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Airport Information For UTDD

Terminal Charts For UTDD

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: DUSHANBE TJK
ICAO/IATA: UTDD / DYU
Lat/Long: N38° 32.62', E068° 49.48'
Elevation: 2569 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: 0004 Z
Sunset: 1440 Z

Runway Information

Runway: 09
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2575 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10210 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2543 ft
Lighting: Edge, ALS
Displaced Threshold: 1335 ft

Communication Information

ATIS: 126.200
Dushanbe Tower: 122.100 Secondary
Dushanbe Tower: 119.200
Dushanbe Approach: 127.100
Dushanbe Approach: 122.100 Secondary
Dushanbe Radar: 119.200
Dushanbe Radar: 122.100 Secondary

UTDD/DYU DUSHANBE

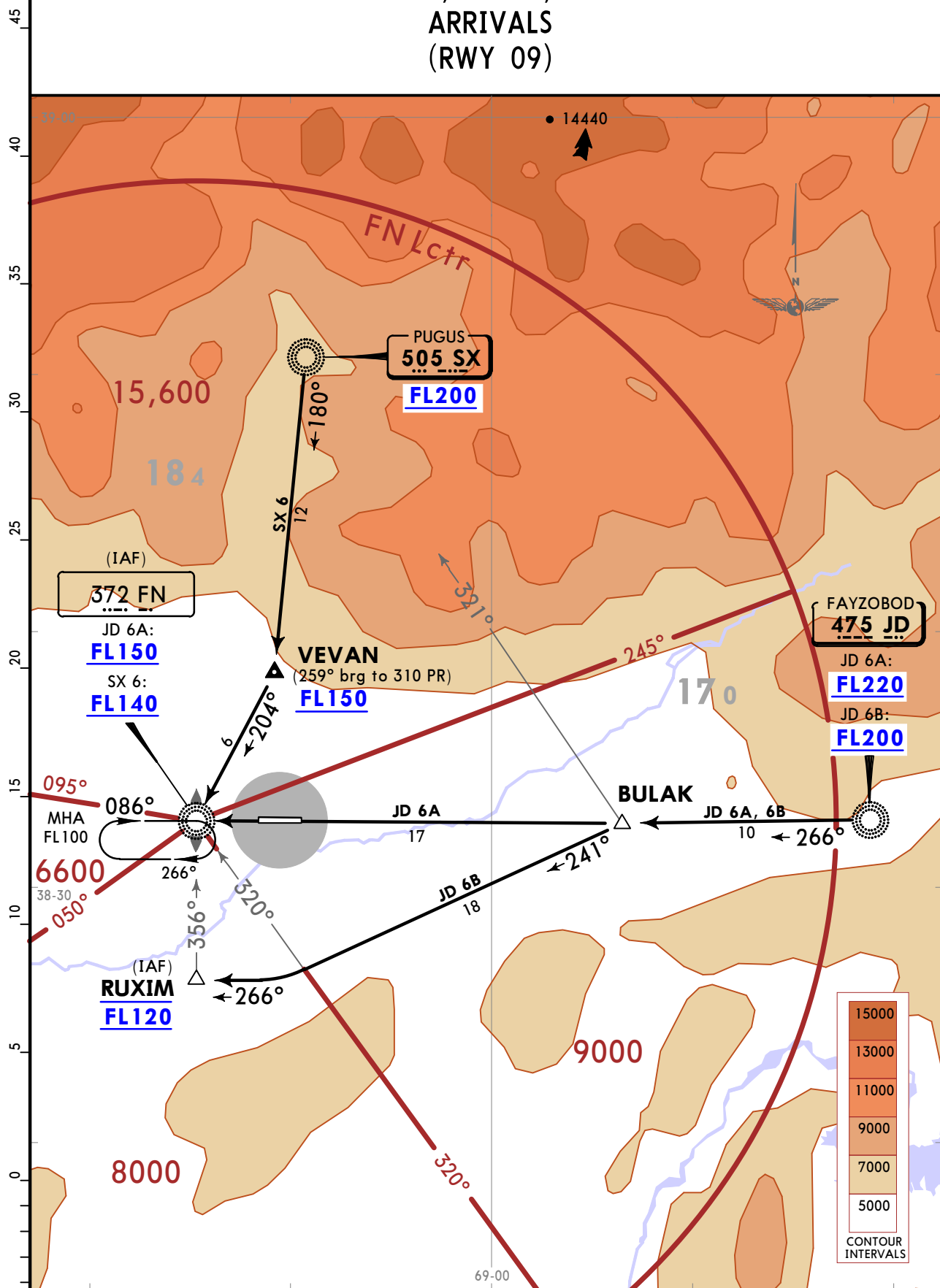
JEPPESEN
3 NOV 23 (10-2)

DUSHANBE, TAJIKISTAN

STAR

ATIS 126.2	Apt Elev 2569	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100
---------------	------------------	---

JD 6A, JD 6B, SX 6 ARRIVALS (RWY 09)



STAR	ROUTING
JD 6A	Proceed on 266° bearing to FN.
JD 6B	Proceed on 266° bearing to BULAK, turn LEFT, 241° track, when passing 320° bearing to FN turn RIGHT, 266° track to RUXIM.
SX 6	Proceed on 180° bearing to VEVAN, turn RIGHT, intercept 204° bearing to FN.

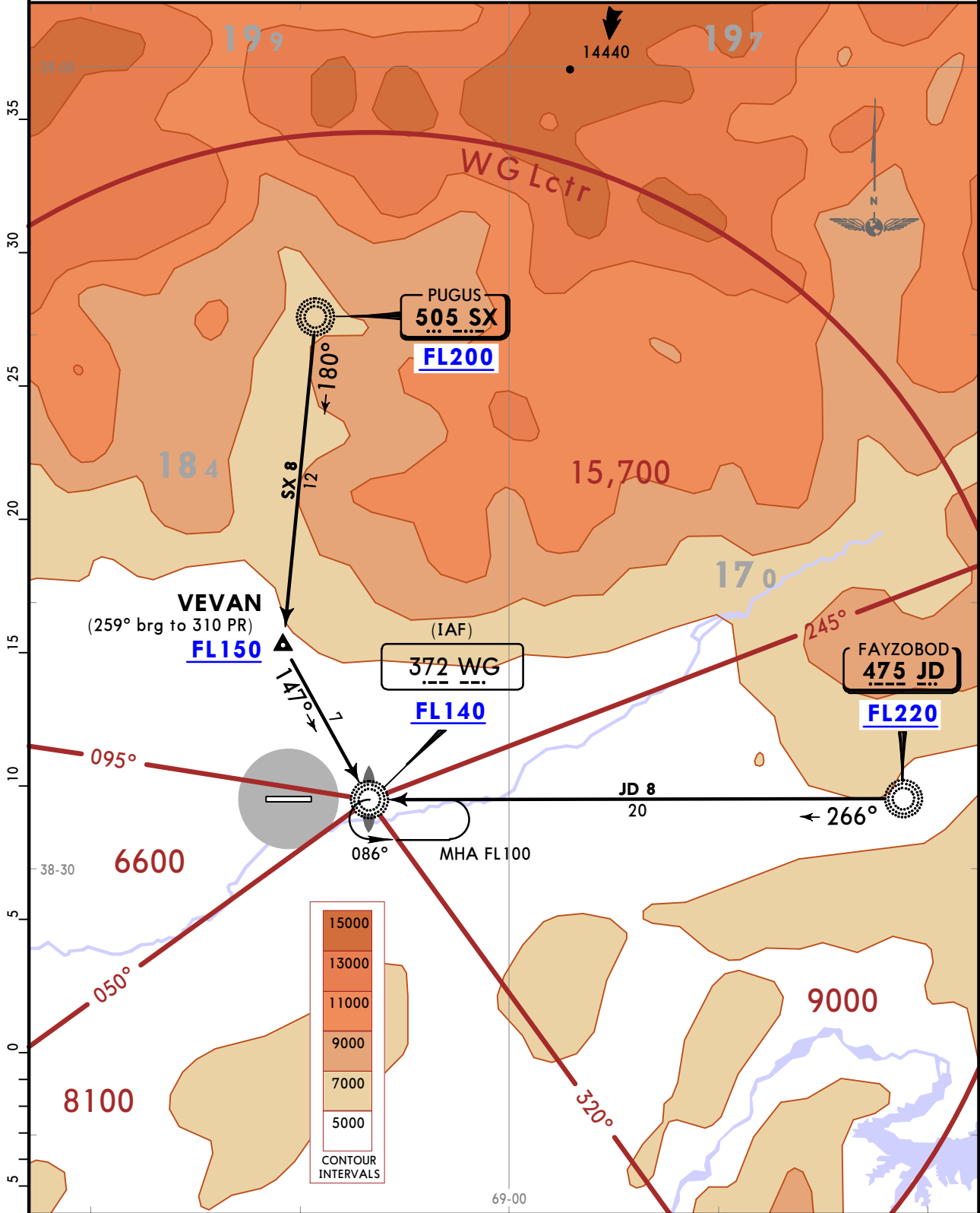
UTDD/DYU
DUSHANBE

JEPPESEN
3 NOV 23 **(10-2A)**

DUSHANBE, TAJIKISTAN
STAR

ATIS 126.2	Apt Elev 2569	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 Step-down descent to FL100 to JD within the AWY for further visual approach on RWY 27 is permitted under meteorological conditions which allow visual obstacle clearance control en-route and within TMA in coordination with ATC.
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JD 8, SX 8
ARRIVALS
(RWY 27)



STAR	ROUTING
JD 8	Proceed on 266° bearing to WG.
SX 8	Proceed on 180° bearing to VEVAN, turn LEFT, intercept 147° bearing to WG.

CHANGES: New format.

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3 NOV 23 (10-2B)

DUSHANBE, TAJIKISTAN

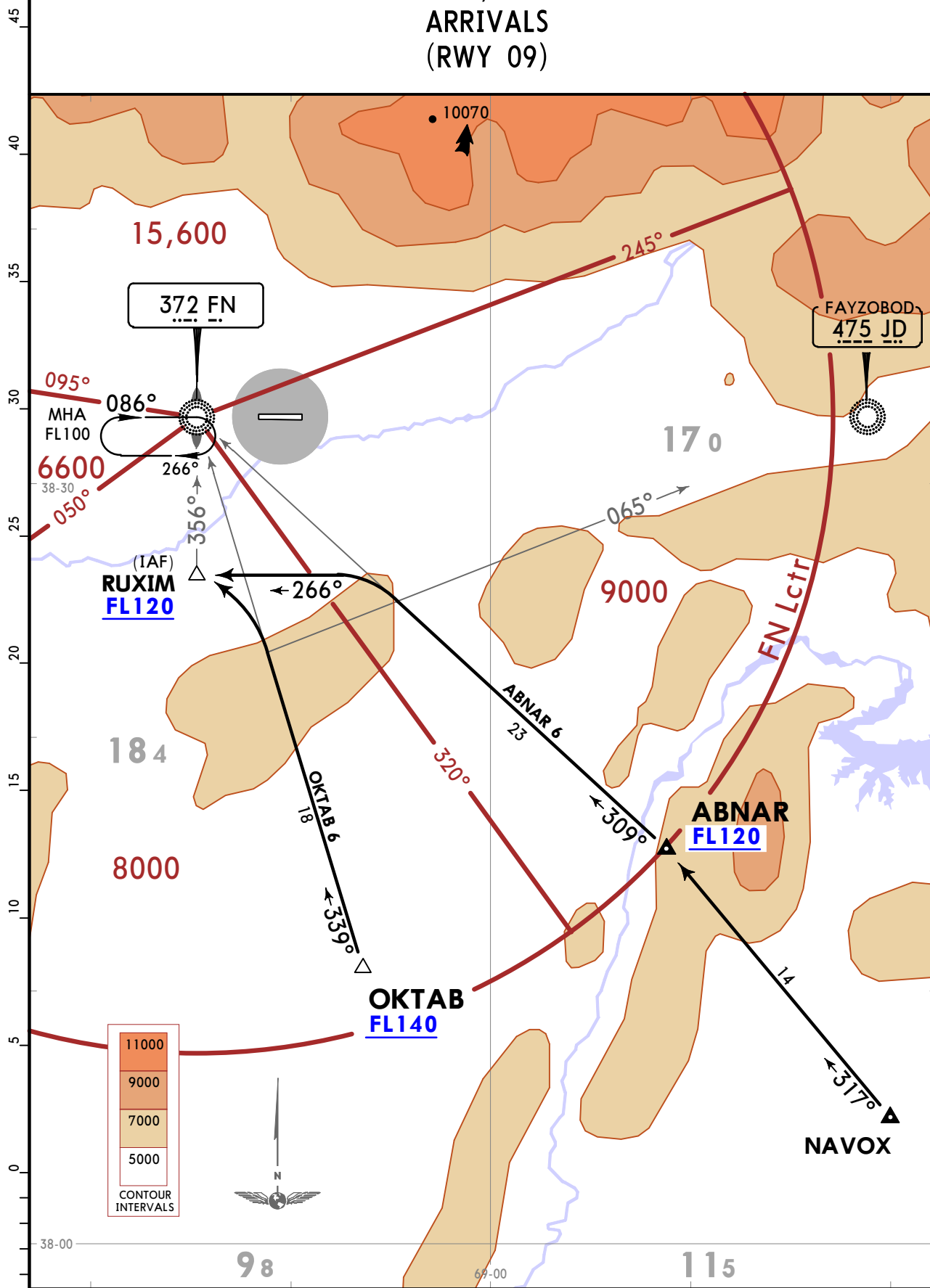
STAR

ATIS
126.2

Apt Elev
2569

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100

ABNAR 6, OKTAB 6
ARRIVALS
(RWY 09)



STAR	ROUTING
ABNAR 6	After ABNAR proceed on 309° bearing to FN, when passing 065° bearing to JD turn LEFT, 266° track to RUXIM.
OKTAB 6	Proceed on 339° bearing to FN, when passing 065° bearing to JD turn LEFT, 266° track to RUXIM.

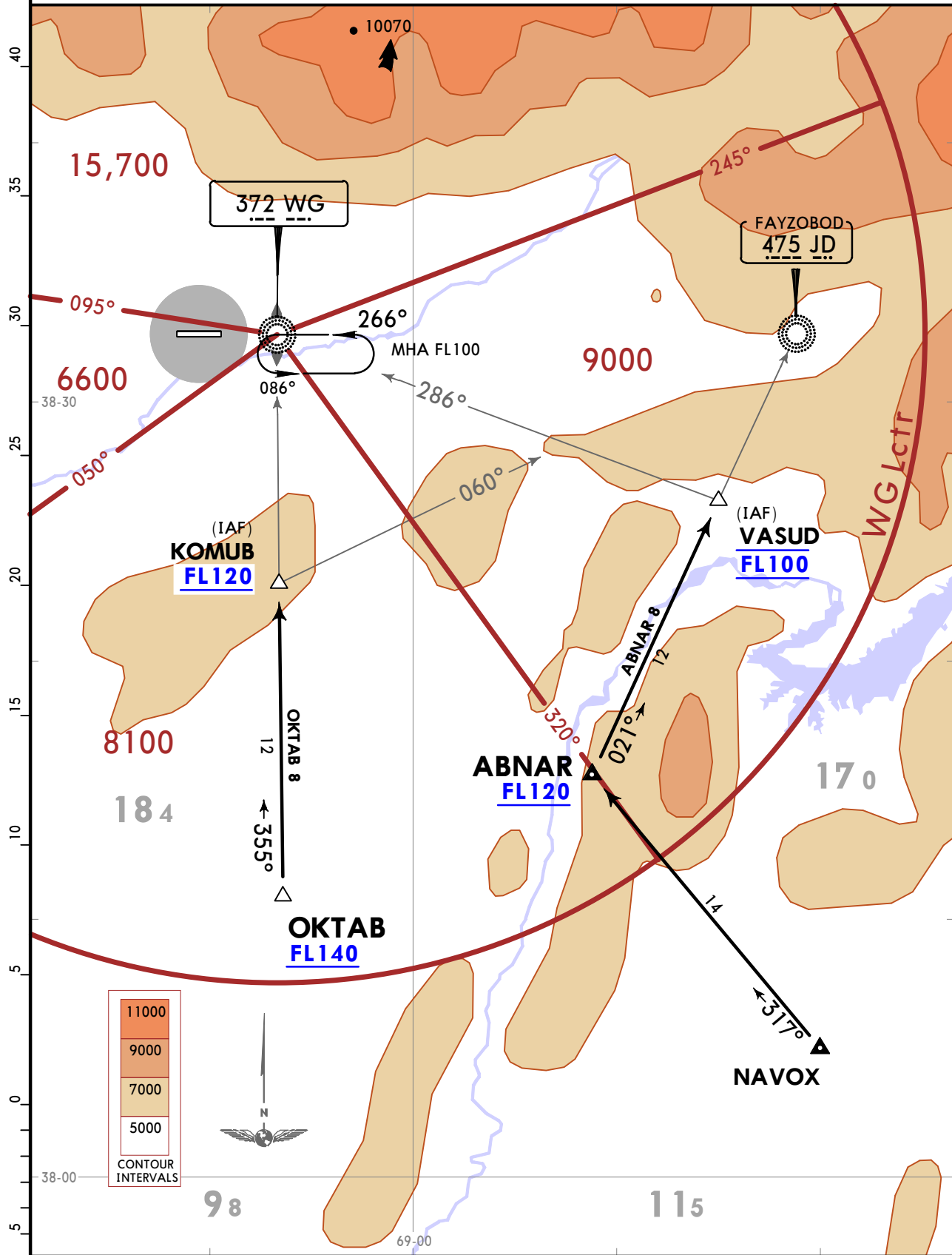
UTDD/DYU
DUSHANBE

JEPPESEN
3 NOV 23 **(10-2C)**

DUSHANBE, TAJIKISTAN
STAR

ATIS 126.2	Apt Elev 2569	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100
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**ABNAR 8, OKTAB 8
ARRIVALS
(RWY 27)**



STAR	ROUTING
ABNAR 8	After ABNAR proceed on 021° bearing towards JD to VASUD.
OKTAB 8	Proceed on 355° bearing towards WG to KOMUB.

CHANGES: New format.

UTDD/DYU DUSHANBE

3 NOV 23 (10-2D)

DUSHANBE, TAJIKISTAN

STAR

ATIS 126.2 Apt Elev 2569 Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100

ETVIN 6S [ETVI6S], LIVDI 6 [LIVDI6] ARRIVALS (RWY 09)



ALT/HEIGHT CONVERSION
QNH (QFE)
8480' (5905' - 1800m)

STAR	ROUTING
ETVIN 6S	Proceed on 034° bearing to PR.
LIVDI 6	After LIVDI proceed on 333° bearing towards PR to PETIM.

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3 NOV 23 (10-2E)

DUSHANBE, TAJIKISTAN

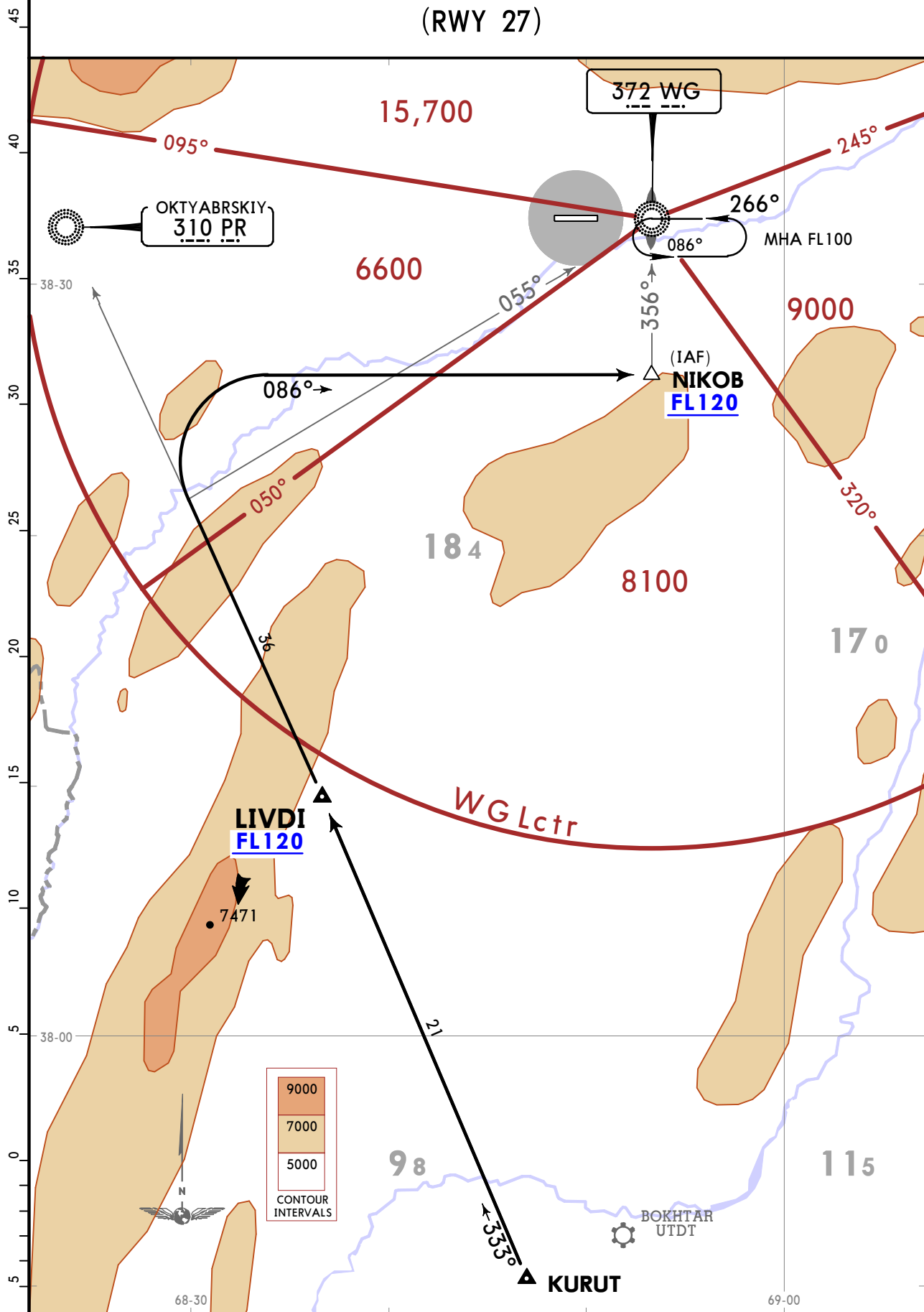
STAR

ATIS
126.2

Apt Elev
2569

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100

LIVDI 8 ARRIVAL
(RWY 27)



ROUTING

After LIVDI proceed on 333° bearing to PR, when passing 055° bearing to WG turn RIGHT, 086° track to NIKOB.

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JEPPESSEN
3 NOV 23 10-2F

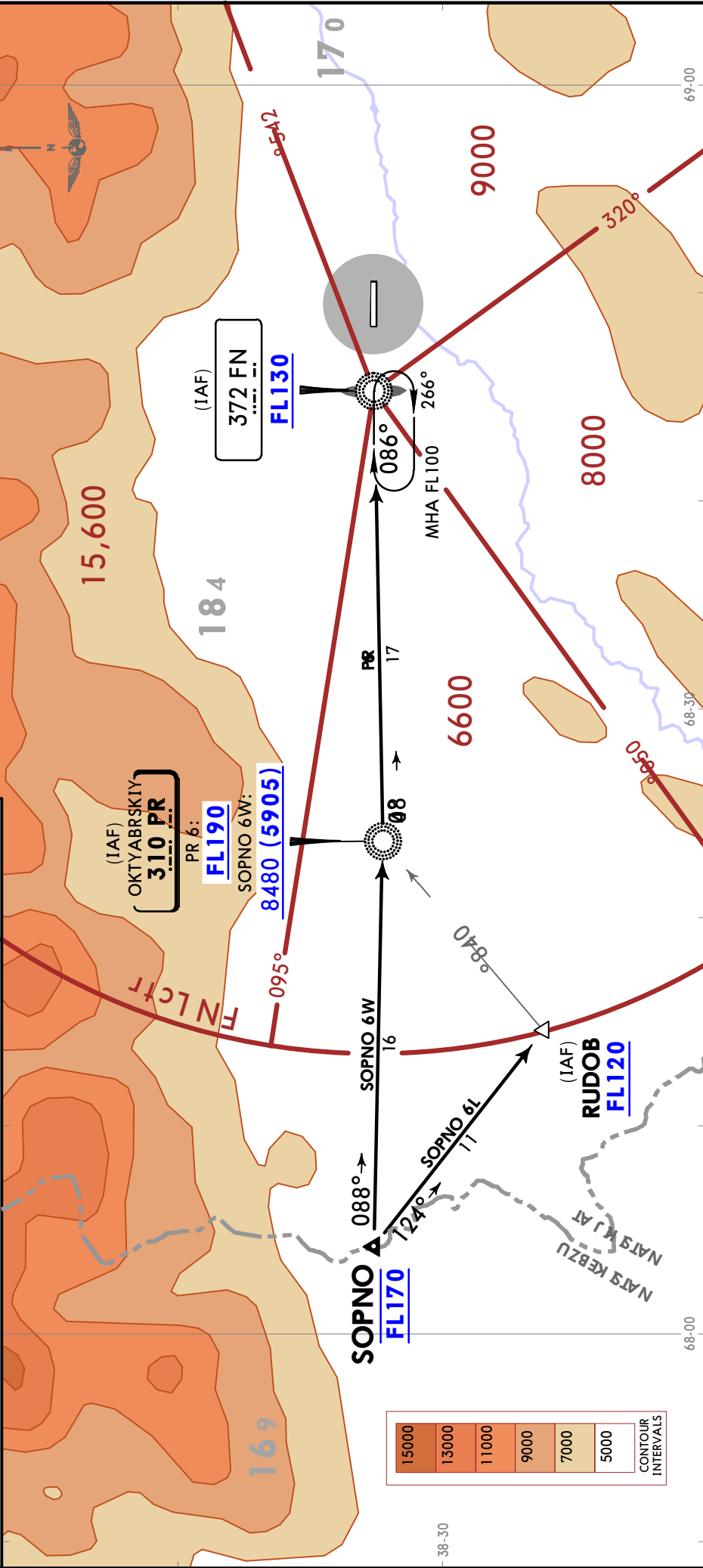
DUSHANBE, TAJIKISTAN

STAR

STAR	ROUTING
PR 6	Proceed on 084° bearing to FN.
SOPNO 6L	Proceed on 124° track to RUDOB.
SOPNO 6W	Proceed on 088° bearing to PR.

ALT/HEIGHT CONVERSION QNH (QFE)
8480' (5905' - 1800m)

ATIS 126.2	Alt Set: MM (hPa on request) Trans level: FL100	QNH on request (QFE)
<p>PR 6 [PR6] SOPNO 6L [SOPN6L], SOPNO 6W [SOPN6W] ARRIVALS (RWY 09)</p>		



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JEPPESEN
3 NOV 23 **10-3**

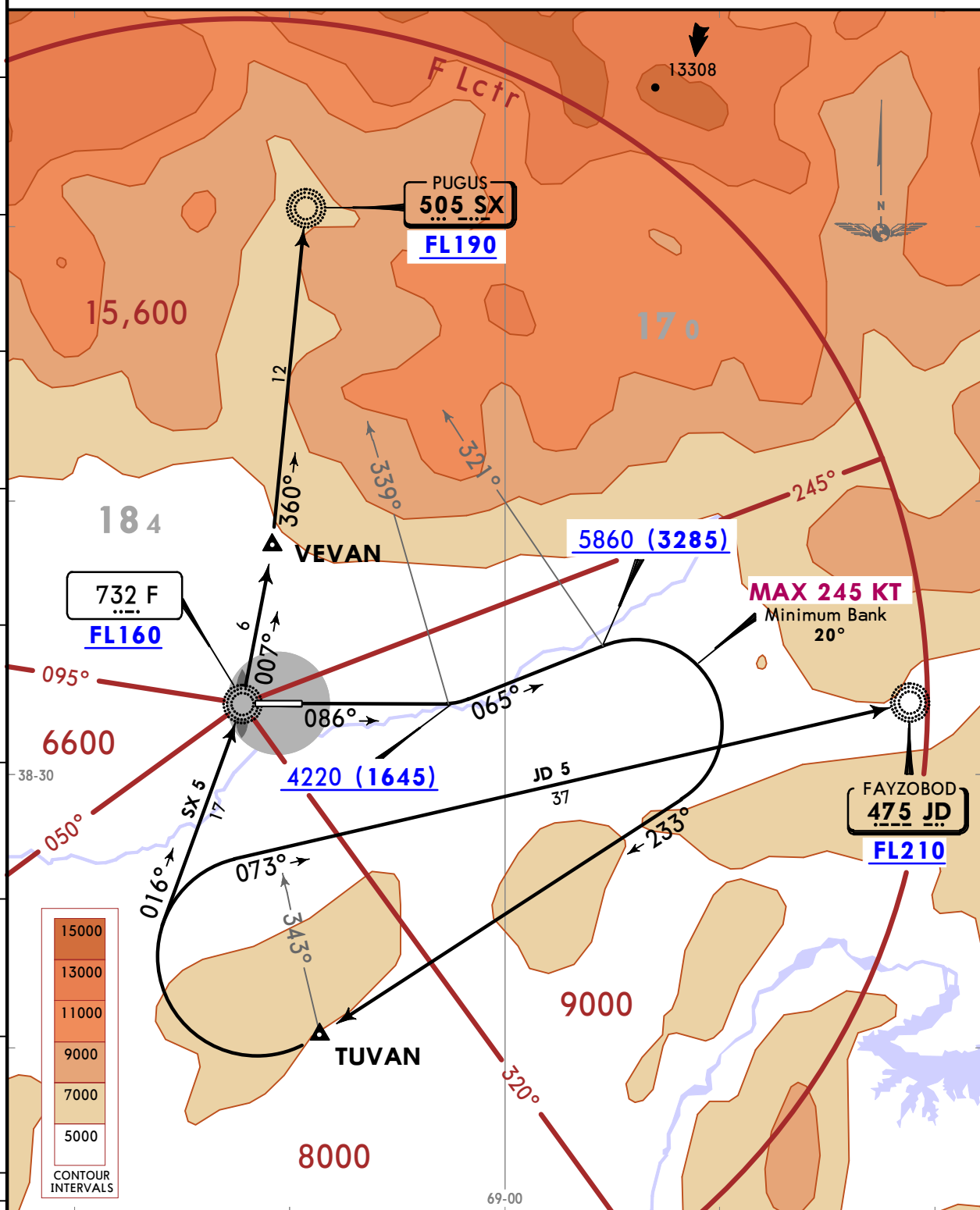
DUSHANBE, TAJIKISTAN
SID

Apt Elev
2569

QNH on request (QFE)
Trans alt: 8480 (5905)

JD 5, SX 5
DEPARTURES
(RWY 09)

45
40
35
30
25
20
15
10
5
0
5



These SIDs require minimum climb gradients of
4.8% up to 5860 (3285), then
JD 5: 3.9% up to FL210.
SX 5: 3.9% up to FL160.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.8% V/V (fpm)	365	486	729	972	1215	1458

ALT/HEIGHT CONVERSION

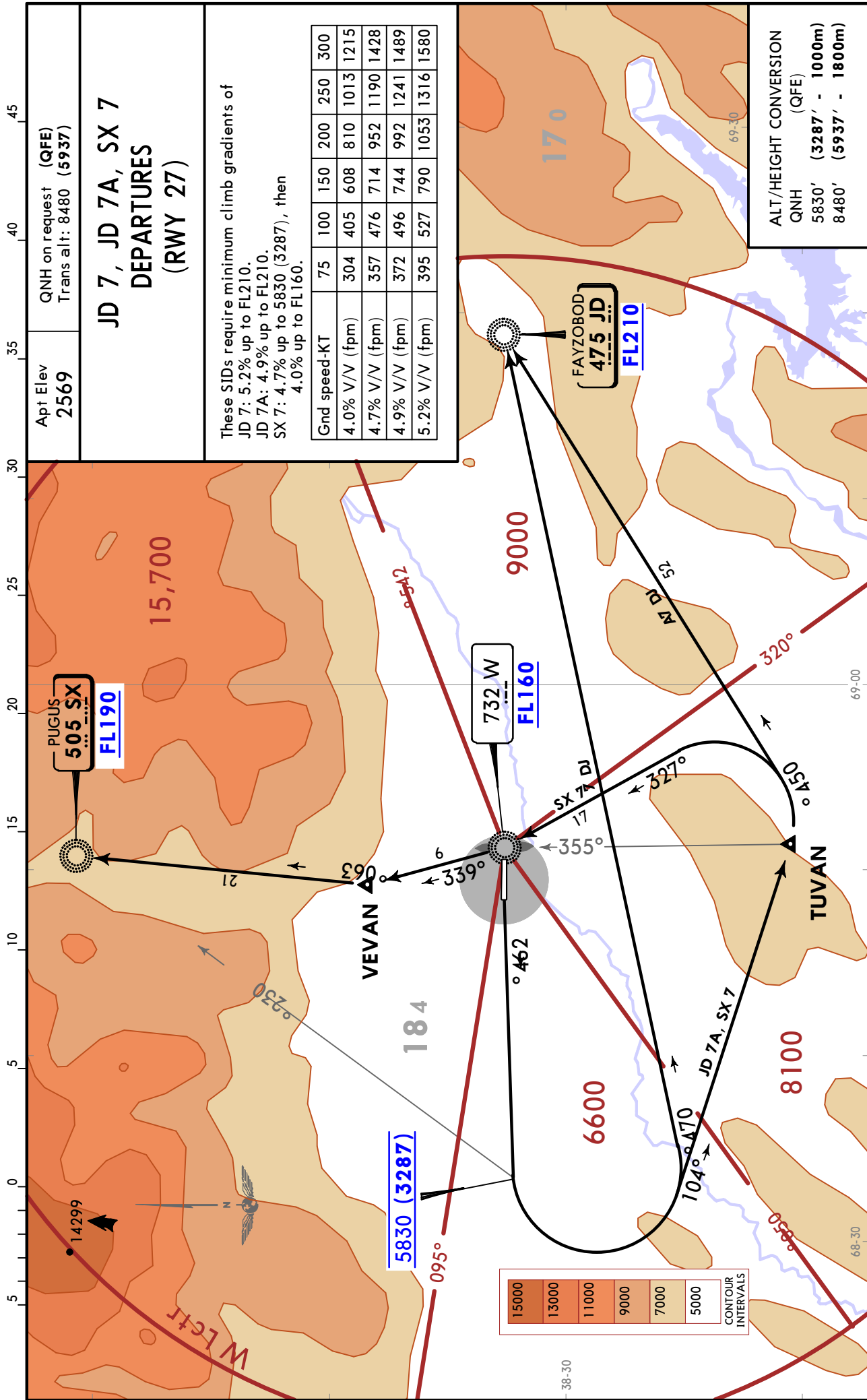
QNH	(QFE)
4220'	(1645' - 500m)
5860'	(3285' - 1000m)
8480'	(5905' - 1800m)

UTDD/DYU DUSHANBE

JEPPesen 3 NOV 23 **10-3A**

DUSHANBE, TAJIKISTAN

SID



Apt Elev
2569

QNH on request (QFE)
Trans alt: 8480 (5937)

**JD 7, JD 7A, SX 7
DEPARTURES
(RWY 27)**

These SIDs require minimum climb gradients of
 JD 7: 5.2% up to FL210.
 JD 7A: 4.9% up to FL210.
 SX 7: 4.7% up to 5830 (3287), then
 4.0% up to FL160.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.7% V/V (fpm)	357	476	714	952	1190	1428
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION
QNH (QFE)

5830'	(3287' - 1000m)
8480'	(5937' - 1800m)

UTDD/DYU
DUSHANBE

JEPPESEN
3 NOV 23 **(10-3B)**

DUSHANBE, TAJIKISTAN

SID

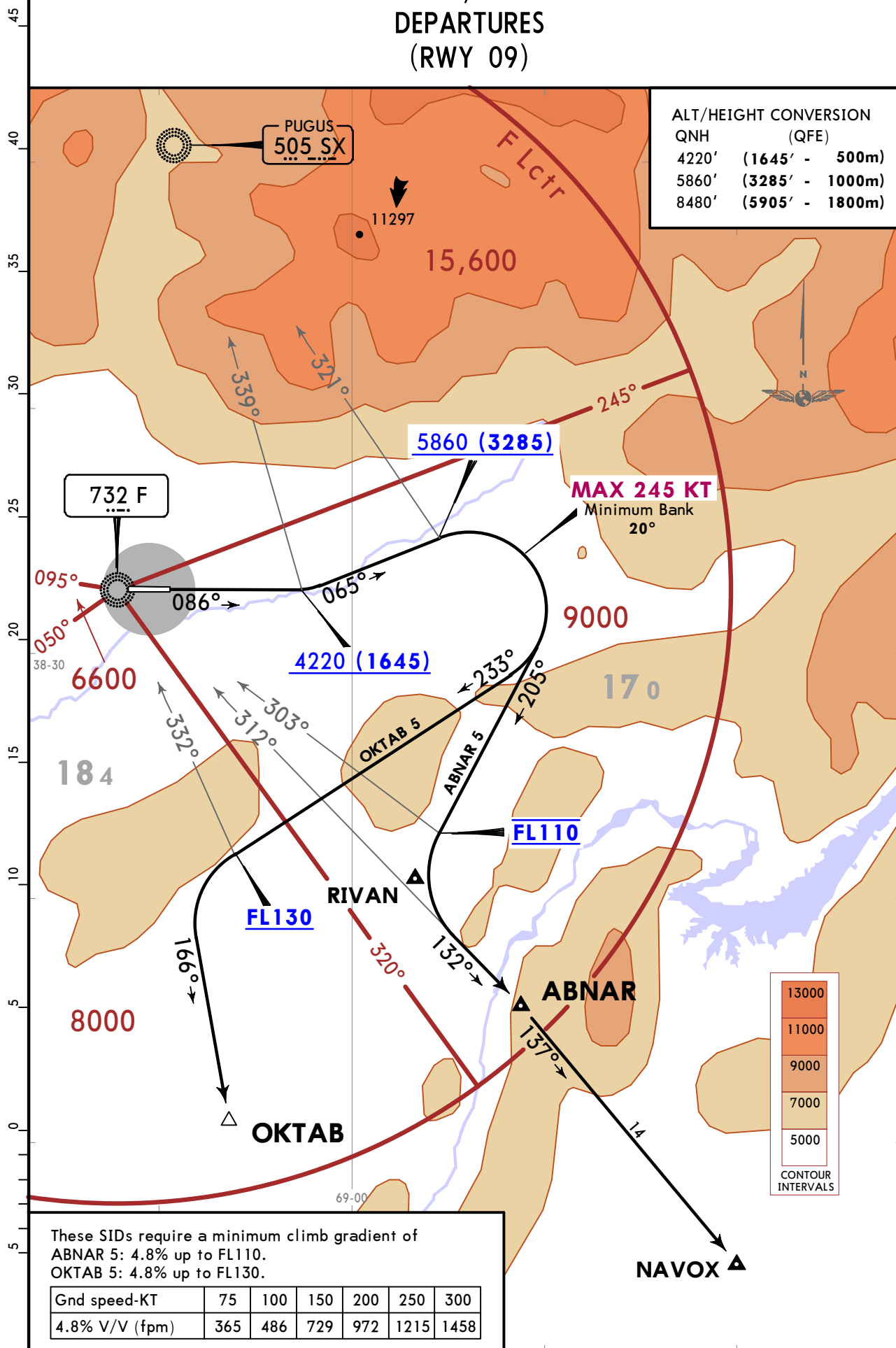
Apt Elev
2569

QNH on request (QFE)
Trans alt: 8480 (5905)

ABNAR 5, OKTAB 5
DEPARTURES
(RWY 09)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4220'	(1645' - 500m)
5860'	(3285' - 1000m)
8480'	(5905' - 1800m)



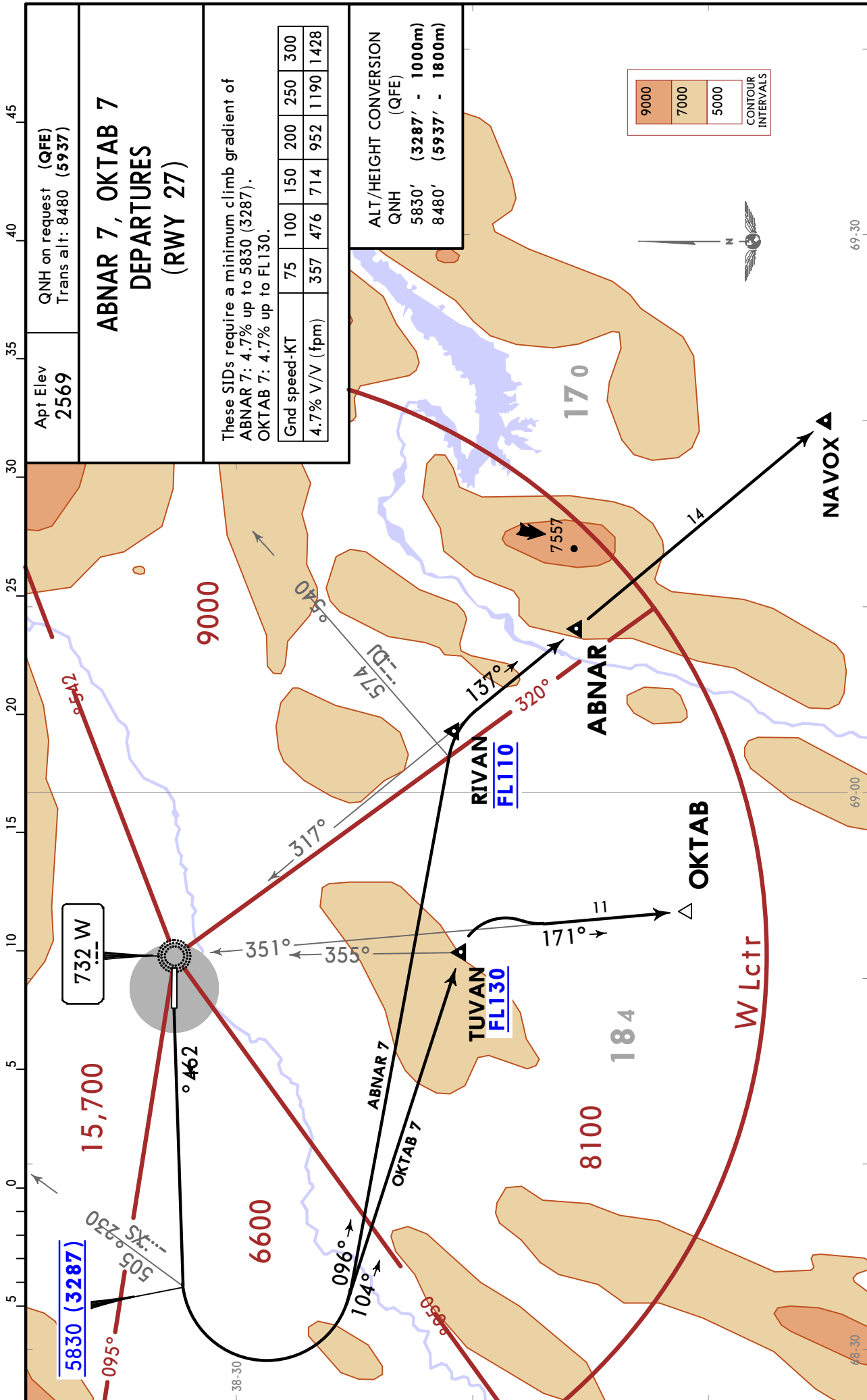
These SIDs require a minimum climb gradient of
 ABNAR 5: 4.8% up to FL110.
 OKTAB 5: 4.8% up to FL130.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

UTDD/DYU DUSHANBE

JEPPESSEN
3 NOV 23 10-3C

DUSHANBE, TAJIKISTAN
SID

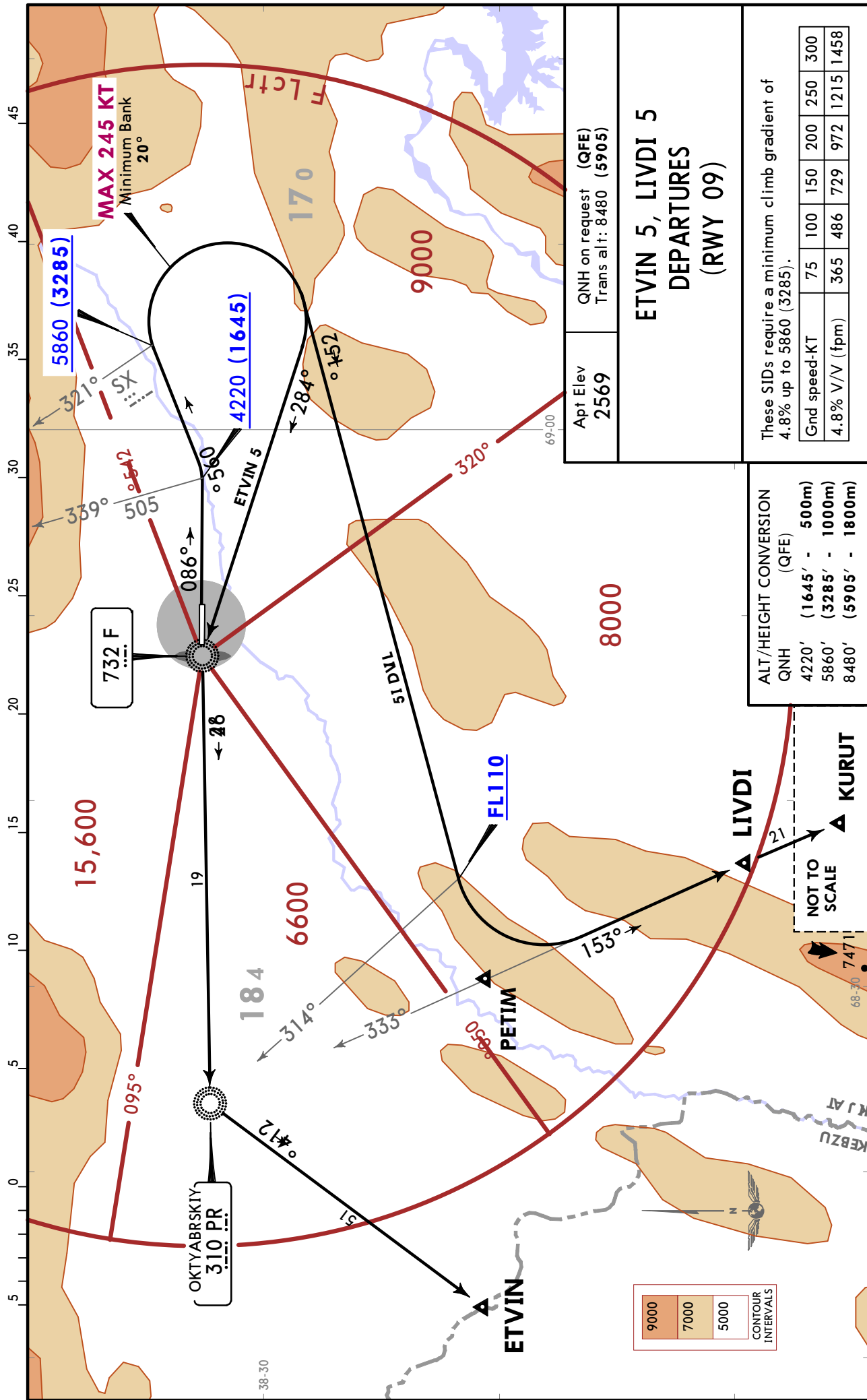


UTDD/DYU DUSHANBE

JEPPESSEN
3 NOV 23 **10-3D**

DUSHANBE, TAJIKISTAN

SID



UTDD/DYU
DUSHANBE

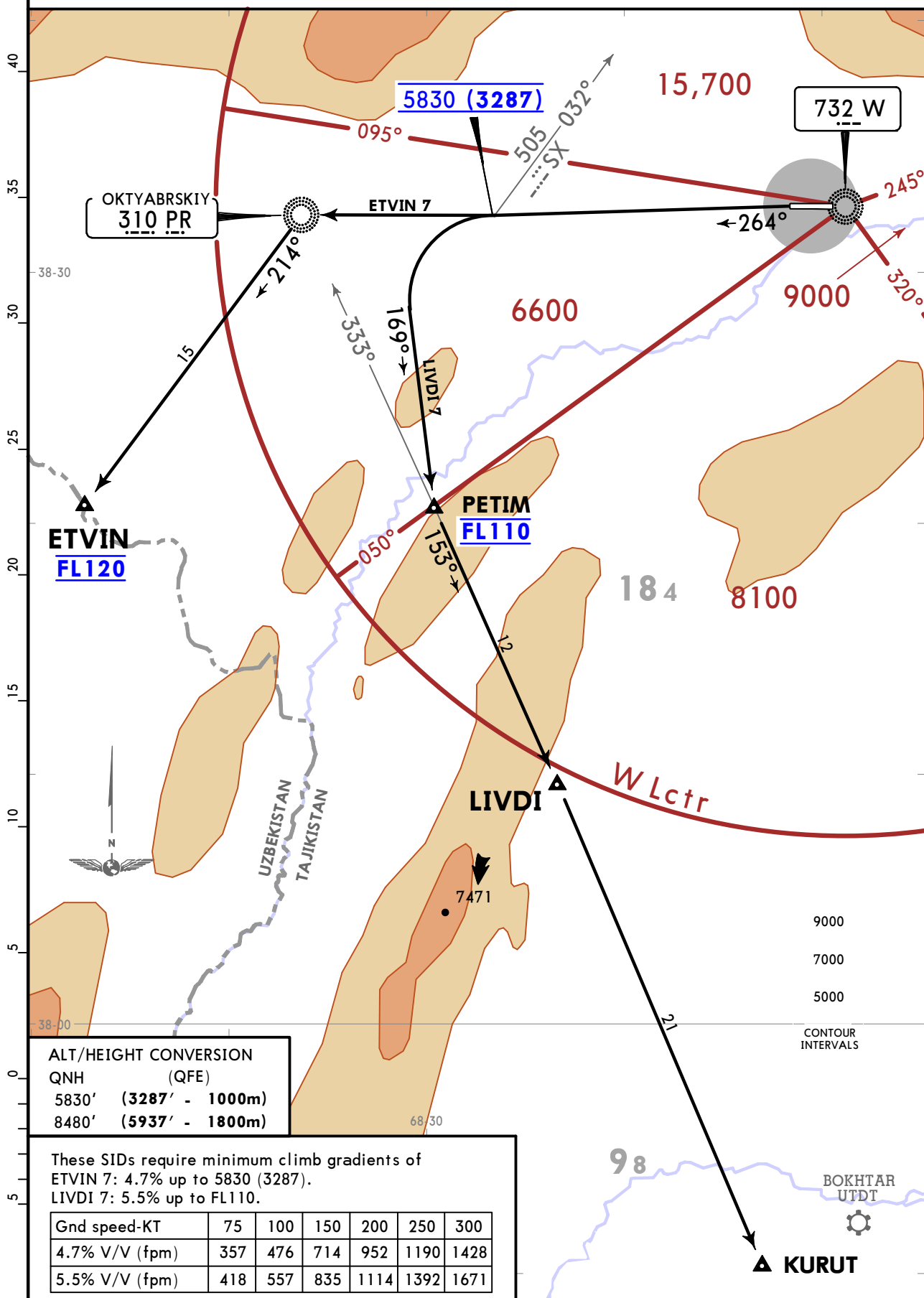
JEPPESSEN
3 NOV 23 **(10-3E)**

DUSHANBE, TAJIKISTAN
SID

Apt Elev
2569

QNH on request (QFE)
Trans alt: 8480 (5937)

ETVIN 7, LIVDI 7
DEPARTURES
(RWY 27)



ALT/HEIGHT CONVERSION

QNH (QFE)

5830'	(3287' - 1000m)
8480'	(5937' - 1800m)

These SIDs require minimum climb gradients of
 ETVIN 7: 4.7% up to 5830 (3287).
 LIVDI 7: 5.5% up to FL110.

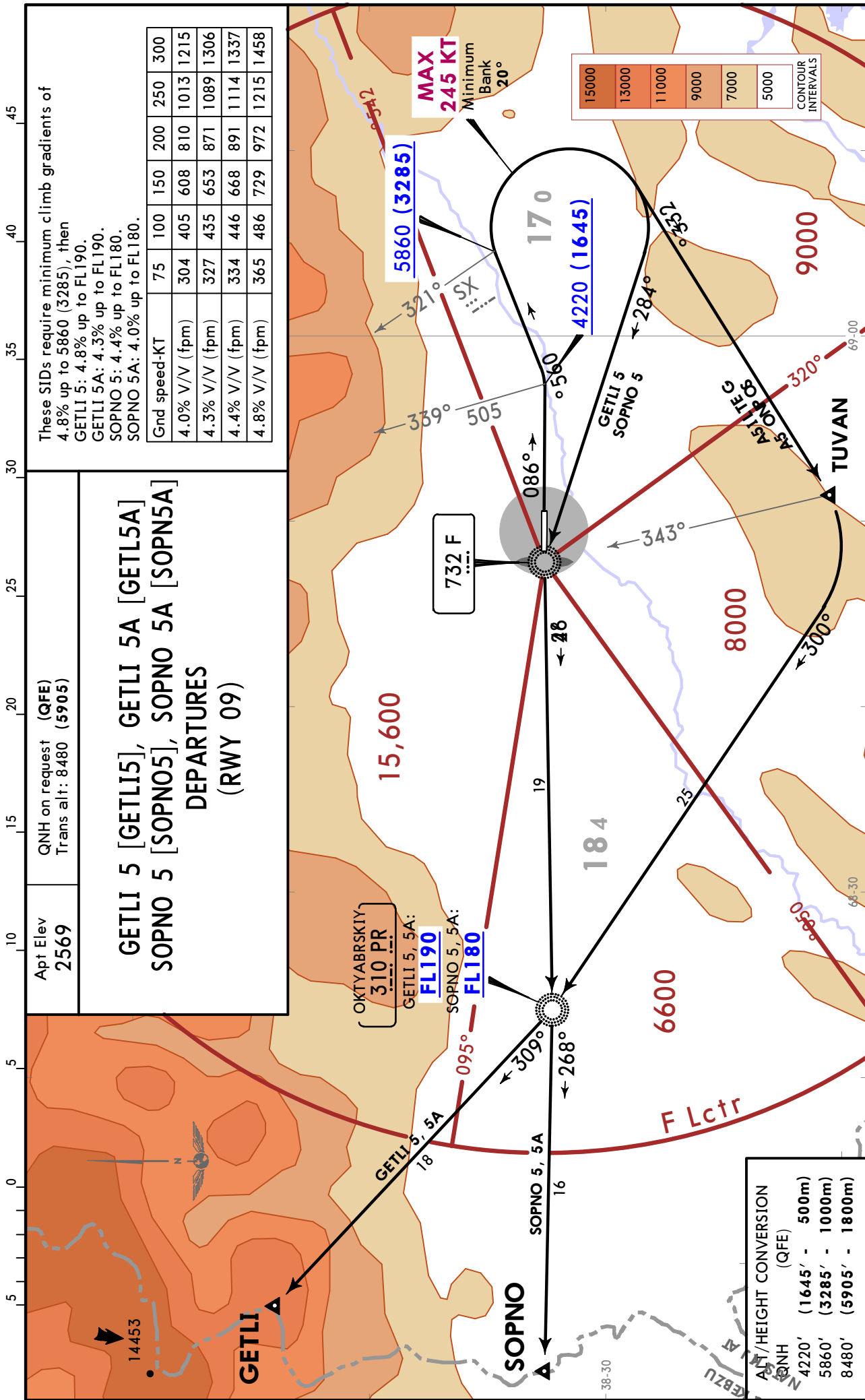
Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.5% V/V (fpm)	418	557	835	1114	1392	1671

UTDD/DYU DUSHANBE

JEPPesen
3 NOV 23 10-3F

DUSHANBE, TAJIKISTAN

SID

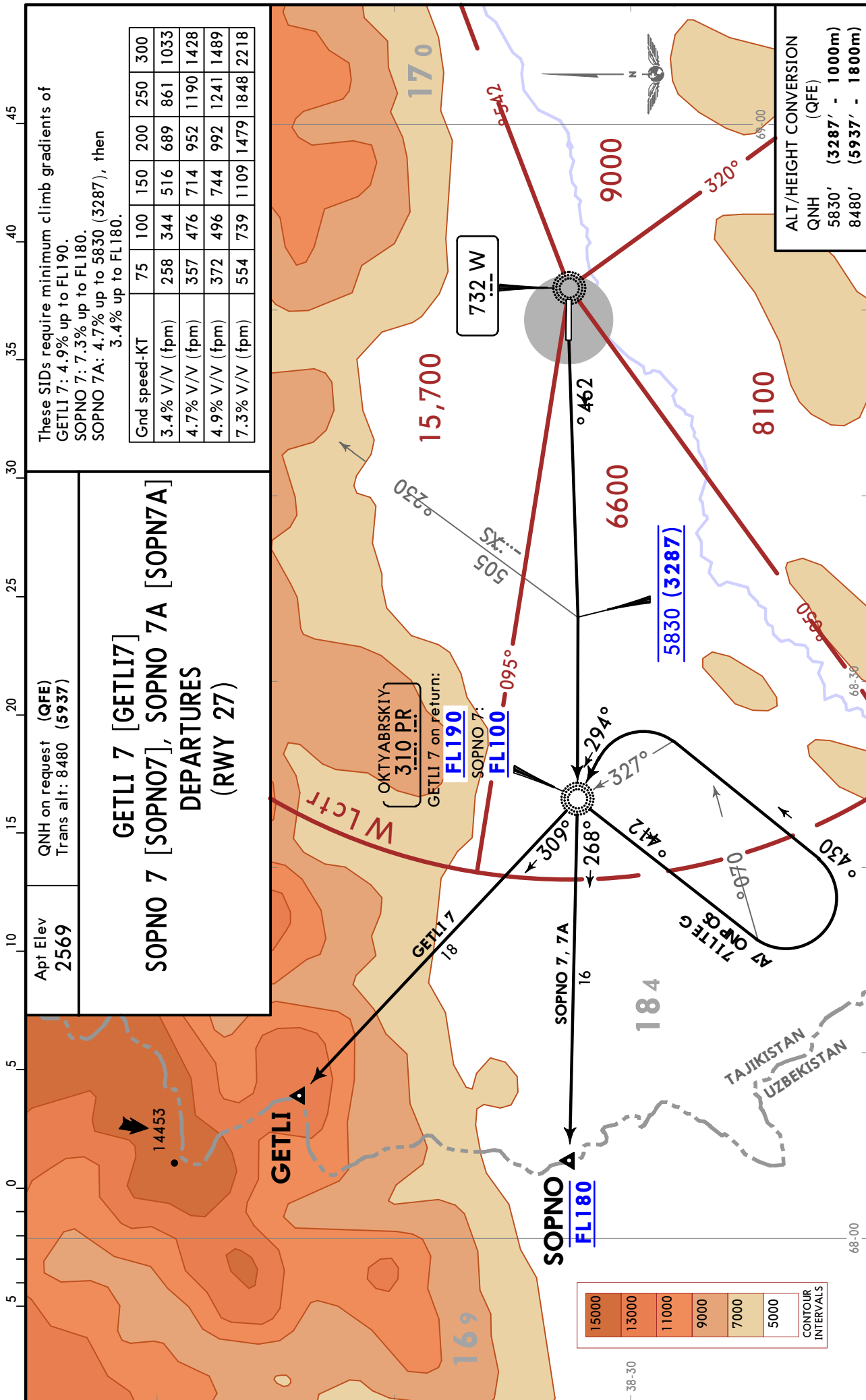


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JEPPESSEN
3 NOV 23 (10-3G)

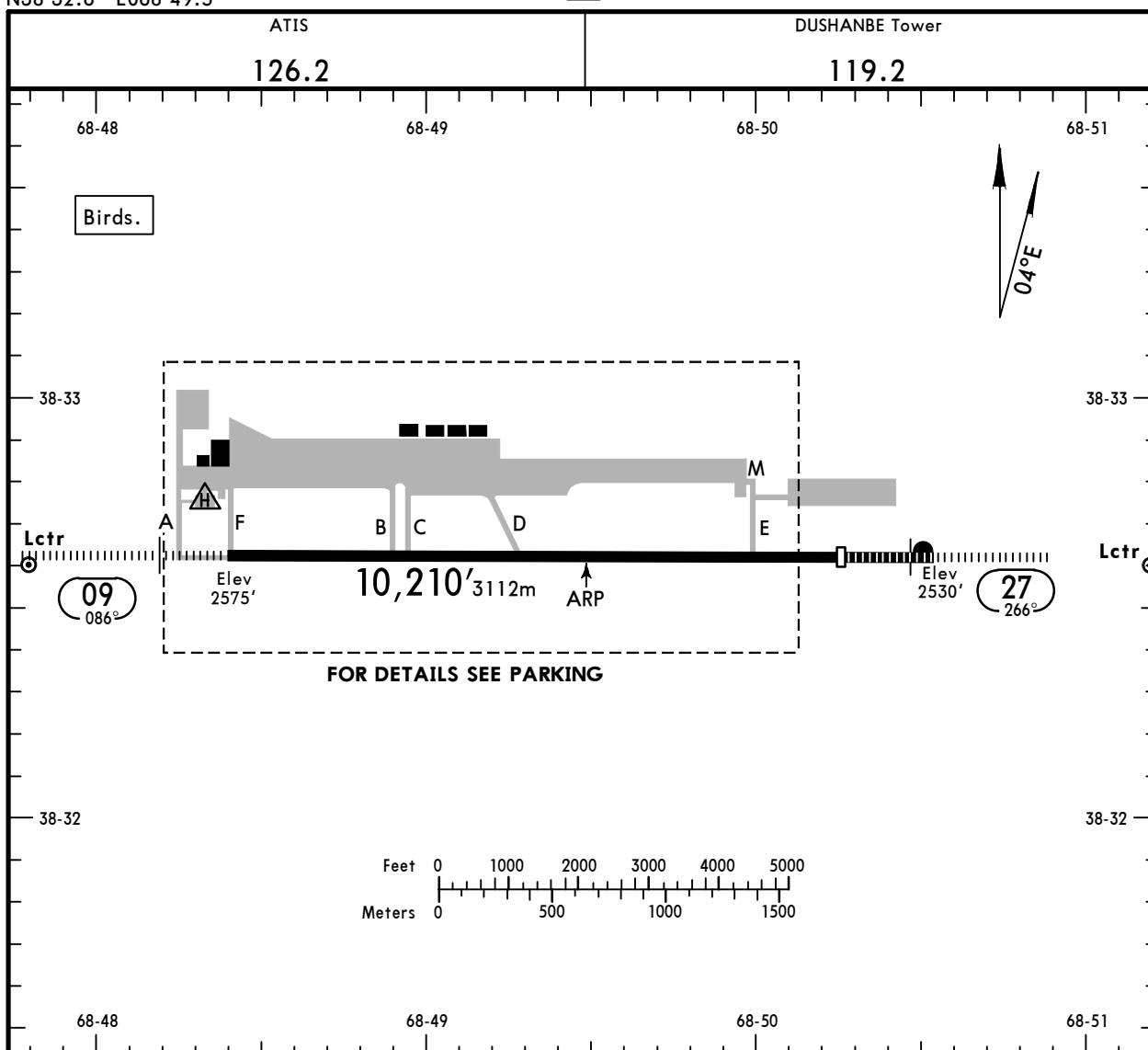
DUSHANBE, TAJIKISTAN

SID



UTDD/DYU
 Apt Elev **2569'**
 N38 32.6 E068 49.5

JEPPESSEN DUSHANBE, TAJIKISTAN
 7 APR 23 **(10-9)** Eff 20 Apr
DUSHANBE



FOR DETAILS SEE PARKING

ADDITIONAL RUNWAY INFORMATION

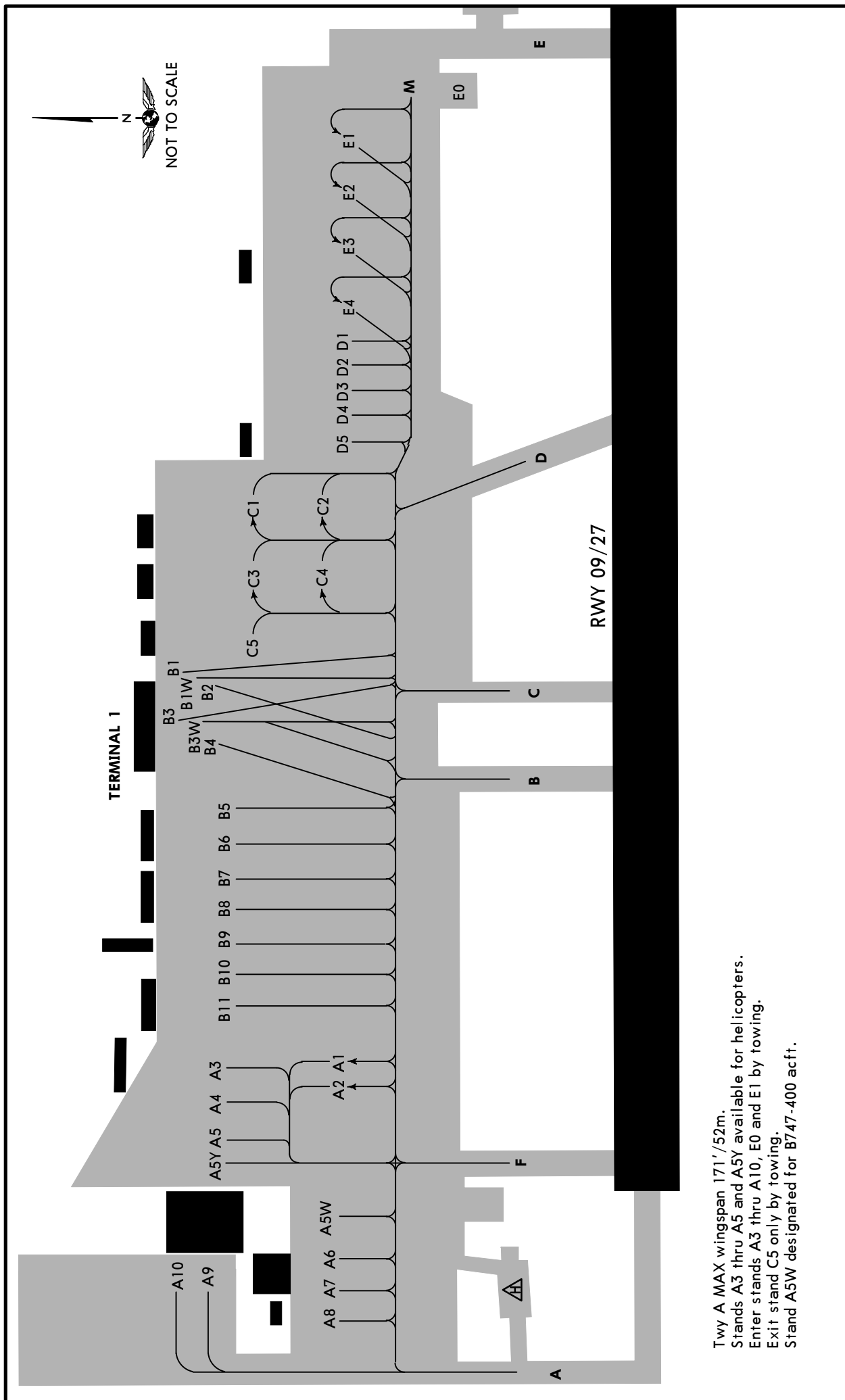
RWY	RL (59m)	HIALS	PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
				Threshold	Glide Slope	TAKE-OFF	
09 27				8875' 2705m	9239' 2816m	9882' 3012m ①	148' 45m

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

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 600m.
 The flight crews are informed about LVP implementation by ATIS or by ATC using the following phrase:
 "Low visibility procedures are in progress."
 Pilot shall report landing and RWY vacated immediately to TOWER controller only after ACFT completely vacates RWY and taxied to a distance of at least 394'/120m from RWY centerline which is where ACFT will wait for Follow-me car.
 Taxiing only with minimum engine thrust.
 Take-off from TWY intersections with RWY and/or without stopping at RWY beginning prohibited.
 Taxiing before take-off only after Follow-me car.

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA



Twy A MAX wingspan 171'/52m.
Stands A3 thru A5 and A5Y available for helicopters.
Enter stands A3 thru A10, E0 and E1 by towing.
Exit stand C5 only by towing.
Stand A5W designated for B747-400 acft.

UTDD/DYU



EASA AIR OPS

DUSHANBE, TAJIKISTAN
DUSHANBE

STRAIGHT-IN RWY		A	B	C	D
09	① ILS FULL ALS out	2775'(200') ② R550m R1200m	2775'(200') ② R550m R1200m	2775'(200') ② R550m R1200m	2775'(200') ② R550m R1200m
	③ ILS	NOT APPLICABLE	NOT APPLICABLE	3986'(1411') R2400m	4019'(1444') R2400m
	LOC	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	④ NDB	4040'(1465') R5000m	4040'(1465') R5000m	4040'(1465') R5000m	4040'(1465') R5000m
27	④ ⑤ NDB	3890'(1347') R5000m	3890'(1347') R5000m	3890'(1347') R5000m	3890'(1347') R5000m

- ① Missed apch climb grad mim 4.2%.
- ② R750m when a Flight Director or Autopilot or HUD to DA is not used.
- ③ Missed apch climb grad mim 2.5%.
- ④ Continuous Descent Final Approach.
- ⑤ Missed apch climb grad mim 2.6%.

TAKE-OFF

RL & RCLM	RL	RL or RCLM	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UTDD/DYU DUSHANBE



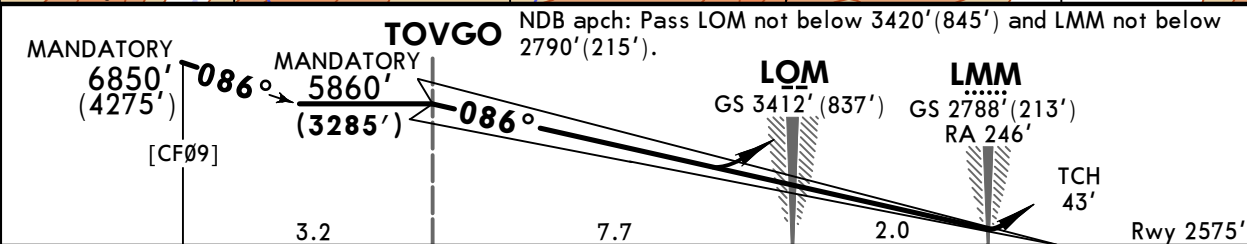
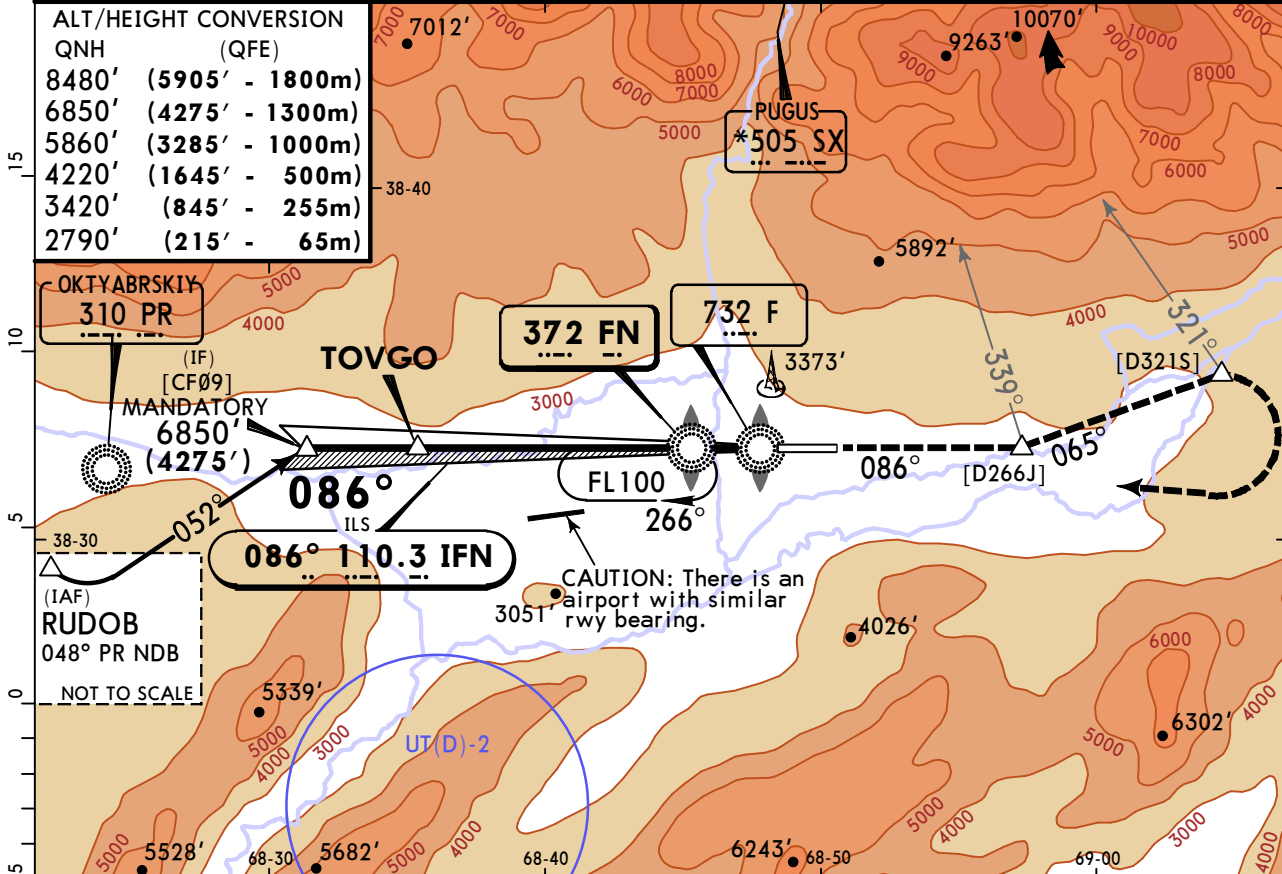
19 MAY 23 (11-1)

DUSHANBE, TAJIKISTAN ILS Z or 2 NDB Z Rwy 09

ATIS 126.2		DUSHANBE Approach 127.1		DUSHANBE Radar 119.2		DUSHANBE Tower 119.2	
LOC IFN 110.3	Final Apch Crs 086°	TOVGO MANDATORY 5860' (3285')	ILS DA(H) Refer to Minimums		Apt Elev 2569'		
NDB FN 372			NDB DA/MDA(H) 4040' (1465')				
MISSED APCH: Climb on 086° to cross 339° SX NDB at 4220' (1645') or above, turn LEFT onto 065° climbing to cross 321° SX NDB at 5860' (3285') or above, then turn RIGHT (BANK 25°, MAX 245 KT) to FN NDB climbing to FL100 and hold.						MSA FN NDB	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8480' (5905')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8480'	(5905' - 1800m)
6850'	(4275' - 1300m)
5860'	(3285' - 1000m)
4220'	(1645' - 500m)
3420'	(845' - 255m)
2790'	(215' - 65m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	339° SX NDB on 086° 	MIN 4220' (1645')
ILS GS or NDB Descent Angle	3.00°	372	478	531	637	743			

PANS OPS	Std		ILS STRAIGHT-IN LANDING		NDB	
	Missed apch climb gradient mim 4.2% DA(H) 2775' (200')		Missed apch climb gradient mim 2.5% DA(H) C: 3986' (1411') D: 4019' (1444')		CDFA	DA/MDA(H) 4040' (1465')
A						R1500m
B	R550m	R1200m				
C						R2400m
D						R2400m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. **2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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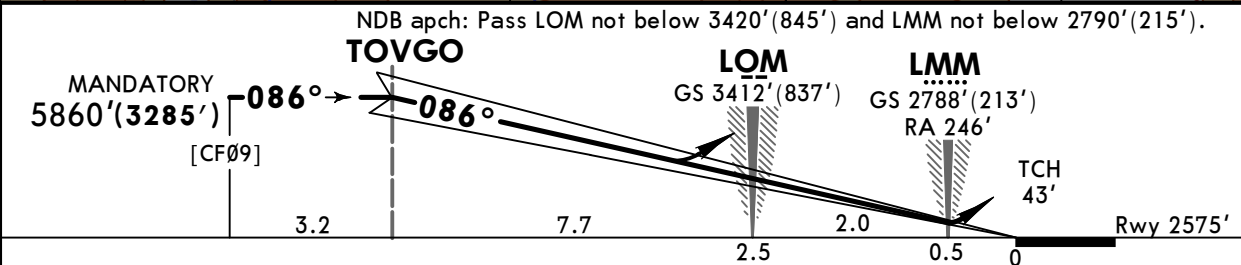
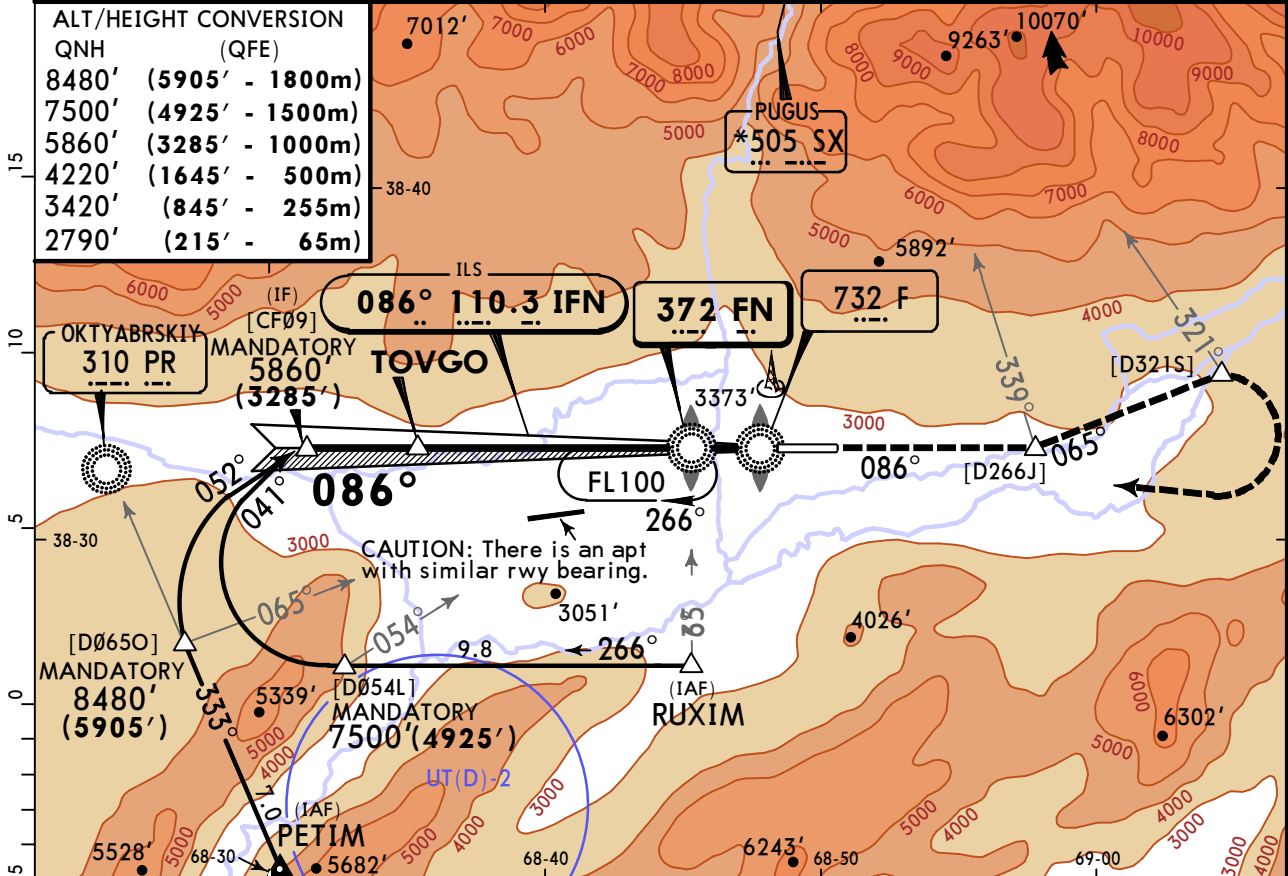
JEPPESSEN
19 MAY 23 **(11-2)**

DUSHANBE, TAJIKISTAN ILS Y or 2 NDB Y Rwy 09

ATIS 126.2		DUSHANBE Approach 127.1		DUSHANBE Radar 119.2		DUSHANBE Tower 119.2	
LOC IFN 110.3	Final Apch Crs 086°	TOVGO MANDATORY 5860' (3285')	ILS DA(H) Refer to Minimums		Apt Elev 2569'		
NDB FN 372			NDB DA/MDA(H) 4040' (1465')				
MISSED APCH: Climb on 086° to cross 339° SX NDB at 4220' (1645') or above, turn LEFT onto 065° climbing to cross 321° SX NDB at 5860' (3285') or above, then turn RIGHT (BANK 25°, MAX 245 KT) to FN NDB climbing to FL100 and hold.						MSA FN NDB	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8480' (5905')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8480'	(5905' - 1800m)
7500'	(4925' - 1500m)
5860'	(3285' - 1000m)
4220'	(1645' - 500m)
3420'	(845' - 255m)
2790'	(215' - 65m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MIN 4220' (1645')
ILS GS or NDB Descent Angle	3.00°	372	478	531	637	743		

Std	ILS STRAIGHT-IN LANDING				NDB CDFA	
	Missed apch climb gradient mim 4.2% DA(H) 2775' (200')		Missed apch climb gradient mim 2.5% DA(H) C: 3986' (1411') D: 4019' (1444')		DA/MDA(H) 4040' (1465')	
A	FULL	ALS out	FULL	ALS out	ALS out	
B	R550m		R1200m		R1500m	
C	R550m		R1200m		R2400m	
D	R550m		R1200m		R2400m	

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. **2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UTDD/DYU DUSHANBE

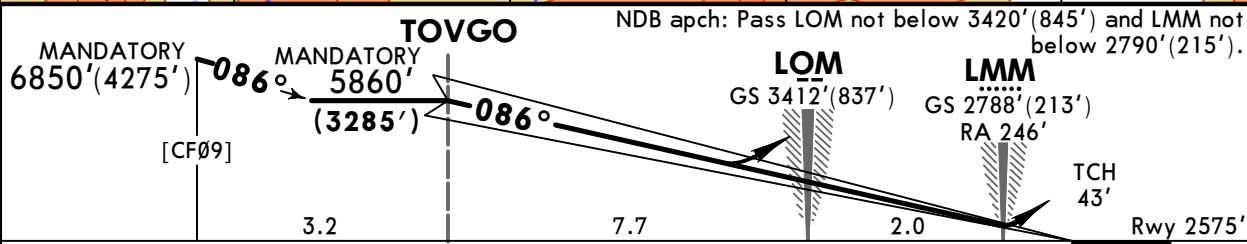
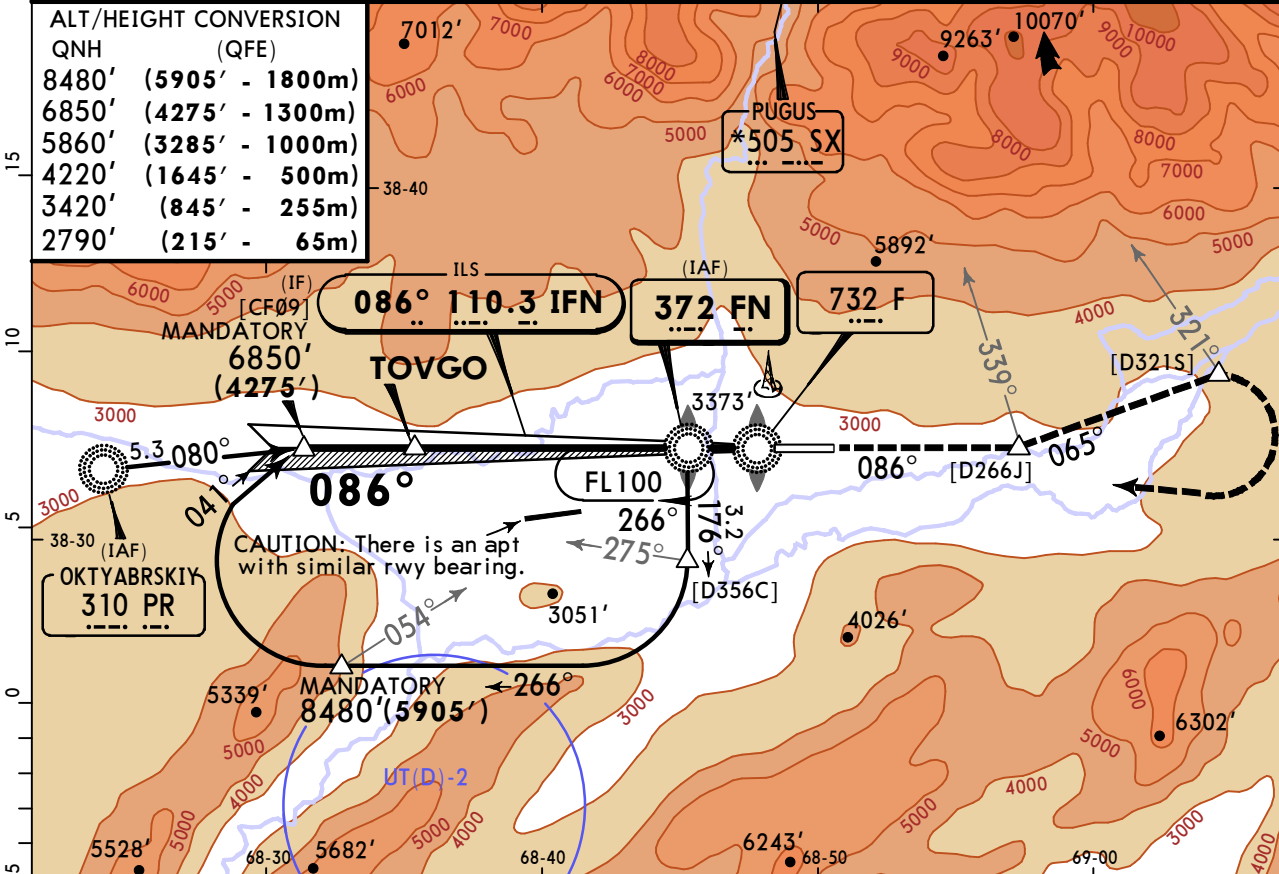
JEPPesen
24 FEB 23 **(11-3)**

DUSHANBE, TAJIKISTAN ILS X or 2 NDB X Rwy 09

ATIS 126.2		DUSHANBE Approach 127.1		DUSHANBE Radar 119.2		DUSHANBE Tower 119.2	
BRIEFING STRIP™	LOC IFN 110.3	Final Apch Crs 086°	TOVGO MANDATORY 5860' (3285')	ILS DA(H) Refer to Minimums	Apt Elev 2569'		
	NDB FN 372			NDB DA/MDA(H) 4040' (1465')			
MISSED APCH: Climb on 086° to cross 339° SX NDB at 4220' (1645') or above, turn LEFT onto 065° climbing to cross 321° SX NDB at 5860' (3285') or above, then turn RIGHT (BANK 25°, MAX 245 KT) to FN NDB climbing to FL100 and hold.						MSA FN NDB	

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8480' (5905')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
8480'	(5905' - 1800m)
6850'	(4275' - 1300m)
5860'	(3285' - 1000m)
4220'	(1645' - 500m)
3420'	(845' - 255m)
2790'	(215' - 65m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	MIN 4220' (1645')
ILS GS or NDB Descent Angle	3.00°	372	478	531	637	743		

Std	ILS STRAIGHT-IN LANDING				NDB	
	Missed apch climb gradient mim 4.2%		Missed apch climb gradient mim 2.5%		CDFA	
	DA(H) 2775' (200')		C: 3986' (1411') D: 4019' (1444')		DA/MDA(H) 4040' (1465')	
	FULL	ALS out	FULL	ALS out	ALS out	
A			NOT APPLICABLE		R1500m	
B					R1500m	
C	R550m	R1200m			R2400m	
D			R2400m		R2400m	

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

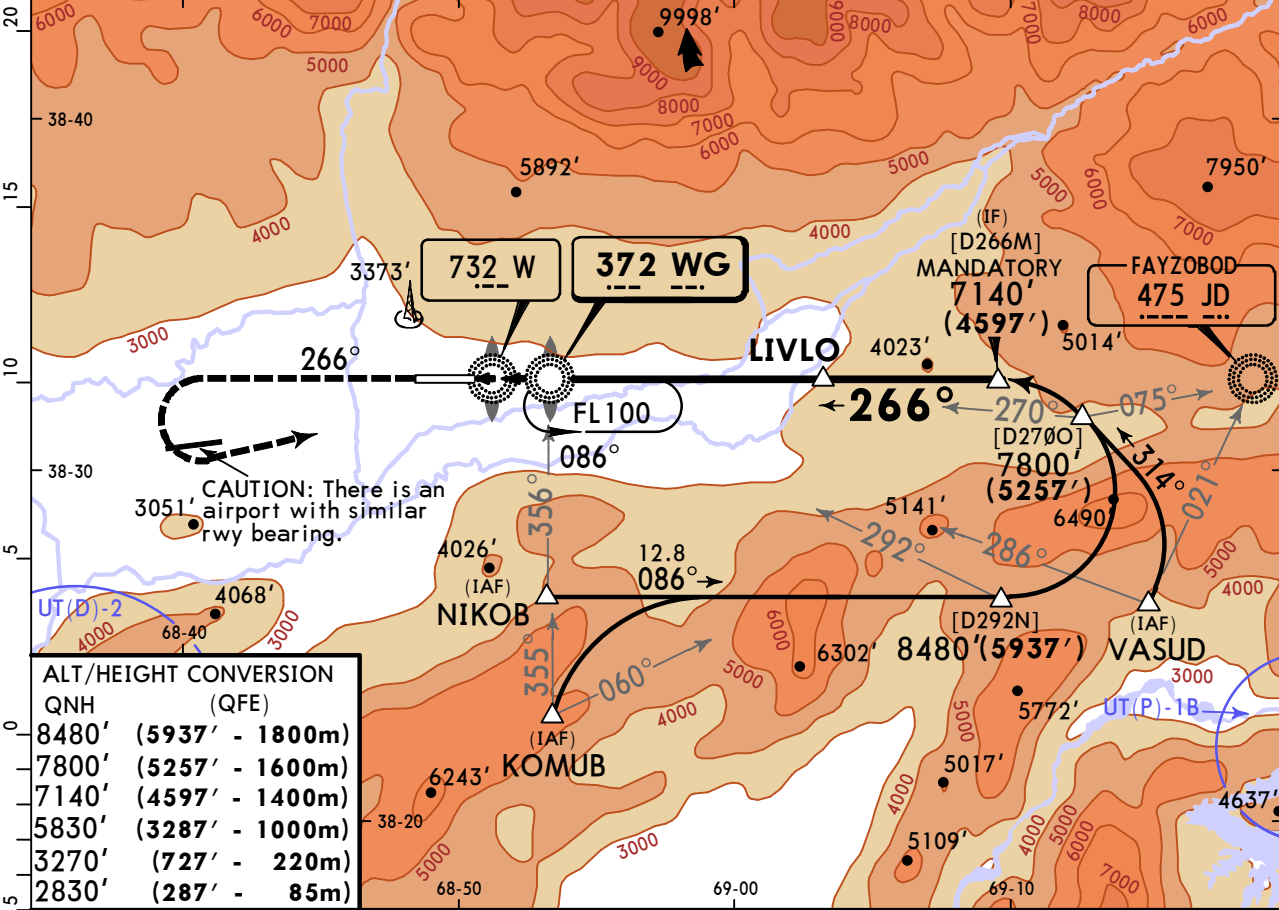
UTDD/DYU DUSHANBE

JEPPESEN DUSHANBE, TAJIKISTAN

24 FEB 23 (16-1) MISSED APCH CLIMB GRAD MIM 2.6% 2 NDB Z Rwy 27

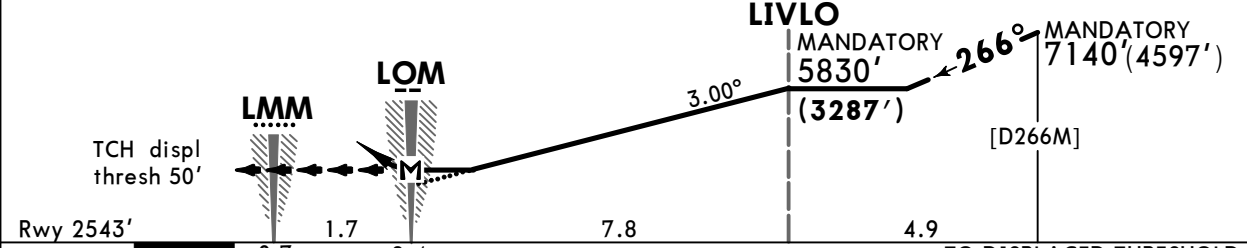
ATIS 126.2		DUSHANBE Approach 127.1		DUSHANBE Radar 119.2		DUSHANBE Tower 119.2	
NDB WG 372	Final Apch Crs 266°	LIVLO MANDATORY 5830' (3287')	DA/MDA(H) 3890' (1347')	Apt Elev 2569' Rwy 2543'			
MISSED APCH: Climb on 266° to 5830' (3287'), then turn LEFT (BANK 25°, MAX 245 KT) to WG NDB climbing to FL100 and hold.							MSA WG NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8480' (5937')



QNH (QFE)	(QFE)	(m)
8480'	(5937')	1800m
7800'	(5257')	1600m
7140'	(4597')	1400m
5830'	(3287')	1000m
3270'	(727')	220m
2830'	(287')	85m

Pass LOM not below 3270' (727') and LMM not below 2830' (287').



Rwy 2543'	0	0.7	1.7	2.4	7.8	4.9	TO DISPLACED THRESHOLD
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LOM							

Std STRAIGHT-IN LANDING
 Missed apch climb gradient mim 2.6%
 CDFA
 DA/MDA(H) **3890'** (1347')
 ALS out

A	R1500m
B	
C	R2400m
D	

V VNAV DA(H) in lieu of MDA(H) depends on operator policy.

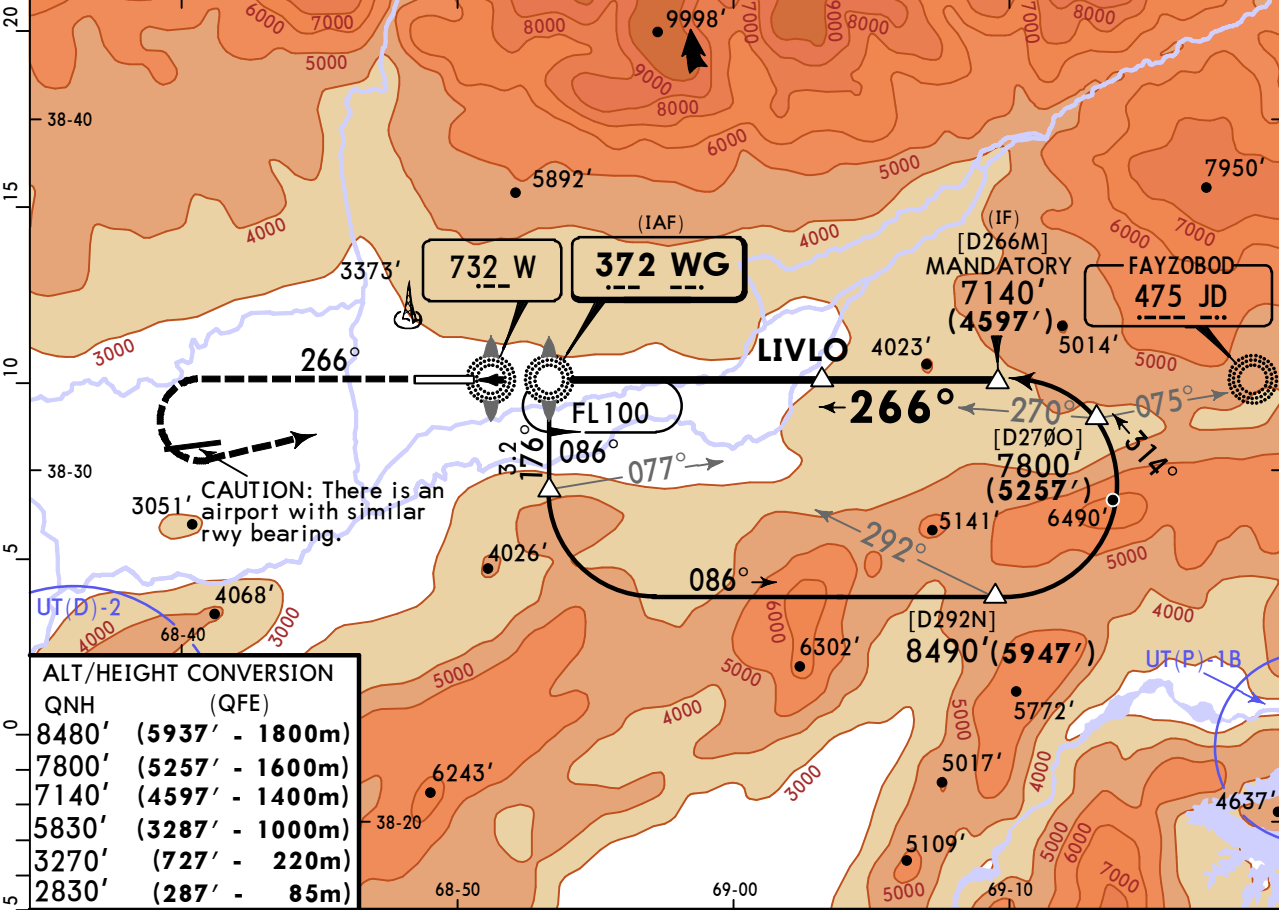
UTDD/DYU DUSHANBE

JEPPESEN DUSHANBE, TAJIKISTAN

24 FEB 23 (16-2) MISSED APCH CLIMB GRAD MIM 2.6% 2 NDB Y Rwy 27

ATIS 126.2		DUSHANBE Approach 127.1		DUSHANBE Radar 119.2		DUSHANBE Tower 119.2	
NDB WG 372	Final Apch Crs 266°	LIVLO MANDATORY 5830' (3287')	DA/MDA(H) 3890' (1347')	Apt Elev 2569' Rwy 2543'			
MISSED APCH: Climb on 266° to 5830' (3287'), then turn LEFT (BANK 25°, MAX 245 KT) to WG NDB climbing to FL100 and hold.							MSA WG NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8480' (5937')



QNH	(QFE)
8480'	(5937' - 1800m)
7800'	(5257' - 1600m)
7140'	(4597' - 1400m)
5830'	(3287' - 1000m)
3270'	(727' - 220m)
2830'	(287' - 85m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 5830' (3287') on 266°
Descent Angle	3.00°	372	478	531	637	743	

MAP at LOM		Std	
STRAIGHT-IN LANDING Missed apch climb gradient mim 2.6% CDFA DA/MDA(H) 3890' (1347')			
ALS out		ALS out	
A	R1500m		
B	R1500m		
C	R2400m		
D	R2400m		

CHANGES: ATIS, new AOM concept. © JEPPESEN, 2017, 2023. ALL RIGHTS RESERVED.



Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
DUSHANBE, (DUSHANBE - UTDD)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTDD