

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UATG

Terminal Charts For UATG

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ATYRAU KAZ
ICAO/IATA: UATG / GUW
Lat/Long: N47° 07.3', E051° 49.2'
Elevation: -72 ft

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

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

Sunrise: 0104 Z
Sunset: 1554 Z

Runway Information

Runway: 14
Length x Width: 9836 ft x 148 ft
Surface Type: concrete
TDZ-Elev: -74 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 9836 ft x 148 ft
Surface Type: concrete
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

UATG/GUW
ATYRAU

JEPPESEN

22 MAR 19

10-1P

Eff 28 Mar

ATYRAU, KAZAKHSTAN
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 127.4
126.6 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

In an effort of noise abatement follow procedures according to Flight Operations Manual, and it is recommended to fulfill the following actions:

- To maintain assigned flight level until final approach;
- To descend not below the glide path;
- If possible, use RWY 32 for take-off and RWY 14 for landing, with taking into account flight safety and regularity (if traffic, meteorological condition, ACFT performance makes it possible).

1.3. TAKE-OFF AND LANDING

Take-off from TWY A or B instead of the end of RWY is agreed between ATC controller and ACFT crew.

Take-off and landing with a tailwind component is permitted on request or instructed by ATS.

To increase RWY capacity, ACFT release is permitted with back course to the operating direction of RWY under the following conditions:

- Radar control;
- Fixed intervals of separation between taking off and landing ACFT are provided;
- ACFT release is conducted with the clearance of flight supervisor and after preliminary agreement with "Atyrau-Approach" controller.

ACFT crew shall immediately take off after permission obtained from the controller. If ACFT crew cannot perform following instructions, the controller shall be informed before taxiing into RWY and about expected delay time.

The final decision for take-off and landing at meteorological conditions out of aerodrome operational minimum is taken by pilot-in-command. In this case clearance of ATC for take-off or landing shall not be considered as compelling for action and pilot-in-command is responsible for decision taken and for result of landing or take-off.

The designation of the RWY is made by the ATS unit, taking into account the performance of the ACFT landing or taking off against the wind, if flight safety considerations, RWY configuration, meteorological conditions and operational landing approach procedures or air traffic conditions do not favor a different direction.

1.3.1. EMERGENCY LANDING PROCEDURE

In case of on-board emergency during take-off, pilot-in-command determines the necessary maneuver for purpose of safety.

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AIRPORT BRIEFING**1. GENERAL****1.4. RADIO COMMUNICATION FAILURE**

When radio communication is lost, the ACFT crew must:

- turn on the "Distress" signal, set code 7600;
- use the emergency frequency of 121.5 MHz, radio communication with other ACFT and ATS units;
- guard the VOR ATR frequency 112.3 MHz for getting information and instructions of ATC;
- in case of out of communication after take-off, land or follow to the destination aerodrome in accordance with the conditions issued by the ATS unit or on flight levels FL 140/150 or FL 240/250 specially established for flights without radio communication, depending on the direction of flight;
- to approach the aerodrome and the landing approach according to the established approach scheme;
- when flying without radio communication at night, indicate the location of the ACFT by periodically turning on the landing lights or by flashing side lights.

1.5. TAXI PROCEDURES

Taxiing and towing conducted with clearance of "Atyrau Tower".

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.

Stand 24 and main apron stands taxiing into/out by TWY 4, TWY C carried out by towing only.

Taxiing in and out of stand 10 by towing only.

Parking stands I, II and 1 thru 6 available for helicopters.

The deadlock part of the main TWY D from TWY A to the end of the main TWY D (East of RWY 32) is used only for ACFT stand, in the absence of stand on apron.

If there is no possibility of towing, ACFT (for the purpose of self taxiing-in/out and planned long-term stand) is permitted to use for stand the part of the main TWY D between TWY A and TWY B (at a distance providing safe use of TWY A and TWY B for taxiing, take-off and landing) only with permission of the shift supervisor and mandatory report to the flight supervisor. In these cases NOTAM is issued and the final decision on the operations on main TWY D takes the helicopter crew.

ACFT accompaniment is conducted regardless of the time of the day in following conditions:

- Conducting low visibility procedures;
- Lack of marking;
- Complicated schemes of movement on the maneuvering area;
- Taxiing in/out from/to rapid exit TWY D - in case of using a part of rapid exit TWY as a parking place;
- On request.

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Eff 28 Mar

ATYRAU, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

ACFT CAT A, B, C when RVR is 150m and ACFT CAT D when RVR is 200m, taxiing for departure, can use only TWY B and TWY E with enabled TWY edge lights.

Taxiing of ACFT out of stand 1 shall be carried out under own engines' power via TWY B and TWY E center lights.

Taxiing out of other stands shall be carried out after Follow-me car to TWY B and TWY E center lights.

Taxiing shall be carried out on minimal engines' power.

In order to reduce RWY occupation, the controller of "Atyrau Tower" may accelerate taxiing to line-up position and for RWY vacating after landing (except of the time of the LVP procedures). If the required operation cannot be performed, the ACFT crew immediately informs the controller.

1.6. GROUND MOVEMENT PROCEDURES

Taxiing out and taxiing the ACFT from (to) the parking lot is carried out according to the signals of the responsible person of the engineering and aviation service of the APT operator, which ensures the reception and release of the ACFT.

The taxiing speed is chosen by the commander of the ACFT depending on the state of the AD surface, the presence of obstacles, the weight of the ACFT, wind conditions and visibility conditions.

Towing an ACFT with visibility less than 2km is performed at a under speed with the marker lights on the ACFT, aeronautical lights and the observance of increased safety precautions.

Removal of ACFT that have lost the ability to move is carried out by the engineering and aviation service, the AD service, the special transport service of the AD operator and the ACFT operator.

1.7. LOW VISIBILITY PROCEDURES

LVP is entered at RVR less than 550m, when all the maneuvering area or part of it is visually controlled from the control Tower.

Air traffic controller of ATS reports the start of LVP by the phrase: "There are procedures under conditions of limited visibility".

In case of consecutive departures and impossibility of holding take-off position to TWYs, ACFT wait in line on the parking place.

When pointing for landing approach by radar vectoring, the ACFT is moved to final approach leg no closer than 25km from the RWY threshold.

The crew reports about vacating the artificial RWY when the ACFT proceeds further the marked holding point (STOP line lights).

Taxiing to the apron after vacating of RWY or taxiing from parking stands is allowed only behind Follow-me car. Parking is carried out by the instructions of authorized personnel.

Taxiing beyond holding point is not allowed without clearance of ATC and STOP line lights switched on.

Taxiing on TWY B and E without Follow-me car is possible when axial lights are operative only.

Taxiing carried out on minimum engine thrust.

Take-off only from the end of RWY. Take-off from TWY A and B, turning on RWY, the ACFT release with the back course of the RWY working direction is prohibited.

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22 MAR 19

10-1P3

Eff 28 Mar

ATYRAU, KAZAKHSTAN

AIRPORT BRIEFING

1. GENERAL

1.8. FLIGHT PROCEDURES

When flying in the control area of the Atyrau aerodrome, it is necessary to:

- have permission from the ATS unit received prior to entering the area of responsibility;
- at the request of the ATS unit to report the location;
- follow the instructions of the ATS unit;
- have and continuously maintain two-way radio communication in the VHF band.

Flights are carried out at specified flight levels (heights) in accordance with the rules of vertical, longitudinal and lateral separation with keeping set intervals.

When applicable, arriving ACFTs are sent to the waiting area. To regulate the longitudinal intervals between the ACFTs, the crew may be given a command to perform an orbit flight (360° turn) with indicating the place and side of the turn.

In case of a flight safety hazard, a change in the predetermined altitude (flight level) of the flight and deviation from the line of the given route is allowed.

When a given flight line or flight altitude deviates from the established line, the ACFT commander immediately informs the ATS unit under its control, of which the ACFT is exist.

Information on the activities of restricted flight areas, hazardous areas, within the area of the aerodrome in real time, the overflying permit or the bypass route is assigned to the Atyrau Approach or Atyrau Tower.

1.9. OTHER INFORMATION

Birds.

In the absence of ATIS, information about birds is transmitted by ATC.

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AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

The noise at landing approach is reduced by such operational procedures in which the flight of the ACFT is carried out at as high as possible altitude above the ground. For example, if a heavy turbojet ACFT flies at an altitude of 900m instead of 450m, then the noise decreases by about 8dB. Flying at an altitude of 1500m reduces noise by 16dB.

If the ACFT is located on the RWY, a significant reduction in the effect of noise can be achieved by controlling when using reverse power. Despite the fact that the noise of reverse power is typically 10dB lower than the noise during take-off, it is short and there is no warning. The ACFT operation may include restrictions on the use of reverse power, in order to reduce the irritating noise, except when there is no available other necessary braking means.

Some reduction in noise effects can be achieved by using sound insulation of the premises.

2.2. CAT II OPERATIONS

RWY 14 is approved for CAT II operations. Special aircrew and ACFT certification required.

When approaching by CAT II, the ACFT crew is guaranteed that the signals of LOC and glide slope beacons are protected from interference on final landing approach. During such approach, pilot is given minimum of two values of visibility on the RWY, measured in landing area and in the middle of the RWY.

3. DEPARTURE

3.1. START-UP PROCEDURES

Start-up with clearance of "Atyrau Tower".

3.2. NOISE ABATEMENT PROCEDURES

To reduce the noise in the locality under the flight path during the take-off phase, it is possible to somewhat reduce the operation mode of the engines; the power can be reduced when the ACFT reaches a safe operational altitude. The flight continues with a reduced power until a sparsely populated area is reached, and after that the full power is restored in the climb mode. At the throttling point, the noise level is reduced by 5dB.

Some reduction in noise effects can be achieved by using sound insulation of the premises.

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Eff 17 Nov

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RADAR MINIMUM ALTITUDES

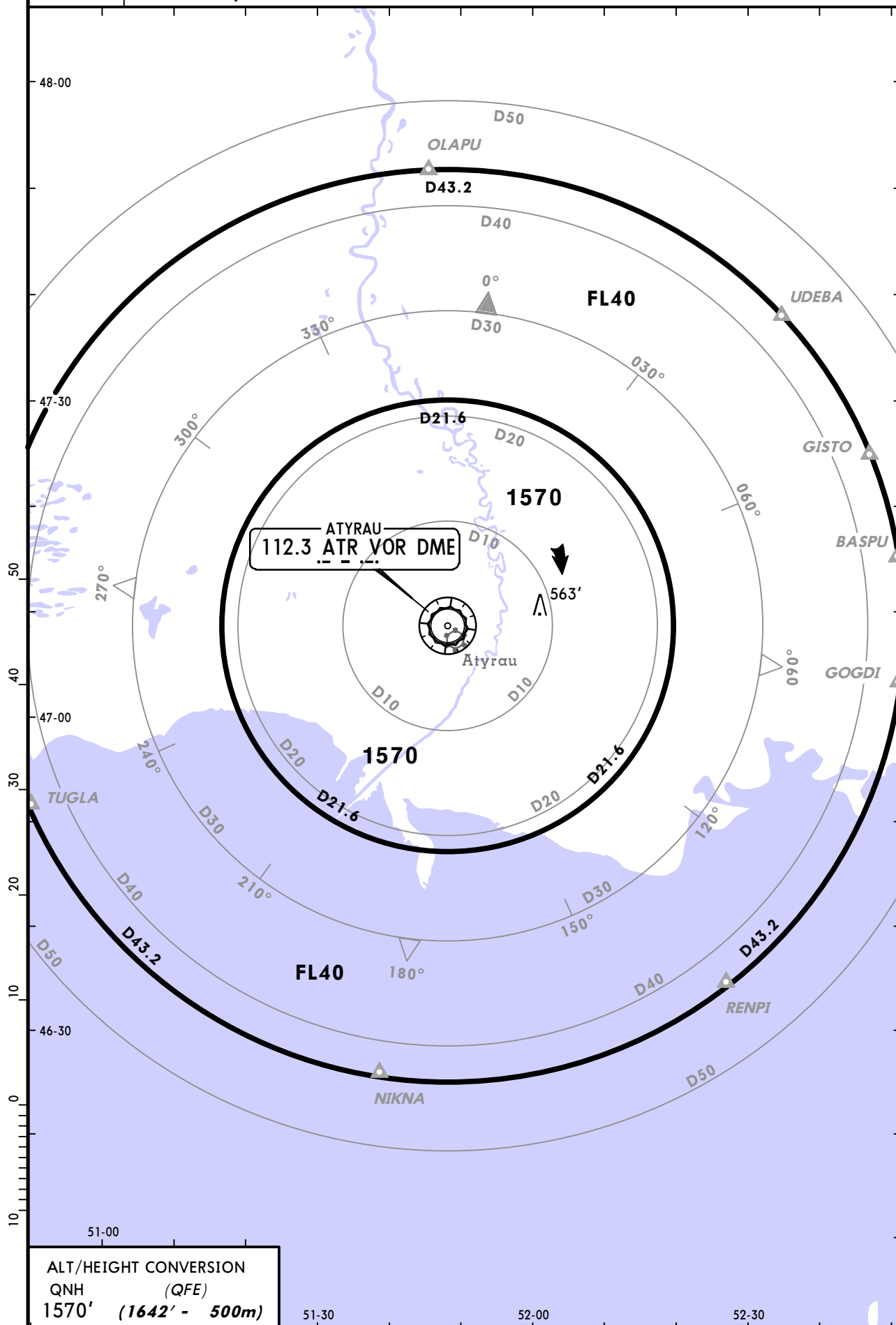
Apt Elev
-72'

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.

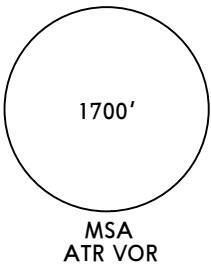


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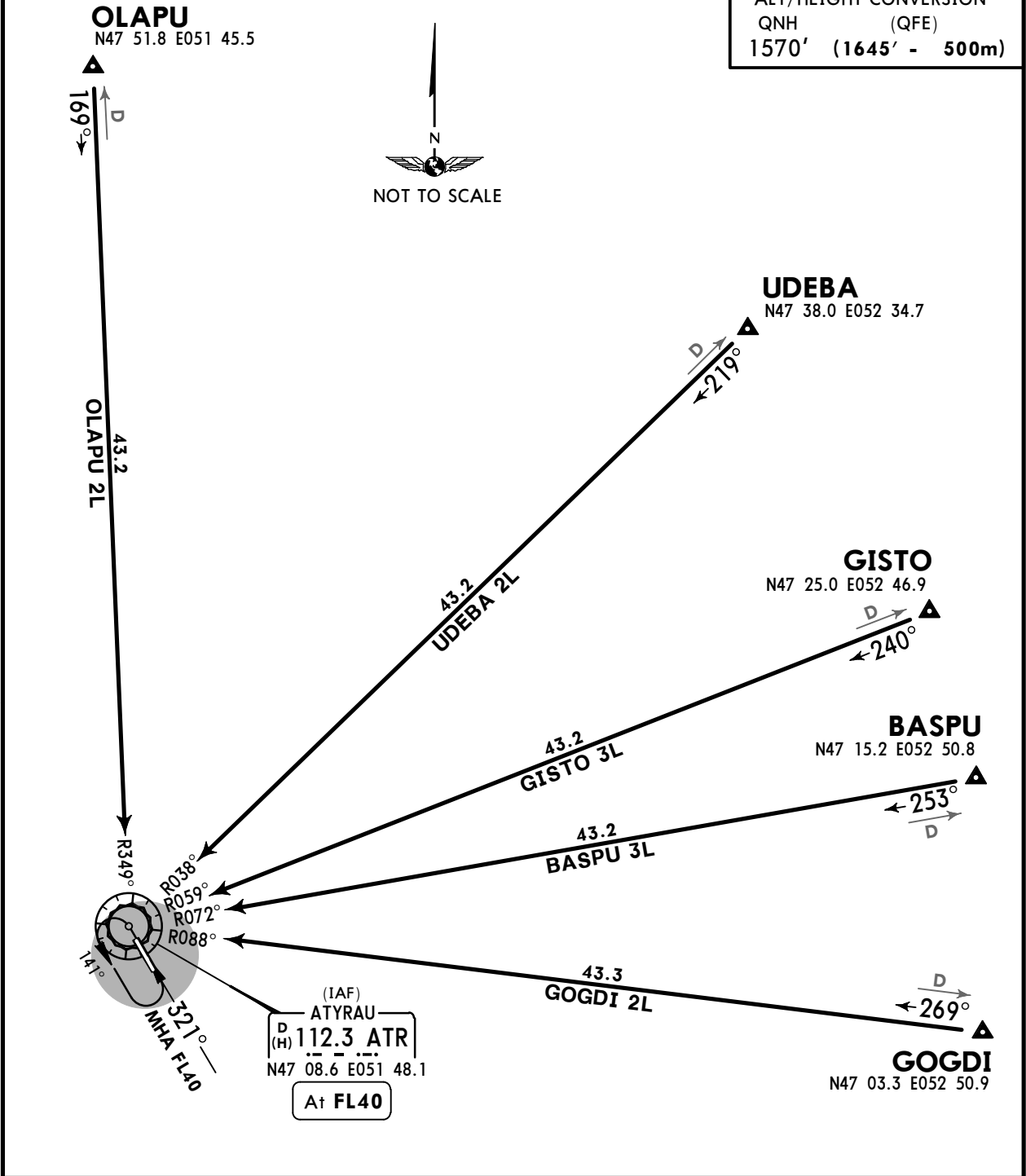
14 AUG 15 10-2 Eff 20 Aug STAR

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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BASPU 3L [BASP3L] , GISTO 3L [GIST3L]
GOGDI 2L [GOGD2L] , OLAPU 2L [OLAP2L]
UDEBA 2L [UDEB2L]
RWY 14 ARRIVALS



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

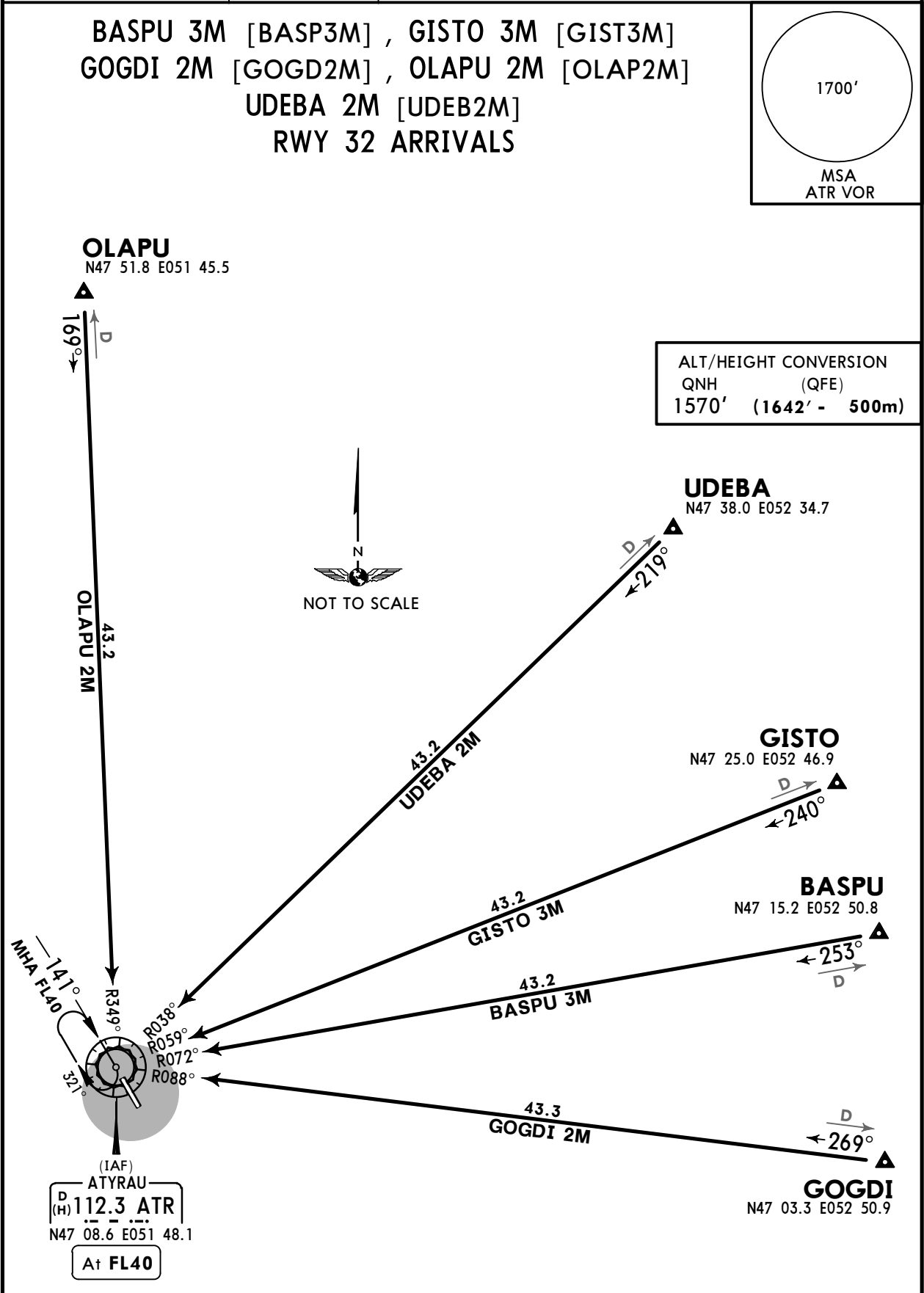


STAR	ROUTING
BASPU 3L	On ATR R-072 inbound to ATR.
GISTO 3L	On ATR R-059 inbound to ATR.
GOGDI 2L	On ATR R-088 inbound to ATR.
OLAPU 2L	On ATR R-349 inbound to ATR.
UDEBA 2L	On ATR R-038 inbound to ATR.

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JEPPESSEN ATYRAU, KAZAKHSTAN
14 AUG 15 (10-2A) Eff 20 Aug STAR

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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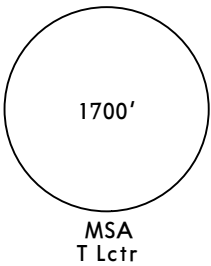
STAR	ROUTING
BASPU 3M	On ATR R-072 inbound to ATR.
GISTO 3M	On ATR R-059 inbound to ATR.
GOGDI 2M	On ATR R-088 inbound to ATR.
OLAPU 2M	On ATR R-349 inbound to ATR.
UDEBA 2M	On ATR R-038 inbound to ATR.

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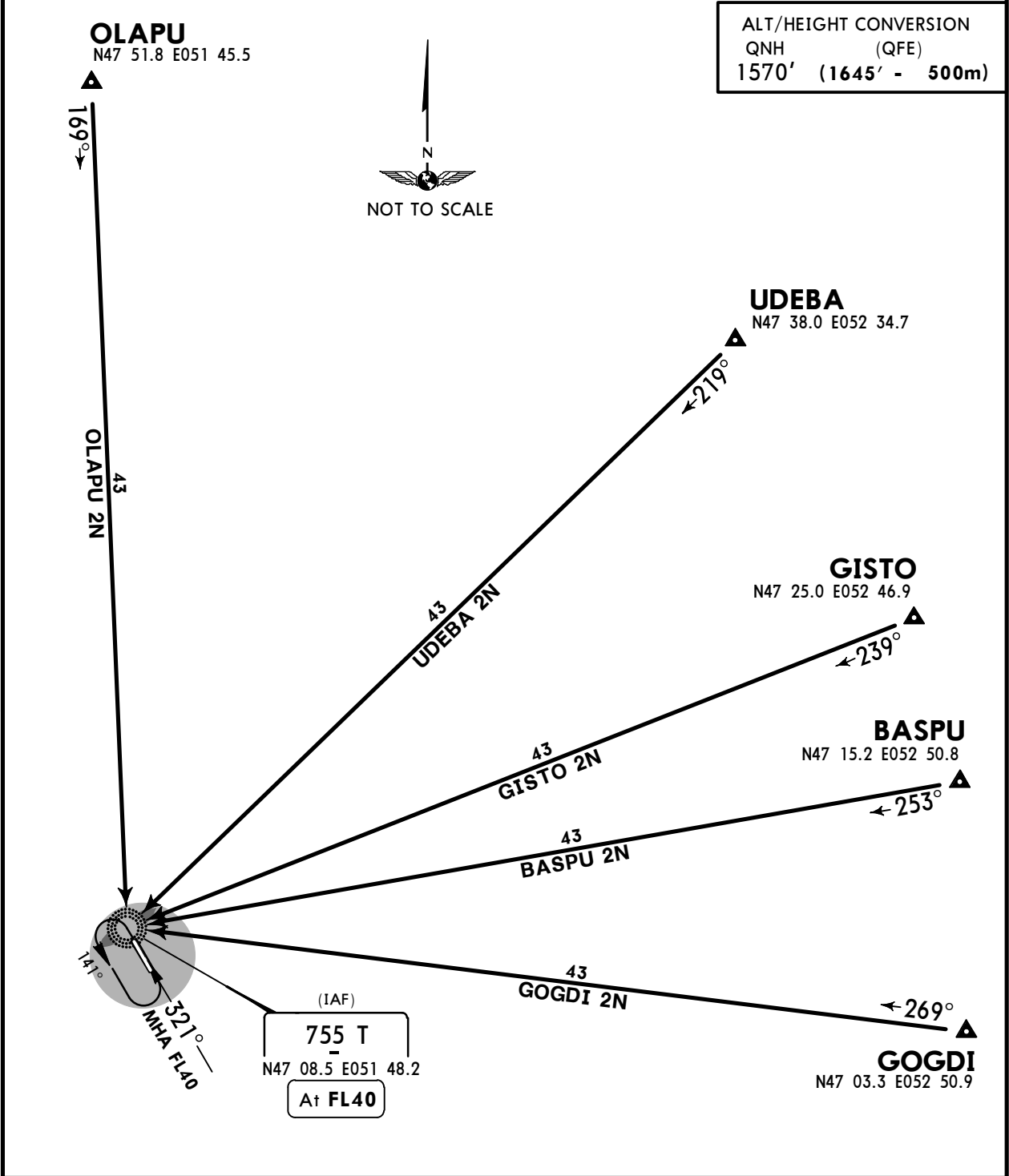
JEPPESSEN **ATYRAU, KAZAKHSTAN**
14 AUG 15 **(10-2B)** **Eff 20 Aug** **STAR**

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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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)



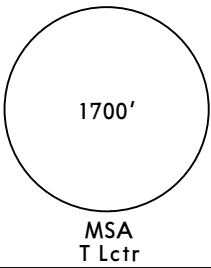
STAR	ROUTING
BASPU 2N	On 253° bearing to T.
GISTO 2N	On 239° bearing to T.
GOGDI 2N	On 269° bearing to T.
OLAPU 2N	On 169° bearing to T.
UDEBA 2N	On 219° bearing to T.

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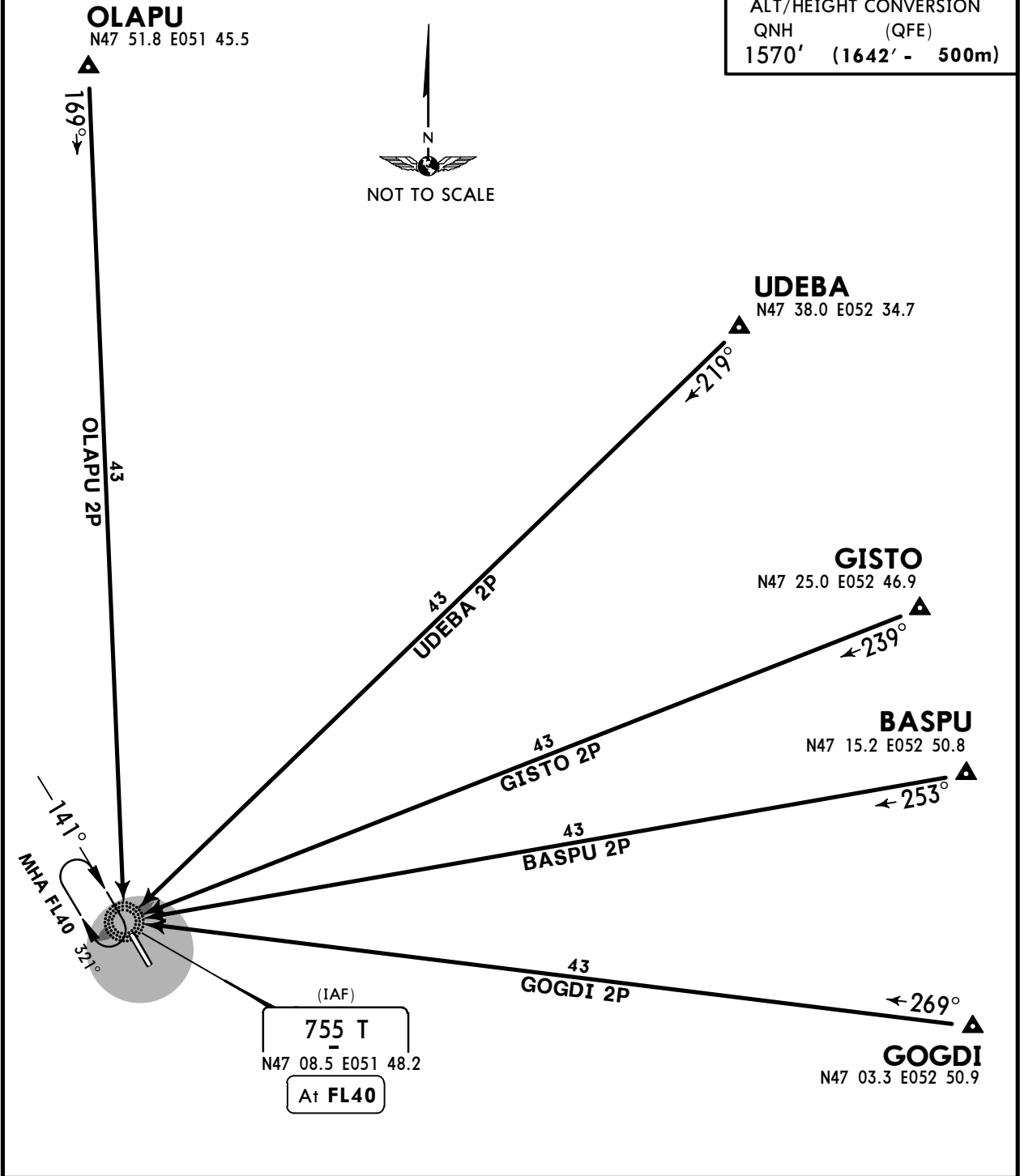
14 AUG 15 **10-2C** **Eff 20 Aug** **STAR**

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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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)

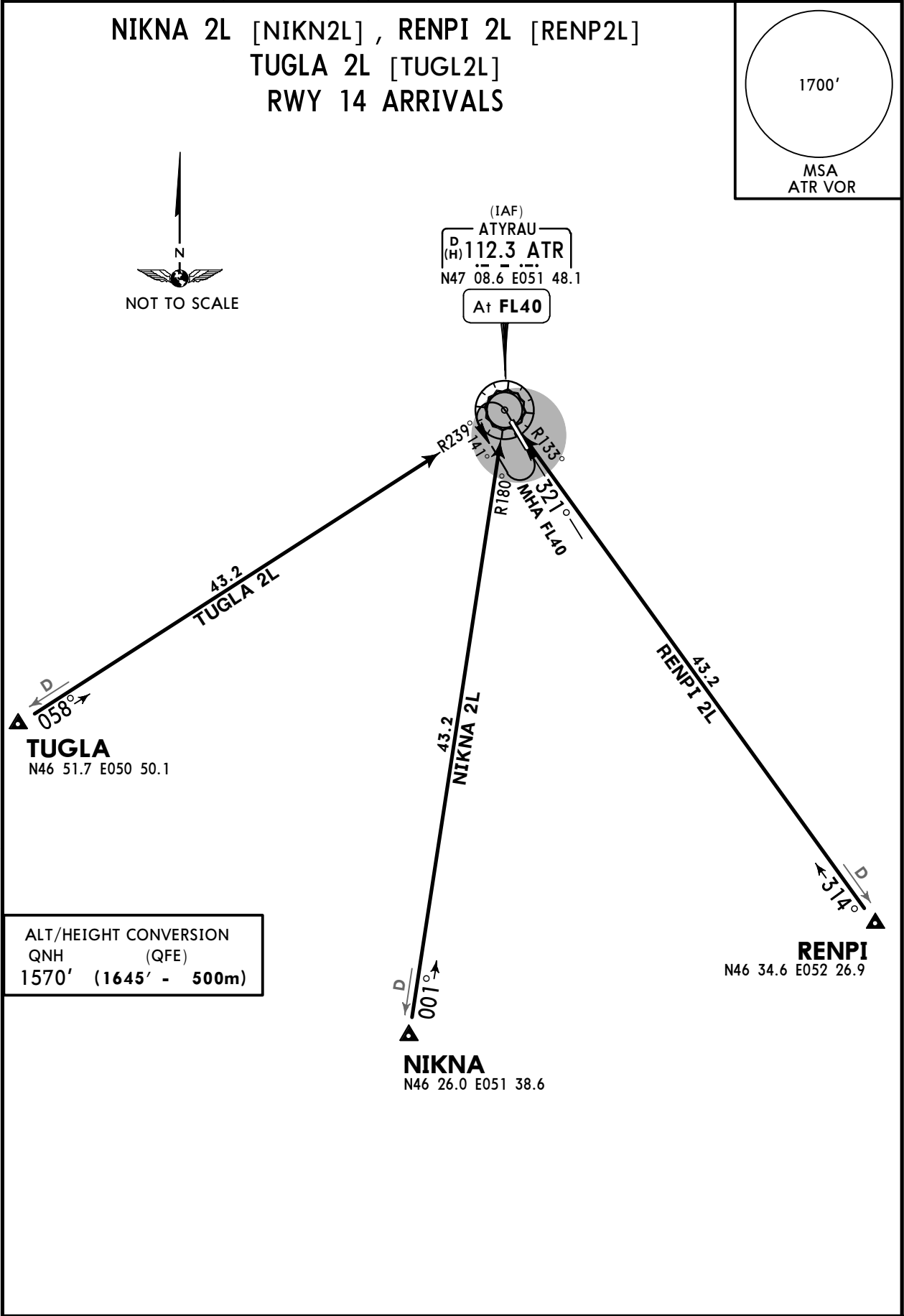


STAR	ROUTING
BASPU 2P	On 253° bearing to T.
GISTO 2P	On 239° bearing to T.
GOGDI 2P	On 269° bearing to T.
OLAPU 2P	On 169° bearing to T.
UDEBA 2P	On 219° bearing to T.

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14 AUG 15 10-2D Eff 20 Aug STAR

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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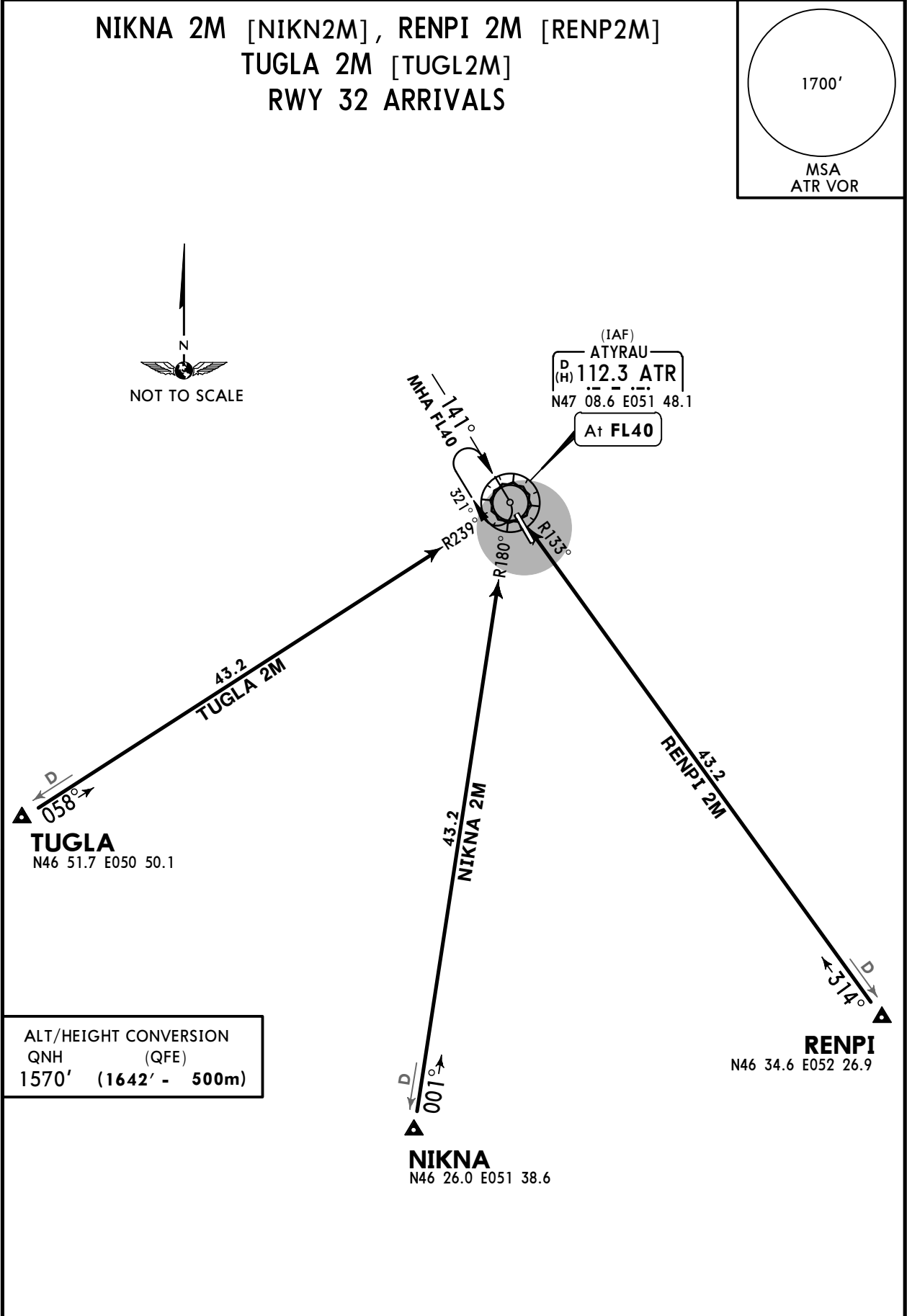


STAR	ROUTING
NIKNA 2L	On ATR R-180 inbound to ATR.
RENPI 2L	On ATR R-133 inbound to ATR.
TUGLA 2L	On ATR R-239 inbound to ATR.

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14 AUG 15 **10-2E** **Eff 20 Aug** **STAR**

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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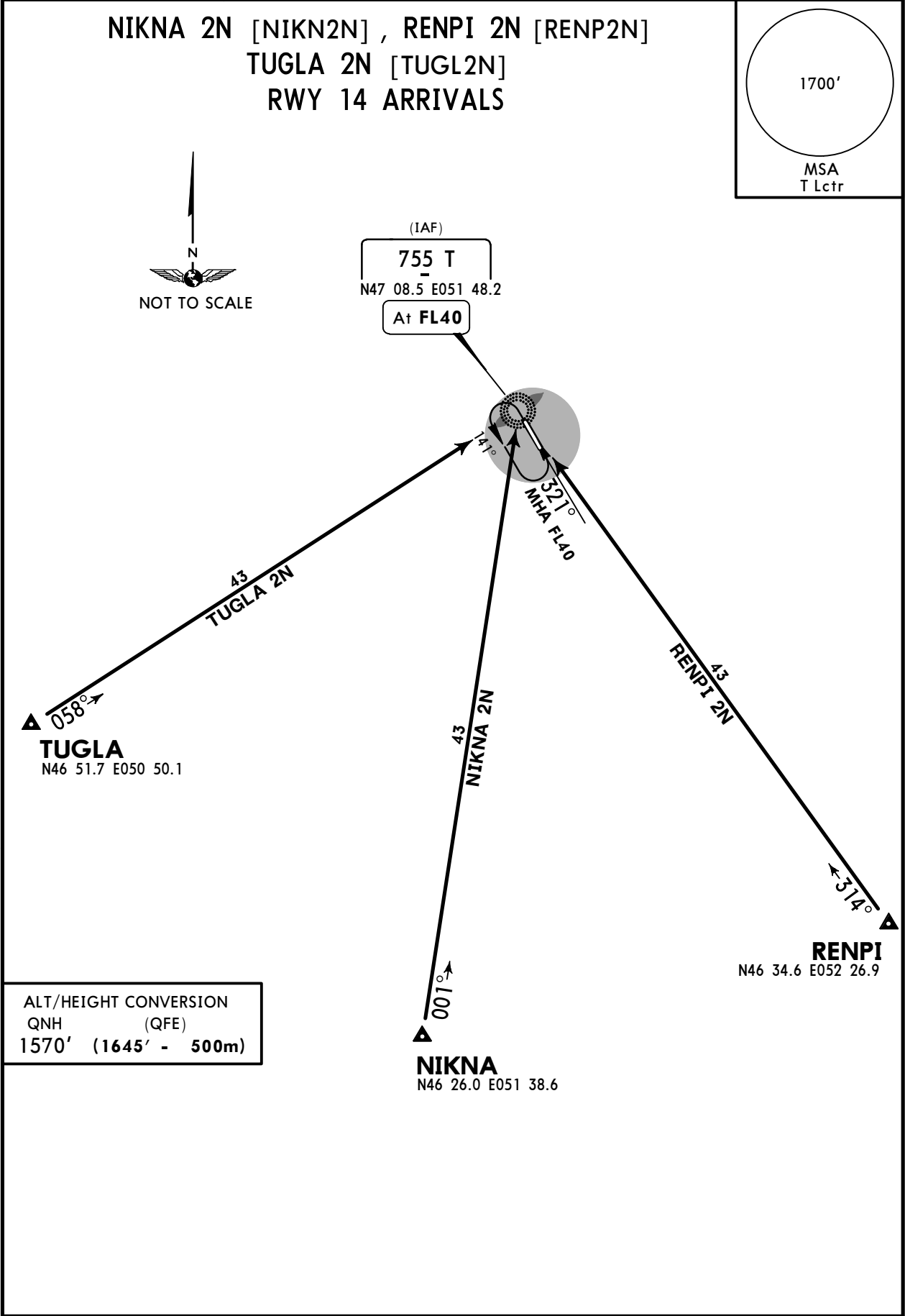


STAR	ROUTING
NIKNA 2M	On ATR R-180 inbound to ATR.
RENPI 2M	On ATR R-133 inbound to ATR.
TUGLA 2M	On ATR R-239 inbound to ATR.

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ATYRAU

14 AUG 15 **10-2F** **Eff 20 Aug** **STAR**

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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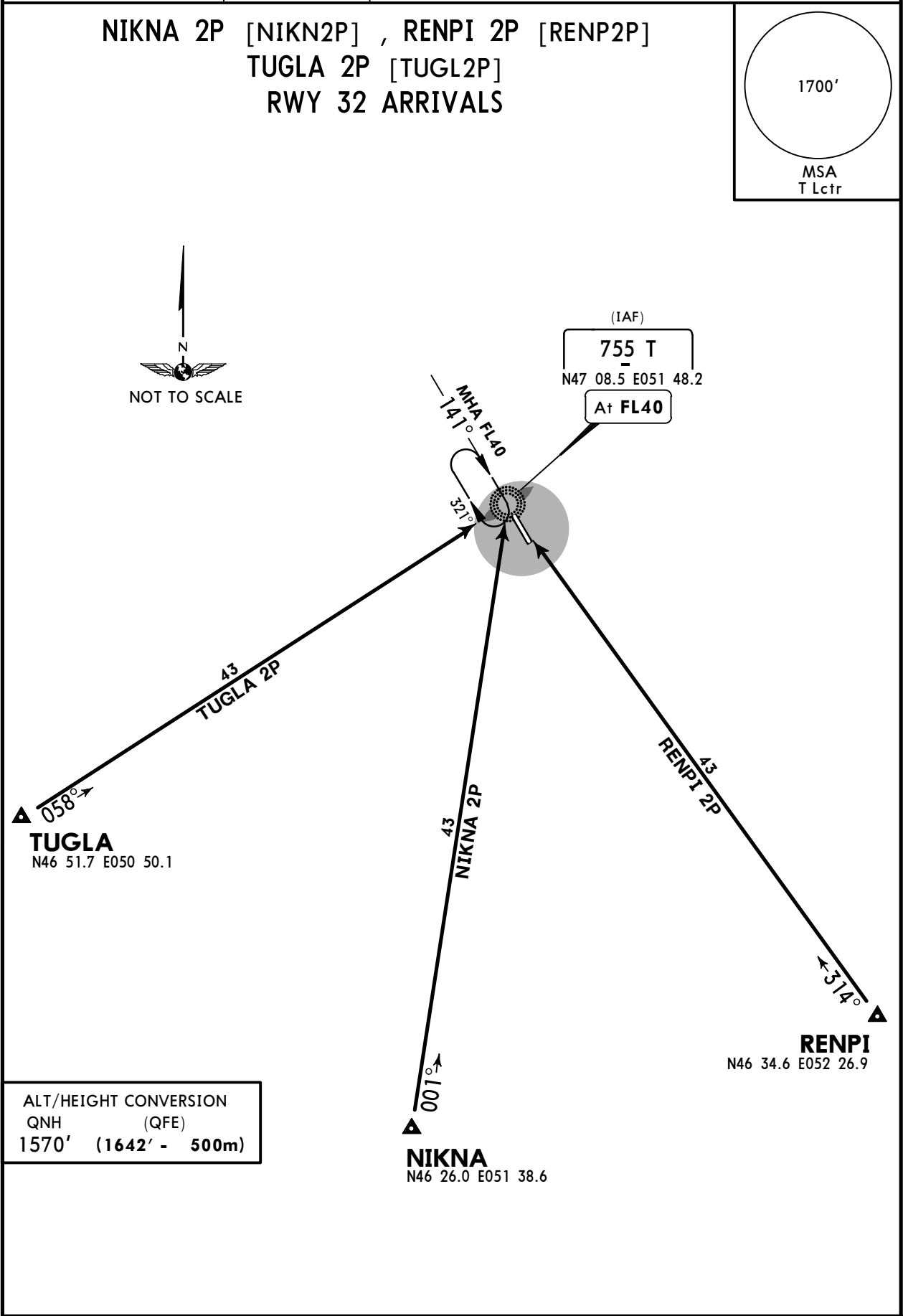


STAR	ROUTING
NIKNA 2N	On 001° bearing to T.
RENPI 2N	On 314° bearing to T.
TUGLA 2N	On 058° bearing to T.

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ATYRAU

14 AUG 15 **10-2G** **Eff 20 Aug** **STAR**

ATIS 127.4 (Russian 126.6)	Apt Elev -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.
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STAR	ROUTING
NIKNA 2P	On 001° bearing to T.
RENPI 2P	On 314° bearing to T.
TUGLA 2P	On 058° bearing to T.

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ATYRAU

JEPPESEN
14 AUG 15

10-3A

Eff 20 Aug

ATYRAU, KAZAKHSTAN

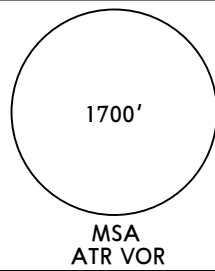
SID

Apt Elev
-72'

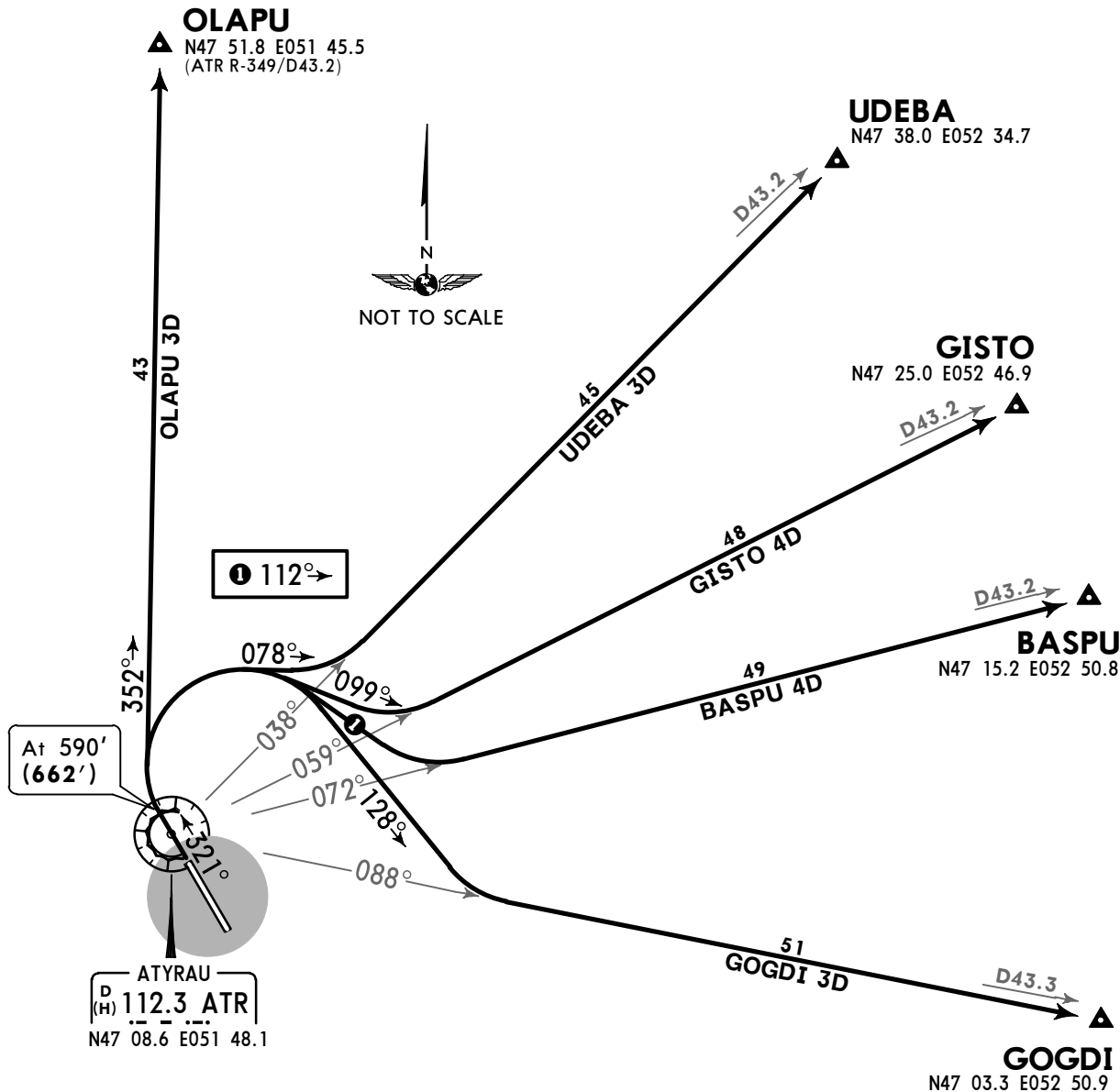
QNH on request (QFE)

Trans level: FL40 Trans alt: 1570' (1642')

Crossings at airway entry points by ATC.



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.

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14 AUG 15 10-3B

Eff 20 Aug

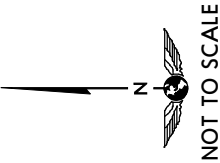
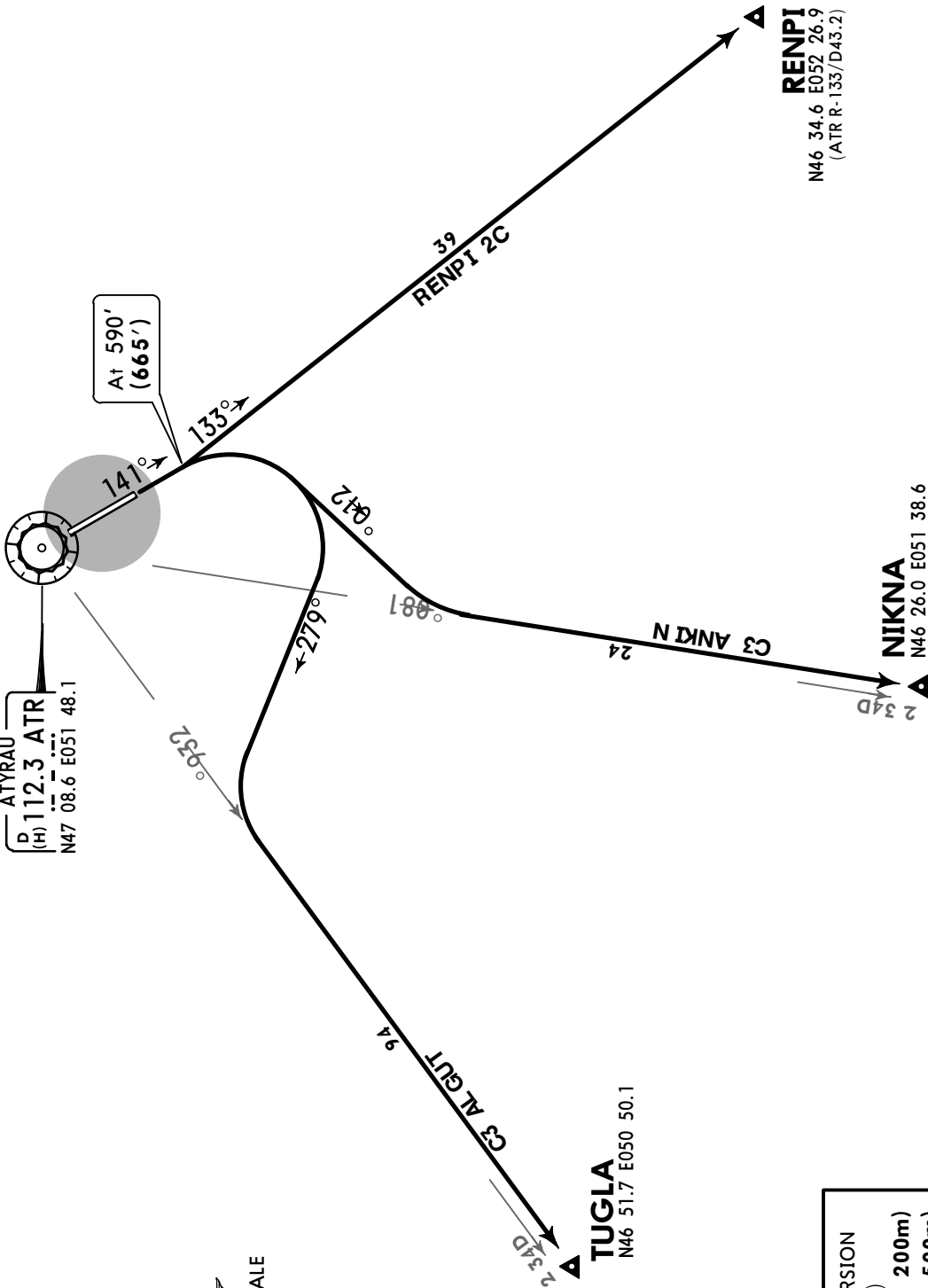
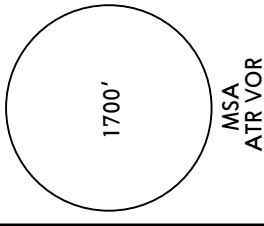
ATYRAU, KAZAKHSTAN

SID

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



NOT TO SCALE

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

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.

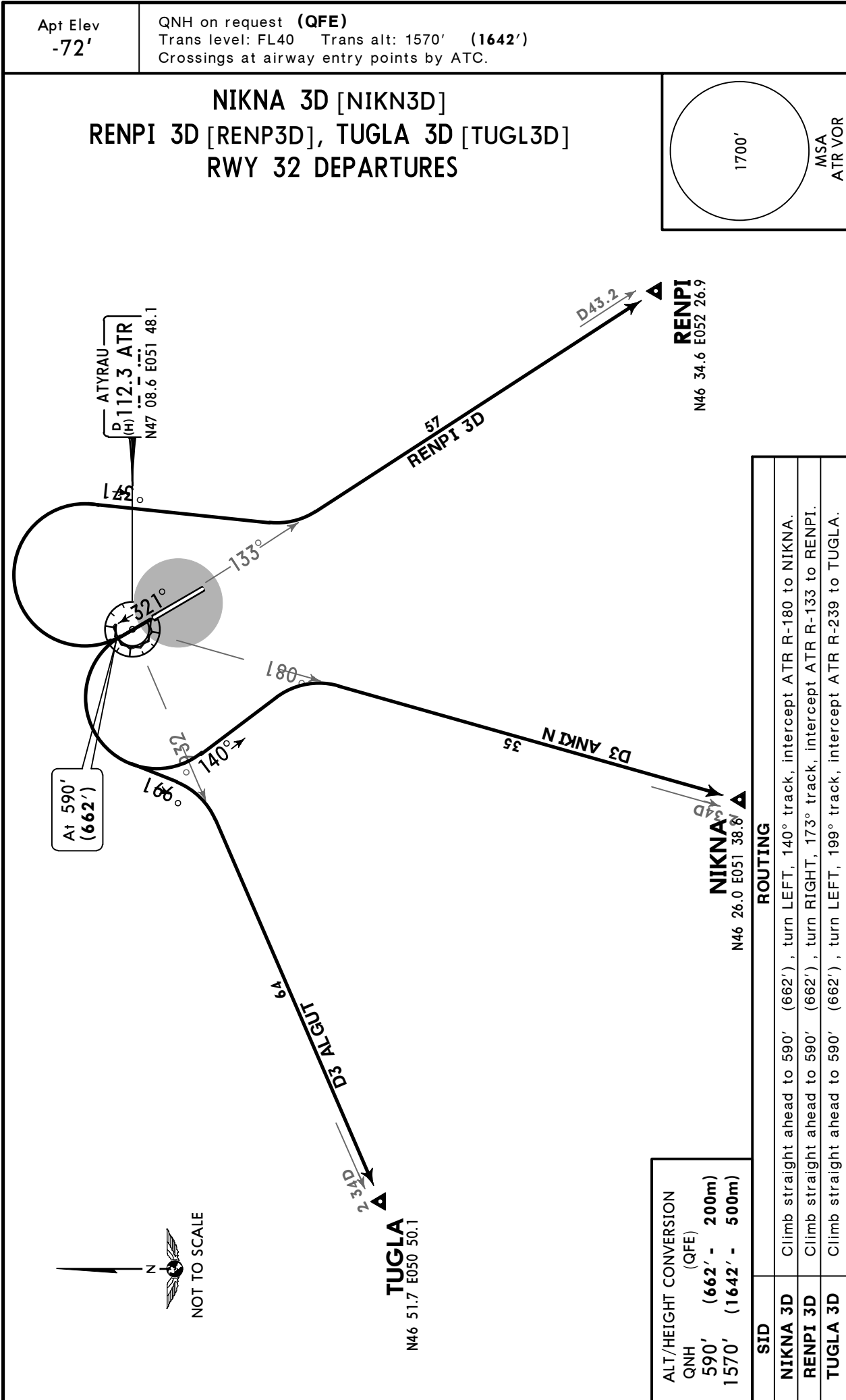
UATG/GUW
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14 AUG 15 10-3C

Eff 20 Aug

ATYRAU, KAZAKHSTAN

SID



UATG/GUW

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

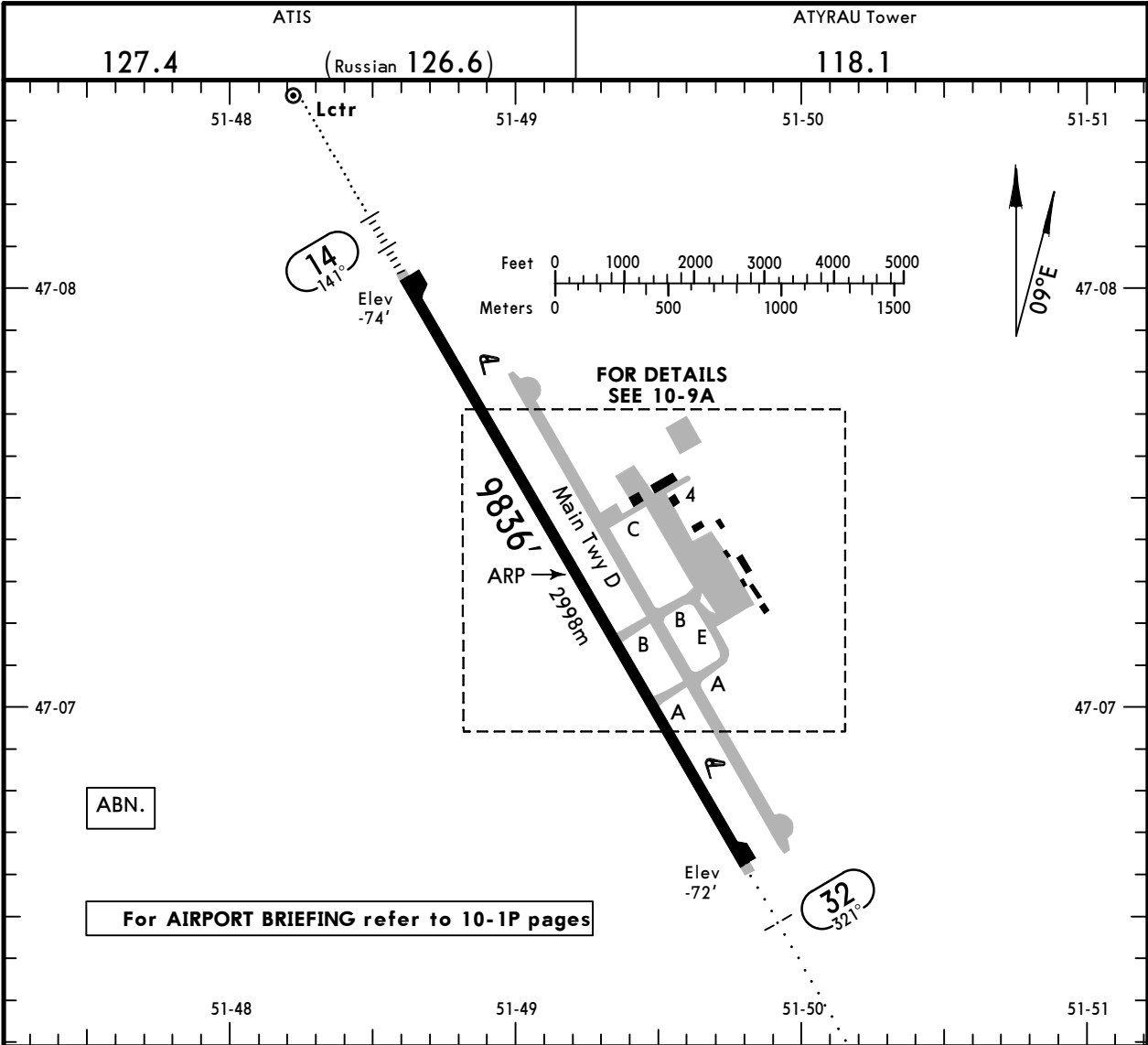


JEPPESSEN

ATYRAU, KAZAKHSTAN

22 MAR 19 **(10-9)** Eff 28 Mar

ATYRAU



ADDITIONAL RUNWAY INFORMATION					
RWY	USABLE LENGTHS				
	LANDING BEYOND		TAKE-OFF	WIDTH	
	Threshold	Glide Slope			
14	HIRL(60m) CL(30m) HIALS-II TDZ ❶	RVR	8803' 2683m	❷	148'
32	HIRL(60m) CL(30m) HIALS ❶	RVR	8864' 2702m		45m

❶ PAPI (angle 3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head 9836' (2998m)
twy A int 2707' (825m)
twy B int 3773' (1150m)

RWY 32:

From rwy head 9836' (2998m)
twy A int 7129' (2173m)
twy B int 6063' (1848m)

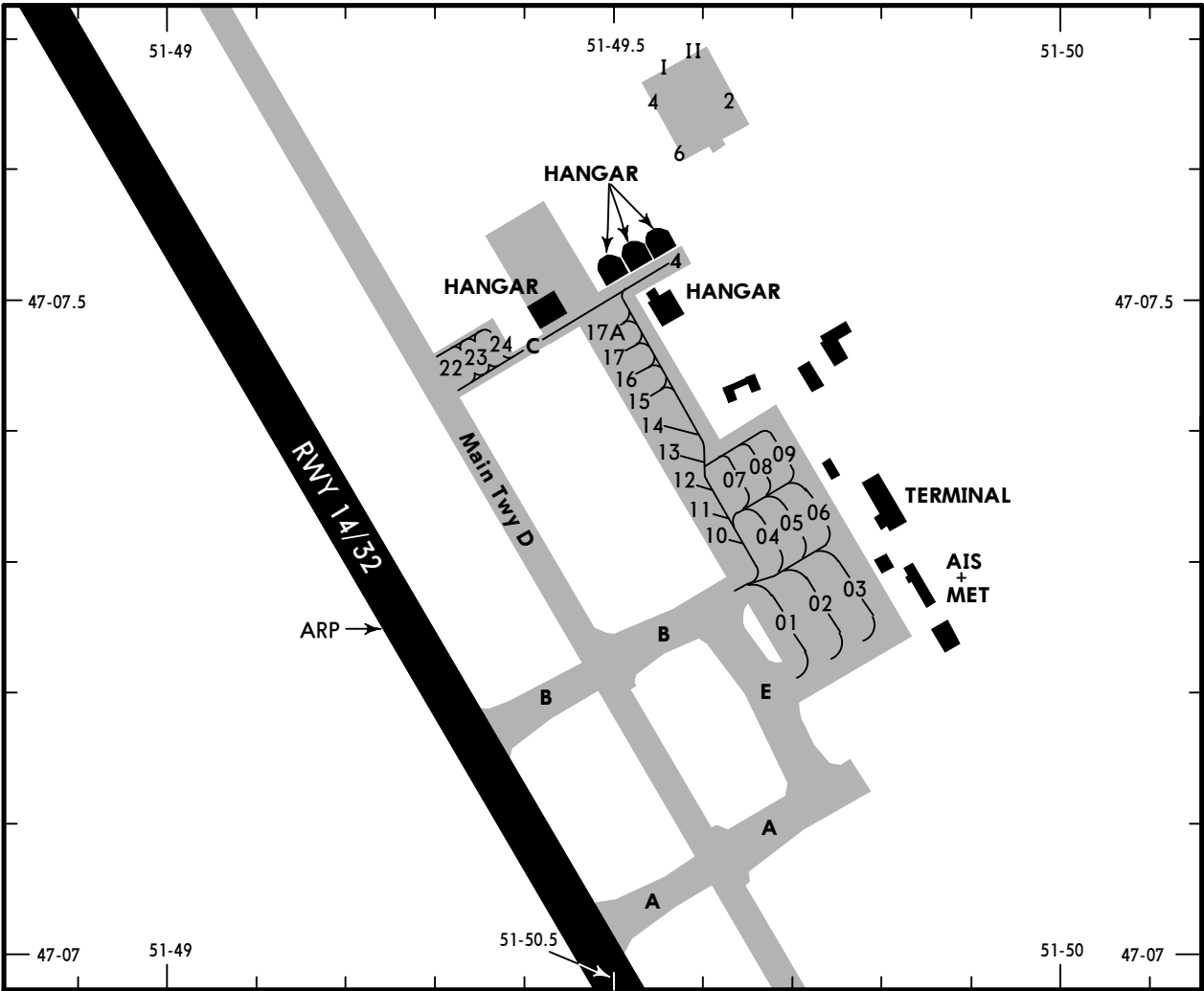
TAKE-OFF				
All Rwys				
LVP must be in force				
❶	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A				
B	150m	200m	250m	400m
C				
D	200m	250m	300m	500m

❶ Minima are used if breaking coefficient is not less 0.5, cross wind component is not more than half of the maximum allowed for ACFT type, and ACFT is guided by an escort along apron by a special transport in given minima conditions.

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JEPPesen
22 MAR 19 10-9A Eff 28 Mar

ATYRAU, KAZAKHSTAN
ATYRAU



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
01	N47 07.3 E051 49.7	2, 4	N47 07.7 E051 49.6
02, 03	N47 07.3 E051 49.8	6	N47 07.6 E051 49.6
04, 05	N47 07.3 E051 49.7	I, II	N47 07.7 E051 49.6
06 thru 09	N47 07.4 E051 49.7		
10, 11	N47 07.3 E051 49.6		
12, 13	N47 07.4 E051 49.6		
14 thru 16	N47 07.4 E051 49.5		
17, 17A	N47 07.5 E051 49.5		
22	N47 07.5 E051 49.3		
23, 24	N47 07.5 E051 49.4		

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22 MAR 19
Eff 28 Mar 10-9S
Standard
ATYRAU, KAZAKHSTAN
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STRAIGHT-IN RWY		A	B	C	D
14	CAT 2 ILS	26'(100') RA 100' R350m	26'(100') RA 100' R350m	26'(100') RA 100' R350m	26'(100') RA 100' R350m
	ILS	126'(200') 550m	126'(200') 550m	126'(200') 550m	126'(200') 550m
	FULL	550m①	550m①	550m①	550m①
	TDZ or CL out	1200m	1200m	1200m	1200m
	ALS out	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	LOC	260'(334') 900m	260'(334') 1000m	260'(334') 1000m	260'(334') 1400m
	VOR ②	1500m	1500m	1500m	1500m
	ALS out	310'(384') 1100m	310'(384') 1100m	310'(384') 1100m	310'(384') 1400m
	NDB ②	1500m	1500m	1800m	1800m
	ALS out	310'(384') 1300m	310'(384') 1300m	310'(384') 1500m	310'(384') 1500m
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 ②	260'(332') 900m	260'(332') 1000m	260'(332') 1000m	260'(332') 1400m
	ALS out	1500m	1500m	1500m	1500m
	NDB ②	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

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

TAKE-OFF

	Low Visibility Take-off			RCLM (DAY only) or RL	NIL (DAY only)
	① RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

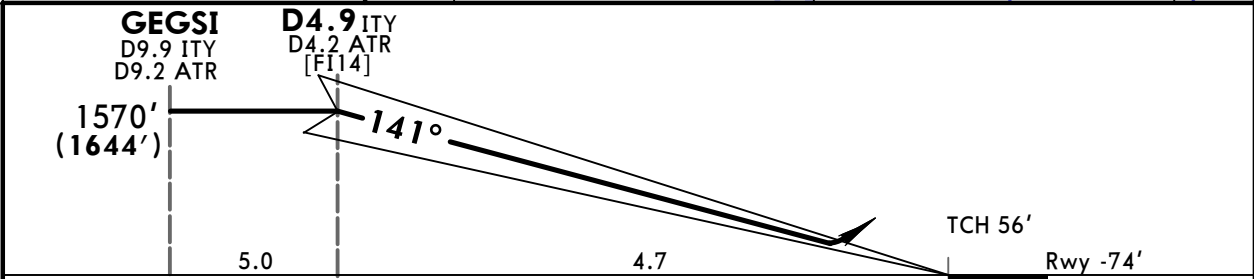
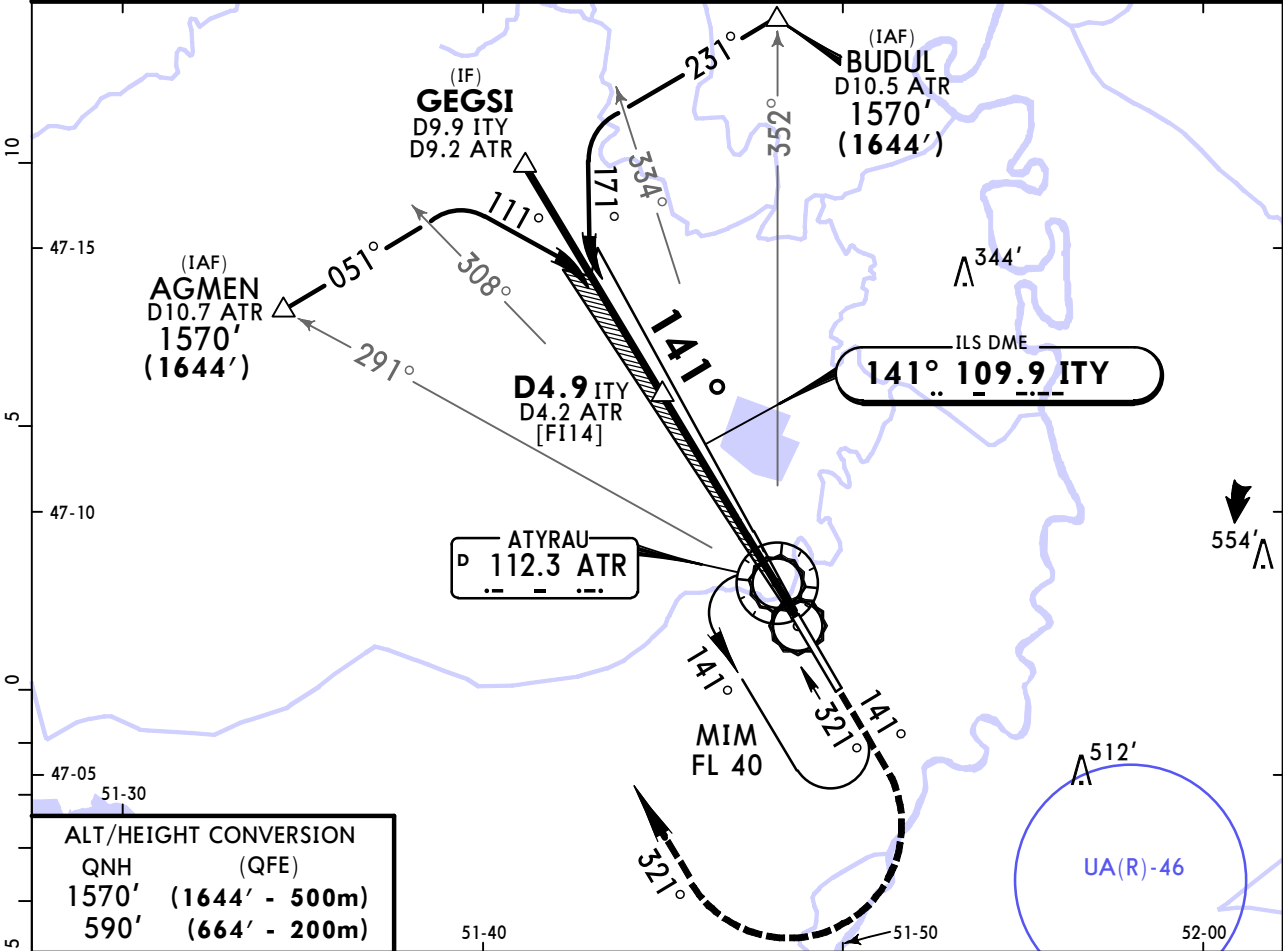
① Minima are used if breaking coefficient is not less 0.5, cross wind component is not more than half of the maximum allowed for ACFT type, and ACFT is guided by an escort along apron by a special transport in given minima conditions.

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JEPPESSEN
22 MAR 19
Eff 28 Mar (11-1)

ATYRAU, KAZAKHSTAN
ILS DME Y Rwy 14

BRIEFING STRIP ™	ATIS		ATYRAU Approach		ATYRAU Tower		1700 MSA ATR VOR
	127.4 (Russian 126.6)		123.7		118.1		
	LOC ITY 109.9	Final Apch Crs 141°	GS D4.9 ITY 1570'(1644')	ILS DA(H) 126'(200')	Apt Elev -72' (BELOW SEA LEVEL) Rwy -74'		
	MISSED APCH: Climb on 141° to 590'(664'), then turn RIGHT on 321° climbing to 1570'(1644'), then as directed.						
	Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40		
1. Surveillance radar required. 2. ILS DME reads zero at rwy 14 threshold.							



Gnd Speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	590' (664') on 141°
GS	3.00°	372	478	531	637	849		

STRAIGHT-IN LANDING RWY 14						
ILS			LOC (GS out)			
DA(H) 126'(200')						
FULL			TDZ or CL out	ALS out		
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m			
D						

UATG/GUW
ATYRAU

JEPPESSEN
22 MAR 19
Eff 28 Mar 11-1A

ATYRAU, KAZAKHSTAN
CAT II ILS DME Y Rwy 14

ATIS
127.4 (Russian 126.6)

ATYRAU Approach
123.7

ATYRAU Tower
118.1

LOC
ITY
109.9

Final
Apch Crs
141°

GS
D4.9 ITY
1570'(1644')

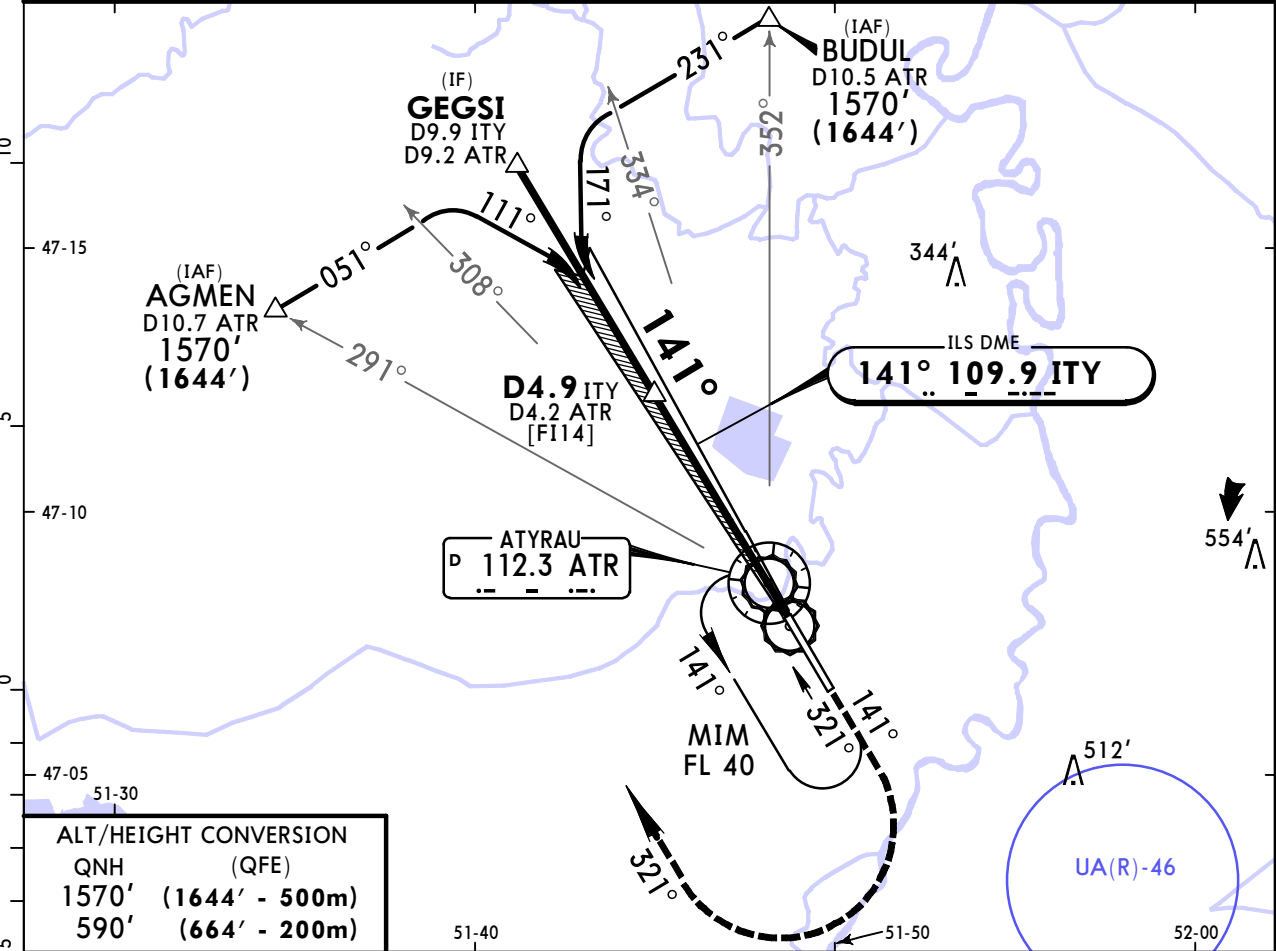
CAT II ILS
RA 100'
DA(H)
26'(100')

Apt Elev -72'
(BELOW SEA LEVEL)
Rwy -74'

1700
MSA
ATR VOR

MISSED APCH: Climb on 141° to 590'(664'), then turn RIGHT on 321° climbing to 1570'(1644'), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 1570'(1644')
1. Surveillance radar required. 2. ILS DME reads zero at rwy 14 threshold.



GEGSI
D9.9 ITY
D9.2 ATR
1570'
(1644')

D4.9 ITY
D4.2 ATR
[F114]
141°

TCH 56'
Rwy -74'

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

STRAIGHT-IN LANDING RWY 14
CAT II ILS
ABCD
RA 100'
DA(H) 26'(100')

RVR 350m

590'
(664') on 141°

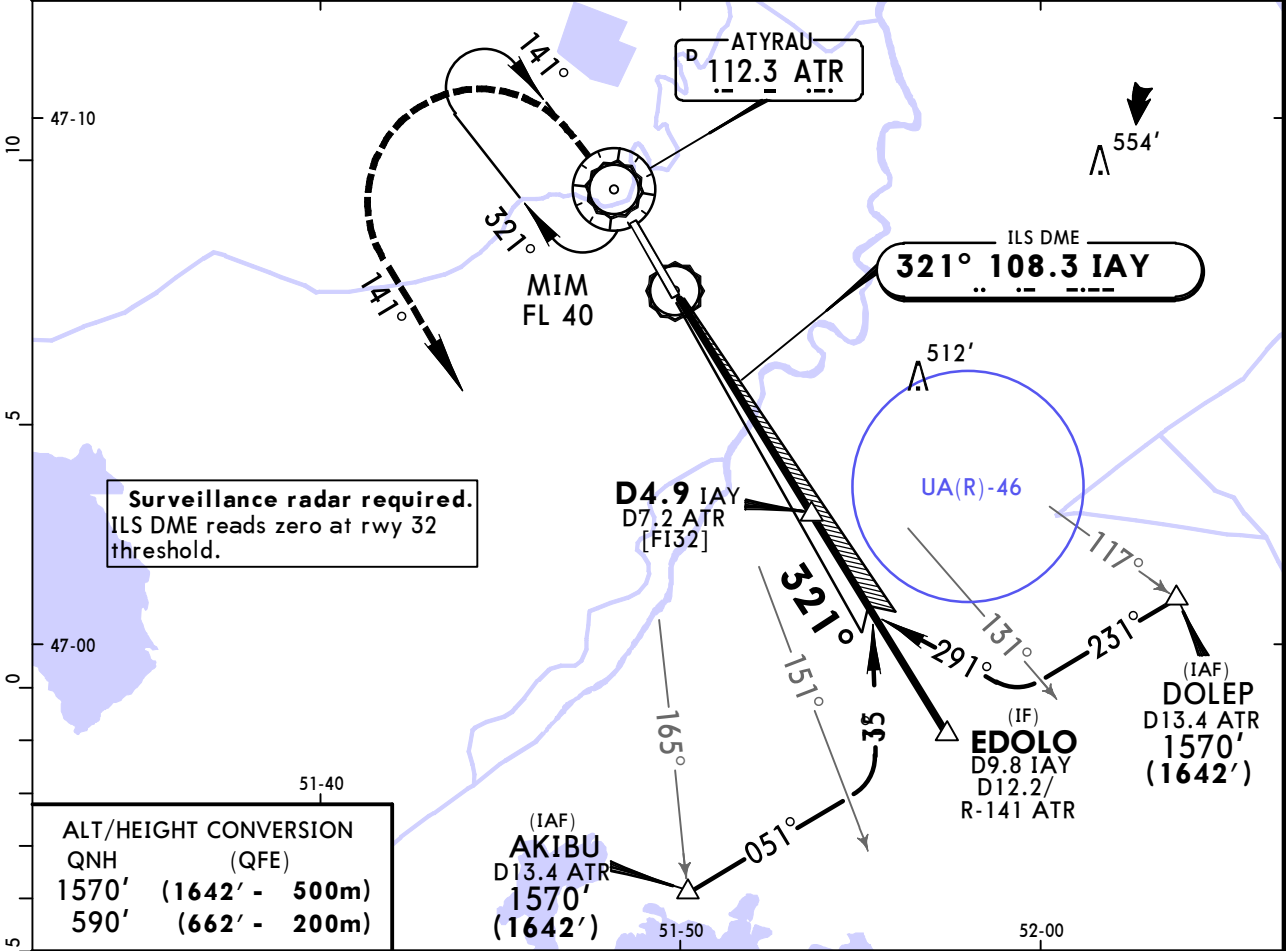
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ATYRAU

JEPPESSEN
22 MAR 19 (11-2) Eff 28 Mar

ATYRAU, KAZAKHSTAN
ILS DME Y Rwy 32

ATIS		ATYRAU Approach		ATYRAU Tower		1700 MSA ATR VOR
127.4 (Russian 126.6)		123.7		118.1		
LOC IAY 108.3	Final Apch Crs 321°	GS D4.9 IAY 1570'(1642')	ILS DA(H) 128'(200')	Apt Elev -72' (BELOW SEA LEVEL) Rwy -72'		
MISSED APCH: Climb on 321° to 590' (662') , then turn LEFT onto 141° climbing to 1570' (1642') , then as directed.						

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

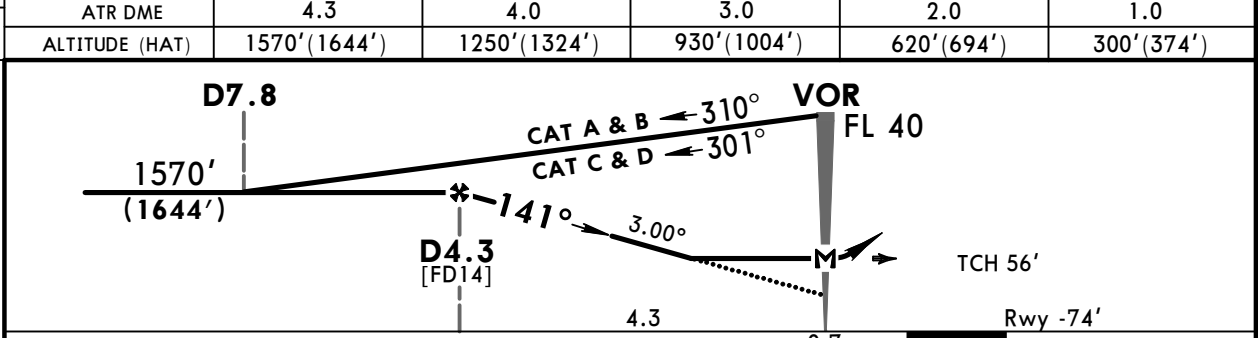
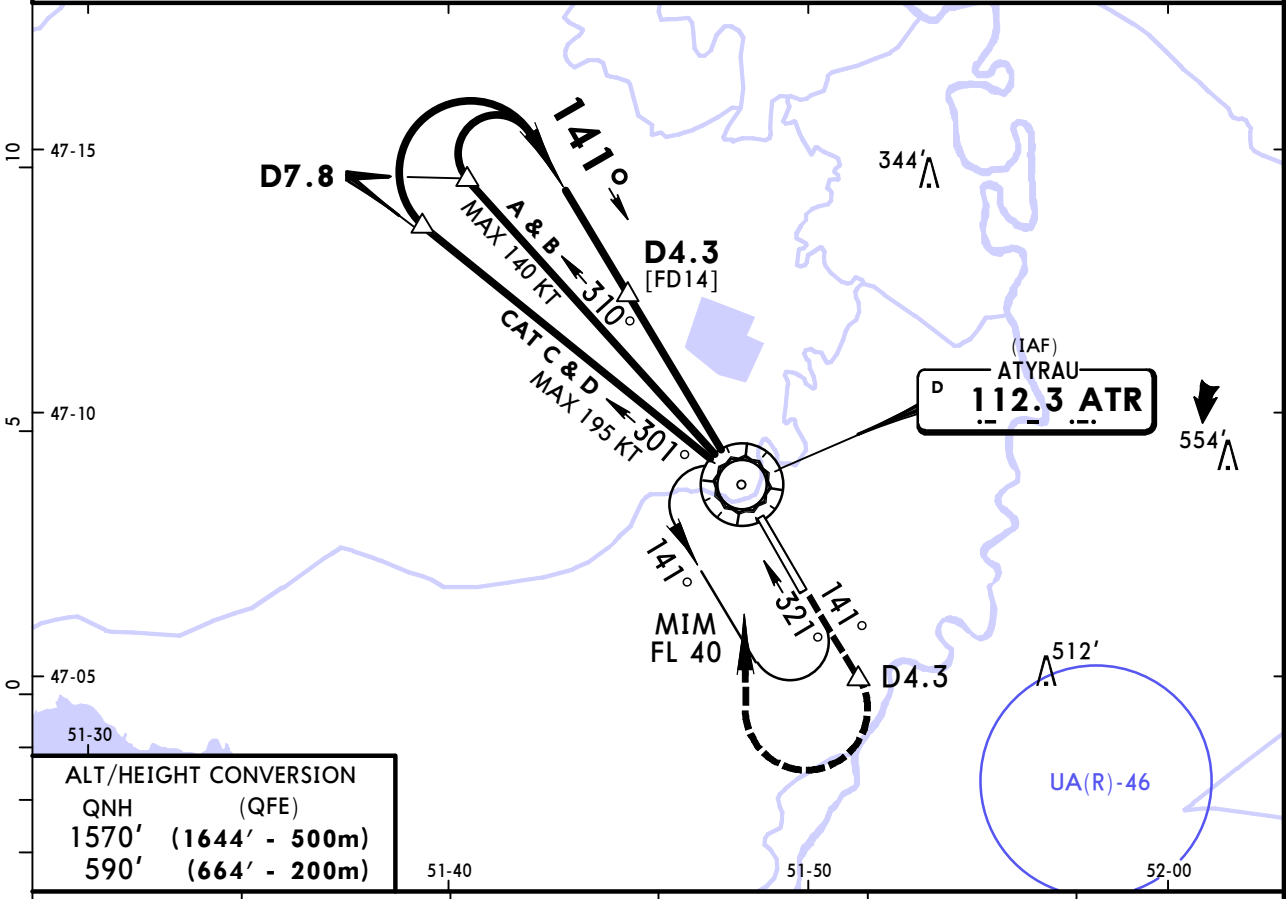


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ATYRAU

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22 MAR 19 (13-1) Eff 28 Mar

ATYRAU, KAZAKHSTAN
VOR DME Rwy 14

ATIS		ATYRAU Approach		ATYRAU Tower		1700 MSA ATR VOR
127.4 (Russian 126.6)		123.7		118.1		
VOR ATR 112.3	Final Apch Crs 141°	Minimum Alt D4.3 1570'(1644')	MDA(H) 260'(334')	Apt Elev -72' (BELOW SEA LEVEL) RWY -74'		
MISSED APCH: Climb on 141° to 590'(664') or above outbound to D4.3, then turn RIGHT to VOR. Climb initially to 1570'(1644'), 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'(1644')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 590' (664') or above on 141°
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

STRAIGHT-IN LANDING RWY 14					
MDA(H) 260'(334')					
		ALS out			
A	900m	RVR 1500m VIS 1600m			
B	1000m				
C					
D	RVR 1500m VIS 1600m				

UATG/GUW
ATYRAU

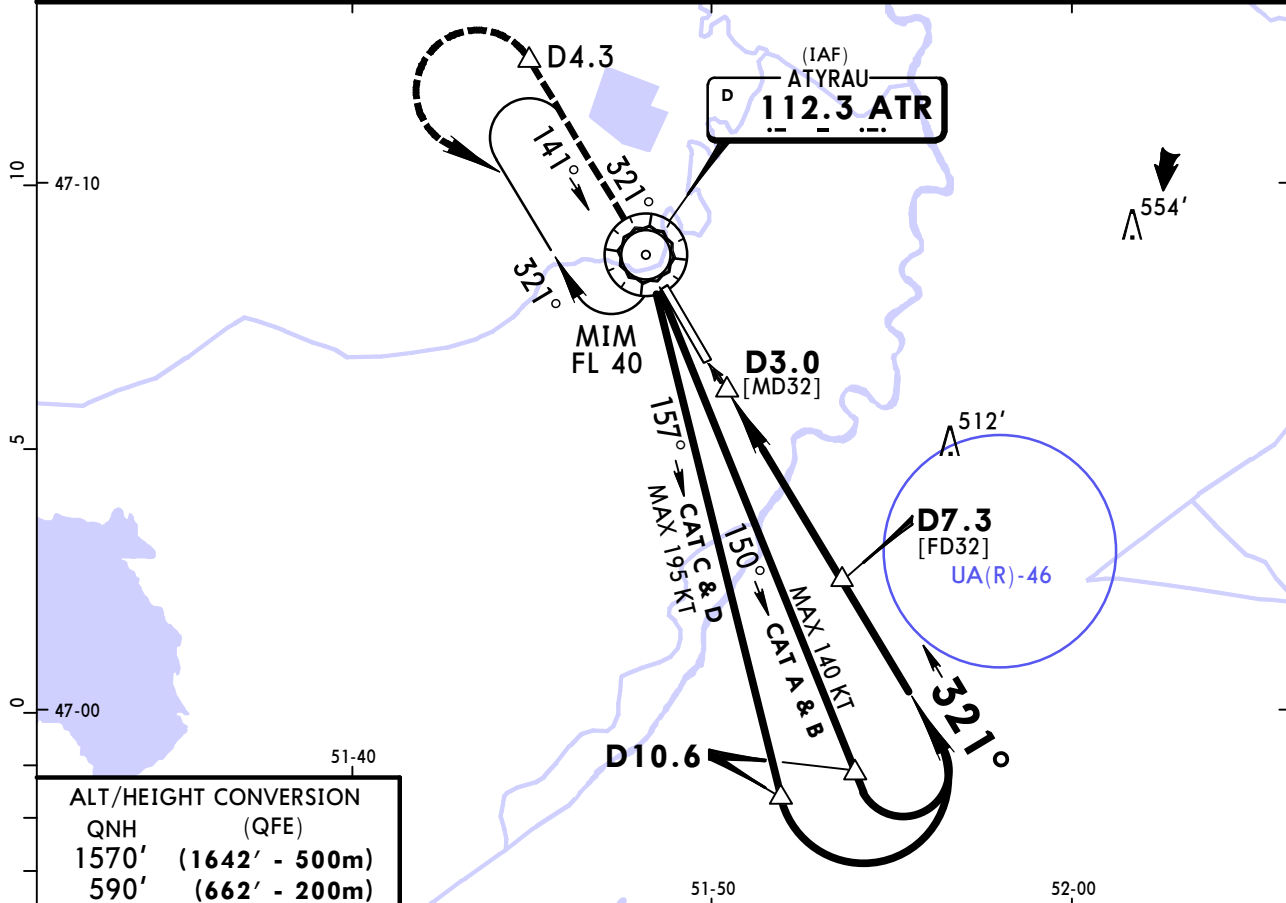
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22 MAR 19 (13-2) Eff 28 Mar

ATYRAU, KAZAKHSTAN
VOR DME Rwy 32

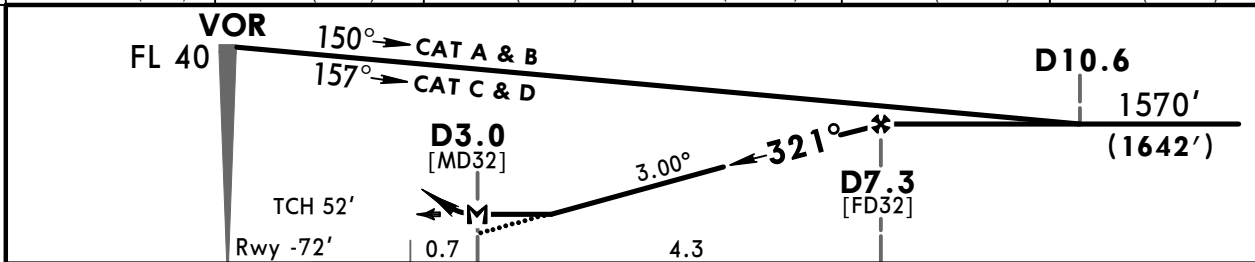
BRIEFING STRIP™

ATIS		ATYRAU Approach		ATYRAU Tower		1700 MSA ATR VOR
127.4 (Russian 126.6)		123.7		118.1		
VOR ATR 112.3	Final Apch Crs 321°	Minimum Alt D7.3 1570'(1642')	MDA(H) 260'(332')	Apt Elev -72' (BELOW SEA LEVEL) Rwy -72'		
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	HIALS PAPI PAPI 590'(662') or above on 321°
Descent Angle	3.00°	372	478	531	637	849	
MAP at D3.0							

STRAIGHT-IN LANDING RWY 32			
MDA(H) 260'(332')			
		ALS out	
A	900m	RVR 1500m VIS 1600m	
B			
C	1000m		
D	RVR 1500m VIS 1600m		

PANS OPS

CHANGES: Lights.

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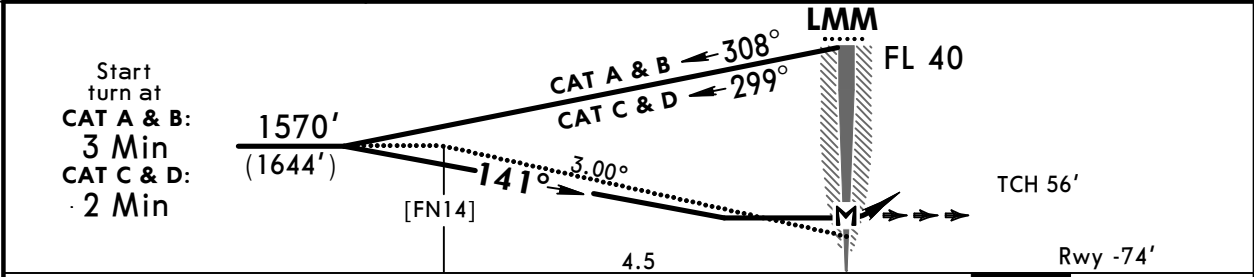
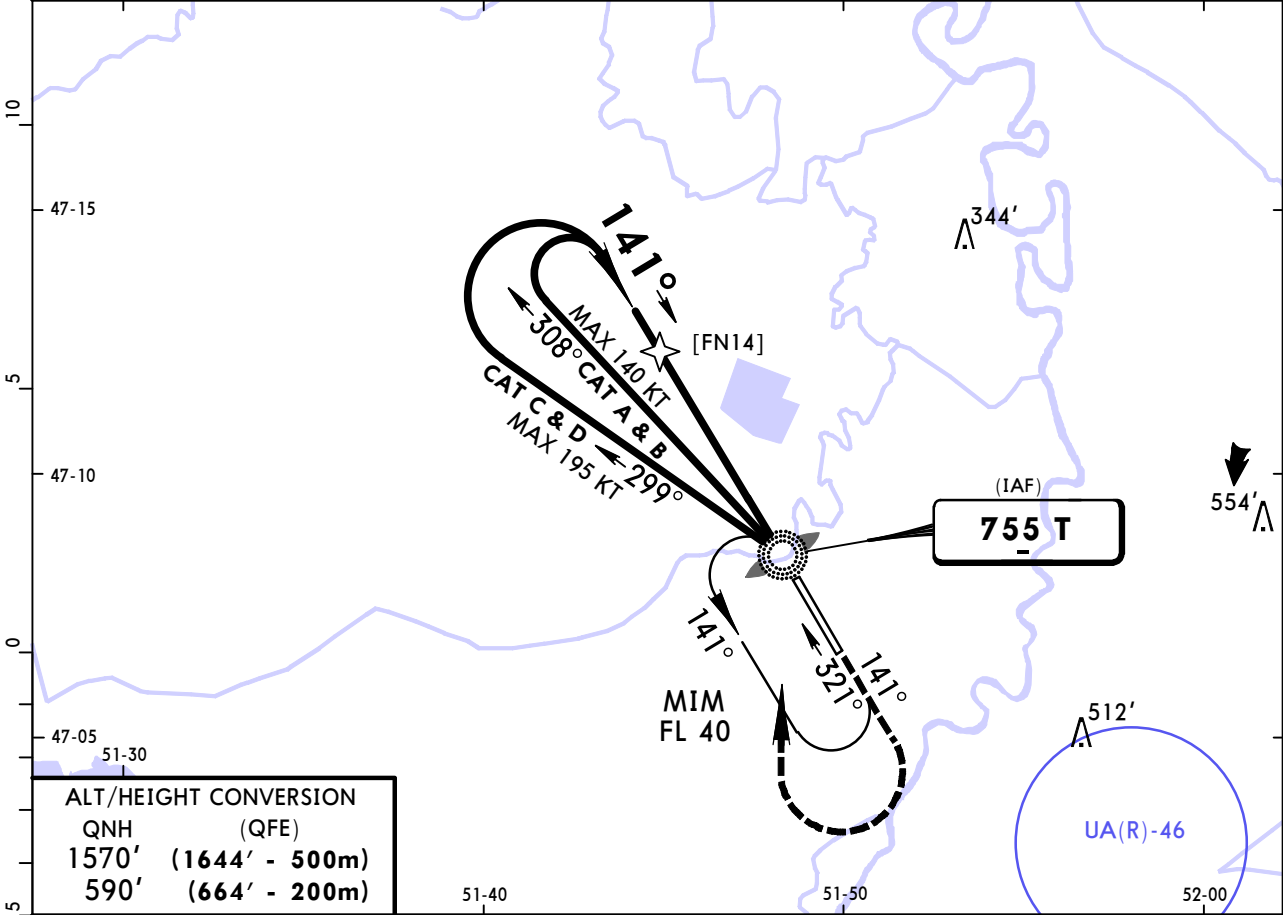
UATG/GUW
ATYRAU

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ATYRAU, KAZAKHSTAN
NDB Rwy 14

22 MAR 19 16-1 Eff 28 Mar

BRIEFING STRIP™	ATIS		ATYRAU Approach		ATYRAU Tower		1700 MSA T NDB
	127.4 (Russian 126.6)		123.7		118.1		
	NDB T 755	Final Apch Crs 141°	Minimum Alt No FAF	MDA(H) 310'(384')	Apt Elev -72' (BELOW SEA LEVEL) Rwy -74'		
	MISSED APCH: Climb on 141° to 590' (664') 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' (1644'), then as directed.						
	MISSED APCH WITH COMM FAILURE: Climb to FL 40 to T NDB and join holding.						
	Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40		



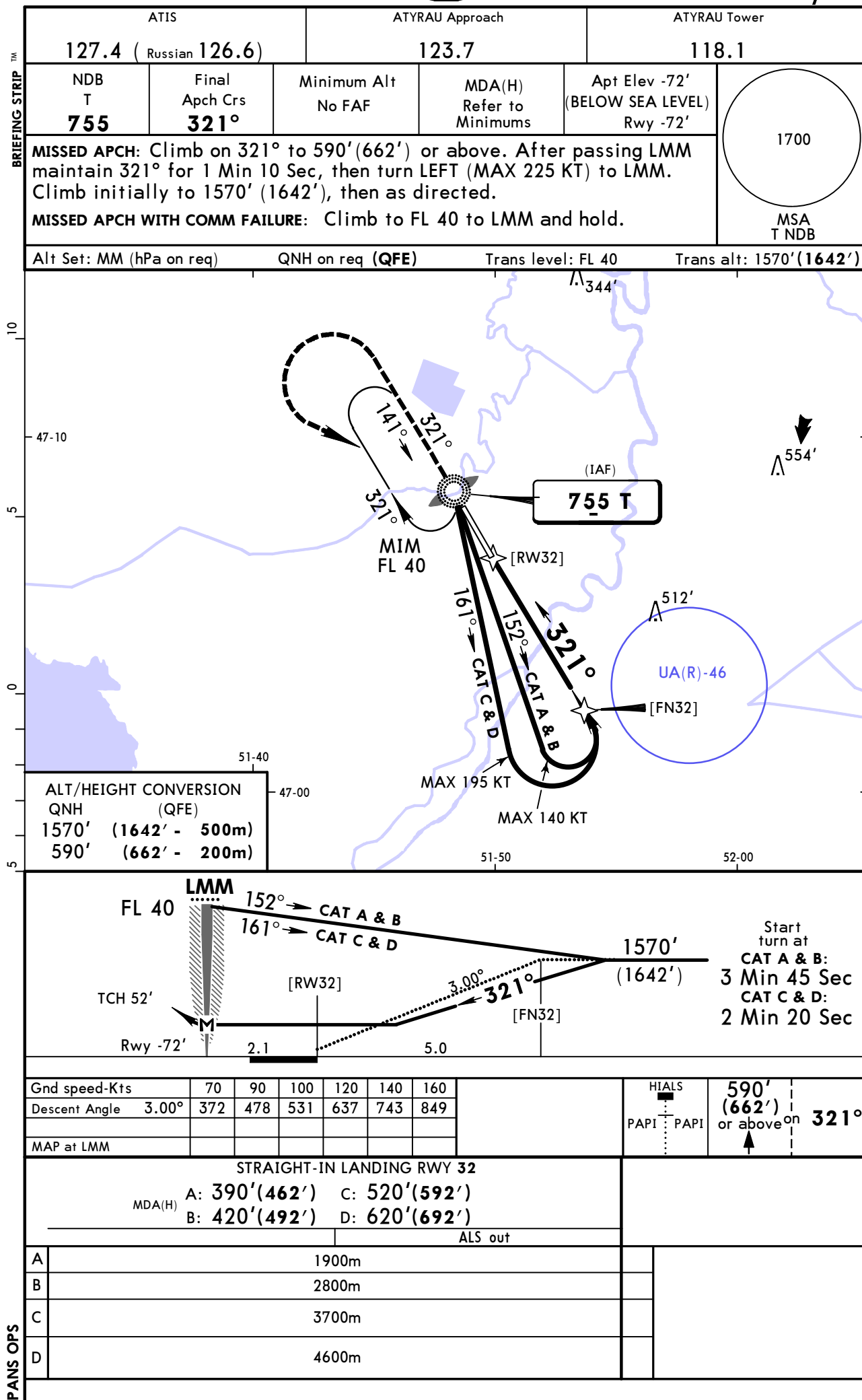
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	590' (664') or above on 141°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 14							
MDA(H) 310'(384')				ALS out			
A	1200m			RVR 1500m VIS 1600m			
B							
C	RVR 1500m VIS 1600m						
D							

UATG/GUW
ATYRAU

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22 MAR 19 **(16-2)** **Eff 28 Mar**

ATYRAU, KAZAKHSTAN
NDB Rwy 32



CHANGES: Lights.

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ATYRAU, (ATYRAU - UATG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATG