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Airport Information For UTTT

Terminal Charts For UTTT

Revision Letter For Cycle 01-2014

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: 0249 Z
Sunset: 1208 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

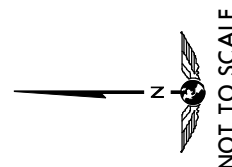
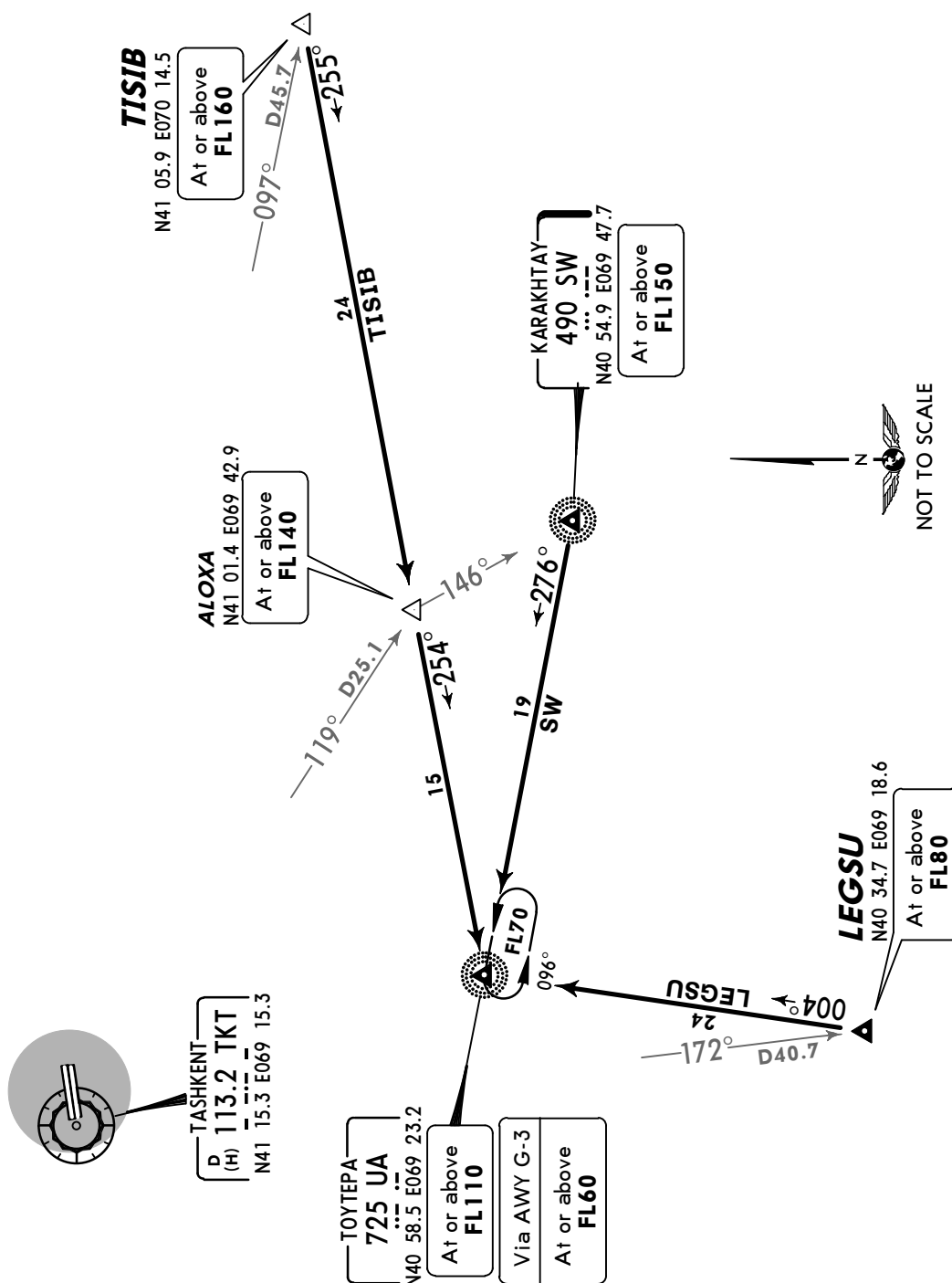
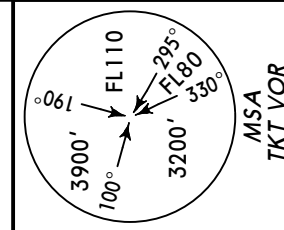
ATIS
126.8

Apt Elev
1416'

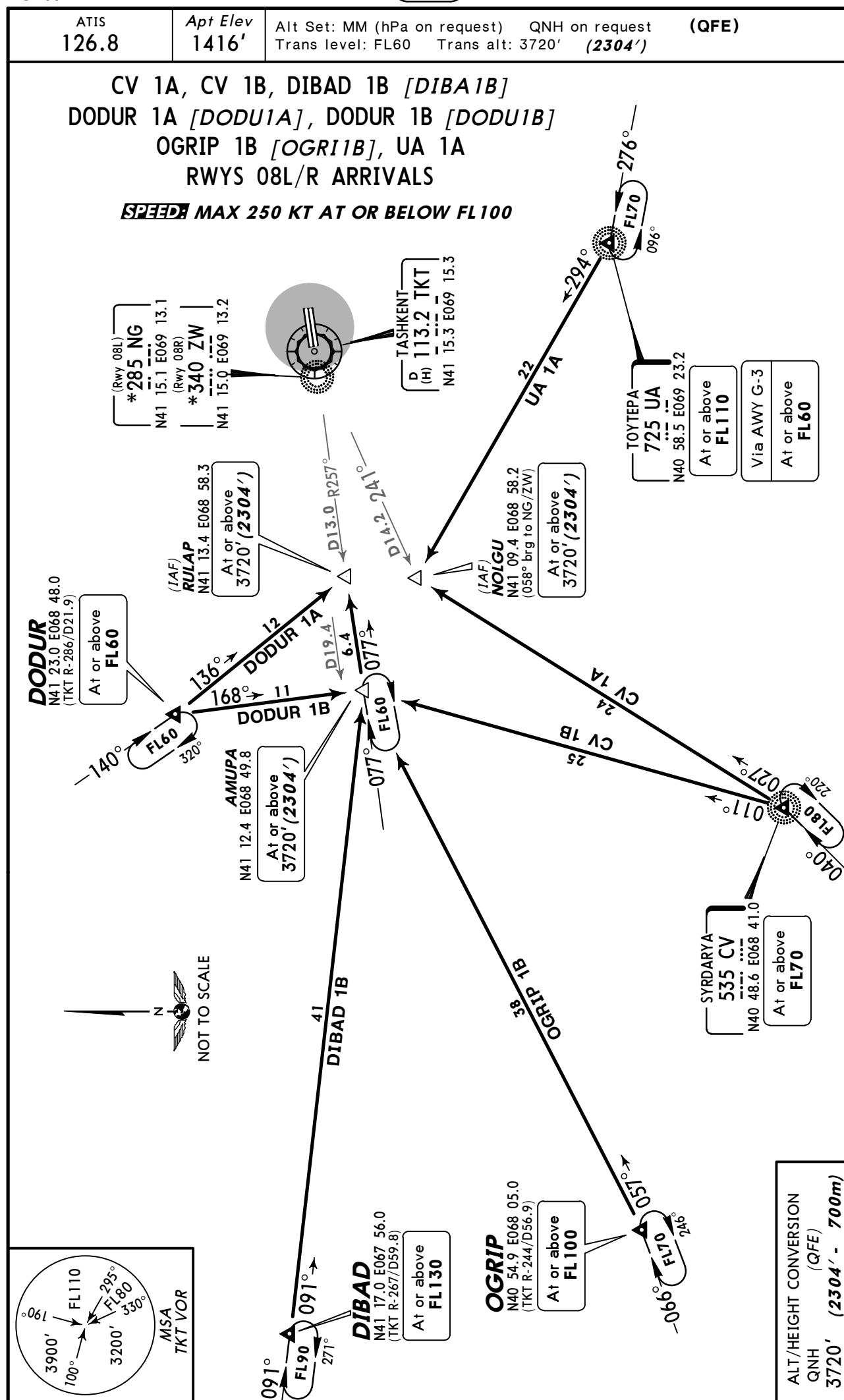
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3720' (2304')

(QFE)

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



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



ATIS
126.8

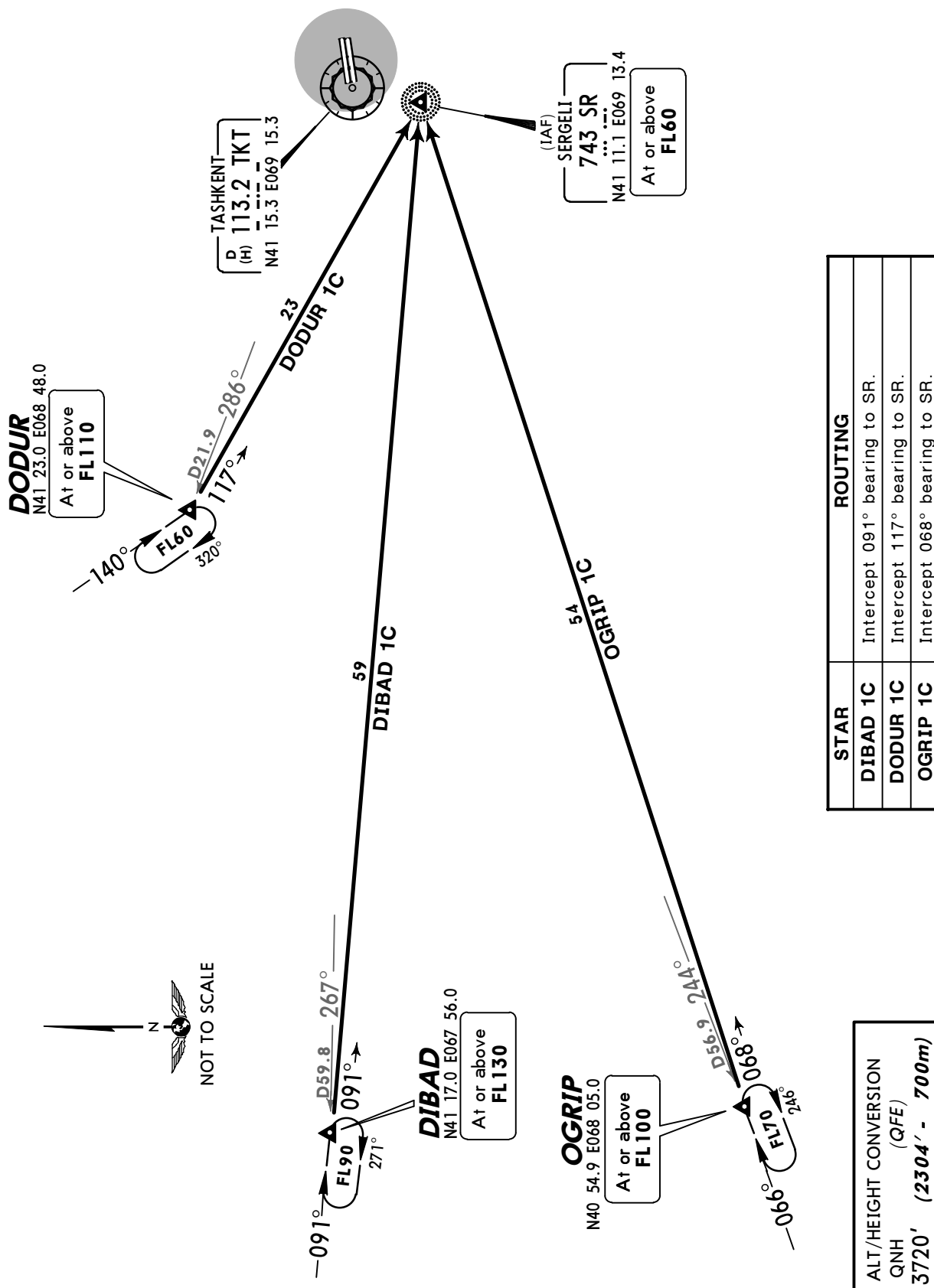
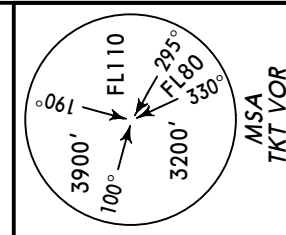
Apt Elev
1416'

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



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

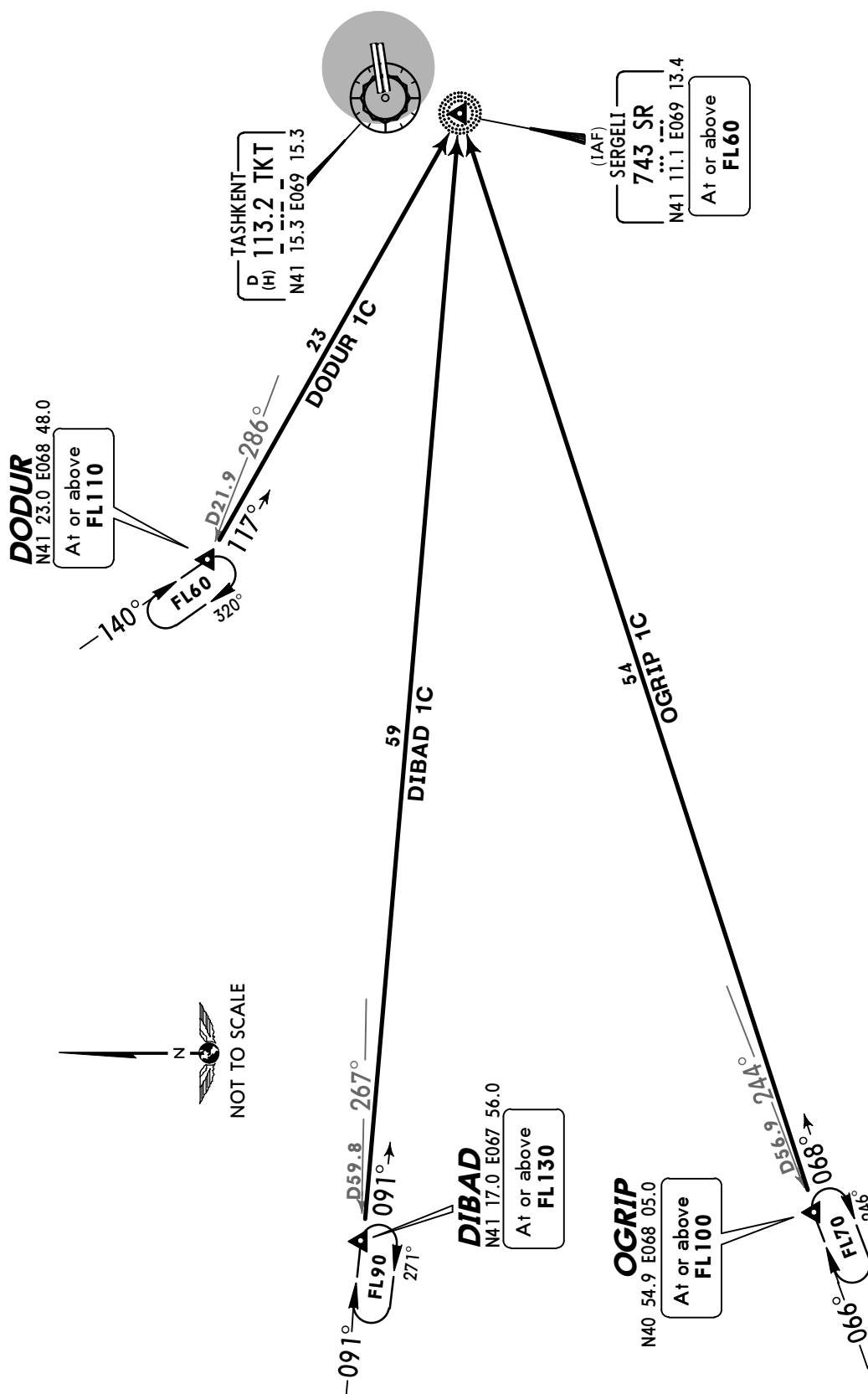
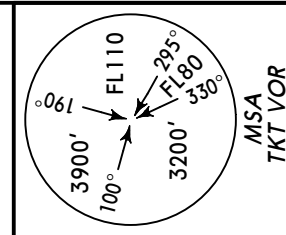
Apt Elev
1416'

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 [OGR11C]
RWYS 08L/R ARRIVALS
WITHOUT RADAR CONTROL

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.

ATIS
126.8

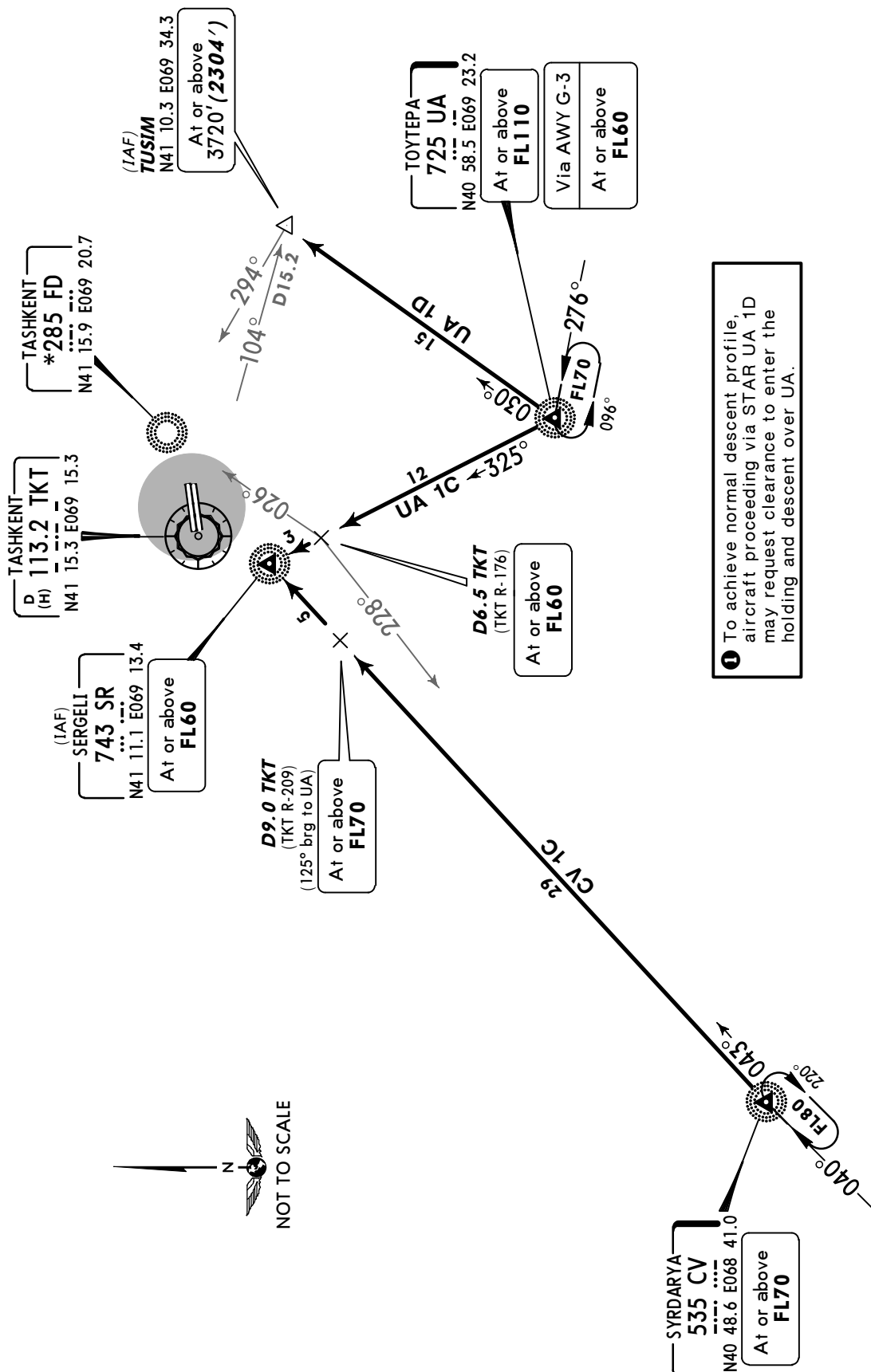
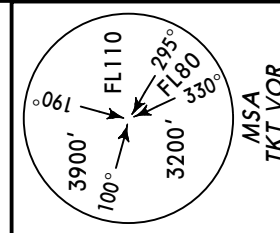
Apt Elev
1416'

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

(QFE)

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

SPEEDS MAX 250 KT AT OR BELOW FL100



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

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

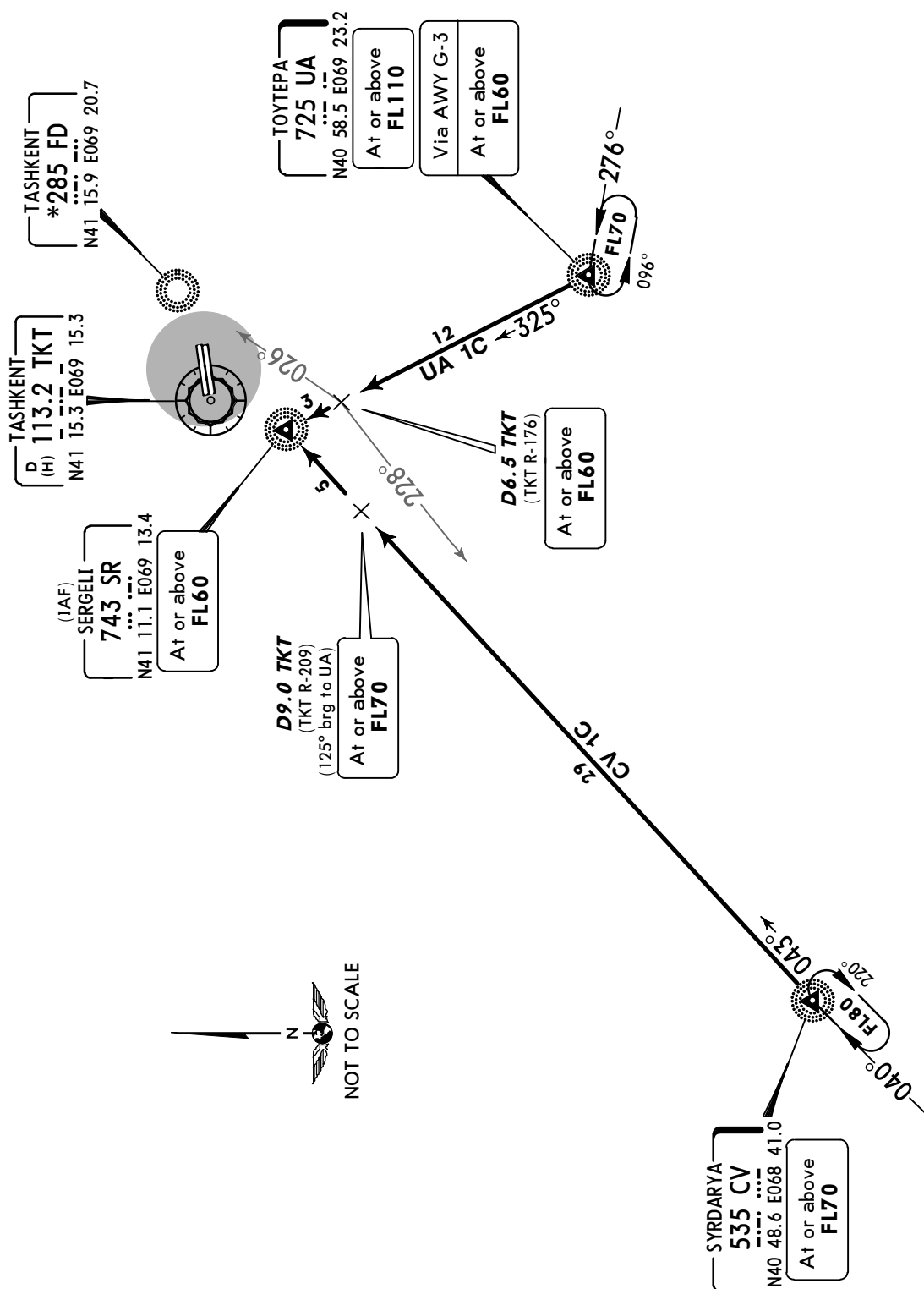
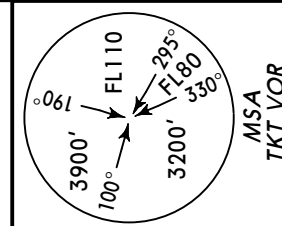
ATIS
126.8

Apt Elev
1416'

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

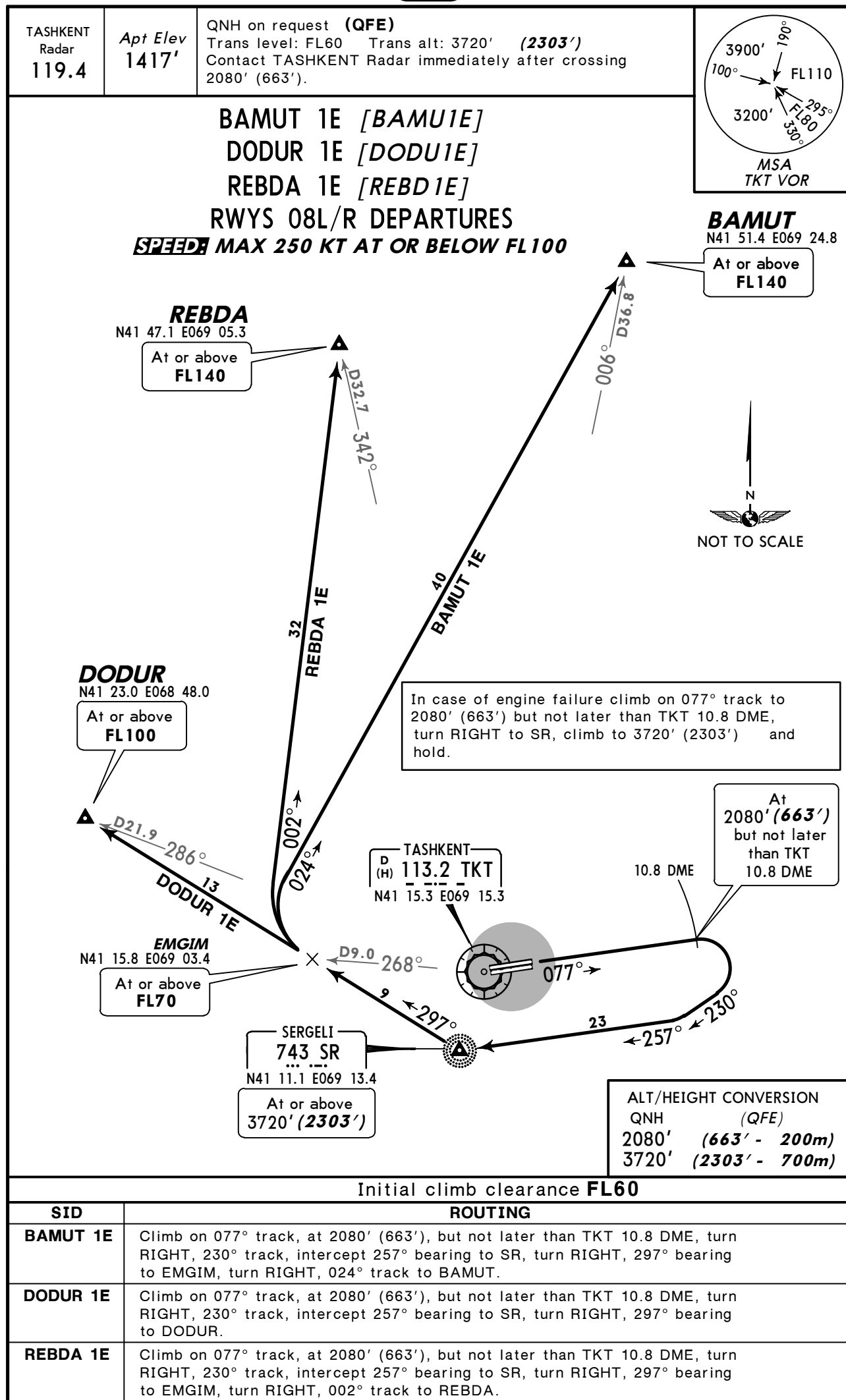
(QFE)

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



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

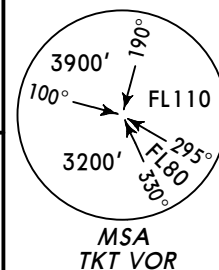
ALT/HEIGHT CONVERSION QNH (QFE)
3720' (2304' - 700m)



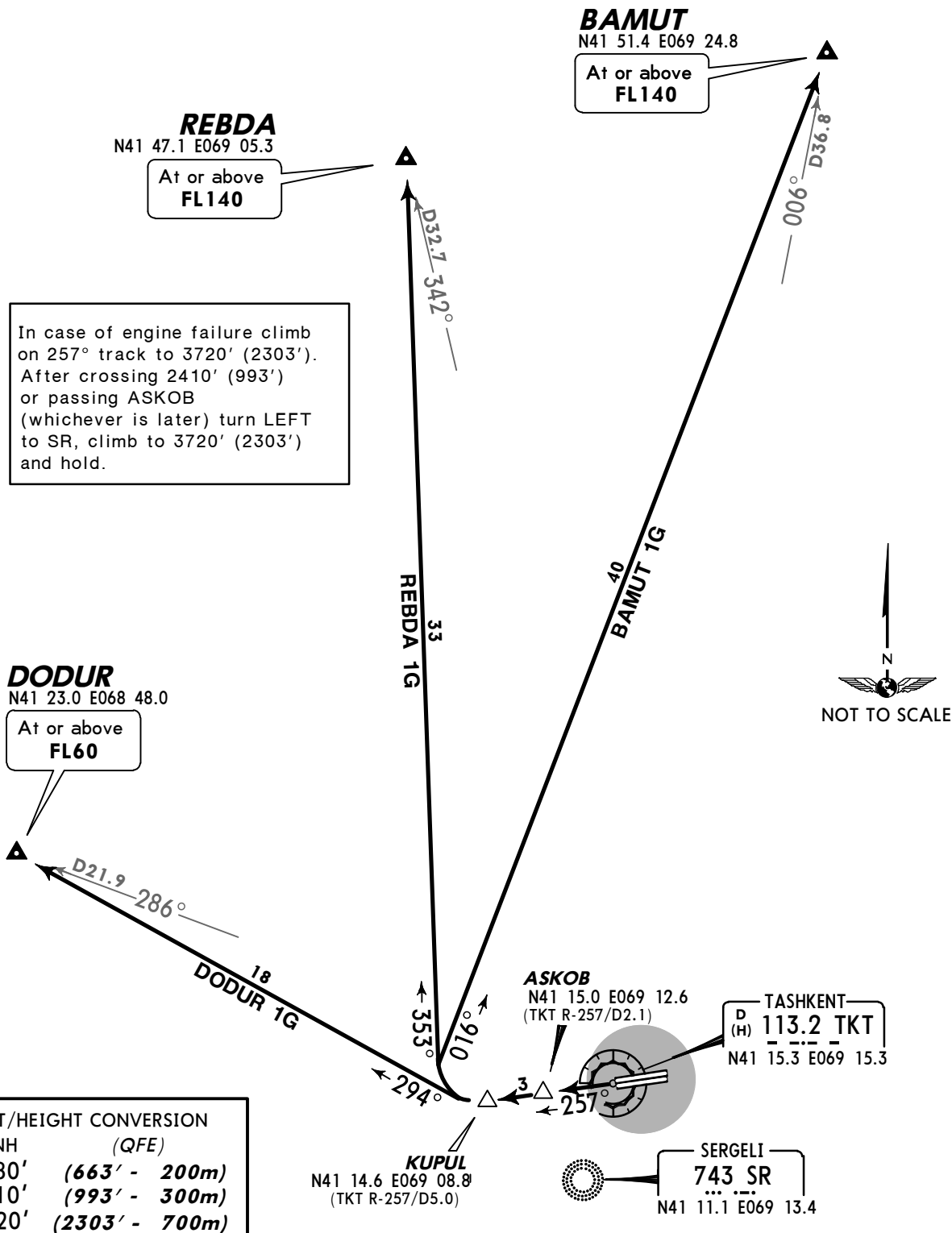
TASHKENT
Radar
119.4

Apt Elev
1417'

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



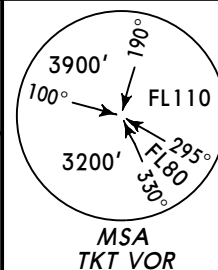
BAMUT 1G [BAMU1G]
DODUR 1G [DODU1G]
REBDA 1G [REBD1G]
RWYS 26L/R DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



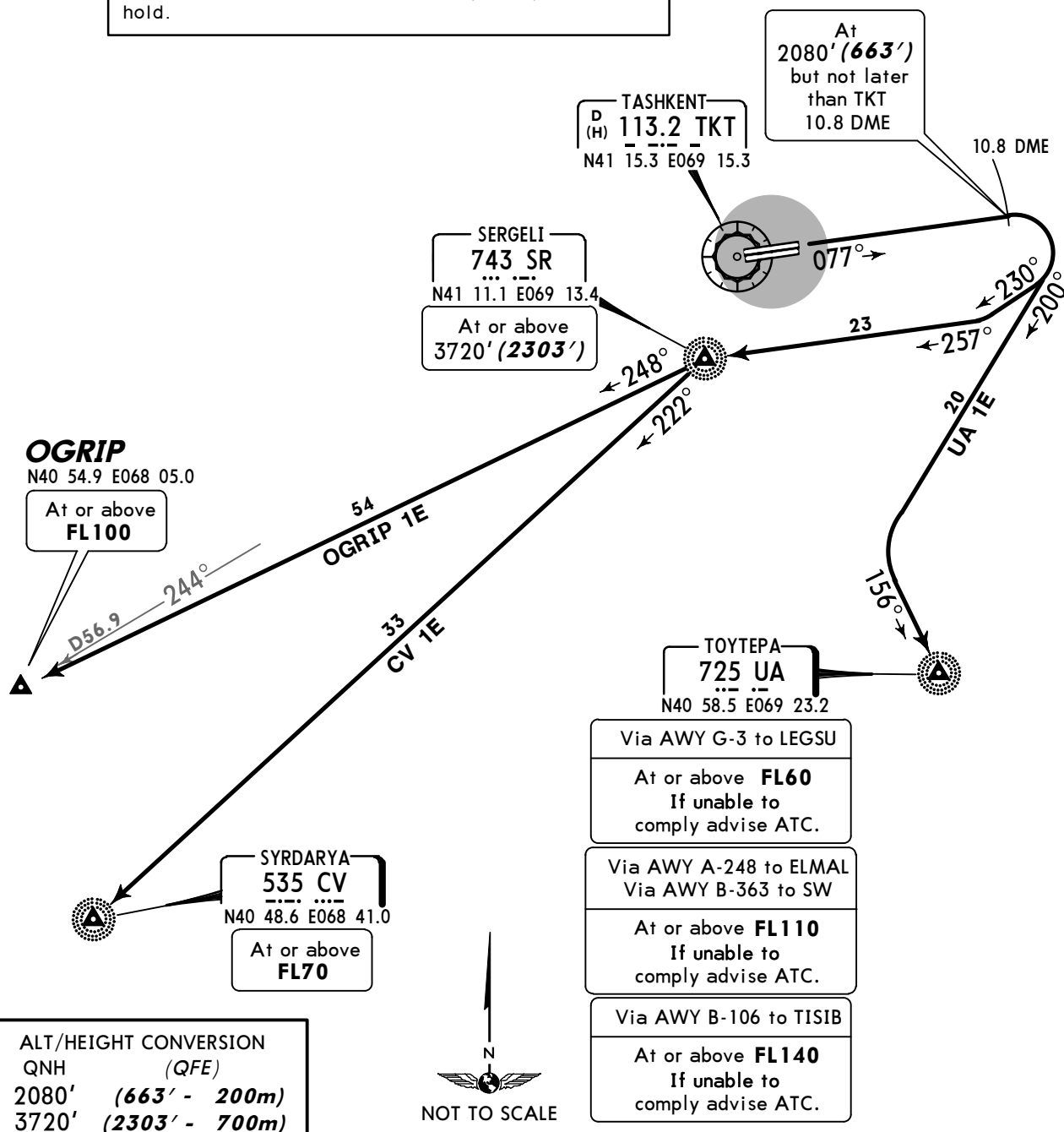
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2080'	(663' - 200m)
2410'	(993' - 300m)
3720'	(2303' - 700m)

Initial climb clearance **FL60**

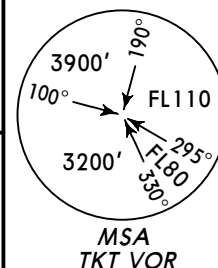
SID	ROUTING
BAMUT 1G	Climb on 257° track to KUPUL, turn RIGHT, 016° track to BAMUT.
DODUR 1G	Climb on 257° track to KUPUL, turn RIGHT, 294° track to DODUR.
REBDA 1G	Climb on 257° track to KUPUL, turn RIGHT, 353° track to REBDA.

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

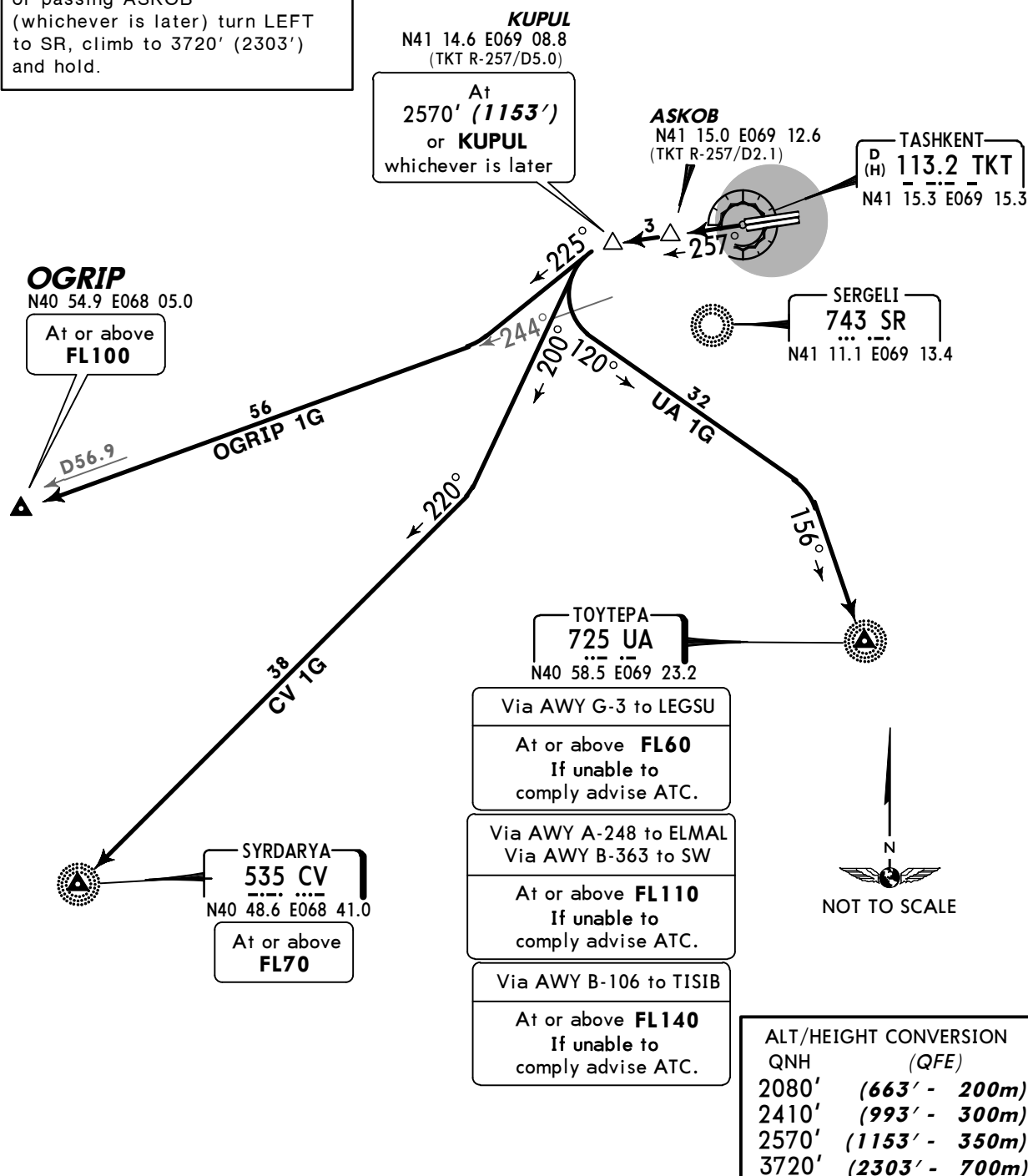
In case of engine failure climb on 077° track to
2080' (663') but not later than TKT 10.8 DME,
turn RIGHT to SR, climb to 3720' (2303') and
hold.

ALT/HEIGHT CONVERSION
QNH (QFE)
2080' (663' - 200m)
3720' (2303' - 700m)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 [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 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, at 2570' (1153') or KUPUL whichever is later, turn LEFT, 200° track, intercept 220° bearing to CV.
OGRIP 1G	Climb on 257° track, at 2570' (1153') or KUPUL whichever is later, turn LEFT, 225° track, intercept TKT R-244 to OGRIP.
UA 1G	Climb on 257° track, at 2570' (1153') or KUPUL whichever is later, turn LEFT, 120° track, intercept 156° bearing to UA.

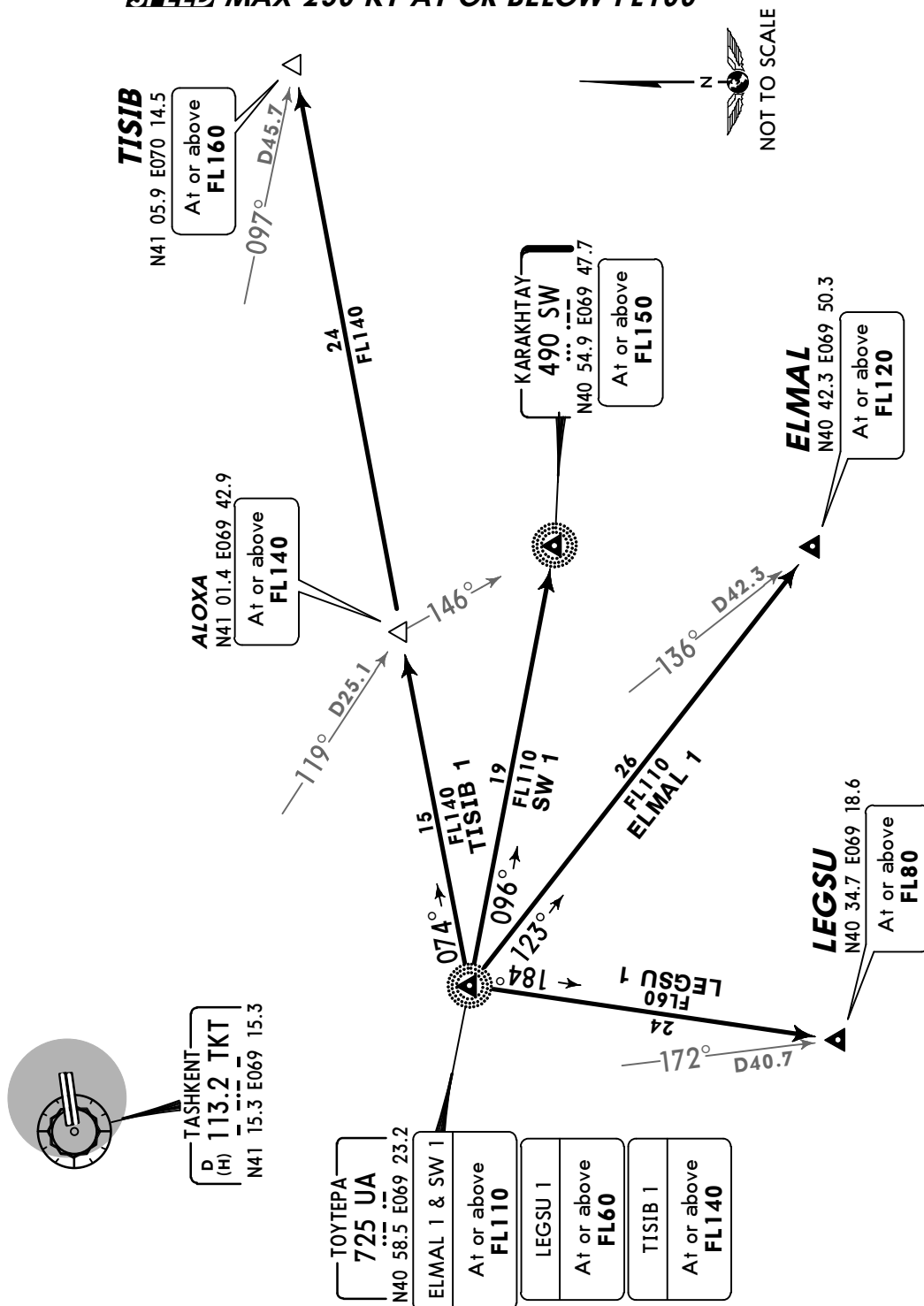
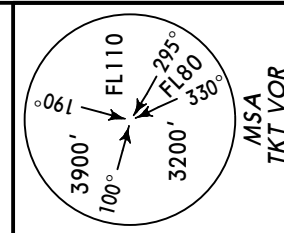
Apt Elev
1417'

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

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

TISIB 1 [TISI1]
TRANSITIONS

DEEPS MAX 250 KT AT OR BELOW FL100

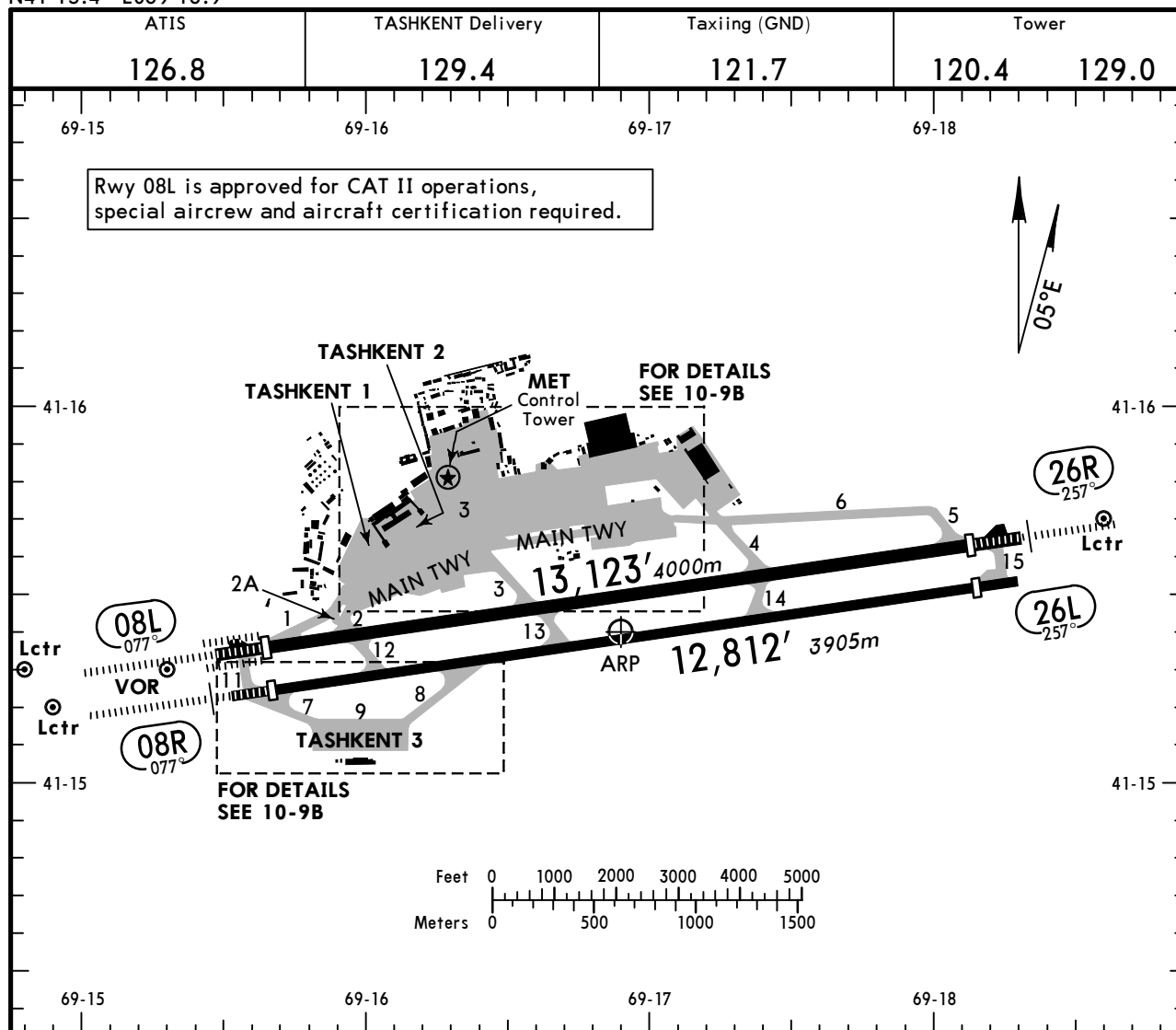


TRANSITION	ROUTING
ELMAL 1	From UA to ELMAL.
LEGSU 1	From UA to LEGSU.
SW 1	From UA to SW.
TISIB 1	From UA via ALOXA to TISIB.

ALT/HEIGHT CONVERSION
QNH (QFE)
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		
						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)											
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	❹	148' 45m	
26L	HIRL (60m)						12,139' 3700m				
❹ 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 12,812' (3905m)											
twy 14 int 7710' (2350m)											
TAKE-OFF											
AIR CARRIER (JAA)											
Rwy 08L/26R LVP must be in force		All Rwys				RCLM (DAY only) or RL					
		LVP must be in force									
RL & CL		DAY RCLM or RL		NIGHT RL							
A	200m ❶		300m		300m		400m				
400m											
400m											
B	250m (200m ❶)				400m						
400m											
400m											
C	250m (200m ❶)				400m						
400m											
400m											
D	250m (200m ❶)				400m						
400m											
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.

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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".

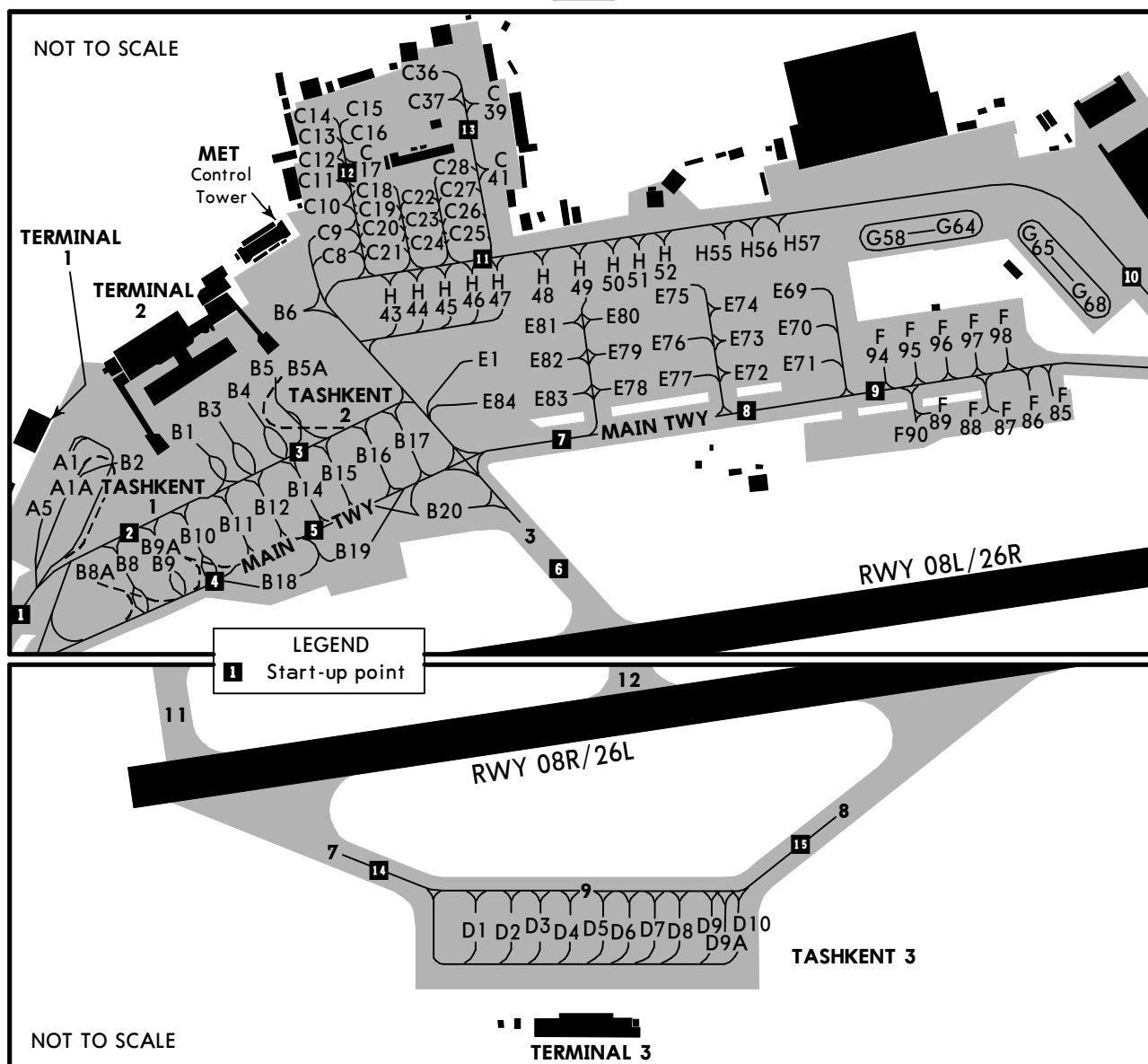
ARRIVAL:

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.

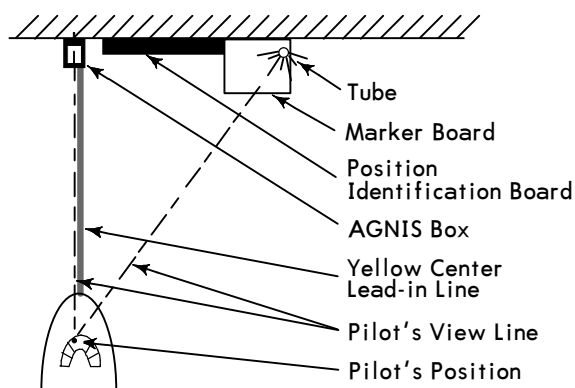
DEPARTURE:

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



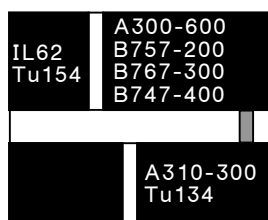
Visual guidance system consists of the following elements:

- 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

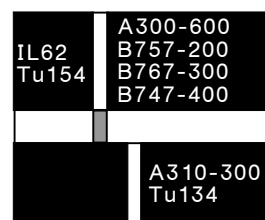
ACFT is stopped at correct position by means of PAPA element. As soon as tubular light registers in line with appropriate vertical reference mark, ACFT has reached correct stopping position.



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.

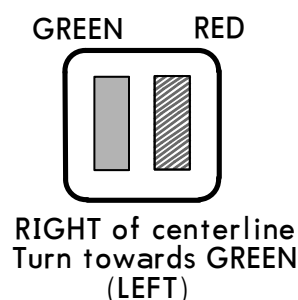
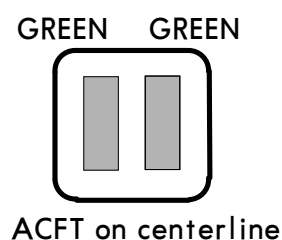
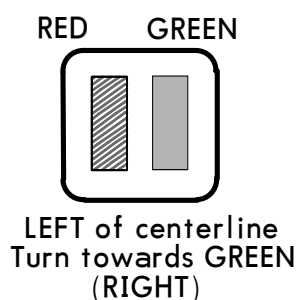
AGNIS, PAPI and flashing beacon are connected to the essential power supply system.

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 ❶	1820' (451') ceil 200m- 3000m	1820' (451') ceil 200m- 3000m	1820' (451') ceil 300m- 5000m	1820' (451') ceil 300m- 5000m
	2 NDB ❶ with D5.7	1750' (381') ceil 115m- 1700m ceil 115m- 1700m	1750' (381') ceil 115m- 1700m ceil 115m- 1700m	1750' (381') ceil 115m- 1700m ceil 115m- 1800m	1750' (381') ceil 115m- 1700m ceil 115m- 1800m
	2 NDB ❶ w/o D5.7	2010' (641') ceil 200m- 2500m ceil 200m- 3000m	2010' (641') ceil 200m- 2500m ceil 200m- 3000m	2010' (641') ceil 200m- 2500m ceil 200m- 3000m	2010' (641') ceil 200m- 2500m ceil 200m- 3000m
	NDB ❶	2590' (1221') ceil 370m- 5000m	2590' (1221') ceil 370m- 5000m	2590' (1221') ceil 370m- 6000m	2590' (1221') ceil 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 ❶	2130' (761') ceil 230m- 3000m	2130' (761') ceil 230m- 3000m	2130' (761') ceil 300m- 5000m	2130' (761') ceil 300m- 5000m
	2 NDB ❶ with D5.7	1800' (431') ceil 130m- 1500m	1800' (431') ceil 130m- 2000m	1800' (431') ceil 130m- 2000m	1800' (431') ceil 130m- 2000m
	2 NDB w/o D5.7	2100' (731') ceil 220m- 3000m ceil 220m- 3600m	2100' (731') ceil 220m- 3000m ceil 220m- 3600m	2100' (731') ceil 220m- 3100m ceil 220m- 3800m	2100' (731') ceil 220m- 3100m ceil 220m- 3800m
	<i>ALS out</i>				
	NDB ❶	2590' (1221') ceil 370m- 5000m	2590' (1221') ceil 370m- 5000m	2590' (1221') ceil 370m- 6000m	2590' (1221') ceil 370m- 6000m
	SIDESTEP	2290' (921') ceil 300m- 5000m	2290' (921') ceil 300m- 5000m	2290' (921') ceil 300m- 5000m	2290' (921') ceil 300m- 5000m

❶ Continuous Descent Final Approach.

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

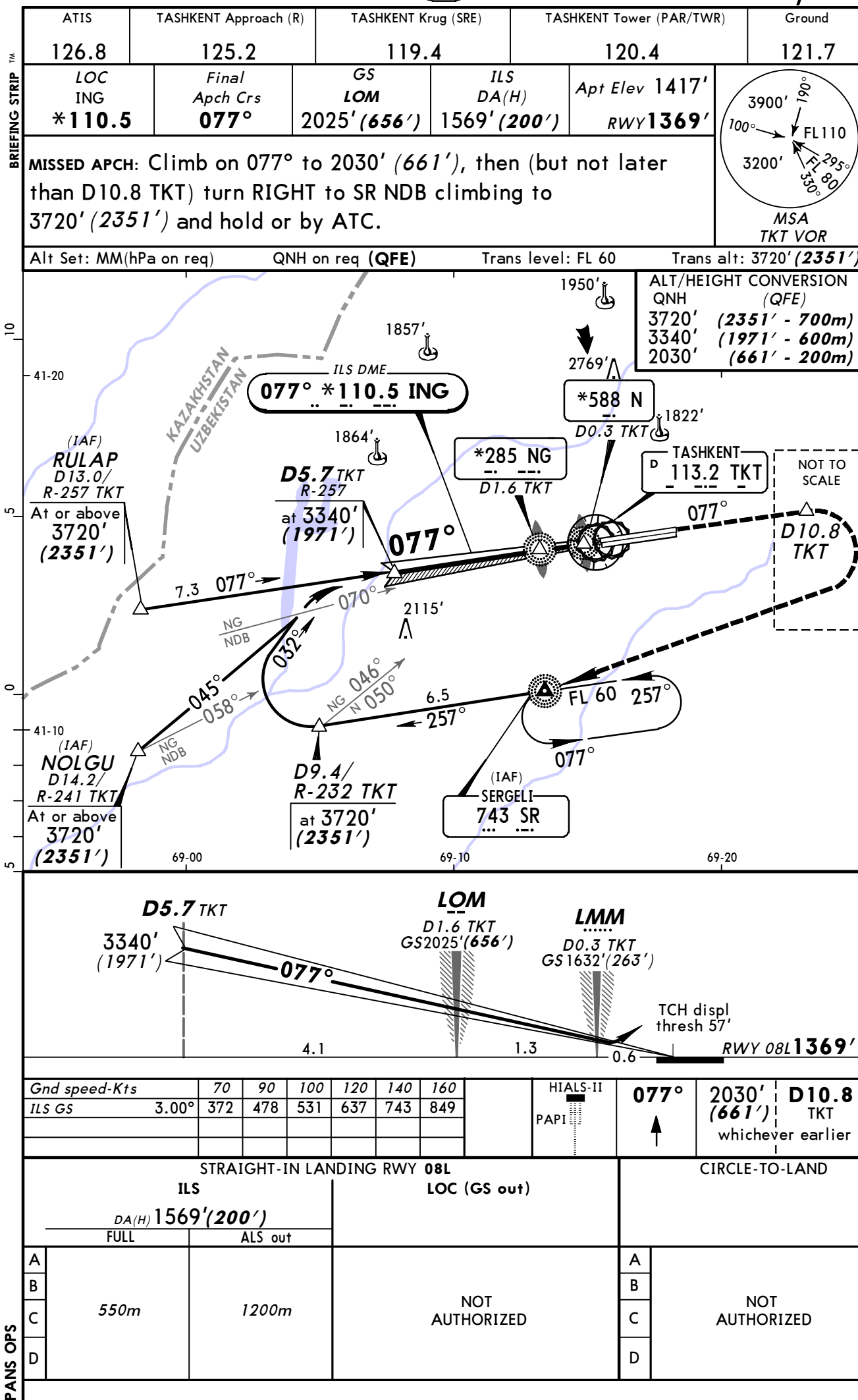
❶ Continuous Descent Final Approach.

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

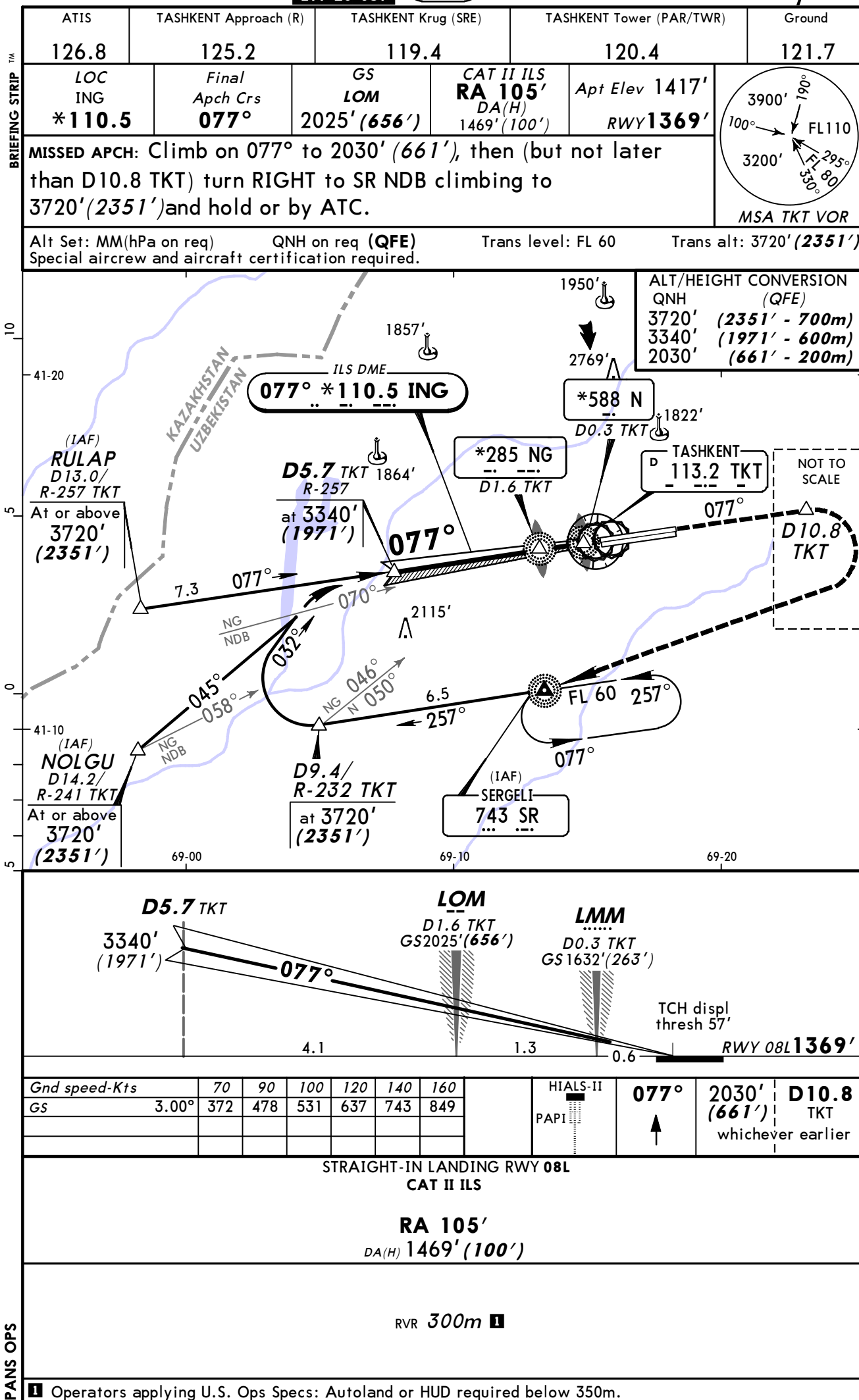
❶ Available only when braking coefficient is not less than 0.5 and cross wind component less than 1/2 of MAX acceptable for ACFT type.

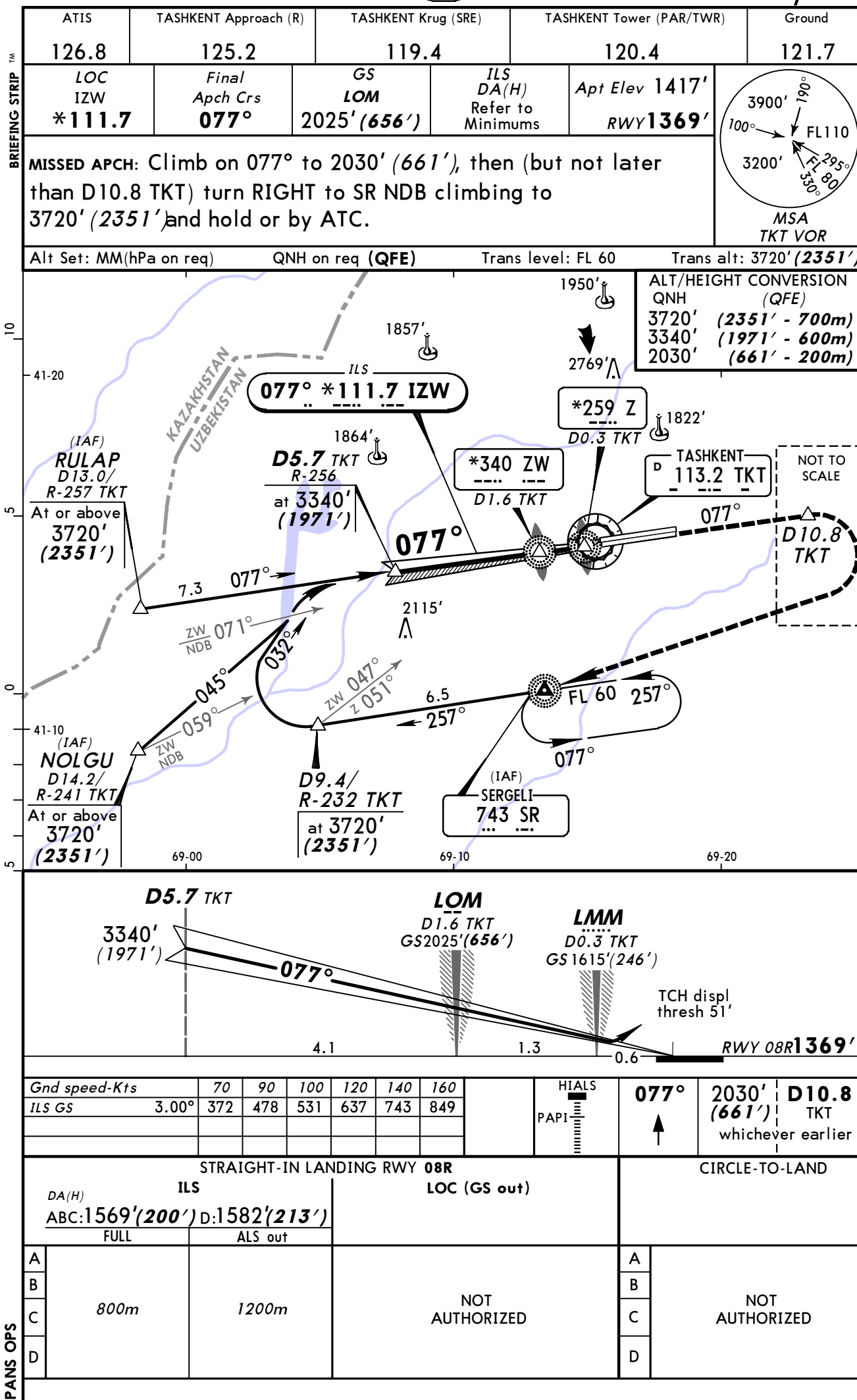


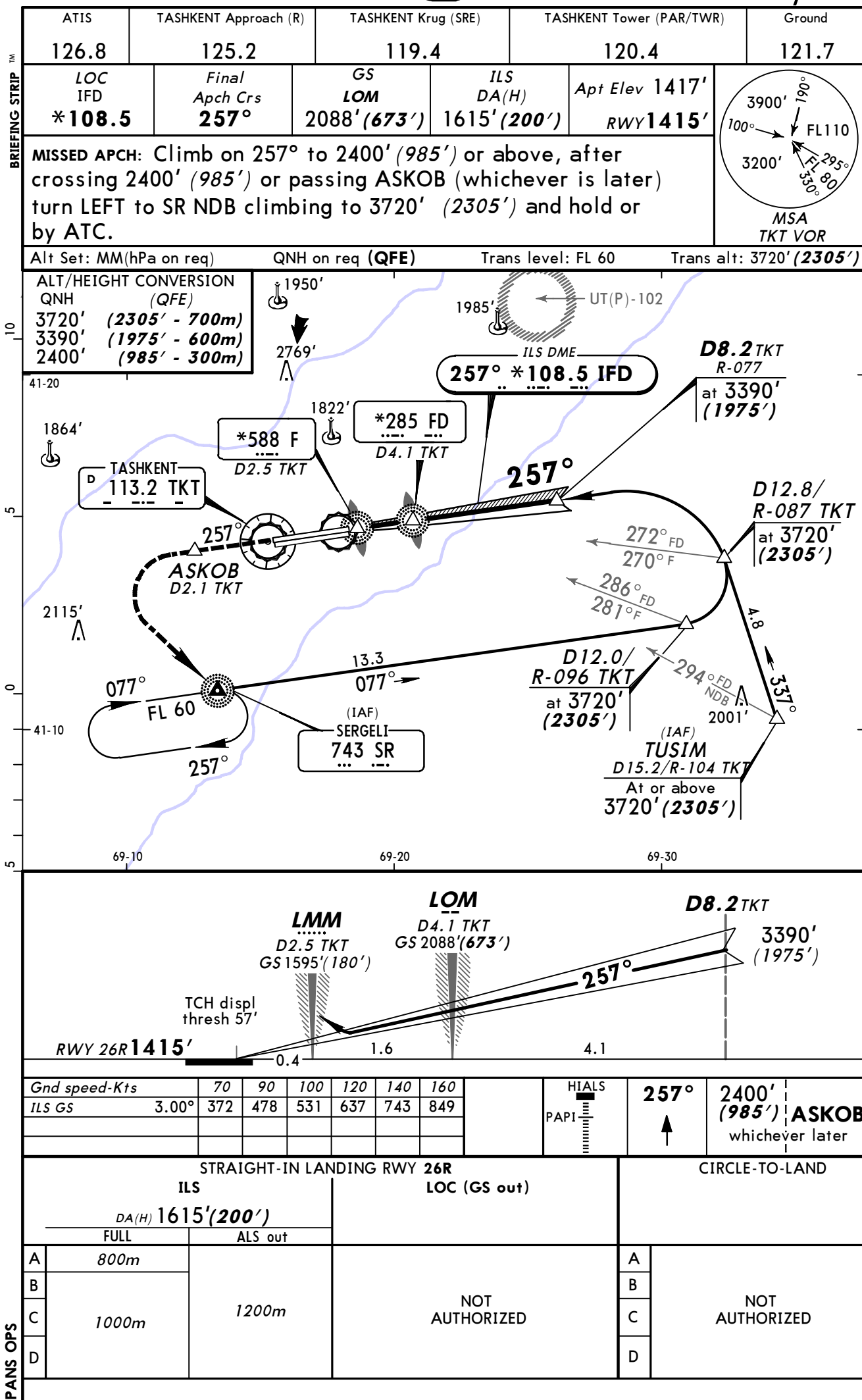
UTTT/TAS
YUZHNY

JEPPESSEN
19 JUL 13
Eff 25 Jul 11-1A

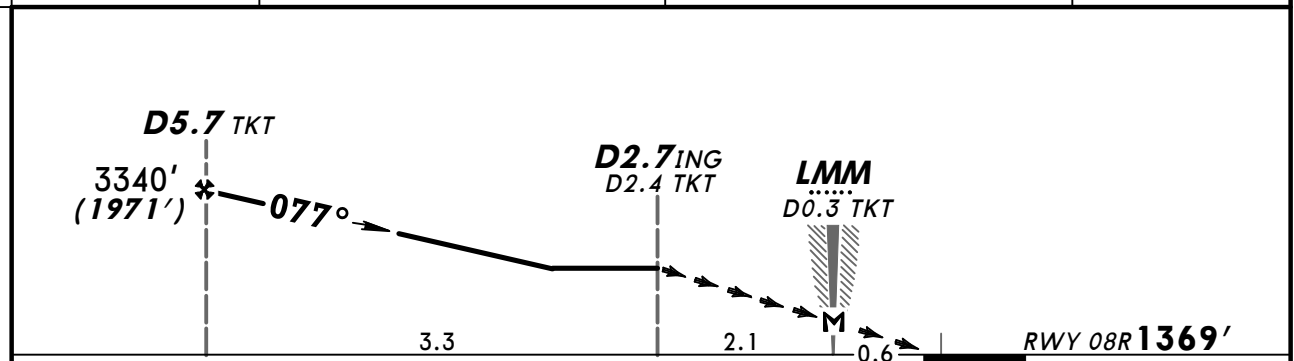
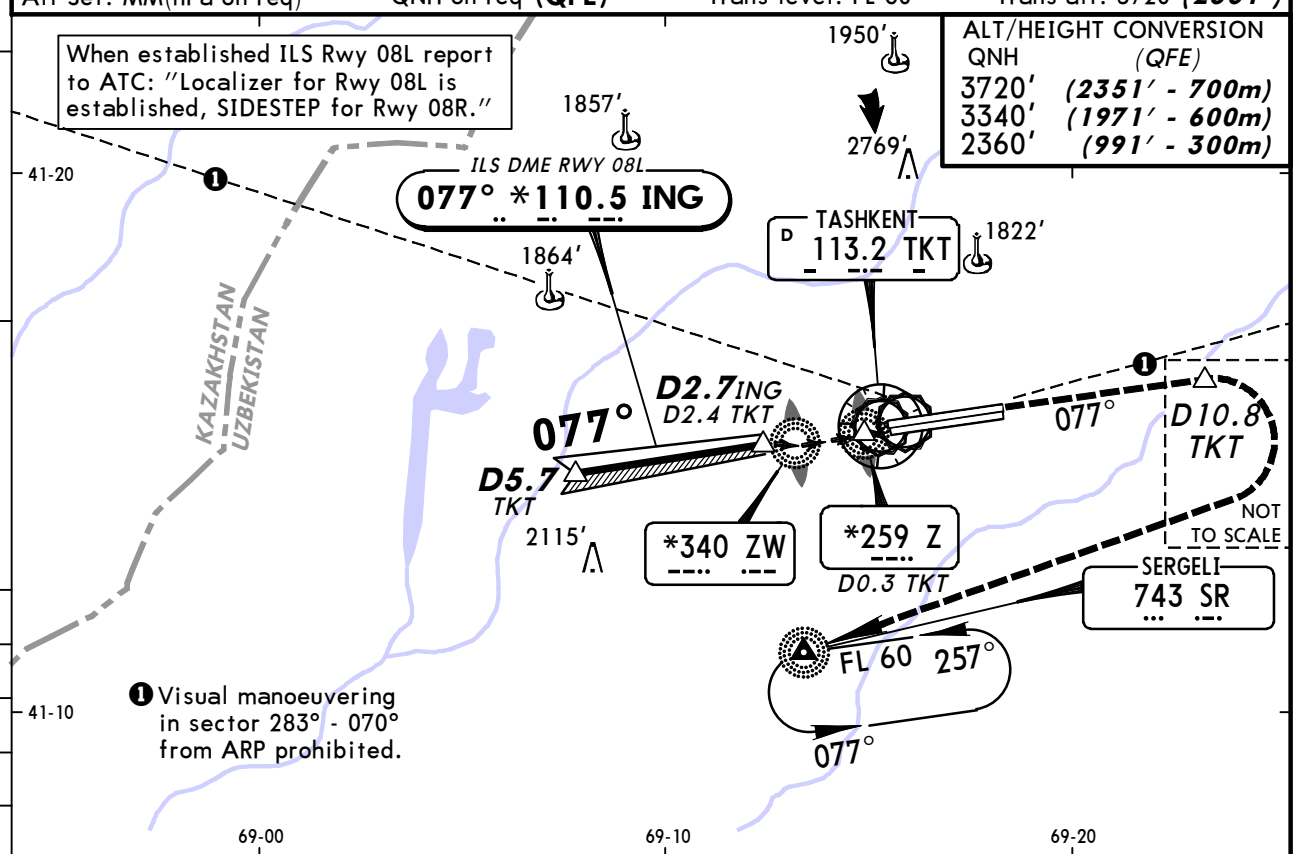
TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L







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 Apch Crs 077°	Minimum Alt D5.7 TKT 3340' (1971')	MDA(H) 2290' (921')	Apt Elev 1417' RWY1369'
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. 3900' 190° FL110 100° 3200' 295° 180° MSA TKT VOR				
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 3720' (2351')				



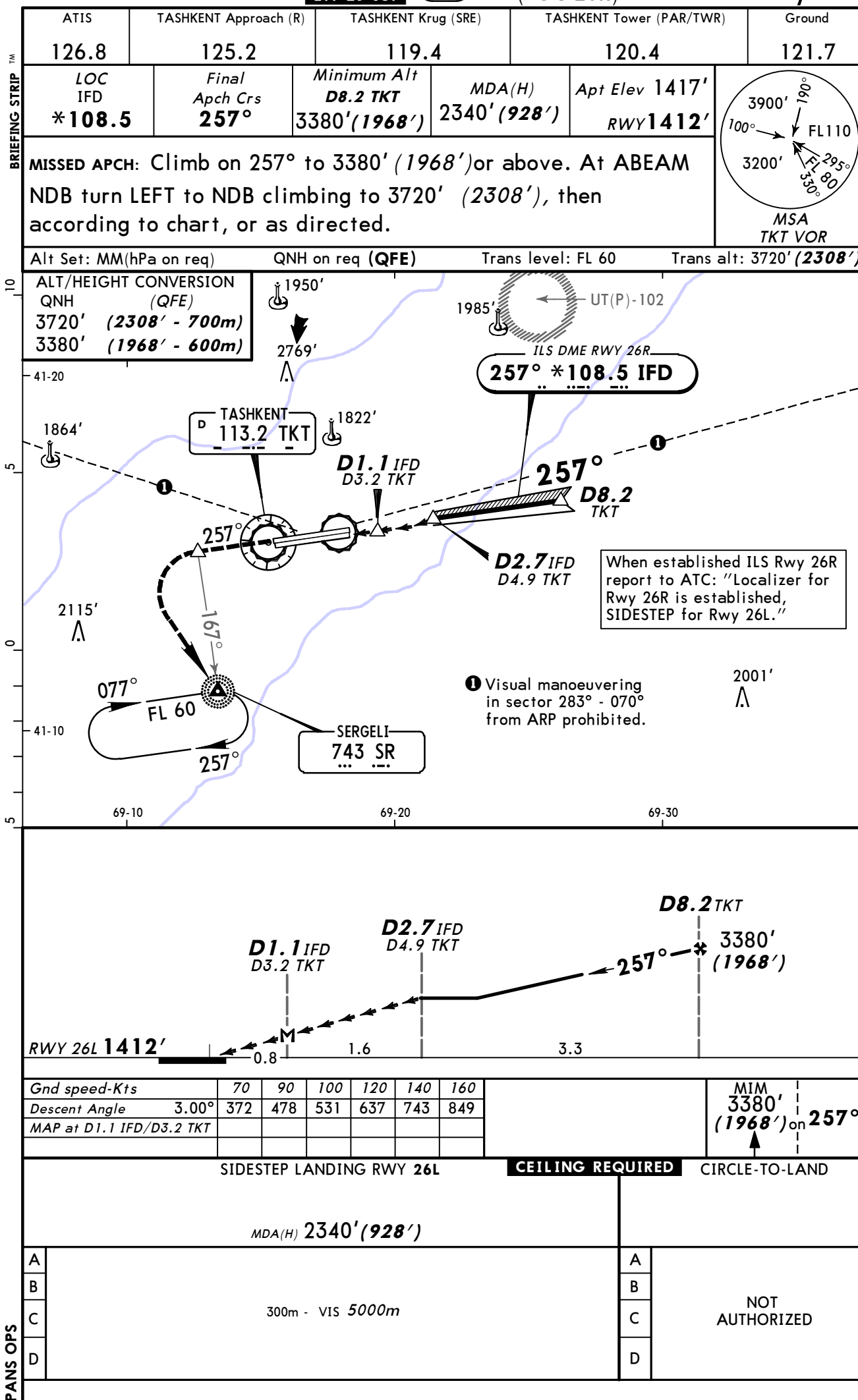
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	077° ↑	2360' (991') whichever earlier	D10.8 TKT	
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at LMM/D0.3 TKT											
SIDESTEP LANDING RWY 08R							CEILING REQUIRED		CIRCLE-TO-LAND		
MDA(H) 2290'(921')							ALS out				
A	300m - VIS 5000m							A	NOT AUTHORIZED		
B								B			
C								C			
D								D			

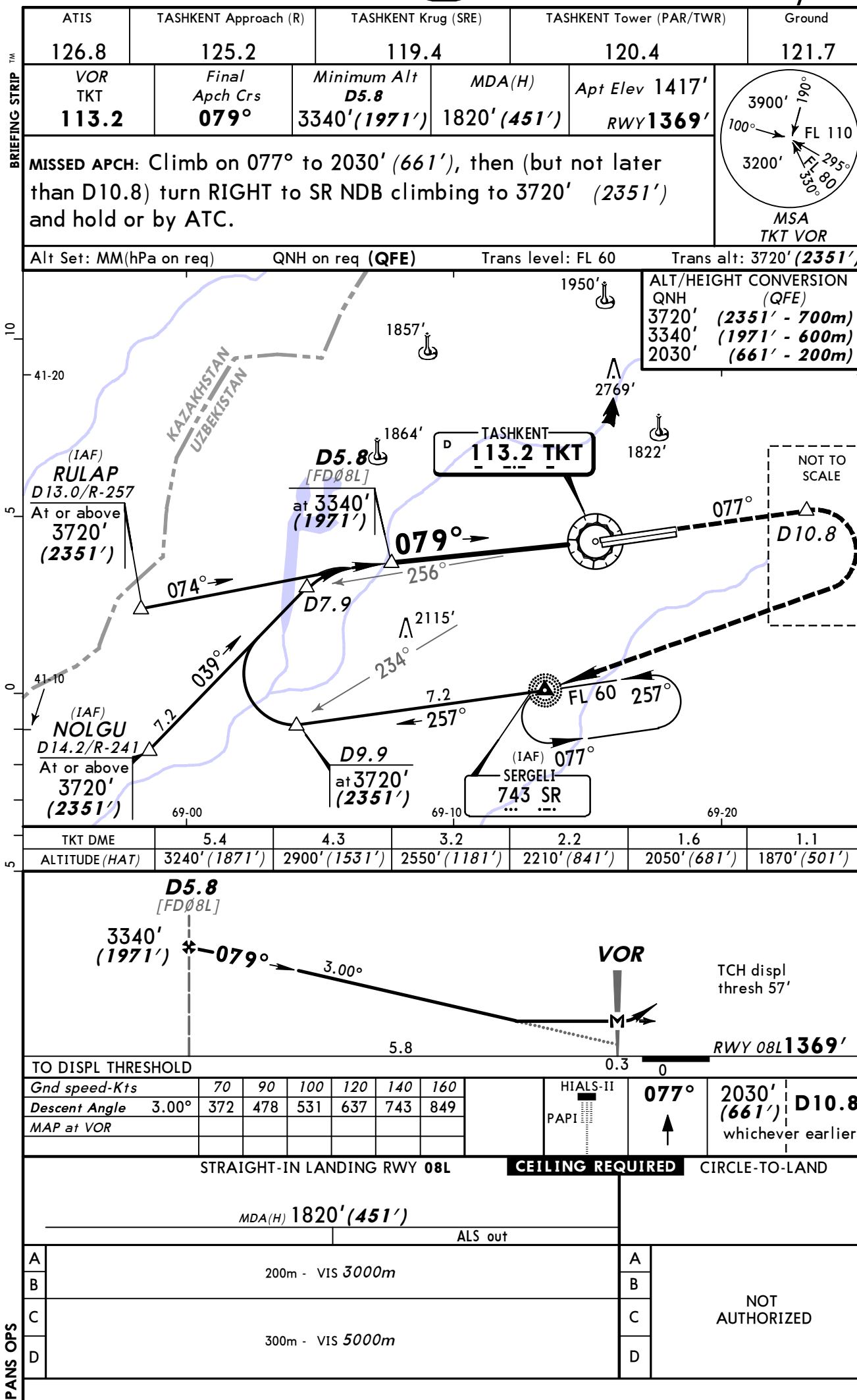
UTTT/TAS
YUZHNY

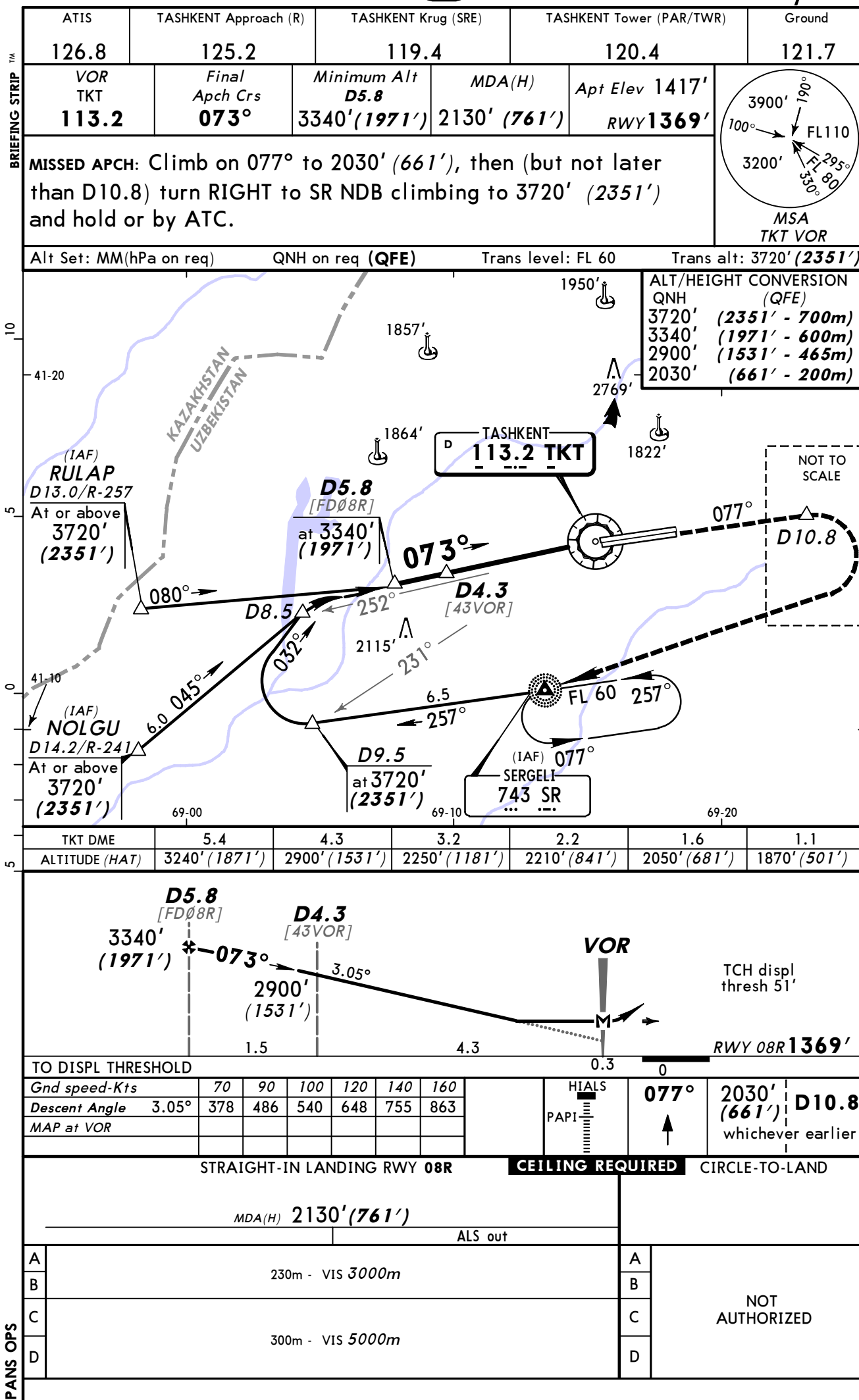
JEPPesen
19 JUL 13
Eff 25 Jul

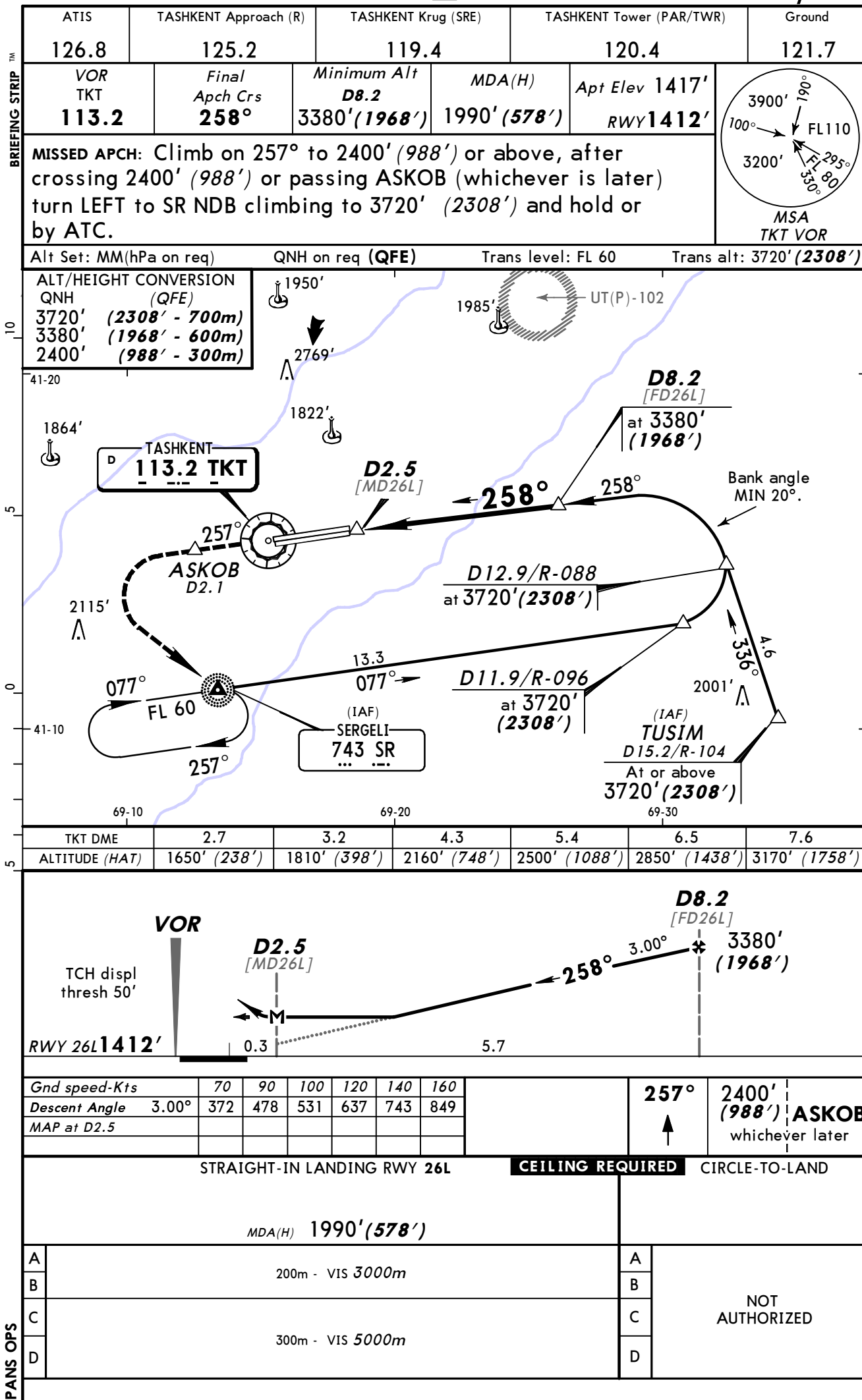
(11-5)

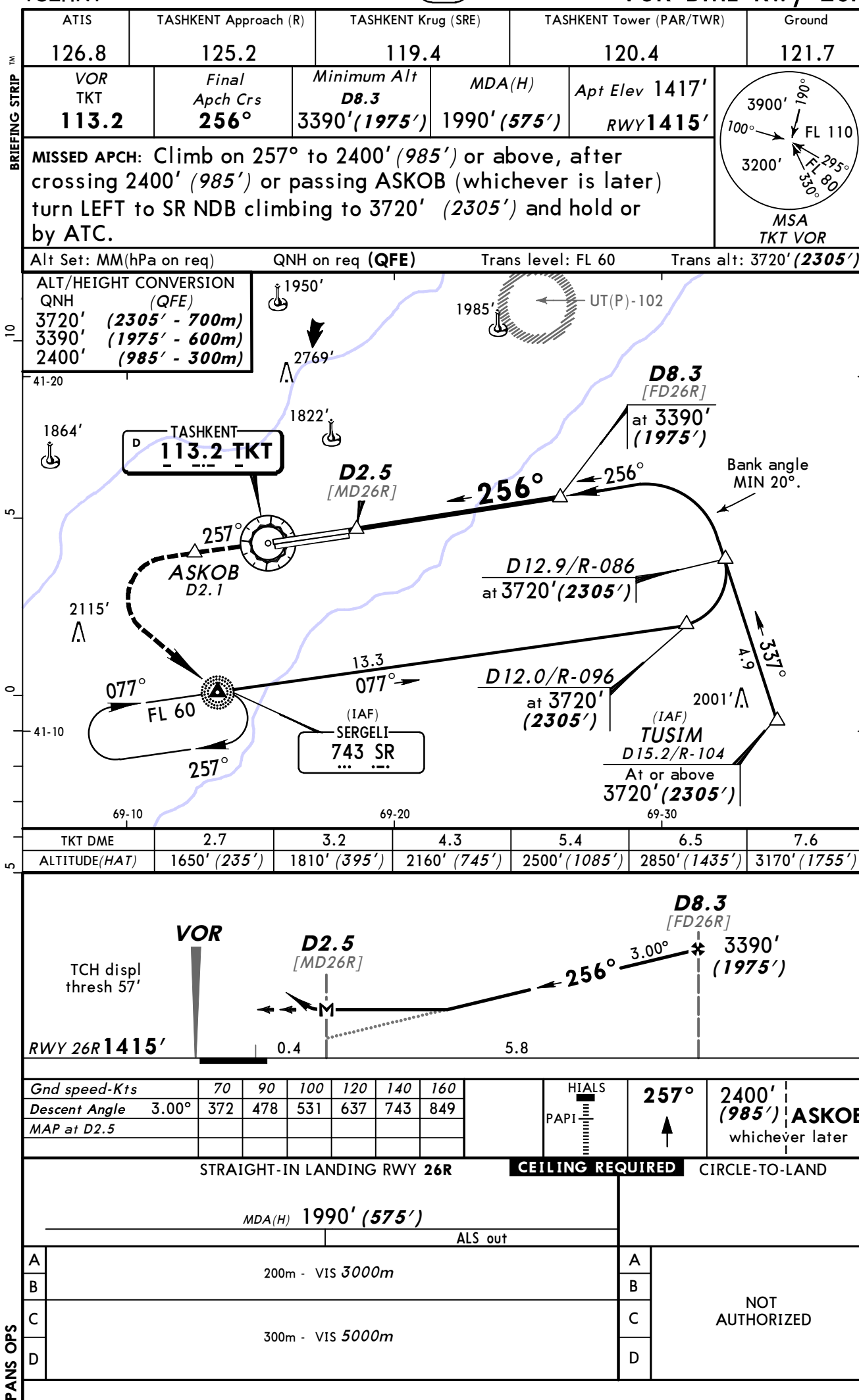
TASHKENT, UZBEKISTAN
(LOC 26R) SIDESTEP Rwy 26L







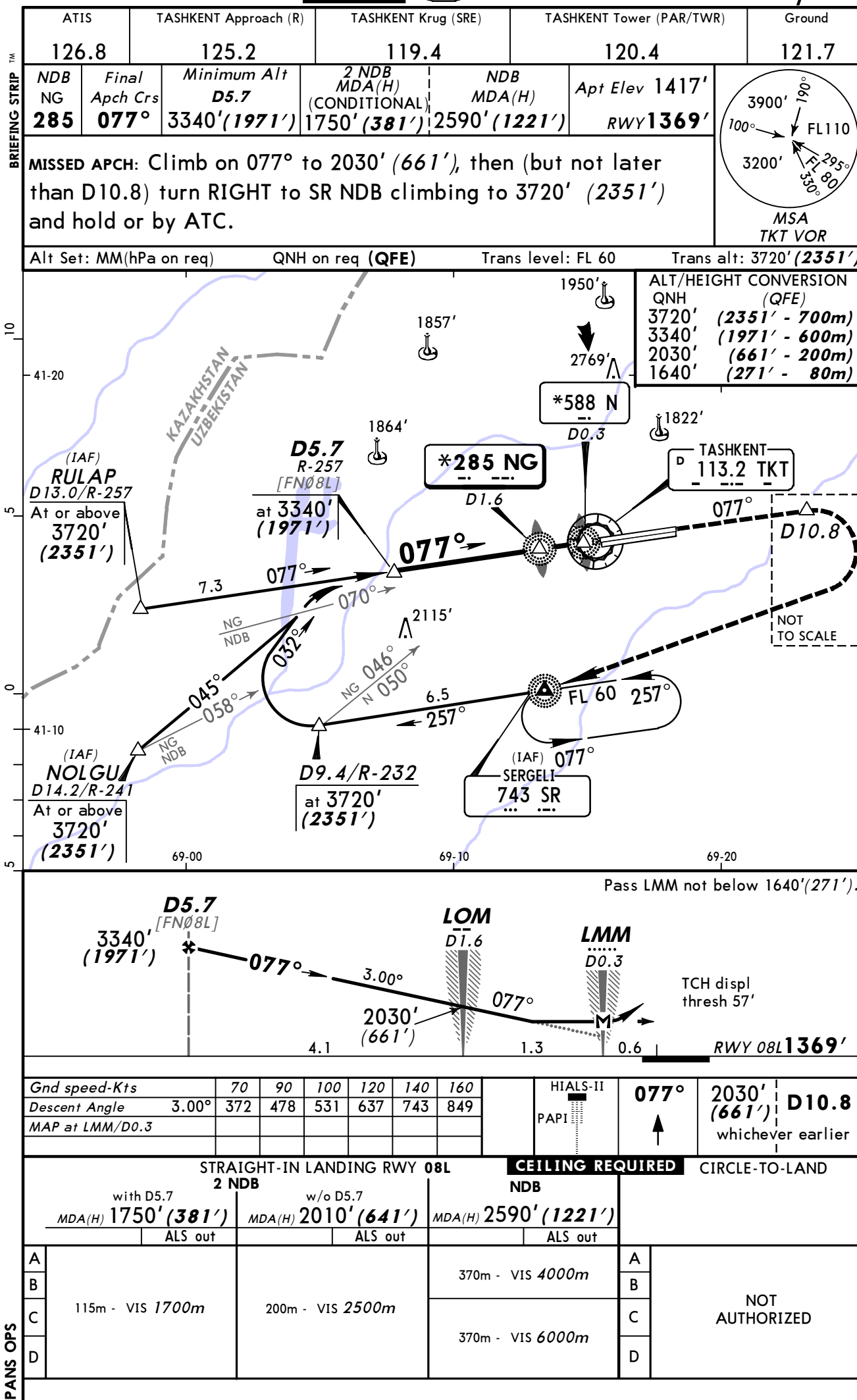




UTTT/TAS
YUZHNY

19 JUL 13
Eff 25 Jul
JEPPESEN
16-1

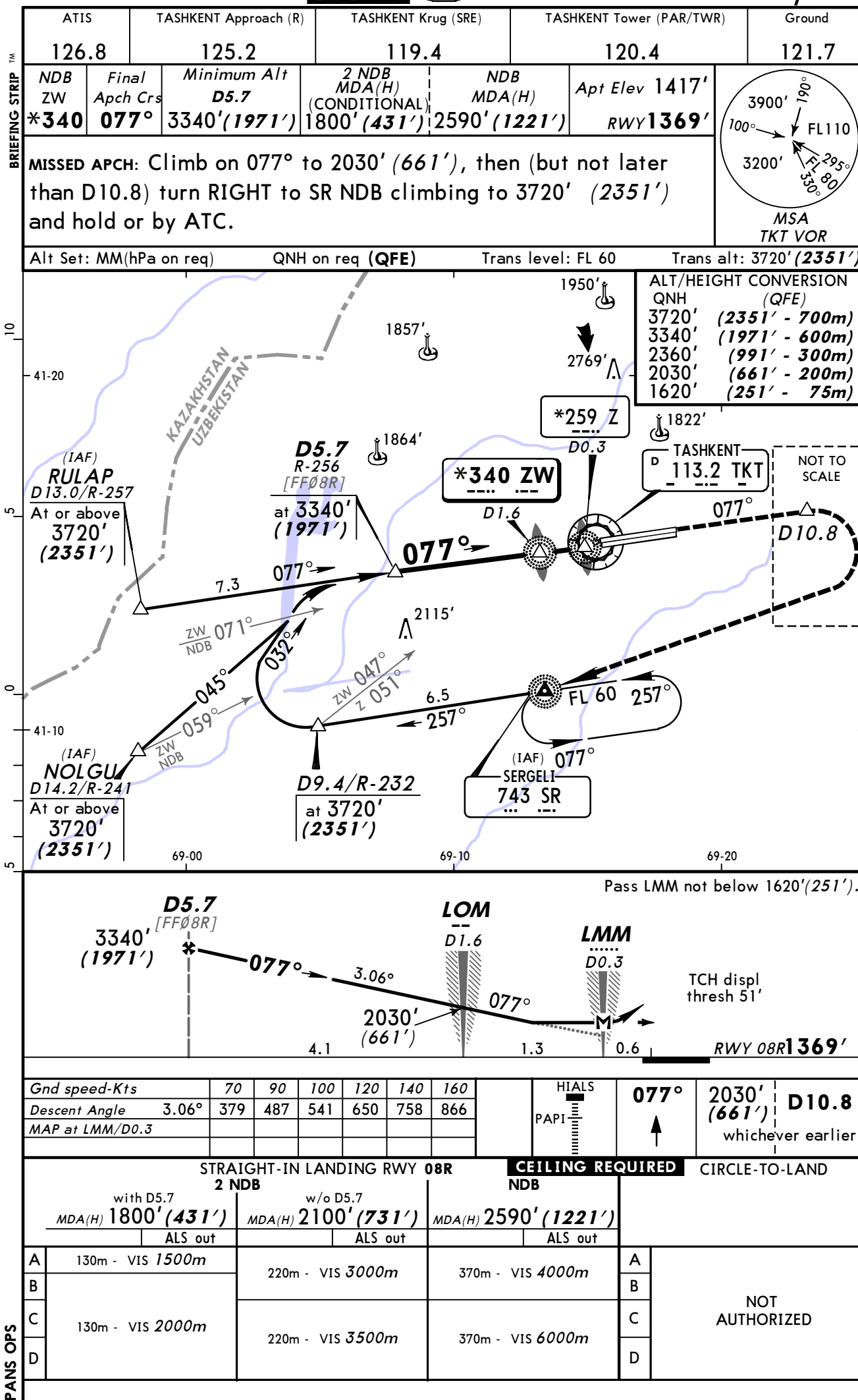
TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08L



UTTT/TAS
YUZHNY

JEPPESEN
19 JUL 13
Eff 25 Jul 16-2

TASHKENT, UZBEKISTAN
2 NDB or NDB Rwy 08R

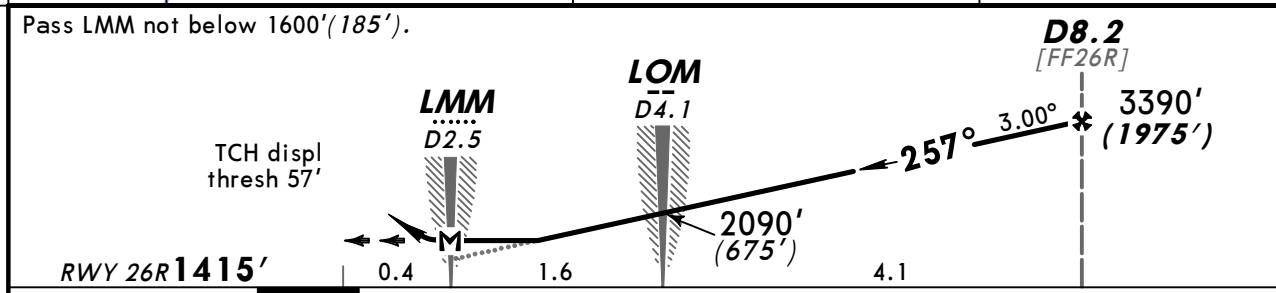
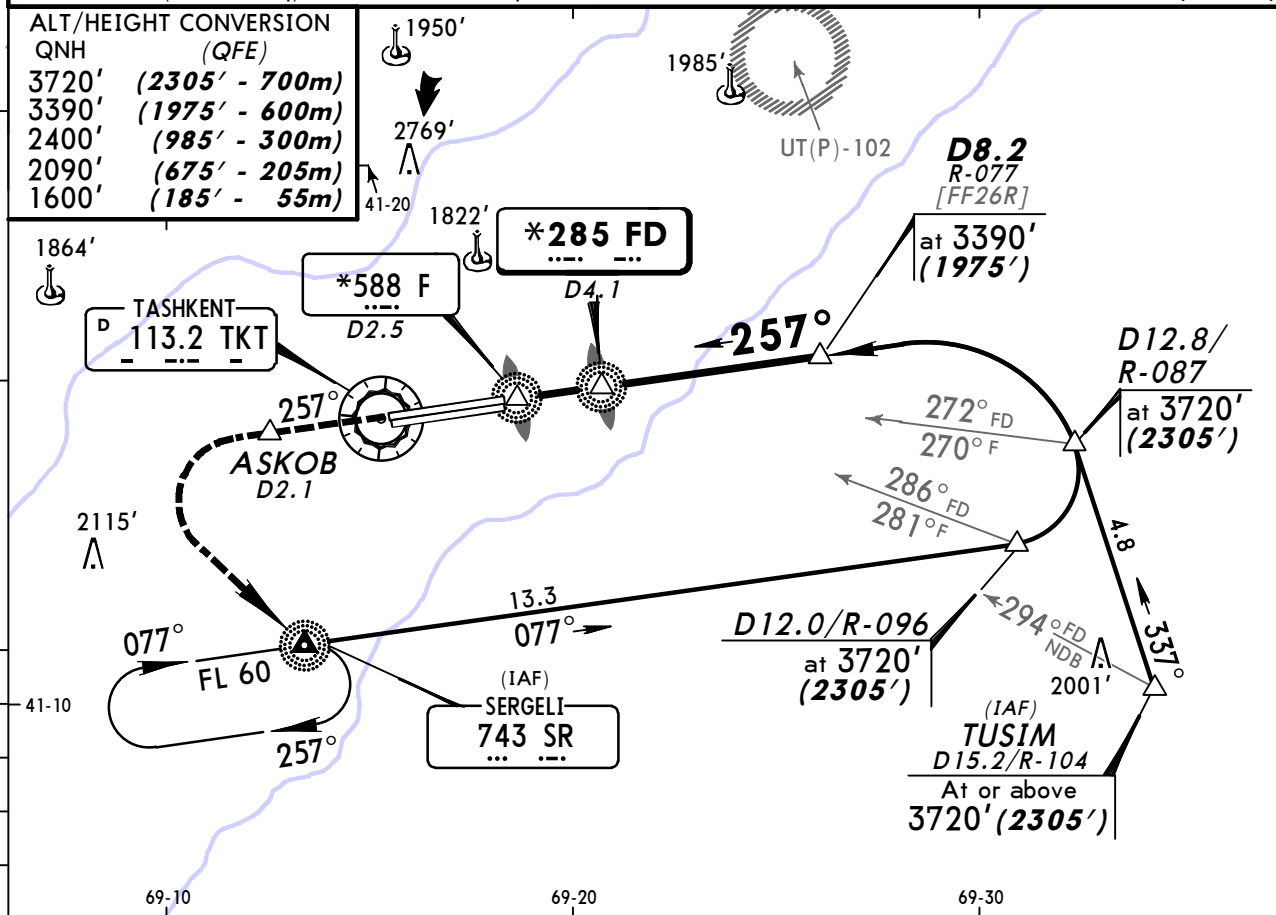
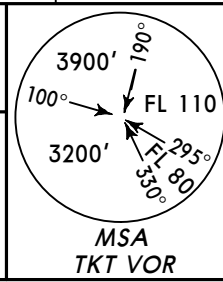


CHANGES: Procedure. Minimums. Apt & rwy elev.

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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 285	Final Apch Crs 257°	Minimum Alt D8.2 3390' (1975')	2 NDB MDA(H) (CONDITIONAL) 1810' (395')	NDB MDA(H) 2190' (775')
			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
Descent Angle 3.00°	372	478	531	637	743	849	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')	ALS out	MDA(H) 2170' (755')	ALS out	MDA(H) 2190' (775')	ALS out		
A				250m - VIS 3000m		A	
B						B	
C	120m - VIS 2000m	230m - VIS 3500m		300m - VIS 5000m		C	NOT AUTHORIZED
D						D	

PANS OPS

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TASHKENT, (YUZHNY - UTTT)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTTT

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

(13-3) VOR DME apch Rwy 26L available DAY only.