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Airport Information For UTTT

Terminal Charts For UTTT

Revision Letter For Cycle 08-2012

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Notebook

General Information

Location: Tashkent Uzb
IATA Code: TAS
Lat/Long: N41° 15.4' E069° 16.9'
Elevation: 1416 ft

Airport Use: Public
Magnetic Variation: 5.1 °E

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

Sunrise: 0037 Z
Sunset: 1407 Z,

Runway Information

Runway: 08L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1369 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 820 ft

Runway: 08R
Length x Width: 12812 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1368 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 26L
Length x Width: 12812 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1411 ft
Lighting: Edge
Displaced Threshold: 673 ft

Runway: 26R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1414 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 820 ft

Communication Information

- 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

ATIS
126.8

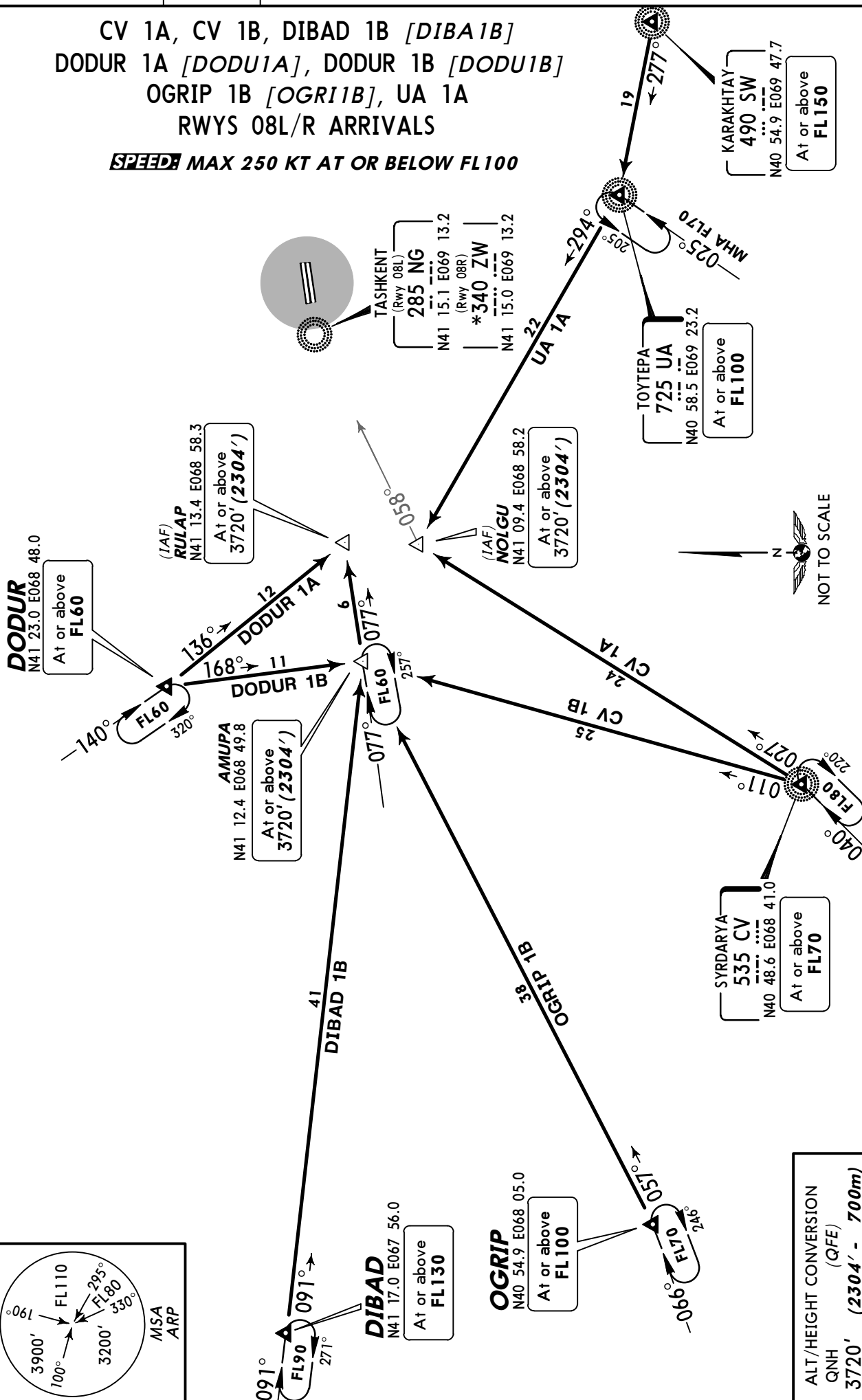
Apt Elev
1416'

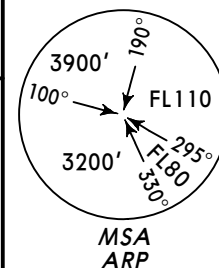
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3720' (2304')

(QFE)

CV 1A, CV 1B, DIBAD 1B [DIBA1B]
DODUR 1A [DODU1A], DODUR 1B [DODU1B]
OGRIP 1B [OGRI1B], UA 1A
RWYS 08L/R ARRIVALS

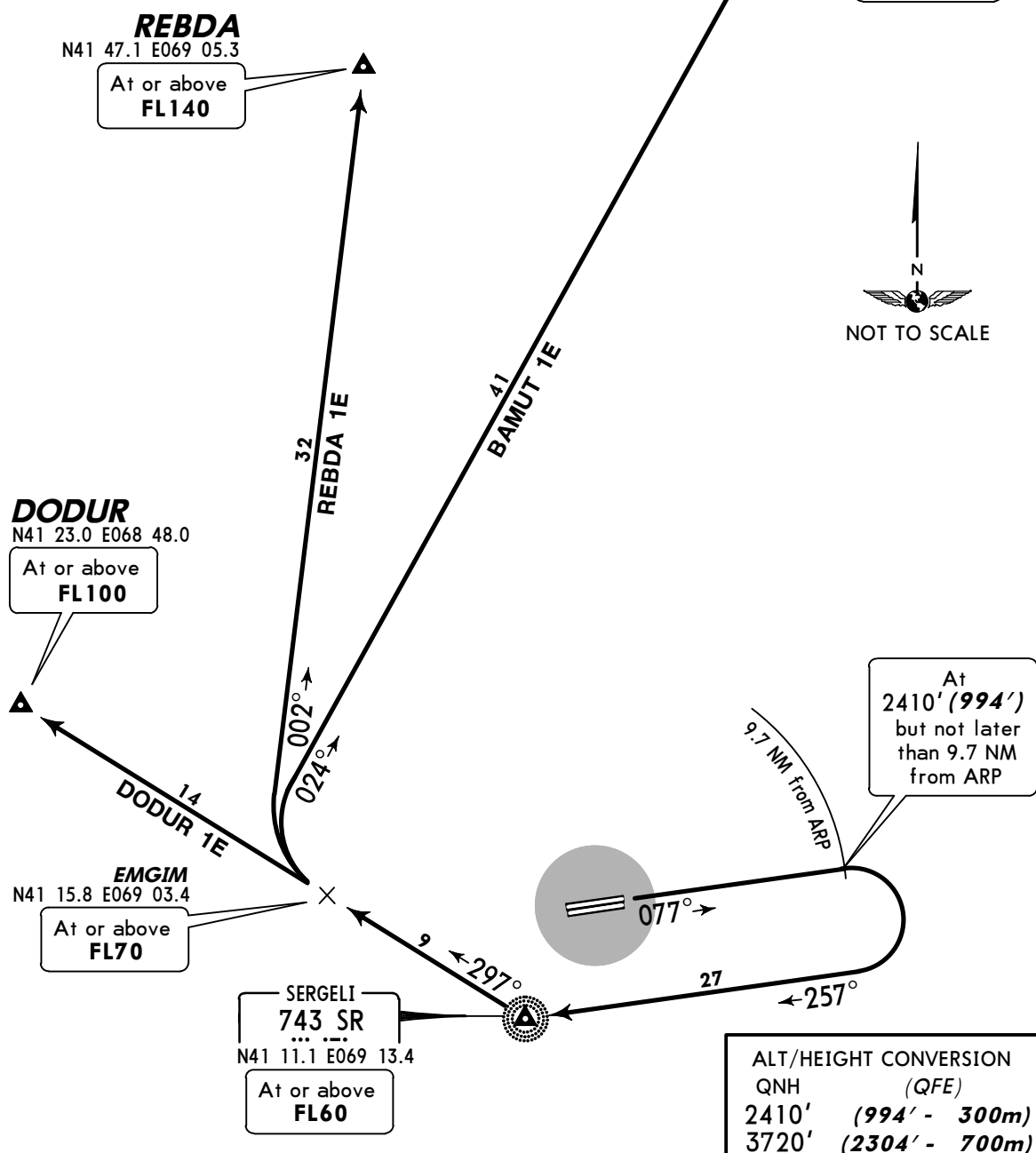
SPEEDS MAX 250 KT AT OR BELOW FL100



Apt Elev
1416'QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2304')

BAMUT 1E [BAMU1E]
DODUR 1E [DODU1E]
REBDA 1E [REBD1E]
RWYS 08L/R DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

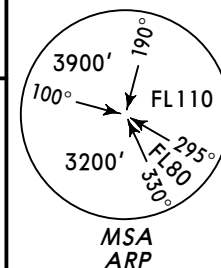
In case of engine failure climb on 077° track to 2410' (994') but not later than 9.7 NM from ARP turn RIGHT to SR, climb to 3720' (2304') and report to ATC.



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.

Apt Elev
1416'

QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2304')



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

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

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

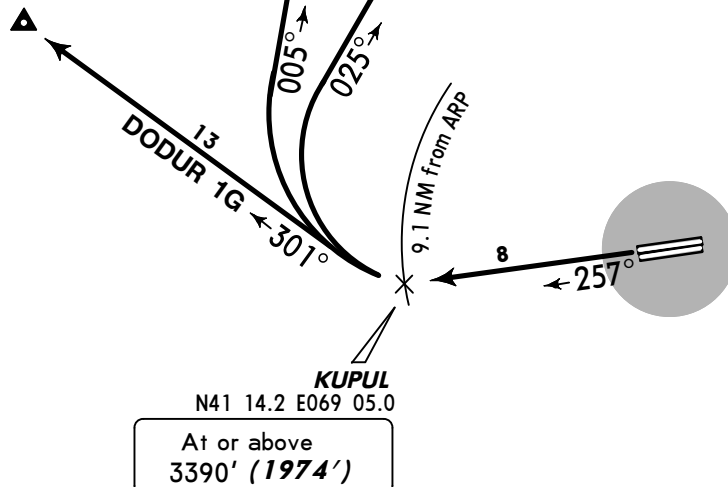
At or above
FL140

REBDA
N41 47.1 E069 05.3

At or above
FL140

DODUR
N41 23.0 E068 48.0

At or above
FL60



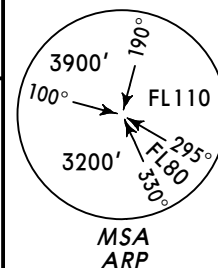
ALT/HEIGHT CONVERSION
QNH (QFE)
3390' (1974' - 600m)
3720' (2304' - 700m)

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.

Apt Elev
1416'

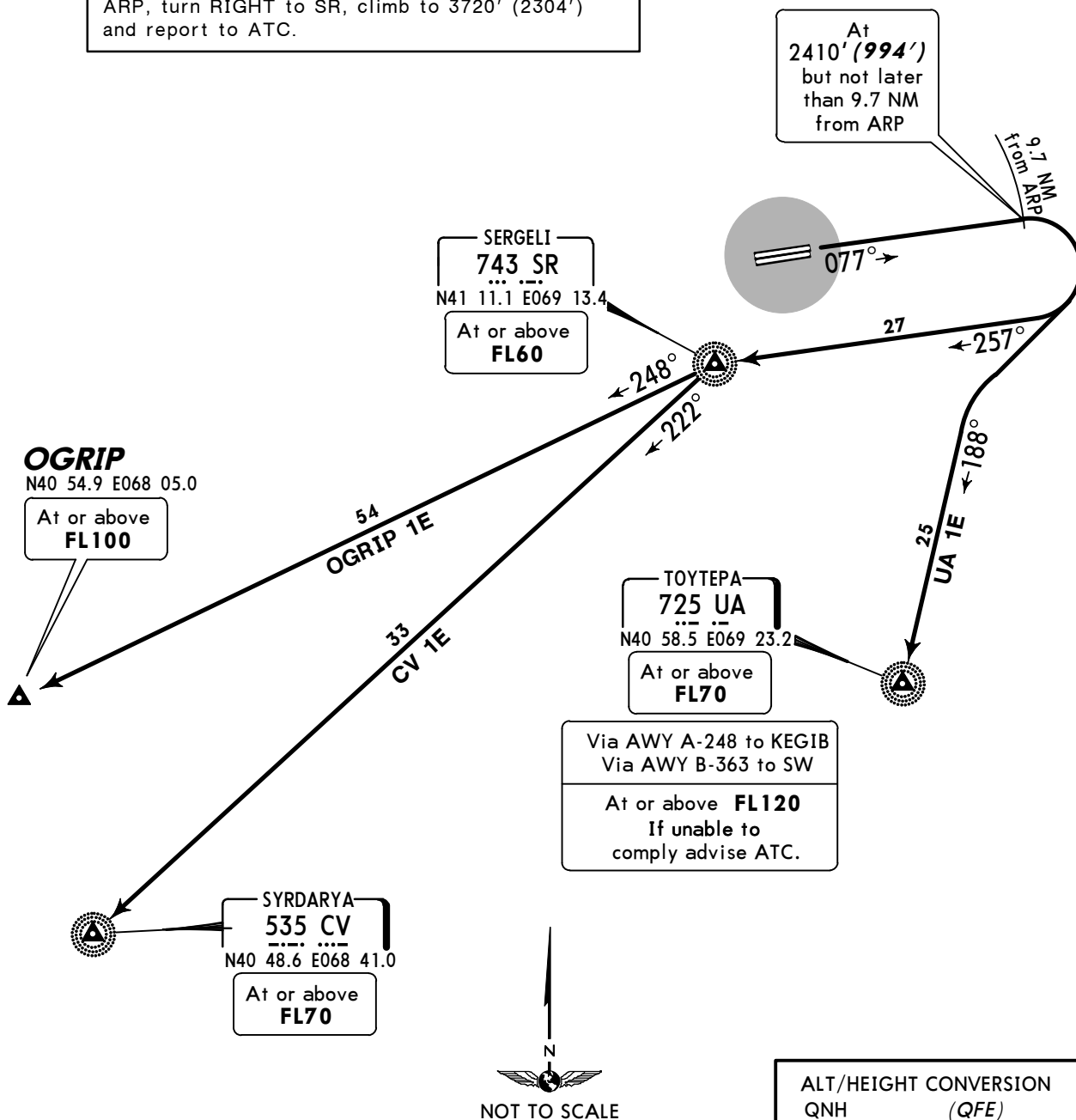
QNH on request (QFE)

Trans level: FL60 Trans alt: 3720' (2304')



CV 1E, OGRIP 1E [OGR11E], UA 1E
RWYS 08L/R DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

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.

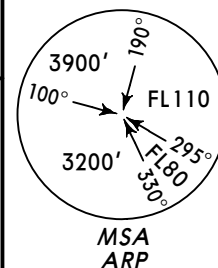


ALT/HEIGHT CONVERSION
QNH (QFE)
2410' (994' - 300m)
3720' (2304' - 700m)

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.

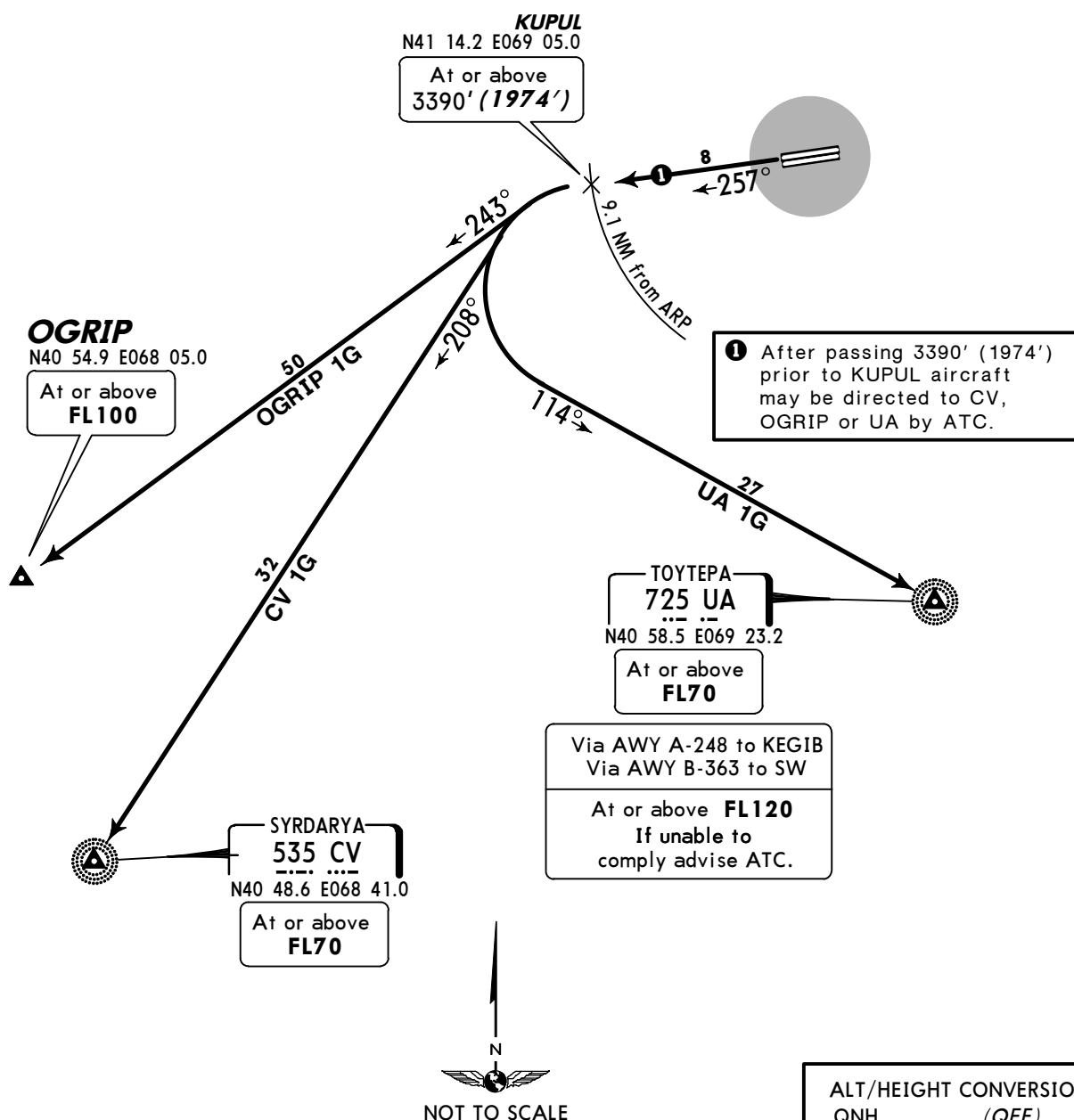
Apt Elev
1416'

QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2304')



CV 1G, OGRIP 1G [OGRIP 1G], UA 1G
RWYS 26L/R DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

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.

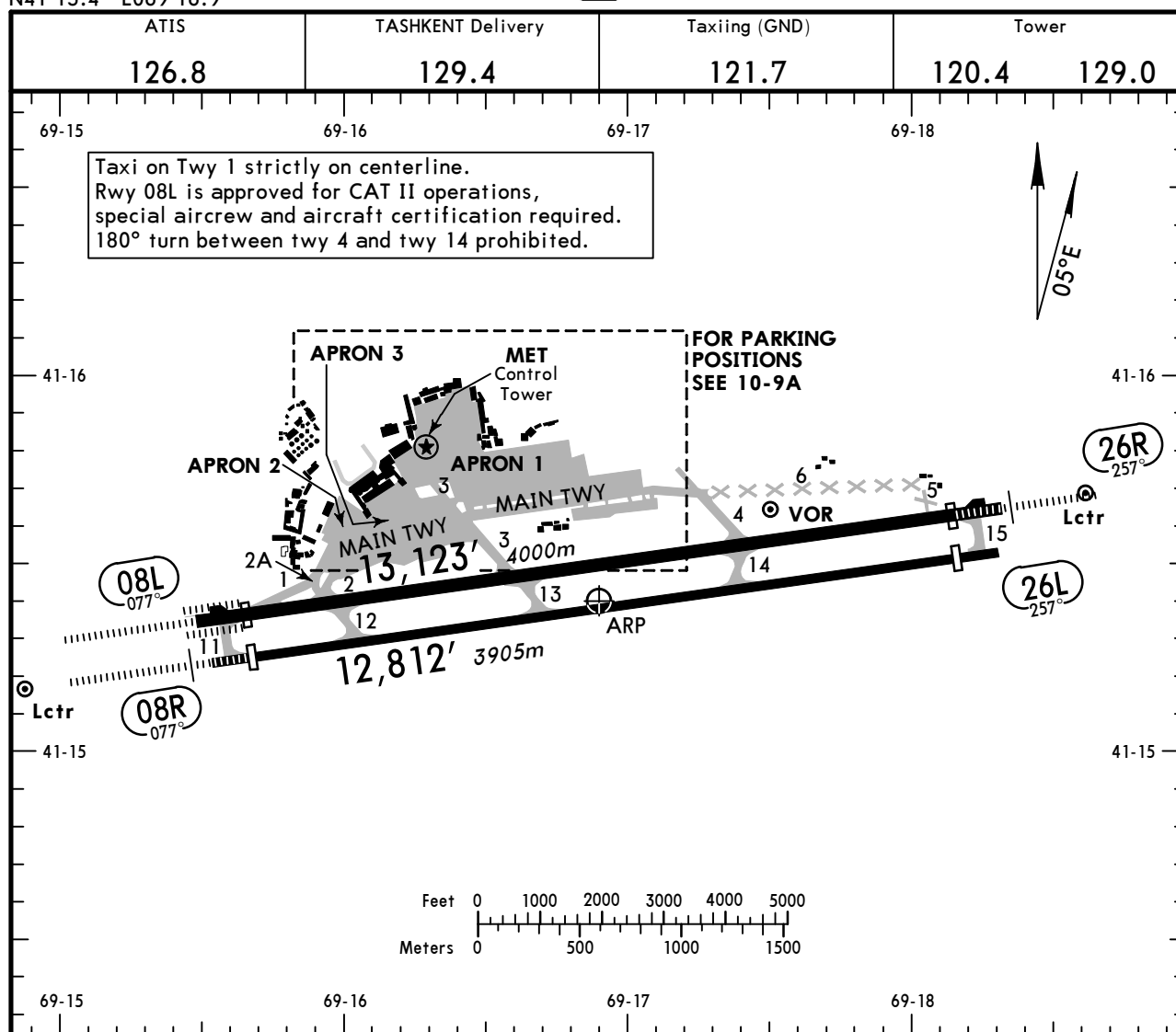


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3390'	(1974' - 600m)
3720'	(2304' - 700m)

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

UTTT/TAS
Apt Elev 1416'
N41 15.4 E069 16.9

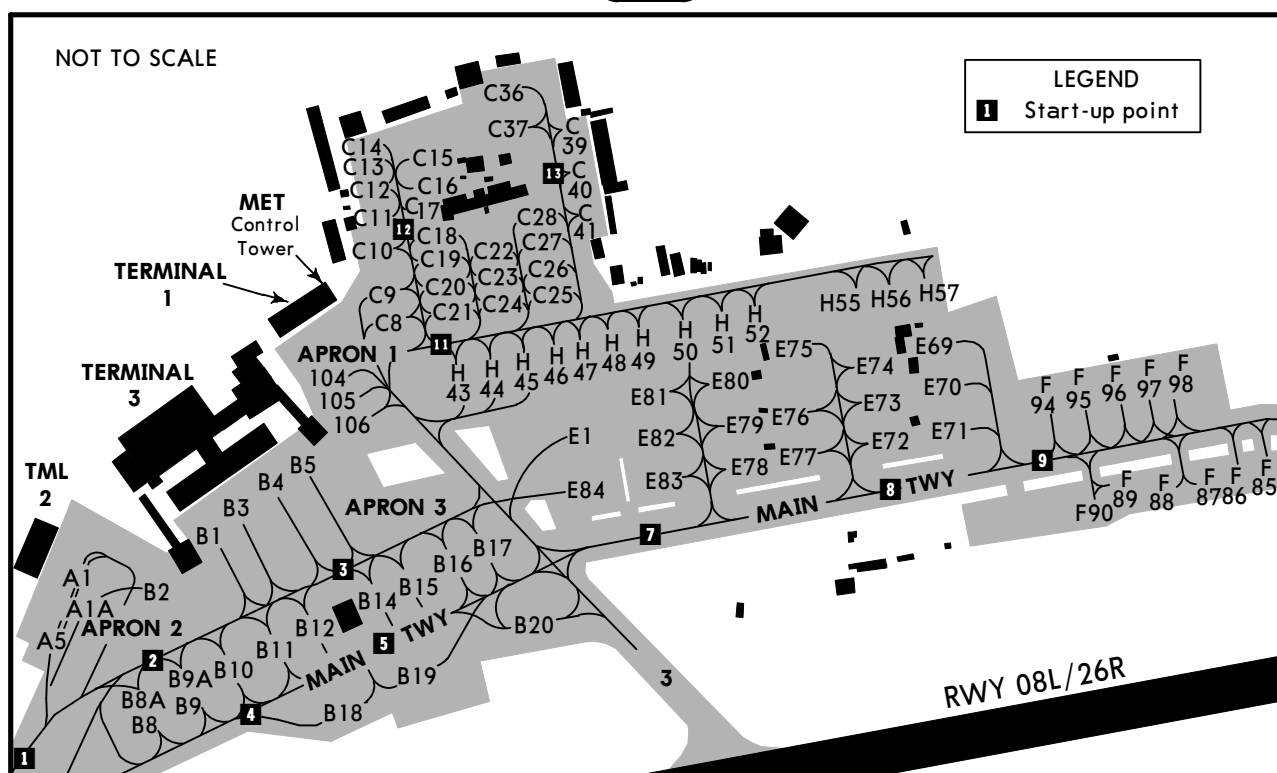
JEPPESEN TASHKENT, UZBEKISTAN
2 SEP 11 (10-9) YUZHNY



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	❸	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).									
❸ 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	❹	148' 45m
26L	HIRL (60m)					11,647' 3550m			
❹ 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									
AIR CARRIER (JAA)									
All Rwys									
LVP must be in force									
Rwy 08L/26R		DAY		NIGHT		RCLM (DAY only)			
LVP must be		RCLM or RL		RL		or RL			
in force									
A	200m ❶		300m		300m		400m		
B									
C									
D	250m (200m ❶)				400m				
❶ 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.									

CHANGES: Apron.

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INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N41 15.6 E069 16.0	B16, B17	N41 15.6 E069 16.3
B1	N41 15.7 E069 16.1	B18, B19	N41 15.5 E069 16.2
B2	N41 15.6 E069 16.0	B20	N41 15.6 E069 16.3
B3, B4	N41 15.7 E069 16.1	H43, H44	N41 15.8 E069 16.3
B5	N41 15.7 E069 16.2	H45, H46	N41 15.8 E069 16.4
B8, B8A	N41 15.5 E069 16.0	E1, E84	N41 15.7 E069 16.4
B9	N41 15.6 E069 16.0	TAXI RESTRICTIONS CAT C & D acft have to use stands with two engines IDLE power only. Stands B5, B1 and B2 equipped with docking guidance system AGNIS. Taxiing on stands B5, B1 and B2 is carried out after Follow-me car.	
B9A	N41 15.5 E069 16.0		
B10, B11	N41 15.6 E069 16.1		
B12, B14, B15	N41 15.6 E069 16.2		

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.

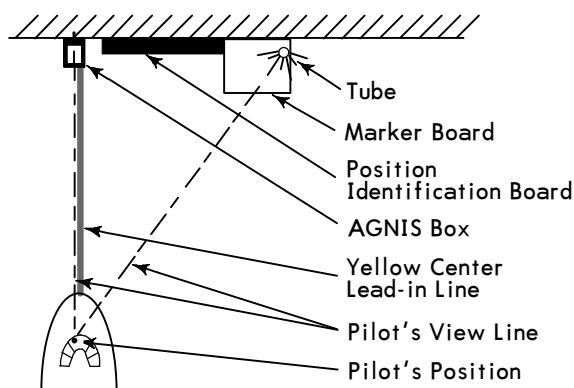
Follow-me car will be available from twys 1, 2, 2A, 3 and 4.

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".

Principal Arrangement of AGNIS



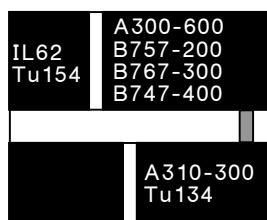
Visual guidance system consists of the following elements:

- 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.

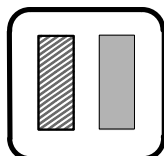
In case of system failure, pilots are requested to follow instructions given from TASHKENT Ground and/or from marshaller.

Parking Procedures

CENTERLINE GUIDANCE

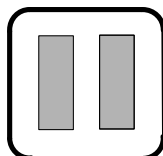
Aircraft shall approach along yellow aircraft stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.

RED GREEN



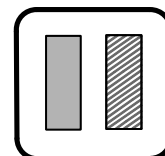
LEFT of centerline
Turn towards GREEN
(RIGHT)

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.

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

① Continuous Descent Final Approach.

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 1	300m	300m	400m	500m
B			400m		
C	250m				
D					

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.

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			

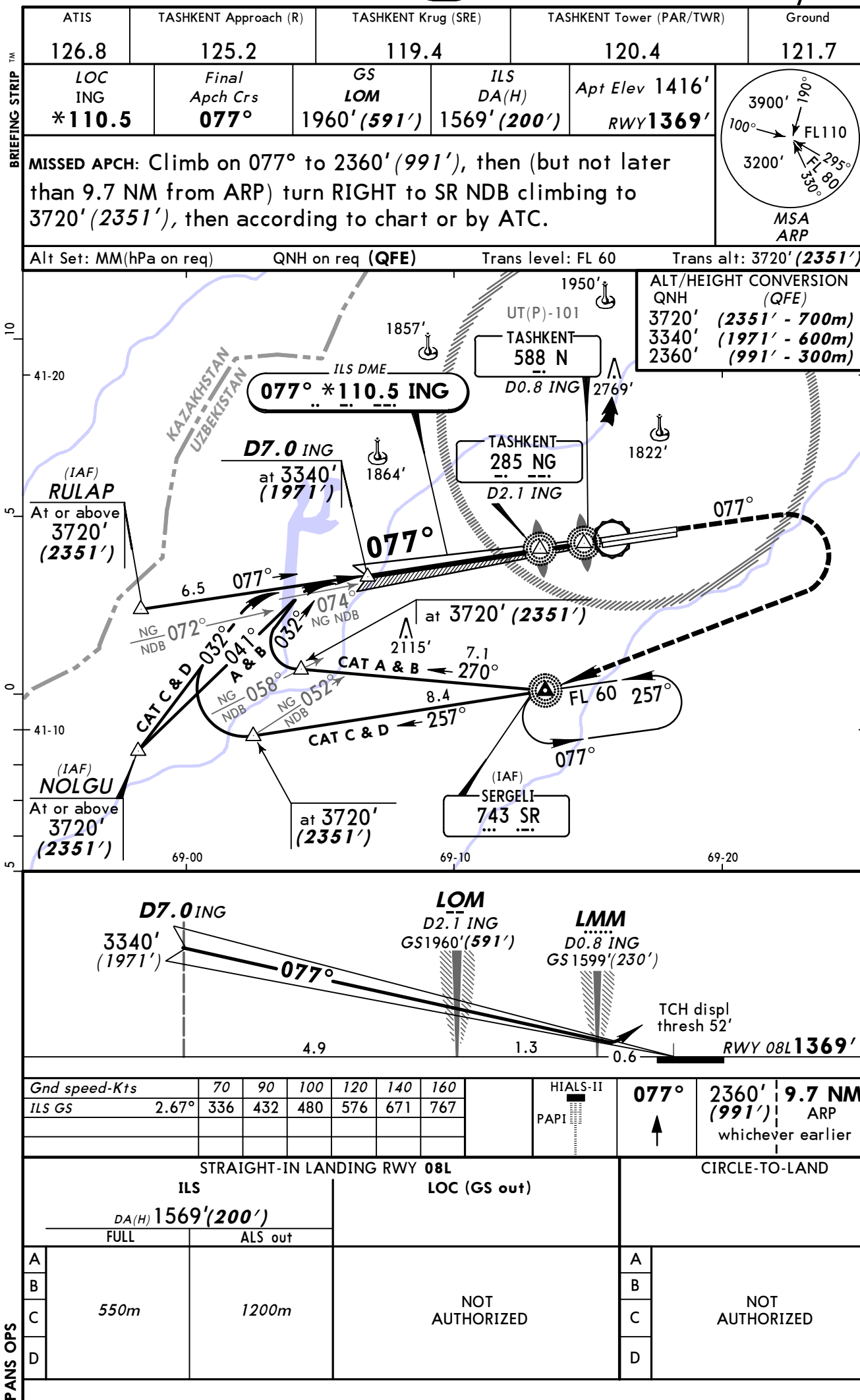
TAKE-OFF RWY 08L, 26R

LVP must be in Force					
RL & CL		DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m 1	300m	300m	400m	500m
B					
C					
D	250m		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.

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		400m		
D				

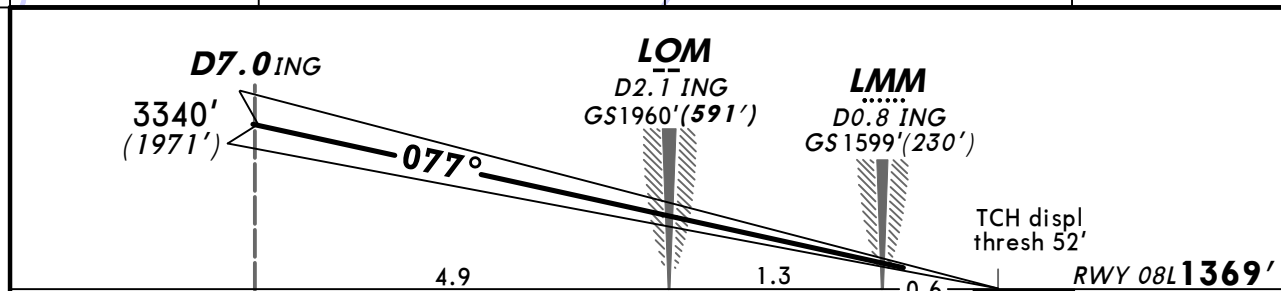
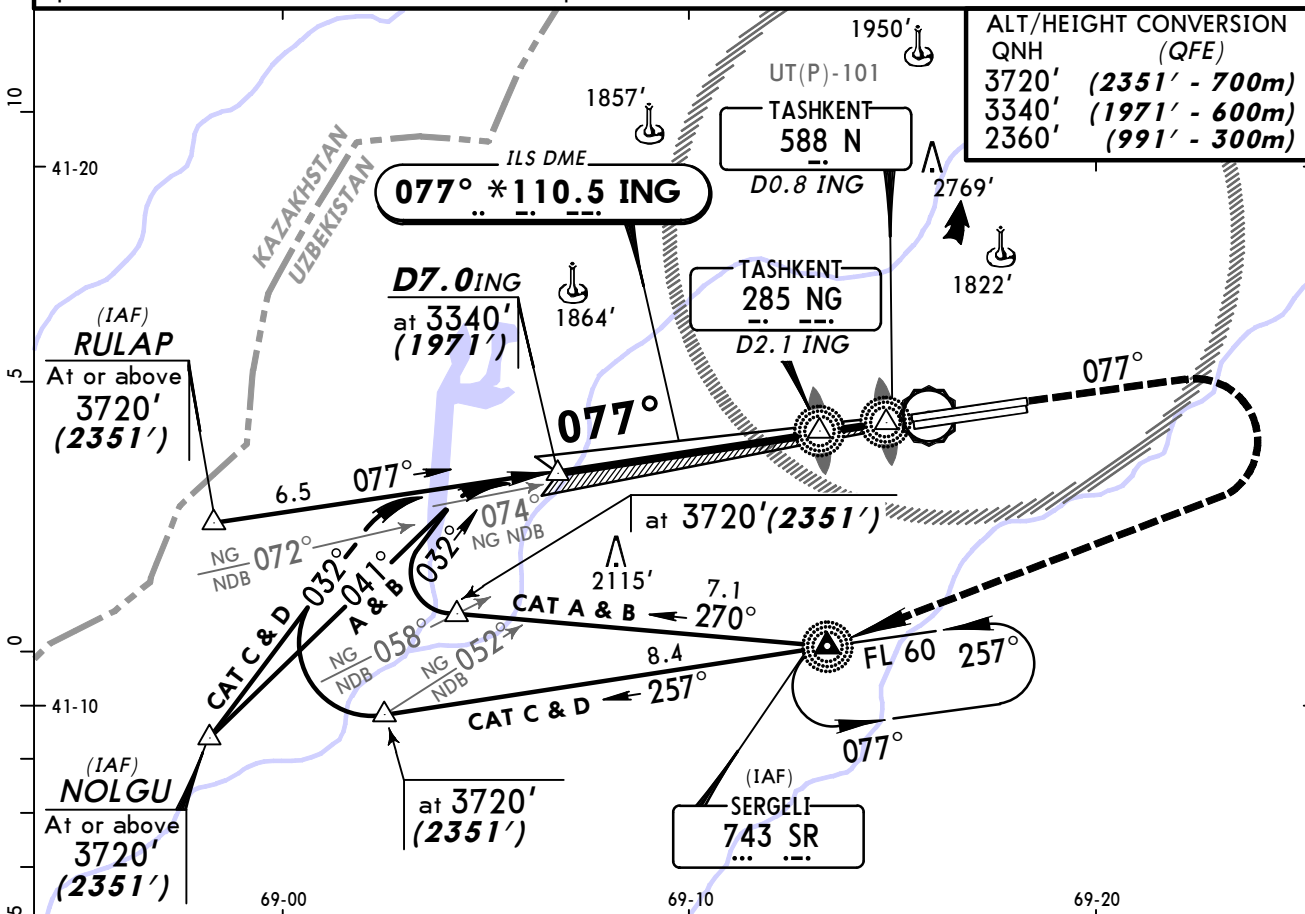


UTTT/TAS
YUZHNY

JEPPesen
4 NOV 11
Eff 17 Nov 11-1A

TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L

ATIS 126.8	TASHKENT Approach (R) 125.2	TASHKENT Krug (SRE) 119.4	TASHKENT Tower (PAR/TWR) 120.4	Ground 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 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 60
Special aircrew and aircraft certification required.		Trans alt: 3720' (2351')		



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

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

RVR 300m

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

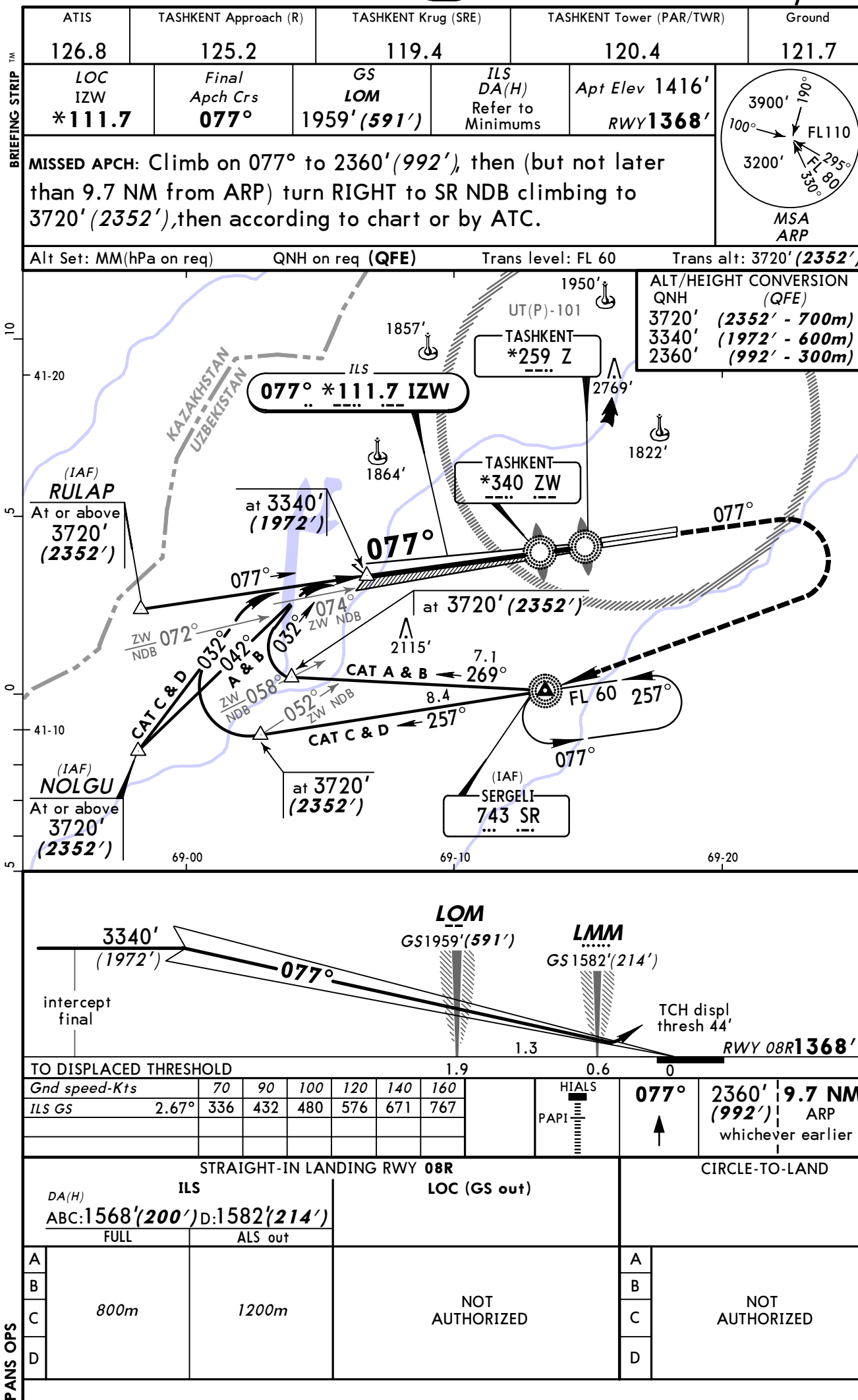
CHANGES: Transition level. MSA. Minimum holding FL.

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UTTT/TAS
YUZHNY

JEPPESSEN
4 NOV 11 11-2 Eff 17 Nov

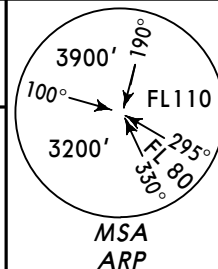
TASHKENT, UZBEKISTAN
ILS Rwy 08R



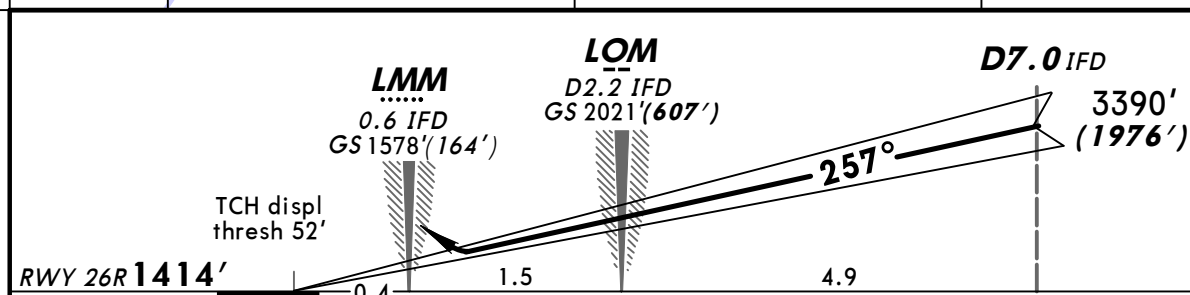
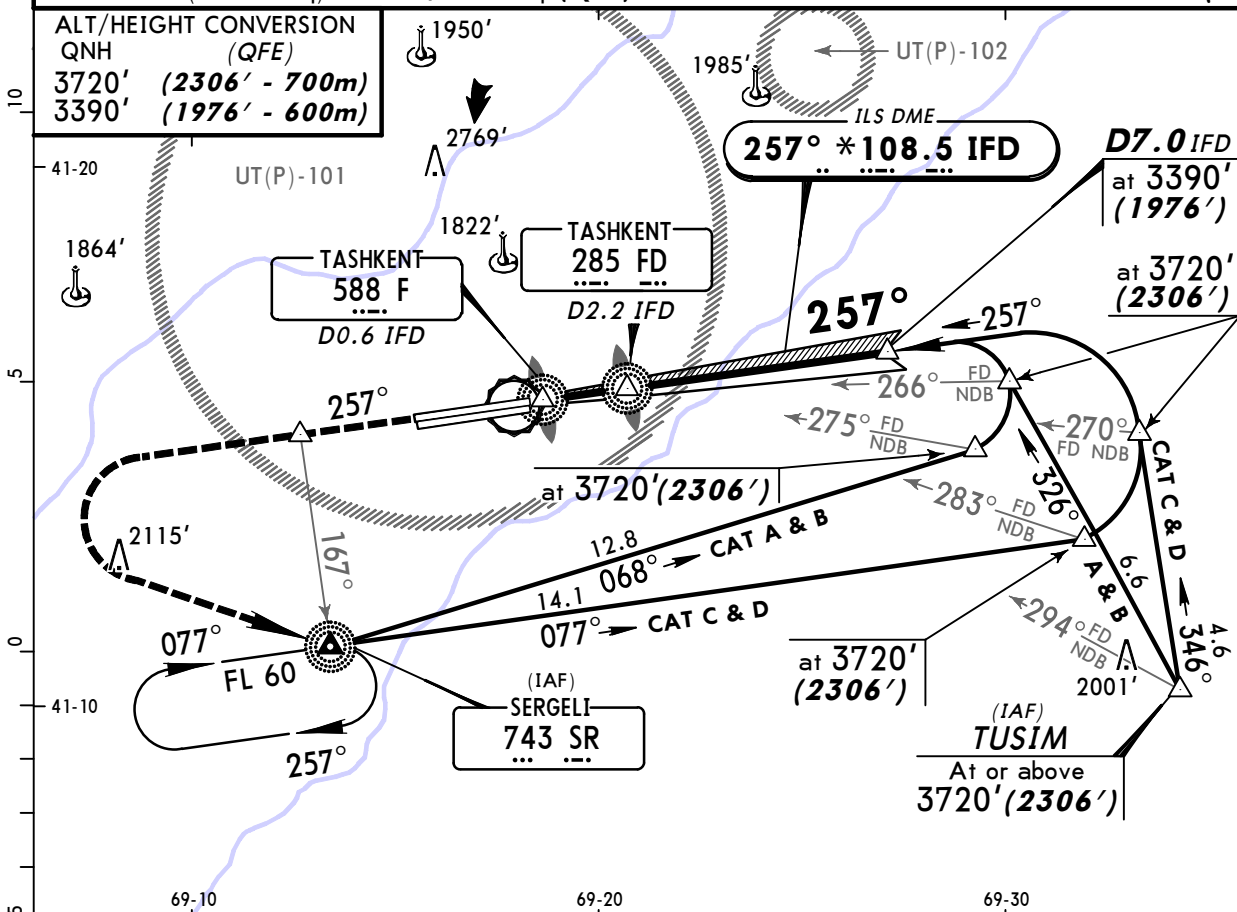
CHANGES: Transition level. MSA. Minimum holding FL.

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BRIEFING STRIP™



1050'



0.4											
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	257° ↑	3390' (1976')	ABEAM SR 743 whichever later	
ILS GS	2.67°	336	432	480	576	671					767

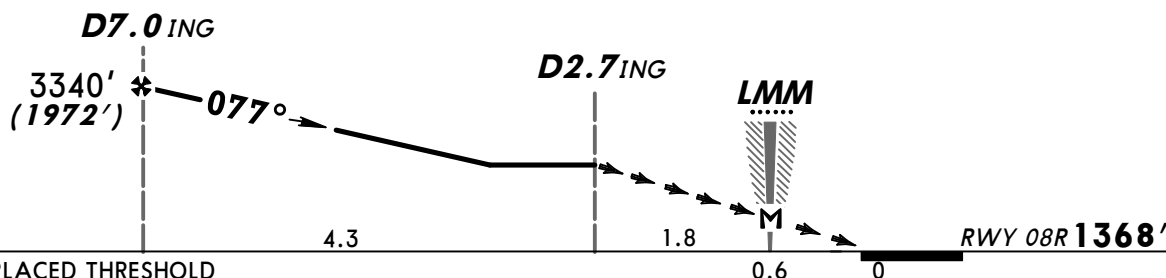
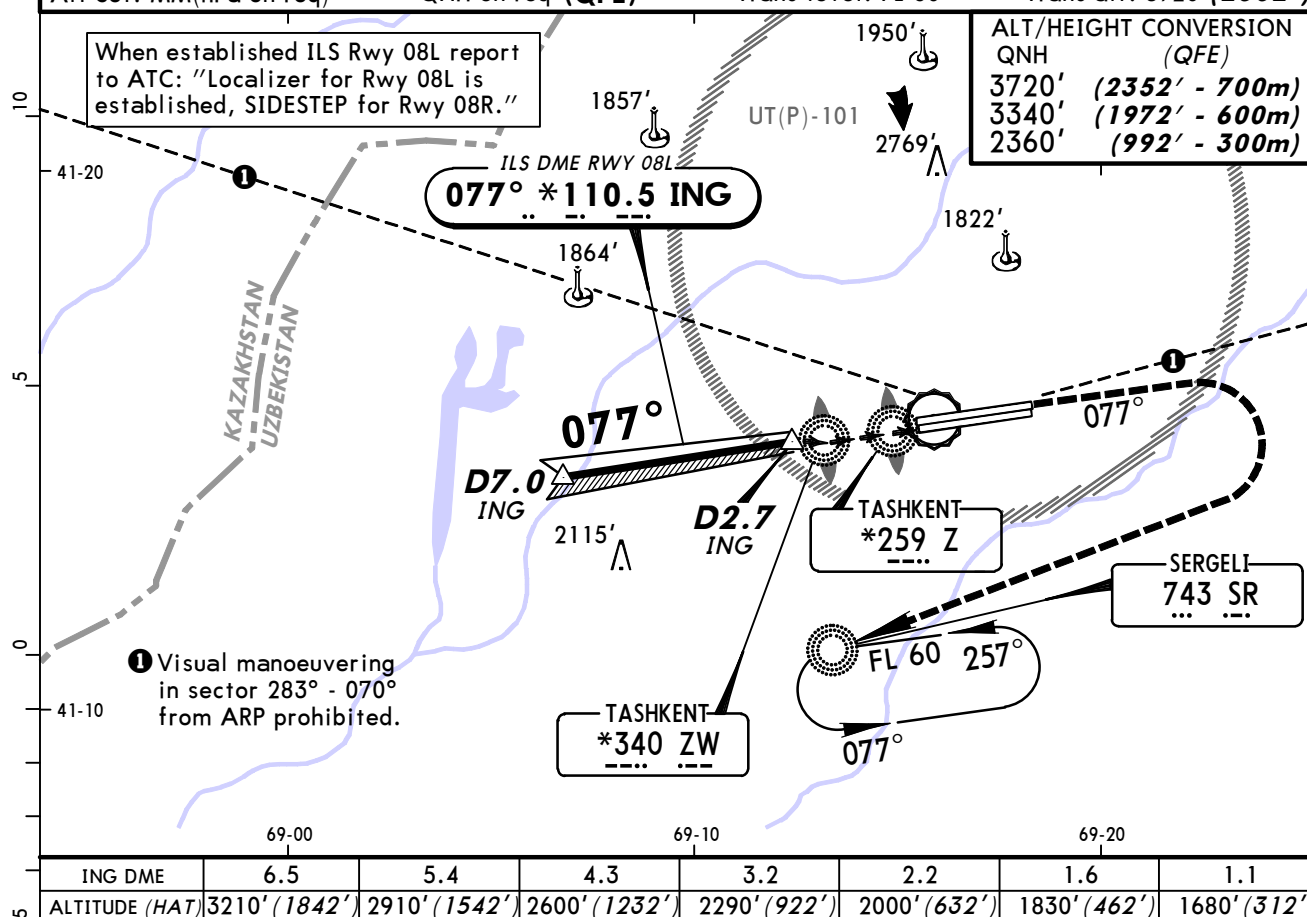
STRAIGHT-IN LANDING RWY 26R			CIRCLE-TO-LAND		
ILS <i>DA(H)</i> 1614'(200')			LOC (GS out)		
FULL		ALS out			
A	<i>800m</i>	<i>1200m</i>	NOT AUTHORIZED	A	NOT AUTHORIZED
B	<i>1000m</i>			B	
C				C	
D				D	

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

MSA
ARP

When established ILS Rwy 08L report to ATC: "Localizer for Rwy 08L is established, SIDESTEP for Rwy 08R."

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3720'	(2352' - 700m)
3340'	(1972' - 600m)
2360'	(992' - 300m)



TO DISPLACED THRESHOLD							0.6	0	
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		077° 	2360' (992') 9.7 NM ARP whichever earlier
<i>Descent angle</i> 2.67°	336	432	480	576	671	767			
<i>MAP at LMM</i>									

CIRCLE-TO-LAND

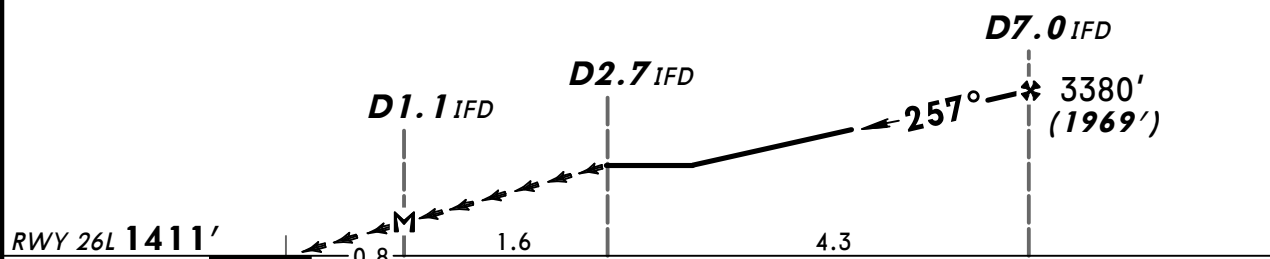
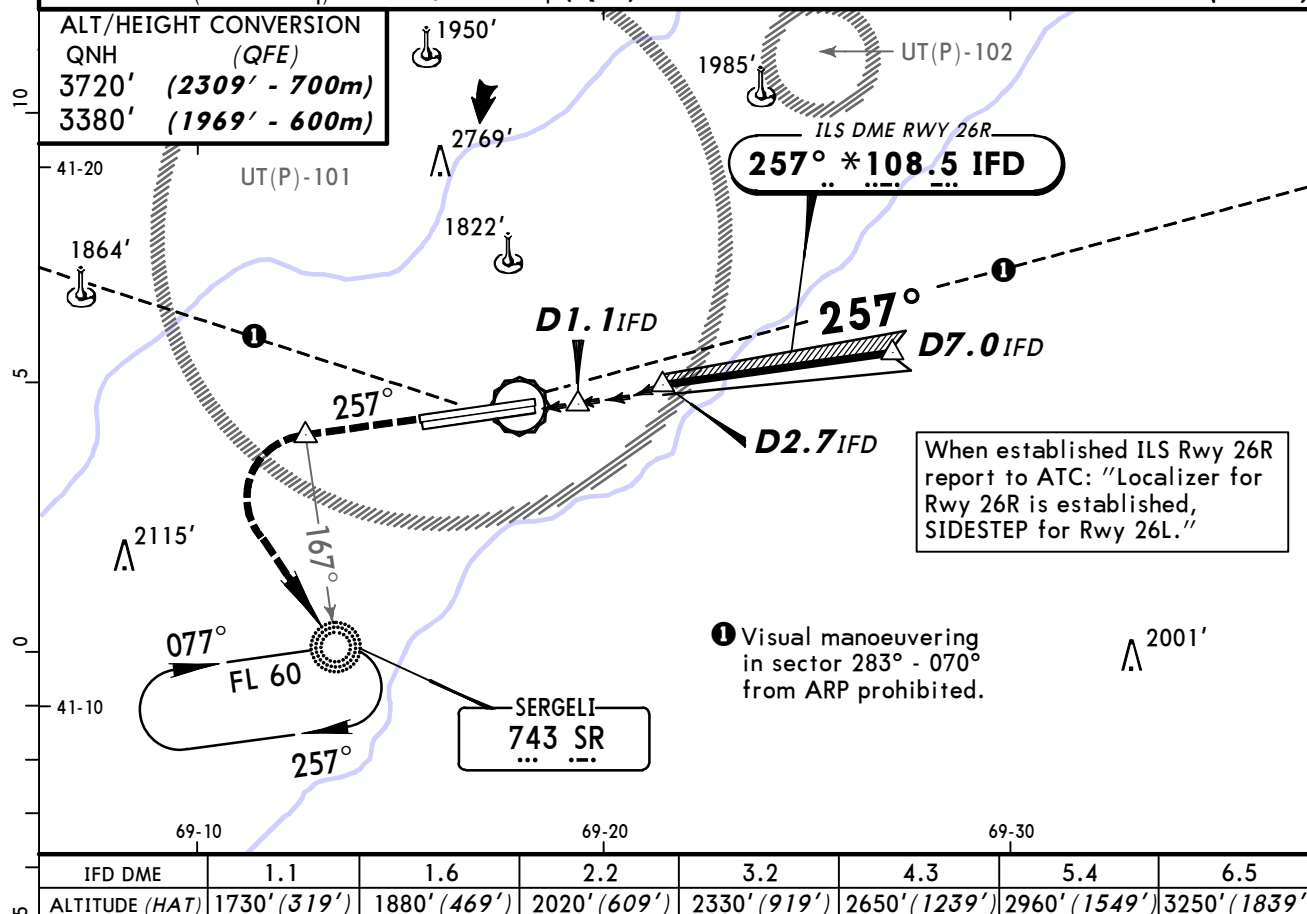
ALS out

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

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MSA
ARP

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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 2.67°	336	432	480	576	671	767
<i>MAP at D1.1 IFD</i>						

MIM
3380'
(1969') on 257°
▲

					SIDESTEP LANDING RWY 26L
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CEILING REQUIRED

CIRCLE-TO-LAND

MDA(H) 2240' (829')

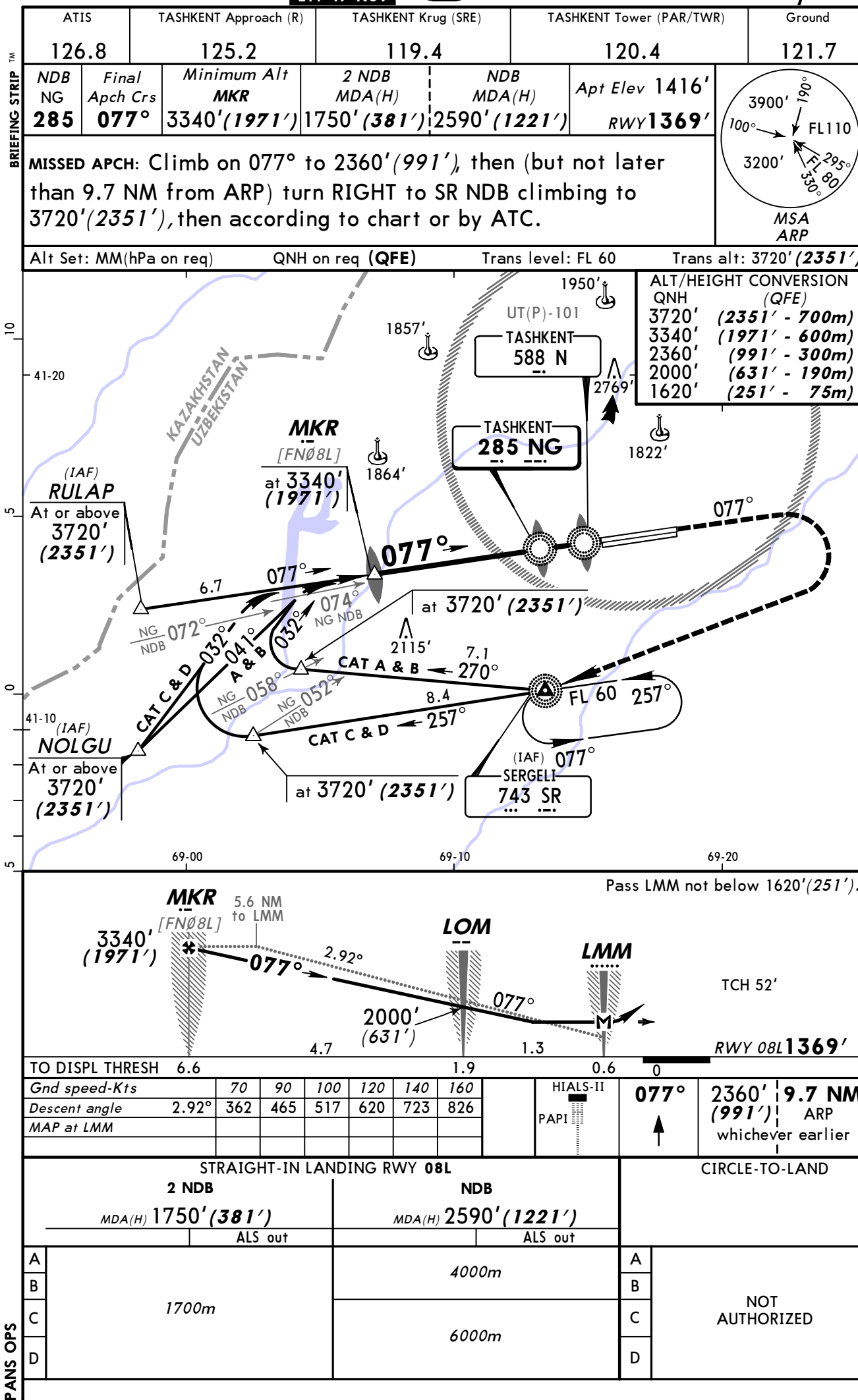
A	300m - VIS <i>5000m</i>	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

UTTT/TAS
YUZHNY

4 NOV 11
Eff 17 Nov

(16-1)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L



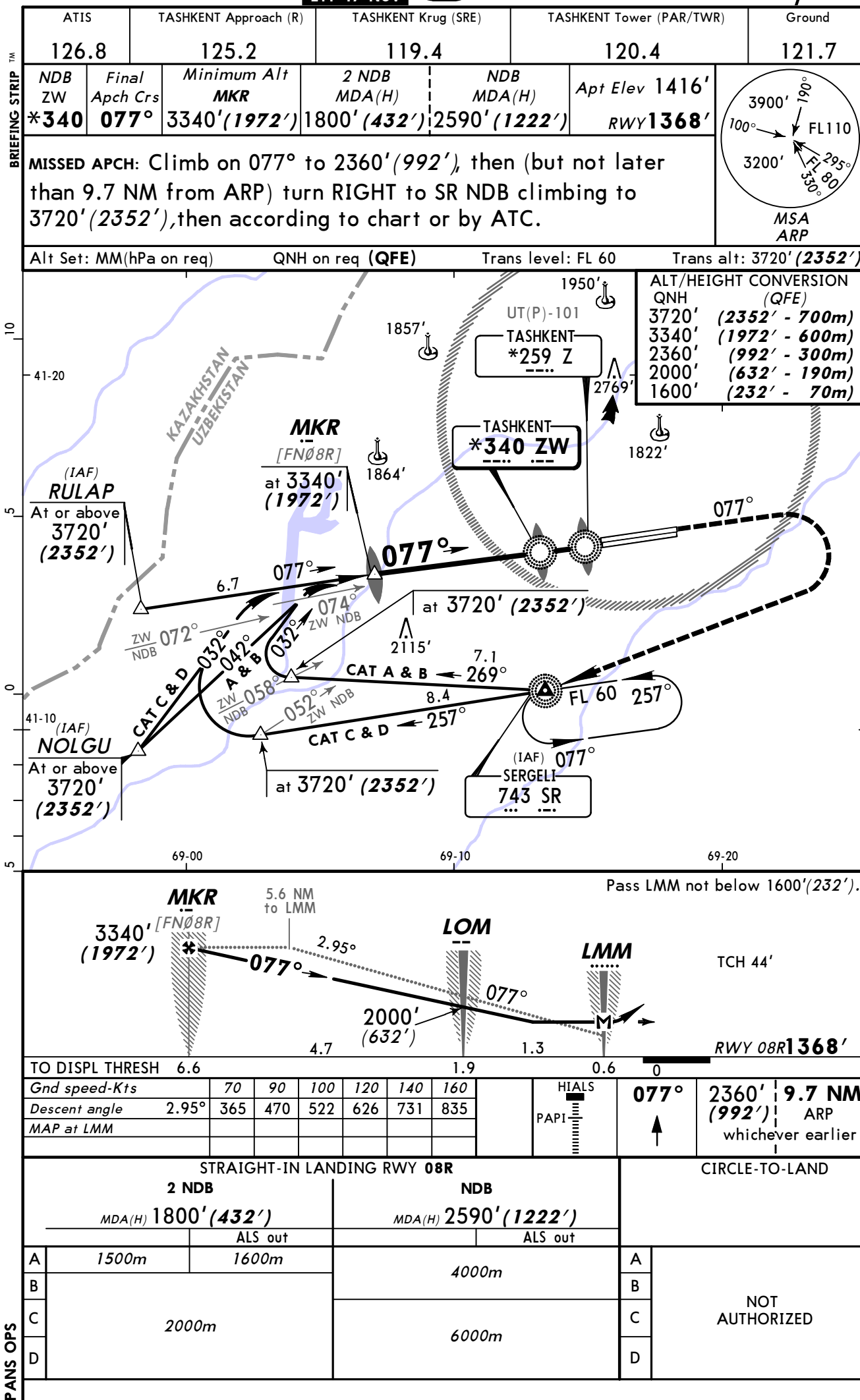
CHANGES: Transition level. MSA. Minimum holding FL.

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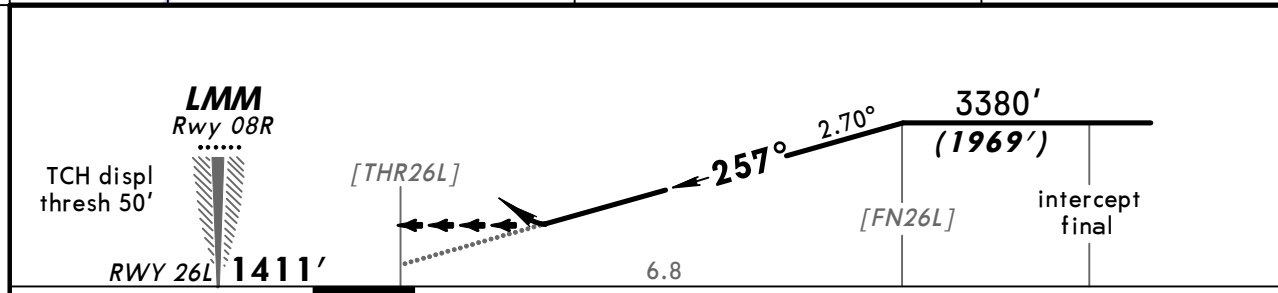
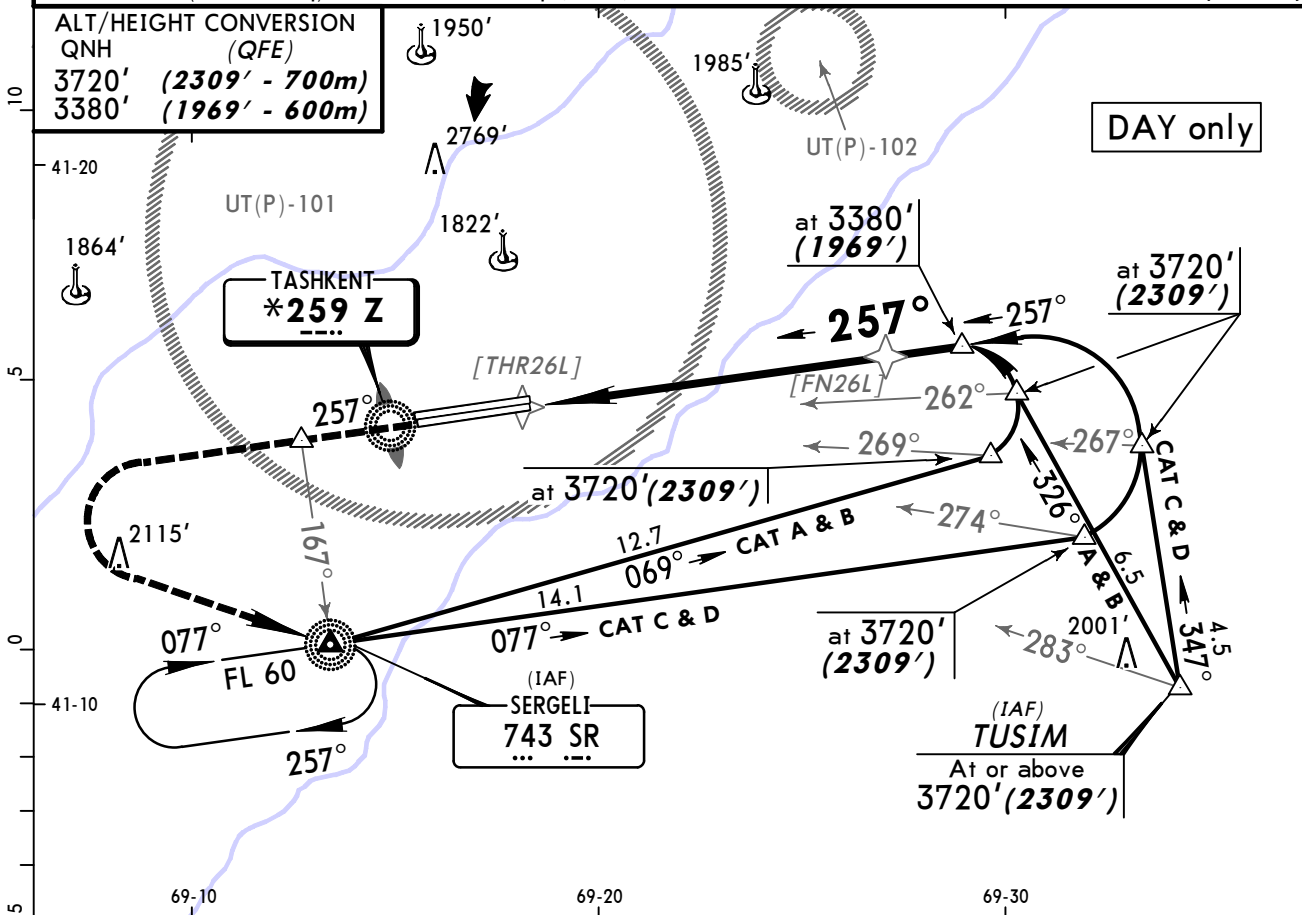
UTTT/TAS
YUZHNY

JEPPESEN
4 NOV 11
Eff 17 Nov 16-2

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08R



ATIS 126.8	TASHKENT Approach (R) 125.2	TASHKENT Krug (SRE) 119.4	TASHKENT Tower (PAR/TWR) 120.4	Ground 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 60 Trans alt: 3720' (2309')				



Gnd speed-Kts	70	90	100	120	140	160	257° ↑ 3380' (1969') ABEAM SR 743 whichever later
Descent angle	2.70°	334	430	478	573	669	

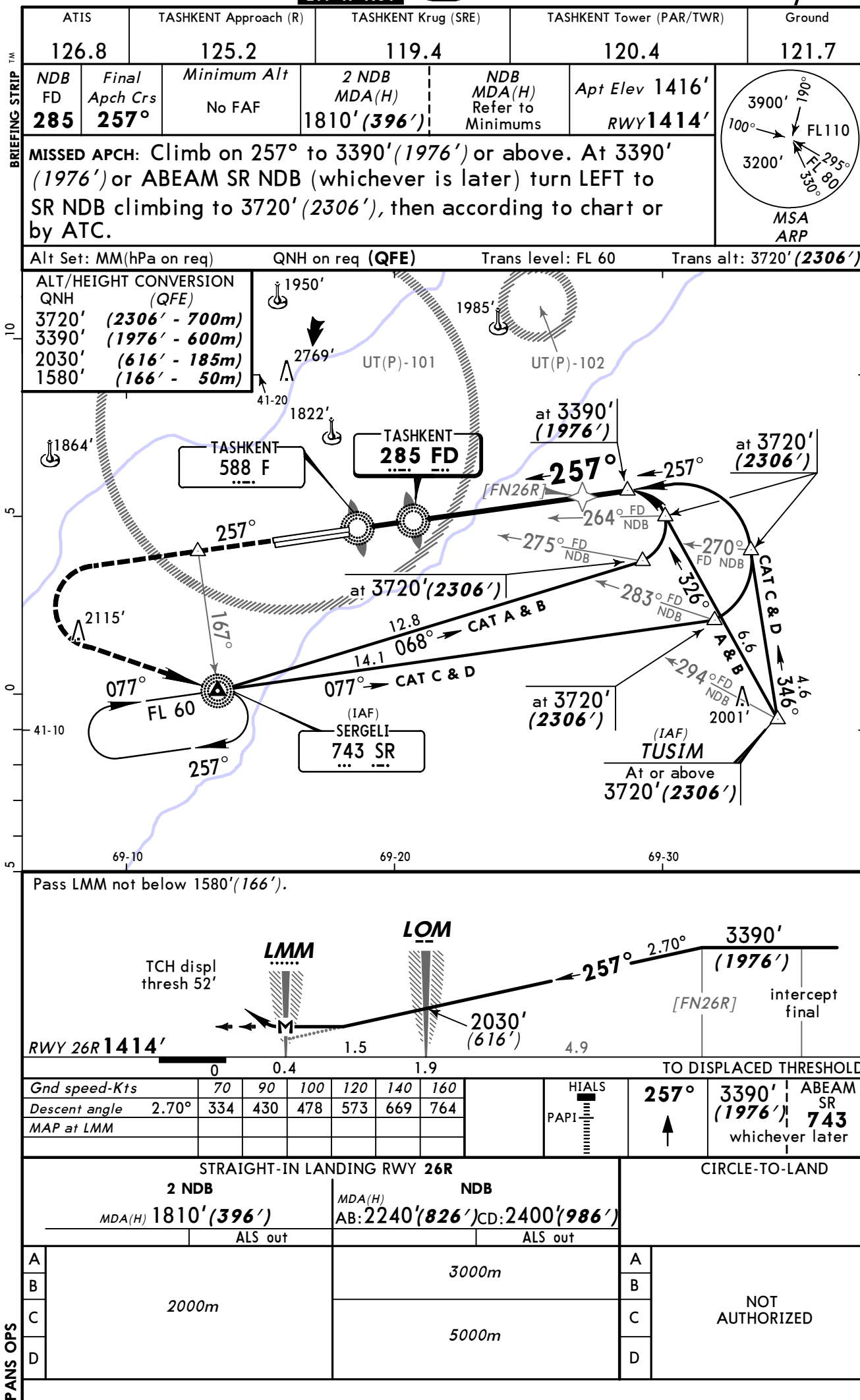
STRAIGHT-IN LANDING RWY 26L				CIRCLE-TO-LAND			
MDA(H) 2400' (989')							
A	3000m			A	NOT AUTHORIZED		
B				B			
C	5000m			C			
D				D			

UTTT/TAS
YUZHNY

4 NOV 11
Eff 17 Nov

16-4

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R



TASHKENT, (YUZHNY - UTTT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT