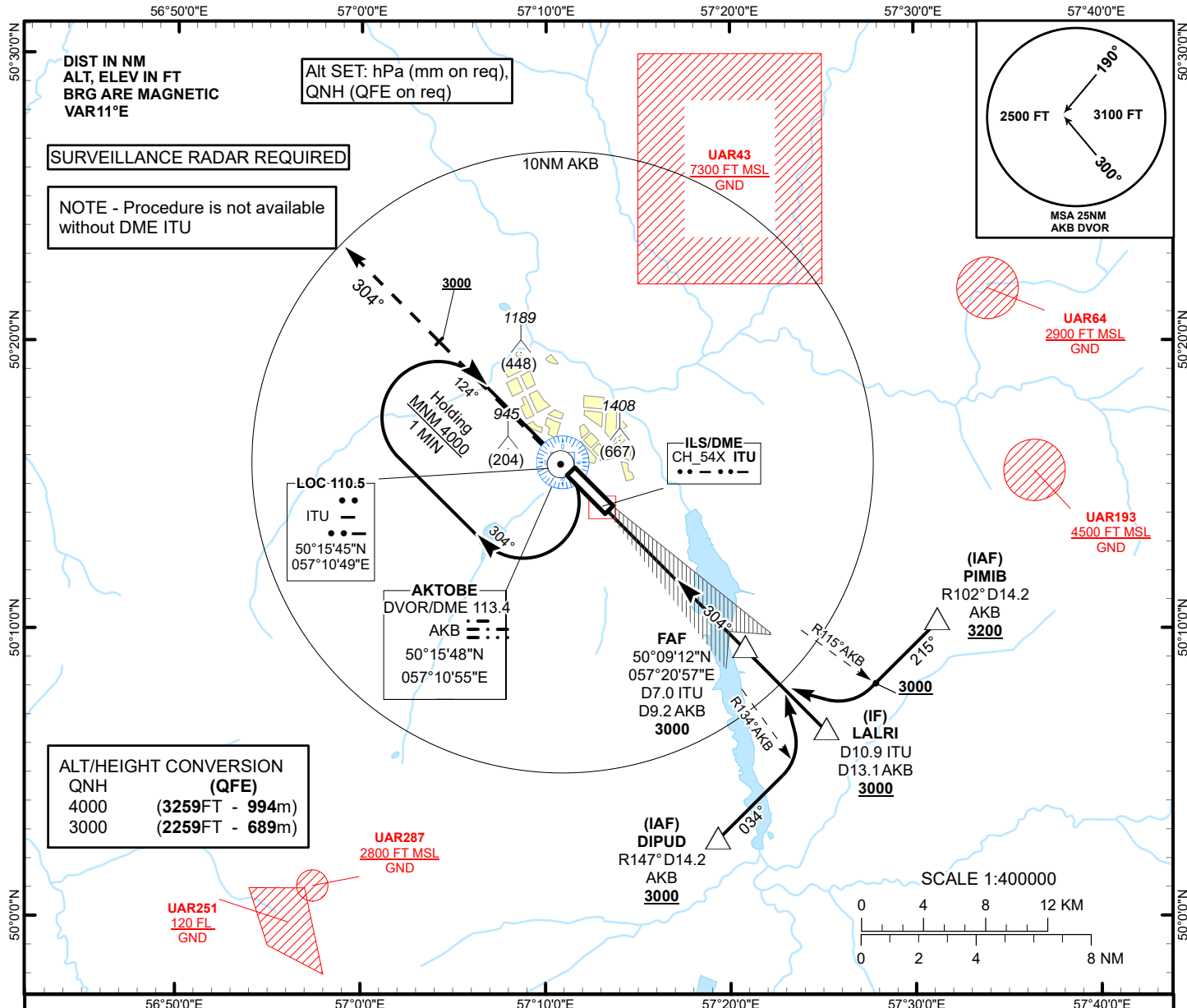


INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 741 FT

HEIGHTS RELATED TO
AD ELEVAKTOBE TOWER 128.0
AKTOBE ATIS (EN) 126.0
AKTOBE ATIS (RU) 127.80AKTOBE
LOC/DME
RWY 30

MISSED APPROACH

Climb on track 304° to 3000.
After passing 2000 radar
vectoring will be provided.
RADIO FAILURE:
In case of RCF climb on track
304° to 2000 or above.
Outbound to D5.2 AKB,
turn LEFT to AKB. Climb to 4000,
and join to holding pattern.

TRANSITION ALT
10000DVOR/DME
AKB

MAPt

D3.1 AKB
D0.9 ITU

PDG 5.2%(3.0°)

FAF
D7.0 ITU
D9.2 AKB
3000IF
LALRI
D10.9 ITU
D13.1 AKB
3000ELEV 740
THR RWY 30

CHANGE: AKTOBE TOWER FREQ.

Aircraft Category		A	B	C	D	THR - DME ITU	1	2	3	4	5	6	7.0
Straight-in Approach OCA/H	LLZ (GP INOP)					DME AKB	3.2	4.2	5.2	6.2	7.2	8.2	9.2
						ALTITUDE	1108	1427	1745	2064	2382	2700	3000
						HEIGHT	(367)	(686)	(1004)	(1323)	(1641)	(1959)	(2259)
DME ITU ZERO RANGED TO THR RWY 30													
Aerodrome Operating Minima DH ft x RVR (CMV)	LLZ (GP INOP)					GS	Kt	80	100	120	140	160	180
						FAF-MAPt(6.1NM)	min:sec	4:35	3:40	3:03	2:37	2:17	2:02
						Rate of descent	ft/min	420	530	630	740	840	950

AERONAUTICAL DATA TABULATION

LOC/DME approach to RWY30 from DIPUD, PIMIB, LALRI	
Fix/point	Coordinates
AKB DVOR/DME	50° 15' 48.3"N 057° 10' 54.8"E
DIPUD R147°, D14.2 AKB (IAF)	50° 02' 38.2"N 057° 19' 14.0"E
PIMIB R102°, D14.2 AKB (IAF)	50° 10' 13.4"N 057° 31' 10.1"E
LALRI D10.9 ITU, D13.1 AKB (IF)	50° 06' 26.0"N 057° 25' 11.6"E
D7.0 ITU, D9.2 AKB (FAF)	50° 09' 11.6"N 057° 20' 56.8"E
THR RWY30	50° 14' 09.59"N 057° 13' 16.51"E
ITU LLZ	50° 15' 44.7"N 057° 10' 49.0"E
ITU DME	50° 14' 13.5"N 057° 12' 58.0"E