

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTDD

Terminal Charts For UTDD

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Dushanbe Tjk
IATA Code: DYU
Lat/Long: N38° 32.6' E068° 49.5'
Elevation: 2574 ft

Airport Use: Public
Magnetic Variation: 4.2°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: 0243 Z
Sunset: 1218 Z,

Runway Information

Runway: 09
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2574 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2542 ft
Lighting: Edge, ALS
Displaced Threshold: 1335 ft

Communication Information

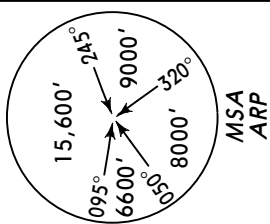
ATIS 131.7
ATIS 126.2 Non-English
Dushanbe Tower/Start Tower 122.1
Dushanbe Tower/Start Tower 119.2
Dushanbe Taxiing Ground Control 122.1 Secondary
Dushanbe Taxiing Ground Control 121.7
Dushanbe Approach Control 127.1
Dushanbe Approach Control 122.1 Secondary
Dushanbe Krug Radar 122.1

Dushanbe Krug Radar 119.2 MF

ATIS
131.7
(Russian 126.2)

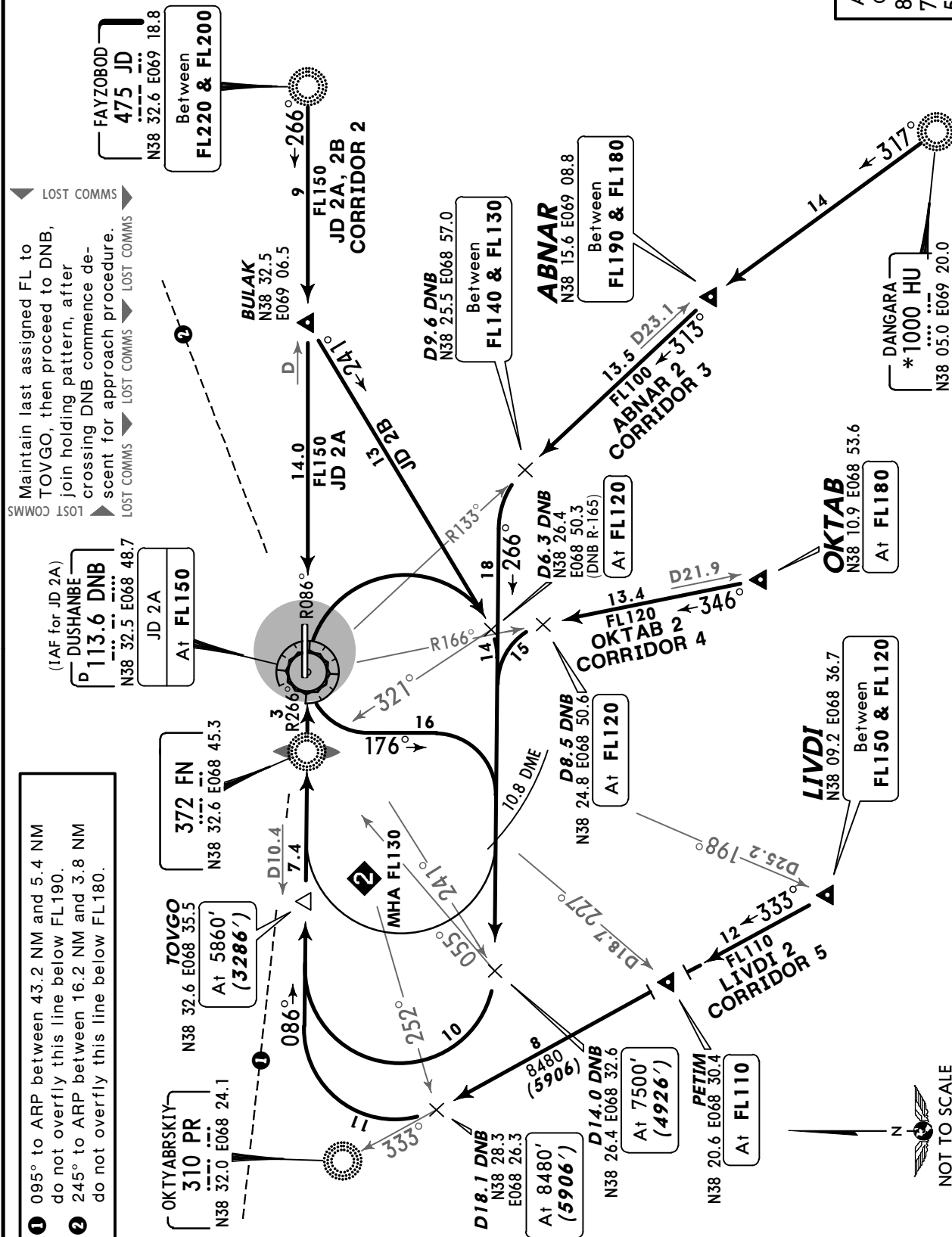
Apt Elev
2574'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.



ABNAR 2
JD 2A, JD 2B
LIVDI 2, OKTAB 2
RWY 09 ARRIVALS
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-2A

ALT/HEIGHT CONVERSION	QNH	(QFE)
8480'	(5906' - 1800m)	
7500'	(4926' - 1500m)	
5860'	(3286' - 1000m)	

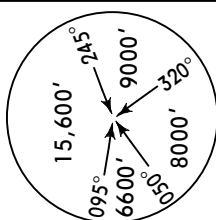


NOT TO SCALE

ATIS
131.7
(Russian 126.2)

Apt Elev
2574'

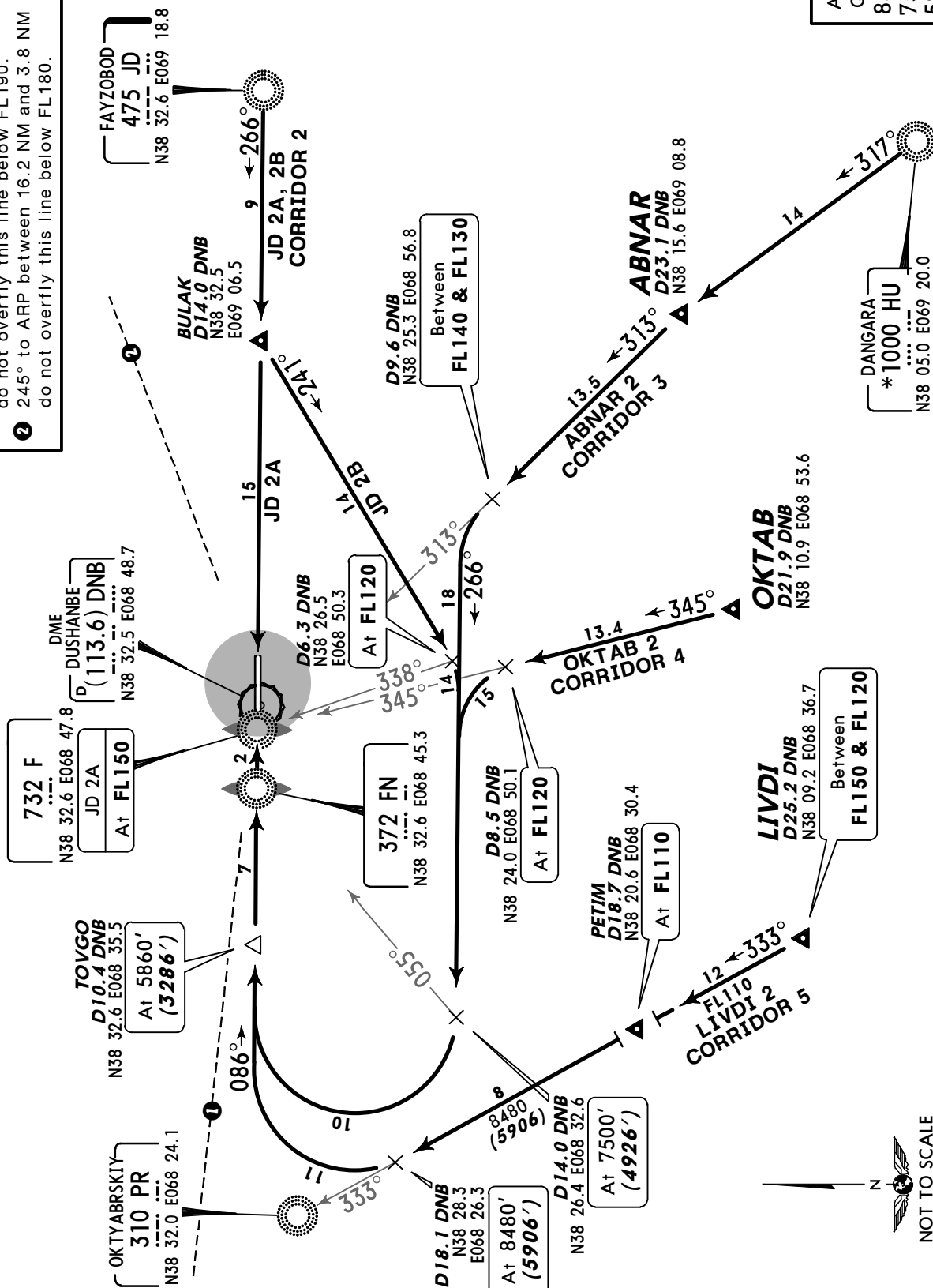
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.



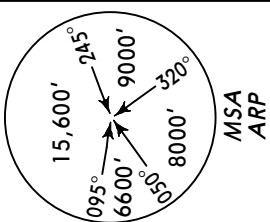
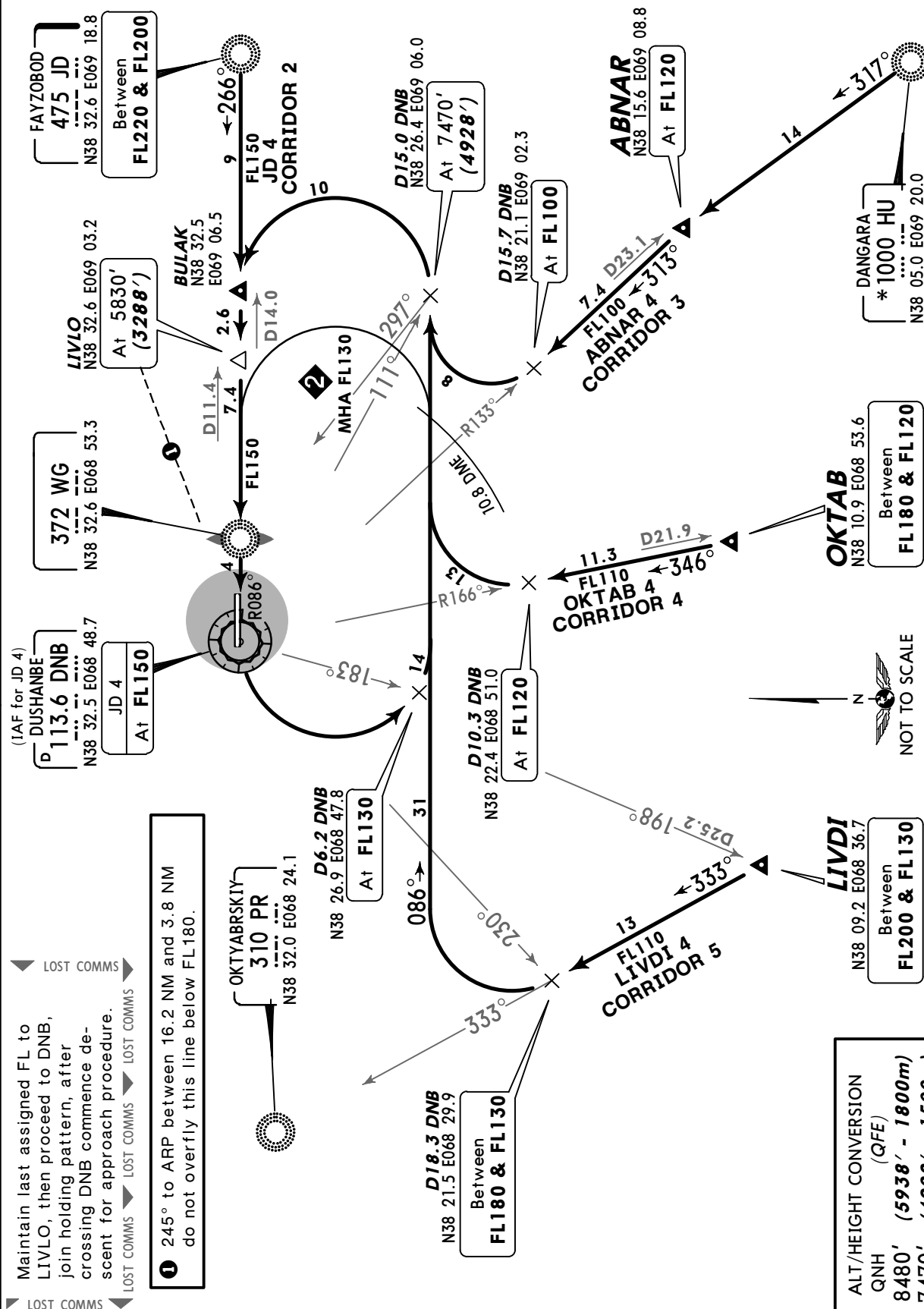
ABNAR 2
JD 2A, JD 2B
LIVDI 2, OKTAB 2
RWY 09 ARRIVALS
AVAILABLE WHEN
DNB VOR UNSERVICEABLE

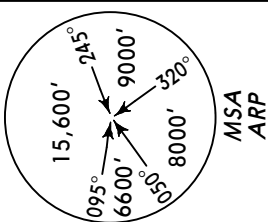
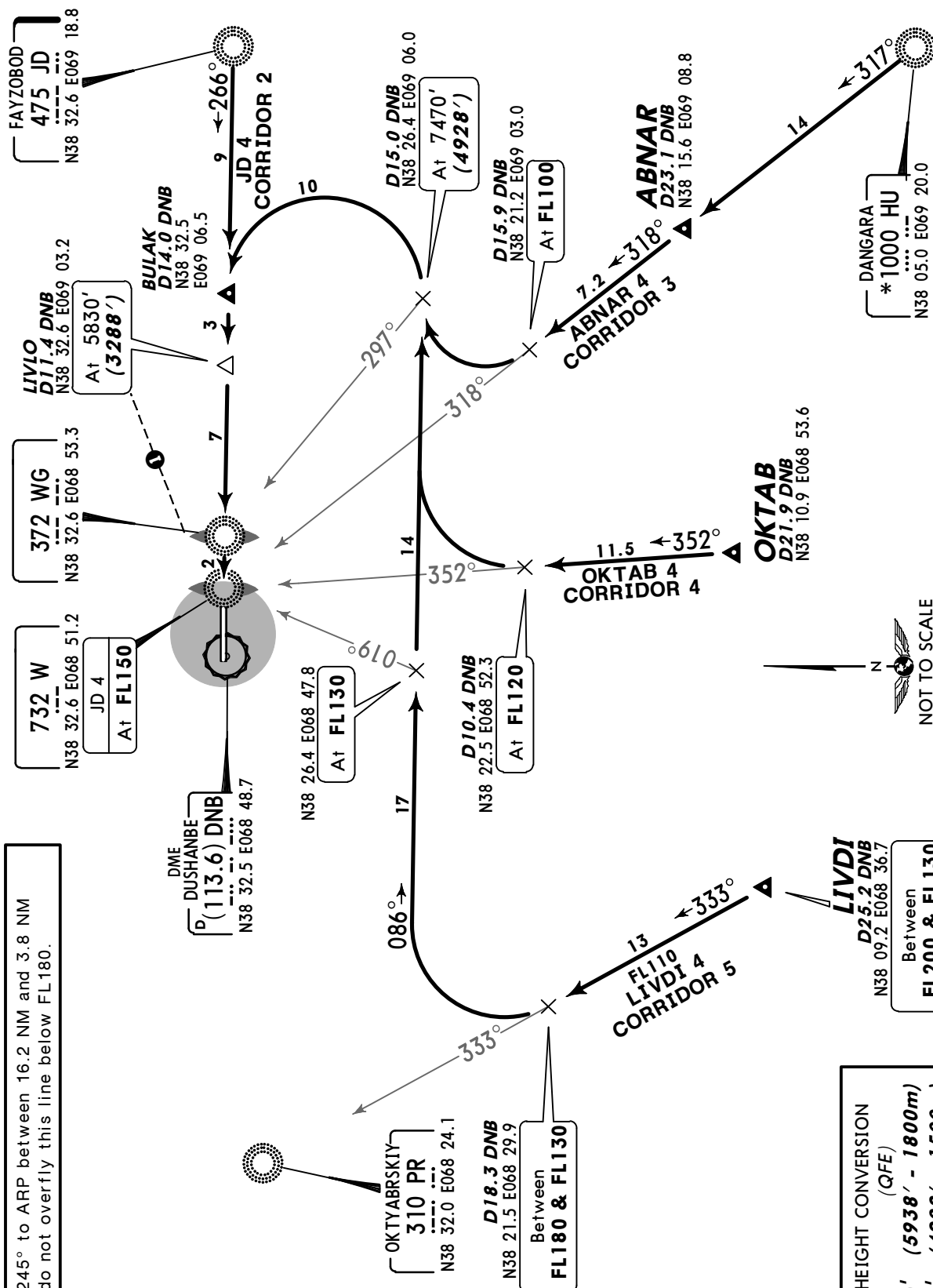
ALT/HEIGHT CONVERSION	QNH	(QFE)
8480'	(5906' - 1800m)	
7500'	(4926' - 1500m)	
5860'	(3286' - 1000m)	

- 1 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 2 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL180.

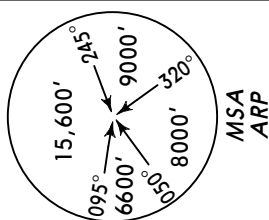
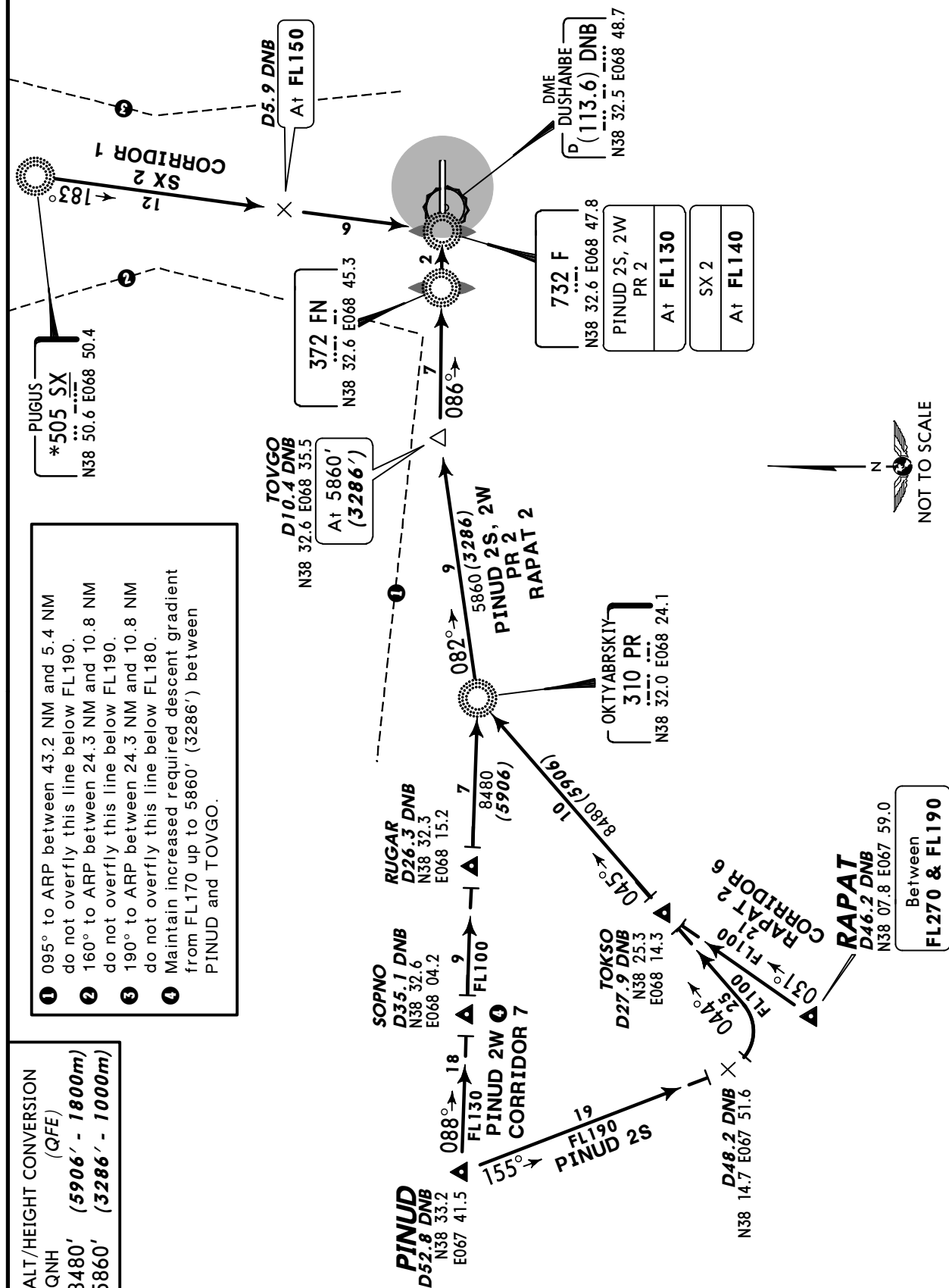


NOT TO SCALE

ATIS
131.7
(Russian 126.2)Apt Elev
2574'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.ABNAR 4, JD 4, LIVDI 4, OKTAB 4
RWY 27 ARRIVALS
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-2C

ATIS
131.7
(Russian 126.2)Apt Elev
2574'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.ABNAR 4, JD 4, LIVDI 4, OKTAB 4
RWY 27 ARRIVALS
AVAILABLE WHEN DNB VOR UNSERVICEABLE① 245° to ARP between 16.2 NM and 3.8 NM
do not overfly this line below FL180.ALT/HEIGHT CONVERSION
QNH (QFE)
8480' (5938' - 1800m)
7470' (4928' - 1500m)
5830' (3288' - 1000m)

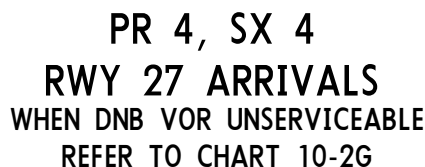
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ATIS
131.7
(Russian 126.2)Apt Elev
2574'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.PINUD 2S [PINU2S], PINUD 2W [PINU2W]
PR 2, RAPAT 2, SX 2
RWY 09 ARRIVALS
AVAILABLE WHEN DNB VOR UNSERVICEABLE

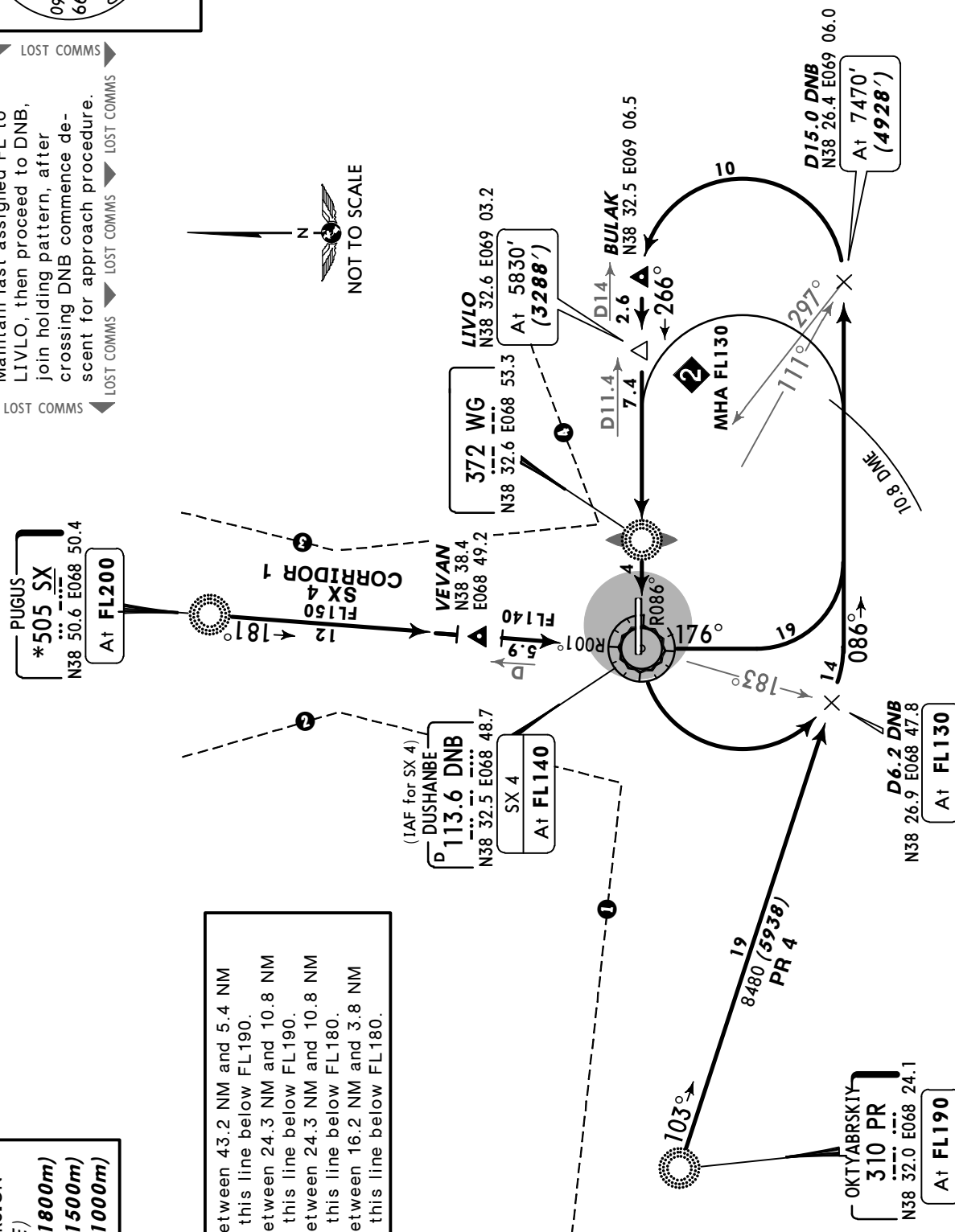
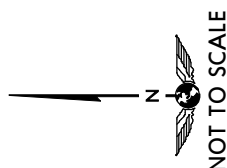
- 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 160° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL190.
- 190° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL180.
- Maintain increased required descent gradient from FL170 up to 5860' (3286') between PINUD and TOVGO.

ALT/HEIGHT CONVERSION
QNH (QFE)
8480' (5906' - 1800m)
5860' (3286' - 1000m)

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100 Trans alt: 8480' **(5906')**
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.

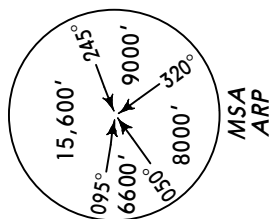


LOST COMMS

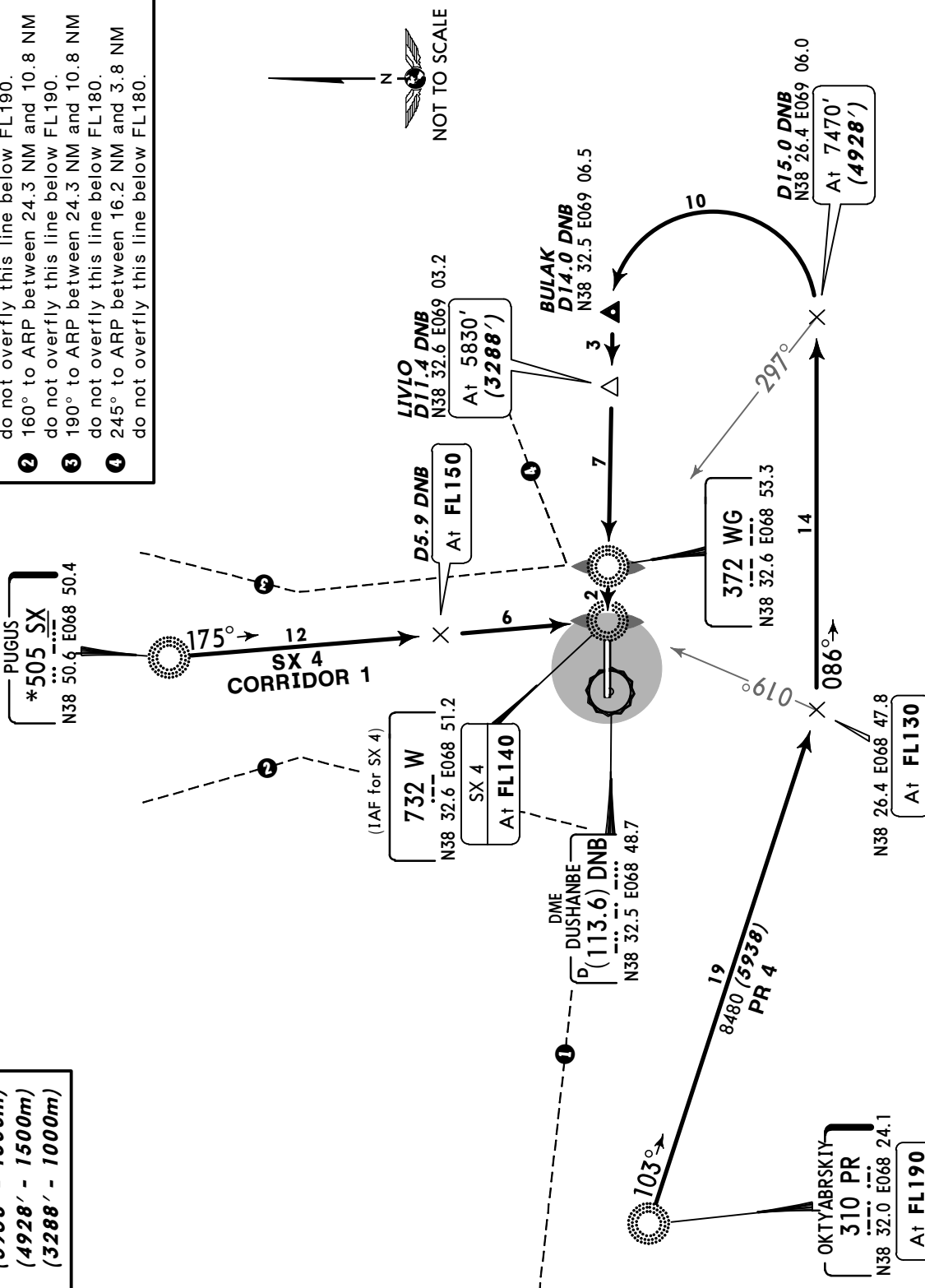


5830' (3288' - 1000m)

- 1** 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 2** 160° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL190.
- 3** 190° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL180.
- 4** 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL180.

ATIS
131.7
(Russian **126.2**)Apt Elev
2574'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (**5906'**)
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.**PR 4, SX 4**
RWY 27 ARRIVALS
AVAILABLE WHEN DNB VOR UNSERVICEABLE

- 1 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- 2 160° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL190.
- 3 190° to ARP between 24.3 NM and 10.8 NM do not overfly this line below FL180.
- 4 245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL180.



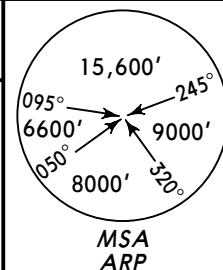
ALT/HEIGHT CONVERSION

(QFE)

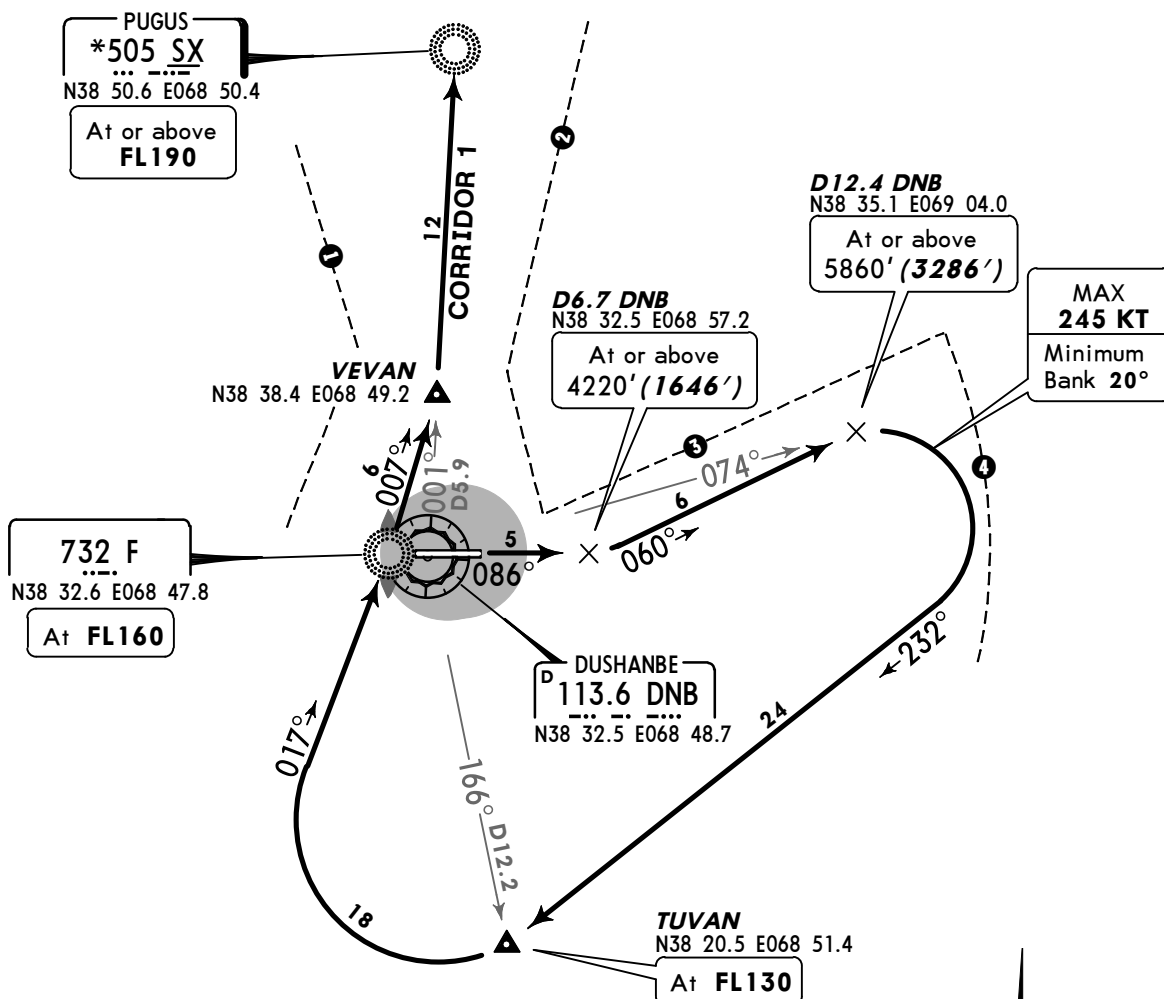
8480' (**5938'** - 1800m)7470' (**4928'** - 1500m)5830' (**3288'** - 1000m)

Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')



SX 1
RWY 09 DEPARTURE
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3A



- ① 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- ④ 17.3 NM from ARP do not overfly this line.

This SID requires a minimum climb gradient of
4.5% up to 5860' (3286'), then
3.9%.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.9% V/V(fpm)	296	395	592	790	987	1185

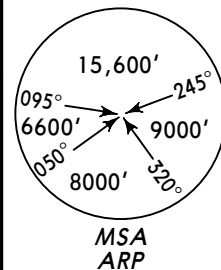
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

INITIAL CLIMB/ROUTING

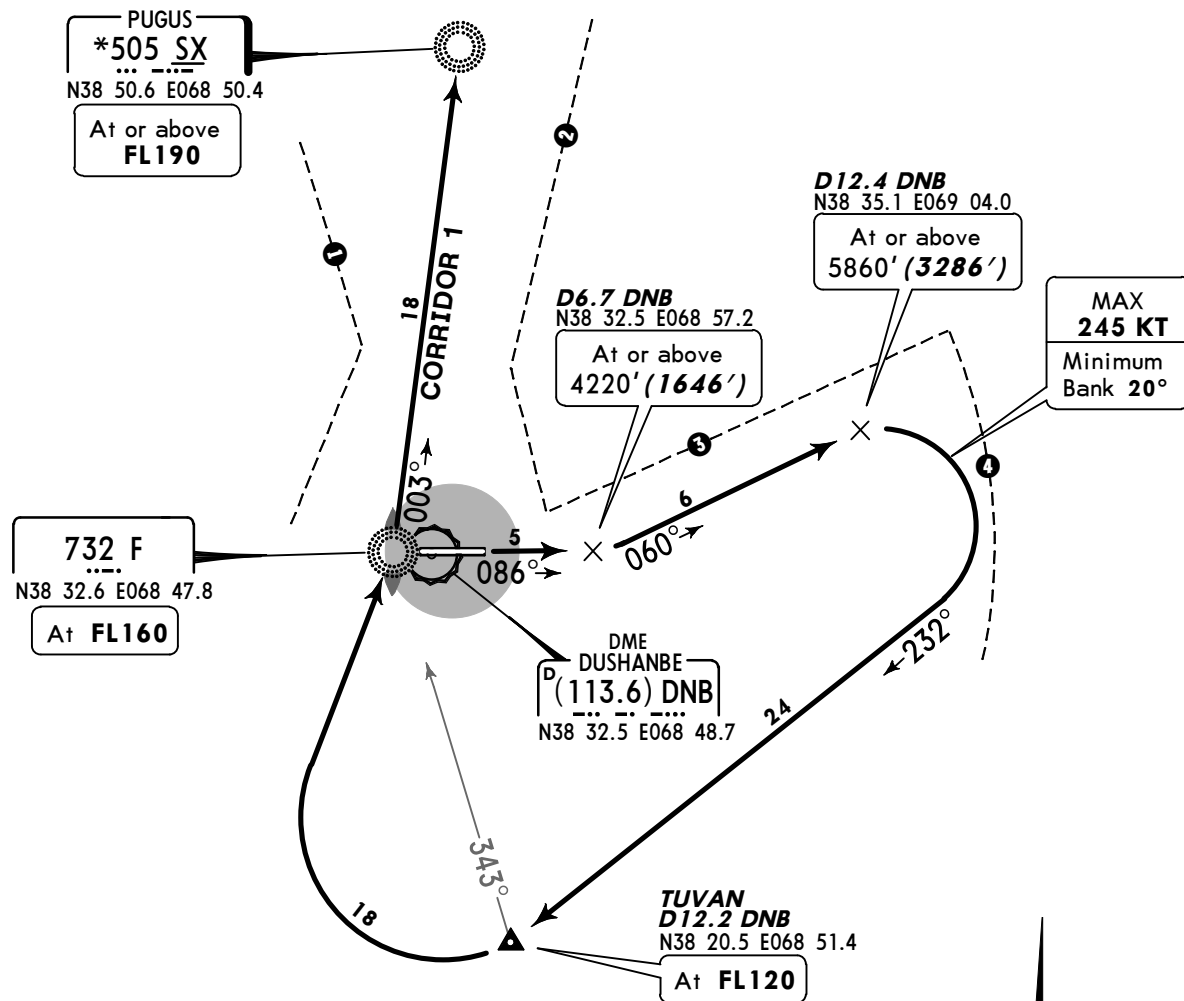
Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT, intercept 017° bearing to F, turn LEFT, 007° bearing to VEVAN, intercept DNB R-001 to SX.

Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')



SX 1
RWY 09 DEPARTURE
AVAILABLE WHEN DNB VOR UNSERVICEABLE



- ① 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- ② 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.
- ③ 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- ④ 17.3 NM from ARP do not overfly this line.

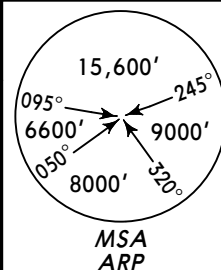
This SID requires a minimum climb gradient of
4.5% up to 5860' (3286'), then
3.9%.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.9% V/V(fpm)	296	395	592	790	987	1185

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

INITIAL CLIMB/ROUTING

Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT to F, 003° bearing to SX.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

SX 3

RWY 27 DEPARTURE

AVAILABLE WHEN DNB VOR UNSERVICEABLE

- 1 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.
- 2 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- 3 010° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL180.

PUGUS
*505 SX
N38 50.6 E068 50.4At or above
FL190D11.9 DNB
N38 32.2 E068 33.6
At or above
5830' (3288')DME DUSHANBE
(113.6) DNB
N38 32.5 E068 48.7MAX
245 KT 4
Minimum
Bank 20°732 W
N38 32.6 E068 51.2
At or above
FL160TUVAN
D12.2 DNG
N38 20.5 E068 51.4
At FL120

- 4 In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

This SID requires a minimum climb gradient of
4.5% up to 5830' (3288').

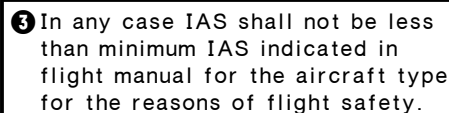
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367



ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

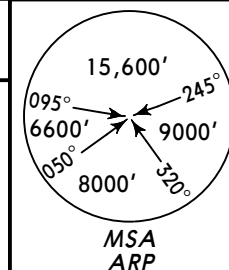
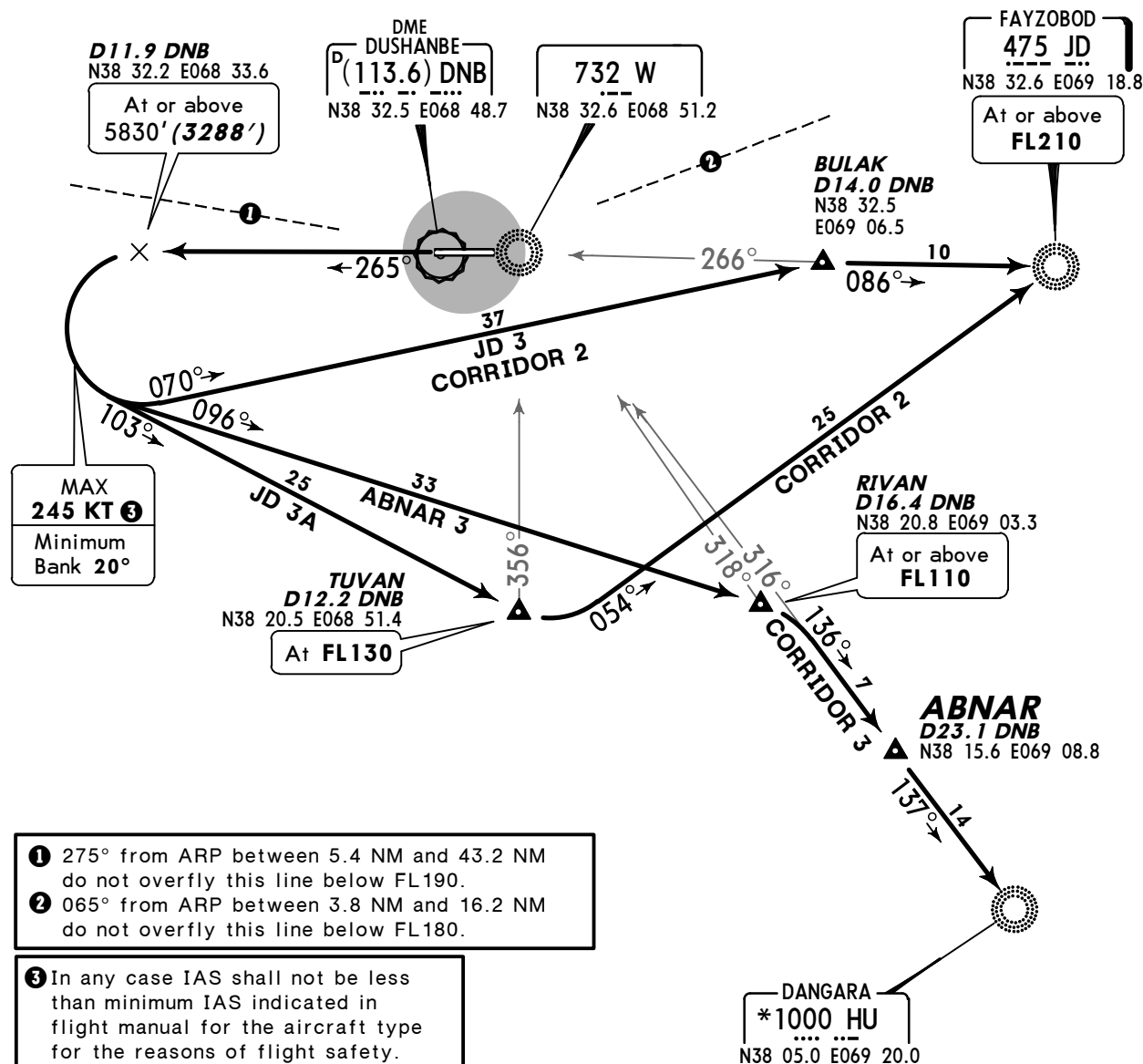
INITIAL CLIMB/ROUTING

Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn LEFT, intercept 327° bearing to W, 355° bearing to SX.



ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

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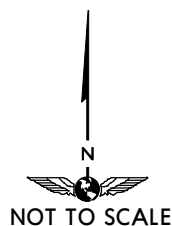
Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')**ABNAR 3, JD 3, JD 3A**
RWY 27 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE

These SIDs require minimum climb gradients of

4.5% up to 5830' (3288'), then

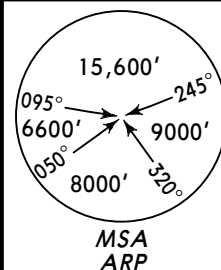
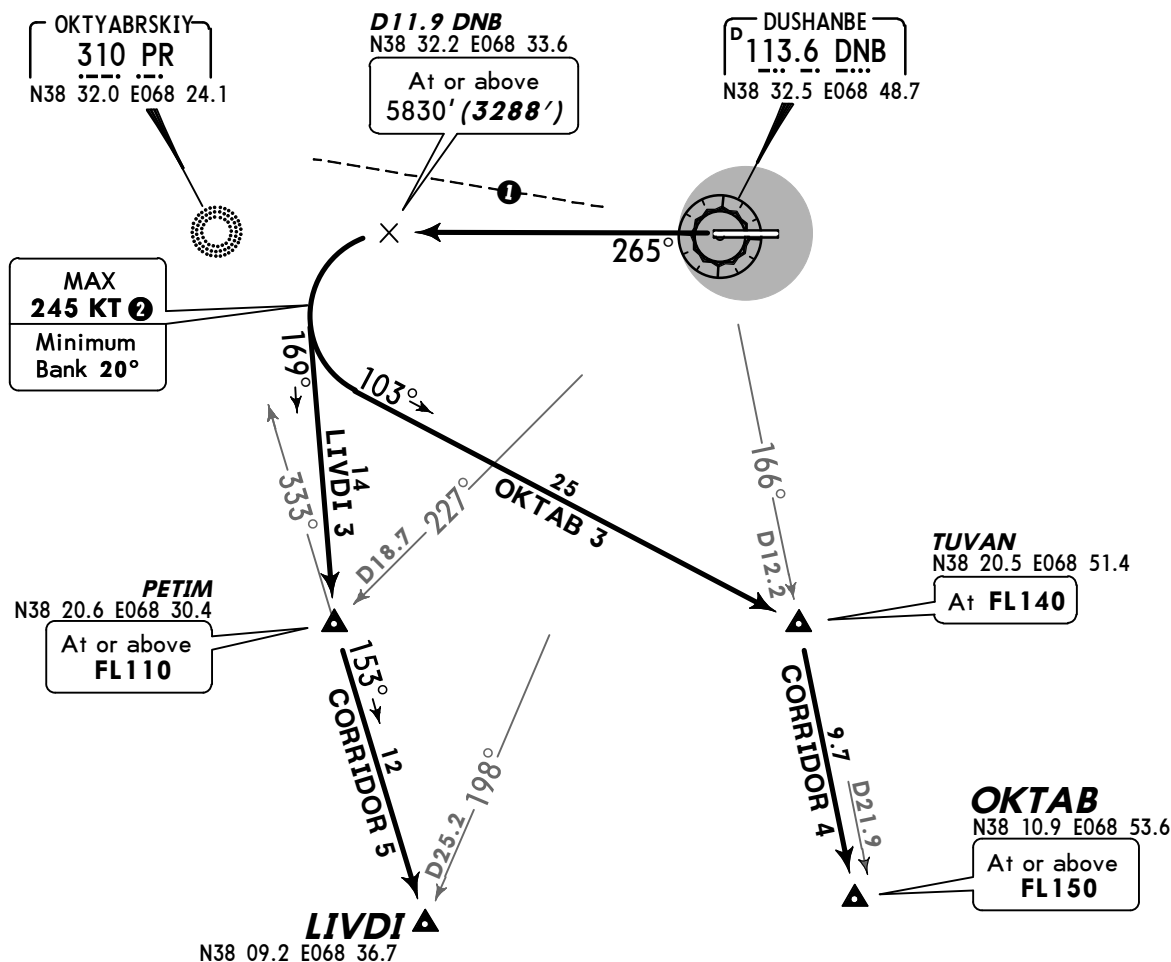
JD 3: 5.2%.**JD 3A:** 4.9%.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580
4.9% V/V (fpm)	372	496	744	992	1241	1489
4.5% V/V (fpm)	342	456	684	911	1139	1367



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3288' - 1000m)
8480'	(5938' - 1800m)

SID	INITIAL CLIMB/ROUTING
ABNAR 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 096° track to RIVAN, turn RIGHT, intercept 136° bearing from W to ABNAR.
JD 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 070° track to BULAK, intercept 086° bearing from W to JD.
JD 3A	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept 054° bearing to JD.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')**LIVDI 3, OKTAB 3**
RWY 27 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3J

① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.

② In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

These SIDs require minimum climb gradients of

4.5% up to 5830' (3288'), then

LIVDI 3: 6.2%.

OKTAB 3: 4.3%.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.3% V/V (fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

**SID****INITIAL CLIMB/ROUTING****LIVDI 3**

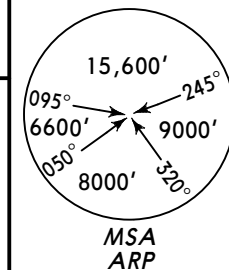
Climb on DNB R-265 to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.

OKTAB 3

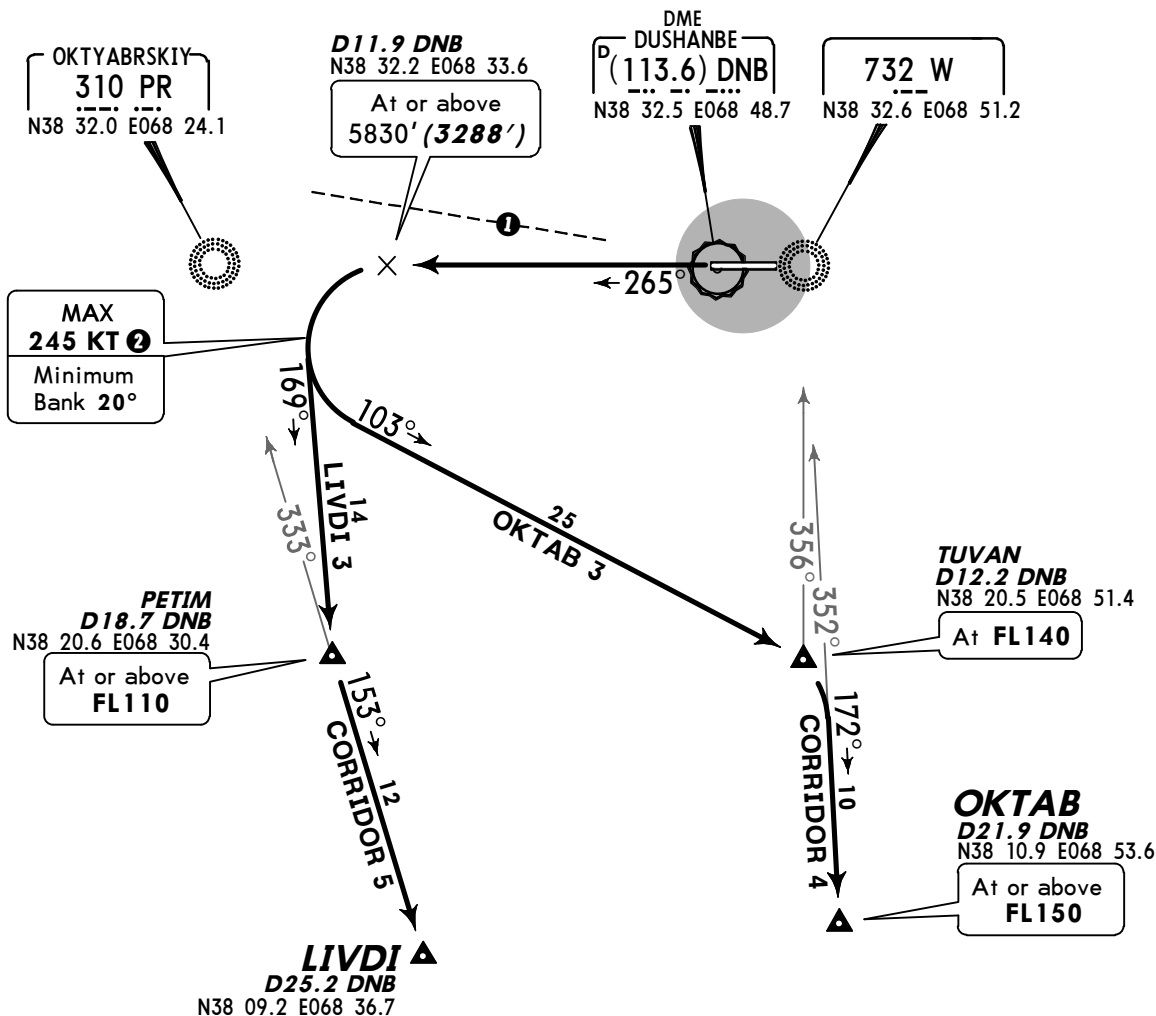
Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept DNB R-166 to OKTAB.

Apt Elev
2574'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')



LIVDI 3, OKTAB 3
RWY 27 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE



① 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.

② In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

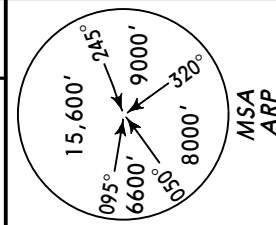
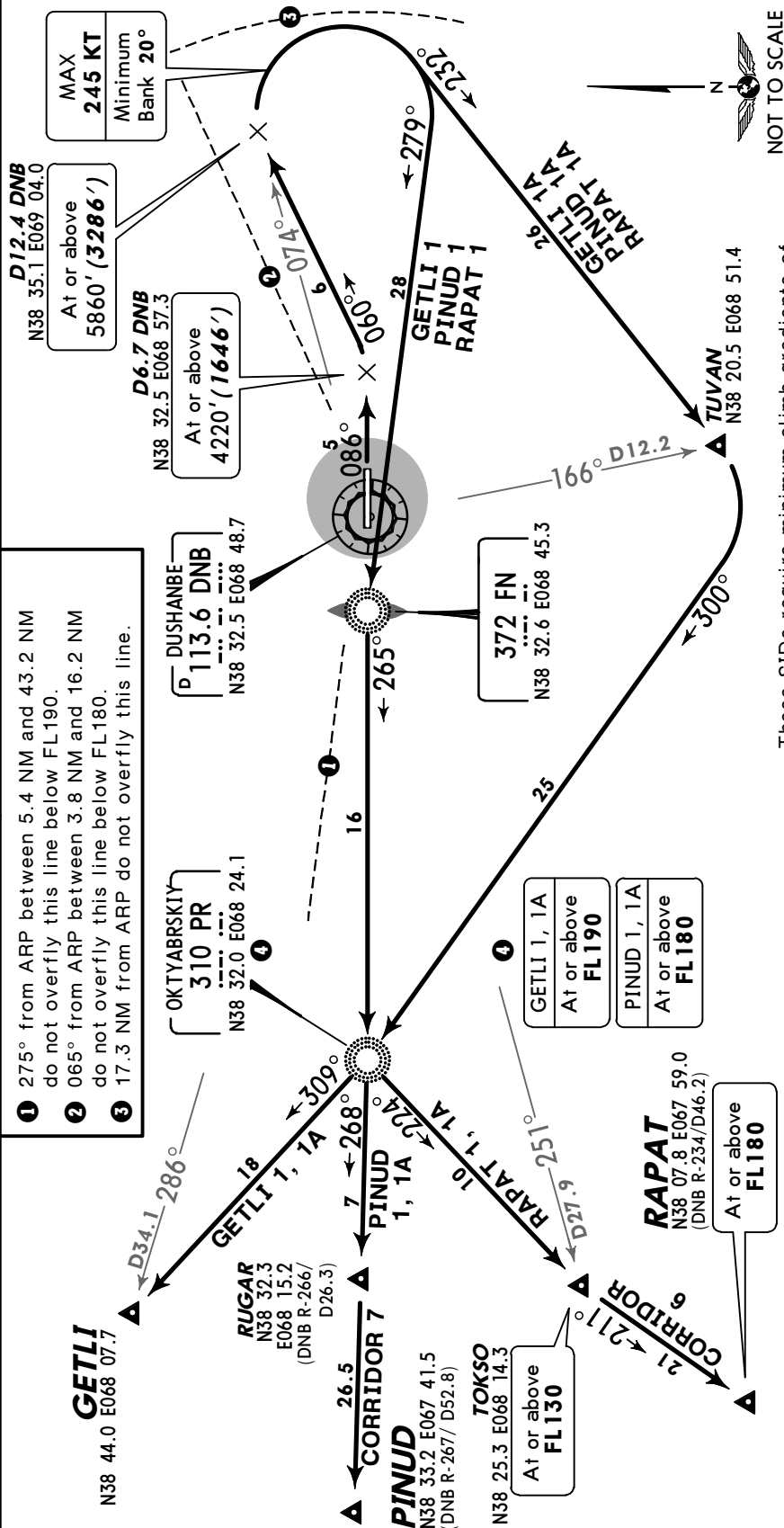


These SIDs require minimum climb gradients of
4.5% up to 5830' (3288'), then
LIVDI 3: 6.2%.
OKTAB 3: 4.3%.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.3% V/V (fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

SID	INITIAL CLIMB/ROUTING
LIVDI 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 169° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 3	Climb on 265° bearing from W to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn RIGHT, intercept 172° bearing from W to OKTAB.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')GETLI 1, GETLI 1A [GETLI1A]
PINUD 1, PINUD 1A [PINUD1A]
RAPAT 1, RAPAT 1A [RAPAT1A]
RWY 09 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3LALT/HEIGHT CONVERSION
(QFE)
QNH
4220' (1646' - 500m)
5860' (3286' - 1000m)
8480' (5906' - 1800m)

These SIDs require minimum climb gradients of

4.5% up to 5860' (3286'), then

GETLI 1: 292' per NM (4.8%).

GETLI 1A: 255' per NM (4.2%).

PINUD 1: 267' per NM (4.4%).

PINUD 1A: 231' per NM (3.8%).

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458
4.5% V/V(fpm)	342	456	684	911	1139	1367
4.4% V/V(fpm)	334	446	668	891	1114	1337
4.2% V/V(fpm)	319	425	638	851	1063	1276
3.8% V/V(fpm)	289	385	577	770	962	1155

INITIAL CLIMB

GETLI 1
Climb on DNB R-086 to D6.7 DNB, turn LEFT,
060° track to D12.4 DNB, turn RIGHT, intercept
279° bearing to FN, 265° bearing to PR.GETLI 1A
Climb on DNB R-086 to D6.7 DNB, turn LEFT,
060° track to D12.4 DNB, turn RIGHT, 232°
track to TUVAN, intercept 300° bearing to PR.

ROUTING

GETLI 1, 1A At PR 309° bearing to GETLI.

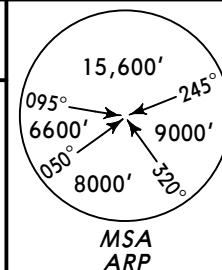
PINUD 1, 1A At PR 268° bearing via RUGAR to PINUD.

RAPAT 1, 1A At PR 224° bearing to TOKSO, turn LEFT,
211° track to RAPAT.

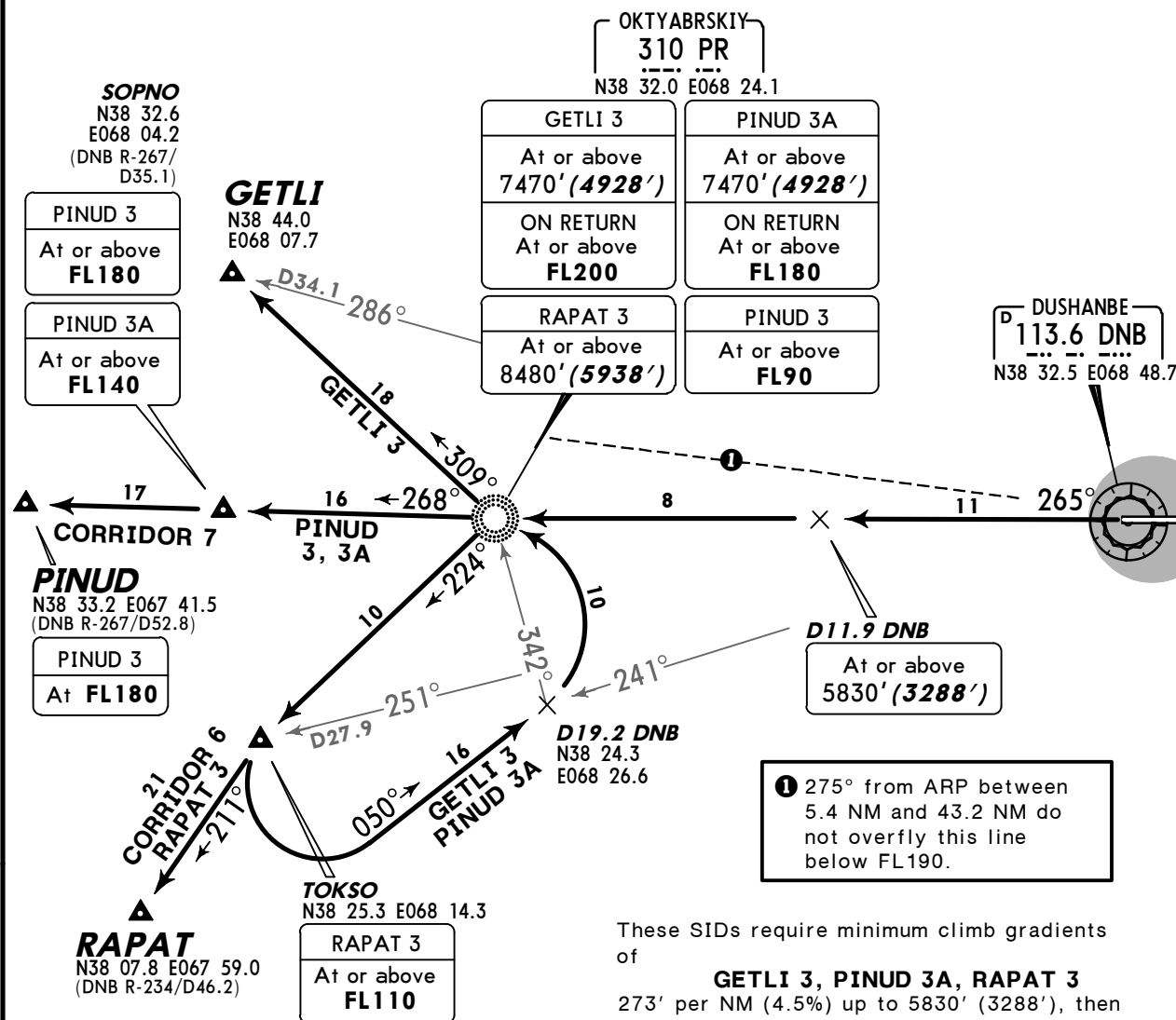
SID	INITIAL CLIMB
GETLI 1	Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, intercept 279° bearing to FN, 265° bearing to PR.
PINUD 1	
RAPAT 1	
GETLI 1A	Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, intercept 300° bearing to PR.
PINUD 1A	
RAPAT 1A	
SID	ROUTING
GETLI 1, 1A	At PR 309° bearing to GETLI.
PINUD 1, 1A	At PR 268° bearing via RUGAR to PINUD.
RAPAT 1, 1A	At PR 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.



NOT TO SCALE

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

GETLI 3, PINUD 3
PINUD 3A [PINUD 3A], RAPAT 3
RWY 27 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3N



① 275° from ARP between
5.4 NM and 43.2 NM do
not overfly this line
below FL190.

These SIDs require minimum climb gradients
of

GETLI 3, PINUD 3A, RAPAT 3

273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

PINUD 3

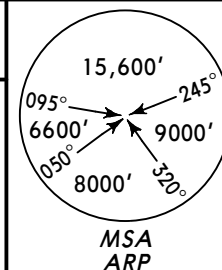
444' per NM (7.3%) up to SOPNO.

Gnd speed-KT	75	100	150	200	250	300
444' per NM	554	739	1109	1479	1848	2218
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

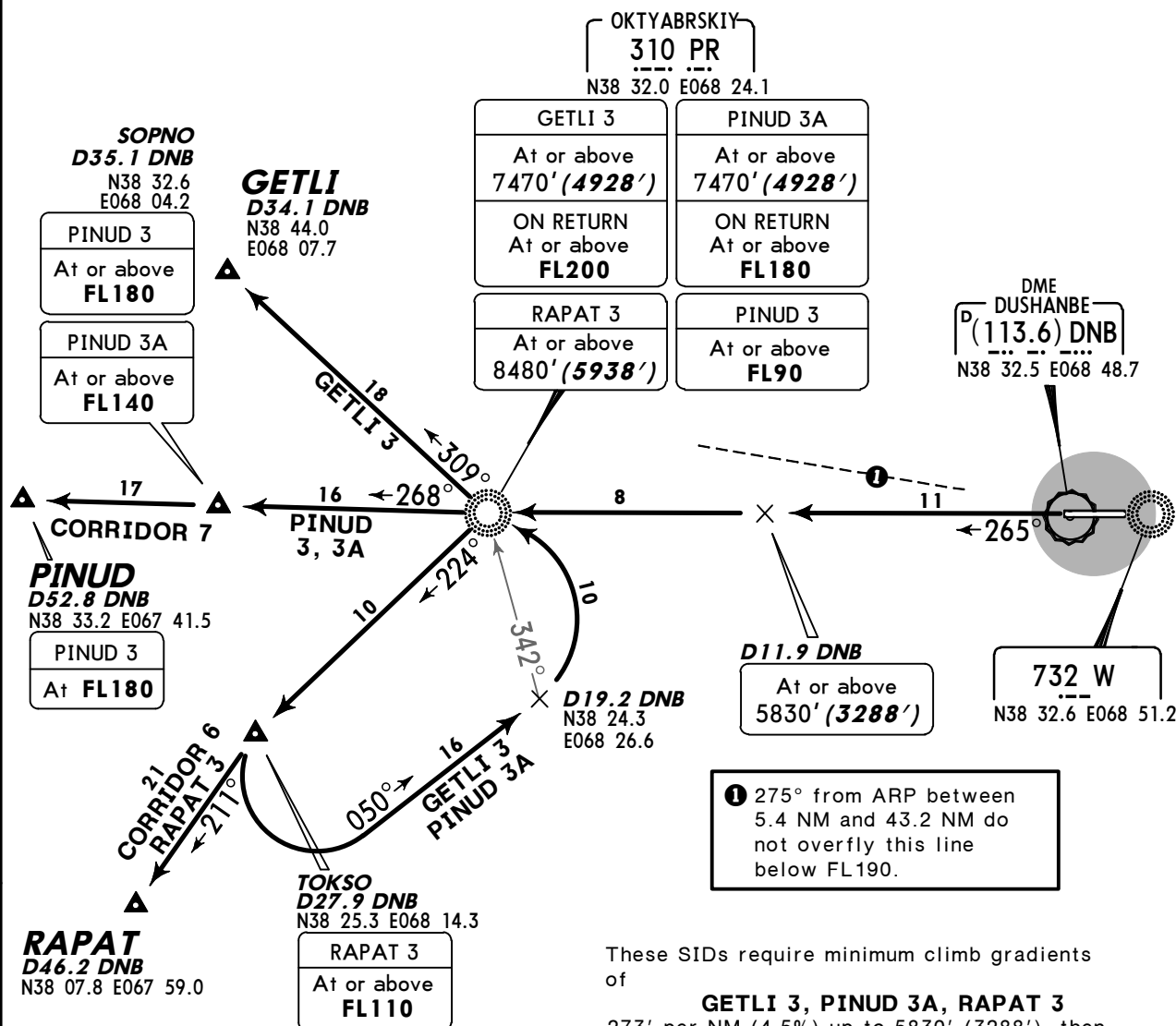
ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
7470' (4928' - 1500m)
8480' (5938' - 1800m)



SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on DNB R-265 to PR, 268° bearing to PINUD.
PINUD 3A	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 268° bearing to PINUD.
RAPAT 3	Climb on DNB R-265 to PR, 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

GETLI 3, PINUD 3
PINUD 3A [PINUD 3A], RAPAT 3
RWY 27 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE



ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
7470' (4928' - 1500m)
8480' (5938' - 1800m)



These SIDs require minimum climb gradients of

GETLI 3, PINUD 3A, RAPAT 3

273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).

PINUD 3

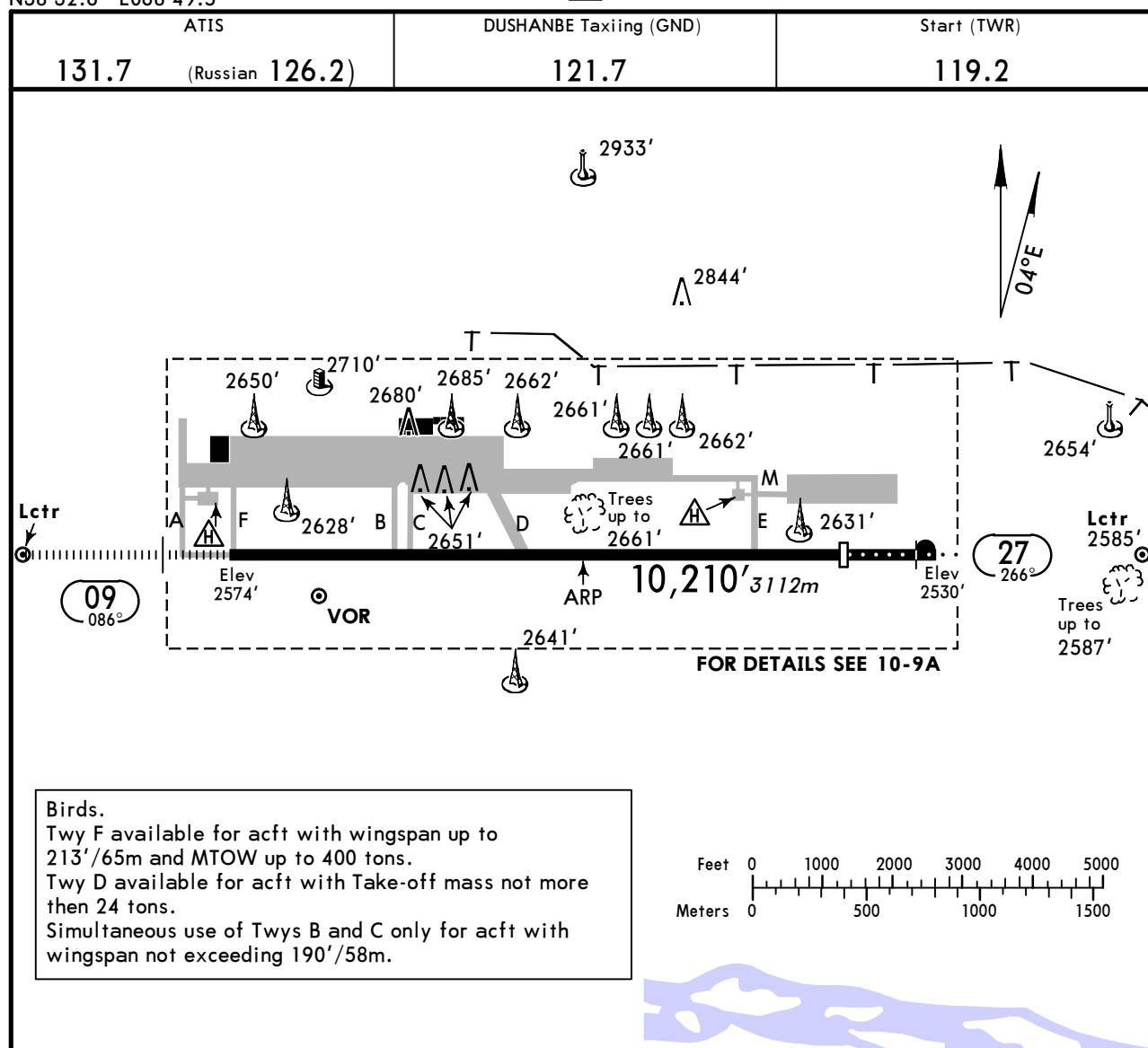
444' per NM (7.3%) up to SOPNO.

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444' per NM	554	739	1109	1479	1848	2218
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SID

INITIAL CLIMB/ROUTING

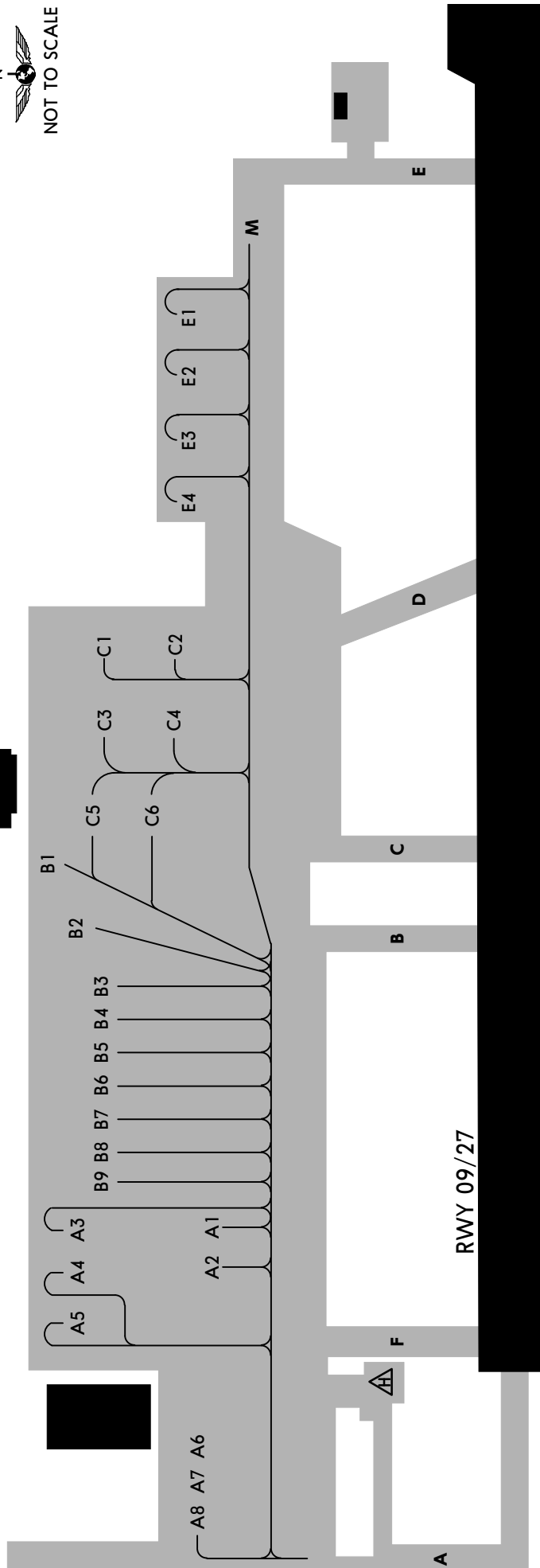
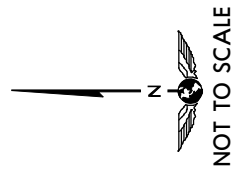
GETLI 3	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 309° bearing to GETLI.
PINUD 3	Climb on 265° bearing from W to PR, 268° bearing to PINUD.
PINUD 3A	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 050° track, at 342° bearing to PR turn LEFT to PR, 268° bearing to PINUD.
RAPAT 3	Climb on 265° bearing from W to PR, 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
				Threshold	Glide Slope	
09	RL (59m)	HIALS	PAPI-L (angle 3.0°)			148'
27	RL (59m)	ALS	PAPI-L (angle 3.0°)	8875' 2705m	9882' 3012m ①	45m

① First 328'/100m unusable for take-off.

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	



Stand E1 available for engine run-up.
Stands A3 thru A5 available for helicopters.
Stands A3 thru A7 and E1 taxiing in by towing.

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2774' (200')	2774' (200')	2774' (200')	2774' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	NDB ①	2970' (396')	2970' (396')	2970' (396')	2970' (396')
	with DME	R1100m	R1100m	R1100m	R1100m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	NDB w/o DME	4040' (1466')	4040' (1466')	4040' (1466')	4040' (1466')
		C5000m	C5000m	C5000m	C5000m
27	NDB ①	3000' (458')	3000' (458')	3000' (458')	3000' (458')
	with DME	R1900m	R1900m	R1900m	R1900m
	<i>ALS out</i>	C2100m	C2100m	C2100m	C2100m
	NDB w/o DME	3890' (1348')	3890' (1348')	3890' (1348')	3890' (1348')
		C5000m	C5000m	C5000m	C5000m

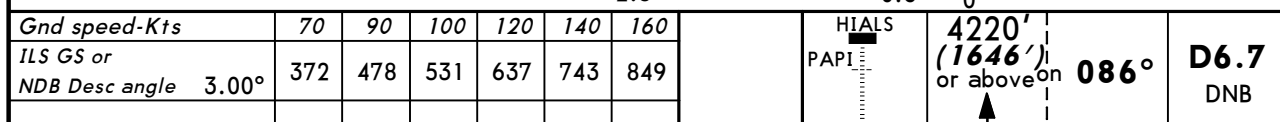
① Continuous Descent Final Approach.

TAKE-OFF RWY 09, 27		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B 250m		
C		
D 300m		

BRIEFING STRIP™

MSA
ARP

20

15

PLANS OPS

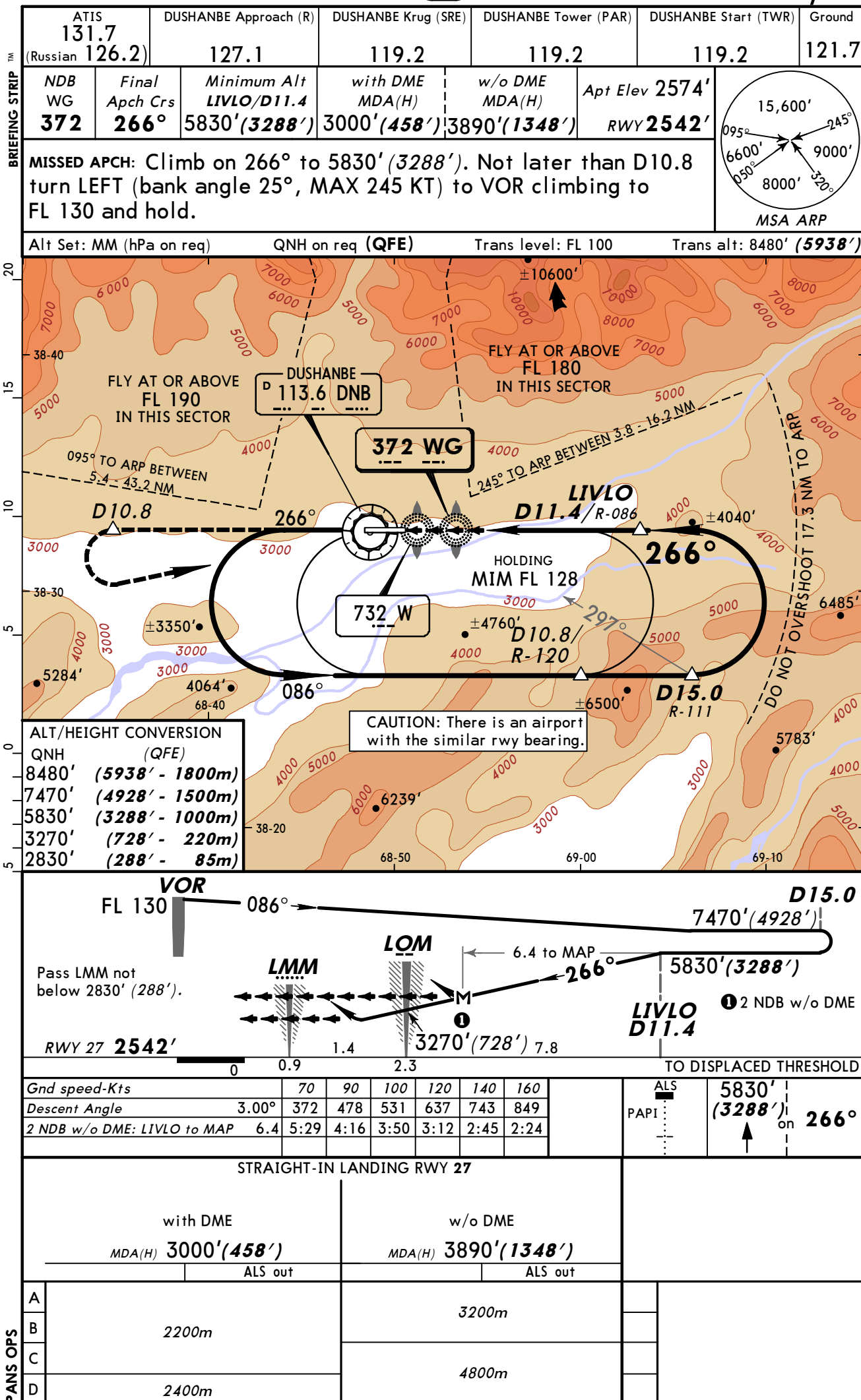


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUSHANBE, (DUSHANBE - UTDD)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDD