

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTTT

Terminal Charts For UTTT

Revision Letter For Cycle 08-2013

Change Notices

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: 0044 Z
Sunset: 1402 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

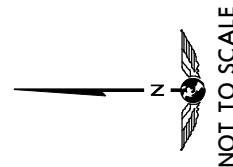
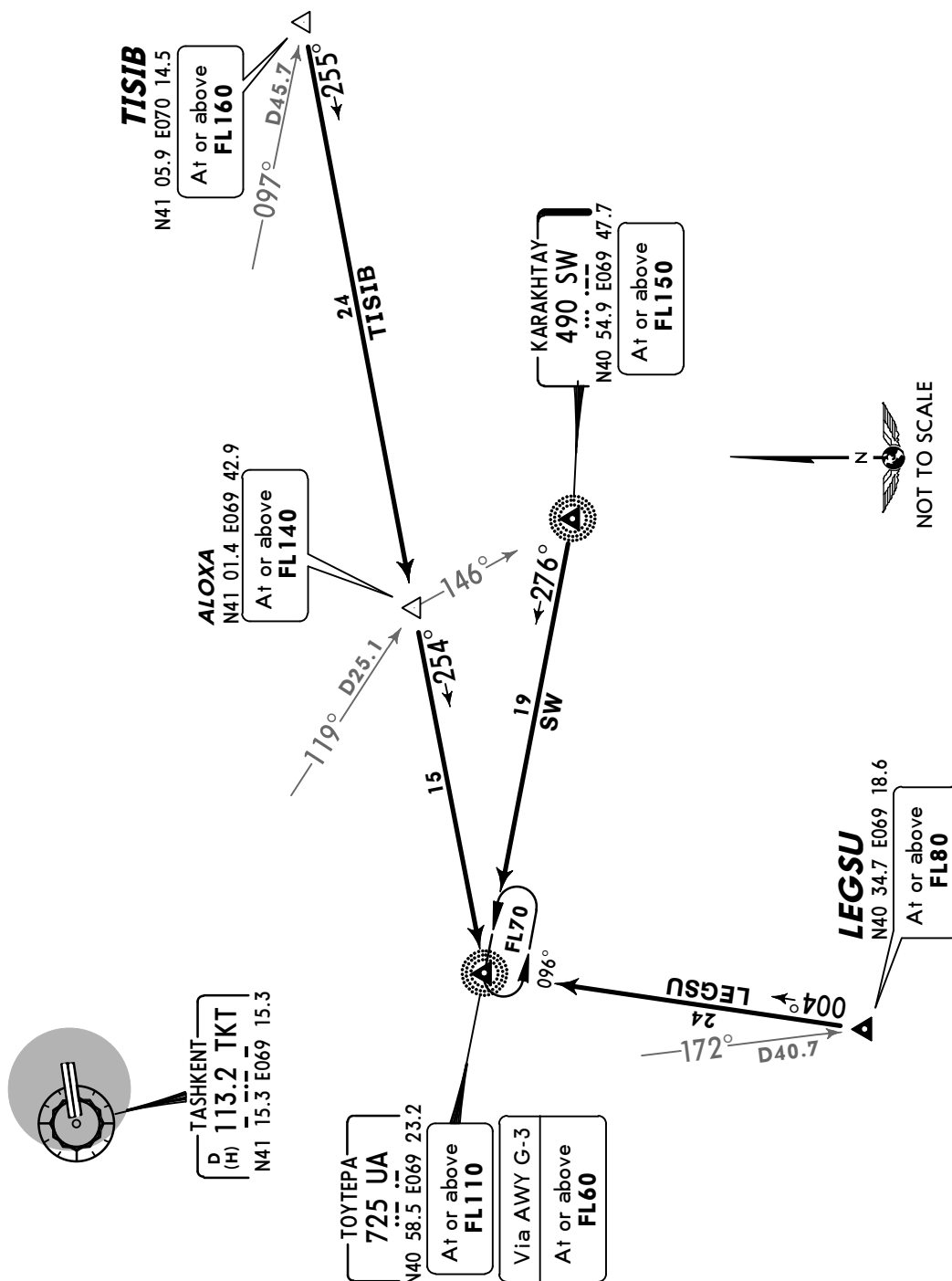
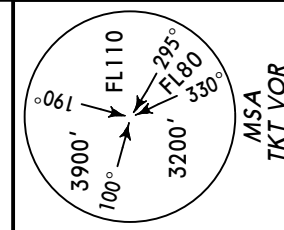
ATIS
126.8

Apt Elev
1416'

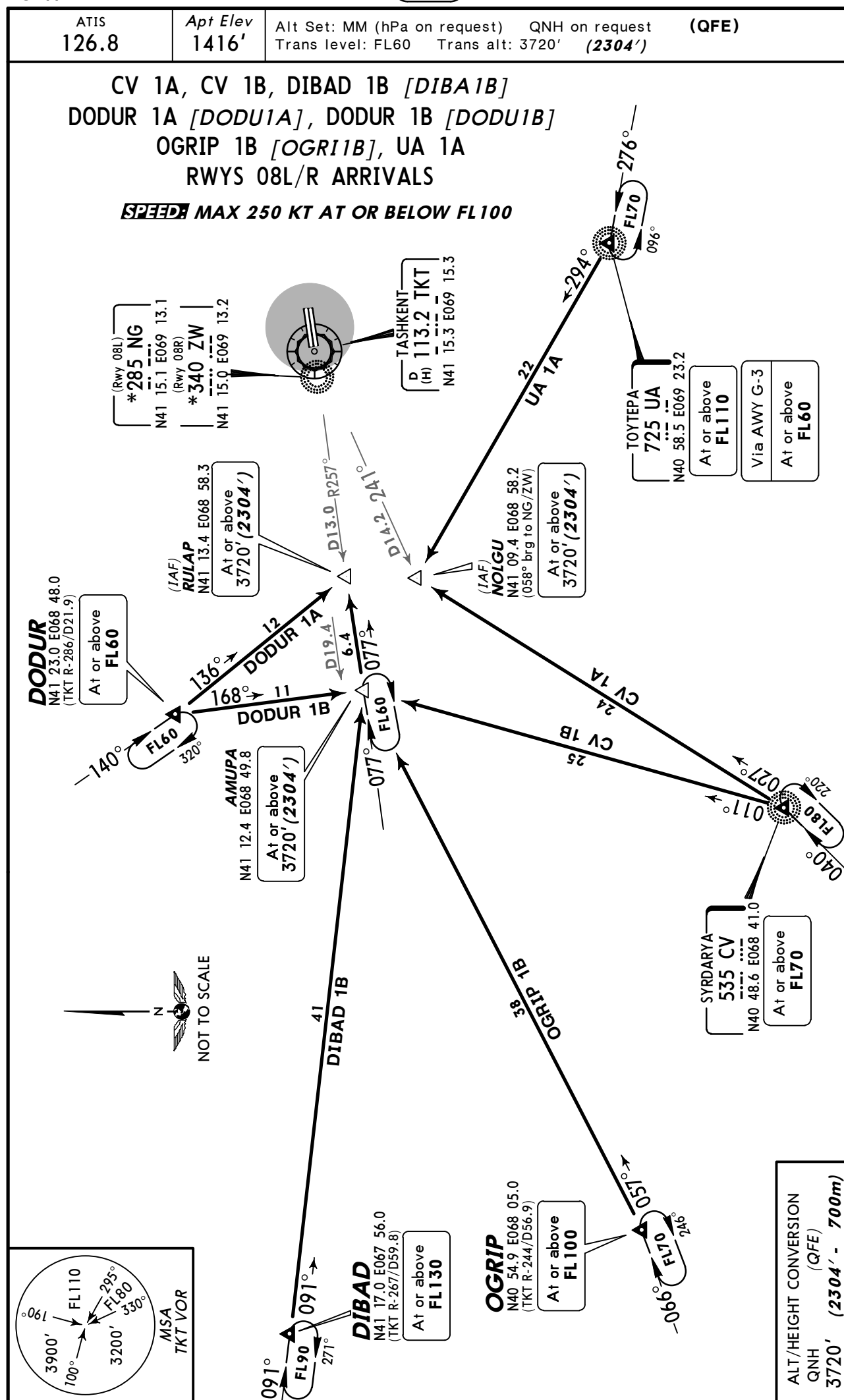
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3720' (2304')

(QFE)

LEGSU, SW, TISIB
TRANSITIONS
SPEED MAX 250 KT AT OR BELOW FL100



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



ATIS
126.8

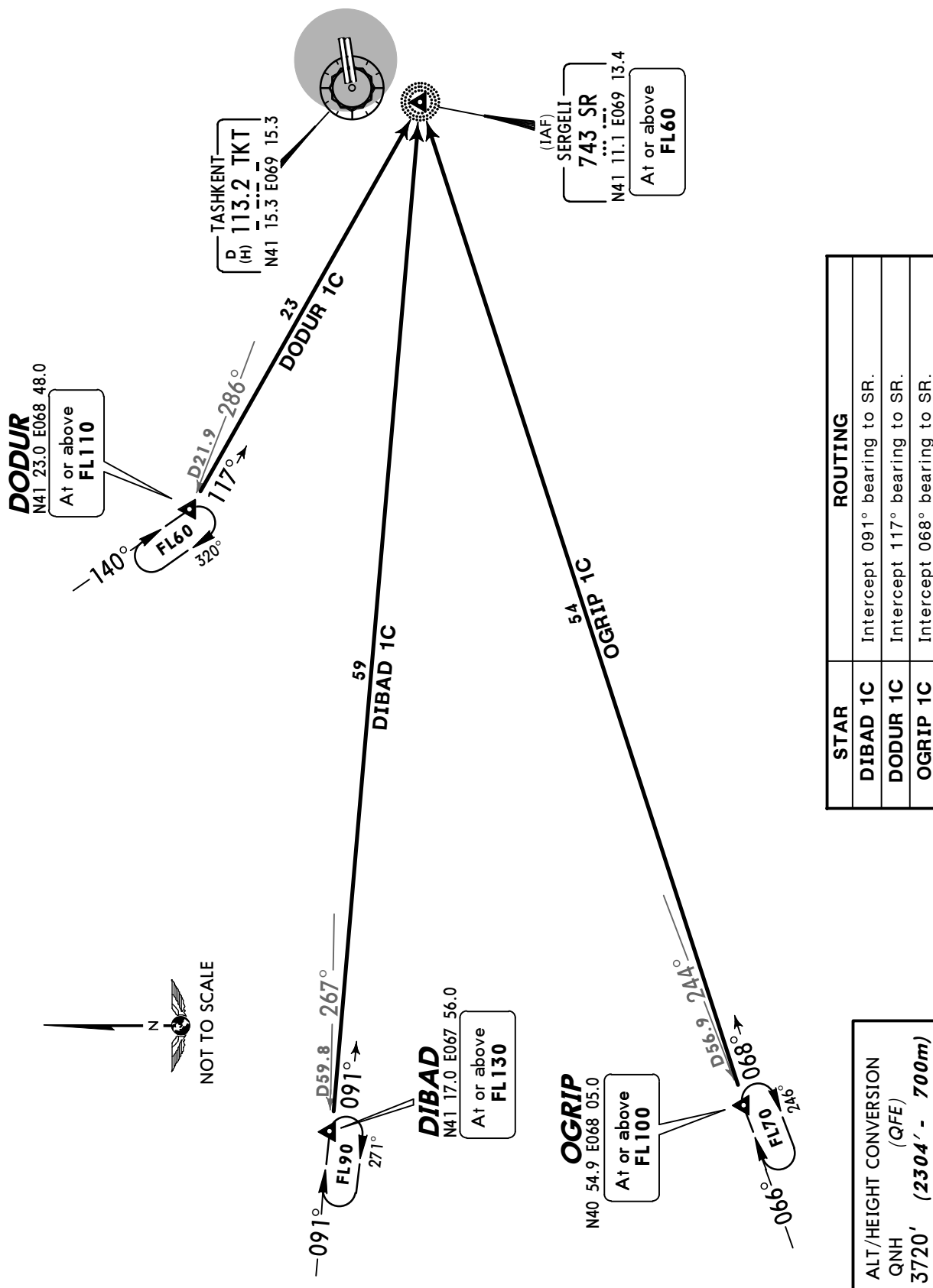
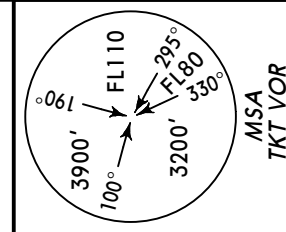
Apt Elev
1416'

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

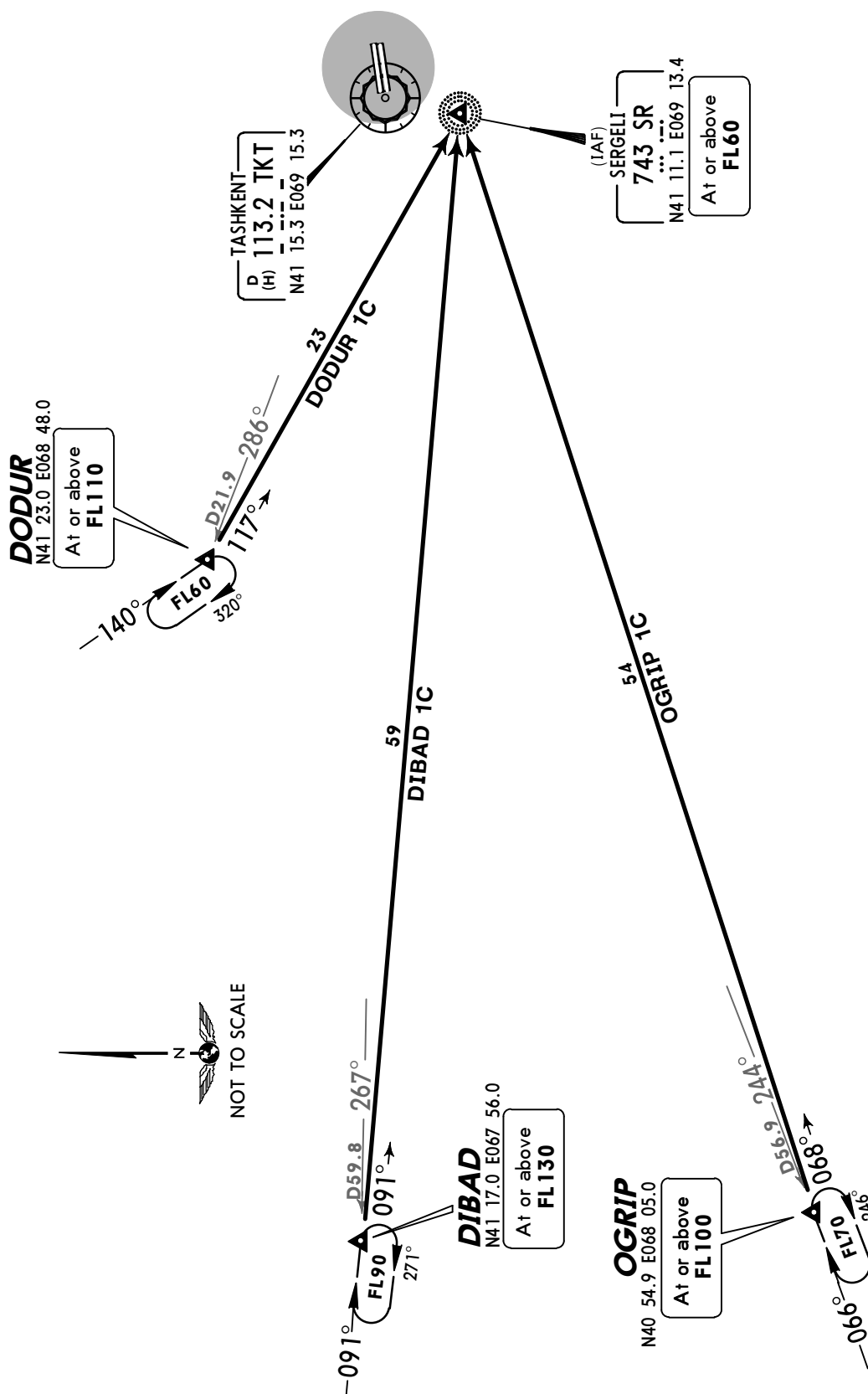
(QFE)

DIBAD 1C [DIBA1C]
DODUR 1C [DODU1C]
OGRIP 1C [OGR11C]
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100



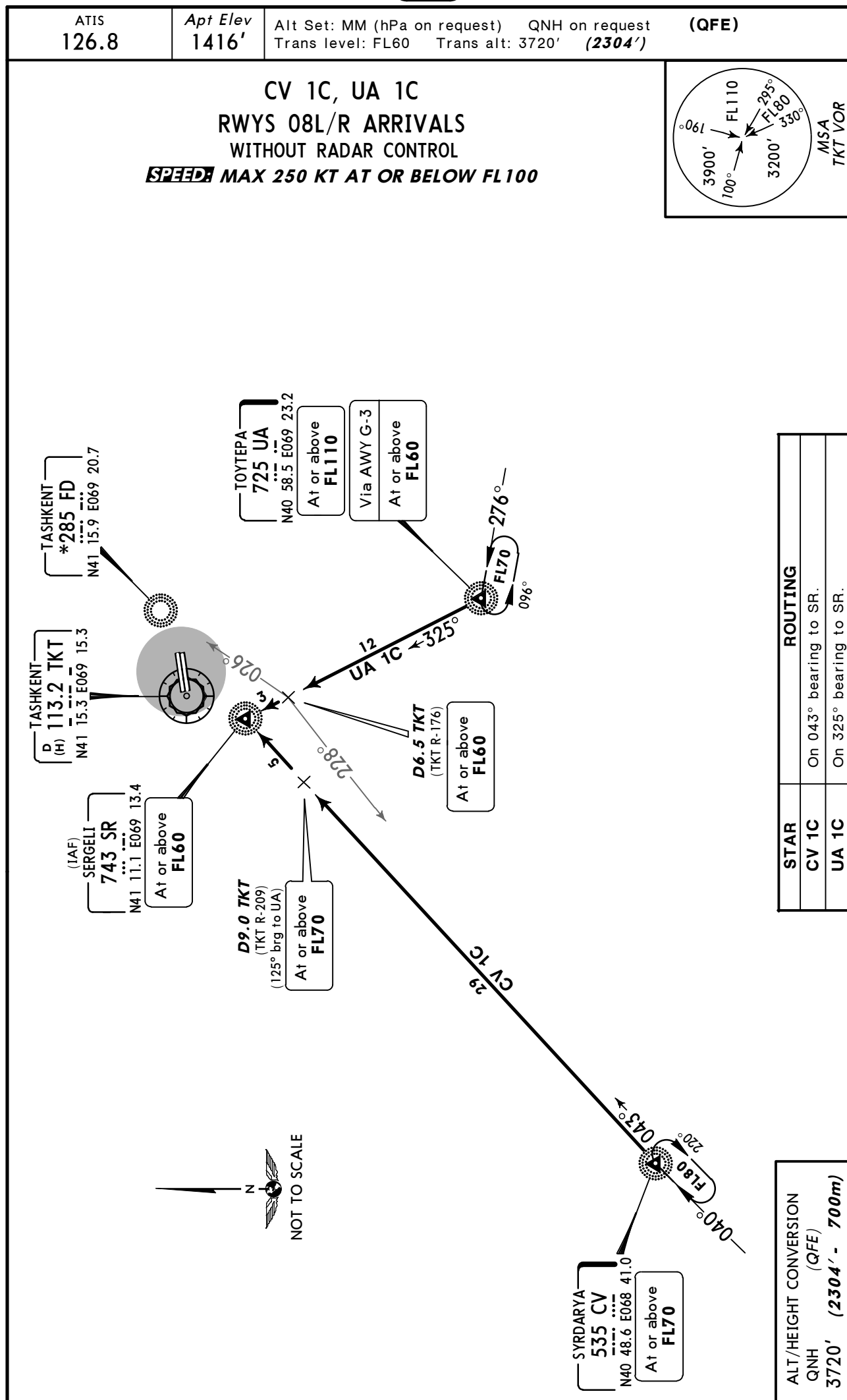
(QFE)

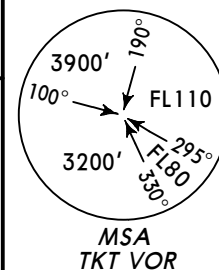


STAR	ROUTING
DIBAD 1C	Intercept 091° bearing to SR.
DODUR 1C	Intercept 117° bearing to SR.
OGRIP 1C	Intercept 068° bearing to SR.

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

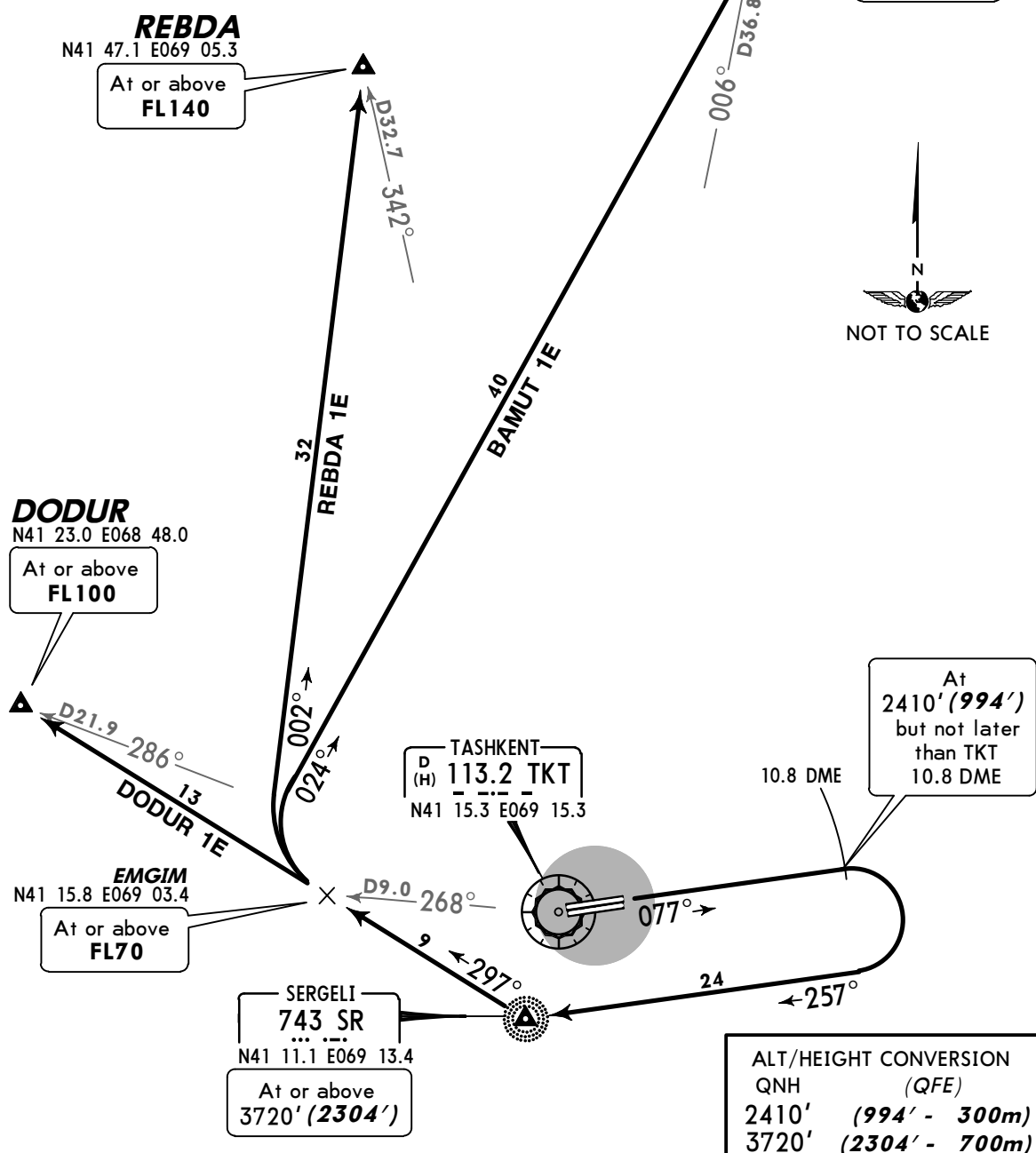
© JEPPESEN, 2012. ALL RIGHTS RESERVED.



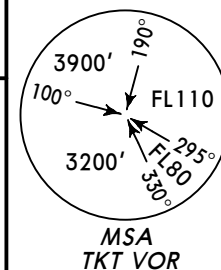
Apt Elev
1416'QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2304')

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 TKT 10.8 DME, turn RIGHT to SR, climb to 3720' (2304') and report to ATC.



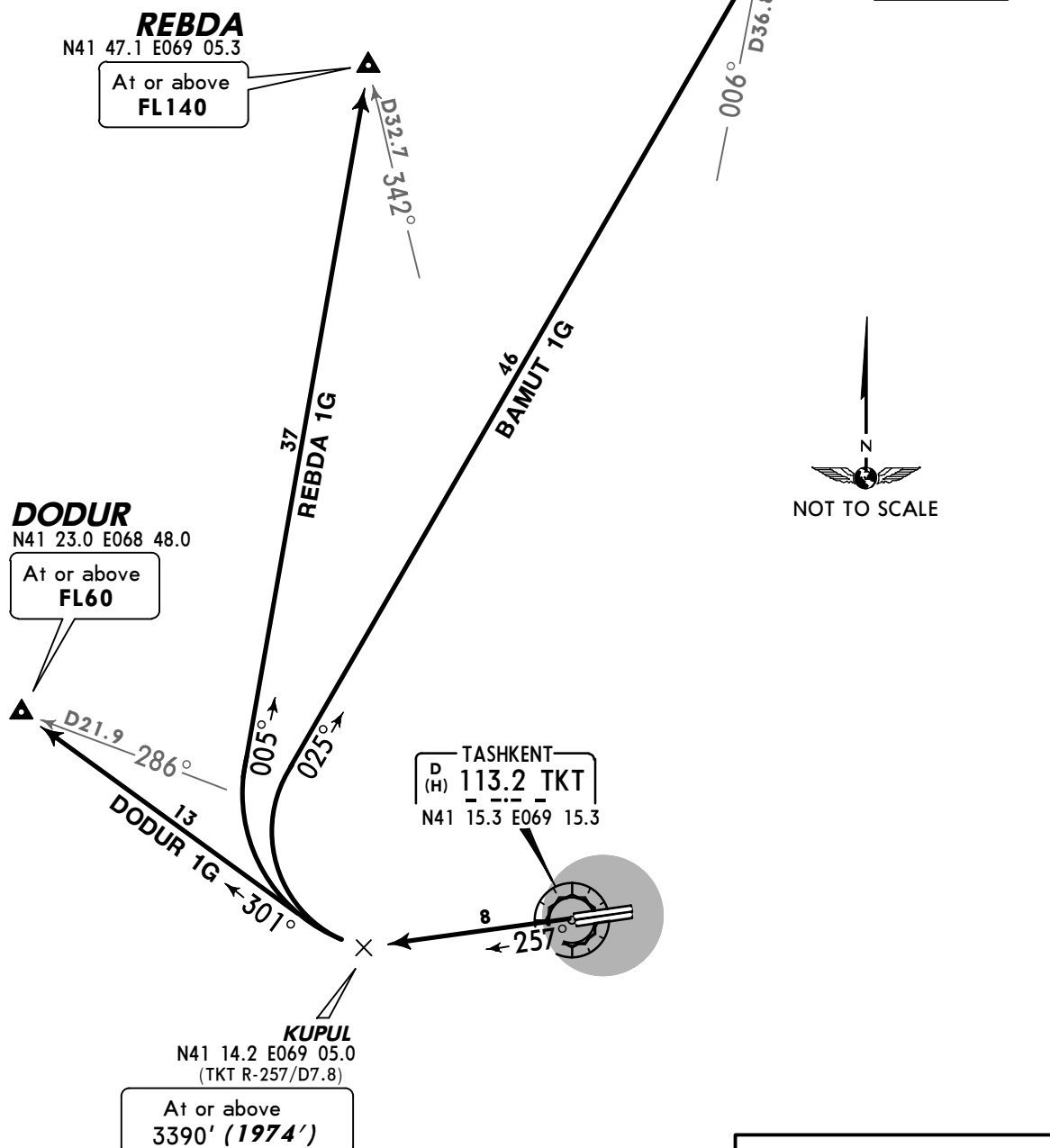
SID	ROUTING
BAMUT 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, turn RIGHT to SR, turn RIGHT, 297° bearing to EMGIM, turn RIGHT, 024° track to BAMUT.
DODUR 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, turn RIGHT to SR, turn RIGHT, 297° bearing to DODUR.
REBDA 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, 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

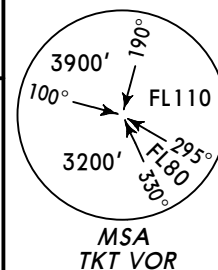
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

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.



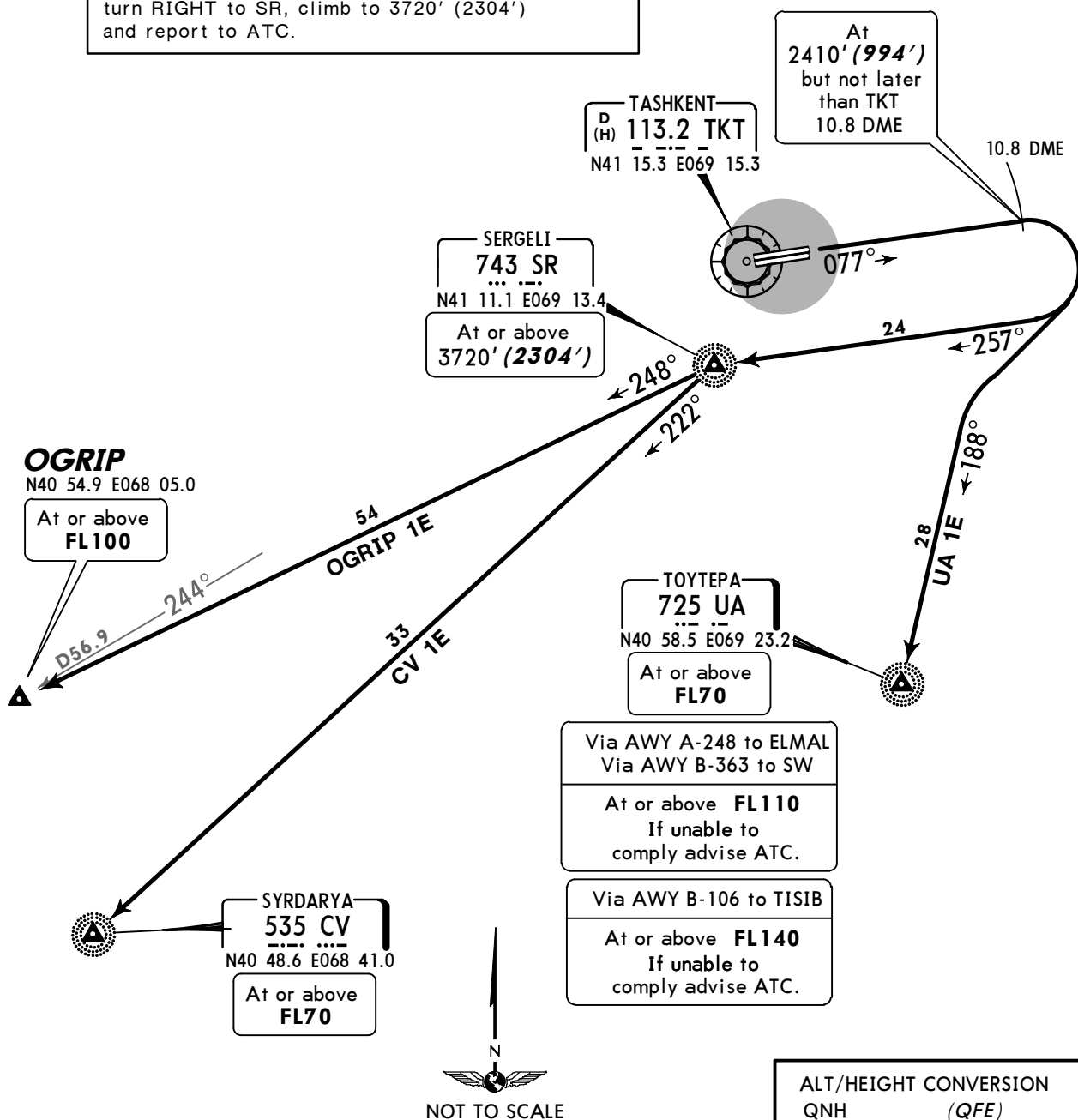
ALT/HEIGHT CONVERSION
QNH (QFE)
3390' (1974' - 600m)
3720' (2304' - 700m)

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 TKT 10.8 DME, turn RIGHT to SR, climb to 3720' (2304') and report to ATC.

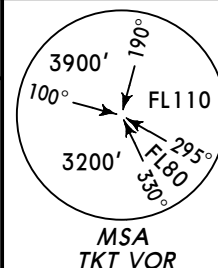


ALT/HEIGHT CONVERSION
QNH (QFE)
2410' (994' - 300m)
3720' (2304' - 700m)

SID	ROUTING
CV 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, turn RIGHT to SR, turn LEFT, 222° bearing to CV.
OGRIP 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, turn RIGHT to SR, turn LEFT, 248° bearing to OGRIP.
UA 1E	Climb on 077° track, at 2410' (994'), but not later than TKT 10.8 DME, turn RIGHT, intercept 188° bearing to UA.

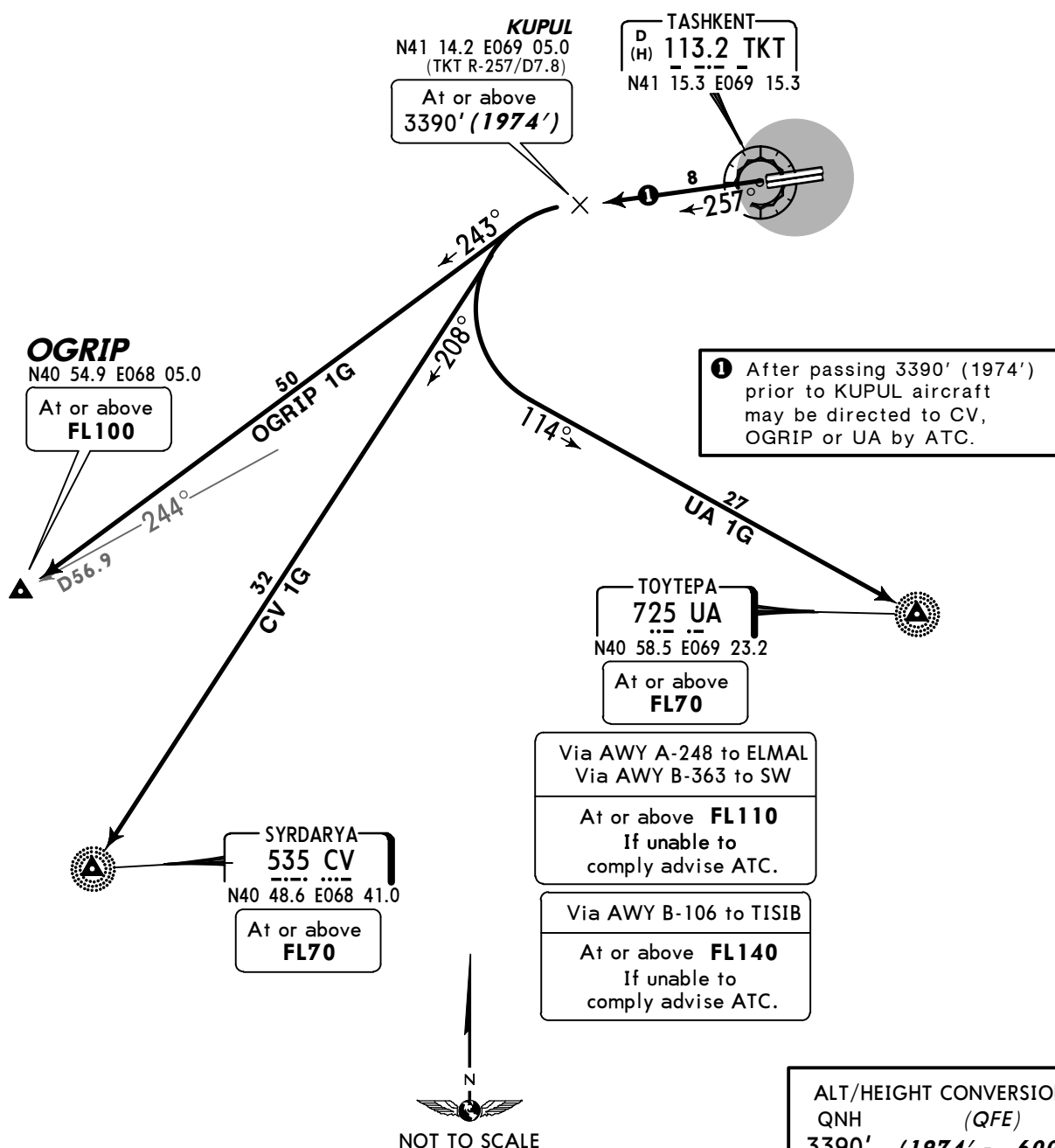
Apt Elev
1416'

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.

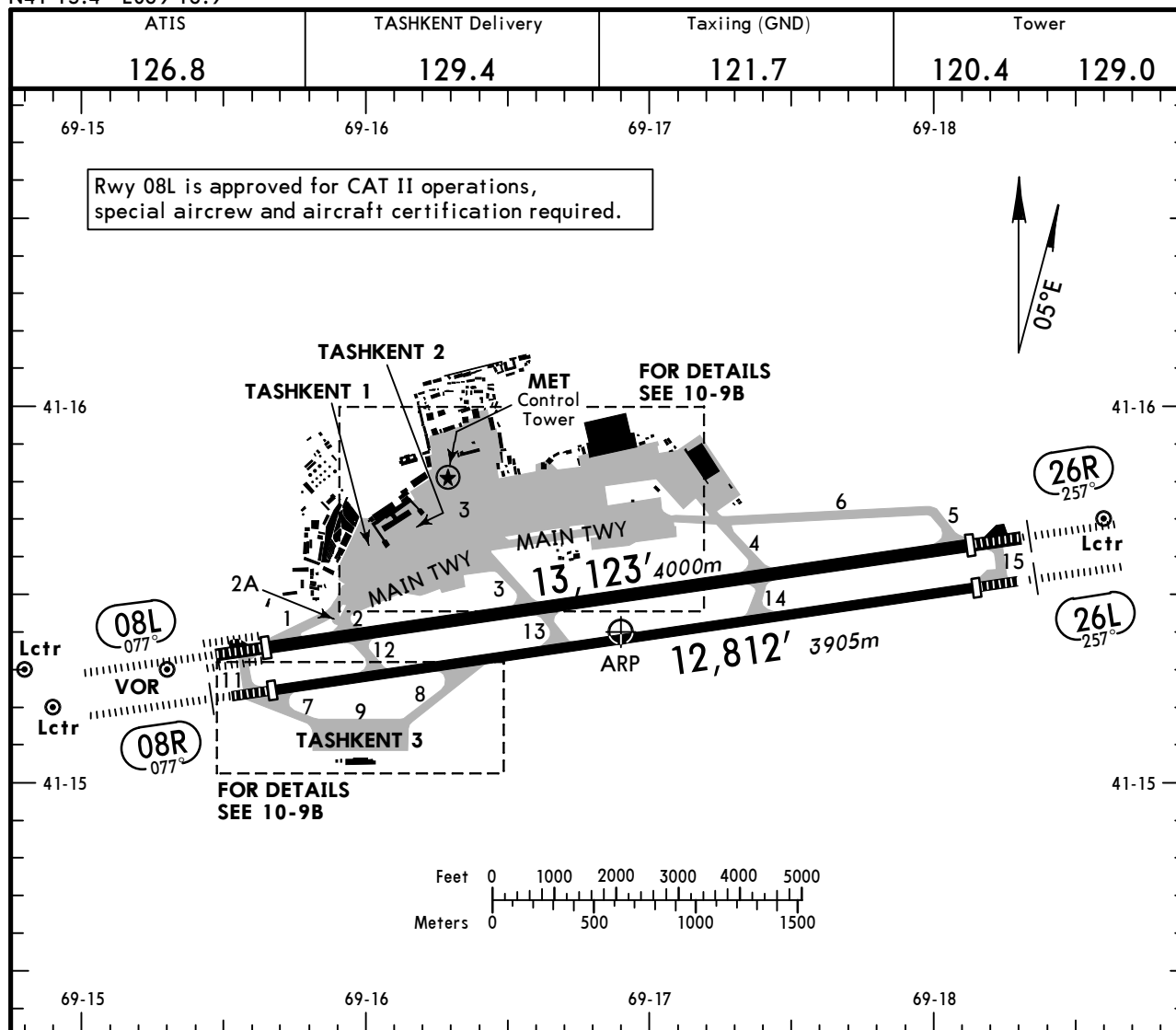


ALT/HEIGHT CONVERSION
QNH (QFE)
3390' (1974' - 600m)
3720' (2304' - 700m)

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, 243° track 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
14 SEP 12 (10-9) Eff 20 Sep
YUZHNY



ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
08L	HIRL (60m)	CL ①	HIALS-II	PAPI-L	TDZ	RVR	12,303' 3750m	11,243' 3427m	③	197' 60m
26R	HIRL (60m)	CL ②	HIALS	PAPI-L		RVR		10,860' 3310m		

- ① Between displ thresholds (86W, 21R&W, 8R / spacing 15m).
② Between displ thresholds (86W, 18R&W, 11R / spacing 15m).

③ 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	④	148' 45m
26L	HIRL (60m)	11,647' 3550m			

④ TAKE-OFF RUN AVAILABLE

RWY 08R:

From rwy head 12,320' (3755m)
twy 12 int 10,089' (3075m)
twy 8 int 8268' (2520m)
twy 13 int 6890' (2100m)

RWY 26L:

From rwy head 11,991' (3655m)
twy 14 int 7710' (2350m)

TAKE-OFF			
A B C D	Rwy 08L/26R LVP must be in force RL & CL 200m ① 250m (200m ①)	AIR CARRIER (JAA) All Rwys LVP must be in force	
		DAY RCLM or RL	NIGHT RL
		RCLM (DAY only) or RL	
		300m	300m
		400m	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.

CHANGES: Apron extended. Twys.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

TAXI RESTRICTIONS

CAT C & D ACFT have to use stands with two engines IDLE power only.
B747 ACFT parking to stands E1 and E84 by towing/push-back only.
Stands B1, B2, B5 and B6 equipped with docking guidance system AGNIS.
Taxiing on stands B1, B2 and B5 is carried out after Follow-me car.
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, 4, 7 and 8 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".

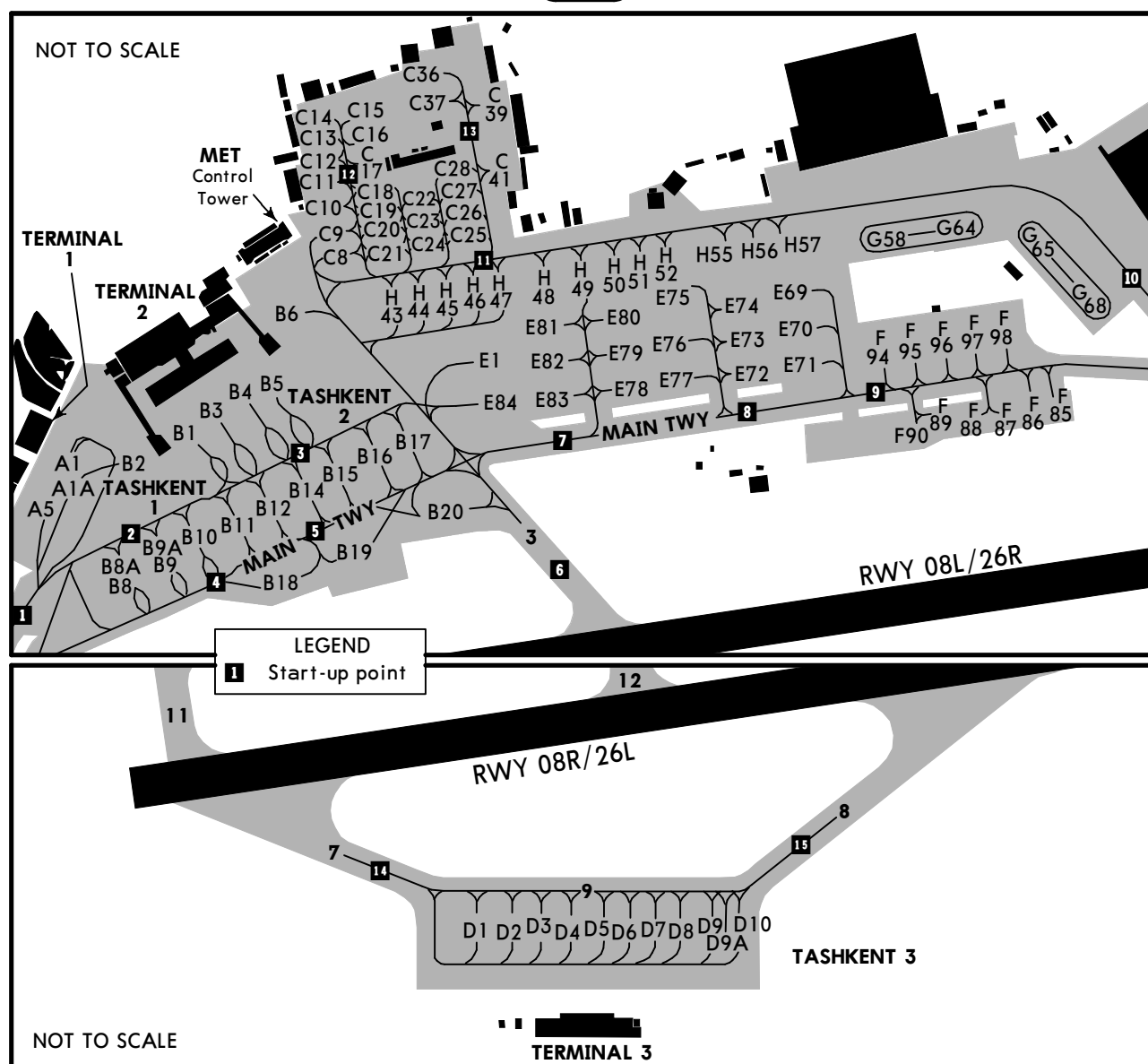
ARRIVAL:

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 394'/120m from RWY centerline. ACFT must wait for Follow-me car.

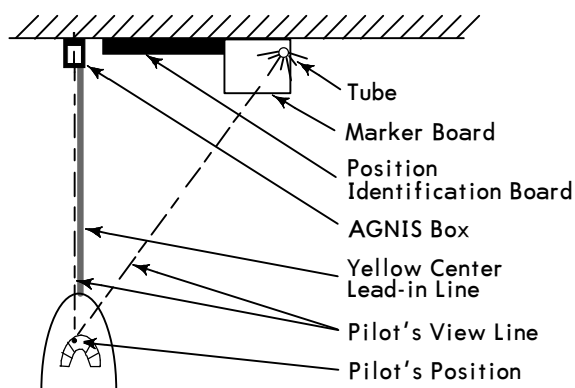
When LVP are in force taxi routes will be assigned by ATC.
RWY crossing can be done after ATC permission only.
Follow-me car will be available from TWYs 1, 2, 2A, 3 and 4.

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".



INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N41 15.6 E069 16.0	B12 thru B15	N41 15.6 E069 16.2
B1	N41 15.7 E069 16.1	B16, B17	N41 15.6 E069 16.3
B2	N41 15.6 E069 16.0	B18, B19	N41 15.5 E069 16.2
B3, B4	N41 15.7 E069 16.1	B20	N41 15.6 E069 16.3
B5	N41 15.7 E069 16.2	D1	N41 15.1 E069 15.8
B6	N41 15.8 E069 16.0	D2 thru D4	N41 15.1 E069 15.9
B8, B8A	N41 15.5 E069 16.0	D5 thru D8	N41 15.1 E069 16.0
B9	N41 15.6 E069 16.0	D9, D9A, D10	N41 15.1 E069 16.1
B9A	N41 15.5 E069 16.0	E1, E84	N41 15.7 E069 16.4
B10, B11	N41 15.6 E069 16.1	H43, H44	N41 15.8 E069 16.3
		H45, H46	N41 15.8 E069 16.4

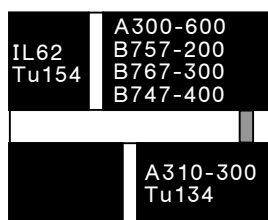
Principal Arrangement of AGNIS

Visual guidance system consists of the following elements:

- Center line Guidance Element (AGNIS Box)
- Yellow ACFT 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**

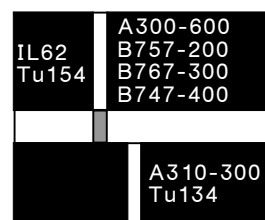
ACFT is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, ACFT has reached correct stopping position.



All ACFT continue taxiing.



ACFT A310-300 and TU134 stop. All others continue taxiing.



ACFT 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.

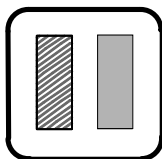
AGNIS, PAPI and flashing beacon are connected to the essential power supply system.

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

Parking Procedures**CENTERLINE GUIDANCE**

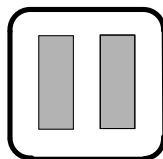
ACFT shall approach along yellow ACFT stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.

RED GREEN



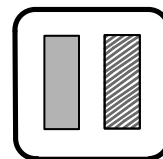
LEFT of centerline
Turn towards GREEN
(RIGHT)

GREEN GREEN



ACFT on centerline

GREEN RED



RIGHT of centerline
Turn towards GREEN
(LEFT)

Failure or inadequate operation of AGNIS box shall be reported immediately.

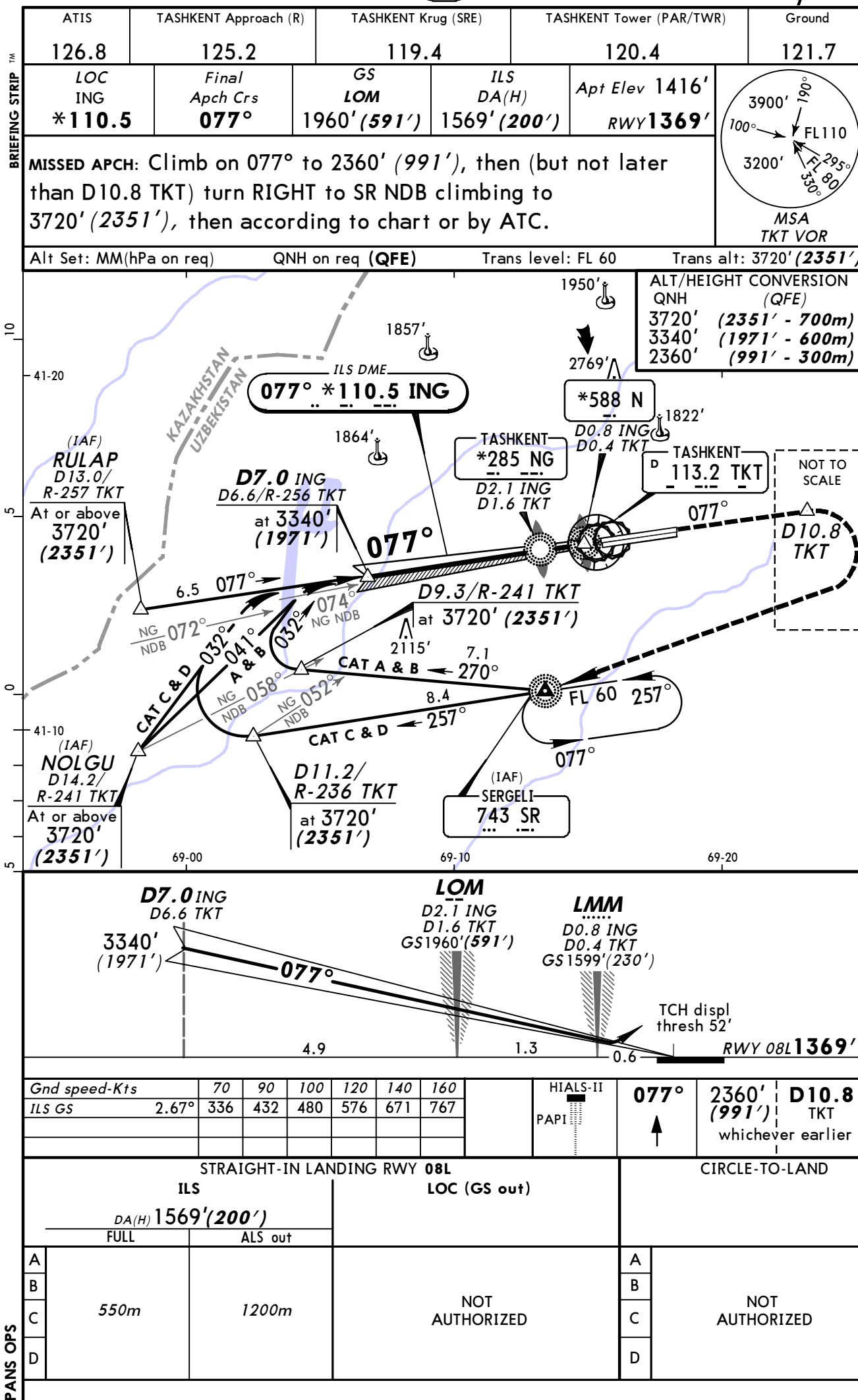
STRAIGHT-IN RWY		A	B	C	D
08L	CAT 2 ILS	1469' (100') RA105' R300m	1469' (100') RA105' R300m	1469' (100') RA105' R300m	1469' (100') RA105' R300m
	ILS	1569' (200')	1569' (200')	1569' (200')	1569' (200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	1820' (451') ceiling 200m- 3000m	1820' (451') ceiling 200m- 3000m	1820' (451') ceiling 300m- 5000m	1820' (451') ceiling 300m- 5000m
	2 NDB ①	1750' (381') ceiling 115m- 1700m ceiling 115m- 1700m	1750' (381') ceiling 115m- 1700m ceiling 115m- 1700m	1750' (381') ceiling 115m- 1700m ceiling 115m- 1800m	1750' (381') ceiling 115m- 1700m ceiling 115m- 1800m
	NDB ①	2590' (1221') ceiling 370m- 4000m ceiling 370m- 5000m	2590' (1221') ceiling 370m- 4000m ceiling 370m- 5000m	2590' (1221') ceiling 370m- 6000m ceiling 370m- 6000m	2590' (1221') ceiling 370m- 6000m ceiling 370m- 6000m
	<i>ALS out</i>				
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
	VOR ①	2130' (762') ceiling 230m- 3000m	2130' (762') ceiling 230m- 3000m	2130' (762') ceiling 300m- 5000m	2130' (762') ceiling 300m- 5000m
	2 NDB ①	1800' (432') ceiling 130m- 1500m ceiling 130m- 1600m	1800' (432') ceiling 130m- 2000m ceiling 130m- 2000m	1800' (432') ceiling 130m- 2000m ceiling 130m- 2000m	1800' (432') ceiling 130m- 2000m ceiling 130m- 2000m
	<i>ALS out</i>				
	NDB ①	2590' (1222') ceiling 370m- 4000m ceiling 370m- 5000m	2590' (1222') ceiling 370m- 4000m ceiling 370m- 5000m	2590' (1222') ceiling 370m- 6000m ceiling 370m- 6000m	2590' (1222') ceiling 370m- 6000m ceiling 370m- 6000m
	<i>ALS out</i>				
	SIDESTEP	2190' (822') ceiling 300m- 5000m	2190' (822') ceiling 300m- 5000m	2190' (822') ceiling 300m- 5000m	2190' (822') ceiling 300m- 5000m
26L	VOR ①	1990' (579') ceiling 200m- 3000m	1990' (579') ceiling 200m- 3000m	1990' (579') ceiling 300m- 5000m	1990' (579') ceiling 300m- 5000m
	NDB ①	2190' (779') ceiling 300m- 3000m	2190' (779') ceiling 300m- 5000m	2190' (779') ceiling 300m- 5000m	2190' (779') ceiling 300m- 5000m
	SIDESTEP	2240' (829') ceiling 300m- 5000m	2240' (829') ceiling 300m- 5000m	2240' (829') ceiling 300m- 5000m	2240' (829') ceiling 300m- 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
	VOR ①	1990' (576') ceiling 200m- 3000m	1990' (576') ceiling 200m- 3000m	1990' (576') ceiling 300m- 5000m	1990' (576') ceiling 300m- 5000m
	2 NDB ①	1810' (396') ceiling 120m- 2000m	1810' (396') ceiling 120m- 2000m	1810' (396') ceiling 120m- 2000m	1810' (396') ceiling 120m- 2000m
	NDB ①	2190' (776') ceiling 250m- 3000m	2190' (776') ceiling 250m- 3000m	2190' (776') ceiling 300m- 5000m	2190' (776') ceiling 300m- 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 I	300m	300m	400m	500m
B					
C	250m		400m		
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.

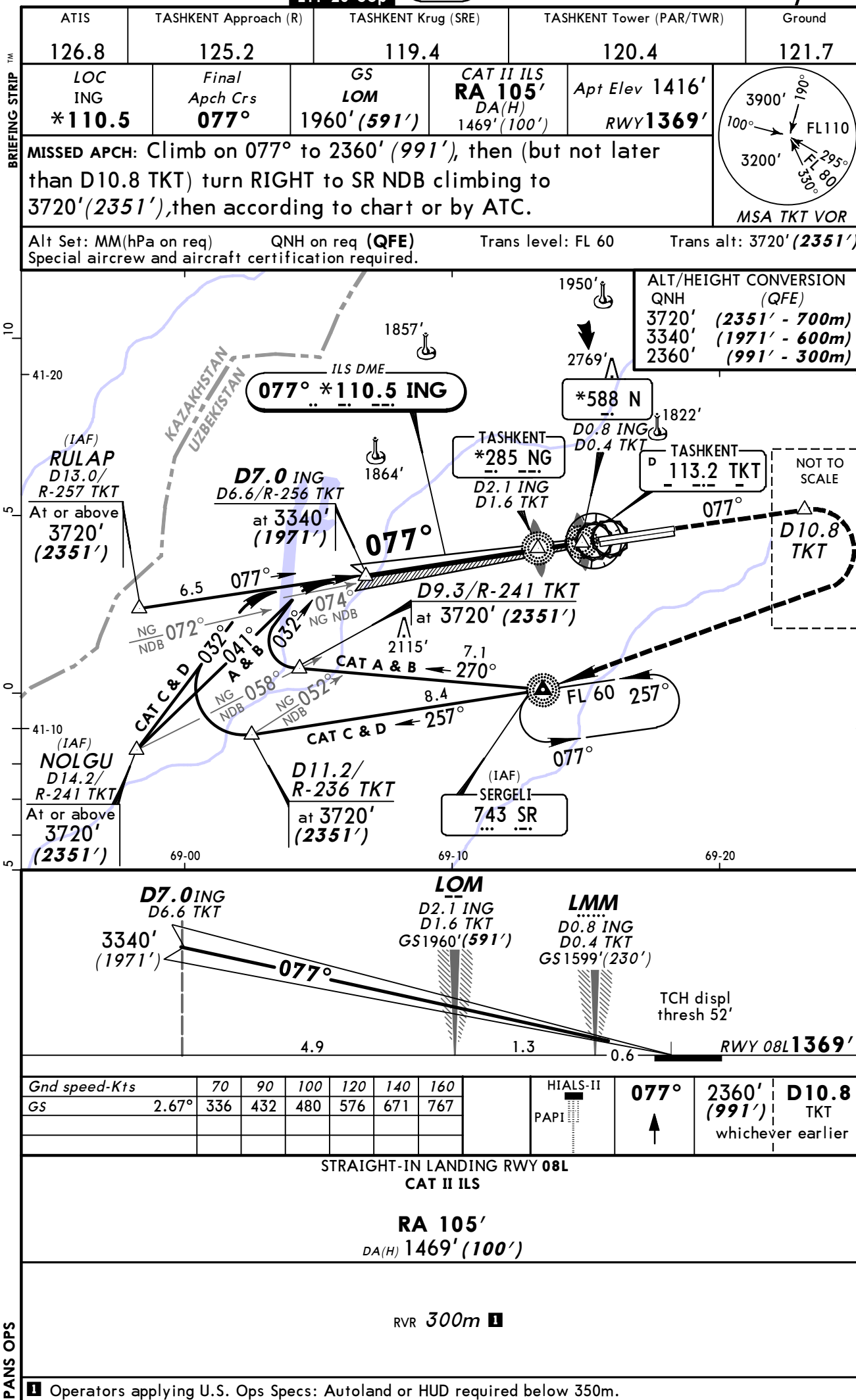


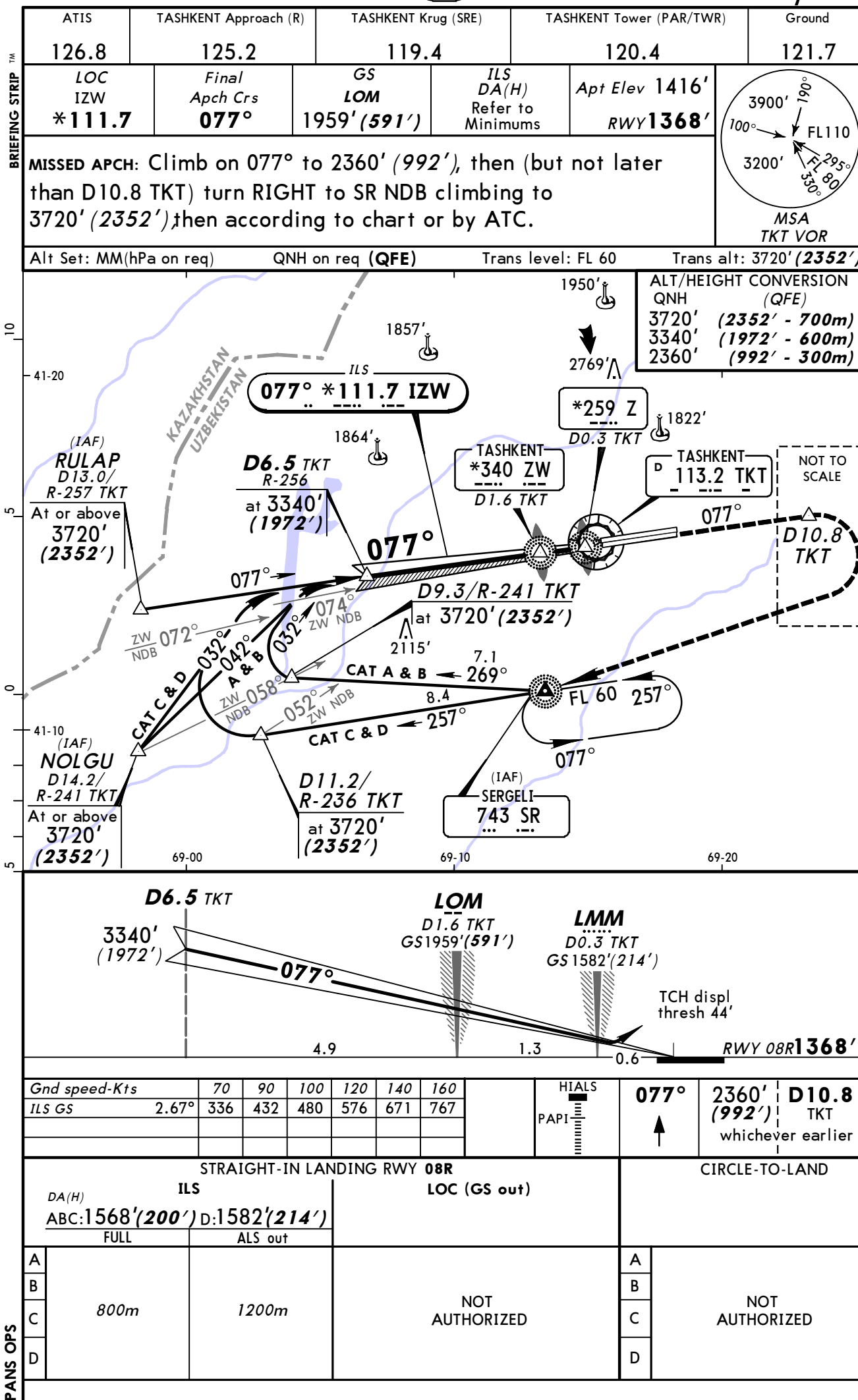
UTTT/TAS
YUZHNY

14 SEP 12
Eff 20 Sep

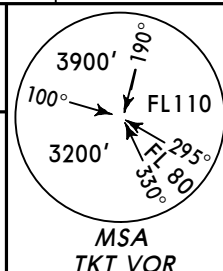
11-1A

TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L





BRIEFING STRIP TM

10

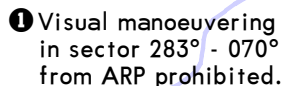
PANS OPS

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

MSA
TKT VOR

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)

CIRCLE-TO-LAND

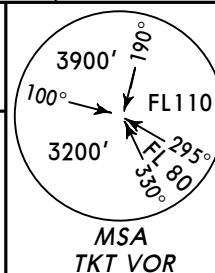
ALS out

300m - VIS 5000m

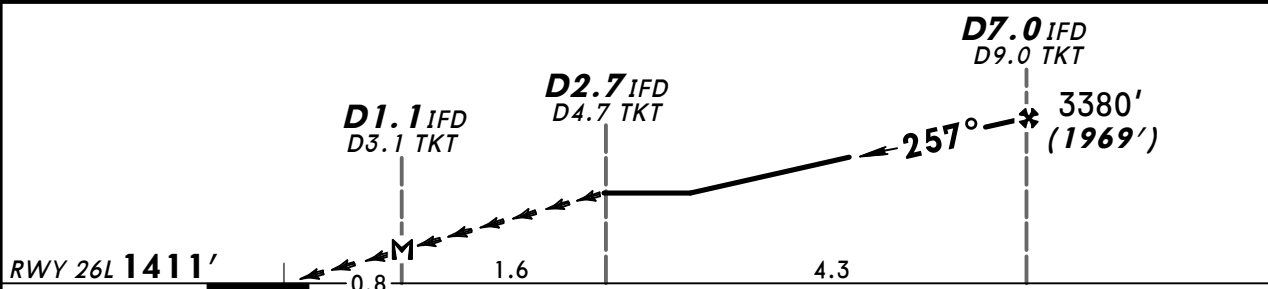
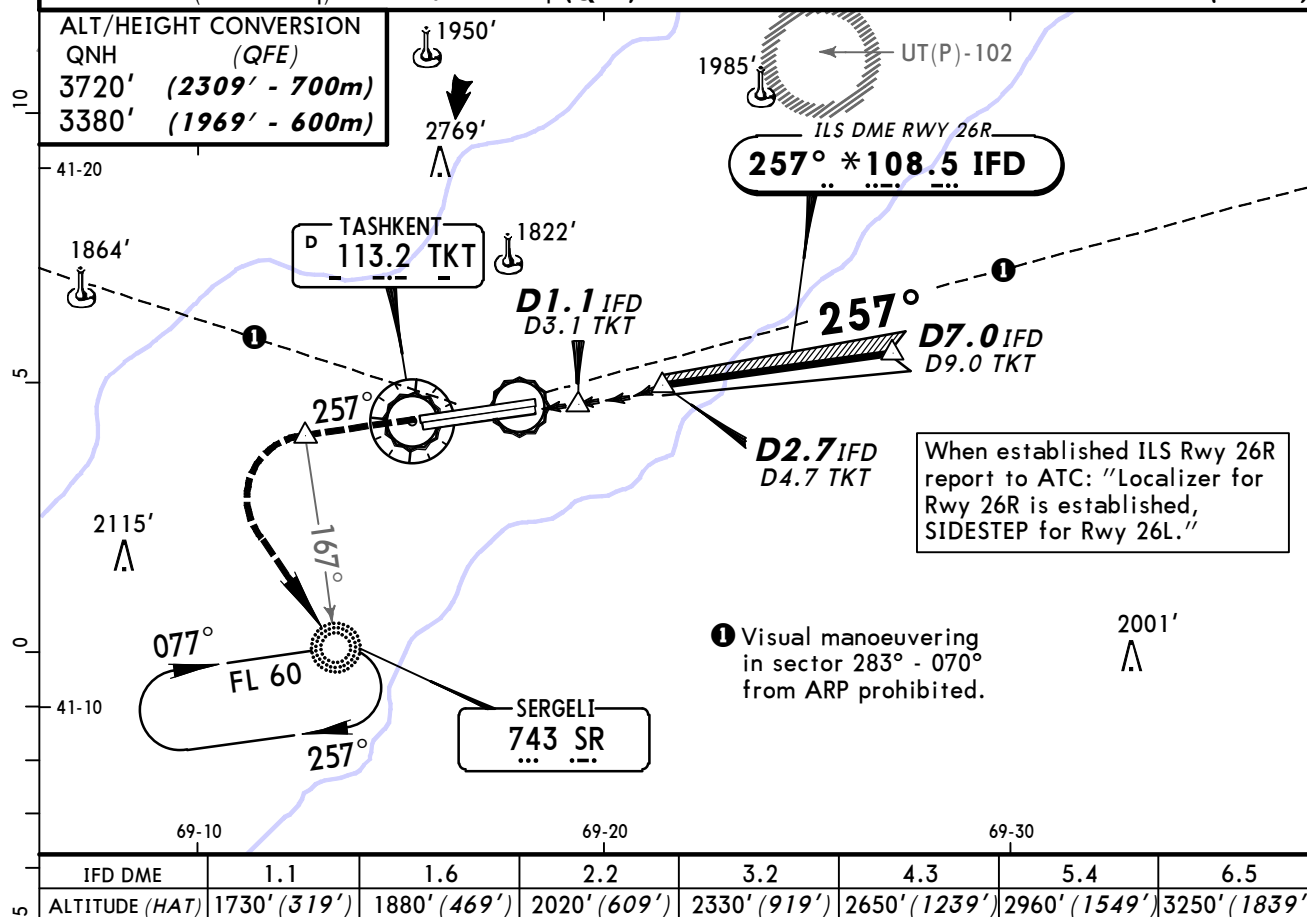
NOT
AUTHORIZED

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC IFD *108.5	Final Apch Crs 257°	Minimum Alt D7.0 IFD 3380' (1969')	MDA(H) 2240' (829')	Apt Elev 1416' RWY 1411'

MISSED APCH: Climb on 257° to 3380' (1969') or above. At ABEAM NDB turn LEFT to NDB climbing to 3720' (2309'), then according to chart, or as directed.

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 60 Trans alt: 3720' (**2309'**)

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

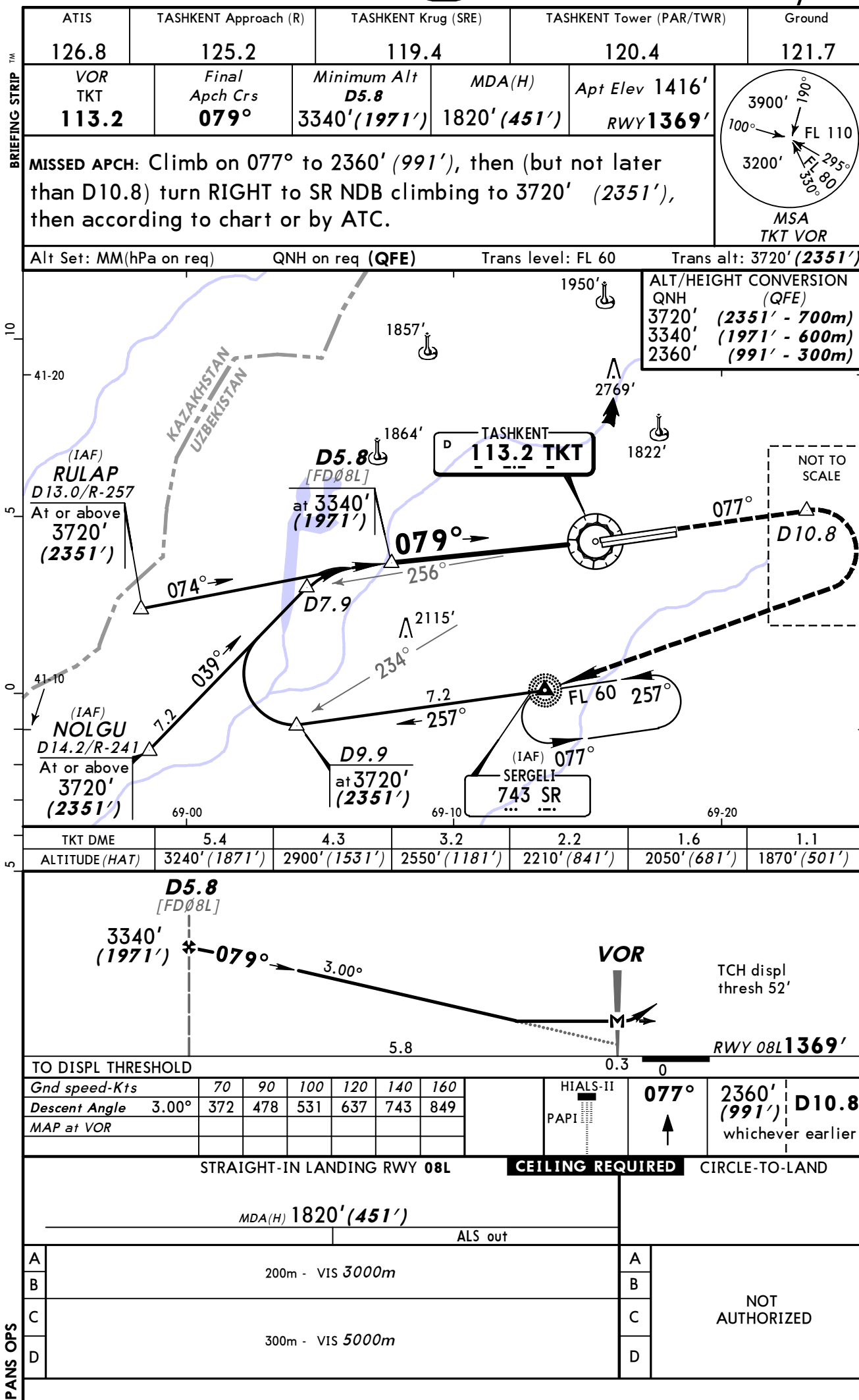


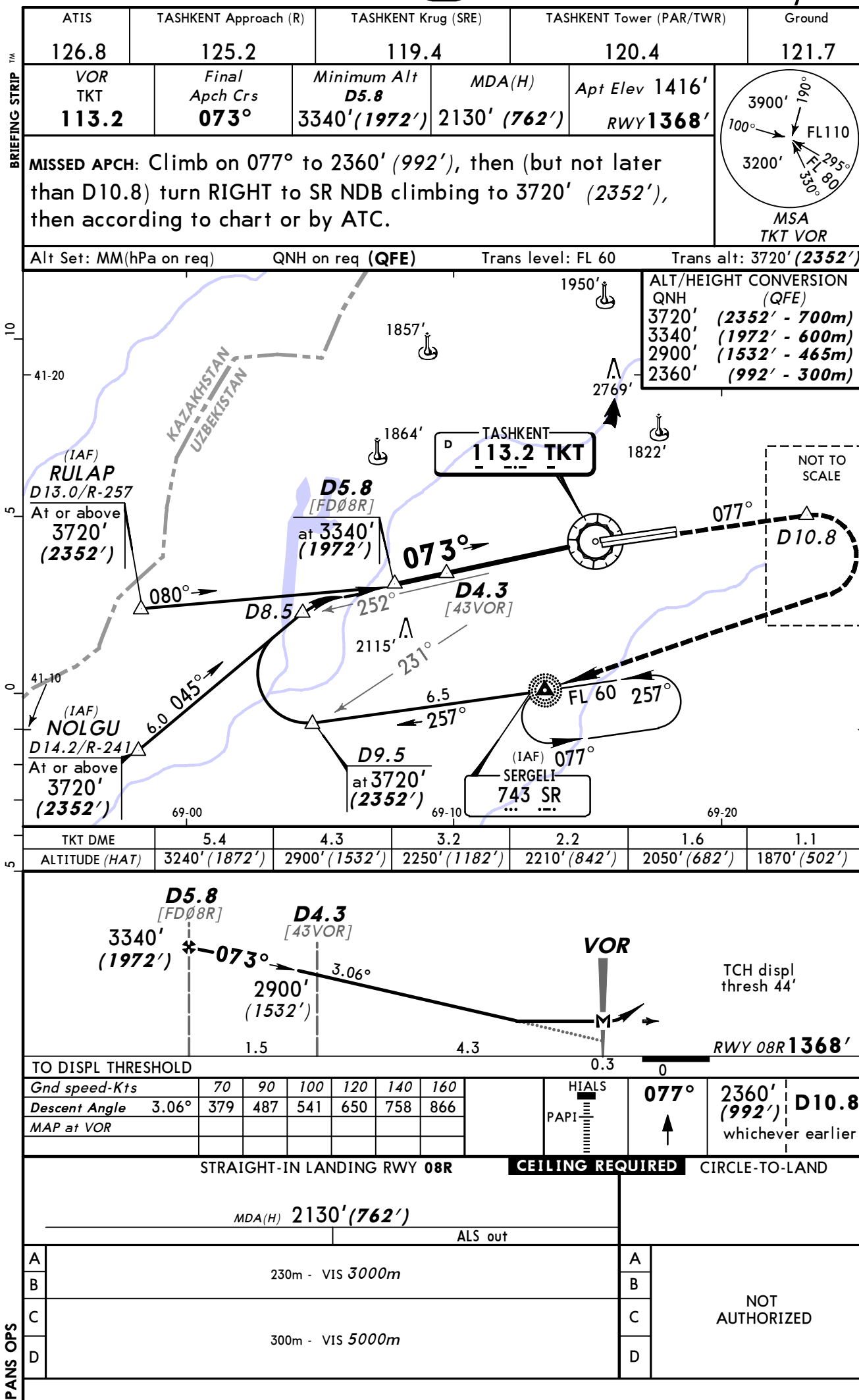
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle</i> 2.67°	336	432	480	576	671	767
<i>MAP at D1.1 IFD/D3.1 TKT</i>						

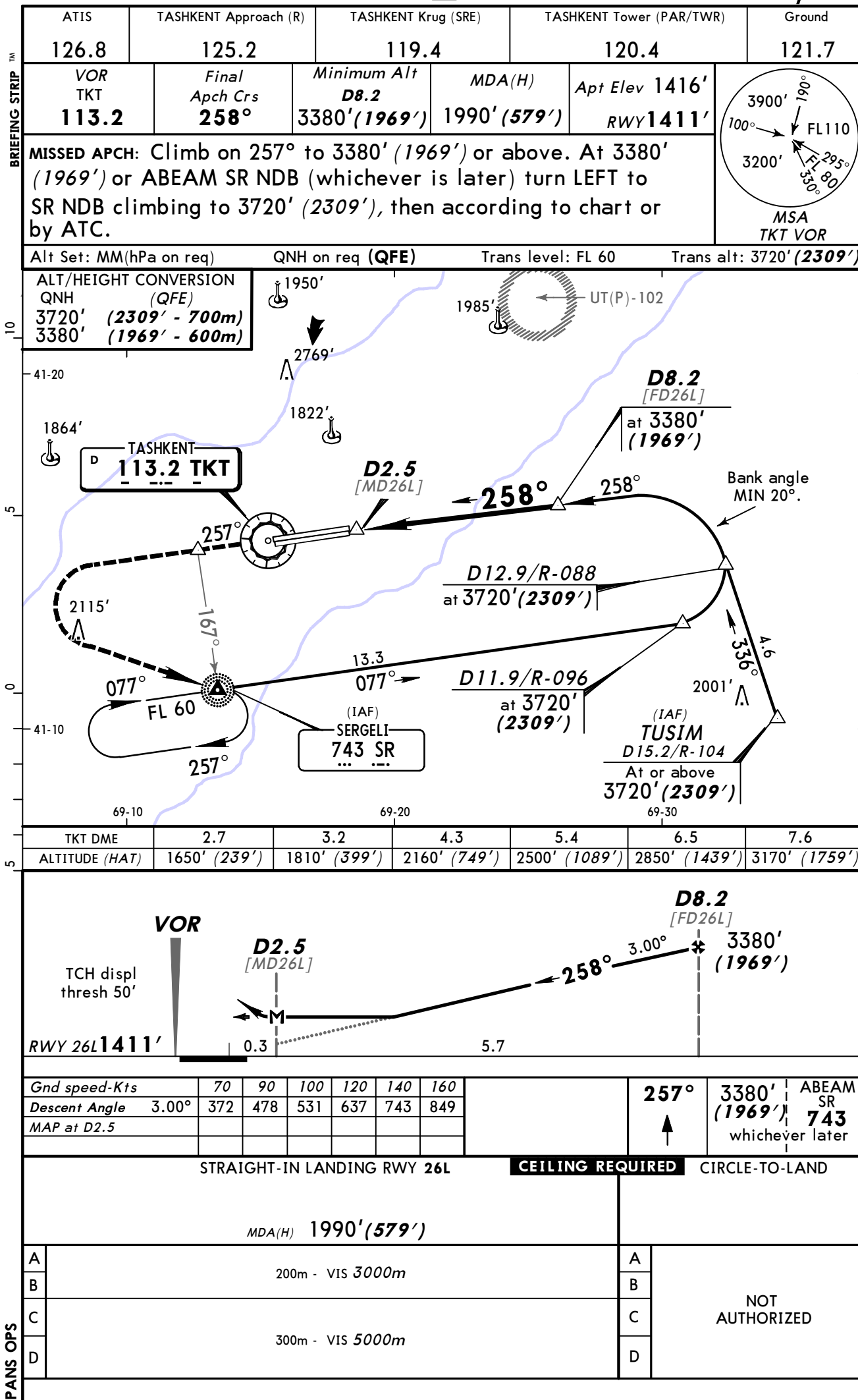
MIM
3380'
(1969') on 257°

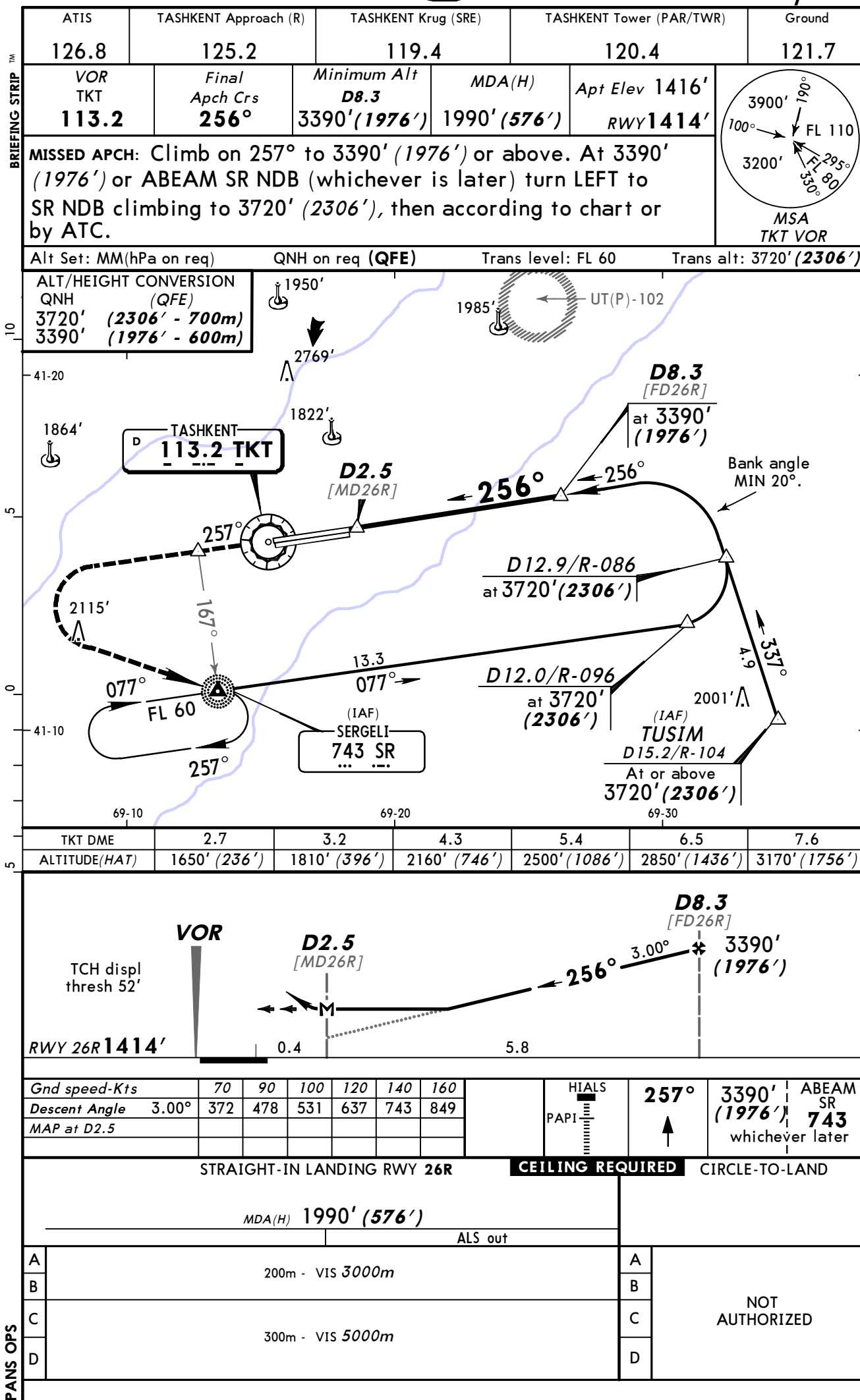
SIDESTEP LANDING RWY 26L	CEILING REQUIRED	CIRCLE-TO-LAND
<i>MDA(H)</i> 2240' (829')		

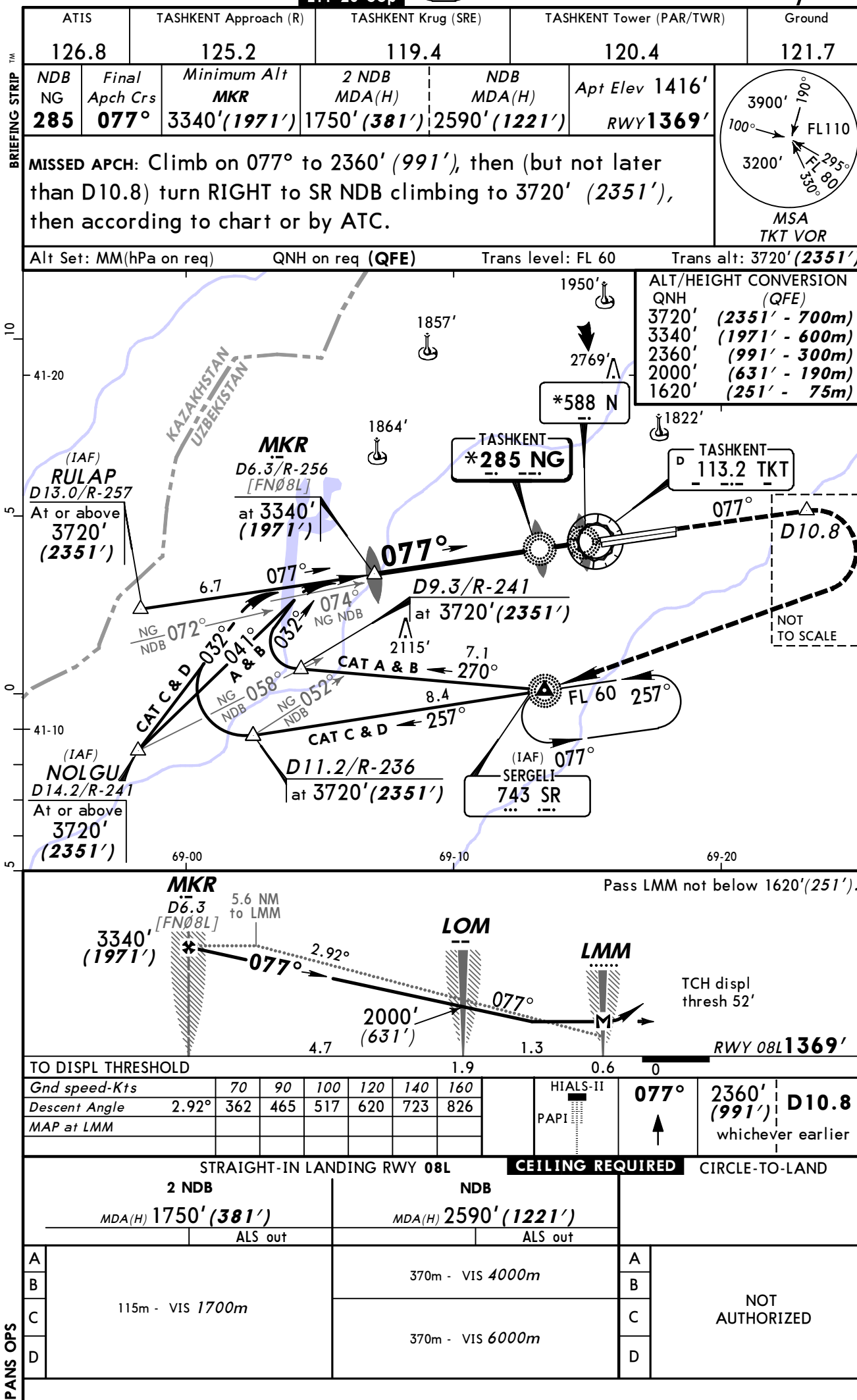
A	300m - VIS <i>5000m</i>	A	NOT AUTHORIZED
B		B	
C		C	
D		D	

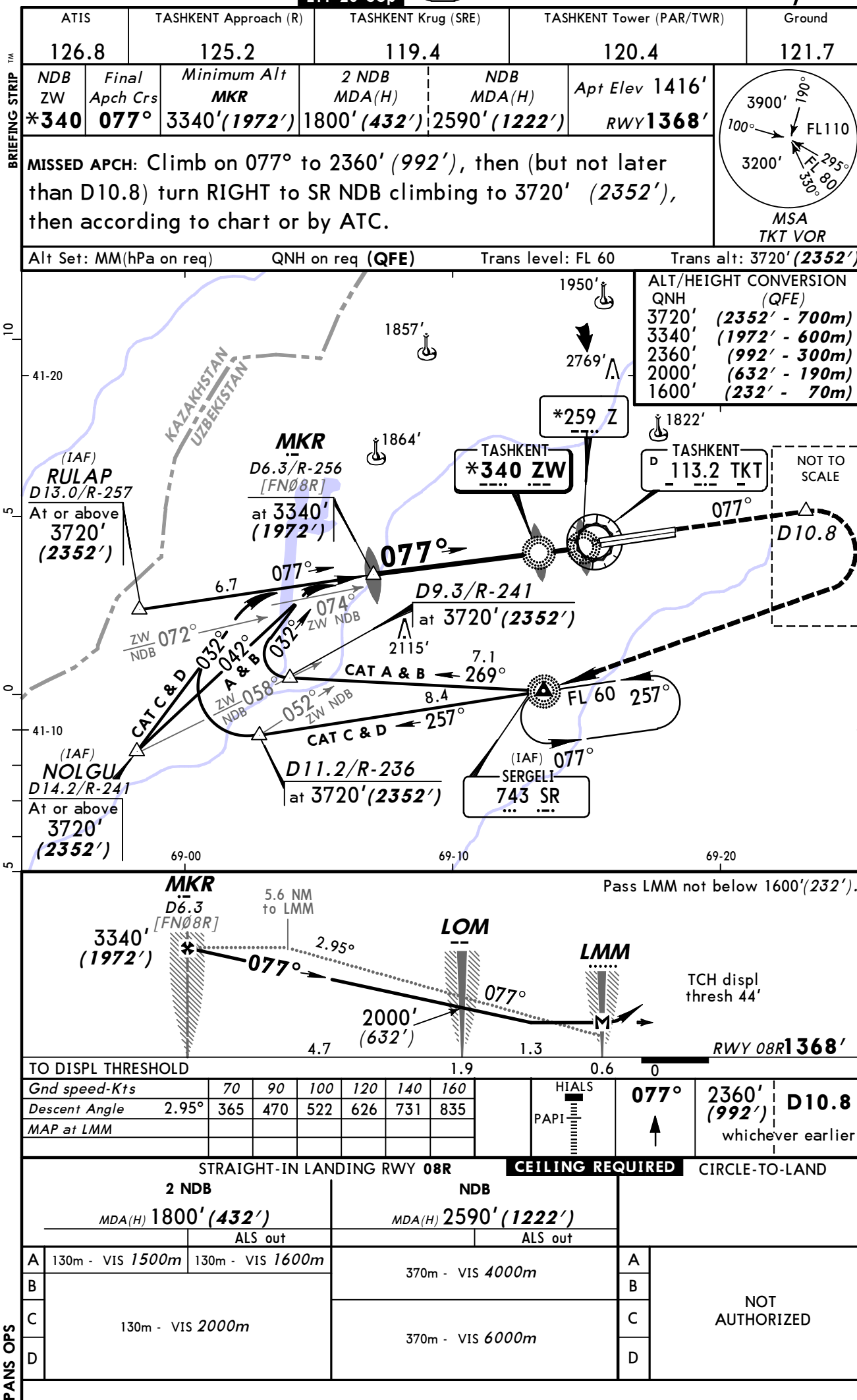








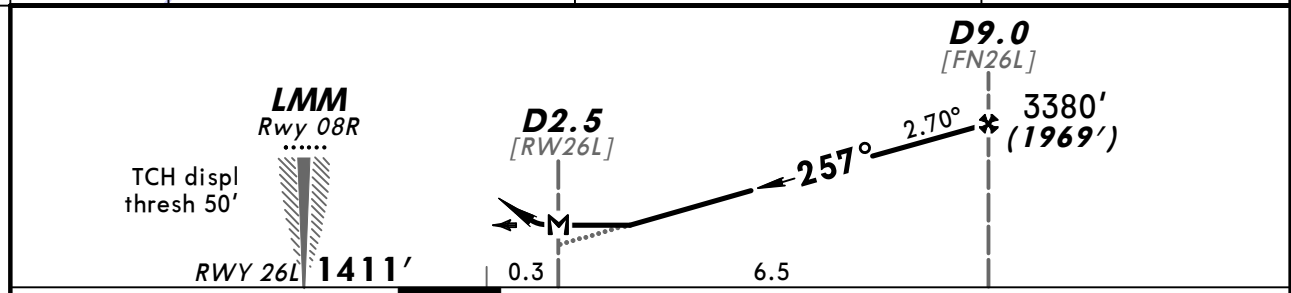
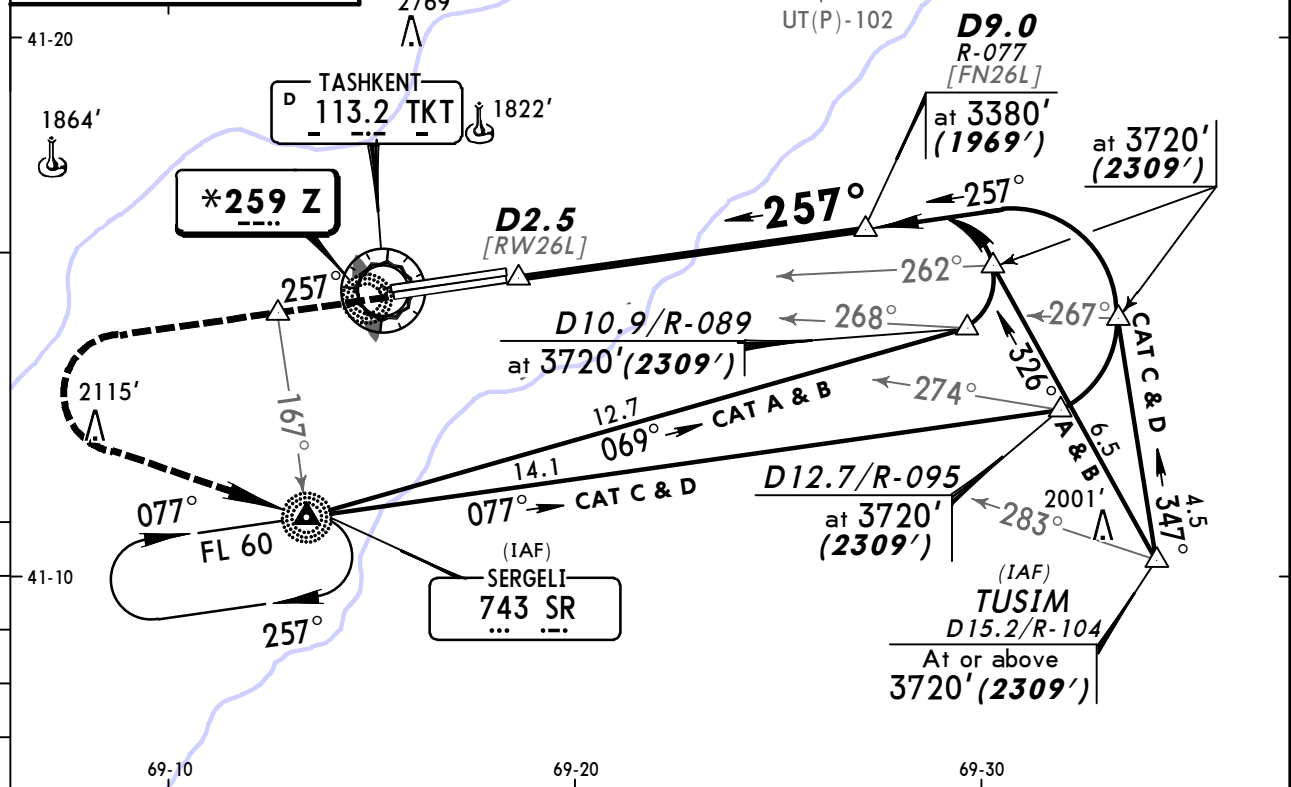




ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB Z *259	Final Apch Crs 257°	Minimum Alt D9.0 3380' (1969')	MDA(H) 2190' (779') Apt Elev 1416' RWY1411'	3900' 100° FL110 3200' 295° FL80 MSA TKT VOR
MISSED APCH: Climb on 257° to 3380' (1969') 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')
-------------------------	------------------	--------------------	--------------------------

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



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	2.70°	334	430	478	573	669	764	
MAP at D2.5								

STRAIGHT-IN LANDING RWY 26L	CEILING REQUIRED	CIRCLE-TO-LAND
MDA(H) 2190' (779')		

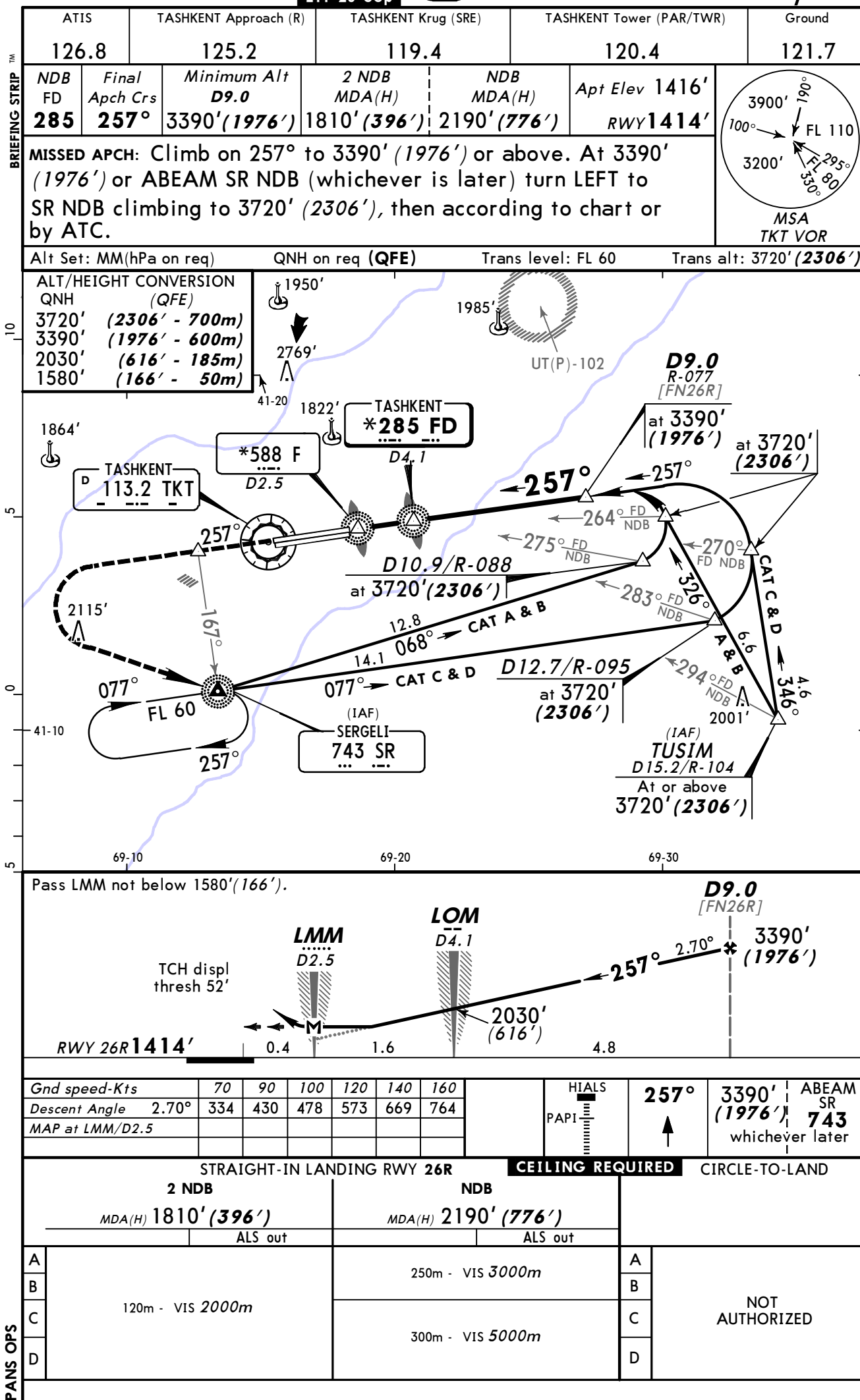
A	300m - VIS 3000m	A	
B		B	
C	300m - VIS 5000m	C	NOT AUTHORIZED
D		D	

UTTT/TAS
YUZHNY

14 SEP 12
Eff 20 Sep

16-4

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R



CHANGES: MSA, TKT VOR DME and fix definitions added. Minimums.

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.

TASHKENT, (YUZHNY - UTTT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT