

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD Operator Hours:** 0300-1200**Airport Information****RFF:** CAT 7; CAT 8 and CAT 9 AVBL O/R**Fuel:** TS-1**PCN:** RWY 12/30: 56/F/C/W/T**Operation****Low Visibility Procedures**

LVP in force when RVR below 550m.

**ARR**

Report of RWY vacation shall be passed only after vacation of ILS critical area.

Taxi to APN with follow-me, parking with marshaller only.

**DEP**

Taxi out of stands with follow-me only.

ACFT shall stop at the HLDG PSN before light indicator for ILS critical area.

**ARRIVAL****Communication****COM Failure:** See CRAR and in addition;**By MISAP**

RWY 12/30 VOR/DME

In case of COM Failure climb to FL40 to AKT and join HLDG pattern.

RWY 30 NDB

In case of COM Failure climb to FL40 to T and join HLDG pattern.

**DEPARTURE****Take-off Minima**

RWY		12/30		
A, B	ft - m/km	0 - 300R/300V	-	
C, D		0 - 300R/300V	HJ only	
		0 - 400R/400V	REDL+RCLM, HN	
		0 - 500R/500V	RCLM, HJ only	

**Communication****COM Failure:** See CRAR.**De-Icing**

AVBL

Effective 01-FEB-2018

25-JAN-2018

SCO-UATE

Kazakhstan Aktau

AGC

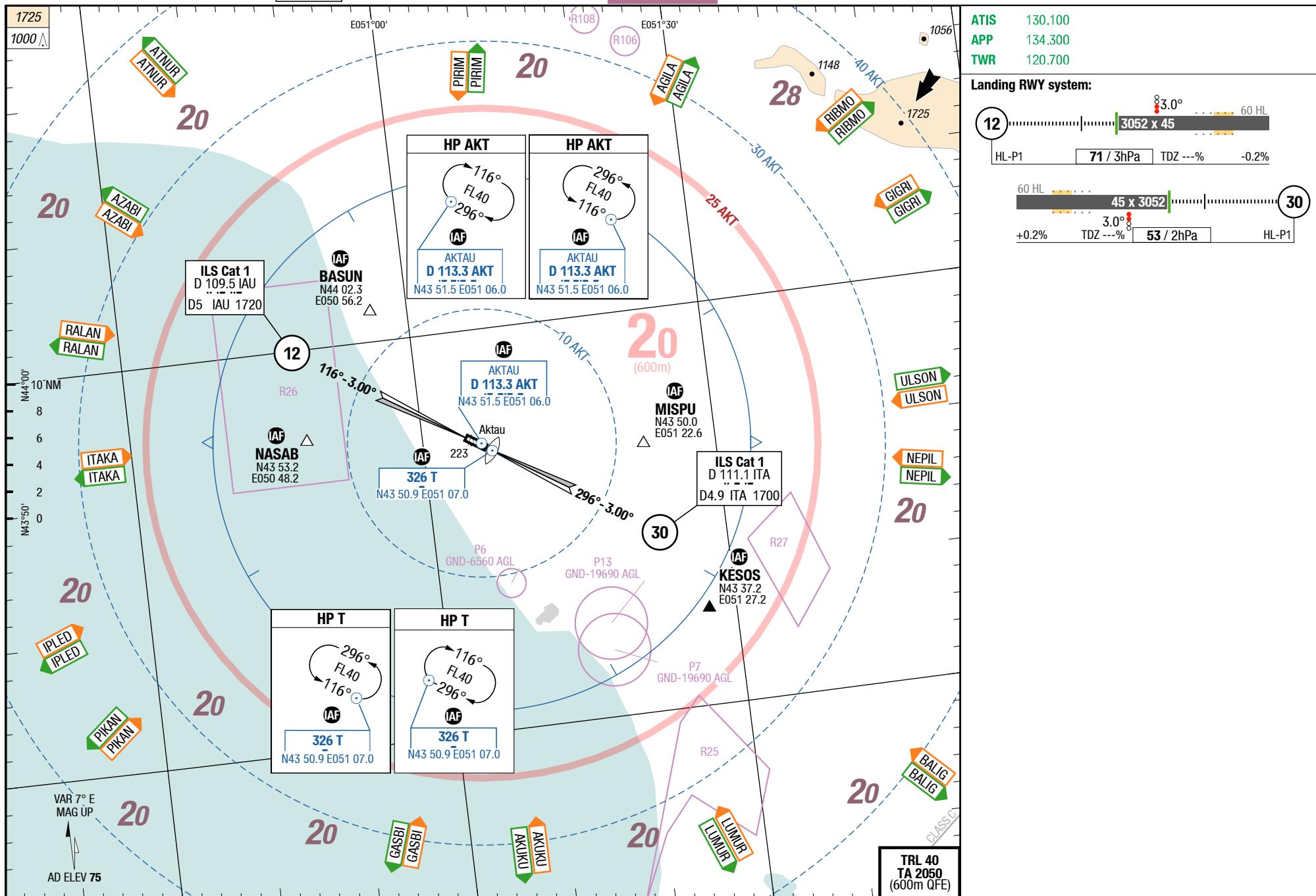
AFC

Aktau Kazakhstan

AGC

AFC

2-10



Changes: Nil

Effective 01-FEB-2018

25-JAN-2018

SCO-UATE

Kazakhstan Aktau

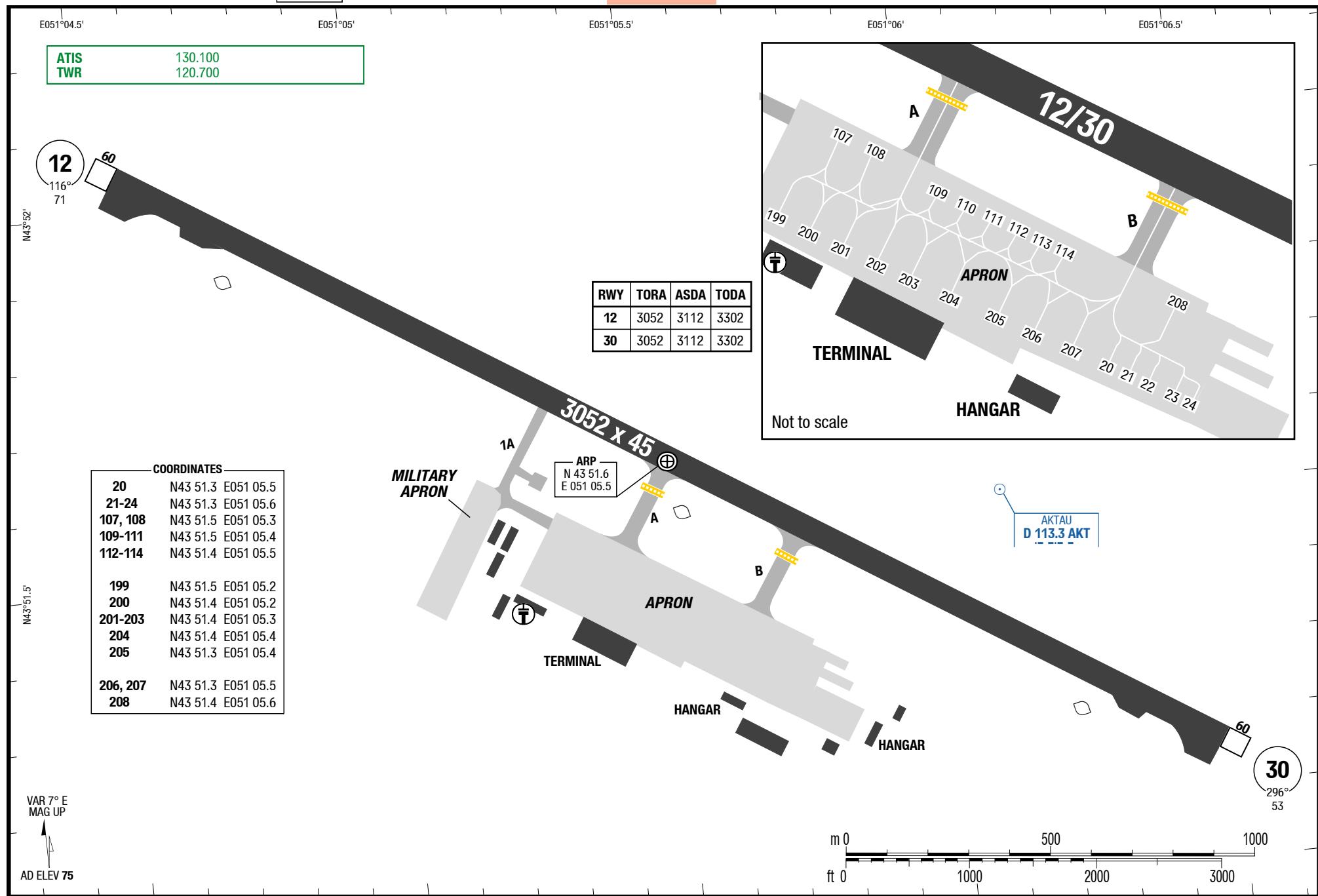
3-20

AGC

AGC

Aktau Kazakhstan

AGC



**Effective 14-SEP-2017**

07-SEP-2017

SCO-UATE

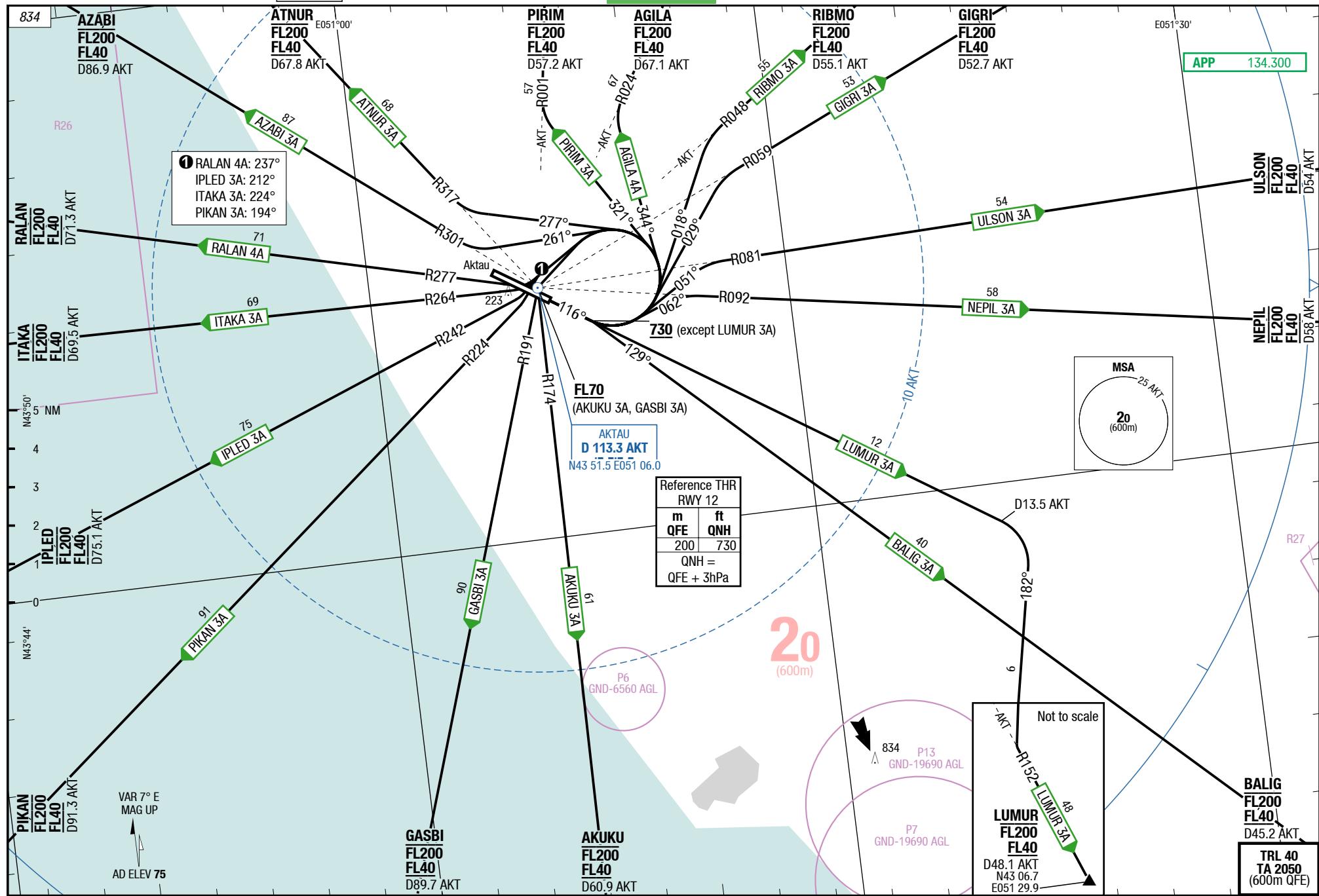
-10

Kazakhstan Aktau

SIDs RWY 30

Aktau Kazakhstan

**SIDs RWY 30**



Changes: ALT, OBST, SUAs, PROC renumbered

Effective 14-SEP-2017

07-SEP-2017

SCO-UATE

Kazakhstan Aktau

4-20

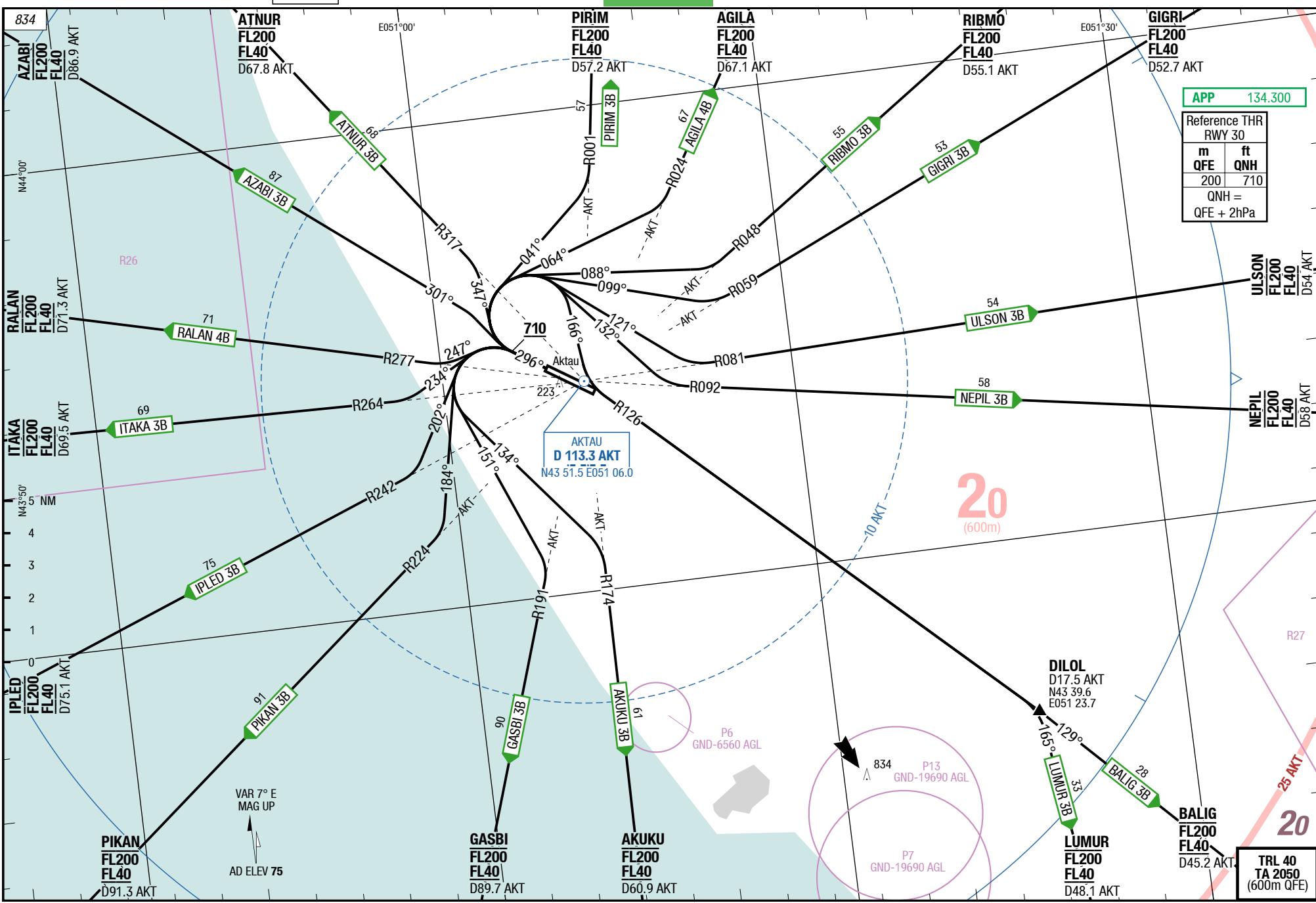
SIDs RWY 30

SID

SID

Aktau Kazakhstan

SIDs RWY 30



## SCO-UATE

5-10

## SIDs RWY 12

**AGILA 4A / AKUKU 3A / ATNUR 3A / AZABI 3A / BALIG 3A / GASBI 3A / GIGRI 3A / IPLED 3A / ITAKA 3A / LUMUR 3A / NEPIL 3A / PIKAN 3A / PIRIM 3A / RALAN 44 / RIBMO 3A / ULSON 3A**

RWY 12 (116°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 12</b>		
<b>AGILA 4A 134.300</b>	at MNM 730 LT 344° - intercept R024 <b>AKT</b> to AGILA	AGILA between <b>FL40</b> and <b>FL200</b>
<b>AKUKU 3A 134.300</b>	at MNM 730 LT to <b>AKT</b> - R174 <b>AKT</b> to AKUKU	<b>AKT</b> MNM <b>FL70</b> AKUKU between <b>FL40</b> and <b>FL200</b>
<b>ATNUR 3A 134.300</b>	at MNM 730 LT 277° - intercept R317 <b>AKT</b> to ATNUR	ATNUR between <b>FL40</b> and <b>FL200</b>
<b>AZABI 3A 134.300</b>	at MNM 730 LT 261° - intercept R301 <b>AKT</b> to AZABI	AZABI between <b>FL40</b> and <b>FL200</b>
<b>BALIG 3A 134.300</b>	at MNM 730 RT 129° to BALIG	BALIG between <b>FL40</b> and <b>FL200</b>
<b>GASBI 3A 134.300</b>	at MNM 730 LT to <b>AKT</b> - R191 <b>AKT</b> to GASBI	<b>AKT</b> MNM <b>FL70</b> GASBI between <b>FL40</b> and <b>FL200</b>
<b>GIGRI 3A 134.300</b>	at MNM 730 LT 029° - intercept R059 <b>AKT</b> to GIGRI	GIGRI between <b>FL40</b> and <b>FL200</b>
<b>IPLED 3A 134.300</b>	at MNM 730 LT 212° - intercept R242 <b>AKT</b> to IPLED	IPLED between <b>FL40</b> and <b>FL200</b>
<b>ITAKA 3A 134.300</b>	at MNM 730 LT 224° - intercept R264 <b>AKT</b> to ITAKA	ITAKA between <b>FL40</b> and <b>FL200</b>
<b>LUMUR 3A 134.300</b>	at D13.5 <b>AKT RT</b> 182° - intercept R152 <b>AKT</b> to LUMUR	LUMUR between <b>FL40</b> and <b>FL200</b>
<b>NEPIL 3A 134.300</b>	at MNM 730 LT 062° - intercept R092 <b>AKT</b> to NEPIL	NEPIL between <b>FL40</b> and <b>FL200</b>
<b>PIKAN 3A 134.300</b>	at MNM 730 LT 194° - intercept R224 <b>AKT</b> to PIKAN	PIKAN between <b>FL40</b> and <b>FL200</b>
<b>PIRIM 3A 134.300</b>	at MNM 730 LT 321° - intercept R001 <b>AKT</b> to PIRIM	PIRIM between <b>FL40</b> and <b>FL200</b>
<b>RALAN 44 134.300</b>	at MNM 730 LT 237° - intercept R277 <b>AKT</b> to RALAN	RALAN between <b>FL40</b> and <b>FL200</b>
<b>RIBMO 3A 134.300</b>	at MNM 730 LT 018° - intercept R048 <b>AKT</b> to RIBMO	RIBMO between <b>FL40</b> and <b>FL200</b>
<b>ULSON 3A 134.300</b>	at MNM 730 LT 051° - intercept R081 <b>AKT</b> to ULSION	ULSON between <b>FL40</b> and <b>FL200</b>

## SCO-UATE

5-20

## SIDs RWY 30

**AGILA 4B / AKUKU 3B / ATNUR 3B / AZABI 3B / BALIG 3B / GASBI 3B / GIGRI 3B / IPLED 3B / ITAKA 3B / LUMUR 3B / NEPIL 3B / PIKAN 3B / PIRIM 3B / RALAN 4B / RIBMO 3B / ULSON 3B**

RWY 30 (296°)

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 30</b>		
<b>AGILA 4B 134.300</b>	at MNM <b>710 RT 064°</b> - intercept R024 <b>AKT</b> to AGILA	AGILA between <b>FL40</b> and <b>FL200</b>
<b>AKUKU 3B 134.300</b>	at MNM <b>710 LT 134°</b> - intercept R174 <b>AKT</b> to AKUKU	AKUKU between <b>FL40</b> and <b>FL200</b>
<b>ATNUR 3B 134.300</b>	at MNM <b>710 RT 347°</b> - intercept R317 <b>AKT</b> to ATNUR	ATNUR between <b>FL40</b> and <b>FL200</b>
<b>AZABI 3B 134.300</b>	at MNM <b>710 RT 301°</b> to AZABI	AZABI between <b>FL40</b> and <b>FL200</b>
<b>BALIG 3B 134.300</b>	at MNM <b>710 RT 166°</b> - intercept R126 <b>AKT</b> to DILOL - <b>RT 128°</b> to BALIG	BALIG between <b>FL40</b> and <b>FL200</b>
<b>GASBI 3B 134.300</b>	at MNM <b>710 LT 151°</b> - intercept R191 <b>AKT</b> to GASBI	GASBI between <b>FL40</b> and <b>FL200</b>
<b>GIGRI 3B 134.300</b>	at MNM <b>710 RT 099°</b> - intercept R059 <b>AKT</b> to GIGRI	GIGRI between <b>FL40</b> and <b>FL200</b>
<b>IPLED 3B 134.300</b>	at MNM <b>710 LT 202°</b> - intercept R242 <b>AKT</b> to IPLED	IPLED between <b>FL40</b> and <b>FL200</b>
<b>ITAKA 3B 134.300</b>	at MNM <b>710 LT 234°</b> - intercept R264 <b>AKT</b> to ITAKA	ITAKA between <b>FL40</b> and <b>FL200</b>
<b>LUMUR 3B 134.300</b>	at MNM <b>710 RT 166°</b> - intercept R126 <b>AKT</b> to DILOL - <b>RT 165°</b> to LUMUR	LUMUR between <b>FL40</b> and <b>FL200</b>
<b>NEPIL 3B 134.300</b>	at MNM <b>710 RT 132°</b> - intercept R092 <b>AKT</b> to NEPIL	NEPIL between <b>FL40</b> and <b>FL200</b>
<b>PIKAN 3B 134.300</b>	at MNM <b>710 LT 184°</b> - intercept R224 <b>AKT</b> to PIKAN	PIKAN between <b>FL40</b> and <b>FL200</b>
<b>PIRIM 3B 134.300</b>	at MNM <b>710 RT 041°</b> - intercept R001 <b>AKT</b> to PIRIM	PIRIM between <b>FL40</b> and <b>FL200</b>
<b>RALAN 4B 134.300</b>	at MNM <b>710 LT 247°</b> - intercept R277 <b>AKT</b> to RALAN	RALAN between <b>FL40</b> and <b>FL200</b>
<b>RIBMO 3B 134.300</b>	at MNM <b>710 RT 088°</b> - intercept R048 <b>AKT</b> to RIBMO	RIBMO between <b>FL40</b> and <b>FL200</b>
<b>ULSON 3B 134.300</b>	at MNM <b>710 RT 121°</b> - intercept R081 <b>AKT</b> to ULSION	ULSON between <b>FL40</b> and <b>FL200</b>

**Effective 14-SEP-2017**

07-SEP-2017

SCO-UATE

6-10

**STARs RWY 12 via AKT**

STARS RWY 12 via T

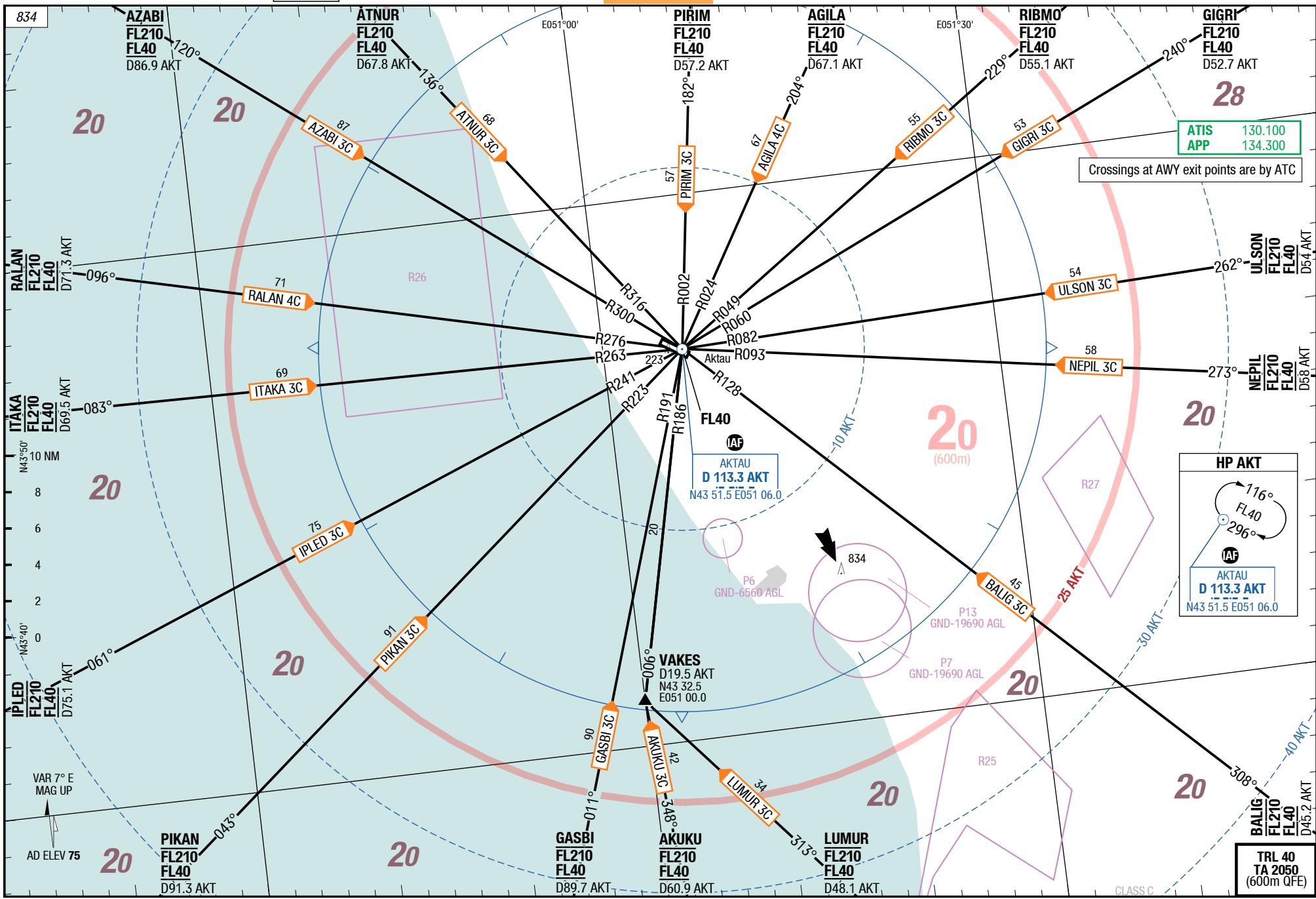
STAR

STAR

Aktau Kazakhstan

STARs RWY 12 via

**STARs RWY 12 via AKT**



**Effective 14-SEP-2017**

07-SEP-2017

SCO-UATE

6-20

Kazakhstan Aktau

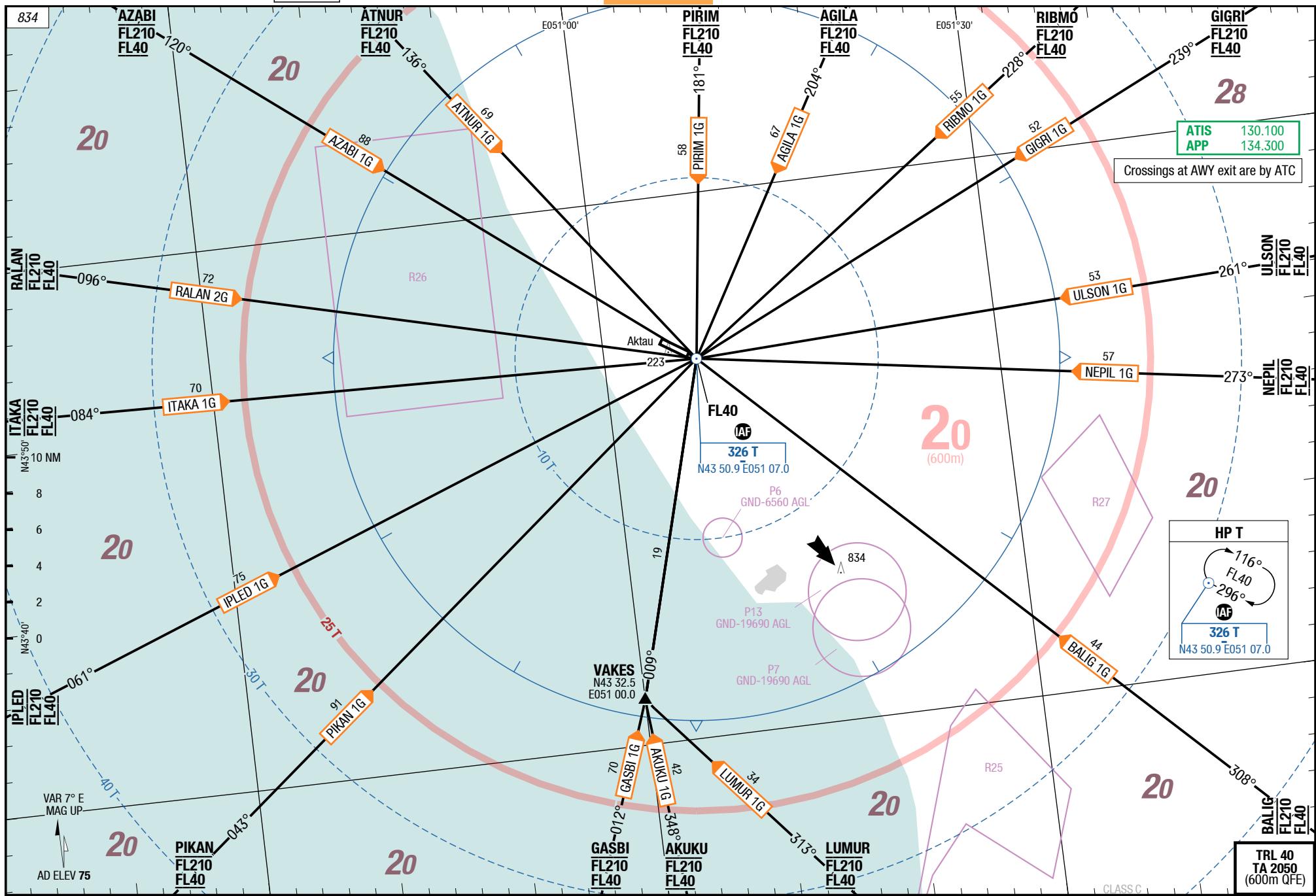
**STARs RWY 12 via T**

STAR

CTAD

Aktau Kazakhstan

**STARs RWY 12 via T**



**Effective 14-SEP-2017**

07-SEP-2017

SCO-UATE

6-30

# **STARs RWY 30 via AKT**

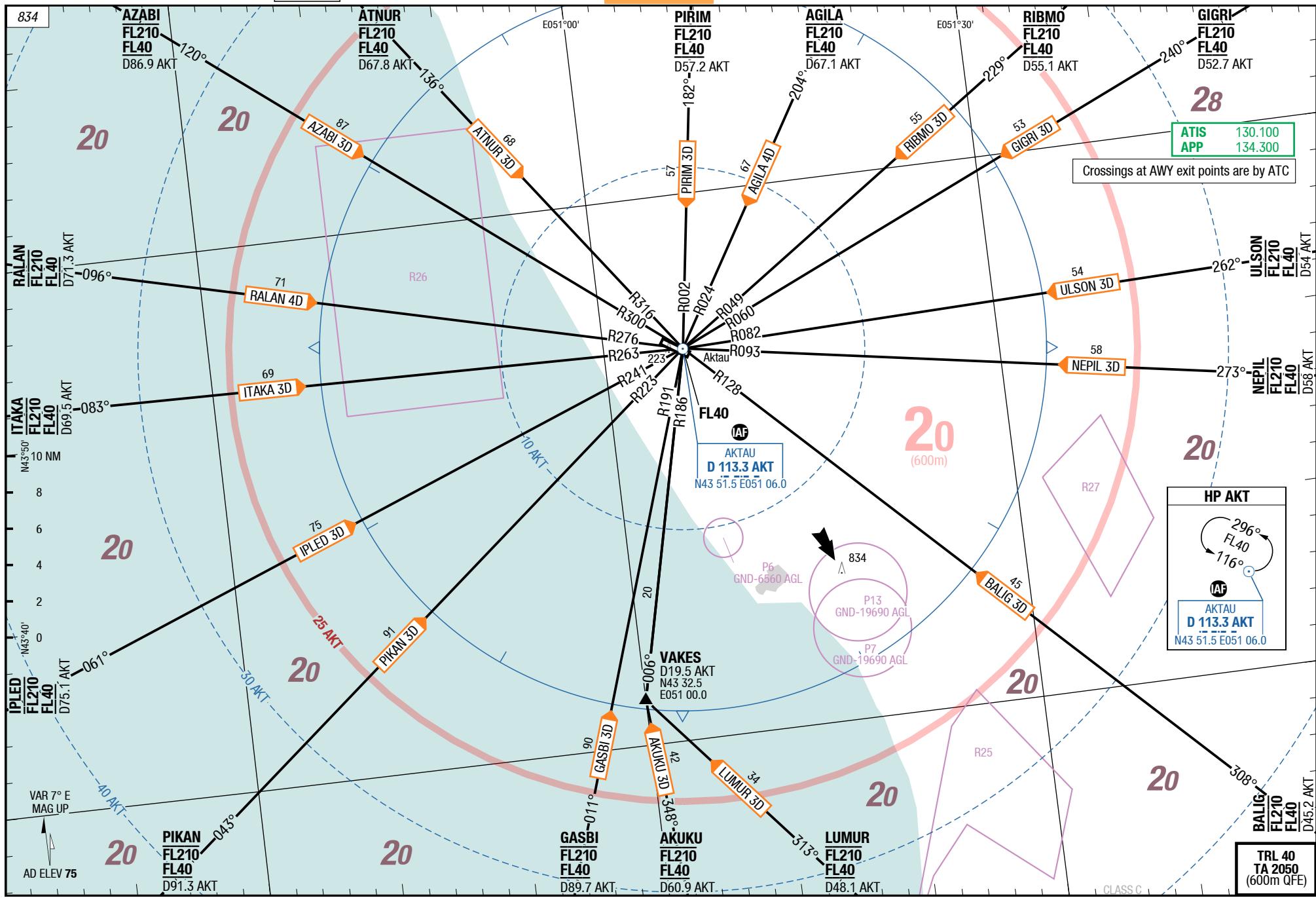
**STARs RWY 30 via T**

STAR

Aktau Kazakhstan

STARs RWY 30 via

**STARs RWY 30 via AKT**



Effective 14-SEP-2017

07-SEP-2017

SCO-UATE

Kazakhstan Aktau

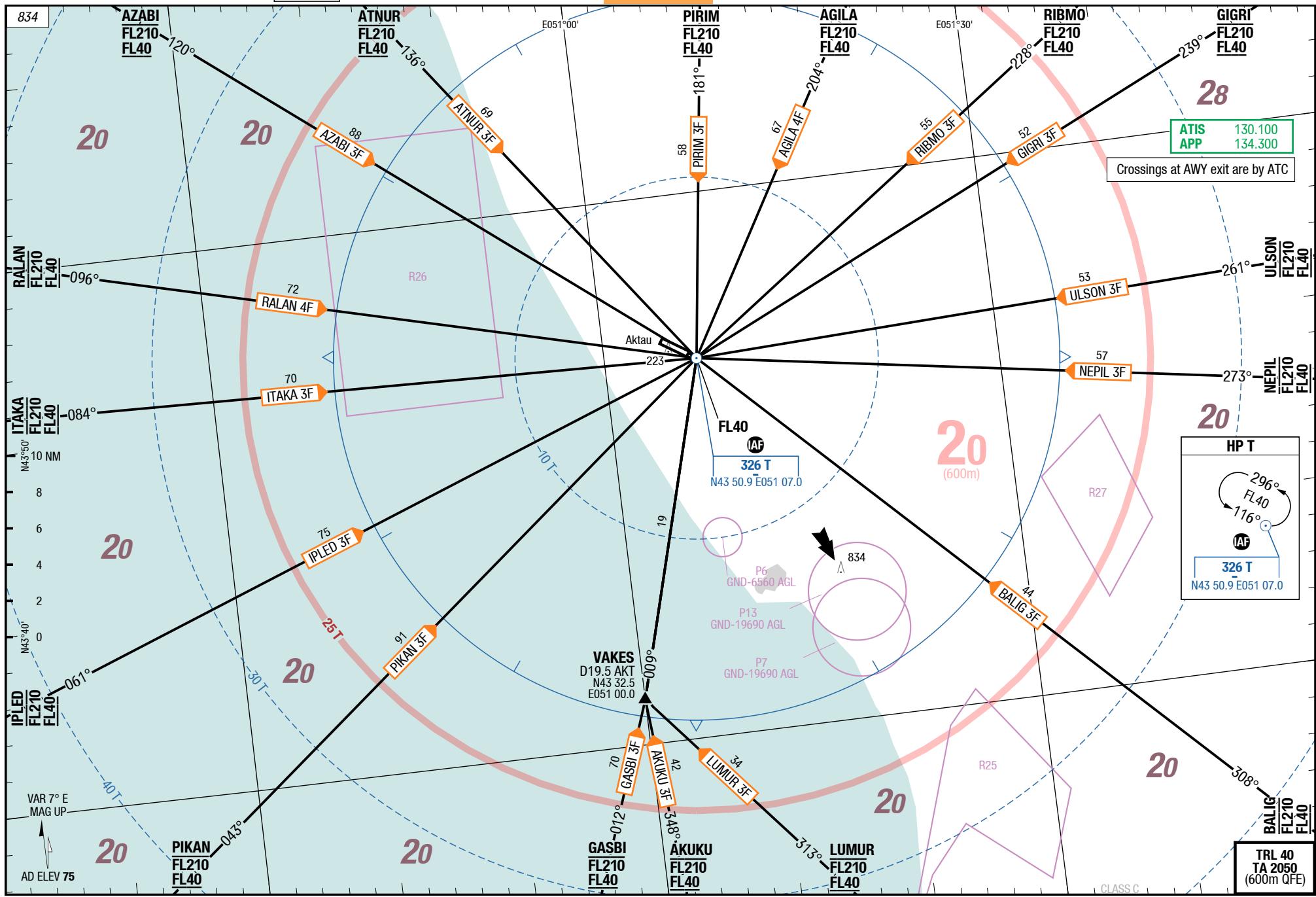
6-40

STARs RWY 30 via T

STAR

Aktau Kazakhstan

STARs RWY 30 via T

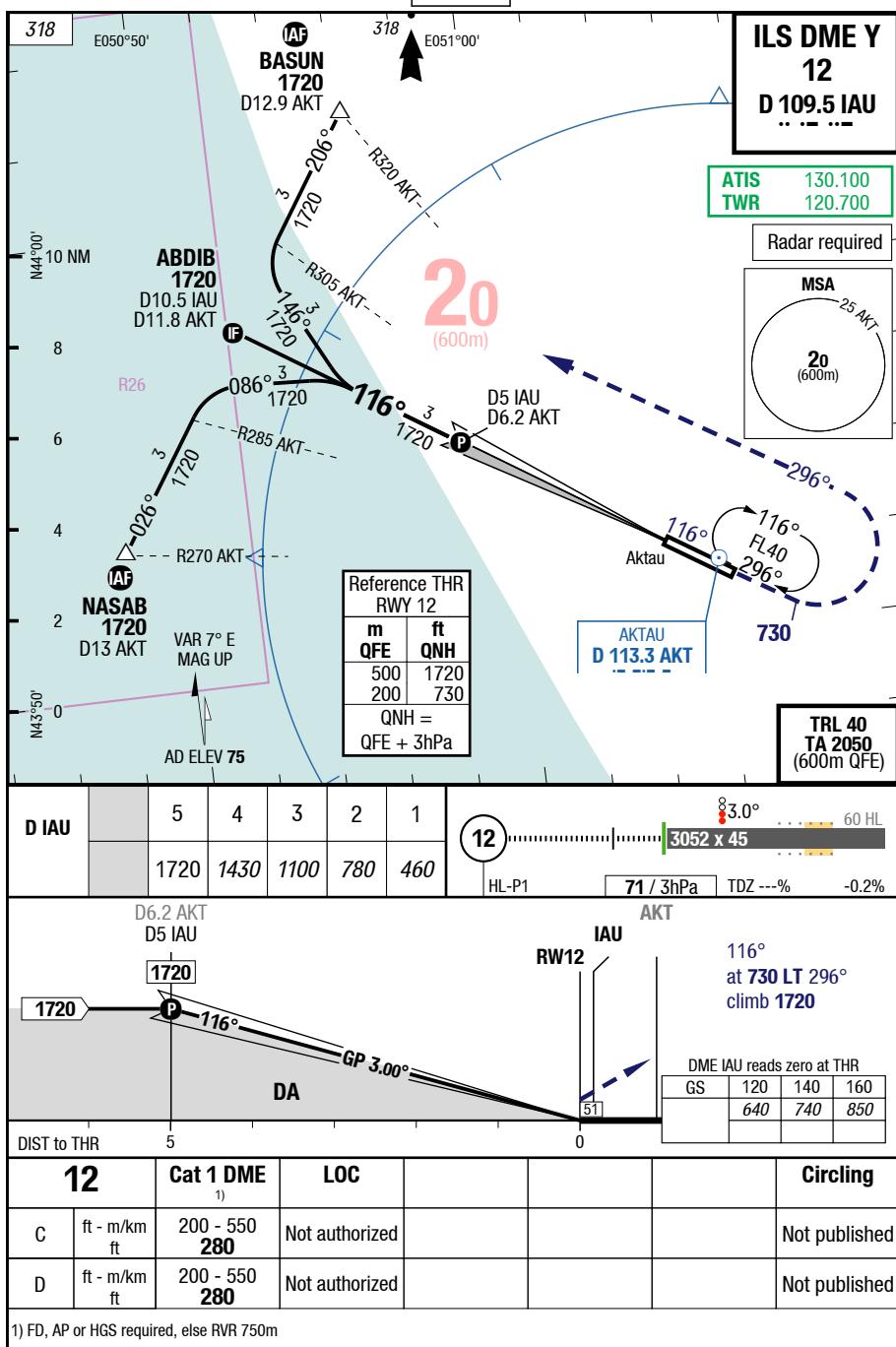


## SCO-UATE

7-10

ILS DME Y 12

IAC

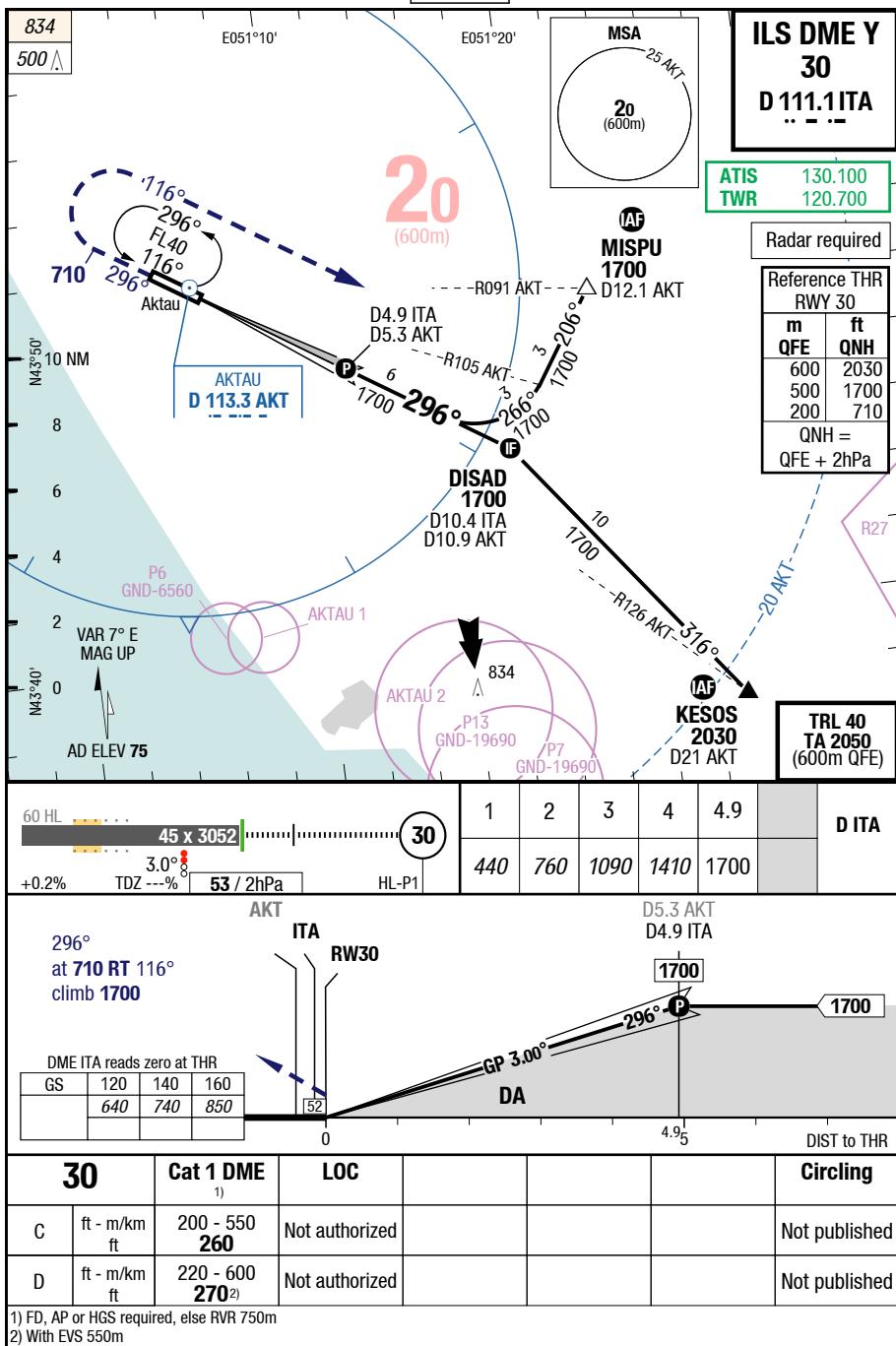


Changes: Completely revised

## SCO-UATE

7-20

ILS DME Y 30

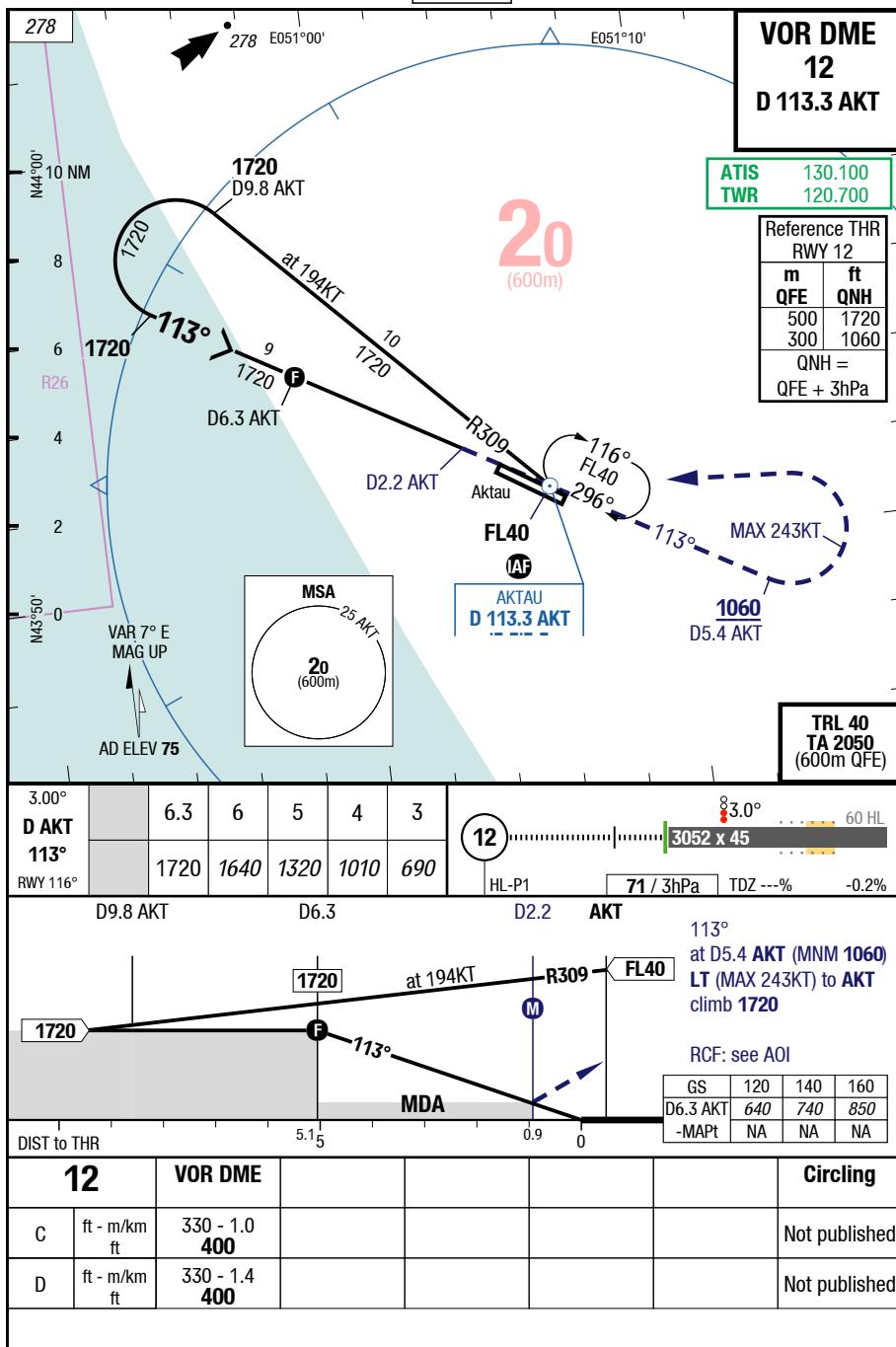


Changes: Completely revised

## SCO-UATE

7-30

VOR DME 12

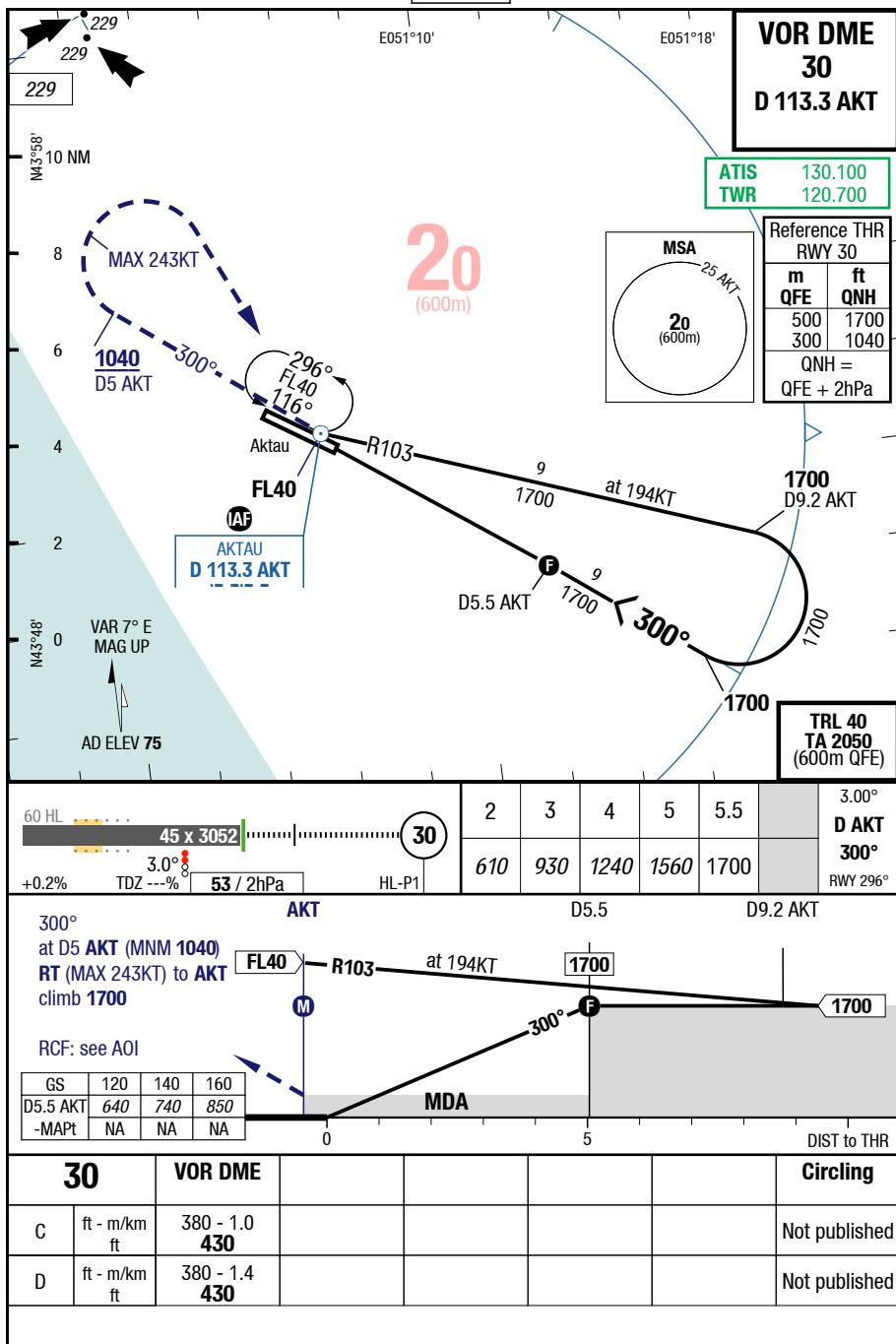


Changes: MAPt, Speed RESTR

SCO-UATE

7-40

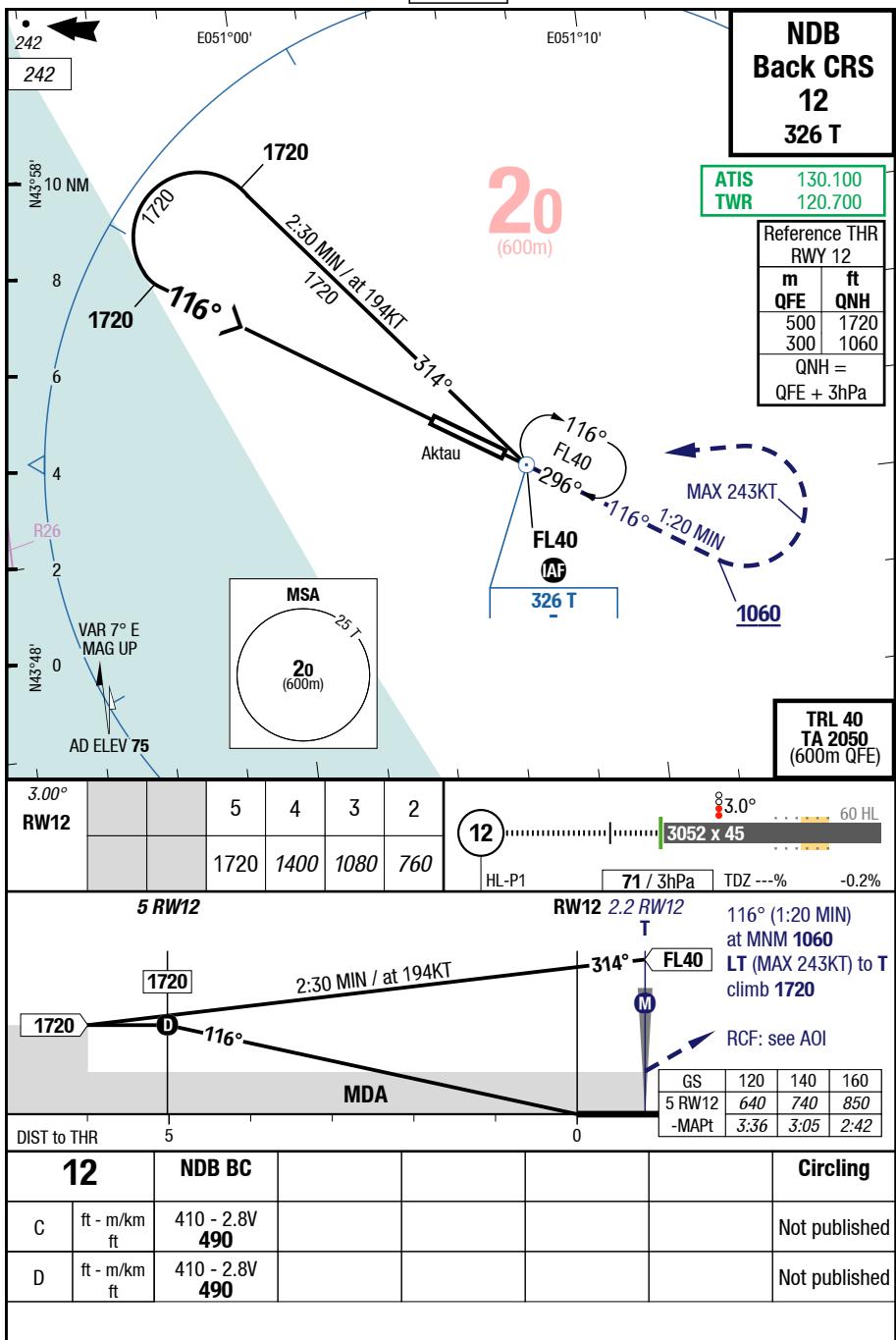
**VOR DME 30**



## SCO-UATE

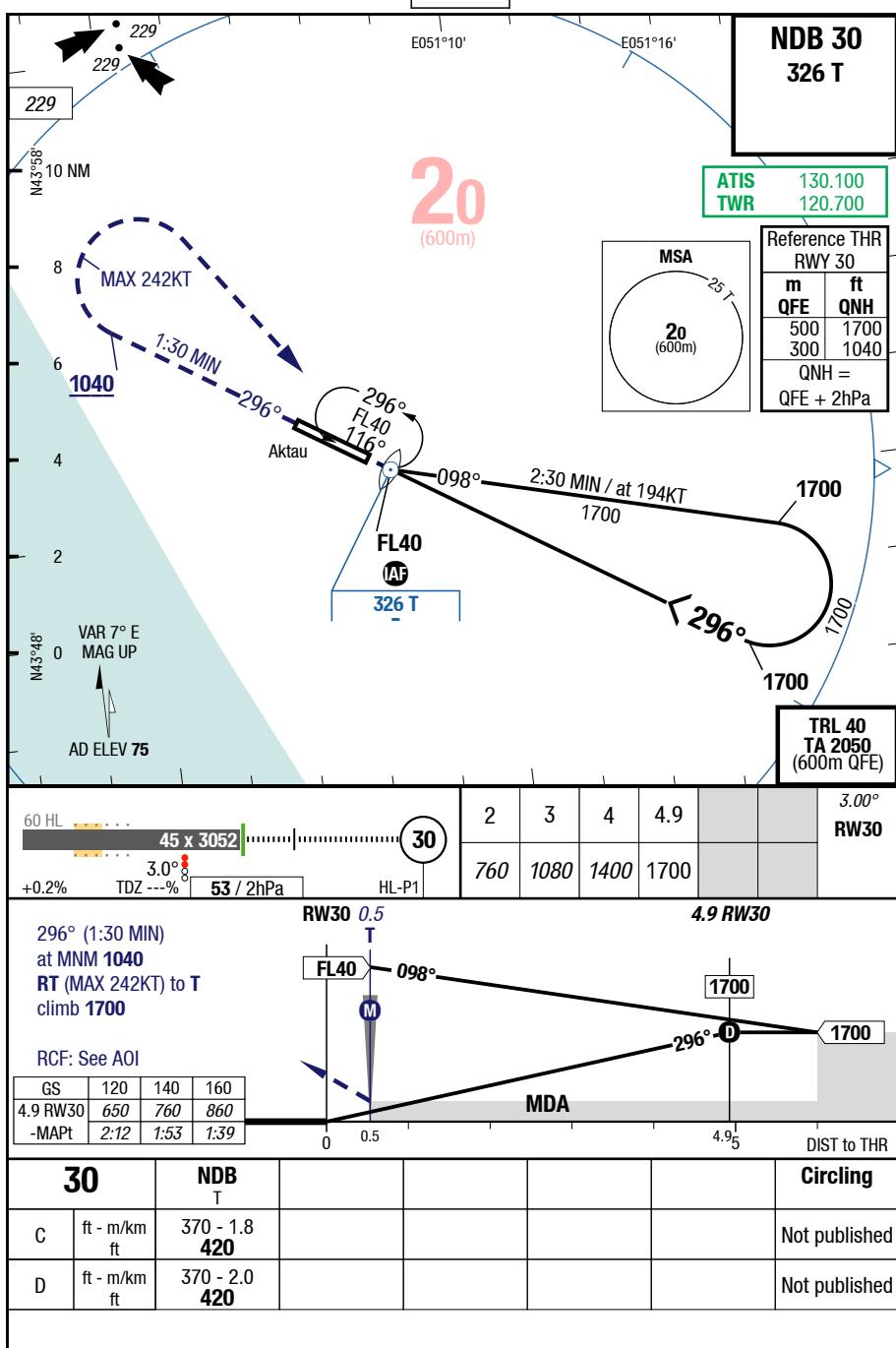
7-50

## NDB Back CRS 12



7-60

NDB 30



07-SEP-2017

SCO-UATE

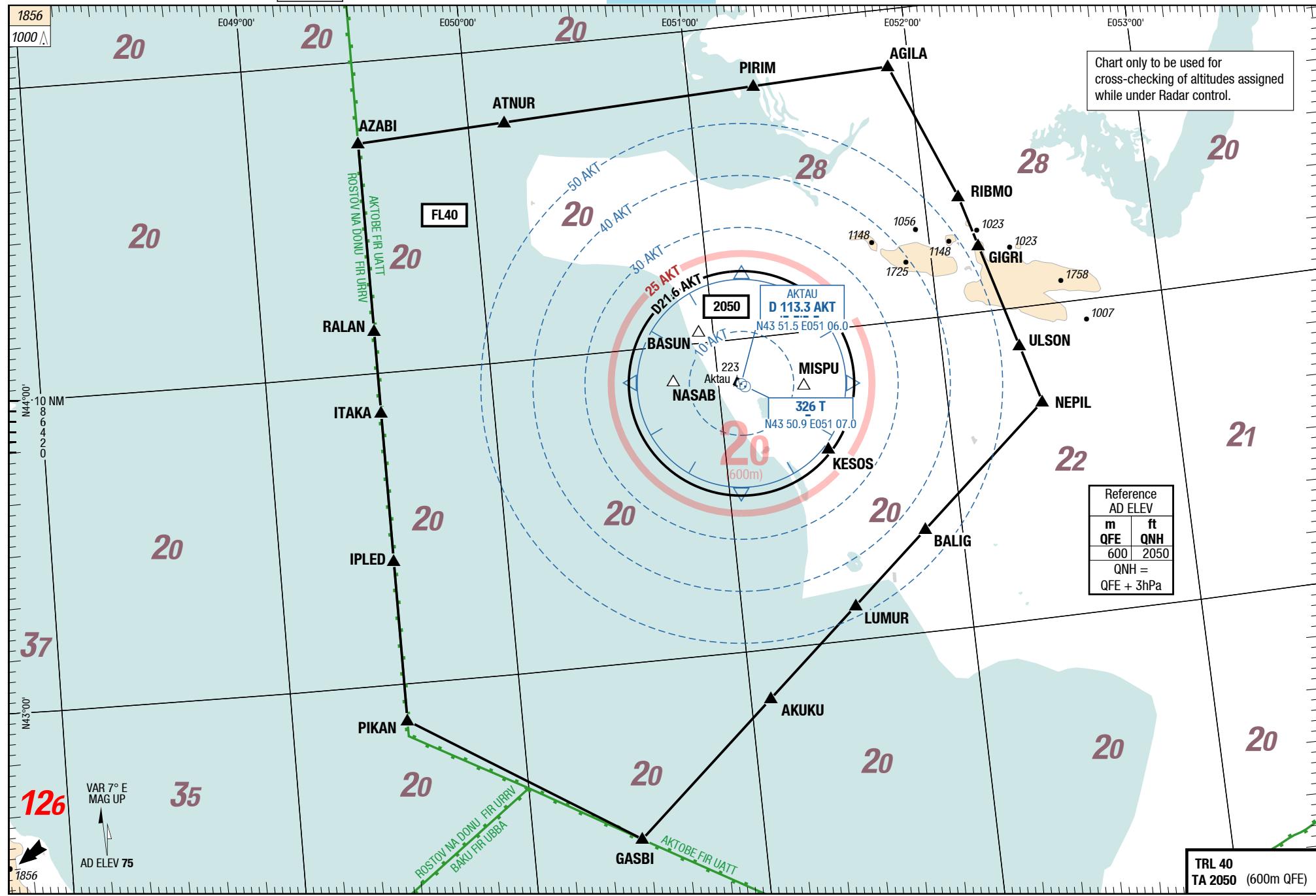
## Kazakhstan Aktau

MRC  
NIL

## Aktau Kazakhstan

MRC  
NIL

8-10



Changes: OBST