

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UADD
Terminal Charts For UADD
Revision Letter For Cycle 17-2013
Change Notices
Notebook

General Information

Location: Taraz Kaz
IATA Code: DMB
Lat/Long: N42° 51.2' E071° 18.2'
Elevation: 2185 ft

Airport Use: Public
Magnetic Variation: 5.5°E

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

Sunrise: 0032 Z
Sunset: 1401 Z,

Runway Information

Runway: 13
Length x Width: 9514 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2149 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 9514 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2182 ft
Lighting: Edge, ALS
Displaced Threshold: 722 ft

Communication Information

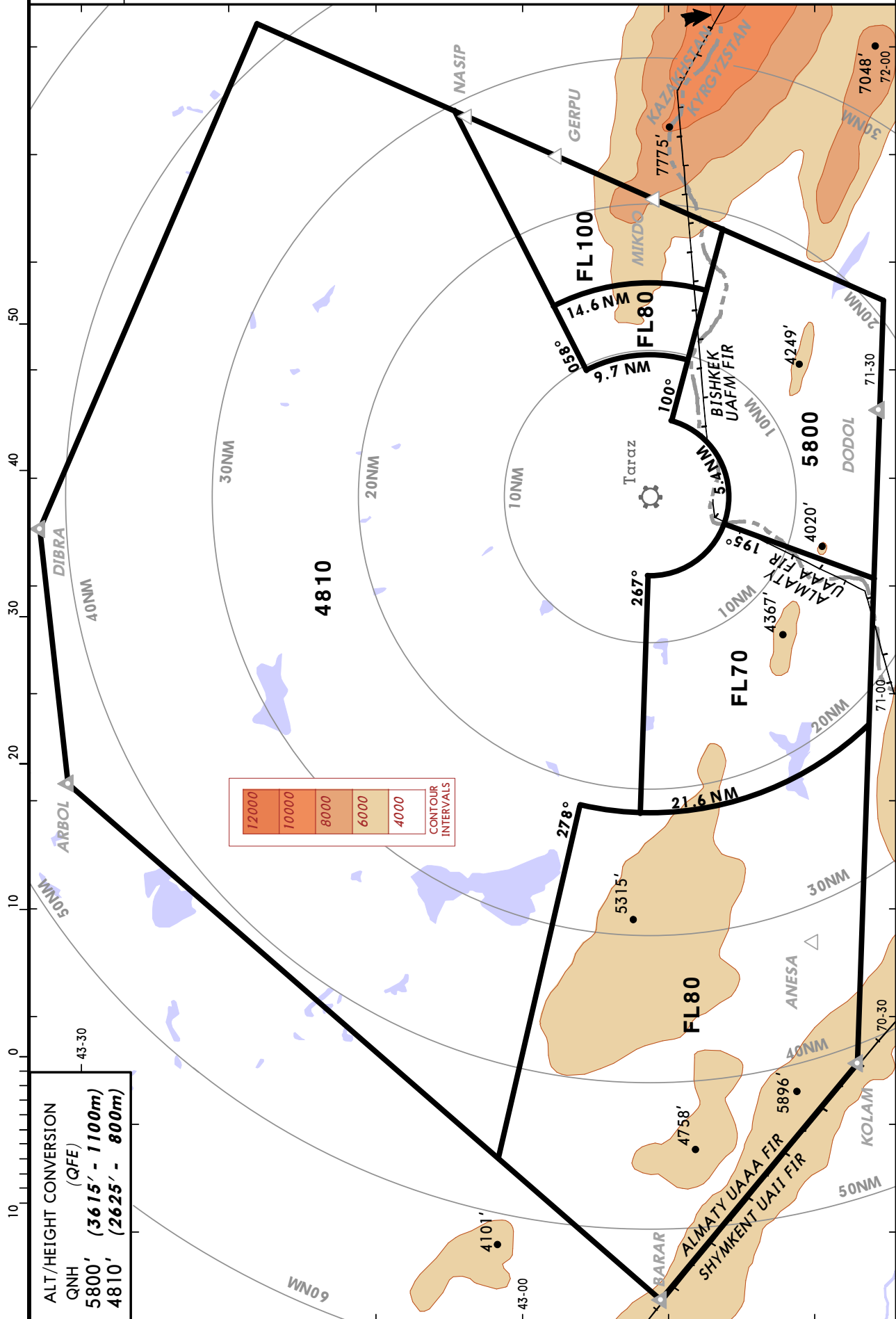
Taraz Tower 122.1
Taraz Tower 120.8 Secondary
Taraz Approach Control 122.1
Taraz Approach Control 120.8 Secondary

Apt Elev
2185'

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

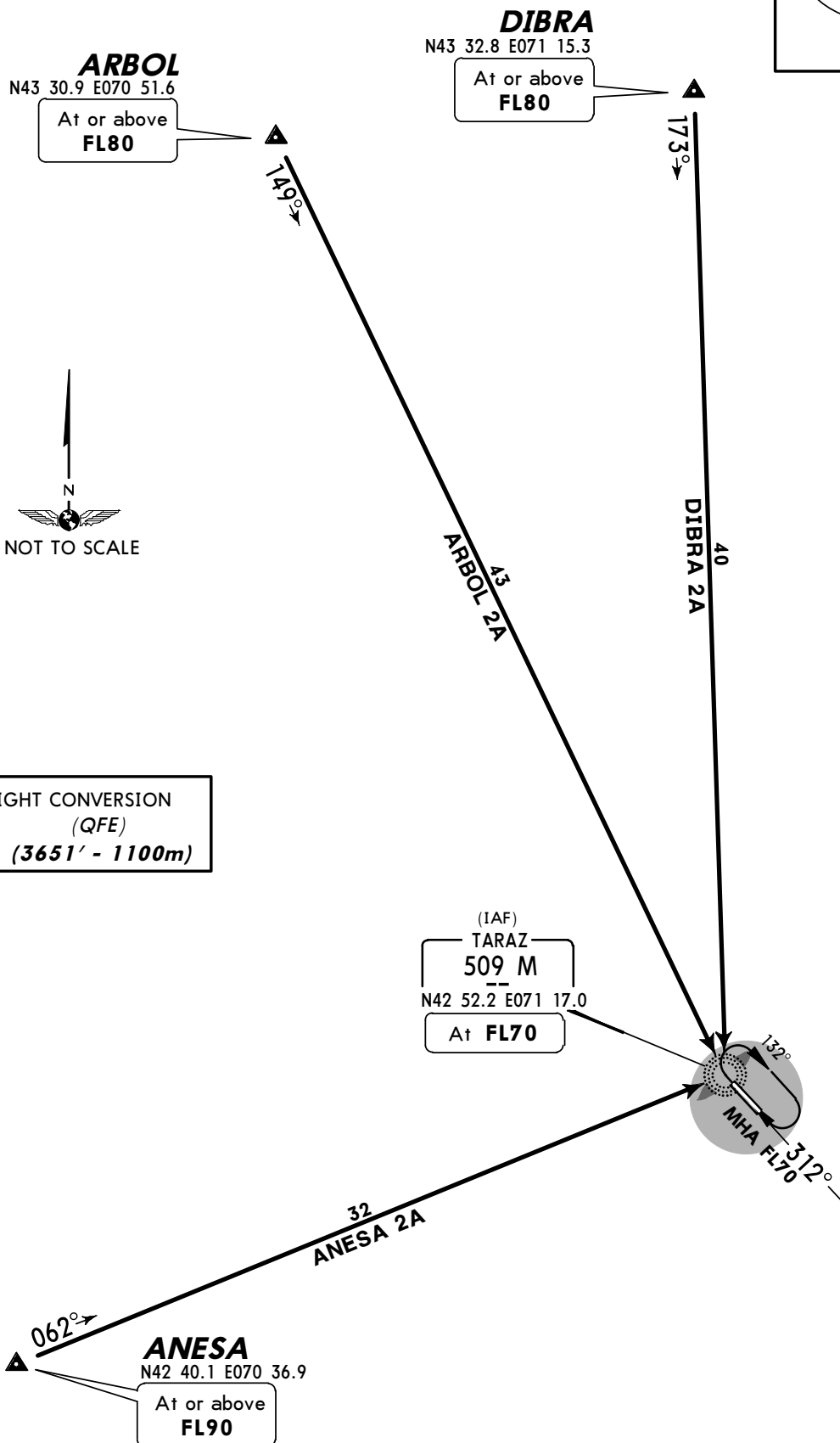
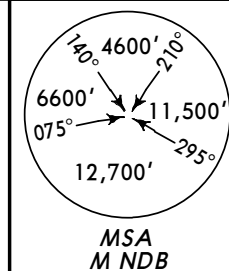
Trans level: FL70 Trans alt: 5800' (3615')

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.



Apt Elev 2185' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3651')

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

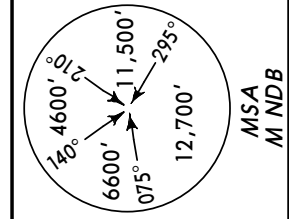


Apt Elev
2185'

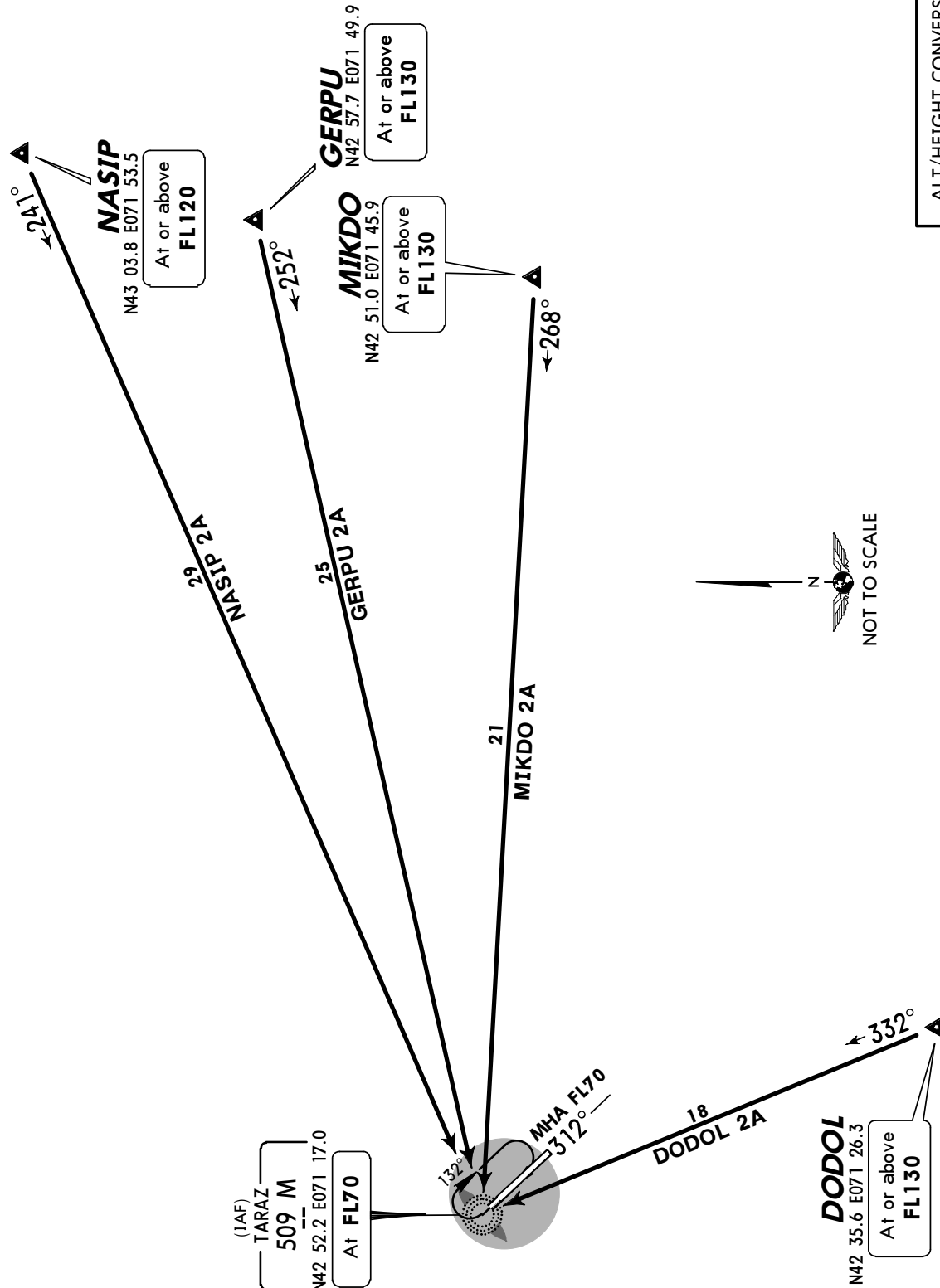
Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5800' (3651')

(QFE)

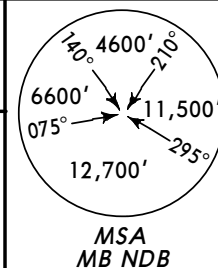
DODOL 2A [DODO2A], GERPU 2A [GERP2A]
MIKDO 2A [MIKD2A], NASIP 2A [NASI2A]
RWY 13 ARRIVALS



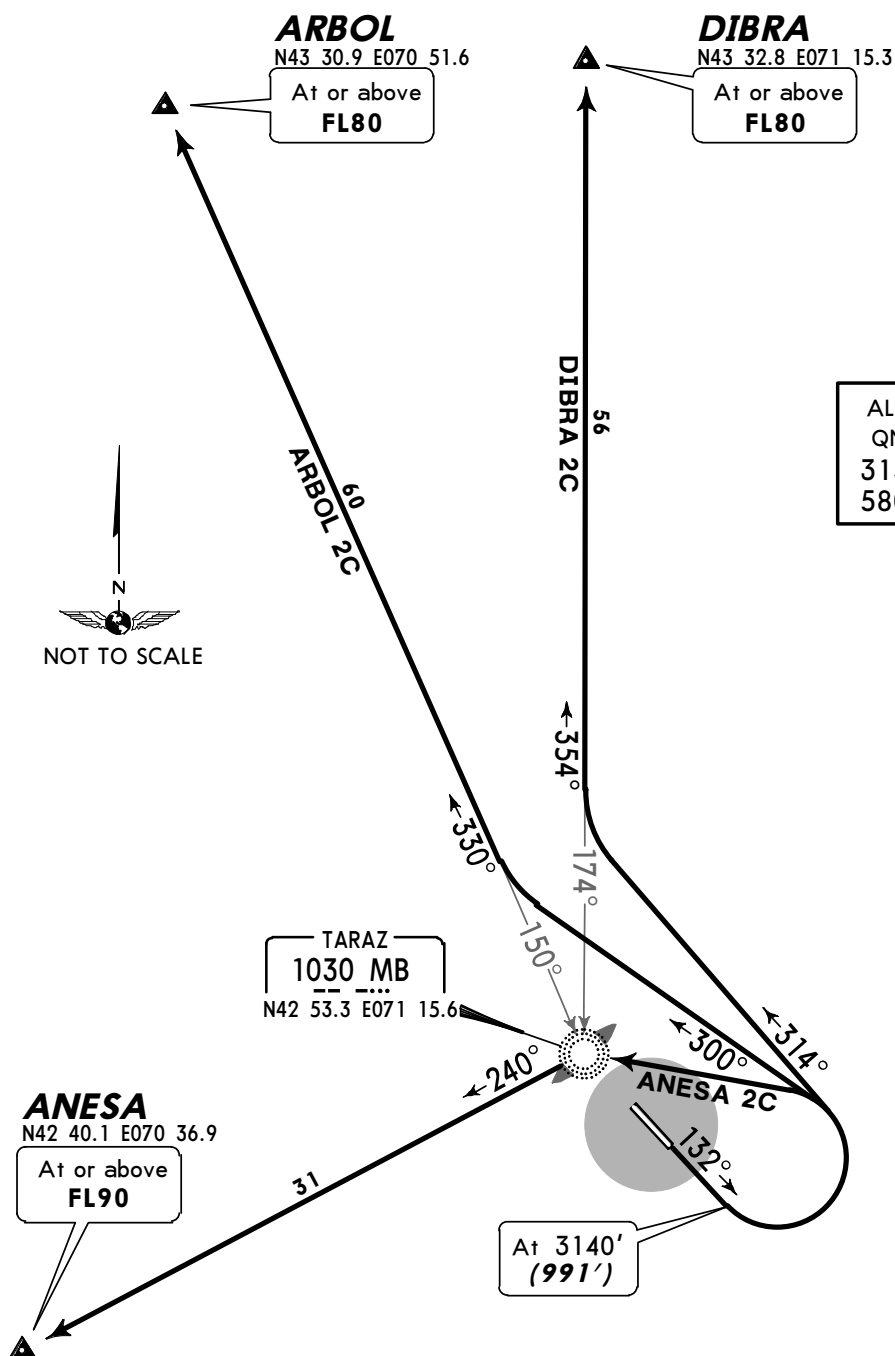
ALT/HEIGHT CONVERSION
QNH (QFE)
5800' (3651' - 1100m)



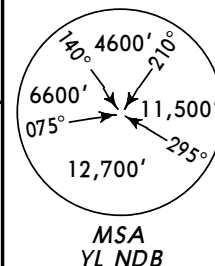
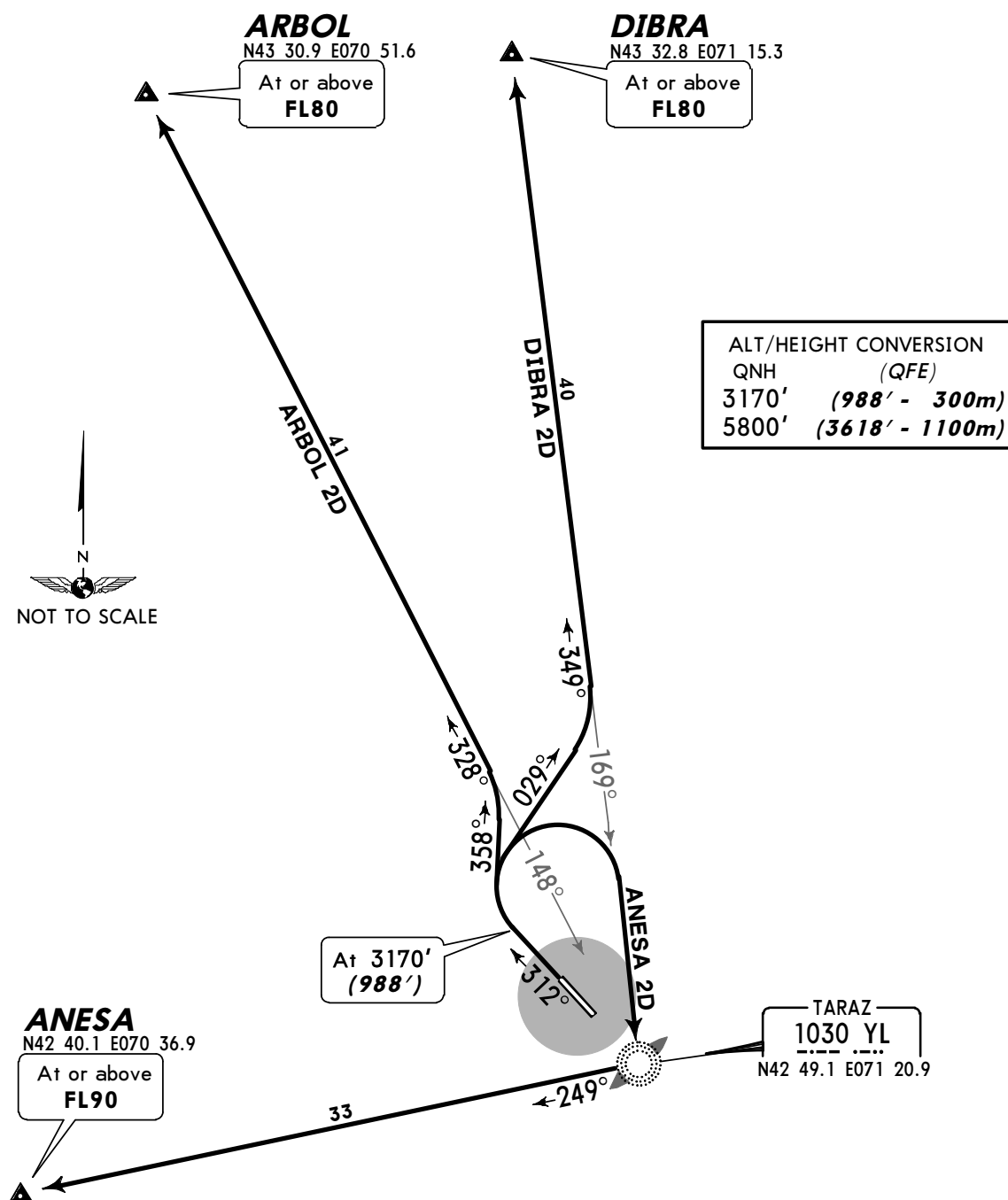
Apt Elev 2185' QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3651')
Turn speed: MAX 225 KT.



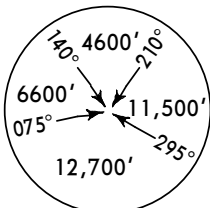
ANESA 2C [ANES2C], ARBOL 2C [ARBO2C]
DIBRA 2C [DIBR2C]
RWY 13 DEPARTURES



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.

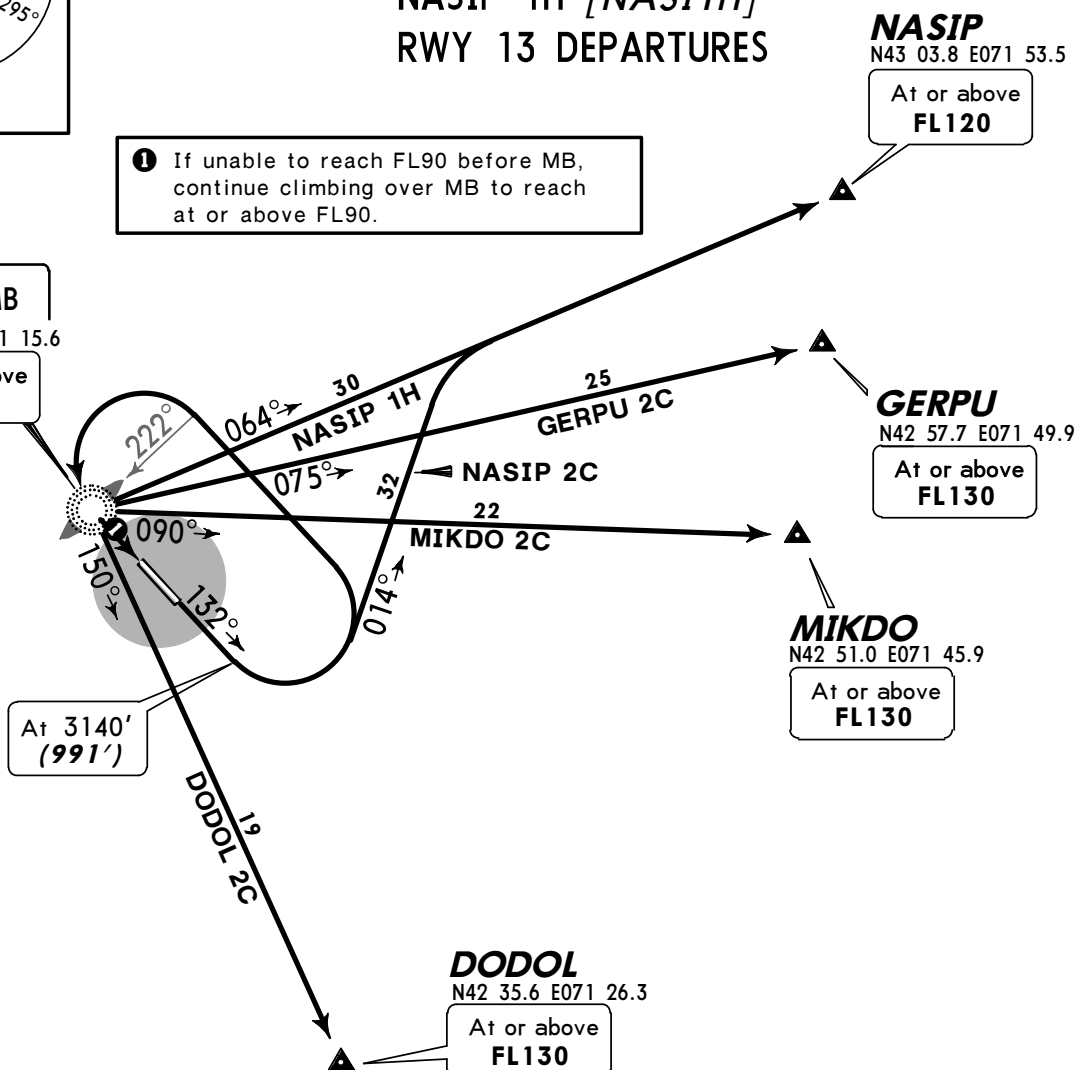
Apt Elev
2185'QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3618')
Turn speed: MAX 225 KT.ANESA 2D [ANES2D], ARBOL 2D [ARBO2D]
DIBRA 2D [DIBR2D]
RWY 31 DEPARTURES

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.

Apt Elev
2185'QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3651')
Turn speed: MAX 225 KT.MSA
MB NDB**DODOL 2C [DODO2C], GERPU 2C [GERP2C]
MIKDO 2C [MIKD2C], NASIP 2C [NASI2C]
NASIP 1H [NASI1H]
RWY 13 DEPARTURES**

① If unable to reach FL90 before MB, continue climbing over MB to reach at or above FL90.

TARAZ
1030 MB
N42 53.3 E071 15.6
At or above
FL90



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

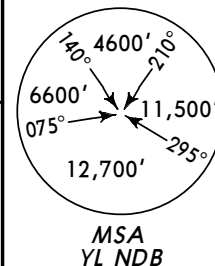
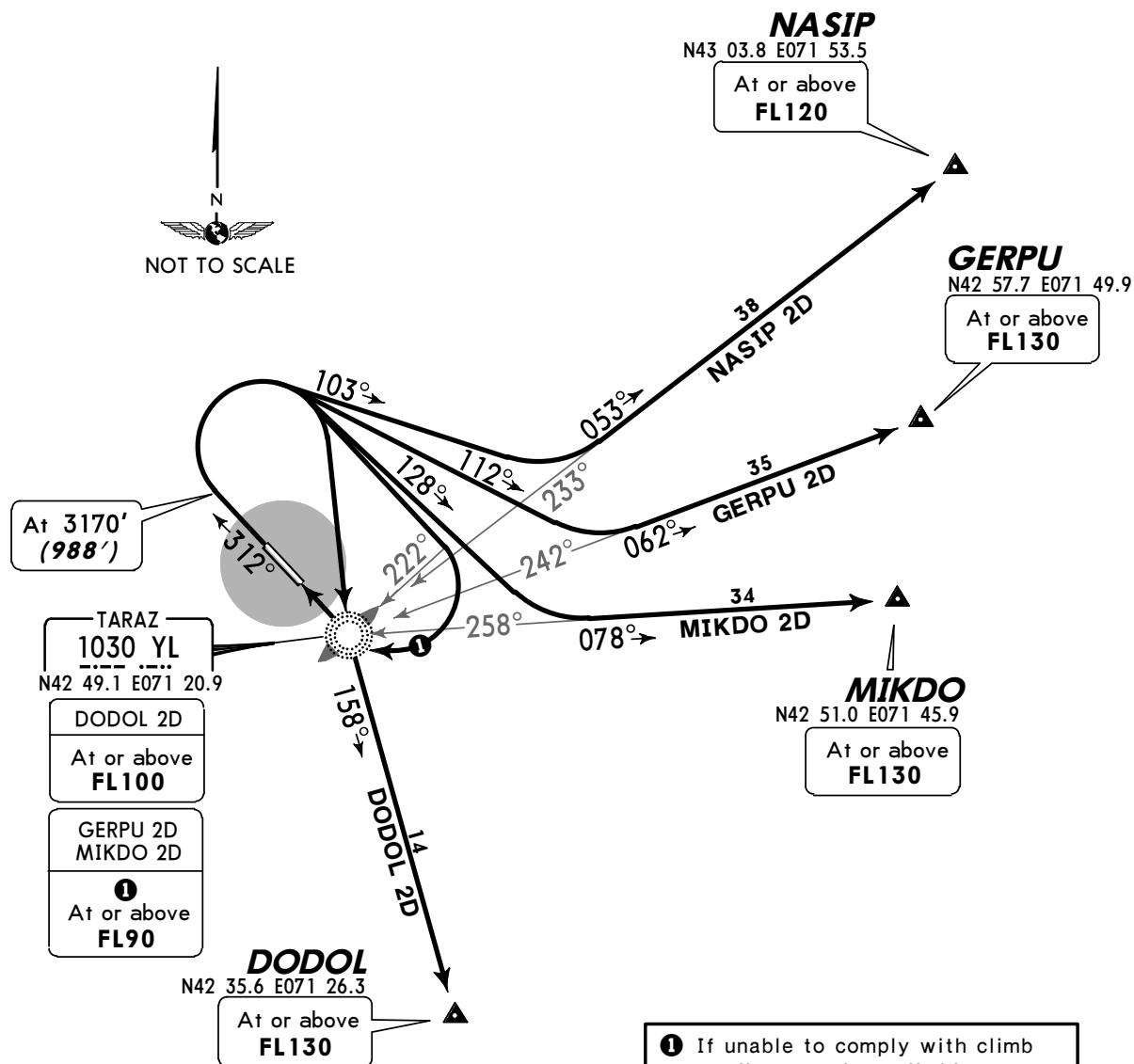
NASIP 2C

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.

SID	ROUTING
DODOL 2C	Climb to 3140' (991'), turn LEFT to MB, climbing to FL90 (if unable to reach FL90 continue climbing over MB to reach at or above FL90), 150° bearing to DODOL.
GERPU 2C	Climb to 3140' (991'), turn LEFT to MB, climbing to FL90 (if unable to reach FL90 continue climbing over MB to reach at or above FL90), 075° bearing to GERPU.
MIKDO 2C	Climb to 3140' (991'), turn LEFT to MB, climbing to FL90 (if unable to reach FL90 continue climbing over MB to reach at or above FL90), 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 FL90 (if unable to reach FL90 continue climbing over MB to reach at or above FL90), 064° bearing to NASIP.

Apt Elev
2185'QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3618')
Turn speed: MAX 225 KT.DODOL 2D [DODO2D], GERPU 2D [GERP2D]
MIKDO 2D [MIKD2D], NASIP 2D [NASI2D]
RWY 31 DEPARTURES

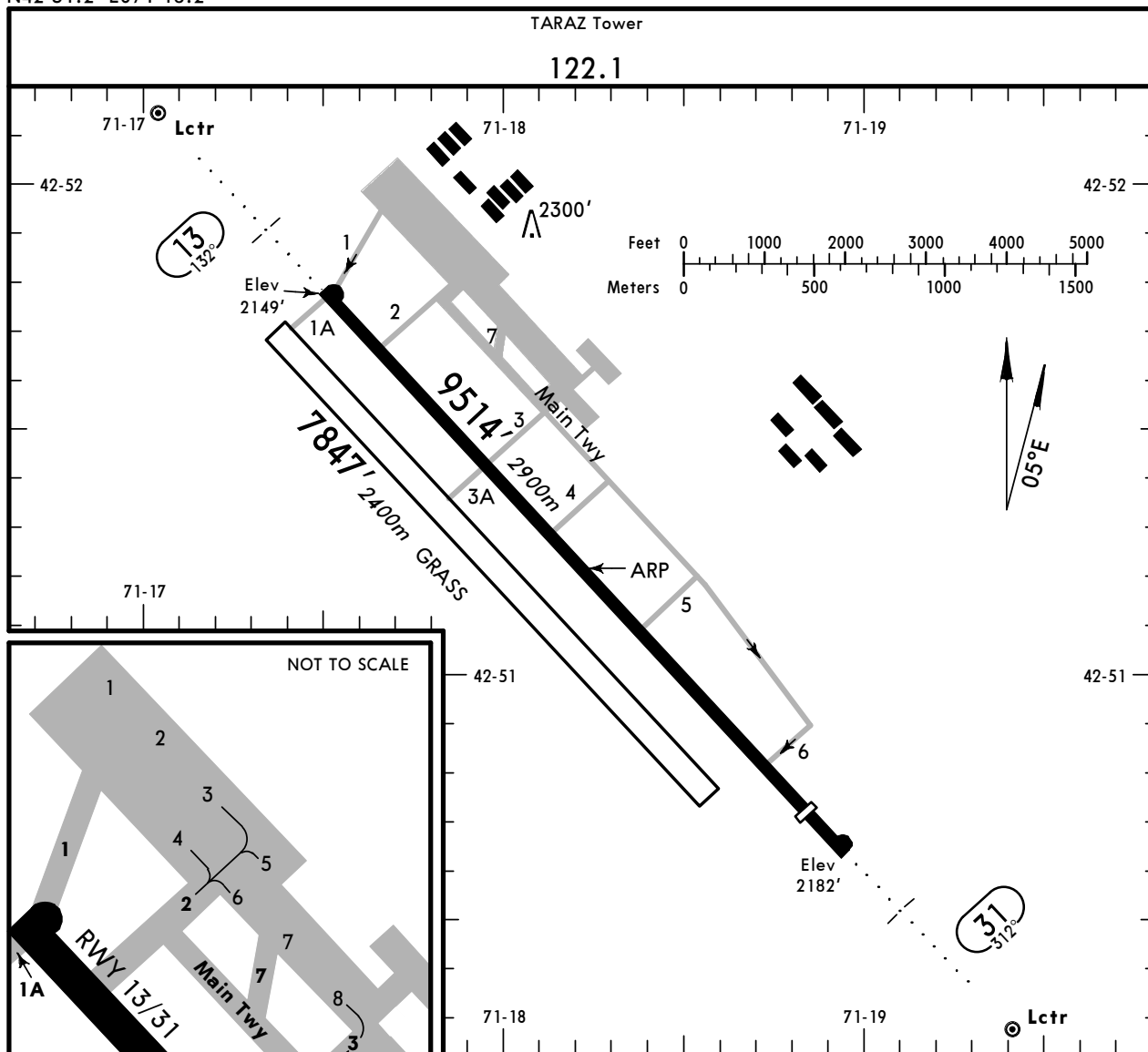
GERPU 2D, MIKDO 2D

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)

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.



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

	DAY	NIGHT
	RL	RL
A		
B	400m 1	400m 1
C		
D	500m	400m

1 LVP must be in force: 300m.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	2349'(200')	2352'(203')	2379'(230')	2379'(230')
		1000m	1000m	1000m	1000m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB ①	2500'(351')	2500'(351')	2500'(351')	2500'(351')
		1500m	1500m	1800m	2000m
	NDB ①②	2510'(361')	2510'(361')	2510'(361')	2510'(361')
		1500m	1500m	1800m	2000m
	NDB ③	2510'(361')	2510'(361')	2510'(361')	2510'(361')
		1700m	1700m	1900m	2000m
	ALS out	1900m	1900m	2100m	2100m
31	2 NDB ①	2580'(398')	2580'(398')	2580'(398')	2580'(398')
		1500m	1500m	1800m	2000m

① Continuous Descent Final Approach.

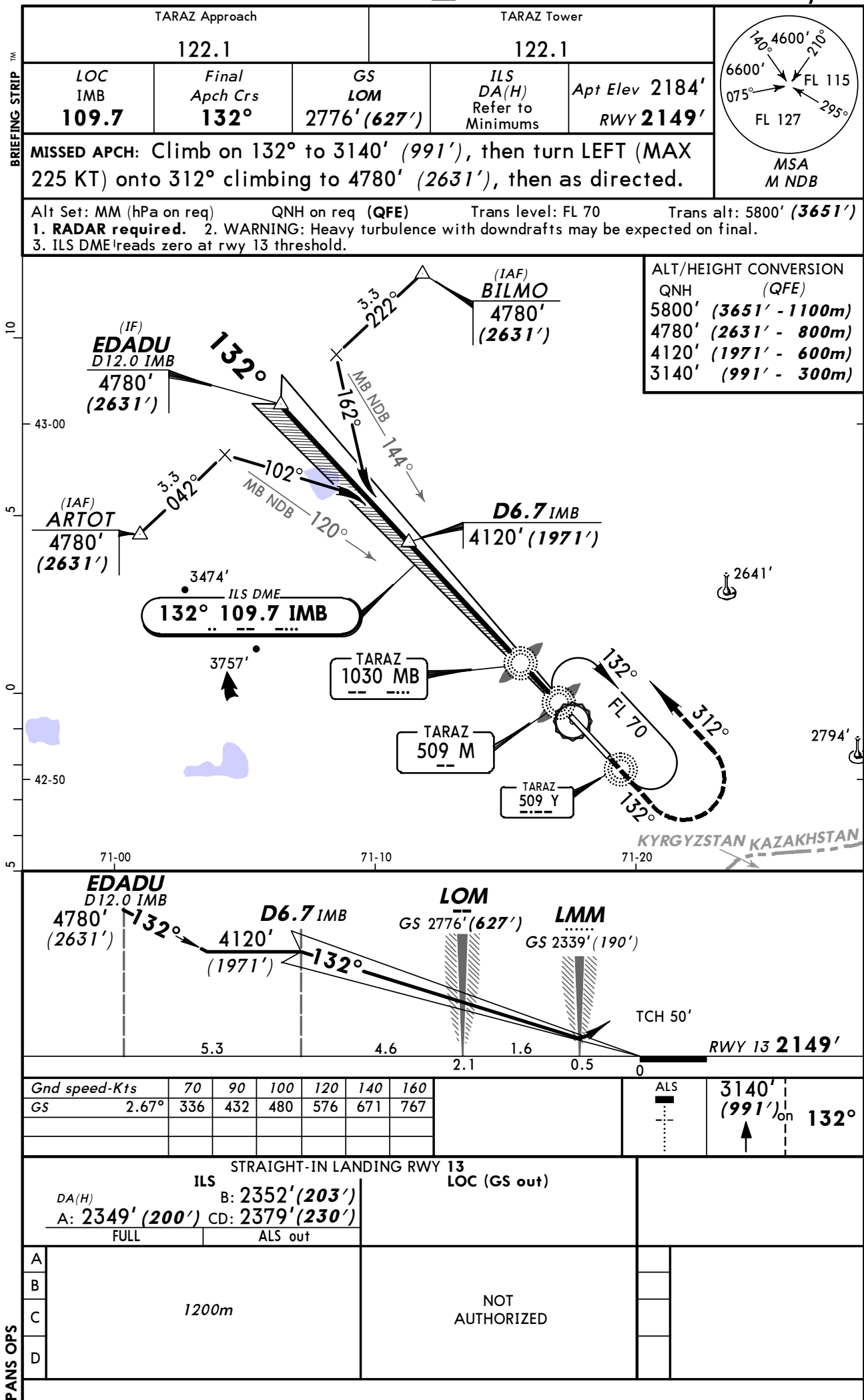
② With FMS.

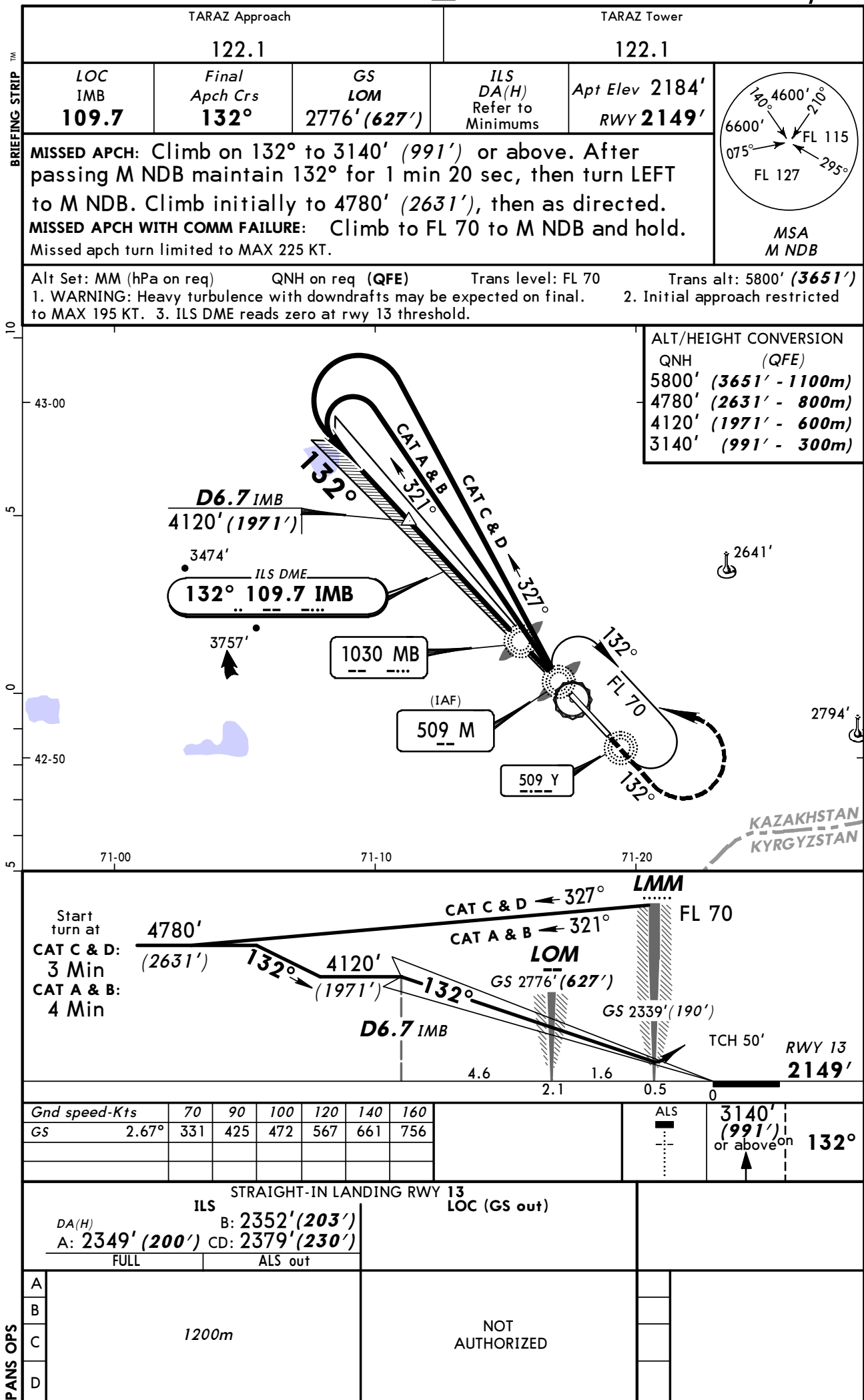
③ W/o FMS.

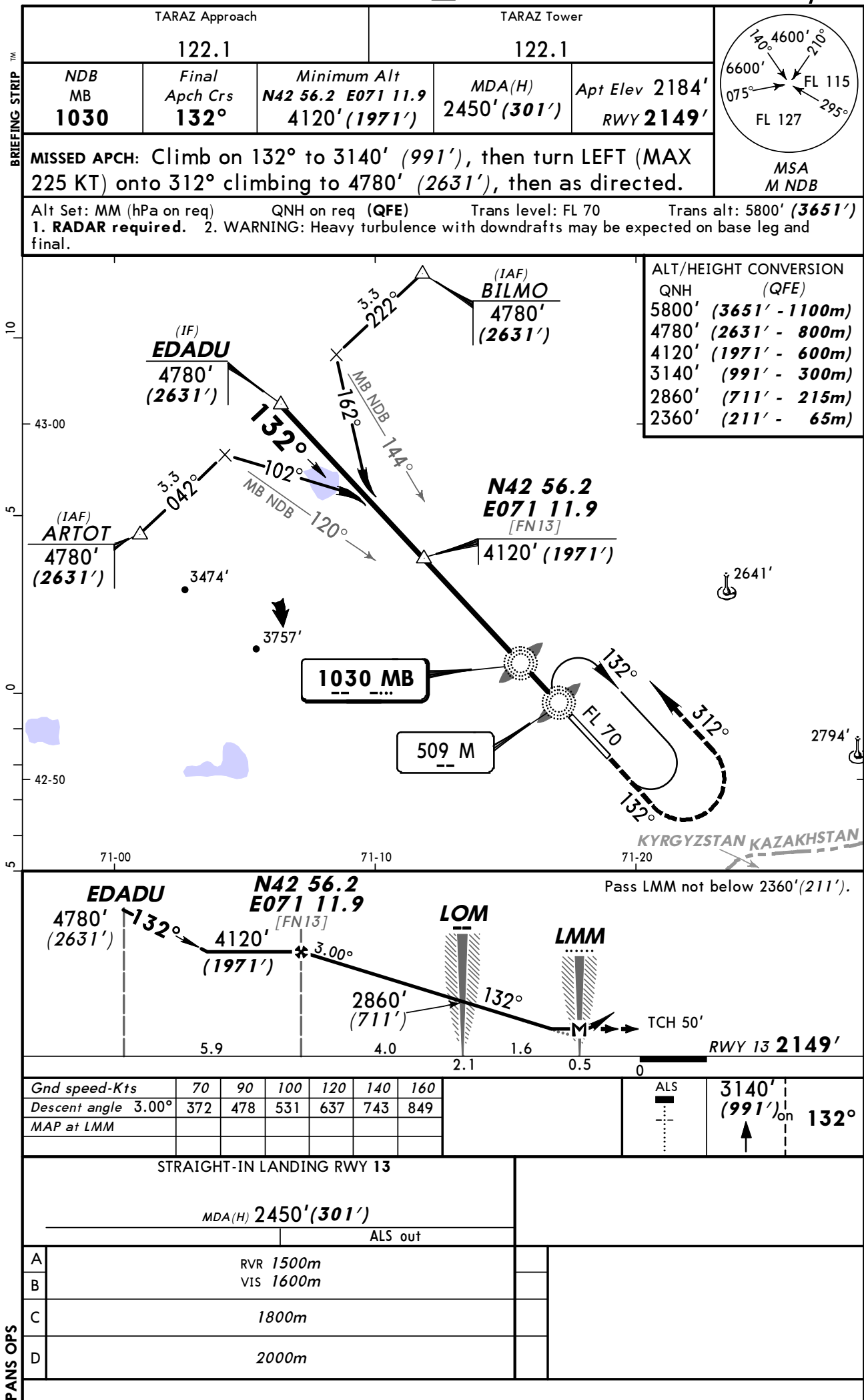
TAKE-OFF RWY 13, 31

DAY			NIGHT
RL	RCLM	NIL	RL
A B C D	400m ④	500m	400m ④
	500m		400m

④ LVP must be in force: 300m.







BRIEFING STRIP TM

10



PANS OPS

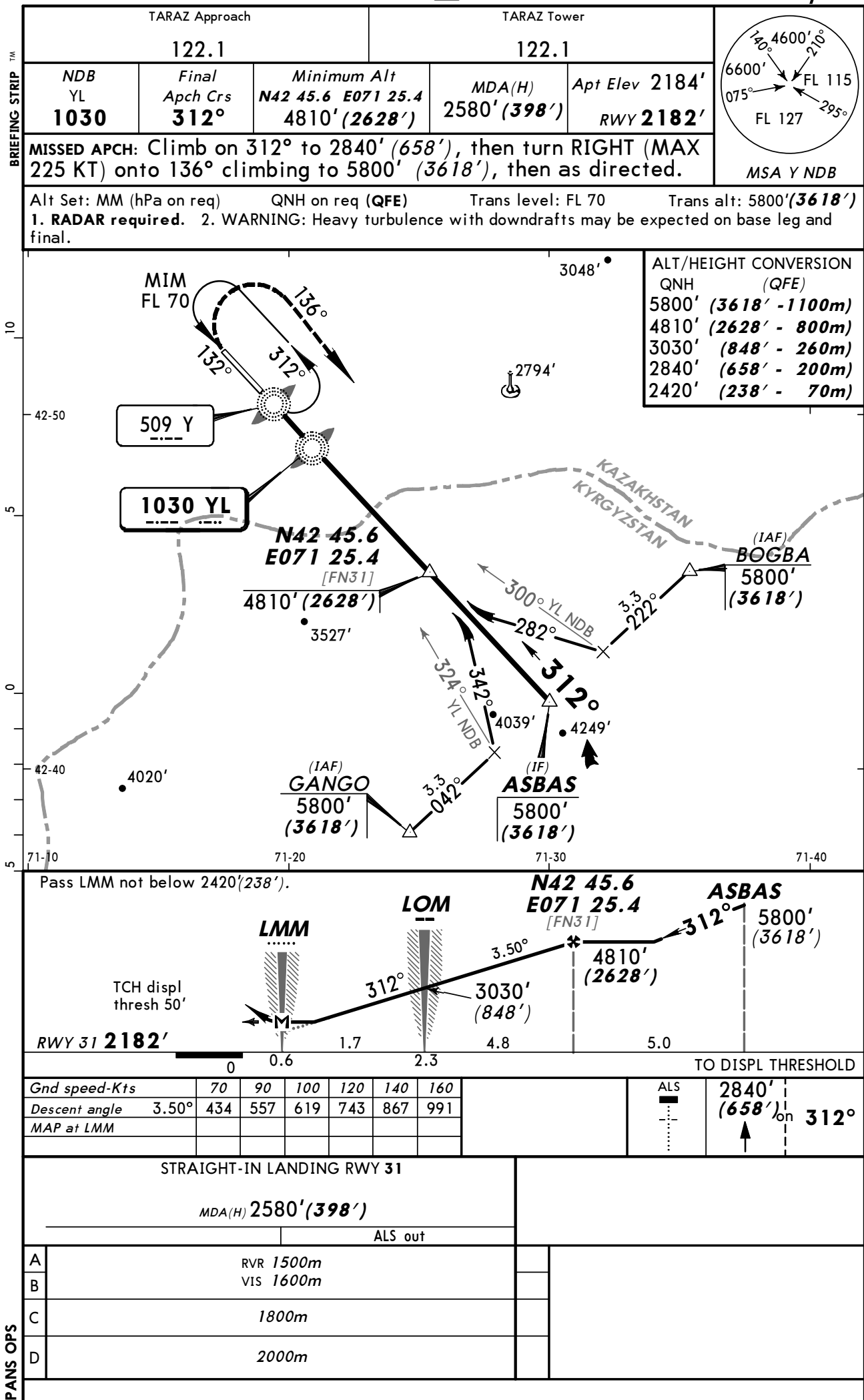




Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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TARAZ, (AULIE-ATA - UADD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UADD