

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
 Fuel: TS-1
 PCN: RWY 08L/26R: 74/R/A/X/T
 RWY 08R/26L: 65/F/A/W/T

Operation

Traffic Note

In case of poor WX CONDs enough fuel should be carried to cover at least the ALTNs UTSS, UTSB or UTNU.

Low Visibility Procedures

LVP in force:

- at night when VIS at or below 400m.
- at daytime when VIS at or below 800m.

After LDG inform ATC:

- when LDG is fully complete.
- when "RWY vacated" and wait for follow-me.

Follow-me will be AVBL from TWY 1, 2, 2A, 3, 4, 5.

Taxi for DEP via APN and TWYs must be conducted under follow-me.

RWY Restriction

Visual APCH only permitted if VIS MNM 10km.

RWY 08L/26R: 180° turn between TWY 4 and TWY 14 prohibited.

TWY Restrictions

TWY 1-4, 12, 13 use inner ENGs only.

4 ENG ACFT taxiing on TWY 13 may use inner ENG only.

Standard Taxi Routes

Arrival

RWY	Taxi route designator	Taxi route	Stands
08R/L	A01	TWY 4, Main TWY, TWY H, TWY B	B1, B3-B5
	A02	TWY 5, TWY 6, Main TWY, TWY H, TWY B	B1, B3-B5
	A03	TWY 4, Main TWY	B8-B17, B19
	A04	TWY 5, TWY 6, Main TWY, TWY H	C8-C41, H48-H52, B6
	A05	TWY 4, Main TWY, TWY H	C8-C41, H48-H52, B6
	A06	TWY 5, TWY 6, Main TWY	B8-B17, B19
	A07	TWY 4, Main TWY, TWY H, TWY H1	H43-H47
	A08	TWY 5, TWY 6, Main TWY, TWY H, TWY H1	H43-H47

GENERAL

Departure

RWY	Taxi route designator	Taxi route	Stands
26R/L	EAST01	TWY H, Main TWY, TWY 6, TWY 5	C8-C41, B6, H43-H52 Start-up point 11
	EAST02	TWY B, TWY H, Main TWY, TWY 6, TWY 5	B1, B3-B5, B8-B17 Start-up points 2, 3
	EAST03	TWY H, Main TWY, TWY 4	C8-C41, B6, H43-H52 Start-up point 11
	EAST04	Main TWY, TWY 6, TWY 5	B18-B20 Start-up points 4, 5
	EAST05	TWY B, TWY H, Main TWY, TWY 4	B1, B3-B5, B8-B17 Start-up points 2, 3
08R/L	WEST01	TWY H, TWY B, TWY 1	C8-C41, B6, H43-H52 Start-up point 11
	WEST02	TWY H, Main TWY, TWY 2	C8-C41, B6, H43-H52 Start-up point 11
	WEST03	TWY H, TWY B, TWY 2	C8-C41, B6, H43-H52 Start-up point 11

Taxi/Parking

VIS docking guidance system (AGNIS) AVBL at stands B1, B2, B5, B6.

Use of reverse thrust or variable pitch PROP not permitted on entire APN area and all parking PSNs.

If required, Marshaller AVBL for guidance on ramp and into stands.

CAT C/D ACFT:

- Taxi-into stand use two ENGs on MNM power only.
- Taxi-out/towing with ENGs on idle power only.

ARRIVAL

Communication

COM Failure: See CRAR and addition;

Mandatory procedures for deviation, arrival, approach and landing:

- make turn and proceed direct to 743 SR (when from the north proceed initially to WPT DODUR then to 743 SR.

Note: Avoid penetration into UT(P)-101 prohibited area;

- maintain last cleared FL (change to respective east/westbound FL). Keep under consideration the MNM safe LVL for this sector.
- identify active RWY for LDG as practicable (consider RWYs 08L/R are priority for LDG).
- join HLDG pattern and descent to 6000ft over 743 SR as published,
- make APCH and LDG according published IAP.

Arrival Procedure

VFR Traffic Pattern: RWY 08L/R right-hand circuit.

Non-standard GP intercept position on RWY 08L/26R

GP intercepts RWY 08L/26R at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 3418m / 11215ft.

DEPARTURE**Take-off Minima**

RWY		08L/26R		
A, B, C	ft - m/km	0 - 150R	-	
D		0 - 200R		
All ACFT		0 - 500R/500v	wo LGT, HJ only	
RWY		08R/26L		
All ACFT	ft - m/km	0 - 400R/400v	-	HJ only
		0 - 500R/500v	wo LGT	
		0 - 800R/800v	HN	

Communication**COM Failure:** See CRAR.**Departure Procedure**

Engine start-up on designated start-up points (yellow circle with black number inside).

Departure Note: To use full RWY length, during lining up is cleared to taxi over shifted THR mark.**ATC Slot, Clearance**

REQ all info not earlier than 15min prior start-up/towing from DLV.

TKOF within 1min after CLR from ATC, if mentioned time interval passed, REQ new CLR.

DE-ICING

AVBL.

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22-MAR-2018

TAS-UTTT

Uzbekistan Tashkent Islam Karimov

AGC
AFC

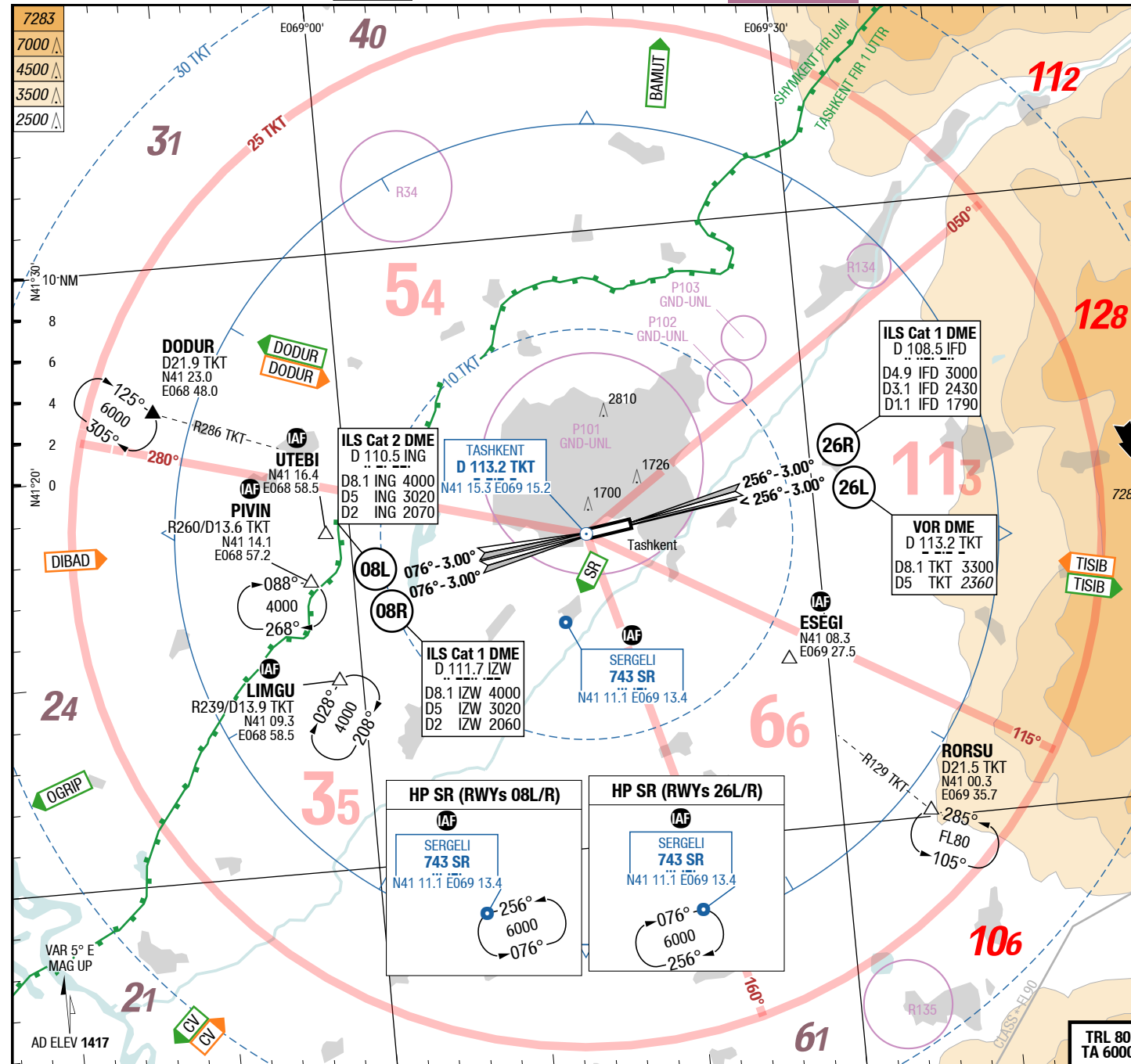
AFC

AFC

Islam Karimov Tashkent Uzbekistan

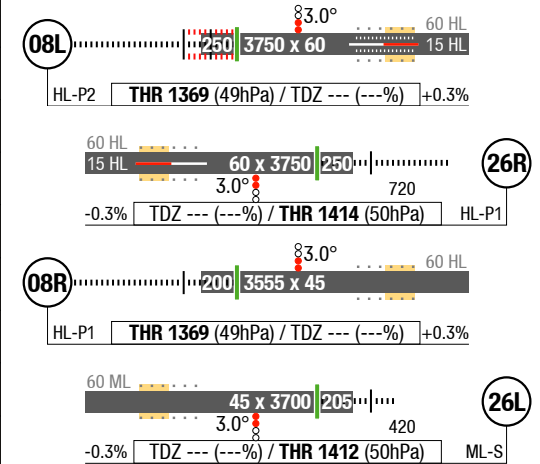
AGC
AFC

2-10



ATIS 126.800
RAD 119.400 DEP/ARR
APP 125.200
TWR 120.400
GND 121.700 131.400 GND-3
DLV 129.400

Landing RWY system:



Changes: Completely revised

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TAS-UTTT

Uzbekistan Tashkent Islam Karimov

AGC

AGC

AGC

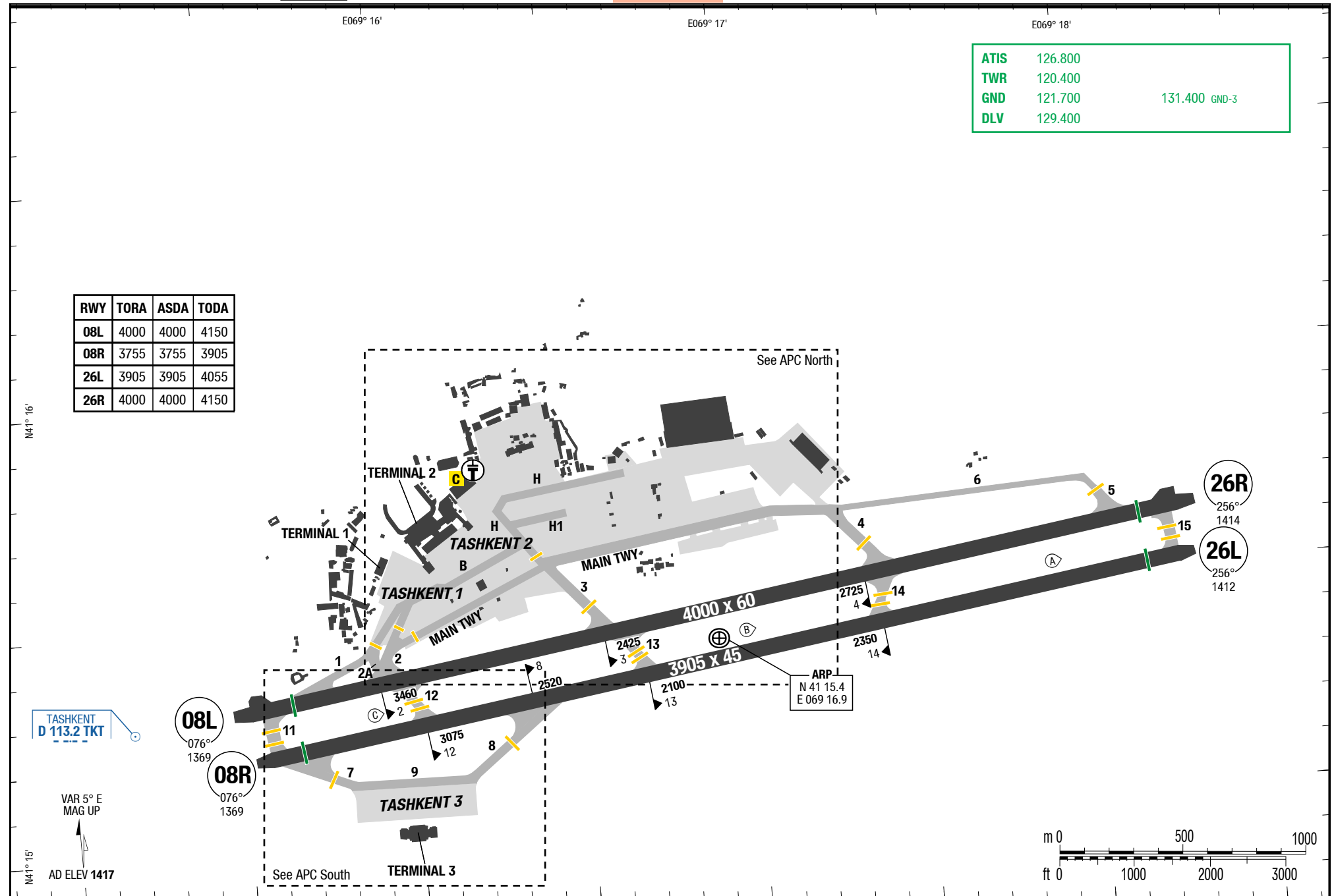
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AGC

3-20

ATIS	126.800	
TWR	120.400	
GND	121.700	131.400 GND-3
DLV	129.400	

RWY	TORA	ASDA	TODA
08L	4000	4000	4150
08R	3755	3755	3905
26L	3905	3905	4055
26R	4000	4000	4150



Changes: FREQ, QFU, AD Name

Effective 29-MAR-2018

22-MAR-2018

TAS-UTTT

Uzbekistan Tashkent Islam Karimov

APC South, Stand Coordinates

APC North

APC

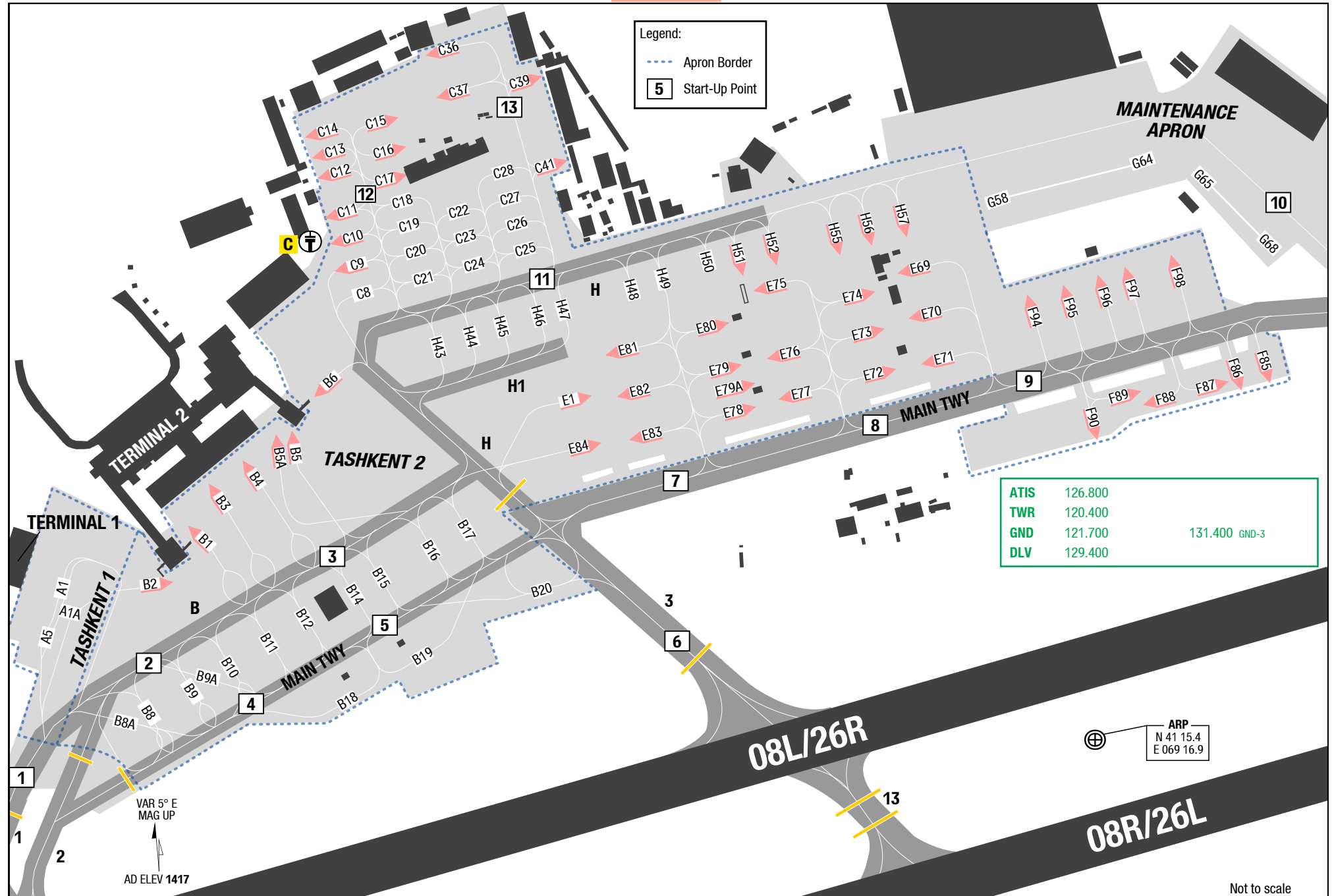
APC

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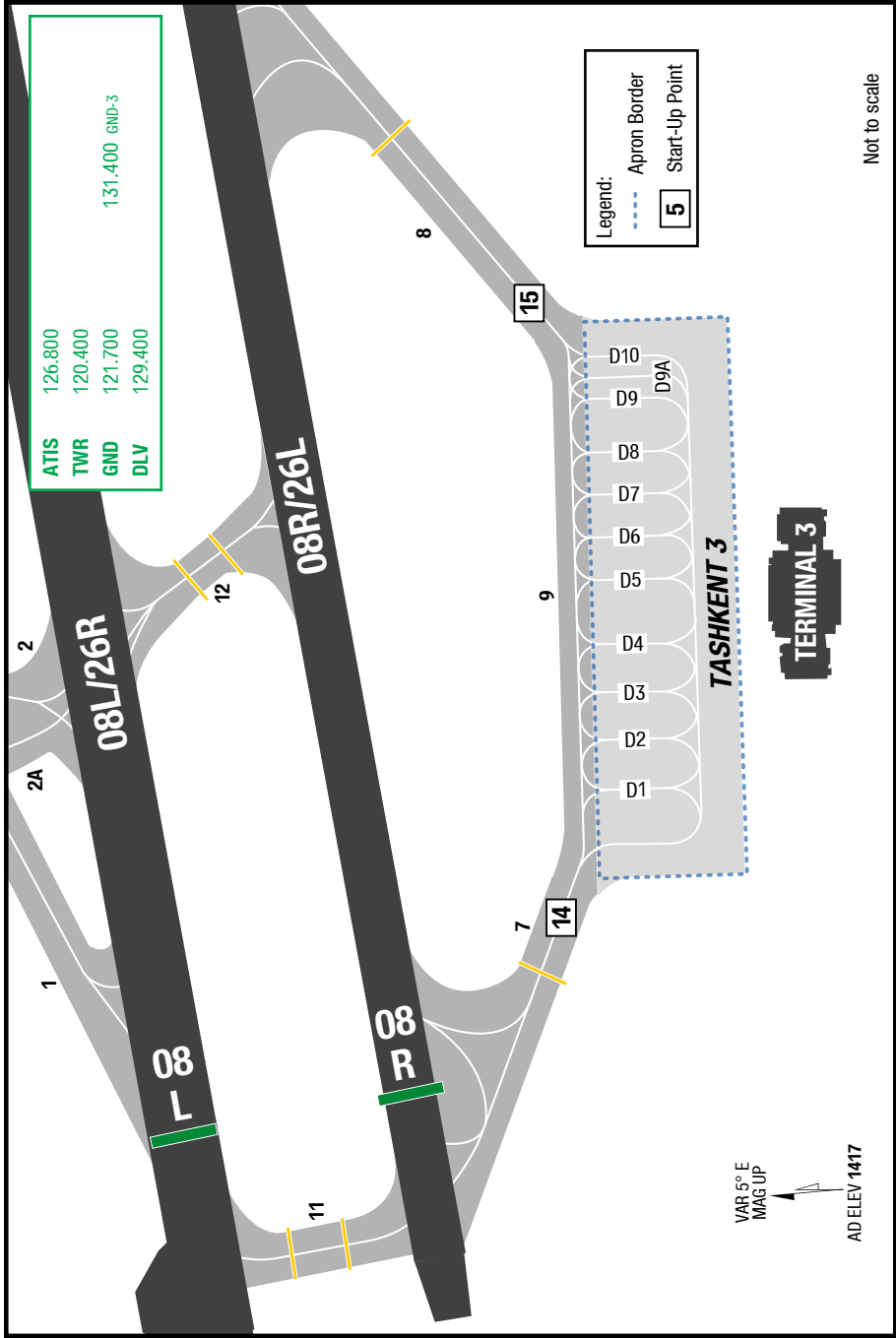
APC South, Stand Coordinates

APC North

3-30



Changes: FREQ, COORD, Parking Stands , AD Name



Stand Coordinates

A1, A1A, A5	N41 15.6 E069 15.9	E84	N41 15.7 E069 16.4
B1	N41 15.7 E069 16.0	F85-F87	N41 15.7 E069 17.0
B2	N41 15.6 E069 16.0	F88-F90	N41 15.7 E069 16.9
B3-B5A	N41 15.7 E069 16.1	F94	N41 15.7 E069 16.8
B6	N41 15.8 E069 16.1	F95-F97	N41 15.7 E069 16.9
B8	N41 15.5 E069 16.0	F98	N41 15.7 E069 17.0
B8A	N41 15.5 E069 15.9	H43-H45	N41 15.8 E069 16.3
B9-B10	N41 15.6 E069 16.0	H46-H48	N41 15.8 E069 16.4
B11, B12	N41 15.6 E069 16.1	H49, H50	N41 15.8 E069 16.5
B14, B15	N41 15.6 E069 16.2	H51-H55	N41 15.8 E069 16.6
B16, B17	N41 15.6 E069 16.3	H56, H57	N41 15.8 E069 16.7
B18	N41 15.5 E069 16.1		
B19	N41 15.6 E069 16.2		
B20	N41 15.6 E069 16.3		
C8, C9	N41 15.8 E069 16.2		
C10-C18	N41 15.9 E069 16.2		
C19	N41 15.9 E069 16.3		
C20, C21	N41 15.8 E069 16.3		
C22	N41 15.9 E069 16.3		
C23, C24	N41 15.8 E069 16.3		
C25, C26	N41 15.8 E069 16.3		
C27	N41 15.9 E069 16.4		
C28	N41 15.9 E069 16.3		
C36	N41 16.0 E069 16.3		
C37	N41 15.9 E069 16.3		
C39, C41	N41 15.9 E069 16.4		
D1, D2	N41 15.1 E069 15.8		
D3-D6	N41 15.1 E069 15.9		
D7-D9A	N41 15.1 E069 16.0		
D10	N41 15.1 E069 16.1		
E1	N41 15.7 E069 16.4		
E69	N41 15.8 E069 16.7		
E70-E73	N41 15.7 E069 16.7		
E74	N41 15.8 E069 16.7		
E75	N41 15.8 E069 16.6		
E76, E77	N41 15.7 E069 16.6		
E78-E79A	N41 15.7 E069 16.5		
E80	N41 15.8 E069 16.5		
E81	N41 15.7 E069 16.4		
E82, E83	N41 15.7 E069 16.5		

19-APR-2018

TAS-UTTT

Uzbekistan **Tashkent** Islam Karimov

SIDs RWYs 26L/R

4-10

SIDs RWYs 08L/R

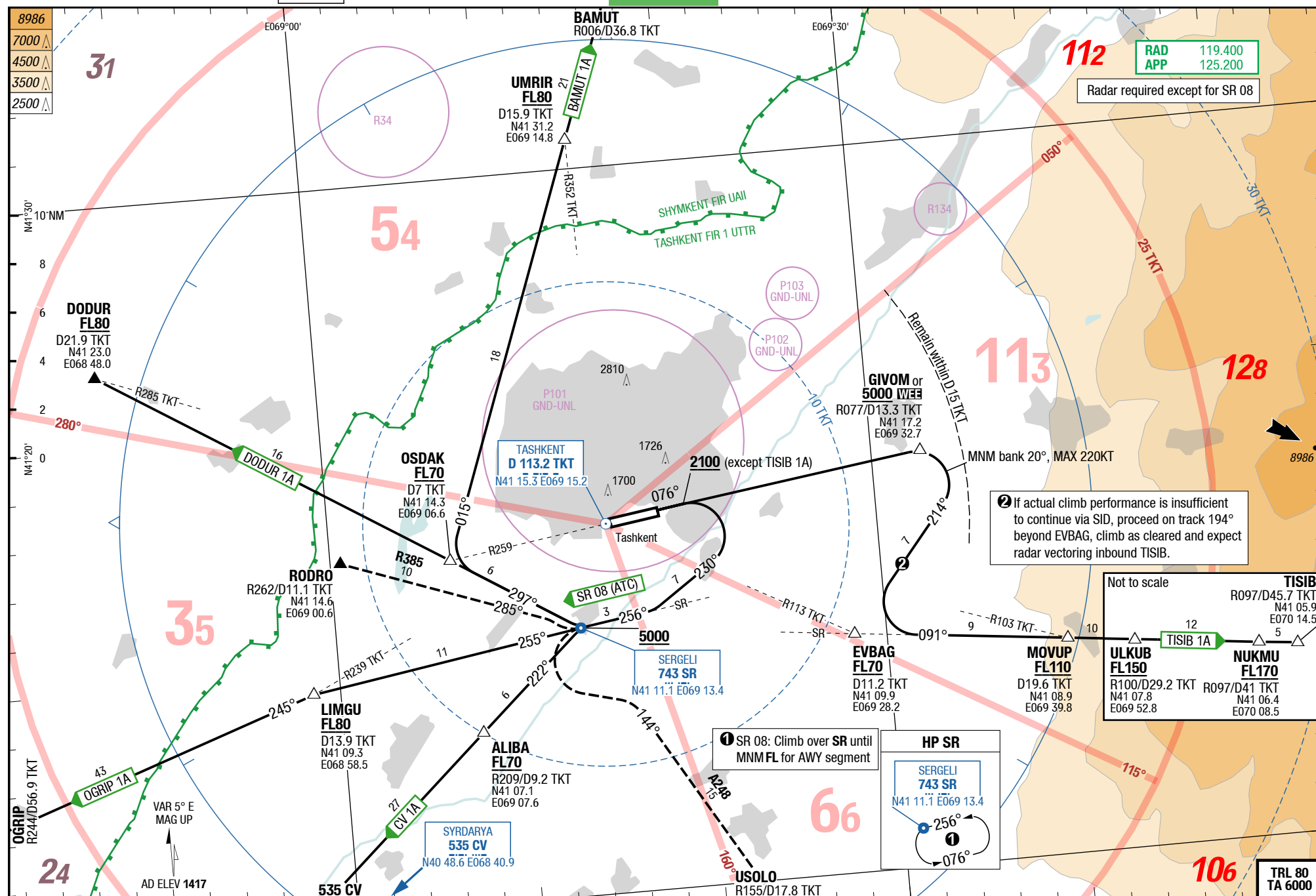
SID

SID

Islam Karimov **Tashkent** Uzbekistan

SIDs RWYs 26L/R

SIDs RWYs 08L/R



Changes: Nil

19-APR-2018

Uzbekistan **Tashkent** Islam Karimov

Islam Karimov **Tashkent** Uzbekistan

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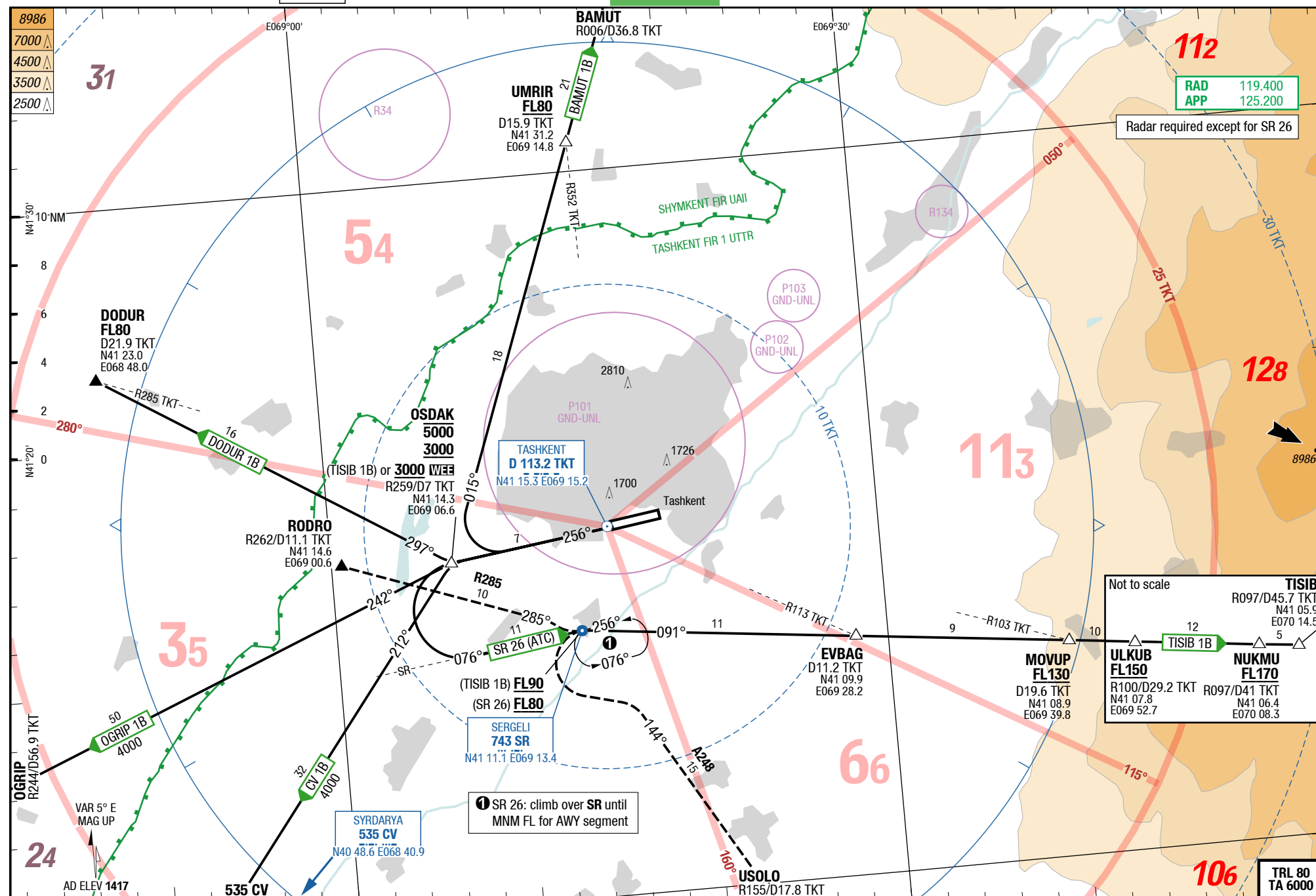
4-20

SIDs RWYs 26L/R

SID

SID

SIDs RWYs 26L/R



Changes: PROC

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TAS-UTTT

5-10

SIDs RWYs 08L/R

BAMUT 1A / DODUR 1A / OGRIP 1A / SERGELI 08 / SYRDARYA 1A

RWYs 08L/R (076°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L/08R	
BAMUT 1A 119.400	at MNM 2100 RT 230° - RT 256° to SR - 297° to OSDAK - RT 015° to UMRIR - BAMUT	SR MNM 5000 OSDAK MNM FL70 UMRIR MNM FL80 initial climb FL80
DODUR 1A 119.400	at MNM 2100 RT 230° - RT 256° to SR - 297° to OSDAK - DODUR	SR MNM 5000 OSDAK MNM FL70 DODUR MNM FL80 initial climb FL80
OGRIP 1A 119.400	at MNM 2100 RT 230° - RT 256° to SR - 255° to LIMGU - LT 245° to OGRIP	SR MNM 5000 LIMGU MNM FL80 initial climb FL80
SERGELI 08 SR 08 (ATC) 119.400 ①	at MNM 2100 RT 230° - RT 256° to SR - climb in SR HLDG (256° INBD, LT) to MEA for further AWY segment <u>W, N, NW, NE, SW bound traffic:</u> overfly SR then join AWY R385 to RODRO - AWY G3 to DODUR - then join any convenient AWY at or above MEA for respective AWY segment <u>S, SE, E bound traffic:</u> overfly SR then join AWY A248 to USOLO - then join any convenient AWY at or above MEA for respective AWY segment	SR MNM 5000 initial climb FL80
SYRDARYA 1A CV 1A 119.400	at MNM 2100 RT 230° - RT 256° to SR - 222° to ALIBA - CV	SR MNM 5000 ALIBA MNM FL70 initial climb FL80

① Special procedure by ATC or when Radar N/A.

TAS-UTTT

5-20

SIDs RWYs 08L/R

TISIB 1A

RWYs 08L/R (076°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L/08R	
TISIB 1A 5.7% to FL150 119.400 ①②	at GIVOM or MNM 5000 , whichever is earlier, RT (MNM bank 20°, MAX 220KT and within D15 TKT) to EVBAG - LT intercept QDR 091 SR to MOVUP - ULKUB - NUKMU - TISIB	EVBAG MNM FL70 MOVUP MNM FL110 ULKUB MNM FL150 NUKMU MNM FL170 initial climb FL150

① Climb gradient due to proximity of mountain area. If unable to comply, advise ATC before start-up.

② If actual climb performance is insufficient to continue via SID, proceed on track 194° beyond EVBAG, climb as cleared and expect radar vectoring inbound TISIB.

TAS-UTTT

5-30

SIDs RWYs 26L/R

BAMUT 1B / DODUR 1B / OGRIP 1B / SERGELI 26 / SYRDARYA 1B / TISIB 1B
RWYs 26L/R (256°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L/26R	
BAMUT 1B 119.400	at OSDAK RT 015° to UMRIR - BAMUT	OSDAK between 3000 and 5000 UMRIR MNM FL80 initial climb FL80
DODUR 1B 119.400	at OSDAK RT 297° to DODUR	OSDAK between 3000 and 5000 DODUR at FL80 initial climb FL80
OGRIP 1B 119.400	at OSDAK LT 242° to OGRIP	OSDAK between 3000 and 5000 initial climb FL80
SERGELI 26 SR 26 (ATC) 119.400 ①	at OSDAK LT 076° to SR - climb in SR HLDG (256° INBD, LT) to MEA for further AWY segment W, N, NW, NE, SW bound traffic: overfly SR then join AWY R385 to RODRO - AWY G3 to DODUR - then join any convenient AWY at or above MEA for respective AWY segment S, SE, E bound traffic: overfly SR then join AWY A248 to USOLO - then join any convenient AWY at or above MEA for respective AWY segment	OSDAK between 3000 and 5000 SR MNM FL80 initial climb FL80
SYRDARYA 1B CV 1B 119.400	at OSDAK LT 212° to CV	OSDAK between 3000 and 5000 initial climb FL80
TISIB 1B 119.400	at OSDAK or MNM 3000 , whichever is earlier, LT 076° to SR - RT 091° to EVBAG - MOVUP - ULKUB - NUKMU - TISIB	SR MNM FL90 MOVUP MNM FL130 ULKUB MNM FL150 NUKMU MNM FL170 initial climb FL150

① Special procedure by ATC or when Radar N/A.

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TAS-UTTT

Uzbekistan Tashkent Islam Karimov

STARs RWYs 26L/R

STAR

STAR

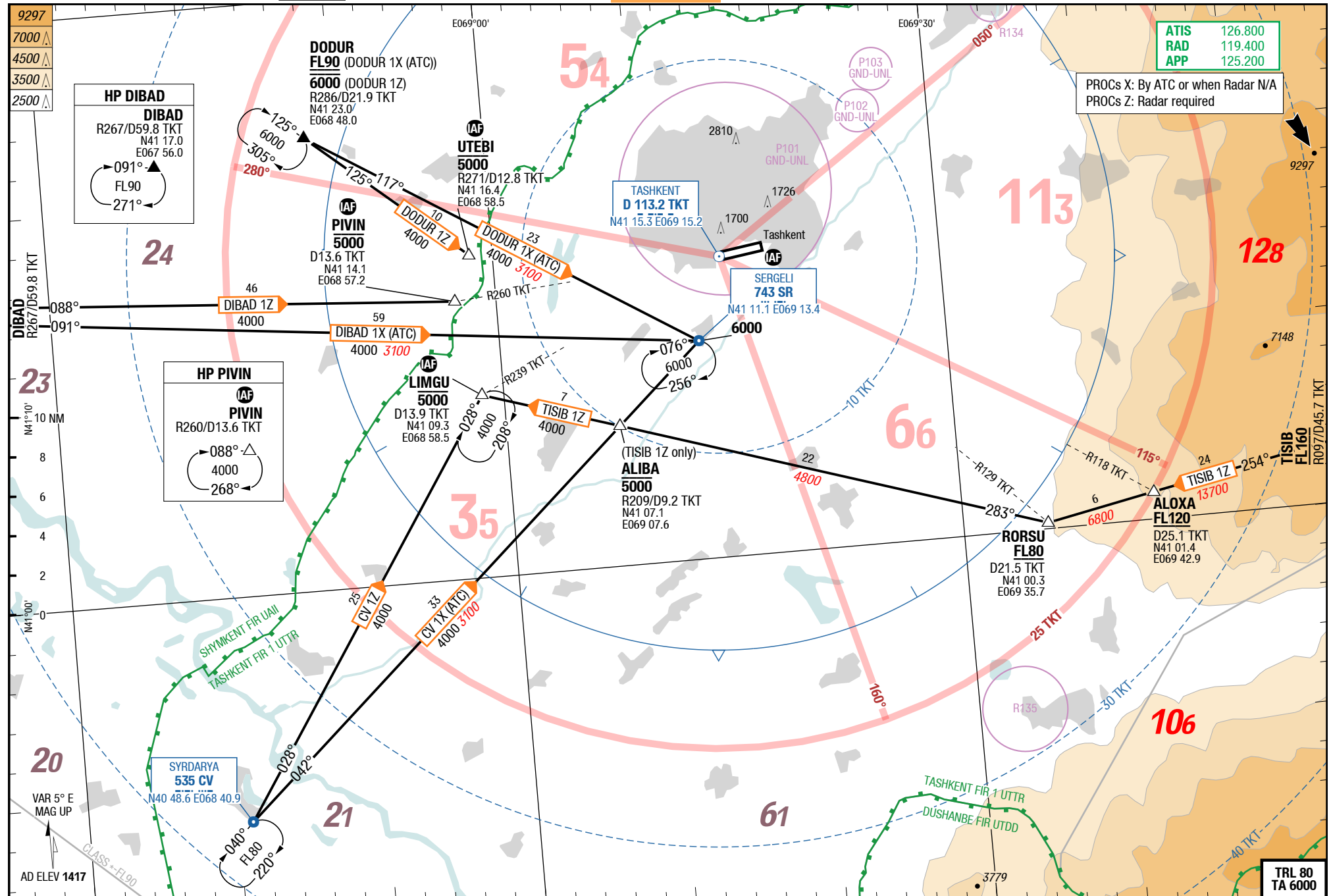
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STARs RWYs 26L/R

STARs RWYs 08L/R

6-10

STARs RWYs 08L/R



Changes: Completely revised

Effective 29-MAR-2018

22-MAR-2018

TAS-UTTT

6-20

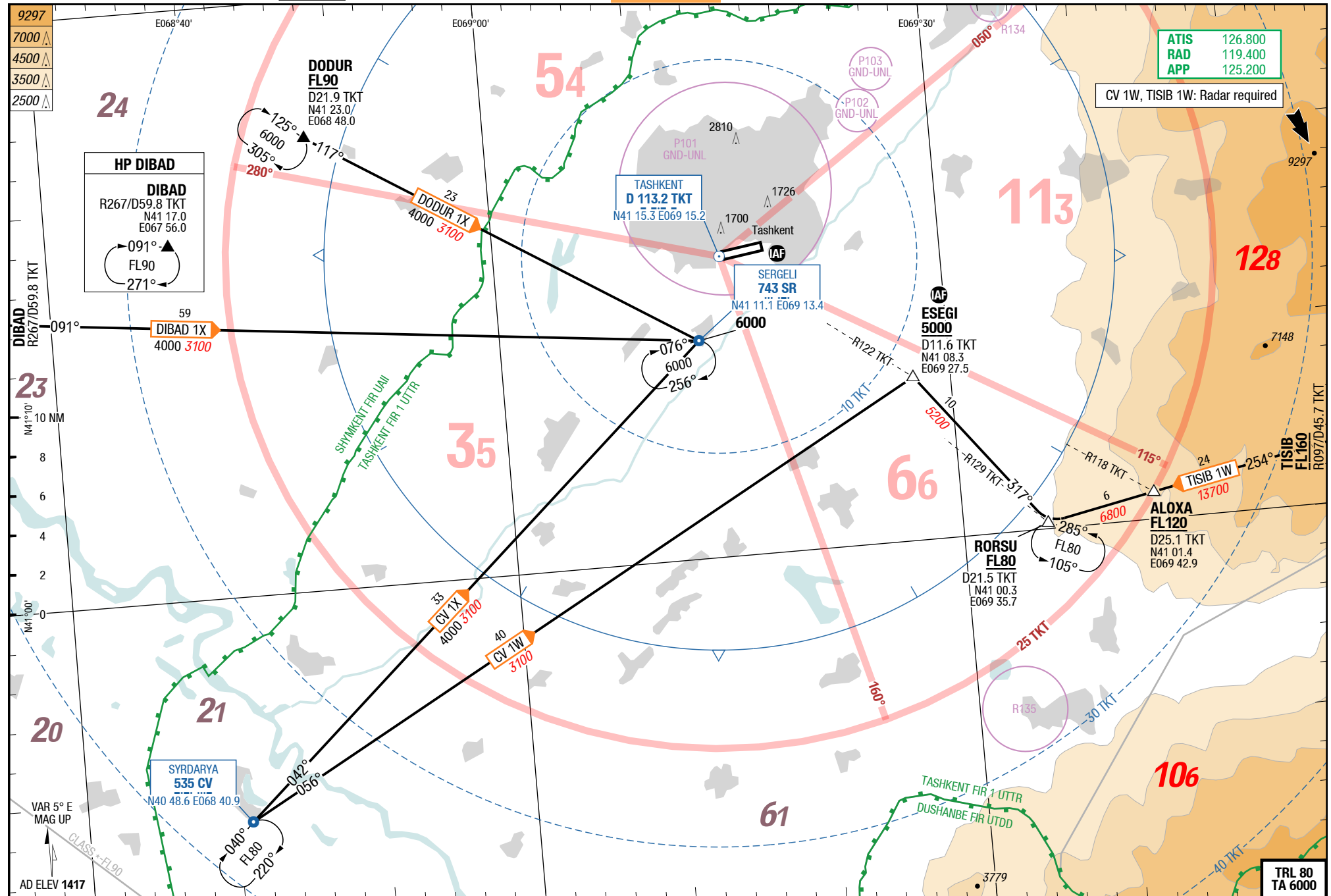
STARs RWYs 26L/R

STAR

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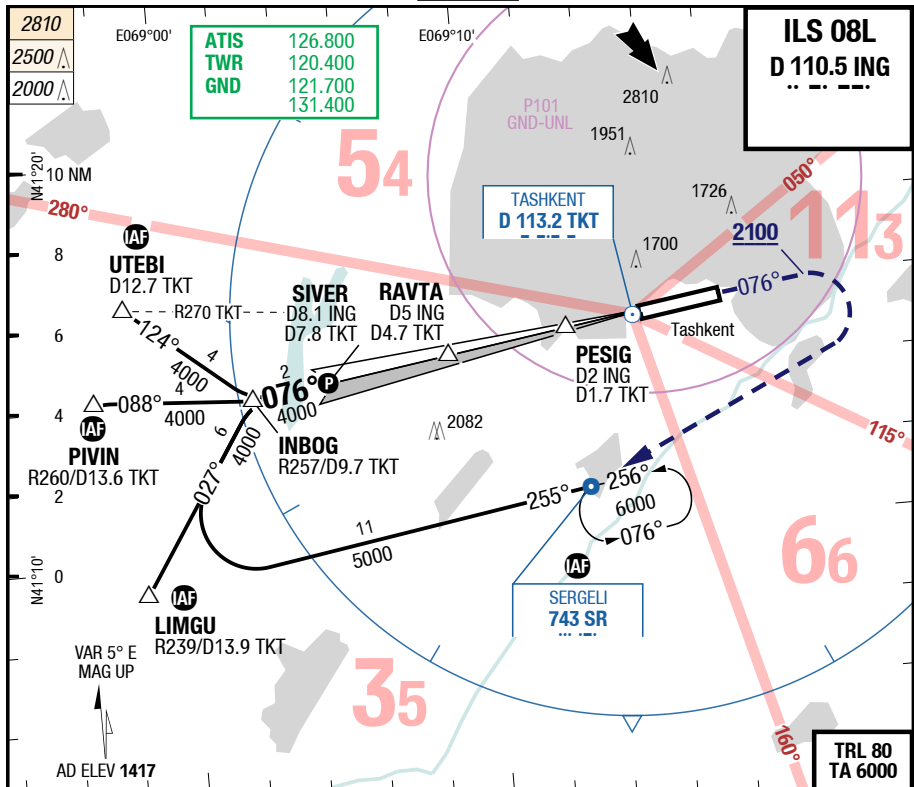
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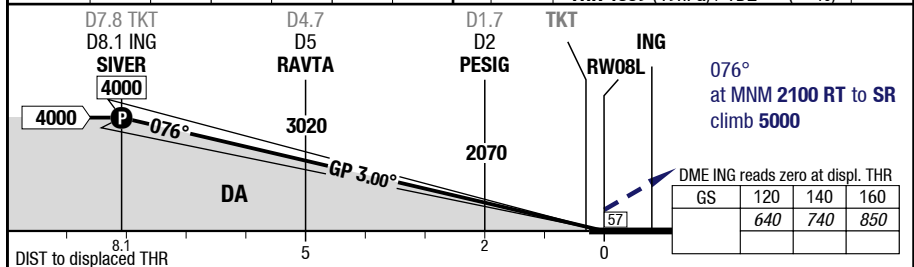


Changes: MSA, Track, HLDG, AD Name

7-10



D ING	8.1	7	6	4	3	1	08L	83.0°	60 HL	15 HL
	4000	3670	3350	2710	2390	1760	HL-P2	THR 1369 (49hPa) / TDZ --- (---%)	+0.3%	

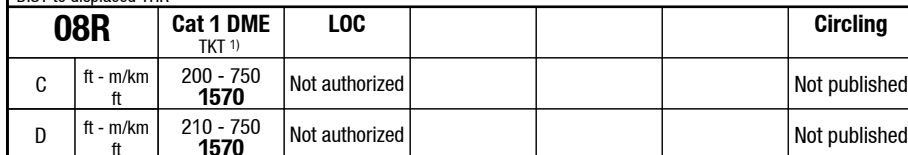


08L		Cat 2 DME	Cat 1 DME	Cat 1 DME TDZL / RCLL U/S ¹⁾	LOC		Circling
C	ft - m/km ft	100 - 300R 105 RA	200 - 550 1570	200 - 750 1570	Not authorized		Not published
D	ft - m/km ft	100 - 300R 105 RA ²⁾	200 - 550 1570	200 - 750 1570	Not authorized		Not published

1) With EVS 550m

2) If not conducting autoland RVR 350m required

Changes: Completely revised

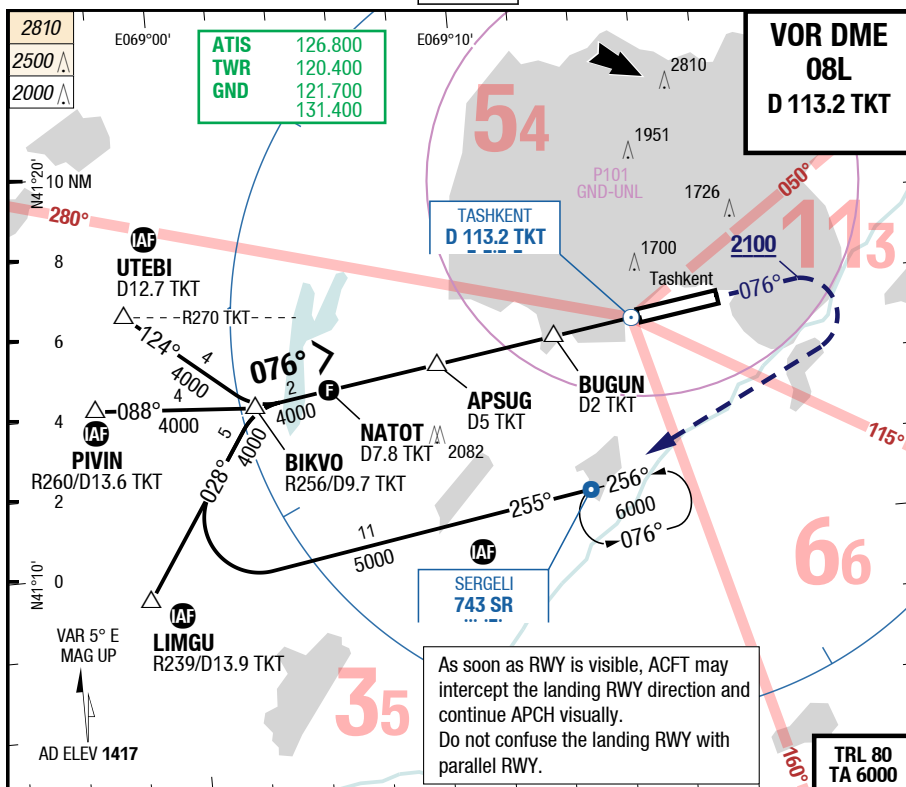


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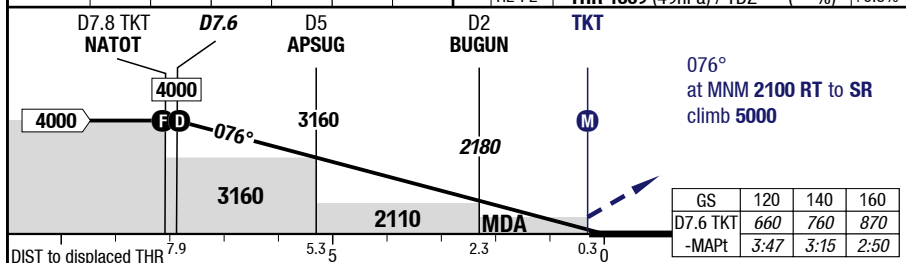
TAS-UTTT

7-40

VOR DME 08L



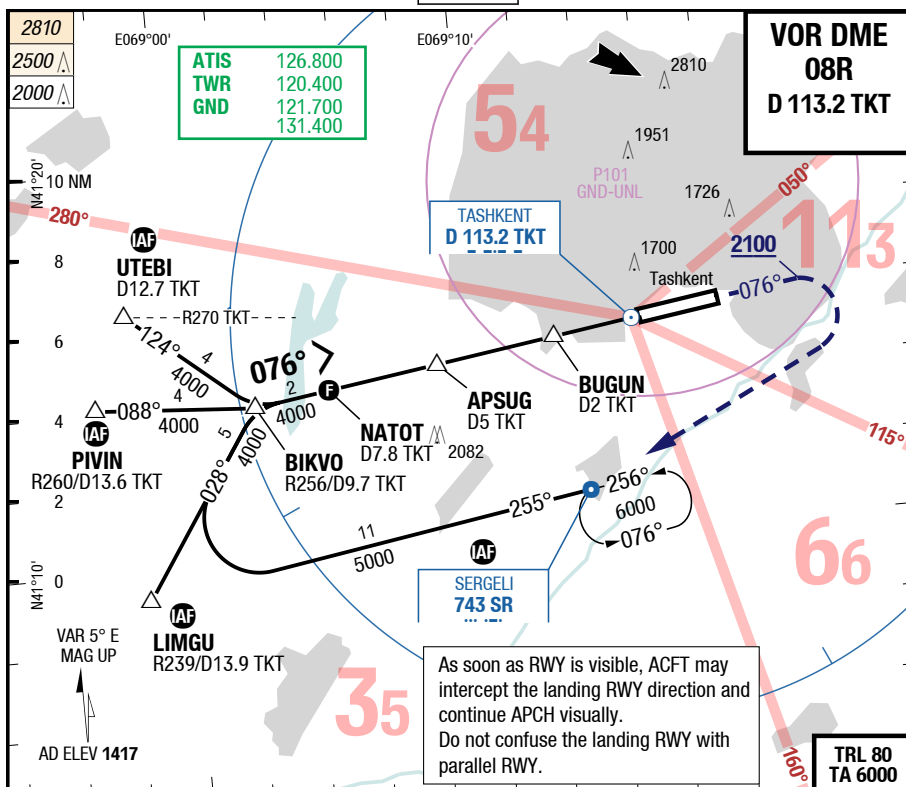
3.08° D TKT	7.6	7	6	4	3	1	
	4000	3820	3490	2830	2510	1850	



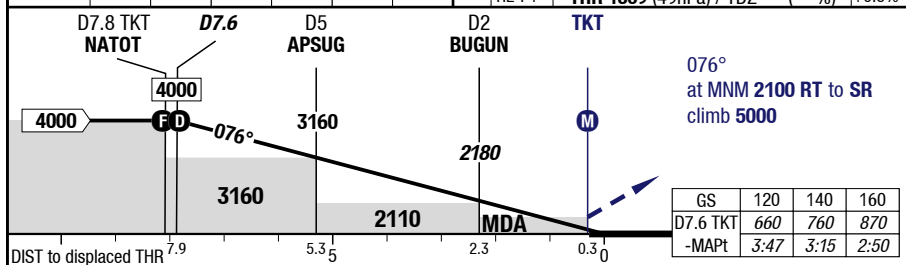
08L		VOR DME					Circling
C	ft - m/km ft	440 - 2.2 1810					Not published
D	ft - m/km ft	440 - 2.2 1810					Not published

7-50

VOR DME 08R

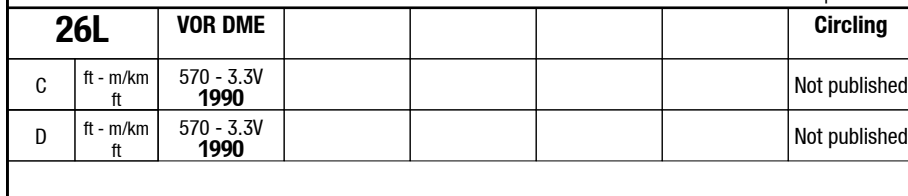


3.08°	7.6	7	6	4	3	1	83.0°	60 HL
D TKT	4000	3820	3490	2830	2510	1850	200	3555 x 45
							HL-P1	THR 1369 (49hPa) / TDZ --- (---%) +0.3%



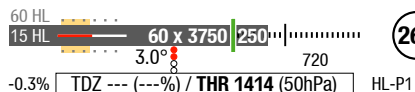
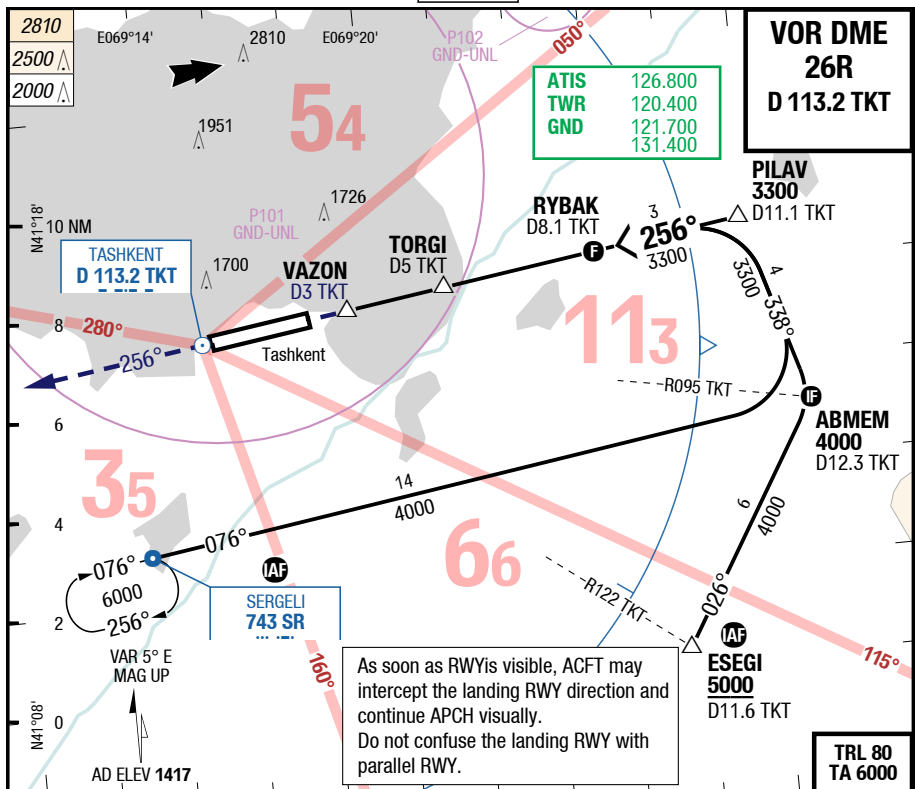
08R	VOR DME						Circling
C	ft - m/km ft	750 - 4.0 2120					Not published
D	ft - m/km ft	750 - 4.0 2120					Not published

VOR DME 26L

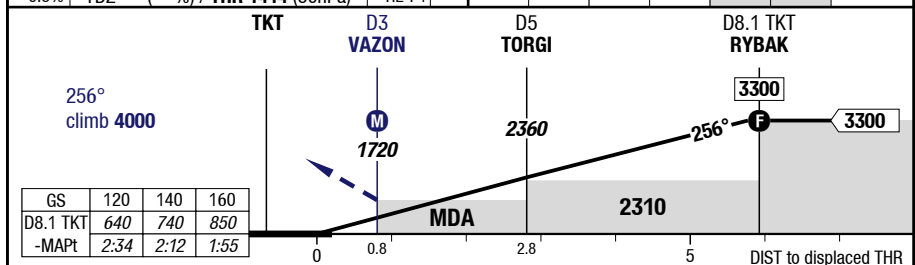


7-70

VOR DME 26R



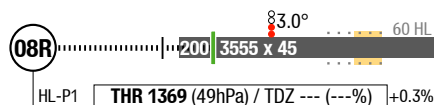
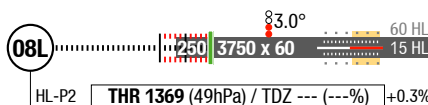
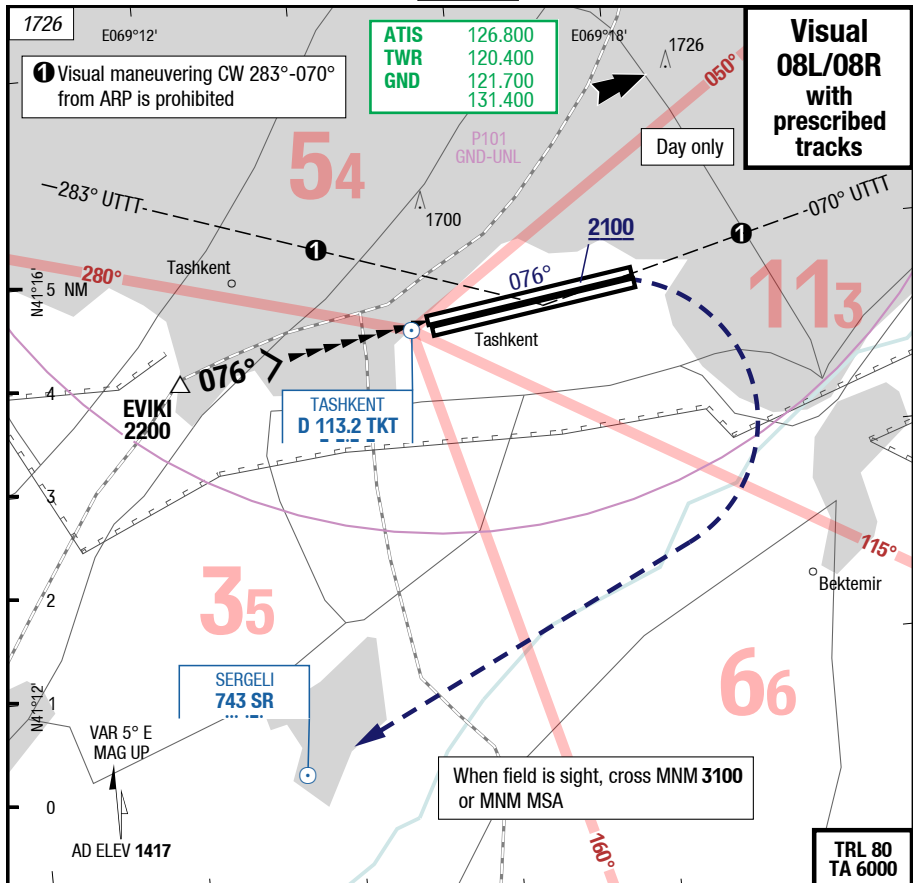
4	6	7	8.1			3.00°
2040	2680	3000	3300			D TKT



26R	VOR DME					Circling
C	ft - m/km ft	570 - 3.0 1990				Not published
D	ft - m/km ft	570 - 3.0 1990				Not published

7-90

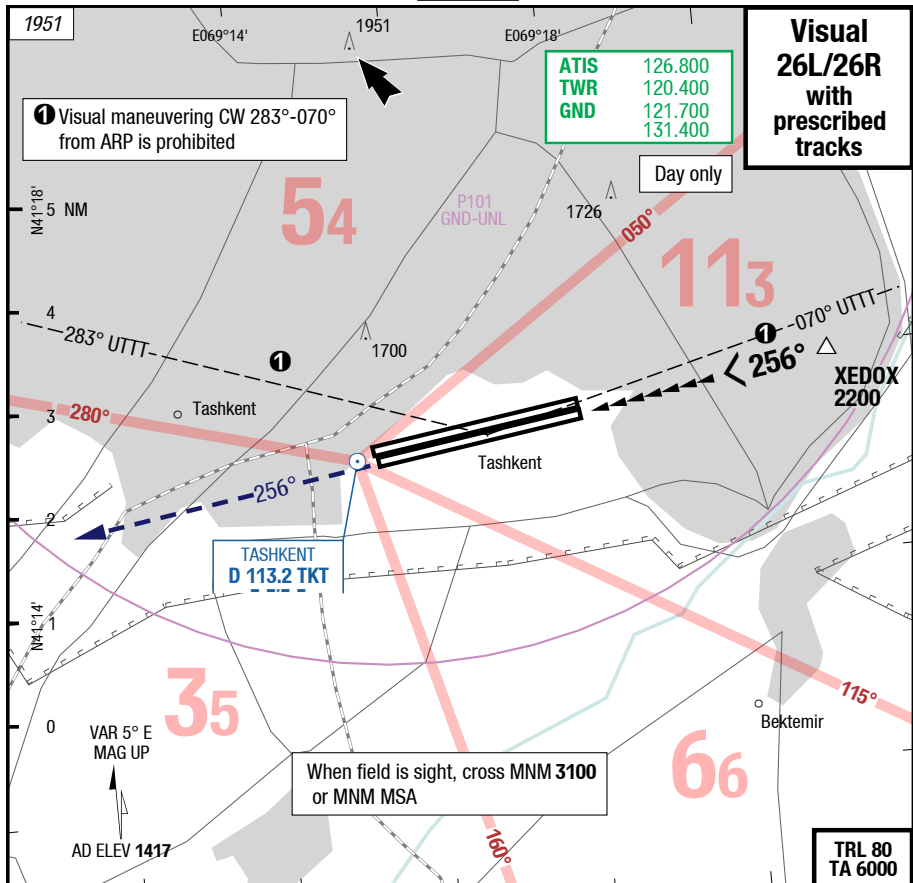
Visual 08L/08R with prescribed tracks



Missed approach:

076° - at MNM 2100 RT to SR - climb 5000

08L/R	VISUAL HJ only					Circling
C	ft - m/km ft	C 2300 - 5.0V 2490				Not published
D	ft - m/km ft	C 2300 - 5.0V 2490				Not published



Missed approach:

256° - climb 4000

26L/R		VISUAL To RWY 26L HJ only	VISUAL To RWY 26R HJ only				Circling
C	ft - m/km ft	C 2300 - 5.0V 2590	C 2300 - 5.0V 2530				Not published
D	ft - m/km ft	C 2300 - 5.0V 2590	C 2300 - 5.0V 2530				Not published