

**GENERAL****Operational Hours**

ATS Hours / AD OPS Hours / AD Operator Hours: H24

**Airport Information**

**RFF:** CAT 9  
**Fuel:** TS-1, RT  
**PCN:** RWY 14/32: 84/F/C/X/T

**Operation****Preferential RWY**

LDG RWY 14.  
 TKOF RWY 32.

**Low Visibility Procedure**

LVP in force when RVR below 550m.

During LVP:

- For CAT 2 LDGs use RWY 14.
- Taxi with MNM thrust.
- Follow-me on maneuvering area mandatory except when axial lights operating on TWY B and E.
- Parking with marshaller only.
- Intersection TKOF and turns on the RWY prohibited.
- Report RWY vacated after reaching STOP line.

**TWY Restriction**

TWY C width 15m / 49ft.

**Taxi/Parking**

Taxi into/out of stand 10 by towing only.

Taxi into/out of stand 24 and main APN via TWY 4, TWY C by towing only.

**Fuel Dumping Area**

UDEBA-OLAPU-BASPU-UDEBA (not lower than FL90).

In an emergency, the crew shall have the right to drain the fuel out of the designated route.

**Warnings****Areas of Restricted Visibility:**

Exercise caution at RWY segment between TWY C and THR RWY 14.

Birds in vicinity of AD.

**ARRIVAL****Communication**

**COM Failure:** See CRAR and in addition;

**By MISAP**

RWY 14/32 VOR/DME

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

RWY 14/32 NDB

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

## ARRIVAL

## Arrival Procedure

**Noise Abatement Procedure**

Follow NAP according to AFM, maintain assigned FL until final APCH and do not descent below the glide path.

**Reverse:** ACFT OPS might include limitation of reverse thrust operation, except for safety reasons.

**Non-standard GP intercept position on****RWY 14**

GP intercepts RWY 14 at 442m / 1450ft after landing threshold.

Remaining LDG DIST beyond GP is 2558m / 8393ft.

**RWY 32**

GP intercepts RWY 32 at 425m / 1393ft after landing threshold.

Remaining LDG DIST beyond GP is 2576m / 8450ft.

## DEPARTURE

**Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 200R	RCLL Braking coefficient not less than 0.5. MAX than half allowed wind component of ACFT type.
		0 - 300R/300V	REDL, wo REDL HJ only
		0 - 400R/400V	REDL, HJ
		0 - 500R/500V	REDL, HN or wo LGTs HJ only

## Communication

**COM Failure:** See CRAR.

## Departure Procedure

**Low Visibility Procedure**

Use only TWY B and TWY E with enabled TWY edge lights when:

- RVR is 150m for ACFT code letter A, B, C
- RVR is 200m for ACFT code letter D

Taxiing out of stand 1 under own engine power via TWY B and TWY E center lights.

Taxiing out of other stands with follow-me car to TWY B and TWY E center lights.

## De-Icing

AVBL.

**12-OCT-2017**  
**GUW-UATG**

## Kazakhstan Atyrau

**AGC**  
**AFC**

# AFC

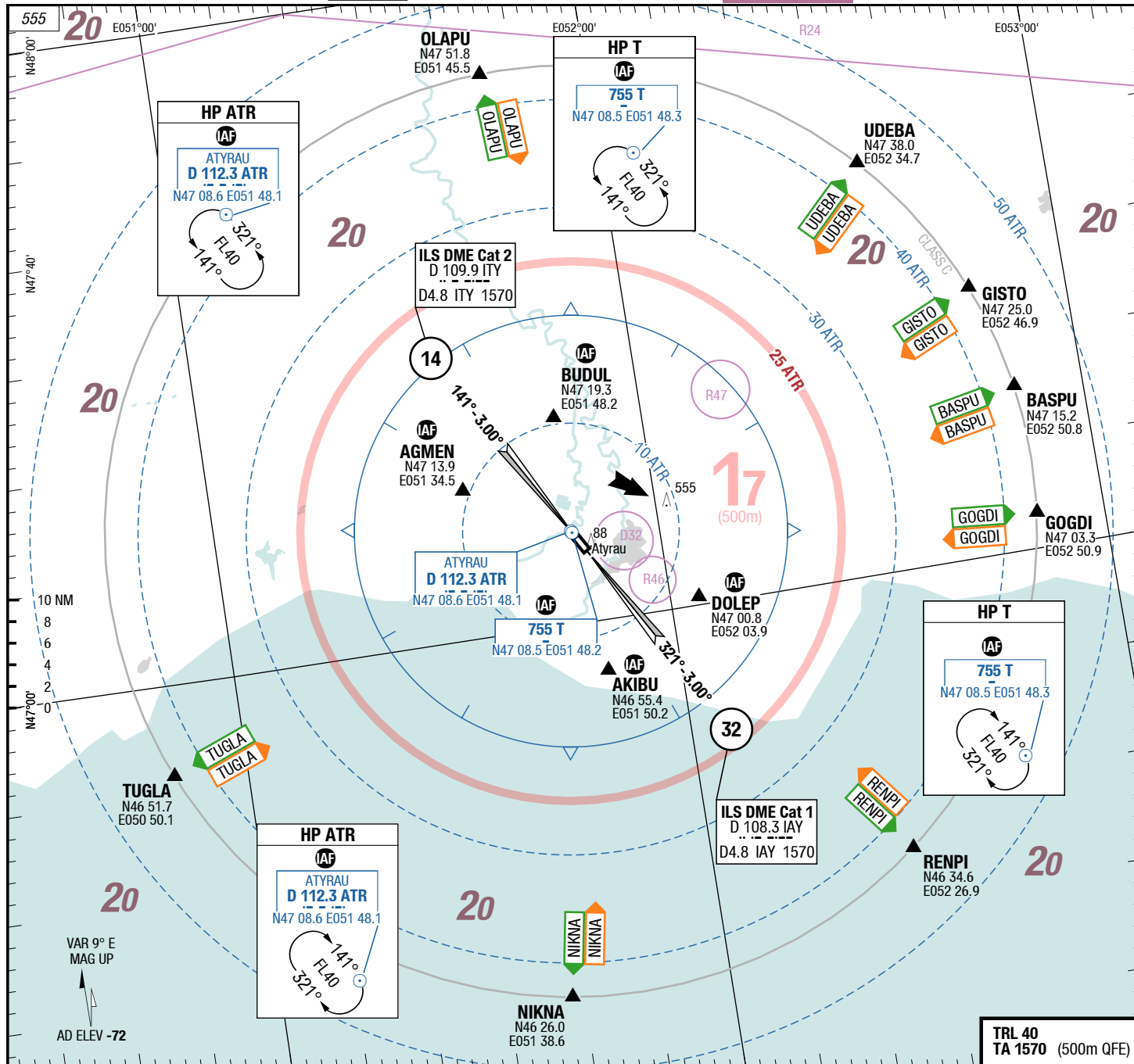
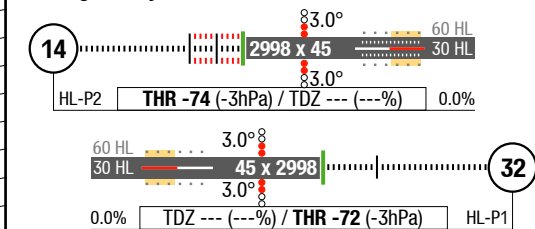
# AFC

## Atyrau Kazakhstan

**AGC**  
**AFC**

ATIS	127.400
APP	123.700
TWR	118.100

**Landing RWY system:**



Changes: APL, OBST, SUAs

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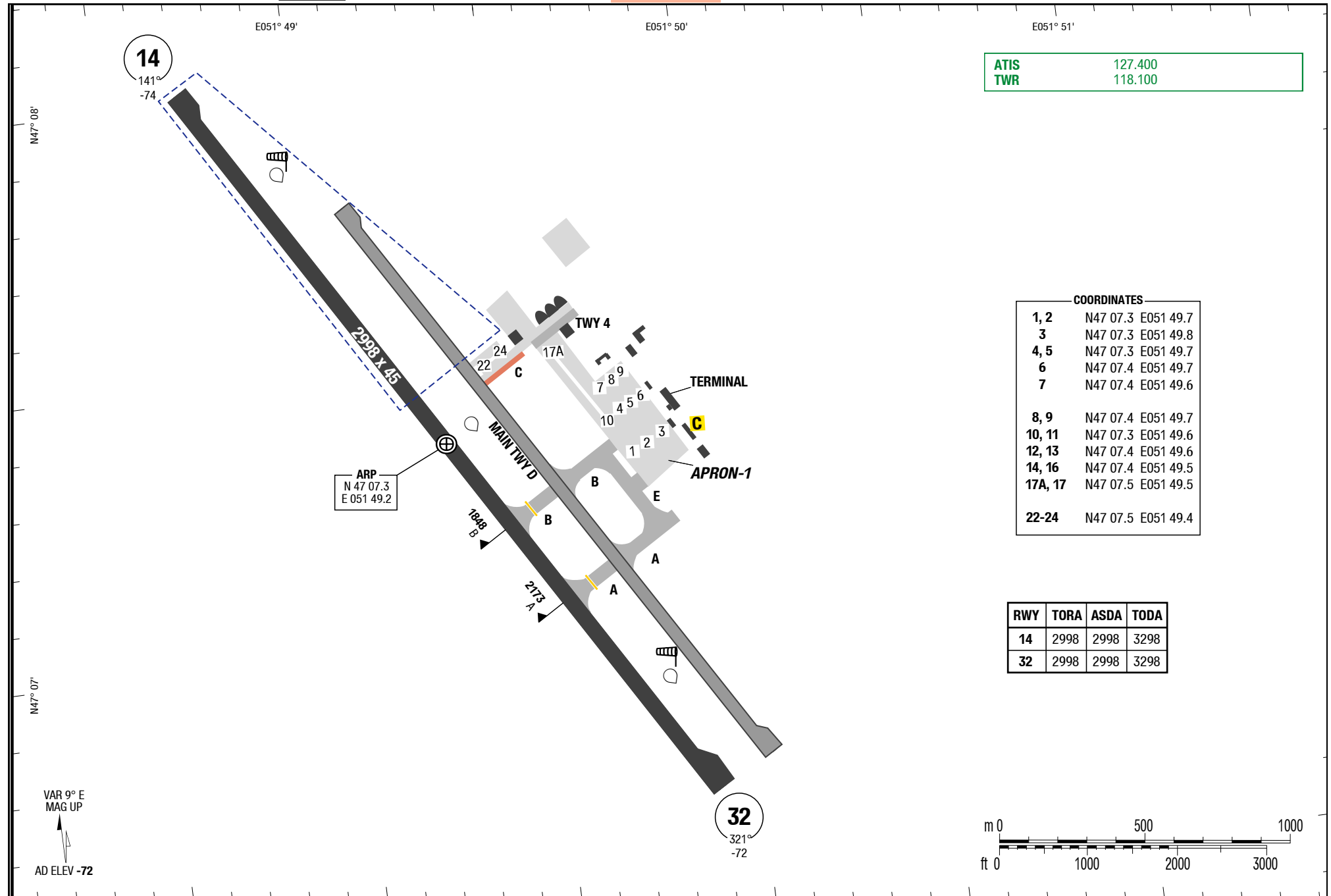
Kazakhstan Atyrau  
AGC

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Atyrau Kazakhstan  
AGC

3-20



Changes: Declared distances, THR ELEV, TKOF INT

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4-10

Kazakhstan **Atyrau**

SIDs RWY 32

**SIDs RWY 14**

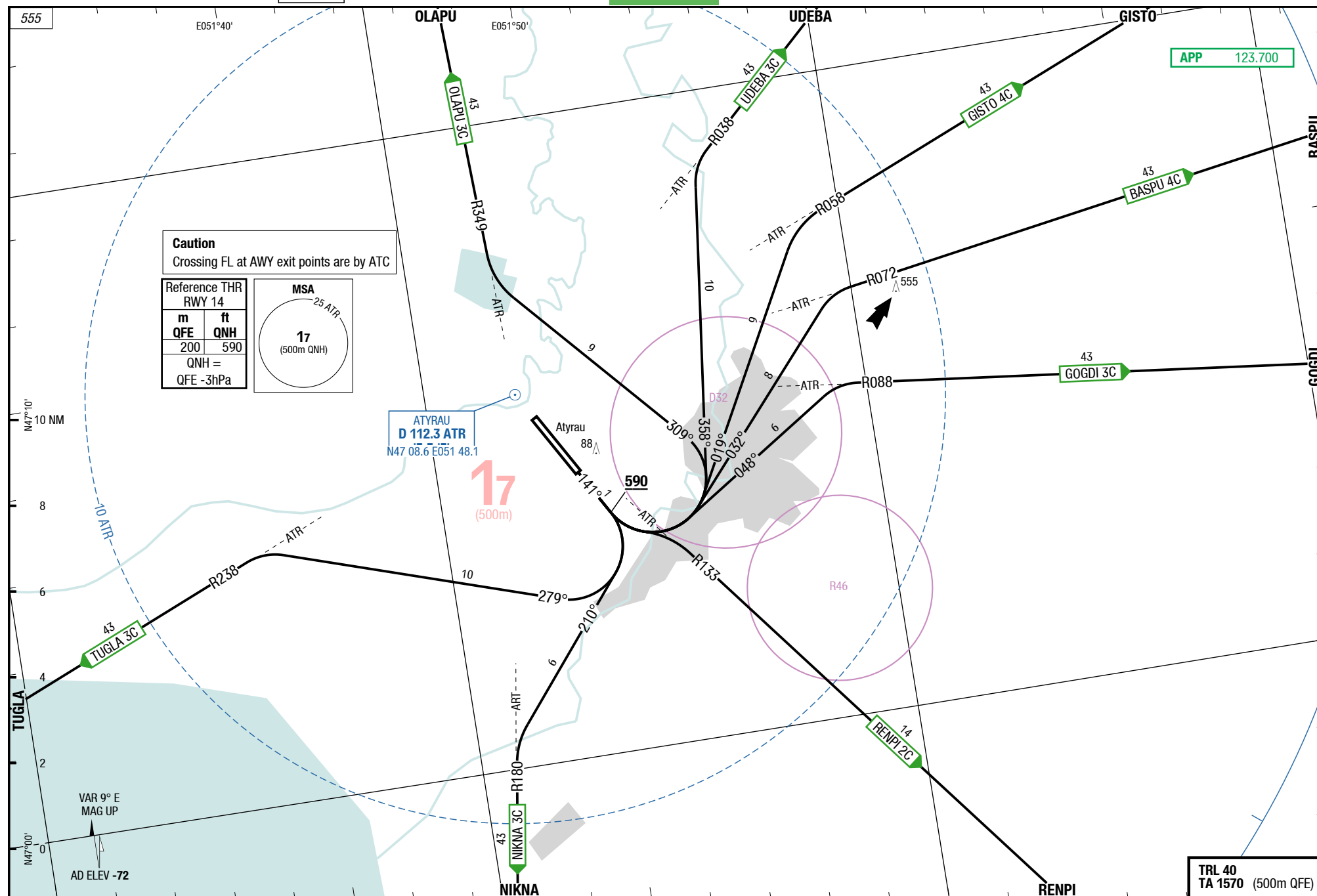
**SID**

**SID**

**Atyrau** Kazakhstan

SIDs RWY 32

**SIDs RWY 14**



Changes: OBST, SUAs

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Kazakhstan Atyrau

Atyrau Kazakhstan

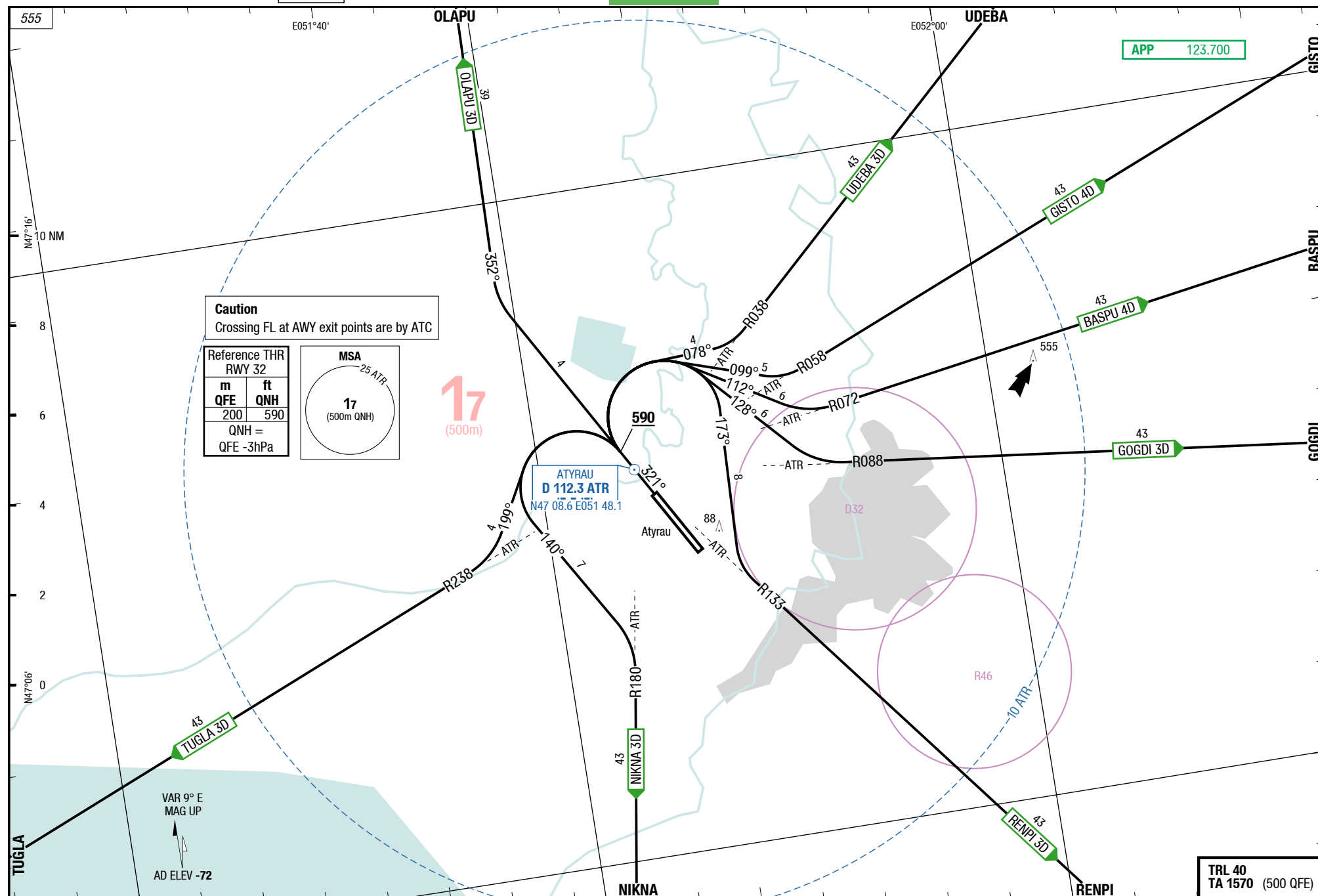
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SIDs RWY 32

SID

SID

SIDs RWY 32



Changes: OBST, SUAs

01-DEC-2016

**GUW-UATG****5-10****SIDs RWY 14****BASPU 4C / GISTO 4C / GOGDI 3C / NIKNA 3C / OLAPU 3C / RENPI 2C / TUGLA 3C / UDEBA 3C**

RWY 14 (141°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BASPU 4C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> 032° - intercept R072 <b>ATR</b> to BASPU	
<b>GISTO 4C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> 019° - intercept R058 <b>ATR</b> to GISTO	
<b>GOGDI 3C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> 048° - intercept R088 <b>ATR</b> to GOGDI	
<b>NIKNA 3C</b> <b>123.700</b> ①	at MNM <b>590 RT</b> 210° - intercept R180 <b>ATR</b> to NIKNA	
<b>OLAPU 3C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> 309° - intercept R349 <b>ATR</b> to OLAPU	
<b>RENPI 2C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> - intercept R133 <b>ATR</b> to RENPI	
<b>TUGLA 3C</b> <b>123.700</b> ①	at MNM <b>590 RT</b> 279° - intercept R238 <b>ATR</b> to TUGLA	
<b>UDEBA 3C</b> <b>123.700</b> ①	at MNM <b>590 LT</b> 358° - intercept R038 <b>ATR</b> to UDEBA	

① Crossing FL at AWY exit points are by ATC

Changes: ALT

01-DEC-2016

**GUW-UATG****5-20****SIDs RWY 32****BASPU 4D / GISTO 4D / GOGDI 3D / NIKNA 3D / OLAPU 3D / RENPI 3D / TUGLA 3D / UDEBA 3D**

RWY 32 (321°)

DESIGNATOR	ROUTING	ALTITUDES
<b>BASPU 4D</b> <b>123.700</b> ①	at MNM <b>590 RT 112°</b> - intercept R072 <b>ATR</b> to BASPU	
<b>GISTO 4D</b> <b>123.700</b> ①	at MNM <b>590 RT 099°</b> - intercept R058 <b>ATR</b> to GISTO	
<b>GOGDI 3D</b> <b>123.700</b> ①	at MNM <b>590 RT 128°</b> - intercept R088 <b>ATR</b> to GOGDI	
<b>NIKNA 3D</b> <b>123.700</b> ①	at MNM <b>590 LT 140°</b> - intercept R180 <b>ATR</b> to NIKNA	
<b>OLAPU 3D</b> <b>123.700</b> ①	at MNM <b>590 RT 352°</b> to OLAPU	
<b>RENPI 3D</b> <b>123.700</b> ①	at MNM <b>590 RT 173°</b> - intercept R133 <b>ATR</b> to RENPI	
<b>TUGLA 3D</b> <b>123.700</b> ①	at MNM <b>590 LT 199°</b> - intercept R238 <b>ATR</b> to TUGLA	
<b>UDEBA 3D</b> <b>123.700</b> ①	at MNM <b>590 RT 078°</b> - intercept R038 <b>ATR</b> to UDEBA	

① Crossing FL at AWY exit points are by ATC

Changes: ALT



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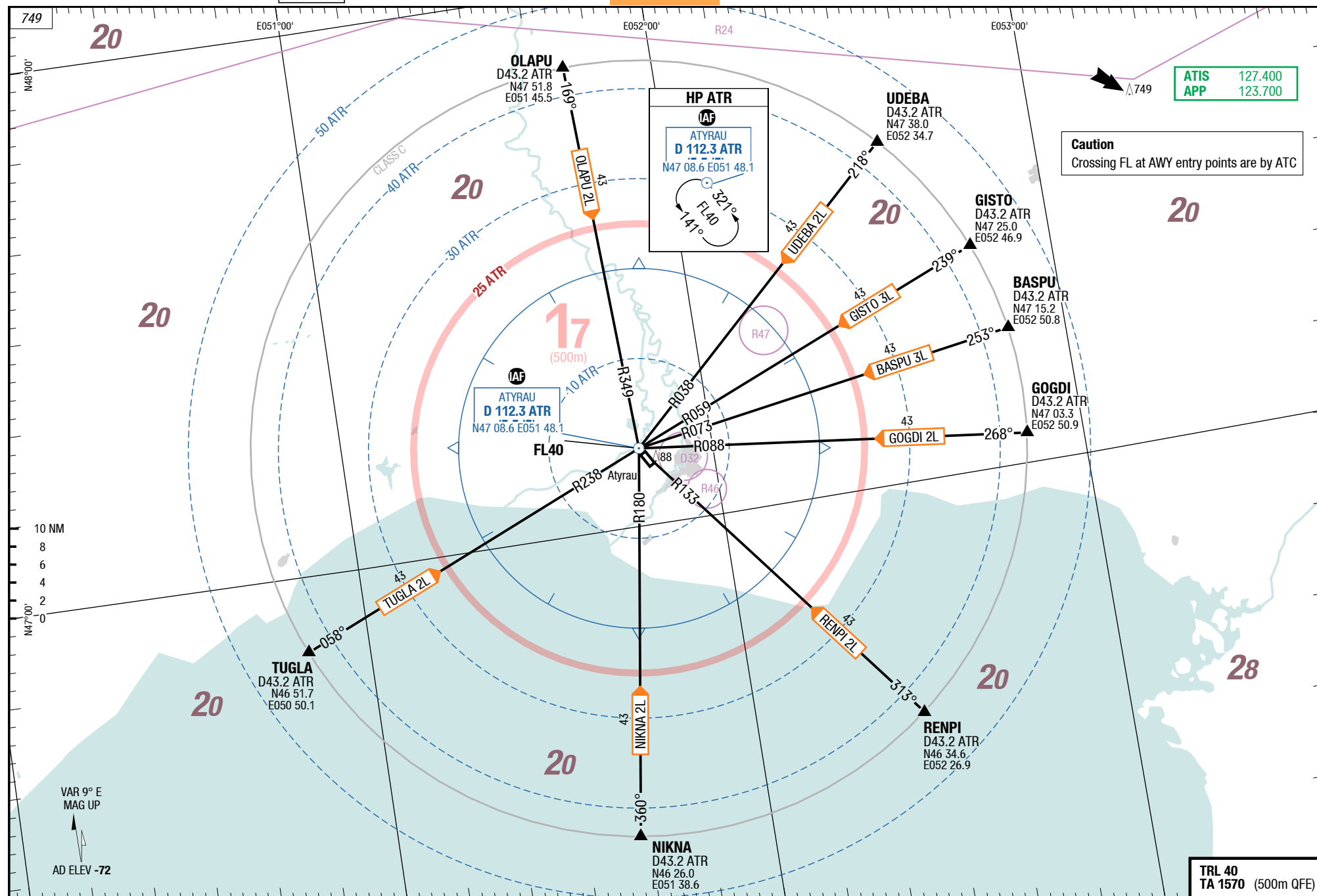
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Kazakhstan **Atyrau**  
STARs RWY 14 (T)  
**STARs RWY 14 (ATR)**

STAR

STAR

Atyrau Kazakhstan  
STARs RWY 14 (T)  
**STARs RWY 14 (ATR)**



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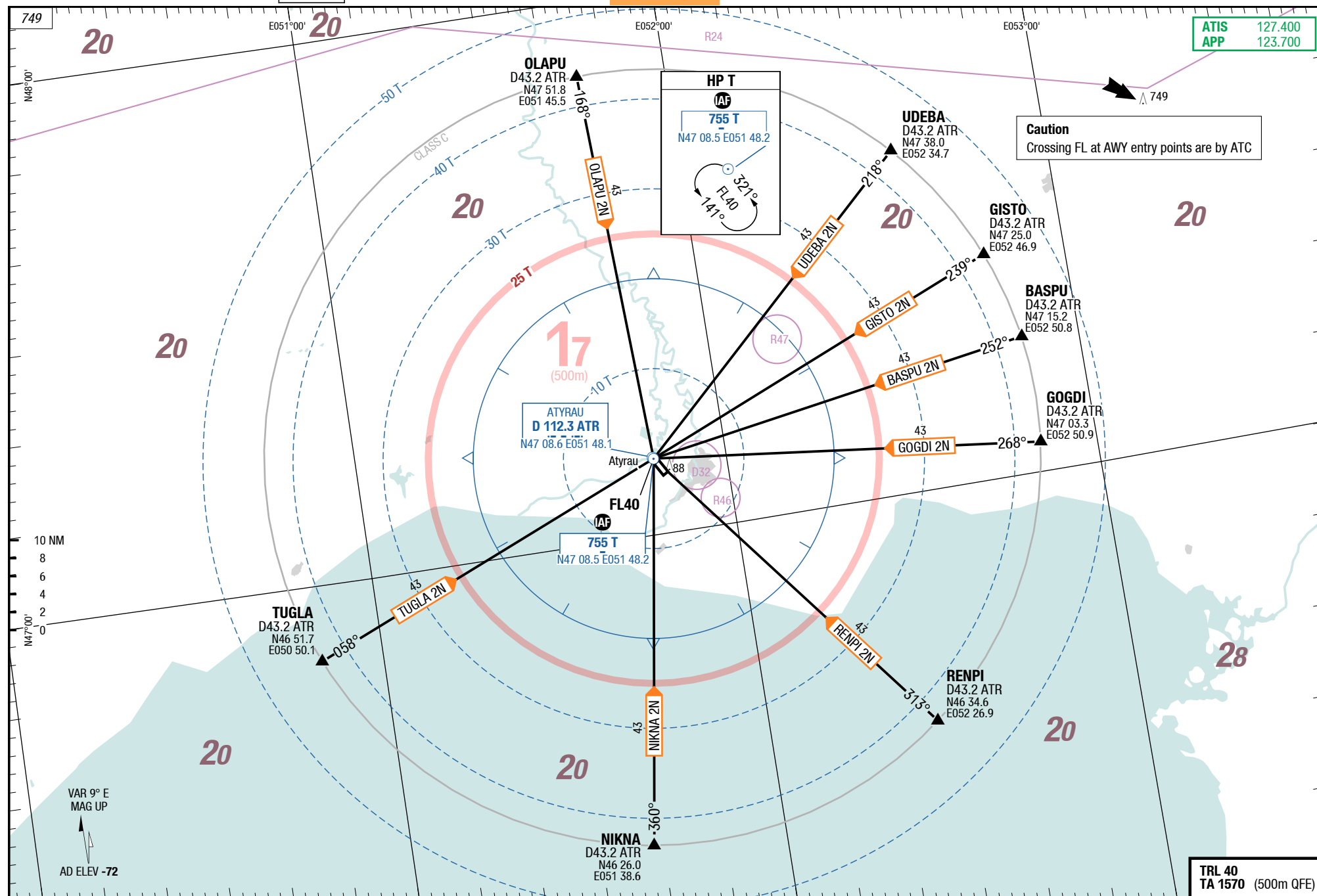
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Kazakhstan Atyrau  
STARs RWY 14 (T)

STAR

STAR

Atyrau Kazakhstan  
STARs RWY 14 (T)



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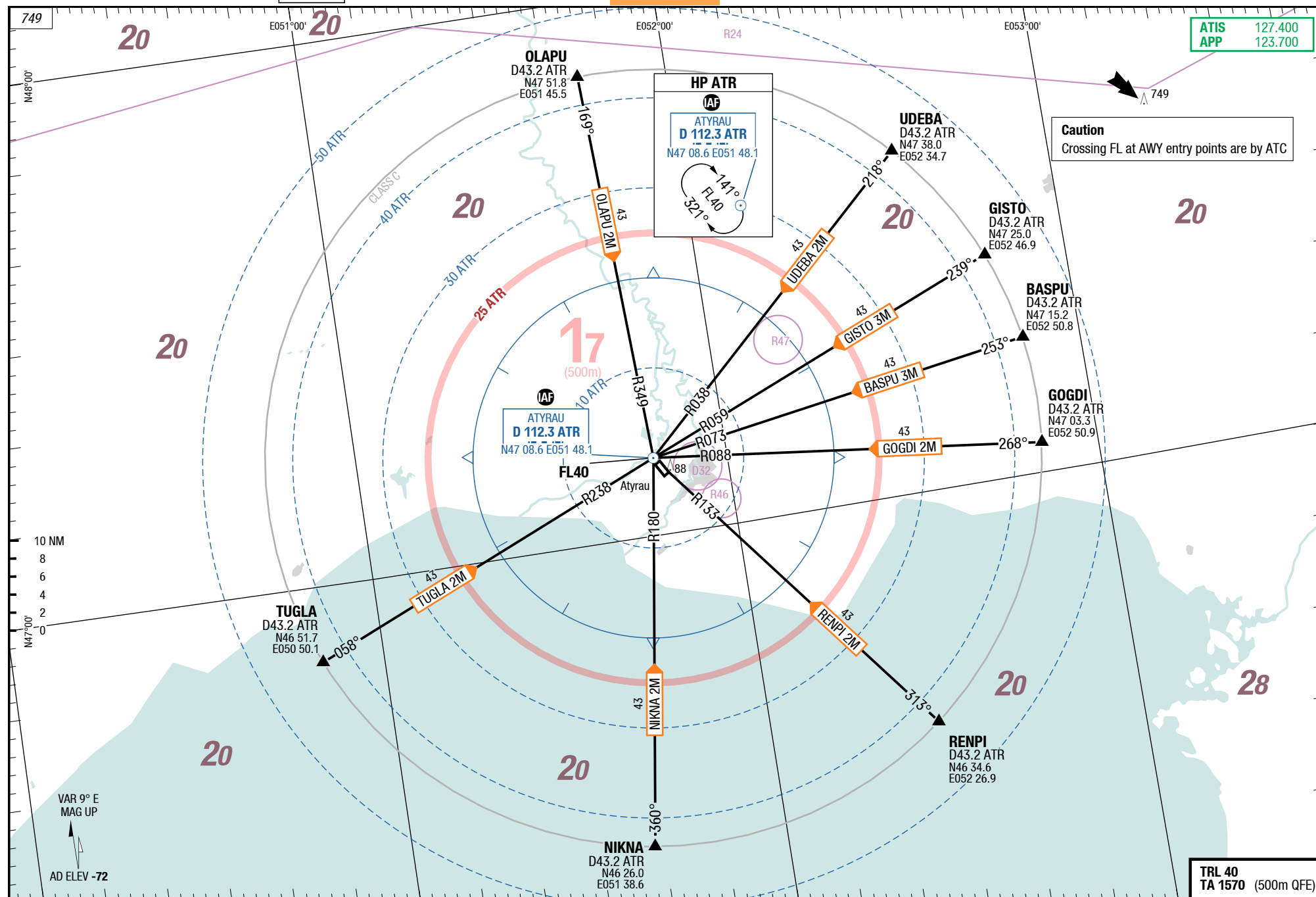
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Kazakhstan **Atyrau**  
STARs RWY 32 (T)  
**STARs RWY 32 (ATR)**

STAR

STAR

**Atyrau** Kazakhstan  
STARs RWY 32 (T)  
**STARs RWY 32 (ATR)**



Changes: OBST, SUAS

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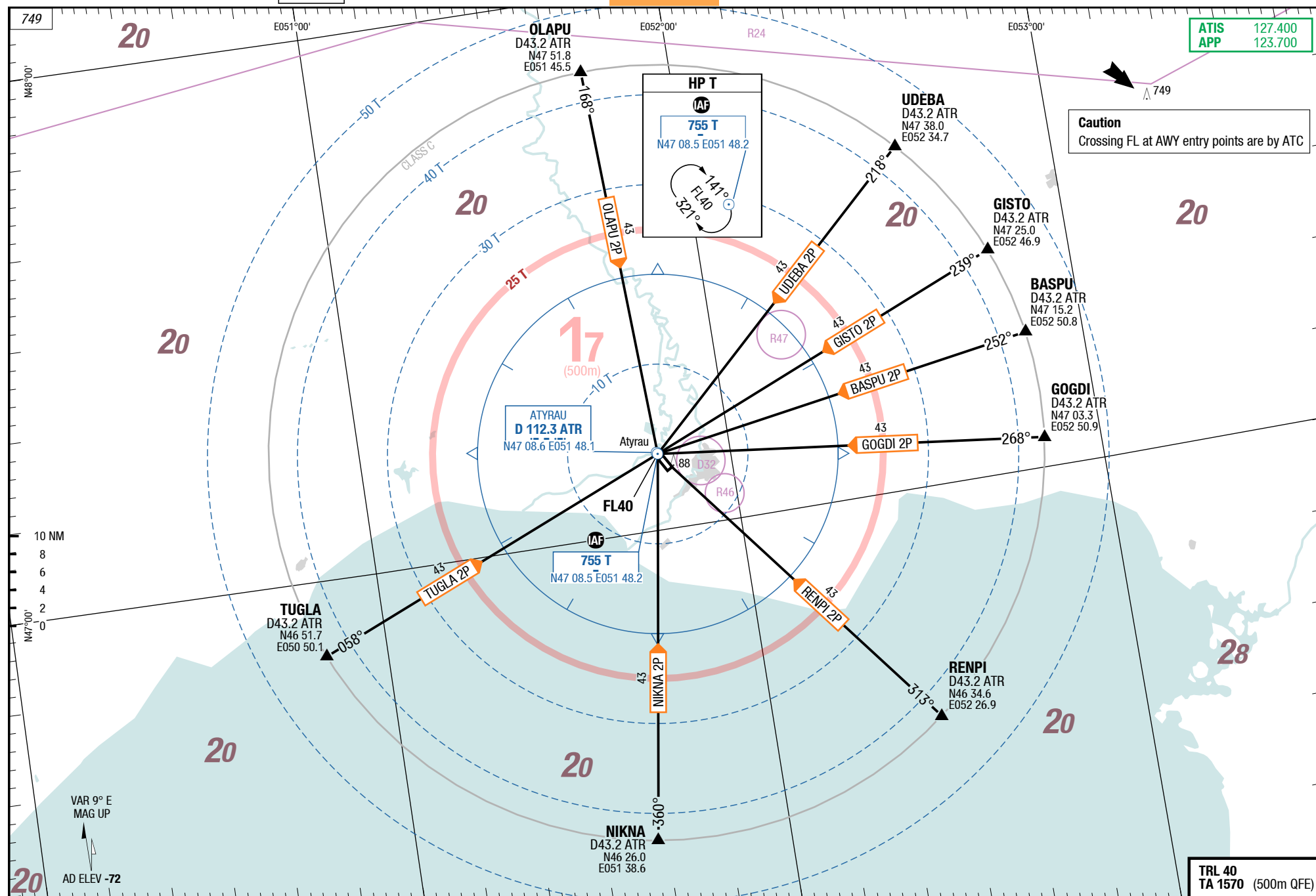
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Kazakhstan Atyrau  
STARs RWY 32 (T)

STAR

STAR

Atyrau Kazakhstan  
STARs RWY 32 (T)





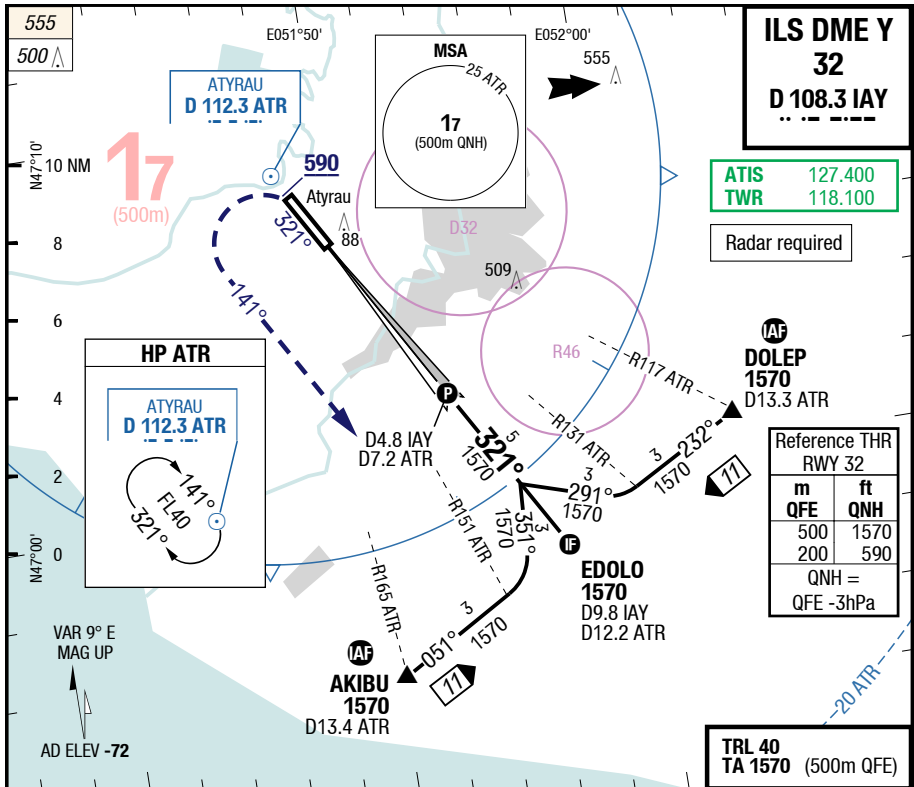
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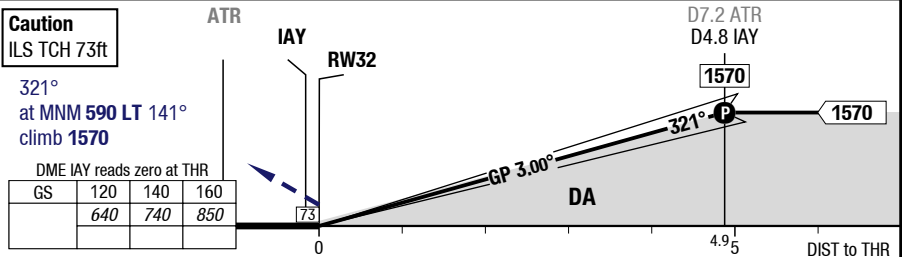
IAC

7-20

ILS DME Y 32



60 HL	3.0°	8	1	2	3	4	4.8		D IAY
30 HL	45 x 2998		340	660	980	1310	1570		
0.0%	TDZ --- (---%) / THR -72 (-3hPa)	HL-P1							



32	Cat 1 DME 1)	LOC				Circling
C	ft - m/km ft	200 - 800 130	Not authorized			Not published
D	ft - m/km ft	200 - 800 130	Not authorized			Not published

1) With EVS 550m

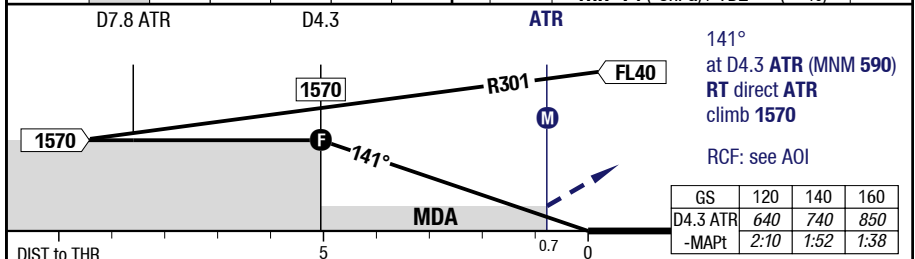
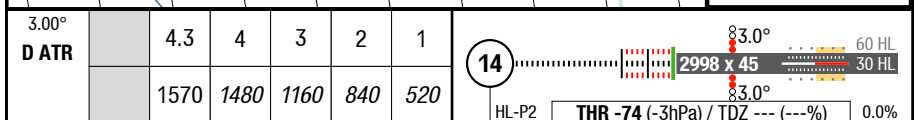
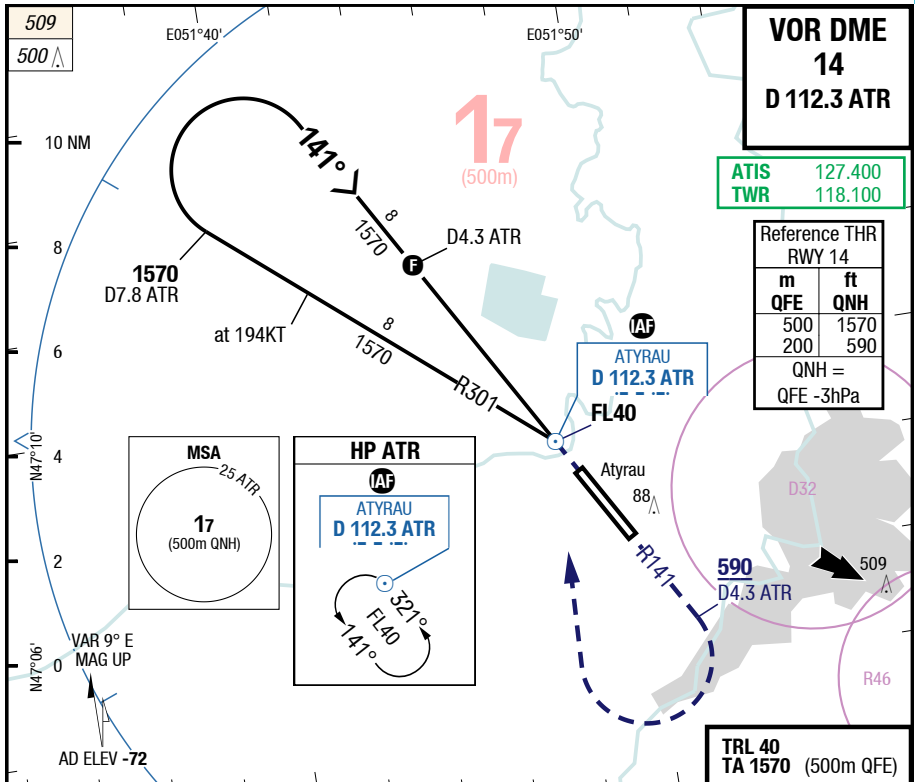
Changes: ALT, APL, OBST, SUAs, Editorial

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7-30

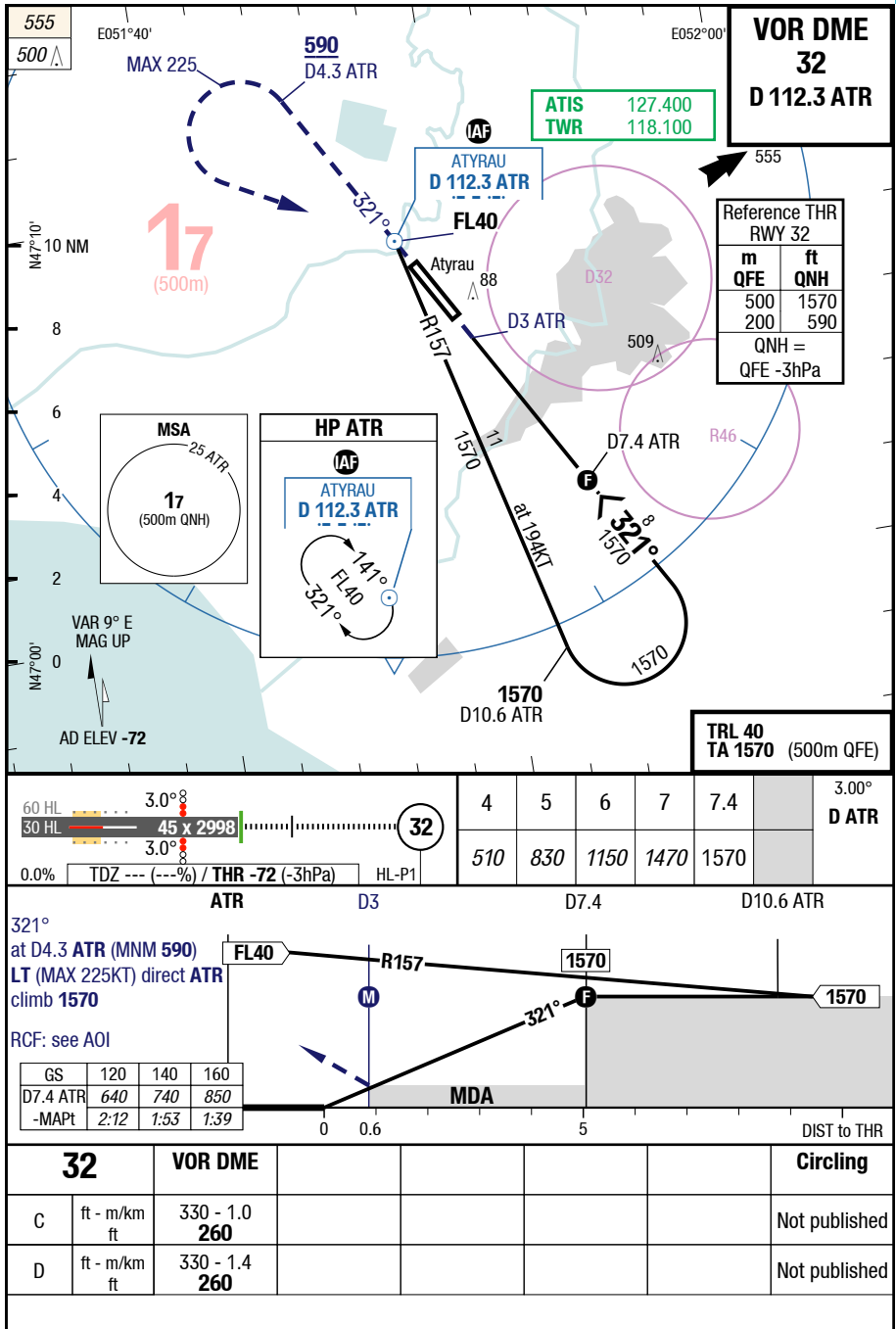
VOR DME 14



14	VOR DME				Circling
C	ft - m/km ft	330 - 1.0 260			Not published
D	ft - m/km ft	330 - 1.4 260			Not published

Changes: APL, OBST, SUAs

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**GUW-UATG****7-40****VOR DME 32**

Changes: APL, OBST, SUAs



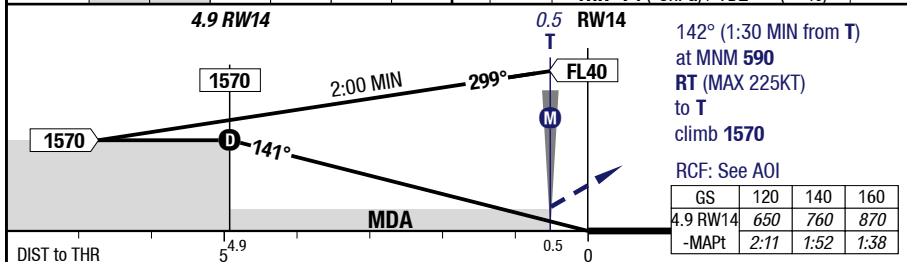
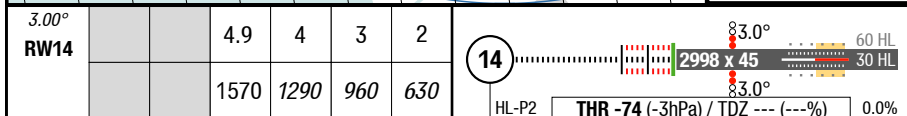
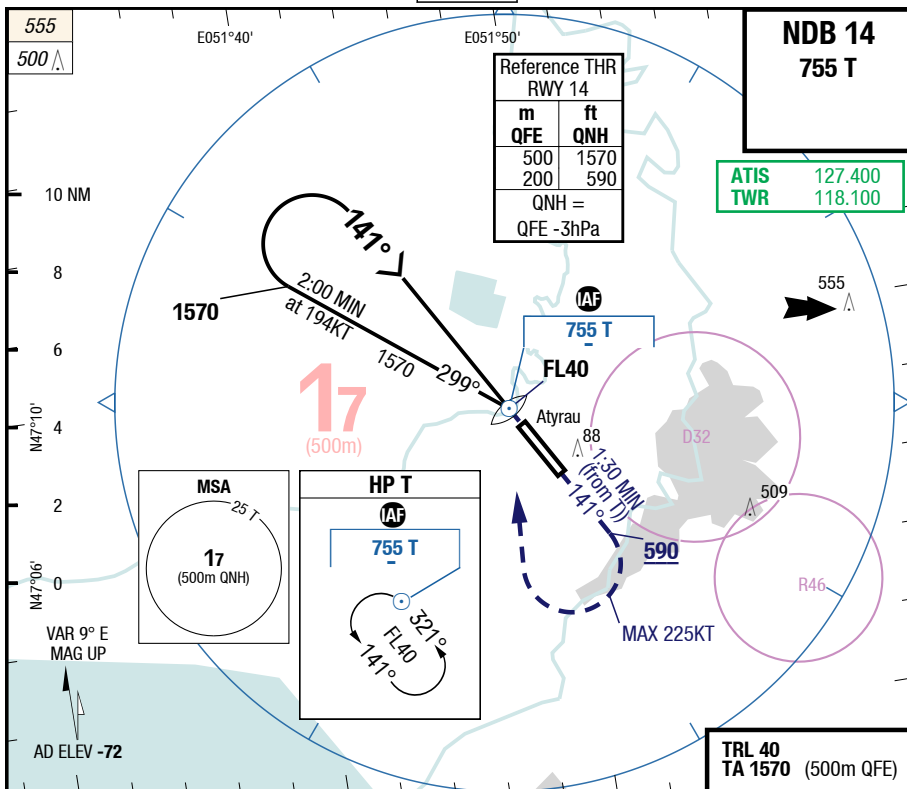
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Kazakhstan **Atyrau**

IAC

7-50

NDB 14



14	NDB					Circling
C	ft - m/km ft	380 - 1.0 310				Not published
D	ft - m/km ft	380 - 1.4 310				Not published

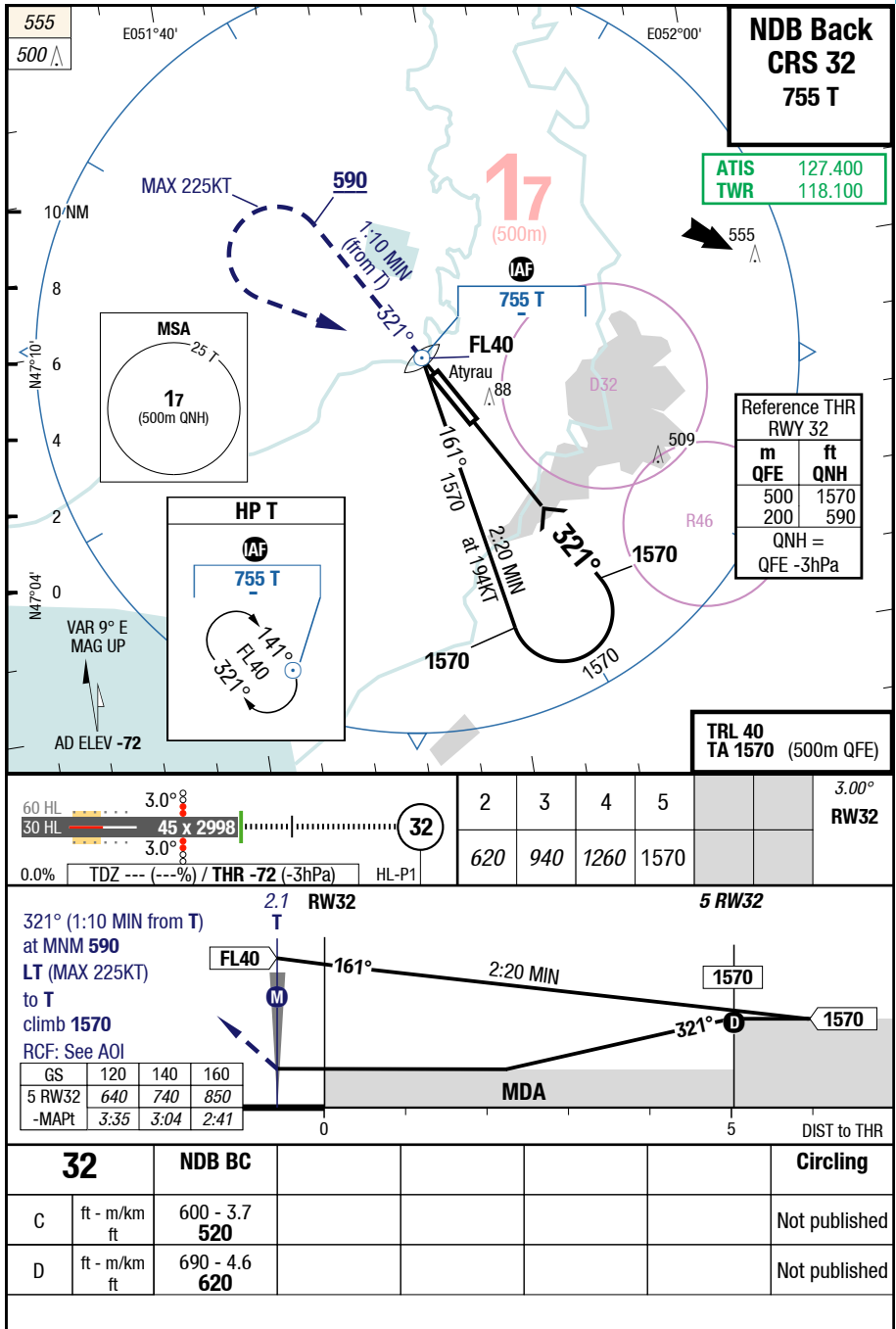
Changes: APL, OBST, SUAs

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7-60

NDB Back CRS 32



Changes: APL, OBST, SUAS

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8-10

Kazakhstan Atyrau

NIL

MRC

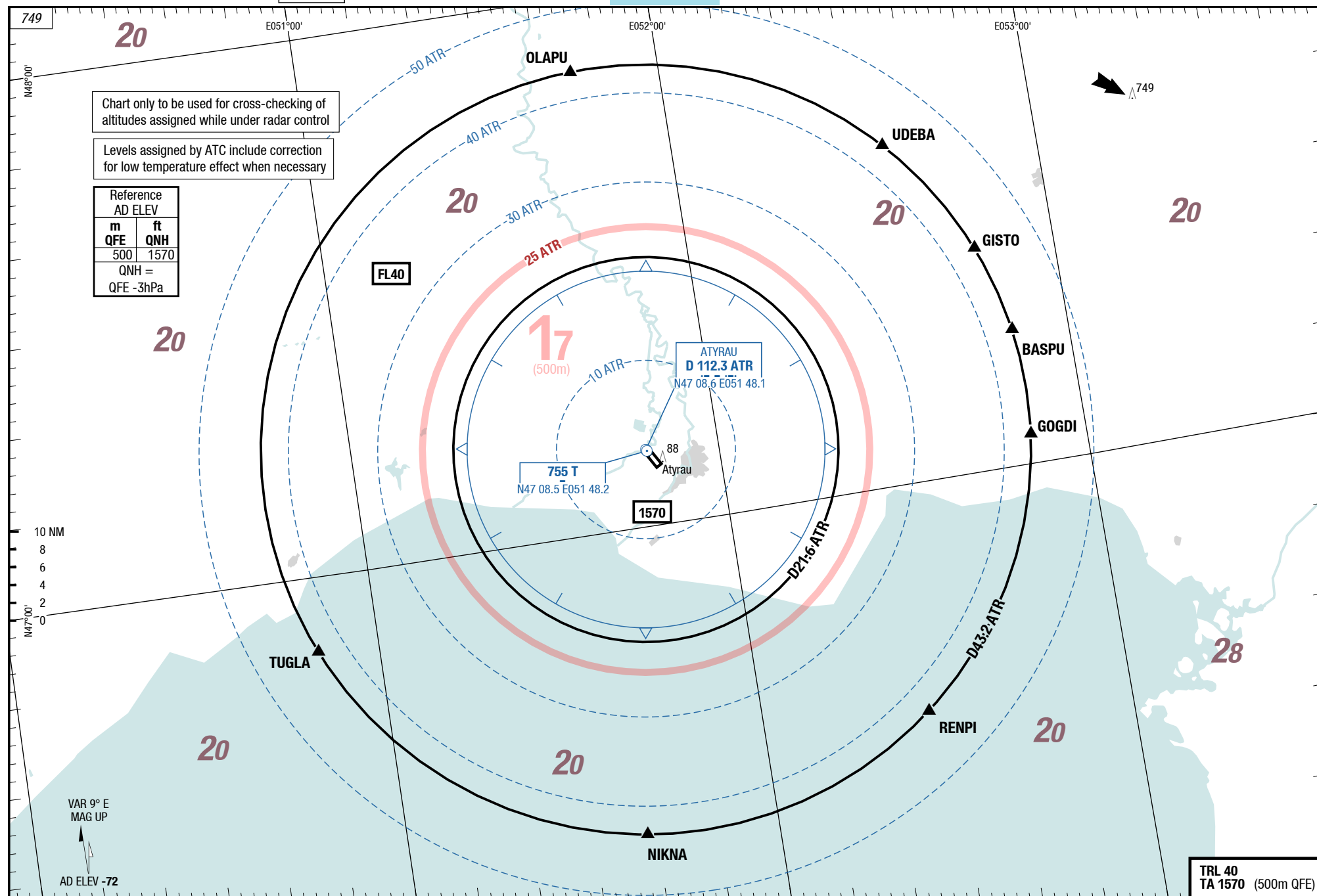
MRC

MRC

Atyrau Kazakhstan

NIL

MRC



Changes: OBST

TRL 40  
TA 1570 (500m QFE)

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