

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UADD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(16-2) VIS lowered for CAT A & B to 2500m.

General Info

Taraz, KAZ

N 42° 51.2' E 71° 18.2' Mag Var: 5.3°E

Elevation: 2185'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 13-31 9514' x 148' asphalt

Runway 13 (132.0°M) TDZE 2149'

Lights: Edge, ALS

Runway 31 (312.0°M) TDZE 2182'

Lights: Edge, ALS

Displaced Threshold Distance 722'

Communications InfoTaraz Tower **122.1**Taraz Tower **120.8** SecondaryTaraz Approach Control **122.1**Taraz Approach Control **120.8** Secondary**Notebook Info**

UADD/DMB
AULIE-ATA

JEPPesen
19 NOV 10 **(10-1R)**

TARAZ, KAZAKHSTAN
RADAR MINIMUM ALTITUDES

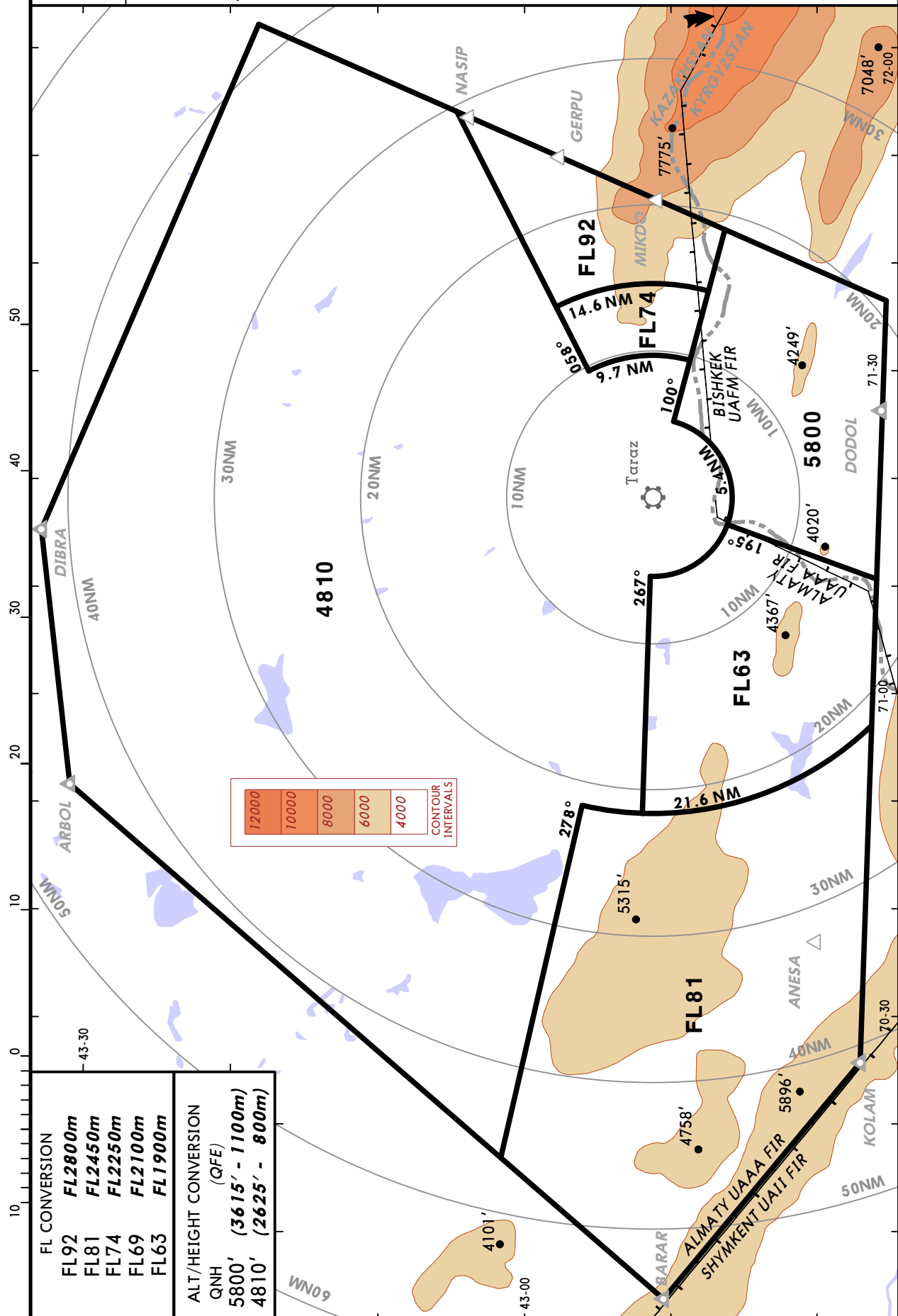
Apt Elev
2185'

Alt Set: MM (hPa on request) QNH on request **(QFE)**

Trans level: FL69 Trans alt: 5800' **(3615')**

1. This chart may only be used for cross-checking of altitudes assigned while under radar control.

2. Levels assigned by ATC include a correction for low temperature effect if necessary.



UADD/DMB
AULIE-ATA

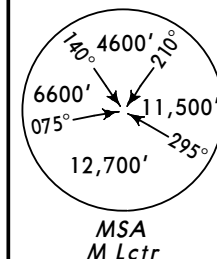
JEPPesen
19 NOV 10 **10-2**

TARAZ, KAZAKHSTAN
STAR

Apt Elev
2185'

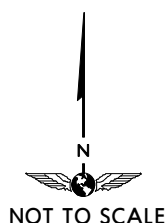
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5800' **(3651')**

**ANESA 2A [ANES2A], ARBOL 2A [ARBO2A]
DIBRA 2A [DIBR2A]
RWY 13 ARRIVALS**



ARBOL
N43 30.9 E070 51.6
At or above
FL79

DIBRA
N43 32.8 E071 15.3
At or above
FL79



FL CONVERSION

FL89 **FL2700m**
FL79 **FL2400m**
FL69 **FL2100m**

ALT/HEIGHT CONVERSION

QNH **(QFE)**
5800' **(3651' - 1100m)**

(IAF)
TARAZ
***509 M**
N42 52.2 E071 17.0
At FL69

ANESA
N42 40.1 E070 36.9
At or above
FL89



UADD/DMB
AULIE-ATA

JEPPESEN
19 NOV 10 **(10-2A)**

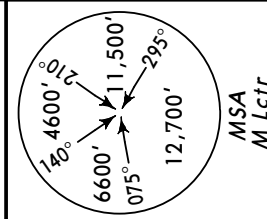
TARAZ, KAZAKHSTAN

STAR

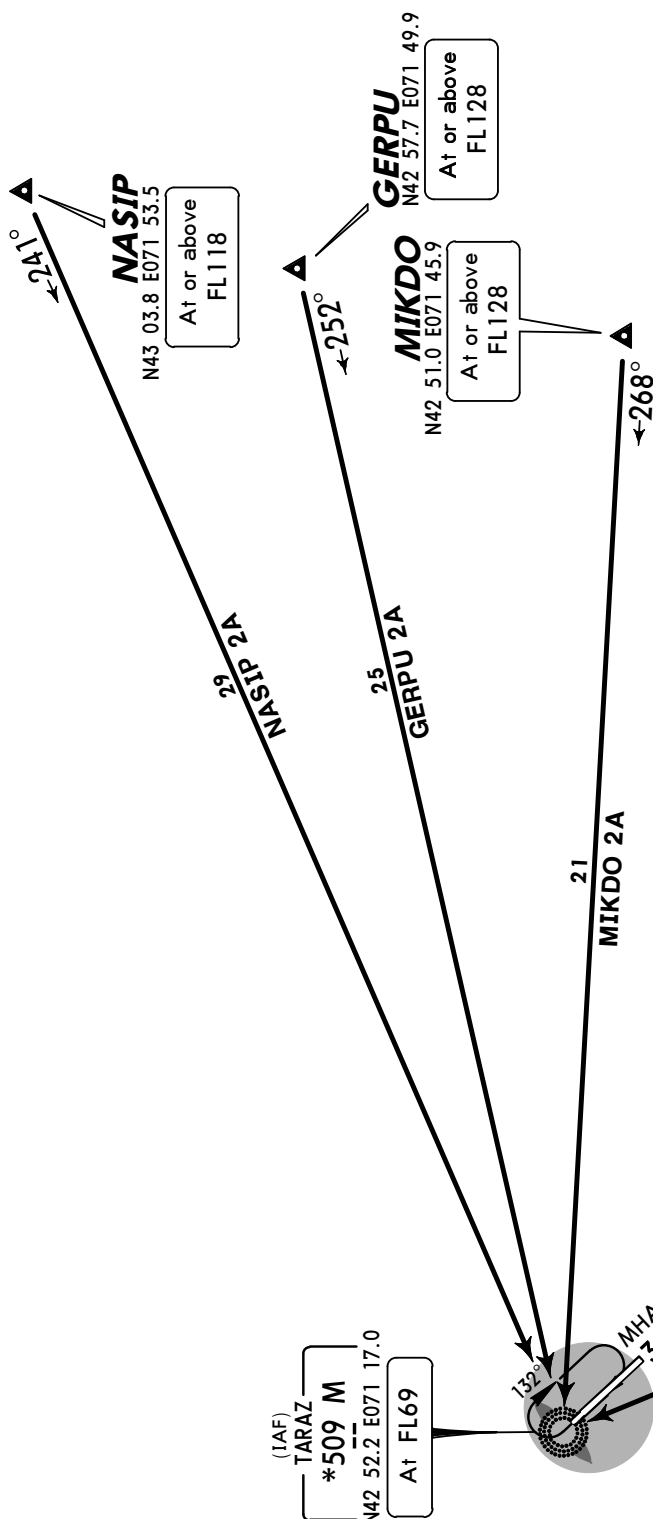
Apt Elev
2185'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5800' **(3651')**

**DODOL 2A [DODO2A], GERPU 2A [GERP2A]
MIKDO 2A [MIKD2A], NASIP 2A [NASI2A]
RWY 13 ARRIVALS**



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL69	FL2100m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3651' - 1100m)

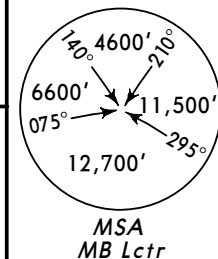


UADD/DMB
AULIE-ATA

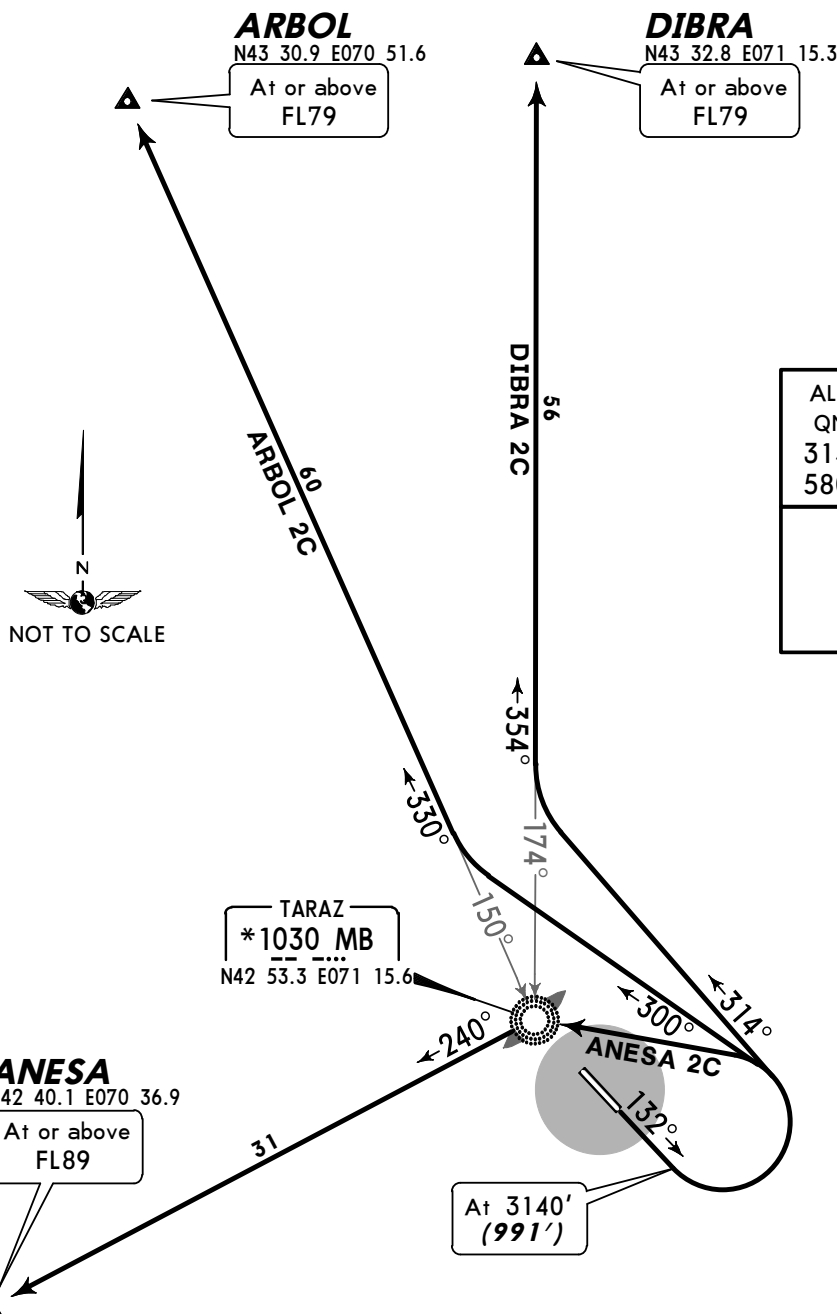
JEPPESEN
 19 NOV 10 **10-3**

TARAZ, KAZAKHSTAN
SID

Apt Elev
2185'
 QNH on request **(QFE)**
 Trans level: FL69 Trans alt: 5800' **(3651')**
 Turn speed: MAX 225 KT.



ANESA 2C [ANES2C], ARBOL 2C [ARBO2C]
DIBRA 2C [DIBR2C]
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 3140' **(991' - 300m)**
 5800' **(3651' - 1100m)**

FL CONVERSION
 FL69 **FL2100m**
 FL79 **FL2400m**
 FL89 **FL2700m**

SID	ROUTING
ANESA 2C	Climb to 3140' (991') , turn LEFT to MB, 240° bearing to ANESA.
ARBOL 2C	Climb to 3140' (991') , turn LEFT, 300° track, intercept 330° bearing from MB to ARBOL.
DIBRA 2C	Climb to 3140' (991') , turn LEFT, 314° track, intercept 354° bearing from MB to DIBRA.

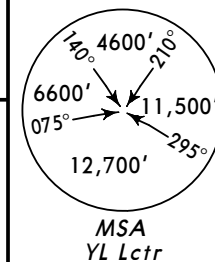
UADD/DMB
AULIE-ATA

JEPPESEN
19 NOV 10 **(10-3A)**

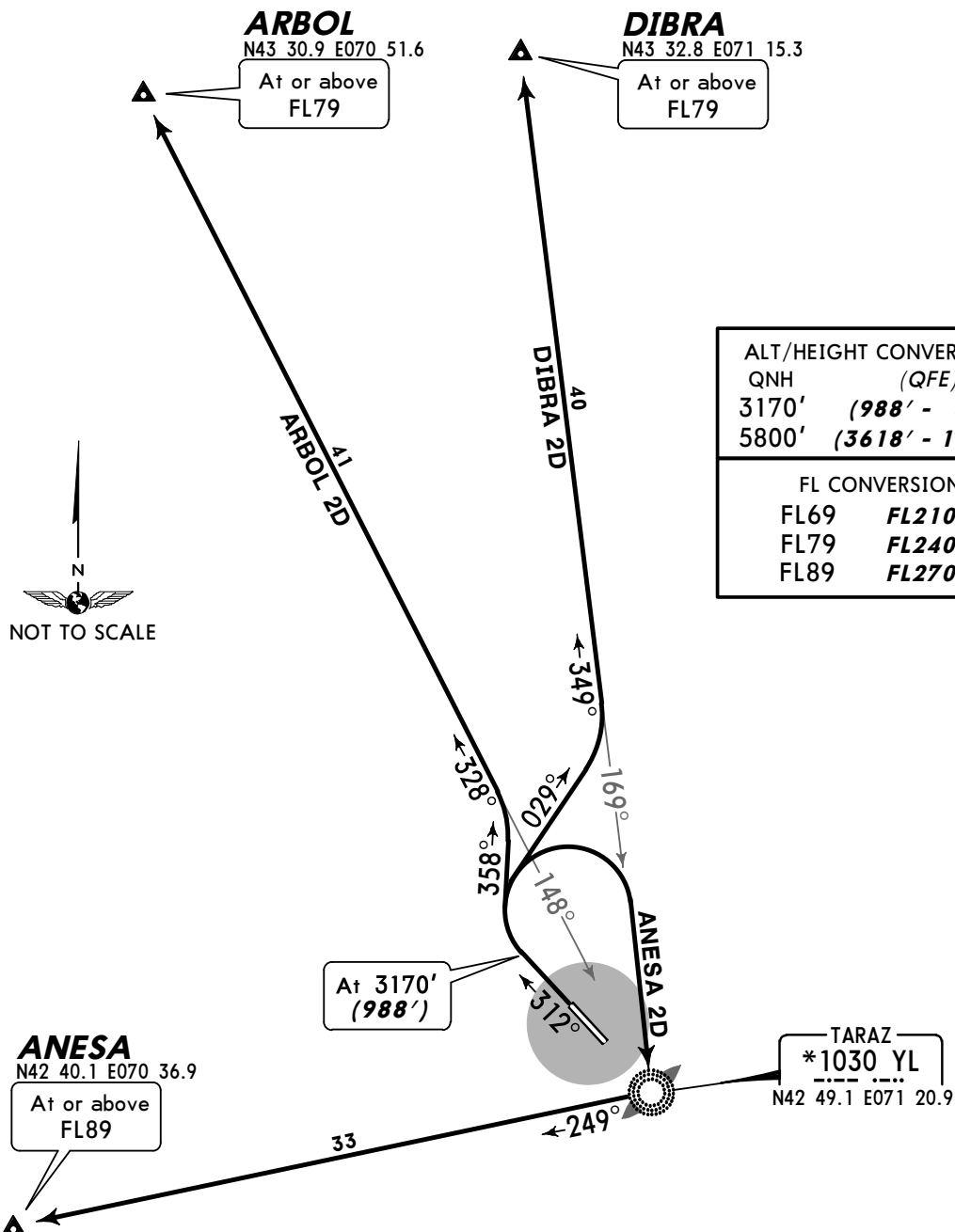
TARAZ, KAZAKHSTAN
SID

Apt Elev
2185'

QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5800' **(3618')**
Turn speed: MAX 225 KT.



ANESA 2D [ANES2D], ARBOL 2D [ARBO2D]
DIBRA 2D [DIBR2D]
RWY 31 DEPARTURES



ALT/HEIGHT CONVERSION
QNH **(QFE)**
3170' **(988' - 300m)**
5800' **(3618' - 1100m)**

FL CONVERSION
FL69 **FL2100m**
FL79 **FL2400m**
FL89 **FL2700m**

SID	ROUTING
ANESA 2D	Climb to 3170' (988') , turn RIGHT to YL, 249° bearing to ANESA.
ARBOL 2D	Climb to 3170' (988') , turn RIGHT, 358° track, intercept 328° bearing from YL to ARBOL.
DIBRA 2D	Climb to 3170' (988') , turn RIGHT, 029° track, intercept 349° bearing from YL to DIBRA.

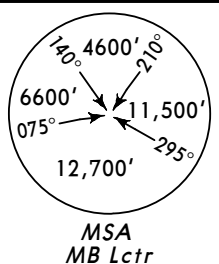
UADD/DMB
AULIE-ATA

JEPPESSEN
19 NOV 10 **(10-3B)**

TARAZ, KAZAKHSTAN
SID

Apt Elev
2185'

QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5800' **(3651')**
Turn speed: MAX 225 KT.



DODOL 2C [DODO2C], GERPU 2C [GERP2C]
MIKDO 2C [MIKD2C], NASIP 2C [NASI2C]
NASIP 1H [NASI1H]
RWY 13 DEPARTURES

NASIP
N43 03.8 E071 53.5
At or above
FL118

1 If unable to reach FL89 before MB,
continue climbing over MB to reach
at or above FL89.

TARAZ
***1030 MB**
N42 53.3 E071 15.6

At or above
FL89

GERPU
N42 57.7 E071 49.9
At or above
FL128

MIKDO
N42 51.0 E071 45.9
At or above
FL128

DODOL
N42 35.6 E071 26.3
At or above
FL128



ALT/HEIGHT CONVERSION
QNH (QFE)
3140' **(991' - 300m)**
5800' **(3651' - 1100m)**

FL CONVERSION
FL69 **FL2100m**
FL89 **FL2700m**
FL118 **FL3600m**
FL128 **FL3900m**

NASIP 2C

This SID requires a minimum climb gradient
of
243' per NM (4%).

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

If unable to comply use SID NASIP 1H.

KESOR
N42 15.2
E071 36.8

SID	ROUTING
DODOL 2C	Climb to 3140' (991') , turn LEFT to MB, climbing to FL89 (if unable to reach FL89 continue climbing over MB to reach at or above FL89), 150° bearing to DODOL.
GERPU 2C	Climb to 3140' (991') , turn LEFT to MB, climbing to FL89 (if unable to reach FL89 continue climbing over MB to reach at or above FL89), 075° bearing to GERPU.
MIKDO 2C	Climb to 3140' (991') , turn LEFT to MB, climbing to FL89 (if unable to reach FL89 continue climbing over MB to reach at or above FL89), 090° bearing to MIKDO.
NASIP 2C	Climb to 3140' (991') , turn LEFT, 014° track, intercept 064° bearing from MB to NASIP.
NASIP 1H	Climb to 3140' (991') , turn LEFT to MB, climbing to FL89 (if unable to reach FL89 continue climbing over MB to reach at or above FL89), 064° bearing to NASIP.

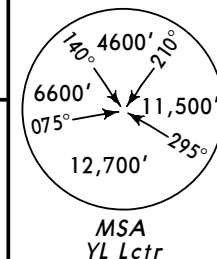
UADD/DMB
AULIE-ATA

JEPPESSEN
19 NOV 10 **(10-3C)**

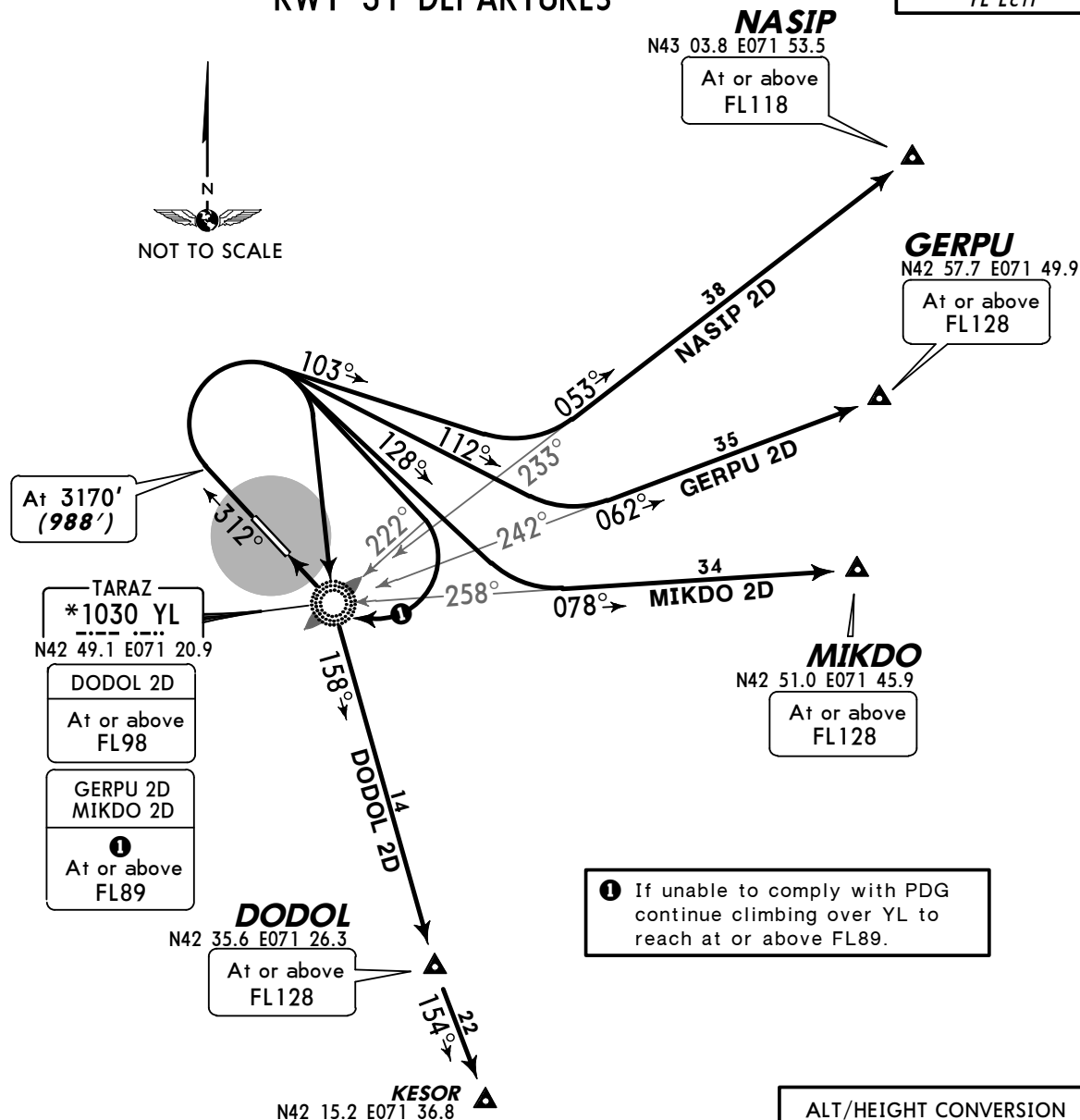
TARAZ, KAZAKHSTAN
SID

Apt Elev
2185'

QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5800' **(3618')**
Turn speed: MAX 225 KT.



DODOL 2D [DODO2D], GERPU 2D [GERP2D]
MIKDO 2D [MIKD2D], NASIP 2D [NASI2D]
RWY 31 DEPARTURES



GERPU 2D, MIKDO 2D
These SIDs require a minimum climb gradient of 243' per NM (4%) ①.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3170'	(988' - 300m)
5800'	(3618' - 1100m)

FL CONVERSION	
FL69	FL2100m
FL89	FL2700m
FL98	FL3000m
FL118	FL3600m
FL128	FL3900m

SID	ROUTING
DODOL 2D	Climb to 3170' (988') , turn RIGHT to YL, 158° bearing to DODOL.
GERPU 2D	Climb to 3170' (988') , turn RIGHT, 112° track, intercept 062° bearing from YL to GERPU.
MIKDO 2D	Climb to 3170' (988') , turn RIGHT, 128° track, intercept 078° bearing from YL to MIKDO.
NASIP 2D	Climb to 3170' (988') , turn RIGHT, 103° track, intercept 053° bearing from YL to NASIP.

UADD/DMB

Apt Elev **2184'**
N42 51.2 E071 18.2

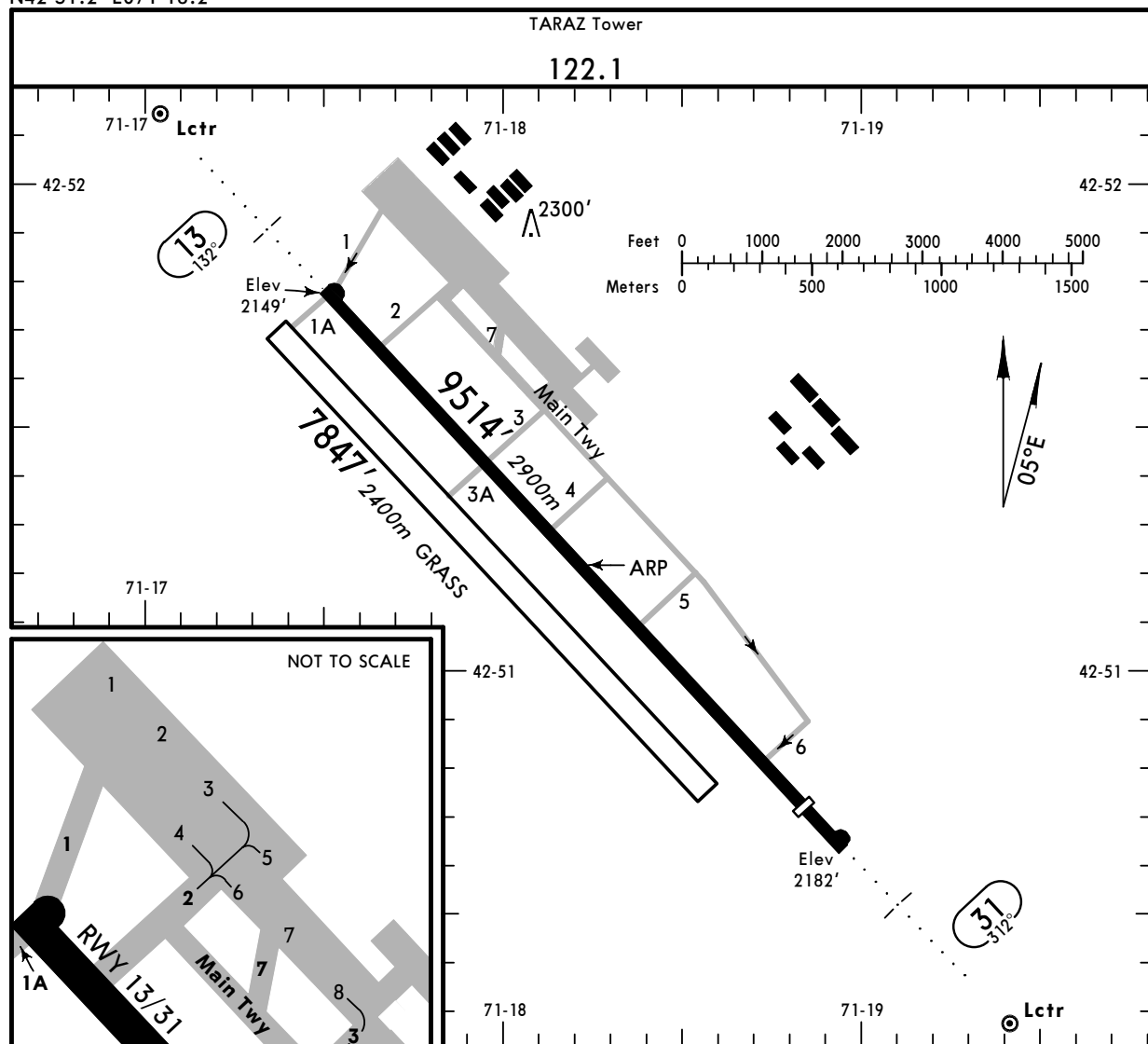
JEPPESEN

12 NOV 10 **(10-9)**

Eff 18 Nov

TARAZ, KAZAKHSTAN

AULIE-ATA



ADDITIONAL RUNWAY INFORMATION							
RWY			RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
13	31	RL (60m) ALS			8603' 2622m	9350' 2850m	148' 45m
				8793' 2680m			
13	31	Grass runway					328' 100m

--	--	--	--	--	--	--	--

TAKE-OFF			
AIR CARRIER (JAA)			
All Rwy's			
	DAY	NIGHT	
	RL	RCLM	RL
A			
B		400m I	400m I
C	400m I		
D		500m	400m

I LVP must be in force: 300m.

UADD/DMB
AULIE-ATA

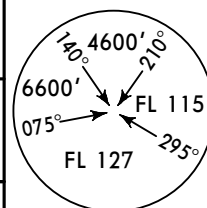
JEPPesen
12 NOV 10 **(11-1)** **Eff 18 Nov**

TARAZ, KAZAKHSTAN
ILS Y Rwy 13

BRIEFING STRIP

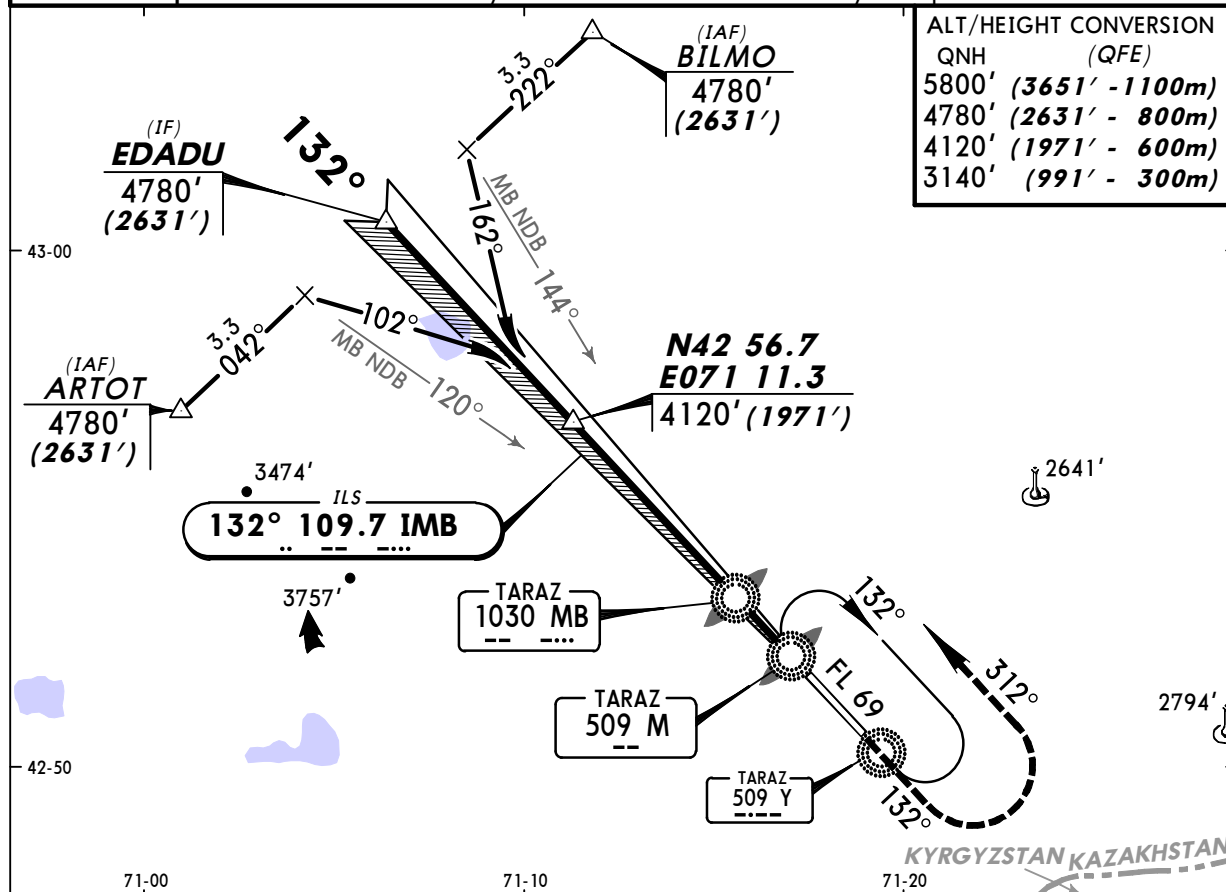
TARAZ Approach			TARAZ Tower		
122.1			122.1		
LOC IMB 109.7	Final Apch Crs 132°	GS LOM 2776' (627')	ILS DA(H) Refer to Minimums	Apt Elev 2184' RWY 2149'	
MISSED APCH: Climb on 132° to 3140' (991'), then turn LEFT (MAX 225 KT) onto 312° climbing to 4780' (2631'), then as directed.					

MSA
M NDB

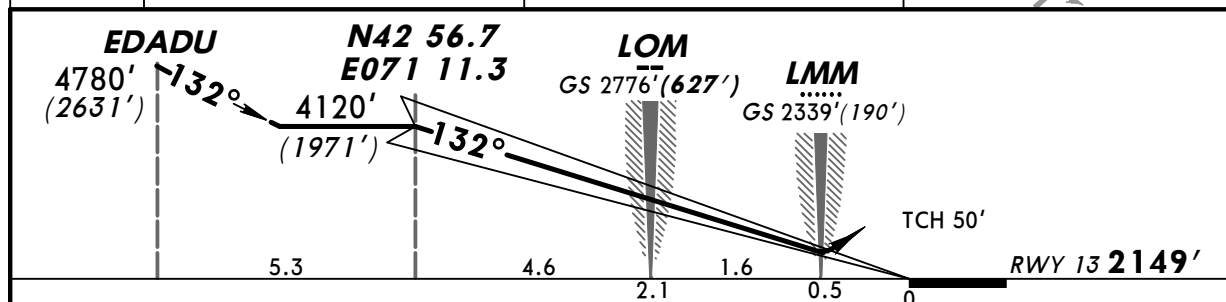


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5800' (3651')

1. **RADAR** required. 2. **WARNING:** Heavy turbulence with downdrafts may be expected on final.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3651' - 1100m)
4780'	(2631' - 800m)
4120'	(1971' - 600m)
3140'	(991' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	
GS	2.67°	336	432	480	576	671	767

ALS

3140'
(991')_{on} 132°

STRAIGHT-IN LANDING RWY 13			
ILS		LOC (GS out)	
B: 2352' (203')			
A: 2349' (200')		CD: 2379' (230')	
FULL		ALS out	

PANS OPS

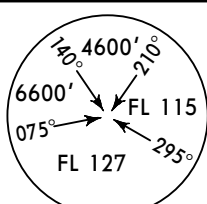
A	1200m	NOT AUTHORIZED	
B			
C			
D			

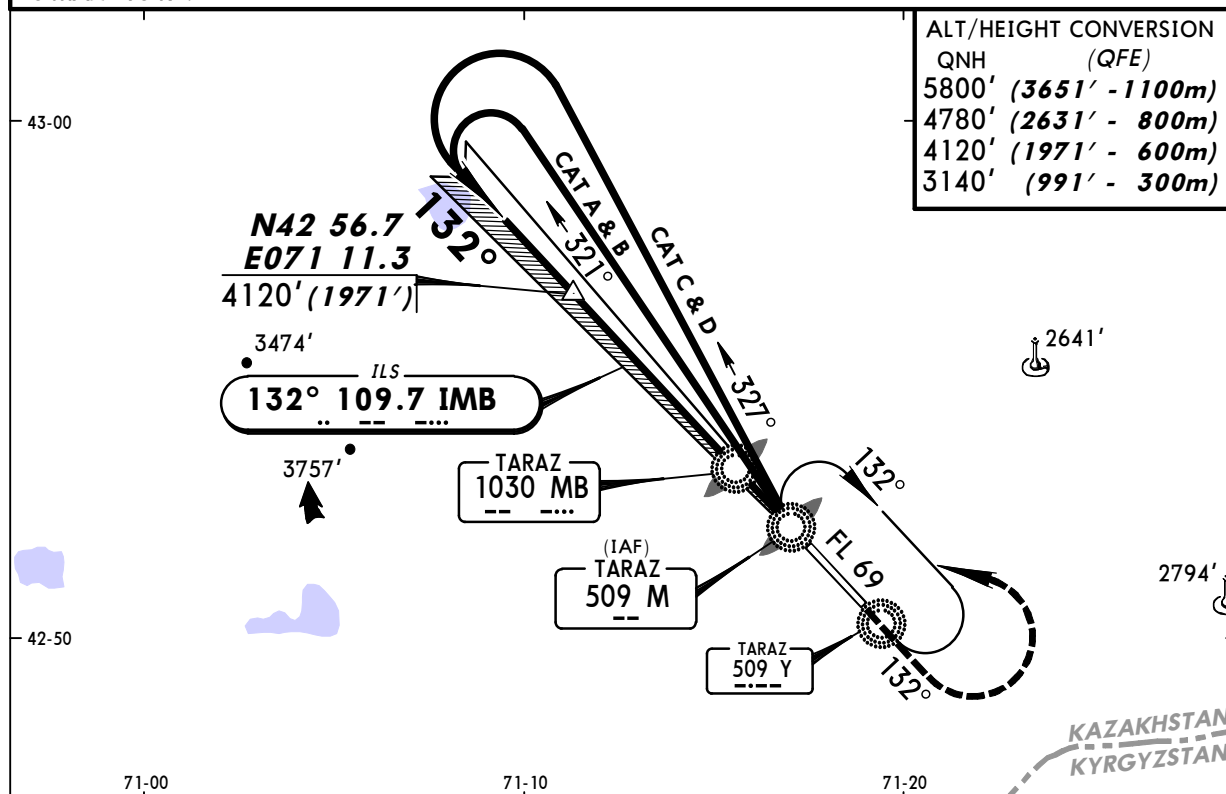
UADD/DMB
AULIE-ATA

JEPPesen
12 NOV 10 **(11-2)** **Eff 18 Nov**

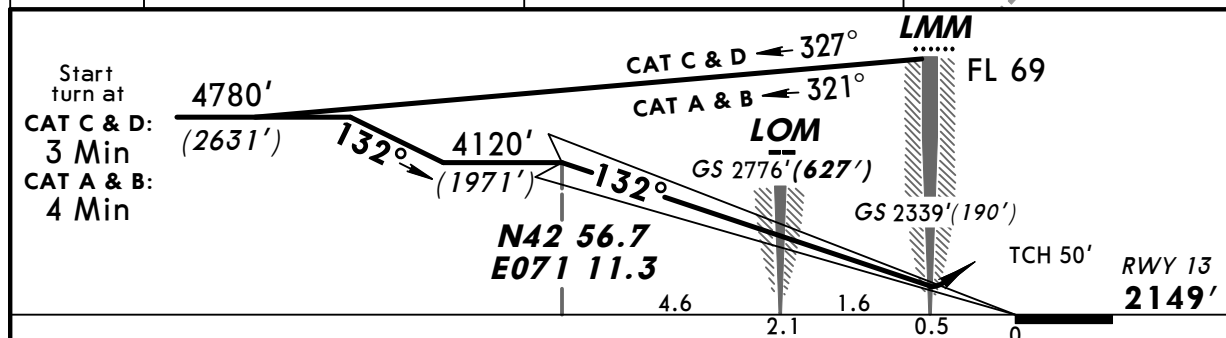
TARAZ, KAZAKHSTAN
ILS X Rwy 13

BRIEFING STRIP

TARAZ Approach				TARAZ Tower	
122.1				122.1	
LOC IMB 109.7	Final Apch Crs 132°	GS LOM 2776' (627')	ILS DA(H) Refer to Minimums	Apt Elev 2184'	RWY 2149'
MISSED APCH: Climb on 132° to 3140' (991') or above. After passing M NDB maintain 132° for 1 min 20 sec, then turn LEFT to M NDB. Climb initially to 4780' (2631'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 69 to M NDB and hold. Missed apch turn limited to MAX 225 KT.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5800' (3651') 1. WARNING: Heavy turbulence with downdrafts may be expected on final. 2. Initial approach restricted to MAX 195 KT.					MSA M NDB



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3651' - 1100m)
4780'	(2631' - 800m)
4120'	(1971' - 600m)
3140'	(991' - 300m)



Gnd speed-Kts	70	90	100	120	140	160			ALS	3140'
GS	2.67°	336	432	480	576	671	767			(991')
										or above on
										132°

STRAIGHT-IN LANDING RWY 13					
ILS		LOC (GS out)			
DA(H)		B: 2352' (203')			
A: 2349' (200')		CD: 2379' (230')			
FULL		ALS out			
A	1200m		NOT AUTHORIZED		
B					
C					
D					

PANS OPS

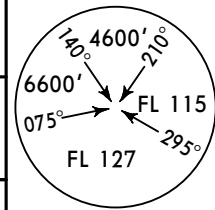
UADD/DMB
AULIE-ATA

JEPPesen
12 NOV 10 **(16-1)** **Eff 18 Nov**

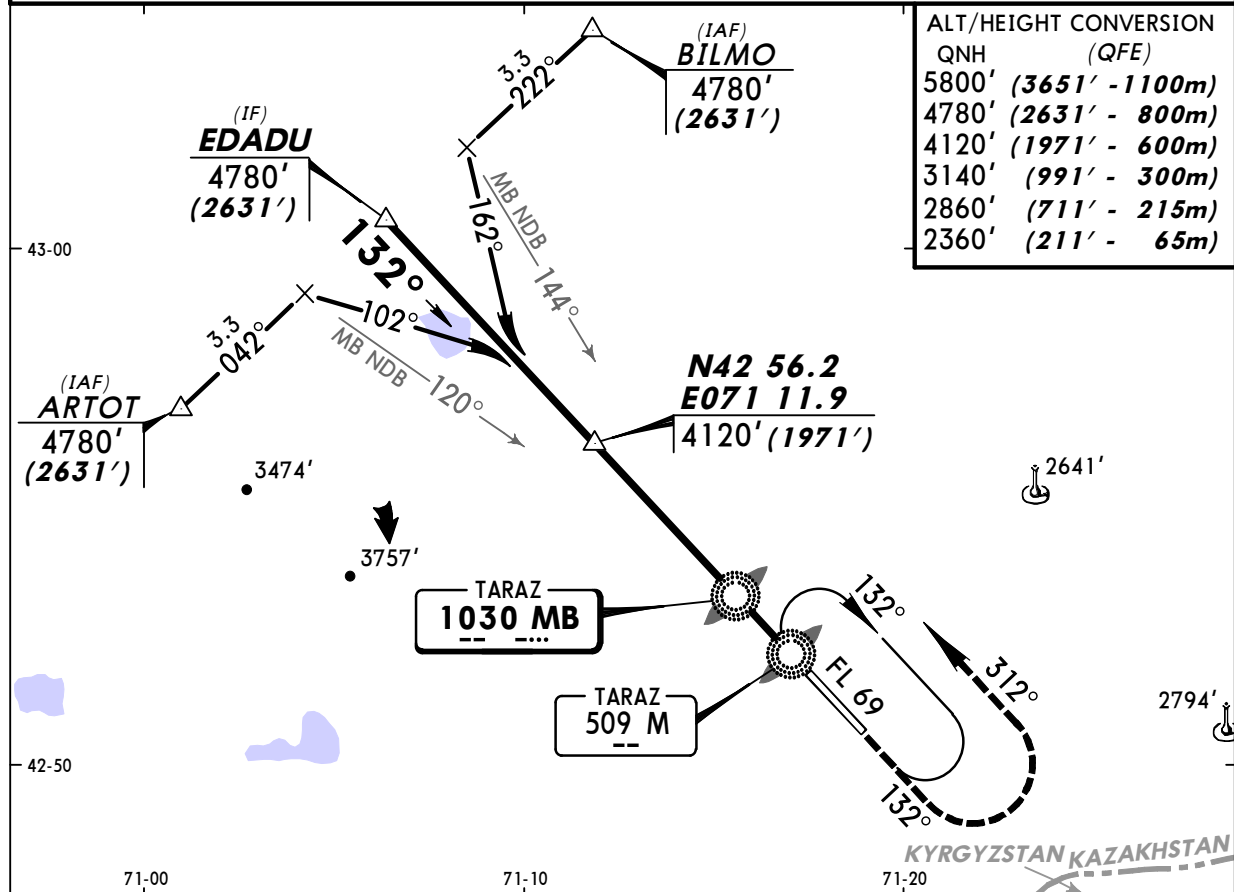
TARAZ, KAZAKHSTAN
2 NDB Rwy 13

BRIEFING STRIP

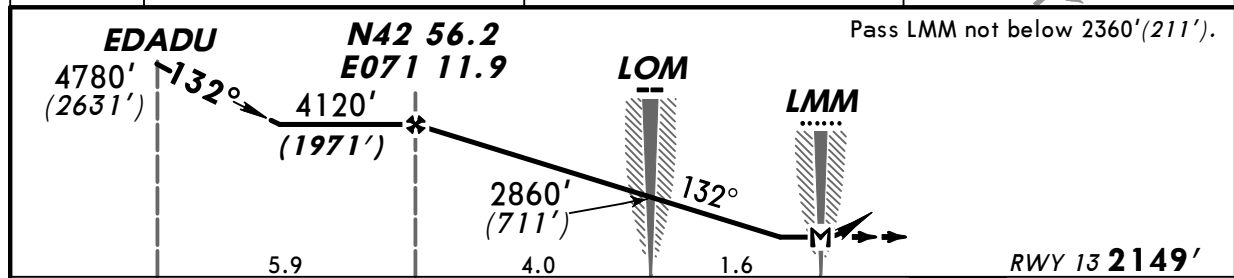
TARAZ Approach			TARAZ Tower		
122.1			122.1		
NDB MB 1030	Final Apch Crs 132°	Minimum Alt N42 56.2 E071 11.9 4120' (1971')	MDA(H) 2550' (401')	Apt Elev 2184' RWY 2149'	
MISSED APCH: Climb on 132° to 3140' (991'), then turn LEFT (MAX 225 KT) onto 312° climbing to 4780' (2631'), then as directed.					 MSA M NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5800' (3651')					
1. RADAR required. 2. WARNING: Heavy turbulence with downdrafts may be expected on base leg and final.					



MSA
M NDB



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3651' - 1100m)
4780'	(2631' - 800m)
4120'	(1971' - 600m)
3140'	(991' - 300m)
2860'	(711' - 215m)
2360'	(211' - 65m)



Gnd speed-Kts	70	90	100	120	140	160		ALS	3140' (991') on 132°
Descent angle 3.00°	372	478	531	637	743	849			
MAP at LMM									

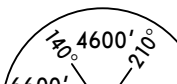
STRAIGHT-IN LANDING RWY 13			
MDA(H) 2550' (401')		ALS out	
1800m			
A			
B			
C			
D			

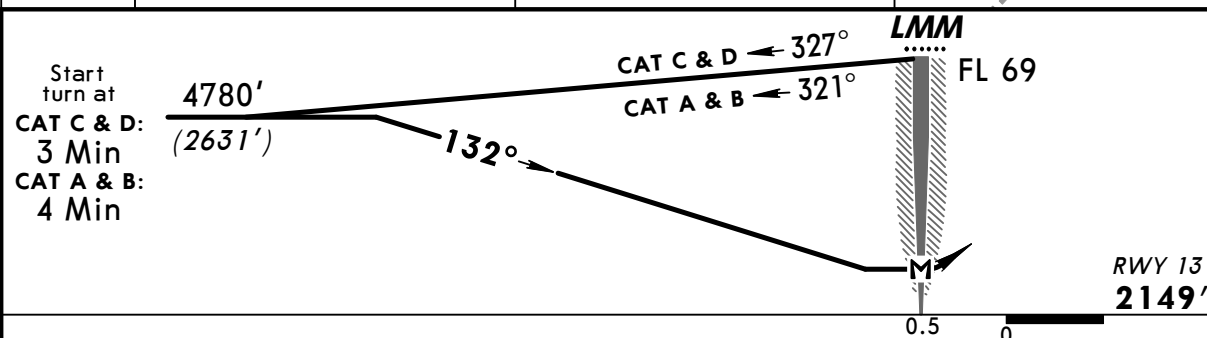
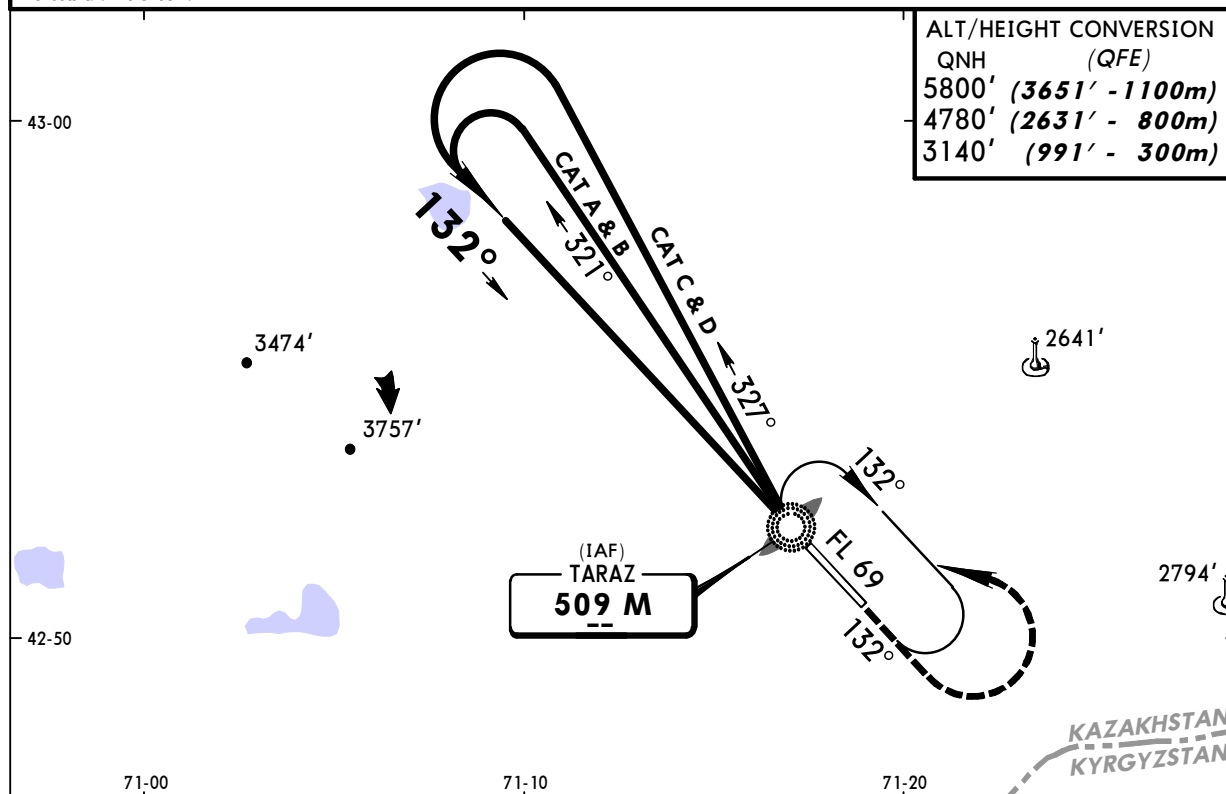
PANS OPS

**UADD/DMB
AULIE-ATA**

JEPPESEN
12 NOV 10 (16-2) Eff 18 Nov

TARAZ, KAZAKHSTAN
NDB Rwy 13

BRIEFING STRIP™	TARAZ Approach				TARAZ Tower	
	122.1				122.1	
	NDB M 509	Final Apch Crs 132°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 2184' RWY 2149'	
MISSED APCH: Climb on 132° to 3140' (991') or above. After passing NDB maintain 132° for 1 min 20 sec, then turn LEFT to NDB. Climb initially to 4780' (2631'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 69 to NDB and hold. Missed apch turn limited to MAX 225 KT.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5800' (3651') 1. WARNING: Heavy turbulence with downdrafts may be expected on final. 2. Initial approach restricted to MAX 195 KT.						

[illegible]

STRAIGHT-IN LANDING RWY 13

MDA(H) AB: 2810' (661')
CD: 3140' (991')

ALS out

A	3000m		
B			
C	5000m		
D			

CHANGES: New procedure.

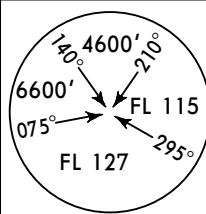
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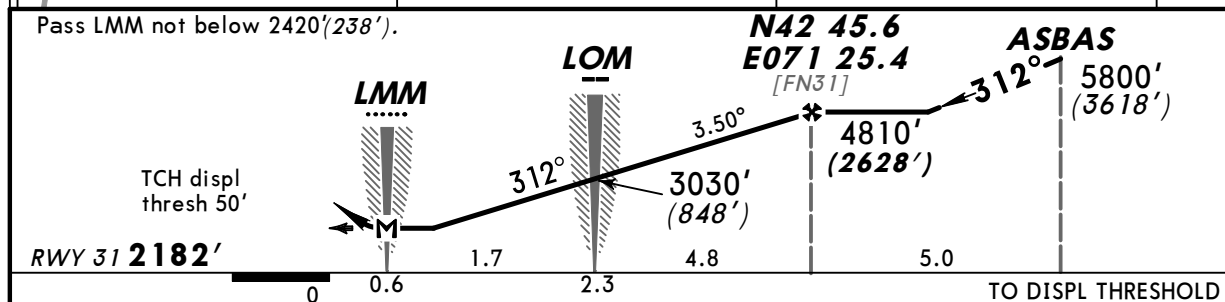
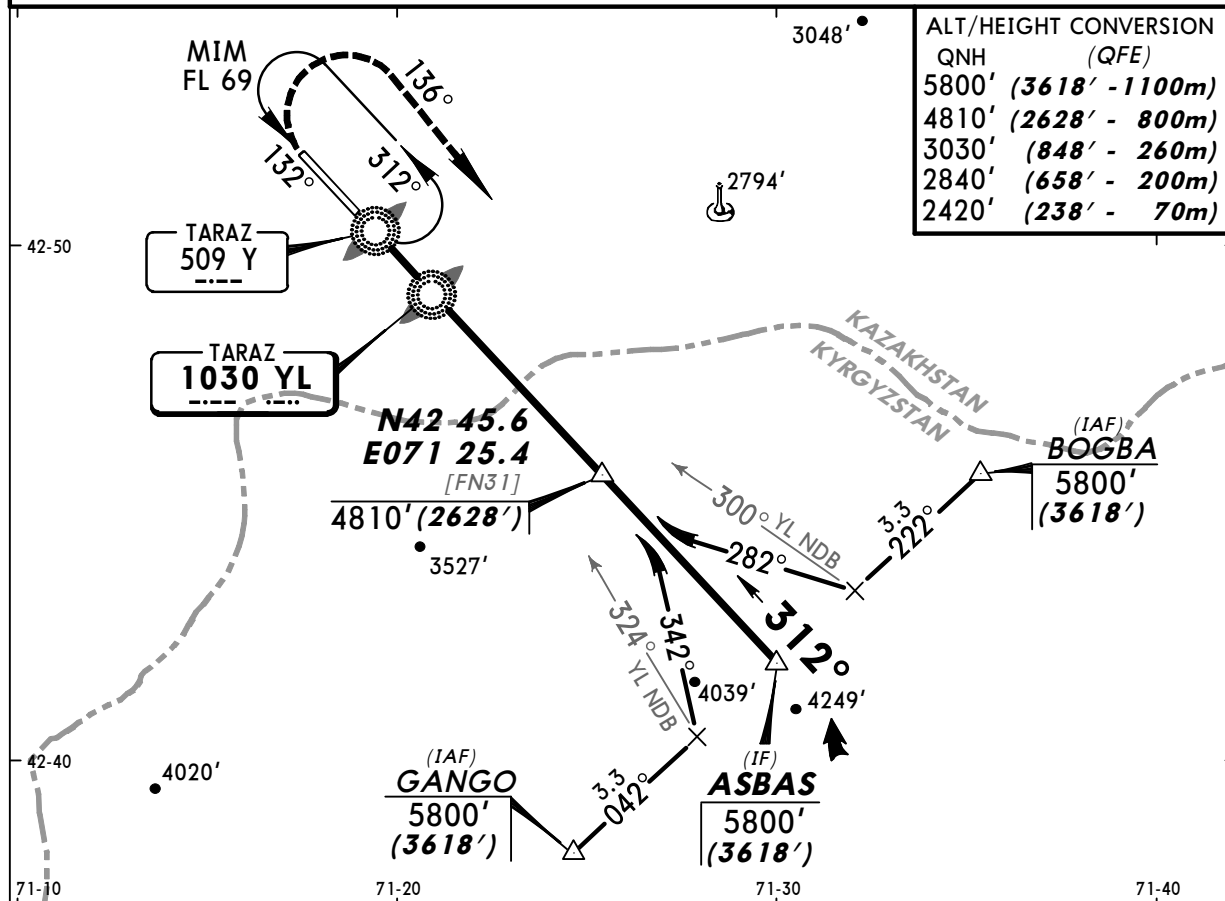
UADD/DMB
AULIE-ATA

JEPPesen
12 NOV 10 **(16-3)** **Eff 18 Nov**

TARAZ, KAZAKHSTAN
2 NDB Rwy 31

BRIEFING STRIP

TARAZ Approach			TARAZ Tower		
122.1			122.1		
<i>NDB</i> YL 1030	<i>Final</i> <i>Apch Crs</i> 312°	<i>Minimum Alt</i> N42 45.6 E071 25.4 4810' (2628')	<i>MDA(H)</i> 2650' (468')	<i>Apt Elev</i> 2184' <i>RWY</i> 2182'	
MISSED APCH: Climb on 312° to 2840' (658'), then turn RIGHT (MAX 225 KT) onto 136° climbing to 5800' (3618'), then as directed.					
<i>MSA Y NDB</i>					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 5800' (3618')					
1. RADAR required. 2. WARNING: Heavy turbulence with downdrafts may be expected on base leg and final.					



TO DISPL THRESHOLD					
ALS	2840'	(658')	on	312°	

STRAIGHT-IN LANDING RWY 31			
MDA(H) 2650' (468')			
		ALS out	
A	1800m		
B			
C	2000m		
D			

PANS OPS