

## List of pages in this Trip Kit

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Revision Letter For Cycle 08-2013

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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: 0057 Z  
Sunset: 1405 Z,

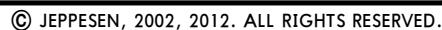
## Runway Information

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

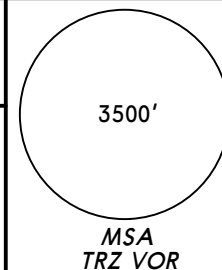
Termez Tower 118.6  
Termez Radio 472.8 Air-Ground



**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.

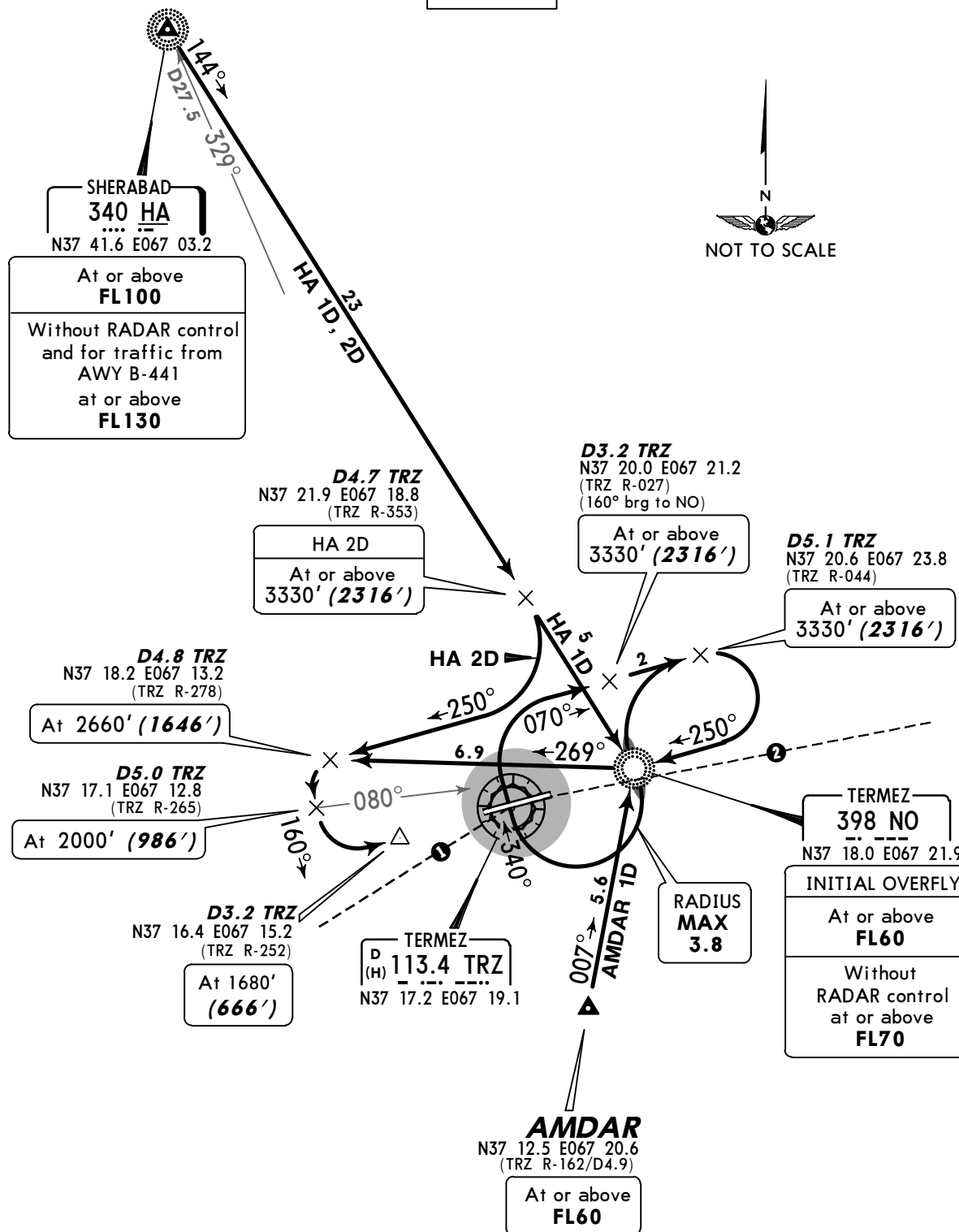
Apt Elev  
1027'

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

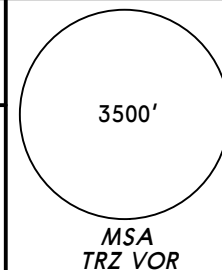


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3330'                 | (2316' - 700m) |
| 2660'                 | (1646' - 500m) |
| 2000'                 | (986' - 300m)  |
| 1680'                 | (666' - 200m)  |

- 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)  |

**KEKAD**  
N37 37.2 E067 31.1

At or above  
**FL60**

Without  
RADAR control  
at or above  
**FL110**

**D5.4 TRZ**  
N37 21.3 E067 23.5  
(TRZ R-037)

**KEKAD 2D**  
At or above  
3330' (2316')

**D5.1 TRZ**  
N37 20.6 E067 23.8  
(TRZ R-044)

At or above  
3330' (2316')

**D3.2 TRZ**  
N37 20.0 E067 21.2  
(TRZ R-027)  
(160° brg to NO)

At or above  
3330' (2316')

**D4.8 TRZ**  
N37 18.2 E067 13.2  
(TRZ R-278)

At 2660' (1646')

**D5.0 TRZ**  
N37 17.1 E067 12.8  
(TRZ R-265)

At 2000' (986')

**D3.2 TRZ**  
N37 16.4 E067 15.2  
(TRZ R-252)

At 1680' (666')

**TERMEZ**  
D (H) 113.4 TRZ  
N37 17.2 E067 19.1

RADIUS  
MAX 3.8

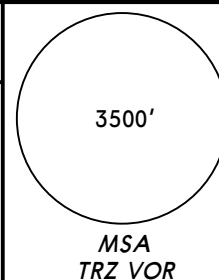
**TERMEZ**  
398 NO  
N37 18.0 E067 21.9

INITIAL OVERFLY

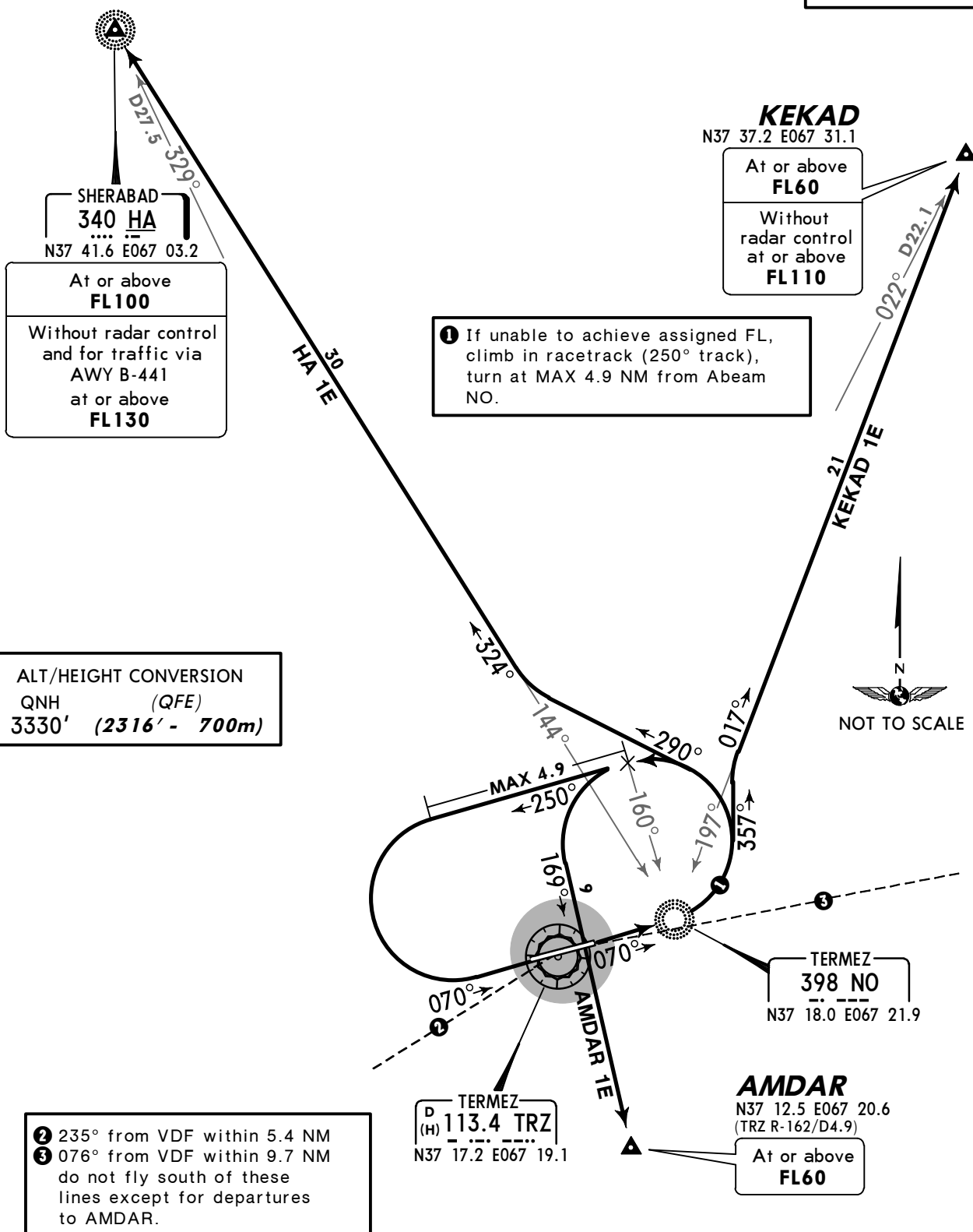
At or above  
**FL60**

Without  
RADAR control  
at or above  
**FL70**

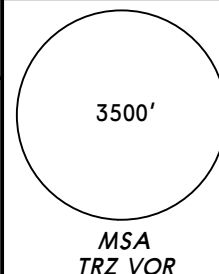
- ① 055° to VDF within 5.4 NM
- ② 256° to VDF within 9.7 NM  
do not fly south of these lines.

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.  |

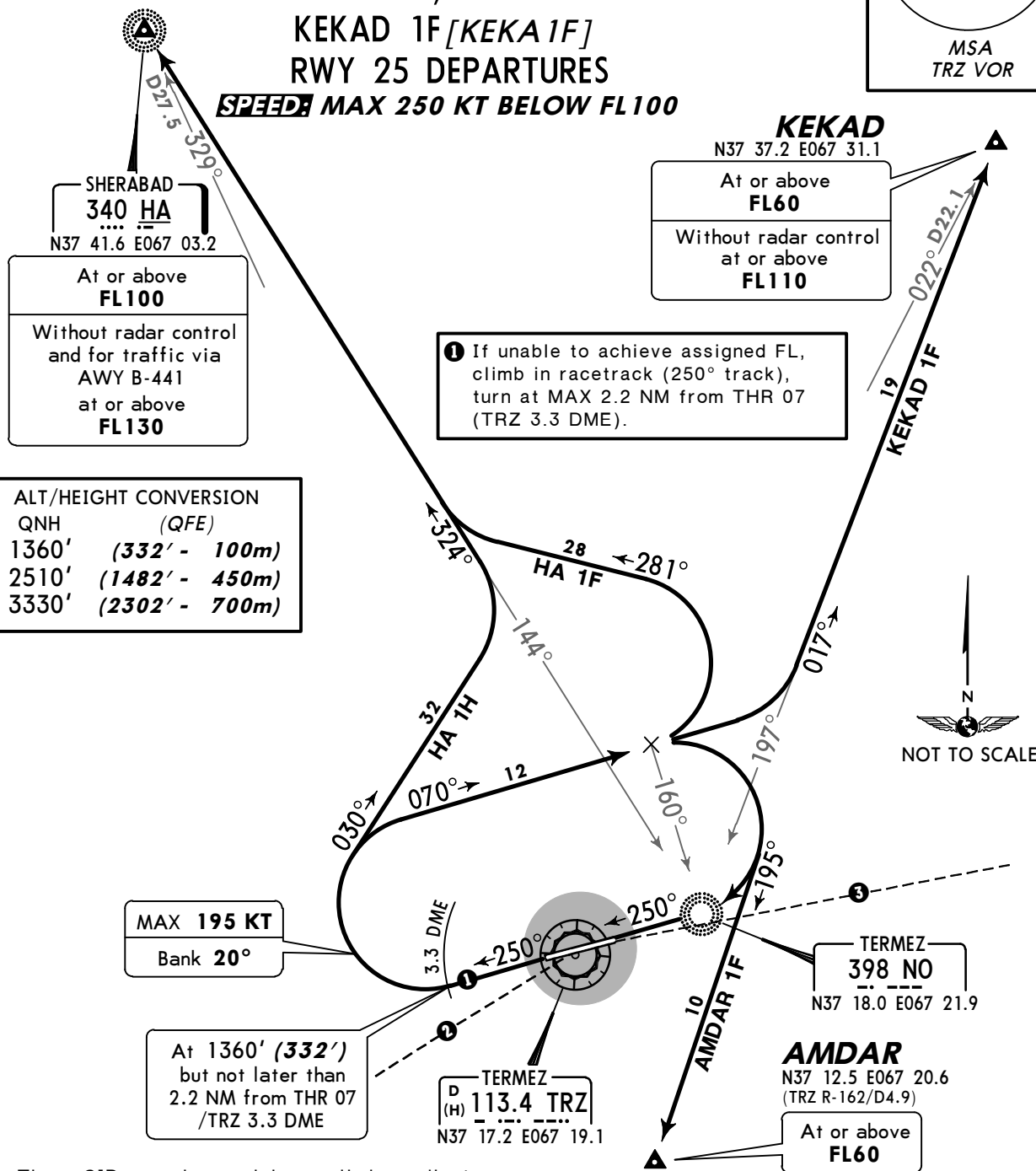
Apt Elev  
1027'QNH on request (QFE)  
Trans level: FL60 Trans alt: 3330' (2302')

AMDAR 1F[AMDA 1F]

HA 1F, HA 1H

KEKAD 1F[KEKA 1F]

RWY 25 DEPARTURES

**SPEED MAX 250 KT BELOW FL100**

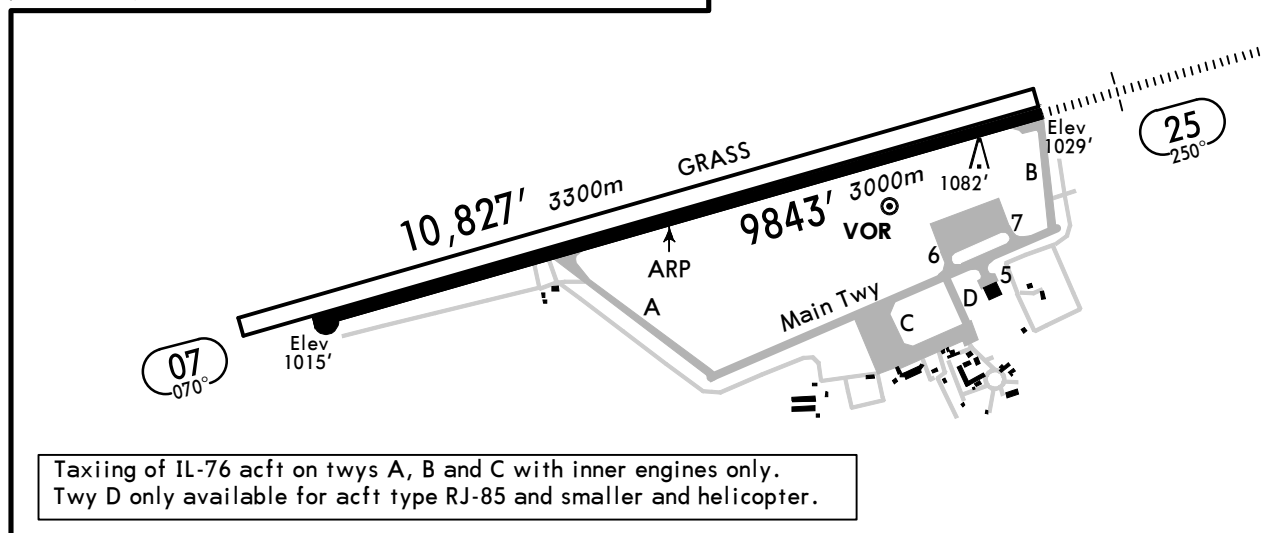
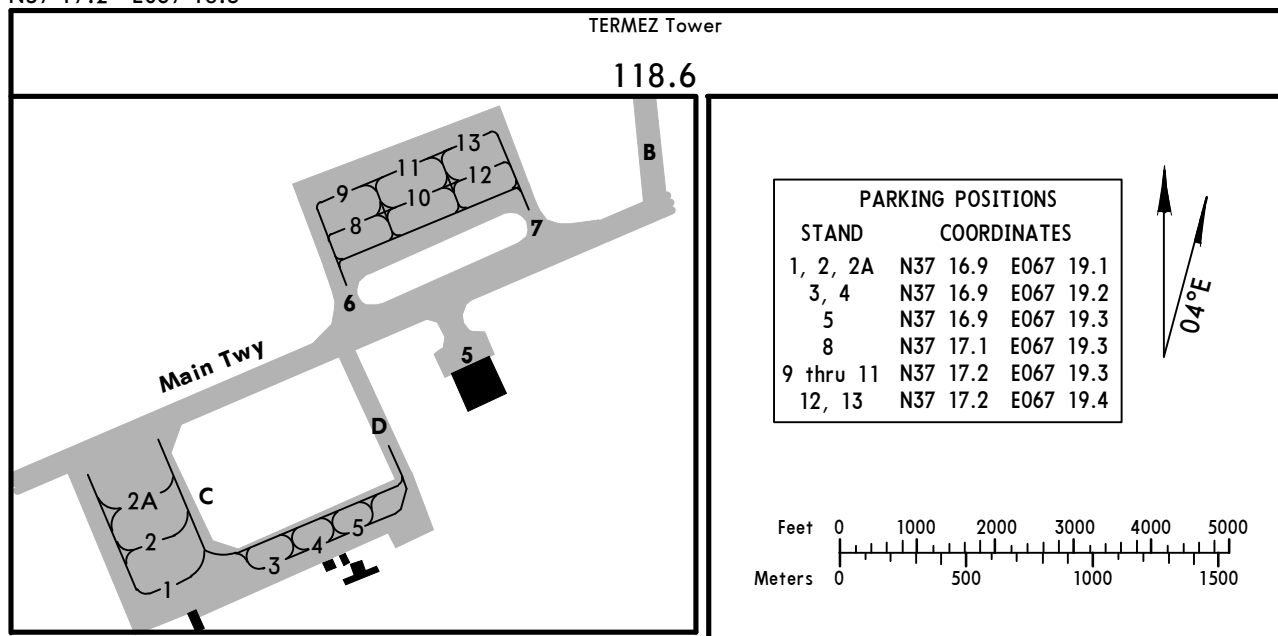
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 1360'                 | (332' - 100m)  |
| 2510'                 | (1482' - 450m) |
| 3330'                 | (2302' - 700m) |

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.                                    |



Taxiing of IL-76 acft on twys A, B and C with inner engines only.  
Twy D only available for acft type RJ-85 and smaller and helicopter.

#### ADDITIONAL RUNWAY INFORMATION

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

|   | DAY<br>RCLM or RL | NIGHT<br>RL | RCLM (DAY only)<br>or RL |
|---|-------------------|-------------|--------------------------|
| A |                   |             |                          |
| B |                   |             |                          |
| C |                   |             |                          |
| D |                   |             |                          |

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

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

① Missed approach 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<br>B<br>C<br>D         | 300m        | 400m                     | 500m              |
|                          |             |                          |                   |
|                          | 400m        |                          |                   |
|                          |             |                          |                   |

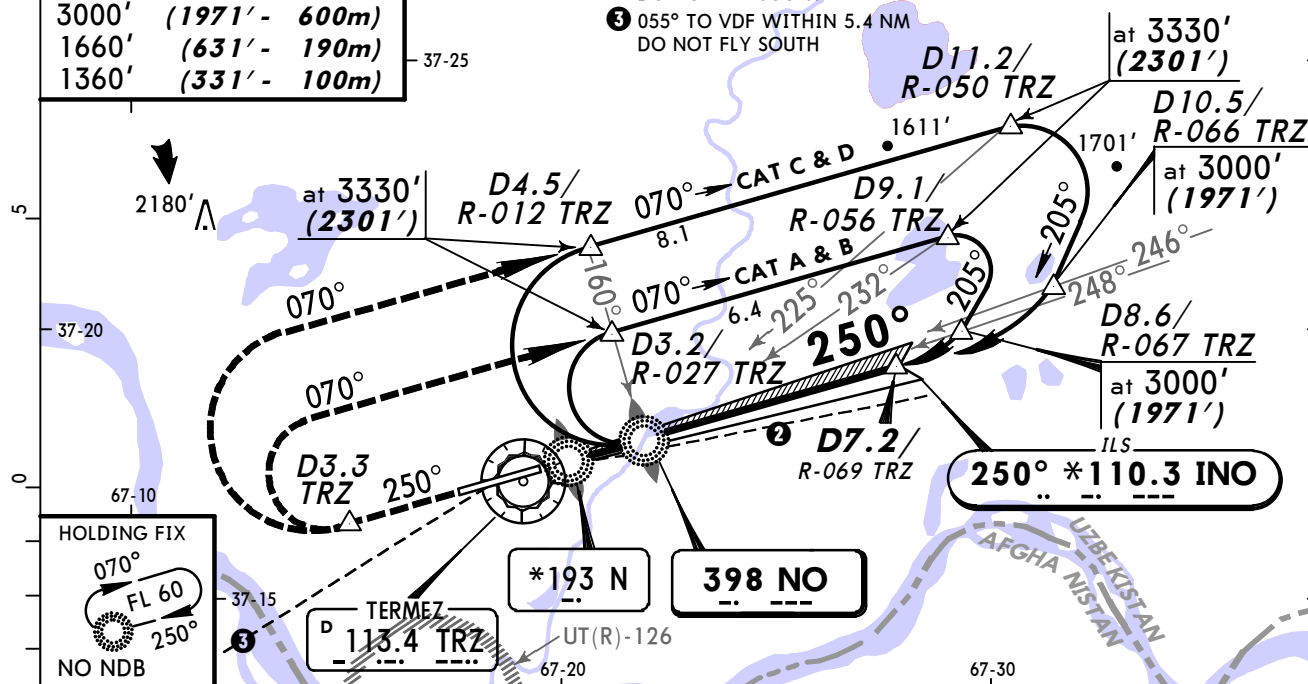
⑥ Rwy 25: With minimum climb gradient of 3.7% to 2510'(1481'), otherwise:  
CEIL 400m, VIS 3000m.

|                              |                                          |                                                    |                                       |                         |                                         |
|------------------------------|------------------------------------------|----------------------------------------------------|---------------------------------------|-------------------------|-----------------------------------------|
| TERMEZ Tower<br>118.6        |                                          |                                                    |                                       |                         | <div>3500'</div> <div>MSA TRZ VOR</div> |
| LOC<br>INO<br>* <b>110.3</b> | <i>Final<br/>Apch Crs</i><br><b>250°</b> | GS<br>LOM<br>1652' ( <b>623'</b> )                 | ILS<br>DA(H)<br>Refer to<br>Minimums  | <i>Apt Elev</i> 1027'   |                                         |
| NDB<br>NO<br><b>398</b>      |                                          | <i>Minimum Alt</i><br>LOM<br>1660' ( <b>631'</b> ) | NDB<br>MDA(H)<br>Refer to<br>Minimums | <i>RWY</i> <b>1029'</b> |                                         |

Alt Set: MM (hPa on req)      QNH on req (**QFE**)      Trans level: FL 60      Trans alt: 3330' (**2301'**)

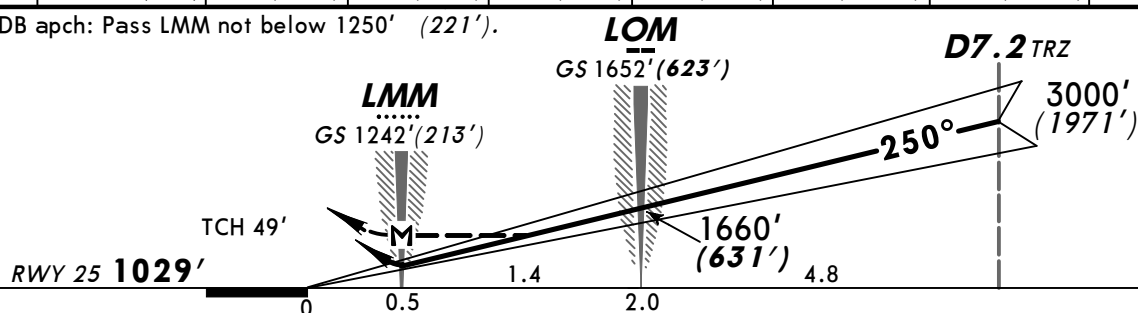
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3330'                 | (2301' - 700m) |
| 3000'                 | (1971' - 600m) |
| 1660'                 | (631' - 190m)  |
| 1360'                 | (331' - 100m)  |

- ❶ MISSED APCH CLIMB  
GRADIENT MIM 3.7%
- ❷ 256° TO VDF WITHIN 9.7 NM  
DO NOT FLY SOUTH
- ❸ 055° TO VDF WITHIN 5.4 NM  
DO NOT FLY SOUTH



|            |                |              |              |              |              |               |               |               |
|------------|----------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| <b>NDB</b> | TRZ DME        | 1.1          | 1.6          | 2.2          | 3.2          | 4.3           | 5.4           | 6.5           |
|            | ALTITUDE (HAT) | 1250' (221') | 1390' (361') | 1560' (531') | 1850' (821') | 2170' (1141') | 2480' (1451') | 2770' (1741') |

NDB apch: Pass LMM not below 1250' (221').



|                                              |     |     |     |     |     |     |  |  |                                  |
|----------------------------------------------|-----|-----|-----|-----|-----|-----|--|--|----------------------------------|
| <i>Gnd speed-Kts</i>                         | 70  | 90  | 100 | 120 | 140 | 160 |  |  | Refer to<br>Missed Apch<br>above |
| <i>ILS GS or<br/>NDB Descent angle 2.70°</i> | 334 | 430 | 478 | 573 | 669 | 764 |  |  |                                  |
| <i>MAP at LMM</i>                            |     |     |     |     |     |     |  |  |                                  |

STRAIGHT-IN LANDING RWY 25

**CEILING REQUIRED**

CIRCLE-TO-LAND

| Missed apch climb gradient mim 3.7% up to 2510' (1481') |      |                 |                    |                            |                                  |                  |   |                |
|---------------------------------------------------------|------|-----------------|--------------------|----------------------------|----------------------------------|------------------|---|----------------|
| DA(H) ILS<br>AB: 1229'(200')<br>CD: 1259'(230')         |      | LOC<br>(GS out) | 2 NDB 1 2          |                            | NDB 1                            |                  |   |                |
| FULL                                                    |      | ALS out         | MDA(H) 1380'(351') |                            | MDA(H) 1670'(641')               |                  |   |                |
|                                                         |      |                 | ALS out            |                            | ALS out                          |                  |   |                |
| A                                                       | 800m | 1200m           | NOT AUTH           | 105m -<br>VIS 1500m        | 105m -<br>RVR 1500m<br>VIS 1600m | 200m - VIS 2500m | A | NOT AUTHORIZED |
| B                                                       |      |                 |                    |                            |                                  |                  | B |                |
| C                                                       | 900m |                 |                    | 105m - RVR 1500m VIS 1600m | 300m - VIS 5000m                 | C                |   |                |
| D                                                       |      |                 |                    |                            |                                  | D                |   |                |

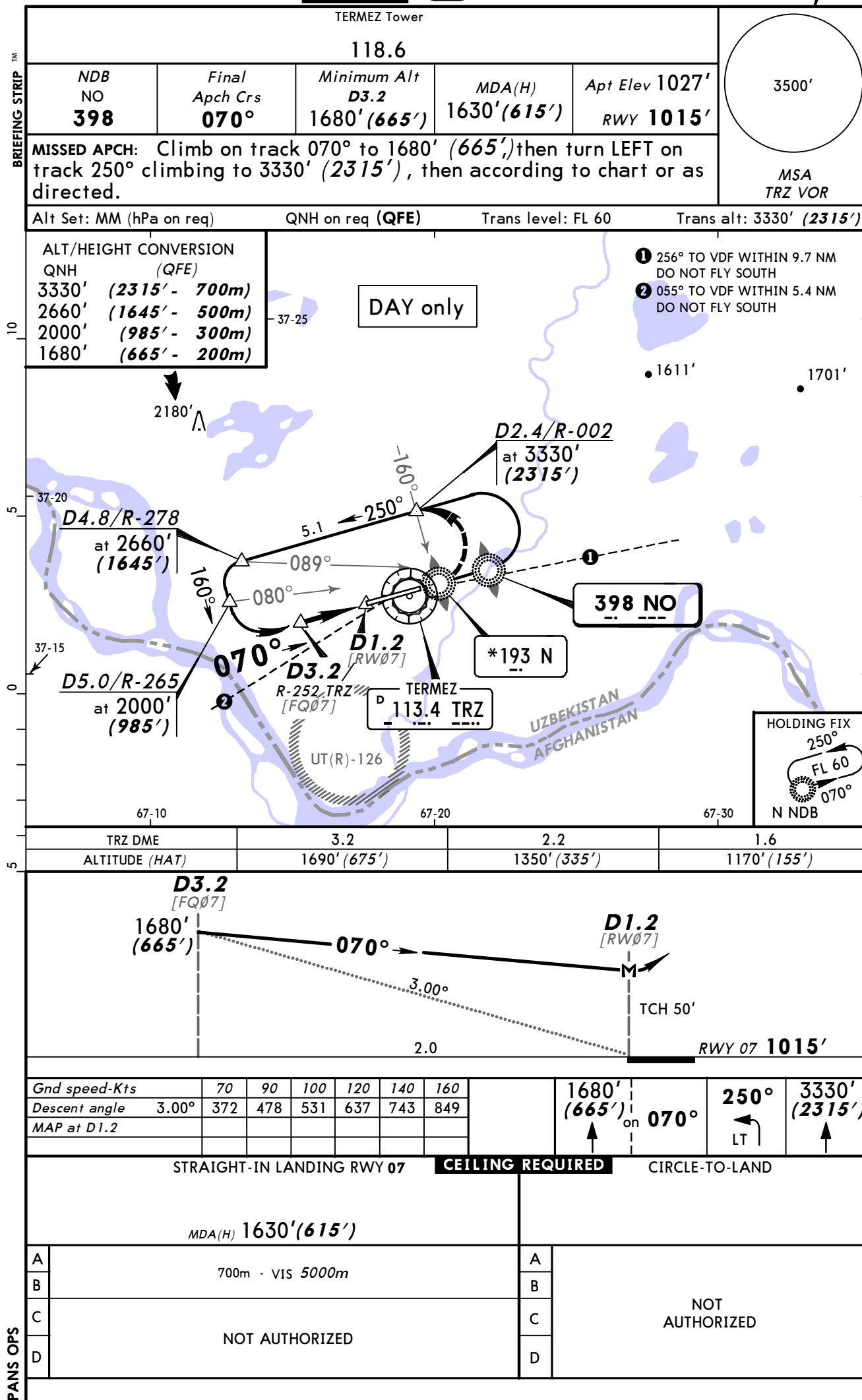
**1** CAT AB: w/o D7.2 TRZ: MDA(H)1920'(891'), ceil 270m, VIS 3000m.

**2** CAT CD: w/o D7.2 TRZ: MDA(H)1920' (891'), ceil 300m, VIS 5000m.

**CHANGES:** Procedure.

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## PANS OPS



**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.