

## GENERAL

## Operational Hours

ATS Hours: H24

AD ADMIN Hours: 0300-1200

## Airport Information

RFF: CAT 8

Fuel: TS-1

PCN: RWY 07/25: 19/R/A/X/T

## Operation

## Preferential RWY

TKOF RWY 07.

## TWY Restriction

TWY A, B, C, D, E width 20m / 66ft.

TWY 5 width 8m / 26ft.

TWY D MAX wingspan 30m / 98ft.

## ARRIVAL

## Speed

MAX IAS 248KT (460km/h) below FL100 (3050m).

## Communication

COM Failure: See CRAR.

## Arrival Procedure

## Non-standard GP Intercept Position on RWY 25

GP intercept RWY 25 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2674m / 8774ft.

## DEPARTURE

## Take-off Minima

RWY		07	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
RWY		25	
All ACFT	ft - m/km	0 - 400R/400V	HJ only MNM climb gradient 3.7% up to 2510
		0 - 800R/800V	HN MNM climb gradient 3.7% up to 2510

## DEPARTURE

## Speed

MAX IAS 248KT (460km/h) below FL100 (3050m).

## Communication

**COM Failure:** See CRAR.

## De-Icing

AVBL

Effective 26-APR-2018

19-APR-2018

TMJ-UTST

Uzbekistan Termez

AGC

AFC

AFC

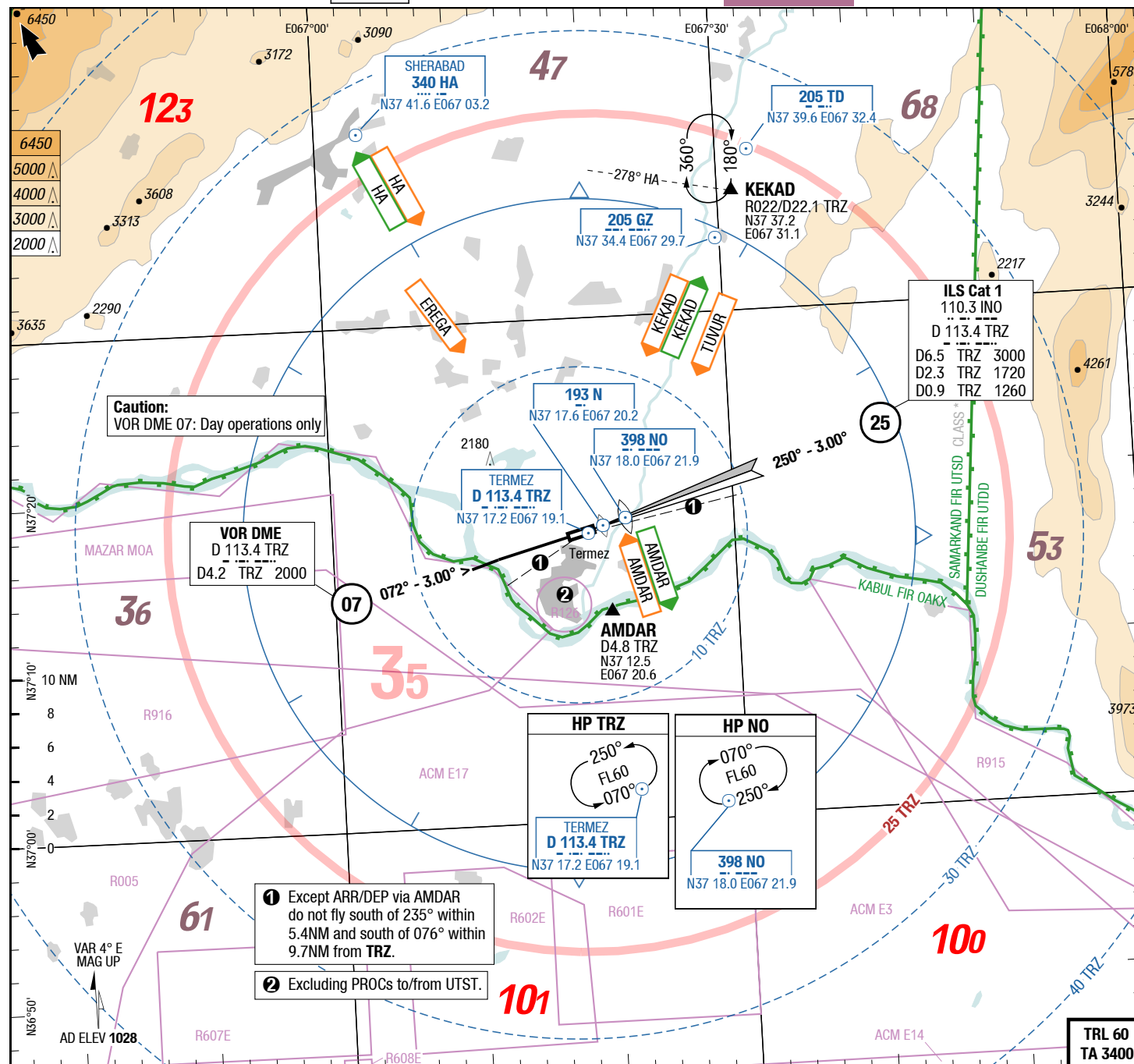
AFC

Termez Uzbekistan

AGC

AFC

2-10



Landing RWY system:

07

3000 x 42 60 HL

THR 1014 (36hPa) / TDZ --- (---%) +0.1%

60 HL

42 x 3000 3.0°

-0.1% TDZ --- (---%) / THR 1028 (37hPa) HL-P1

25

Changes: APL

Effective 26-APR-2018

19-APR-2018

TMJ-UTST

Uzbekistan Termez

AGC

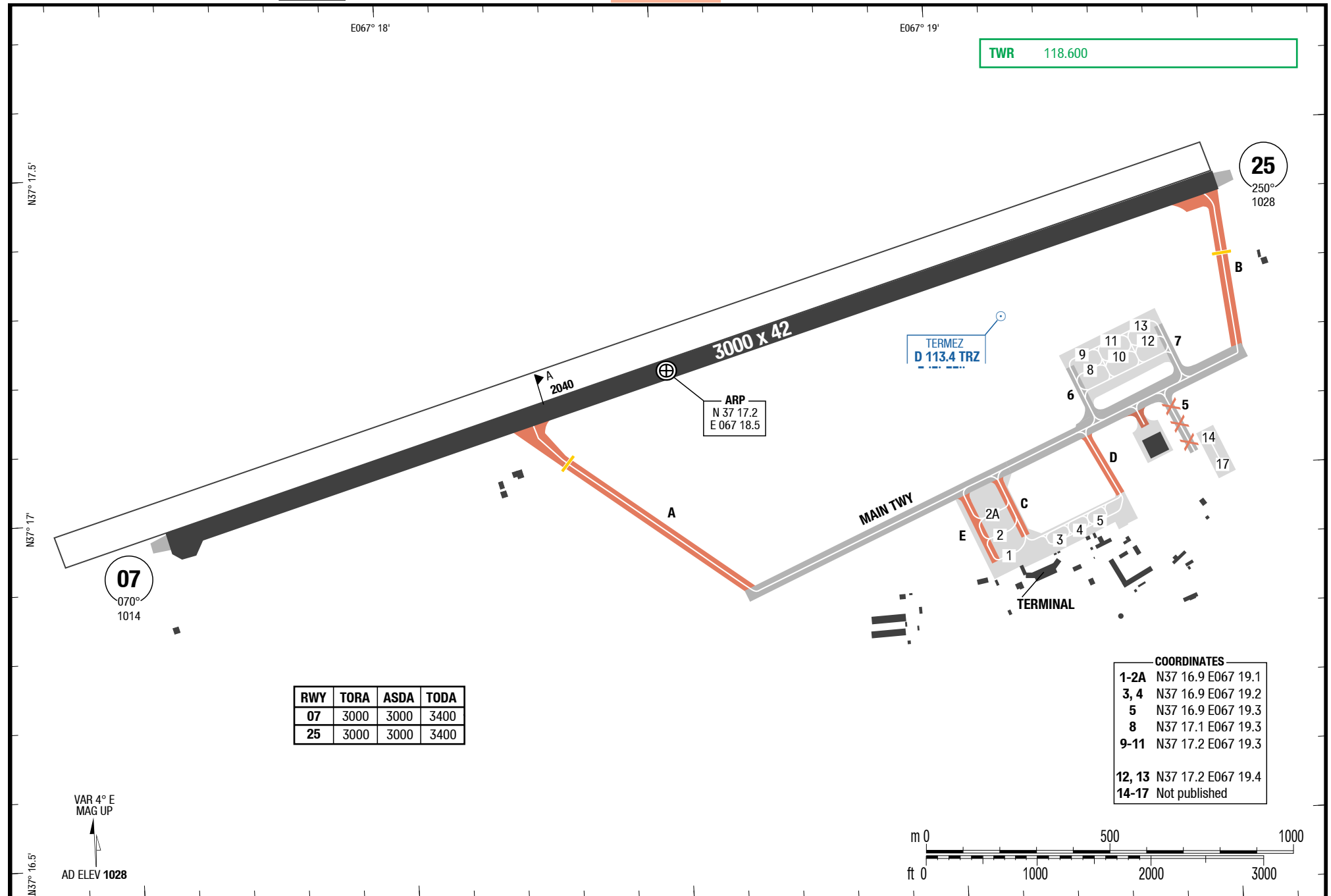
AGC

AGC

Termez Uzbekistan

AGC

3-20



Changes: Nil

**TMJ-UTST**

## SIDs RWY 25

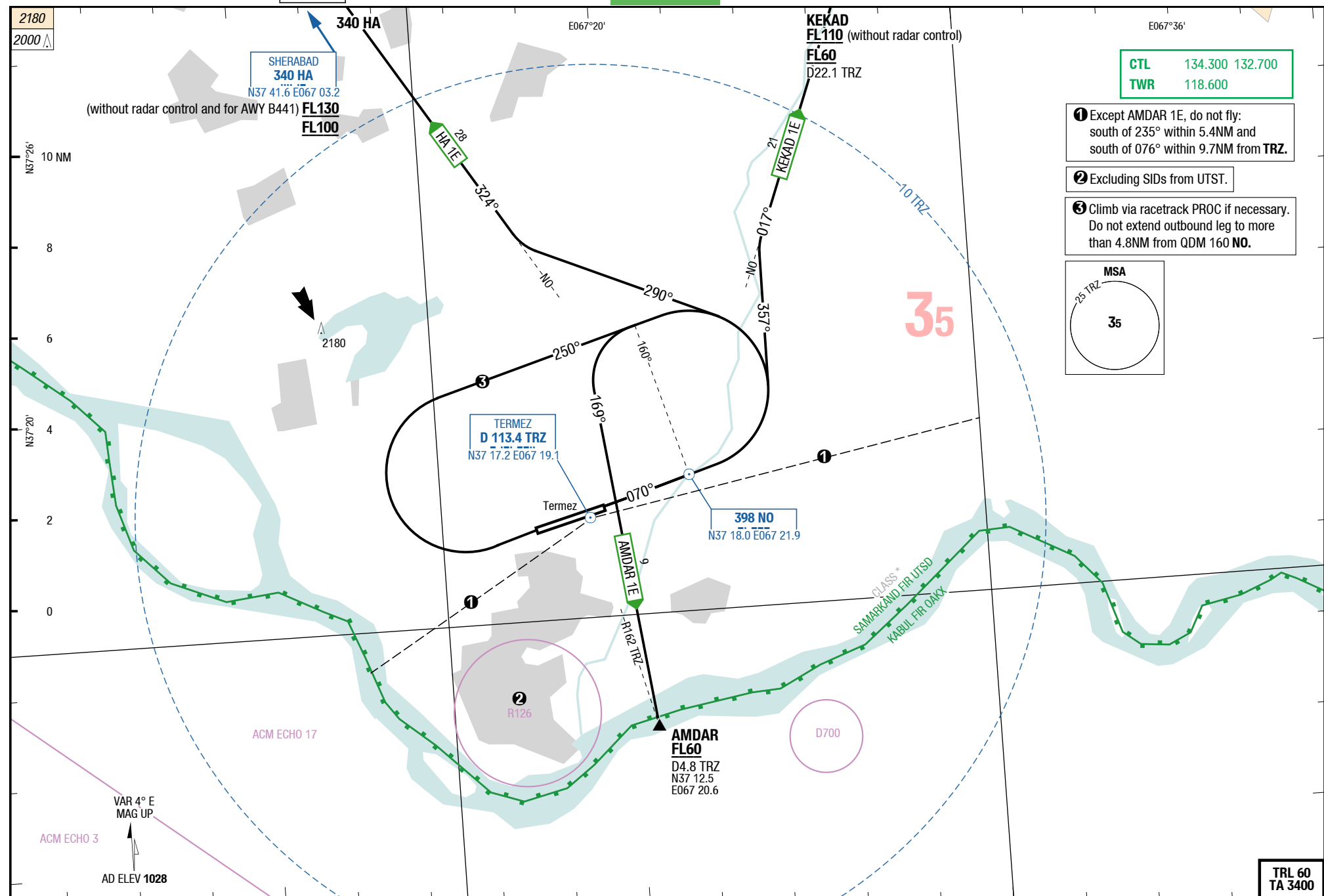
## SIDs RWY 07

SID

SID

SIDs RWY 25

## SIDs RWY 07



Changes: MSA, TA, SUAs

TRL 60  
TA 3400

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# TMJ-UTST

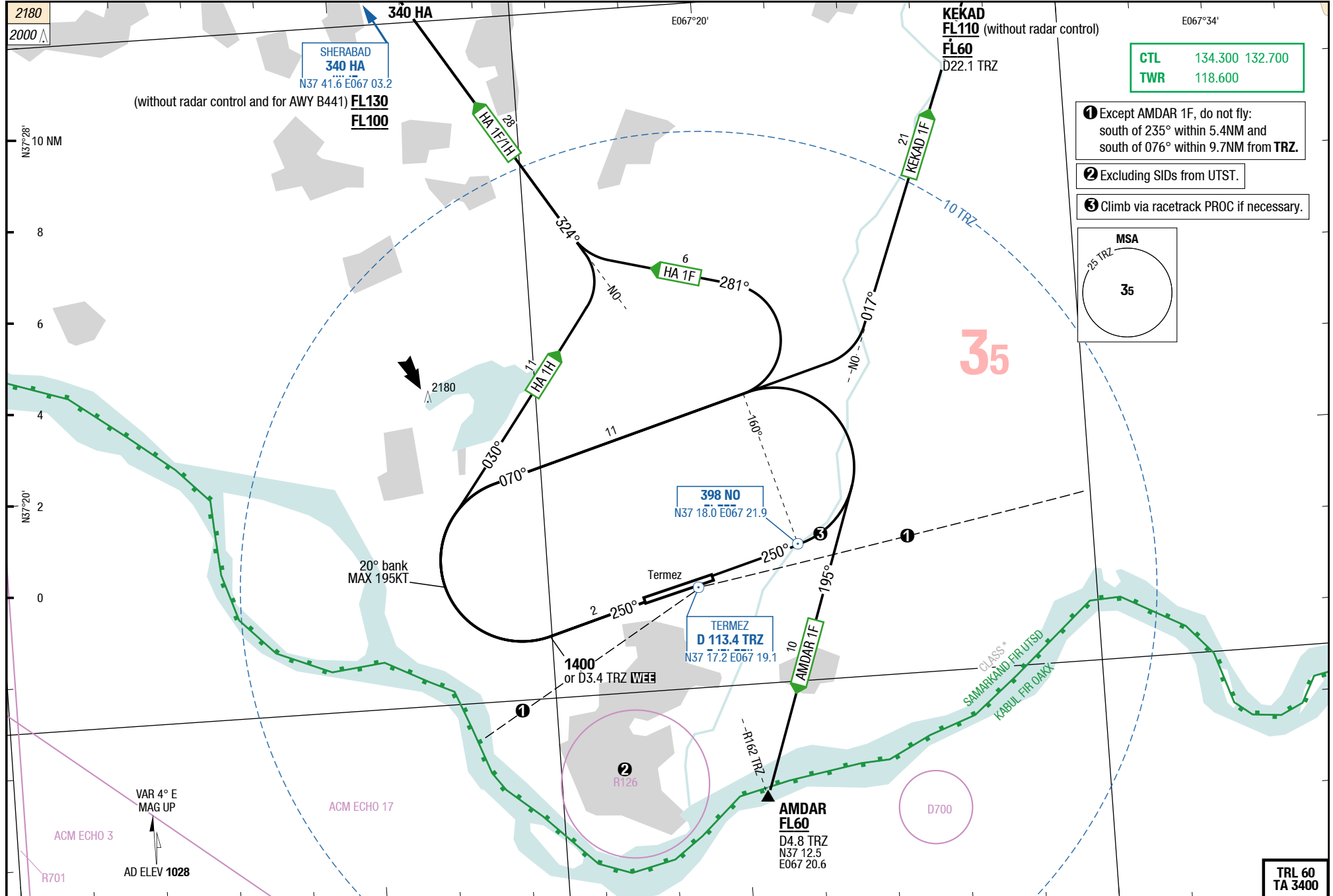
## Uzbekistan Termez

SID

## Termez Uzbekistan

## SIDs RWY 25

## SIDs RWY 25



Changes: MSA, TA, ALT, SUAs

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20-NOV-2014

TMJ-UTST

5-10

SIDs RWY 07

AMDAR 1E / KEKAD 1E / SHERABAD 1E

RWY 07 (070°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
AMDAR 1E 118.600 ①	at NO LT 169° to AMDAR	AMDAR MNM FL60
KEKAD 1E 118.600 ①	at NO LT 357° - RT intercept QDR 017 NO to KEKAD	KEKAD MNM FL60 (MNM FL110 without radar control)
SHERABAD 1E HA 1E 118.600 ①	at NO LT 290° - RT intercept QDR 324 NO to HA	HA MNM FL100 (MNM FL130 without radar control and for AWY B441)

① Climb via racetrack PROC if necessary.

Changes: Nil

20-NOV-2014

TMJ-UTST

5-20

SIDs RWY 25

AMDAR 1F / KEKAD 1F / SHERABAD 1F / SHERABAD 1H

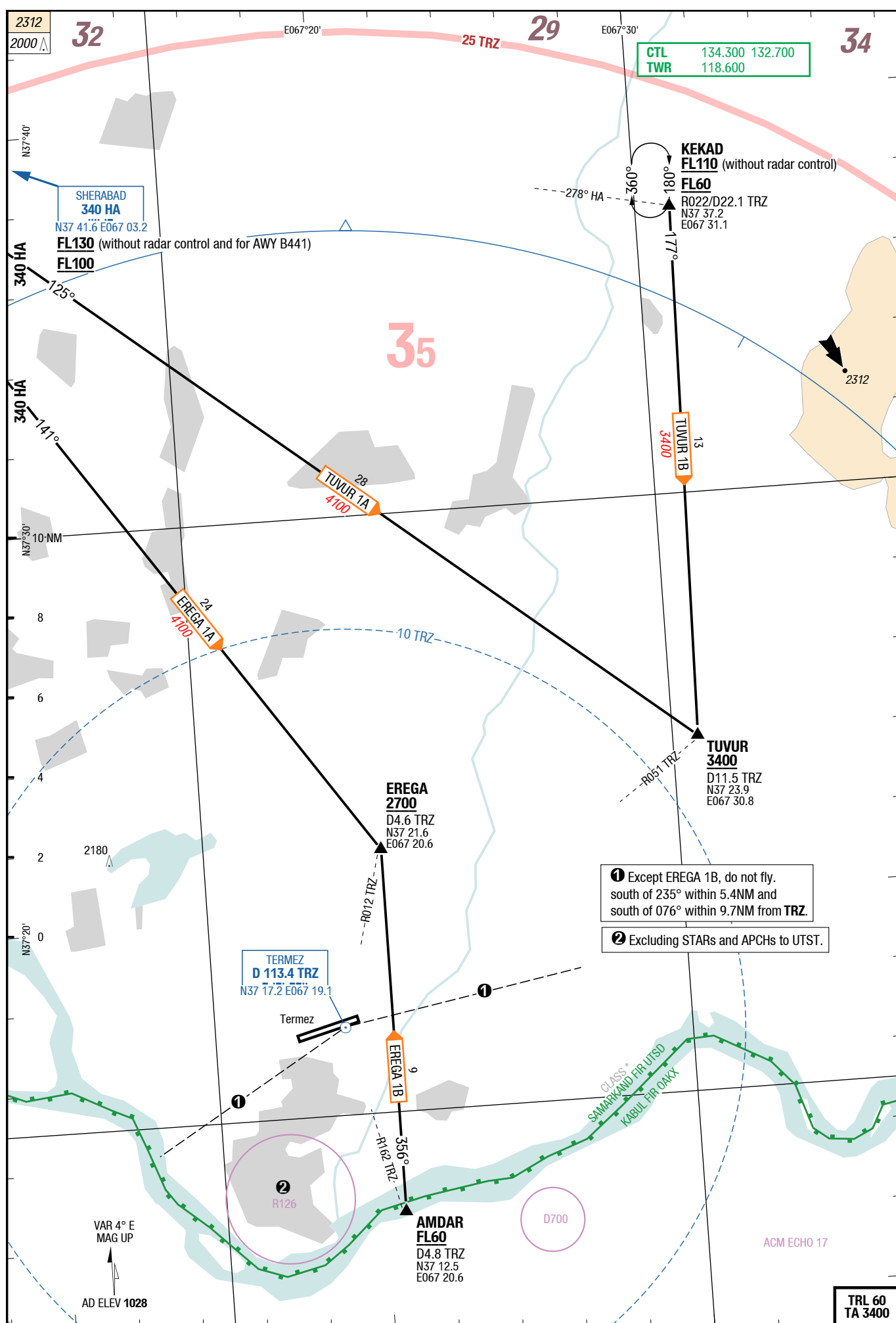
RWY 25 (250°)

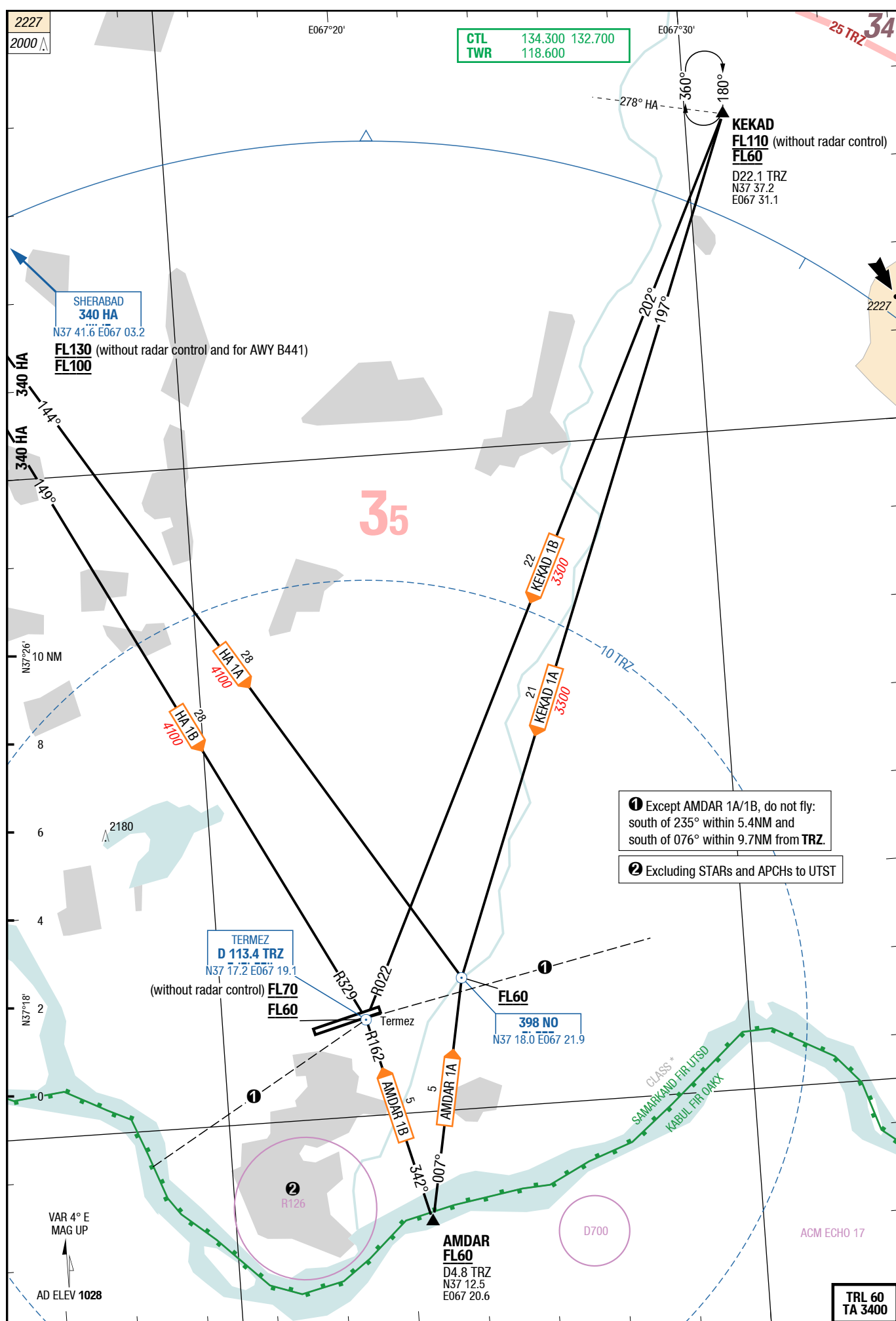
	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>AMDAR 1F</b> 3.7% to 2510 <b>118.600</b> ①	at <b>1400</b> or D3.4 <b>TRZ</b> , whichever is earlier, <b>RT</b> (20° bank, MAX 195KT) 070° - crossing QDM 160 <b>NO RT</b> 195° to AMDAR	AMDAR MNM <b>FL60</b>
<b>KEKAD 1F</b> 3.7% to 2510 <b>118.600</b> ①	at <b>1400</b> or D3.4 <b>TRZ</b> , whichever is earlier, <b>RT</b> (20° bank, MAX 195KT) 070° - <b>LT</b> intercept QDR 017 <b>NO</b> to KEKAD	KEKAD MNM <b>FL60</b> (MNM <b>FL110</b> without radar control)
<b>SHERABAD 1F</b> <b>HA 1F</b> 3.7% to 2510 <b>118.600</b> ①	at <b>1400</b> or D3.4 <b>TRZ</b> , whichever is earlier, <b>RT</b> (20° bank, MAX 195KT) 070° - crossing QDM 160 <b>NO LT</b> 281° - <b>RT</b> intercept QDR 324 <b>NO</b> to <b>HA</b>	<b>HA MNM FL100</b> (MNM <b>FL130</b> without radar control and for AWY B441)
<b>SHERABAD 1H</b> <b>HA 1H</b> 3.7% to 2510 <b>118.600</b> ①	at <b>1400</b> or D3.4 <b>TRZ</b> , whichever is earlier, <b>RT</b> (20° bank, MAX 195KT) 030° - <b>LT</b> intercept QDR 324 <b>NO</b> to <b>HA</b>	<b>HA MNM FL100</b> (MNM <b>FL130</b> without radar control and for AWY B441)

① Climb via racetrack PROC if necessary.



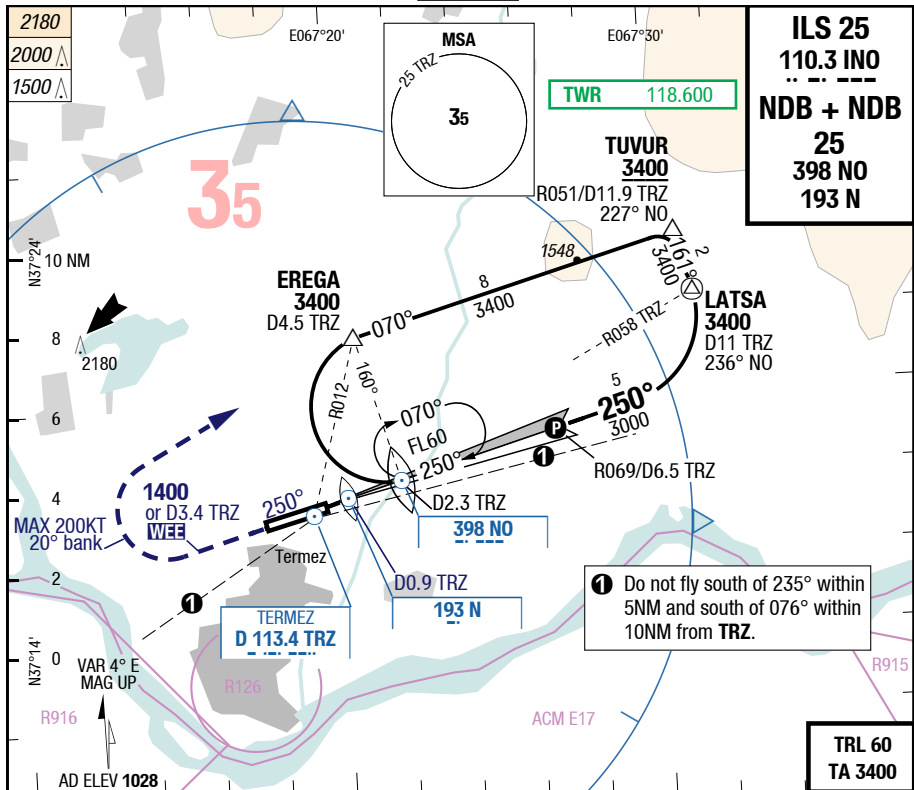




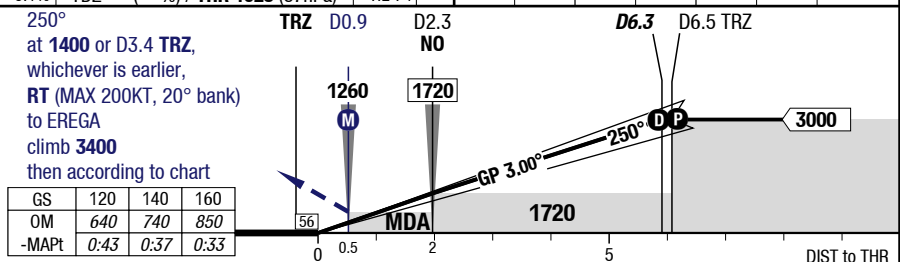
## TMJ-UTST

7-10

ILS 25 / NDB + NDB 25



2	3	4	5	6	6.3	NDB 3.00° D TRZ
1610	1930	2260	2590	2910	3000	



25		Cat 1 GA 3.7% 1) 2)	LOC	NDB NDB NO+N GA 3.7% 2) 3)	Circling	
C	ft - m/km ft	200 - 750R/800V 1230	Not authorized	350 - 1.7V 1380		Not published
D	ft - m/km ft	200 - 750R/800V 1230	Not authorized	350 - 1.7V 1380		Not published

1) With EVS RVR 550m/ VIS 800m

3) PAPI mandatory

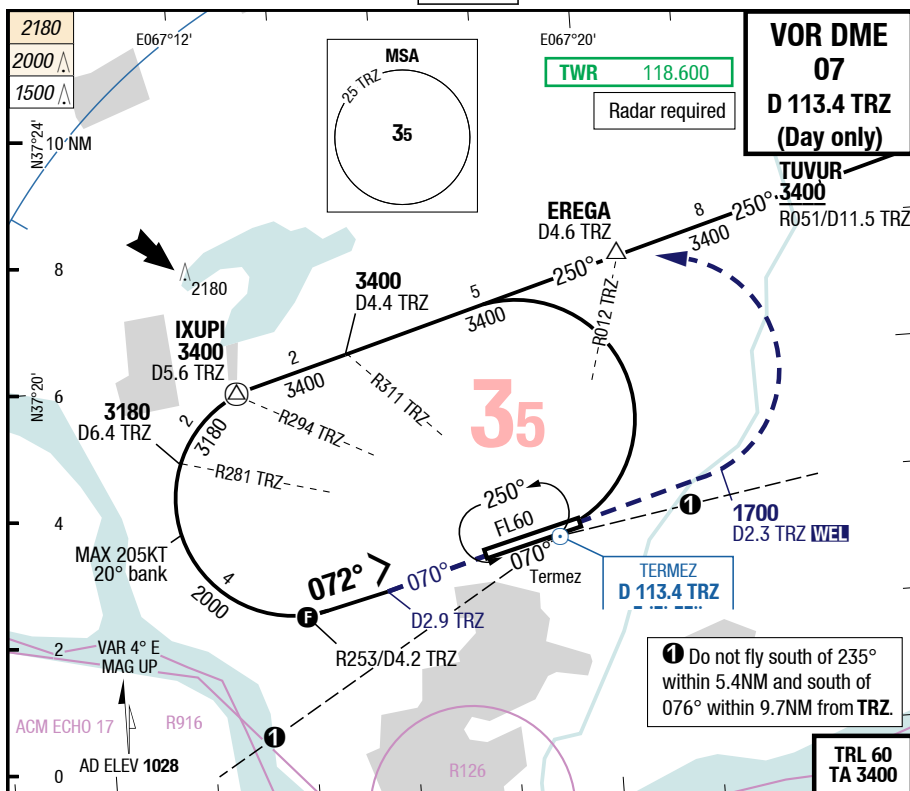
2) Up to 2500 ft

Changes: APL

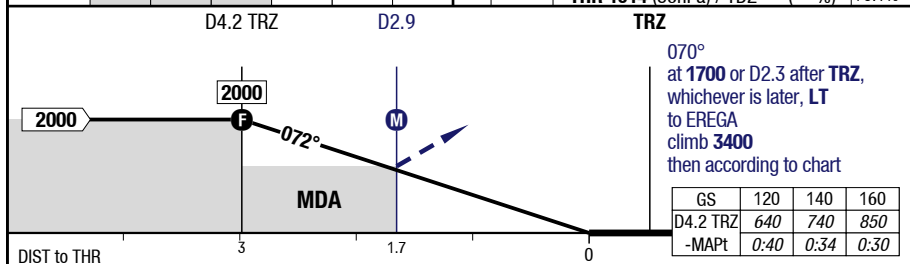
# TMJ-UTST

7-20

### VOR DME 07 (Day only)



3.00°			4.2	4	3	<div>07</div>	<div>3000 x 42</div> <div>60 HL</div>
D TRZ 072°			2000	1960	1640		<div>THR 1014 (36hPa) / IDZ --- (---%)</div> <div>+0.1%</div>
RWY 070°							

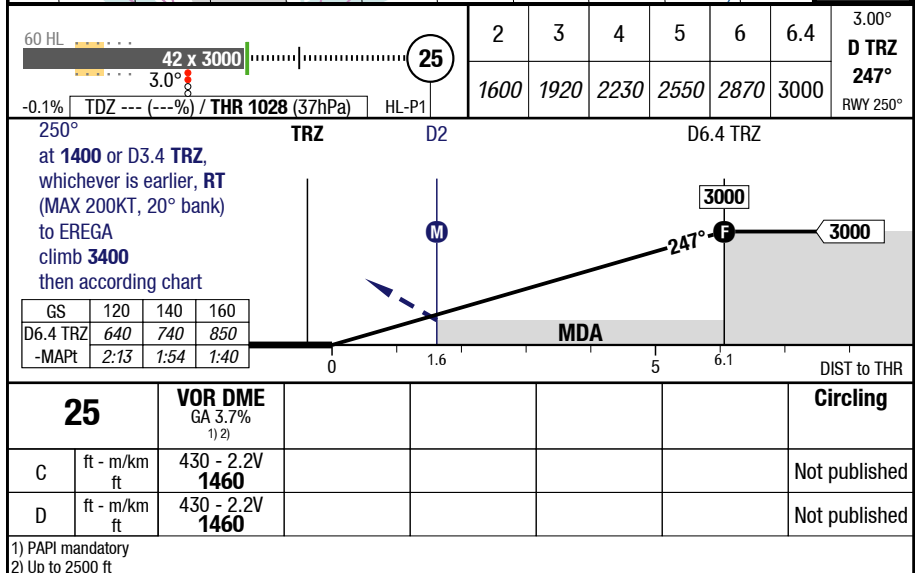
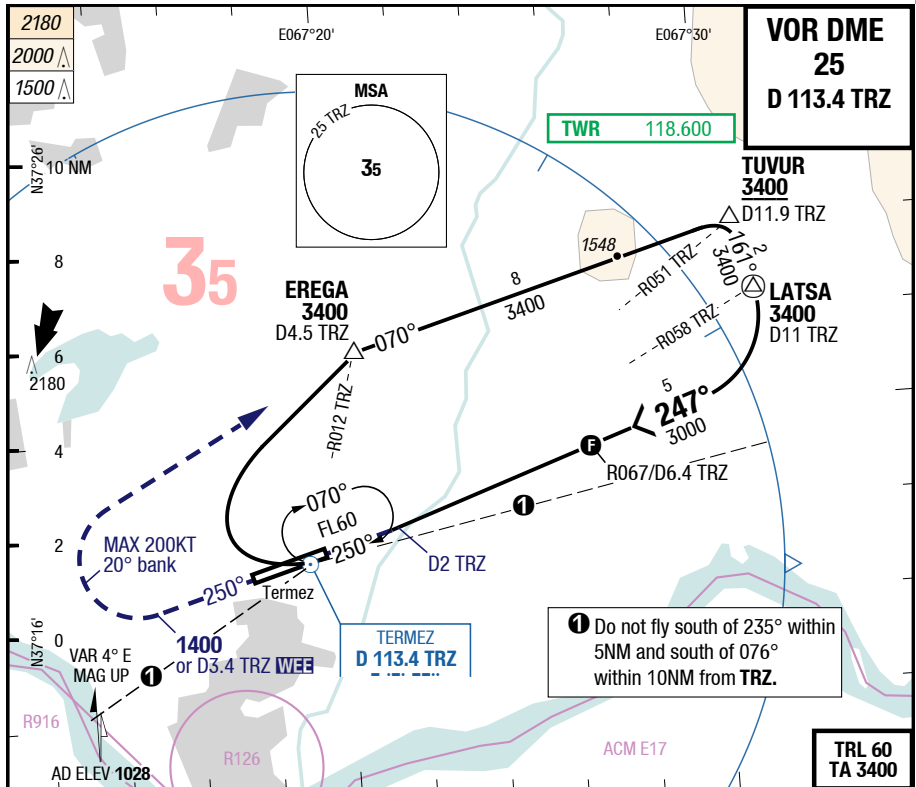


07		VOR DME HJ only					Circling
C	ft - m/km ft	430 - 2.9V <b>1450</b>					Not published
D	ft - m/km ft	430 - 2.9V <b>1450</b>					Not published

## TMJ-UTST

7-30

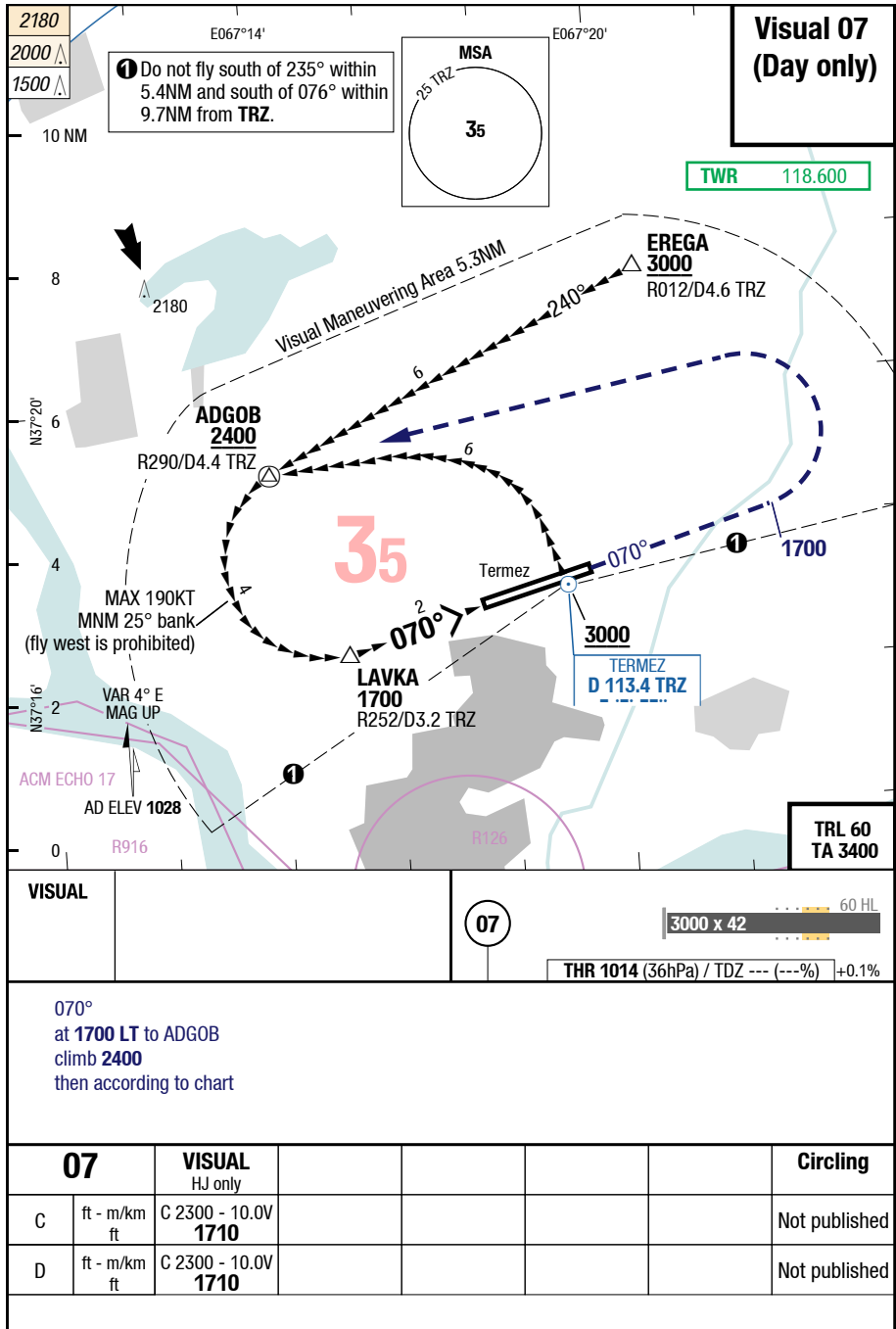
## VOR DME 25



## TMJ-UTST

7-40

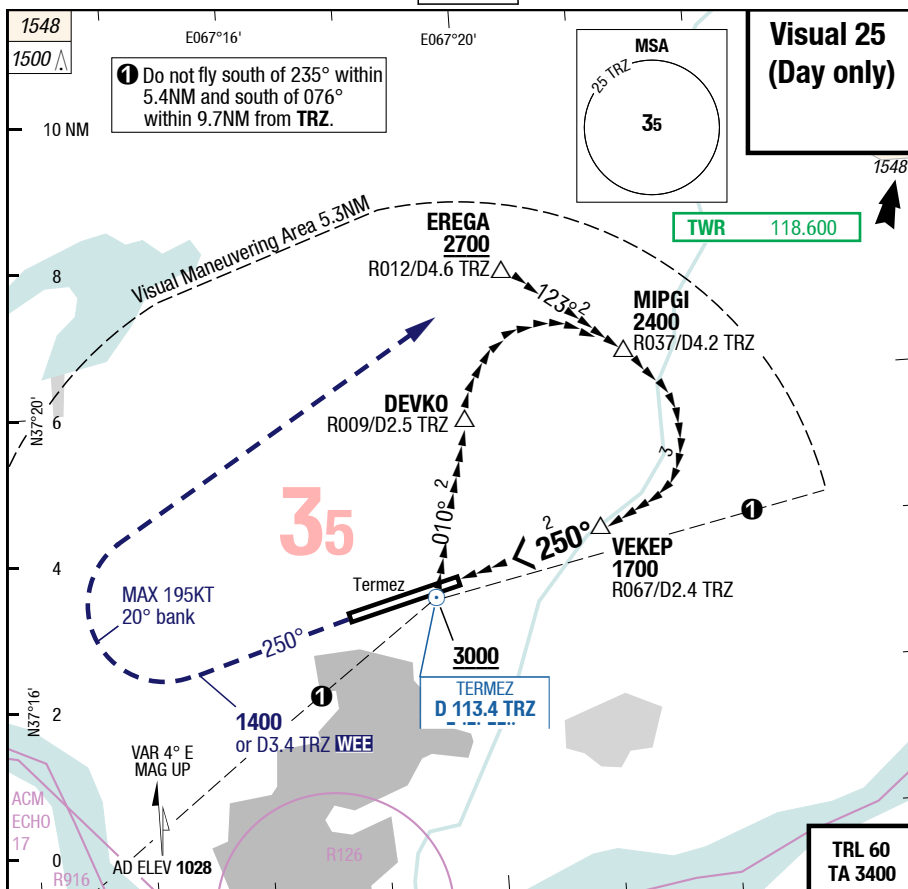
## Visual 07 (Day only)



## TMJ-UTST

7-50

## Visual 25 (Day only)



## VISUAL

250°  
at 1400 or D3.4 TRZ, whichever is earlier,  
RT (MAX 195KT, 20° bank) to EREGA  
climb 2700  
then according to chart

25		VISUAL GA 3.7% HJ only 1)					Circling
C	ft - m/km ft	C 2300 - 10.0V 1850					Not published
D	ft - m/km ft	C 2300 - 10.0V 1850					Not published

1) Up to 2500 ft

Changes: APL