

TDK-UAAT

1-10

AOI

AOI

GENERAL**Operational Hours****ATS Hours:** HO**AD OPS Hours:** see NOTAM**AD Operator Hours:** 0300-1200**Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 02/20: 42/R/A/X/T**Customs:** Not AVBL**Operation****TWY Restriction**

TWY 9 width 21m / 69ft.

TWY 1, 2, 3, 4, 5, 12, 13, Main TWY 1 width 20m / 66ft.

| TWY 7 width 10m / 33ft.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**By MISAP**

NDB RWY 02

In case of COM Failure climb to FL70 to T NDB and join HLDG pattern.

NDB RWY 20

In case of COM Failure climb to FL70 to K NDB and join HLDG pattern.

DVOR/DME RWY 02/20

In case of COM Failure climb to FL70 to TDK DVOR/DME and join HLDG pattern.

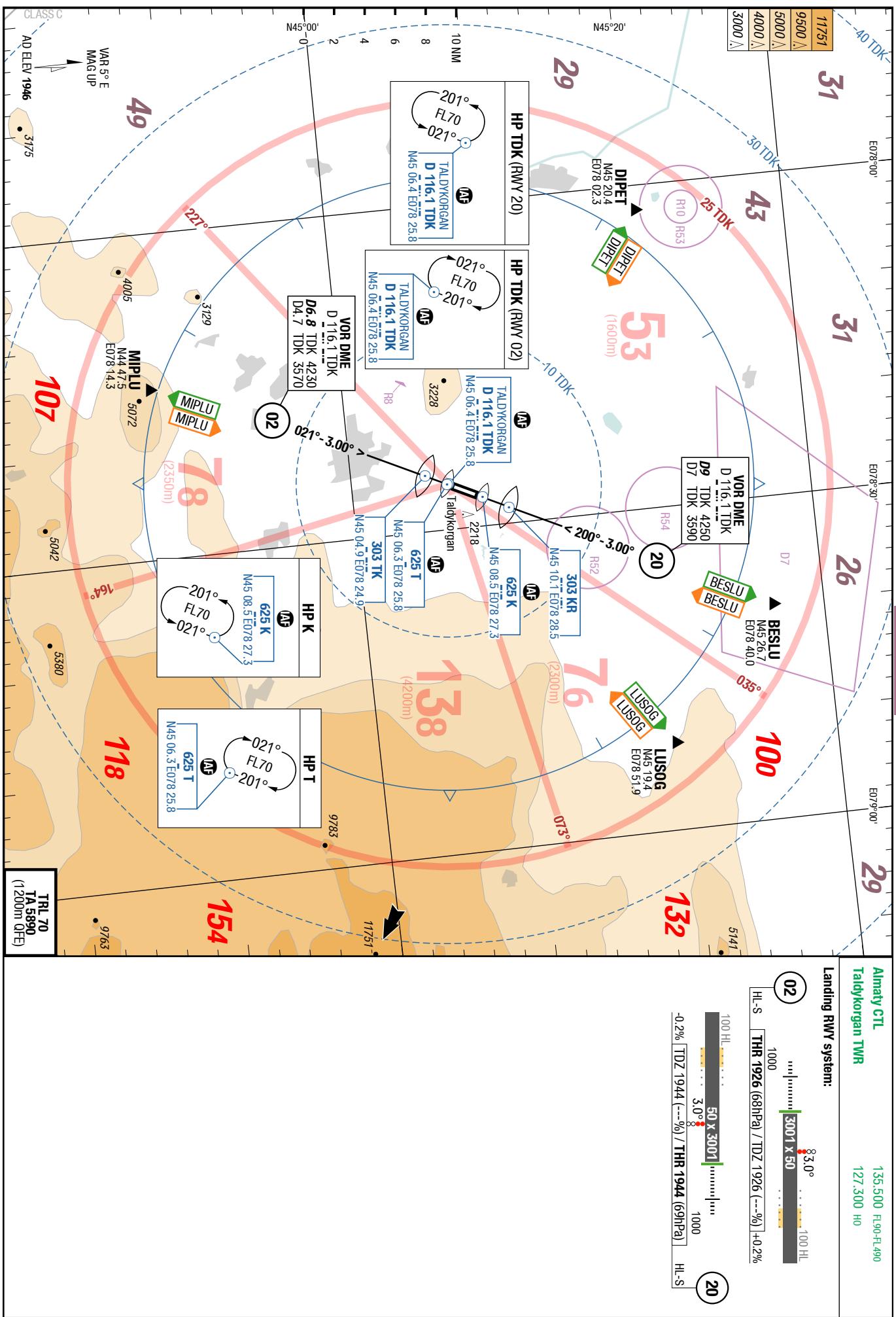
DEPARTURE**Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Communication**COM Failure:** See CRAR.**De-Icing**

AVBL.

Changes: Nil



Effective 21-JUN-2018

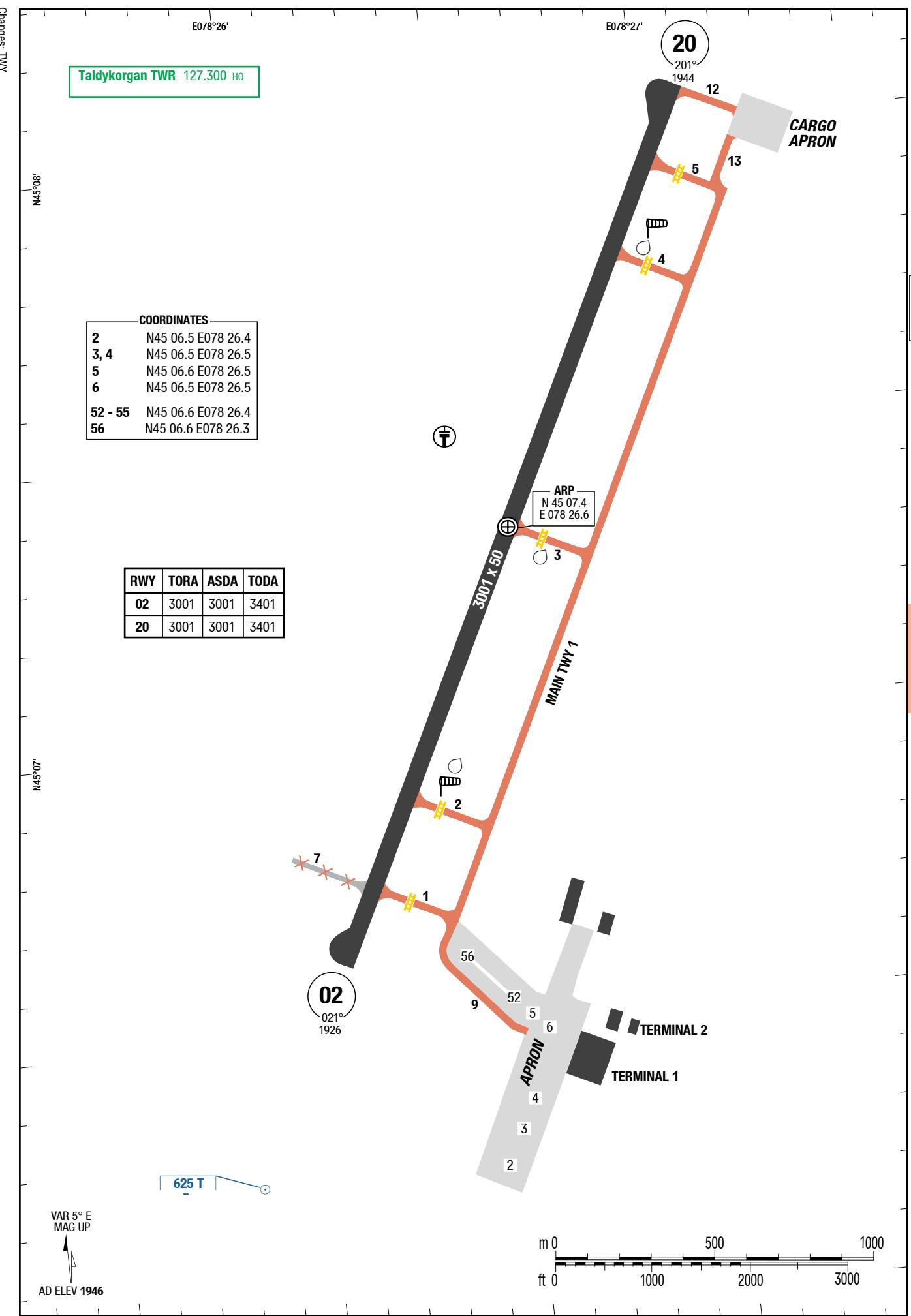
TDK-UAAAT

3-20

Kazakhstan Taldykorgan

AGC AGC
AGC AGC
AGC

Taldykorgan Kazakhstan



Effective 25-MAY-2017

18-MAY-2017

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Kazakhstan Taldykorgan

SIDs RWY 02 (based on T NDB)

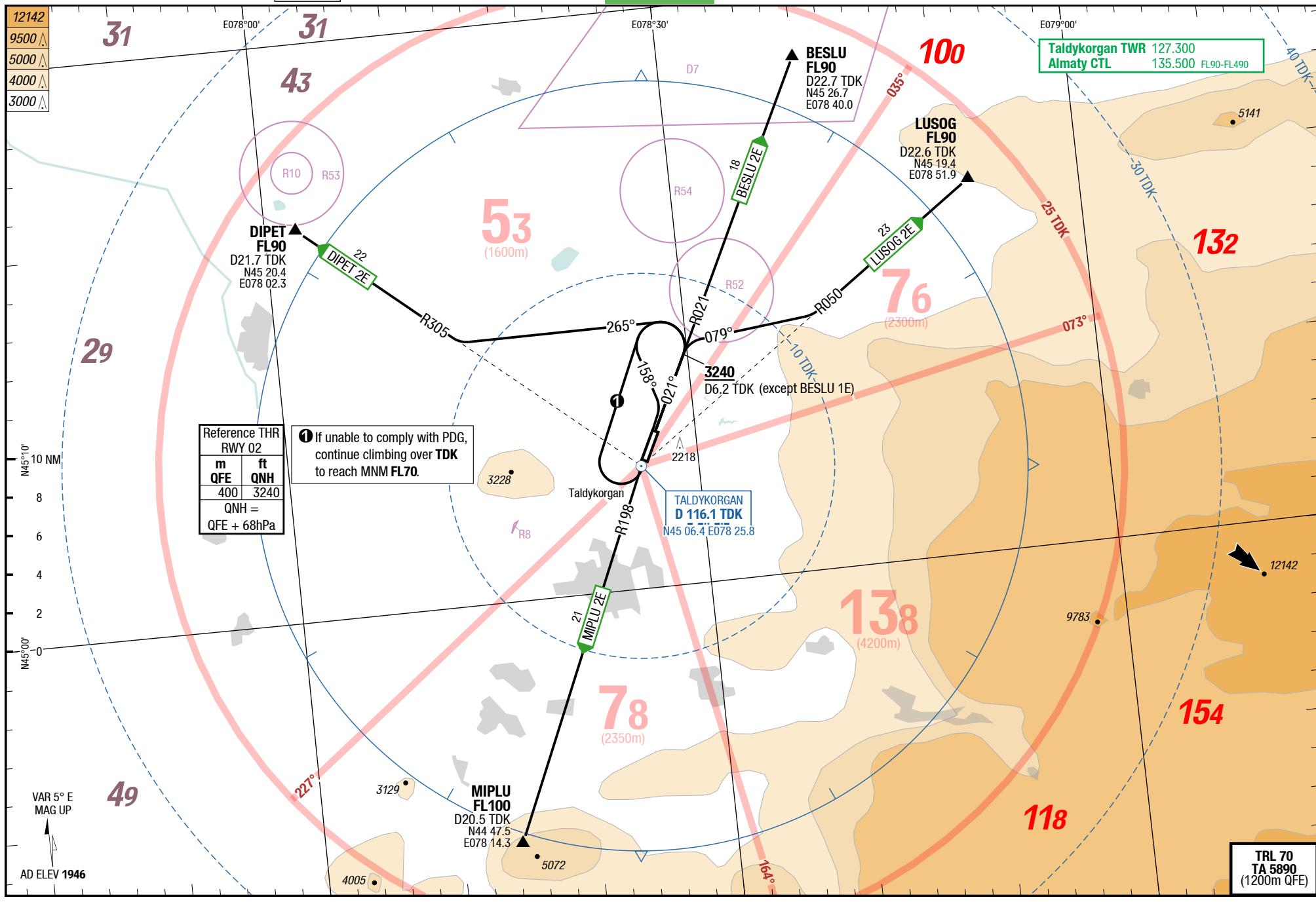
4-10

SIDs RWY 02 (based on TDK VOR)

Taldykorgan Kazakhstan

SIDs RWY 02 (based on T NDB)

SIDs RWY 02 (based on TDK VOR)



Effective 25-MAY-2017

18-MAY-2017

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Kazakhstan Taldykorgan

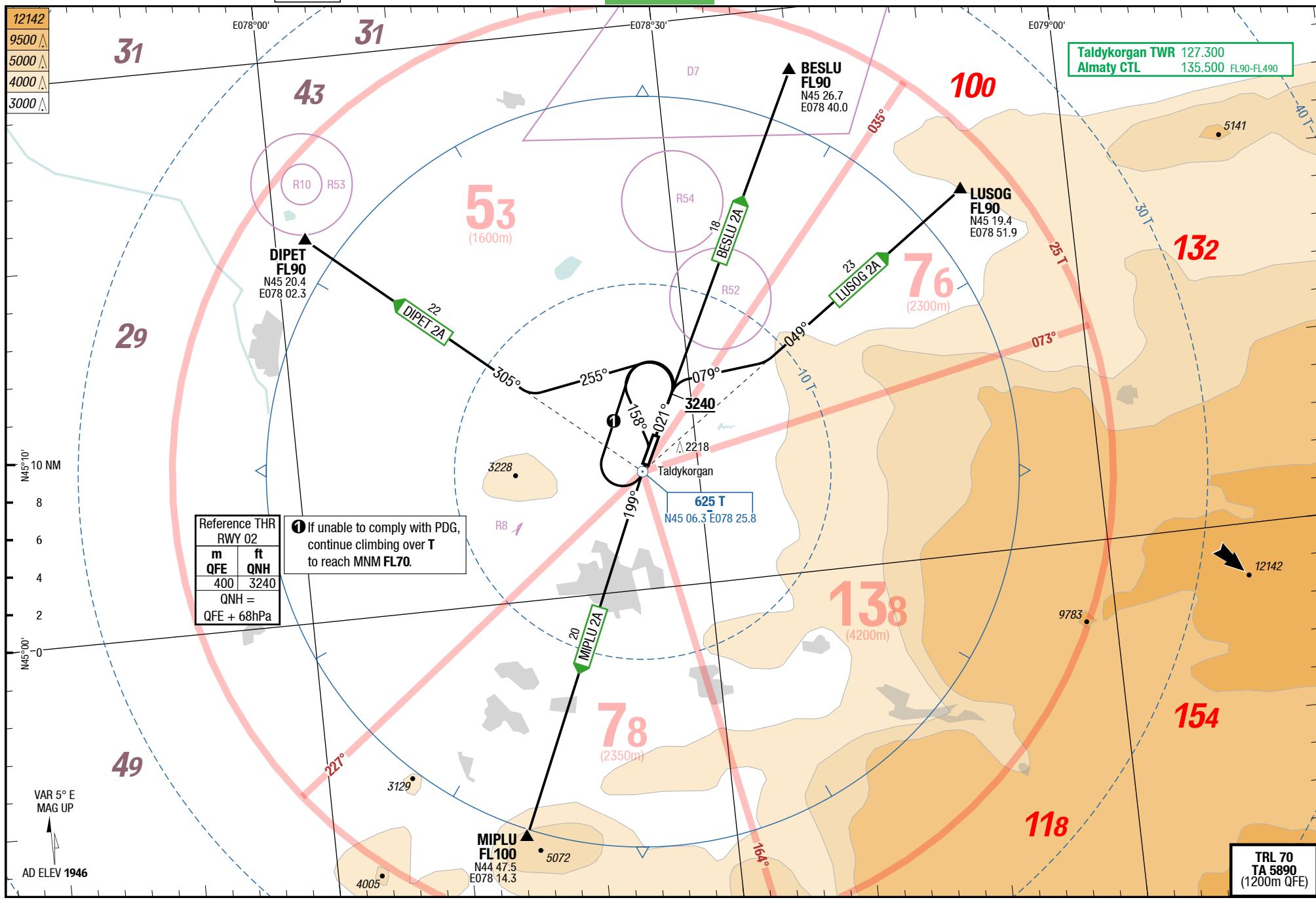
Taldykorgan Kazakhstan

4-20

SIDs RWY 02 (based on T NDB)

SID

Taldykorgan TWR 127.300
Almaty CTL 135.500 FL90-FL490



Effective 25-MAY-2017

18-MAY-2017

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SIDs RWY 20 (based on K NDB)

4-30

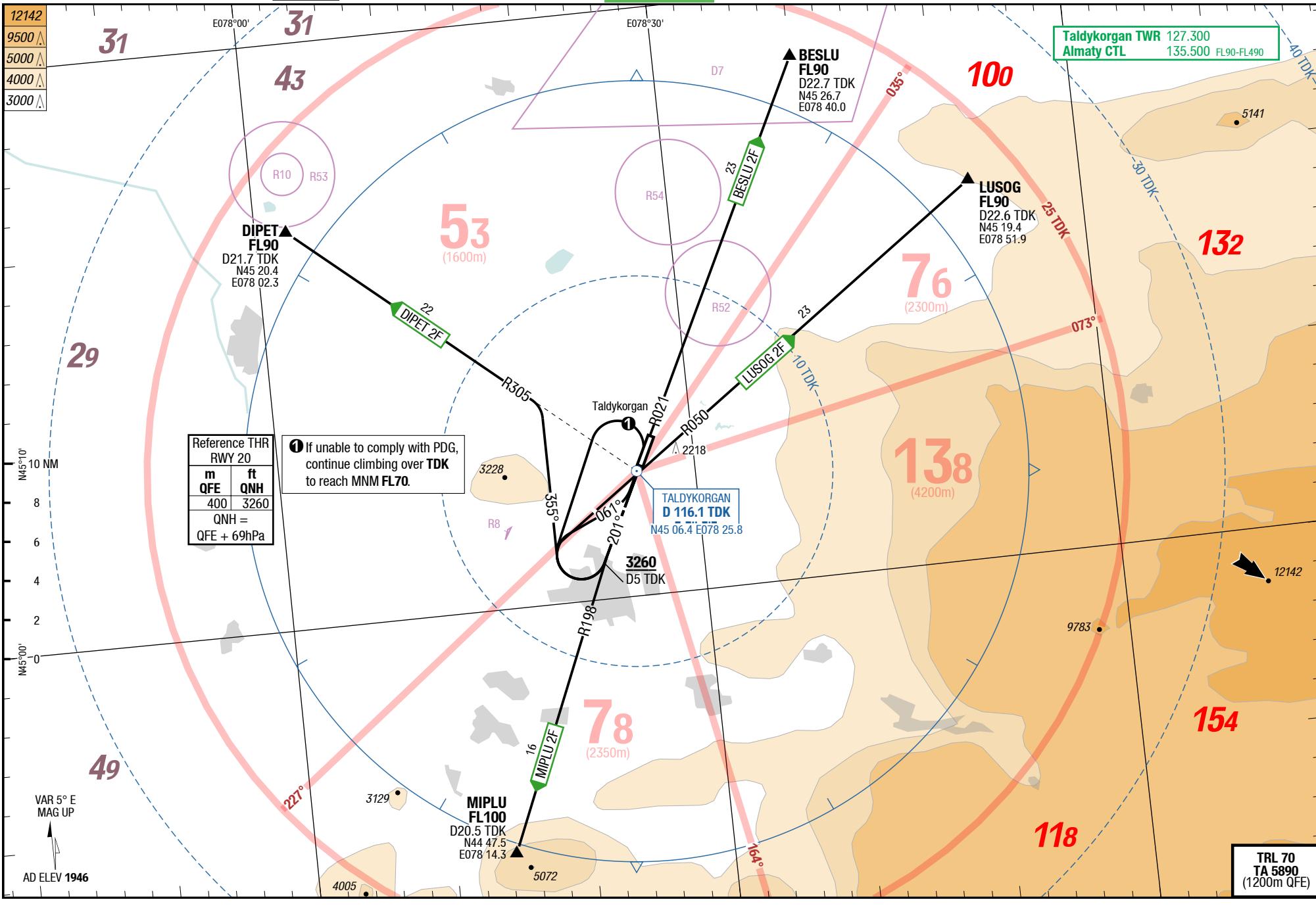
SIDs RWY 20 (based on TDK VOR)

SID

Taldykorgan Kazakhstan

SIDs RWY 20 (based on K NDB)

SIDs RWY 20 (based on TDK VOR)



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18-MAY-2017

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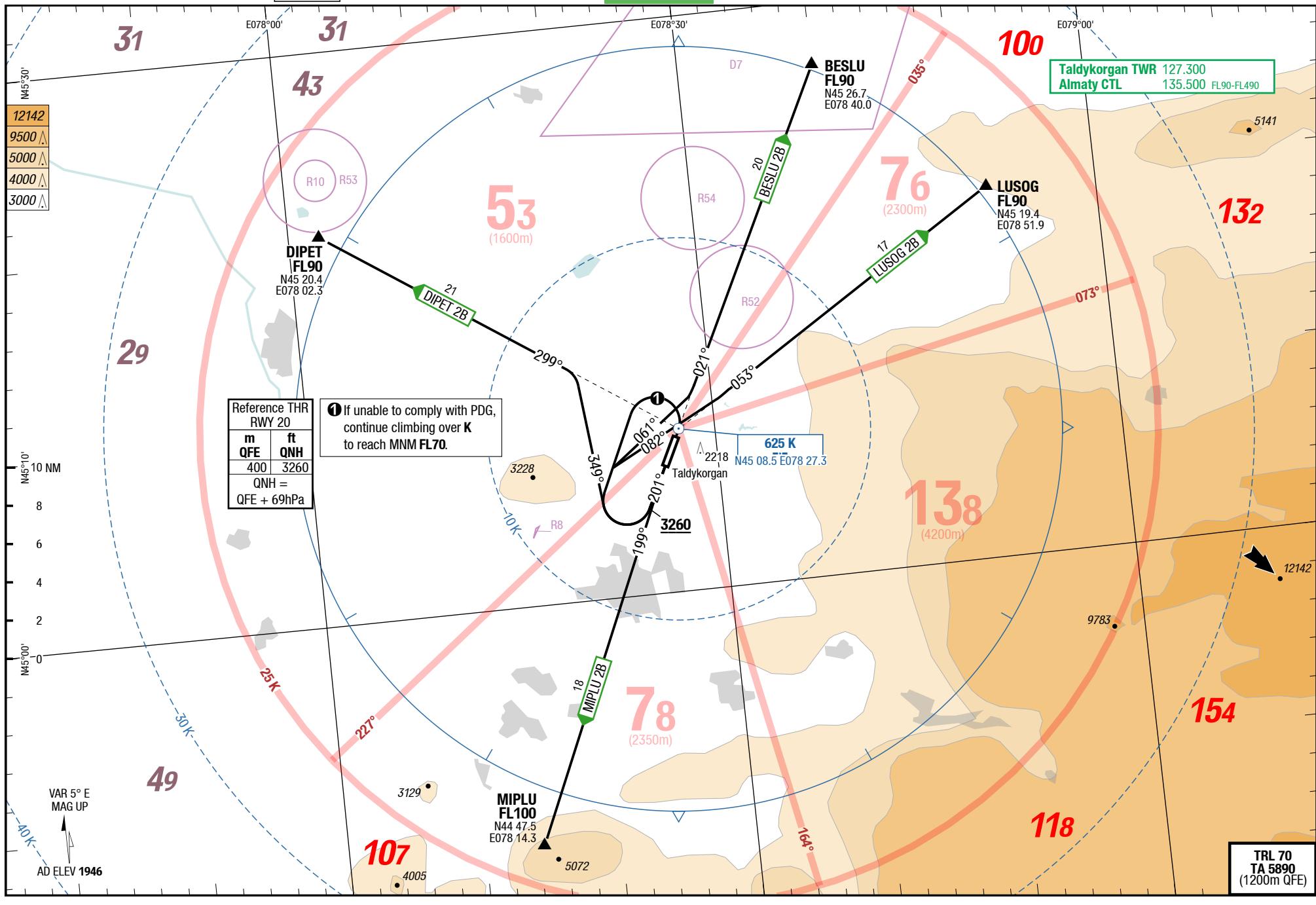
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4-40

SIDs RWY 20 (based on K NDB)

Taldykorgan Kazakhstan

SIDs RWY 20 (based on K NDB)



TDK-UAAT

5-10

SIDs RWY 02 (based on TDK VOR)

BESLU 2E / DIPET 2E / LUSOG 2E / MIPLU 2E

RWY 02 (021°)

	GS	120	150	180	210	240	270
	5.6%	ft/MIN	700	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
BESLU 2E 5.6% 127.300 ①	at MNM 3240 intercept R021 TDK to BESLU	BESLU at FL90
DIPET 2E 5.6% 127.300 ①	at D6.2 TDK LT 265° - intercept R305 TDK to DIPET	D6.2 TDK MNM 3240 DIPET at FL90
LUSOG 2E 5.6% 127.300 ①	at D6.2 TDK RT 079° - intercept R050 TDK to LUSOG	D6.2 TDK MNM 3240 LUSOG at FL90
MIPLU 2E 5.6% 127.300 ①	at D6.2 TDK LT 158° - intercept R198 TDK to MIPLU	at D6.2 TDK MNM 3240 MIPLU at FL100

① If unable to comply with PDG, continue climbing over TDK to reach MNM FL70.

BESLU 2A / DIPET 2A / LUSOG 2A / MIPLU 2A

RWY 02 (021°)

	GS	120	150	180	210	240	270
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
BESLU 2A 5.6% 127.300 ①	at MNM 3240 021° to BESLU	BESLU at FL90
DIPET 2A 5.6% 127.300 ①	at MNM 3240 LT 255° - intercept QDR 305 T to DIPET	DIPET at FL90
LUSOG 2A 5.6% 127.300 ①	at MNM 3240 RT 079° - intercept QDR 049 T to LUSOG	LUSOG at FL90
MIPLU 2A 5.6% 127.300 ①	at MNM 3240 LT 158° - intercept QDR 199 T to MIPLU	MIPLU at FL100

① If unable to comply with PDG, continue climbing over T to reach MNM FL70.

TDK-UAAT

5-30

SIDs RWY 20 (based on TDK VOR)

BESLU 2F / DIPET 2F / LUSOG 2F / MIPLU 2F

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
BESLU 2F 4.5% 127.300 ①	at D5 TDK RT 061° - intercept R021 TDK to BESLU	D5 TDK MNM 3260 BESLU at FL90
DIPET 2F 4.5% 127.300 ①	at D5 TDK RT 355° - intercept R305 TDK to DIPET	D5 TDK MNM 3260 DIPET at FL90
LUSOG 2F 4.5% 127.300 ①	at D5 TDK RT direct TDK - R050 to LUSOG	D5 TDK MNM 3260 LUSOG at FL90
MIPLU 2F 6.0% 127.300 ①	at D5 TDK LT intercept R198 TDK to MIPLU	D5 TDK MNM 3260 MIPLU at FL100

① If unable to comply with PDG continue climbing over TDK to reach MNM FL70.

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5-40

SIDs RWY 20 (based on K NDB)

BESLU 2B / DIPET 2B / LUSOG 2B / MIPLU 2B

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
BESLU 2B 4.5% 127.300 ①	at MNM 3260 RT 061° - intercept QDR 021 K to BESLU	BESLU at FL90
DIPET 2B 4.5% 127.300 ①	at MNM 3260 RT 349° - intercept QDR 299 K to DIPET	DIPET at FL90
LUSOG 2B 4.5% 127.300 ①	at MNM 3260 RT 082° - intercept QDR 053 K to LUSOG	LUSOG at FL90
MIPLU 2B 6.0% 127.300 ①	at MNM 3260 LT 199° to MIPLU	MIPLU at FL100

① If unable to comply with PDG, continue climbing over K to reach MNM FL70.

Effective 25-MAY-2017

18-MAY-2017

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Kazakhstan Taldykorgan

STARs RWY 02 (based on T NDB)

STARs RWY 02 (based on TDK VOR)

6-10

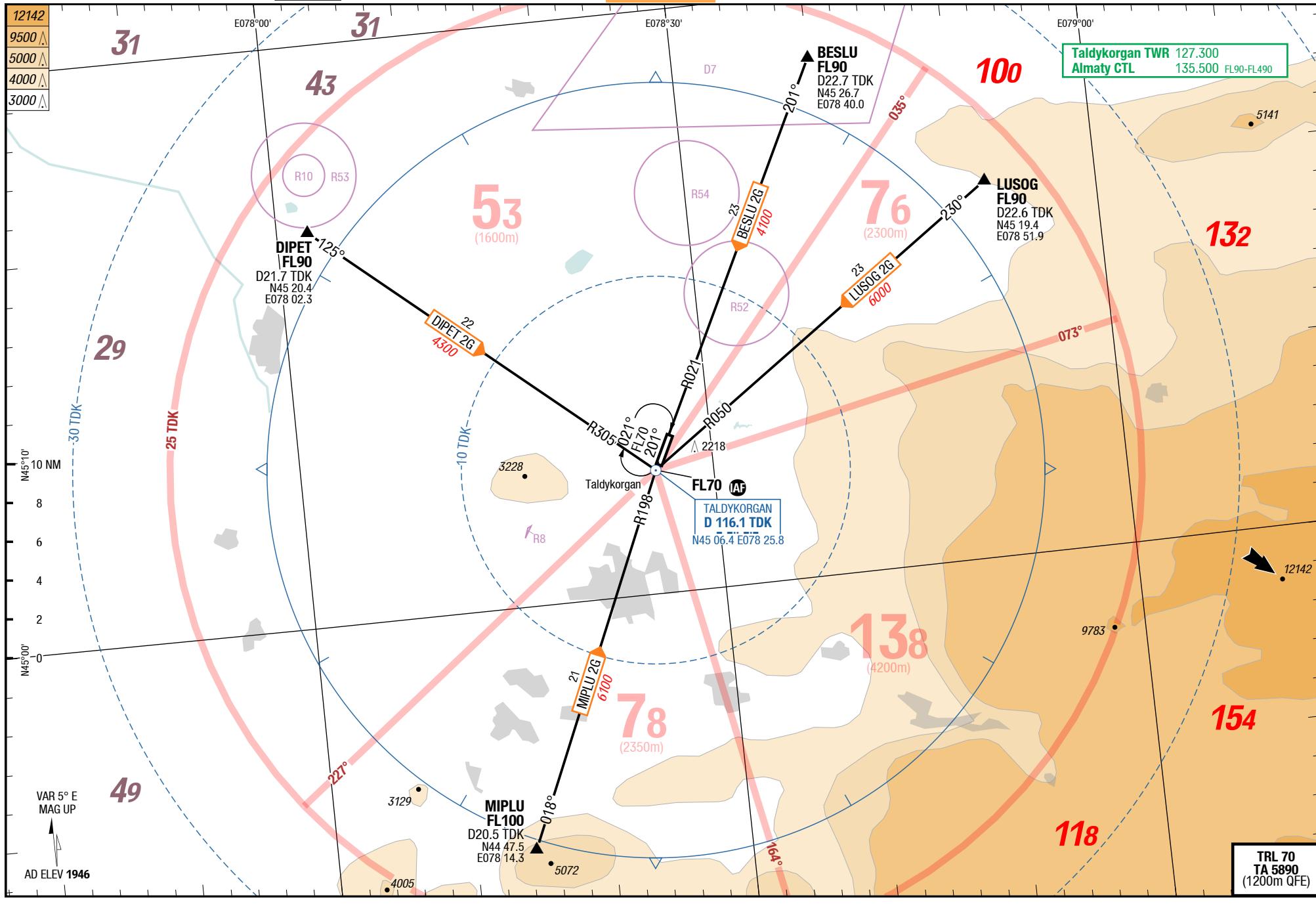
STAR

STAR

Taldykorgan Kazakhstan

STARs RWY 02 (based on T NDB)

STARs RWY 02 (based on TDK VOR)



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18-MAY-2017

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STAR

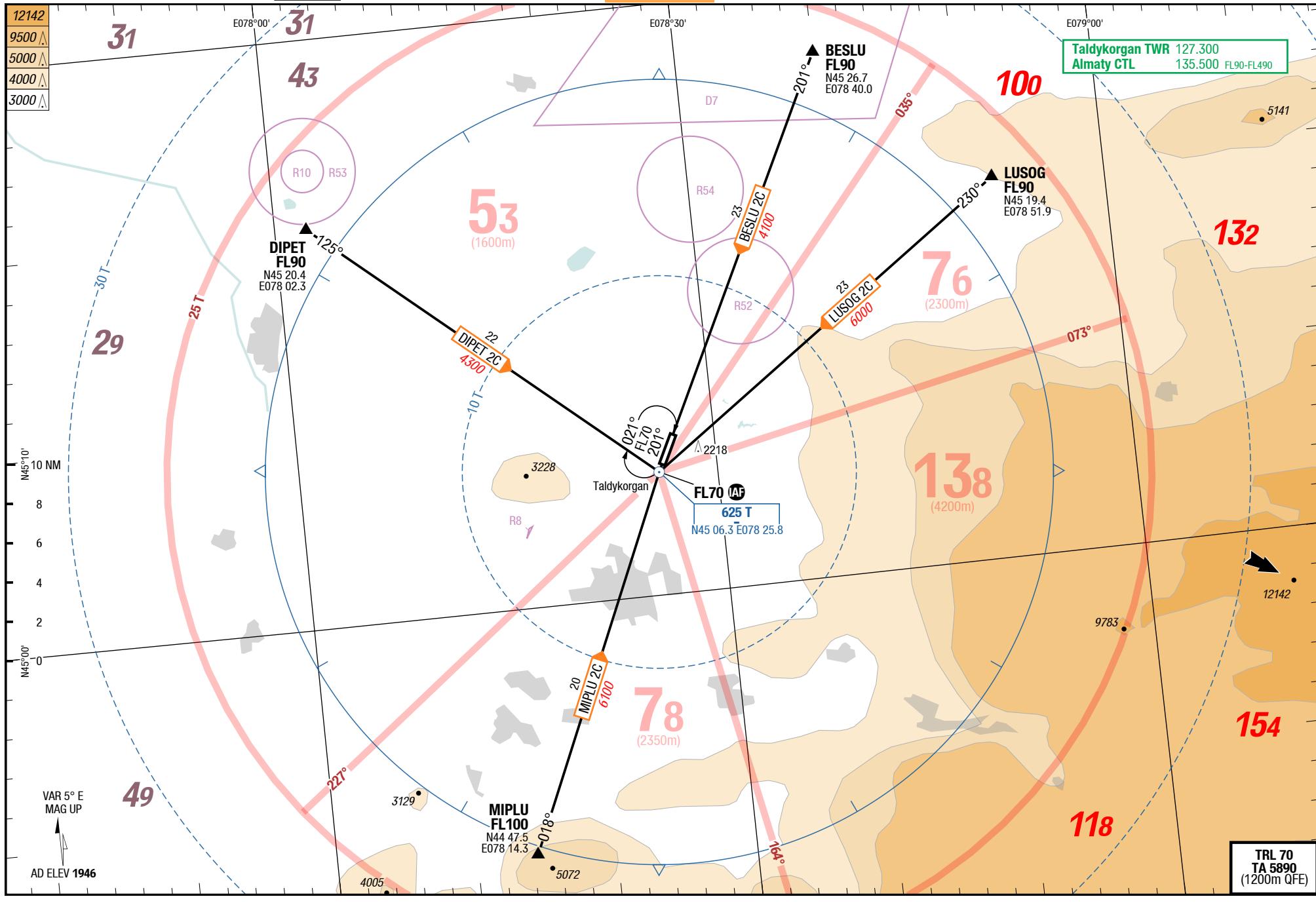
STAR

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6-20

STARs RWY 02 (based on T NDB)

STARs RWY 02 (based on T NDB)



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18-MAY-2017

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STARS RWY 20 (based on K NDB)

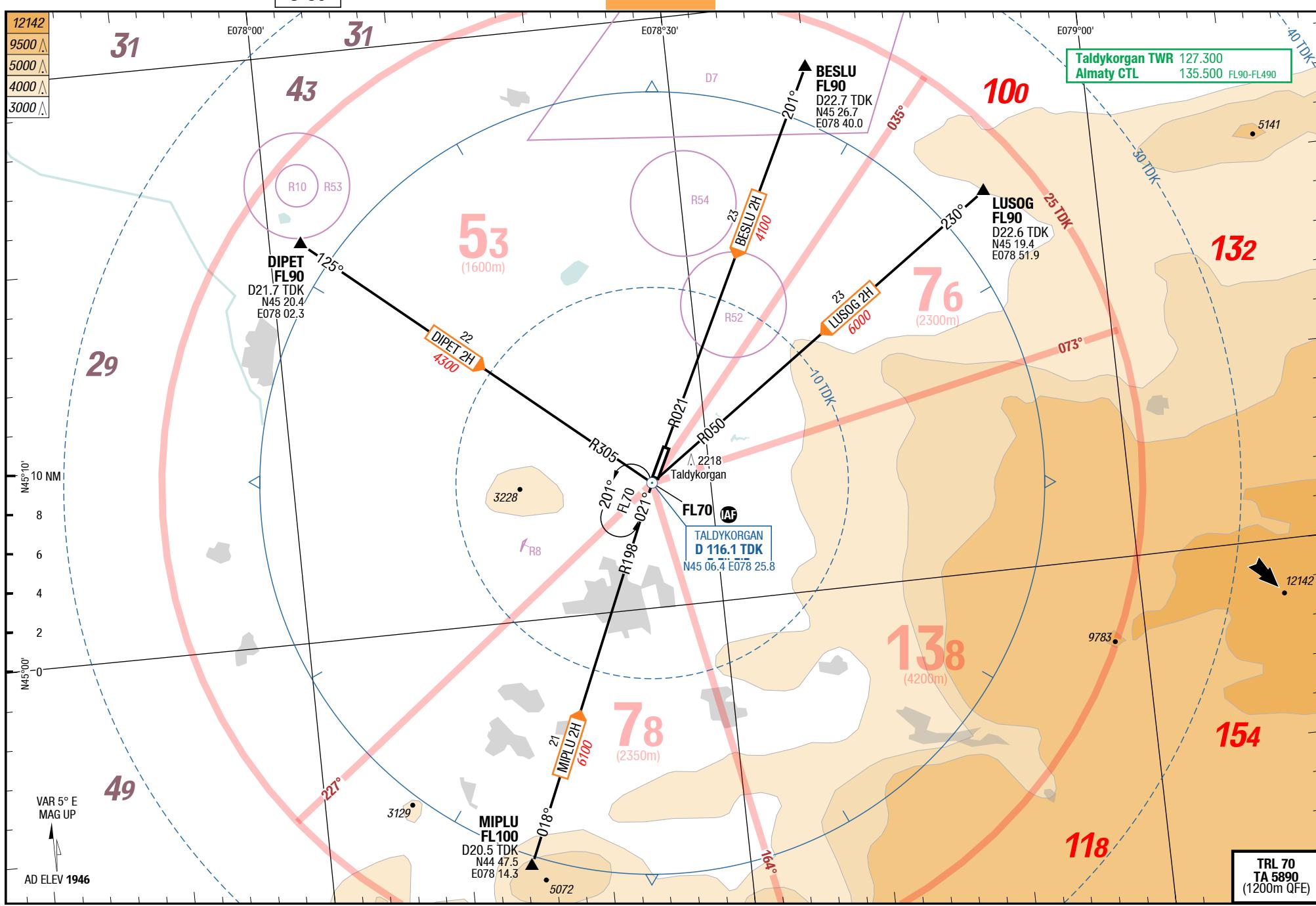
STARs RWY 20 (based on TDK VOB)

Taldykorgan Kazakhstan

STARs RWY 20 (based on K NDB)

STABs RWY 20 (based on TDK VOR)

6-30



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18-MAY-2017

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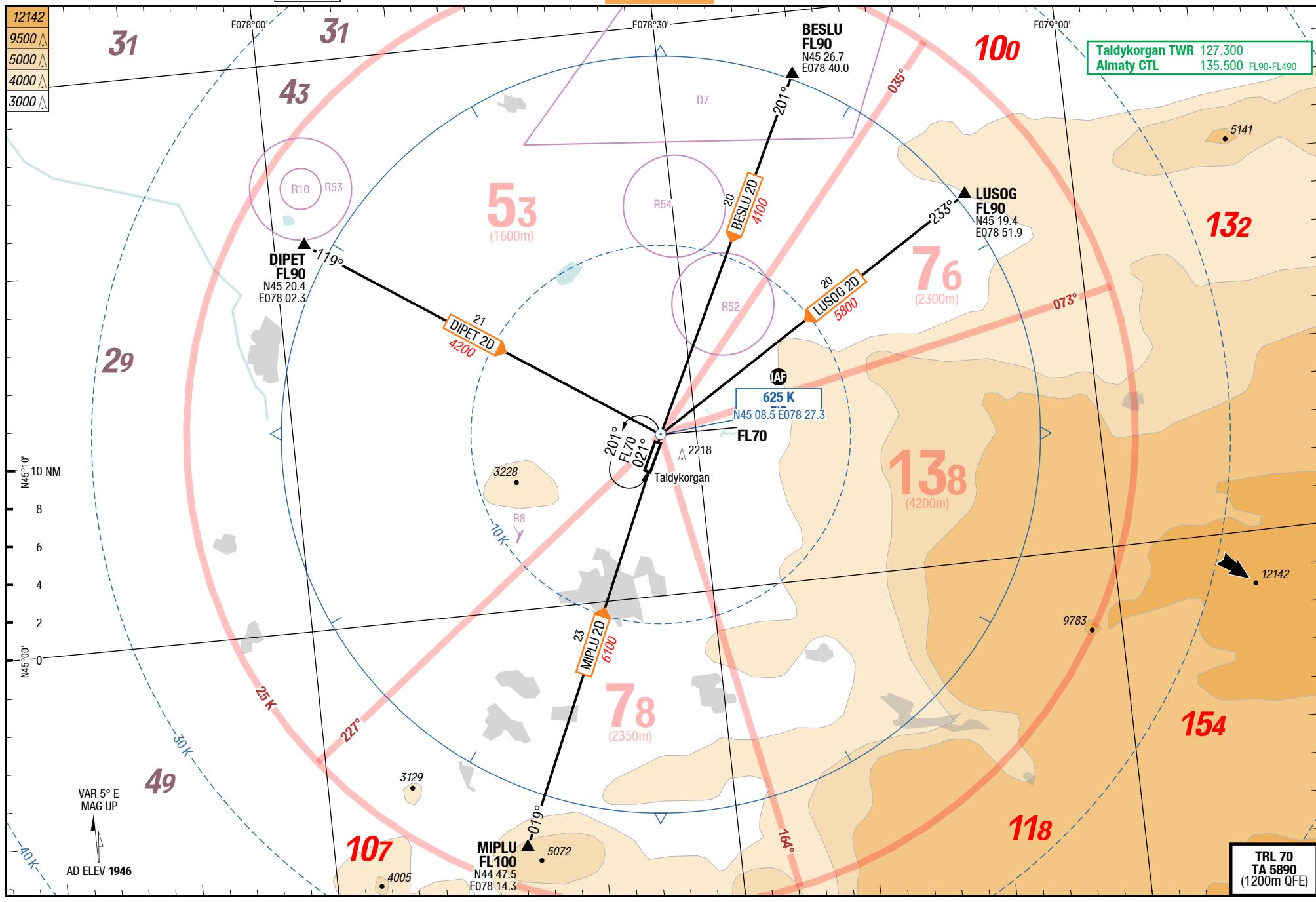
6-40 S

STARs RWY 20 (based on K NDB)

SIAR

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STARs RWY 20 (based on K NDB)



Effective 25-MAY-2017

18-MAY-2017

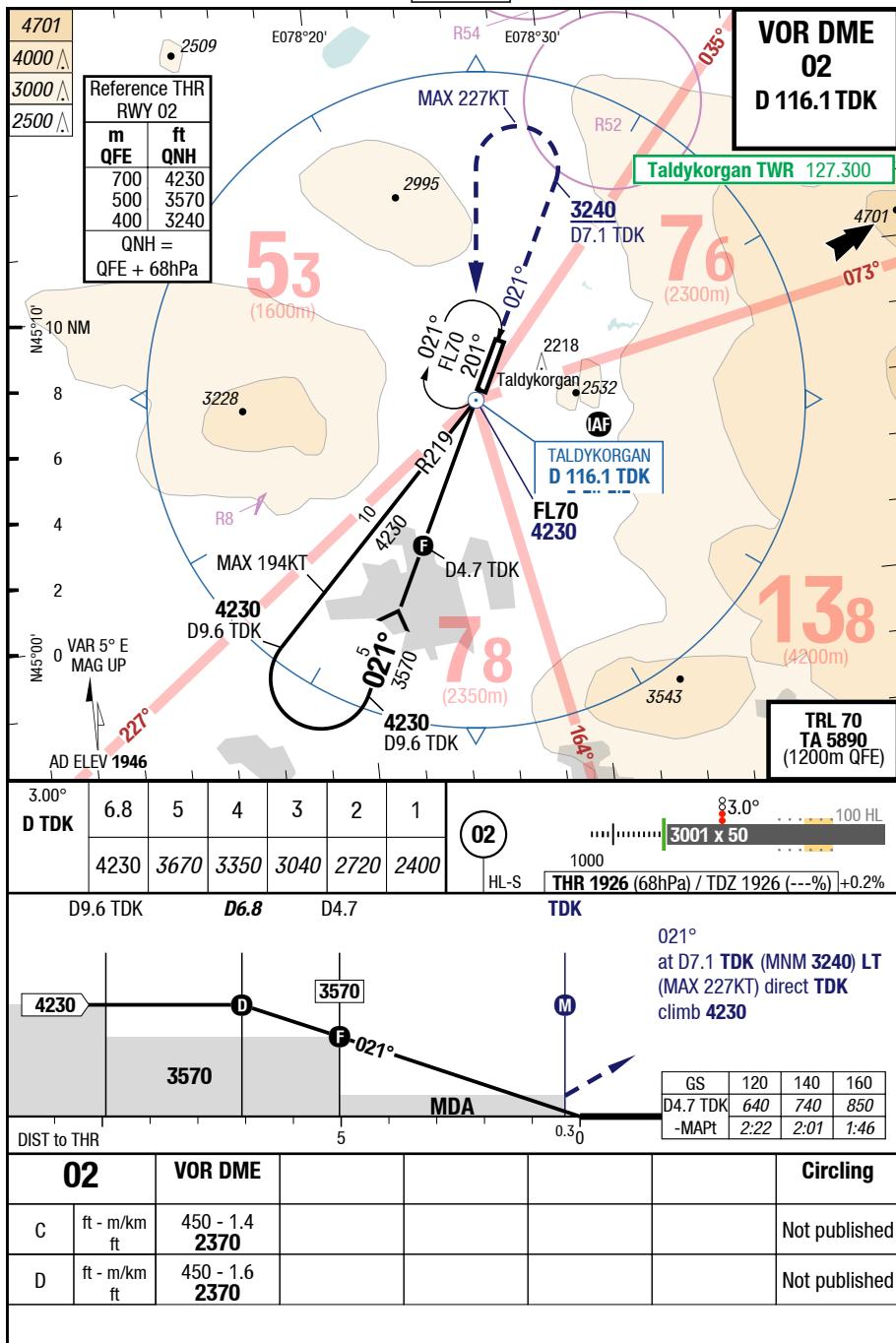
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14

7-10

VOR DME 02



Changes: FREQ

Effective 25-MAY-2017

18-MAY-2017

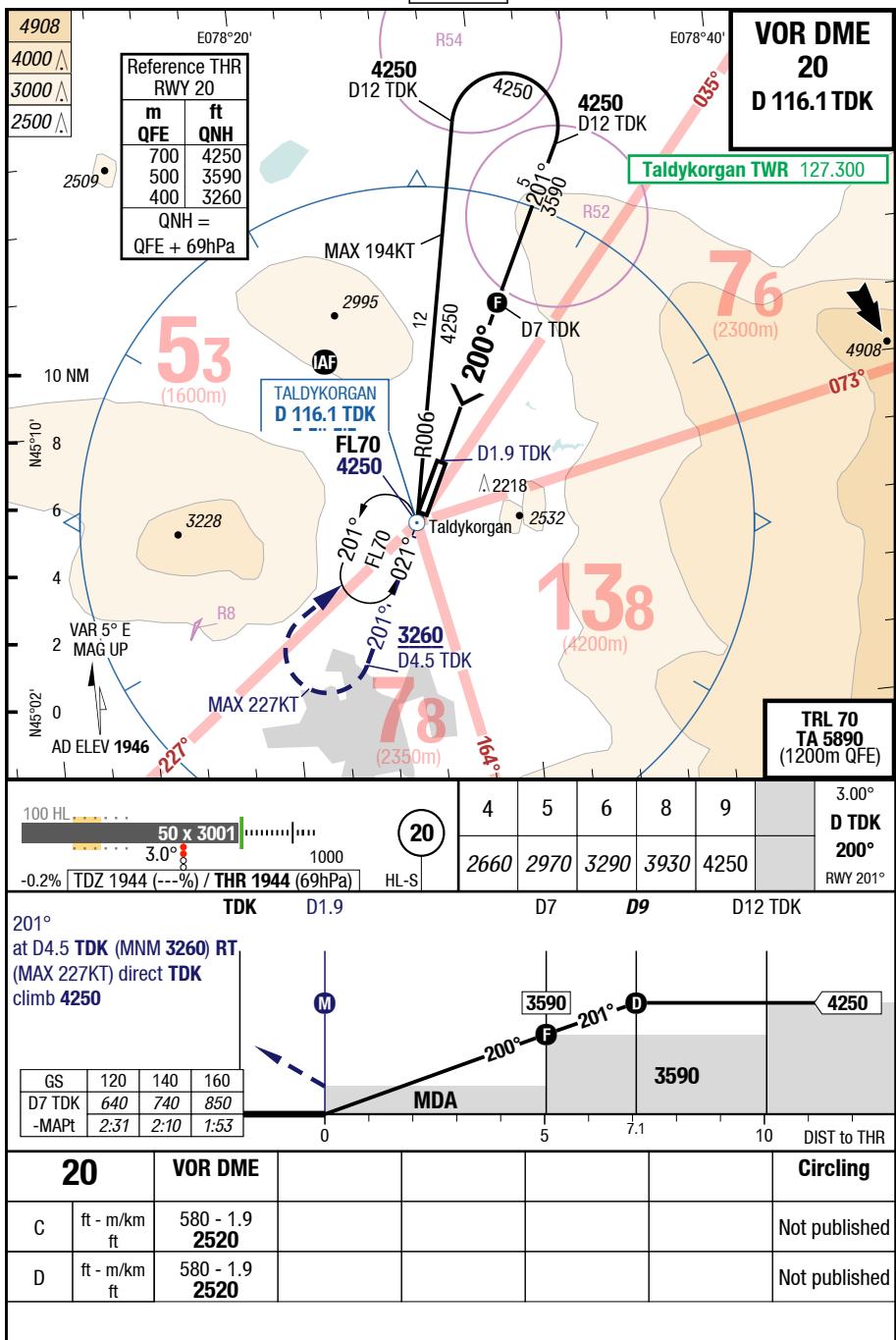
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7-20

VOR DME 20

IAC



Changes: FREQ

Effective 25-MAY-2017

18-MAY-2017

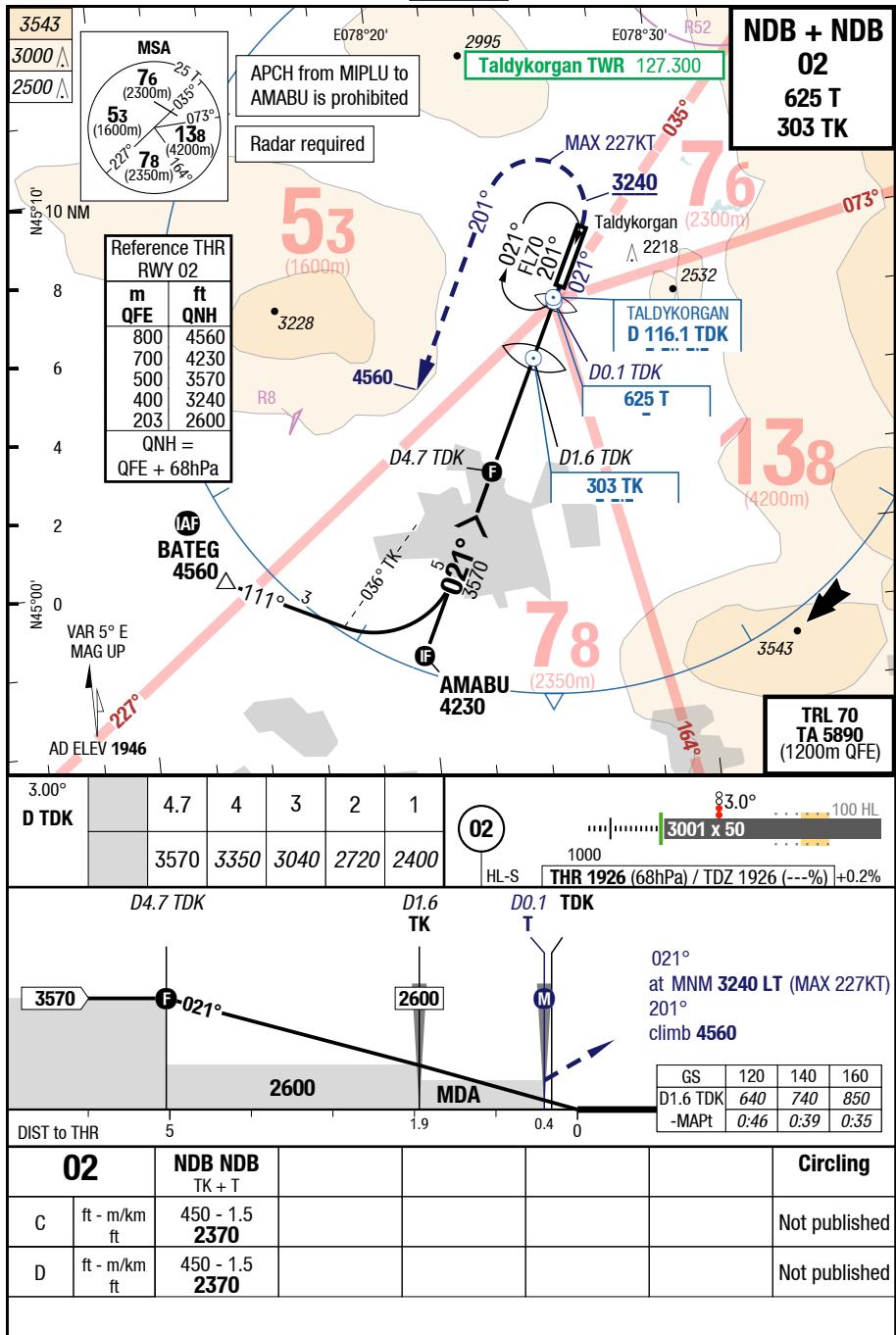
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IAC

7-30

NDB + NDB 02



Changes: FREQ

Effective 25-MAY-2017

18-MAY-2017

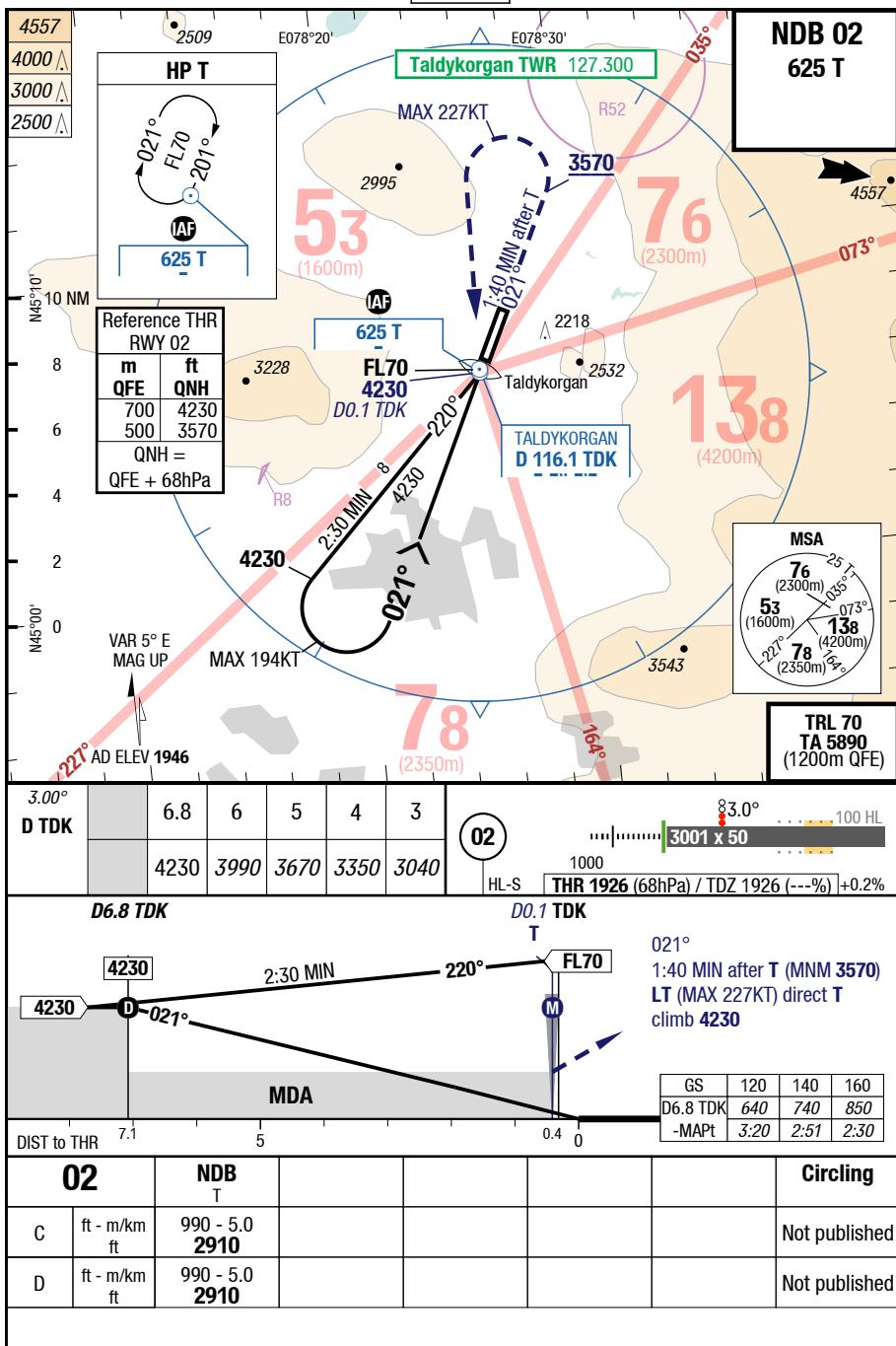
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IAC

7-40

NDB 02



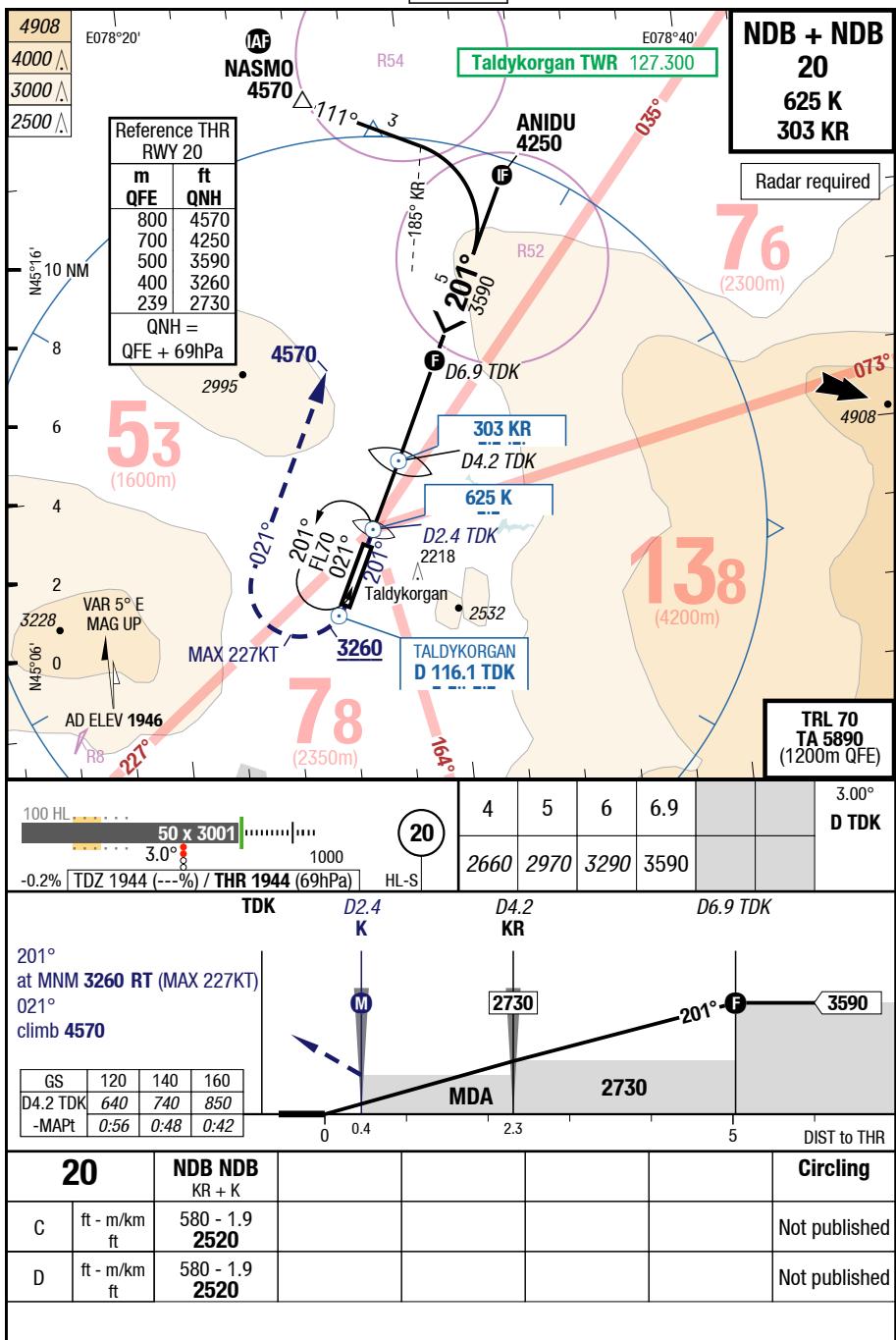
Changes: FREQ

18-MAY-2017

TDK-UAAT

7-50

NDB + NDB 20



Changes: FREQ

Effective 25-MAY-2017

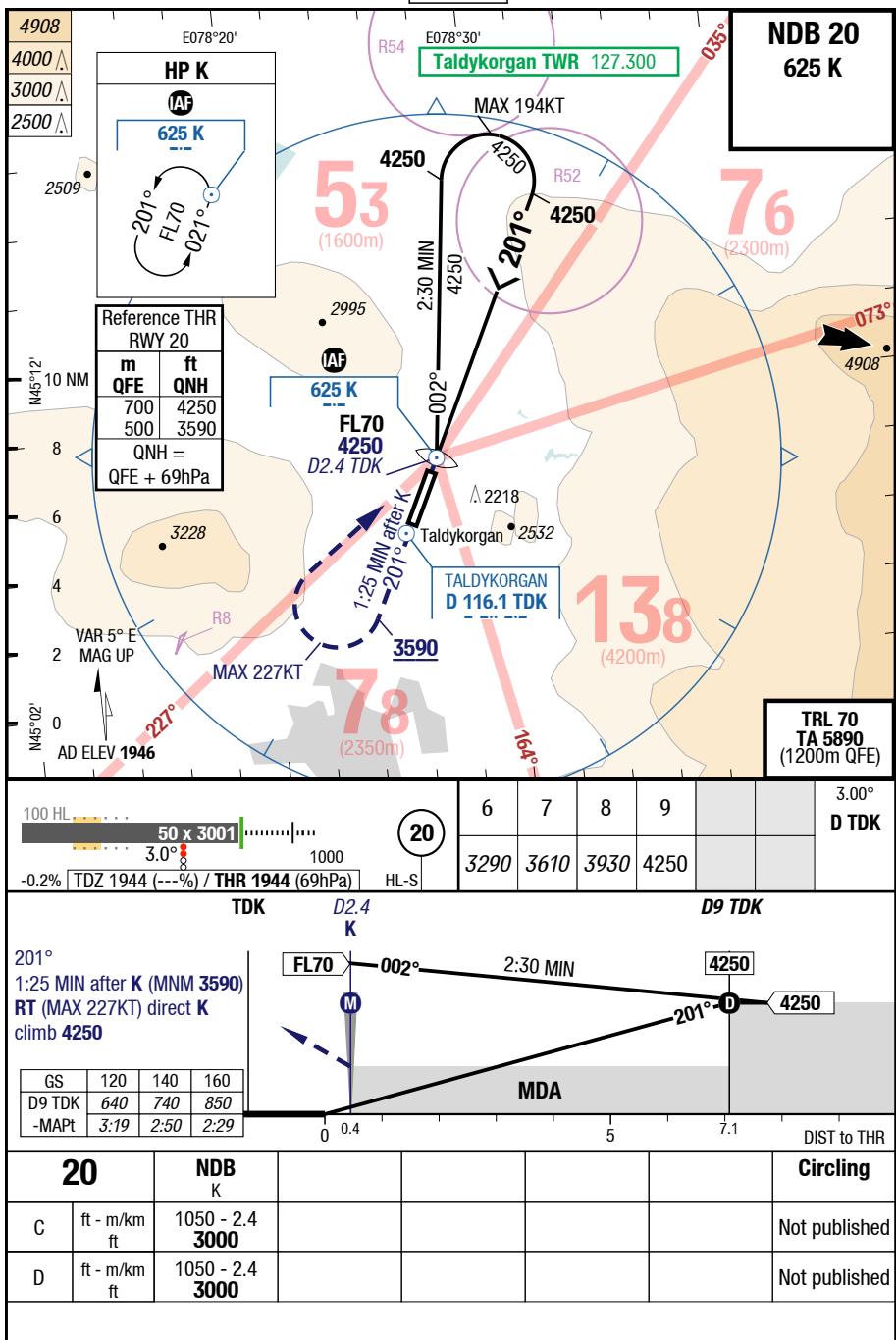
18-MAY-2017

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7-60

NDB 20



Changes: FREQ

Effective 12-NOV-2015

05-NOV-2015

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Kazakhstan Taldykorgan

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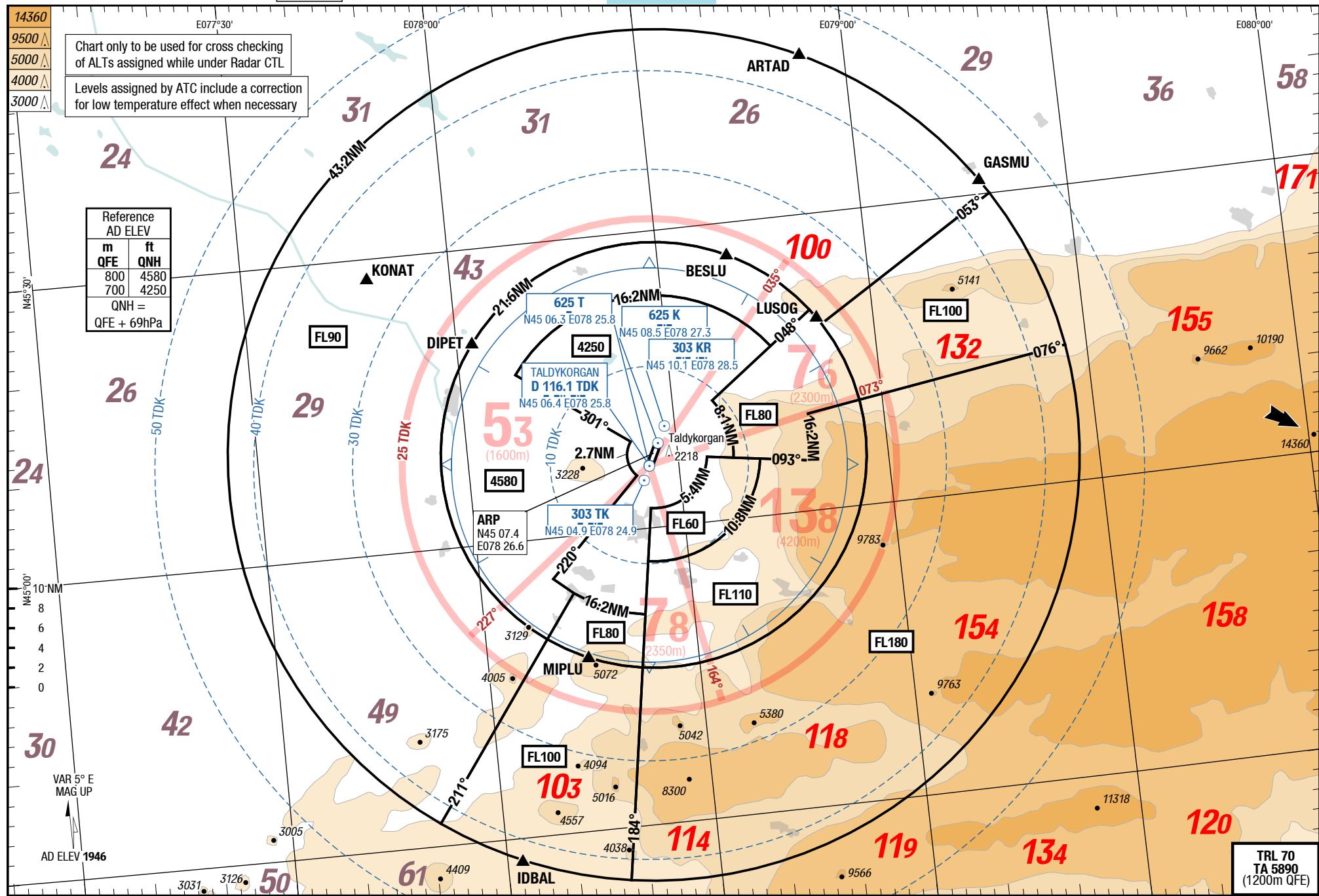
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8-10



Changes: Completely revised