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Airport Information For UTDD

Terminal Charts For UTDD

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: DUSHANBE TJK
ICAO/IATA: UTDD / DYU
Lat/Long: N38° 32.60', E068° 49.50'
Elevation: 2575 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0000 Z
Sunset: 1452 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: 126.200 Non-English
ATIS: 131.700
Dushanbe Start Tower: 119.200
Dushanbe Start Tower: 122.100 Secondary
Dushanbe Taxiing Ground: 121.700
Dushanbe Taxiing Ground: 122.100 Secondary
Dushanbe Approach: 122.100 Secondary
Dushanbe Approach: 127.100
Dushanbe Krug Radar: 122.100
Dushanbe Krug Radar: 119.200 MF

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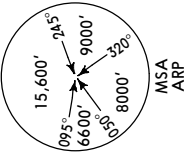
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UTDD/DYU
DUSHANBE

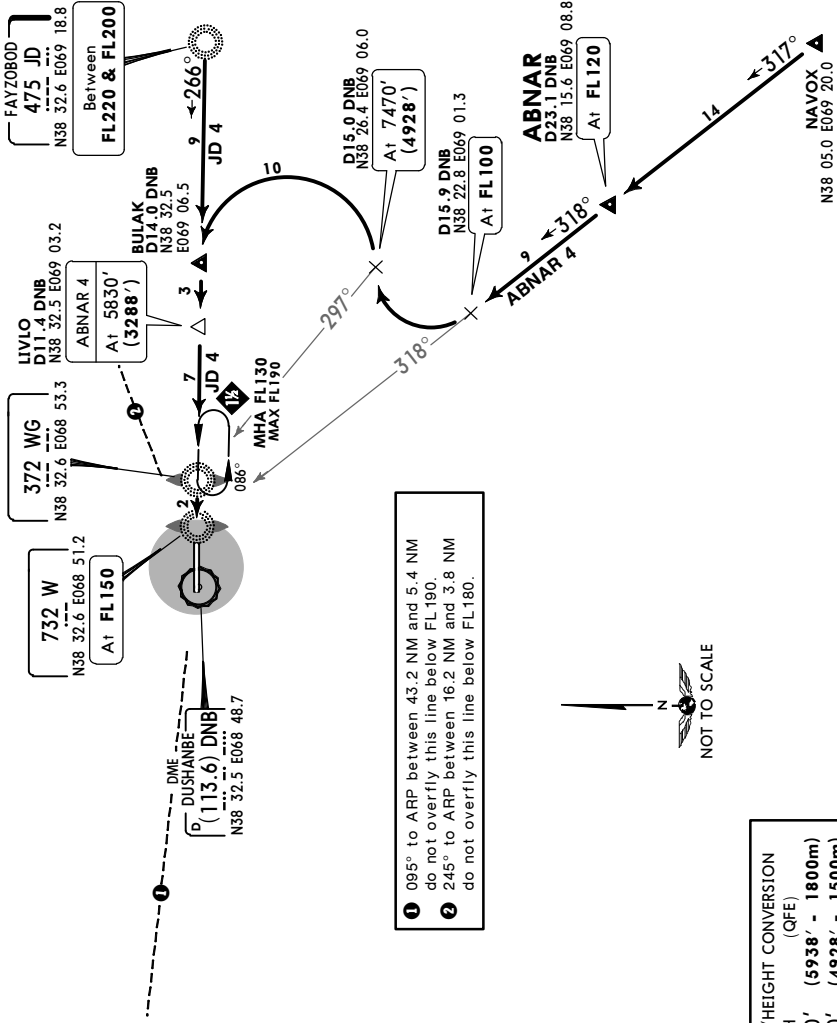
JEPPESSEN
21 AUG 15 (10-2C)

DUSHANBE, TAJIKISTAN
STAR

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' (5938') Due to hazardous terrain arrival routes are designated for MAX 245 KT, bank angle 25° and descent gradient 5.2%.
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ABNAR 4, JD 4
RWY 27 ARRIVALS
AVAILABLE WHEN DNB VOR UNSERVICEABLE

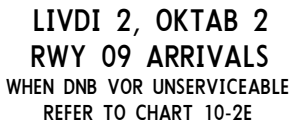
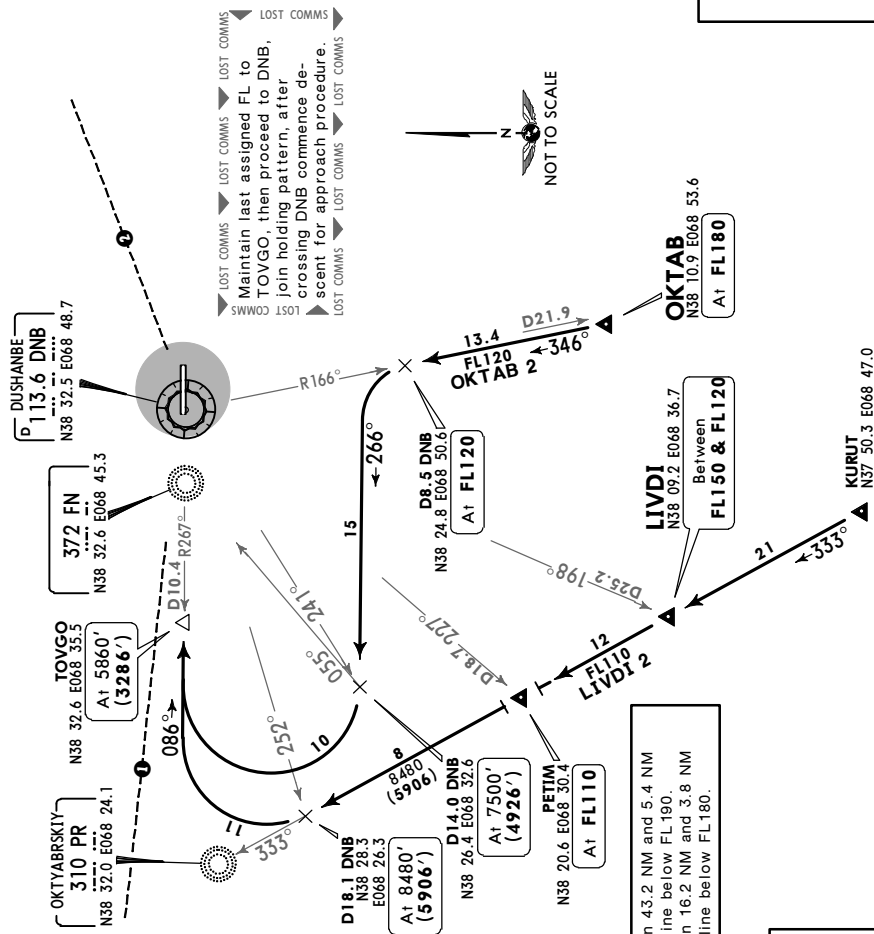
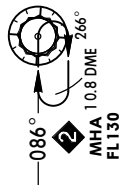


1 095° to ARP between 43.2 NM and 5.4 NM
do not overfly this line below FL190.
2 245° to ARP between 16.2 NM and 3.8 NM
do not overfly this line below FL180.



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

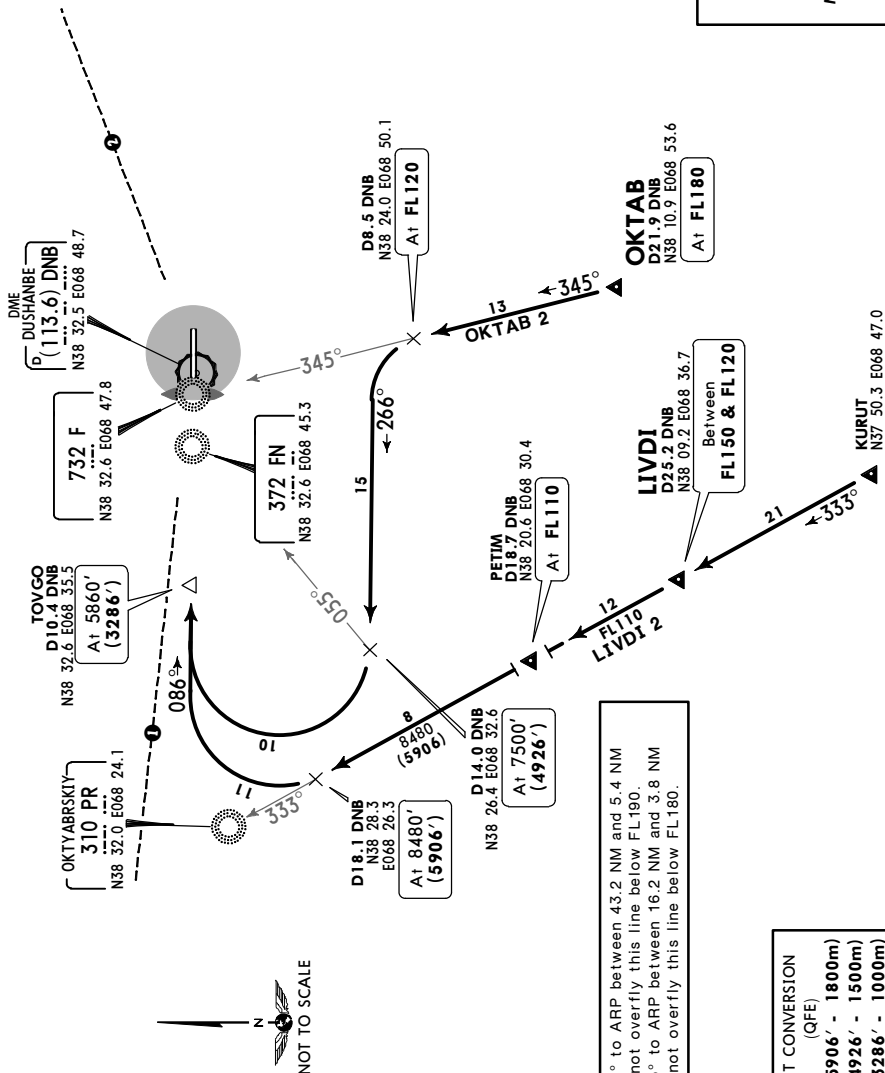
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100 Trans alt: 8480' **(5906')**
Due to hazardous terrain arrival routes are designated for
MAX 245 KT, bank angle 25° and descent gradient 5.2%.

HOLDING OVER
DNB

- 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.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3480'	(5906' - 1800m)
7750'	(4926' - 1500m)
5860'	(3286' - 1000m)

—086°
MHA FL130
MAX FL190
266°
1 1/2



095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.

245° to ARP between 16.2 NM and 3.8 NM do not overfly this line below FL180.

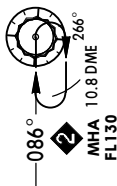
ALT/HEIGHT CONVERSION	QNH	(QFE)
	8480'	(5906' - 1800m)
	7500'	(4926' - 1500m)
	5860'	(3286' - 1000m)

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WHEN DNB VOR UNSERVICEABLE REFER TO CHART 10-2J

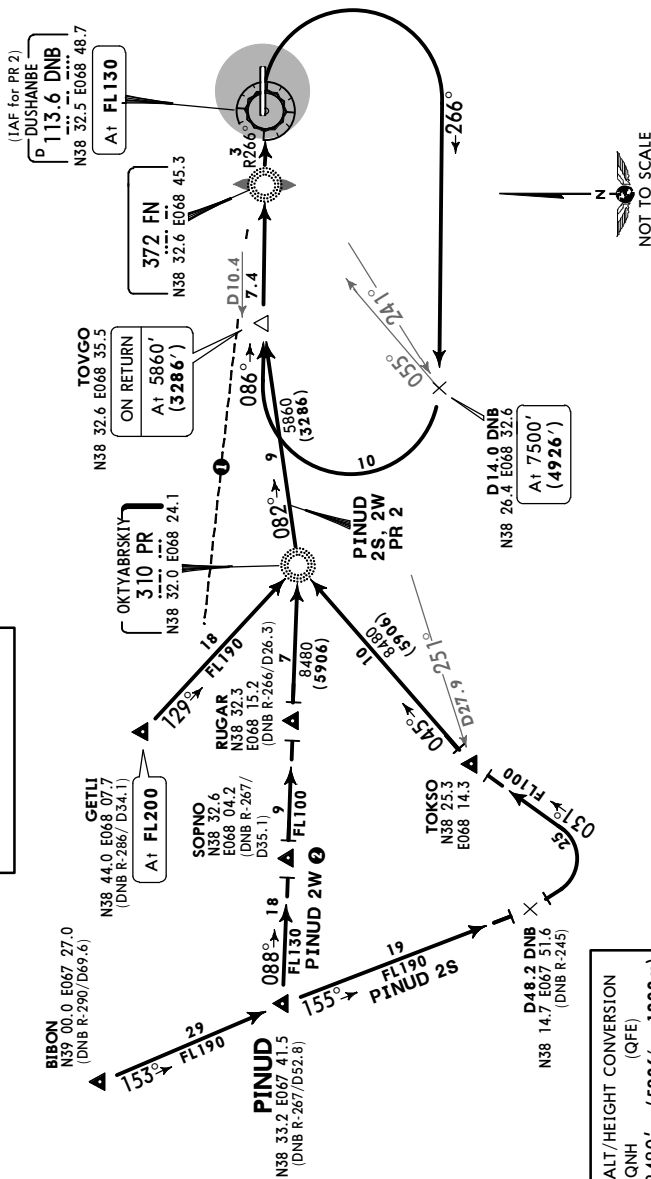
- ① 095° to ARP between 43.2 NM and 5.4 NM do not overfly this line below FL190.
- ② Due to increased minimum FL on A107 between PINUD-SOPNO crews shall take into consideration that it is necessary to maintain increased required gradient of descent from FL170 up to 5360' (3286') between SOPNO and TOVGO.

HOLDING OVER
DNB

LOST COMMS ▼ **LOST COMMS** ▼ **LOST COMMS**

Maintain last assigned FL to TOVGO, then proceed to DNB, join holding pattern, after crossing DNB commence descent for approach procedure.

LOST COMMS ▼ **LOST COMMS** ▼ **LOST COMMS**

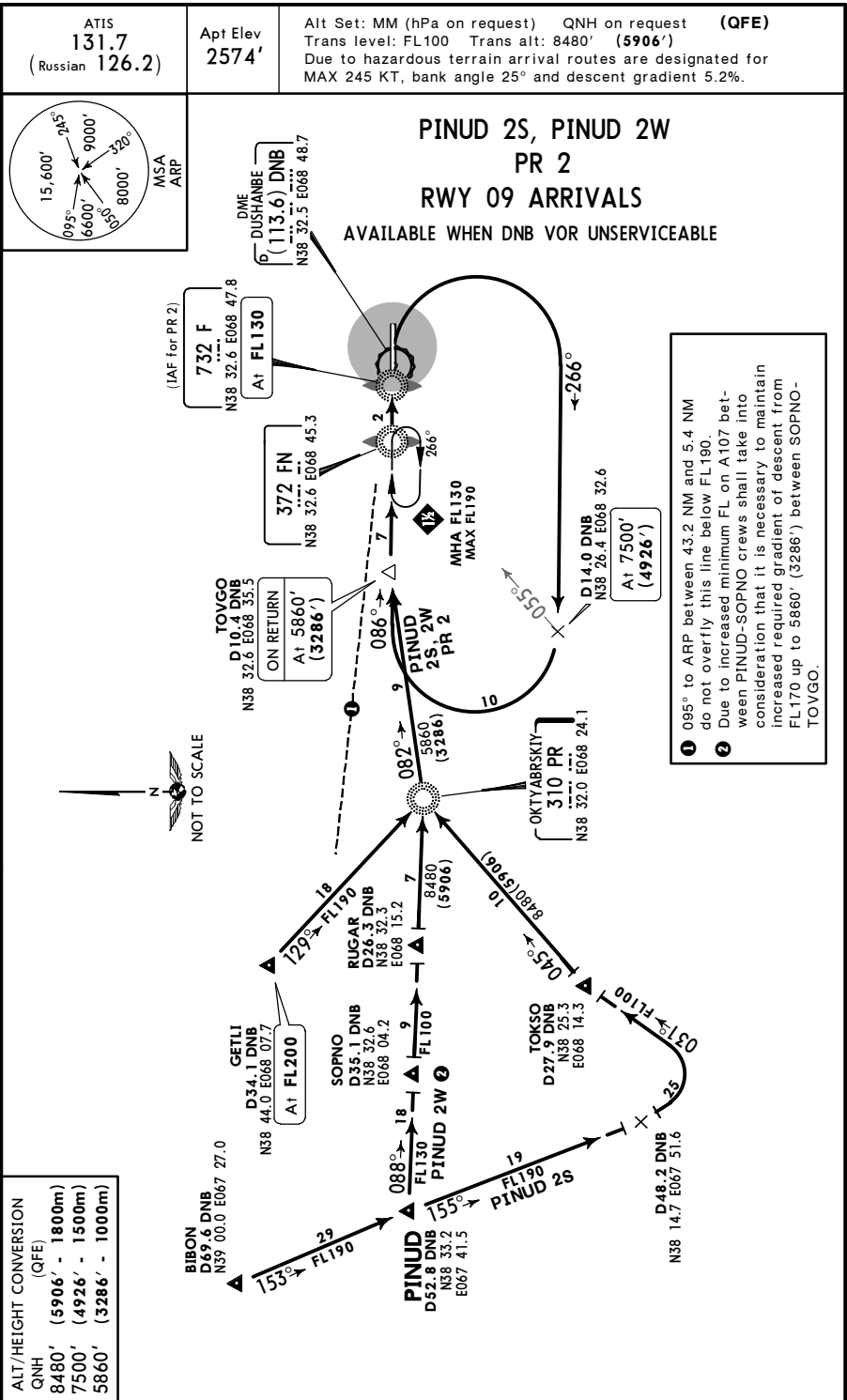


ALT/HEIGHT CONVERSION (QFE)
QNH
3480' (5906' - 1800m)
7750' (4926' - 1500m)
5860' (3286' - 1000m)

UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-2J)

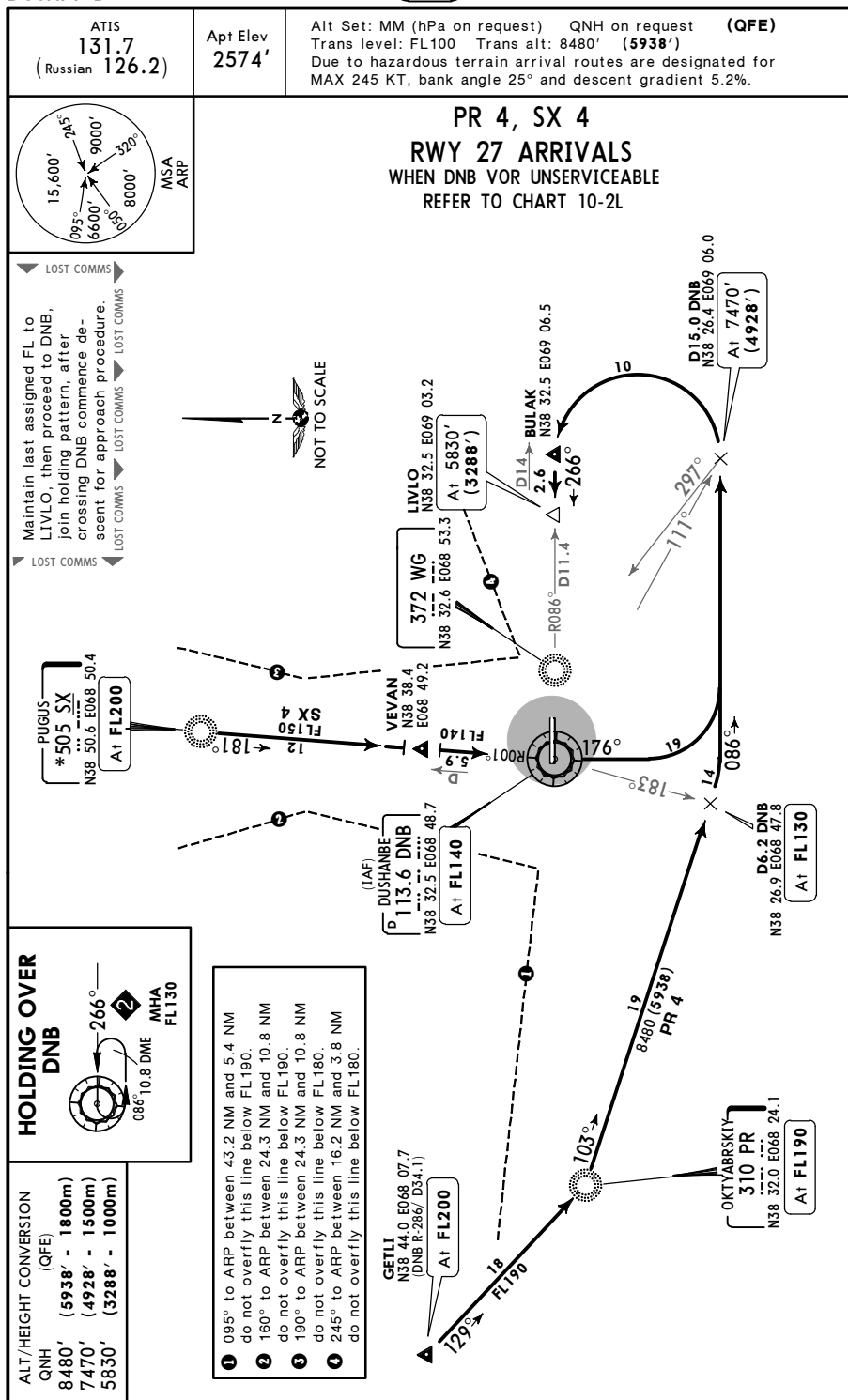
DUSHANBE, TAJIKISTAN
STAR



UTDD/DYU
DUSHANBE

JEPPESSEN
21 AUG 15 (10-2K)

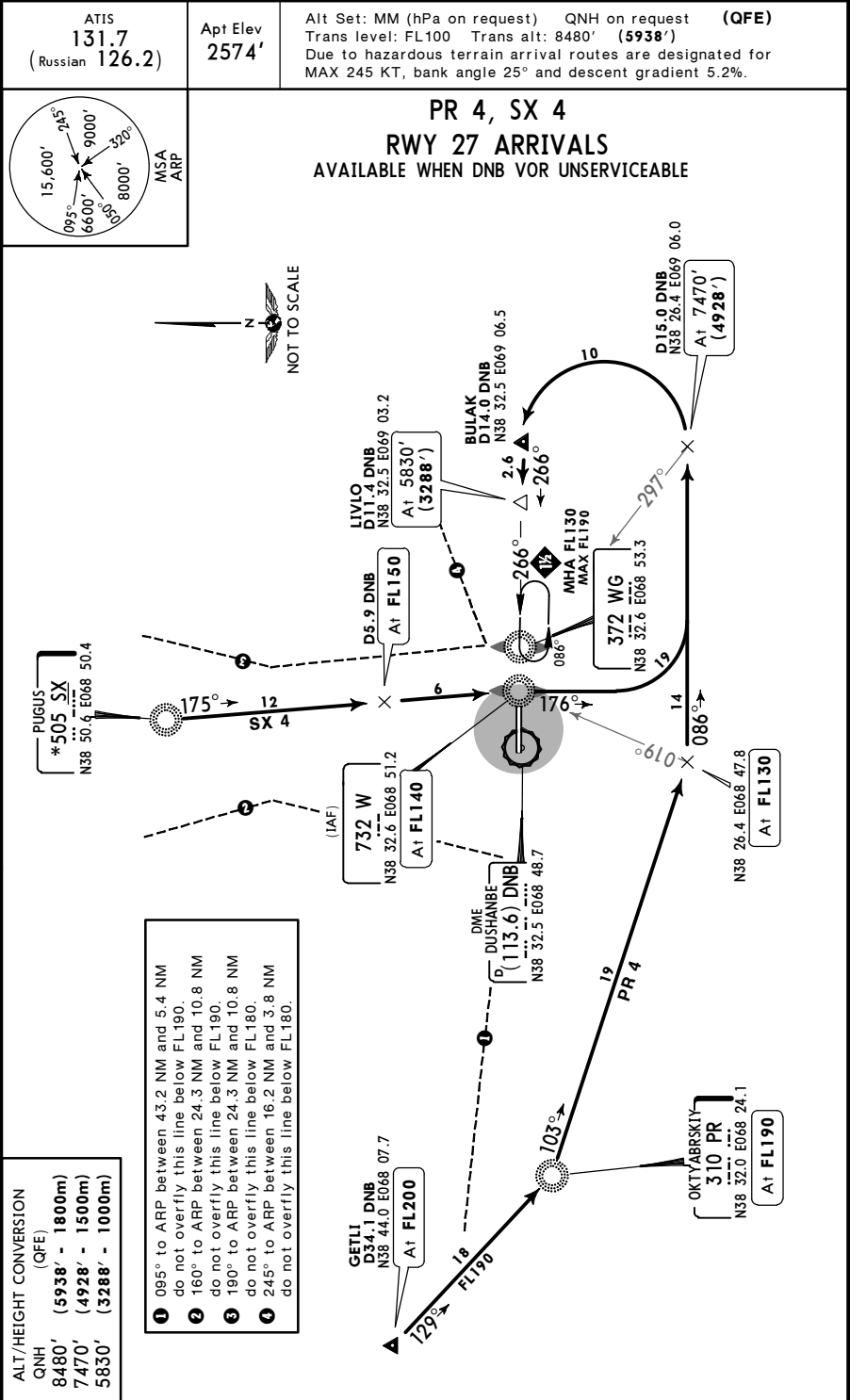
DUSHANBE, TAJIKISTAN
STAR



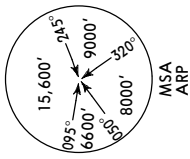
UTDD/DYU
DUSHANBE

JEPPESSEN
21 AUG 15 10-2L

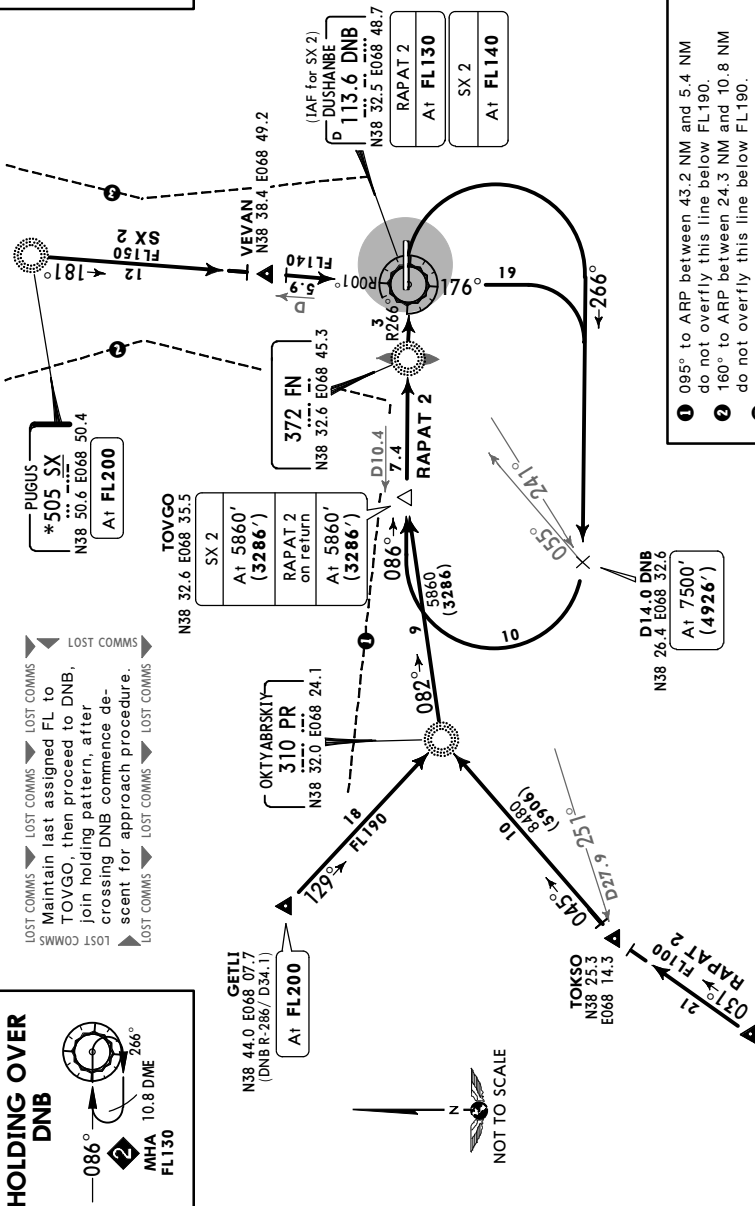
DUSHANBE, TAJIKISTAN
STAR



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%.



WHEN DNB VOR UNSERVICEABLE REFER TO CHART 10-2N



- 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.

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

RAPAT
N38 07.8 E067 59.0
DNB R-234/D46.2)

Between
FL270 & FL190

**HOLDING OVER
DNB**

Diagram illustrating a 10.8 DME circle with a 266° arc and an 86° arc, labeled MHA 10.8 DME and FL130.

GETLI
N38 44.0 E068 07.7
(DNBR-286/ D34.1)

310 PR
N38 32.0 E068 24.1

372 FN

(IAF for SX 2)

DUSHANBE
113.6 DNB
... ..
139 305 F048 19 7

RAPAT 2
A + E1130

AI FL130	SX 2
----------	------

A+ FL140

and 5.4 NM

FL190.
I and 10.8 NM
: FL 190

FL180.
and 10.8 NM
FL180.

1001

▶ LOST COMMS ▶

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶

Maintain last assigned FL to TOVGO, then proceed to DNB, join holding pattern, after crossing DNB commence descent for approach procedure.

▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶

TOVGO
N38 32.6 E068 35.5

Diagram of a beam with a triangular load. The beam is horizontal, with a triangular load increasing from 0 at the left end to 140 lb/ft at the right end. The total length of the beam is 5.9 ft. A dashed line indicates the resultant force acts at a distance of 38.4 ft from the left end.

DUSHANBE
113.6 DNB

3 VOR

PPESSEN

DUSHANBE TAJIKISTAN

STAR

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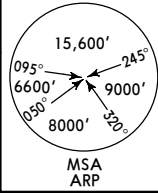
UTDD/DYU
DUSHANBE

JEPPESSEN
21 AUG 15 (10-3)

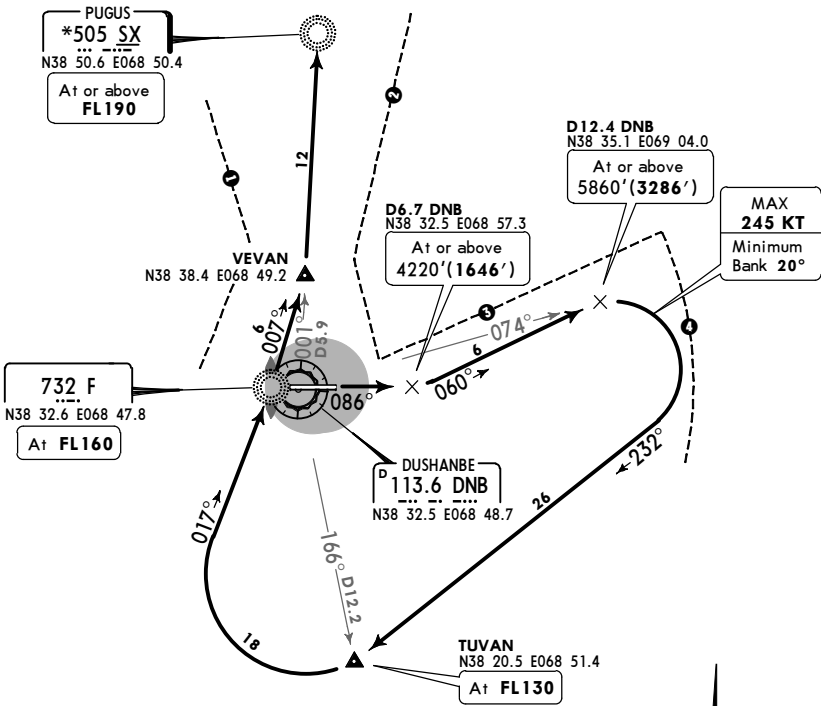
DUSHANBE, TAJIKISTAN
SID

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
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.

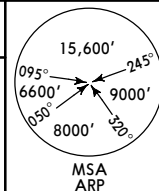
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-3A)

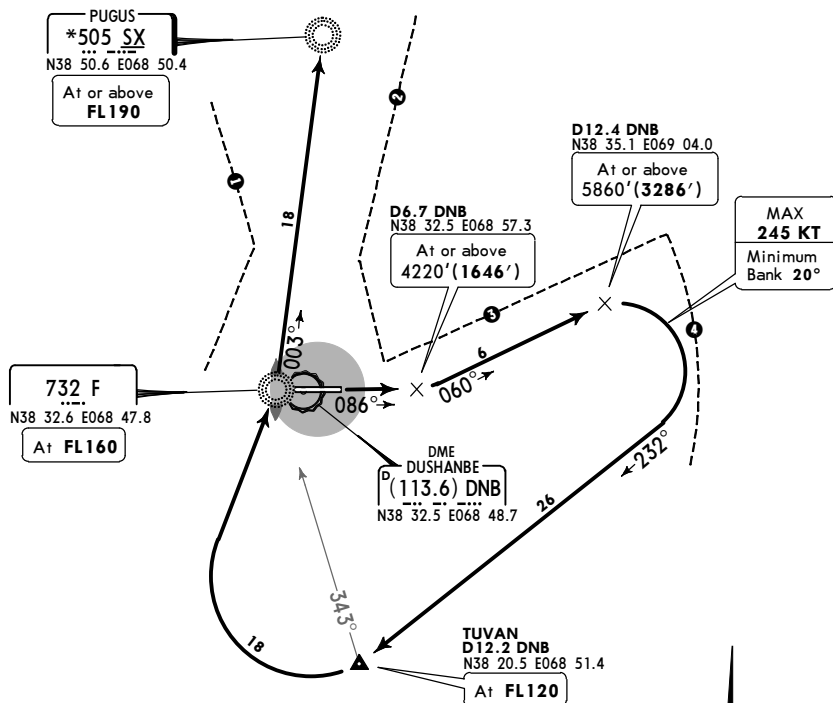
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



SX 1
RWY 09 DEPARTURE
AVAILABLE WHEN DNB VOR UNSERVICEABLE



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

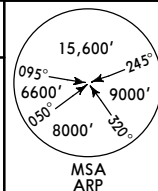
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-3B)

DUSHANBE, TAJIKISTAN
SID

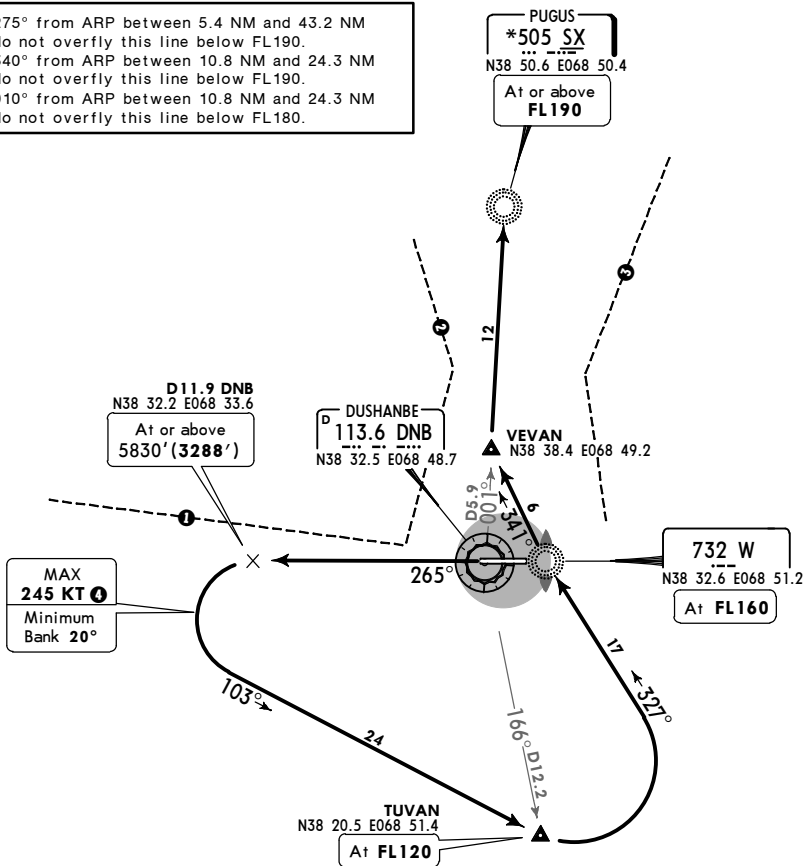
Apt Elev
2574'

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



SX 3
RWY 27 DEPARTURE
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3C

- 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.



- ① In any case IAS shall not be less than minimum IAS indicated in flight manual.

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 DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, turn LEFT, intercept 327° bearing to W, turn RIGHT, 341° bearing to VEVAN, intercept DNB R-001 to SX.

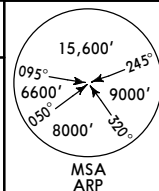
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-3C)

DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



SX 3
RWY 27 DEPARTURE
AVAILABLE WHEN DNB VOR UNSERVICEABLE

- 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.
- 340° from ARP between 10.8 NM and 24.3 NM do not overfly this line below FL190.
- 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 50.4
At or above
FL190

D11.9 DNB
N38 32.2 E068 33.6
At or above
5830' (3288')

DME DUSHANBE
(113.6) DNB
N38 32.5 E068 48.7

MAX
245 KT
Minimum
Bank 20°

732 W
N38 32.6 E068 51.2
At or above
FL160

TUVAN
D12.2 DNB
N38 20.5 E068 51.4
At FL120

- In any case IAS shall not be less than minimum IAS indicated in flight manual.

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.

UTDD/DYU
DUSHANBE

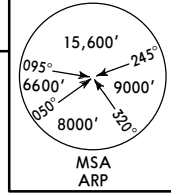
JEPPesen
21 AUG 15 (10-3D)

DUSHANBE, TAJIKISTAN

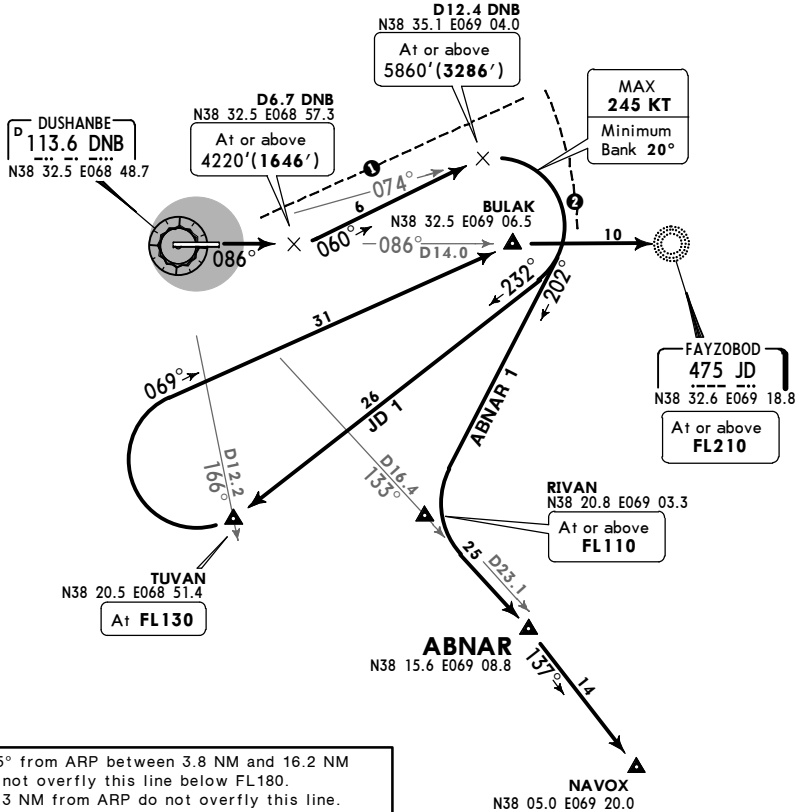
SID

Apt Elev
2574'

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



ABNAR 1, JD 1
RWY 09 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3E



- ① 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- ② 17.3 NM from ARP do not overfly this line.

These SIDs require minimum climb gradients of 4.5% up to 5860' (3286'), then

ABNAR 1: 4.2%.
JD 1: 4.4%.

Gnd speed-KT	75	100	150	200	250	300
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



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

SID

INITIAL CLIMB/ROUTING

ABNAR 1 Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 202° track to RIVAN, turn LEFT, intercept DNB R-133 to ABNAR.

JD 1 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, 069° track to BULAK, intercept DNB R-086 to JD.

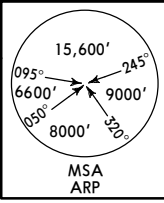
UTDD/DYU
DUSHANBE

 **JEPPesen**
21 AUG 15 **(10-3E)**

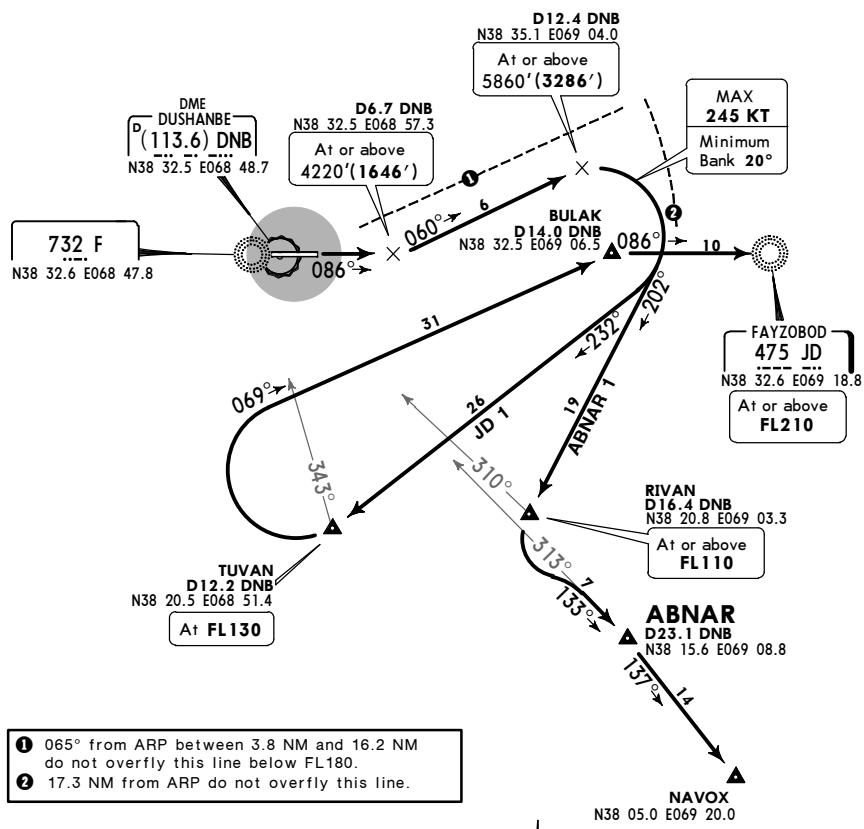
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



ABNAR 1, JD 1
RWY 09 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE



- 1 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.
- 2 17.3 NM from ARP do not overfly this line.

These SIDs require minimum climb gradients of 4.5% up to 5860' (3286'), then

ABNAR 1: 4.2%.
JD 1: 4.4%.

Gnd speed-KT	75	100	150	200	250	300
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

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



INITIAL CLIMB	
Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB.	
SID	ROUTING
ABNAR 1	At D12.4 DNB turn RIGHT, 202° track to RIVAN, turn LEFT, intercept 133° bearing from F to ABNAR.
JD 1	At D12.4 DNB turn RIGHT, 232° track to TUVAN, turn RIGHT, 069° track to BULAK, intercept 086° bearing to JD.

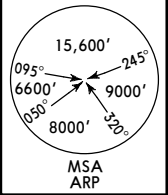
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 10-3F

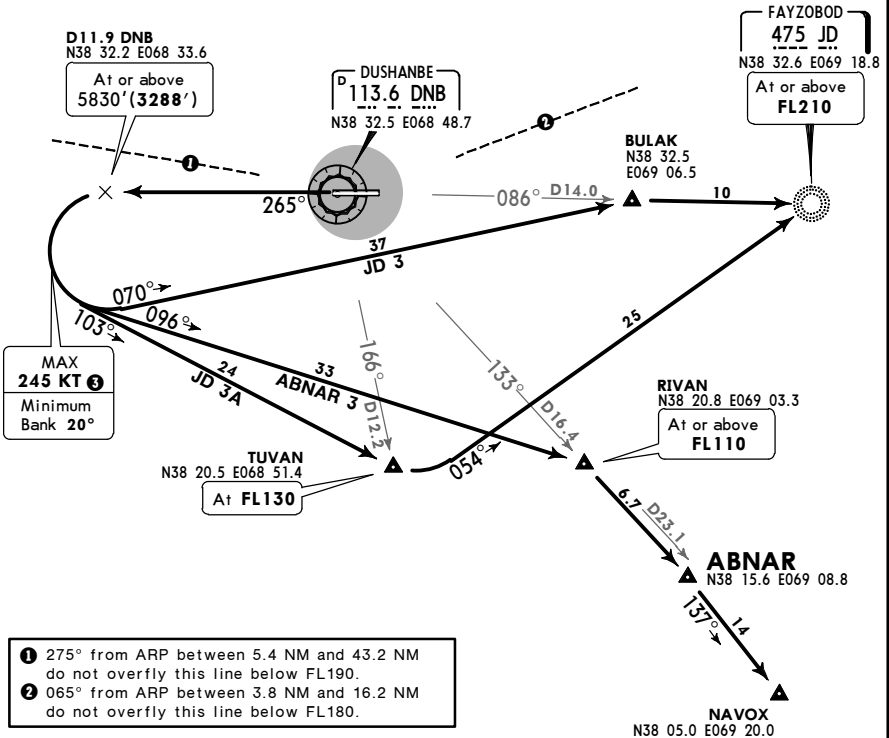
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



ABNAR 3, JD 3, JD 3A
RWY 27 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3G



- 1 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.
- 2 065° from ARP between 3.8 NM and 16.2 NM do not overfly this line below FL180.

3 In any case IAS shall not be less than minimum IAS indicated in flight manual.

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	1316	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 DNB R-265 to D11.9 DNB, turn LEFT, 096° track to RIVAN, intercept DNB R-133 to ABNAR.
JD 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 070° track to BULAK, intercept DNB R-086 to JD.
JD 3A	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept 054° bearing to JD.

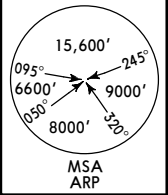
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-3G)

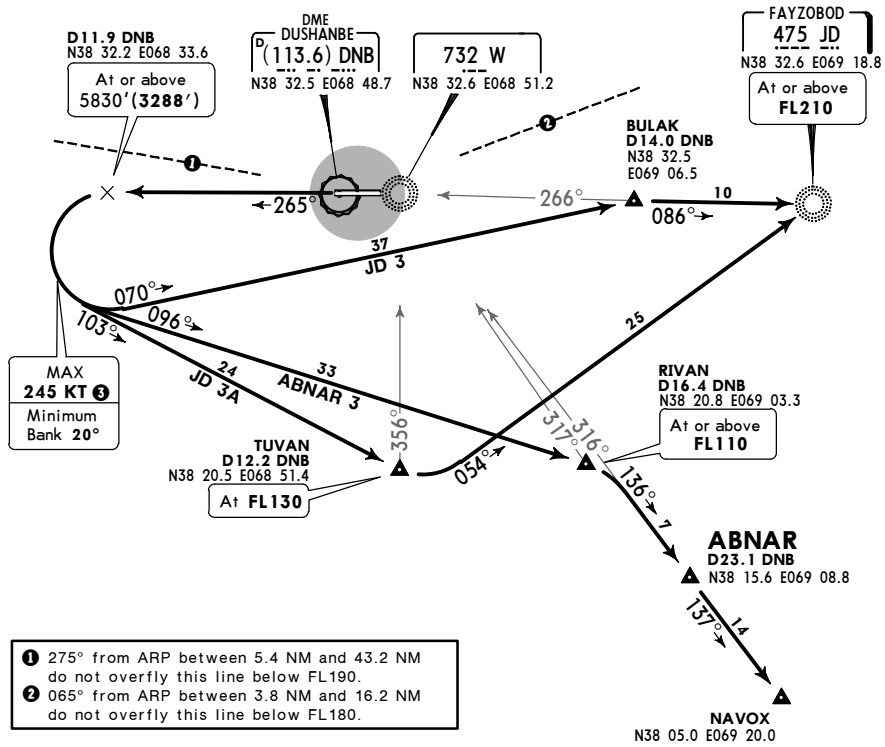
DUSHANBE, TAJIKISTAN
SID

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	1316	1580
4.9% V/V (fpm)	372	496	744	992	1241	1489
4.5% V/V (fpm)	342	456	684	911	1139	1367



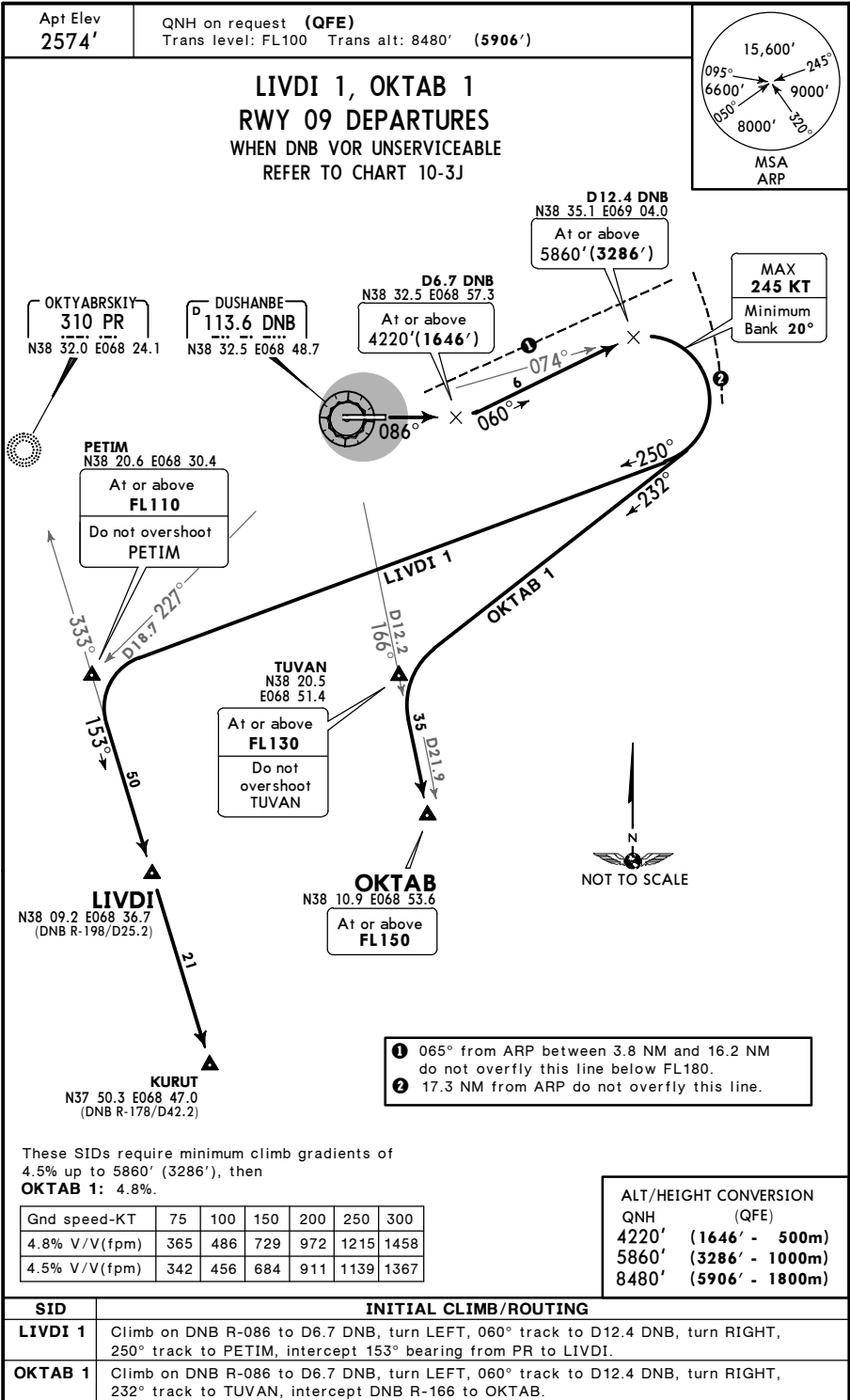
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3288' - 1000m)
8480'	(5938' - 1800m)

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.

UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 (10-3H)

DUSHANBE, TAJIKISTAN
SID



UTDD/DYU
DUSHANBE

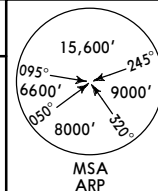
JEPPesen
21 AUG 15 (10-3J)

DUSHANBE, TAJIKISTAN

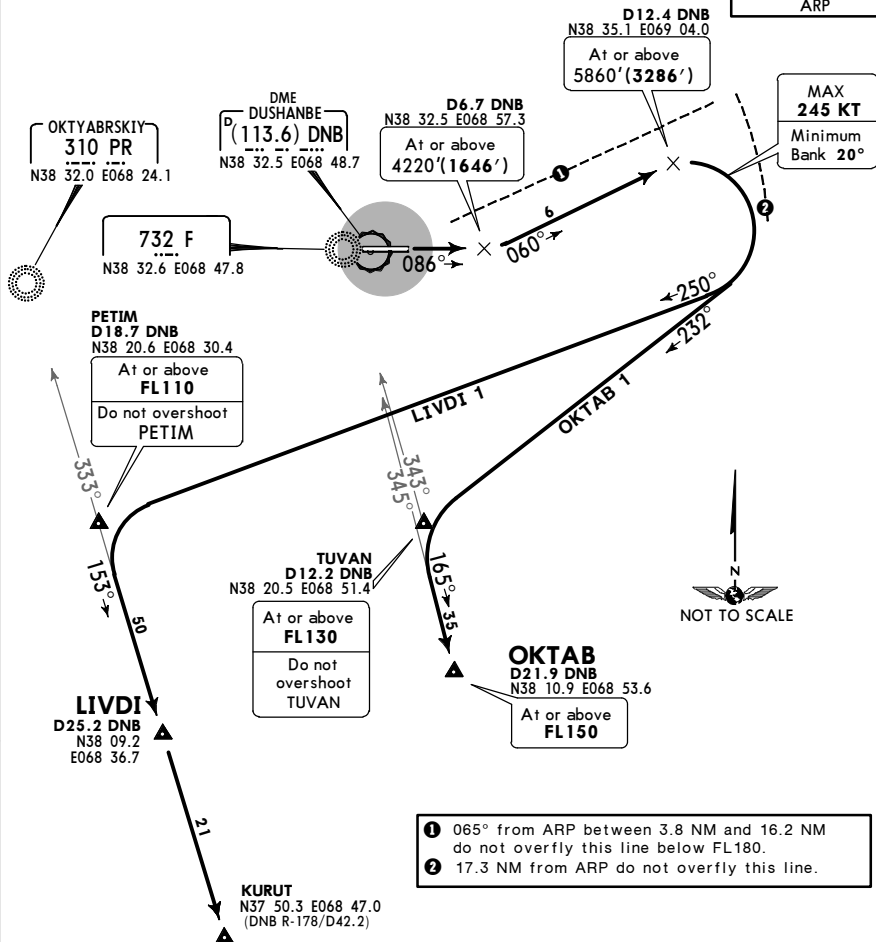
SID

Apt Elev
2574'

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



LIVDI 1, OKTAB 1
RWY 09 DEPARTURES
AVAILABLE WHEN DNB VOR UNSERVICEABLE



These SIDs require minimum climb gradients of 4.5% up to 5860' (3286'), then

OKTAB 1: 4.8%.

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

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

INITIAL CLIMB

Climb on 086° bearing from F to D6.7 DNB, 060° track to D12.4 DNB.

SID

ROUTING

LIVDI 1	At D12.4 DNB turn RIGHT, 250° track to PETIM, intercept 153° bearing from PR to LIVDI.
OKTAB 1	At D12.4 DNB, turn RIGHT, 322° track to TUVAN, turn LEFT, intercept 165° bearing from F to OKTAB.

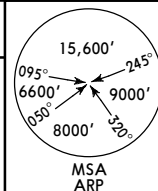
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 10-3K

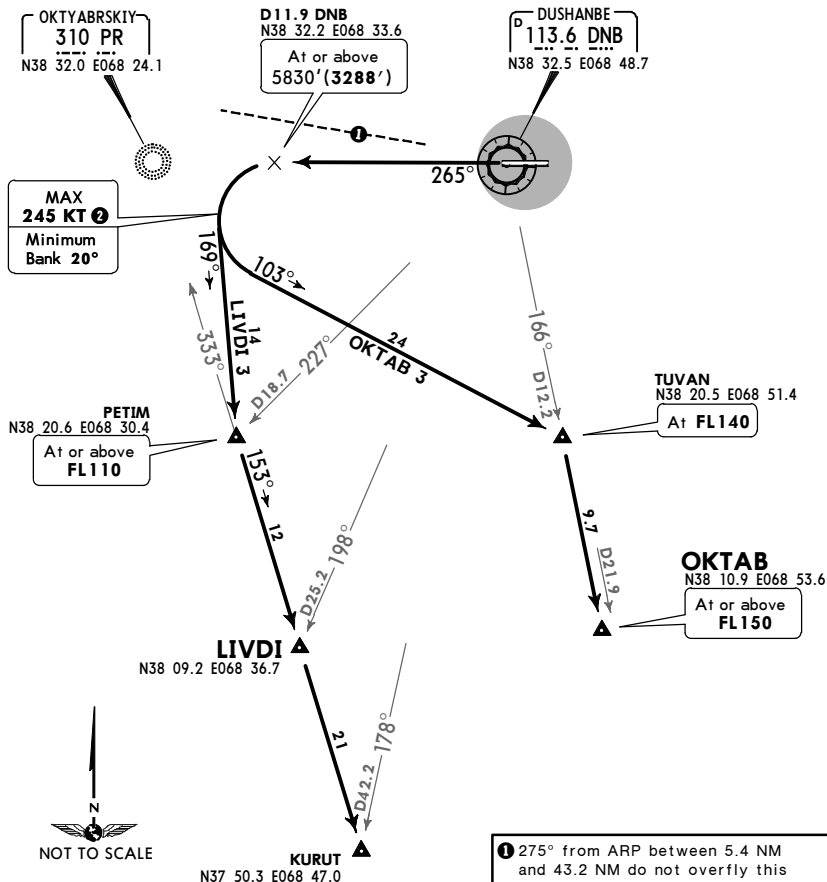
DUSHANBE, TAJIKISTAN
SID

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 10-3L



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

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.

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.

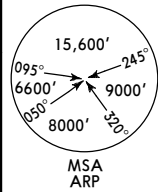
UTDD/DYU
DUSHANBE

JEPPesen
21 AUG 15 10-3L

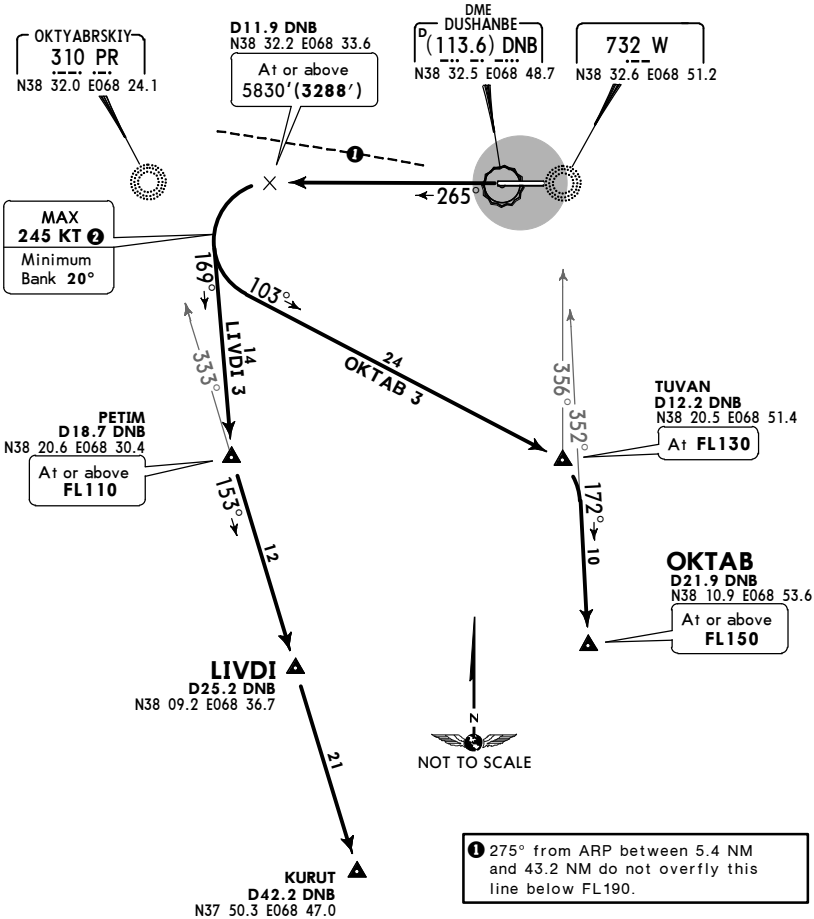
DUSHANBE, TAJIKISTAN
SID

Ap^t Elev
2574'

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



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



These SIDs require minimum climb gradients of 4.5% up to 5830' (3288'), then

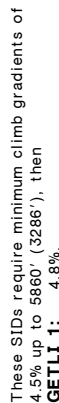
LIDVI 3: 6.2%.
OKTAB 3: 4.3%.

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

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

SID	INITIAL CLIMB/ROUTING
LIDVI 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.

ALT/HEIGHT CONVERSION	QNH	(QFE)
	1220'	(1646' - 500m)
	5860'	(3286' - 1000m)
	3480'	(5906' - 1800m)



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	1154

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

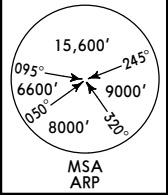
UTDD/DYU
DUSHANBE

JEPPESSEN
21 AUG 15 (10-3P)

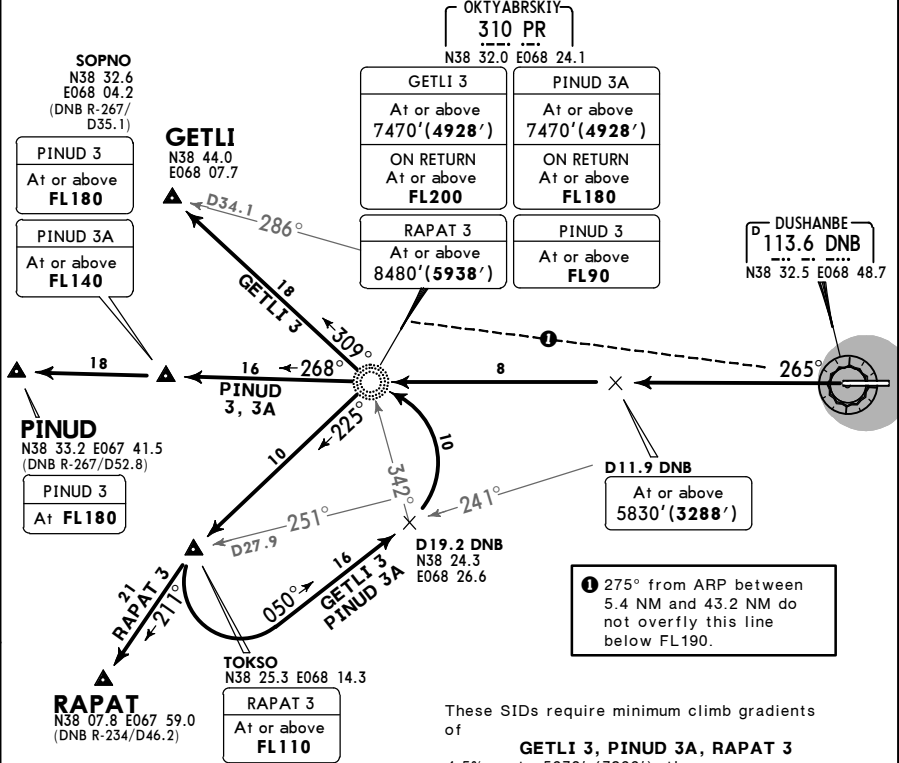
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



GETLI 3, PINUD 3
PINUD 3A [PINU3A] , RAPAT 3
RWY 27 DEPARTURES
WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3Q



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
4.5% up to 5830' (3288'), then
GETLI 3: 5.2%
PINUD 3A: 4.3%
RAPAT 3: 5%
PINUD 3
7.3% up to SOPNO.

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



Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.2% V/V (fpm)	395	527	790	1053	1316	1580
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on DNB R-265 to PR, 225° 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, 225° 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, 225° bearing to TOKSO, then to RAPAT.

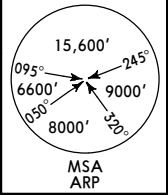
UTDD/DYU
DUSHANBE

JEPPESEN
21 AUG 15 (10-3Q)

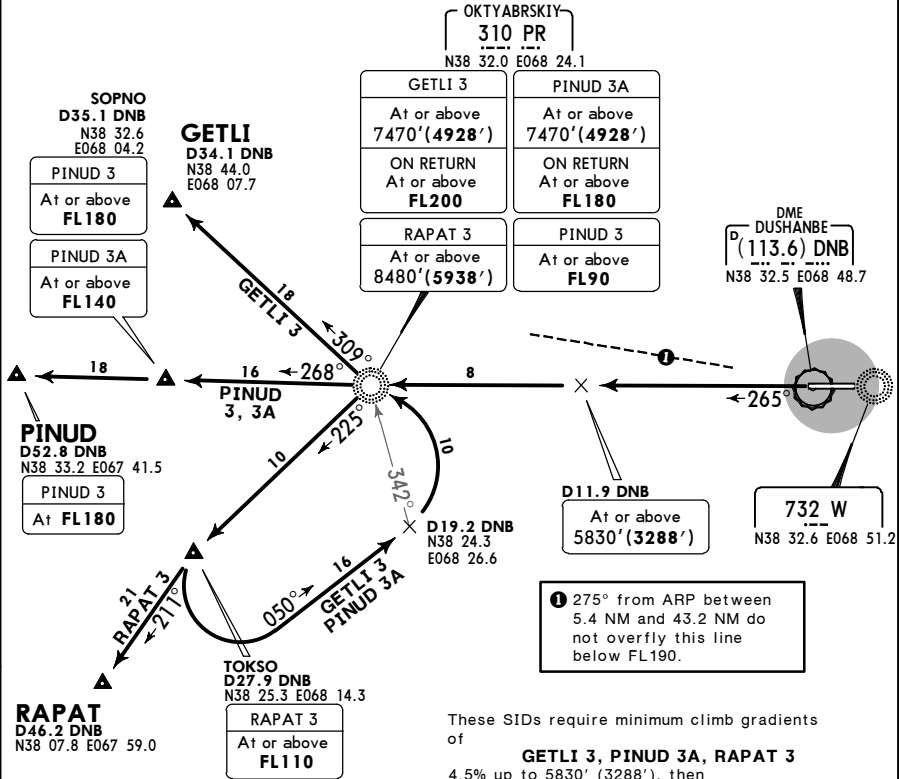
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2574'

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



GETLI 3, PINUD 3
PINUD 3A, RAPAT 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.

These SIDs require minimum climb gradients of

- GETLI 3, PINUD 3A, RAPAT 3
4.5% up to 5830' (3288'), then
GETLI 3: 5.2%
PINUD 3A: 4.3%
RAPAT 3: 5%
- PINUD 3
7.3% up to SOPNO.

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



Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.2% V/V (fpm)	395	527	790	1053	1316	1580
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on 265° bearing from W to PR, 225° 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, 225° 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, 225° bearing to TOKSO, then to RAPAT.

UTDD/DYU

Apt Elev **2575'**
N38 32.6 E068 49.5



JEPPESSEN

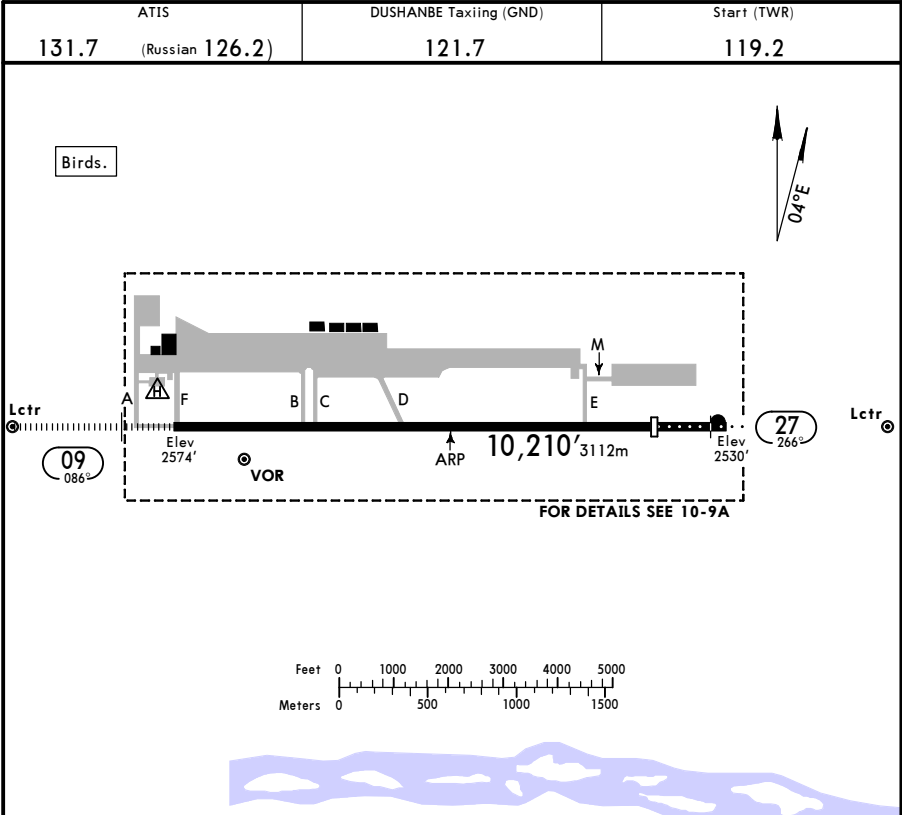
DUSHANBE, TAJIKISTAN

19 FEB 16

(10-9)

Eff 3 Mar

DUSHANBE



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond Glide Slope		
09	RL (59m)	HIALS	PAPI-L (3.0°)			9882' 3012m ①	148'
27	RL (59m)	ALS	PAPI-L (3.0°)	8875' 2705m			45m

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

TAKE-OFF

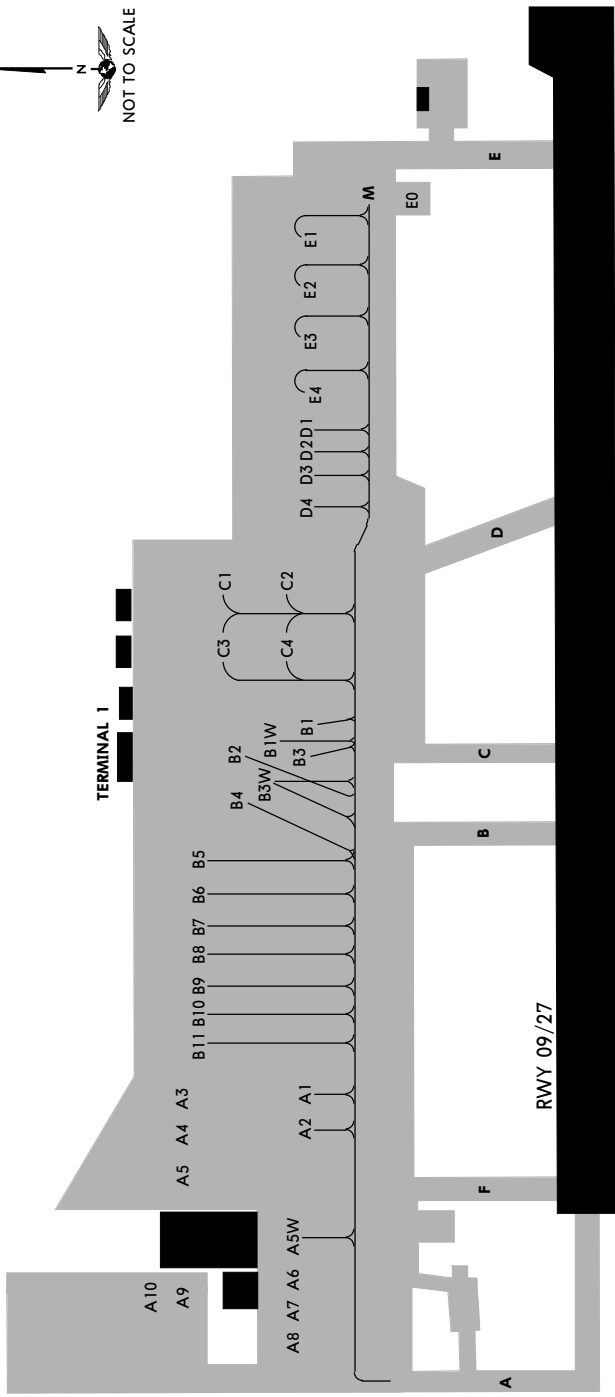
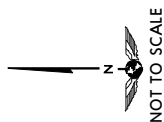
AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UTDD/DYU

DUSHANBE, TAJIKISTAN
DUSHANBE



Two A MAX wingspan 171' / 52m.
Enter stands A3 thru A8, E0 and E1 by towing.

UTDD/DYU

 **JEPPesen**

9 DEC 11

Eff 15 Dec

10-9S

Standard

DUSHANBE, TAJIKISTAN

DUSHANBE

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

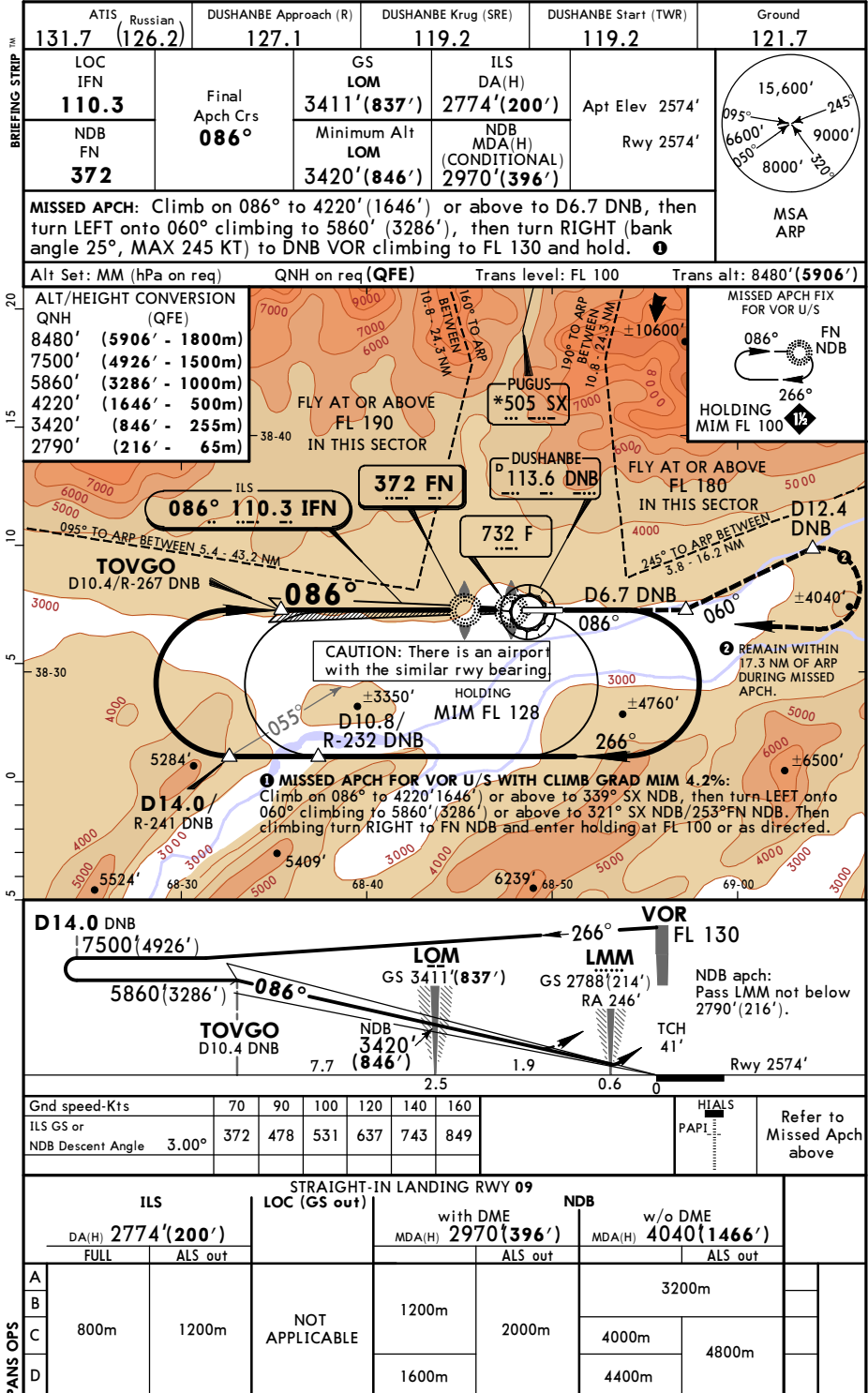
❶ Continuous Descent Final Approach.

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

UTDD/DYU
DUSHANBE

JEPPESSEN
23 OCT 15 (11-1)

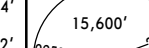
DUSHANBE, TAJIKISTAN
ILS or 2 NDB Rwy 09

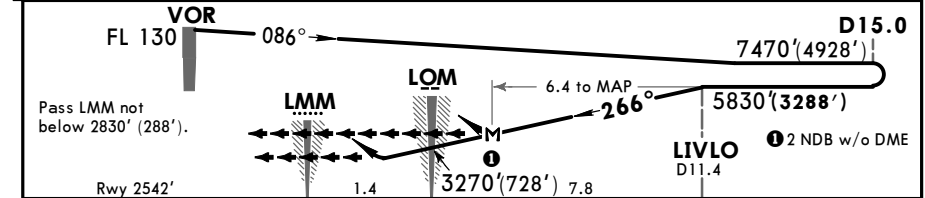
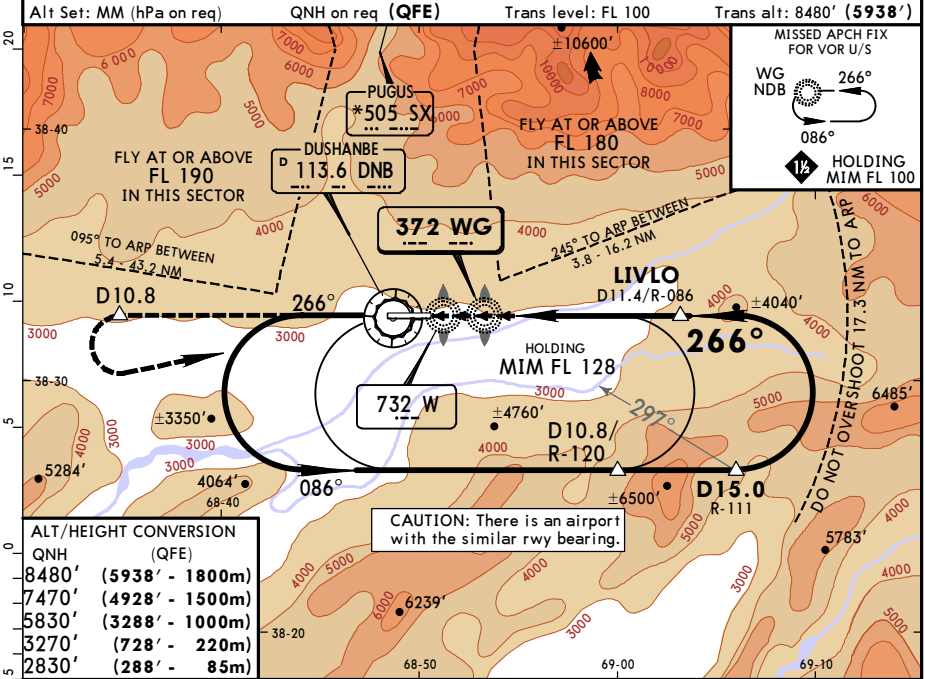


UTDD/DYU
DUSHANBE

JEPPesen
23 OCT 15 (16-1)

DUSHANBE, TAJIKISTAN
2 NDB Rwy 27

BRIEFING STRIP ™	ATIS		DUSHANBE Approach (R)		DUSHANBE Krug (SRE)		DUSHANBE Start (TWR)		Ground	
	131.7 (126.2) (Russian)		127.1		119.2		119.2		121.7	
	NDB WG	Final Apch Crs	Minimum Alt LIVLO	with DME MDA(H)	w/o DME MDA(H)	Apt Elev 2574'				
	372	266°	5830'(3288')	3000'(458')	3890'(1348')	Rwy 2542'				
	MISSED APCH: Climb on 266° to 5830'(3288'). Not later than D10.8 turn LEFT (bank angle 25°, MAX 245 KT) to VOR climbing to FL 130 and hold. MISSED APCH FOR VOR U/S WITH CLIMB GRAD MIM 2.6%: Climb on 266° to 5830'(3288') or above to crossing 030° SX NDB. Then turn LEFT to WG NDB climbing to FL 100 or as directed.									
MSA ARP										



TO DISPLACED THRESHOLD								ALS	Refer to Missed Apch above
Gnd speed-Kts	70	90	100	120	140	160		PAPI	
Descent Angle	3.00°	372	478	531	637	743	849		
2 NDB w/o DME: LIVLO to MAP	6.4	5:29	4:16	3:50	3:12	2:45	2:24		

STRAIGHT-IN LANDING Rwy 27									
with DME					w/o DME				
MDA(H) 3000'(458')					MDA(H) 3890'(1348')				
ALS out					ALS out				
A	2400m				3200m				
B									
C									
D									



Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

DUSHANBE, (DUSHANBE - UTDD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTDD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2A) Routings and designators of JD 2A, 2B under clarification, contact ATC.