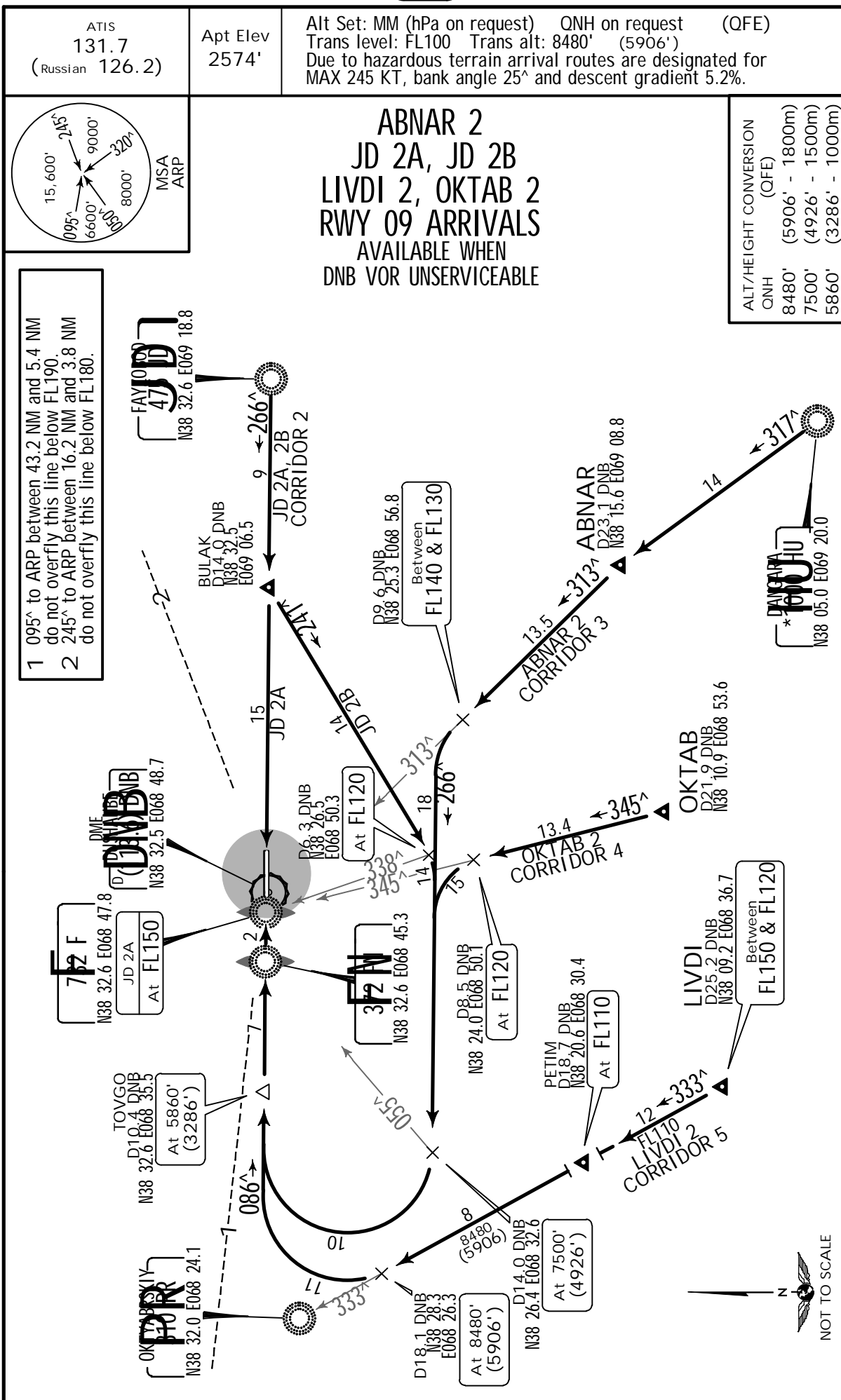
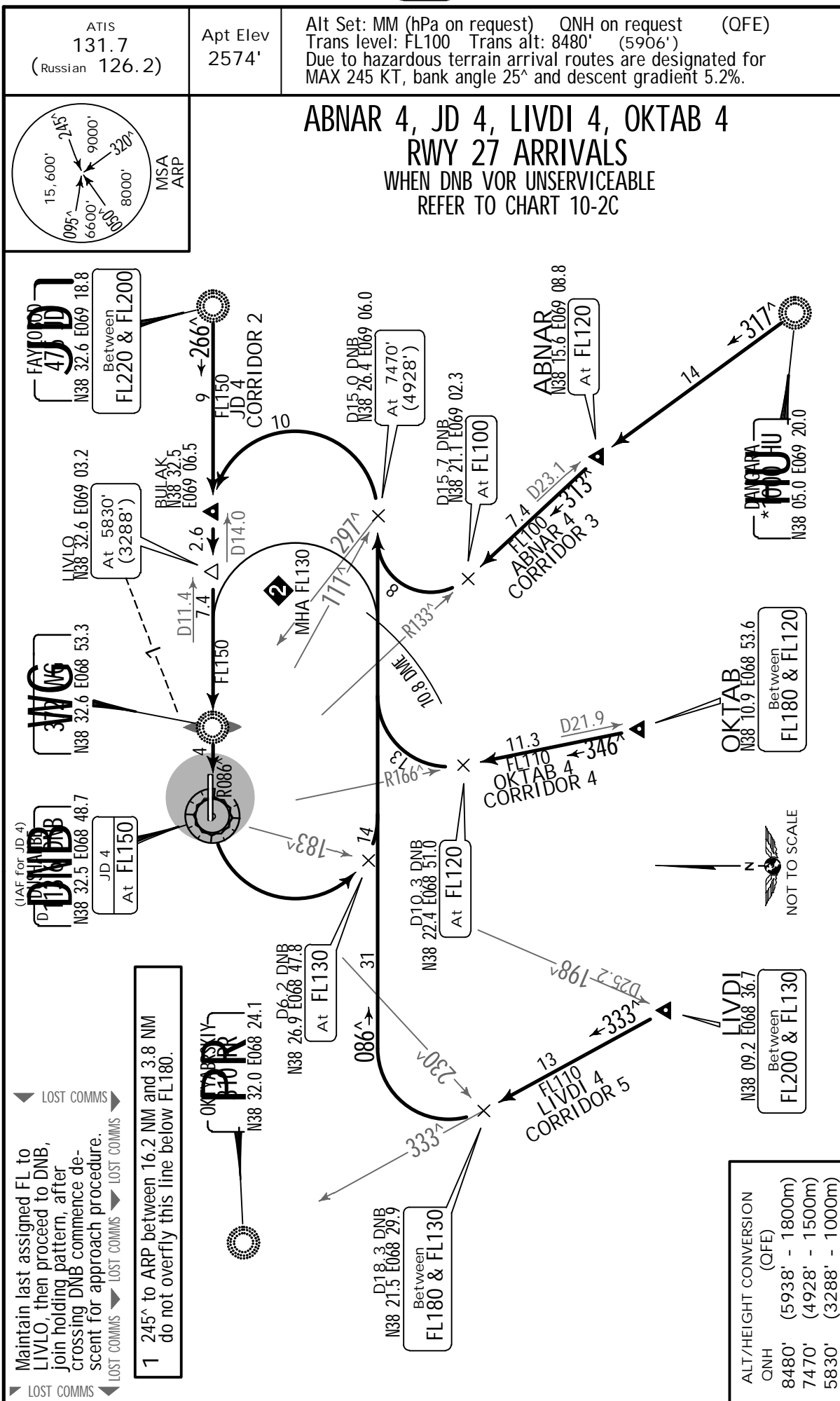


List of pages in this Trip Kit

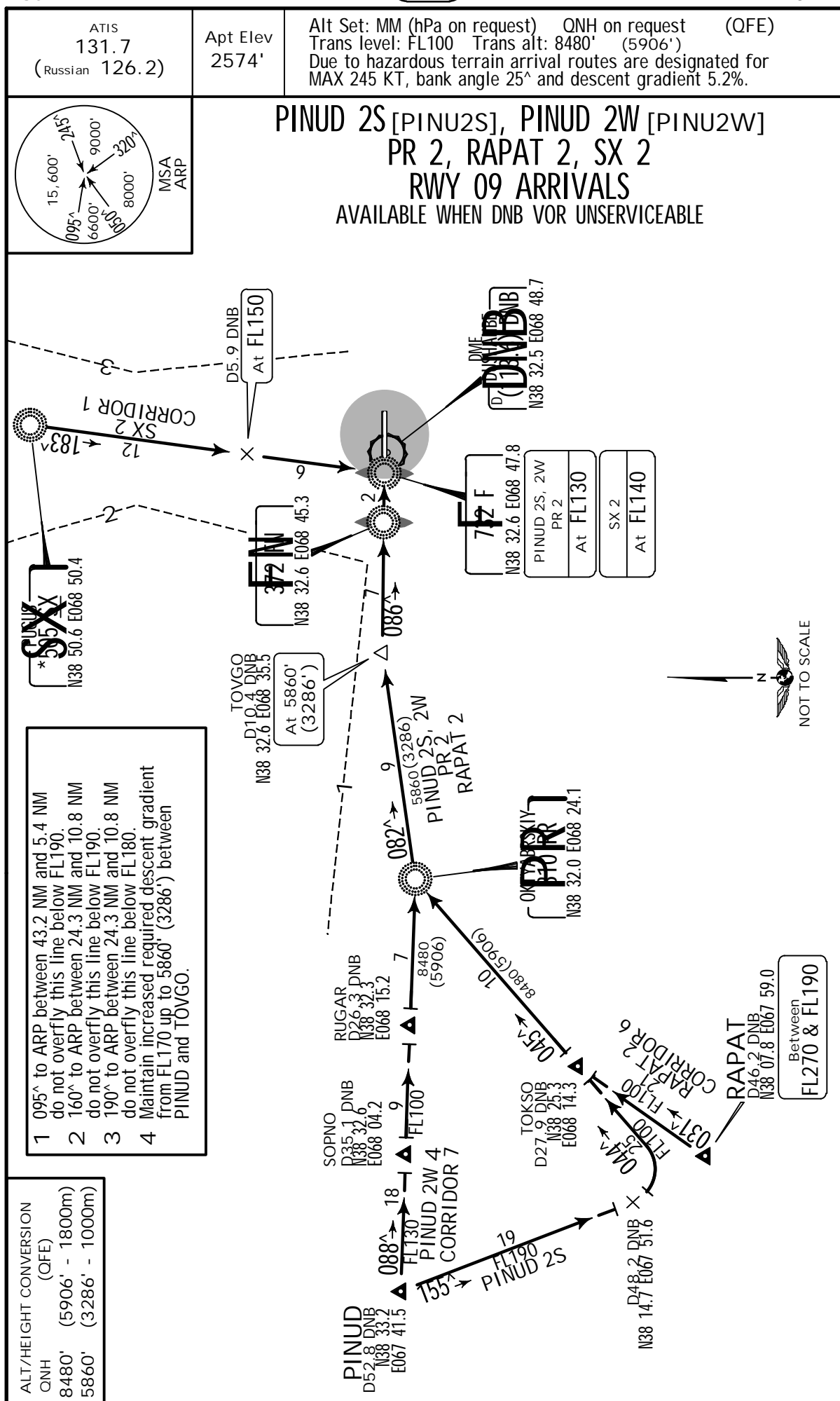
Trip Kit Index
Terminal Charts For UTDD

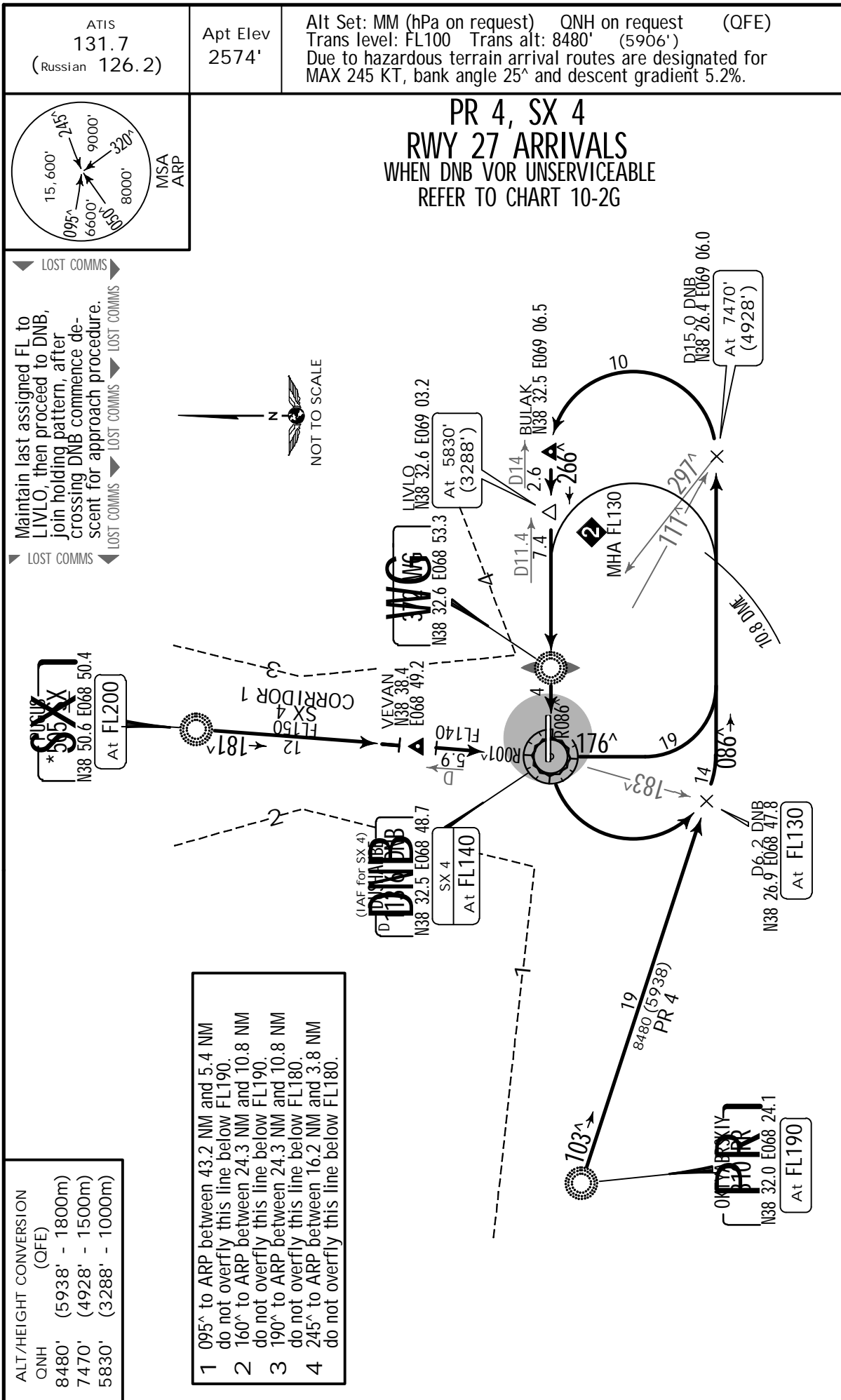


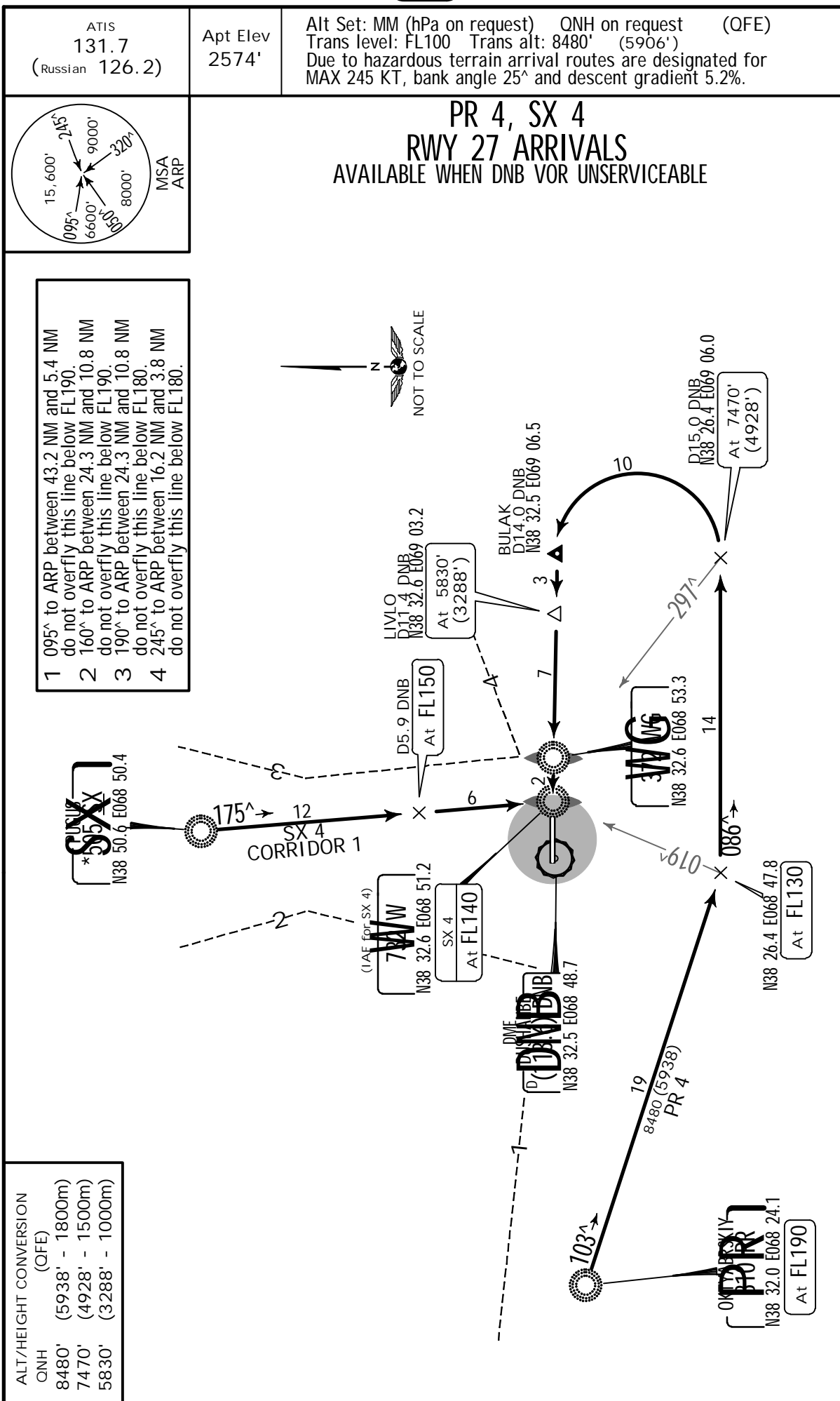


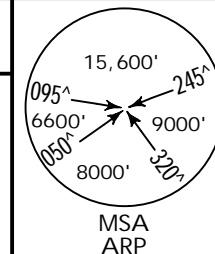
| JEPPESEN, 2002, 2012. ALL RIGHTS RESERVED.

CHANGES: STAR PINUD 2W revised; crossing at PR withdrawn. | JEPPESEN, 2005, 2013. ALL RIGHTS RESERVED





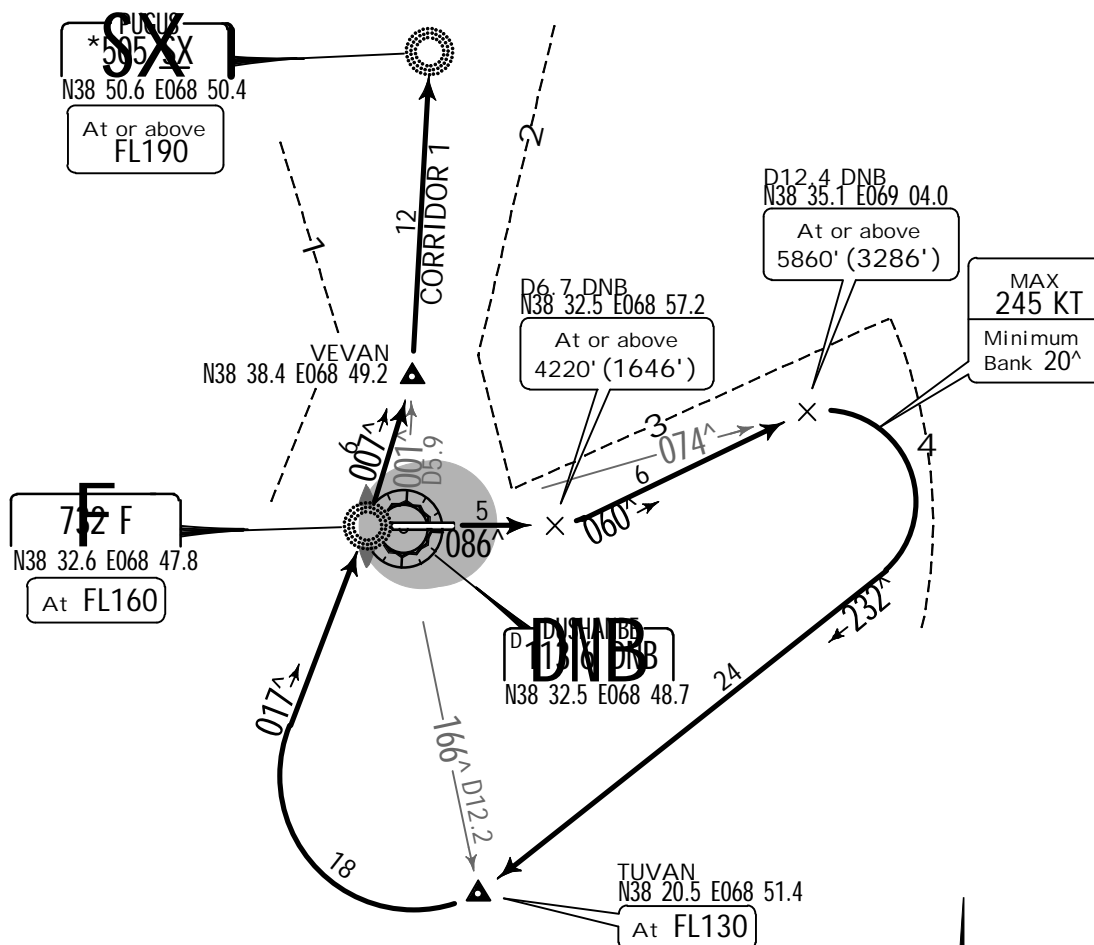


Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')

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.

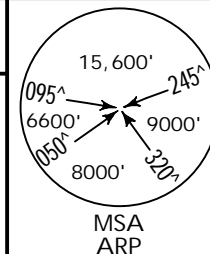
This SID requires a minimum climb gradient of
4.5% up to 5860' (3286'), then
3.9%.

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

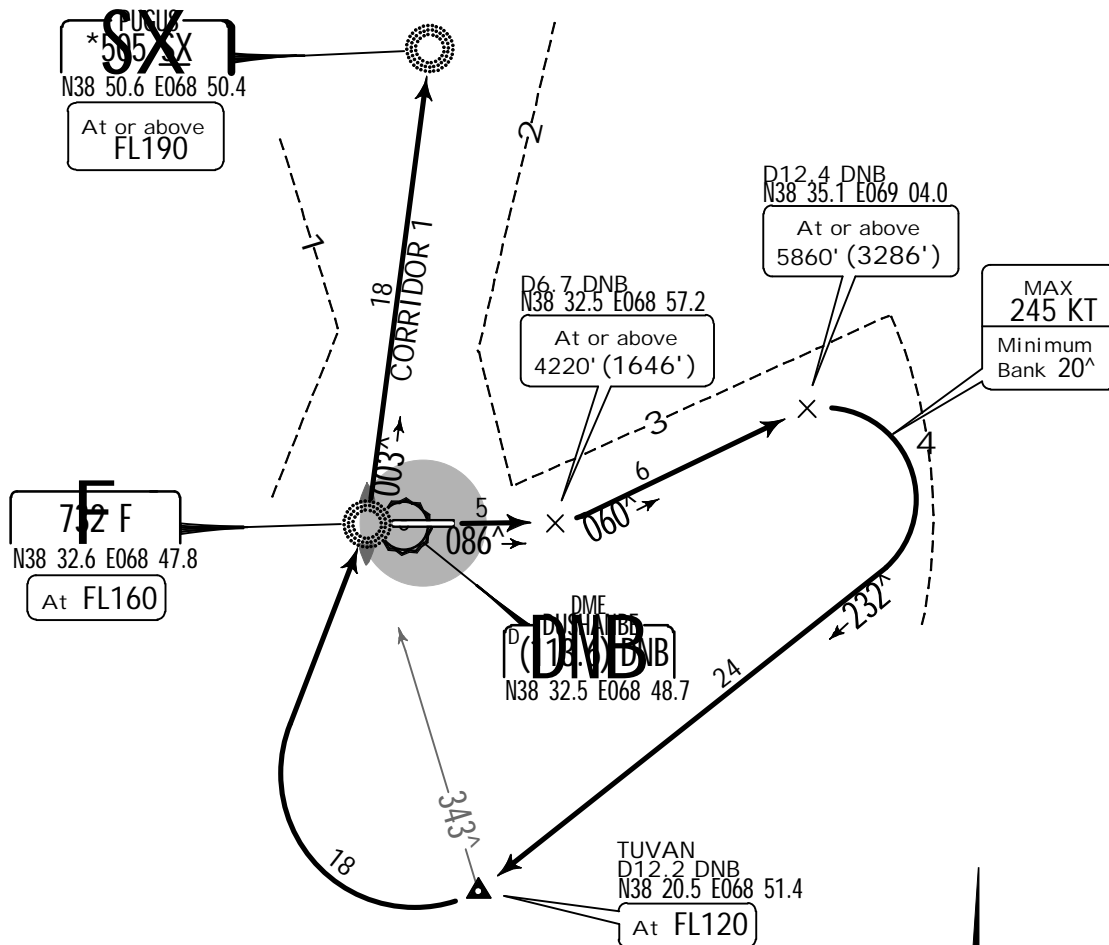
Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° track to TUVAN, turn RIGHT, intercept 017° bearing to F, turn LEFT, 007° bearing to VEVAN, intercept DNB R-001 to SX.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5906')

SX 1

RWY 09 DEPARTURE

AVAILABLE WHEN DNB VOR UNSERVICEABLE



- 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
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

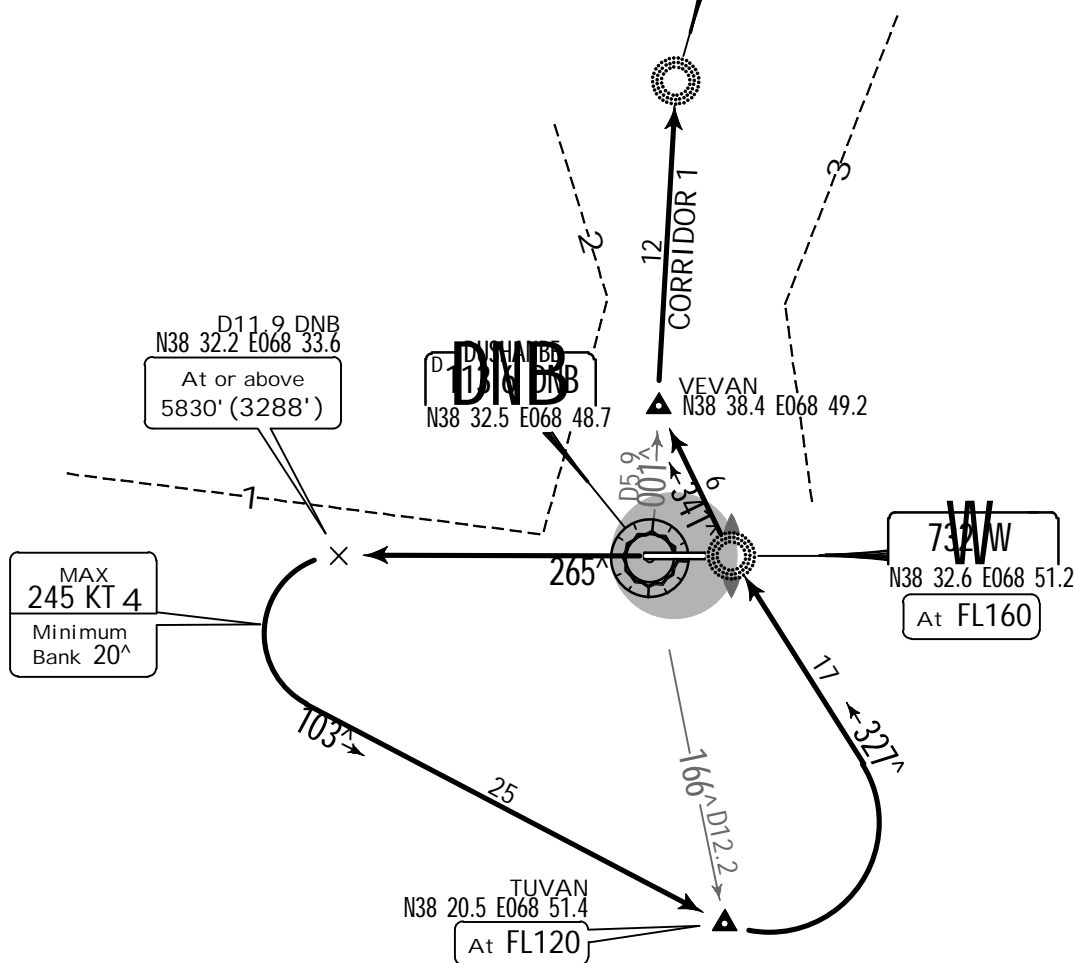
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)

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.

A circular diagram representing a Minimum Safe Altitude (MSA) Area of Protection (ARP). The circle has a radius of 15,600'. Five vectors originate from the center, pointing to the following values: 095° (6600'), 245° (9000'), 320° (320'), 050° (8000'), and 095° (6600'). The text "MSA ARP" is centered below the circle.

FL 190
At or above
N38 50.6 E068 50.4



Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

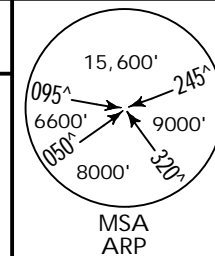


ALT/HEIGHT CONVERSION
QNH (QFE)
5830' (3288' - 1000m)
8480' (5938' - 1800m)

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.

Apt Elev
2574'

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



SX 3 RWY 27 DEPARTURE AVAILABLE WHEN DNB VOR UNCERVICEABLE

- 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.

SX
* 505.1
N38 50.6 E068 50.4
At or above
FL190

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

D12.2 DNB
N38 32.5 E068 48.7

MAX
245 KT 4
Minimum
Bank 20°

W
732W
N38 32.6 E068 51.2
At or above
FL160

TUVAN
D12.2 DNB
N38 20.5 E068 51.4
At FL120

- 4 In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

This SID requires a minimum climb gradient of
4.5% up to 5830' (3288').

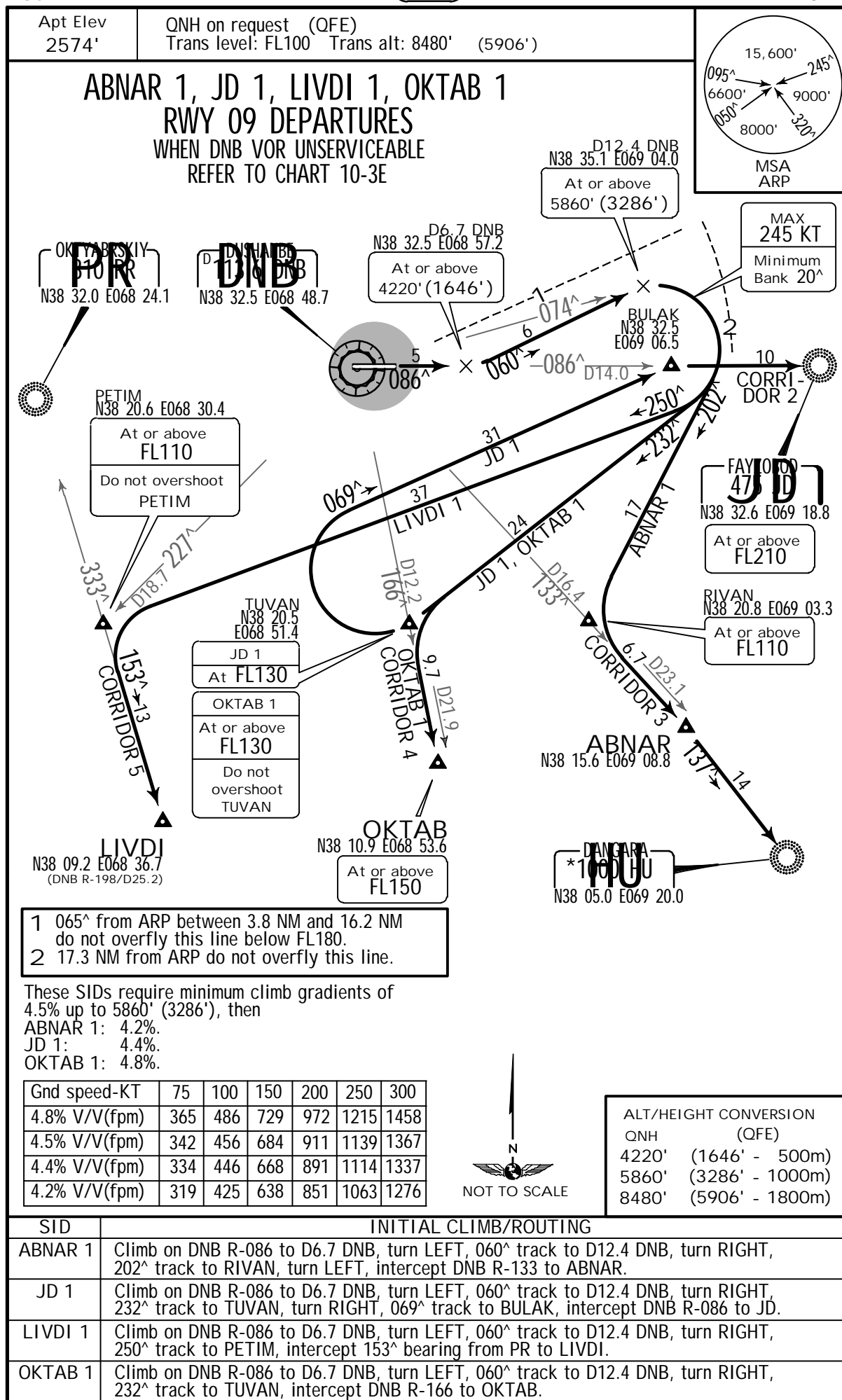
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

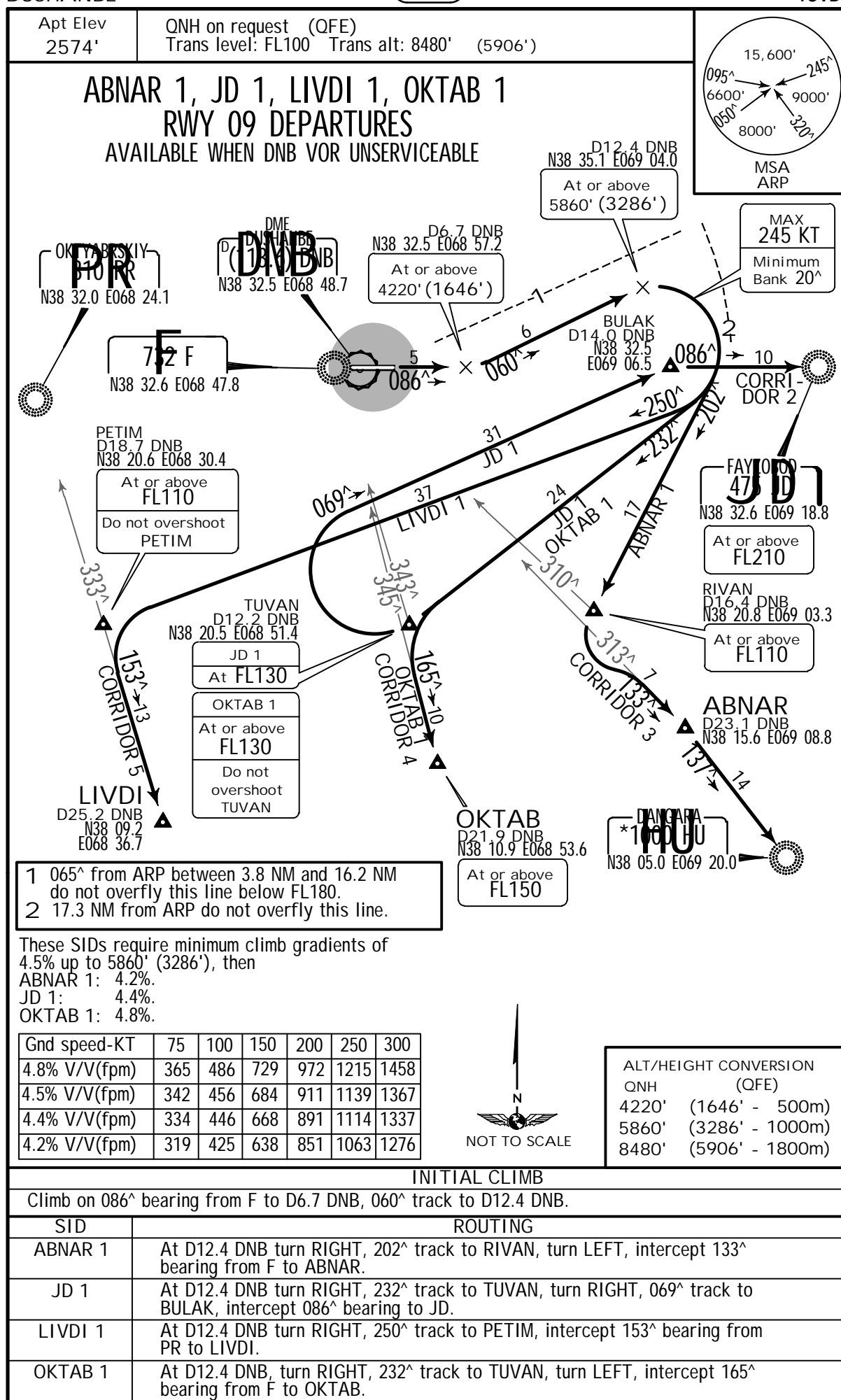


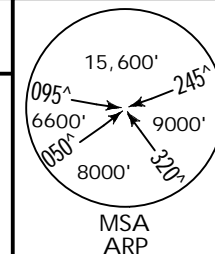
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5830'	(3288' - 1000m)
8480'	(5938' - 1800m)

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.



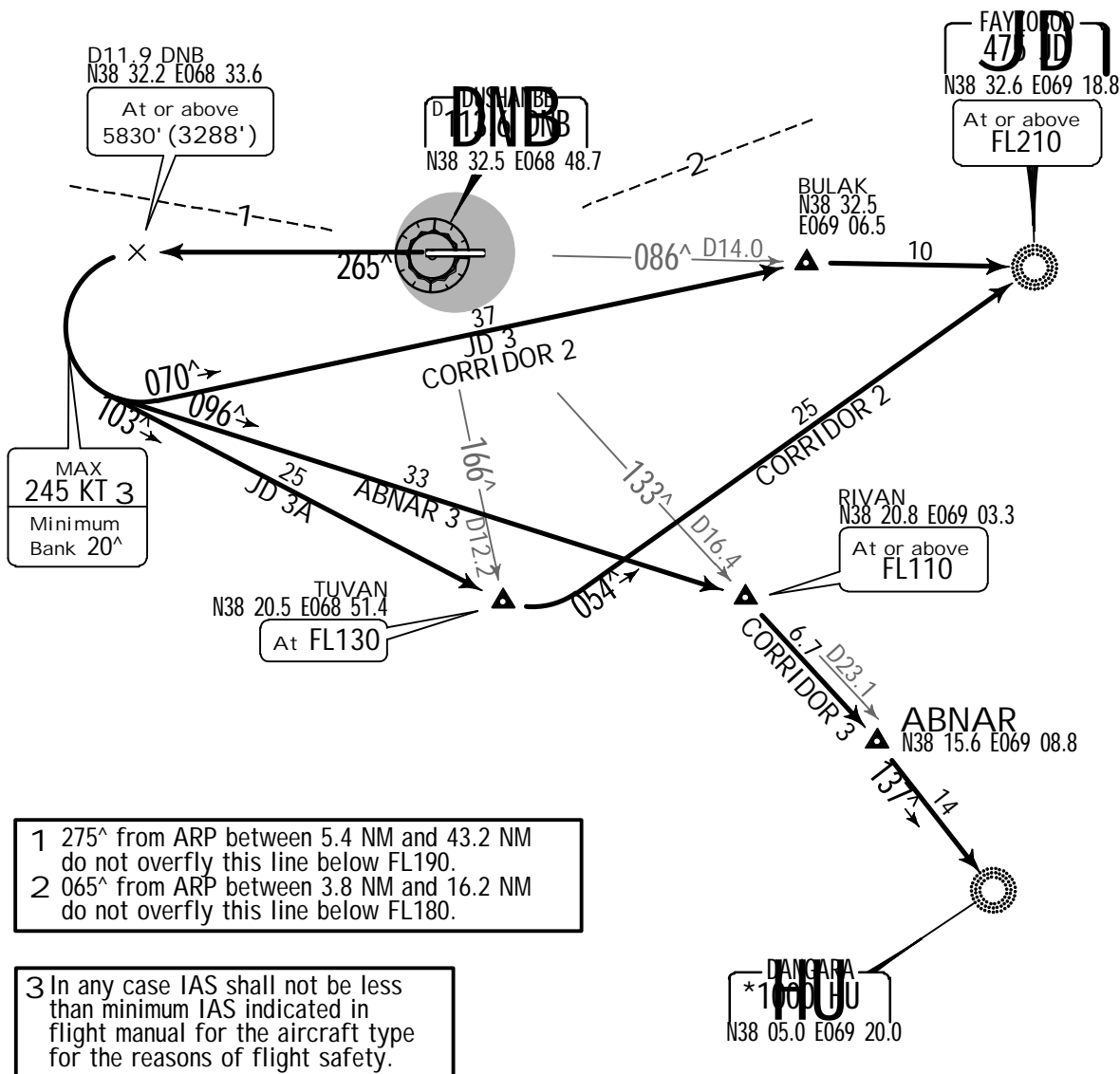


Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

ABNAR 3, JD 3, JD 3A

RWY 27 DEPARTURES

WHEN DNB VOR UNSERVICEABLE
REFER TO CHART 10-3G



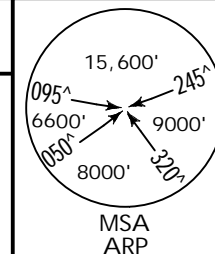
These SIDs require minimum climb gradients of
4.5% up to 5830' (3288'), then
JD 3: 5.2%.
JD 3A: 4.9%.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	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)

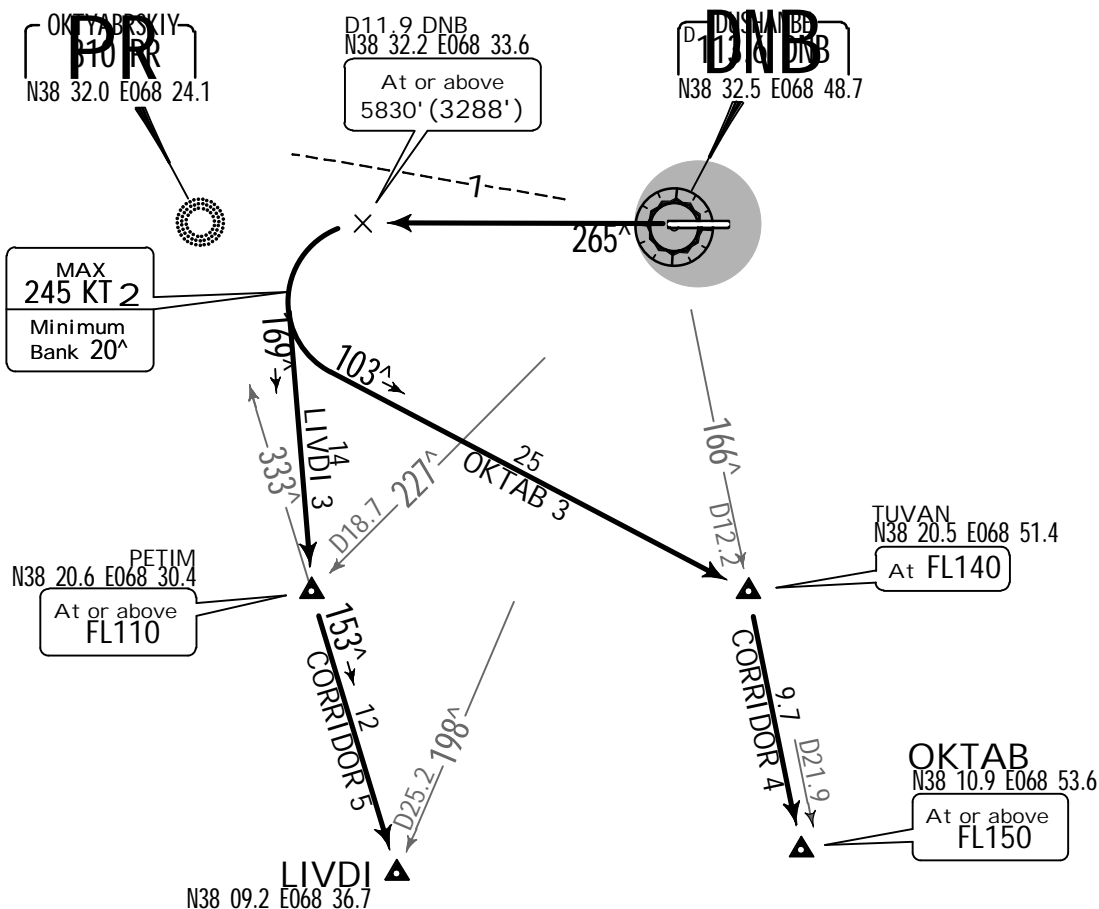
SID	INITIAL CLIMB/ROUTING
ABNAR 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 096° track to RIVAN, intercept DNB R-133 to ABNAR.
JD 3	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 070° track to BULAK, intercept DNB R-086 to JD.
JD 3A	Climb on DNB R-265 to D11.9 DNB, turn LEFT, 103° track to TUVAN, intercept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

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 10-3J



1 275° from ARP between 5.4 NM and 43.2 NM do not overfly this line below FL190.

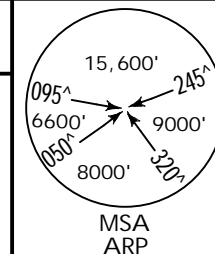
2 In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

These SIDs require minimum climb gradients of
4.5% up to 5830' (3288'), then
LIVDI 3: 6.2%.
OKTAB 3: 4.3%.

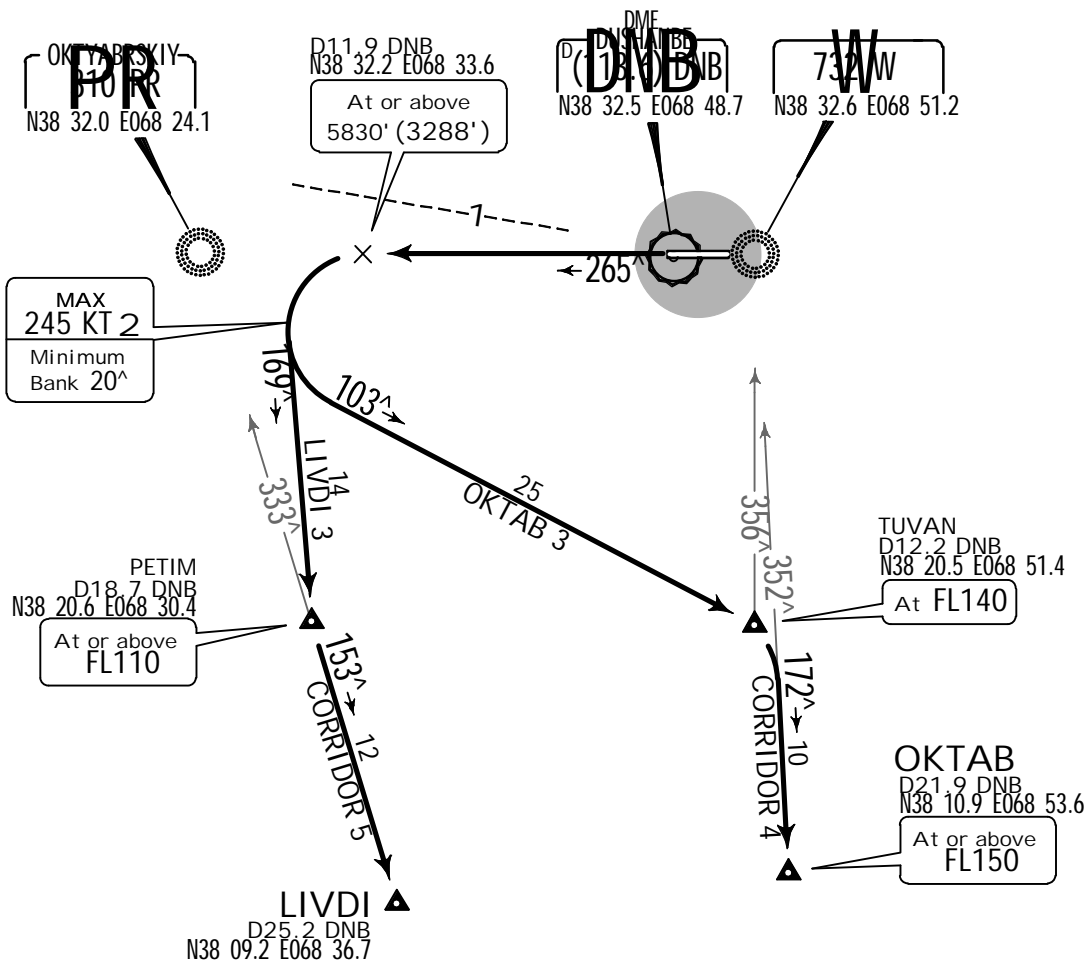
Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.3% V/V (fpm)	327	435	653	871	1089	1306

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.

Apt Elev
2574'QNH on request (QFE)
Trans level: FL100 Trans alt: 8480' (5938')

LIVDI 3, OKTAB 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.

2 In any case IAS shall not be less than minimum IAS indicated in flight manual for the aircraft type for the reasons of flight safety.

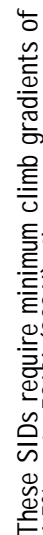
These SIDs require minimum climb gradients of
4.5% up to 5830' (3288'), then
LIVDI 3: 6.2%.
OKTAB 3: 4.3%.

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

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

SID	INITIAL CLIMB/ROUTING
LIVDI 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.

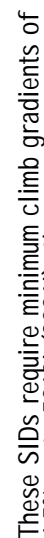
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4220'	(1646' - 500m)
5860'	(3286' - 1000m)
8480'	(5906' - 1800m)



	75	100	150	200	250	300
Gnd speed-KT	365	486	729	972	1215	1458
4.8% V/V(fpm)	342	456	684	911	1139	1367
4.5% V/V(fpm)	334	446	668	891	1114	1337
4.4% V/V(fpm)	319	425	638	851	1063	1276
4.2% V/V(fpm)	289	385	577	770	962	1155
3.8% V/V(fpm)						

SID	INITIAL CLIMB
GETLI 1 PINUD 1 RAPAT 1	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, intercept 279° bearing to FN, 265° bearing to PR.
GETLI 1A PINUD 1A RAPAT 1A	Climb on DNB R-086 to D6.7 DNB, turn LEFT, 060° track to D12.4 DNB, turn RIGHT, 232° 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, turn LEFT, 211° track to RAPAT.

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

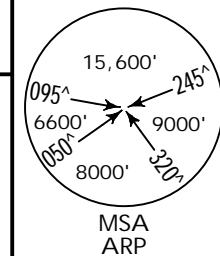


Grnd speed-KT	75	100	150	200	250	300
4.8% V/V(fpm)	365	486	729	972	1215	1458
4.5% V/V(fpm)	342	456	684	911	1139	1367
4.4% V/V(fpm)	334	446	668	891	1114	1337
4.2% V/V(fpm)	319	425	638	851	1063	1276
3.8% V/V(fpm)	289	385	577	770	962	1155

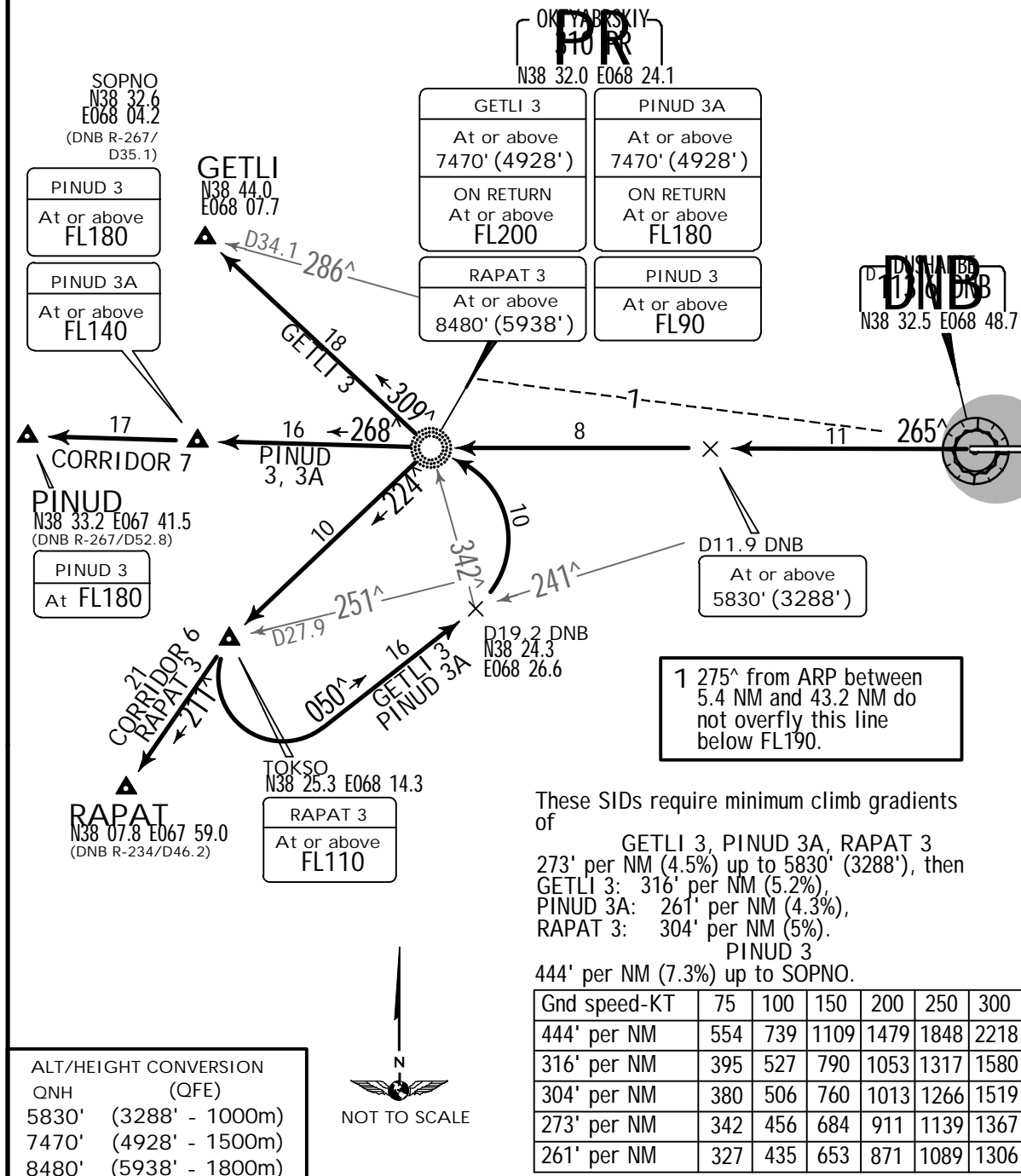
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Apt Elev
2574'

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 10-3N



ALT/HEIGHT CONVERSION

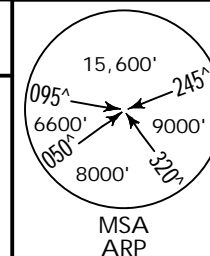
QNH (QFE)
5830' (3288' - 1000m)
7470' (4928' - 1500m)
8480' (5938' - 1800m)

NOT TO SCALE

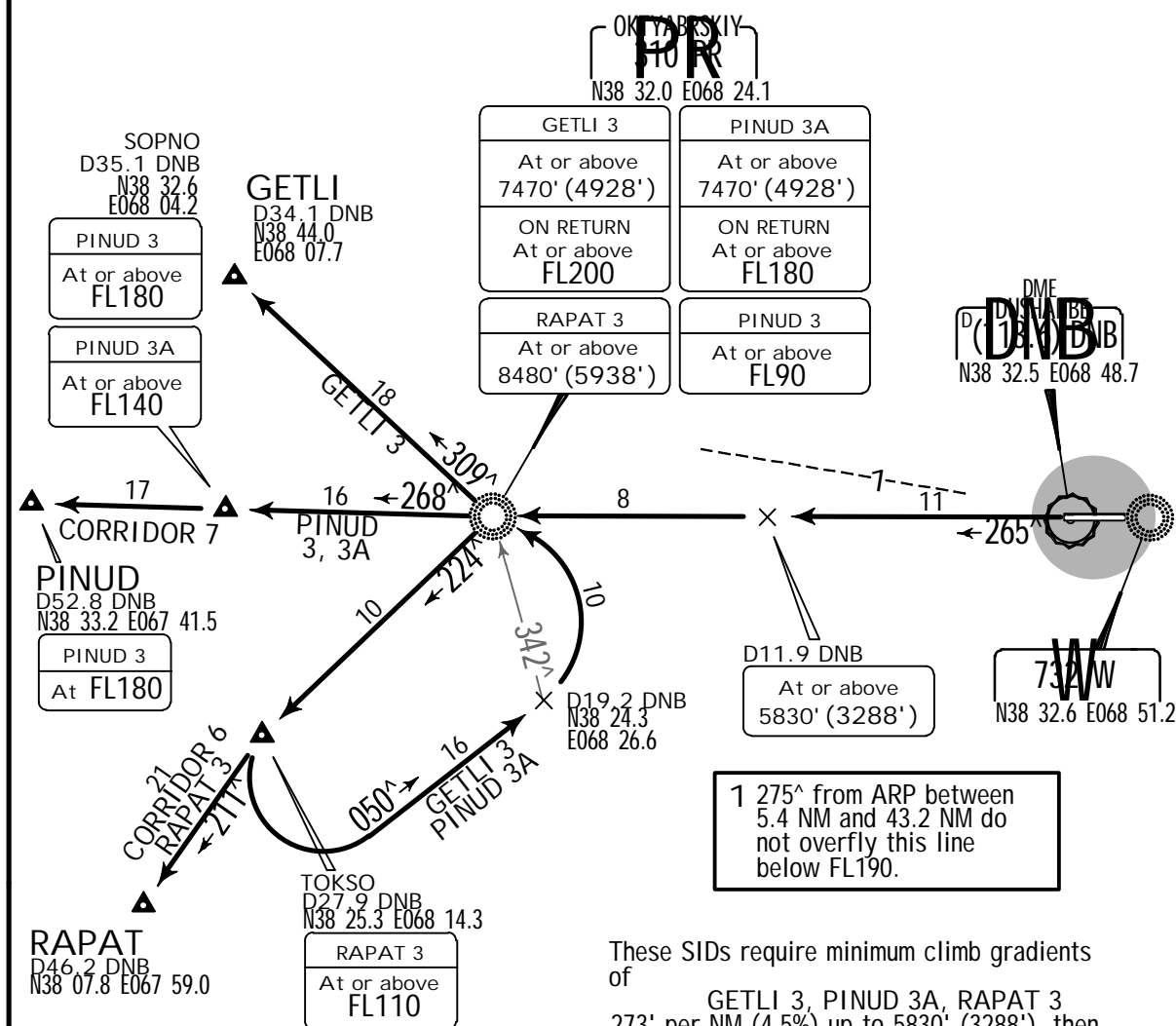
These SIDs require minimum climb gradients of

GETLI 3, PINUD 3A, RAPAT 3
273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).
PINUD 3
444' per NM (7.3%) up to SOPNO.

Gnd speed-KT	75	100	150	200	250	300
444' per NM	554	739	1109	1479	1848	2218
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

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
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
273' per NM (4.5%) up to 5830' (3288'), then
GETLI 3: 316' per NM (5.2%),
PINUD 3A: 261' per NM (4.3%),
RAPAT 3: 304' per NM (5%).
PINUD 3
444' per NM (7.3%) up to SOPNO.

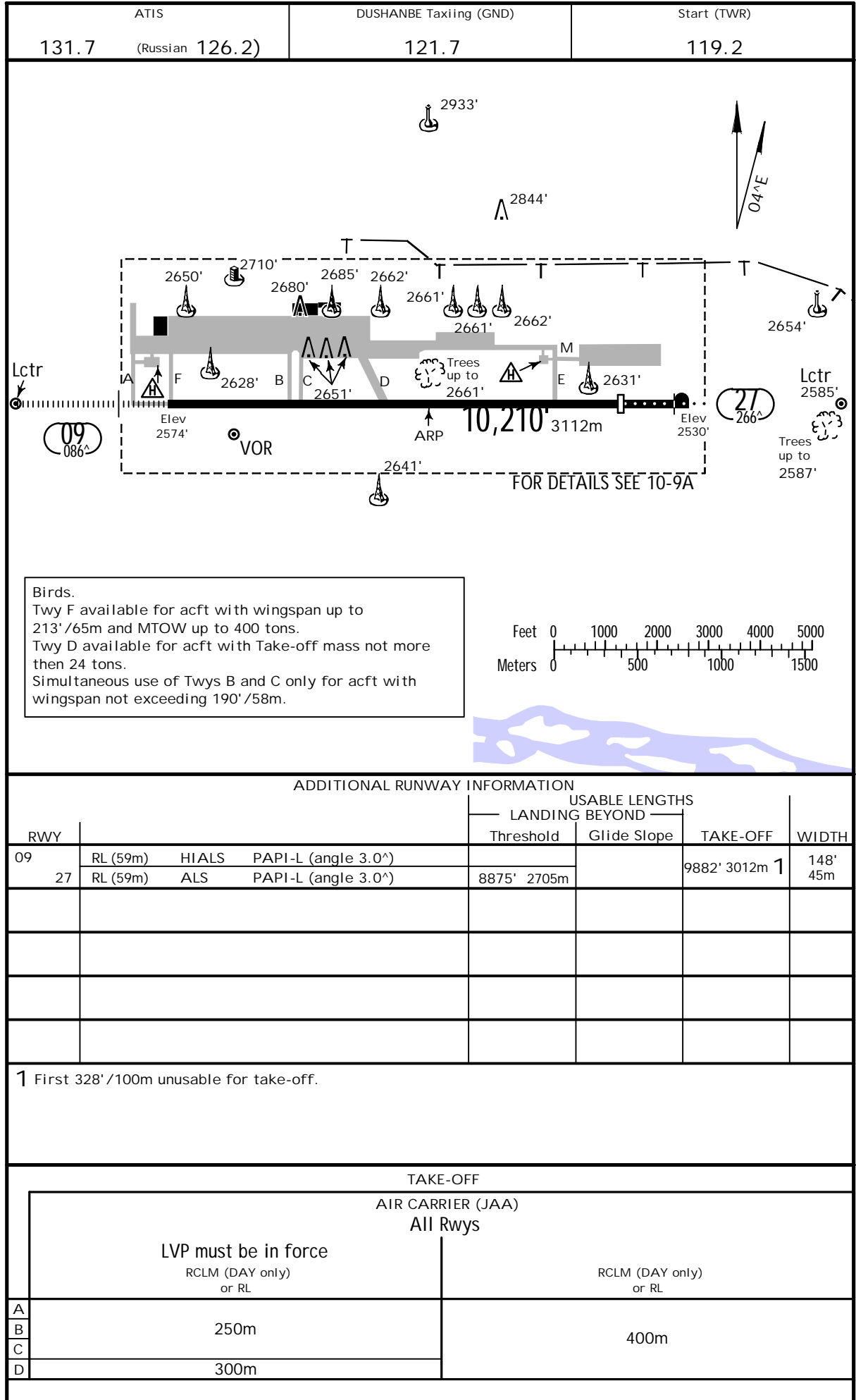
Gnd speed-KT	75	100	150	200	250	300
444' per NM	554	739	1109	1479	1848	2218
316' per NM	395	527	790	1053	1317	1580
304' per NM	380	506	760	1013	1266	1519
273' per NM	342	456	684	911	1139	1367
261' per NM	327	435	653	871	1089	1306

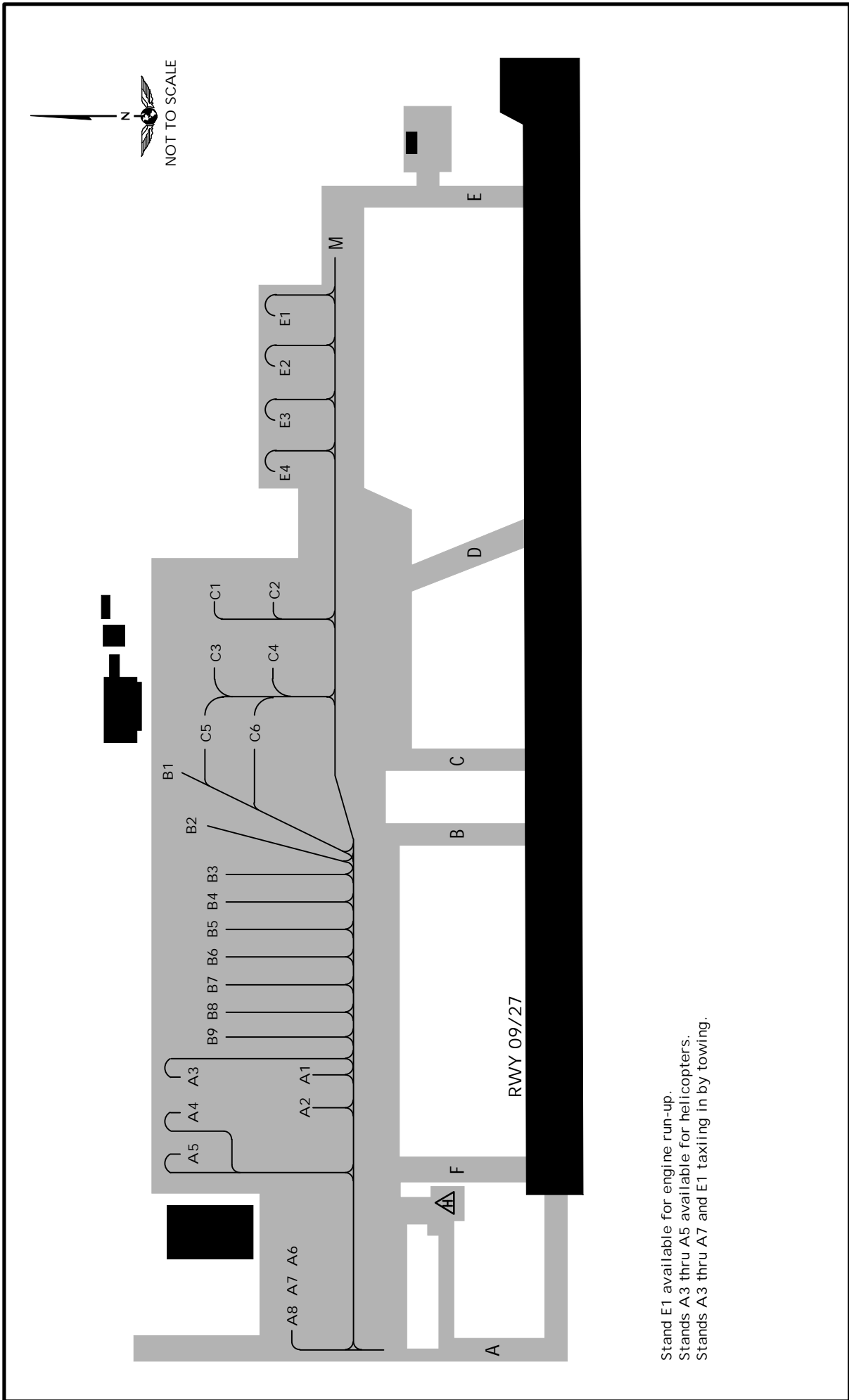
ALT/HEIGHT CONVERSION

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



SID	INITIAL CLIMB/ROUTING
GETLI 3	Climb on 265° bearing from W to PR, 224° 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, 224° 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, 224° bearing to TOKSO, turn LEFT, 211° track to RAPAT.





Stand E1 available for engine run-up.
Stands A3 thru A5 available for helicopters.
Stands A3 thru A7 and E1 taxiing in by towing.

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2774' (200')	2774' (200')	2774' (200')	2774' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	NDB 1	2970' (396')	2970' (396')	2970' (396')	2970' (396')
	with DME	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB w/o DME	4040' (1466') C5000m	4040' (1466') C5000m	4040' (1466') C5000m	4040' (1466') C5000m
27	NDB 1	3000' (458')	3000' (458')	3000' (458')	3000' (458')
	with DME	R1900m	R1900m	R1900m	R1900m
	ALS out	C2100m	C2100m	C2100m	C2100m
	NDB w/o DME	3890' (1348') C5000m	3890' (1348') C5000m	3890' (1348') C5000m	3890' (1348') C5000m

1 Continuous Descent Final Approach.

TAKE-OFF RWY 09, 27

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

ALT/HEIGHT CONVERSION
 QNH (QFE)
 8480' (5906' - 1800m)
 7500' (4926' - 1500m)
 5860' (3286' - 1000m)
 4220' (1646' - 500m)
 3420' (846' - 255m)
 2790' (216' - 65m)

TOVGO
 D10.4/R-267 DNB

CAUTION: There is an airport with the similar rwy bearing.

HOLDING
 MIM FL 128

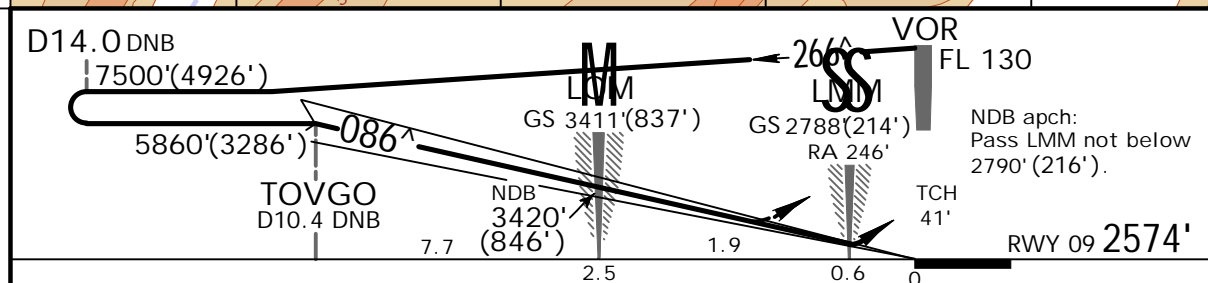
D10.8/R-232 DNB

D14.0/R-241 DNB

D6.7 DNB

D12.4 DNB

1 REMAIN WITHIN 17.3 NM OF ARP DURING MISSED APCH.



Gnd speed-Kts	70	90	100	120	140	160		4220' (1646') or above on	086^	D6.7 DNB
ILS GS or NDB Desc angle 3.00^	372	478	531	637	743	849				

ILS		LOC (GS out)	STRAIGHT-IN LANDING RWY 09				NDB		
			with DME		w/o DME				
DA(H) 2774' (200')			MDA(H) 2970' (396')		MDA(H) 4040' (1466')				
FULL		ALS out		ALS out		ALS out			
A	800m	1200m	NOT APPLICABLE	1200m	1900m	3200m			
B									
C						4000m	4800m		
D						1600m		2000m	

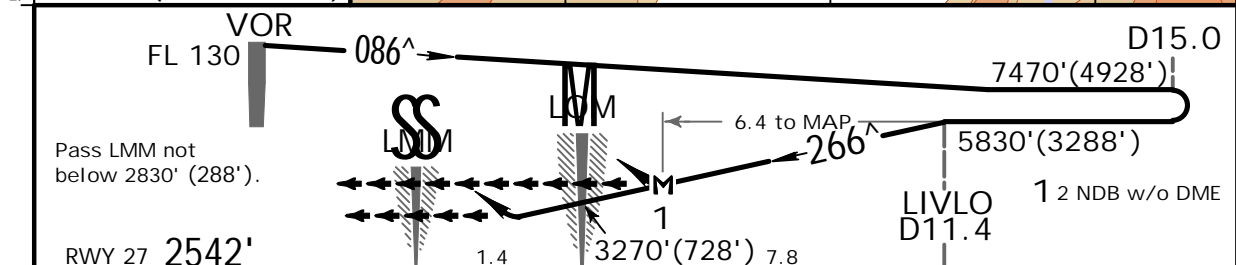
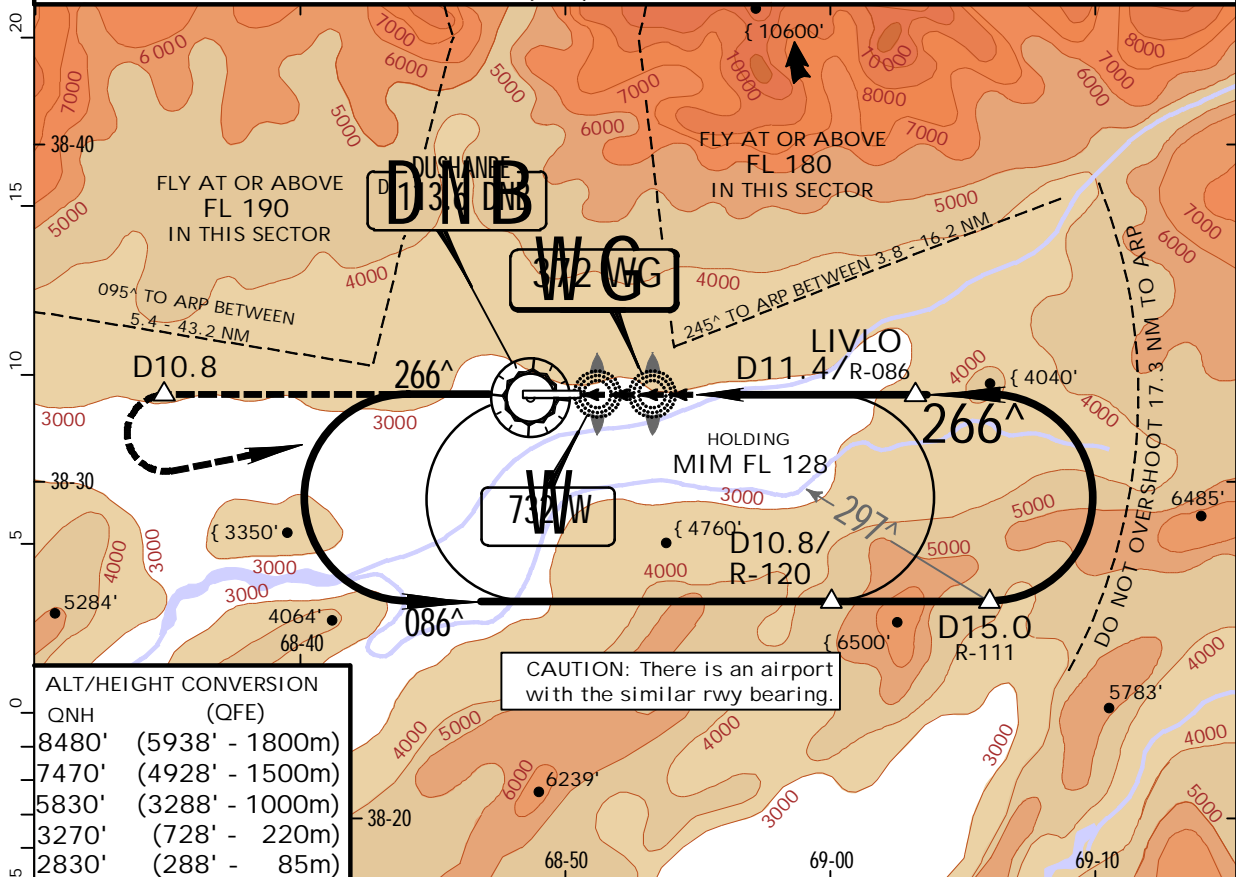
UTDD/DYU
DUSHANBE

JEPPesen
23 NOV 12 (16-1)

DUSHANBE, TAJIKISTAN
2nd NDB Rwy 27

BRIEFING STRIP™	ATIS 131.7 (Russian 126.2)		DUSHANBE Approach (R) 127.1		DUSHANBE Krug (SRE) 119.2		DUSHANBE Tower (PAR) 119.2		DUSHANBE Start (TWR) 119.2		Ground 121.7	
	NDB WG 372	Final Apch Crs 266 [^]	Minimum Alt LIVLO/D11.4 5830'(3288')	with DME MDA(H) 3000'(458')	w/o DME MDA(H) 3890'(1348')	Apt Elev 2574' RWY 2542'		 MSA ARP				
	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.											

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 Trans alt: 8480' (5938')



Gnd speed-Kts							TO DISPLACED THRESHOLD	
Descent Angle 3.00 [^]							5830' (3288') on 266 [^]	
2 NDB w/o DME: LIVLO to MAP 6.4								

		STRAIGHT-IN LANDING RWY 27					
		with DME		w/o DME			
		MDA(H) 3000'(458')		MDA(H) 3890'(1348')			
		ALS out		ALS out			
PANS OPS	A	2200m		3200m			
	B						
	C	4800m					
	D						

CHANGES: ATIS.

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