

List of pages in this Trip Kit

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- Terminal Charts For UACC
- Revision Letter For Cycle 05-2025
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General Information

Location: ASTANA KAZ
ICAO/IATA: UACC / NQZ
Lat/Long: N51° 01.35', E071° 27.97'
Elevation: 1166 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: 2314 Z
Sunset: 1507 Z

Runway Information

Runway: 04
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1166 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1161 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 129.500
ATIS: 128.300 Non-English
Astana Tower: 135.500
Astana Ground: 119.600
Astana Approach: 124.600 Non-English
Zholaman Information: 133.600 AFIS Secondary Non-English
Astana Radar: 120.700
Zholaman Information: 120.300 AFIS Non-English

UACC/NQZ

NURSULTAN NAZARBAYEV INTL



JEPPESEN

ASTANA, KAZAKHSTAN

14 FEB 25

10-1P1

Eff 20 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATION (CDO)

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use RNAV1 GNSS STARs.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing FMS/FMC to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including FAP, and thus the exact distance to the RWY is known prior to start of the CDO; or
- the pilots of the ACFT to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving "When ready descend to (level)" or "descend to (level) at pilots discretion" clearance, the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to, and including, the FAP.

Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on-board system (FMS) prior to start of the CDO.

After clearance "When ready descend to (level)" or "descend to (level) at pilots discretion" pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary, ATC may issue additional instructions: "When ready descend to (level), report leaving (or report top-of-descent)".

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP.

Wherein ATC issues further descent instruction prior to CDO flight reaching 3000' above last assigned level.

After establishing contact with appropriate CTR, ATC issues approach clearance "Cleared ILS approach RWY (number)". With this clearance pilot should proceed via cleared waypoint(s) to intercept ILS.

ACFT not exceed IAS 220 KT closer 15NM to THR.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY THR is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track mileage to the RWY THR as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

2.2. CAT II/III OPERATIONS

RWYs 04, 22 approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. CONTINUOUS CLIMB OPERATION (CCO)

CCOs are conducted along SID RNAV1 routes using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and operational traffic density.

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JEPPESEN
8 MAR 24
Eff 21 Mar

10-1R

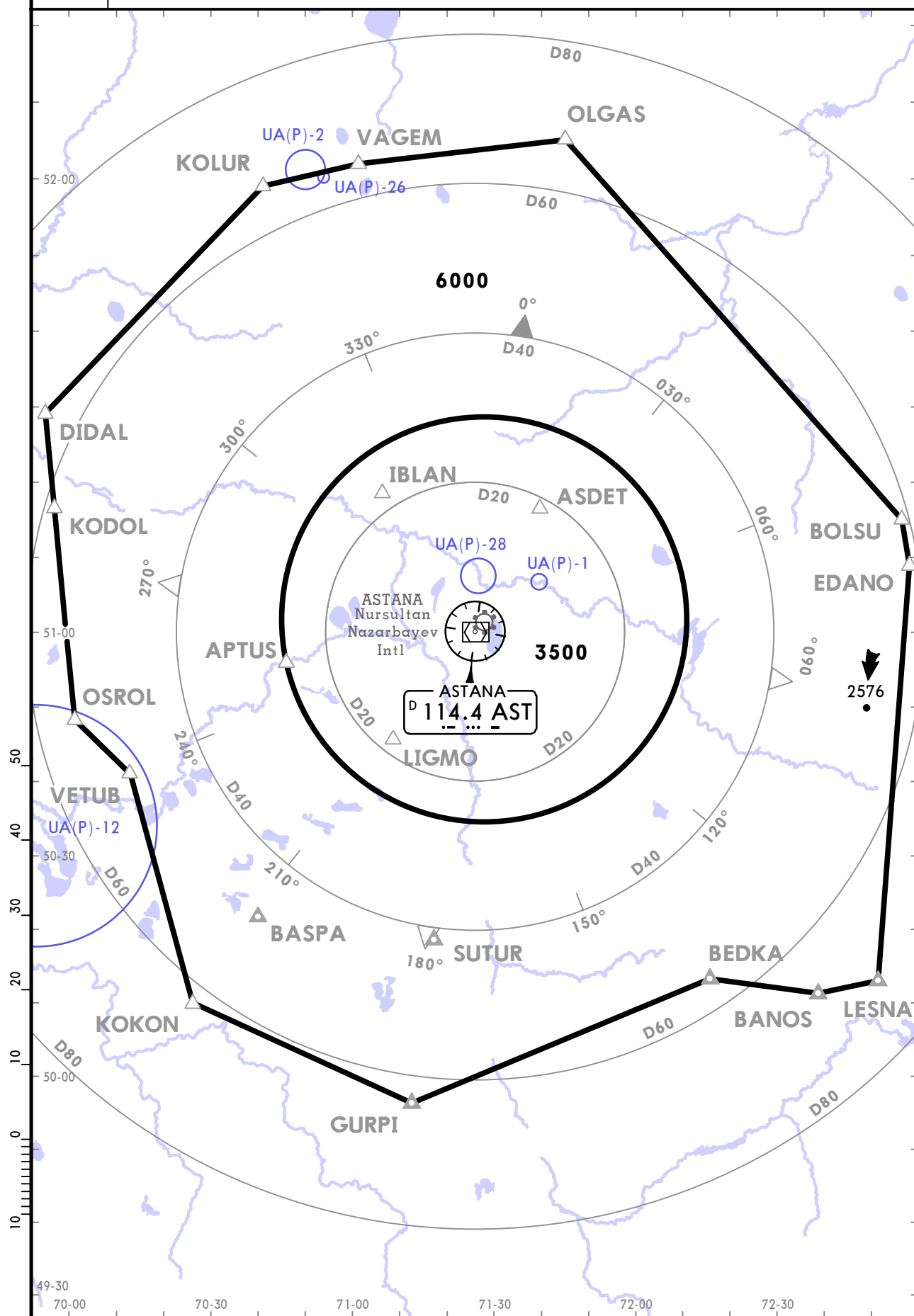
ASTANA, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

Apt Elev
1166

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

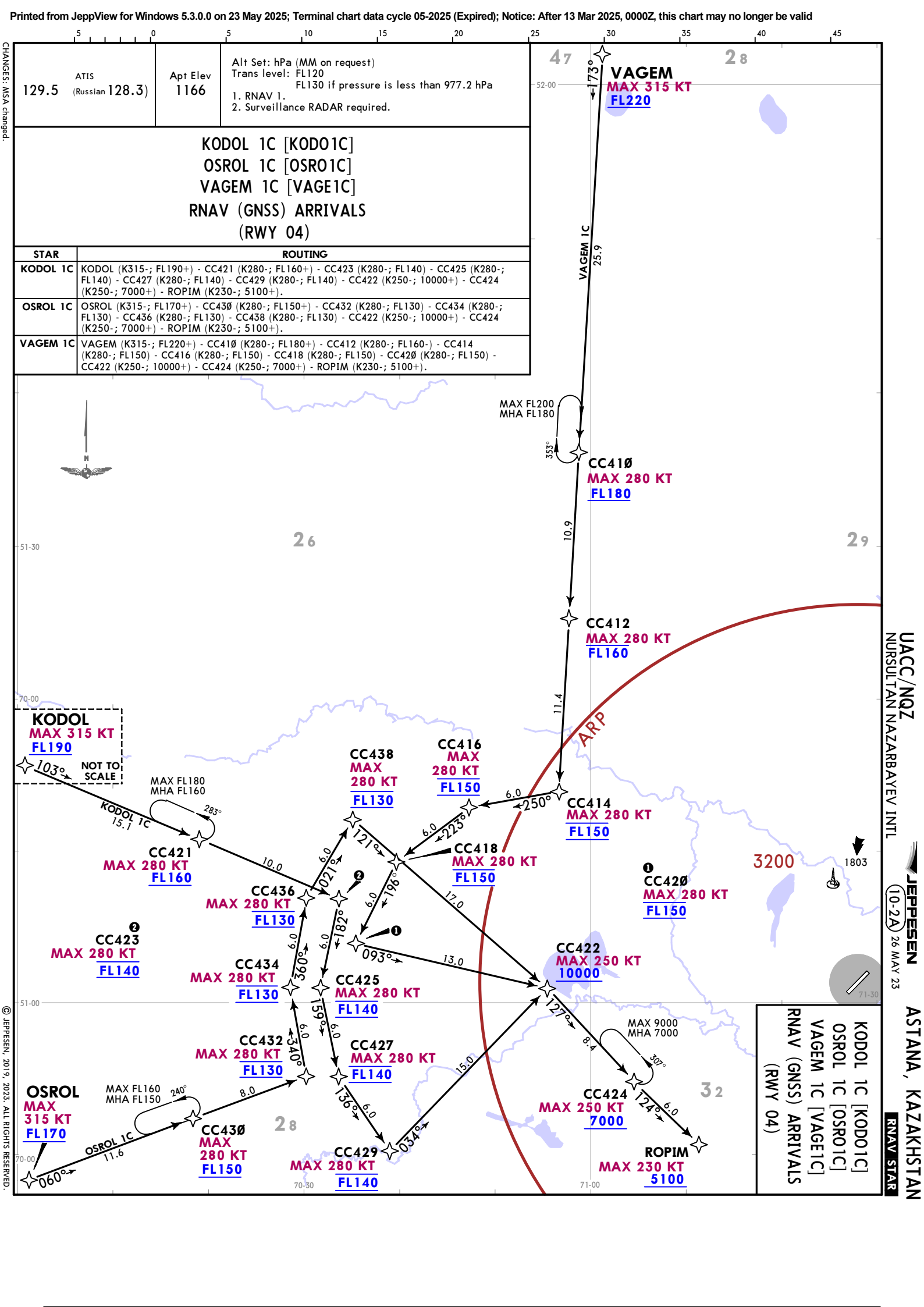
Trans alt: 10000

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.



CHANGES: Sector boundary & altitude revised, waypoints added.

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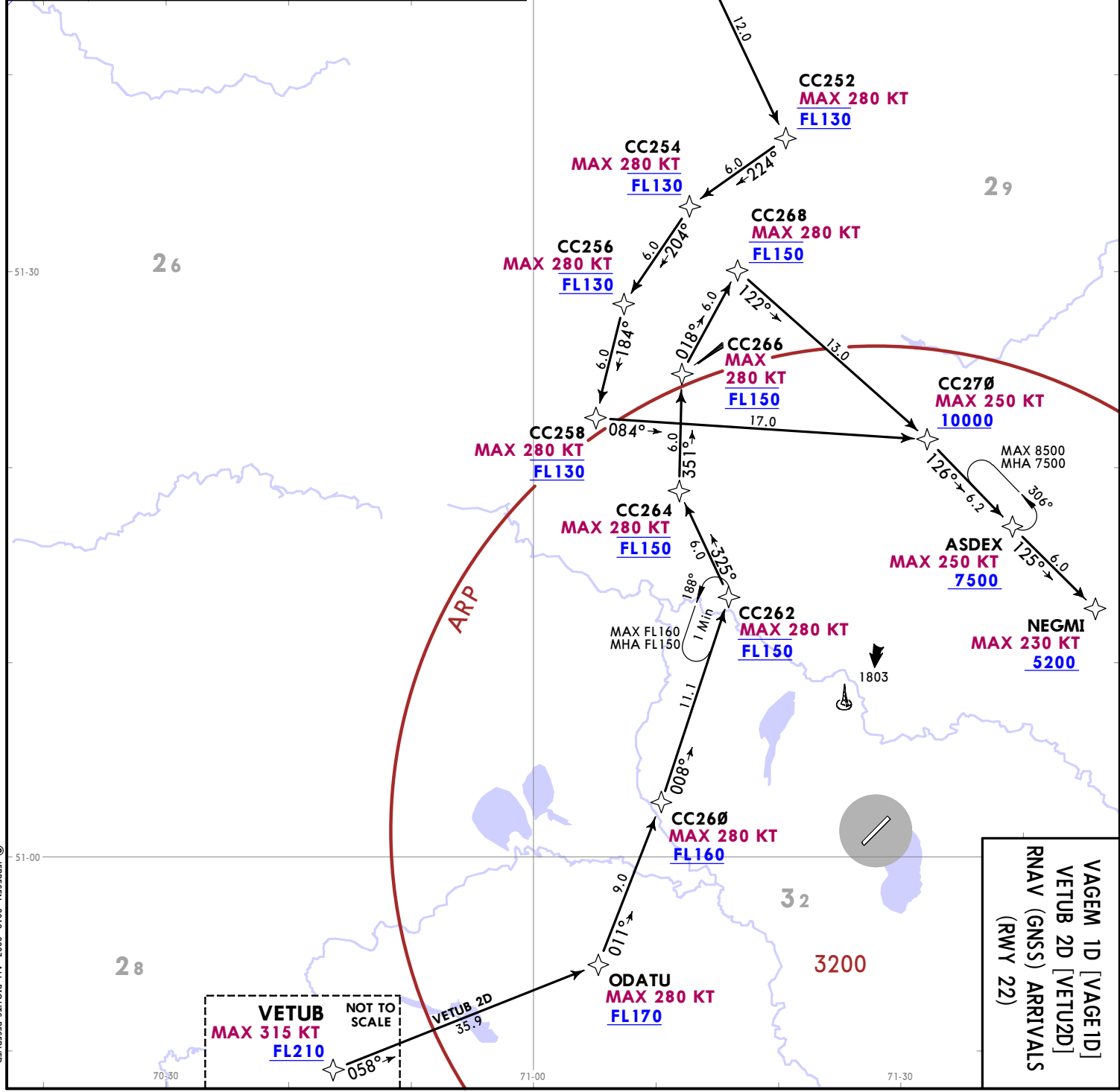




STAR	ROUTING
BANOS ID	BANOS (K315; FL120+) - CC220 (K280; FL170+) - CC222 (K280; FL140) - CC224 (K280; FL140) - CC226 (K280; FL140) - CC228 (K280; FL140) - CC240 (K250; 9800+) - CC242 (K250; 8220; 7200+) - OGLUX (K250; 6700+) - NEGMI (K230; 5200+).
EDANO ID	EDANO (K315; FL190+) - CC232 (K280; FL150) - CC234 (K280; FL150) - CC236 (K280; FL150) - CC238 (K280; FL150) - CC240 (K250; 9800+) - CC242 (K250; 8200; 7200+) - OGLUX (K250; 6700+) - NEGMI (K230; 5200+).
GURPI ID	GURPI (K315; FL230+) - CC211 (K280; FL160+) - CC213 (K280; FL140) - CC215 (K280; FL130) - CC217 (K280; FL130) - CC219 (K280; FL130) - CC221 (K280; FL130) - CC240 (K250; 9800+) - CC242 (K250; 8200; 7200+) - OGLUX (K250; 6700+) - NEGMI (K230; 5200+).

CHANGES: MSA changed.

ATIS 129.5 (Russian 128.3)		Apt Elev 1166
Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa 1. RNAV 1. 2. Surveillance RADAR required.		
VAGEM 1D [VAGE1D] VETUB 2D [VETU2D] RNAV (GNSS) ARRIVALS (RWY 22)		
STAR	ROUTING	
VAGEM 1D	VAGEM (K315-; FL190+) - CC250 (K280-; FL160+) - CC252 (K280-; FL130) - CC254 (K280-; FL130) - CC256 (K280-; FL130) - CC258 (K280-; FL130) - CC270 (K250-; 10000+) - ASDEX (K250-; 7500+) - NEGMI (K230-; 5200+).	
VETUB 2D	VETUB (K315-; FL210+) - ODATU (K280-; FL170+) - CC260 (K280-; FL160+) - CC262 (K280-; FL150) - CC264 (K280-; FL150) - CC266 (K280-; FL150) - CC268 (K280-; FL150) - CC270 (K250-; 10000+) - ASDEX (K250-; 7500+) - NEGMI (K230-; 5200+).	



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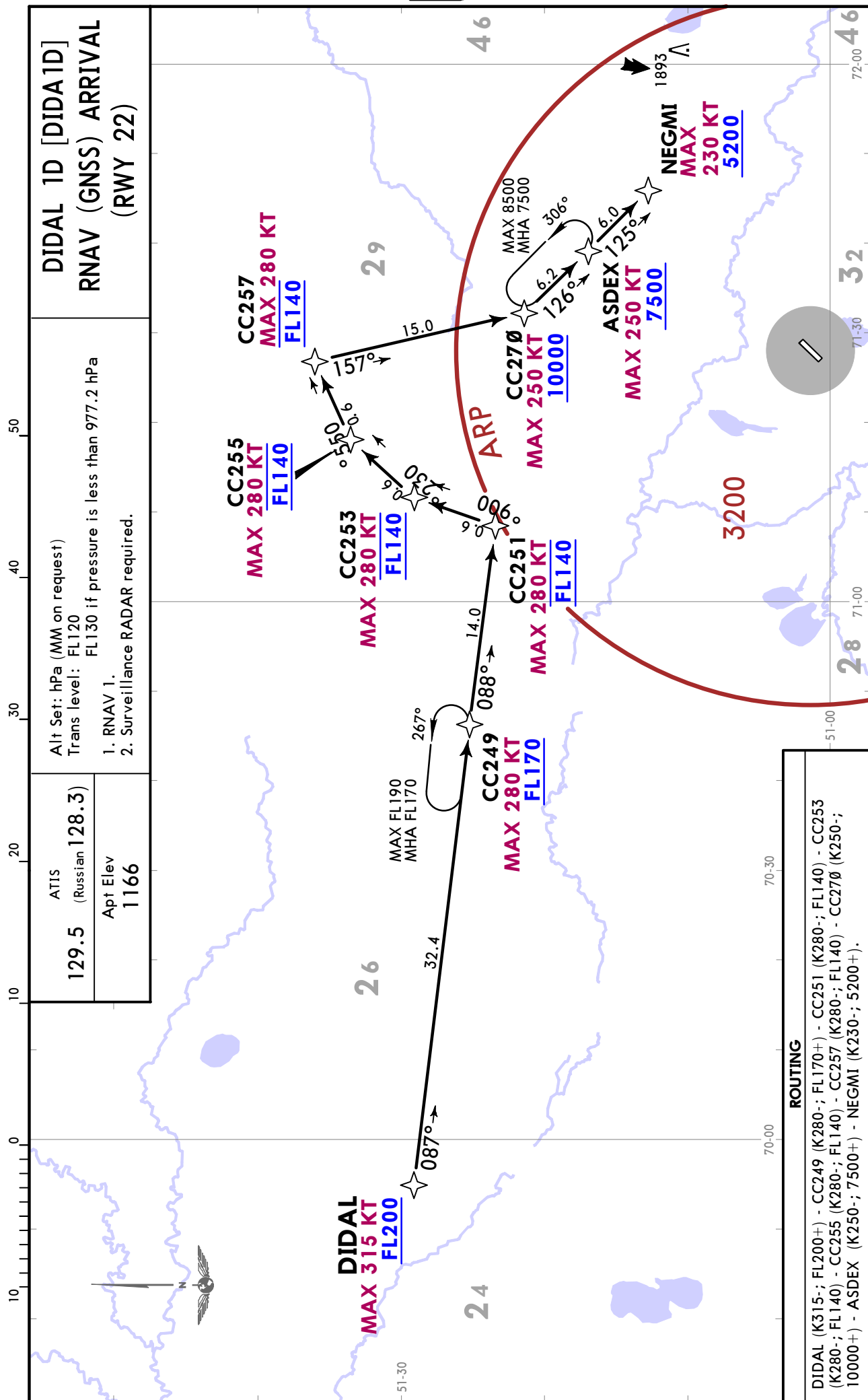
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ASTANA, KAZAKHSTAN

10-2C1

26 MAY 23

RNAV STAR



CHANGES: MSA changed.

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ASTANA, KAZAKHSTAN

10-2D

3 MAY 24
Eff 16 May

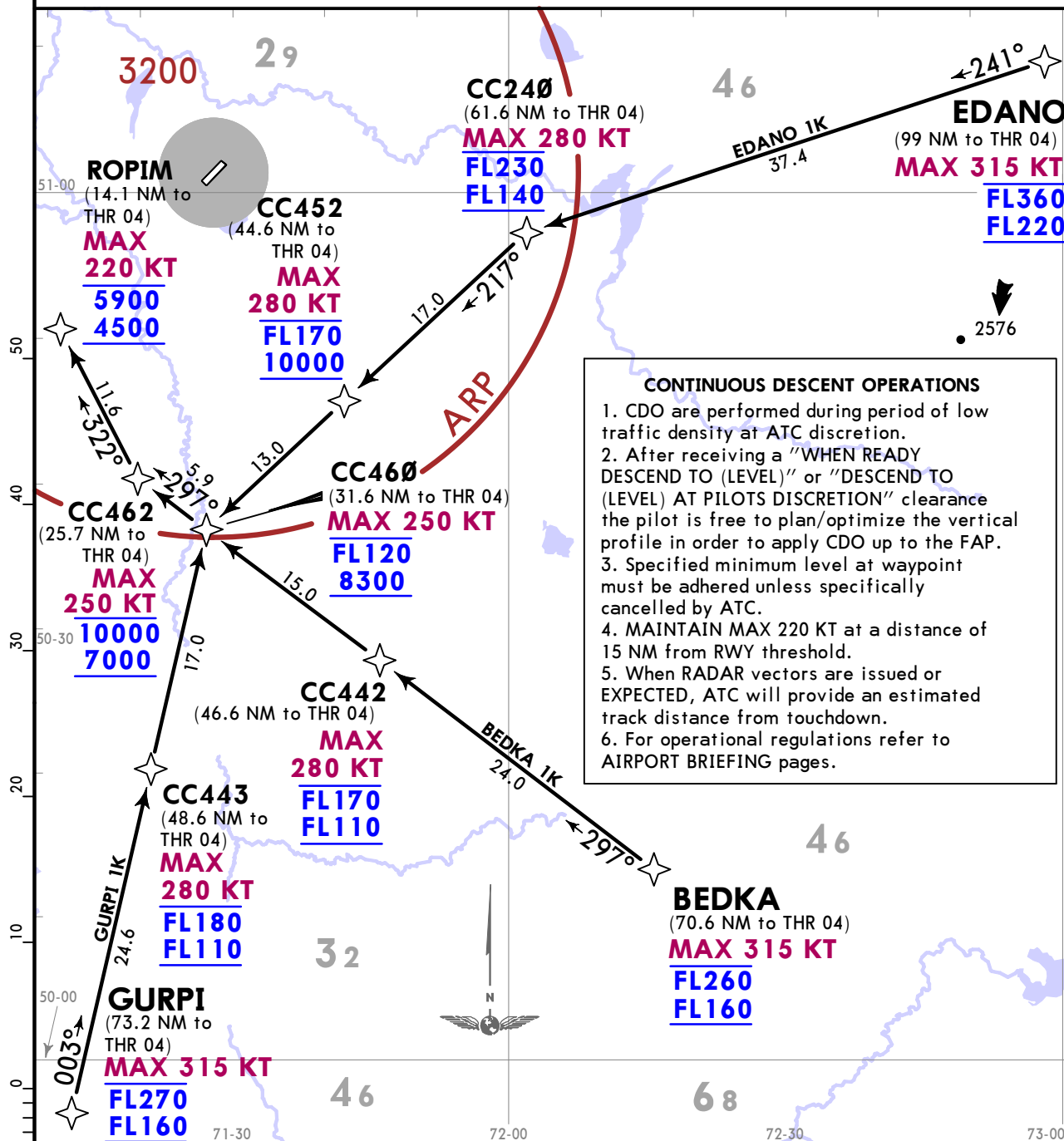
RNAV STAR

ATIS
129.5
(Russian 128.3)

Apt Elev
1166

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

BEDKA 1K [BEDK1K], EDANO 1K [EDAN1K]
GURPI 1K [GURP1K]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWY 04)



STAR	ROUTING
BEDKA 1K	BEDKA (K315-; FL260-; FL160+) - CC442 (K280-; FL170-; FL110+) - CC460 (K250-; FL120-; 8300+) - CC462 (K250-; 10000-; 7000+) - ROPIM (K220-; 5900-; 4500+).
EDANO 1K	EDANO (K315-; FL360-; FL220+) - CC240 (K280-; FL230-; FL140+) - CC452 (K280-; FL170-10000+) - CC460 (K250-; FL120-; 8300+) - CC462 (K250-; 10000-; 7000+) - ROPIM (K220-; 5900-; 4500+).
GURPI 1K	GURPI (K315-; FL270-; FL160+) - CC443 (K280-; FL180-; FL110+) - CC460 (K250-; FL120-; 8300+) - CC462 (K250-; 10000-; 7000+) - ROPIM (K220-; 5900-; 4500+).

CHANGES: ROPIM speed restriction.

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NURSULTAN NAZARBAYEV INTL

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ASTANA, KAZAKHSTAN

10-2E

3 MAY 24
Eff 16 May

RNAV STAR

ATIS
129.5 (Russian 128.3)

Apt Elev
1166

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
1. RNAV 1.
2. Surveillance RADAR required.

KODOL 1K [KODO1K], OSROL 1K [OSRO1K]
VAGEM 1K [VAGE1K]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT OPERATIONS (CDO)
(RWY 04)

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 15 NM from RWY threshold.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.

KODOL
(68.6 NM to THR 04)
MAX 315 KT
FL250
FL150

CC423
(43.5 NM to THR 04)
MAX 280 KT
FL160
9900

CC432
(45.5 NM to THR 04)
MAX 280 KT
FL170
10000

OSROL
(65.1 NM to THR 04)
MAX 315 KT
FL240
FL140

CC414
(41.5 NM to THR 04)
MAX 280 KT
FL160
9500

CC422
(28.5 NM to THR 04)
MAX 250 KT
FL110
7700

CC424
(20.1 NM to THR 04)
MAX 250 KT
8000
5800

ROPIM
(14.1 NM to THR 04)
MAX 230 KT
5900
4500

STAR

ROUTING

KODOL 1K

KODOL (K315-; FL250-; FL150+) - CC423 (K280-; FL160-; 9900+) - CC422 (K250-; FL110-; 7700+) - CC424 (K250-; 8000-; 5800+) - ROPIM (K230-; 5900-; 4500+).

OSROL 1K

OSROL (K315-; FL240-; FL140+) - CC432 (K280-; FL170-; 10000+) - CC422 (K250-; FL110-; 7700+) - CC424 (K250-; 8000-; 5800+) - ROPIM (K230-; 5900-; 4500+).

VAGEM 1K

VAGEM (K315-; FL330-; FL200+) - CC414 (K280-; FL160-; 9500+) - CC422 (K250-; FL110-; 7700+) - CC424 (K250-; 8000-; 5800+) - ROPIM (K230-; 5900-; 4500+).

CHANGES: None.

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10-2F

6 DEC 24

ASTANA, KAZAKHSTAN
RNAV STAR

CONTINUOUS DESCENT OPERATIONS

1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. MAINTAIN MAX 220 KT at a distance of 15 NM from RWY threshold.
5. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
6. For operational regulations refer to AIRPORT BRIEFING pages.

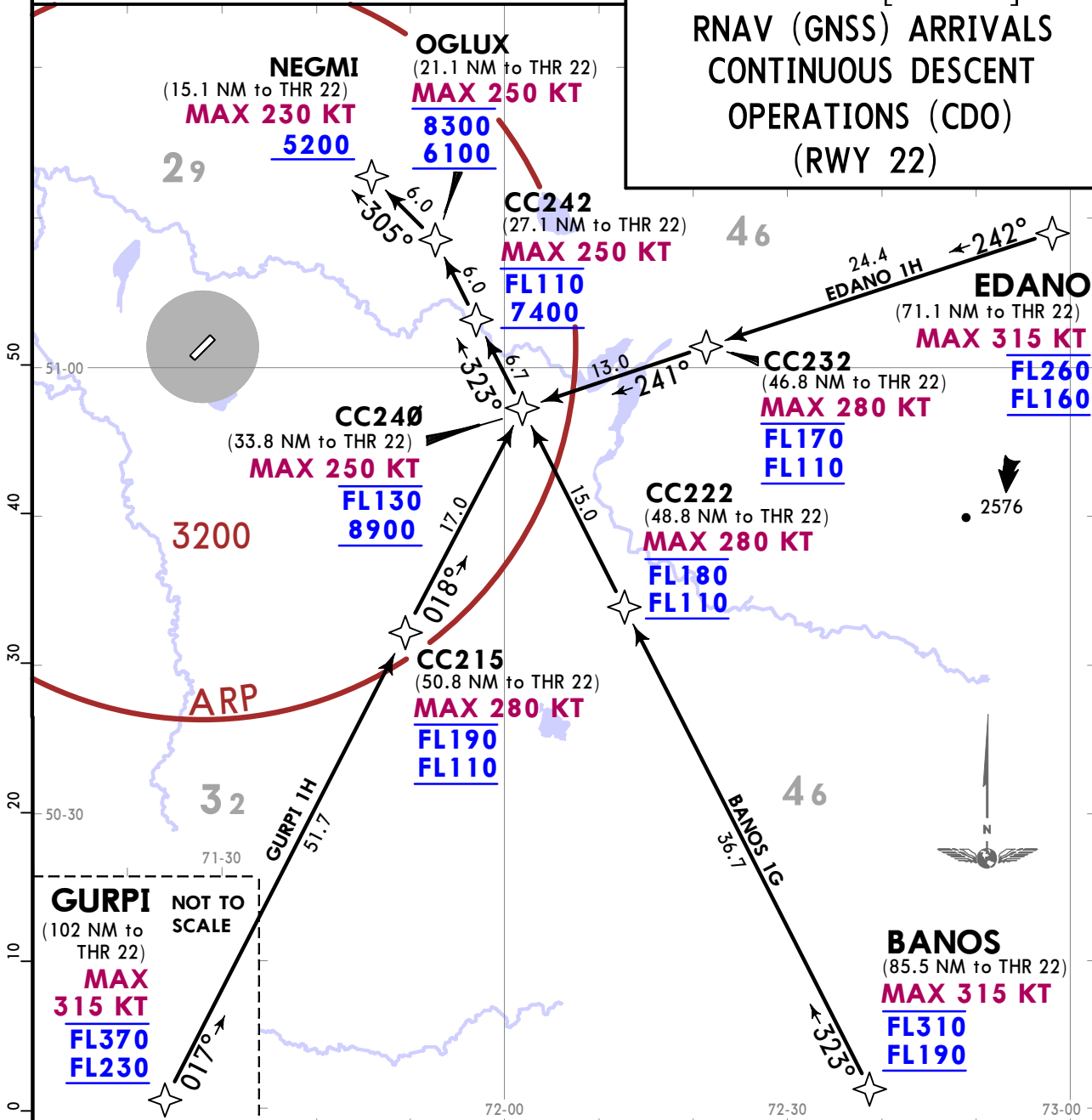
ATIS
129.5 (Russian 128.3)

Apt Elev
1166

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

1. RNAV 1.
2. Surveillance RADAR required.

BANOS 1G [BANO1G]
EDANO 1H [EDAN1H]
GURPI 1H [GURP1H]
RNAV (GNSS) ARRIVALS
CONTINUOUS DESCENT
OPERATIONS (CDO)
(RWY 22)



STAR

ROUTING

BANOS 1G

BANOS (K315-; FL310-; FL190+) - CC222 (K280-; FL180-; FL110+) - CC240 (K250-; FL130-; 8900+) - CC242 (K250-; FL110-; 7400+) - OGLUX (K250-; 8300-; 6100+) - NEGMI (K230-; 5200+).

EDANO 1H

EDANO (K315-; FL260-; FL160+) - CC232 (K280-; FL170-; FL110+) - CC240 (K250-; FL130-; 8900+) - CC242 (K250-; FL110-; 7400+) - OGLUX (K250-; 8300-; 6100+) - NEGMI (K230-; 5200+).

GURPI 1H

GURPI (K315-; FL370-; FL230+) - CC215 (K280-; FL190-; FL110+) - CC240 (K250-; FL130-; 8900+) - CC242 (K250-; FL110-; 7400+) - OGLUX (K250-; 8300-; 6100+) - NEGMI (K230-; 5200+).

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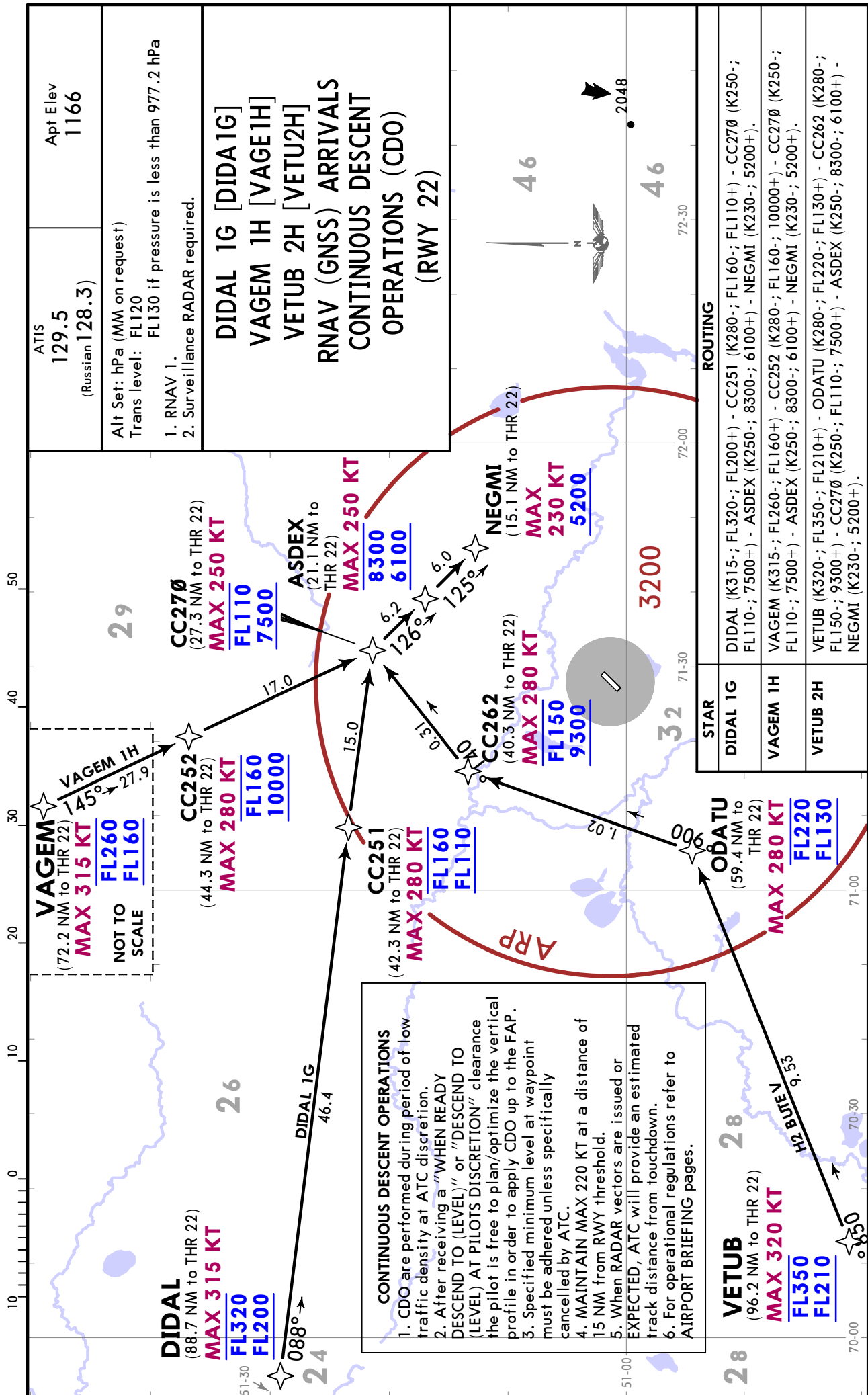
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ASTANA, KAZAKHSTAN

10-2G

6 DEC 24

RNAV STAR



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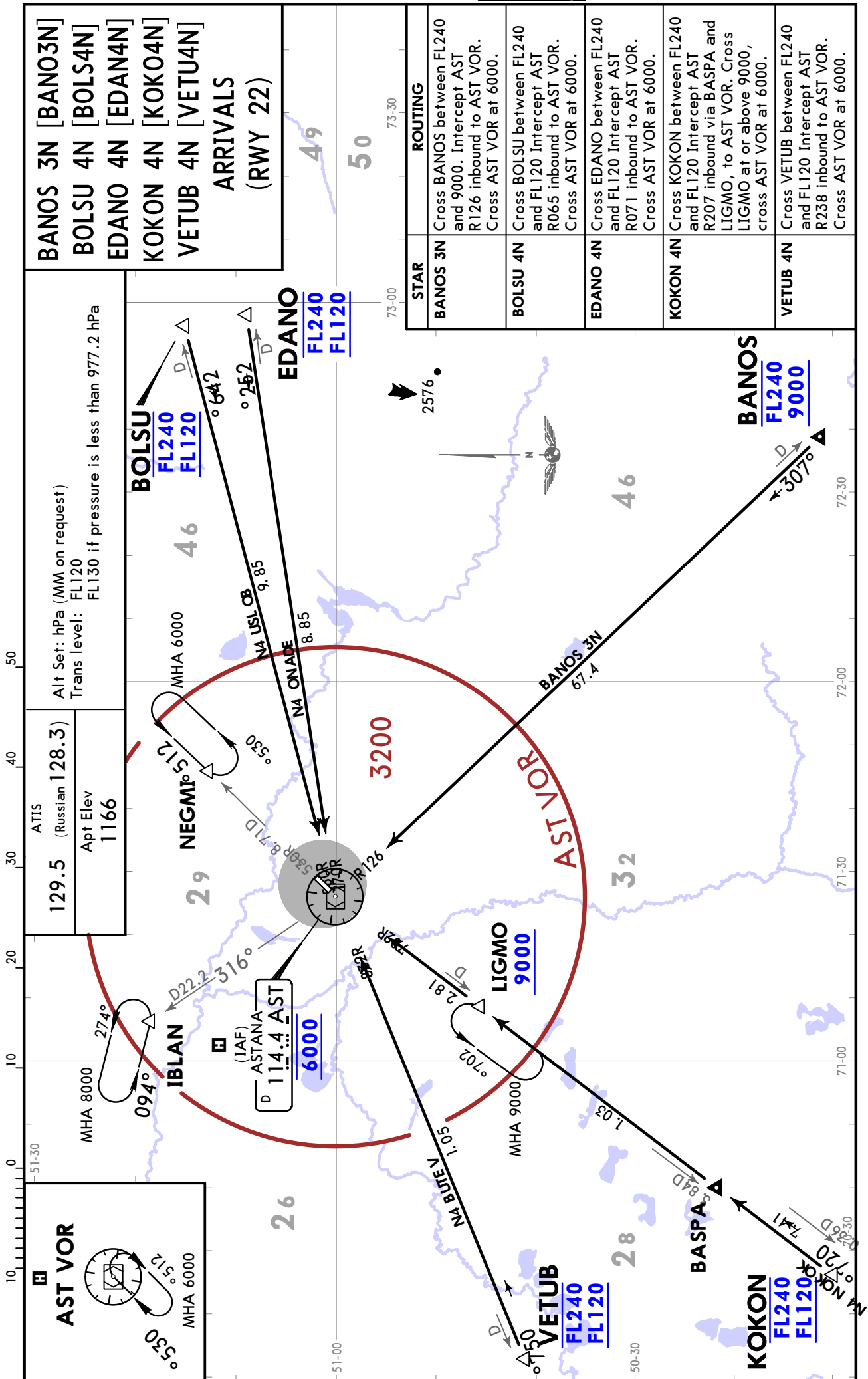
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ASTANA, KAZAKHSTAN

10-2H

3 MAY 24
Eff 16 May

STAR



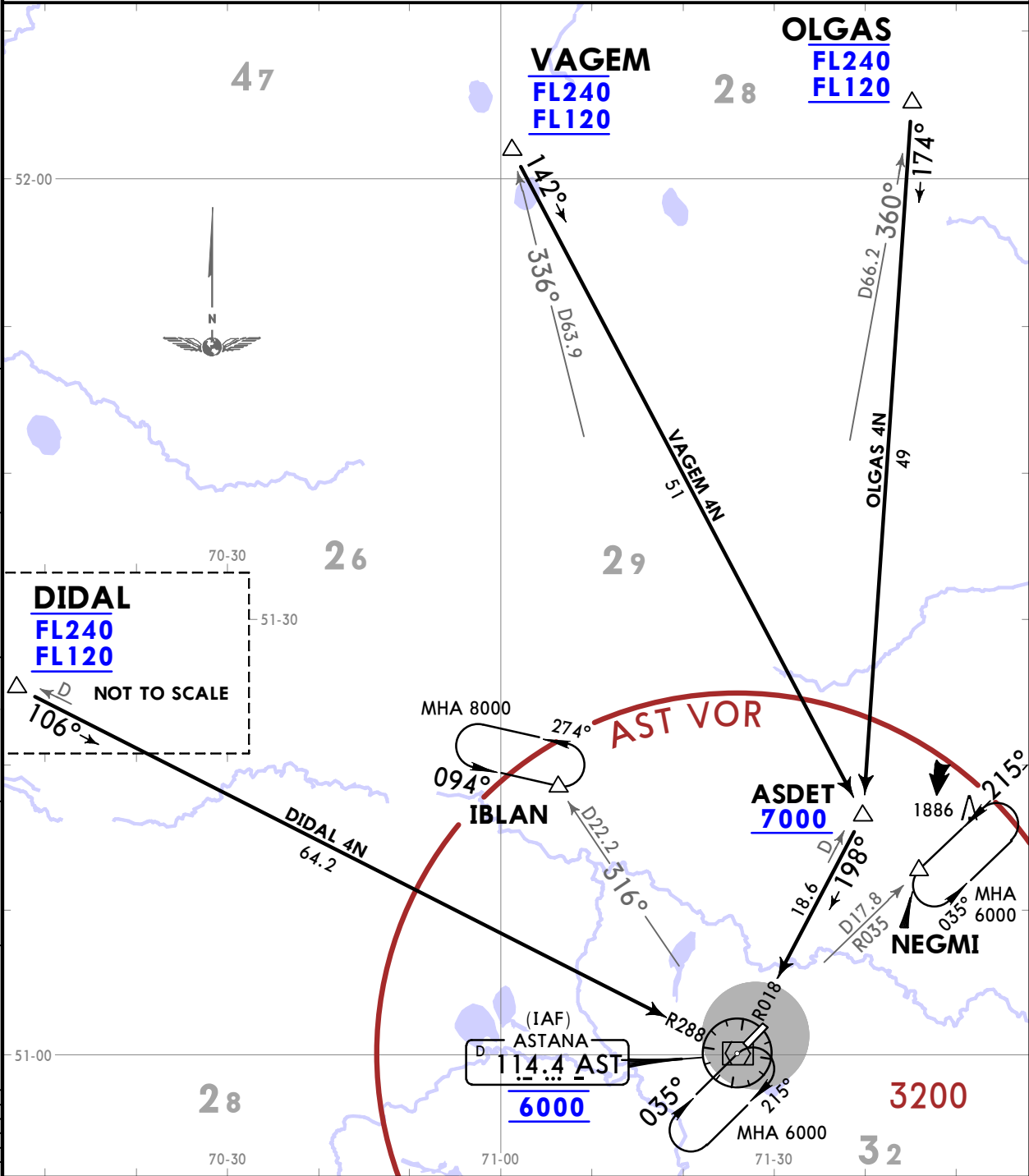
UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN
10-2J 3 MAY 24
Eff 16 May

ASTANA, KAZAKHSTAN
STAR

129.5 ATIS (Russian 128.3)	Apt Elev 1166	Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa
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DIDAL 4N [DIDA4N]
OLGAS 4N [OLGA4N]
VAGEM 4N [VAGE4N]
ARRIVALS
(RWY 22)



STAR	ROUTING
DIDAL 4N	Cross DIDAL between FL240 and FL120. Intercept AST R288 inbound to AST VOR. Cross AST VOR at 6000.
OLGAS 4N	Cross OLGAS between FL240 and FL120. On 174° track to ASDET, cross ASDET at or above 7000, turn RIGHT, intercept AST R018 inbound to AST VOR. Cross AST VOR at 6000.
VAGEM 4N	Cross VAGEM between FL240 and FL120. On 142° track to ASDET, cross ASDET at or above 7000, turn RIGHT, intercept AST R018 inbound to AST VOR. Cross AST VOR at 6000.

CHANGES: Routing text.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN

ASTANA, KAZAKHSTAN

10-2K

3 MAY 24

Eff 16 May

STAR

BEDKA 3S [BEDK3S]
BEDKA 4T [BEDK4T]
EDANO 4S [EDAN4S]
KOKON 4S [KOKO4S]
ARRIVALS
(RWY 04)

EDANO
FL240
FL120

ROUTING

Cross BEDKA between FL240 and 9000.
Intercept AST R136 inbound to AST VOR.
Cross AST VOR at 6000.

Cross BEDKA between FL240 and 9000.
On 298° track to LIGMO, turn RIGHT,
intercept AST R207 inbound to AST VOR.
Cross LIGMO at 8000, cross AST VOR at 6000.

Cross EDANO between FL240 and FL120.
Intercept AST R071 inbound to AST VOR.
Cross AST VOR at 6000.

Cross KOKON between FL240 and FL120.
Intercept AST R207 inbound via BASPA and
LIGMO to AST VOR. Cross LIGMO at 8000,
cross AST VOR at 6000.

ATIS

129.5
(Russian 128.3)

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

Apt Elev
1166

AST VOR

MHA 6000

530°

25°

150°

30°

120°

90°

60°

30°

0°

30°

60°

90°

120°

150°

180°

210°

240°

270°

300°

330°

360°

ASTANA
(IAF)

AST
114.4

6000

070R

070L

070C

2576

AST VOR

LIGMO
8000

BEDKA
FL240
9000

KOKON
FL240
FL120

BASPA

BEDKA 3S
56.6

BEDKA 4T
54

S4 ONADE
8.85

252

51-30

71-00

71-30

72-00

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UACC/NQZ
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ASTANA, KAZAKHSTAN

10-2L

3 MAY 24

Eff 16 May

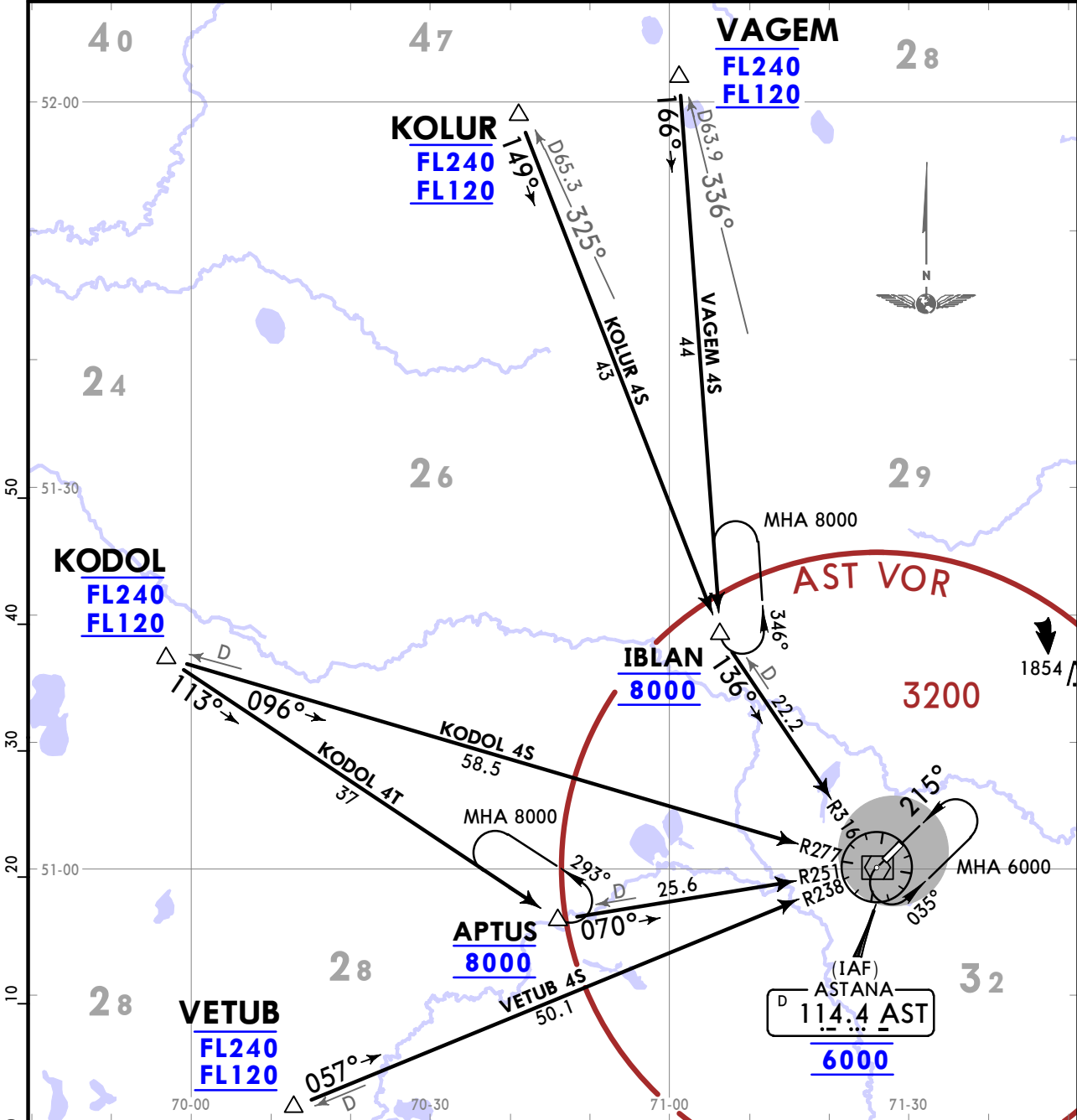
STAR

ATIS
129.5
(Russian 128.3)

Apt Elev
1166

Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

KODOL 4S [KODO4S], KODOL 4T [KODO4T]
KOLUR 4S [KOLU4S], VAGEM 4S [VAGE4S]
VETUB 4S [VETU4S]
ARRIVALS
(RWY 04)

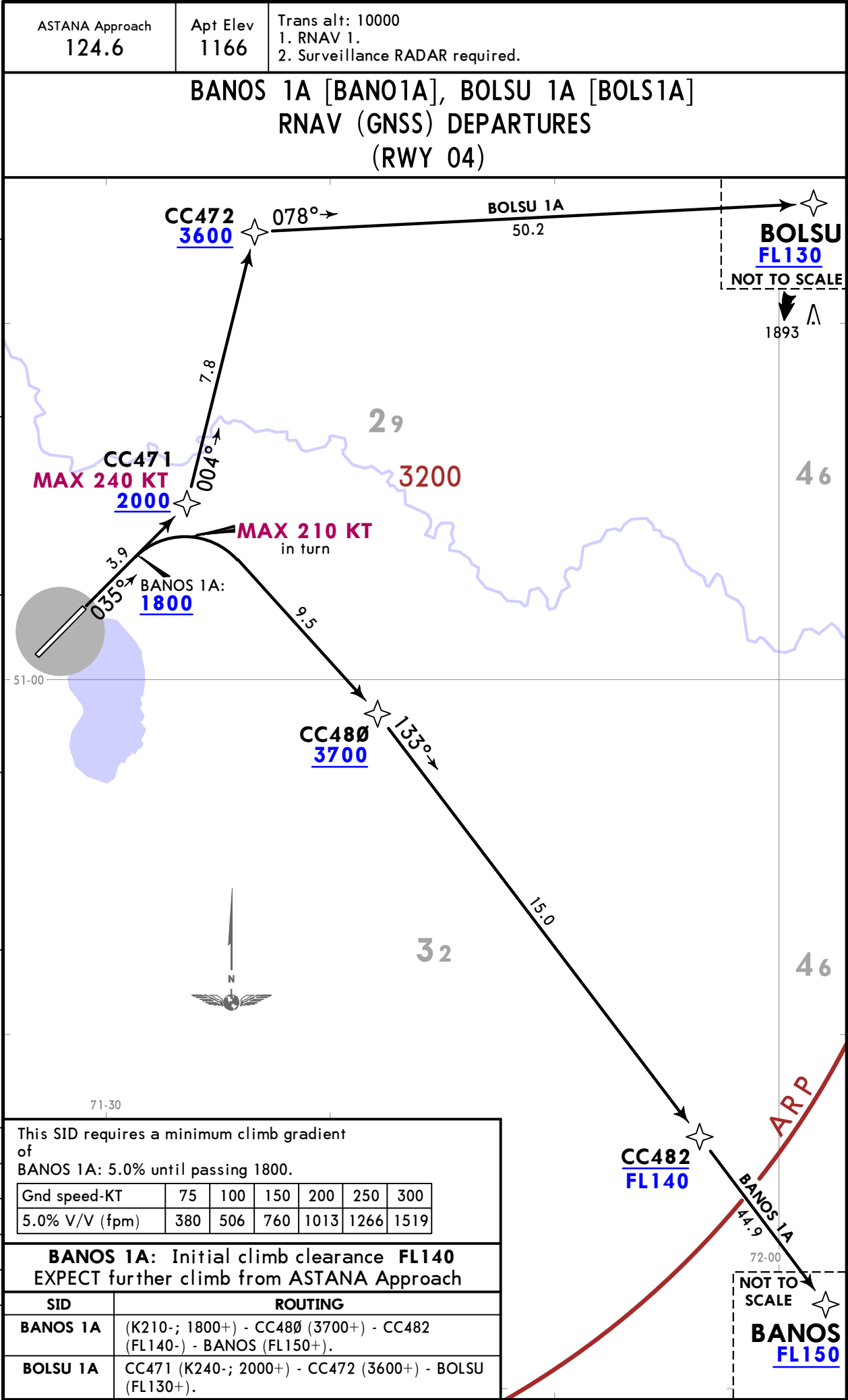


STAR	ROUTING
KODOL 4S	Cross KODOL between FL240 and FL120. Intercept AST R277 inbound to AST VOR. Cross AST VOR at 6000.
KODOL 4T	Cross KODOL between FL240 and FL120. On 113° track to APTUS, cross APTUS at 8000, turn LEFT, intercept AST R251 inbound to AST VOR. Cross AST VOR at 6000.
KOLUR 4S	Cross KOLUR between FL240 and FL120. On 149° track to IBLAN, cross IBLAN at 8000, turn LEFT, intercept AST R316 inbound to AST VOR. Cross AST VOR at 6000.
VAGEM 4S	Cross VAGEM between FL240 and FL120. On 166° track to IBLAN, cross IBLAN at 8000, turn LEFT, intercept AST R316 inbound to AST VOR. Cross AST VOR at 6000.
VETUB 4S	Cross VETUB between FL240 and FL120. Intercept AST R238 inbound to AST VOR. Cross AST VOR at 6000.

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NURSULTAN NAZARBAYEV INTL

JEPPESSEN
10-3 26 MAY 23

ASTANA, KAZAKHSTAN
RNAV SID



UACC/NQZ
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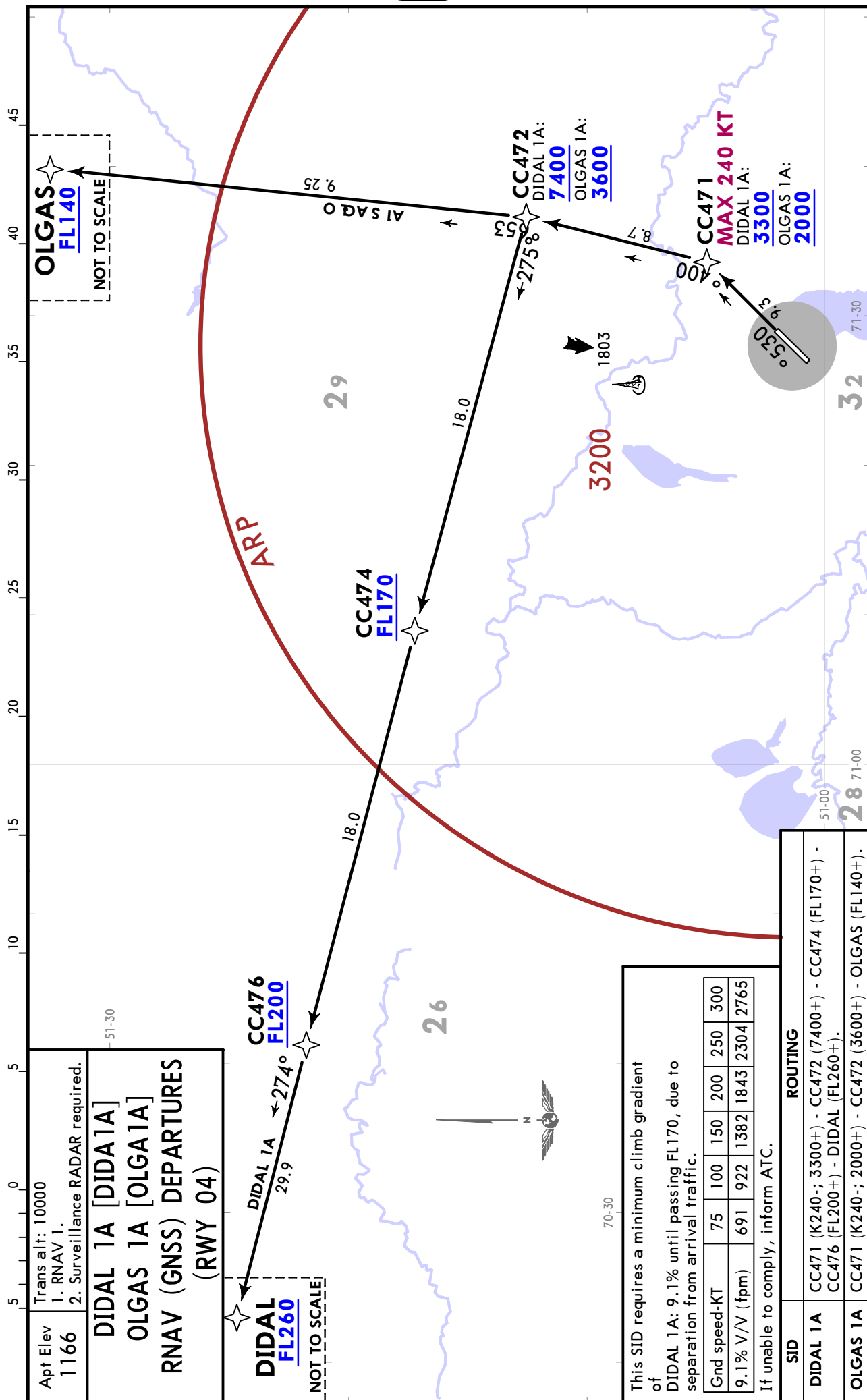


JEPPESEN

ASTANA, KAZAKHSTAN

10-3A

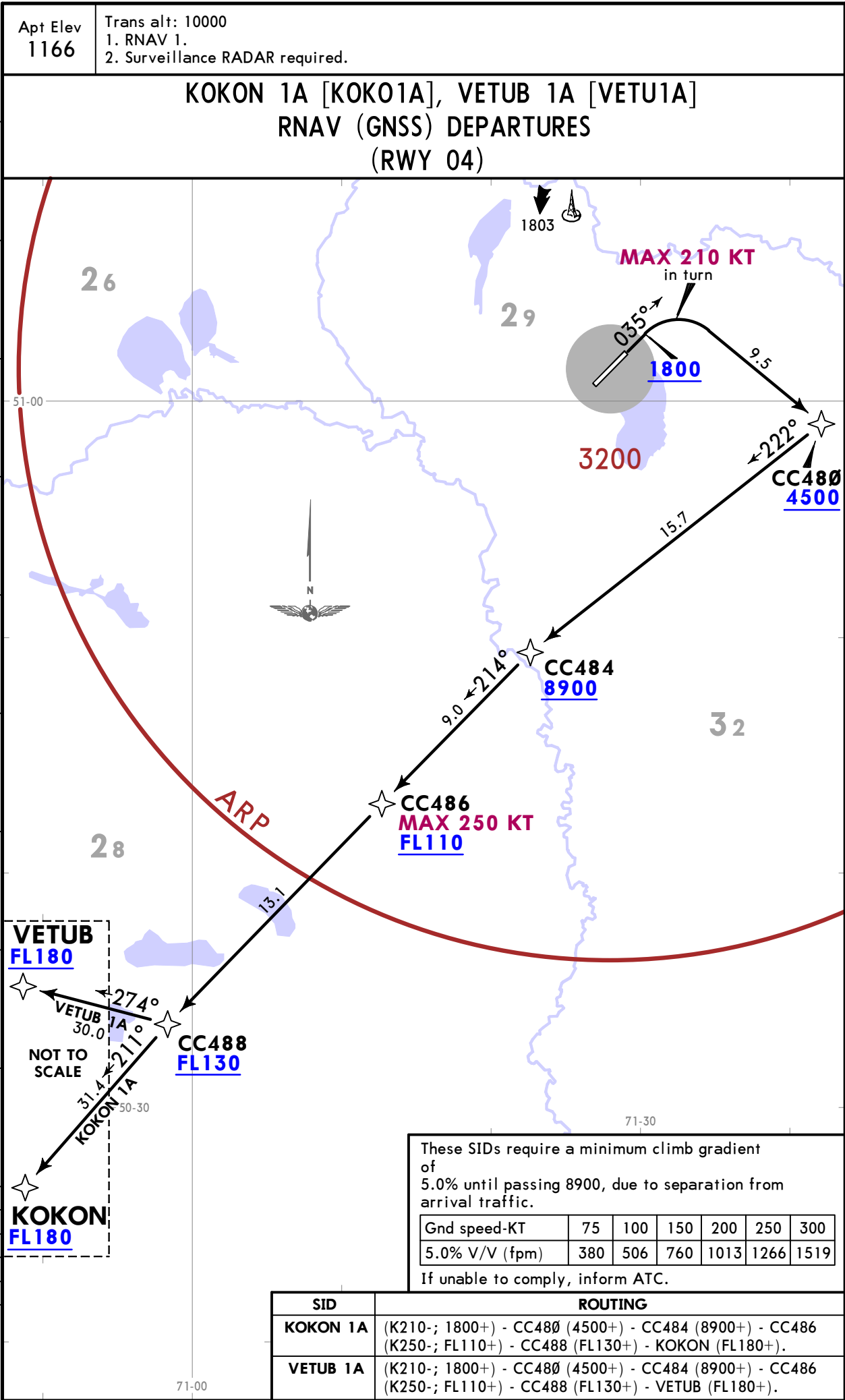
26 MAY 23

RNAV SID

UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN
10-3B 26 MAY 23

ASTANA, KAZAKHSTAN
RNAV SID



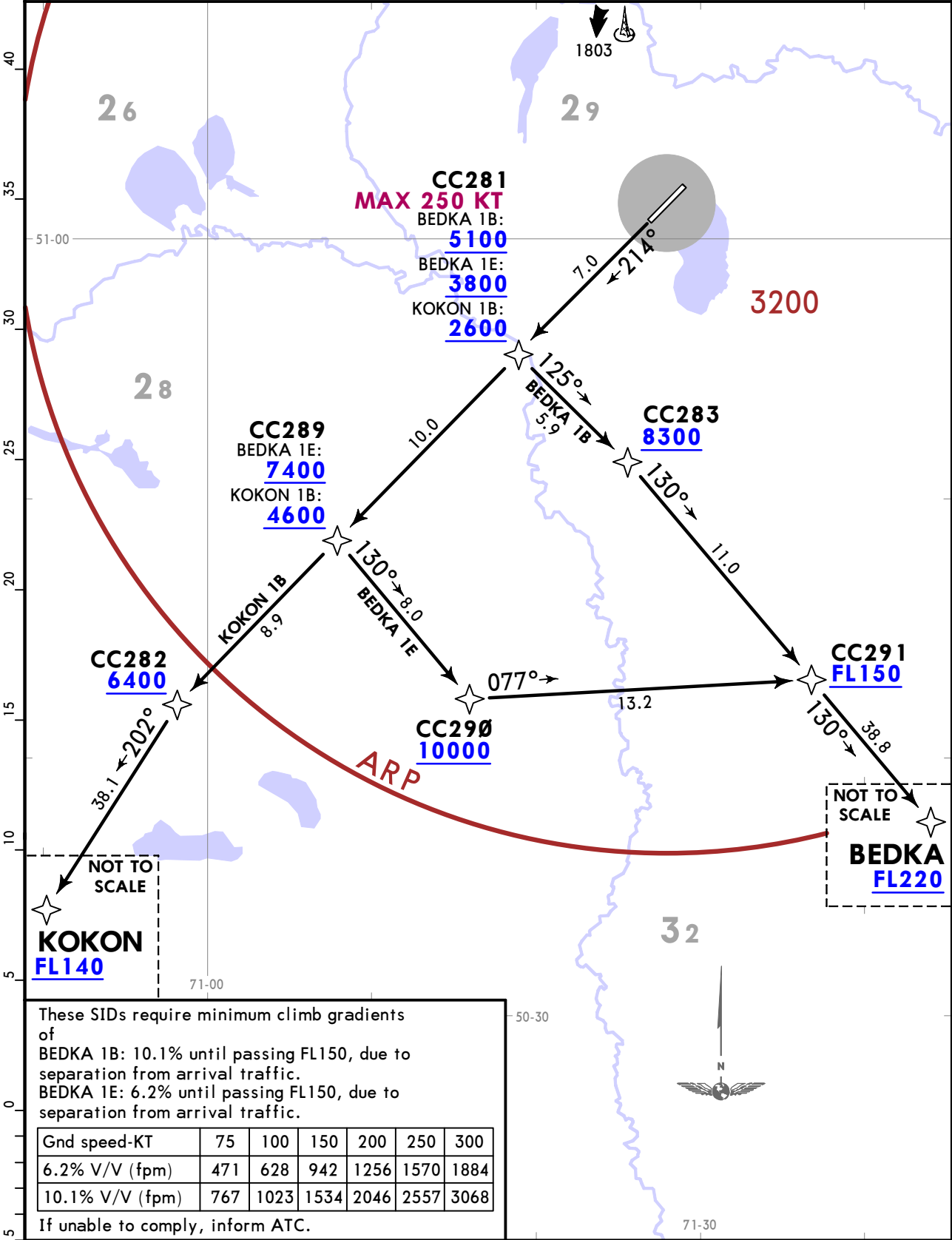
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NURSULTAN NAZARBAYEV INTL

JEPPESEN
10-3C 26 MAY 23

ASTANA, KAZAKHSTAN
RNAV SID

Apt Elev
1166
Trans alt: 10000
1. RNAV 1.
2. Surveillance RADAR required.

BEDKA 1B [BEDK1B], BEDKA 1E [BEDK1E], KOKON 1B [KOKO1B]
RNAV (GNSS) DEPARTURES
(RWY 22)



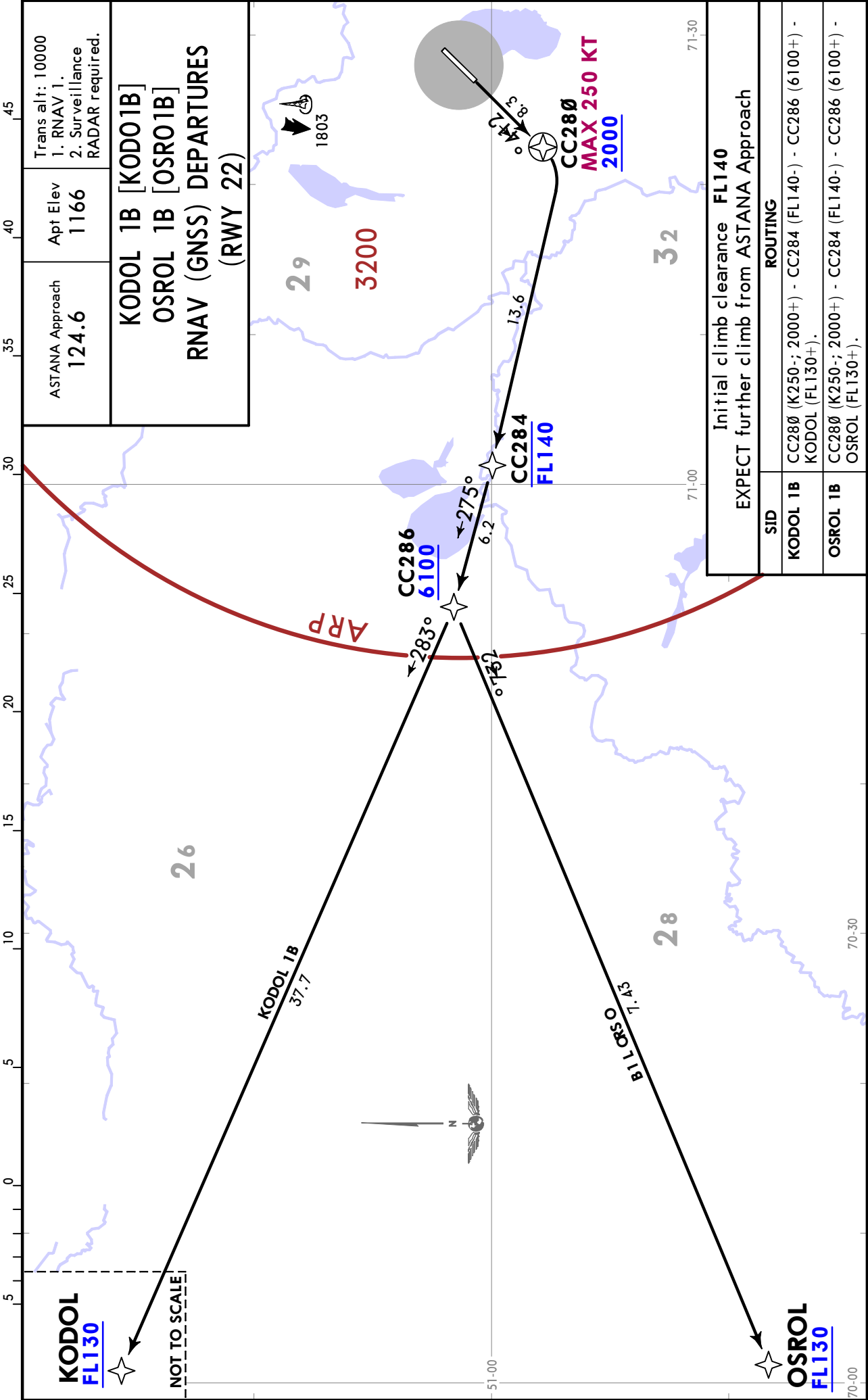
SID	ROUTING
BEDKA 1B	CC281 (K250-; 5100+) - CC283 (8300+) - CC291 (FL150+) - BEDKA (FL220+).
BEDKA 1E	CC281 (K250-; 3800+) - CC289 (7400+) - CC290 (10000+) - CC291 (FL150+) - BEDKA (FL220+).
KOKON 1B	CC281 (K250-; 2600+) - CC289 (4600+) - CC282 (6400+) - KOKON (FL140+).

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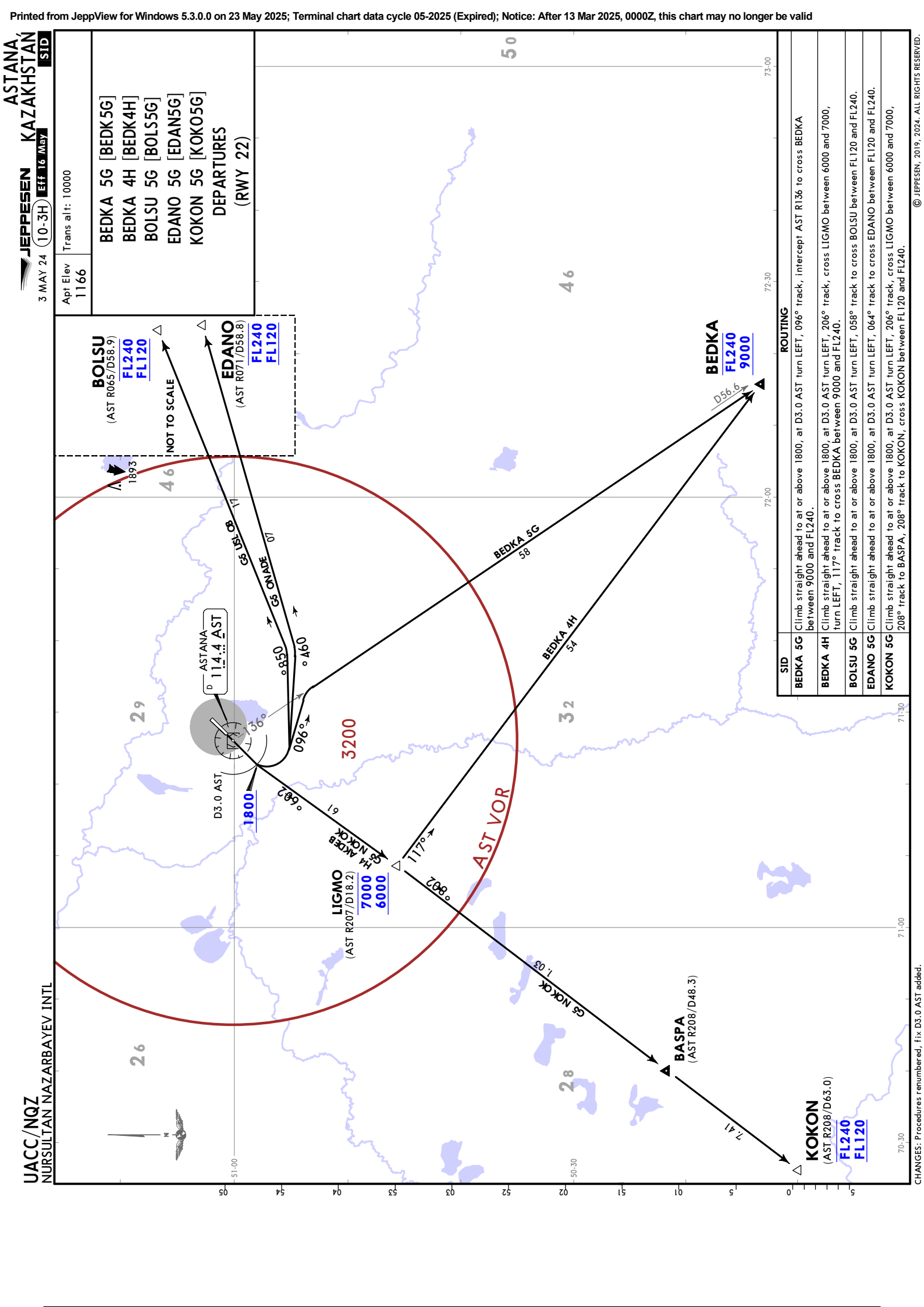
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10-3E 26 MAY 23

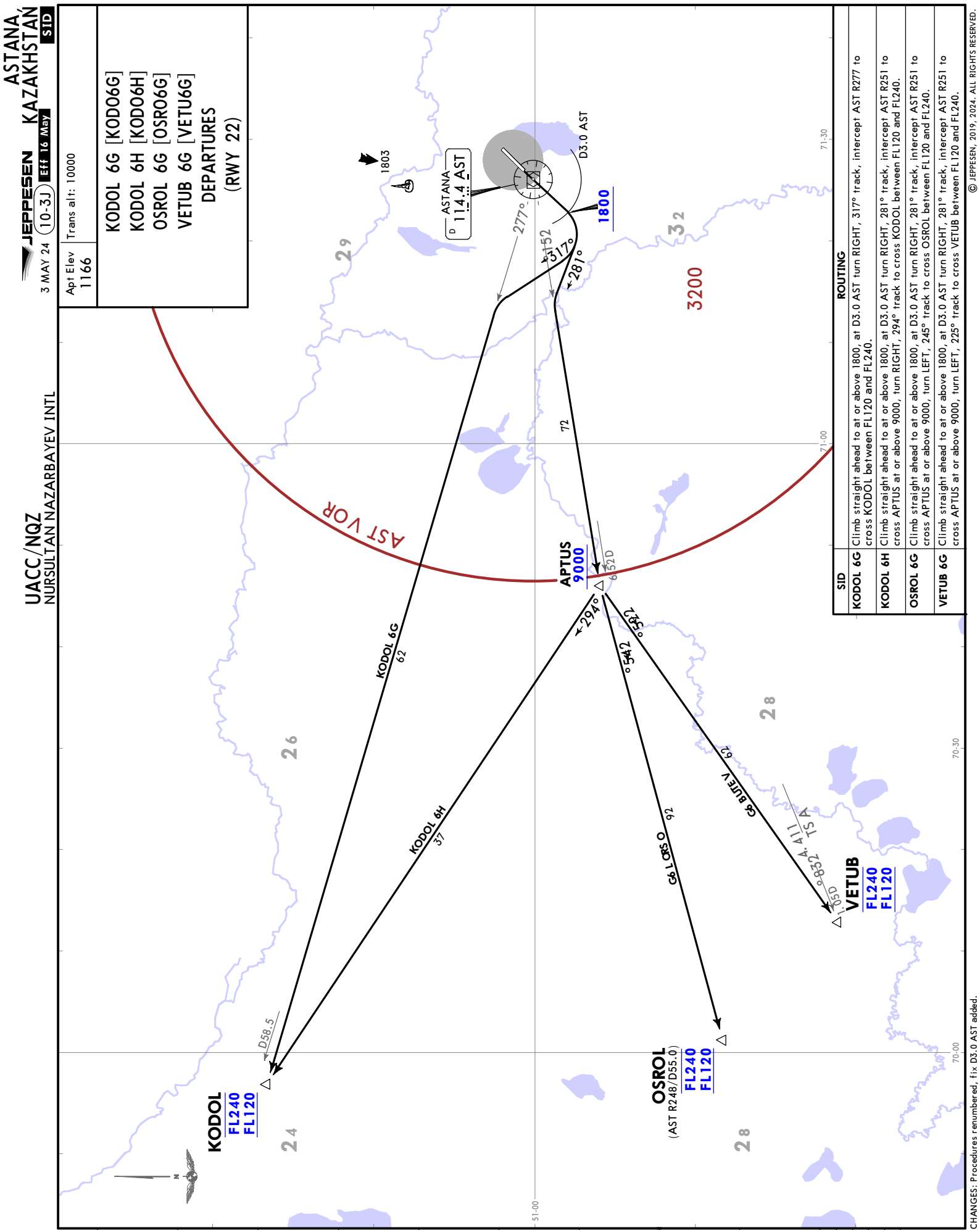
ASTANA, KAZAKHSTAN

RNAV SID







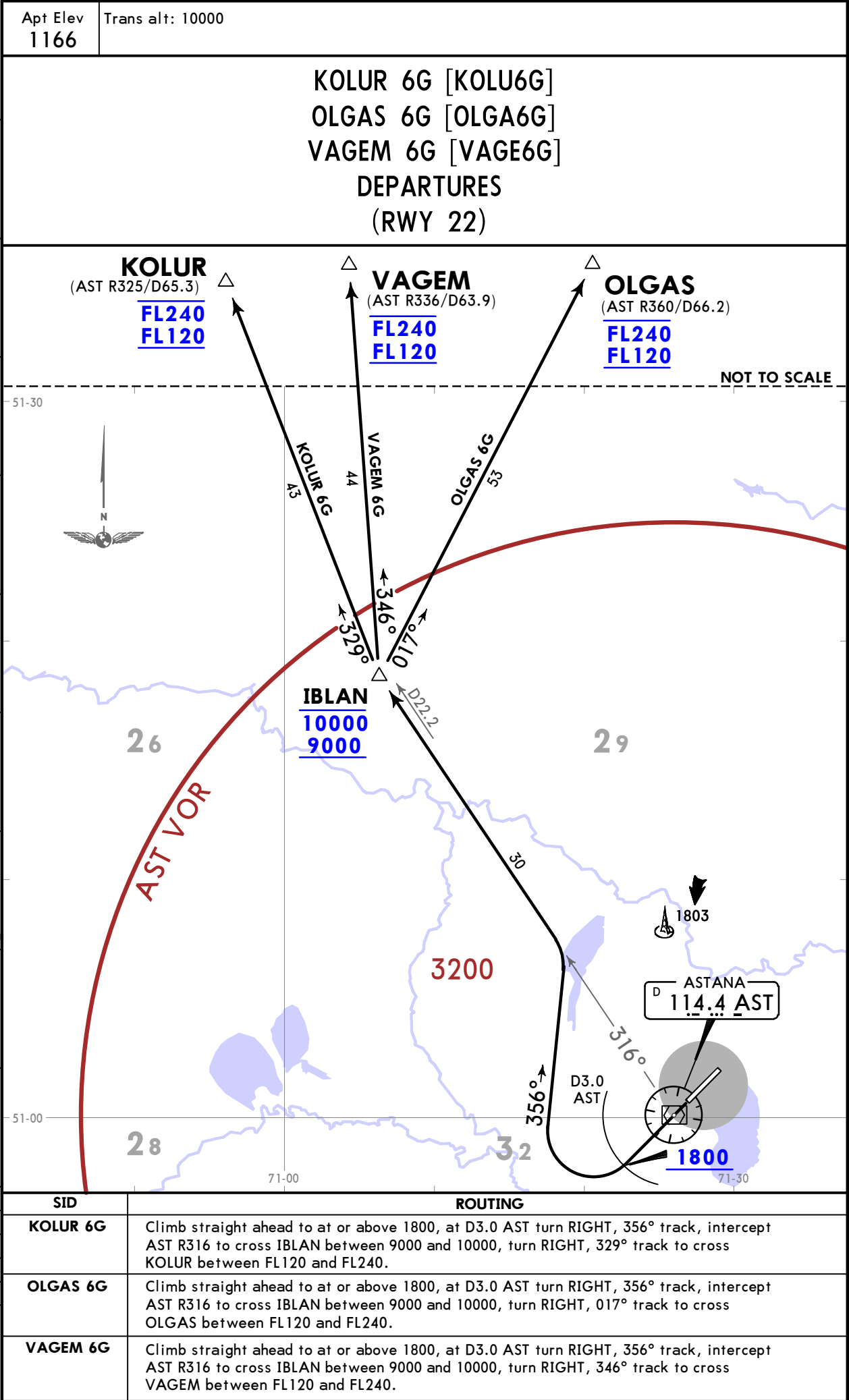


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NURSULTAN NAZARBAYEV INTL

JEPPESEN
10-3K

3 MAY 24
Eff 16 May

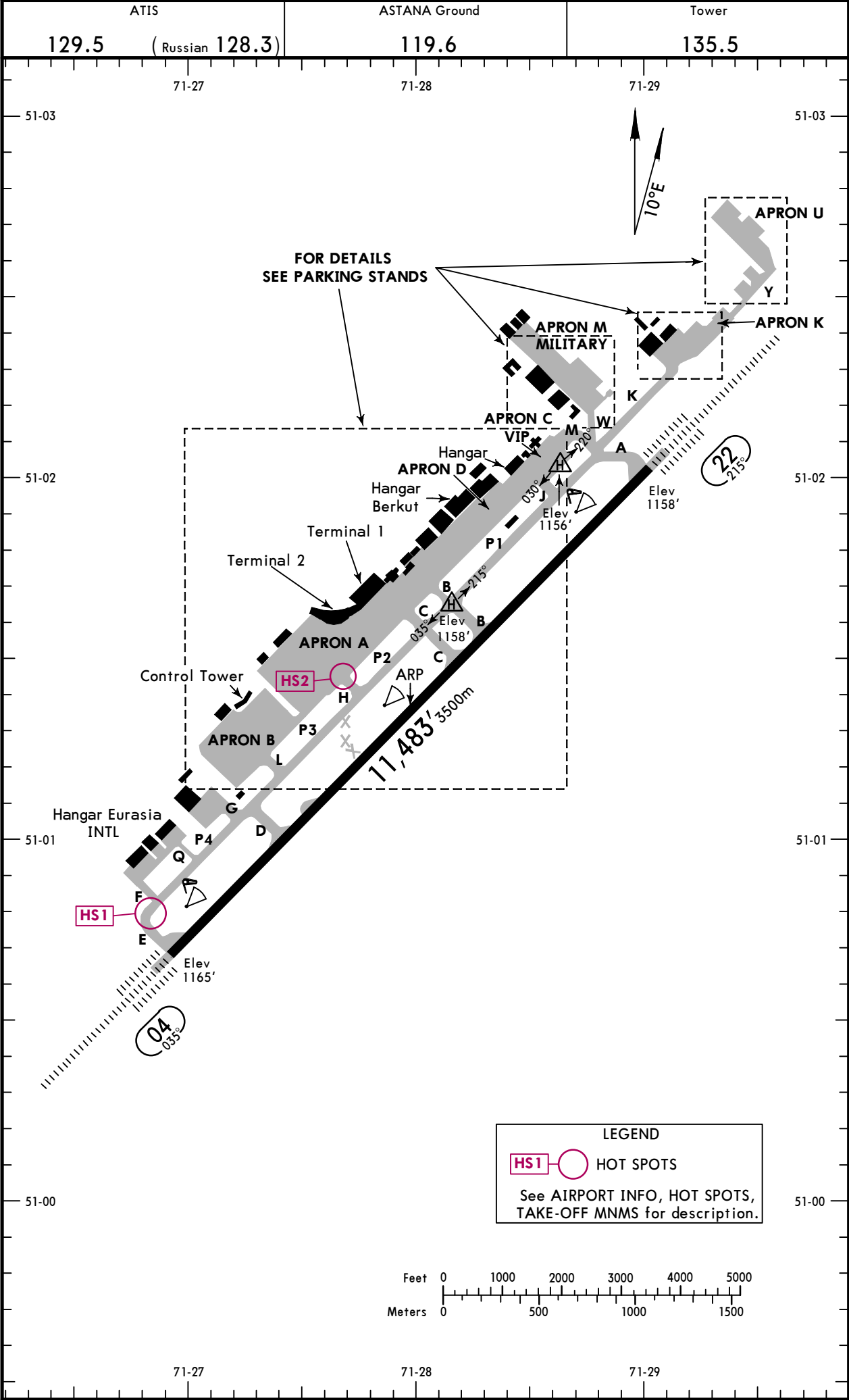
ASTANA, KAZAKHSTAN
SID



UACC/NQZ
Apt Elev **1166'**
N51 01.3 E071 28.0

JEPPESSEN
31 JAN 25 **(10-9)**

ASTANA, KAZAKHSTAN
NURSULTAN NAZARBAYEV INTL



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31 JAN 25 10-9A

ASTANA, KAZAKHSTAN
NURSULTAN NAZARBAYEV INTL

ADDITIONAL RUNWAY INFORMATION									
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH		
				LANDING	BEYOND				
			Threshold	Glide Slope					
04	HIRL (60m)	CL (15m)	❶ HIALS-II	OFZ	RVR		10,389' 3167m	❷	148'
22	TDZ	PAPI-L(3.0°)							45m

❶ length 900m

❷ TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head 11,483' (3500m)
twy D 8763' (2671m)
twy C 4570' (1393m)
twy B 3967' (1209m)

RWY 22:

From rwy head 11,483' (3500m)
twy B 7516' (2291m)
twy C 6913' (2107m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 HS1 Rwy 04 holding position is set on Twy P.

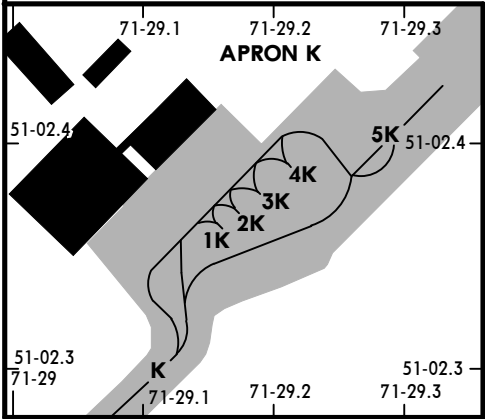
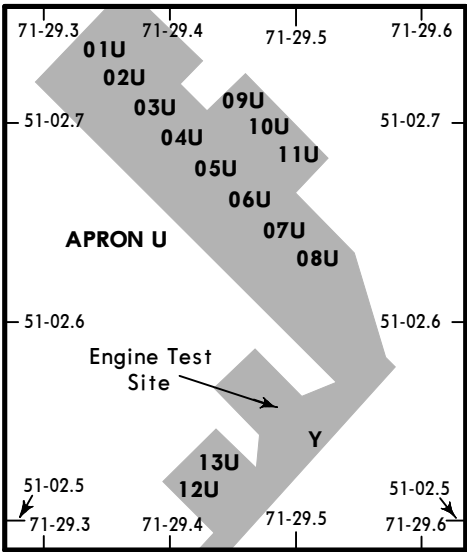
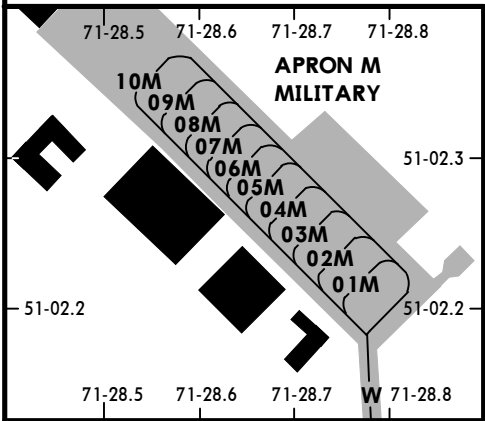
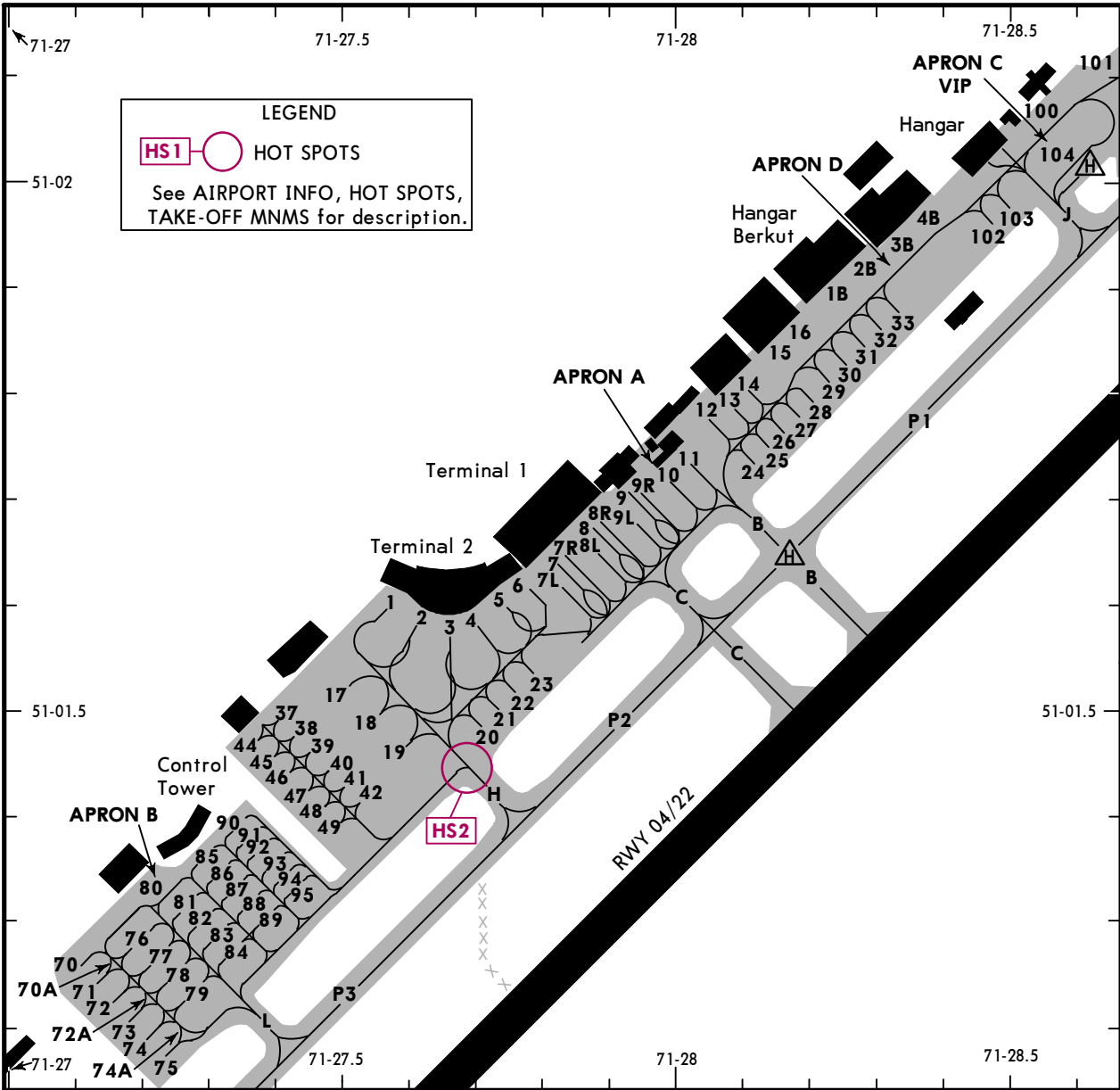
HS2 HS2 Twy H intersect roadway.

Std TAKE-OFF						
❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	❷ RL & RCLM	❷ RL or RCLM	Adequate Vis Ref	
					DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA
❶ RWY 04, 22: TDZ/Mid/Rollout R75m with approved lateral guidance system.						
❷ For NIGHT operations, at least RL or CL and RENL are required.						

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23 AUG 24
Eff 5 Sep 10-9B

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CHANGES: Twy Y, Apron U and stands 01U thru 13U added.

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ASTANA, KAZAKHSTAN
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PARKING STAND COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
APRON A				APRON C			
1 thru 3		N51 01.6	E071 27.6	100		N51 02.1	E071 28.6
4, 5		N51 01.6	E071 27.7	101		N51 02.1	E071 28.7
6 thru 7R		N51 01.6	E071 27.8	102, 103		N51 02.0	E071 28.5
8L thru 9R		N51 01.7	E071 27.9	104		N51 02.0	E071 28.6
10, 11		N51 01.7	E071 28.0	APRON D			
12		N51 01.8	E071 28.0	1B		N51 01.9	E071 28.2
13 thru 15		N51 01.8	E071 28.1	2B, 3B		N51 01.9	E071 28.3
16		N51 01.9	E071 28.2	4B		N51 02.0	E071 28.4
17		N51 01.5	E071 27.5	31		N51 01.8	E071 28.3
18, 19		N51 01.5	E071 27.6	32, 33		N51 01.9	E071 28.3
20 thru 22				APRON K			
23		N51 01.5	E071 27.8	1K		N51 02.3	E071 29.2
24, 25		N51 01.7	E071 28.1	2K thru 4K		N51 02.4	E071 29.2
26 thru 30		N51 01.8	E071 28.2	5K		N51 02.4	E071 29.3
37 thru 39		N51 01.5	E071 27.4	APRON M			
40 thru 42		N51 01.4	E071 27.5	01M		N51 02.2	E071 28.8
44, 45		N51 01.5	E071 27.4	02M, 03M		N51 02.2	E071 28.7
46, 47		N51 01.4	E071 27.4	04M, 05M		N51 02.3	E071 28.7
48, 49		N51 01.4	E071 27.5	06M thru 09M		N51 02.3	E071 28.6
APRON B				10M		N51 02.3	E071 28.5
70, 70A		N51 01.3	E071 27.1	APRON U			
71		N51 01.2	E071 27.1	01U		N51 02.7	E071 29.3
72 thru 75		N51 01.2	E071 27.2	02U thru 05U		N51 02.7	E071 29.4
76, 77		N51 01.3	E071 27.2	06U		N51 02.7	E071 29.5
78		N51 01.2	E071 27.2	07U, 08U		N51 02.6	E071 29.5
79		N51 01.2	E071 27.3	09U thru 11U		N51 02.7	E071 29.5
80, 81		N51 01.3	E071 27.2	12U, 13U			
82 thru 84		N51 01.3	E071 27.3	N51 02.5 E071 29.4			
85		N51 01.4	E071 27.3				
86 thru 88		N51 01.3	E071 27.3				
89		N51 01.3	E071 27.4				
90, 91		N51 01.4	E071 27.3				
92		N51 01.4	E071 27.4				
93 thru 95		N51 01.3	E071 27.4				

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EASA AIR OPS

2 FEB 24

10-9S

ASTANA, KAZAKHSTAN
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STRAIGHT-IN RWY		A	B	C	D
04	CAT 3 ILS DME Z or Y	R75m	R75m	R75m	R75m
	CAT 2 ILS DME Z or Y	1265'(100') RA102' R300m	1265'(100') RA102' R300m	1265'(100') RA102' R300m	1265'(100') RA102' ① R300m
	ILS DME Z or Y	1365'(200') R550m	1365'(200') R550m	1365'(200') R550m	1365'(200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	RNP LNAV/VNAV	1415'(250') R550m	1415'(250') R550m	1415'(250') R550m	1480'(315') R700m
	TDZ or CL out ALS out	② R550m R1300m	② R550m R1300m	② R550m R1300m	② R700m R1400m
	RNP ③ LNAV	1560'(395') R1100m	1560'(395') R1100m	1560'(395') R1100m	1560'(395') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
22	③ VOR DME	1560'(394') R1100m	1560'(394') R1100m	1560'(394') R1100m	1560'(394') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	CAT 3 ILS DME Z or Y	R75m	R75m	R75m	R75m
	CAT 2 ILS DME Z or Y	1258'(100') RA104' R300m	1258'(100') RA104' R300m	1258'(100') RA104' R300m	1261'(103') RA107' ① R300m
	ILS DME Z or Y	1358'(200') R550m	1358'(200') R550m	1358'(200') R550m	1358'(200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	RNP LNAV/VNAV	1430'(272') R600m	1450'(292') R650m	1450'(292') R650m	1460'(302') R700m
	TDZ or CL out ALS out	② R600m R1300m	② R650m R1400m	② R650m R1400m	② R700m R1400m
	RNP ③ LNAV	1550'(392') R1100m	1550'(392') R1100m	1550'(392') R1100m	1550'(392') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	③ VOR DME	1530'(372') R1000m	1530'(372') R1000m	1530'(372') R1000m	1530'(372') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

- ① Requires autoland or HUDLS, otherwise: R350m.
② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
③ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required							
Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
④ R125m	R150m	R300m		R/V400m		R/V500m	NA

④ RWY 04, 22: R75m with approved lateral guidance system.

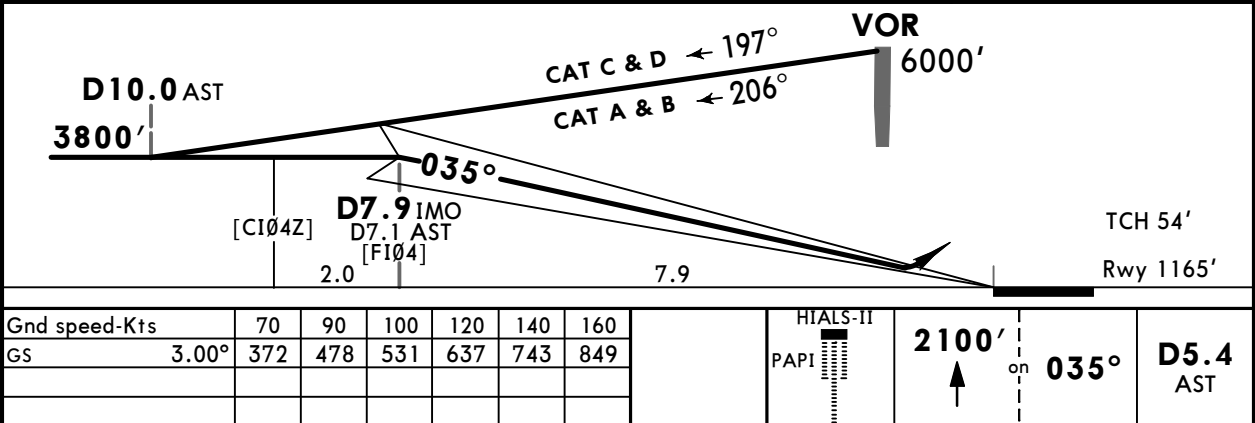
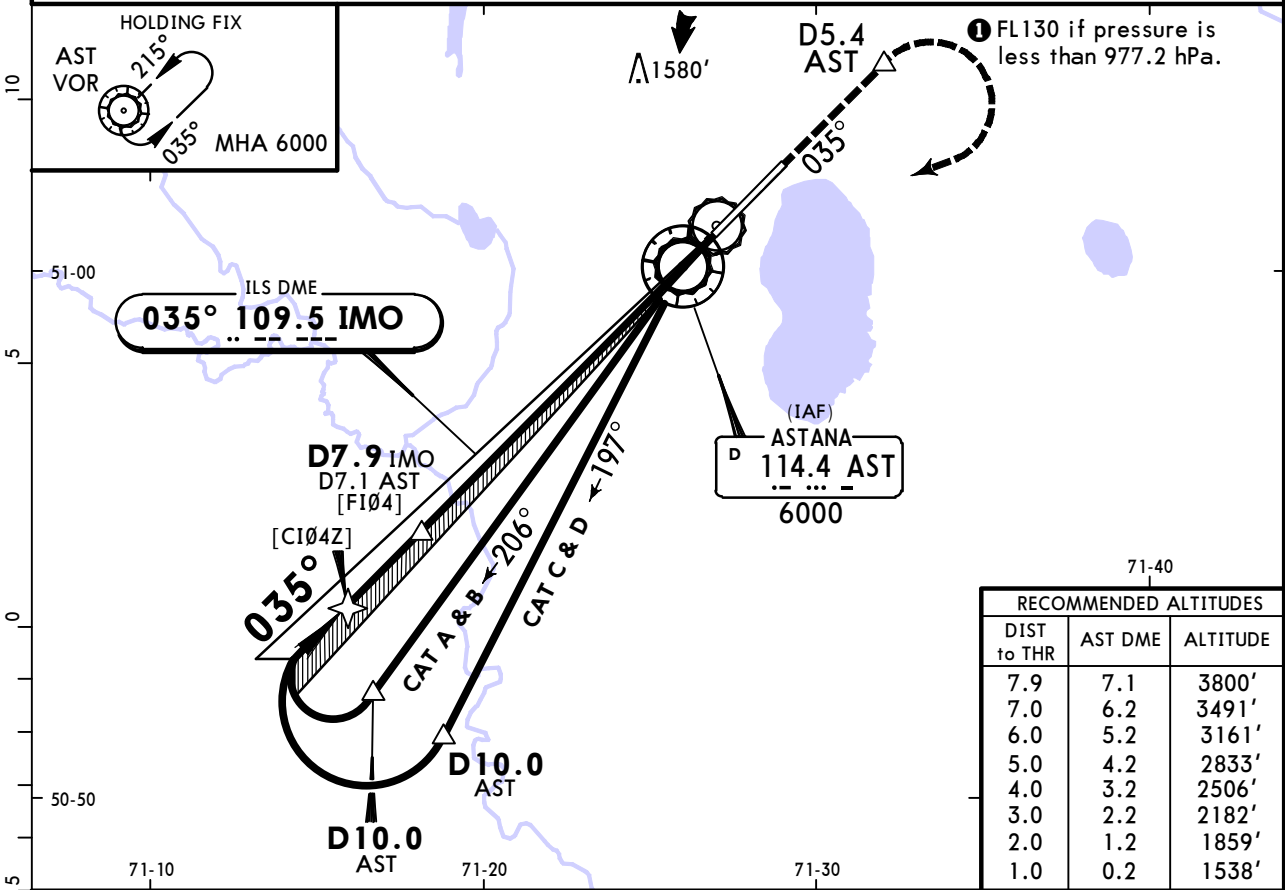
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NURSULTAN NAZARBAYEV INTL

JEPPESEN
11-1 31 JAN 25

ASTANA, KAZAKHSTAN
ILS DME Z Rwy 04

BRIEFING STRIP

ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground	
129.5(Russian 128.3)		124.6		120.7		135.5		119.6	
LOC IMO 109.5		Final Apch Crs 035°		D7.9 IMO 3800'(2635')		DA(H) 1365'(200')		Apt Elev 1166' Rwy 1165'	
MISSED APCH: Climb on track 035° to 2100' or above outbound to D5.4 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.								3200 MSA AST VOR	
Alt Set: hPa (MM on req)		Rwy Elev: 42 hPa		Trans level: FL120 ❶		Trans alt: 10000'			
ILS DME reads zero at rwy 04 threshold.									



Std		STRAIGHT-IN LANDING ILS DA(H) 1365' (200')		
		TDZ or CL out	ALS out	
A	R550m	1 R550m	R1200m	
B				
C				
D				
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.				

CHANGES: ASTANA Tower frequency.

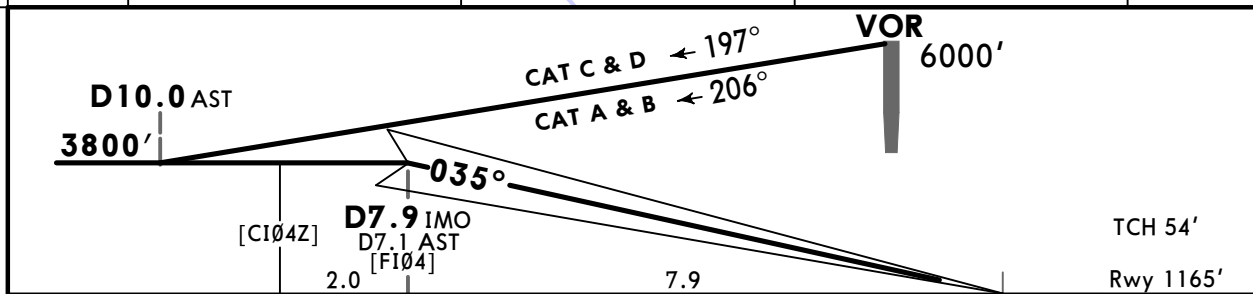
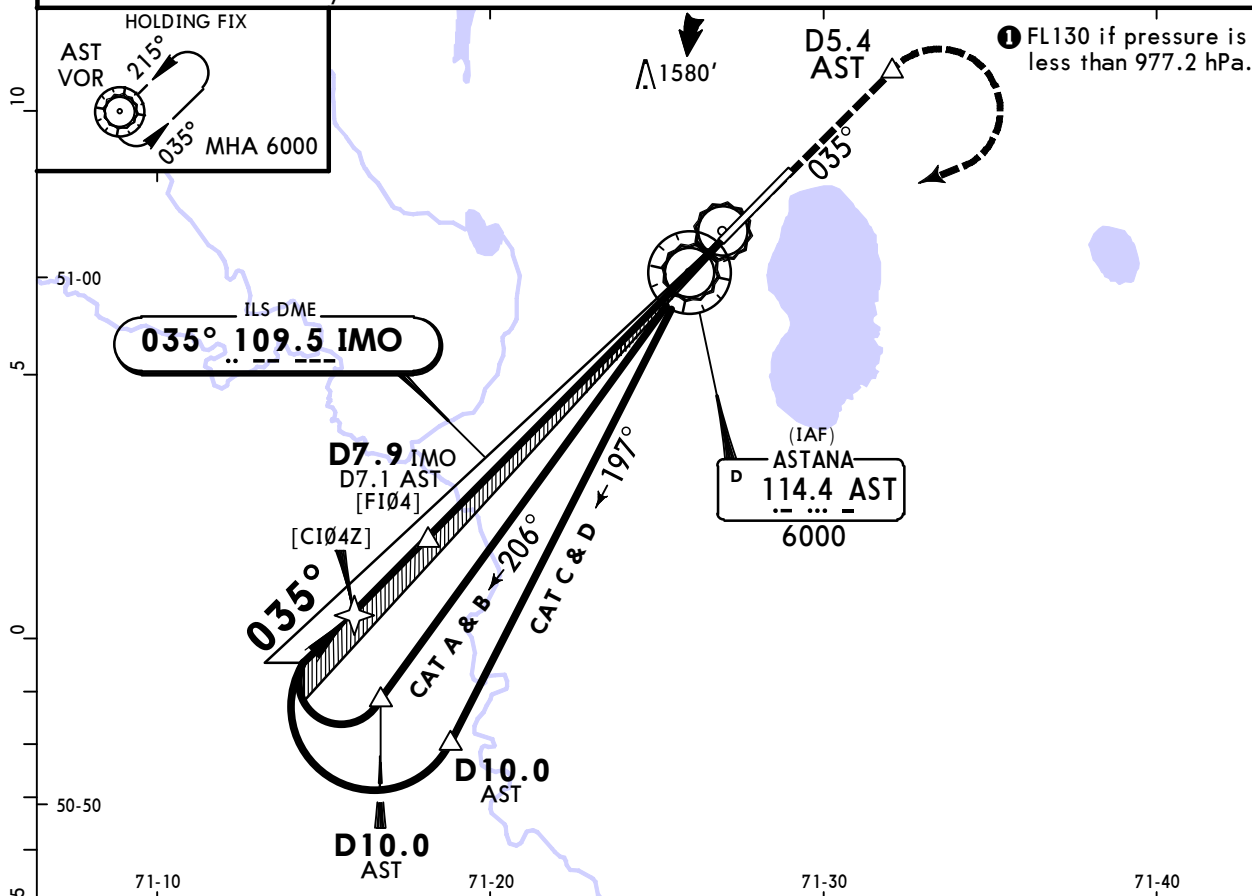
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JEPPESSEN
31 JAN 25 (11-1A)

ASTANA, KAZAKHSTAN

CAT II/III ILS DME Z Rwy 04

BRIEFING STRIP TH	ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground		
	129.5(Russian 128.3)		124.6		120.7		135.5		119.6		
	LOC IMO	Final Apch Crs	D7.9 IMO	CAT III	CAT II ILS	Apt Elev 1166'		3200 MSA AST VOR			
	109.5	035°	3800'(2635')	Refer to Minimums	RA 102' DA(H) 1265'(100')	Rwy 1165'					
	MISSED APCH: Climb on track 035° to 2100' or above outbound to D5.4 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC.										
	MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.										
	Alt Set: hPa (MM on req)		Rwy Elev: 42 hPa		Trans level: FL120 ①		Trans alt: 10000'				
ILS DME reads zero at rwy 04 threshold.											



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2100'	035°	D5.4 AST
GS	3.00°	372	478	531	637	743	PAPI		↑		

Std		STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS	
		RA 102' DA(H) 1265' (100')	
R75m		① R300m	

① CAT D without autoland: R350m.

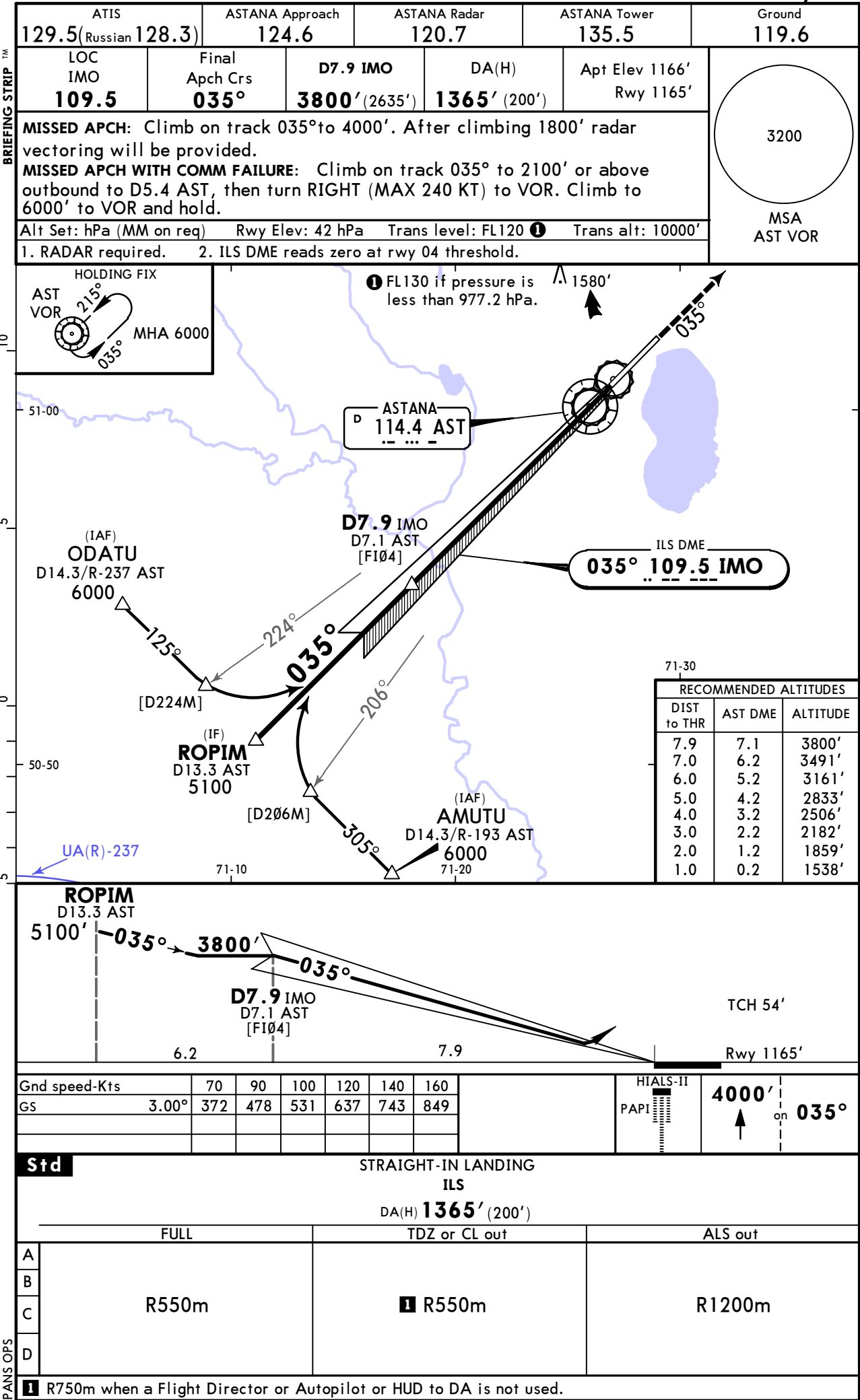
CHANGES: ASTANA Tower frequency.

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JEPPESEN
11-2 31 JAN 25

ASTANA, KAZAKHSTAN
ILS DME Y Rwy 04



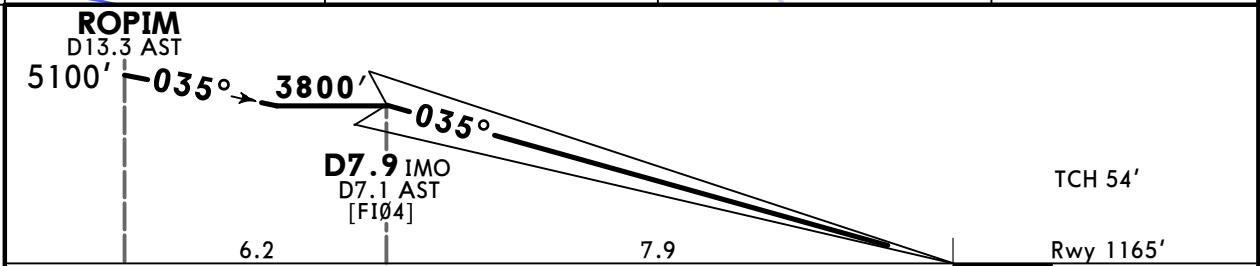
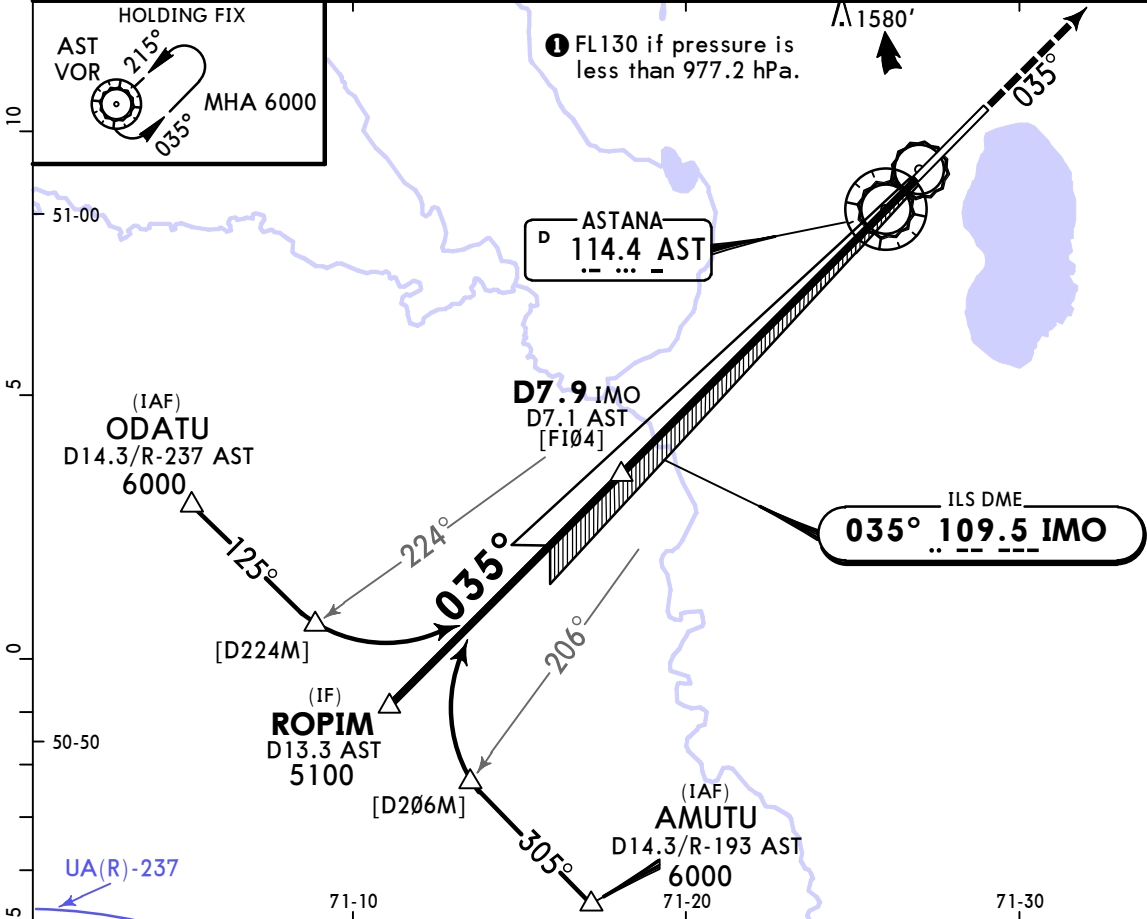
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NAZARBAYEV INTL

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31 JAN 25 (11-2A)

ASTANA, KAZAKHSTAN

CAT II/III ILS DME Y Rwy 04

ATIS 129.5(Russian 128.3)		ASTANA Approach 124.6		ASTANA Radar 120.7		ASTANA Tower 135.5		Ground 119.6	
LOC IMO 109.5	Final Apch Crs 035°	D7.9 IMO 3800'(2635')		CAT III Refer to Minimums	CAT II ILS RA 102' DA(H) 1265'(100')		Apt Elev 1166' Rwy 1165'		3200 MSA AST VOR
MISSED APCH: Climb on track 035°to 4000'. After climbing 1800' radar vectoring will be provided. MISSED APCH WITH COMM FAILURE: Climb on track 035° to 2100' or above outbound to D5.4 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb to 6000' to VOR and hold.									
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 ① Trans alt: 10000'									
1. RADAR required. 2. ILS DME reads zero at rwy 04 threshold.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	4000' on 035°
GS	3.00°	372	478	531	637	743		

Std		STRAIGHT-IN LANDING	
CAT III ILS		CAT II ILS RA 102' DA(H) 1265' (100')	
R75m		R300m	

① CAT D without autoland: R350m.

CHANGES: ASTANA Tower frequency.

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NURSULTAN NAZARBAYEV INTL



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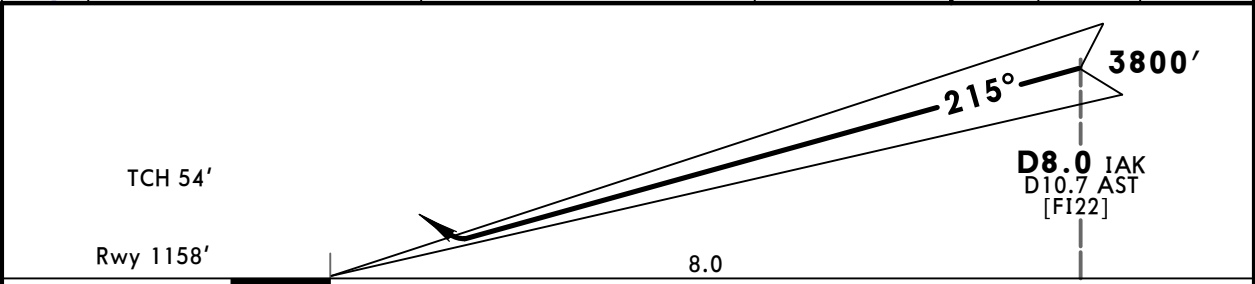
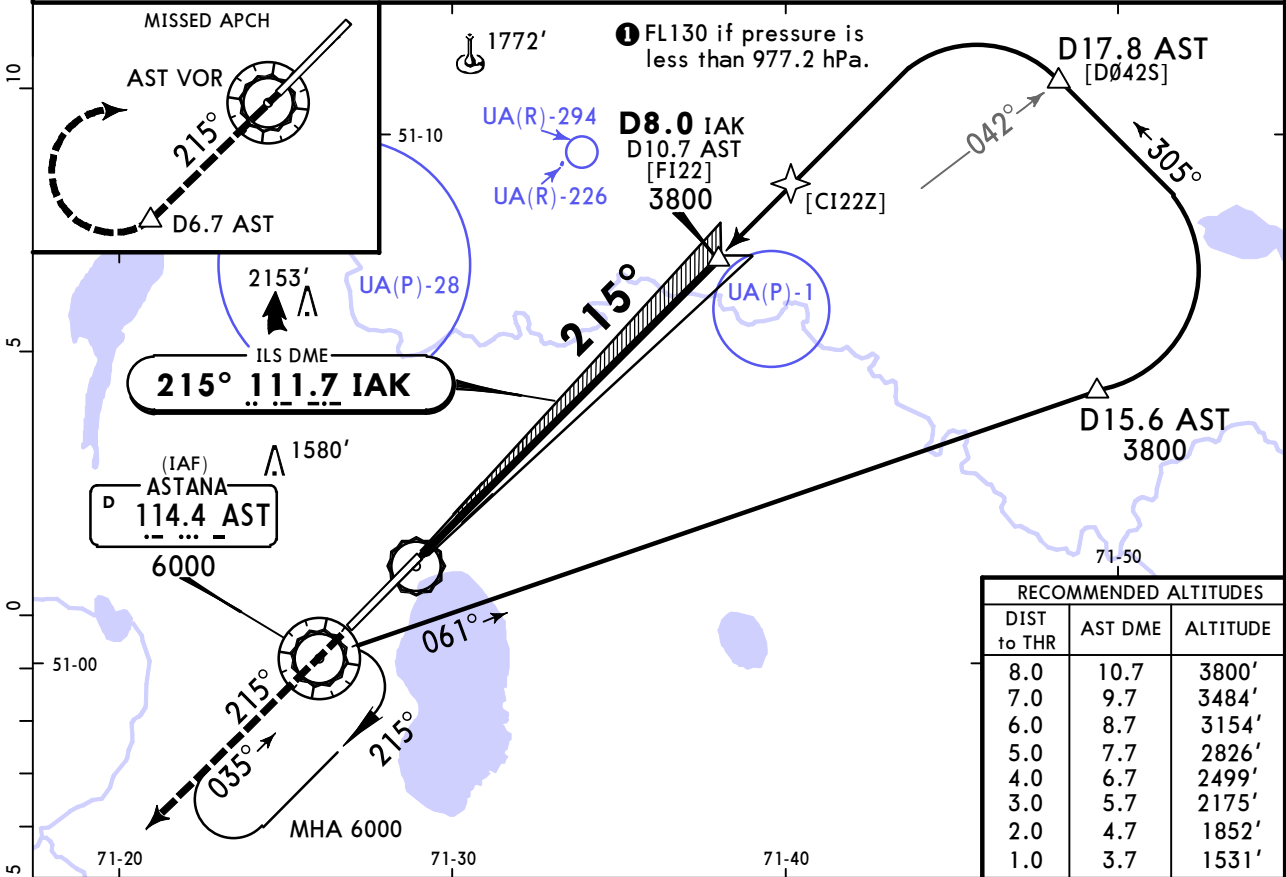
(11-3)

31 JAN 25

ASTANA, KAZAKHSTAN
ILS DME Z Rwy 22

BRIEFING STRIP™

ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground	
129.5(Russian 128.3)		124.6		120.7		135.5		119.6	
LOC IAK 111.7		Final Apch Crs 215°		D8.0 IAK 3800'(2642')		DA(H) 1358'(200')		Apt Elev 1166' Rwy 1158'	
MISSED APCH: Climb on track 215° to 2400' or above, outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.								3200 MSA AST VOR	
Alt Set: hPa (MM on req)		Rwy Elev: 42 hPa		Trans level: FL120 ①		Trans alt: 10000'			
ILS DME reads zero at rwy 22 threshold.									



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II	2400'	215°	D6.7 AST
Gs	3.00°	372	478	531	637	743	849	PAPI		

Std		STRAIGHT-IN LANDING ILS		
		DA(H) 1358' (200')		
		TDZ or CL out		ALS out
A	R550m	I R550m		R1200m
B				
C				
D				
I R750m when a Flight Director or Autopilot or HUD to DA is not used.				

CHANGES: ASTANA Tower frequency.

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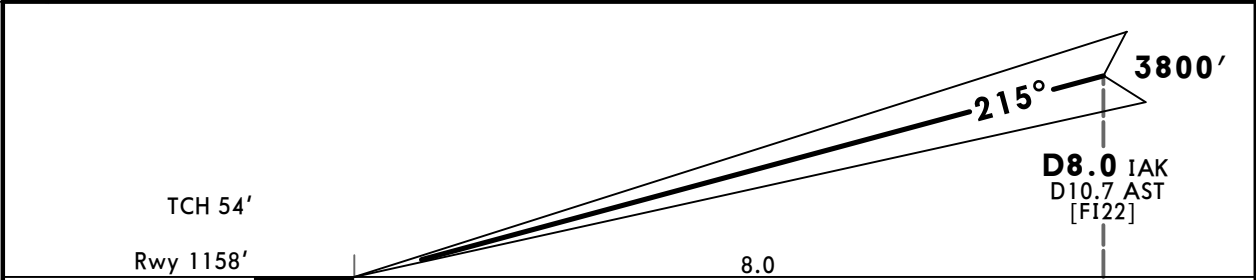
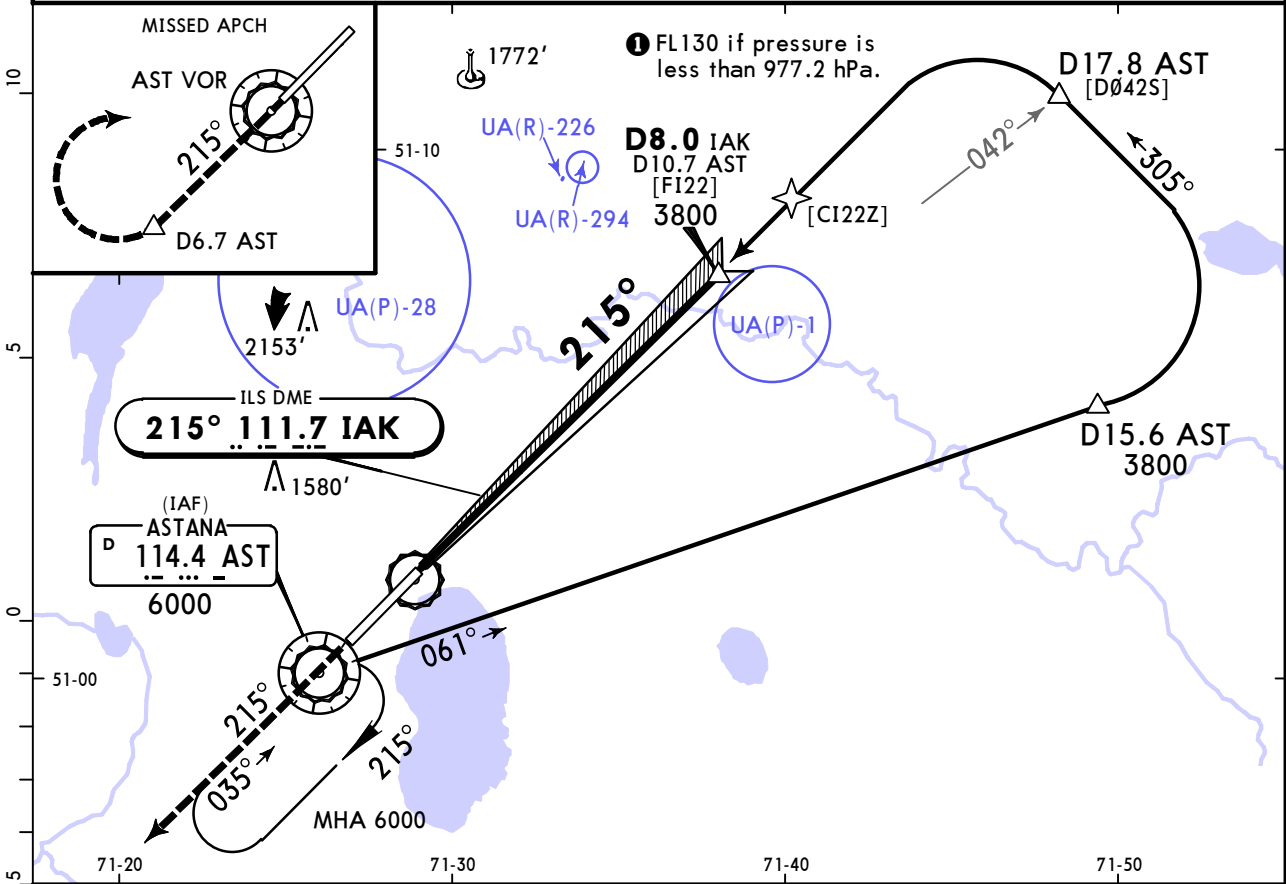
JEPPESSEN
31 JAN 25 (11-3A)

ASTANA, KAZAKHSTAN

CAT II/III ILS DME Z Rwy 22

BRIEFING STRIP

ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground	
129.5(Russian 128.3)		124.6		120.7		135.5		119.6	
LOC IAK 111.7		Final Apch Crs 215°		D8.0 IAK 3800'(2642')		CAT III & II ILS Refer to Minimums		Apt Elev 1166' Rwy 1158'	
MISSED APCH: Climb on track 215° to 2400' or above, outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC.								3200 MSA AST VOR	
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.									
Alt Set: hPa (MM on req)				Rwy Elev: 42 hPa		Trans level: FL120 ❶		Trans alt: 10000'	
ILS DME reads zero at rwy 22 threshold.									



							HIALS-II		2400'		215°		D6.7 AST	
Gnd speed-Kts	70	90	100	120	140	160	PAPI	<						

Std		STRAIGHT-IN LANDING		CAT II ILS	
CAT III ILS		ABC: RA 104' DA(H) 1258'(100')		D: RA 107' DA(H) 1261'(103')	
R75m		R300m			

CAT D without autoland: R350m.

CHANGES: ASTANA Tower frequency.

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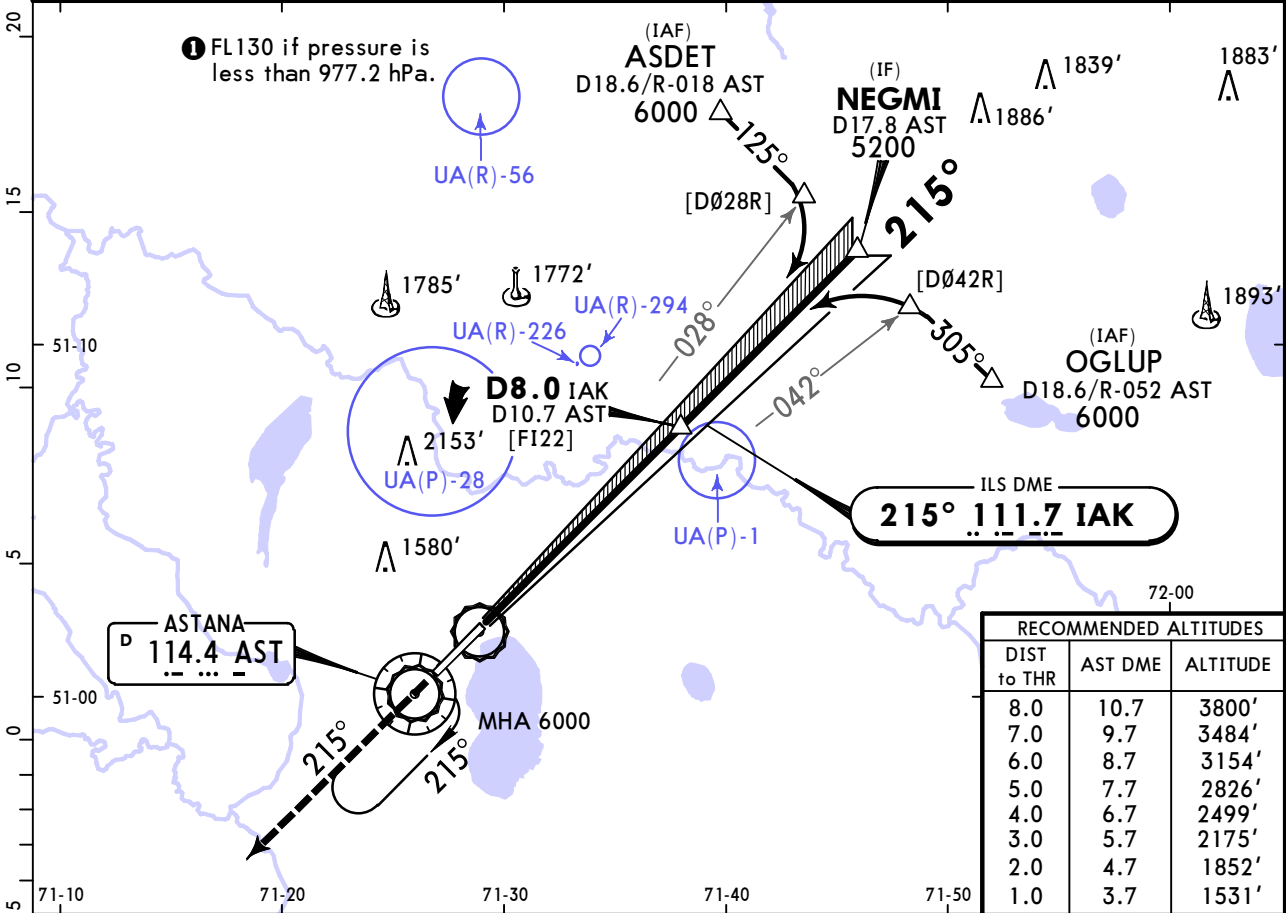
UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN

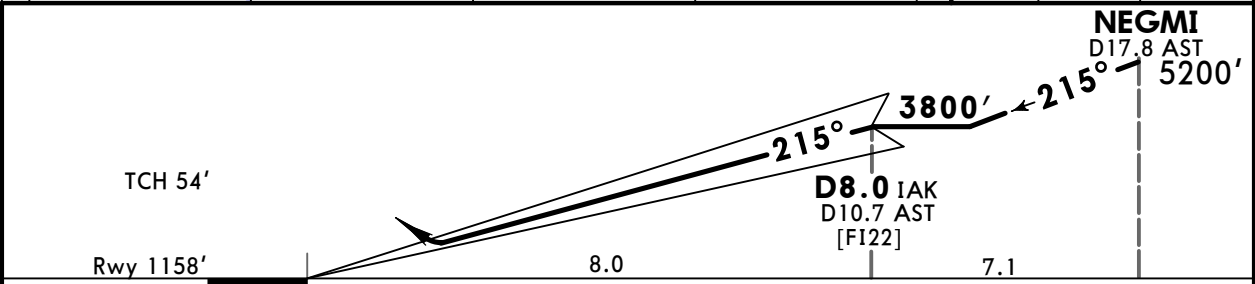
(11-4) 31 JAN 25

ASTANA, KAZAKHSTAN
ILS DME Y Rwy 22

ATIS 129.5(Russian 128.3)	ASTANA Approach 124.6	ASTANA Radar 120.7	ASTANA Tower 135.5	Ground 119.6
LOC IAK 111.7	Final Apch Crs 215°	D8.0 IAK 3800'(2642')	DA(H) 1358'(200')	Apt Elev 1166' Rwy 1158'
MISSED APCH: Climb on track 215° to 4000'. After climbing 1800' radar vectoring will be provided. MISSED APCH WITH COMM FAILURE: Climb on track 215° to 2400' or above. Outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb to 6000' to VOR and hold.				
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 1 Trans alt: 10000'				
1. RADAR required. 2. ILS DME reads zero at rwy 22 threshold.				
				3200 MSA AST VOR



RECOMMENDED ALTITUDES		
DIST to THR	AST DME	ALTITUDE
8.0	10.7	3800'
7.0	9.7	3484'
6.0	8.7	3154'
5.0	7.7	2826'
4.0	6.7	2499'
3.0	5.7	2175'
2.0	4.7	1852'
1.0	3.7	1531'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Gs	3.00°	372	478	531	637	743	849	PAPI
								4000' on 215°

Std STRAIGHT-IN LANDING ILS		
DA(H) 1358'(200')		
TDZ or CL out		ALS out
A	R550m	R1200m
B		
C		
D		
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.		

CHANGES: ASTANA Tower frequency.

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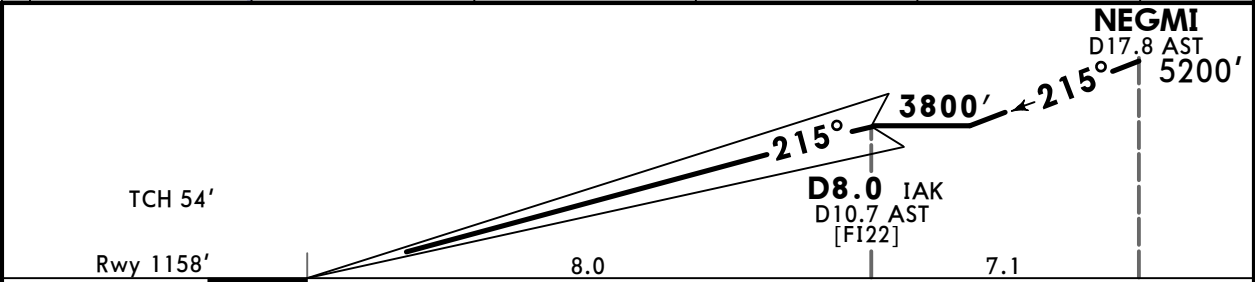
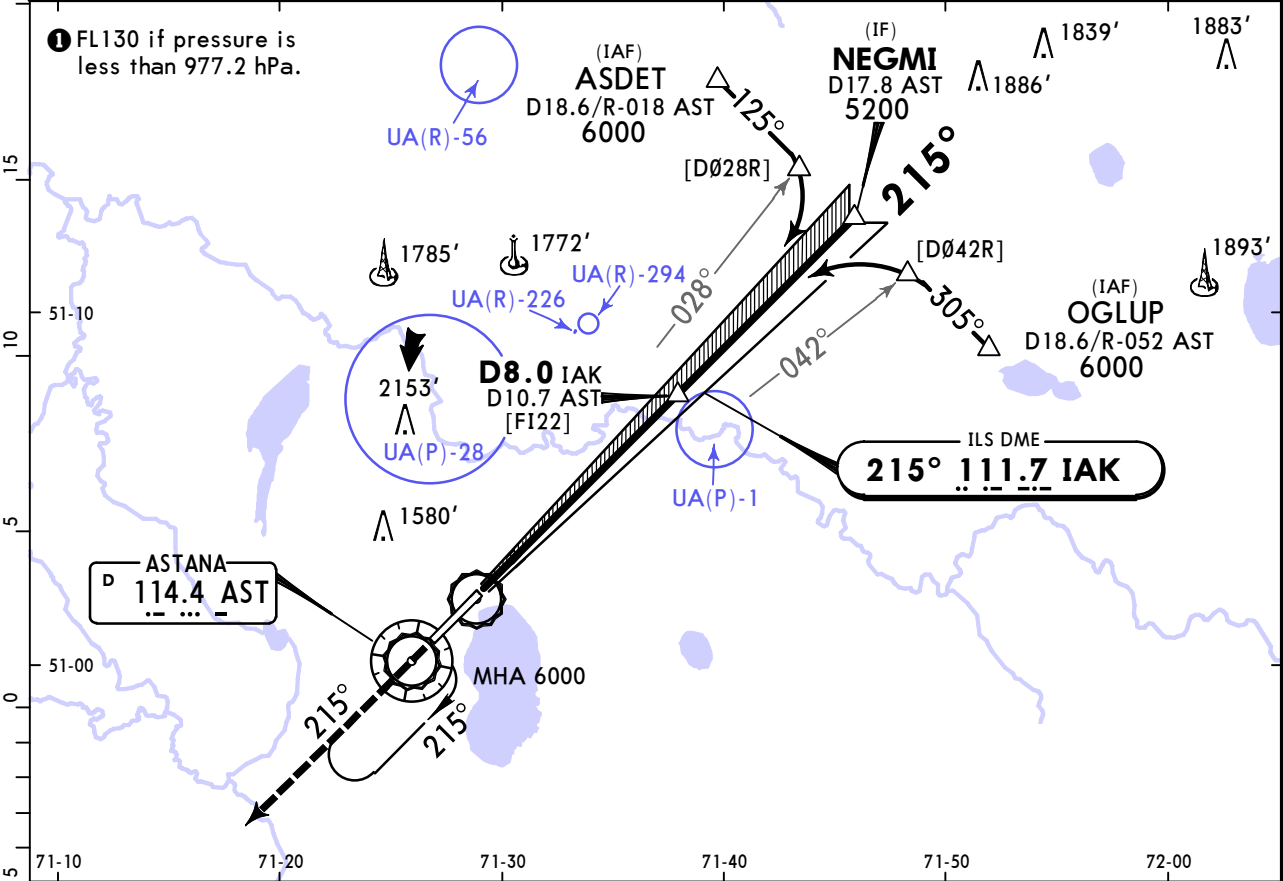
JEPPESSEN
31 JAN 25 **11-4A**

ASTANA, KAZAKHSTAN
CAT II/III ILS DME Y Rwy 22

BRIEFING STRIP™

20

ATIS 129.5(Russian 128.3)		ASTANA Approach 124.6		ASTANA Radar 120.7		ASTANA Tower 135.5		Ground 119.6	
LOC IAK 111.7		Final Apch Crs 215°		D8.0 IAK 3800'(2642')		CAT III & II ILS Refer to Minimums		Apt Elev 1166' Rwy 1158'	
MISSED APCH: Climb on track 215°to 4000'. After climbing 1800' radar vectoring will be provided.									3200 MSA AST VOR
MISSED APCH WITH COMM FAILURE: Climb on track 215° to 2400' or above. Outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb to 6000' to VOR and hold.									
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 ❶ Trans alt: 10000'									
1. RADAR required. 2. ILS DME reads zero at rwy 22 threshold.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	4000' on 215°
GS	3.00°	372	478	531	637	743		

Std	CAT III ILS		STRAIGHT-IN LANDING		CAT II ILS	
	R75m		ABC: RA 104' DA(H) 1258'(100') D: RA 107' DA(H) 1261'(103')		R300m	

1 CAT D without autoland: R350m.

CHANGES: ASTANA Tower frequency.

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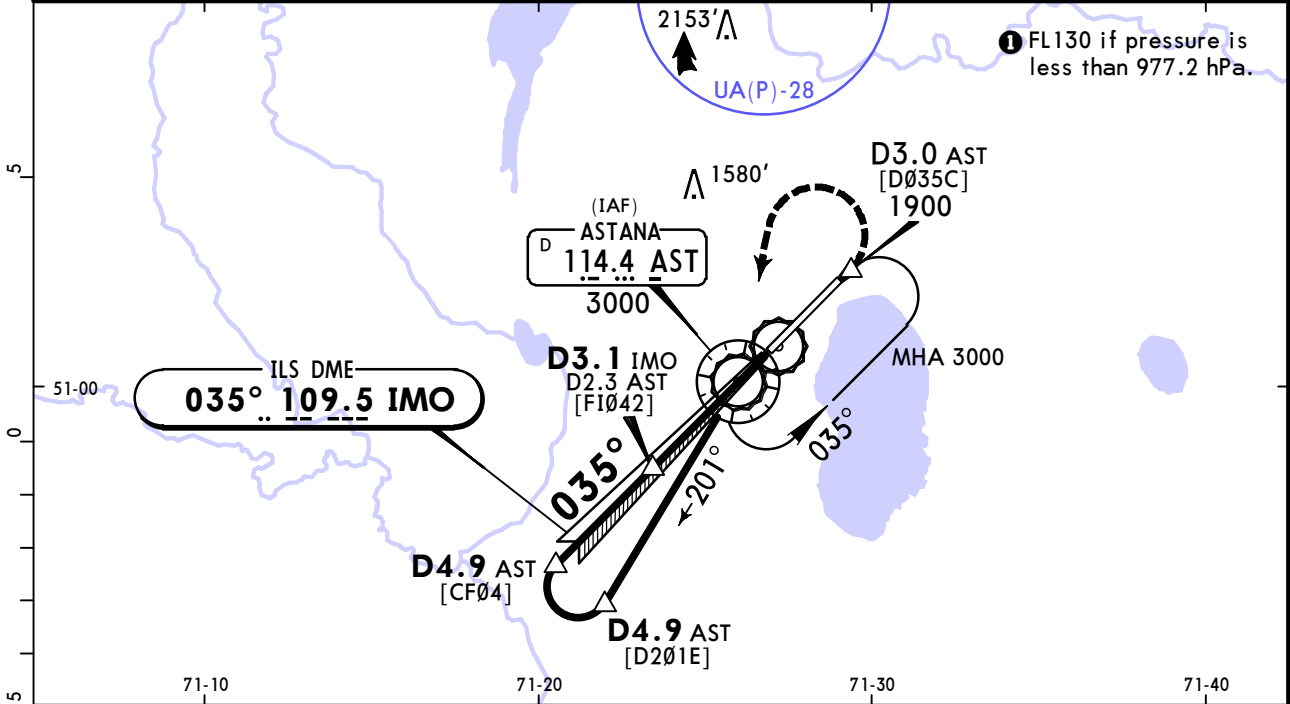
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JEPPESSEN
31 JAN 25 (11-5)

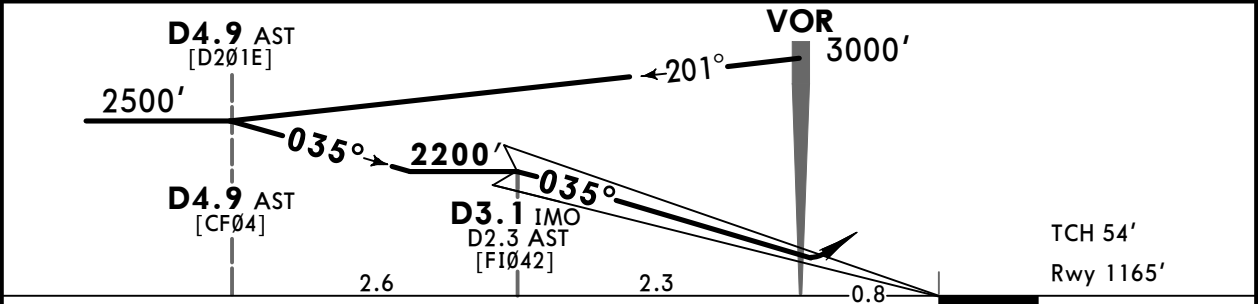
ASTANA, KAZAKHSTAN
COPTER ILS DME Rwy 04

BRIEFING STRIP™

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5(Russian 128.3)	124.6	120.7	135.5	119.6
LOC IMO 109.5	Final Apch Crs 035°	D3.1 IMO 2200' (1035')	DA(H) 1365' (200')	Apt Elev 1166' Rwy 1165'
MISSED APCH: Climb on track 035°, at 1900° or above outbound D3.0 AST, turn LEFT to AST VOR or directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 3000' to AST VOR and join to holding pattern.				
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 ① Trans alt: 10000'				
ILS DME reads zero at rwy 04 threshold.				



DIST to THR	3.1	3.0	2.0	1.0
AST DME	2.3	2.2	1.2	0.2
ALTITUDE	2200'	2182'	1859'	1538'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1900'	on 035°	D3.0 AST	AST 114.4
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	

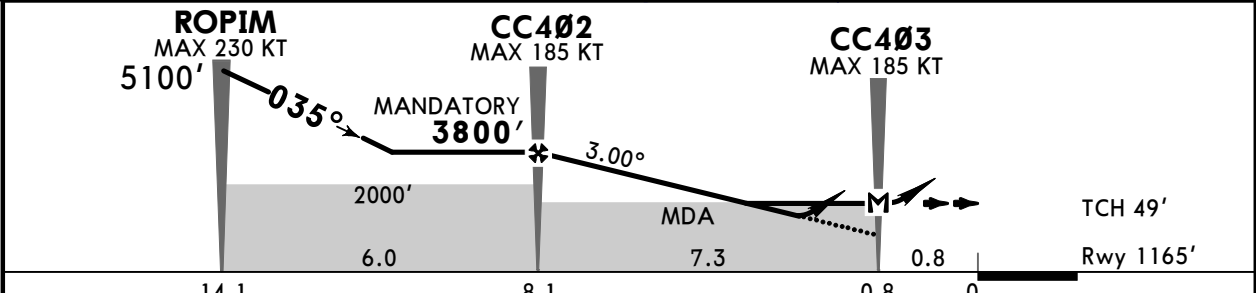
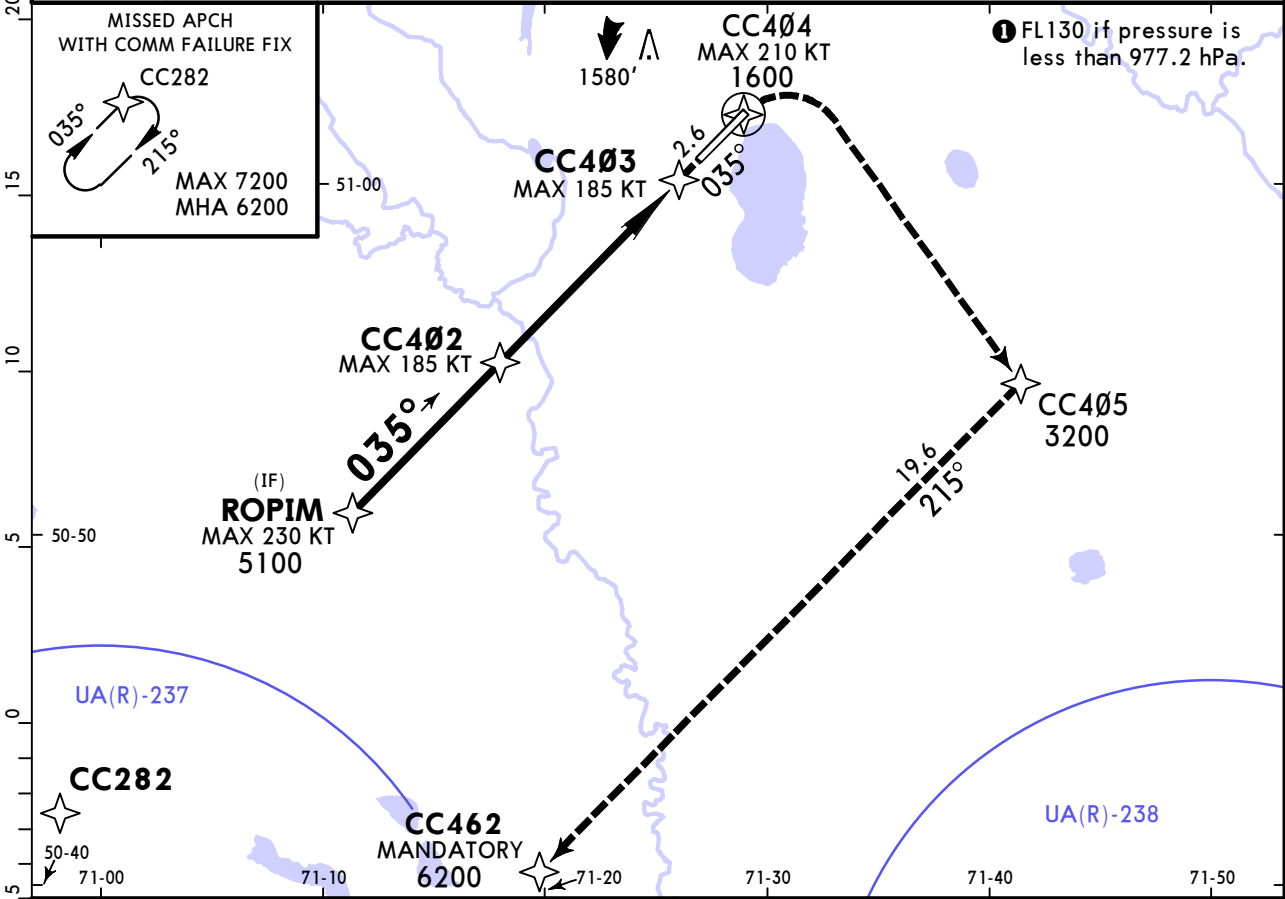
Std	STRAIGHT-IN LANDING ILS		
	DA(H) 1365' (200')		
	TDZ or CL out		ALS out
C O P T E R	R550m	① R550m	R1200m
PANS OPS	① R750m when a Flight Director or Autopilot or HUD to DA is not used.		

UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN
(12-1) 31 JAN 25

ASTANA, KAZAKHSTAN
RNP Rwy 04

ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground	
129.5(Russian 128.3)		124.6		120.7		135.5		119.6	
RNAV		Final Apch Crs 035°		CC402 MANDATORY 3800' (2635')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 1166' Rwy 1165'	
MISSED APCH: Climb to CC404 (MAX 210 KT), turn RIGHT direct to CC405, track to CC462, climbing to 6200'. Expect vectoring by ASTANA Apch.								3200 MSA ARP	
MISSED APCH WITH COMM FAILURE: Track to CC282 after passing CC462 and hold.									
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 ❶ Trans alt: 10000'									
RNP Apch.		Baro-VNAV not authorized below -32°C.							



14.1		8.1						0.8		0	
Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	210 KT MAX	CC404 ↑	CC405 ↗ RT
Glide Path Angle	3.00°	372	478	531	637	743	849				
MAP at CC403											
CC402 to MAP	7.3	6:15	4:52	4:23	3:39	3:08	2:44				

Std		STRAIGHT-IN LANDING					
		LNAV/VNAV	LNAV				
		DA(H) ABC: 1415' (250') D: 1480' (315')	CDFA 1 DA/MDA(H) 1560' (395')				
		ALS out	ALS out				
A	R750m	R1300m	R1100m	R1500m			
B				R1800m			
C		R1400m					
D							

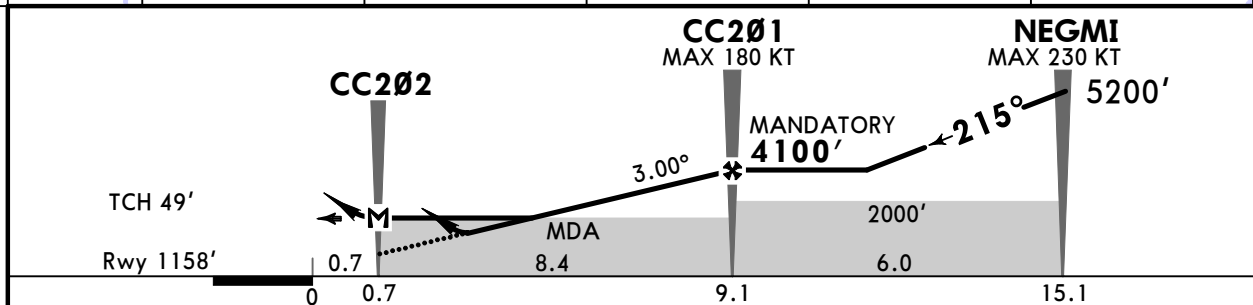
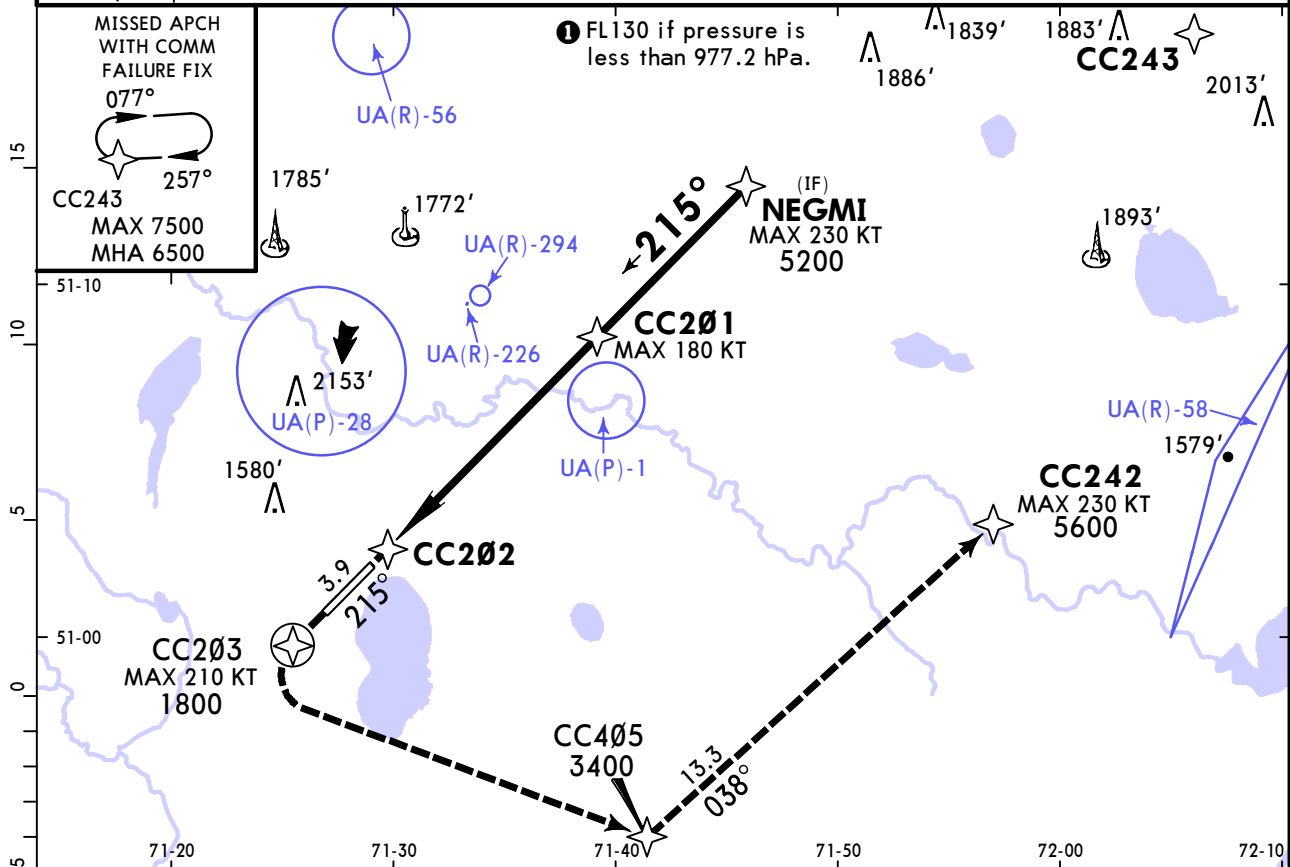
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESSEN
(12-2) 31 JAN 25

ASTANA, KAZAKHSTAN
RNP Rwy 22

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5 (Russian 128.3)	124.6	120.7	135.5	119.6
RNAV	Final Apch Crs 215°	CC201 MANDATORY 4100' (2942')	LNAV/VNAV DA(H) Refer to Minimums Rwy 1158'	Apt Elev 1166'
MISSED APCH: Climb to CC203 (MAX 210 KT), turn LEFT direct to CC405, track to CC242 (MAX 230 KT), climbing to 5600' or above. Expect vectoring by ASTANA Apch. MISSED APCH WITH COMM FAILURE: Climbing track to CC243 after passing CC242 and hold at 6500'.				3200 MSA ARP
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 1 Trans alt: 10000'				
RNP Apch. Baro-VNAV not authorized below -32°C.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	210 KT	CC203	CC405
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	MAX	↑	LT
MAP at CC202										
CC201 to MAP	8.4	7:12	5:36	5:02	4:12	3:36				

Std		STRAIGHT-IN LANDING		LNAV	
A: 1430' (272')		DA(H) BC: 1450' (292')		CDFA 1 DA/MDA(H) 1550' (392')	
ALS out		ALS out		ALS out	
R750m		R1300m		R1500m	
R750m		R1400m		R1800m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ASTANA Tower frequency.

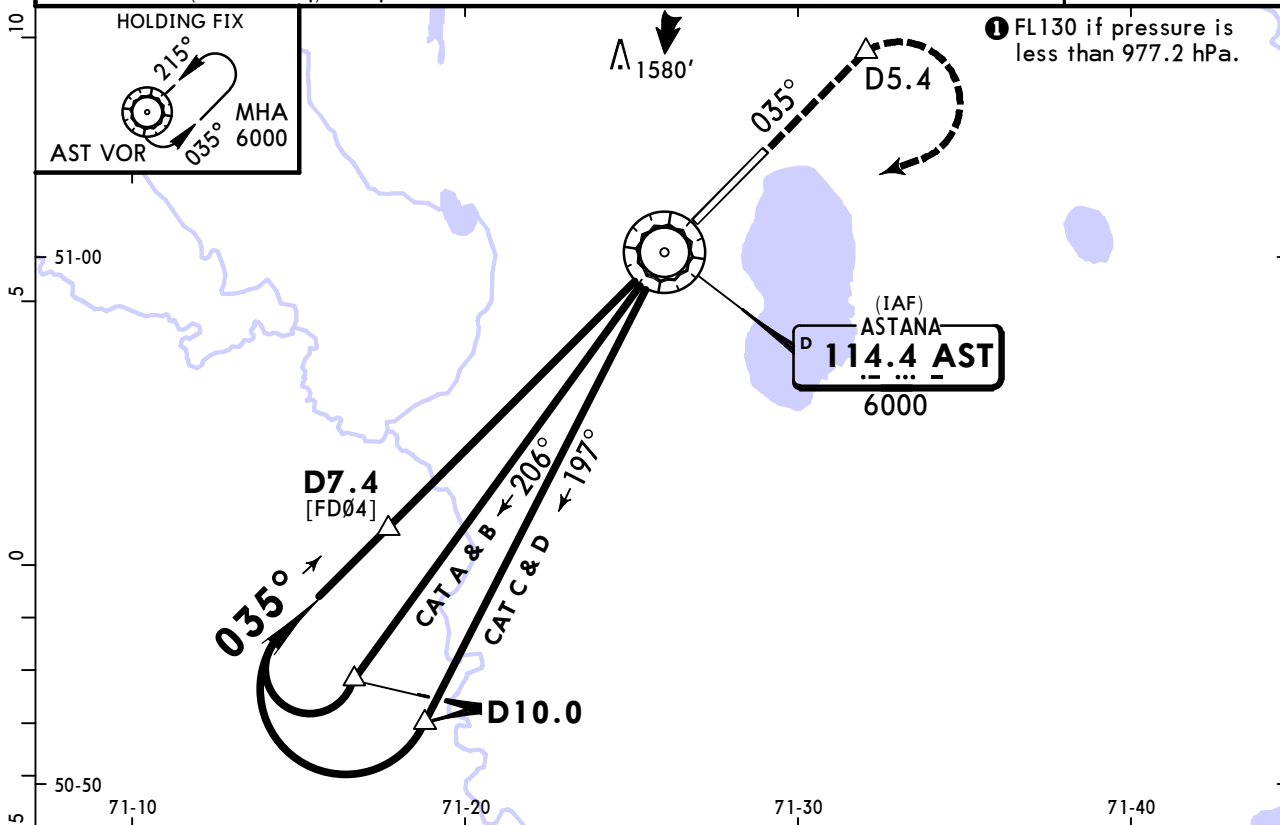
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NURSULTAN NAZARBAYEV INTL

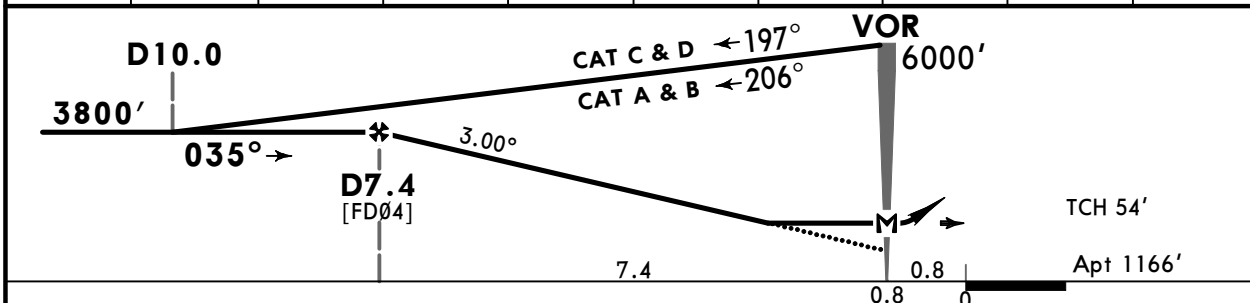
JEPPESSEN
(13-1) 31 JAN 25

ASTANA, KAZAKHSTAN
VOR DME Rwy 04

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5 (Russian 128.3)	124.6	120.7	135.5	119.6
VOR AST 114.4	Final Apch Crs 035°	D7.4 3800' (2634')	DA/MDA(H) 1560' (394')	Apt Elev 1166'
MISSED APCH: Climb on track 035° to 2100' or above outbound to D5.4, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.				
Alt Set: hPa (MM on req)				MSA AST VOR
Apt Elev: 42 hPa				
Trans level: FL120 ①				
Trans alt: 10000'				



DIST to THR	8.2	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
AST DME	7.4	7.2	6.2	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	3800'	3761'	3443'	3124'	2806'	2488'	2169'	1851'	1532'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D7.4 to MAP 7.4	6:21	4:56	4:26	3:42	3:10	2:46	

Std		STRAIGHT-IN LANDING	
		CDFA	
		① DA/MDA(H) 1560' (394')	
		ALS out	
A	R1100m	R1500m	
B			
C		R1800m	
D			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: ASTANA Tower frequency.

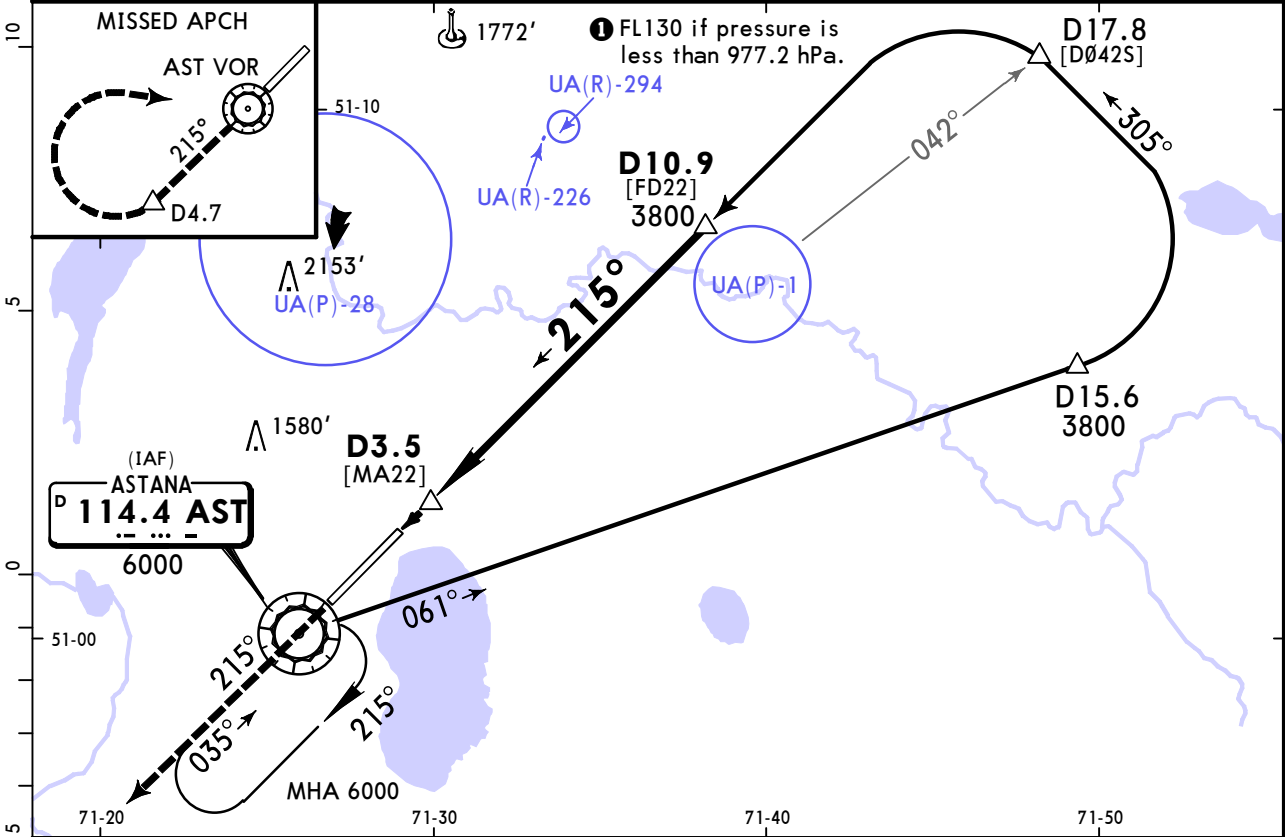
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NURSULTAN NAZARBAYEV INTL

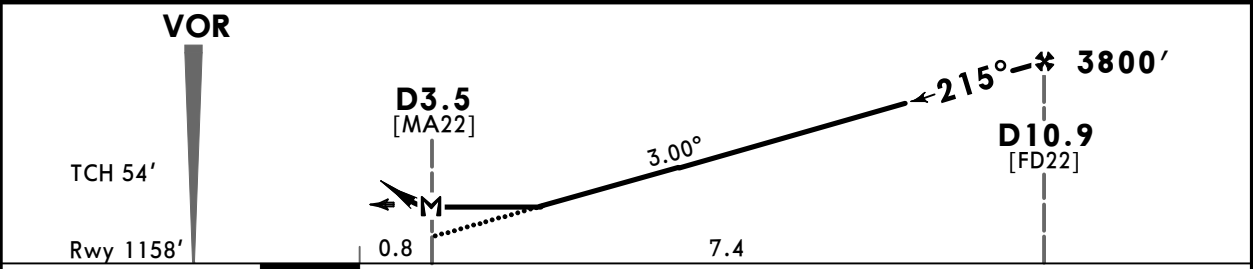
JEPPESSEN
(13-2) 31 JAN 25

ASTANA, KAZAKHSTAN
VOR DME Rwy 22

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5(Russian 128.3)	124.6	120.7	135.5	119.6
VOR AST 114.4	Final Apch Crs 215°	D10.9 3800' (2642')	DA/MDA(H) 1530' (372')	Apt Elev 1166' Rwy 1158'
MISSED APCH: Climb on track 215° to 2400' or above, outbound to D4.7, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800', then as directed by ATC.				
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and hold.				
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 1 Trans alt: 10000'				



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	8.2
AST DME	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7	10.9
ALTITUDE	1525'	1844'	2162'	2481'	2799'	3117'	3436'	3754'	3800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2400' on 215°	D4.7
Descent Angle	3.00°	372	478	531	637	743			
MAP at D3.5									
D10.9 to MAP	7.4	6:21	4:56	4:26	3:42	3:10			

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1530' (372')	
		ALS out	
A	R1000m	R1500m	
B			
C			
D		R1700m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

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NURSULTAN
NAZARBAYEV INTL

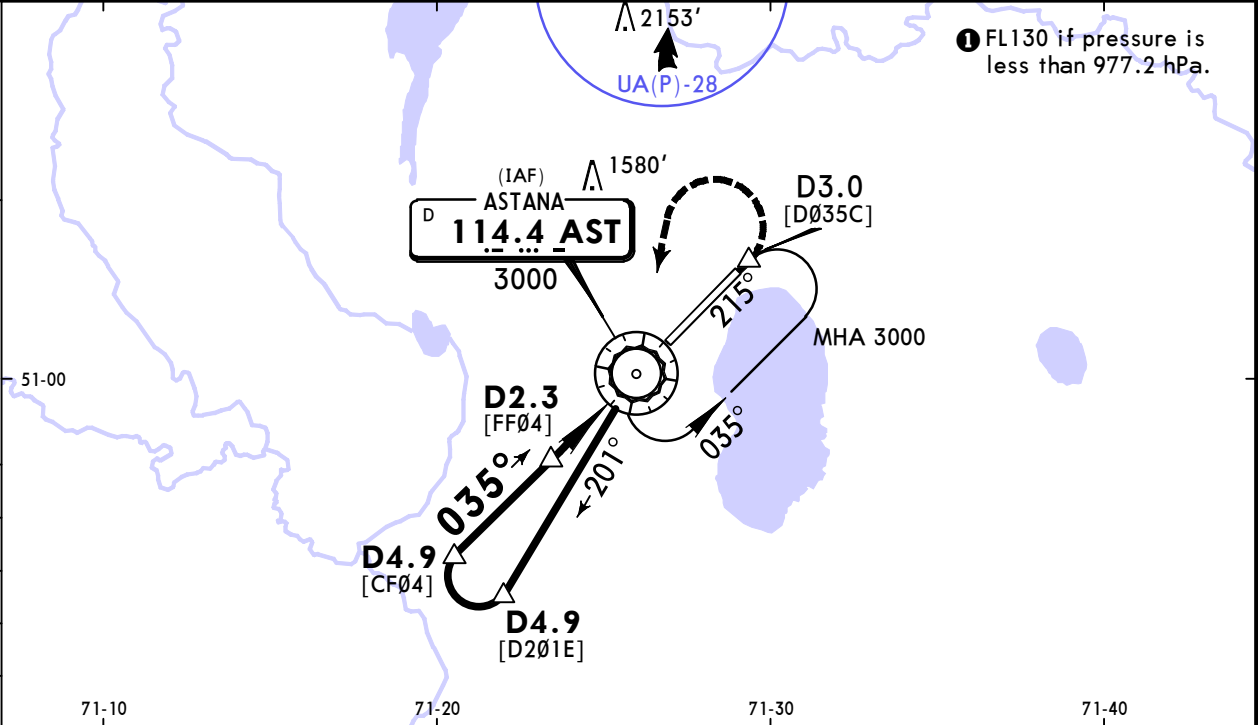
31 JAN 25 **13-3**

ASTANA, KAZAKHSTAN
COPTER VOR DME Rwy 04

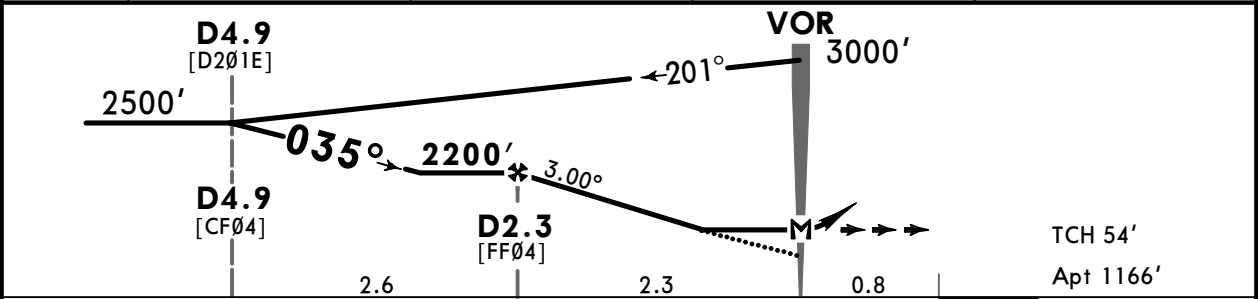
BRIEFING STRIP

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5(Russian 128.3)	124.6	120.7	135.5	119.6
VOR AST 114.4	Final Apch Crs 035°	D2.3 2200' (1034')	DA/MDA(H) 1560' (394')	Apt Elev 1166'
MISSED APCH: Climb on track 035°, at 1900' or above outbound D3.0, turn LEFT to VOR or directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 3000' to VOR and join to holding pattern.				
3200 MSA AST VOR				

Alt Set: hPa (MM on req) Apt Elev: 42 hPa Trans level: FL120 ① Trans alt: 10000'



DIST to THR	3.1	3.0	2.0	1.0
AST DME	2.3	2.2	1.2	0.2
ALTITUDE	2200'	2169'	1851'	1532'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II				1900' on 035°		D3.0 AST		AST 114.4	
Descent Angle	3.00°	372	478	531	637	743	PAPI				↑				LT	
MAP at VOR																
D2.3 to MAP	2.3	1:58	1:32	1:23	1:09	0:59										

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1560' (394')	
		ALS out	
C O P T E R	R1100m	R1800m	
	1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.		

PANS OPS

UACC/NQZ
NURSULTAN
NAZARBAYEV INTL

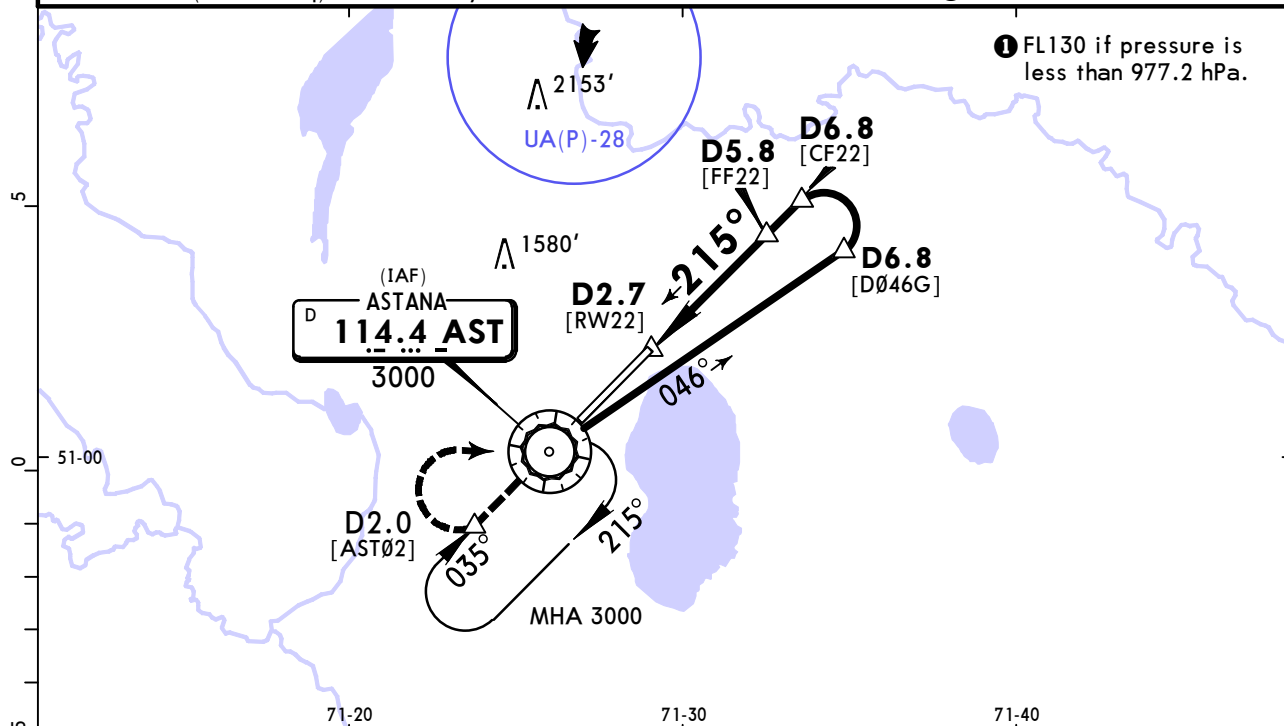
31 JAN 25 **13-4**

ASTANA, KAZAKHSTAN

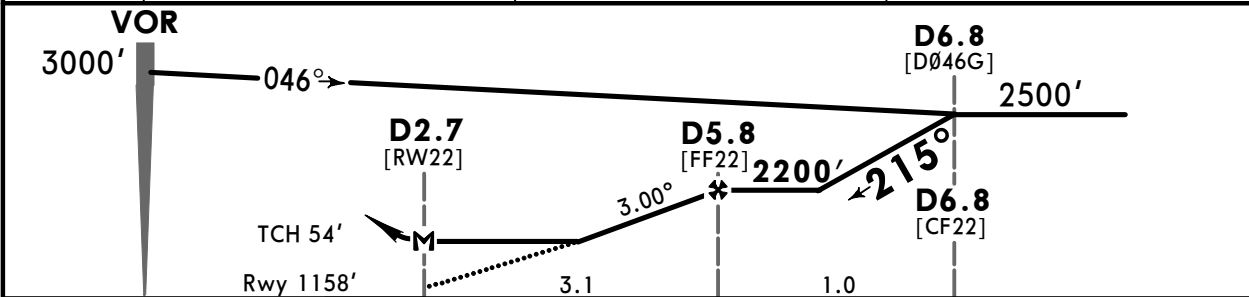
COPTER VOR DME Rwy 22

BRIEFING STRIP™	ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
	129.5(Russian 128.3)	124.6	120.7	135.5	119.6
	VOR AST 114.4	Final Apch Crs 215°	D5.8 2200' (1042')	DA/MDA(H) 1530' (372')	Apt Elev 1166' Rwy 1158'
MISSED APCH: Climb on track 215°, at 2100' or above outbound D2.0, turn RIGHT to AST or directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 3000' to VOR and join to holding pattern.					3200 MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 **1** Trans alt: 10000'



DIST to THR	1.0	2.0	3.0
AST DME	3.7	4.7	5.7
ALTITUDE	1525'	1844'	2162'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2100' on 215°	D2.0	AST 114.4 RT
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D2.7										
D5.8 to MAP	3.1	2:39	2:04	1:52	1:33	1:20				

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H)	1530' (372')
		ALS out	
C O P T E R	R1000m	R1500m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

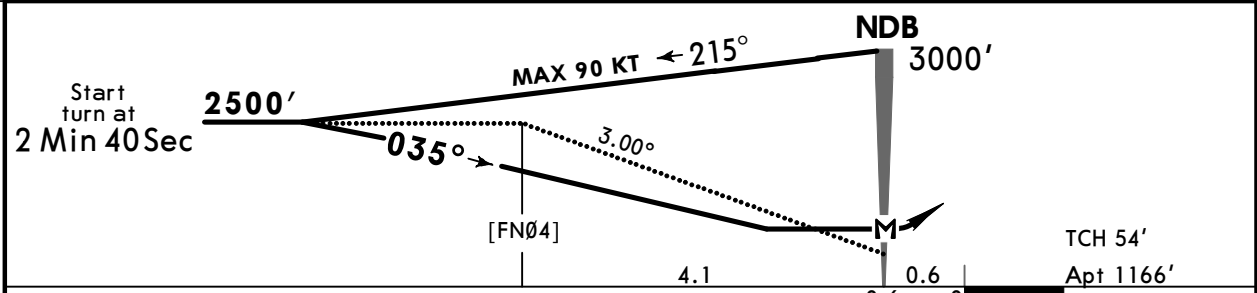
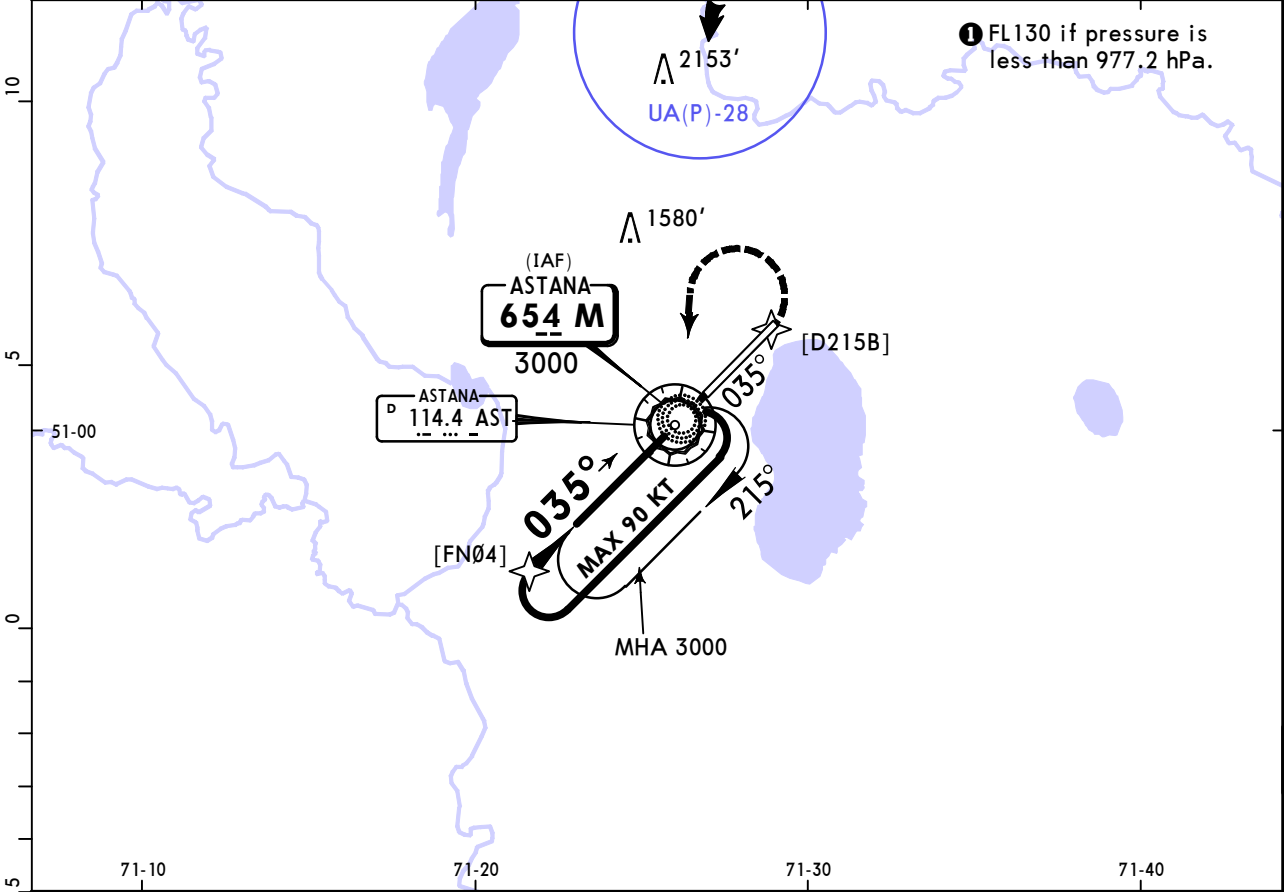
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NURSULTAN NAZARBAYEV INTL

JEPPESSEN
16-1 31 JAN 25

ASTANA, KAZAKHSTAN
COPTER NDB Rwy 04

ATIS	ASTANA Approach	ASTANA Radar	ASTANA Tower	Ground
129.5(Russian 128.3)	124.6	120.7	135.5	119.6
NDB M 654	Final Apch Crs 035°	[FN04] 2500' (1334')	DA/MDA(H) 1630' (464')	Apt Elev 1166'
MISSED APCH: Climb on track 035°, at 1900' or above. After passing NDB maintain 035° for 1min 30 sec. Turn LEFT to NDB, or directed by ATC. Climb initially to 2500', then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 3000' to NDB and join to holding pattern.				3200 MSA M NDB

Alt Set: hPa (MM on req) Apt Elev: 42 hPa Trans level: FL120 **1** Trans alt: 10000'



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

Std STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) **1630'** (464')
ALS out

C O P T E R
R1500m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

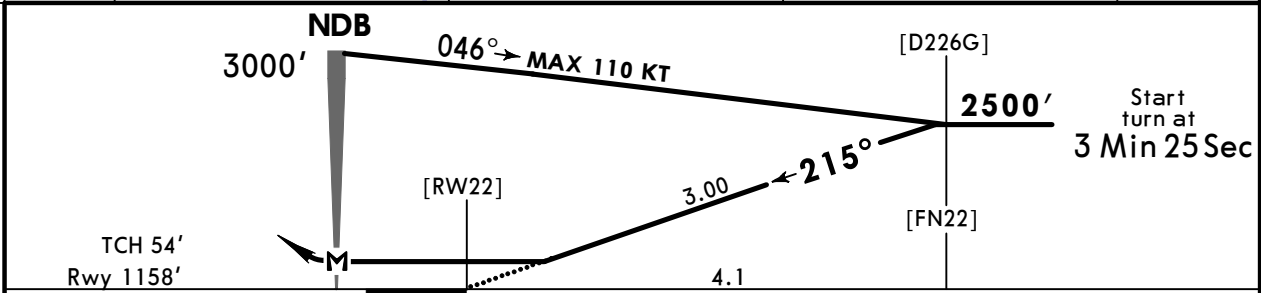
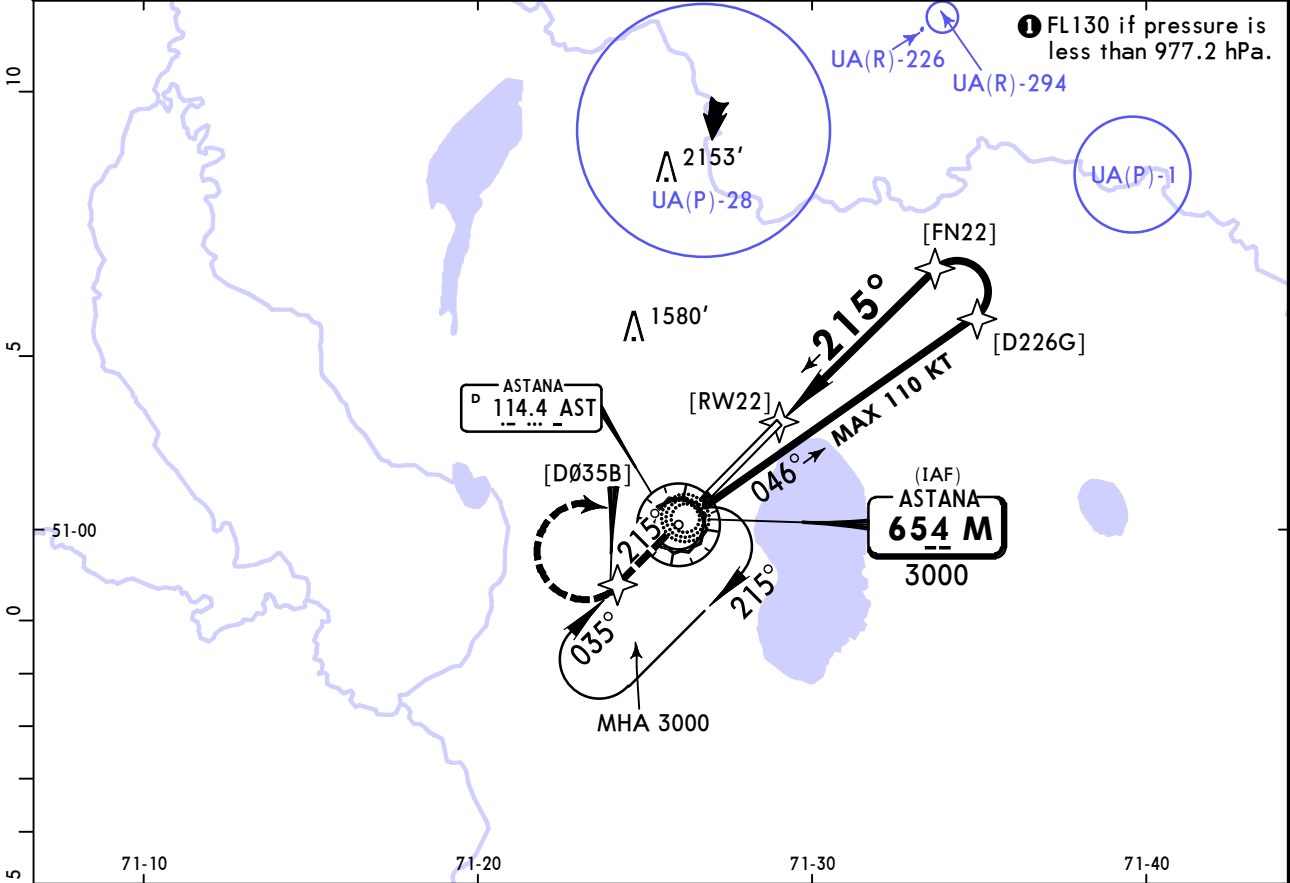
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NURSULTAN
NAZARBAYEV INTL

31 JAN 25 **16-2**

ASTANA, KAZAKHSTAN

COPTER (BACK CRS) NDB Rwy 22

ATIS		ASTANA Approach		ASTANA Radar		ASTANA Tower		Ground	
129.5(Russian 128.3)		124.6		120.7		135.5		119.6	
NDB M 654	Final Apch Crs 215°	[FN22] 2500′ (1342′)		DA/MDA(H) 1610′ (452′)		Apt Elev 1166′ Rwy 1158′		3200 MSA M NDB	
MISSED APCH: Climb on track 215°, at 1800′ or above. After passing NDB maintain 215° for 1min 10 sec. Turn RIGHT to NDB. Or directed by ATC. Climb initially to 2500′, then as directed by ATC. MISSED APCH WITH COMM FAILURE: Climb to 3000′ to NDB and join to holding pattern.									
Alt Set: hPa (MM on req)		Rwy Elev: 42 hPa		Trans level: FL120 ❶		Trans alt: 10000′			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1800' on 215°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1610' (452')	
		ALS out	

COPTER	R1400m		R1500m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ASTANA, (NURSULTAN NAZARBAYEV INTL - UACC)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UACC

Type: Terminal
Effectivity: Temporary
Begin Date: 20230615
End Date: 20250806

Taxing on Apron A from TWY B to TWY C is allowed for ACFT with wingspan less than 164'/50m. Taxing for ACFT type B-747 and A-330 from TWY C to ACFT stand 9 via follow me car.

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)