

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UTDD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2D/E, 10-3K/L, 10-3M/N) Coordinates or RAPAT changed to N3807.8 E06759.0.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Stand designation may vary from depiction on 10-9A, CAUTION advised.

UTDD (Dushanbe)**General Info**

Dushanbe, TJK

N 38° 32.6' E 68° 49.5' Mag Var: 3.8°E

Elevation: 2574'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 09-27 10210' x 148' asphalt

Runway 09 (86.0°M) TDZE 2574'

Lights: Edge, ALS

Runway 27 (266.0°M) TDZE 2542'

Lights: Edge, ALS

Displaced Threshold Distance 1335'

Communications InfoATIS **126.2**Dushanbe Start Tower **119.2**Dushanbe Taxiing Ground Control **121.7**Dushanbe Approach Control **127.1**Dushanbe Approach Control **122.1** SecondaryDushanbe Krug Radar **119.2** MF**Notebook Info**

UTDD/DYU
DUSHANBE

23 DEC 05

DUSHANBE, TAJIKISTAN

STAR

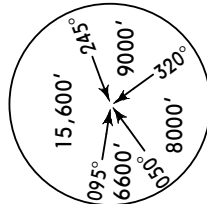
*ATIS
126.2

Apt Elev
2575'

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

Trans level: FL98 Trans alt: 8490' **(5915')**

Due to hazardous terrain arrival routes are designated for MAX 245 KT, bank angle 25° and descent gradient 5.2%.



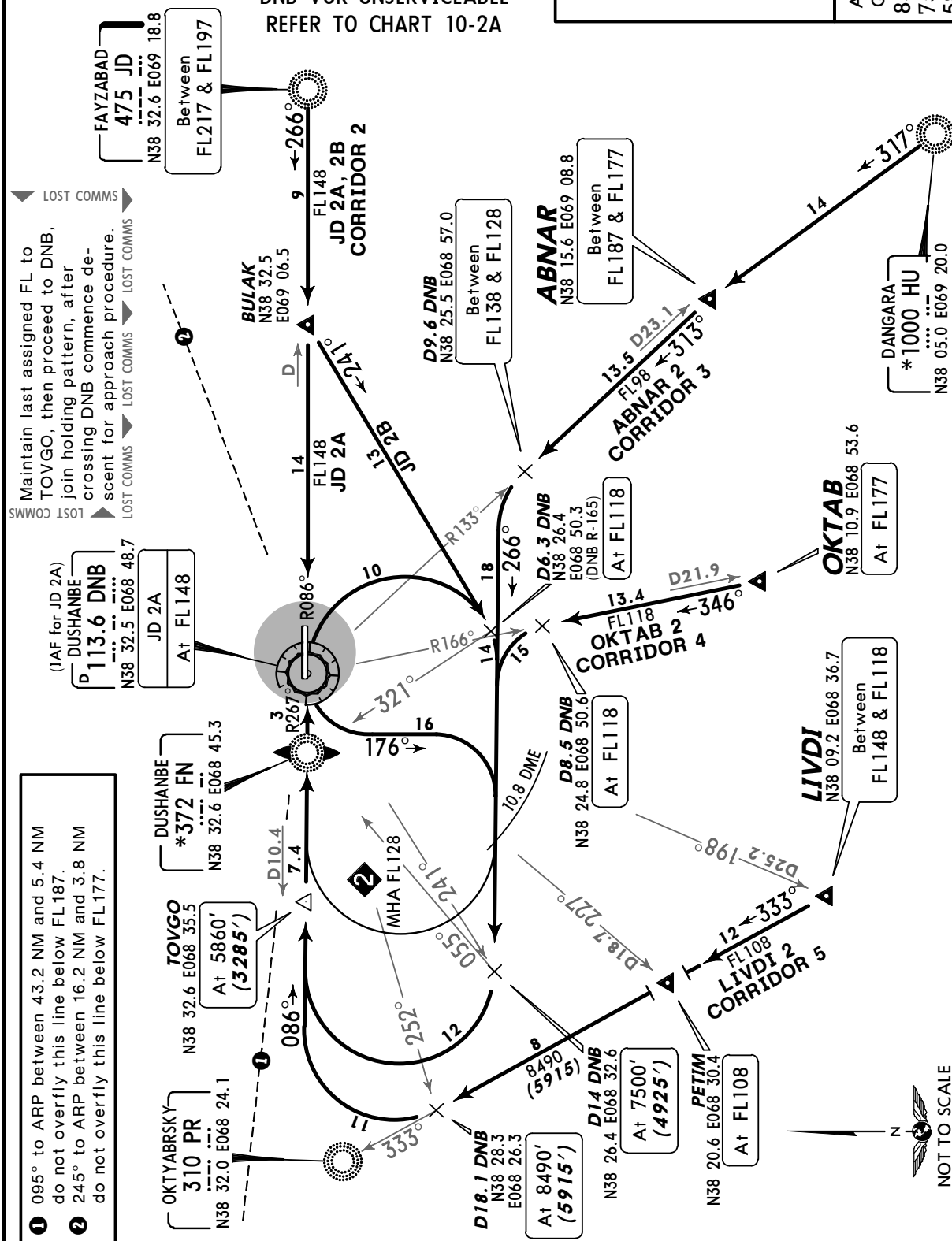
ABNAR 2
JD 2A, JD 2B
LIVDI 2, OKTAB 2
RWY 09 ARRIVALS
FROM EAST & SOUTH
OR ALTERNATE STARS WHEN
DNB VOR UNSERVICEABLE
REFER TO CHART 10-2A

FL CONVERSION

FL217 *FL6600m*
FL197 *FL6000m*
FL187 *FL5700m*
FL177 *FL5400m*
FL148 *FL4500m*
FL138 *FL4200m*
FL128 *FL3900m*
FL118 *FL3600m*
FL108 *FL3300m*
FL98 *FL3000m*

ALT/HEIGHT CONVERSION

QNH (QFE)
8490' (5915' - 1800m)
7500' (4925' - 1500m)
5860' (3285' - 1000m)



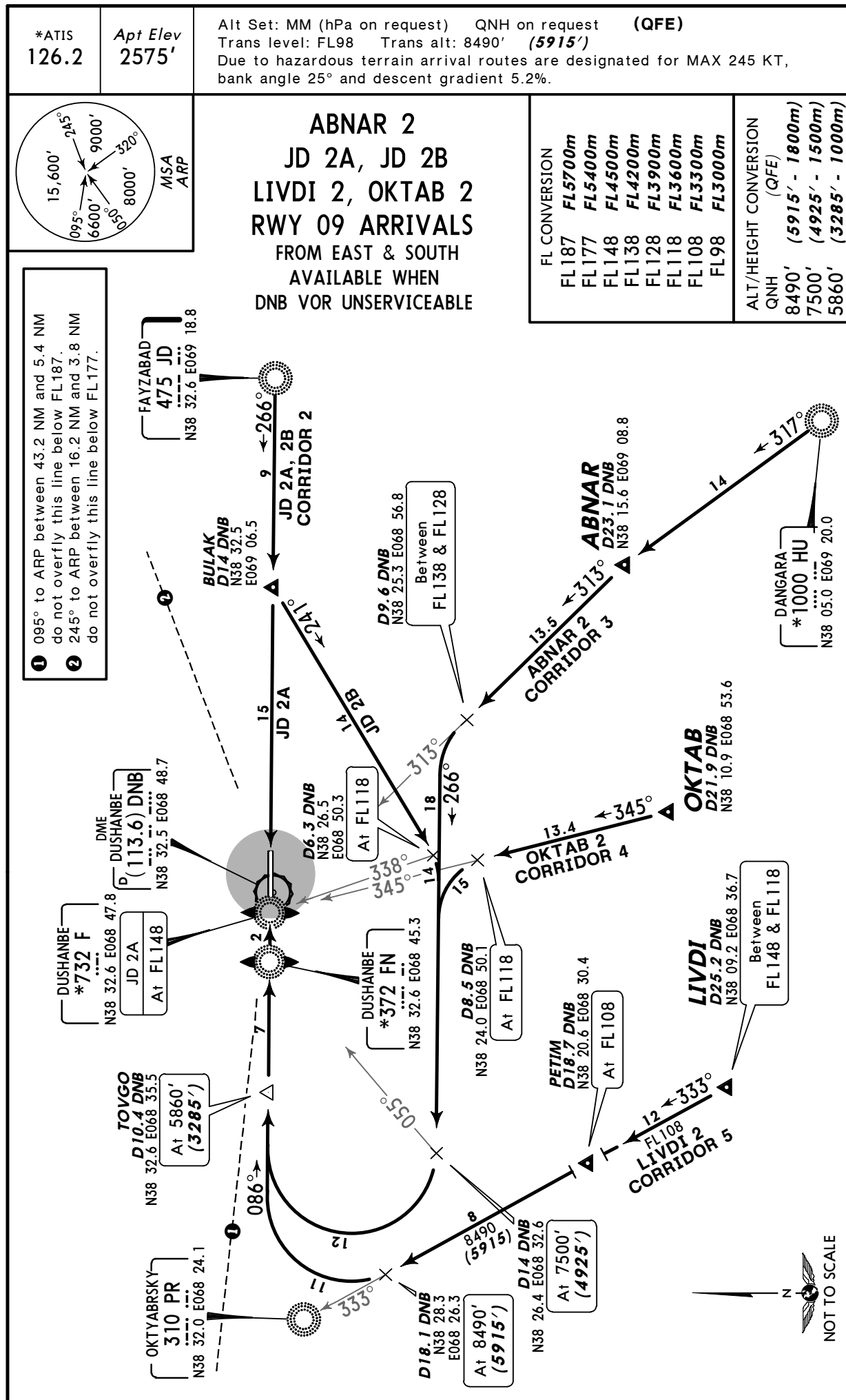
NOT TO SCALE

UTDD/DYU
DUSHANBE

JEPPesen
23 DEC 05 **(10-2A)**

DUSHANBE, TAJIKISTAN

STAR



UTDD/DYU
DUSHANBE

JEPPESEN
23 DEC 05 (10-2B)

DUSHANBE, TAJIKISTAN

STAR

ABNAR 4, JD 4, LIVDI 4, OKTAB 4
RWY 27 ARRIVALS
 FROM EAST & SOUTH
 FOR ALTERNATE STARS WHEN DNB VOR UNSERVICEABLE
 REFER TO CHART 10-2C

FL CONVERSION

FL217	FL6600m
FL197	FL6000m
FL177	FL5400m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m
FL98	FL3000m

ALT/HEIGHT CONVERSION (QFE)

QNH	8490'	(5947' - 1800m)
	7470'	(4927' - 1500m)
	5830'	(3287' - 1000m)

ATIS
126.2

Apt Elev
2575'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL98 Trans alt: 8490' (5947')
 Due to hazardous terrain arrival routes are designated for MAX 245 KT, bank angle 25° and descent gradient 5.2%.

MSA ARP

15,600'
9000'
8000'
095°
050°
320°

FAYZABAD
475 JD
N38 32.6 E069 18.8
Between FL217 & FL197

LIVLO
N38 32.5 E069 03.2
At 5830' (3287')

DUSHANBE
*372 WG
N38 32.6 E068 53.3

DUSHANBE
113.6 DNB
N38 32.5 E068 48.7
JD 4
At FL148

BULAK
N38 32.5 E069 06.5
At 5830' (3287')

OKTYABRSKY
310 PR
N38 32.0 E068 24.1

ABNAR
N38 15.6 E069 08.8
At FL118

ABNAR 4 CORRIDOR 3
FL98
D23.1
313°

OKTAB
N38 10.9 E068 53.6
Between FL177 & FL118

OKTAB 4 CORRIDOR 4
FL108
D21.9
346°

LIVDI
N38 09.2 E068 36.7
Between FL197 & FL128

LIVDI 4 CORRIDOR 5
FL108
D25.2
333°

ABNAR 4 CORRIDOR 2
FL148
JD 4
CORRIDOR 2

ABNAR 4 CORRIDOR 1
FL148
JD 4
CORRIDOR 1

ABNAR 4 CORRIDOR 0
FL148
JD 4
CORRIDOR 0

ABNAR 4 CORRIDOR -1
FL148
JD 4
CORRIDOR -1

ABNAR 4 CORRIDOR -2
FL148
JD 4
CORRIDOR -2

ABNAR 4 CORRIDOR -3
FL148
JD 4
CORRIDOR -3

ABNAR 4 CORRIDOR -4
FL148
JD 4
CORRIDOR -4

ABNAR 4 CORRIDOR -5
FL148
JD 4
CORRIDOR -5

ABNAR 4 CORRIDOR -6
FL148
JD 4
CORRIDOR -6

ABNAR 4 CORRIDOR -7
FL148
JD 4
CORRIDOR -7

ABNAR 4 CORRIDOR -8
FL148
JD 4
CORRIDOR -8

ABNAR 4 CORRIDOR -9
FL148
JD 4
CORRIDOR -9

ABNAR 4 CORRIDOR -10
FL148
JD 4
CORRIDOR -10

ABNAR 4 CORRIDOR -11
FL148
JD 4
CORRIDOR -11

ABNAR 4 CORRIDOR -12
FL148
JD 4
CORRIDOR -12

ABNAR 4 CORRIDOR -13
FL148
JD 4
CORRIDOR -13

ABNAR 4 CORRIDOR -14
FL148
JD 4
CORRIDOR -14

ABNAR 4 CORRIDOR -15
FL148
JD 4
CORRIDOR -15

ABNAR 4 CORRIDOR -16
FL148
JD 4
CORRIDOR -16

ABNAR 4 CORRIDOR -17
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JD 4
CORRIDOR -17

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ABNAR 4 CORRIDOR -19
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JD 4
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ABNAR 4 CORRIDOR -22
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JD 4
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JD 4
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JD 4
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JD 4
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JD 4
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JD 4
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FL148
JD 4
CORRIDOR -33

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FL148
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FL148
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FL148
JD 4
CORRIDOR -66

ABNAR 4 CORRIDOR -67
FL148
JD 4
CORRIDOR -67

ABNAR 4 CORRIDOR -68
FL148
JD 4
COR

UTDD/DYU
DUSHANBE

JEPPESEN
23 DEC 05 (10-2C)

DUSHANBE, TAJIKISTAN

STAR

***ATIS**
126.2

Apt Elev
2575'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL98 Trans alt: 8490' (5947')
 Due to hazardous terrain arrival routes are designated for MAX 245 KT,
 bank angle 25° and descent gradient 5.2%.

ABNAR 4, JD 4, LIVDI 4, OKTAB 4

RWY 27 ARRIVALS

FROM EAST & SOUTH

AVAILABLE WHEN DNB VOR UNSERVICEABLE

① 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL177.

FL CONVERSION

FL197	FL6000m
FL177	FL5400m
FL148	FL4500m
FL128	FL3900m
FL118	FL3600m
FL98	FL3000m

ALT/HEIGHT CONVERSION
(QFE)

8490'	(5947' - 1800m)
7470'	(4927' - 1500m)
5830'	(3287' - 1000m)

CHANGES: Alternate STARs established; STARs transferred.

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UTDD/DYU
DUSHANBE

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23 DEC 05 **10-2D**

DUSHANBE, TAJIKISTAN

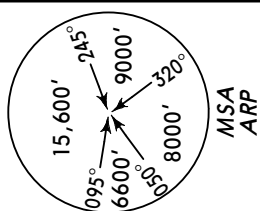
STAR

*ATIS
126.2

Apt Elev
2575'

Alt Set: MM (hPa on request) QNH on request **(QFE)**Trans level: FL98 Trans alt: 8490' **(5915')**

Due to hazardous terrain arrival routes are designated for MAX 245 KT, bank angle 25° and descent gradient 5.2%.



PINUD 2S [PINU2S], PINUD 2W [PINU2W]

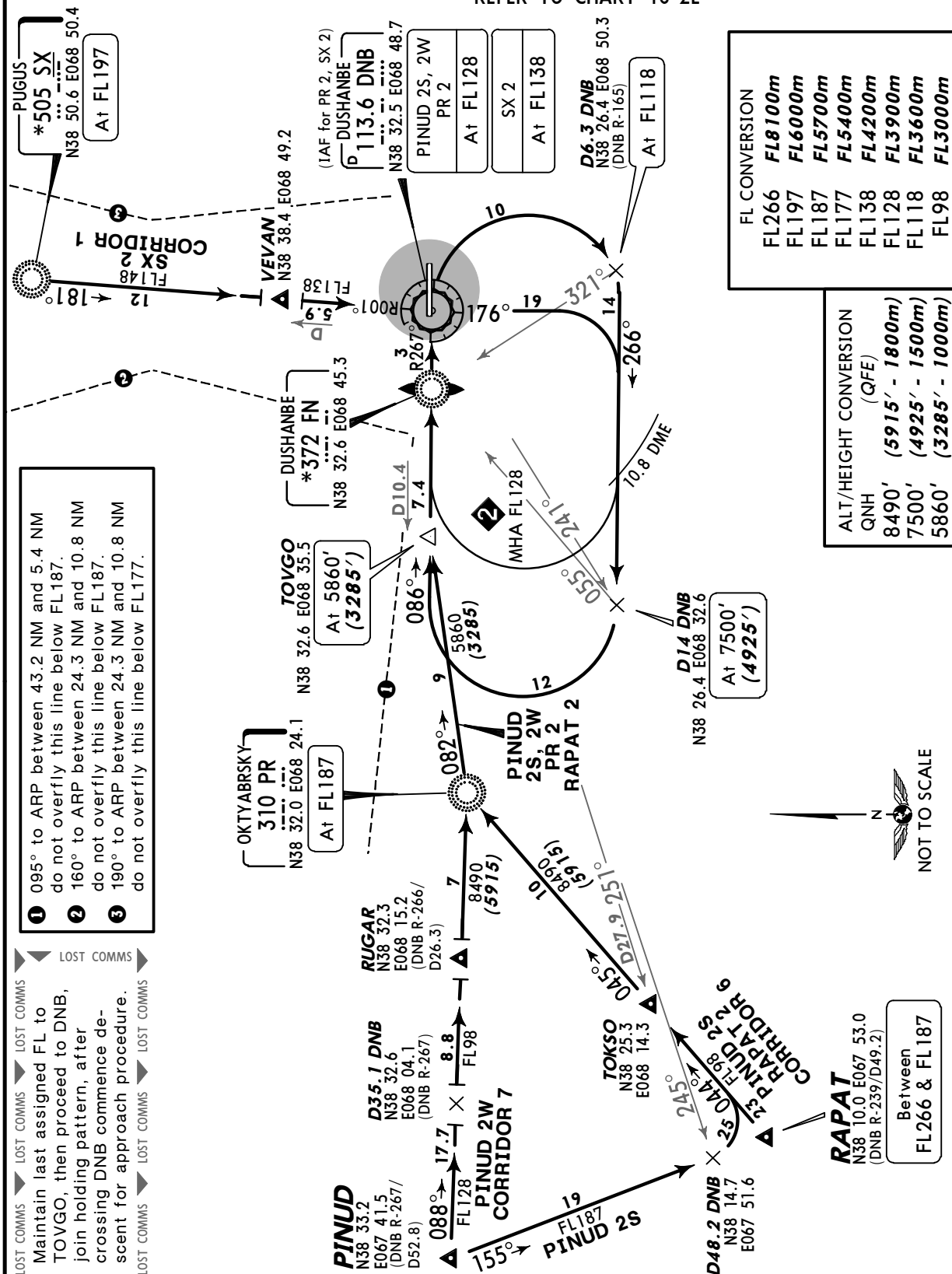
PR 2, RAPAT 2, SX 2

RWY 09 ARRIVALS

FROM WEST & NORTH

FOR ALTERNATE STARS WHEN DNB VOR UNSERVICEABLE

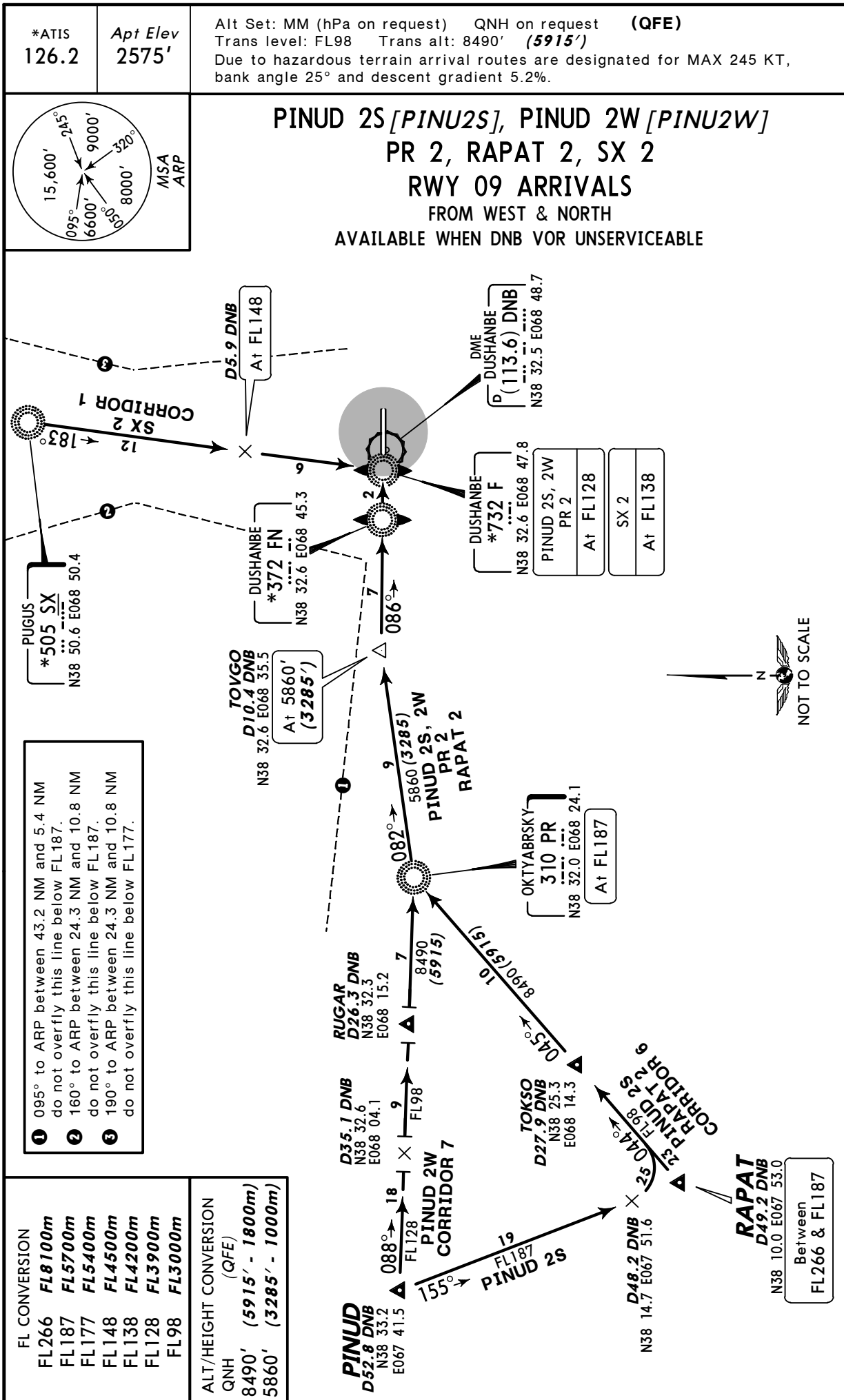
REFER TO CHART 10-2E



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 23 DEC 05 **10-2E**

DUSHANBE, TAJIKISTAN
STAR



UTDD/DYU DUSHANBE

JEPPesen
23 DEC 05 **10-2F**

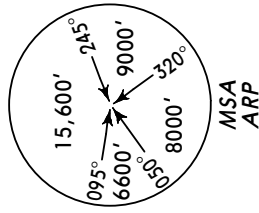
DUSHANBE, TAJIKISTAN

STAR

*ATIS
126.2

Apt Elev
2575'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5947')**
Due to hazardous terrain arrival routes are designated for MAX 245 KT,
bank angle 25° and descent gradient 5.2%.

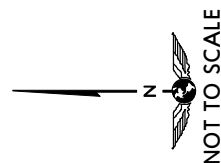


PR 4, SX 4
RWY 27 ARRIVALS
FROM WEST & NORTH
FOR ALTERNATE STARS WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-2G

LOST COMMS

Maintain last assigned FL to
LIVLO, then proceed to DNB,
join holding pattern, after
crossing DNB commence de-
scent for approach procedure.

LOST COMMS



PUGUS
*505 SX
N38 50.6 E068 50.4
At FL197

VEVAN
N38 38.4 E068 49.2
At FL138

(IAF for SX 4)
DUSHANBE
SX 4
N38 32.5 E068 48.7
At FL138

LIVLO
N38 32.5 E069 03.2
At 5830'
(3287')

DUSHANBE
*372 WG
N38 32.6 E068 53.3

BULAK
N38 32.5 E069 06.5

D15 DNB
N38 26.4 E069 06.0
At 7470'
(4927')

108 DME

D6.2 DNB
N38 26.9 E068 47.8
At FL128

OKTYABRSKY
310 PR
N38 32.0 E068 24.1
At FL187

ALT/HEIGHT CONVERSION
(QFE)
QNH
8490' (5947' - 1800m)
7470' (4927' - 1500m)
5830' (3287' - 1000m)

FL CONVERSION
FL197 FL6000m
FL187 FL5700m
FL177 FL5400m
FL138 FL4200m
FL128 FL3900m
FL98 FL3000m

- 1 095° to ARP between 43.2 NM and 5.4 NM
do not overfly this line below FL187.
- 2 160° to ARP between 24.3 NM and 10.8 NM
do not overfly this line below FL187.
- 3 190° to ARP between 24.3 NM and 10.8 NM
do not overfly this line below FL177.
- 4 245° to ARP between 16.2 NM and 3.8 NM
do not overfly this line below FL177.

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DUSHANBE

23 DEC 05

(10-2G)

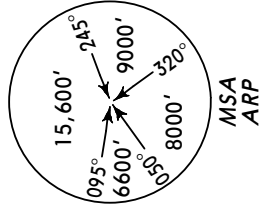
DUSHANBE, TAJIKISTAN

STAR*ATIS
126.2

Apt Elev
2575'

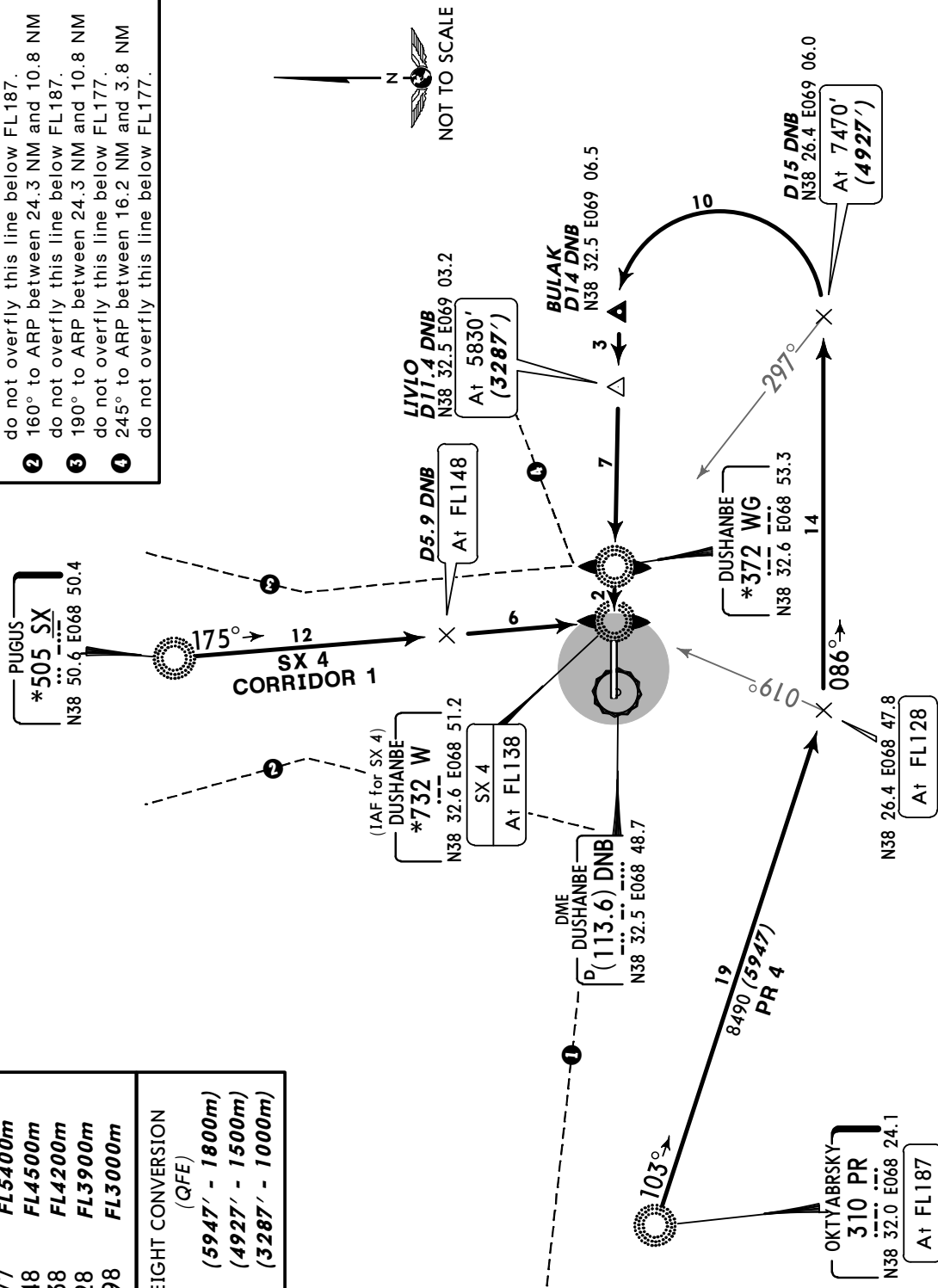
Alt Set: MM (hPa on request) QNH on request **(QFE)**Trans level: FL98 Trans alt: 8490' **(5947')**

Due to hazardous terrain arrival routes are designated for MAX 245 KT, bank angle 25° and descent gradient 5.2%.



PR 4, SX 4
RWY 27 ARRIVALS
FROM WEST & NORTH
AVAILABLE WHEN DNB VOR UNSERVICEABLE

- 1 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL187.
- 2 160° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL187.
- 3 190° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL177.
- 4 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL177.



FL CONVERSION

FL187	FL5700m
FL177	FL5400m
FL148	FL4500m
FL138	FL4200m
FL128	FL3900m
FL98	FL3000m

ALT/HEIGHT CONVERSION
QNH (QFE)

(5947' - 1800m)
(4927' - 1500m)
(3287' - 1000m)

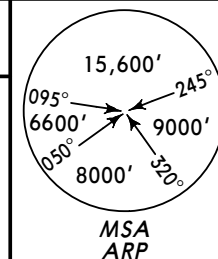
UTDD/DYU
DUSHANBE

JEPPESEN
 23 DEC 05 **10-3**

DUSHANBE, TAJIKISTAN
SID

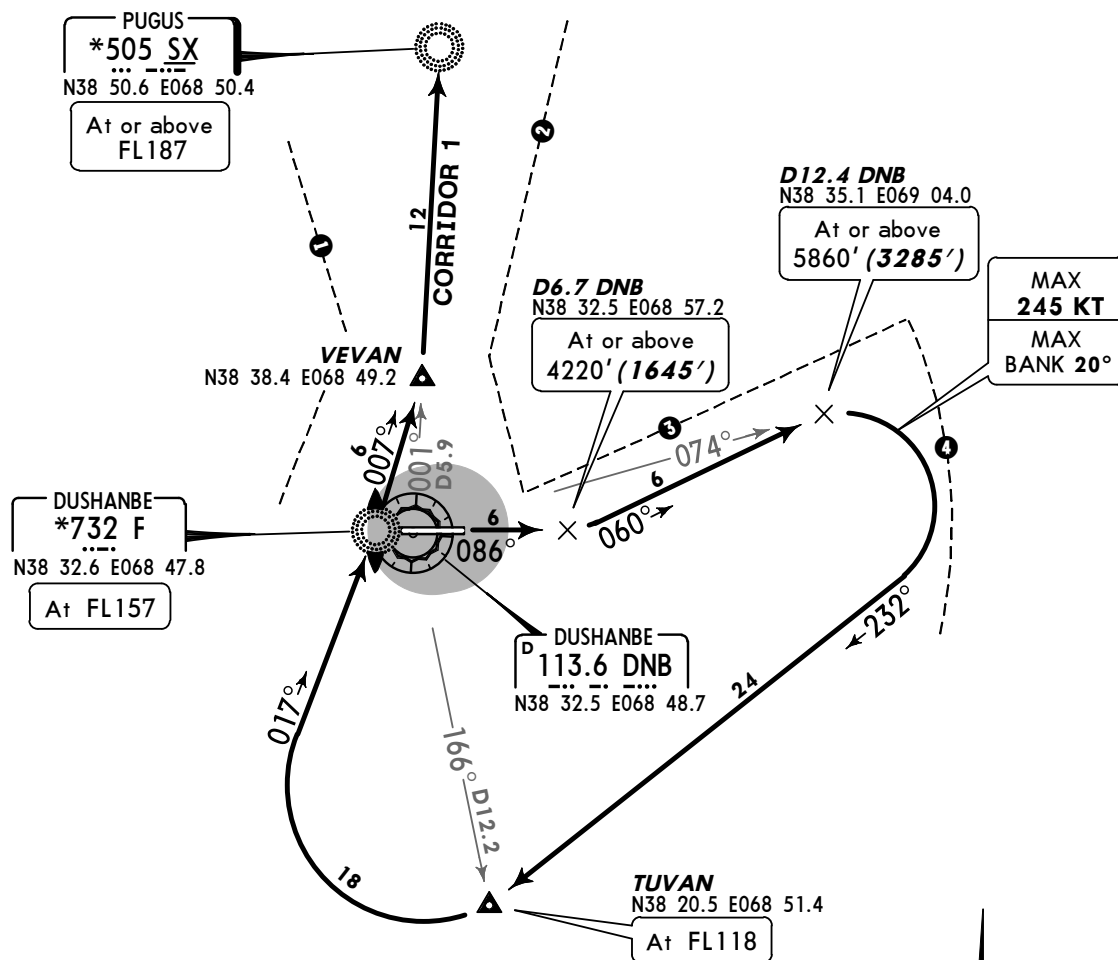
Apt Elev
2575'

QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8490' **(5915')**



SX 1
RWY 09 DEPARTURE
 TO NORTH

FOR ALTERNATE SID WHEN DNB VOR UNSERVICEABLE
 REFER TO CHART 10-3A



- ① 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL187.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL177.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL177.
- ④ 17.3 NM from ARP do not overfly this line.

This SID requires a minimum climb gradient of
 273' per NM (4.5%) up to 5860' **(3285')**, then
 237' per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
237' per NM	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1645' - 500m)
5860'	(3285' - 1000m)
8490'	(5915' - 1800m)

FL CONVERSION	
FL98	FL3000m
FL118	FL3600m
FL157	FL4800m
FL177	FL5400m
FL187	FL5700m

INITIAL CLIMB/ROUTING

Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT, intercept 017° bearing to F, turn LEFT, 007° bearing to VEVAN, intercept DNB R-001 to SX.

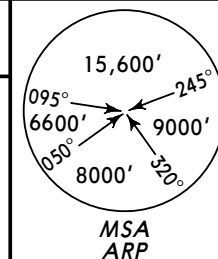
UTDD/DYU
DUSHANBE

JEPPesen
23 DEC 05 **(10-3A)**

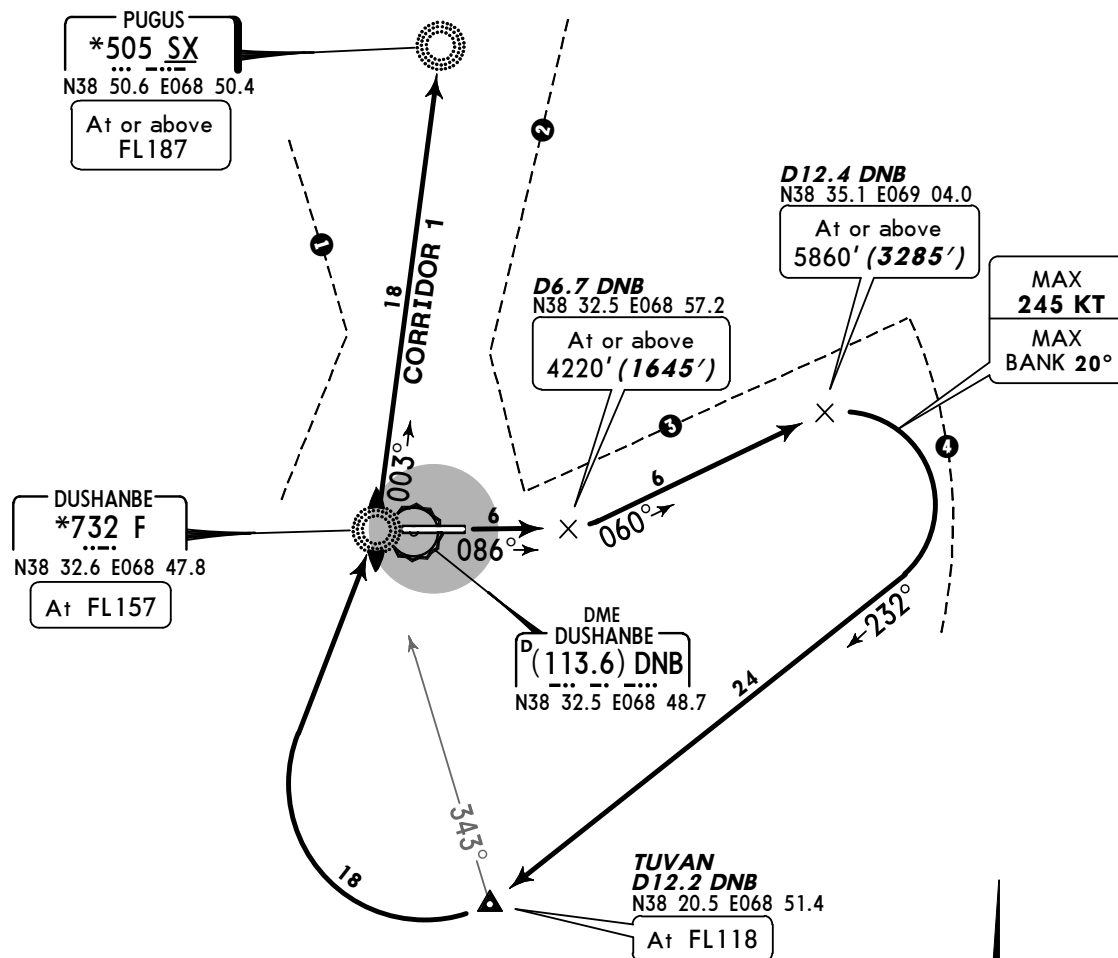
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5915')**



SX 1
RWY 09 DEPARTURE
TO NORTH
AVAILABLE WHEN DNB VOR UNSERVICEABLE



- ① 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL187.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL177.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL177.
- ④ 17.3 NM from ARP do not overfly this line.

This SID requires a minimum climb gradient of
273' per NM (4.5%) up to 5860' **(3285')**, then
237' per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
237' per NM	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1645' - 500m)
5860'	(3285' - 1000m)
8490'	(5915' - 1800m)

FL CONVERSION	
FL98	FL3000m
FL118	FL3600m
FL157	FL4800m
FL177	FL5400m
FL187	FL5700m

INITIAL CLIMB/ROUTING

Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT to F, 003° bearing to SX.

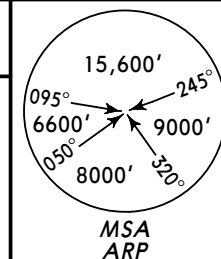
UTDD/DYU
DUSHANBE

JEPPESEN
 23 DEC 05 **(10-3B)**

DUSHANBE, TAJIKISTAN
SID

Apt Elev
2575'

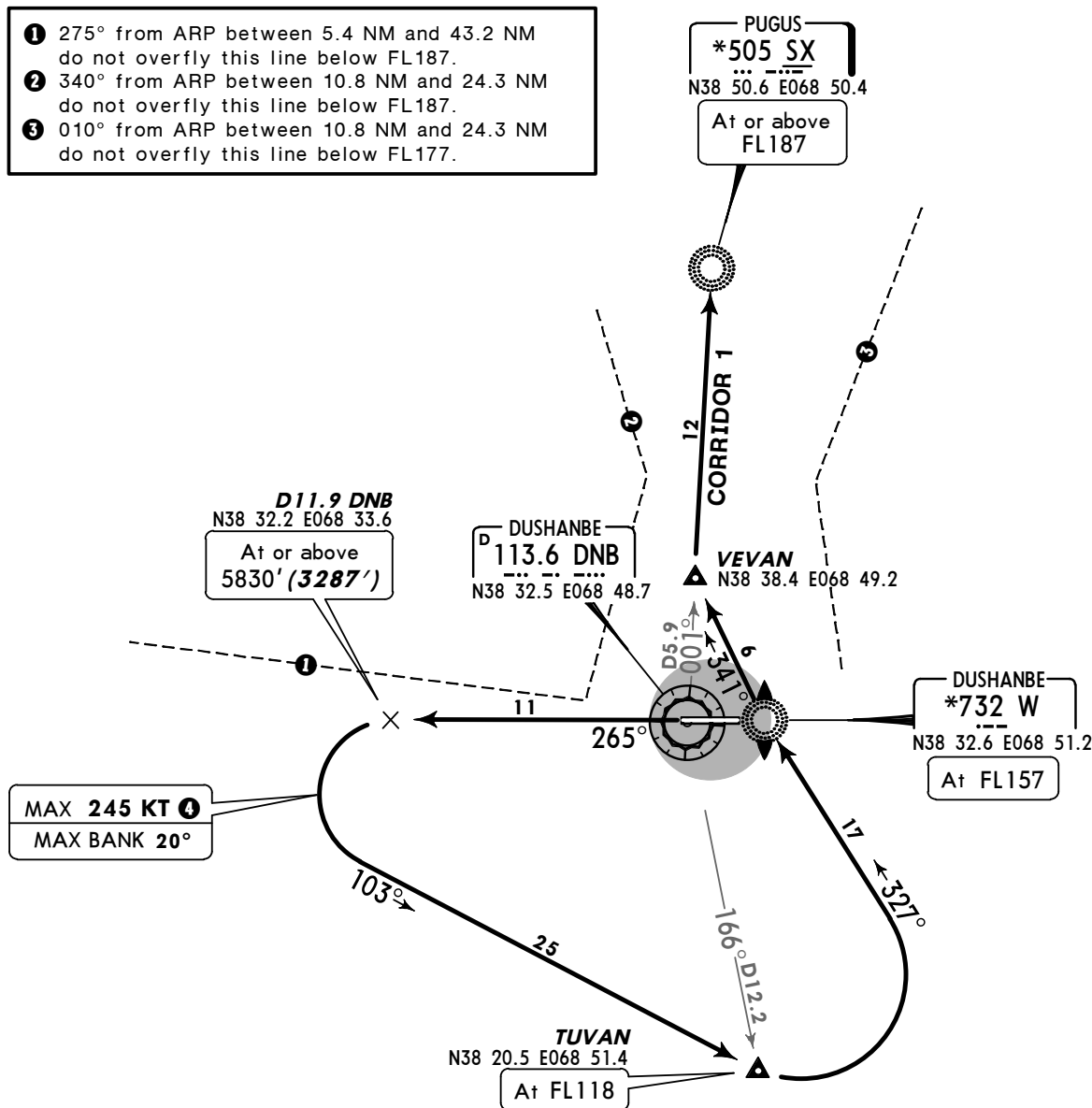
QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8490' **(5947')**



SX 3
RWY 27 DEPARTURE
TO NORTH

FOR ALTERNATE SID WHEN DNB VOR UNSERVICEABLE
 REFER TO CHART 10-3C

- ❶ 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.
- ❷ 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL187.
- ❸ 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL177.



- ❹ In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

This SID requires a minimum climb gradient of
 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367



ALT/HEIGHT CONVERSION
 QNH (QFE)
 5830' **(3287' - 1000m)**
 8490' **(5947' - 1800m)**

FL CONVERSION
 FL98 **FL3000m**
 FL118 **FL3600m**
 FL157 **FL4800m**
 FL177 **FL5400m**
 FL187 **FL5700m**

INITIAL CLIMB/ROUTING

Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn LEFT, intercept 327° bearing to W, turn RIGHT, 341° bearing to VEVAN, intercept DNB R-001 to SX.

UTDD/DYU
DUSHANBE

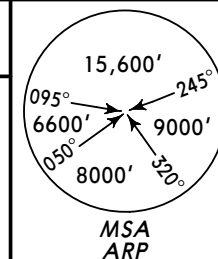
JEPPesen
 23 DEC 05 **(10-3C)**

DUSHANBE, TAJIKISTAN

SID

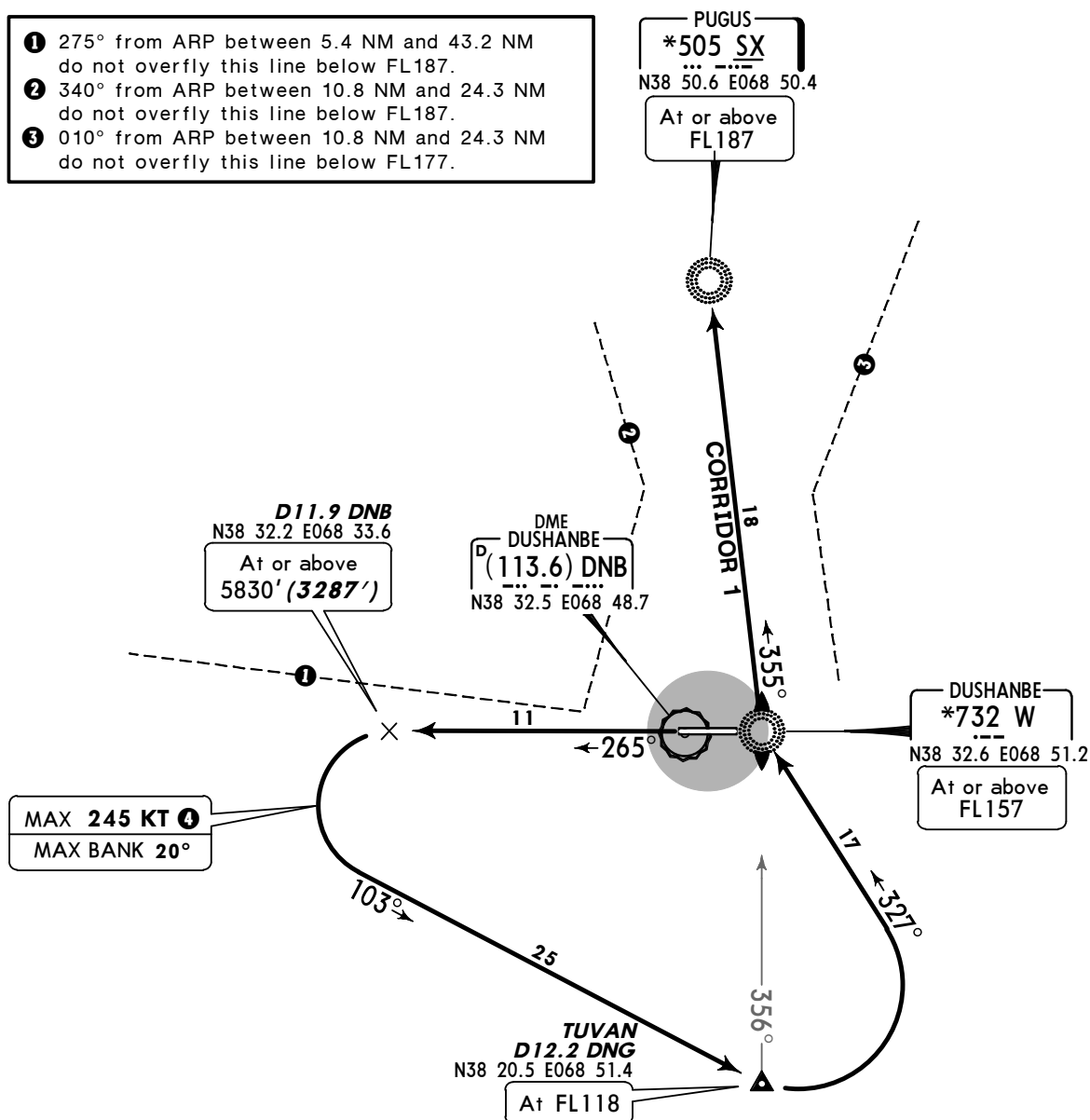
Apt Elev
2575'

QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8490' **(5947')**



SX 3
RWY 27 DEPARTURE
 TO NORTH
 AVAILABLE WHEN DNB VOR UNCERVICEABLE

- ❶ 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.
- ❷ 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL187.
- ❸ 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL177.



- ❹ In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

This SID requires a minimum climb gradient of
 273' per NM (4.5%).

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367



INITIAL CLIMB/ROUTING

Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn LEFT, intercept 327° bearing to W, 355° bearing to SX.

UTDD/DYU
DUSHANBE

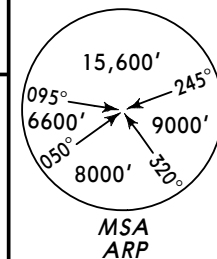
JEPPESEN
23 DEC 05 (10-3D)

DUSHANBE, TAJIKISTAN

SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5915')**



ABNAR 1, JD 1, LIVDI 1, OKTAB 1

RWY 09 DEPARTURES

TO EAST & SOUTH

FOR ALTERNATE SIDS WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3E

OKTYABRSKY
310 PR
N38 32.0 E068 24.1

DUSHANBE
D 113.6 DNB
N38 32.5 E068 48.7

D6.7 DNB
N38 32.5 E068 57.2
At or above
4220' (1645')

D12.4 DNB
N38 35.1 E069 04.0
At or above
5860' (**3285'**)

MAX
245 KT

MAX
BANK 20°

PETIM
N38 20.6 E068 30.4

At or above FL108	
----------------------	--

Do not overshoot

TUVAN
N38 20.5
E068 51.4

JD 1
FL128

OKTAB 1
At or above
FL128

Do not overshoot

TUVAN

OKTAB
9 E068 53.6

At or above
FL148

FAYZABAD
475 JD
N38 32.6 E069 18.8

At or above
FL207

RIVAN
N38 20.8 E069 03.3

At or above
FL108

ABNAR
N38 15.6 E069 08.8

DANGARA
*1000 HU
.... ..
N38 05.0 E069 20.0

- ① 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL177.
- ② 17.3 NM from ARP do not overfly this line.

These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (**3285'**), then

ABNAR 1: 255' per NM (4.2%).

JD 1: 267' per NM (4.4%).

OKTAB 1: 292' per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
267' per NM	334	446	668	891	1114	1337
255' per NM	319	425	638	851	1063	1276



ALT/HEIGHT CONVERSION
QNH (QFE)

4220'	(1645' - 500m)
5860'	(3285' - 1000m)
8490'	(5915' - 1800m)

FL CONVERSION

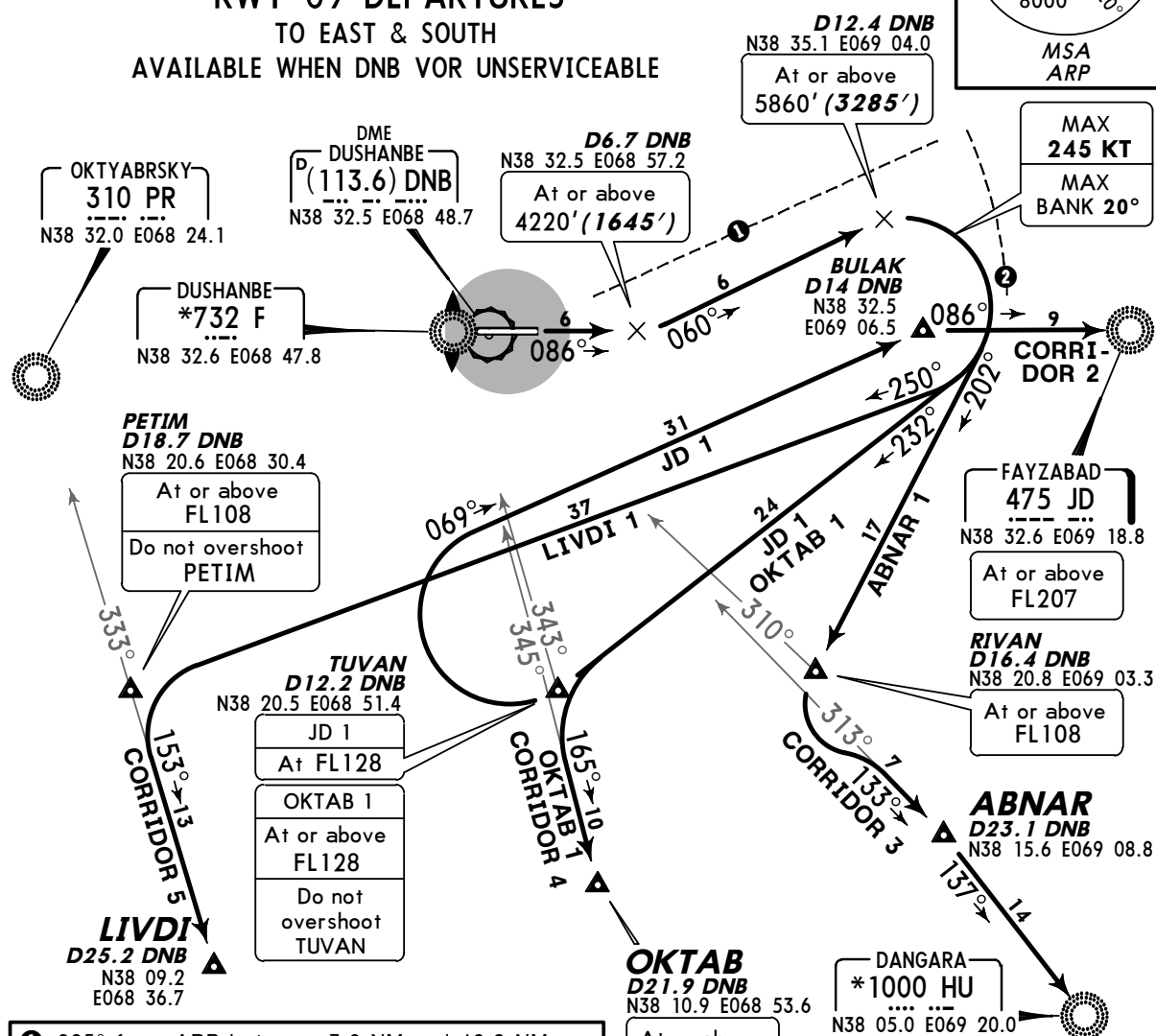
FL98	<i>FL3000m</i>
FL108	<i>FL3300m</i>
FL128	<i>FL3900m</i>
FL148	<i>FL4500m</i>
FL177	<i>FL5400m</i>
FL207	<i>FL6300m</i>

SID	INITIAL CLIMB/ROUTING
ABNAR 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 202° track to RIVAN, turn LEFT, intercept DNB R-133 to ABNAR.
JD 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT, 069° track to BULAK, intercept DNB R-086 to JD.
LIVDI 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 250° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, intercept DNB R-166 to OKTAB.

UTDD/DYU
DUSHANBE**JEPPESSEN**
23 DEC 05 **(10-3E)****DUSHANBE, TAJIKISTAN****SID**Apt Elev
2575'QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5915')****ABNAR 1, JD 1, LIVDI 1, OKTAB 1**
RWY 09 DEPARTURES

TO EAST & SOUTH

AVAILABLE WHEN DNB VOR UNSERVICEABLE



- ① 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL177.
- ② 17.3 NM from ARP do not overfly this line.

These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (3285'), then

ABNAR 1: 255' per NM (4.2%).**JD 1:** 267' per NM (4.4%).**OKTAB 1:** 292' per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
267' per NM	334	446	668	891	1114	1337
255' per NM	319	425	638	851	1063	1276

**INITIAL CLIMB**

Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB.

SID	ROUTING
ABNAR 1	At D12.4 DNB turn RIGHT, 202° track to RIVAN, turn LEFT, intercept 133° bearing from F to ABNAR.
JD 1	At D12.4 DNB turn RIGHT, 232° track to TUVAN, turn RIGHT, 069° track to BULAK, intercept 086° bearing to JD.
LIVDI 1	At D12.4 DNB turn RIGHT, 250° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 1	At D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn LEFT, intercept 165° bearing from F to OKTAB.

UTDD/DYU
DUSHANBE

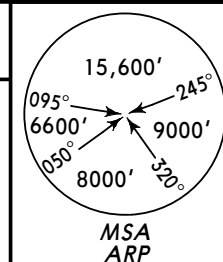
JEPPesen
23 DEC 05 **(10-3F)**

DUSHANBE, TAJIKISTAN

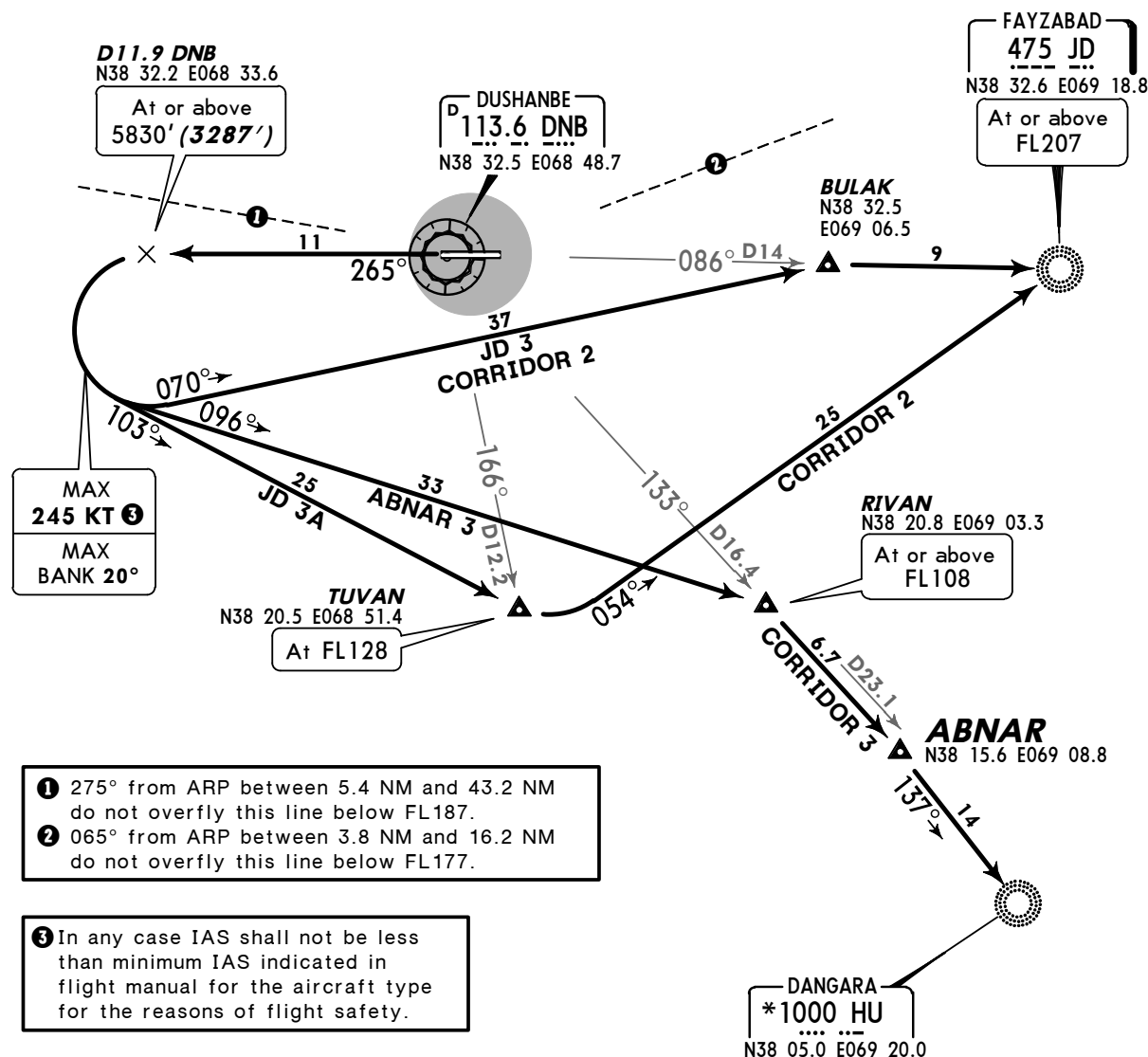
SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5947')**



ABNAR 3, JD 3, JD 3A
RWY 27 DEPARTURES
TO EAST & SOUTHEAST
FOR ALTERNATE SIDS WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3G

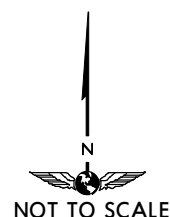


ALT/HEIGHT CONVERSION
QNH **(QFE)**
5830' **(3287' - 1000m)**
8490' **(5947' - 1800m)**

FL CONVERSION
FL98 **FL3000m**
FL108 **FL3300m**
FL128 **FL3900m**
FL177 **FL5400m**
FL187 **FL5700m**
FL207 **FL6300m**

These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' **(3287')**, then
JD 3: 316' per NM (5.2%).
JD 3A: 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
298' per NM	372	496	744	992	1241	1489
273' per NM	342	456	684	911	1139	1367



SID	INITIAL CLIMB/ROUTING
ABNAR 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 096° track to RIVAN, intercept DNB R-133 to ABNAR.
JD 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 070° track to BULAK, intercept DNB R-086 to JD.
JD 3A	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept 054° bearing to JD.

UTDD/DYU
DUSHANBE

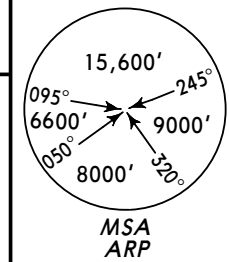
JEPPESEN
23 DEC 05 (10-3G)

DUSHANBE, TAJIKISTAN

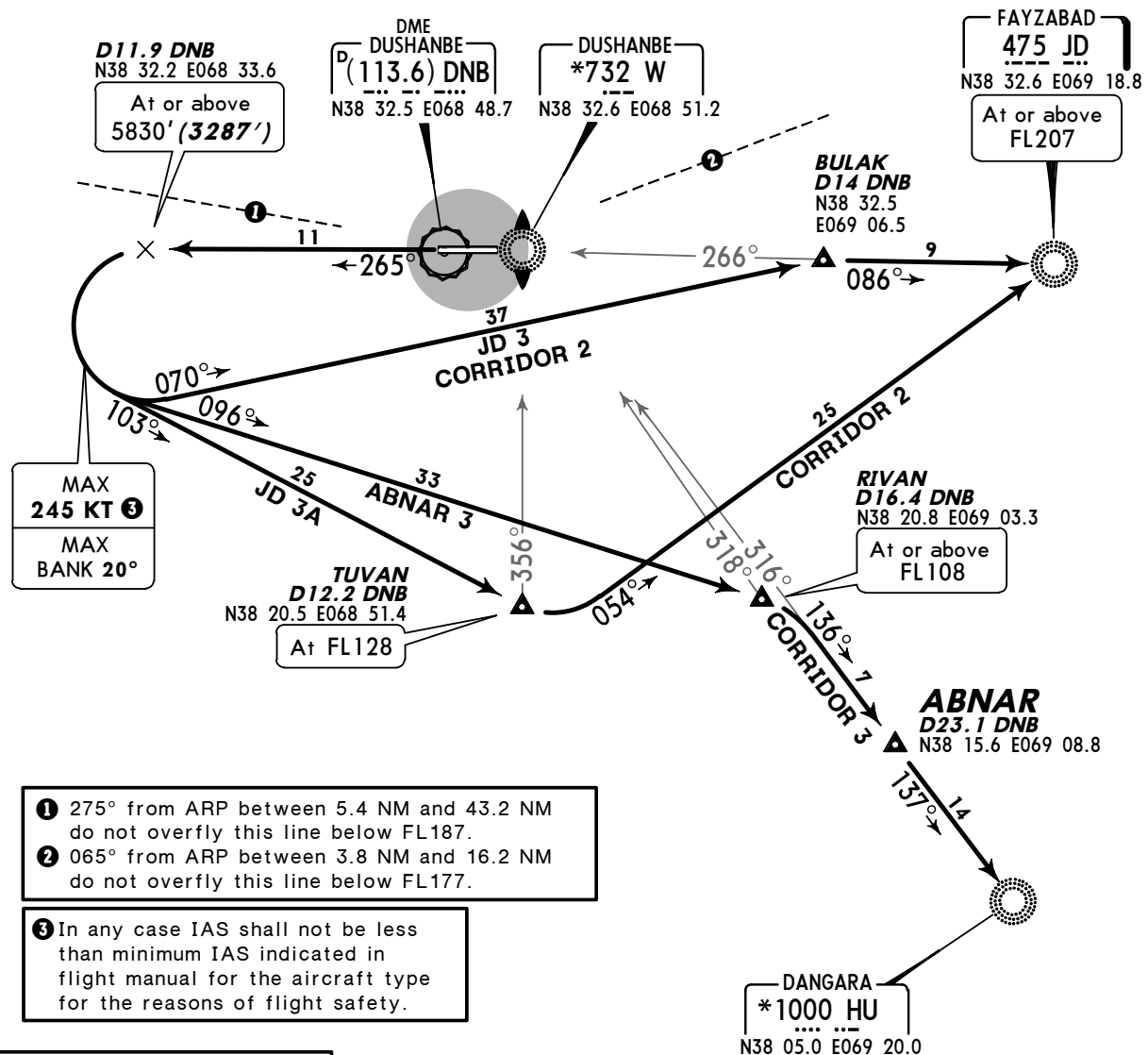
SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5947')**



**ABNAR 3, JD 3, JD 3A
RWY 27 DEPARTURES
TO EAST & SOUTHEAST
AVAILABLE WHEN DNB VOR UNSERVICEABLE**



- ❶ 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.
- ❷ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL177.

- 3** In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

ALT/HEIGHT CONVERSION

QNH (QFE)

5830' (3287' - 1000m)

8490' (5947' - 1800m)

FL CONVERSION

FL98 *FL3000m*

FL108 *FL3300m*

FL128 *FL3900m*

FL177 *FL5400m*

FL187 *FL5700m*

FL207 **FL6300m**

These SIDs require minimum climb gradients of

273' per NM (4.5%) up to 5830' (**3287'**), then

JD 3: 316' per NM (5.2%).

JD 3A: 298' per NM (4.9%).

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
298' per NM	372	496	744	992	1241	1489
273' per NM	342	456	684	911	1139	1367



SID	INITIAL CLIMB/ROUTING
ABNAR 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 096° track to RIVAN, turn RIGHT, intercept 136° bearing from W to ABNAR.
JD 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 070° track to BULAK, intercept 086° bearing from W to JD.
JD 3A	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept 054° bearing to JD.

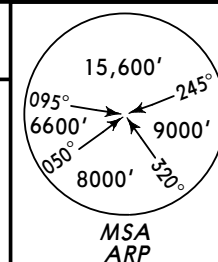
UTDD/DYU
DUSHANBE

JEPPesen
 23 DEC 05 **(10-3H)**

DUSHANBE, TAJIKISTAN
SID

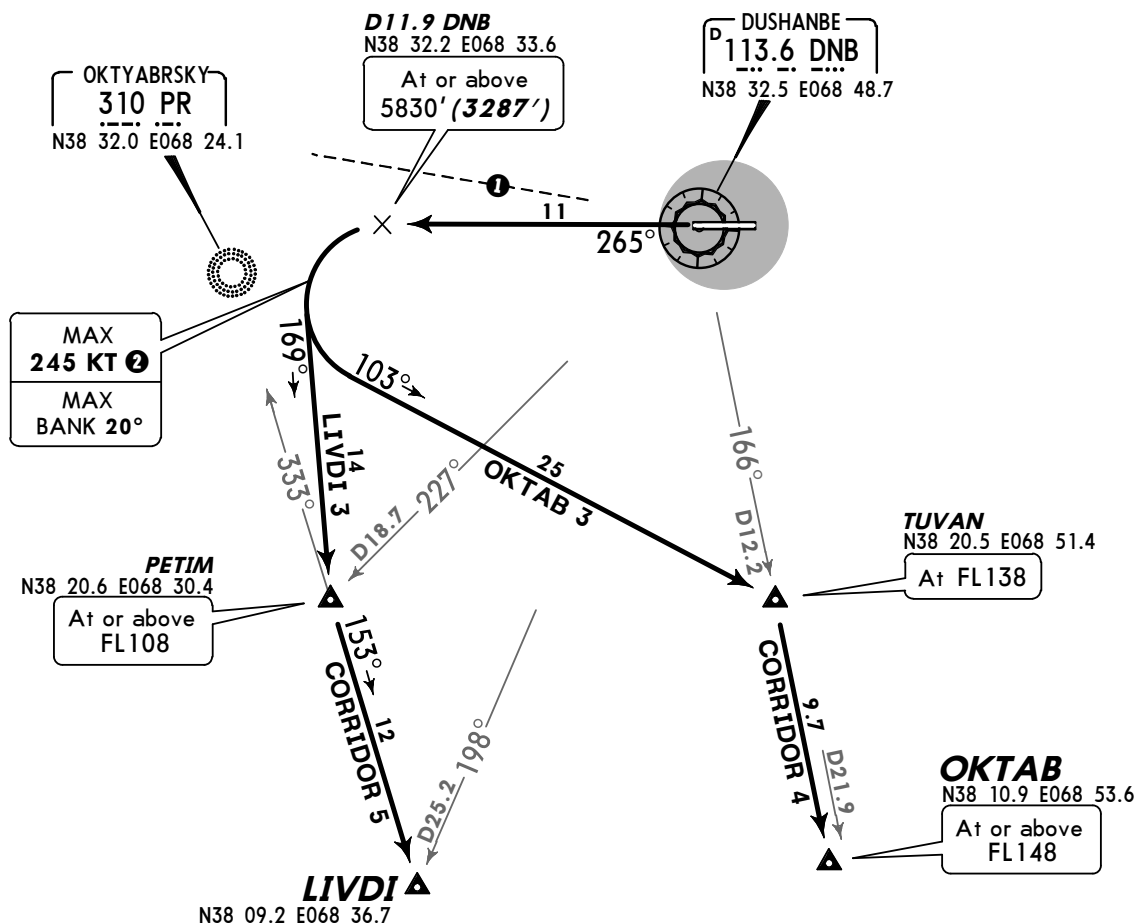
Apt Elev
2575'

QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8490' **(5947')**



LIVDI 3, OKTAB 3
RWY 27 DEPARTURES
 TO SOUTH

FOR ALTERNATE SIDS WHEN DNB VOR UNSERVICEABLE
 REFER TO CHART 10-3J



① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.

② In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

These SIDs require minimum climb gradients of
 273' per NM (4.5%) up to 5830' **(3287')**, then
LIVDI 3: 377' per NM (6.2%).
OKTAB 3: 261' per NM (4.3%).

Gnd speed-KT	75	100	150	200	250	300
377' per NM	471	628	942	1256	1570	1884
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 5830' **(3287' - 1000m)**
 8490' **(5947' - 1800m)**

FL CONVERSION
 FL98 **FL3000m**
 FL108 **FL3300m**
 FL138 **FL4200m**
 FL148 **FL4500m**
 FL187 **FL5700m**

SID	INITIAL CLIMB/ROUTING
LIVDI 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept DNB R-166 to OKTAB.

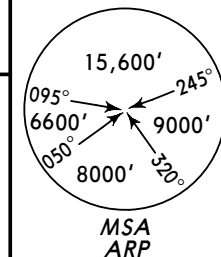
UTDD/DYU
DUSHANBE

JEPPesen
 23 DEC 05 **(10-3J)**

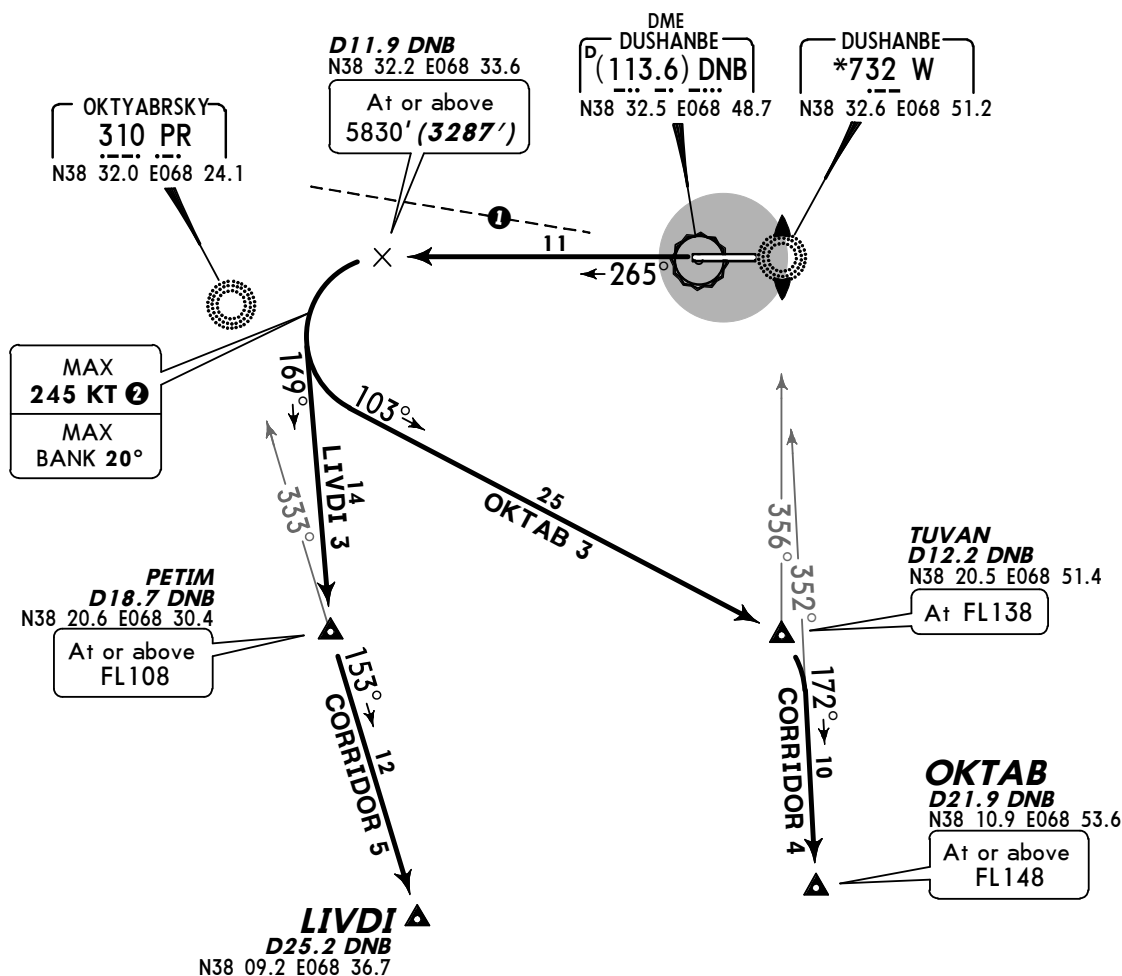
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2575'

QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8490' **(5947')**



LIVDI 3, OKTAB 3
RWY 27 DEPARTURES
 TO SOUTH
 AVAILABLE WHEN DNB VOR UNSERVICEABLE



① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.

② In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

These SIDs require minimum climb gradients of
 273' per NM (4.5%) up to 5830' **(3287')**, then
LIVDI 3: 377' per NM (6.2%).
OKTAB 3: 261' per NM (4.3%).

Gnd speed-KT	75	100	150	200	250	300
377' per NM	471	628	942	1256	1570	1884
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 5830' **(3287' - 1000m)**
 8490' **(5947' - 1800m)**

FL CONVERSION
 FL98 **FL3000m**
 FL108 **FL3300m**
 FL138 **FL4200m**
 FL148 **FL4500m**
 FL187 **FL5700m**

SID	INITIAL CLIMB/ROUTING
LIVDI 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn RIGHT, intercept 172° bearing from W to OKTAB.

UTDD/DYU
DUSHANBE

21 SEP 07

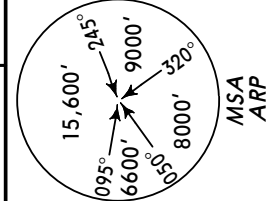
10-3K

DUSHANBE, TAJIKISTAN

SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5915')**

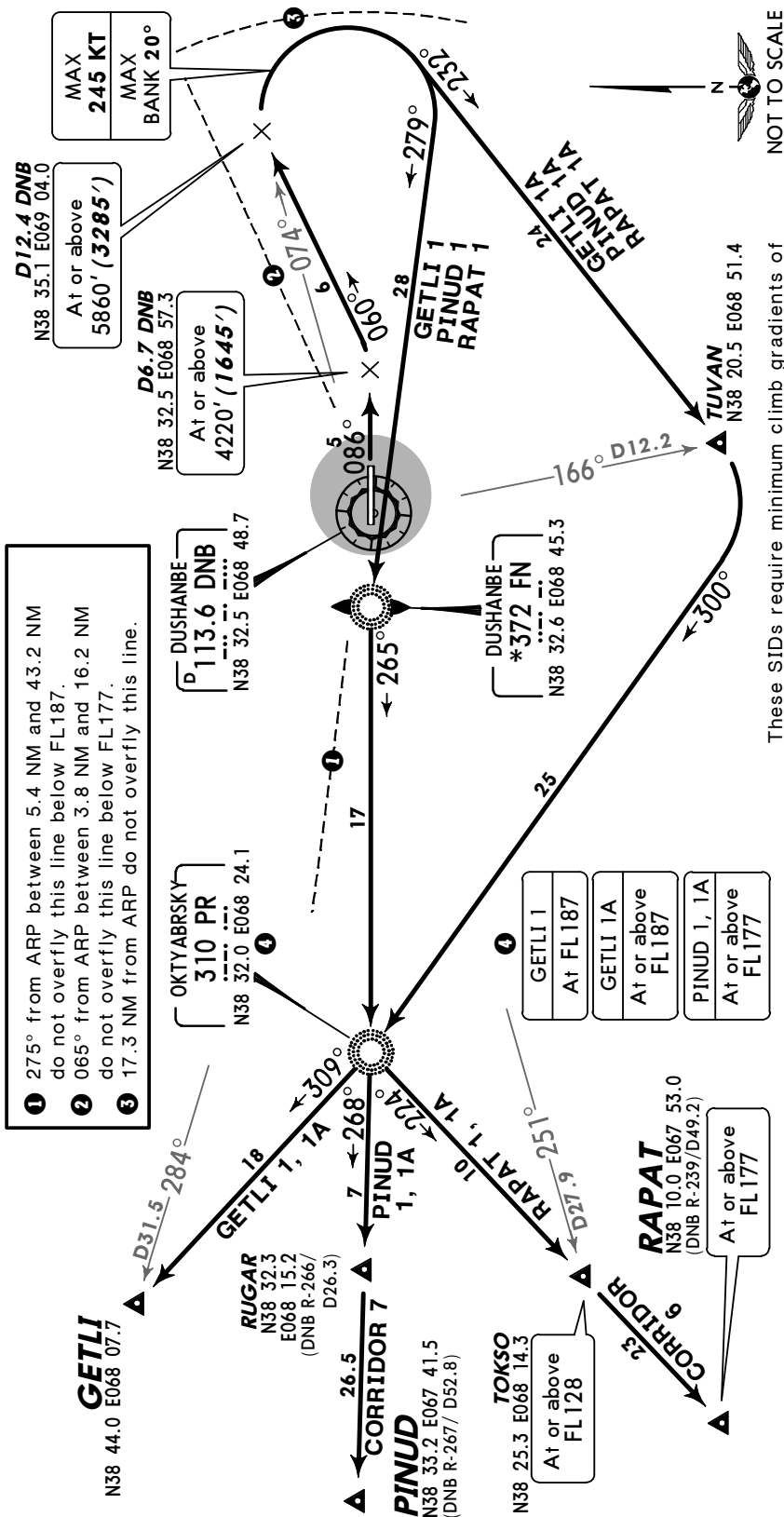


GETLI 1, GETLI 1A [GETLI1A]
PINUD 1, PINUD 1A [PINU1A]
RAPAT 1, RAPAT 1A [RAPA1A]
RWY 09 DEPARTURES

RWY 09 DEPARTURES

TO WEST

FOR ALTERNATE SIDS WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3L



These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (**3285'**), then

GETLI 1: 292' per NM (4.8%).

GETLI 1A: 255' per NM (4.2%).

GEILIA 1A: 255' per NM (4.2%).
PINUD 1: 267' per NM (4.4%).

PINUD 1: 26' per NM (4.4%).
PINUD 1A: 231' per NM (3.8%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
267' per NM	334	446	668	891	1114	1337
255' per NM	319	425	638	851	1063	1276
231' per NM	289	385	577	770	962	1155

SID	INITIAL CLIMB
GETLI 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, intercept 279° bearing to FN, 265° bearing to PR.
PINUD 1	
RAPAT 1	
GETLI 1A	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, intercept 300° bearing to PR.
PINUD 1A	
RAPAT 1A	
SID	ROUTING
GETLI 1, 1A	At PR 309° bearing to GETLI.
PINUD 1, 1A	At PR 268° bearing via RUGAR to PINUD.
RAPAT 1, 1A	At PR 224° bearing via TOKSO to RAPAT

UTDD/DYU
DUSHANBE

DUSHANBE, TAJIKISTAN

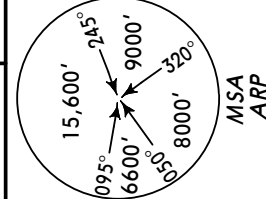
21 SEP 07

10-3L

SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5915')**



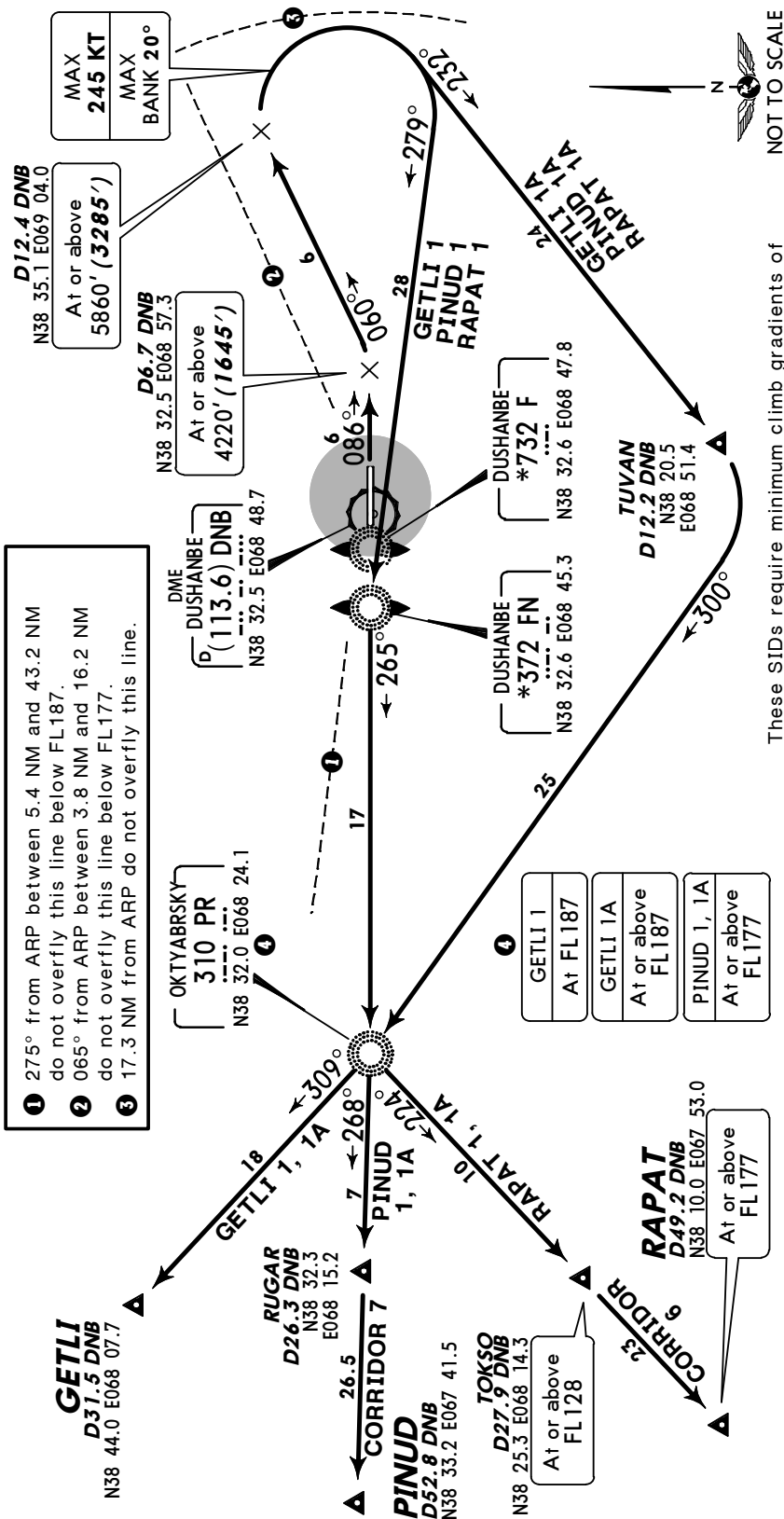
GETLI 1, GETLI 1A [GETL1A]
PINUD 1, PINUD 1A [PINU1A]
RAPAT 1, RAPAT 1A [RAPA1A]
RWY 09 DEPARTURES
TO WEST
AVAILABLE WHEN DNB VOR UNSERVICEABLE

CONVERSION
(QFE)

45' - 500m)
85' - 1000m)
15' - 1800m)

FL CONVERSION

FL98 **FL3000m**
FL128 **FL3900m**
FL177 **FL5400m**
FL187 **FL5700m**



These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (**3285'**), then

GETLI 1: 292' per NM (4.8%).

GETLI 1: 292 per NM (4.6%).
GETLI 1A: 255' per NM (4.2%).

GEILIA: 233' per NM (4.2%).
PINUD 1: 267' per NM (4.4%).

PINUD 1: 267' per NM (4.4%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
267' per NM	334	446	668	891	1114	1337
255' per NM	319	425	638	851	1063	1276
231' per NM	289	385	577	770	962	1155

SID	INITIAL CLIMB
GETLI 1	Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, intercept 279° bearing to FN, 265° bearing to PR.
PINUD 1	
RAPAT 1	
GETLI 1A	Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, intercept 300° bearing to PR.
PINUD 1A	
RAPAT 1A	
SID	ROUTING
GETLI 1, 1A	At PR 309° bearing to GETLI.
PINUD 1, 1A	At PR 268° bearing via RUGAR to PINUD.
RAPAT 1, 1A	At PR 224° bearing via TOKSO to RAPAT

UTDD/DYU
DUSHANBE

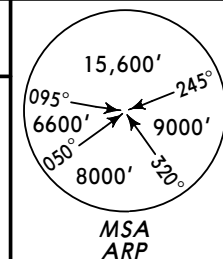
JEPPESEN
21 SEP 07 **(10-3M)**

DUSHANBE, TAJIKISTAN

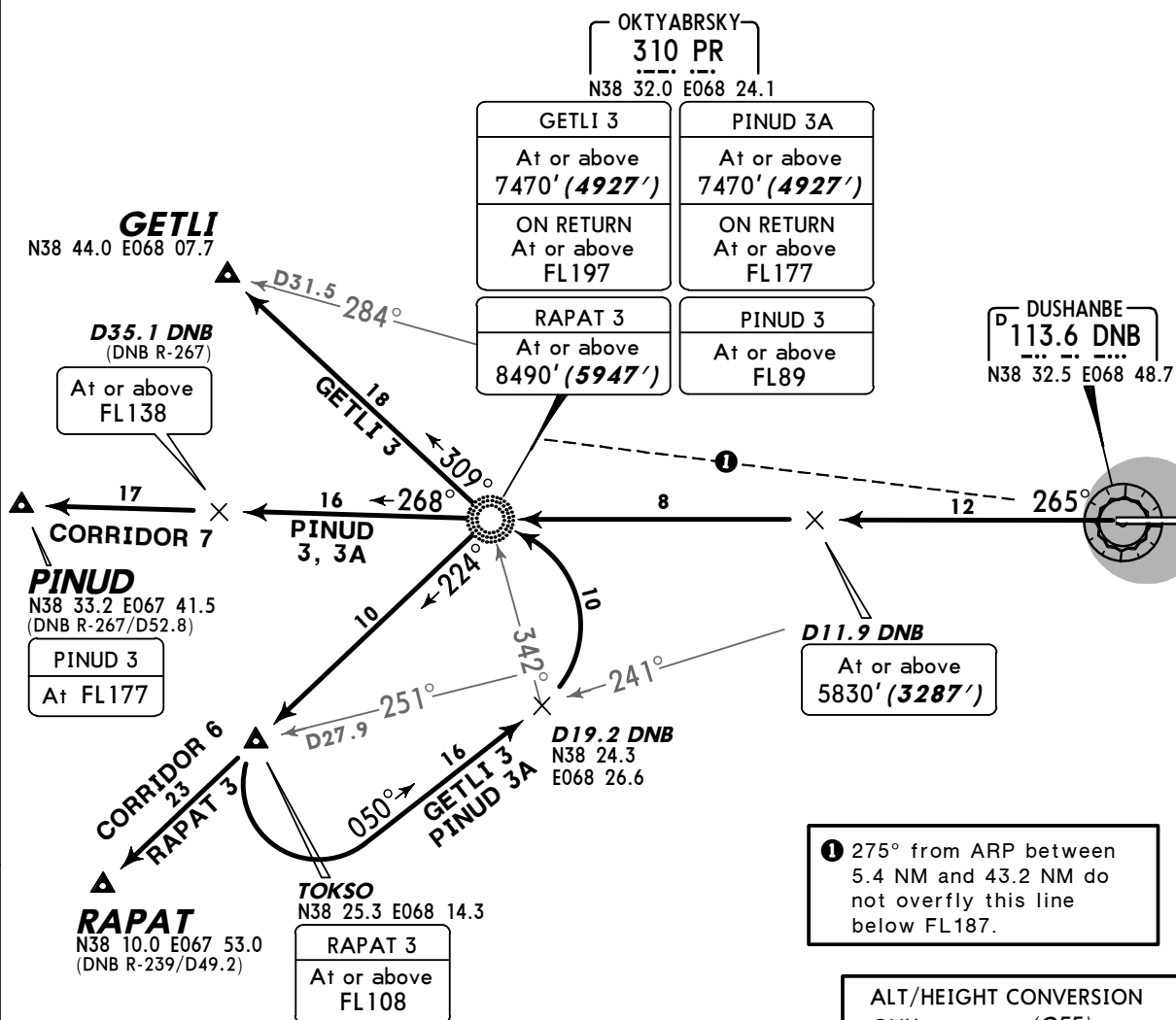
SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5947')**



GETLI 3, PINUD 3
PINUD 3A [PINU3A], RAPAT 3
RWY 27 DEPARTURES
TO WEST
FOR ALTERNATE SIDS WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3N



① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL187.

These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' **(3287')**, then
GETLI 3, PINUD 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3287' - 1000m)
7470'	(4927' - 1500m)
8490'	(5947' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m
FL108	FL3300m
FL138	FL4200m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m

SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on DNB R-265 to PR, 268° bearing to PINUD.
PINUD 3A	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 268° bearing to PINUD.
RAPAT 3	Climb on DNB R-265 to PR, 224° bearing to RAPAT.

UTDD/DYU
DUSHANBE

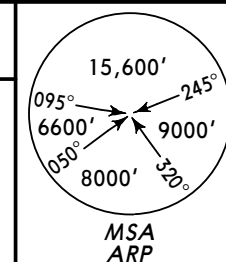
JEPPesen
21 SEP 07 **(10-3N)**

DUSHANBE, TAJIKISTAN

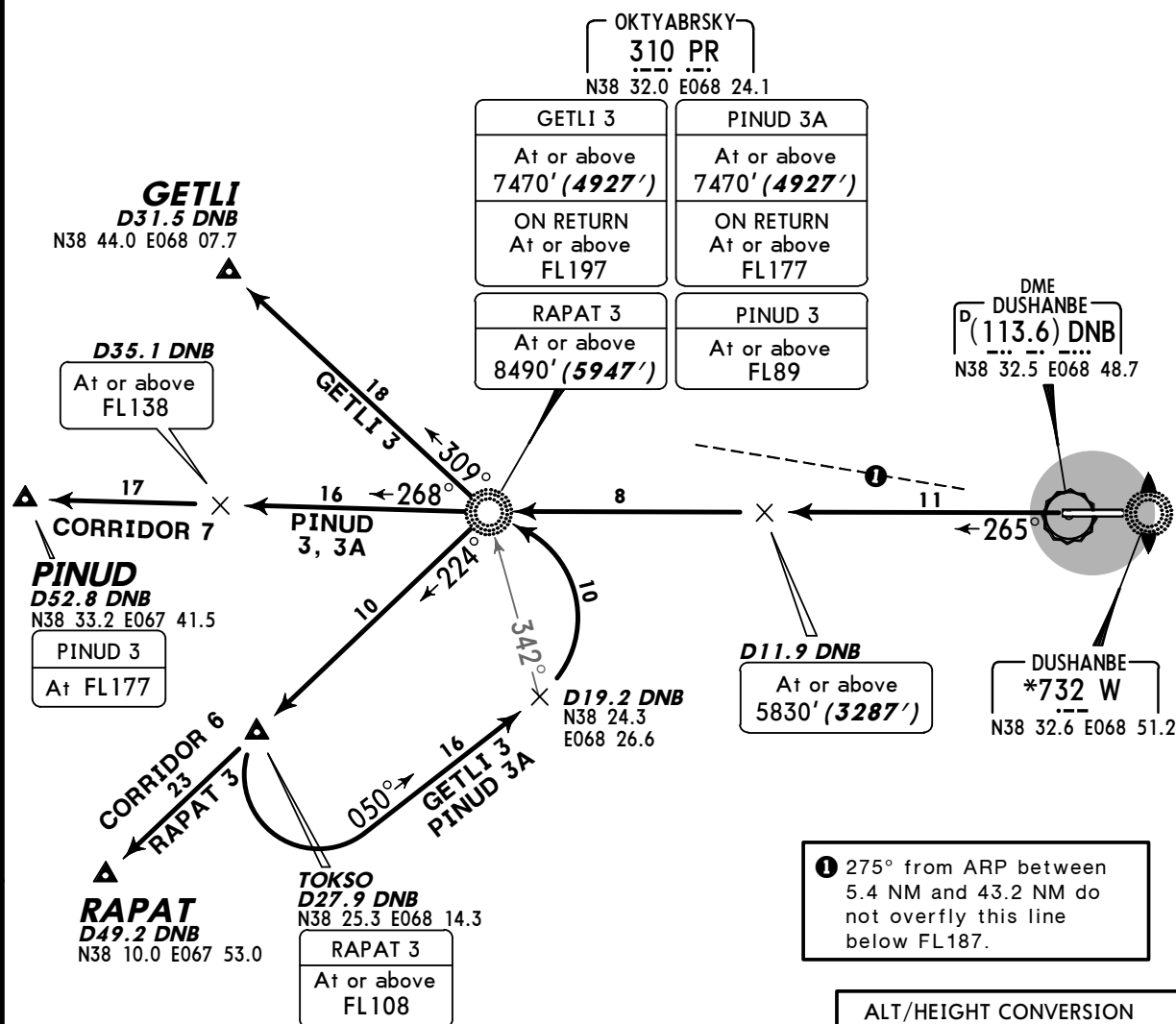
SID

Apt Elev
2575'

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8490' **(5947')**



GETLI 3, PINUD 3
PINUD 3A [PINU3A], RAPAT 3
RWY 27 DEPARTURES
TO WEST
AVAILABLE WHEN DNB VOR UNSERVICEABLE



These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' **(3287')**, then
GETLI 3, PINUD 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3287' - 1000m)
7470'	(4927' - 1500m)
8490'	(5947' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m
FL108	FL3300m
FL138	FL4200m
FL177	FL5400m
FL187	FL5700m
FL197	FL6000m

SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on 265° bearing from W to PR, 268° bearing to PINUD.
PINUD 3A	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 268° bearing to PINUD.
RAPAT 3	Climb on 265° bearing from W to PR, 224° bearing to RAPAT.

UTDD/DYU

Apt Elev **2574'**
N38 32.6 E068 49.5

19 DEC 08

(10-9)

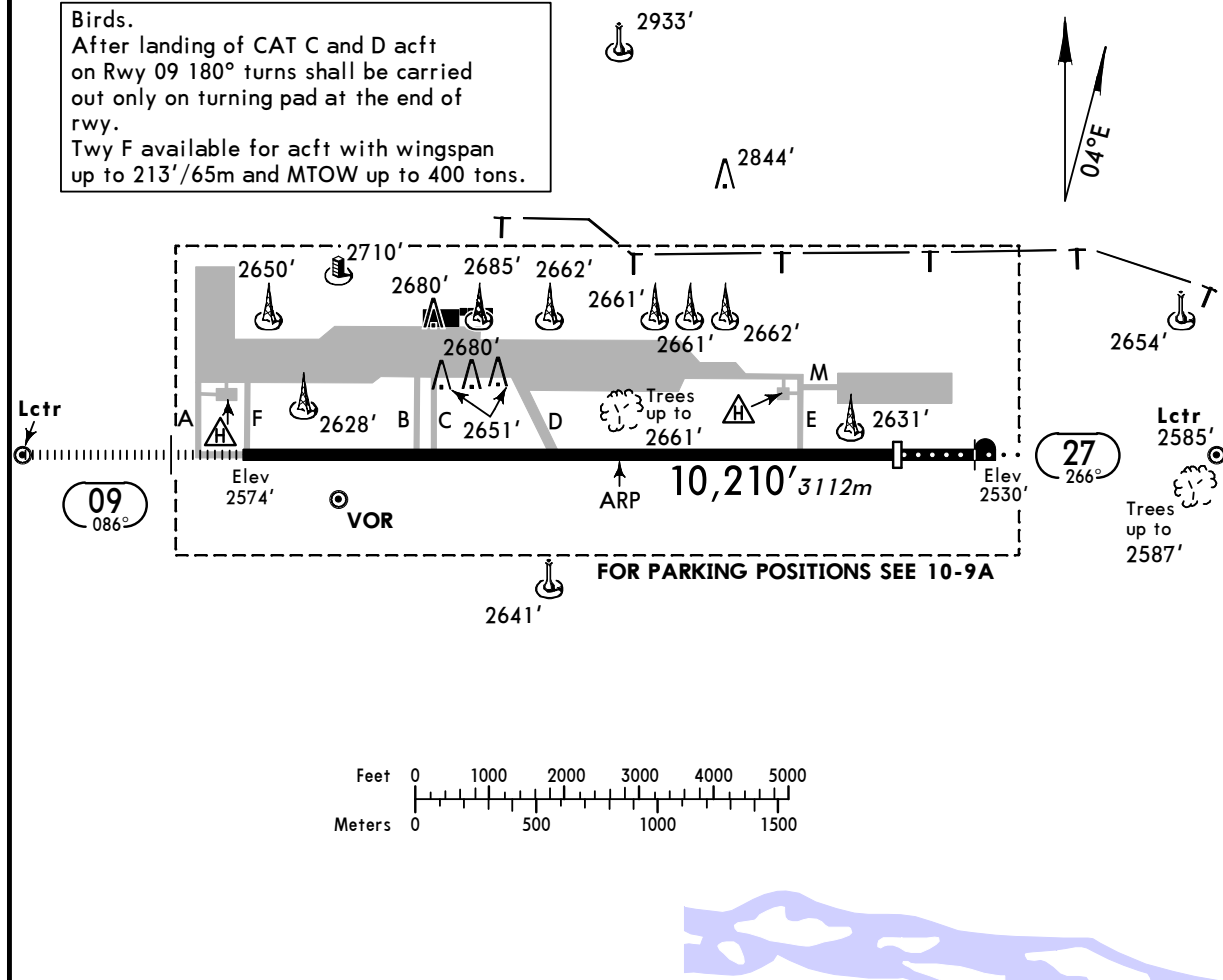
JEPPESEN

DUSHANBE, TAJIKISTAN

DUSHANBE

ATIS	DUSHANBE Taxiing (GND)	Start (TWR)
126.2	121.7	119.2

Birds.
After landing of CAT C and D acft
on Rwy 09 180° turns shall be carried
out only on turning pad at the end of
rwy.
Twy F available for acft with wingspan
up to 213'/65m and MTOW up to 400 tons.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
09	RL (59m)	HIALS	PAPI-L (angle 3.0°)		9390' 2862m	9882' 3012m ①	148'
27	RL (59m)	ALS	PAPI-L (angle 3.0°)	8875' 2705m			45m

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

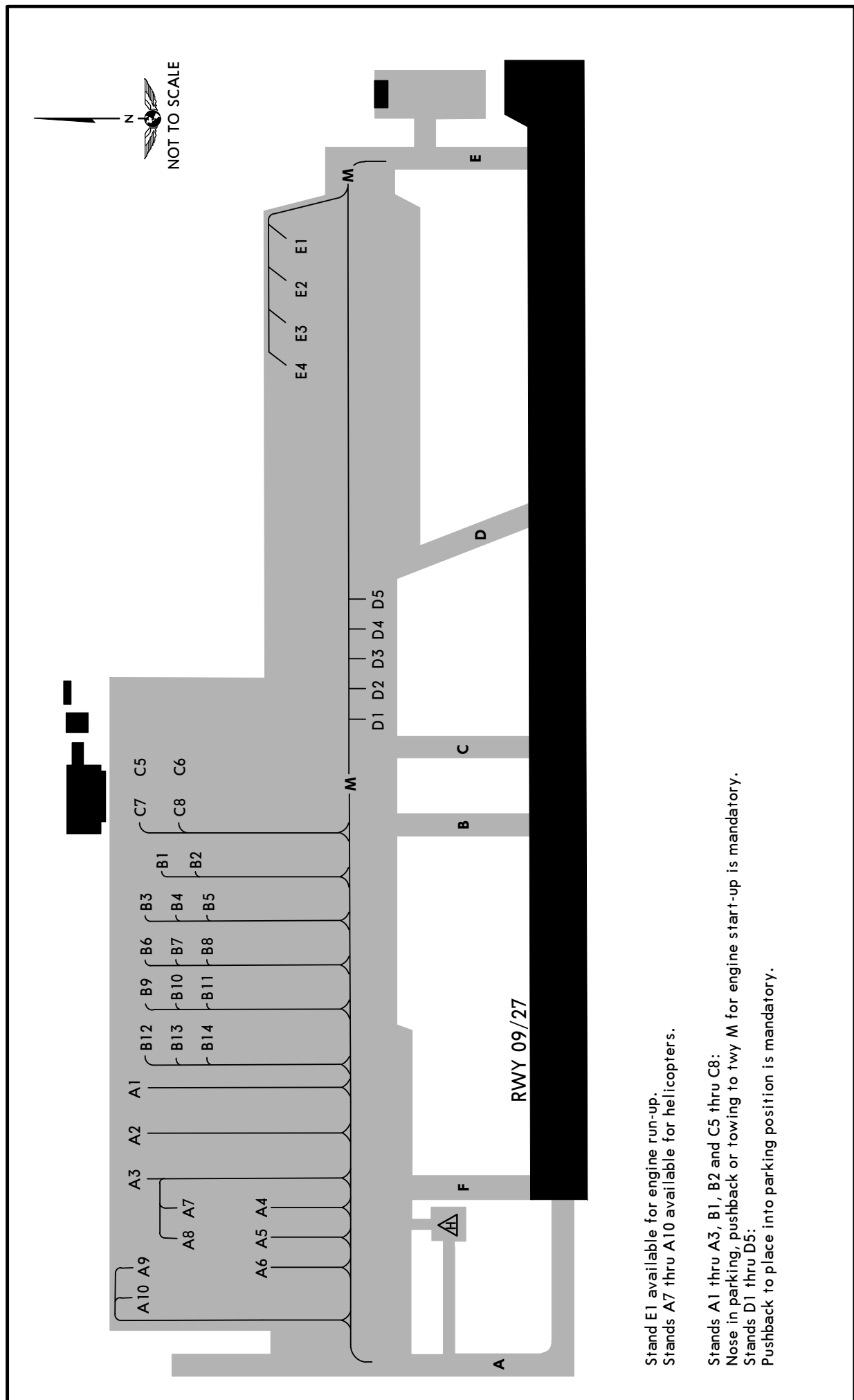
A		
B	250m	400m
C		
D	300m	

UTDD/DYU

JEPPESEN
 19 DEC 08 (10-9A)

DUSHANBE, TAJIKISTAN

DUSHANBE



UTDD/DYU

 **JEPPESEN**
10 JUL 09 **10-9S**
Standard
DUSHANBE, TAJIKISTAN
DUSHANBE

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2774' (200')	2774' (200')	2774' (200')	2774' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	PAR	2786' (211')	2796' (221')	2806' (231')	2815' (240')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	NDB ①	3190' (616')	3190' (616')	3190' (616')	3190' (616')
		R1500m	R1500m	C2100m	C2100m
27		R1500m	R1500m	C2400m	C2400m
	<i>ALS out</i>				
	PAR	2786' (243')	2796' (253')	2806' (263')	2815' (272')
		R1000m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1300m	R1300m	R1300m	R1300m
	NDB ①	3770' (1227')	3770' (1227')	3770' (1227')	3770' (1227')
		C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 09, 27

LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	
		NIL (DAY only)
		500m

UTDD/DYU

JEPPESEN

21 MAR 08

10-9X

JAA MINIMUMS

DUSHANBE, TAJIKISTAN

DUSHANBE

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2774' (200')	2774' (200')	2774' (200')	2774' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	PAR	2786' (211')	2796' (221')	2806' (231')	2815' (240')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	NDB	3190' (616')	3190' (616')	3190' (616')	3190' (616')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
27	PAR	2786' (243')	2796' (253')	2806' (263')	2815' (272')
		R800m	R900m	R900m	R900m
	<i>ALS out</i>	R1000m	R1200m	R1200m	R1200m
	NDB	3770' (1227')	3770' (1227')	3770' (1227')	3770' (1227')
		R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 09, 27

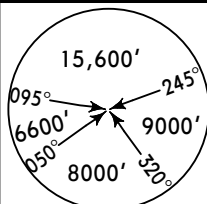
LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	500m

UTDD/DYU
DUSHANBE

JEPPesen
21 MAR 08 **(11-1)** VOR DME ILS or 2 NDB DME Rwy 09

DUSHANBE, TAJIKISTAN

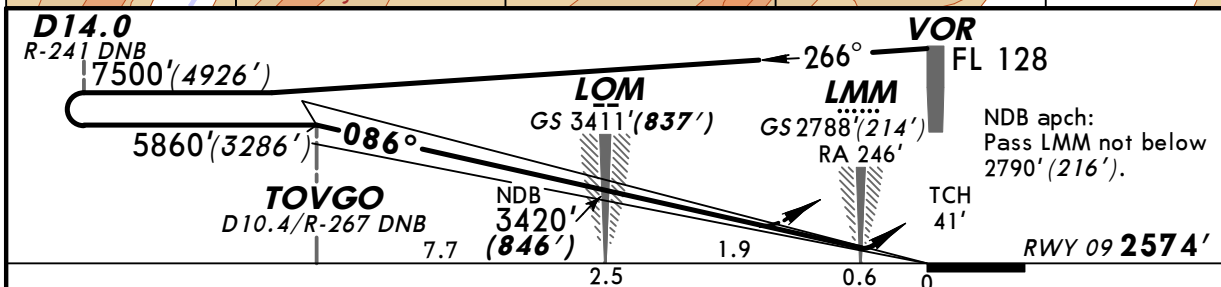
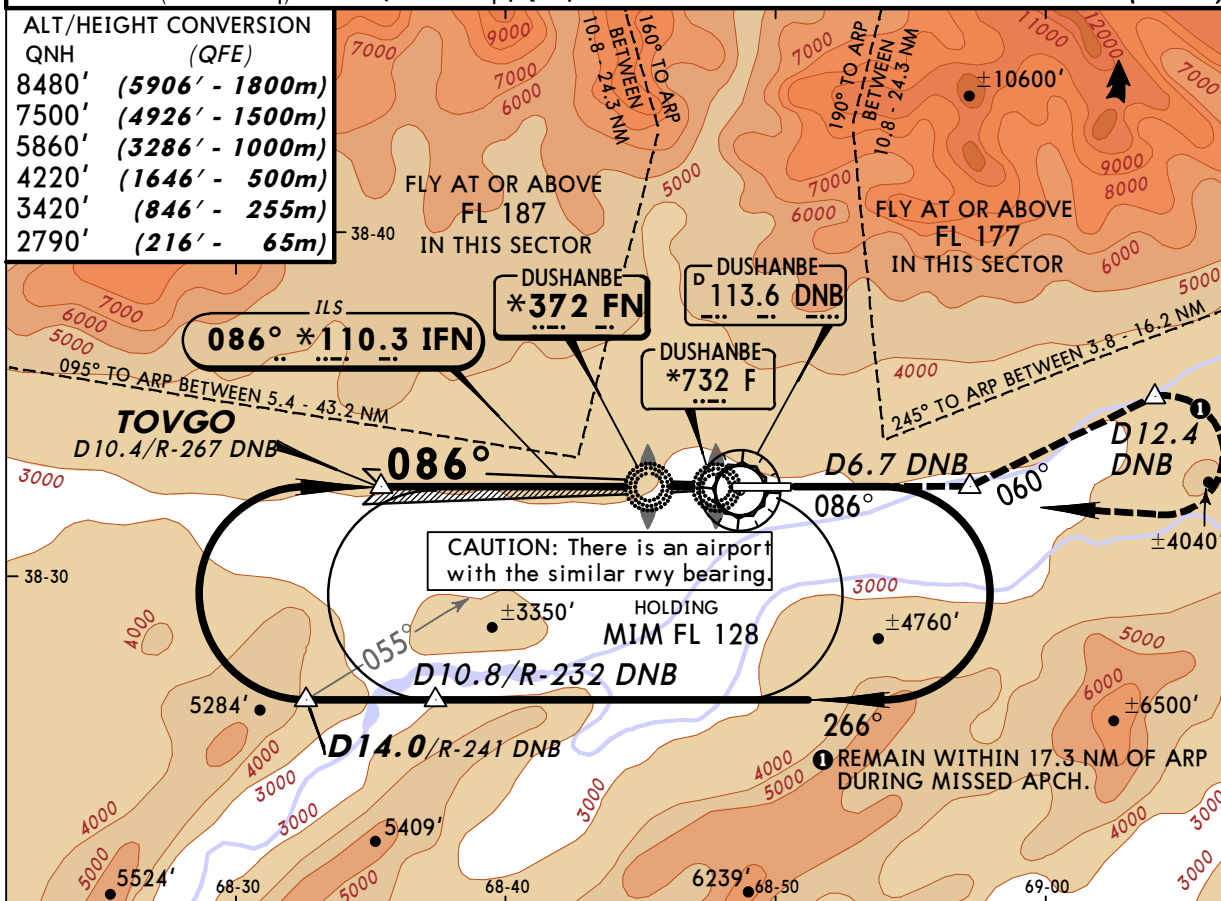
BRIEFING STRIP

ATIS	DUSHANBE Approach (R)	DUSHANBE Krug (SRE)	DUSHANBE Tower (PAR)	DUSHANBE Start (TWR)	Ground
126.2	127.1	119.2	119.2	119.2	121.7
LOC IFN *110.3	Final Apch Crs 086°	GS LOM 3411'(837')	ILS DA(H) 2774'(200')	Apt Elev 2574' RWY 2574'	
NDB FN *372		Minimum Alt LOM 3420'(846')	NDB MDA(H) 3190'(616')		

MISSED APCH: Climb on 086° to 4220' (1646') or above to D6.7 DNB, then turn LEFT onto 060° climbing to 5860' (3286'), then turn RIGHT (bank angle 25°, MAX 245 KT) to DNB VOR climbing to FL 128 and hold.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 98 Trans alt: 8480' (**5906'**)

ALT/HEIGHT CONVERSION
QNH (QFE)
8480' (5906' - 1800m)
7500' (4926' - 1500m)
5860' (3286' - 1000m)
4220' (1646' - 500m)
3420' (846' - 255m)
2790' (216' - 65m)



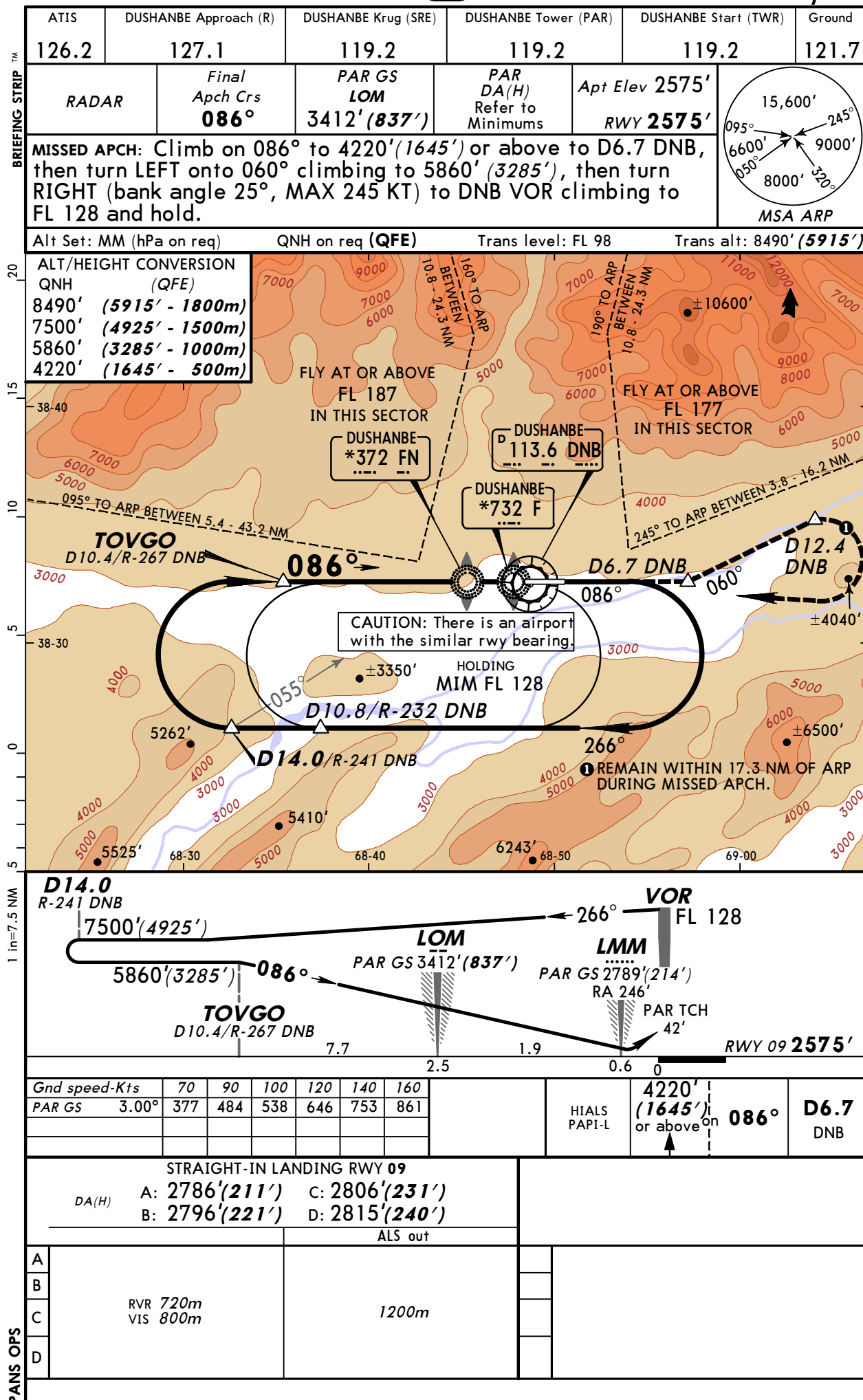
Gnd speed-Kts	70	90	100	120	140	160	HIALS	4220' (1646') or above on 086°	D6.7 DNB
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI		

PANS OPS	ILS		STRAIGHT-IN LANDING RWY 09		NDB	
	DA(H) 2774'(200')		LOC (GS out)		MDA(H) 3190'(616')	
	FULL	ALS out			ALS out	
	A	B			C	D
	800m	1200m	NOT AUTH		2400m	3200m
					2800m	

UTDD/DYU DUSHANBE

JEPPesen
29 SEP 06 (18-1)

DUSHANBE, TAJIKISTAN PAR Rwy 09

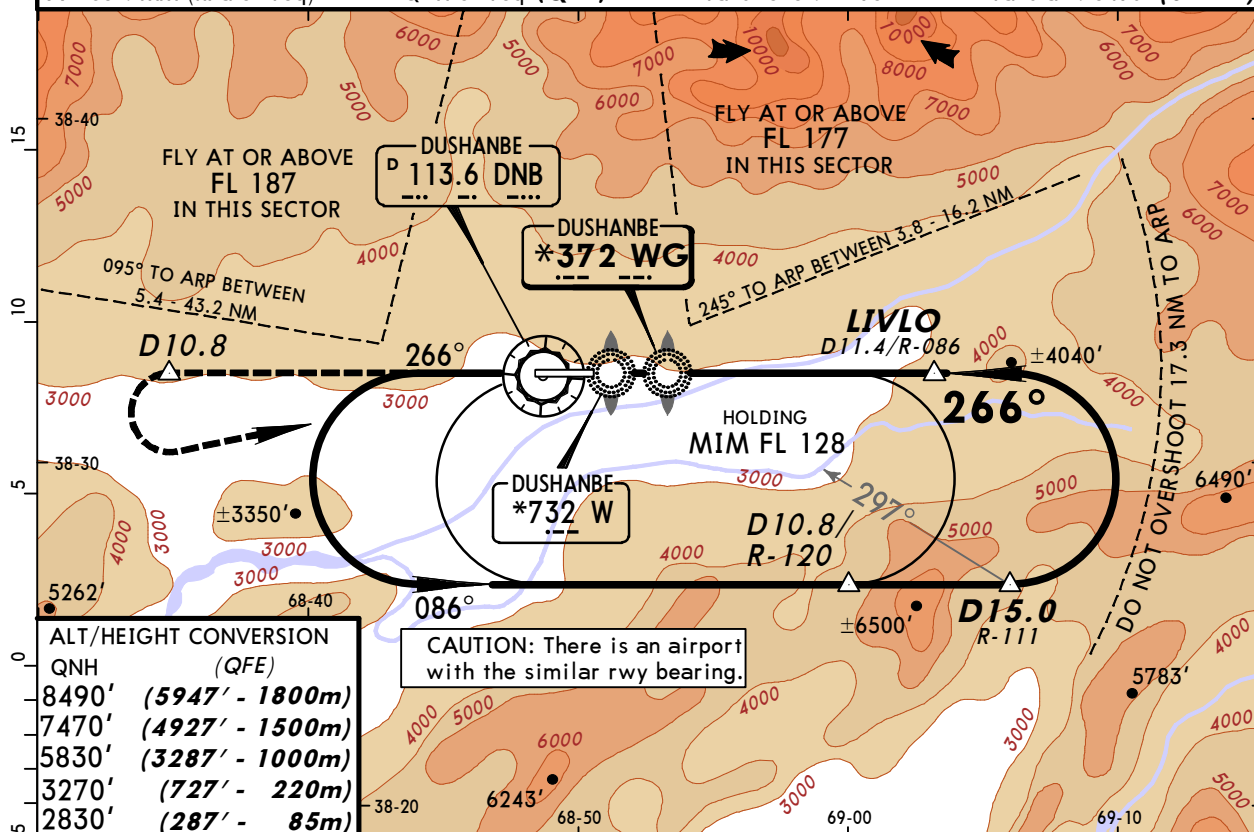


UTDD/DYU DUSHANBE

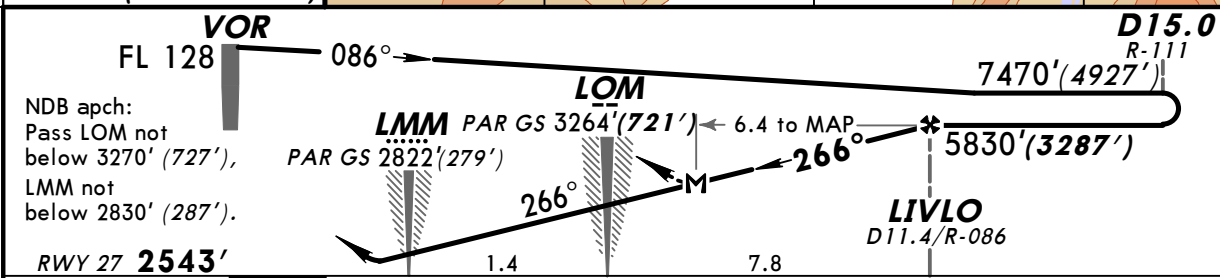
JEPPesen DUSHANBE, TAJIKISTAN
29 SEP 06 (18-2) PAR or 2 NDB DME Rwy 27

ATIS	DUSHANBE Approach (R)	DUSHANBE Krug (SRE)	DUSHANBE Tower (PAR)	DUSHANBE Start (TWR)	Ground
126.2	127.1	119.2	119.2	119.2	121.7
RADAR	<i>Final Apch Crs</i> 266°	<i>PAR GS LOM</i> 3264' (721')	<i>PAR DA(H) Refer to Minimums</i>	<i>Apt Elev</i> 2575'	
NDB WG *372		<i>Minimum Alt LIVLO</i> 5830' (3287')	<i>NDB MDA(H)</i> 3770' (1227')	RWY 2543'	
MISSED APCH: Climb on 266° to 5830' (3287'). Not later than D10.8 turn LEFT (bank angle 25°, MAX 245 KT) to VOR climbing to FL 128 and hold.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 Trans alt: 8490' (5947')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8490'	(5947' - 1800m)
7470'	(4927' - 1500m)
5830'	(3287' - 1000m)
3270'	(727' - 220m)
2830'	(287' - 85m)



Gnd speed-Kts	70	90	100	120	140	160	
PAR GS 3.00° or	377	484	538	646	753	861	
NDB Desc Grad 5.2%							
LIVLO to MAP 6.4	5:29	4:16	3:50	3:12	2:45	2:24	

STRAIGHT-IN LANDING RWY 27				
PAR		NDB		
DA(H)		MDA(H)		
A: 2786' (243')	C: 2806' (263')	3770' (1227')		
B: 2796' (253')	D: 2815' (272')			
ALS out		ALS out		

PANS OPS			
A			
B	1200m	3200m	
C			
D	1300m	4800m	