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JEPPESEN
JeppView for Windows

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Terminal Charts For UTTT
Revision Letter For Cycle 13-2016
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Notebook

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General Information

Location: TASHKENT UZB
ICAO/IATA: UTTT / TAS
Lat/Long: N41° 15.40', E069° 16.90'
Elevation: 1417 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 5.0° 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: 2349 Z
Sunset: 1459 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: 1414 ft
Lighting: Edge, ALS, Centerline

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Displaced Threshold: 820 ft

Communication Information

ATIS: 126.800
Tashkent Tower: 120.400
Tashkent Tower: 129.000
Tashkent Ground: 121.700
Tashkent Ground: 131.400
Tashkent Clearance Delivery: 129.400
Tashkent Approach: 125.200
Tashkent Radar: 119.400

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1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES

1.2.1. GENERAL

LVP will be used if visibility is

- 400m or less at NIGHT;
- 800m or less at DAY.

The flight crew will be informed by ATIS or ATS unit by phrase: "Low visibility procedure in progress."

1.2.2. ARRIVAL

The crew must advise Tower when landing is fully completed and when RWY vacated.

This can be done when ACFT completely leaves the RWY and is 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 ATS.

RWY crossing prohibited without appropriate ATS permission.

Follow-me car will be available from TWYs 1, 2, 2A, 3, 4 and 5.

1.2.3. 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 procedure has been terminated."

1.3. TAXI PROCEDURES

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.

Pilots must contact TASHKENT Delivery not earlier than 15 minutes before start-up for ATC clearance.

1.4. PARKING INFORMATION

Stands B1, B2, B5 and B6 equipped with docking guidance system AGNIS.

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2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 08L approved for CAT II operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

2.2.1. STANDARD TAXI ROUTES

From RWY 08L/R:

Taxi Route Designator	ACFT Stands	Taxi Route Details
A05	Stands C8 thru C41, H47 thru H52, B6	TWY 4, MAIN TWY, TWY H
A03	Stands B8 thru B16, B19, B20	TWY 4, MAIN TWY
A01	Stands B1, B3 thru B5	TWY 4, MAIN TWY, TWY H, TWY B
A07	Stands H43 thru H46	TWY 4, MAIN TWY, TWY H, TWY H1

3. DEPARTURE

3.1. TAXI PROCEDURES

3.1.1. STANDARD TAXI ROUTES

To RWY 08L/R:

Taxi Route Designator	ACFT Stands and Engine Start-up Points	Taxi Route Details
WEST01	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 2
WEST02	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, TWY B, TWY 1

To RWY 26L/R:

Taxi Route Designator	ACFT Stands and Engine Start-up Points	Taxi Route Details
EAST01	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 6, TWY 5
EAST02	Stands B1, B2 thru B5, B8 thru B17, start-up points 2, 3	TWY B, TWY H, MAIN TWY, TWY 6, TWY 5
EAST03	Stands C8 thru C41, B6, H43 thru H52, start-up point 11	TWY H, MAIN TWY, TWY 4
EAST04	Stands B18 thru B20, start-up points 4, 5	MAIN TWY, TWY 6, TWY 5

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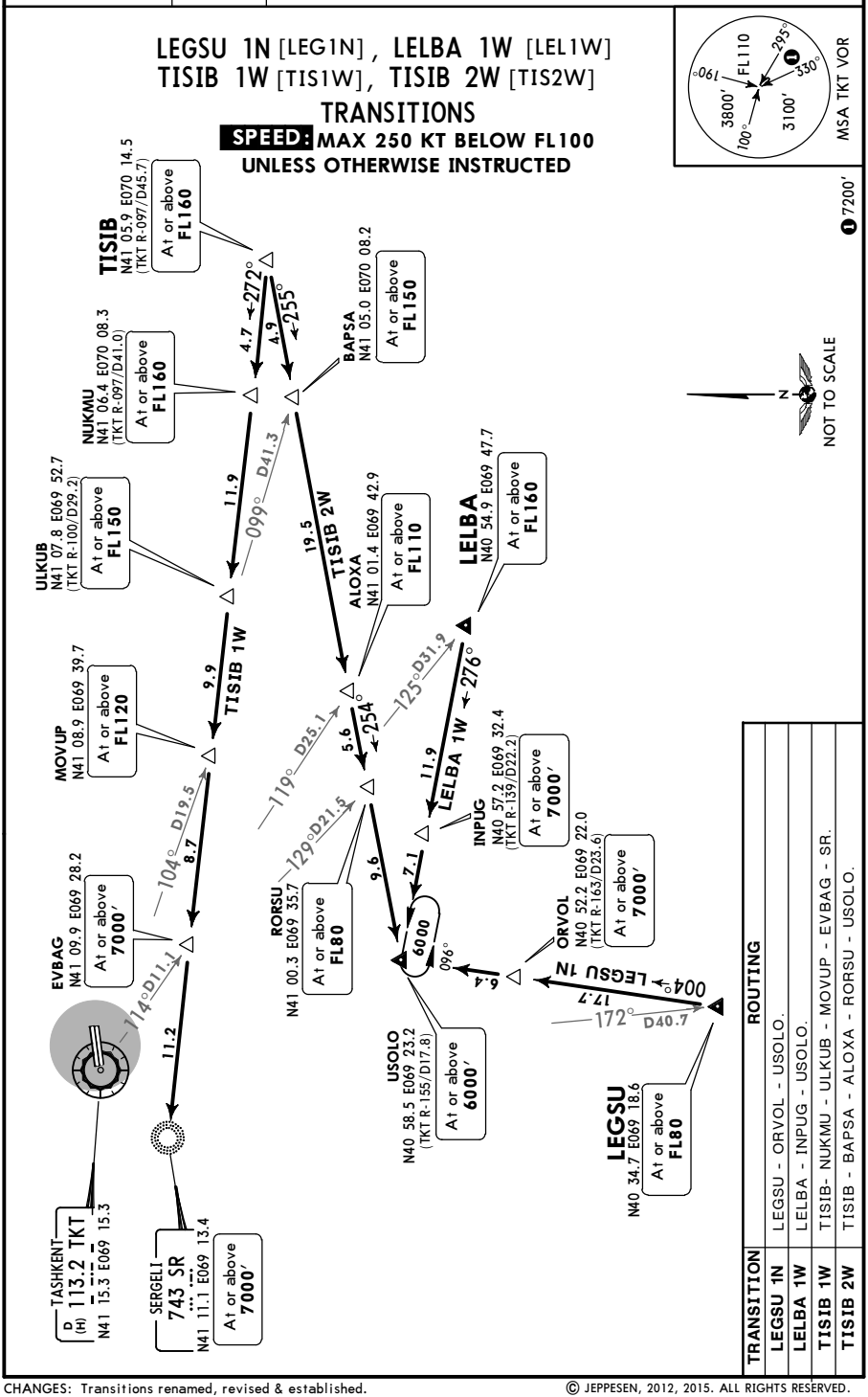
ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL80 Trans alt: 6000′

LEGSU 1N [LEG1N], LELBA 1W [LEL1W] TISIB 1W [TIS1W], TISIB 2W [TIS2W] TRANSITIONS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



TRANSITION	ROUTING
LEGSU 1N	LEGSU - ORVOL - USOLO.
LELBA 1W	LELBA - INPUG - USOLO.
TISIB 1W	TISIB- NUKMU - ULKUB - MOVUP - EVBAG - SR.
TISIB 2W	TISIB - BAPSA - ALOXA - RORSU - USOLO.

CHANGES: Transitions renamed, revised & established.

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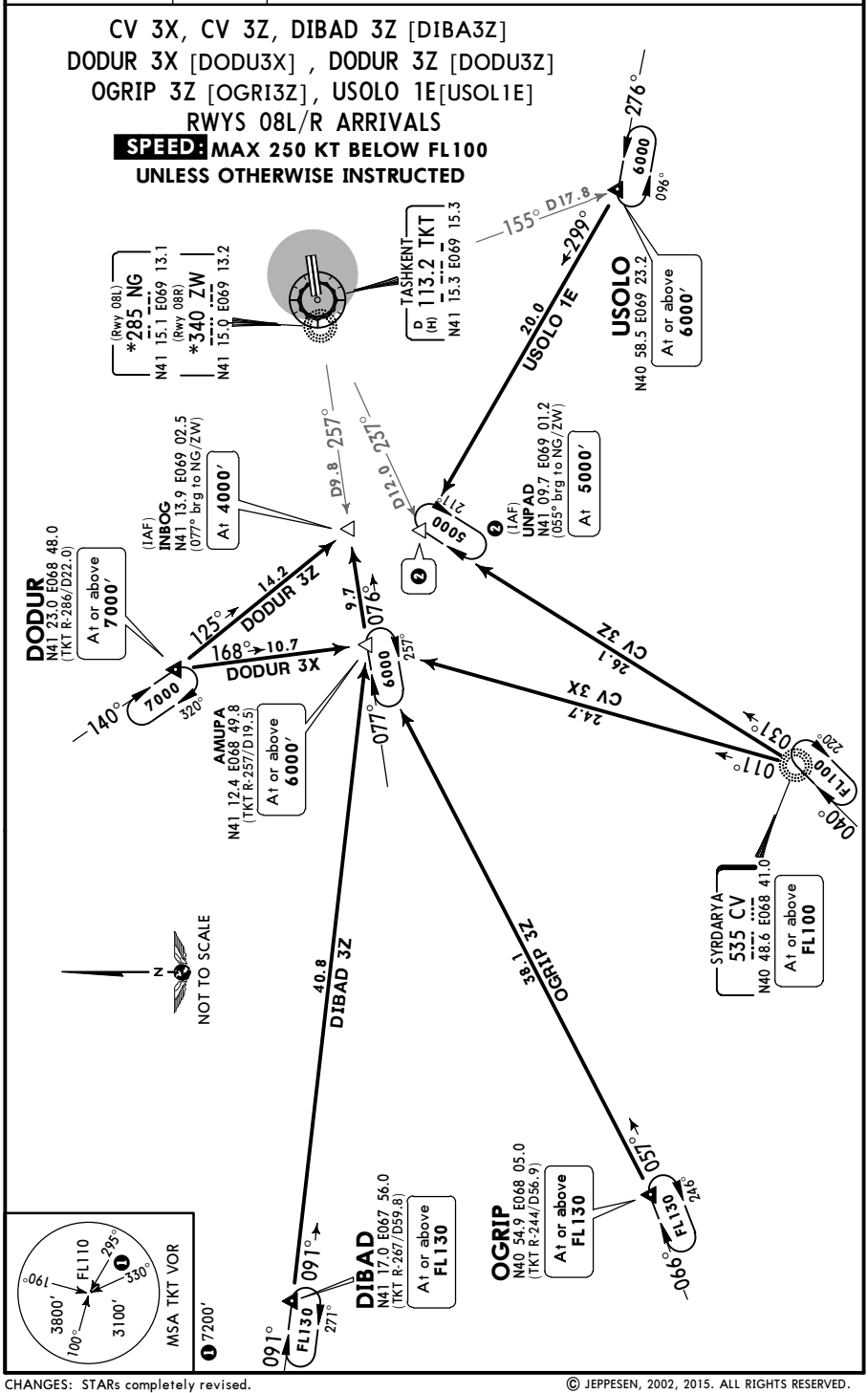
ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL80 Trans alt: 6000′



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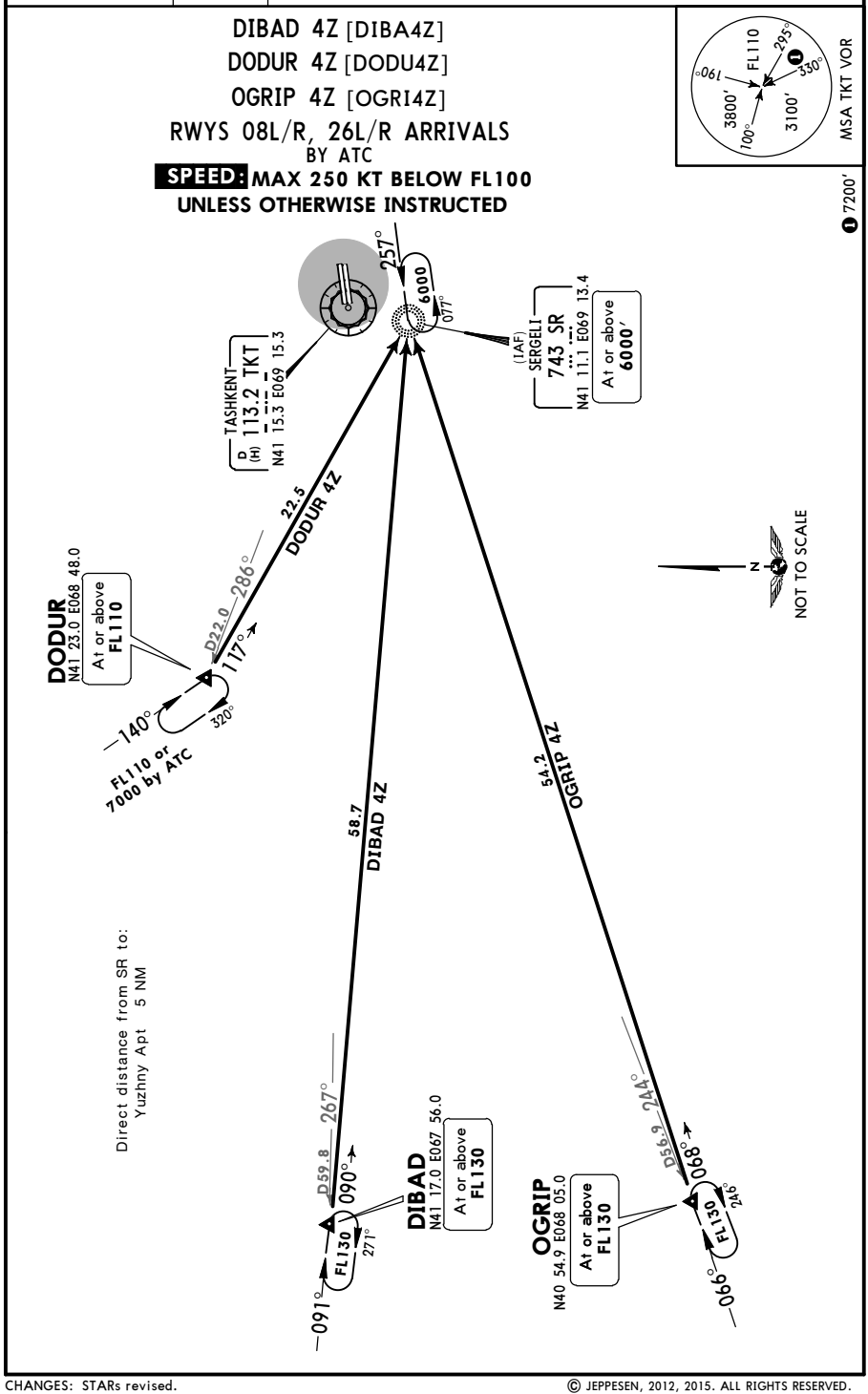
ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL80 Trans alt: 6000′



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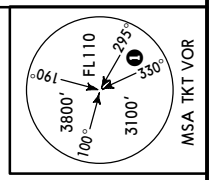
ATIS	Apt Elev	
126.8	1417′	Alt Set: hPa Trans level: FL80 Trans alt: 6000′

CV 4X, CV 4Z
USOLO 1F [USOL1F]
USOLO 1G [USOL1G]
RWYS 08L/R, 26L/R ARRIVALS
BY ATC

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



7200′

(IAF) ESEGI N41 08.3 E069 27.5 — At or above 5000′

TASHKENT D (H) 113.2 TKT N41 15.3 E069 15.3

(IAF) SERGELI 743 SR N41 11.1 E069 13.4 — At or above 6000′

USOLO N40 58.5 E069 23.2 — At or above 6000′

SYRDARYA 535 CV N40 48.6 E068 41.0 — At or above FL100

122° D11.6 — 257° — 6000 — 077° — 14.6 — USOLO 1G — 155° D17.8 — 325° — 6000 — 276° — 096° — 014° — 10.3 — USOLO 1F

CV 4X 40.4 — CV 4Z 33.3

040° — 220° — FL100 — 043° — 056°

Direct distance from SR to: Yuzhny Apt 5 NM

N — NOT TO SCALE

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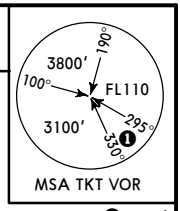
Apt Elev 1417′

Trans level: FL80 Trans alt: 6000′



BAMUT 3A [BAMU3A]
DODUR 3A [DODU3A]
REBDA 3A [REBD3A]
RWYS 08L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

BAMUT
N41 51.4 E069 24.8
At or above **FL130**

REBDA
N41 47.1 E069 05.3
At or above **FL110**

D36.8 090°
21.9
D32.7 342°
17.0

N
NOT TO SCALE

AMSOB
N41 30.1
E069 05.2
At or above **FL80**

UMRIR
N41 31.1 E069 14.0
At or above **FL80**

DODUR
N41 23.0 E068 48.0
At or above **FL80**

D16.6 328°
D15.8 352°
15.9 REBDA 3A
18.1 BAMUT 3A

D22.0 286°
15.7 DODUR 3A

TASHKENT
D (H) 113.2 TKT
N41 15.3 E069 15.3

At **2100′**

355° 017°
297°
D7.0 259°
077°
6.9 292°
257° 230°

OSDAK
N41 14.2 E069 05.2
At **5000′**

SERGELI
743 SR
N41 11.1 E069 13.4
At **4000′**

Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 077° track, at 2100′ turn RIGHT, 230° track, intercept 257° bearing to SR,

SID	ROUTING
BAMUT 3A	At SR 292° bearing to OSDAK, turn RIGHT, 017° track to BAMUT.
DODUR 3A	At SR 292° bearing to OSDAK, 297° track to DODUR.
REBDA 3A	At SR 292° bearing to OSDAK, turn RIGHT, 355° track to REBDA.

CHANGES: None.

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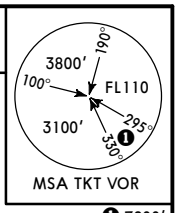
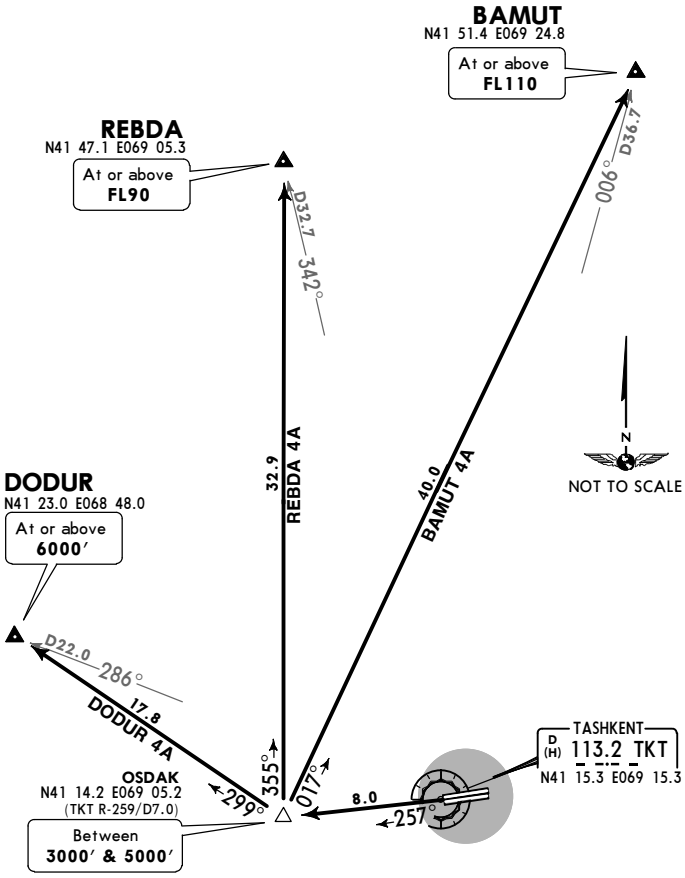
Apt Elev 1417′

Trans level: FL80 Trans alt: 6000′



BAMUT 4A [BAMU4A]
DODUR 4A [DODU4A]
REBDA 4A [REBD4A]
RWYS 26L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000′**

SID	INITIAL CLIMB/ROUTING
BAMUT 4A	Climb on 257° track to OSDAK, turn RIGHT, 017° track to BAMUT.
DODUR 4A	Climb on 257° track to OSDAK, turn RIGHT, 299° track to DODUR.
REBDA 4A	Climb on 257° track to OSDAK, turn RIGHT, 355° track to REBDA.

CHANGES: Initial climb clearance revised.

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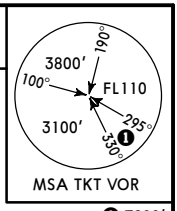
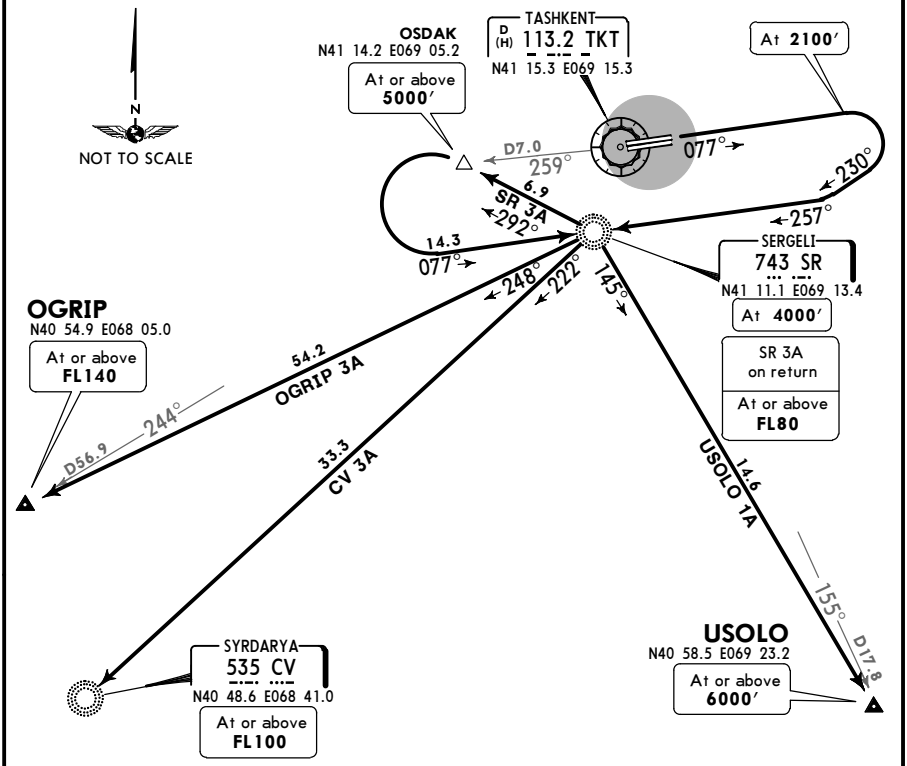
Apt Elev	Trans level: FL80 Trans alt: 6000′
1417′	



CV 3A, OGRIP 3A [OGRI3A]
SR 3A, USOLO 1A [USOL1A]
RWYS 08L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 077° track, at 2100′ turn RIGHT, 230° track, intercept 257° bearing to SR.

SID	ROUTING
CV 3A	At SR 222° bearing to CV.
OGRIP 3A	At SR 248° bearing to OGRIP.
SR 3A	At SR 292° bearing to OSDAK, turn LEFT, 077° bearing to SR, join TISIB 1E transition.
USOLO 1A	At SR turn LEFT, 145° bearing to USOLO.

CHANGES: Crossing at OSDAK.

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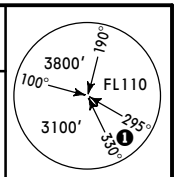
Apt Elev 1417′

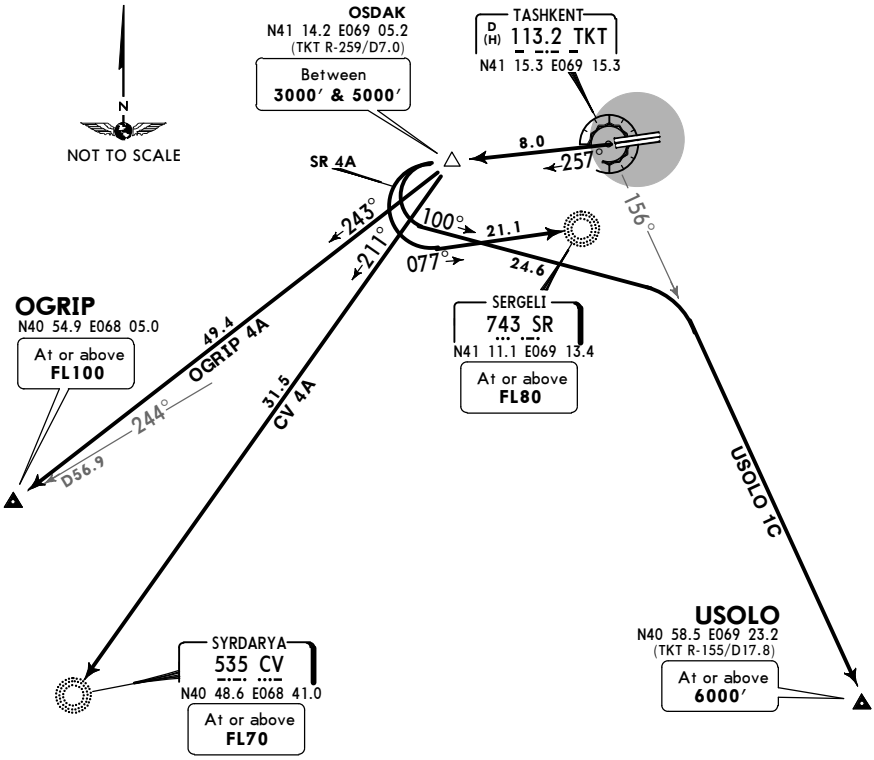
Trans level: FL80 Trans alt: 6000′



7200′

CV 4A, OGRIP 4A [OGRI4A]
SR 4A, USOLO 1C [USOL1C]
RWYS 26L/R DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000′**

SID	INITIAL CLIMB/ROUTING
CV 4A	Climb on 257° track to OSDAK, turn LEFT, 211° bearing to CV.
OGRIP 4A	Climb on 257° track to OSDAK, turn LEFT, 243° track to OGRIP.
SR 4A	Climb on 257° track to OSDAK, turn LEFT, intercept 077° bearing to SR, join TISIB 1E transition.
USOLO 1C	Climb on 257° track to OSDAK, turn LEFT, 100° track, intercept TKT R-156 to USOLO.

CHANGES: None.

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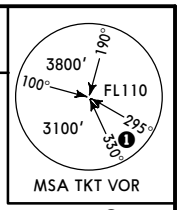
Apt Elev 1417′

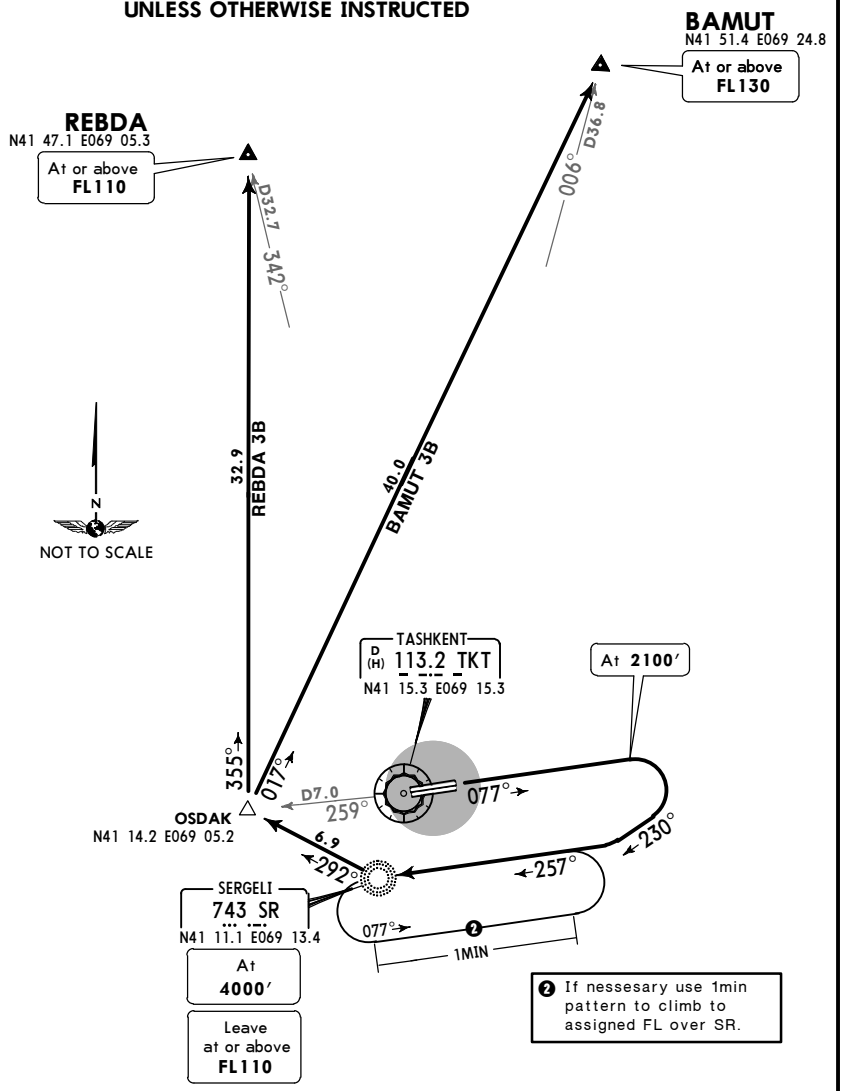
Trans level: FL80 Trans alt: 6000′



BAMUT 3B [BAMU3B]
REBDA 3B [REBD3B]
RWYS 08L/R DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **6000′**

INITIAL CLIMB

Climb on 077° track, at 2100′ turn RIGHT, 230° track, intercept 257° bearing to SR.

SID	ROUTING
BAMUT 3B	At SR 292° bearing to OSDAK, turn RIGHT, 017° track to BAMUT.
REBDA 3B	At SR 292° bearing to OSDAK, turn RIGHT, 355° track to REBDA.

CHANGES: Transitions transferred; SIDs established.

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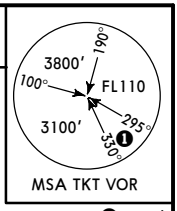
Apt Elev 1417′

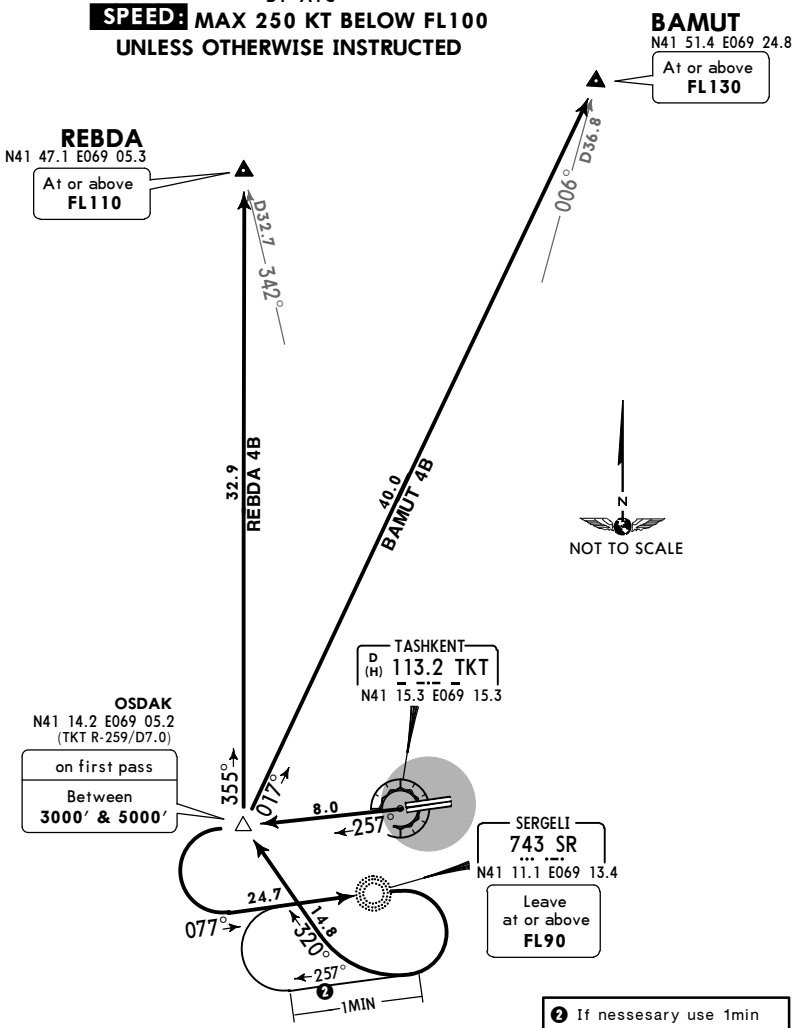
Trans level: FL80 Trans alt: 6000′



BAMUT 4B [BAMU4B]
REBDA 4B [REBD4B]
RWYS 26L/R DEPARTURES

BY ATC

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **5000′**

SID	INITIAL CLIMB/ROUTING
BAMUT 4B	Climb on 257° track to OSDAK, turn LEFT, intercept 077° bearing to SR, turn RIGHT, 320° track to OSDAK, turn RIGHT, 017° track to BAMUT
REBDA 4B	Climb on 257° track to OSDAK, turn LEFT, intercept 077° bearing to SR, turn RIGHT, 320° track to OSDAK, turn RIGHT, 355° track to REBDA.

CHANGES: New procedures at this airport.

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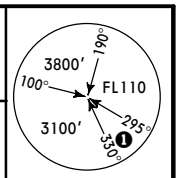
Apt Elev 1417′

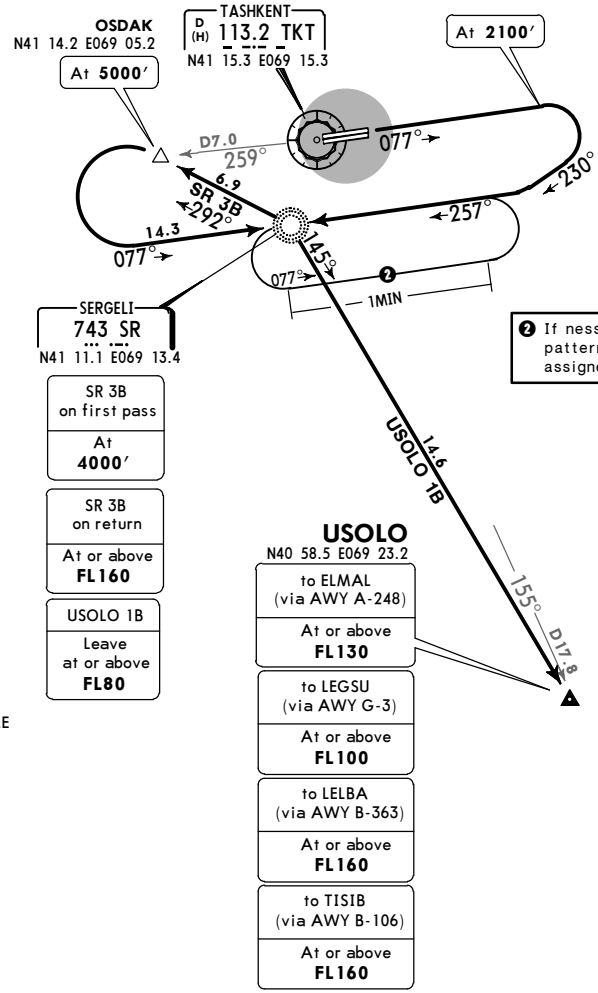
Trans level: FL80 Trans alt: 6000′



1 7200′

SR 3B
USOLO 1B [USOL1B]
RWYS 08L/R DEPARTURES
BY ATC

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



SR 3B on first pass
At **4000′**

SR 3B on return
At or above **FL160**

USOLO 1B
Leave at or above **FL80**

to ELMAL (via AWY A-248)
At or above **FL130**

to LEGSU (via AWY G-3)
At or above **FL100**

to LELBA (via AWY B-363)
At or above **FL160**

to TISIB (via AWY B-106)
At or above **FL160**

Initial climb clearance **6000′**

SID	INITIAL CLIMB/ROUTING
SR 3B	Climb on 077° track, at 2100′ turn RIGHT, 230° track, intercept 257° bearing to SR, 292° bearing to OSDAK, turn LEFT, intercept 077° bearing to SR, leave SR via AWY R-385 to TISIB.
USOLO 1B	Climb on 077° track, at 2100′ turn RIGHT, 230° track, intercept 257° bearing to SR, 145° bearing to USOLO.

CHANGES: New procedures at this airport.

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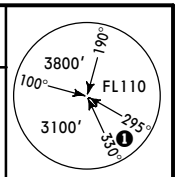
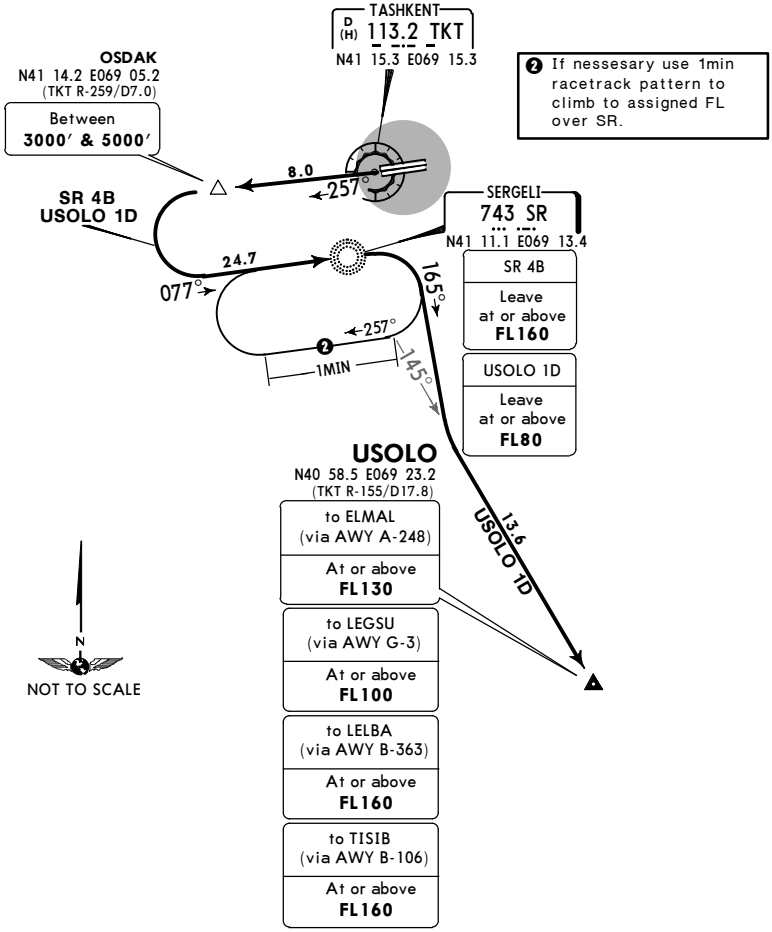
Apt Elev	Trans level: FL80 Trans alt: 6000′
1417′	



❶ 7200′

SR 4B
USOLO 1D [USOL1D]
RWYS 26L/R DEPARTURES
BY ATC

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



❷ If nessesary use 1min racetrack pattern to climb to assigned FL over SR.

Initial climb clearance **5000′**

SID	INITIAL CLIMB/ROUTING
SR 4B	Climb on 257° track to OSDAK, turn LEFT, intercept 077° bearing to SR, leave SR via AWY R-385 to TISIB.
USOLO 1D	Climb on 257° track to OSDAK, turn LEFT, intercept 077° bearing to SR, turn RIGHT,165° track, intercept 145° bearing from SR to USOLO.

CHANGES: New procedures at this airport.

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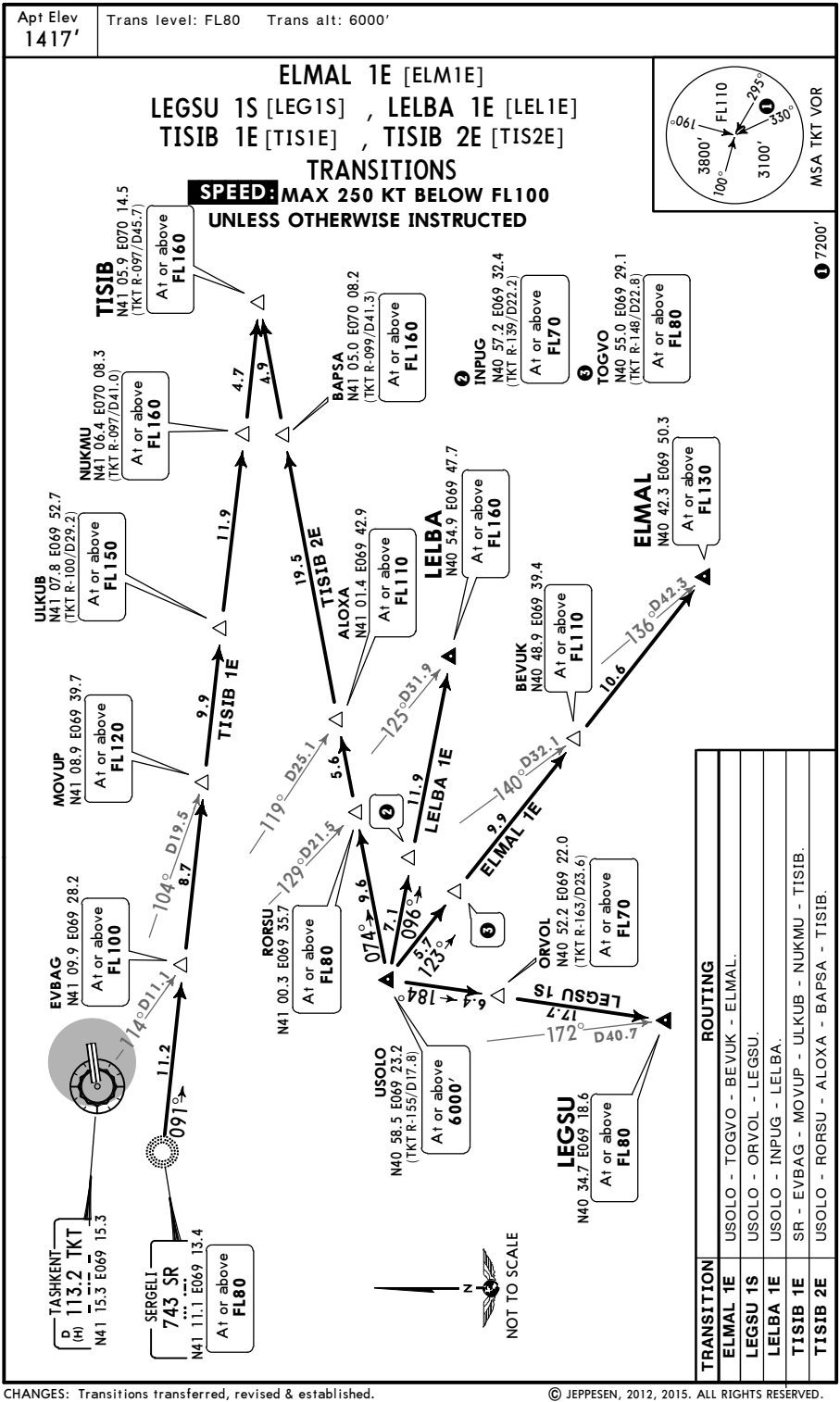
Apt Elev 1417′

Trans level: FL80 Trans alt: 6000′

ELMAL 1E [ELM1E]
LEGSU 1S [LEG1S] , LELBA 1E [LEL1E]
TISIB 1E [TIS1E] , TISIB 2E [TIS2E]
TRANSITIONS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



TRANSITION	ROUTING
ELMAL 1E	USOLO - TOGVO - BEVUK - ELMAL.
LEGSU 1S	USOLO - ORVOL - LEGSU.
LELBA 1E	USOLO - INPUG - LELBA.
TISIB 1E	SR - EVBAG - MOVUP - ULKUB - NUKMU - TISIB.
TISIB 2E	USOLO - RORSU - ALOXA - BAPSA - TISIB.

CHANGES: Transitions transferred, revised & established.

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UTTT/TAS

Apt Elev **1417′**
N41 15.4 E069 16.9

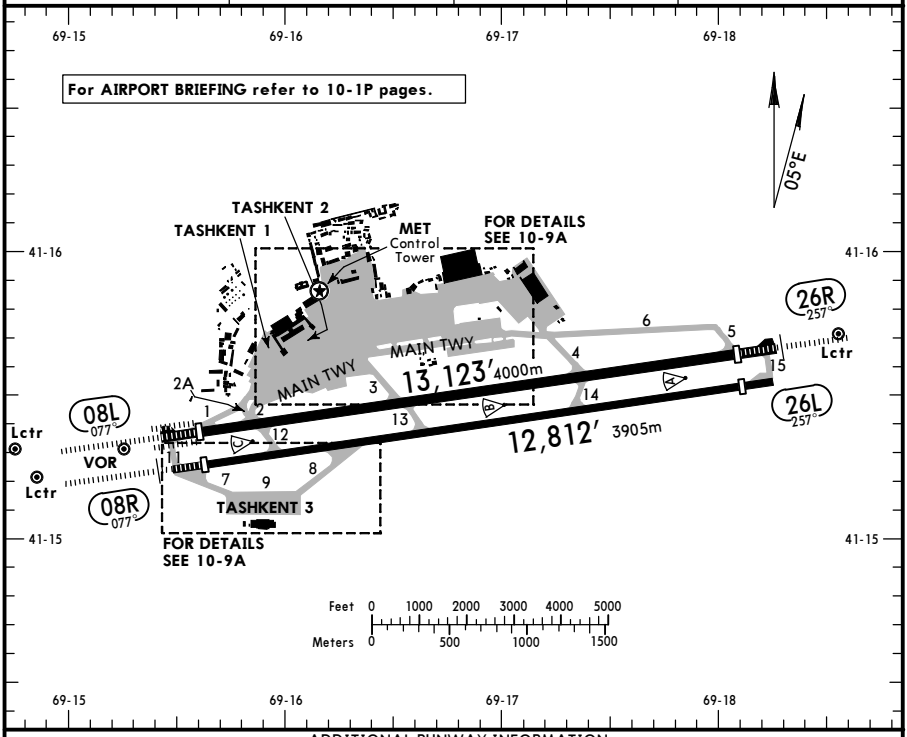
JEPPESEN

4 MAR 16 (10-9)

TASHKENT, UZBEKISTAN

YUZHNY

ATIS	TASHKENT Delivery	Ground GND	Ground GND-3	Tower	
126.8	129.4	121.7	131.4	120.4	129.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
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 RVR	11,663′ 3555m	11,096′ 3382m	❹	148′ 45m
26L	HIRL (60m) RVR	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)

Standard TAKE-OFF ❶

Approved Operators	LVP must be in force: HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Enhanced accuracy.

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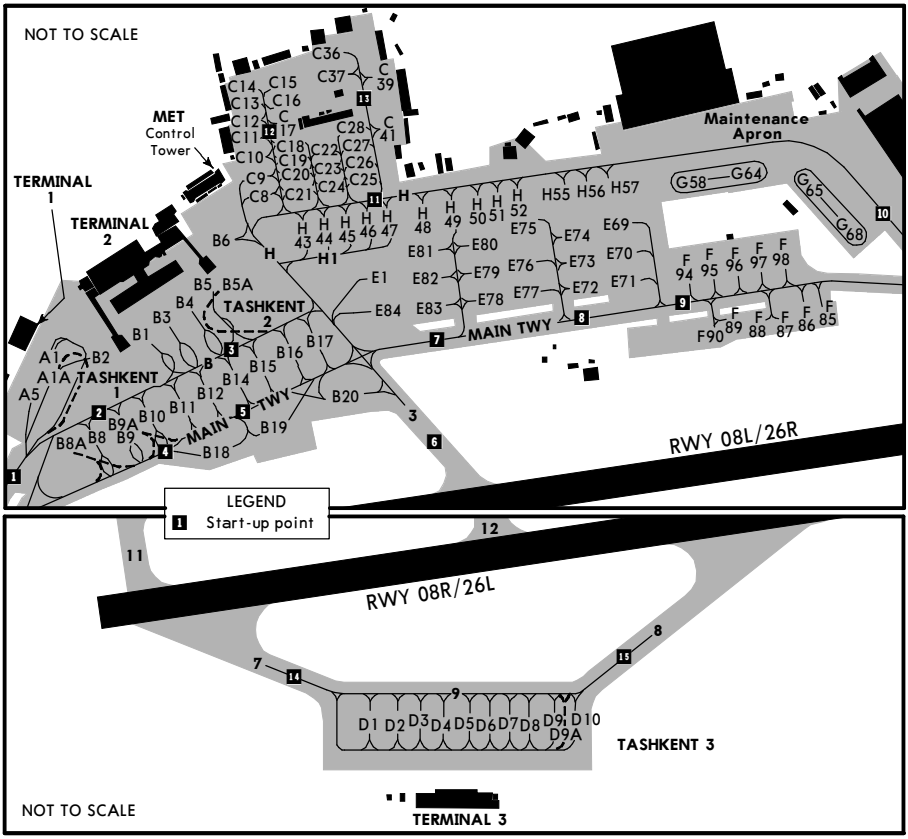

INS COORDINATES		INS COORDINATES	
STAND No.	COORDINATES	STAND No.	COORDINATES
A1	N41 15.6 E069 16.0	B18	N41 15.5 E069 16.2
B1	N41 15.7 E069 16.1	B19	N41 15.5 E069 16.3
B2	N41 15.6 E069 16.0	B20	N41 15.6 E069 16.3
B3, B4	N41 15.7 E069 16.1	D1	N41 15.1 E069 15.8
B5, B5A, B6	N41 15.7 E069 16.2	D2 thru D4	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		

CHANGES: None.

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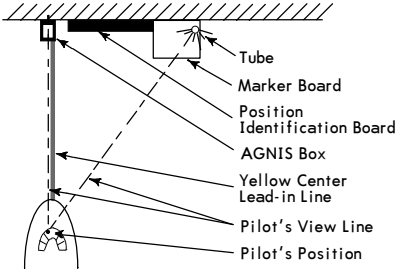
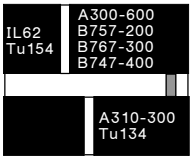
Principal Arrangement of AGNIS



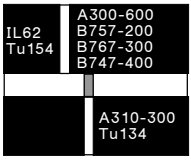
Visual guidance system consists of the following elements:
- Center line Guidance Element (AGNIS Box)
- Yellow ACFT stand lead-in Line
- Parallax Parking Aid (PAPA) consisting of black marker board and a vertical tubular fluorescent light behind the marker board
- Position Identification Board with coordinates 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.

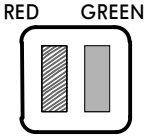
ACFT IL62, TU154, A300-600, B757-200, B767-300 and B747-400 stop.

AGNIS and PAPA is controlled by Apron managment 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.

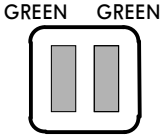
AGNIS, PAPI and flashing beacon are connected to the essential power supply system.
In case of system failure, pilots are requested to follow instructions given from TASHKENT Ground and/or from marshaller.

Parking Procedures

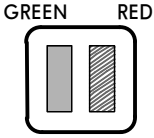
CENTERLINE GUIDANCE
ACFT shall approach along yellow ACFT stand lead-line so that both slots in the AGNIS box show green. Adjustments to LEFT or RIGHT shall always be made towards green.



LEFT of centerline
Turn towards GREEN
(RIGHT)



ACFT on centerline



RIGHT of centerline
Turn towards GREEN
(LEFT)

Failure or inadequate operation of AGNIS box shall be reported immediately.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 Eff 15 Oct (11-1)

TASHKENT, UZBEKISTAN
ILS DME or 2 NDB Rwy 08L

BRIEFING STRIP TM

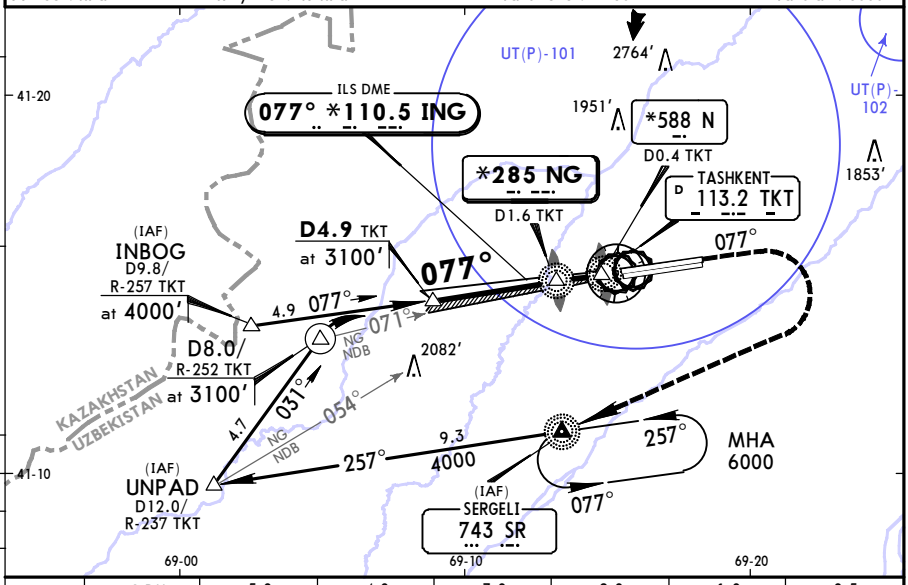
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

LOC ING	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1417′
*110.5	077°	2033′(664′)	1569′(200′)	Rwy 1369′
NDB NG		Minimum Alt D4.9 TKT	NDB MDA(H)	
*285		3100′(1731′)	1750′(381′)	

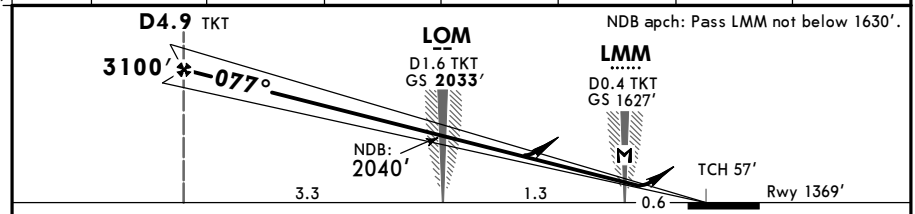
MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ 190° 100° FL110 3100′ 295° 200′ 330°

Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: FL 80 | Trans alt: 6000′



NDB	ING DME	5.0	4.0	3.0	2.0	1.0	0.5
	ALTITUDE	3019′	2700′	2381′	2064′	1743′	1585′



NDB apch: Pass LMM not below 1630′.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent Angle	3.00° 372	478	531	637	743	849
MAP at LMM/D0.4 TKT						

HIALS-II PAPI 2100′ on 077° SR 743 RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 08L

	ILS DA(H) 1569′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out)	2 NDB MDA(H) 1750′(381′)	2 NDB ALS out
A	RVR 550m	RVR 750m	RVR 1200m	NOT AUTHORIZED	RVR 1200m	RVR 1500m
B						
C					RVR 1400m	RVR 1800m
D						

CIRCLE-TO-LAND NIGHT not authorized

Max Kts	MDA(H)	VIS
100	2390′ (973′)	4000m
135		
180	2490′ (1073′)	4000m
205		

CHANGES: Procedure title. Comm. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN
9 OCT 15
Eff 15 Oct
(11-1A)

TASHKENT, UZBEKISTAN
CAT II ILS DME Rwy 08L

BRIEFING STRIP

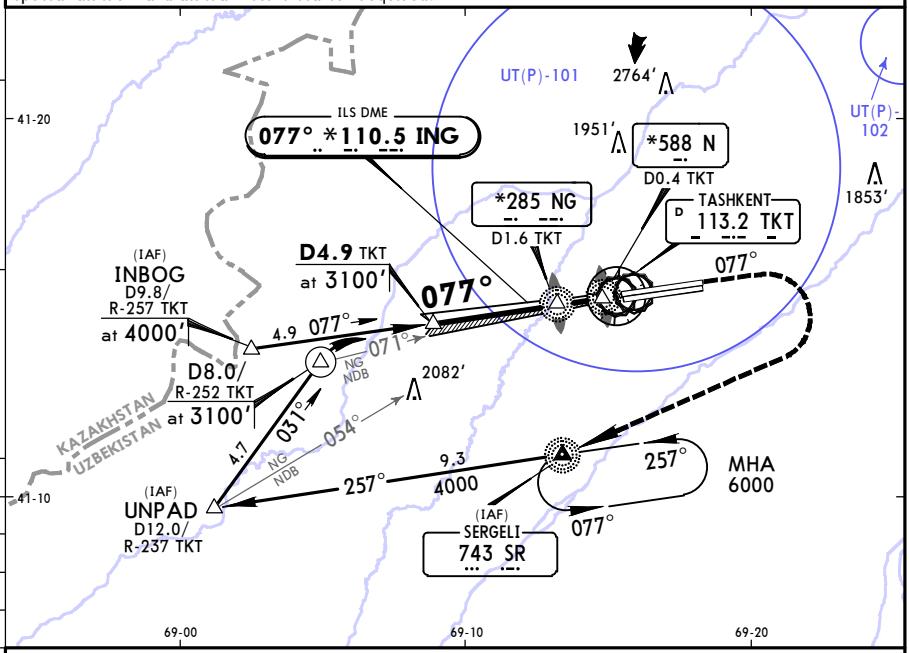
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

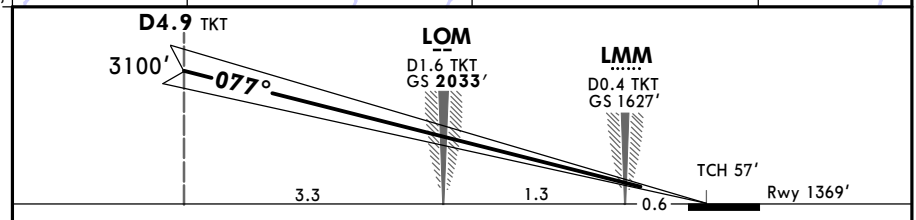
LOC ING	Final Apch Crs	GS LOM	CAT II ILS RA 105′ DA(H) 1469′(100′)	Apt Elev 1417′ Rwy 1369′
*110.5	077°	2033′(664′)		

MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

3800′ 190° 100° FL110 3100′ 295° 200′ 330°
MSA TKT VOR

Alt Set: hPa Rwy Elev: 49 hPa Trans level: FL 80 Trans alt: 6000′
Special aircrew and aircraft certification required.





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

HIALS-II
PAPI
2100′ on 077°
SR 743 RT

Standard

STRAIGHT-IN LANDING RWY **08L**
CAT II ILS

RA 105′
DA(H) **1469′**(100′)

PANS OPS

RVR 300m [1]

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

CHANGES: Communications. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN
9 OCT 15
Eff 15 Oct
(11-2)

TASHKENT, UZBEKISTAN
ILS or 2 NDB Rwy 08R

BRIEFING STRIP TM

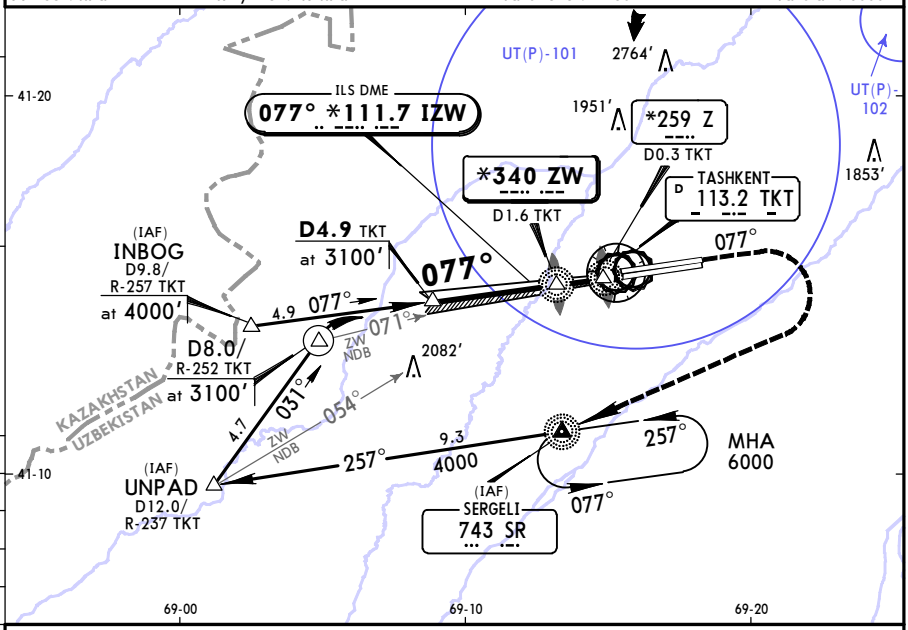
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

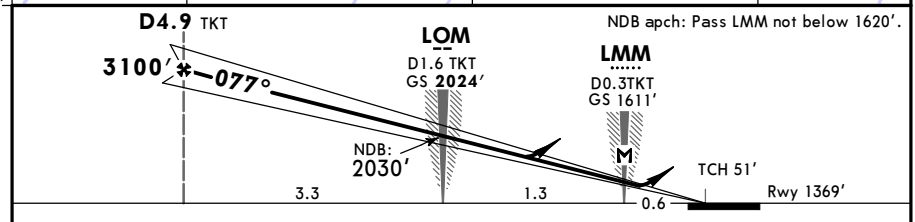
LOC IZW	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 1417′
*111.7	077°	2024′ (655′)		Rwy 1369′
NDB ZW		Minimum Alt D4.9 TKT	NDB MDA(H)	
*340		3100′ (1731′)	1800′ (431′)	

MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°, 100°, FL110, 295°, 7200′, 330°); 3100′

Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: FL 80 | Trans alt: 6000′





NDB apch: Pass LMM not below 1620′.

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

HIALS PAPI 2100′ on 077° SR 743 RT

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 08R

	ILS		LOC (GS out)	2 NDB	
	ABC: 1569′ (200′) DA(H) D: 1570′ (201′)			MDA(H) 1800′ (431′)	
	FULL/Limited	ALS out			ALS out
A	RVR 750m	RVR 1200m	NOT AUTHORIZED	RVR 1500m	
B					
C				RVR 1700m	RVR 2000m
D					

CIRCLE-TO-LAND
NIGHT not authorized

Max Kts	MDA(H)	VIS
100	2390′ (973′)	4000m
135		
180	2490′ (1073′)	4000m
205		

CHANGES: Procedure title. Comm. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (11-3) Eff 15 Oct

TASHKENT, UZBEKISTAN
ILS DME Z Rwy 26R

ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

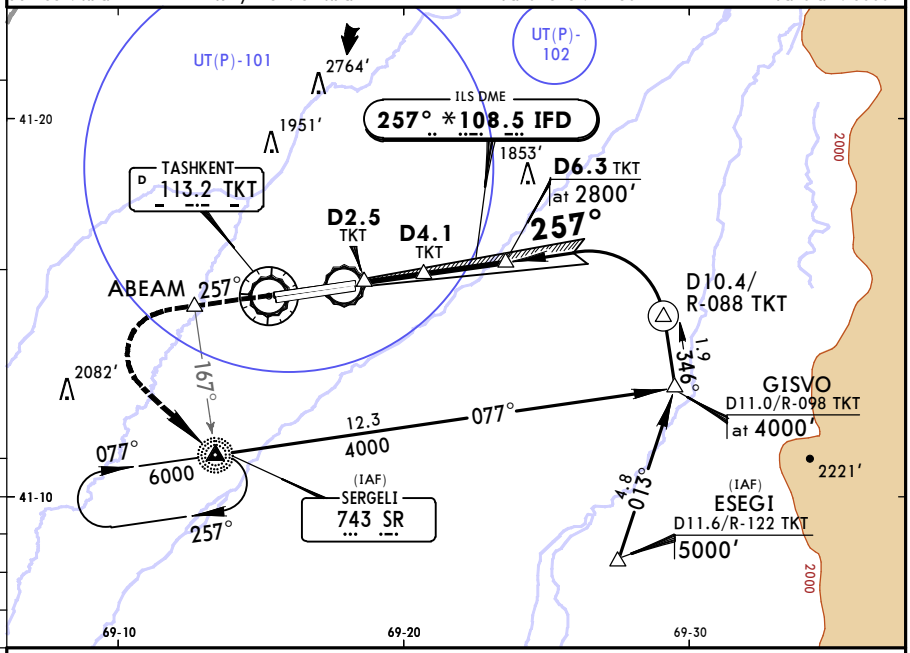
BRIEFING STRIP TM

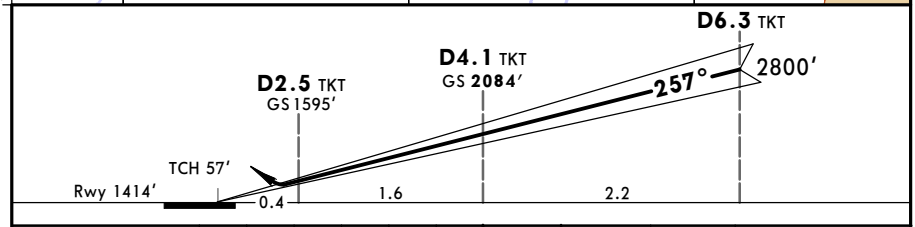
LOC IFD	Final Apch Crs	GS D4.1 TKT	ILS DA(H)	Apt Elev 1417′
*108.5	257°	2084′(670′)	1614′(200′)	Rwy 1414′

MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°, 100°, FL 110), 3100′ (285°, 200′, 330°)

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 257° | 2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 1614′(200′) FULL	Limited	ALS out	LOC (GS out)
A	RVR 550m	RVR 750m	RVR 1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
NIGHT not authorized

Max Kts	MDA(H)	VIS
100	2390′ (973′)	4000m
135		
180	2490′(1073′)	4000m
205		

CHANGES: Procedure title. Comm. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (11-4) Eff 15 Oct

TASHKENT, UZBEKISTAN
ILS DME Y Rwy 26R

ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

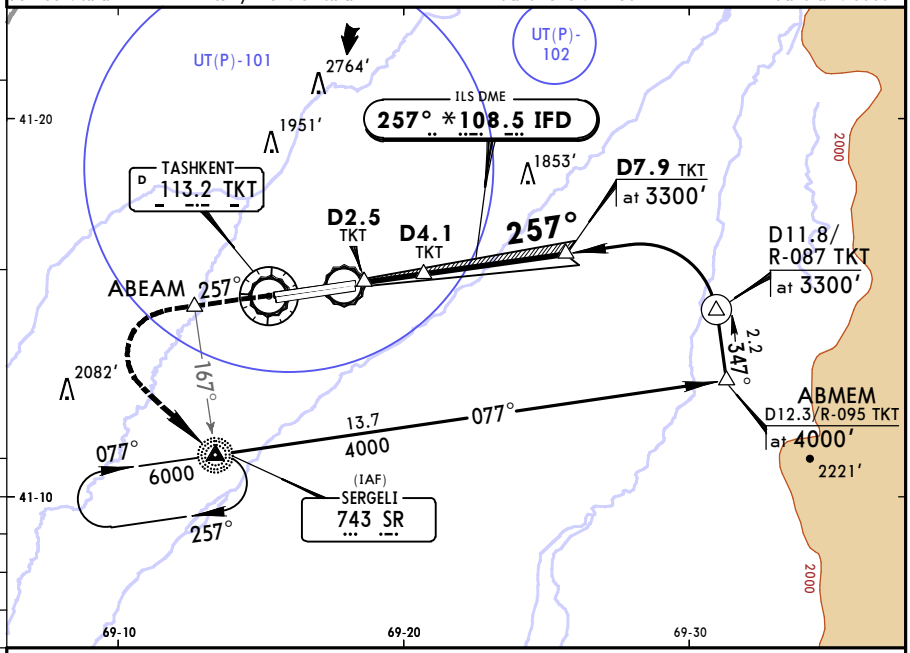
BRIEFING STRIP TM

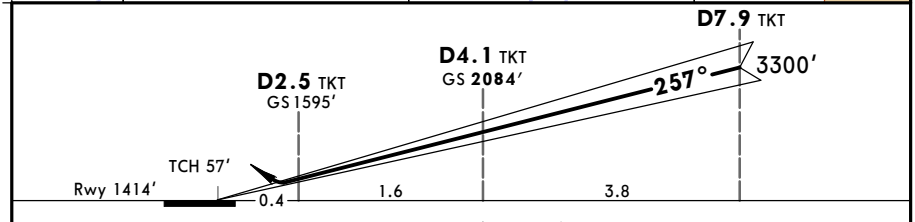
LOC IFD	Final Apch Crs	GS D4.1 TKT	ILS DA(H)	Apt Elev 1417′
*108.5	257°	2084′(670′)	1614′(200′)	Rwy 1414′

MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 190° 3800′; 100° FL 110; 295° 3100′; 330° 7200′

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS PAPI | 257° | 2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26R

	ILS DA(H) 1614′(200′) FULL	Limited	ALS out	LOC (GS out)	CIRCLE-TO-LAND NIGHT not authorized Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	NOT AUTHORIZED	100	2390′ (973′)	4000m
B					135		
C					180	2490′(1073′)	4000m
D					205		

CHANGES: New procedure.

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UTTT/TAS
YUZHNY

JEPPESEN
9 OCT 15
Eff 15 Oct
(11-5)

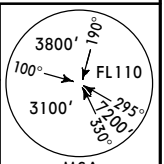
TASHKENT, UZBEKISTAN
(LOC 08L) SIDESTEP Rwy 08R

ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

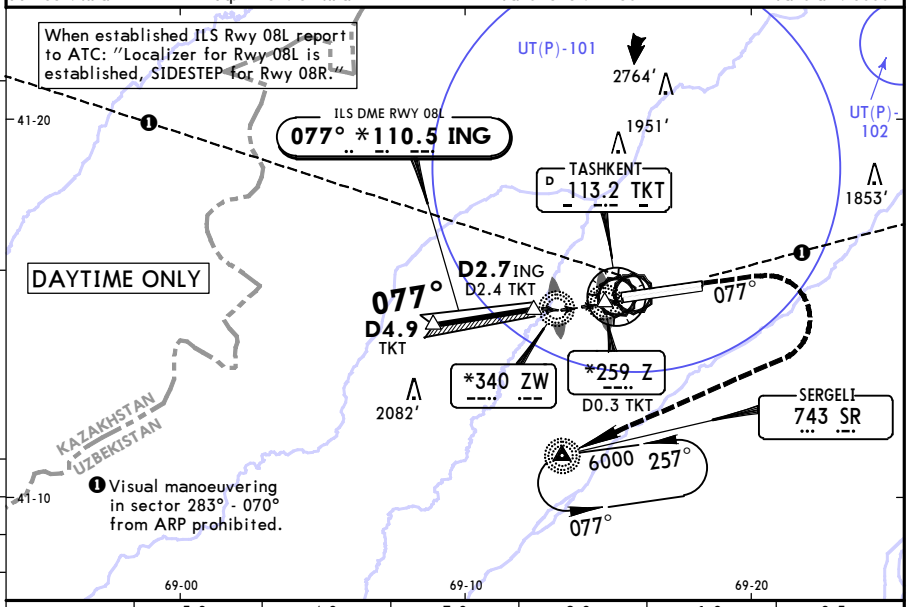
BRIEFING STRIP

LOC ING	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev 1417′
*110.5	077°	D4.9 TKT 3100′ (1731′)		

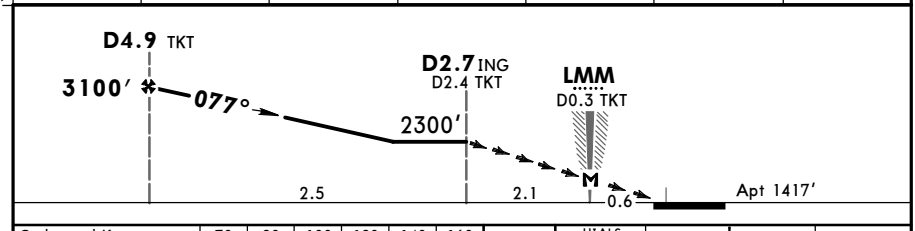
MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.



Alt Set: hPa | Apt Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



ING DME	5.0	4.0	3.0	2.0	1.0	0.5
ALTITUDE	3019′	2701′	2379′	2064′	1743′	1585′



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

HIALS
PAPI

2100′ on 077°

SR 743 RT

PANS OPS

Standard SIDESTEP LANDING RWY **08R**

MDA(H) AB: **2390′** (973′) CD: **2490′** (1073′)

		ALS out	Max Kts	MDA(H)	VIS
A	CMV 4000m	CMV 4700m	100	2390′ (973′)	4700m
B			135		
C	CMV 4200m	CMV 4900m	180	2490′ (1073′)	4900m
D			205		

CIRCLE-TO-LAND

CHANGES: Chart reindexed. Comm. MSA. Trans level. Trans alt. FAF. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN
9 OCT 15
Eff 15 Oct
(11-6)

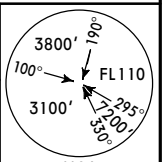
TASHKENT, UZBEKISTAN
(LOC 26R) SIDESTEP Rwy 26L

ATIS	TASHKENT Approach (APP/SRE)		TASHKENT Radar (SRE)	TASHKENT Tower		Ground	
126.8	125.2		119.4	120.4	129.0	121.7	131.4

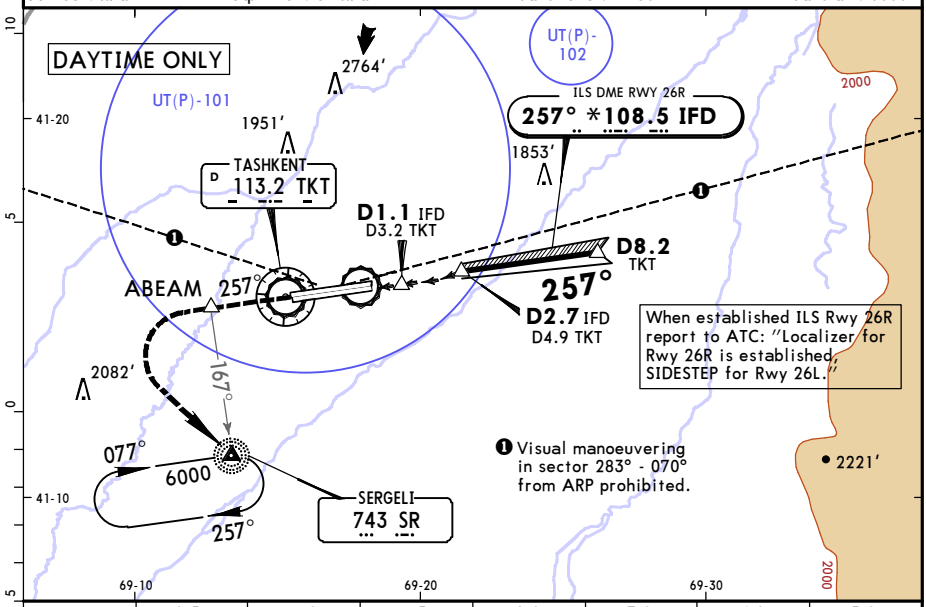
BRIEFING STRIP

LOC IFD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1417′
*108.5	257°	D8.2 TKT 3300′(1888′)	Refer to Minimums	

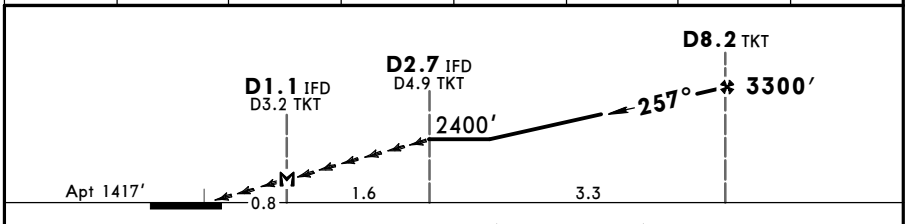
MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.



Alt Set: hPa | Apt Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



IFD DME	0.5	1.0	1.5	2.0	3.0	4.0	5.0
ALTITUDE	1634′	1793′	1952′	2111′	2430′	2748′	3066′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 IFD/D3.2 TKT							

257° ↑

2600′ ABEAM whichever SR is later 743

PANS OPS

Standard SIDESTEP LANDING RWY 26L

MDA(H) AB: 2490′(1073′) CD: 2590′(1173′)

		Max Kts	MDA(H)	VIS
A	CMV 5000m	100	2490′(1073′)	5000m
B		135		
C		180	2590′(1173′)	5000m
D		205		

CIRCLE-TO-LAND

CHANGES: Chart reindexed. Comm. MSA. Trans level. Trans alt. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-1) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Rwy 08L

BRIEFING STRIP TM

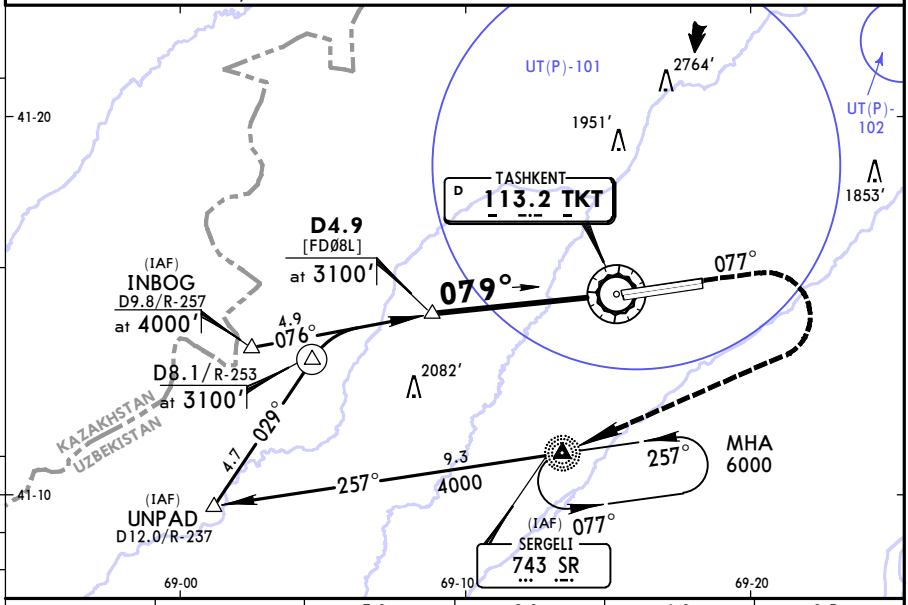
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

VOR TKT	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev 1417′ Rwy 1369′
113.2	079°	3100′(1731′)	1810′(441′)	

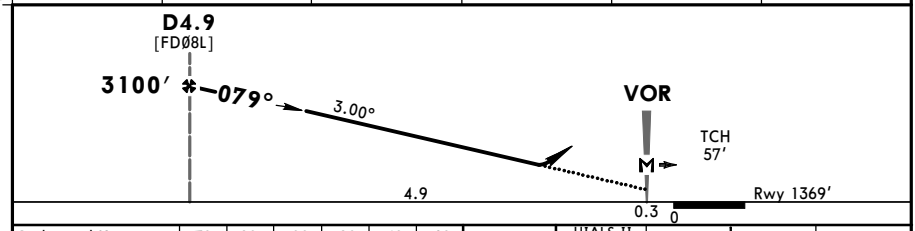
MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°–295°), 3100′ (100°–200°, 330°), FL 110

Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	4.0	3.0	2.0	1.0	0.5
ALTITUDE	2797′	2479′	2160′	1842′	1682′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II PAPI

2100′ RT on 077°

SR 743 RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

MDA(H) **1810′**(441′) — ALS out

A	RVR 1500m	
B		
C	RVR 1700m	CMV 2100m
D		

CIRCLE-TO-LAND
NIGHT not authorized

Max Kts	MDA(H)	VIS
100	2390′ (973′)	4000m
135		
180	2490′(1073′)	4000m
205		

CHANGES: Comm. MSA. Trans level. Trans alt. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-2) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Rwy 08R

BRIEFING STRIP TM

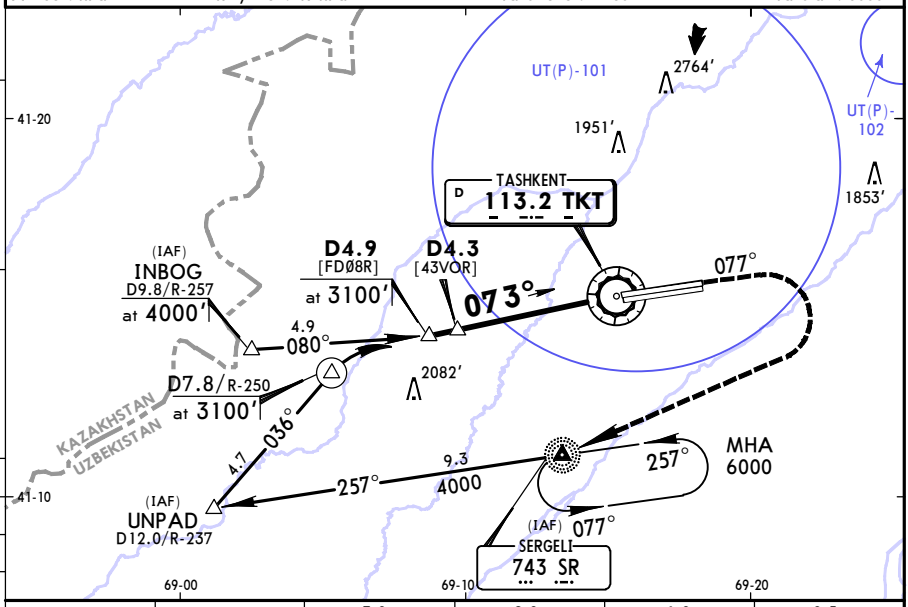
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

VOR TKT	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev 1417′ Rwy 1369′
113.2	073°	3100′(1731′)	2120′(751′)	

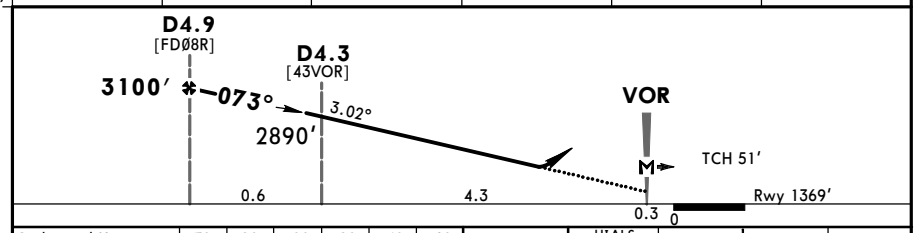
MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°–100°), FL110; 3100′ (295°–200°–330°)

Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	4.0	3.0	2.0	1.0	0.5
ALTITUDE	2789′	2471′	2152′	1834′	1675′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at VOR						

HIALS PAPI

2100′ RT on 077°

SR 743 RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08R**

MDA(H) **2120′**(751′) ALS out

		CIRCLE-TO-LAND NIGHT not authorized		
		Max Kts	MDA(H)	VIS
A	CMV 2900m	100	2390′ (973′)	4000m
B		135		
C	CMV 3100m	180	2490′(1073′)	4000m
D		205		

CHANGES: Comm. MSA. Trans level. Trans alt. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-3) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Z Rwy 26L

BRIEFING STRIP TM

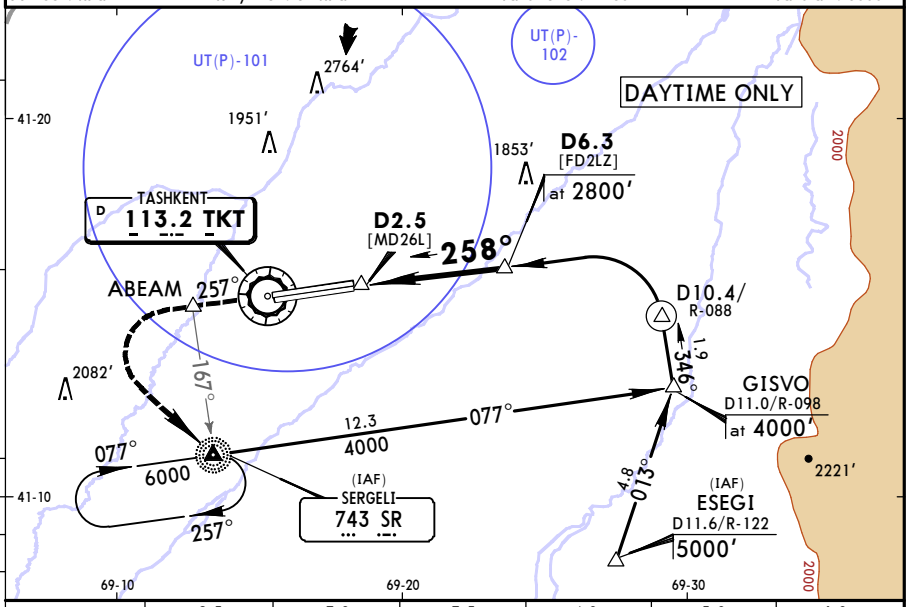
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

VOR TKT	Final Apch Crs	Minimum Alt D6.3	MDA(H)	Apt Elev 1417′ / Rwy 1412′
113.2	258°	2800′ (1388′)	1990′ (578′)	

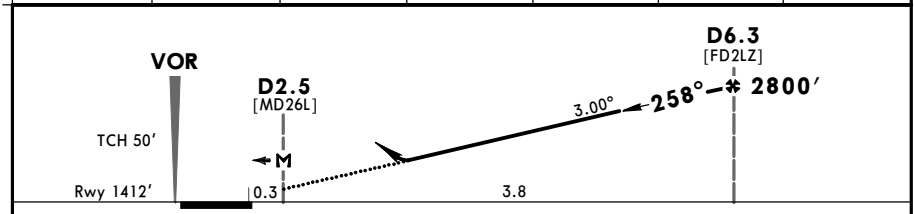
MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ 190°; 100°; FL110; 3100′ 295°; 200°; 330°

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	2.5	3.0	3.5	4.0	5.0	6.0
ALTITUDE	1559′	1718′	1877′	2036′	2355′	2673′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						

257° LT — 2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26L — MDA(H) 1990′ (578′)

A	CMV 2800m	
B		
C	CMV 3000m	
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100 / 135	2490′ (1073′)	5000m
180 / 205	2590′ (1173′)	5000m

CHANGES: Procedure title. Comm. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-4) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Y Rwy 26L

BRIEFING STRIP

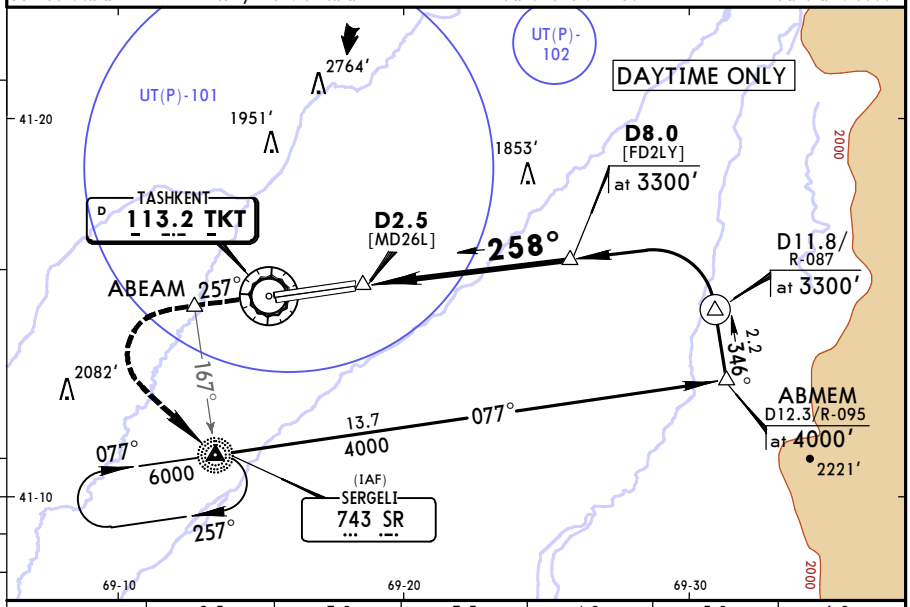
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

VOR TKT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1417′
113.2	258°	D8.0 3300′(1888′)	1990′(578′)	Rwy 1412′

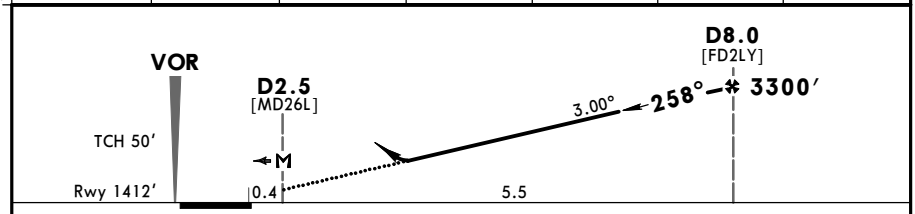
MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ 190°, 100°, FL110, 3100′ 285°, 200°, 330°

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	2.5	3.0	3.5	4.0	5.0	6.0
ALTITUDE	1559′	1718′	1877′	2036′	2355′	2673′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						

257° LT — 2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26L — MDA(H) 1990′(578′)

		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	CMV 2800m	100	2490′(1073′)	5000m
B		135		
C	CMV 3000m	180	2590′(1173′)	5000m
D		205		

CHANGES: New procedure.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-5) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Z Rwy 26R

ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

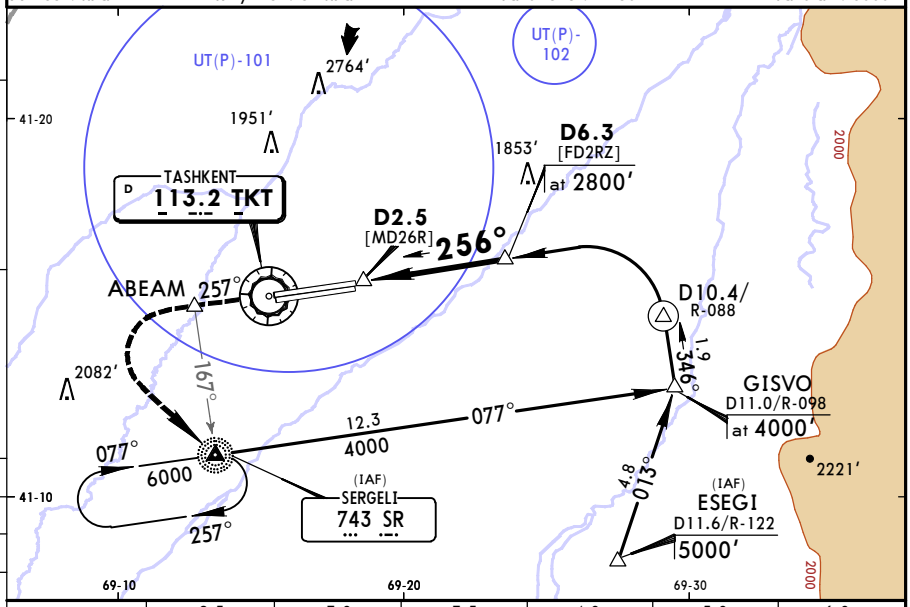
BRIEFING STRIP TM

VOR TKT	Final Apch Crs	Minimum Alt D6.3	MDA(H)	Apt Elev 1417′
113.2	256°	2800′ (1386′)	1990′ (576′)	Rwy 1414′

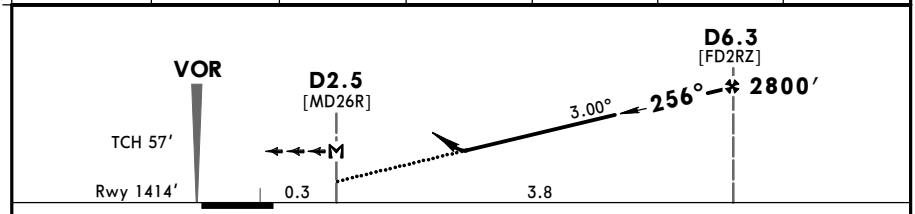
MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 190° 3800′; 100° FL 110; 295° 3100′; 330° 7200′

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	2.5	3.0	3.5	4.0	5.0	6.0
ALTITUDE	1559′	1718′	1877′	2036′	2355′	2673′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

HIALS PAPI

257° RT

2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26R

MDA(H) 1990′ (576′)

		ALS out	Max Kts	MDA(H)	VIS
A	CMV 2100m		100	2390′ (973′)	4000m
B			135		
C	CMV 2300m	CMV 2400m	180	2490′ (1073′)	4000m
D			205		

CIRCLE-TO-LAND
NIGHT not authorized

CHANGES: Chart reindexed. Procedure title. Comm. MSA. Procedure. Minimums.

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UTTT/TAS
YUZHNY

JEPPESEN 9 OCT 15 (13-6) Eff 15 Oct

TASHKENT, UZBEKISTAN
VOR DME Y Rwy 26R

BRIEFING STRIP

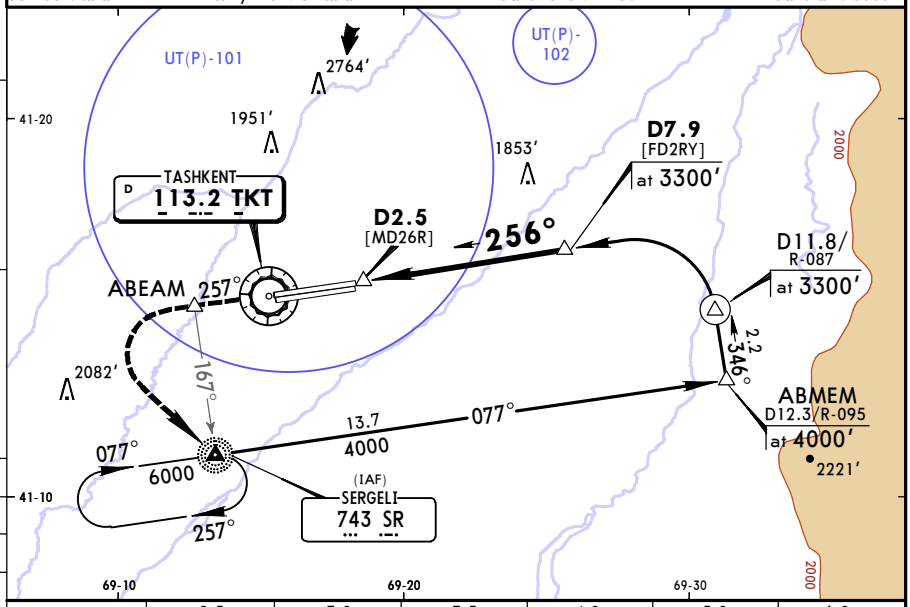
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

VOR TKT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1417′
113.2	256°	D7.9 3300′ (1886′)	1990′ (576′)	Rwy 1414′

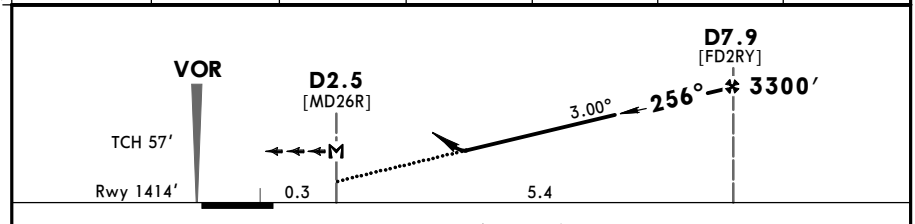
MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ 190°, 100°, FL 110, 3100′ 295°, 7200′, 330°

Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′



TKT DME	2.5	3.0	3.5	4.0	5.0	6.0
ALTITUDE	1559′	1718′	1877′	2036′	2355′	2673′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

HIALS, PAPI

257° RT

2600′ ABEAM whichever SR is later 743

PANS OPS

Standard STRAIGHT-IN LANDING RWY 26R

MDA(H) 1990′ (576′)

		ALS out	Max Kts	MDA(H)	VIS
A	CMV 2100m		100	2390′ (973′)	4000m
B			135		
C	CMV 2300m	CMV 2400m	180	2490′ (1073′)	4000m
D			205		

CIRCLE-TO-LAND
NIGHT not authorized

CHANGES: New procedure.

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UTTT/TAS
YUZHNY

JEPPESEN
15 JAN 16 (19-10)

TASHKENT, UZBEKISTAN
Circling Rwy 08L/R

BRIEFING STRIP TM

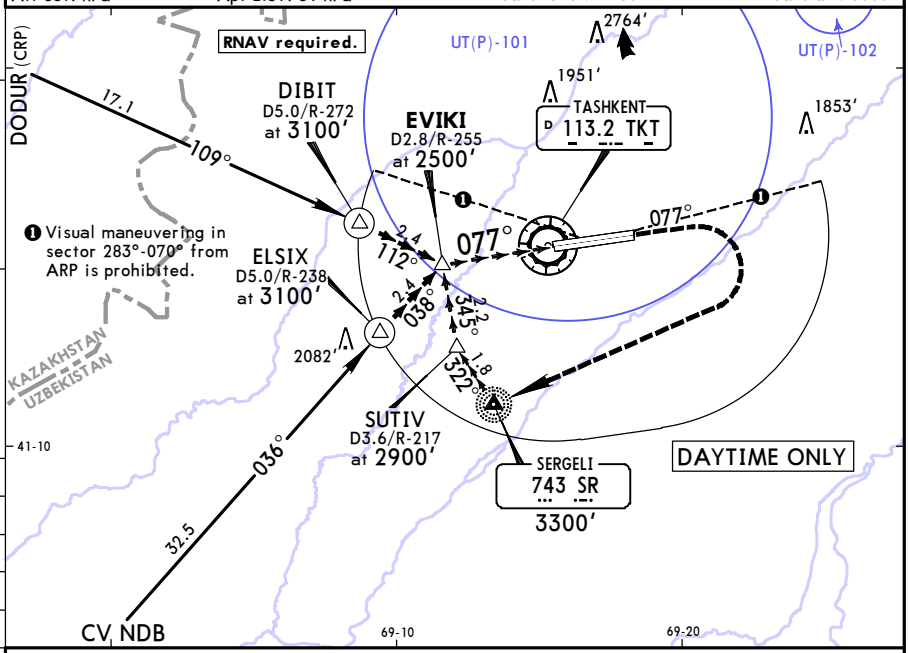
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

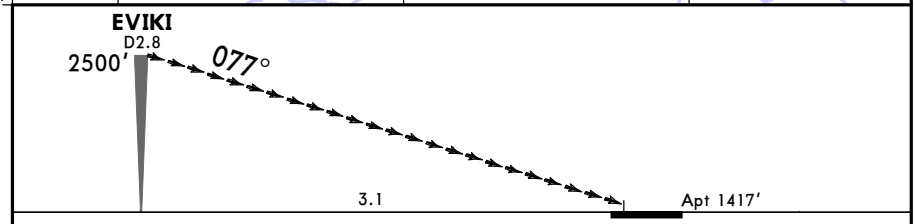
VISUAL	Final Apch Crs **077°**	No FAF	MDA(H) Refer to Minimums	Apt Elev 1417′

MISSED APCH: Climb on 077° to 2100′, then turn RIGHT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°, 100°, FL 110); 3100′ (295°, 200°, 330°)

Alt Set: hPa | Apt Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′





								Lighting - Refer to Airport Chart	2100′ RT on 077°	SR 743 RT

Standard LANDING RWY **08L/R** **CEILING REQUIRED**

PANS OPS

	Max Kts.	MDA(H)	CEIL-VIS
A	100	**2390′** (973′)	2300m - 5000m
B	135		
C	180	**2490′** (1073′)	2300m - 5000m
D	205		

CHANGES: New procedure.

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UTTT/TAS
YUZHNY

JEPPESEN
15 JAN 16 (19-11)

TASHKENT, UZBEKISTAN
Circling Rwy 26L/R

BRIEFING STRIP TM

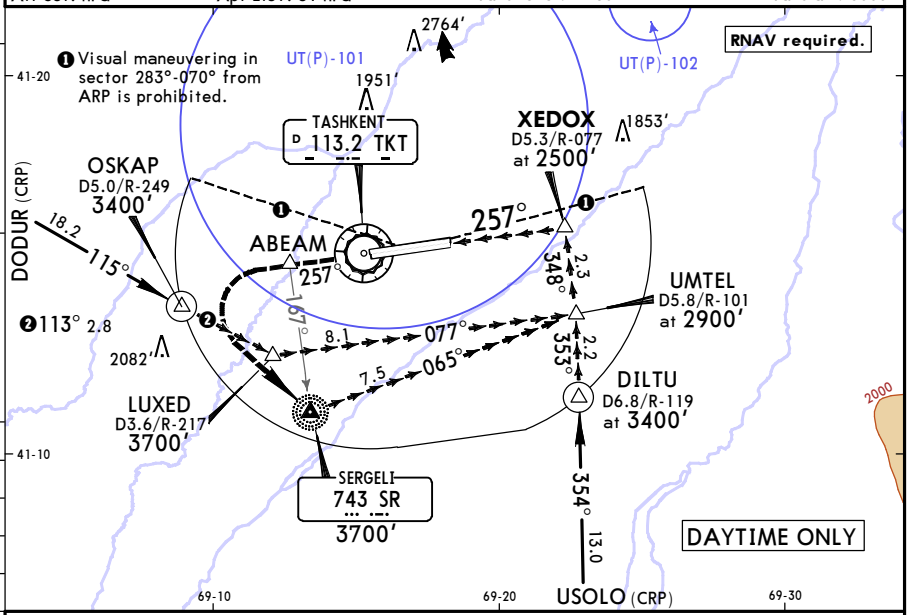
ATIS	TASHKENT Approach (APP/SRE)	TASHKENT Radar (SRE)	TASHKENT Tower	Ground
126.8	125.2	119.4	120.4 129.0	121.7 131.4

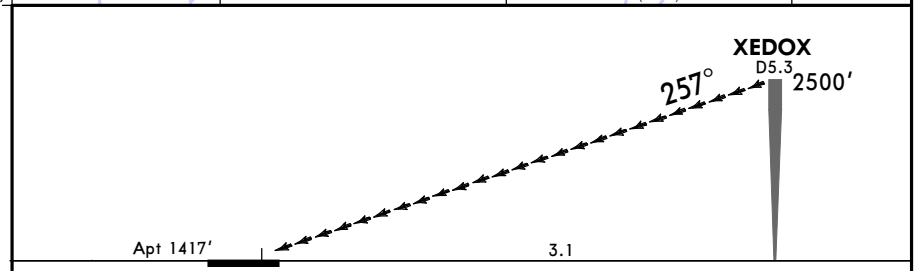
VISUAL	Final Apch Crs **257°**	No FAF	MDA(H) Refer to Minimums	Apt Elev 1417′

MISSED APCH: Climb on 257° to 2600′ or passing abeam SR NDB, whichever is later, then turn LEFT to SR NDB climbing to 4000′ and contact ATC.

MSA TKT VOR: 3800′ (190°–295°), 3100′ (100°–200°–330°), FL 110

Alt Set: hPa | Apt Elev: 51 hPa | Trans level: FL 80 | Trans alt: 6000′





									Lighting - Refer to Airport Chart	257°	2600′ ABEAM whichever SR is later 743

Standard LANDING **CEILING REQUIRED**

PANS OPS

	Max Kts.	RWY 26L MDA(H)	RWY 26L CEIL-VIS	RWY 26R MDA(H)	RWY 26R CEIL-VIS
A	100	**2490′** (1073′)	2300m - 5000m	**2390′** (973′)	2300m - 5000m
B	135				
C	180	**2590′** (1173′)	2300m - 5000m	**2490′** (1073′)	2300m - 5000m
D	205				

CHANGES: New procedure.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TASHKENT, (YUZHNY - UTTT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTTT