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Revision Letter For Cycle 08-2013

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Notebook

General Information

Location: Samarkand Uzb
IATA Code: SKD
Lat/Long: N39° 42.0' E066° 59.0'
Elevation: 2225 ft

Airport Use: Public
Magnetic Variation: 4.7°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0056 Z
Sunset: 1409 Z,

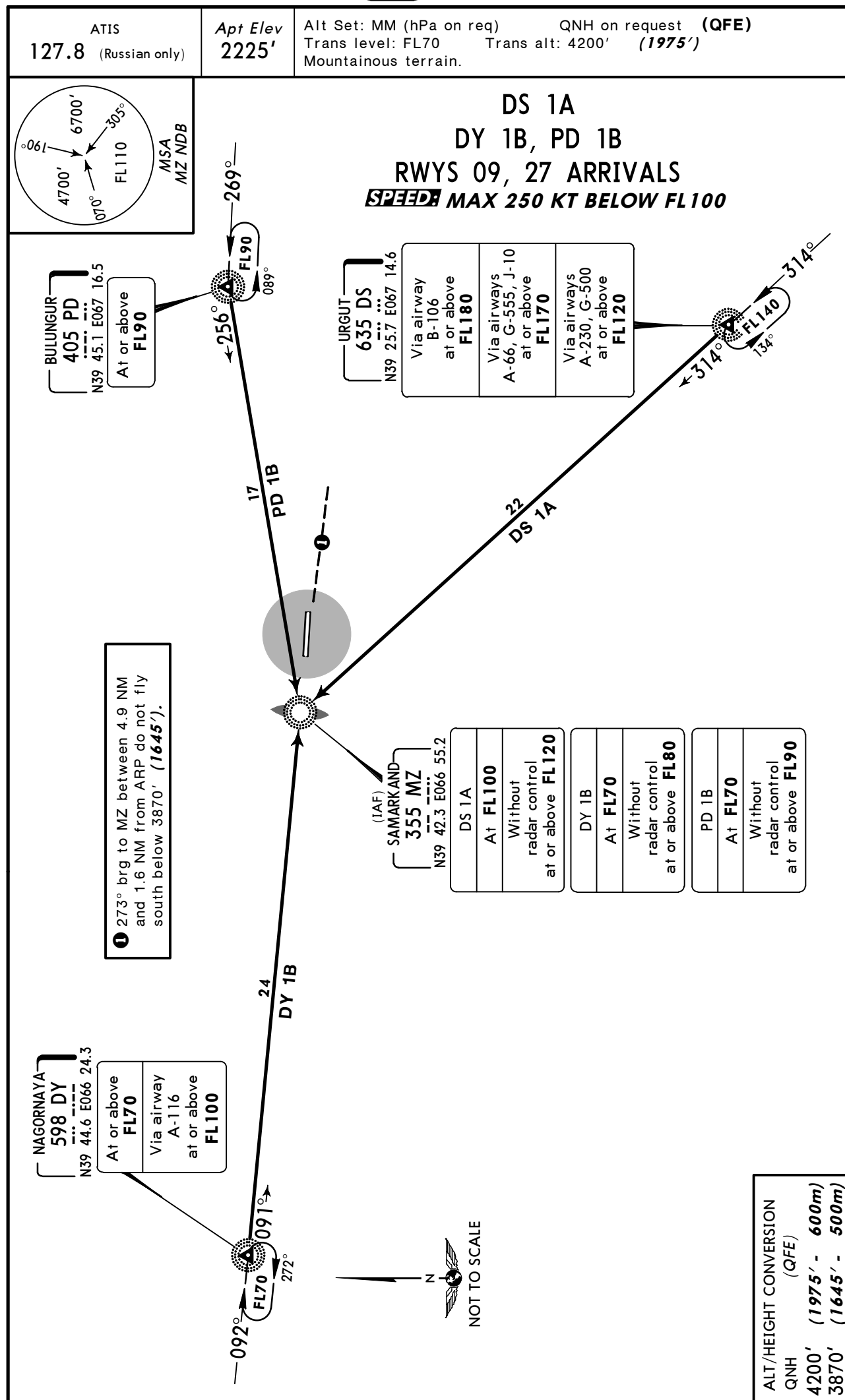
Runway Information

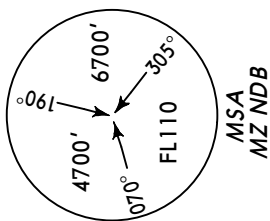
Runway: 09
Length x Width: 10187 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 2179 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 10187 ft x 161 ft
Surface Type: concrete
TDZ-Elev: 2222 ft
Lighting: Edge, ALS
Displaced Threshold: 787 ft

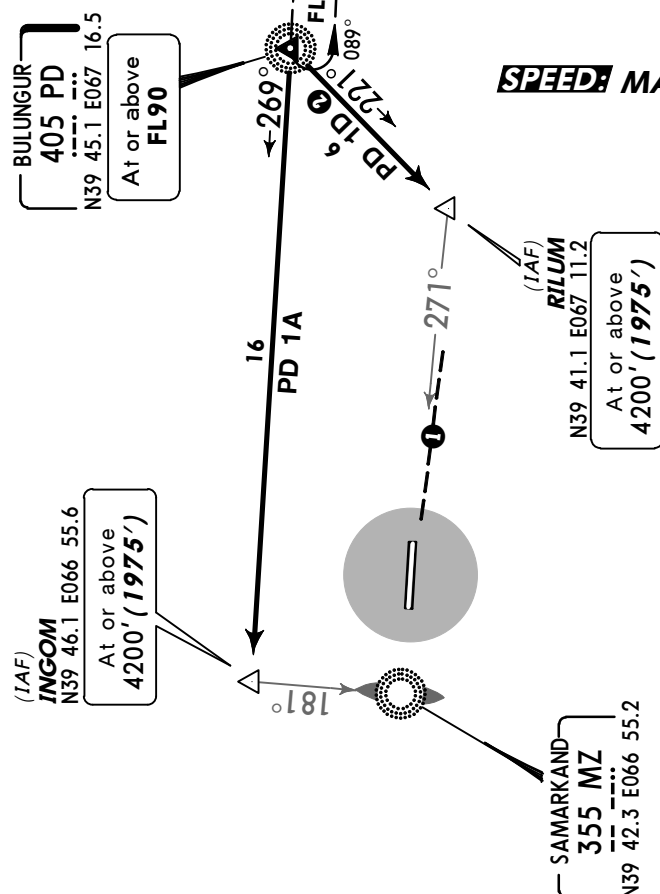
Communication Information

ATIS 127.8 Non-English
Samarkand Tower 121.8 Secondary VHF-DF
Samarkand Tower 118.7 VHF-DF
Samarkand Approach Control 123.7 Secondary
Samarkand Approach Control 120.8
Transit Operations 131.7



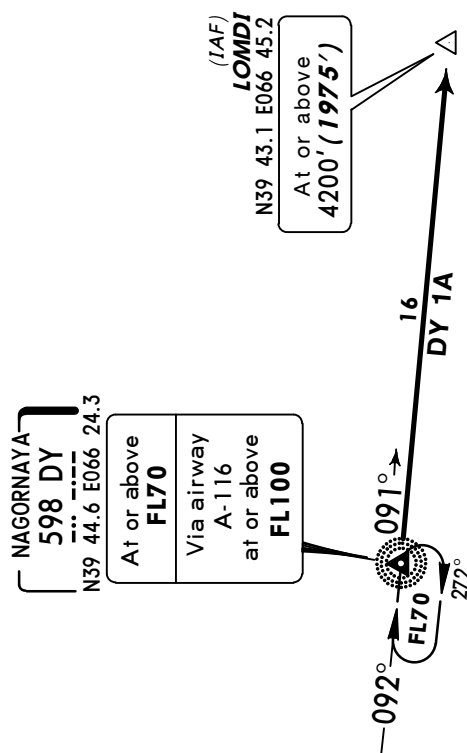
ATIS
127.8 (Russian only)Apt Elev
2225'Alt Set: MM (hPa on req)
Trans level: FL70
Mountainous terrain.QNH on request (QFE)
Trans alt: 4200' (1975')DY 1A, PD 1A
RWY 09 ARRIVALSPD 1D
RWY 27 ARRIVAL

CAT A & B

SPEED: MAX 250 KT BELOW FL100

1 273° brg to MZ between 4.9 NM and 1.6 NM from ARP do not fly south below 3870' (1645').

2 PD 1D:
10% descent gradient is required.
If unable to comply expect STAR PD 1B.

ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1975' - 600m)
3870' (1645' - 500m)

Apt Elev
2225'

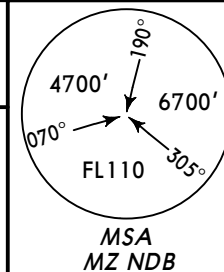
QNH on request (QFE)

Trans level: FL70

Trans alt: 4200'

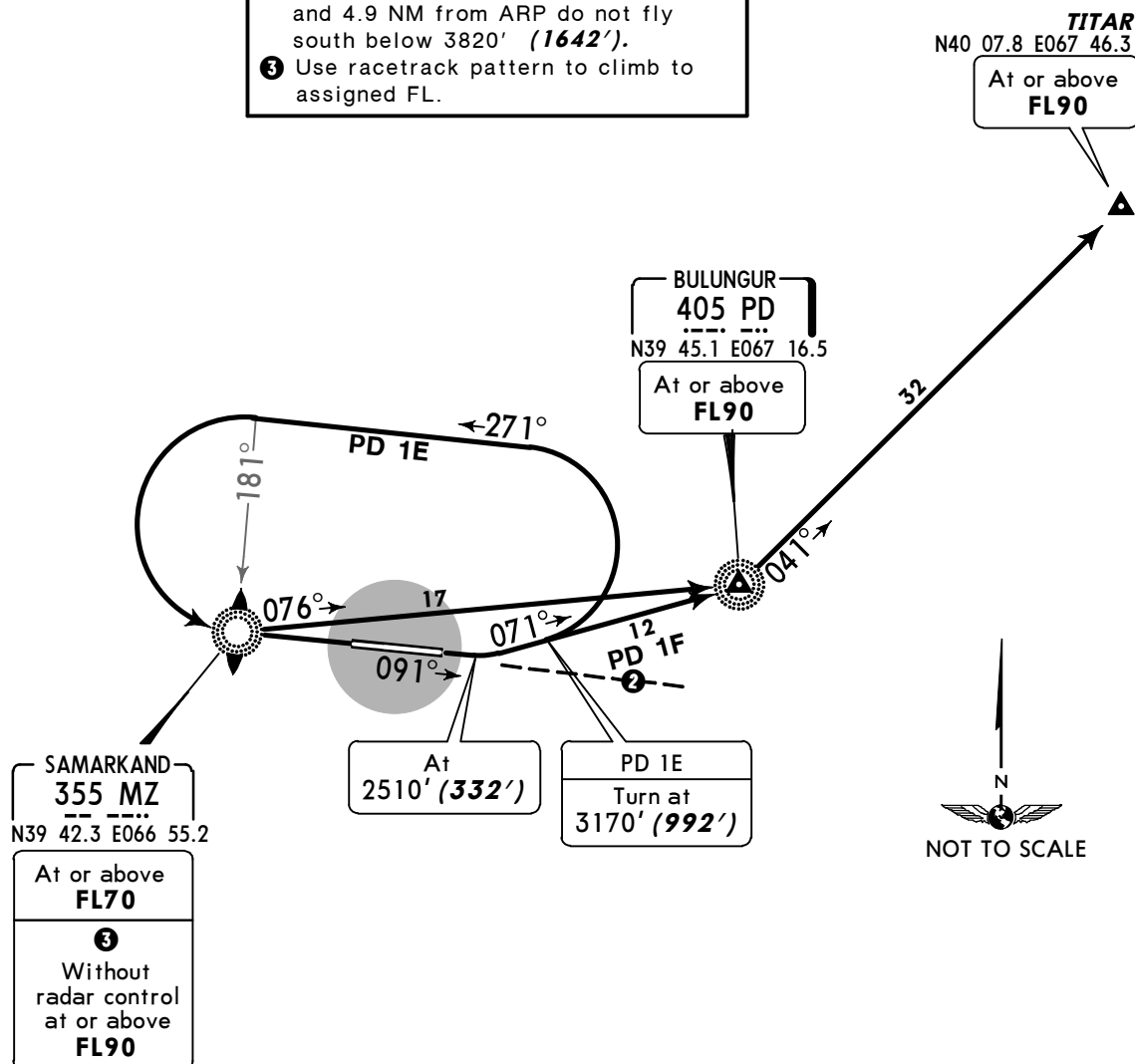
(2022')

Mountainous terrain.



BULUNGUR ONE ECHO (PD 1E)
BULUNGUR ONE FOXTROT (PD 1F)①
RWY 09 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

- ① Only available with radar control.
- ② 093° brg from MZ between 1.6 NM and 4.9 NM from ARP do not fly south below 3820' (1642').
- ③ Use racetrack pattern to climb to assigned FL.

**PD 1F**

This SID requires a minimum climb gradient of 504' per NM (8.3%).

Gnd speed-KT	75	100	150	200	250	300
504' per NM	630	841	1261	1681	2101	2522

If unable to comply expect SID PD 1E.

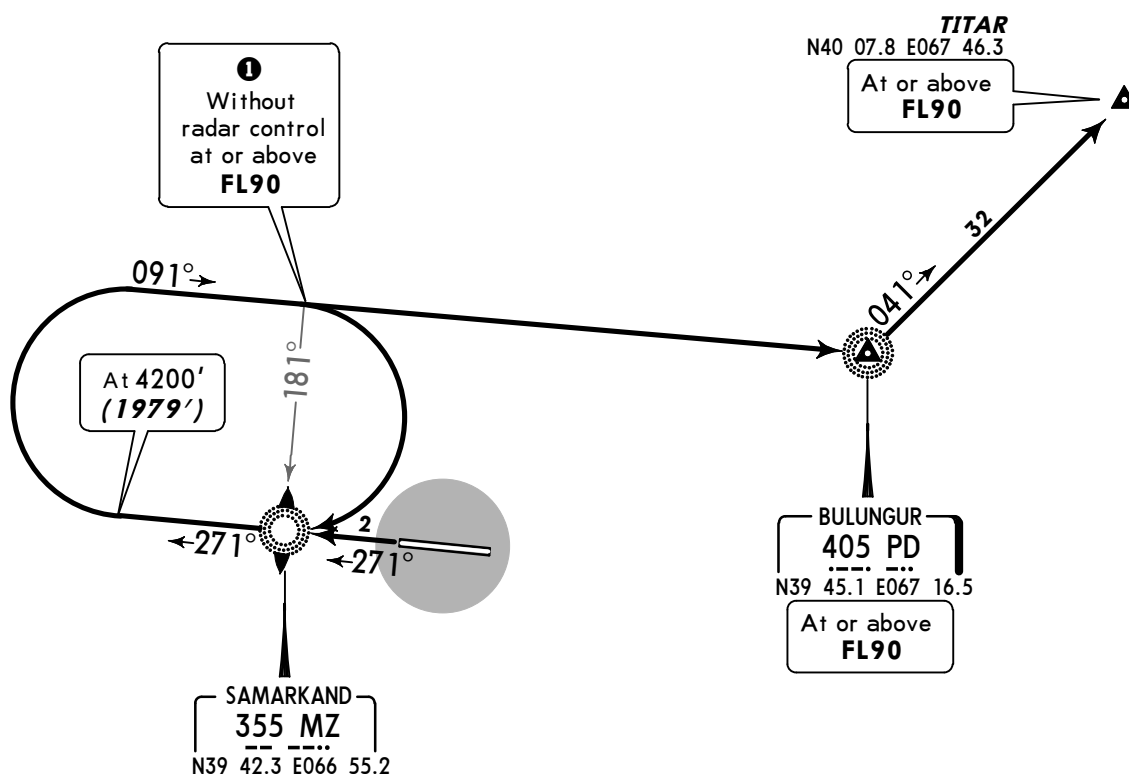
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2510'	(332' - 100m)
3170'	(992' - 300m)
3820'	(1642' - 500m)
4200'	(2022' - 600m)

INITIAL CLIMB

Climb on 091° track to 2510' (332'), turn LEFT.

SID	ROUTING
PD 1E	071° track, at 3170' (992') turn LEFT, 271° track, climbing to assigned FL, when passing 181° bearing to MZ turn LEFT to MZ, turn LEFT, 076° bearing to PD.
PD 1F	Intercept 071° bearing to PD, climbing to assigned FL.

① Use racetrack pattern to climb to assigned FL.



ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1979' - 600m)

Climb on 271° track to 4200' (1979'), turn RIGHT, intercept 091° bearing to PD, climbing to assigned FL.

Apt Elev
2225'

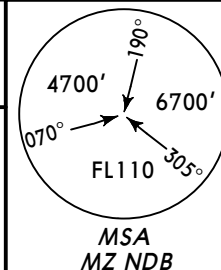
QNH on request (QFE)

Trans level: FL70

Trans alt: 4200'

(2022')

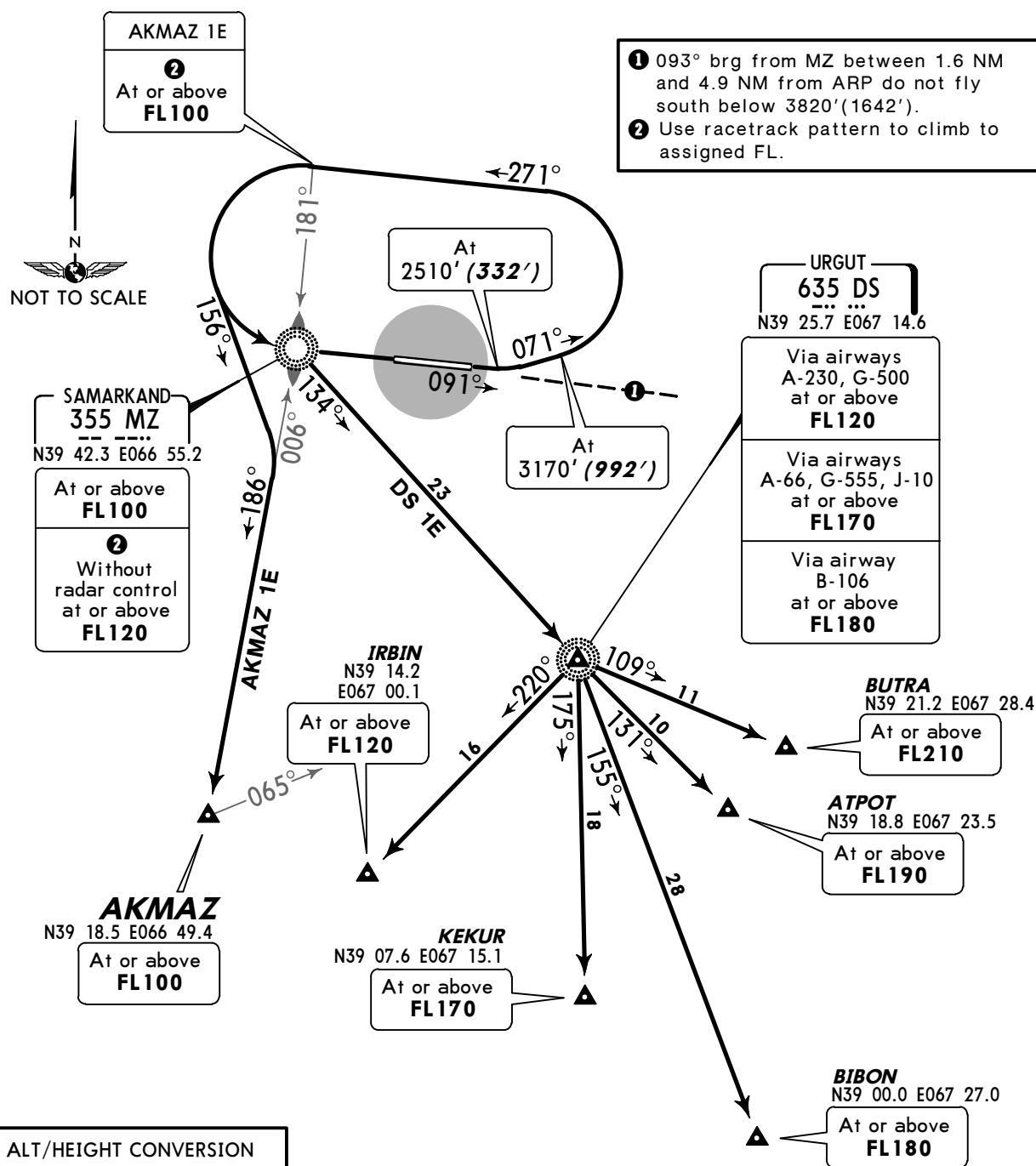
Mountainous terrain.



AKMAZ ONE ECHO (AKMAZ 1E) [AKMA1E]

URGUT ONE ECHO (DS 1E)

RWY 09 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION

QNH

(QFE)

2510' (332' - 100m)

3170' (992' - 300m)

3820' (1642' - 500m)

4200' (2022' - 600m)

INITIAL CLIMB

Climb on 091° track to 2510'(332'), turn LEFT, 071° track, at 3170'(992') turn LEFT, 271° track, climbing to assigned FL.

SID

ROUTING

AKMAZ 1E

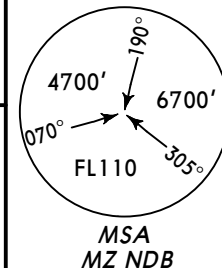
When passing 181° bearing to MZ turn LEFT, 156° track, turn RIGHT, intercept 186° bearing from MZ to AKMAZ.

DS 1E

When passing 181° bearing to MZ turn LEFT to MZ, turn RIGHT, 134° bearing to DS.

Apt Elev
2225'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4200' (1979')
Mountainous terrain.



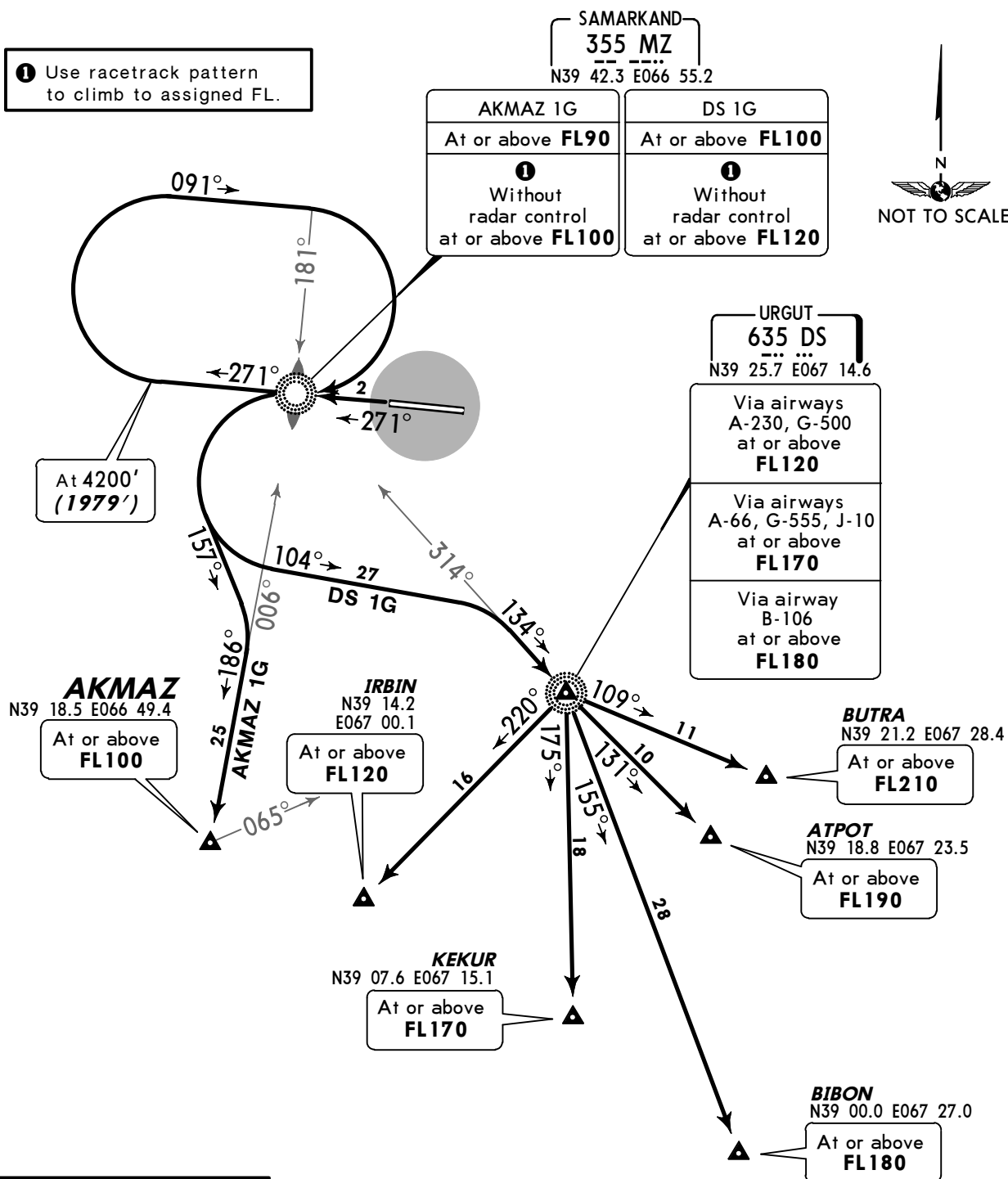
AKMAZ ONE GOLF (AKMAZ 1G) [AKMA1G]

URGUT ONE GOLF (DS 1G)

RWY 27 DEPARTURES

~~SPEED~~ MAX 250 KT BELOW FL100

① Use racetrack pattern to climb to assigned FL.



ALT/HEIGHT CONVERSION

QNH (QFE)

4200' (1979' - 600m)

INITIAL CLIMB

Climb on 271° track to 4200'(1979'), turn RIGHT, 091° track, climbing to assigned FL, when passing 181° bearing to MZ turn RIGHT to MZ, turn LEFT.

SID	ROUTING
AKMAZ 1G	157° track, turn RIGHT, intercept 186° bearing from MZ to AKMAZ.
DS 1G	104° track, turn RIGHT, intercept 134° bearing from MZ to DS.

Apt Elev
2225'

QNH on request (QFE)
Mountainous terrain.

Trans level: FL70

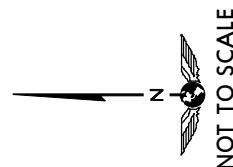
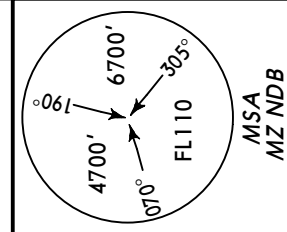
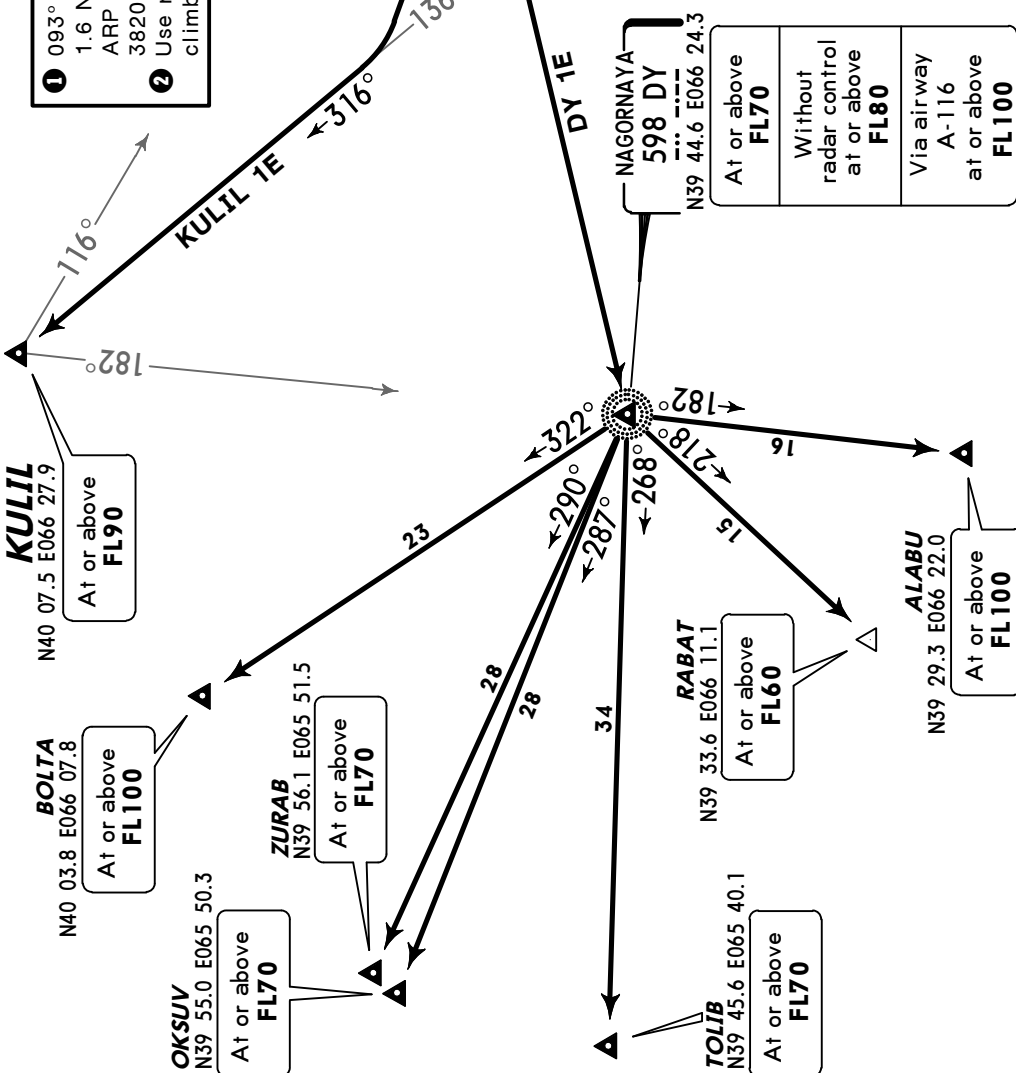
Trans alt: 4200' (2022')

KULIL ONE ECHO (KULIL 1E) [KUL11E]
NAGORNAYA ONE ECHO (DY 1E)
RWY 09 DEPARTURES
~~SPEED~~ MAX 250 KT
BELOW FL100

DY 1E
At or above FL70
Without radar control at or above FL80

- 093° brg from MZ between 1.6 NM and 4.9 NM from ARP do not fly south below 3820' (1642').
- Use racetrack pattern to climb to assigned FL.

KULIL 1E
At or above FL60
Without radar control at or above FL90



INITIAL CLIMB

Climb on 091° track to 2510' (332'), turn LEFT, 071° track, at 3170' (992') turn LEFT.

ROUTING

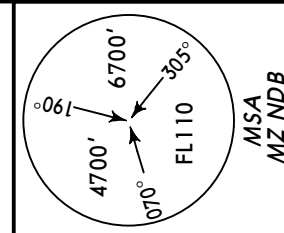
SID	ROUTING
DY 1E	271° track, climbing to assigned FL, when passing 181° bearing to MZ turn LEFT, intercept 261° bearing to DY.
KULIL 1E	271° track, climbing to assigned FL, when passing 181° bearing to MZ turn RIGHT, 286° track, turn RIGHT, intercept 316° bearing from MZ to KULIL.

ALT/HEIGHT CONVERSION	(QFE)
2510'	(332' - 100m)
3170'	(992' - 300m)
3820'	(1642' - 500m)
4200'	(2022' - 600m)

Apt Elev
2225'QNH on request (QFE)
Mountainous terrain.

Trans level: FL70

Trans alt: 4200' (1979')

KULIL ONE GOLF (KULIL 1G) [KULI1G]
NAGORNAYA ONE GOLF (DY 1G)
RWY 27 DEPARTURES**~~SPEED~~ MAX 250 KT BELOW FL100**BULUNGUR
405 PD
N39 45.1 E067 16.5

NOT TO SCALE

SAMARKAND
355 MZ
N39 42.3 E066 55.2

KULIL 1G	① Without radar control at or above FL90
DY 1G	① Without radar control at or above FL80

ALT/HEIGHT CONVERSION
QNH
4200' (1979' - 600m)

① Use racetrack pattern to climb to assigned FL.

KULIL

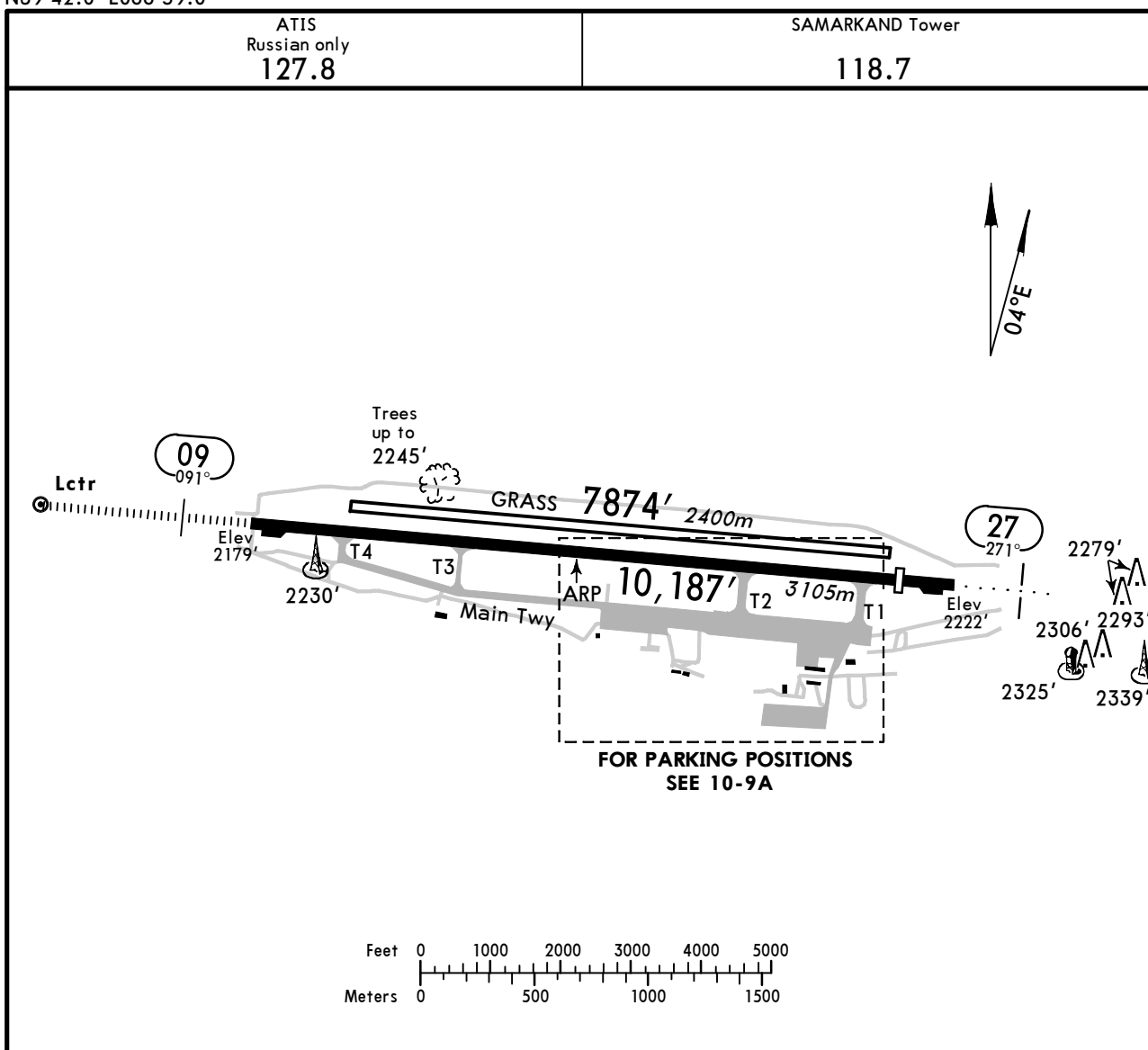
N40 07.5 E066 27.9
At or above FL90BOLTA
N40 03.8 E066 07.8
At or above FL100OKSUV
N39 55.0 E065 50.3
At or above FL70ZURAB
N39 56.1 E065 51.5
At or above FL70TOLIB
N39 45.6 E065 40.1
At or above FL70RABAT
N39 33.6 E066 11.1
At or above FL60ALABU
N39 29.3 E066 22.0
At or above FL100

At or above FL70	Without radar control at or above FL80	Via airway A-116 at or above FL100
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NAGORNAYA
598 DY
N39 44.6 E066 24.3

INITIAL CLIMB/ROUTING

SID	
DY 1G	Climb on 271° track to 4200' (1979'), 272° track to DY, climbing to assigned FL.
KULIL 1G	Climb on 271° track to 4200' (1979'), turn RIGHT, 346° track, turn LEFT, intercept 316° bearing from MZ to KULIL.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
09	HIRL (60m)	HIALS	PAPI-L	RVR		7874' 2400m	①	161'
27	HIRL (60m)	MIALS	PAPI-L	RVR	9400' 2865m	8489' 2587m		49m
09	Grass runway							197'
27								60m

① TAKE-OFF RUN AVAILABLE

RWY 09:

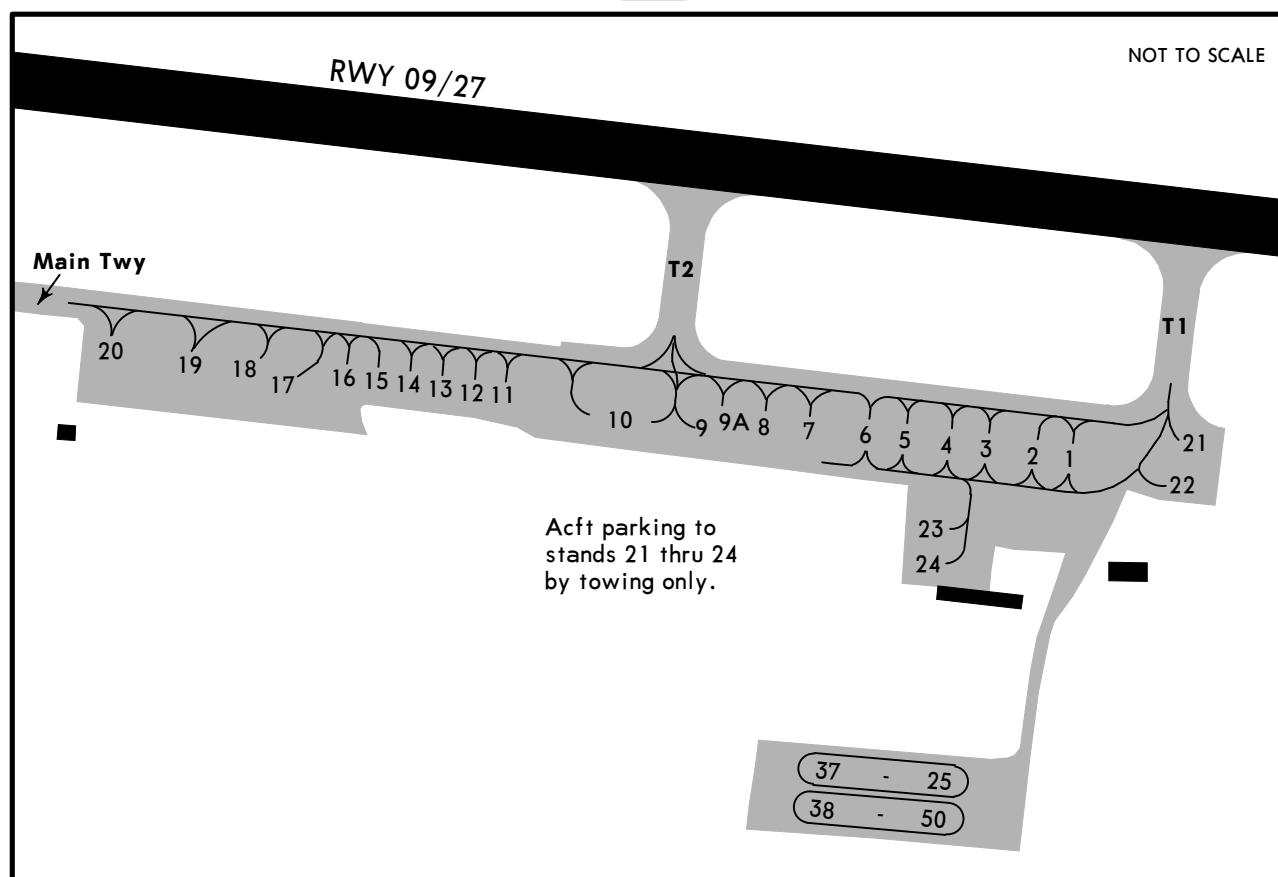
From rwy head	10,187' (3105m)
twy T4 int	9023' (2750m)
twy T3 int	7218' (2200m)

RWY 27:

From rwy head	10,187' (3105m)
twy T1 int	9023' (2750m)
twy T2 int	7218' (2200m)

TAKE-OFF

	AIR CARRIER (JAA)			
	Main rwy 09	Main rwy 27		
	RCLM (DAY only) or RL	LVP must be in force		RCLM (DAY only) or RL
		DAY RCLM or RL	NIGHT RL	
A	ceil 220m - 1700m	300m	300m	400m
B				
C	ceil 240m - 1800m	300m	400m	400m
D				



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N39 41.8 E066 59.8	10	N39 41.8 E066 59.5
2 thru 4	N39 41.8 E066 59.7	11 thru 14	N39 41.9 E066 59.3
5 thru 7	N39 41.8 E066 59.6	15 thru 17	N39 41.9 E066 59.2
8, 9	N39 41.8 E066 59.5	18, 19	N39 41.9 E066 59.1
9A	N39 41.8 E066 59.6	20	N39 41.9 E066 59.0

STRAIGHT-IN RWY		A	B	C	D
09	ILS	2379' (200')	2379' (200')	2393' (214')	2393' (214')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED			
	2 NDB ❶	2560' (381')	2560' (381')	2560' (381')	2560' (381')
		1700m	1700m	1800m	1800m
	NDB ❶	2840' (661')	2840' (661')	3170' (991')	3170' (991')
		2500m	2500m	5000m	5000m
	ALS out	3100m	3100m	5000m	5000m
27	ILS	3042' (820')	3042' (820')	3042' (820')	3042' (820')
		3500m	3500m	3500m	3500m
	LOC	NOT AUTHORIZED			
	NDB ❶❷	3110' (888')	3110' (888')	NOT APPLICABLE	
		ceil 700m - 5000m	ceil 700m - 5000m		

❶ Continuous Descent Final Approach

❷ W/o Radar: DA(H) 3000'(821'), 3100m, ALS out 3800m.

❸ DAYTIME only.

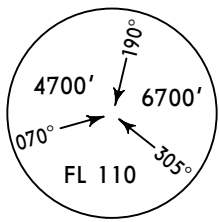
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 09

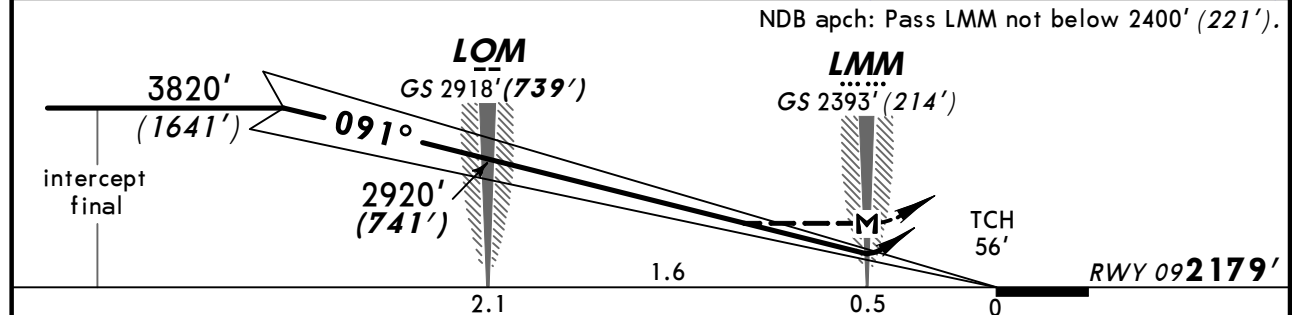
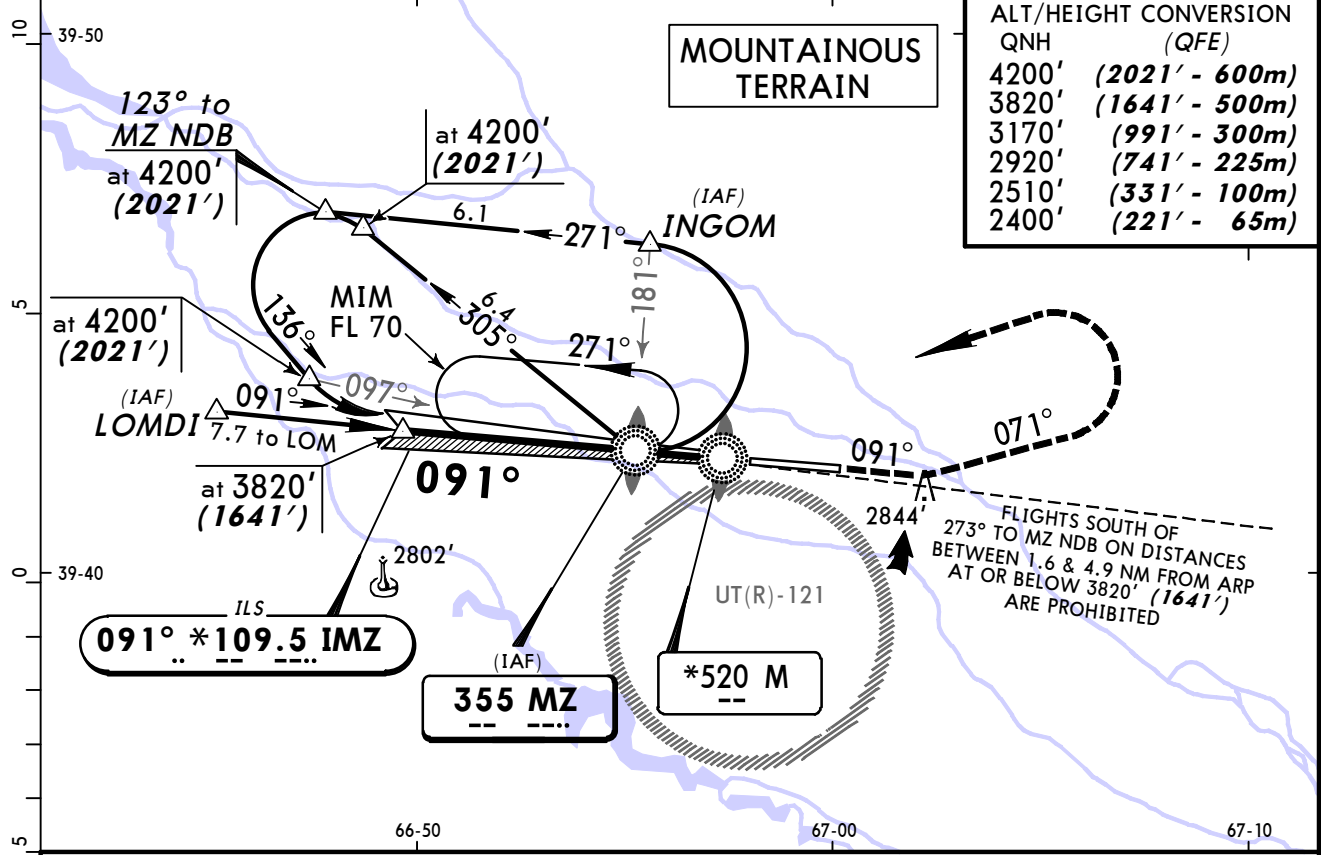
RCLM (DAY only) or RL		NIL (DAY only)	
A	ceiling 220m - 1700m		
B			
C	ceiling 240m - 1800m		
D			

TAKE-OFF RWY 27

LVP must be in Force			
DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
300m	300m	400m	500m
	400m		

ATIS 127.8 Russian only		SAMARKAND Approach 120.8		SAMARKAND Tower 118.7	
LOC IMZ *109.5	Final Apch Crs 091°	GS LOM 2918'(739')	ILS DA(H) 2393'(214')	Apt Elev 2225' RWY 2179'	
NDB MZ 355		Minimum Alt LOM 2920'(741')	2 NDB MDA(H) 2560'(381')		
MISSED APCH: Climb on 091° to 2510' (331'), then turn LEFT onto 071° climbing to 3170' (991'), then turn LEFT to MZ NDB climbing to 4200' (2021'), then according to chart, or as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (2021')



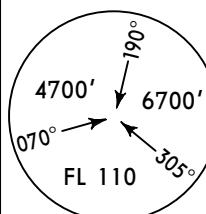
Gnd speed-Kts	70	90	100	120	140	160	HIALS	2510' (331') on 091°	071°	3170' (991')
ILS GS or	377	484	538	646	753	861	PAPI			
NDB Desc angle	3.00°									
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 09		NDB		CIRCLE-TO-LAND	
DA(H) 2393'(214')		LOC (GS out)		2 NDB			
FULL		ALS out		MDA(H) 2560'(381')		MDA(H) 3170'(991')	
				ALS out		ALS out	
A	see 11-2		NOT AUTH	see 11-2		see 11-2	
B							
C	800m	1200m		1700m		5000m	
D							

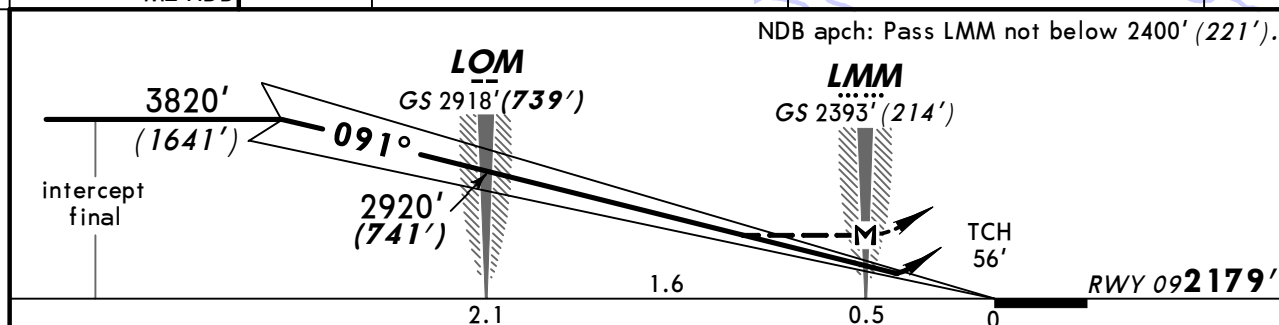
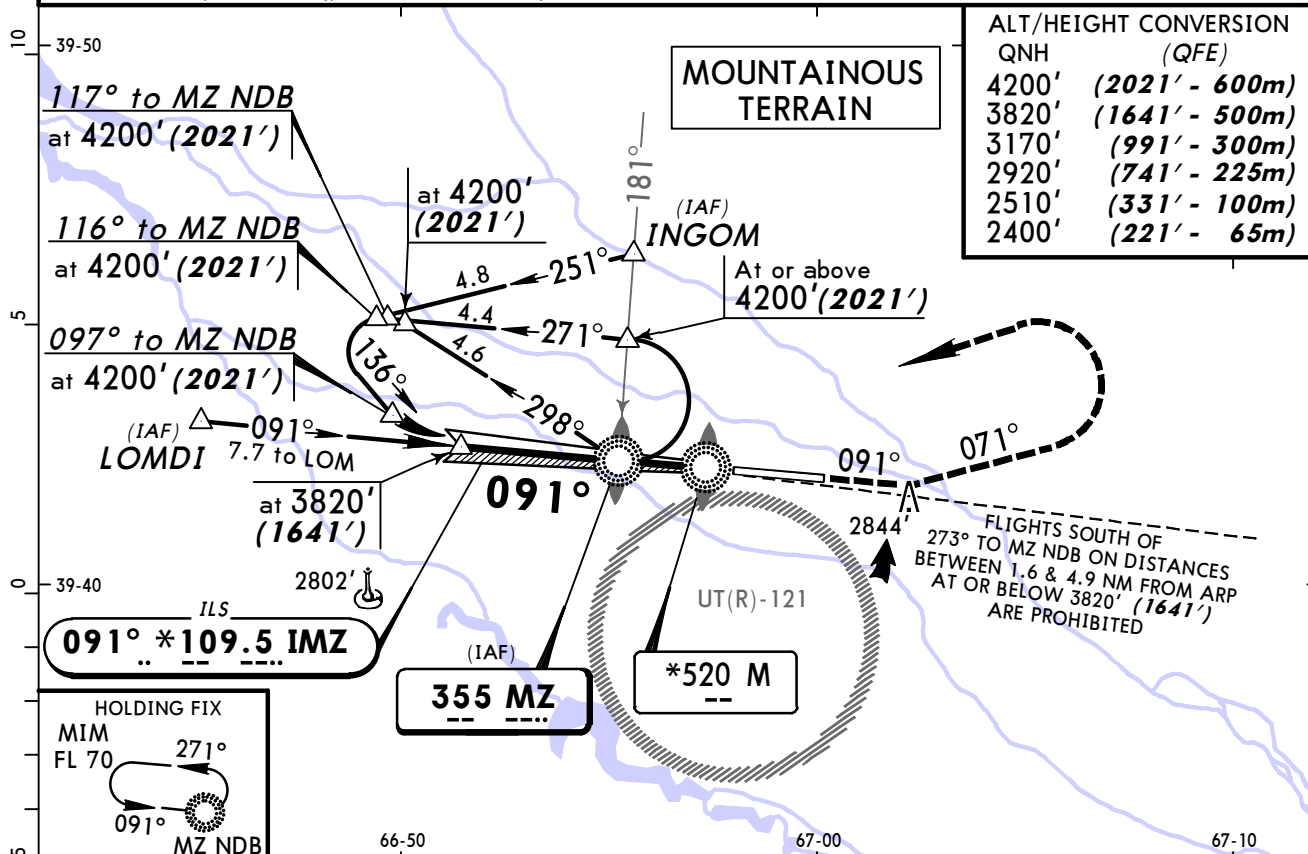
UTSS/SKD SAMARKAND

JEPPESEN SAMARKAND, UZBEKISTAN

4 NOV 11 Eff 17 Nov 11-2 CAT A & B ILS or 2 NDB Rwy 09

ATIS 127.8 Russian only		SAMARKAND Approach 120.8		SAMARKAND Tower 118.7	
LOC IMZ *109.5	Final Apch Crs 091°	GS LOM 2918'(739')	ILS DA(H) 2379'(200')	Apt Elev 2225' RWY 2179'	
NDB MZ 355		Minimum Alt LOM 2920'(741')	2 NDB MDA(H) 2560'(381')		
MISSED APCH: Climb on 091° to 2510' (331'), then turn LEFT onto 071° climbing to 3170' (991'), then turn LEFT to MZ NDB climbing to 4200' (2021'), then according to chart, or as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (2021')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2510' (331')	091°	071°	3170' (991')
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861	PAPI	↑		LT	↑
MAP at LMM											

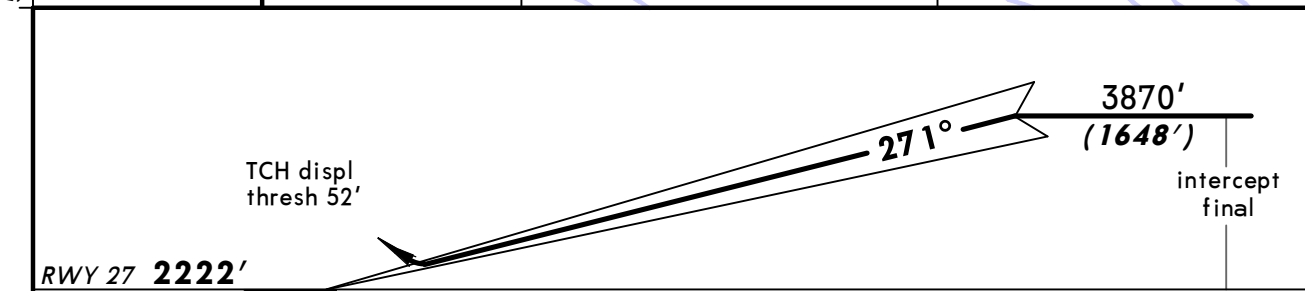
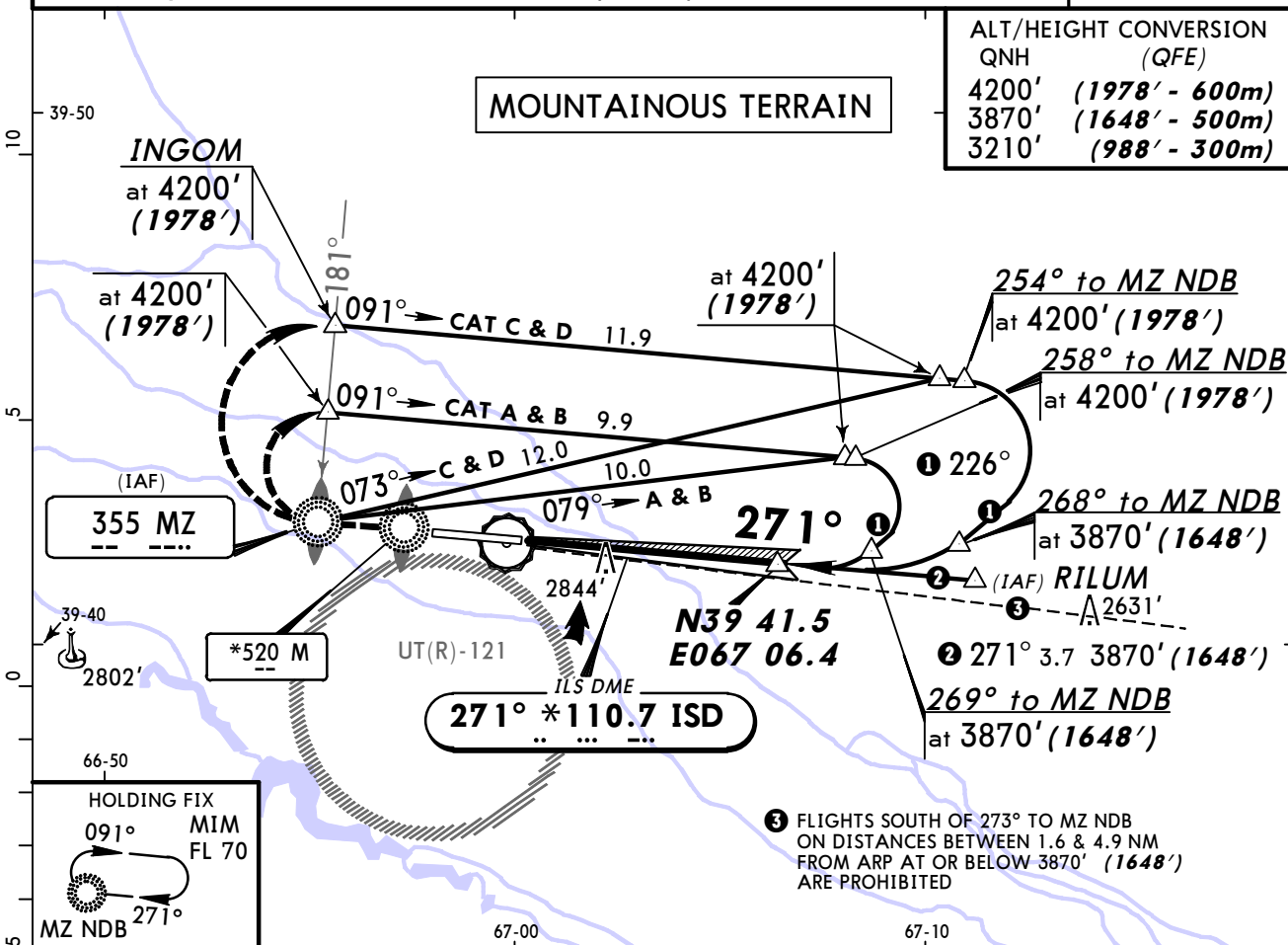
ILS		LOC (GS out)		2 NDB		NDB with Radar		CIRCLE-TO-LAND	
DA(H) 2379'(200')				MDA(H) 2560'(381')		MDA(H) 2840'(661')			
FULL		ALS out		ALS out		ALS out			
A	800m	1200m		1700m		2500m		A	
B								B	
C	see 11-1		NOT AUTH	see 11-1		see 11-1		C	NOT AUTH
D								D	

W/o Radar: MDA(H) 3000'(821'), 3000m.

CHANGES: Transition level. MSA. Minimum holding FL.

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ATIS Russian only 127.8		SAMARKAND Approach 120.8		SAMARKAND Tower 118.7	
LOC ISD *110.7	Final Apch Crs 271°	GS No alt published	ILS DA(H) 3042' (820')	Apt Elev 2225' RWY 2222'	
MISSED APCH: Climb on 271° to 3210' (988'), then turn RIGHT onto 091° climbing to 4200' (1978'), then according to chart, or as directed.					MSA MZ NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (1978') 1. DME required. 2. ILS DME reads zero at rwy 27 displ threshold.					



Gnd speed-Kts	70	90	100	120	140	160	MIALS PAPI	3210' (988')	271°	091°	4200' (1978')
GS 3.00°	377	484	538	646	753	861		↑	RT	↑	↑

STRAIGHT-IN LANDING RWY 27		LOC (GS out)		CIRCLE-TO-LAND	
ILS					
DA(H) 3042' (820')					
FULL		ALS out			
PANS OPS	A	3500m		A	NOT AUTHORIZED
	B			B	
	C			C	
	D			D	

PANS OPS

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SAMARKAND, (SAMARKAND - UTSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTSS