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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: 0327 Z
Sunset: 1313 Z,

Runway Information

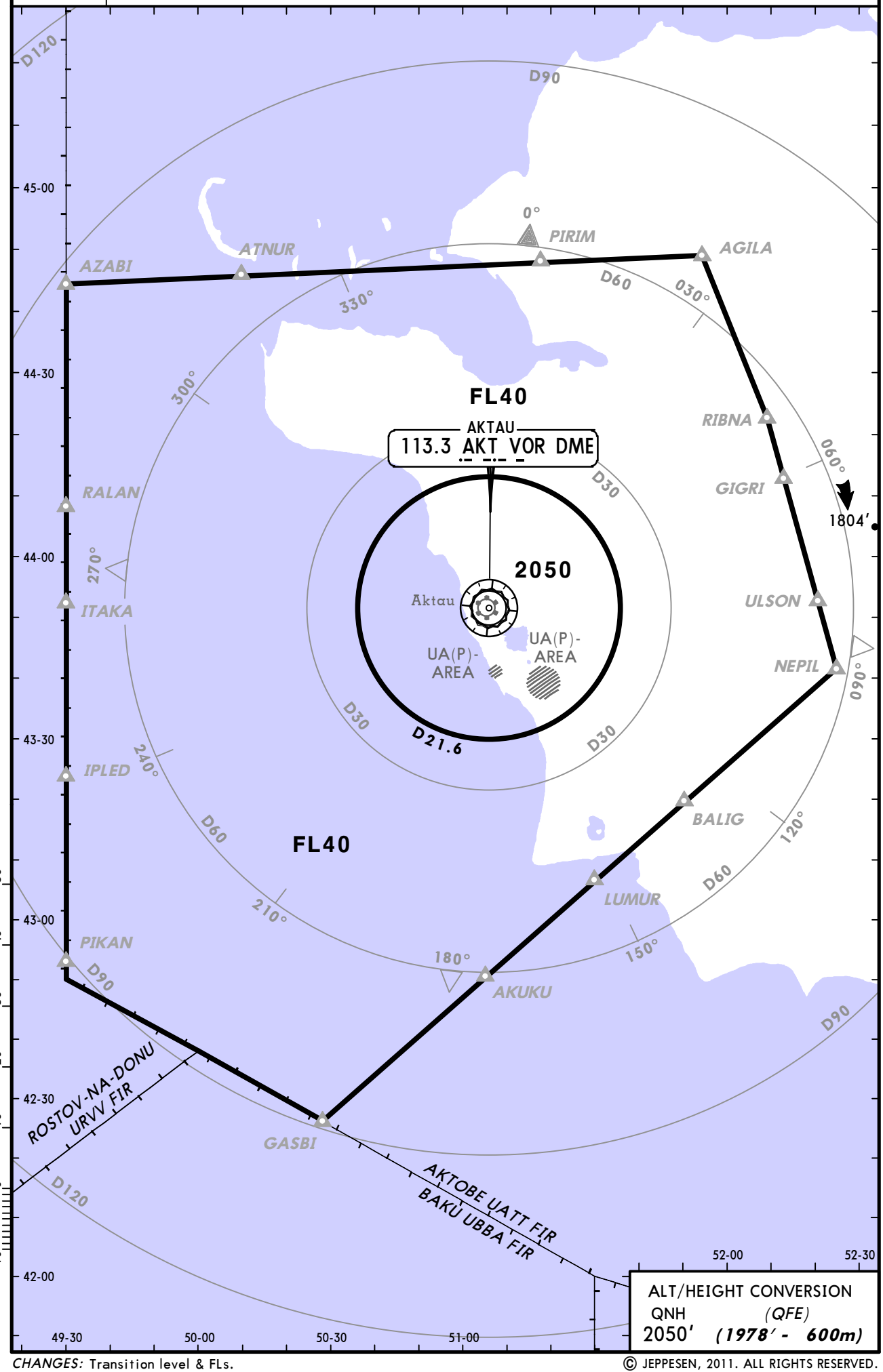
Runway: 12
Length x Width: 10013 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge, ALS

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.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2050′	***(1978′ - 600m)***

CHANGES: Transition level & FLs.

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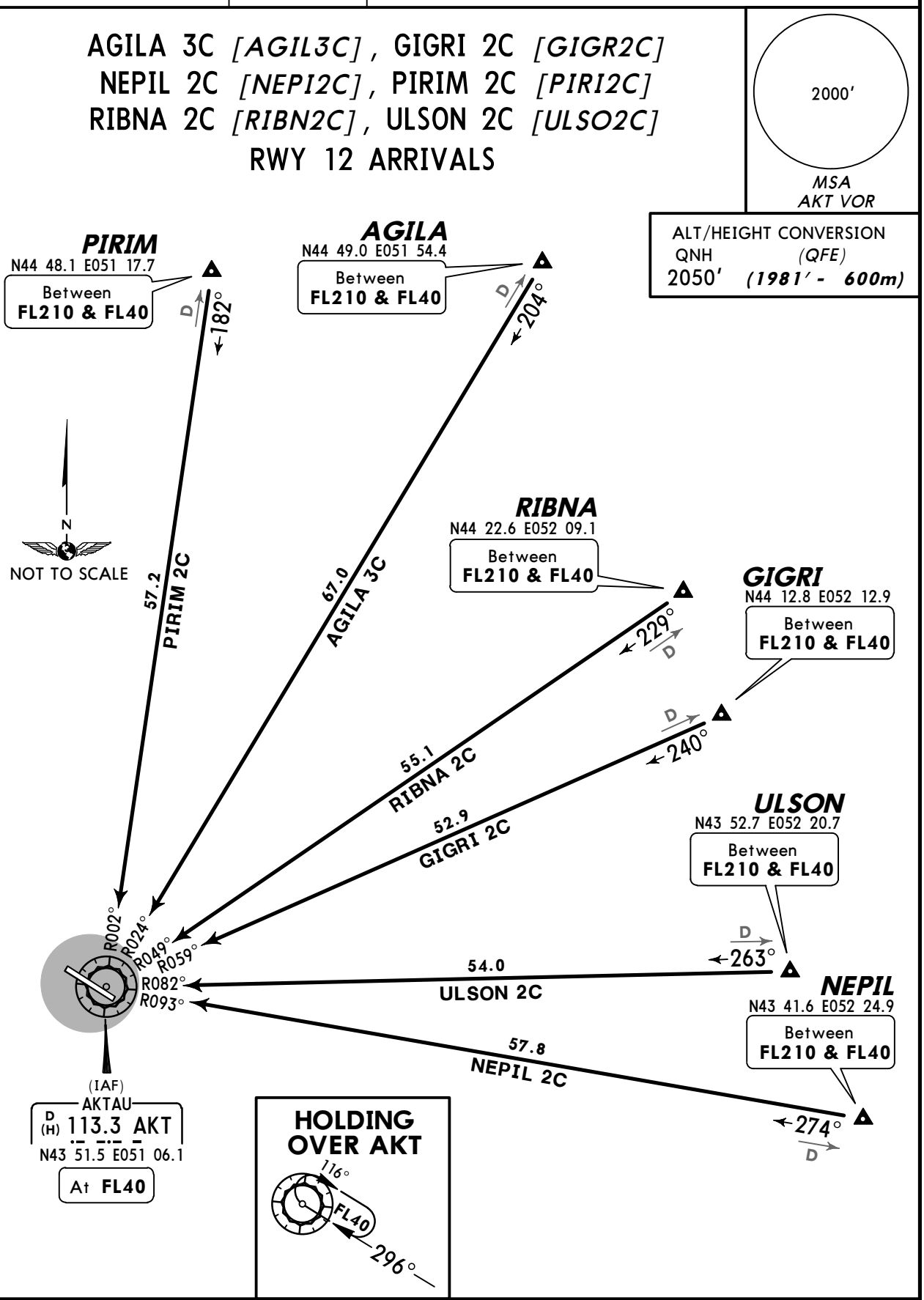
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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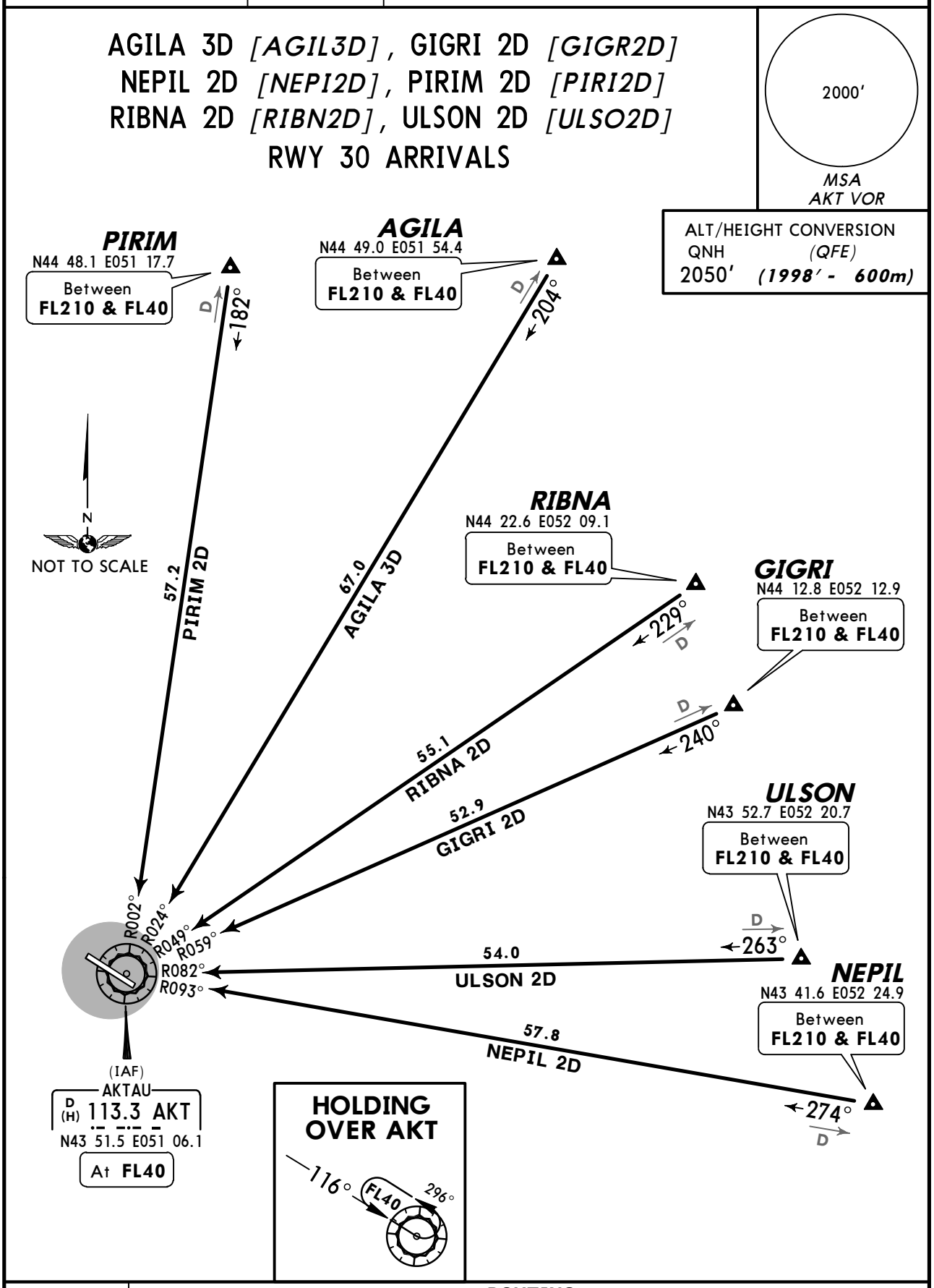
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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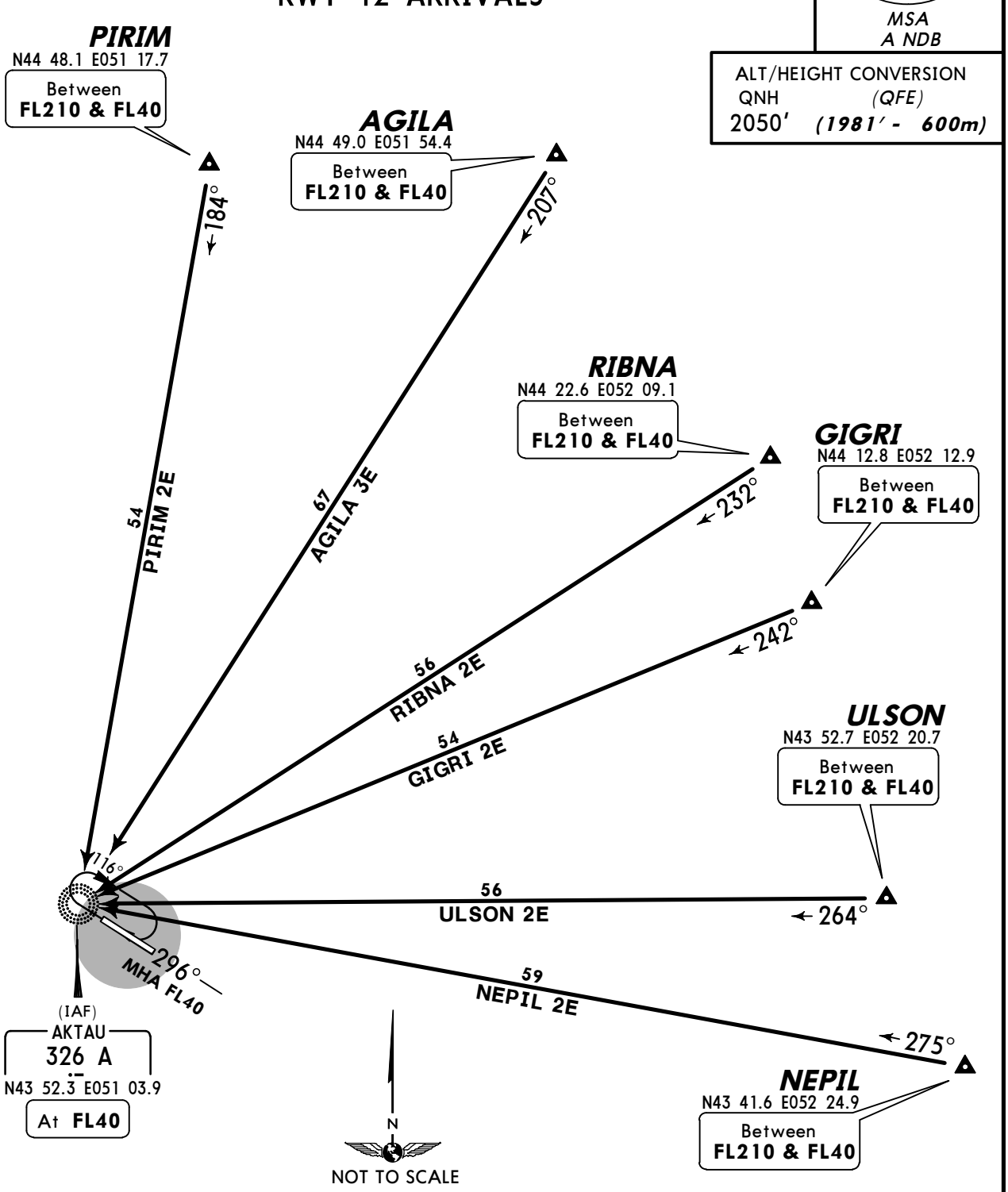
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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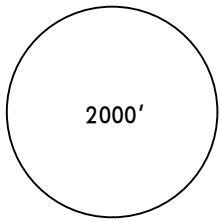
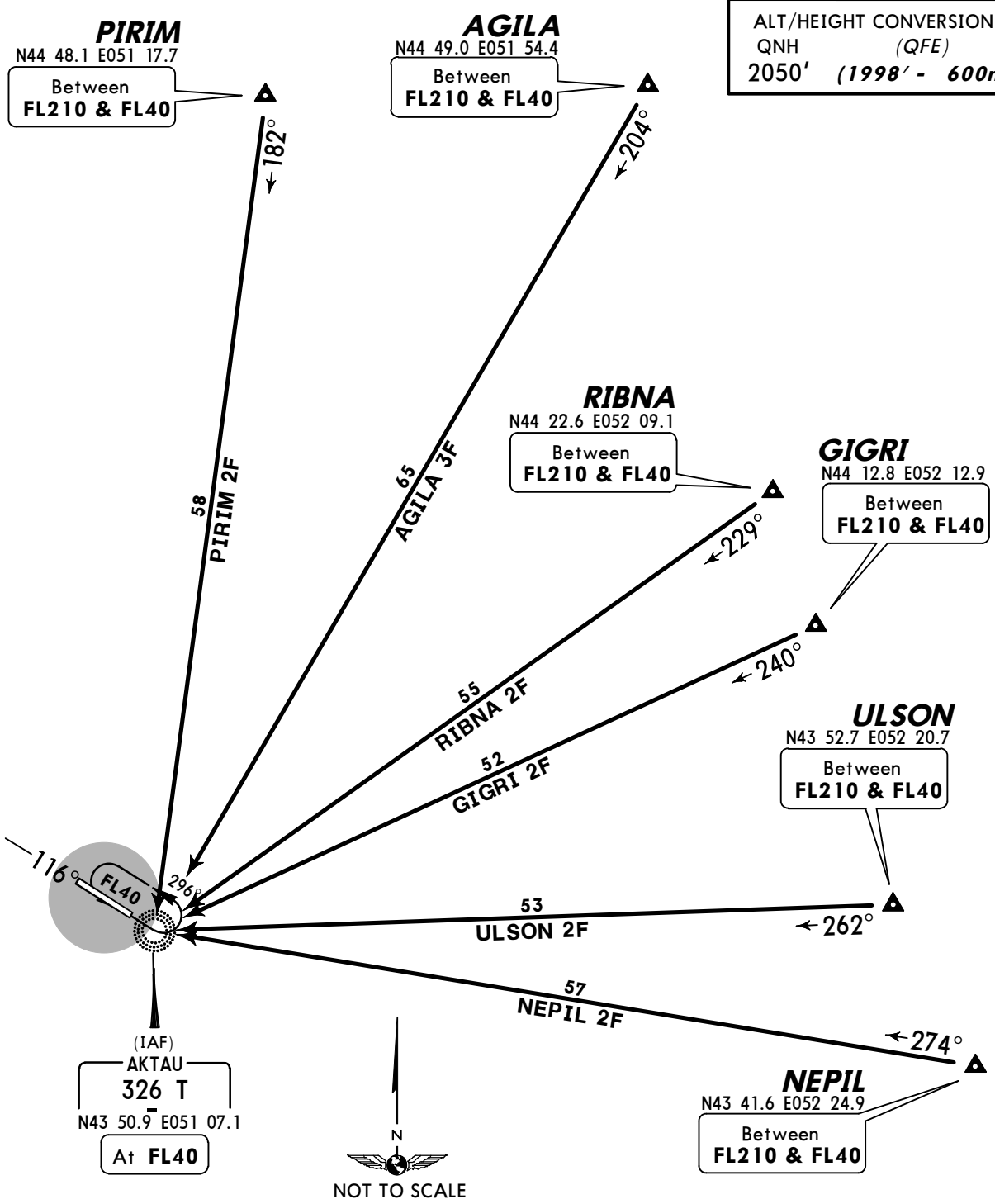
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

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



MSA
T NDB

ALT/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.

CHANGES: Transition level & crossings.

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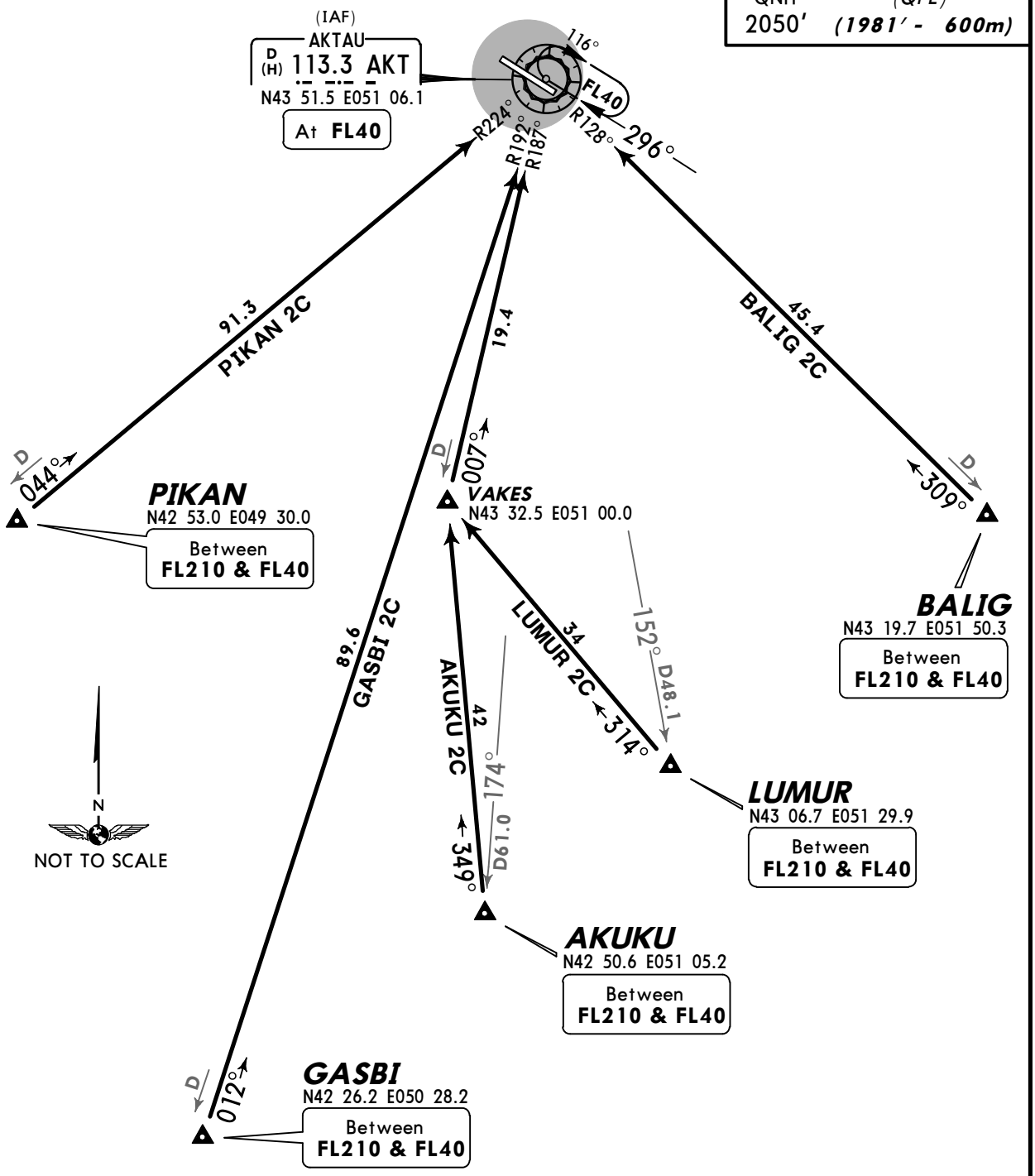
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

AKUKU 2C *[AKUK2C]*, BALIG 2C *[BALI2C]* GASBI 2C *[GASB2C]*, LUMUR 2C *[LUMU2C]* PIKAN 2C *[PIKA2C]* RWY 12 ARRIVALS



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.

CHANGES: Transition level & crossings.

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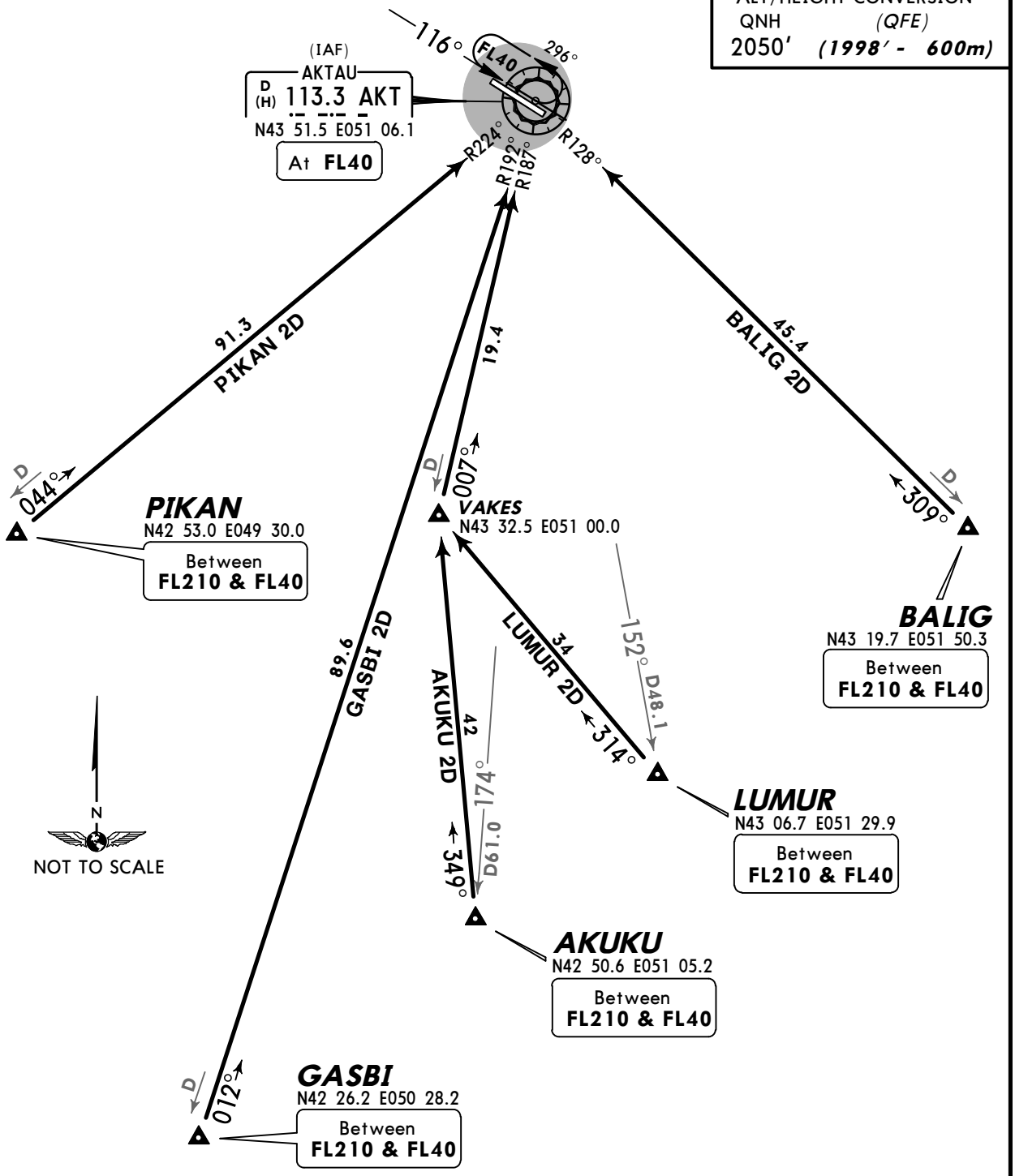
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

AKUKU 2D *[AKUK2D]*, BALIG 2D *[BALI2D]* GASBI 2D *[GASB2D]*, LUMUR 2D *[LUMU2D]* PIKAN 2D *[PIKA2D]* RWY 30 ARRIVALS



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.

CHANGES: Transition level & crossings.

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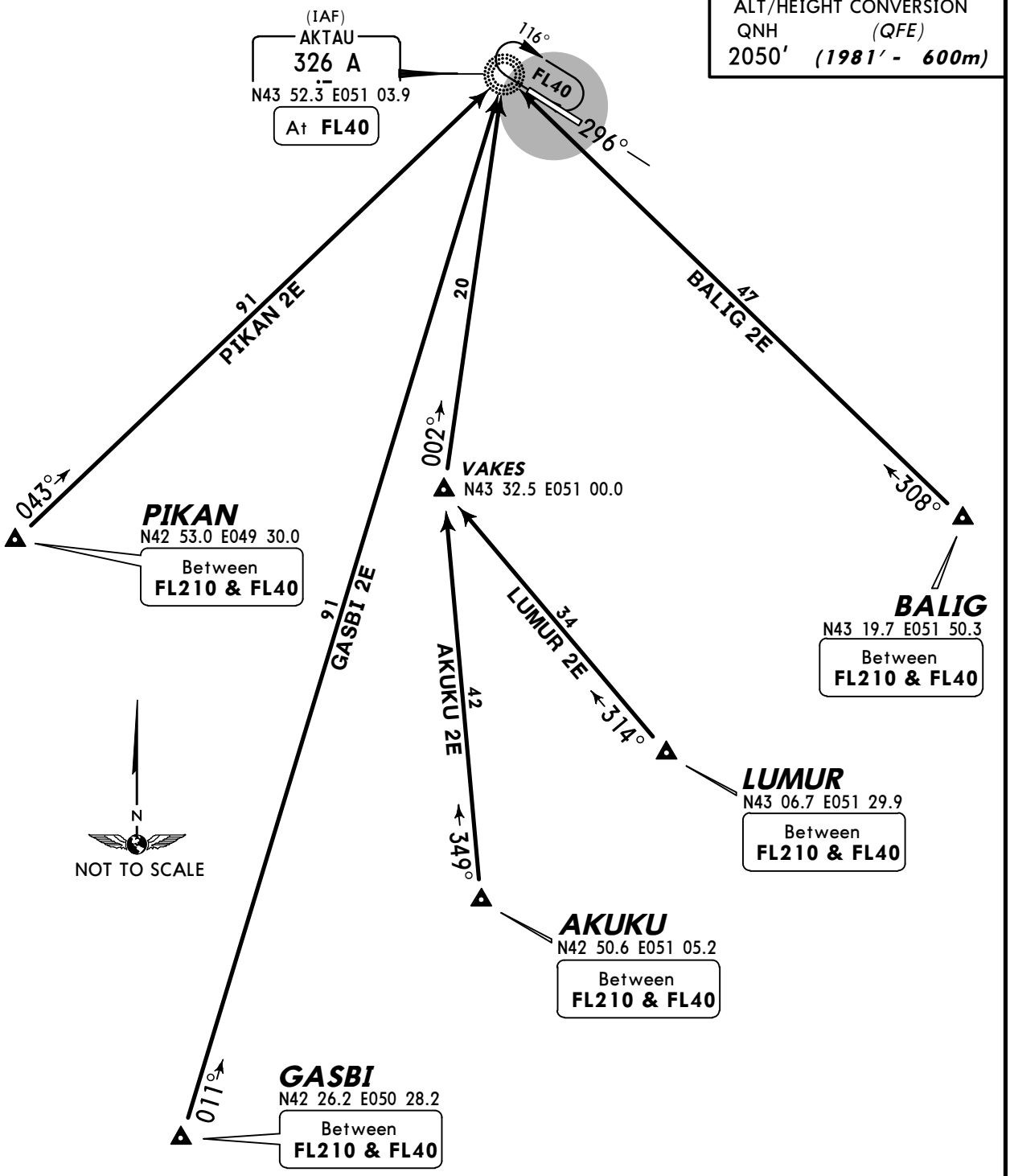
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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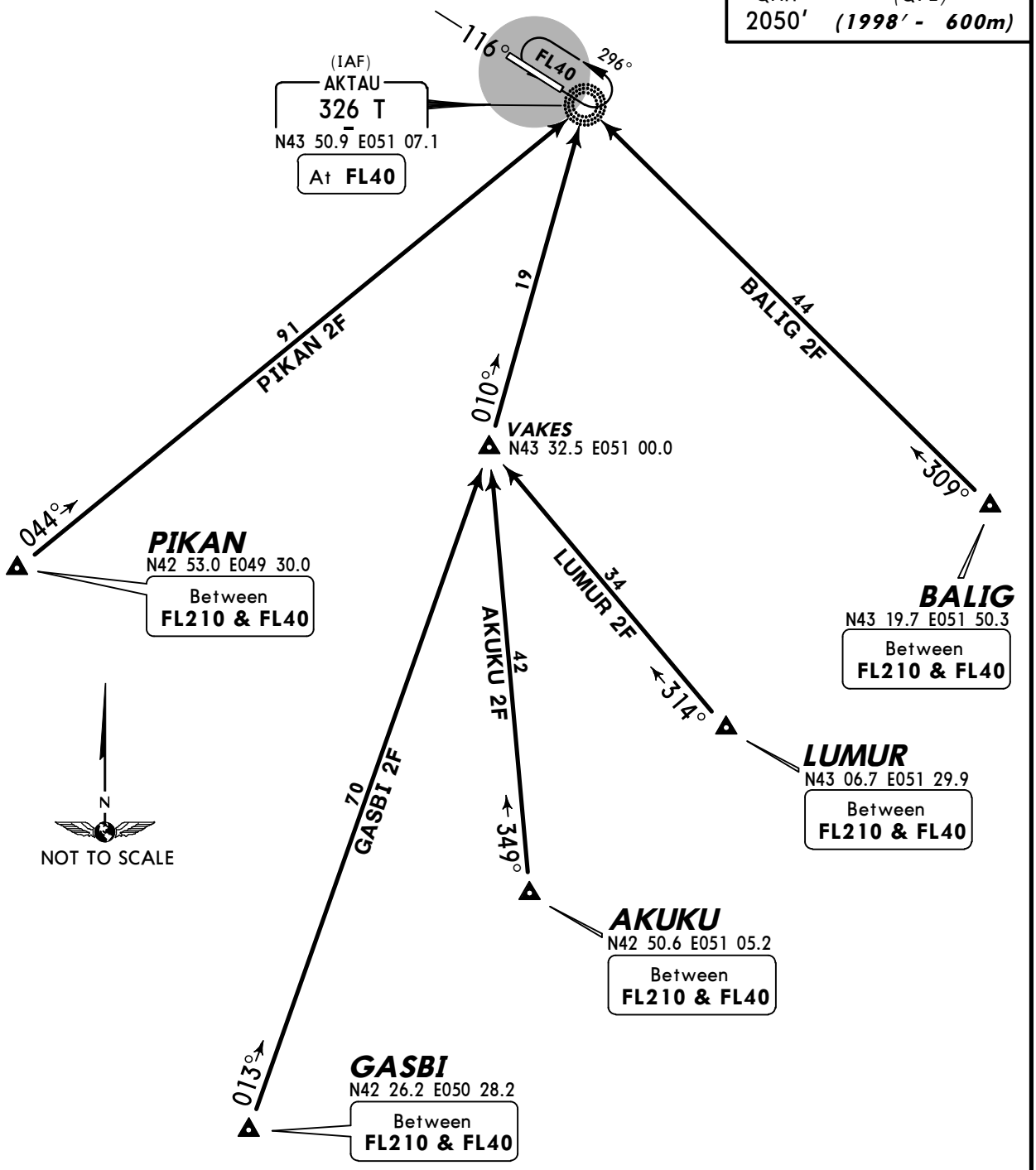
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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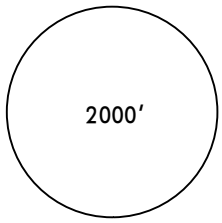
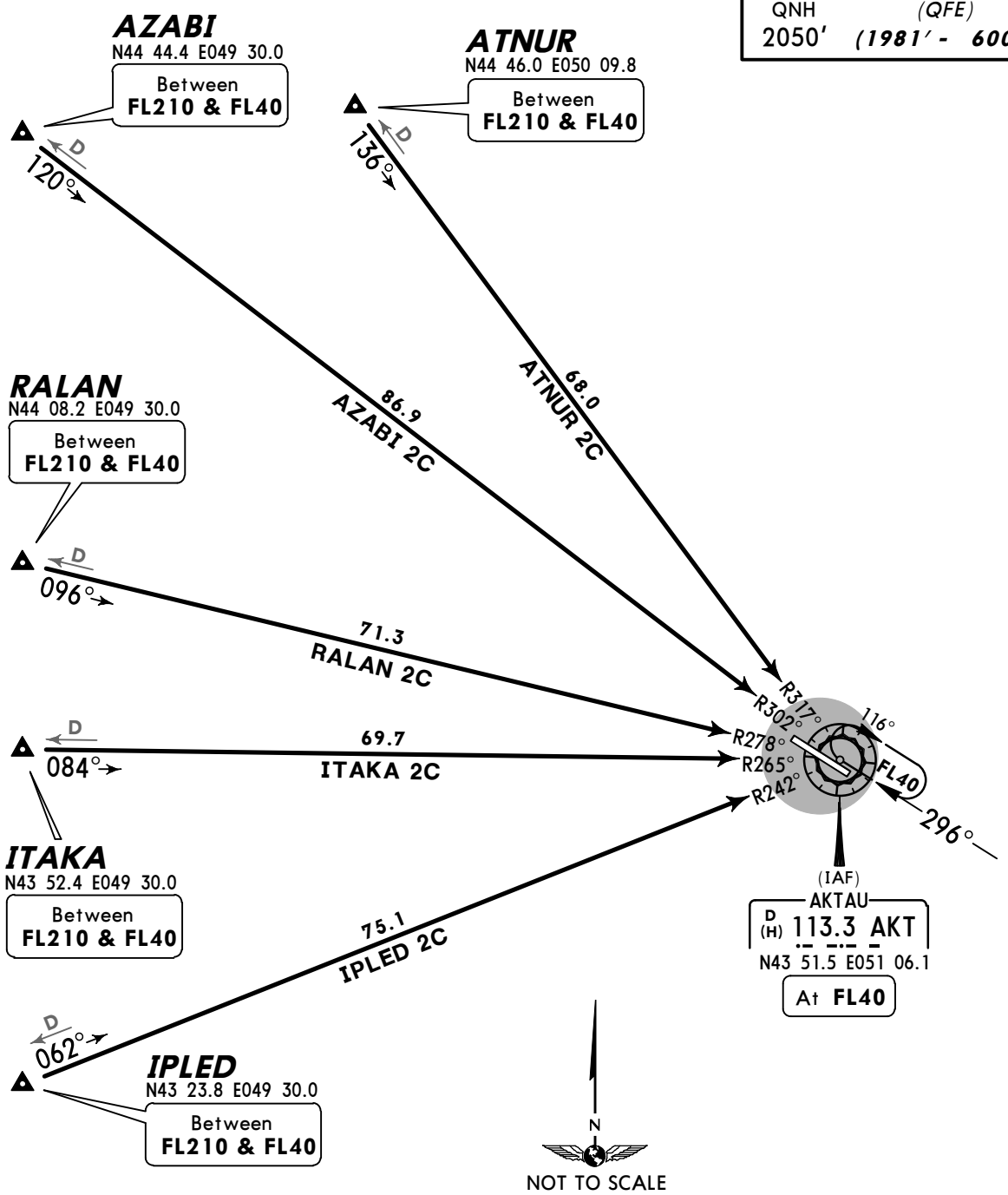
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

ATNUR 2C *[ATNU2C]*, AZABI 2C *[AZAB2C]*
IPLED 2C *[IPLE2C]*, ITAKA 2C *[ITAK2C]*
RALAN 2C *[RALA2C]*
RWY 12 ARRIVALS



MSA
AKT VOR

ALT/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.

CHANGES: Transition level & crossings.

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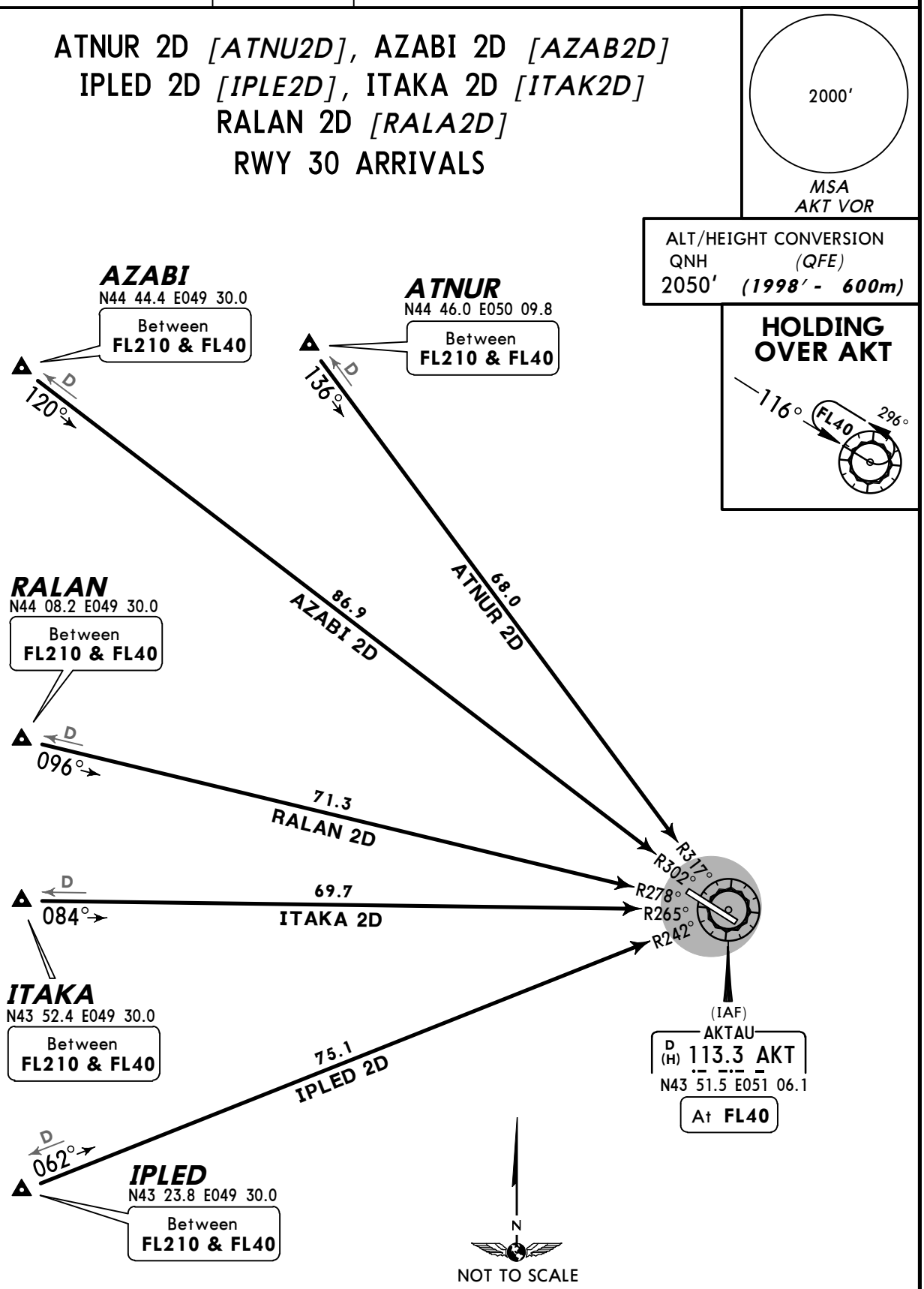
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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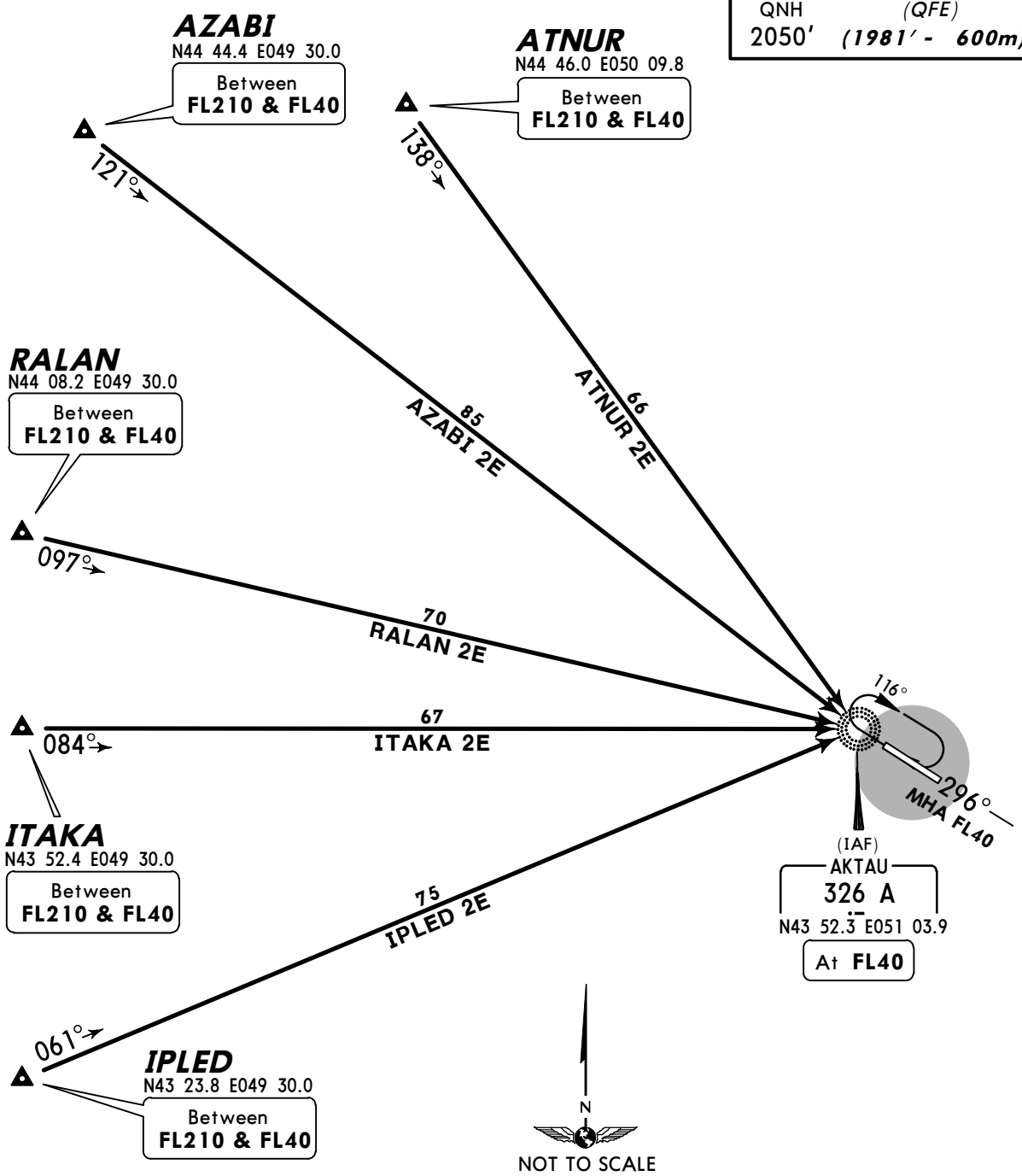
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1981′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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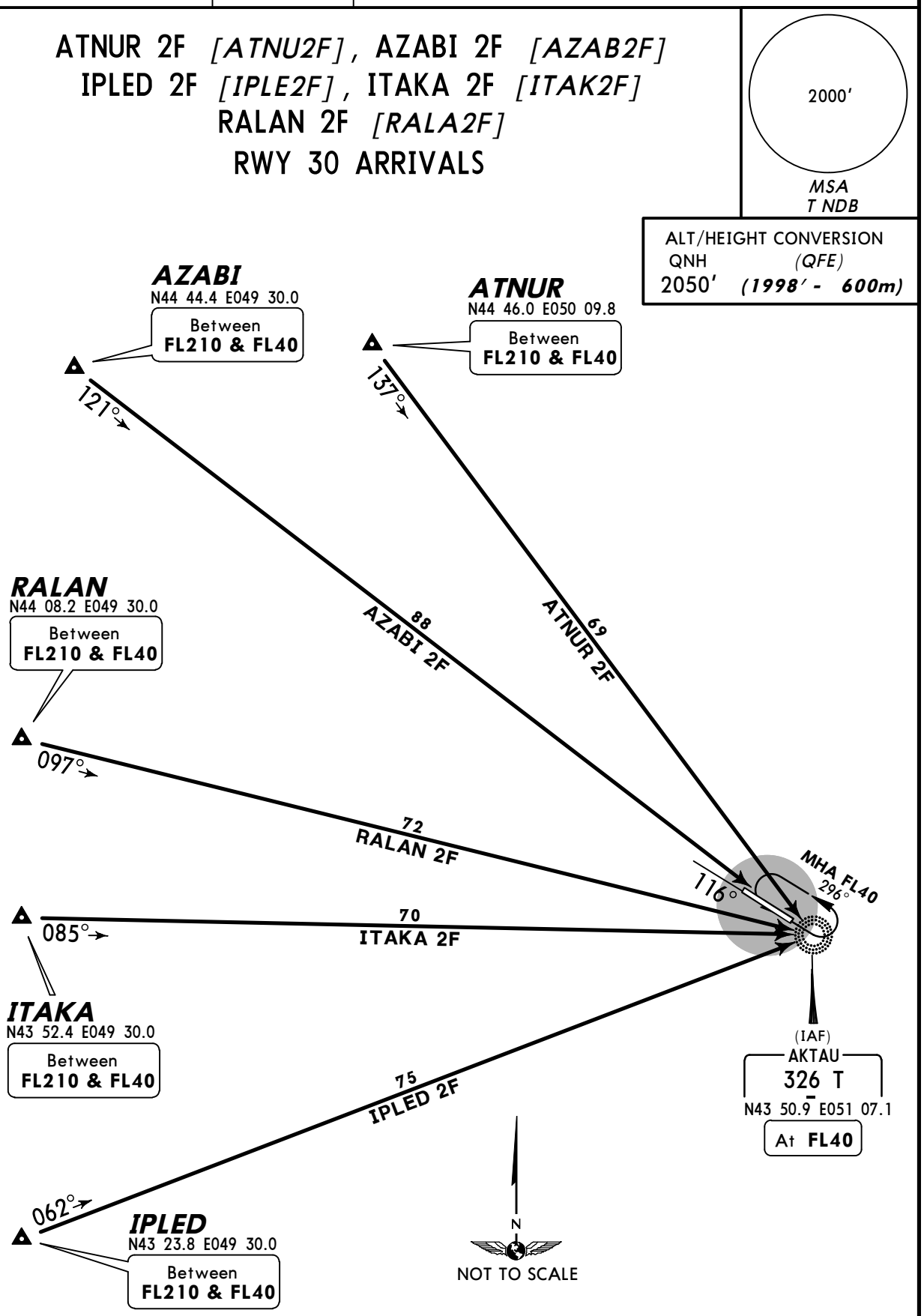
ATIS	Apt Elev	
130.1 (Russian 126.2)	72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2050′ *(1998′)* Crossings at airway exit points by ATC.

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



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.

CHANGES: Transition level & crossings.

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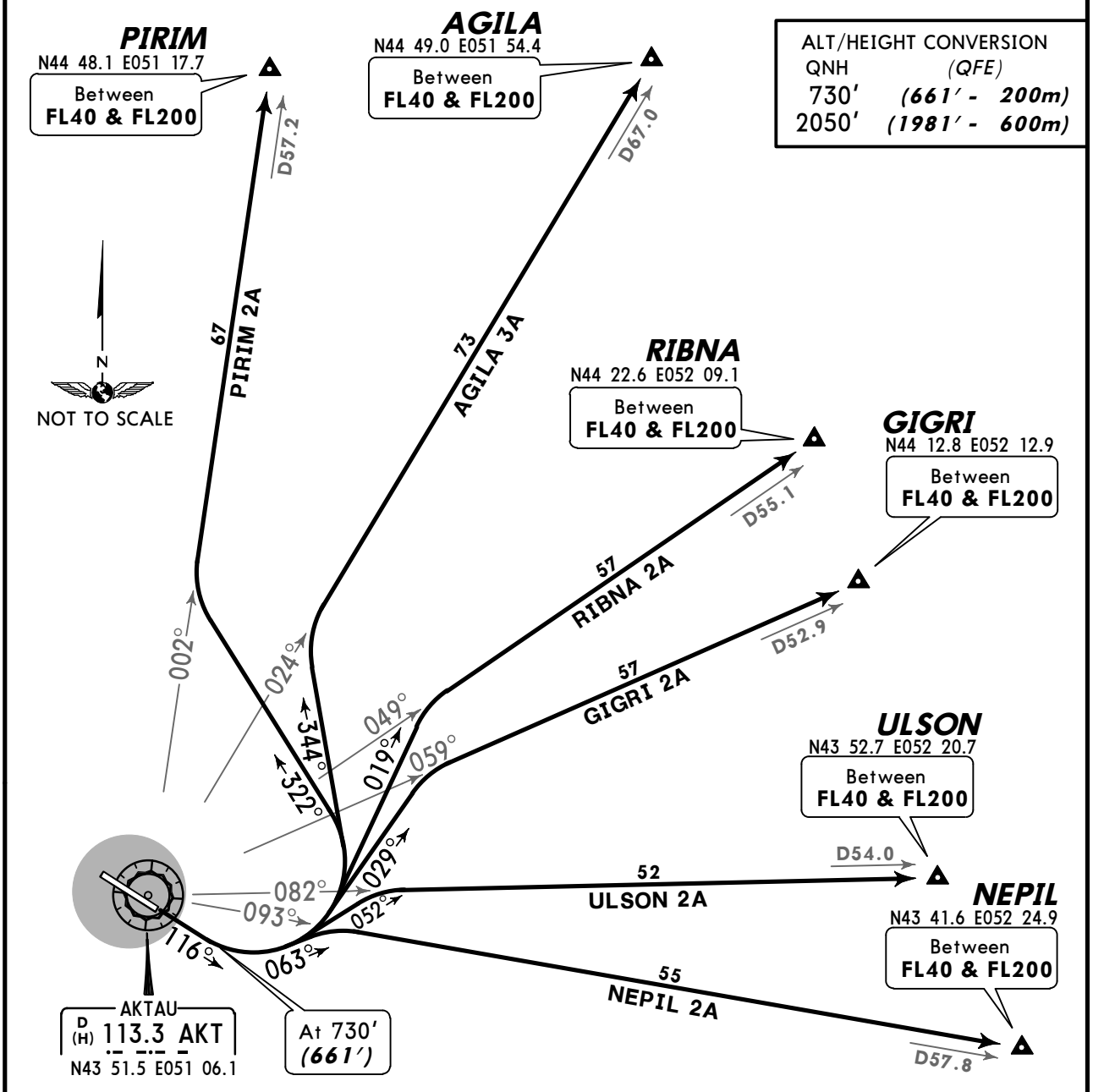
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ *(1981′)* FL by ATC.

2000′
MSA
AKT VOR

AGILA 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.

CHANGES: Transition level & crossings.

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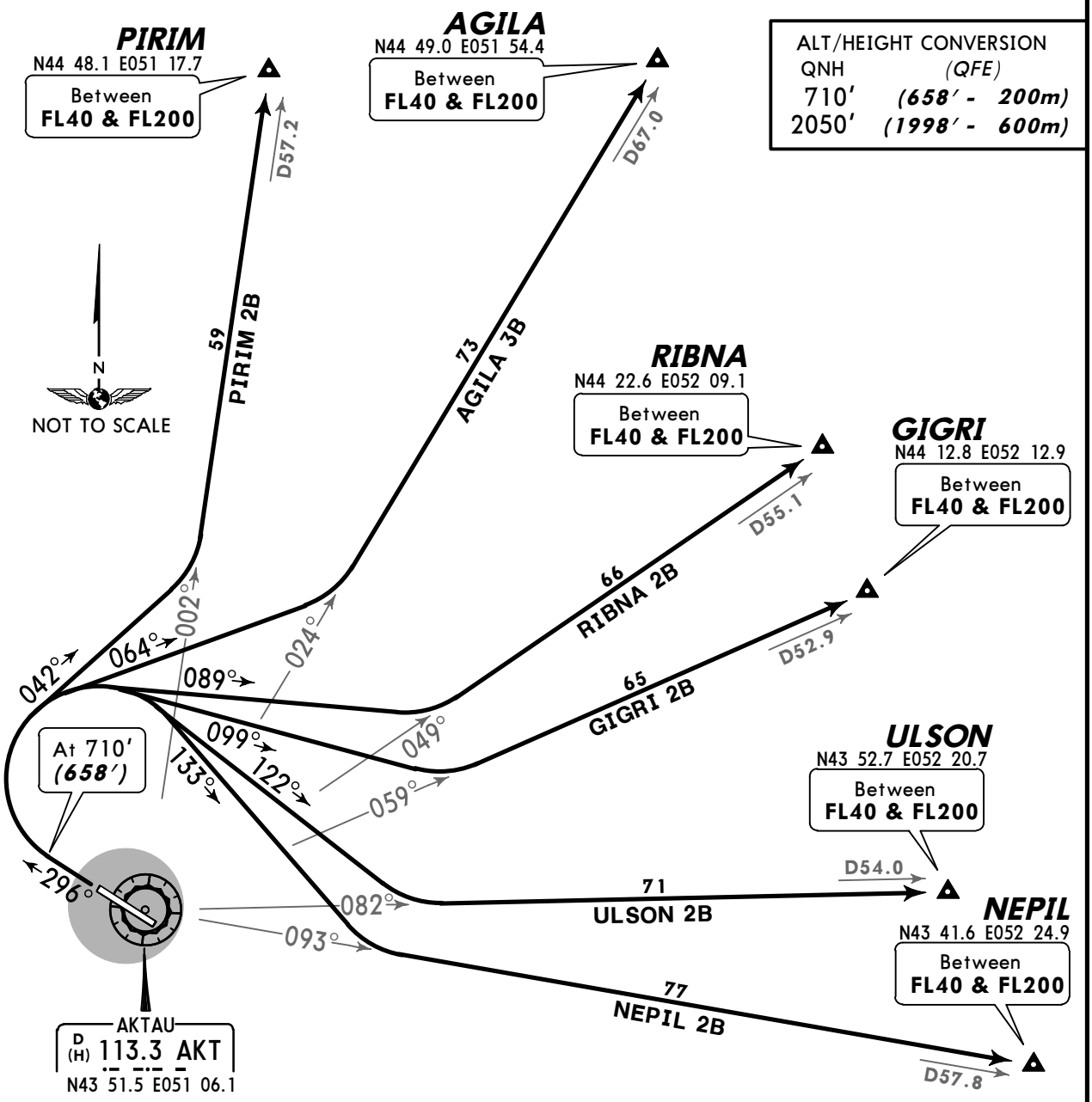
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ *(1998′)* FL by ATC.

AGILA 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.

CHANGES: Transition level & crossings.

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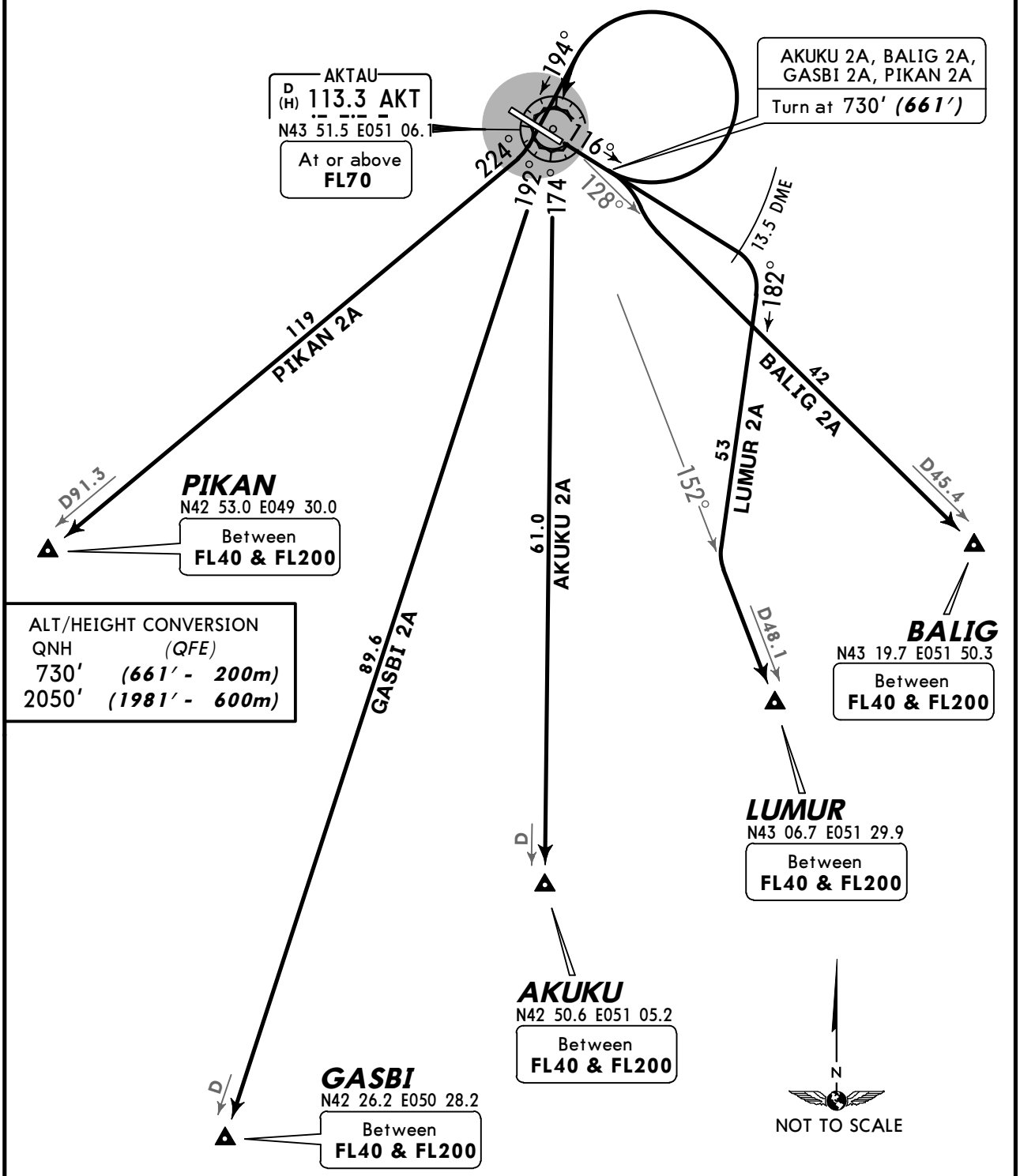
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ ***(1981′)*** FL by ATC.

AKUKU 2A *[AKUK2A]*, BALIG 2A *[BALI2A]* GASBI 2A *[GASB2A]*, LUMUR 2A *[LUMU2A]* PIKAN 2A *[PIKA2A]* RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
730′	***(661′ - 200m)***
2050′	***(1981′ - 600m)***

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.

CHANGES: Transition level & crossings.

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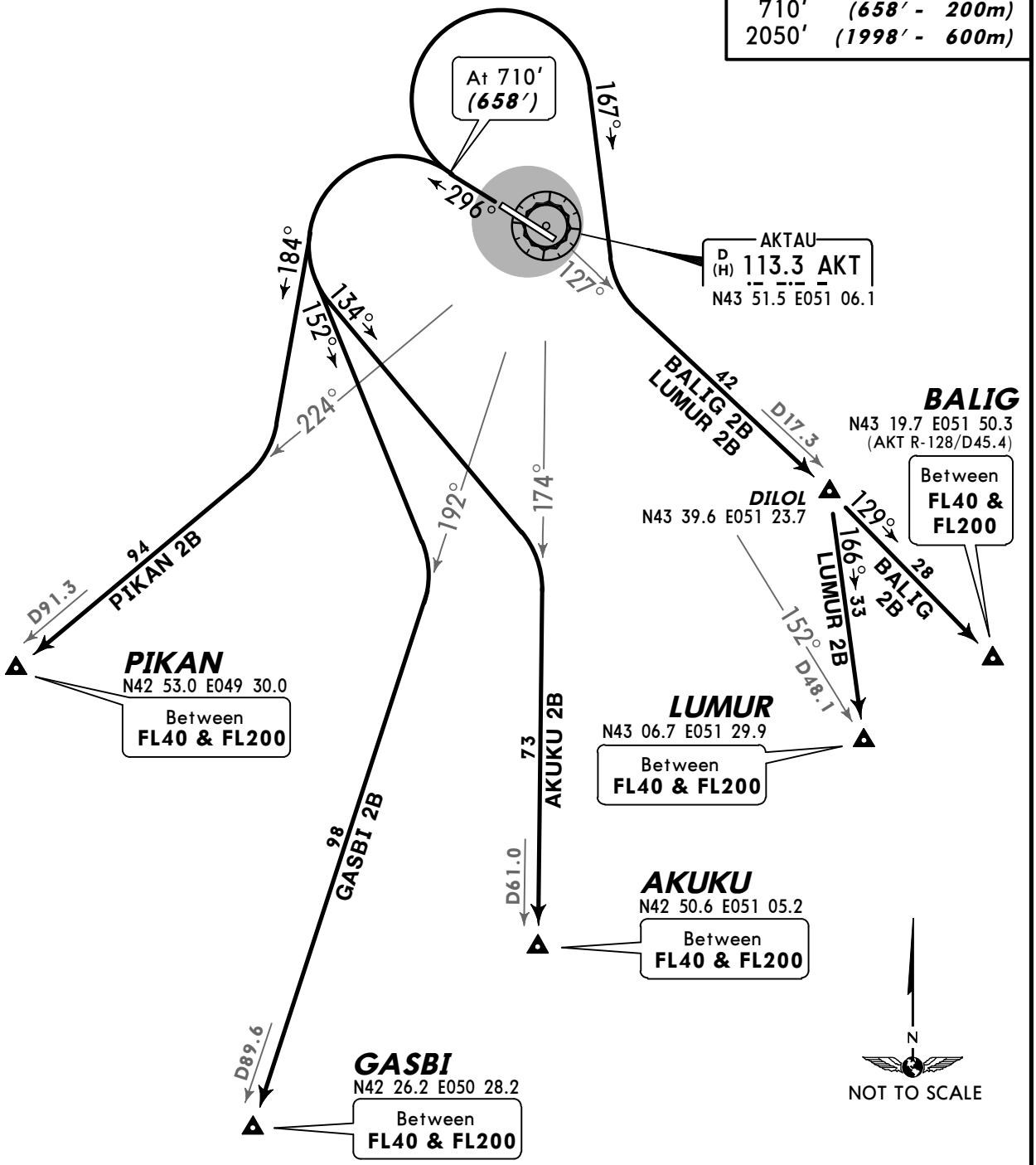
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ ***(1998′)*** FL by ATC.

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

2000′
MSA
AKT VOR

ALT/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.

CHANGES: Transition level & crossings.

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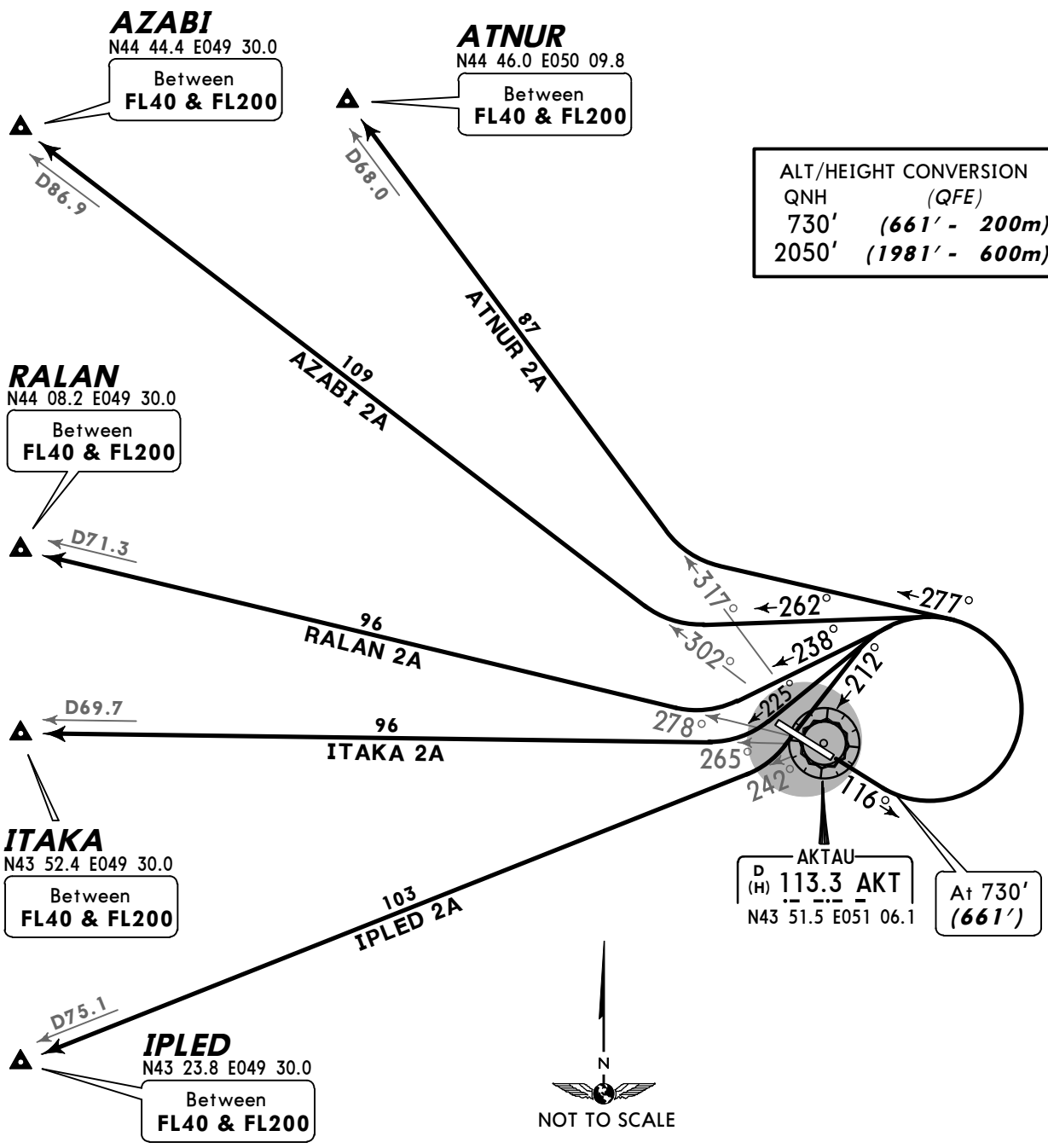
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ ***(1981′)*** FL by ATC.

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.

CHANGES: Transition level & crossings.

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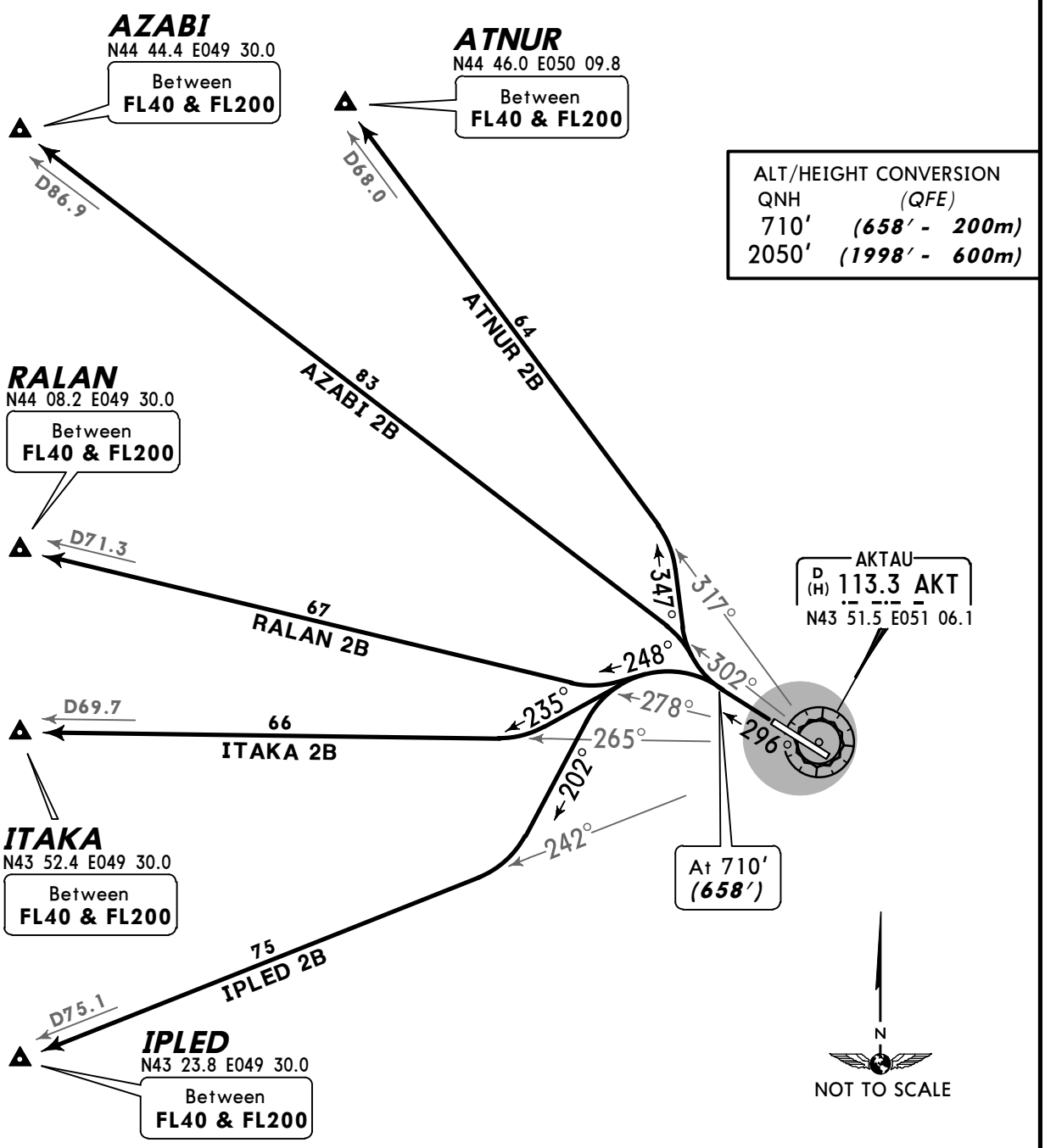
Apt Elev	
72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2050′ *(1998′)* FL by ATC.

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.

CHANGES: Transition level & crossings.

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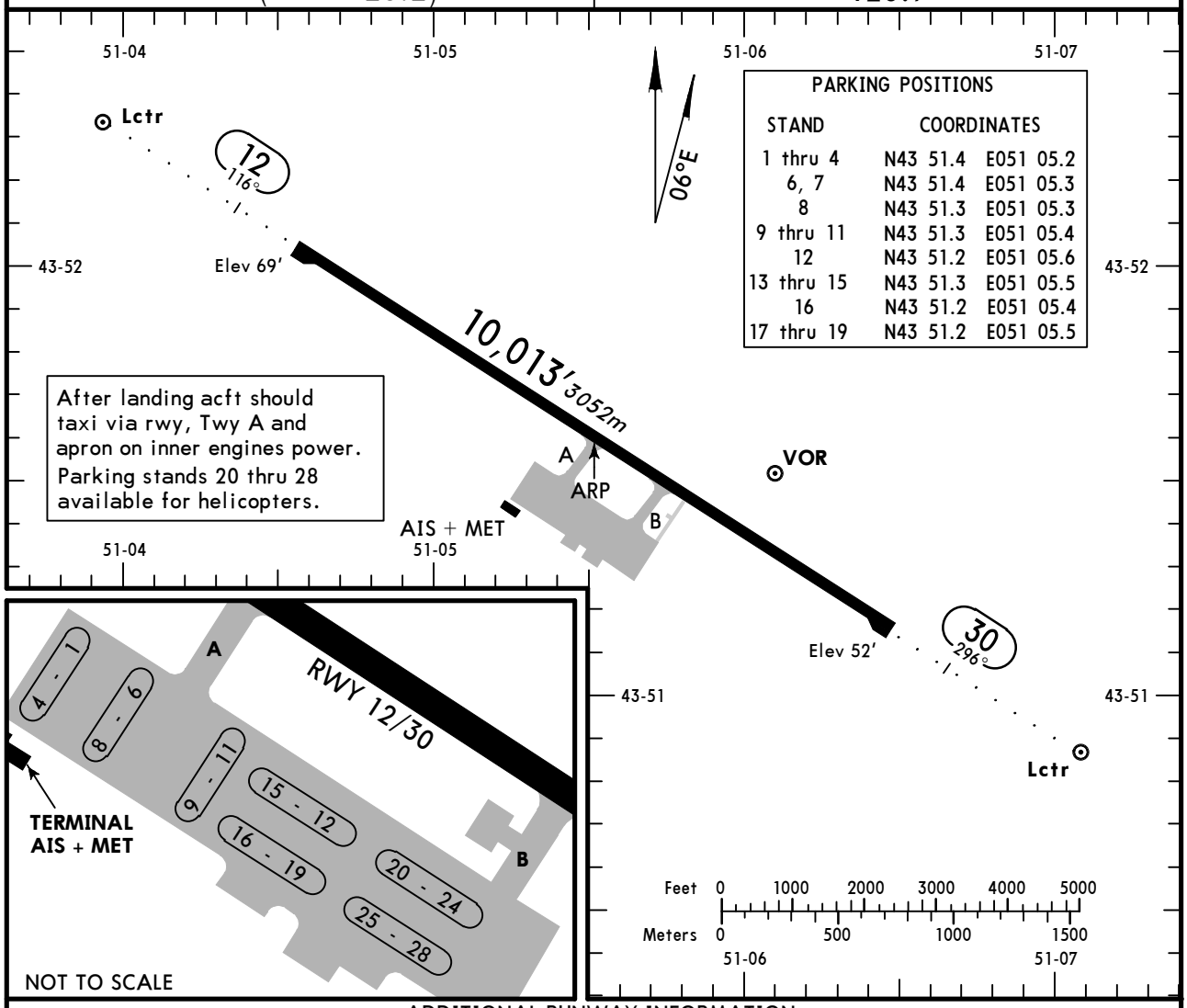
ATIS	AKTAU Tower
130.1 (Russian 126.2)	120.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL *(60m)* HIALS PAPI-L RVR		9041′ *2756m*		148′ *45m*

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	DAY RL	DAY RCLM	NIGHT RL
A	*400m* 1	*400m* 2	*400m* 2
B			
C		*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
12	ILS	**269**′(200′)	**269**′(200′)	**269**′(200′)	**269**′(200′)
	FULL	**550m**	**550m**	**550m**	**550m**
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**430**′(361′) **1500m**	**430**′(361′) **1500m**	**430**′(361′) **1800m**	**430**′(361′) **2000m**
	2 NDB ❶	**420**′(351′) **1500m**	**420**′(351′) **1500m**	**420**′(351′) **1800m**	**420**′(351′) **2000m**
	NDB ❶ ❷	**430**′(361′) **1500m**	**430**′(361′) **1500m**	**430**′(361′) **1800m**	**430**′(361′) **2000m**
	NDB ❸	**430**′(361′) **1500m**	**430**′(361′) **1500m**	**430**′(361′) **1800m**	**430**′(361′) **2000m**
	ALS out	1900m	1900m	2100m	2100m
30	ILS	**252**′(200′)	**252**′(200′)	**252**′(200′)	**252**′(200′)
	FULL	**550m**	**550m**	**550m**	**550m**
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**420**′(368′) **1500m**	**420**′(368′) **1500m**	**420**′(368′) **1800m**	**420**′(368′) **2000m**
	2 NDB ❶	**410**′(358′) **1500m**	**410**′(358′) **1500m**	**410**′(358′) **1800m**	**410**′(358′) **2000m**
	NDB ❶ ❷	**420**′(368′) **1500m**	**420**′(368′) **1500m**	**420**′(368′) **1800m**	**420**′(368′) **2000m**
	NDB ❸	**420**′(368′) **1500m**	**420**′(368′) **1500m**	**420**′(368′) **1800m**	**420**′(368′) **2000m**
	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	400m❹	400m❺	500m	400m❺
B				
C		500m		400m
D				

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

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AKTAU, KAZAKHSTAN
ILS DME Z Rwy 12

BRIEFING STRIP

ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

LOC IAU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 72'
109.5	116°	791' (722')	269' (200')	RWY 69'

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.

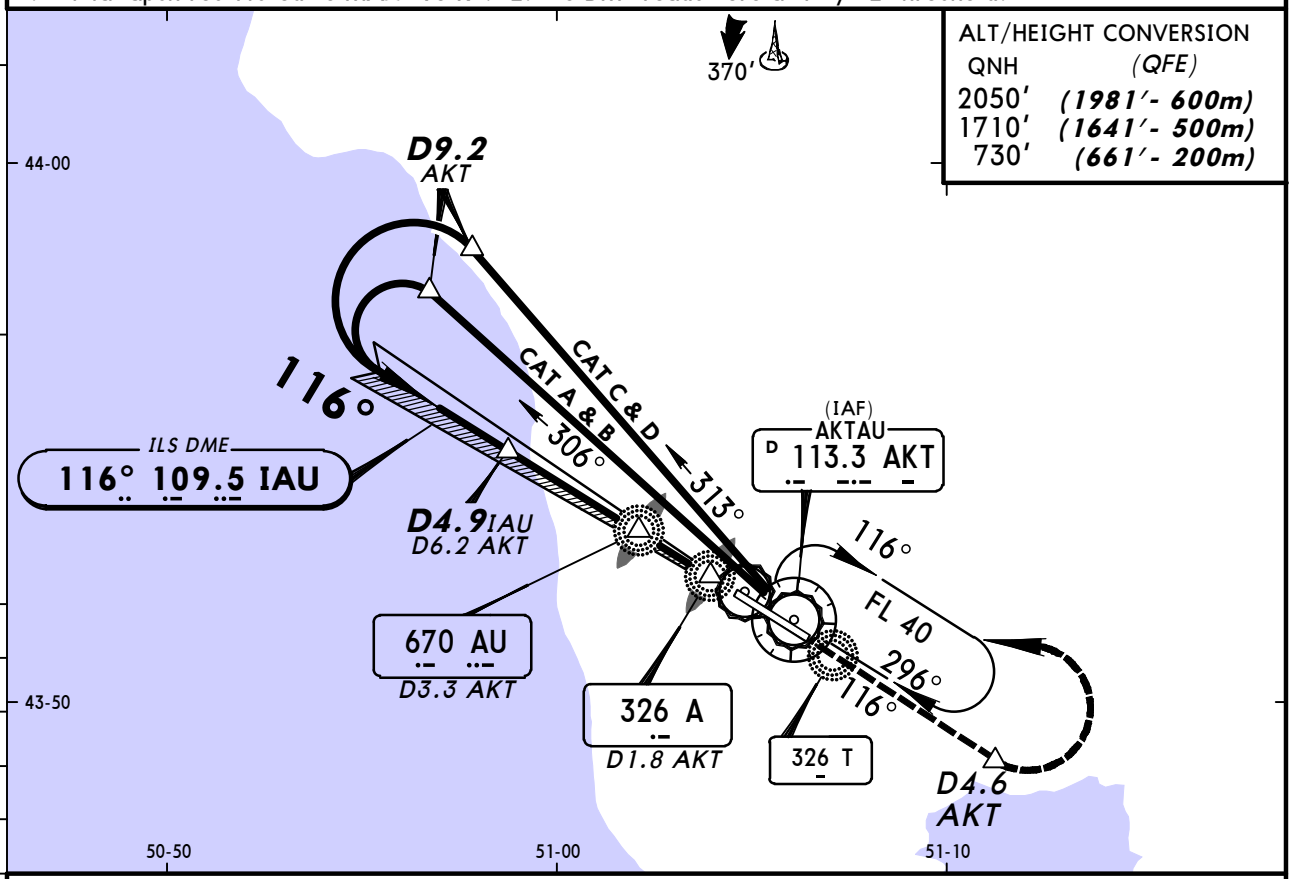
2000'
MSA
AKT VOR

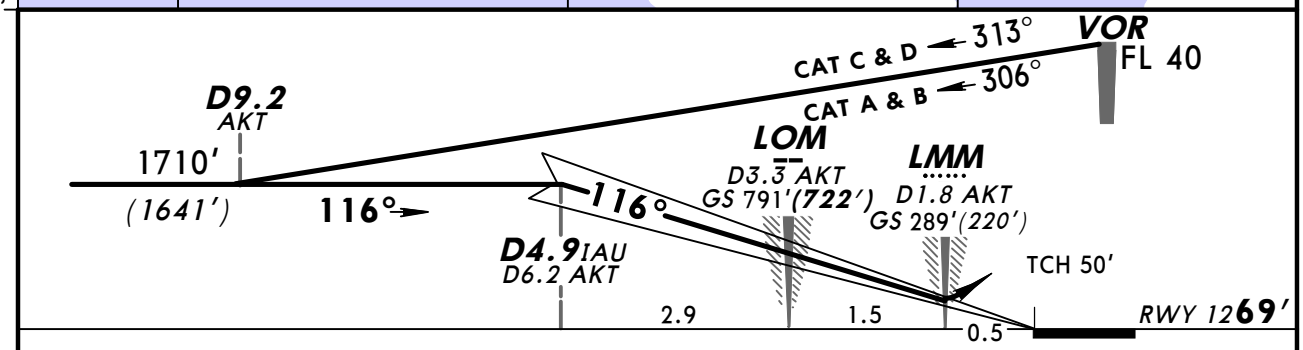
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2050' (1981')

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
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

730' (661') or above on 116° D4.6 AKT

STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 269' (200') FULL	ILS DA(H) 269' (200') ALS out	LOC (GS out)
PANS OPS A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
PANS OPS B			
PANS OPS C			
PANS OPS D			

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
ILS DME Y Rwy 12

BRIEFING STRIP

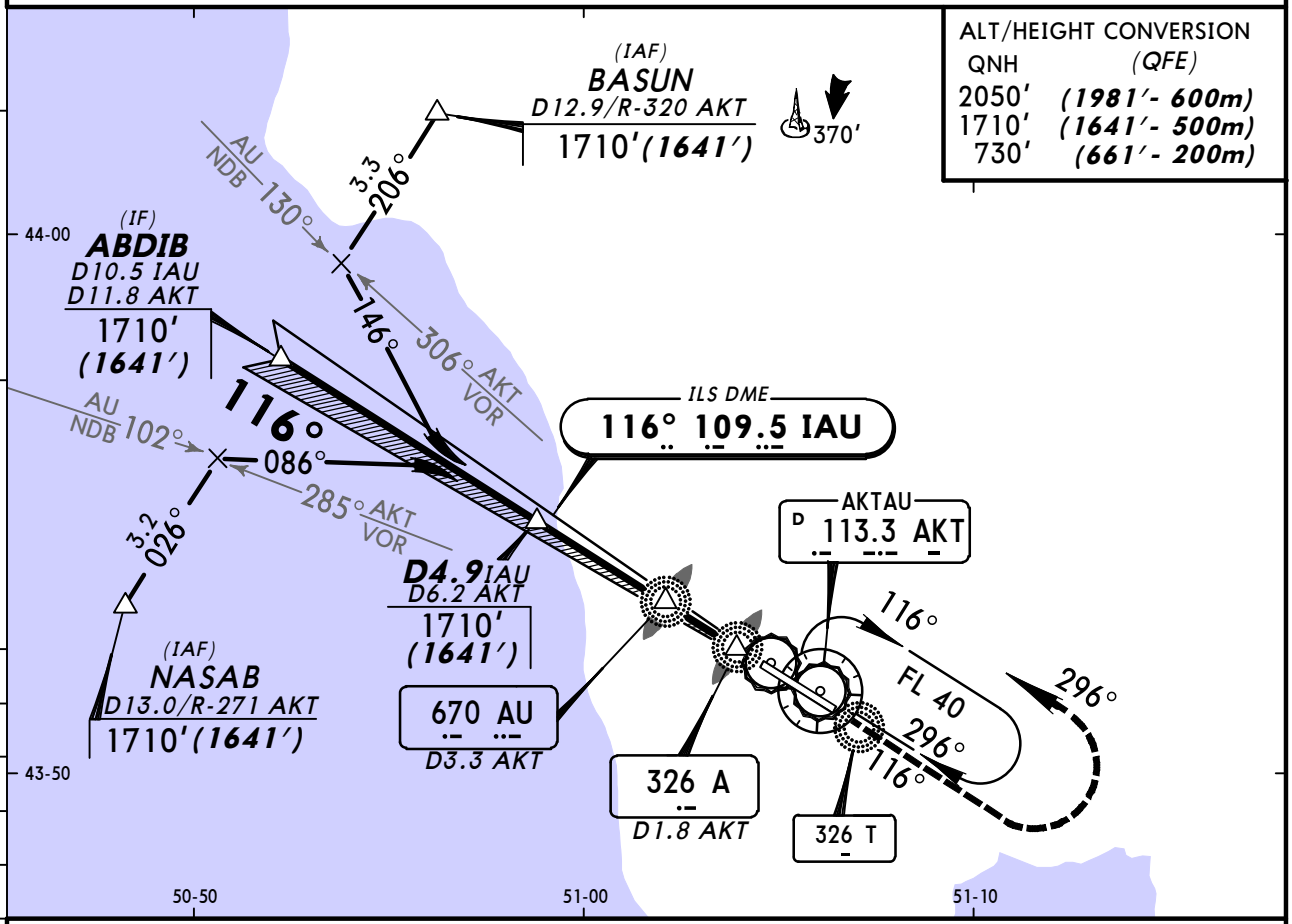
ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

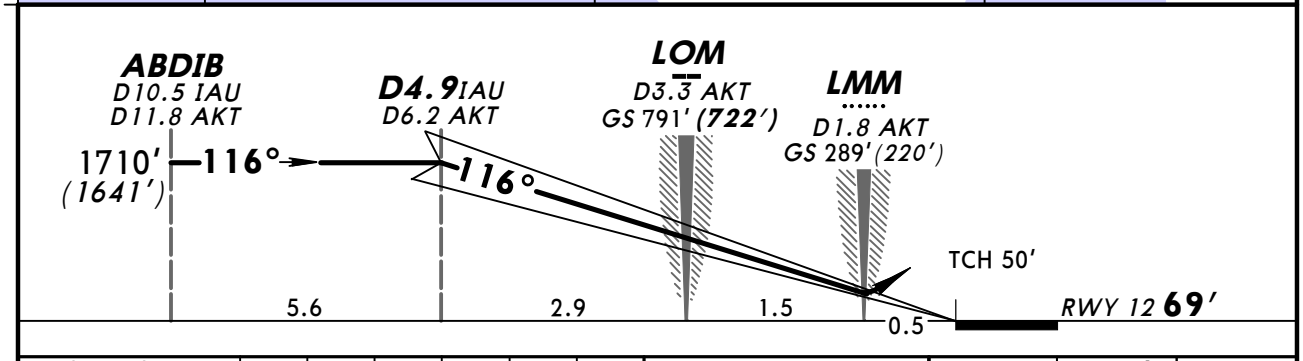
LOC IAU	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 72'
109.5	116°	791' (722')	269' (200')	RWY 69'

MISSED APCH: Climb on 116° to 730' (661'), then turn LEFT onto 296° climbing to 1710' (1641'), then as directed.

2000'
MSA
AKT VOR

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
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

730' (661') on 116°

STRAIGHT-IN LANDING RWY 12

	ILS		LOC (GS out)
	DA(H) 269' (200')		
	FULL	ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
ILS DME Z Rwy 30

BRIEFING STRIP

ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

LOC	Final Apch Crs	GS / LOM	ILS DA(H)	Apt Elev 72' / RWY 52'
ITA 111.1	296°	751' (699')	252' (200')	

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.

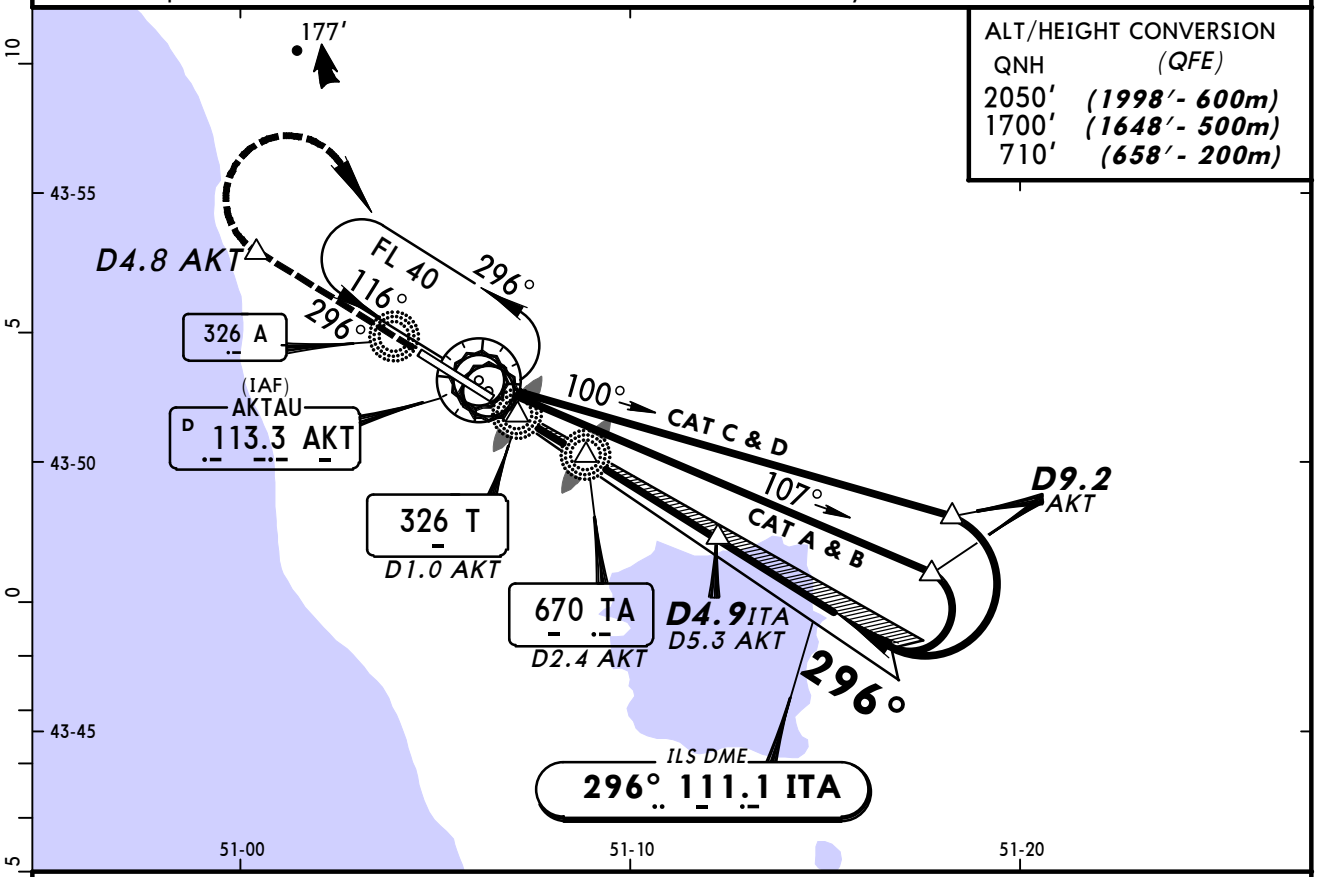
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold.

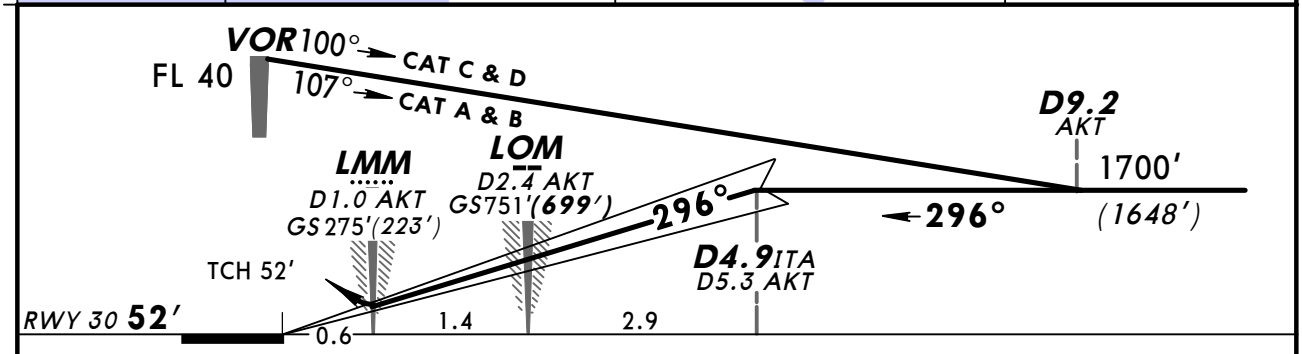
Missed apch turn restricted to MAX 225 KT.

2000'
MSA
AKT VOR

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
GS 3.00°	372	478	531	637	743	849

HIALS
PAPI

710' (658') on or above 296°

D4.8 AKT

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 252' (200') FULL	ILS DA(H) 252' (200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
ILS DME Y Rwy 30

BRIEFING STRIP

ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

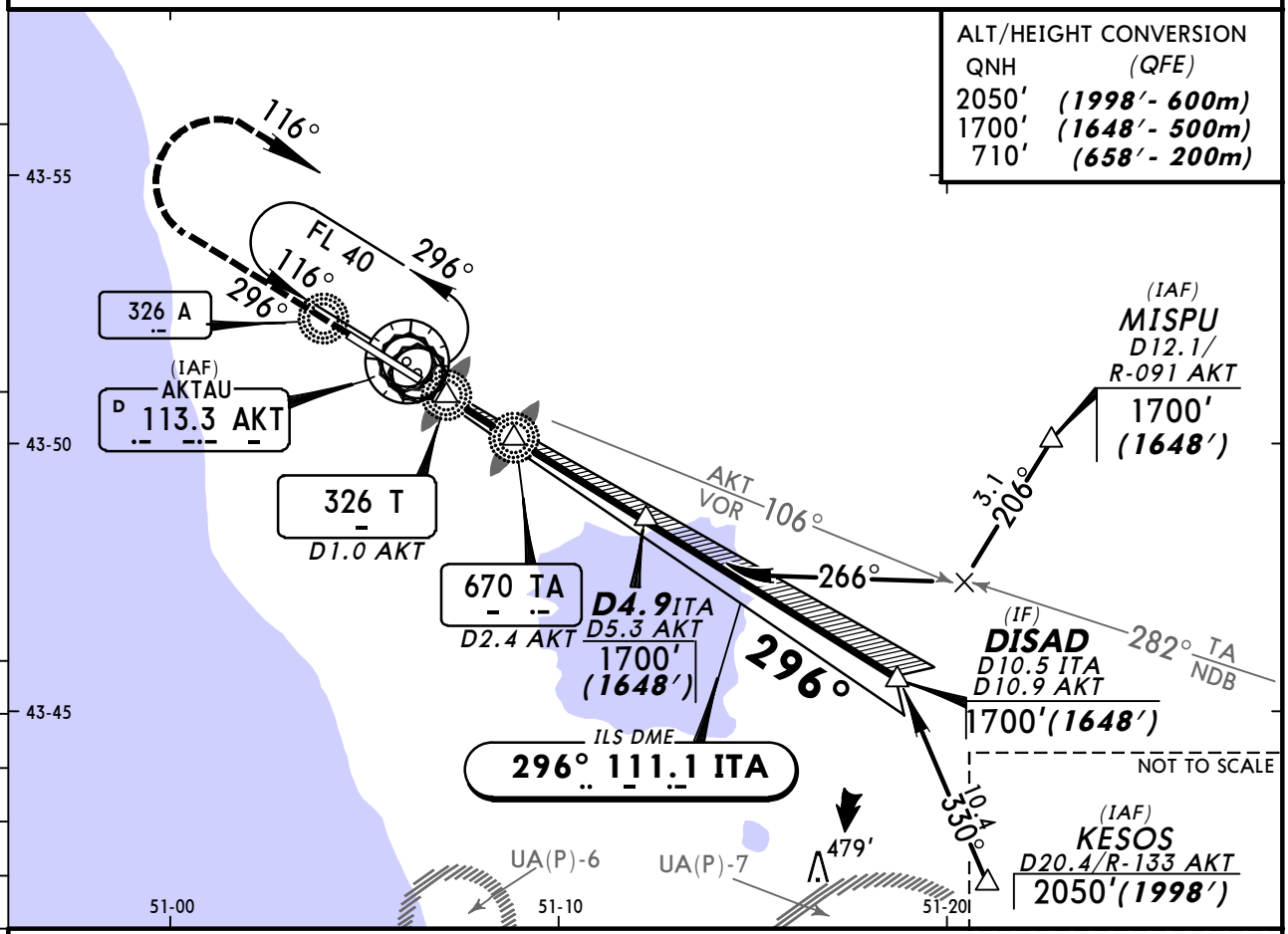
LOC ITA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 72'
111.1	**296°**	751' *(699')*	252' *(200')*	RWY **52'**

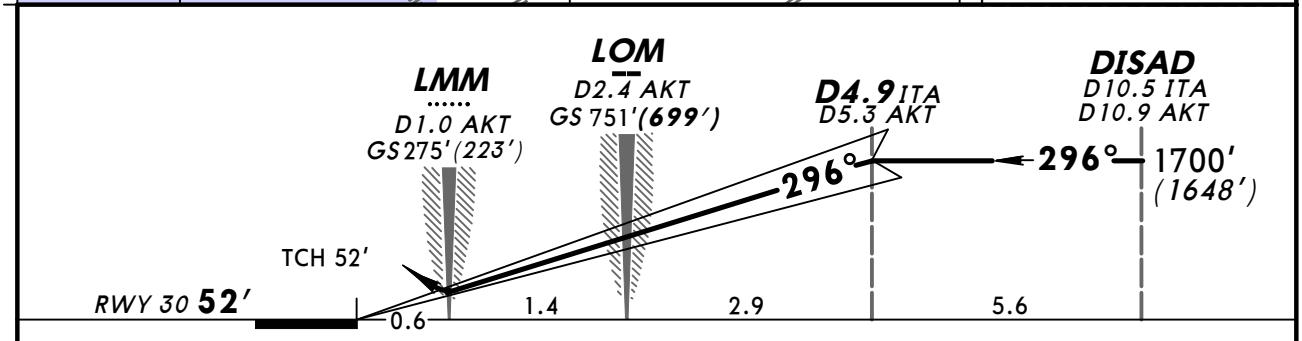
MISSED APCH: Climb on 296° to 710' *(658')*, then turn RIGHT onto 116° climbing to 1700' *(1648')*, then as directed.

2000'
MSA
AKT VOR

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	3.00°	372	478	531	637	743	849

HIALS
PAPI
710' (658') on 296°

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 252' (200') FULL	ILS DA(H) 252' (200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
VOR DME Rwy 12

BRIEFING STRIP™

ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 72′
AKT 113.3	113°	D6.2 1710′(1641′)	430′(361′)	RWY 69′

MISSED APCH: 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.

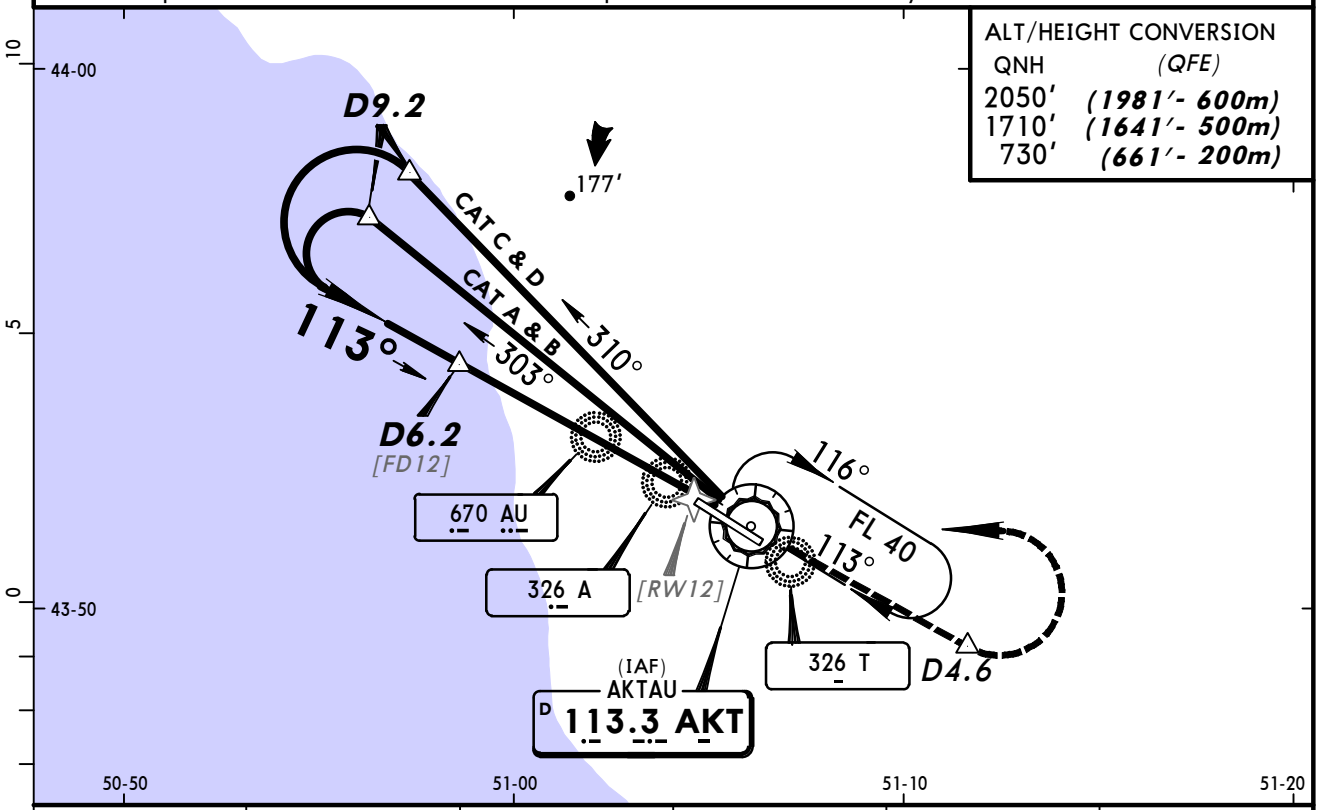
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold.

Missed apch turn restricted to MAX 225 KT.

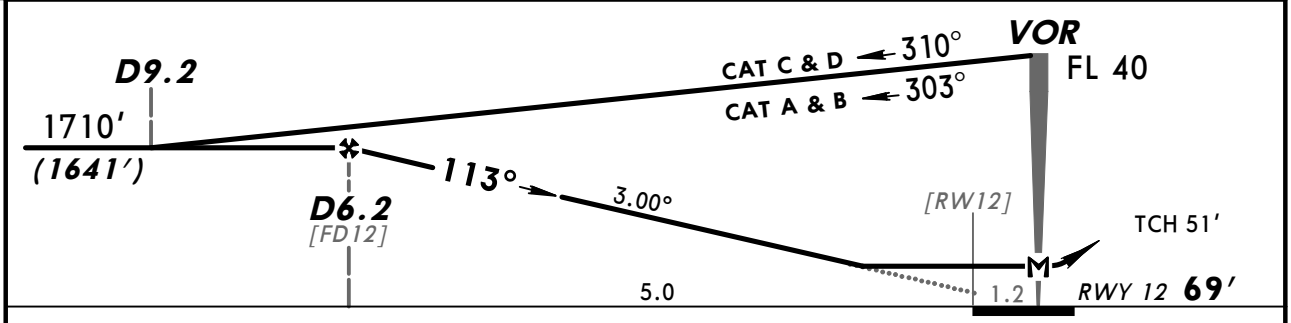
2000′
MSA
AKT VOR

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. Final apch track offset 3° from rwy centerline.



AKT DME	6.2	5.1	4.2	3.1	2.2
ALTITUDE (HAT)	1710′(1641′)	1400′(1331′)	1080′(1011′)	760′(691′)	450′(381′)



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) 430′ (361′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	1800m
D	2000m

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
VOR DME Rwy 30

BRIEFING STRIP™

ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
AKT 113.3	301°	D5.3 1700′ (1648′)	420′ (368′)	Apt Elev 72′ RWY 52′

MISSED APCH: Climb on 301° to 710′ (658′) or above outbound to D4.8, then turn RIGHT to VOR. Climb initially to 1700′ (1648′), then as directed.

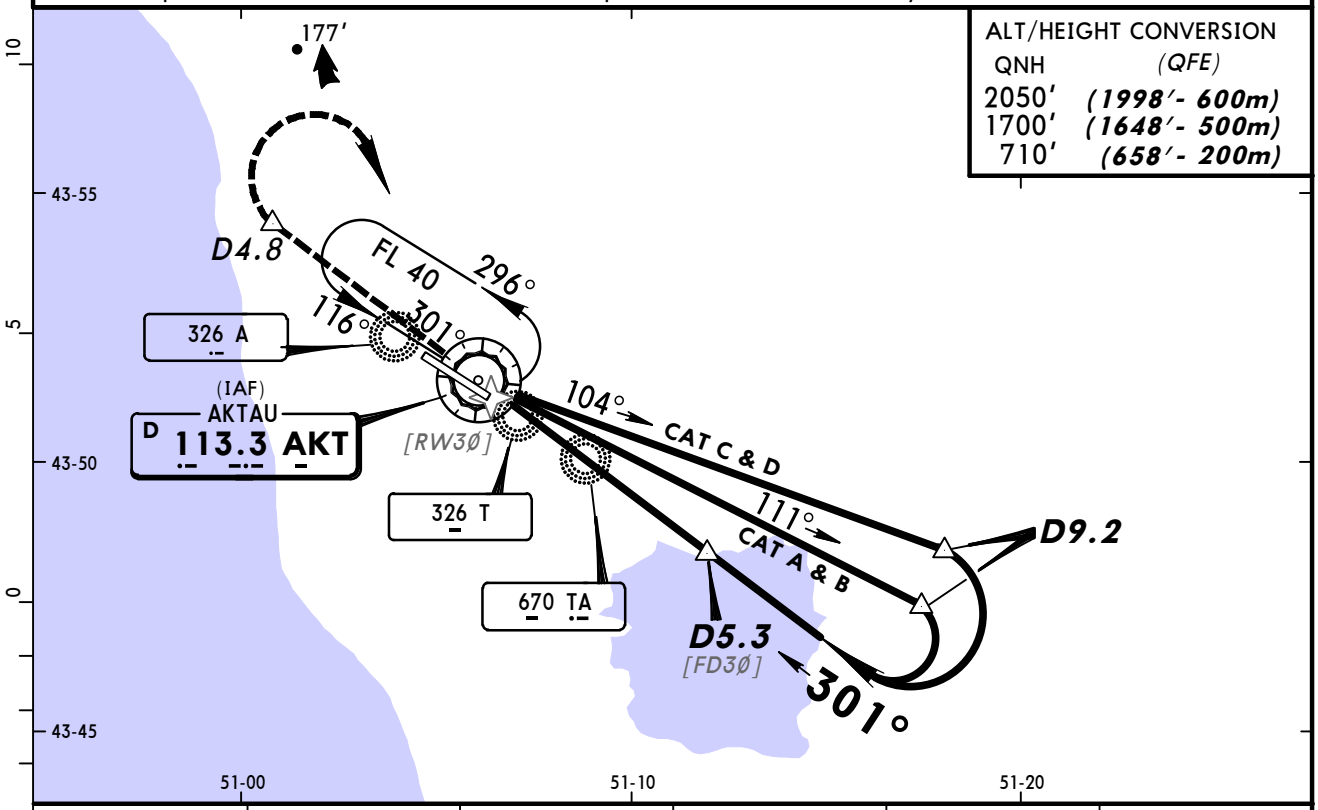
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold.

Missed apch turn limited to MAX 225 KT.

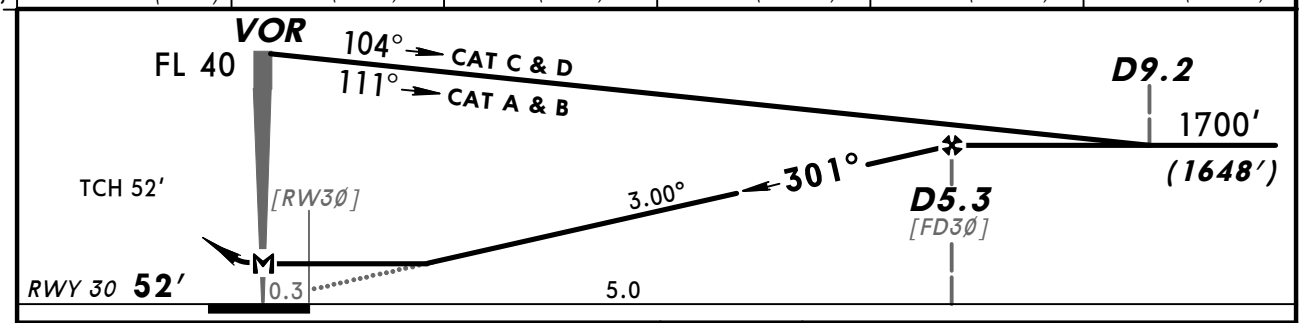
2000′ MSA AKT VOR

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. Final apch track offset 5° from rwy centerline.



AKT DME	1.3	2.3	3.3	4.3	5.3
ALTITUDE (HAT)	430′ (378′)	740′ (688′)	1070′ (1018′)	1380′ (1328′)	1700′ (1648′)



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

ALS

710′ (658′) or above on 301° D4.8

STRAIGHT-IN LANDING RWY 30

MDA(H) 420′ (368′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	1800m
D	2000m

CHANGES: Minimums.

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AKTAU, KAZAKHSTAN
2 NDB Rwy 12

BRIEFING STRIP™

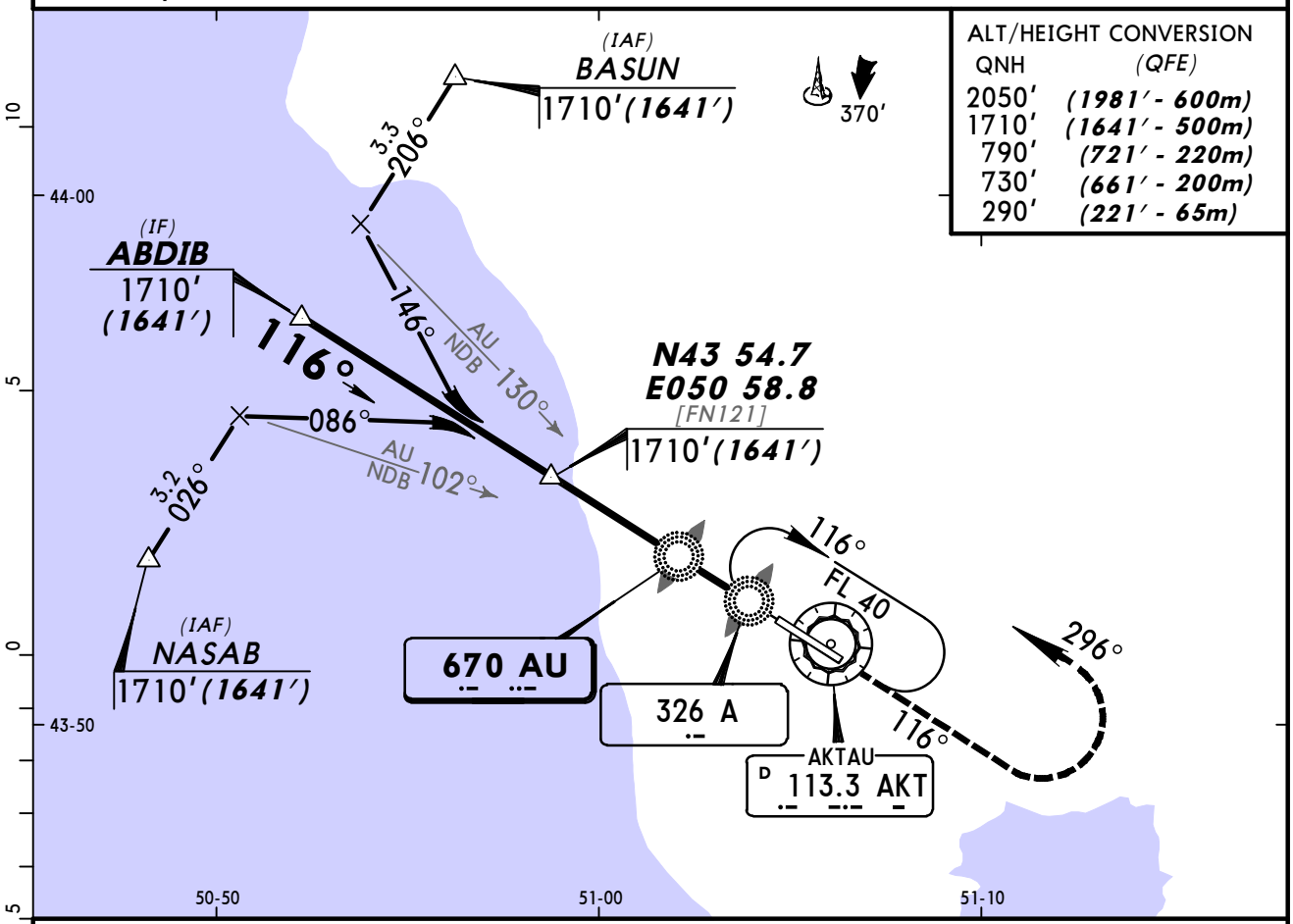
ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 72′
AU 670	116°	N43 54.7 E050 58.8 1710′(1641′)	370′(301′)	RWY 69′

MISSED APCH: Climb on 116° to 730′ (661′), then turn LEFT onto 296° climbing to 1710′ (1641′), then as directed.

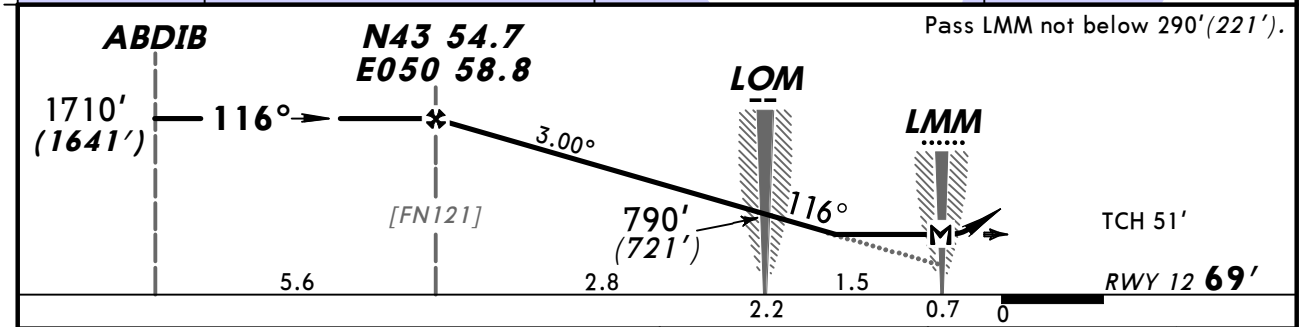
2000′
MSA
AKT VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050′ (1981′)
RADAR required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2050′	(1981′ - 600m)
1710′	(1641′ - 500m)
790′	(721′ - 220m)
730′	(661′ - 200m)
290′	(221′ - 65m)



Pass LMM not below 290′(221′).

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

ALS

730′ (661′) on 116°

STRAIGHT-IN LANDING RWY 12

MDA(H) 370′(301′)

ALS out

PANS OPS

A	RVR 1500m	
B	VIS 1600m	
C	1800m	
D	2000m	

CHANGES: Crossing altitudes.

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BRIEFING STRIP ™

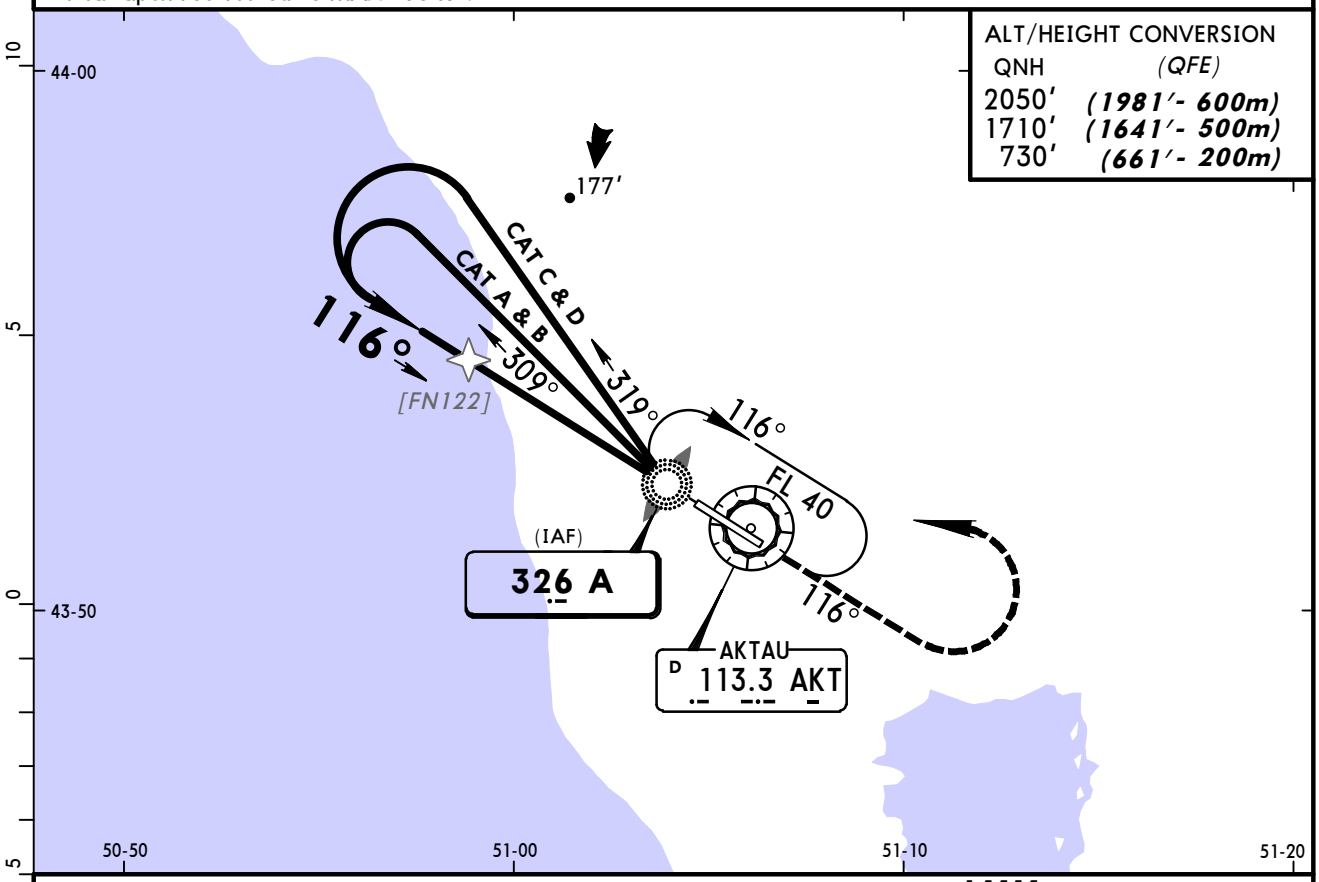
ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

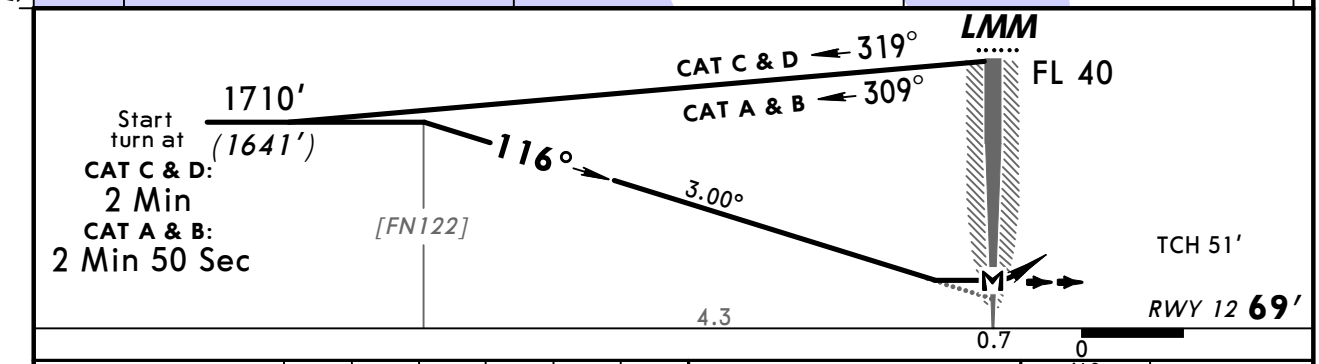
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 72′
A **326**	**116°**	No FAF	430′ *(361′)*	RWY **69′**

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.

2000′
MSA
AKT VOR

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **12**

MDA(H) 430′ ***(361′)***

	ALS out
A	RVR *1500m*
B	VIS *1600m*
C	*1800m*
D	*2000m*

PANS OPS

CHANGES: None.

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BRIEFING STRIP

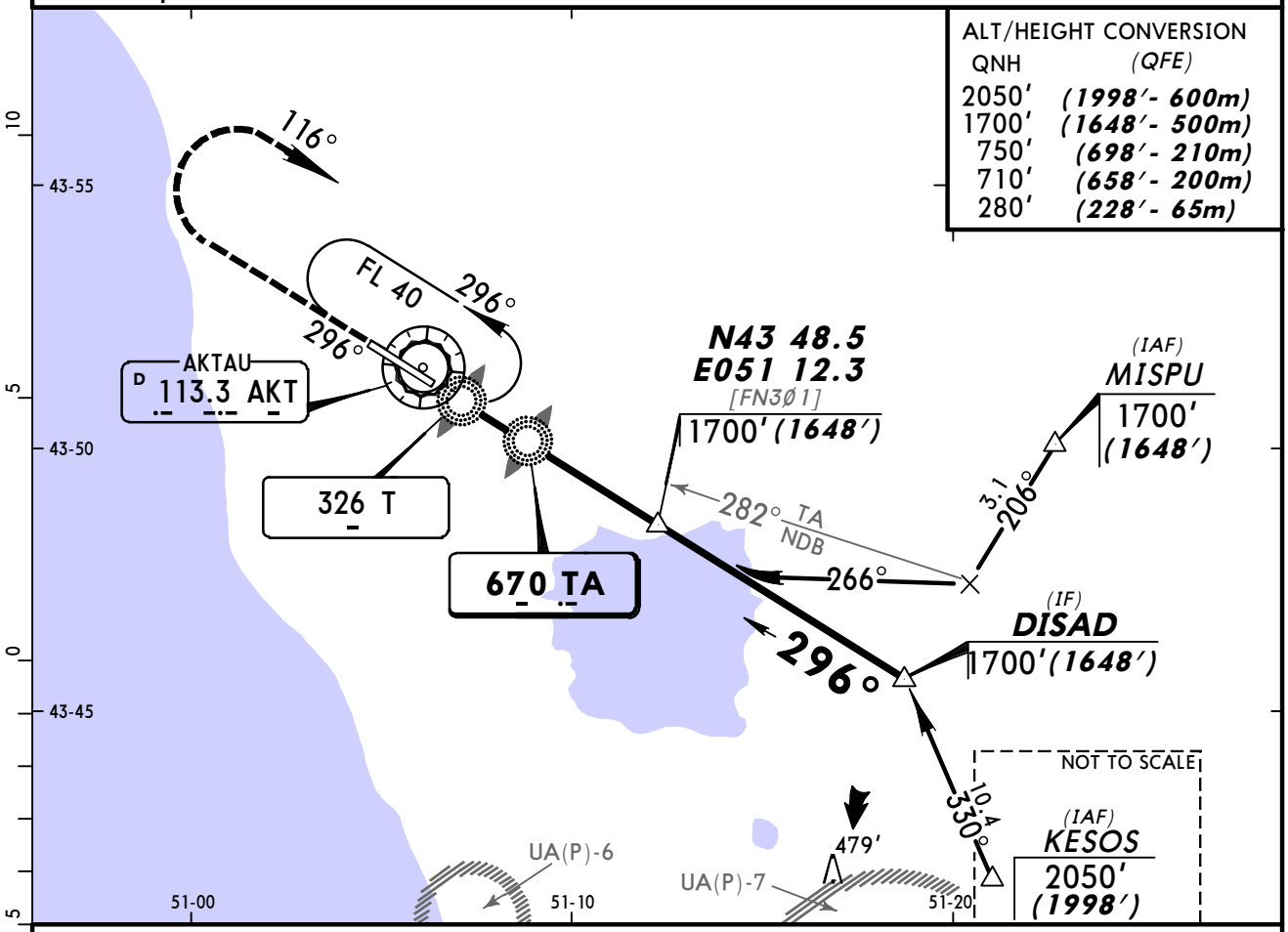
ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

NDB TA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
670	296°	N43 48.5 E051 12.3 1700′ (1648′)	390′ (338′)	72′ / 52′

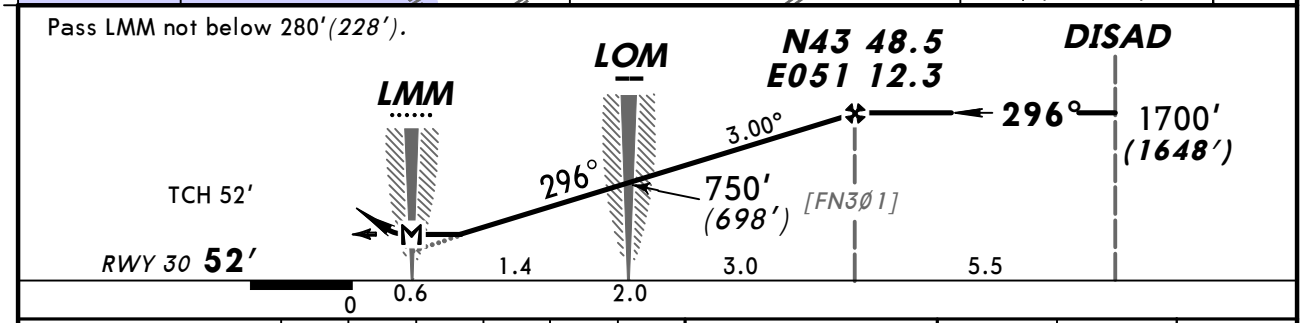
MISSED APCH: Climb on 296° to 710′ (658′), then turn RIGHT onto 116° climbing to 1700′ (1648′), then as directed.

2000′
MSA
AKT VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2050′ (1998′)
RADAR required.



Pass LMM not below 280′ (228′).



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

ALS
710′ (658′) on 296°

STRAIGHT-IN LANDING RWY **30**

MDA(H) 390′ (338′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	1800m
D	2000m

CHANGES: Crossing altitudes.

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BRIEFING STRIP ™

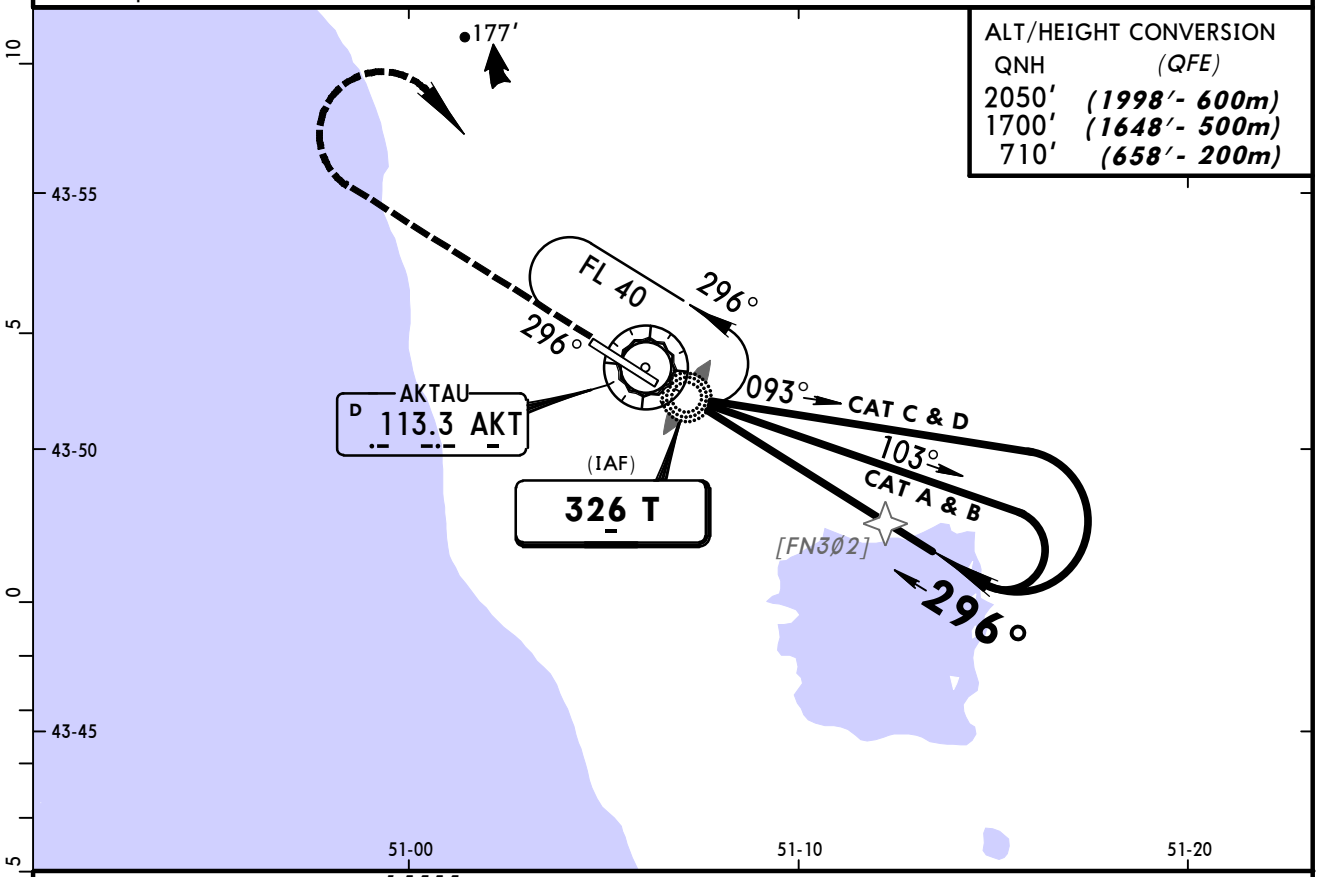
ATIS	AKTAU Approach	AKTAU Tower
130.1 (Russian 126.2)	134.3	120.7

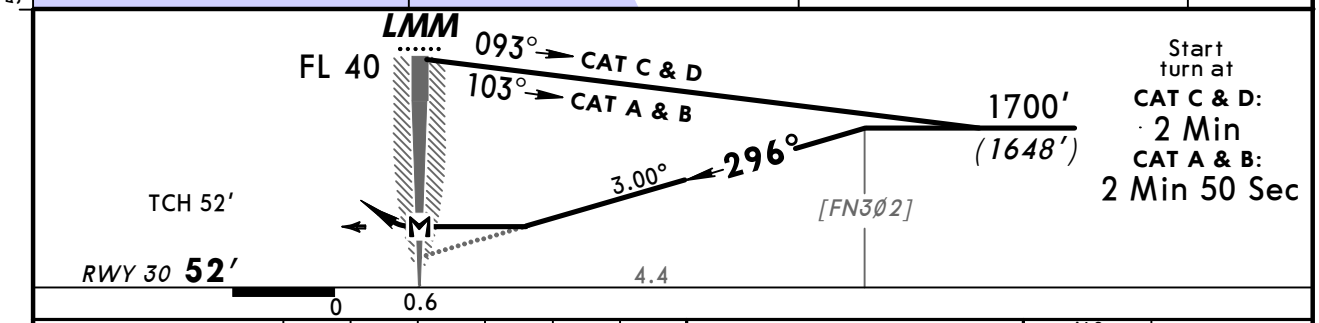
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 72′
T 326	296°	No FAF	420′ (368′)	RWY 52′

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.
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold.
Missed apch turn restricted to MAX 225 KT.

2000′
MSA
AKT VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2050′ (1998′)
Initial apch restricted to MAX 195 KT.





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

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 30

MDA(H) 420′ (368′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	1800m
D	2000m

CHANGES: None.

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Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

AKTAU, (AKTAU - UATE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATE