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Terminal Charts For UAAT

Revision Letter For Cycle 09-2019

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Notebook

General Information

Location: TALDYKORGAN KAZ
ICAO/IATA: UAAT / TDK
Lat/Long: N45° 07.3', E078° 26.6'
Elevation: 1946 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 5.0° E

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

Sunrise: 2324 Z
Sunset: 1402 Z

Runway Information

Runway: 02
Length x Width: 9846 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 1926 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9846 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 1944 ft
Lighting: Edge, ALS

Communication Information

Taldykorgan Tower: 127.300 VHF-DF

UAAT/TKD
TALDYKORGAN

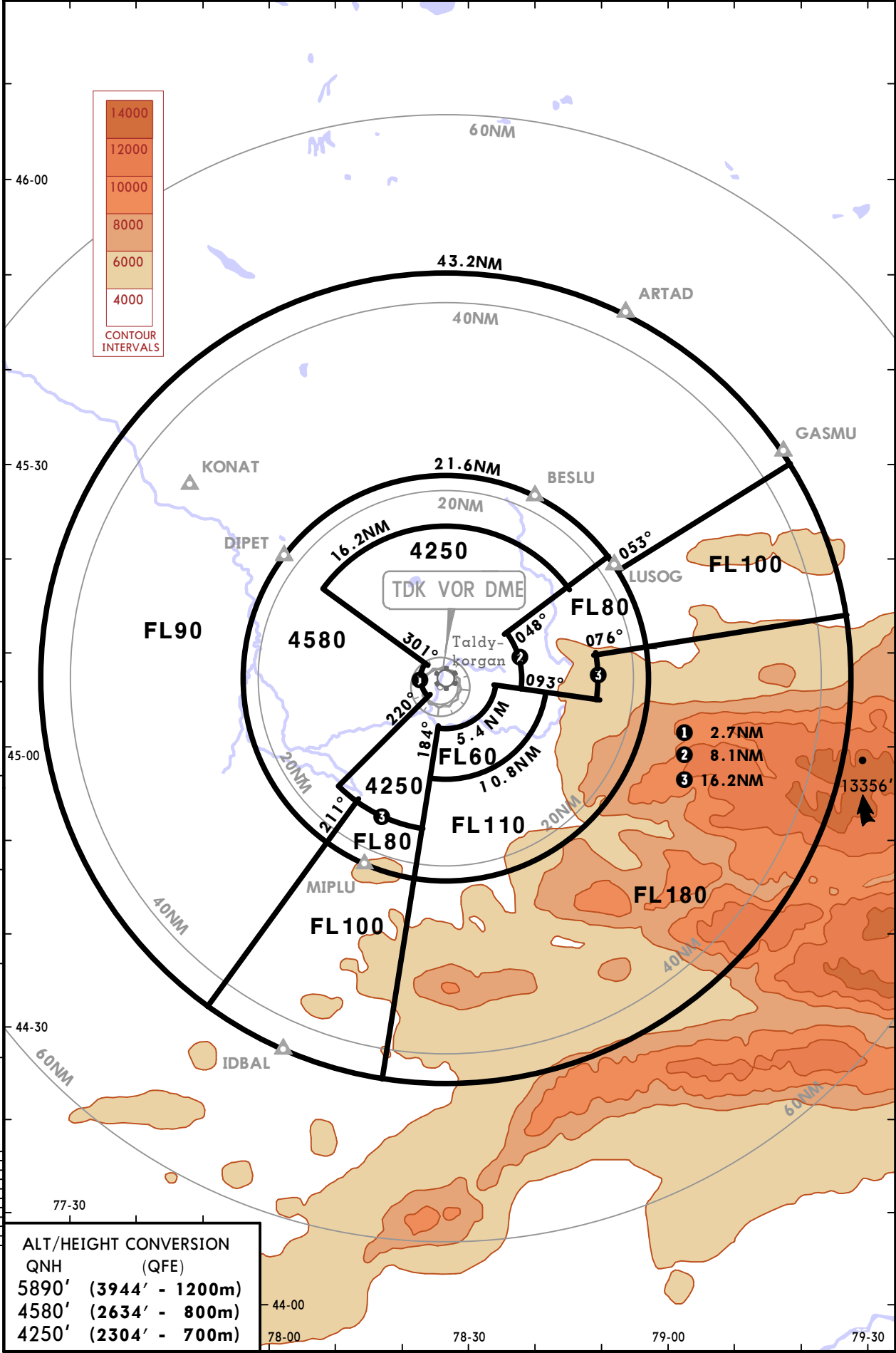
JEPPesen TALDYKORGAN, KAZAKHSTAN
13 NOV 15 (10-1R) RADAR MINIMUM ALTITUDES

*TALDYKORGAN
Tower (R)
127.3

Apt Elev
1946'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5890' (3944')

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.



CHANGES: Sectors & altitudes revised.

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TALDYKORGAN

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30 OCT 15

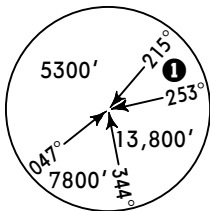
10-2

Eff 12 Nov

STAR

Apt Elev
1946'

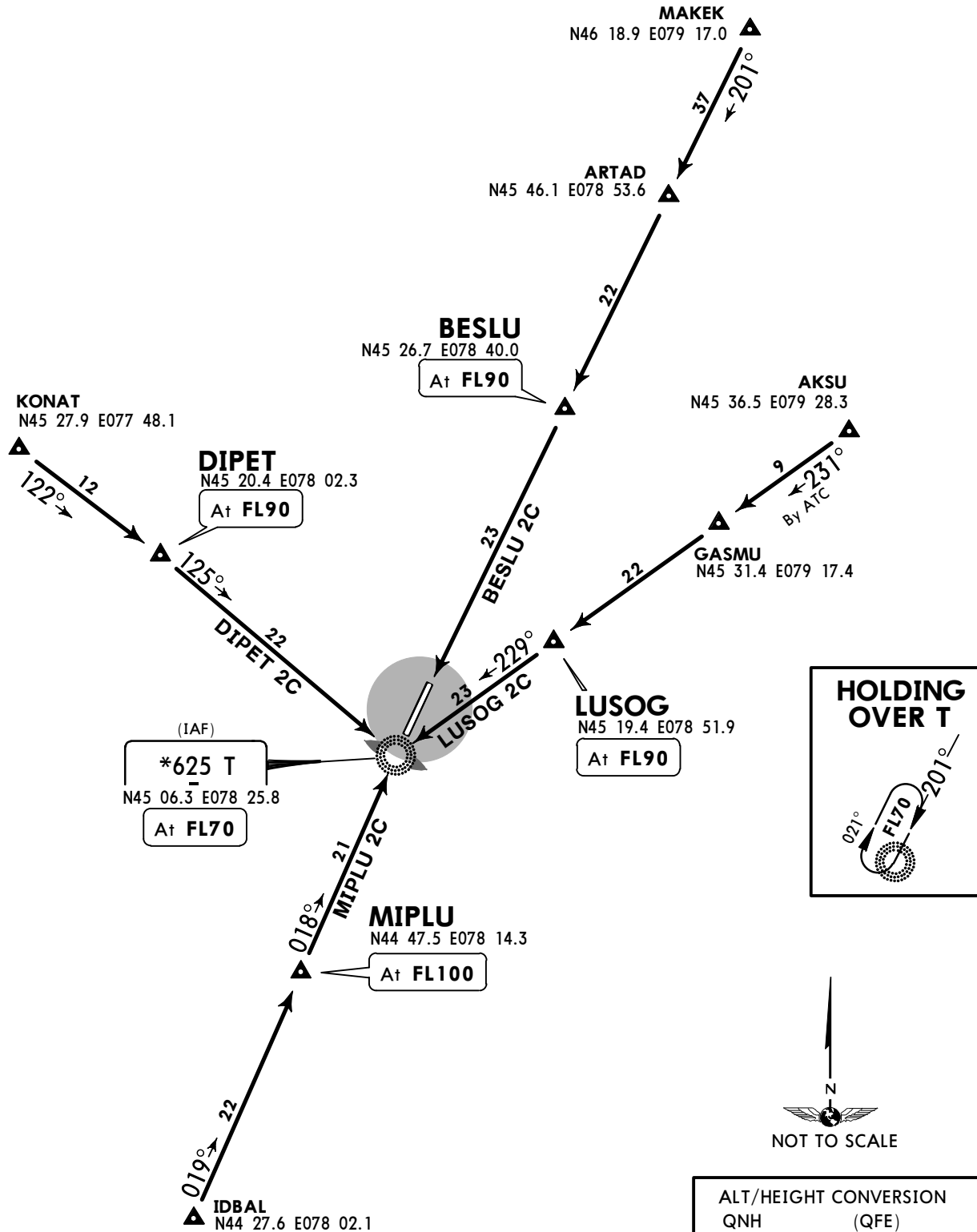
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5890' (3964')



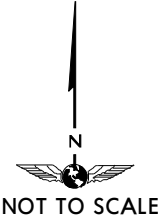
MSA T Lctr

7600'

BESLU 2C [BESL2C] , DIPET 2C [DIPE2C]
LUSOG 2C [LUSO2C] , MIPLU 2C [MIPL2C]
RWY 02 ARRIVALS



HOLDING
OVER T



NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
5890' (3964' - 1200m)

STAR	ROUTING
BESLU 2C	On 201° bearing to T.
DIPET 2C	On 125° bearing to T.
LUSOG 2C	On 229° bearing to T.
MIPLU 2C	On 018° bearing to T.

UAAT/TKD
TALDYKORGAN

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30 OCT 15

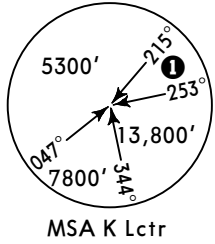
10-2A

Eff 12 Nov

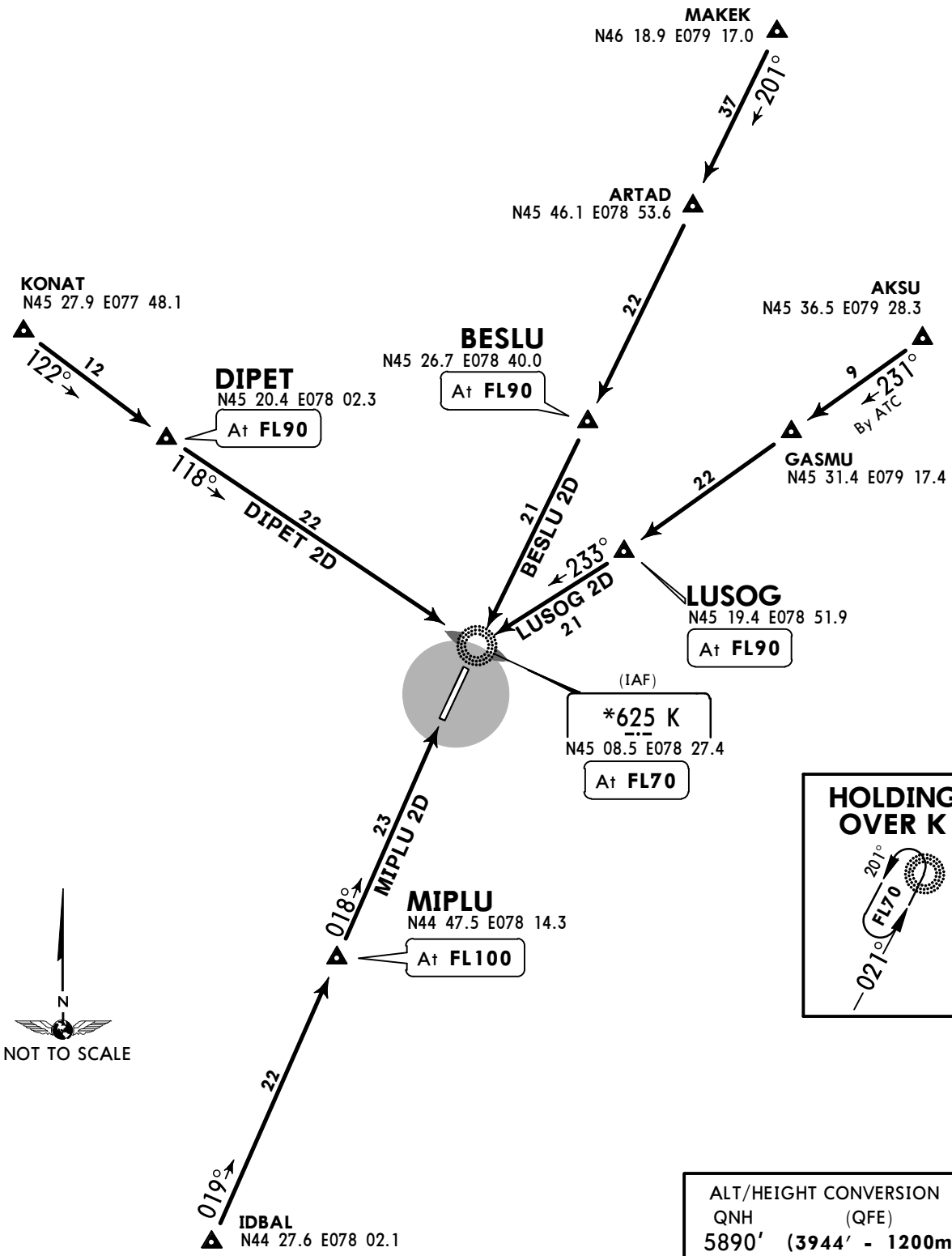
STAR

Apt Elev
1946'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5890' (3944')



BESLU 2D [BESL2D], DIPET 2D [DIPE2D]
LUSOG 2D [LUSO2D], MIPLU 2D [MIPL2D]
RWY 20 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5890'	(3944' - 1200m)

STAR	ROUTING
BESLU 2D	On 201° bearing to K.
DIPET 2D	On 118° bearing to K.
LUSOG 2D	On 233° bearing to K.
MIPLU 2D	On 018° bearing to K.

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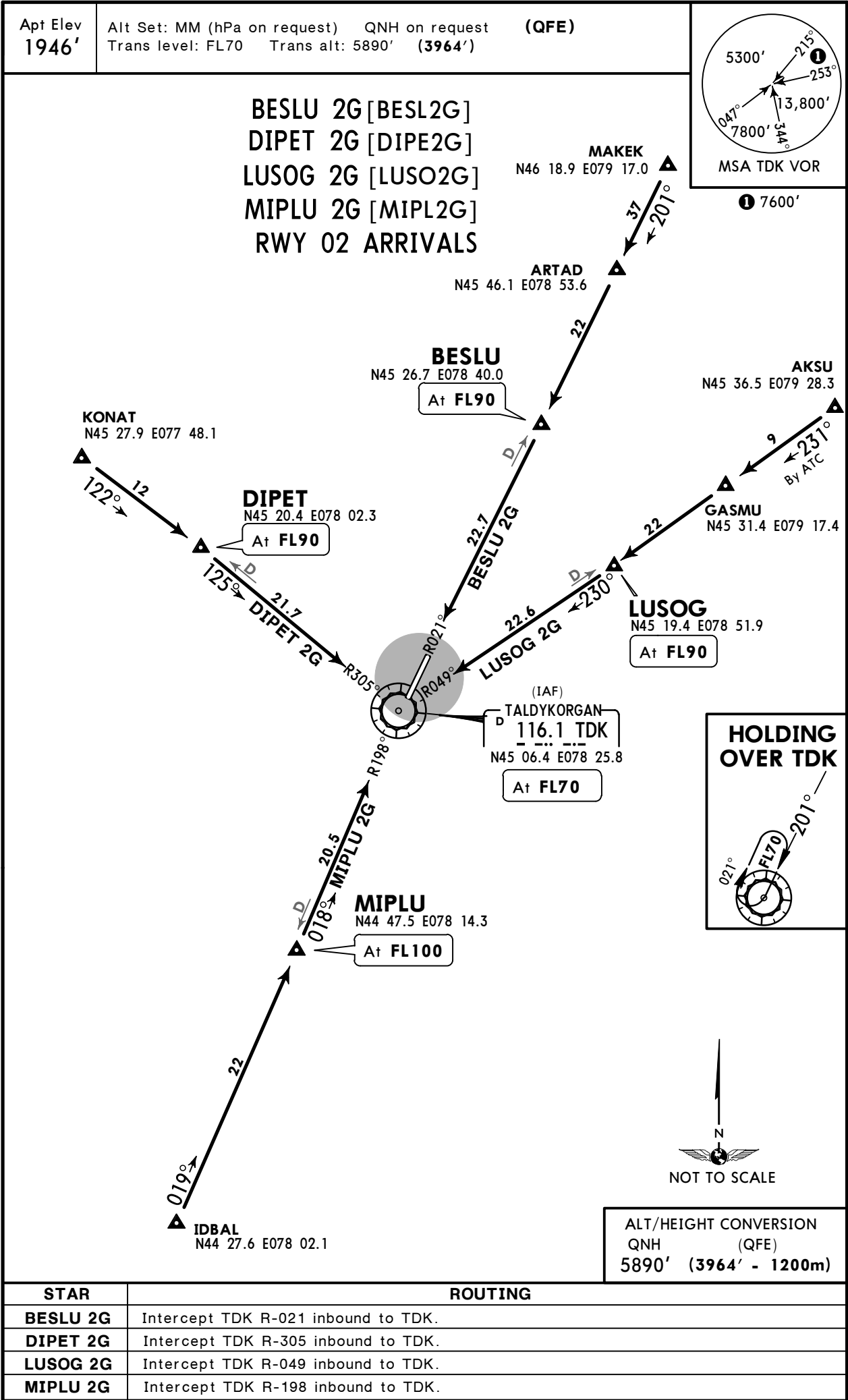
TALDYKORGAN, KAZAKHSTAN

30 OCT 15

10-2B

Eff 12 Nov

STAR



UAAT/TKD
TALDYKORGAN

JEPPESEN TALDYKORGAN, KAZAKHSTAN

30 OCT 15

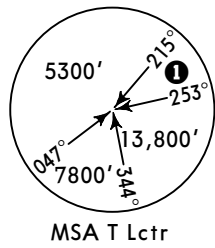
10-3

Eff 12 Nov

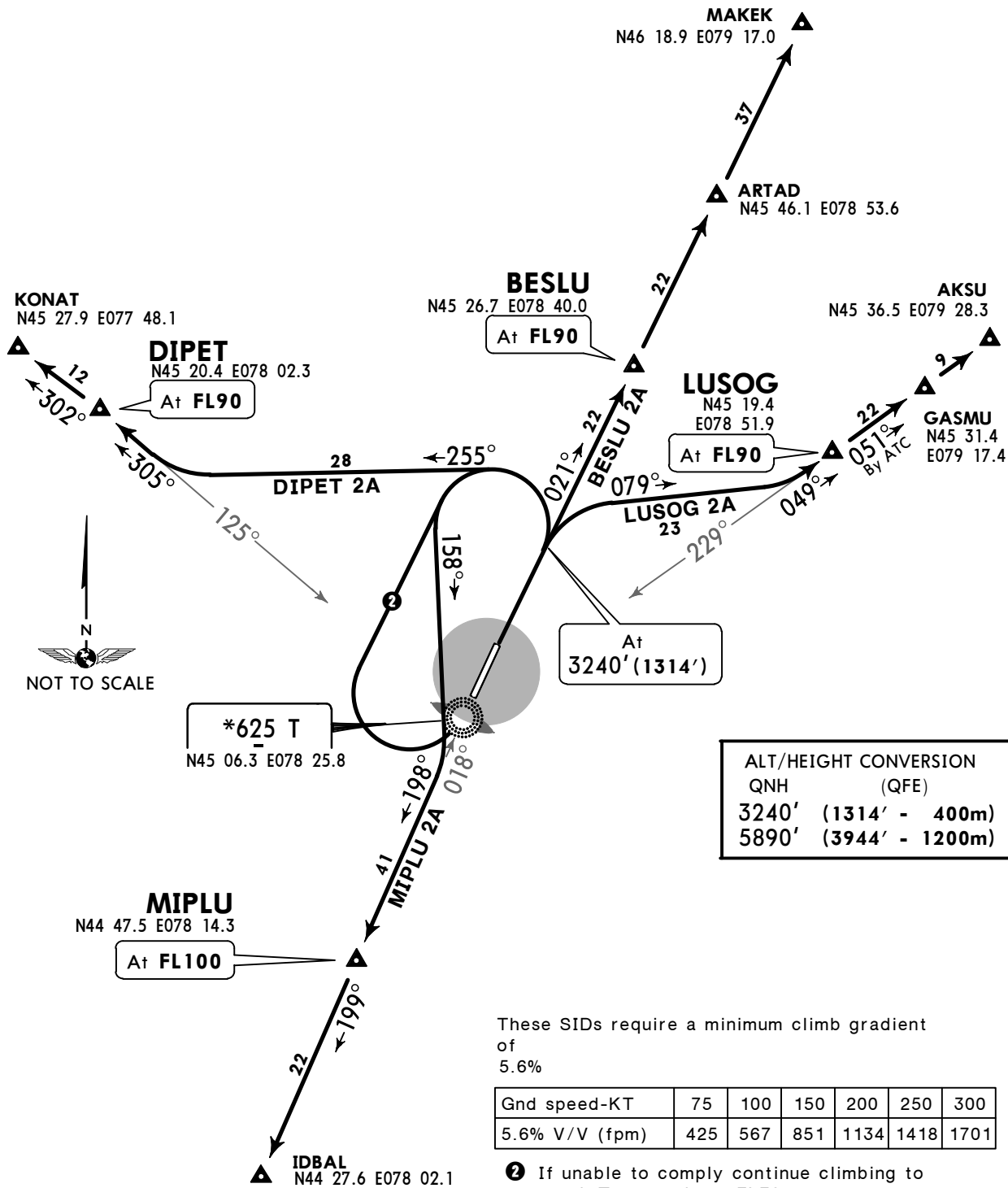
SID

Apt Elev
1946'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5890' (3944')



BESLU 2A [BESL2A] , DIPET 2A [DIPE2A]
LUSOG 2A [LUSO2A], MIPLU 2A [MIPL2A]
RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3240'	(1314' - 400m)
5890'	(3944' - 1200m)

These SIDs require a minimum climb gradient of 5.6%

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

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

SID	ROUTING
BESLU 2A	Climb to 3240' (1314'), 021° track to BESLU.
DIPET 2A	Climb to 3240' (1314'), turn LEFT, 255° track, intercept 305° bearing from T to DIPET.
LUSOG 2A	Climb to 3240' (1314'), turn RIGHT, 079° track, intercept 049° bearing from T to LUSOG.
MIPLU 2A	Climb to 3240' (1314'), turn LEFT, 158° track, intercept 198° bearing from T to MIPLU.

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TALDYKORGAN

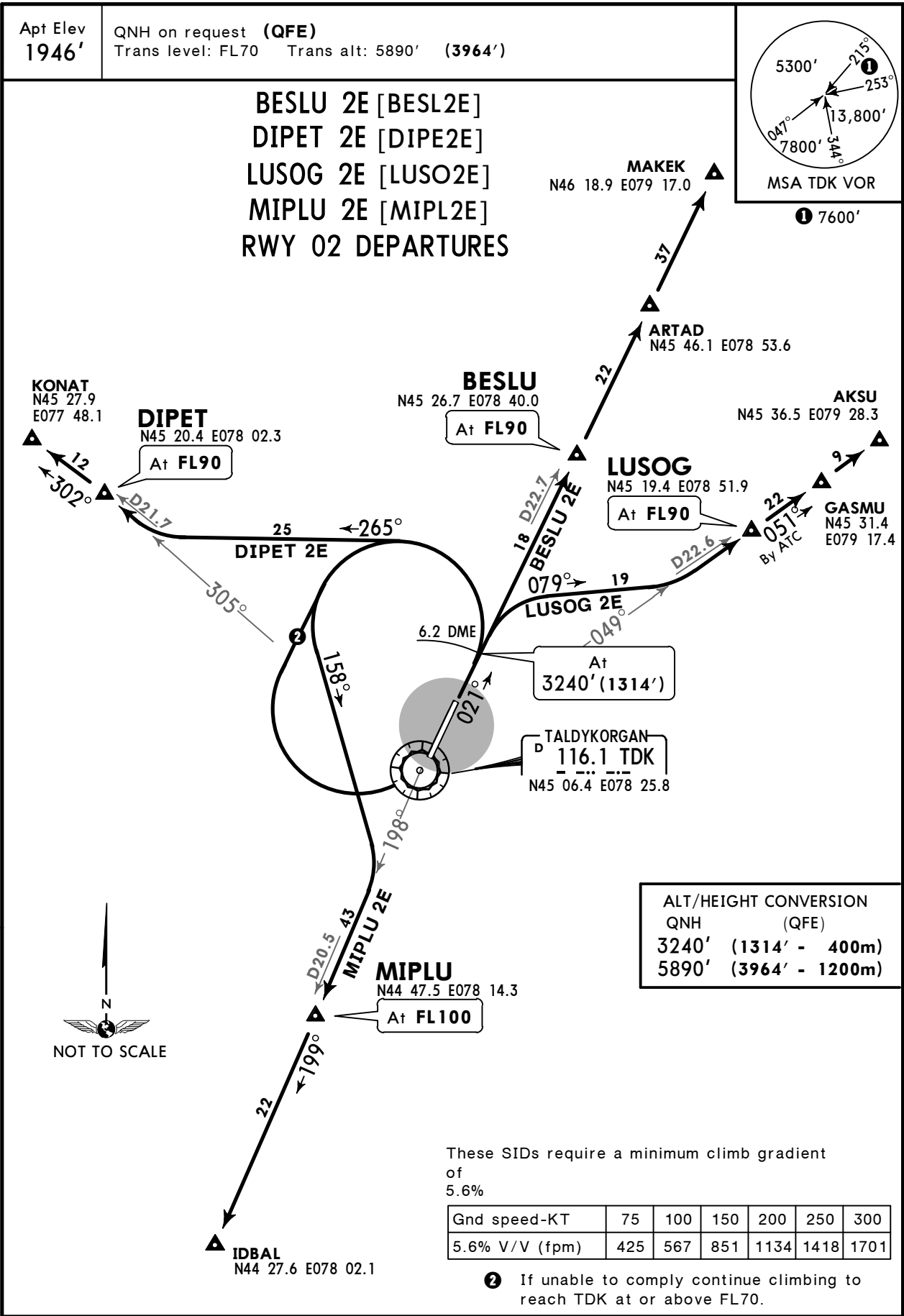
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30 OCT 15

10-3B

Eff 12 Nov

SID



SID	ROUTING
BESLU 2E	Climb on 021° track to 3240' (1314'), then to BESLU.
DIPET 2E	Climb on 021° track to 3240' (1314'), at TDK 6.2 DME turn LEFT, 265° track, intercept TDK R-305 to DIPET.
LUSOG 2E	Climb on 021° track to 3240' (1314'), at TDK 6.2 DME turn RIGHT, 079° track, intercept TDK R-049 to LUSOG.
MIPLU 2E	Climb on 021° track to 3240' (1314'), at TDK 6.2 DME turn LEFT, 158° track, intercept TDK R-198 to MIPLU.

UAAT/TKD
TALDYKORGAN

JEPPESEN

TALDYKORGAN, KAZAKHSTAN

30 OCT 15

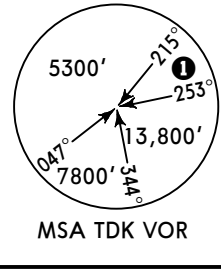
10-3C

Eff 12 Nov

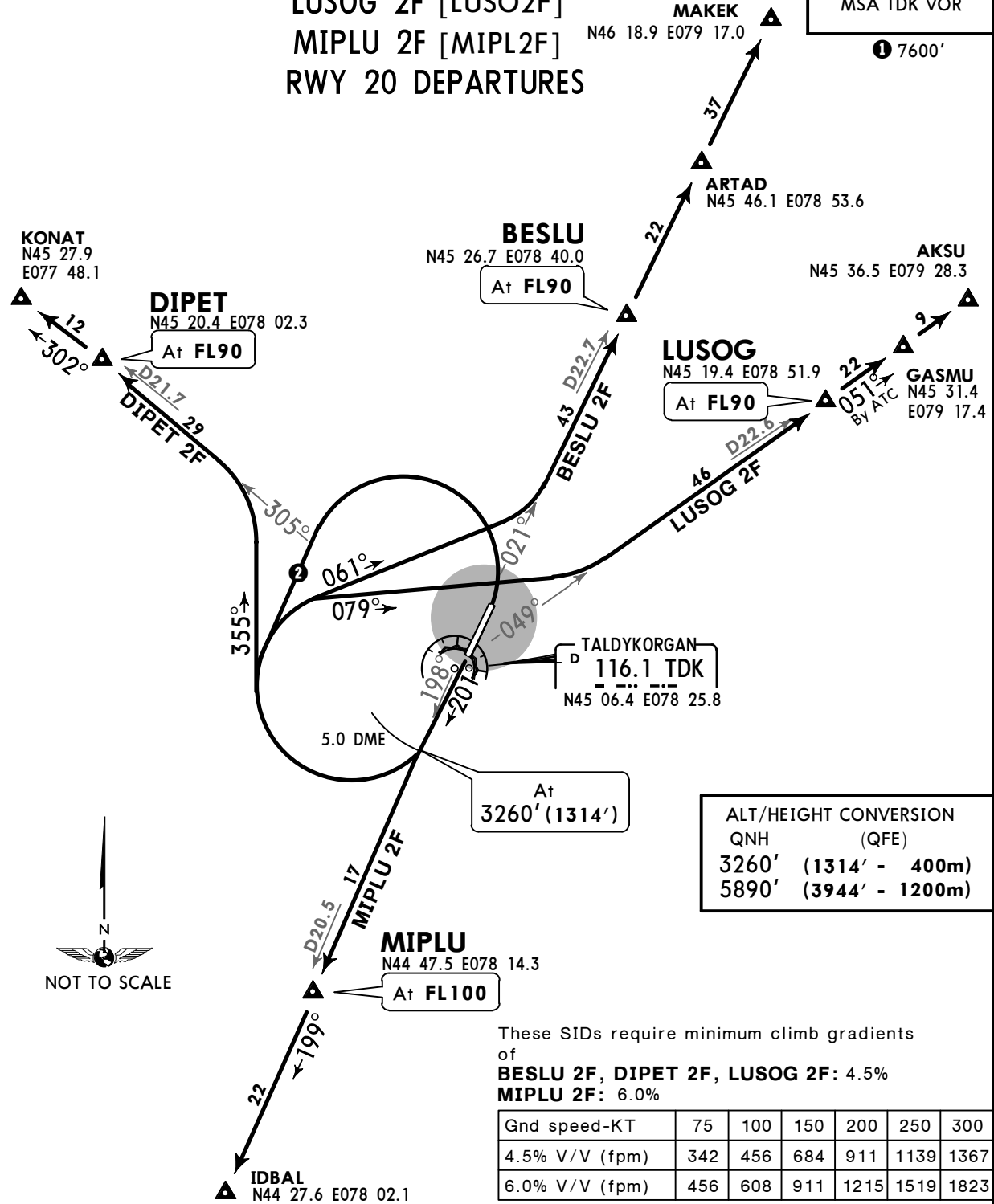
SID

Apt Elev
1946'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5890' (3944')



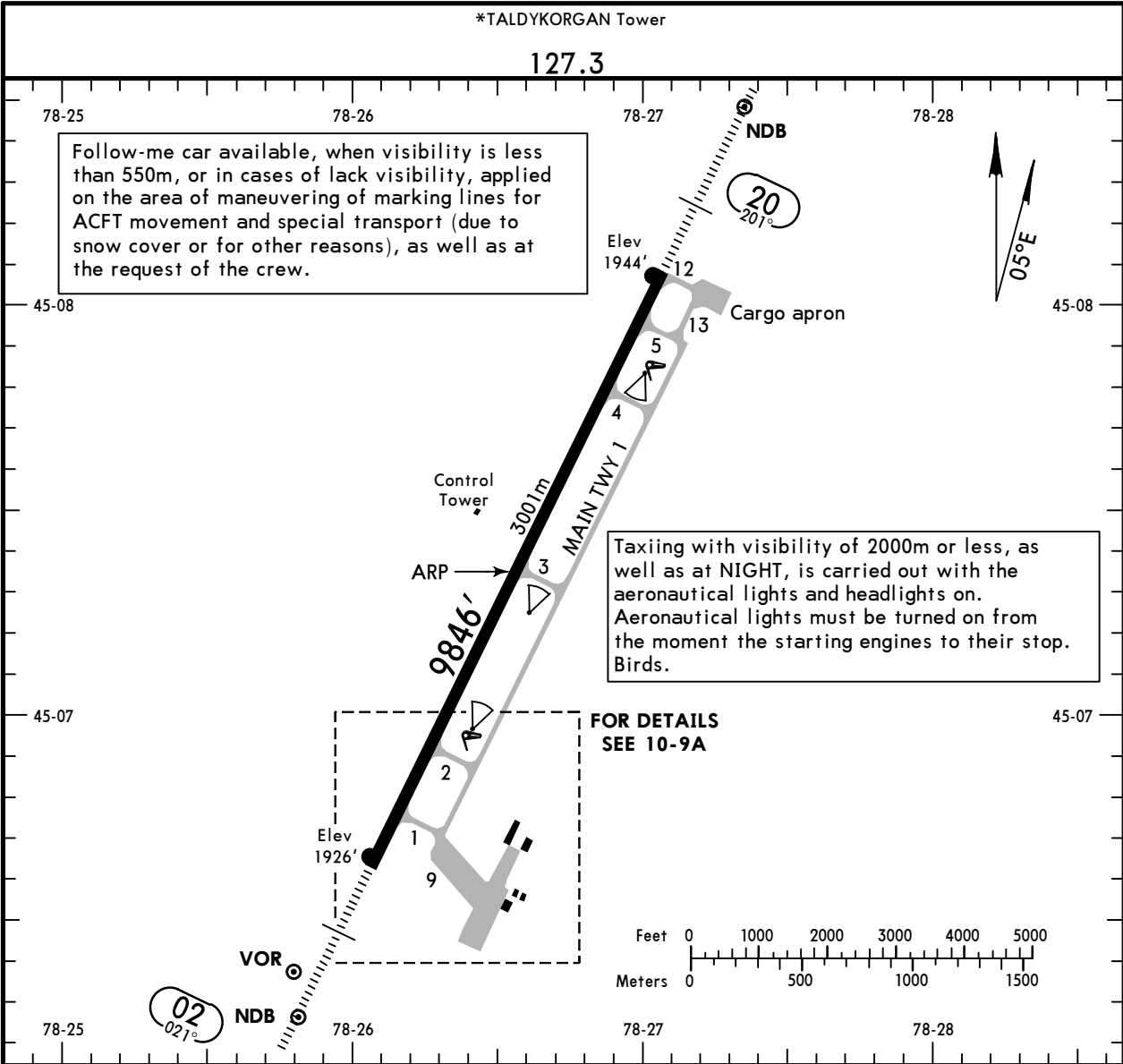
BESLU 2F [BESL2F]
DIPET 2F [DIPE2F]
LUSOG 2F [LUSO2F]
MIPLU 2F [MIPL2F]
RWY 20 DEPARTURES



SID	ROUTING
BESLU 2F	Climb on 201° track to 3260' (1314'), at TDK 5.0 DME turn RIGHT, 061° track, intercept TDK R-021 to BESLU.
DIPET 2F	Climb on 201° track to 3260' (1314'), at TDK 5.0 DME turn RIGHT, 355° track, intercept TDK R-305 to DIPET.
LUSOG 2F	Climb on 201° track to 3260' (1314'), at TDK 5.0 DME turn RIGHT, 079° track, intercept TDK R-049 to LUSOG.
MIPLU 2F	Climb on 201° track to 3260' (1314'), at TDK 5.0 DME turn LEFT, intercept TDK R-198 to MIPLU.

UAAT/TKD
Apt Elev 1946'
N45 07.4 E078 26.6

JEPPESEN TALDYKORGAN, KAZAKHSTAN
22 MAR 19 10-9 Eff 28 Mar
TALDYKORGAN



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS			WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope	TAKE-OFF	
02	HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR						①	164' 50m
20								

① TAKE-OFF RUN AVAILABLE

RWY 02:

From rwy head 9846'(3001m)

twy 1 int 8796'(2681m)

Aerodrome operation in conditions of limited visibility

These operations are applied when the RVR is less than 550 meters, when the entire maneuvering area or part of it is not visually controlled from the control point.

ACFT taxiing-in to take-off, is led by follow-me car from the stands to the holding position.

Taxiing-in to the apron after the release of the RWY is carried out behind follow-me car.

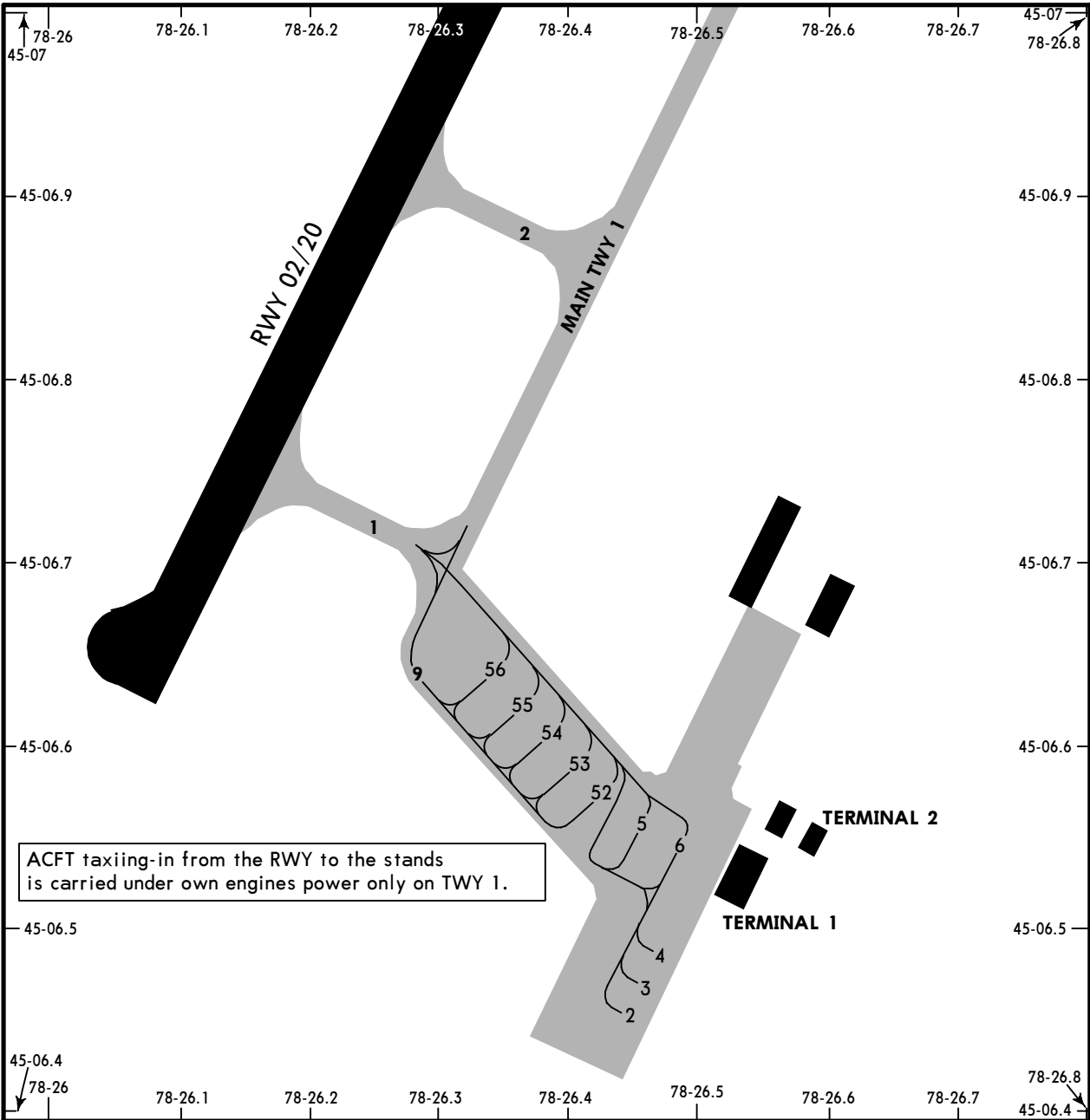
Movement on the aerodrome in conditions of limited visibility is carried out at a reduced speed with the maximum circumspection.

When visibility is less than 50m, if there is ice on the apron and the stand, the movement of all types of vehicles at the aerodrome is prohibited.

TAKE-OFF			
Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	300m	400m	500m
B			
C			
D			

UAAT / TDK

JEPPESEN TALDYKORGAN, KAZAKHSTAN
22 MAR 19 **10-9A** **Eff 28 Mar** TALDYKORGAN

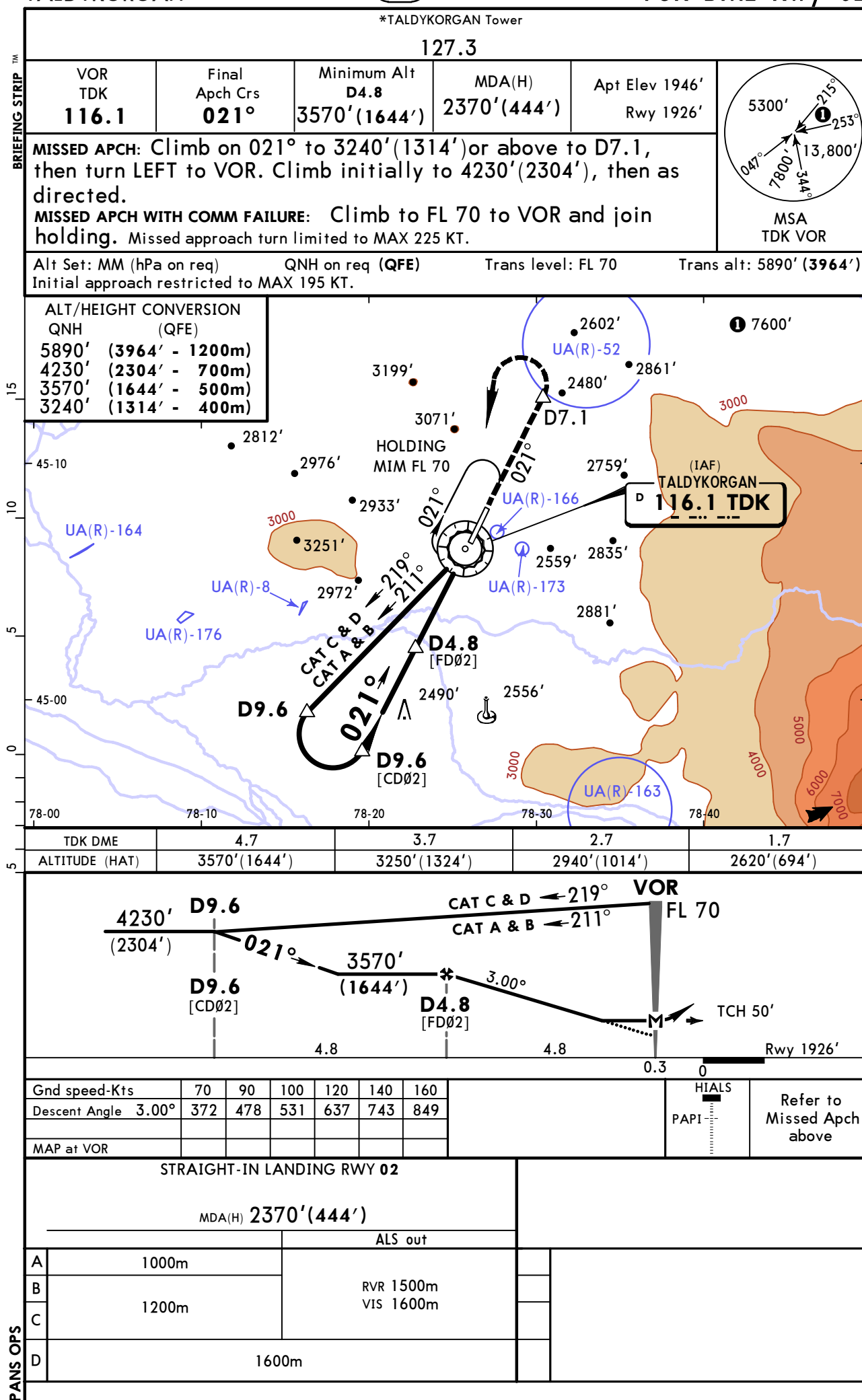


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
2	N45 06.5 E078 26.4	56	N45 06.6 E078 26.3
3 & 4	N45 06.5 E078 26.5		
5	N45 06.6 E078 26.5		
6	N45 06.5 E078 26.5		
52 thru 55	N45 06.6 E078 26.4		

UAAT/TKD
TALDYKORGAN

JEPPESSEN
5 APR 19 **(13-1)**

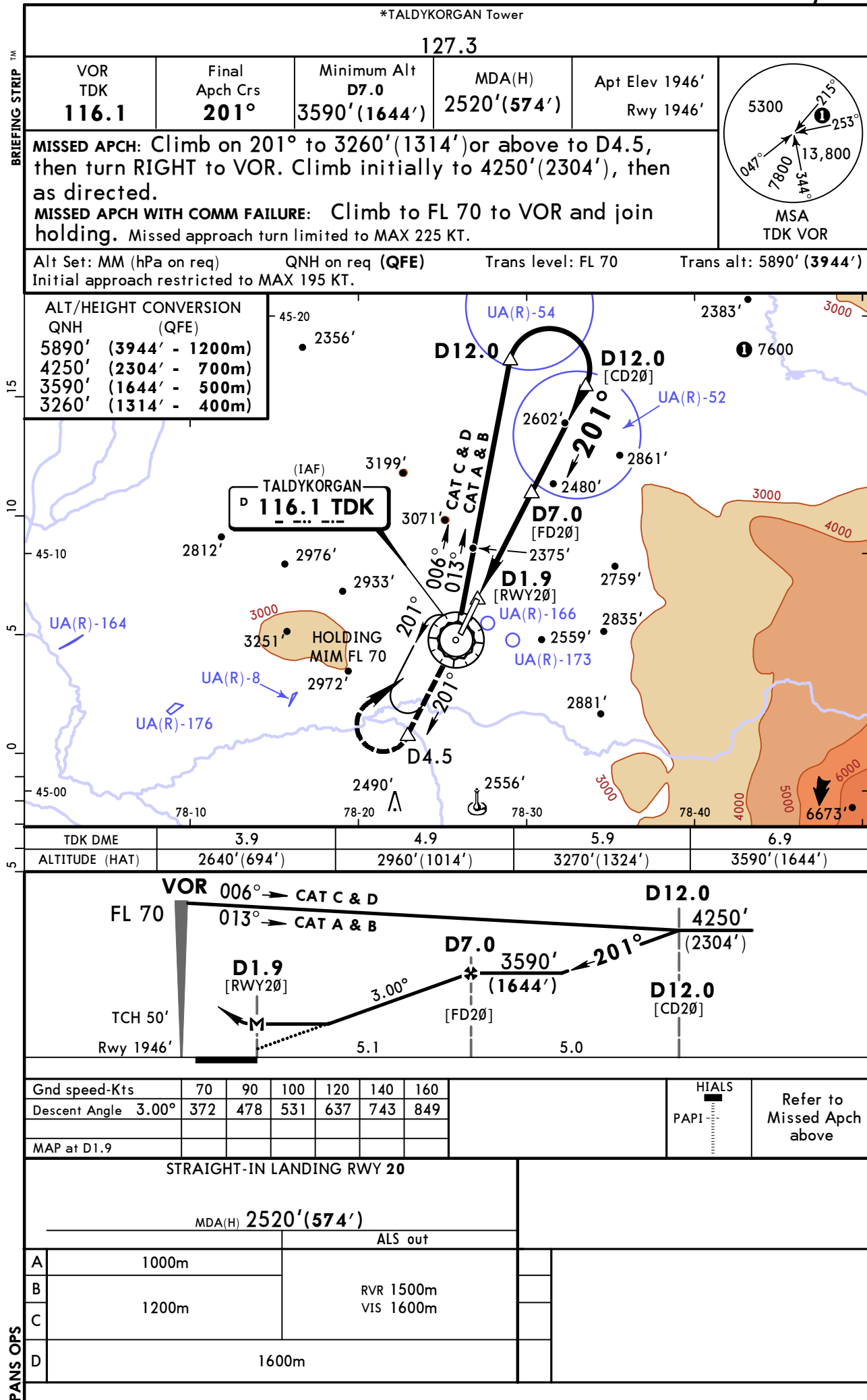
TALDYKORGAN, KAZAKHSTAN
VOR DME Rwy 02



UAAT/TKD
TALDYKORGAN

JEPPESSEN
5 APR 19 (13-2)

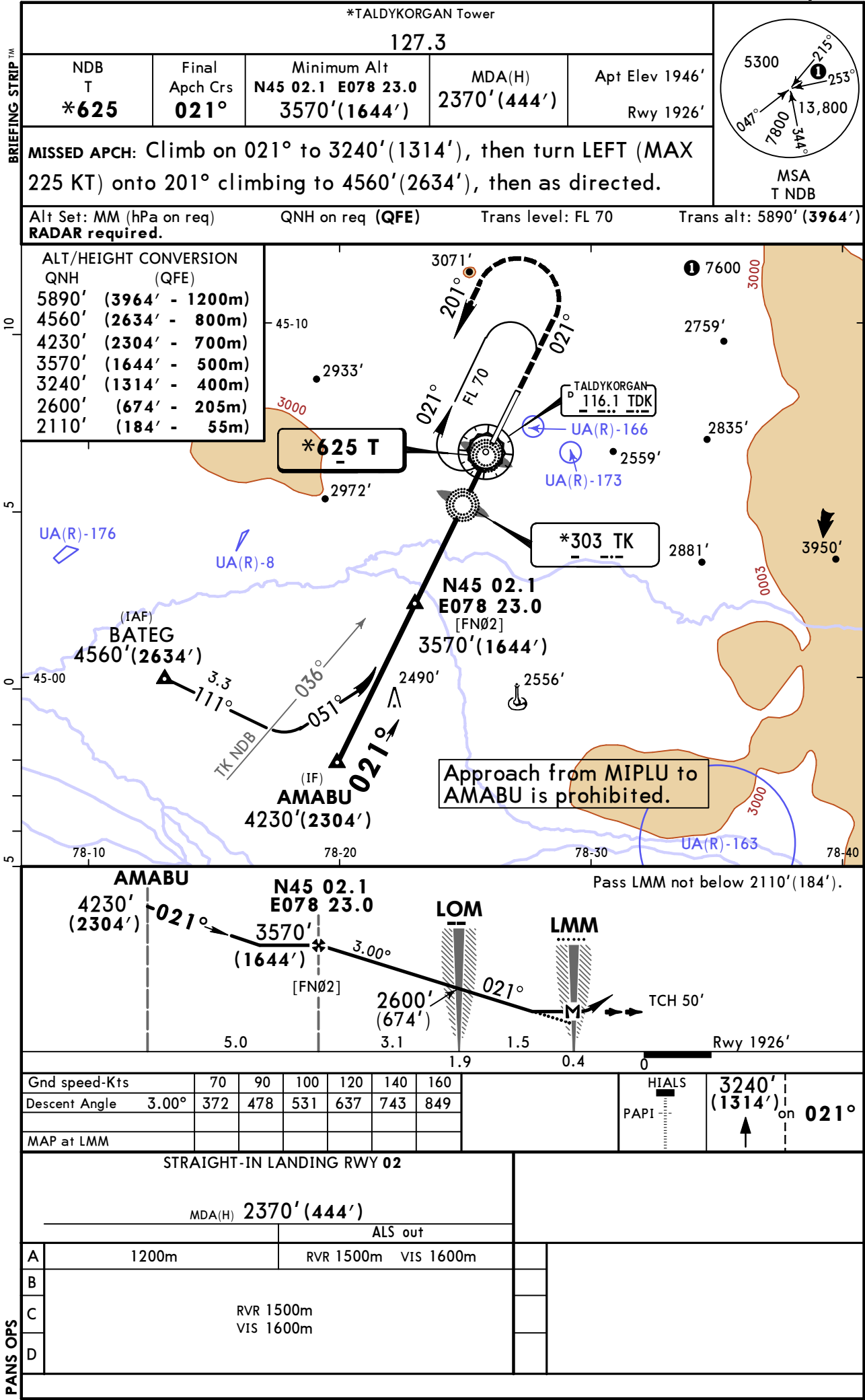
TALDYKORGAN, KAZAKHSTAN
VOR DME Rwy 20



UAAT/TKD
TALDYKORGAN

5 APR 19 16-1

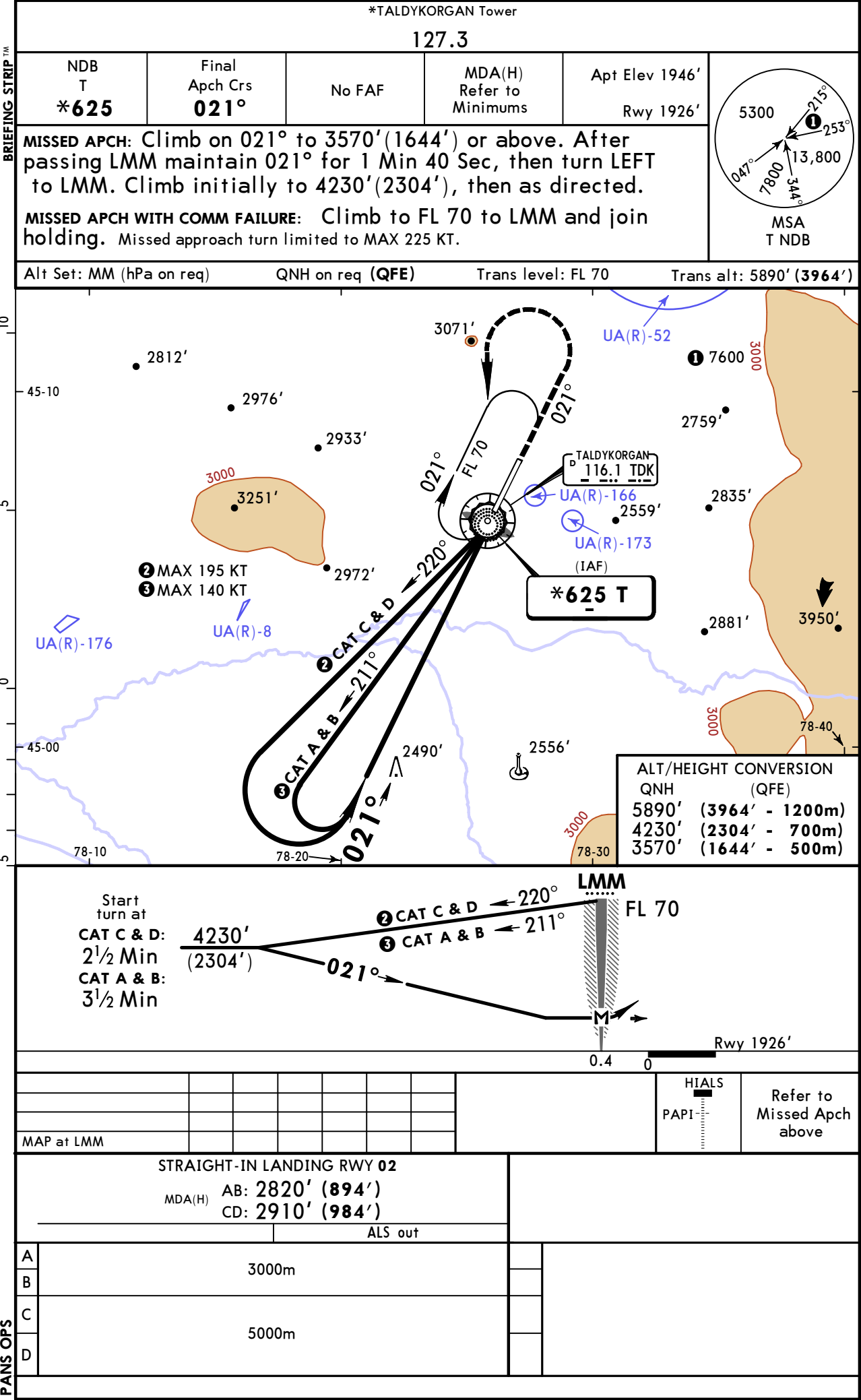
JEPPESEN TALDYKORGAN, KAZAKHSTAN
2 NDB Rwy 02



UAAT/TKD
TALDYKORGAN

5 APR 19 16-2

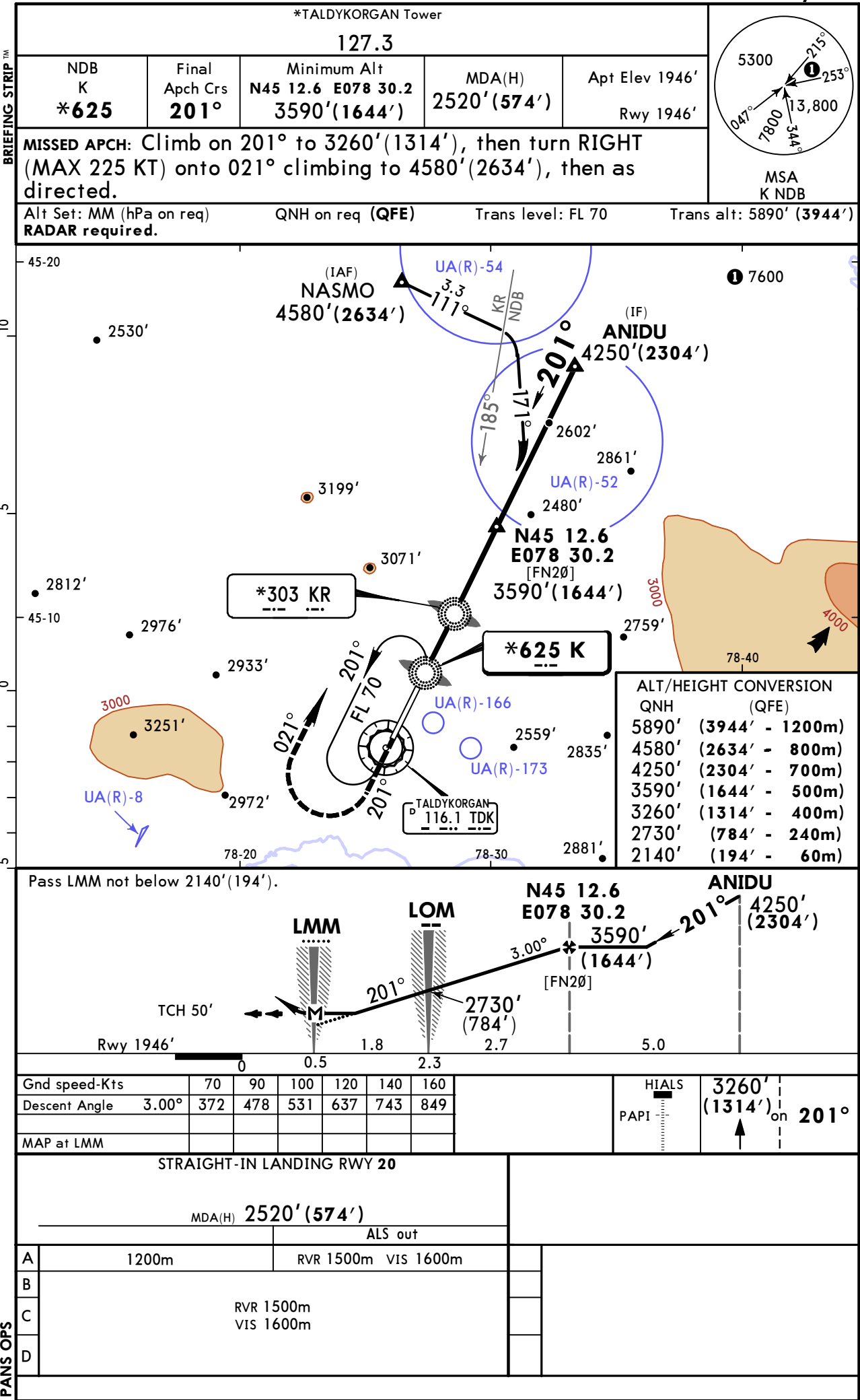
TALDYKORGAN, KAZAKHSTAN
NDB Rwy 02



UAAT/TKD
TALDYKORGAN

5 APR 19 16-3

JEPPESEN TALDYKORGAN, KAZAKHSTAN
2 NDB Rwy 20



UAAT/TKD TALDYKORGAN

5 APR 19 **16-4**

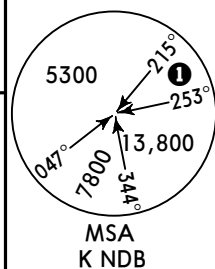
TALDYKORGAN, KAZAKHSTAN NDB Rwy 20

*TALDYKORGAN Tower

127.3

BRIEFING STRIP

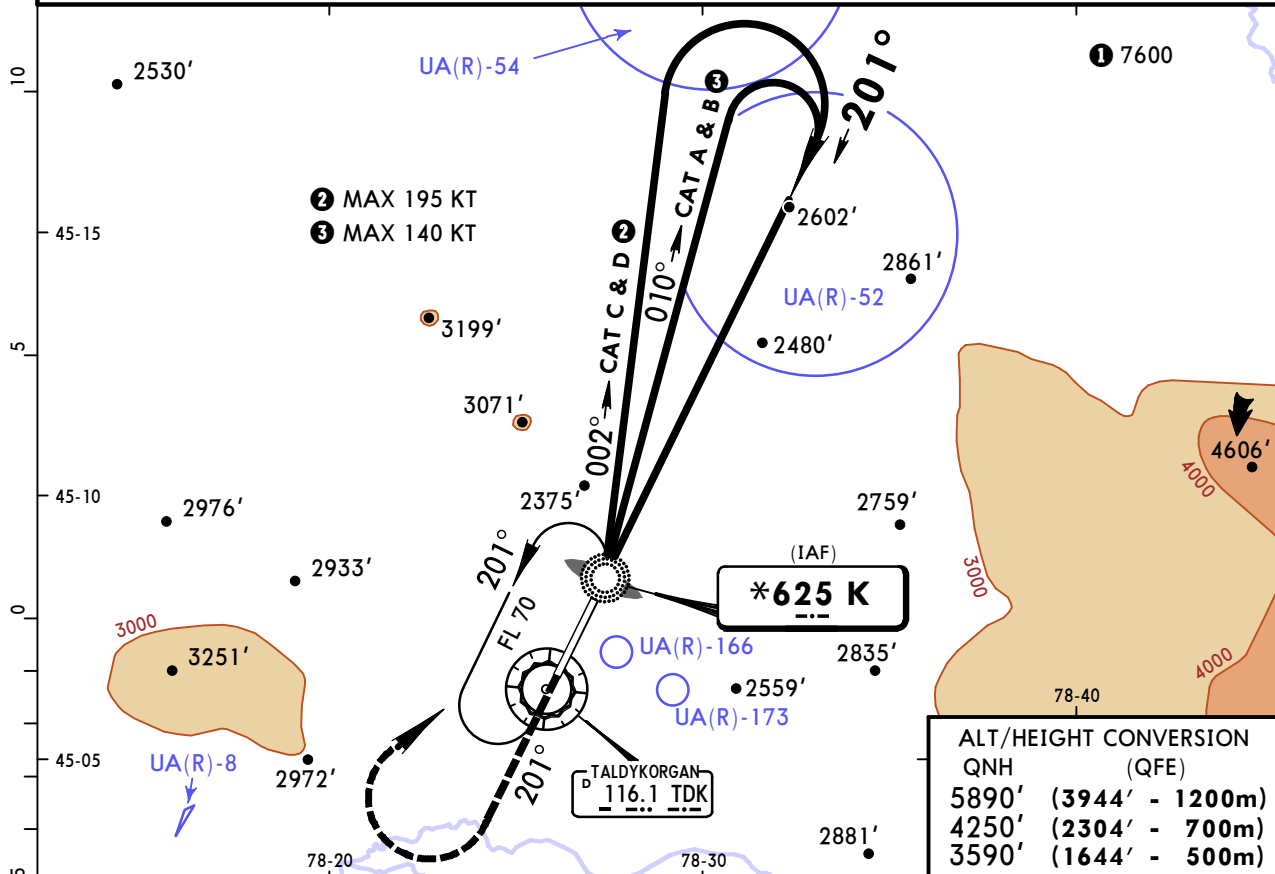
NDB K * 625	Final Apch Crs 201°	No FAF	MDA(H) 3000'(1054')	Apt Elev 1946' Rwy 1946'
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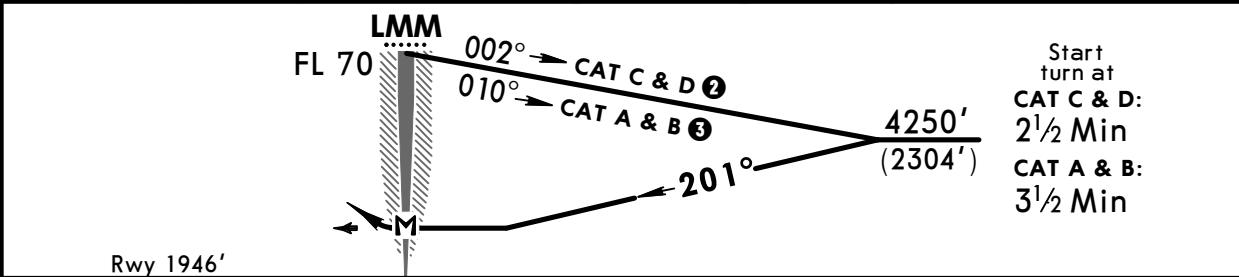
MISSED APCH: Climb on 201° to 3590'(1644') or above. After passing LMM maintain 201° for 1 Min 25 Sec, then turn RIGHT to LMM. Climb initially to 4250'(2304'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 70 to LMM and join holding. Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 70 Trans alt: 5890' (**3944'**)



ALT/HEIGHT CONVERSION	QNH	(QFE)
5890'	(3944' - 1200m)	
4250'	(2304' - 700m)	
3590'	(1644' - 500m)	



MAP at LMM	HIALS PAPI	Refer to Missed Apch above
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STRAIGHT-IN LANDING RWY 20

MDA(H) 3000'(1054')		ALS out
A	RVR 1500m VIS 1600m	
B		
C	2000m	
D		

PANS OPS

TALDYKORGAN, (TALDYKORGAN - UAAT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAAT