

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UADD

Terminal Charts For UADD

Revision Letter For Cycle 01-2014

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: 0246 Z
Sunset: 1155 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

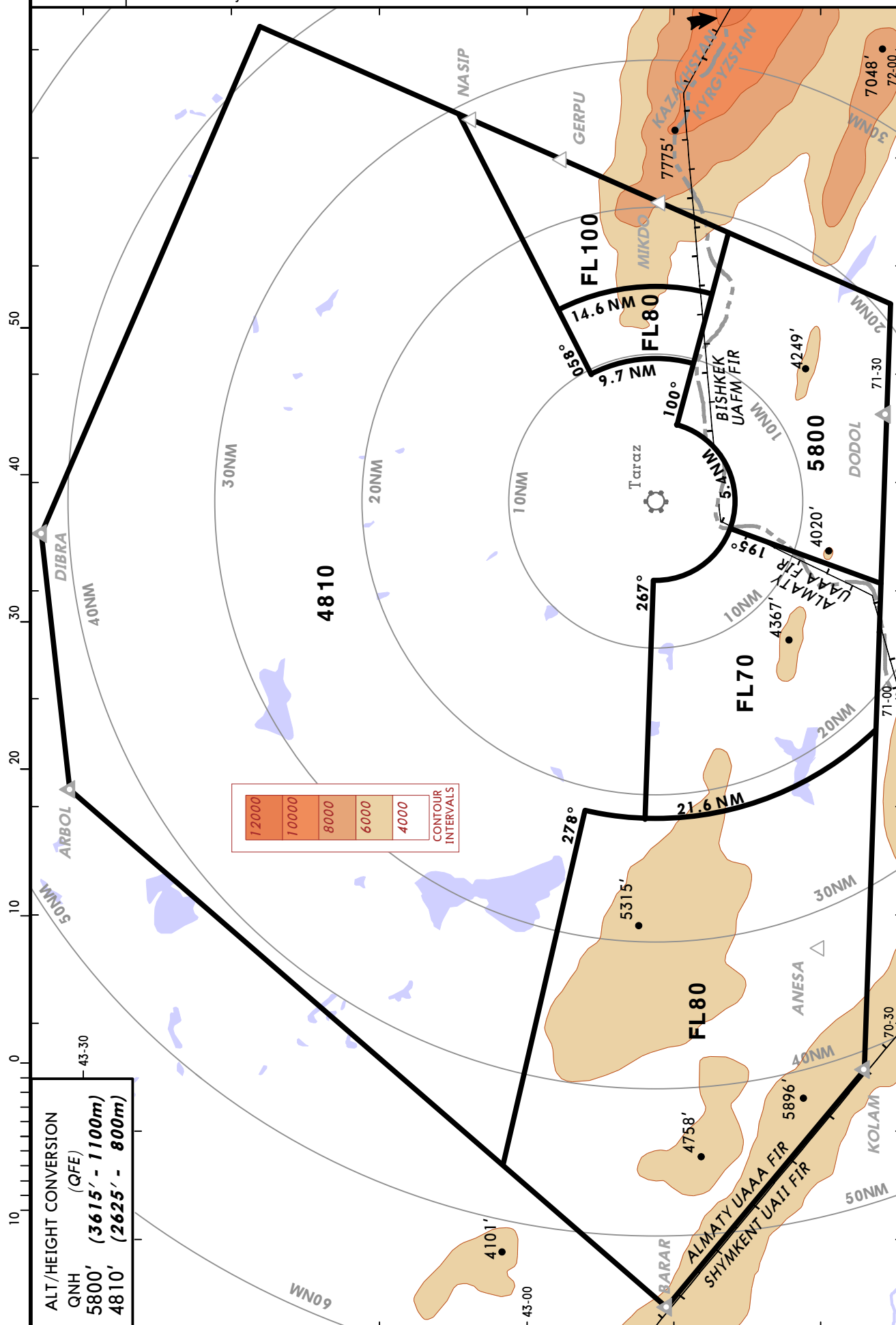
Apt Elev
2185'

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

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

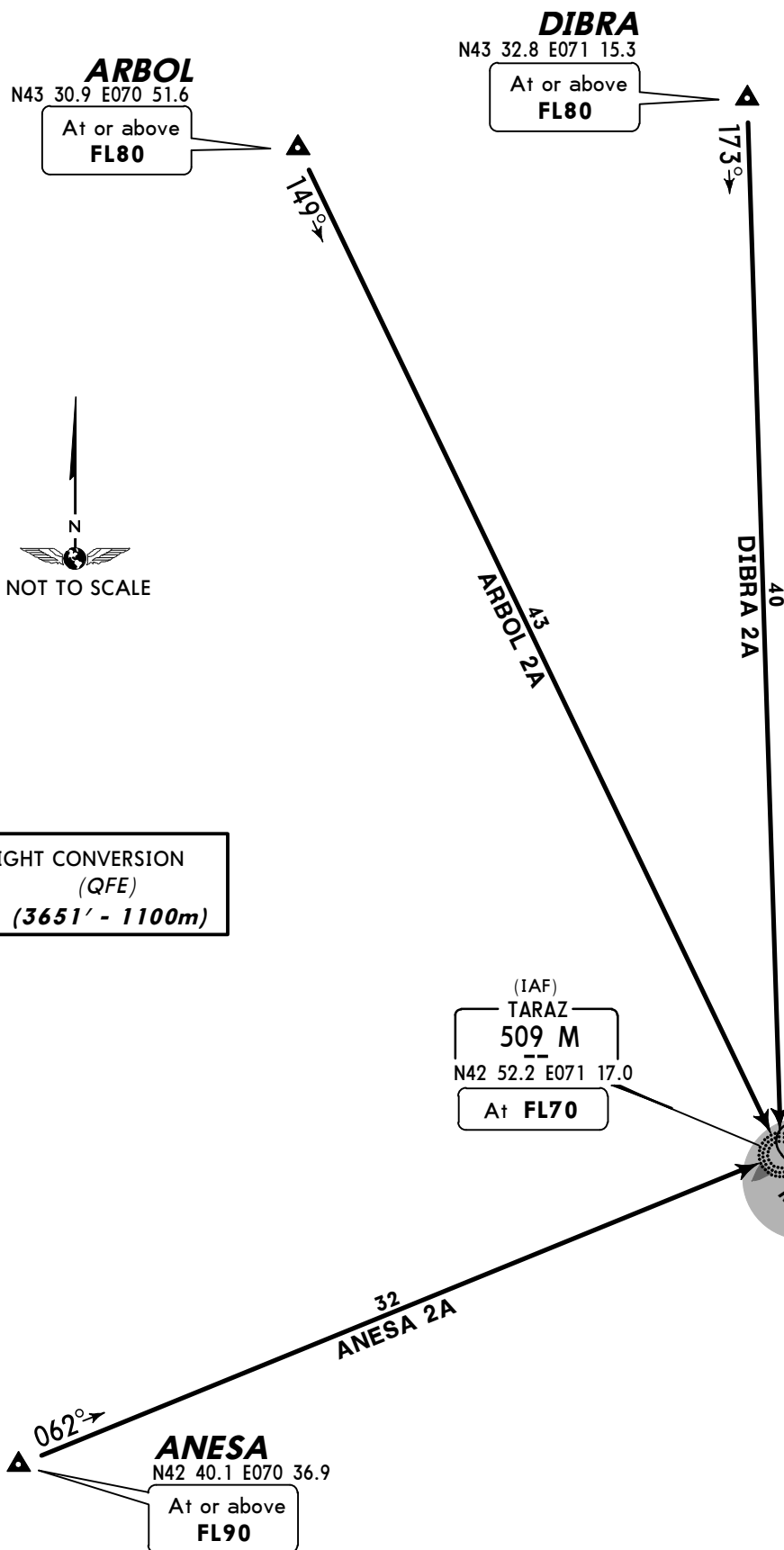
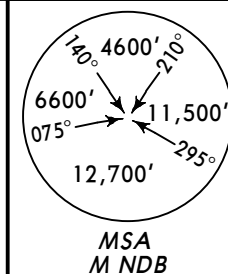
1. This chart may only be used for cross-checking of altitudes assigned while under radar control.

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')

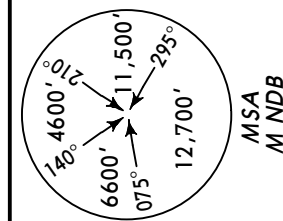
ANESA 2A [ANES2A], ARBOL 2A [ARBO2A]
DIBRA 2A [DIBR2A]
RWY 13 ARRIVALS



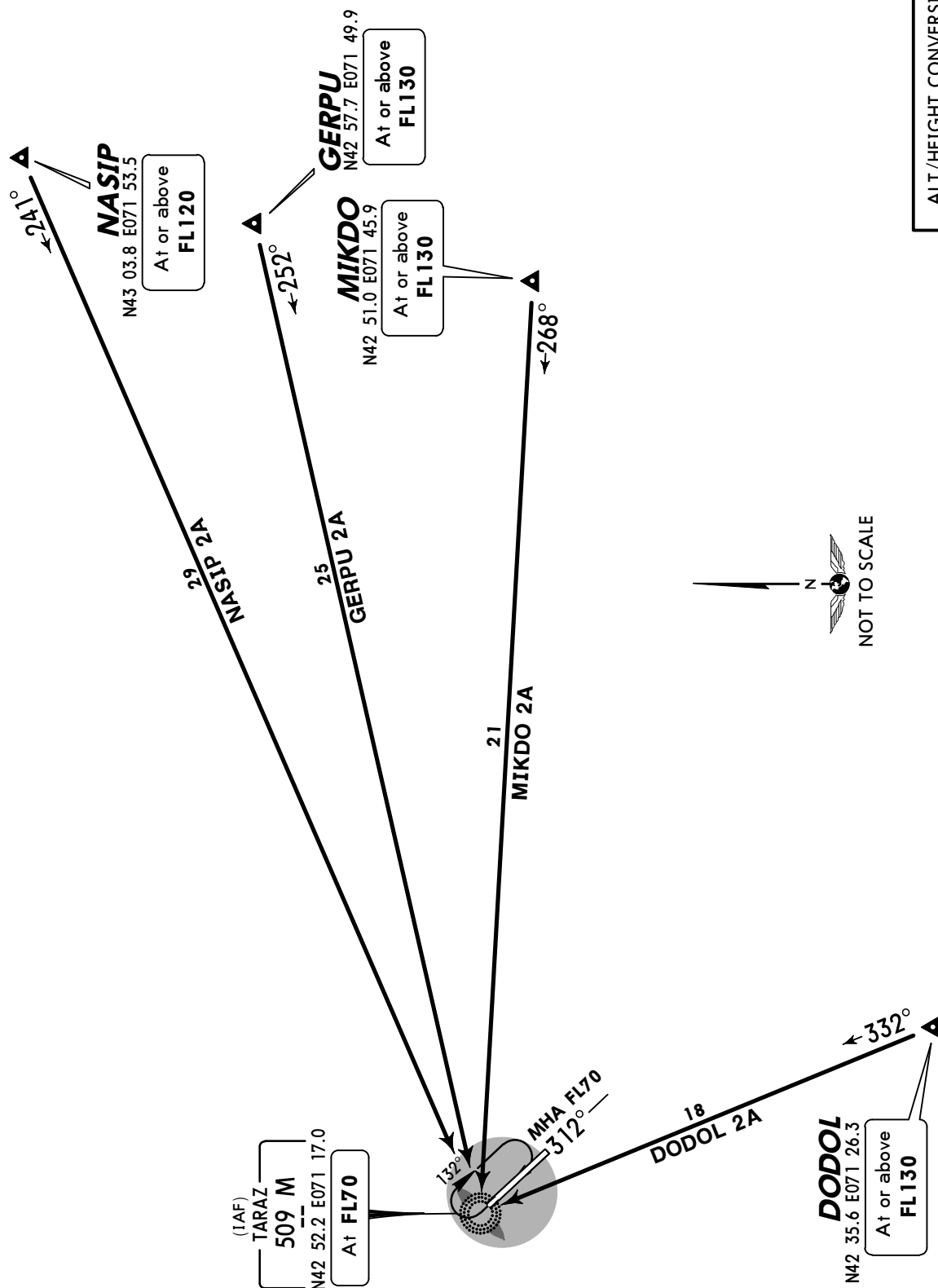
ALT/HEIGHT CONVERSION
QNH (QFE)
5800' (3651' - 1100m)

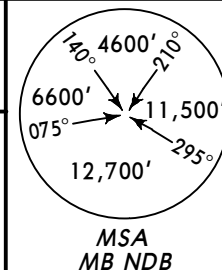
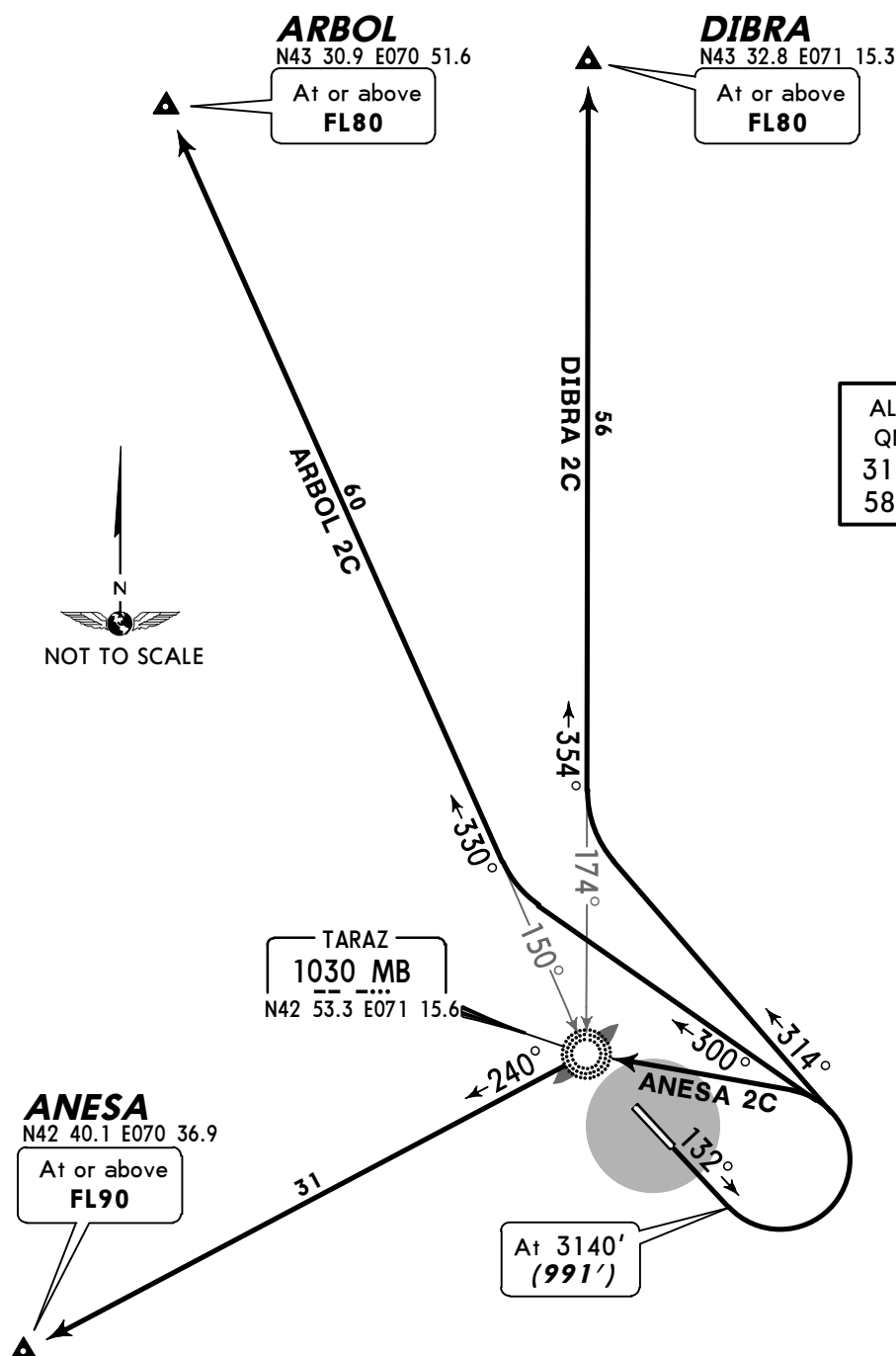
Apt Elev 2185' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3651')

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



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



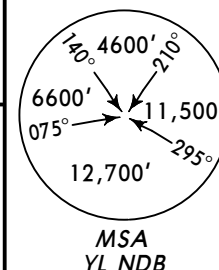
Apt Elev
2185'QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3651')
Turn speed: MAX 225 KT.ANESA 2C [ANES2C], ARBOL 2C [ARBO2C]
DIBRA 2C [DIBR2C]
RWY 13 DEPARTURES

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

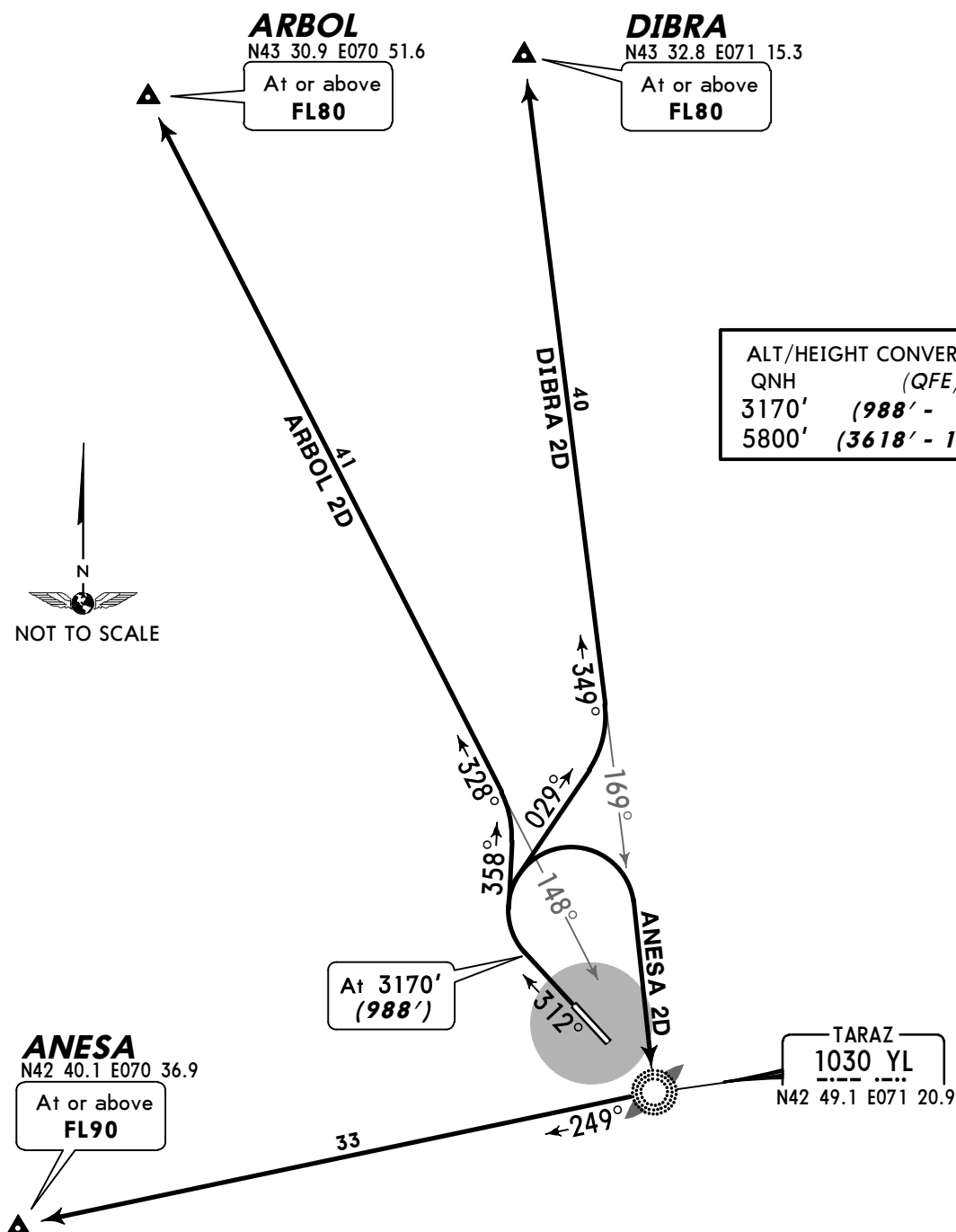
SID	ROUTING
ANESA 2C	Climb to 3140' (991'), turn LEFT to MB, 240° bearing to ANESA.
ARBOL 2C	Climb to 3140' (991'), turn LEFT, 300° track, intercept 330° bearing from MB to ARBOL.
DIBRA 2C	Climb to 3140' (991'), turn LEFT, 314° track, intercept 354° bearing from MB to DIBRA.

Apt Elev
2185'

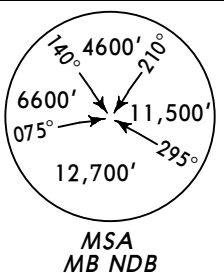
QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3618')
Turn speed: MAX 225 KT.



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



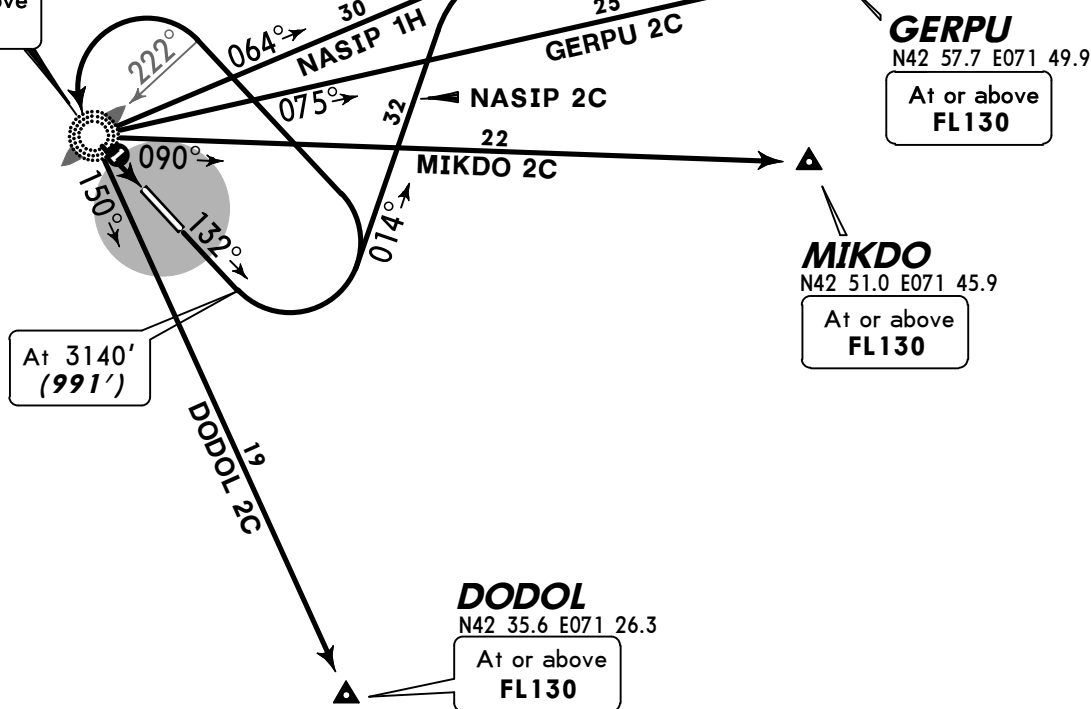
SID	ROUTING
ANESA 2D	Climb to 3170' (988'), turn RIGHT to YL, 249° bearing to ANESA.
ARBOL 2D	Climb to 3170' (988'), turn RIGHT, 358° track, intercept 328° bearing from YL to ARBOL.
DIBRA 2D	Climb to 3170' (988'), turn RIGHT, 029° track, intercept 349° bearing from YL to DIBRA.

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

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

NASIP
N43 03.8 E071 53.5At or above
FL120

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

TARAZ
1030 MB
N42 53.3 E071 15.6At or above
FL90

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

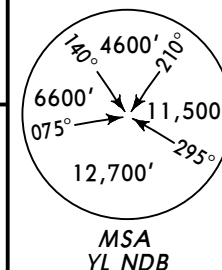
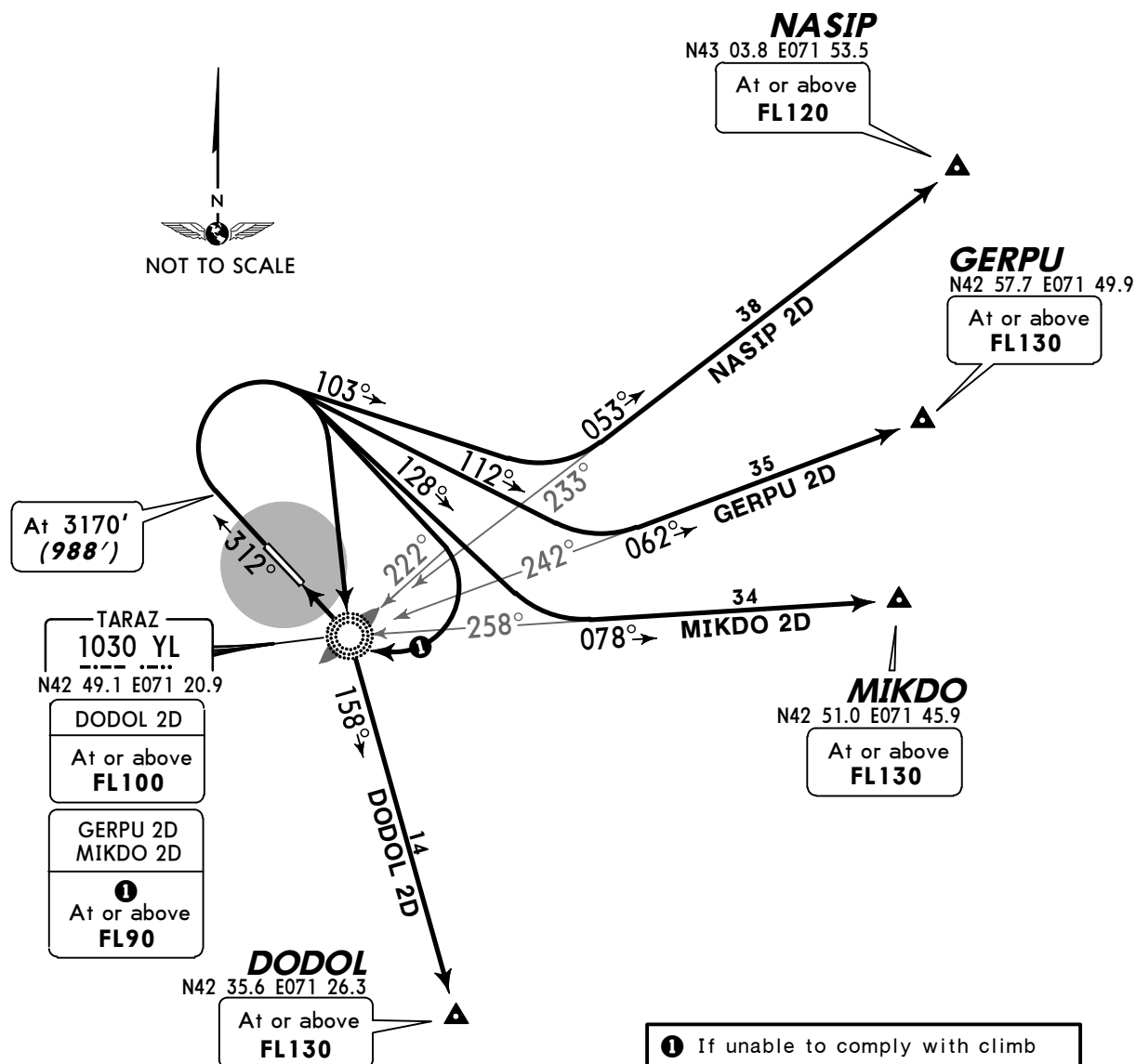
NASIP 2C

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.

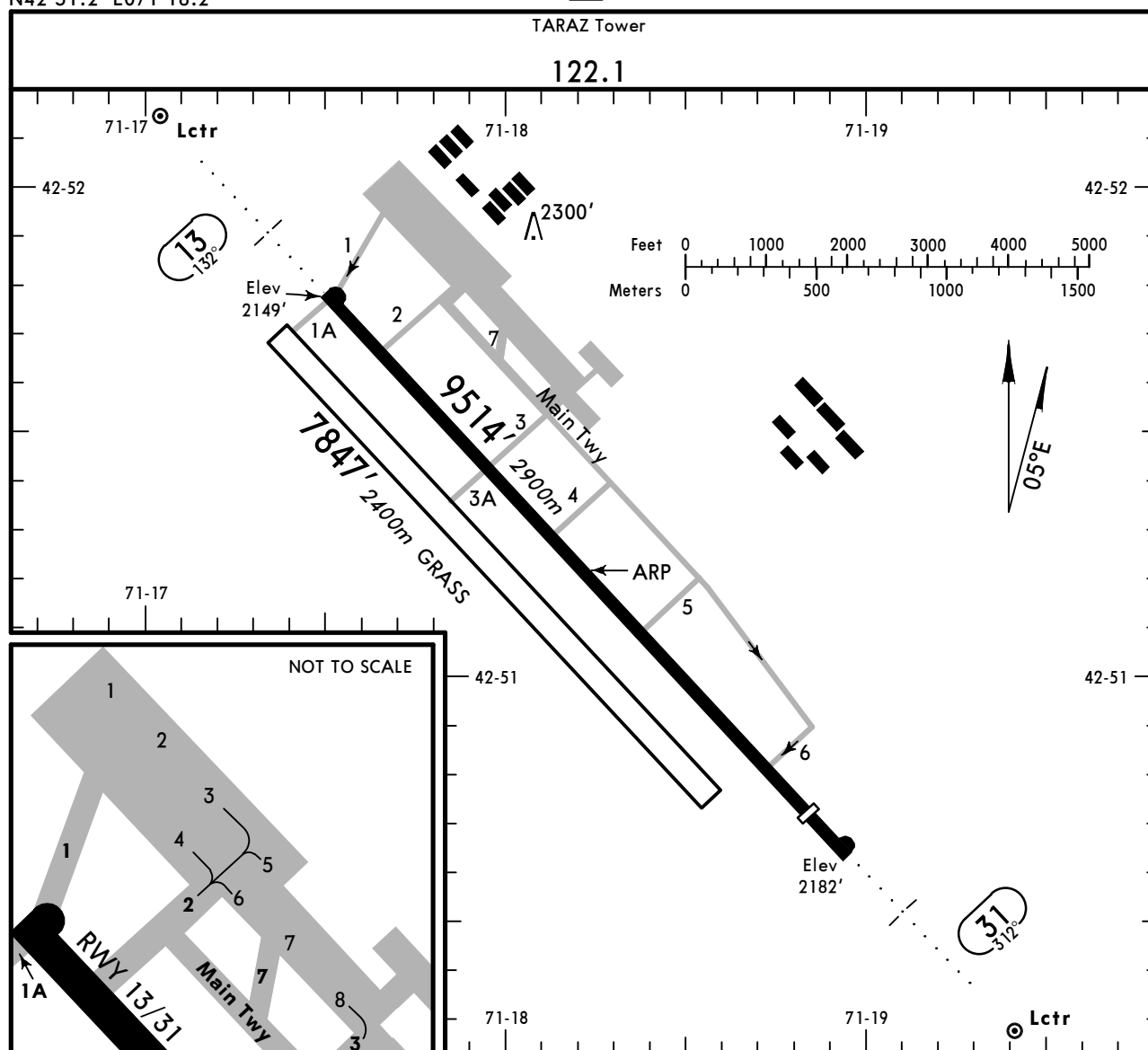
Apt Elev
2185'QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3618')
Turn speed: MAX 225 KT.DODOL 2D [DODO2D], GERPU 2D [GERP2D]
MIKDO 2D [MIKD2D], NASIP 2D [NASI2D]
RWY 31 DEPARTURES

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

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.

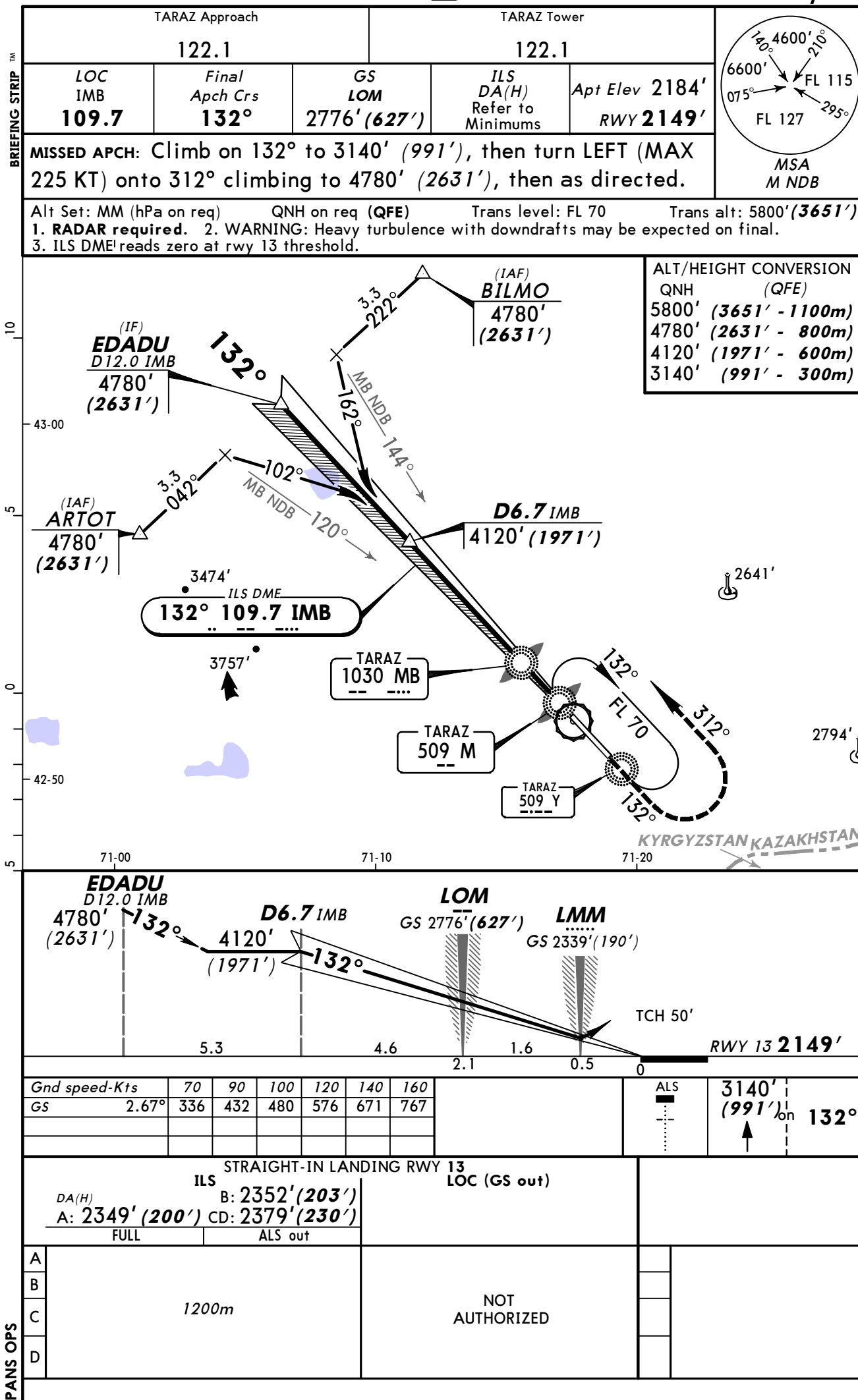
② With FMS.

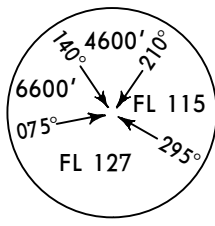
③ W/o FMS.

TAKE-OFF RWY 13, 31

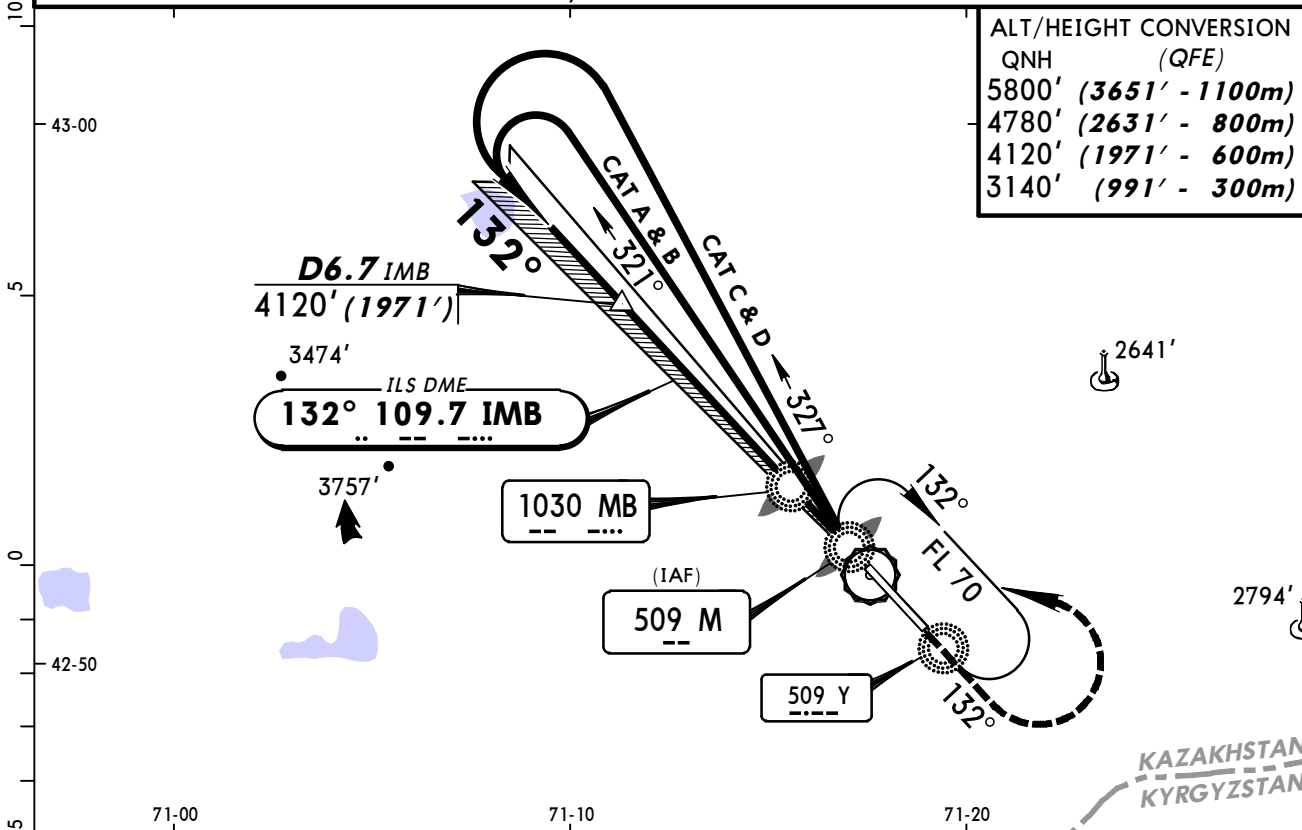
DAY			NIGHT
RL	RCLM	NIL	RL
A B C D	400m ④	500m	400m ④
	500m		400m

④ LVP must be in force: 300m.

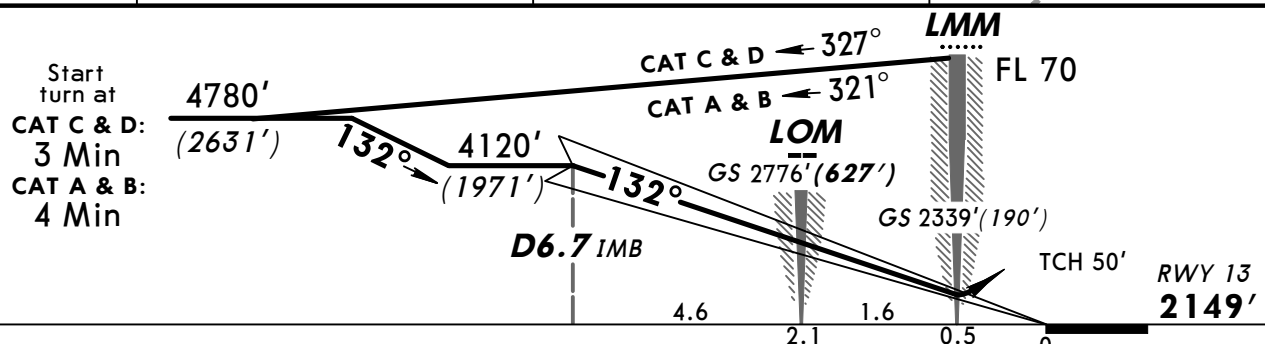


TARAZ Approach				TARAZ Tower	
122.1				122.1	
LOC IMB 109.7	Final Apch Crs 132°	GS LOM 2776' (627')	ILS DA(H) Refer to Minimums	Apt Elev 2184' RWY 2149'	 MSA M NDB
MISSED APCH: Climb on 132° to 3140' (991') or above. After passing M NDB maintain 132° for 1 min 20 sec, then turn LEFT to M NDB. Climb initially to 4780' (2631'), then as directed. MISSED APCH WITH COMM FAILURE: Climb to FL 70 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 70 Trans alt: 5800' (**3651'**)
 1. WARNING: Heavy turbulence with downdrafts may be expected on final. 2. Initial approach restricted to MAX 195 KT. 3. ILS DME reads zero at rwy 13 threshold.



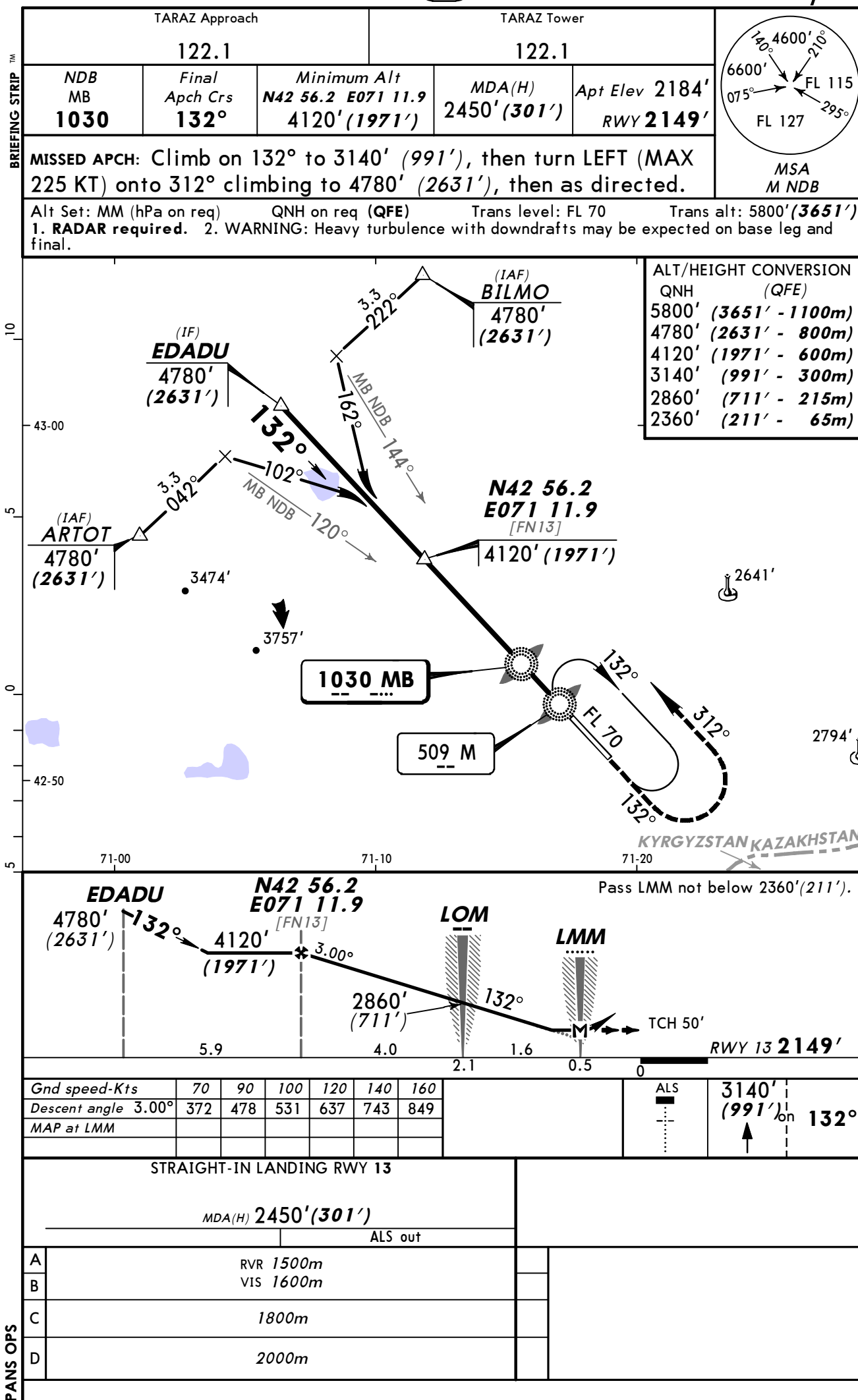
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3651' - 1100m)
4780'	(2631' - 800m)
4120'	(1971' - 600m)
3140'	(991' - 300m)

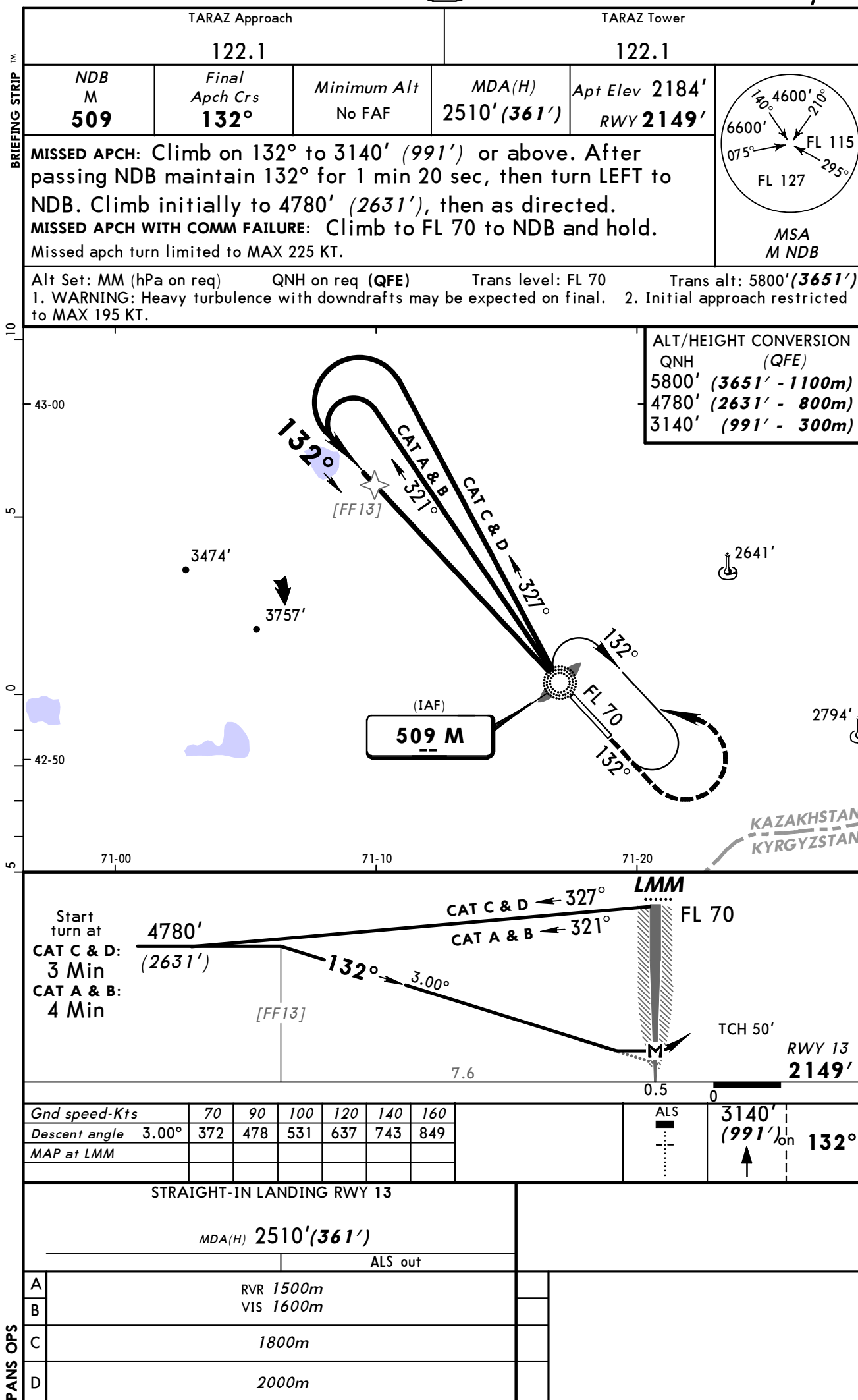


Gnd speed-Kts	70	90	100	120	140	160	ALS	3140' (991') or above	132°
GS	2.67°	331	425	472	567	661	756		

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

PANS OPS	A				
	B				
	C	1200m		NOT AUTHORIZED	
	D				





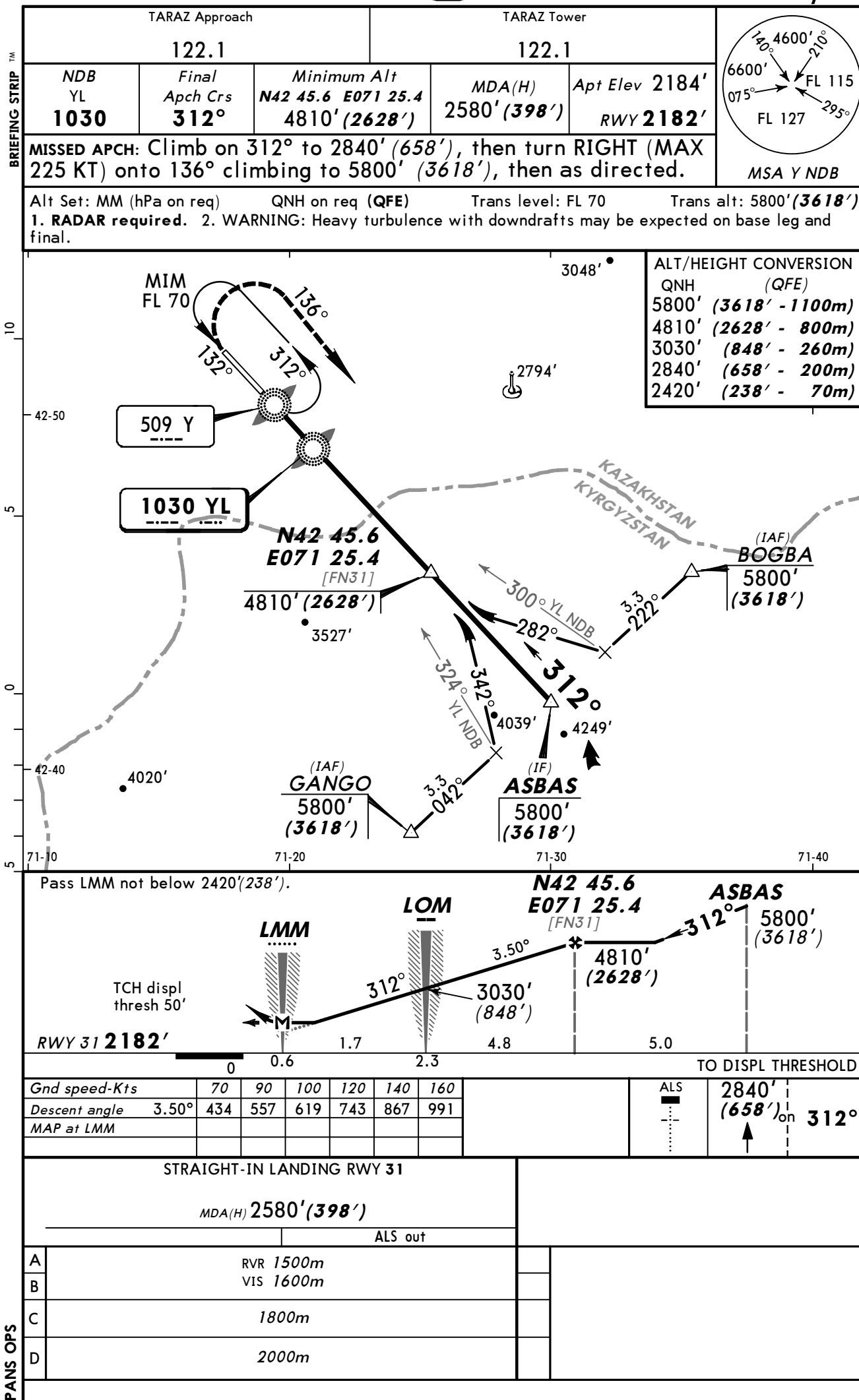


Chart changes since cycle 26-2013

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UADD

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

LOM MB and LMM M completely withdrawn, ILS X, 2NDB and NDB procs rwy 13 (11-2, 16-1, 16-2) unusable.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2/10-2A, 10-3, 10-3B) All STARs and SIDs RWY 13 suspended due to withdrawal of LOM 'MB' and LMM 'M'.