

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTFA

Terminal Charts For UTFA

Revision Letter For Cycle 23-2013

Change Notices

Notebook

## General Information

Location: Andizhan Uzb  
IATA Code: AZN  
Lat/Long: N40° 43.6' E072° 17.6'  
Elevation: 1559 ft

Airport Use: Public  
Magnetic Variation: 4.6°E

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

Sunrise: 0155 Z  
Sunset: 1156 Z,

## Runway Information

Runway: 04  
Length x Width: 9514 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 1543 ft  
Lighting: Edge, ALS  
Stopway: 164 ft

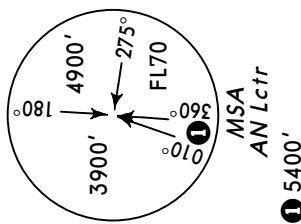
Runway: 22  
Length x Width: 9514 ft x 144 ft  
Surface Type: concrete  
TDZ-Elev: 1559 ft  
Lighting: Edge  
Stopway: 164 ft

## Communication Information

Andizhan Tower 128.0

*Apt Elev*  
1559'

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL60 Trans alt: 3530' **(1987')**  
Mountainous terrain.



DIKRI 1A [DIKR1A], MIKDI 1B [MIKD1B]  
OGODA 1A [OGOD1A]  
RWY 04 ARRIVALS

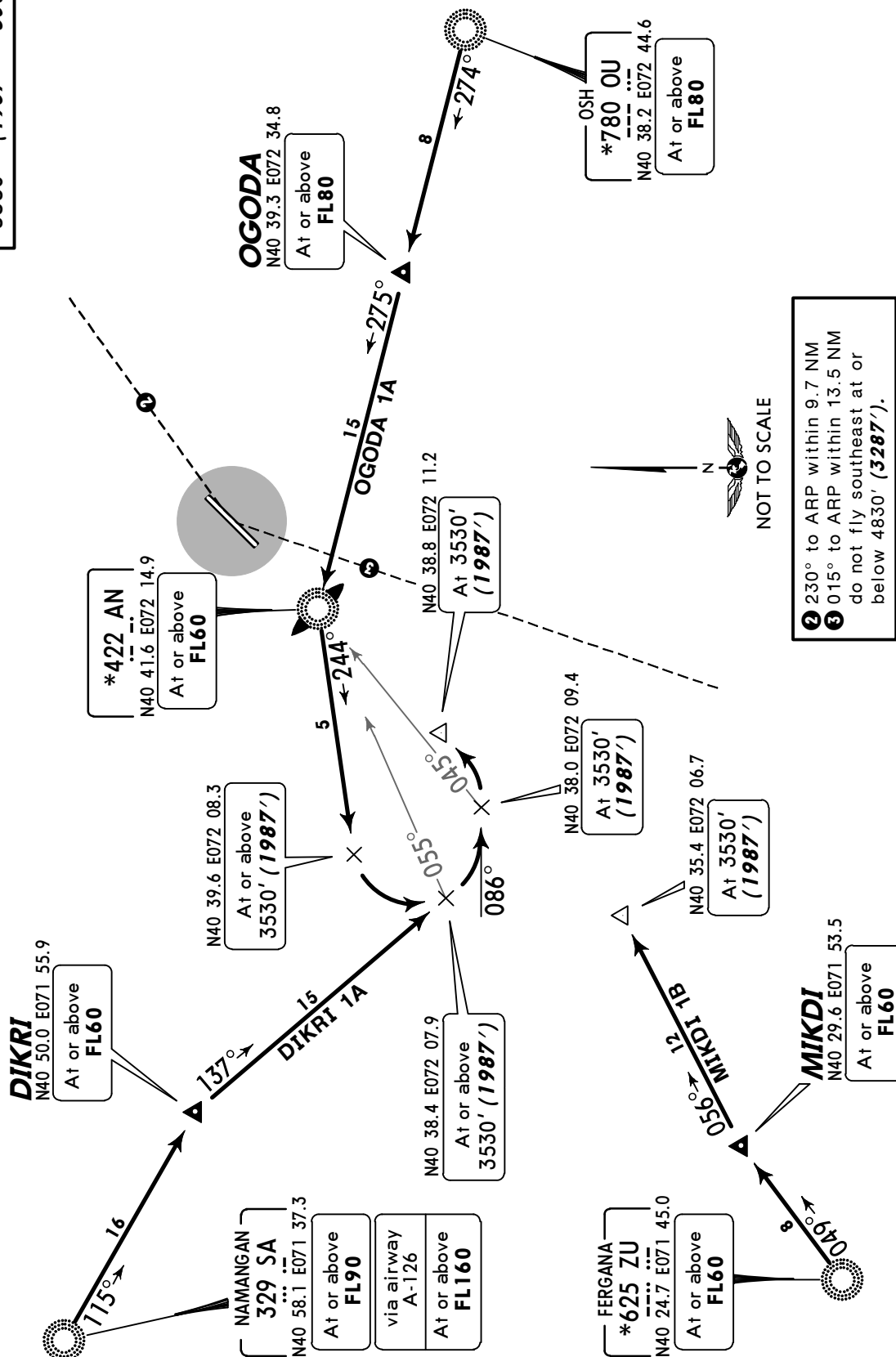
NOT AVAILABLE IN CASE OF RADAR CONTROL OR  
NDB SA, ZU, OU & LCTR AN FAILURE

**CAT A & B**

***SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC***

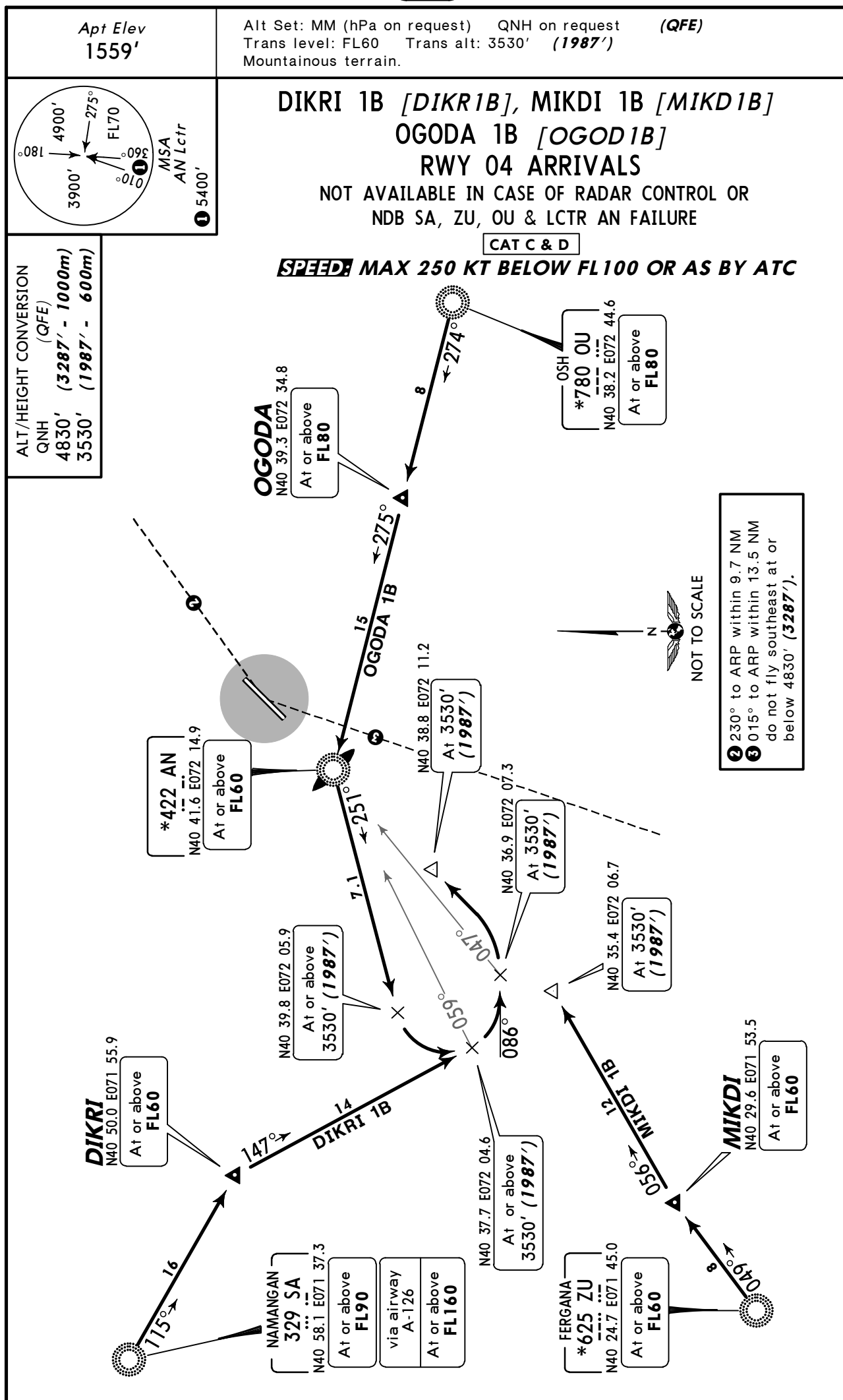
ALT/HEIGHT CONVERSION  
(QFE)

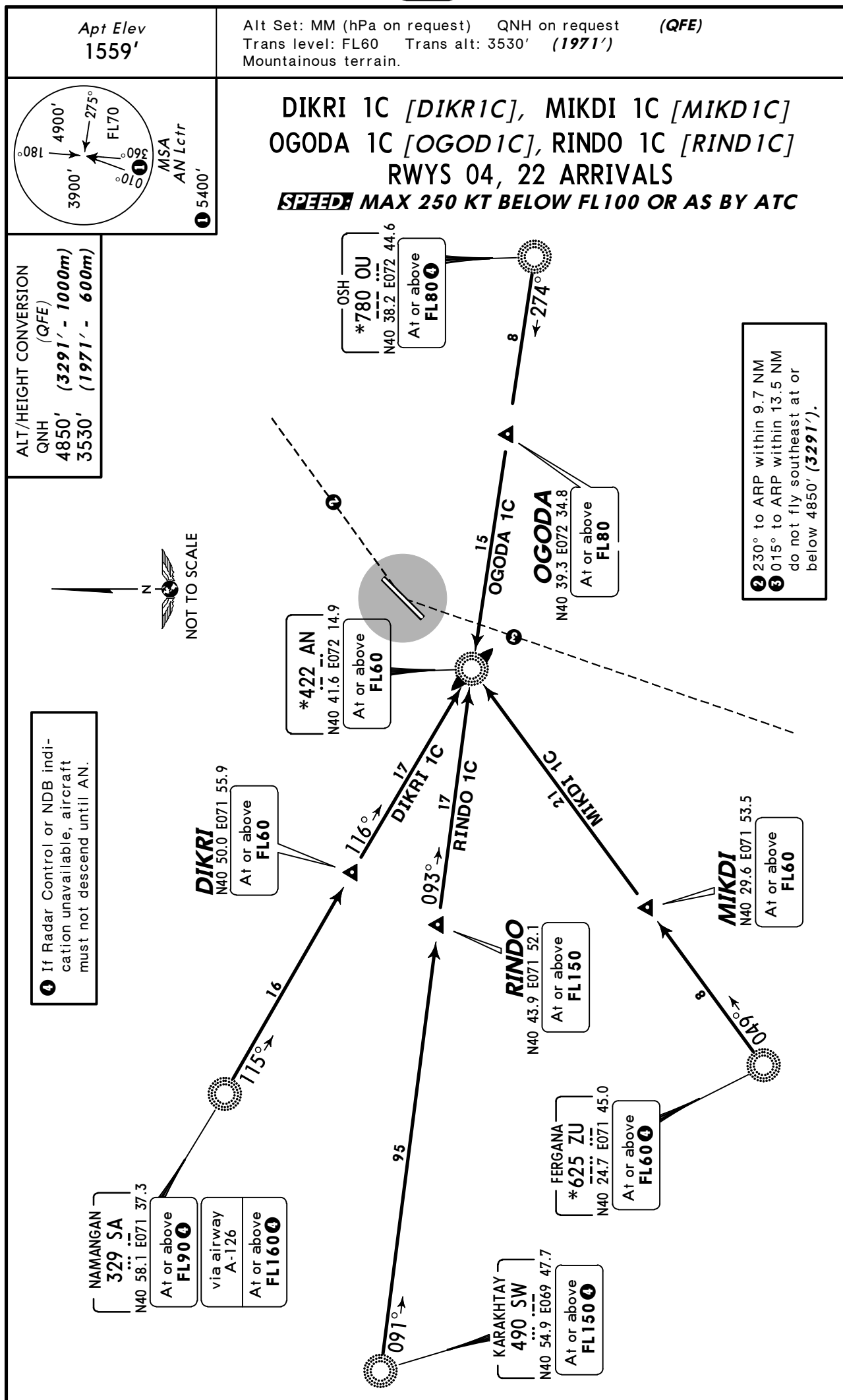
|       |                 |
|-------|-----------------|
| QNH   |                 |
| 4830' | (3287' - 1000m) |
| 3530' | (1987' - 600m)  |



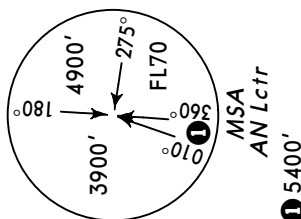
**2** 230° to ARP within 9.7 NM  
**3** 015° to ARP within 13.5 NM  
do not fly southeast at or  
below 4830' (**3287'**).

NOT TO SCALE





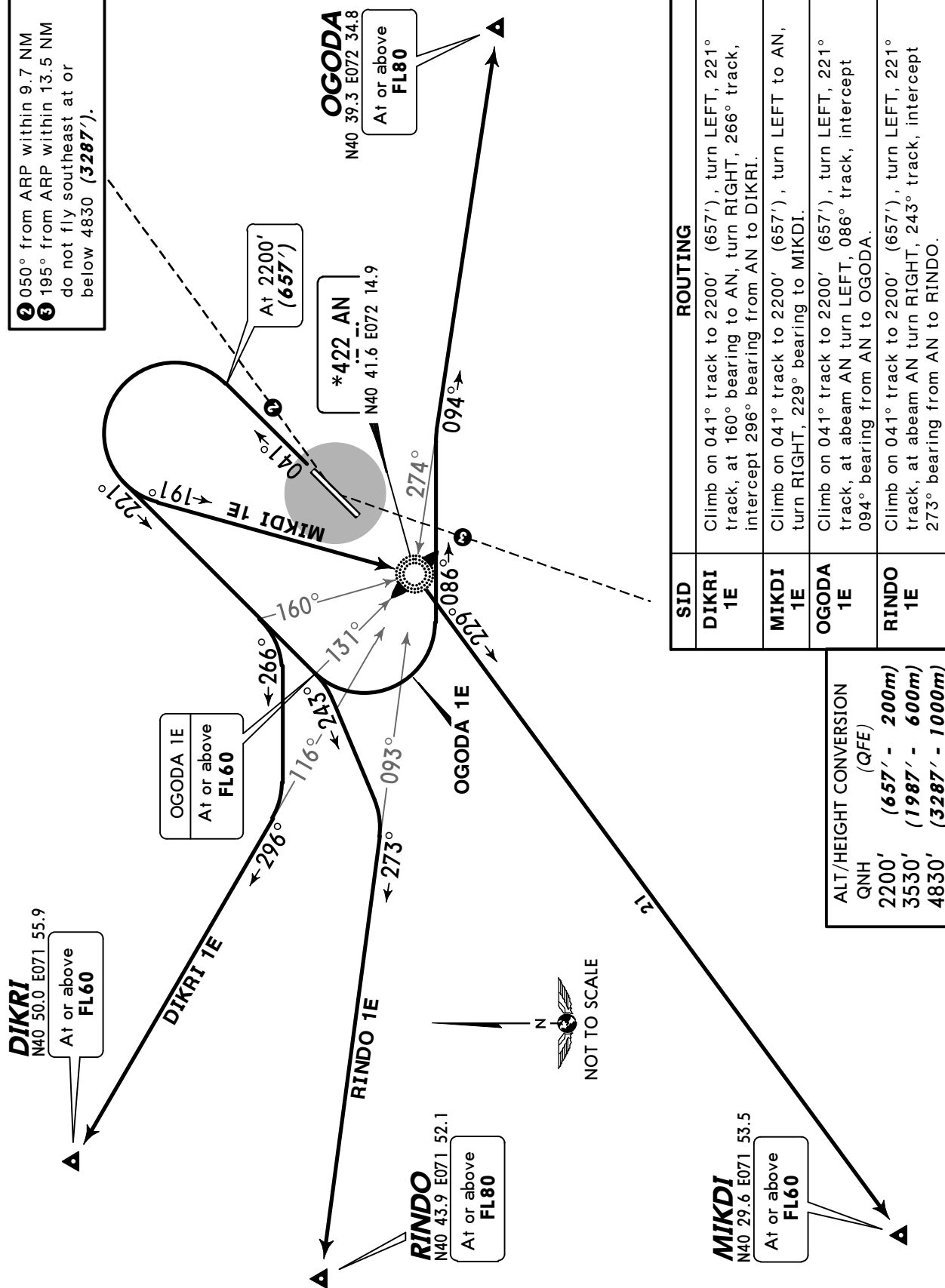
Apt Elev  
1559'

QNH on request (QFE)  
Trans level: FL60 Trans alt: 3530' (1987')  
Mountainous terrain.


DIKRI 1E [DIKR1E], MIKDI 1E [MIKD1E]  
OGODA 1E [OGOD1E], RINDO 1E [RIND1E]  
RWY 04 DEPARTURES

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**

- ② 050° from ARP within 9.7 NM  
③ 195° from ARP within 13.5 NM  
do not fly southeast at or  
below 4830' (3287').



## ROUTING

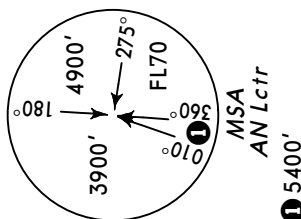
| SID      | ROUTING                                                                                                                                             |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| DIKRI 1E | Climb on 041° track to 2200' (657'), turn LEFT, 221° track, at 160° bearing to AN, turn RIGHT, 266° track, intercept 296° bearing from AN to DIKRI. |
| MIKDI 1E | Climb on 041° track to 2200' (657'), turn LEFT to AN, turn RIGHT, 229° bearing to MIKDI.                                                            |
| OGODA 1E | Climb on 041° track to 2200' (657'), turn LEFT, 221° track, at abeam AN turn LEFT, 086° track, intercept 094° bearing from AN to OGODA.             |
| RINDO 1E | Climb on 041° track to 2200' (657'), turn LEFT, 221° track, at abeam AN turn RIGHT, 243° track, intercept 273° bearing from AN to RINDO.            |

## ALT/HEIGHT CONVERSION

| QNH   | (QFE)           |
|-------|-----------------|
| 2200' | (657' - 200m)   |
| 3530' | (1987' - 600m)  |
| 4830' | (3287' - 1000m) |

Apt Elev  
1559'

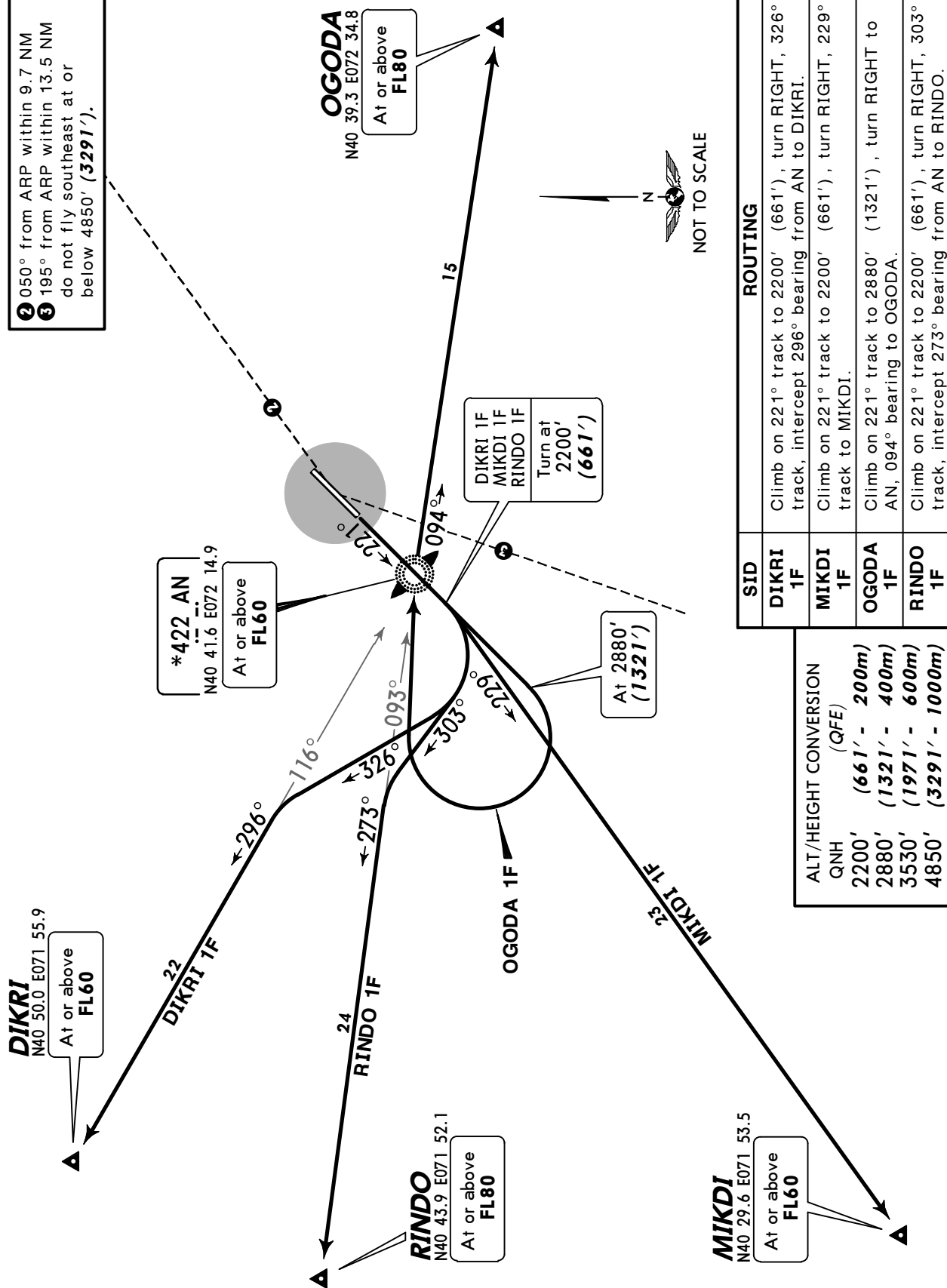
QNH on request (QFE)  
Trans level: FL60 Trans alt: 3530' (1971')  
Mountainous terrain.



DIKRI 1F [DIKR1F], MIKDI 1F [MIKD1F]  
OGODA 1F [OGOD1F], RINDO 1F [RIND1F]  
RWY 22 DEPARTURES

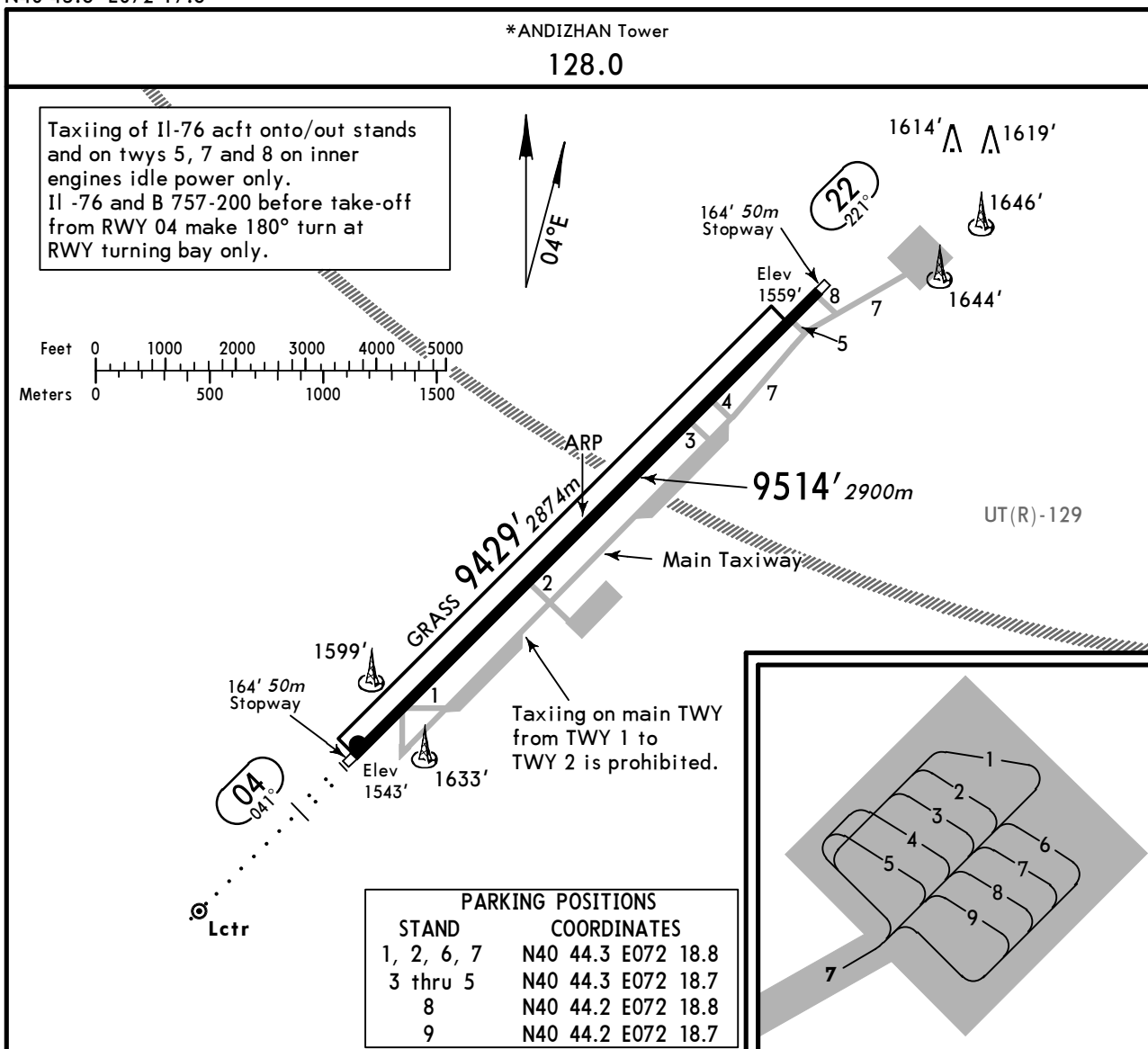
**SPEEDS** MAX 250 KT BELOW FL100 OR AS BY ATC

② 050° from ARP within 9.7 NM  
③ 195° from ARP within 13.5 NM  
do not fly southeast at or below 4850' (3291').



| SID      | ROUTING                                                                                               |
|----------|-------------------------------------------------------------------------------------------------------|
| DIKRI 1F | Climb on 221° track to 2200' (661'), turn RIGHT, 326° track, intercept 296° bearing from AN to DIKRI. |
| MIKDI 1F | Climb on 221° track to 2200' (661'), turn RIGHT, 229° track to MIKDI.                                 |
| OGODA 1F | Climb on 221° track to 2880' (1321'), turn RIGHT to AN, 094° bearing to OGODA.                        |
| RINDO 1F | Climb on 221° track to 2200' (661'), turn RIGHT, 303° track, intercept 273° bearing from AN to RINDO. |

| ALT/HEIGHT CONVERSION (QFE) |
|-----------------------------|
| QNH                         |
| 2200' (661' - 200m)         |
| 2880' (1321' - 400m)        |
| 3530' (1971' - 600m)        |
| 4850' (3291' - 1000m)       |



#### ADDITIONAL RUNWAY INFORMATION

| RWY |              | USABLE LENGTHS |                | TAKE-OFF | WIDTH    |
|-----|--------------|----------------|----------------|----------|----------|
|     |              | Threshold      | Landing Beyond |          |          |
| 04  | RL (75m) ALS |                | 8299' 2529m    |          | 144' 44m |
| 22  | RL (75m)     |                |                |          |          |
| 04  | Grass runway |                |                |          | 295' 90m |
| 22  |              |                |                |          |          |
|     |              |                |                |          |          |
|     |              |                |                |          |          |
|     |              |                |                |          |          |

#### TAKE-OFF

| AIR CARRIER (JAA)    |          |                       |
|----------------------|----------|-----------------------|
| Main rwy 04/22 I     |          |                       |
| LVP must be in force |          | RCLM (DAY only) or RL |
| DAY RCLM or RL       | NIGHT RL |                       |
| 300m                 | 300m     | 400m                  |
|                      | 400m     |                       |
|                      |          |                       |

I Rwy 04 not authorized, if max tailwind is more than 3 m/s.

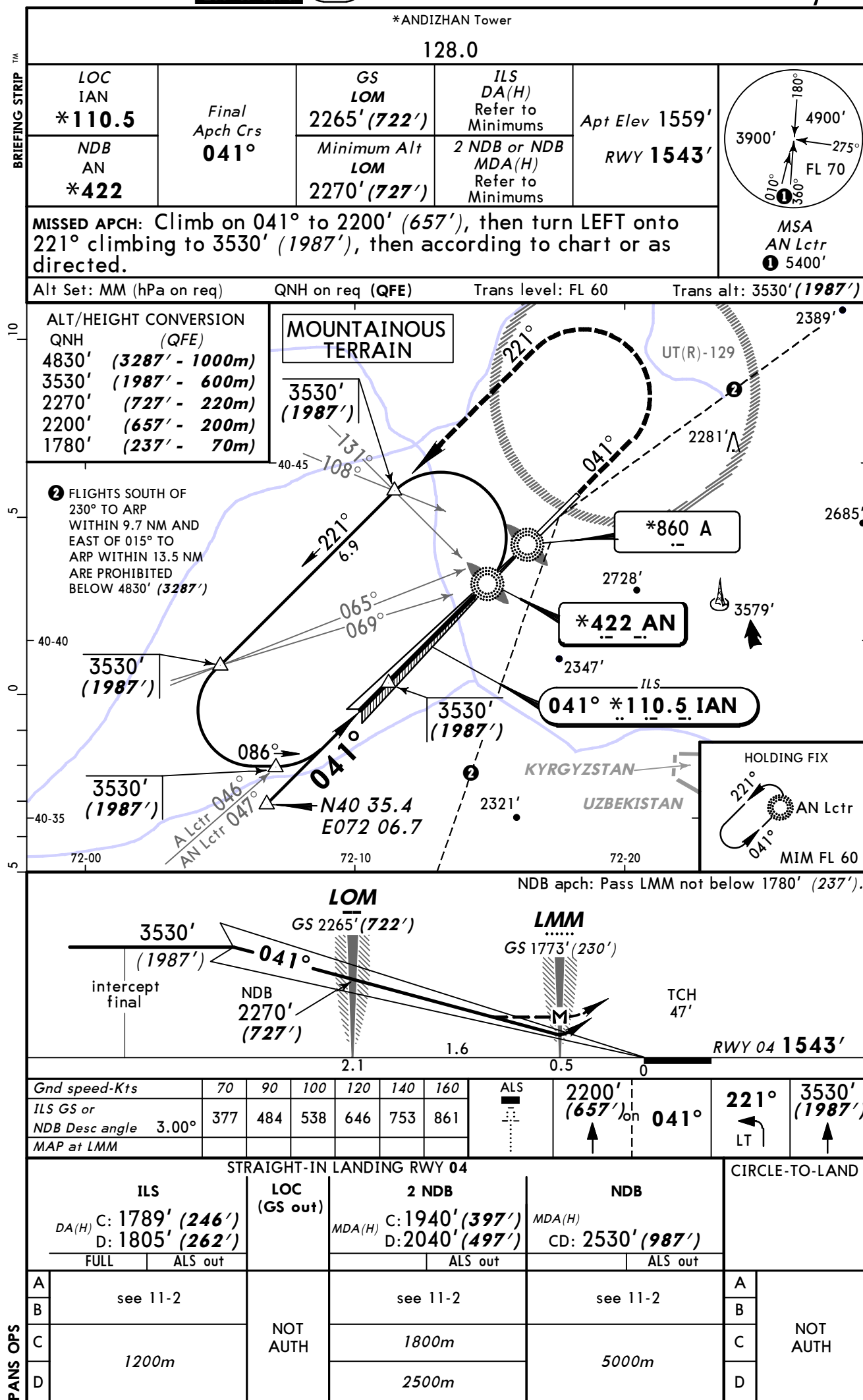
| STRAIGHT-IN RWY |         | A                | B                | C                | D                |
|-----------------|---------|------------------|------------------|------------------|------------------|
| 04              | ILS     | 1789'(246')      | 1789'(246')      | 1789'(246')      | 1806'(263')      |
|                 |         | 1000m            | 1000m            | 1000m            | 1100m            |
|                 | ALS out | 1300m            | 1300m            | 1300m            | 1300m            |
|                 | LOC     | NOT AUTH         | NOT AUTH         | NOT AUTH         | NOT AUTH         |
|                 | 2 NDB ① | 1900'(357')      | 1900'(357')      | 1940'(397')      | 2040'(497')      |
|                 |         | 1500m            | 1500m            | 1800m            | 2500m            |
|                 | ALS out | 1600m            | 1600m            | 1800m            | 2500m            |
|                 | NDB     | 2400'(857')      | 2400'(857')      | 2530'(987')      | 2530'(987')      |
|                 |         | 4000m            | 4000m            | 5000m            | 5000m            |
|                 | ALS out | 4200m            | 4200m            | 5000m            | 5000m            |
| 22              | NDB     | 2810'(1251')     | 2810'(1251')     | 2810'(1251')     | 2810'(1251')     |
|                 |         | ceil 700m- 6.0km | ceil 700m- 6.0km | ceil 700m- 6.0km | ceil 700m- 6.0km |

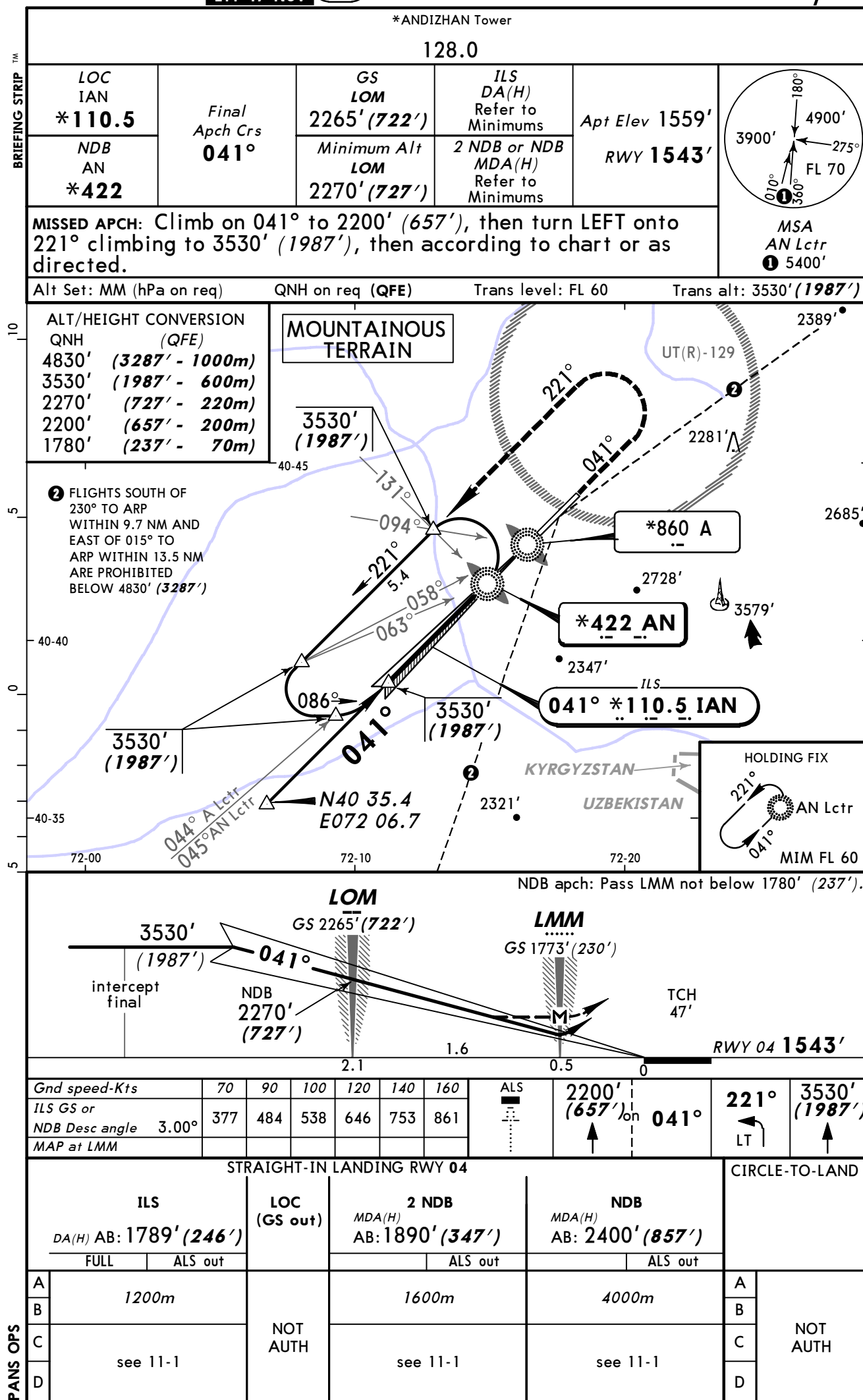
① Continuous Descent Final Approach.

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

### TAKE-OFF RWY 04, 22

| LVP must be in Force |             |                          |                   |
|----------------------|-------------|--------------------------|-------------------|
| DAY<br>RCLM 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        |                          |                   |
|                      |             |                          |                   |





BRIEFING STRIP

\*ANDIZHAN Tower

128.0

| NDB<br>AN<br>*422 | Final<br>Apch Crs<br>221° | Minimum Alt<br>N40 47.6 E072 23.0<br>3200' (1641') | MDA(H)<br>2810' (1251') | Apt Elev 1559' |
|-------------------|---------------------------|----------------------------------------------------|-------------------------|----------------|
|-------------------|---------------------------|----------------------------------------------------|-------------------------|----------------|

MISSED APCH: Proceed on rwy heading to LMM A, then turn RIGHT and proceed according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3530' (1971')

MSA AN Lctr

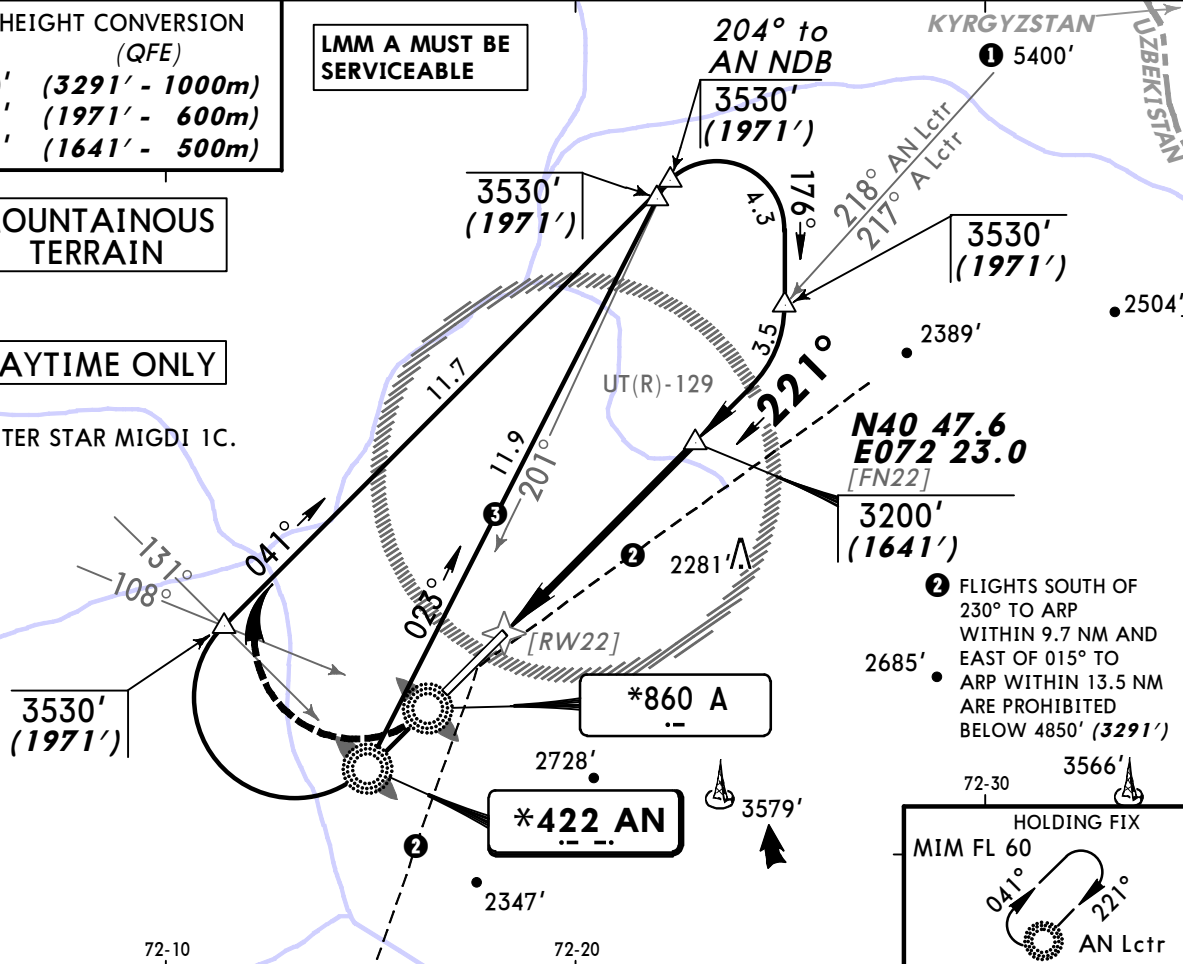
| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 4850' (3291' - 1000m) |
| 3530' (1971' - 600m)  |
| 3200' (1641' - 500m)  |

LMM A MUST BE SERVICEABLE

MOUNTAINOUS  
TERRAIN

DAYTIME ONLY

3 AFTER STAR MIGDI 1C.



LOM

N40 47.6  
E072 23.0  
[FN22]

3200'  
(1641')

TCH 50'

APT 1559'

5.0

| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------------|-----|-----|-----|-----|-----|-----|
| Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |

| RWY<br>hdg | A |
|------------|---|
| 860        |   |

STRAIGHT-IN LANDING RWY 22

CEILING REQUIRED

CIRCLE-TO-LAND

MDA(H) 2810' (1251')

|   |              |
|---|--------------|
| A | see 16-2     |
| B |              |
| C | 700m - 6.0km |
| D |              |

|   |                |
|---|----------------|
| A |                |
| B |                |
| C | NOT AUTHORIZED |
| D |                |

PANS OPS

128.0

AN  
\*422

*Final*  
*Apch Crs*  
0010

Minimum Alt  
N40 47.6 E072 23.0  
3200' (1641')

*MDA(H)*  
10' / 125

**Apt Elev 1559'**

**MISSED APCH:** Proceed on rwy heading to LMM A, then turn RIGHT and proceed according to chart.

Alt Set: MM (hPa on reg) QNH on reg (**QFE**) Trans level: FL 60 Trans alt: 3530' (**1971'**)

MSA AN Lctr

ALT/HEIGHT CONVERSION  
QNH (QFE)  
4850' (3291' - 1000m)  
3530' (1971' - 600m)  
3200' (1641' - 500m)

**LMM A MUST BE SERVICEABLE**

## MOUNTAINOUS TERRAIN

DAYTIME ONLY

3 AFTER STAR MIGDI 1C.

209° to  
AN NDB  
3200'  
(1641')

**KYRGYZSTAN**  
**1 5400'**

**N40 47.6**  
**E072 23.0**  
[FN22]  

---

**3200'**  
**(1641')**

2 FLIGHTS SOUTH OF  
230° TO ARP  
WITHIN 9.7 NM AND  
EAST OF 015° TO  
ARP WITHIN 13.5 NM  
ARE PROHIBITED  
BELOW 4850' (3291')

HOLDING FIX  
MIM FL 60  
041°  
221°  
AN Lctr

**LOM**

**N40 47.6**  
**E072 23.0**  
[EN22]

3200'  
(1641')

[RW22]

TCH 50'

**APT 1559'**

3.00

|  |                        |                 |
|--|------------------------|-----------------|
|  | <b>RWY</b><br>hdg<br>▲ | A<br><b>860</b> |
|--|------------------------|-----------------|

STRAIGHT-IN LANDING RWY 22

**CEILING REQUIRED**

## CIRCLE-TO-LAND

*MDA(H)* 2810' (1251')

|   |              |
|---|--------------|
| A | 700m - 6.0km |
| B |              |
| C | see 16-1     |
| D |              |

|   |                |
|---|----------------|
| A | NOT AUTHORIZED |
| B |                |
| C |                |
| D |                |

**CHANGES:** Transition level. MSA. Procedure. Minimums.

© JEPPESEN, 2009, 2011. ALL RIGHTS RESERVED.

**Chart changes since cycle 22-2013**

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

| ACT                         | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------------|-----------------|-------|----------|----------|
| ANDIZHAN, (ANDIZHAN - UTFA) |                 |       |          |          |

**TERMINAL CHART CHANGE NOTICES**

**Chart Change Notices for Airport UTFa**

**Type:** Terminal  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Twy 2 clsd.