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Airport Information For UTDD

Terminal Charts For UTDD

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Dushanbe Tjk
IATA Code: DYU
Lat/Long: N38° 32.6' E068° 49.5'
Elevation: 2574 ft

Airport Use: Public
Magnetic Variation: 4.1 °E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0043 Z
Sunset: 1405 Z,

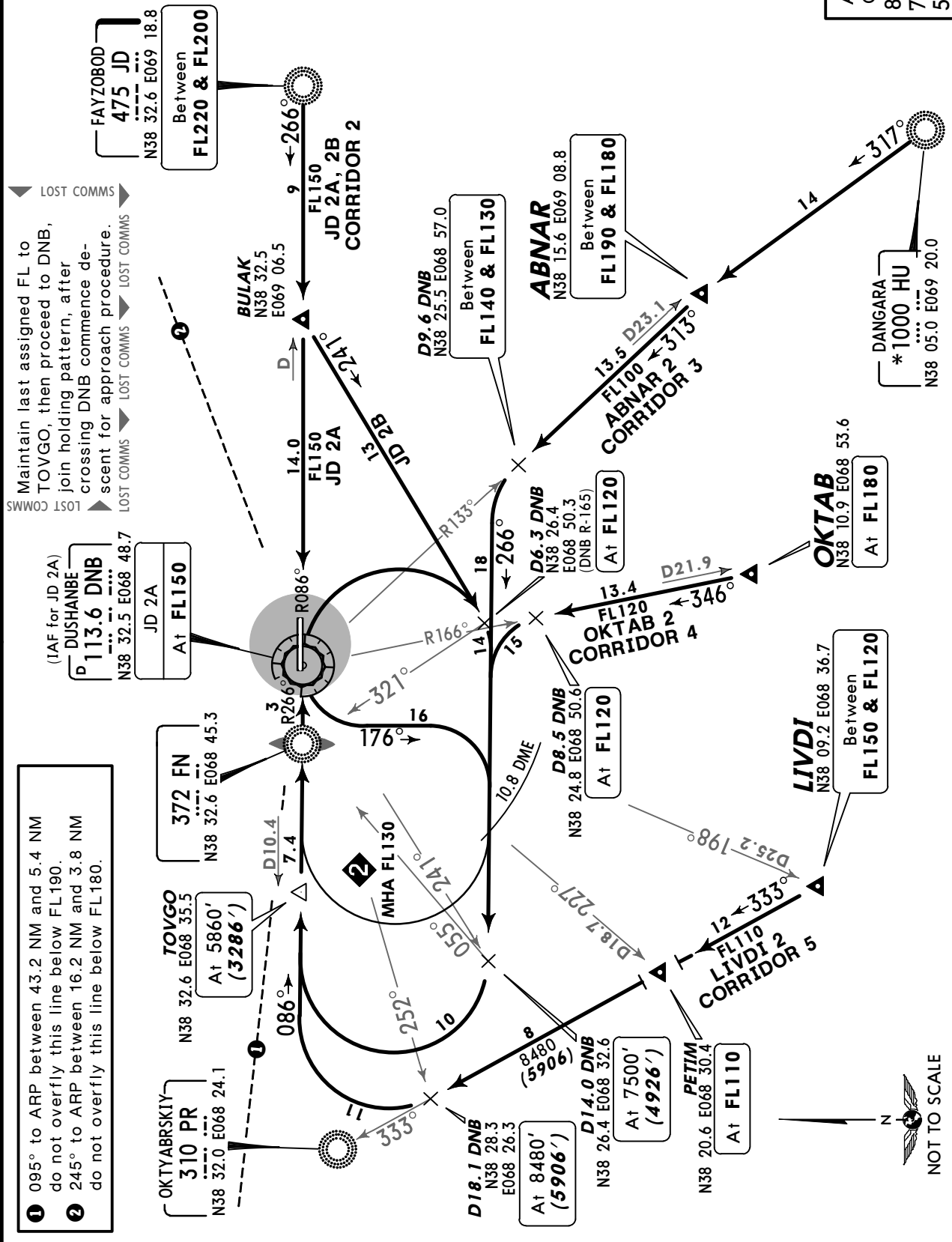
Runway Information

Runway: 09
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2574 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2542 ft
Lighting: Edge, ALS
Displaced Threshold: 1335 ft

Communication Information

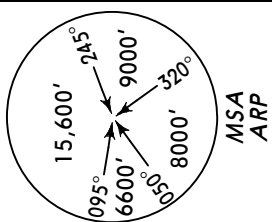
ATIS 126.2
Dushanbe Start Tower 119.2
Dushanbe Taxiing Ground Control 121.7
Dushanbe Approach Control 127.1
Dushanbe Approach Control 122.1 Secondary
Dushanbe Krug Radar 119.2 MF



ATIS
126.2Apt Elev
2574'

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

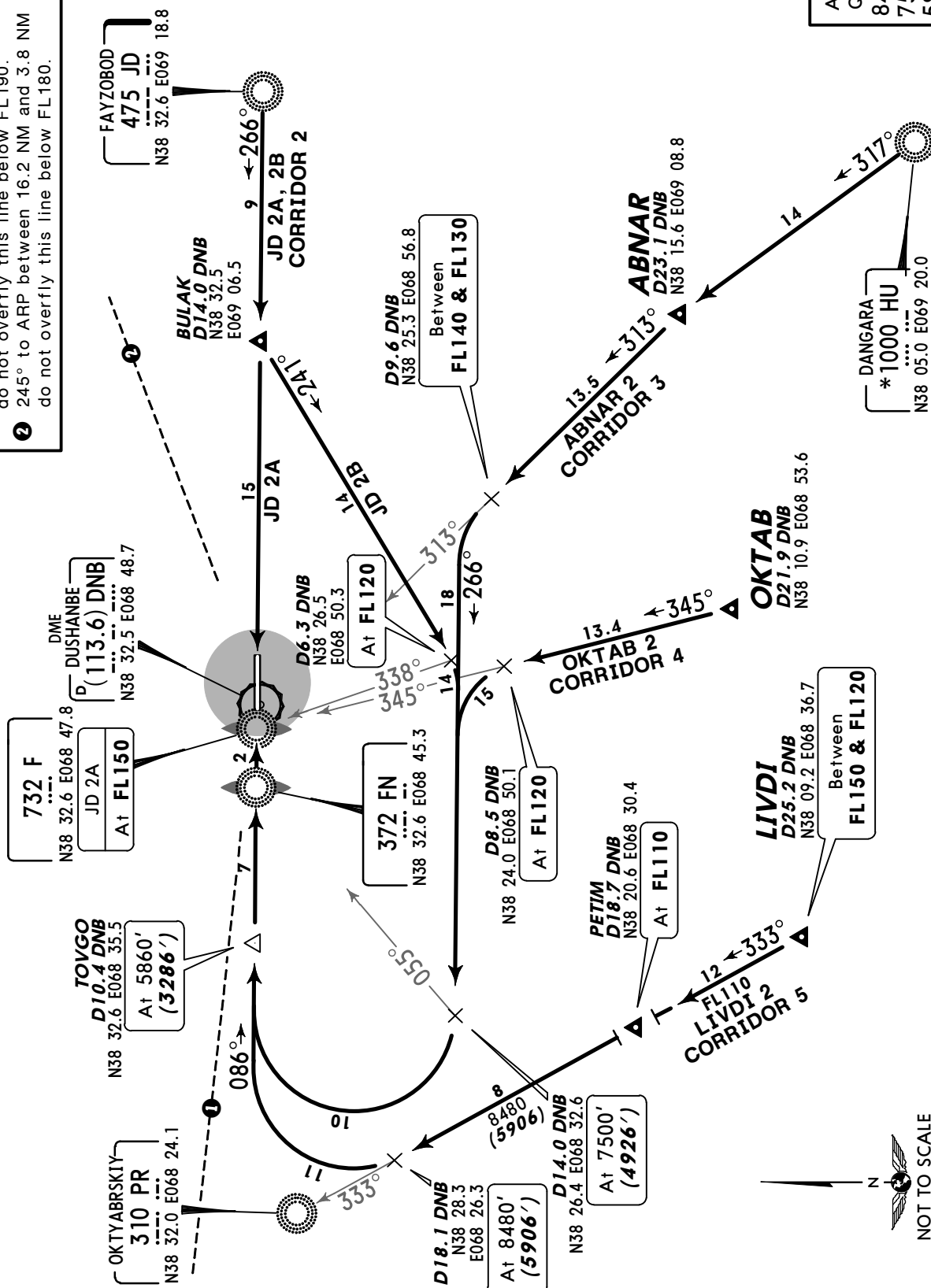
Trans level: FL100 Trans alt: 8480' (5906')

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
AVAILABLE WHEN
DNB VOR UNSERVICEABLE

ALT/HEIGHT CONVERSION	QNH	(QFE)
8480'	(5906' - 1800m)	
7500'	(4926' - 1500m)	
5860'	(3286' - 1000m)	

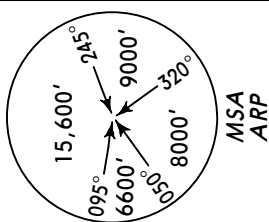
- 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL180.



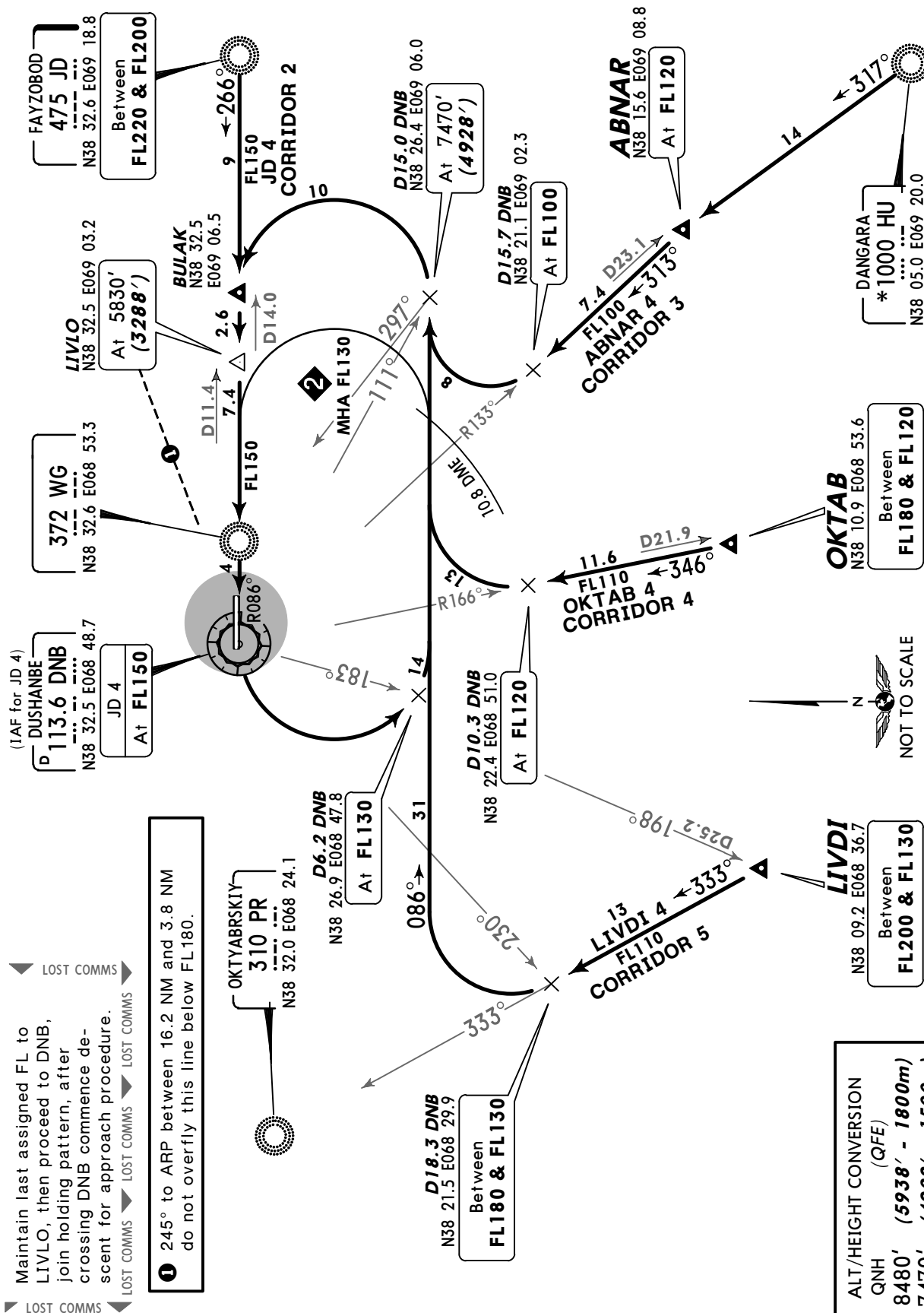
ATIS
126.2Apt Elev
2574'

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

Trans level: FL100 Trans alt: 8480' (5938')

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

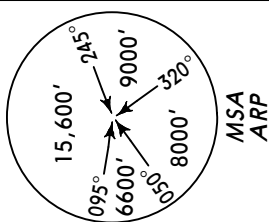
ABNAR 4, JD 4, LIVDI 4, OKTAB 4 RWY 27 ARRIVALS WHEN DNB VOR UNSERVICEABLE REFER TO CHART 10-2C



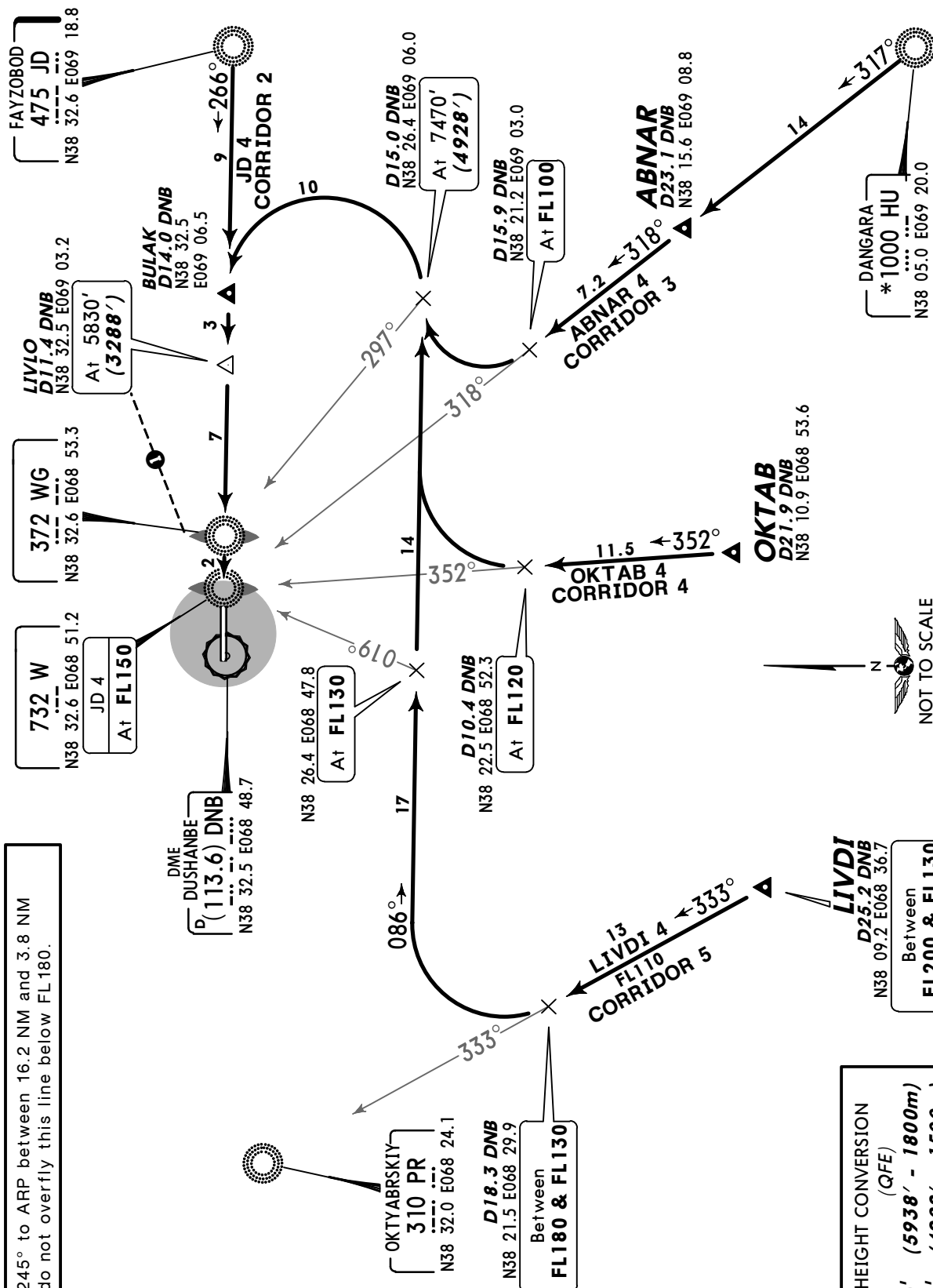
ATIS
126.2Apt Elev
2574'

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

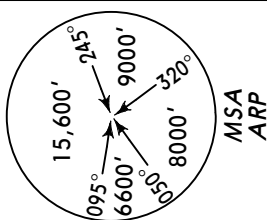
Trans level: FL100 Trans alt: 8480' (5938')

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

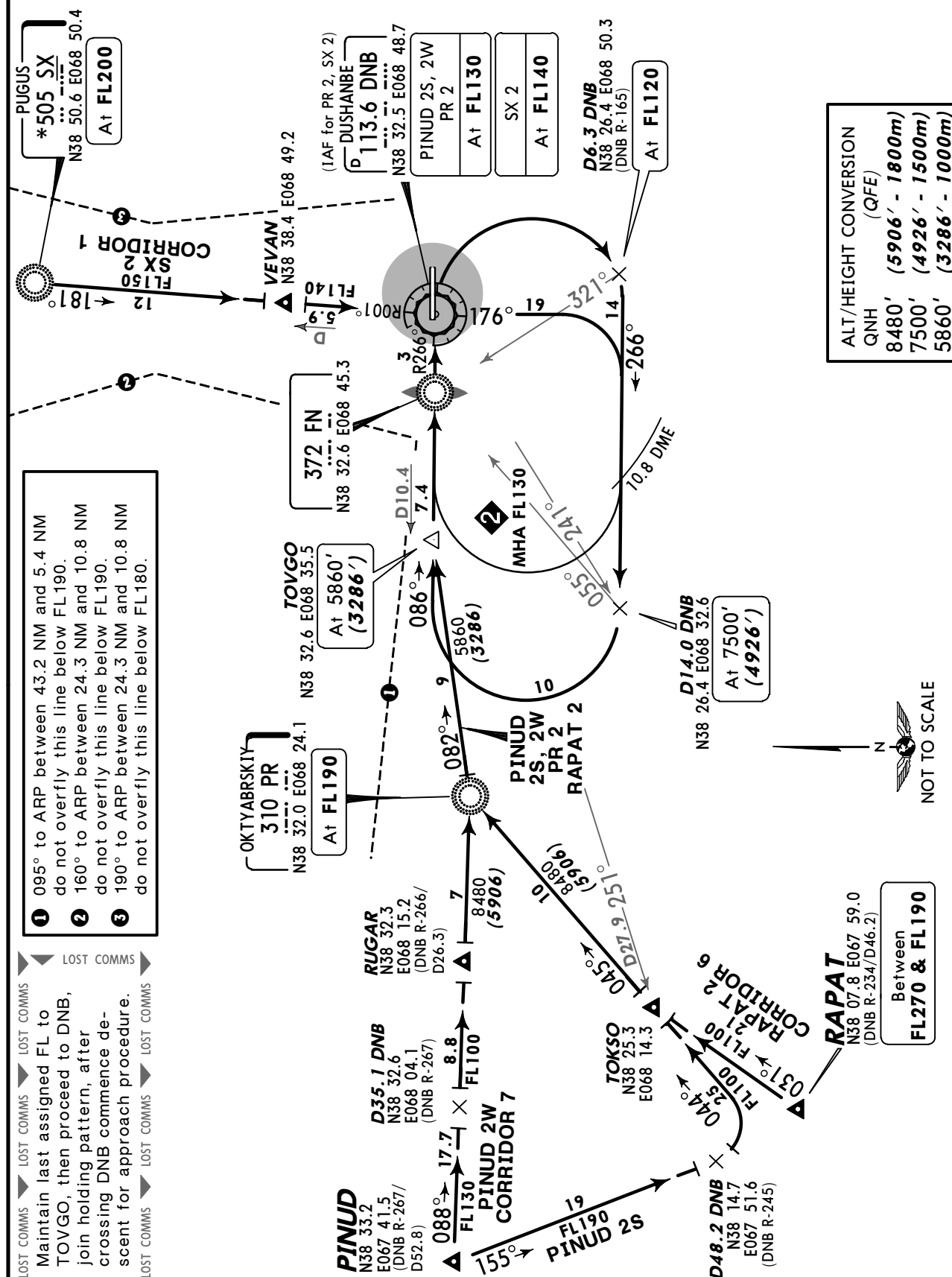
ABNAR 4, JD 4, LIVDI 4, OKTAB 4 RWY 27 ARRIVALS AVAILABLE WHEN DNB VOR UNSERVICEABLE



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100 Trans alt: 8480' **(5906')**
Due to hazardous terrain arrival routes are designated for MAX 245 KT,
bank angle 25° and descent gradient 5.2%.



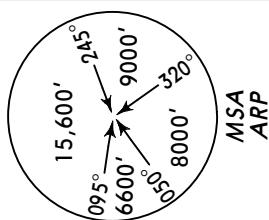
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-2E



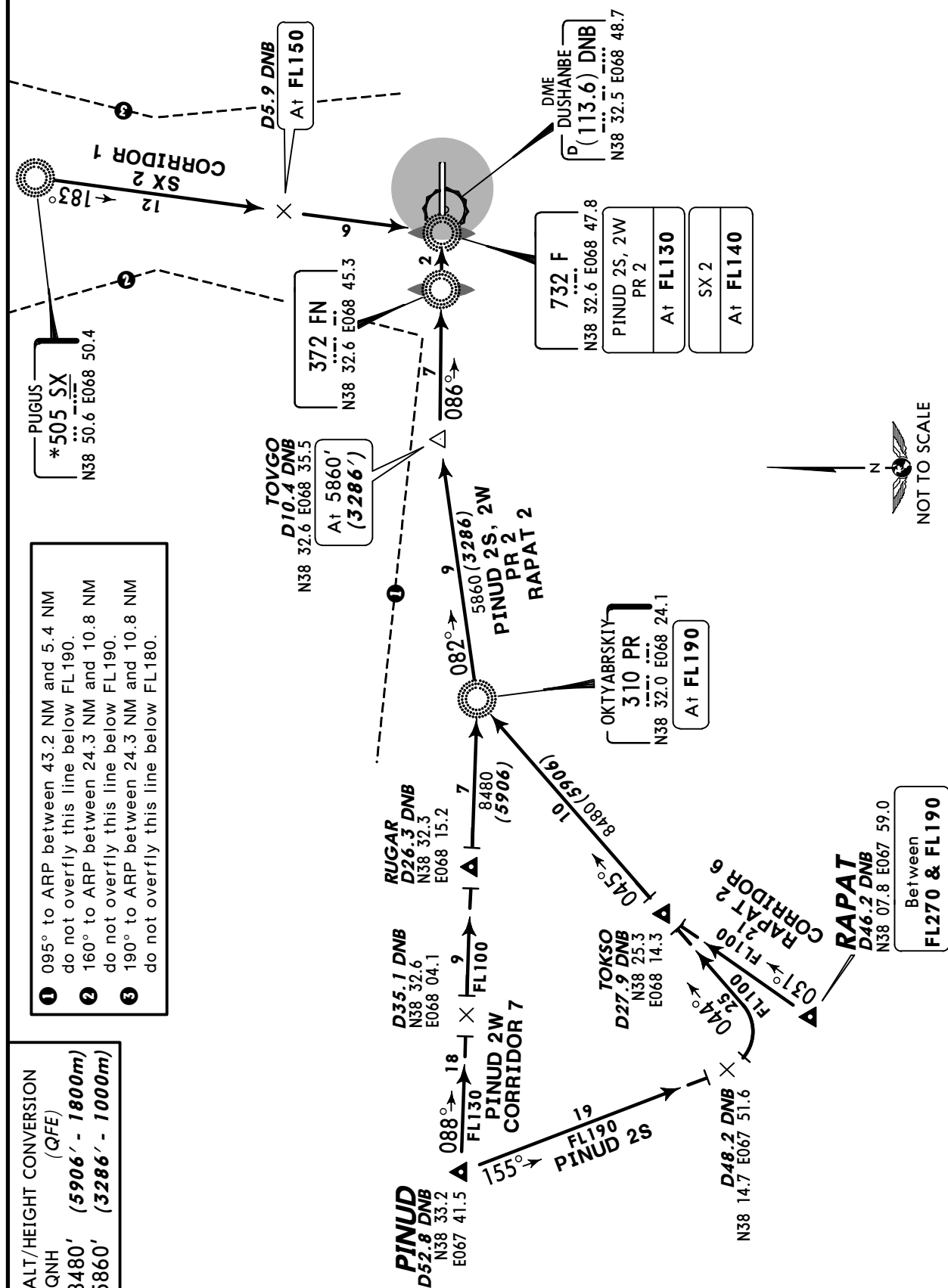
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ATIS
126.2Apt Elev
2574'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
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
AVAILABLE WHEN DNB VOR UNSERVICEABLE**



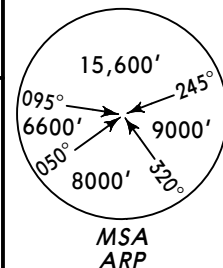
- 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 160° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL190.
- 190° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL180.

ALT/HEIGHT CONVERSION
QNH (QFE)
8480' (5906' - 1800m)
5860' (3286' - 1000m)

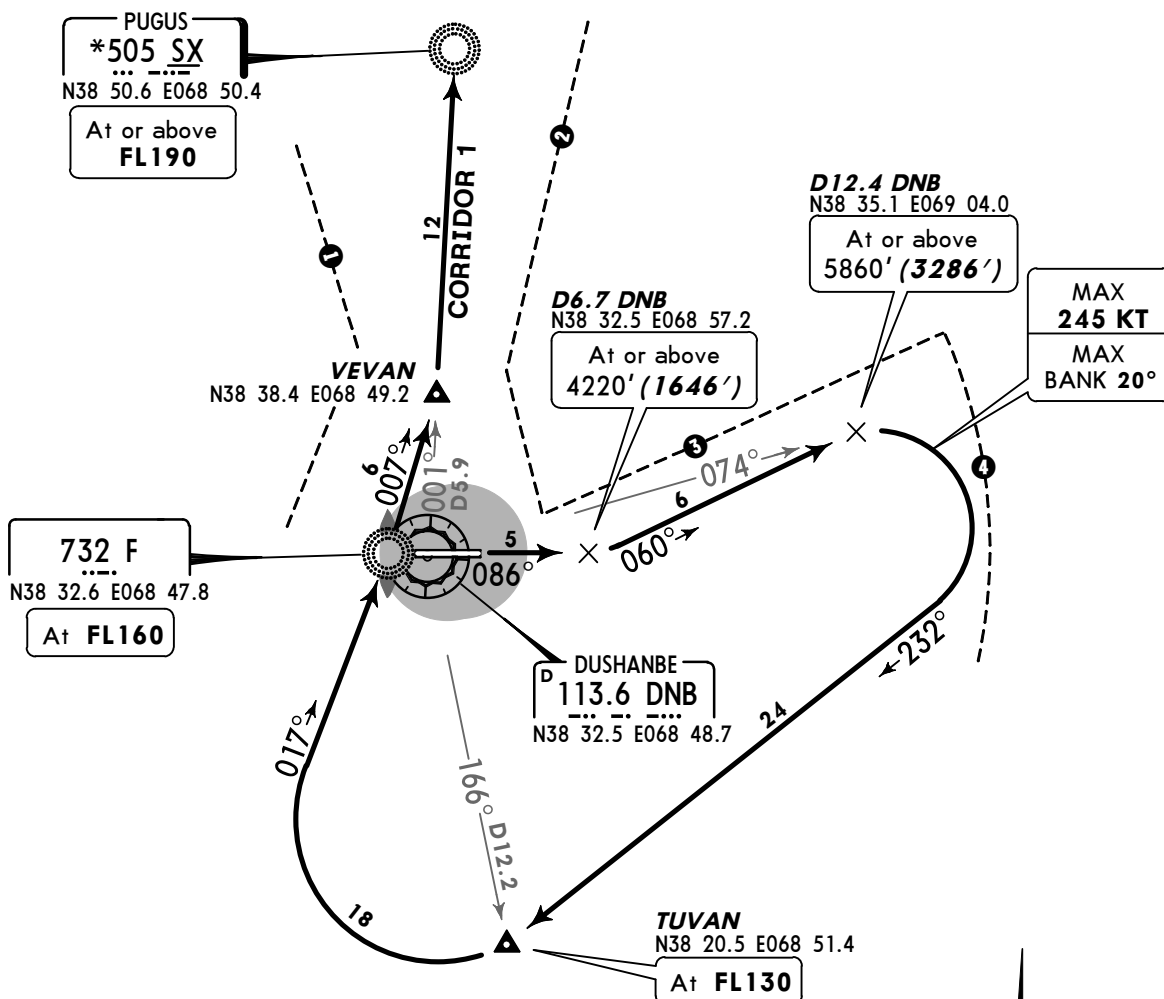
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Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')



SX 1
RWY 09 DEPARTURE
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 FL190.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- 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' (3286'), 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

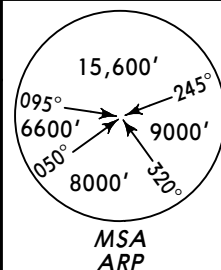
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

INITIAL CLIMB/ROUTING

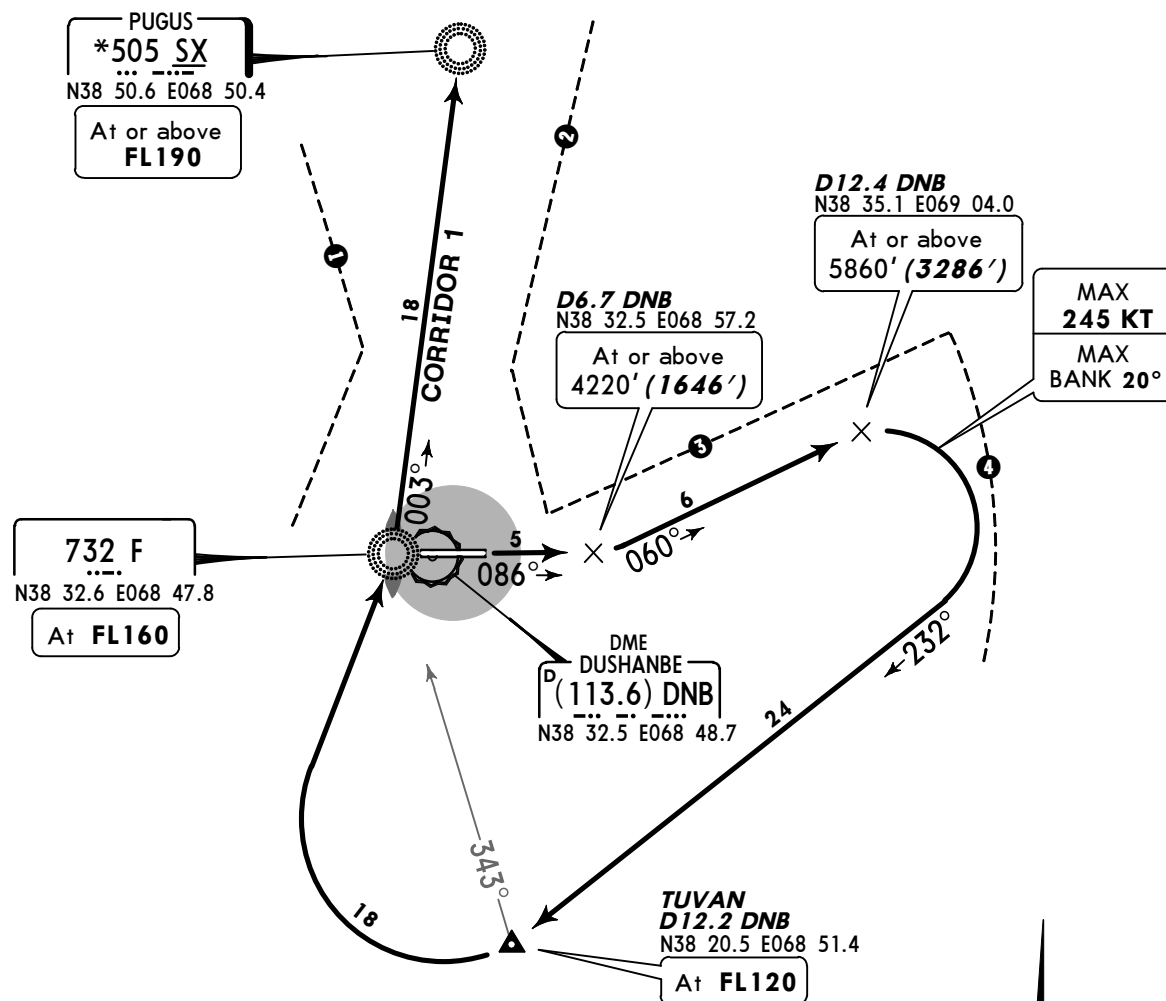
Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT, intercept 017° bearing to F, turn LEFT, 007° bearing to VEVAN, intercept DNB R-001 to SX.

Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')



SX 1
RWY 09 DEPARTURE
AVAILABLE WHEN DNB VOR UNSERVICEABLE



- ① 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- 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' (3286'), 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'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

INITIAL CLIMB/ROUTING

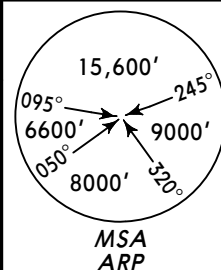
Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT to F, 003° bearing to SX.

A circular diagram representing a Minimum Spanning Arborescence (MSA) for a set of points. The points are labeled with distances from a central point: 15,600' (top), 9000' (right), 8000' (bottom), and 6600' (left). The angles between the lines connecting the central point to the outer points are: 095° (top-left), 245° (top-right), 320° (bottom-right), and 050° (bottom-left). The text "MSA ARP" is written below the diagram.

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Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')



SX 3
RWY 27 DEPARTURE
AVAILABLE WHEN DNB VOR UNCERVICEABLE

- ① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.
- ② 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- ③ 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.

PUGUS
*505 SX
N38 50.6 E068 50.4
At or above
FL190

D11.9 DNB
N38 32.2 E068 33.6
At or above
5830' (3288')

DME DUSHANBE
(113.6) DNB
N38 32.5 E068 48.7

732 W
N38 32.6 E068 51.2
At or above
FL160

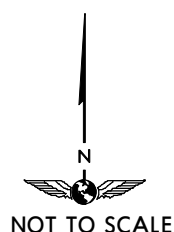
MAX 245 KT ④
MAX BANK 20°

TUVAN
D12.2 DNG
N38 20.5 E068 51.4
At FL120

- ④ 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%).

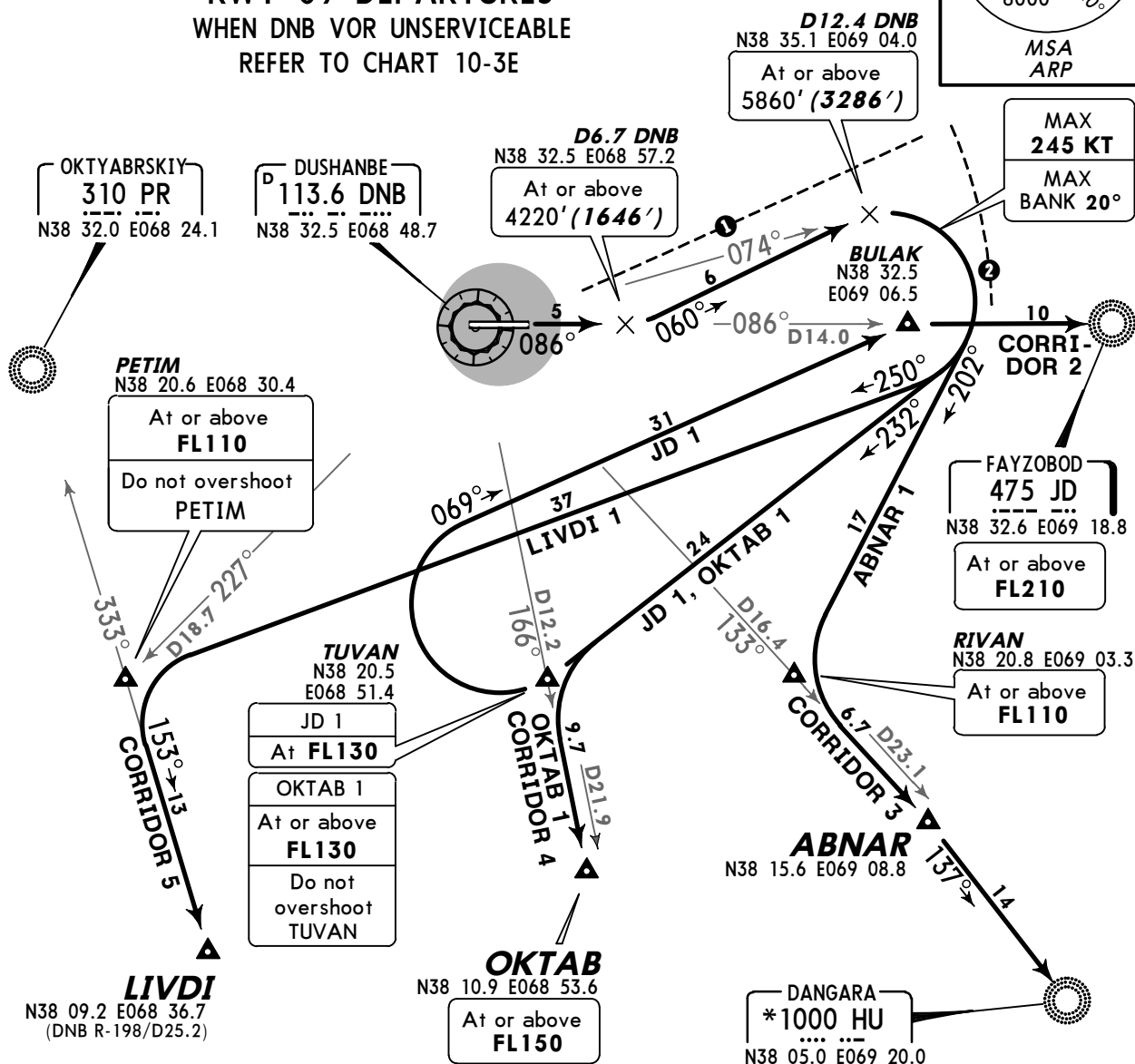
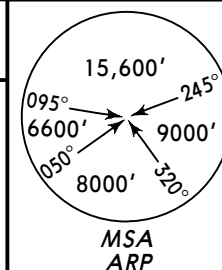
Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367



ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

INITIAL CLIMB/ROUTING

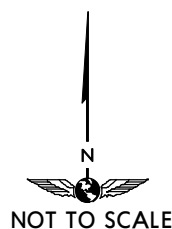
Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn LEFT, intercept 327° bearing to W, 355° bearing to SX.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')**ABNAR 1, JD 1, LIVDI 1, OKTAB 1**
RWY 09 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3E

- ① 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
② 17.3 NM from ARP do not overfly this line.

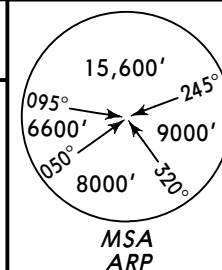
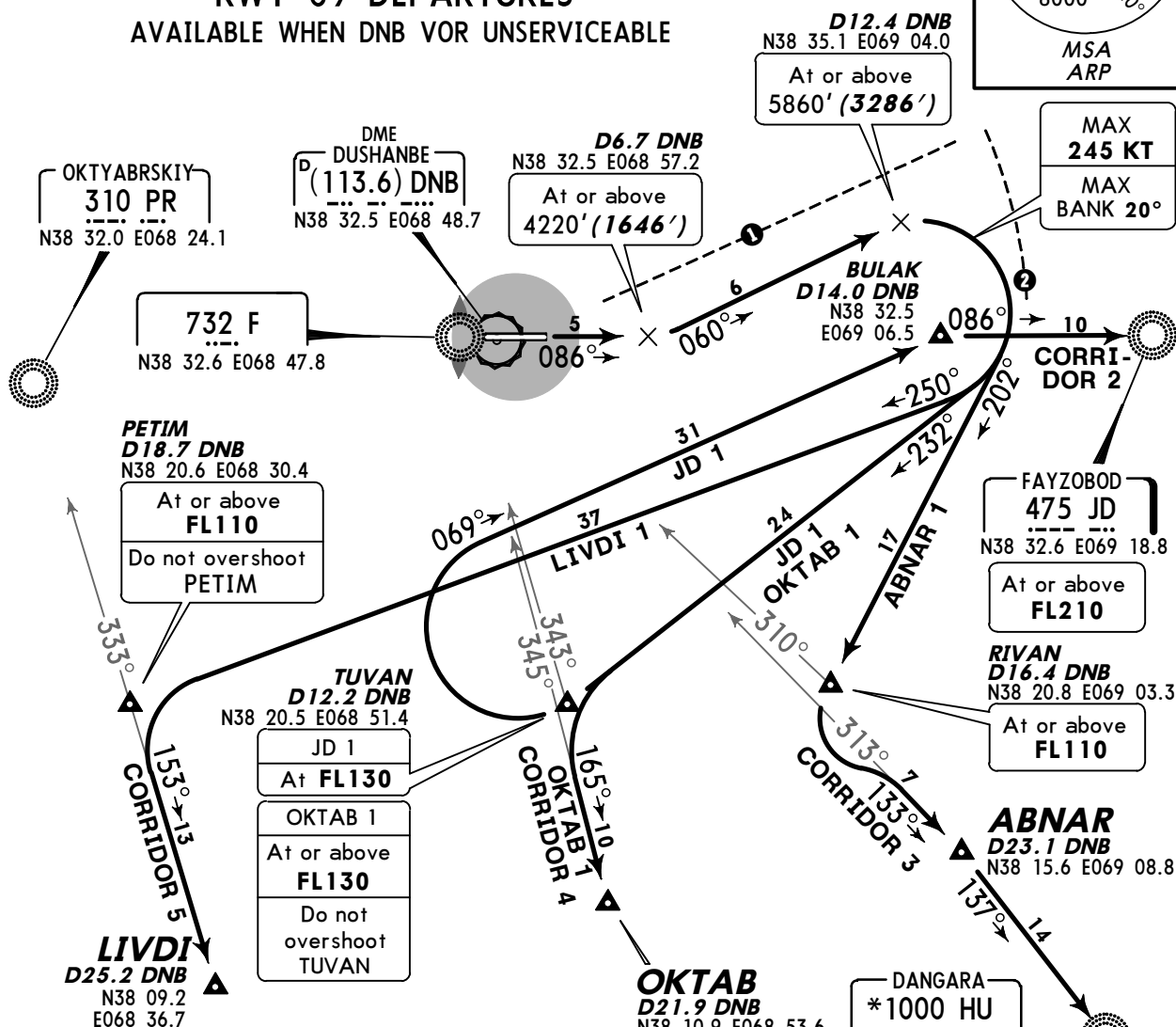
These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (3286'), then
ABNAR 1: 255' per NM (4.2%).
JD 1: 267' per NM (4.4%).
OKTAB 1: 292' per NM (4.8%).

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'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

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.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')**ABNAR 1, JD 1, LIVDI 1, OKTAB 1**
RWY 09 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE

- ① 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
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' (3286'), 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

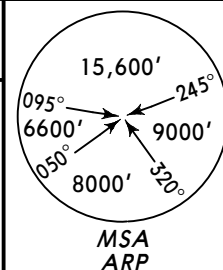
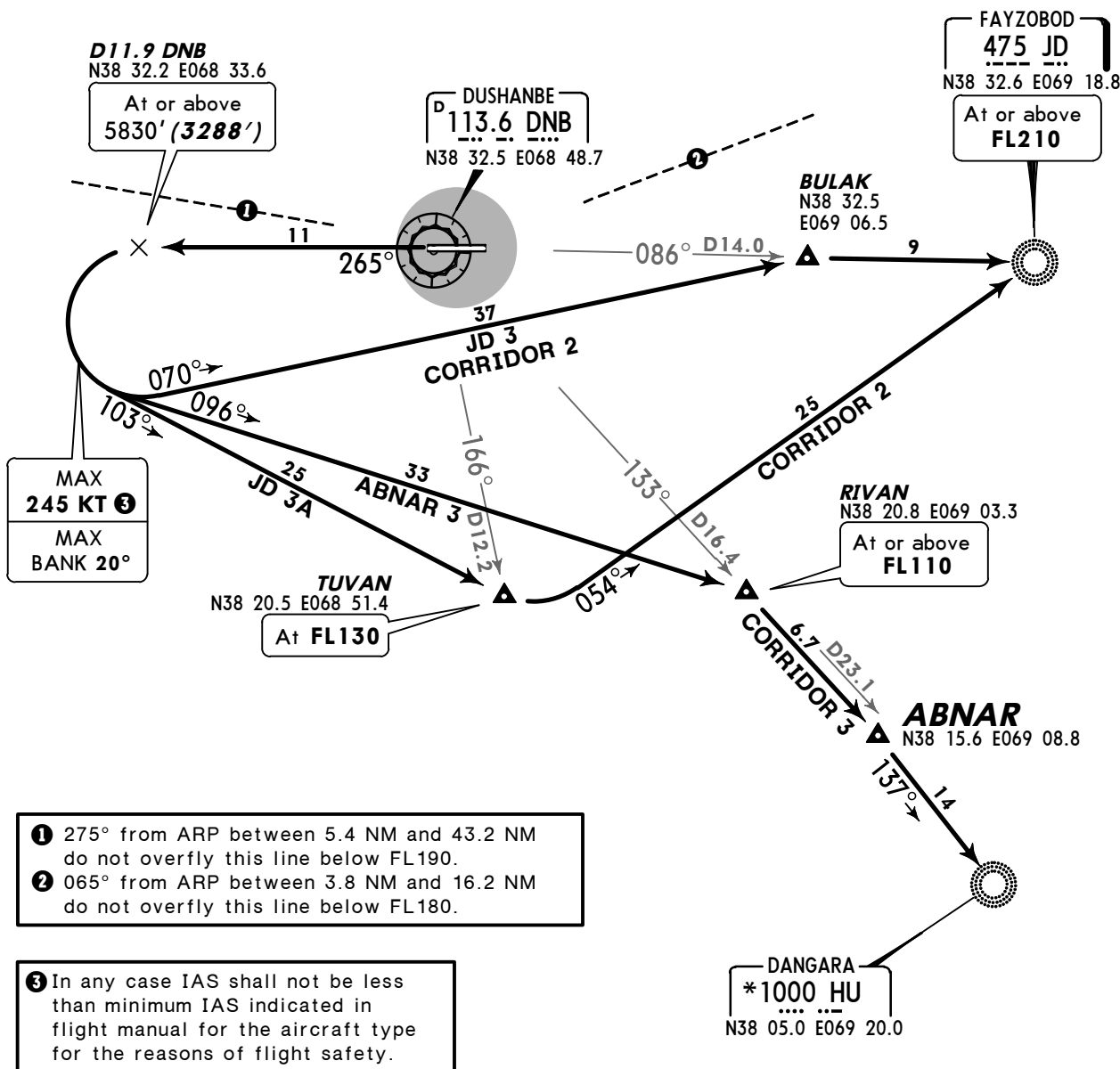


ALT/HEIGHT CONVERSION	
(QFE)	
QNH	
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

INITIAL CLIMB

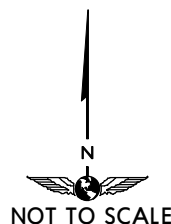
Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB.

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.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')**ABNAR 3, JD 3, JD 3A**
RWY 27 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3G

These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' (3288'), 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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3288' - 1000m)
8480'	(5938' - 1800m)

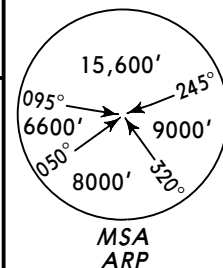
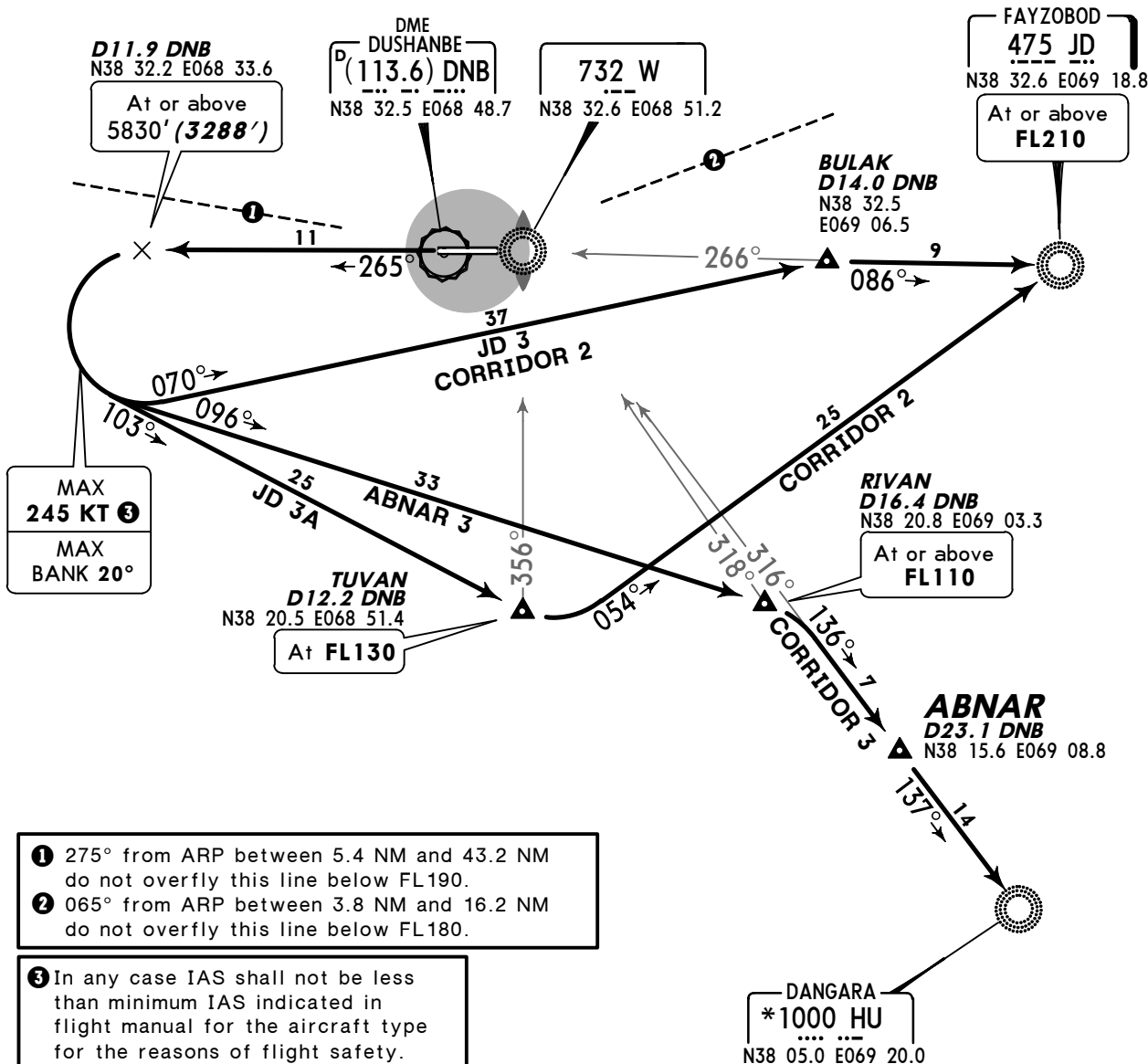
SID**INITIAL CLIMB/ROUTING**

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.

Apt Elev
2574'

QNH on request (QFE)

Trans level: FL100 Trans alt: 8480' (5938')

**ABNAR 3, JD 3, JD 3A**
RWY 27 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE

These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' (3288'), then
JD 3: 316' per NM (5.2%).
JD 3A: 298' per NM (4.9%).

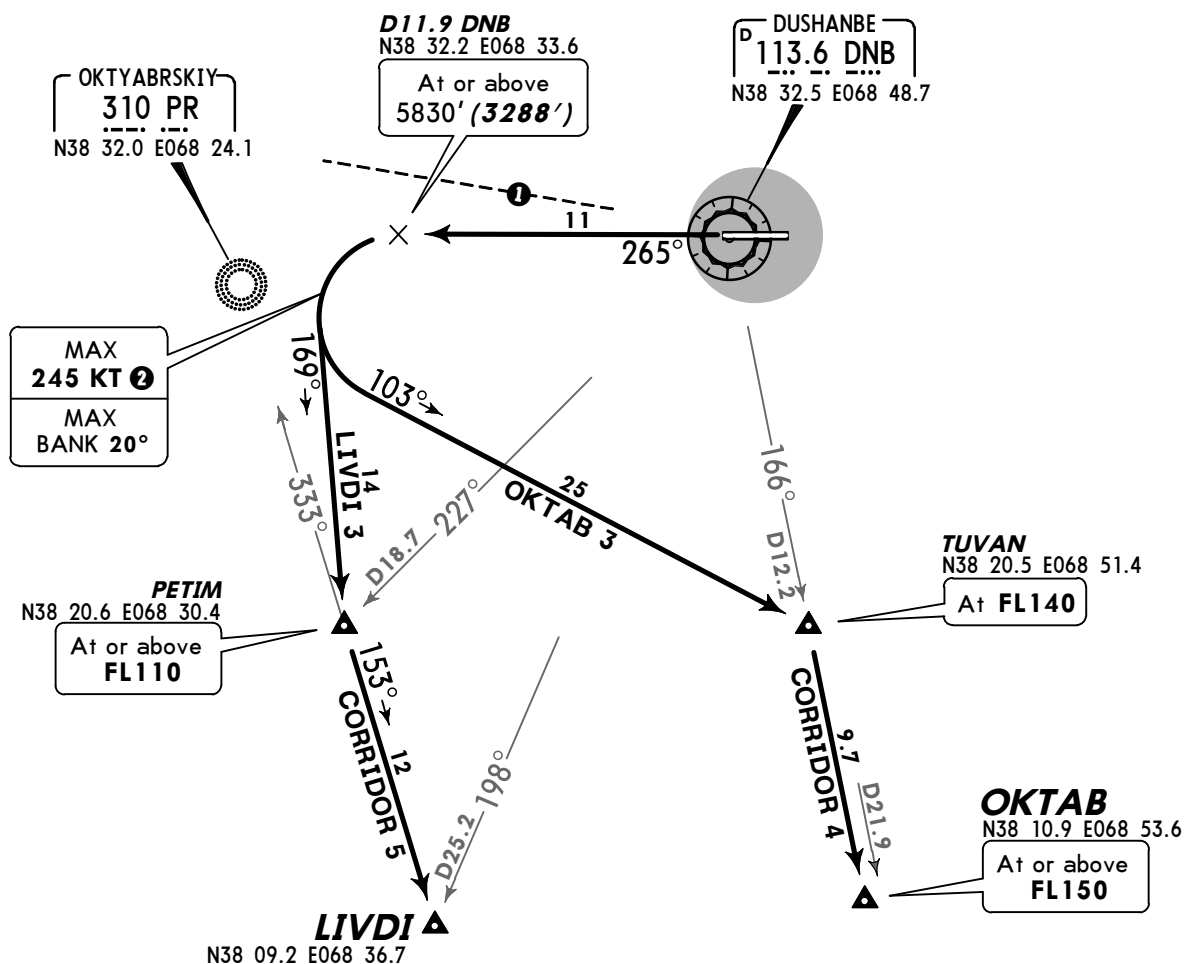
Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
298' per NM	372	496	744	992	1241	1489
273' per NM	342	456	684	911	1139	1367

**ALT/HEIGHT CONVERSION**
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)**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.

Diagram of a circular MSA ARP (Maximum Safe Approach Point) with the following dimensions and angles:

- Radius: 15,600'
- Angles: 095°, 245°, 050°, 320°
- Distances from center to points: 6600', 9000', 8000'



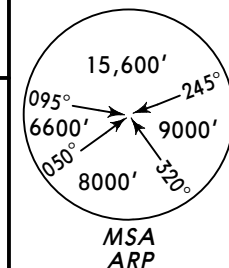
ALT/HEIGHT CONVERSION

QNH	(QFE)
5830'	(3288' - 1000m)
8480'	(5938' - 1800m)

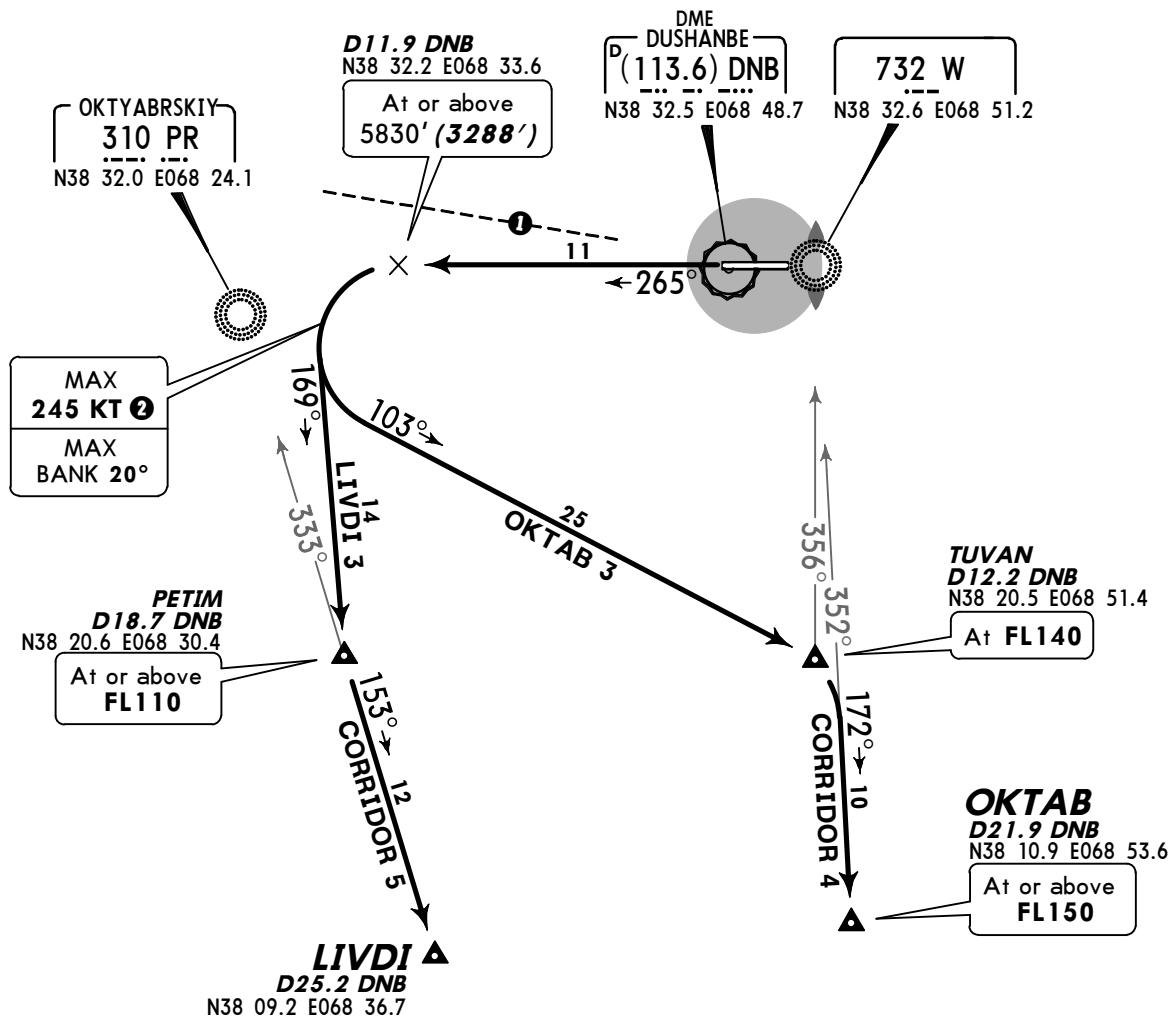
SID	INITIAL CLIMB/ROUTING
LIVDI 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept DNB R-166 to OKTAB.

Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')



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



① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.

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.

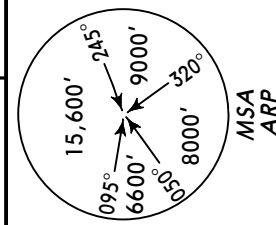
These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' (3288'), then
LIVDI 3: 377' per NM (6.2%).
OKTAB 3: 261' per NM (4.3%).

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' (3288' - 1000m)
8480' (5938' - 1800m)

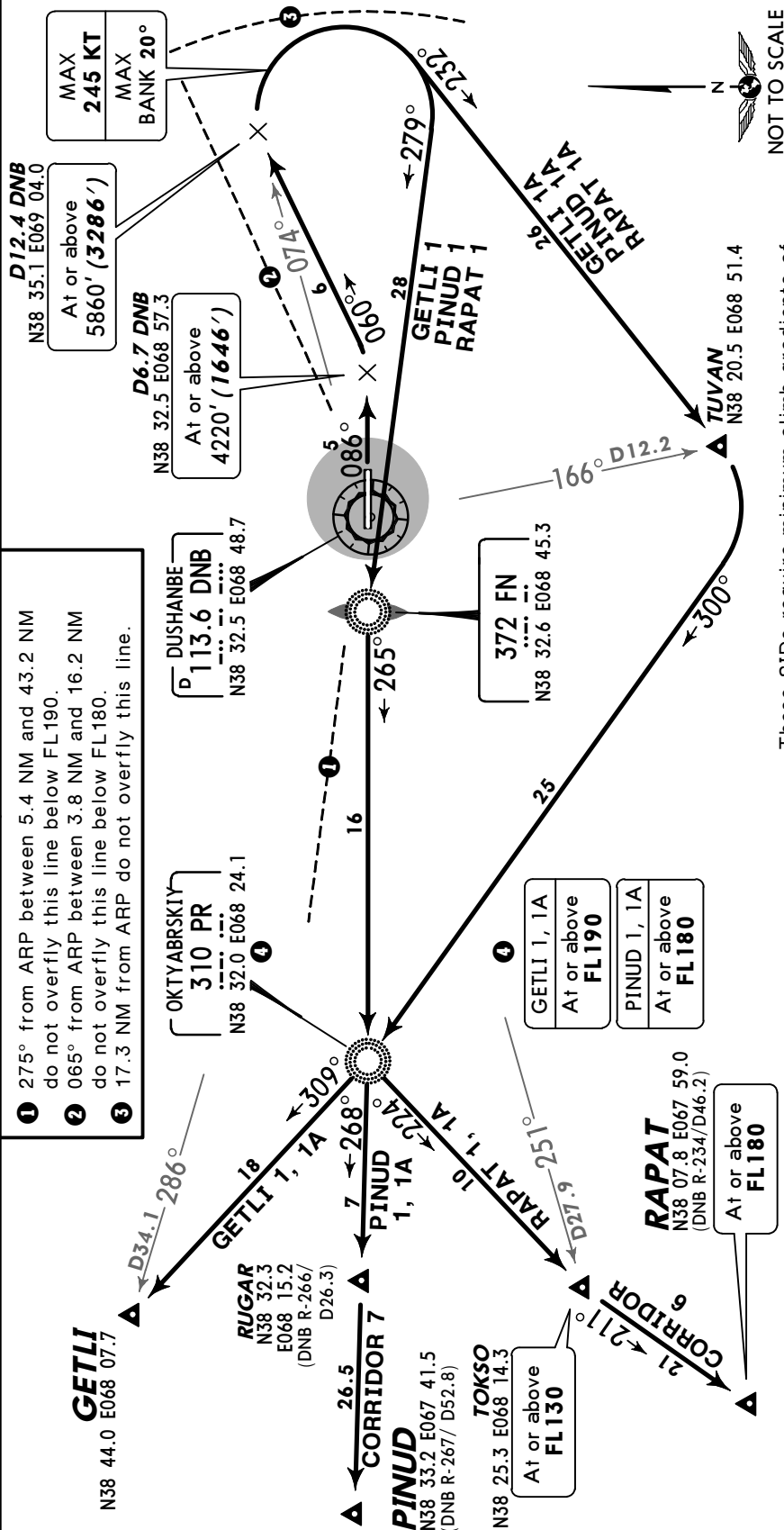


SID	INITIAL CLIMB/ROUTING
LIVDI 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn RIGHT, intercept 172° bearing from W to OKTAB.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')

GETLI 1, GETLI 1A [GETLI1A]
PINUD 1, PINUD 1A [PINUD1A]
RAPAT 1, RAPAT 1A [RAPAT1A]
RWY 09 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3L

ALT/HEIGHT CONVERSION
(QFE)
QNH (1646' - 500m)
4220' (3286' - 1000m)
5860' (8480' - 1800m)



These SIDs require minimum climb gradients of 273' per NM (4.5%) up to 5860' (3286'), then 292' per NM (4.8%).

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

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

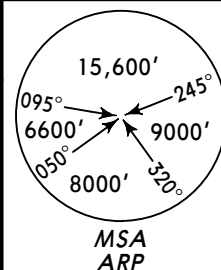
PINUD 1: 267' per NM (4.4%).

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

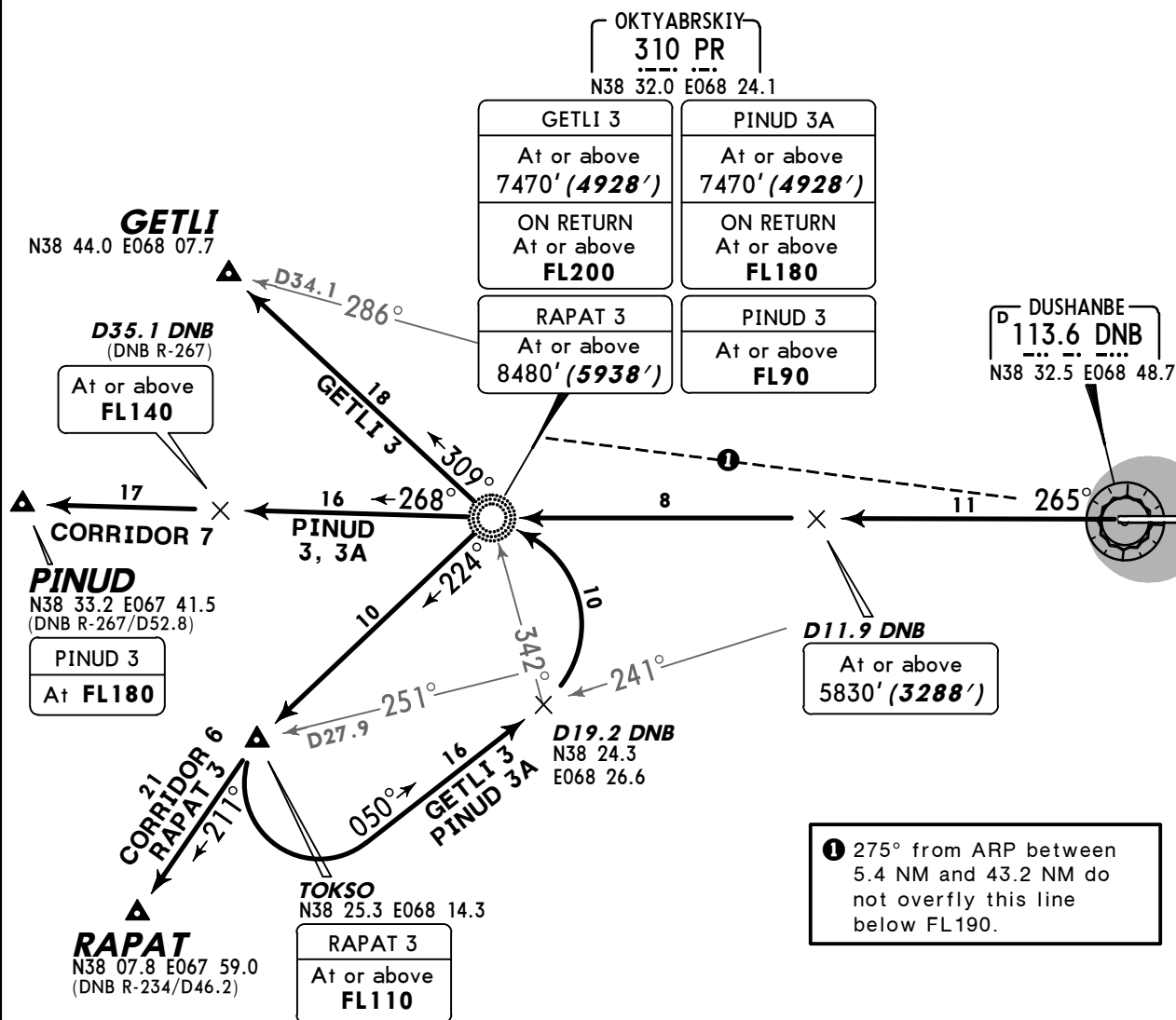
Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458
273' per NM	342	456	684	911	1139	1367
267' per NM	334	446	668	891	1114	1337
255' per NM	319	425	638	851	1063	1276
231' per NM	289	385	577	770	962	1155

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	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.
RAPAT 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 300° bearing to PR.
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 to TOKSO, turn LEFT, 211° track to RAPAT.

At PR 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

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



These SIDs require minimum climb gradients of
of
273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3, PINUD 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
7470' (4928' - 1500m)
8480' (5938' - 1800m)

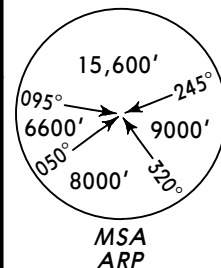
NOT TO SCALE

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

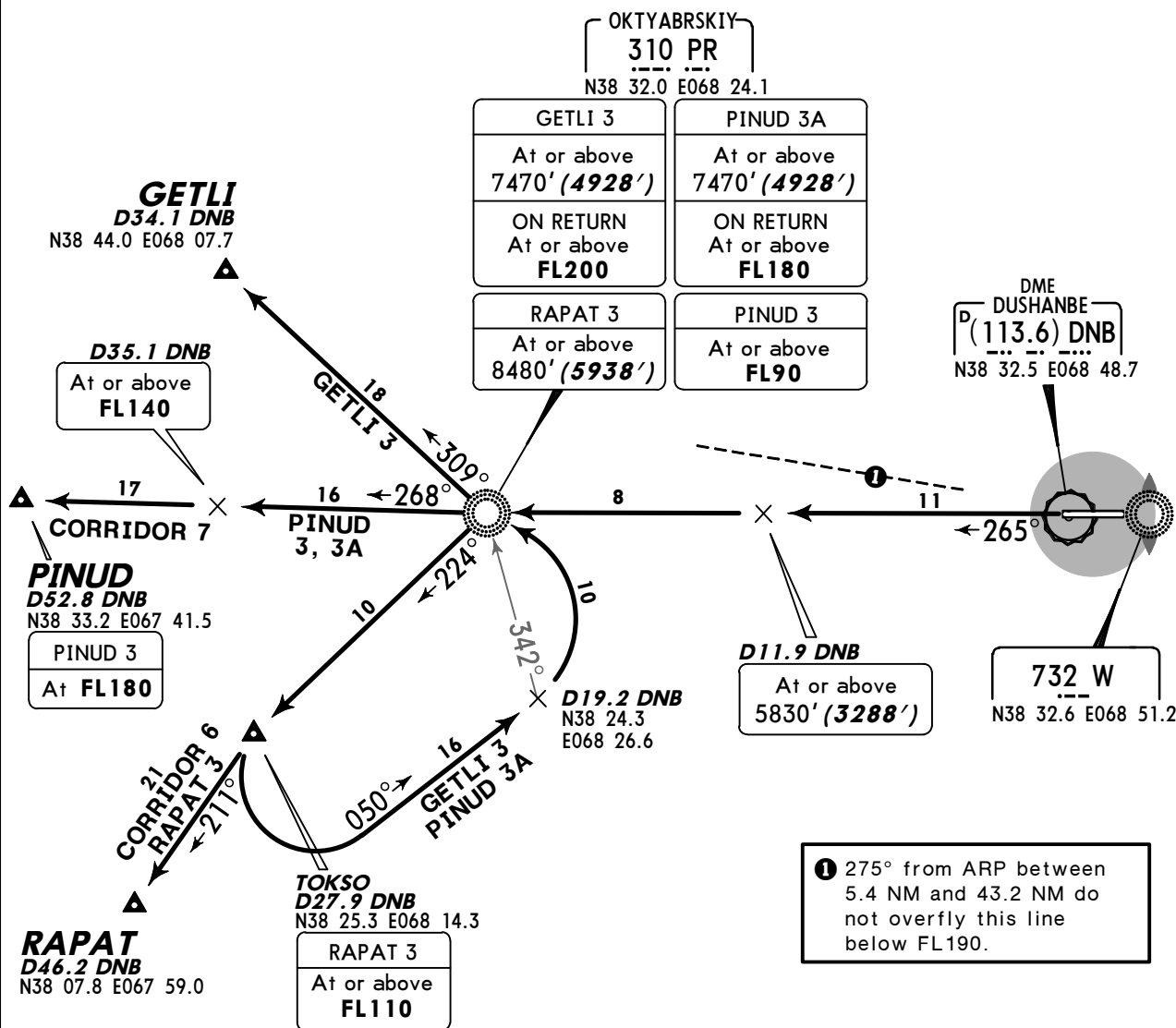
SID

INITIAL CLIMB/ROUTING

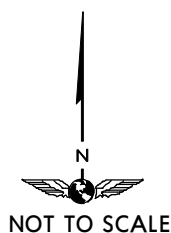
GETLI 3	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on DNB R-265 to PR, 268° bearing to PINUD.
PINUD 3A	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 268° bearing to PINUD.
RAPAT 3	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

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



ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
7470' (4928' - 1500m)
8480' (5938' - 1800m)



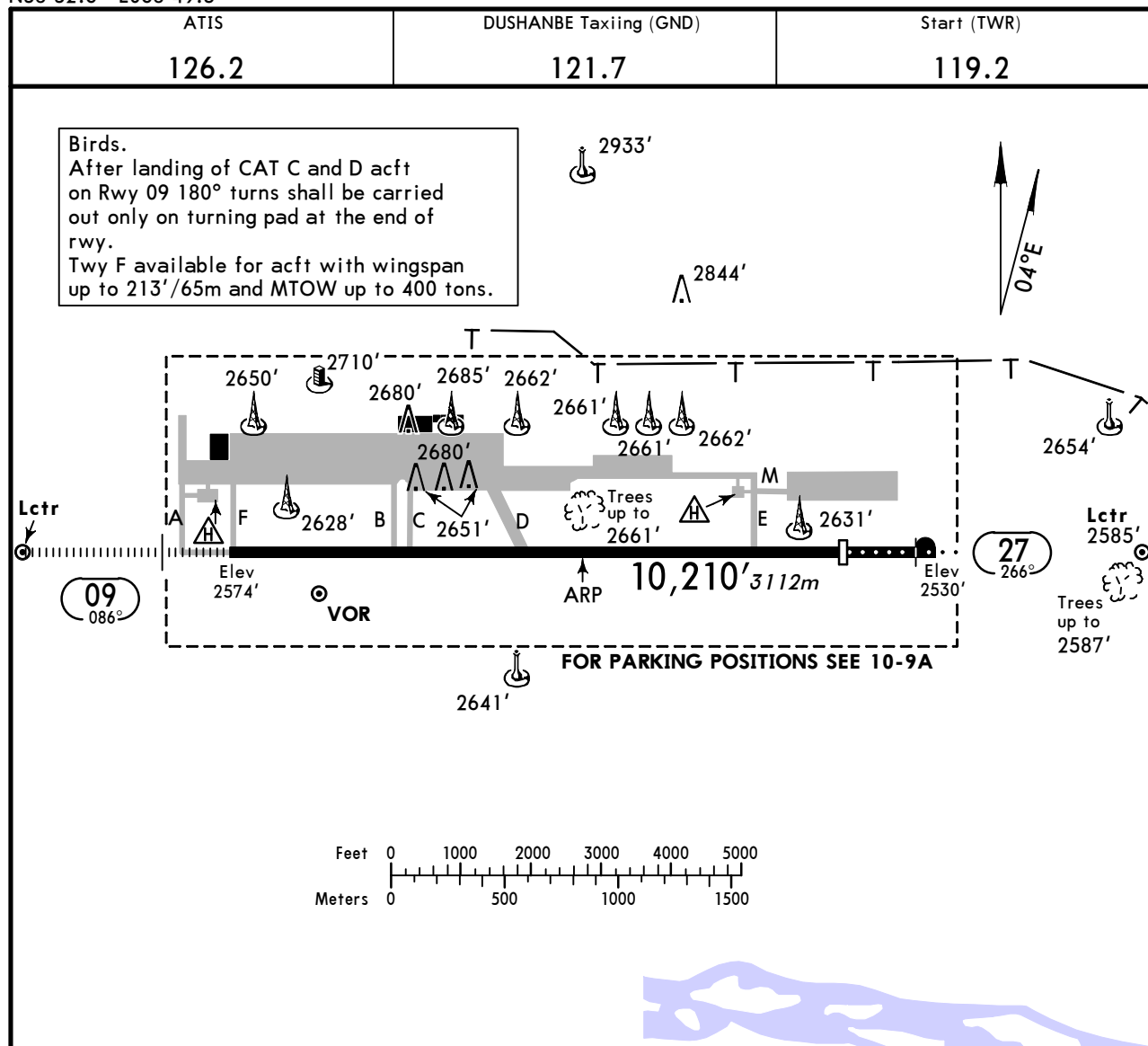
These SIDs require minimum climb gradients of
273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3, PINUD 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

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

SID

INITIAL CLIMB/ROUTING

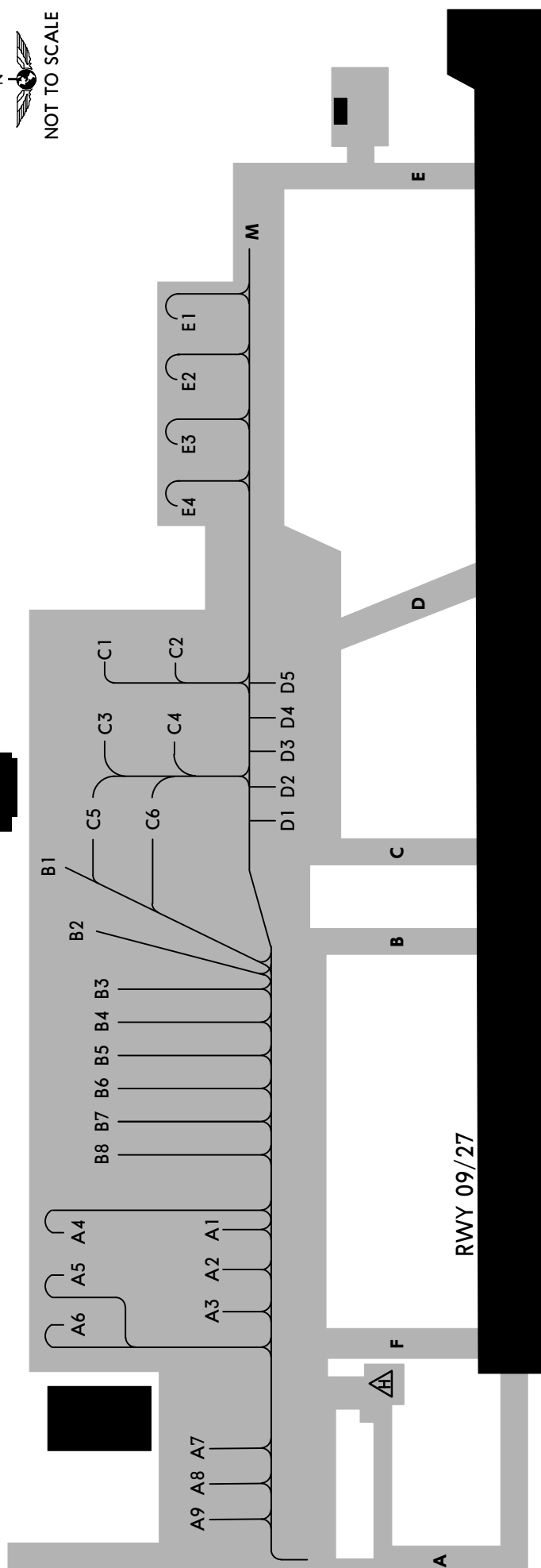
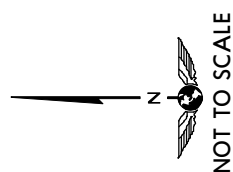
GETLI 3	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on 265° bearing from W to PR, 268° bearing to PINUD.
PINUD 3A	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° 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 TOKSO, turn LEFT, 211° track to RAPAT.



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING	BEYOND	
				Threshold	Glide Slope	TAKE-OFF
09	RL (59m)	HALS	PAPI-L (angle 3.0°)		9390' 2862m	9882' 3012m ①
27	RL (59m)	ALS	PAPI-L (angle 3.0°)	8875' 2705m		

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

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwy's		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	



Stand E1 available for engine run-up.
Stands A4 thru A6 available for helicopters.
Stands A7 thru A9, D1 thru D5 and E1 taxiing in by towing.

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
	NDB ❶	2970' (396')	2970' (396')	2970' (396')	2970' (396')
	with DME	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB w/o DME	4040' (1466')	4040' (1466')	4040' (1466')	4040' (1466')
		C5000m	C5000m	C5000m	C5000m
27	NDB ❶	3000' (458')	3000' (458')	3000' (458')	3000' (458')
	with DME	R1900m	R1900m	R1900m	R1900m
	<i>ALS out</i>	C2100m	C2100m	C2100m	C2100m
	NDB w/o DME	3890' (1348')	3890' (1348')	3890' (1348')	3890' (1348')
		C5000m	C5000m	C5000m	C5000m

❶ 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	250m	400m
B		
C		
D	300m	NIL (DAY only)

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	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	NDB	2970' (396')	2970' (396')	2970' (396')	2970' (396')
	with DME	R900m	R1000m	R1000m	R1400m
27	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	4040' (1466')	4040' (1466')	4040' (1466')	4040' (1466')
	w/o DME	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	3000' (458')	3000' (458')	3000' (458')	3770' (458')
	with DME	R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	3890' (1348')	3890' (1348')	3890' (1348')	3890' (1348')
	w/o DME	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 09, 27

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

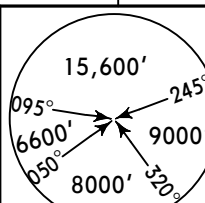
UTDD/DYU DUSHANBE

9 DEC 11 **11-1** Eff 15 Dec

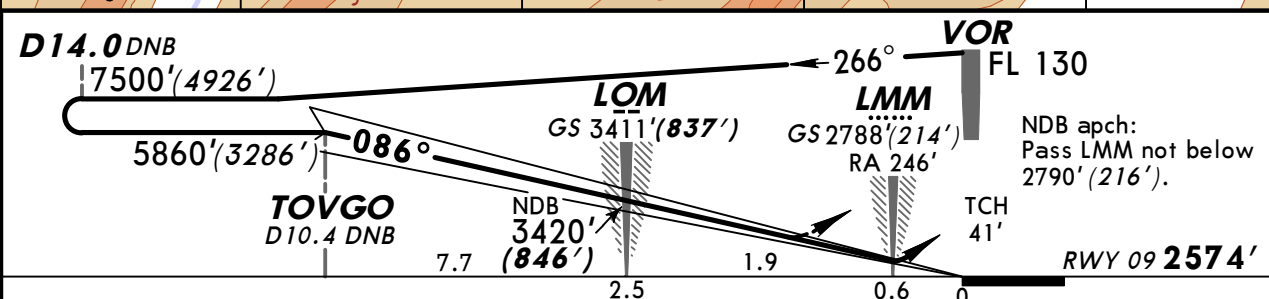
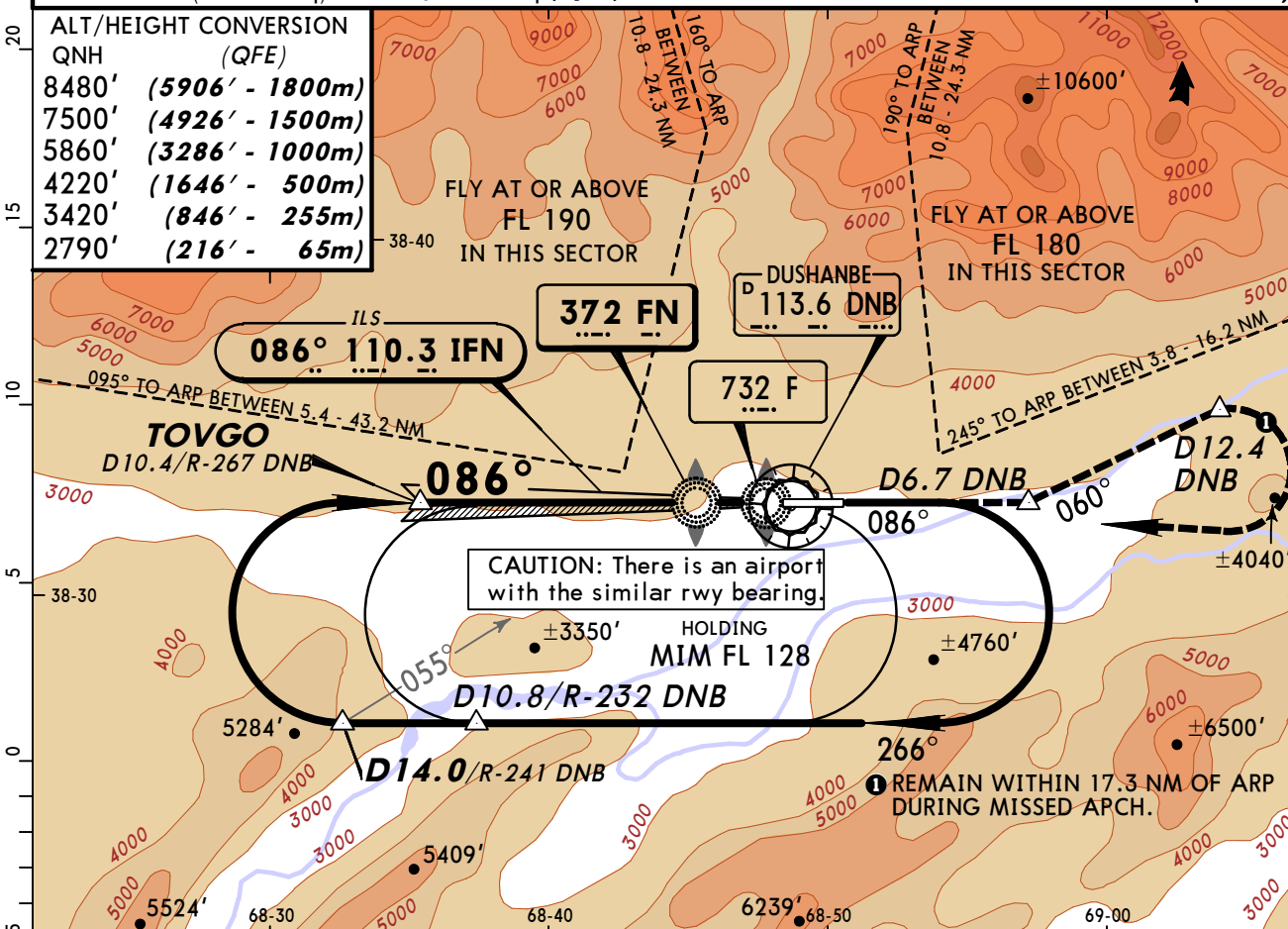
DUSHANBE, TAJIKISTAN ILS or 2 NDB Rwy 09

BRIEFING STRIP

TM

ATIS 126.2	DUSHANBE Approach (R) 127.1	DUSHANBE Krug (SRE) 119.2	DUSHANBE Tower (PAR) 119.2	DUSHANBE Start (TWR) 119.2	Ground 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) (CONDITIONAL) 2970'(396')		
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 130 and hold.					

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 100 Trans alt: 8480' (**5906'**)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	4220' (1646') or above on 086°	D6.7 DNB
ILS GS or	372	478	531	637	743	849			
NDB Desc angle 3.00°									

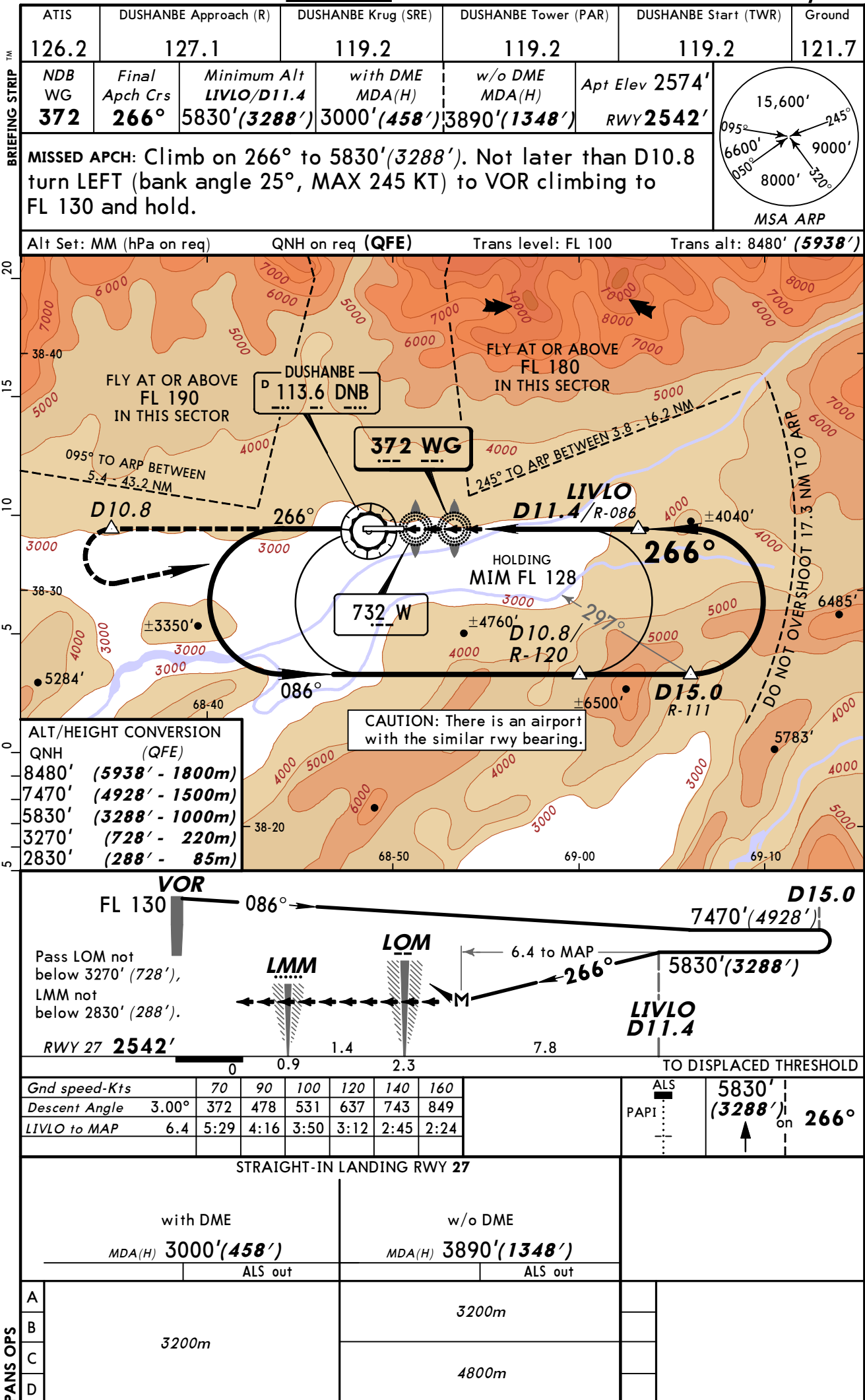
ILS		STRAIGHT-IN LANDING RWY 09		NDB	
LOC (GS out)		with DME		w/o DME	
DA(H) 2774' (200')		MDA(H) 2970' (396')		MDA(H) 4040' (1466')	
FULL	ALS out		ALS out		ALS out
A				3200m	
B					
C	800m	1200m	NOT APPLICABLE	1200m	1900m
D				1600m	2000m
				4400m	4800m

UTDD/DYU DUSHANBE

9 DEC 11
Eff 15 Dec

(16-1)

DUSHANBE, TAJIKISTAN 2 NDB Rwy 27



DUSHANBE, (DUSHANBE - UTDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDD