

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UTTT
Terminal Charts For UTTT
Revision Letter For Cycle 17-2013
Change Notices
Notebook

General Information

Location: Tashkent Uzb
IATA Code: TAS
Lat/Long: N41° 15.4' E069° 16.9'
Elevation: 1417 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: 0043 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: 1369 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 26L
Length x Width: 12812 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1412 ft
Lighting: Edge
Displaced Threshold: 673 ft

Runway: 26R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1415 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 820 ft

Communication Information

ATIS 126.8
Tashkent Tower 129.0
Tashkent Tower 120.4
Tashkent 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

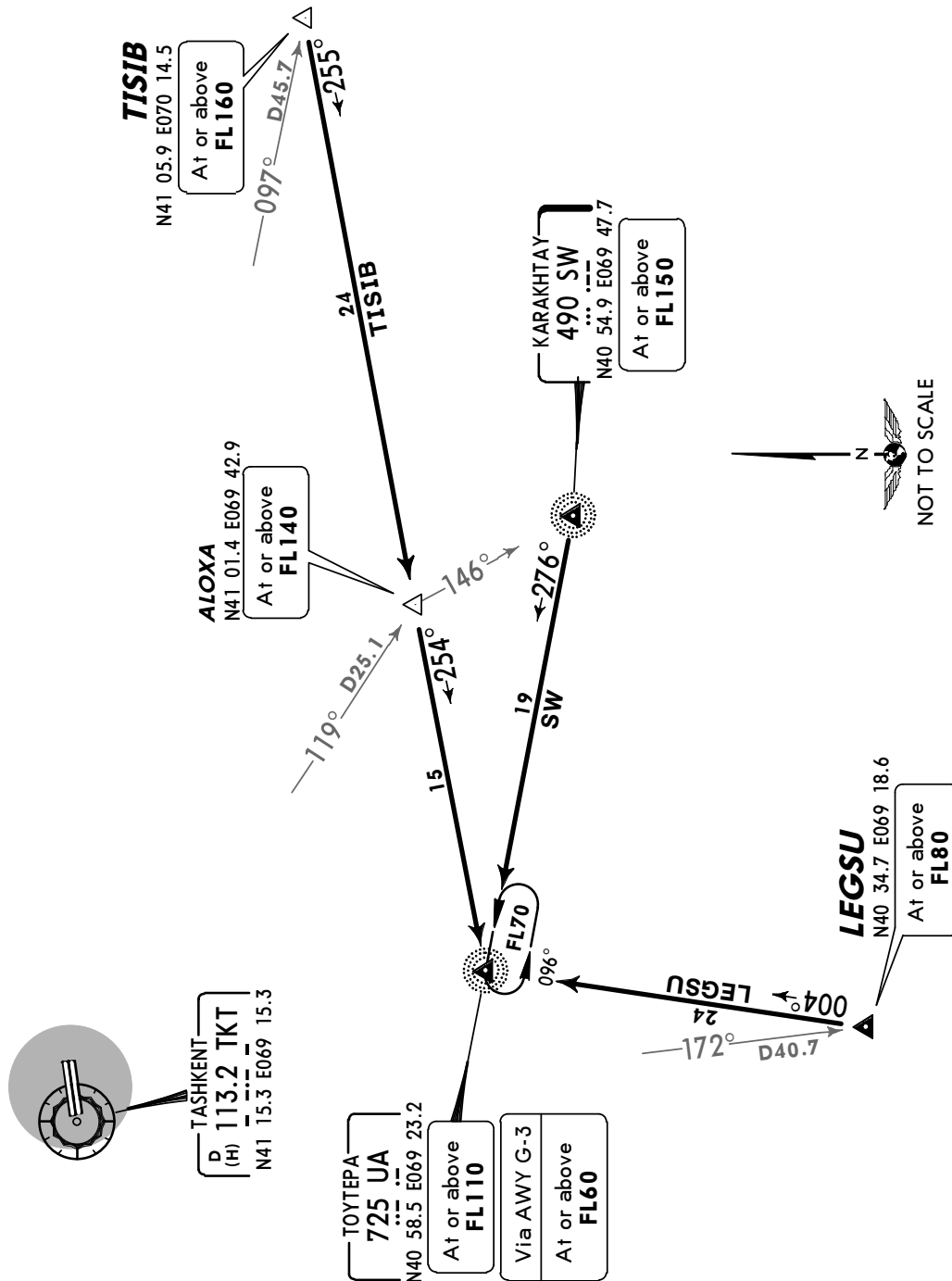
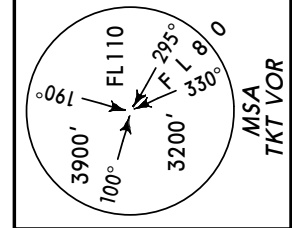
ATIS
126.8

Apt Elev
1416'

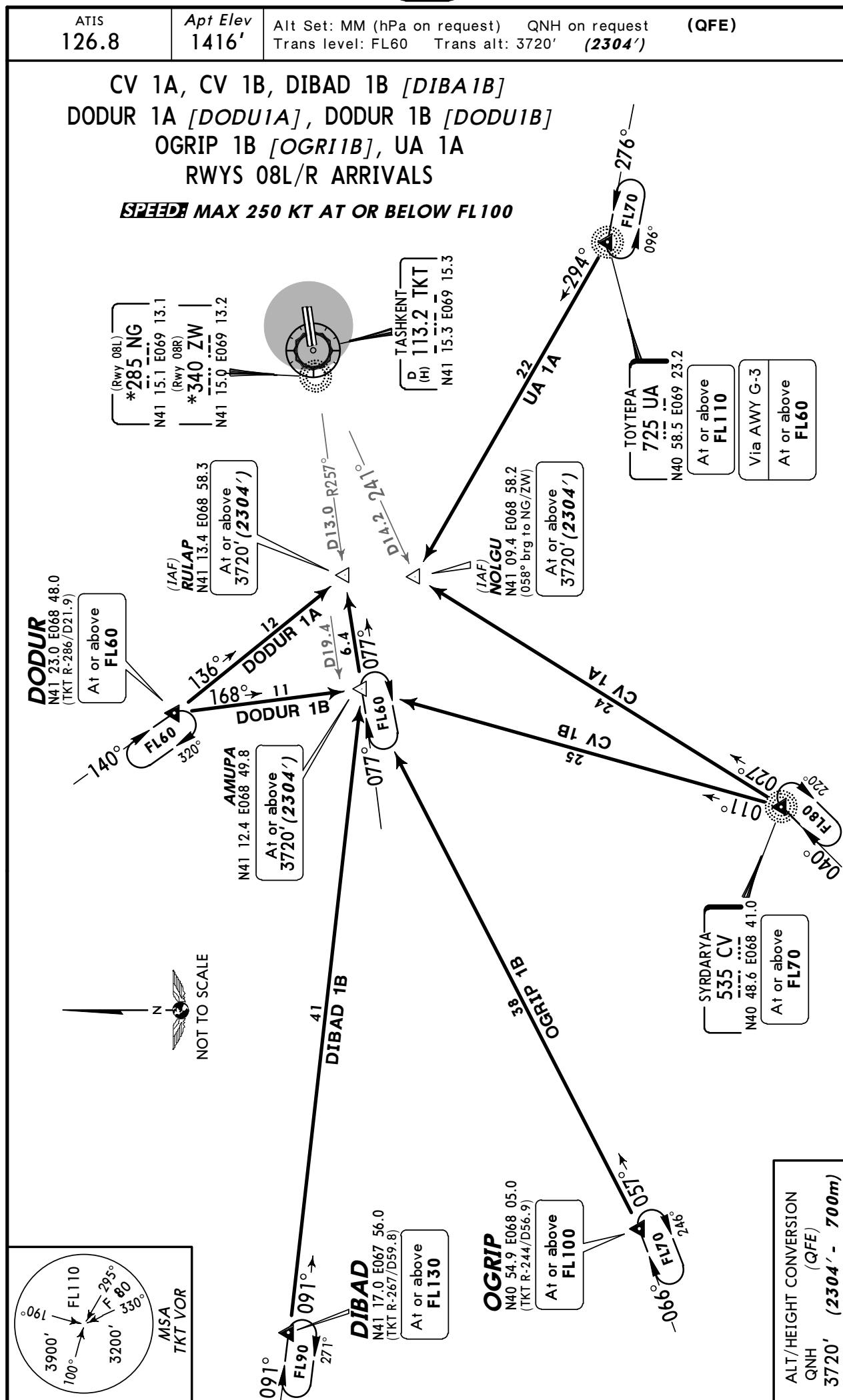
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3720' (2304')

(QFE)

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



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



ATIS
126.8

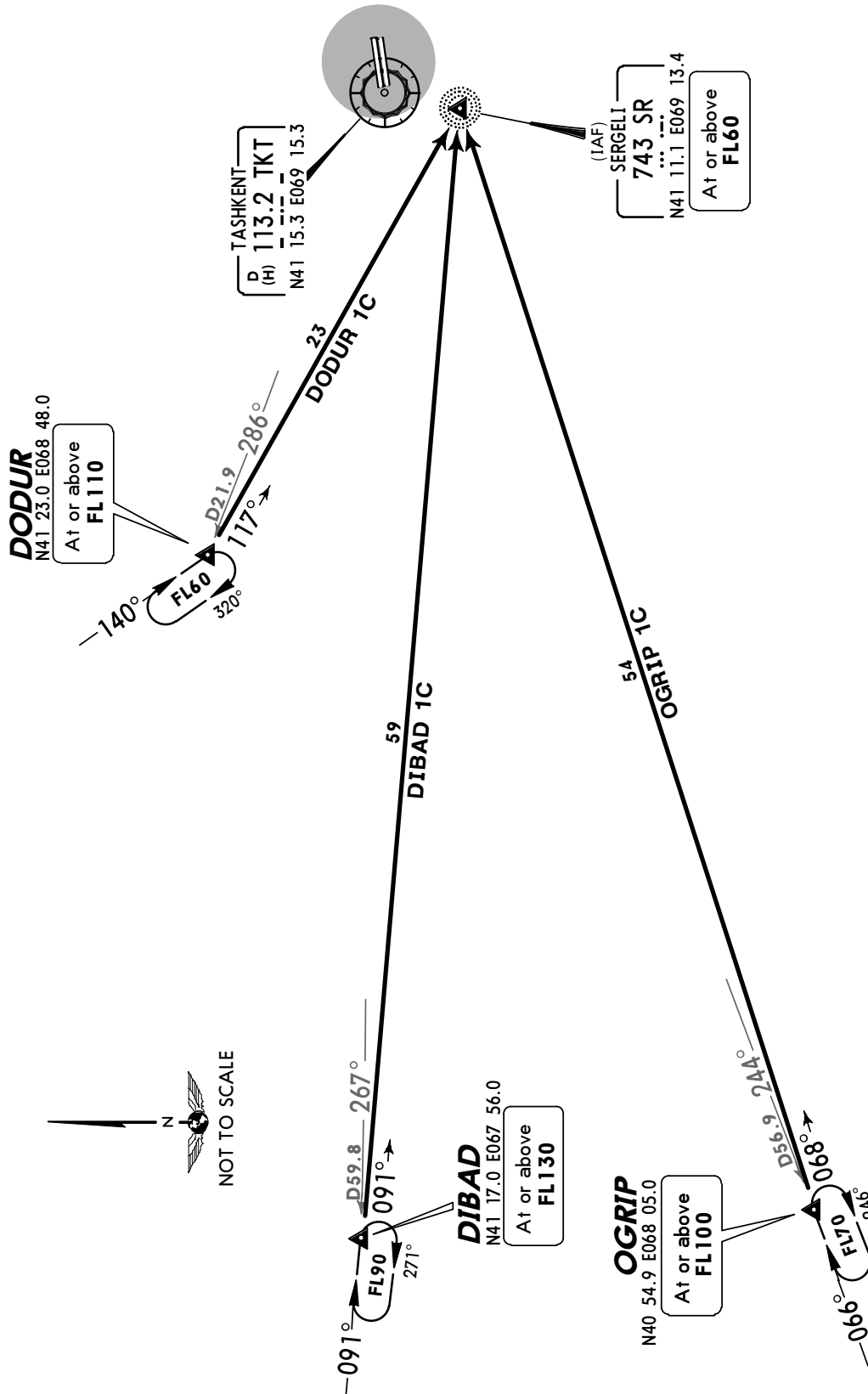
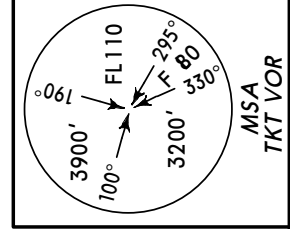
Apt Elev
1416'

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 [OGRI1C]
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT AT OR BELOW FL100



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)

ATIS
126.8

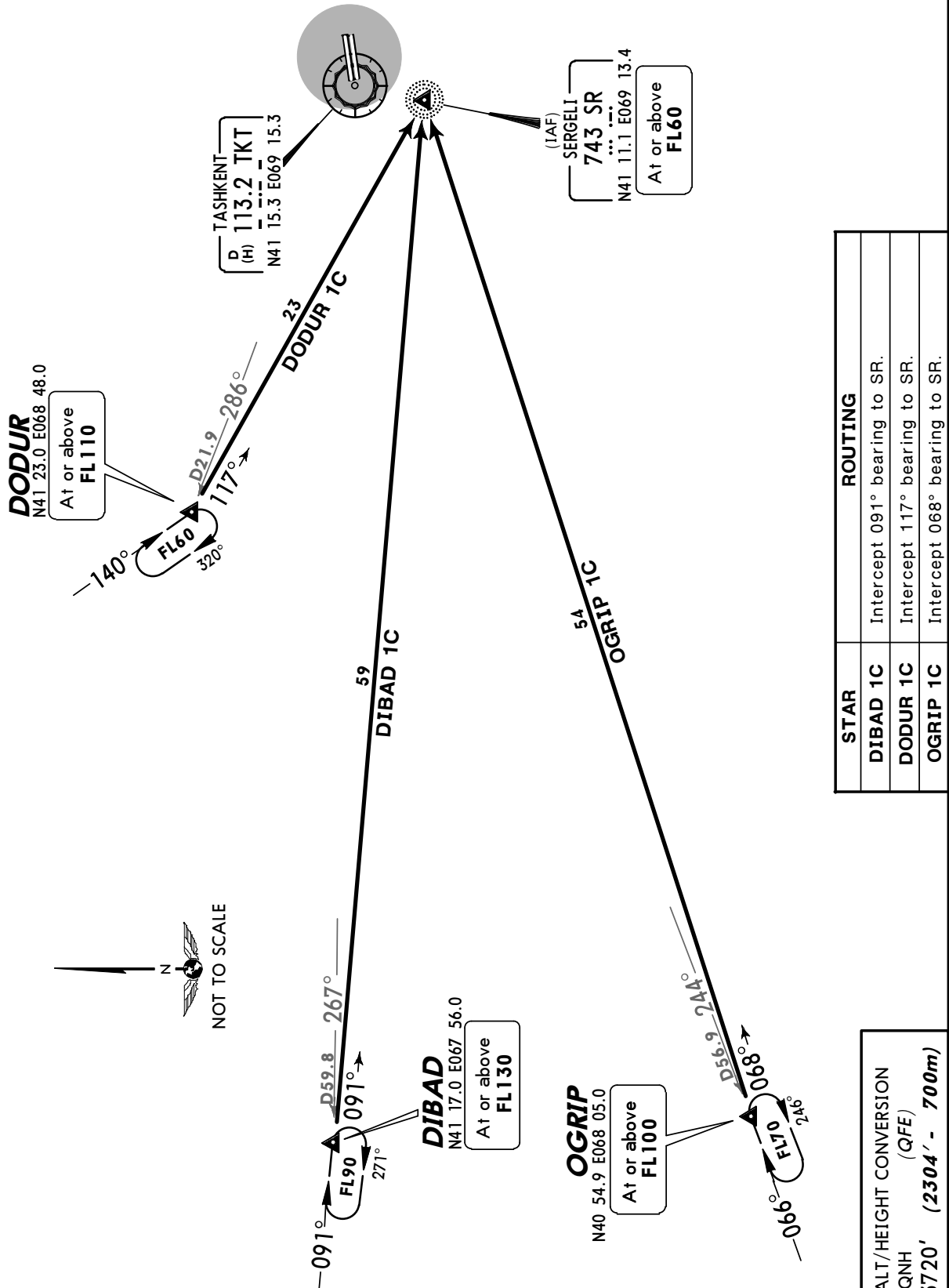
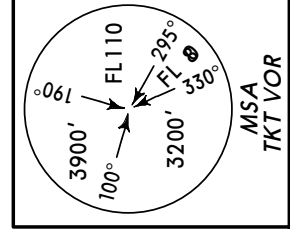
Apt Elev
1416'

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 [OGRI1C]
RWYS 08L/R ARRIVALS
WITHOUT RADAR CONTROL

SPEEDS MAX 250 KT AT OR BELOW FL100



ATIS
126.8

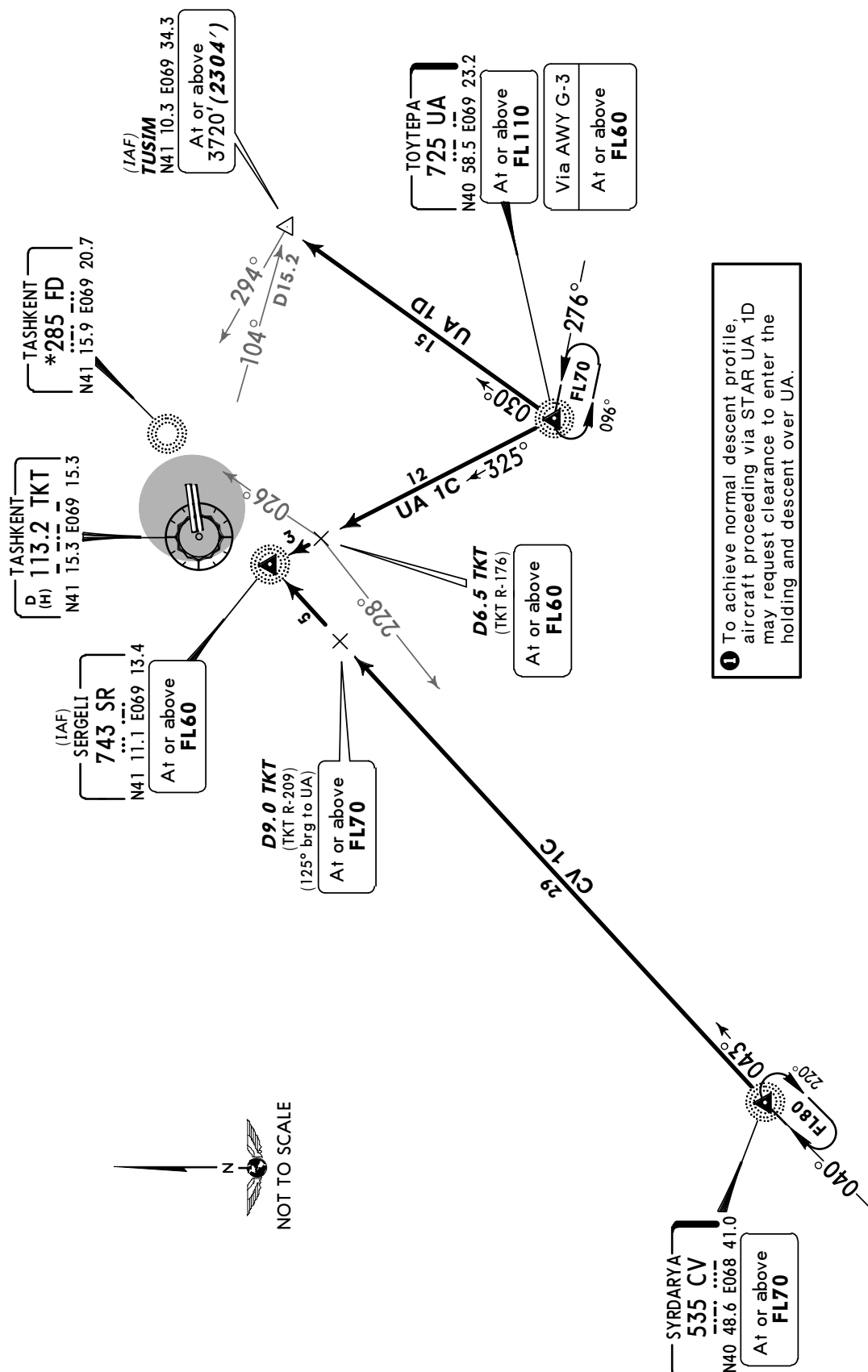
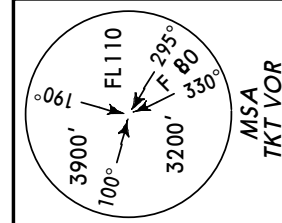
Apt Elev
1416'

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

(QFE)

CV 1C, UA 1C, UA 1D
RWYS 26L/R ARRIVALS

SPEED MAX 250 KT AT OR BELOW FL100



1 To achieve normal descent profile, aircraft proceeding via STAR UA 1D may request clearance to enter the holding and descent over UA.

STAR	ROUTING
CV 1C	On 043° bearing to SR.
UA 1C	On 325° bearing to SR.
UA 1D	On 030° bearing to TUSIM.

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

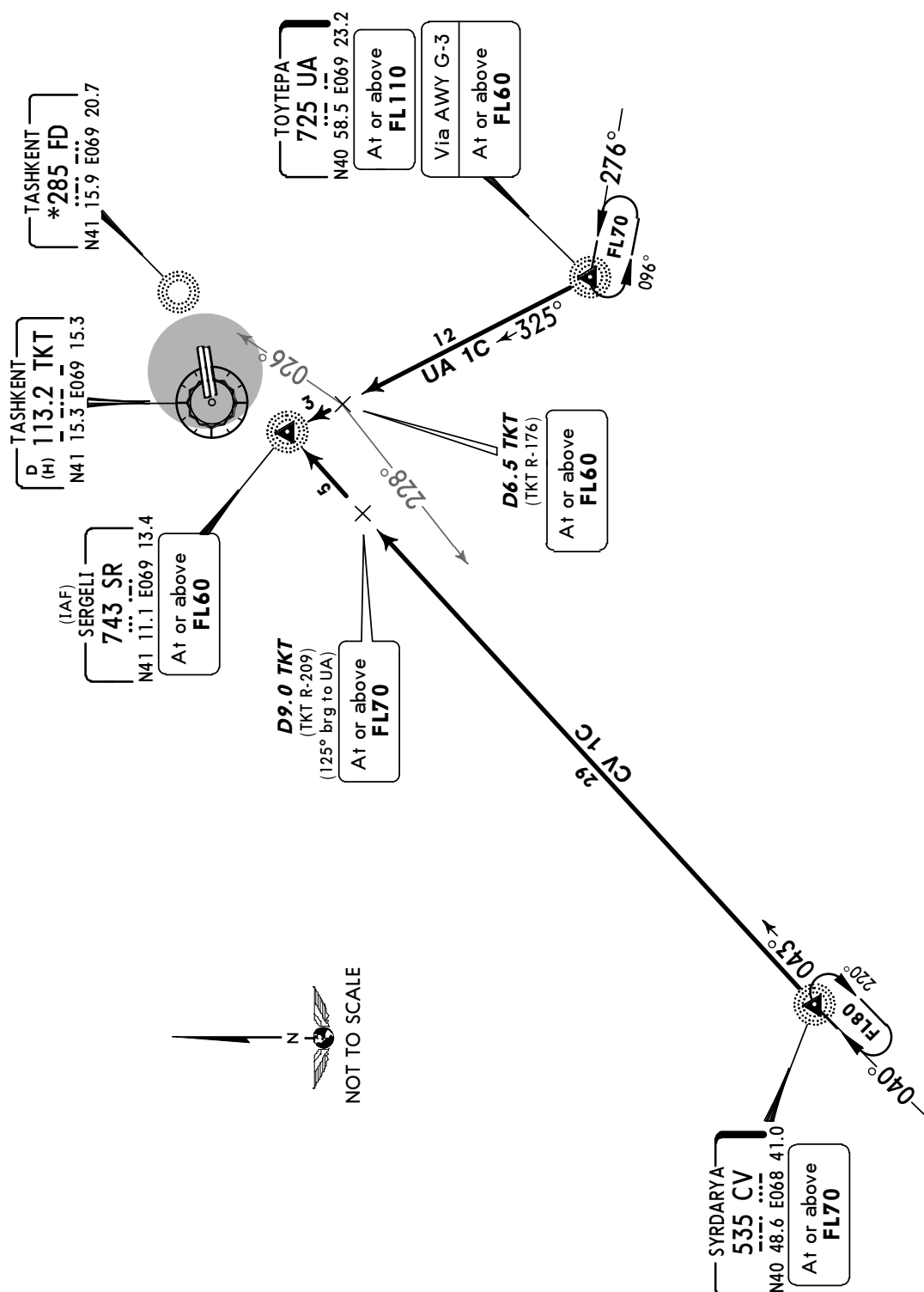
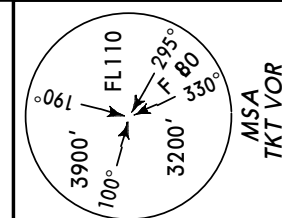
ATIS
126.8

Apt Elev
1416'

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

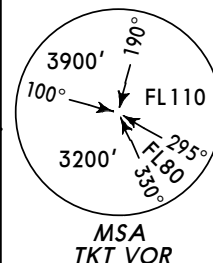
(QFE)

CV 1C, UA 1C
RWYS 08L/R ARRIVALS
WITHOUT RADAR CONTROL
SPEED: MAX 250 KT AT OR BELOW FL100



STAR	ROUTING
CV 1C	On 043° bearing to SR.
UA 1C	On 325° bearing to SR.

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

TASHKENT
Radar
119.4Apt Elev
1417'QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2303')
Contact TASHKENT Radar immediately after crossing
2080' (663').

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

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
FL100**EMGIM**
N41 15.8 E069 03.4
At or above
FL70**SERGELI**
743 SR
N41 11.1 E069 13.4
At or above
3720' (2303')**TASHKENT**
D (H) 113.2 TKT
N41 15.3 E069 15.3

In case of engine failure climb on 077° track to
2080' (663') but not later than TKT 10.8 DME,
turn RIGHT to SR, climb to 3720' (2303') and
hold.

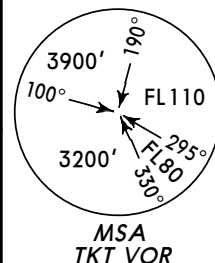
At
2080' (663')
but not later
than TKT
10.8 DME**ALT/HEIGHT CONVERSION**
QNH (QFE)
2080' (663' - 200m)
3720' (2303' - 700m)**Initial climb clearance FL60**

SID	ROUTING
BAMUT 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to EMGIM, turn RIGHT, 024° track to BAMUT.
DODUR 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to DODUR.
REBDA 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 230° track, intercept 257° bearing to SR, turn RIGHT, 297° bearing to EMGIM, turn RIGHT, 002° track to REBDA.

TASHKENT
Radar
119.4Apt Elev
1417'

QNH on request (QFE)

Trans level: FL60 Trans alt: 3720' (2303')

Contact TASHKENT Radar immediately after crossing
2080' (663').

BAMUT 1G [BAMU1G]

DODUR 1G [DODU1G]

REBDA 1G [REBD1G]

RWYS 26L/R DEPARTURES

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

N41 51.4 E069 24.8

At or above
FL140**REBDA**

N41 47.1 E069 05.3

At or above
FL140

In case of engine failure climb
on 257° track to 3720' (2303').
After crossing 2410' (993')
or passing ASKOB
(whichever is later) turn LEFT
to SR, climb to 3720' (2303')
and hold.

DODUR

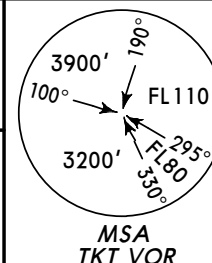
N41 23.0 E068 48.0

At or above
FL60**ASKOB**N41 15.0 E069 12.6
(TKT R-257/D2.1)TASHKENT
D (H) 113.2 TKT
N41 15.3 E069 15.3REBDA 1G
33BAMUT 1G
40DODUR 1G
18KUPUL
N41 14.6 E069 08.8
(TKT R-257/D5.0)SERGELI
743 SR
N41 11.1 E069 13.4

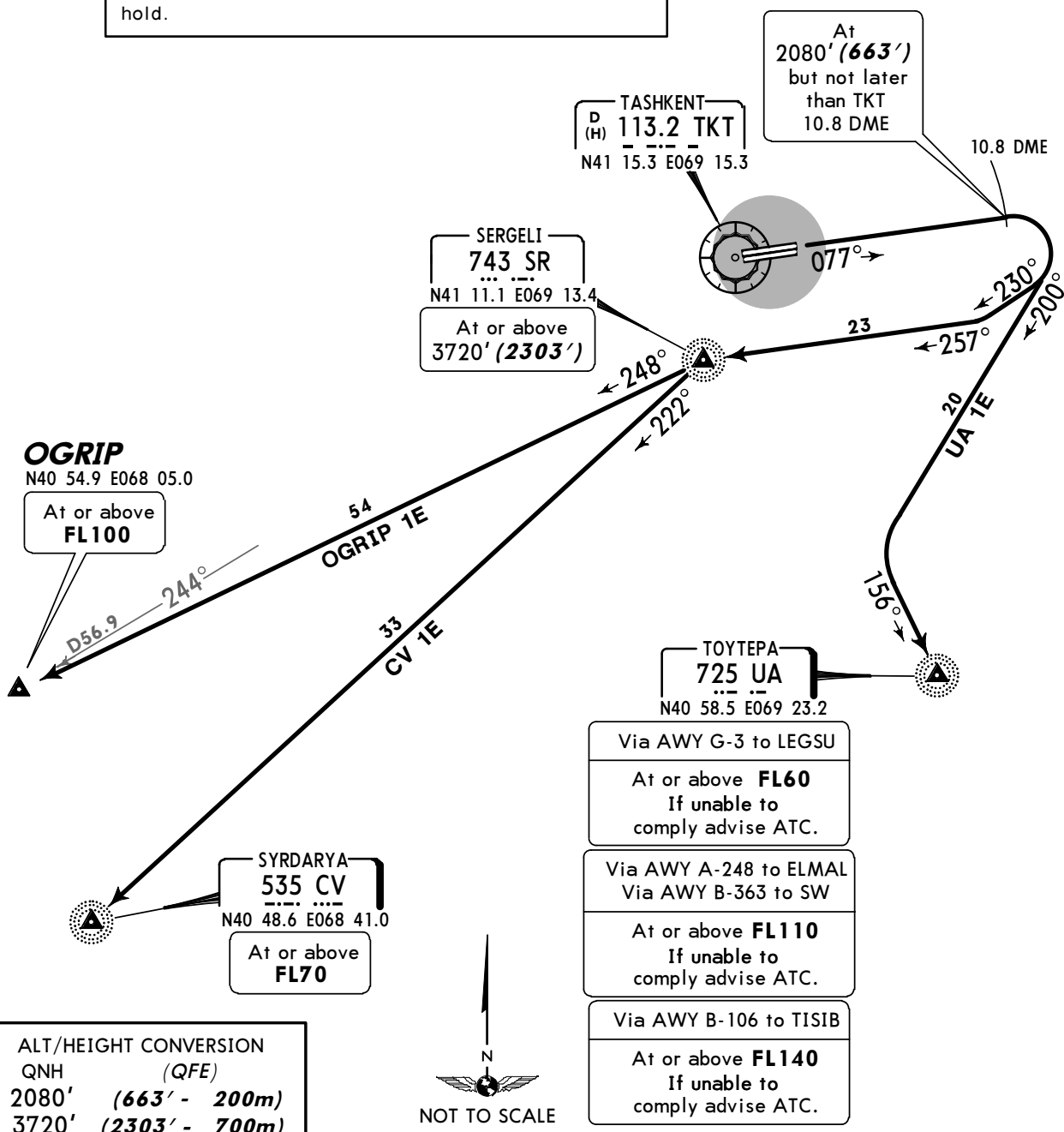
ALT/HEIGHT CONVERSION
QNH (QFE)
2080' (663' - 200m)
2410' (993' - 300m)
3720' (2303' - 700m)

Initial climb clearance **FL60**

SID	ROUTING
BAMUT 1G	Climb on 257° track to KUPUL, turn RIGHT, 016° track to BAMUT.
DODUR 1G	Climb on 257° track to KUPUL, turn RIGHT, 294° track to DODUR.
REBDA 1G	Climb on 257° track to KUPUL, turn RIGHT, 353° track to REBDA.

TASHKENT
Radar
119.4Apt Elev
1417'QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2303')
Contact TASHKENT Radar immediately after crossing
2080' (663').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
2080' (663') but not later than TKT 10.8 DME,
turn RIGHT to SR, climb to 3720' (2303') and
hold.

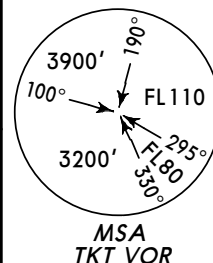
Initial climb clearance **FL60**

SID	ROUTING
CV 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 230° track, intercept 257° bearing to SR, turn LEFT, 222° bearing to CV.
OGRIP 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 230° track, intercept 257° bearing to SR, turn LEFT, 248° bearing to OGRIP.
UA 1E	Climb on 077° track, at 2080' (663'), but not later than TKT 10.8 DME, turn RIGHT, 200° track, intercept 156° bearing to UA.

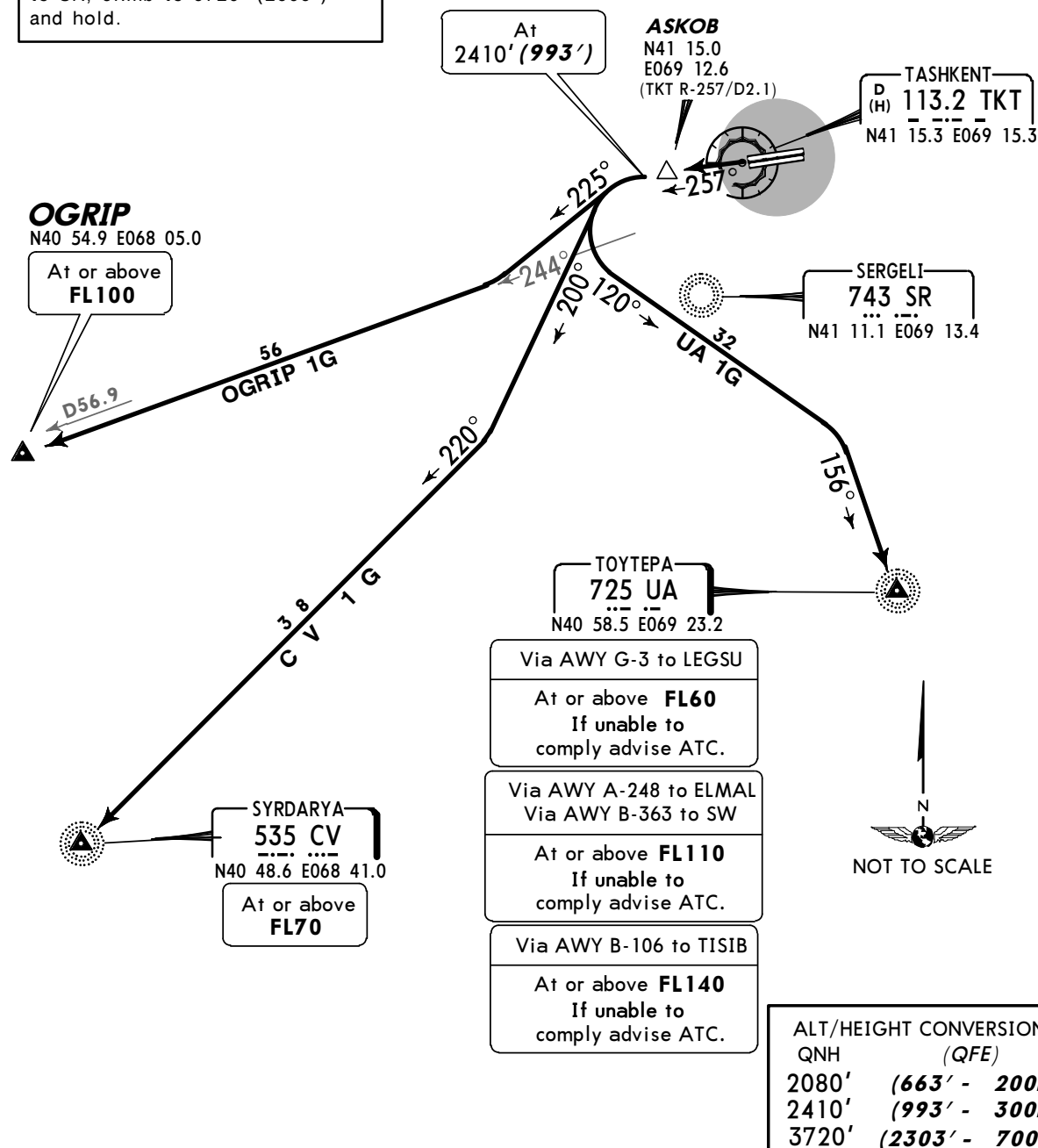
TASHKENT
Radar
119.4Apt Elev
1417'

QNH on request (QFE)

Trans level: FL60 Trans alt: 3720' (2303')

Contact TASHKENT Radar immediately after crossing
2080' (663').**CV 1G, OGRIP 1G [OGR11G], UA 1G**
RWYS 26L/R DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

In case of engine failure climb
on 257° track to 3720' (2303').
After crossing 2410' (993')
or passing ASKOB
(whichever is later) turn LEFT
to SR, climb to 3720' (2303')
and hold.

Initial climb clearance **FL60**

SID	ROUTING
CV 1G	Climb on 257° track to 2410' (993'), turn LEFT, 200° track, intercept 220° bearing to CV.
OGRIP 1G	Climb on 257° track to 2410' (993'), turn LEFT, 225° track, intercept TKT R-244 to OGRIP.
UA 1G	Climb on 257° track to 2410' (993'), turn LEFT, 120° track, intercept 156° bearing to UA.

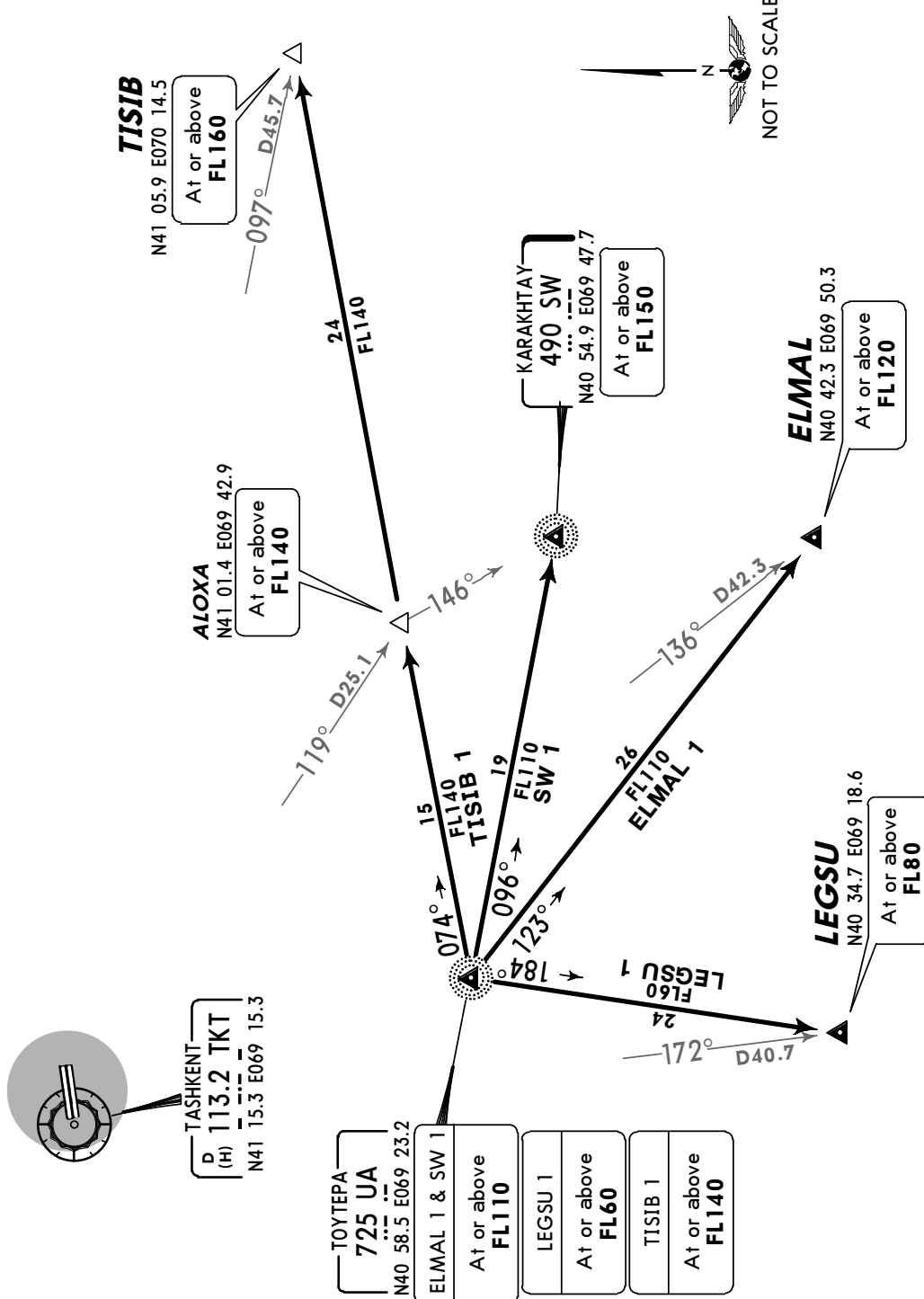
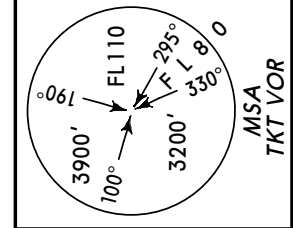
Apt Elev
1417'

QNH on request (QFE)
Trans level: FL60 Trans alt: 3720' (2303')

ELMAL 1 [ELMA1]
LEGSU 1 [LEGS1]
SW 1

TISIB 1 [TISI1]
TRANSITIONS

SPEED MAX 250 KT AT OR BELOW FL100

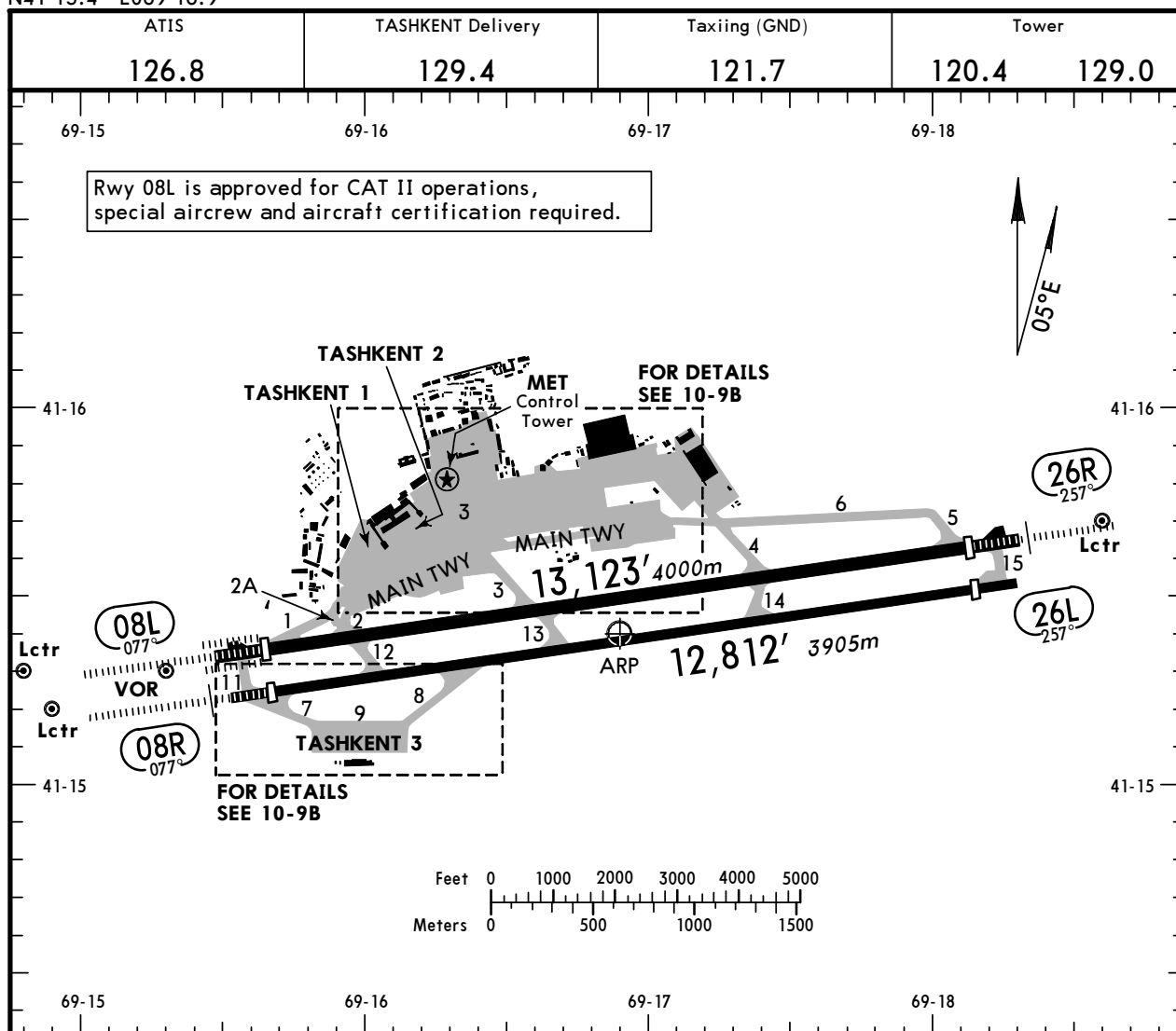


TRANSITION	ROUTING
ELMAL 1	From UA to ELMAL.
LEGSU 1	From UA to LEGSU.
SW 1	From UA to SW.
TISIB 1	From UA via ALOXA to TISIB.

ALT/HEIGHT CONVERSION
QNH
3720' (2303' - 700m)

UTTT/TAS
Apt Elev 1417'
N41 15.4 E069 16.9

JEPPESEN TASHKENT, UZBEKISTAN
19 JUL 13 (10-9) Eff 25 Jul 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)				RWY 26R:				
twy 2 int		11,352'(3460m)				From rwy head		13,123'(4000m)		
twy 3 int		7956'(2425m)				twy 4 int		8940'(2725m)		
08R	HIRL (60m) HIALS PAPI-L						11,663' 3555m	11,096' 3382m	❹	148' 45m
26L	HIRL (60m)						12,139' 3700m			
❹ TAKE-OFF RUN AVAILABLE										
RWY 08R:										
From rwy head		12,320'(3755m)				RWY 26L:				
twy 12 int		10,089'(3075m)				From rwy head		12,812'(3905m)		
twy 8 int		8268'(2520m)				twy 14 int		7710'(2350m)		
twy 13 int		6890'(2100m)								
TAKE-OFF										
Rwy 08L/26R LVP must be in force		AIR CARRIER (JAA)								
		All Rwys LVP must be in force								
RL & CL		DAY RCLM or RL			NIGHT RL			RCLM (DAY only) or RL		
A	200m ❶		300m			300m			400m	
B										
C										
D	250m (200m❶)					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: AD elev. Rwy 26L usable lengths.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

TAXI RESTRICTIONS

CAT C & D ACFT have to use stands with two engines IDLE power only and IDLE engines power is required when acft is turning out when leaving parking positions.
Taxiing ACFT with four engines on TWY 13 only under inner engines power.
Stands B1, B2, B5 and B6 equipped with docking guidance system AGNIS.
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".

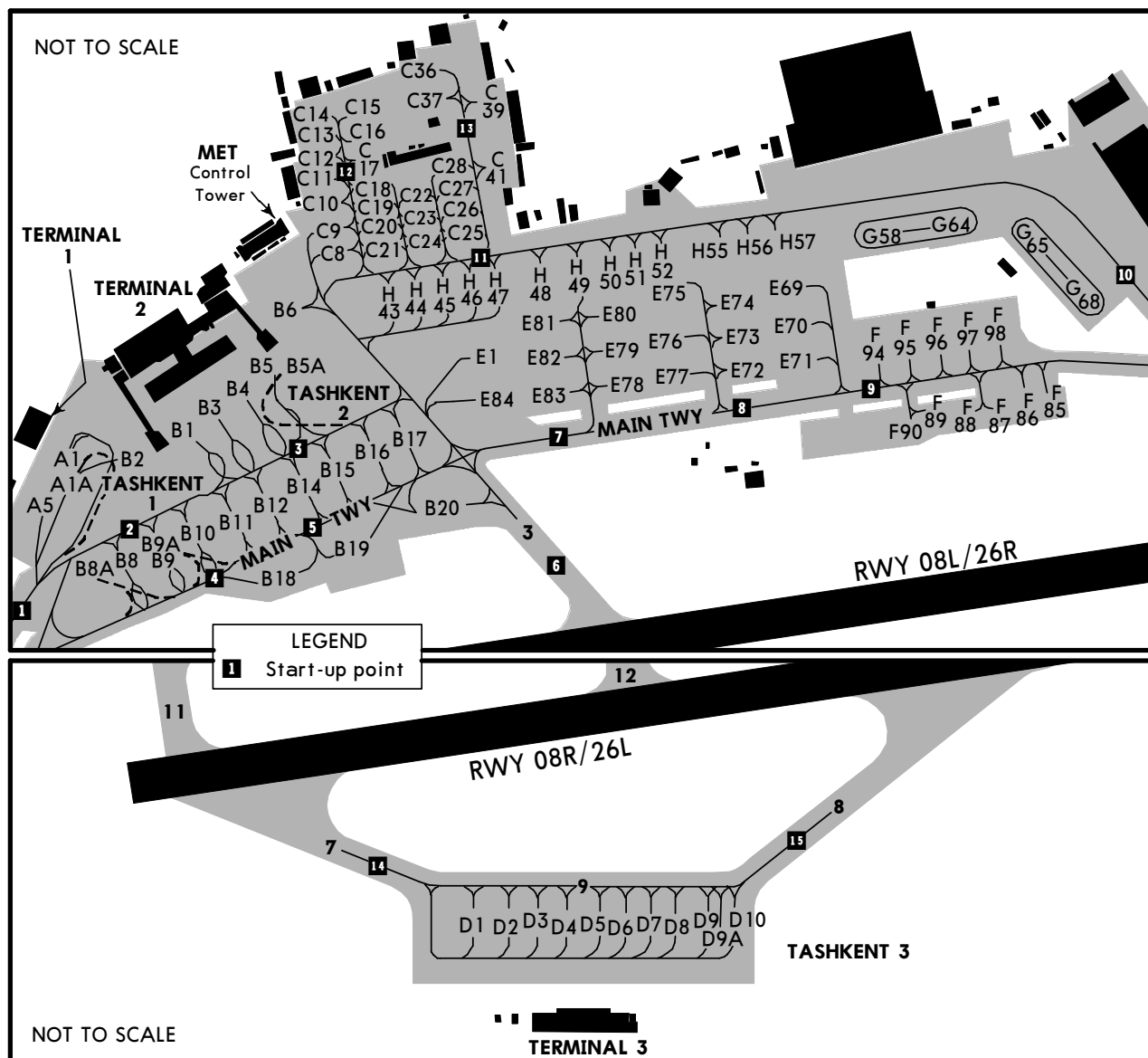
ARRIVAL:

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, 4 and 5.

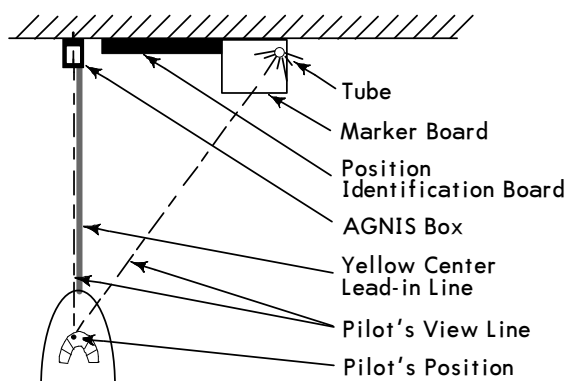
DEPARTURE:

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	B18	N41 15.5 E069 16.2
B1	N41 15.7 E069 16.1	B19	N41 15.5 E069 16.3
B2	N41 15.6 E069 16.0	B20	N41 15.6 E069 16.3
B3, B4	N41 15.7 E069 16.1	D1	N41 15.1 E069 15.8
B5, B5A, B6	N41 15.7 E069 16.2	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 16.5
B10, B11	N41 15.6 E069 16.1	H43, H44	N41 15.8 E069 16.3
B12 thru B15	N41 15.6 E069 16.2	H45	N41 15.8 E069 16.4
B16, B17	N41 15.6 E069 16.3		

Principal Arrangement of AGNIS



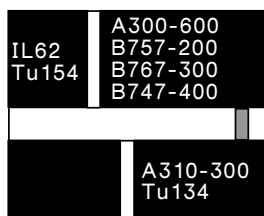
Visual guidance system consists of the following elements:

- 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.

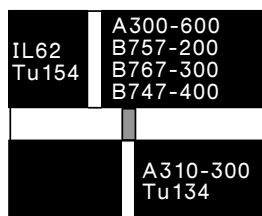
PAPA Element (Parallax Parking Aid)

STOPPING PROCEDURE

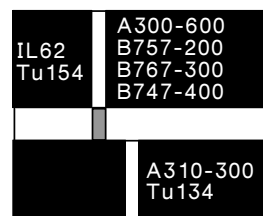
ACFT is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, ACFT has reached correct stopping position.



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.

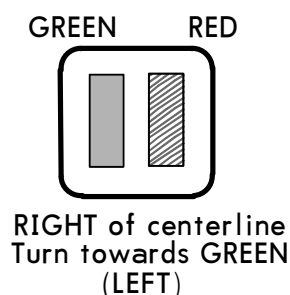
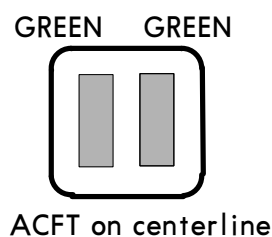
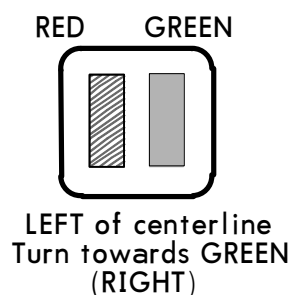
In addition to the lights of the AGNIS and PAPA elements a yellow flashing beacon is provided on the lower section of the column which is operating at the same time as the visual guidance system is switched on.

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.



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
	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 with D5.7	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
	2 NDB ① w/o D5.7	2010' (641') ceiling 200m- 2500m ceiling 200m- 3000m	2010' (641') ceiling 200m- 2500m ceiling 200m- 3000m	2010' (641') ceiling 200m- 2500m ceiling 200m- 3000m	2010' (641') ceiling 200m- 2500m ceiling 200m- 3000m
	NDB ①	2590' (1221') ceiling 370m- 5000m	2590' (1221') ceiling 370m- 5000m	2590' (1221') ceiling 370m- 6000m	2590' (1221') ceiling 370m- 6000m
08R	ILS	1569' (200') 800m	1569' (200') 800m	1569' (200') 800m	1582' (213') 800m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2130' (761') ceiling 230m- 3000m	2130' (761') ceiling 230m- 3000m	2130' (761') ceiling 300m- 5000m	2130' (761') ceiling 300m- 5000m
	2 NDB ① with D5.7	1800' (431') ceiling 130m- 1500m	1800' (431') ceiling 130m- 2000m	1800' (431') ceiling 130m- 2000m	1800' (431') ceiling 130m- 2000m
	2 NDB w/o D5.7	2100' (731') ceiling 220m- 3000m ceiling 220m- 3600m	2100' (731') ceiling 220m- 3000m ceiling 220m- 3600m	2100' (731') ceiling 220m- 3100m ceiling 220m- 3800m	2100' (731') ceiling 220m- 3100m ceiling 220m- 3800m
	NDB ①	2590' (1221') ceiling 370m- 5000m	2590' (1221') ceiling 370m- 5000m	2590' (1221') ceiling 370m- 6000m	2590' (1221') ceiling 370m- 6000m
	SIDESTEP	2290' (921') ceiling 300m- 5000m	2290' (921') ceiling 300m- 5000m	2290' (921') ceiling 300m- 5000m	2290' (921') ceiling 300m- 5000m

① Continuous Descent Final Approach.

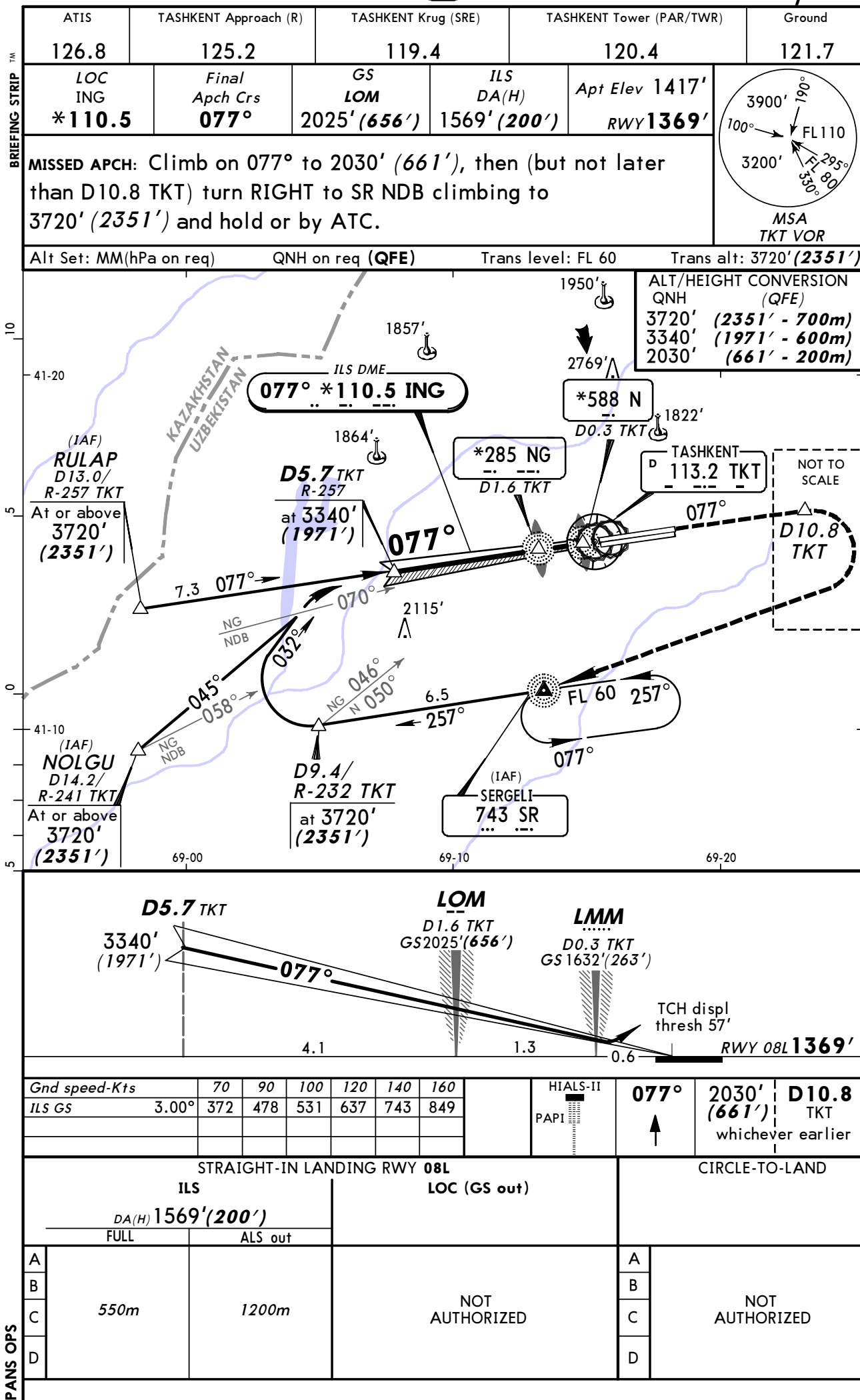
STRAIGHT-IN RWY		A	B	C	D
26L	VOR ❶	1990' (578') ceiling 200m- 3000m	1990' (578') ceiling 200m- 3000m	1990' (578') ceiling 300m- 5000m	1990' (578') ceiling 300m- 5000m
	SIDESTEP	2340' (928') ceiling 300m- 5000m	2340' (928') ceiling 300m- 5000m	2340' (928') ceiling 300m- 5000m	2340' (928') ceiling 300m- 5000m
26R	ILS	1615' (200') 800m 1200m	1615' (200') 1000m 1200m	1615' (200') 1000m 1200m	1615' (200') 1000m 1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1990' (575') ceiling 200m- 3000m	1990' (575') ceiling 200m- 3000m	1990' (575') ceiling 300m- 5000m	1990' (575') ceiling 300m- 5000m
	2 NDB ❶ with D8.2	1810' (395') ceiling 120m- 2000m	1810' (395') ceiling 120m- 2000m	1810' (395') ceiling 120m- 2000m	1810' (395') ceiling 120m- 2000m
	2 NDB w/o D8.2	2170' (755') ceiling 230m- 3500m	2170' (755') ceiling 230m- 3500m	2170' (755') ceiling 230m- 3500m	2170' (755') ceiling 230m- 3500m
	ALS out	ceiling 230m- 3700m	ceiling 230m- 3700m	ceiling 230m- 3900m	ceiling 230m- 3900m
	NDB ❶	2190' (775') ceiling 250m- 3000m	2190' (775') ceiling 250m- 3000m	2190' (775') ceiling 300m- 5000m	2190' (775') ceiling 300m- 5000m
	ALS out	ceiling 250m- 3600m	ceiling 250m- 3600m	ceiling 300m- 5000m	ceiling 300m- 5000m

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

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.



PANS OPS

A	550m	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B				B	
C				C	
D				D	

UTTT/TAS
YUZHNY

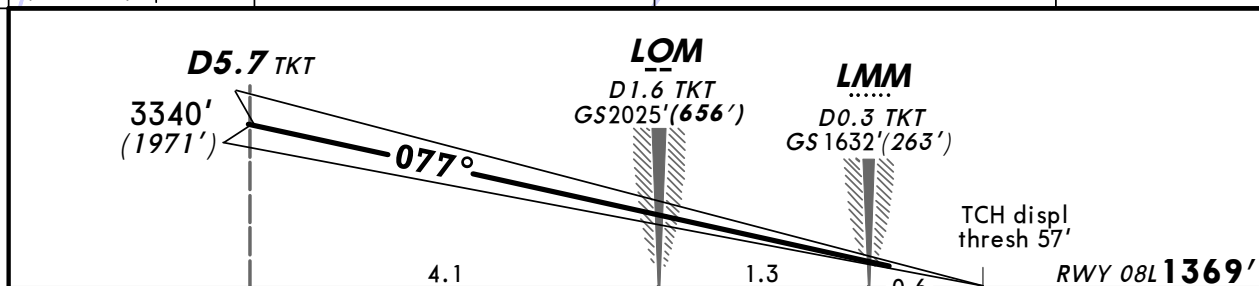
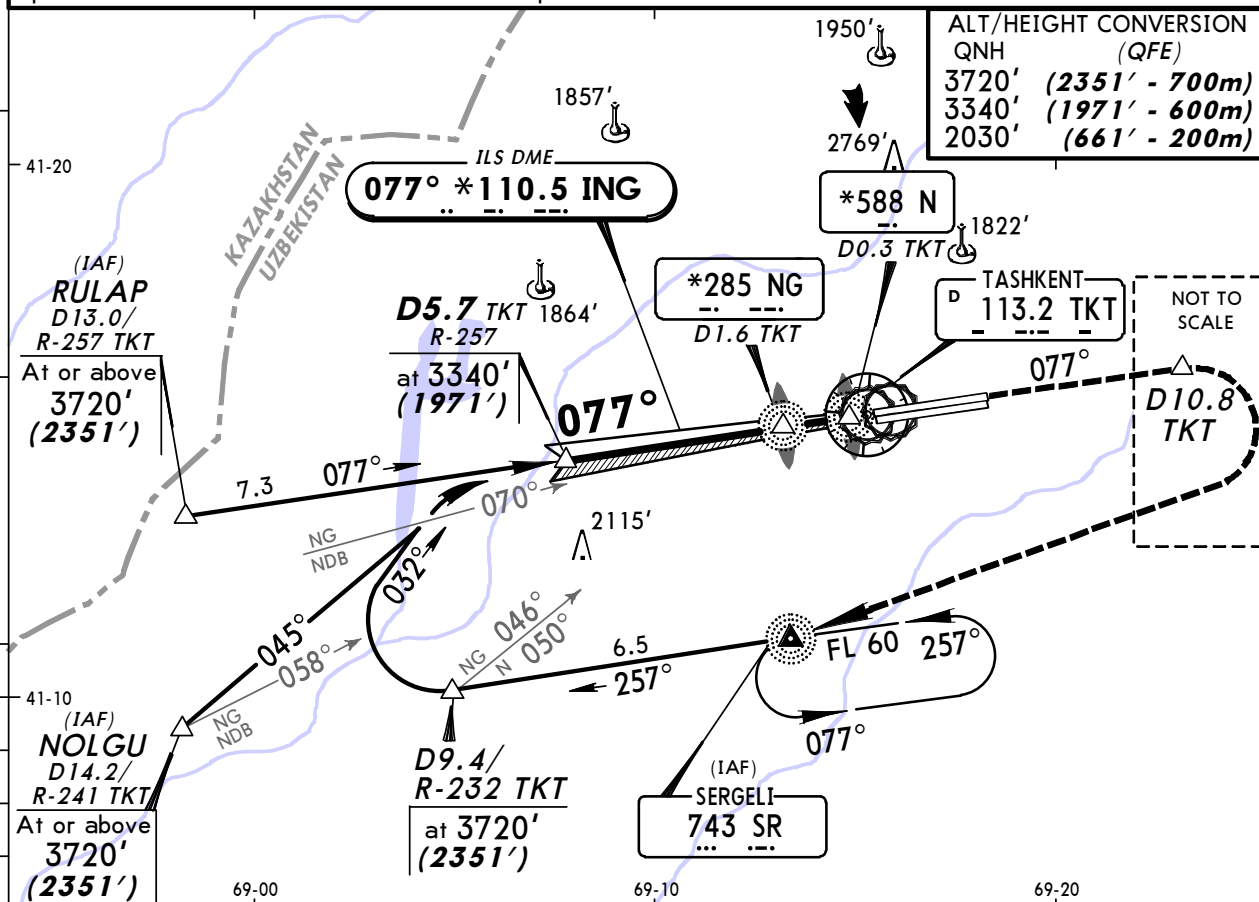
19 JUL 13
Eff 25 Jul

11-1A

TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
LOC ING *110.5	Final Aptch Crs 077°	GS LOM 2025' (656')	CAT II ILS RA 105' DA(H) 1469' (100')	Apt Elev 1417' RWY 1369'
MISSED APCH: Climb on 077° to 2030' (661'), then (but not later than D10.8 TKT) turn RIGHT to SR NDB climbing to 3720' (2351') and hold or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3720' (2351')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2030' (661')	D10.8 TKT
GS	3.00°	372	478	531	637	743	849	↑	whichever earlier	

STRAIGHT-IN LANDING RWY 08L
CAT II ILS

RA 105'
DA(H) 1469' (100')

RVR 300m

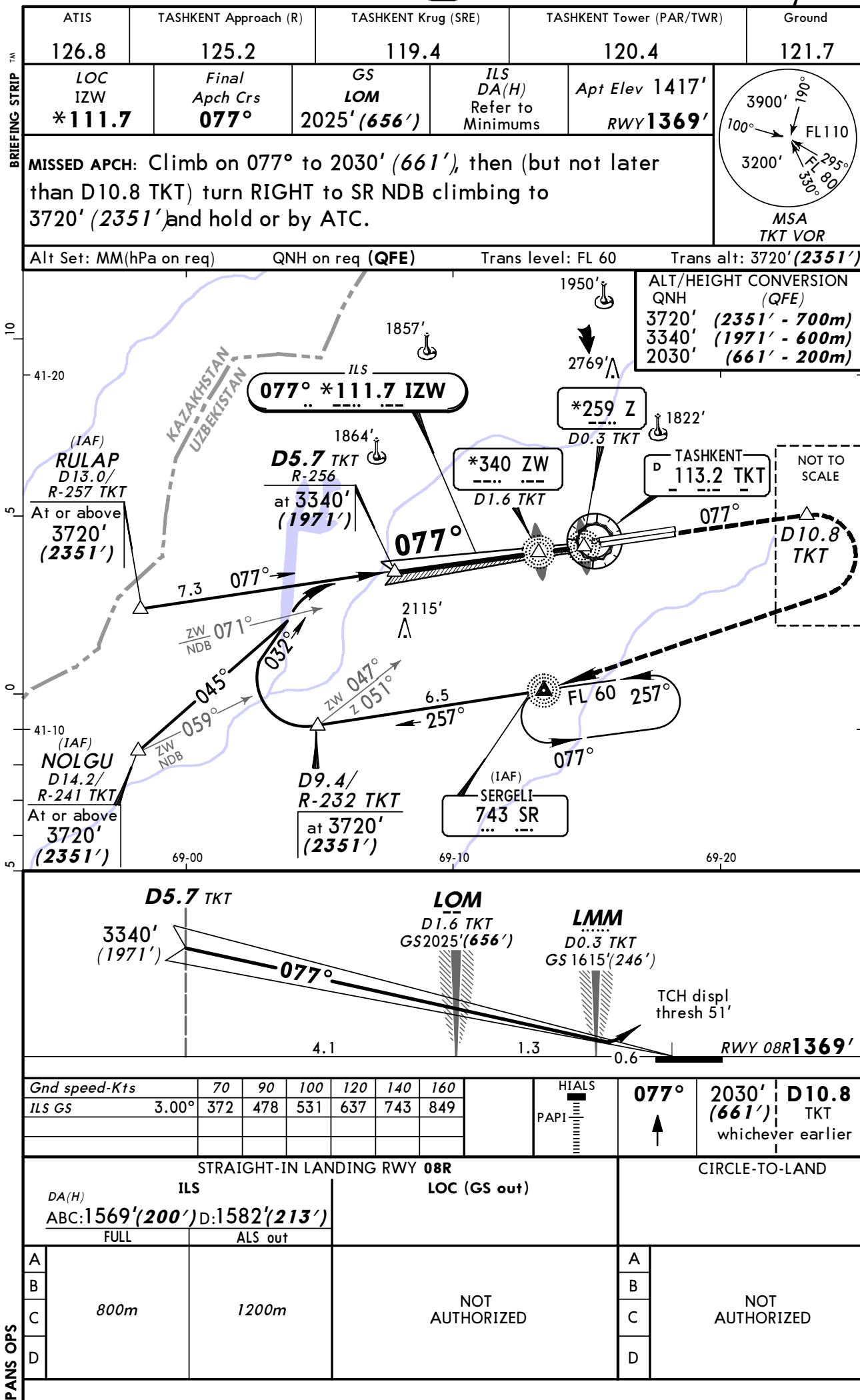
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Procedure. Apt elev. © JEPPSEN, 2000, 2013. ALL RIGHTS RESERVED.

UTTT/TAS
YUZHNY

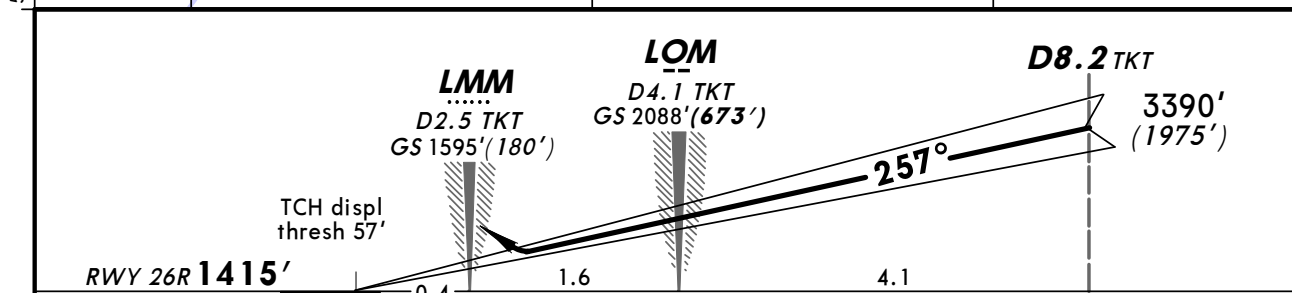
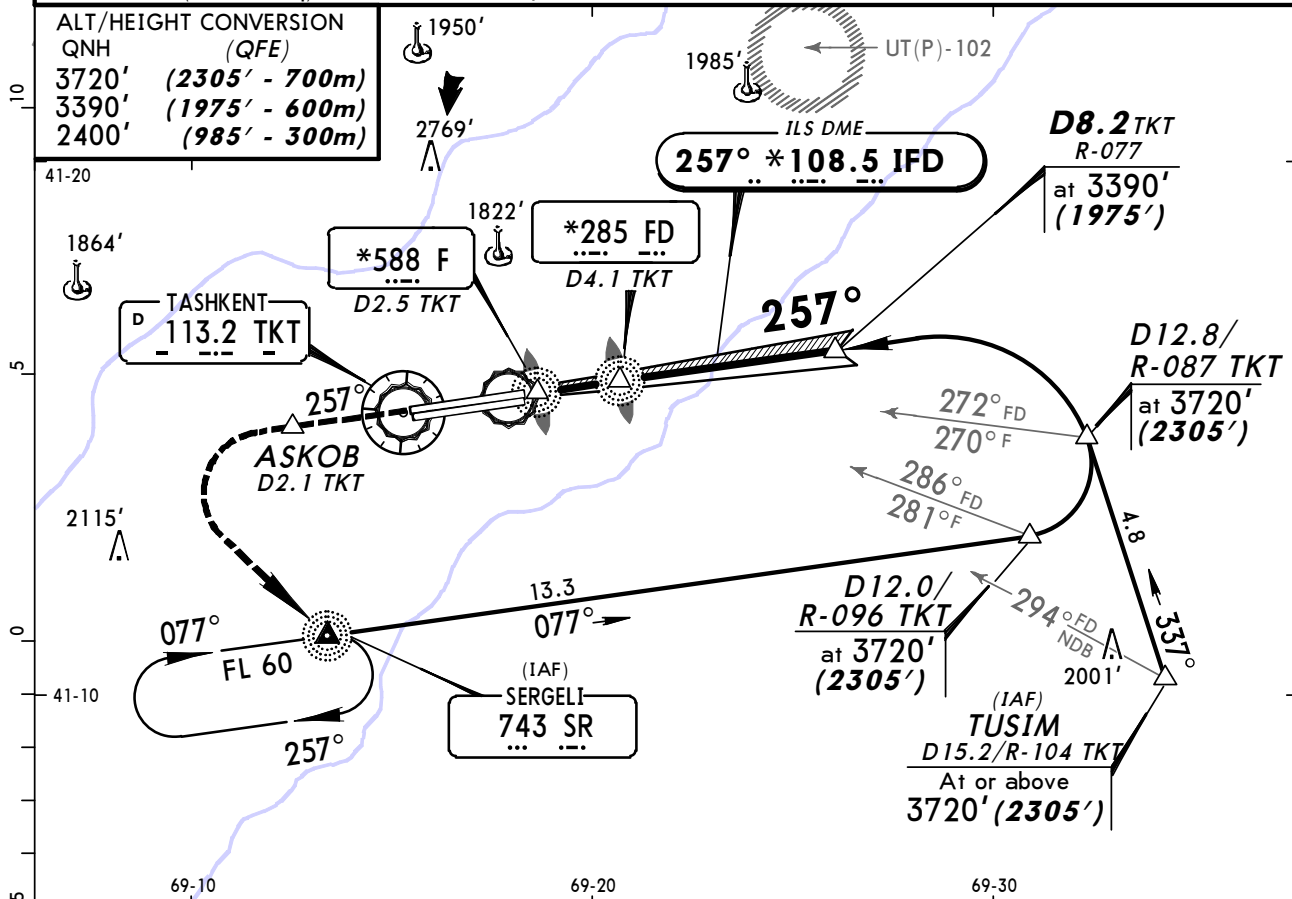
JEPPESSEN
19 JUL 13 (11-2) Eff 25 Jul

TASHKENT, UZBEKISTAN
ILS Rwy 08R



ATIS 126.8	TASHKENT Approach (R) 125.2	TASHKENT Krug (SRE) 119.4	TASHKENT Tower (PAR/TWR) 120.4	Ground 121.7
LOC IFD *108.5	Final Aptch Crs 257°	GS LOM 2088'(673')	ILS DA(H) 1615'(200')	Apt Elev 1417' RWY 1415'
MISSED APCH: Climb on 257° to 2400' (985') or above, after crossing 2400' (985') or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2305') and hold or by ATC.				

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3720' (2305')



Gnd speed-Kts	70	90	100	120	140	160		HIALS	257°	2400' (985')	ASKOB
ILS GS	3.00°	372	478	531	637	743	849	PAPI	↑		whichever later

PANS OPS		STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		DA(H) 1615'(200')					
		FULL	ALS out				
		A	800m	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B	1000m	B					
C		C					
D		D					

UTTT/TAS
YUZHNY

19 JUL 13

Eff 25 Jul

11-4

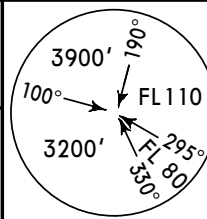
(LOC 08L)

SIDESTEP Rwy 08R

TASHKENT, UZBEKISTAN

JEPPesen

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°	Minimum Alt D5.7 TKT 3340' (1971')	MDA(H) 2290' (921')	Apt Elev 1417' RWY 1369'



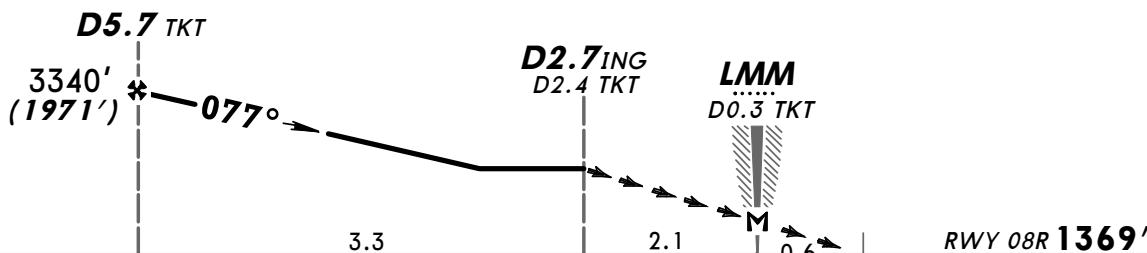
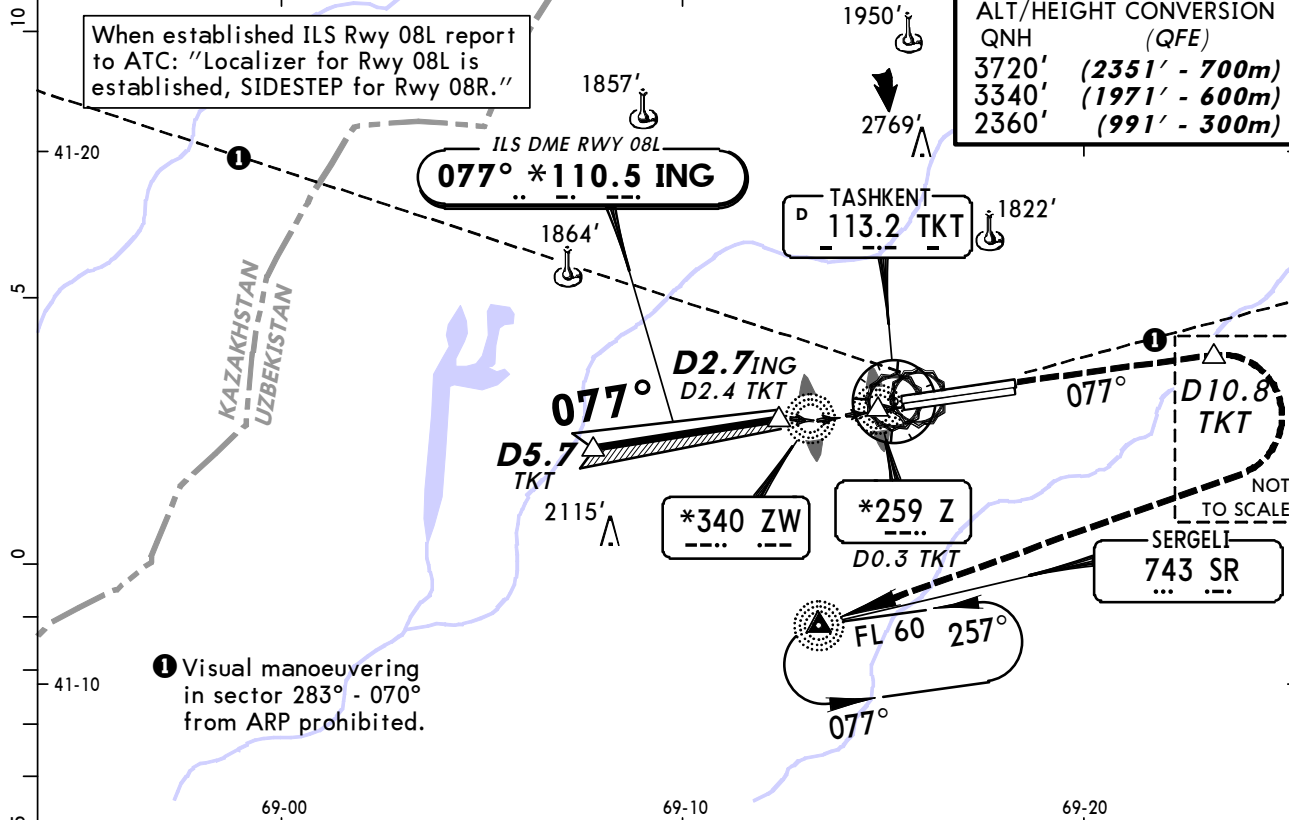
MSA
TKT VOR

MISSED APCH: Climb on 077° to 2360' (991'), then (but not later than D10.8 TKT) 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 Trans alt: 3720' (2351')

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

ALT/HEIGHT	CONVERSION
QNH (QFE)	
3720'	(2351' - 700m)
3340'	(1971' - 600m)
2360'	(991' - 300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D0.3 TKT						

HIALS	077°	2360' (991')	D10.8 TKT
PAPI	↑	whichever earlier	

SIDESTEP LANDING RWY 08R

CEILING REQUIRED

CIRCLE-TO-LAND

MDA(H) 2290' (921')

ALS out

A	300m - VIS 5000m
B	
C	
D	

A	NOT AUTHORIZED
B	
C	
D	

PANS OPS

CHANGES: FAF. Minimums. Apt & rwy elev.

© JEPPesen, 2007, 2013. ALL RIGHTS RESERVED.

UTTT/TAS
YUZHNY

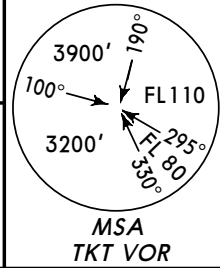
19 JUL 13
Eff 25 Jul

11-5

TASHKENT, UZBEKISTAN
(LOC 26R) SIDESTEP Rwy 26L

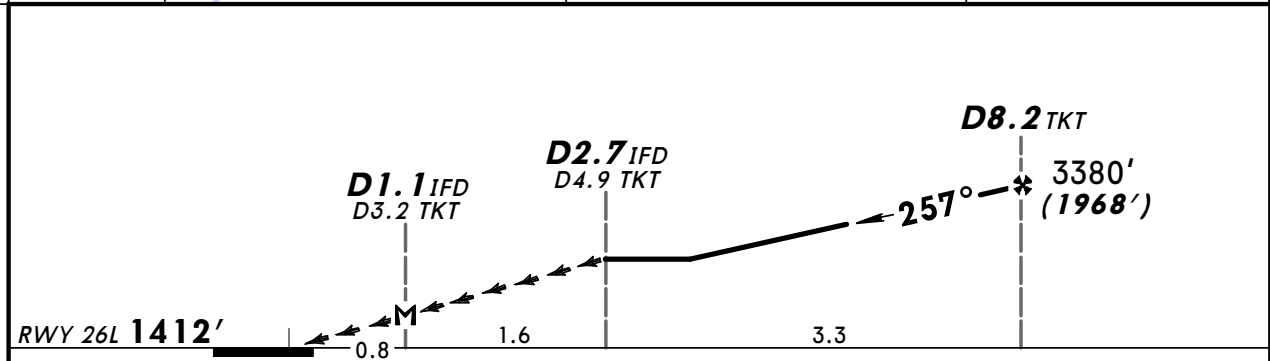
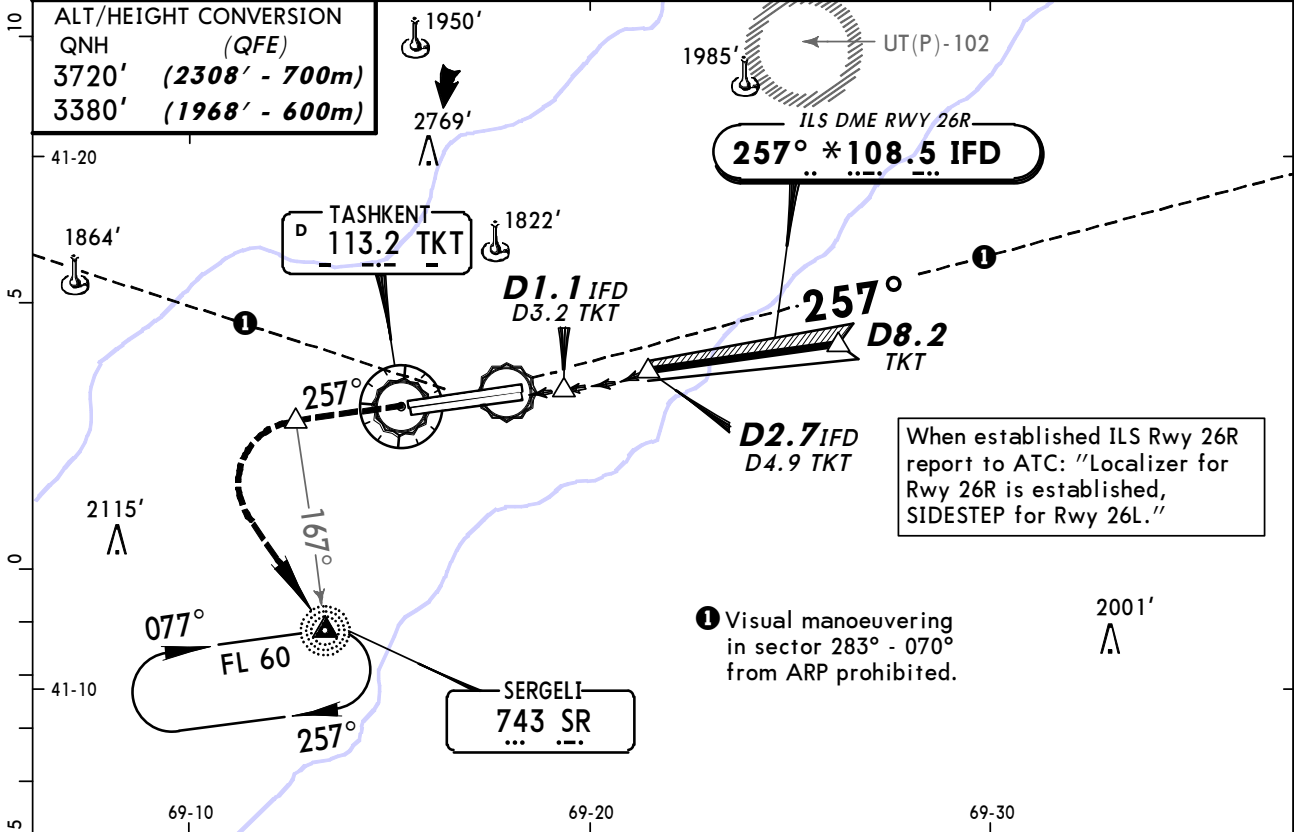
ATIS 126.8	TASHKENT Approach (R) 125.2	TASHKENT Krug (SRE) 119.4	TASHKENT Tower (PAR/TWR) 120.4	Ground 121.7
LOC IFD *108.5	Final Aptch Crs 257°	Minimum Alt D8.2 TKT 3380' (1968')	MDA(H) 2340' (928')	Apt Elev 1417' RWY 1412'

MISSED APCH: Climb on 257° to 3380' (1968') or above. At ABEAM NDB turn LEFT to NDB climbing to 3720' (2308'), then according to chart, or as directed.



Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3720' (2308')

ALT/HEIGHT CONVERSION
QNH (QFE)
3720' (2308' - 700m)
3380' (1968' - 600m)



Gnd speed-Kts	70	90	100	120	140	160		MIM 3380' (1968') on 257° ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.1 IFD/D3.2 TKT								

MIM
3380'
(1968') on 257°

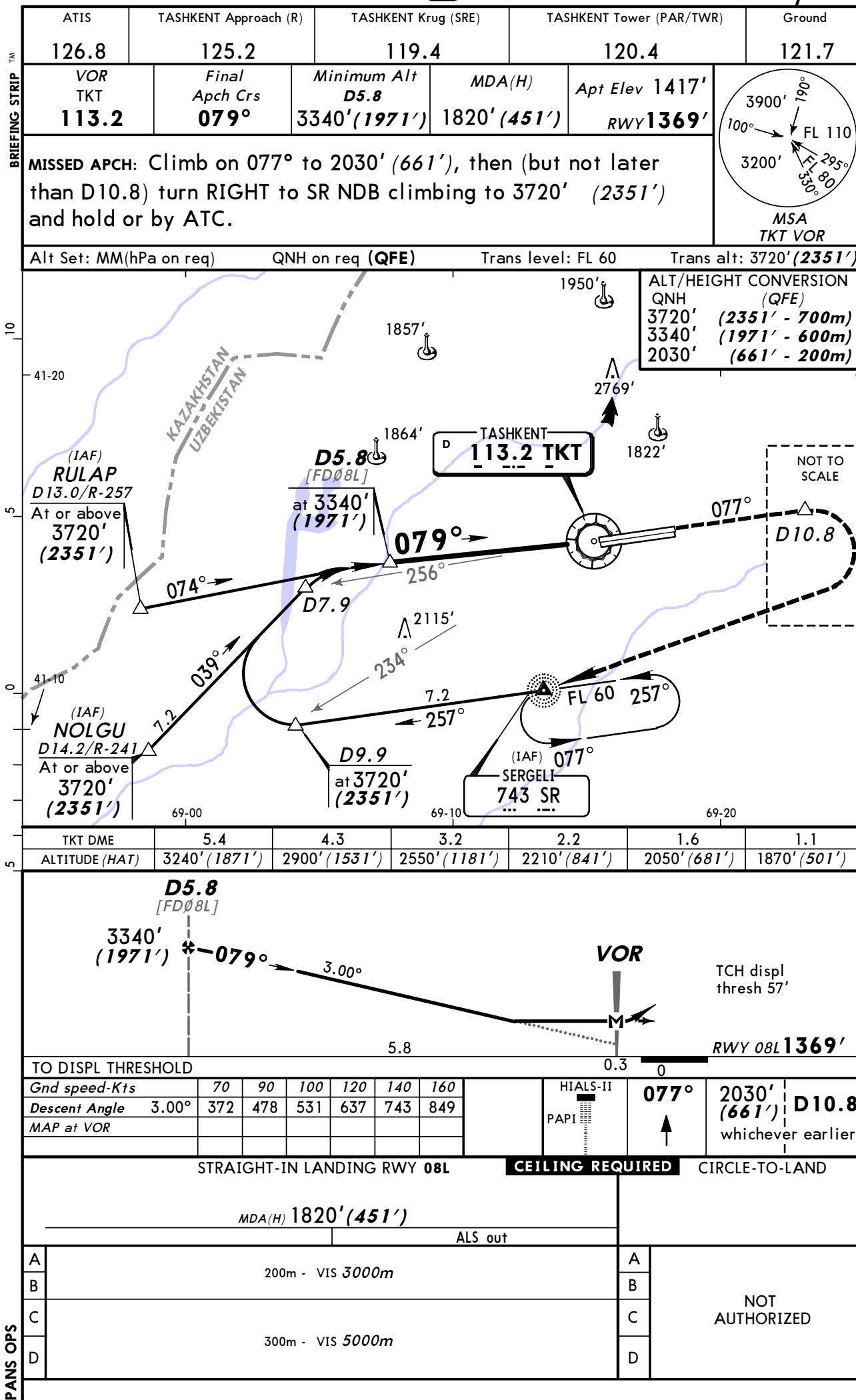
SIDESTEP LANDING RWY 26L	CEILING REQUIRED	CIRCLE-TO-LAND
MDA(H) 2340' (928')		

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

UTTT/TAS
YUZHNY

JEPPesen
19 JUL 13 (13-1)

TASHKENT, UZBEKISTAN
Eff 25 Jul VOR DME Rwy 08L

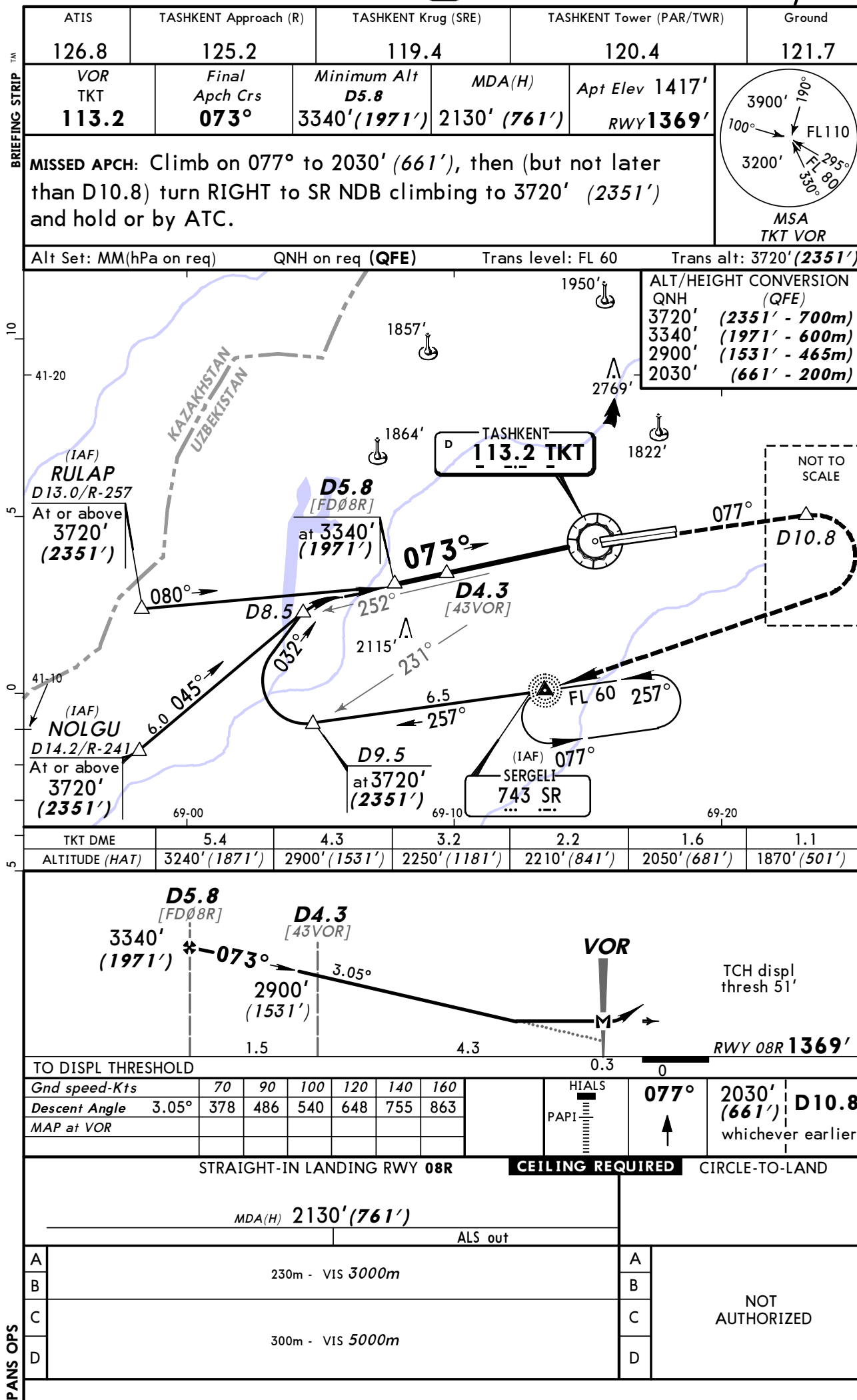


CHANGES: Missed approach. Apt elev.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

UTTT/TAS
YUZHNY

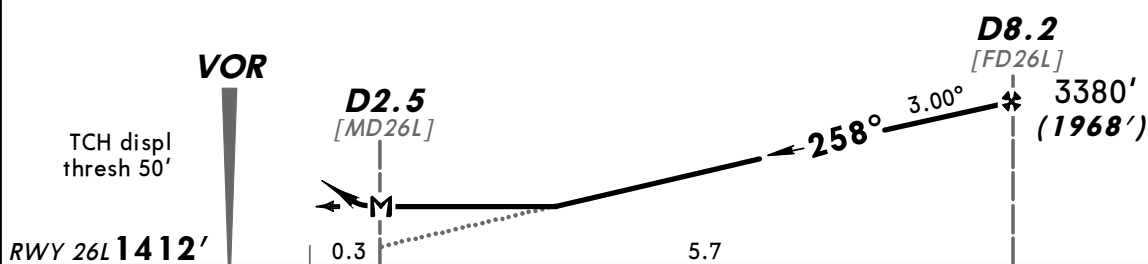
JEPPESSEN TASHKENT, UZBEKISTAN
19 JUL 13 (13-2) Eff 25 Jul VOR DME Rwy 08R



MSA
TKT VOR

Trans alt: 3720' (**2308'**)

TKT DME	2.7	3.2	4.3	5.4	6.5	7.6
ALTITUDE (HAT)	1650' (238')	1810' (398')	2160' (748')	2500' (1088')	2850' (1438')	3170' (1758')



--	--

(988') | **ASKC**
whichever later

CIRCLE-TO-LAND

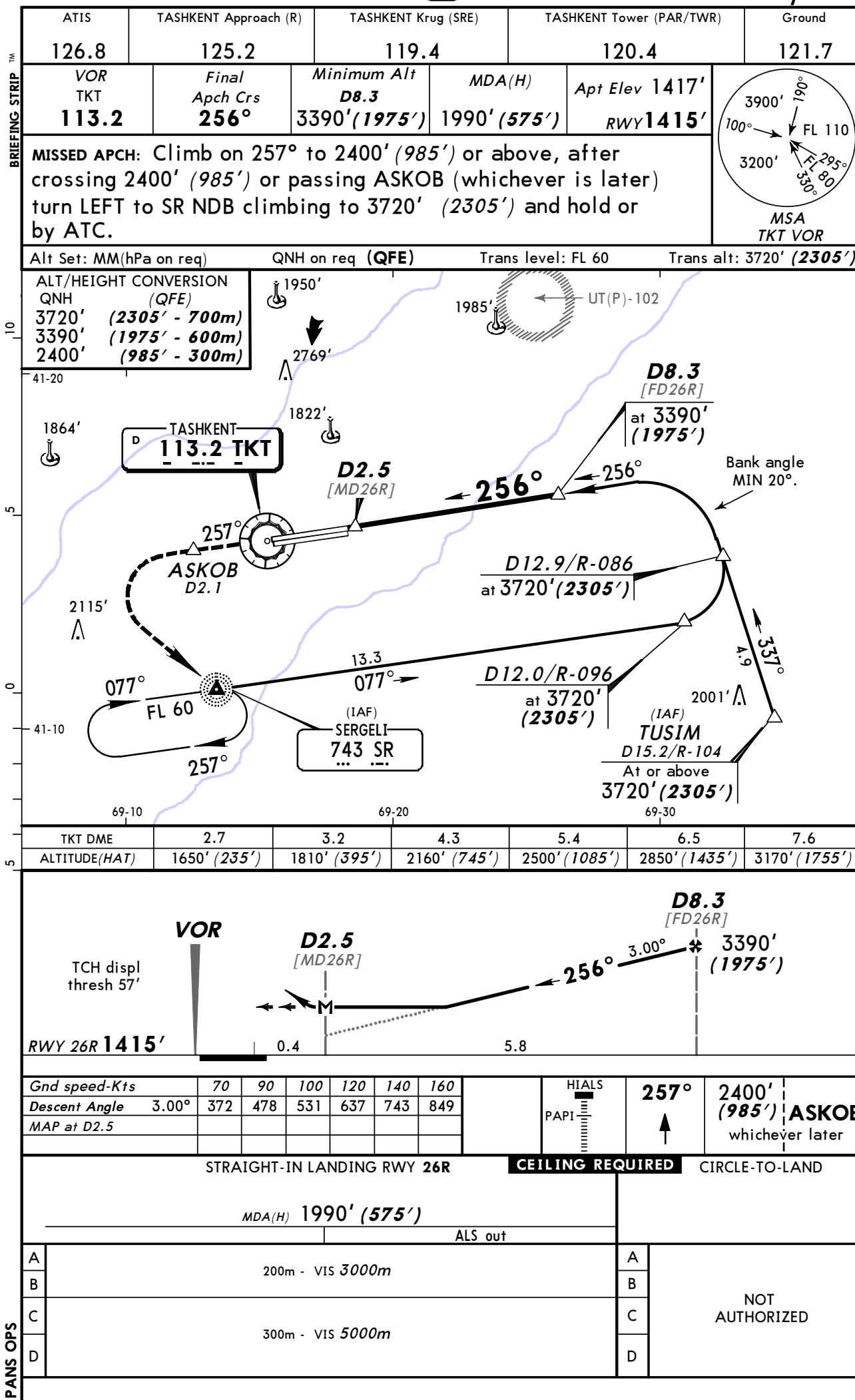
MDA(H) 1990' (578')

A	NOT AUTHORIZED
B	
C	
D	

UTTT/TAS
YUZHNY

JEPPESSEN
19 JUL 13 (13-4)

TASHKENT, UZBEKISTAN
Eff 25 Jul VOR DME Rwy 26R



CHANGES: Missed approach. Apt & rwy elev.

© JEPPESSEN, 2012, 2013. ALL RIGHTS RESERVED.

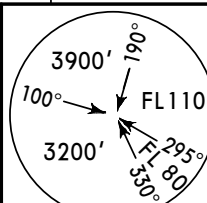
UTTT/TAS
YUZHNY

19 JUL 13
Eff 25 Jul

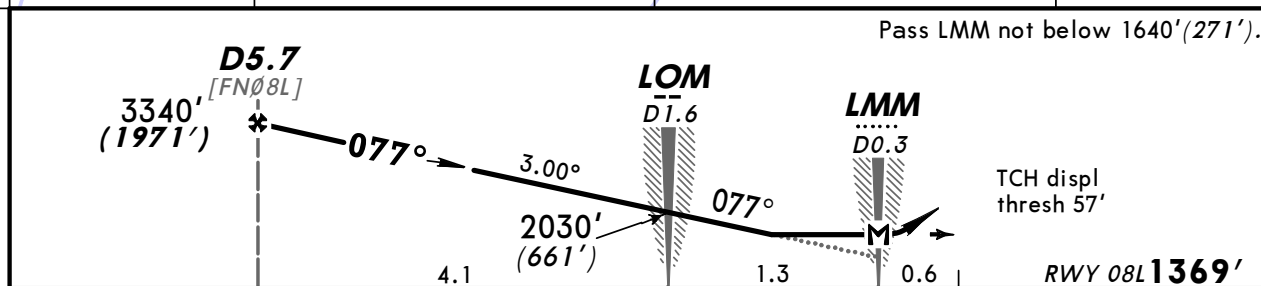
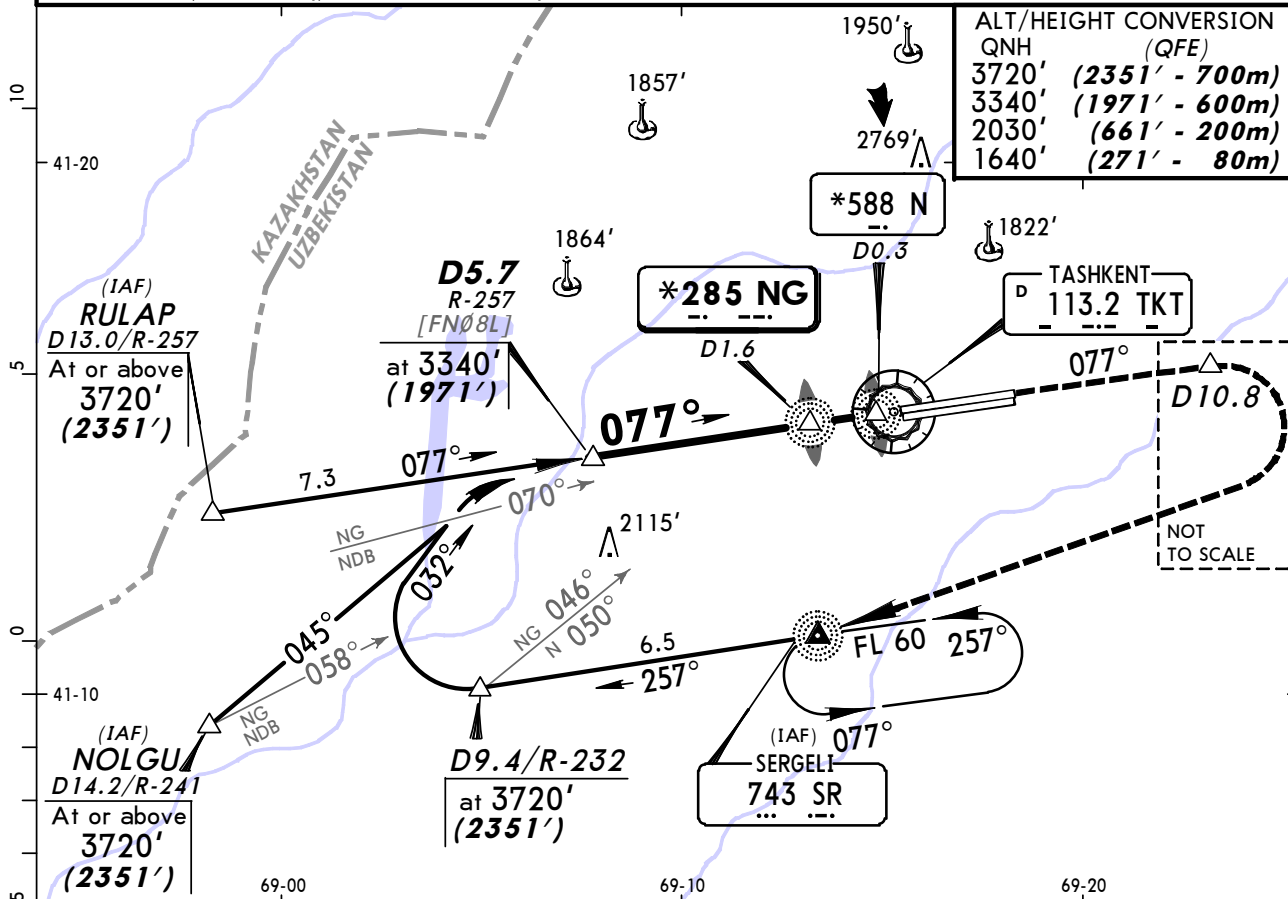
(16-1)

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB NG 285	Final Apch Crs 077°	Minimum Alt D5.7 3340' (1971')	2 NDB MDA(H) (CONDITIONAL) 1750' (381') NDB MDA(H) 2590' (1221')	Apt Elev 1417' RWY 1369'
MISSED APCH: Climb on 077° to 2030' (661'), then (but not later than D10.8) turn RIGHT to SR NDB climbing to 3720' (2351') and hold or by ATC.				
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3720' (2351')				



ALT/HEIGHT CONVERSION	QNH (QFE)
3720'	(2351' - 700m)
3340'	(1971' - 600m)
2030'	(661' - 200m)
1640'	(271' - 80m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	077°	2030' (661')	D10.8
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑	whichever earlier	
MAP at LMM/D0.3										

STRAIGHT-IN LANDING RWY 08L				CEILING REQUIRED		CIRCLE-TO-LAND	
with D5.7		w/o D5.7		NDB			
MDA(H) 1750' (381')		MDA(H) 2010' (641')		MDA(H) 2590' (1221')			
ALS out		ALS out		ALS out			
A	115m - VIS 1700m	200m - VIS 2500m		370m - VIS 4000m		A	NOT AUTHORIZED
B						B	
C						C	
D						D	

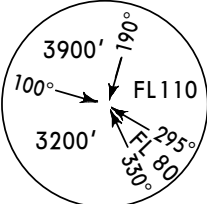
CHANGES: Procedure. Minimums. Apt elev.

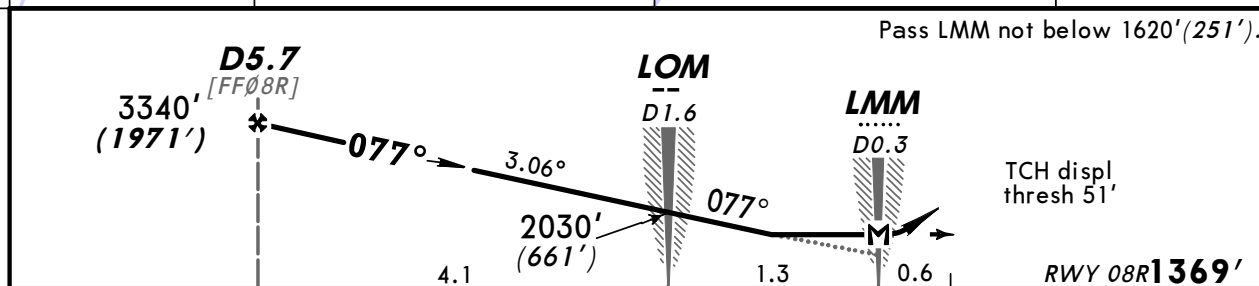
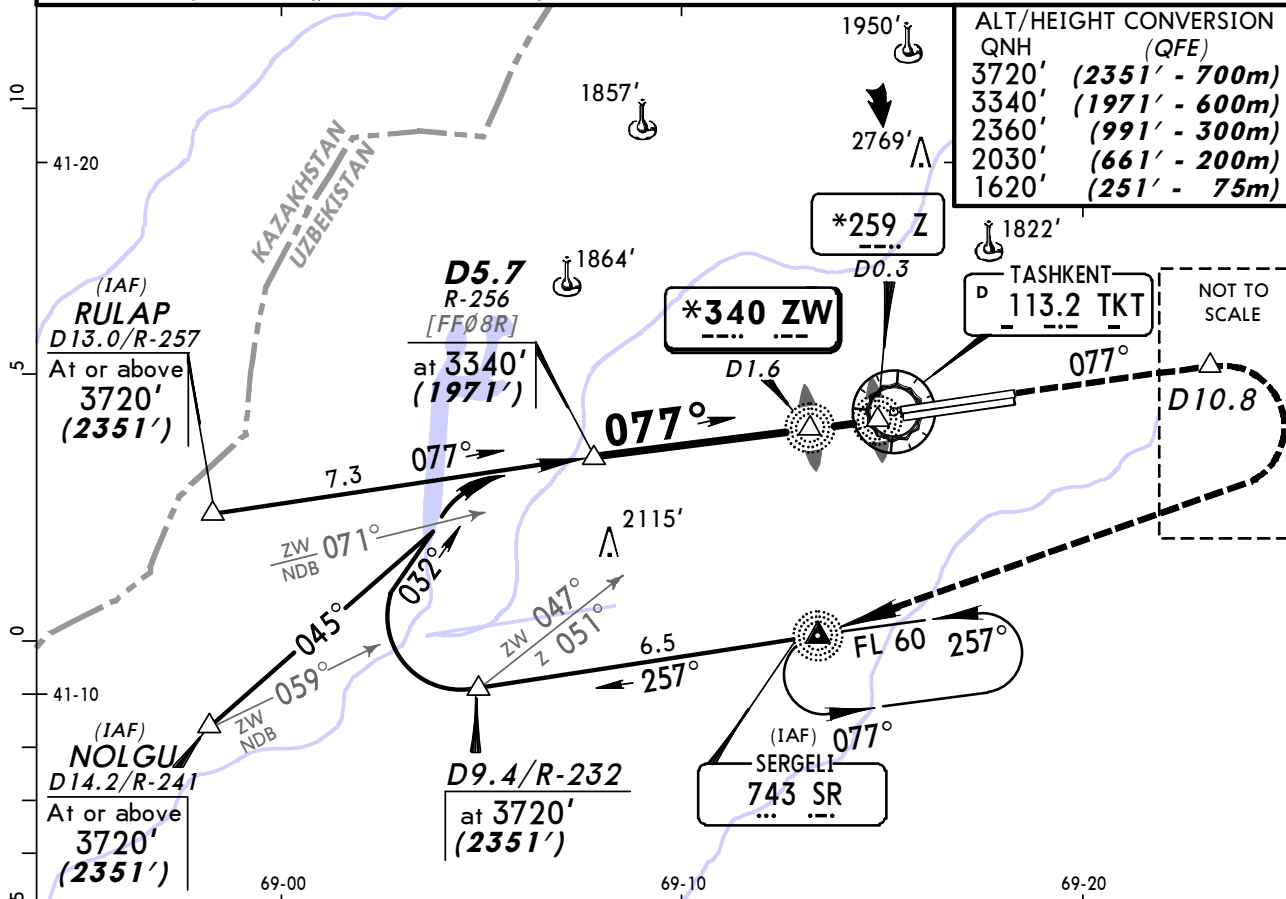
© JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

UTTT/TAS
YUZHNY

JEPPESSEN
19 JUL 13
Eff 25 Jul 16-2

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08R

ATIS	TASHKENT Approach (R)	TASHKENT Krug (SRE)	TASHKENT Tower (PAR/TWR)	Ground
126.8	125.2	119.4	120.4	121.7
NDB ZW *340	Final Apch Crs 077°	Minimum Alt D5.7 3340' (1971')	2 NDB MDA(H) (CONDITIONAL) 1800' (431')	NDB MDA(H) 2590' (1221')
Apt Elev 1417'				RWY 1369'
MISSED APCH: Climb on 077° to 2030' (661'), then (but not later than D10.8) turn RIGHT to SR NDB climbing to 3720' (2351') and hold or by ATC.				 MSA TKT VOR
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 60
				Trans alt: 3720' (2351')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	077°	2030' (661')	D10.8
Descent Angle	3.06°	379	487	541	650	758	866			whichever earlier
MAP at LMM/D0.3										

STRAIGHT-IN LANDING RWY 08R				CEILING REQUIRED		CIRCLE-TO-LAND	
2 NDB		NDB					
with D5.7		w/o D5.7					
MDA(H) 1800' (431')		MDA(H) 2100' (731')		MDA(H) 2590' (1221')			
	ALS out		ALS out		ALS out		
A	130m - VIS 1500m		220m - VIS 3000m	370m - VIS 4000m		A	NOT AUTHORIZED
B	130m - VIS 2000m					B	
C			220m - VIS 3500m		C		
D			370m - VIS 6000m		D		

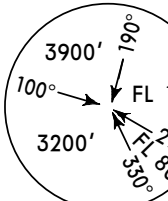
UTTT/TAS
YUZHNY

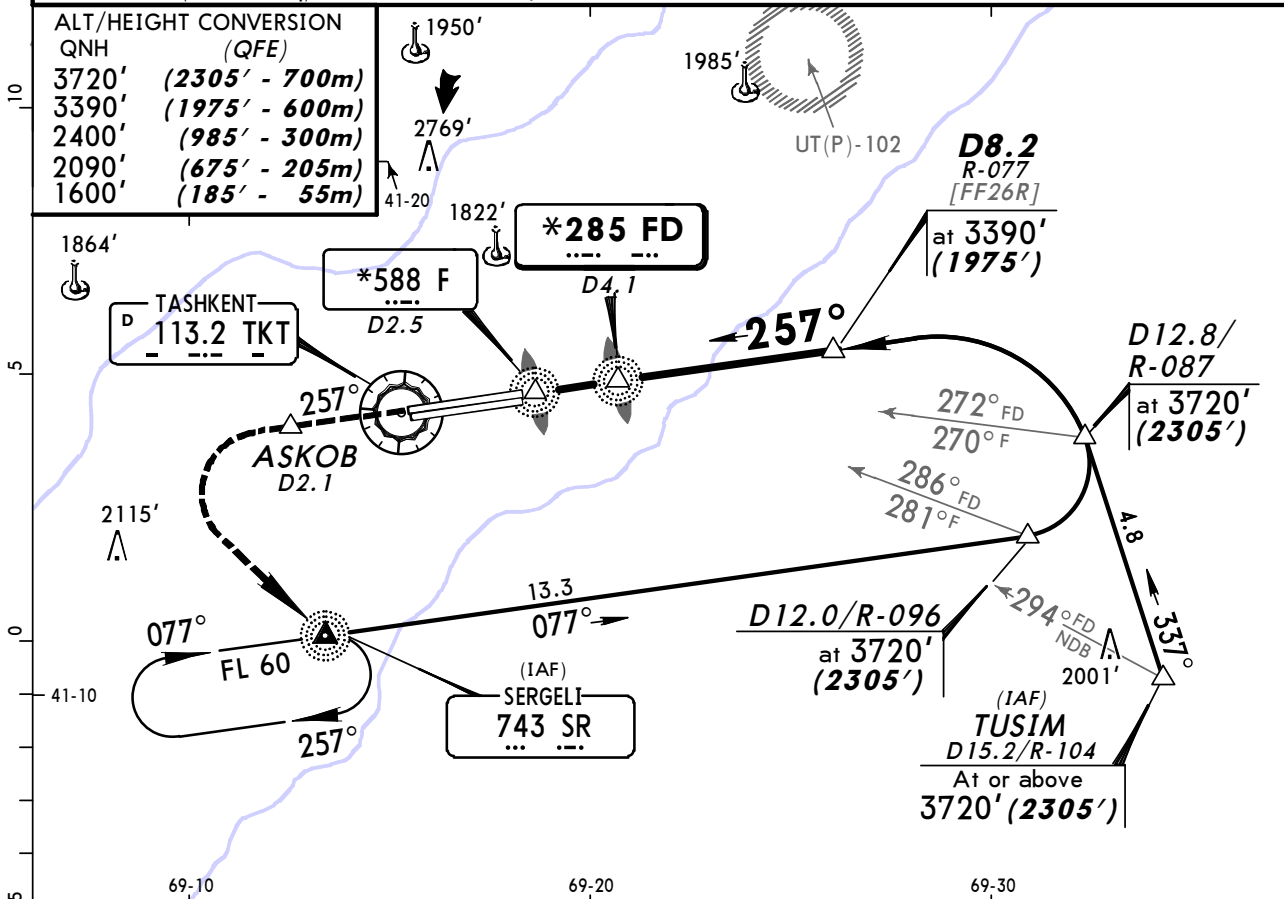
19 JUL 13
Eff 25 Jul

16-3

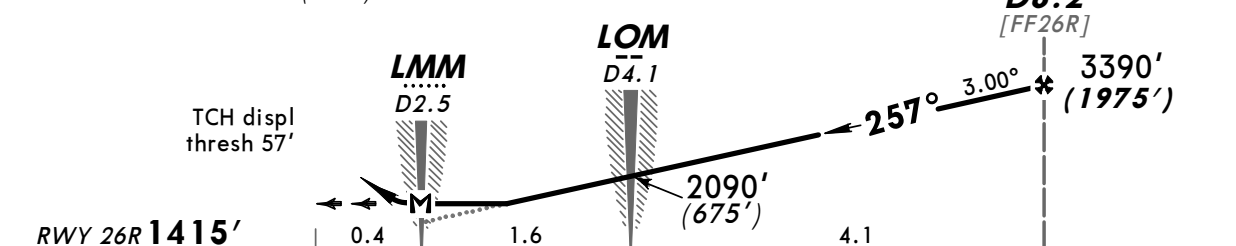
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 26R

BRIEFING STRIP

ATIS		TASHKENT Approach (R)		TASHKENT Krug (SRE)		TASHKENT Tower (PAR/TWR)		Ground	
126.8		125.2		119.4		120.4		121.7	
NDB FD	Final Apch Crs	Minimum Alt D8.2	2 NDB MDA(H) (CONDITIONAL)	NDB MDA(H)		Apt Elev 1417'		 MSA TKT VOR	
285	257°	3390'(1975')	1810'(395')	2190'(775')		RWY1415'			
MISSED APCH: Climb on 257° to 2400' (985') or above, after crossing 2400' (985') or passing ASKOB (whichever is later) turn LEFT to SR NDB climbing to 3720' (2305') and hold or by ATC.									
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 60		Trans alt: 3720' (2305')			



Pass LMM not below 1600' (185').



Gnd speed-Kts	70	90	100	120	140	160	HIALS		257°	2400' (985')	ASKOB
Descent Angle	3.00°	372	478	531	637	743	PAPI		↑	whichever later	
MAP at LMM/D2.5											

STRAIGHT-IN LANDING RWY 26R				CEILING REQUIRED		CIRCLE-TO-LAND	
with D8.2		w/o D8.2		NDB			
MDA(H) 1810' (395')		MDA(H) 2170' (755')		MDA(H) 2190' (775')			
ALS out		ALS out		ALS out			
A						A	
B						B	
C	120m - VIS 2000m	230m - VIS 3500m		250m - VIS 3000m		C	NOT AUTHORIZED
D				300m - VIS 5000m		D	

CHANGES: Procedure. Minimums. Apt & rwy elev.

© JEPPESEN, 2007, 2013. ALL RIGHTS RESERVED.

Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

TASHKENT, (YUZHNY - UTTT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT