Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTSK

General Info

Karshi, UZB
N 38° 48.2' E 65° 46.4' Mag Var: 4.0°E
Elevation: 1229'

Public, IFR, Control Tower, Customs availble on a restrcted basis
Fuel: Jet A-1

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 16-34 9268' x 138' asphalt

Runway 16 (160.0°M) TDZE 1229'
  Lights: Edge, ALS
  Stopway Distance 164'
Runway 34 (340.0°M) TDZE 1219'
  Lights: Edge, ALS
  Displaced Threshold Distance 410'
  Stopway Distance 164'

Communications Info

Karshi Tower **124.4**
Karshi Tower **120.3**

Notebook Info

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UTSK/KSQ KARSHI

JEPPESEN 25 FEB 11 (10-2) Eff 10 Mar

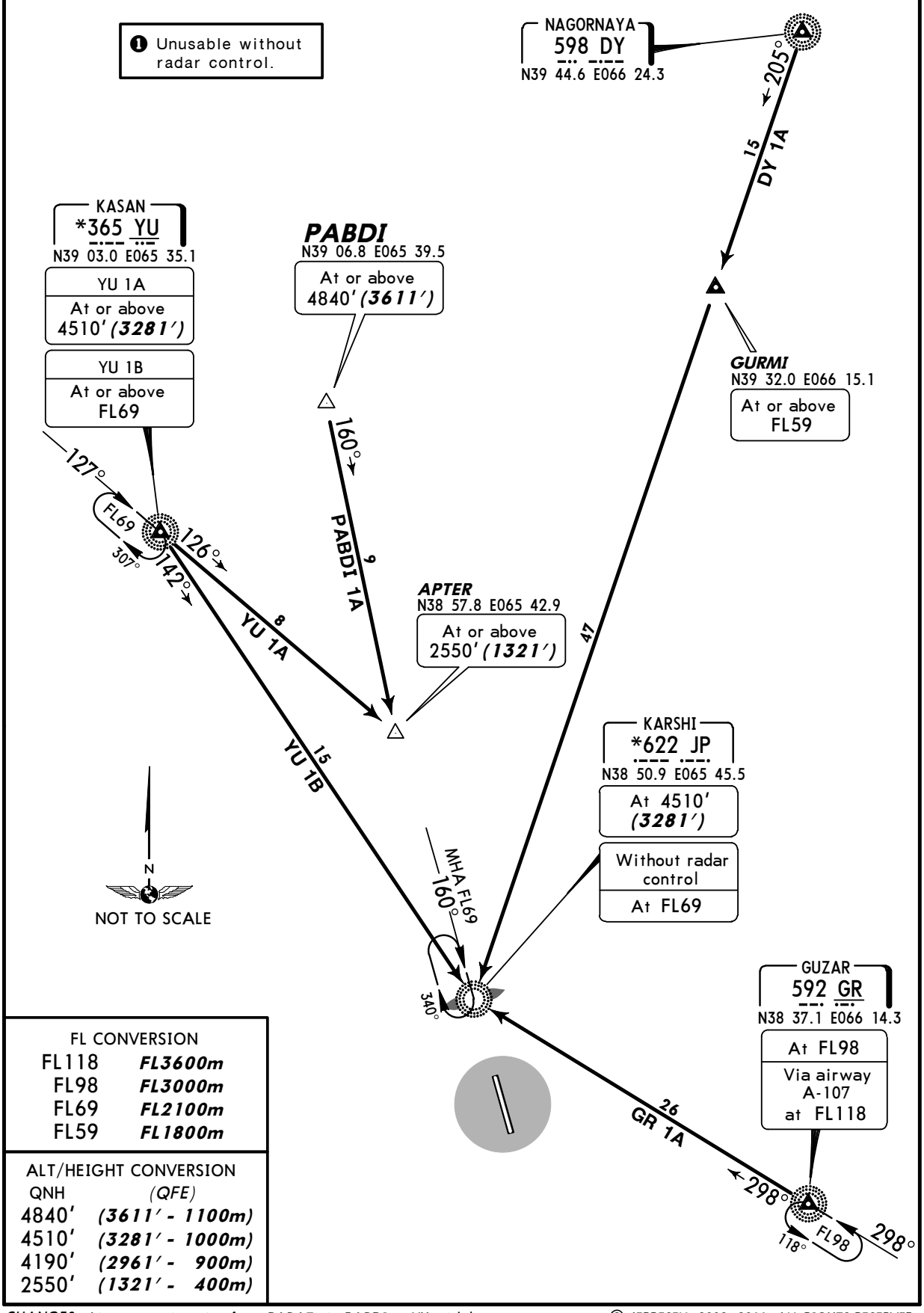
KARSHI, UZBEKISTAN

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1229′	Trans level: FL69 Trans alt: 4190′ *(2961′)*

DY 1A, GR 1A, PABDI 1A *[PABD1A]*❶
YU 1A❶, YU 1B
RWY 16 ARRIVALS

SPEED: MAX 250 KT BELOW FL98 or by ATC



FL CONVERSION	
FL118	*FL3600m*
FL98	*FL3000m*
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4840′	*(3611′ - 1100m)*
4510′	*(3281′ - 1000m)*
4190′	*(2961′ - 900m)*
2550′	*(1321′ - 400m)*

CHANGES: Airway continuation from RABAT via PABDI to YU withdrawn.

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UTSK/KSQ KARSHI

JEPPESEN

25 FEB 11 (10-2A) Eff 10 Mar

KARSHI, UZBEKISTAN

STAR

MSA JP NDB: 180° 2600′; 060° 3300′

Apt Elev 1229′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 4190′ (2971′)

DY 1C, GR 1B❶, GR 1C
YU 1C, YU 1D❶
RWY 34 ARRIVALS

CAT C & D

SPEED: MAX 250 KT BELOW FL98 or by ATC

❶ Unusable without radar control.

NAGORNAYA 598 DY
N39 44.6 E066 24.3

ERADO
N39 31.7 E066 15.9
At or above FL59

KASAN *365 YU
N39 03.0 E065 35.1
At or above FL69

KARSHI *622 JP
N38 50.9 E065 45.5

KARSHI *301 K
N38 46.8 E065 46.9
At 4510′ (3291′)
Without radar control
At FL69

N38 43.7 E065 48.1
At 2540′ (1321′)

N38 40.3 E065 44.6
At or above 2540′ (1321′)

N38 39.6 E065 44.6
(010° brg to K)
At or above 2540′ (1321′)

N38 40.4 E065 48.4
At 2540′ (1321′)

RIMRU
N38 39.0 E065 49.8
At 3190′ (1971′)

GUZAR 592 GR
N38 37.1 E066 14.3
At FL98
Via airway A-107 at FL118

15 DY 1C 203°
146° 158°
18 YU 1C
25 YU 1D
50
12 GR 1C
160° 191°
7 DY 1C, YU 1C
K 345°
3 5 340°
025°
4
24 GR 1C
290°
19 GR 1B
270°

FL CONVERSION

FL118	FL3600m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m

ALT/HEIGHT CONVERSION

QNH	(QFE)
4510′	(3291′ - 1000m)
4190′	(2971′ - 900m)
3190′	(1971′ - 600m)
2540′	(1321′ - 400m)

N

NOT TO SCALE

HOLDINGS OVER

GR	K	YU
118° FL98 298°	160° FL69 340°	127° FL69 307°

CHANGES: None.

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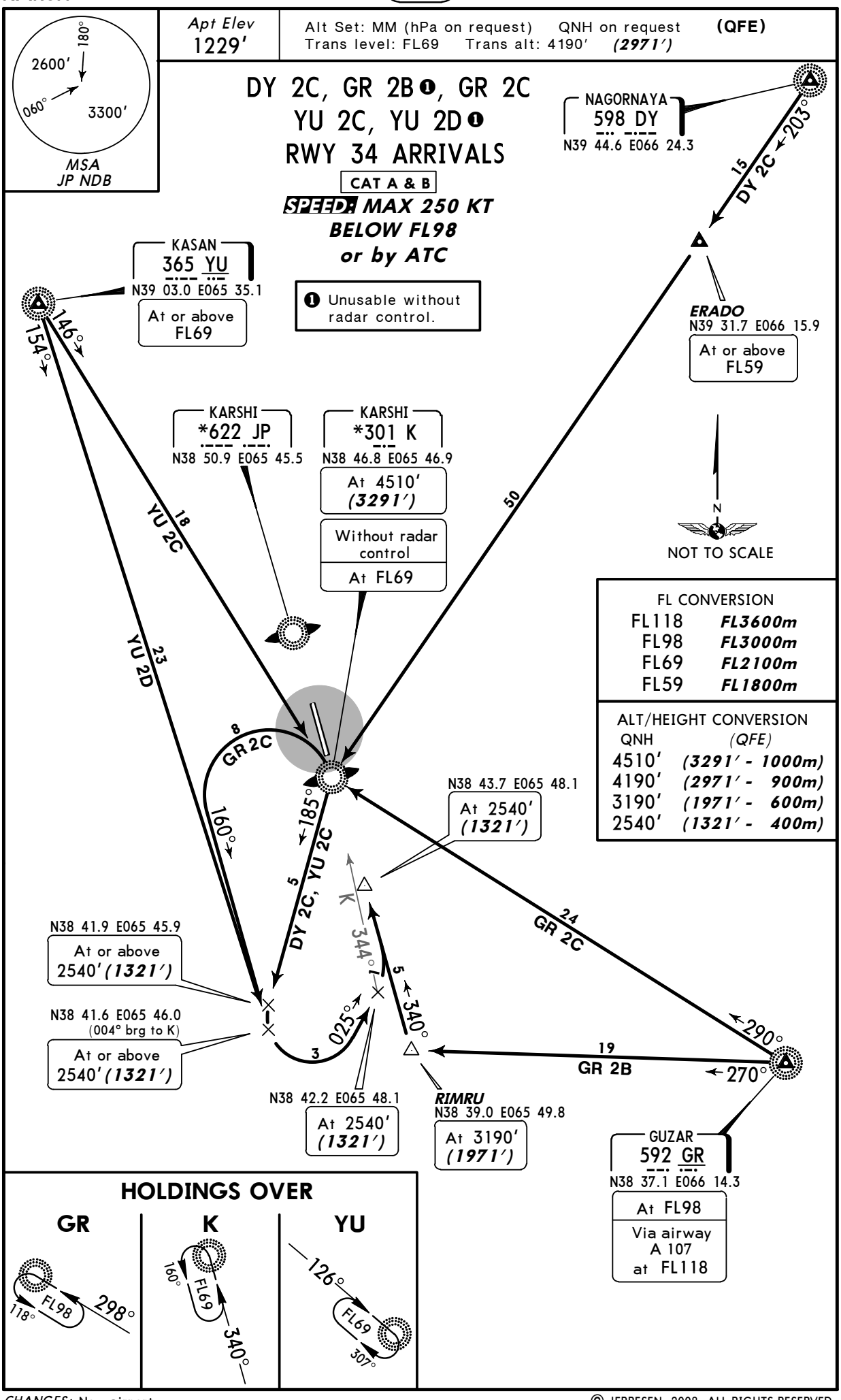
UTSK/KSQ
KARSHI

JEPPESEN

KARSHI, UZBEKISTAN

12 SEP 08 (10-2B) Eff 25 Sep

STAR



CHANGES: New airport.

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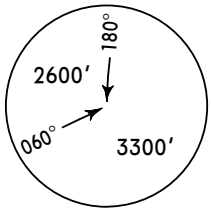
UTSK/KSQ
KARSHI

JEPPESEN 12 SEP 08 (10-3) Eff 25 Sep

KARSHI, UZBEKISTAN
SID



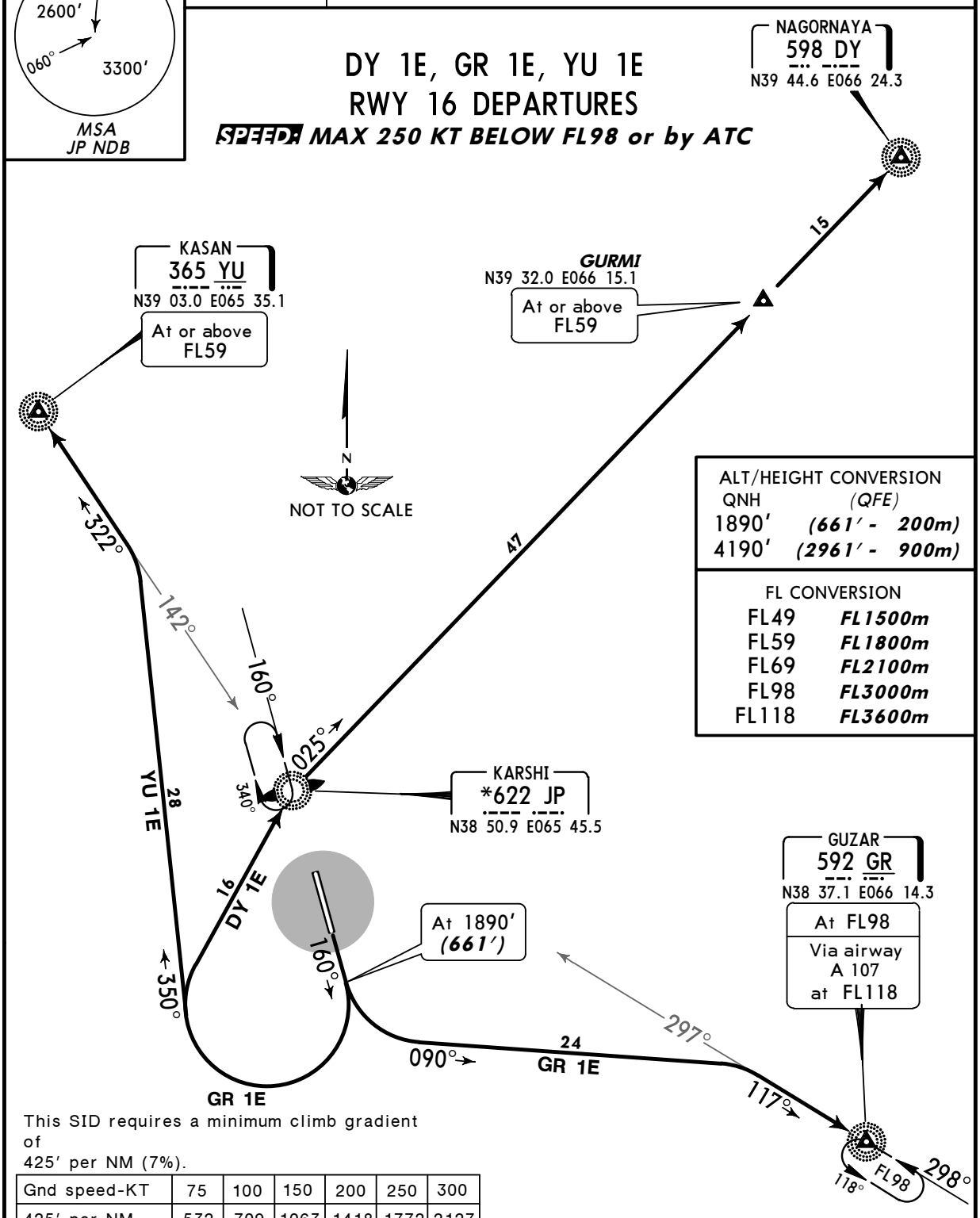
MSA
JP NDB

Apt Elev
1229′

QNH on request **(QFE)**
Trans level: FL69 Trans alt: 4190′ ***(2961′)***

DY 1E, GR 1E, YU 1E
RWY 16 DEPARTURES

SPEED: MAX 250 KT BELOW FL98 or by ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1890′	***(661′ - 200m)***
4190′	***(2961′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL118	***FL3600m***

This SID requires a minimum climb gradient of
425′ per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

If unable to comply climb in holding to assigned FL.

SID	ROUTING
DY 1E	Climb on 160° track to 1890′ ***(661′)***, turn RIGHT to JP, 025° bearing via GURMI to DY.
GR 1E	Climb on 160° track to 1890′ ***(661′)***, turn LEFT, 090° track, intercept 117° bearing from JP to GR.
YU 1E	Climb on 160° track to 1890′ ***(661′)***, turn RIGHT, 350° track, intercept 322° bearing from JP to YU.

ROUTING if radar control not available

Climb to 1890′ ***(661′)***, turn RIGHT to JP, climb in holding to assigned FL, leave JP
- to GR at or above FL69,
- to GURMI at or above FL59,
- to YU at or above FL49.

CHANGES: New airport.

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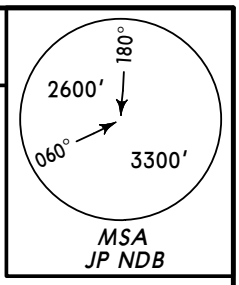
UTSK/KSQ KARSHI

JEPPESEN 12 SEP 08 (10-3A) Eff 25 Sep

KARSHI, UZBEKISTAN

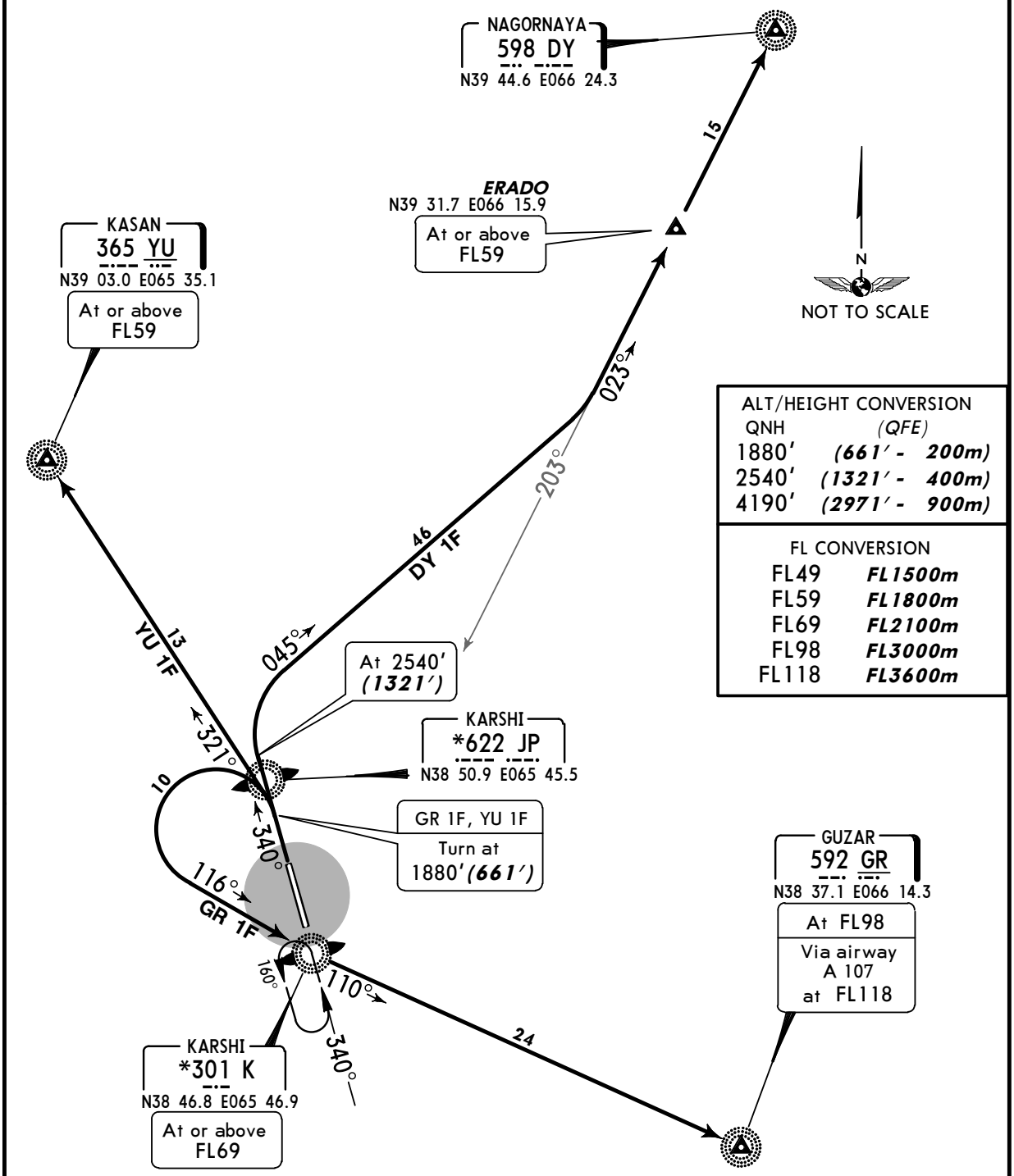
SID

Apt Elev	
1229′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 4190′ ***(2971′)***



DY 1F, GR 1F, YU 1F
RWY 34 DEPARTURES

SPEED: MAX 250 KT BELOW FL98 or by ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1880′	***(661′ - 200m)***
2540′	***(1321′ - 400m)***
4190′	***(2971′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL118	***FL3600m***

SID	ROUTING
DY 1F	Climb on 340° track to 2540′ ***(1321′)***, turn RIGHT, 045° track, intercept 023° bearing from K via ERADO to DY.
GR 1F	Climb on 340° track to 1880′ ***(661′)***, turn LEFT to K, 110° bearing to GR.
YU 1F	Climb on 340° track to 1880′ ***(661′)***, turn LEFT, intercept 321° bearing to YU.

ROUTING if radar control not available

Climb to 1880′ ***(661′)***, turn LEFT to K, climb in holding to assigned FL, leave K
- to GR at or above FL69,
- to ERADO at or above FL59,
- to YU at or above FL49.

CHANGES: New airport.

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UTSK/KSQ

Apt Elev **1229'**
N38 48.2 E065 46.4

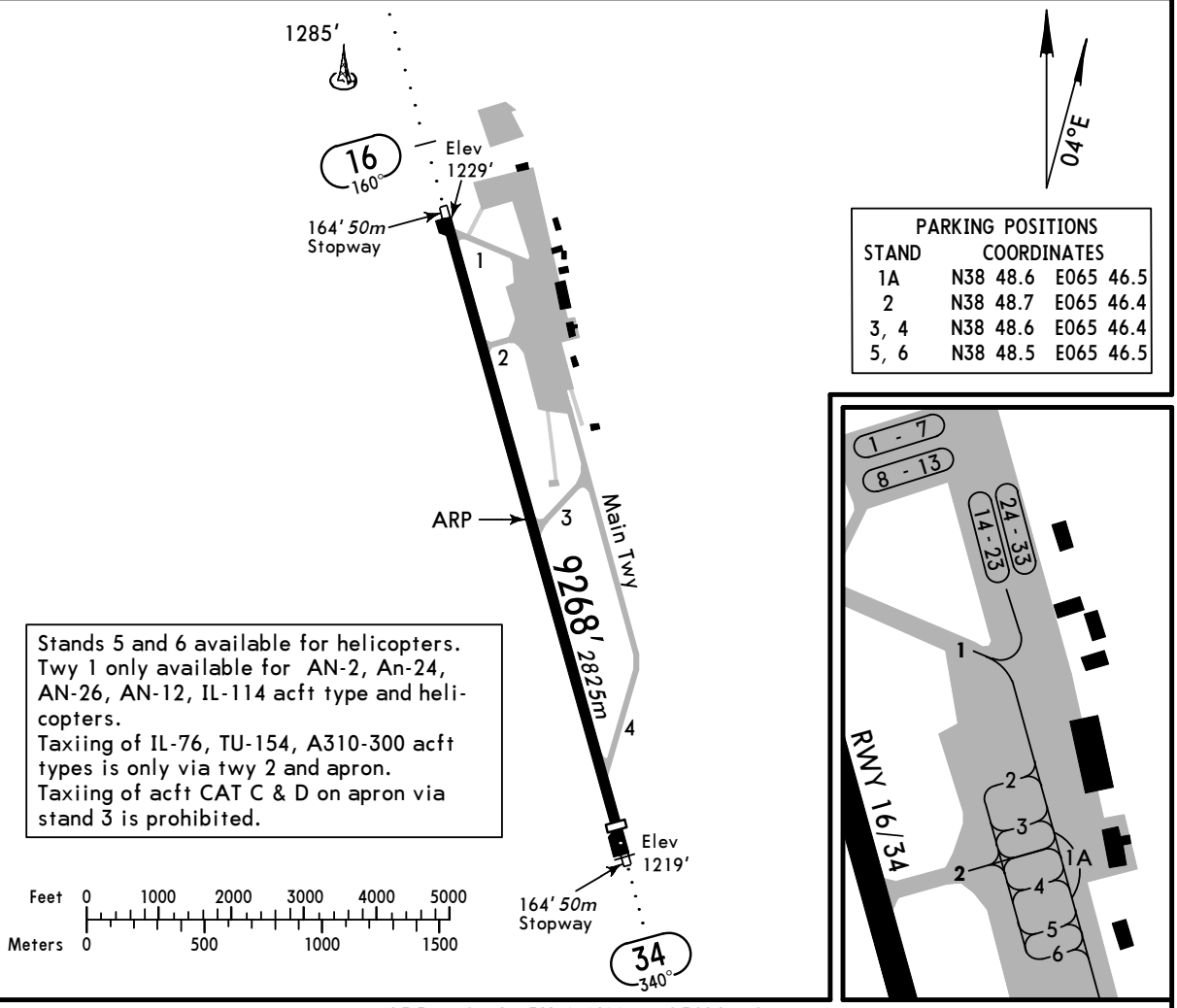
JEPPESEN
26 NOV 10 (10-9)

KARSHI, UZBEKISTAN

KARSHI

*KARSHI Tower

124.4



PARKING POSITIONS		
STAND	COORDINATES	
1A	N38 48.6	E065 46.5
2	N38 48.7	E065 46.4
3, 4	N38 48.6	E065 46.4
5, 6	N38 48.5	E065 46.5

Stands 5 and 6 available for helicopters.
Twy 1 only available for AN-2, An-24, AN-26, AN-12, IL-114 acft type and helicopters.
Taxiing of IL-76, TU-154, A310-300 acft types is only via twy 2 and apron.
Taxiing of acft CAT C & D on apron via stand 3 is prohibited.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
16	RL *(60m)* MIALS		8235' *2510m*		138' *42m*
34		8858' *2700m*			

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL
A	*300m*	*300m*	*400m*
B			
C		*400m*	
D			

CHANGES: Notes. Grass rwy withdrawn.

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UTSK/KSQ
KARSHI

JEPPESEN
26 NOV 10 (11-1)

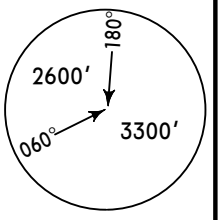
KARSHI, UZBEKISTAN
ILS Rwy 16

BRIEFING STRIP ™

*KARSHI Tower
124.4

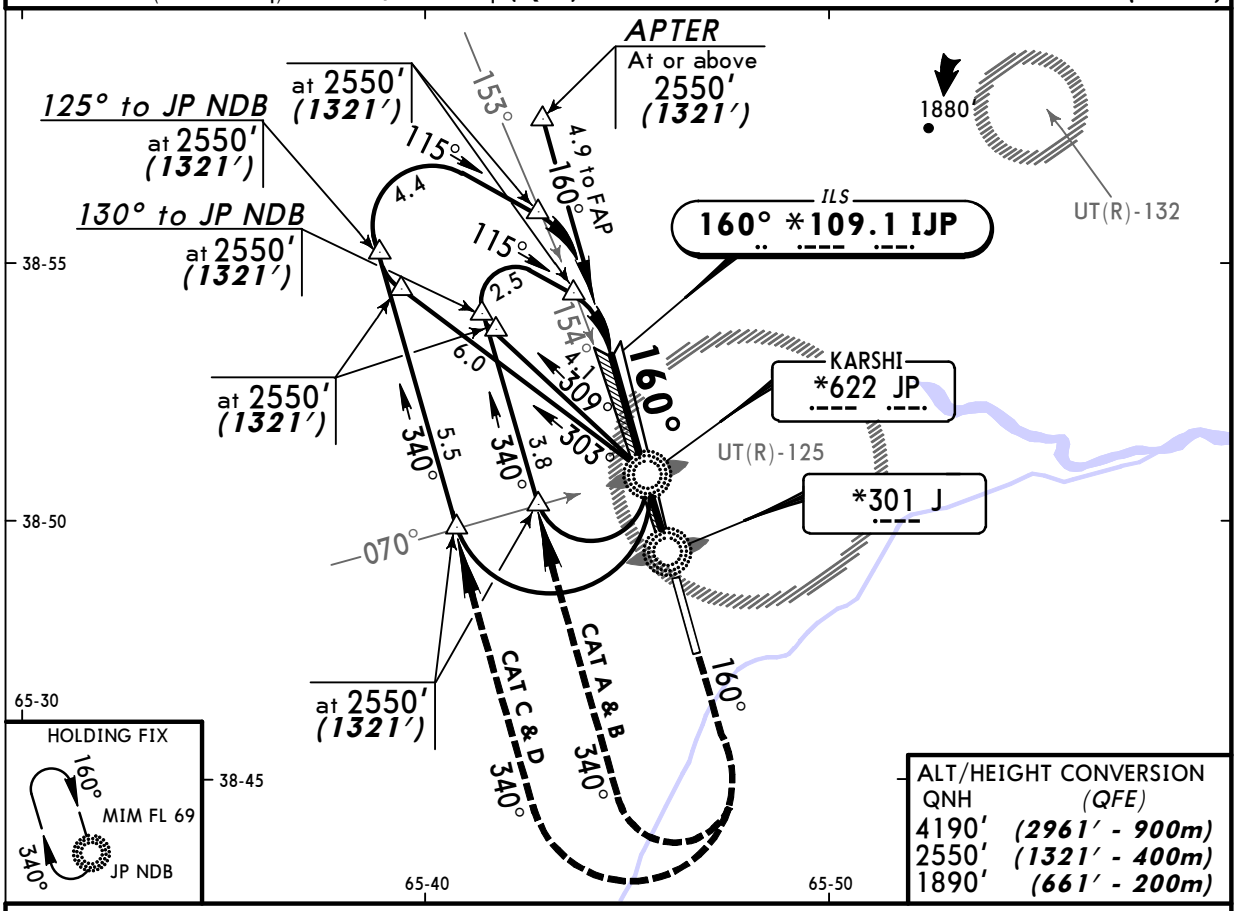
LOC	Final	GS	ILS	
IJP	Apch Crs	LOM	DA(H)	Apt Elev 1229'
*109.1	160°	1885'(656')	Refer to Minimums	RWY 1229'

MISSED APCH: Climb on 160° to 1890'(661'), then turn RIGHT onto 340° climbing to 2550'(1321'), then according to chart or as directed.



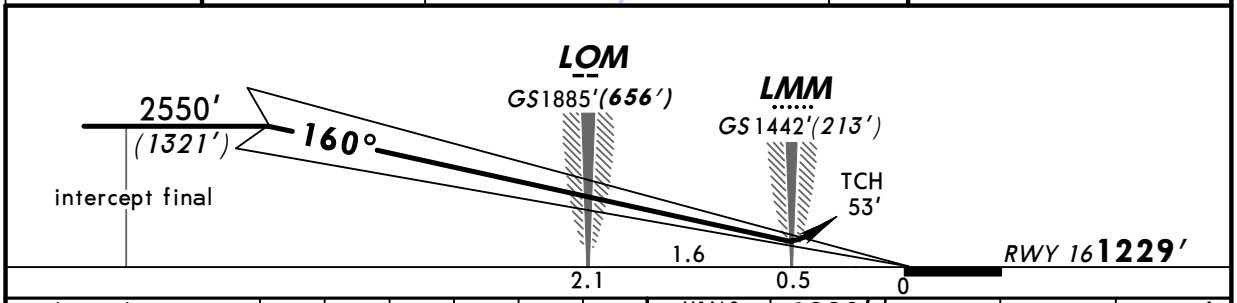
MSA
JP NDB

Alt Set: MM(hPa on req) | QNH on req (QFE) | Trans level: FL 69 | Trans alt: 4190'(2961')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4190'	(2961' - 900m)
2550'	(1321' - 400m)
1890'	(661' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	336	432	480	576	671	767

MIALS: 1890' (661') on 160° | 340° RT | 2550' (1321')

STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND
ILS DA(H) A: 1429'(200') FULL; ALS out B: 1442'(213') CD: 1459'(230')	LOC (GS out)	

PANS OPS

A	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B			B	
C			C	
D			D	

CHANGES: None.

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UTSK/KSQ
KARSHI

JEPPESEN
12 SEP 08
Eff 25 Sep
(16-1)

KARSHI, UZBEKISTAN
2 NDB or NDB Rwy 16

BRIEFING STRIP ™

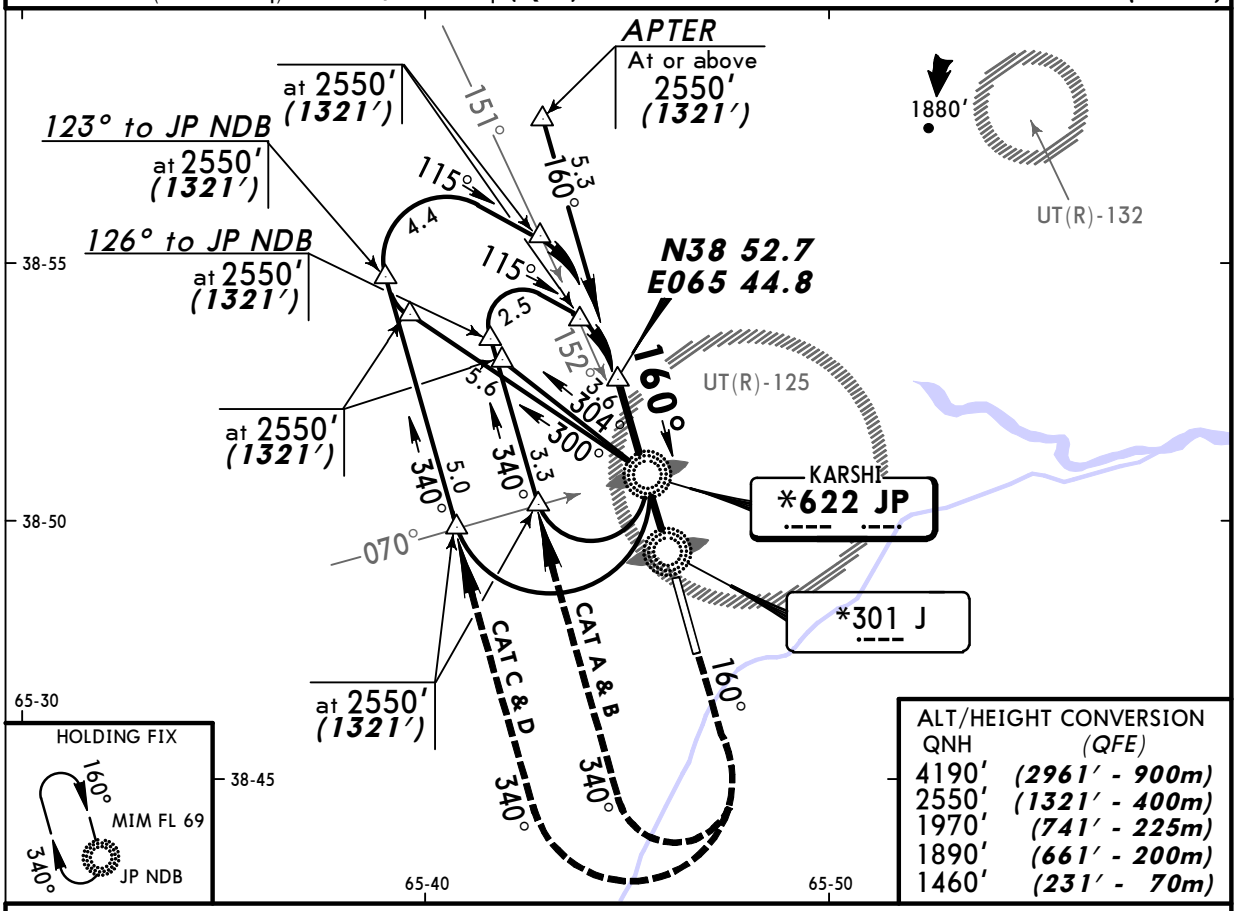
*KARSHI Tower
124.4

NDB	Final	Minimum Alt	2 NDB	NDB	
JP	Apch Crs	N38 52.7 E065 44.8	MDA(H)	MDA(H)	Apt Elev 1229′
*622	160°	2550′ (1321′)	1610′ (381′)	Refer to Minimums	RWY 1229′

MISSED APCH: Climb on 160° to 1890′ (661′), then turn RIGHT onto 340° climbing to 2550′ (1321′), then according to chart or as directed.

MSA JP NDB: 180° 2600′, 060° 3300′

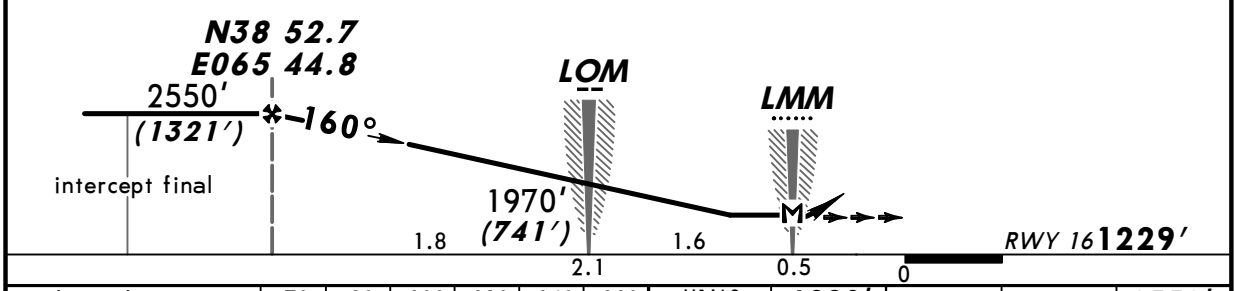
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 4190′ (2961′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4190′	(2961′ - 900m)
2550′	(1321′ - 400m)
1970′	(741′ - 225m)
1890′	(661′ - 200m)
1460′	(231′ - 70m)

Pass LMM not below 1460′ (231′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
Map at LMM						

MIALS: 1890′ (661′) on 160° — 340° RT — 2550′ (1321′)

STRAIGHT-IN LANDING RWY 16

2 NDB		NDB		CIRCLE-TO-LAND	
MDA(H) 1610′ (381′)	ALS out	MDA(H) AB: 1890′ (661′) [1] CD: 2220′ (991′)	ALS out		
A	1700m	2500m		A	NOT AUTHORIZED
B				B	
C		5000m		C	
D				D	

PANS OPS

[1] W/o radar control: MDA(H) 2020′ (791′) VIS 3000m.

CHANGES: New procedure.

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UTSK/KSQ KARSHI

JEPPESEN
12 SEP 08 (16-2) Eff 25 Sep

KARSHI, UZBEKISTAN NDB Rwy 34

BRIEFING STRIP ™

*KARSHI Tower
124.4

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1229′
K *301	340°	N38 43.7 E065 48.1 2540′ (1321′)	Refer to Minimums	RWY 1219′

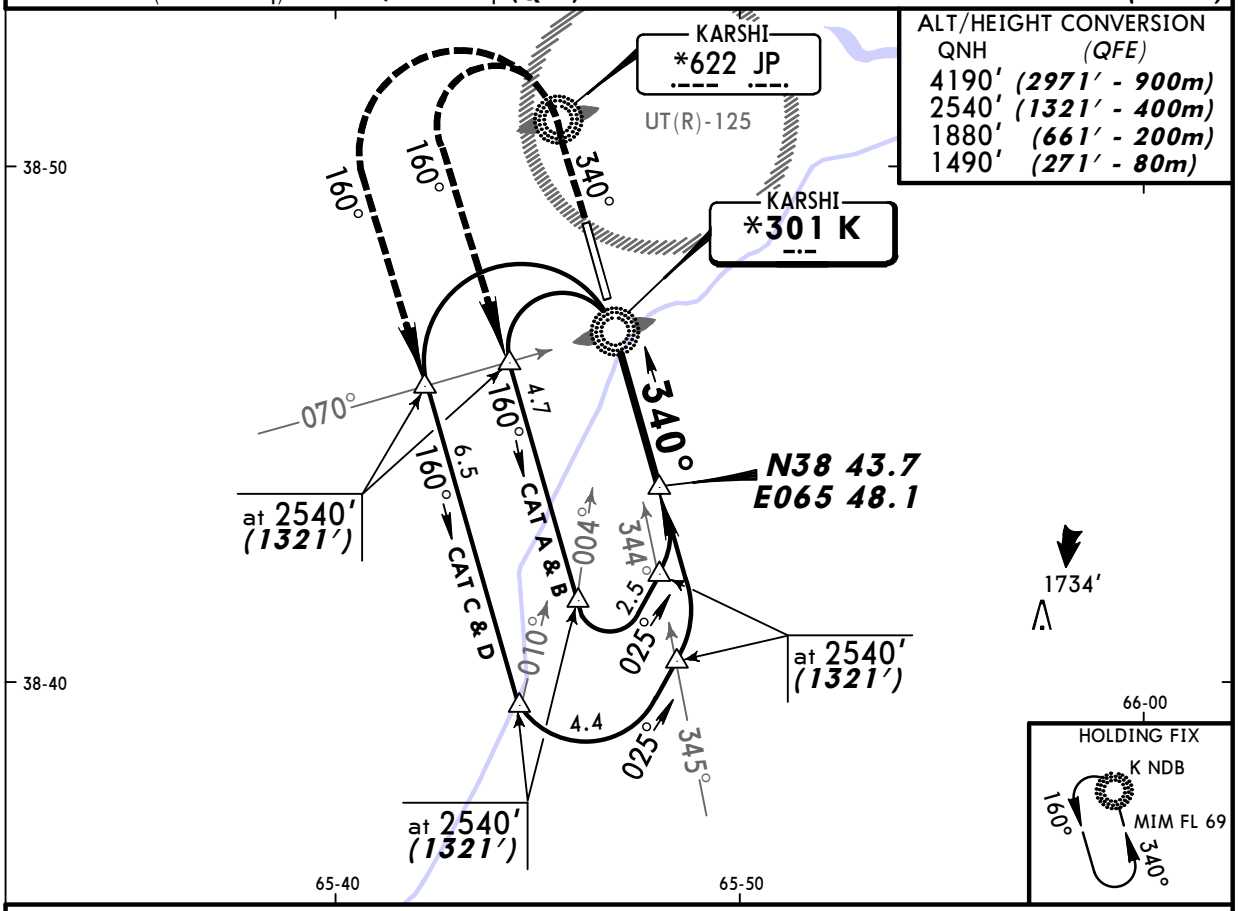
MISSED APCH: Climb on 340° to 1880′(661′), then turn LEFT onto 160° climbing to 2540′(1321′), then according to chart or as directed.

MSA JP NDB: 2600′ (180°), 3300′ (060°)

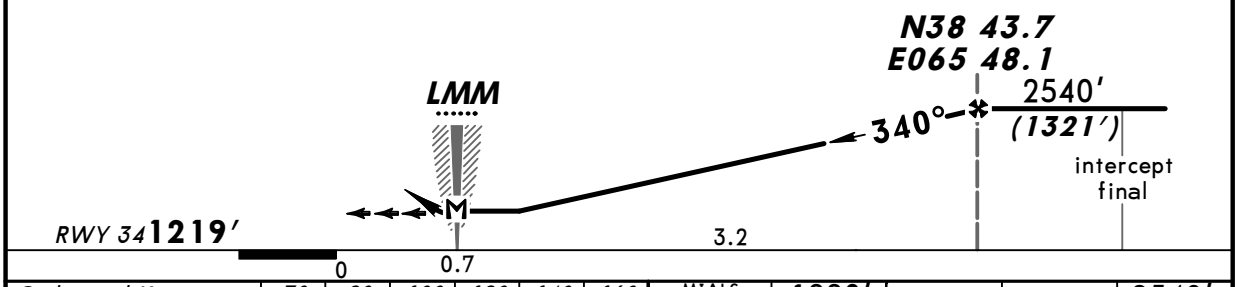
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 69 Trans alt: 4190′(2971′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4190′	(2971′ - 900m)
2540′	(1321′ - 400m)
1880′	(661′ - 200m)
1490′	(271′ - 80m)



Pass LMM not below 1490′ (271′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
Map at LMM						

MIALS: 1880′ (661′) on 340° — 160° LT — 2540′ (1321′)

STRAIGHT-IN LANDING RWY 34	CIRCLE-TO-LAND
MDA(H) AB: 1880′(661′) CD: 2210′(991′) ALS out	

PANS OPS

A	3000m	A	NOT AUTHORIZED
B		B	
C	5000m	C	
D		D	

CHANGES: New procedure.

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