

**List of pages in this Trip Kit**

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Airport Information For UATE

Terminal Charts For UATE

Revision Letter For Cycle 17-2013

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: 7.1°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: 0152 Z  
Sunset: 1524 Z,

## **Runway Information**

Runway: 12  
Length x Width: 10013 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 69 ft  
Lighting: Edge, ALS

Runway: 30  
Length x Width: 10013 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 52 ft  
Lighting: Edge, ALS

## **Communication Information**

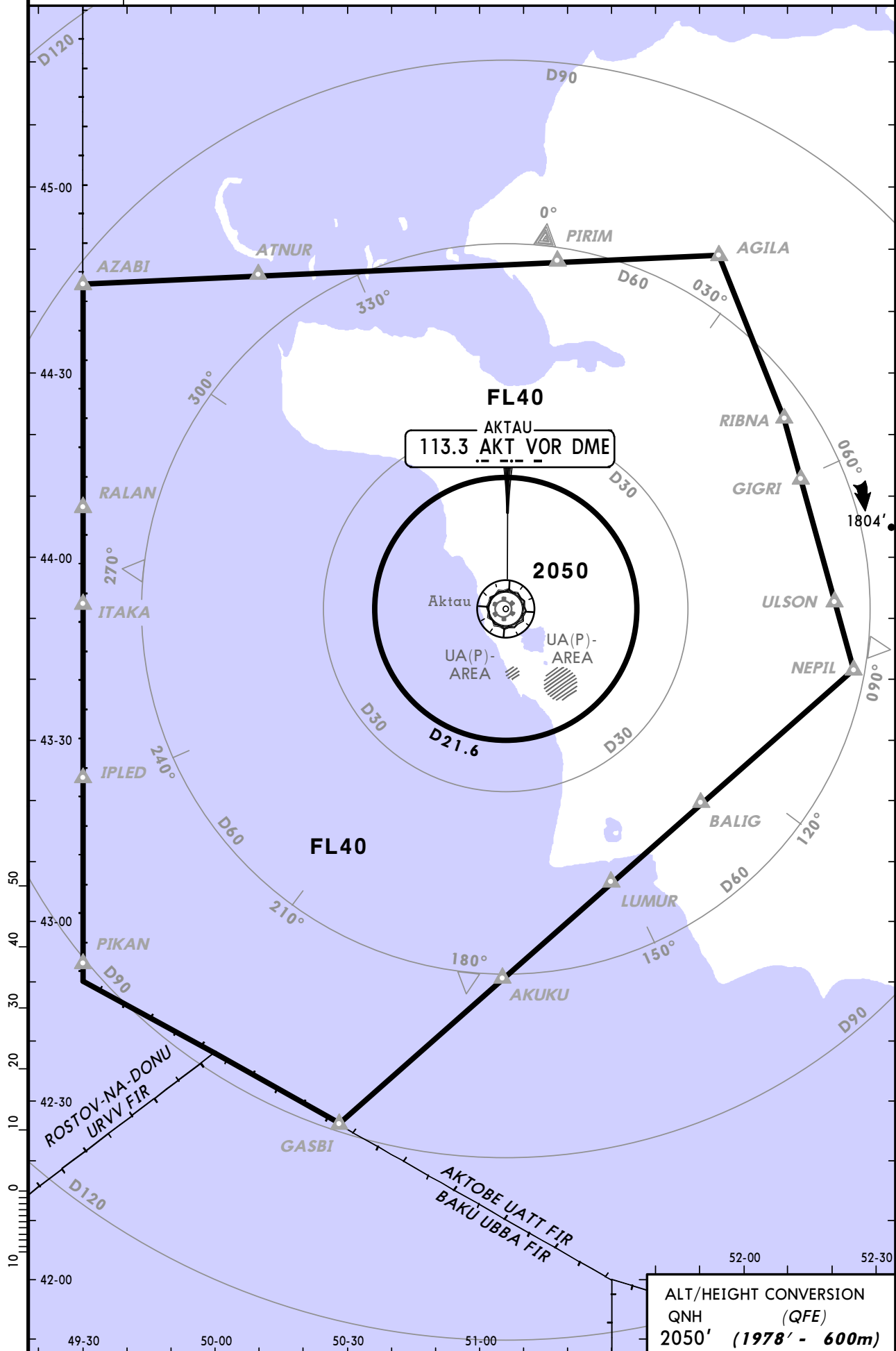
ATIS 130.1  
ATIS 126.2 Non-English  
Aktau Tower 120.7  
Aktau Approach Control 134.3

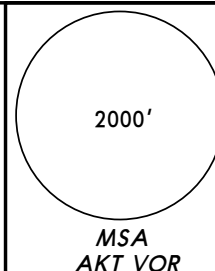
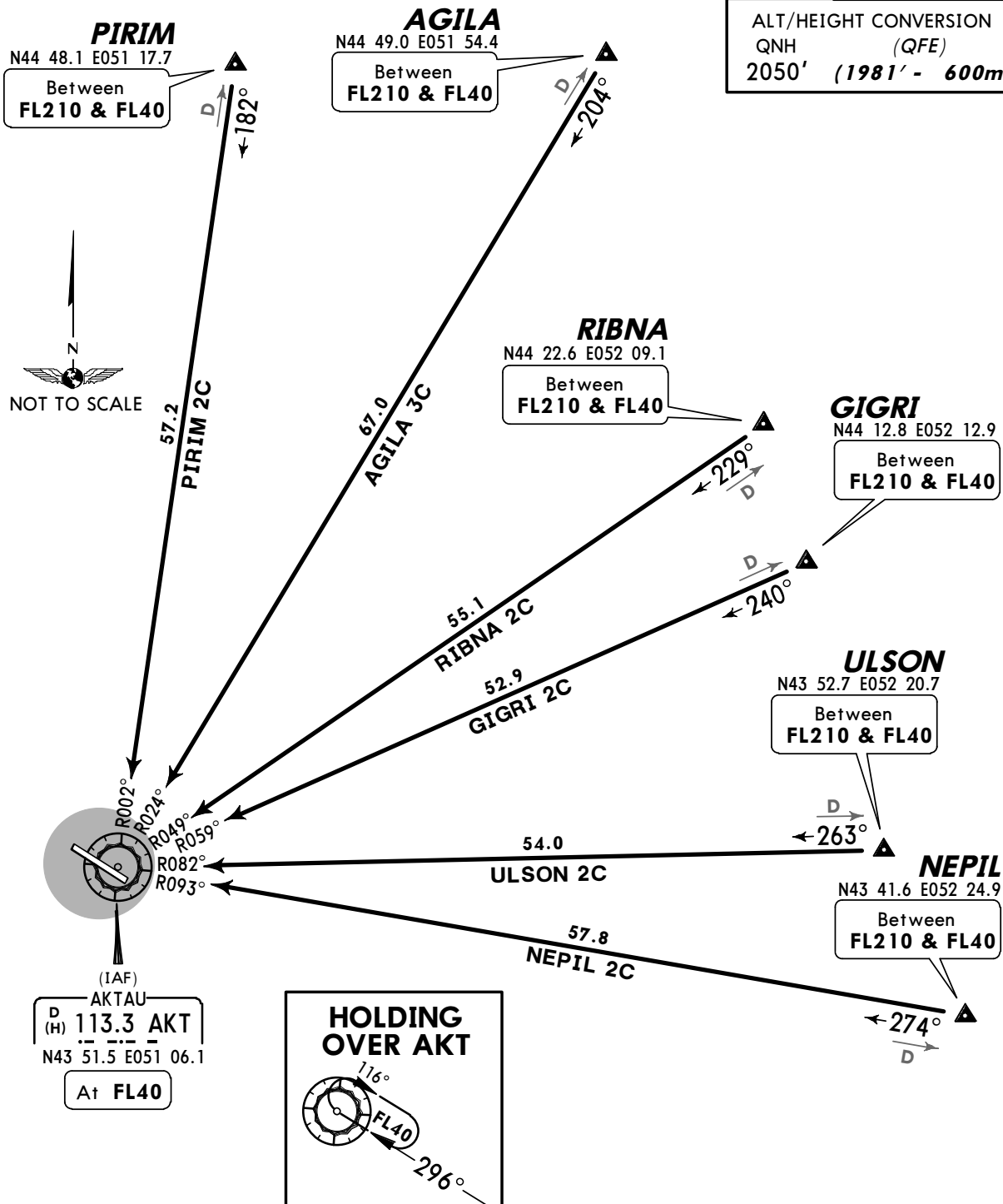
Apt Elev  
72'

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.

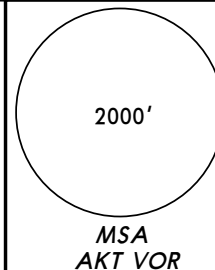
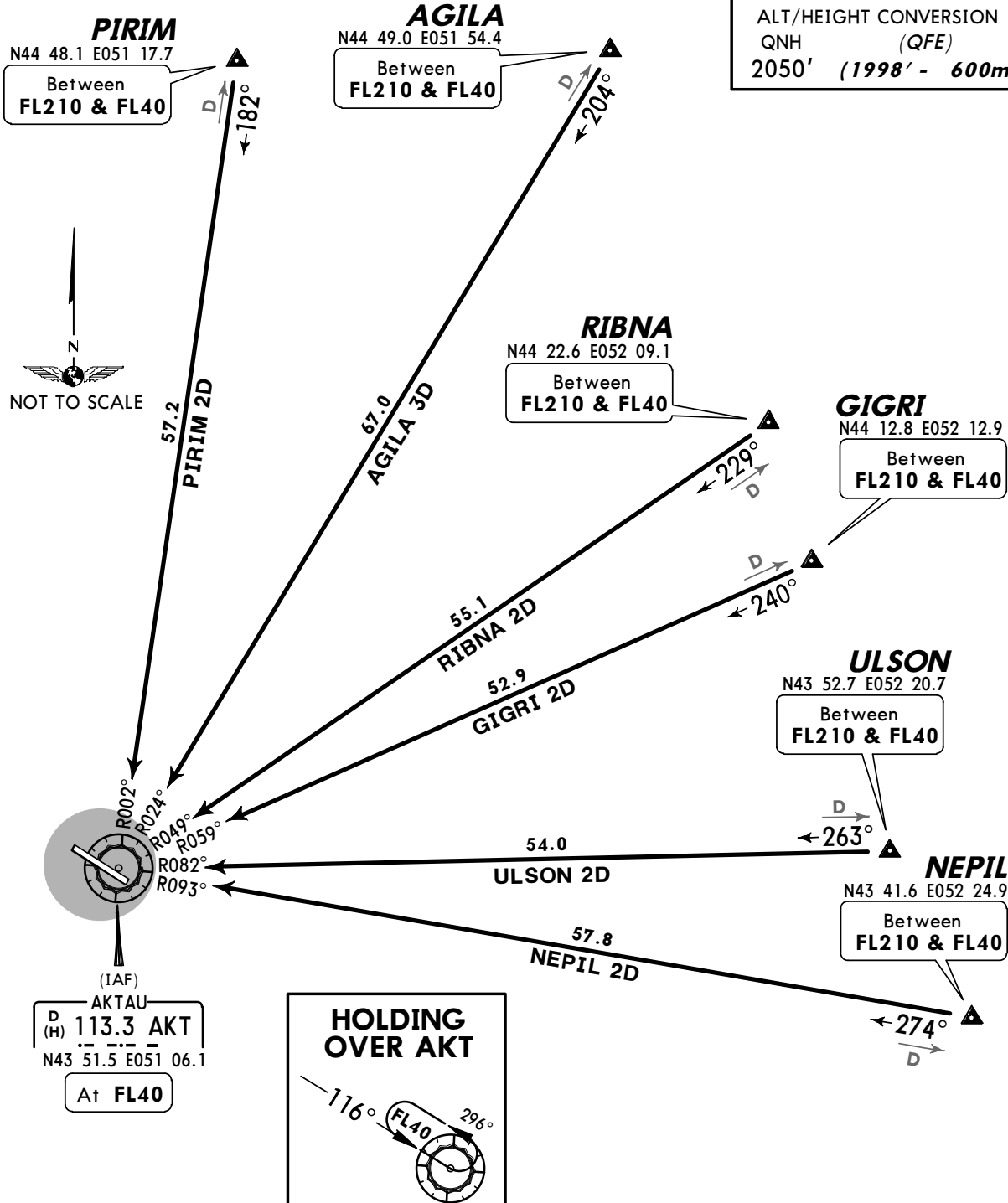


ATIS  
130.1 (Russian 126.2)Apt Elev  
72'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 2050' (1981')  
Crossings at airway exit points by ATC.AGILA 3C [AGIL3C], GIGRI 2C [GIGR2C]  
NEPIL 2C [NEPI2C], PRIM 2C [PRIR2C]  
RIBNA 2C [RIBN2C], ULSON 2C [ULSO2C]  
RWY 12 ARRIVALSALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1981' - 600m)

## STAR

## ROUTING

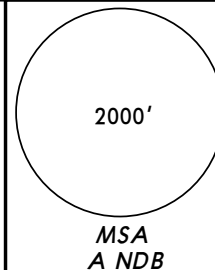
|          |                                     |
|----------|-------------------------------------|
| AGILA 3C | Intercept AKT R-024 inbound to AKT. |
| GIGRI 2C | Intercept AKT R-059 inbound to AKT. |
| NEPIL 2C | Intercept AKT R-093 inbound to AKT. |
| PRIM 2C  | Intercept AKT R-002 inbound to AKT. |
| 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], PRIM 2D [PRIR2D]  
RIBNA 2D [RIBN2D], ULSON 2D [ULSO2D]  
RWY 30 ARRIVALSALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1998' - 600m)

## STAR

## ROUTING

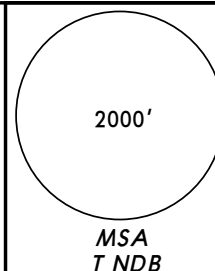
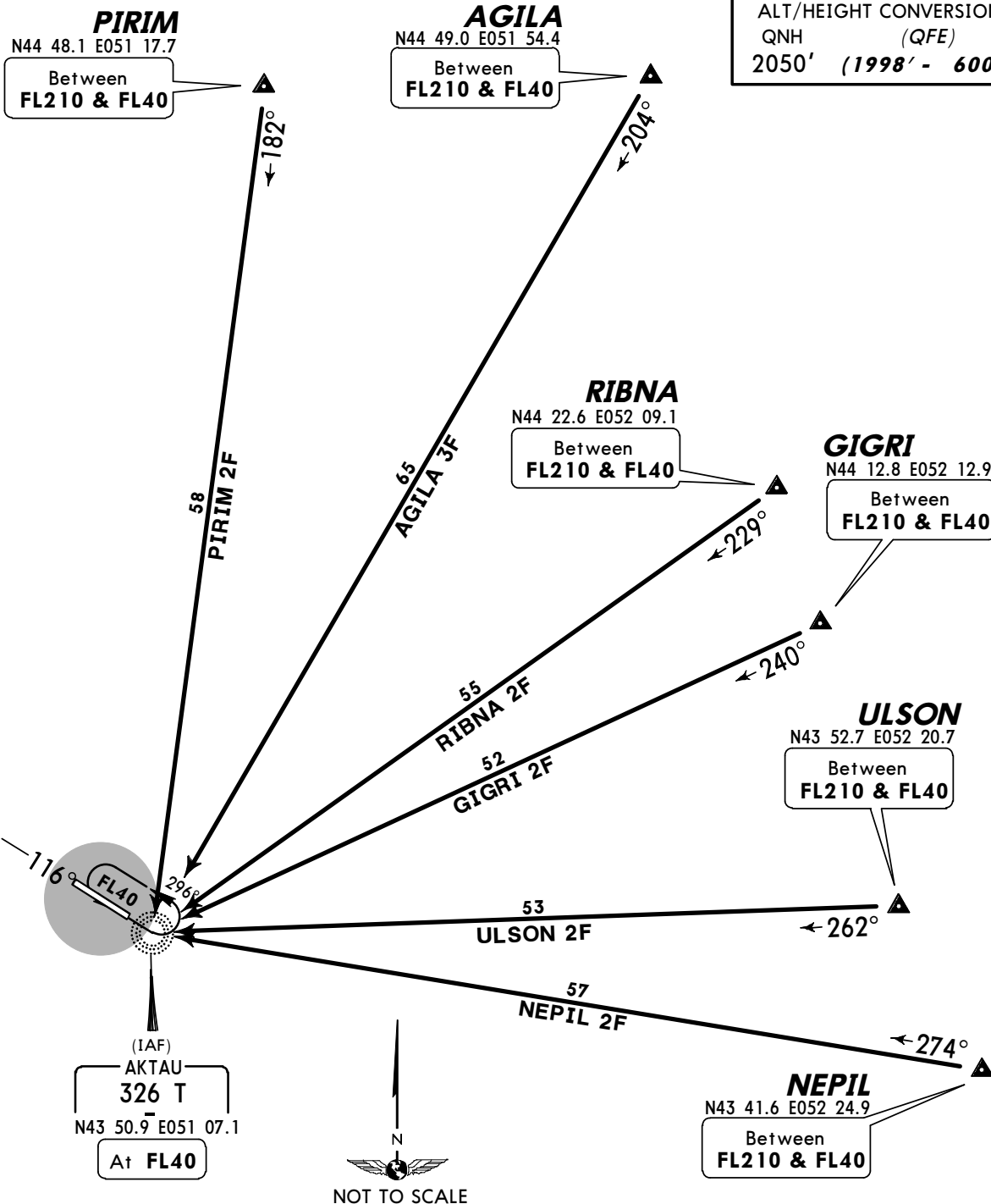
|          |                                     |
|----------|-------------------------------------|
| AGILA 3D | Intercept AKT R-024 inbound to AKT. |
| GIGRI 2D | Intercept AKT R-059 inbound to AKT. |
| NEPIL 2D | Intercept AKT R-093 inbound to AKT. |
| PIRIM 2D | Intercept AKT R-002 inbound to AKT. |
| 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 ARRIVALSALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1981' - 600m)**PIRIM**  
N44 48.1 E051 17.7Between  
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 A  
N43 52.3 E051 03.9  
At FL40

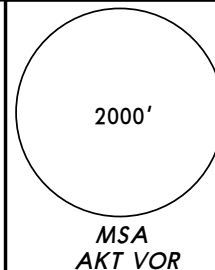
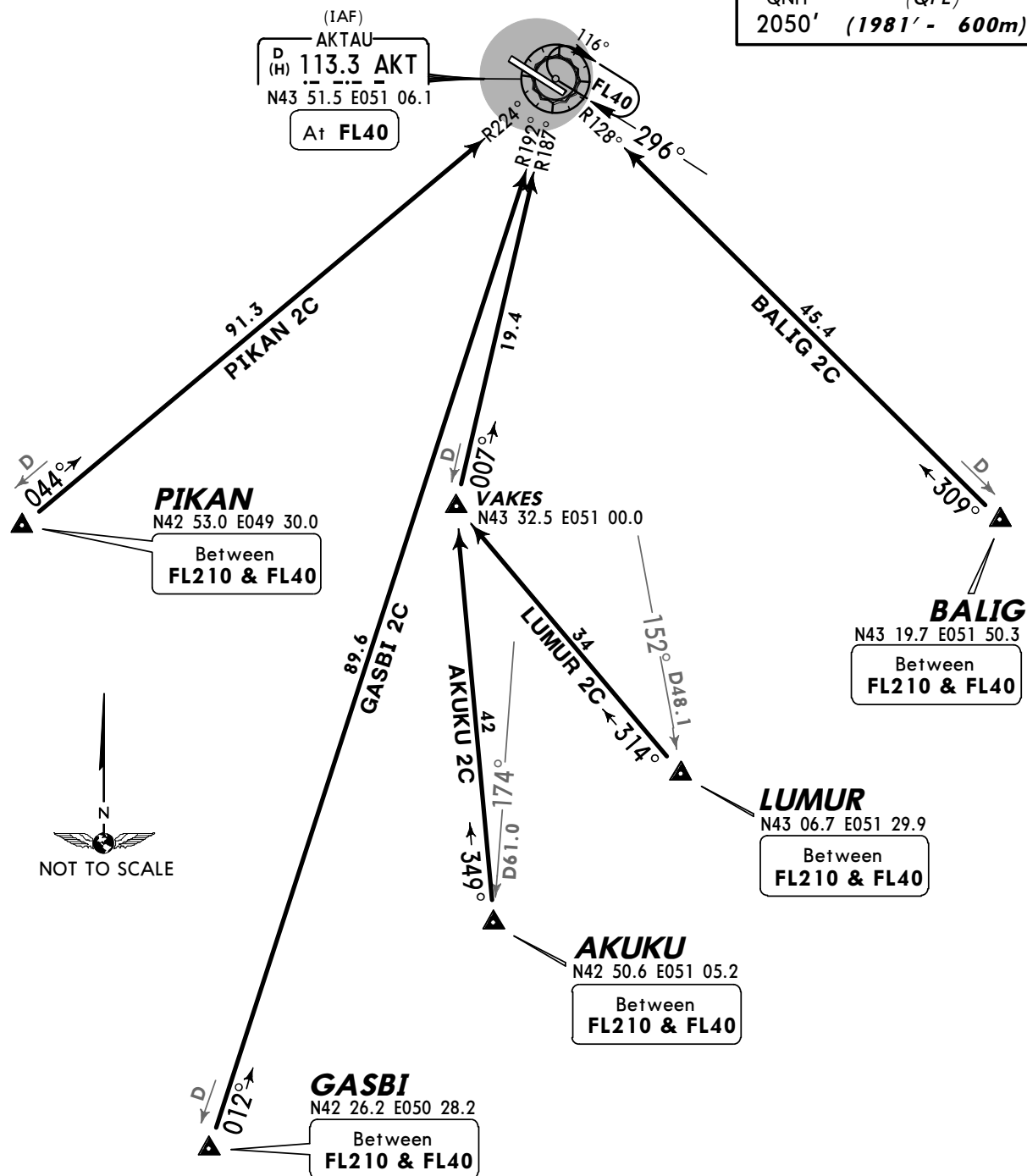
| STAR     | ROUTING               |
|----------|-----------------------|
| AGILA 3E | On 207° bearing to A. |
| GIGRI 2E | On 242° bearing to A. |
| NEPIL 2E | On 275° bearing to A. |
| PIRIM 2E | On 184° bearing to A. |
| RIBNA 2E | On 232° bearing to A. |
| ULSON 2E | On 264° bearing to A. |

ATIS  
130.1 (Russian 126.2)Apt Elev  
72'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL40 Trans alt: 2050' (1998')  
Crossings at airway exit points by ATC.

(QFE)

AGILA 3F [AGIL3F] , GIGRI 2F [GIGR2F]  
NEPIL 2F [NEPI2F] , PIRIM 2F [PIRI2F]  
RIBNA 2F [RIBN2F] , ULSON 2F [ULSO2F]  
RWY 30 ARRIVALSALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1998' - 600m)

| 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 ARRIVALSALT/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.                      |

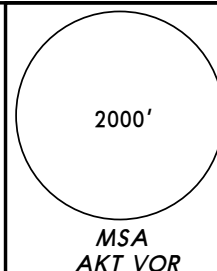


ATIS  
130.1 (Russian 126.2)

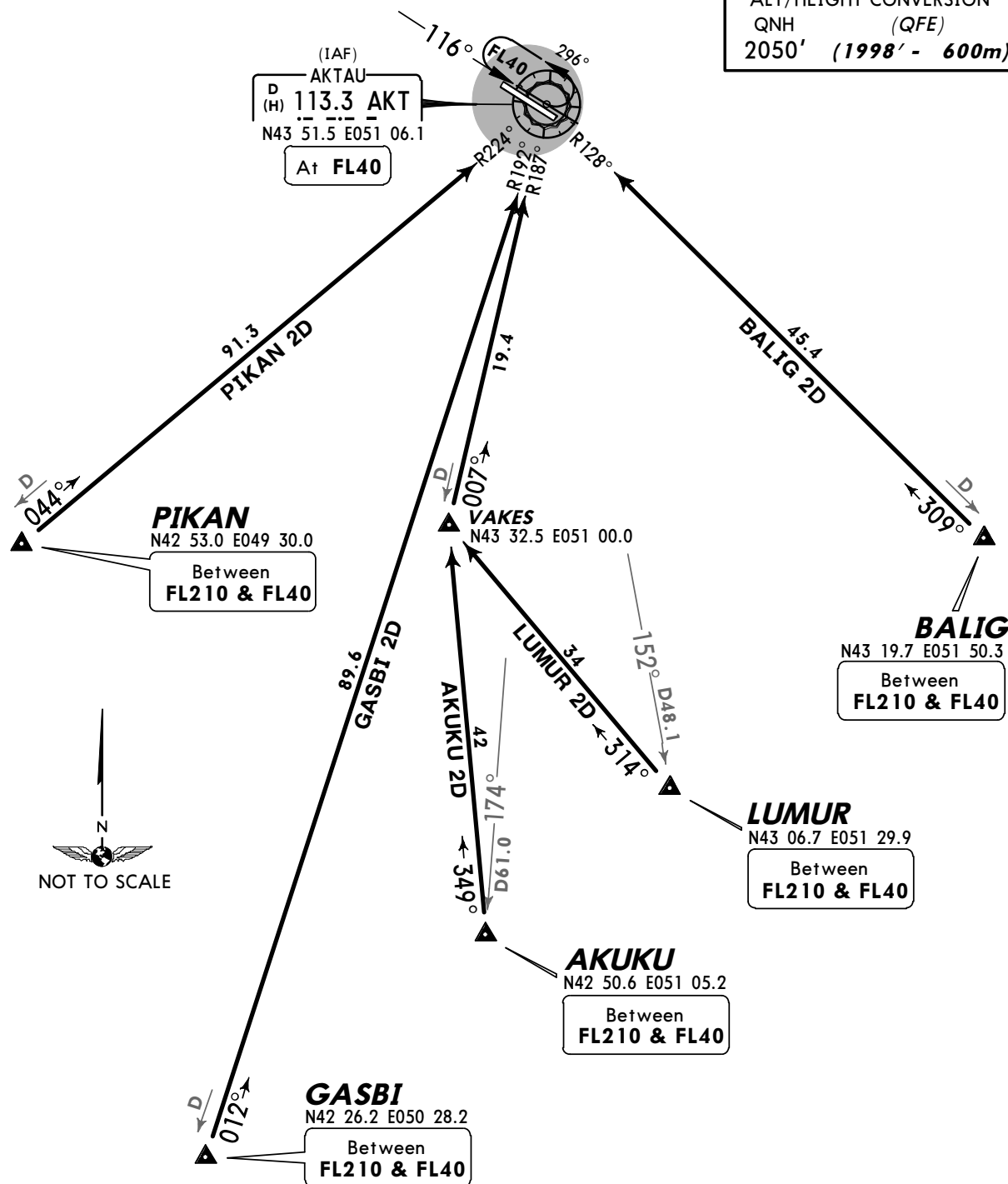
Apt Elev  
72'

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



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



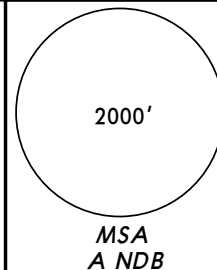
| STAR     | ROUTING                                                  |
|----------|----------------------------------------------------------|
| AKUKU 2D | 349° track to VAKES, intercept AKT R-187 inbound to AKT. |
| BALIG 2D | Intercept AKT R-128 inbound to AKT.                      |
| GASBI 2D | 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)

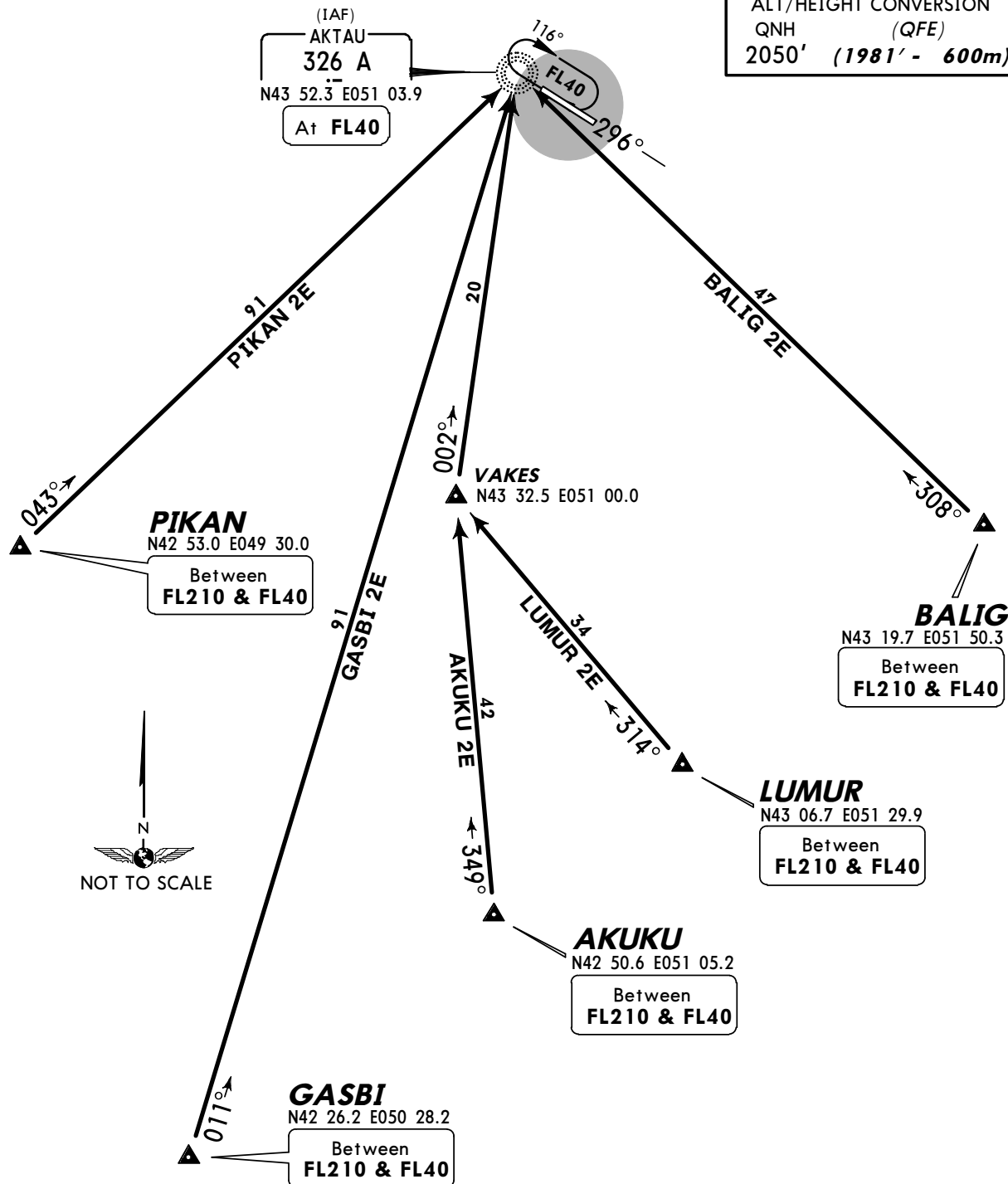
Apt Elev  
72'

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

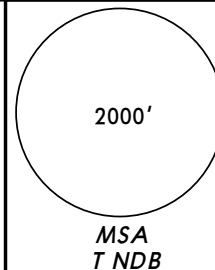
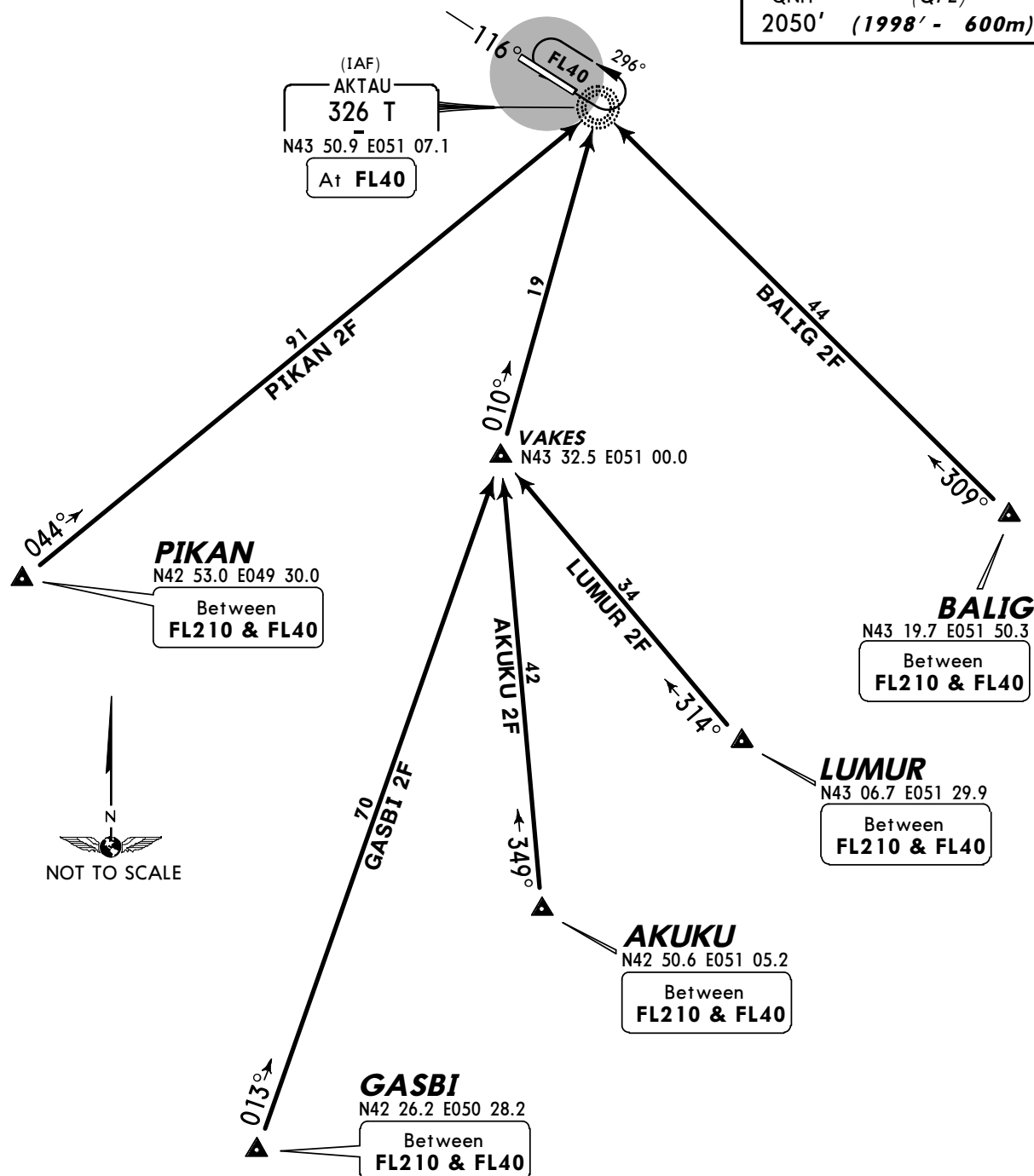
AKUKU 2E [AKUK2E], BALIG 2E [BALI2E]  
GASBI 2E [GASB2E], LUMUR 2E [LUMU2E]  
PIKAN 2E [PIKA2E]  
RWY 12 ARRIVALS



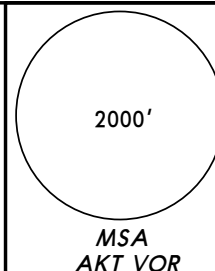
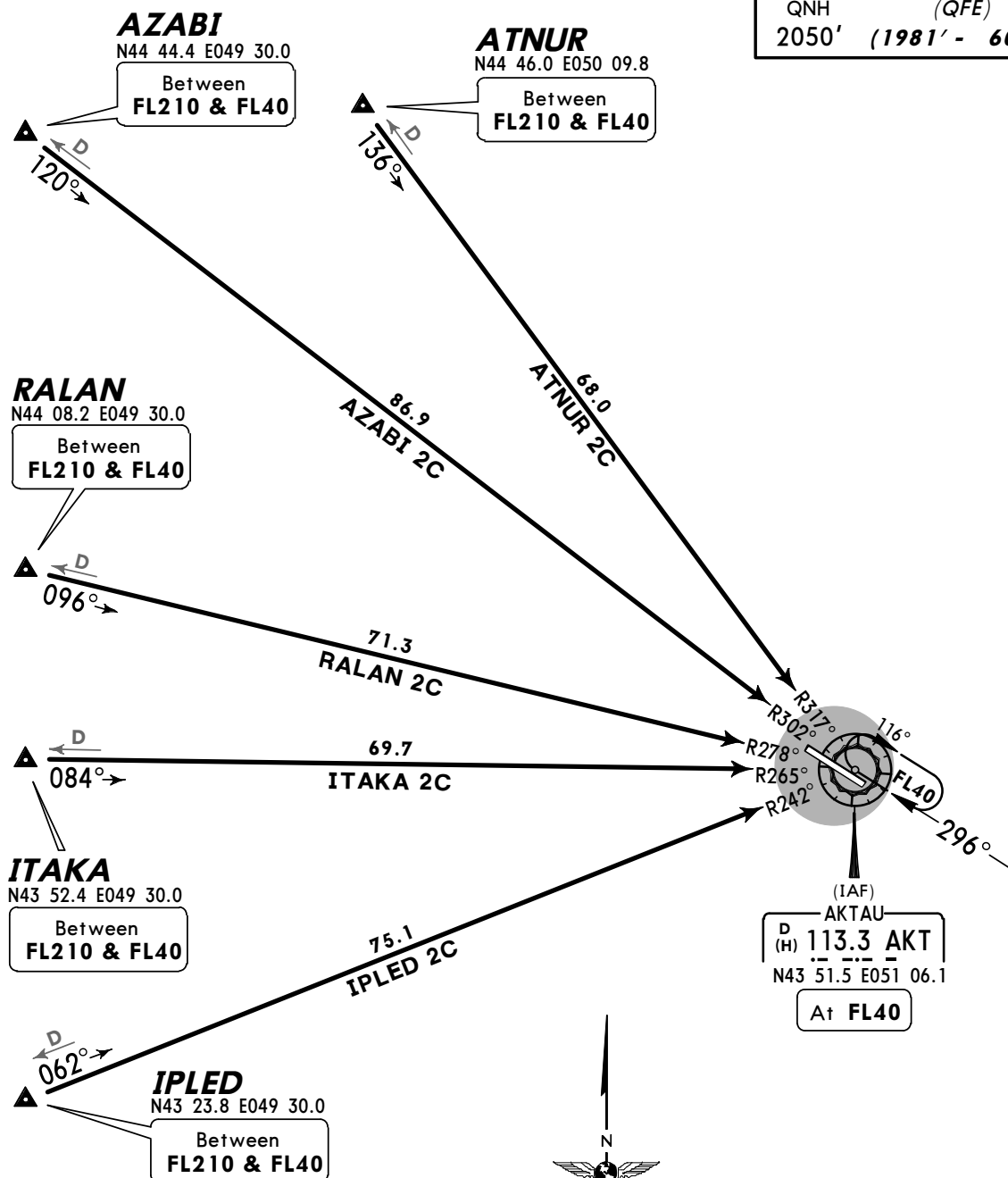
ALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1981' - 600m)



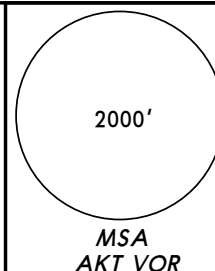
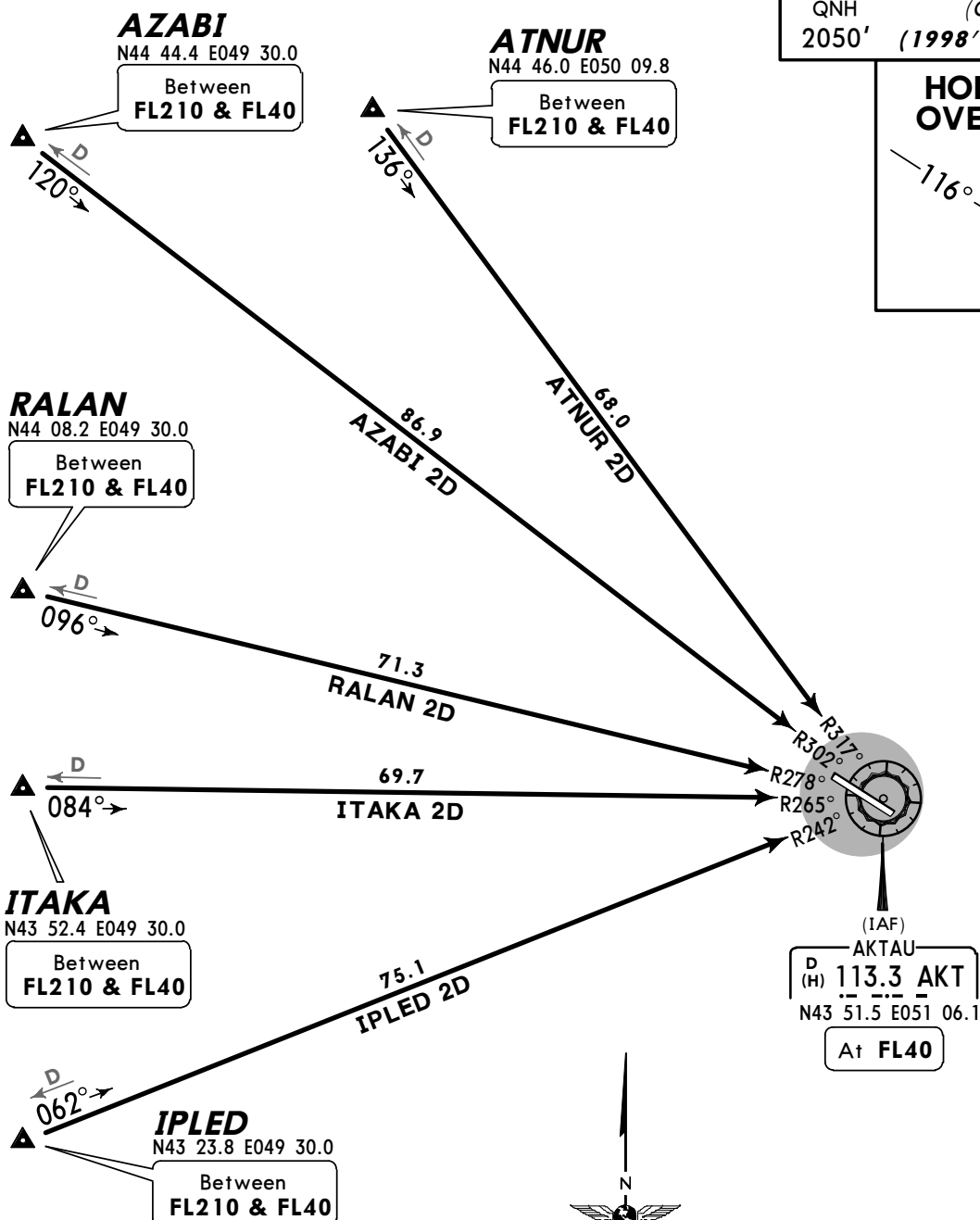
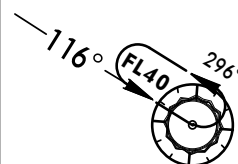
| STAR     | ROUTING                                           |
|----------|---------------------------------------------------|
| AKUKU 2E | 349° track to VAKES, intercept 002° bearing to A. |
| BALIG 2E | On 308° bearing to A.                             |
| GASBI 2E | On 011° bearing to A.                             |
| 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 ARRIVALSALT/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 ARRIVALSALT/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 ARRIVALSALT/HEIGHT CONVERSION  
QNH (QFE)  
2050' (1998' - 600m)HOLDING  
OVER AKT

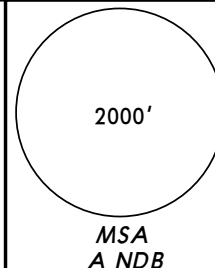
| STAR     | ROUTING                             |
|----------|-------------------------------------|
| ATNUR 2D | Intercept AKT R-317 inbound to AKT. |
| AZABI 2D | Intercept AKT R-302 inbound to AKT. |
| IPLED 2D | Intercept AKT R-242 inbound to AKT. |
| ITAKA 2D | Intercept AKT R-265 inbound to AKT.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

ATIS  
130.1 (Russian 126.2)

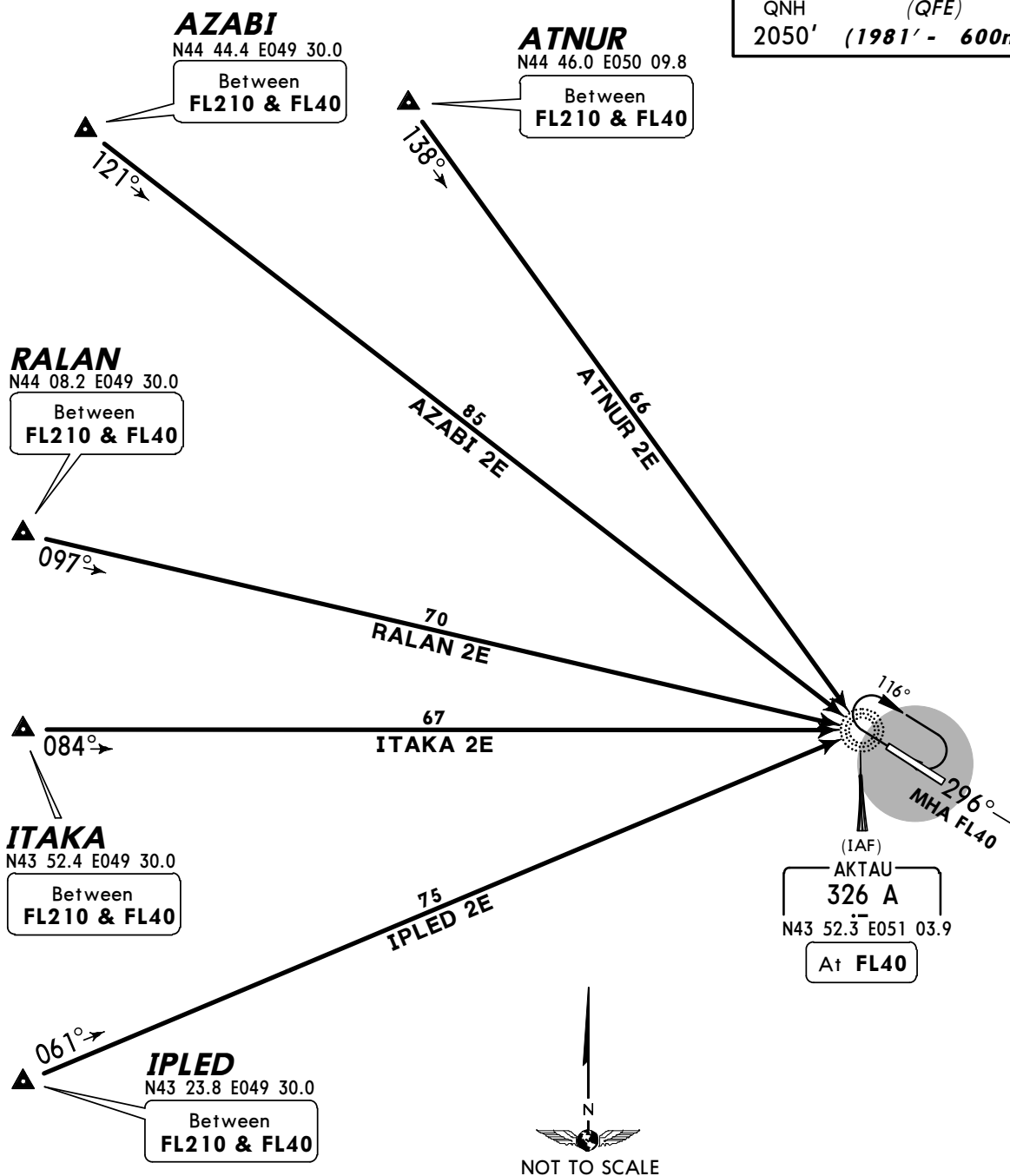
Apt Elev  
72'

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

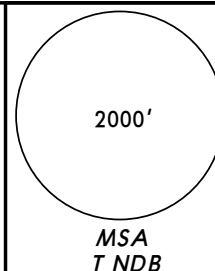
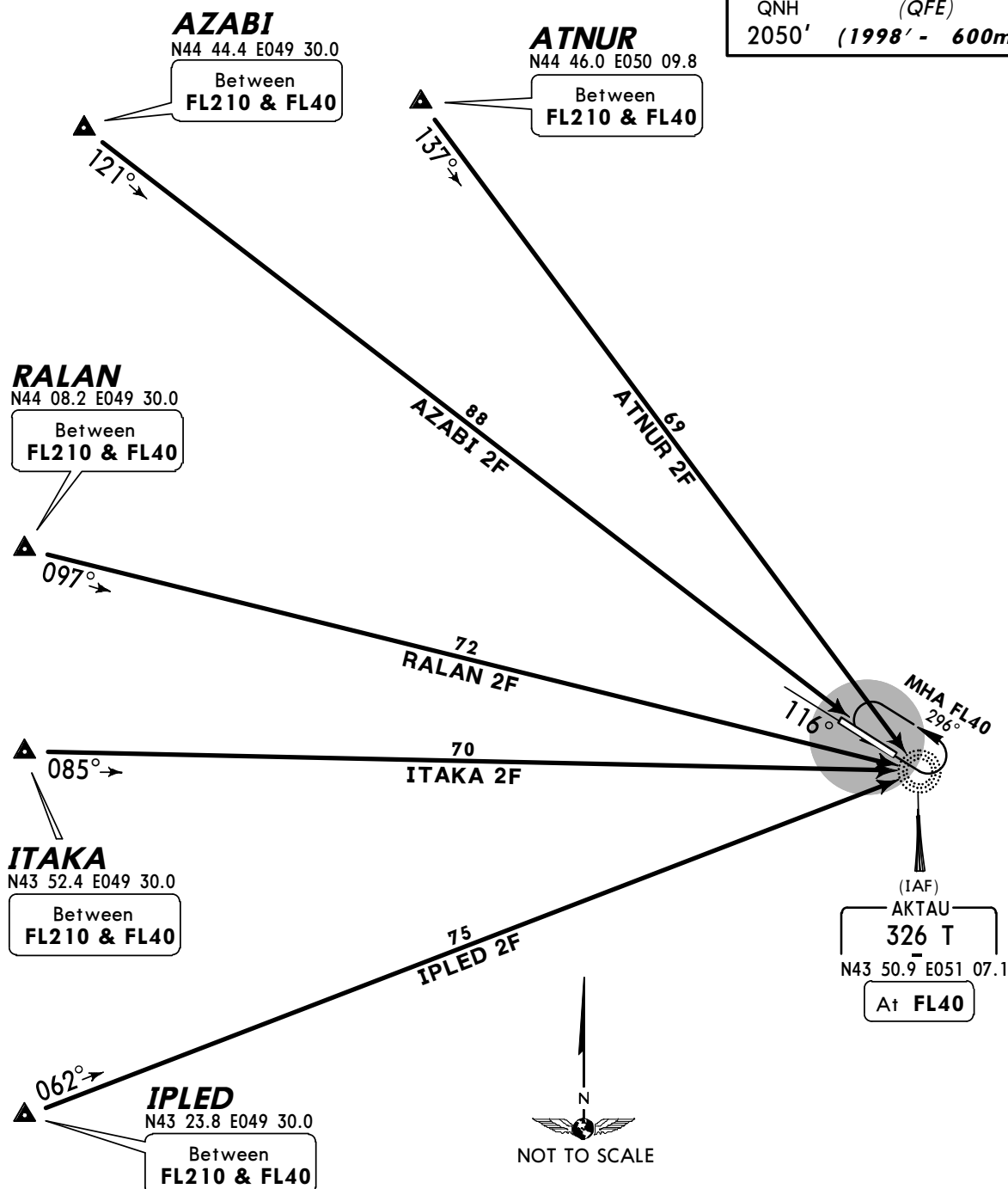
ATNUR 2E [ATNU2E], AZABI 2E [AZAB2E]  
IPLED 2E [IPLE2E], ITAKA 2E [ITAK2E]  
RALAN 2E [RALA2E]  
RWY 12 ARRIVALS



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



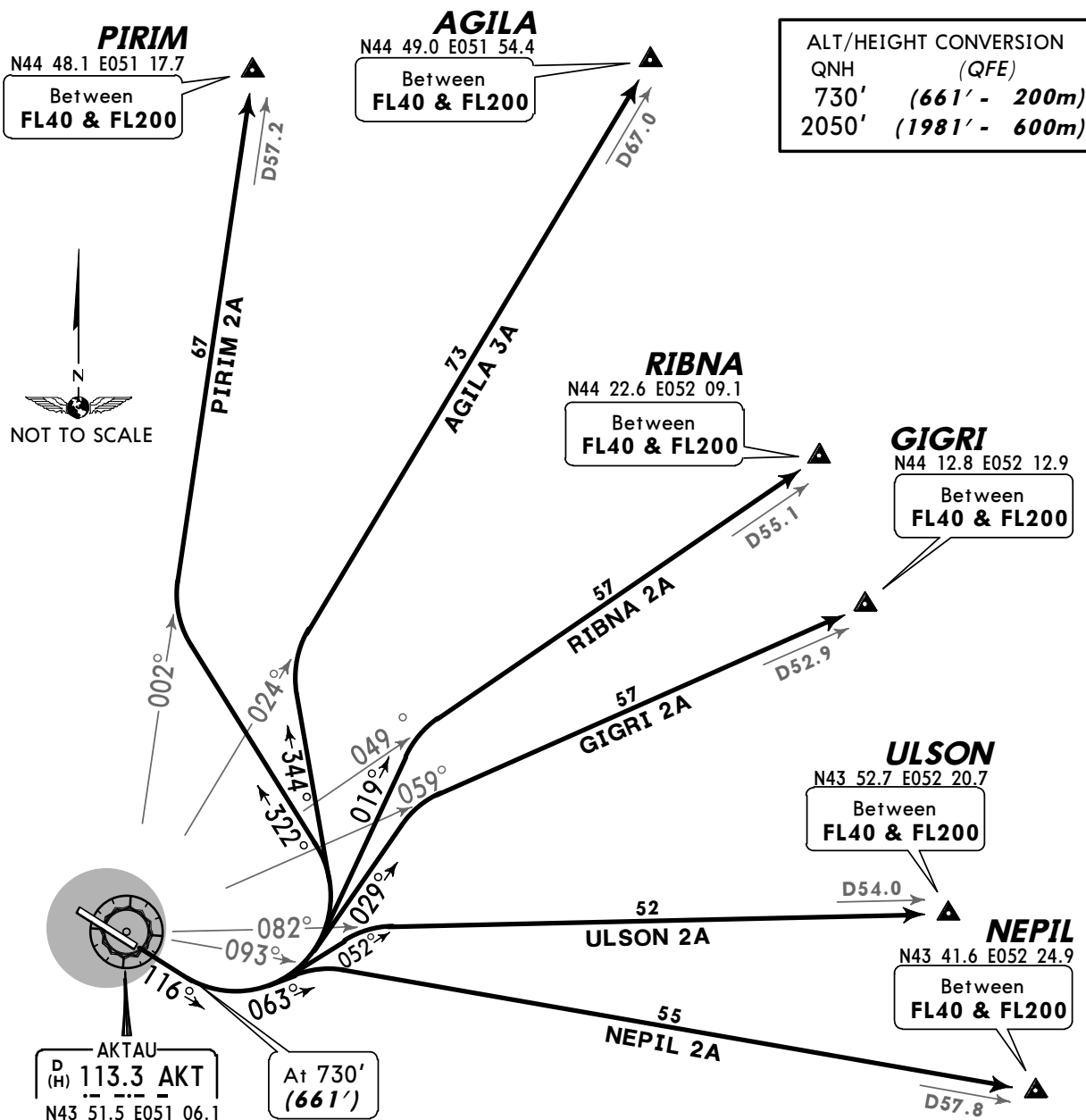
| STAR     | ROUTING               |
|----------|-----------------------|
| ATNUR 2E | On 138° bearing to A. |
| AZABI 2E | On 121° bearing to A. |
| IPLED 2E | On 061° bearing to A. |
| ITAKA 2E | On 084° bearing to A. |
| RALAN 2E | On 097° bearing to A. |

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 ARRIVALSALT/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], PRIM 2A [PRIR2A]  
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. |



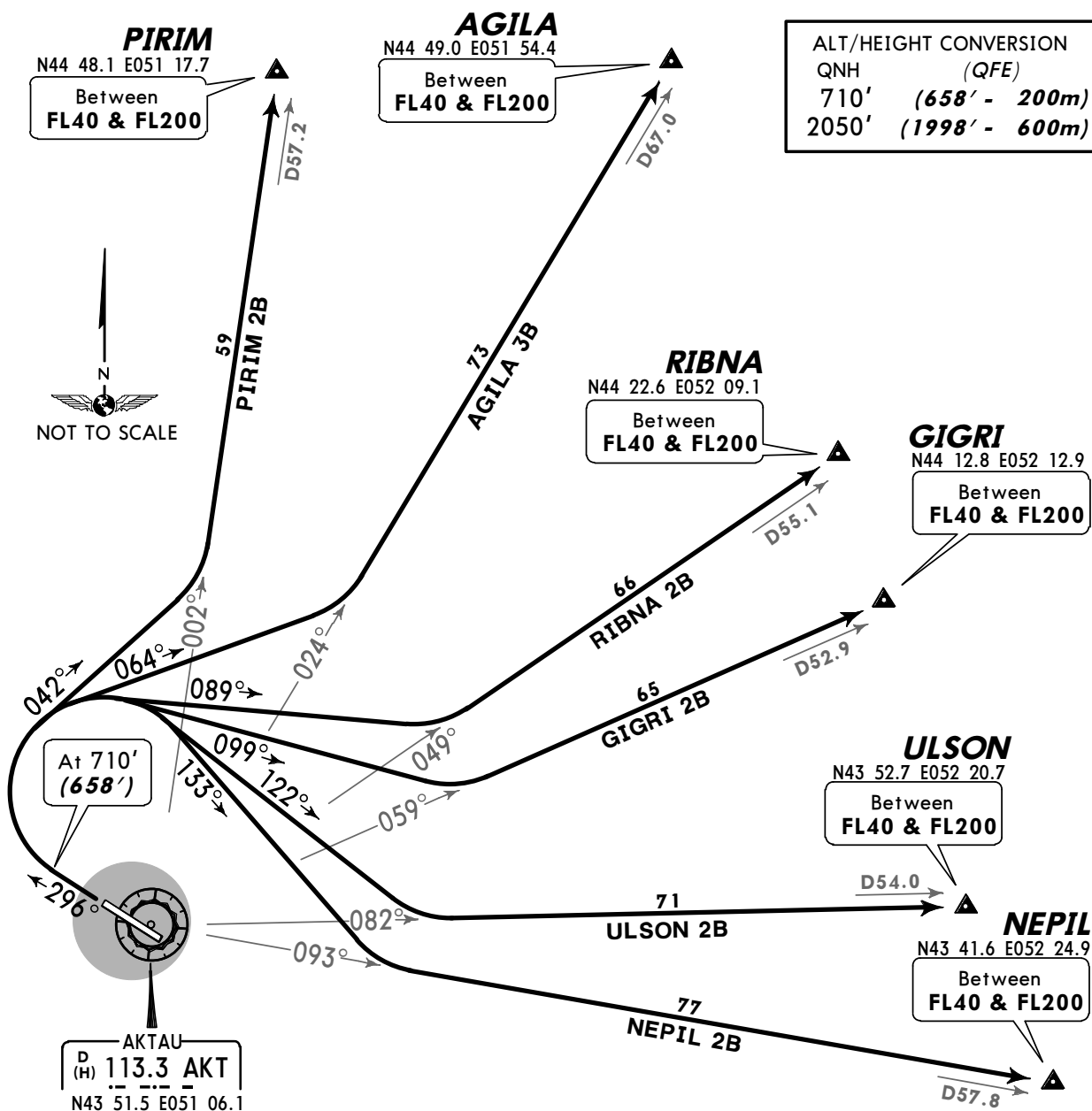
Apt Elev  
72'QNH on request (QFE)  
Trans level: FL40 Trans alt: 2050' (1998')  
FL by ATC.

2000'

MSA  
AKT VOR

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

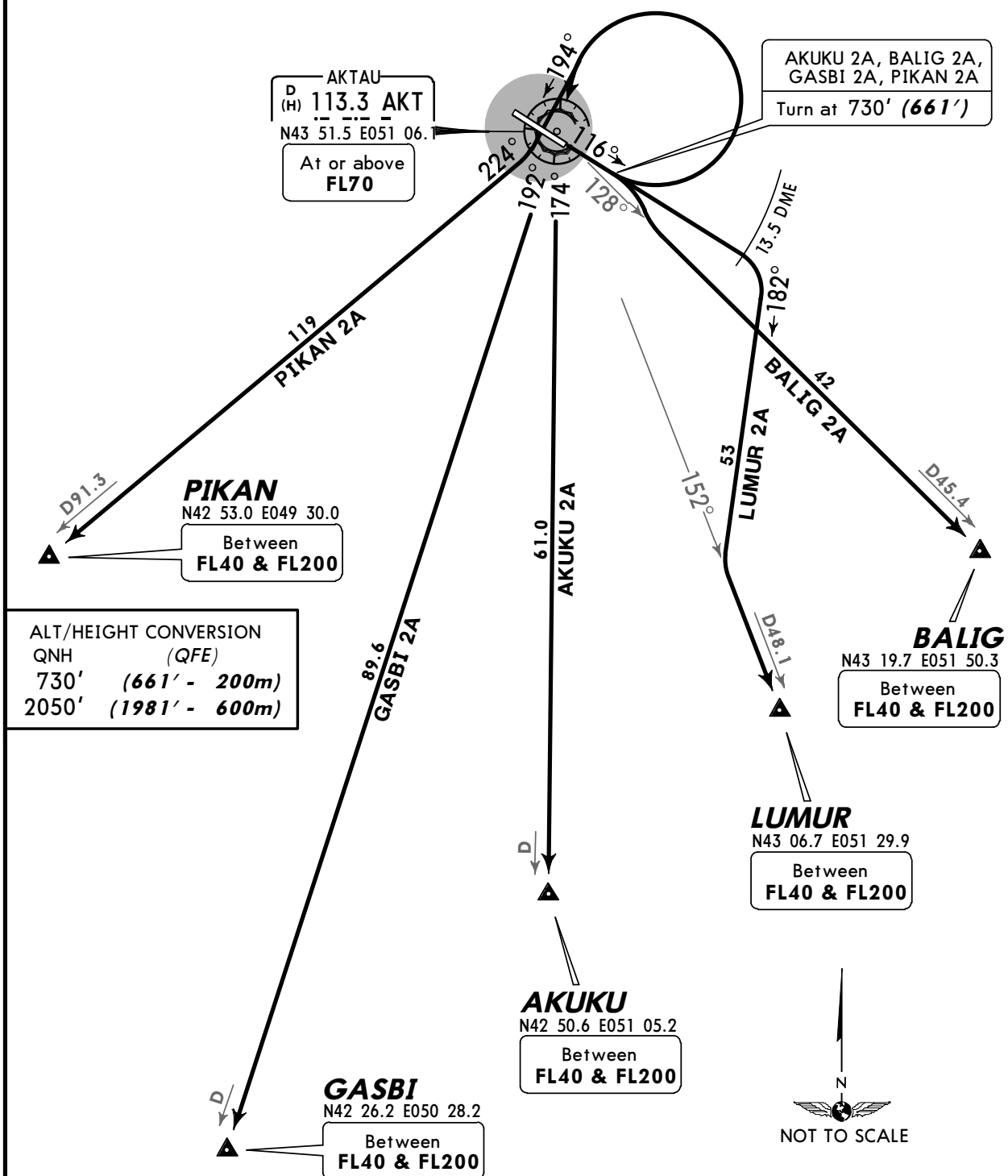
ALT/HEIGHT CONVERSION  
QNH (QFE)  
710' (658' - 200m)  
2050' (1998' - 600m)



| 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.

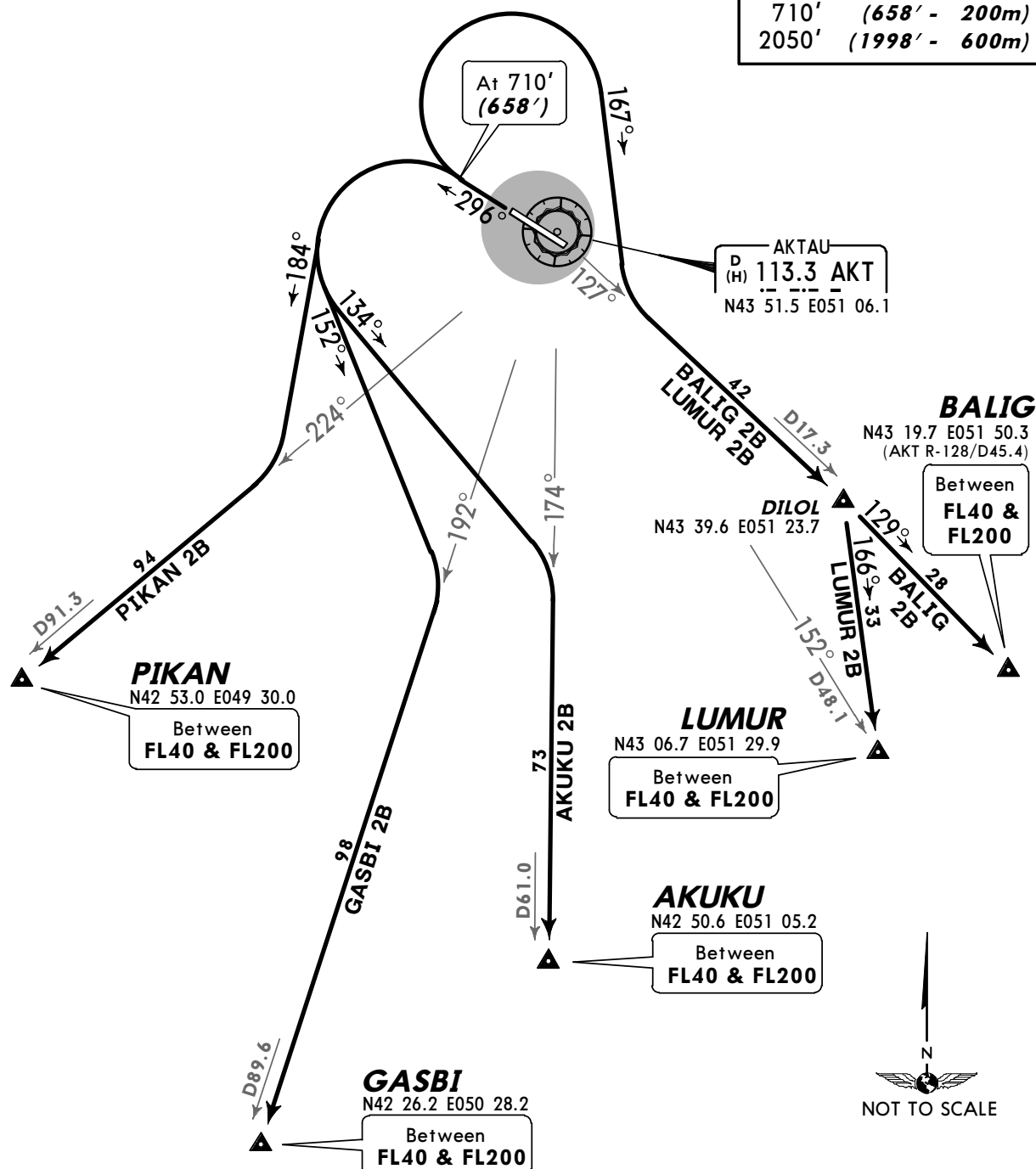
2000'

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 VORAKUKU 2B [AKUK2B], BALIG 2B [BALI2B]  
GASBI 2B [GASB2B], LUMUR 2B [LUMU2B]  
PIKAN 2B [PIKA2B]  
RWY 30 DEPARTURESALT/HEIGHT CONVERSION  
QNH (QFE)  
710' (658' - 200m)  
2050' (1998' - 600m)

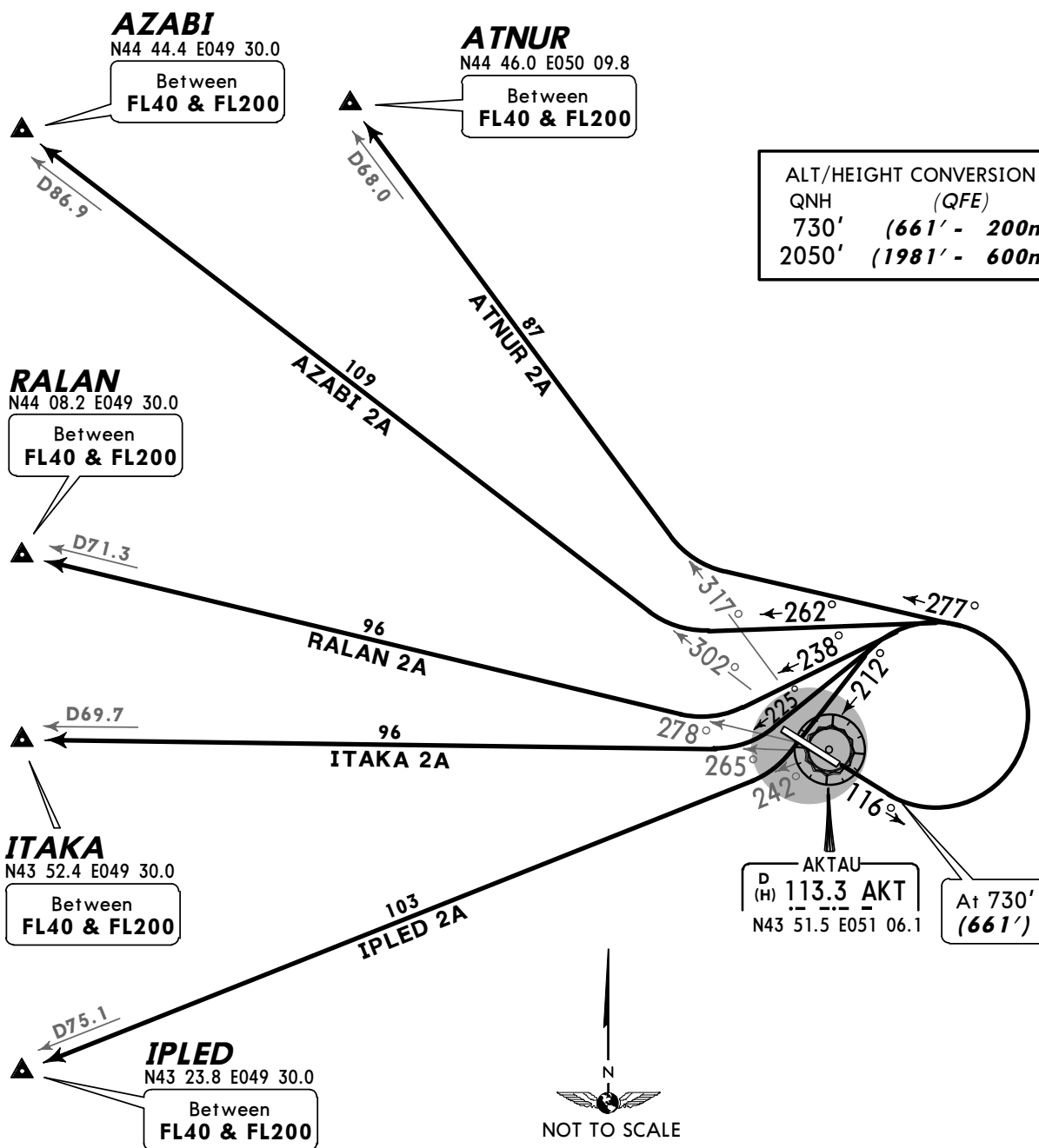
| SID      | ROUTING                                                                                                         |
|----------|-----------------------------------------------------------------------------------------------------------------|
| AKUKU 2B | Climb straight ahead to 710' (658'), 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 VORATNUR 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)

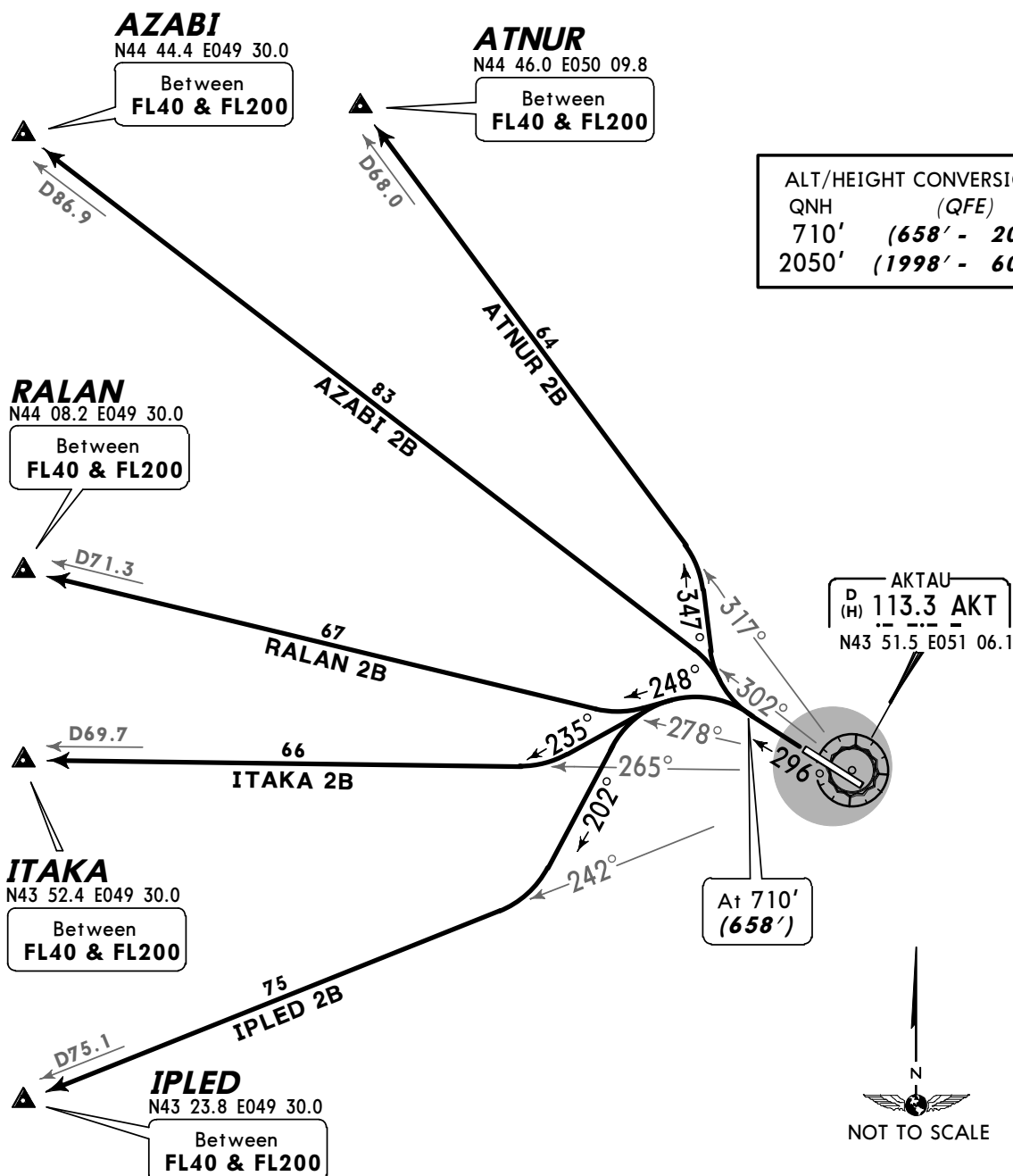
Trans level: FL40 Trans alt: 2050' (1998')

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

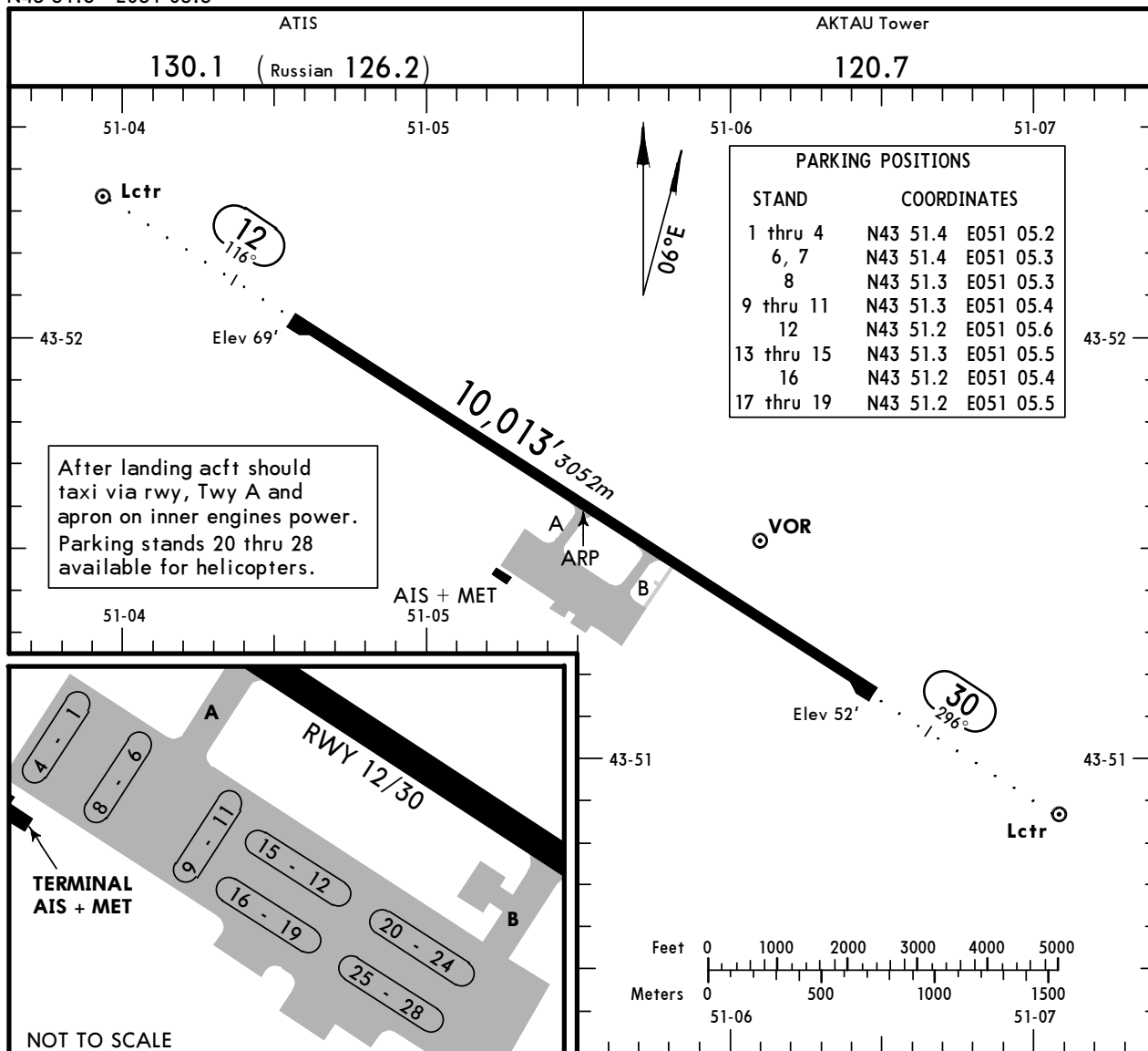


| SID      | ROUTING                                                                                    |
|----------|--------------------------------------------------------------------------------------------|
| ATNUR 2B | Climb straight ahead to 710' (658'), turn RIGHT, 347° track, intercept AKT R-317 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.  |

UATE/SCO  
Apt Elev 72'  
N43 51.6 E051 05.5

JEPPESEN  
10 MAY 13 10-9

AKTAU, KAZAKHSTAN  
AKTAU



ADDITIONAL RUNWAY INFORMATION

| ADDITIONAL RUNWAY INFORMATION |            |       |        |     | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-------------------------------|------------|-------|--------|-----|----------------|-------------|----------|-------------|
| RWY                           |            |       |        |     | LANDING BEYOND |             |          |             |
|                               |            |       |        |     | Threshold      | Glide Slope |          |             |
| 12<br>30                      | HIRL (60m) | HIALS | PAPI-L | RVR |                | 9041' 2756m |          | 148'<br>45m |
|                               |            |       |        |     |                |             |          |             |
|                               |            |       |        |     |                |             |          |             |
|                               |            |       |        |     |                |             |          |             |

TAKE-OFF

AIR CARRIER (JAA)  
All Rwys

|   | DAY    |        | NIGHT  |
|---|--------|--------|--------|
|   | RL     | RCLM   | RL     |
| A |        | 400m 2 | 400m 2 |
| B |        |        |        |
| C | 400m 1 | 500m   | 400m   |
| D |        |        |        |

1 LVP must be in force: CAT ABC - 250m, CAT D - 300m.

2 LVP must be in force: 300m.

CHANGES: Minimums.

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| STRAIGHT-IN RWY |                | A                  | B                  | C                  | D                  |
|-----------------|----------------|--------------------|--------------------|--------------------|--------------------|
| <b>12</b>       | ILS            | <b>269'</b> (200') | <b>269'</b> (200') | <b>269'</b> (200') | <b>269'</b> (200') |
|                 | <i>FULL</i>    | <b>550m</b>        | <b>550m</b>        | <b>550m</b>        | <b>550m</b>        |
|                 | <i>Limited</i> | 750m               | 750m               | 750m               | 750m               |
|                 | <i>ALS out</i> | 1200m              | 1200m              | 1200m              | 1200m              |
|                 | LOC            | NOT<br>AUTH        | NOT<br>AUTH        | NOT<br>AUTH        | NOT<br>AUTH        |
|                 | VOR ❶          | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
| <b>30</b>       | 2 NDB ❶        | <b>420'</b> (351') | <b>420'</b> (351') | <b>420'</b> (351') | <b>420'</b> (351') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | NDB ❶ ❷        | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | NDB ❸          | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') | <b>430'</b> (361') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | <i>ALS out</i> | 1900m              | 1900m              | 2100m              | 2100m              |
| <b>30</b>       | ILS            | <b>252'</b> (200') | <b>252'</b> (200') | <b>252'</b> (200') | <b>252'</b> (200') |
|                 | <i>FULL</i>    | <b>550m</b>        | <b>550m</b>        | <b>550m</b>        | <b>550m</b>        |
|                 | <i>Limited</i> | 750m               | 750m               | 750m               | 750m               |
|                 | <i>ALS out</i> | 1200m              | 1200m              | 1200m              | 1200m              |
|                 | LOC            | NOT<br>AUTH        | NOT<br>AUTH        | NOT<br>AUTH        | NOT<br>AUTH        |
|                 | VOR ❶          | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
| <b>30</b>       | 2 NDB ❶        | <b>410'</b> (358') | <b>410'</b> (358') | <b>410'</b> (358') | <b>410'</b> (358') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | NDB ❶ ❷        | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | NDB ❸          | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') | <b>420'</b> (368') |
|                 |                | <b>1500m</b>       | <b>1500m</b>       | <b>1800m</b>       | <b>2000m</b>       |
|                 | <i>ALS out</i> | 1900m              | 1900m              | 2100m              | 2100m              |

- ❶ Continuous Descent Final Approach.  
 ❷ With FMS.  
 ❸ W/o FMS.

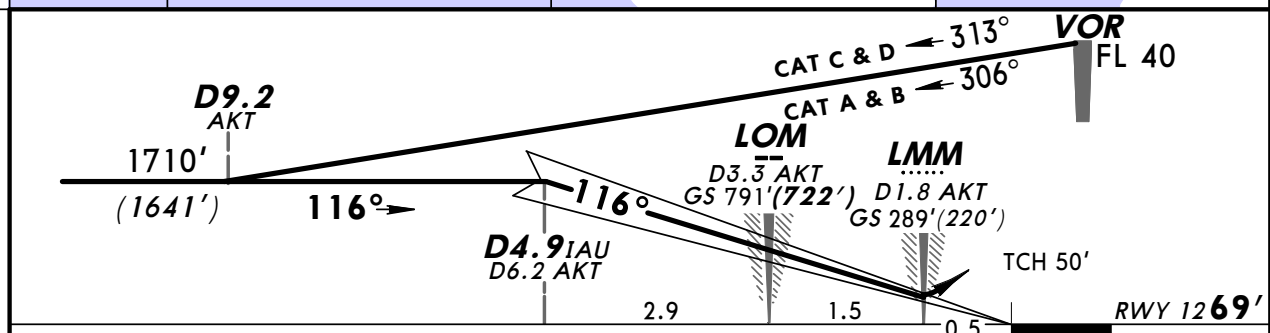
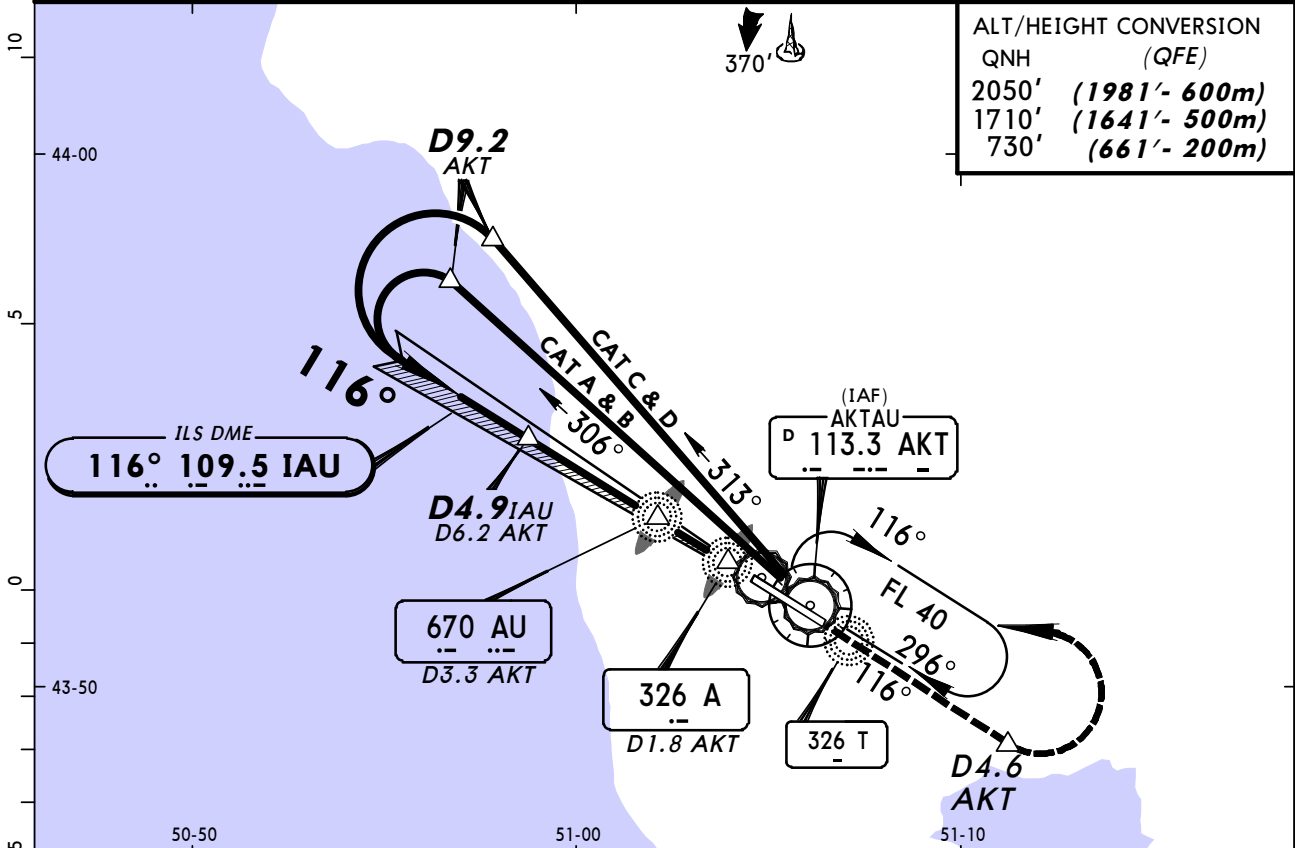
**TAKE-OFF RWY 12, 30**

| DAY              |        |      | NIGHT  |
|------------------|--------|------|--------|
| RL               | RCLM   | NIL  | RL     |
| A<br>B<br>C<br>D | 400m ❹ | 500m | 400m ❺ |
|                  | 500m   |      | 400m   |

- ❹ LVP must be in force: CAT ABC - 250m, CAT D - 300m.  
 ❺ LVP must be in force: 300m.

BRIEFING STRIP

|                                                                                                                                                                                                                                                                                 |                           |                         |                            |                         |                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|----------------------------|-------------------------|---------------------------------------------|
| ATIS                                                                                                                                                                                                                                                                            |                           | AKTAU Approach          |                            | AKTAU Tower             |                                             |
| 130.1 (Russian 126.2)                                                                                                                                                                                                                                                           |                           | 134.3                   |                            | 120.7                   |                                             |
| LOC<br>IAU<br>109.5                                                                                                                                                                                                                                                             | Final<br>Apch Crs<br>116° | GS<br>LOM<br>791'(722') | ILS<br>DA(H)<br>269'(200') | Apt Elev 72'<br>RWY 69' | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
| <p>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.</p> <p>MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold.<br/>Missed apch turn restricted to MAX 225 KT.</p> |                           |                         |                            |                         |                                             |
| <p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050'(1981')</p> <p>1. Initial apch restricted to MAX 195 KT. 2. ILS DME reads zero at rwy 12 threshold.</p>                                                                                         |                           |                         |                            |                         |                                             |



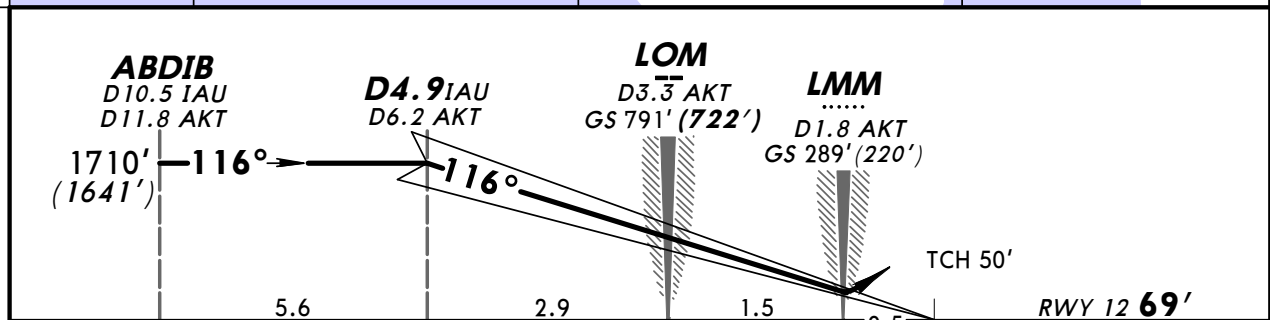
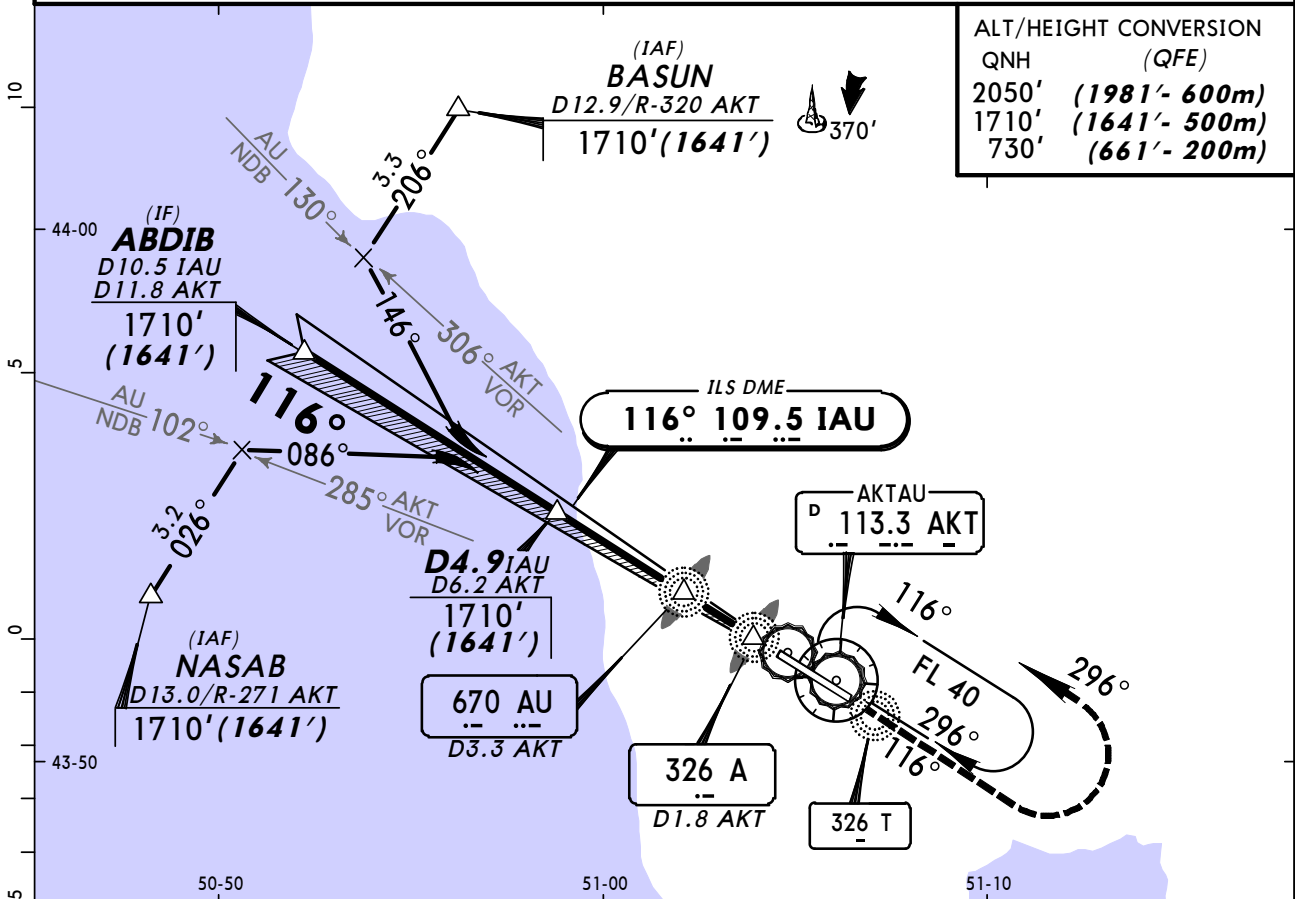
|               |       |     |     |     |     |     |               |                                    |          |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------------------------------------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 730'<br>(661')<br>or above on 116° | D4.6 AKT |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |               |                                    |          |
|               |       |     |     |     |     |     |               |                                    |          |

|                            |                      |         |                   |  |  |
|----------------------------|----------------------|---------|-------------------|--|--|
| STRAIGHT-IN LANDING RWY 12 |                      |         |                   |  |  |
| ILS                        |                      |         | LOC (GS out)      |  |  |
| DA(H) 269' (200')          |                      |         |                   |  |  |
| FULL                       |                      | ALS out |                   |  |  |
| A                          |                      |         |                   |  |  |
| B                          |                      |         |                   |  |  |
| C                          | RVR 720m<br>VIS 800m | 1200m   | NOT<br>AUTHORIZED |  |  |
| D                          |                      |         |                   |  |  |

PANS OPS



|                                                                  |                                                                                                                  |                           |                         |                            |                         |  |                                             |
|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|----------------------------|-------------------------|--|---------------------------------------------|
| BRIEFING STRIP™                                                  | ATIS                                                                                                             |                           | AKTAU Approach          |                            | AKTAU Tower             |  | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
|                                                                  | 130.1 (Russian 126.2)                                                                                            |                           | 134.3                   |                            | 120.7                   |  |                                             |
|                                                                  | LOC<br>IAU<br>109.5                                                                                              | Final<br>Apch Crs<br>116° | GS<br>LOM<br>791'(722') | ILS<br>DA(H)<br>269'(200') | Apt Elev 72'<br>RWY 69' |  |                                             |
|                                                                  | MISSED APCH: Climb on 116° to 730' (661'), then turn LEFT onto 296° climbing to 1710' (1641'), then as directed. |                           |                         |                            |                         |  |                                             |
|                                                                  | Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 40      Trans alt: 2050'(1981')              |                           |                         |                            |                         |  |                                             |
| 1. RADAR required.    2. ILS DME reads zero at rwy 12 threshold. |                                                                                                                  |                           |                         |                            |                         |  |                                             |

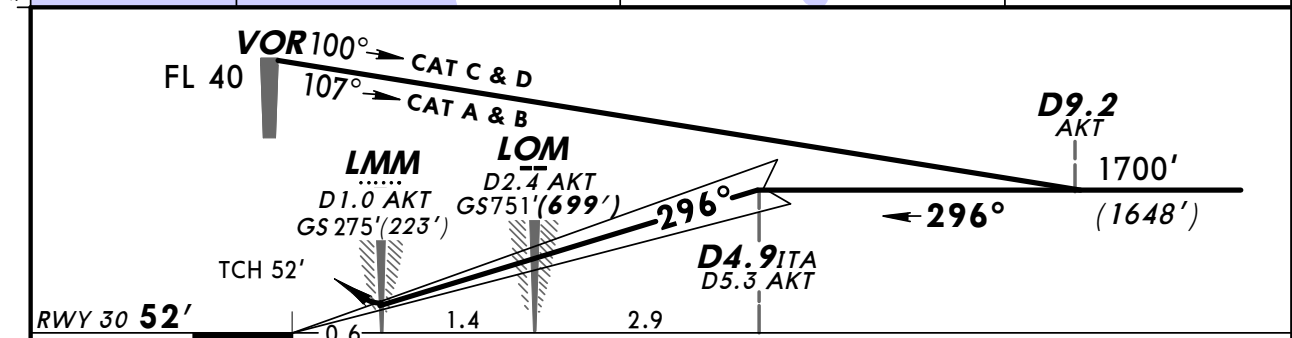
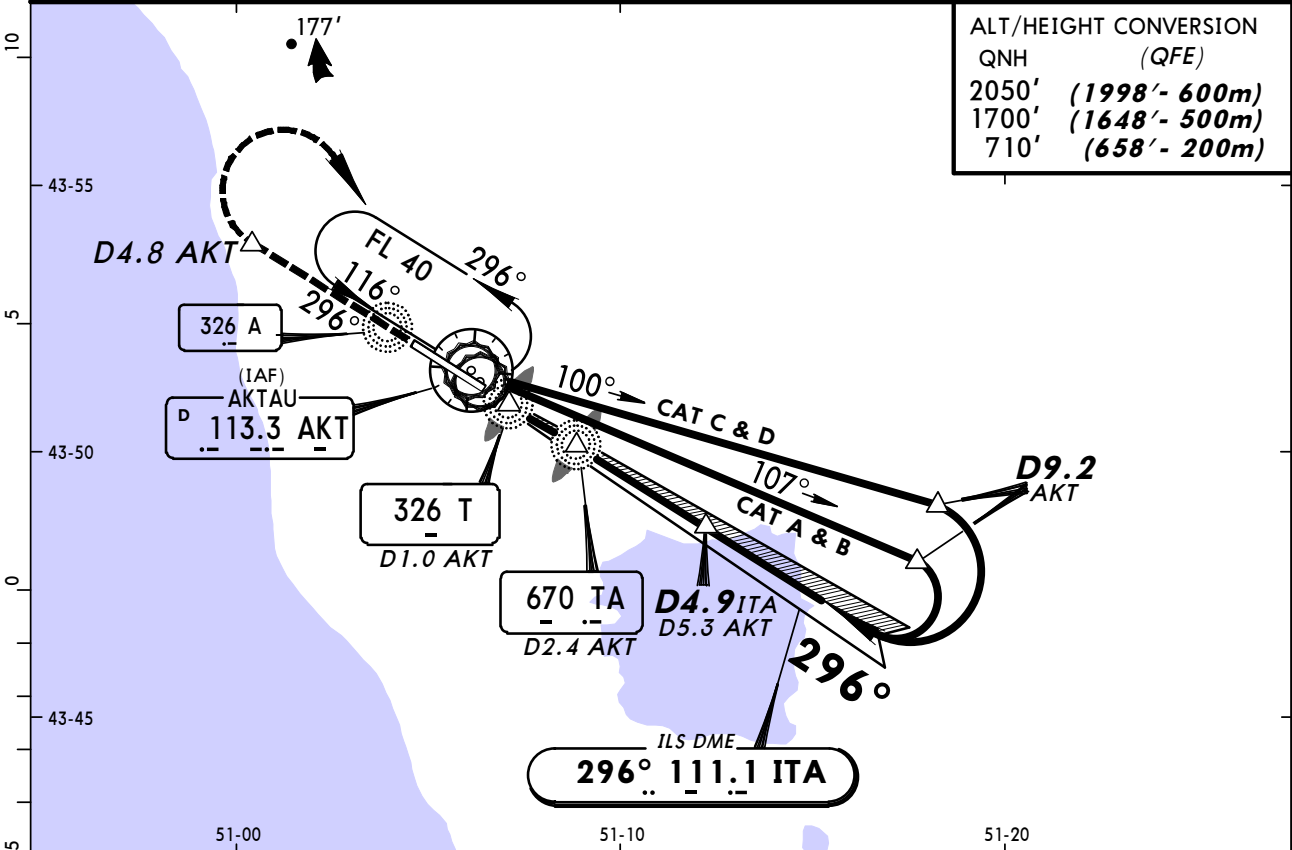


|               |       |     |     |     |     |     |                                      |
|---------------|-------|-----|-----|-----|-----|-----|--------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>730' (661') on 116° |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                      |
|               |       |     |     |     |     |     |                                      |

| STRAIGHT-IN LANDING RWY 12 |                      |              |                   |  |
|----------------------------|----------------------|--------------|-------------------|--|
| ILS                        |                      | LOC (GS out) |                   |  |
| DA(H) 269'(200')           |                      |              |                   |  |
| FULL                       |                      | ALS out      |                   |  |
| A                          | RVR 720m<br>VIS 800m | 1200m        | NOT<br>AUTHORIZED |  |
| B                          |                      |              |                   |  |
| C                          |                      |              |                   |  |
| D                          |                      |              |                   |  |

BRIEFING STRIP™

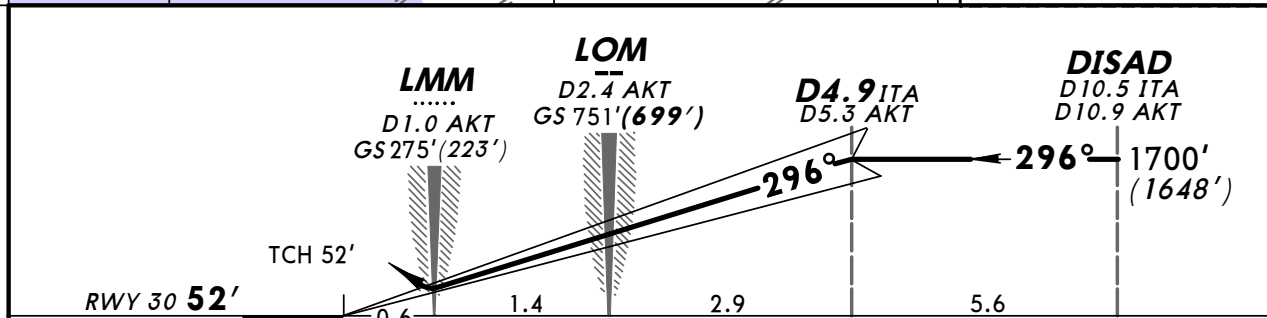
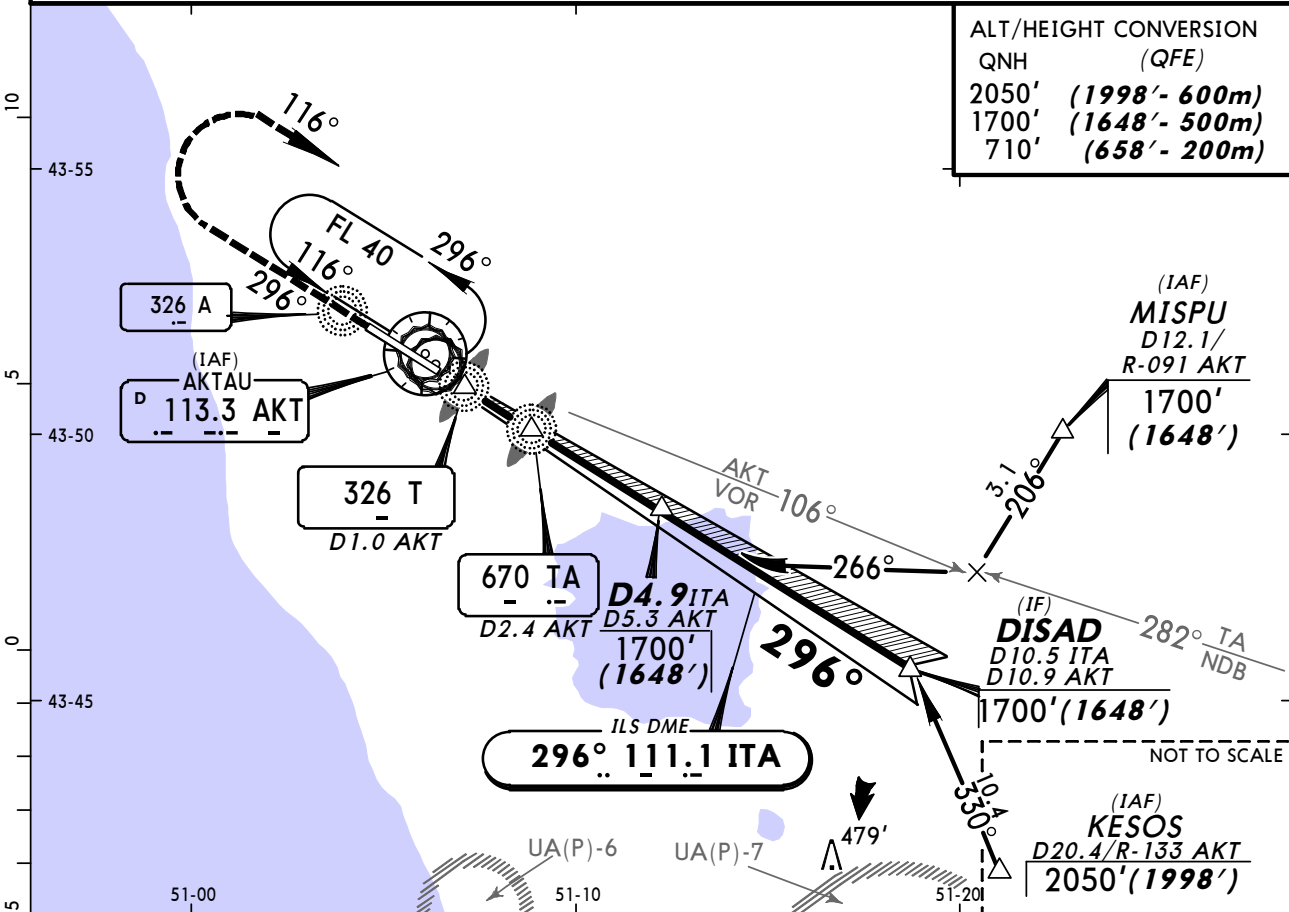
|                                                                                                                                                             |                           |                         |                            |                         |                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|----------------------------|-------------------------|---------------------------------------------|
| ATIS                                                                                                                                                        |                           | AKTAU Approach          |                            | AKTAU Tower             |                                             |
| 130.1 (Russian 126.2)                                                                                                                                       |                           | 134.3                   |                            | 120.7                   |                                             |
| LOC<br>ITA<br>111.1                                                                                                                                         | Final<br>Apch Crs<br>296° | GS<br>LOM<br>751'(699') | ILS<br>DA(H)<br>252'(200') | Apt Elev 72'<br>RWY 52' | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
| <b>MISSED APCH:</b> 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. |                           |                         |                            |                         |                                             |
| <b>MISSED APCH WITH COMM FAILURE:</b> Climb to FL 40 to VOR and hold.<br>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.                                                                        |                           |                         |                            |                         |                                             |



|               |       |     |     |     |     |     |               |                                    |          |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------------------------------------|----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 710'<br>(658')<br>or above on 296° | D4.8 AKT |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |               |                                    |          |
|               |       |     |     |     |     |     |               |                                    |          |

|                |                      |                            |       |              |  |
|----------------|----------------------|----------------------------|-------|--------------|--|
|                |                      | STRAIGHT-IN LANDING RWY 30 |       |              |  |
|                |                      | ILS                        |       | LOC (GS out) |  |
|                |                      | DA(H) 252' (200')          |       |              |  |
|                |                      | FULL                       |       | ALS out      |  |
| A              |                      |                            |       |              |  |
| B              |                      |                            |       |              |  |
| C              | RVR 720m<br>VIS 800m |                            | 1200m |              |  |
| D              |                      |                            |       |              |  |
| NOT AUTHORIZED |                      |                            |       |              |  |

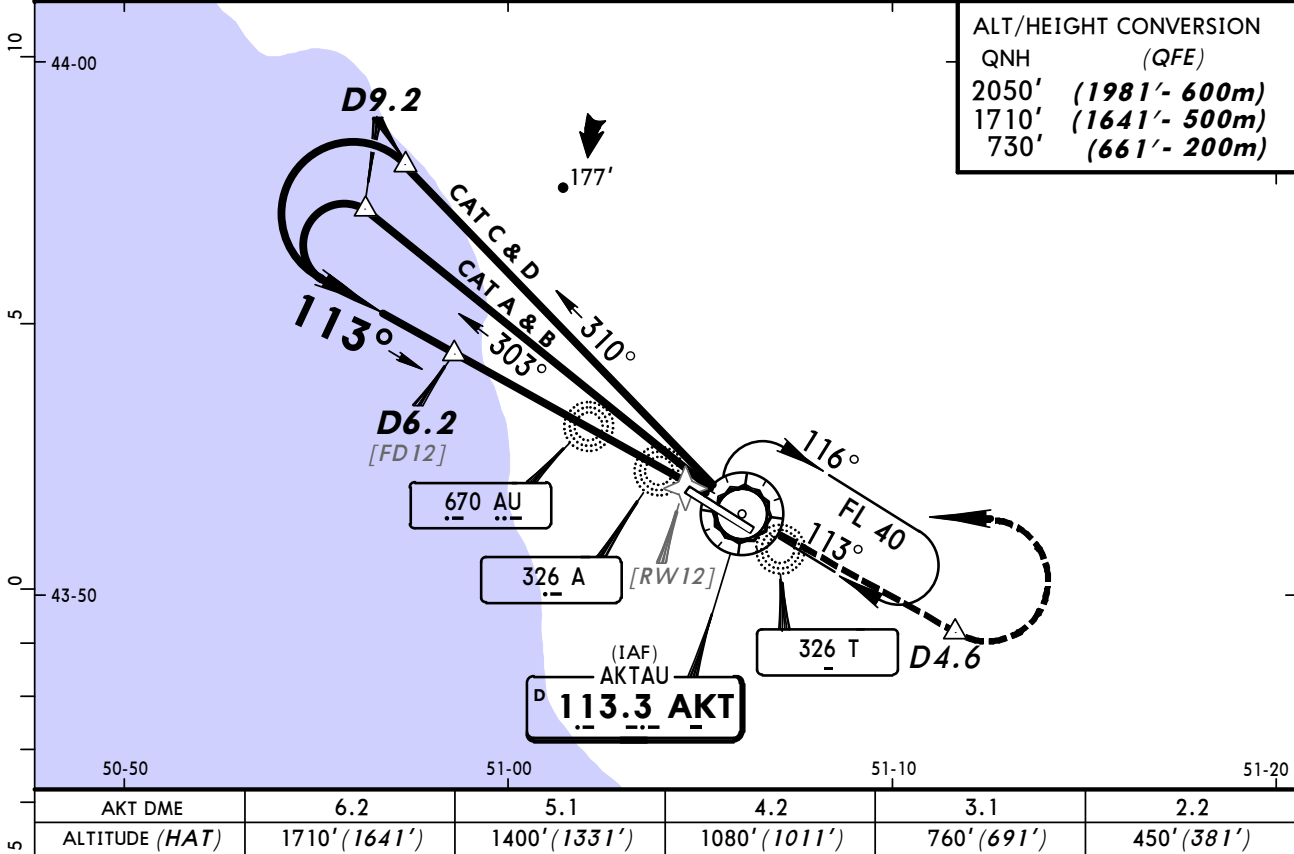
|                 |                                                                                                                                                                         |                           |                         |                            |                         |  |                                             |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|----------------------------|-------------------------|--|---------------------------------------------|
| BRIEFING STRIP™ | ATIS                                                                                                                                                                    |                           | AKTAU Approach          |                            | AKTAU Tower             |  | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
|                 | 130.1 (Russian 126.2)                                                                                                                                                   |                           | 134.3                   |                            | 120.7                   |  |                                             |
|                 | LOC<br>ITA<br>111.1                                                                                                                                                     | Final<br>Apch Crs<br>296° | GS<br>LOM<br>751'(699') | ILS<br>DA(H)<br>252'(200') | Apt Elev 72'<br>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')<br>1. RADAR required.    2. ILS DME reads zero at rwy 30 threshold. |                           |                         |                            |                         |  |                                             |



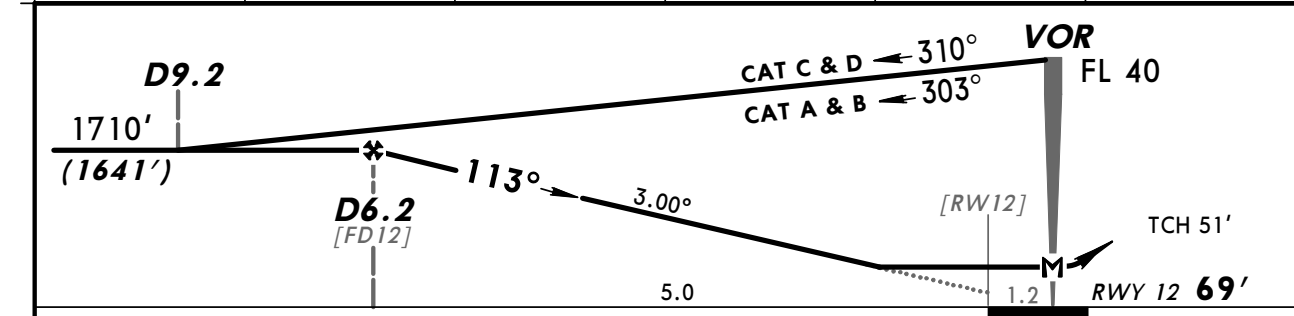
|               |       |     |     |     |     |     |                                      |
|---------------|-------|-----|-----|-----|-----|-----|--------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>710' (658') on 296° |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                      |
|               |       |     |     |     |     |     |                                      |

|                            |                      |              |                   |  |
|----------------------------|----------------------|--------------|-------------------|--|
| STRAIGHT-IN LANDING RWY 30 |                      |              |                   |  |
| ILS                        |                      | LOC (GS out) |                   |  |
| DA(H) 252' (200')          |                      |              |                   |  |
| FULL                       |                      | ALS out      |                   |  |
| A                          | RVR 720m<br>VIS 800m | 1200m        | NOT<br>AUTHORIZED |  |
| B                          |                      |              |                   |  |
| C                          |                      |              |                   |  |
| D                          |                      |              |                   |  |

| BRIEFING STRIP                                                                                                                                                                                                                                                                | ATIS                       |                                  | AKTAU Approach                              |                              | AKTAU Tower                           |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------|---------------------------------------------|------------------------------|---------------------------------------|-----------------------------|
|                                                                                                                                                                                                                                                                               | 130.1 (Russian 126.2)      |                                  | 134.3                                       |                              | 120.7                                 |                             |
|                                                                                                                                                                                                                                                                               | VOR<br>AKT<br><b>113.3</b> | Final<br>Apch Crs<br><b>113°</b> | Minimum Alt<br><b>D6.2</b><br>1710' (1641') | MDA(H)<br><b>430' (361')</b> | Apt Elev <b>72'</b><br>RWY <b>69'</b> | 2000'<br><br>MSA<br>AKT VOR |
| <b>MISSED APCH:</b> Climb on 113° to 730' (661') or above outbound to D4.6, then turn LEFT to VOR. Climb initially to 1710' (1641'), then as directed.<br><b>MISSED APCH WITH COMM FAILURE:</b> Climb to FL 40 to VOR and hold.<br>Missed apch turn restricted to MAX 225 KT. |                            |                                  |                                             |                              |                                       |                             |
| Alt Set: MM (hPa on req)      QNH on req ( <b>QFE</b> )      Trans level: FL 40      Trans alt: 2050' ( <b>1981'</b> )<br>1. Initial apch restricted to MAX 195 KT. 2. Final apch track offset 3° from rwy centerline.                                                        |                            |                                  |                                             |                              |                                       |                             |



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

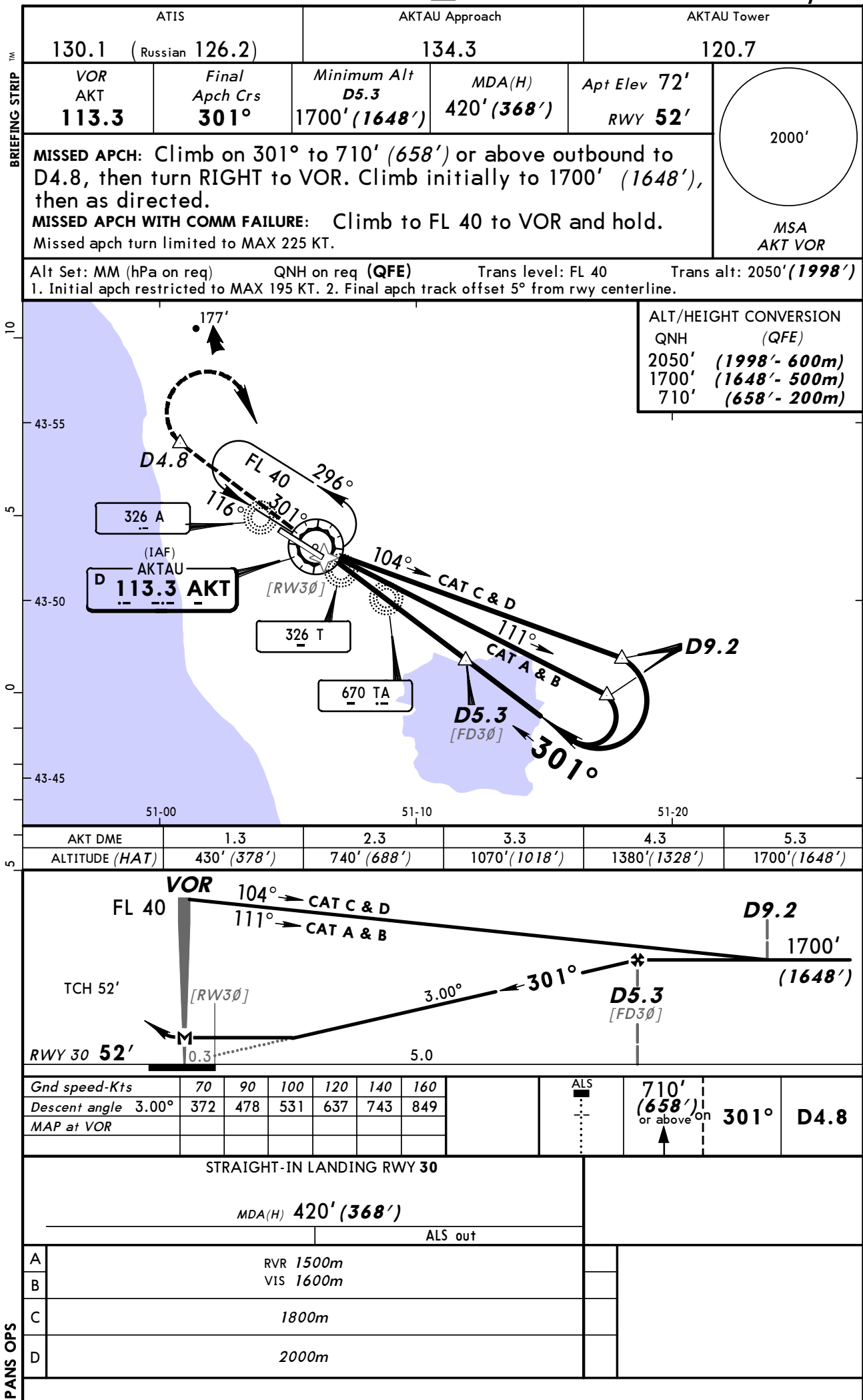


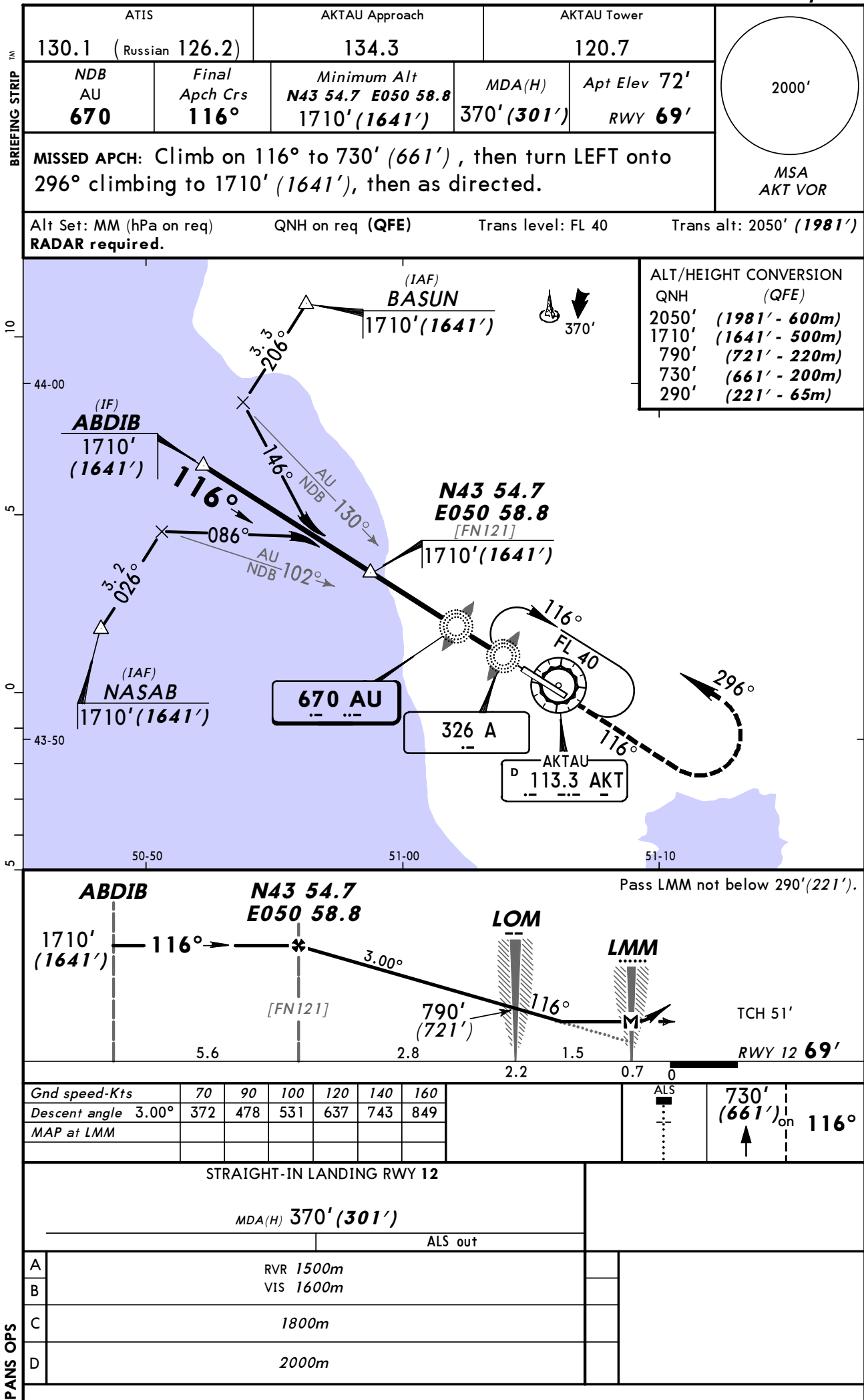
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------------|-----|-----|-----|-----|-----|-----|
| Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at VOR          |     |     |     |     |     |     |

|     |                              |      |
|-----|------------------------------|------|
| ALS | 730' (661') or above on 113° | D4.6 |
|-----|------------------------------|------|

| STRAIGHT-IN LANDING RWY 12 |           |  |  |
|----------------------------|-----------|--|--|
| MDA(H) <b>430' (361')</b>  |           |  |  |
| ALS out                    |           |  |  |
| A                          | RVR 1500m |  |  |
| B                          | VIS 1600m |  |  |
| C                          | 1800m     |  |  |
| D                          | 2000m     |  |  |

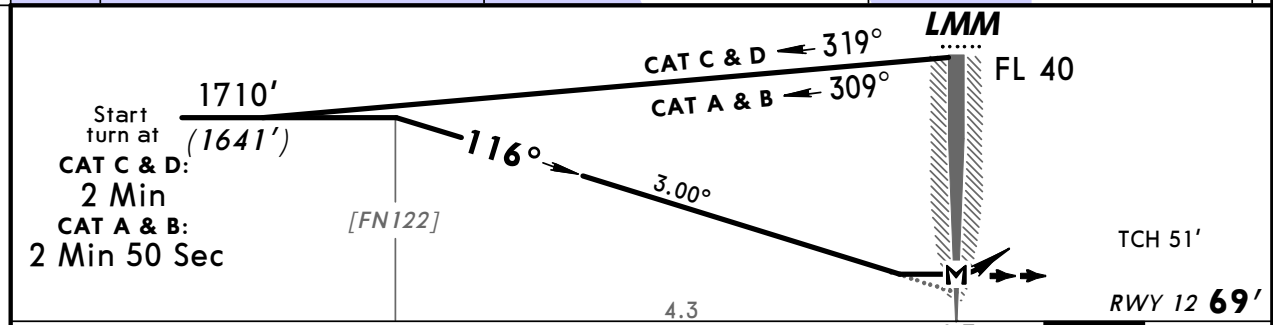
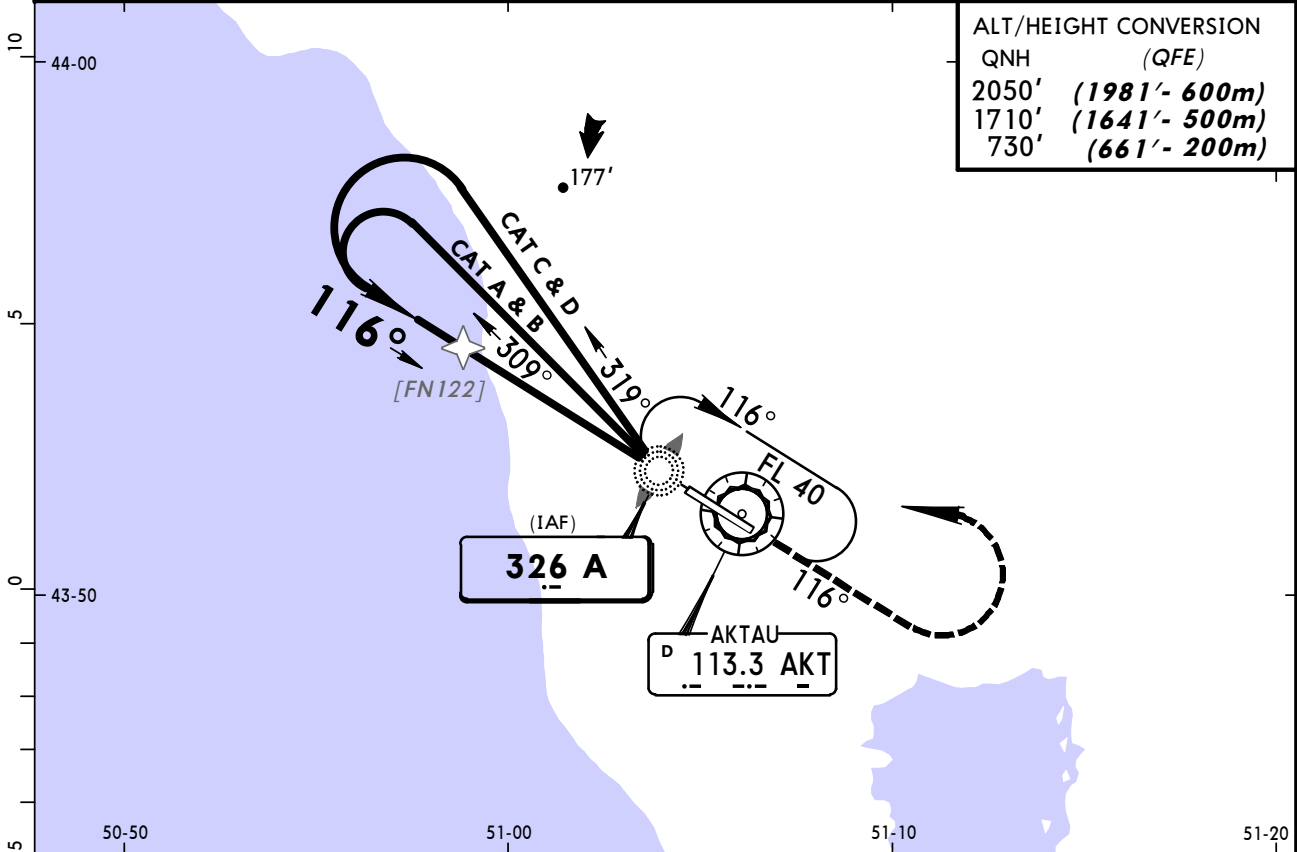
PANS OPS





BRIEFING STRIP™

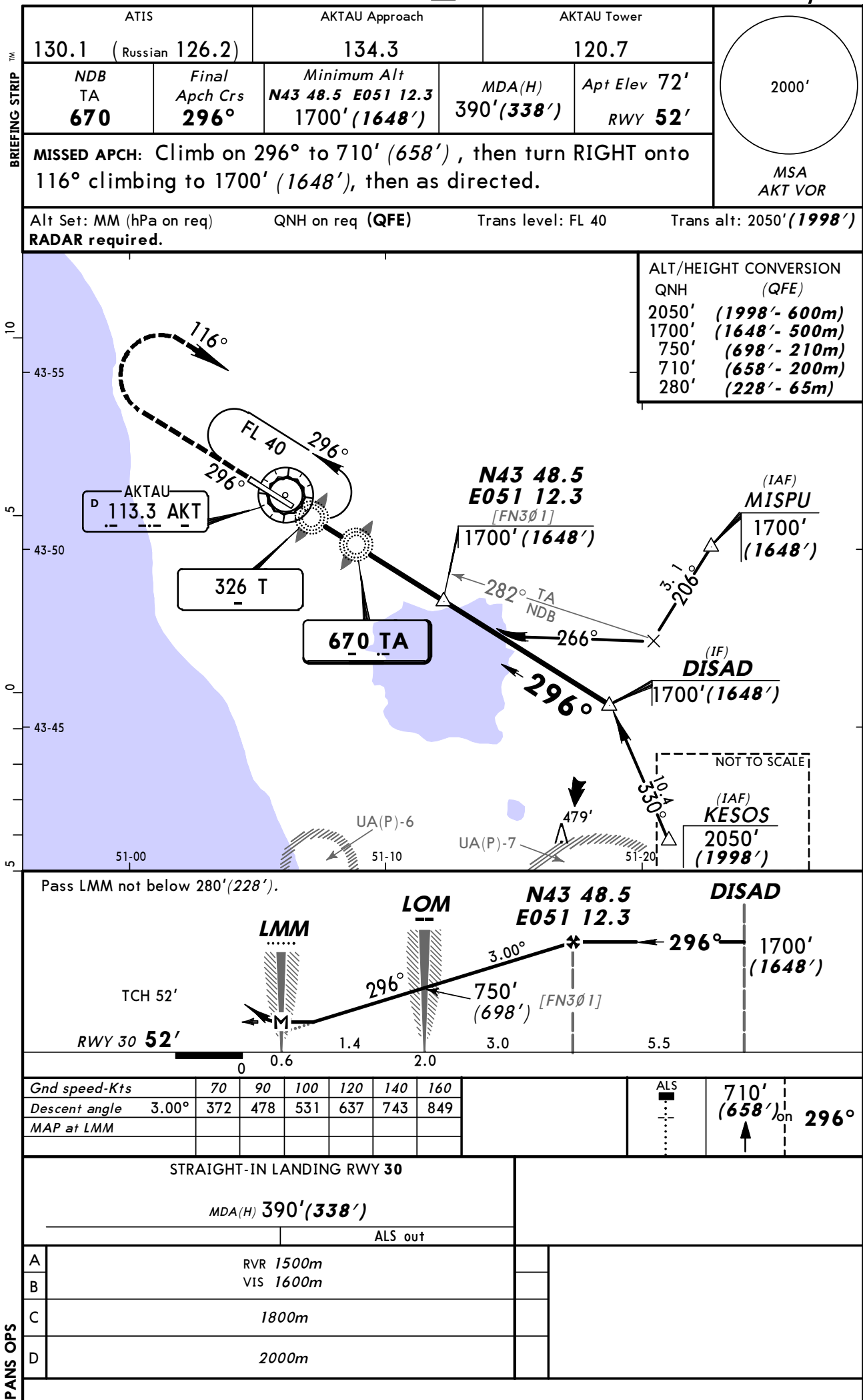
|                                                                                                                                                                                                                                                                                                                 |                           |                       |                       |                          |                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-----------------------|--------------------------|---------------------------------------------|
| ATIS                                                                                                                                                                                                                                                                                                            |                           | AKTAU Approach        |                       | AKTAU Tower              |                                             |
| 130.1 (Russian 126.2)                                                                                                                                                                                                                                                                                           |                           | 134.3                 |                       | 120.7                    |                                             |
| NDB<br>A<br>326                                                                                                                                                                                                                                                                                                 | Final<br>Apch Crs<br>116° | Minimum Alt<br>No FAF | MDA(H)<br>430' (361') | Apt Elev 72'<br>RWY 69'  | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
| <p>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.</p> <p>MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold.</p> <p>Missed apch turn restricted to MAX 225 KT.</p> |                           |                       |                       |                          |                                             |
| 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.                                                                                                                                                                                                                                                                          |                           |                       |                       |                          |                                             |



| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | ALS | Refer to<br>Missed Apch<br>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 |         |  |
| B                          | VIS 1600m |         |  |
| C                          | 1800m     |         |  |
| D                          | 2000m     |         |  |

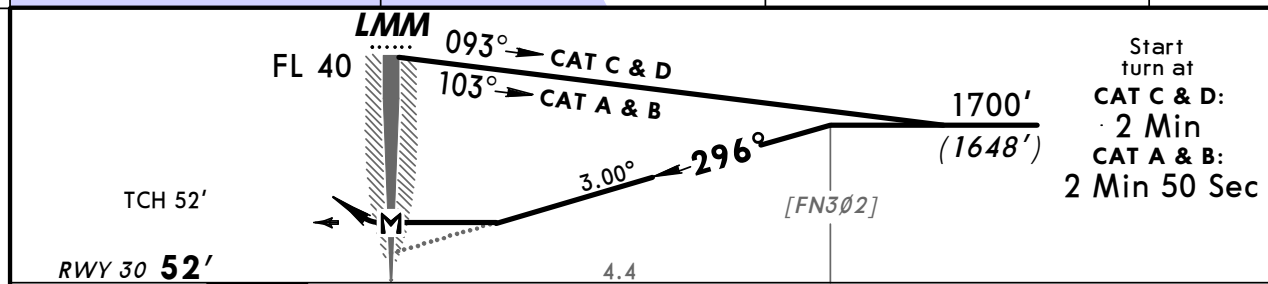
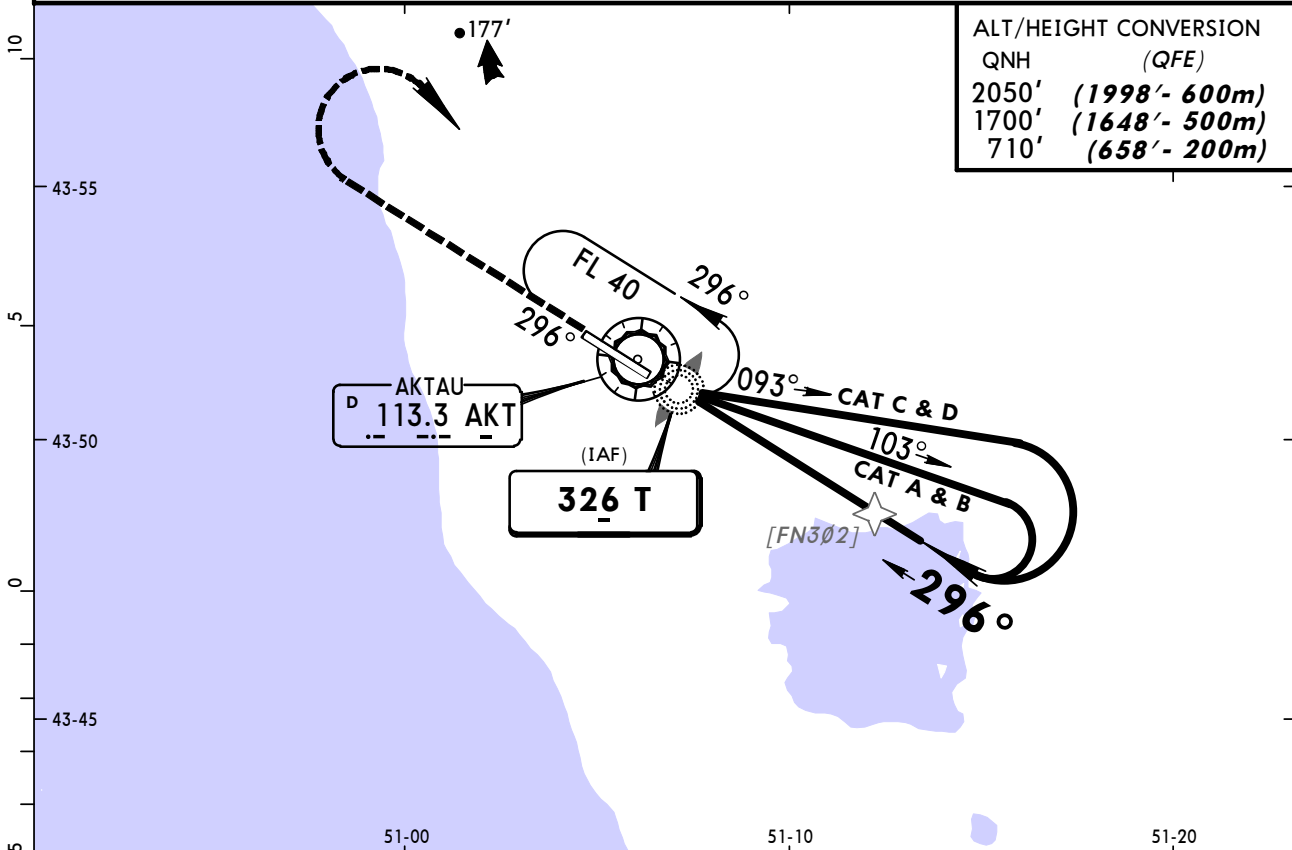






BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                           |                           |                       |                       |                         |                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-----------------------|-------------------------|---------------------------------------------|
| ATIS                                                                                                                                                                                                                                                                                                      |                           | AKTAU Approach        |                       | AKTAU Tower             |                                             |
| 130.1 (Russian 126.2)                                                                                                                                                                                                                                                                                     |                           | 134.3                 |                       | 120.7                   |                                             |
| NDB<br>T<br>326                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br>296° | Minimum Alt<br>No FAF | MDA(H)<br>420' (368') | Apt Elev 72'<br>RWY 52' | <div>2000'</div> <div>MSA<br/>AKT VOR</div> |
| <p>MISSED APCH: Climb on 296° to 710' (658') or above. After passing NDB maintain 296° for 1 Min 20 Sec, then turn RIGHT to NDB. Climb initially to 1700' (1648'), then as directed.</p> <p>MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold. Missed apch turn restricted to MAX 225 KT.</p> |                           |                       |                       |                         |                                             |
| <p>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050' (1998')</p> <p>Initial apch restricted to MAX 195 KT.</p>                                                                                                                                                                |                           |                       |                       |                         |                                             |



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

|                            |           |         |  |
|----------------------------|-----------|---------|--|
| STRAIGHT-IN LANDING RWY 30 |           |         |  |
| MDA(H) <b>420' (368')</b>  |           | ALS out |  |
| A                          | RVR 1500m |         |  |
| B                          | VIS 1600m |         |  |
| C                          | 1800m     |         |  |
| D                          | 2000m     |         |  |



**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

AKTAU, (AKTAU - UATE)

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UATE**