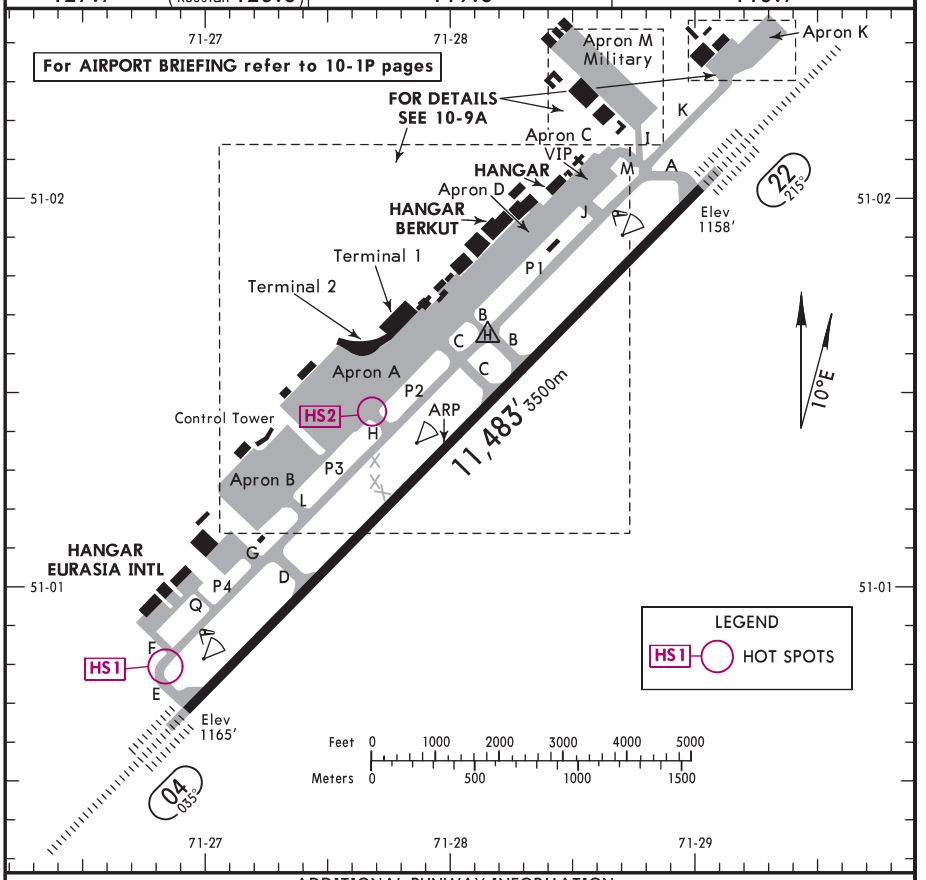
ATIS	NUR-SULTAN Ground	Tower
127.7 (Russian 128.3)	119.6	118.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04 22	HIRL❶ CL❷ HIALS-II TDZ PAPI-L(3.0°) RVR		10,389′ 3167m		148′ 45m

❶ (60m) ❷ (15m)

HOT SPOTS (For information only, not to be construed as ATC instructions.)

HS1 HS1 Rwy 04 holding position is set on Twy P.

HS2 HS2 Twy H intersect roadway.

Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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INTENTIONALLY

LEFT

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN (11-1) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
ILS DME Z Rwy 04

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

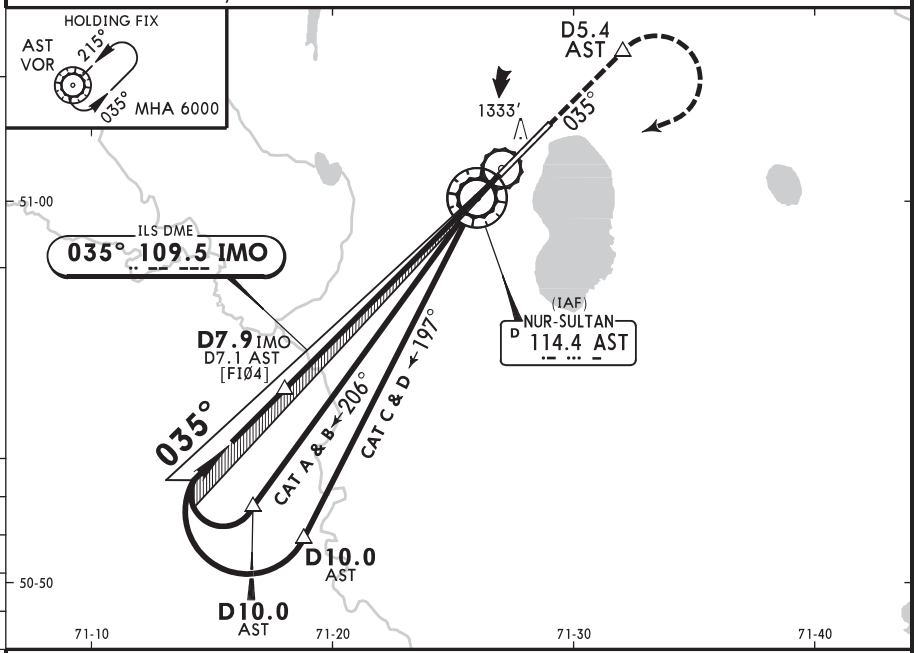
LOC IMO	Final Apch Crs	D7.9 IMO	DA(H)	Apt Elev 1166′ Rwy 1165′
109.5	035°	3800′ (2635′)	1365′ (200′)	

MISSED APCH: Climb on track 035° to 2100′ or above outbound to D5.4 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL120 | Trans alt: 10000′

ILS DME reads zero at rwy 04 threshold.



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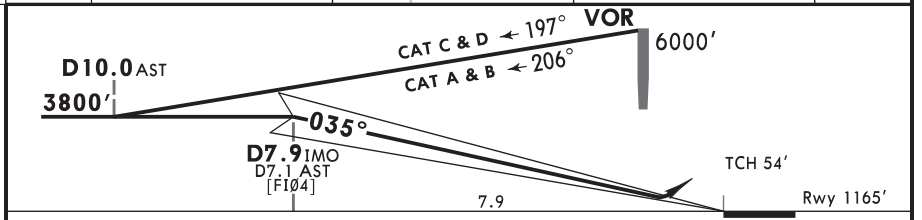

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI

2100′ on 035° D5.4 AST

Std STRAIGHT-IN LANDING
ILS
DA(H) **1365′** (200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NURSULTAN
NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (11-1A) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
CAT II/III ILS DME Z Rwy 04

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

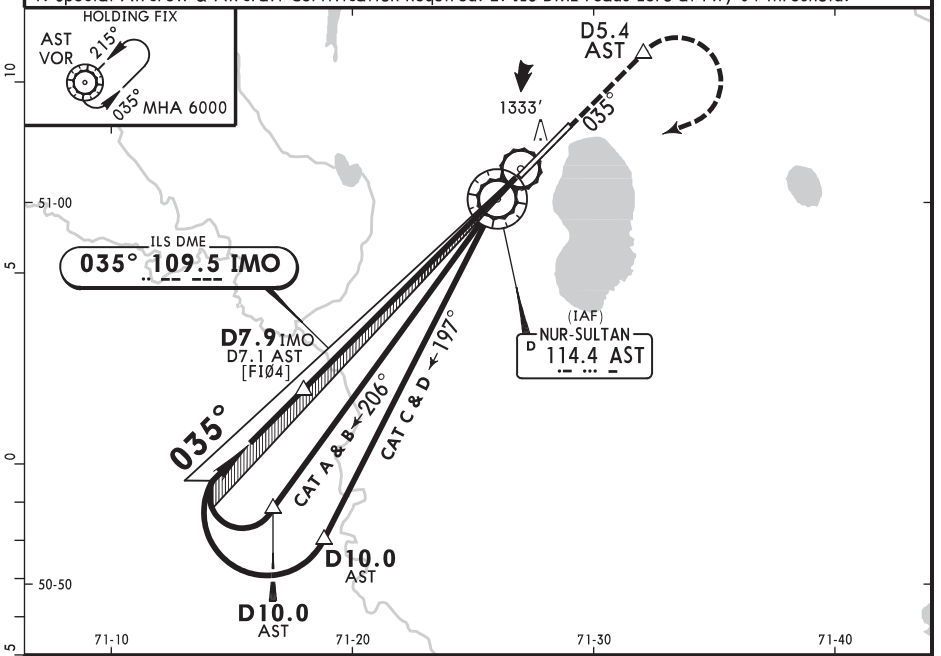
LOC IMO	Final Apch Crs	D7.9 IMO	CAT IIIA	CAT II ILS	Apt Elev 1166′ Rwy 1165′
109.5	035°	3800′ (2635′)	Refer to Minimums	RA 102′ DA(H) 1265′ (100′)	

MISSED APCH: Climb on track 035° to 2100′ or above outbound to D5.4 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 04 threshold.



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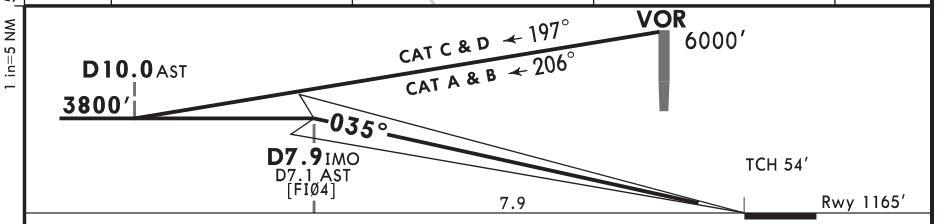

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI 2100′ on 035° D5.4 AST

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	RA 102′ DA(H) 1265′ (100′)
R175m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NURSULTAN NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (11-2) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
ILS DME Y Rwy 04

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

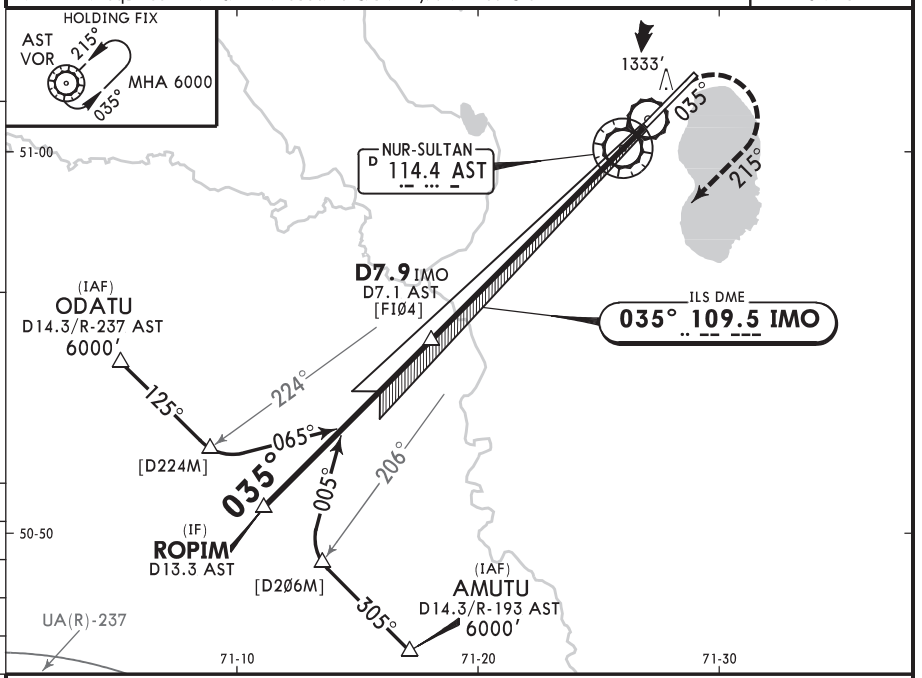
LOC IMO	Final Apch Crs	D7.9 IMO	DA(H)	Apt Elev 1166′ Rwy 1165′
109.5	035°	3800′(2635′)	1365′(200′)	

MISSED APCH: Climb on track 035°, at 1800′ turn RIGHT on track 215°, climbing to 3000′, then as directed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. RADAR required. 2. ILS DME reads zero at rwy 04 threshold.

3000 MSA AST VOR



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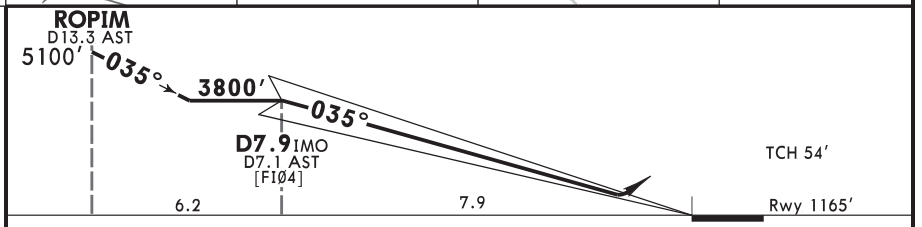

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

1800′ on 035° | 215° RT | 3800′

Std STRAIGHT-IN LANDING
ILS
DA(H) 1365′(200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (11-2A) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
CAT II/III ILS DME Y Rwy 04

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

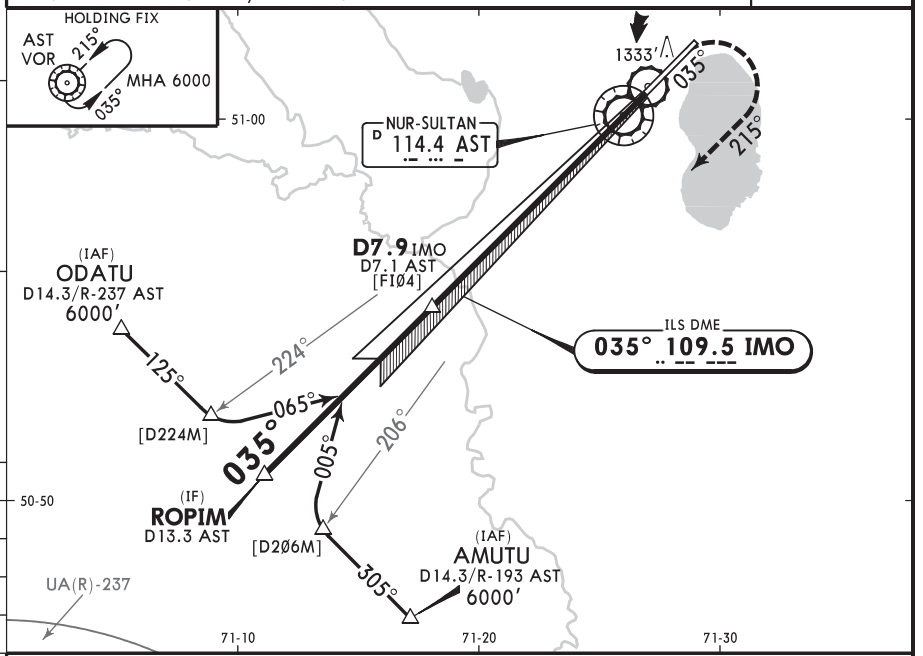
LOC IMO	Final Apch Crs	D7.9 IMO	CAT IIIA	CAT II ILS	Apt Elev 1166′ Rwy 1165′
109.5	035°	3800′ (2635′)	Refer to Minimums	RA 102′ DA(H) 1265′ (100′)	

MISSED APCH: Climb on track 035°, at 1800′ turn RIGHT on track 215°, climbing to 3800′, then as directed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. RADAR required. 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 04 threshold.

MSA AST VOR: 3000



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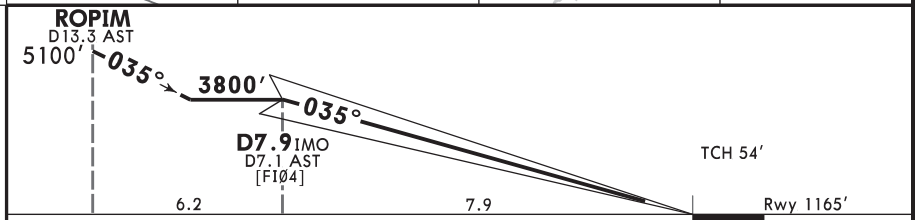

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

1800′ on 035° | 215° RT | 3800′

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	RA 102′ DA(H) 1265′ (100′)
R175m	[1] R300m

PANS OPS

[1] CAT D without autoland: R350m.

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NURSULTAN NAZARBAYEV INTL

JEPPESEN (11-3) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
ILS DME Z Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

LOC IAK	Final Apch Crs	D8.0 IAK	DA(H)	Apt Elev 1166′ Rwy 1158′
111.7	215°	3800′(2642′)	1358′(200′)	

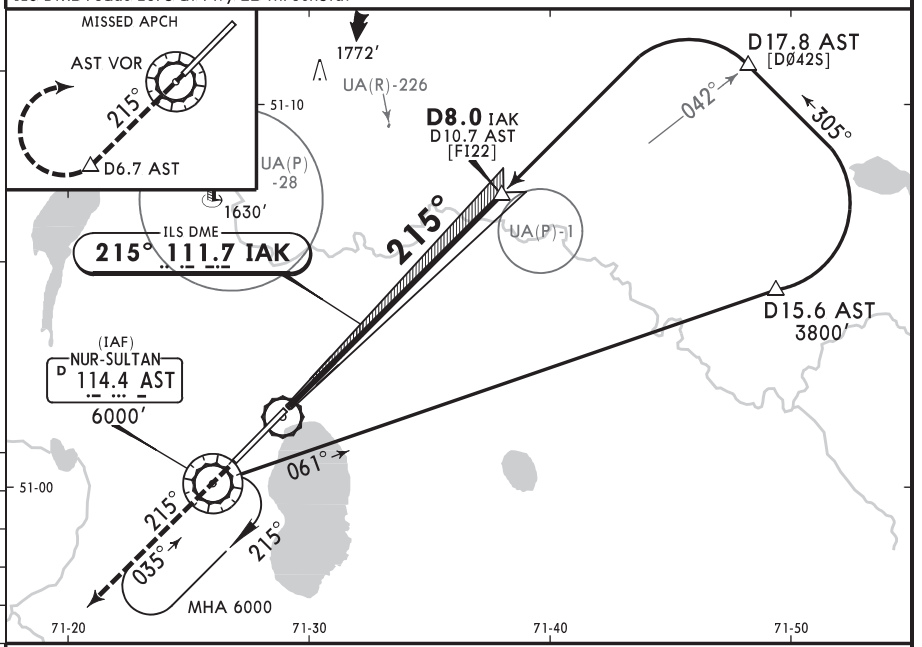
MISSED APCH: Climb on track 215° to 2400′ or above, outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL120 | Trans alt: 10000′

ILS DME reads zero at rwy 22 threshold.



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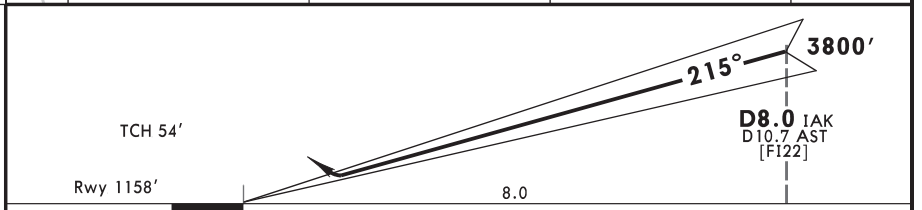

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI

2400′ on 215°

D6.7 AST

Std STRAIGHT-IN LANDING
ILS
DA(H) 1358′(200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A, B, C, D	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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JEPPESEN 28 AUG 20 (11-3A) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
CAT II/III ILS DME Z Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

LOC IAK	Final Apch Crs	D8.0 IAK	CAT IIIA	CAT II ILS	Apt Elev 1166′ Rwy 1158′
111.7	215°	3800′(2642′)	Refer to Minimums	RA 105′ DA(H) 1258′(100′)	

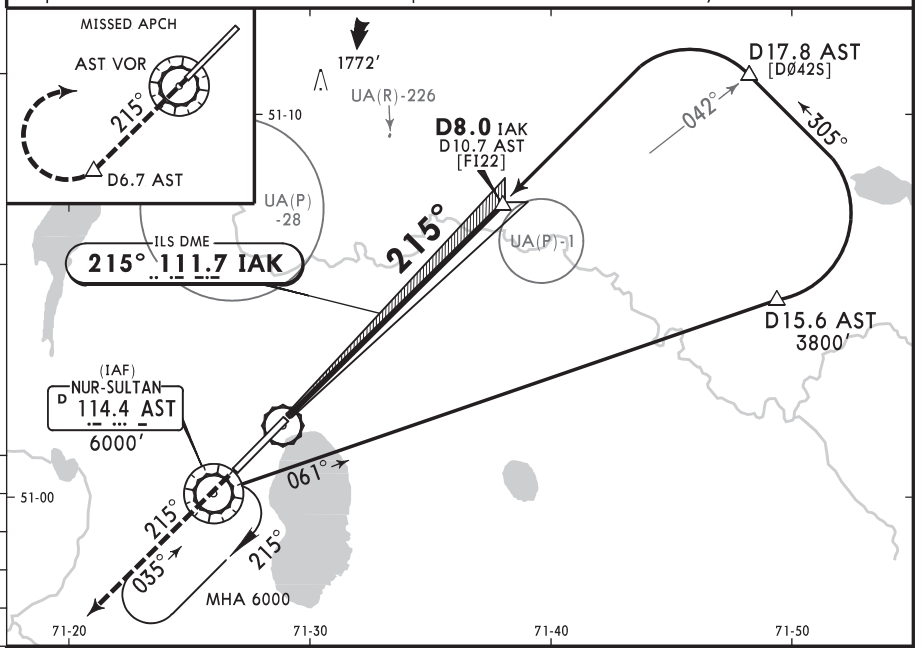
MISSED APCH: Climb on track 215° to 2400′ or above, outbound to D6.7 AST, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 22 threshold.



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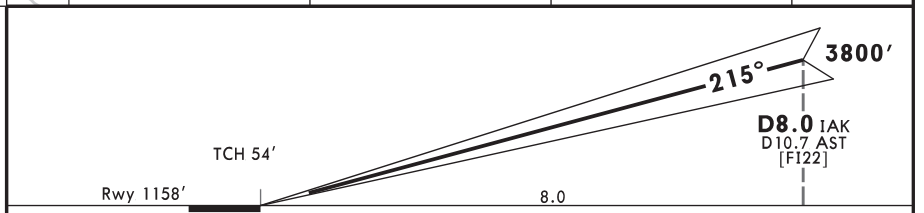

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II PAPI 2400′ on 215° D6.7 AST

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	RA 105′ DA(H) 1258′(100′)
R175m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NURSULTAN NAZARBAYEV INTL

JEPPESEN (11-4) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
ILS DME Y Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

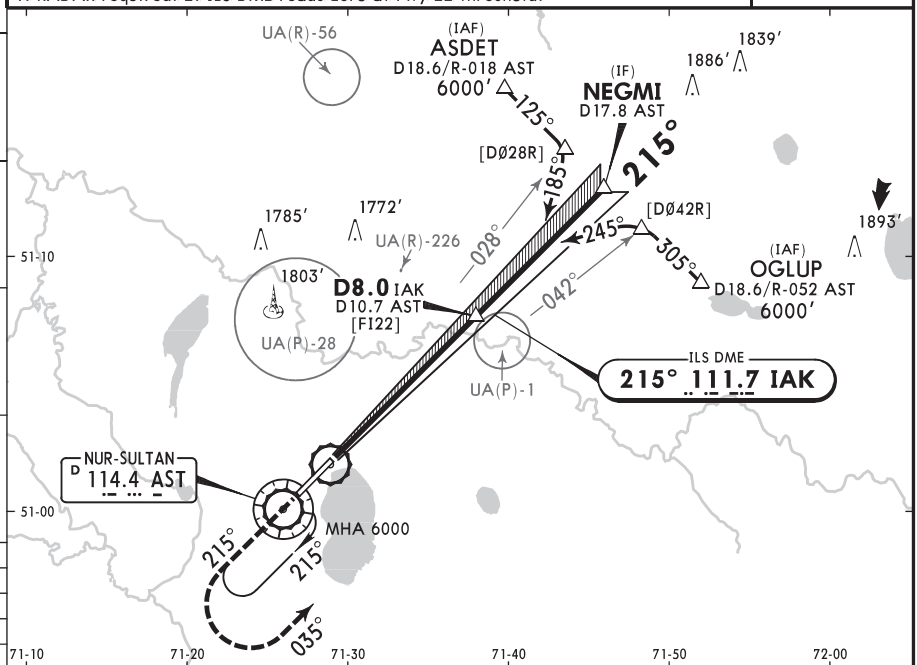
LOC IAK	Final Apch Crs	D8.0 IAK	DA(H)	Apt Elev 1166′ Rwy 1158′
111.7	215°	3800′(2642′)	1358′(200′)	

MISSED APCH: Climb on track 215°, at 1800′ turn LEFT on track 035°, climbing to 3800′ , then as directed by ATC.

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. RADAR required. 2. ILS DME reads zero at rwy 22 threshold.

MSA AST VOR: 3000



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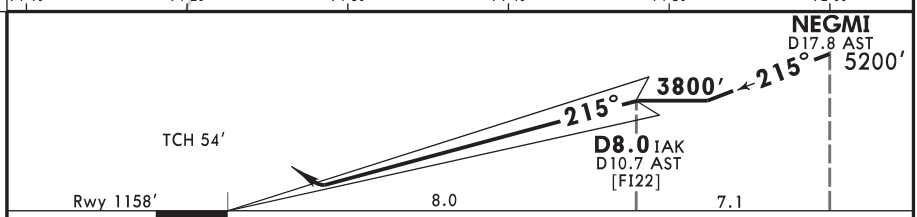

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

1800′ on 215° | 035° LT | 3800′

Std STRAIGHT-IN LANDING
ILS
DA(H) **1358′**(200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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JEPPESEN 28 AUG 20 (11-4A) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
CAT II/III ILS DME Y Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

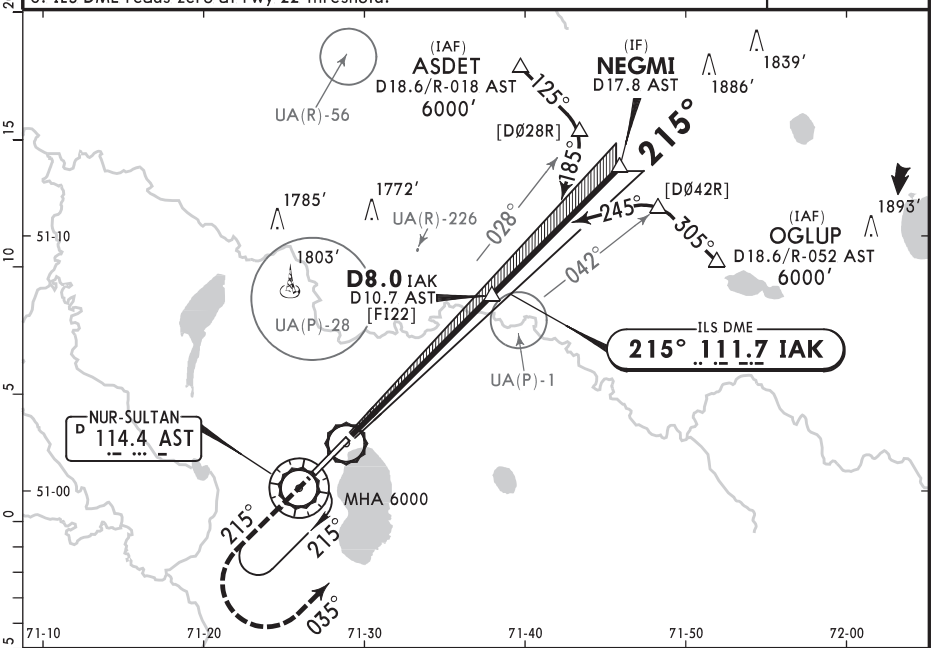
LOC IAK	Final Apch Crs	D8.0 IAK	CAT IIIA	CAT II ILS	Apt Elev 1166′ Rwy 1158′
111.7	215°	3800′(2642′)	Refer to Minimums	RA 105′ DA(H) 1258′(100′)	

MISSED APCH: Climb on track 215°, at 1800′ turn LEFT on track 035°, climbing to 3000′ , then as directed by ATC.

3000
MSA
AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

1. RADAR required. 2. Special Aircrew & Aircraft Certification Required.
3. ILS DME reads zero at rwy 22 threshold.



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

HIALS-II
PAPI

1800′ on 215°

035° LT

3800′

PANS OPS

Std

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 50′	RA 105′ DA(H) 1258′(100′)
R175m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (11-5) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
COPTER ILS DME Rwy 04

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

BRIEFING STRIP™

LOC IMO	Final Apch Crs	D3.1 IMO	DA(H)	Apt Elev 1166′ Rwy 1165′
109.5	035°	2200′ (1035′)	1365′ (200′)	

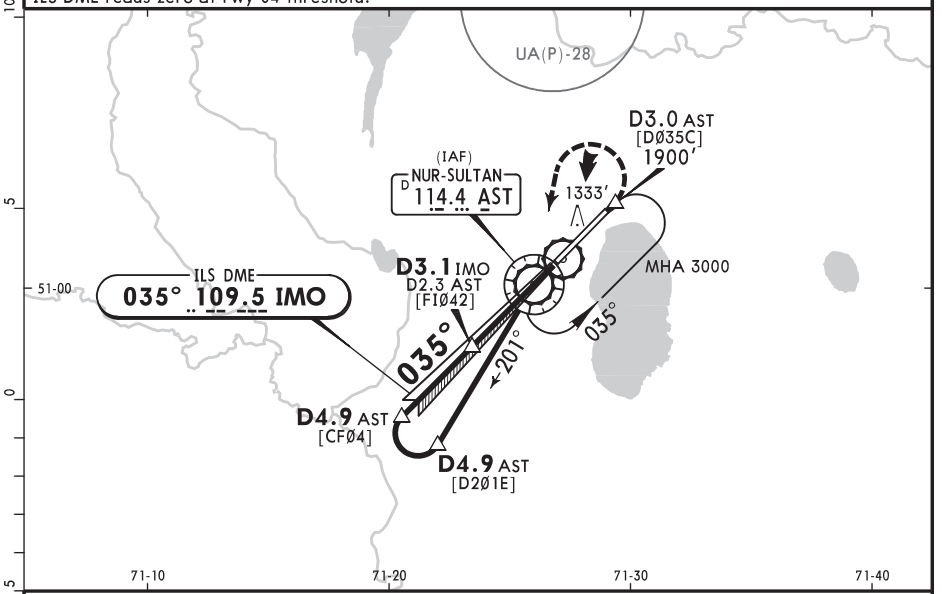
MISSED APCH: Climb on track 035°, at 1900° or above turn LEFT to AST VOR or directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ to AST VOR and join to holding pattern.

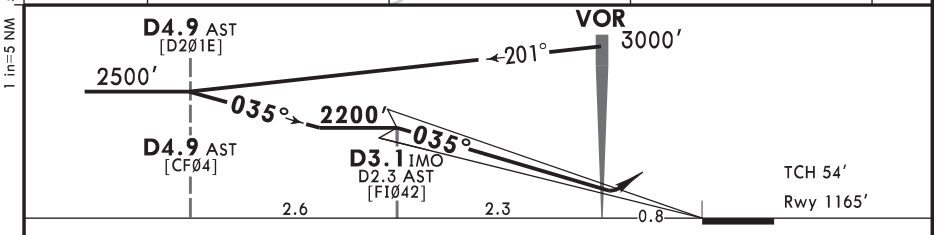
3000
MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

ILS DME reads zero at rwy 04 threshold.



1 in=5 NM



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

HIALS-II
PAPI

1900′ on 035°

AST VOR
LT

PANS OPS

Std STRAIGHT-IN LANDING
ILS
DA(H) 1365′ (200′)

	FULL	TDZ or CL out	ALS out
COPTER	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (11-6) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN

COPTER ILS DME Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

LOC IAK	Final Apch Crs	D3.1 IAK	DA(H)	Apt Elev 1166′ Rwy 1158′
111.7	215°	2200′ (1042′)	1358′ (200′)	

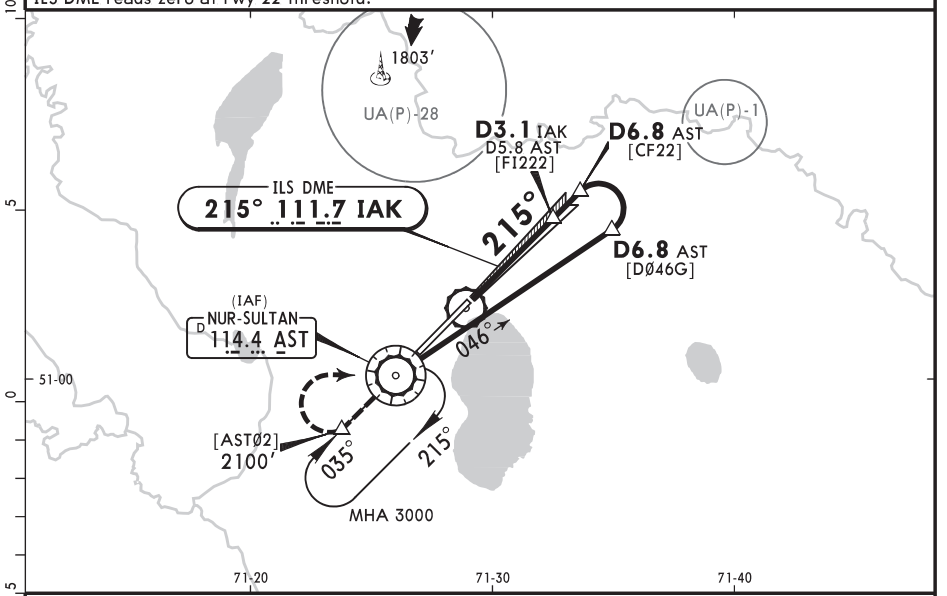
MISSED APCH: Climb on track 215°, at 2100′ or above turn RIGHT to AST VOR or directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ to AST VOR and join to holding pattern.

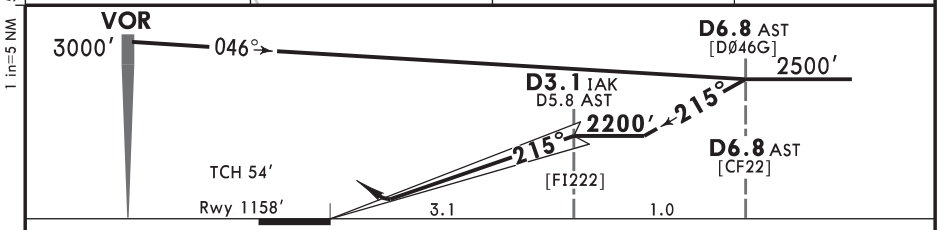
3000
MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL120 Trans alt: 10000′

ILS DME reads zero at rwy 22 threshold.



1 in=5 NM



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

HIALS-II
PAPI

2100′ on 215°

AST VOR RT

PANS OPS

Std STRAIGHT-IN LANDING
ILS
DA(H) **1358′** (200′)

	FULL	TDZ or CL out	ALS out
COPTER	R550m	1 R550m	R1200m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN (12-1) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
RNP Rwy 04

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

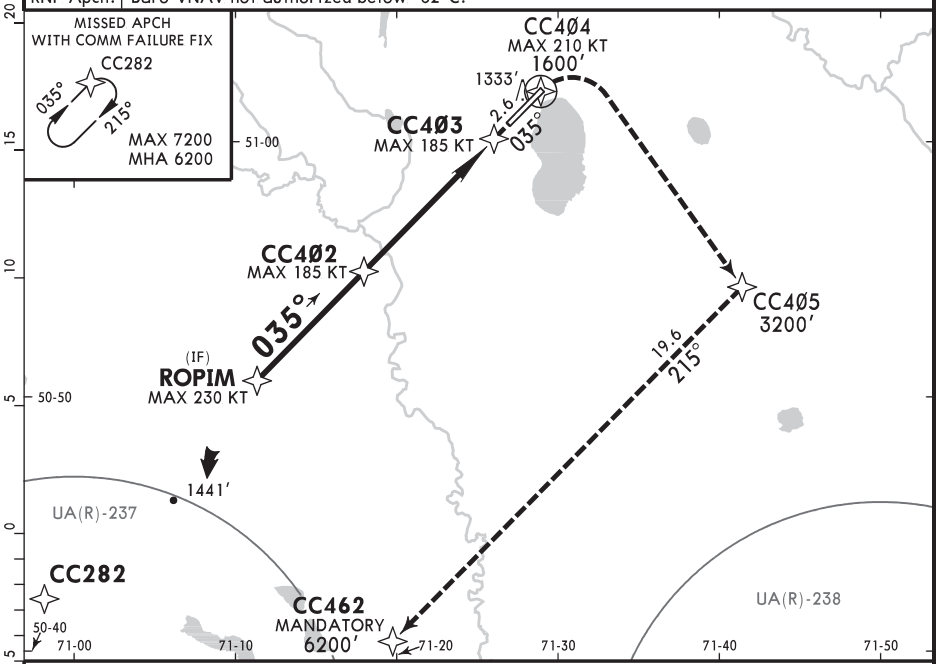
RNAV	Final Apch Crs	CC4Ø2 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1165′ Rwy 1165′
	035°	3800′(2635′)		

MISSED APCH: Climb to CC4Ø4 (MAX 210 KT), turn RIGHT direct to CC4Ø5, track to CC462, climbing to 6200′. Expect vectoring by NUR-SULTAN Apch.
MISSED APCH WITH COMM FAILURE: Track to CC282 after passing CC462 and hold.

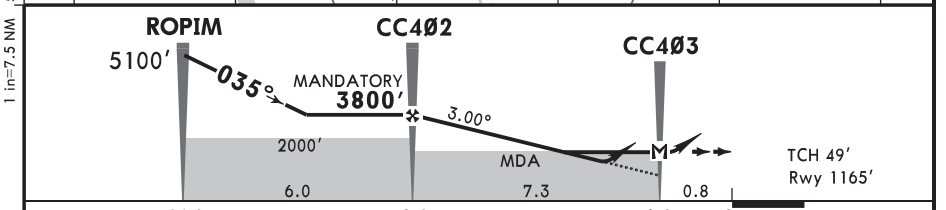
3000
MSA CC4Ø3

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL 120 Trans alt: 10000′

RNP Apch. Baro-VNAV not authorized below -32°C.



1 in=7.5 NM



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at CC4Ø3							
CC4Ø2 to MAP	7.3	6:15	4:52	4:23	3:39	3:08	2:44

HIALS-II
PAPI

Refer to Missed Apch above

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV CDFA	
DA(H) ABC: **1415′**(250′) D: **1480′**(315′)		[1] DA/MDA(H) **1490′** (325′)	
ALS out		ALS out	
A	R750m	R1300m	R800m	R1500m
B				
C				
D		R1400m		

PANS OPS

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: IATA. New AOM concept.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN (12-2) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
RNP Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

RNAV	Final Apch Crs	CC2Ø1 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1165′ Rwy 1158′
	215°	4100′(2942′)		

MISSED APCH: Climb to CC2Ø3 (MAX 185 KT), turn LEFT direct to CC4Ø5 (MAX 210 KT), track to CC242, climbing to 5600′. Expect vectoring by NUR-SULTAN Apch.

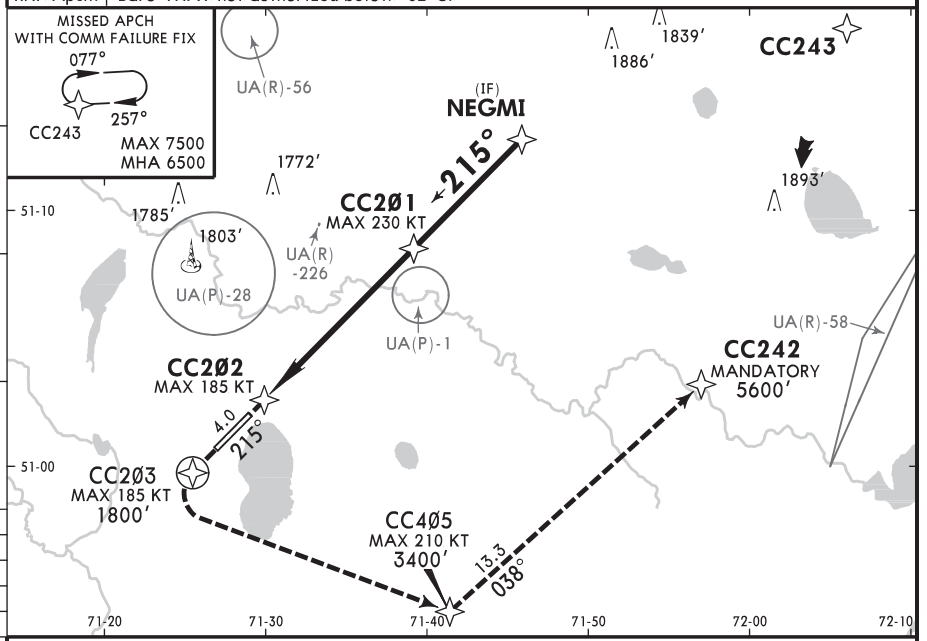
MISSED APCH WITH COMM FAILURE: Climbing track to CC243 after passing CC242 and hold at 6500′.

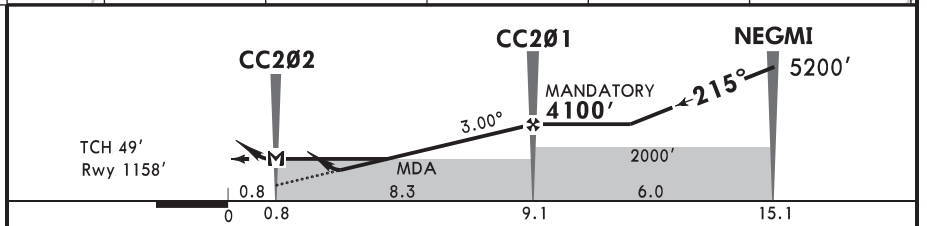
3000

MSA CC2Ø2

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL 120 Trans alt: 10000′

RNP Apch. Baro-VNAV not authorized below -32°C.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at CC2Ø2							
CC2Ø1 to MAP	8.3	7:07	5:32	4:59	4:09	3:33	3:07

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	A:1430′(272′) BC:1450′(292′) D:1460′(302′)		[1] DA/MDA(H) 1550′(392′)	
		ALS out		ALS out
A	R750m	R1300m	R1100m	R1500m
B				
C		R1400m		R1800m
D				

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: IATA. New AOM concept.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN 13-1 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
VOR DME Rwy 04

BRIEFING STRIP™

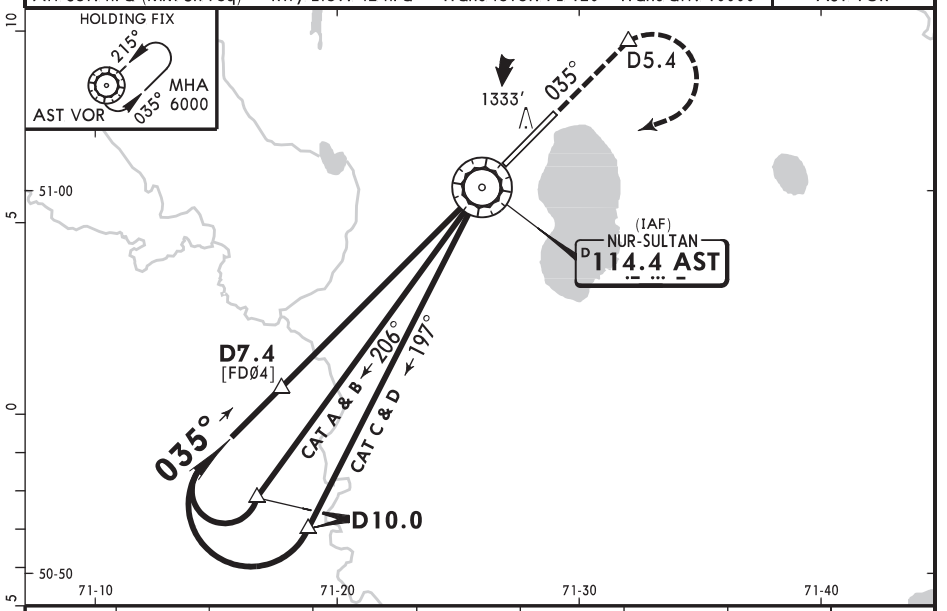
ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

VOR AST	Final Apch Crs	D7.4	DA/MDA(H)	Apt Elev 1166′ Rwy 1165′
114.4	035°	3800′(2635′)	1490′(325′)	

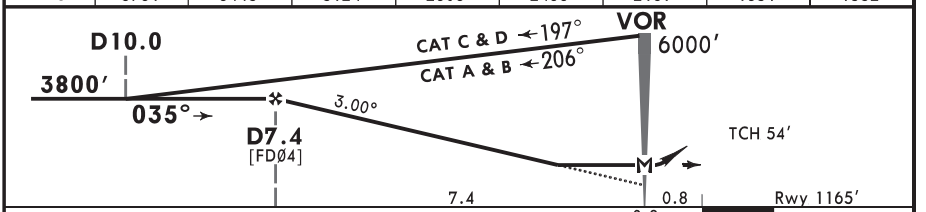
MISSED APCH: Climb on track 035° to 2100′ or above outbound to D5.4, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: FL 120 Trans alt: 10000′



DIST to THR	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
AST DME	7.2	6.2	5.2	4.2	3.2	2.2	1.2	0.2
ALTITUDE	3761′	3443′	3124′	2806′	2488′	2169′	1851′	1532′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
D7.4 to MAP	7.4	6:21	4:56	4:26	3:42	3:10	2:46

HIALS-II
PAPI
2100′ on 035°
D5.4

Std STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **1490′** (325′)

PANS OPS

		ALS out
A	R800m	R1500m
B		
C		
D		

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN (13-2) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
VOR DME Rwy 22

BRIEFING STRIP™

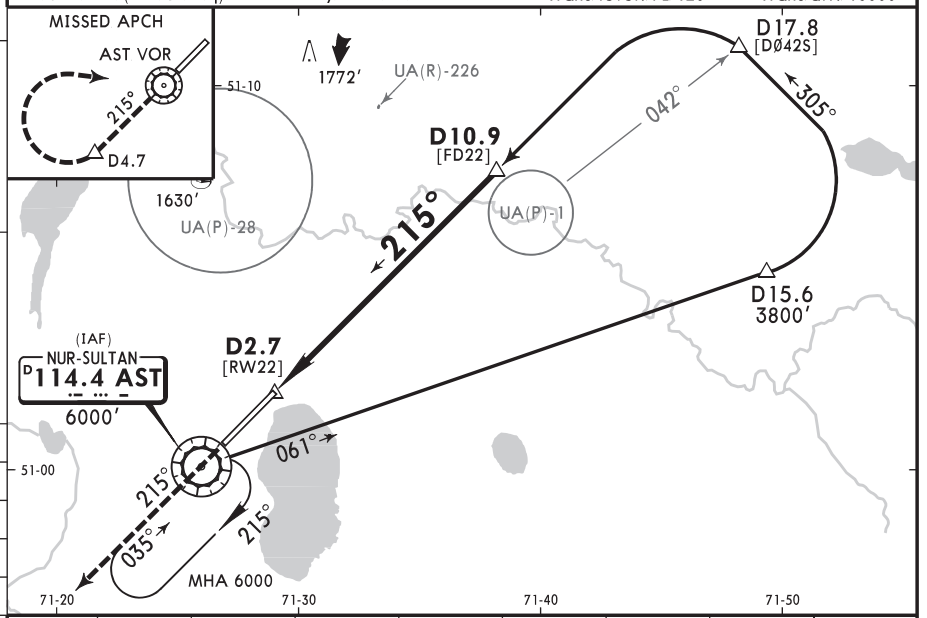
ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

VOR AST	Final Apch Crs	D10.9	DA/MDA(H)	Apt Elev 1166′ Rwy 1158′
114.4	215°	3800′(2642′)	1530′(372′)	

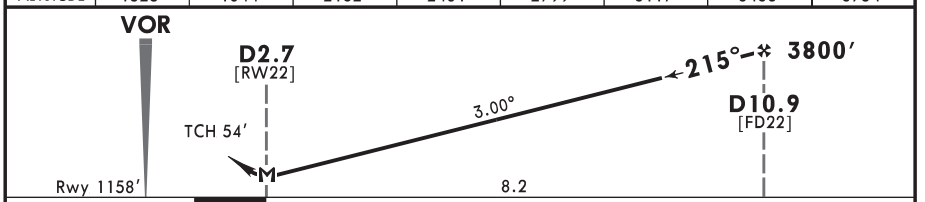
MISSED APCH: Climb on track 215° to 2400′ or above, outbound to D4.7, then turn RIGHT (MAX 240 KT) to VOR. Climb initially to 3800′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 6000′ to VOR and hold.

3000
MSA AST VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL 120 | Trans alt: 10000′



DIST to THR	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
AST DME	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
ALTITUDE	1525′	1844′	2162′	2481′	2799′	3117′	3436′	3754′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.7							
D10.9 to MAP	8.2	7:02	5:28	4:55	4:06	3:31	3:04

HIALS-II
PAPI
2400′ on 215° D4.7

Std STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **1530′**(372′)

PANS OPS

		ALS out
A	R1000m	
B		R1500m
C		R1700m
D		R1700m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN
NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (13-3) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
COPTER VOR DME Rwy 04

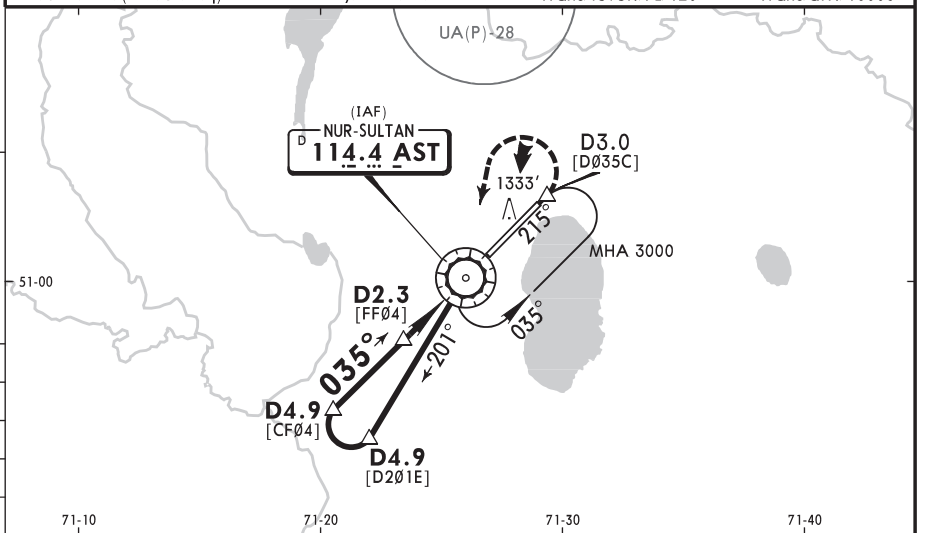
ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

VOR AST	Final Apch Crs	D2.3	DA/MDA(H)	Apt Elev 1166′ Rwy 1165′
114.4	035°	2200′(1035′)	1490′(325′)	

MISSED APCH: Climb on track 035°, at 1900′ or above turn LEFT to VOR or directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 3000′ to VOR and join to holding pattern.

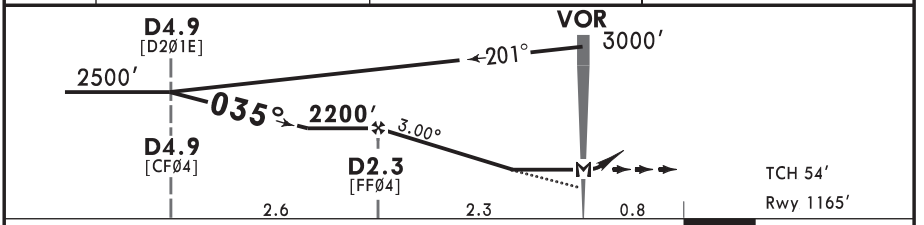
3000
MSA AST VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL 120 | Trans alt: 10000′



DIST to THR	3.0	2.0	1.0
AST DME	2.2	1.2	0.2
ALTITUDE	2169′	1851′	1532′

1 in=5 NM



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							
D2.3 to MAP	2.3	1:58	1:32	1:23	1:09	0:59	0:52

HIALS-II
PAPI
1900′ on 035°

Std

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1490′(325′)

		ALS out
COPTER	R1000m	R1500m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN
NAZARBAYEV INTL

JEPPESEN 28 AUG 20 (13-4) Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
COPTER VOR DME Rwy 22

BRIEFING STRIP™

ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

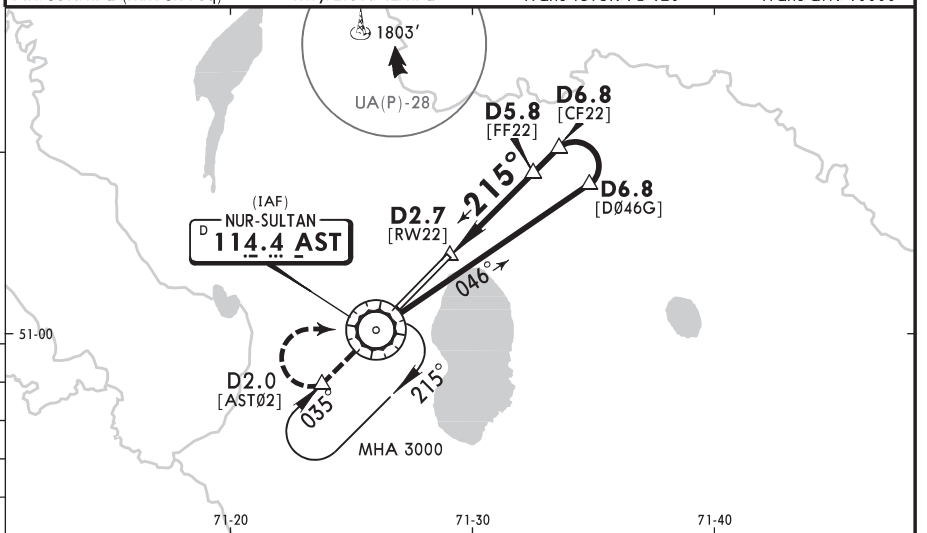
VOR AST	Final Apch Crs	D5.8	DA/MDA(H)	Apt Elev 1166′ Rwy 1158′
114.4	215°	2200′ (1042′)	1510′ (352′)	

MISSED APCH: Climb on track 215°, at 2100′ or above outbound D2.0, turn RIGHT to AST or directed by ATC.

MISSED APCH WITH COMM FAILURE: Climb to 3000′ to VOR and join to holding pattern.

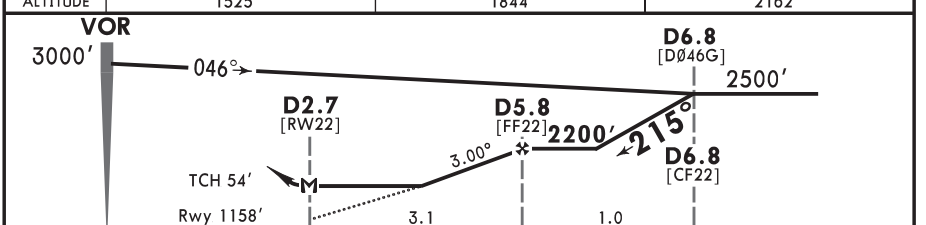
3000
MSA AST VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL 120 | Trans alt: 10000′



1 in=5 NM

DIST to THR	1.0	2.0	3.0
AST DME	3.7	4.7	5.7
ALTITUDE	1525′	1844′	2162′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.7							
D5.8 to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

HIALS-II
PAPI
2100′ on 215°

Std STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) **1510′** (352′)

PANS OPS

		ALS out
COPTER	R900m	R1500m

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

CHANGES: IATA. State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN NAZARBAYEV INTL

JEPPESEN (16-1) 28 AUG 20 Eff 10 Sep

NUR-SULTAN, KAZAKHSTAN
COPTER NDB Rwy 04

BRIEFING STRIP™

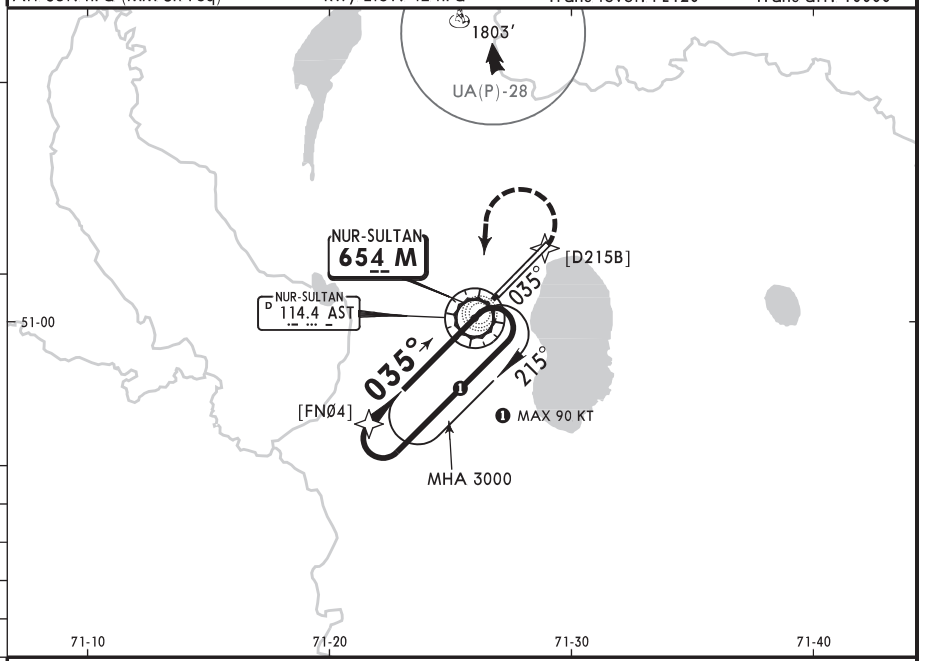
ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

NDB M	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 1166′
654	**035°**		**1620′** (455′)	Rwy 1165′

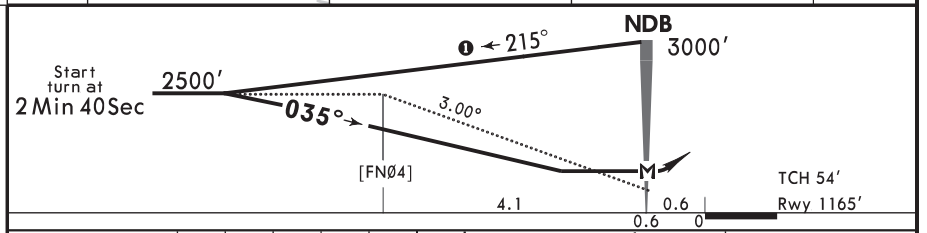
MISSED APCH: Climb on track 035°, at 1900′ or above. After passing NDB maintain 035° for 1min 30 sec. Turn LEFT to NDB, or directed by ATC. Climb initially to 2500′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 3000′ to NDB and join to holding pattern.

3000
MSA M NDB

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL120 | Trans alt: 10000′



1 in=5 NM



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS-II
PAPI

1900′ on **035°**

Std

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) **1620′** (455′)

PANS OPS

		ALS out
COPTER	R1400m	R1500m

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

CHANGES: State minimums withdrawn. New AOM concept.

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UACC/NQZ
NURSULTAN
NAZARBAYEV INTL

28 AUG 20 (16-2) Eff 10 Sep

JEPPESEN

NUR-SULTAN, KAZAKHSTAN
COPTER (BACK CRS) NDB Rwy 22

BRIEFING STRIP™

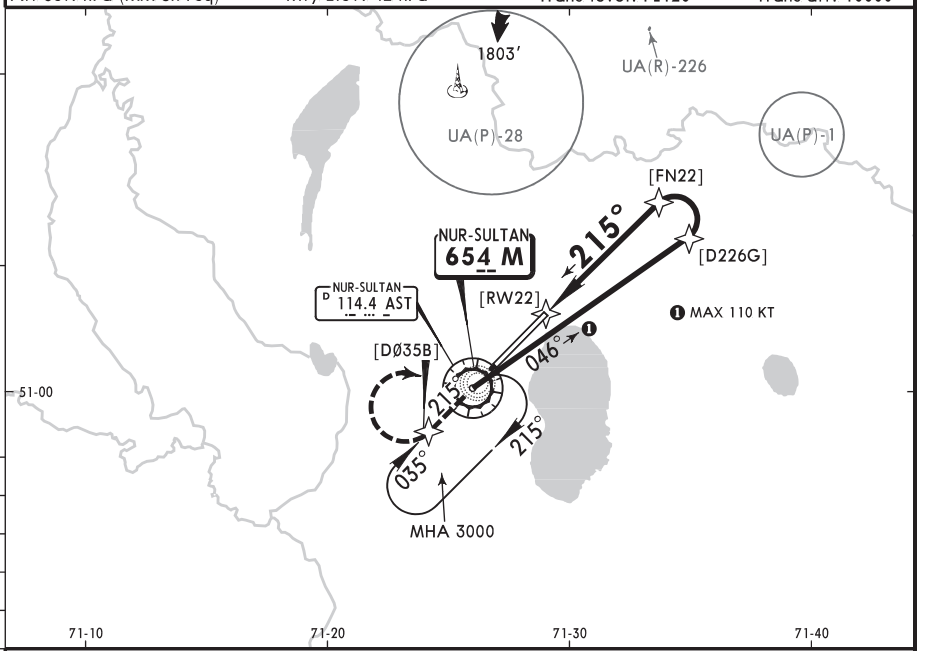
ATIS	NUR-SULTAN Approach	NUR-SULTAN Radar	NUR-SULTAN Tower	Ground
127.7 (Russian 128.3)	124.6	120.7	118.7	119.6

NDB M	Final Apch Crs	No FAF	DA/MDA(H)	Apt Elev 1166′ Rwy 1158′
654	215°		1610′ (452′)	

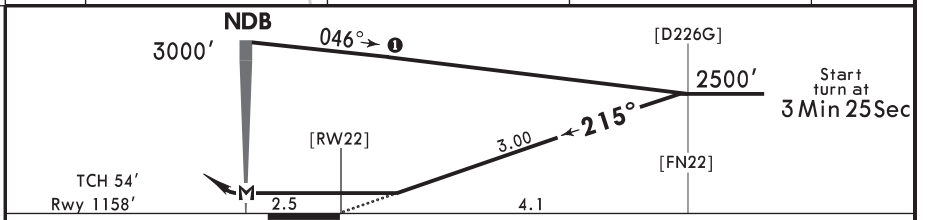
MISSED APCH: Climb on track 215°, at 1800′ or above. After passing NDB maintain 215° for 1min 10 sec. Turn RIGHT to NDB. Or directed by ATC. Climb initially to 2500′, then as directed by ATC.
MISSED APCH WITH COMM FAILURE: Climb to 3000′ to NDB and join to holding pattern.

3000
MSA M NDB

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: FL120 | Trans alt: 10000′



1 in=5 NM



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB						

HIALS-II
PAPI

1800′ on 215°

Std

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1610′ (452′)

ALS out

PANS OPS

COPTER	R1400m	R1500m

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

CHANGES: State minimums withdrawn. New AOM concept.

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