

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UADD

Terminal Charts For UADD

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: TARAZ KAZ
ICAO/IATA: UADD / DMB
Lat/Long: N42° 51.25', E071° 18.17'
Elevation: 2185 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 6.0° 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: 2336 Z
Sunset: 1456 Z

Runway Information

Runway: 13
Length x Width: 11486 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2142 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 394 ft

Runway: 31
Length x Width: 11486 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2181 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1378 ft
Stopway: 394 ft

Communication Information

Taraz Tower: 122.100
Taraz Approach: 122.100

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UADD/DMB
AULIE-ATA

JEPPESSEN
25 APR 14 (10-3)

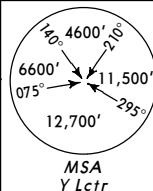
Eff 1 May

TARAZ, KAZAKHSTAN

SID

Apt Elev
2185'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3658')
Turn speed: MAX 225 KT.



ANESA 3C [ANES3C], ARBOL 3C [ARBO3C]
DIBRA 3C [DIBR3C], NASIP 3C [NASI3C]
RWY 13 DEPARTURES

ARBOL
N43 30.9 E070 51.6
At or above
FL80

DIBRA
N43 32.8 E071 15.3
At or above
FL80



ALT/HEIGHT CONVERSION
QNH (QFE)
3130' (988' - 300m)
5800' (3658' - 1100m)

NASIP
N43 03.8 E071 53.5
At or above
FL120

ANESA
N42 40.1 E070 36.9
At or above
FL90

725 Y
N42 50.3 E071 19.4

At 3130'
(988')

NASIP 3C

This SID requires a minimum climb gradient
of
4.0%.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply use SID NASIP 2H.

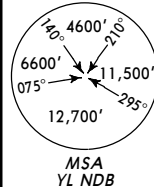
SID	ROUTING
ANESA 3C	Climb to 3130' (988'), turn LEFT to Y, 247° bearing to ANESA.
ARBOL 3C	Climb to 3130' (988'), turn LEFT, 298° track, intercept 328° bearing from Y to ARBOL.
DIBRA 3C	Climb to 3130' (988'), turn LEFT, 311° track, intercept 351° bearing from Y to DIBRA.
NASIP 3C	Climb to 3130' (988'), turn LEFT, 016° track, intercept 056° bearing from Y to NASIP.

UADD/DMB
AULIE-ATA

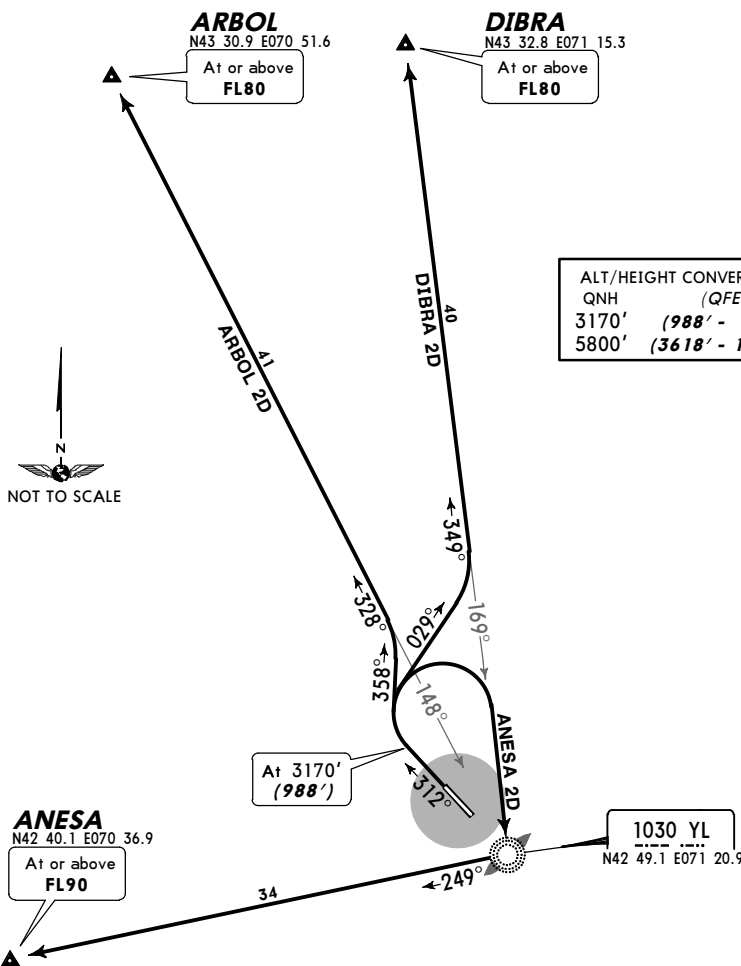
JEPPESSEN
25 APR 14 (10-3A) Eff 1 May

TARAZ, KAZAKHSTAN
SID

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



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

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

TARAZ, KAZAKHSTAN

17 APR 15

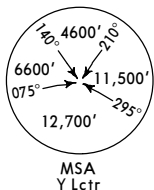
10-3B

Eff 30 Apr

SID

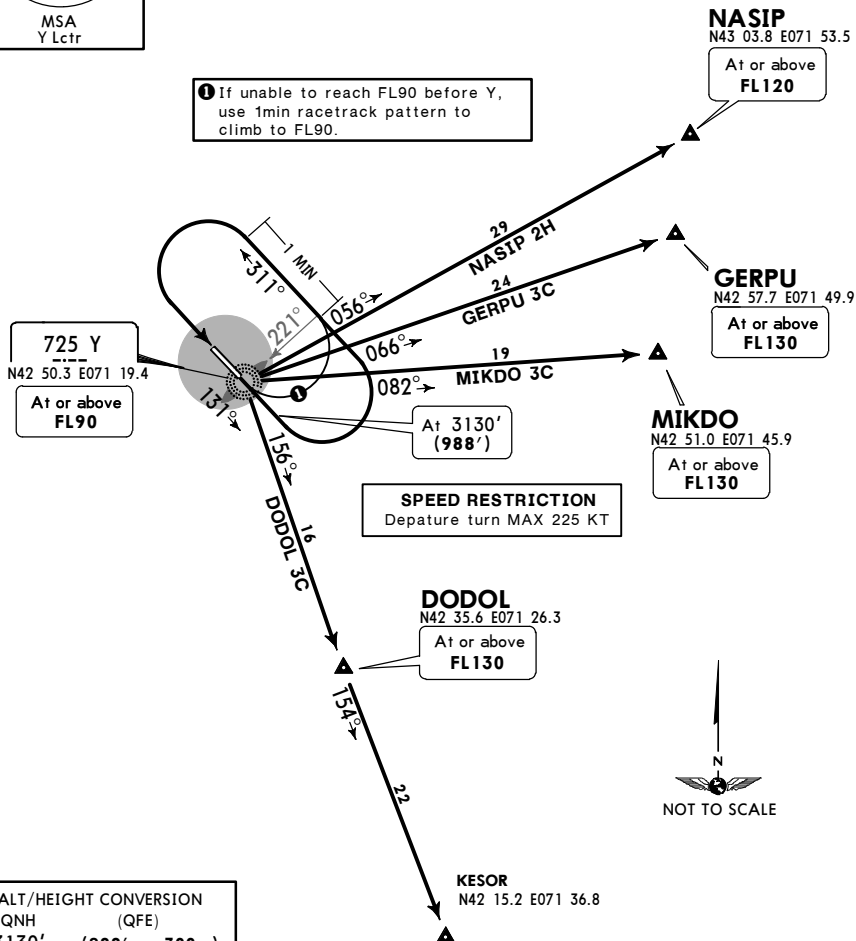
Apt Elev
2185'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3658')



DODOL 3C [DODO3C], GERPU 3C [GERP3C]
MIKDO 3C [MIKD3C], NASIP 2H [NASI2H]
RWY 13 DEPARTURES

① If unable to reach FL90 before Y,
use 1min racetrack pattern to
climb to FL90.



ALT/HEIGHT CONVERSION
QNH (QFE)
3130' (988' - 300m)
5800' (3658' - 1100m)

SID	ROUTING
DODOL 3C	Climb on 131° track to 3130' (988'), turn LEFT, 311° track, at abeam Y turn LEFT to Y (if unable to reach FL90 before Y, use 1 min racetrack pattern to climb to FL90), turn RIGHT to DODOL.
GERPU 3C	Climb on 131° track to 3130' (988'), turn LEFT, 311° track, at abeam Y turn LEFT to Y (if unable to reach FL90 before Y, use 1 min racetrack pattern to climb to FL90), turn LEFT to GERPU.
MIKDO 3C	Climb on 131° track to 3130' (988'), turn LEFT, 311° track, at abeam Y turn LEFT to Y (if unable to reach FL90 before Y, use 1 min racetrack pattern to climb to FL90), turn LEFT to MIKDO.
NASIP 2H	Climb on 131° track to 3130' (988'), turn LEFT, 311° track, at abeam Y turn LEFT to Y (if unable to reach FL90 before Y, use 1 min racetrack pattern to climb to FL90), turn LEFT to NASIP.

UADD/DMB
AULIE-ATA

JEPPESSEN
17 APR 15 (10-3C)

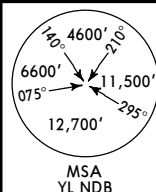
Eff 30 Apr

TARAZ, KAZAKHSTAN

SID

Apt Elev
2185'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5800' (3618')



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



SPEED RESTRICTION
Departure turn MAX 225 KT

NASIP
N43 03.8 E071 53.5
At or above
FL120

GERPU
N42 57.7 E071 49.9
At or above
FL130

At 3170'
(988')

1030 YL
N42 49.1 E071 20.9

DODOL 2D
At or above
FL100

GERPU 2D
MIKDO 2D
At or above
FL90

DODOL
N42 35.6 E071 26.3
At or above
FL130

MIKDO
N42 51.0 E071 45.9
At or above
FL130

① If unable to comply with climb gradient continue climbing over YL to reach at or above FL90.

GERPU 2D, MIKDO 2D

These SIDs require a minimum climb gradient of 4.0% ①.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

KESOR
N42 15.2 E071 36.8

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

SID

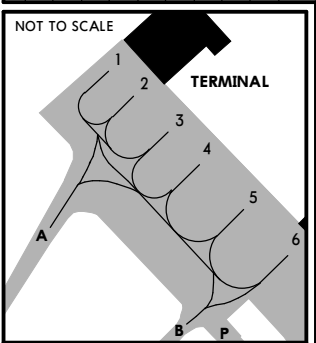
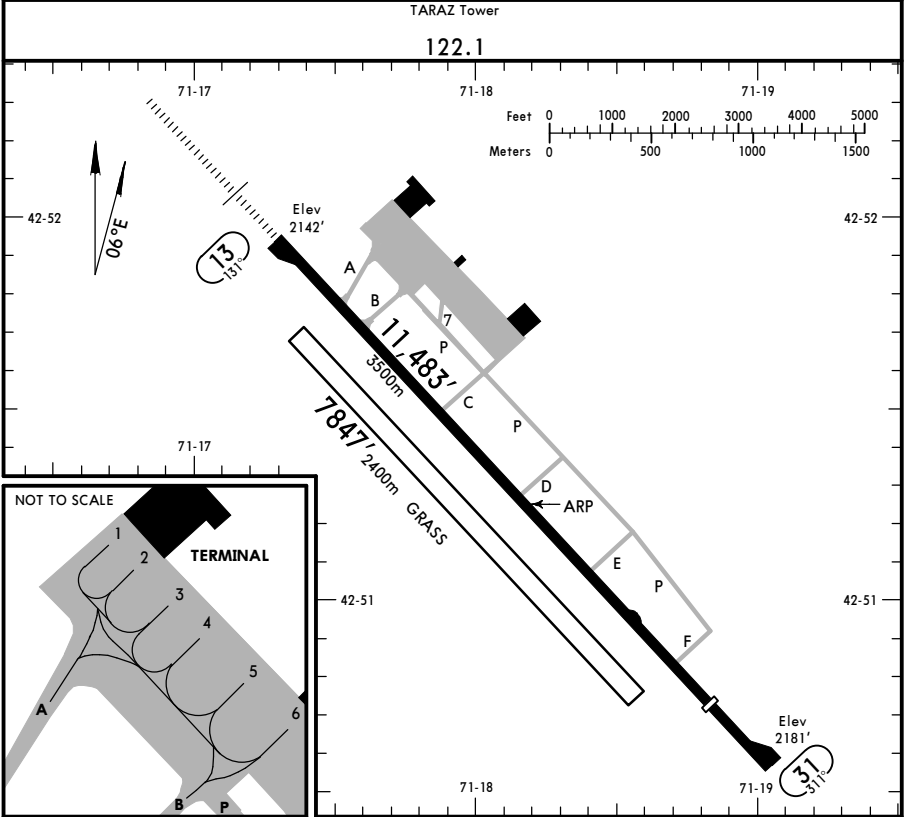
ROUTING

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

UADD/DMB
Apt Elev **2185'**
N42 51.3 E071 18.2

JEPPESSEN
3 JUL 15 **(10-9)**

TARAZ, KAZAKHSTAN
AULIE-ATA



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
13	RL (60m)	CL (30m)	HIALS-II	TDZ	PAPI-L (3.0°)	RVR	10,511' 3204m	11,483' 3500m	148' 45m
31	RL (60m)	CL (30m)	ALS ❶	PAPI-L (3.0°)	RVR	10,105' 3080m			
13	Grass runway								328' 100m
31									

❶ Configuration unknown.

TAKE-OFF
AIR CARRIER (JAA)
Main Rwy

	DAY		NIGHT
	RL & RCLM	RCLM	RL & RCLM
A			
B			
C			
D			

❶ When LVP in force: 300m.

UADD/DMB

 **JEPPESSEN**

8 AUG 14

Eff 21 Aug

10-9S

Standard

TARAZ, KAZAKHSTAN

AULIE-ATA

STRAIGHT-IN RWY		A	B	C	D
13	ILS	2342'(200')	2342'(200')	2342'(200')	2342'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
LOC		NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
31	2 NDB ①	2580'(399') 1500m	2580'(399') 1500m	2580'(399') 1800m	2580'(399') 2000m

① Continuous Descent Final Approach.

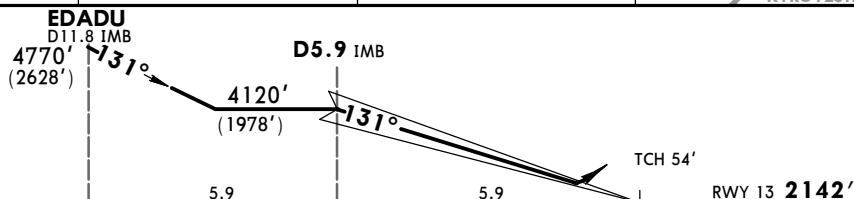
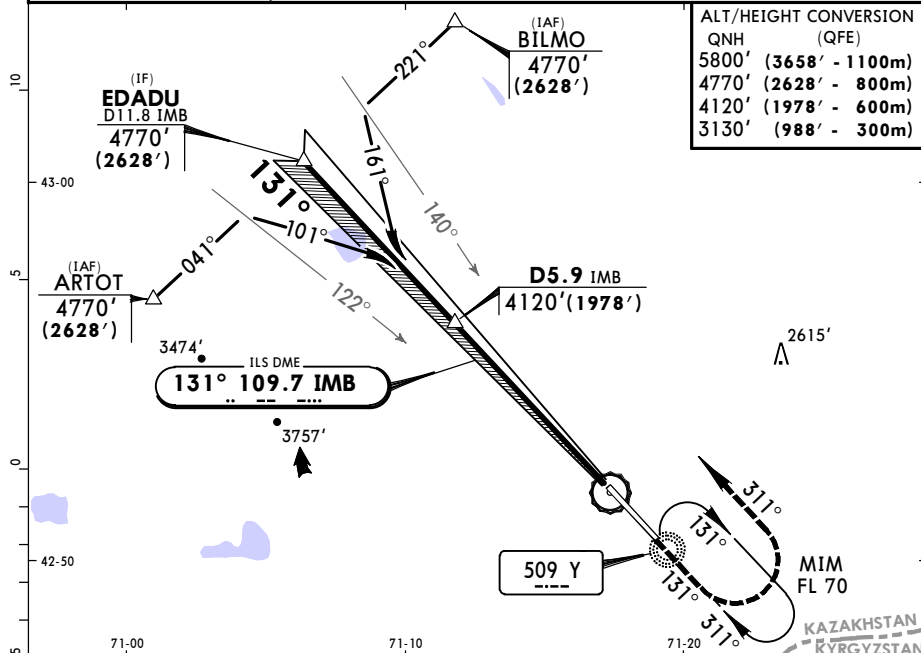
TAKE-OFF RWY 13, 31

DAY			NIGHT
RL & RCLM	RCLM	NIL	RL & RCLM
A	400m ②	500m	400m ②
B			400m
C			
D			

② When LVP in force: 300m.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 70 Trans alt: 5800' **(3658')**
1. **RADAR required.** 2. **WARNING:** Heavy turbulence with downdrafts may be expected on final.
3. ILS DME reads zero at rwy 13 threshold.

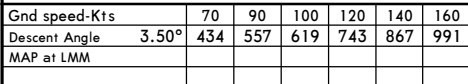
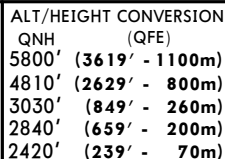
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5800'	(3658' - 1100m)
4770'	(2628' - 800m)
4120'	(1978' - 600m)
3130'	(988' - 300m)



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

STRAIGHT-IN LANDING RWY 13
ILS LOC (GS out)

DA(H) 2342' (200')			
FULL		ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			



A	RVR 1500m
B	VIS 1600m
C	1800m
D	2000m



Chart changes since cycle 12-2016

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: 20151210

End Date: No end date

LOM YL and LMM Y operational hours changed from H24 to H/O.