JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

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

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

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

Sunrise: 0049 Z
Sunset: 1610 Z

Runway Information

Runway: 14
Length x Width: 9839 ft x 148 ft
Surface Type: concrete
TDZ-Elev: -74 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 9839 ft x 148 ft
Surface Type: concrete
TDZ-Elev: -72 ft
Lighting: Edge, ALS, Centerline

Communication Information

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

1. GENERAL

1.1. ATIS

ATIS 127.4
126.6 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

In an effort of noise abatement follow procedures of ACFT Flight Manual (AFM), and it is recommended to fulfill the following actions:

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

1.3. TAKE-OFF AND LANDING

Depending on the air or ground situation it is allowed to take off not from the RWY THR or from TWY A or B by agreement between ATYRAU TWR ATC controller and the crew.

ACFT take-off and landing with tailwind component is permitted for accelerating ACFT flow movement by crew or ATS unit's request. Crew is responsible for take-off and landing decision.

The departure of the ACFT with a heading opposite to the operational RWY direction is prohibited.

ACFT crew shall immediately take off after take-off clearance. If the ACFT crew is not ready to execute immediate take-off, it is necessary to inform ATYRAU TWR controller before taxiing to line up and about an expected delay time.

TWY D is closed for ACFT take-off and landing.

1. GENERAL

1.4. TAXI PROCEDURES

Taxiing and towing conducted by ATC controller clearance of ATYRAU Tower.

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

Taxiing in and out of stand 10 by towing only.

Nose-in part of the main TWY D (from TWY A to the end of the main TWY D, East of RWY 32 THR) is used only for ACFT stand, in the absence of stand on apron. ACFT park at a distance that ensures the safe usage of TWY A for taxiing, take-off and landing.

By the decision of shift foreman of CCR with mandatory report to ATYRAU ATC flight supervisor, it is allowed to use part of main TWY D (between TWY A and TWY B at a distance providing safe usage TWY A, B for taxiing, take-off and landing) for parking if there is no possibility ACFT towing, for the purpose of self-taxiing in/out and long-term parking. In these cases, issued NOTAM and helicopter crew make final decision to take flight operations from (to) main TWY D.

ACFT tracking (leading) is conducted regardless of the time of the day in following conditions:

- Commissioning of low visibility procedures;
- Unability of marking;
- Complicated procedures of movement on the maneuvering area;
- Taxiing in/out to main TWY D in case of using as ACFT stand;
- On request.

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

U-turns for ACFT type AN-12, A320, A321, all modifications of B-737, B757, B767, IL-76 and ACFT with heavier take-off mass are prohibited. U-turns are allowed only on turning bays of RWY 14/32.

1.5. GROUND MOVEMENT PROCEDURES

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

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

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

1. GENERAL

1.6. LOW VISIBILITY PROCEDURES

LVP is entered at RVR less than 550m, when not all the maneuvering area or part of it is visually controlled from the control Tower.

ATC controller reports the beginning of LVP with the following phrase: "Low visibility procedures in progress".

In case of consecutive departures and impossibility of holding position to TWYs, ACFT wait in line for holding position at stand.

When pointing for landing approach by radar vectoring, the ACFT is moved to final approach leg no closer than 13.5NM from the RWY THR.

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

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

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

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

Taxiing carried out on minimum engine thrust.

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

1.7. OTHER INFORMATION

Birds.

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

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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

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

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

2. ARRIVAL

2.2. 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.

2.3. CAT II OPERATIONS

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

During CAT II precision approach pilot is guaranteed that the signals of LOC and GS beacons are protected from interference on final landing approach. During such approach, pilot is given minimum of two values of visibility on the RWY, measured in touchdown zone and in the middle of the RWY.

3. DEPARTURE

3.1. START-UP PROCEDURES

Start-up with clearance of ATYRAU Tower.

3.2. NOISE ABATEMENT PROCEDURES

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

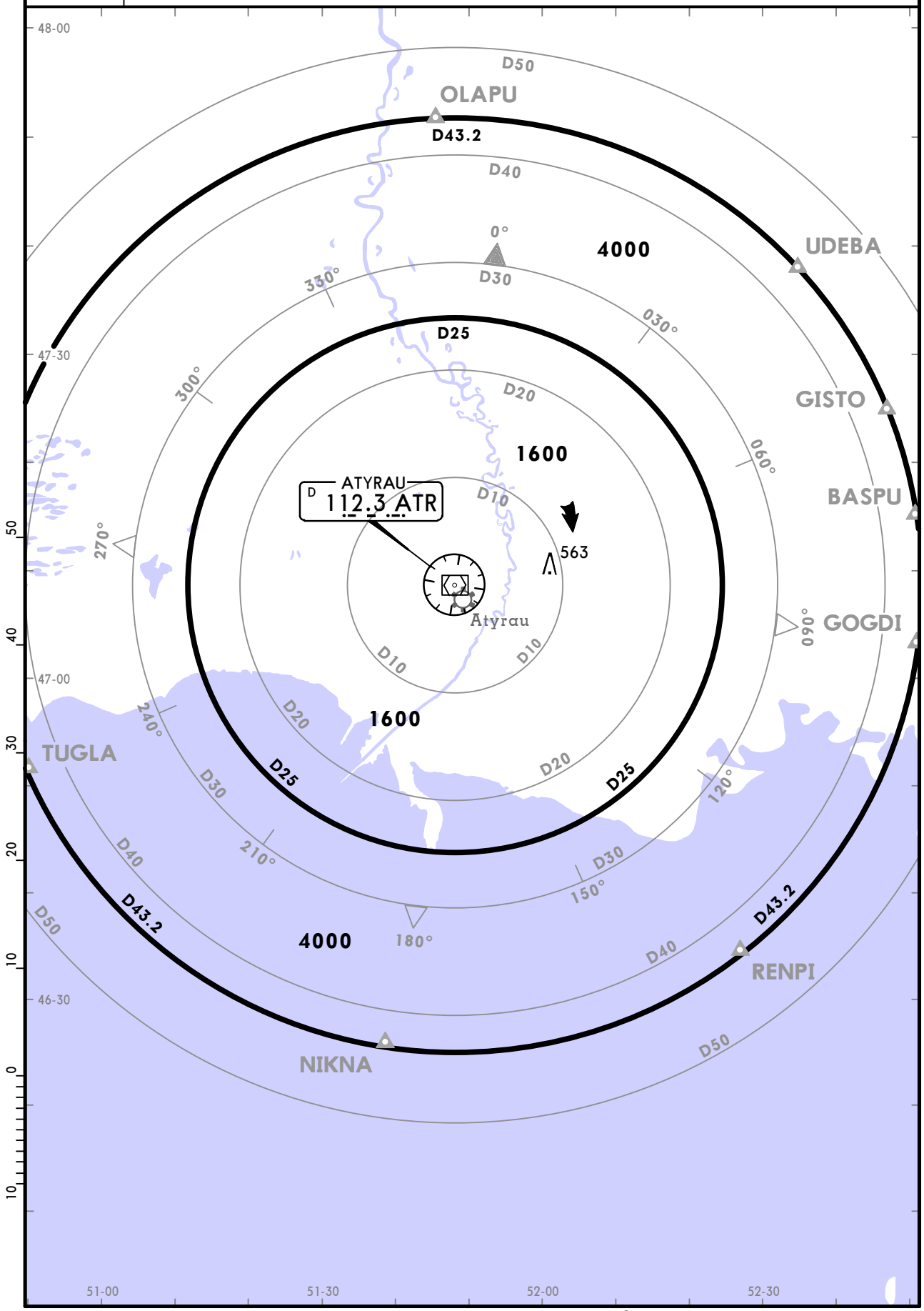
Some reduction in noise effects can be achieved by using sound insulation of the premises.

3.3. 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.

Apt Elev
-72

Alt Set: hPa (MM on request)
Trans level: FL120, by ATC outside TMA
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 when necessary.



CHANGES: Trans level revised.

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 technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When RADAR vectors are issued or EXPECTED ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to AIRPORT BRIEFING pages.

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

BASPU 1K [BASP1K]
GISTO 1K [GIST1K]
GOGDI 1K [GOGD1K]
OLAPU 1K [OLAP1K]
UDEBA 1K [UDEB1K]
RNAV ARRIVALS
(RWY 14)

OLAPU
(46.6 NM to THR 14)
FL130

UDEBA
(53.4 NM to THR 14)
FL120

TGNØ1
(31.5 NM to THR 14)
5000

TGNØ2
(44.1 NM to THR 14)
6000

GISTO
(59.2 NM to THR 14)
FL120

TG23Ø
(16.4 NM to THR 14)
3000
(Fly-over for holding only)

TG27Ø
(21.5 NM to THR 14)
4000
(Fly-over for holding only)

TG25Ø
(16.3 NM to THR 14)
3000

TGEØ3
(37.9 NM to THR 14)
7000

BASPU
(61.7 NM to THR 14)
FL120

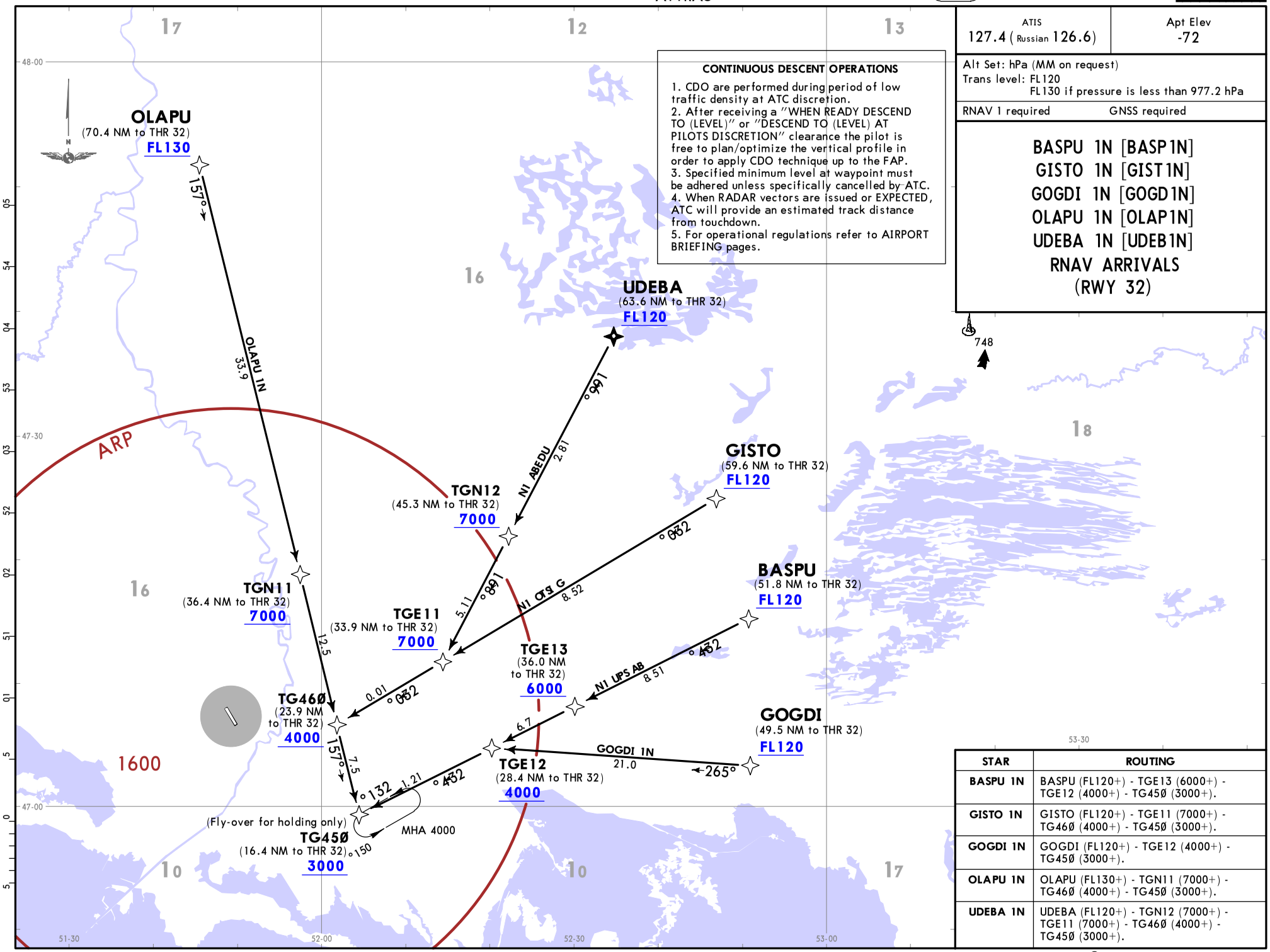
TGEØ1
(36.7 NM to THR 14)
7000

GOGDI
(66.8 NM to THR 14)
FL120

K1 UPALO 281° 2.03
K1 ABEDU 252° 0.22
GISTO 1K 266° 15.1
BASPU 1K 263° 23.7
GOGDI 1K 265° 30.1
MHA 4000
141°
321°
150°
132°
252°
1.51
12.6
16.5
5.1
308°
15.2
308°
748
1600
ARP

STAR	ROUTING
BASPU 1K	BASPU (FL120+) - TGEØ3 (7000+) - TG27Ø (4000+) - TG25Ø (3000+).
GISTO 1K	GISTO (FL120+) - TGNØ2 (6000+) - TGNØ1 (5000+) - TG25Ø (3000+).
GOGDI 1K	GOGDI (FL120+) - TGEØ1 (7000+) - TG27Ø (4000+) - TG25Ø(3000+).
OLAPU 1K	OLAPU (FL130+) - TG230 (3000+).
UDEBA 1K	UDEBA (FL120+) - TGNØ1 (5000+) - TG25Ø (3000+).

CHANGES: Waypoint UDEBA changed from NCRP to CRP.



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 technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to AIRPORT BRIEFING pages.

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

BASPU 1N [BASP1N]
GISTO 1N [GIST1N]
GOGDI 1N [GOGD1N]
OLAPU 1N [OLAP1N]
UDEBA 1N [UDEB1N]
RNAV ARRIVALS
(RWY 32)

STAR	ROUTING
BASPU 1N	BASPU (FL120+) - TGE13 (6000+) - TGE12 (4000+) - TG45Ø (3000+).
GISTO 1N	GISTO (FL120+) - TGE11 (7000+) - TG46Ø (4000+) - TG45Ø (3000+).
GOGDI 1N	GOGDI (FL120+) - TGE12 (4000+) - TG45Ø (3000+).
OLAPU 1N	OLAPU (FL130+) - TGN11 (7000+) - TG46Ø (4000+) - TG45Ø (3000+).
UDEBA 1N	UDEBA (FL120+) - TGN12 (7000+) - TGE11 (7000+) - TG46Ø (4000+) - TG45Ø (3000+).

CHANGES: Waypoint UDEBA changed from NCRP to CRP.

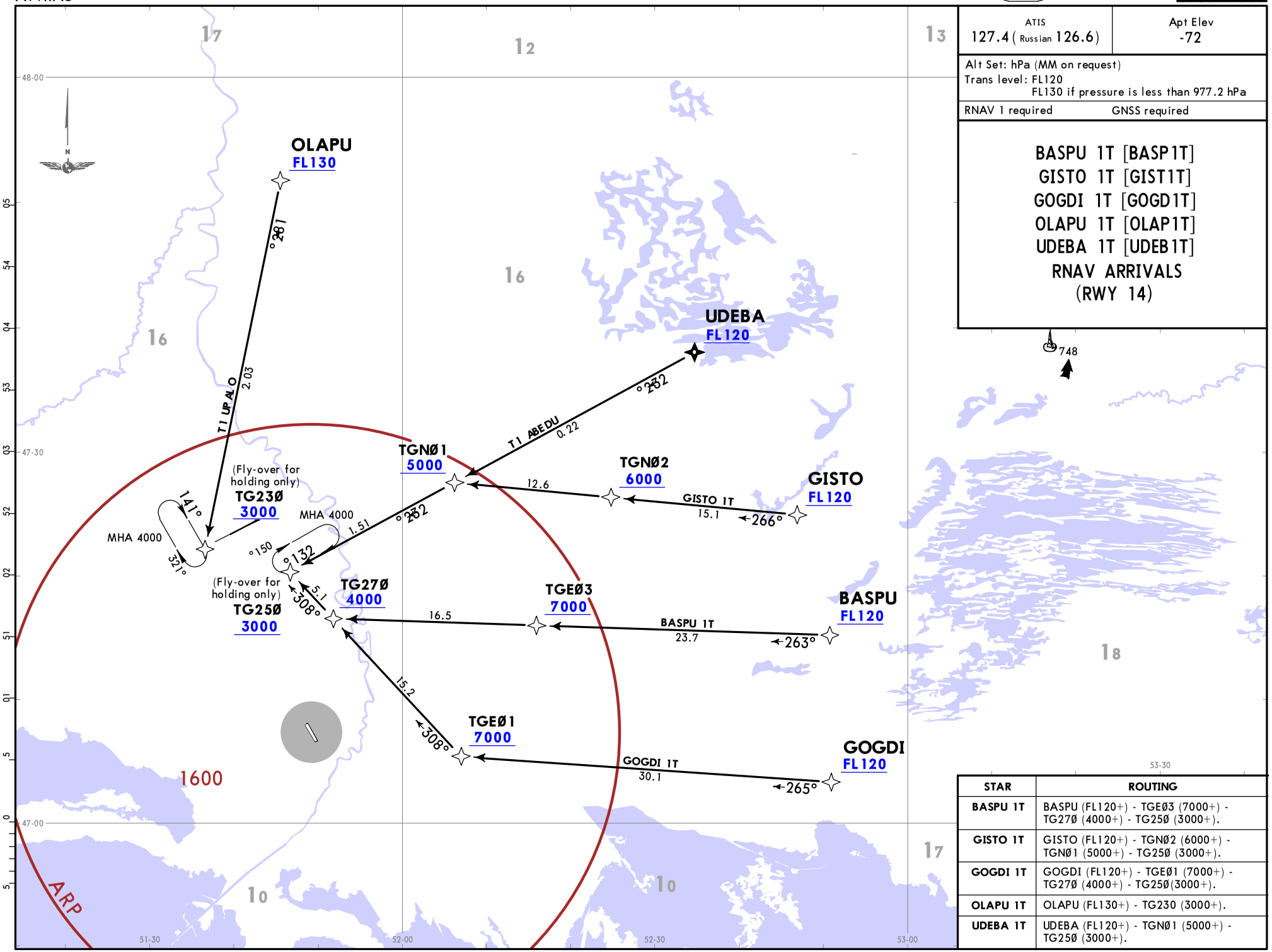
JEPPESEN ATYRAU, KAZAKHSTAN
30 AUG 24 10-2B Eff 5 Sep
RNAV STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

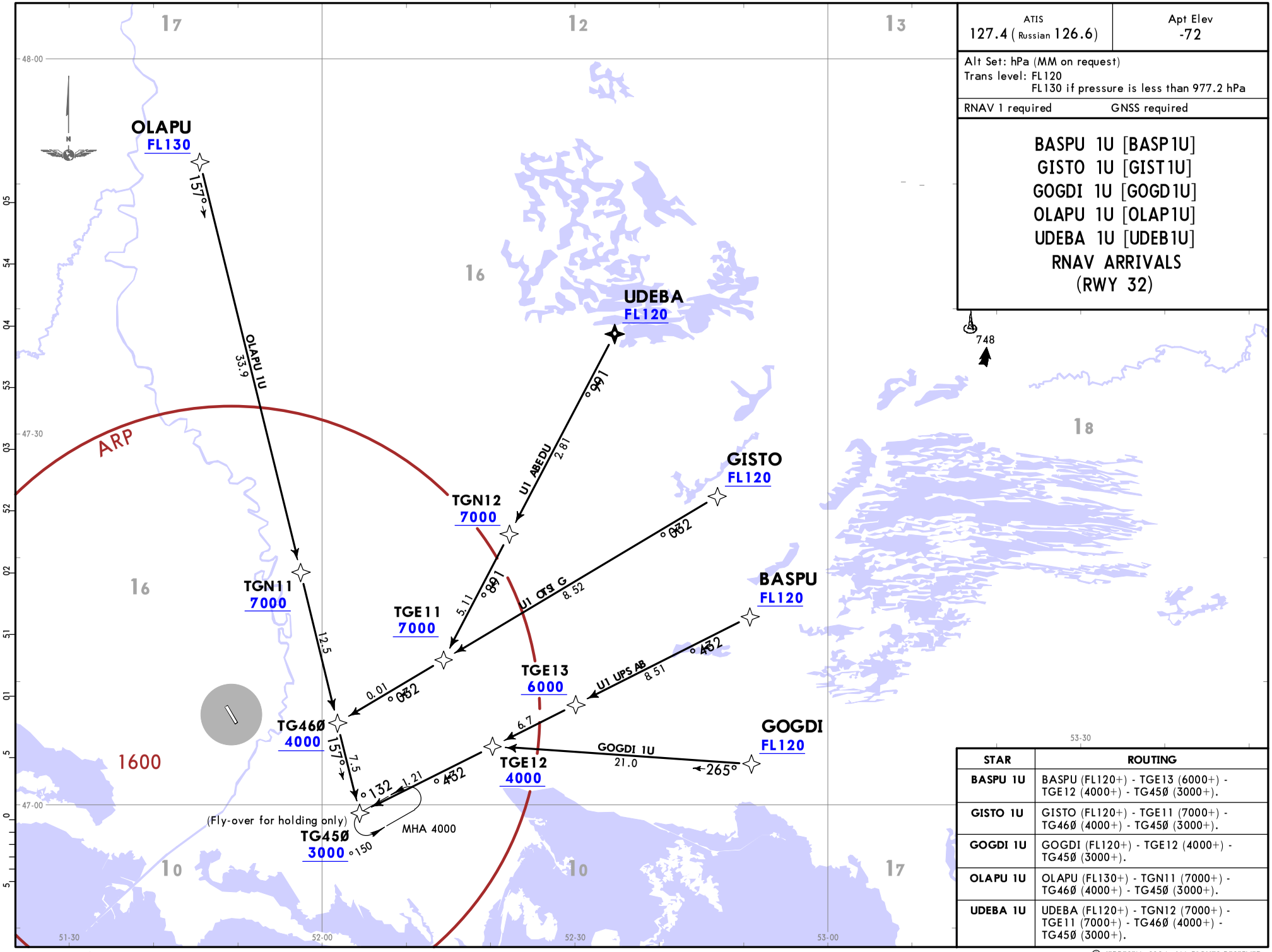
RNAV 1 required GNSS required

BASPU 1T [BASP1T]
GISTO 1T [GIST1T]
GOGDI 1T [GOGD1T]
OLAPU 1T [OLAP1T]
UDEBA 1T [UDEB1T]
RNAV ARRIVALS
(RWY 14)



STAR	ROUTING
BASPU 1T	BASPU (FL120+) - TGEØ3 (7000+) - TG27Ø (4000+) - TG25Ø (3000+).
GISTO 1T	GISTO (FL120+) - TGNØ2 (6000+) - TGNØ1 (5000+) - TG25Ø (3000+).
GOGDI 1T	GOGDI (FL120+) - TGEØ1 (7000+) - TG27Ø (4000+) - TG25Ø(3000+).
OLAPU 1T	OLAPU (FL130+) - TG23Ø (3000+).
UDEBA 1T	UDEBA (FL120+) - TGNØ1 (5000+) - TG25Ø (3000+).

CHANGES: New chart.



ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

BASPU 1U [BASP1U]
GISTO 1U [GIST1U]
GOGDI 1U [GOGD1U]
OLAPU 1U [OLAP1U]
UDEBA 1U [UDEB1U]
RNAV ARRIVALS
(RWY 32)

STAR	ROUTING
BASPU 1U	BASPU (FL120+) - TGE13 (6000+) - TGE12 (4000+) - TG450 (3000+).
GISTO 1U	GISTO (FL120+) - TGE11 (7000+) - TG460 (4000+) - TG450 (3000+).
GOGDI 1U	GOGDI (FL120+) - TGE12 (4000+) - TG450 (3000+).
OLAPU 1U	OLAPU (FL130+) - TGN11 (7000+) - TG460 (4000+) - TG450 (3000+).
UDEBA 1U	UDEBA (FL120+) - TGN12 (7000+) - TGE11 (7000+) - TG460 (4000+) - TG450 (3000+).

CHANGES: New chart.

JEPPESEN 30 AUG 24 (10-2C1) Eff 5 Sep

ATYRAU, KAZAKHSTAN

RNAV STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

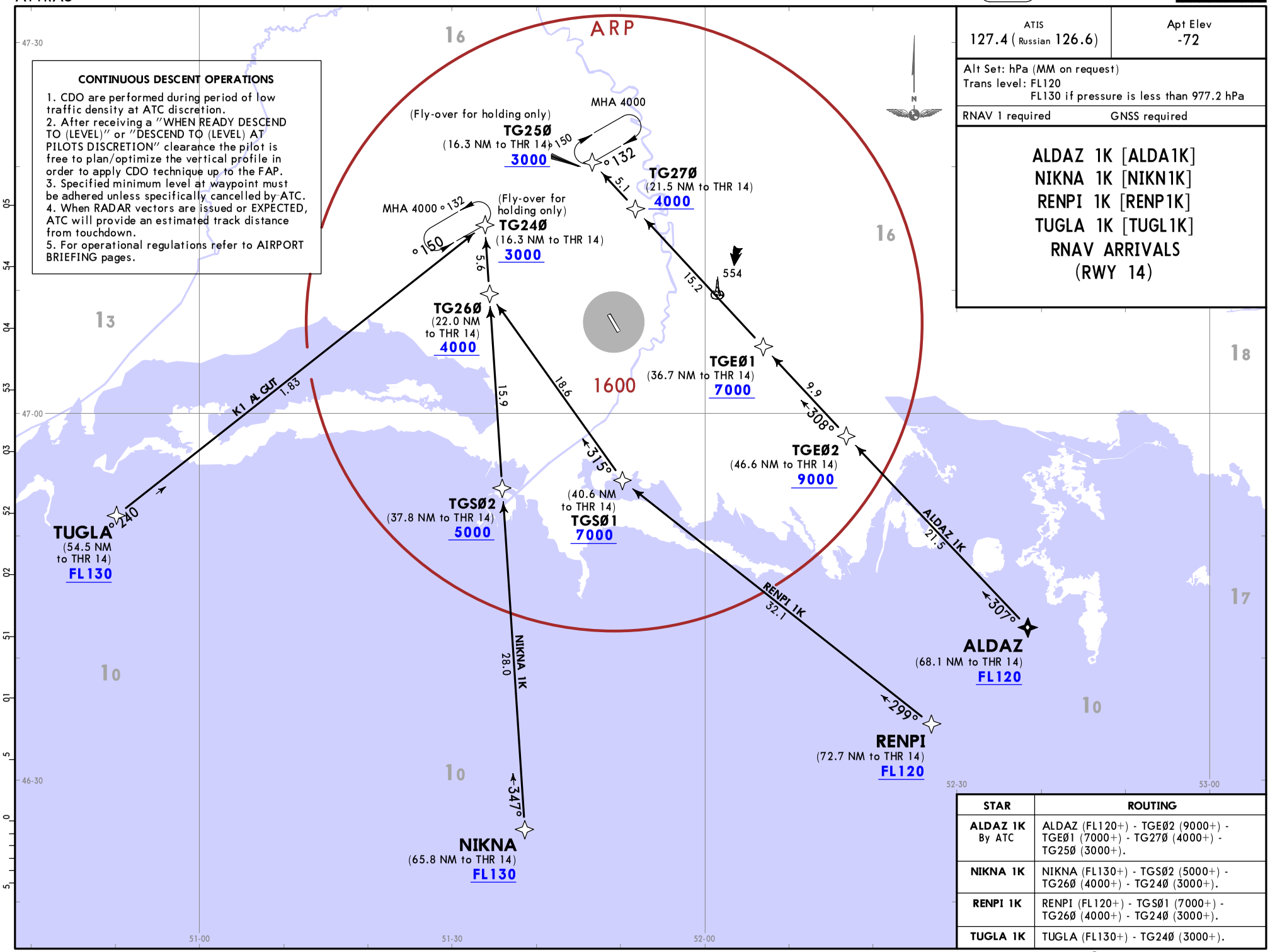
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa

RNAV 1 required GNSS required

ALDAZ 1K [ALDA1K]
NIKNA 1K [NIKN1K]
RENPI 1K [RENP1K]
TUGLA 1K [TUGL1K]
RNAV ARRIVALS
(RWY 14)

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 technique up to the FAP.
3. Specified minimum level at waypoint must be adhered unless specifically cancelled by ATC.
4. When RADAR vectors are issued or EXPECTED, ATC will provide an estimated track distance from touchdown.
5. For operational regulations refer to AIRPORT BRIEFING pages.



STAR	ROUTING
ALDAZ 1K By ATC	ALDAZ (FL120+) - TGEØ2 (9000+) - TGEØ1 (7000+) - TG27Ø (4000+) - TG25Ø (3000+).
NIKNA 1K	NIKNA (FL130+) - TGSØ2 (5000+) - TG26Ø (4000+) - TG24Ø (3000+).
RENPI 1K	RENPI (FL120+) - TGSØ1 (7000+) - TG26Ø (4000+) - TG24Ø (3000+).
TUGLA 1K	TUGLA (FL130+) - TG24Ø (3000+).

CHANGES: Waypoint ALDAZ changed from NCRP to CRP, procedure ALDAZ 1K changed to by ATC.

CONTINUOUS DESCENT OPERATIONS

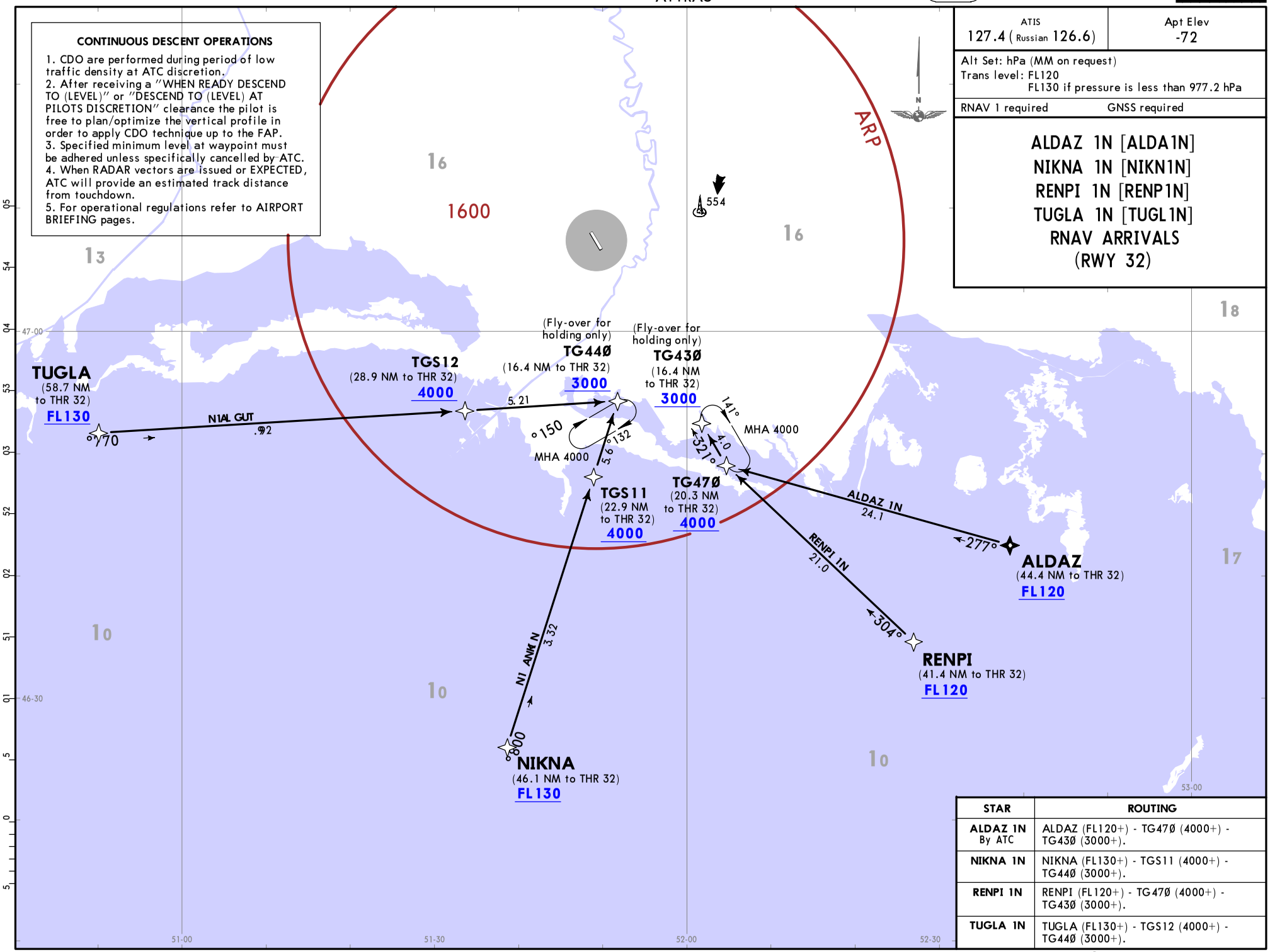
1. CDO are performed during period of low traffic density at ATC discretion.
2. After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.
3. Specified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

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

ALDAZ 1N [ALDA1N]
NIKNA 1N [NIKN1N]
RENPI 1N [RENP1N]
TUGLA 1N [TUGL1N]
RNAV ARRIVALS
(RWY 32)



STAR	ROUTING
ALDAZ 1N By ATC	ALDAZ (FL120+) - TG47Ø (4000+) - TG43Ø (3000+).
NIKNA 1N	NIKNA (FL130+) - TGS11 (4000+) - TG44Ø (3000+).
RENPI 1N	RENPI (FL120+) - TG47Ø (4000+) - TG43Ø (3000+).
TUGLA 1N	TUGLA (FL130+) - TGS12 (4000+) - TG44Ø (3000+).

CHANGES: Waypoint ALDAZ changed from NCRP to CRP, procedure ALDAZ 1N changed to by ATC.

JEPPESEN 30 AUG 24 (10-2C3) Eff 5 Sep

ATYRAU, KAZAKHSTAN

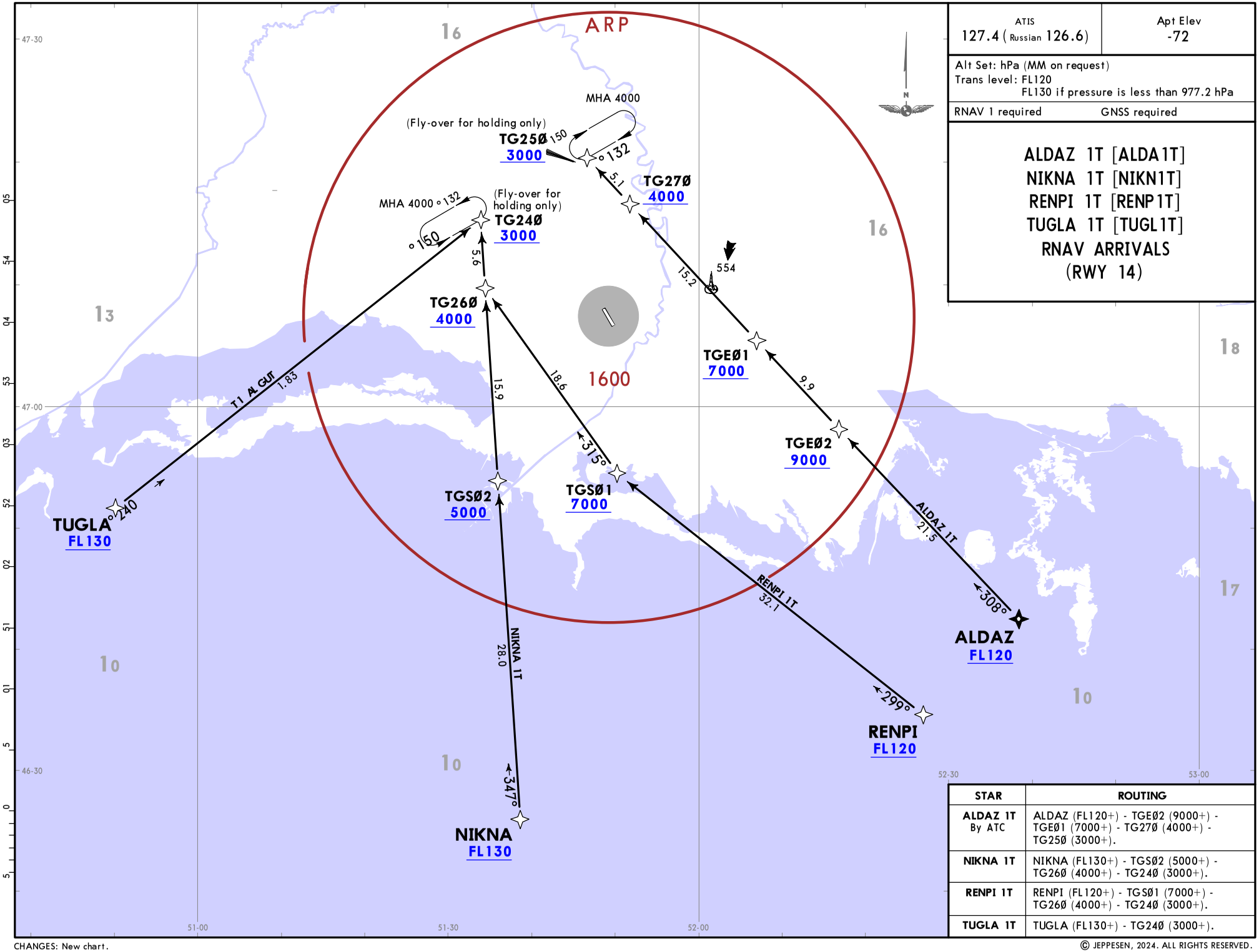
RNAV STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

ALDAZ 1T [ALDA1T]
NIKNA 1T [NIKN1T]
RENPI 1T [RENP1T]
TUGLA 1T [TUGL1T]
RNAV ARRIVALS
(RWY 14)



STAR	ROUTING
ALDAZ 1T By ATC	ALDAZ (FL120+) - TGEØ2 (9000+) - TGEØ1 (7000+) - TG27Ø (4000+) - TG25Ø (3000+).
NIKNA 1T	NIKNA (FL130+) - TGSØ2 (5000+) - TG26Ø (4000+) - TG24Ø (3000+).
RENPI 1T	RENPI (FL120+) - TGSØ1 (7000+) - TG26Ø (4000+) - TG24Ø (3000+).
TUGLA 1T	TUGLA (FL130+) - TG24Ø (3000+).

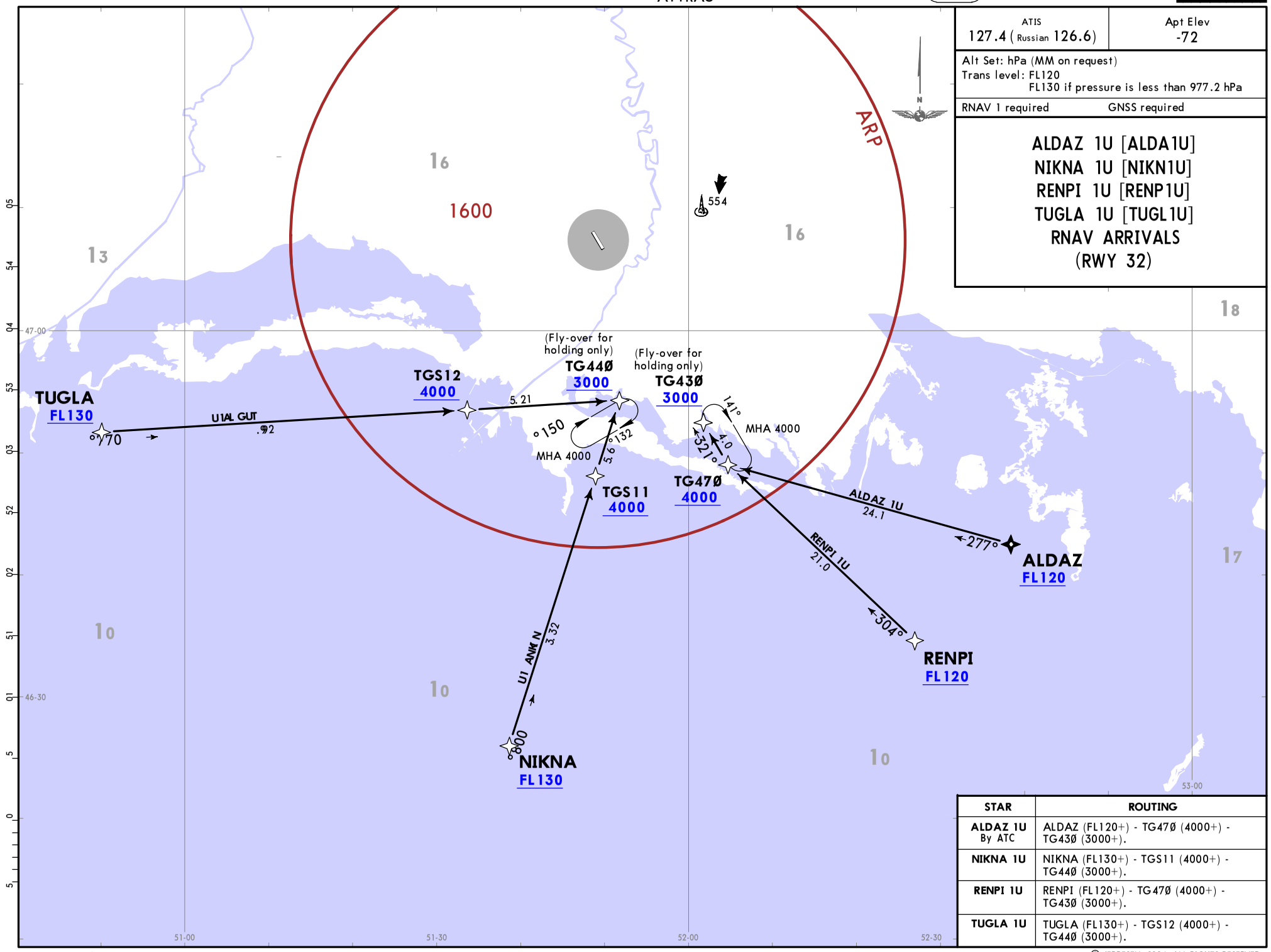
CHANGES: New chart.

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

RNAV 1 required GNSS required

ALDAZ 1U [ALDA1U]
NIKNA 1U [NIKN1U]
RENPI 1U [RENP1U]
TUGLA 1U [TUGL1U]
RNAV ARRIVALS
(RWY 32)



STAR	ROUTING
ALDAZ 1U By ATC	ALDAZ (FL120+) - TG47Ø (4000+) - TG43Ø (3000+).
NIKNA 1U	NIKNA (FL130+) - TGS11 (4000+) - TG44Ø (3000+).
RENPI 1U	RENPI (FL120+) - TG47Ø (4000+) - TG43Ø (3000+).
TUGLA 1U	TUGLA (FL130+) - TGS12 (4000+) - TG44Ø (3000+).

CHANGES: New chart.

JEPPESEN 10 MAY 24 (10-2D) Eff 16 May

ATYRAU, KAZAKHSTAN

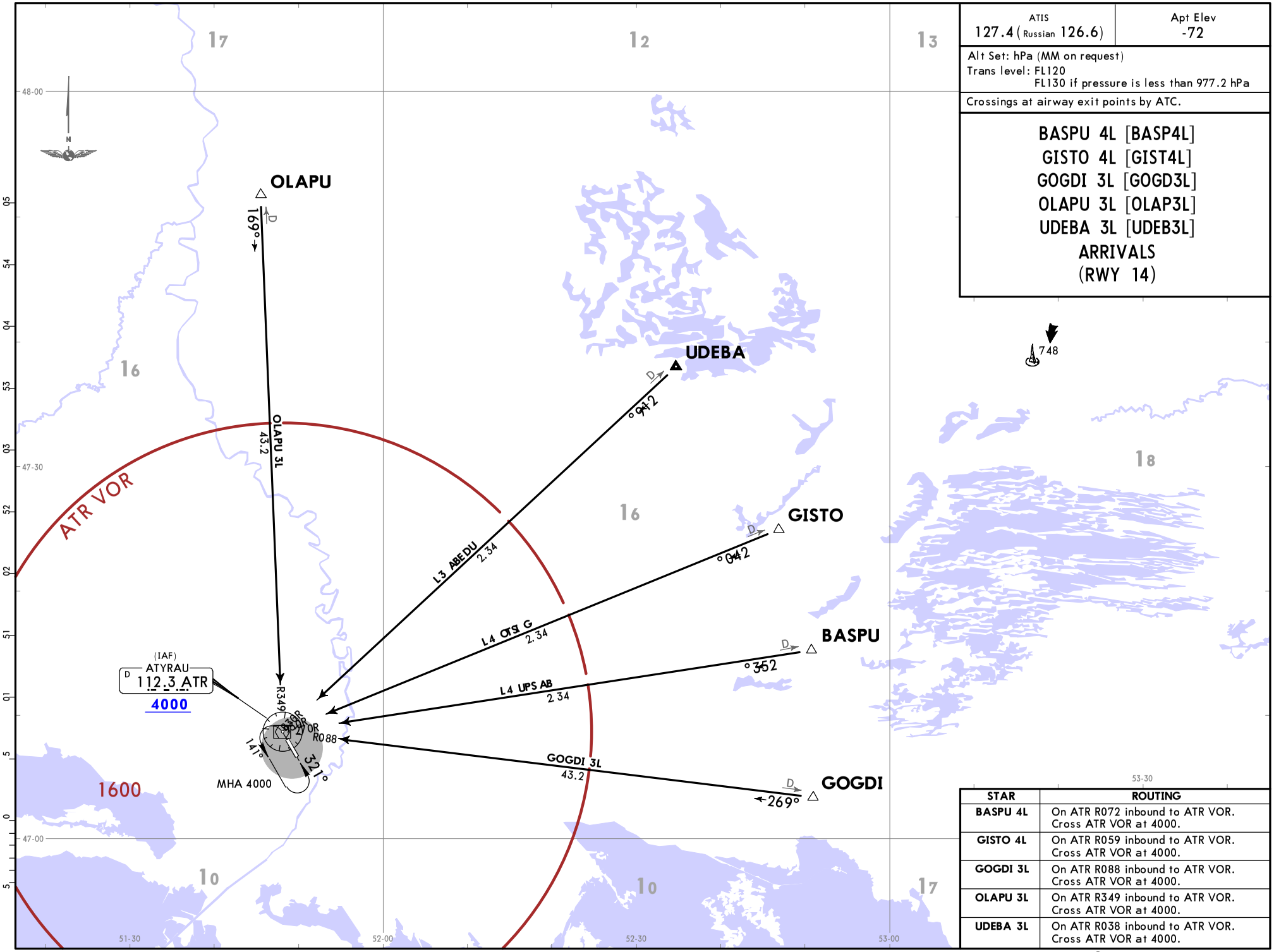
STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

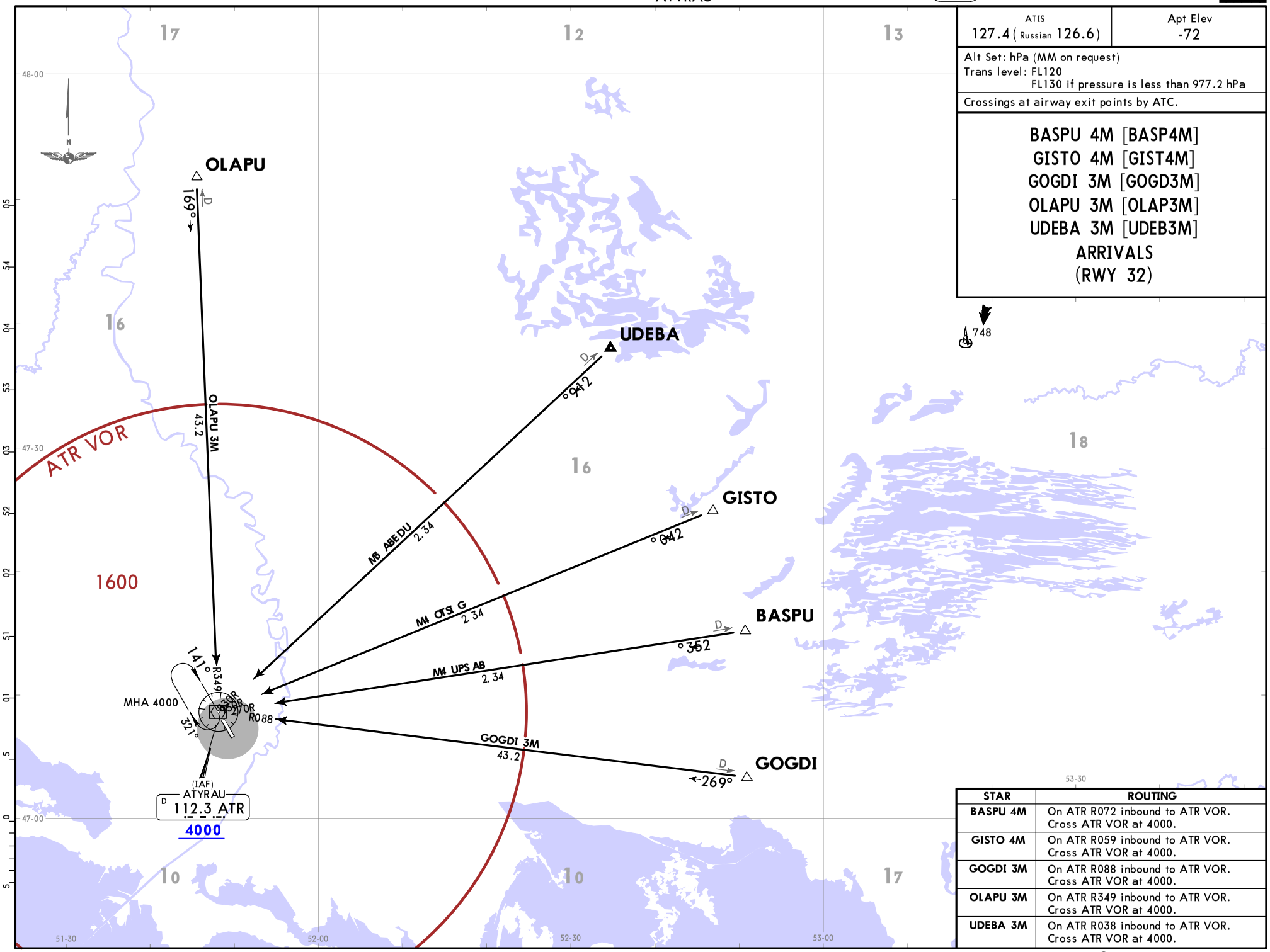
Crossings at airway exit points by ATC.

BASPU 4L [BASP4L]
GISTO 4L [GIST4L]
GOGDI 3L [GOGD3L]
OLAPU 3L [OLAP3L]
UDEBA 3L [UDEB3L]
ARRIVALS
(RWY 14)



STAR	ROUTING
BASPU 4L	On ATR R072 inbound to ATR VOR. Cross ATR VOR at 4000.
GISTO 4L	On ATR R059 inbound to ATR VOR. Cross ATR VOR at 4000.
GOGDI 3L	On ATR R088 inbound to ATR VOR. Cross ATR VOR at 4000.
OLAPU 3L	On ATR R349 inbound to ATR VOR. Cross ATR VOR at 4000.
UDEBA 3L	On ATR R038 inbound to ATR VOR. Cross ATR VOR at 4000.

CHANGES: Chart reindexed, new format.



ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

Crossings at airway exit points by ATC.

BASPU 4M [BASP4M]
GISTO 4M [GIST4M]
GOGDI 3M [GOGD3M]
OLAPU 3M [OLAP3M]
UDEBA 3M [UDEB3M]
ARRIVALS
(RWY 32)

STAR	ROUTING
BASPU 4M	On ATR R072 inbound to ATR VOR. Cross ATR VOR at 4000.
GISTO 4M	On ATR R059 inbound to ATR VOR. Cross ATR VOR at 4000.
GOGDI 3M	On ATR R088 inbound to ATR VOR. Cross ATR VOR at 4000.
OLAPU 3M	On ATR R349 inbound to ATR VOR. Cross ATR VOR at 4000.
UDEBA 3M	On ATR R038 inbound to ATR VOR. Cross ATR VOR at 4000.

CHANGES: Chart reindexed, new format.

ATYRAU, KAZAKHSTAN

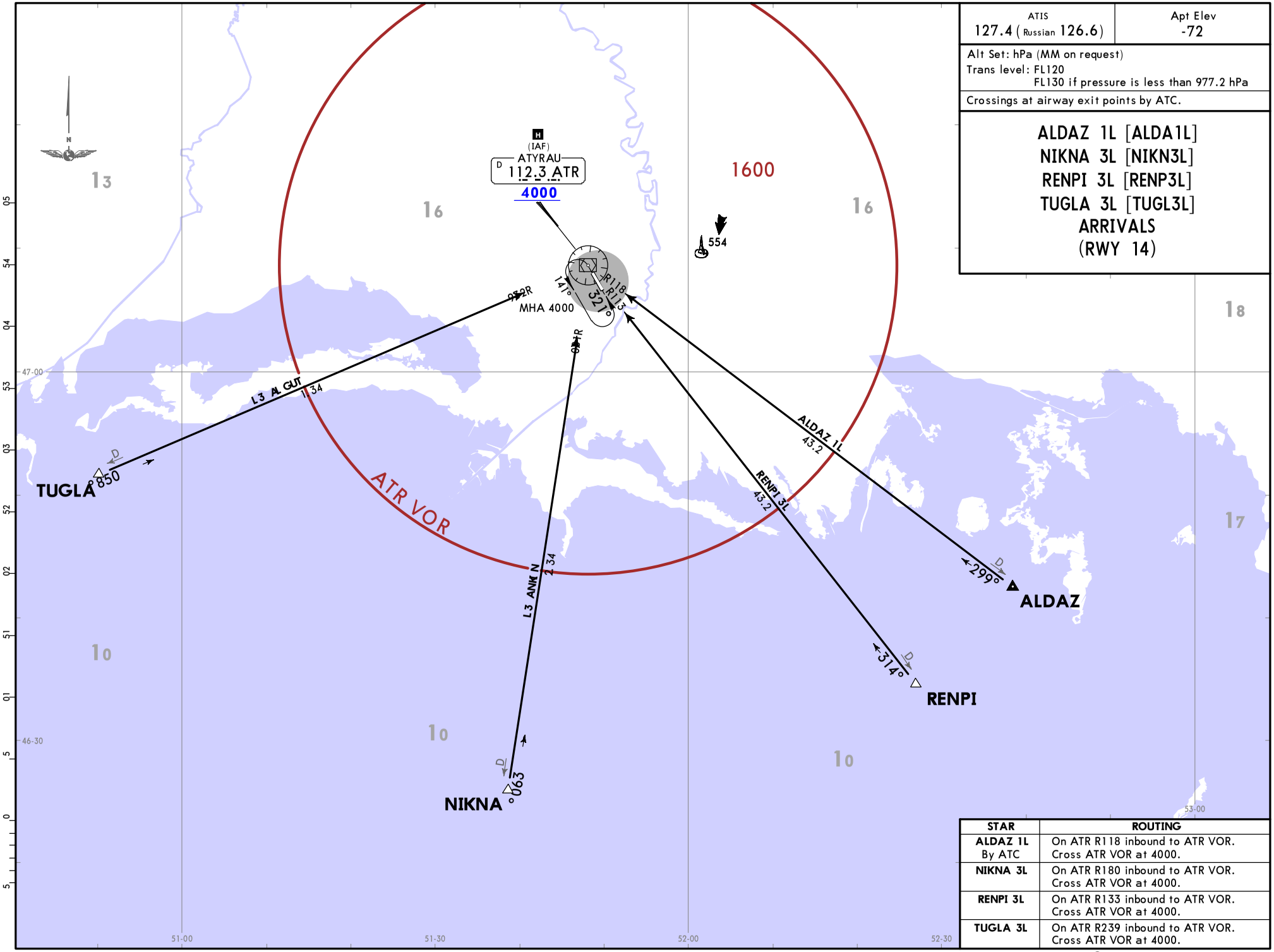
JEPPESEN
10 MAY 24 10-2F Eff 16 May
STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

Crossings at airway exit points by ATC.

ALDAZ 1L [ALDA1L]
NIKNA 3L [NIKN3L]
RENPI 3L [RENP3L]
TUGLA 3L [TUGL3L]
ARRIVALS
(RWY 14)



STAR	ROUTING
ALDAZ 1L By ATC	On ATR R118 inbound to ATR VOR. Cross ATR VOR at 4000.
NIKNA 3L	On ATR R180 inbound to ATR VOR. Cross ATR VOR at 4000.
RENPI 3L	On ATR R133 inbound to ATR VOR. Cross ATR VOR at 4000.
TUGLA 3L	On ATR R239 inbound to ATR VOR. Cross ATR VOR at 4000.

CHANGES: Chart reindexed, new format.

JEPPESEN
10 MAY 24 (10-2G) Eff 16 May

ATYRAU, KAZAKHSTAN

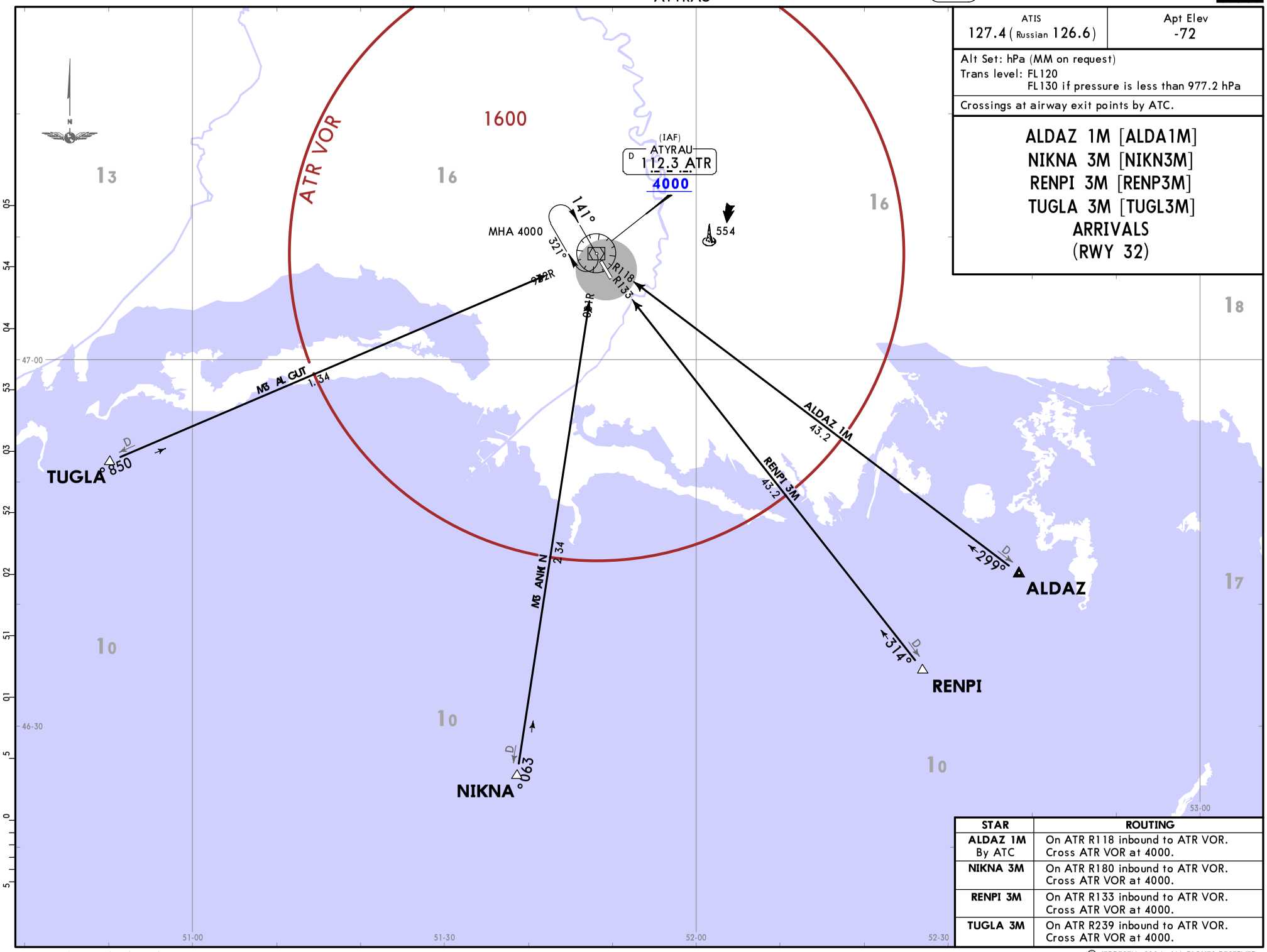
STAR

ATIS	Apt Elev
127.4 (Russian 126.6)	-72

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

Crossings at airway exit points by ATC.

ALDAZ 1M [ALDA1M]
NIKNA 3M [NIKN3M]
RENPI 3M [RENP3M]
TUGLA 3M [TUGL3M]
ARRIVALS
(RWY 32)



STAR	ROUTING
ALDAZ 1M By ATC	On ATR R118 inbound to ATR VOR. Cross ATR VOR at 4000.
NIKNA 3M	On ATR R180 inbound to ATR VOR. Cross ATR VOR at 4000.
RENPI 3M	On ATR R133 inbound to ATR VOR. Cross ATR VOR at 4000.
TUGLA 3M	On ATR R239 inbound to ATR VOR. Cross ATR VOR at 4000.

CHANGES: Chart reindexed, new format.

CHANGES: Waypoint UDEBA changed from NCRP to CRP.

Apt Elev	Trans alt: 10000	
-72	RNAV 1 required	GNSS required

BASPU 1R [BASP1R]
GISTO 1R [GIST1R]
GOGDI 1R [GOGD1R]
OLAPU 1R [OLAP1R]
UDEBA 1R [UDEB1R]
RNAV DEPARTURES
(RWY 14)

OLAPU
FL120

UDEBA
FL130

GISTO
FL130

BASPU
FL130

GOGDI
FL130

TGNØ1
FL120

TGNØ2
FL130

TGEØ3
9000

TGEØ1
4000

TGEØ2
5000

TG11Ø
2000

ARP

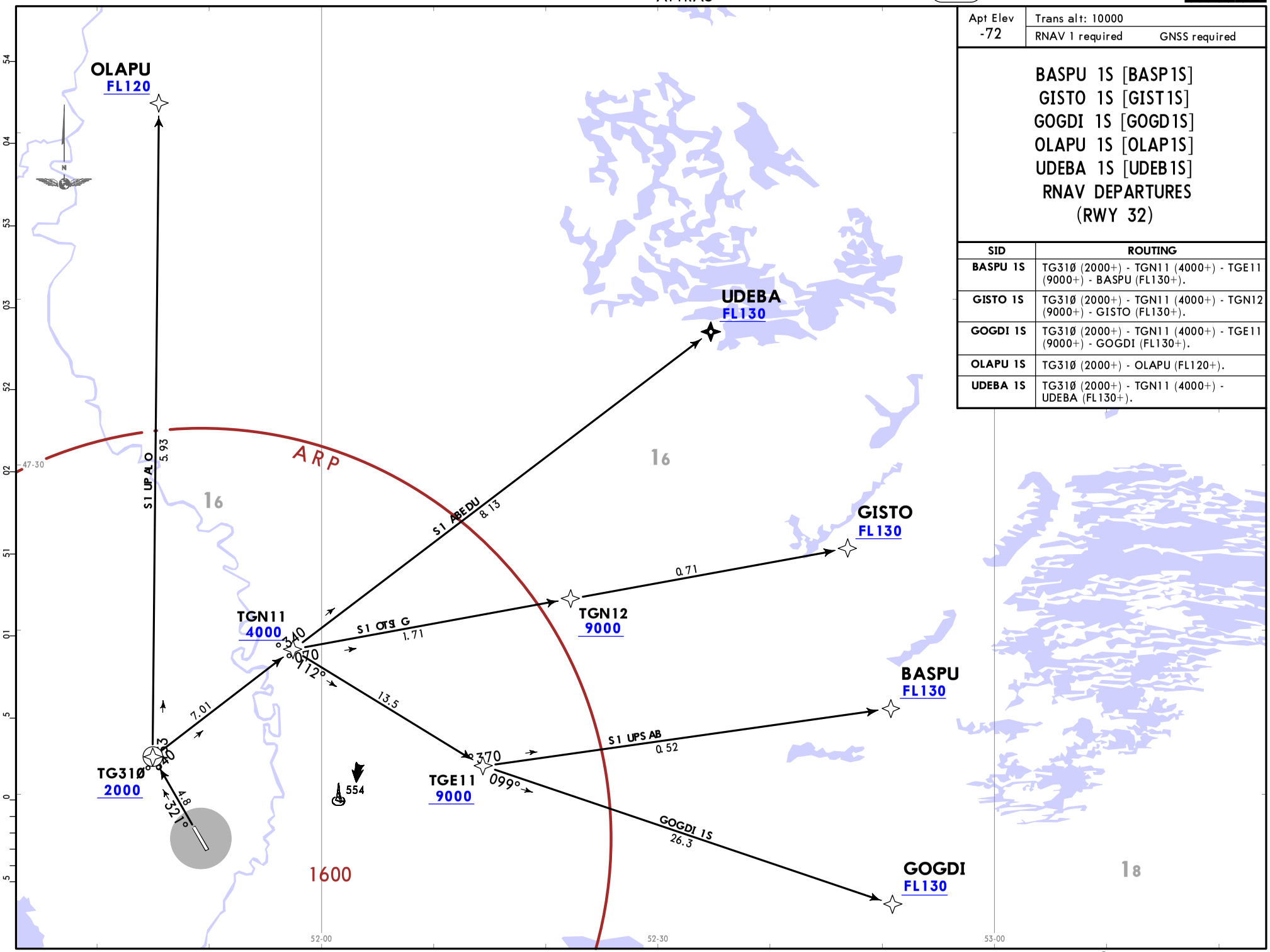
1600

554

28.0
13.5
OLAPU 1R
13.3
UDEBA 1R
11.9
GISTO 1R
22.9
BASPU 1R
31.4
12.2
9.8
4.8
GOGDI 1R
16.5
23.9
321°
021°
058°
062°
141°
095°
068°

SID	ROUTING
BASPU 1R	TG11Ø (2000+) - TGEØ1 (4000+) - BASPU (FL130+).
GISTO 1R	TG11Ø (2000+) - TGEØ1 (4000+) - TGEØ3 (9000+) - GISTO (FL130+).
GOGDI 1R	TG11Ø (2000+) - TGEØ2 (5000+) - GOGDI (FL130+).
OLAPU 1R	TG11Ø (2000+) - TGEØ1 (4000+) - TGEØ3 (9000+) - TGNØ1 (FL120+) - OLAPU (FL120+).
UDEBA 1R	TG11Ø (2000+) - TGEØ1 (4000+) - TGEØ3 (9000+) - TGNØ2 (FL130+) - UDEBA (FL130+).

BASPU 1R [BASP1R]
GISTO 1R [GIST1R]
GOGDI 1R [GOGD1R]
OLAPU 1R [OLAP1R]
UDEBA 1R [UDEB1R]
RNAV DEPARTURES
(RWY 14)



Apt Elev	Trans alt: 10000	
-72	RNAV 1 required	GNSS required

BASPU 1S [BASP1S]
GISTO 1S [GIST1S]
GOGDI 1S [GOGD1S]
OLAPU 1S [OLAP1S]
UDEBA 1S [UDEB1S]
RNAV DEPARTURES
(RWY 32)

SID	ROUTING
BASPU 1S	TG31Ø (2000+) - TGN11 (4000+) - TGE11 (9000+) - BASPU (FL130+).
GISTO 1S	TG31Ø (2000+) - TGN11 (4000+) - TGN12 (9000+) - GISTO (FL130+).
GOGDI 1S	TG31Ø (2000+) - TGN11 (4000+) - TGE11 (9000+) - GOGDI (FL130+).
OLAPU 1S	TG31Ø (2000+) - OLAPU (FL120+).
UDEBA 1S	TG31Ø (2000+) - TGN11 (4000+) - UDEBA (FL130+).

CHANGES: Waypoint UDEBA changed from NCRP to CRP.

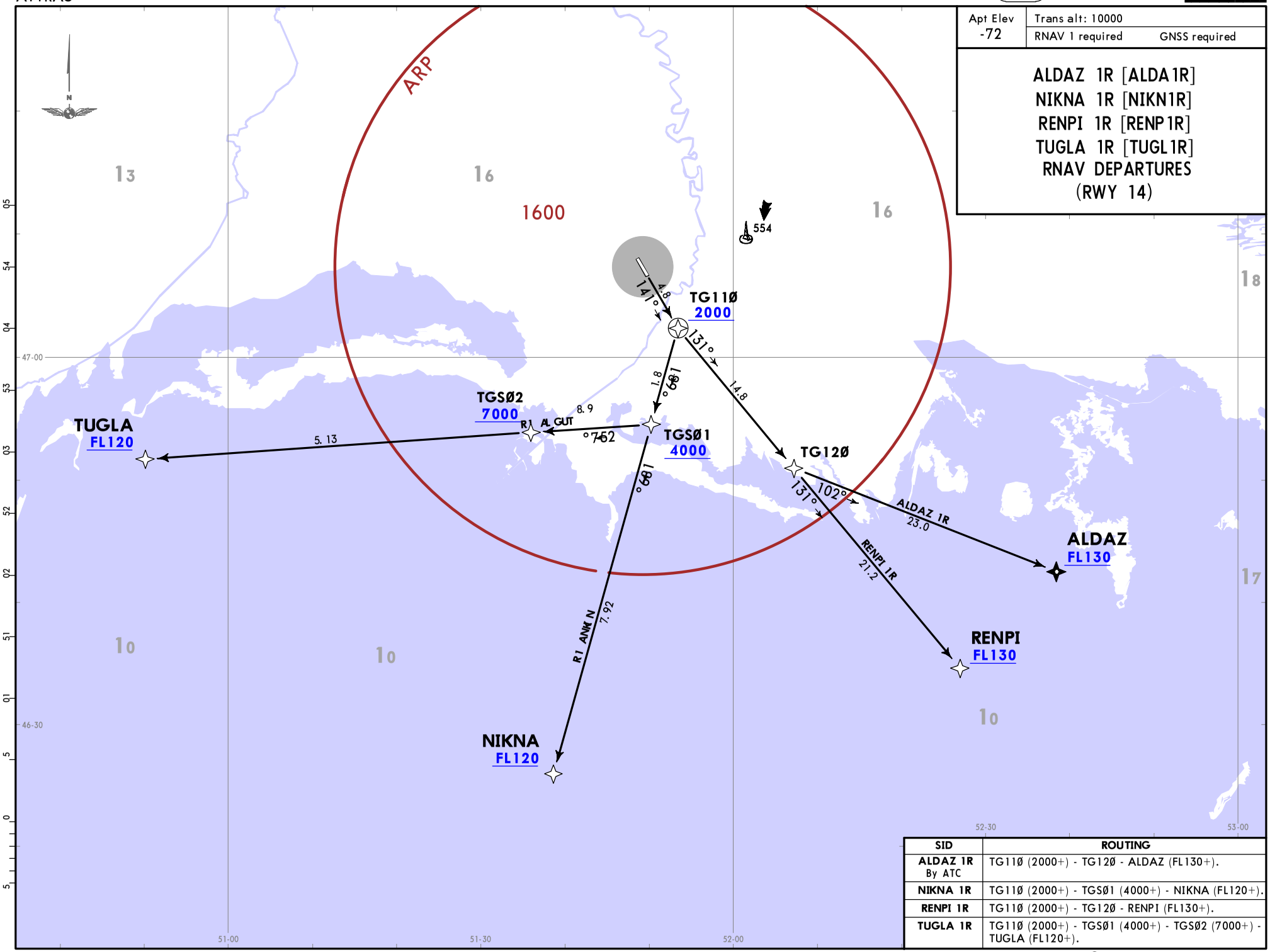
JEPPESEN 30 AUG 24 (10-3B) Eff 5 Sep

ATYRAU, KAZAKHSTAN

RNAV SID

Apt Elev	Trans alt: 10000	
-72	RNAV 1 required	GNSS required

ALDAZ 1R [ALDA1R]
NIKNA 1R [NIKN1R]
RENPI 1R [RENP1R]
TUGLA 1R [TUGL1R]
RNAV DEPARTURES
(RWY 14)



SID	ROUTING
ALDAZ 1R By ATC	TG11Ø (2000+) - TG12Ø - ALDAZ (FL130+).
NIKNA 1R	TG11Ø (2000+) - TGSØ1 (4000+) - NIKNA (FL120+).
RENPI 1R	TG11Ø (2000+) - TG12Ø - RENPI (FL130+).
TUGLA 1R	TG11Ø (2000+) - TGSØ1 (4000+) - TGSØ2 (7000+) - TUGLA (FL120+).

CHANGES: Waypoint ALDAZ changed from NCRP to CRP, procedure ALDAZ 1R changed to by ATC.

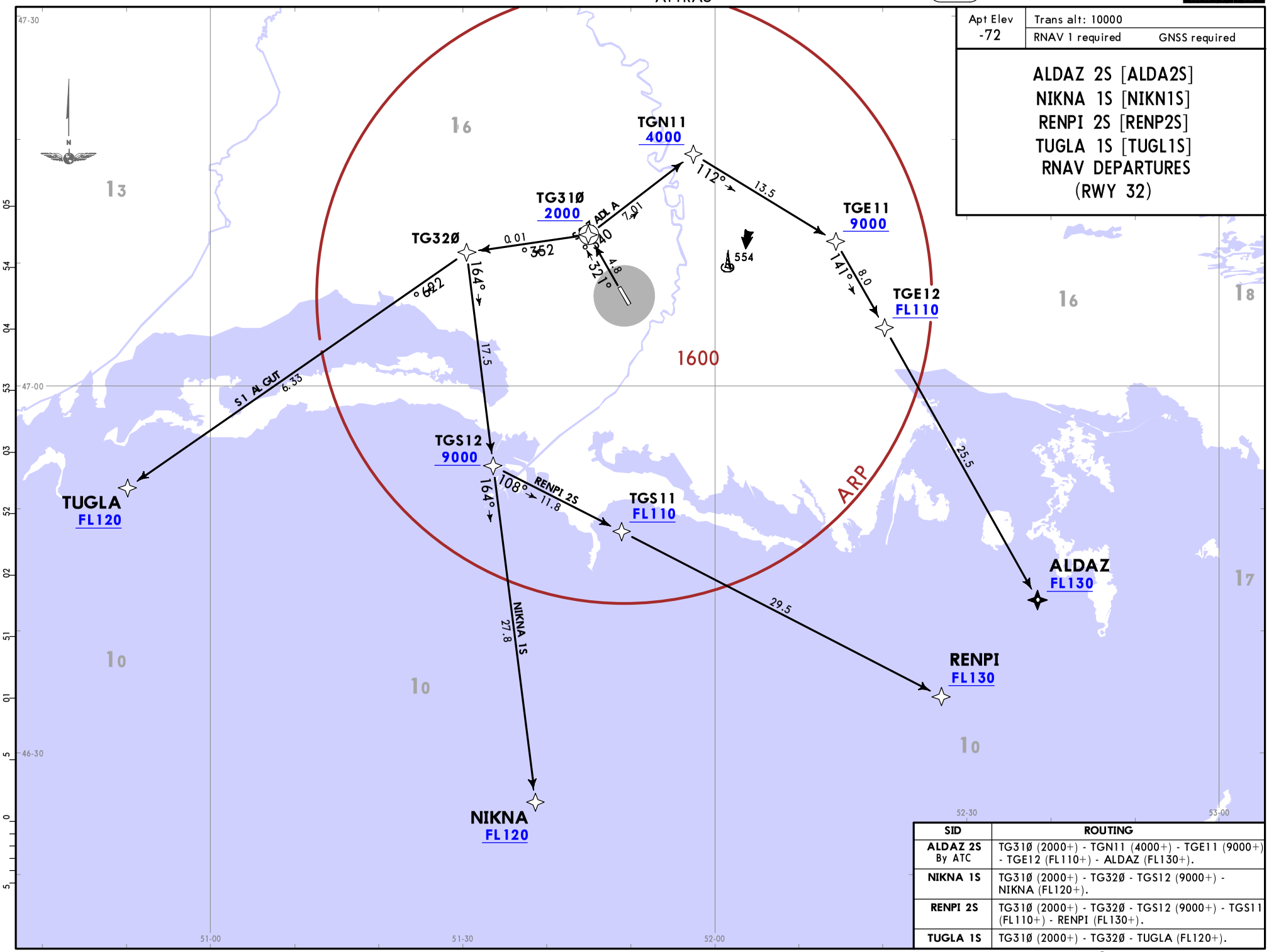
JEPPESEN
30 AUG 24 (10-3C) Eff 5 Sep

ATYRAU, KAZAKHSTAN

RNAV SID

Apt Elev	Trans alt: 10000	
-72	RNAV 1 required	GNSS required

ALDAZ 2S [ALDA2S]
NIKNA 1S [NIKN1S]
RENPI 2S [RENP2S]
TUGLA 1S [TUGL1S]
RNAV DEPARTURES
(RWY 32)



SID	ROUTING
ALDAZ 2S By ATC	TG31Ø (2000+) - TGN11 (4000+) - TGE11 (9000+) - TGE12 (FL110+) - ALDAZ (FL130+).
NIKNA 1S	TG31Ø (2000+) - TG32Ø - TGS12 (9000+) - NIKNA (FL120+).
RENPI 2S	TG31Ø (2000+) - TG32Ø - TGS12 (9000+) - TGS11 (FL110+) - RENPI (FL130+).
TUGLA 1S	TG31Ø (2000+) - TG32Ø - TUGLA (FL120+).

CHANGES: Waypoint ALDAZ changed from NCRP to CRP, procedure ALDAZ 1S changed to by ATC, procedures ALDAZ 1S and RENPI 1S renumbered to ALDAZ 2S and RENPI 2S.

JEPPESEN 10 MAY 24 (10-3D) Eff 16 May

ATYRAU KAZAKHSTAN

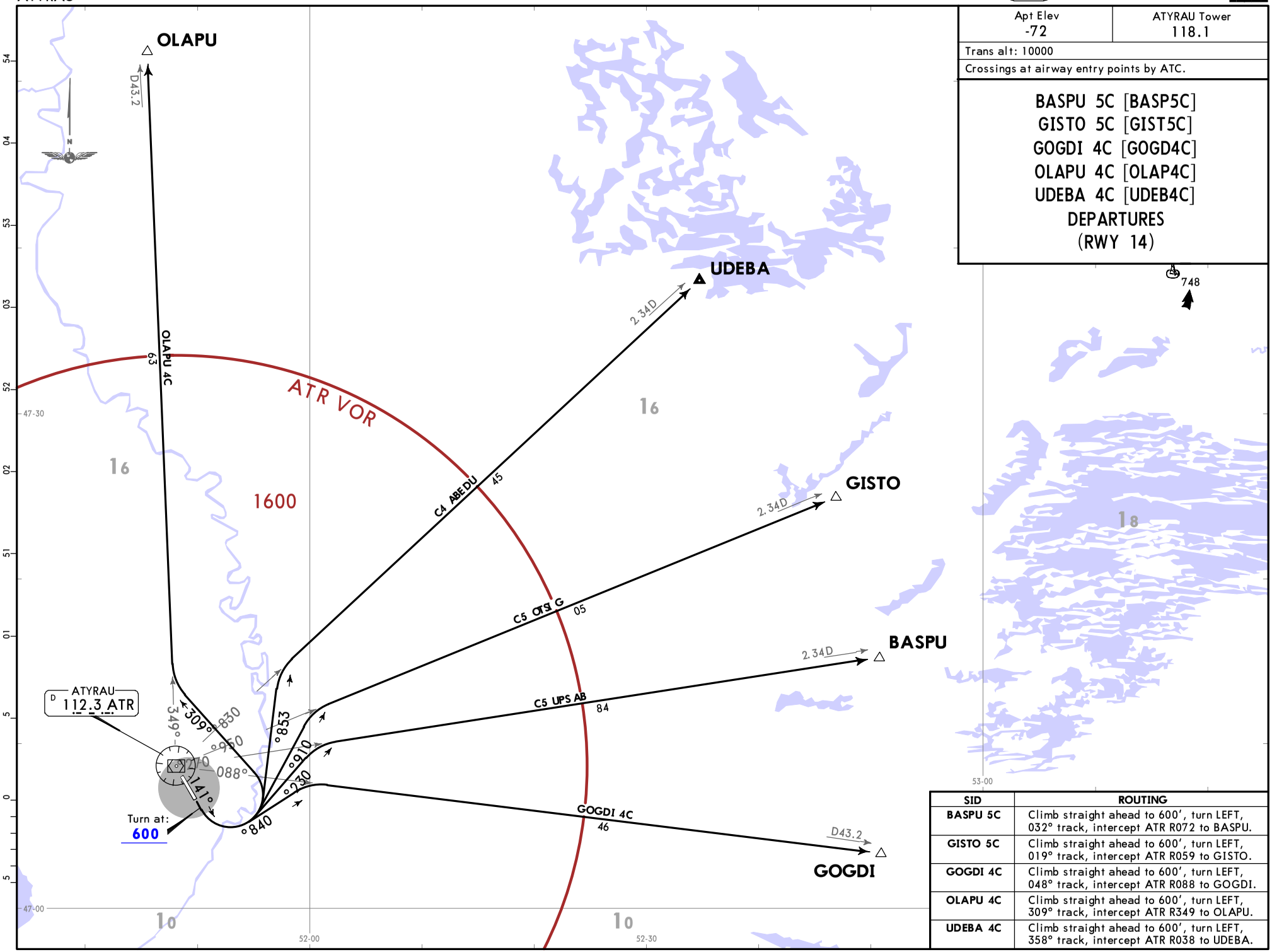
SID

Apt Elev	ATYRAU Tower
-72	118.1

Trans alt: 10000

Crossings at airway entry points by ATC.

BASPU 5C [BASP5C]
GISTO 5C [GIST5C]
GOGDI 4C [GOGD4C]
OLAPU 4C [OLAP4C]
UDEBA 4C [UDEB4C]
DEPARTURES
(RWY 14)



SID	ROUTING
BASPU 5C	Climb straight ahead to 600', turn LEFT, 032° track, intercept ATR R072 to BASPU.
GISTO 5C	Climb straight ahead to 600', turn LEFT, 019° track, intercept ATR R059 to GISTO.
GOGDI 4C	Climb straight ahead to 600', turn LEFT, 048° track, intercept ATR R088 to GOGDI.
OLAPU 4C	Climb straight ahead to 600', turn LEFT, 309° track, intercept ATR R349 to OLAPU.
UDEBA 4C	Climb straight ahead to 600', turn LEFT, 358° track, intercept ATR R038 to UDEBA.

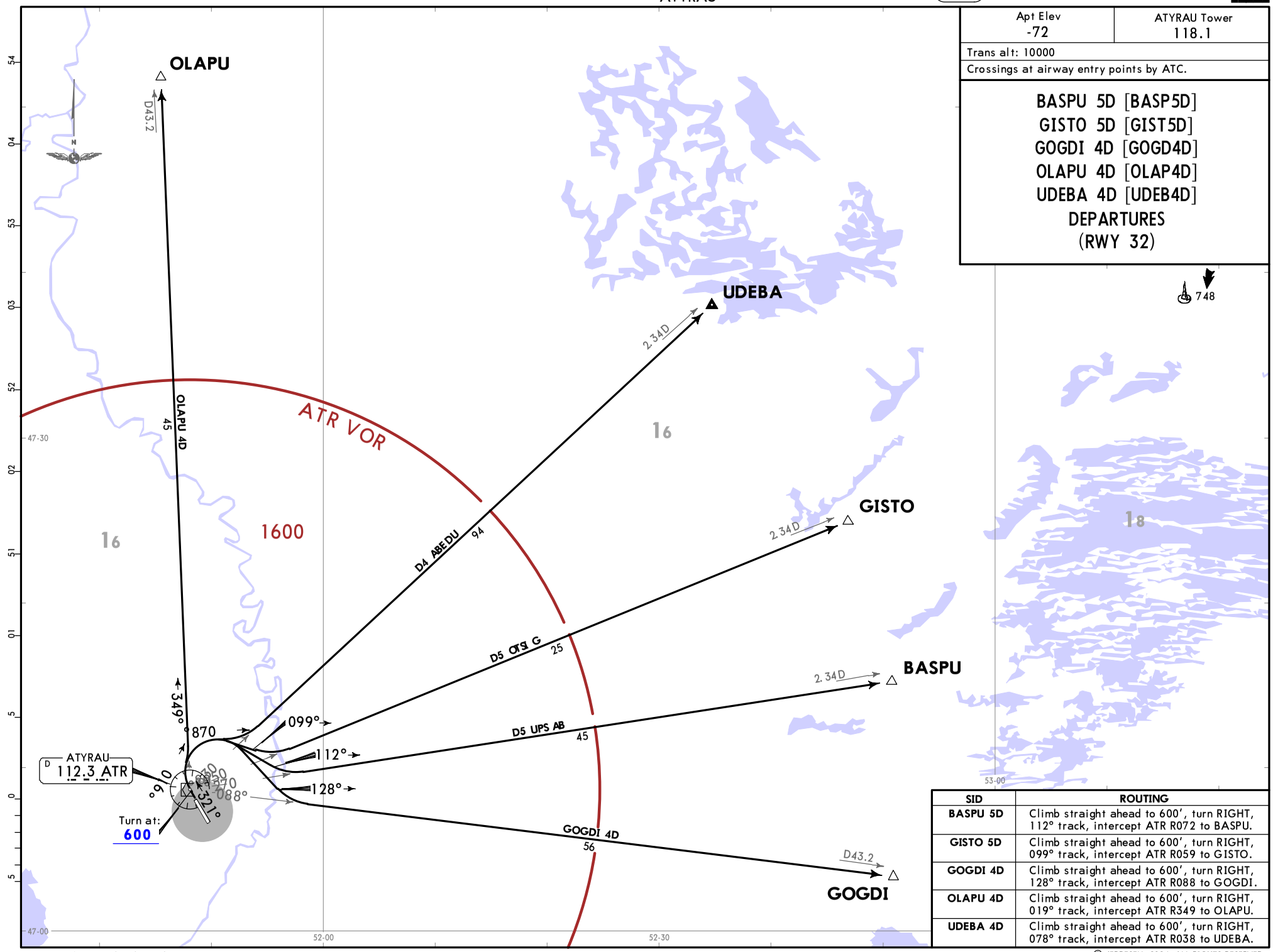
CHANGES: Chart reindexed, new format.

Apt Elev	ATYRAU Tower
-72	118.1

Trans alt: 10000

Crossings at airway entry points by ATC.

BASPU 5D [BASP5D]
GISTO 5D [GIST5D]
GOGDI 4D [GOGD4D]
OLAPU 4D [OLAP4D]
UDEBA 4D [UDEB4D]
DEPARTURES
(RWY 32)



SID	ROUTING
BASPU 5D	Climb straight ahead to 600', turn RIGHT, 112° track, intercept ATR R072 to BASPU.
GISTO 5D	Climb straight ahead to 600', turn RIGHT, 099° track, intercept ATR R059 to GISTO.
GOGDI 4D	Climb straight ahead to 600', turn RIGHT, 128° track, intercept ATR R088 to GOGDI.
OLAPU 4D	Climb straight ahead to 600', turn RIGHT, 019° track, intercept ATR R349 to OLAPU.
UDEBA 4D	Climb straight ahead to 600', turn RIGHT, 078° track, intercept ATR R038 to UDEBA.

CHANGES: Chart reindexed, new format.

JEPPESEN
24 MAY 24 (10-3F)

ATYRAU, KAZAKHSTAN

SID

Apt Elev	ATYRAU Tower
-72	118.1

Trans alt: 10000

Crossings at airway entry points by ATC.

ALDAZ 1C [ALDA1C]
NIKNA 4C [NIKN4C]
RENPI 3C [RENP3C]
TUGLA 4C [TUGL4C]
DEPARTURES
(RWY 14)

ATYRAU
D 112.3 ATR

Turn at:
600

554

141°
118°
078°
132°
279°
042°
293°

C4 AL GUT 35
1.34D
TUGLA

ATR VOR

1600

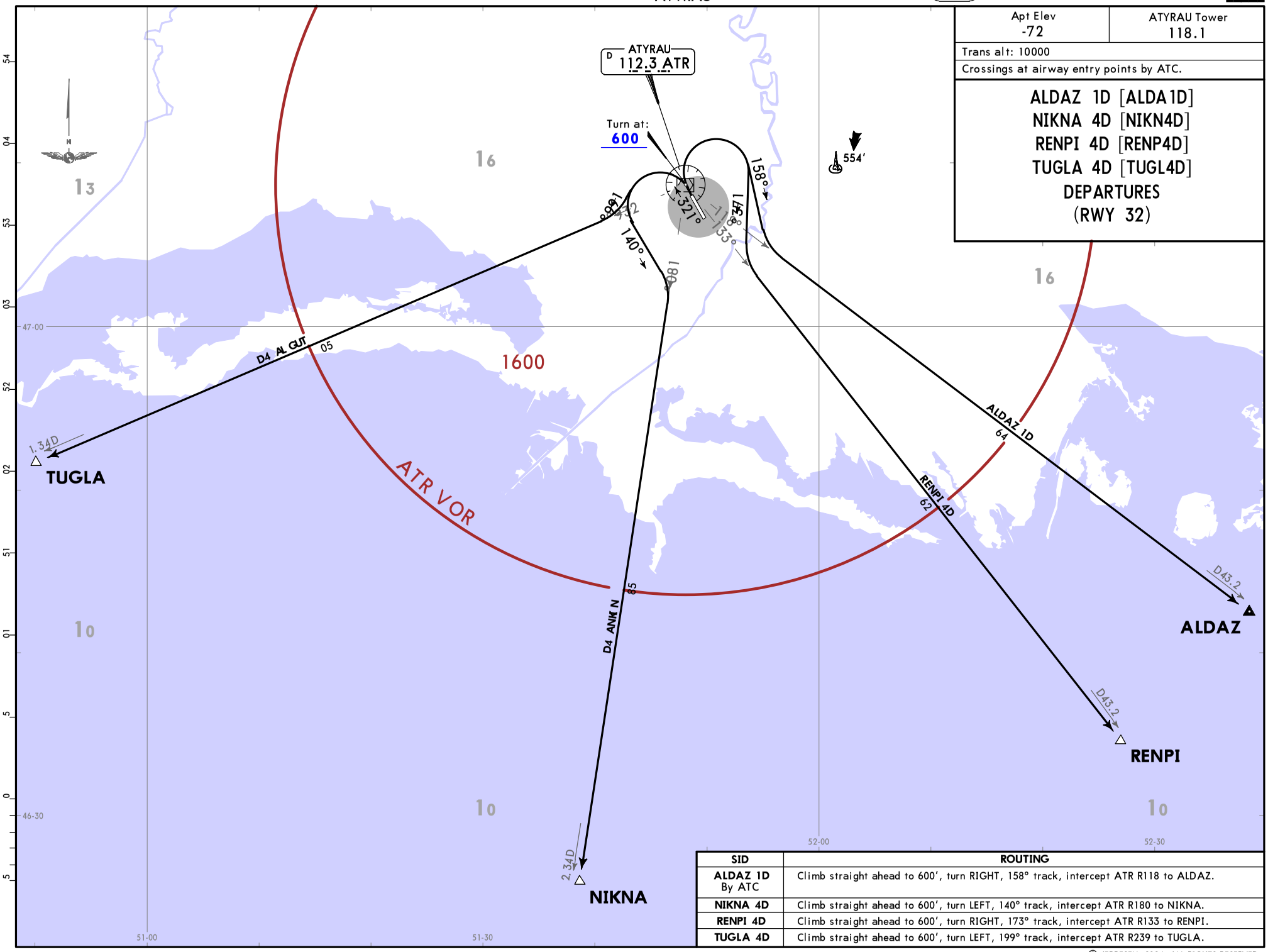
C4 ANK N 34
2.34D
NIKNA

ALDAZ 1C 42
D43.2
ALDAZ

RENPI 3C 41
RENPI
(ATR R133/D43.2)

SID	ROUTING
ALDAZ 1C By ATC	Climb straight ahead to 600', turn LEFT, 078° track, intercept ATR R118 to ALDAZ.
NIKNA 4C	Climb straight ahead to 600', turn RIGHT, 210° track, intercept ATR R180 to NIKNA.
RENPI 3C	Climb straight ahead to 600', turn LEFT, 132° track to RENPI.
TUGLA 4C	Climb straight ahead to 600', turn RIGHT, 279° track, intercept ATR R239 to TUGLA.

CHANGES: Reissue.



Apt Elev	ATYRAU Tower
-72	118.1

Trans alt: 10000

Crossings at airway entry points by ATC.

ALDAZ 1D [ALDA1D]
NIKNA 4D [NIKN4D]
RENPI 4D [RENP4D]
TUGLA 4D [TUGL4D]
DEPARTURES
(RWY 32)

SID	ROUTING
ALDAZ 1D By ATC	Climb straight ahead to 600', turn RIGHT, 158° track, intercept ATR R118 to ALDAZ.
NIKNA 4D	Climb straight ahead to 600', turn LEFT, 140° track, intercept ATR R180 to NIKNA.
RENPI 4D	Climb straight ahead to 600', turn RIGHT, 173° track, intercept ATR R133 to RENPI.
TUGLA 4D	Climb straight ahead to 600', turn LEFT, 199° track, intercept ATR R239 to TUGLA.

CHANGES: None.

UATG/GUW

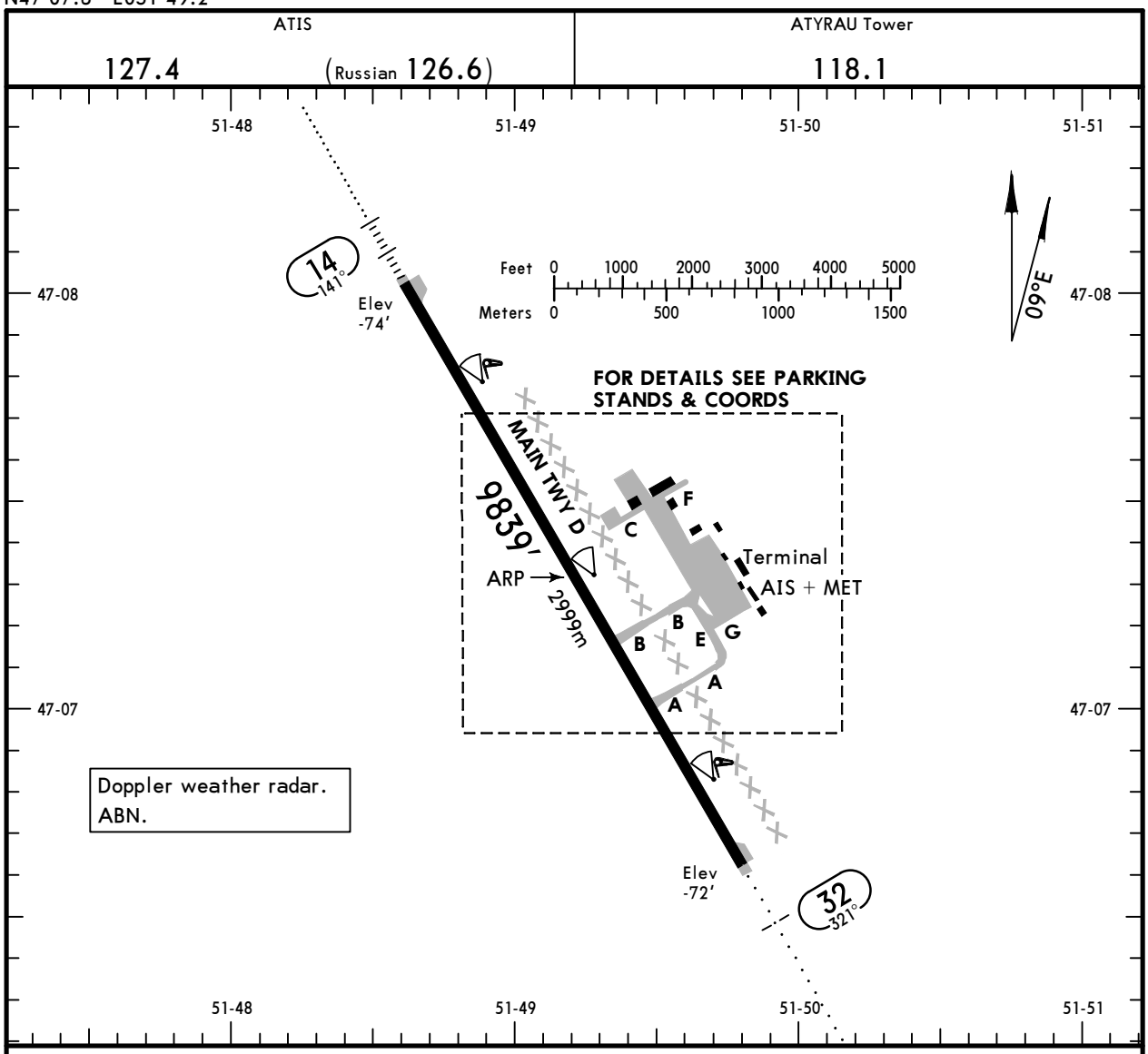
JEPPESEN

ATYRAU, KAZAKHSTAN

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

17 NOV 23 (10-9) **Eff 30 Nov**

ATYRAU



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL(60m) CL(30m) ❶HIALS-II TDZ ❷ RVR		8806′ 2684m	❹	148′ 45m
32	HIRL(60m) CL(30m) ❸HIALS ❷ RVR		8624′ 2629m		

❶ length 884m
❷ PAPI (angle 3.0°)
❸ length 900m
❹ TAKE-OFF RUN AVAILABLE

RWY 14:

From rwy head	9839′ (2999m)
twy B int	3776′ (1151m)
twy A int	2710′ (826m)

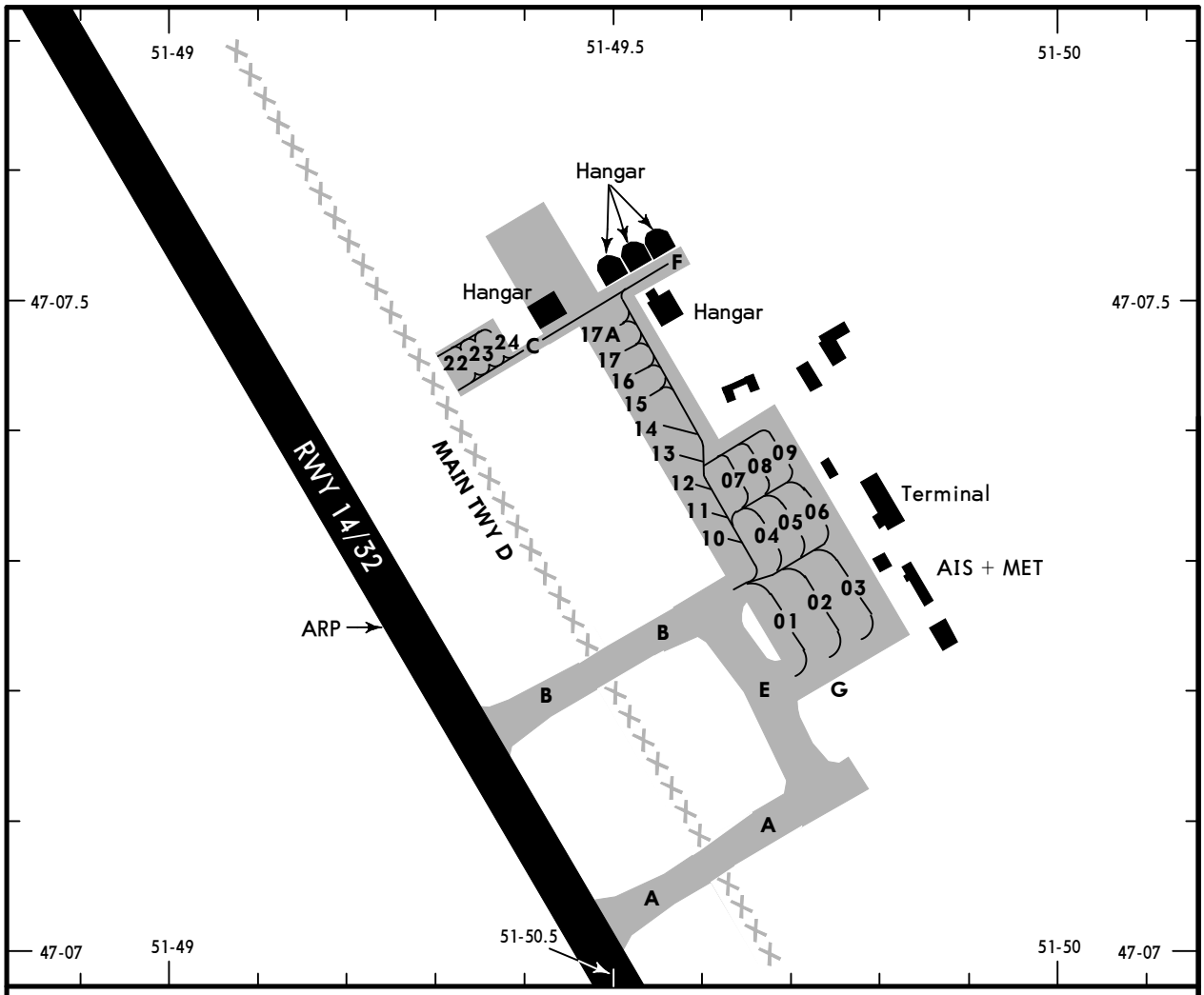
RWY 32:

From rwy head	9839′ (2999m)
twy A int	7129′ (2173m)
twy B int	6063′ (1848m)

Std TAKE-OFF

RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT	DAY	DAY	NIGHT
TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: Twy G added.



INS COORDINATES

STAND No.	COORDINATES
01, 02	N47 07.3 E051 49.7
03	N47 07.3 E051 49.8
04, 05	N47 07.3 E051 49.7
06	N47 07.4 E051 49.7
07	N47 07.4 E051 49.6
08, 09	N47 07.4 E051 49.7
10, 11	N47 07.3 E051 49.6
12, 13	N47 07.4 E051 49.6
14 thru 16	N47 07.4 E051 49.5
17, 17A	N47 07.5 E051 49.5
22	N47 07.5 E051 49.3
23,24	N47 07.5 E051 49.4

CHANGES: Twy G added.

ATYRAU, KAZAKHSTAN

ATYRAU

STRAIGHT-IN RWY		A	B	C	D
14	CAT 2 ILS DME	**37**′(111′) **RA113**′ R300m	**47**′(121′) **RA124**′ R400m	**57**′(131′) **RA134**′ R400m	**67**′(141′) **RA143**′ R450m
	ILS DME	**126**′(200′) R550m	**126**′(200′) R550m	**126**′(200′) R550m	**126**′(200′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**178**′(250′) R550m	**178**′(250′) R550m	**178**′(250′) R550m	**178**′(250′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNP ❷ LNAV	**260**′(332′) R800m	**260**′(332′) R800m	**260**′(332′) R800m	**260**′(332′) R800m
	TDZ or CL out	R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷ VOR DME Z or Y	**210**′(282′) ❸ R650m	**210**′(282′) ❸ R650m	**210**′(282′) ❸ R650m	**210**′(282′) ❸ R650m
	TDZ or CL out	❶❸ R650m	❶❸ R650m	❶❸ R650m	❶❸ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
32	ILS DME	**138**′(210′) ❶ R550m	**138**′(210′) ❶ R550m	**138**′(210′) ❶ R550m	**138**′(210′) ❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**200**′(272′) ❶ R600m	**208**′(280′) ❶ R600m	**217**′(289′) ❶ R650m	**225**′(297′) ❶ R650m
	ALS out	R1300m	R1300m	R1400m	R1400m
	RNP ❷ LNAV	**300**′(372′) R1000m	**300**′(372′) R1000m	**300**′(372′) R1000m	**300**′(372′) R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❷ VOR DME Z or Y	**280**′(352′) R900m	**280**′(352′) R900m	**280**′(352′) R900m	**280**′(352′) R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ R750m for CDFA 2D operations.

TAKE-OFF

Low Visibility Procedures required			RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						
RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
	DAY	NIGHT				
R150m	R300m		R/V400m		R/V500m	NA

UATG/GUW
ATYRAU

JEPPESEN

18 OCT 24 (11-1) **Eff 31 Oct**

ATYRAU, KAZAKHSTAN
ILS DME Rwy 14

BRIEFING STRIP ™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

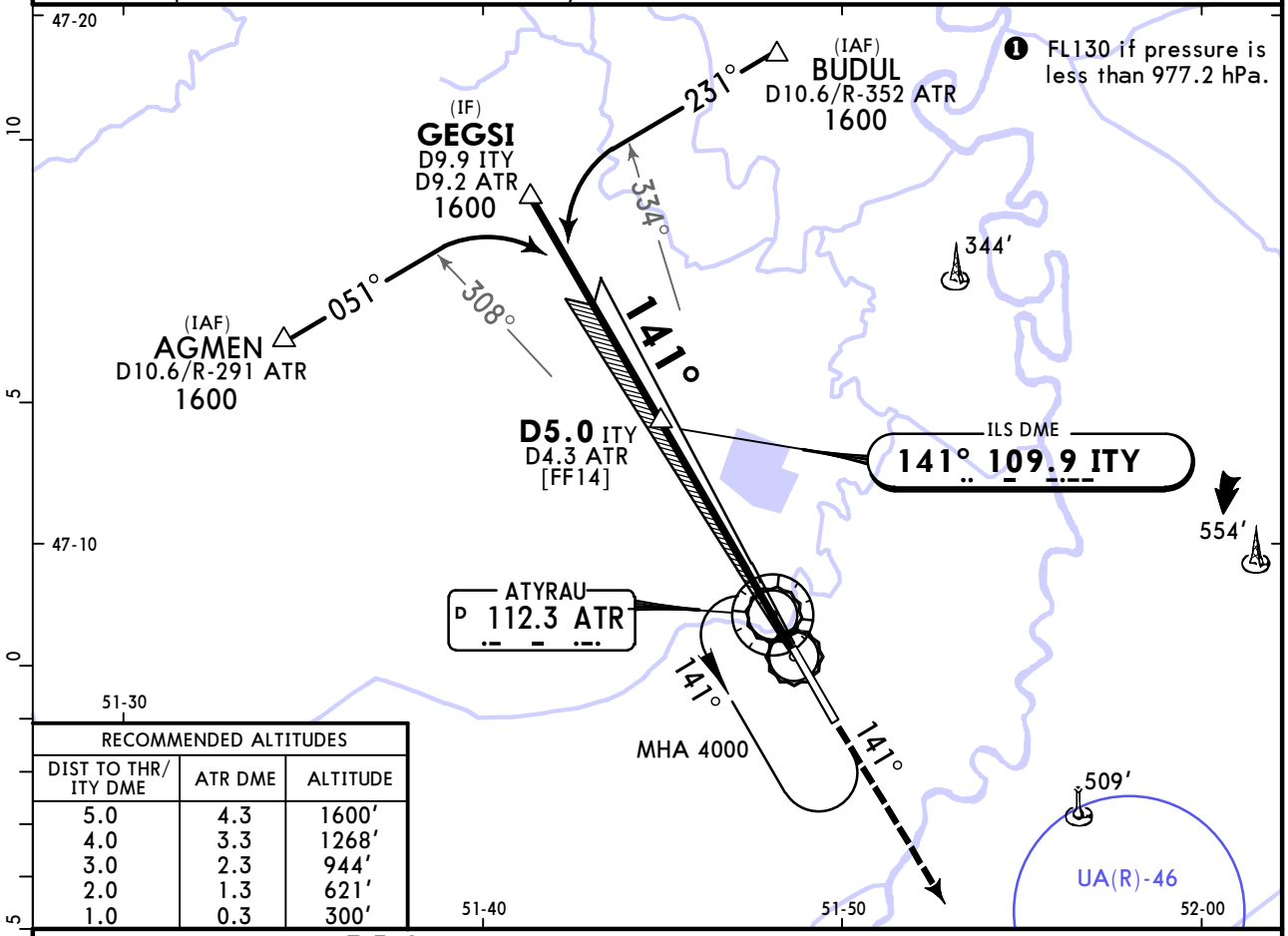
LOC ITY	Final Apch Crs	D5.0 ITY	DA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -74′
109.9	**141°**	**1600′** (1674′)	**126′** (200′)	

MISSED APCH: Climb on track 141° to 1600′. After passing 600′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 141° to 1600′ outbound to D4.4 ATR. Turn RIGHT, climb to 4000′ to VOR and join to holding pattern.

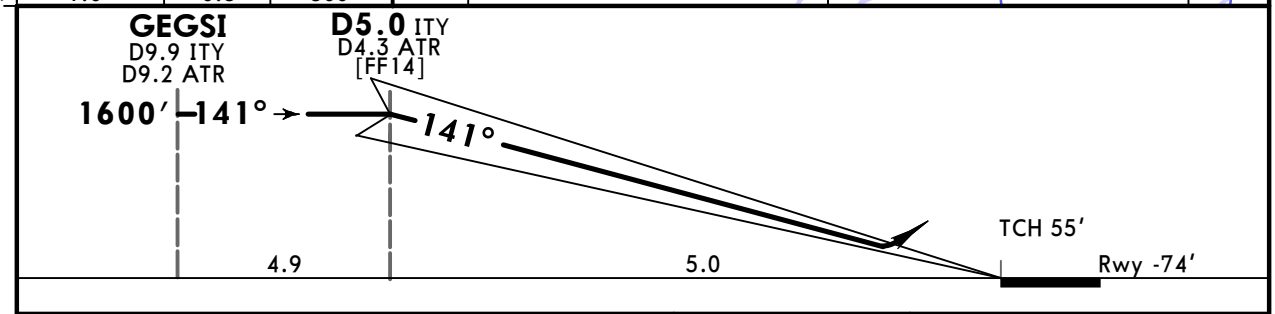
1600
MSA
ATR VOR

Alt Set: hPa (MM on req) | Rwy Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

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



RECOMMENDED ALTITUDES		
DIST TO THR/ ITY DME	ATR DME	ALTITUDE
5.0	4.3	1600′
4.0	3.3	1268′
3.0	2.3	944′
2.0	1.3	621′
1.0	0.3	300′



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

HIALS-II
PAPI PAPI
1600′ on 141°

Std STRAIGHT-IN LANDING
ILS
DA(H) **126′** (200′)

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed approach, database identifier.

UATG/GUW
ATYRAU

JEPPESEN

18 OCT 24
Eff 31 Oct

11-1A

ATYRAU, KAZAKHSTAN
CAT II ILS DME Rwy 14

BRIEFING STRIP ™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

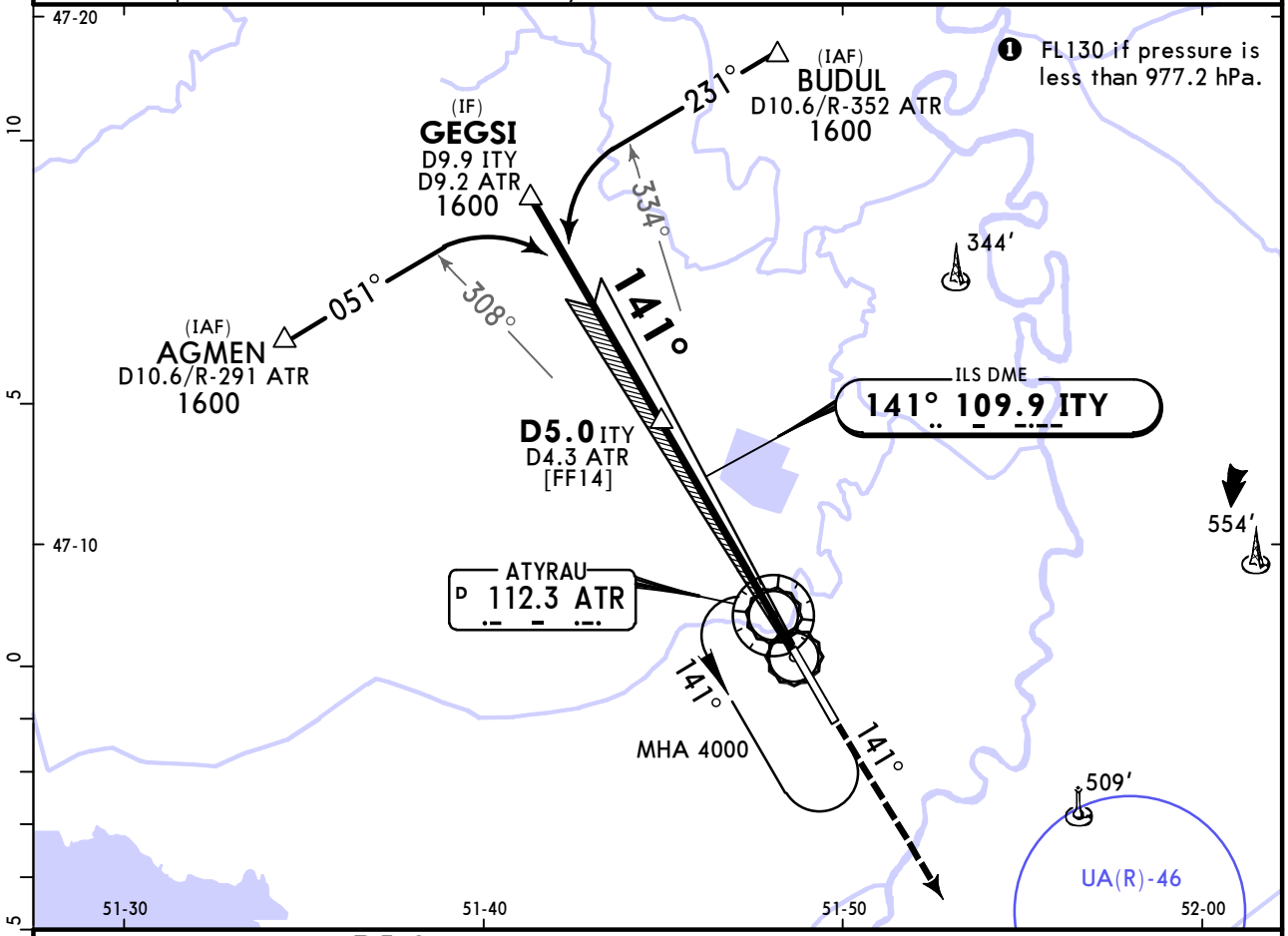
LOC ITY	Final Apch Crs	D5.0 ITY	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -74′
109.9	141°	1600′ (1674′)		

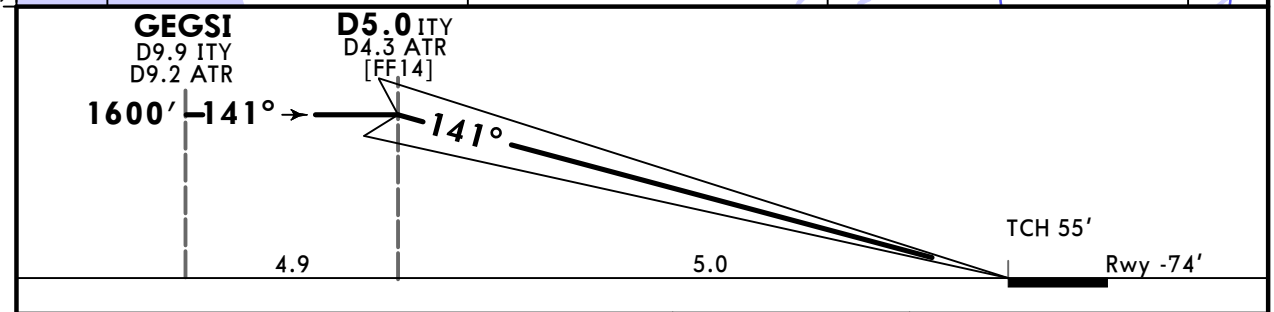
1600
MSA
ATR VOR

MISSED APCH: Climb on track 141° to 1600′. After passing 600′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 141° to 1600′ outbound to D4.4 ATR. 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 ❶ | Trans alt: 10000′

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





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

HIALS-II
PAPI PAPI
1600′ on 141°

PANS OPS

Std STRAIGHT-IN LANDING

CAT II ILS

A	B	C	D
RA 113′ DA(H) **37′** (111)	**RA 124′** DA(H) **47′** (121′)	**RA 134′** DA(H) **57′** (131′)	**RA 143′** DA(H) **67′** (141′)
R300m	R400m	R400m	R450m

CHANGES: Missed approach, database identifier.

UATG/GUW
ATYRAU

JEPPESEN

18 OCT 24 (11-2) Eff 31 Oct

ATYRAU, KAZAKHSTAN
ILS DME Rwy 32

BRIEFING STRIP ™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

LOC IAY	Final Apch Crs	D5.0 IAY	DA(H)	Apt Elev -72′ (BELOW SEA LEVEL) Rwy -72′
108.3	321°	1600′ (1672′)	138′ (210′)	

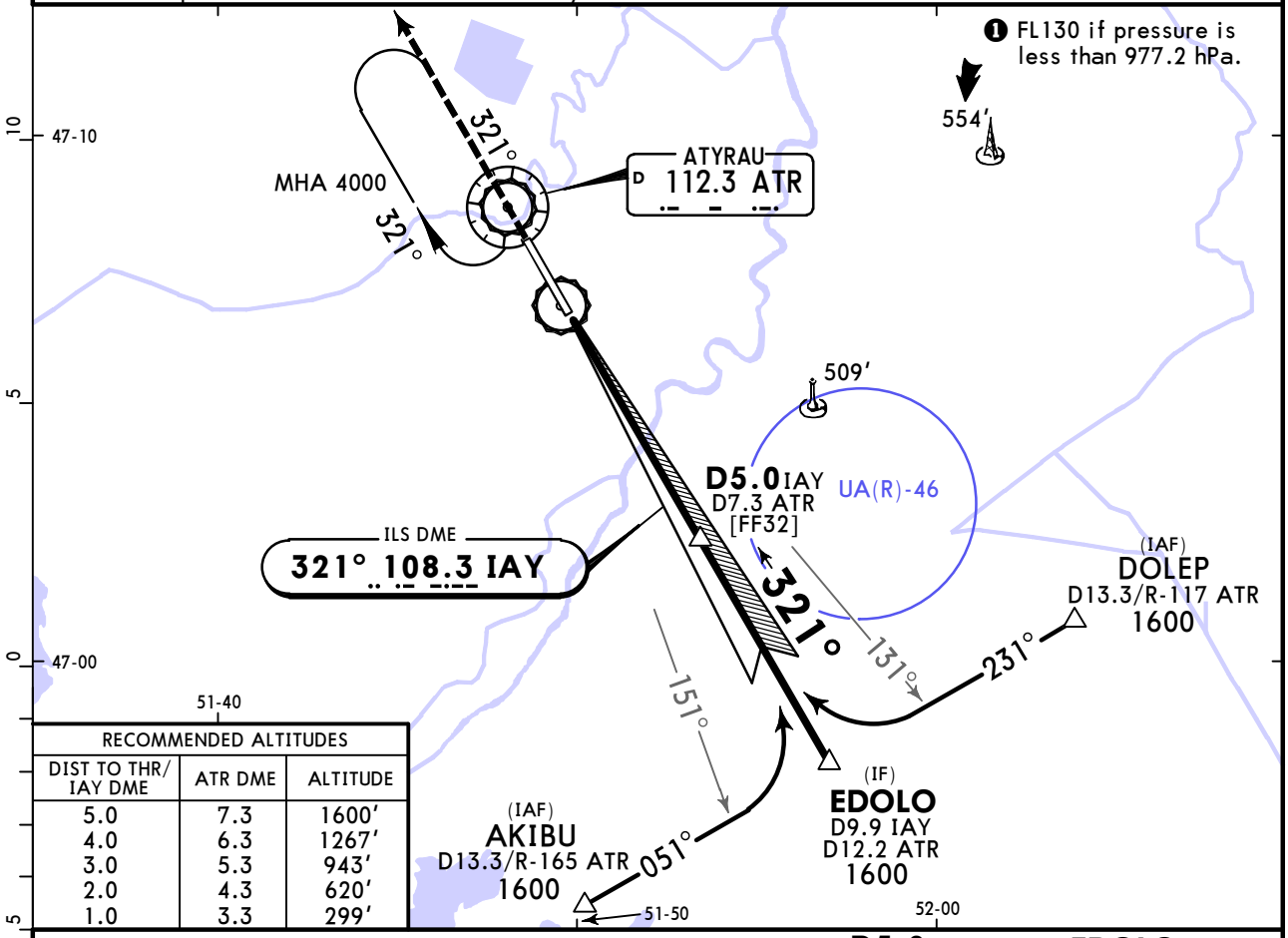
MISSED APCH: Climb on track 321° to 1600′. After passing 600′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 321° to 1600′ outbound to D4.4 ATR. Turn LEFT, climb to 4000′ to VOR and join to holding pattern.

1600
MSA
ATR VOR

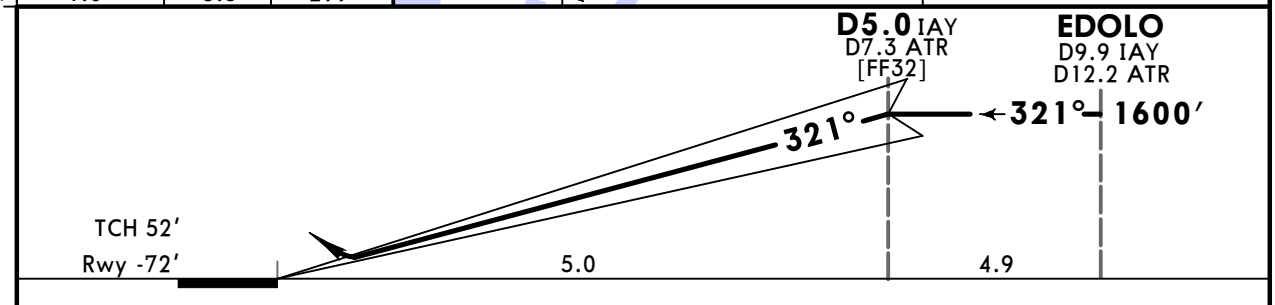
Alt Set: hPa (MM on req) | Rwy Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

1. Radar required. 2. ILS DME reads zero at rwy 32 threshold.

❶ FL130 if pressure is less than 977.2 hPa.



RECOMMENDED ALTITUDES		
DIST TO THR/ IAY DME	ATR DME	ALTITUDE
5.0	7.3	1600′
4.0	6.3	1267′
3.0	5.3	943′
2.0	4.3	620′
1.0	3.3	299′



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

HIALS
PAPI PAPI
1600′ on 321°

Std STRAIGHT-IN LANDING
ILS
DA(H) **138′** (210′)

	ALS out
A	❶ R550m
B	
C	
D	R1200m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed approach, database identifier.

UATG/GUW
ATYRAU

JEPPESEN
30 AUG 24 (12-1) Eff 5 Sep

ATYRAU, KAZAKHSTAN
RNP Rwy 14

BRIEFING STRIP™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

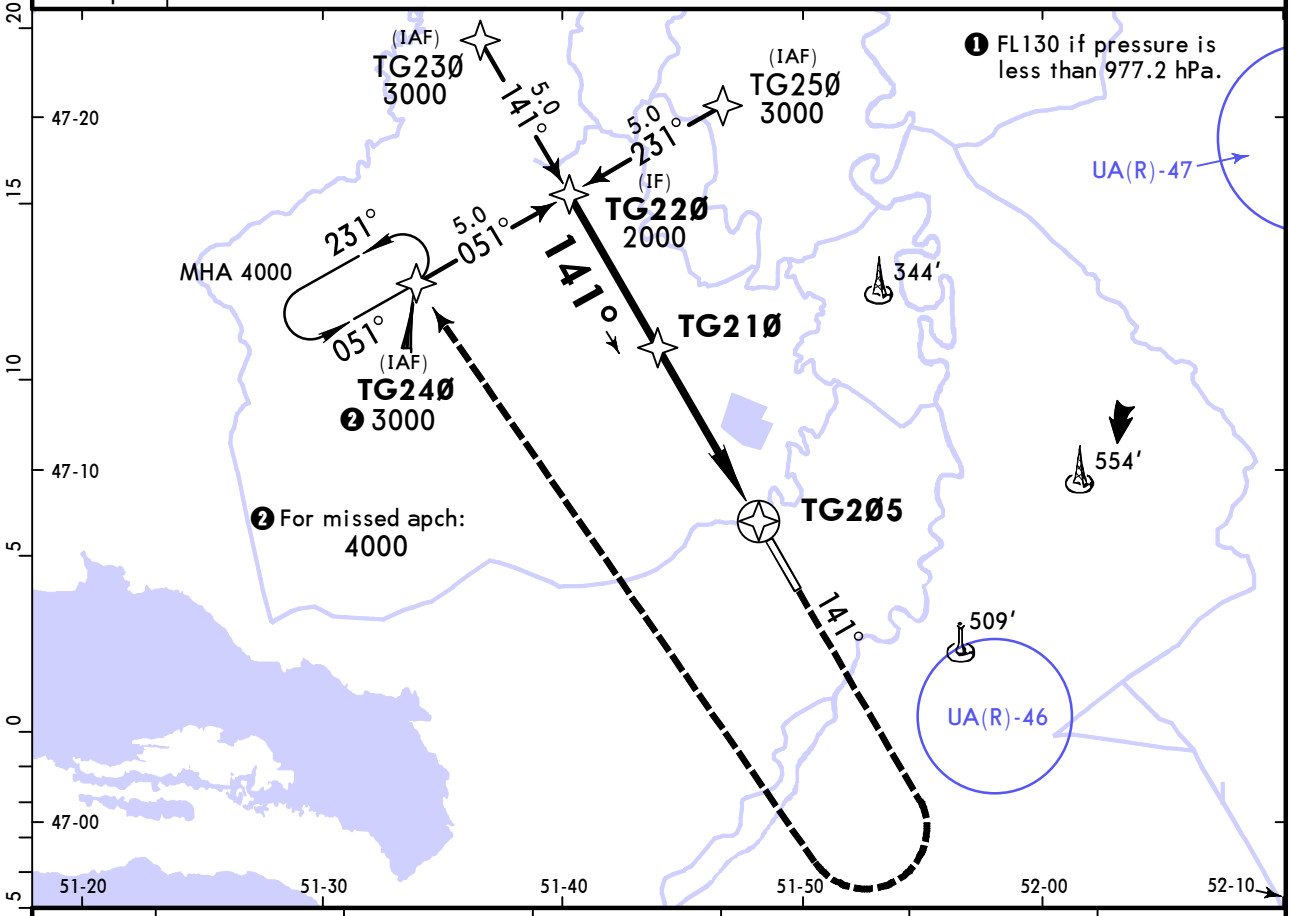
RNAV	Final Apch Crs	TG21Ø MANDATORY	LNAV/VNAV DA(H)	Apt Elev -72′ (BELOW SEA LEVEL)
	141°	2000′ (2072′)	178′ (250′)	

1600
MSA ARP

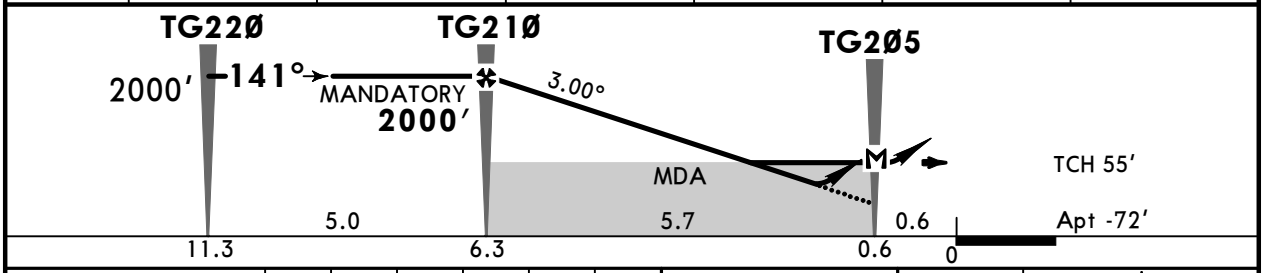
MISSED APCH: On course 141° climb to 2000′, turn RIGHT direct to TG24Ø at 4000′.

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

RNP Apch. | Baro-VNAV not authorized below -25°C.



DIST to THR	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1890′	1570′	1250′	940′	620′	300′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at TG2Ø5							
TG21Ø to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

Timing not authorized for defining the MAP.

HIALS-II
PAPI PAPI

2000′ on 141°

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 178′ (250′)		LNAV CDFA ❶ DA/MDA(H) 260′ (332′)	
		ALS out		ALS out
A	R750m	R1300m	R800m	R1500m
B				
C				
D				

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

CHANGES: Reference datum.

UATG/GUW
ATYRAU

JEPPESEN
30 AUG 24 (12-2) Eff 5 Sep

ATYRAU, KAZAKHSTAN
RNP Rwy 32

BRIEFING STRIP TM

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

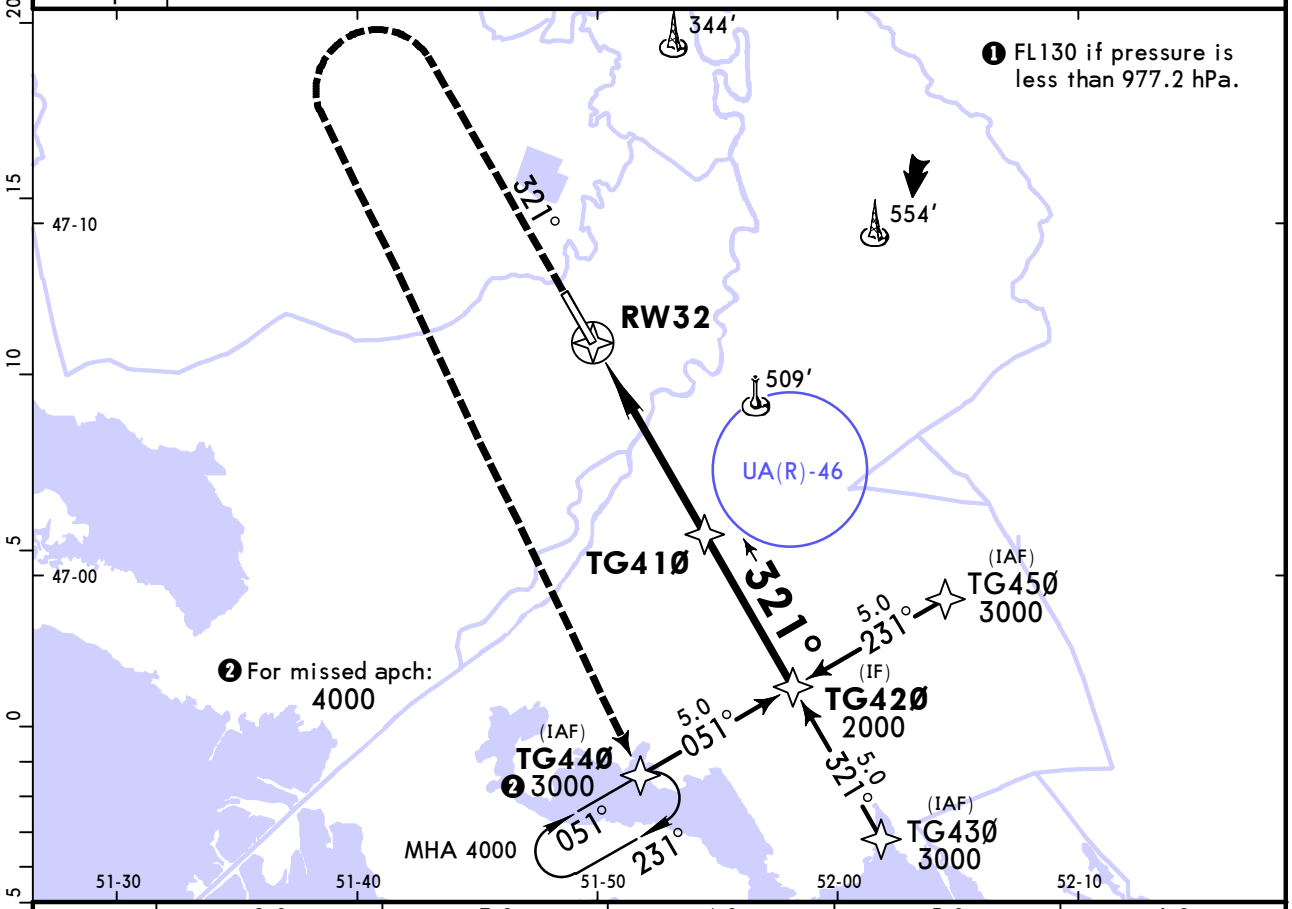
RNAV	Final Apch Crs 321°	TG41Ø MANDATORY 2000′ (2072′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev -72′ (BELOW SEA LEVEL)

1600
MSA ARP

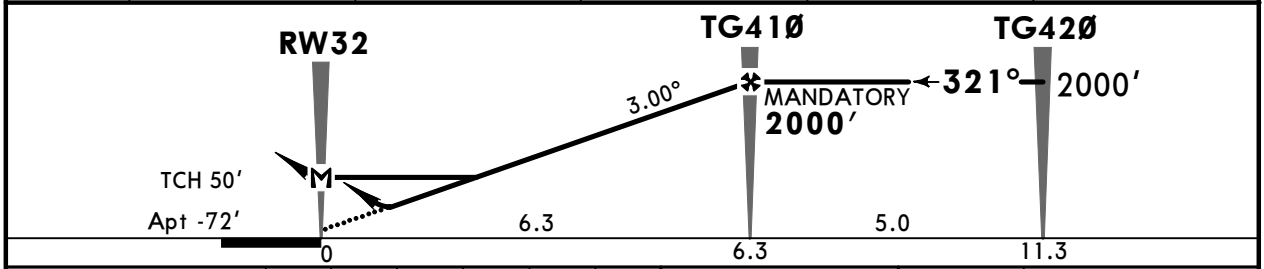
MISSED APCH: On course 321° climb to 2000′, turn LEFT direct to TG44Ø at 4000′.

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

RNP Apch. | Baro-VNAV not authorized below -25°C.



DIST to THR	2.0	3.0	4.0	5.0	6.0
ALTITUDE	610′	930′	1250′	1570′	1890′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW32							
TG41Ø to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

Timing not authorized for defining the MAP.

HIALS
PAPI PAPI
2000′ on 321°

Std STRAIGHT-IN LANDING

	LNAV/VNAV	ALS out	LNAV CDFA	ALS out
	A: 200′ (272′) B: 208′ (280′) DA(H) C: 217′ (289′) D: 225′ (297′)		❶ DA/MDA(H) 300′ (372′)	
A	R750m	R1300m	R1000m	R1500m
B				
C		R1400m		R1700m
D				

PANS OPS

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

CHANGES: Reference datum.

UATG/GUW
ATYRAU

JEPPESEN
18 OCT 24 (13-1) Eff 31 Oct

ATYRAU, KAZAKHSTAN
VOR DME Z Rwy 14

BRIEFING STRIP™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

VOR ATR	Final Apch Crs	D4.4	DA/MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL)
112.3	141°	1600′ (1672′)	210′ (282′)	

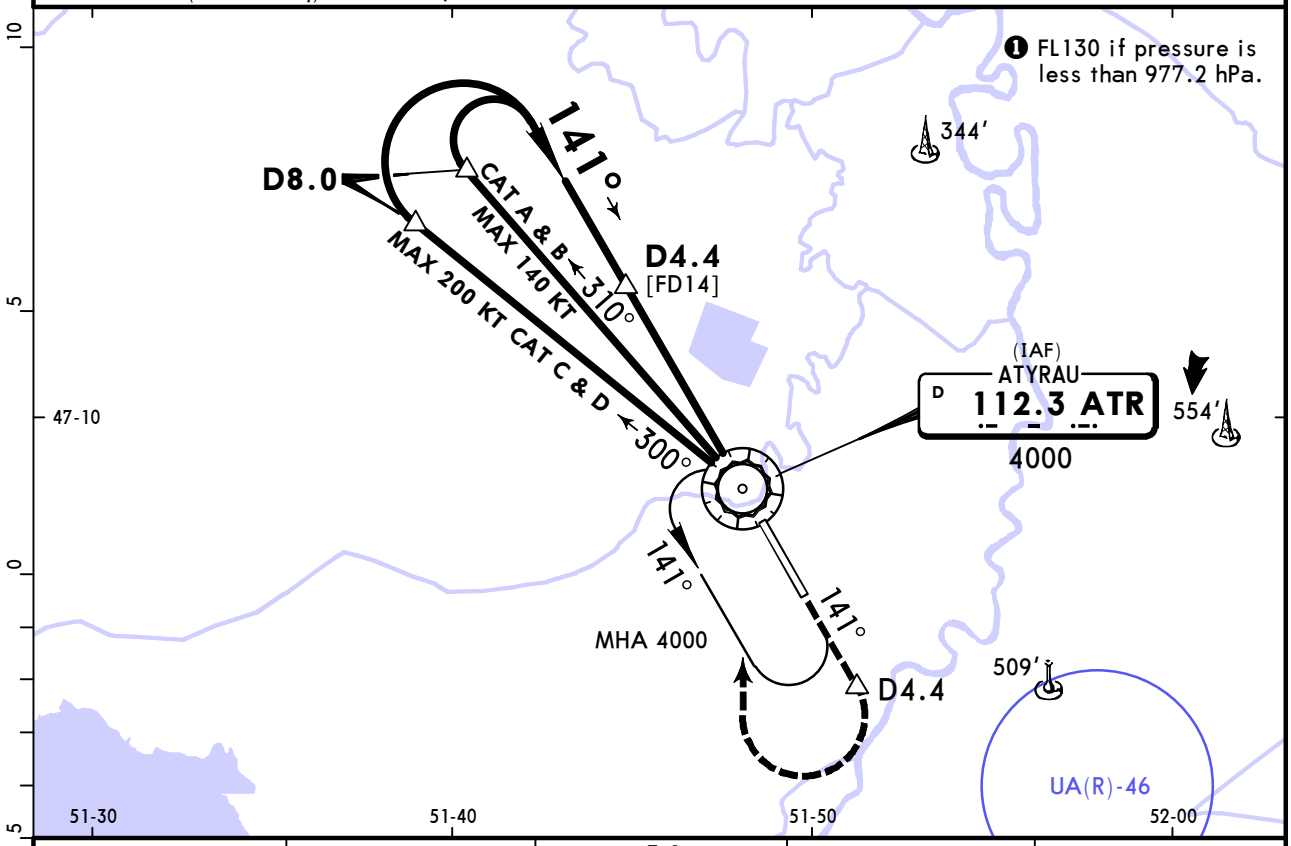
MISSED APCH: Climb on track 141° to 600′ or above to D4.4, then turn RIGHT (MAX 250 KT) to VOR. Climb initially to 1600′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb to 4000′ to VOR and join holding.

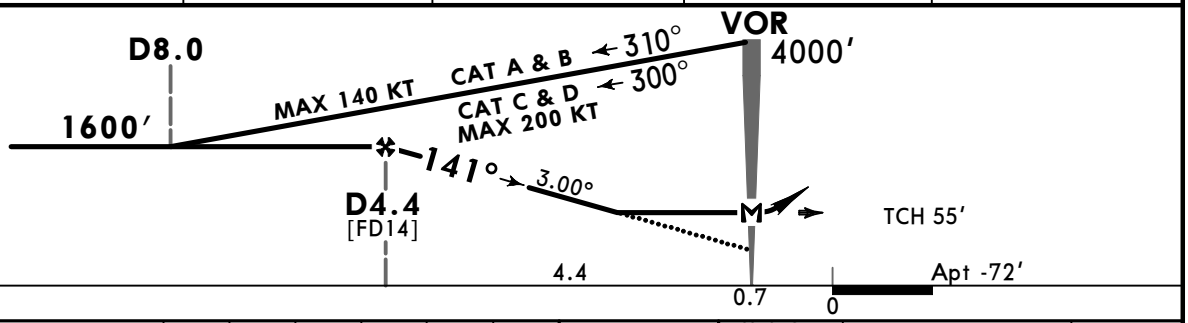
1600
MSA
ATR VOR

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

❶ FL130 if pressure is less than 977.2 hPa.



DIST to THR	4.0	3.0	2.0	1.0
ATR DME	3.3	2.3	1.3	0.3
ALTITUDE	1249′	930′	612′	293′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
D4.4 to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

HIALS-II
PAPI PAPI
600′ on 141° D4.4

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 210′ (282′)

PANS OPS

	ALS out
A	R750m
B	
C	
D	R1400m

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

CHANGES: None.

UATG/GUW
ATYRAU

JEPPESEN
18 OCT 24 (13-2) Eff 31 Oct

ATYRAU, KAZAKHSTAN
VOR DME Y Rwy 14

BRIEFING STRIP™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

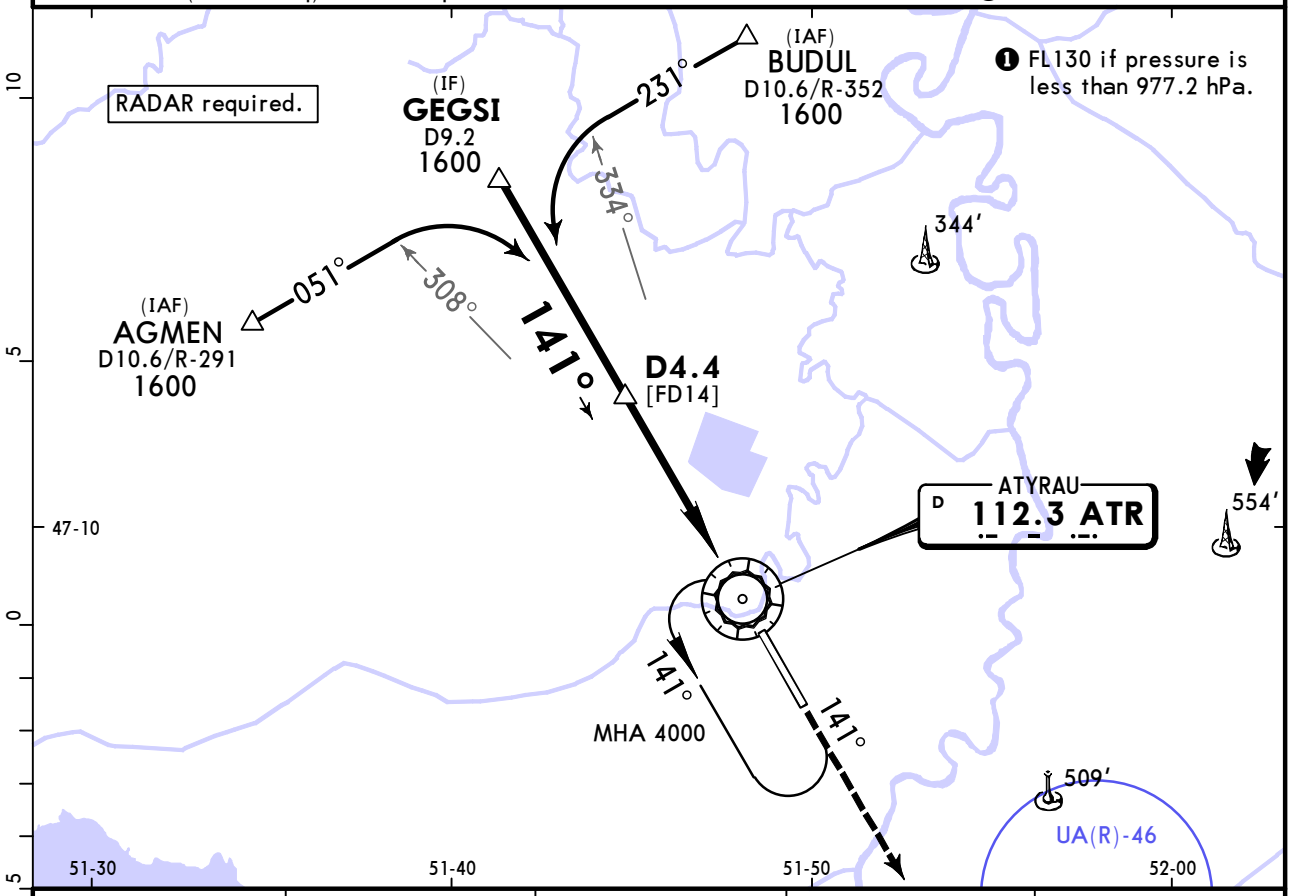
VOR ATR	Final Apch Crs	D4.4	DA/MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL)
112.3	141°	1600′ (1672′)	210′ (282′)	

MISSED APCH: Climb on track 141° to 1600′. After passing 600′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 141° to 1600′ outbound to D4.4. Turn RIGHT, climb to 4000′ to VOR and join to holding pattern.

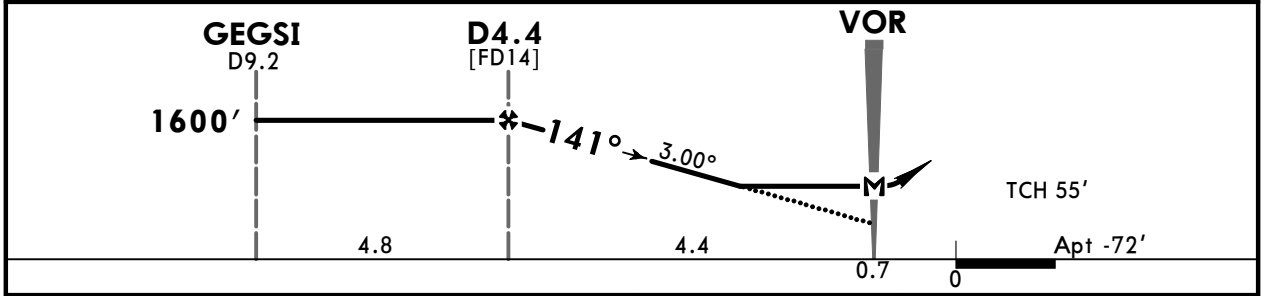
1600
MSA
ATR VOR

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

❶ FL130 if pressure is less than 977.2 hPa.



DIST to THR	4.0	3.0	2.0	1.0
ATR DME	3.3	2.3	1.3	0.3
ALTITUDE	1249′	930′	612′	293′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
D4.4 to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

HIALS-II
PAPI PAPI
1600′ on 141°

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 210′ (282′)

PANS OPS

	ALS out
A	R750m
B	
C	
D	R1400m

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

CHANGES: Missed approach.

UATG/GUW
ATYRAU

JEPPESEN
18 OCT 24 (13-3) Eff 31 Oct

ATYRAU, KAZAKHSTAN
VOR DME Z Rwy 32

BRIEFING STRIP™

ATIS	ATYRAU Tower
127.4 (Russian 126.6)	118.1

VOR ATR	Final Apch Crs	D7.5	DA/MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL)
112.3	321°	1600′ (1672′)	280′ (352′)	

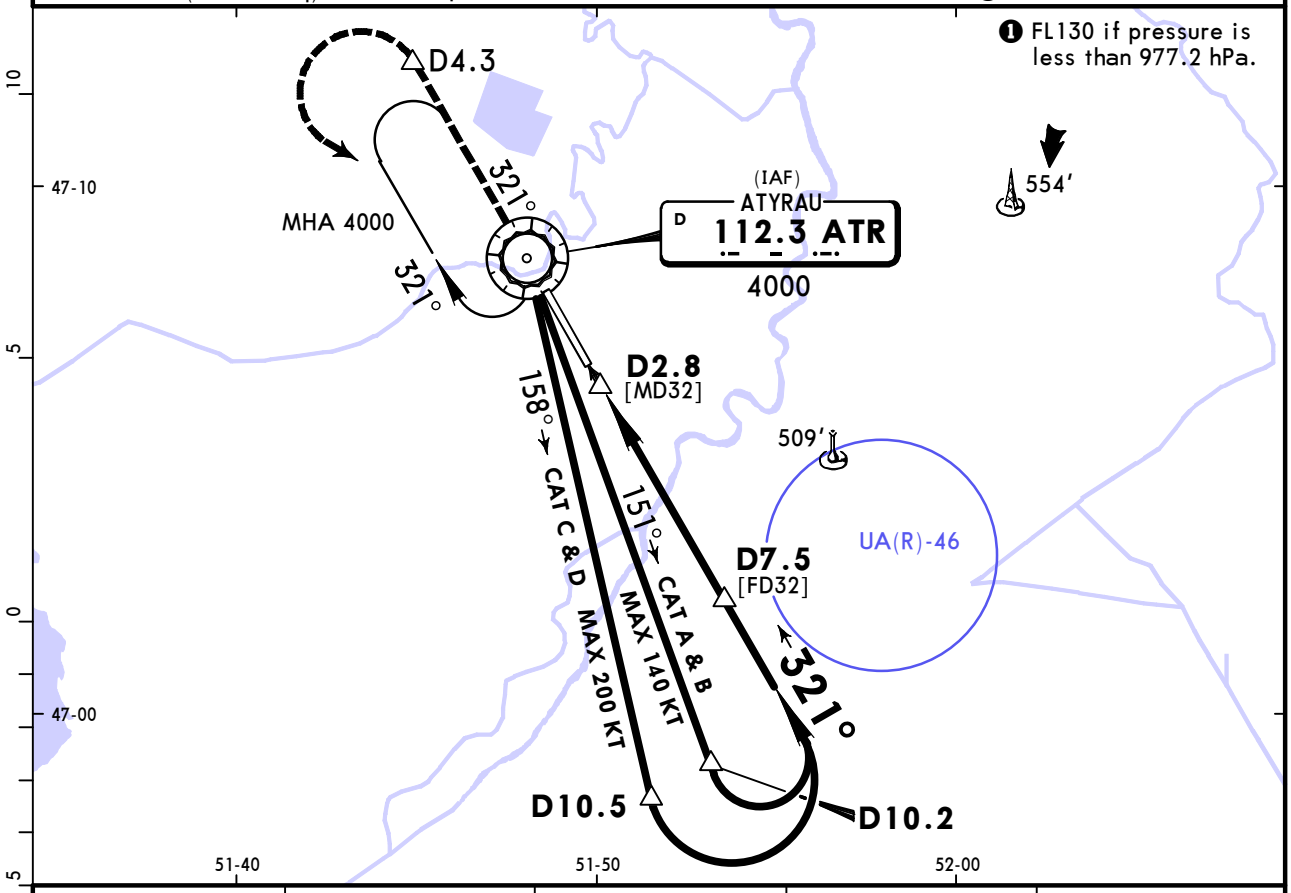
MISSED APCH: Climb on track 321° to 1100′ or above to D4.3, then turn LEFT (MAX 250 KT) to VOR. Climb initially to 1600′, then as directed.

MISSED APCH WITH COMM FAILURE: Climb to 4000′ to VOR and join holding.

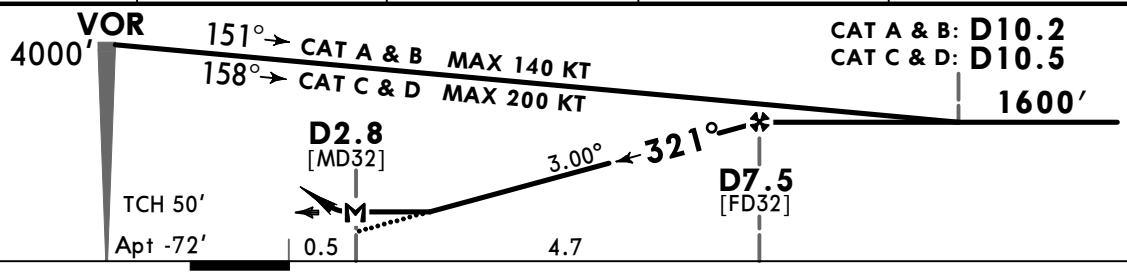
1600
MSA
ATR VOR

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

❶ FL130 if pressure is less than 977.2 hPa.



DIST to THR	1.0	2.0	3.0	4.0
ATR DME	3.4	4.4	5.4	6.4
ALTITUDE	296′	614′	932′	1250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8							
D7.5 to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI PAPI
1100′ on 321° D4.3

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 280′ (352′)

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

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

CHANGES: TCH.

UATG/GUW
ATYRAU

JEPPESEN
18 OCT 24 (13-4) Eff 31 Oct

ATYRAU, KAZAKHSTAN
VOR DME Y Rwy 32

ATIS		ATYRAU Tower
127.4	(Russian 126.6)	118.1

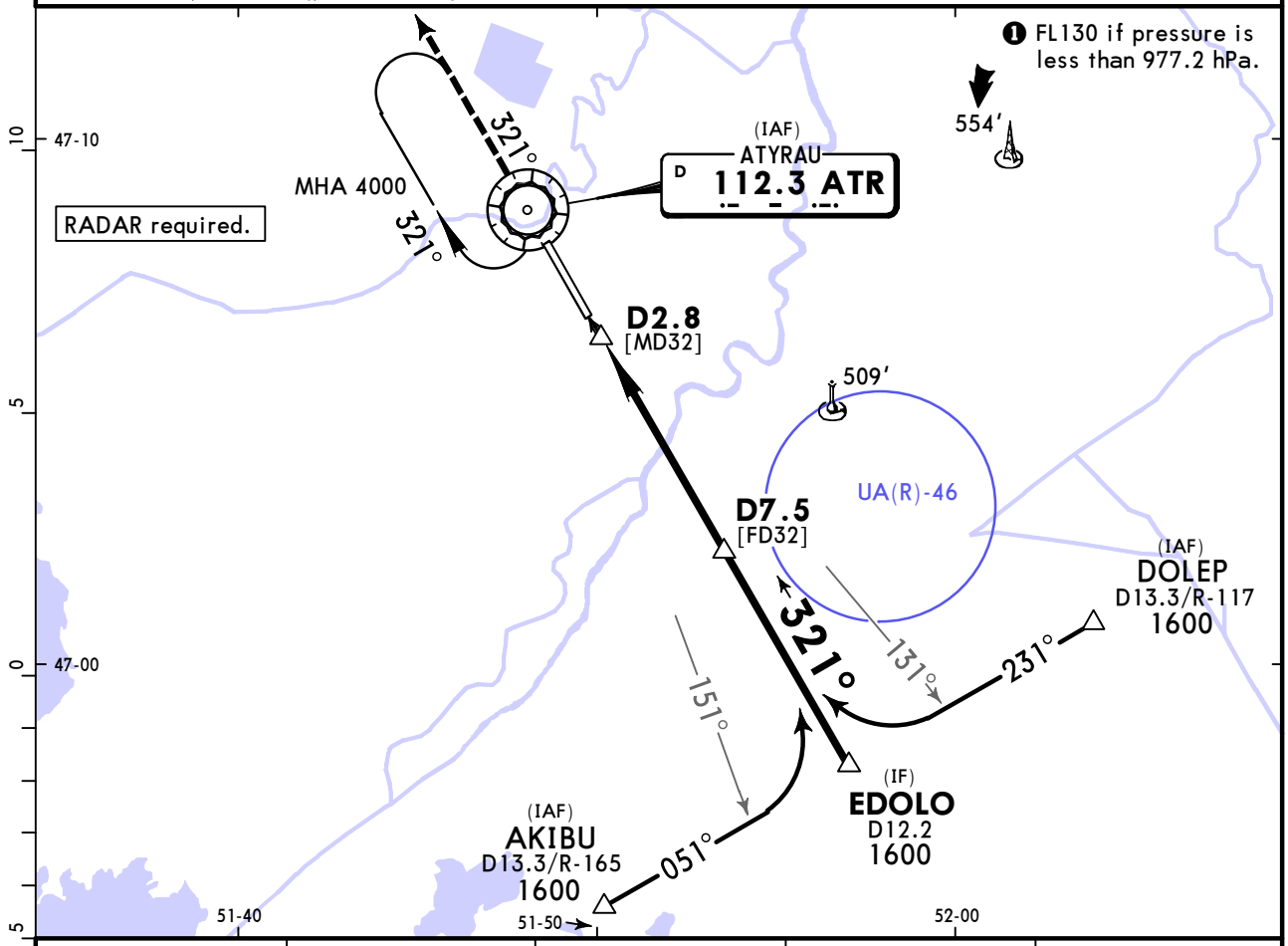
VOR ATR	Final Apch Crs	D7.5	DA/MDA(H)	Apt Elev -72′ (BELOW SEA LEVEL)
112.3	321°	1600′ (1672′)	280′ (352′)	

MISSED APCH: Climb on track 321° to 1600′. After passing 600′ radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on track 321° to 1600′ outbound to D4.4. Turn LEFT, climb to 4000′ to VOR and join to holding pattern.

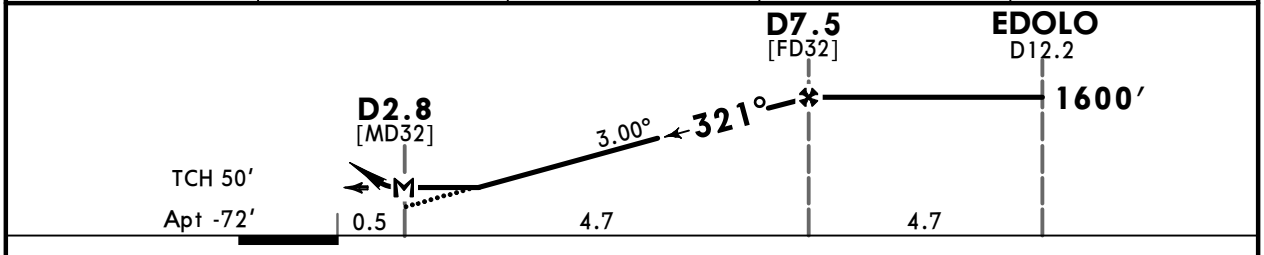
1600
MSA
ATR VOR

Alt Set: hPa (MM on req) | Apt Elev: -2 hPa | Trans level: FL120 ❶ | Trans alt: 10000′

❶ FL130 if pressure is less than 977.2 hPa.



DIST to THR	1.0	2.0	3.0	4.0
ATR DME	3.4	4.4	5.4	6.4
ALTITUDE	296′	614′	932′	1250′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.8							
D7.5 to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

HIALS
PAPI PAPI
1600′ on 321°

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 280′ (352′)

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

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

PANS OPS

CHANGES: Missed approach, TCH.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ATYRAU, (ATYRAU - UATG)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UATG

Type: Terminal
Effectivity: Temporary
Begin Date: 20240722
End Date: 20261231

Based on AIP SUP 004/2024, ILS LOC Rwy 14 use sector from -34° till +35° magnetic landing course.

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)