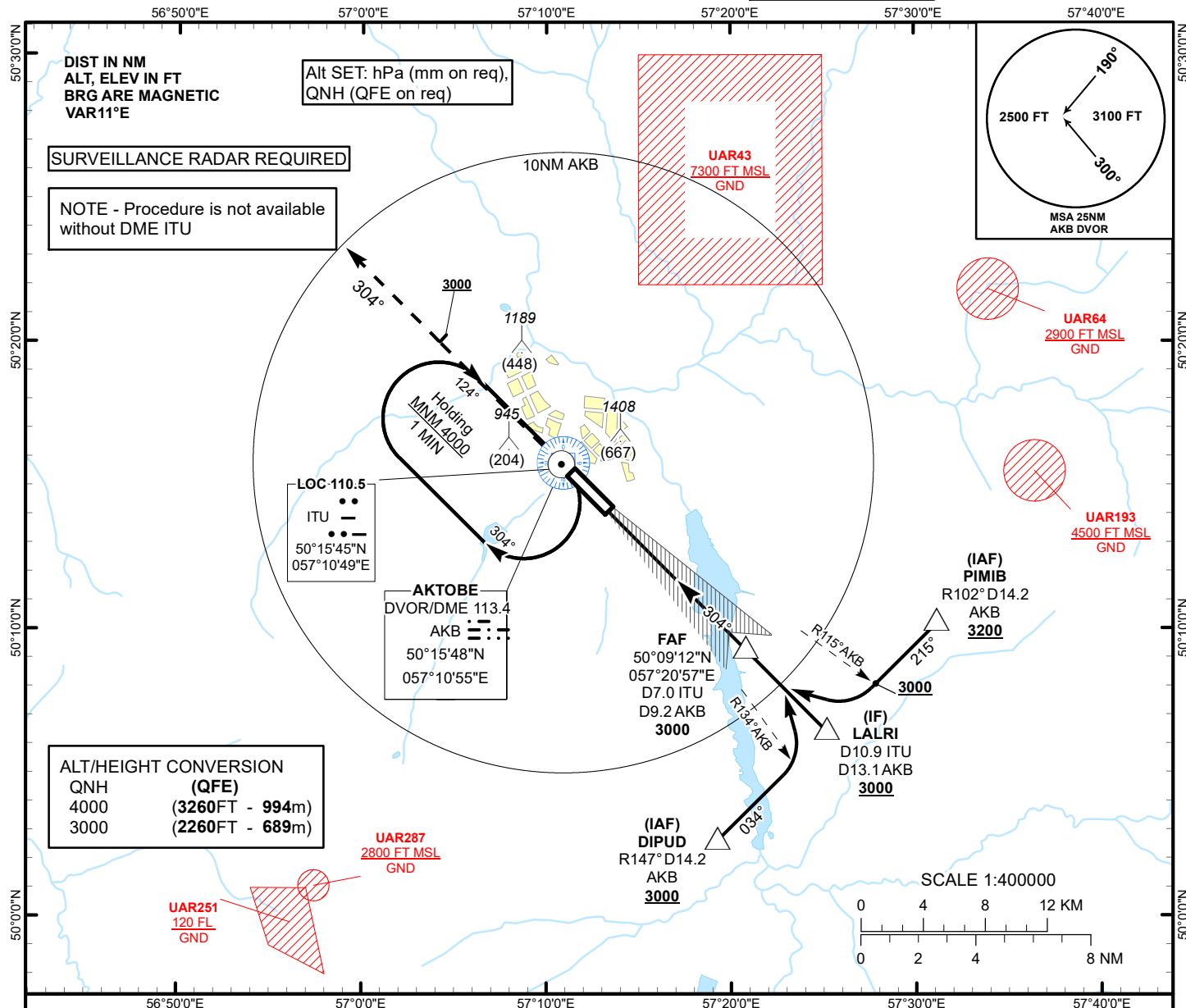


INSTRUMENT  
APPROACH  
CHART - ICAO

AERODROME ELEV 741 FT

HEIGHTS RELATED TO  
AD ELEVAKTOBE TOWER 120.90  
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  
AKBMAPt  
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: R115 AKB ALT.

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)	1080(340)	1080(340)	1080(340)	1080(340)	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

AKTOBE (UATT)  
LOC/DME RWY30

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