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JEPPESEN
JeppView for Windows

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JeppView for Windows

General Information

Location: ATYRAU KAZ
ICAO/IATA: UATG / GUW
Lat/Long: N47° 07.32', E051° 49.20'
Elevation: -72 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: Jet, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0037 Z
Sunset: 1631 Z

Runway Information

Runway: 14
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -75 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -72 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 127.400
ATIS: 126.600 Non-English
Atyrau Tower: 118.100
Atyrau Approach: 123.700

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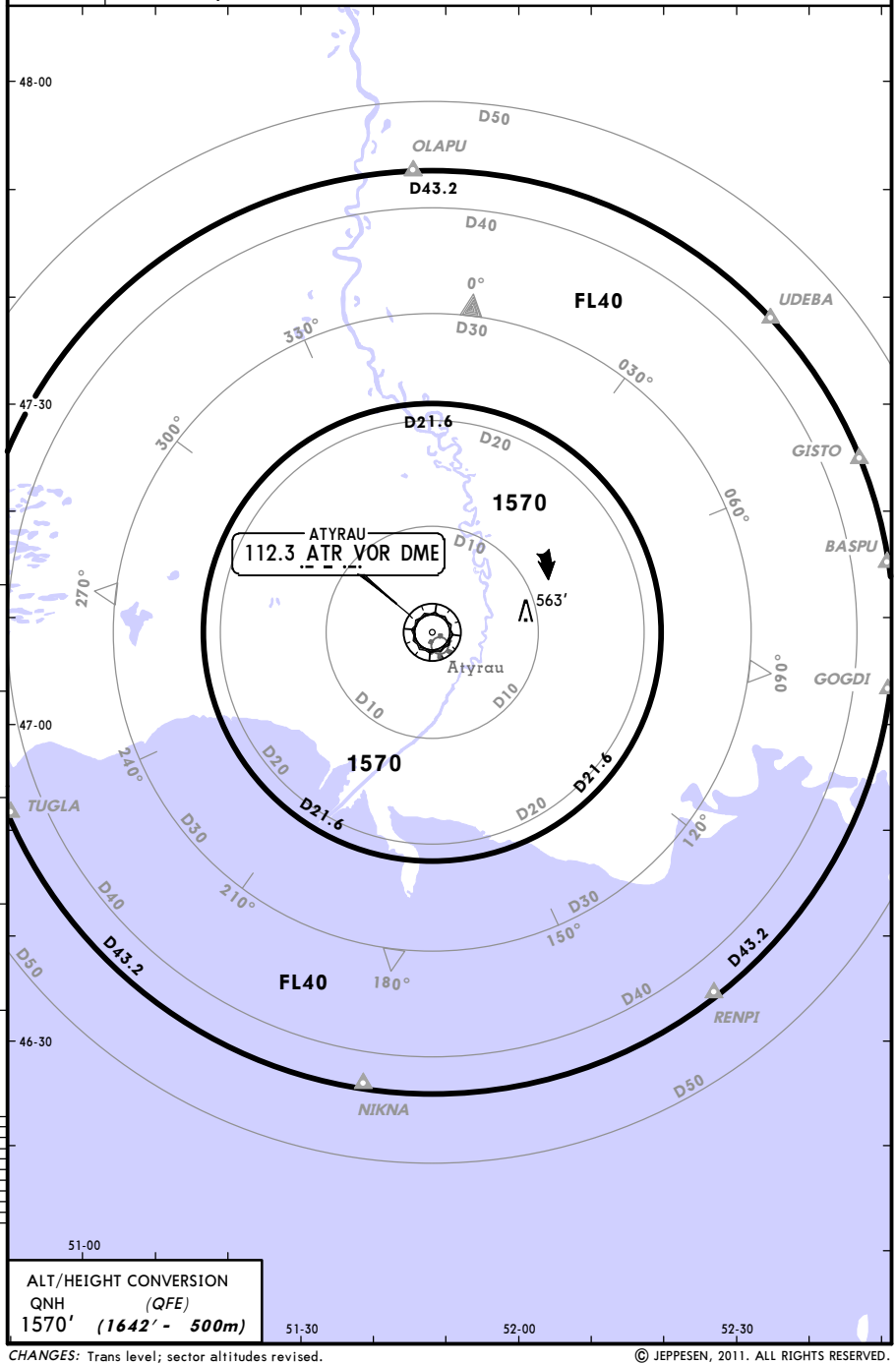
UATG/GUW
ATYRAU

JEPPESEN

4 NOV 11 (10-1R) Eff 17 Nov

ATYRAU, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

Apt Elev -72′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 1570′ ***(1642′)*** 1. This chart may only be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect if necessary.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	***(1642′ - 500m)***

CHANGES: Trans level; sector altitudes revised.

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UATG/GUW
ATYRAU

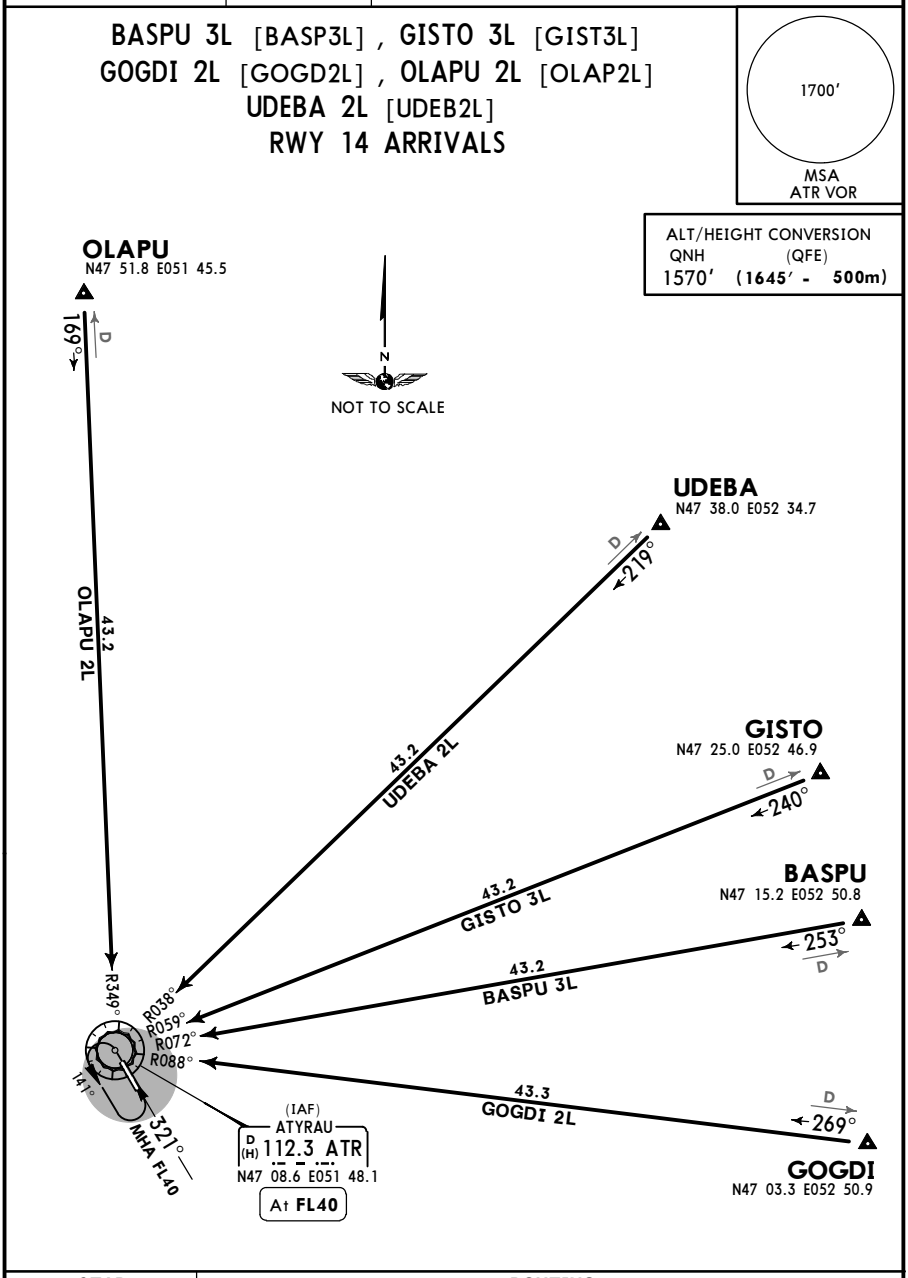
JEPPESEN

14 AUG 15 (10-2) Eff 20 Aug

ATYRAU, KAZAKHSTAN
STAR

ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1645′) Crossings at airway exit points by ATC.

BASPU 3L [BASP3L], GISTO 3L [GIST3L]
GOGDI 2L [GOGD2L], OLAPU 2L [OLAP2L]
UDEBA 2L [UDEB2L]
RWY 14 ARRIVALS



STAR	ROUTING
BASPU 3L	On ATR R-072 inbound to ATR.
GISTO 3L	On ATR R-059 inbound to ATR.
GOGDI 2L	On ATR R-088 inbound to ATR.
OLAPU 2L	On ATR R-349 inbound to ATR.
UDEBA 2L	On ATR R-038 inbound to ATR.

CHANGES: STARs renumbered.

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UATG/GUW
ATYRAU

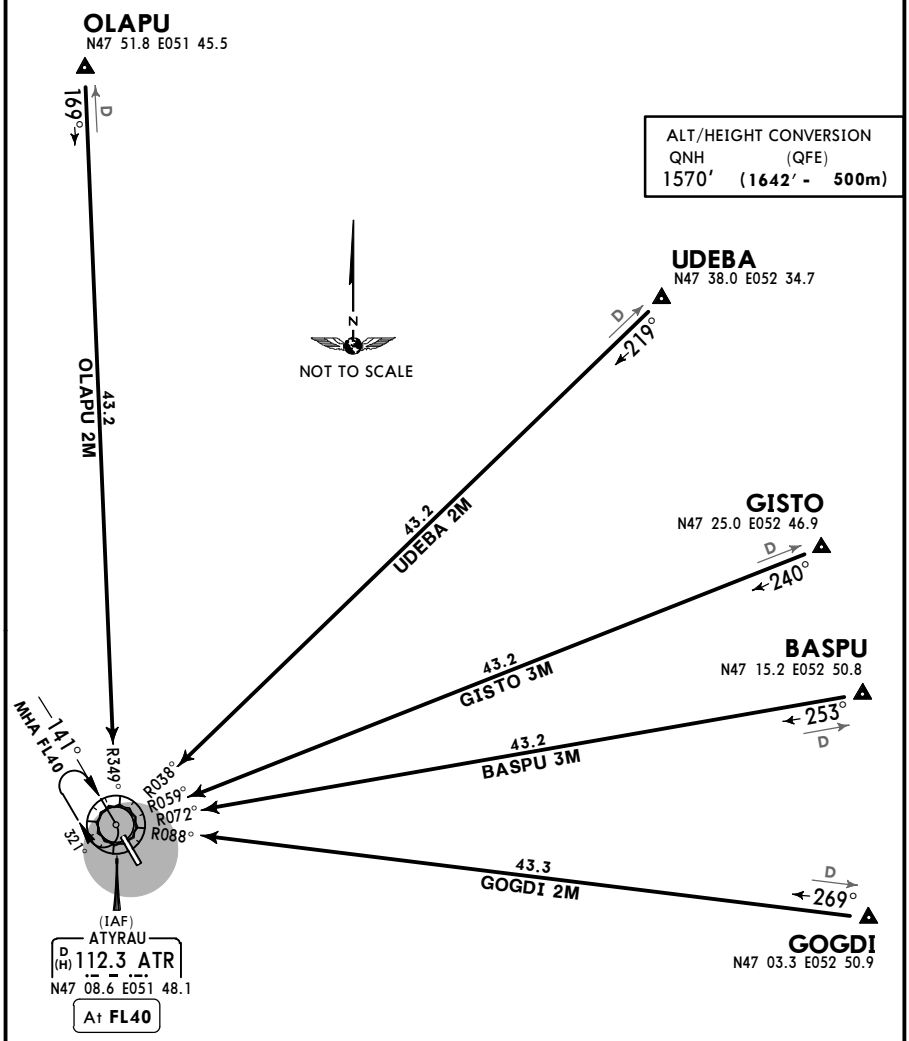
JEPPESEN

14 AUG 15 (10-2A) Eff 20 Aug

ATYRAU, KAZAKHSTAN
STAR

ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1642′) Crossings at airway exit points by ATC.

BASPU 3M [BASP3M] , GISTO 3M [GIST3M]
GOGDI 2M [GOGD2M] , OLAPU 2M [OLAP2M]
UDEBA 2M [UDEB2M]
RWY 32 ARRIVALS



STAR	ROUTING
BASPU 3M	On ATR R-072 inbound to ATR.
GISTO 3M	On ATR R-059 inbound to ATR.
GOGDI 2M	On ATR R-088 inbound to ATR.
OLAPU 2M	On ATR R-349 inbound to ATR.
UDEBA 2M	On ATR R-038 inbound to ATR.

CHANGES: STARs renumbered.

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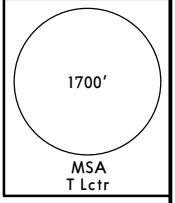
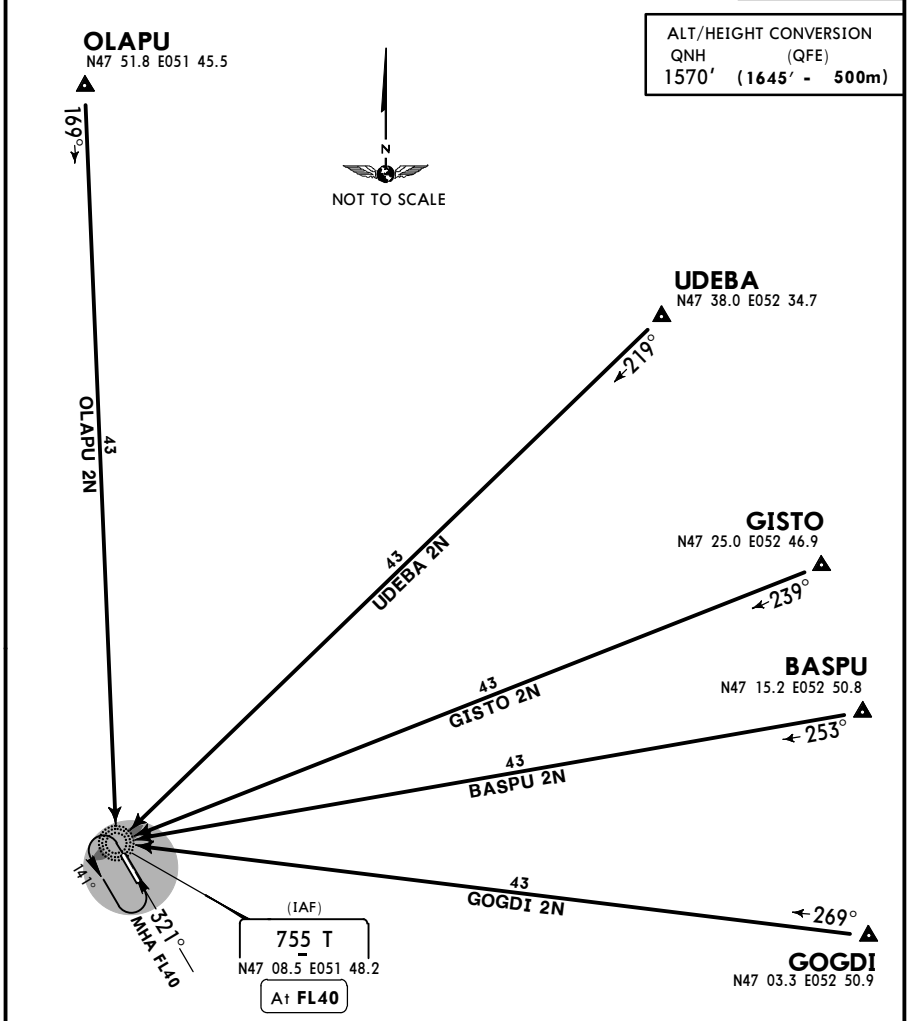
ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1645′) Crossings at airway exit points by ATC.

BASPU 2N [BASP2N], GISTO 2N [GIST2N]
GOGDI 2N [GOGD2N], OLAPU 2N [OLAP2N]
UDEBA 2N [UDEB2N]
RWY 14 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
1570′ (1645′ - 500m)



STAR	ROUTING
BASPU 2N	On 253° bearing to T.
GISTO 2N	On 239° bearing to T.
GOGDI 2N	On 269° bearing to T.
OLAPU 2N	On 169° bearing to T.
UDEBA 2N	On 219° bearing to T.

CHANGES: STARs renumbered.

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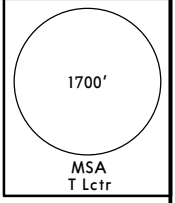
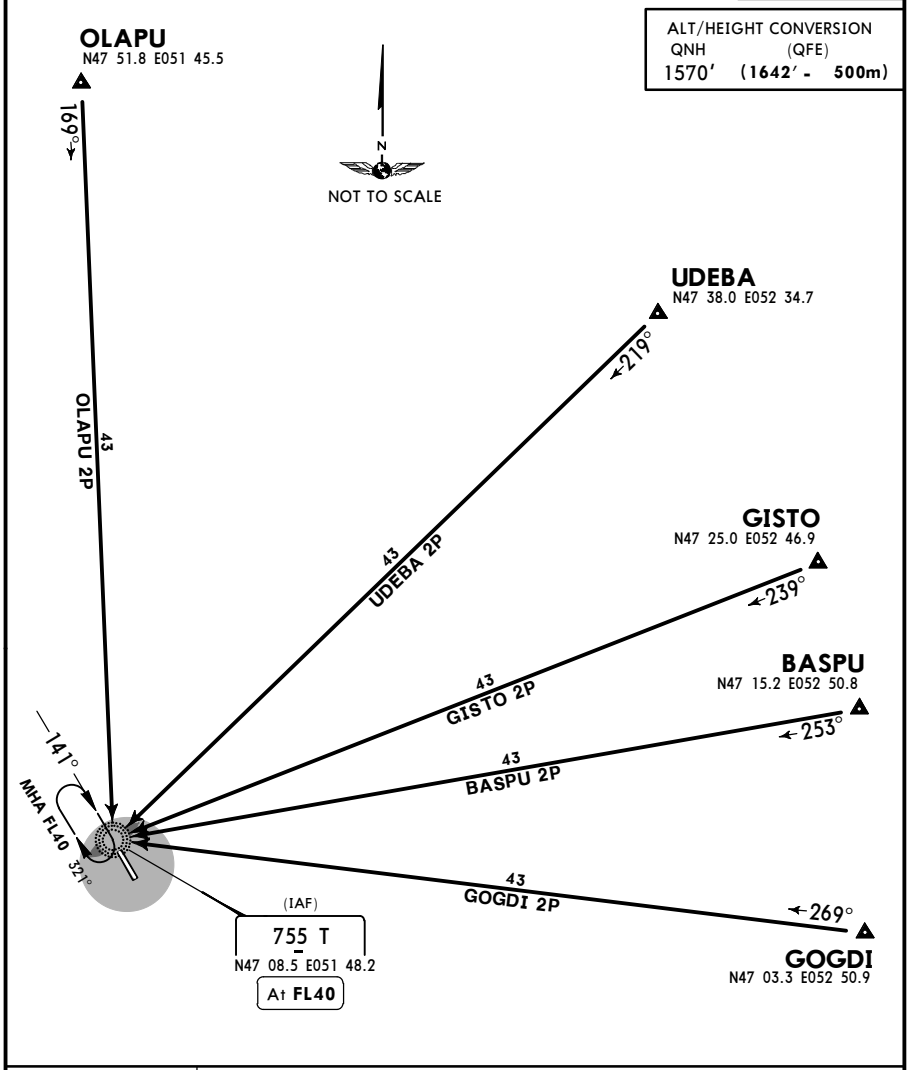
ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1642′) Crossings at airway exit points by ATC.

BASPU 2P [BASP2P] , GISTO 2P [GIST2P]
GOGDI 2P [GOGD2P] , OLAPU 2P [OLAP2P]
UDEBA 2P [UDEB2P]
RWY 32 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
1570′ (1642′ - 500m)



STAR	ROUTING
BASPU 2P	On 253° bearing to T.
GISTO 2P	On 239° bearing to T.
GOGDI 2P	On 269° bearing to T.
OLAPU 2P	On 169° bearing to T.
UDEBA 2P	On 219° bearing to T.

CHANGES: STARs renumbered.

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UATG/GUW
ATYRAU

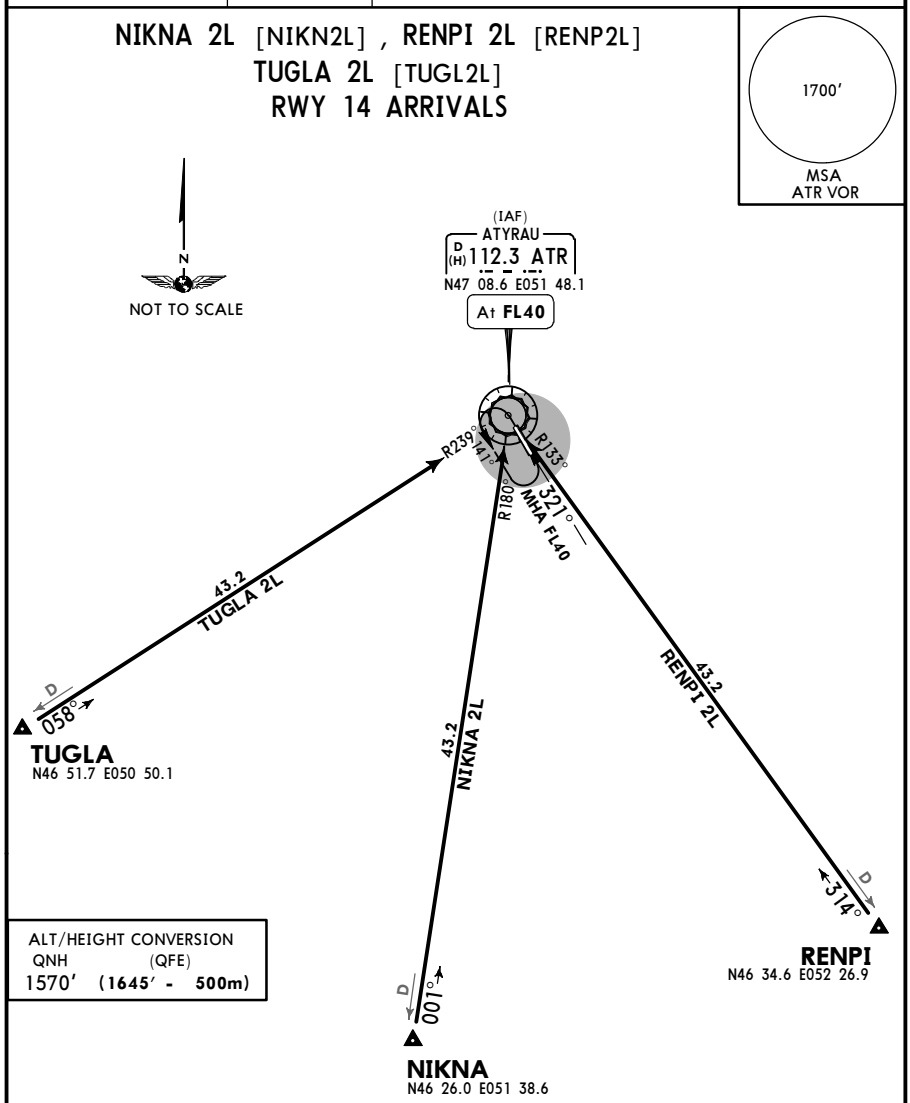
JEPPESEN

14 AUG 15 (10-2D) Eff 20 Aug

ATYRAU, KAZAKHSTAN
STAR

ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1645′) Crossings at airway exit points by ATC.

NIKNA 2L [NIKN2L], RENPI 2L [RENP2L]
TUGLA 2L [TUGL2L]
RWY 14 ARRIVALS



STAR	ROUTING
NIKNA 2L	On ATR R-180 inbound to ATR.
RENPI 2L	On ATR R-133 inbound to ATR.
TUGLA 2L	On ATR R-239 inbound to ATR.

CHANGES: STARs renumbered.

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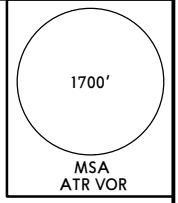
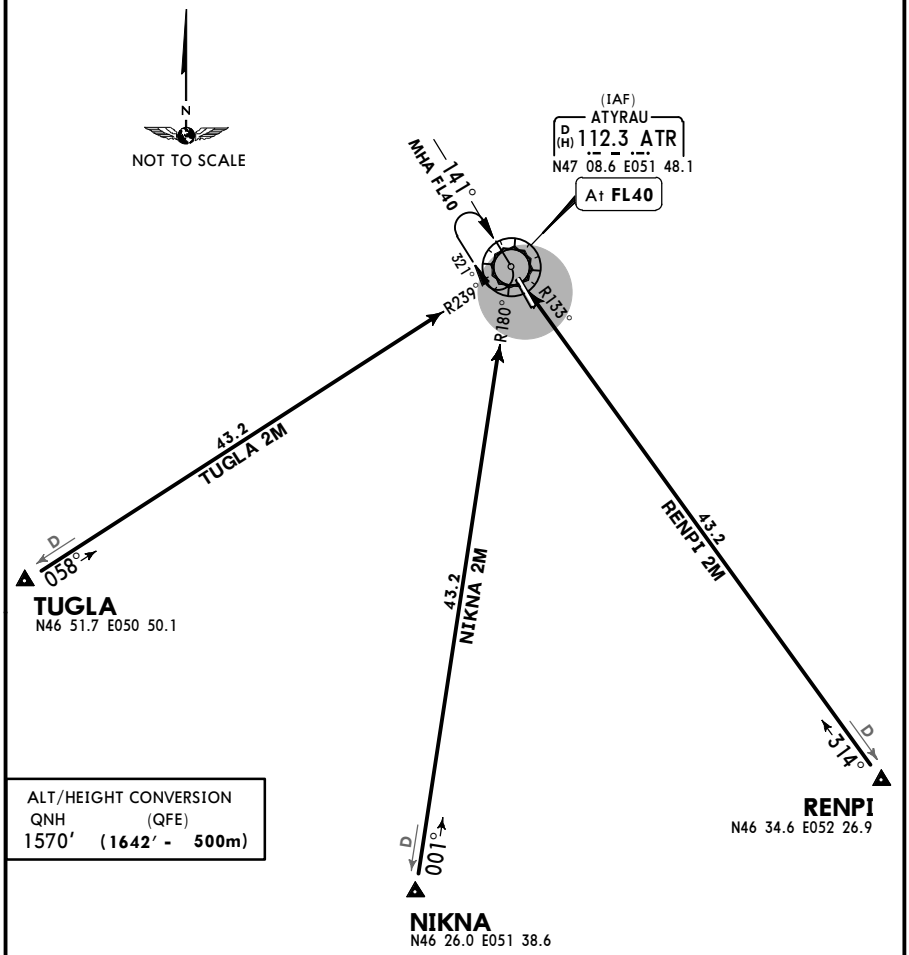
ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1642′) Crossings at airway exit points by ATC.

NIKNA 2M [NIKN2M], RENPI 2M [RENP2M]
TUGLA 2M [TUGL2M]
RWY 32 ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	(QFE)
1570′	(1642′ - 500m)

STAR	ROUTING
NIKNA 2M	On ATR R-180 inbound to ATR.
RENPI 2M	On ATR R-133 inbound to ATR.
TUGLA 2M	On ATR R-239 inbound to ATR.

CHANGES: STARs renumbered.

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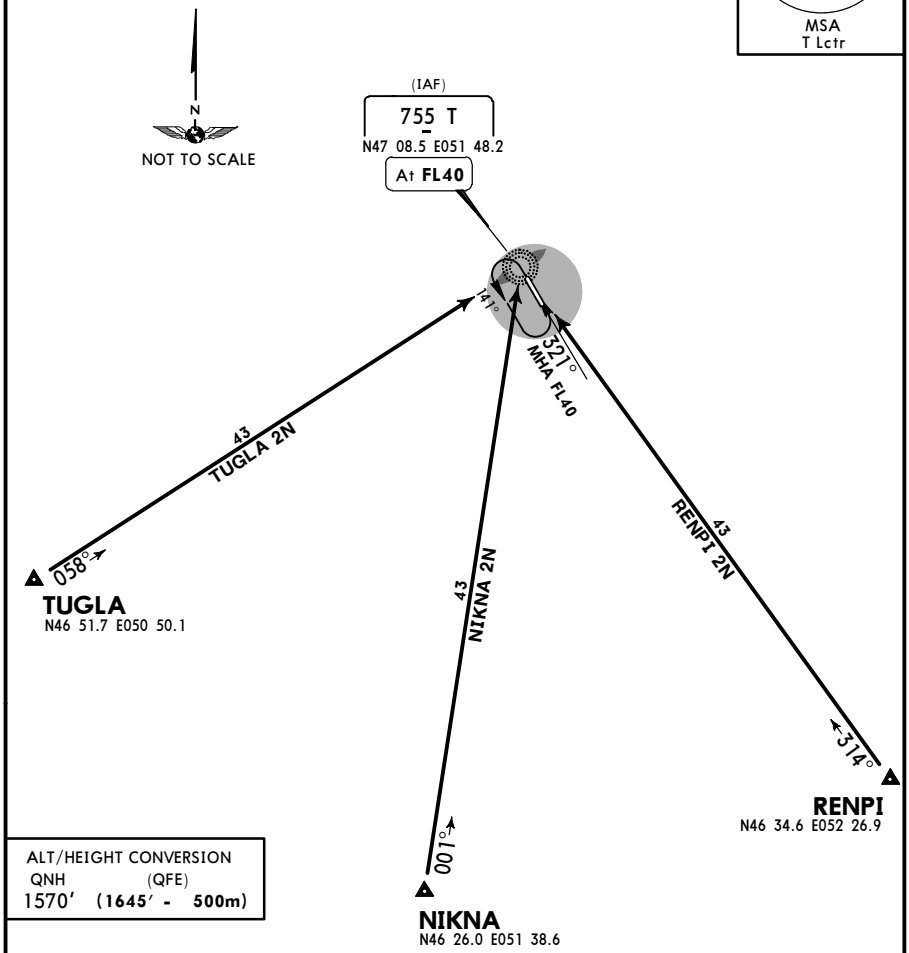
ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1645′) Crossings at airway exit points by ATC.

NIKNA 2N [NIKN2N], RENPI 2N [RENP2N]
TUGLA 2N [TUGL2N]
RWY 14 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
1570′ (1645′ - 500m)

STAR	ROUTING
NIKNA 2N	On 001° bearing to T.
RENPI 2N	On 314° bearing to T.
TUGLA 2N	On 058° bearing to T.

CHANGES: STARs renumbered.

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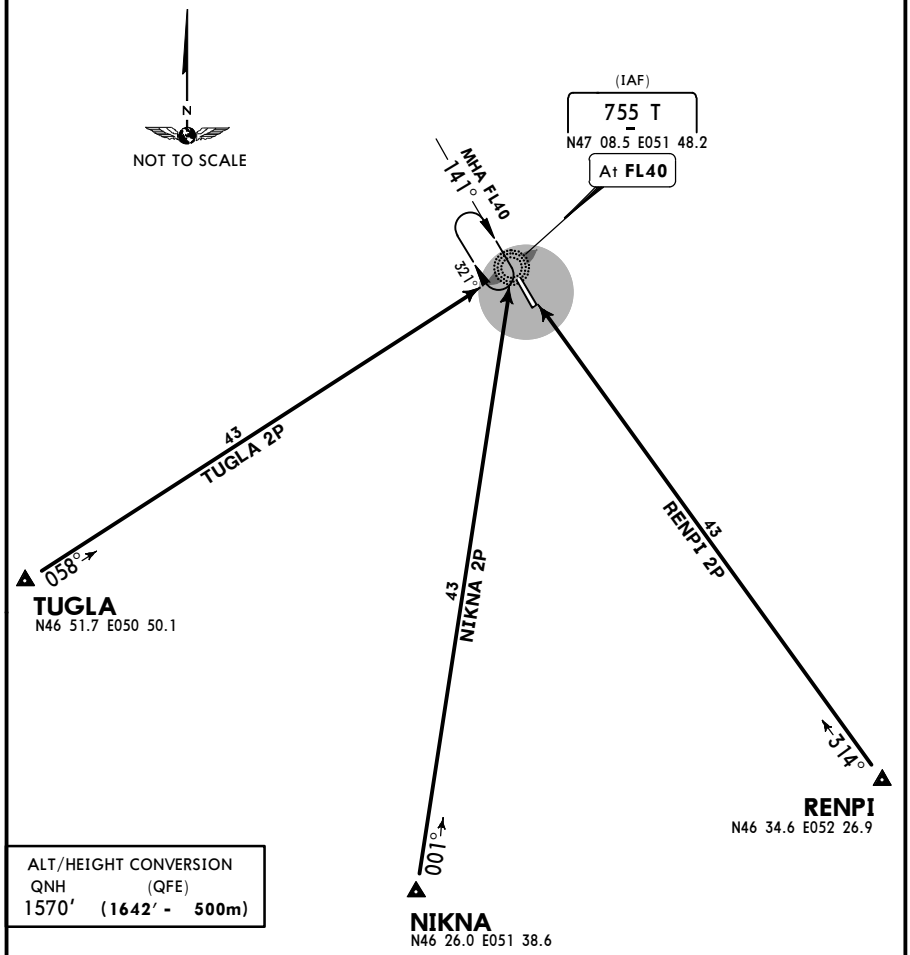
ATIS	Apt Elev	
127.4 (Russian 126.6)	-72′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 1570′ (1642′) Crossings at airway exit points by ATC.

NIKNA 2P [NIKN2P] , RENPI 2P [RENP2P]
TUGLA 2P [TUGL2P]
RWY 32 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
1570′ (1642′ - 500m)

STAR	ROUTING
NIKNA 2P	On 001° bearing to T.
RENPI 2P	On 314° bearing to T.
TUGLA 2P	On 058° bearing to T.

CHANGES: STARs renumbered.

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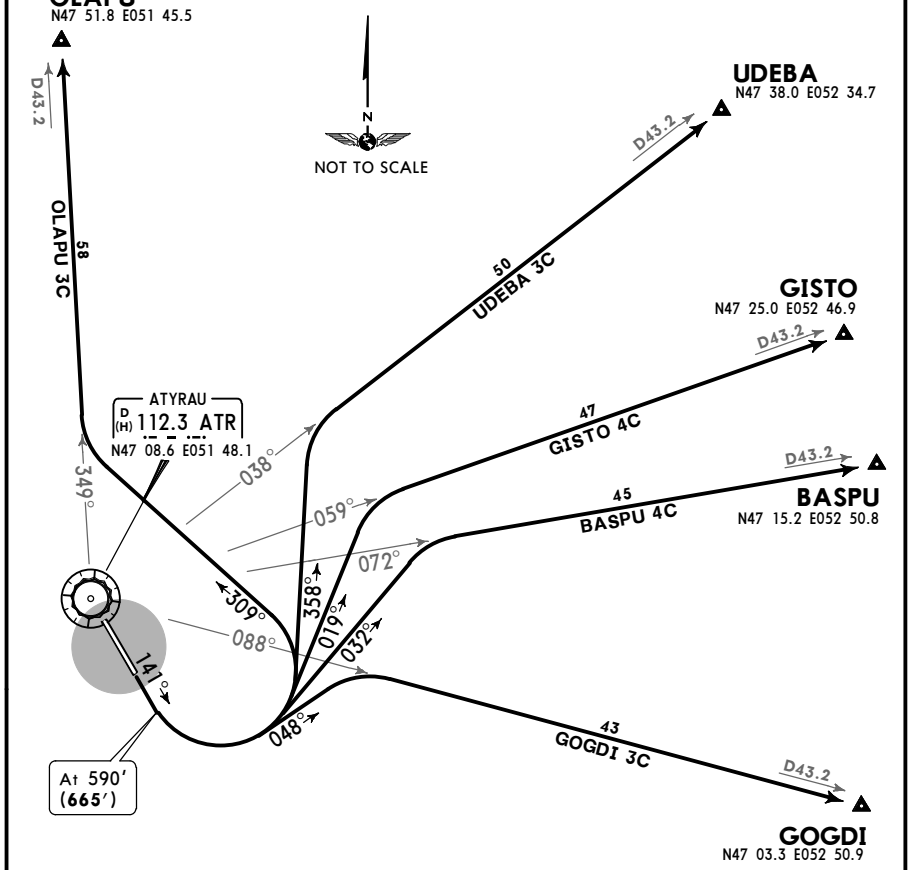
Apt Elev	
-72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1570′ **(1645′)** Crossings at airway entry points by ATC.

1700′
MSA
ATR VOR

BASPU 4C [BASP4C], GISTO 4C [GIST4C]
GOGDI 3C [GOGD3C], OLAPU 3C [OLAP3C]
UDEBA 3C [UDEB3C]
RWY 14 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
590′	**(665′ - 200m)**
1570′	**(1645′ - 500m)**

SID	ROUTING
BASPU 4C	Climb straight ahead to 590′ (665′), turn LEFT, 032° track, intercept ATR R-072 to BASPU.
GISTO 4C	Climb straight ahead to 590′ (665′), turn LEFT, 019° track, intercept ATR R-059 to GISTO.
GOGDI 3C	Climb straight ahead to 590′ (665′), turn LEFT, 048° track, intercept ATR R-088 to GOGDI.
OLAPU 3C	Climb straight ahead to 590′ (665′), turn LEFT, 309° track, intercept ATR R-349 to OLAPU.
UDEBA 3C	Climb straight ahead to 590′ (665′), turn LEFT, 358° track, intercept ATR R-038 to UDEBA.

CHANGES: SIDs renumbered.

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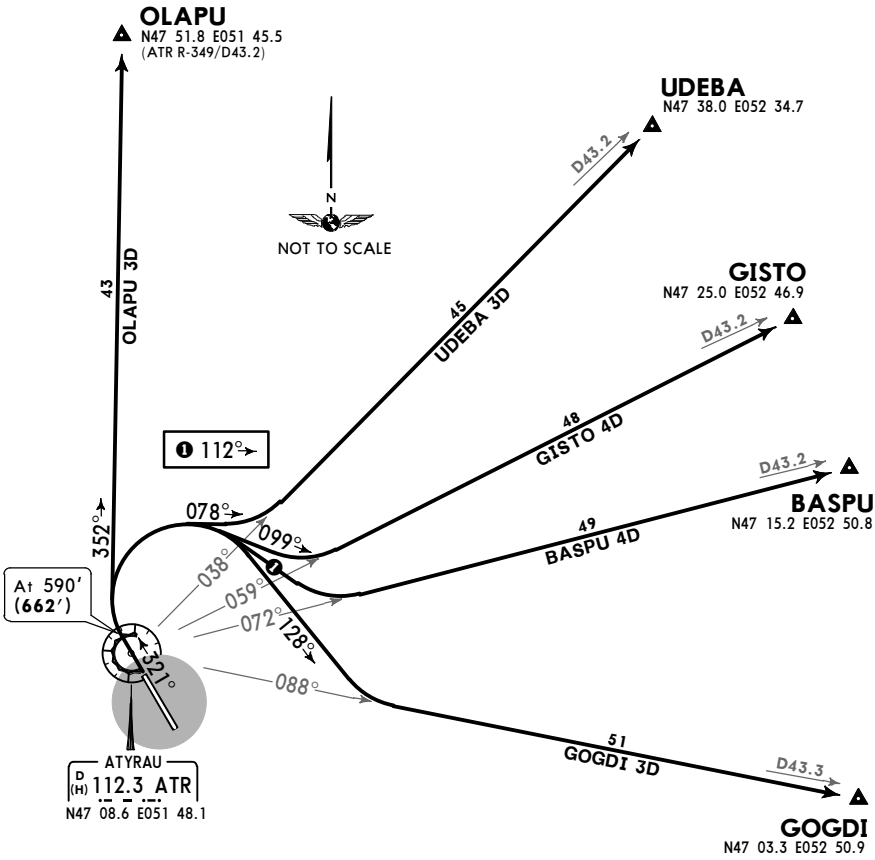
Apt Elev	
-72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1570′ **(1642′)** Crossings at airway entry points by ATC.

1700′
MSA
ATR VOR

BASPU 4D [BASP4D], GISTO 4D [GIST4D]
GOGDI 3D [GOGD3D], OLAPU 3D [OLAP3D]
UDEBA 3D [UDEB3D]
RWY 32 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
590′	**(662′ - 200m)**
1570′	**(1642′ - 500m)**

SID	ROUTING
BASPU 4D	Climb straight ahead to 590′ (662′), turn RIGHT, 112° track, intercept ATR R-072 to BASPU.
GISTO 4D	Climb straight ahead to 590′ (662′), turn RIGHT, 099° track, intercept ATR R-059 to GISTO.
GOGDI 3D	Climb straight ahead to 590′ (662′), turn RIGHT, 128° track, intercept ATR R-088 to GOGDI.
OLAPU 3D	Climb straight ahead to 590′ (662′), turn RIGHT, 352° track to OLAPU.
UDEBA 3D	Climb straight ahead to 590′ (662′), turn RIGHT, 078° track, intercept ATR R-038 to UDEBA.

CHANGES: SIDs renumbered.

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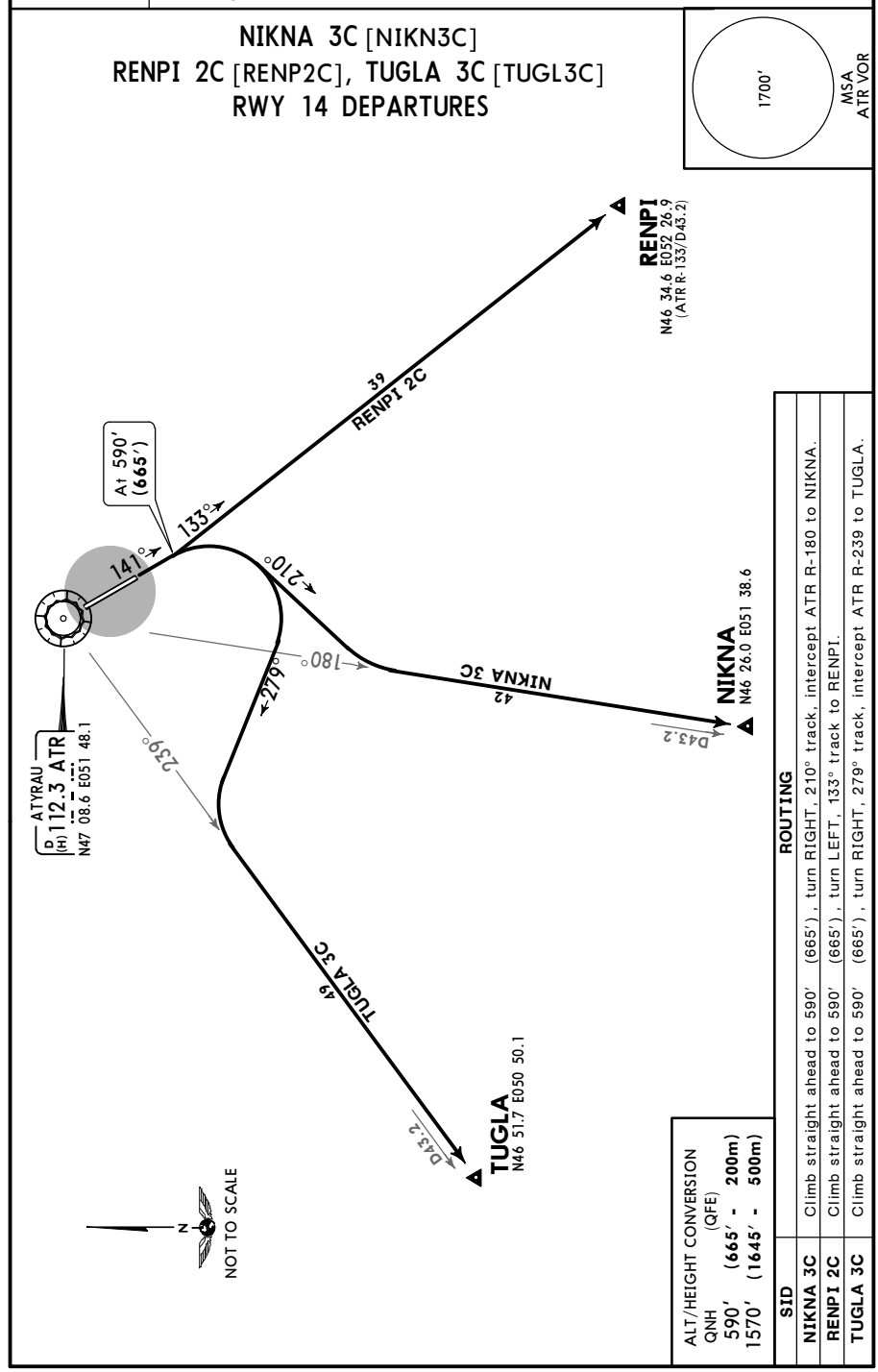
Apt Elev	
-72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1570′ **(1645′)** Crossings at airway entry points by ATC.

NIKNA 3C [NIKN3C]
RENPI 2C [RENP2C], TUGLA 3C [TUGL3C]
RWY 14 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
590′ (665′ - 200m)
1570′ (1645′ - 500m)

SID	ROUTING
NIKNA 3C	Climb straight ahead to 590′ (665′), turn RIGHT, 210° track, intercept ATR R-180 to NIKNA.
RENPI 2C	Climb straight ahead to 590′ (665′), turn LEFT, 133° track to RENPI.
TUGLA 3C	Climb straight ahead to 590′ (665′), turn RIGHT, 279° track, intercept ATR R-239 to TUGLA.

CHANGES: SIDs renumbered.

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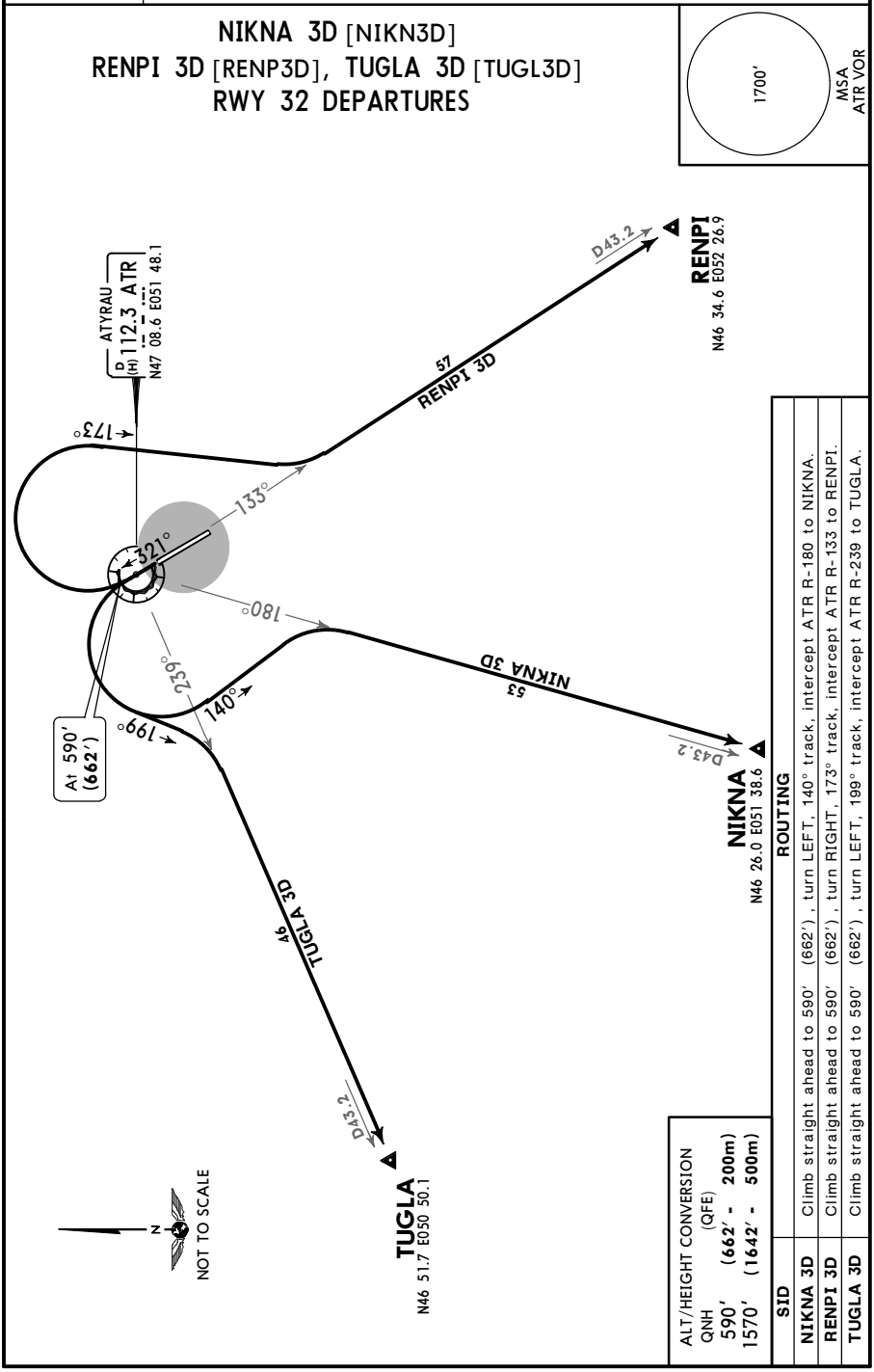
Apt Elev	
-72′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 1570′ **(1642′)** Crossings at airway entry points by ATC.

NIKNA 3D [NIKN3D]
RENPI 3D [RENP3D], TUGLA 3D [TUGL3D]
RWY 32 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
590′ (662′ - 200m)
1570′ (1642′ - 500m)

SID	ROUTING
NIKNA 3D	Climb straight ahead to 590′ (662′), turn LEFT, 140° track, intercept ATR R-180 to NIKNA.
RENPI 3D	Climb straight ahead to 590′ (662′), turn RIGHT, 173° track, intercept ATR R-133 to RENPI.
TUGLA 3D	Climb straight ahead to 590′ (662′), turn LEFT, 199° track, intercept ATR R-239 to TUGLA.

CHANGES: SIDs renumbered.

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UATG/GUW

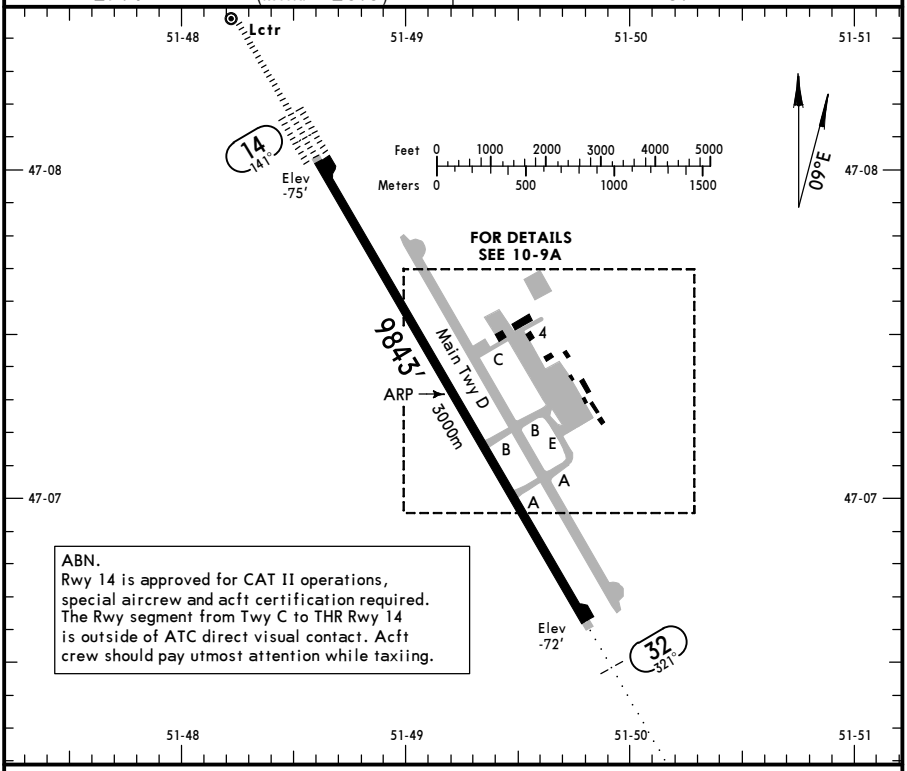
Apt Elev **-72′** (BELOW SEA LEVEL)
N47 07.3 E051 49.2

JEPPESEN 14 AUG 15 (10-9) **Eff 20 Aug**

ATYRAU, KAZAKHSTAN

ATYRAU

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1



ABN.
Rwy 14 is approved for CAT II operations, special aircrew and acft certification required. The Rwy segment from Twy C to THR Rwy 14 is outside of ATC direct visual contact. Acft crew should pay utmost attention while taxiing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL(60m) CL(30m) HIALS-II TDZ ❶ RVR		8810′ 2685m		148′ 45m
32	HIRL(60m) CL(30m) HIALS ❶ RVR		8871′ 2704m		

❶ PAPI-L (angle 3.0°)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	DAY LVP must be in force RL & CL	DAY RL	DAY RCLM	NIGHT LVP must be in force RL & CL	NIGHT RL	NIGHT NIL
A	200m	400m ❶	400m ❶	200m	400m ❶	400m ❶
B						
C			500m		500m	700m
D	250m (200m)			250m (200m)		

❶ LVP must be in force: 300m.

CHANGES: ARP. Variation. Rwy elev. Lights. Notes. Apron.

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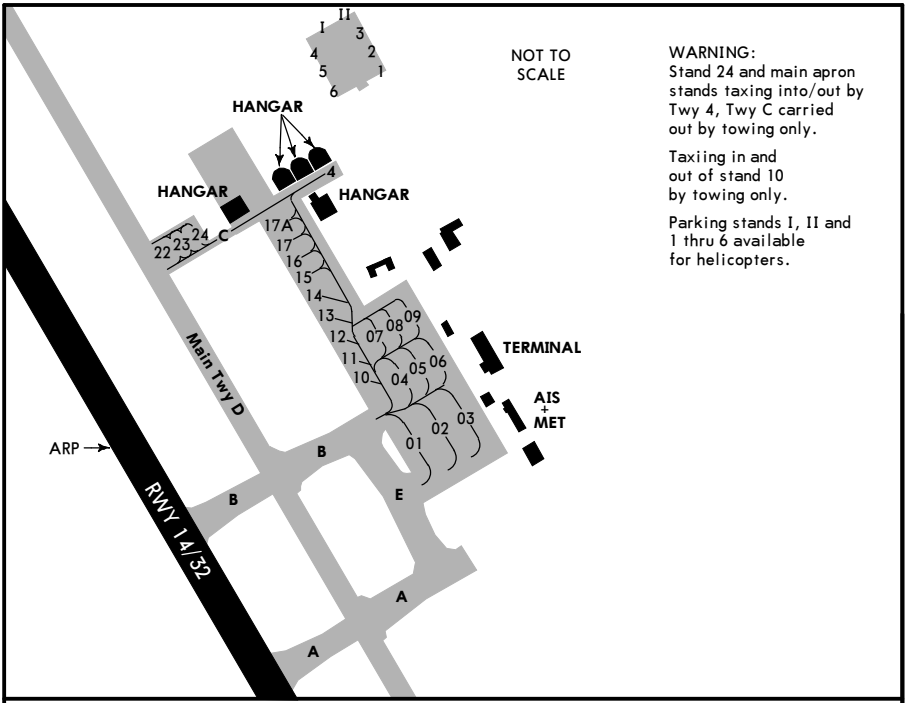

LOW VISIBILITY PROCEDURE (LVP)

The procedures in low visibility conditions are entered at RVR less then 550m and (or) ceiling is below 200'.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
01	N47 07.2 E051 49.7	1	N47 07.6 E051 49.6
02, 03	N47 07.3 E051 49.8	2 thru 4	N47 07.7 E051 49.6
04, 05	N47 07.3 E051 49.7	5, 6	N47 07.6 E051 49.6
06 thru 09	N47 07.4 E051 49.7		
10, 11	N47 07.3 E051 49.6		
12 thru 15	N47 07.4 E051 49.6		
16 thru 17A	N47 07.5 E051 49.5		
22	N47 07.5 E051 49.3		
23,24	N47 07.5 E051 49.4		
I, II	N47 07.7 E051 49.6		

CHANGES: New chart.

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ATYRAU, KAZAKHSTAN

ATYRAU

STRAIGHT-IN RWY		A	B	C	D
14	CAT 2 ILS	**25**′(100′) **RA100′ R350m**	**25**′(100′) **RA100′ R350m**	**25**′(100′) **RA100′ R350m**	**25**′(100′) **RA100′ R350m**
	ILS FULL	**125**′(200′) **550m**	**125**′(200′) **550m**	**125**′(200′) **550m**	**125**′(200′) **550m**
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**260**′(335′) **900m**	**260**′(335′) **1000m**	**260**′(335′) **1000m**	**260**′(335′) **1400m**
	ALS out	1500m	1500m	1500m	1500m
	NDB ❶	**310**′(385′) **1100m**	**310**′(385′) **1100m**	**310**′(385′) **1100m**	**310**′(385′) **1400m**
	ALS out	1500m	1500m	1800m	1800m
	NDB	**310**′(385′) **1300m**	**310**′(385′) **1300m**	**310**′(385′) **1500m**	**310**′(385′) **1500m**
	ALS out	2000m	2000m	2200m	2200m
32	ILS	**128**′(200′) **800m**	**128**′(200′) **800m**	**128**′(200′) **800m**	**128**′(200′) **800m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**260**′(332′) **900m**	**260**′(332′) **1000m**	**260**′(332′) **1000m**	**260**′(332′) **1400m**
	ALS out	1500m	1500m	1500m	1500m
	NDB ❶	**390**′(462′) **1900m**	**420**′(492′) **2800m**	**520**′(592′) **3700m**	**620**′(692′) **4600m**
	NDB	**390**′(462′) **1900m**	**420**′(492′) **2800m**	**520**′(592′) **3700m**	**620**′(692′) **4600m**
	ALS out	2400m	2800m	3700m	4600m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 14, 32

	DAY				NIGHT		
	LVP must be in force				LVP must be in force		
	RL & CL	RL	RL	NIL	RL & CL	RL	RL
A	200m	300m	400m	500m	200m	300m	400m
B							
C		400m				500m	500m
D	250m				250m		

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UATG/GUW
ATYRAU

JEPPESEN

14 AUG 15 (11-1) Eff 20 Aug

ATYRAU, KAZAKHSTAN
ILS DME-Y Rwy 14

BRIEFING STRIP

ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

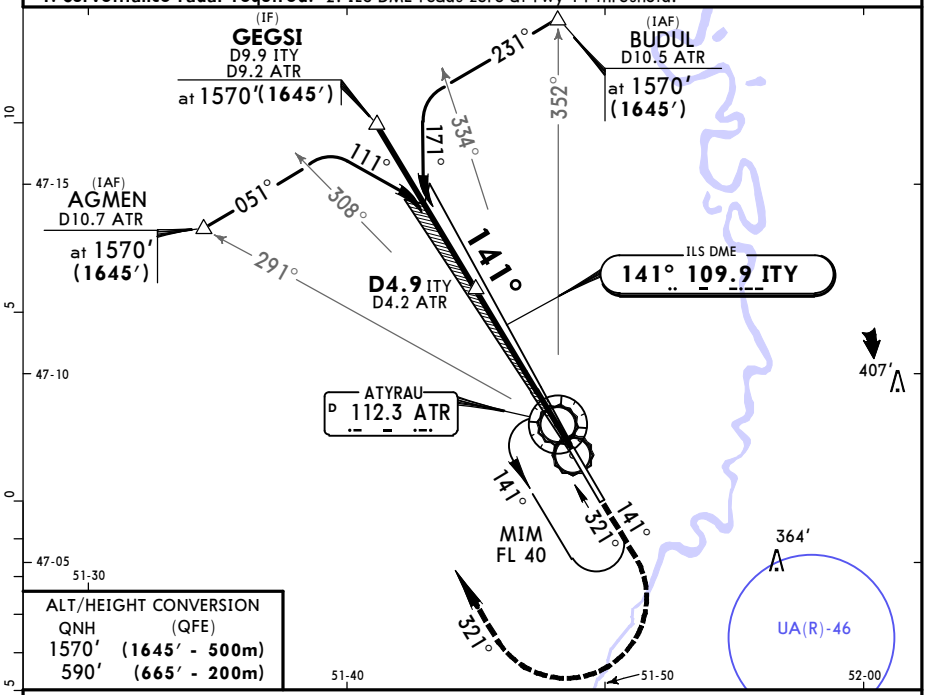
LOC ITY	Final Apch Crs	GS D4.9 ITY	ILS DA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -75′
109.9	141°	1570′(1645′)	125′(200′)	

MISSED APCH: Climb on 141° to 590′(665′), then turn RIGHT on 321° climbing to 1570′(1645′), then as directed.

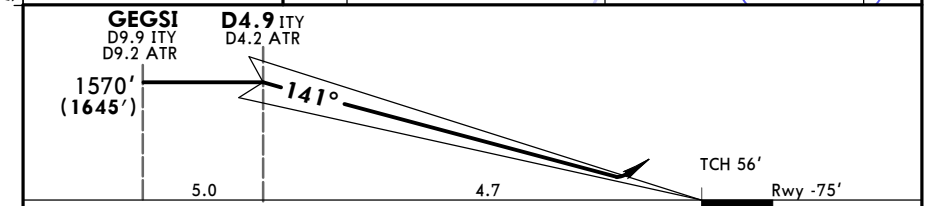
1700′ MSA ATR VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1570′(1645′)

1. Surveillance radar required. 2. ILS DME reads zero at rwy 14 threshold.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1570′	(1645′ - 500m)
590′	(665′ - 200m)



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

HIALS-II PAPI 590′ (665′) on 141°

STRAIGHT-IN LANDING RWY 14

	ILS			LOC (GS out)
	DA(H) 125′(200′)			
	FULL	TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

PANS OPS

CHANGES: Chart reindexed. Rwy elev. MSA. Bearings. LOM & LMM withdrawn.

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UATG/GUW
ATYRAU

JEPPESEN
14 AUG 15
Eff 20 Aug
(11-1A)

ATYRAU, KAZAKHSTAN
CAT II ILS DME-Y Rwy 14

BRIEFING STRIP

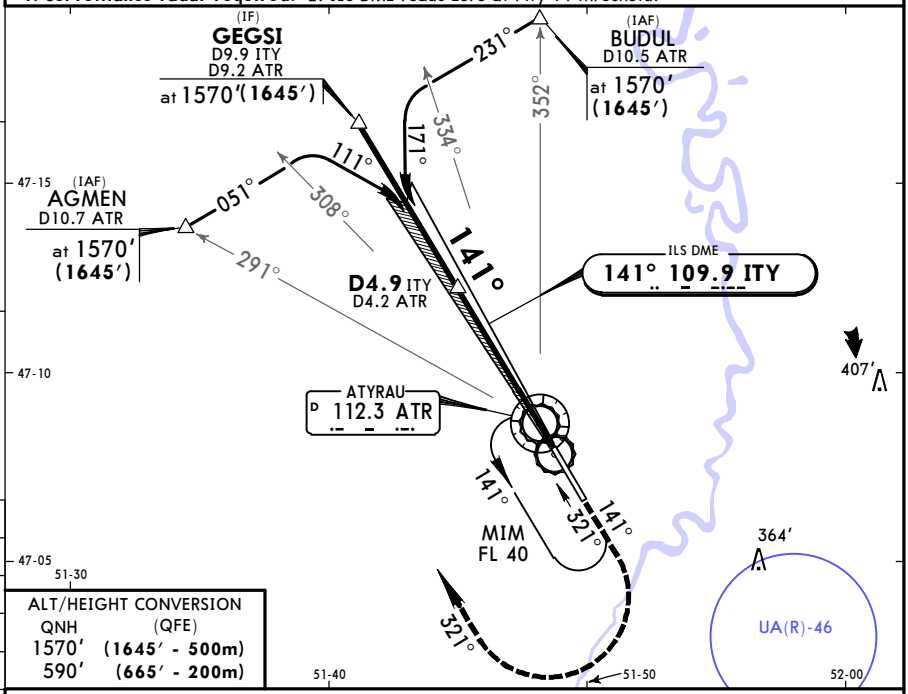
ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

LOC ITY	Final Apch Crs	GS	CAT II ILS	Apt Elev -72′
109.9	**141°**	**D4.9 ITY** 1570′(**1645′**)	**RA 100′** DA(H) 25′(100′)	(BELOW SEA LEVEL) Rwy -75′

1700′
MSA
ATR VOR

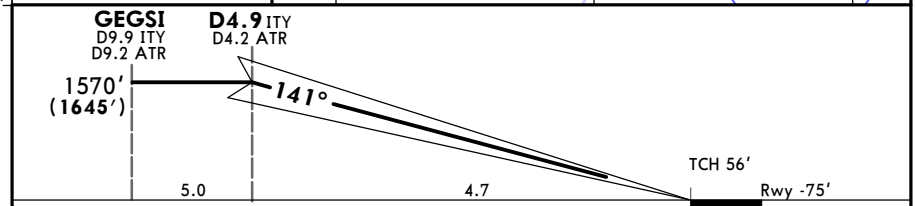
MISSED APCH: Climb on 141° to 590′(665′), then turn RIGHT on 321° climbing to 1570′(1645′), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1570′(**1645′**)
1. Surveillance radar required. 2. ILS DME reads zero at rwy 14 threshold.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	(**1645′ - 500m**)
590′	(**665′ - 200m**)



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

HIALS-II
PAPI
590′
(665′)
on 141°

STRAIGHT-IN LANDING RWY 14
CAT II ILS
ABCD
RA 100′
DA(H) **25′** (100′)

PANS OPS

RVR 350m

CHANGES: Chart reindexed. Rwy elev. MSA. Bearings. LOM & LMM withdrawn.

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UATG/GUW
ATYRAU

JEPPESEN 14 AUG 15 (11-2) Eff 20 Aug

ATYRAU, KAZAKHSTAN
ILS DME-Y Rwy 32

BRIEFING STRIP TM

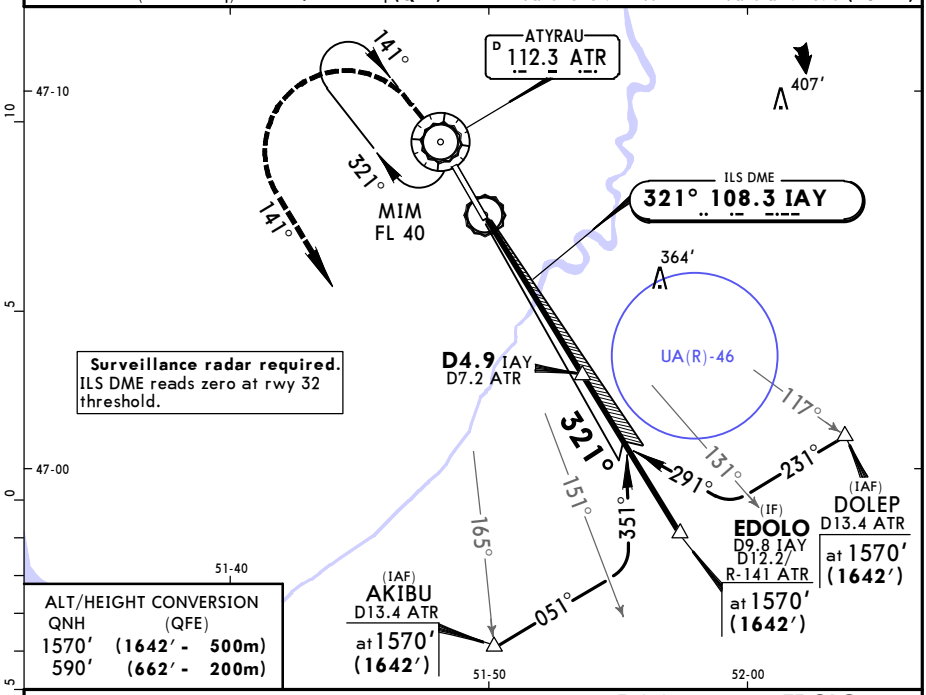
ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

LOC IAY	Final Apch Crs	GS D4.9 IAY	ILS DA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -72′
108.3	321°	1570′(1642′)	128′(200′)	

MISSED APCH: Climb on 321° to 590′(662′), then turn LEFT onto 141° climbing to 1570′(1642′), then as directed.

1700′ MSA ATR VOR

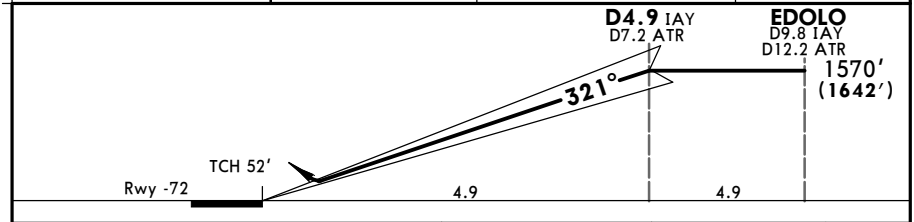
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1570′(1642′)



Surveillance radar required.
ILS DME reads zero at rwy 32 threshold.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	(1642′ - 500m)
590′	(662′ - 200m)



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

HIALS PAPI 590′ (662′) on 321°

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 128′(200′) FULL	ILS DA(H) 128′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Chart reindexed. MSA. Bearings.

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UATG/GUW
ATYRAU

JEPPESEN 14 AUG 15 (13-1) Eff 20 Aug

ATYRAU, KAZAKHSTAN
VOR DME Rwy 14

BRIEFING STRIP TM

ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

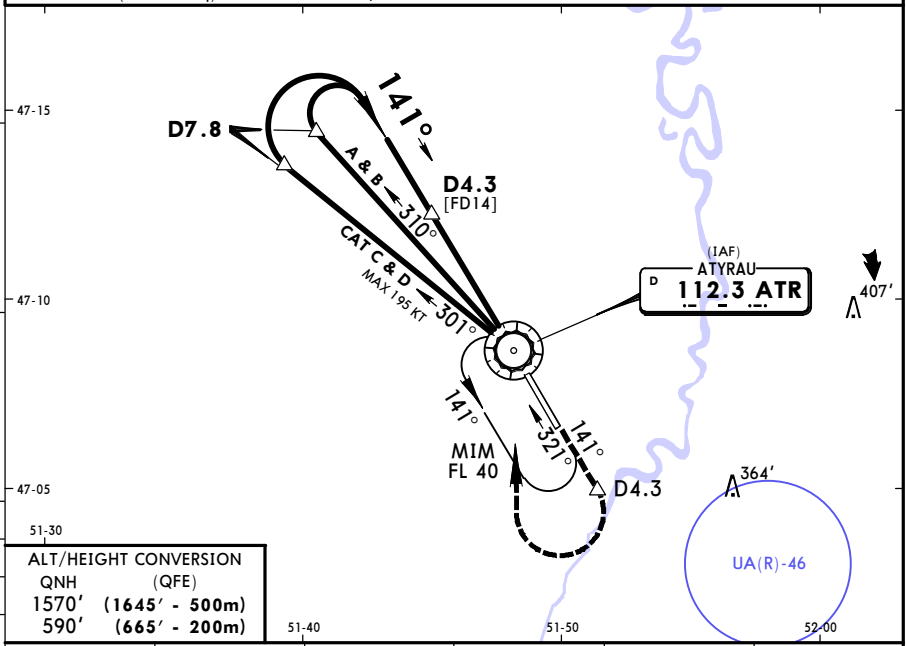
VOR ATR	Final Apch Crs	Minimum Alt D4.3	MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL) RWY -75′
112.3	141°	1570′(1645′)	260′(335′)	

MISSED APCH: Climb on 141° to 590′(665′) or above outbound to D4.3, then turn RIGHT to VOR. Climb initially to 1570′ (1645′), then as directed.

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

1700′ MSA ATR VOR

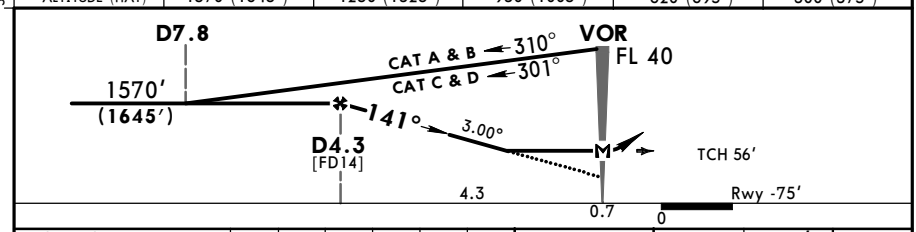
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1570′(1645′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	(1645′ - 500m)
590′	(665′ - 200m)

ATR DME	4.3	4.0	3.0	2.0	1.0
ALTITUDE (HAT)	1570′(1645′)	1250′(1325′)	930′(1005′)	620′(695′)	300′(375′)



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

HIALS-II PAPI 590′ (665′) or above on 141°

STRAIGHT-IN LANDING RWY 14

MDA(H) 260′(335′)

PANS OPS

		ALS out
A	900m	RVR 1500m VIS 1600m
B	1000m	
C		
D	RVR 1500m VIS 1600m	

CHANGES: Rwy elev. MSA. Bearings.

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UATG/GUW
ATYRAU

JEPPESEN
14 AUG 15 (13-2) Eff 20 Aug

ATYRAU, KAZAKHSTAN
VOR DME Rwy 32

BRIEFING STRIP TM

ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

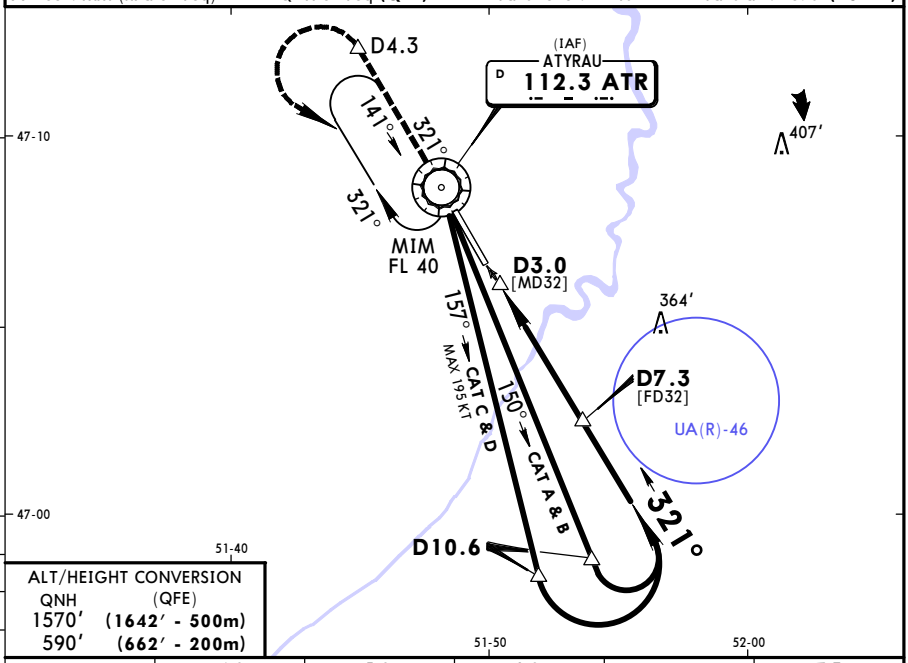
VOR ATR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -72′
112.3	321°	D7.3 1570′(1642′)	260′(332′)	(BELOW SEA LEVEL) Rwy -72′

1700′
MSA
ATR VOR

MISSED APCH: Climb on 321° to 590′(662′) or above outbound to D4.3, then turn LEFT (MAX 225 KT) to VOR. Climb initially to 1570′(1642′), then as directed.

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

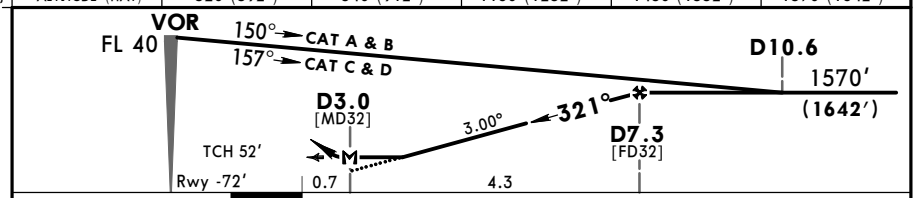
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 1570′(**1642′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	(1642′ - 500m)
590′	(662′ - 200m)

ATR DME	4.0	5.0	6.0	7.0	7.3
ALTITUDE (HAT)	520′(592′)	840′(912′)	1160′(1232′)	1480′(1552′)	1570′(1642′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.0							

HIALS
PAPI

590′ (662′) or above on 321°

STRAIGHT-IN LANDING RWY **32**

MDA(H) 260′(332′)

PANS OPS

		ALS out
A	900m	RVR 1500m VIS 1600m
B	1000m	
C		
D	RVR 1500m VIS 1600m	

CHANGES: MSA. Procedure.

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UATG/GUW
ATYRAU

JEPPESEN

14 AUG 15 (16-1) Eff 20 Aug

ATYRAU, KAZAKHSTAN
NDB Rwy 14

BRIEFING STRIP TM

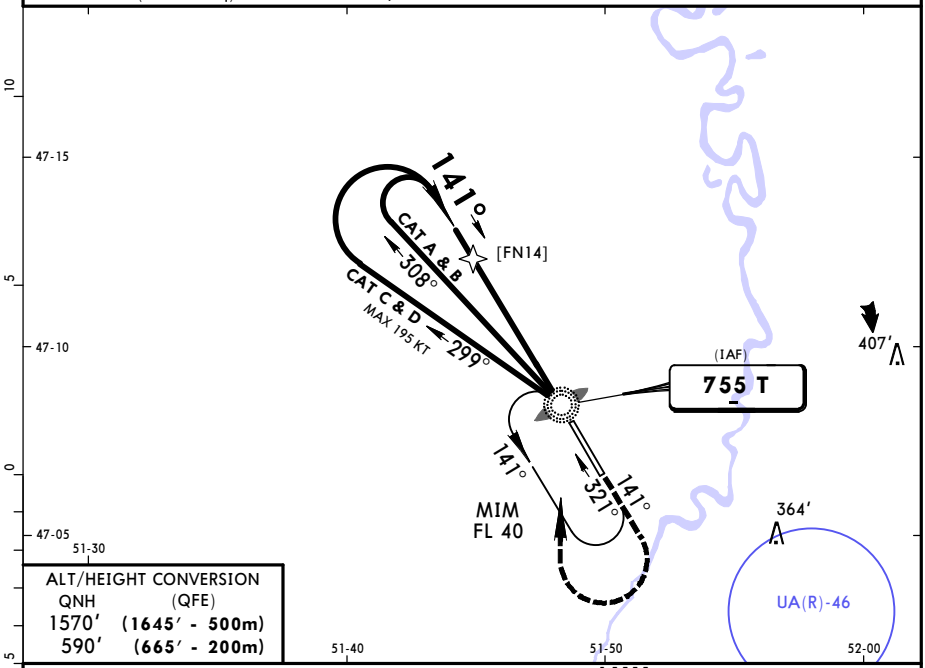
ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

NDB T	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -75′
755	141°	No FAF	310′(385′)	

MISSED APCH: Climb on 141° to 590′ (665′) or above. After passing T NDB maintain 141° for 1 ½ Min, then turn RIGHT (MAX 225 KT) to T NDB. Climb initially to 1570′ (1645′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to T NDB and join holding.

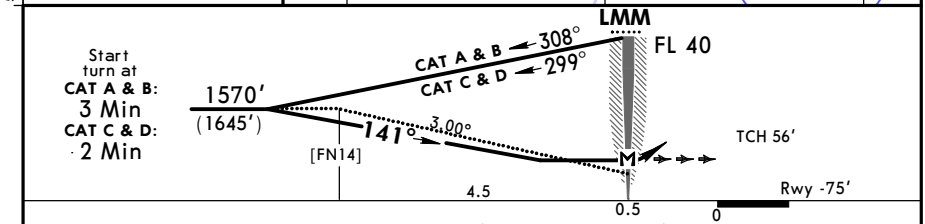
1700′
MSA T NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1570′(1645′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	(1645′ - 500m)
590′	(665′ - 200m)



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

HIALS-II
PAPI
590′ (665′) or above on 141°

STRAIGHT-IN LANDING RWY 14

MDA(H) 310′(385′)

PANS OPS

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	

CHANGES: Chart reindexed. Rwy elev. Procedure. MSA. Minimums.

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UATG/GUW
ATYRAU

JEPPESEN 14 AUG 15 (16-2) Eff 20 Aug

ATYRAU, KAZAKHSTAN
NDB Rwy 32

BRIEFING STRIP TM

ATIS	ATYRAU Approach	ATYRAU Tower
127.4 (Russian 126.6)	123.7	118.1

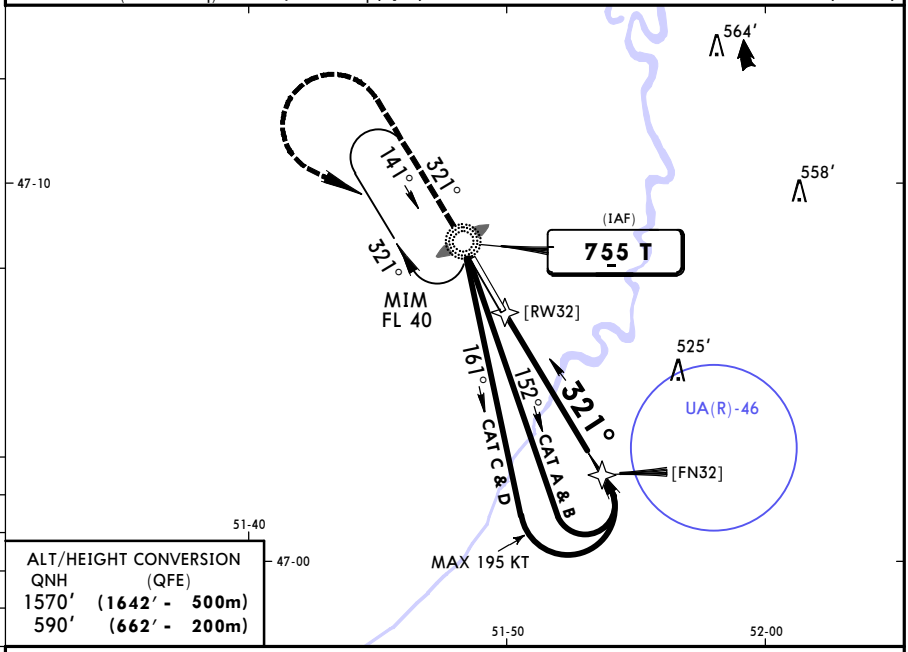
NDB T	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -72′
755	321°	No FAF	Refer to Minimums	

MISSED APCH: Climb on 321° to 590′ (662′) or above. After passing LMM maintain 321° for 1 Min 10 Sec, then turn LEFT (MAX 225 KT) to LMM. Climb initially to 1570′ (1642′), then as directed.

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

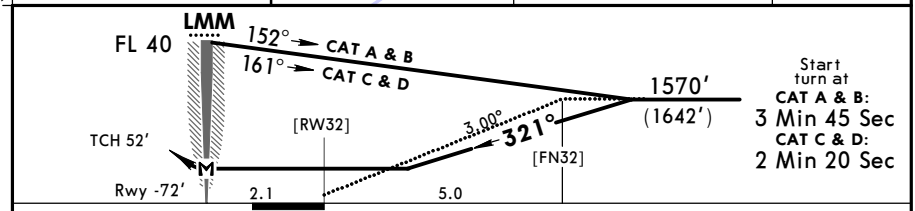
1700′ MSA T NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 1570′**(1642′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
1570′	**(1642′ - 500m)**
590′	**(662′ - 200m)**



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

HIALS PAPI 590′ (662′) or above on 321°

STRAIGHT-IN LANDING RWY **32**

MDA(H) A: 390′**(462′)** C: 520′**(592′)**
B: 420′**(492′)** D: 620′**(692′)**

ALS out

PANS OPS

A	1900m
B	2800m
C	3700m
D	4600m

CHANGES: Chart reindexed. Procedure. MSA. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ATYRAU, (ATYRAU - UATG)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATG