

## List of pages in this Trip Kit

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Revision Letter For Cycle 08-2013

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## General Information

Location: Taldykorgan Kaz  
IATA Code: TDK  
Lat/Long: N45° 07.3' E078° 26.6'  
Elevation: 1942 ft

Airport Use: Public  
Magnetic Variation: 5.3°E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0003 Z  
Sunset: 1330 Z,

## Runway Information

Runway: 02  
Length x Width: 8205 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 1925 ft  
Lighting: Edge, ALS

Runway: 20  
Length x Width: 8205 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 1941 ft  
Lighting: Edge, ALS

## Communication Information

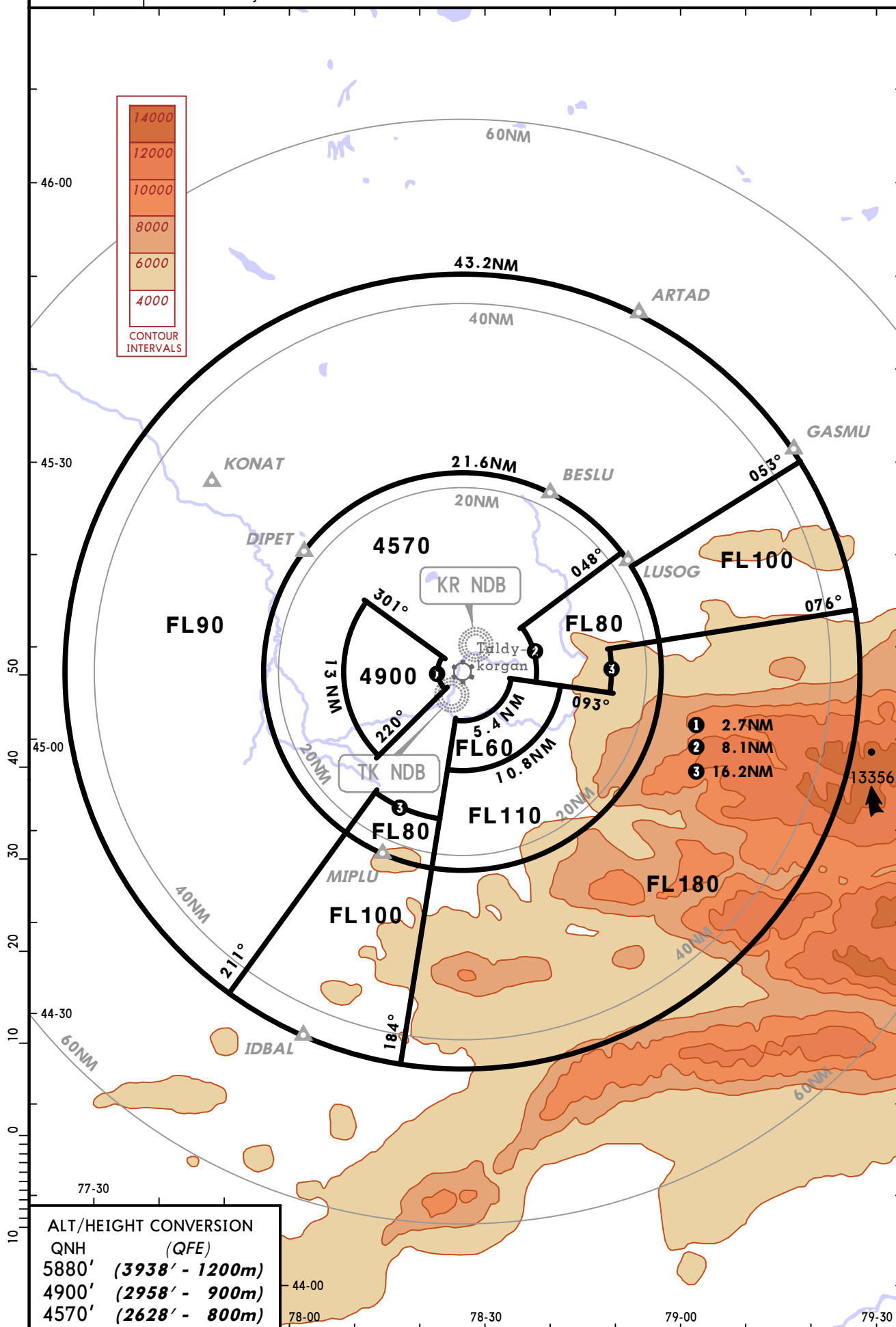
Neman Tower 127.3  
Neman Tower 124.0  
Neman Approach Control 127.3  
Neman Approach Control 124.0  
Neman Radar 127.3  
Neman Radar 124.0

\*NEMAN Radar  
**127.3**

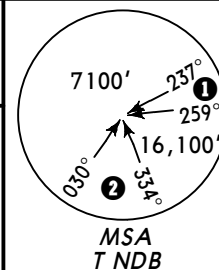
Apt Elev  
**1942'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL70 Trans alt: 5880' (**3938'**)

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.

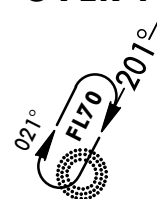


**(QFE)**



- 1 8100'
- 2 8400'

**HOLDING  
OVER T**



ALT/HEIGHT CONVERSION  
QNH (QFE)  
5880' (3954' - 1200m)

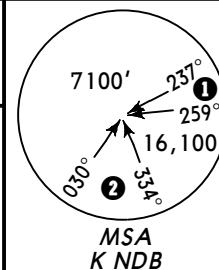
| STAR     | ROUTING               |
|----------|-----------------------|
| BESLU 1C | On 201° bearing to T. |
| DIPET 1C | On 125° bearing to T. |
| LUSOG 1C | On 230° bearing to T. |
| MIPLU 1C | On 019° bearing to T. |

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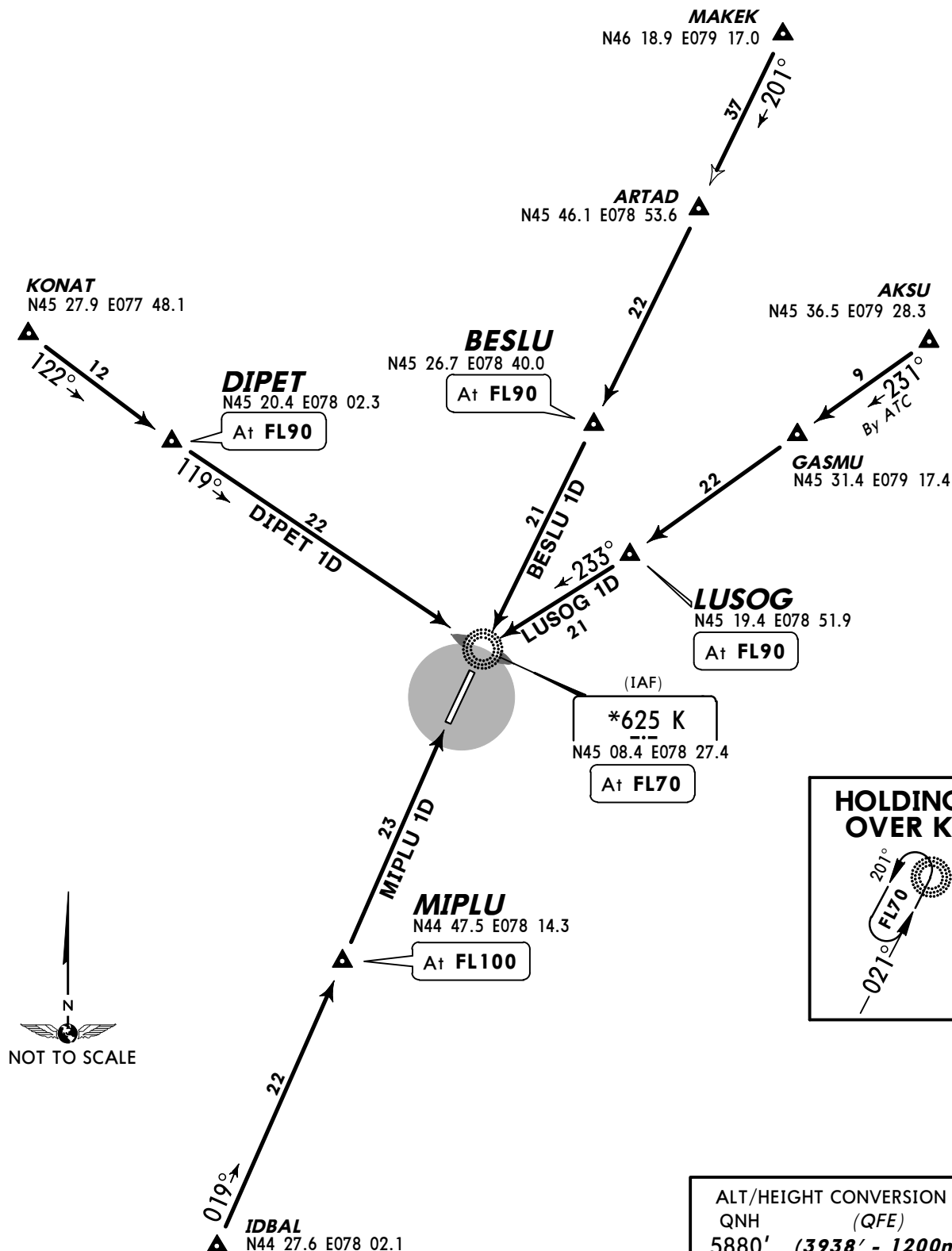
Apt Elev  
1942'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL70 Trans alt: 5880' (3938')

(QFE)



BESLU 1D, DIPET 1D  
LUSOG 1D, MIPLU 1D  
RWY 20 ARRIVALS



HOLDING  
OVER K

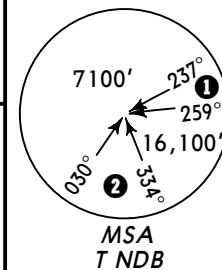


ALT/HEIGHT CONVERSION  
QNH (QFE)  
5880' (3938' - 1200m)

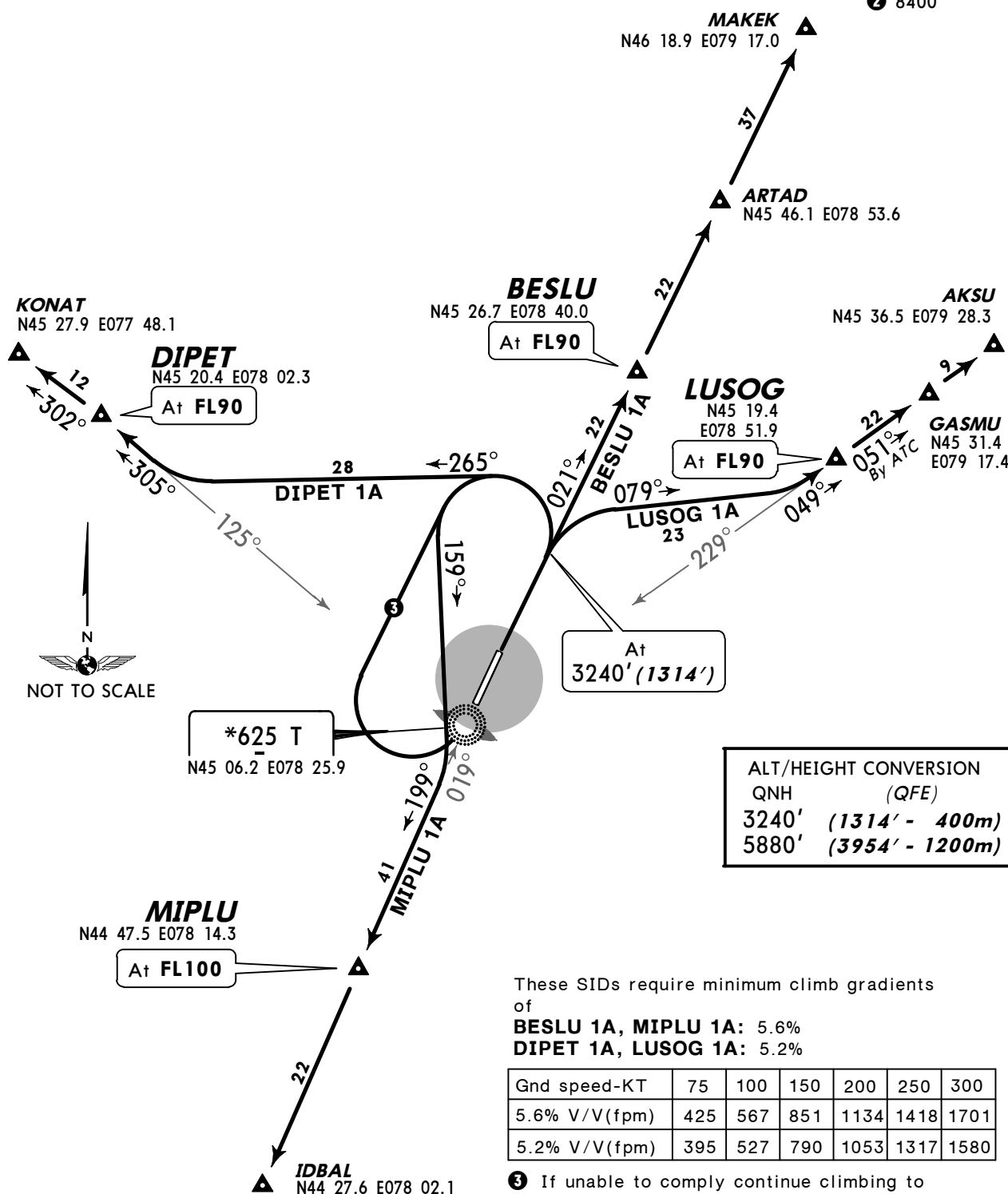
| STAR     | ROUTING               |
|----------|-----------------------|
| BESLU 1D | On 201° bearing to K. |
| DIPET 1D | On 119° bearing to K. |
| LUSOG 1D | On 233° bearing to K. |
| MIPLU 1D | On 019° bearing to K. |

Apt Elev  
 1942'

QNH on request (QFE)  
 Trans level: FL70    Trans alt: 5880'    (3954')



BESLU 1A, DIPET 1A  
 LUSOG 1A, MIPLU 1A  
 RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION

| QNH   | (QFE)           |
|-------|-----------------|
| 3240' | (1314' - 400m)  |
| 5880' | (3954' - 1200m) |

These SIDs require minimum climb gradients of

BESLU 1A, MIPLU 1A: 5.6%  
 DIPET 1A, LUSOG 1A: 5.2%

| Gnd speed-KT  | 75  | 100 | 150 | 200  | 250  | 300  |
|---------------|-----|-----|-----|------|------|------|
| 5.6% V/V(fpm) | 425 | 567 | 851 | 1134 | 1418 | 1701 |
| 5.2% V/V(fpm) | 395 | 527 | 790 | 1053 | 1317 | 1580 |

If unable to comply continue climbing to reach T at or above FL70.

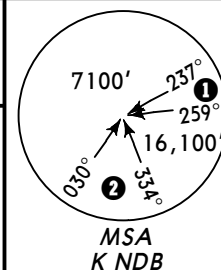
| SID      | ROUTING                                                                                 |
|----------|-----------------------------------------------------------------------------------------|
| BESLU 1A | Climb to 3240' (1314'), 021° track to BESLU.                                            |
| DIPET 1A | Climb to 3240' (1314'), turn LEFT, 265° track, intercept 305° bearing from T to DIPET.  |
| LUSOG 1A | Climb to 3240' (1314'), turn RIGHT, 079° track, intercept 049° bearing from T to LUSOG. |
| MIPLU 1A | Climb to 3240' (1314'), turn LEFT, 159° track, intercept 199° bearing from T to MIPLU.  |

Apt Elev

1942'

QNH on request (QFE)

Trans level: FL70    Trans alt: 5880'    (3938')



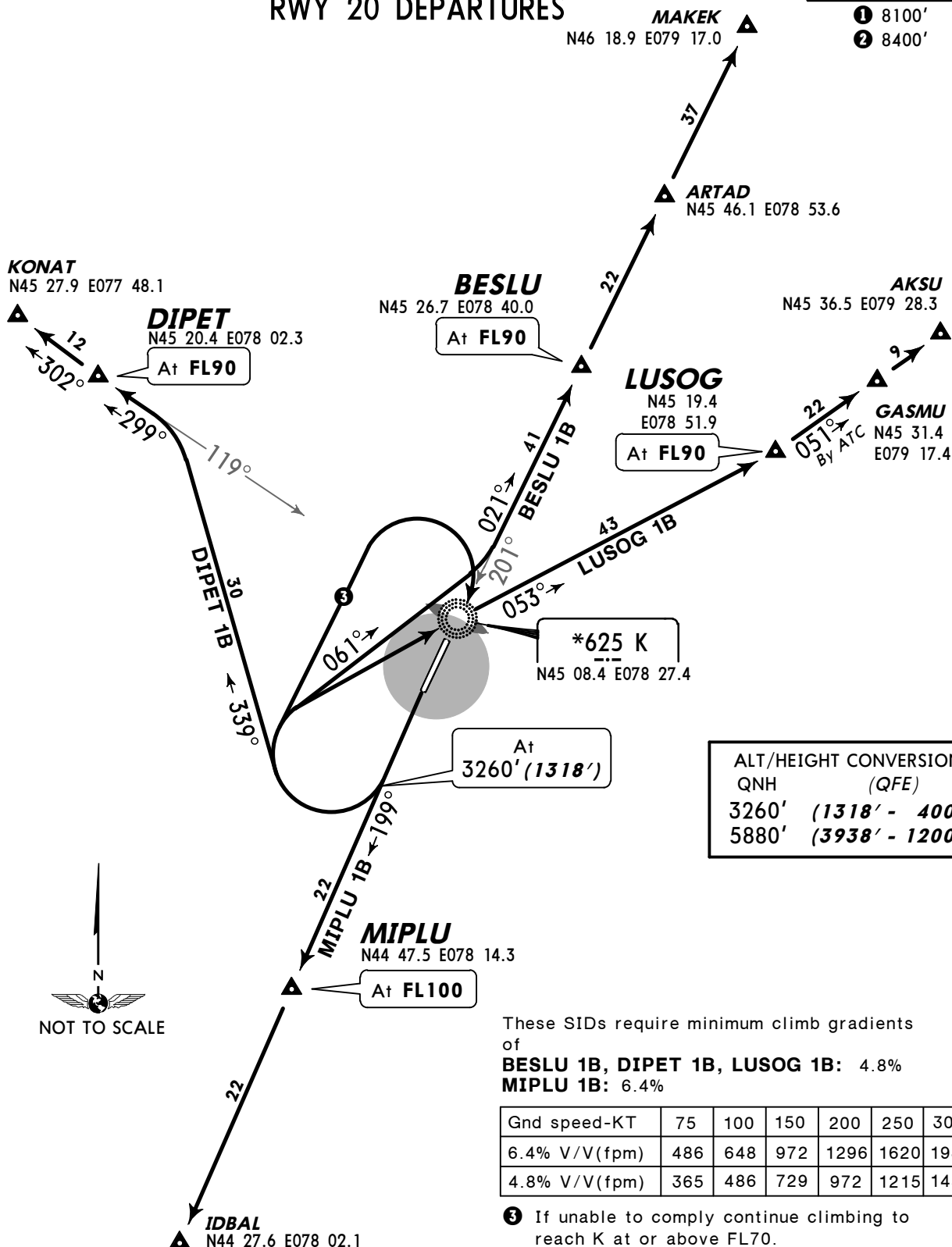
1 8100'

2 8400'

BESLU 1B, DIPET 1B

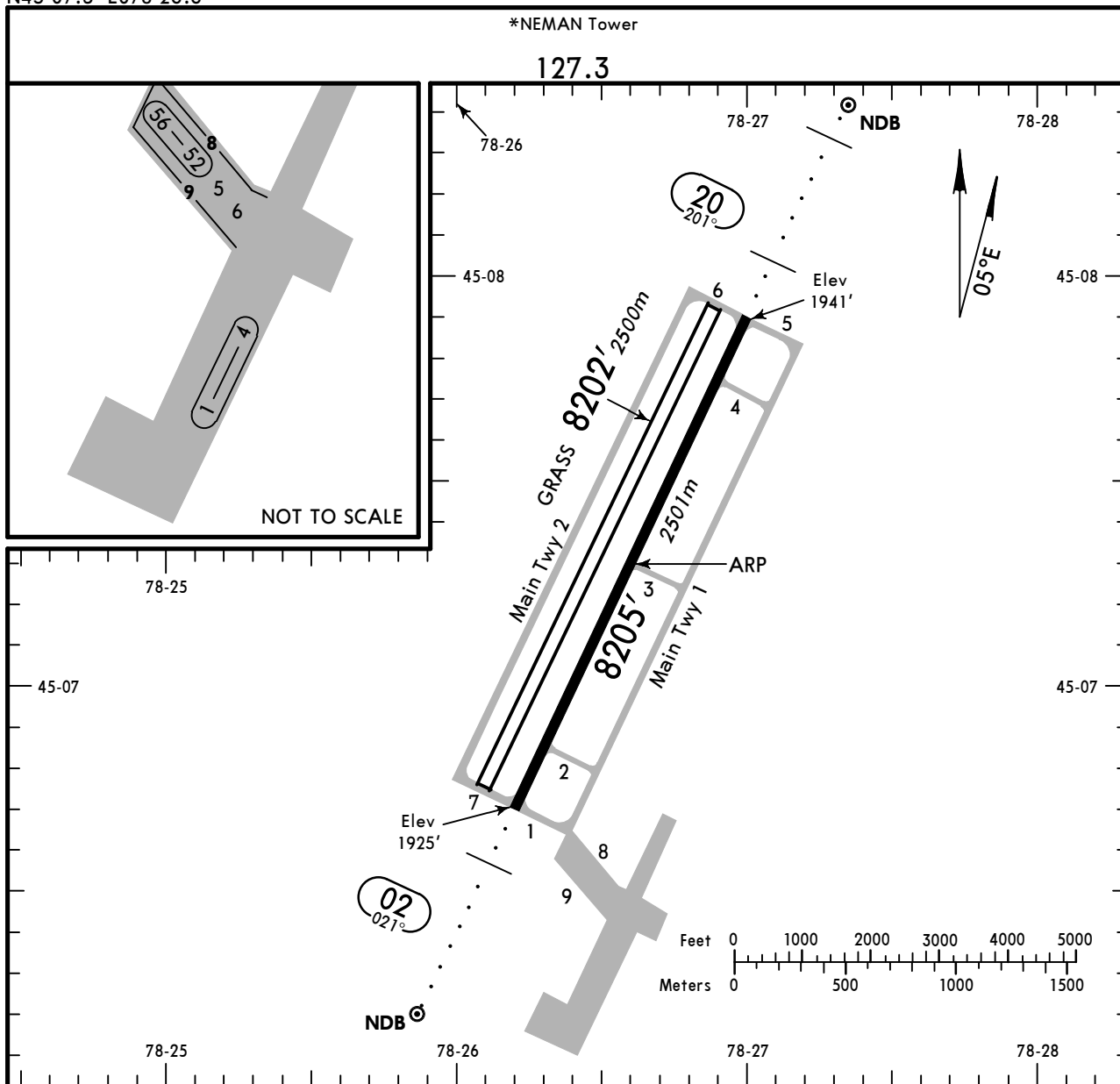
LUSOG 1B, MIPLU 1B

RWY 20 DEPARTURES



| SID      | ROUTING                                                                                 |
|----------|-----------------------------------------------------------------------------------------|
| BESLU 1B | Climb to 3260' (1318'), turn RIGHT, 061° track, intercept 021° bearing from K to BESLU. |
| DIPET 1B | Climb to 3260' (1318'), turn RIGHT, 339° track, intercept 299° bearing from K to DIPET. |
| LUSOG 1B | Climb to 3260' (1318'), turn RIGHT to K, 053° bearing to LUSOG.                         |
| MIPLU 1B | Climb to 3260' (1318'), 199° track to MIPLU.                                            |

UAAT/ TDK  
Apt Elev 1942'  
N45 07.3 E078 26.6



ADDITIONAL RUNWAY INFORMATION

| RWY |    |                 | USABLE LENGTHS |                            | TAKE-OFF | WIDTH       |
|-----|----|-----------------|----------------|----------------------------|----------|-------------|
|     |    |                 | Threshold      | Landing Beyond Glide Slope |          |             |
| 02  | 20 | HIRL (100m) ALS |                |                            |          | 144'<br>44m |
| 02  | 20 | Grass runway    |                |                            |          | 197'<br>60m |
|     |    |                 |                |                            |          |             |
|     |    |                 |                |                            |          |             |

TAKE-OFF

AIR CARRIER (JAA)  
All Rwy's

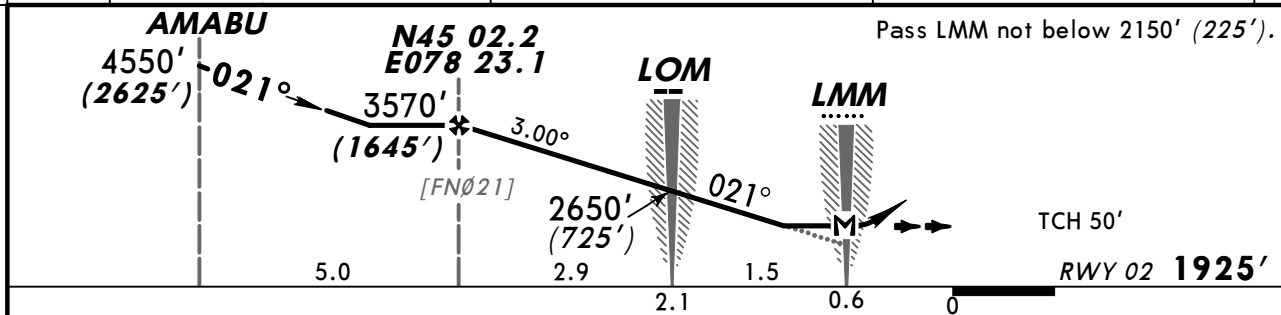
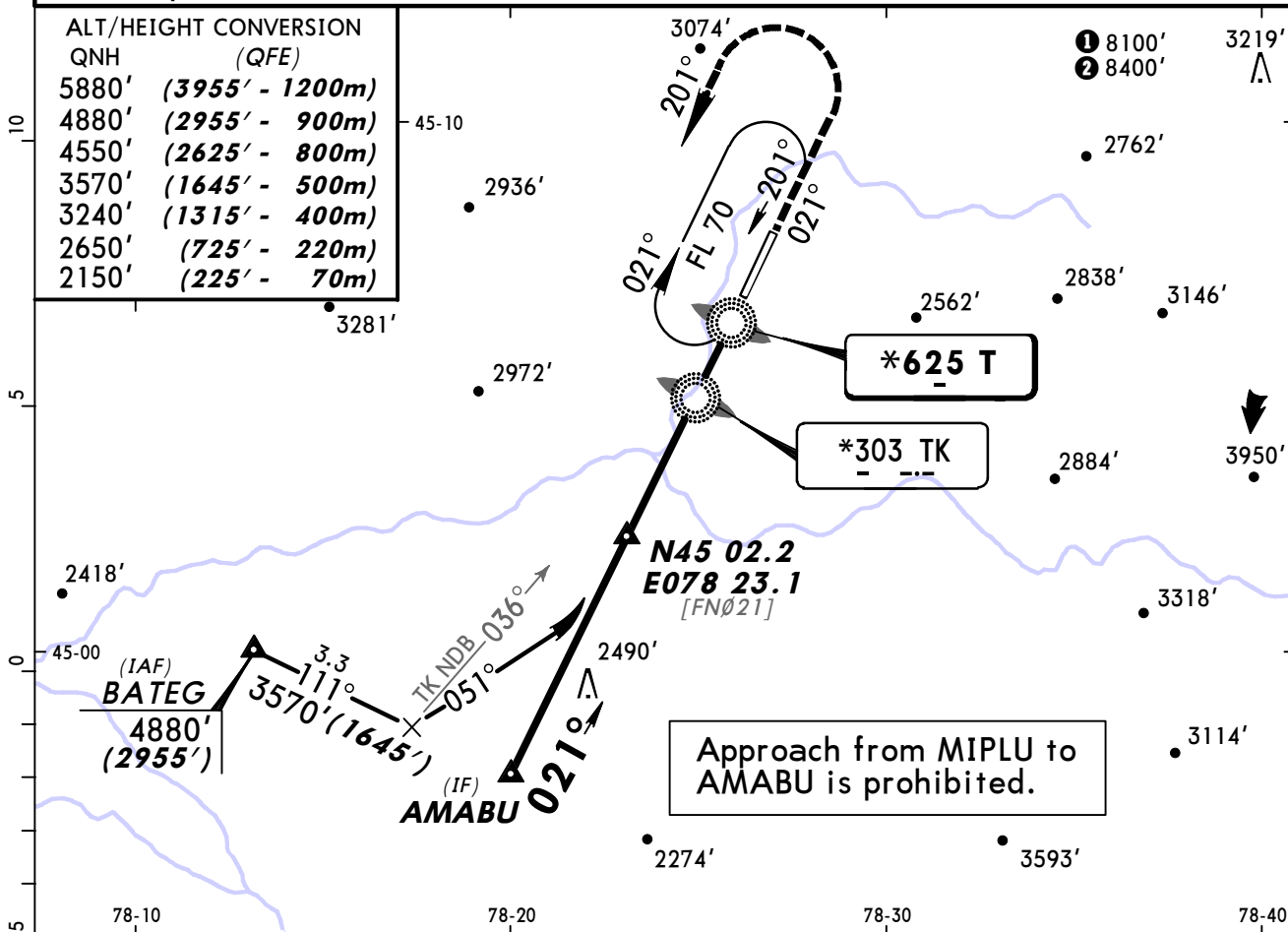
|   | DAY    |        | NIGHT  |
|---|--------|--------|--------|
|   | RL     | RCLM   | RL     |
| A |        |        | 400m 1 |
| B | 400m 1 | 400m 1 |        |
| C |        |        | 400m   |
| D |        |        |        |

1 LVP must be in force: 300m.

MSA  
T NDB

Alt Set: MM (hPa on req)  
**RADAR required.**

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 5880'                 | (3955' - 1200m) |
| 4880'                 | (2955' - 900m)  |
| 4550'                 | (2625' - 800m)  |
| 3570'                 | (1645' - 500m)  |
| 3240'                 | (1315' - 400m)  |
| 2650'                 | (725' - 220m)   |
| 2150'                 | (225' - 70m)    |



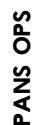
|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at LMM          |     |     |     |     |     |     |
|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

ALS  
■  
⋮

3240'  
(1315')<sub>on</sub> 021°

|                            |         |  |
|----------------------------|---------|--|
| STRAIGHT-IN LANDING RWY 02 |         |  |
| MDA(H) 2370' (445')        |         |  |
|                            | ALS out |  |

|   |       |  |  |
|---|-------|--|--|
| A | 1600m |  |  |
| B |       |  |  |
| C |       |  |  |
| D |       |  |  |

BRIEFING STRIP™

|                            |     |     |     |     |     |     |
|----------------------------|-----|-----|-----|-----|-----|-----|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |
| <i>Descent Angle</i> 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| <i>MAP at LMM</i>          |     |     |     |     |     |     |
|                            |     |     |     |     |     |     |

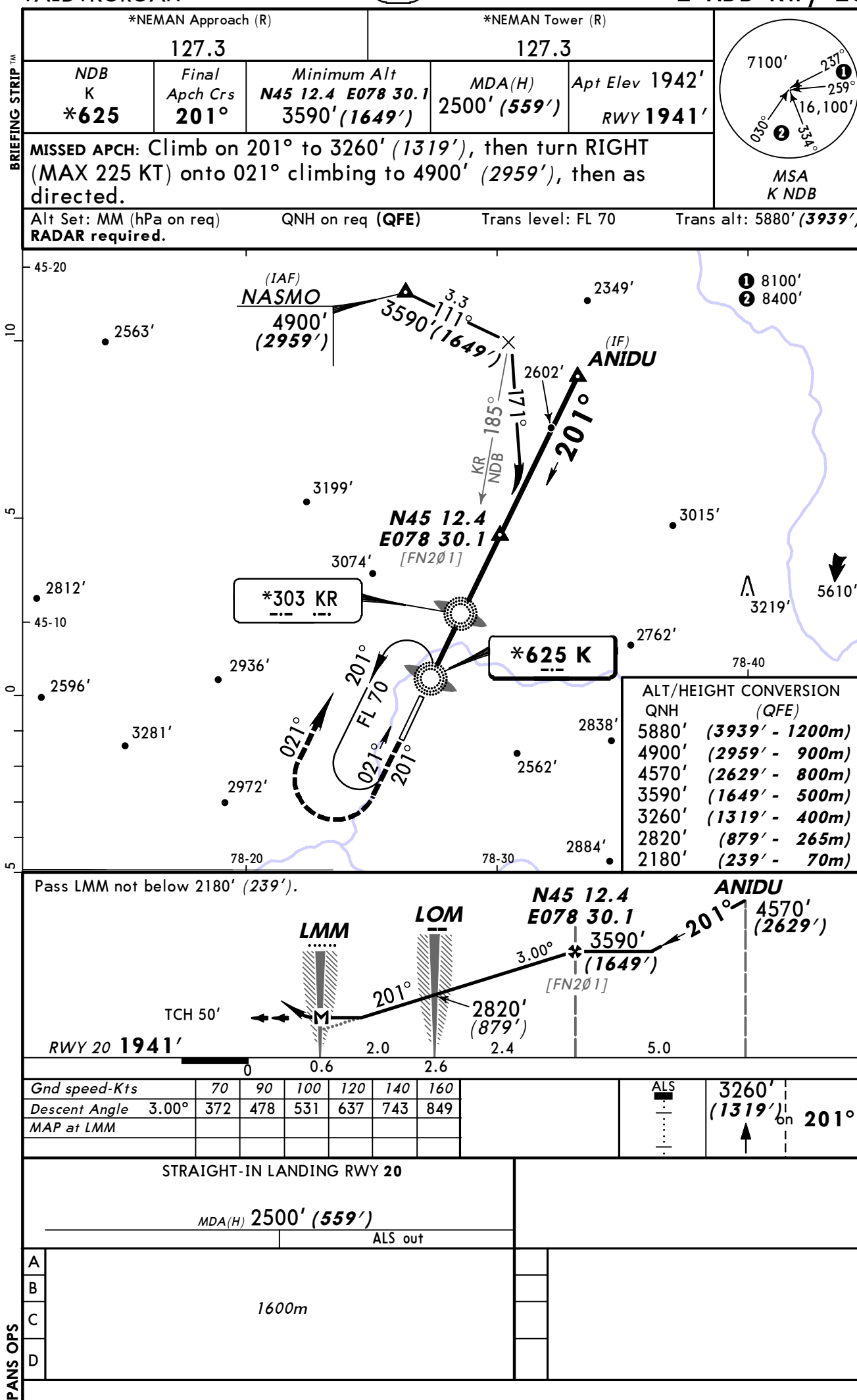
ALS  
[REDACTED]  
:  
—  
:  
:  
:  
:  
:

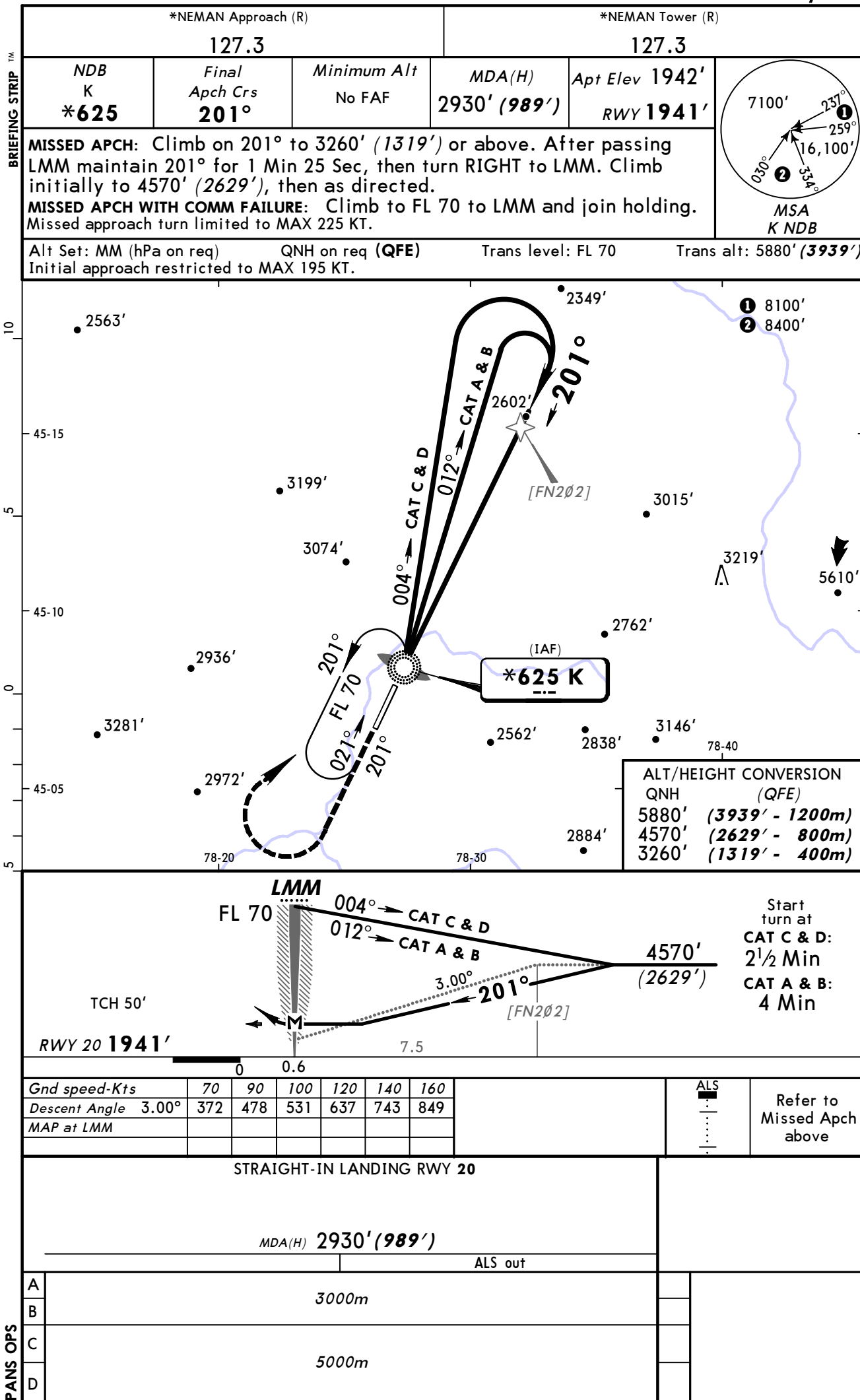
Refer to  
Missed Apch  
above

MDA(H) AB: 2820' (895')  
CD: 2910' (985')

ALS out

|   |       |
|---|-------|
| A | 3000m |
| B |       |
| C | 5000m |
| D |       |





**TALDYKORGAN, (TALDYKORGAN - UAAT)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UAAT**