

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

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 UTTT

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(13-1, 13-2, 13-3, 13-4) Eff 25 OCT 07 ceiling required for all VOR DME approaches: CAT A & B 700', CAT C & D 1000'.

General Info

Tashkent, UZB

N 41° 15.5' E 69° 16.9' Mag Var: 4.8°E

Elevation: 1416'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 08L-26R 13123' x 197' asphalt

Runway 08R-26L 12812' x 148' asphalt

Runway 08L (77.0°M) TDZE 1369'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 820'

Runway 08R (77.0°M) TDZE 1368'

Lights: Edge, ALS

Displaced Threshold Distance 656'

Runway 26L (257.0°M) TDZE 1411'

Lights: Edge

Displaced Threshold Distance 673'

Runway 26R (257.0°M) TDZE 1414'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 820'

Communications Info

ATIS **126.8**

Tashkent Tower **129.0**

Tashkent Tower **120.4**

Tashkent Taxiing Ground Control **121.7**

Tashkent Clearance Delivery **129.4**

Tashkent Approach Control **125.2**

Tashkent Tower Radar **129.0**

Tashkent Tower Radar **120.4**

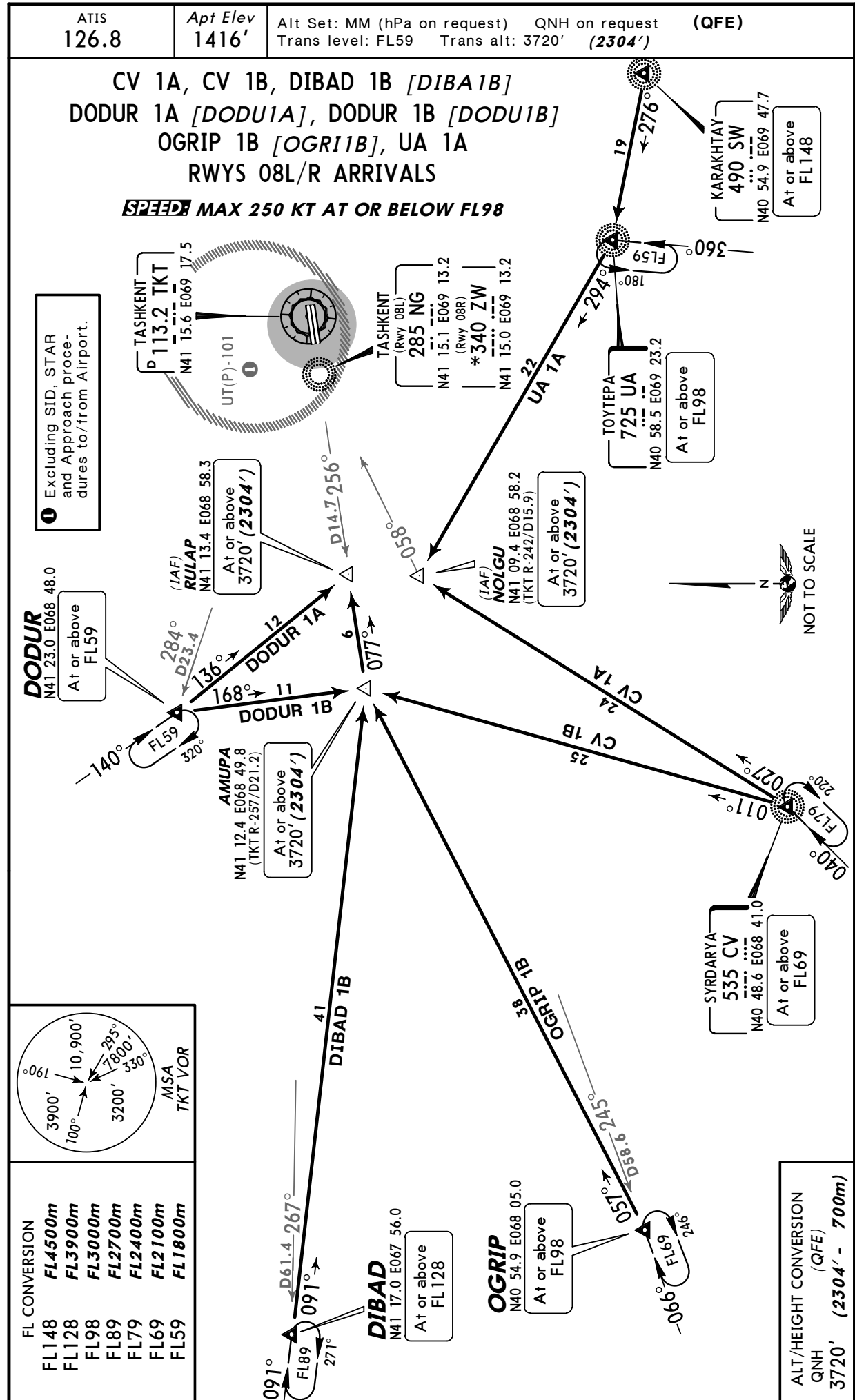
Tashkent Krug Radar **119.4**

Notebook Info

UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
12 OCT 07 **10-2** **Eff 25 Oct**

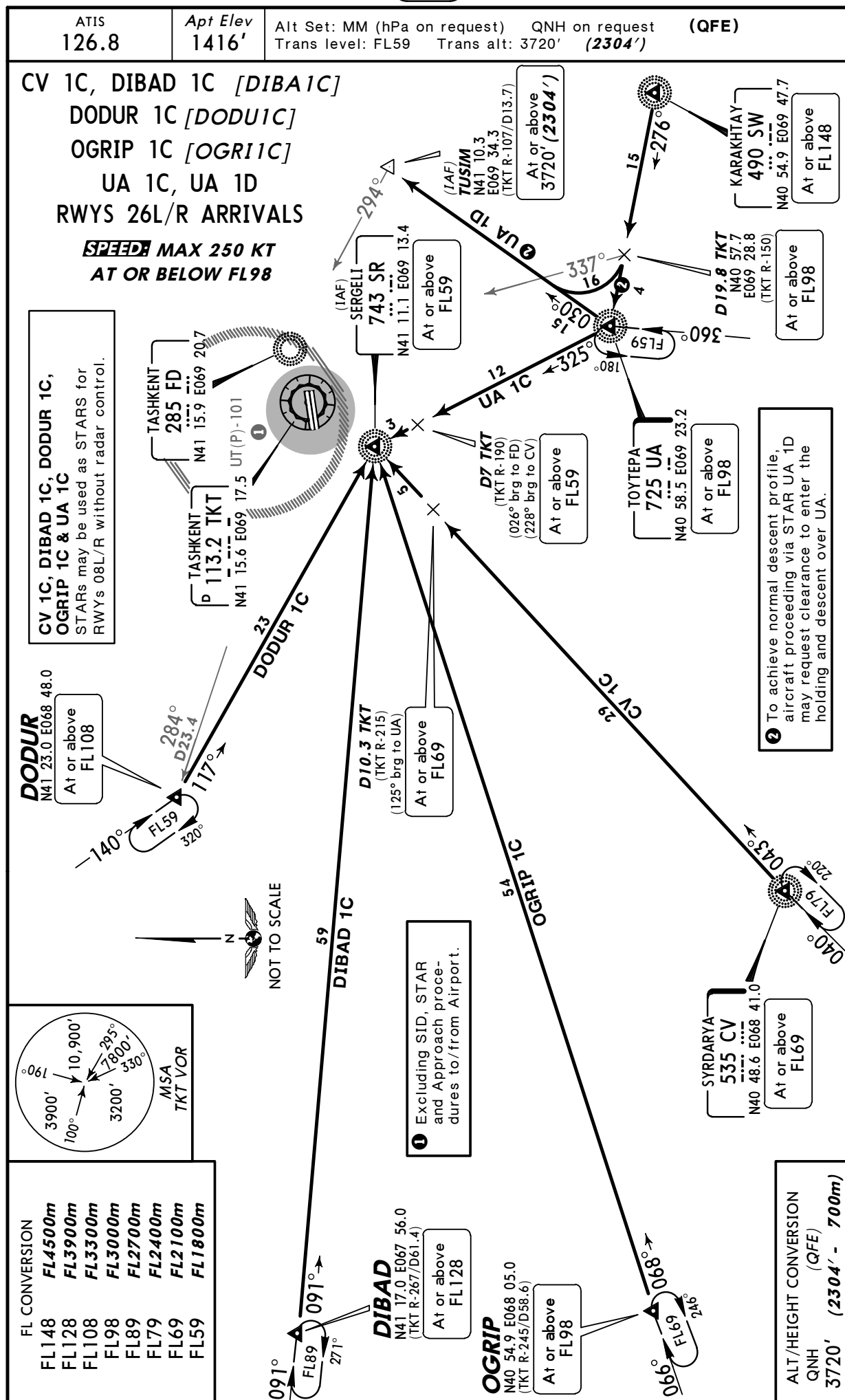
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UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
 12 OCT 07 **(10-2A)** **Eff 25 Oct**

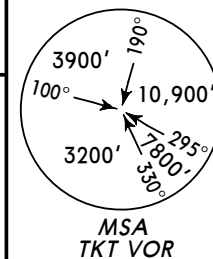
STAR



UTTT/TAS
YUZHNY

JEPPESSEN TASHKENT, UZBEKISTAN
 25 MAY 07 **10-3** Eff 7 Jun **SID**

Apt Elev **1416'**
 QNH on request (QFE)
 Trans level: FL59 Trans alt: 3720' (**2304'**)



BAMUT 1E [BAMU1E]
DODUR 1E [DODU1E]
REBDA 1E [REBD1E]
RWYS 08L/R DEPARTURES
TO NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL98

In case of engine failure climb on 077° track to 2410' (**994'**), but not later than TKT 9.1 DME turn RIGHT to SR, climb to 3720' (**2304'**) and report to ATC.

BAMUT
 N41 51.4 E069 24.8
 At or above
 FL138

REBDA
 N41 47.1 E069 05.3
 At or above
 FL138

❶ Excluding SID, STAR and Approach procedures to/from Airport.

ALT/HEIGHT CONVERSION
 QNH (QFE)
 2410' (**994'** - 300m)
 3720' (**2304'** - 700m)

FL CONVERSION
 FL59 **FL1800m**
 FL69 **FL2100m**
 FL98 **FL3000m**
 FL138 **FL4200m**

DODUR
 N41 23.0 E068 48.0
 At or above
 FL98

D10.7 TKT
 N41 15.8 E069 03.4
 At or above
 FL69

SERGELI
743 SR
 N41 11.1 E069 13.4
 At or above
 FL59

TASHKENT
 P 113.2 TKT
 N41 15.6 E069 17.5

At
 2410' (**994'**)
 but not later
 than TKT
 9.1 DME

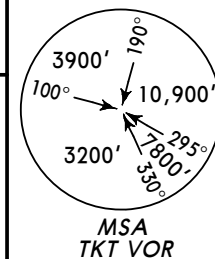
SID	ROUTING
BAMUT 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, turn RIGHT, 297° bearing to D10.7 TKT, turn RIGHT, 024° track to BAMUT.
DODUR 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, turn RIGHT, 297° bearing to DODUR.
REBDA 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, turn RIGHT, 297° bearing to D10.7 TKT, turn RIGHT, 002° track to REBDA.

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JEPPESEN **TASHKENT, UZBEKISTAN**
 25 MAY 07 **(10-3A)** **Eff 7 Jun**

SID

Apt Elev
1416' QNH on request (QFE)
 Trans level: FL59 Trans alt: 3720' (2304')



BAMUT 1G [BAMU1G]
DODUR 1G [DODU1G]
REBDA 1G [REBD1G]
RWYS 26L/R DEPARTURES
TO NORTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL98

In case of engine failure climb on 257° track to at or above 3390' (1974'), at abeam of SR turn LEFT to SR, climb to 3720' (2304') and report to ATC.

BAMUT
 N41 51.4 E069 24.8
 At or above
 FL138

REBDA
 N41 47.1 E069 05.3
 At or above
 FL138

1 Excluding SID, STAR and Approach procedures to/from Airport.

DODUR
 N41 23.0 E068 48.0
 At or above
 FL59



DODUR 1G
 16
 284°
 301°
 005°
 025°

D9.5 TKT
 N41 14.2 E069 05.0
 (TKT R-256)

At or above 3390' (1974')
 but not earlier than D9.5 TKT

UT(P)-101 **1**

TASHKENT
 113.2 TKT
 N41 15.6 E069 17.5

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3390' (1974' - 600m)
 3720' (2304' - 700m)

FL CONVERSION
 FL59 FL1800m
 FL98 FL3000m
 FL138 FL4200m

SID	ROUTING
BAMUT 1G	Climb on 257° track, at or above 3390' (1974') but not earlier than D9.5 TKT turn RIGHT, 025° track to BAMUT.
DODUR 1G	Climb on 257° track, at or above 3390' (1974') but not earlier than D9.5 TKT turn RIGHT, 301° track to DODUR.
REBDA 1G	Climb on 257° track, at or above 3390' (1974') but not earlier than D9.5 TKT turn RIGHT, 005° track to REBDA.

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 YUZHNY

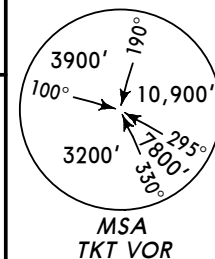
JEPPesen
 23 NOV 07 (10-3B)

TASHKENT, UZBEKISTAN

SID

Apt Elev
 1416'

QNH on request (QFE)
 Trans level: FL59 Trans alt: 3720' (2304')



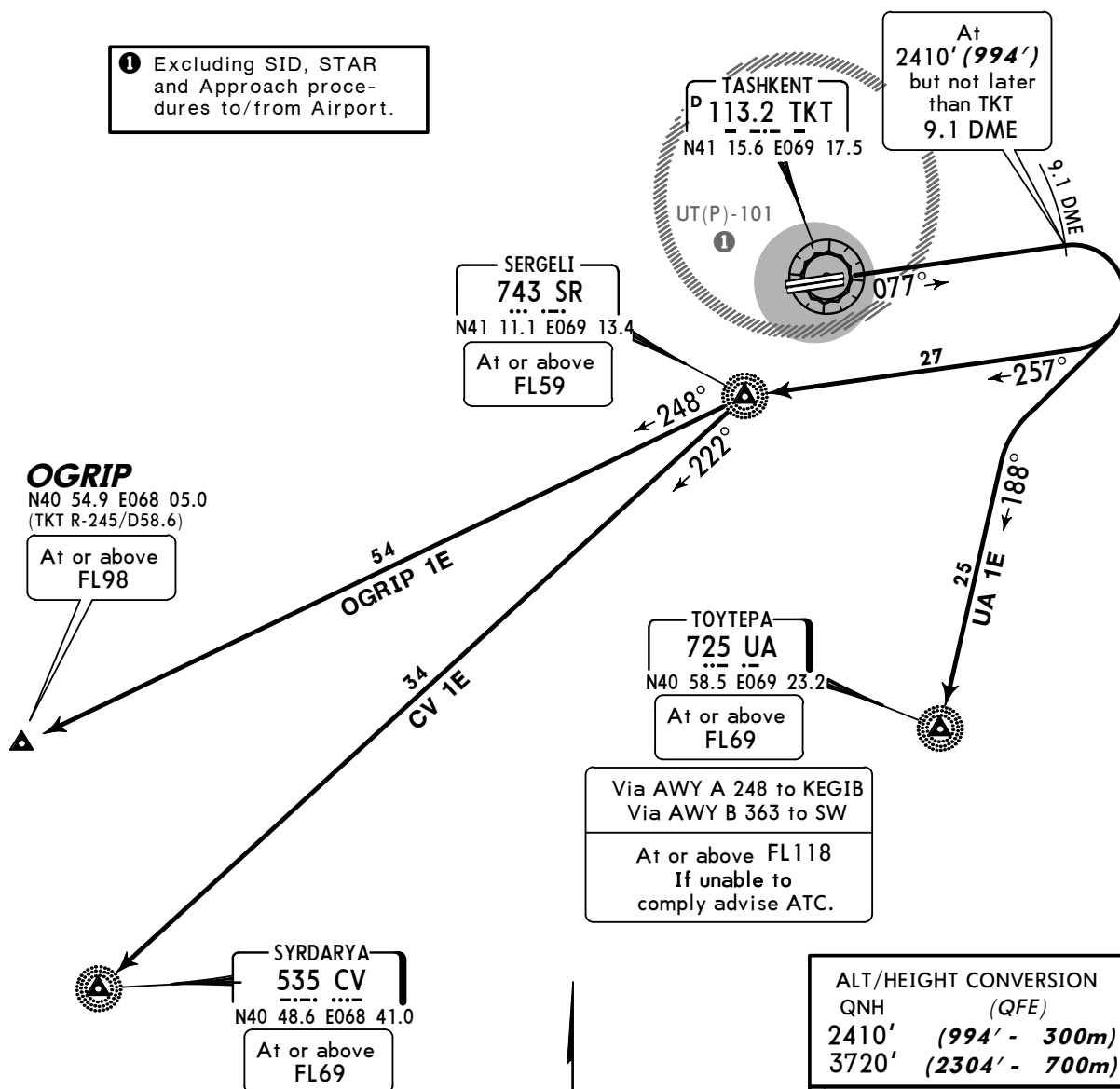
CV 1E, OGRIP 1E [OGR11E], UA 1E
RWYS 08L/R DEPARTURES

TO SOUTH & WEST

SPEED: MAX 250 KT AT OR BELOW FL98

In case of engine failure climb on 077° track to 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, climb to 3720' (2304') and report to ATC.

❶ Excluding SID, STAR and Approach procedures to/from Airport.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2410'	(994' - 300m)
3720'	(2304' - 700m)

FL CONVERSION	
FL59	FL1800m
FL69	FL2100m
FL98	FL3000m
FL118	FL3600m

SID	ROUTING
CV 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, turn LEFT, 222° bearing to CV.
OGRIP 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT to SR, turn LEFT, 248° bearing to OGRIP.
UA 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 9.1 DME turn RIGHT, intercept 188° bearing to UA.

CHANGES: Crossing at UA.

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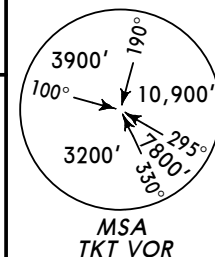
JEPPESSEN
23 NOV 07 (10-3C)

TASHKENT, UZBEKISTAN

SID

Apt Elev
1416'

QNH on request (QFE)
Trans level: FL59 Trans alt: 3720' (2304')



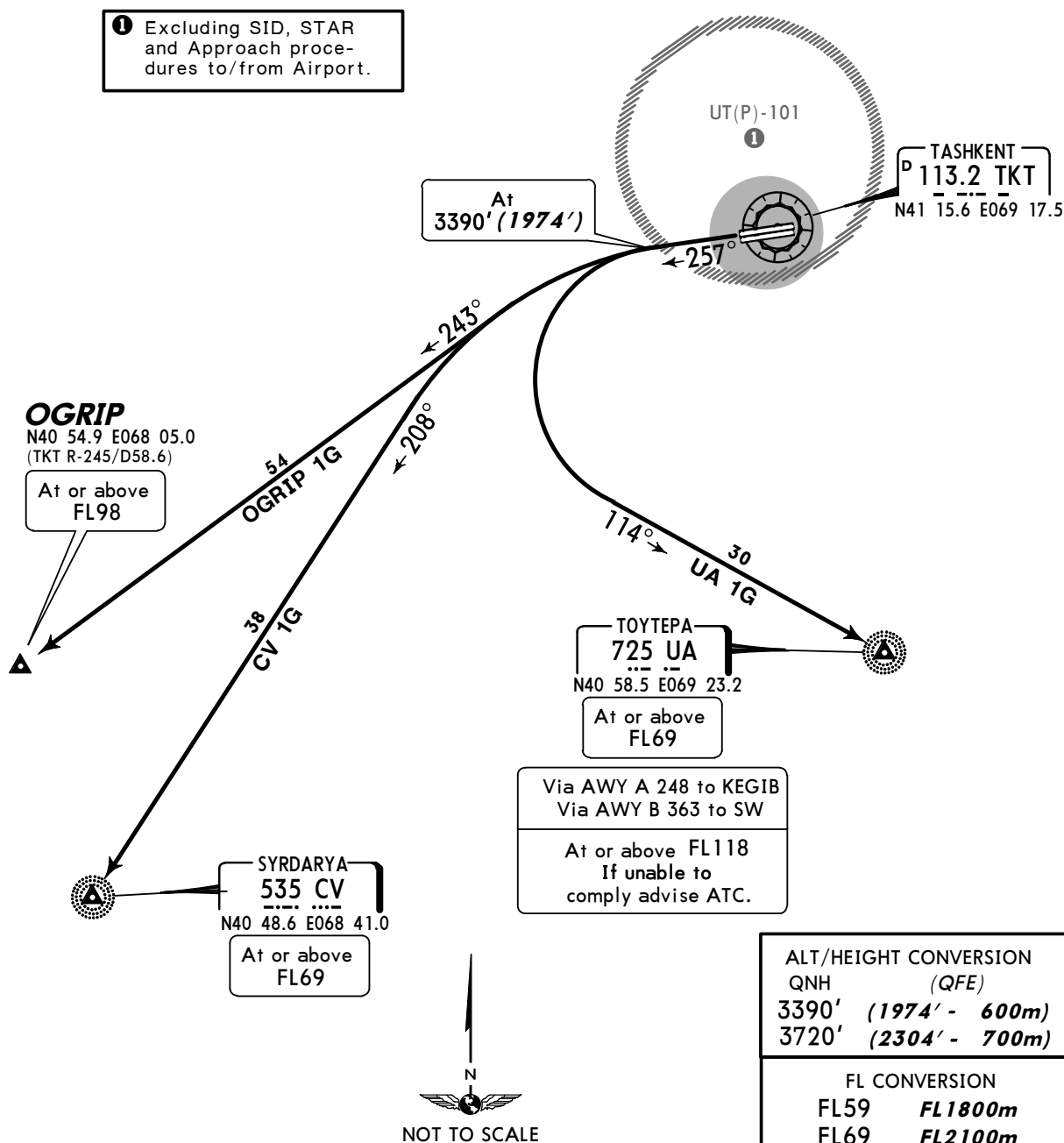
CV 1G, OGRIP 1G [OGRIP 1G], UA 1G
RWYS 26L/R DEPARTURES

TO SOUTH & WEST

~~SPEED~~ MAX 250 KT AT OR BELOW FL98

In case of engine failure climb on 257° track to at or above 3390' (1974'), at abeam of SR turn LEFT to SR, climb to 3720' (2304') and report to ATC.

❶ Excluding SID, STAR and Approach procedures to/from Airport.



ALT/HEIGHT CONVERSION
QNH (QFE)
3390' (1974' - 600m)
3720' (2304' - 700m)

FL CONVERSION
FL59 FL1800m
FL69 FL2100m
FL98 FL3000m
FL118 FL3600m

SID	ROUTING
CV 1G	Climb on 257° track to 3390' (1974'), turn LEFT, intercept 208° bearing to CV.
OGRIP 1G	Climb on 257° track to 3390' (1974'), turn LEFT, 243° track to OGRIP.
UA 1G	Climb on 257° track to 3390' (1974'), turn LEFT, intercept 114° bearing to UA.

CHANGES: Crossing at UA.

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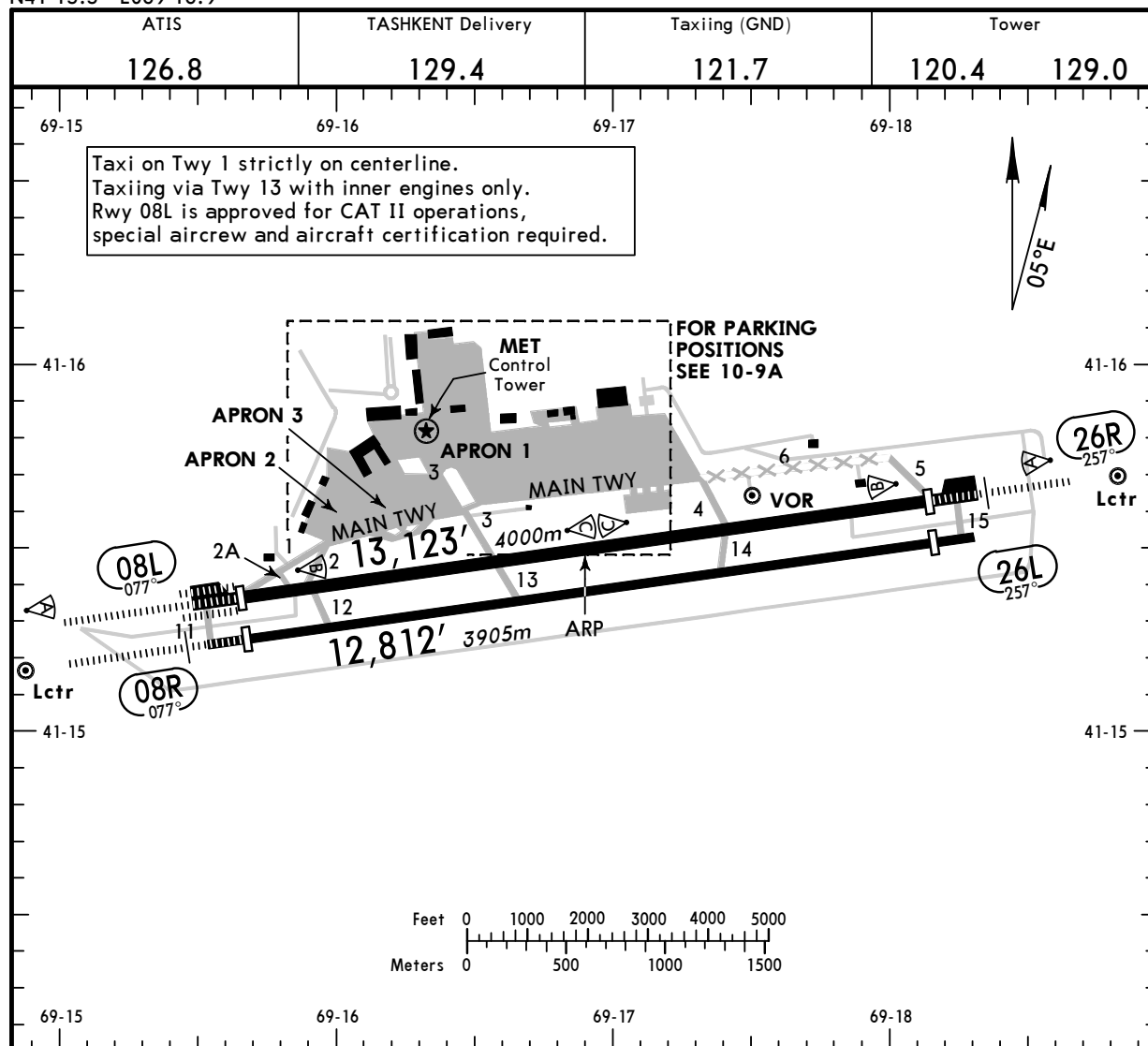
Apt Elev **1416'**
N41 15.5 E069 16.9

JEPPESSEN

22 OCT 10 (10-9)

TASHKENT, UZBEKISTAN

YUZHNY



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
08L	HIRL (60m) CL ❶	HIALS-II PAPI-L TDZ RVR	12,303' 3750m	11,243' 3427m		197' 60m
26R	HIRL (60m) CL ❷	HIALS PAPI-L RVR		10,860' 3310m		
❶ Between displ thresholds (86W, 21R&W, 8R / spacing 15m).						
❷ Between displ thresholds (86W, 18R&W, 11R / spacing 15m).						
08R	HIRL (60m)	HIALS PAPI-L	11,663' 3555m	11,096' 3382m	12,320' 3755m	148'
26L	HIRL (60m)		11,647' 3550m		11,992' 3655m	45m

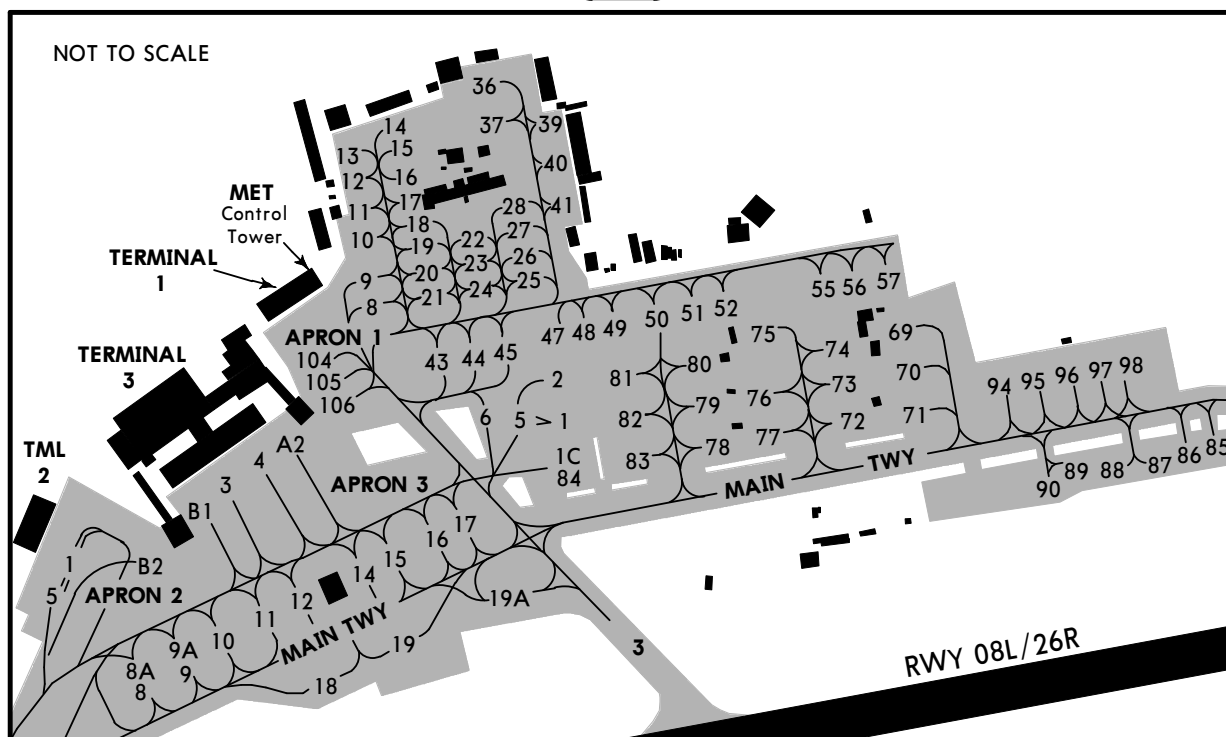
TAKE-OFF

	Rwy 08L/26R LVP must be in force	AIR CARRIER (JAA)		
		All Rwys LVP must be in force		
		DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL
		RL & CL		
A	200m	300m	300m	400m
B				
C				
D	250m (200m)		400m	

UTTT/TAS

22 OCT 10 **10-9A****TASHKENT, UZBEKISTAN**

YUZHNY

**INS COORDINATES**

STAND No.	COORDINATES
APRON 2	
1	N41 15.6 E069 16.0
APRON 3	
A2	N41 15.7 E069 16.1
B1	N41 15.7 E069 16.0
B2	N41 15.6 E069 16.0
1, 1C, 2	N41 15.7 E069 16.5
3, 4	N41 15.7 E069 16.1
6	N41 15.7 E069 16.4
8, 8A	N41 15.5 E069 16.0
9, 9A	N41 15.6 E069 16.0
10, 11	N41 15.6 E069 16.1
12, 14	N41 15.6 E069 16.2
15, 16	N41 15.6 E069 16.3
17	N41 15.7 E069 16.3
18	N41 15.5 E069 16.2
19	N41 15.5 E069 16.3

CAT C & D acft have to use stands with IDLE power.
Stands A2, B1 and B2 equipped with docking guidance system AGNIS.
Taxiing on stands A2, B1 and B2 is carried out after Follow-me car.

LOW VISIBILITY PROCEDURES (LVP)

LVP will be used if visibility:

- 400m or less at NIGHT,
- 800m or less at DAY.

Pilots will be informed by ATC when LVP are in force by phrase "LOW VISIBILITY PROCEDURES IN PROGRESS".

After landing the crew must advice Tower when landing is fully completed and when rwy vacated. This can be done when acft completely leaves the rwy and positioned on twy not closer than 120m from rwy centerline. Acft must wait for Follow-me car.

When LVP are in force taxi routes will be assigned by ATC.

RWY crossing can be done after ATC permission only.

Follow-me car will be available from twys 1, 2, 2A, 3 and 4.

DEPARTURE:

Taxi via apron and twys must be conducted behind Follow-me car via taxi routes assigned by ATC.

LVP are terminated by phrase "LOW VISIBILITY PROCEDURES HAVE BEEN TERMINATED".

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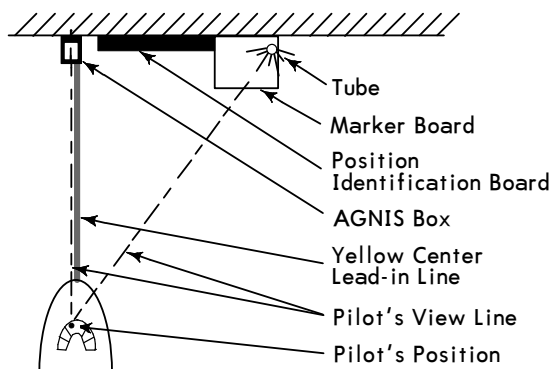
JEPPESEN

TASHKENT, UZBEKISTAN
YUZHNY

18 OCT 02
Eff 31 Oct

10-9B

Principal Arrangement of AGNIS



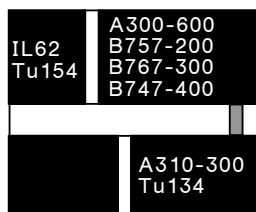
Visual guidance system consists of the following elements:

- Center line Guidance Element (AGNIS Box)
- Yellow aircraft stand lead-in Line
- Parallax Parking Aid (PAPA) consisting of black marker board and a vertical tubular fluorescent light behind the marker board
- Position Identification Board with coordinates for inertial navigation and position designation number.

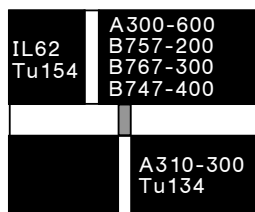
PAPA Element (Parallax Parking Aid)

STOPPING PROCEDURE

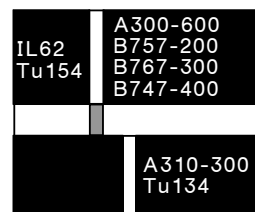
Aircraft is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, aircraft has reached correct stopping position.



All aircraft continue taxiing.



Aircraft A310-300 and TU134 stop. All others continue taxiing.



Aircraft IL62, TU154, A300-600, B757-200, B767-300 and B747-400 stop.

AGNIS and PAPA is controlled by Apron management unit.

In addition to the lights of the AGNIS and PAPA elements a yellow flashing beacon is provided on the lower section of the column which is operating at the same time as the visual guidance system is switched on.

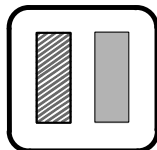
AGNIS, PAPI and flashing beacon are connected to the essential power supply system. In case of system failure, pilots are requested to follow instructions given from TASHKENT Taxiing and/or from marshaller.

Parking Procedures

CENTERLINE GUIDANCE

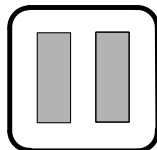
Aircraft shall approach along yellow aircraft stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.

RED GREEN



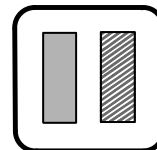
LEFT of centerline
Turn towards GREEN
(RIGHT)

GREEN GREEN



Aircraft on centerline

GREEN RED



RIGHT of centerline
Turn towards GREEN
(LEFT)

Failure or inadequate operation of AGNIS box shall be reported immediately.

UTTT/TAS


JEPPesen
 20 MAR 09 **10-9S**
Standard
TASHKENT, UZBEKISTAN
 YUZHNY

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS	1469' (100') RA 105' R350m	1469' (100') RA 105' R350m	1469' (100') RA 105' R350m	1469' (100') RA 105' R350m
	ILS	1569' (200') V550m	1569' (200') V550m	1569' (200') V550m	1569' (200') V550m
	FULL	750m	750m	750m	750m
	Limited	1200m	1200m	1200m	1200m
	ALS out	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	LOC	2030' (661') V3000m	2030' (661') V3000m	2360' (991') V4000m	2360' (991') V4000m
	VOR ①	1750' (381') V1700m	1750' (381') V1700m	1750' (381') V1700m	1750' (381') V1700m
08R	2 NDB ①	V1700m	V1700m	1800m	1800m
	ALS out	2590' (1221') 5000m	2590' (1221') 5000m	2590' (1221') V6000m	2590' (1221') V6000m
	NDB ①	1568' (200') V800m	1568' (200') V800m	1568' (200') V800m	1582' (214') V800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2030' (662') V3000m	2030' (662') V3000m	2360' (992') V4000m	2360' (992') V4000m
	2 NDB ①	1800' (432') V1500m	1800' (432') V2000m	1800' (432') V2000m	1800' (432') V2000m
26L	NDB ①	2590' (1222') 5000m	2590' (1222') 5000m	2590' (1222') V6000m	2590' (1222') V6000m
	SIDESTEP ①	2190' (822') ceil 300'- V5000m	2190' (822') ceil 300'- V5000m	2190' (822') ceil 300'- V5000m	2190' (822') ceil 300'- V5000m
	VOR ①	2070' (659') V3000m	2070' (659') V3000m	2400' (989') 4500m	2400' (989') 4500m
	NDB ①	2400' (989') V3000m	2400' (989') V5000m	2400' (989') V5000m	2400' (989') V5000m
	SIDESTEP ①	2240' (829') ceil 300'- V5000m	2240' (829') ceil 300'- V5000m	2240' (829') ceil 300'- V5000m	2240' (829') ceil 300'- V5000m
	ILS	1614' (200') V800m	1614' (200') V1000m	1614' (200') V1000m	1614' (200') V1000m
	ALS out	1200m	1200m	1200m	1200m
26R	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2080' (666') V3000m	2080' (666') V3000m	2400' (986') V4000m	2400' (986') V4000m
	2 NDB ①	1810' (396') V2000m	1810' (396') V2000m	1810' (396') V2000m	1810' (396') V2000m
	NDB ①	2240' (826') V3000m	2240' (826') V3000m	2400' (986') V5000m	2400' (986') V5000m

① Continuous Descent Final Approach.

UTTT/TAS

20 MAR 09 **JEPPESEN**
 (10-9S1)

Standard
 TASHKENT, UZBEKISTAN
 YUZHNY

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 08L/R, 26L/R

LVP must be in Force					
RL & CL		DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	300m	300m	400m	500m
B					
C					
D	250m		400m		

UTTT/TAS**JEPPESEN**
23 NOV 07 **10-9X****JAA MINIMUMS**
TASHKENT, UZBEKISTAN
YUZHNY

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS DME	1469' (100')	1469' (100')	1469' (100')	1469' (100')
		RA 105' -350m	RA 105' -350m	RA 105' -350m	RA 105' -350m
	ILS DME	1569' (200')	1569' (200')	1569' (200')	1569' (200')
		550m	550m	550m	550m
	ALS out	1000m	1000m	1200m	1200m
	LOC	NOT AUTHORIZED			
	VOR DME	2030' (661')	2030' (661')	2360' (991')	2360' (991')
		3000m	3000m	4000m	4000m
	2 NDB	1750' (381')	1750' (381')	1750' (381')	1750' (381')
		1700m	1700m	1700m	1700m
08R	ALS out	1700m	1700m	1800m	2000m
	NDB	2590' (1221')	2590' (1221')	2590' (1221')	2590' (1221')
		4000m	4000m	6000m	6000m
	ILS	1568' (200')	1568' (200')	1568' (200')	1582' (214')
		800m	800m	800m	800m
	ALS out	1000m	1000m	1200m	1200m
	LOC	NOT AUTHORIZED			
	VOR DME	2030' (662')	2030' (662')	2360' (992')	2360' (992')
		3000m	3000m	4000m	4000m
	2 NDB	1800' (432')	1800' (432')	1800' (432')	1800' (432')
26L		1500m	2000m	2000m	2000m
	NDB	2590' (1222')	2590' (1222')	2590' (1222')	2590' (1222')
		4000m	4000m	6000m	6000m
	SIDESTEP	2190' (822')	2190' (822')	2190' (822')	2190' (822')
		ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m
	VOR DME	2070' (659')	2070' (659')	2400' (989')	2400' (989')
		3000m	3000m	4000m	4000m
	NDB	2400' (989')	2400' (989')	2400' (989')	2400' (989')
		3000m	5000m	5000m	5000m
	SIDESTEP	2240' (829')	2240' (829')	2240' (829')	2240' (829')
26R		ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m
	ILS DME	1614' (200')	1614' (200')	1614' (200')	1614' (200')
		800m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2080' (666')	2080' (666')	2400' (986')	2400' (986')
		3000m	3000m	4000m	4000m
	2 NDB	1810' (396')	1810' (396')	1810' (396')	1810' (396')
		2000m	2000m	2000m	2000m
	NDB	2240' (826')	2240' (826')	2400' (986')	2400' (986')
		3000m	3000m	5000m	5000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTHORIZED			

UTTT/TAS

JEPPESEN
 23 NOV 07 **10-9X1**

JAA MINIMUMS
TASHKENT, UZBEKISTAN
 YUZHNY

TAKE-OFF RWY 08L, 26R

LVP must be in Force					
RL & CL		DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	300m	300m	400m	500m
B					
C					
D	250m		400m		

TAKE-OFF RWY 08R, 26L

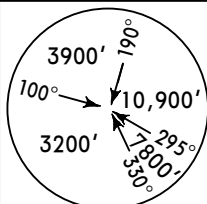
LVP must be in Force				
	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	300m	300m	400m	500m
B				
C				
D				

UTTT/TAS
YUZHNY

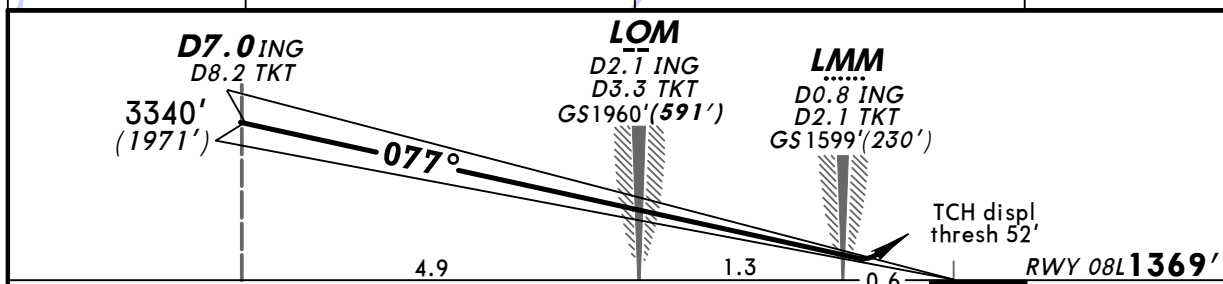
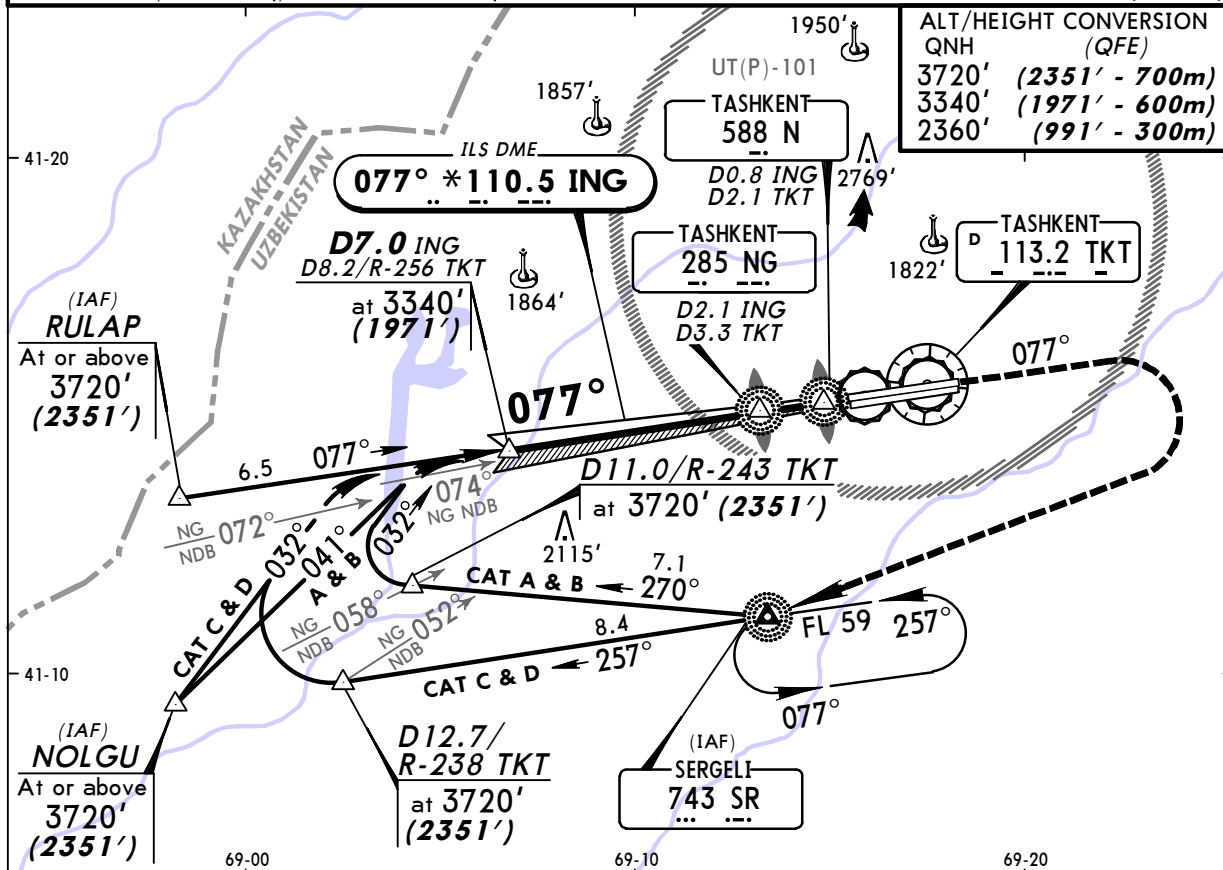
JEPPESEN
3 AUG 07 **(11-1)**

TASHKENT, UZBEKISTAN
ILS DME Rwy 08L

BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC ING *110.5	Final Apch Crs 077°	GS LOM 1960' (591')	ILS DA(H) 1569' (200') Apt Elev 1416' RWY 1369'	
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than D9.1 TKT) turn RIGHT to SR NDB climbing to 3720' (2351'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 3720' (**2351'**)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2360' (991')	D9.1 TKT
ILS GS	2.67°	336	432	480	576	671	767			whichever earlier

STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 1569'(200')					
FULL		ALS out			
A	550m	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B					
C					
D					

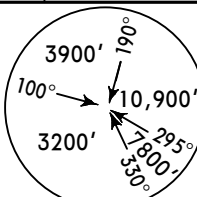
PANS OPS

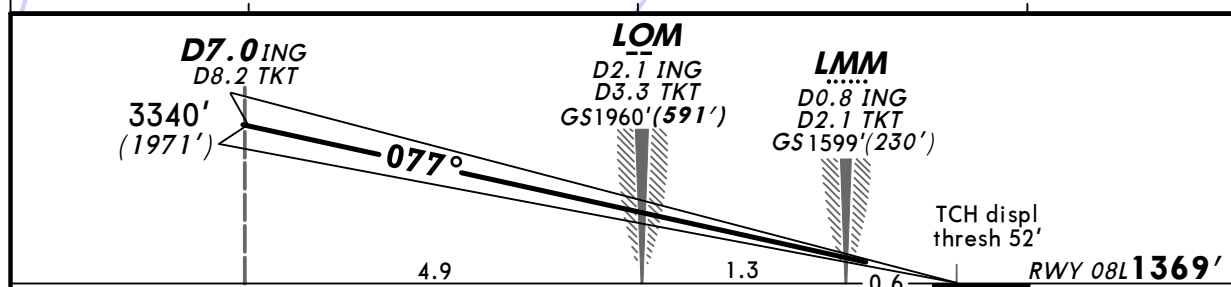
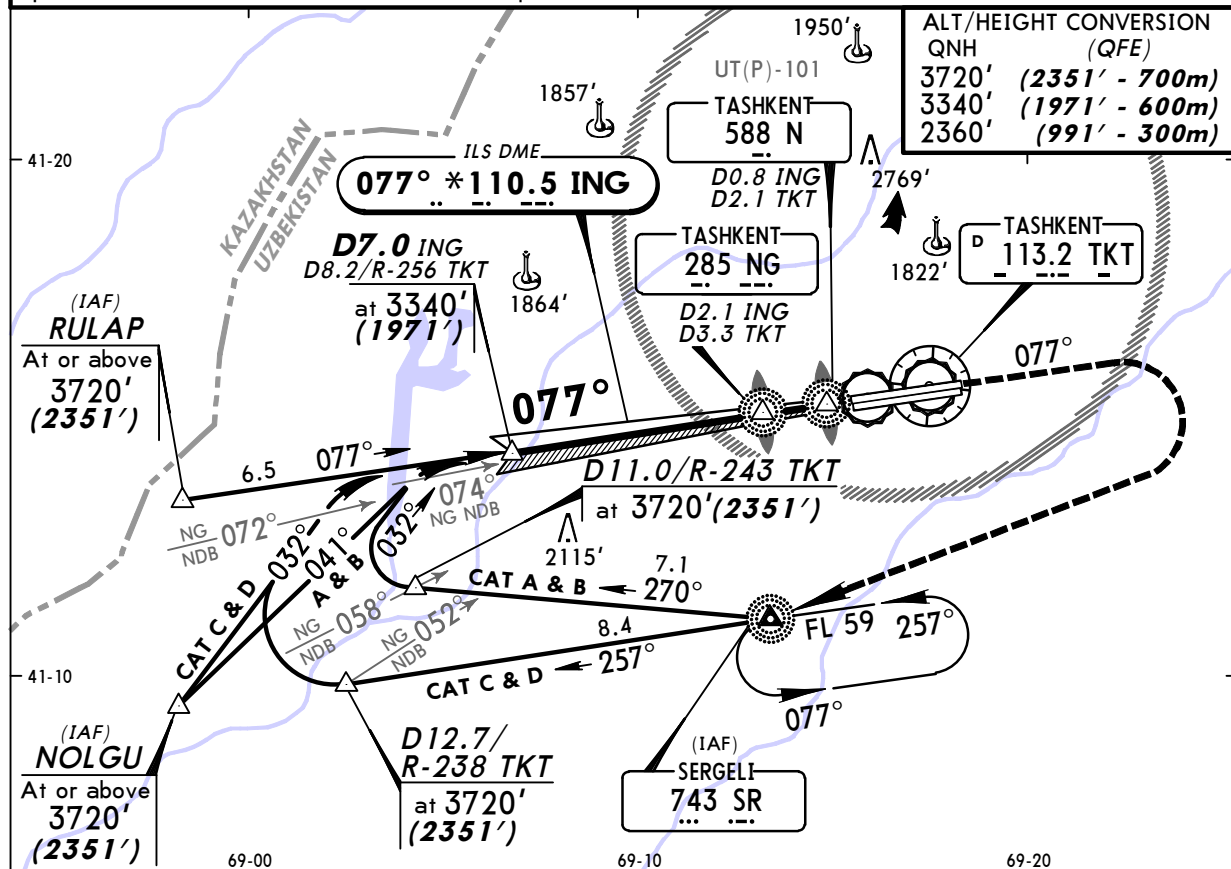
UTTT/TAS
YUZHNY

JEPPesen
3 AUG 07 **(11-1A)**

TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L

BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC ING *110.5	Final Apch Crs 077°	GS LOM 1960' (591')	CAT II ILS RA 105' DA(H) 1469' (100')	Apt Elev 1416' RWY1369'
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than D9.1 TKT) turn RIGHT to SR NDB climbing to 3720' (2351'), then according to chart or by ATC.				
				
MSA TKT VOR				
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 59
Special aircrew and aircraft certification required.				
Trans alt: 3720' (2351')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2360' (991')	D9.1 TKT
GS	2.67°	336	432	480	576	767	PAPI	↑	whichever earlier	

STRAIGHT-IN LANDING RWY 08L
CAT II ILS
ABCD
RA 105'
DA(H) 1469' (100')

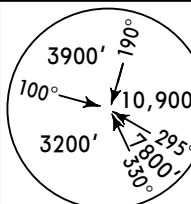
RVR 350m

PANS OPS

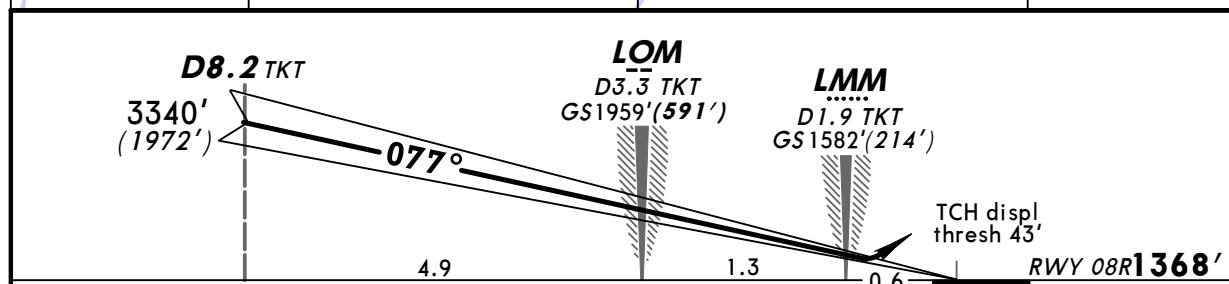
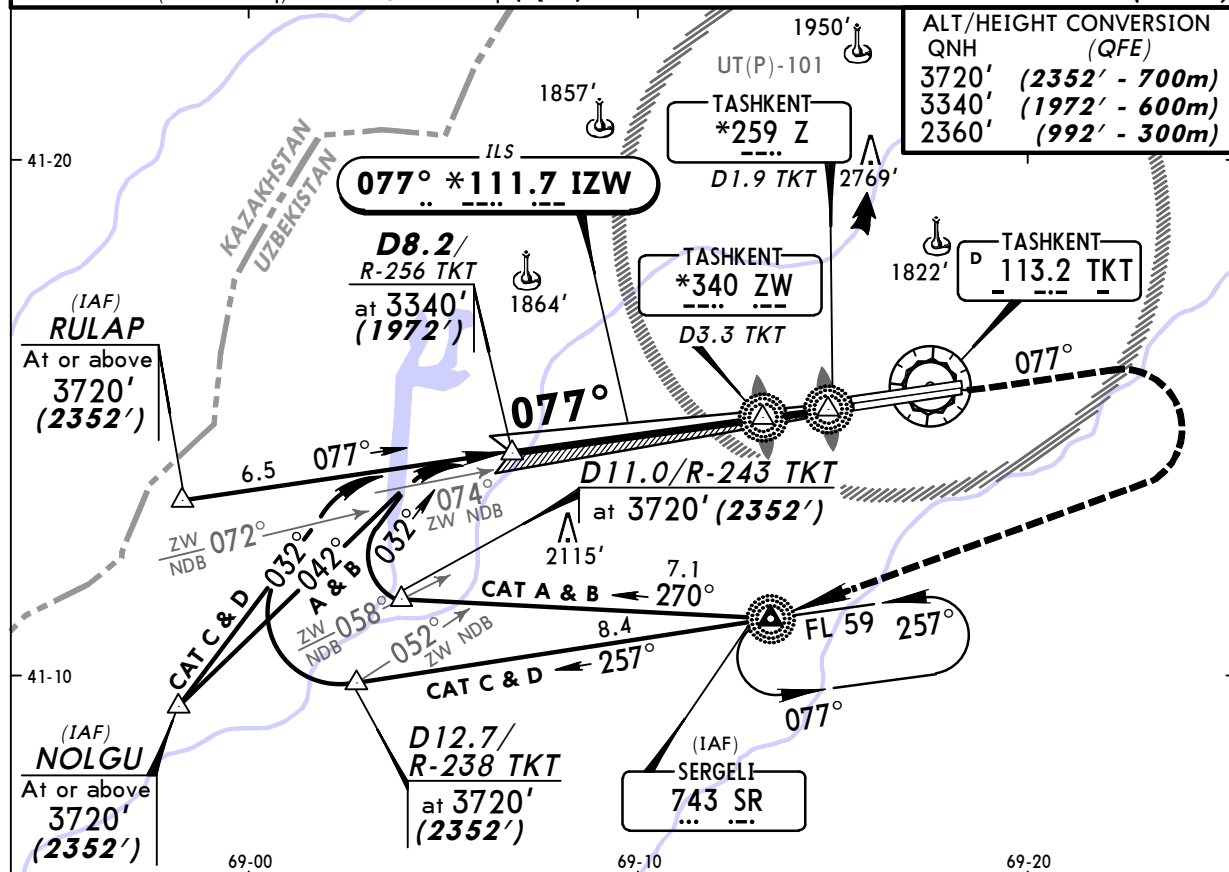
UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
12 OCT 07 **(11-2)** Eff 25 Oct
ILS Rwy 08R

BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC IZW *111.7	Final Apch Crs 077°	GS LOM 1959' (591')	ILS DA(H) Refer to Minimums Apt Elev 1416' RWY 1368'	 MSA TKT VOR
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than D9.1 TKT) turn RIGHT to SR NDB climbing to 3720' (2352'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2352')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	077°	2360' (992')	D9.1 TKT
ILS GS	2.67°	336	432	480	576	671	PAP1	↑		whichever earlier

STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) ABC: 1568' (200') D: 1582' (214')							
FULL		ALS out					
A				A			
B				B			
C	800m	1200m		C			
D			NOT AUTHORIZED	D			NOT AUTHORIZED

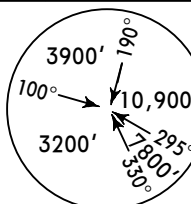
PANS OPS

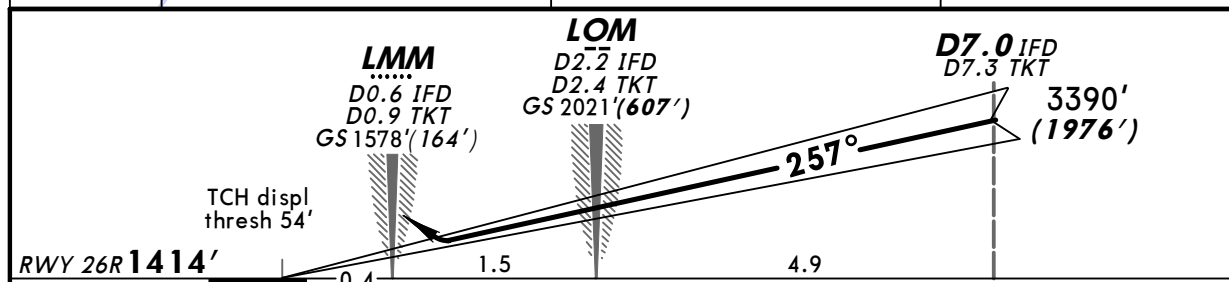
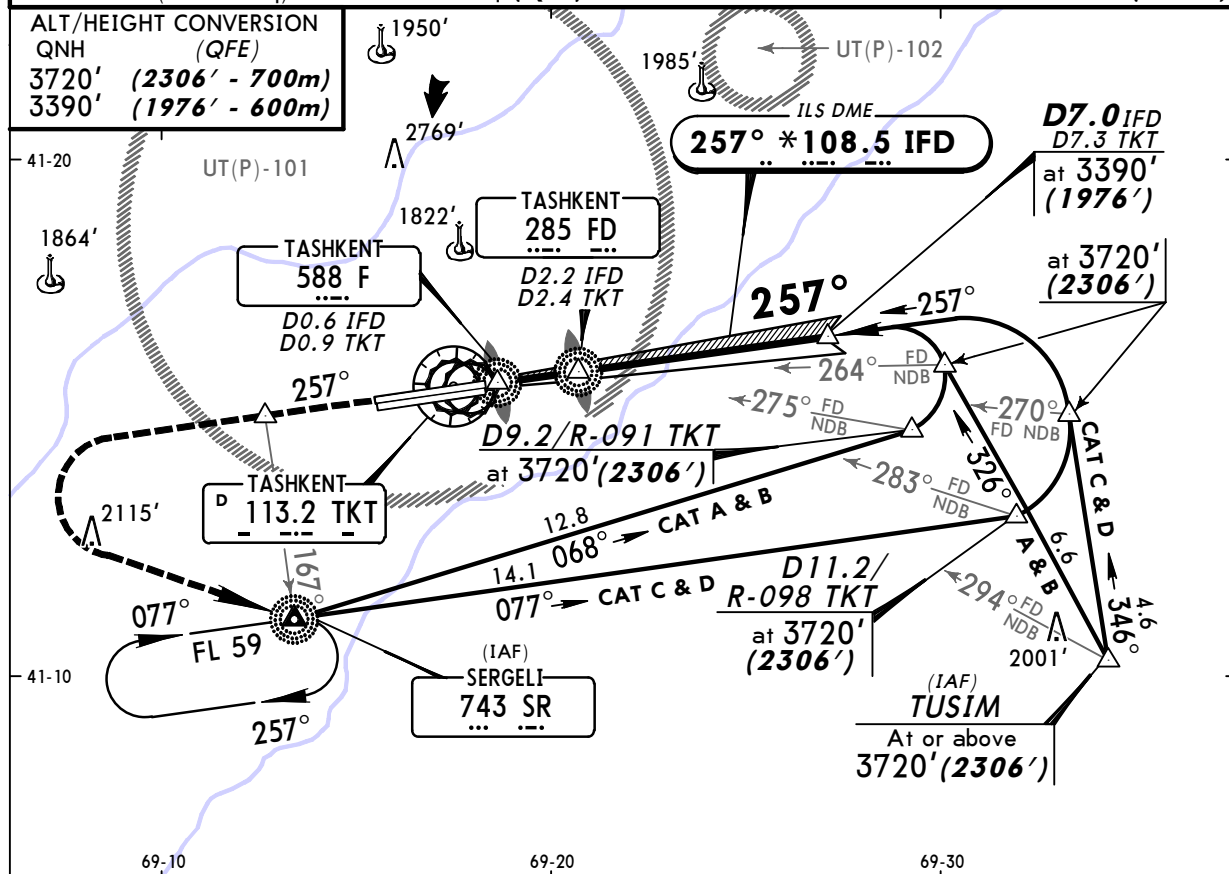
UTTT/TAS
YUZHNY

JEPPesen
12 OCT 07 **(11-3)** **Eff 25 Oct**

TASHKENT, UZBEKISTAN
ILS DME Rwy 26R

BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC IFD *108.5	Final Apch Crs 257°	GS LOM 2021'(607')	ILS DA(H) 1614'(200')	Apt Elev 1416' RWY 1414'
MISSED APCH: Climb on 257° to 3390' (1976') or above. At 3390' (1976') or ABEAM SR NDB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2306'), then according to chart or by ATC.				 MSA TKT VOR
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 59
Trans alt: 3720' (2306')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	257°	3390' (1976')	ABEAM SR 743 whichever later
ILS GS	2.67°	336	432	480	576	671	767	PAP1		

STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 1614'(200')					
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B	1000m			B	
C				C	
D				D	

PANS OPS

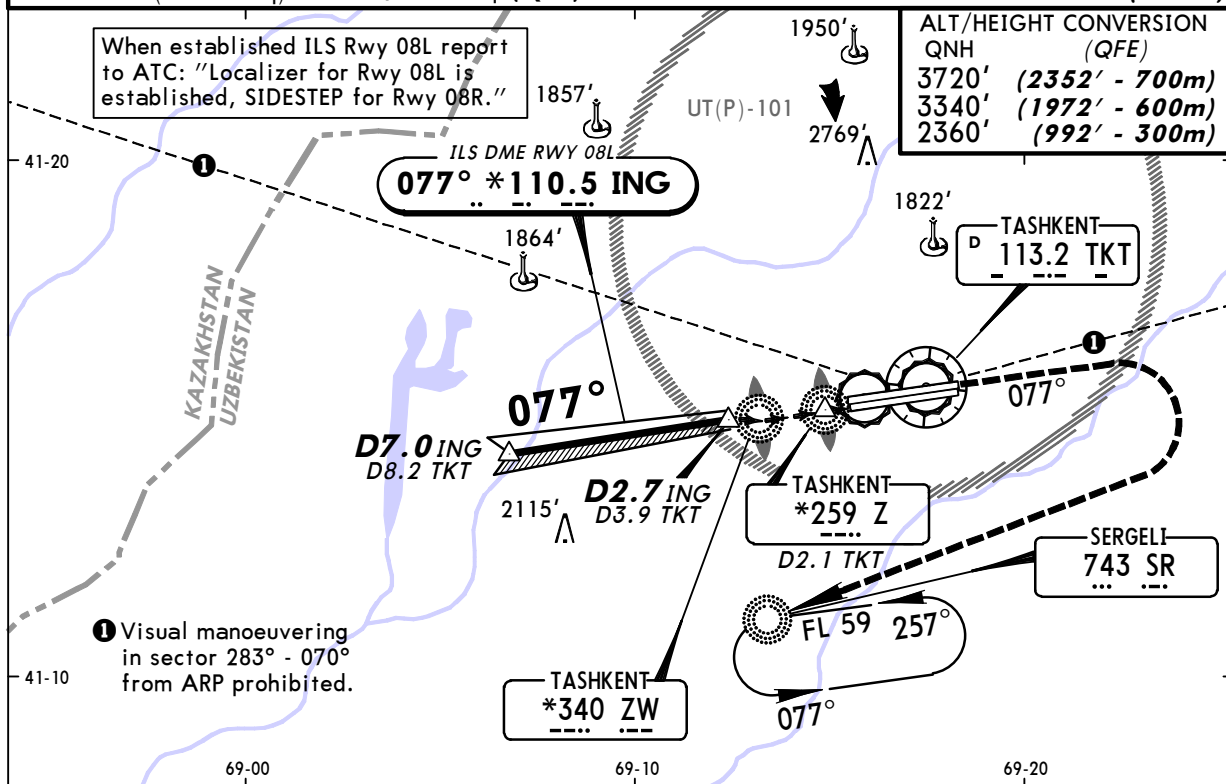
UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
23 NOV 07 **(11-4)** (LOC 08L) **SIDESTEP Rwy 08R**

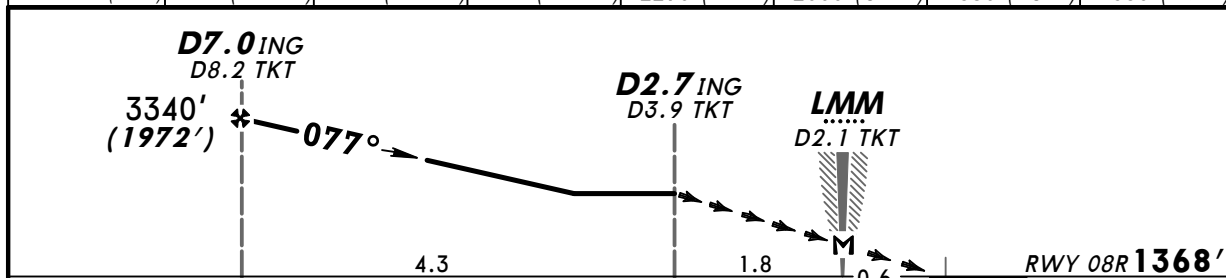
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC ING *110.5	Final Apch Crs 077°	Minimum Alt D7.0 ING 3340' (1972')	MDA(H) 2190' (822') Apt Elev 1416' RWY1368'	MSA TKT VOR
MISSED APCH: Climb on 077° to 2360' (992'), but not later than D9.1 TKT, turn RIGHT to SR NDB climbing to 3720' (2352'), then according to chart, or as directed.				

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 3720' (**2352'**)



ING DME	6.5	5.4	4.3	3.2	2.2	1.6	1.1
TKT DME	7.7	6.6	5.6	4.5	3.4	2.9	2.3
ALTITUDE (HAT)	3210' (1842')	2910' (1542')	2600' (1232')	2290' (922')	2000' (632')	1830' (462')	1680' (312')



Gnd speed-Kts	70	90	100	120	140	160			
Descent Gradient 4.7%	333	428	476	571	666	762			
MAP at LMM/D2.1 TKT									

SIDESTEP LANDING RWY 08R	CEILING REQUIRED	CIRCLE-TO-LAND
MDA(H) 2190' (822')		
ALS out		

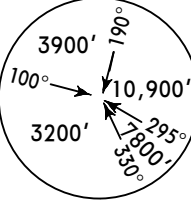
PANS OPS

A		A	
B		B	
C	300m - VIS 5000m	C	NOT AUTHORIZED
D		D	

UTTT/TAS
YUZHNY

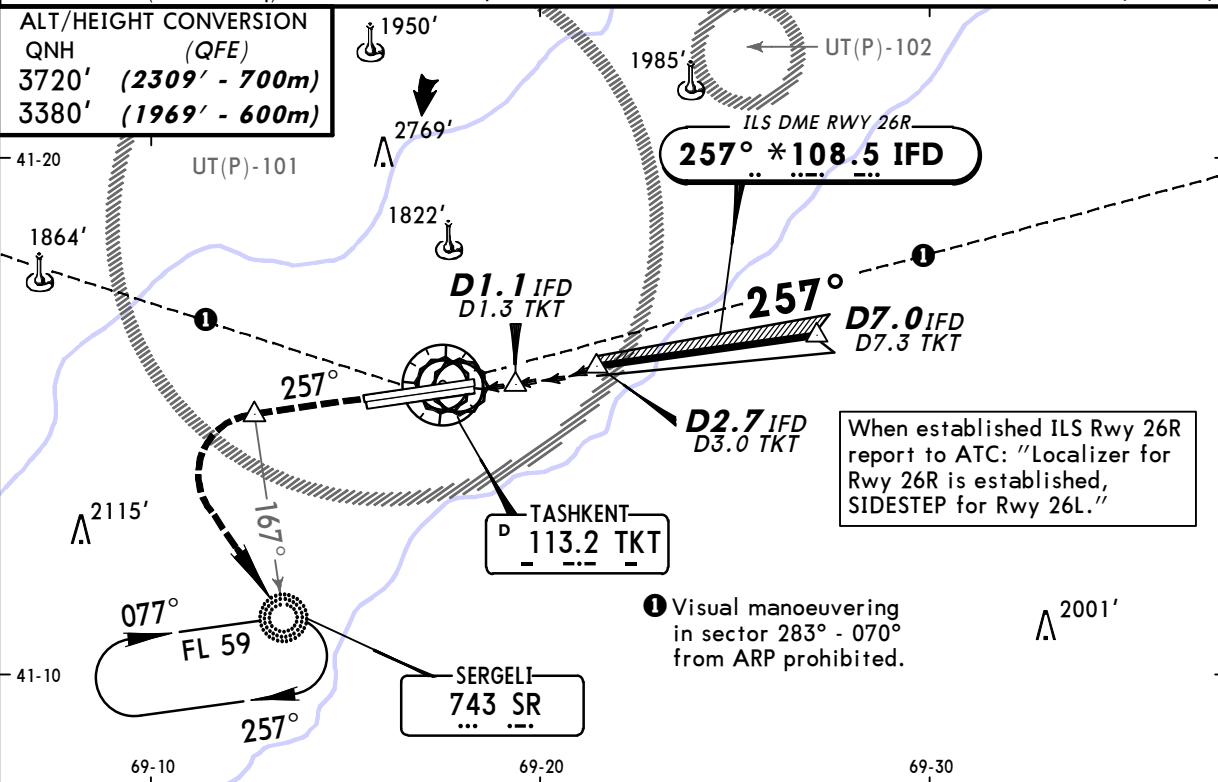
JEPPesen **TASHKENT, UZBEKISTAN**
23 NOV 07 **(11-5)** (LOC 26R) **SIDESTEP Rwy 26L**

BRIEFING STRIP

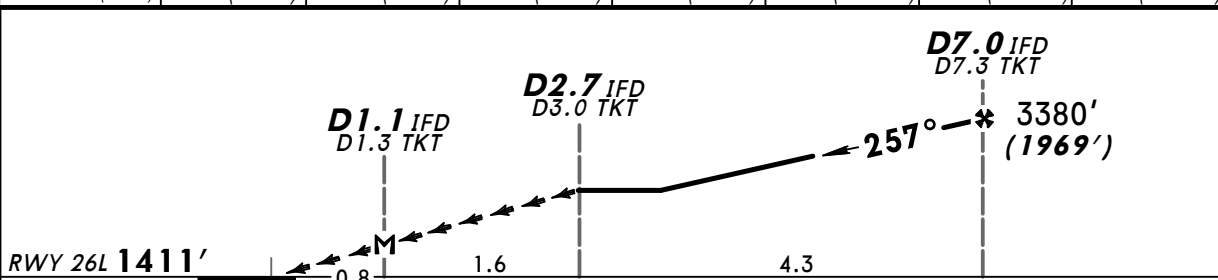
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC IFD *108.5	Final Apch Crs 257°	Minimum Alt D7.0 IFD 3380' (1969')	MDA(H) 2240' (829') Apt Elev 1416' RWY 1411'	 MSA TKT VOR
MISSED APCH: Climb on 257° to 3380' (1969') or above. At ABEAM NDB turn LEFT to NDB climbing to 3720' (2309'), then according to chart, or as directed.				

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 3720' (2309')

ALT/HEIGHT CONVERSION
QNH (QFE)
3720' (2309' - 700m)
3380' (1969' - 600m)



IFD DME	1.1	1.6	2.2	3.2	4.3	5.4	6.5
TKT DME	1.3	1.9	2.4	3.5	4.6	5.7	6.7
ALTITUDE (HAT)	1730' (319')	1880' (469')	2020' (609')	2330' (919')	2650' (1239')	2960' (1549')	3250' (1839')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D1.1 IFD/D1.3 TKT						

SIDESTEP LANDING RWY 26L	CEILING REQUIRED	CIRCLE-TO-LAND
MDA(H) 2240' (829')		

PANS OPS

A		A	
B		B	
C	300m - VIS 5000m	C	NOT AUTHORIZED
D		D	

UTTT/TAS
YUZHNY

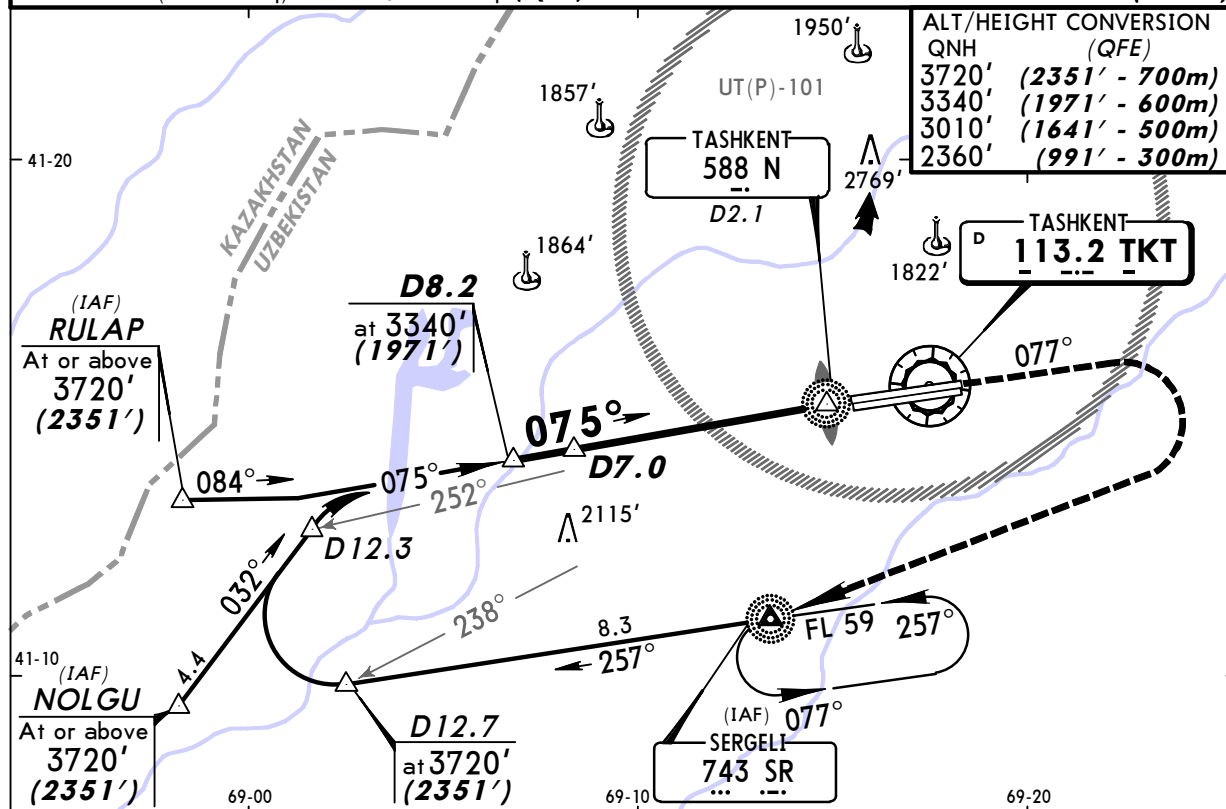
JEPPESSEN
25 MAY 07 **(13-1)** **Eff 7 Jun**

TASHKENT, UZBEKISTAN
VOR DME Rwy 08L

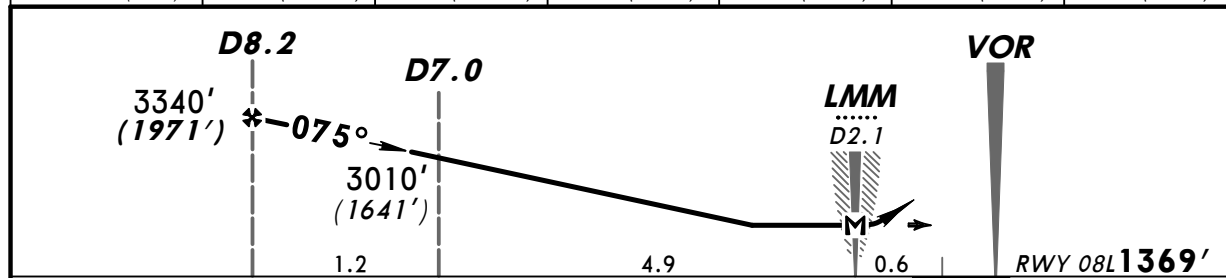
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
VOR TKT 113.2	Final Apch Crs 075°	Minimum Alt D8.2 3340' (1971')	MDA(H) Refer to Minimums Apt Elev 1416' RWY 1369'	MSA TKT VOR
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than D9.1) turn RIGHT to SR NDB climbing to 3720' (2351'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2351')



TKT DME	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE (HAT)	2870' (1501')	2550' (1181')	2260' (891')	1950' (581')	1640' (271')	1490' (121')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2360' (991')	D9.1
Descent Gradient 4.7%	333	428	476	571	666	762	PAPI	↑		whichever earlier
MAP at LMM/D2.1										

STRAIGHT-IN LANDING RWY 08L										CIRCLE-TO-LAND	
MDA(H) AB: 2030'(661') CD: 2360'(991')											
					ALS out						
A	3000m									A	NOT AUTHORIZED
B											
C	4000m									C	
D										D	

PANS OPS

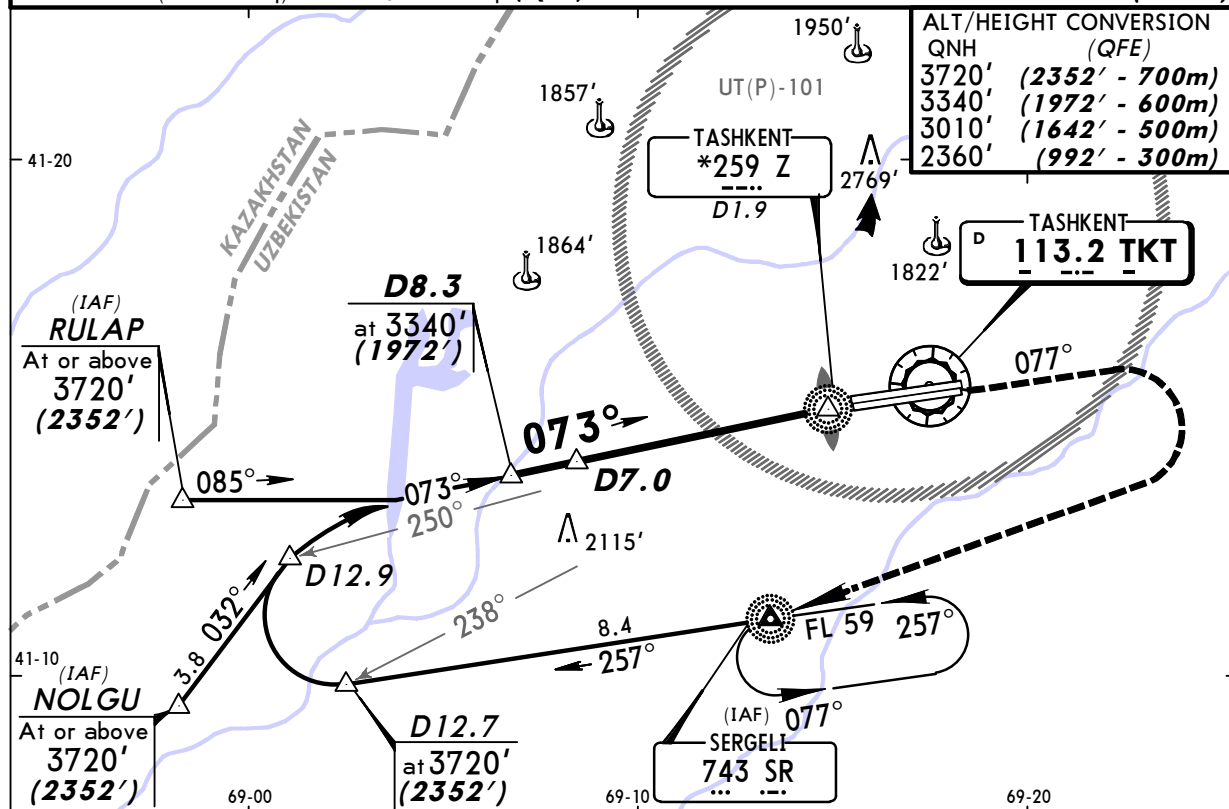
UTTT/TAS
YUZHNY

JEPPESSEN **TASHKENT, UZBEKISTAN**
25 MAY 07 **(13-2)** **Eff 7 Jun** **VOR DME Rwy 08R**

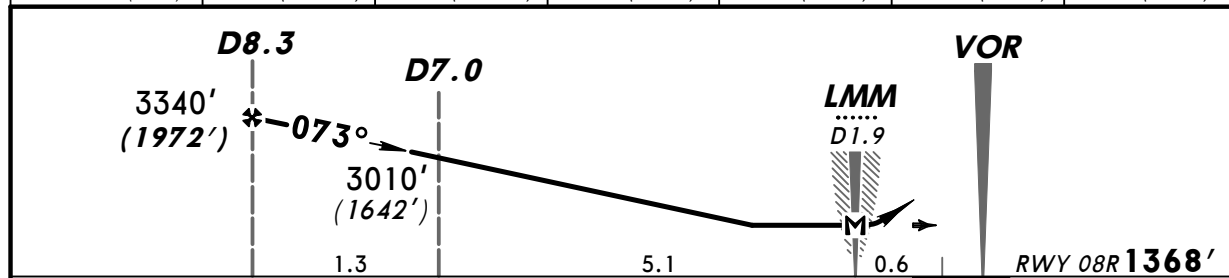
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
VOR TKT 113.2	Final Apch Crs 073°	Minimum Alt D8.3 3340' (1972')	MDA(H) Refer to Minimums Apt Elev 1416' RWY 1368'	MSA TKT VOR
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than D9.1) turn RIGHT to SR NDB climbing to 3720' (2352'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2352')



TKT DME	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE (HAT)	2870' (1502')	2550' (1182')	2260' (892')	1950' (582')	1640' (272')	1490' (122')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	077°	2360' (992')	D9.1
Descent Gradient 4.7%	333	428	476	571	666	762	PAP1	↑	whichever earlier	
MAP at LMM/D1.9										

STRAIGHT-IN LANDING RWY 08R				CIRCLE-TO-LAND	
MDA(H) AB: 2030'(662') CD: 2360'(992')					
		ALS out			
A	3000m			A	NOT AUTHORIZED
B				B	
C	4000m			C	
D				D	

PANS OPS

UTTT/TAS
YUZHNY

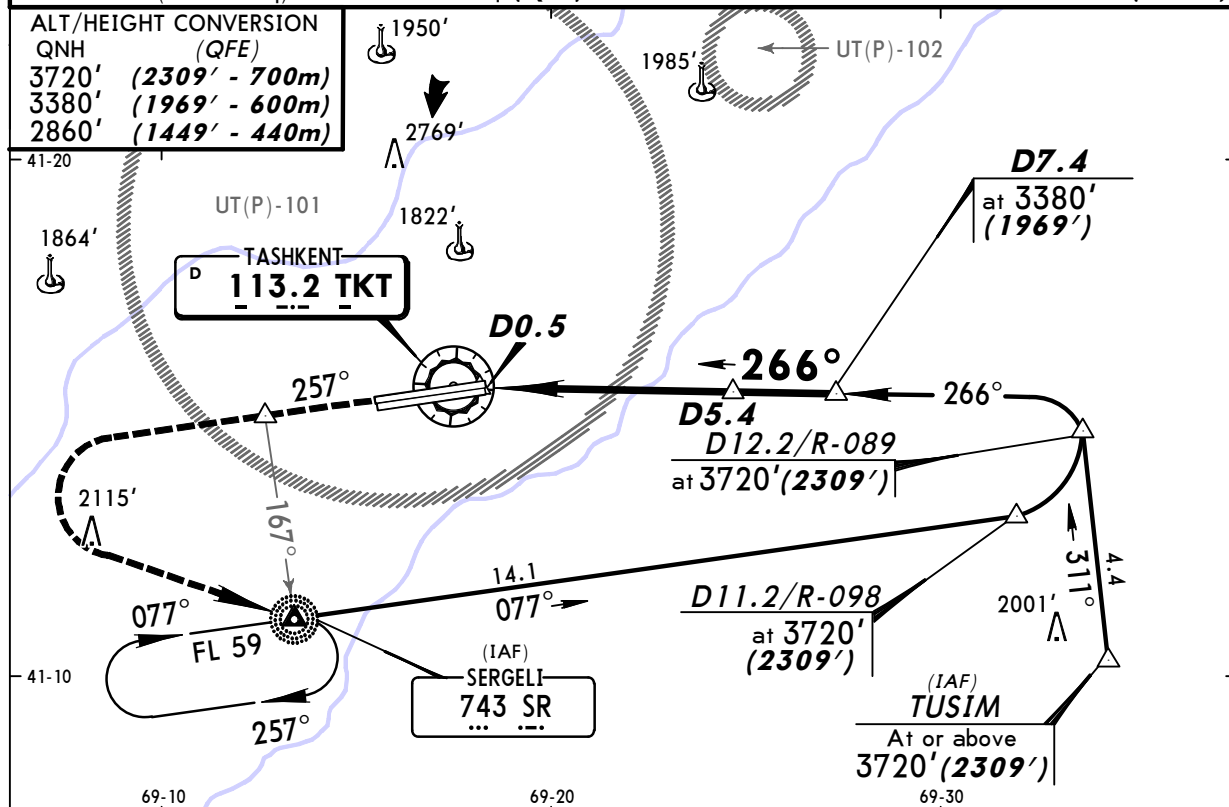
JEPPESSEN
25 MAY 07 **13-3** **Eff 7 Jun**

TASHKENT, UZBEKISTAN
VOR DME Rwy 26L

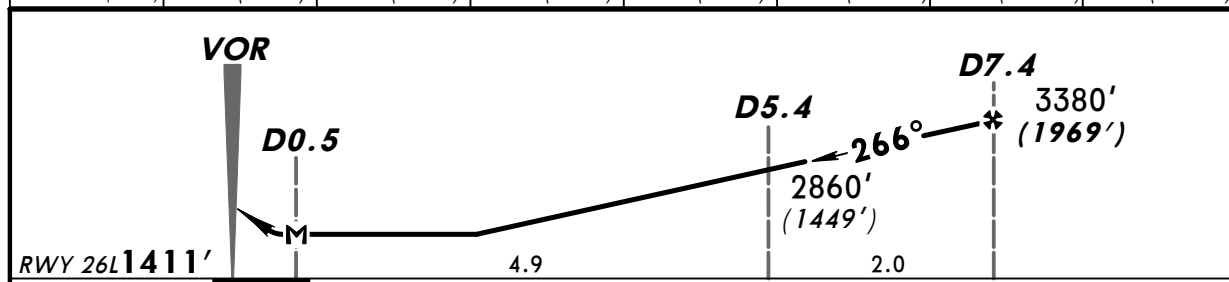
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
VOR TKT 113.2	Final Apch Crs 266°	Minimum Alt D7.4 3380' (1969')	MDA(H) Refer to Minimums Apt Elev 1416' RWY 1411'	MSA TKT VOR
MISSED APCH: Climb on 257° to 3380' (1969') or above. At 3380' (1969') or ABEAM SR NDB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2309'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2309')



TKT DME	1.1	1.6	2.2	3.2	4.3	5.4	6.5
ALTITUDE (HAT)	1630' (219')	1790' (379')	1940' (529')	2250' (839')	2560' (1149')	2860' (1449')	3170' (1759')



Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 4.7%	333	428	476	571	666	762	
MAP at D0.5							

STRAIGHT-IN LANDING RWY 26L	CIRCLE-TO-LAND
MDA(H) AB: 2070' (659') CD: 2400' (989')	

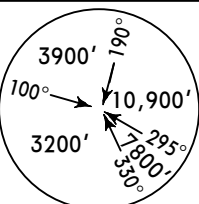
A	3000m	A	
B		B	
C	4000m	C	NOT AUTHORIZED
D		D	

PANS OPS

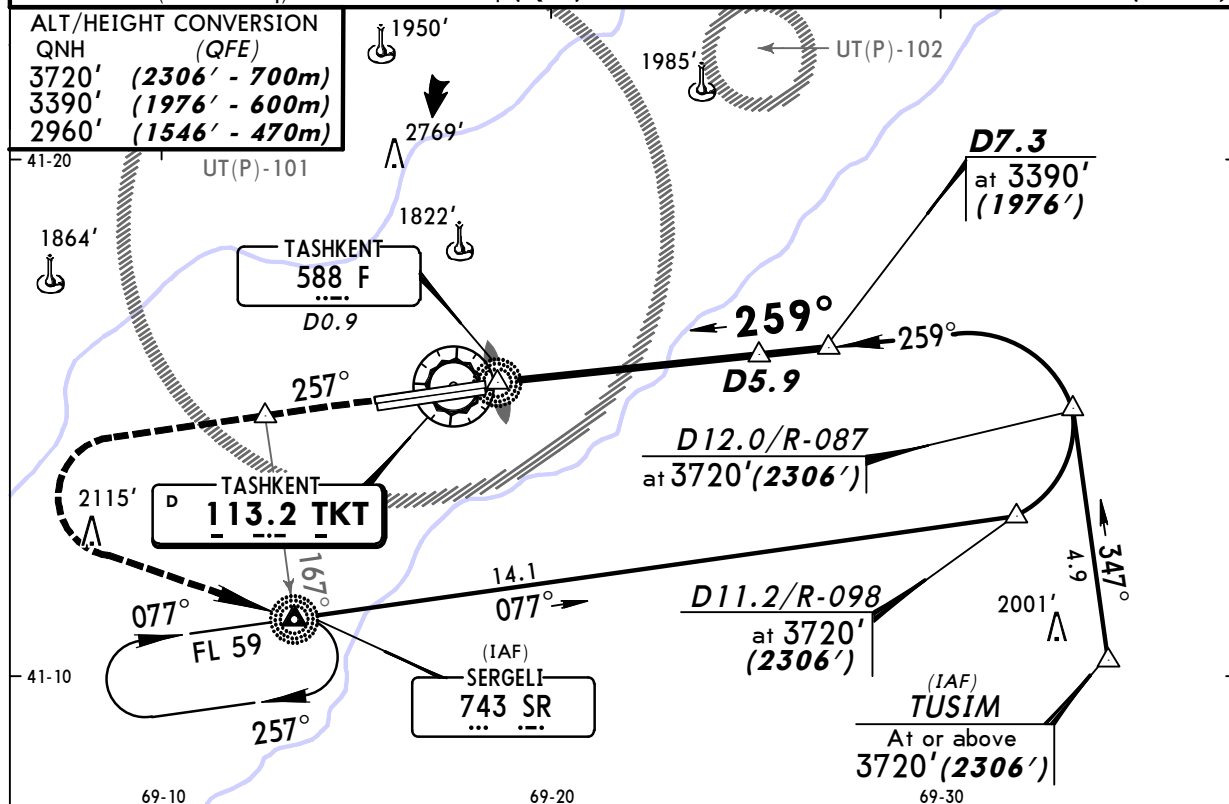
UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
25 MAY 07 **(13-4)** **Eff 7 Jun** **VOR DME Rwy 26R**

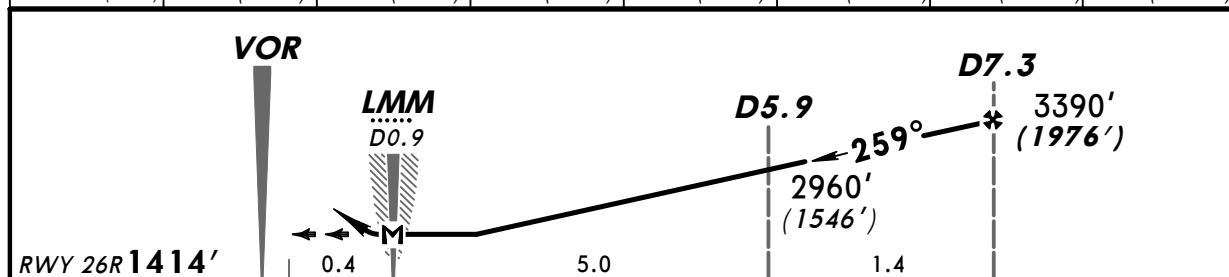
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
VOR TKT 113.2	Final Apch Crs 259°	Minimum Alt D7.3 3390' (1976')	MDA(H) Refer to Minimums Apt Elev 1416' RWY 1414'	 MSA TKT VOR
MISSED APCH: Climb on 257° to 3390' (1976') or above. At 3390' (1976') or ABEAM SR NDB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2306'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2306')



TKT DME	1.1	1.6	2.2	3.2	4.3	5.4	6.5
ALTITUDE(HAT)	1600' (186')	1750' (336')	1890' (476')	2210' (796')	2520' (1106')	2810' (1396')	3120' (1706')



Gnd speed-Kts	70	90	100	120	140	160		HIALS	257°	3390' (1976')	ABEAM SR 743
Descent Gradient 4.7%	333	428	476	571	666	762		PAPI	↑	whichever later	
MAP at LMM/D0.9											

STRAIGHT-IN LANDING RWY 26R						CIRCLE-TO-LAND					
MDA(H) AB: 2080' (666') CD: 2400' (986')											
ALS out											
A	3000m					A	NOT AUTHORIZED				
B						B					
C						C					
D	4000m					D					

PANS OPS

UTTT/TAS
YUZHNY

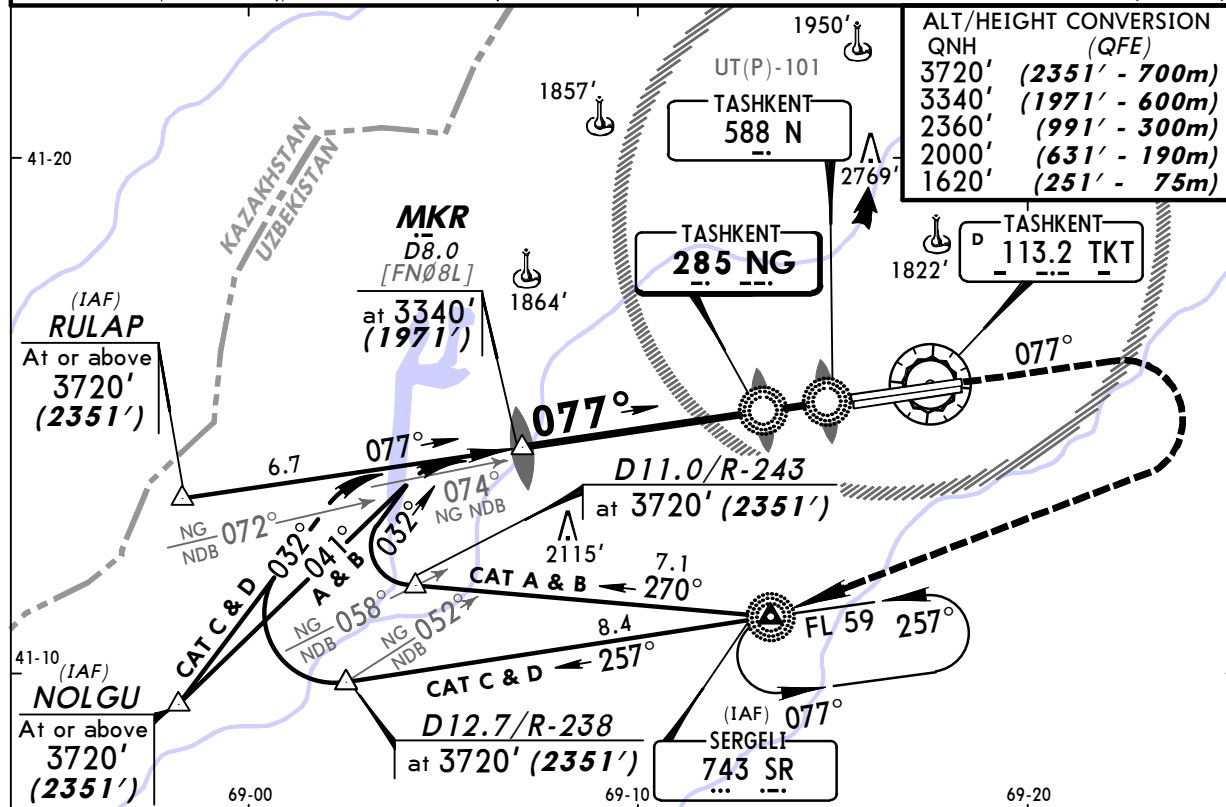
JEPPesen
12 OCT 07
Eff 25 Oct (16-1)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L

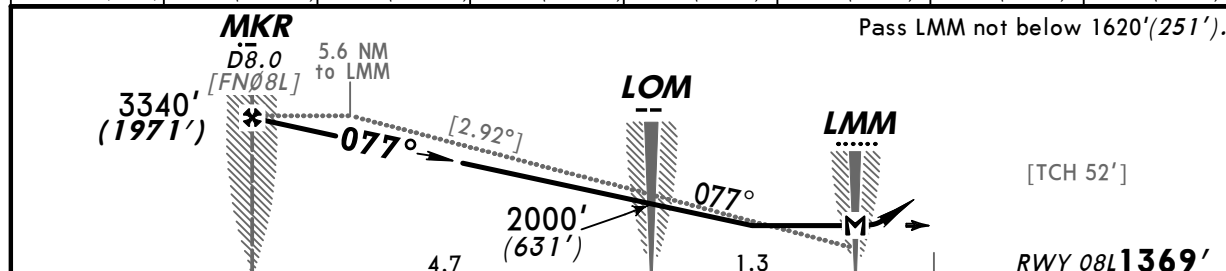
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB NG 285	Final Apch Crs 077°	Minimum Alt MKR 3340' (1971')	2 NDB MDA(H) 1750' (381')	NDB MDA(H) 2590' (1221')
Apt Elev 1416' RWY 1369'				
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than D9.1) turn RIGHT to SR NDB climbing to 3720' (2351'), then according to chart or by ATC.				
MSA TKT VOR				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2351')



TKT DME	7.6	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE(HAT)	3280' (1911')	2950' (1581')	2640' (1271')	2310' (941')	1980' (611')	1650' (281')	1490' (121')



TO DISPLACED THRESHOLD	7.6	6.5	5.4	4.3	3.2	2.2	1.6
Gnd speed-Kts	70	90	100	120	140	160	
Descent Gradient 5.1% or	362	465	517	620	723	826	
Descent angle [2.92°]							
MAP at LMM							

STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND			
2 NDB		NDB					
MDA(H) 1750' (381')		MDA(H) 2590' (1221')					
ALS out		ALS out					
A				A			
B				B			
C				C			
D				D			

UTTT/TAS
YUZHNY

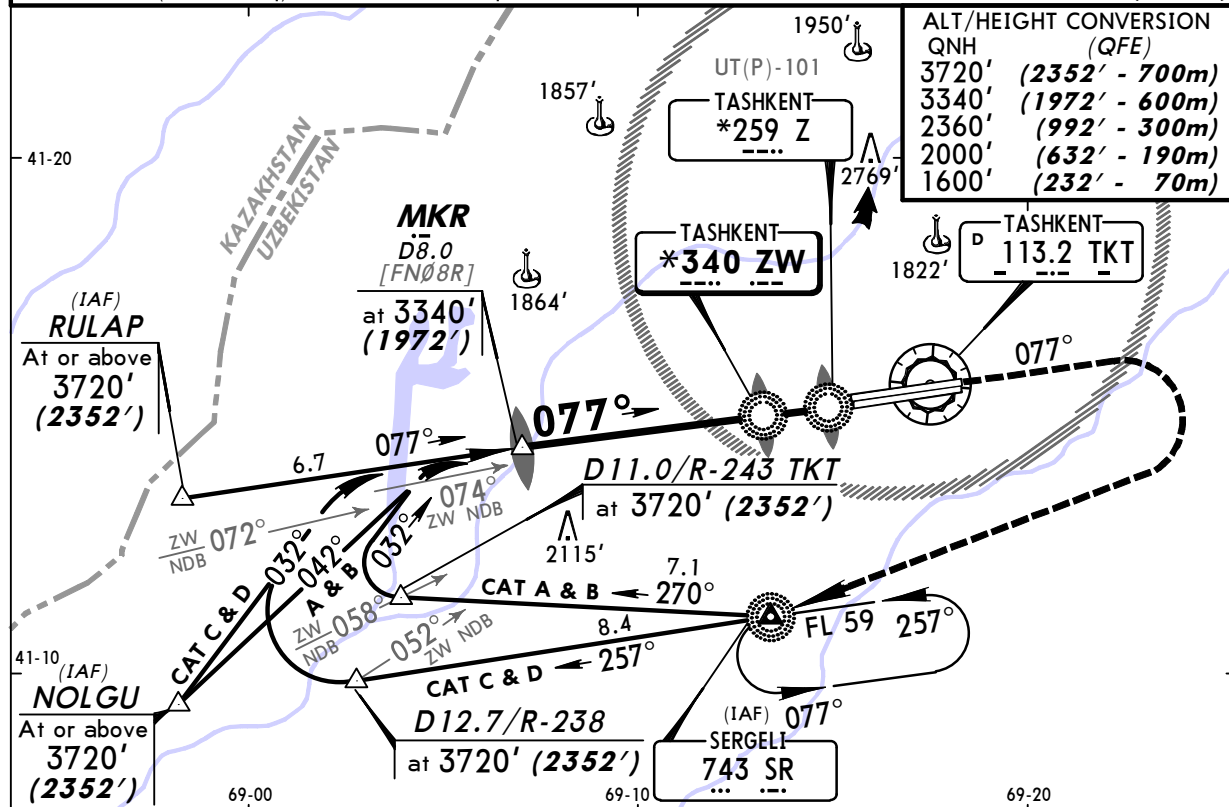
JEPPESSEN
12 OCT 07
Eff 25 Oct (16-2)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08R

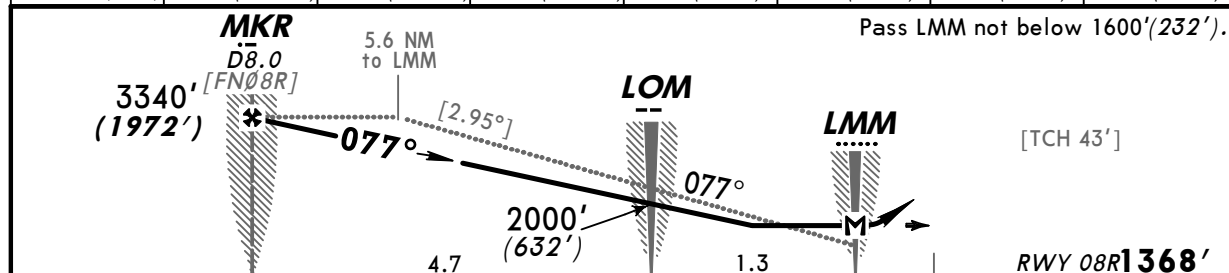
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB ZW *340	Final Apch Crs 077°	Minimum Alt MKR 3340' (1972')	2 NDB MDA(H) 1800' (432')	NDB MDA(H) 2590' (1222')
Apt Elev 1416' RWY 1368'				
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than D9.1) turn RIGHT to SR NDB climbing to 3720' (2352'), then according to chart or by ATC.				
MSA TKT VOR				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2352')



TKT DME	7.6	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE(HAT)	3280' (1912')	2950' (1582')	2640' (1272')	2310' (942')	1980' (612')	1650' (282')	1490' (122')



TO DISPLACED THRESHOLD							RWY 08R 1368'	
Gnd speed-Kts	70	90	100	120	140	160	077°	2360' (992') D9.1 whichever earlier
Descent Gradient 5.1% or Descent angle [2.95°]	365	470	522	626	731	835		
MAP at LMM								

STRAIGHT-IN LANDING RWY 08R					CIRCLE-TO-LAND	
2 NDB			NDB			
MDA(H) 1800' (432')			MDA(H) 2590' (1222')			
		ALS out				
A	1500m	1600m	4000m		A	NOT AUTHORIZED
B	2000m				B	
C			C			
D			6000m	D		

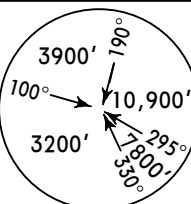
PANS OPS

UTTT/TAS
YUZHNY

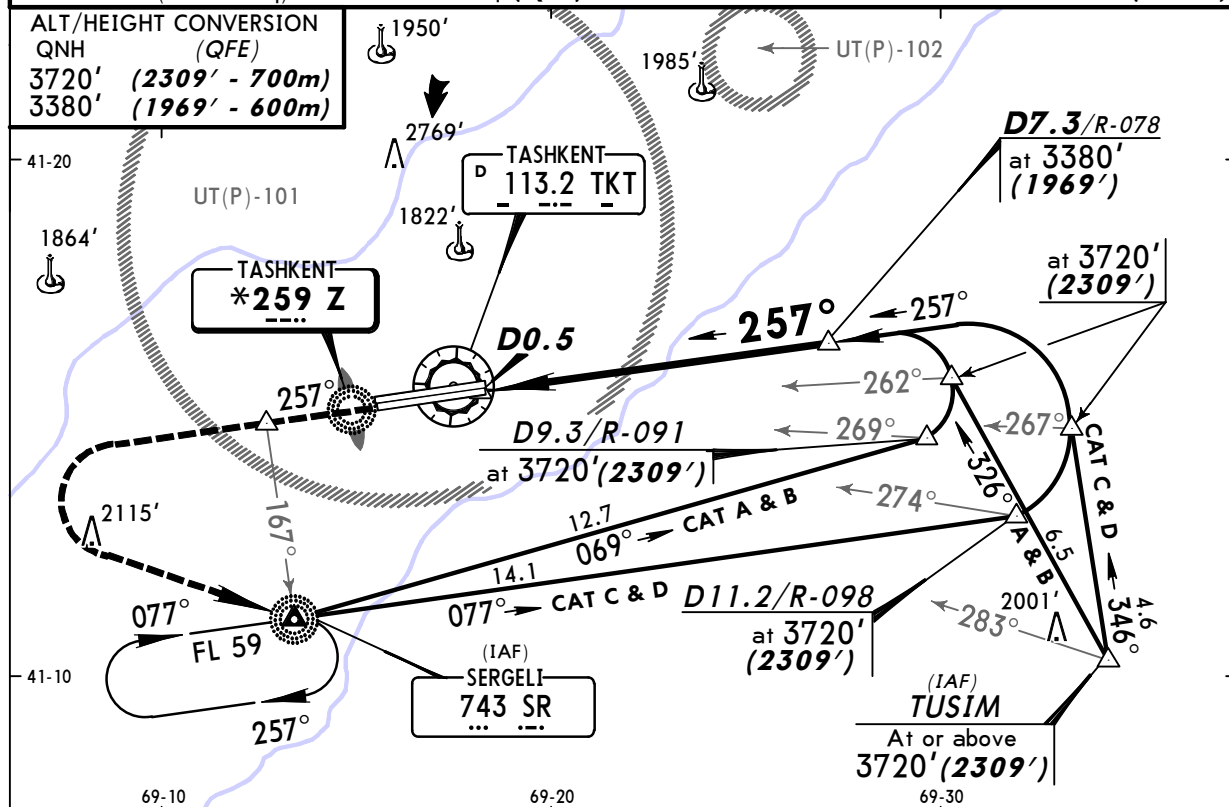
JEPPESEN 25 MAY 07 **(16-3)** **Eff 7 Jun**

TASHKENT, UZBEKISTAN
NDB Rwy 26L

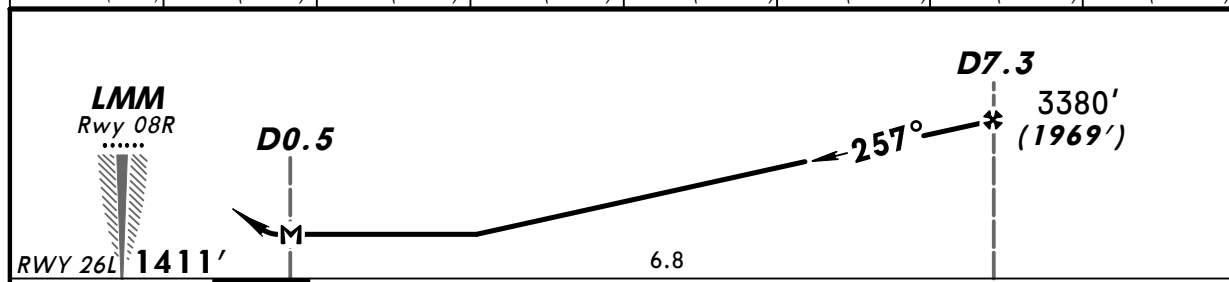
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB Z *259	Final Apch Crs 257°	Minimum Alt D7.3 3380' (1969')	MDA(H) 2400' (989') Apt Elev 1416' RWY 1411'	 MSA TKT VOR
MISSED APCH: Climb on 257° to 3380' (1969') or above. At 3380' (1969') or ABEAM SR NDB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2309'), then according to chart or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3720' (2309')



TKT DME	1.1	2.2	3.2	4.3	5.4	6.5	7.0
ALTITUDE(HAT)	1630' (219')	1940' (529')	2250' (839')	2560' (1149')	2860' (1449')	3170' (1759')	3320' (1909')



Gnd speed-Kts	70	90	100	120	140	160		
Descent Gradient 4.7%	333	428	476	571	666	762		
MAP at D0.5								
							257°	3380' (1969') ABEAM SR 743 whichever later

STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
MDA(H) 2400' (989')							
A	3000m			A	NOT AUTHORIZED		
B				B			
C				C			
D	5000m			D			

PANS OPS

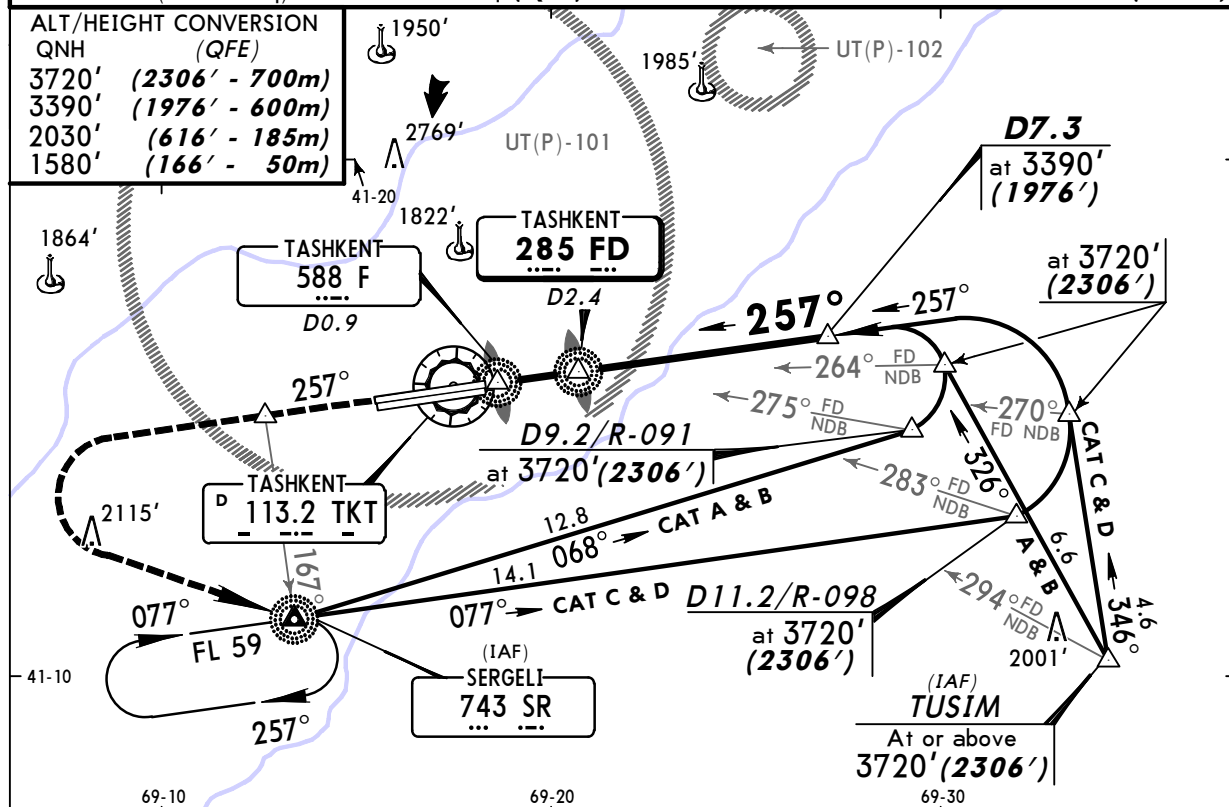
UTTT/TAS
YUZHNY

JEPPESSEN
25 MAY 07
Eff 7 Jun (16-4)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R

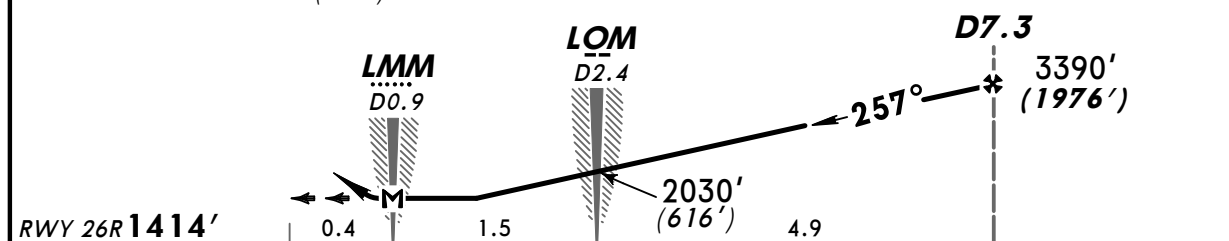
BRIEFING STRIP

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB FD 285	Final Apch Crs 257°	Minimum Alt D7.3 3390' (1976')	2 NDB MDA(H) 1810' (396')	NDB MDA(H) Refer to Minimums Apt Elev 1416' RWY 1414'
MISSED APCH: Climb on 257° to 3390' (1976') or above. At 3390' (1976') or ABEAM SR NDB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2306'), then according to chart or by ATC.				MSA TKT VOR
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 59
ALT/HEIGHT CONVERSION QNH (QFE)		Trans alt: 3720' (2306')		
3720' (2306' - 700m) 3390' (1976' - 600m) 2030' (616' - 185m) 1580' (166' - 50m)				



TKT DME	1.3	1.9	2.4	3.5	4.6	5.7	6.7
ALTITUDE(HAT)	1730' (316')	1880' (466')	2030' (616')	2340' (926')	2650' (1236')	2960' (1546')	3260' (1846')

Pass LMM not below 1580' (166').



Gnd speed-Kts	70	90	100	120	140	160		HIALS	257°	3390' (1976')	ABEAM SR 743
Descent Gradient 4.7%	333	428	476	571	666	762		PAPI			whichever later
MAP at LMM/D0.9											

STRAIGHT-IN LANDING RWY 26R					CIRCLE-TO-LAND	
2 NDB			NDB			
MDA(H) 1810' (396')			MDA(H) AB: 2240' (826') CD: 2400' (986')			
		ALS out			ALS out	
A	2000m		3000m		A	NOT AUTHORIZED
B					B	
C			5000m		C	
D					D	

PANS OPS