

List of pages in this Trip Kit

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- Airport Information For UATE
- Terminal Charts For UATE
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: AKTAU KAZ
ICAO/IATA: UATE / SCO
Lat/Long: N43° 51.60', E051° 05.45'
Elevation: 75 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 0103 Z
Sunset: 1602 Z

Runway Information

Runway: 11
Length x Width: 10000 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 71 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 10000 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 53 ft
Lighting: Edge, ALS

Communication Information

ATIS: 130.100
ATIS: 126.200 Non-English
Aktau Tower: 120.700 VHF-DP
Aktau Tranzit Operations: 131.900

UATE/SCO
AKTAU

 **JEPPESSEN**
14 FEB 25 10-1P Eff 20 Feb

AKTAU, KAZAKHSTAN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 130.1
126.2 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are affected when RVR is less than 550m.
The start of LVP shall be reported to flight crew by ATC with the following phrase: "Low visibility procedures in operation."
LVPs are cancelled when RVR is 550m and greater.

1.2.2. GROUND EQUIPMENT

Arriving ACFT
Vacation of RWY shall be reported on TWY only when passing of critical zone.
ACFT parking shall be carried out by signals of marshaller.
Departing ACFT
ACFT shall stop at the holding position before the light sign of RWY designation.

1.3. OTHER INFORMATION

Birds.

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.

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-miles 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.

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

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.

UATE/SCO
AKTAU

JEPPESSEN
17 FEB 23 (10-1R) Eff 23 Feb

AKTAU, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

Apt Elev
75

Alt Set: hPa (MM on request)

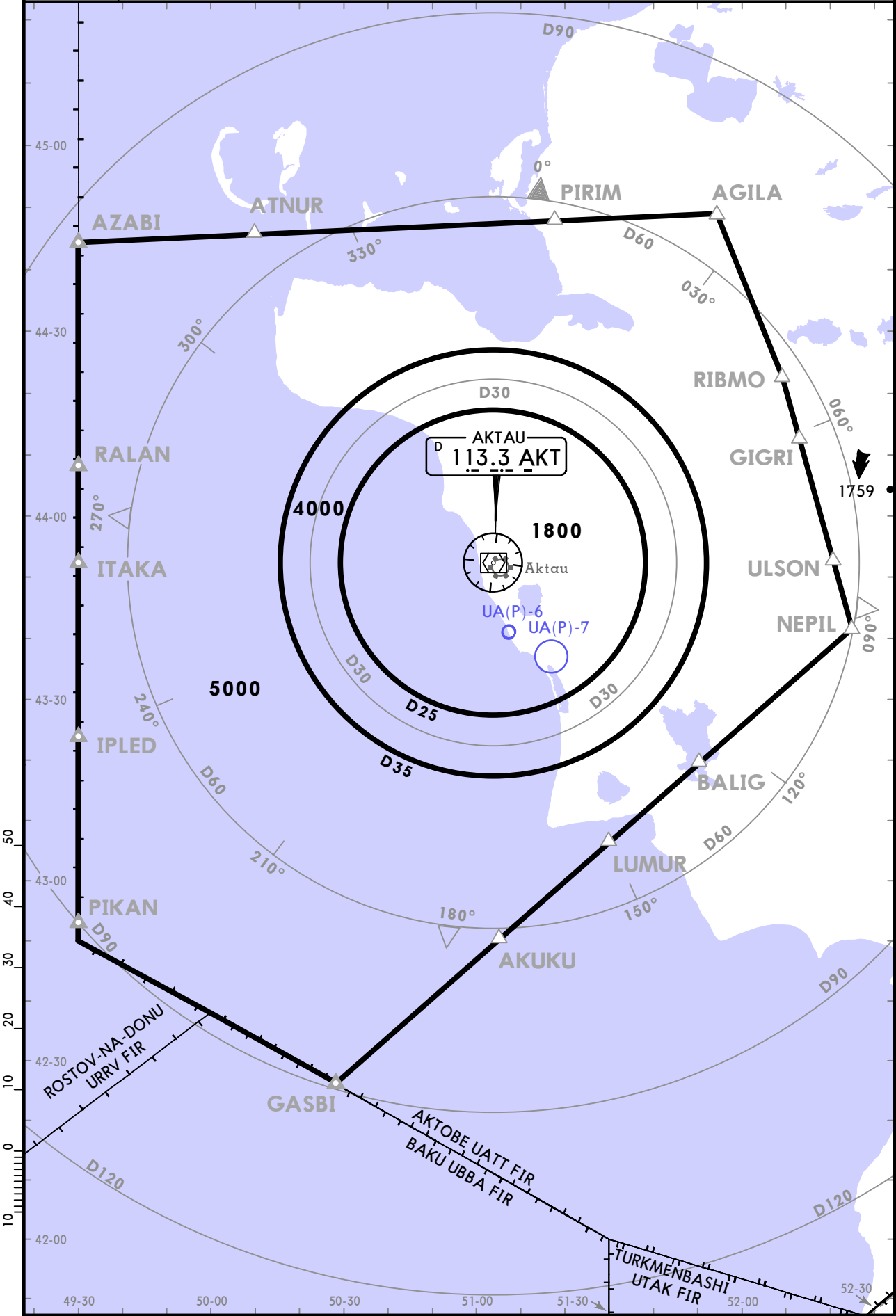
Trans level: FL120

FL130 if pressure is less than 977.2 hPa

Trans alt: 10000

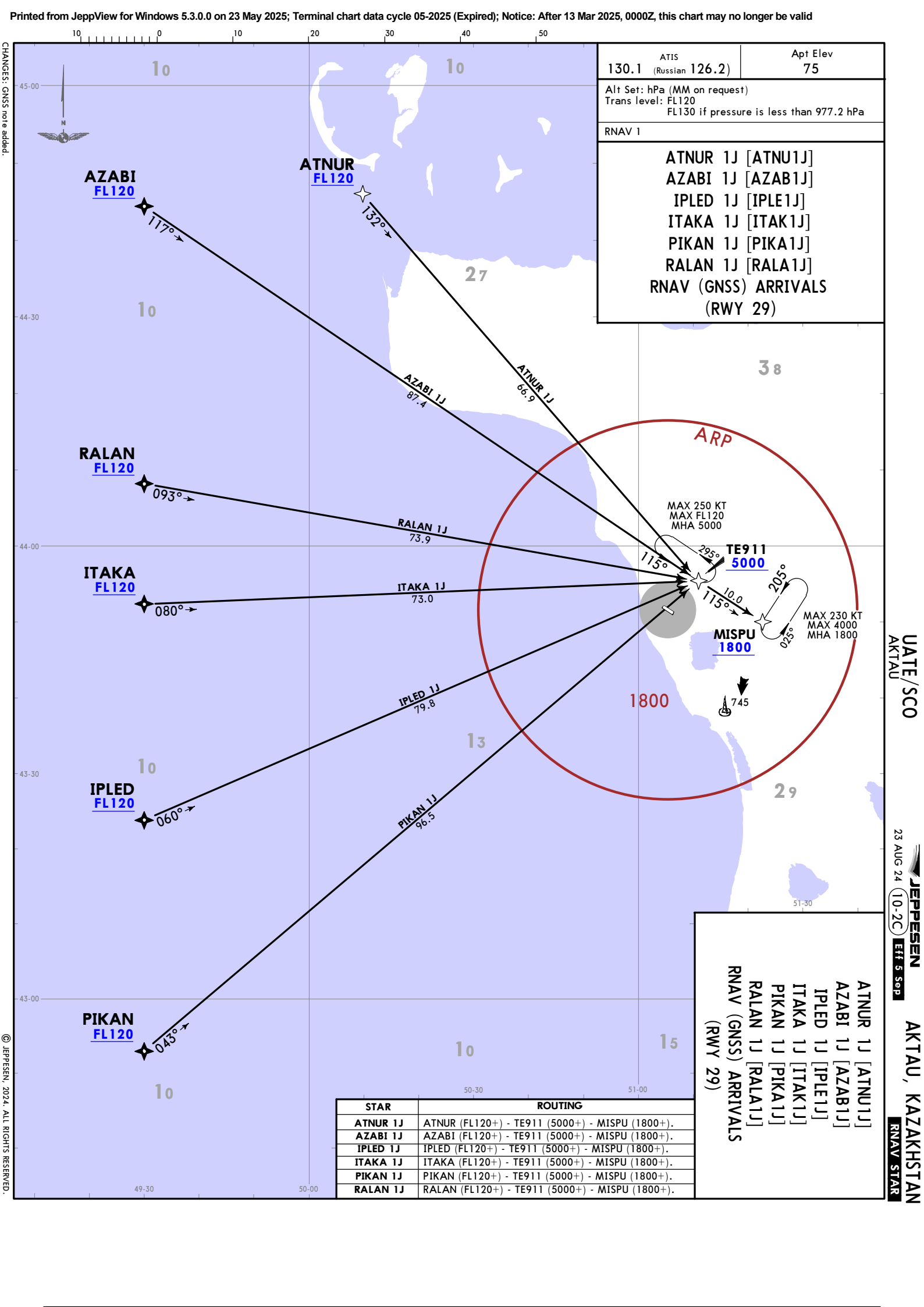
1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

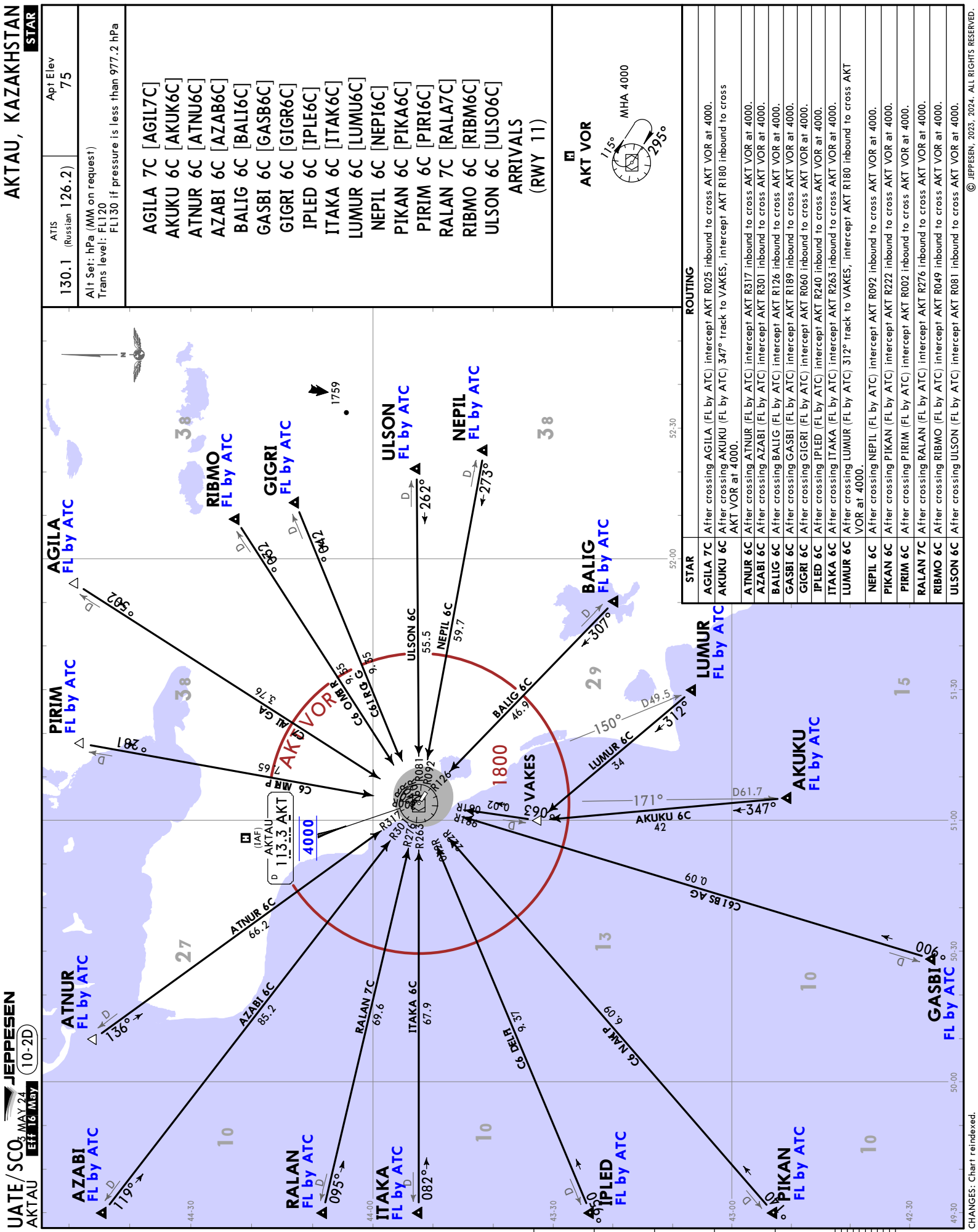
2. Levels assigned by ATC include a correction for low temperature effect.

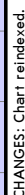


STAR	ROUTING
AGILA 1H	AGILA (FL120+) - BASJUN (1800+),
ATNUR 1H	ATNUR (FL120+) - TE402 (1800+),
AZABI 1H	AZABI (FL120+) - TE402 (1800+),
GIGRI 1H	GIGRI (FL120+) - BASJUN (1800+),
ITAKA 1H	ITAKA (FL120+) - TE402 (1800+),
NEPIL 1H	NEPIL (FL120+) - BASJUN (1800+),
PIRIM 1H	PIRIM (FL120+) - BASJUN (1800+),
RALAN 1H	RALAN (FL120+) - TE402 (1800+),







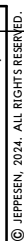








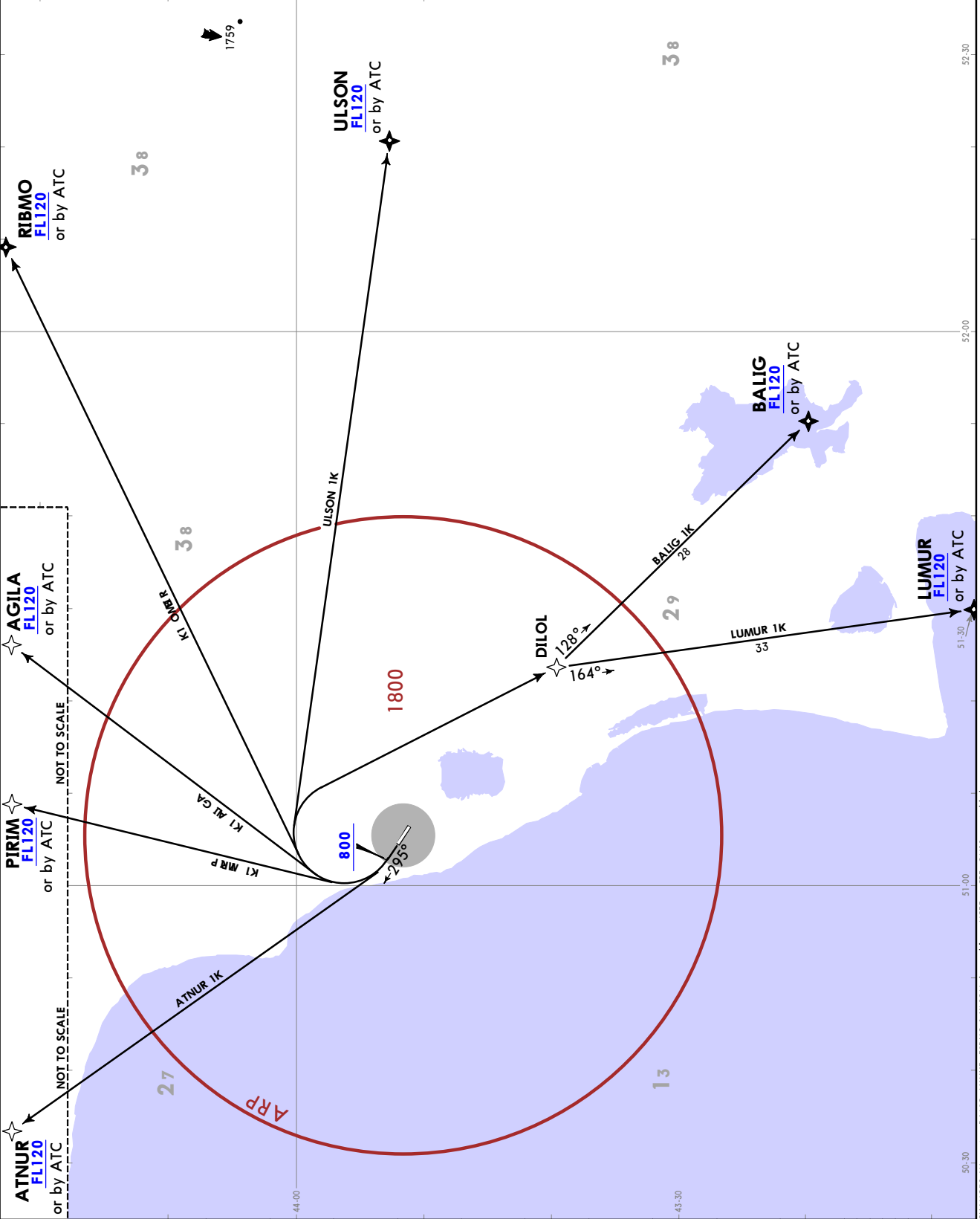
CHANGES: Waypoint ULSON changed from NCRP to CRP, GNSS note added.



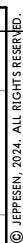
Apt Elev	Trans alt:
75	10000
RNAV 1	

AGILA 1K [AGIL1K], ATNUR 1K [ATNU1K] BALIG 1K [BALI1K], LUMUR 1K [LUMU1K] PIRIM 1K [PIRI1K], RIBMO 1K [RIBM1K] ULSON 1K [ULSO1K] RNAV (GNSS) DEPARTURES (RWY 29)

SID	ROUTING
AGILA 1K	Climb on RWY track to 800, turn RIGHT direct to AGILA. Cross AGILA at or above FL120 or as instructed by ATC.
ATNUR 1K	Climb on RWY track to 800, turn RIGHT direct to ATNUR. Cross ATNUR at or above FL120 or as instructed by ATC.
BALIG 1K	Climb on RWY track to 800, turn RIGHT direct to DILOL, 128° track to BALIG. Cross BALIG at or above FL120 or as instructed by ATC.
LUMUR 1K	Climb on RWY track to 800, turn RIGHT direct to DILOL, 164° track to LUMUR. Cross LUMUR at or above FL120 or as instructed by ATC.
PIRIM 1K	Climb on RWY track to 800, turn RIGHT direct to PIRIM. Cross PIRIM at or above FL120 or as instructed by ATC.
RIBMO 1K	Climb on RWY track to 800, turn RIGHT direct to RIBMO. Cross RIBMO at or above FL120 or as instructed by ATC.
ULSON 1K	Climb on RWY track to 800, turn RIGHT direct to ULSON. Cross ULSON at or above FL120 or as instructed by ATC.







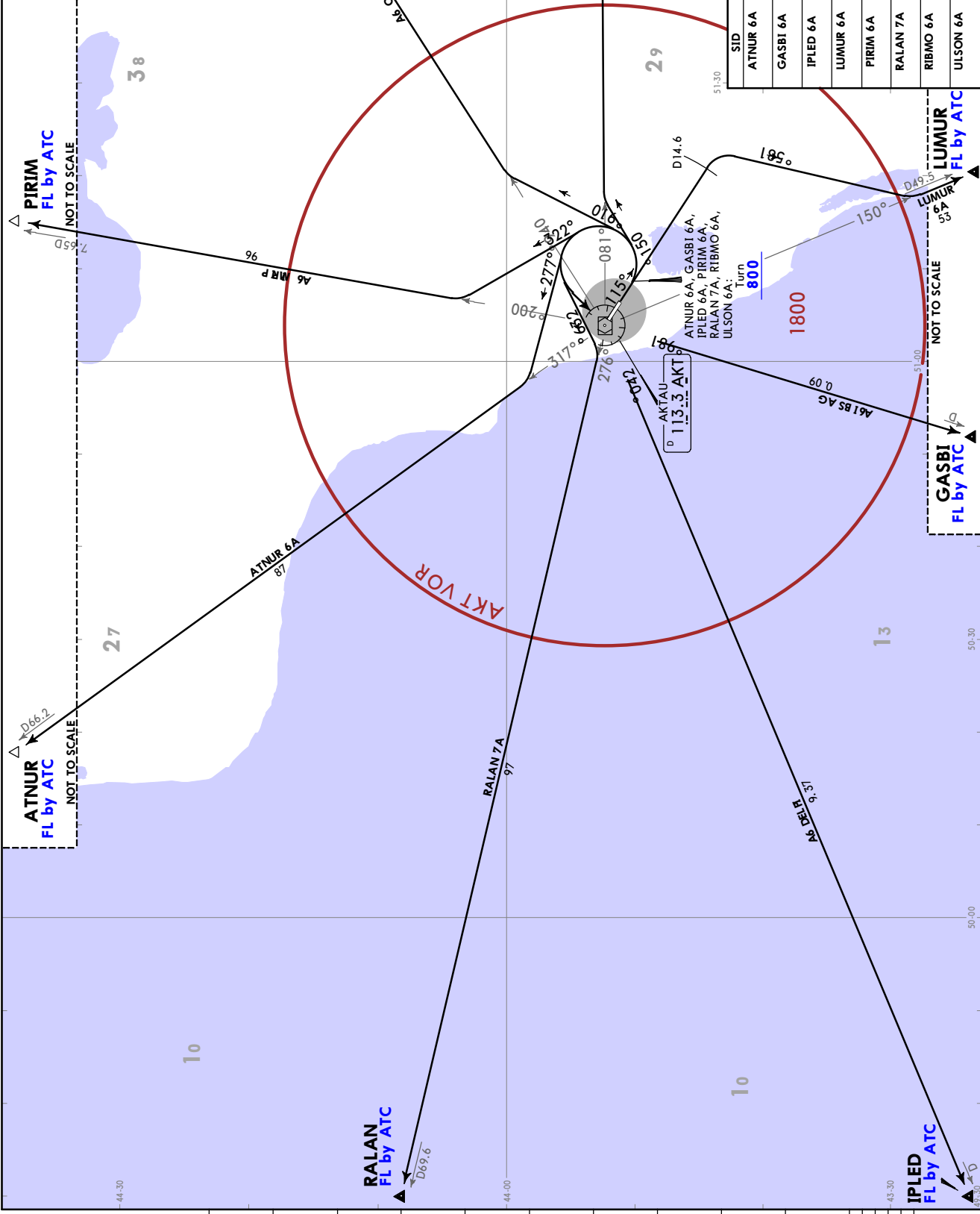
CHANGES: New chart, SIDs transferred.

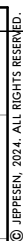
JEPPESEN **AKTAU, KAZAKHSTAN** **SID**

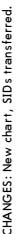
UATE/SCO
AKTAU

3 MAY 24 (10-3E) **Eff 16 May**

Apt Elev 75	Trans alt: 10000
ATNUR 6A [ATNU6A], GASBI 6A [GASB6A] IPLED 6A [IPLE6A], LUMUR 6A [LUMU6A] PIRIM 6A [PIRI6A], RALAN 7A [RALA7A] RIBMO 6A [RIBM6A], ULSON 6A [ULSO6A] DEPARTURES (RWY 11)	







UATE/SCO

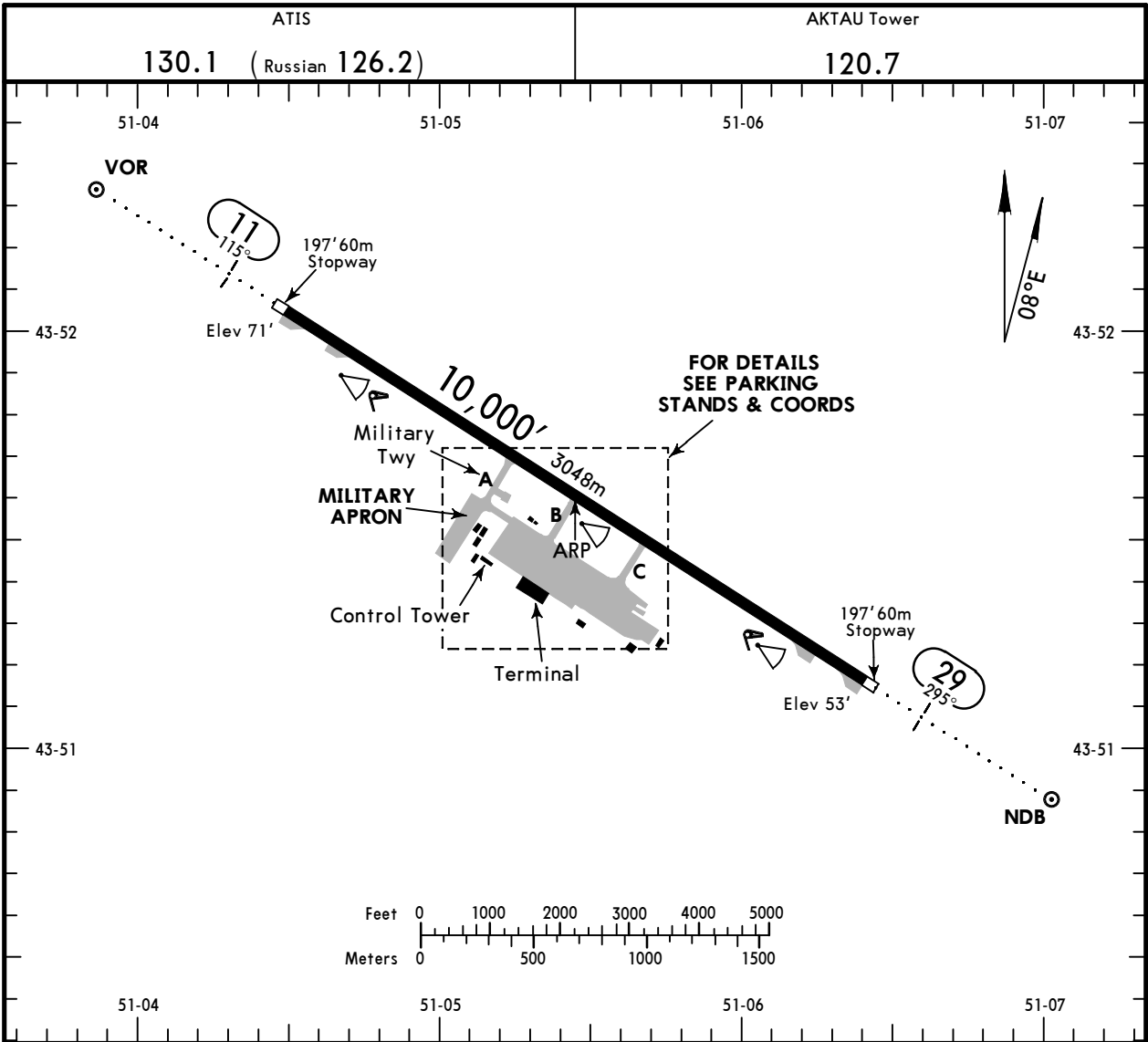
Apt Elev 75'
N43 51.6 E051 05.5

JEPPESSEN

30 AUG 24 (10-9) Eff 5 Sep

AKTAU, KAZAKHSTAN

AKTAU



ADDITIONAL RUNWAY INFORMATION							
RWY						USABLE LENGTHS	
						LANDING BEYOND	
						Threshold	TAKE-OFF
11							
29	HIRL (60m)	HIALS	PAPI-L (3.0°)	OFZ	RVR		
						8967' 2733m	1
						9028' 2752m	148' 45m

1 TAKE-OFF RUN AVAILABLE							
RWY 11:				RWY 29:			
From Rwy head	10000'	(3048m)		From Rwy head	10000'	(3048m)	
twy B int	5000'	(1524m)		twy C int	6194'	(1888m)	
twy C int	3806'	(1160m)		twy B int	5000'	(1524m)	

Std TAKE-OFF			
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R300m	R400m	R/V500m	NA

1 For NIGHT operations, at least RL and RENL are required.

CHANGES: OFZ added, take-off run Rwy 11 & 29 added.

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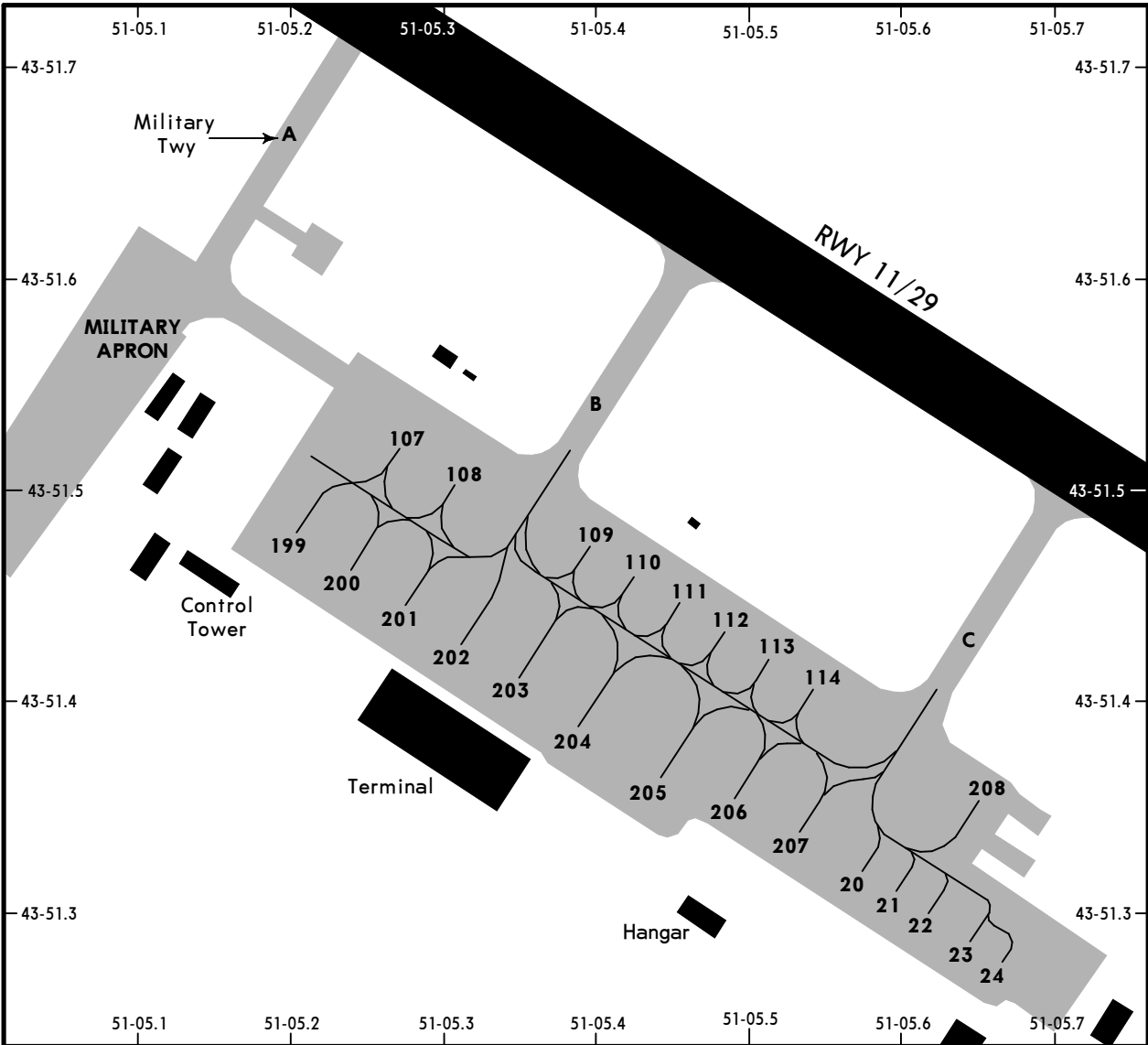
AKTAU, KAZAKHSTAN

30 AUG 24

10-9A

Eff 5 Sep

AKTAU



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
107, 108	N43 51.5 E051 05.3	20	N43 51.3 E051 05.5
109 thru 111	N43 51.5 E051 05.4	21 thru 24	N43 51.3 E051 05.6
112 thru 114	N43 51.4 E051 05.5		
199	N43 51.5 E051 05.2		
200	N43 51.4 E051 05.2		
201 thru 203	N43 51.4 E051 05.3		
204	N43 51.4 E051 05.4		
205	N43 51.3 E051 05.4		
206, 207	N43 51.3 E051 05.5		
208	N43 51.4 E051 05.6		

Parking stands 20 thru 24 available for helicopters.

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JEPPesen

EASA AIR OPS

5 JUL 24

10-9S

Eff 11 Jul

AKTAU, KAZAKHSTAN
AKTAU

STRAIGHT-IN RWY		A	B	C	D
11	ILS DME	271'(200') ① R550m R1200m	271'(200') ① R550m R1200m	278'(207') ① R550m R1200m	288'(217') ① R550m R1200m
	ALS out				
	RNP LNAV/VNAV	321'(250') ① R550m R1300m	321'(250') ① R550m R1300m	323'(252') ① R600m R1300m	350'(279') ① R600m R1300m
	ALS out				
	RNP ② LNAV	400'(325') R800m R1500m	400'(325') R800m R1500m	400'(325') R800m R1500m	420'(345') R900m R1600m
	ALS out				
	② VOR DME Z or Y	370'(295') ①③ R650m R1400m	370'(295') ①③ R650m R1400m	370'(295') ①③ R650m R1400m	370'(295') ①③ R650m R1400m
29	ALS out				
	② (BACK CRS) NDB	530'(455') R1400m R1500m	530'(455') R1400m R1500m	530'(455') R1400m R2100m	530'(455') R1400m R2100m
	ALS out				
	ILS DME	256'(203') ① R550m R1200m	266'(213') ① R550m R1200m	276'(223') ① R550m R1200m	286'(233') ① R550m R1200m
	ALS out				
	RNP LNAV/VNAV	303'(250') ① R550m R1300m	303'(250') ① R550m R1300m	303'(250') ① R550m R1300m	314'(261') ① R600m R1300m
	ALS out				
	RNP ② LNAV	360'(307') ①③ R700m R1400m	360'(307') ①③ R700m R1400m	360'(307') ①③ R700m R1400m	380'(327') R800m R1500m
	ALS out				
	② VOR DME Z or Y	360'(307') ①③ R700m R1400m	360'(307') ①③ R700m R1400m	360'(307') ①③ R700m R1400m	360'(307') ①③ R700m R1400m
	ALS out				
	② NDB	410'(357') R900m R1500m	410'(357') R900m R1500m	410'(357') R900m R1600m	410'(357') R900m R1600m
	ALS out				

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
② Continuous Descent Final Approach.
③ R750m for CDFA 2D operations.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After RNP Rwy 11 or RNP Rwy 29	530'(455') V1500m	580'(505') V1600m	760'(685') V2400m	780'(705') V3600m

TAKE-OFF

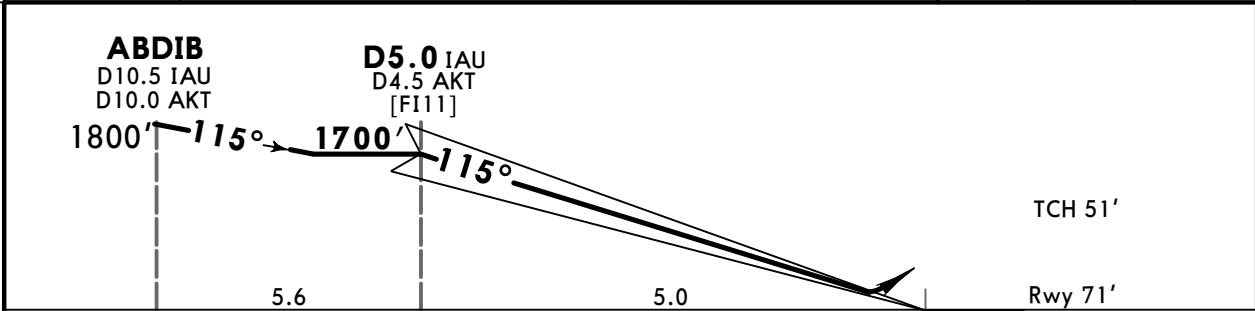
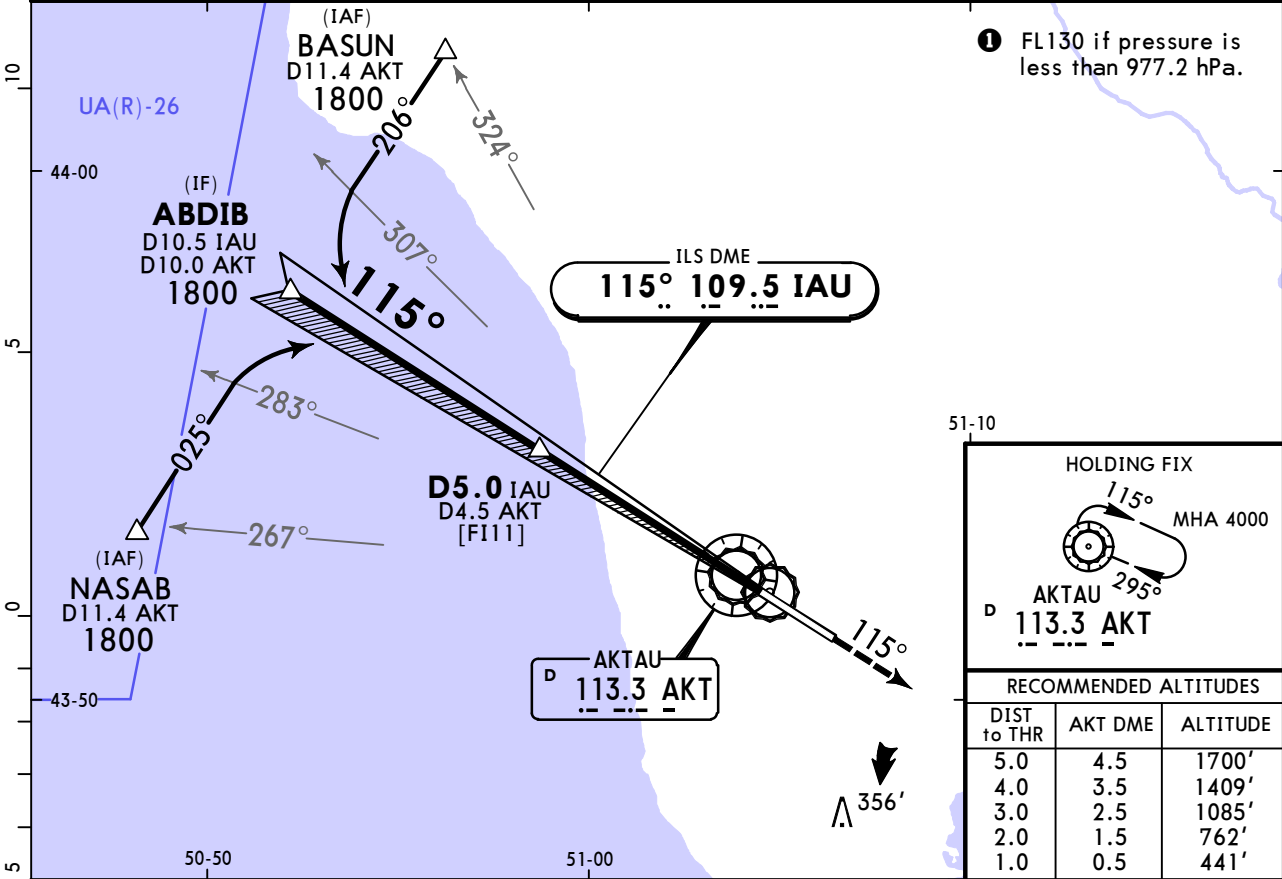
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required					
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

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AKTAU

JEPPESEN
30 AUG 24 11-1 Eff 5 Sep

AKTAU, KAZAKHSTAN
ILS DME Rwy 11

130.1 ATIS (Russian 126.2)		AKTAU Tower 120.7			1800 MSA AKT VOR
LOC IAU 109.5	Final Apch Crs 115°	D5.0 IAU 1700' (1629')	DA(H) Refer to Minimums	Apt Elev 75' Rwy 71'	
MISSED APCH: Climb on track 115° to 1800'. After passing 800' radar vectoring will be provided.					
MISSED APCH WITH COMM FAILURE: Climb on track 115° to 1800' outbound to D5.0 AKT. Turn LEFT, climb to 4000' to VOR and join to holding pattern.					
Alt Set: hPa (MM on req)		Rwy Elev: 3 hPa		Trans level: FL120 ❶	Trans alt: 10000'
1. Radar required. 2. ILS DME reads zero at Rwy 11 threshold.					



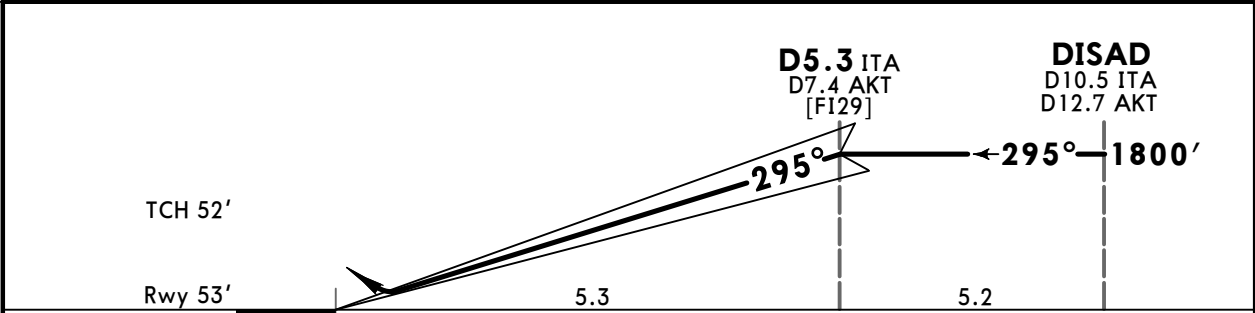
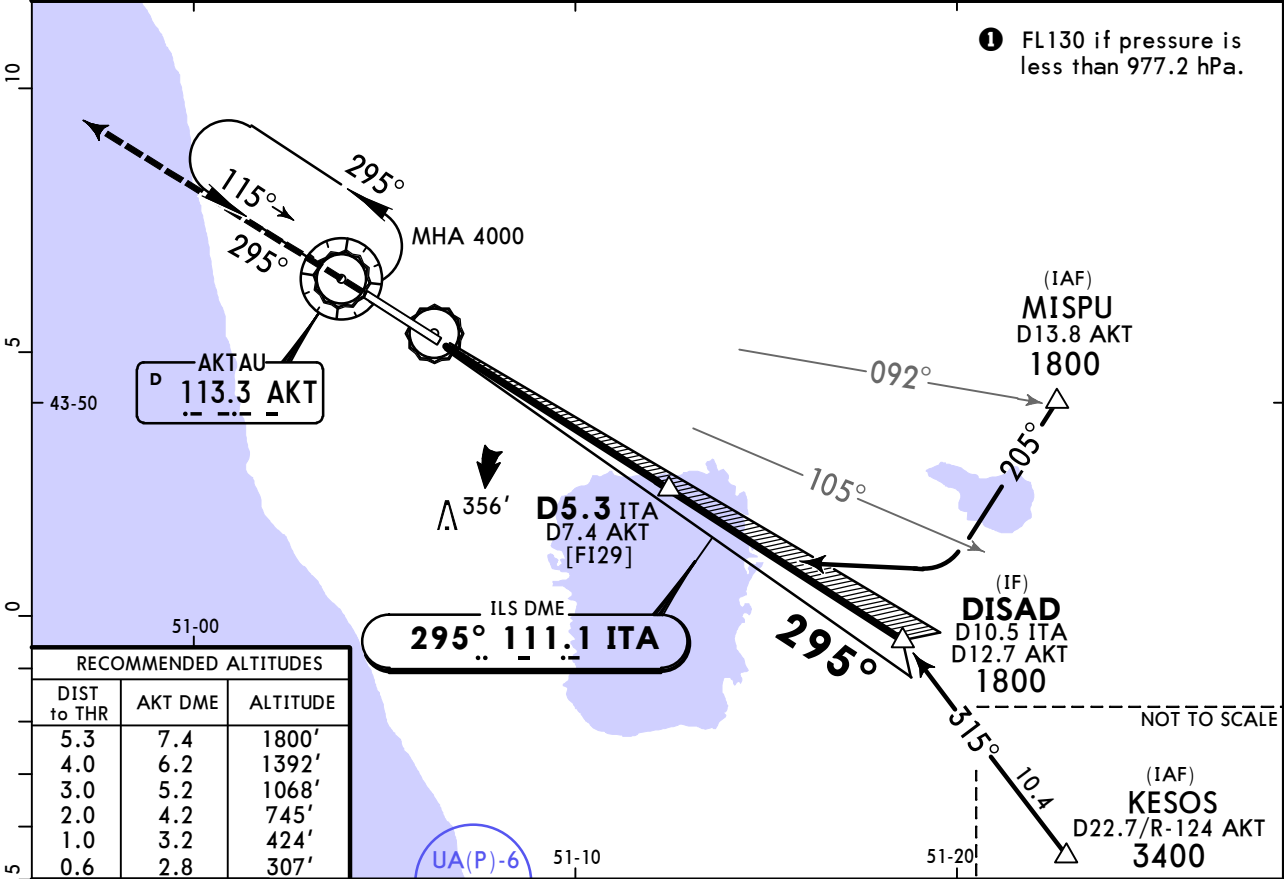
Gnd speed-Kts							70	90	100	120	140	160		HIALS PAPI	1800' on 115° ↑	
GS							3.00°	372	478	531	637	743				849
Std STRAIGHT-IN LANDING ILS																
DA(H) AB: 271' (200') C: 278' (207') D: 288' (217')																
												ALS out				
A	R550m												R1200m			
B																
C																
D																
R750m when a Flight Director or Autopilot or HUD to DA is not used.																

UATE/SCO
AKTAU

JEPPESSEN
30 AUG 24 (11-2) Eff 5 Sep

AKTAU, KAZAKHSTAN
ILS DME Rwy 29

ATIS 130.1 (Russian 126.2)			AKTAU Tower 120.7		1800 MSA AKT VOR
LOC ITA 111.1	Final Apch Crs 295°	D5.3 ITA 1800' (1747')	DA(H) Refer to Minimums	Apt Elev 75' Rwy 53'	
MISSED APCH: Climb on track 295° to 1800'. After passing 800' radar vectoring will be provided.					
MISSED APCH WITH COMM FAILURE: Climb on track 295° to 1800' outbound to D5.0 AKT. Turn RIGHT, climb to 4000' to VOR and join to holding pattern.					
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL120 ①		
Trans alt: 10000'					
1. Radar required. 2. ILS DME reads zero at Rwy 29 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1800' on 295°
GS 3.00°	372	478	531	637	743	849	

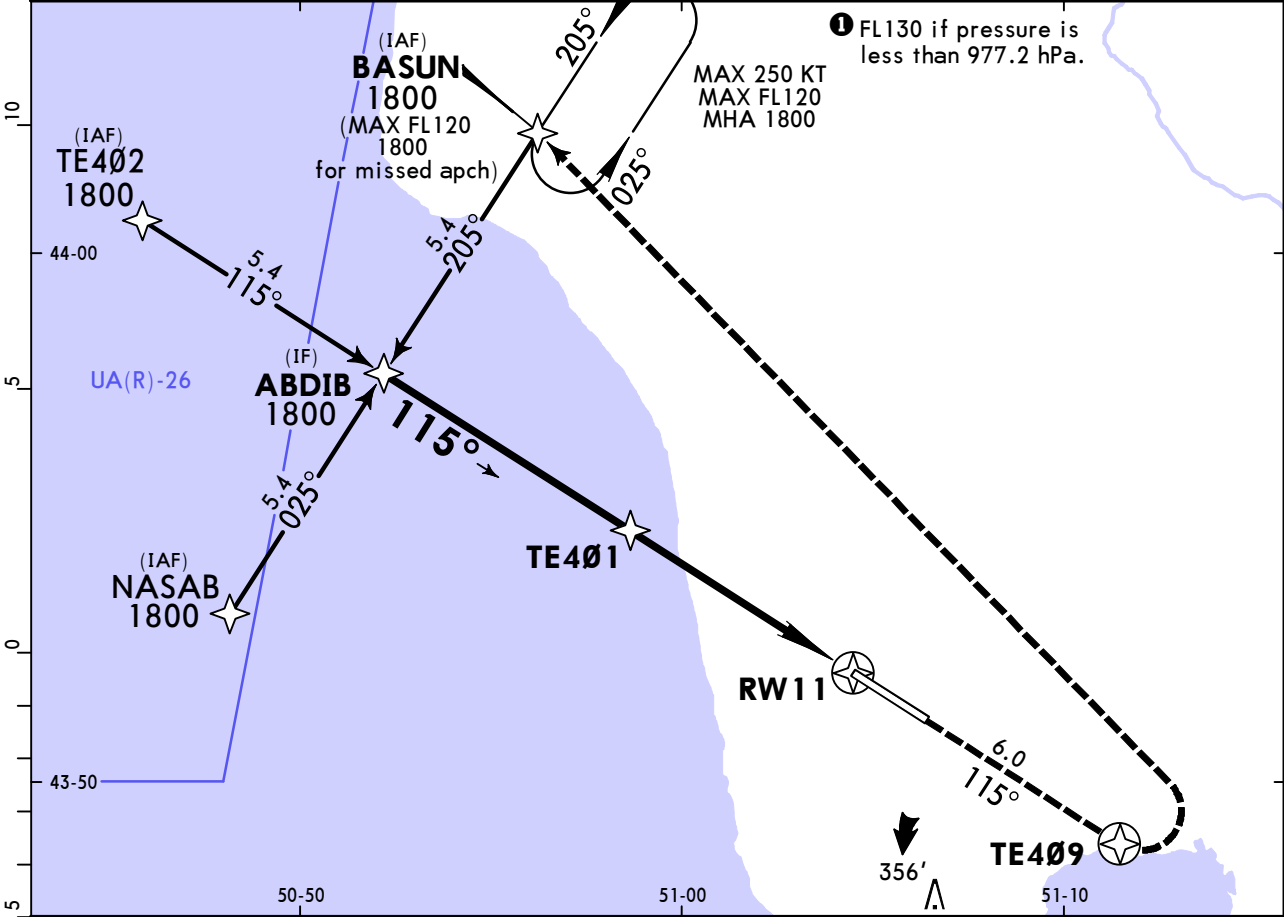
Std		STRAIGHT-IN LANDING	
		ILS	
		DA(H) A: 256' (203') B: 266' (213') C: 276' (223') D: 286' (233')	
		ALS out	
A	1 R550m	R1200m	
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

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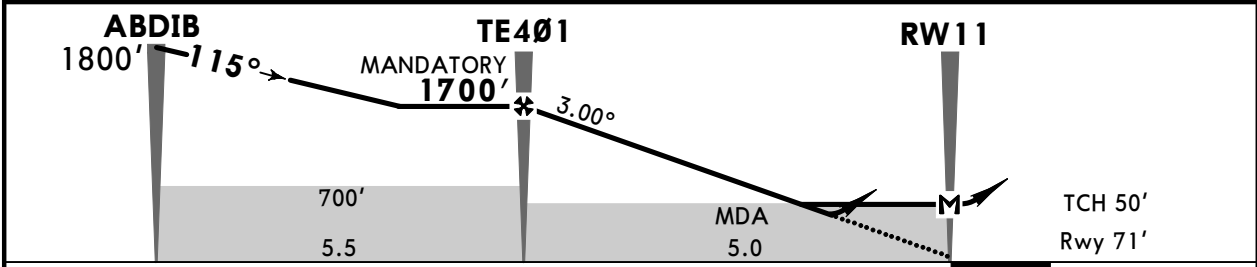
JEPPESEN
17 MAY 24 (12-1)

AKTAU, KAZAKHSTAN
RNP Rwy 11

ATIS				AKTAU Tower		
130.1		(Russian 126.2)		120.7		
RNAV	Final Apch Crs 115°	TE401 MANDATORY 1700'(1629')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 75' Rwy 71'	1800 MSA ARP	
MISSED APCH: Climb on Rwy track to TE409, then turn LEFT direct to BASUN and hold or as directed by ATC.						
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL120 ① Trans alt: 10000'						
RNP Apch	Baro-VNAV not authorized below -25°C.					



DIST to RW11	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1700'	1400'	1080'	760'	420'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI TE409 BASUN	
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW11	5.0	4:17	3:20	3:00	2:30	2:09		
TE401 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	

STd LNAV/VNAV STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
DA(H) AB: 321' (250') C: 323' (252') D: 350' (279')		① LNAV CDFA ② DA/MDA(H) ABC: 400' (325') D: 420' (345')		Max Kts	MDA(H)
ALS out		ALS out		100	530' (455') V1500m
A R750m		B R1300m		135	580' (505') V1600m
C		D R900m		180	760' (685') V2400m
D		R1600m		205	780' (705') V3600m

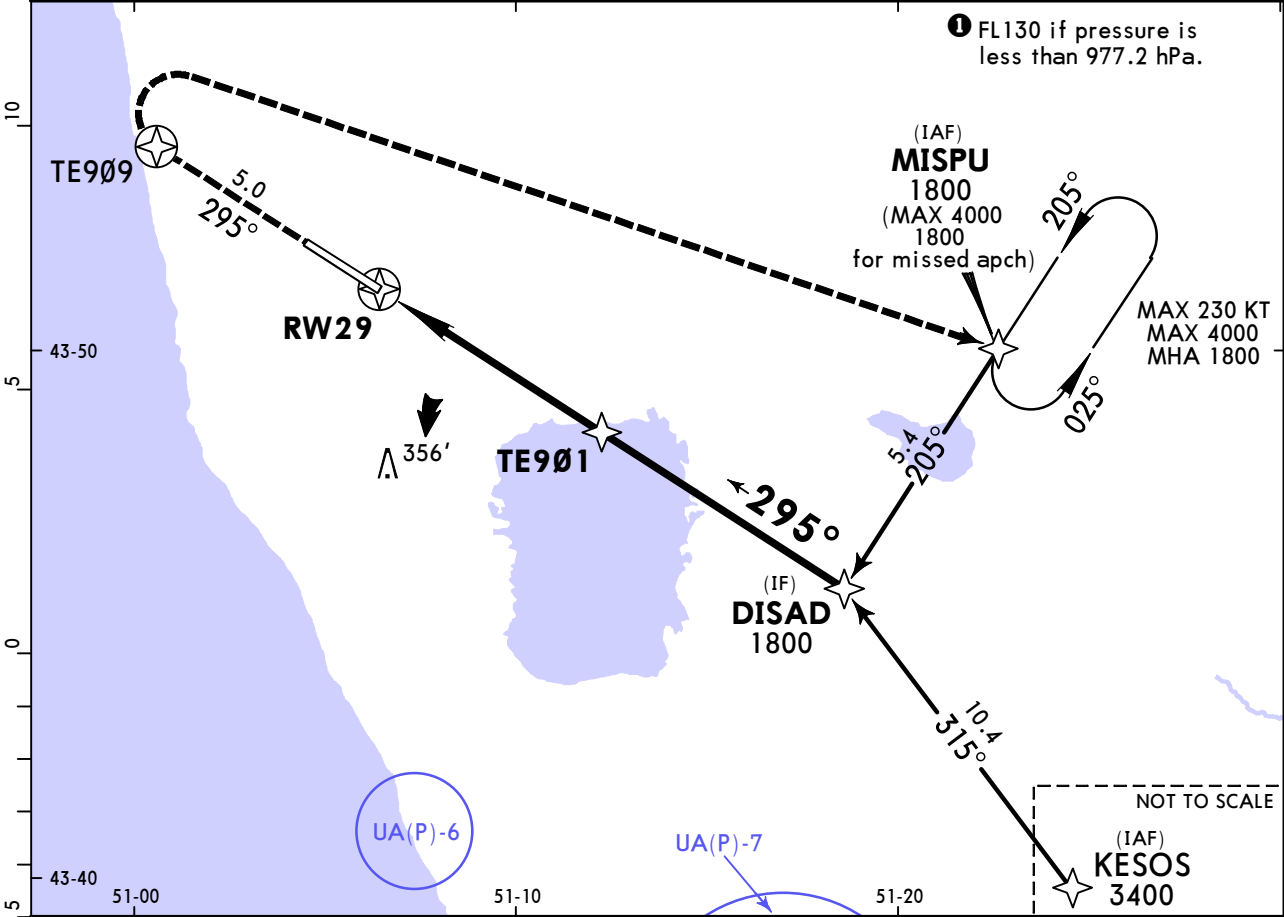
① LNAV DH/MDH based on Apt Elev 75'. ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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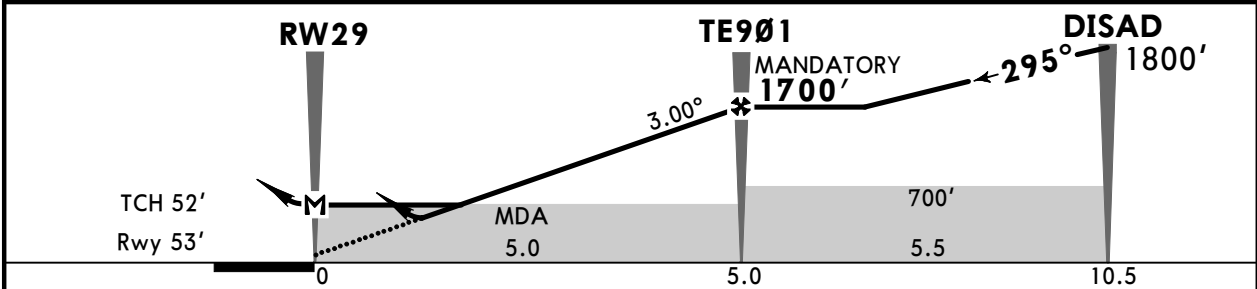
JEPPESEN
17 MAY 24 (12-2)

AKTAU, KAZAKHSTAN
RNP Rwy 29

ATIS				AKTAU Tower		
130.1		(Russian 126.2)		120.7		
RNAV	Final Apch Crs 295°	TE901 MANDATORY 1700'(1647')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 75' Rwy 53'	1800 MSA ARP	
MISSED APCH: Climb on Rwy track to TE909, then turn RIGHT direct to MISPU and hold or as directed by ATC.						
Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL120 ⓘ Trans alt: 10000'						
RNP Apch	Baro-VNAV not authorized below -25°C.					



DIST to RW29	1.0	2.0	3.0	4.0	5.0
ALTITUDE	420'	740'	1060'	1380'	1700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	TE909 ↑	MISPU ↻RT
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW29									
TE901 to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STd				CIRCLE-TO-LAND	
LNAV/VNAV		STRAIGHT-IN LANDING			
DA(H) ABC: 303' (250') D: 314' (261')		LNAV CDFA DA/MDA(H) ABC: 360' (307') D: 380' (327')			
ALS out		ALS out		Max Kts	MDA(H)
A				100	530' (455') V1500m
B	R750m	R1300m	R750m	135	580' (505') V1600m
C				180	760' (685') V2400m
D			R800m	205	780' (705') V3600m

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

CHANGES: New procedure.

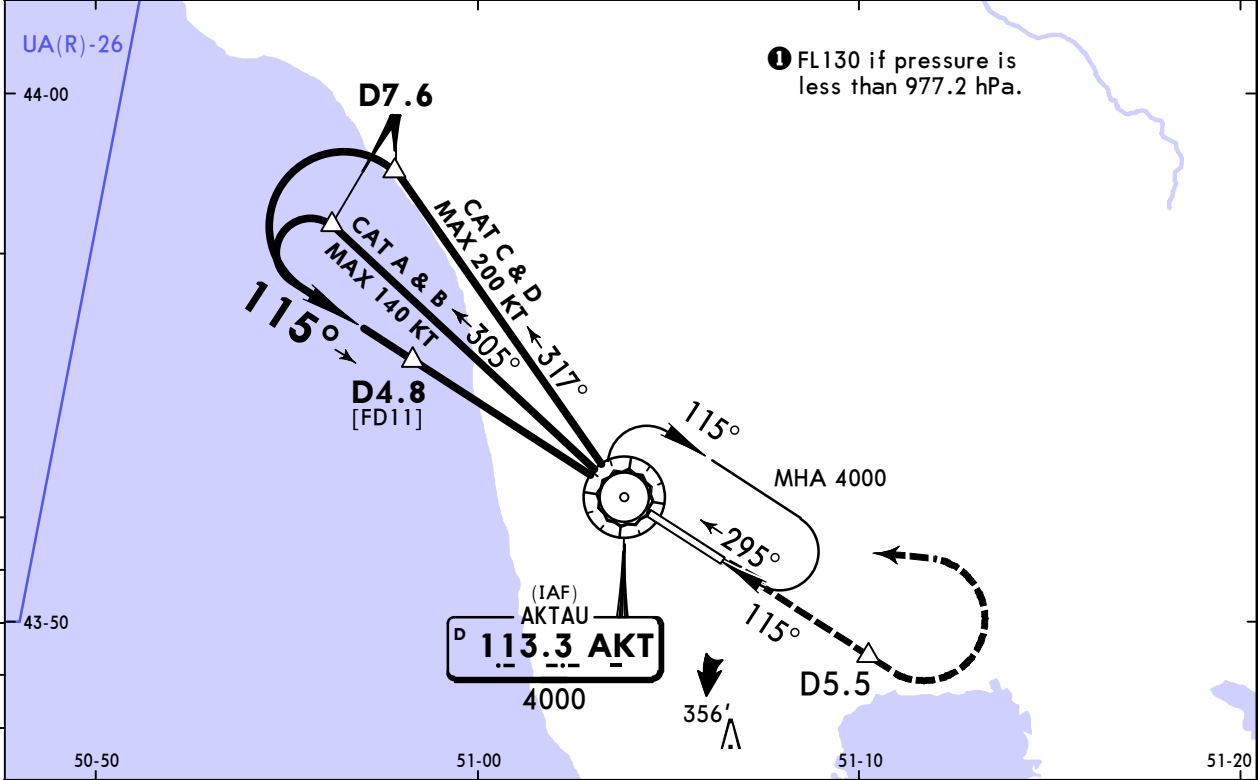
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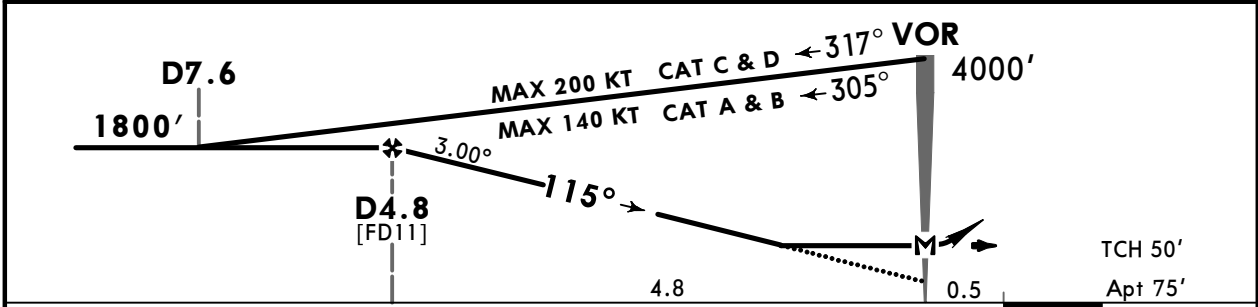
JEPPESEN
2 JUN 23 (13-1) Eff 15 Jun

AKTAU, KAZAKHSTAN
VOR DME Z Rwy 11

ATIS				AKTAU Tower		
130.1		(Russian 126.2)		120.7		
VOR AKT 113.3	Final Apch Crs 115°	D4.8 1800' (1725')	DA/MDA(H) 370' (295')	Apt Elev 75'		1800 MSA AKT VOR
MISSED APCH: Climb on track 115° to 1000' or above, outbound to D5.5. Turn LEFT (MAX 250 KT) to VOR. Climb initially to 1800', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and hold.						
Alt Set: hPa (MM on req)		Apt Elev: 3 hPa		Trans level: FL120 ①		
						Trans alt: 10000'



DIST to THR	5.3	4.0	3.0	2.0	1.0
AKT DME	4.8	3.5	2.5	1.5	0.5
ALTITUDE	1800'	1394'	1075'	757'	439'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1000' on 115°	D5.5
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at VOR									
D4.8 to MAP	4.8	4:07	3:12	2:53	2:24	2:03			

STRAIGHT-IN LANDING									
CDFA									
① DA/MDA(H) 370' (295')									
ALS out					ALS out				
A	R750m					R1400m			
B									
C									
D									

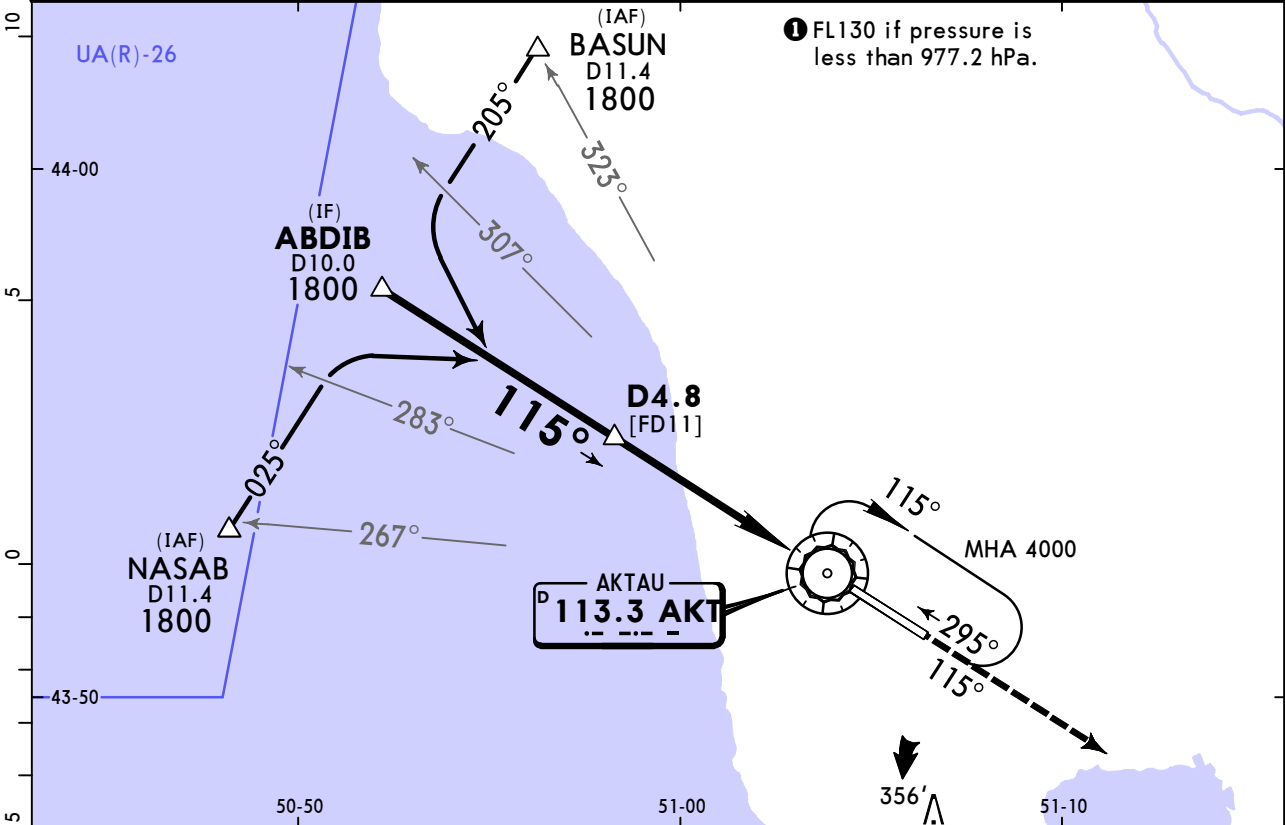
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UATE/SCO
AKTAU

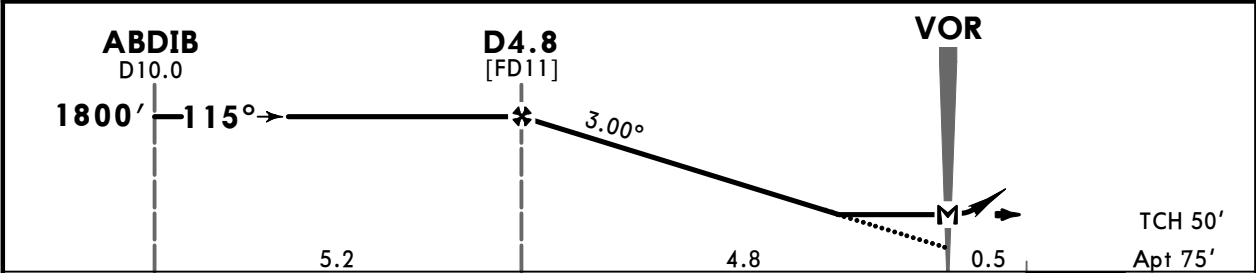
JEPPESEN
2 JUN 23 (13-2) Eff 15 Jun

AKTAU, KAZAKHSTAN
VOR DME Y Rwy 11

ATIS				AKTAU Tower	
130.1		(Russian 126.2)		120.7	
VOR AKT 113.3	Final Apch Crs 115°	D4.8 1800' (1725')	DA/MDA(H) 370' (295')	Apt Elev 75'	1800 MSA AKT VOR
MISSED APCH: Climb on track 115° to 1800'. After passing 800' radar vectoring will be provided.					
MISSED APCH WITH COMM FAILURE: Climb on track 115° to 1800' outbound to D5.0. Turn LEFT, climb to 4000' to VOR and join to holding pattern.					
Alt Set: hPa (MM on req) Apt Elev: 3 hPa Trans level: FL120 ❶ Trans alt: 10000'					
Radar required.					



DIST to THR	5.3	4.0	3.0	2.0	1.0
AKT DME	4.8	3.5	2.5	1.5	0.5
ALTITUDE	1800'	1394'	1075'	757'	439'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1800' on 115°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								
D4.8 to MAP	4.8	4:07	3:12	2:53	2:24	2:03		

Std		STRAIGHT-IN LANDING	
		CDFA	
		① DA/MDA(H) 370'(295')	
		ALS out	
A	R750m		R1400m
B			
C			
D			

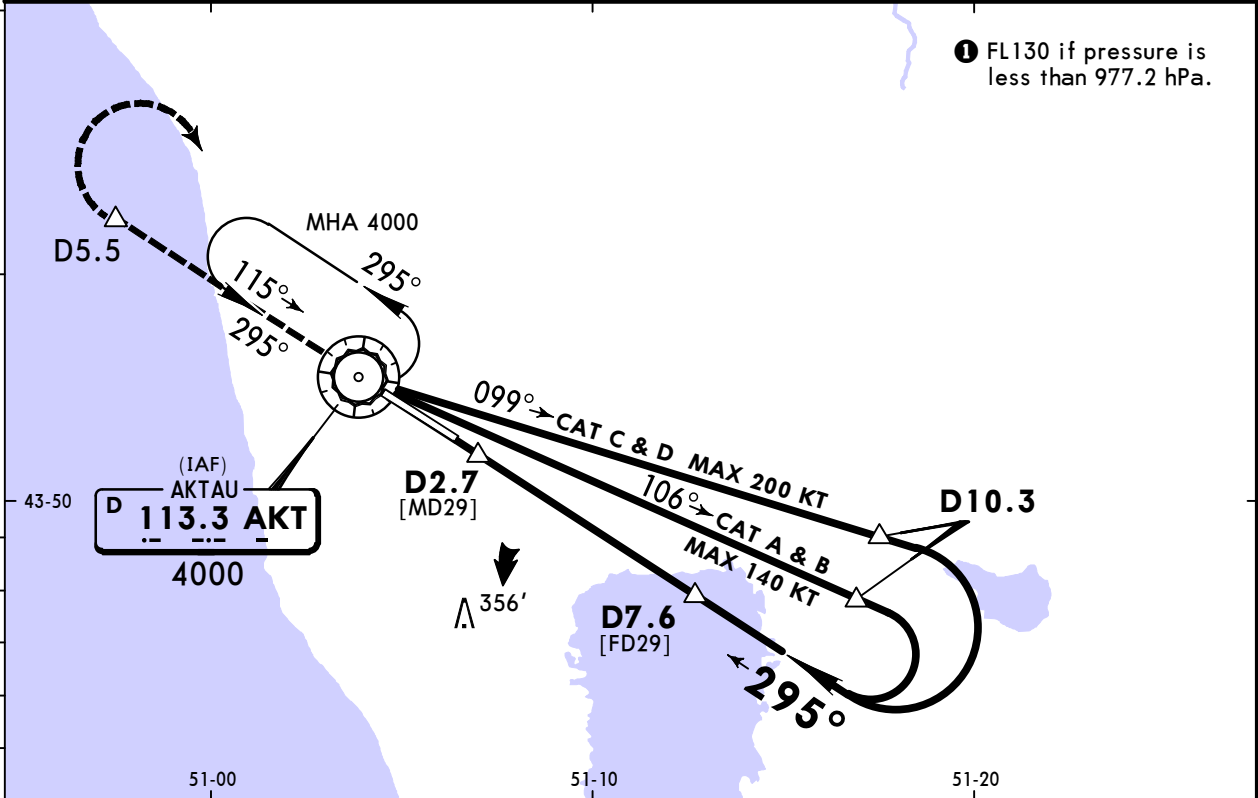
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UATE/SCO
AKTAU

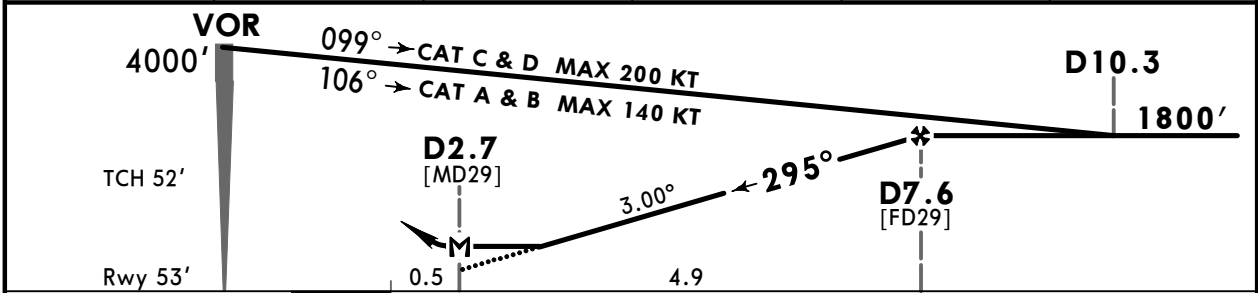
JEPPESEN
2 JUN 23 (13-3) Eff 15 Jun

AKTAU, KAZAKHSTAN
VOR DME Z Rwy 29

ATIS			AKTAU Tower		
130.1 (Russian 126.2)			120.7		
VOR AKT 113.3	Final Apch Crs 295°	D7.6 1800' (1747')	DA/MDA(H) 360' (307')	Apt Elev 75' Rwy 53'	1800 MSA AKT VOR
MISSED APCH: Climb on track 295° to 1300' or above, outbound to D5.5. Turn RIGHT (MAX 250 KT) to VOR. Climb initially to 1800', then as directed. MISSED APCH WITH COMM FAILURE: Climb to 4000' to VOR and hold.					
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL120	Trans alt: 10000'	



DIST to THR	1.0	2.0	3.0	4.0	5.4
AKT DME	3.2	4.2	5.2	6.2	7.6
ALTITUDE	420'	739'	1057'	1376'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1300'	on 295°	D5.5
Descent Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at D2.7											
D7.6 to MAP	4.9	4:12	3:16	2:56	2:27	2:06					

Std		STRAIGHT-IN LANDING	
		CDFA	
		DA/MDA(H) 360' (307')	
		ALS out	
A	R750m		R1400m
B			
C			
D			

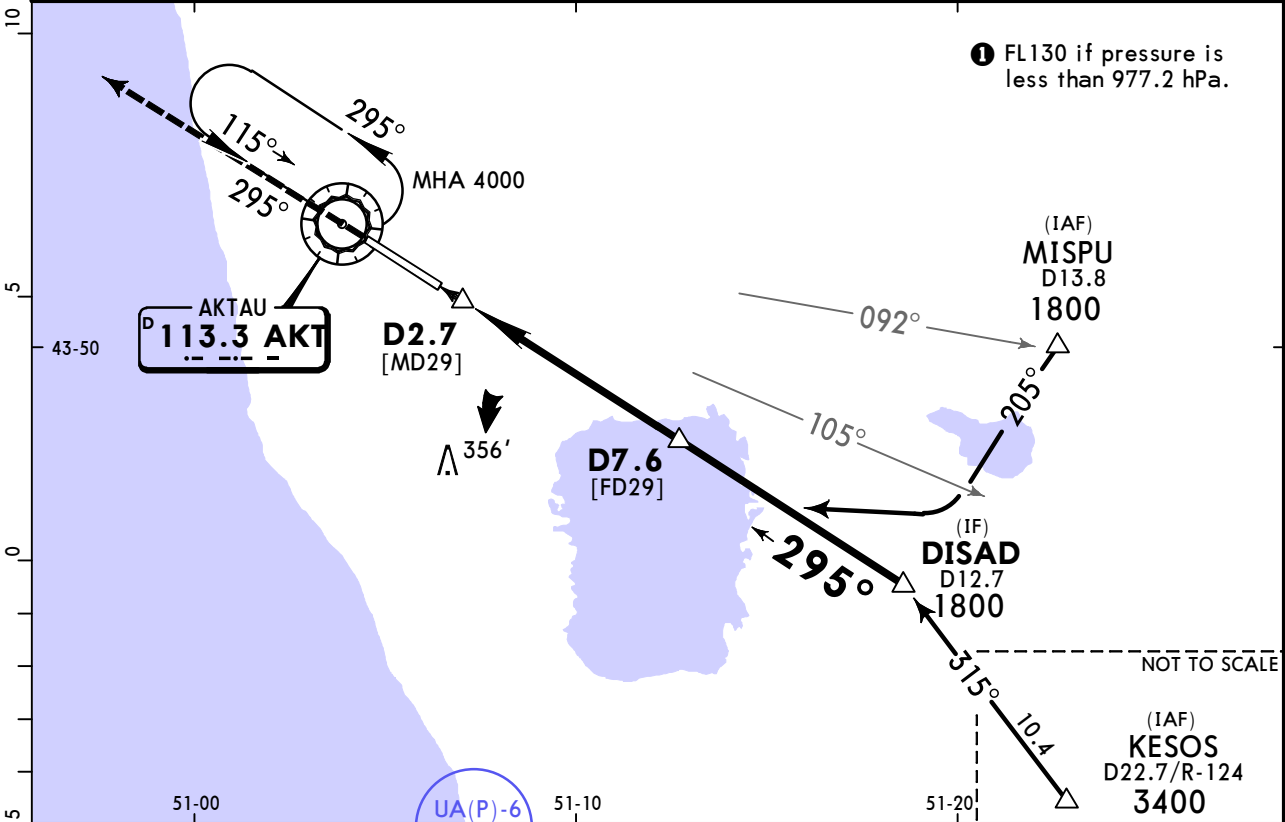
VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UATE/SCO
AKTAU

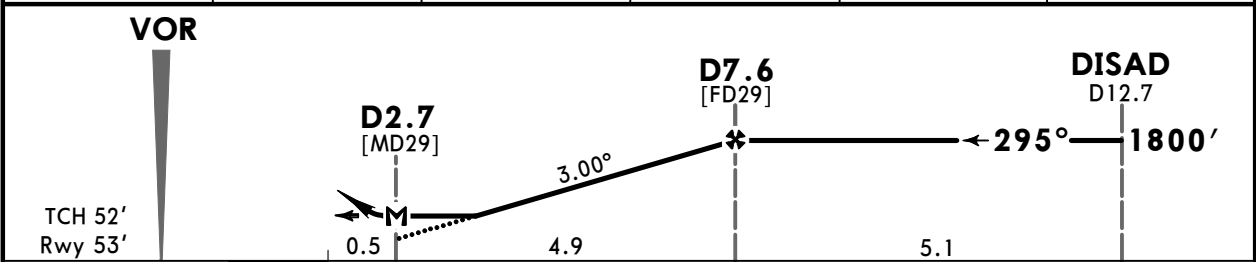
JEPPESEN
2 JUN 23 (13-4) Eff 15 Jun

AKTAU, KAZAKHSTAN
VOR DME Y Rwy 29

ATIS				AKTAU Tower		
130.1		(Russian 126.2)		120.7		
VOR AKT 113.3	Final Apch Crs 295°	D7.6 1800' (1747')	DA/MDA(H) 360' (307')	Apt Elev 75' Rwy 53'	1800 MSA AKT VOR	
MISSED APCH: Climb on track 295° to 1800'. After passing 800' radar vectoring will be provided.						
MISSED APCH WITH COMM FAILURE: Climb on track 295° to 1800' outbound to D5.0. Turn RIGHT, climb to 4000' to VOR and join to holding pattern.						
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL120 ①	Trans alt: 10000'		
Radar required.						



DIST to THR	1.0	2.0	3.0	4.0	5.4
AKT DME	3.2	4.2	5.2	6.2	7.6
ALTITUDE	420'	739'	1057'	1376'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1800' on 295°	
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.7								
D7.6 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	

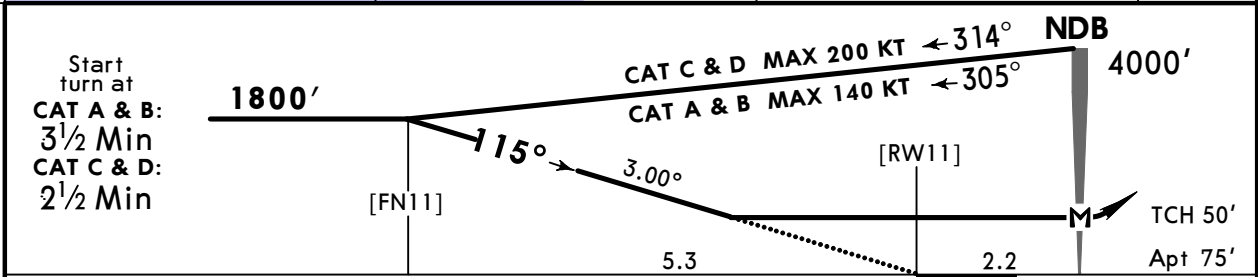
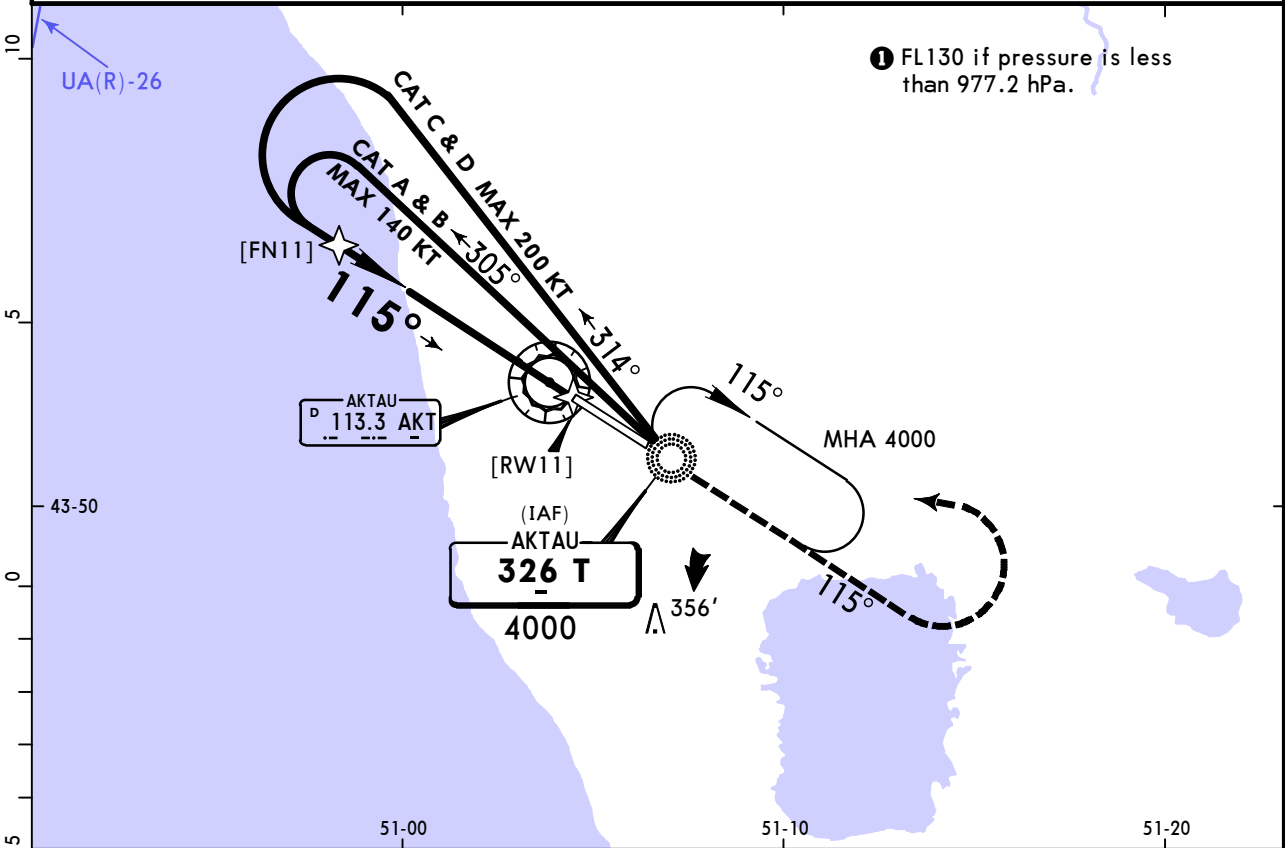
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 360' (307')	
		ALS out	
A	R750m	R1400m	
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UATE/SCO
AKTAU

JEPPESEN
2 JUN 23
Eff 15 Jun 16-1

AKTAU, KAZAKHSTAN
(BACK CRS) NDB Rwy 11

ATIS				AKTAU Tower		
130.1		(Russian 126.2)		120.7		
NDB T 326	Final Apch Crs 115°	[FN11] 1800' (1725')	DA/MDA(H) 530' (455')	Apt Elev 75'		1800 MSA T NDB
MISSED APCH: Climb on track 115° to 1000' or above. After passing NDB maintain 115° for 1 Min 20 Sec, then turn LEFT (MAX 250 KT) to NDB. Climb initially to 1800', then as directed.						
MISSED APCH WITH COMM FAILURE: Climb to 4000' to NDB and hold.						
Alt Set: hPa (MM on req)		Apt Elev: 3 hPa		Trans level: FL120 1		
						Trans alt: 10000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1000' on 115°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 530' (455')	
		ALS out	
A	R1400m	R1500m	
B			
C		R2100m	
D			

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

CHANGES: Missed apch, altitude, distances.

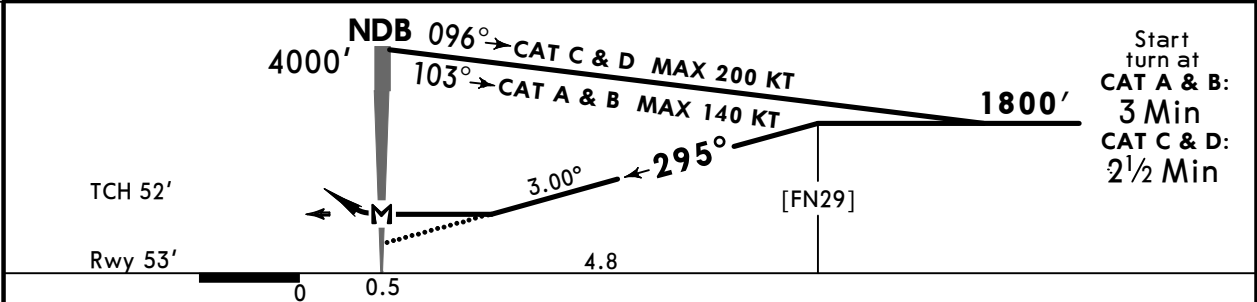
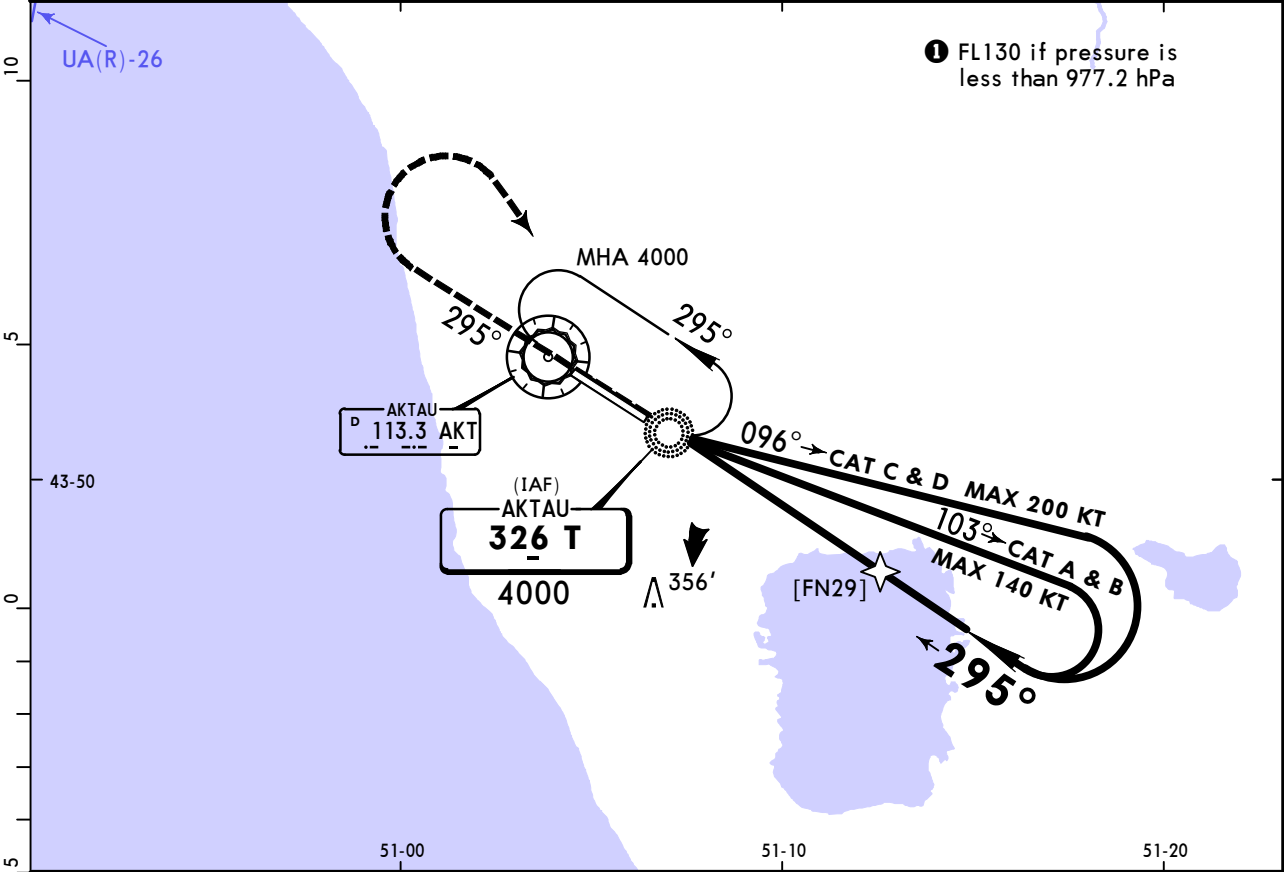
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UATE/SCO
AKTAU

JEPPESEN
2 JUN 23 (16-2) Eff 15 Jun

AKTAU, KAZAKHSTAN
NDB Rwy 29

ATIS				AKTAU Tower		
130.1 (Russian 126.2)				120.7		
NDB T 326	Final Apch Crs 295°	[FN29] 1800' (1747')	DA/MDA(H) 410' (357')	Apt Elev 75' Rwy 53'	1800 MSA T NDB	
MISSED APCH: Climb on track 295° to 1000' or above. After passing NDB maintain 295° for 1 Min 30 Sec, then turn RIGHT MAX (250 KT) to NDB. Climb initially to 1800', then as directed. MISSED APCH WITH COMM FAILURE: Climb to 4000' to NDB and hold.						
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa		Trans level: FL120 ①		



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1000' on 295°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 410' (357')	
		ALS out	
A	R900m	R1500m	
B			
C		R1600m	
D			
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
AKTAU, (AKTAU - UATE)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UATE

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)