

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTSK

Terminal Charts For UTSK

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Karshi Uzb  
IATA Code: KSQ  
Lat/Long: N38° 48.2' E065° 46.4'  
Elevation: 1231 ft

Airport Use: Public  
Magnetic Variation: 4.5°E

Fuel Types: Jet A-1  
Customs: Restricted  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0255 Z  
Sunset: 1224 Z,

Runway Information

Runway: 16  
Length x Width: 9268 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1229 ft  
Lighting: Edge, ALS  
Stopway: 164 ft

Runway: 34  
Length x Width: 9268 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 1220 ft  
Lighting: Edge, ALS  
Displaced Threshold: 410 ft  
Stopway: 164 ft

Communication Information

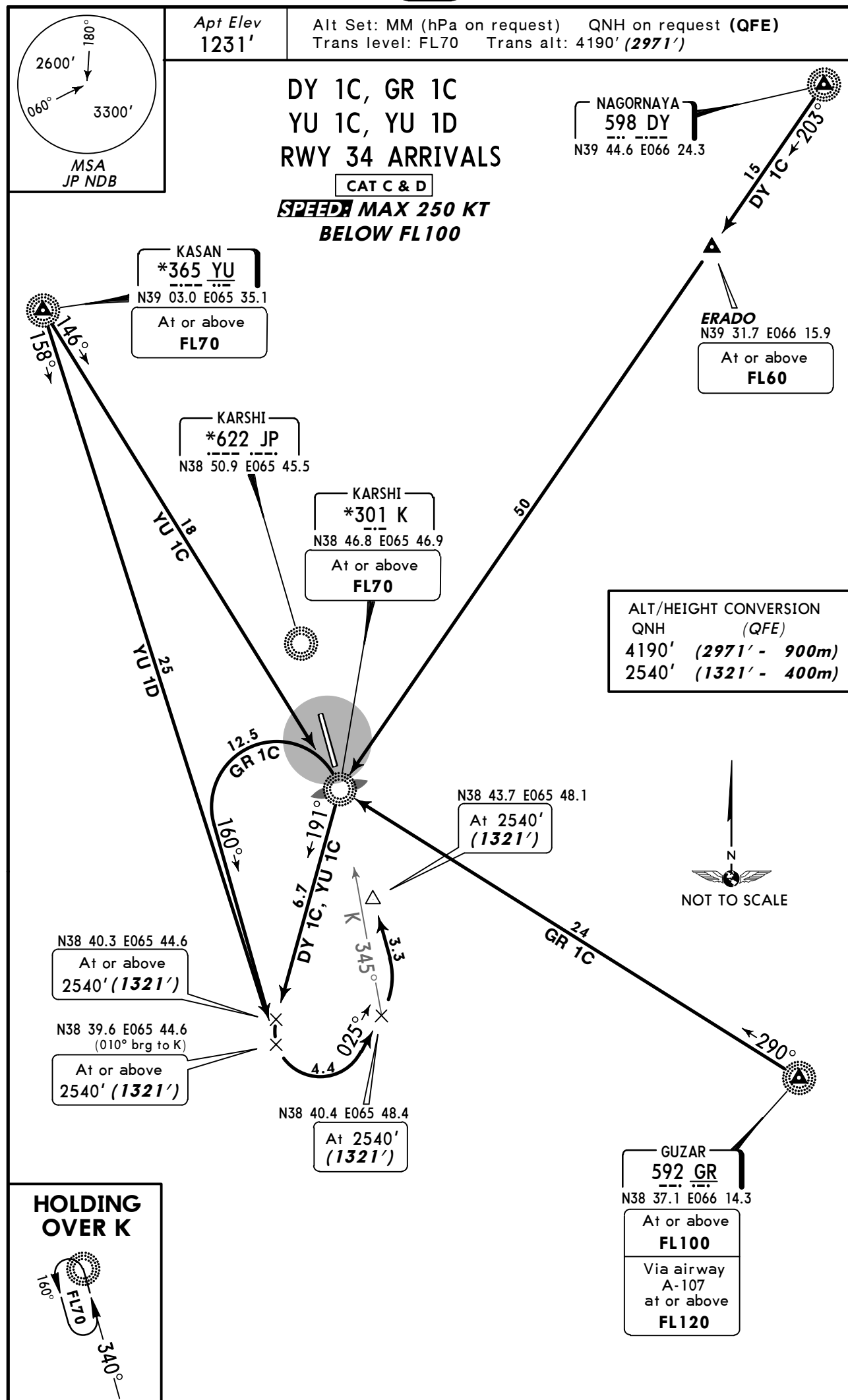
Karshi Tower 124.4  
Karshi Tower 120.3

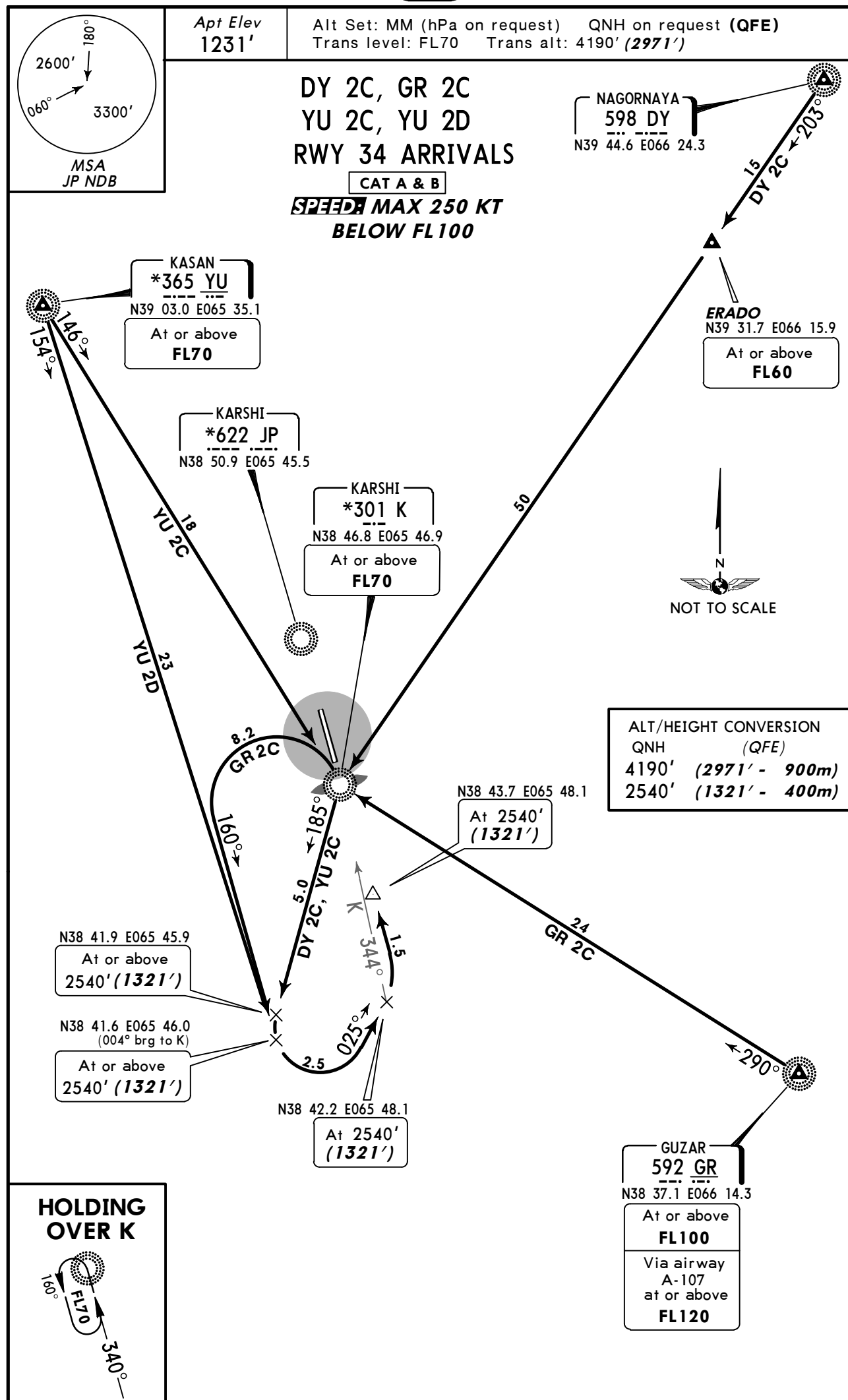
***SPEED: MAX 250 KT BELOW FL100***

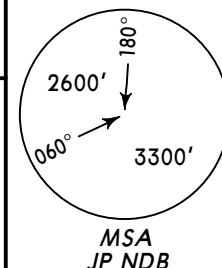
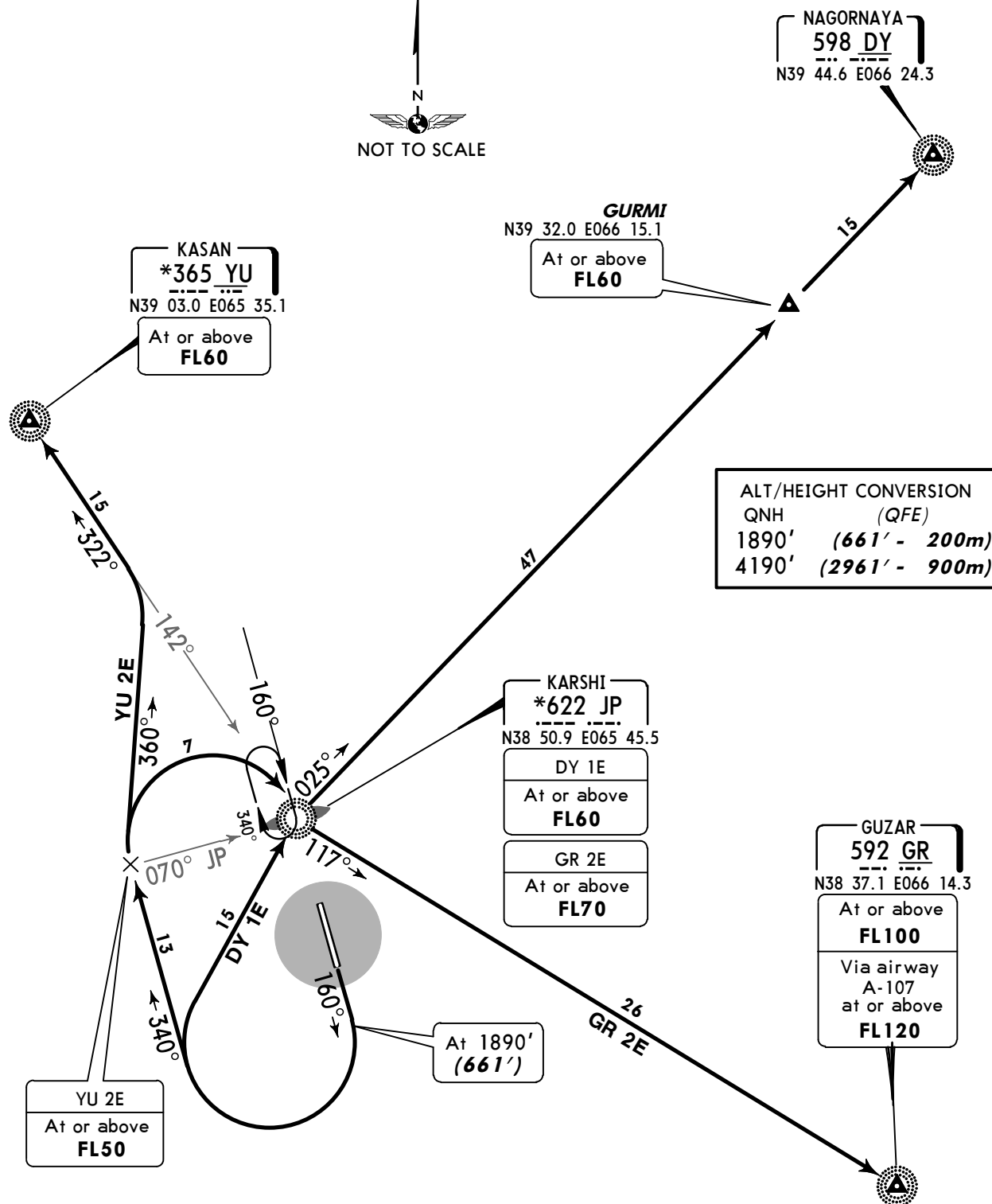


**ALT/HEIGHT CONVERSION**  
QNH (QFE)

|       |                 |
|-------|-----------------|
| 4840' | (3611' - 1100m) |
| 4510' | (3281' - 1000m) |
| 4190' | (2961' - 900m)  |
| 2550' | (1321' - 400m)  |





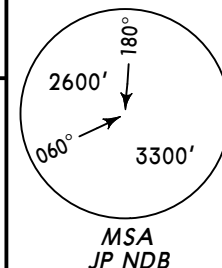
Apt Elev  
1229'QNH on request (QFE)  
Trans level: FL70 Trans alt: 4190' (2961')DY 1E, GR 2E, YU 2E  
RWY 16 DEPARTURES~~SPEED~~ MAX 250 KT BELOW FL100

| SID   | ROUTING                                                                                                                                |
|-------|----------------------------------------------------------------------------------------------------------------------------------------|
| DY 1E | Climb on 160° track to 1890' (661'), turn RIGHT to JP, 025° bearing via GURMI to DY.                                                   |
| GR 2E | Climb on 160° track to 1890' (661'), turn RIGHT, 340° track, at abeam JP turn RIGHT to JP, 117° track to GR.                           |
| YU 2E | Climb on 160° track to 1890' (661'), turn RIGHT, 340° track, at abeam JP turn RIGHT, 360° track, intercept 322° bearing from JP to YU. |

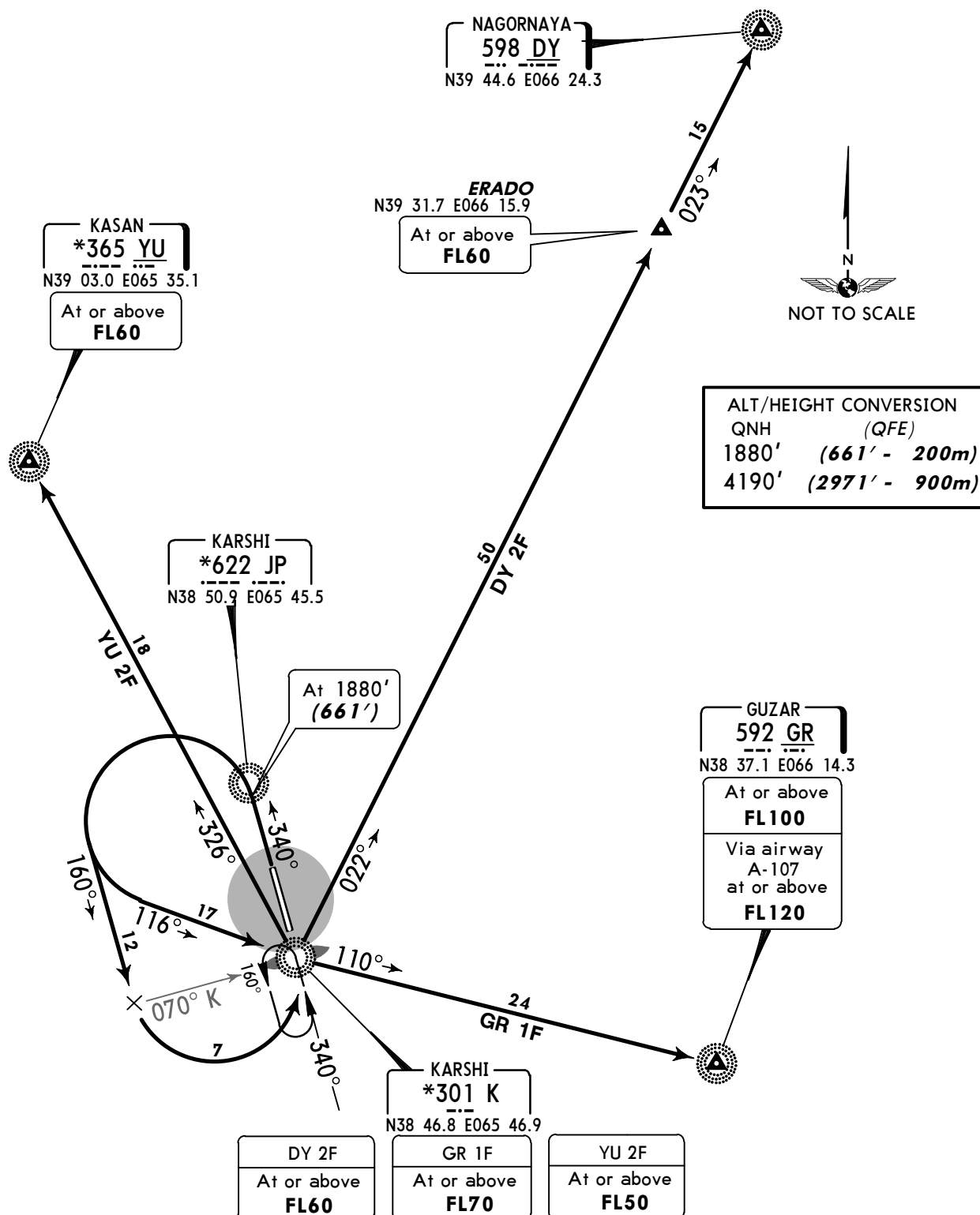
Apt Elev  
1229'

QNH on request (QFE)

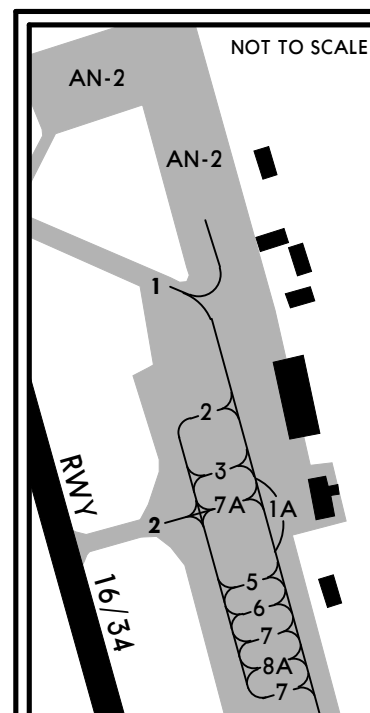
Trans level: FL70 Trans alt: 4190' (2971')



DY 2F, GR 1F, YU 2F  
RWY 34 DEPARTURES  
~~SPEED~~ MAX 250 KT BELOW FL100



| SID   | ROUTING                                                                                                                       |
|-------|-------------------------------------------------------------------------------------------------------------------------------|
| DY 2F | Climb on 340° track to 1880' (661'), turn LEFT, 160° track, at abeam K turn LEFT to K, 022° track to ERADO, 023° track to DY. |
| GR 1F | Climb on 340° track to 1880' (661'), turn LEFT to K, 110° track to GR.                                                        |
| YU 2F | Climb on 340° track to 1880' (661'), turn LEFT, 160° track, at abeam K turn LEFT to K, 326° track to YU.                      |



|                                 |               |                |               |
|---------------------------------|---------------|----------------|---------------|
| <b>① TAKE-OFF RUN AVAILABLE</b> |               |                |               |
| <u>RWY 16:</u>                  |               | <u>RWY 34:</u> |               |
| From rwy head                   | 9268' (2825m) | From rwy head  | 9268' (2825m) |
| twy T1 int                      | 8940' (2725m) | twy T4 int     | 7956' (2425m) |
| twy T2 int                      | 7300' (2225m) | twy T3 int     | 4675' (1425m) |

|   | TAKE-OFF             |             |                          |
|---|----------------------|-------------|--------------------------|
|   | AIR CARRIER (JAA)    |             |                          |
|   | All Rwys             |             |                          |
|   | LVP must be in force |             | RCLM (DAY only)<br>or RL |
|   | DAY<br>RCLM or RL    | NIGHT<br>RL |                          |
| A | 300m                 | 300m        | 400m                     |
| B |                      |             |                          |
| C |                      |             |                          |
| D |                      | 400m        |                          |

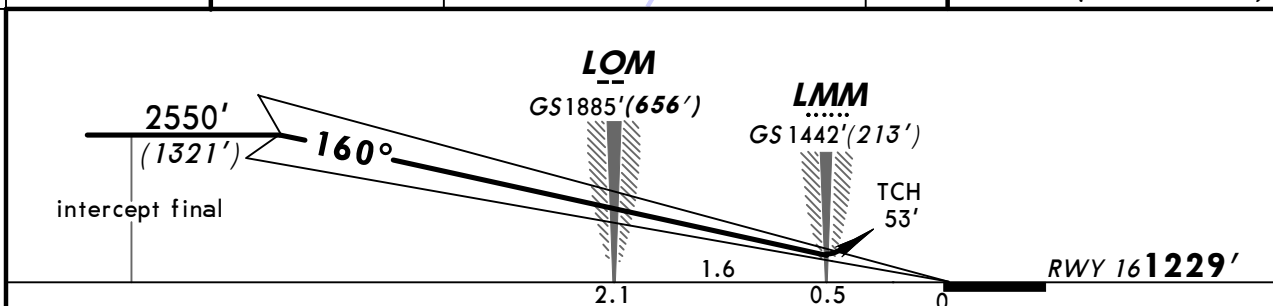
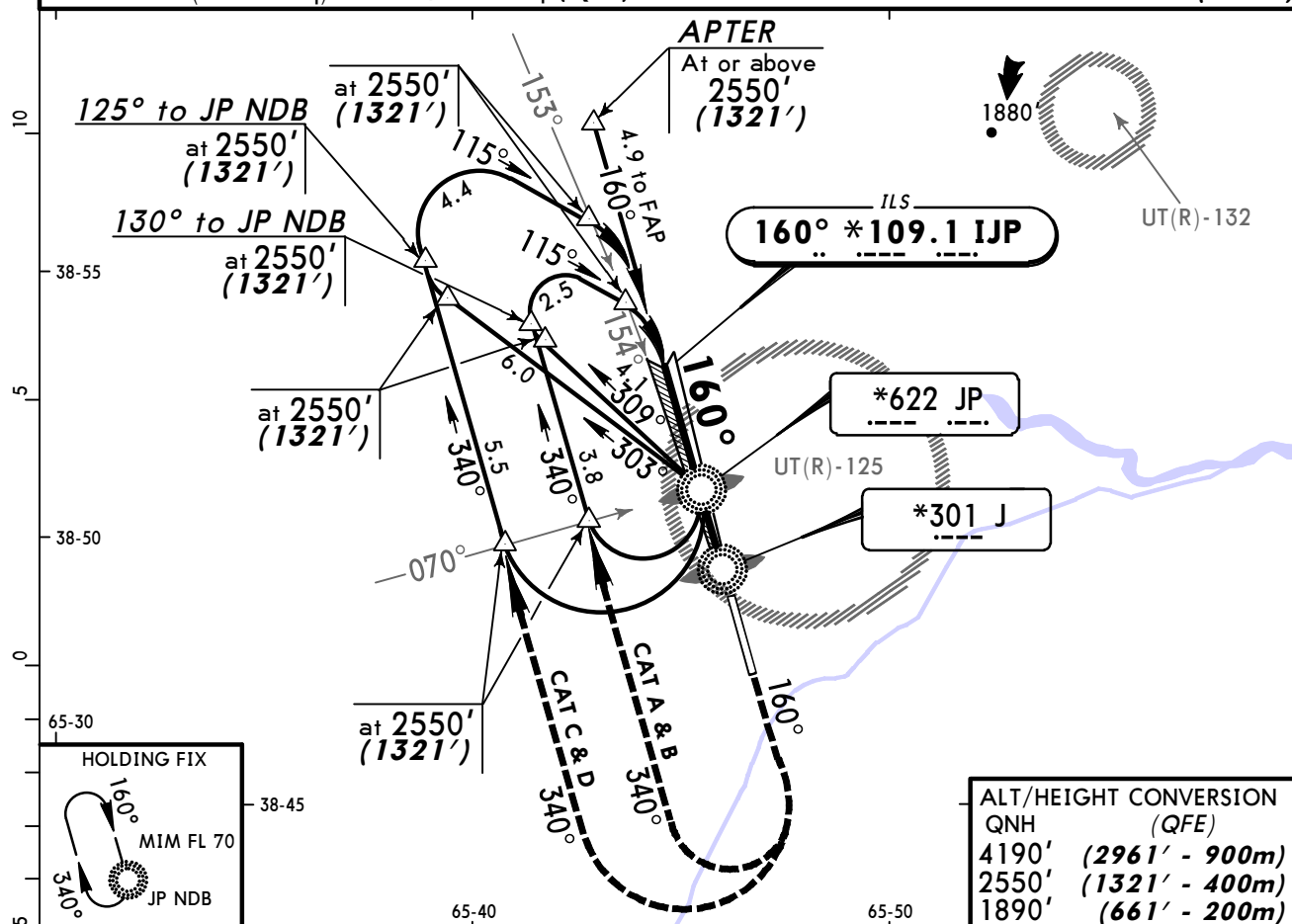
| STRAIGHT-IN RWY |          | A                | B                | C                | D                |
|-----------------|----------|------------------|------------------|------------------|------------------|
| 16              | ILS      | 1429'(200')      | 1442'(213')      | 1459'(230')      | 1459'(230')      |
|                 |          | 800m             | 800m             | 900m             | 900m             |
|                 | ALS out  | 1200m            | 1200m            | 1200m            | 1200m            |
|                 | LOC      | NOT AUTH         | NOT AUTH         | NOT AUTH         | NOT AUTH         |
|                 | 2 NDB ①  | 1610'(381')      | 1610'(381')      | 1610'(381')      | 1610'(381')      |
|                 |          | ceil 115m- 1700m | ceil 115m- 1700m | ceil 115m- 1700m | ceil 115m- 1700m |
|                 | ALS out  | ceil 115m- 1700m | ceil 115m- 1700m | ceil 115m- 1800m | ceil 115m- 1800m |
| 34              | JP NDB ① | 1630'(401')      | 1630'(401')      | 1630'(401')      | 1630'(401')      |
|                 |          | ceil 200m- 2500m | ceil 200m- 2500m | ceil 300m- 5000m | ceil 300m- 5000m |
|                 | J Lctr ① | 2000'(771')      | 2000'(771')      | 2000'(771')      | 2000'(771')      |
|                 | with FMS | ceil 240m- 3000m | ceil 240m- 3000m | ceil 300m- 5000m | ceil 300m- 5000m |
|                 | J Lctr   | 2000'(771')      | 2000'(771')      | 2000'(771')      | 2000'(771')      |
|                 | w/o FMS  | ceil 240m- 3100m | ceil 240m- 3100m | ceil 300m- 5000m | ceil 300m- 5000m |
|                 | ALS out  | ceil 240m- 3800m | ceil 240m- 3800m | ceil 300m- 5000m | ceil 300m- 5000m |
| 34              | NDB ①    | 1860'(640')      | 1860'(640')      | 1860'(640')      | 1860'(640')      |
|                 |          | ceil 200m- 3000m | ceil 200m- 3000m | ceil 300m- 5000m | ceil 300m- 5000m |

① Continuous Descent Final Approach.

| CIRCLE-TO-LAND | A        | B        | C        | D        |
|----------------|----------|----------|----------|----------|
|                | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |

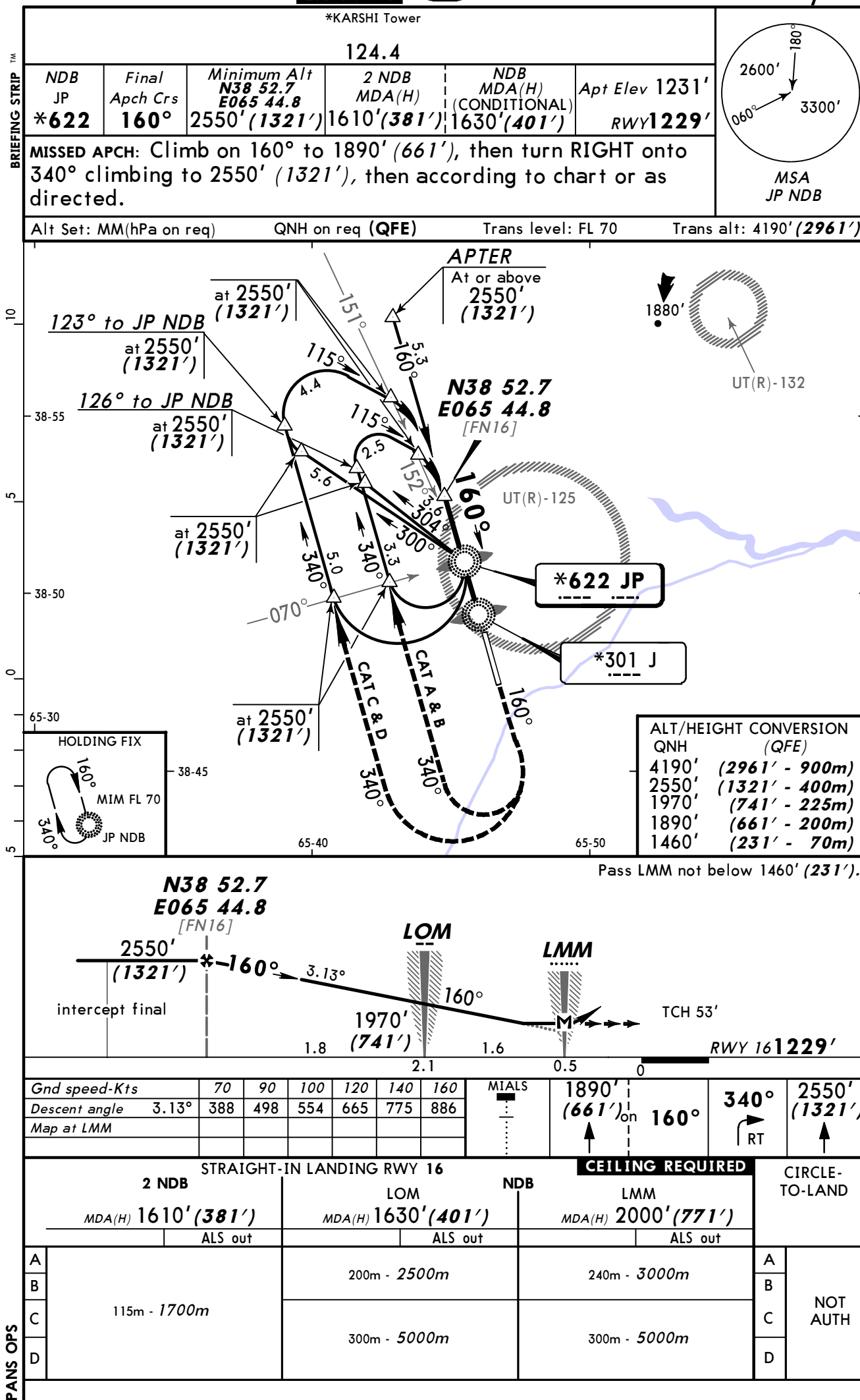
| TAKE-OFF RWY 16, 34  |             |                          |                   |
|----------------------|-------------|--------------------------|-------------------|
| LVP must be in Force |             |                          |                   |
| DAY<br>RCLM or RL    | NIGHT<br>RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A<br>B<br>C<br>D     | 300m        | 400m                     | 500m              |
|                      |             |                          |                   |
|                      | 400m        | 400m                     | 500m              |
|                      |             |                          |                   |

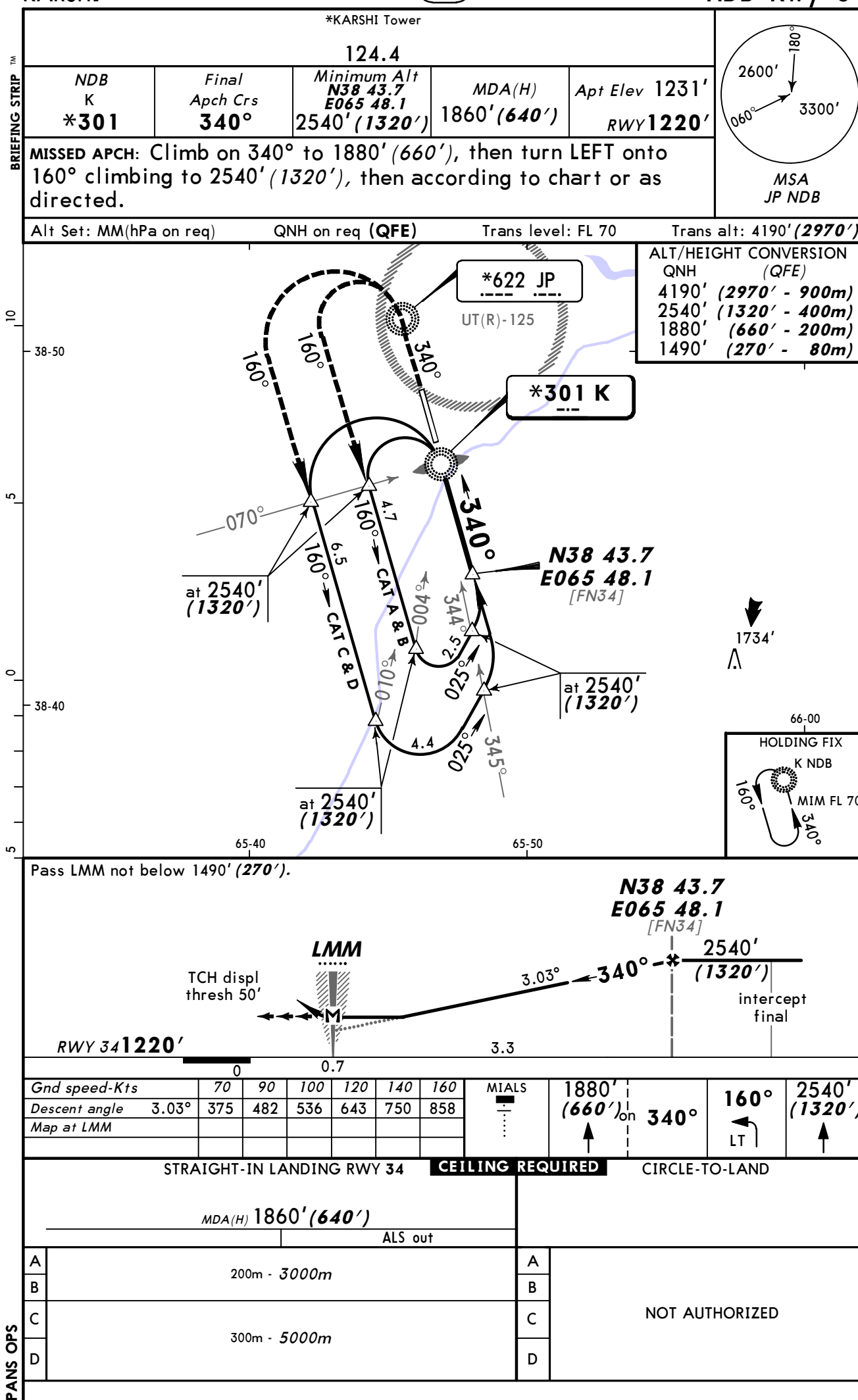
|                         |                           |                    |                                   |
|-------------------------|---------------------------|--------------------|-----------------------------------|
| Alt Set: MM(hPa on req) | QNH on req ( <b>QFE</b> ) | Trans level: FL 70 | Trans alt: 4190' ( <b>2961'</b> ) |
|-------------------------|---------------------------|--------------------|-----------------------------------|



|                      |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------|-----|-----|-----|-----|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Gnd speed-Kts</i> | 70  | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;"> MIALS<br/>  </div> <div style="text-align: center;"> 1890'<br/> (<del>661'</del>)<sub>on</sub> </div> <div style="margin: 0 20px;">160°</div> <div style="text-align: center;"> 340°<br/>  </div> <div style="text-align: center;"> 2550'<br/> (<del>1321'</del>) </div> </div> |
| <i>GS</i> 2.70°      | 334 | 430 | 478 | 573 | 669 | 764 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                      |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                      |     |     |     |     |     |     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|                                                                         |       |              |                   |                |   |                   |
|-------------------------------------------------------------------------|-------|--------------|-------------------|----------------|---|-------------------|
| STRAIGHT-IN LANDING RWY 16                                              |       |              |                   | CIRCLE-TO-LAND |   |                   |
| ILS<br><i>DA(H)</i> B: 1442' (213')<br>A: 1429' (200') CD: 1459' (230') |       | LOC (GS out) |                   |                |   |                   |
| FULL                                                                    |       | ALS out      |                   |                |   |                   |
| A                                                                       | 1200m |              | NOT<br>AUTHORIZED |                | A | NOT<br>AUTHORIZED |
| B                                                                       |       |              |                   |                | B |                   |
| C                                                                       |       |              |                   |                | C |                   |
| D                                                                       |       |              |                   |                | D |                   |





**Chart changes since cycle 24-2012**

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

| ACT                     | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-------------------------|-----------------|-------|----------|----------|
| KARSHI, (KARSHI - UTSK) |                 |       |          |          |

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UTSK**