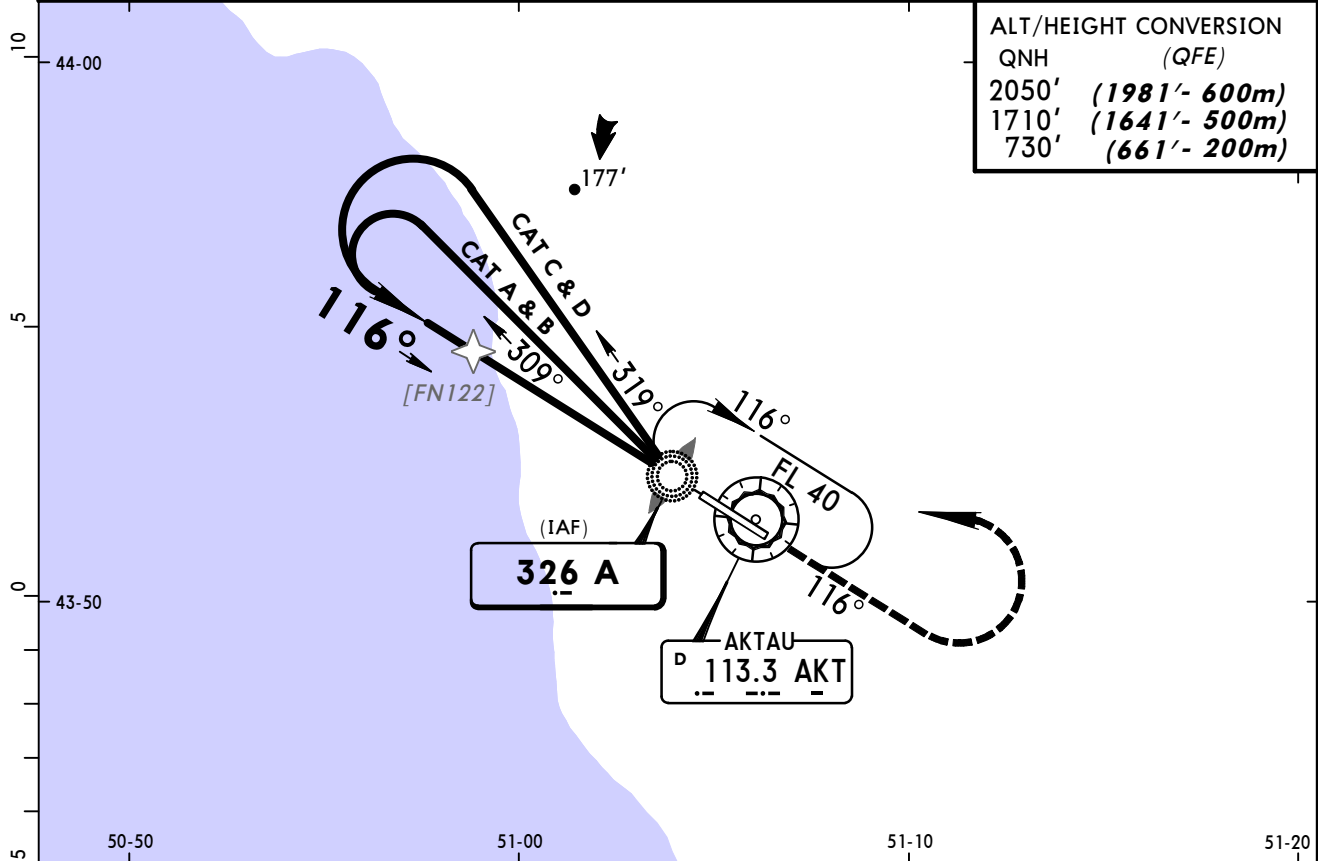


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALS
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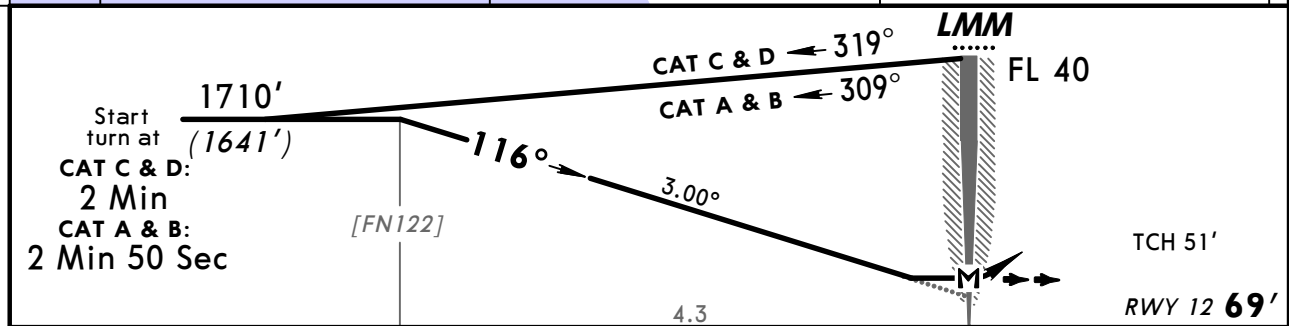
STRAIGHT-IN LANDING RWY 12			
MDA(H) 370' (301')			
		ALS out	
A	RVR 1500m VIS 1600m		
B			
C			
D			

BRIEFING STRIP™

ATIS		AKTAU Approach		AKTAU Tower	
130.1 (Russian 126.2)		134.3		120.7	
NDB A 326	Final Apch Crs 116°	Minimum Alt No FAF	MDA(H) 430' (361')	Apt Elev 72' RWY 69'	2000' MSA AKT VOR
MISSED APCH: Climb on 116° to 730' (661') or above. After passing NDB maintain 116° for 1 Min 20 Sec, then turn LEFT to NDB. Climb initially to 1710' (1641'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold. Missed apch turn restricted to MAX 225 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE)		Trans level: FL 40		Trans alt: 2050' (1981')	
Initial apch restricted to MAX 195 KT.					

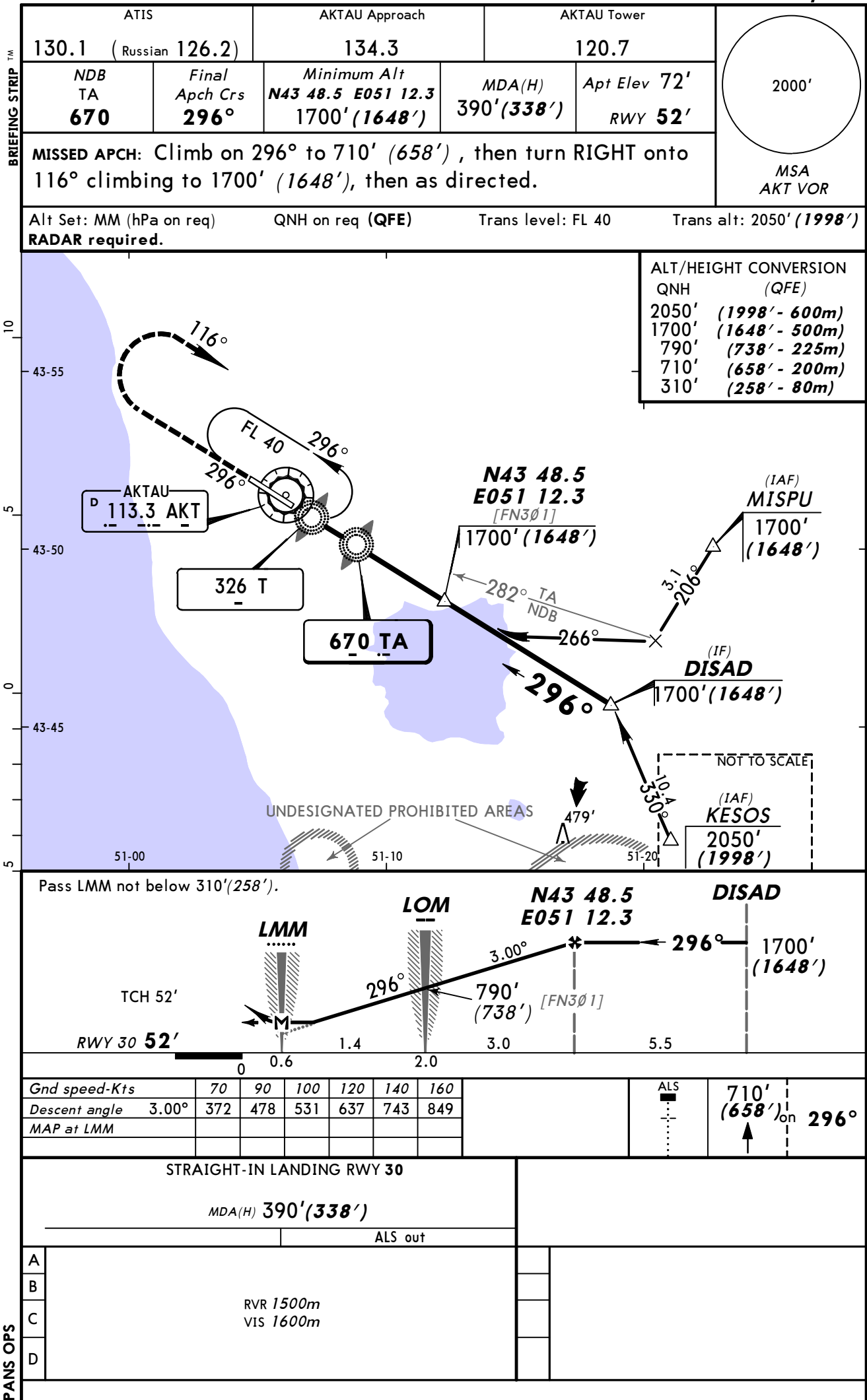


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2050'	(1981' - 600m)
1710'	(1641' - 500m)
730'	(661' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 12			
MDA(H) 430' (361')			
		ALS out	
A	RVR 1500m VIS 1600m		
B			
C			
D			



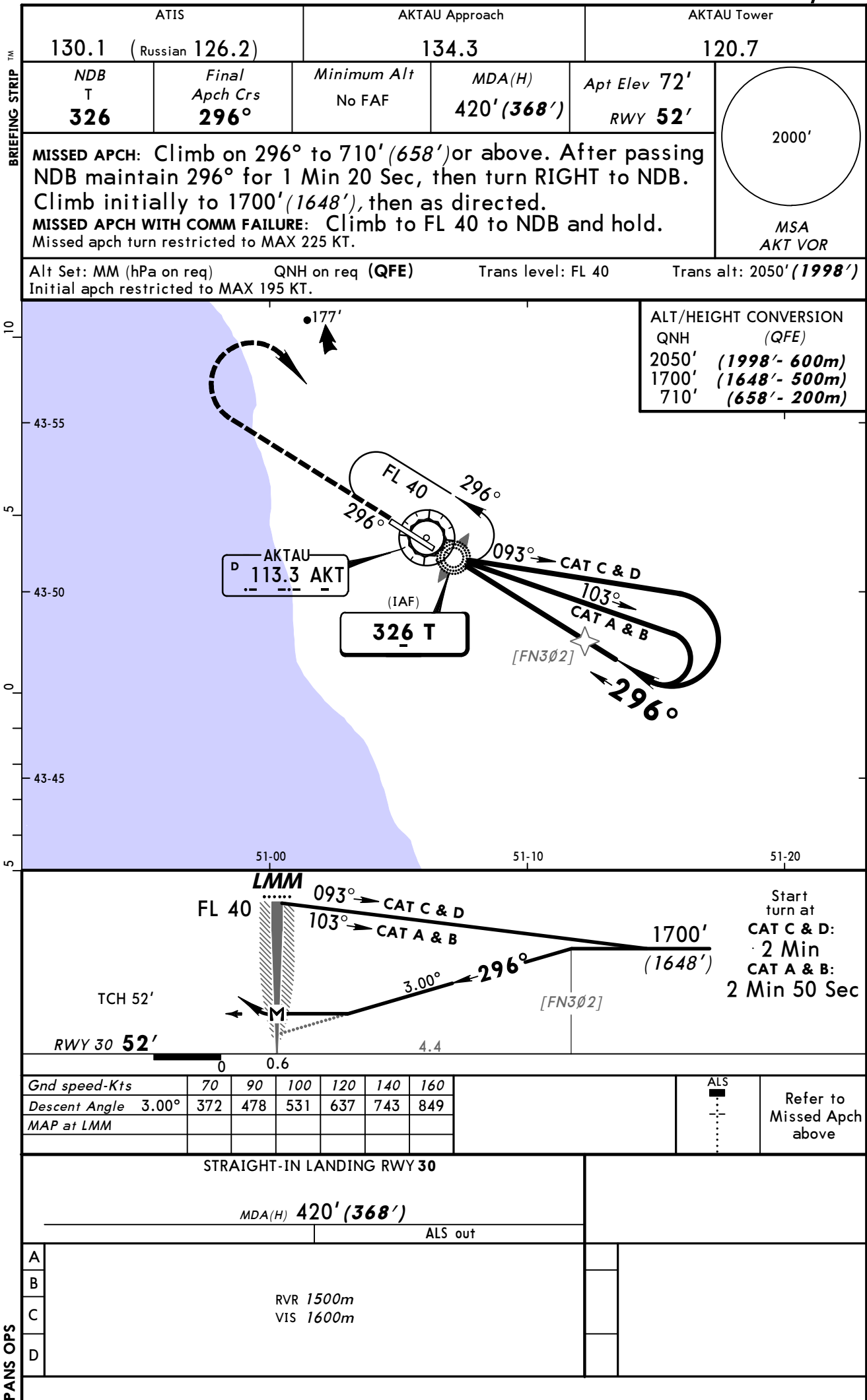


Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AKTAU, (AKTAU - UATE)				
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	JAA MNMS	10-9X	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 12	13-1	23 Mar 2012	05 Apr 2012
REV	VOR DME RWY 30	13-2	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 12	16-1	23 Mar 2012	05 Apr 2012
REV	NDB RWY 12	16-2	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 30	16-3	23 Mar 2012	05 Apr 2012
REV	NDB RWY 30	16-4	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATE