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Terminal Charts For UTAT

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Dashoguz Tkm
IATA Code: TAZ
Lat/Long: N41° 45.7' E059° 49.6'
Elevation: 279 ft

Airport Use: Public
Magnetic Variation: 6.0°E

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

Sunrise: 0114 Z
Sunset: 1446 Z,

Runway Information

Runway: 09L
Length x Width: 8858 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 279 ft
Lighting: Edge, ALS
Stopway: 1312 ft

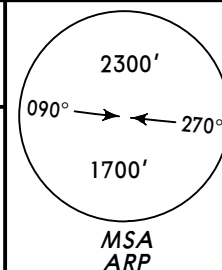
Runway: 27R
Length x Width: 8858 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 279 ft
Lighting: Edge, ALS
Stopway: 1312 ft

Communication Information

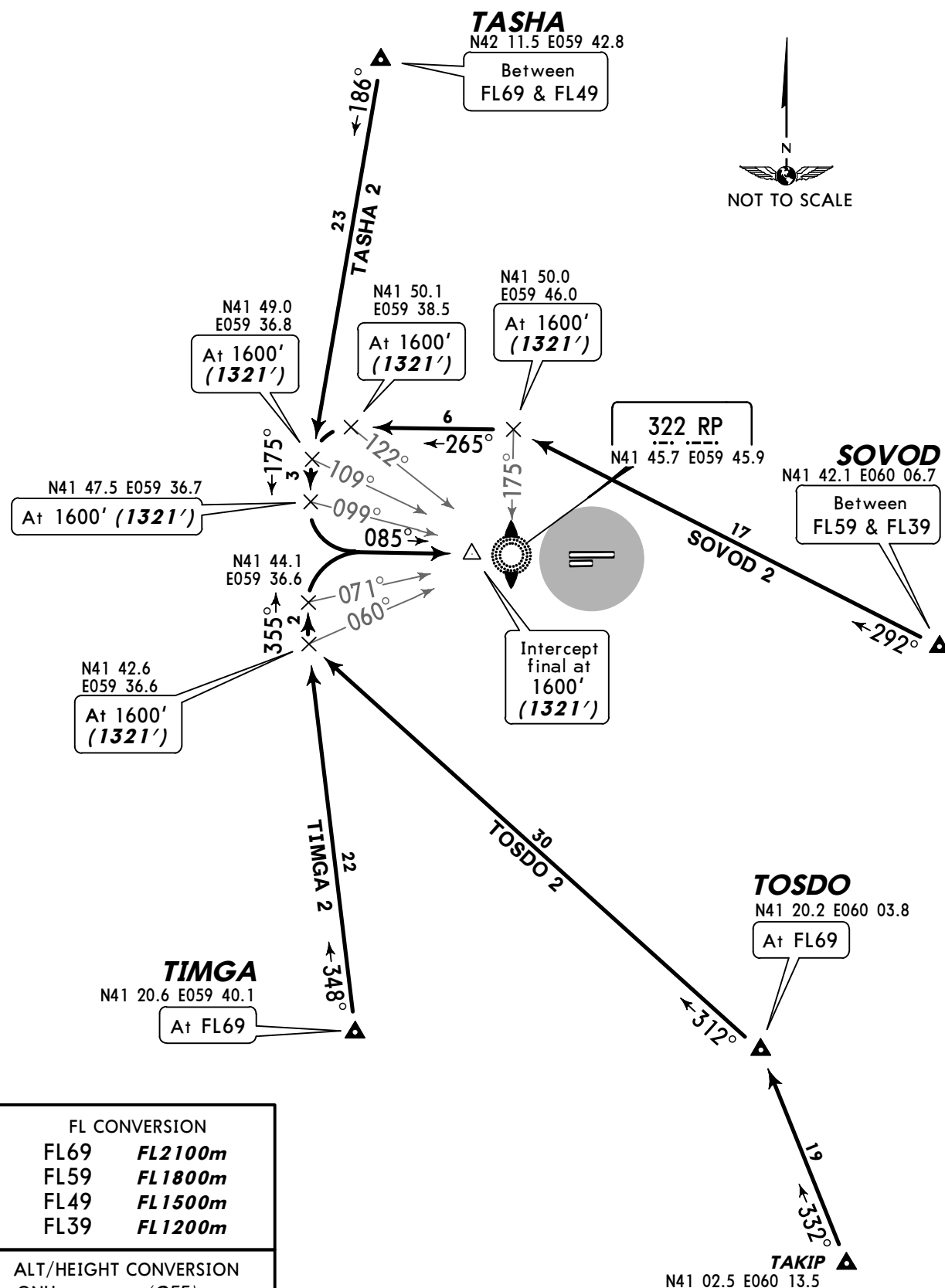
Dashoguz Transit Ramp/Taxi Control 131.7
Dashoguz Approach Control 124.7

Apt Elev
279'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 1600' (1321')
Holding area over RP between FL69 & FL39.

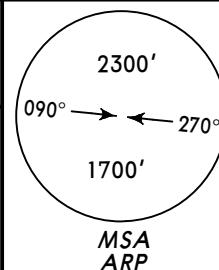


SOVOD 2, TASHA 2, TIMGA 2, TOSDO 2 RWY 09L ARRIVALS FROM NORTH, EAST & SOUTH



Apt Elev
279'

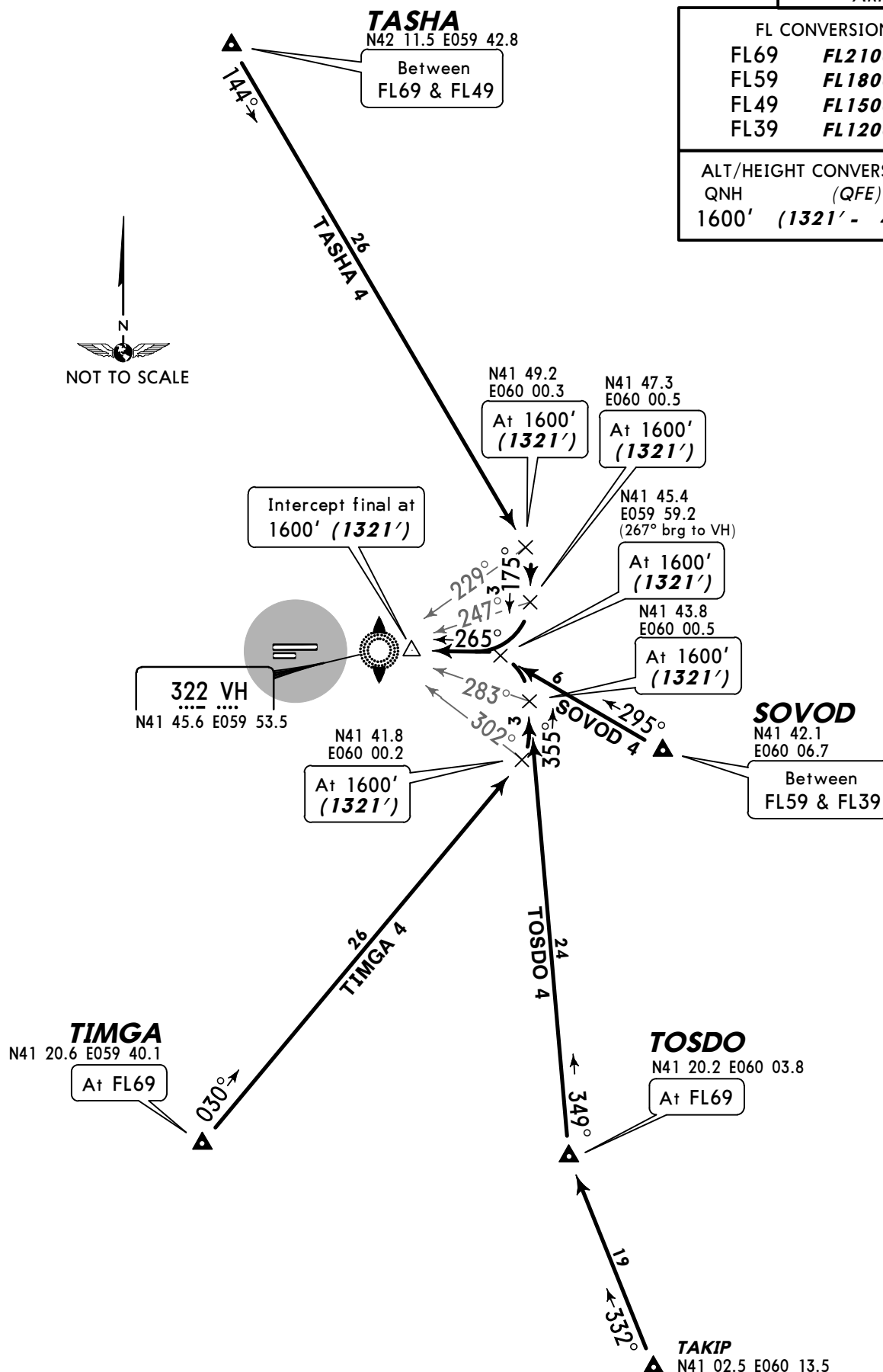
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 1600' (1321')
Holding area over VH between FL69 & FL39.



SOVOD 4, TASHA 4, TIMGA 4, TOSDO 4 RWY 27R ARRIVALS FROM NORTH, EAST & SOUTH

FL CONVERSION	
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m
FL39	FL1200m

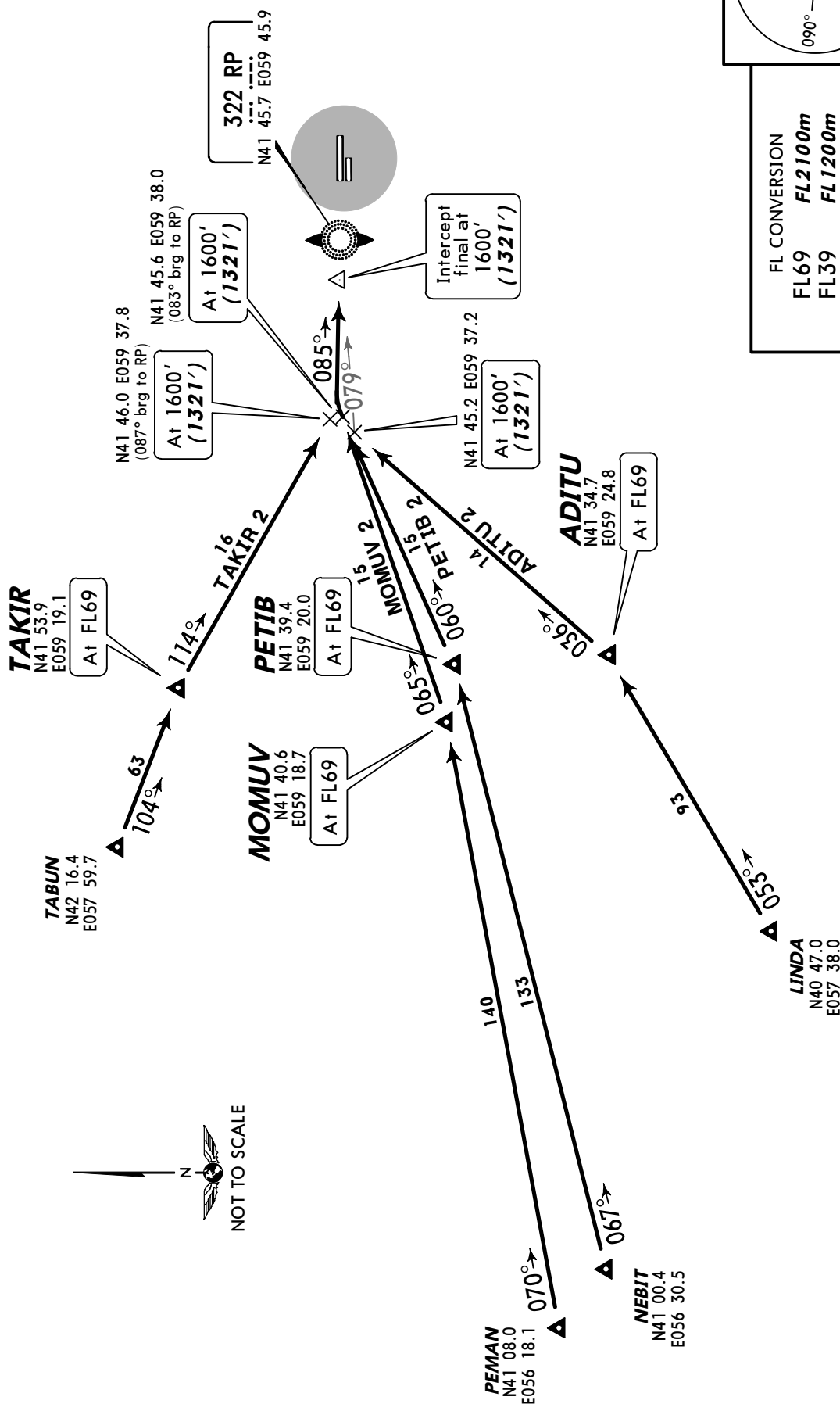
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1600'	(1321' - 400m)



Apt Elev
279'

Alt Set: MM (hPa on request) QHN on request (QFE)
Trans level: FL39 Trans alt: 1600' (1321')
Holding area over RP between FL69 & FL39.

ADITU 2, MOMUV 2, PETIB 2, TAKIR 2
RWY 09L ARRIVALS
FROM WEST



FL CONVERSION

FL69 FL2100m
FL39 FL1200m

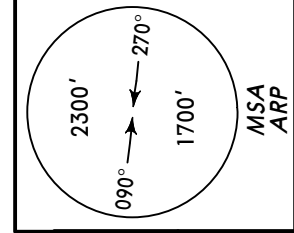
ALT/HEIGHT CONVERSION

QNH 1600' (1321' - 400m)
(QFE)

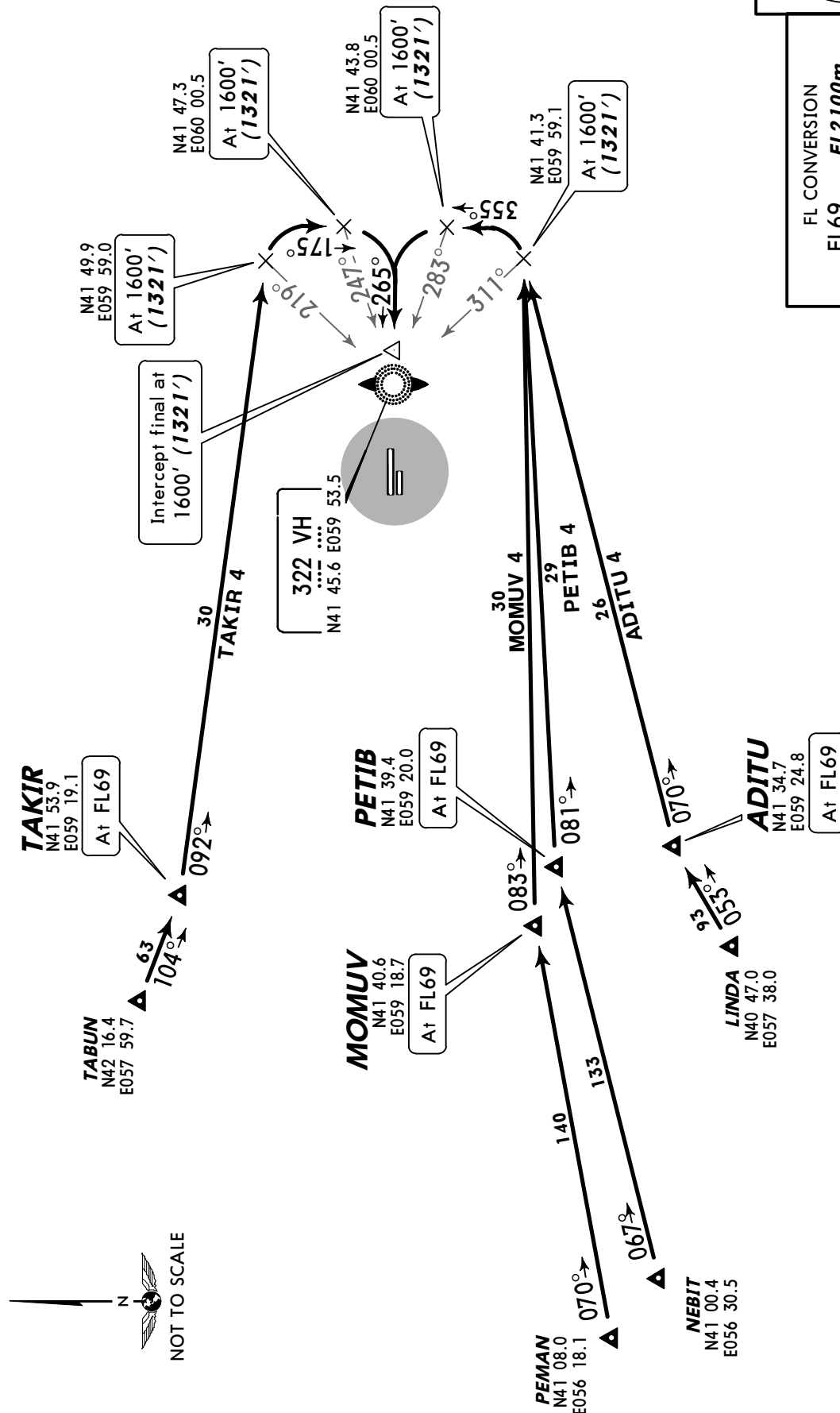
Apt Elev
279'

Alt Set: MM (hPa on request) QHN on request (QFE)
Trans level: FL39 Trans alt: 1600' (1321')
Holding area over VH between FL69 & FL39.

ATIDU 4, MOMUV 4, PETIB 4, TAKIR 4
RWY 27R ARRIVALS
FROM WEST

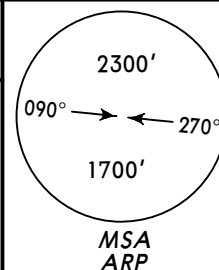


FL CONVERSION	FL69	FL2100m
	FL39	FL1200m
ALT/HEIGHT CONVERSION	QNH	1600' (1321' - 400m)
	(QFE)	



Apt Elev
279'

QNH on request (QFE)
Trans level: FL39 Trans alt: 1600' (1321')



SOVOD 1, TASHA 1, TIMGA 1, TOSDO 1
RWY 09L DEPARTURES

SOVOD 3, TASHA 3, TIMGA 3, TOSDO 3
RWY 27R DEPARTURES
TO NORTH, EAST & SOUTH

ALT/HEIGHT CONVERSION
QNH (QFE)
940' (661' - 200m)
1600' (1321' - 400m)

FL CONVERSION
FL39 FL 1200m
FL49 FL 1500m
FL59 FL 1800m
FL69 FL 2100m
FL79 FL 2400m

TASHA
N42 11.5 E059 42.8

Between
FL59 & FL79

At 940' (661')
but not before
2.7 NM from
THR RWY 27R

At 940' (661')
but not before
2.7 NM from
THR RWY 09L

SOVOD
N41 42.1
E060 06.7

Between
FL49 & FL69

TOSDO
N41 20.2 E060 03.8

TOSDO 1
At FL69

TOSDO 3
Between
FL49 & FL69

TIMGA
N41 20.6 E059 40.1

Between
FL59 & FL79



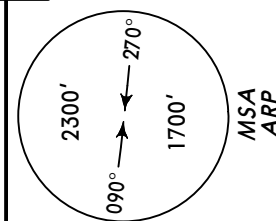
TAKIP
N41 02.5 E060 13.5

Apt Elev
279'

QNH on request (QFE)

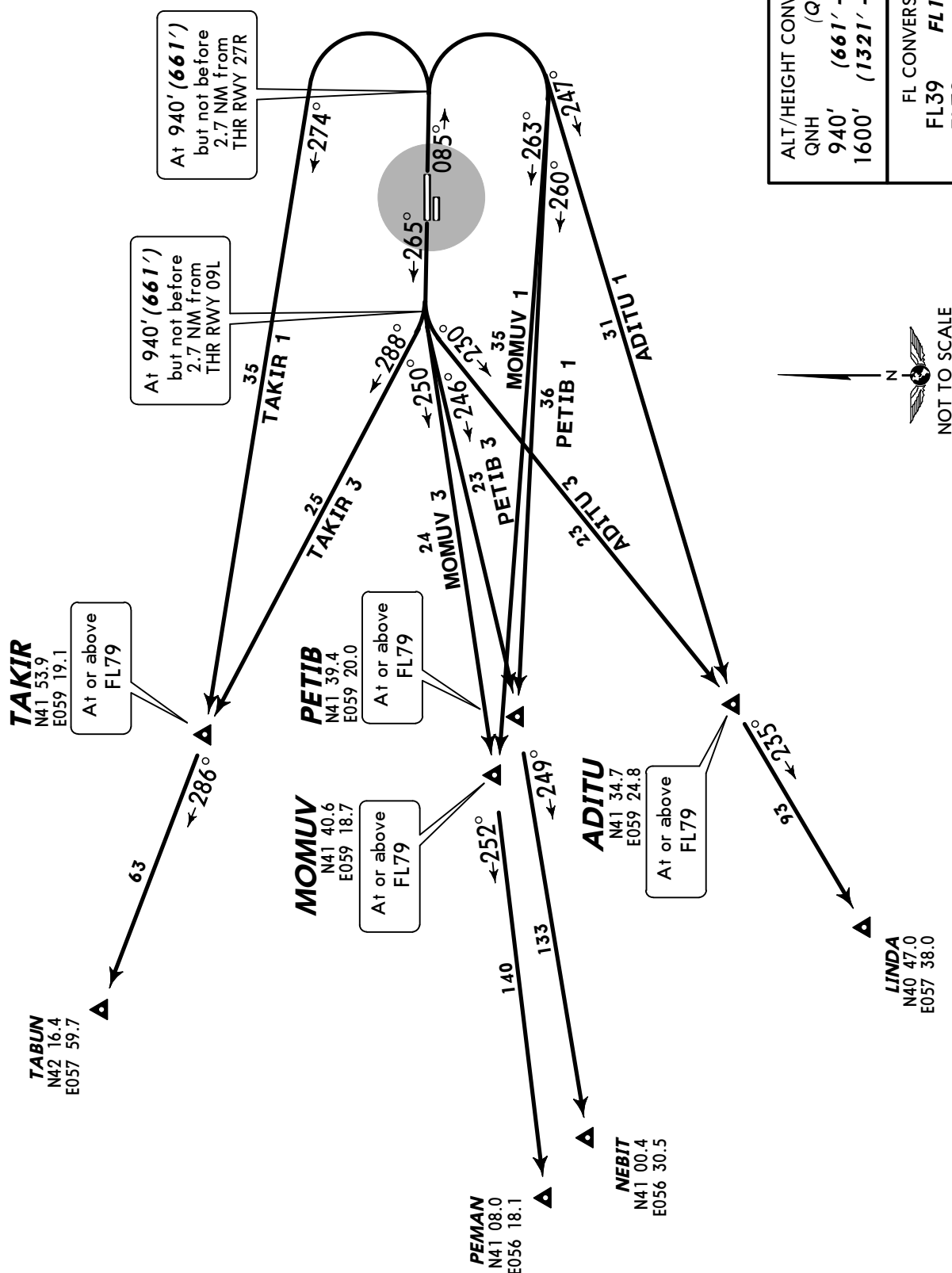
Trans level: FL39 Trans alt: 1600' (1321')

ADITU 1, MOMUV 1, PETIB 1, TAKIR 1
RWY 09L DEPARTURES

ADITU 3, MOMUV 3, PETIB 3, TAKIR 3
RWY 27R DEPARTURES
TO WEST


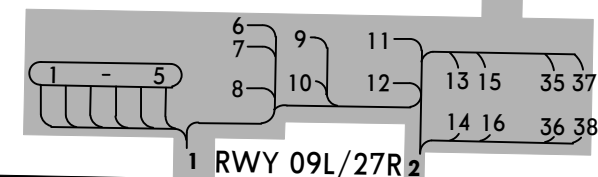
ALT/HEIGHT CONVERSION	
QNH	(QFE)
940'	(661' - 200m)
1600'	(1321' - 400m)

FL CONVERSION	
FL39	FL1200m
FL79	FL2400m



124.7

TML ■



RWY 09L/27R

59-51

Stands 1 thru 12 available for helicopters.
Parking of helicopters on stands 4 thru 12 is
not according to markings.

Birds.

== Grass twy

41-46

41-45

Lctr

09L
085°

Elev
279'

AIS
+
ME

377

ARP

8858' *2700m*

(25)

0m
V

Lctr

41-45

09
085°

GRASS **6562'** *2000m*

14

GRASS
2133
650m

27
265°

32

USABLE LENGTHS

Main rwy

DAY

RCLM or RL

NIGHT

RL

A
B
C
D

400m

500m

400m

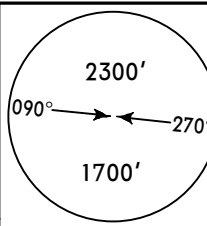
700m

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DASHOGUZ Approach (R)

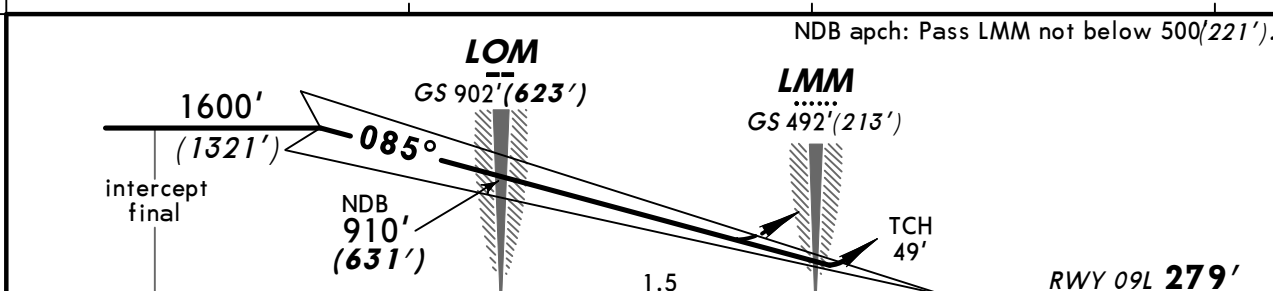
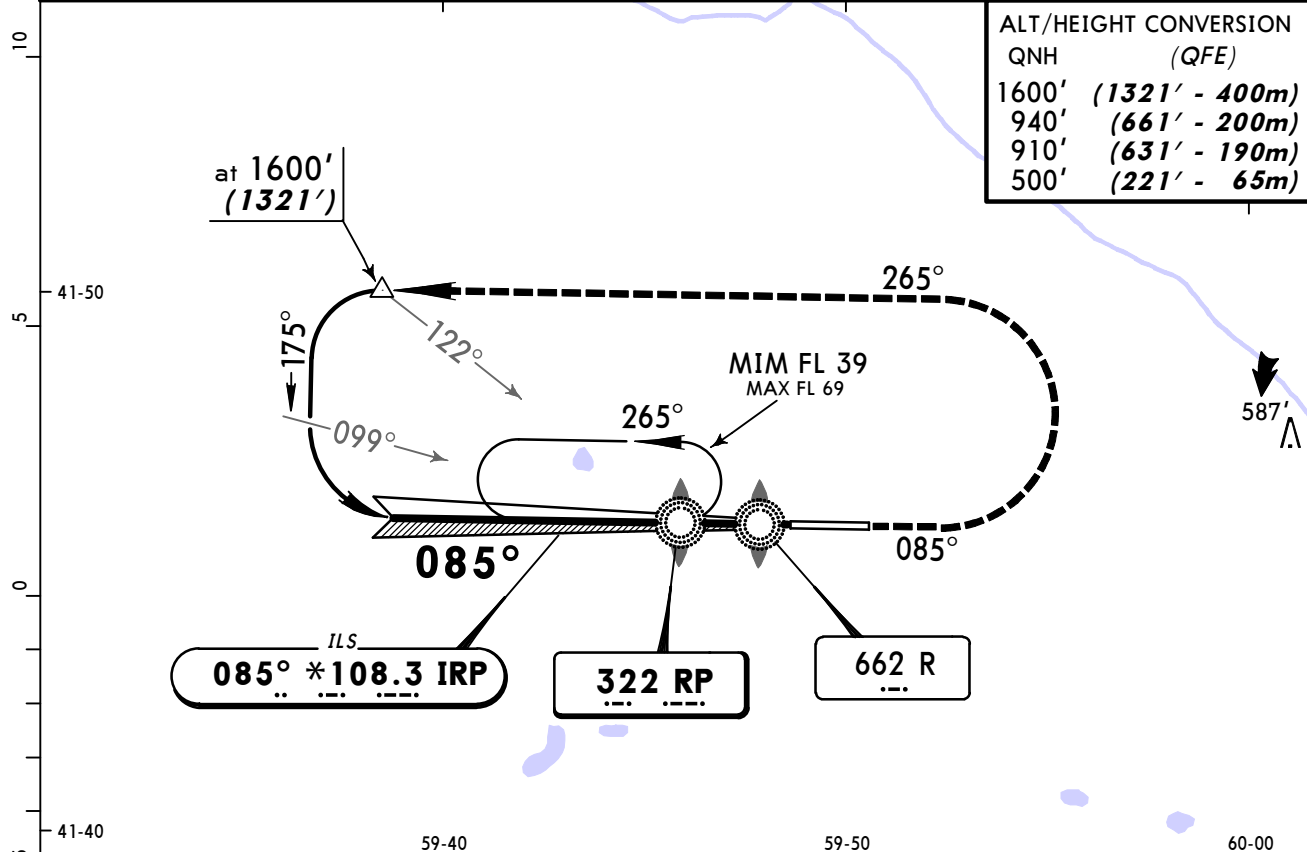
124.7

BRIEFING STRIP

LOC IRP *108.3	Final Apch Crs 085°	GS LOM 902' (623')	ILS DA(H) 509' (230')	Apt Elev 279' RWY 279'	
NDB RP 322		Minimum Alt LOM 910' (631')	NDB MDA(H) Refer to Minimums		

MISSED APCH: Climb on 085° to 940' (661'), then turn LEFT onto 265° climbing to 1600' (1321'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 1600' (1321')



Gnd speed-Kts	70	90	100	120	140	160	ALS	940' (661') on 085°	265° LT	1600' (1321')
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767	...	↑	↑	↑

ILS		STRAIGHT-IN LANDING RWY 09L		NDB	
DA(H) 509' (230')		LOC (GS out)		AB: 630' (351') CD: 680' (401')	
FULL	ALS out			ALS out	
A				1600m	
B					
C	1200m	NOT AUTHORIZED		1800m	
D					

B737 Acft: MDA(H) 1100' (821'), 4000m.

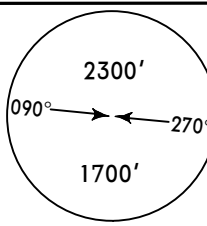
CHANGES: Apt elevation. DA(H). MDA(H).

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DASHOGUZ Approach (R)

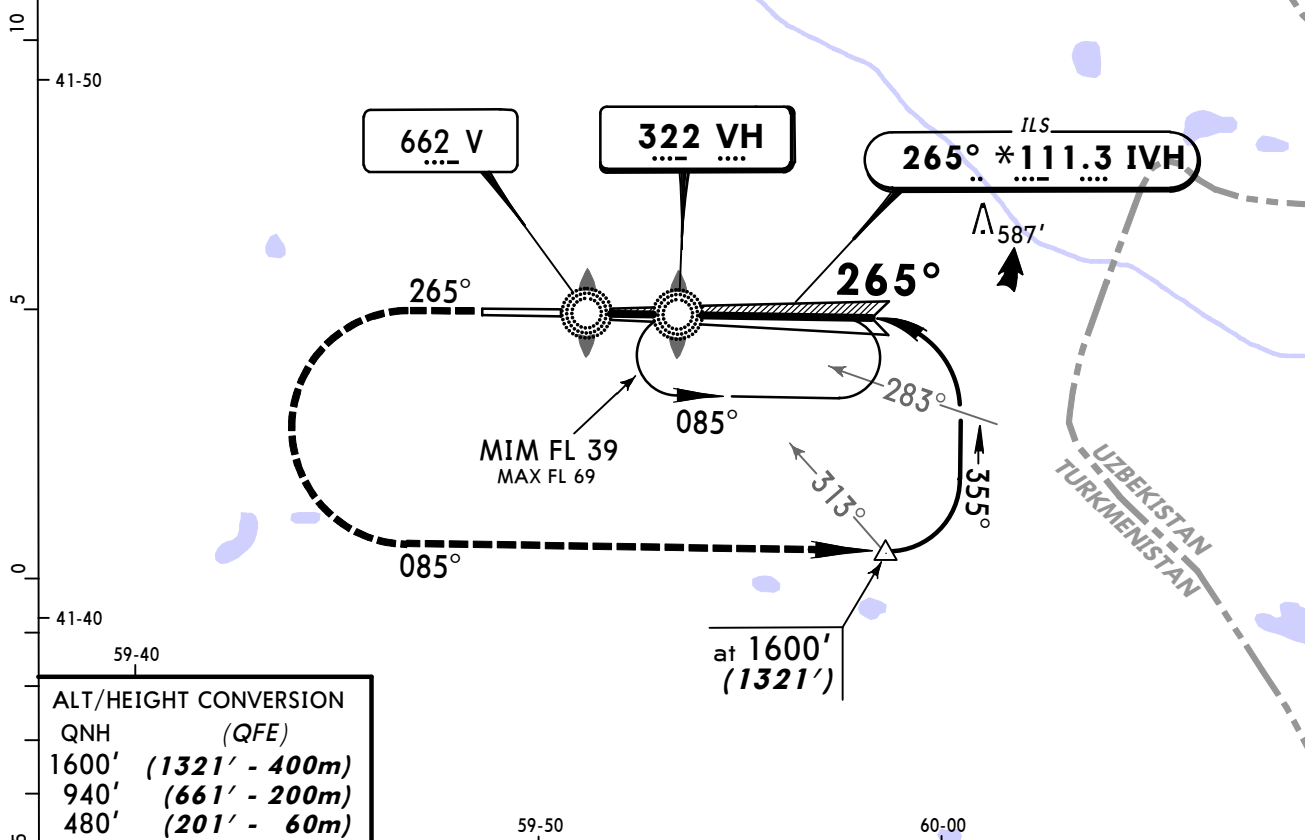
124.7

BRIEFING STRIP

LOC IVH *111.3	Final Apch Crs 265°	GS LOM 935' (656')	ILS DA(H) 509' (230')	Apt Elev 279' RWY 279'	
NDB VH 322		Minimum Alt LOM 940' (661')	NDB MDA(H) Refer to Minimums		

MISSED APCH: Climb on 265° to 940' (661'), then turn LEFT onto 085° climbing to 1600' (1321'), then according to chart.

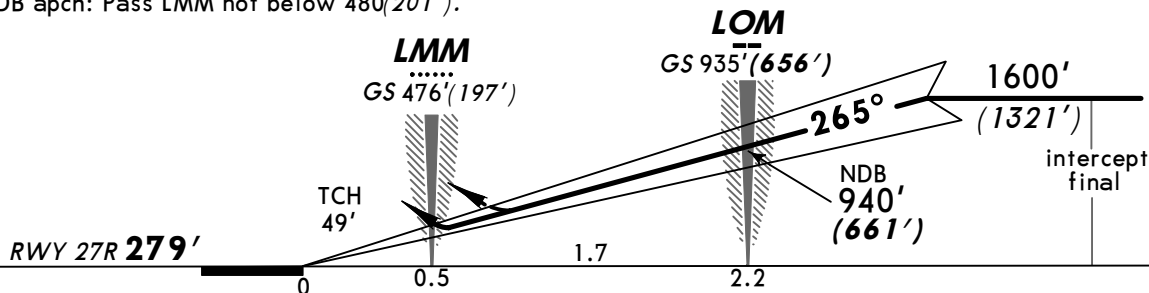
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 1600' (1321')



ALT/HEIGHT CONVERSION

QNH	(QFE)
1600' (1321' - 400m)	
940' (661' - 200m)	
480' (201' - 60m)	

NDB apch: Pass LMM not below 480' (201').



Gnd speed-Kts	70	90	100	120	140	160	ALS	940' (661') on 265°	085° LT	1600' (1321')
ILS GS 2.67° or	336	432	480	576	671	767	...			
NDB Desc Grad 4.7%							...			

ILS		STRAIGHT-IN LANDING RWY 27R		NDB	
DA(H) 509' (230')		LOC (GS out)		AB: 610' (331') CD: 680' (401')	
FULL	ALS out			MDA(H)	ALS out
A				1600m	
B					
C	1200m	NOT AUTHORIZED		1800m	
D					

B737 Acft: MDA(H) 1100' (821'), 4000m.

CHANGES: Apt elevation. DA(H). MDA(H).

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTAT

Chart Change Notices for Country TKM

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Alt Set: QNH (QFE on request).