

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UATT

Terminal Charts For UATT

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: AKTOBE KAZ
ICAO/IATA: UATT / AKX
Lat/Long: N50° 14.8', E057° 12.3'
Elevation: 741 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 10.0° 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: No

Sunrise: 0033 Z
Sunset: 1543 Z

Runway Information

Runway: 13
Length x Width: 10505 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 718 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 10505 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 740 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.000
ATIS: 127.800 Non-English
Aktobe Tower: 120.900

UATT/AKX
AKTOBE

JEPPESEN

25 JAN 19

10-1P

Eff 31 Jan

AKTOBE, KAZAKHSTAN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.0
127.8 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are effected when RVR is less than 550m, when maneuvering area or part thereof is not visually monitored from the "Tower" control center.

The status of LVP is passed to pilots by ATIS or ATC.

LVP operations shall be reported by Tower ATC phrase: "LVP in operation".

Taxiing of departing ACFT shall be carried out after Follow-me car from stands to holding position.

Taxiing to stand (apron) after RWY vacation shall be carried out after Follow-me car.

If Tower ATC cannot visually determine the ACFT RWY vacation, it requires the crew to report the vacation of the RWY.

1.3. TAXI PROCEDURES**1.3.1. TAXIING (TOWING) PRECAUTIONS**

Flight crew shall be notified about surface condition of RWY, apron, stands and TWYs by ATC according to work technique.

Taxiing onto the apron after RWY vacation shall be carried out only after Follow-me car.

ACFT parking shall be carried out by the signals of marshaller.

Escorting by special vehicle from stands to holding position and from TWYs to stands shall be carried out when markings on the maneuvering area are invisible due to snow.

1.3.2. TAXIING INTO STANDS UNDER ITS OWN ENGINES POWER AND BY TOWING

Taxiing into stands 1 thru 11 and 17 thru 21 shall be carried out under own engines power.

Taxiing into stands 12 thru 16 shall be carried out by towing.

1.3.3. TAXIING OUT OF STANDS UNDER ITS OWN ENGINES POWER AND BY TOWING

Taxiing out of stands 3 thru 11 and 17 thru 21 shall be carried out under own engines power.

Taxiing out of stands 1, 2 and 13 thru 16 shall be carried out by towing.

1.3.4. TAXIING OF ACFT IN THE ABSENCE OF VISIBILITY OF MARKING LINES ON THE MANEUVERING AREA

RWY, apron, stands and TWYs are not equipped with centerline lights.

In case of invisibility of TWY due to packed snow ACFT escorting shall be carried out only after the Follow-me car equipped with a two-way radio "ground-to-air" and "ground-ground" communication, flashing lights and the Follow-me panel and can be requested by flight crew or by shift deputy head of production and dispatcher service.

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JEPPESEN
25 JAN 19 10-1P1 Eff 31 Jan

AKTOBE, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.3.5. THE MOVEMENT PROCEDURE OF ACFT IN CRITICAL AND SENSITIVE ZONES OF ILS DURING AERODROME OPERATION ON THE MINIMA I ICAO CATEGORY

The boundary of critical area of the radio beacon system has daytime and night-time markings on the TWY 2. On TWY 1 and TWY 3 only daytime markings are available. "Stop" and "ILS critical area" signs are set on the intersection of the APT roads and the critical area of the radio beacon system.

Intersection of critical zones of radio beacon landing system with ACFT, vehicles and other mobile facilities shall be carried out with the clearance of the ATC.

Intersection of these areas with mentioned facilities during landing approach till landing is prohibited.

1.3.6. RESTRICTIONS IN THE OPERATION OF LARGE ACFT INCLUDING RESTRICTIONS ON THE USE OF ITS OWN POWER FOR TAXIING

Taxiing of ACFT with index 4 and 5 into RWY from TWY 1 and TWY 3 and out of RWY to TWY shall be carried out at reduced speed with the flight crew's increased caution and with observance of safety interval between landing gear and edges.

1.4. PARKING INFORMATION

Stands 20 and 21 available for helicopters.

1.5. OTHER INFORMATION

Birds.

UATT/AKX
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JEPPESEN
17 MAR 17 **10-1R**

AKTOBE, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

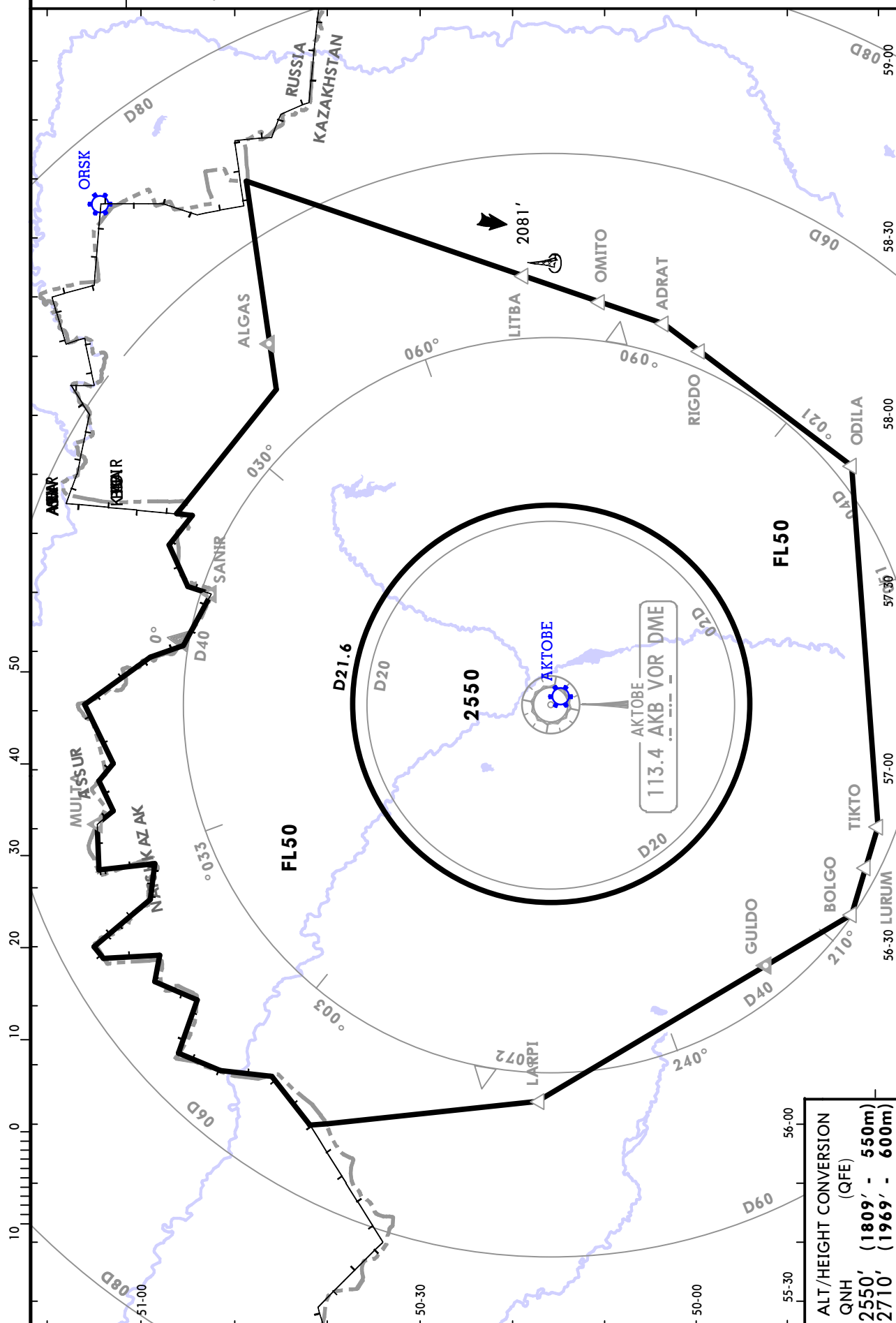
Apt Elev
741'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: By ATC Trans alt: 2710' (1969')

1. Chart only to be used for cross-checking of altitudes assigned while under radar control.

2. Levels assigned by ATC include a correction for low temperature effect when necessary.



CHANGES: Sector altitude.

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AKTOBE, KAZAKHSTAN

2 DEC 16

10-2

Eff 8 Dec

STAR

ATIS
126.0 (Russian 127.8)

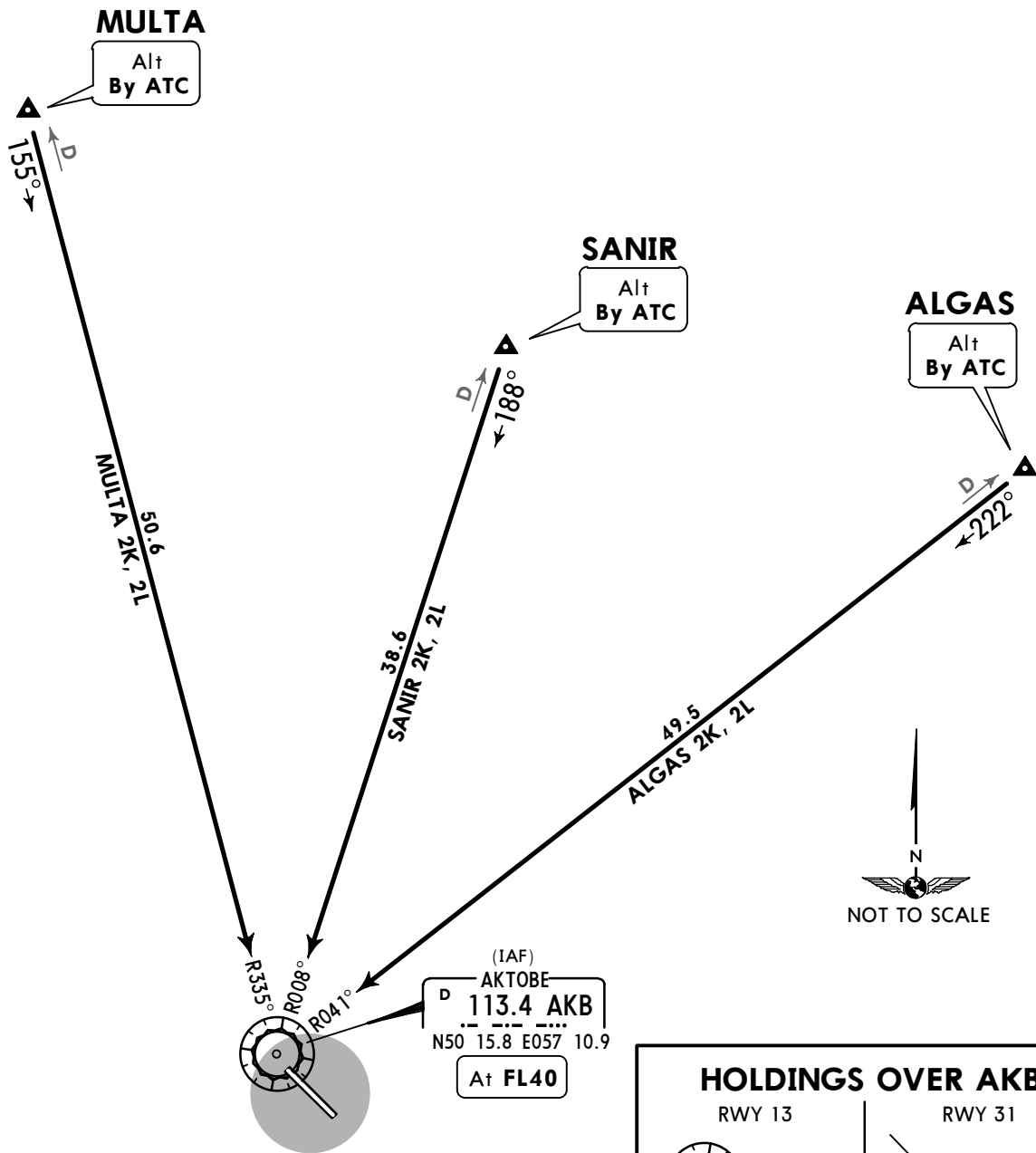
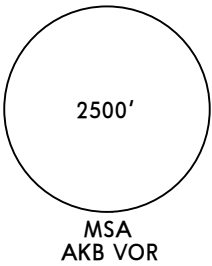
Apt Elev
741'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 2710' (1969')

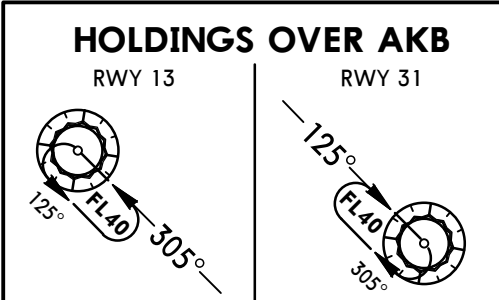
(QFE)

ALGAS 2K [ALGA2K], MULTA 2K [MULT2K]
SANIR 2K [SANI2K]
RWY 13 ARRIVALS

ALGAS 2L [ALGA2L], MULTA 2L [MULT2L]
SANIR 2L [SANI2L]
RWY 31 ARRIVALS



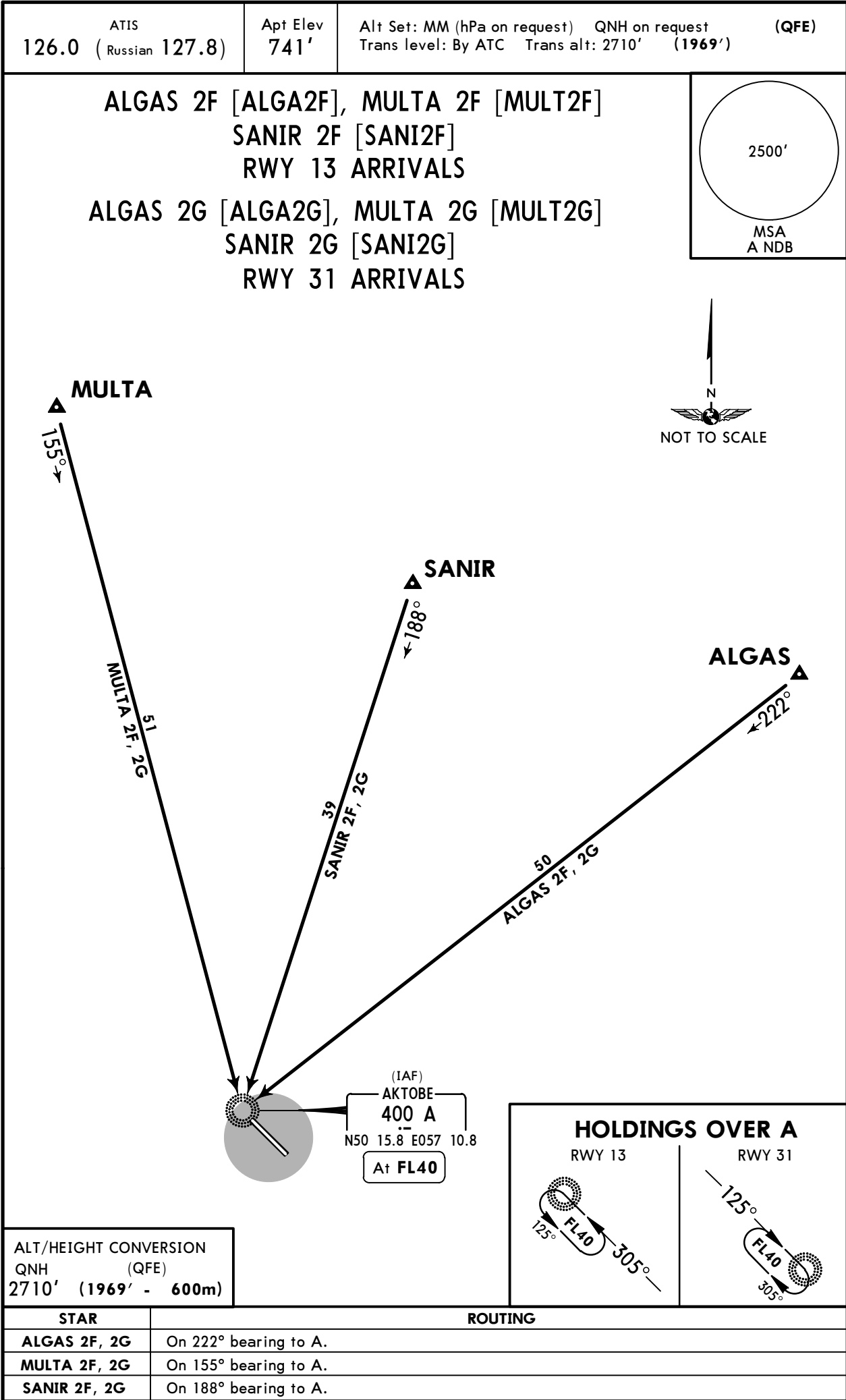
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(1969' - 600m)



STAR	ROUTING
ALGAS 2K, 2L	On AKB R-041 inbound to AKB.
MULTA 2K, 2L	On AKB R-335 inbound to AKB.
SANIR 2K, 2L	On AKB R-008 inbound to AKB.

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JEPPESEN AKTOBE, KAZAKHSTAN
2 DEC 16 10-2A Eff 8 Dec STAR



UATT/AKX
AKTOBE

JEPPESEN
2 DEC 16 10-2B

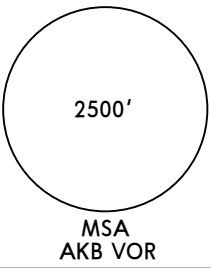
AKTOBE, KAZAKHSTAN
Eff 8 Dec

STAR

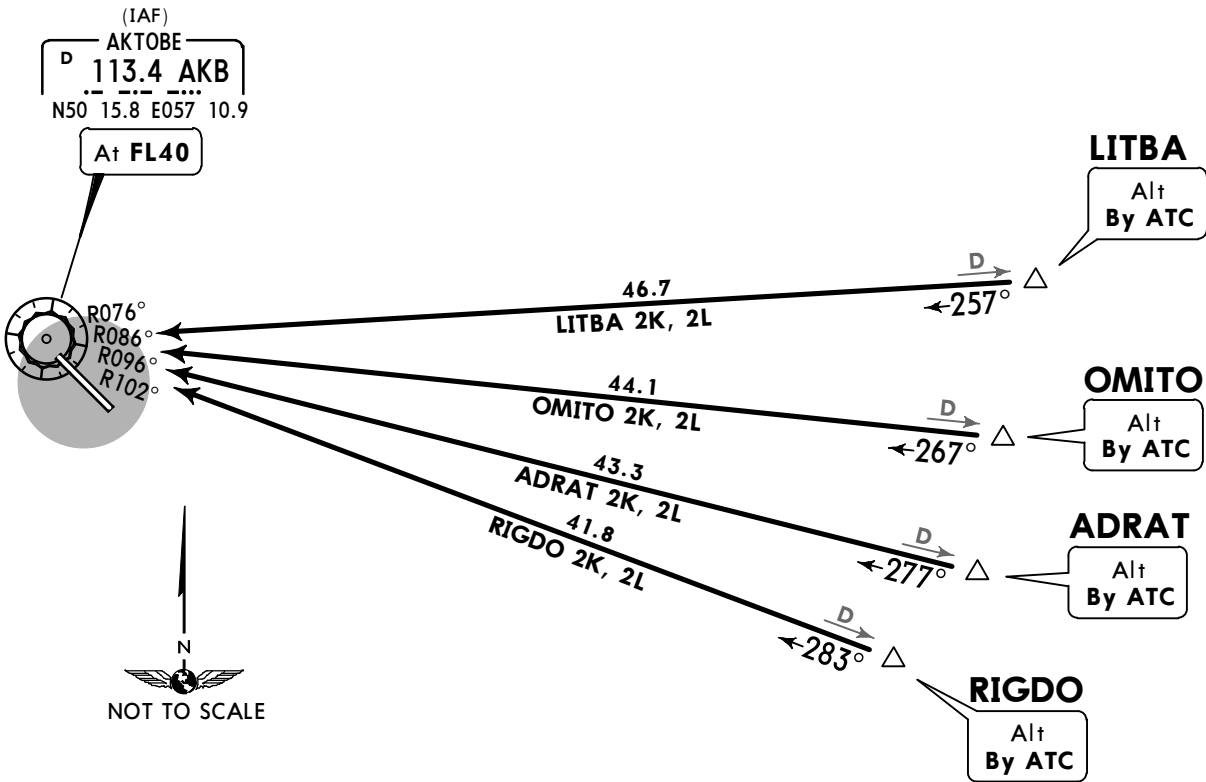
ATIS 126.0 (Russian 127.8)	Apt Elev 741'	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 2710' (1969')	(QFE)
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ADRAT 2K [ADRA2K], LITBA 2K [LITB2K]
OMITO 2K [OMIT2K], RIGDO 2K [RIGD2K]
RWY 13 ARRIVALS

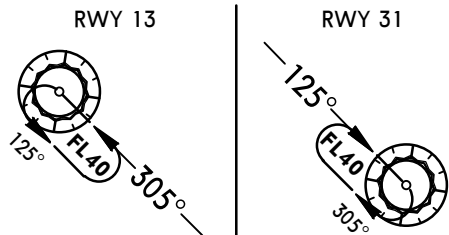
ADRAT 2L [ADRA2L], LITBA 2L [LITB2L]
OMITO 2L [OMIT2L], RIGDO 2L [RIGD2L]
RWY 31 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2710' (1969' - 600m)



HOLDINGS OVER AKB

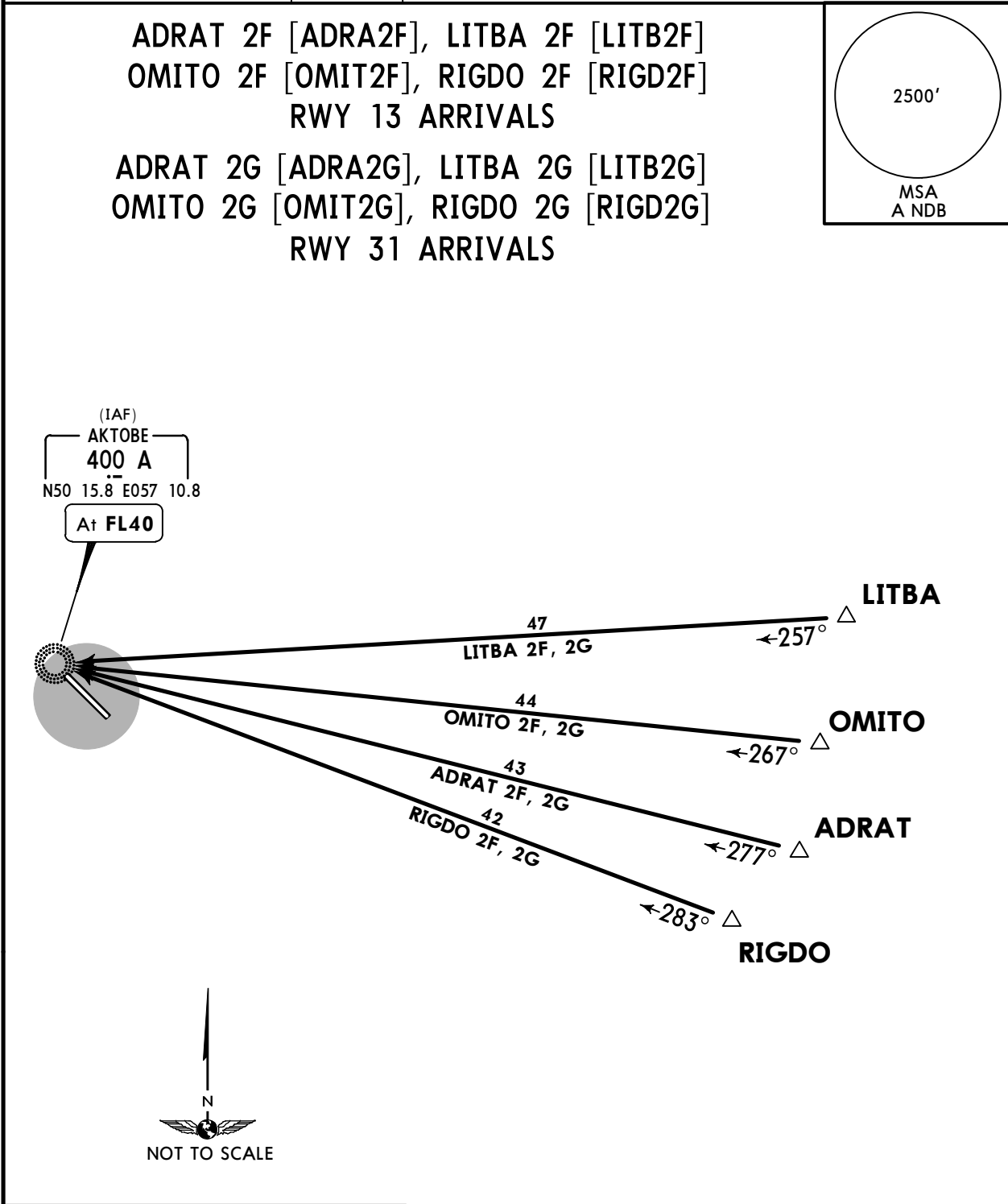


STAR	ROUTING
ADRAT 2K, 2L	On AKB R-096 inbound to AKB.
LITBA 2K, 2L	On AKB R-076 inbound to AKB.
OMITO 2K, 2L	On AKB R-086 inbound to AKB.
RIGDO 2K, 2L	On AKB R-102 inbound to AKB.

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JEPPESEN AKTOBE, KAZAKHSTAN
2 DEC 16 10-2C Eff 8 Dec STAR

ATIS 126.0 (Russian 127.8)	Apt Elev 741'	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 2710' (1969')	(QFE)
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HOLDINGS OVER A	
RWY 13	RWY 31
ALT/HEIGHT CONVERSION QNH (QFE) 2710' (1969' - 600m)	

STAR	ROUTING
ADRAT 2F, 2G	On 277° bearing to A.
LITBA 2F, 2G	On 257° bearing to A.
OMITO 2F, 2G	On 267° bearing to A.
RIGDO 2F, 2G	On 283° bearing to A.

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JEPPESEN

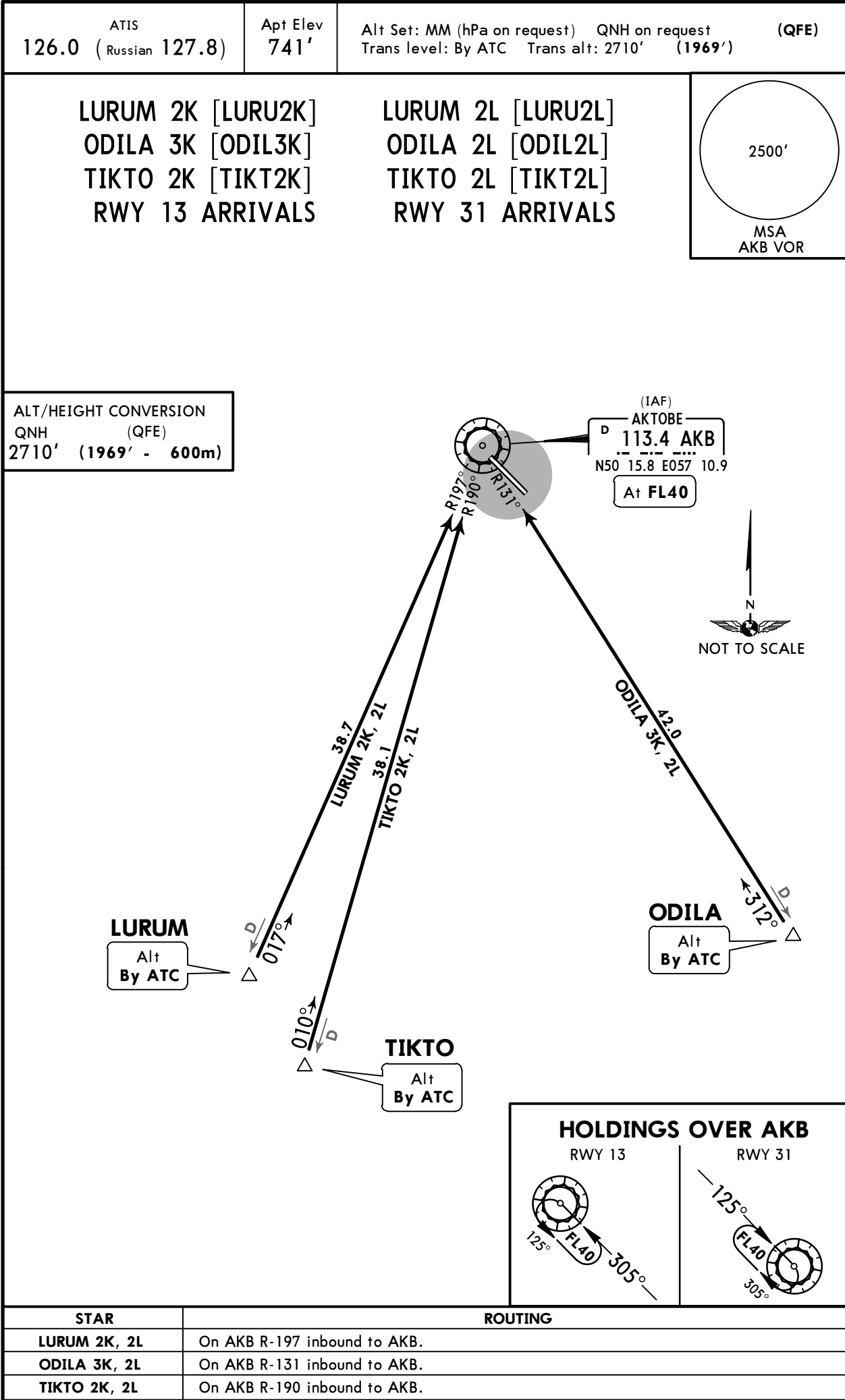
AKTOBE, KAZAKHSTAN

2 DEC 16

10-2D

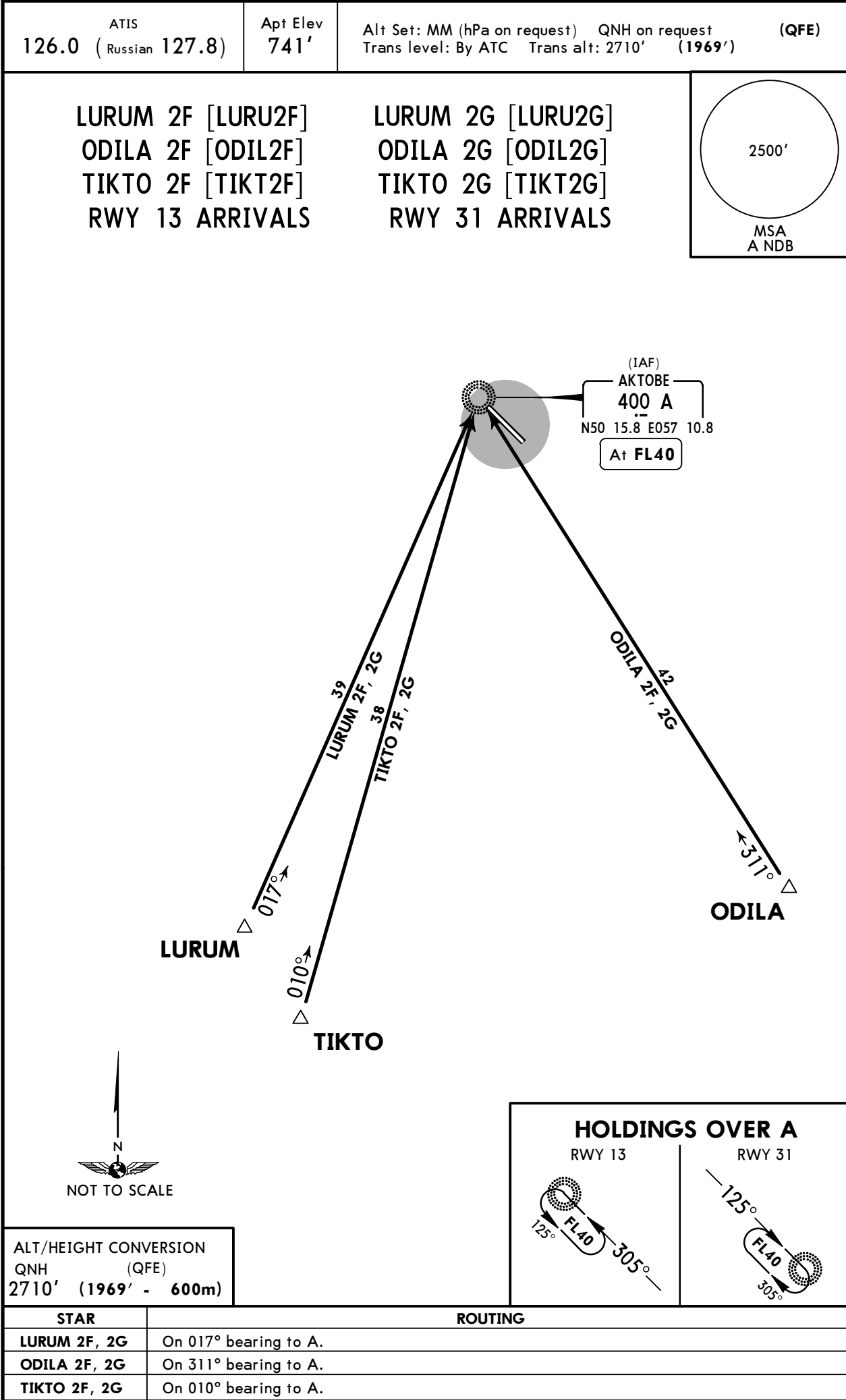
Eff 8 Dec

STAR



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JEPPESEN AKTOBE, KAZAKHSTAN
2 DEC 16 10-2E Eff 8 Dec STAR



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AKTOBE

JEPPESSEN

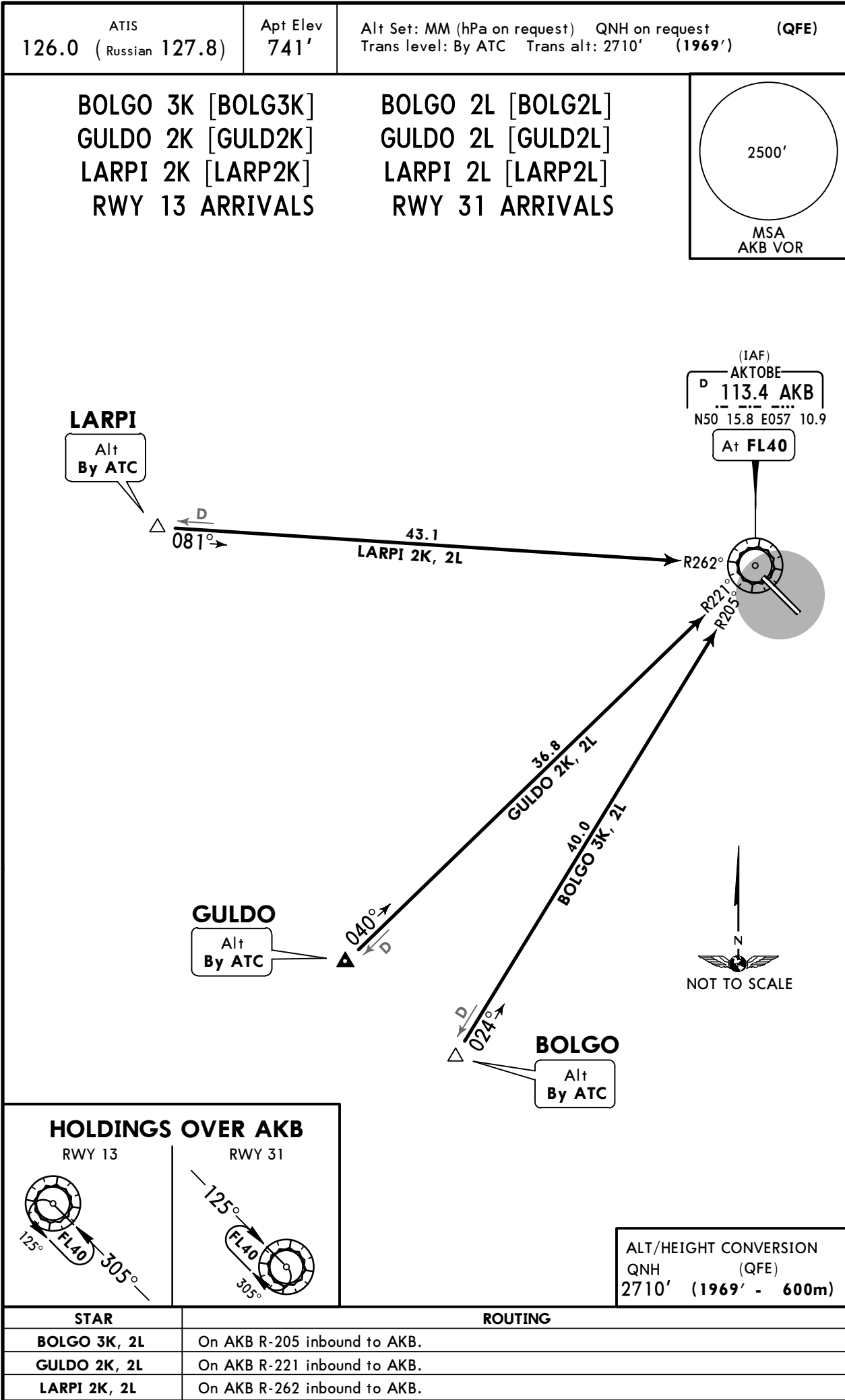
AKTOBE, KAZAKHSTAN

2 DEC 16

10-2F

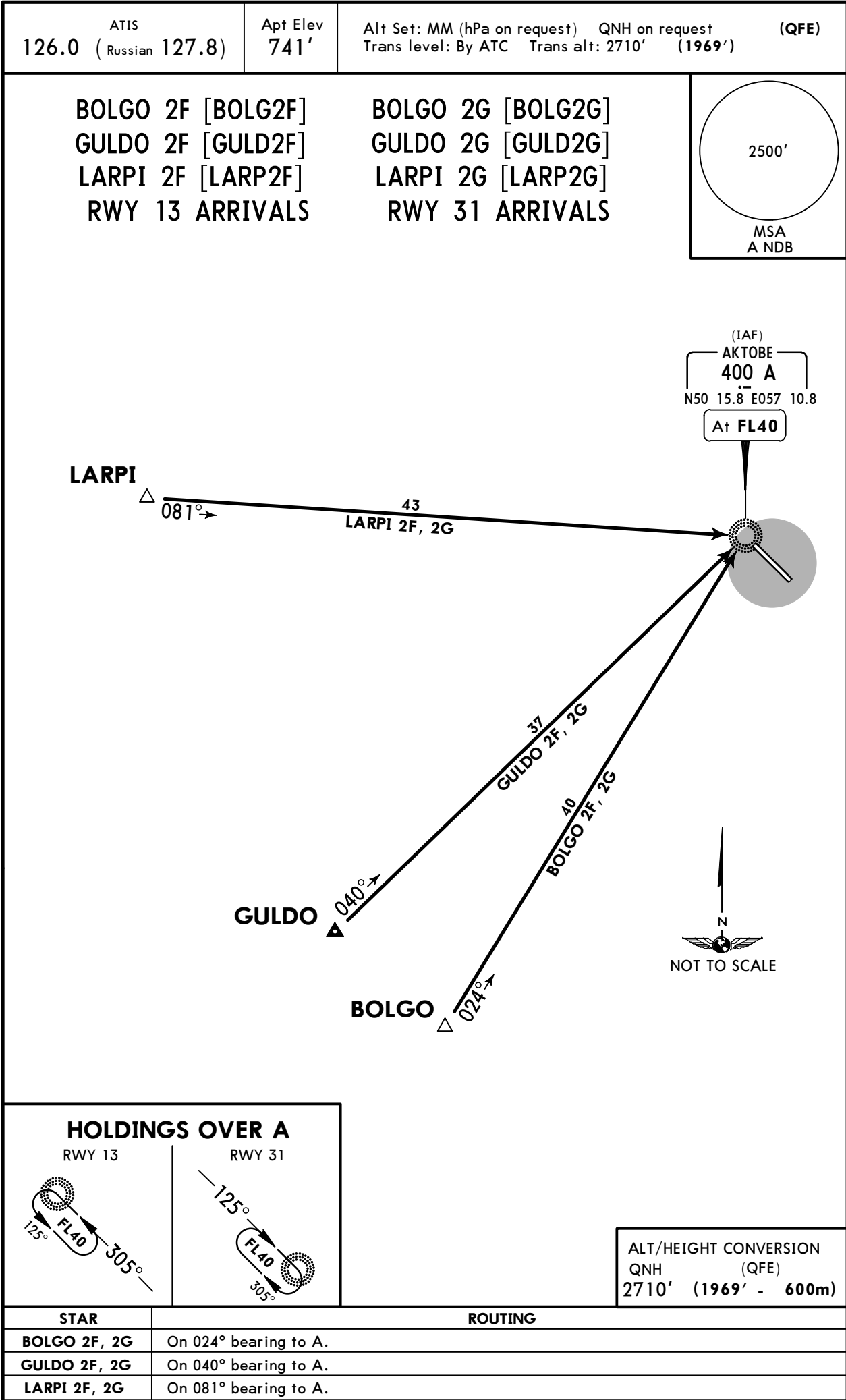
Eff 8 Dec

STAR



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JEPPESEN AKTOBE, KAZAKHSTAN
2 DEC 16 10-2G Eff 8 Dec STAR



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JEPPesen
2 DEC 16 10-3

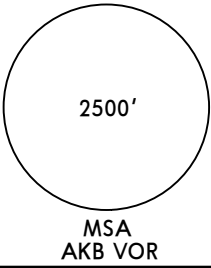
Eff 8 Dec

AKTOBE, KAZAKHSTAN

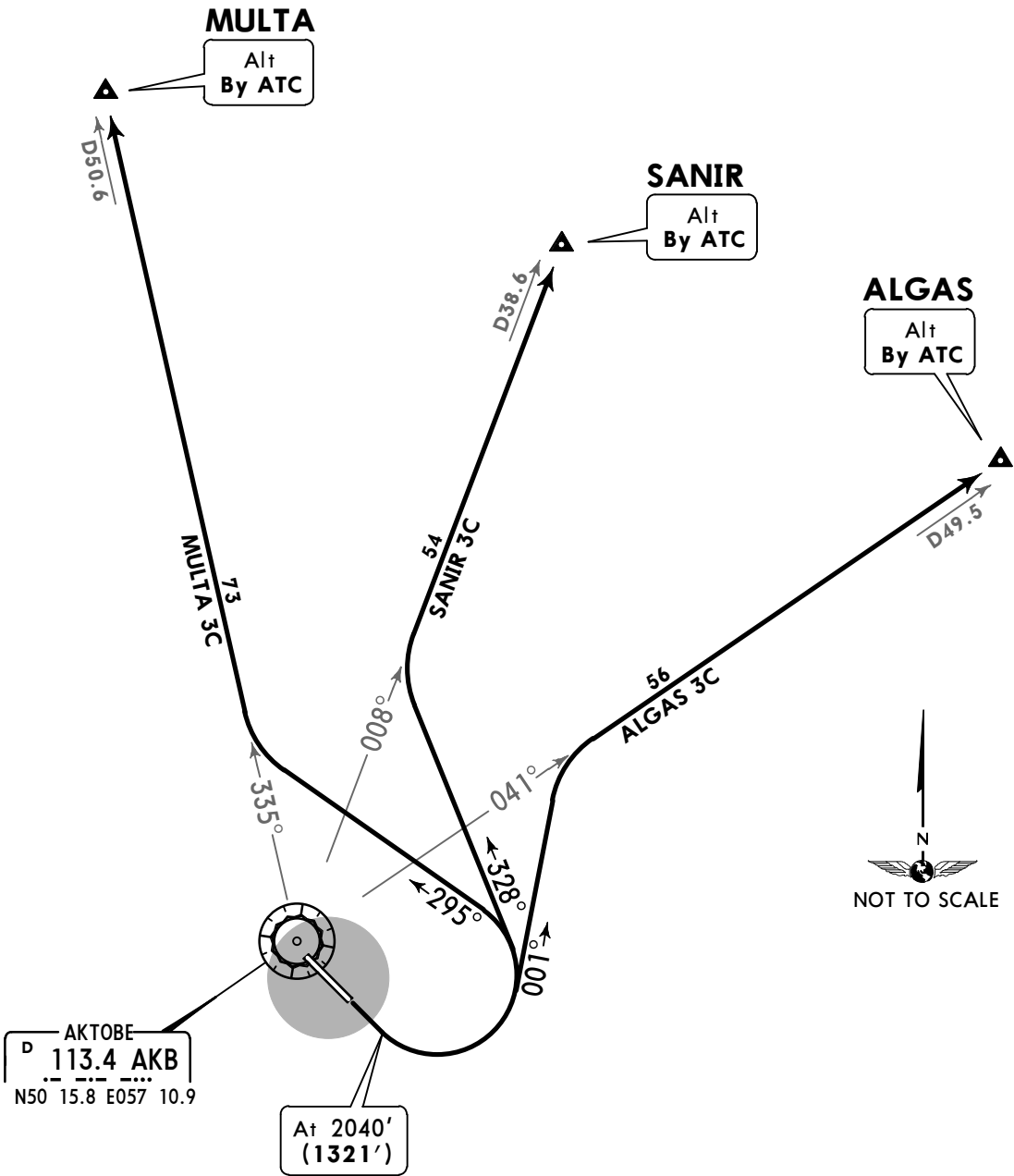
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1991')



ALGAS 3C [ALGA3C]
MULTA 3C [MULT3C]
SANIR 3C [SANI3C]
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2040'	(1321' -	400m)
2710'	(1991' -	600m)

SID	ROUTING
ALGAS 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 001° track, intercept AKB R-041 to ALGAS.
MULTA 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 295° track, intercept AKB R-335 to MULTA.
SANIR 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 328° track, intercept AKB R-008 to SANIR.

UATT/AKX
AKTOBE

JEPPESEN

AKTOBE, KAZAKHSTAN

2 DEC 16

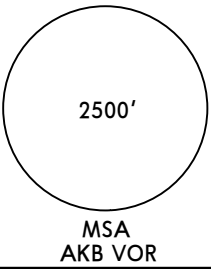
10-3A

Eff 8 Dec

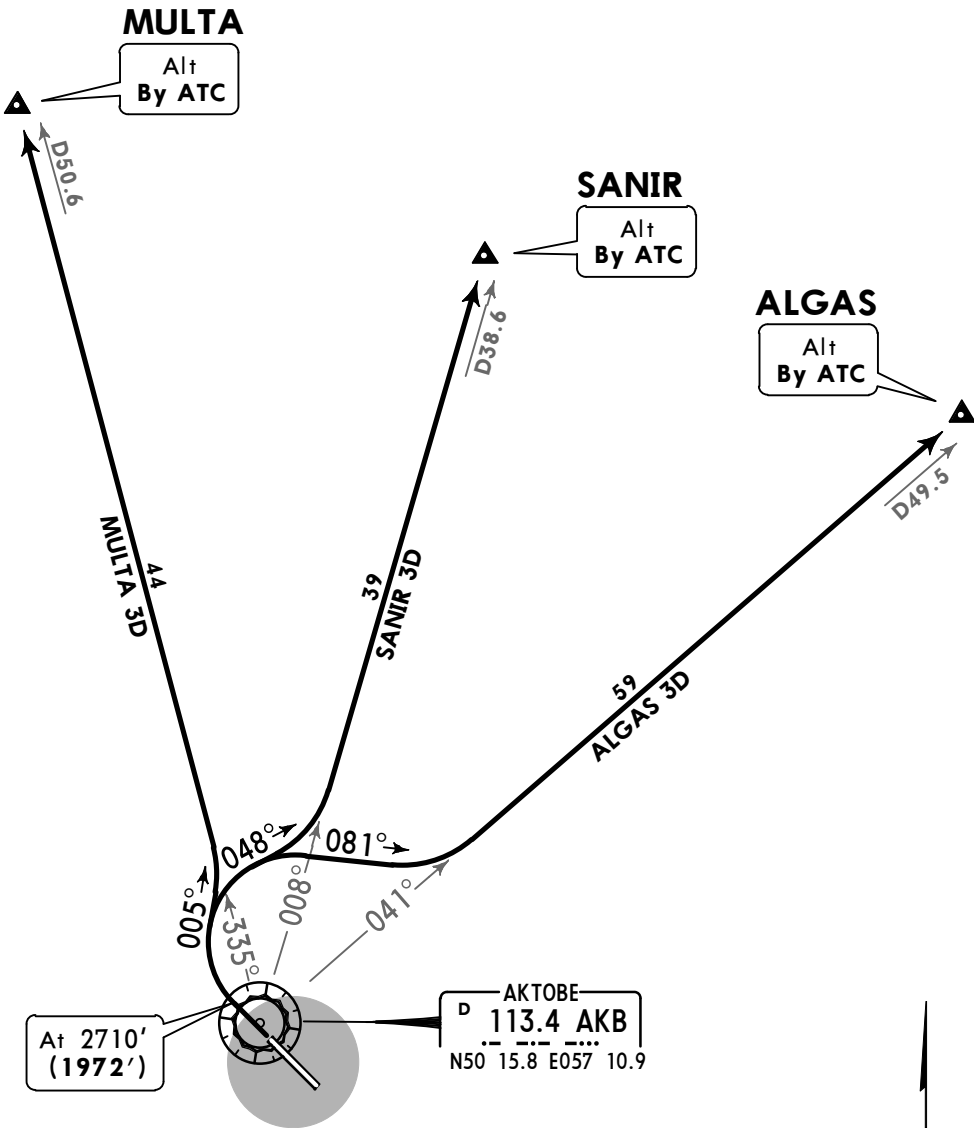
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1972')



ALGAS 3D [ALGA3D]
MULTA 3D [MULT3D]
SANIR 3D [SANI3D]
RWY 31 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(1972' - 600m)

SID	ROUTING
ALGAS 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 081° track, intercept AKB R-041 to ALGAS.
MULTA 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 005° track, intercept AKB R-335 to MULTA.
SANIR 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 048° track, intercept AKB R-008 to SANIR.

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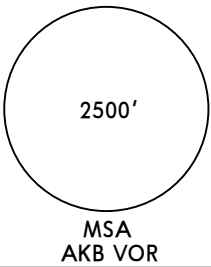
JEPPESSEN
2 DEC 16 10-3B

AKTOBE, KAZAKHSTAN
Eff 8 Dec

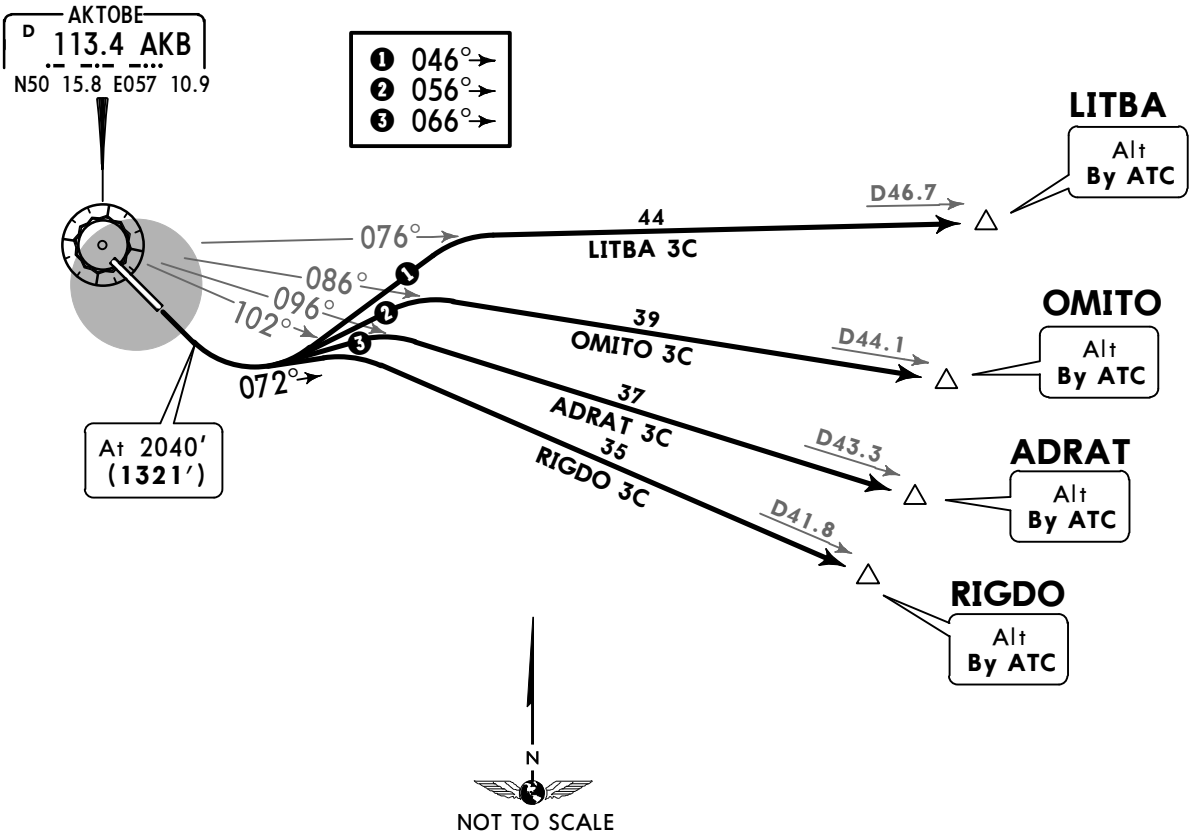
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1991')



ADRAT 3C [ADRA3C]
LITBA 3C [LITB3C]
OMITO 3C [OMIT3C]
RIGDO 3C [RIGD3C]
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2040'	(1321' - 400m)
2710'	(1991' - 600m)

SID	ROUTING
ADRAT 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 066° track, intercept AKB R-096 to ADRAT.
LITBA 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 046° track, intercept AKB R-076 to LITBA.
OMITO 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 056° track, intercept AKB R-086 to OMITO.
RIGDO 3C	Climb straight ahead to 2040' (1321'), turn LEFT, 072° track, intercept AKB R-102 to RIGDO.

UATT/AKX
AKTOBE

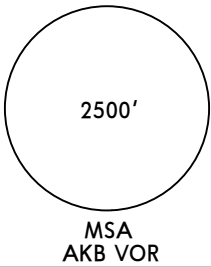
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2 DEC 16 10-3C

Eff 8 Dec

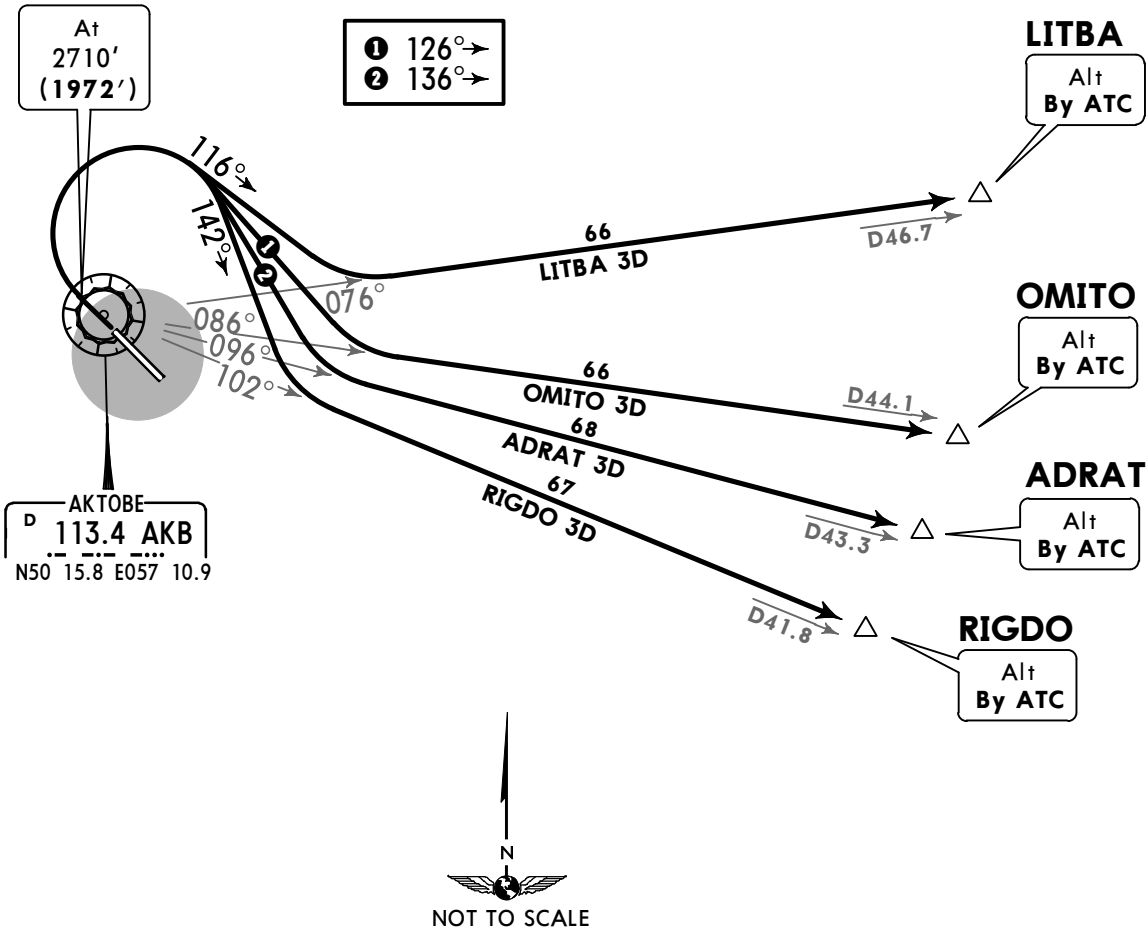
AKTOBE, KAZAKHSTAN
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1972')



ADRAT 3D [ADRA3D]
LITBA 3D [LITB3D]
OMITO 3D [OMIT3D]
RIGDO 3D [RIGD3D]
RWY 31 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(1972' - 600m)

SID	ROUTING
ADRAT 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 136° track, intercept AKB R-096 to ADRAT.
LITBA 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 116° track, intercept AKB R-076 to LITBA.
OMITO 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 126° track, intercept AKB R-086 to OMITO.
RIGDO 3D	Climb straight ahead to 2710' (1972'), turn RIGHT, 142° track, intercept AKB R-102 to RIGDO.

UATT/AKX
AKTOBE

JEPPESEN
2 DEC 16 10-3D

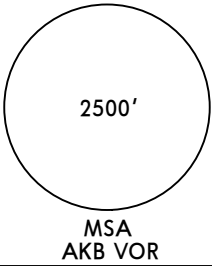
Eff 8 Dec

AKTOBE, KAZAKHSTAN

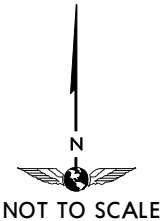
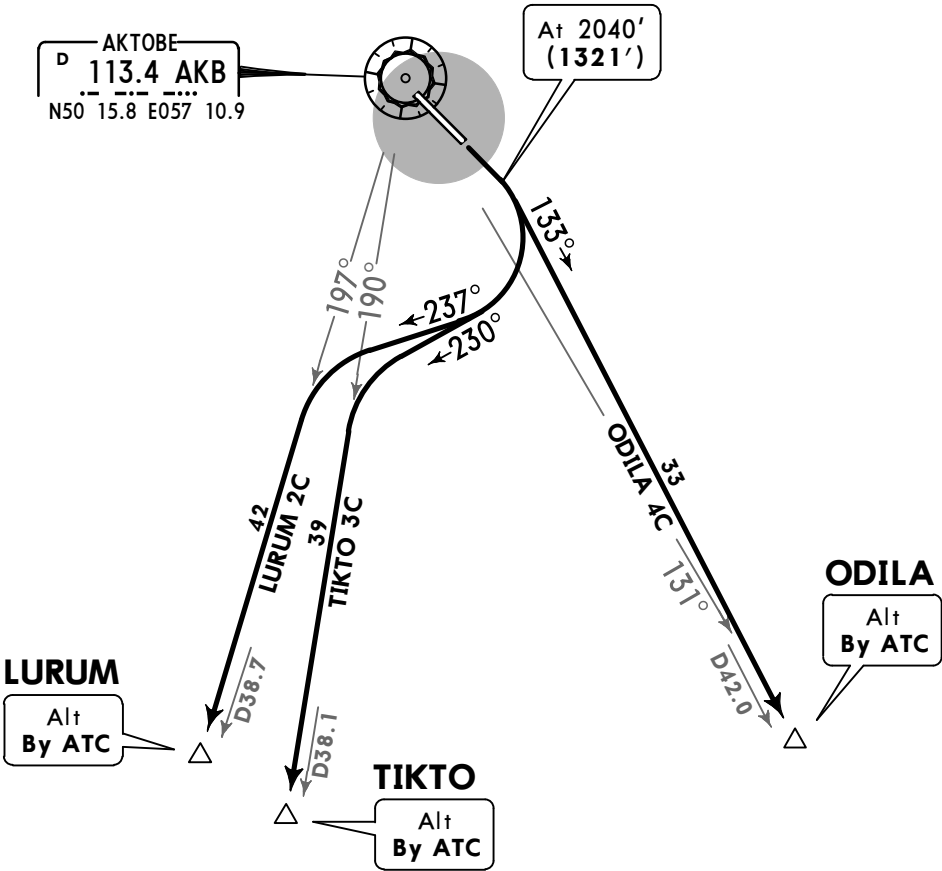
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1991')



LURUM 2C [LURU2C]
ODILA 4C [ODIL4C]
TIKTO 3C [TIKT3C]
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2040'	(1321' - 400m)
2710'	(1991' - 600m)

SID	ROUTING
LURUM 2C	Climb straight ahead to 2040' (1321'), turn RIGHT, 237° track, intercept AKB R-197 to LURUM.
ODILA 4C	Climb straight ahead to 2040' (1321'), turn RIGHT, 133 track to ODILA.
TIKTO 3C	Climb straight ahead to 2040' (1321'), turn RIGHT, 230° track, intercept AKB R-190 to TIKTO.

UATT/AKX
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JEPPESEN
2 DEC 16 10-3E

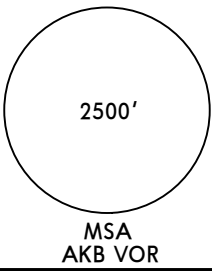
Eff 8 Dec

AKTOBE, KAZAKHSTAN

SID

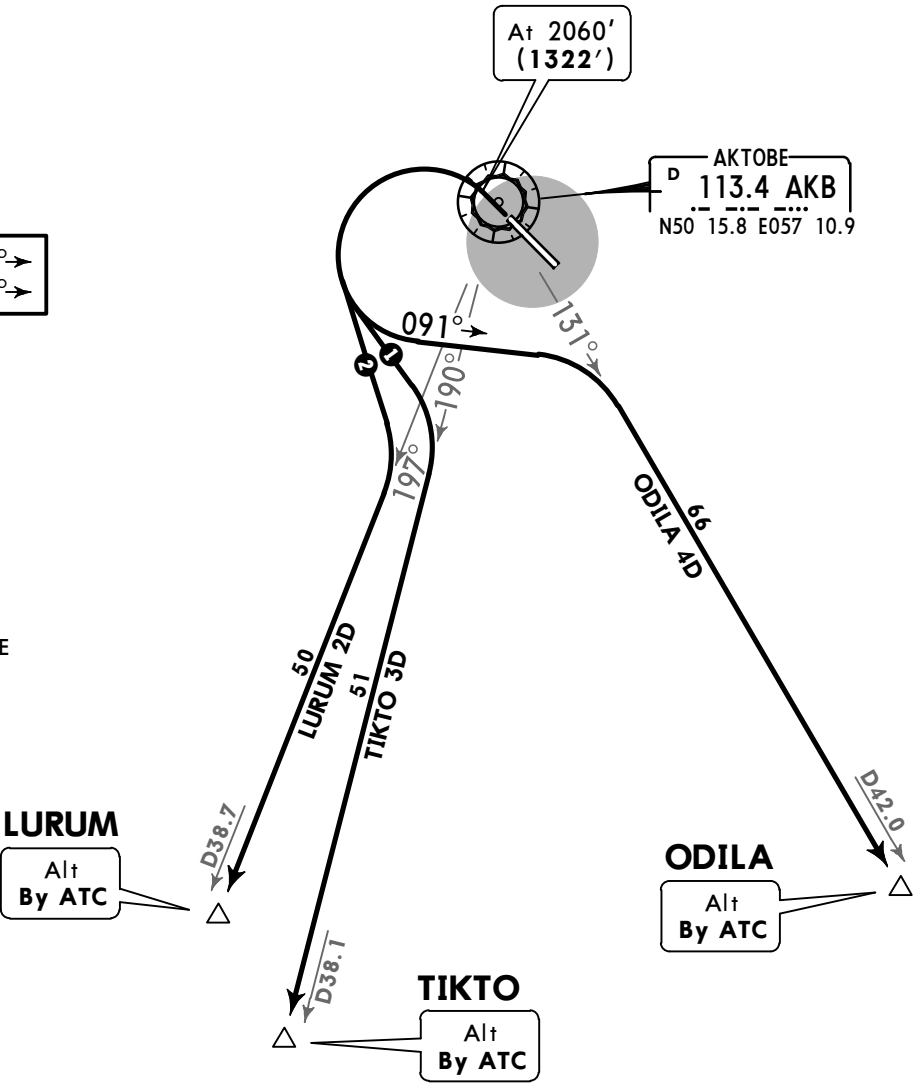
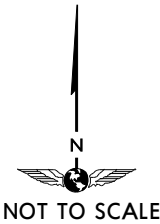
Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1972')



LURUM 2D [LURU2D]
ODILA 4D [ODIL4D]
TIKTO 3D [TIKT3D]
RWY 31 DEPARTURES

- 1 150°→
- 2 157°→



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1322' - 400m)
2710'	(1972' - 600m)

SID	ROUTING
LURUM 2D	Climb straight ahead to 2060' (1322'), turn LEFT, 157° track, intercept AKB R-197 to LURUM.
ODILA 4D	Climb straight ahead to 2060' (1322'), turn LEFT, 091° track, intercept AKB R-131 to ODILA.
TIKTO 3D	Climb straight ahead to 2060' (1322'), turn LEFT, 150° track, intercept AKB R-190 to TIKTO.

UATT/AKX
AKTOBE

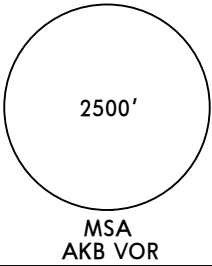
JEPPESSEN
9 DEC 16 10-3F

AKTOBE, KAZAKHSTAN

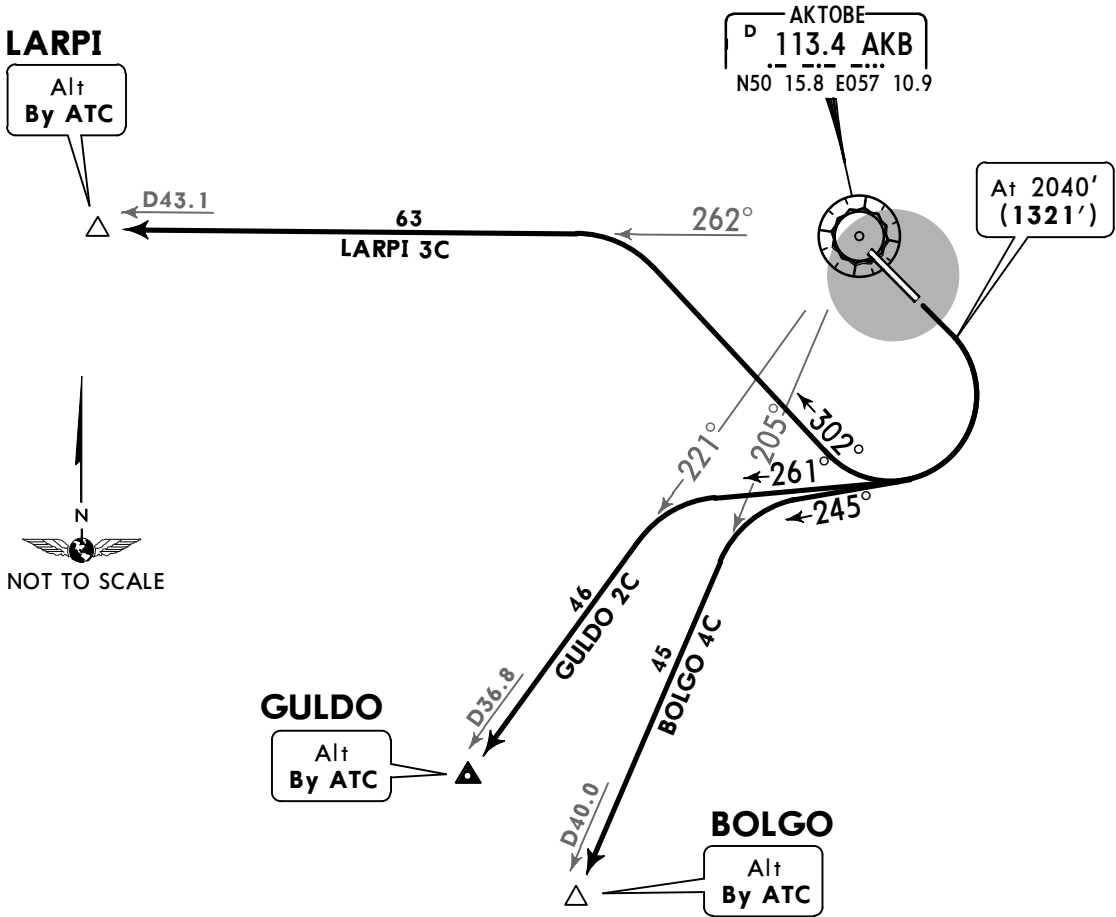
SID

Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1991')



BOLGO 4C [BOLG4C]
GULDO 2C [GULD2C]
LARPI 3C [LARP3C]
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2040'	(1321' - 400m)
2710'	(1991' - 600m)

SID	ROUTING
BOLGO 4C	Climb straight ahead to 2040' (1321'), turn RIGHT, 245° track, intercept AKB R-205 to BOLGO.
GULDO 2C	Climb straight ahead to 2040' (1321'), turn RIGHT, 261° track, intercept AKB R-221 to GULDO.
LARPI 3C	Climb straight ahead to 2040' (1321'), turn RIGHT, 302° track, intercept AKB R-262 to LARPI.

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JEPPesen
9 DEC 16 10-3G

AKTOBE, KAZAKHSTAN

SID

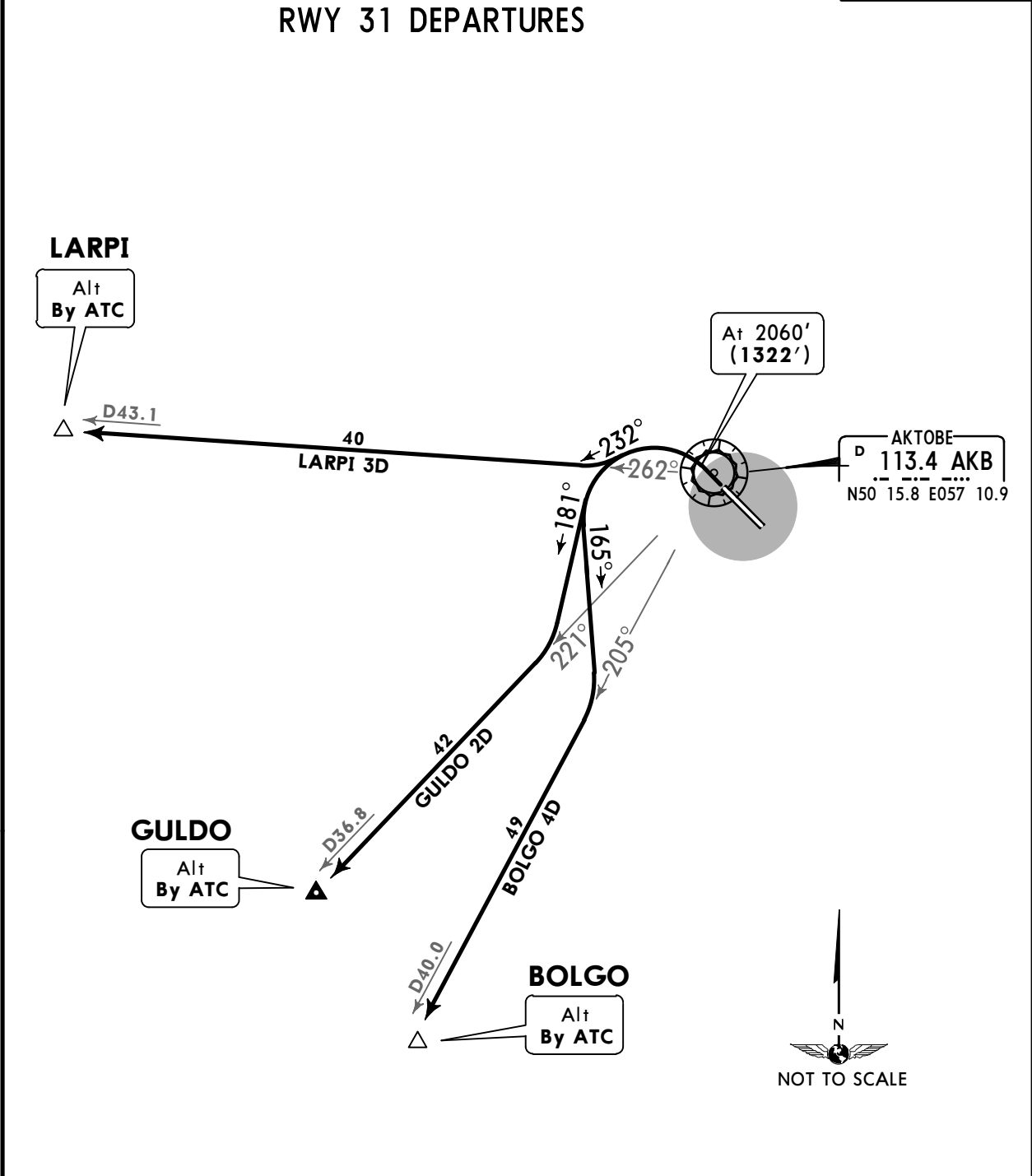
Apt Elev
741'

QNH on request (QFE)
Trans level: By ATC Trans alt: 2710' (1972')

BOLGO 4D [BOLG4D]
GULDO 2D [GULD2D]
LARPI 3D [LARP3D]
RWY 31 DEPARTURES

2500'

MSA
AKB VOR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1322' - 400m)
2710'	(1972' - 600m)

SID	ROUTING
BOLGO 4D	Climb straight ahead to 2060' (1322'), turn LEFT, 165° track, intercept AKB R-205 to BOLGO.
GULDO 2D	Climb straight ahead to 2060' (1322'), turn LEFT, 181° track, intercept AKB R-221 to GULDO.
LARPI 3D	Climb straight ahead to 2060' (1322'), turn LEFT, 232° track, intercept AKB R-262 to LARPI.

UATT/ **AKX**

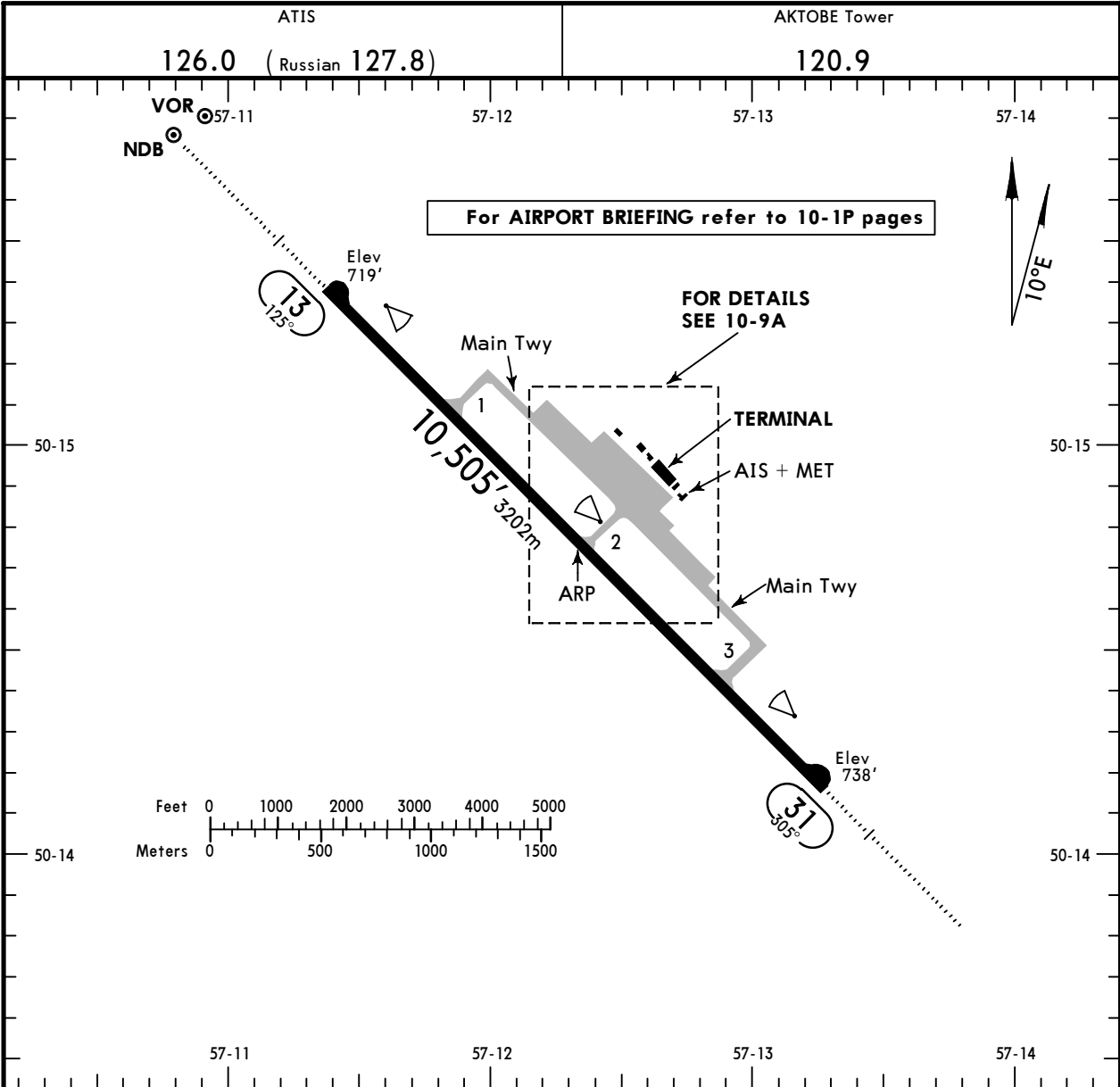
Apt Elev **741'**
N50 14.8 E057 12.3

JEPPESSEN

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

AKTOBE, KAZAKHSTAN

AKTOBE



ADDITIONAL RUNWAY INFORMATION					
RWY					WIDTH
13 31	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR	USABLE LENGTHS		TAKE-OFF	
		Threshold	Glide Slope		
			9594' 2924m	1	151' 46m
			9351' 2850m		

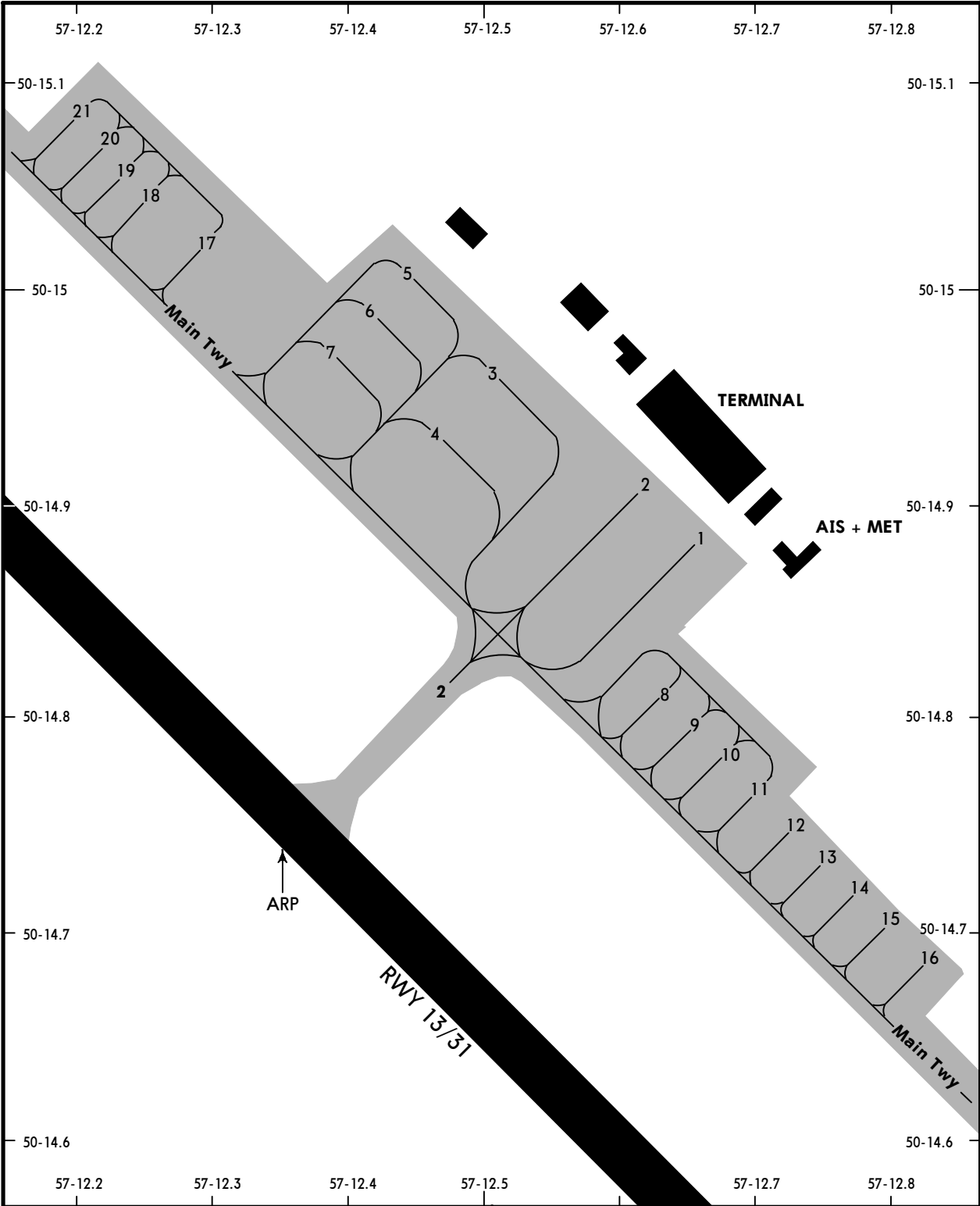
1 TAKE-OFF RUN AVAILABLE					
RWY 13:			RWY 31:		
From rwy head	10,505' (3202m)		From rwy head	10,505' (3202m)	
twy 1 int	7861' (2396m)		twy 3 int	8219' (2505m)	
twy 2 int	5085' (1550m)		twy 2 int	5420' (1652m)	

TAKE-OFF		
Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A		
B		
C		
D		
	300m	400m 500m

UATT/AKX

 **JEPPESSEN**
22 MAR 19 **10-9A** Eff 28 Mar

AKTOBE, KAZAKHSTAN
AKTOBE



INS COORDINATES	
STAND No.	COORDINATES
1, 2	N50 14.9 E057 12.6
3	N50 15.0 E057 12.5
4	N50 14.9 E057 12.5
5 thru 7	N50 15.0 E057 12.4
8, 9	N50 14.8 E057 12.6
10 thru 12	N50 14.8 E057 12.7
13	N50 14.7 E057 12.7
14 thru 16	N50 14.7 E057 12.8
17	N50 15.0 E057 12.3
18	N50 15.0 E057 12.2
19 thru 21	N50 15.1 E057 12.2

UATT/AKX

 **JEPPESSEN**

22 MAR 19

Eff 28 Mar

10-9S

Standard

AKTOBE, KAZAKHSTAN

AKTOBE

STRAIGHT-IN RWY		A	B	C	D
13	ILS	919'(200')	919'(200')	919'(200')	919'(200')
	FULL	① 550m	① 550m	① 550m	① 550m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR	1260'(541')	1260'(541')	1260'(541')	1260'(541')
		1500m	1500m	1800m	1800m
	ALS out	1500m	1500m	2500m	2500m
	② NDB	1350'(631')	1350'(631')	1350'(631')	1350'(631')
31		1500m	1500m	2200m	2200m
	ALS out	1500m	1500m	2400m	2400m
	NDB	1350'(631')	1350'(631')	1350'(631')	1350'(631')
		2400m	2400m	2600m	2600m
	ALS out	3100m	3100m	3300m	3300m
	ILS	938'(200')	938'(200')	938'(200')	938'(200')
	FULL	① 550m	① 550m	① 550m	① 550m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② VOR	1120'(379')	1120'(379')	1120'(379')	1120'(379')
		1000m	1000m	1000m	1400m
	ALS out	1500m	1500m	1700m	1700m
	② NDB	1300'(562')	1300'(562')	NOT APPLICABLE	
		1900m	2800m		
	NDB	1300'(562')	1300'(562')	NOT APPLICABLE	
		2100m	2800m		
	ALS out	2800m	2800m		

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.

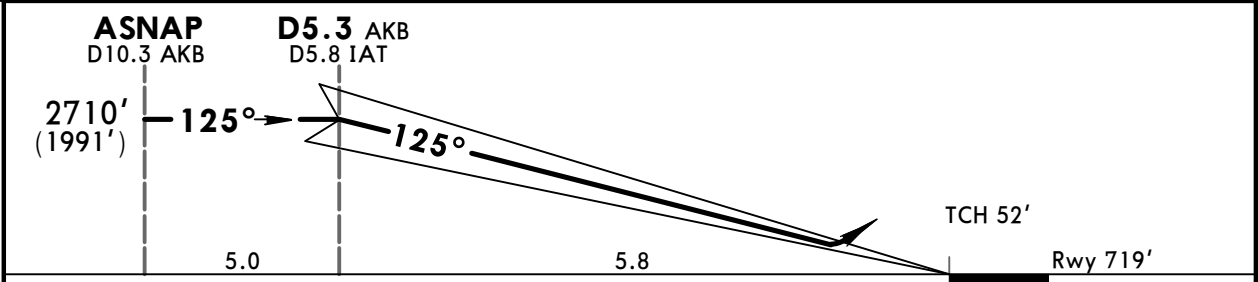
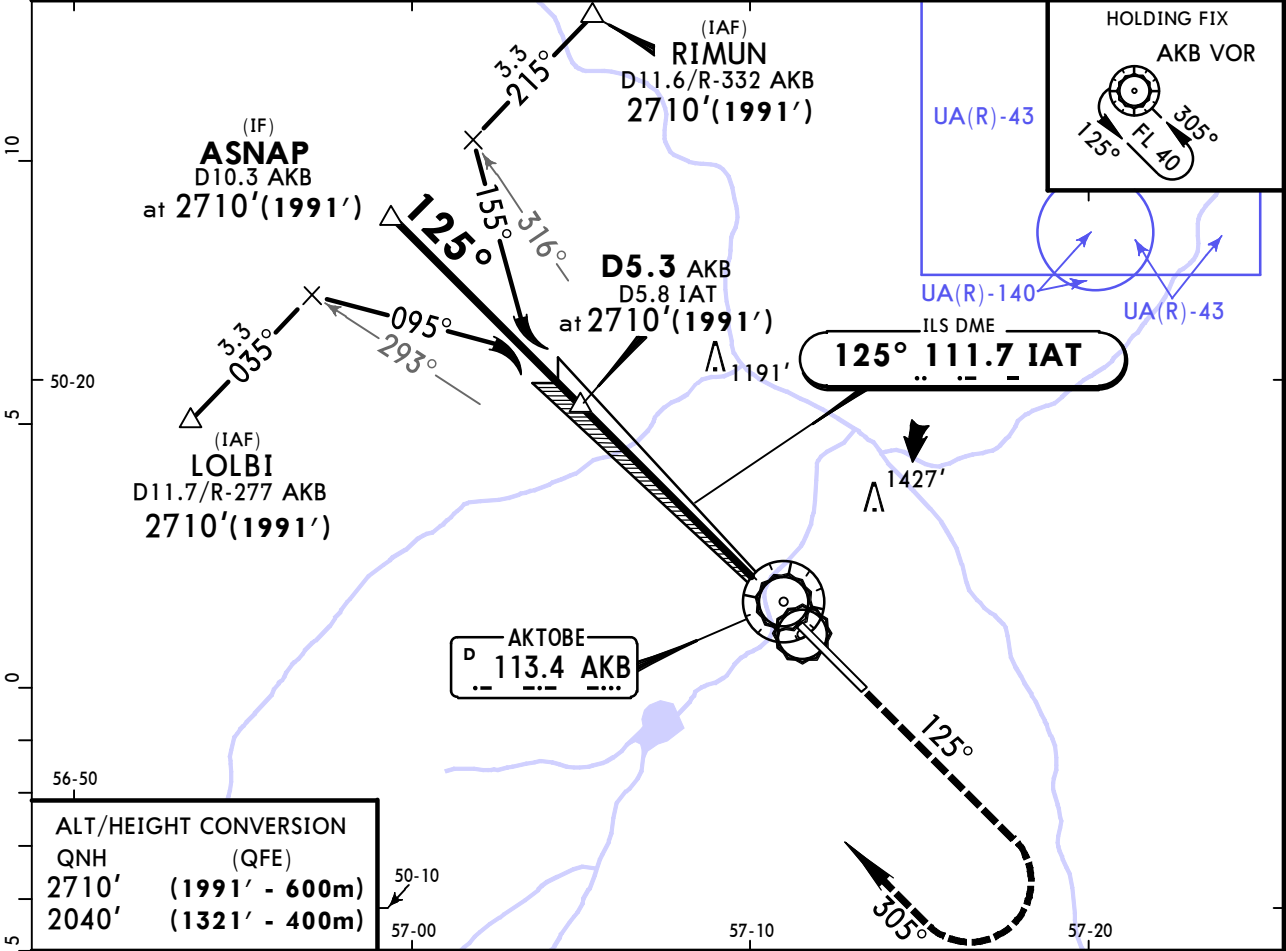
TAKE-OFF RWY		
A B C D	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
	Adequate vis ref (Day only)	
	300m	500m

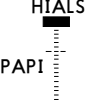
UATT/AKB
AKTOBE

JEPPESSEN
2 DEC 16 11-1 Eff 8 Dec

AKTOBE, KAZAKHSTAN
ILS DME Rwy 13

ATIS 126.0 (Russian 127.8)			AKTOBE Tower (R) 120.9			2500' MSA AKB VOR
LOC IAT 111.7	Final Apch Crs 125°	GS D5.3 AKB 2710'(1991')	ILS DA(H) 919'(200')	Apt Elev 741' Rwy 719'		
MISSED APCH: Climb on 125° to 2040' (1321') or above, then turn RIGHT onto 305° climbing to 2710' (1991'), then as directed. Do not turn before passing VOR.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2710'(1991')						
1. RADAR required. 2. ILS DME reads zero at rwy 13 threshold.						



Gnd speed-Kts	70	90	100	120	140	160		2040' (1321') or above on 125°
GS	3.00°	372	478	531	637	743		

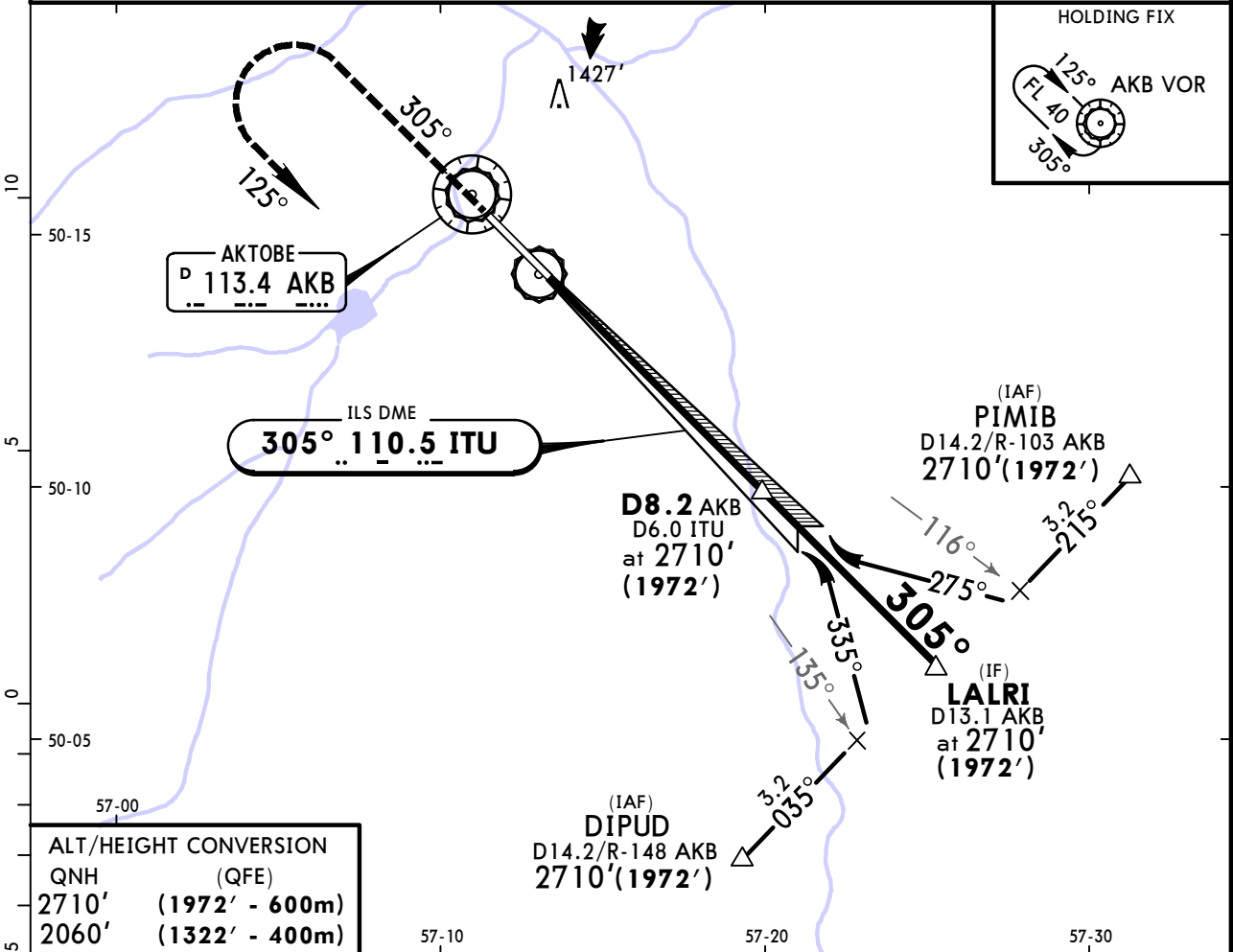
STRAIGHT-IN LANDING RWY 13			
ILS		LOC (GS out)	
DA(H) 919' (200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

UATT/AKB
AKTOBE

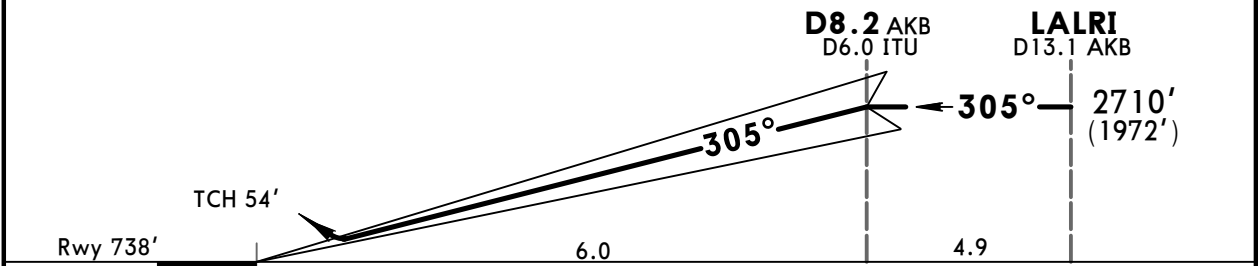
JEPPESSEN
2 DEC 16 **11-2** **Eff 8 Dec**

AKTOBE, KAZAKHSTAN
ILS DME Rwy 31

ATIS 126.0 (Russian 127.8)			AKTOBE Tower (R) 120.9			2500' MSA AKB VOR
LOC ITU 110.5	Final Apch Crs 305°	GS D8.2 AKB 2710'(1972')	ILS DA(H) 938'(200')	Apt Elev 741' Rwy 738'		
MISSED APCH: Climb on 305° to 2060' (1322') or above, then turn LEFT onto 125° climbing to 2710' (1972'), then as directed. Do not turn before passing VOR.						
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40	Trans alt: 2710' (1972')		
1. RADAR required. 2. ILS DME reads zero at rwy 31 threshold.						



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2710'	(1972' - 600m)
2060'	(1322' - 400m)



Gnd speed-Kts	70	90	100	120	140	160	 PAPI	2060' (1322') or above on 305°
GS	3.00°	372	478	531	637	743		

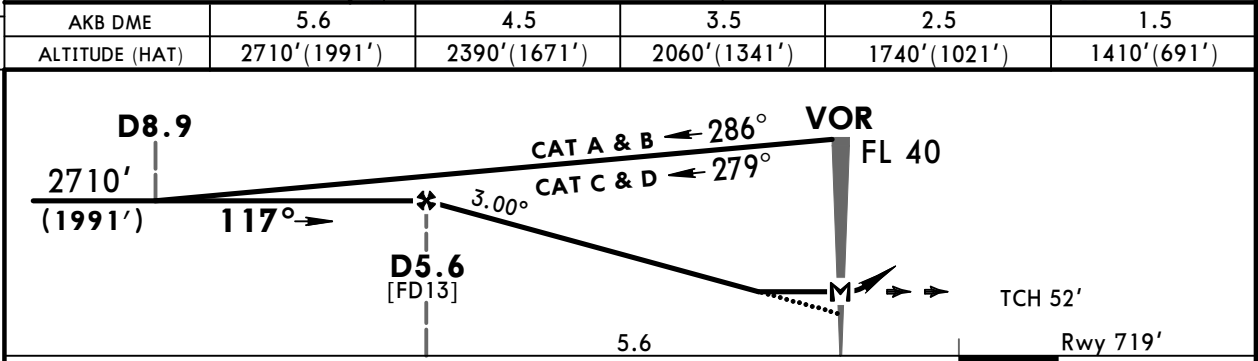
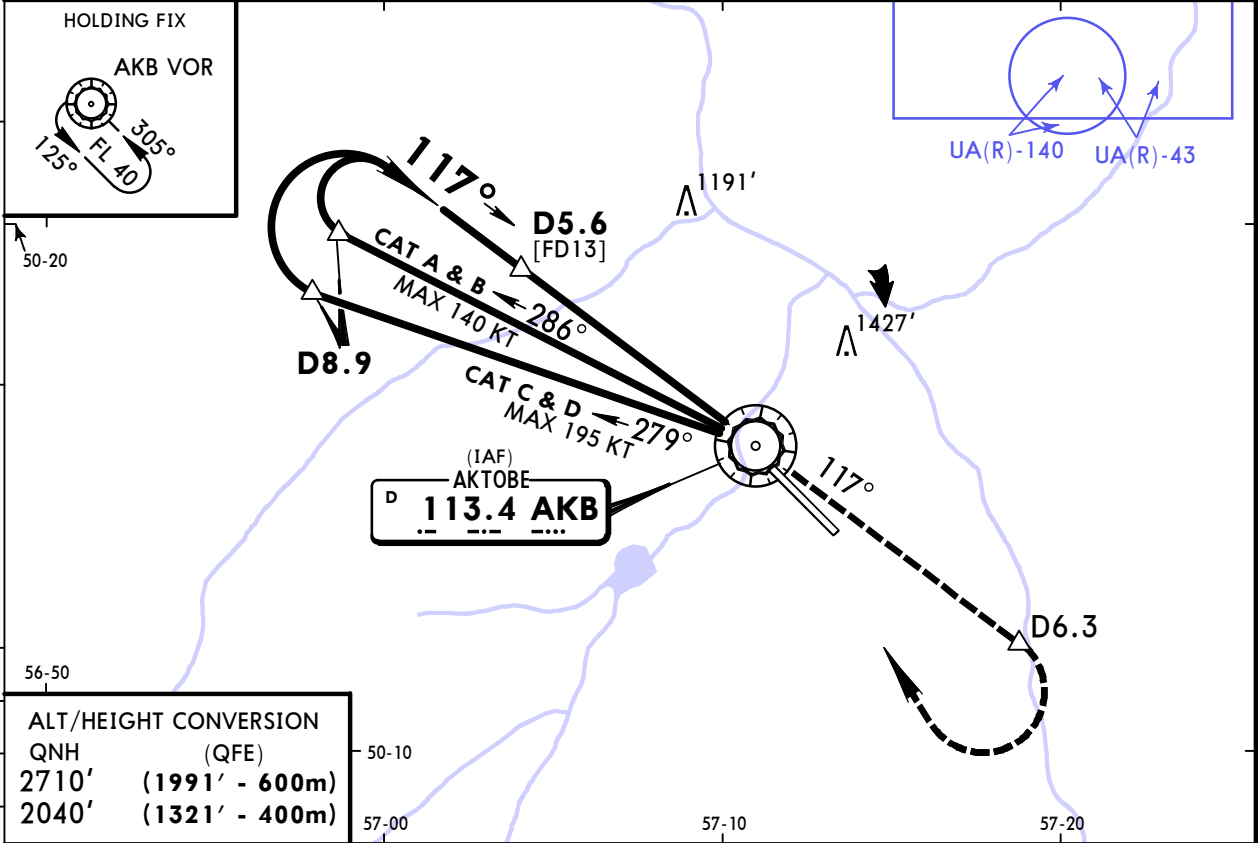
STRAIGHT-IN LANDING RWY 31					
ILS		LOC (GS out)			
DA(H) 938'(200')					
FULL		ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B					
C					
D					

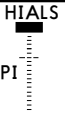
UATT/AKB
AKTOBE

JEPPESSEN
17 MAR 17 (13-1) Eff 30 Mar

AKTOBE, KAZAKHSTAN
VOR DME Rwy 13

ATIS 126.0 (Russian 127.8)		AKTOBE Tower (R) 120.9			2500' MSA AKB VOR
VOR AKB 113.4	Final Apch Crs 117°	Minimum Alt D5.6 2710'(1991')	MDA(H) 1260' (541')	Apt Elev 741' Rwy 719'	
MISSED APCH: Climb on 117° to 2040' (1321') or above outbound to D6.3, then turn RIGHT to VOR. Climb initially to 2710' (1991'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold. Missed apch turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40	
Final apch track offset 8° from rwy centerline.					
Trans alt: 2710'(1991')					



Gnd speed-Kts	70	90	100	120	140	160		2040' (1321') or above on 117°	D6.3
Descent angle	3.00°	372	478	531	637	743			
MAP at VOR									

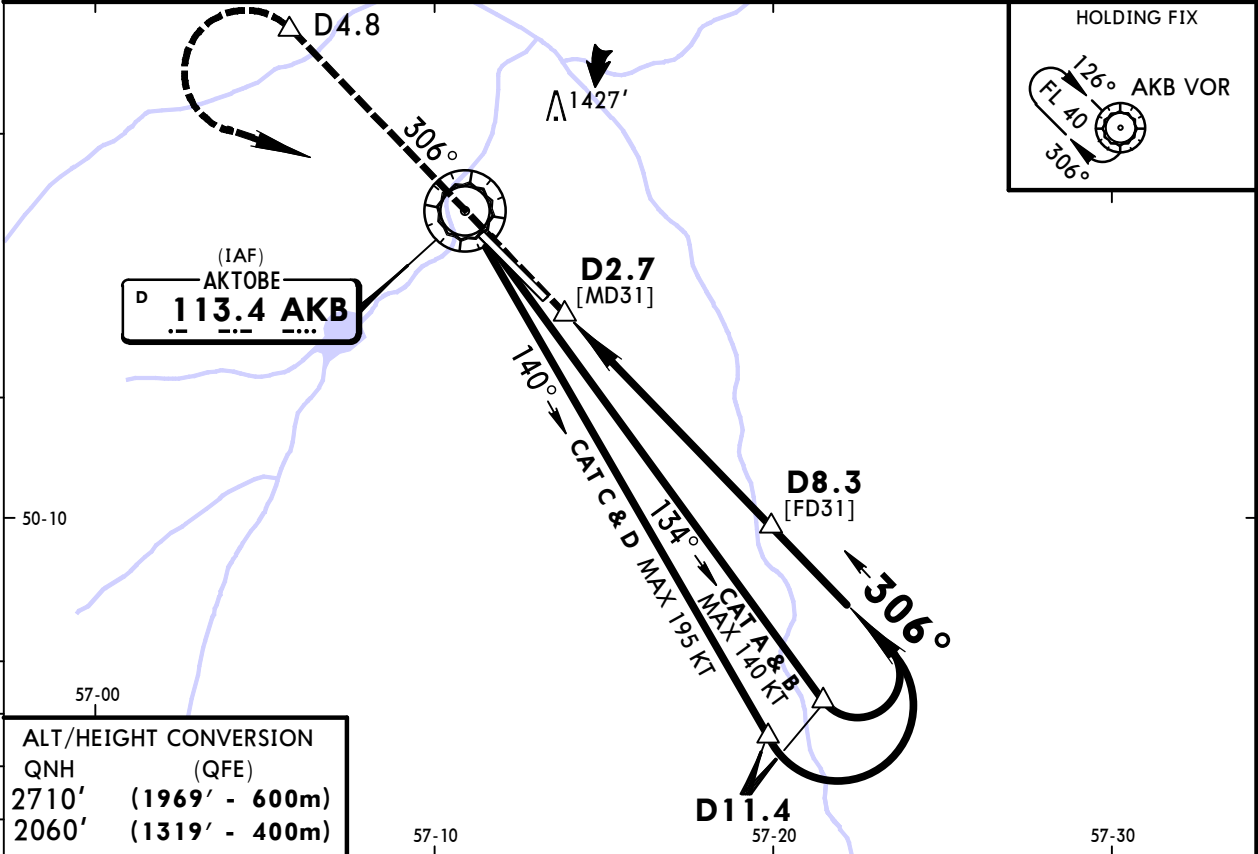
STRAIGHT-IN LANDING RWY 13			
MDA(H) 1260'(541')			
		ALS out	
A	1000m	RVR 1500m VIS 1600m	
B	1200m		
C			
D	1600m		

UATT/AKX
AKTOBE

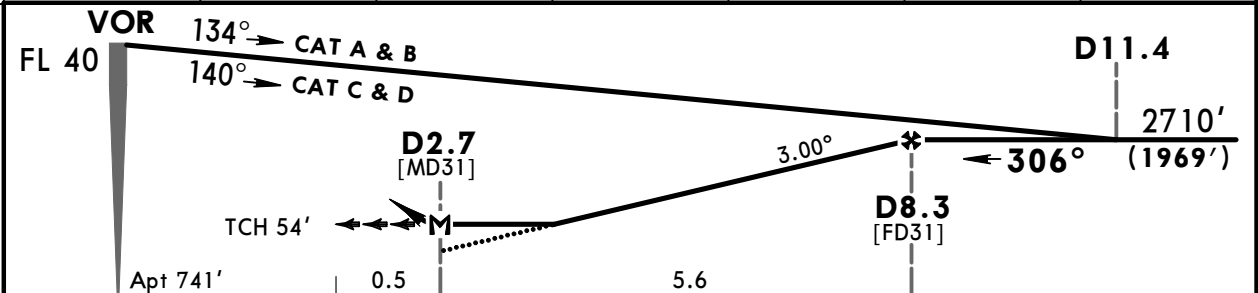
JEPPESEN
17 MAR 17 (13-2) Eff 30 Mar

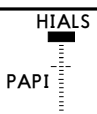
AKTOBE, KAZAKHSTAN
VOR DME Rwy 31

ATIS 126.0 (Russian 127.8)		AKTOBE Tower (R) 120.9			2500' MSA AKB VOR
VOR AKB 113.4	Final Apch Crs 306°	Minimum Alt D8.3 2710'(1969')	MDA(H) 1120'(379')	Apt Elev 741'	
MISSED APCH: Climb on 306° to 2060' (1319') or above outbound to D4.8, then turn LEFT to VOR. Climb initially to 2710'(1969'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to VOR and hold. Missed apch turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE)		Trans level: FL 40		Trans alt: 2710' (1969')	
Final apch track offset 1° from rwy centerline.					



AKB DME	3.2	4.2	5.2	6.2	7.2	8.3
ALTITUDE (HAT)	1120'(379')	1430'(689')	1760'(1019')	2070'(1329')	2390'(1649')	2710'(1969')



Gnd speed-Kts	70	90	100	120	140	160		2060' (1319') or above on 306°	D4.8
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D2.7									

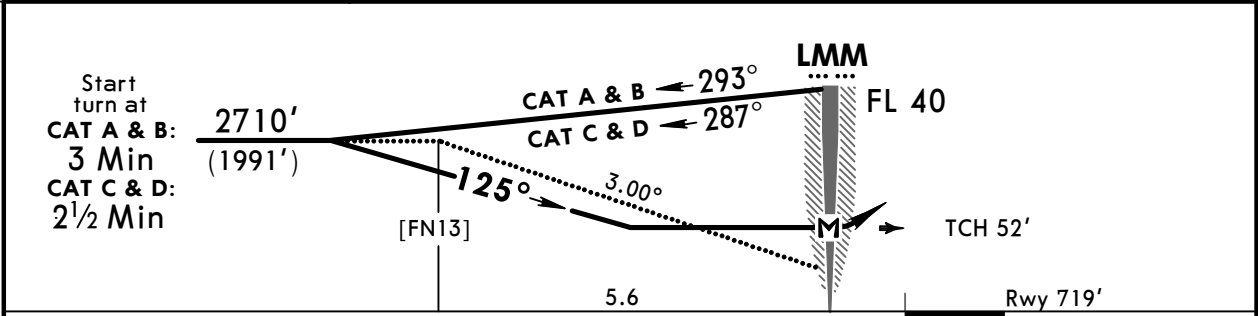
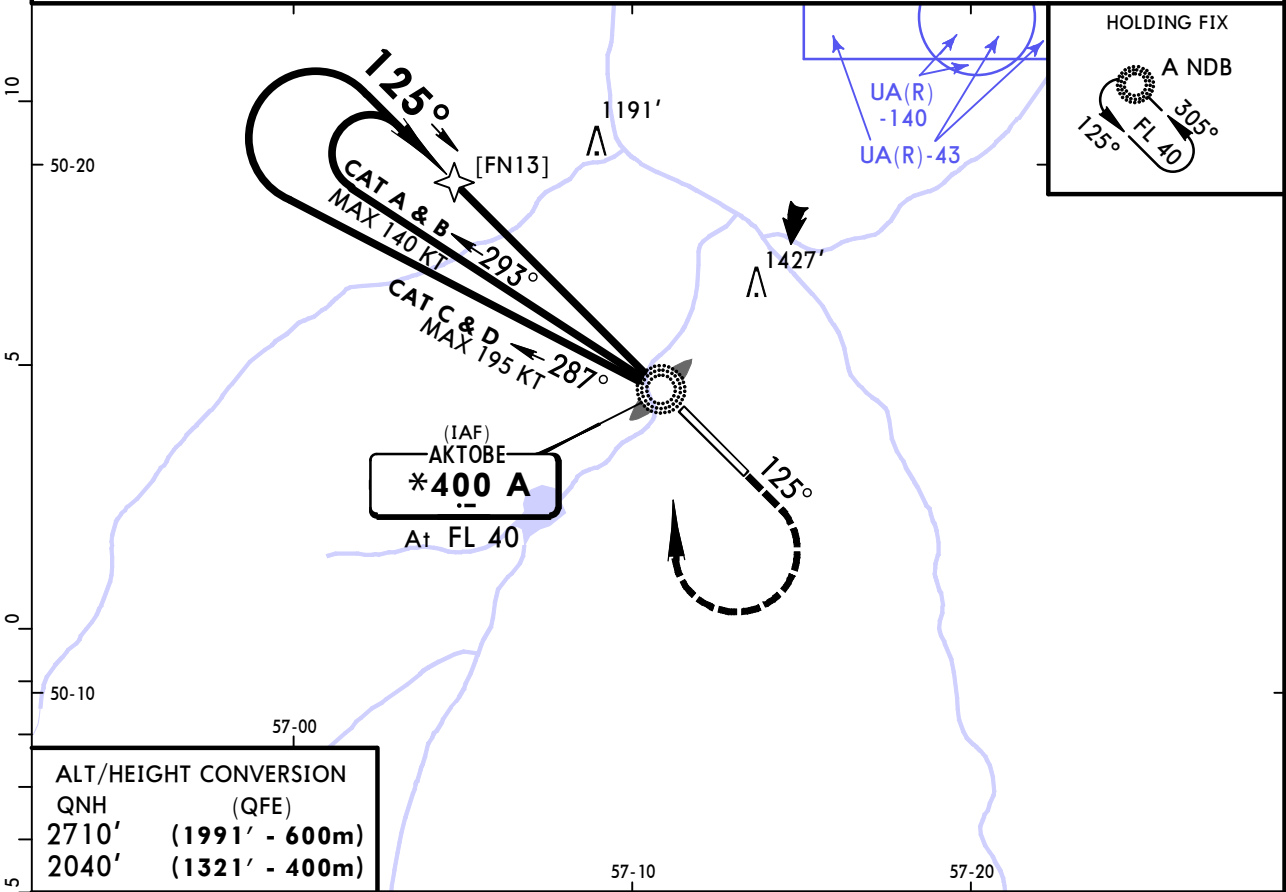
STRAIGHT-IN LANDING RWY 31							
MDA(H) 1120' (379')							
				ALS out			
A	900m						
B	1000m						
C				RVR 1500m VIS 1600m			
D	RVR 1500m VIS 1600m						

UATT/AKX
AKTOBE

JEPPESSEN
2 DEC 16 16-1 Eff 8 Dec

AKTOBE, KAZAKHSTAN
NDB Rwy 13

ATIS 126.0 (Russian 127.8)			AKTOBE Tower (R) 120.9		
NDB A *400	Final Apch Crs 125°	Minimum Alt No FAF	MDA(H) 1350' (631')	Apt Elev 741' Rwy 719'	2500' MSA A NDB
MISSED APCH: Climb on 125° to 2040' (1321') or above. After passing NDB maintain 125° for 1 Min 40 Sec, then turn RIGHT to NDB. Climb initially to 2710' (1991'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold. Missed approach turn limited to MAX 245 KT.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40	
					Trans alt: 2710' (1991')



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

STRAIGHT-IN LANDING RWY 13							
MDA(H) 1350' (631')				ALS out			
A							
B	1200m			RVR 1500m VIS 1600m			
C							
D	1600m						

UATT/AKX
AKTOBE

JEPPESEN

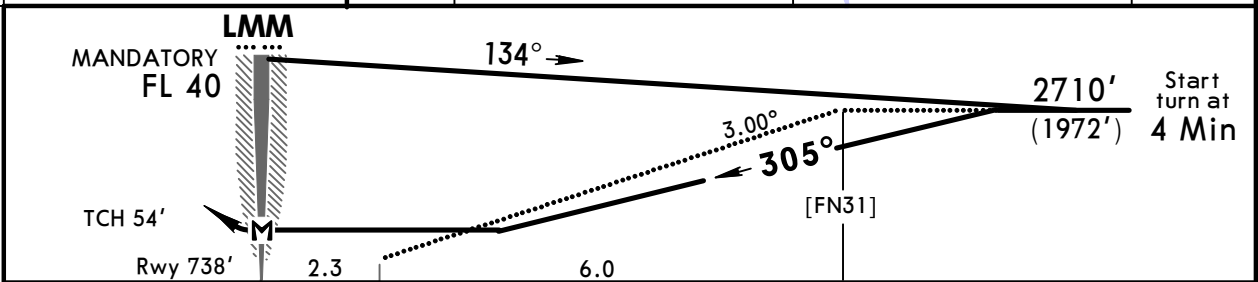
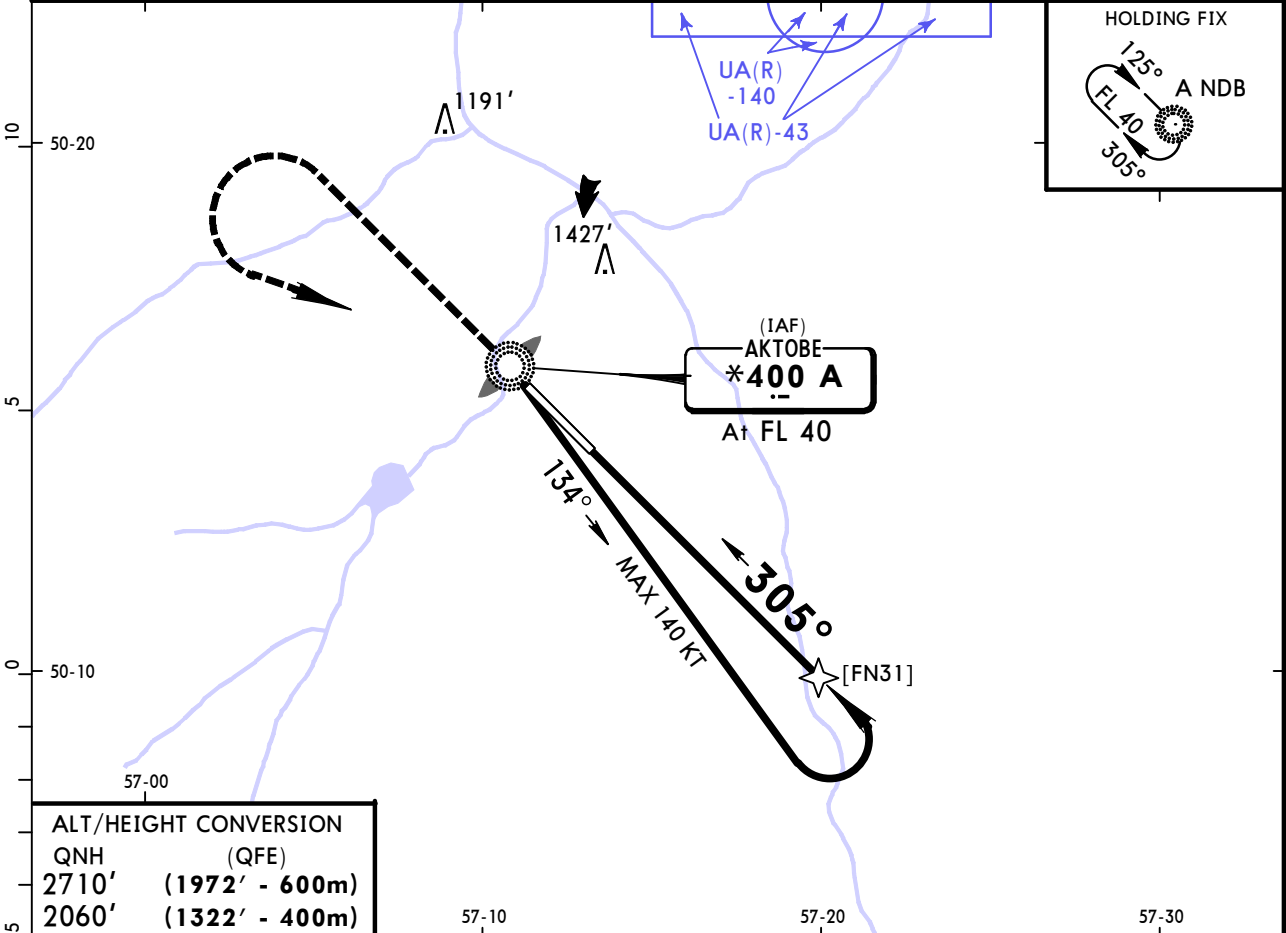
2 DEC 16
Eff 8 Dec

16-2

CAT A & B

AKTOBE, KAZAKHSTAN
NDB Rwy 31

ATIS			AKTOBE Tower (R)		
126.0 (Russian 127.8)			120.9		
NDB A *400	Final Apch Crs 305°	Minimum Alt No FAF	MDA(H) 1300'(562')	Apt Elev 741' Rwy 738'	2500' MSA A NDB
MISSED APCH: Climb on 305° to 2060' (1322') or above. After passing NDB maintain 305° for 1 Min 40 Sec, then turn LEFT to NDB. Climb to 2710' (1972'), then as directed.					
MISSED APCH WITH COMM FAILURE: Climb to FL 40 to NDB and hold.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40	Trans alt: 2710' (1972')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2060' (1322') or above on 305°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 31		ALS out	
MDA(H) 1300'(562')			
A	1900m		
B	2800m		
C	NOT APPLICABLE		
D			

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AKTOBE, (AKTOBE - UATT)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATT