

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

No revision activity since Disc 11-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTTT

General Info

Tashkent, UZB

N 41° 15.4' 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**

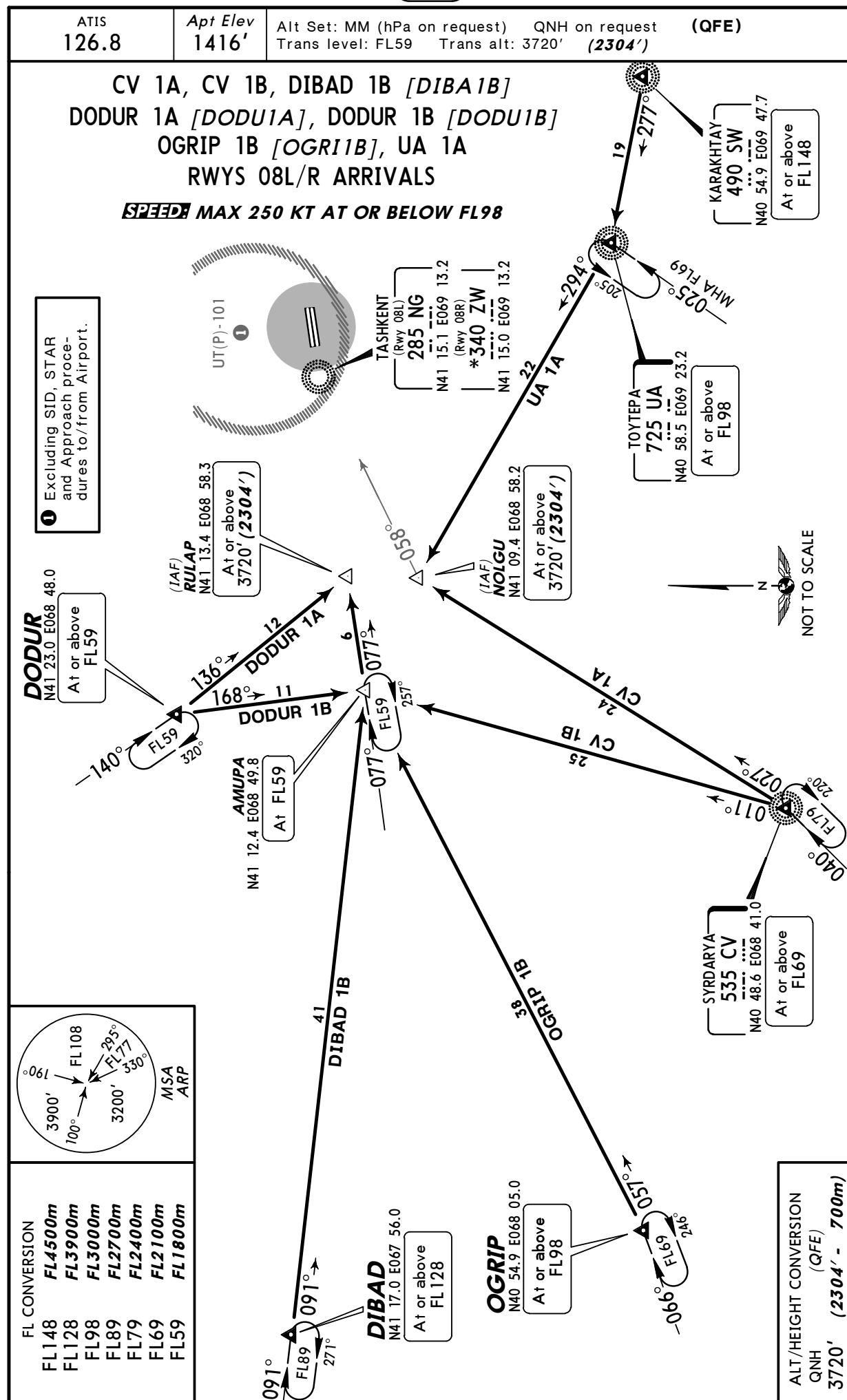
Tashkent Krug Radar **119.4**

Notebook Info

UTTT/TAS
YUZHNY

JEPPesen **TASHKENT, UZBEKISTAN**
 25 FEB 11 **10-2** **Eff 10 Mar**

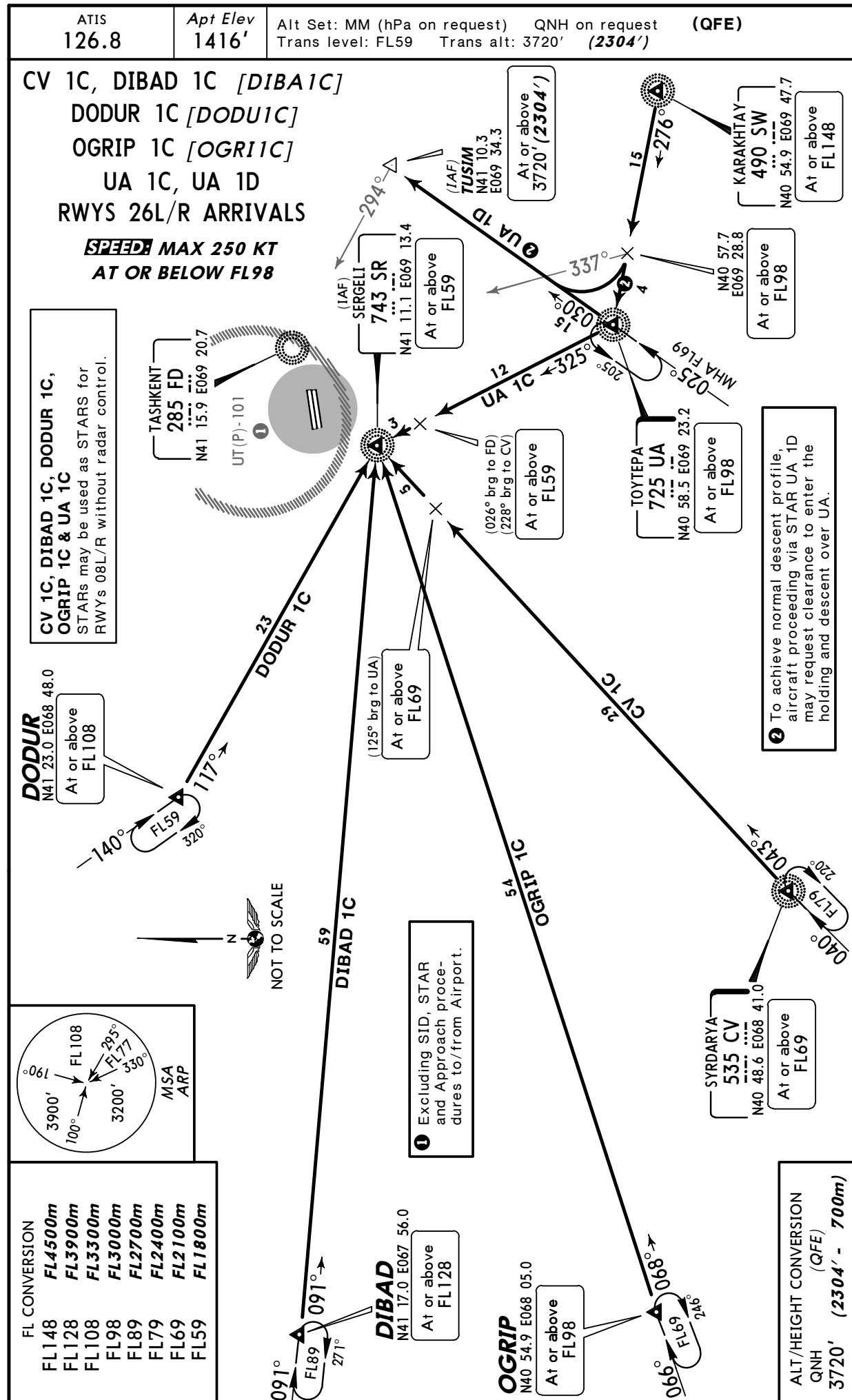
STAR



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JEPPesen **TASHKENT, UZBEKISTAN**
25 FEB 11 **10-2A** Eff 10 Mar

STAR

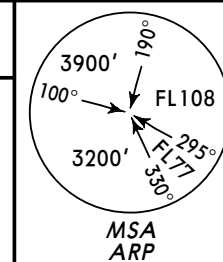


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JEPPESSEN **TASHKENT, UZBEKISTAN**
25 FEB 11 **10-3** **Eff 10 Mar**

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 9.7 NM from ARP 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

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

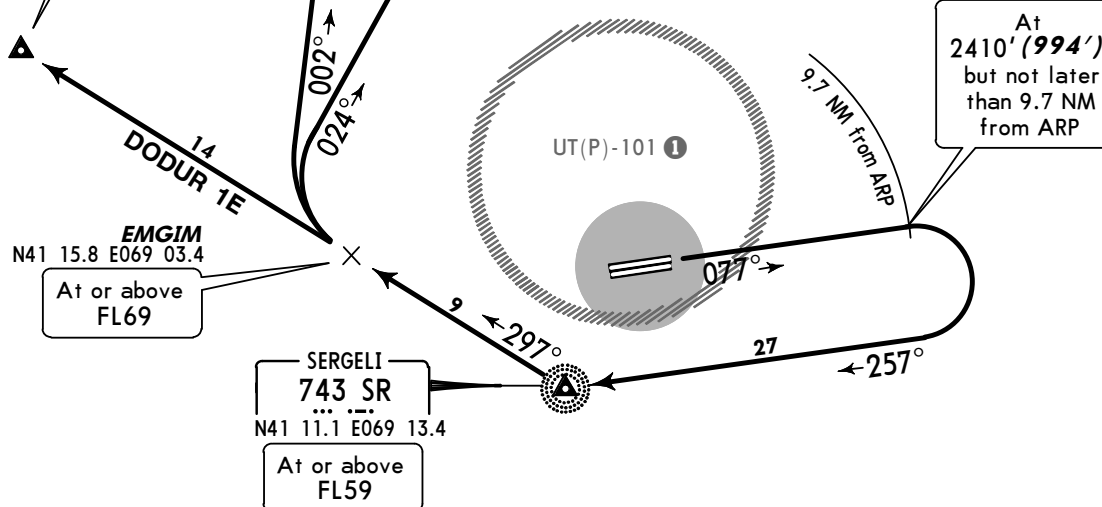
ALT/HEIGHT CONVERSION
QNH (QFE)
2410' (**994'** - 300m)
3720' (**2304'** - 700m)

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

DODUR
N41 23.0 E068 48.0
At or above
FL98

EMGIM
N41 15.8 E069 03.4
At or above
FL69

SERGELI
743 SR
N41 11.1 E069 13.4
At or above
FL59



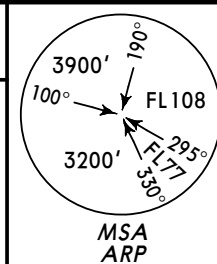
SID	ROUTING
BAMUT 1E	Climb on 077° track, at 2410' (994'), but not later than 9.7 NM from ARP turn RIGHT to SR, turn RIGHT, 297° bearing to EMGIM, turn RIGHT, 024° track to BAMUT.
DODUR 1E	Climb on 077° track, at 2410' (994'), but not later than 9.7 NM from ARP turn RIGHT to SR, turn RIGHT, 297° bearing to DODUR.
REBDA 1E	Climb on 077° track, at 2410' (994'), but not later than 9.7 NM from ARP turn RIGHT to SR, turn RIGHT, 297° bearing to EMGIM, turn RIGHT, 002° track to REBDA.

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JEPPESEN **TASHKENT, UZBEKISTAN**
 25 FEB 11 **(10-3A)** **Eff 10 Mar**

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

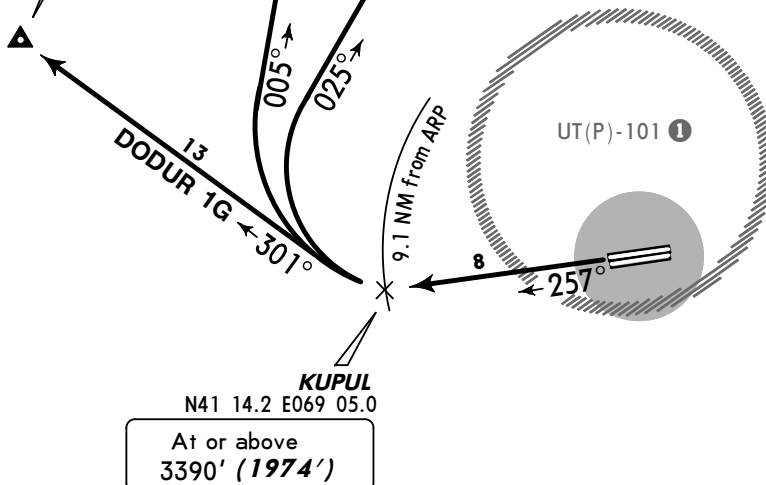
In case of engine failure climb on 257° track to at or above 3390' **(1974')**, but not earlier than at abeam of 743 SR, turn LEFT to 743 SR, climb to 3720' **(2304')** and report to ATC.

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



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

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

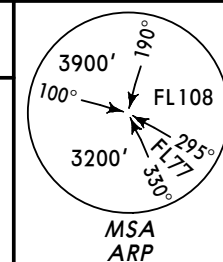
SID	ROUTING
BAMUT 1G	Climb on 257° track to KUPUL, turn RIGHT, 025° track to BAMUT.
DODUR 1G	Climb on 257° track to KUPUL, turn RIGHT, 301° track to DODUR.
REBDA 1G	Climb on 257° track to KUPUL, turn RIGHT, 005° track to REBDA.

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JEPPESSEN TASHKENT, UZBEKISTAN
25 FEB 11 **(10-3B)** Eff 10 Mar

SID

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



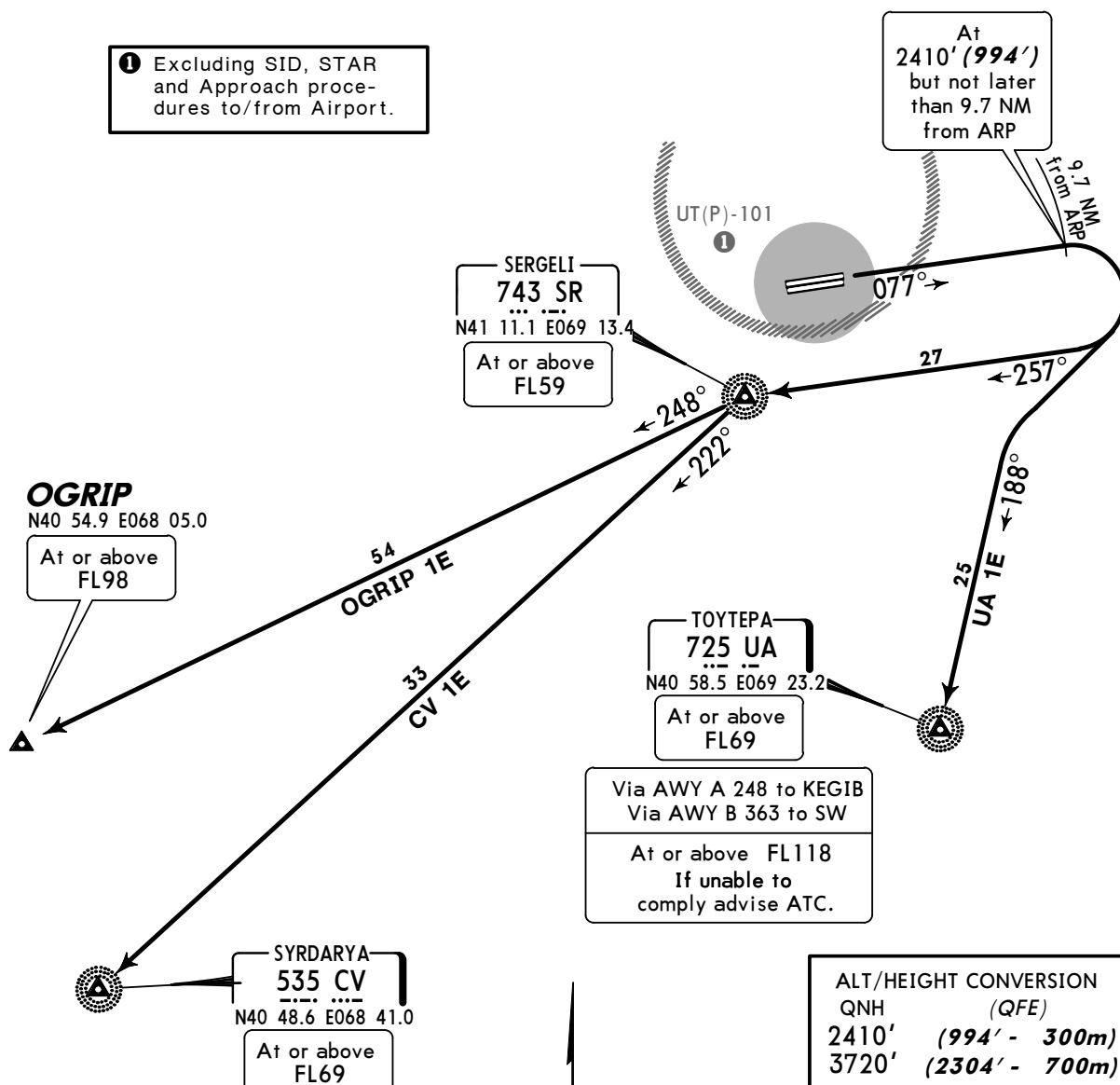
CV 1E, OGRIP 1E [OGR11E], UA 1E
RWYS 08L/R DEPARTURES

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 9.7 NM from ARP, 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 9.7 NM from ARP, turn RIGHT to SR, turn LEFT, 222° bearing to CV.
OGRIP 1E	Climb on 077° track, at 2410' (994') , but not later than 9.7 NM from ARP, turn RIGHT to SR, turn LEFT, 248° bearing to OGRIP.
UA 1E	Climb on 077° track, at 2410' (994') , but not later than 9.7 NM from ARP, turn RIGHT, intercept 188° bearing to UA.

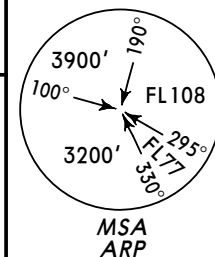
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JEPPESEN TASHKENT, UZBEKISTAN
25 FEB 11 **(10-3C)** Eff 10 Mar

SID

Apt Elev
1416'

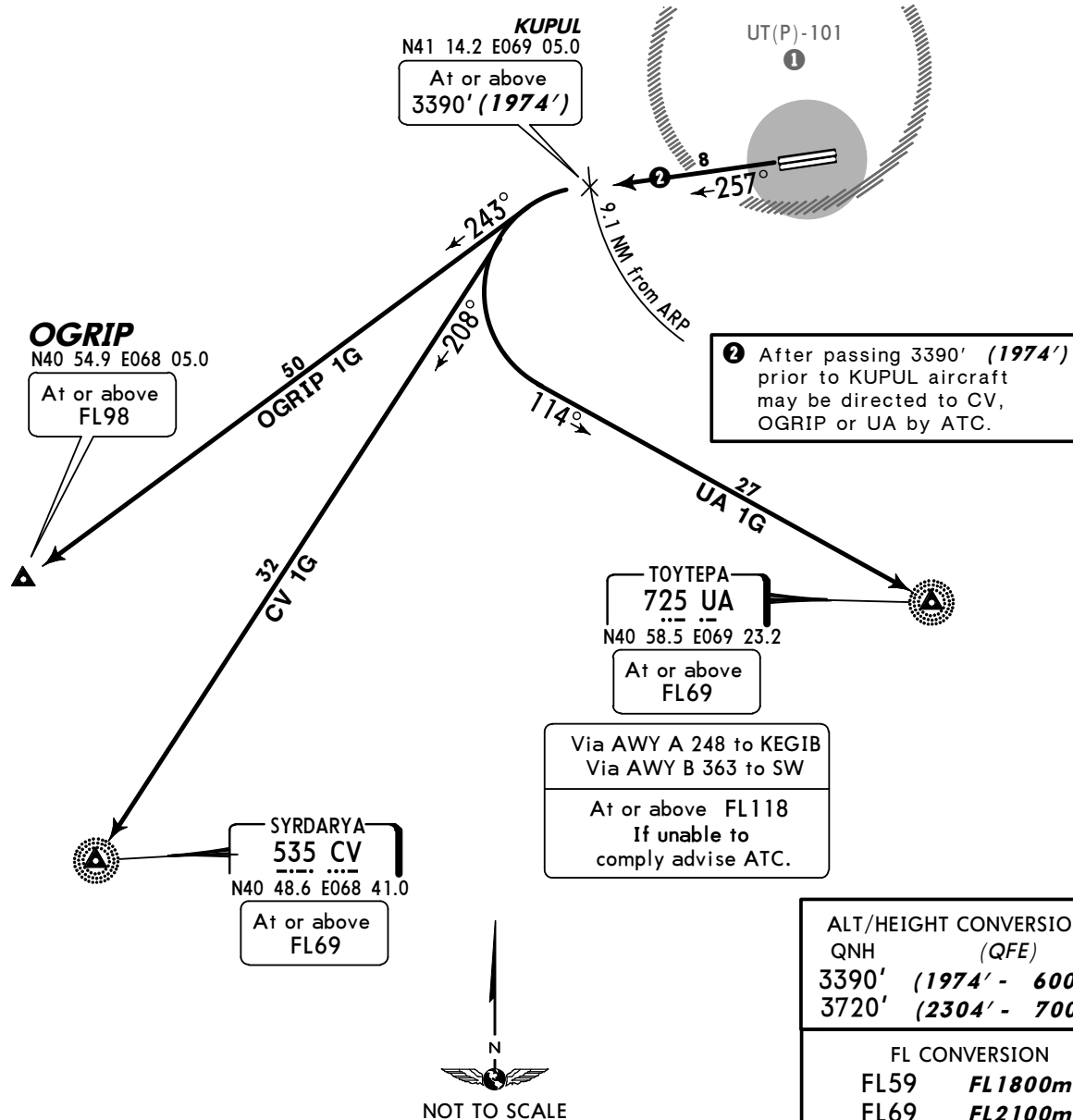
QNH on request **(QFE)**
Trans level: FL59 Trans alt: 3720' **(2304')**



CV 1G, OGRIP 1G [OGR11G], 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')**, but not earlier than at abeam of 743 SR, turn LEFT to 743 SR, climb to 3720' **(2304')** and report to ATC.

1 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 KUPUL , turn LEFT, intercept 208° bearing to CV.
OGRIP 1G	Climb on 257° track to KUPUL , turn LEFT, 243° track to OGRIP.
UA 1G	Climb on 257° track to KUPUL , turn LEFT, intercept 114° bearing to UA.

CHANGES: KUPUL established.

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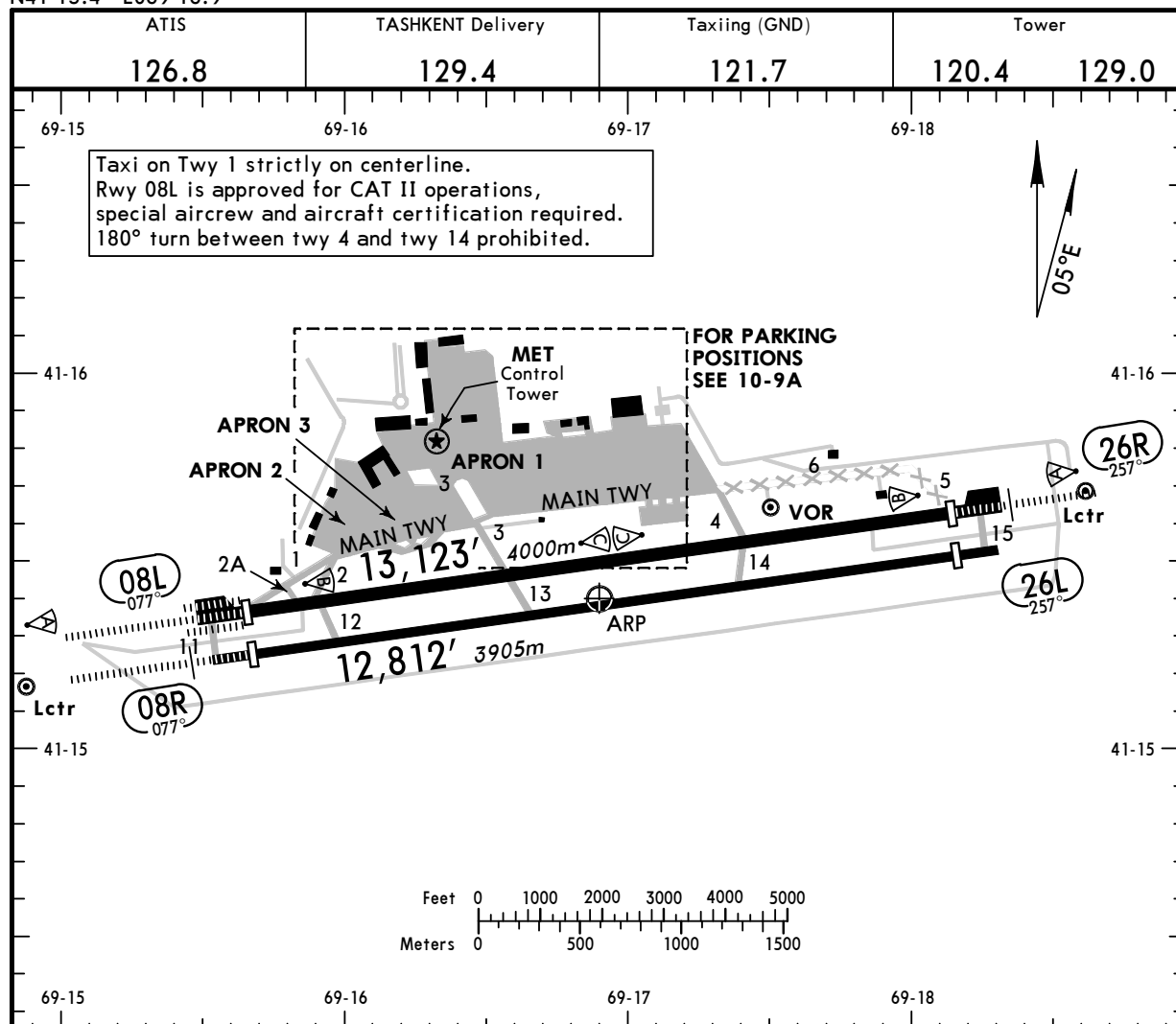
 Apt Elev **1416'**
 N41 15.4 E069 16.9

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25 FEB 11

(10-9)

Eff 10 Mar

TASHKENT, UZBEKISTAN
YUZHNY

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
08L	HIRL (60m) CL ① HIALS-II PAPI-L TDZ RVR	12,303' 3750m	11,243' 3427m	③	197'
26R	HIRL (60m) CL ② HIALS PAPI-L RVR		10,860' 3310m		60m

① Between displ thresholds (86W, 21R&W, 8R / spacing 15m).

② Between displ thresholds (86W, 18R&W, 11R / spacing 15m).

③ TAKE-OFF RUN AVAILABLE
RWY 08L:

 From rwy head 13,123' (4000m)
 twy 2 int 11,352' (3460m)
 twy 3 int 7956' (2425m)

RWY 26R:

 From rwy head 13,123' (4000m)
 twy 4 int 8940' (2725m)

08R	HIRL (60m) HIALS PAPI-L	11,663' 3555m	11,096' 3382m	④	148'
26L	HIRL (60m)	11,647' 3550m			45m

④ TAKE-OFF RUN AVAILABLE
RWY 08R:

 From rwy head 12,320' (3755m)
 twy 12 int 10,089' (3075m)
 twy 13 int 6890' (2100m)

RWY 26L:

 From rwy head 11,991' (3655m)
 twy 14 int 7710' (2350m)

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
A	RL & CL			
B	200m ①	300m	300m	400m
C				
D	250m (200m ①)		400m	

① Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

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25 FEB 11

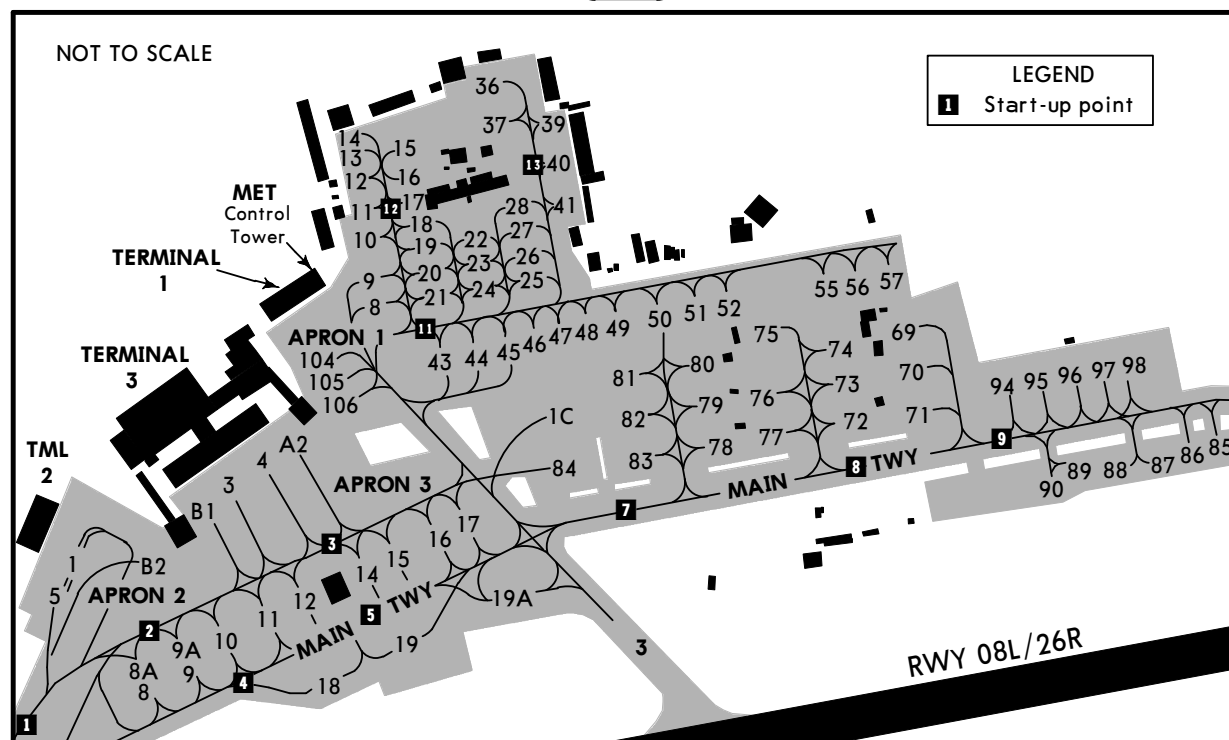
JEPPESSEN

10-9A

Eff 10 Mar

TASHKENT, UZBEKISTAN

YUZHNY

**INS COORDINATES**

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

INS COORDINATES

STAND No.	COORDINATES
18, 19	N41 15.5 E069 16.2
19A	N41 15.6 E069 16.3
43, 44	N41 15.8 E069 16.3
45, 46	N41 15.8 E069 16.4
84	N41 15.7 E069 16.4

TAXI RESTRICTIONS

CAT C & D acft have to use stands with two engines IDLE power only. 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.

Taxiing on twy 13 for acft with distance between working engines of max 107'/32.5m only. Taxi lights must be switched on during acft taxi on twys 1, 2, 2A, 3 and 4 during night and when visibility is less than 2000m.

Pilots must contact TASHKENT delivery not earlier than 15 min before start-up for ATC clearance.

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".

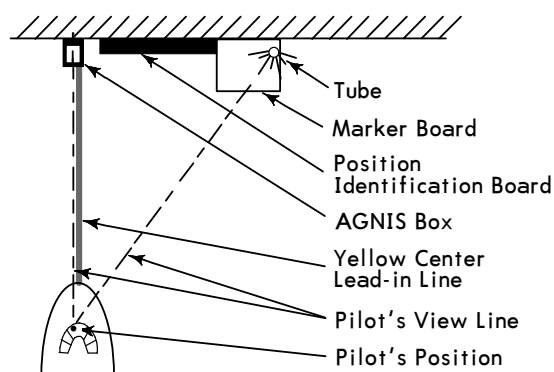
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25 FEB 11

JEPPESEN

10-9B

Eff 10 Mar

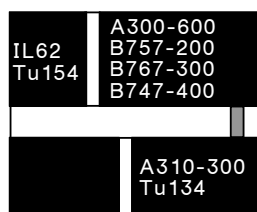
TASHKENT, UZBEKISTAN
YUZHNY**Principal Arrangement of AGNIS**

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**

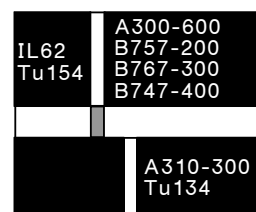
Aircraft is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, aircraft has reached correct stopping position.



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.

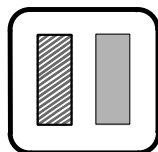
In addition to the lights of the AGNIS and PAPA elements a yellow flashing beacon is provided on the lower section of the column which is operating at the same time as the visual guidance system is switched on.

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 Ground and/or from marshaller.

Parking Procedures**CENTERLINE GUIDANCE**

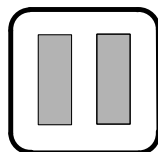
Aircraft shall approach along yellow aircraft stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.

RED GREEN



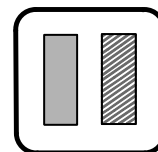
LEFT of centerline
Turn towards GREEN
(RIGHT)

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.

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 **JEPPESEN**25 FEB 11
Eff 10 Mar**10-9S****TASHKENT, UZBEKISTAN**
YUZHNY**Standard**

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS	1469' (100')	1469' (100')	1469' (100')	1469' (100')
		RA 105' R300m	RA 105' R300m	RA 105' R300m	RA 105' R300m
	ILS	1569' (200')	1569' (200')	1569' (200')	1569' (200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	1750' (381')	1750' (381')	1750' (381')	1750' (381')
		1700m	1700m	1700m	1700m
	<i>ALS out</i>	1700m	1700m	1800m	1800m
08R	NDB ①	2590' (1221')	2590' (1221')	2590' (1221')	2590' (1221')
		5000m	5000m	6000m	6000m
	ILS	1568' (200')	1568' (200')	1568' (200')	1582' (214')
		800m	800m	800m	800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	1800' (432')	1800' (432')	1800' (432')	1800' (432')
		1500m	2000m	2000m	2000m
	NDB ①	2590' (1222')	2590' (1222')	2590' (1222')	2590' (1222')
		5000m	5000m	6000m	6000m
26L	SIDESTEP	2190' (822')	2190' (822')	2190' (822')	2190' (822')
		ceil 300'- 5000m	ceil 300'- 5000m	ceil 300'- 5000m	ceil 300'- 5000m
	NDB	2400' (989')	2400' (989')	2400' (989')	2400' (989')
		3800m	5000m	5000m	5000m
	SIDESTEP	2240' (829')	2240' (829')	2240' (829')	2240' (829')
		ceil 300'- 5000m	ceil 300'- 5000m	ceil 300'- 5000m	ceil 300'- 5000m
	ILS	1614' (200')	1614' (200')	1614' (200')	1614' (200')
		800m	1000m	1000m	1000m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
26R	2 NDB ①	1810' (396')	1810' (396')	1810' (396')	1810' (396')
		2000m	2000m	2000m	2000m
	NDB	2240' (826')	2240' (826')	2400' (986')	2400' (986')
		3300m	3300m	5000m	5000m
	<i>ALS out</i>	4000m	4000m	5000m	5000m

① Continuous Descent Final Approach.

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25 FEB 11

Eff 10 Mar

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 I	300m	300m	400m	500m
B					
C					
D	250m		400m		

I Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

UTTT/TAS

 **JEPPESEN**

25 FEB 11

Eff 10 Mar

10-9X

TASHKENT, UZBEKISTAN
YUZHNY**JAA MINIMUMS**

STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS DME	1469' (100')	1469' (100')	1469' (100')	1469' (100')
		RA 105' -300m	RA 105' -300m	RA 105' -300m	RA 105' -300m
	ILS DME	1569' (200')	1569' (200')	1569' (200')	1569' (200')
		550m	550m	550m	550m
	ALS out	1000m	1000m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB	1750' (381')	1750' (381')	1750' (381')	1750' (381')
		1700m	1700m	1700m	1700m
	ALS out	1700m	1700m	1800m	2000m
	NDB	2590' (1221')	2590' (1221')	2590' (1221')	2590' (1221')
08R	ILS	1568' (200')	1568' (200')	1568' (200')	1582' (214')
		800m	800m	800m	800m
	ALS out	1000m	1000m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB	1800' (432')	1800' (432')	1800' (432')	1800' (432')
		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
26L	NDB	2400' (989')	2400' (989')	2400' (989')	2400' (989')
		3000m	5000m	5000m	5000m
	SIDESTEP	2240' (829')	2240' (829')	2240' (829')	2240' (829')
		ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m	ceil 300m - 5000m
26R	ILS DME	1614' (200')	1614' (200')	1614' (200')	1614' (200')
		800m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	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



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 I	300m	300m	400m	500m
B					
C					
D	250m		400m		

I Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

TAKE-OFF RWY 08R, 26L

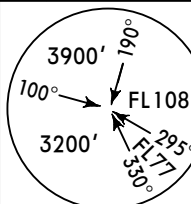
LVP must be in Force			
DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	300m	400m	500m
B			
C			
D			

UTTT/TAS
YUZHNY

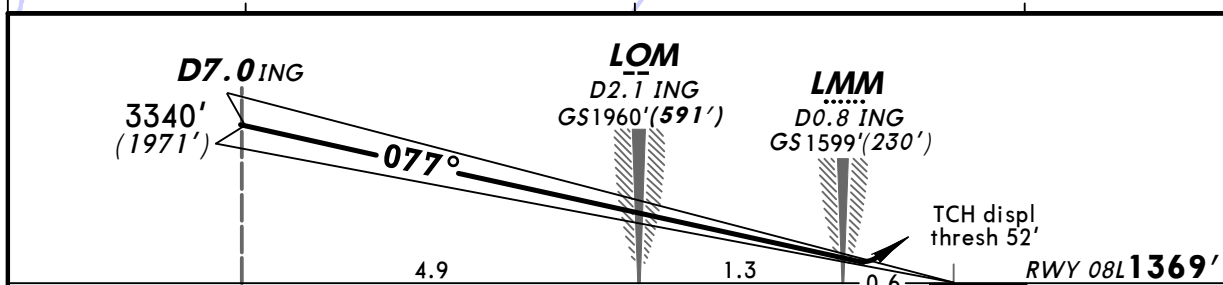
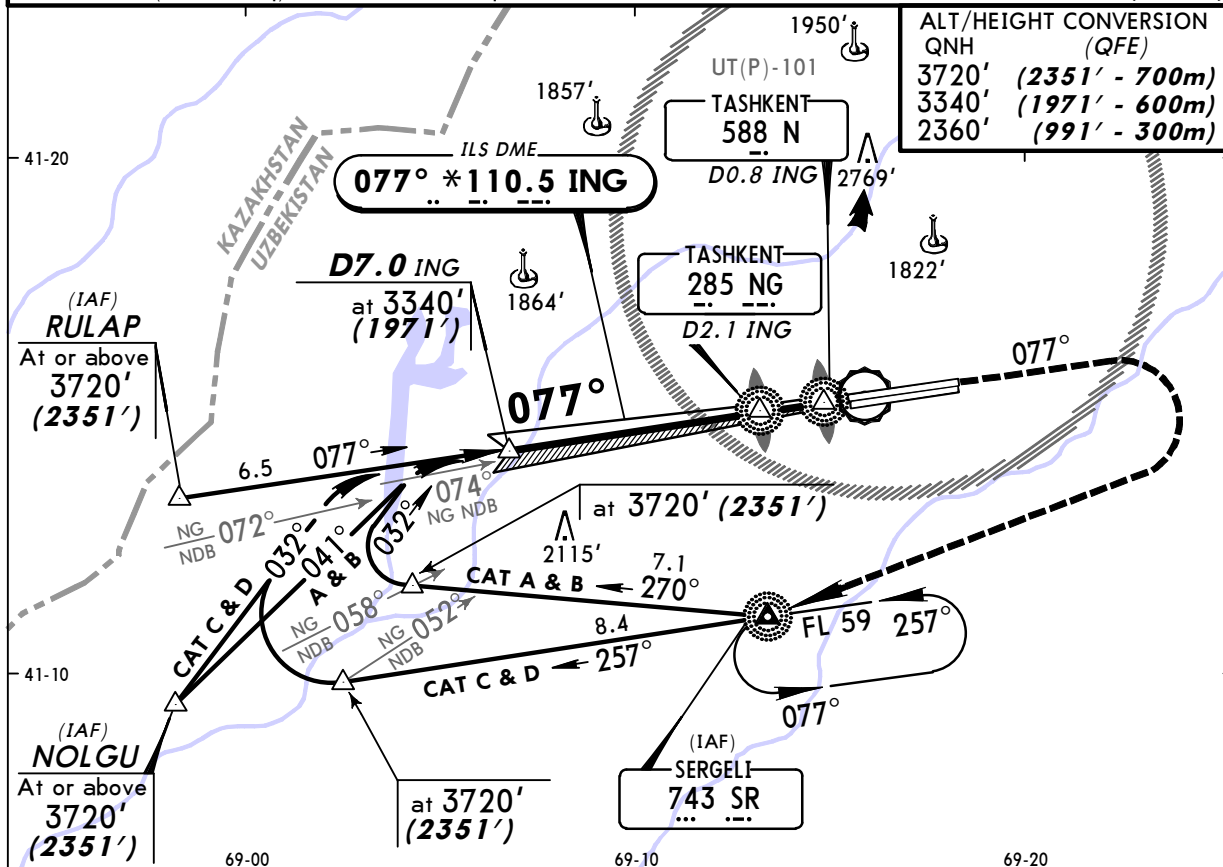
JEPPesen
25 FEB 11 **11-1** Eff 10 Mar

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'	 MSA ARP
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than 9.7 NM from ARP) 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')	9.7 NM
ILS GS	2.67°	336	432	480	576	671	PAPI	↑	whichever earlier	ARP

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

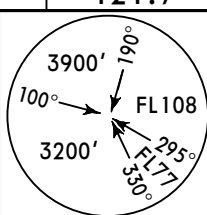
UTTT/TAS
YUZHNY

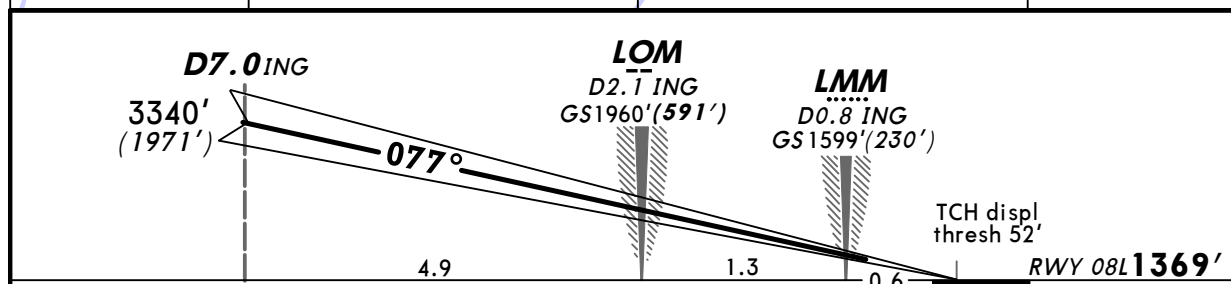
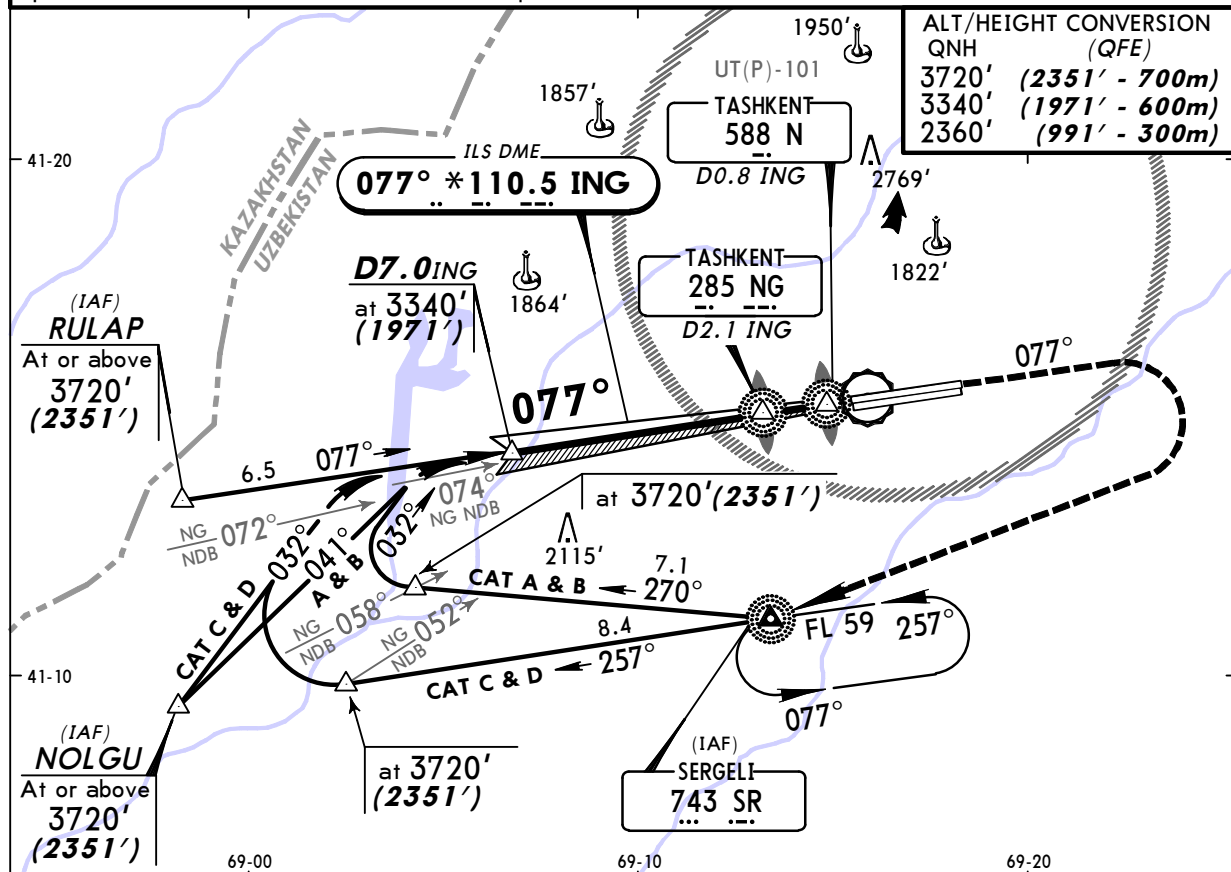
25 FEB 11
Eff 10 Mar

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' RWY 1369'	 MSA ARP
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than 9.7 NM from ARP) 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
Special aircrew and aircraft certification required.		Trans alt: 3720' (2351')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2360' (991')	9.7 NM
GS	2.67°	336	432	480	576	767	PAPI	↑	whichever earlier	ARP

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

RVR 300m

PANS OPS

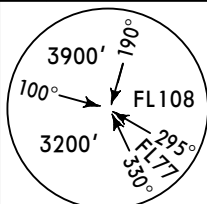
Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

UTTT/TAS
YUZHNY

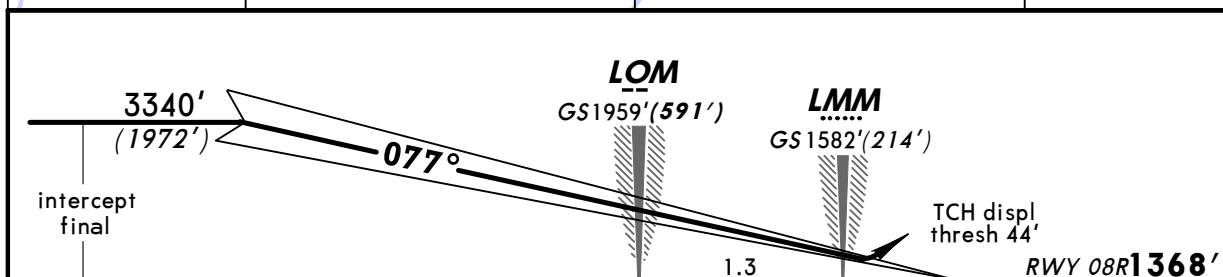
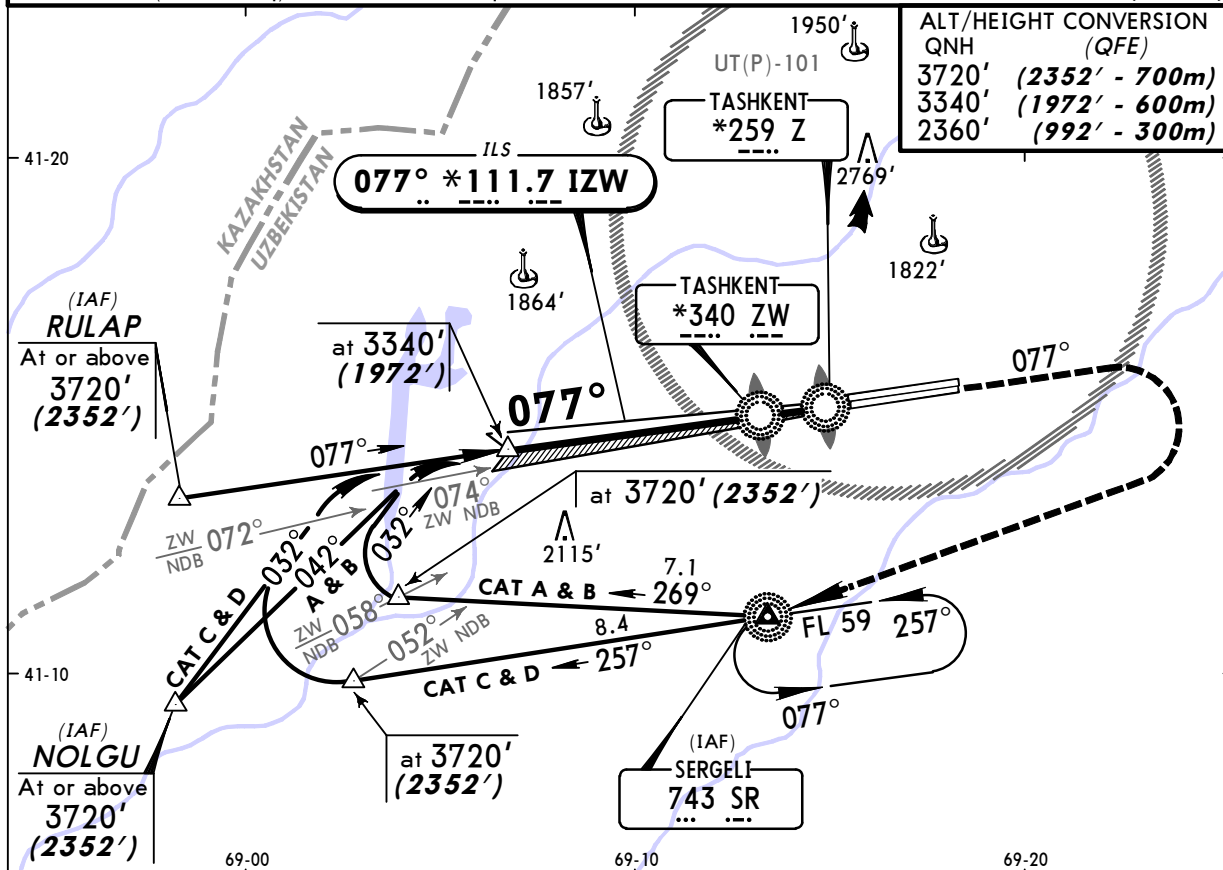
JEPPesen
25 FEB 11 **(11-2)** Eff 10 Mar

TASHKENT, UZBEKISTAN
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 ARP
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than 9.7 NM from ARP) 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')



TO DISPLACED THRESHOLD							1.9	1.3	0.6	0	RWY 08R 1368'
Gnd speed-Kts	70	90	100	120	140	160					
ILS GS	2.67°	336	432	480	576	671	767				

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

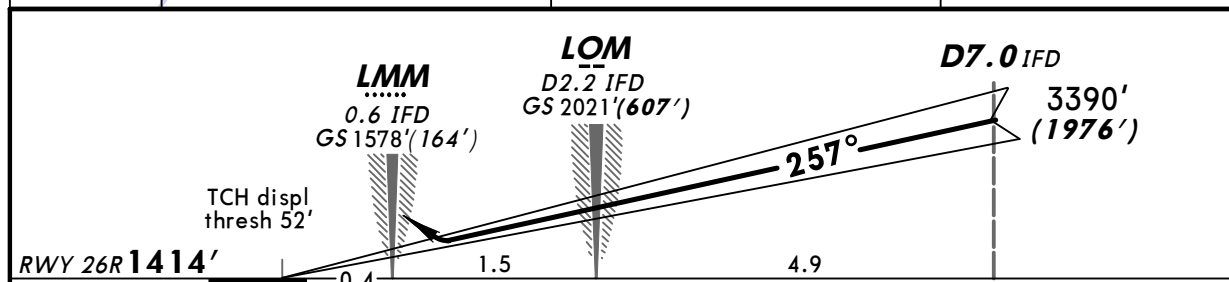
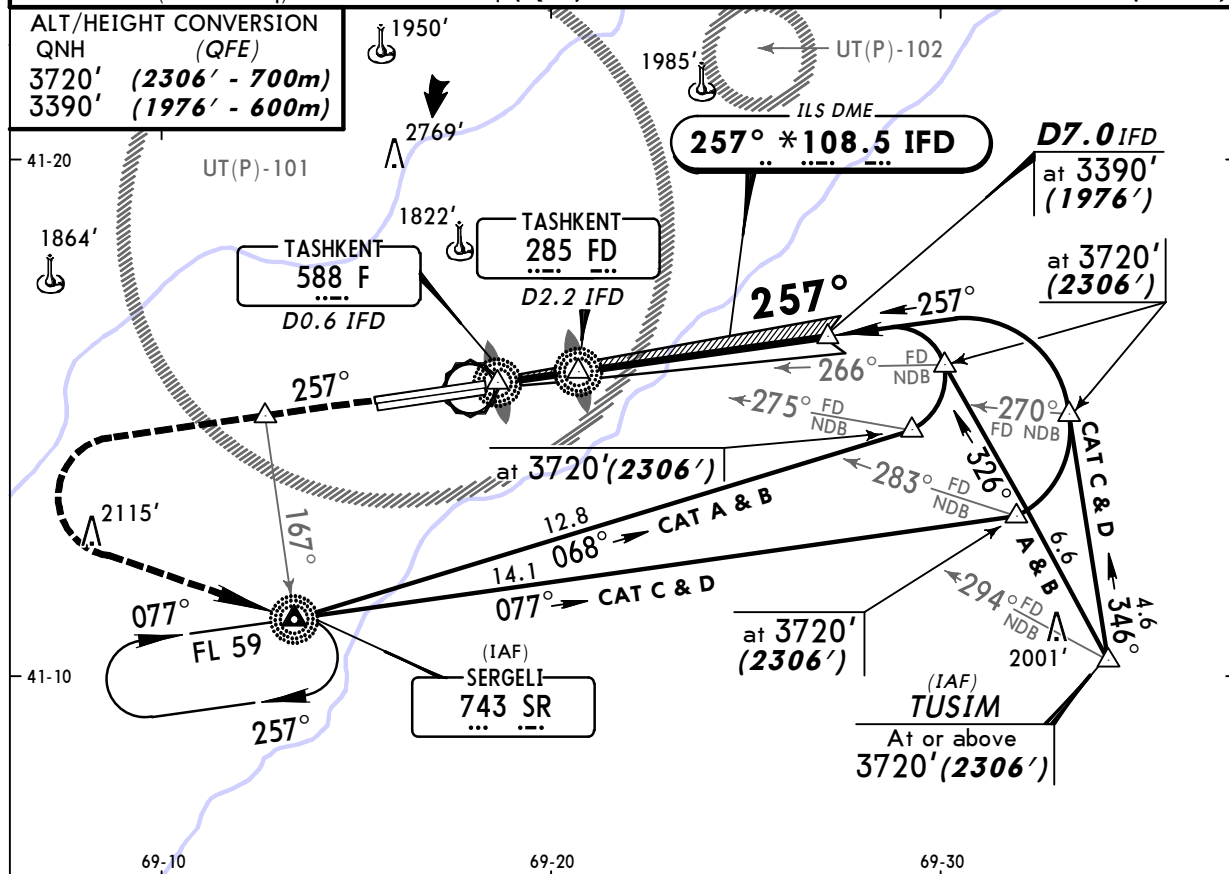
UTTT/TAS
YUZHNY

JEPPesen
25 FEB 11 **11-3** Eff 10 Mar

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.				
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 59
ALT/HEIGHT CONVERSION QNH (QFE) 3720' (2306' - 700m) 3390' (1976' - 600m)		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						
B							
C	1000m	1200m		NOT AUTHORIZED		NOT AUTHORIZED	
D							

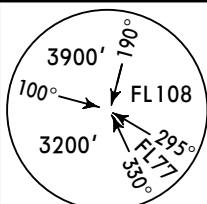
PANS OPS

UTTT/TAS
YUZHNY

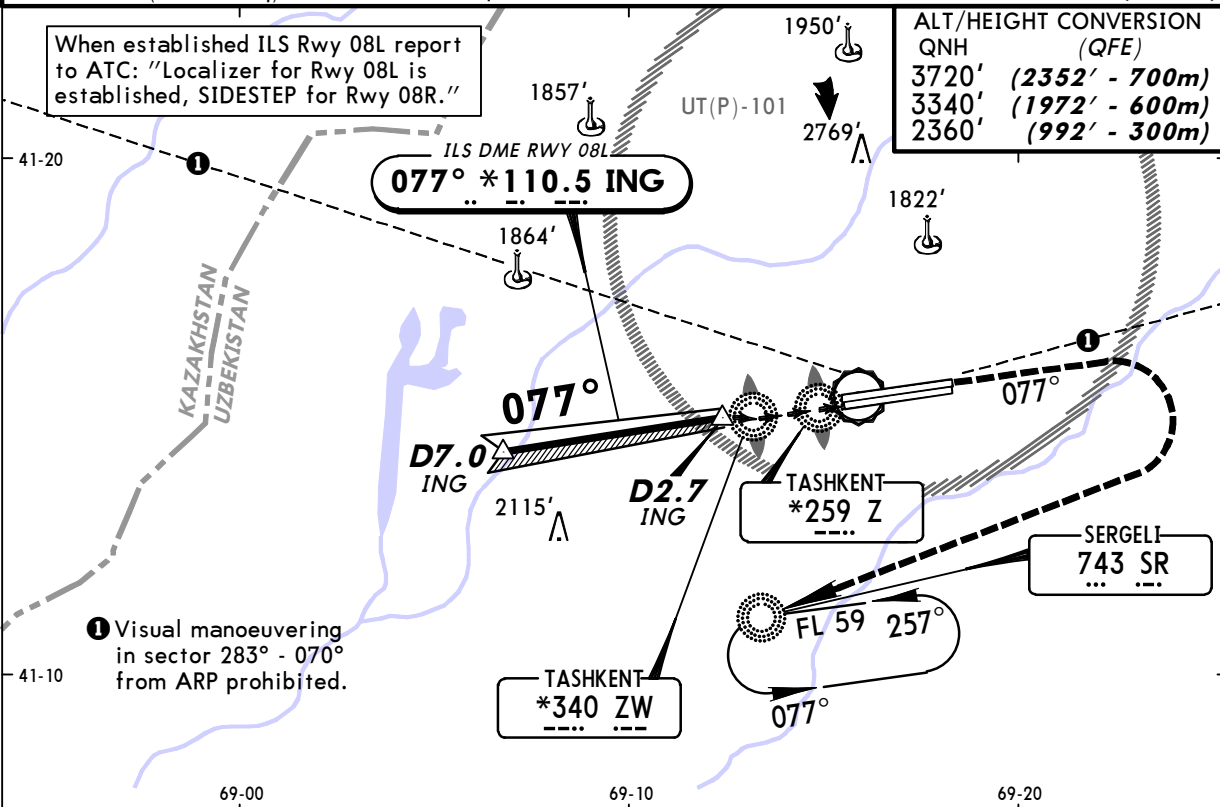
JEPPESEN
25 FEB 11
Eff 10 Mar **(11-4)**

TASHKENT, UZBEKISTAN
(LOC 08L) **SIDESTEP Rwy 08R**

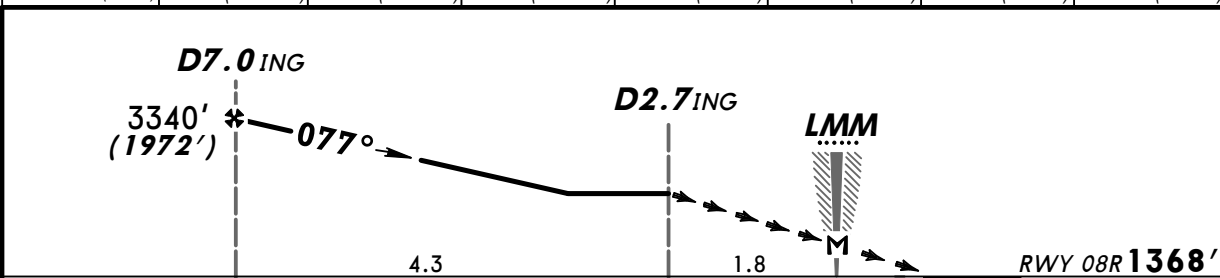
BRIEFING STRIP

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 ARP
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than 9.7 NM from ARP) 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'**)



ING DME	6.5	5.4	4.3	3.2	2.2	1.6	1.1
ALTITUDE (HAT)	3210' (1842')	2910' (1542')	2600' (1232')	2290' (922')	2000' (632')	1830' (462')	1680' (312')



TO DISPLACED THRESHOLD						
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.67°	336	432	480	576	767
MAP at LMM						

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

PANS OPS

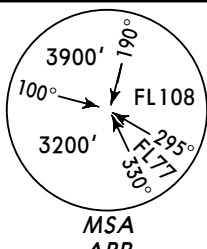
A	300m - VIS 5000m	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

UTTT/TAS
YUZHNY

JEPPesen
25 FEB 11
Eff 10 Mar **(11-5)**

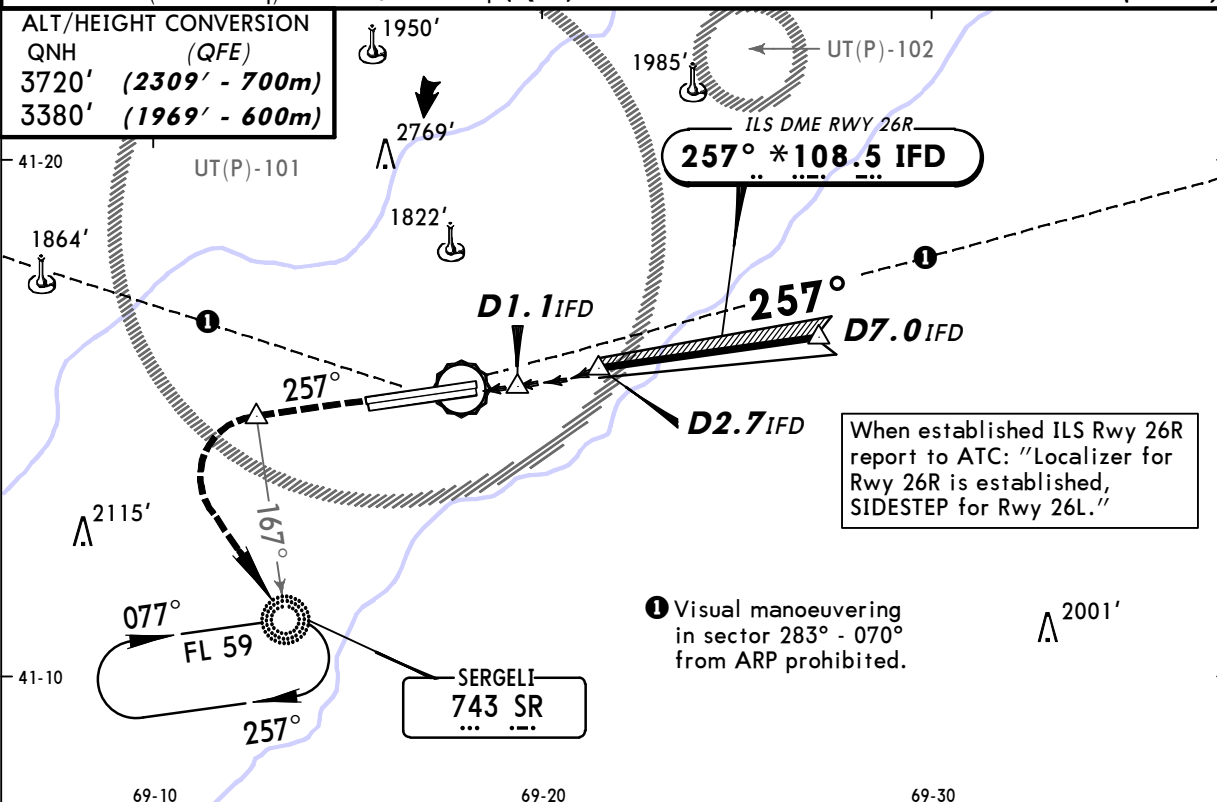
TASHKENT, UZBEKISTAN
(LOC 26R) SIDESTEP Rwy 26L

BRIEFING STRIP

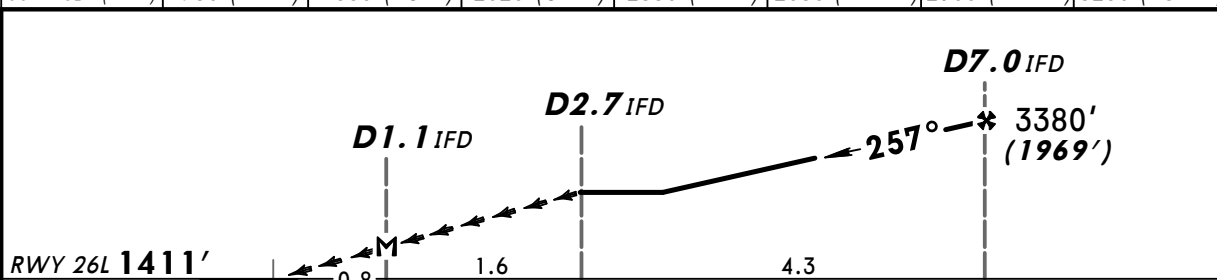
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC IFD *108.5	Final Apch Crs 257°	Minimum Alt D7.0 IFD 3380' (1969')	MDA(H) 2240' (829') Apt Elev 1416' RWY 1411'	
MISSED APCH: Climb on 257° to 3380' (1969') or above. At ABEAM NDB turn LEFT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

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
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	MIM 3380' (1969') on 257°
Descent Angle	2.67°	336	432	480	576	671	
MAP at D1.1 IFD							

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

PANS OPS

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

UTTT/TAS
YUZHNY

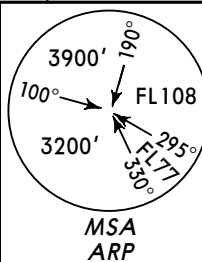
25 FEB 11
Eff 10 Mar

16-1

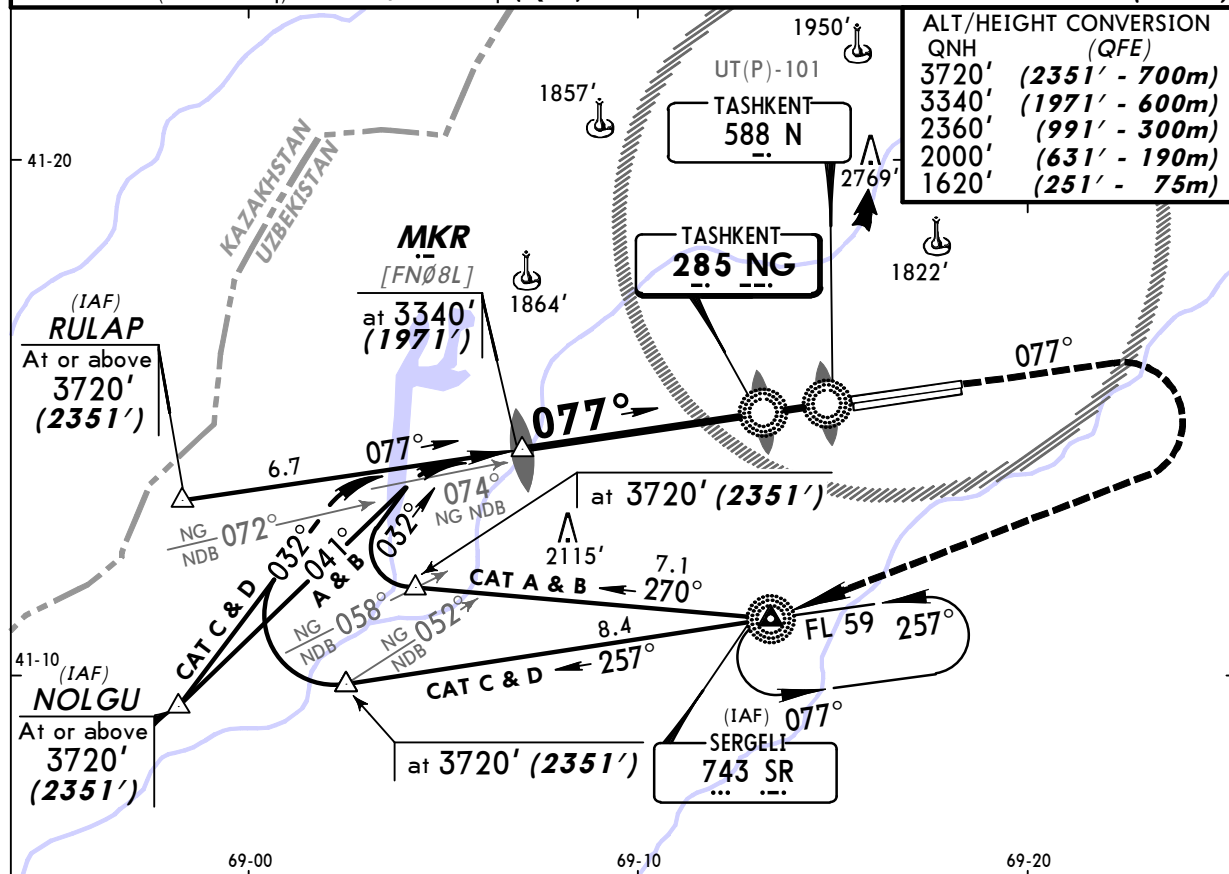
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L

BRIEFING STRIP

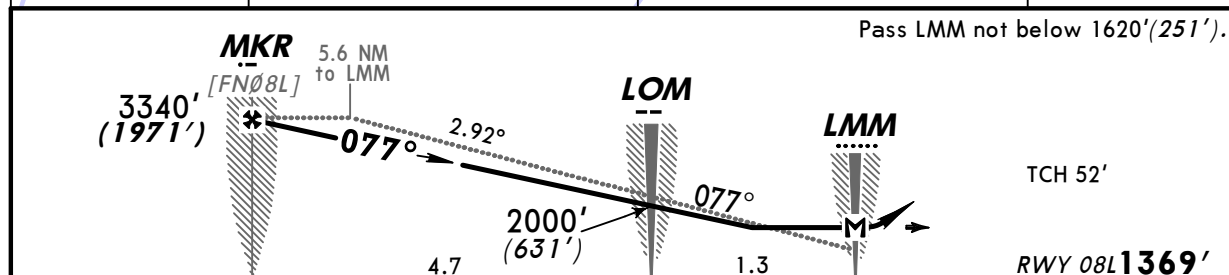
ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB NG 285	Final Apch Crs 077°	Minimum Alt MKR 3340' (1971')	2 NDB MDA(H) 1750' (381')	NDB MDA(H) 2590' (1221')
Apt Elev 1416' RWY 1369'				
MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than 9.7 NM from ARP) 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'**)



ALT/HEIGHT CONVERSION	QNH (QFE)
3720'	(2351' - 700m)
3340'	(1971' - 600m)
2360'	(991' - 300m)
2000'	(631' - 190m)
1620'	(251' - 75m)



TO DISPL THRESH							6.6	1.9							0.6							0																																	
Gnd speed-Kts							70	90	100	120	140	160								HIALS-II							077°							2360'							9.7 NM														
Descent Angle							2.92°	362	465	517	620	723	826								PAPI														(991')							ARP													
MAP at LMM																																										whichever earlier													

STRAIGHT-IN LANDING RWY 08L				CIRCLE-TO-LAND	
2 NDB		NDB			
MDA(H) 1750' (381')		MDA(H) 2590' (1221')			
ALS out		ALS out			
A	1700m	4000m	6000m	A	NOT AUTHORIZED
B				B	
C				C	
D				D	

PANS OPS

UTTT/TAS
YUZHNY

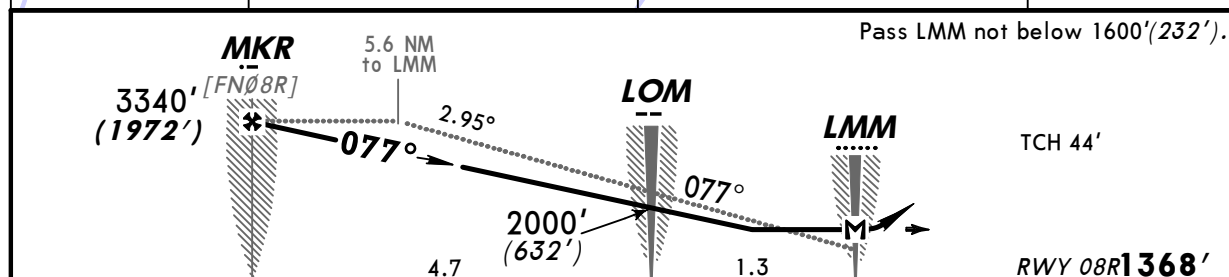
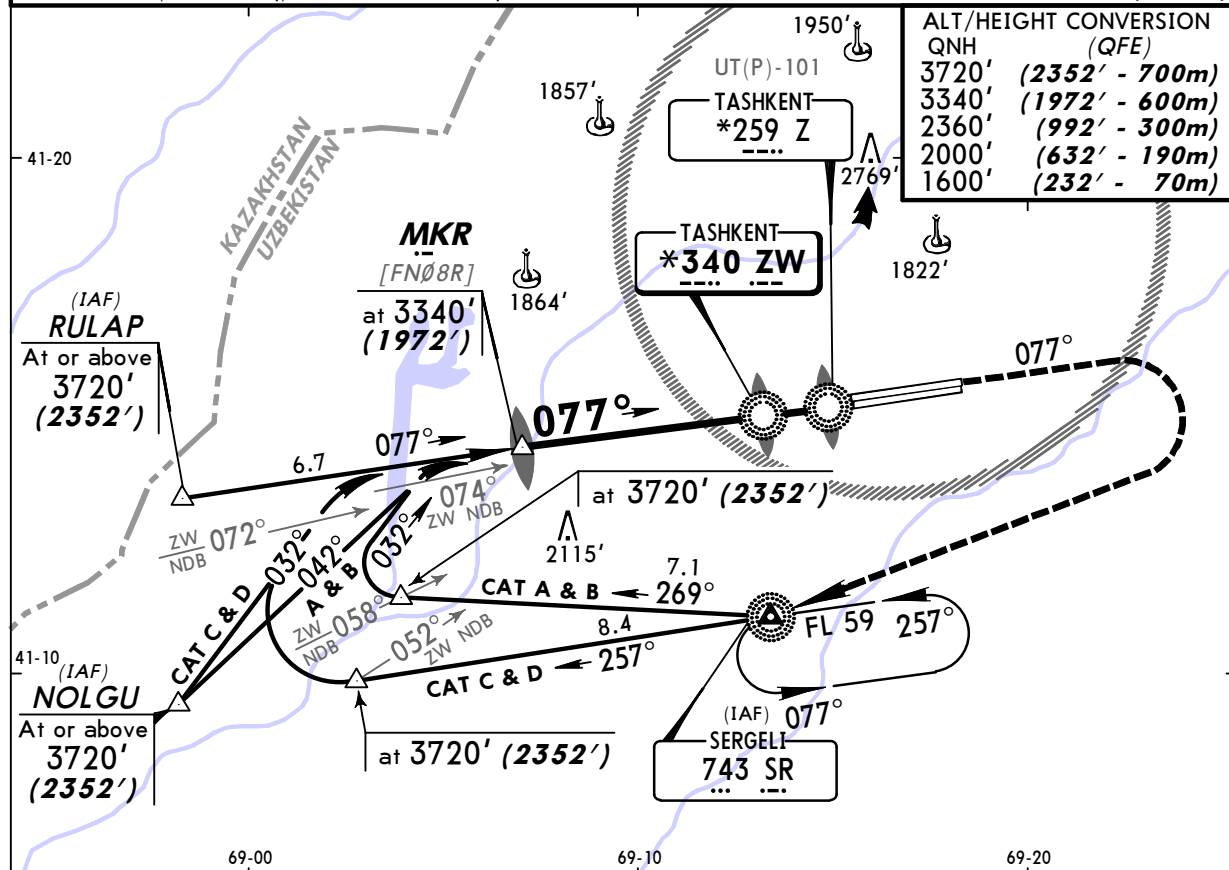
JEPPESEN
25 FEB 11
Eff 10 Mar (16-2)

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'				MSA ARP
MISSED APCH: Climb on 077° to 2360' (992'), then (but not later than 9.7 NM from ARP) 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')



TO DISPL THRESH		6.6		1.9		0.6		0			
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	077°	2360' (992')	9.7 NM ARP whichever earlier	
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		ALS out					
A	1500m	1600m		A	NOT AUTHORIZED		
B	2000m		4000m	B			
C			6000m	C			
D				D			

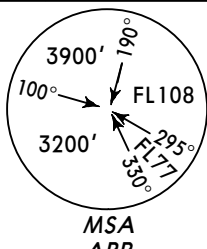
PANS OPS

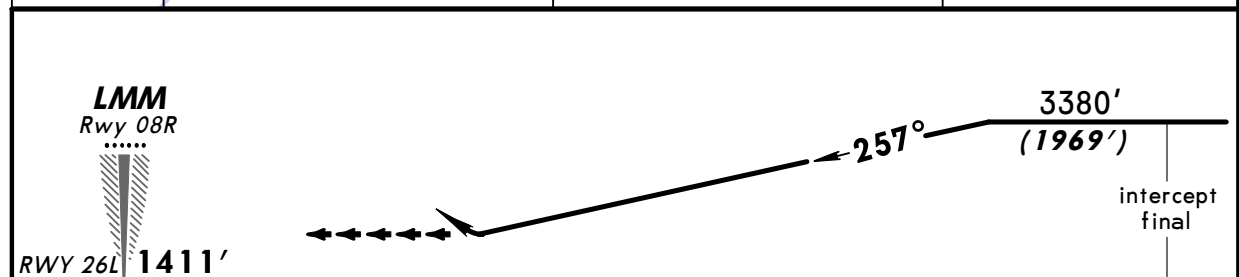
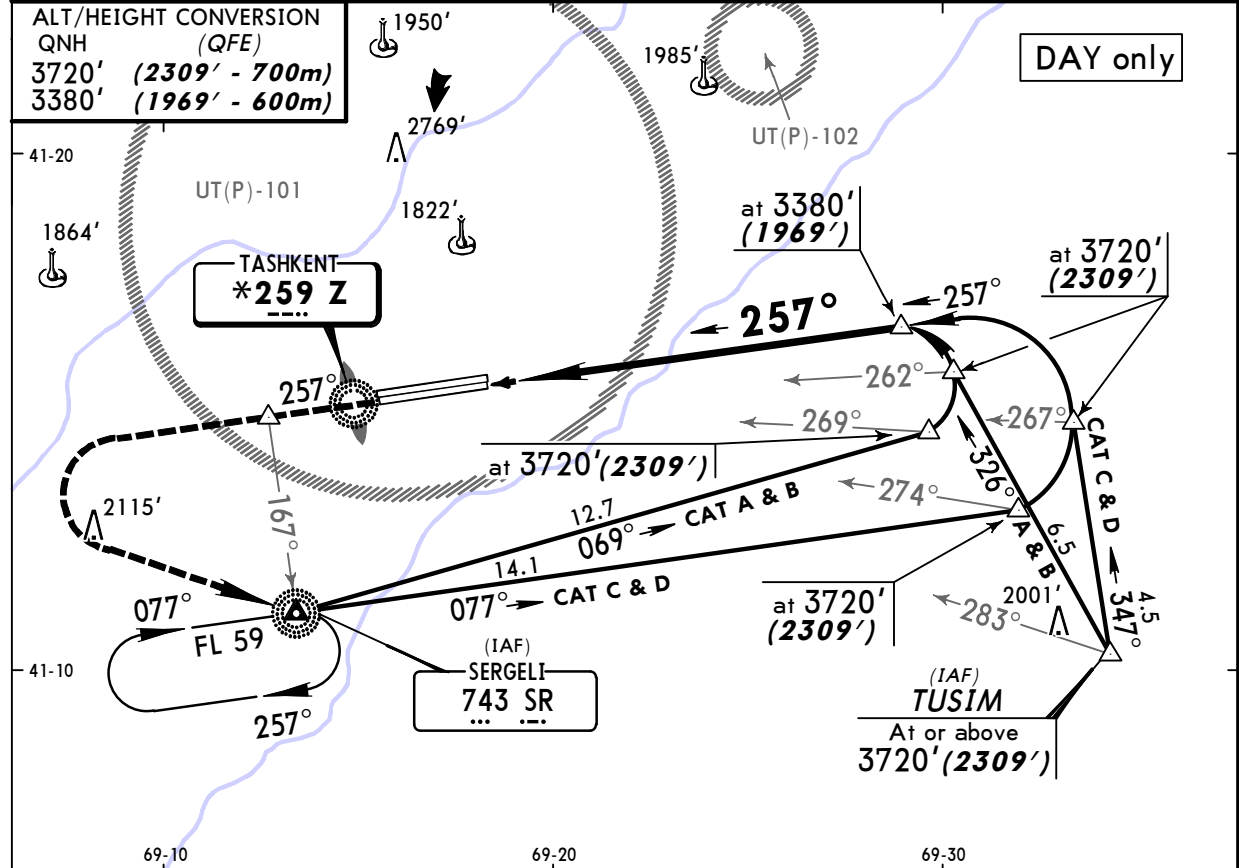
UTTT/TAS
YUZHNY

JEPPESEN
25 FEB 11
Eff 10 Mar (16-3)

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 No FAF	MDA(H) 2400' (989')	Apt Elev 1416' RWY 1411'
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
ALT/HEIGHT CONVERSION QNH (QFE) 3720' (2309' - 700m) 3380' (1969' - 600m)		Trans alt: 3720' (2309')		



Gnd speed-Kts	70	90	100	120	140	160		257°	3380' (1969')	ABEAM SR 743
Descent Angle	2.69°	333	428	476	571	666	762	↑	↑	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

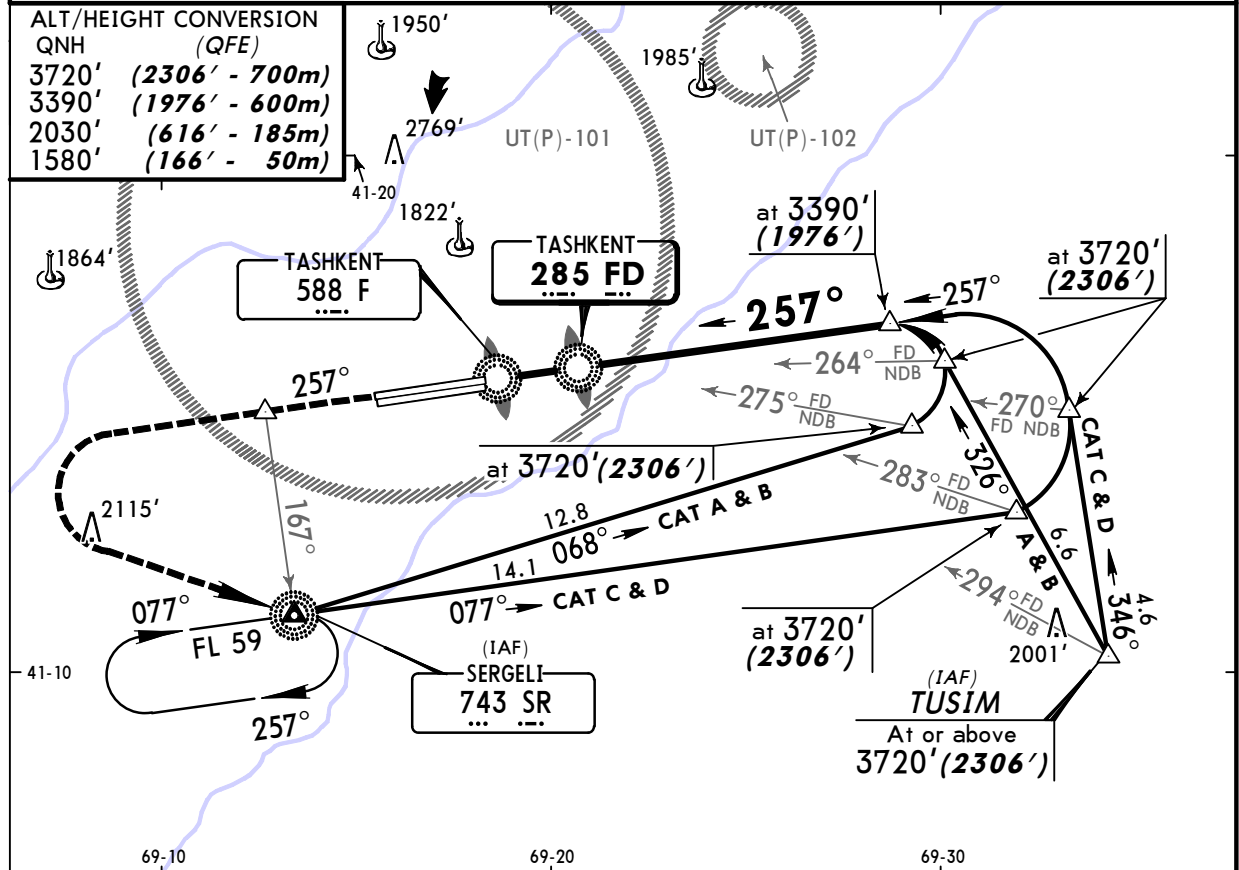
UTTT/TAS
YUZHNY

JEPPesen
25 FEB 11
Eff 10 Mar (16-4)

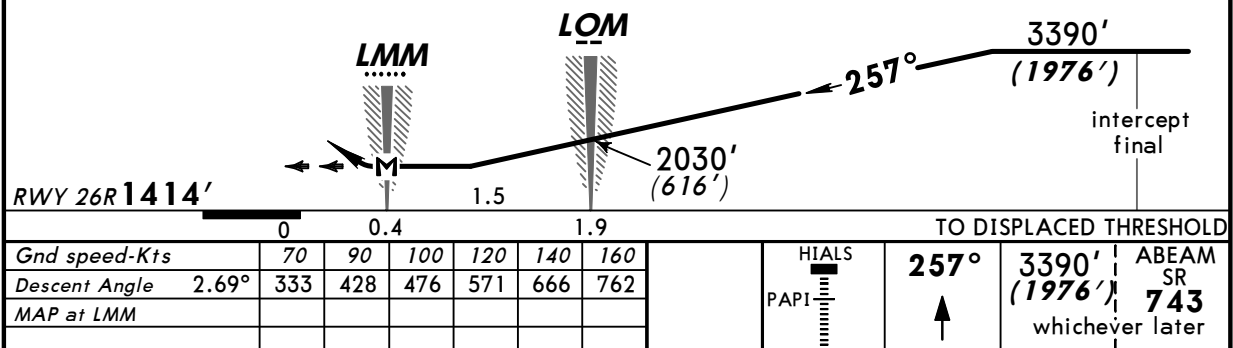
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R

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 No FAF	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.				
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 59
Trans alt: 3720' (2306')				



Pass LMM not below 1580' (166').



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	

CHANGES: MSA.

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