

**List of pages in this Trip Kit**

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- Airport Information For UADD
- Terminal Charts For UADD
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: TARAZ KAZ  
ICAO/IATA: UADD / DMB  
Lat/Long: N42° 51.27', E071° 18.13'  
Elevation: 2190 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -5:00 = 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: 2345 Z  
Sunset: 1438 Z

Runway Information

Runway: 13  
Length x Width: 11483 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 2145 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 31  
Length x Width: 11483 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 2186 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1378 ft

Communication Information

ATIS: 118.500  
ATIS: 127.400 Non-English  
Taraz Tower: 122.100  
Taraz Approach: 122.100  
Taraz Tranzit Operations: 131.800

UADD/DMB  
AULIE-ATA

 **JEPPESSEN**  
18 OCT 24 **10-1P**

**TARAZ, KAZAKHSTAN**  
**AIRPORT BRIEFING**

## 1. GENERAL

### 1.1. ATIS

ATIS 118.5  
127.4 (Russian)

### 1.2. LOW VISIBILITY PROCEDURES

RWY 31: ACFT take-off in low visibility conditions 550m and below performs from DTHR of RWY 31.

### 1.3. TAXI PROCEDURES

Taxiing and towing shall be carried out as directed by ATC "Taraz-Start" on 122.1.

Movement of ACFT at aerodrome shall be carried out under its own engines power or by towing with special vehicles.

The ACFT leading is provided by the crew request on/to/out the RWY, TWY and apron by Follow-me car.

In winter conditions when apron and TWY can be covered with packed snow or ice, as well as on TWY unequipped with CL the taxiing on the crew request is leading by Follow-me car.

ACFT crew should be especially careful during taxiing.

### 1.4. OTHER INFORMATION

Birds in vicinity of APT.

## 2. ARRIVAL

### 2.1. TAXI PROCEDURES

Taxiing to the stands 1 thru 8 shall be carried out under its own engines power.

At stands 1 thru 8 provides for tax into of class 1 ACFT using own engines power using a Follow-me car.

At the parking stands the ACFT are met by IAS responsible person or airline representative, the ACFT placing is conducted on the parking by his signals.

## 3. DEPARTURE

### 3.1. DE-ICING

Designated de-icing stands shall be reached by towing.

### 3.2. START-UP PROCEDURES

Start-up on request and with clearance from Air Traffic Start Controller and start-up responsible technician.

### 3.3. TAXI PROCEDURES

Pilot-in-command can taxi out to the RWY, taxi on the RWY or cross it only with the clearance of Air Traffic Start Controller.

Taxiing out from the stands 1 thru 8 shall be carried out by towing. At the same time, the exit from stands 1 thru 8 under its own power is provided by the marking of the apron.

Towing of ACFT from the stands 1 thru 8 for start-up shall be carried out to the apron centerline or to the engine start-up points at TWYs A and B.

At stands 1 thru 8 provides for tax into of class 1 ACFT using own engines power using a Follow-me car.

Taxiing and towing without ATC "Taraz-Start" clearance are prohibited.

During towing of ACFT start engines is prohibited.

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18 SEP 20 10-1R

TARAZ, KAZAKHSTAN  
RADAR MINIMUM ALTITUDES

Apt Elev  
2190

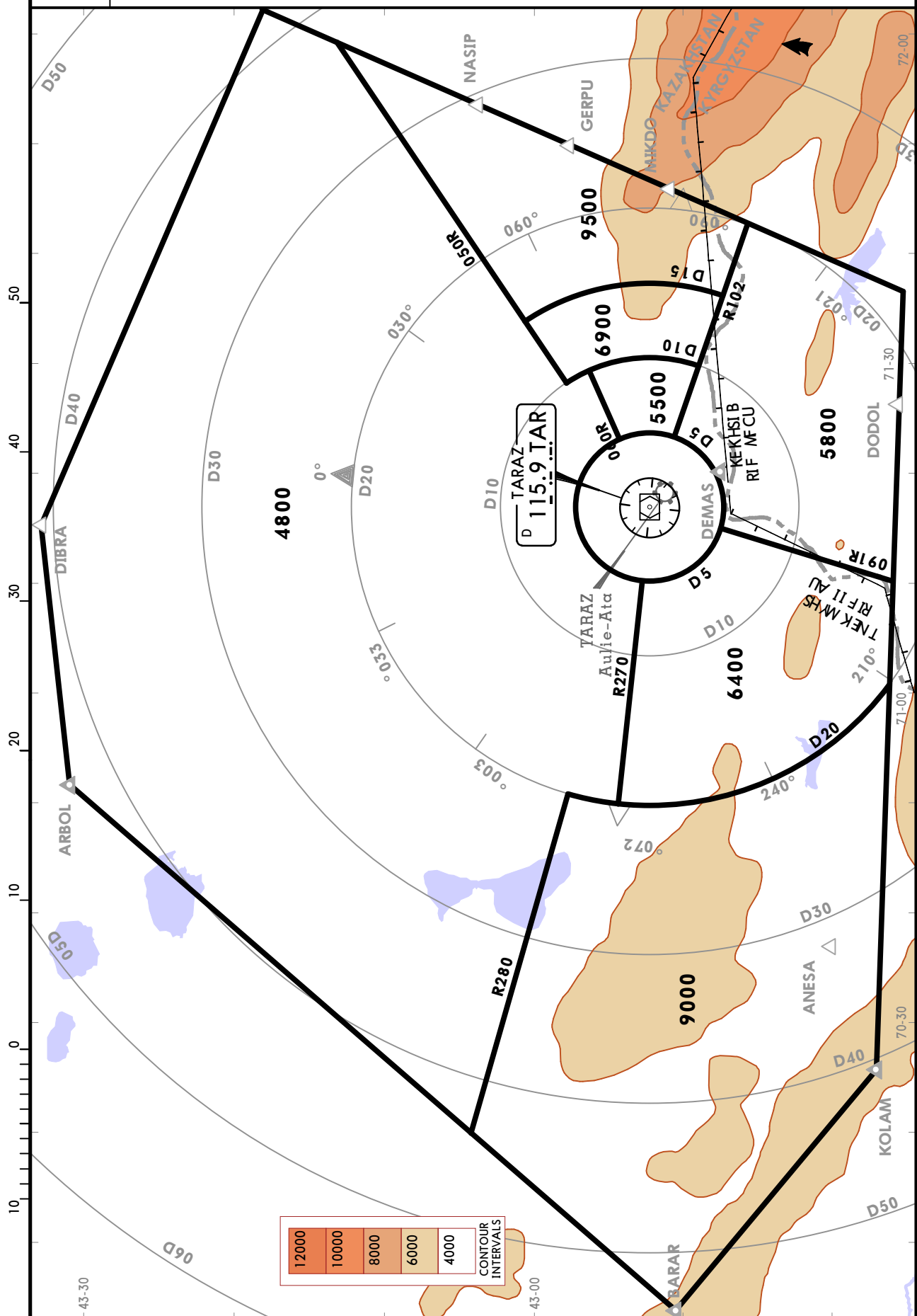
Alt Set: hPa (MM on request)

Trans level: FL120, by ATC outside TMA.

Trans alt: 10000

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: Trans level revised.

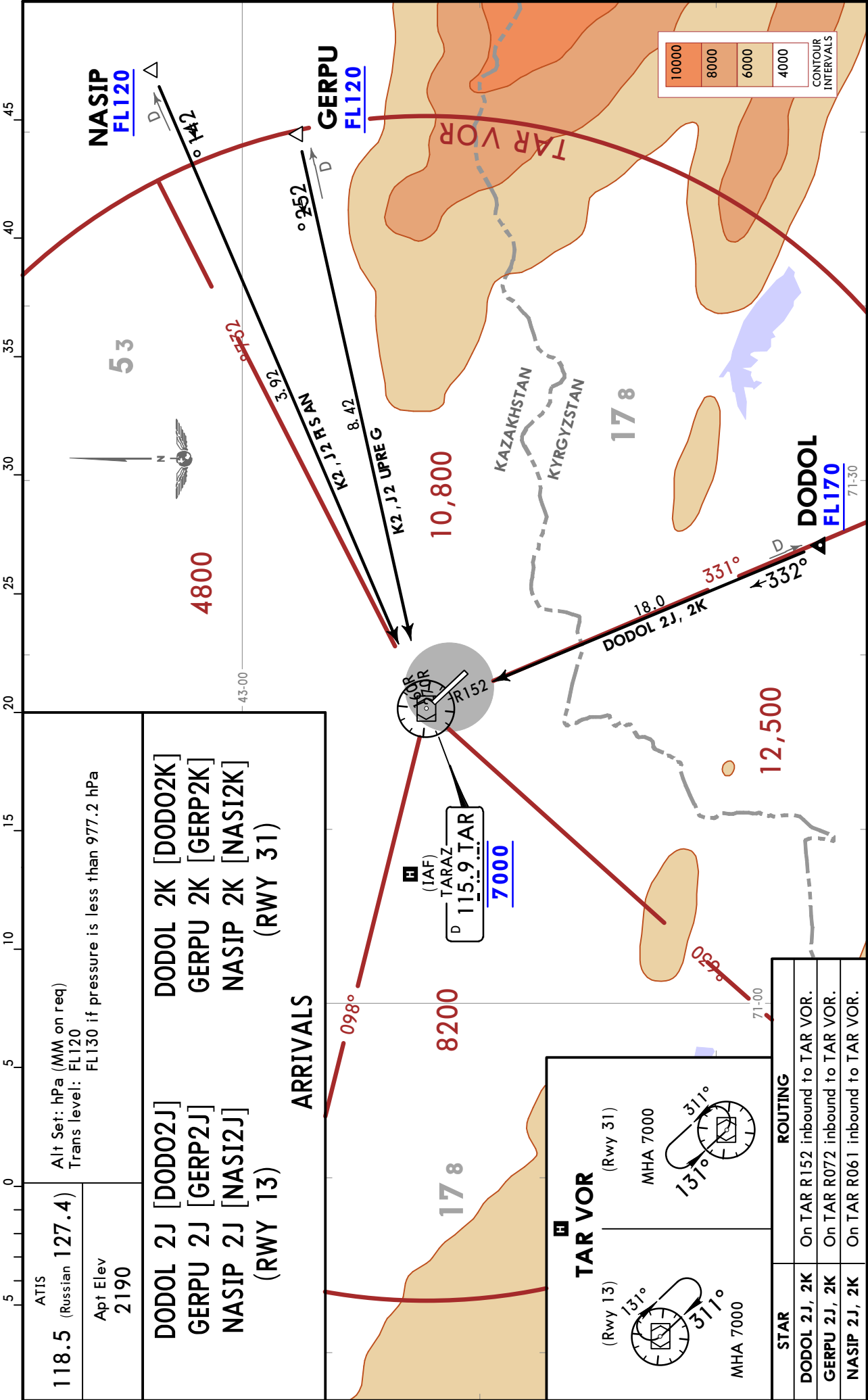
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6 SEP 24 10-2A

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STAR





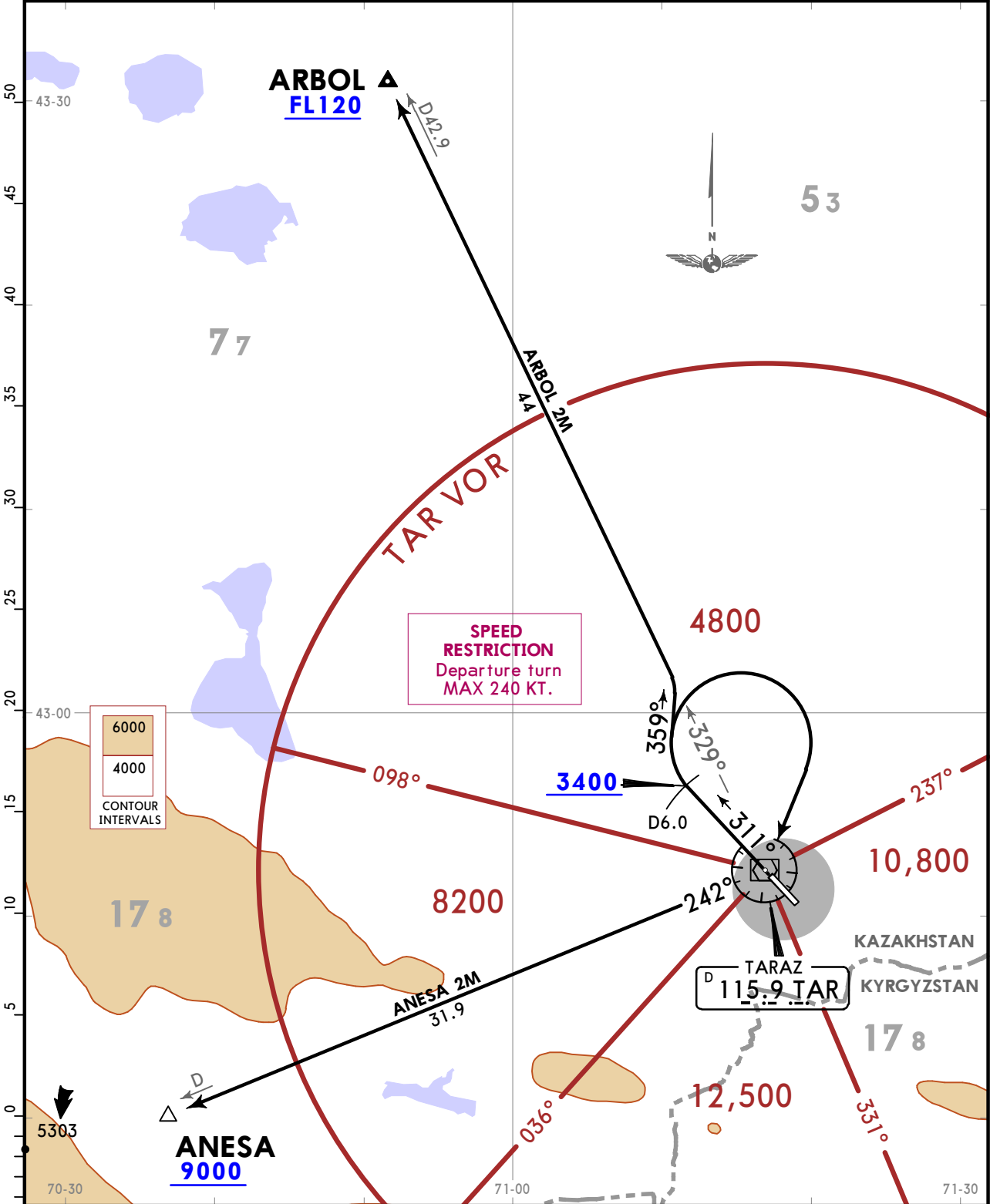
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6 SEP 24 10-3A

TARAZ, KAZAKHSTAN  
SID

Apt Elev  
2190  
Trans alt: 10000

ANESA 2M [ANES2M]  
ARBOL 2M [ARBO2M]  
DEPARTURES  
(RWY 31)



| SID      | ROUTING                                                                                                         |
|----------|-----------------------------------------------------------------------------------------------------------------|
| ANESA 2M | Climb on 311° track to at or above 3400, at D6.0 TAR turn RIGHT direct to TAR VOR, intercept TAR R242 to ANESA. |
| ARBOL 2M | Climb on 311° track to at or above 3400, at D6.0 TAR turn RIGHT, 359° track, intercept TAR R329 to ARBOL.       |



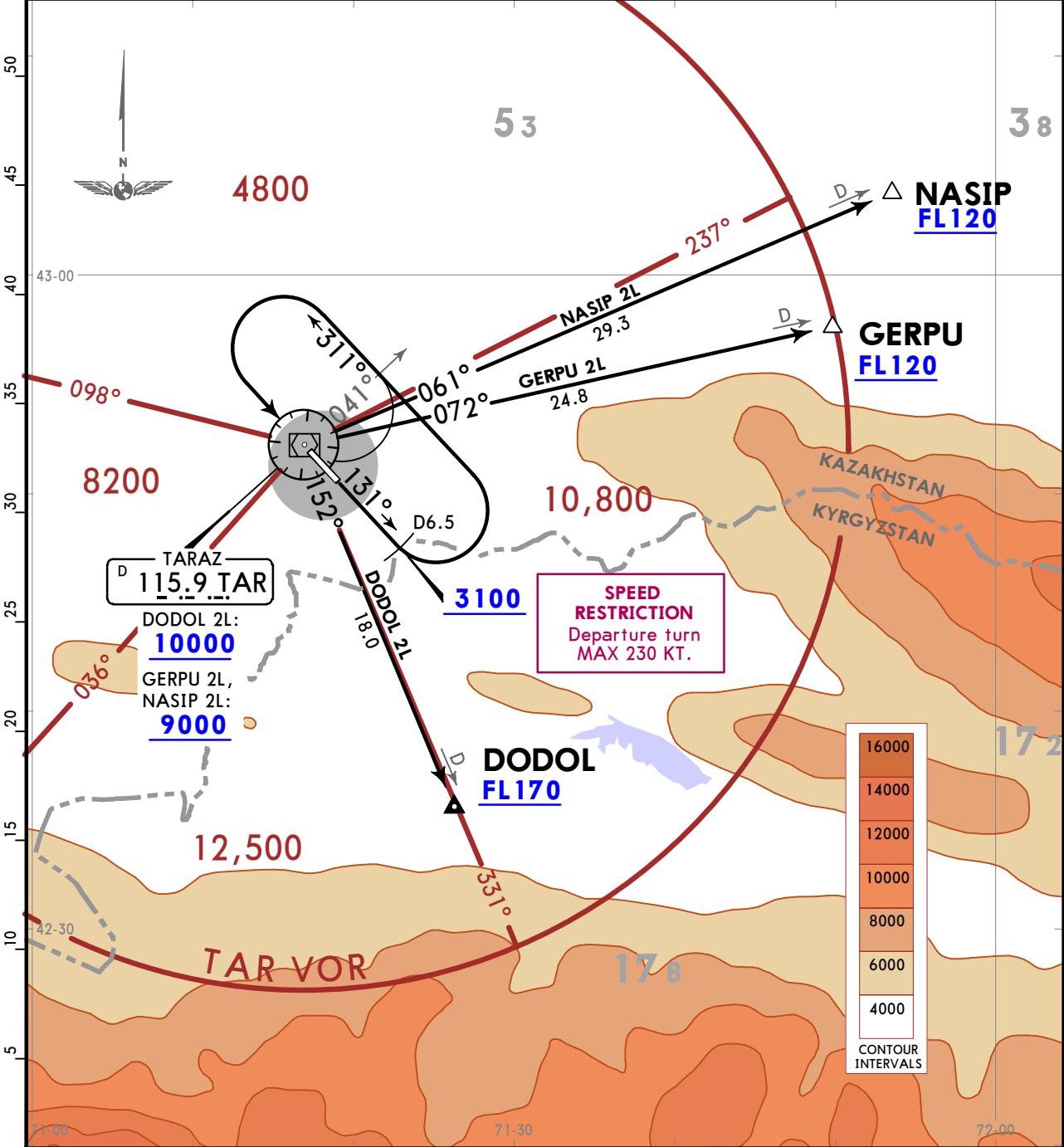
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JEPPESSEN  
6 SEP 24 10-3B

TARAZ, KAZAKHSTAN  
SID

Apt Elev  
2190  
Trans alt: 10000

DODOL 2L [DODO2L]  
GERPU 2L [GERP2L]  
NASIP 2L [NASI2L]  
DEPARTURES  
(RWY 13)



| SID      | ROUTING                                                                                                                                                                                                                                                      |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DODOL 2L | Climb on 131° track to at or above 3100, at D6.5 TAR turn LEFT, 311° track, after passing TAR R041 turn LEFT to TAR VOR climbing to at or above 10000 (if unable to reach 10000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R152 to DODOL. |
| GERPU 2L | Climb on 131° track to at or above 3100, at D6.5 TAR turn LEFT, 311° track, after passing TAR R041 turn LEFT to TAR VOR climbing to at or above 9000 (if unable to reach 9000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R072 to GERPU.   |
| NASIP 2L | Climb on 131° track to at or above 3100, at D6.5 TAR turn LEFT, 311° track, after passing TAR R041 turn LEFT to TAR VOR climbing to at or above 9000 (if unable to reach 9000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R061 to NASIP.   |

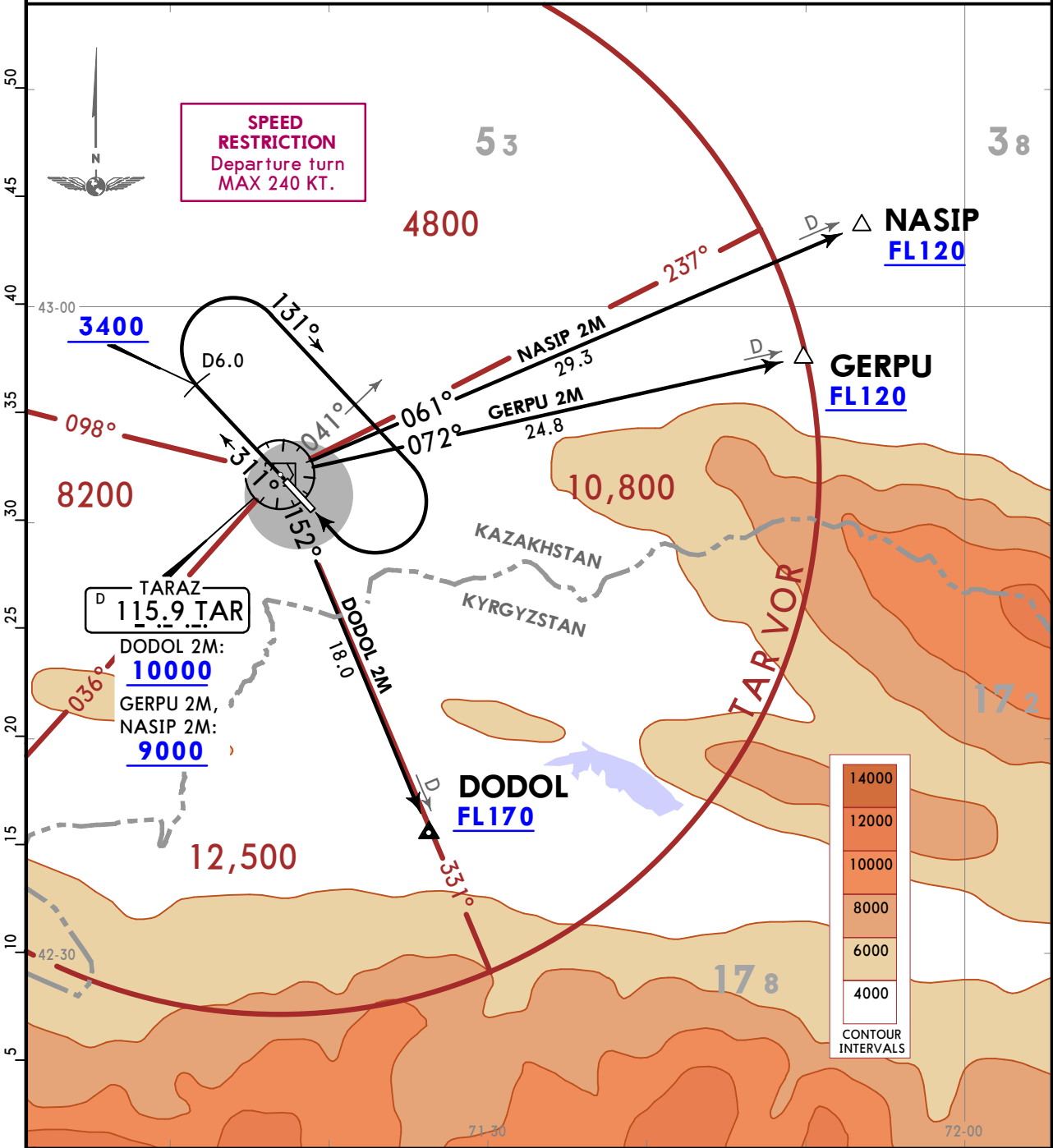
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6 SEP 24 10-3C

TARAZ, KAZAKHSTAN  
SID

Apt Elev  
2190  
Trans alt: 10000

DODOL 2M [DODO2M]  
GERPU 2M [GERP2M]  
NASIP 2M [NASI2M]  
DEPARTURES  
(RWY 31)



| SID      | ROUTING                                                                                                                                                                                                                                                        |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DODOL 2M | Climb on 311° track to at or above 3400, at D6.0 TAR turn RIGHT, 131° track, after passing TAR R041 turn RIGHT to TAR VOR climbing to at or above 10000 (if unable to reach 10000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R152 to DODOL. |
| GERPU 2M | Climb on 311° track to at or above 3400, at D6.0 TAR turn RIGHT, 131° track, after passing TAR R041 turn RIGHT to TAR VOR climbing to at or above 9000 (if unable to reach 9000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R072 to GERPU.   |
| NASIP 2M | Climb on 311° track to at or above 3400, at D6.0 TAR turn RIGHT, 131° track, after passing TAR R041 turn RIGHT to TAR VOR climbing to at or above 9000 (if unable to reach 9000 until TAR VOR, continue climbing over TAR VOR), intercept TAR R061 to NASIP.   |

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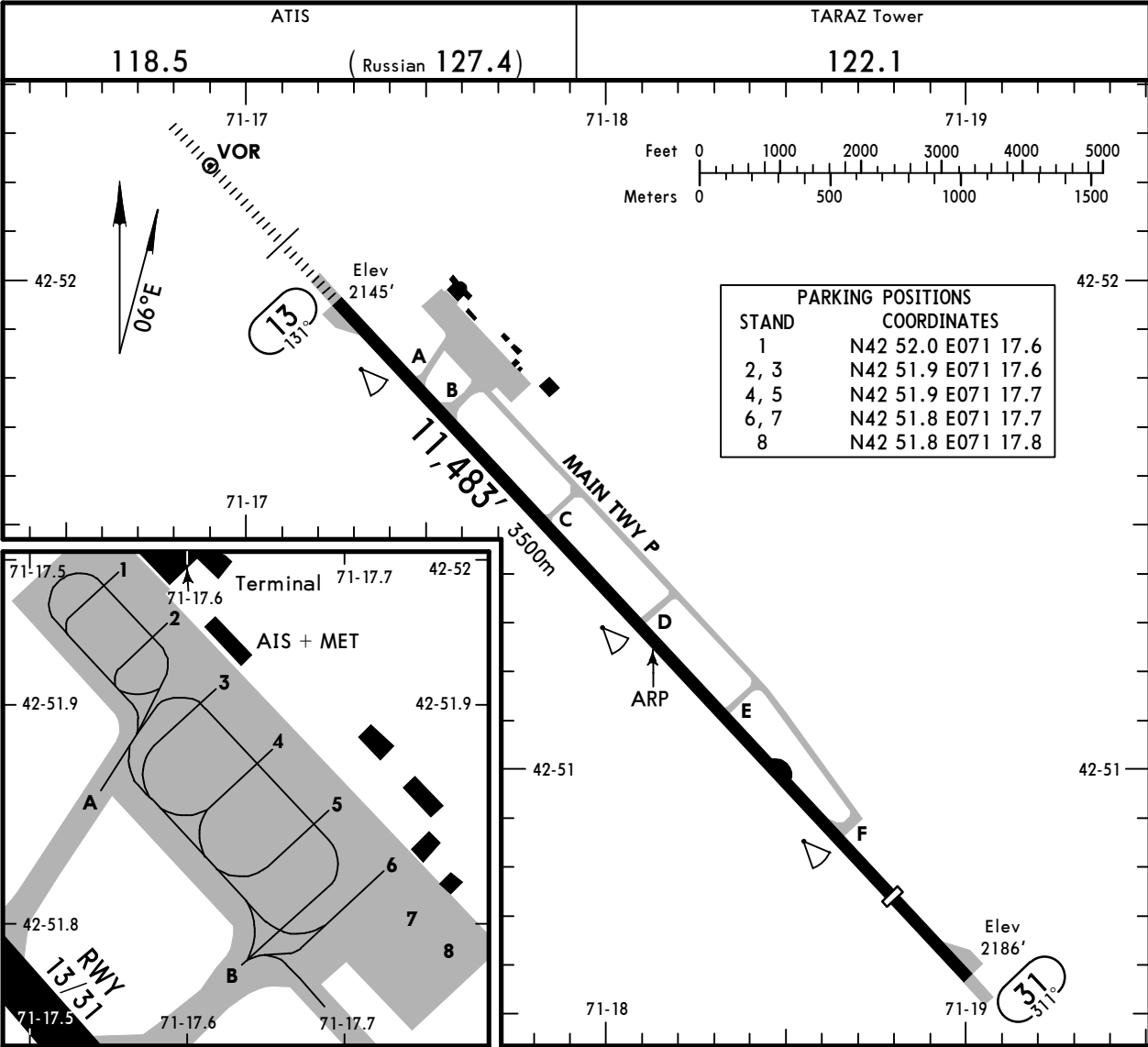
Apt Elev **2190'**  
N42 51.3 E071 18.1

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20 JAN 23 **(10-9)** Eff 26 Jan

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ADDITIONAL RUNWAY INFORMATION

| RWY |            |          |          |               |     |         | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-----|------------|----------|----------|---------------|-----|---------|----------------|-------------|----------|-------|
|     |            |          |          |               |     |         | Threshold      | Glide Slope |          |       |
| 13  | HIRL (60m) | CL (30m) | HIALS-II | TDZ ① ②       | RVR |         | 10,571'        | 3222m       | ③        | 148'  |
| 31  | HIRL (60m) | CL (30m) | ALS ④    | PAPI-L (3.3°) | RVR | 10,105' | 3080m          | 9072'       |          | 2765m |

① Running impulse lights combined with approach lights, from 2953' (900m) to 984' (300m) from the THR.

② PAPI-L (3.0°)

③ TAKE-OFF RUN AVAILABLE

RWY 13:

From rwy head 11,483' (3500m)  
twy B int 9567' (2916m)

RWY 31:

From rwy head 11,483' (3500m)  
twy F int 9150' (2789m)

④ Configuration unknown.

Std

TAKE-OFF

| RL & CL & relevant RVR                  | RL & CL | RL & RCLM | RL or CL | RL or RCLM | Adequate Vis Ref |       |
|-----------------------------------------|---------|-----------|----------|------------|------------------|-------|
|                                         |         | DAY       | NIGHT    | DAY        | DAY              | NIGHT |
| TDZ R150m<br>Mid R150m<br>Rollout R150m | R200m   | R300m     |          | R400m      | R/V500m          | NA    |

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| STRAIGHT-IN RWY |               | A                     | B                     | C                     | D                     |
|-----------------|---------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 13              | ILS DME       | 2345'(200')<br>R550m  | 2345'(200')<br>R550m  | 2345'(200')<br>R550m  | 2345'(200')<br>R550m  |
|                 | TDZ or CL out | ① R550m               | ① R550m               | ① R550m               | ① R550m               |
|                 | ALS out       | R1200m                | R1200m                | R1200m                | R1200m                |
|                 | ② VOR DME     | 2520'(375')<br>R1000m | 2520'(375')<br>R1000m | 2520'(375')<br>R1000m | 2520'(375')<br>R1000m |
|                 | ALS out       | R1500m                | R1500m                | R1700m                | R1700m                |
| 31              | ILS DME       | 2386'(200')<br>R1000m | 2386'(200')<br>R1000m | 2392'(206')<br>R1000m | 2402'(216')<br>R1000m |
|                 | ALS out       | R1200m                | R1200m                | R1200m                | R1200m                |
|                 | ② VOR DME     | 2570'(380')<br>R1500m | 2570'(380')<br>R1500m | 2570'(380')<br>R1500m | 2570'(380')<br>R1500m |
|                 | ALS out       | R1500m                | R1500m                | R1700m                | R1700m                |

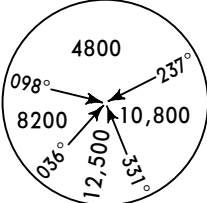
- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.  
② Continuous Descent Final Approach.

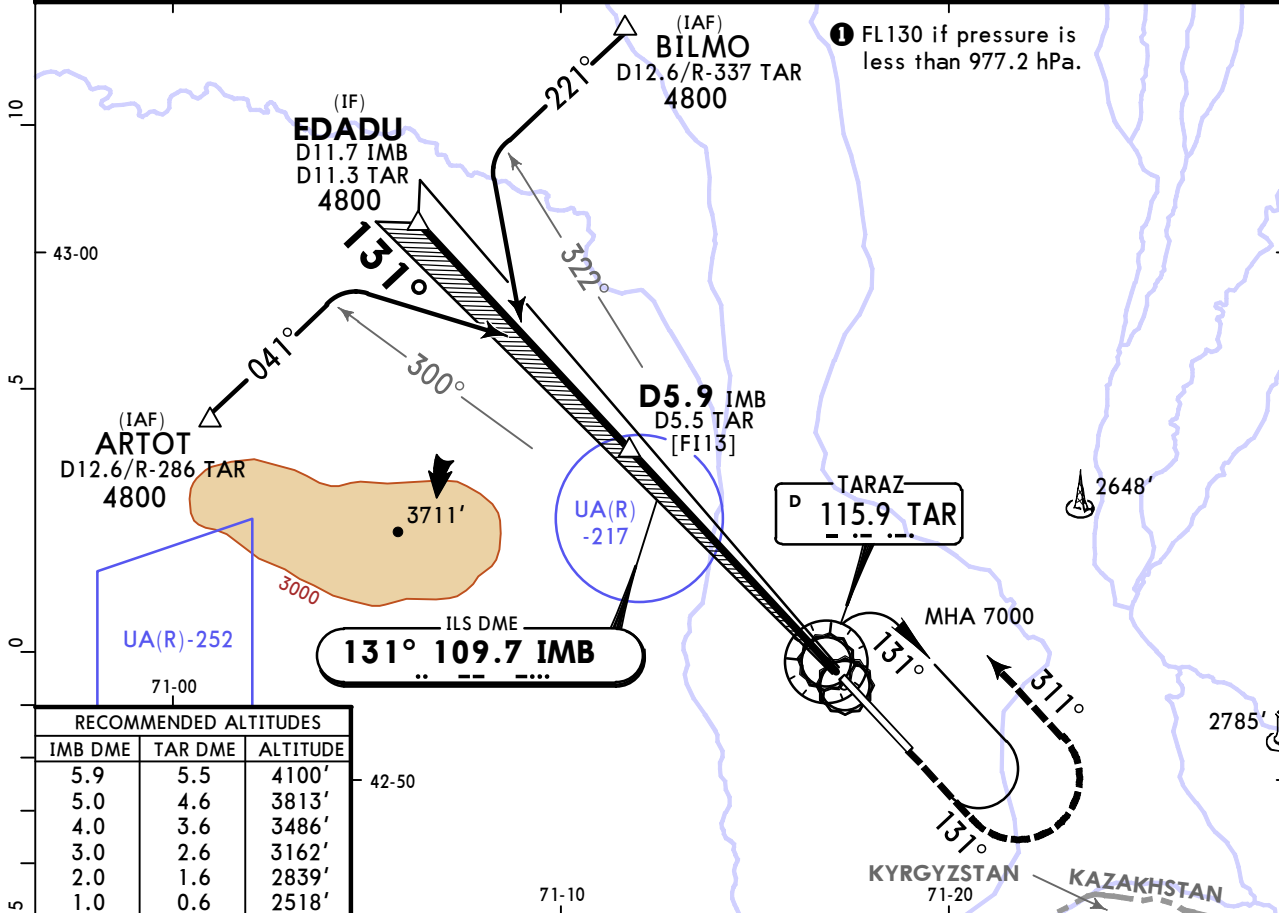
| TAKE-OFF                                      |                 |                          |                     |          |                  |       |
|-----------------------------------------------|-----------------|--------------------------|---------------------|----------|------------------|-------|
| Low Visibility Procedures required            |                 |                          | RCLM or<br>RL or CL | RL or CL | Adequate Vis Ref |       |
| Approval for Low Visibility Take-off required |                 |                          |                     |          |                  |       |
| RCLM & RL &<br>CL & RVR                       | RCLM & RL & RVR | RCLM & RVR &<br>RL or CL | DAY                 | NIGHT    | DAY              | NIGHT |
|                                               | DAY             | NIGHT                    |                     |          |                  |       |
| R150m                                         | R300m           |                          | R/V400m             |          | R/V500m          | NA    |

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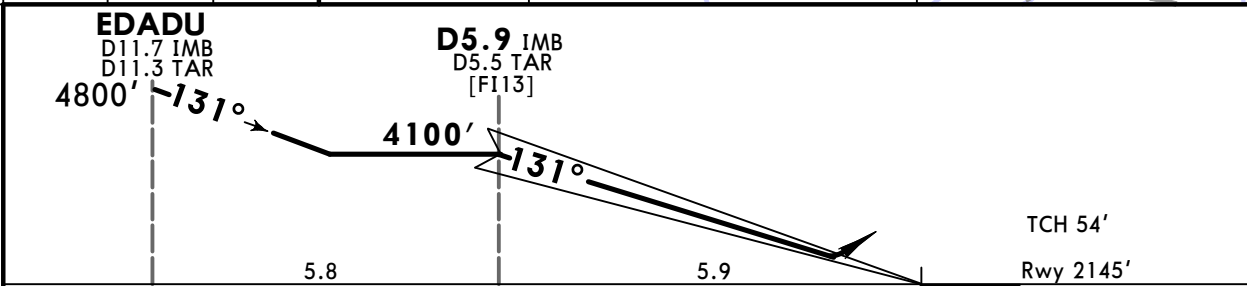
JEPPESEN  
3 MAY 24 11-1 Eff 16 May

TARAZ, KAZAKHSTAN  
ILS DME Rwy 13

|                                                               |                                                                                                                                |                           |                           |                       |                             |  |                                                                                     |
|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|-----------------------|-----------------------------|--|-------------------------------------------------------------------------------------|
| BRIEFING STRIP™                                               | ATIS                                                                                                                           |                           | TARAZ Approach            |                       | TARAZ Tower                 |  |  |
|                                                               | 118.5 (Russian 127.4)                                                                                                          |                           | 122.1                     |                       | 122.1                       |  |                                                                                     |
|                                                               | LOC<br>IMB<br>109.7                                                                                                            | Final<br>Apch Crs<br>131° | D5.9 IMB<br>4100' (1955') | DA(H)<br>2345' (200') | Apt Elev 2190'<br>Rwy 2145' |  |                                                                                     |
|                                                               | MISSED APCH: Climb on track 131°, at 3100' turn LEFT (MAX 240<br>KT) on track 311° climbing to 4800', then as directed by ATC. |                           |                           |                       |                             |  |                                                                                     |
|                                                               | Alt Set: hPa (MM on req)                      Rwy Elev: 76 hPa                      Trans level: FL120 ❶                       |                           |                           |                       |                             |  |                                                                                     |
| 1. RADAR required. 2. ILS DME reads zero at RWY 13 threshold. |                                                                                                                                |                           |                           |                       |                             |  | Trans alt: 10000'                                                                   |



| RECOMMENDED ALTITUDES |         |          |
|-----------------------|---------|----------|
| IMB DME               | TAR DME | ALTITUDE |
| 5.9                   | 5.5     | 4100'    |
| 5.0                   | 4.6     | 3813'    |
| 4.0                   | 3.6     | 3486'    |
| 3.0                   | 2.6     | 3162'    |
| 2.0                   | 1.6     | 2839'    |
| 1.0                   | 0.6     | 2518'    |



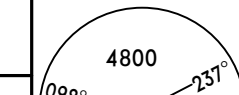
|               |       |     |     |     |     |     |                                                                                       |               |
|---------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | 3100' on 131° |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                       |               |
|               |       |     |     |     |     |     |                                                                                       |               |

|                                                                       |                            |               |         |        |
|-----------------------------------------------------------------------|----------------------------|---------------|---------|--------|
| Std                                                                   | STRAIGHT-IN LANDING<br>ILS |               |         |        |
|                                                                       | DA(H) <b>2345'</b> (200')  |               |         |        |
|                                                                       |                            | TDZ or CL out | ALS out |        |
|                                                                       | A                          | R550m         | 1 R550m | R1200m |
|                                                                       | B                          |               |         |        |
| C                                                                     |                            |               |         |        |
| D                                                                     |                            |               |         |        |
| 1 R750m when a Flight Director or Autopilot or HUD to DA is not used. |                            |               |         |        |

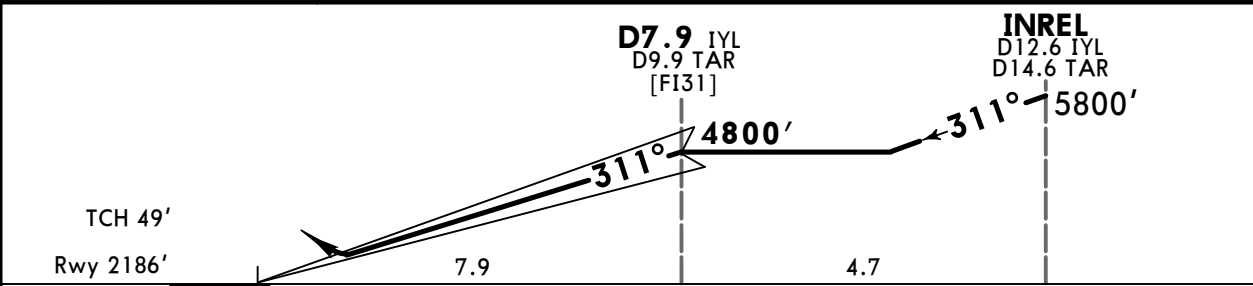
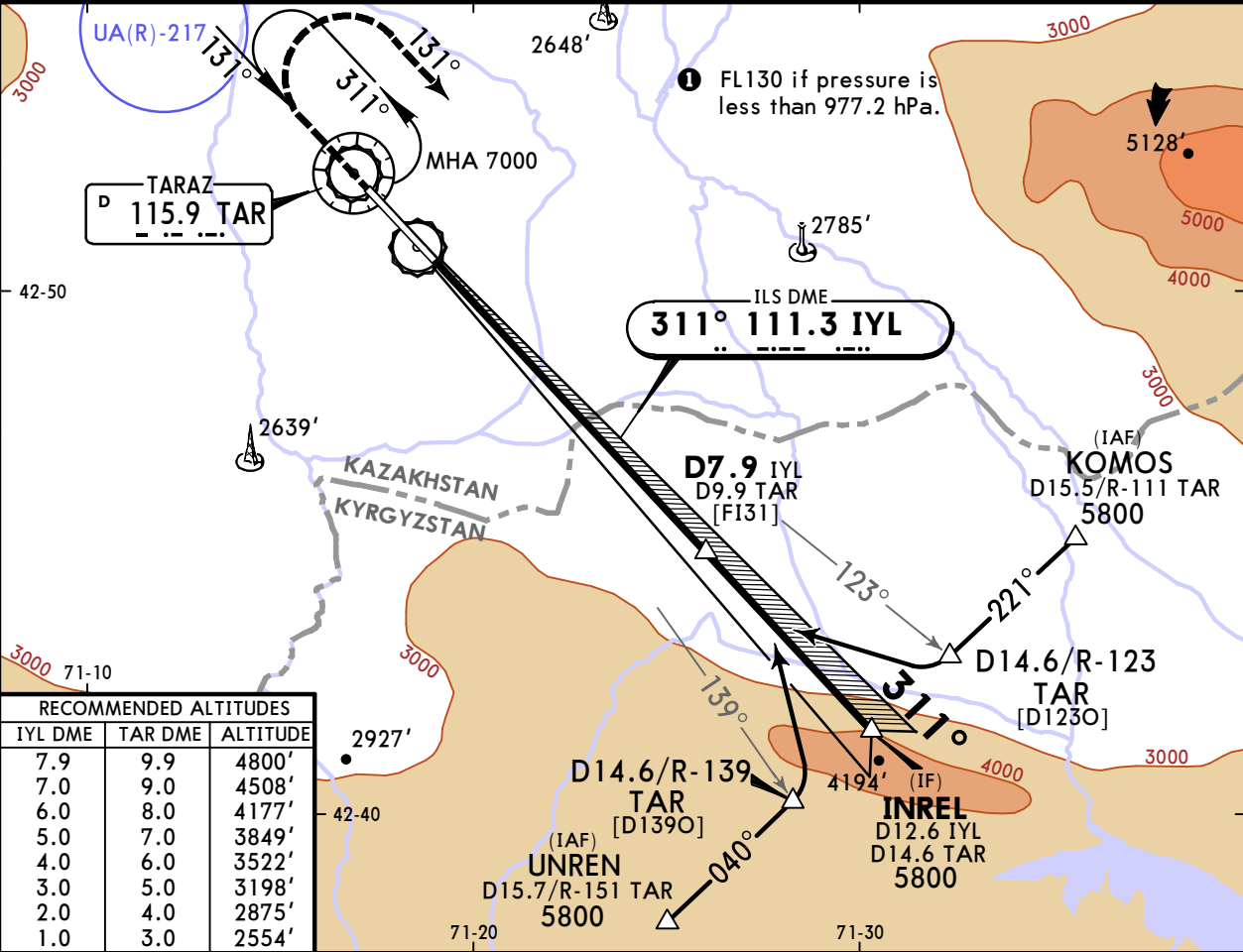
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3 MAY 24 11-2 Eff 16 May

TARAZ, KAZAKHSTAN  
ILS DME Rwy 31

|                                                                                                                                 |                           |                           |                               |                             |  |                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|-------------------------------|-----------------------------|--|----------------------------------------------------------------------------------------------------|
| ATIS                                                                                                                            |                           | TARAZ Approach            |                               | TARAZ Tower                 |  | <br>MSA TAR VOR |
| 118.5 (Russian 127.4)                                                                                                           |                           | 122.1                     |                               | 122.1                       |  |                                                                                                    |
| LOC<br>IYL<br>111.3                                                                                                             | Final<br>Apch Crs<br>311° | D7.9 IYL<br>4800' (2614') | DA(H)<br>Refer to<br>Minimums | Apt Elev 2190'<br>Rwy 2186' |  |                                                                                                    |
| MISSED APCH: Climb on track 311°, at 3000' turn RIGHT (MAX 240<br>KT) on track 131° climbing to 5800', then as directed by ATC. |                           |                           |                               |                             |  |                                                                                                    |

Alt Set: hPa (MM on req) Rwy Elev: 78 hPa Trans level: FL120 ① Trans alt: 10000'  
1. RADAR required. 2. WARNING: Heavy turbulence with downdrafts may be expected on base leg and final. 3. ILS DME reads zero at RWY 31 threshold.



|               |       |     |     |     |     |     |               |                  |
|---------------|-------|-----|-----|-----|-----|-----|---------------|------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALS<br>PAPI-L | 3000'<br>on 311° |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |               |                  |
|               |       |     |     |     |     |     |               |                  |

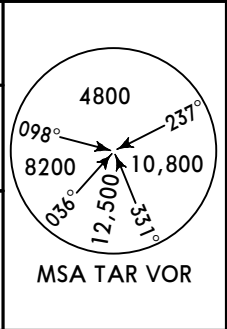
|                                                        |        |                            |  |
|--------------------------------------------------------|--------|----------------------------|--|
| Std                                                    |        | STRAIGHT-IN LANDING<br>ILS |  |
| DA(H) AB: 2386' (200') C: 2392' (206') D: 2402' (216') |        | ALS out                    |  |
| A                                                      | R1000m | R1200m                     |  |
| B                                                      |        |                            |  |
| C                                                      |        |                            |  |
| D                                                      |        |                            |  |

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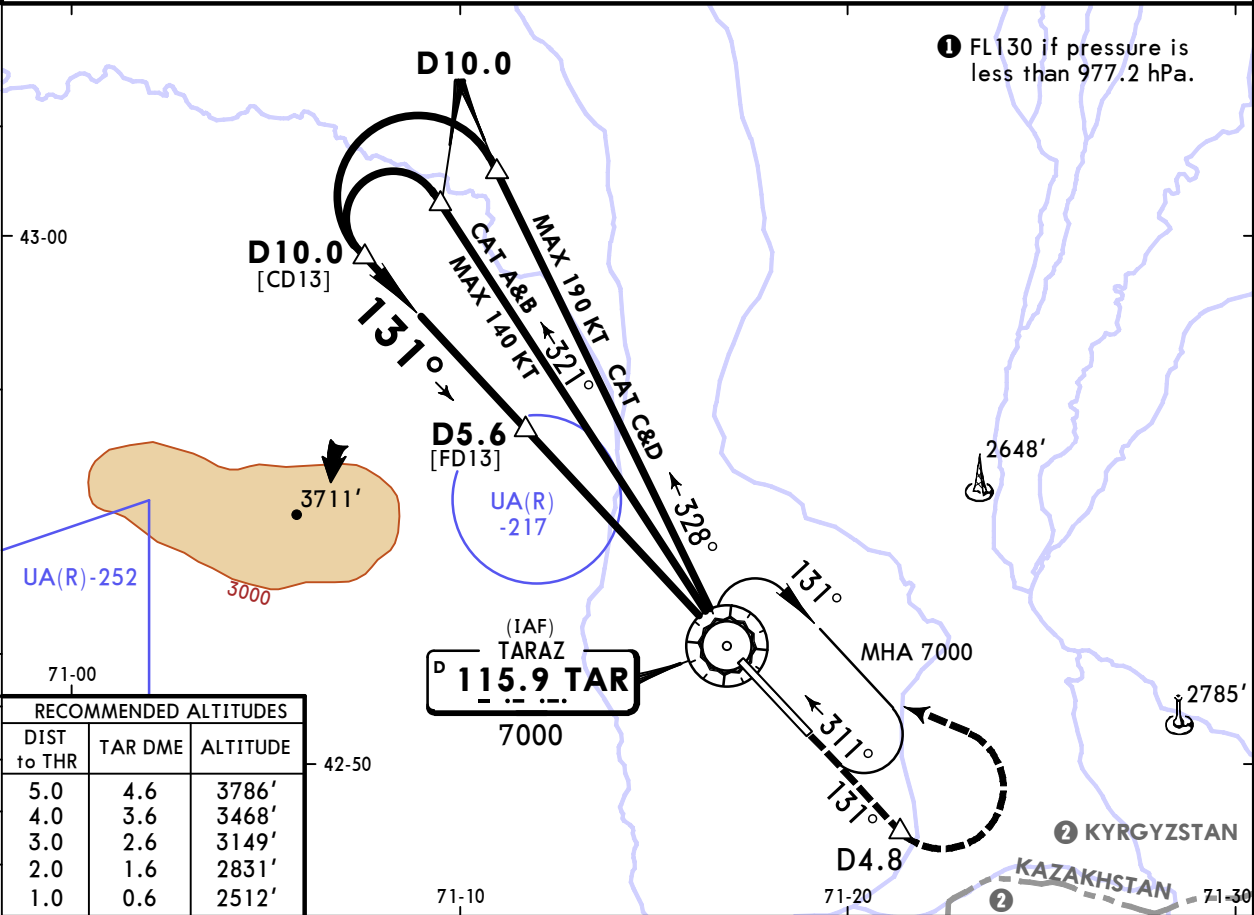
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12 JUL 24 (13-1)

TARAZ, KAZAKHSTAN  
VOR DME Rwy 13

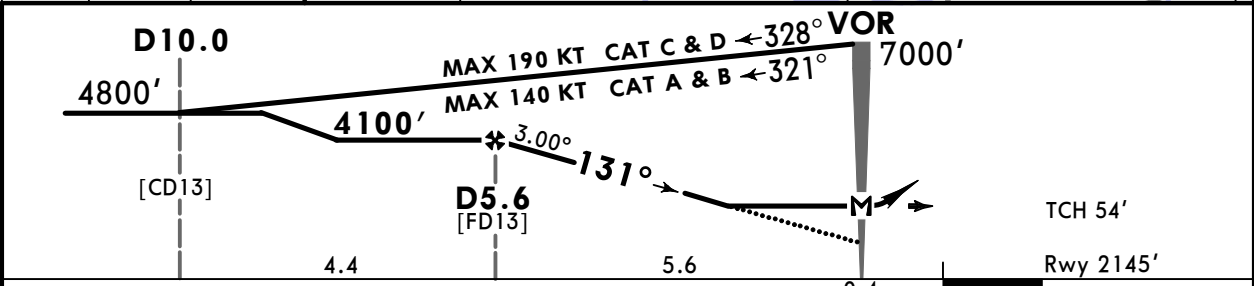
|                                                                                                                                                                                                                                     |                           |                         |                           |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------------------|---------------------------|-----------------------------|
| ATIS<br>118.5 (Russian 127.4)                                                                                                                                                                                                       |                           | TARAZ Approach<br>122.1 |                           | TARAZ Tower<br>122.1        |
| VOR<br>TAR<br>115.9                                                                                                                                                                                                                 | Final<br>Apch Crs<br>131° | D5.6<br>4100' (1955')   | DA/MDA(H)<br>2520' (375') | Apt Elev 2190'<br>Rwy 2145' |
| <b>MISSED APCH:</b> Climb on track 131° to 3100' or above to D4.8, then turn LEFT (MAX 240 KT) to VOR. Climb initially to 4800', then as directed.<br><b>MISSED APCH WITH COMM FAILURE:</b> Climb to 7000' to VOR and join holding. |                           |                         |                           |                             |



Alt Set: hPa (MM on req)      Rwy Elev: 76 hPa      Trans level: FL120 ①      Trans alt: 10000'



| RECOMMENDED ALTITUDES |         |          |
|-----------------------|---------|----------|
| DIST to THR           | TAR DME | ALTITUDE |
| 5.0                   | 4.6     | 3786'    |
| 4.0                   | 3.6     | 3468'    |
| 3.0                   | 2.6     | 3149'    |
| 2.0                   | 1.6     | 2831'    |
| 1.0                   | 0.6     | 2512'    |



|                     |     |      |      |      |      |      |
|---------------------|-----|------|------|------|------|------|
| Gnd speed-KT        | 70  | 90   | 100  | 120  | 140  | 160  |
| Descent Angle 3.00° | 372 | 478  | 531  | 637  | 743  | 849  |
| MAP at VOR          |     |      |      |      |      |      |
| D5.6 to MAP         | 5.6 | 4:48 | 3:44 | 3:22 | 2:48 | 2:24 |

|                                                            |        |                          |  |
|------------------------------------------------------------|--------|--------------------------|--|
| Std                                                        |        | STRAIGHT-IN LANDING      |  |
|                                                            |        | CDFA                     |  |
|                                                            |        | 1 DA/MDA(H) 2520' (375') |  |
|                                                            |        | ALS out                  |  |
| A                                                          | R1000m | R1500m                   |  |
| B                                                          |        |                          |  |
| C                                                          |        | R1700m                   |  |
| D                                                          |        |                          |  |
| 1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. |        |                          |  |

CHANGES: Minimums.

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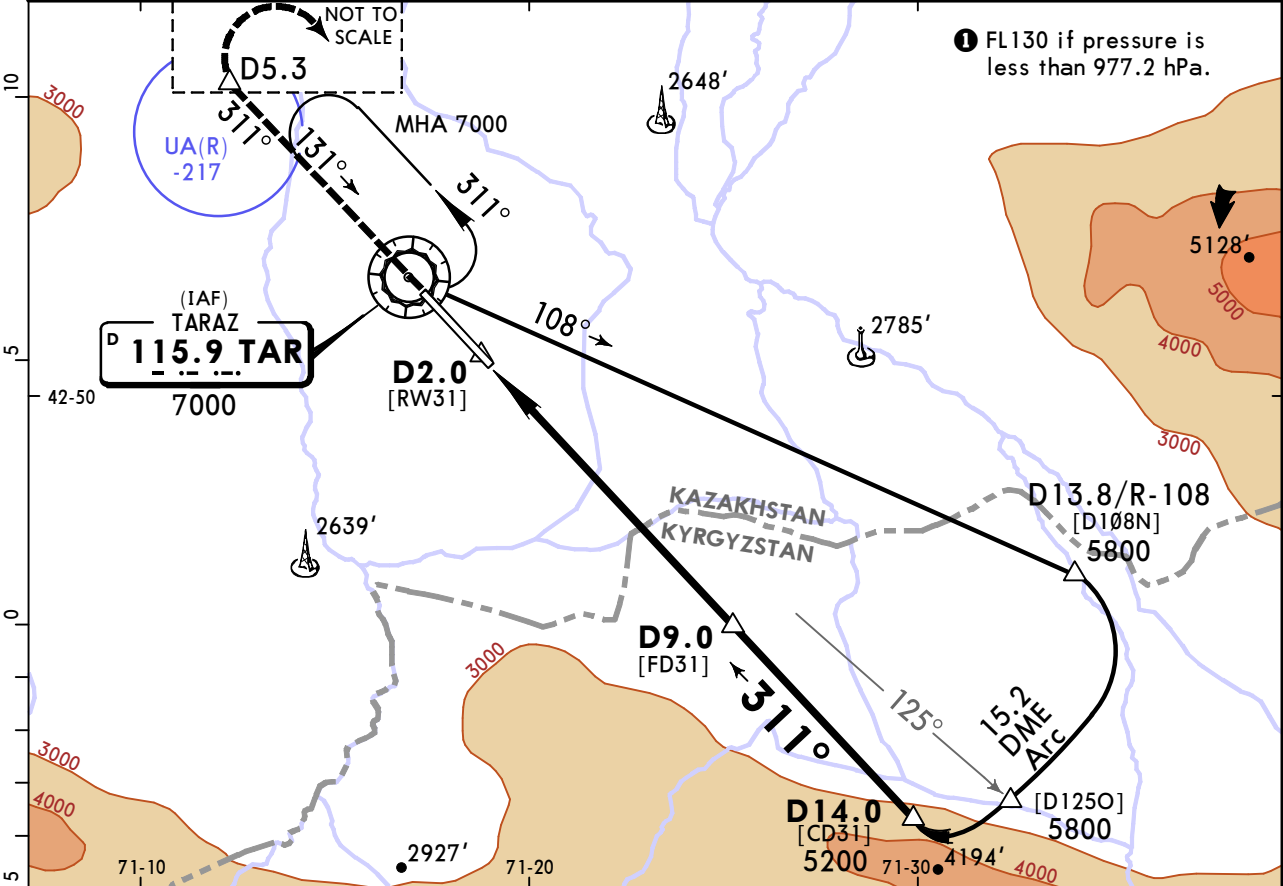
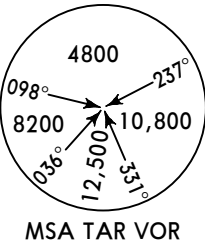


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AULIE-ATA

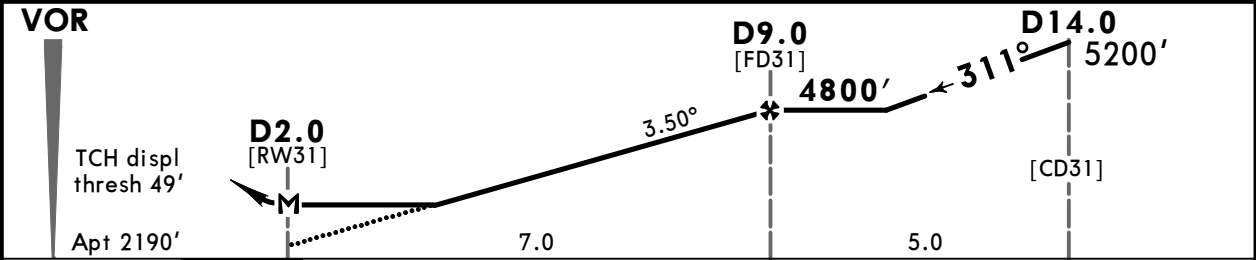
JEPPESEN  
12 JUL 24 (13-2)

TARAZ, KAZAKHSTAN  
VOR DME Rwy 31

|                                                                                                                                                                                                                                           |                           |                       |                           |                    |  |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|---------------------------|--------------------|--|-----------------|
| ATIS                                                                                                                                                                                                                                      |                           | TARAZ Approach        |                           | TARAZ Tower        |  | <br>MSA TAR VOR |
| 118.5 (Russian 127.4)                                                                                                                                                                                                                     |                           | 122.1                 |                           | 122.1              |  |                 |
| VOR<br>TAR<br>115.9                                                                                                                                                                                                                       | Final<br>Apch Crs<br>311° | D9.0<br>4800' (2610') | DA/MDA(H)<br>2570' (380') | Apt Elev 2190'     |  |                 |
| <b>MISSED APCH:</b> Climb on track 311°, at 3400' or above outbound to D5.3, turn RIGHT (MAX 240 KT) to VOR. Climb initially to 5800', then as directed.<br><b>MISSED APCH WITH COMM FAILURE:</b> Climb to 7000' to VOR and join holding. |                           |                       |                           |                    |  |                 |
| Alt Set: hPa (MM on req)                                                                                                                                                                                                                  |                           | Apt Elev: 78 hPa      |                           | Trans level: FL120 |  |                 |



|              |       |       |       |       |       |       |
|--------------|-------|-------|-------|-------|-------|-------|
| DIST to DTHR | 1.0   | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   |
| TAR DME      | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   |
| ALTITUDE     | 2605' | 2975' | 3345' | 3715' | 4085' | 4455' |



|                     |     |      |      |      |      |      |
|---------------------|-----|------|------|------|------|------|
| Gnd speed-KT        | 70  | 90   | 100  | 120  | 140  | 160  |
| Descent Angle 3.50° | 434 | 557  | 619  | 743  | 867  | 991  |
| MAP at D2.0         |     |      |      |      |      |      |
| D9.0 to MAP         | 7.0 | 6:00 | 4:40 | 4:12 | 3:30 | 3:00 |

|            |  |                        |  |
|------------|--|------------------------|--|
| <b>Std</b> |  | STRAIGHT-IN LANDING    |  |
|            |  | CDFA                   |  |
|            |  | DA/MDA(H) 2570' (380') |  |
|            |  | ALS out                |  |

|   |        |        |
|---|--------|--------|
| A | R1500m |        |
| B | R1500m |        |
| C | R1500m | R1700m |
| D |        |        |

VNAV DA(H) in lieu of MDA(H) depends on operator policy.



**Chart changes since cycle 04-2025**

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:** Temporary  
**Begin Date:** 20230615  
**End Date:** 20260805

TWYs D, E, F and MAIN TWY P from TWY C to TWY F are available only for taxiing of state aviation ACFT.

**Chart Change Notices for Country KAZ**

**Type:** Gen Tmnl  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)