

## List of pages in this Trip Kit

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Airport Information For UTST

Terminal Charts For UTST

Revision Letter For Cycle 25-2012

Change Notices

Notebook

## General Information

Location: Termez Uzb  
IATA Code: TMJ  
Lat/Long: N37° 17.2' E067° 18.5'  
Elevation: 1027 ft

Airport Use: Public  
Magnetic Variation: 3.8°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: 0245 Z  
Sunset: 1222 Z,

## Runway Information

Runway: 07  
Length x Width: 9843 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 1015 ft  
Lighting: Edge

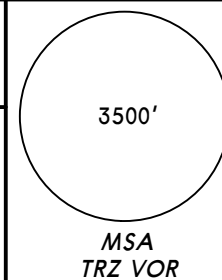
Runway: 25  
Length x Width: 9843 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 1029 ft  
Lighting: Edge, ALS

## Communication Information

Termez Tower 118.6  
Termez Radio 472.8 Air-Ground

Apt Elev  
1027'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2302')  
Report aircraft category at first contact with Termez TWR.



SHERABAD  
340 HA  
N37 41.6 E067 03.2

At or above  
FL100

Without radar control  
and for traffic from  
AWY B-441  
at or above  
FL130

AMDAR 1A [AMDA1A]  
HA 1A, HA 1C

KEKAD 1A [KEKA1A]  
KEKAD 1C [KEKA1C]

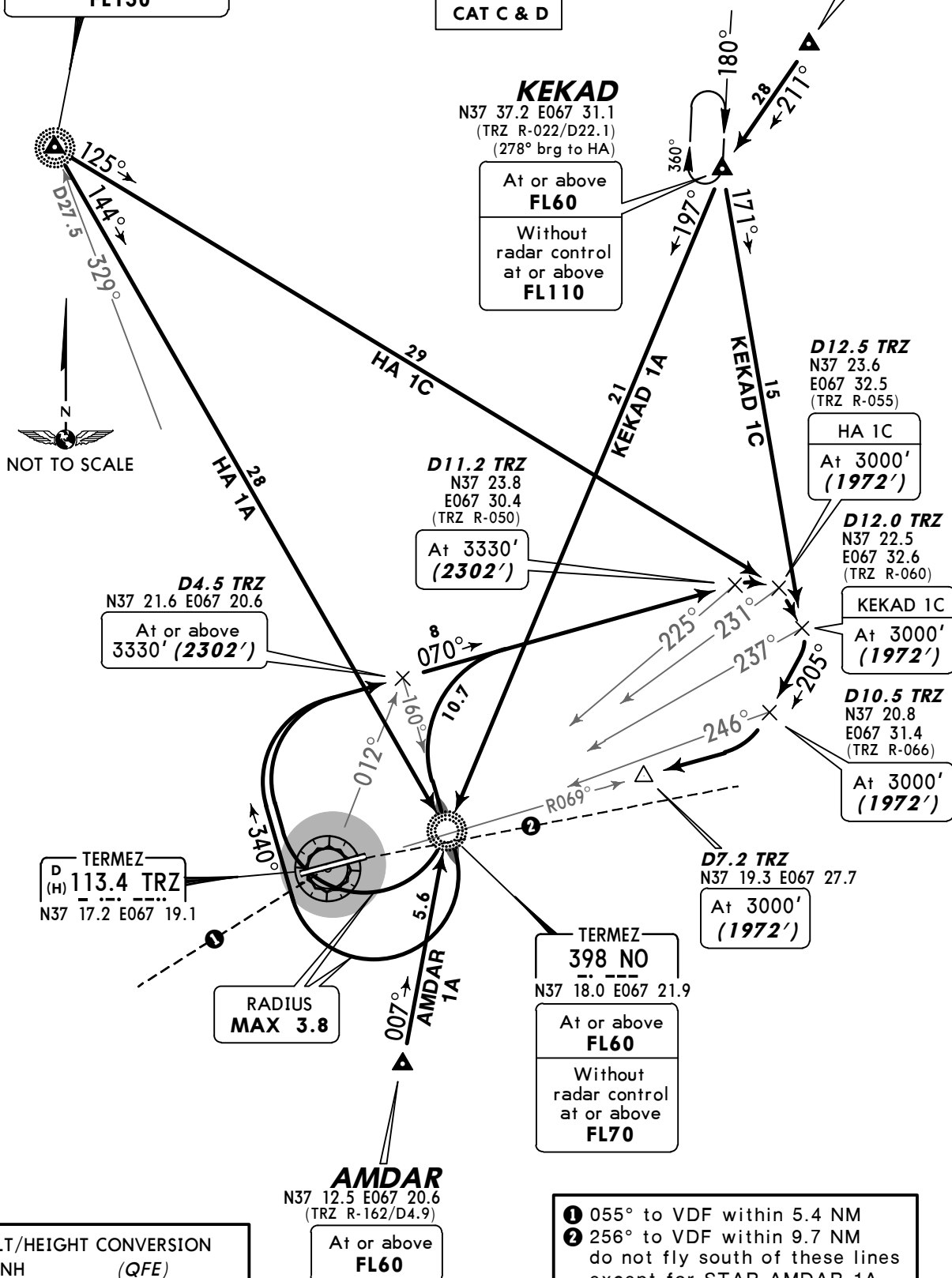
RWY 25 ARRIVALS

**SPEED MAX 250 KT BELOW FL100**

CAT C & D

ANVAR  
N38 00.0 E067 51.0

At or above  
FL110



ALT/HEIGHT CONVERSION  
QNH (QFE)  
3330' (2302' - 700m)  
3000' (1972' - 600m)

① 055° to VDF within 5.4 NM  
② 256° to VDF within 9.7 NM  
do not fly south of these lines  
except for STAR AMDAR 1A.

Apt Elev  
1027'Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2302')  
Report aircraft category at first contact with Termez TWR.

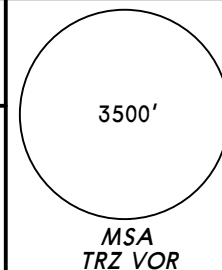
3500'

MSA  
TRZ VORSHERABAD  
340 HA  
N37 41.6 E067 03.2  
(TRZ R-329/D27.5)At or above  
FL100  
Without radar control  
and for traffic from  
AWY B-441  
at or above  
FL130AMDAR 2A  
HA 2A, HA 2C  
KEKAD 2A, KEKAD 2C  
RWY 25 ARRIVALS  
**SPEED: MAX 250 KT BELOW FL100**  
CAT A & BANVAR  
N38 00.0 E067 51.0  
At or above  
FL110KEKAD  
N37 37.2 E067 31.1  
(TRZ R-022/D22.1)  
(278° brg to HA)At or above  
FL60  
Without radar control  
at or above  
FL110D3.2 TRZ  
N37 20.0 E067 21.2  
(TRZ R-027)  
(160° brg to NO)  
At or above  
3330' (2302')D9.1 TRZ  
N37 21.8 E067 28.9  
(TRZ R-056)  
At 3330'  
(2302')D9.5 TRZ  
N37 21.5 E067 29.7  
(TRZ R-059)  
HA 2C  
At 3000'  
(1972')D9.5 TRZ  
N37 20.9 E067 30.1  
(TRZ R-063)  
KEKAD 2C  
At 3000'  
(1972')D8.6 TRZ  
N37 20.0 E067 29.3  
(TRZ R-067)  
At 3000'  
(1972')D7.2 TRZ  
N37 19.3 E067 27.7  
At 3000'  
(1972')TERMEZ  
398 NO  
N37 18.0 E067 21.9  
At or above  
FL60  
Without radar control  
at or above  
FL70AMDAR  
N37 12.5 E067 20.6  
(TRZ R-162/D4.9)  
At or above  
FL60ALT/HEIGHT CONVERSION  
QNH (QFE)  
3330' (2302' - 700m)  
3000' (1972' - 600m)

- ① 055° to VDF within 5.4 NM  
② 256° to VDF within 9.7 NM  
do not fly south of these lines  
except for STAR AMDAR 2A.

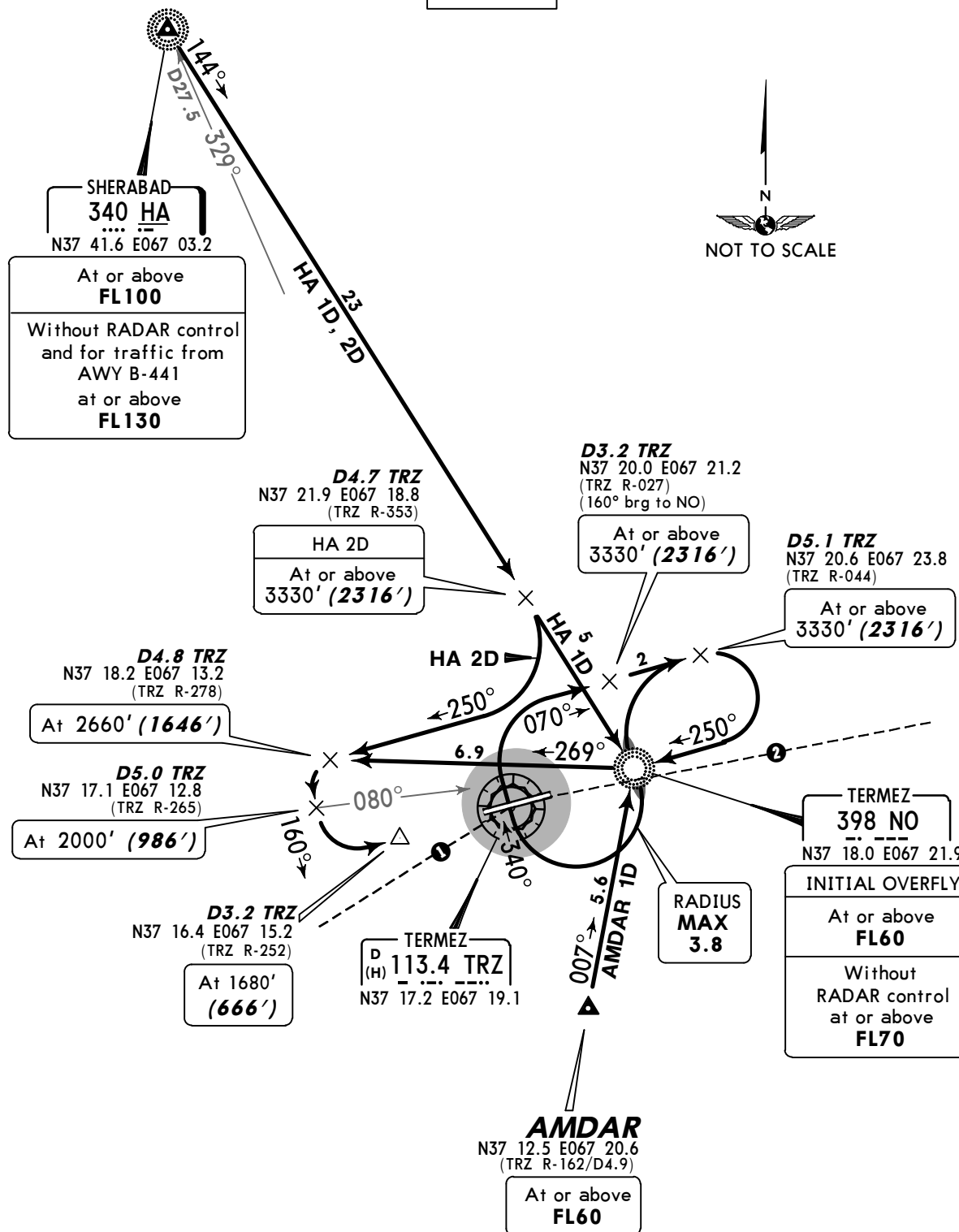
Apt Elev  
1027'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2316')  
Report aircraft category at first contact with Termez TWR.



**AMDAR 1D [AMDA1D]**  
**HA 1D, HA 2D**  
**RWY 07 ARRIVALS**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

CAT A & B

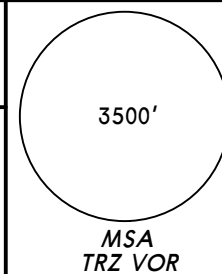


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3330'                 | (2316' - 700m) |
| 2660'                 | (1646' - 500m) |
| 2000'                 | (986' - 300m)  |
| 1680'                 | (666' - 200m)  |

- 055° to VDF within 5.4 NM
  - 256° to VDF within 9.7 NM
- do not fly south of these lines except for STAR AMDAR 1D.

Apt Elev  
1027'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2316')  
Report aircraft category at first contact with Termez TWR.

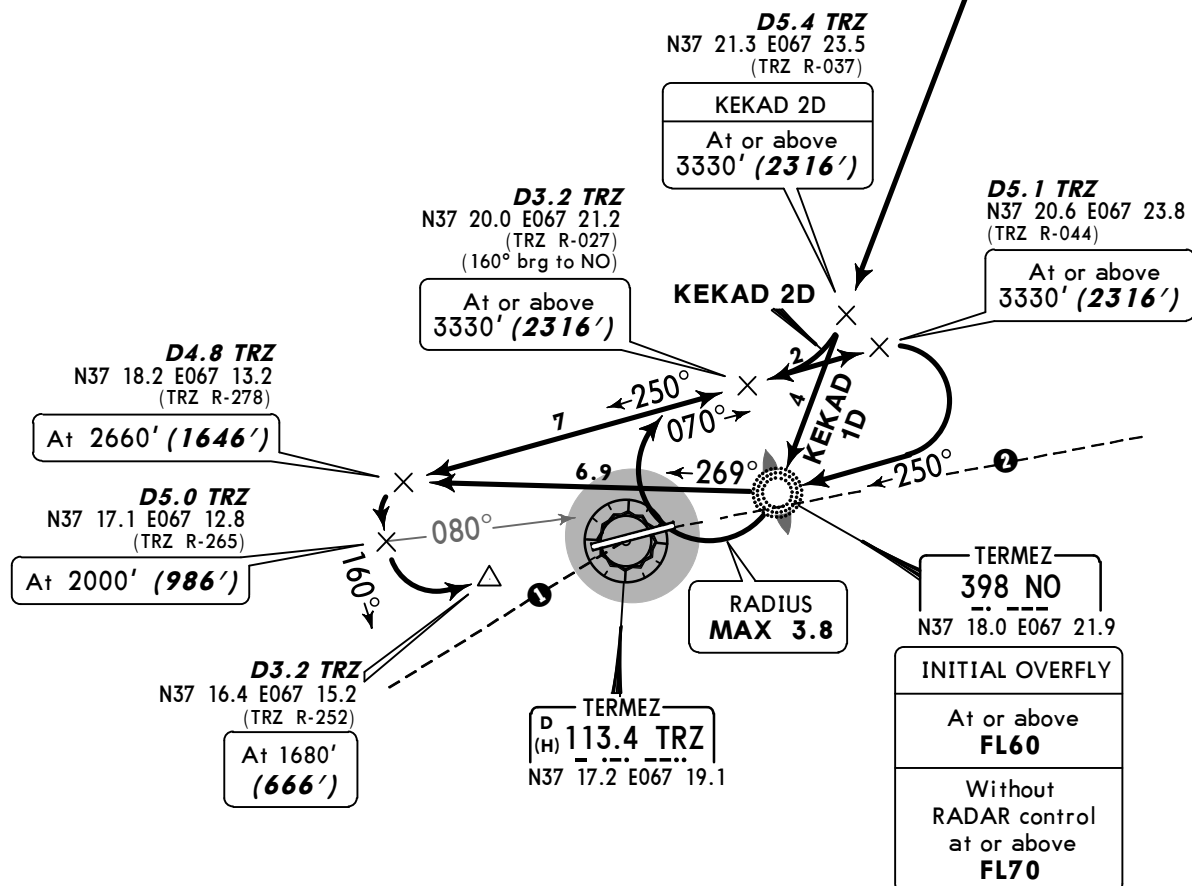


KEKAD 1D [KEKA1D]  
KEKAD 2D [KEKA2D]  
RWY 07 ARRIVALS  
**~~SPEED~~ MAX 250 KT BELOW FL100**

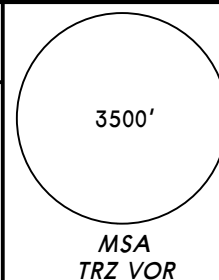
CAT A & B



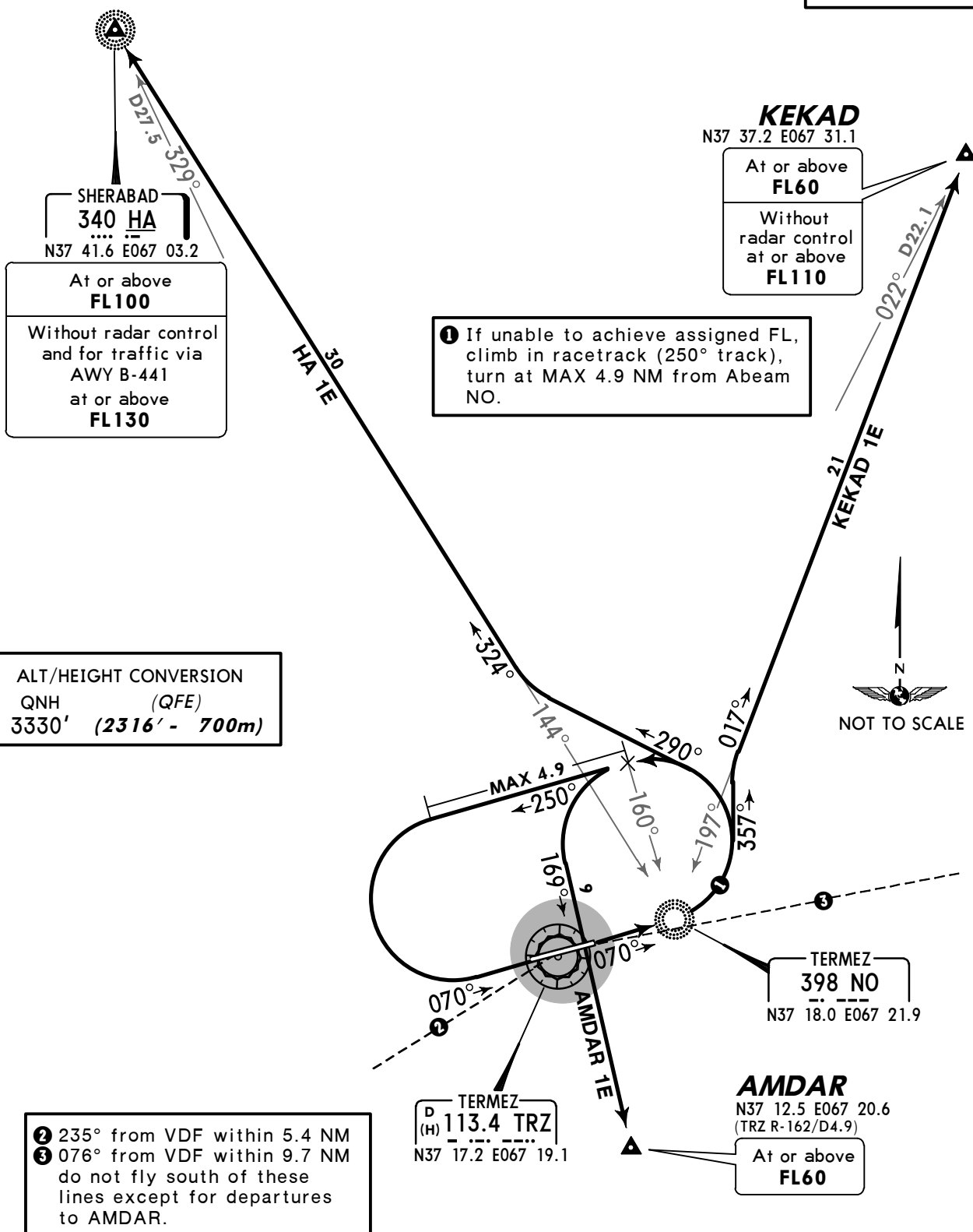
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3330'                 | (2316' - 700m) |
| 2660'                 | (1646' - 500m) |
| 2000'                 | (986' - 300m)  |
| 1680'                 | (666' - 200m)  |



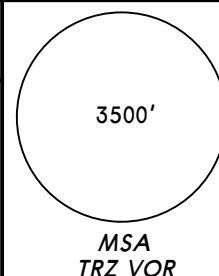
- ① 055° to VDF within 5.4 NM
- ② 256° to VDF within 9.7 NM
- do not fly south of these lines.

Apt Elev  
1027'QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2316')

AMDAR 1E [AMDA1E]  
HA 1E, KEKAD 1E [KEKA1E]  
RWY 07 DEPARTURES  
**~~SPEED~~ MAX 250 KT BELOW FL100**



| SID      | ROUTING                                                                                                   |
|----------|-----------------------------------------------------------------------------------------------------------|
| AMDAR 1E | Climb on 070° bearing to NO, turn LEFT, 250° track, at 160° bearing to NO turn LEFT, 169° track to AMDAR. |
| HA 1E    | Climb on 070° bearing to NO, turn LEFT, 290° track, turn RIGHT, intercept 324° bearing to HA.             |
| KEKAD 1E | Climb on 070° bearing to NO, turn LEFT, 357° track, turn RIGHT, intercept 017° bearing from NO to KEKAD.  |

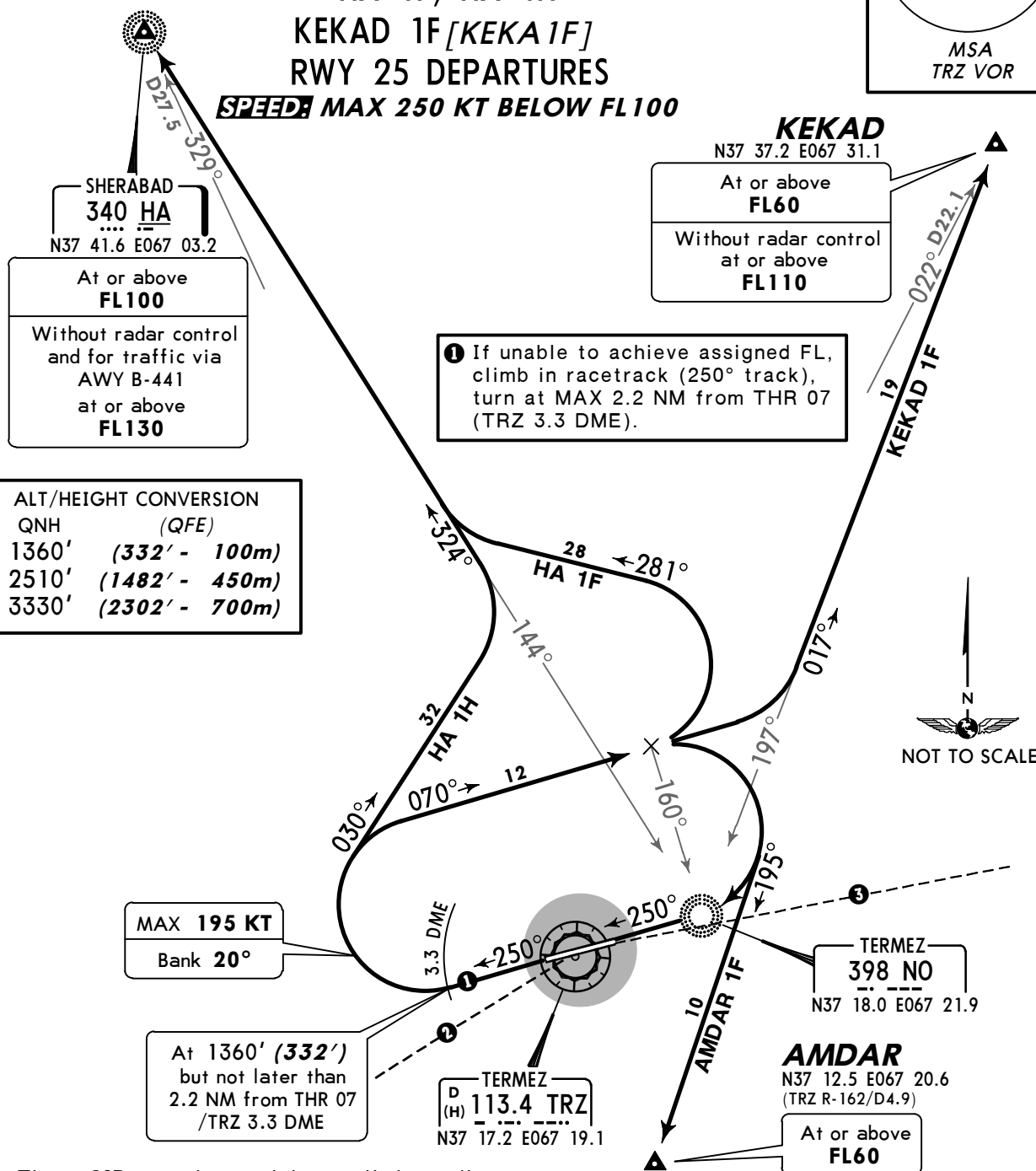
Apt Elev  
1027'QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2302')

AMDAR 1F[AMDA1F]

HA 1F, HA 1H

KEKAD 1F[KEKA1F]

RWY 25 DEPARTURES

**SPEED MAX 250 KT BELOW FL100**

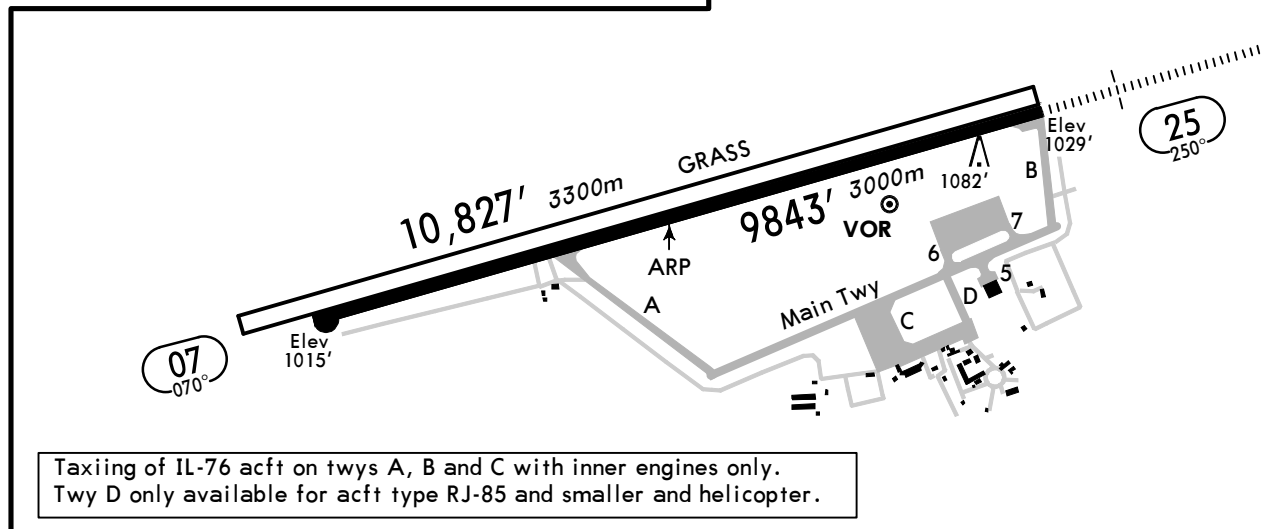
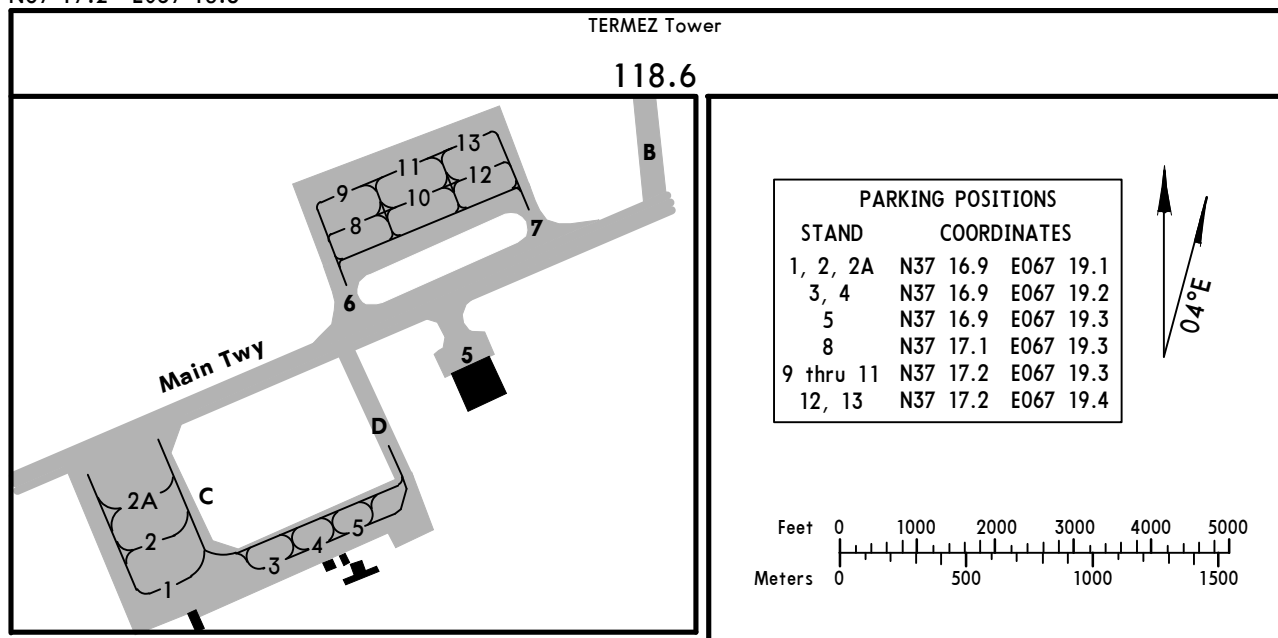
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1360'                 | (332' - 100m)  |
| 2510'                 | (1482' - 450m) |
| 3330'                 | (2302' - 700m) |

These SIDs require a minimum climb gradient of 3.7% up to 2510' (1482').

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
|----------------|-----|-----|-----|-----|-----|------|
| 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937 | 1124 |

- ② 235° from VDF within 5.4 NM  
③ 076° from VDF within 9.7 NM  
do not fly south of these lines except for departures to AMDAR.

| SID      | ROUTING                                                                                                                                                                                                 |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AMDAR 1F | Climb on 250° track to 1360' (332'), but not later than 2.2 NM from THR 07 (TRZ 3.3 DME) turn RIGHT, 070° track, at 160° bearing to NO turn RIGHT, 195° track to AMDAR.                                 |
| HA 1F    | Climb on 250° track to 1360' (332'), but not later than 2.2 NM from THR 07 (TRZ 3.3 DME) turn RIGHT, 070° track, at 160° bearing to NO turn LEFT, 281° track, turn RIGHT, intercept 324° bearing to HA. |
| HA 1H    | Climb on 250° track to 1360' (332'), but not later than 2.2 NM from THR 07 (TRZ 3.3 DME) turn RIGHT, 030° track, turn LEFT, intercept 324° bearing to HA.                                               |
| KEKAD 1F | Climb on 250° track to 1360' (332'), but not later than 2.2 NM from THR 07 (TRZ 3.3 DME) turn RIGHT, 070° track, turn LEFT, intercept 017° bearing from NO to KEKAD.                                    |



| ADDITIONAL RUNWAY INFORMATION |                             |             |          |      |       |
|-------------------------------|-----------------------------|-------------|----------|------|-------|
| RWY                           | USABLE LENGTHS              |             |          |      | WIDTH |
|                               | LANDING BEYOND              |             | TAKE-OFF |      |       |
|                               | Threshold                   | Glide Slope |          |      |       |
| 07                            | HIRL (60m) RVR              |             | 1        | 138' |       |
| 25                            | HIRL (60m) HIALS PAPI-L RVR | 9235' 2815m |          | 42m  |       |
| 07                            | Grass runway                |             |          | 328' |       |
| 25                            |                             |             |          | 100m |       |
|                               |                             |             |          |      |       |

**1 TAKE-OFF RUN AVAILABLE**

**RWY 07:** From rwy head 9843' (3000m)  
twy A int 6693' (2040m)

| TAKE-OFF          |                      |             |                          |
|-------------------|----------------------|-------------|--------------------------|
| AIR CARRIER (JAA) |                      |             |                          |
| Main Rwy 07/25 1  |                      |             |                          |
|                   | LVP must be in force |             | RCLM (DAY only)<br>or RL |
|                   | DAY<br>RCLM or RL    | NIGHT<br>RL |                          |
| A                 | 300m                 | 300m        | 400m                     |
| B                 |                      |             |                          |
| C                 |                      | 400m        |                          |
| D                 |                      |             |                          |

**1** Rwy 25 min climb gradient 3.7% until 2510'(1483'), otherwise: ceil 400m, VIS 3000m.

| STRAIGHT-IN RWY |           | A                        | B                        | C                        | D                        |
|-----------------|-----------|--------------------------|--------------------------|--------------------------|--------------------------|
| 07              | NDB       | <b>1630'</b> (615')      | <b>1630'</b> (615')      | NOT AUTH                 | NOT AUTH                 |
|                 |           | ceil 700m- <b>5000m</b>  | ceil 700m- <b>5000m</b>  |                          |                          |
| 25              | ILS ①     | <b>1229'</b> (200')      | <b>1229'</b> (200')      | <b>1259'</b> (230')      | <b>1259'</b> (230')      |
|                 |           | <b>R800m</b>             | <b>R800m</b>             | <b>R900m</b>             | <b>R900m</b>             |
|                 | ALS out   | R1200m                   | R1200m                   | R1200m                   | R1200m                   |
|                 | LOC       | NOT AUTH                 | NOT AUTH                 | NOT AUTH                 | NOT AUTH                 |
|                 | 2 NDB ①②③ | <b>1380'</b> (351')      | <b>1380'</b> (351')      | <b>1380'</b> (351')      | <b>1380'</b> (351')      |
|                 |           | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> |
|                 | ALS out   | ceil 105m- R1500m        | ceil 105m- R1500m        | ceil 105m- R1600m        | ceil 105m- R1600m        |
|                 | 2 NDB ①②④ | <b>1380'</b> (351')      | <b>1380'</b> (351')      | <b>1380'</b> (351')      | <b>1380'</b> (351')      |
|                 |           | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> | ceil 105m- <b>R1500m</b> |
|                 | ALS out   | ceil 105m- R1600m        | ceil 105m- R1600m        | ceil 105m- R1600m        | ceil 105m- R1600m        |
|                 | 2 NDB ①⑤  | <b>1920'</b> (891')      | <b>1920'</b> (891')      | <b>1920'</b> (891')      | <b>1920'</b> (891')      |
|                 |           | ceil 270m- <b>3500m</b>  | ceil 270m- <b>3500m</b>  | ceil 300m- <b>5000m</b>  | ceil 300m- <b>5000m</b>  |
|                 | ALS out   | ceil 270m- 4200m         | ceil 270m- 4200m         | ceil 300m- 5000m         | ceil 300m- 5000m         |
|                 | NDB ①②③   | <b>1670'</b> (641')      | <b>1670'</b> (641')      | <b>1670'</b> (641')      | <b>1670'</b> (641')      |
|                 |           | ceil 200m- <b>2500m</b>  | ceil 200m- <b>2500m</b>  | ceil 300m- <b>5000m</b>  | ceil 300m- <b>5000m</b>  |
|                 | NDB ①④    | <b>1670'</b> (641')      | <b>1670'</b> (641')      | <b>1670'</b> (641')      | <b>1670'</b> (641')      |
|                 |           | ceil 200m- <b>2500m</b>  | ceil 200m- <b>2500m</b>  | ceil 300m- <b>5000m</b>  | ceil 300m- <b>5000m</b>  |
|                 | ALS out   | ceil 200m- 3200m         | ceil 200m- 3200m         | ceil 300m- 5000m         | ceil 300m- 5000m         |
|                 | NDB ①⑤    | <b>1920'</b> (891')      | <b>1920'</b> (891')      | <b>1670'</b> (641')      | <b>1670'</b> (641')      |
|                 |           | ceil 270m- <b>3500m</b>  | ceil 270m- <b>3500m</b>  | ceil 300m- <b>5000m</b>  | ceil 300m- <b>5000m</b>  |
|                 | ALS out   | ceil 270m- 4200m         | ceil 270m- 4200m         | ceil 300m- 5000m         | ceil 300m- 5000m         |

① Missed apch climb gradient MIM 3.7% up to 2510'(1481').

② Continuous Descent Final Approach.

③ With D7.2 TRZ.

④ With radar control.

⑤ w/o D7.2 TRZ and radar control.

| CIRCLE-TO-LAND | A              | B | C | D |
|----------------|----------------|---|---|---|
|                | NOT AUTHORIZED |   |   |   |

### TAKE-OFF RWY 07, 25 ⑥

| LVP must be in force |                          |             |                          |                   |
|----------------------|--------------------------|-------------|--------------------------|-------------------|
|                      | RCLM (DAY only)<br>or RL | NIGHT<br>RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    | 300m                     | 300m        | 400m                     | 500m              |
| B                    |                          |             |                          |                   |
| C                    |                          |             |                          |                   |
| D                    |                          |             |                          |                   |

⑥ Rwy 25: With minimum climb gradient of 3.7% to 2510'(1481'), otherwise:  
CEIL 400m, VIS 3000m.

| STRAIGHT-IN RWY |         | A                | B                | C                | D                |
|-----------------|---------|------------------|------------------|------------------|------------------|
| 07              | NDB ❶   | 1630' (615')     | 1630' (615')     | NOT AUTH         | NOT AUTH         |
|                 |         | ceil 700m- 5000m | ceil 700m- 5000m |                  |                  |
| 25              | ILS     | 1229' (200')     | 1229' (200')     | 1259' (230')     | 1259' (230')     |
|                 |         | 800m             | 800m             | 900m             | 900m             |
|                 | ALS out | 1000m            | 1000m            | 1000m            | 1000m            |
|                 | LOC     | NOT AUTHORIZED   |                  |                  |                  |
|                 | 2 NDB   | 1380' (351') ❷   | 1380' (351') ❷   | 1380' (351') ❸   | 1380' (351') ❸   |
|                 |         | ceil 105m- 1500m | ceil 105m- 1500m | ceil 105m- 1500m | ceil 105m- 1500m |
|                 | ALS out | ceil 105m- 1500m | ceil 105m- 1500m | ceil 105m- 1800m | ceil 105m- 2000m |
|                 | NDB     | 1670' (641') ❷   | 1670' (641') ❷   | 1670' (641')     | 1670' (641')     |
|                 |         | ceil 200m- 2500m | ceil 200m- 2500m | ceil 300m- 5000m | ceil 300m- 5000m |

❶ DAY only.

❷ W/o D7.2 TRZ: MDA(H) 1920' (891'), ceil 270m, VIS 3000m.

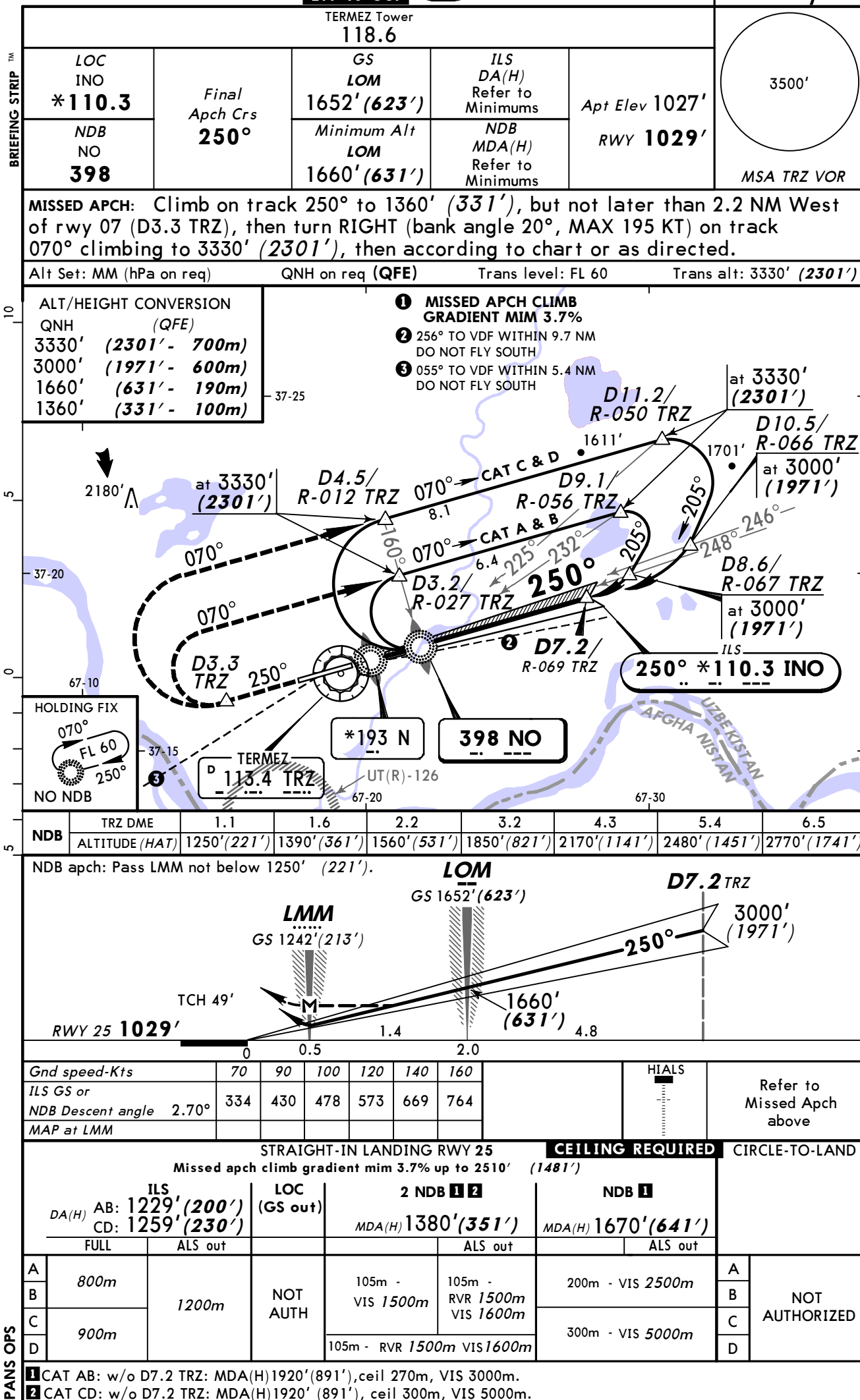
❸ W/o D7.2 TRZ: MDA(H) 1920' (891'), ceil 300m, VIS 5000m.

| CIRCLE-TO-LAND | A              | B | C | D |
|----------------|----------------|---|---|---|
|                | NOT AUTHORIZED |   |   |   |

## TAKE-OFF RWY 07, 25 ❹

| TAKE OFF RWY 07/20 C |                          |             |                          |                   |
|----------------------|--------------------------|-------------|--------------------------|-------------------|
| LVP must be in force |                          |             |                          |                   |
|                      | RCLM (DAY only)<br>or RL | NIGHT<br>RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    | 300m                     | 300m        | 400m                     | 500m              |
| B                    |                          |             |                          |                   |
| C                    |                          | 400m        |                          |                   |
| D                    |                          |             |                          |                   |

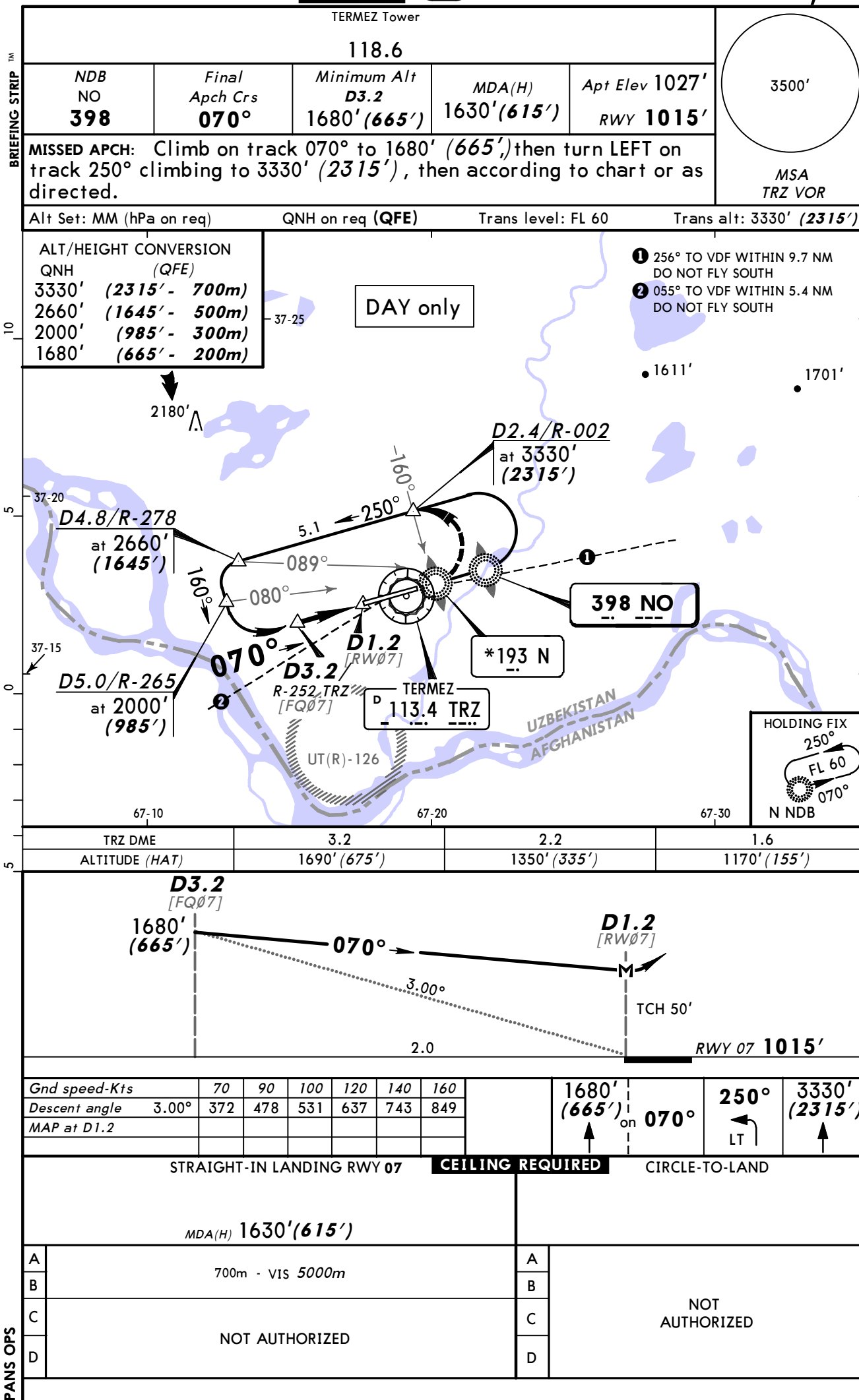
❹ With minimum climb gradient of 3.7% to 2510' (1483'), otherwise: ceil 400m, VIS 3000m.



UTST/TMJ  
TERMEZ

JEPPesen  
5 OCT 12  
Eff 18 Oct 16-1 CAT A & B

TERMEZ, UZBEKISTAN  
NDB DME Rwy 07



CHANGES: Procedure.

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**TERMEZ, (TERMEZ - UTST)**

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UTST**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(STARs) ballnotes 1 and 2 and (SIDs) ballnotes 2 and 3 - reference should read ARP instead of VDF.