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Airport Information For UTSB

Terminal Charts For UTSB

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Bukhara Uzb
IATA Code: BHK
Lat/Long: N39° 46.5' E064° 29.0'
Elevation: 751 ft

Airport Use: Public
Magnetic Variation: 5.0°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: 0224 Z
Sunset: 1229 Z,

Runway Information

Runway: 01
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 739 ft
Lighting: Edge, ALS
Stopway: 177 ft

Runway: 19
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 751 ft
Lighting: Edge, ALS
Stopway: 180 ft

Communication Information

Bukhara Tower 120.1
Bukhara Approach Control 124.6

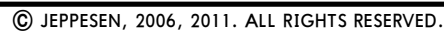
(QFE)

2400'

MSA
UH Lctr

CAT C & D

SPEED: MAX 250 KT AT OR BELOW FL100



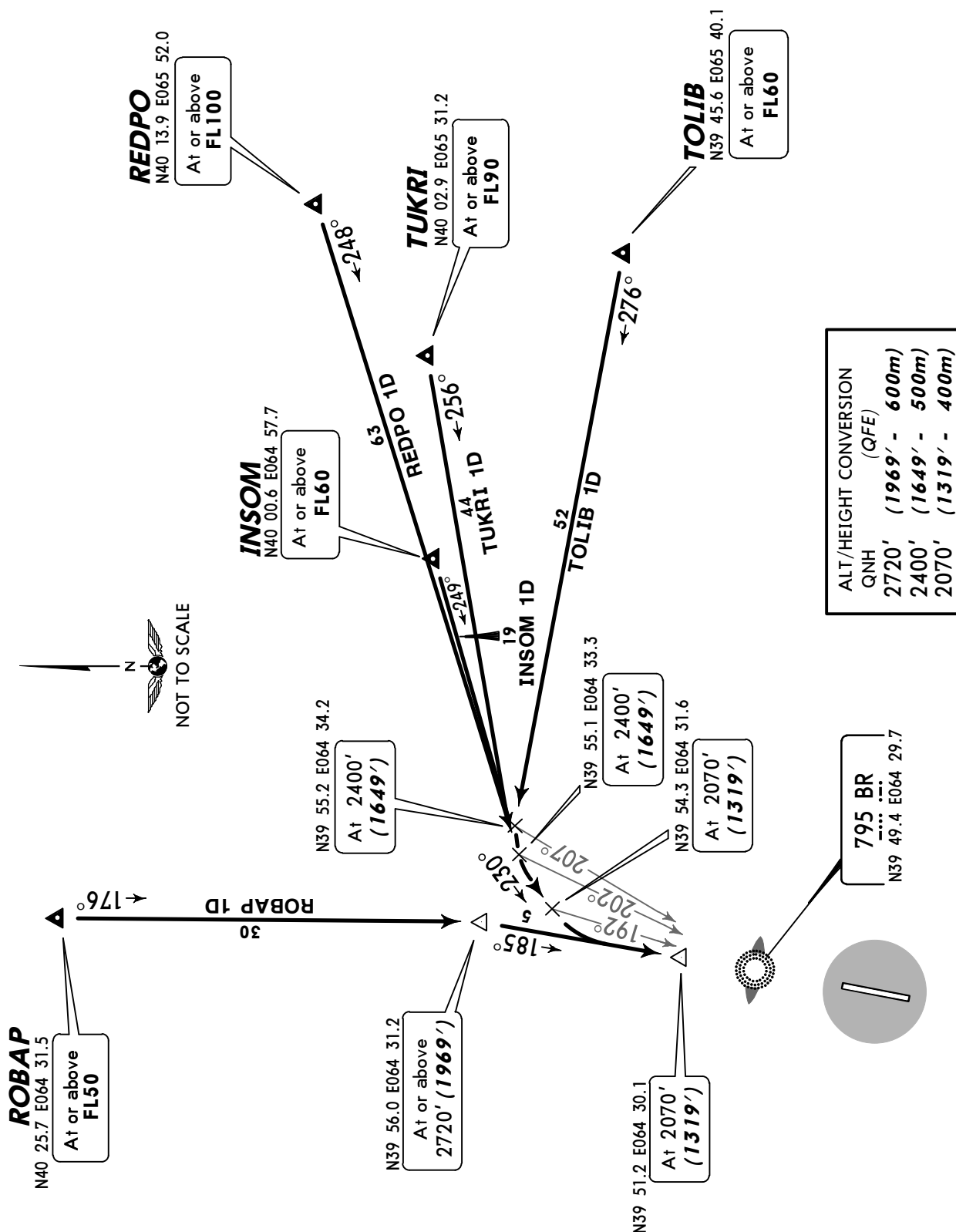
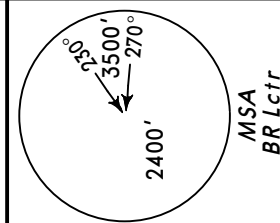
Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1969')

(QFE)

INSOM 1D [INSO1D], REDPO 1D [REDP1D]
ROBAP 1D [ROBA1D], TOLIB 1D [TOLI1D]
TUKRI 1D [TUKR1D]
RWY 19 ARRIVALS

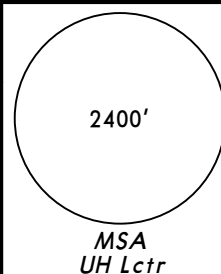
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2C

CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

Apt Elev
752'

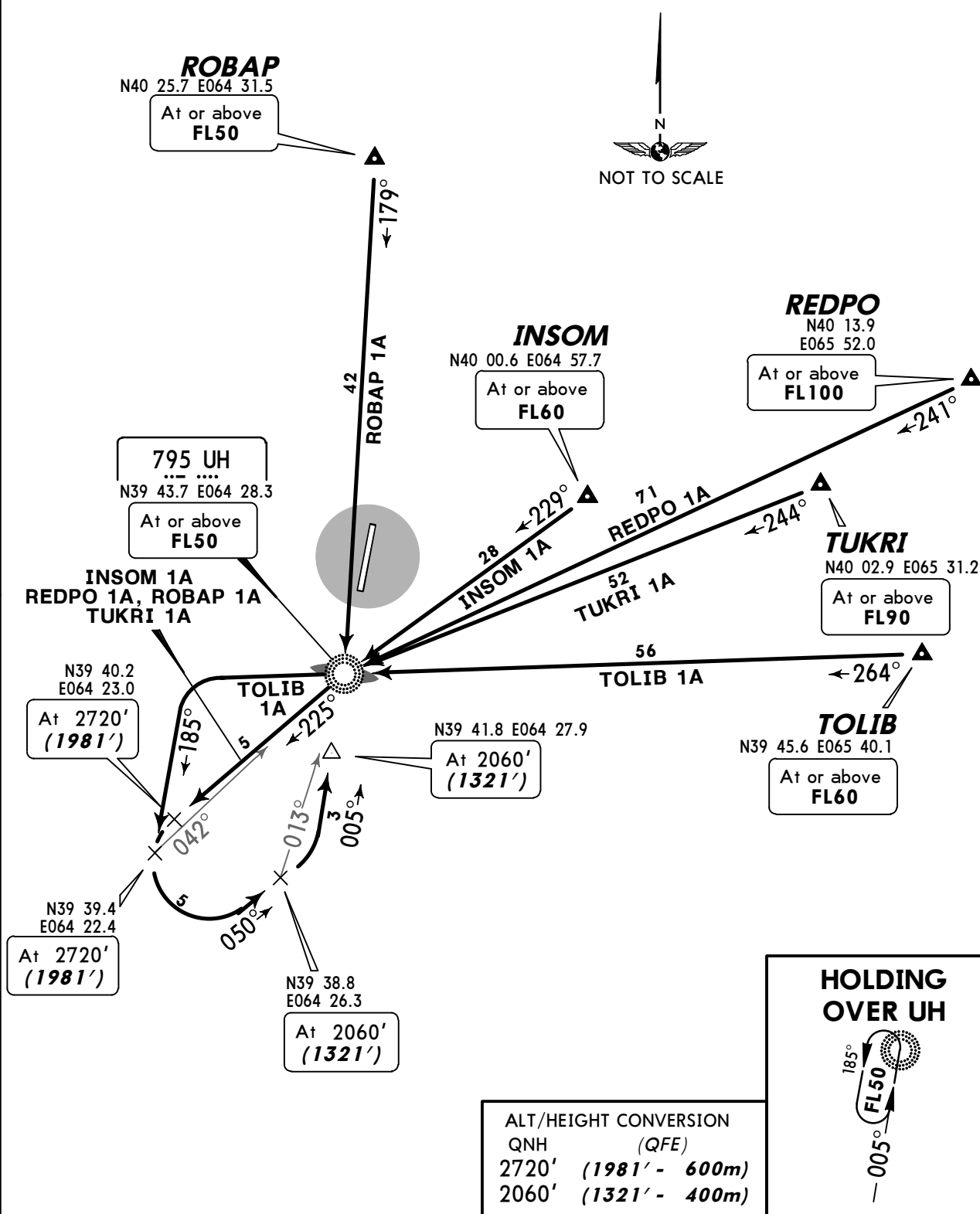
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')



INSOM 1A [INSO1A], REDPO 1A [REDP1A]
ROBAP 1A [ROBA1A], TOLIB 1A [TOLI1A]
TUKRI 1A [TUKR1A]
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

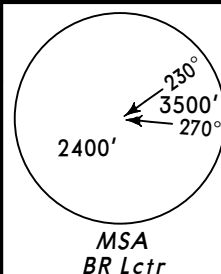
CAT C & D

SPEED: MAX 250 KT AT OR BELOW FL100



Apt Elev
752'

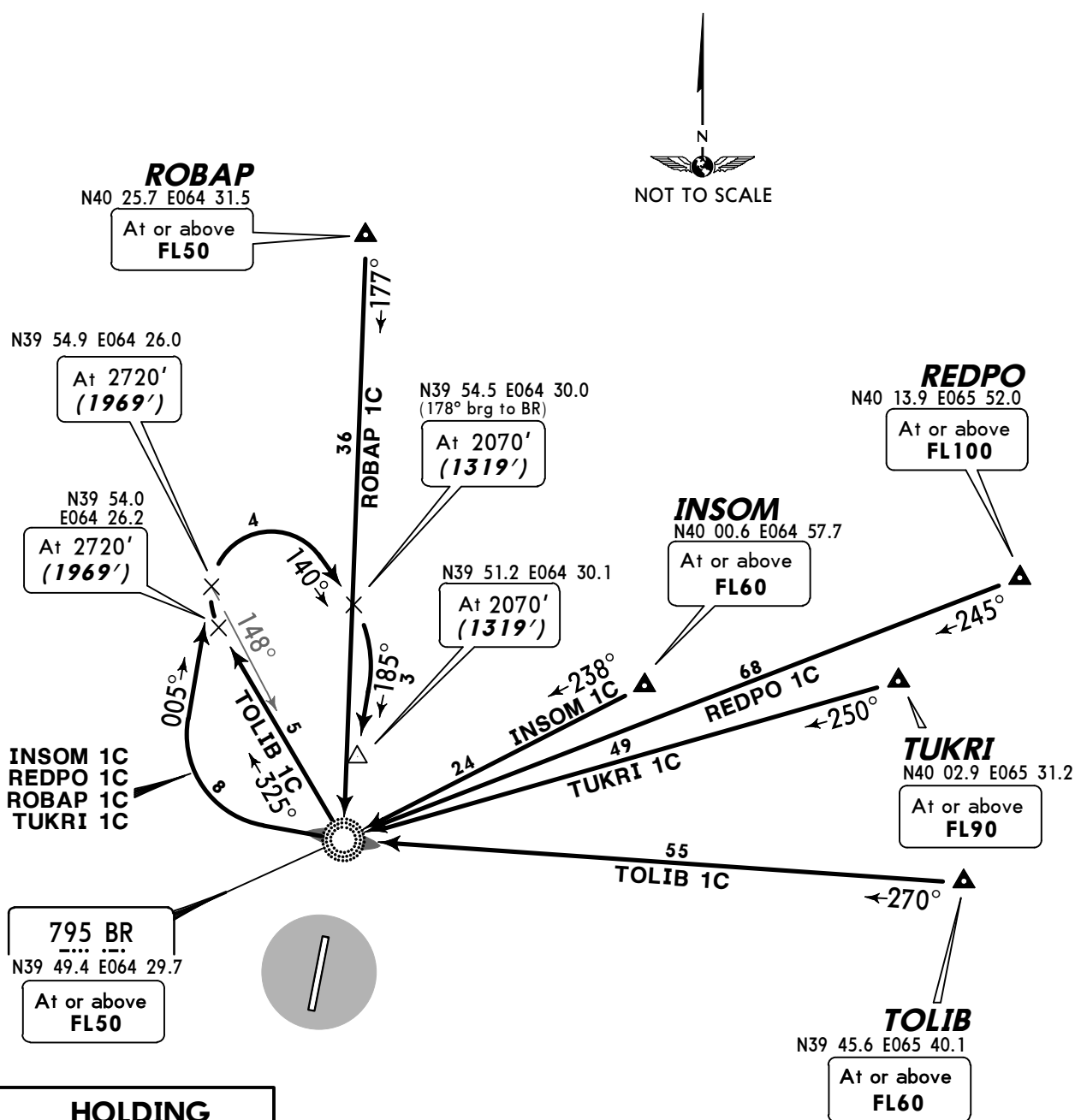
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')



INSOM 1C [INSO1C], REDPO 1C [REDP1C]
ROBAP 1C [ROBA1C], TOLIB 1C [TOLI1C]
TUKRI 1C [TUKR1C]
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL

CAT C & D

SPEED MAX 250 KT AT OR BELOW FL100



Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1981')

(QFE)

INSOM 2B, REDPO 2B

ROBAP 2B, TOLIB 2B

TUKRI 2B

RWY 01 ARRIVALS

FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2F

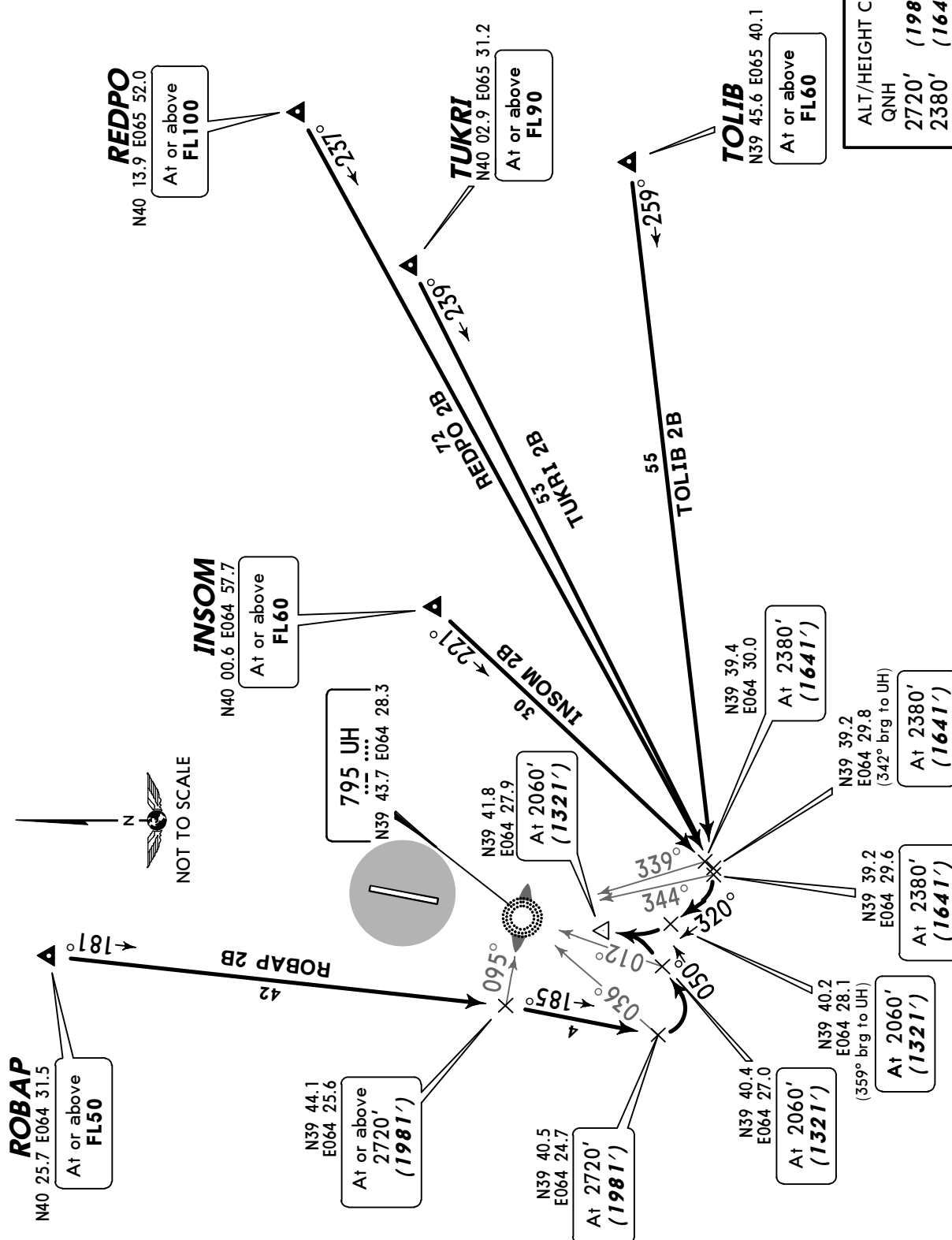
CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

2400'

MSA
UH Lctr

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2720'	(1981' - 600m)
2380'	(1641' - 500m)
2060'	(1321' - 400m)



Apt Elev
752'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1969')

(QFE)

INSOM 2D, REDPO 2D

ROBAP 2D, TOLIB 2D

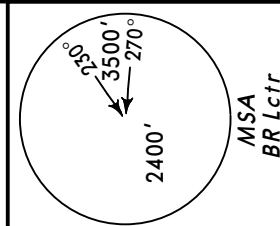
TUKRI 2D

RWY 19 ARRIVALS

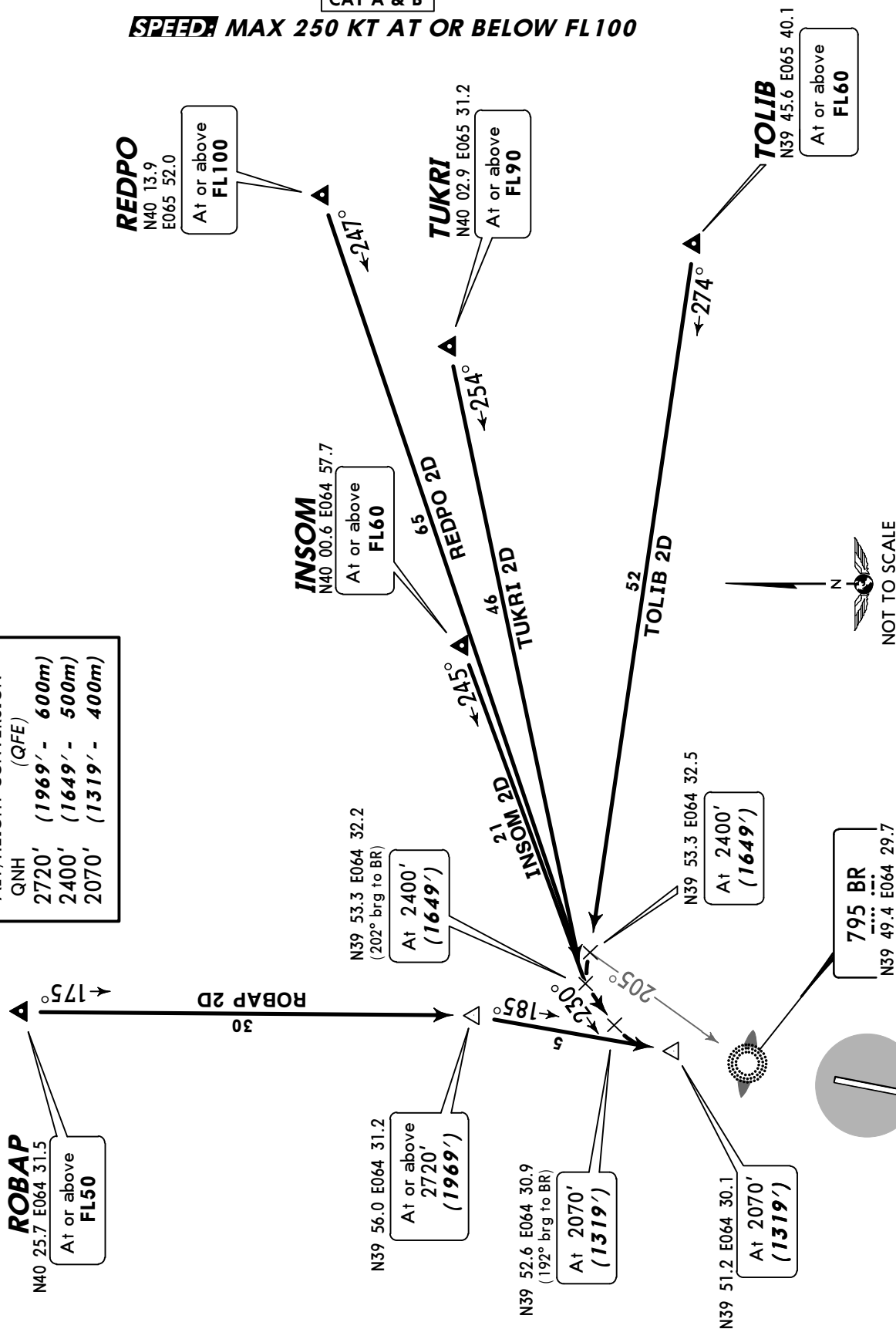
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2G

CAT A & B

SPEED MAX 250 KT AT OR BELOW FL100



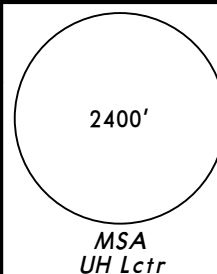
ALT/HEIGHT CONVERSION (QFE)	
QNH	
2720'	(1969' - 600m)
2400'	(1649' - 500m)
2070'	(1319' - 400m)



Apt Elev
752'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1981')

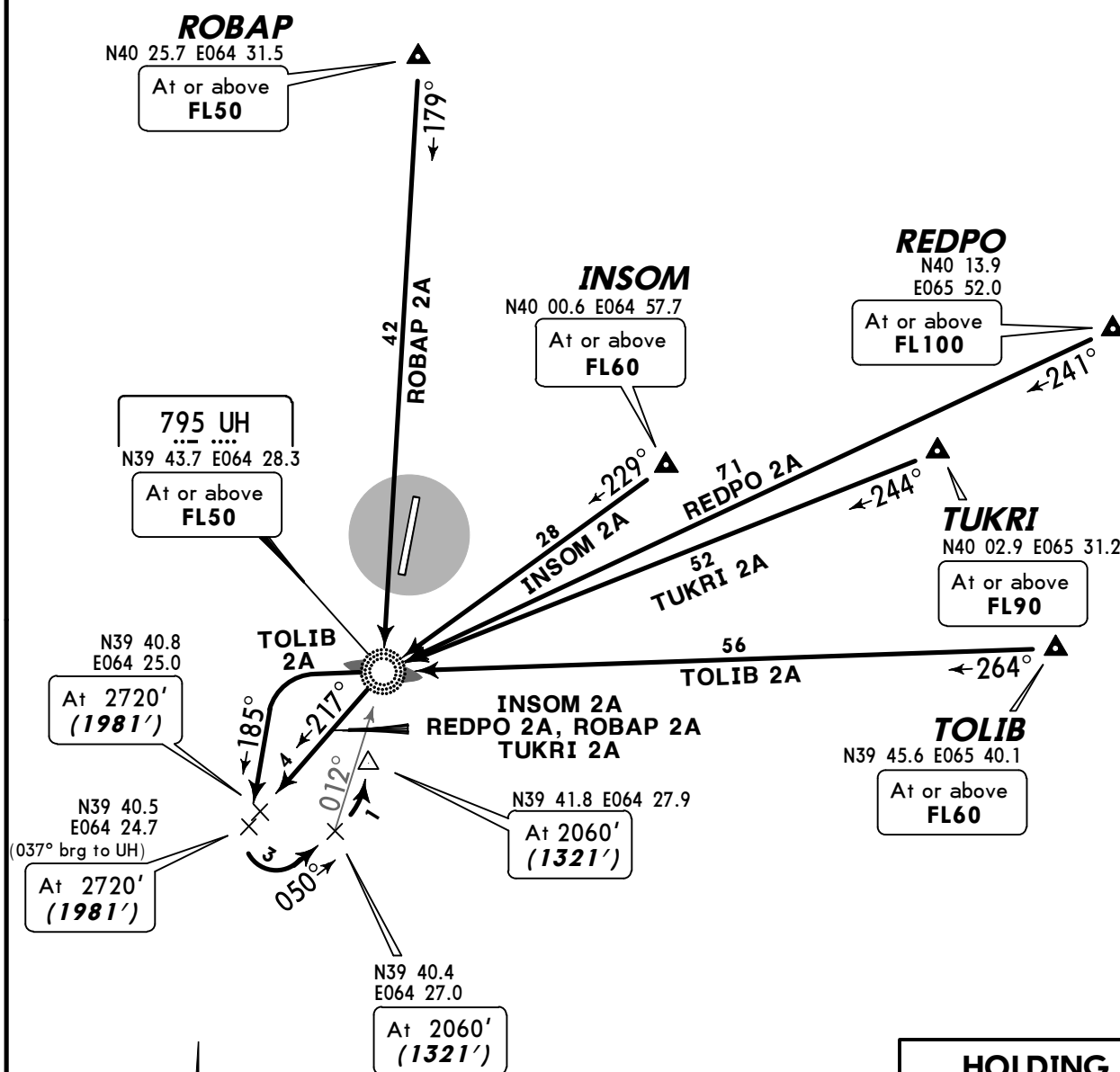
(QFE)



INSOM 2A, REDPO 2A
ROBAP 2A, TOLIB 2A
TUKRI 2A
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

CAT A & B

SPEED: MAX 250 KT AT OR BELOW FL100



**HOLDING
OVER UH**

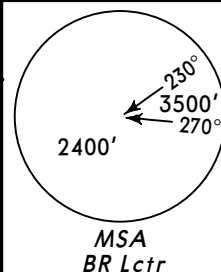


ALT/HEIGHT CONVERSION
QNH (QFE)
2720' (1981' - 600m)
2060' (1321' - 400m)

Apt Elev
752'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1969')

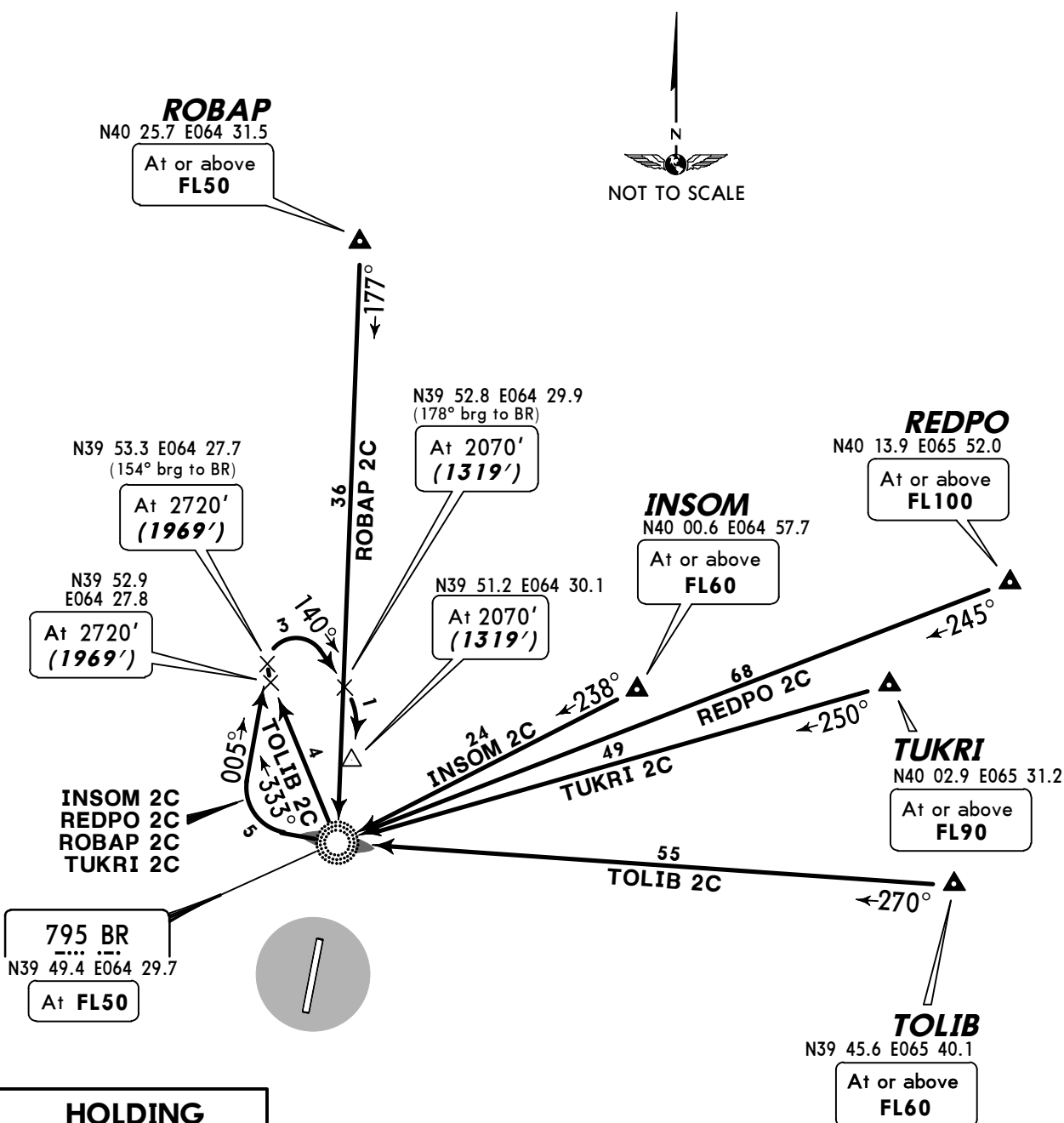
(QFE)



INSOM 2C, REDPO 2C
ROBAP 2C, TOLIB 2C
TUKRI 2C
RWY 19 ARRIVALS
WITHOUT RADAR CONTROL

CAT A & B

SPEED MAX 250 KT AT OR BELOW FL100



Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1981')

(QFE)

2400'

MSA
UH Lctr

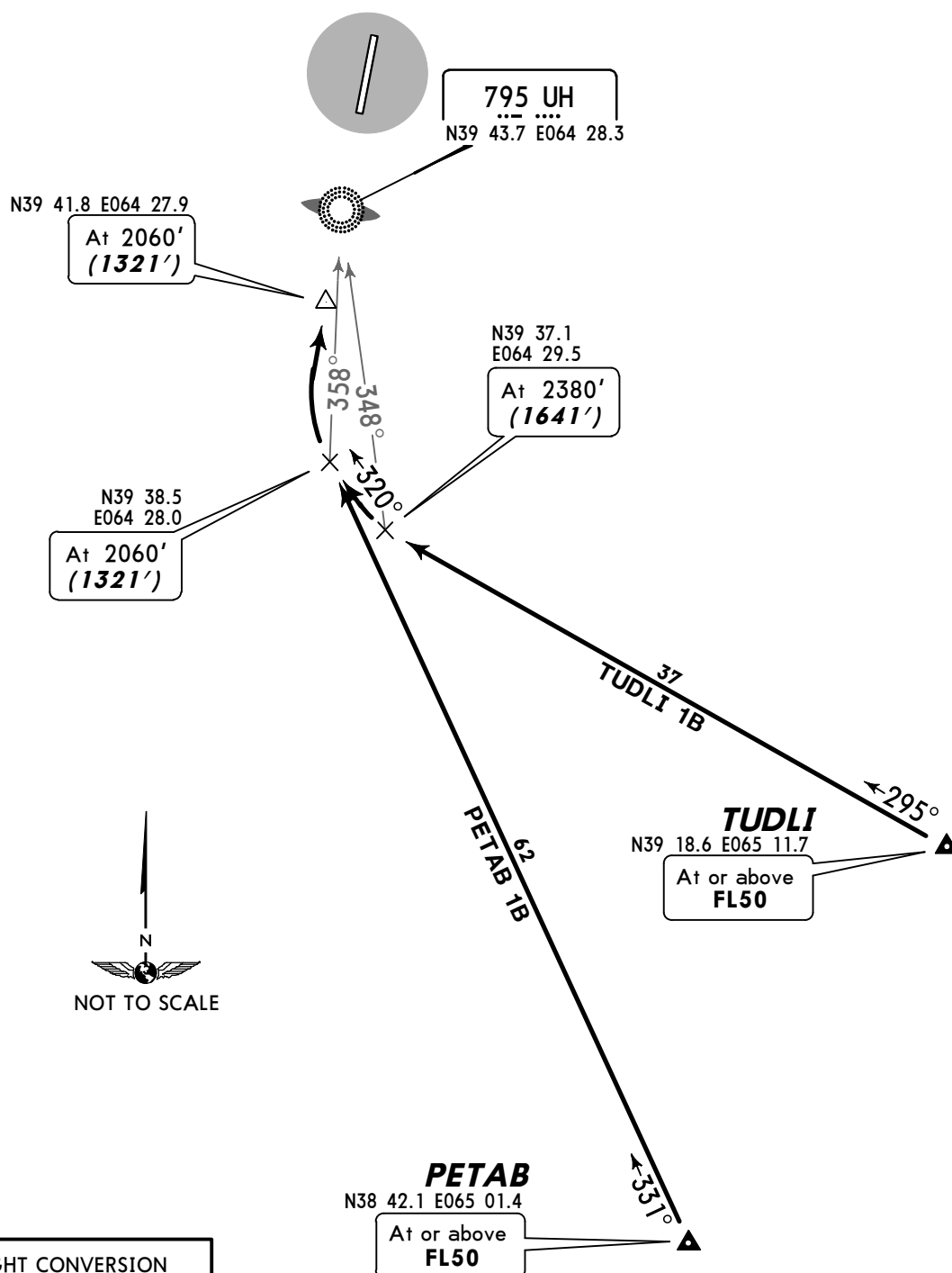
PETAB 1B [PETA1B]

TUDLI 1B [TUDL1B]

RWY 01 ARRIVALS

FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2K

CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION

QNH (QFE)

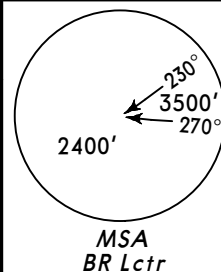
2720' (1981' - 600m)

2380' (1641' - 500m)

2060' (1321' - 400m)

Apt Elev
752'

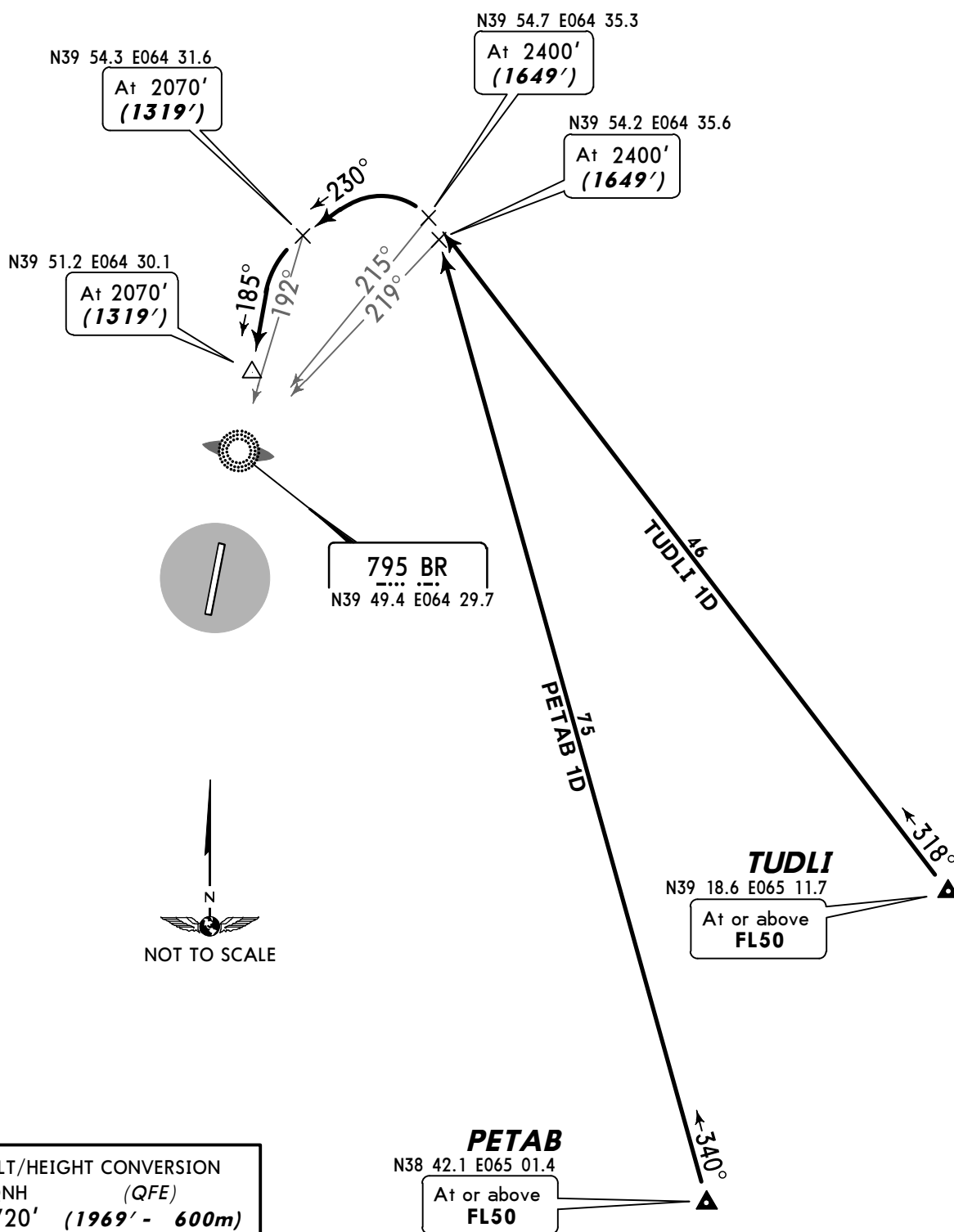
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')



PETAB 1D [PETA1D]
TUDLI 1D [TUDL1D]
RWY 19 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2L

CAT C & D

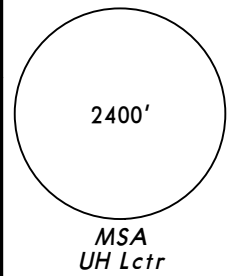
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2720'	(1969' -	600m)
2400'	(1649' -	500m)
2070'	(1319' -	400m)

Apt Elev
752'

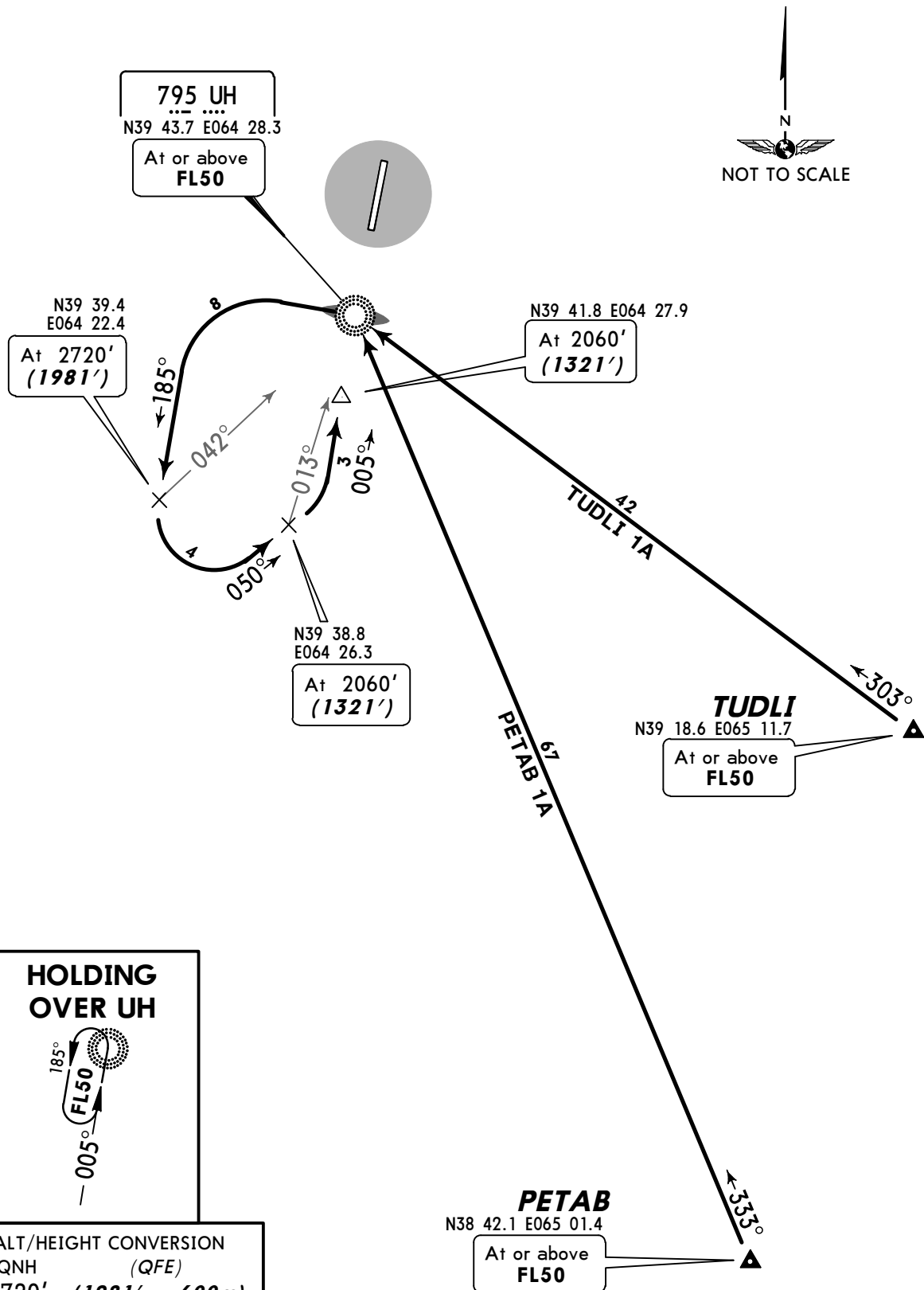
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')



PETAB 1A [PETA1A]
TUDLI 1A [TUDL1A]
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

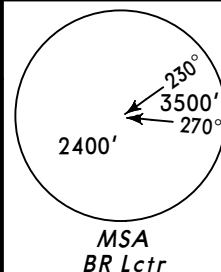
CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1969')

(QFE)



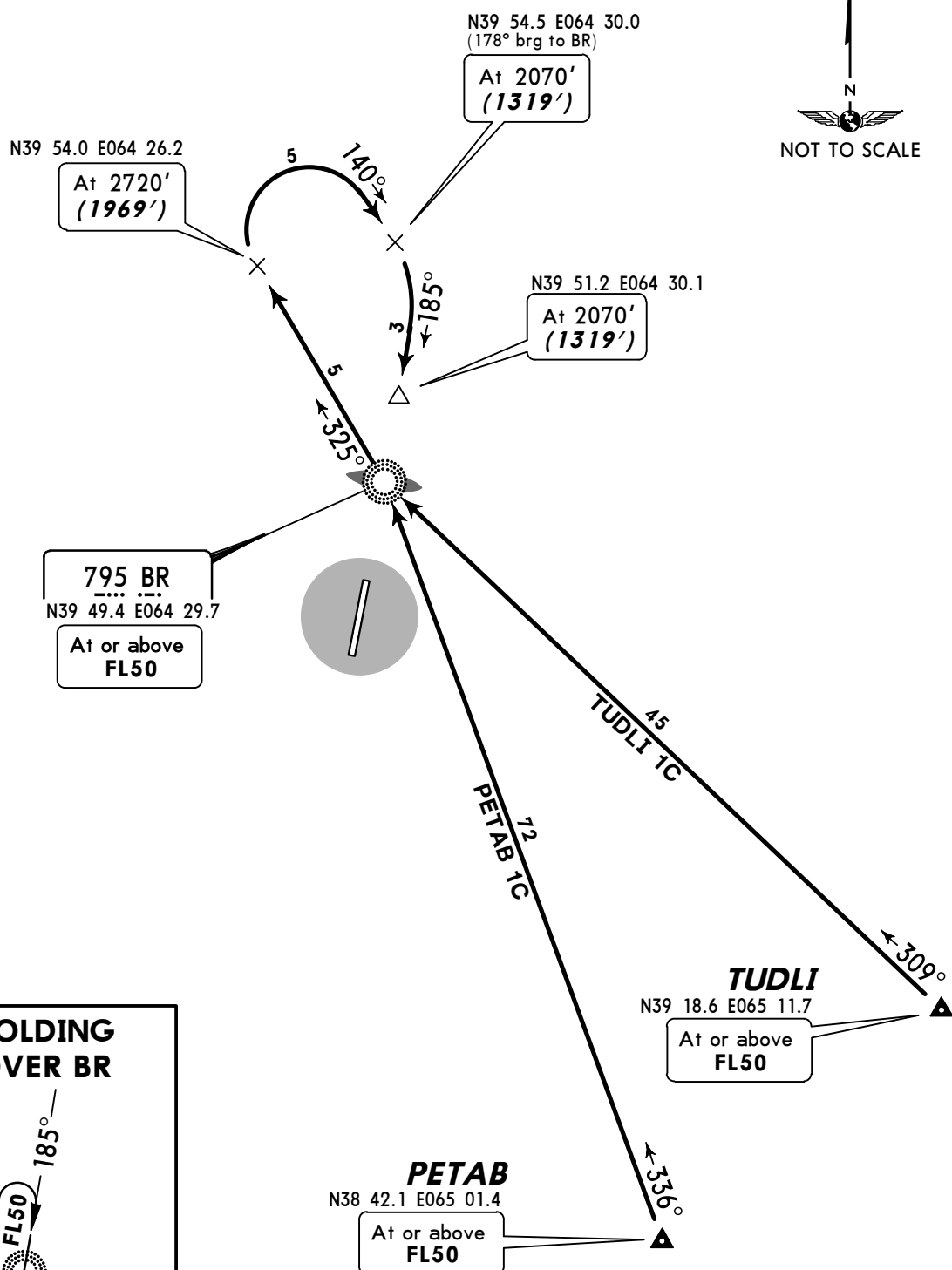
PETAB 1C [PETA1C]

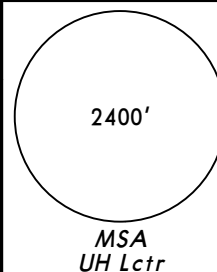
TUDLI 1C [TUDLI1C]

RWY 19 ARRIVALS

WITHOUT RADAR CONTROL

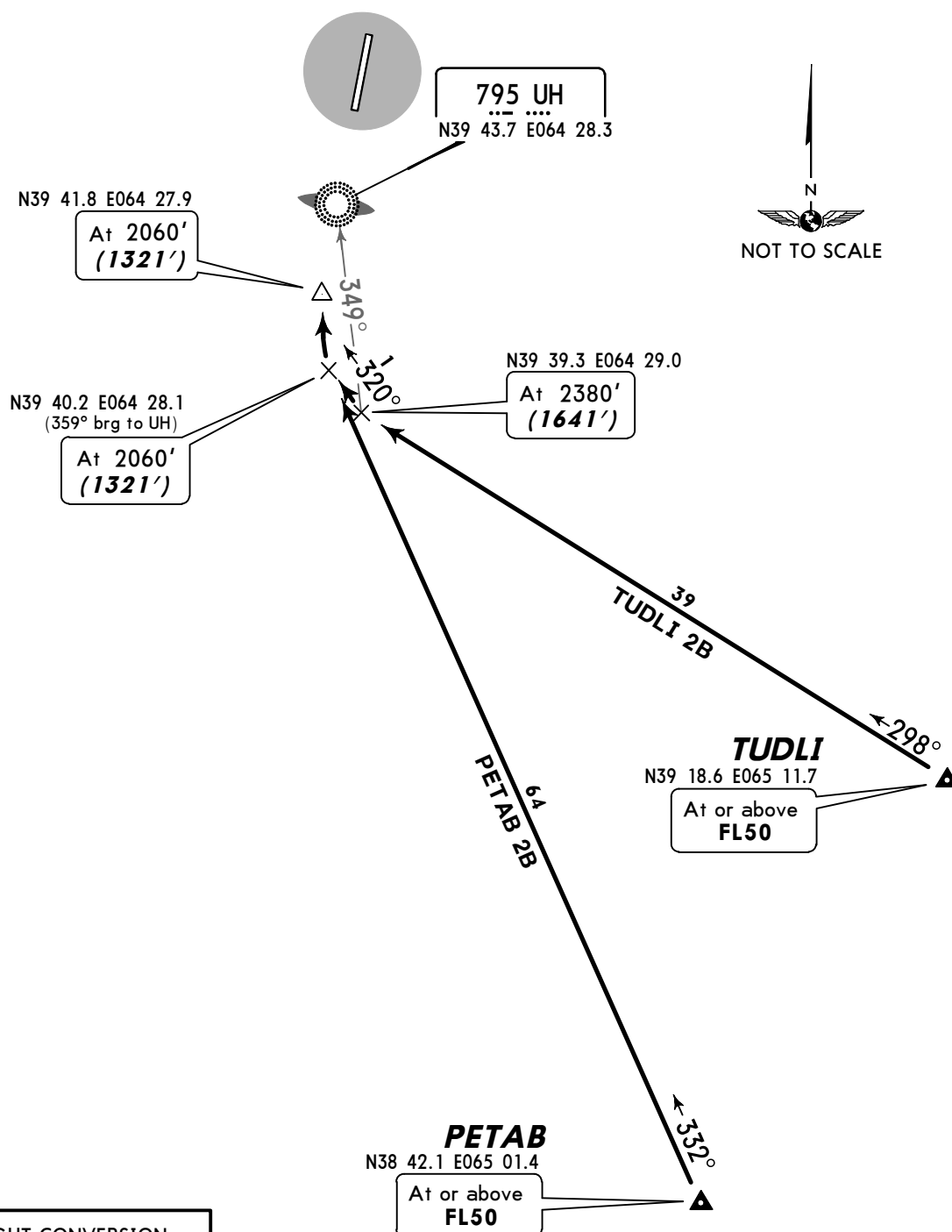
CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100**HOLDING
OVER BR****ALT/HEIGHT CONVERSION**
QNH (QFE)
2720' (1969' - 600m)
2070' (1319' - 400m)

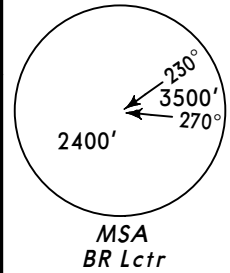
Apt Elev
752'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')

PETAB 2B, TUDLI 2B
RWY 01 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2P

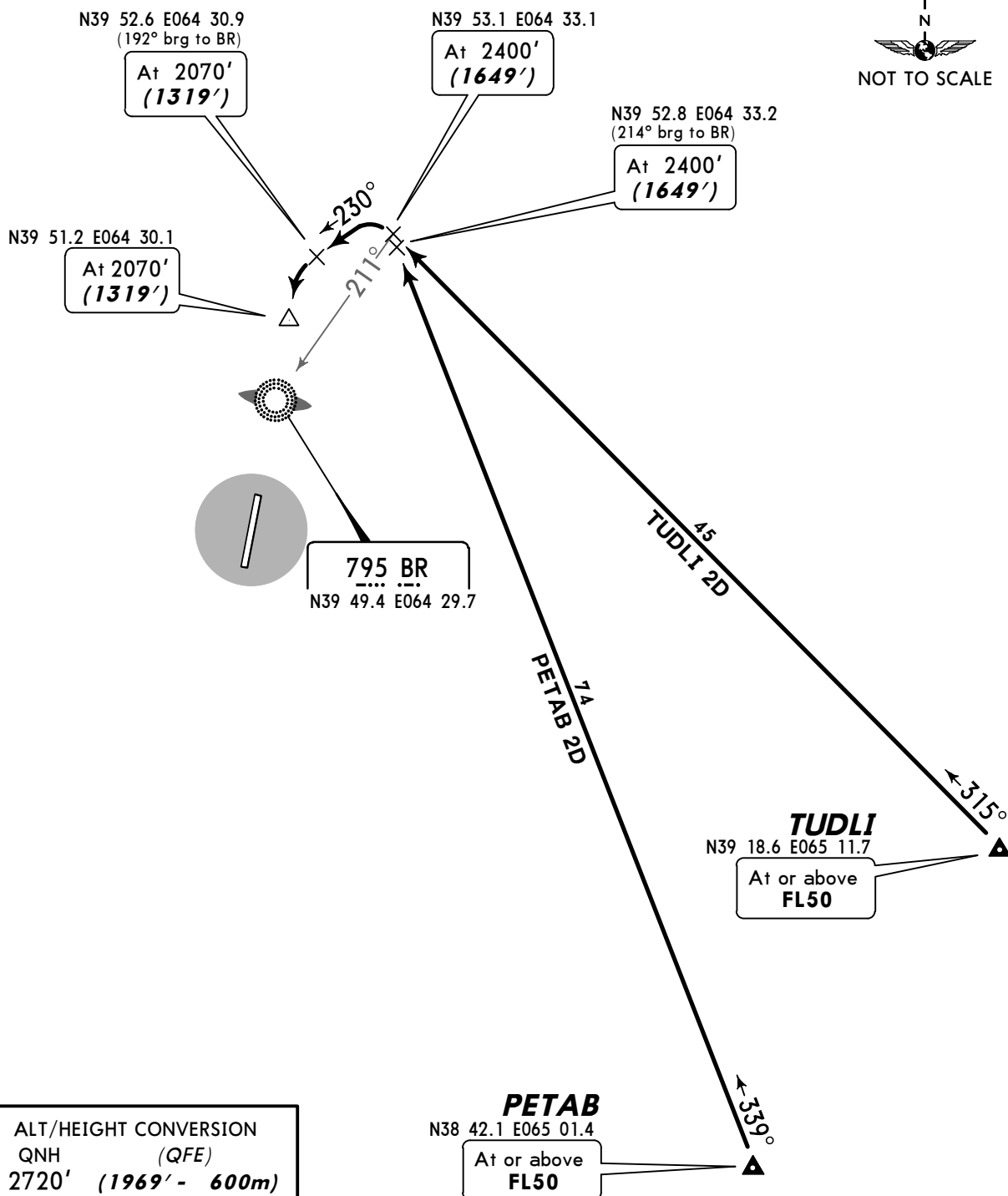
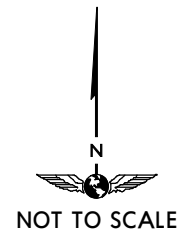
CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2720'	(1981' - 600m)
2380'	(1641' - 500m)
2060'	(1321' - 400m)

Apt Elev
752'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')PETAB 2D, TUDLI 2D
RWY 19 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2Q

CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2720'	(1969' - 600m)
2400'	(1649' - 500m)
2070'	(1319' - 400m)

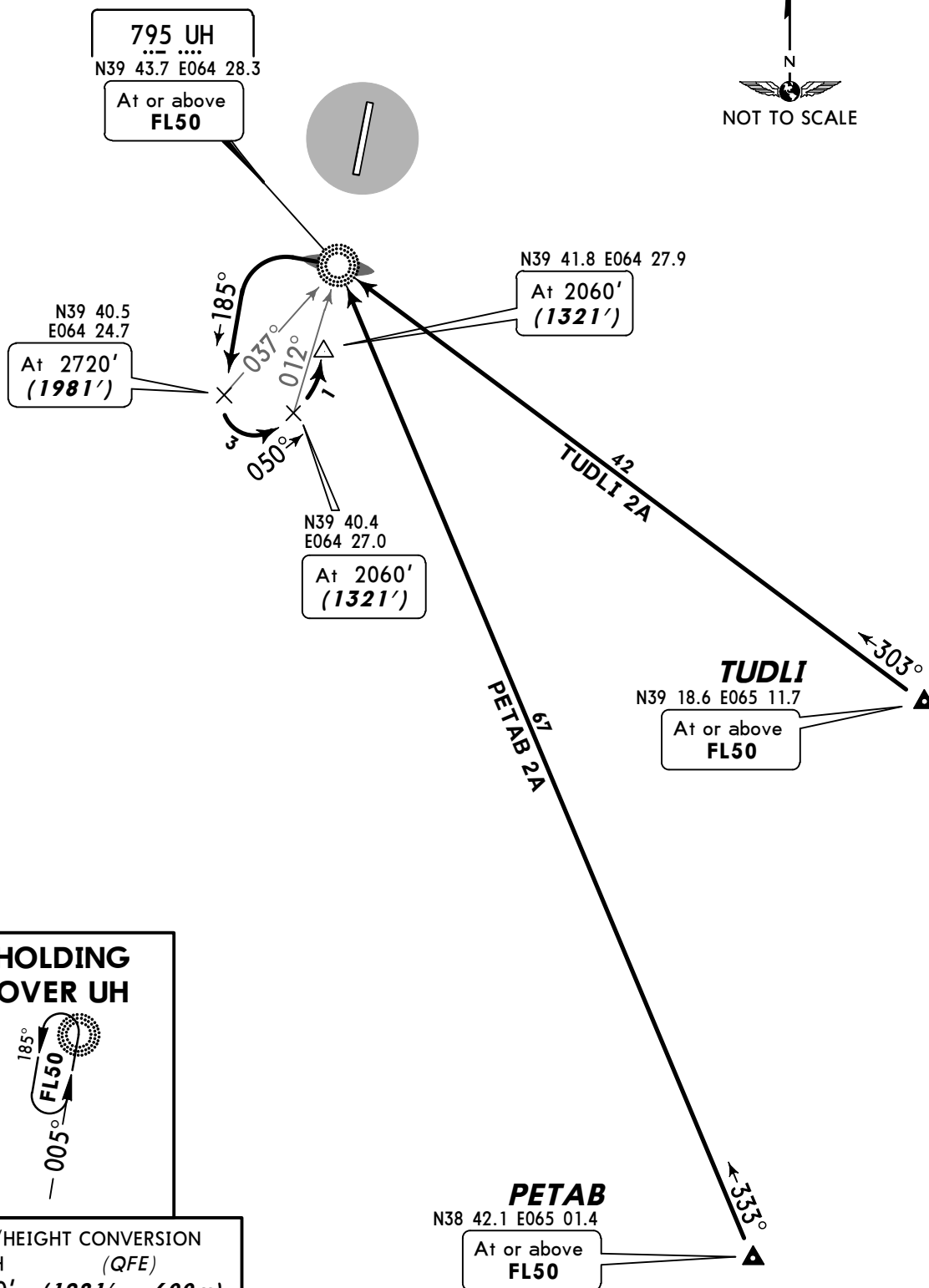
Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1981')

(QFE)

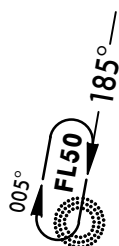
2400'

MSA
UH LctrPETAB 2A, TUDLI 2A
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100HOLDING
OVER UHALT/HEIGHT CONVERSION
QNH (QFE)
2720' (1981' - 600m)
2060' (1321' - 400m)

MSA
BR Lctr

CAT A & B

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Apt Elev
752'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')

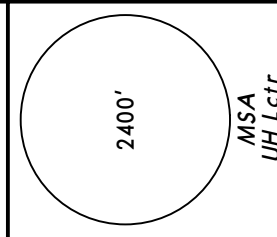
ASHGA 1B [ASHG1B], CHARD 1B [CHAR1B]
KEMAB 1B [KEMA1B], REGMO 1B [REGM1B]

RWY 01 ARRIVALS

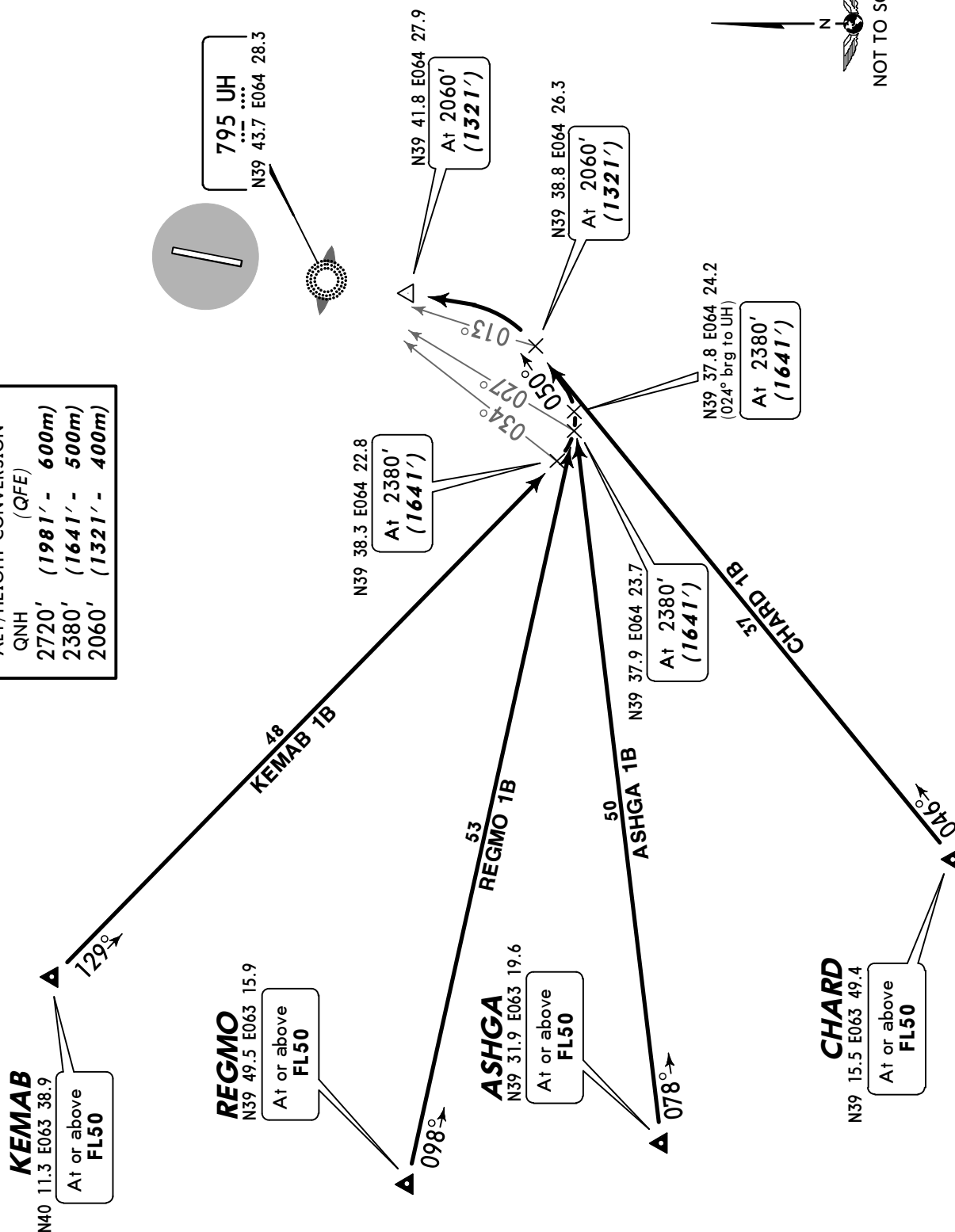
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2U

CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2720' (1981' - 600m)	
2380' (1641' - 500m)	
2060' (1321' - 400m)	



Apt Elev
752'

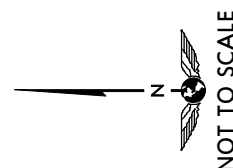
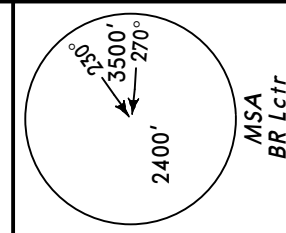
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')

ASHGA 1D [ASHG1D], CHARD 1D [CHAR1D]
KEMAB 1D [KEMA1D], REGMO 1D [REGM1D]
RWY 19 ARRIVALS

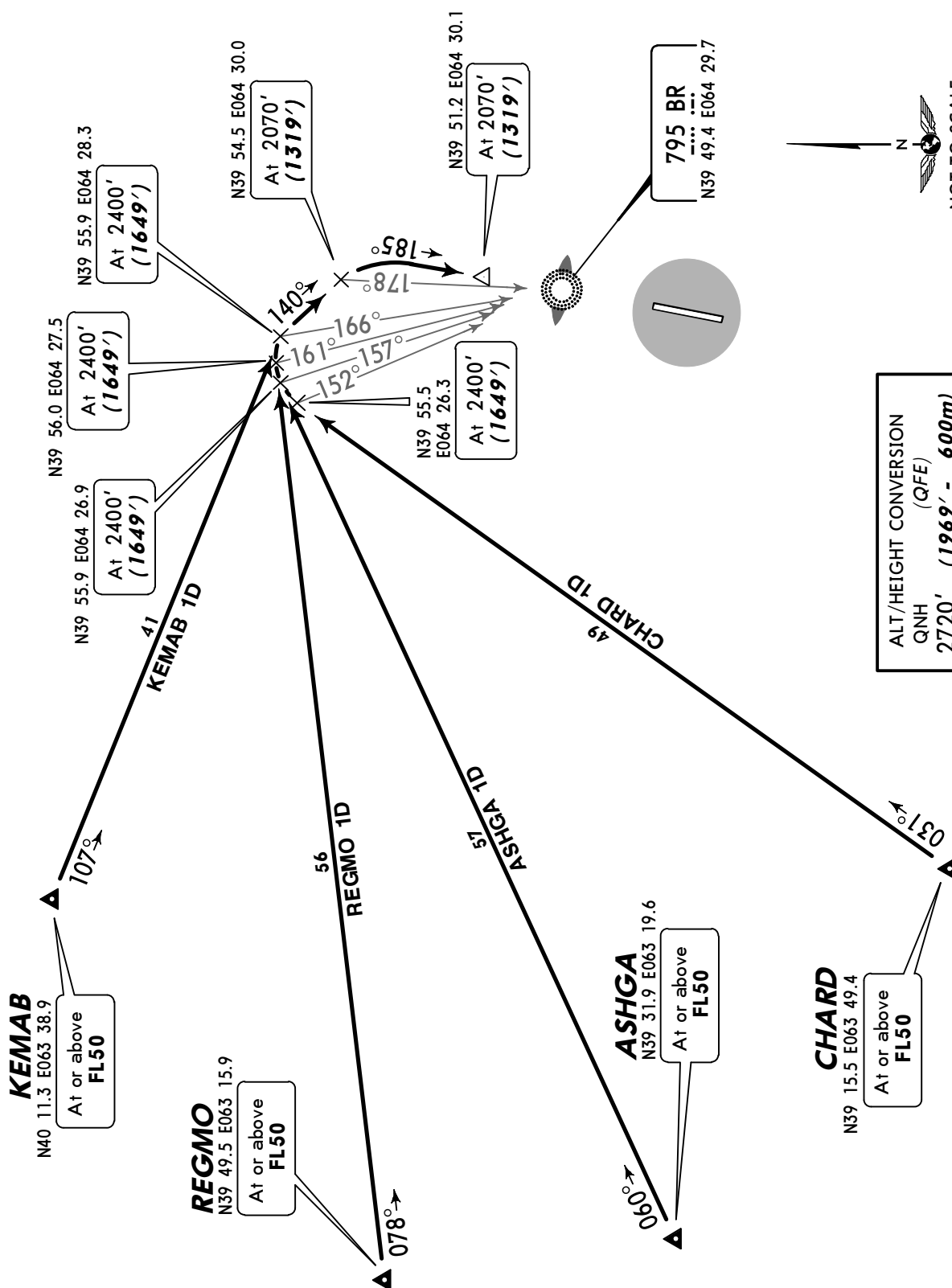
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2V

CAT C & D

SPEEDS MAX 250 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2720'	(1969' - 600m)	
2400'	(1649' - 500m)	
2070'	(1319' - 400m)	



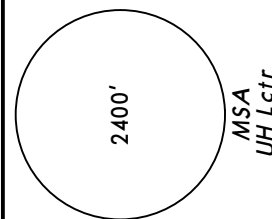
Apt Elev
752'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')

ASHGA 1A [ASHG1A], CHARD 1A [CHAR1A]
KEMAB 1A [KEMA1A], REGMO 1A [REGM1A]
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

CAT C & D

~~SPEEDS~~ MAX 250 KT AT OR BELOW FL100



HOLDING
OVER UH



ALT/HEIGHT CONVERSION
QNH (QFE)
2720' (1981') - 600m
2060' (1321') - 400m

KEMAB

N40 11.3 E063 38.9

At or above
FL50

REGMO

N39 49.5 E063 15.9

At or above
FL50

ASHGA

N39 31.9 E063 19.6

At or above
FL50

CHARD

N39 15.5 E063 49.4

At or above
FL50

KEMAB 1A

N39 44.4 E064 23.5

At or above
2720'
(1981')

REGMO 1A

N39 41.8 E064 27.9

At 2060'
(1321')

ASHGA 1A

N39 39.4 E064 22.4

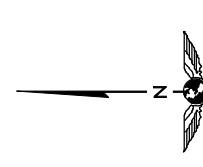
(042° brg to UH)

At 2720'
(1981')

CHARD 1A

N39 38.8 E064 26.3

At 2060'
(1321')



NOT TO SCALE

(QFE)

HOLDING OVER BR

ALT/HEIGHT CONVERSION	QNH	(QFE)
	2720'	(1969' - 600mm)
	2070'	(1319' - 400mm)



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Apt Elev
752'

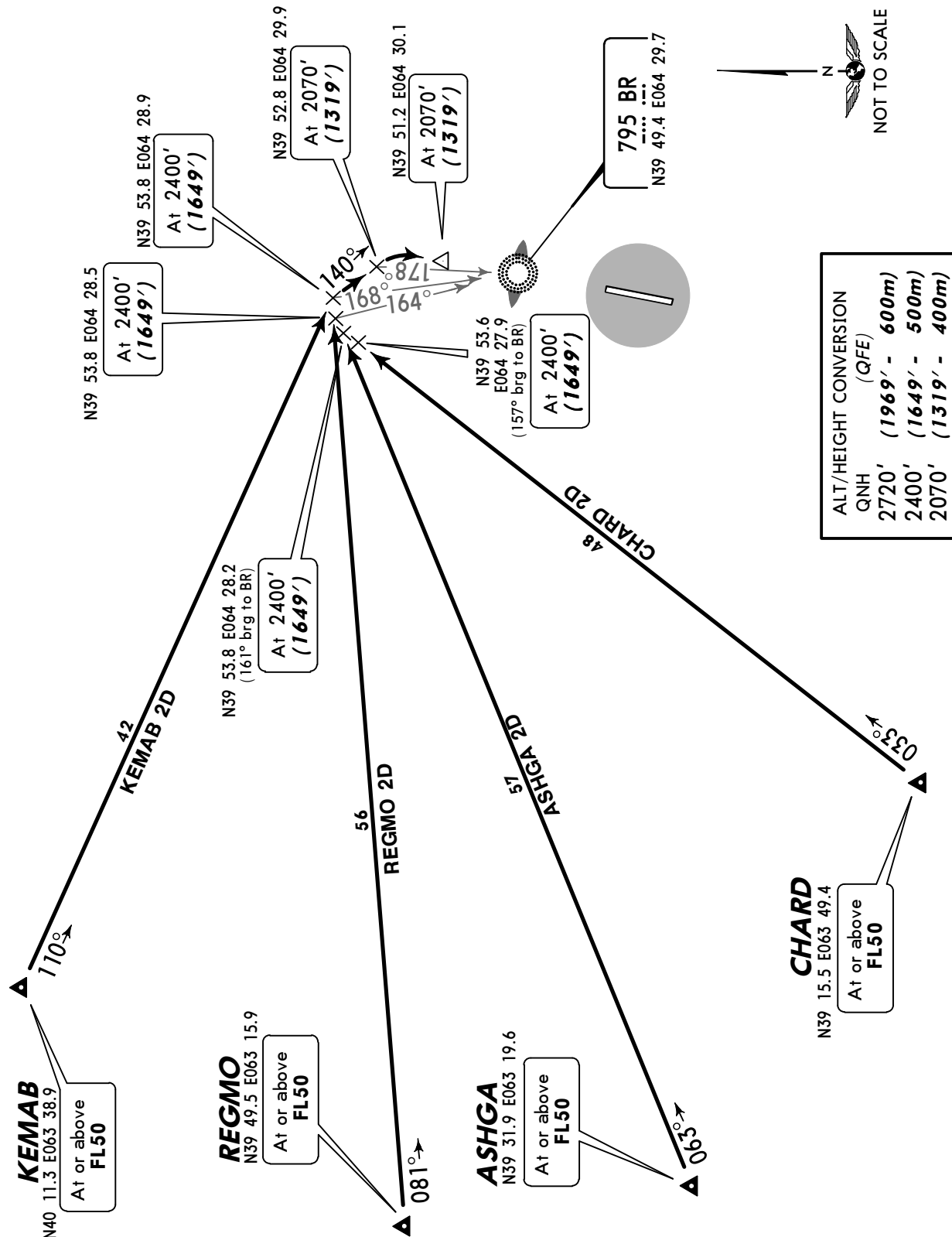
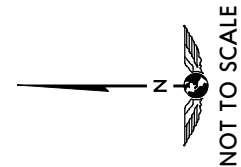
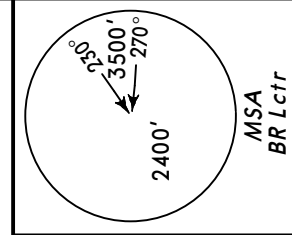
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')

ASHGA 2D, CHARD 2D
KEMAB 2D, REGMO 2D
RWY 19 ARRIVALS

FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2X2

CAT A & B

SPEEDS MAX 250 KT AT OR BELOW FL100

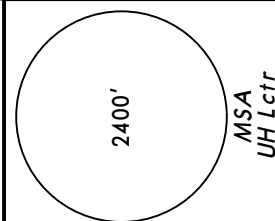


Apt Elev
752'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2720' (1981')

(QFE)

ASHGA 2A, CHARD 2A
KEMAB 2A, REGMO 2A
RWY 01 ARRIVALS
WITHOUT RADAR CONTROL

CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100HOLDING
OVER UHALT/HEIGHT CONVERSION
(QFE)
QNH
2720' (1981' - 600m)
2060' (1321' - 400m)**KEMAB**

N40 11.3 E063 38.9

At or above
FL50**REGMO**

N39 49.5 E063 15.9

At or above
FL50**ASHGA**

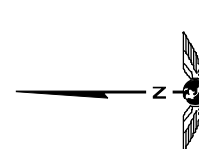
N39 31.9 E063 19.6

At or above
FL50**CHARD**

N39 15.5 E063 49.4

At or above
FL50KEMAB 2A
47
N39 44.1 E064 25.6
(095° brg to UH)At or above
2720'
(1981')REGMO 2A
56
N39 41.8 E064 27.9ASHGA 2A
55
N39 40.5 E064 24.7At 2720'
(1981')CHARD 2A
41
N39 40.4 E064 27.0At 2060'
(1321')HOLDING
OVER UH

2400'

MSA
UH Lctr

NOT TO SCALE

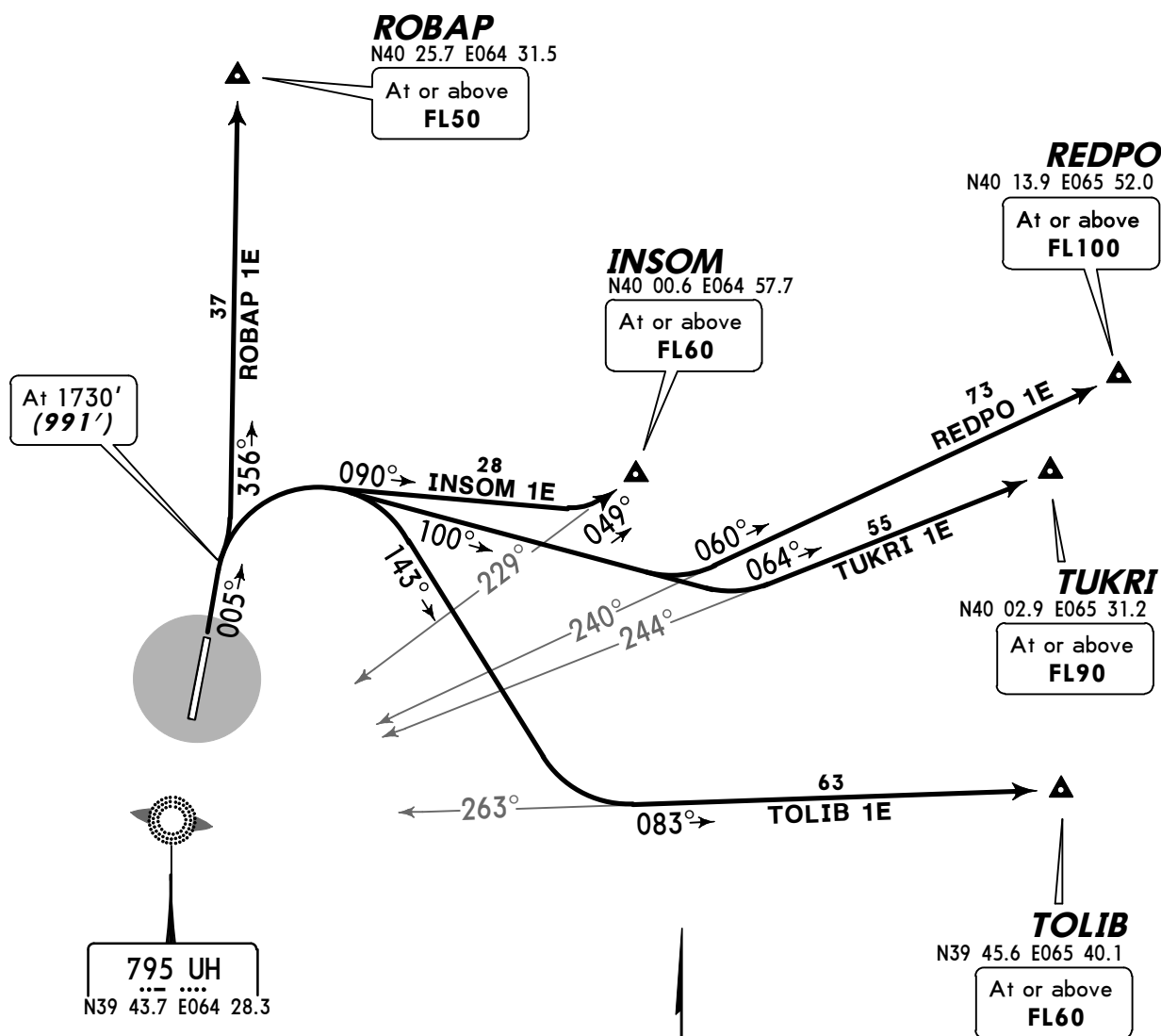
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Apt Elev
752'QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1981')

2400'

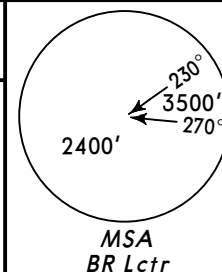
MSA
UH Lctr

INSOM 1E [INSO1E]
REDPO 1E [REDP1E]
ROBAP 1E [ROBA1E]
TOLIB 1E [TOLI1E]
TUKRI 1E [TUKR1E]
RWY 01 DEPARTURES

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION
QNH (QFE)
1730' (991' - 300m)
2720' (1981' - 600m)

SID	ROUTING
INSOM 1E	Climb on 005° track to 1730' (991'), turn RIGHT, 090° track, intercept 049° bearing from UH to INSOM.
REDPO 1E	Climb on 005° track to 1730' (991'), turn RIGHT, 100° track, intercept 060° bearing from UH to REDPO.
ROBAP 1E	Climb on 005° track to 1730' (991'), turn LEFT, 356° track to ROBAP.
TOLIB 1E	Climb on 005° track to 1730' (991'), turn RIGHT, 143° track, intercept 083° bearing from UH to TOLIB.
TUKRI 1E	Climb on 005° track to 1730' (991'), turn RIGHT, 100° track, intercept 064° bearing from UH to TUKRI.

Apt Elev
752'QNH on request (QFE)
Trans level: FL50 Trans alt: 2720' (1969')

INSOM 1F [INSO1F]

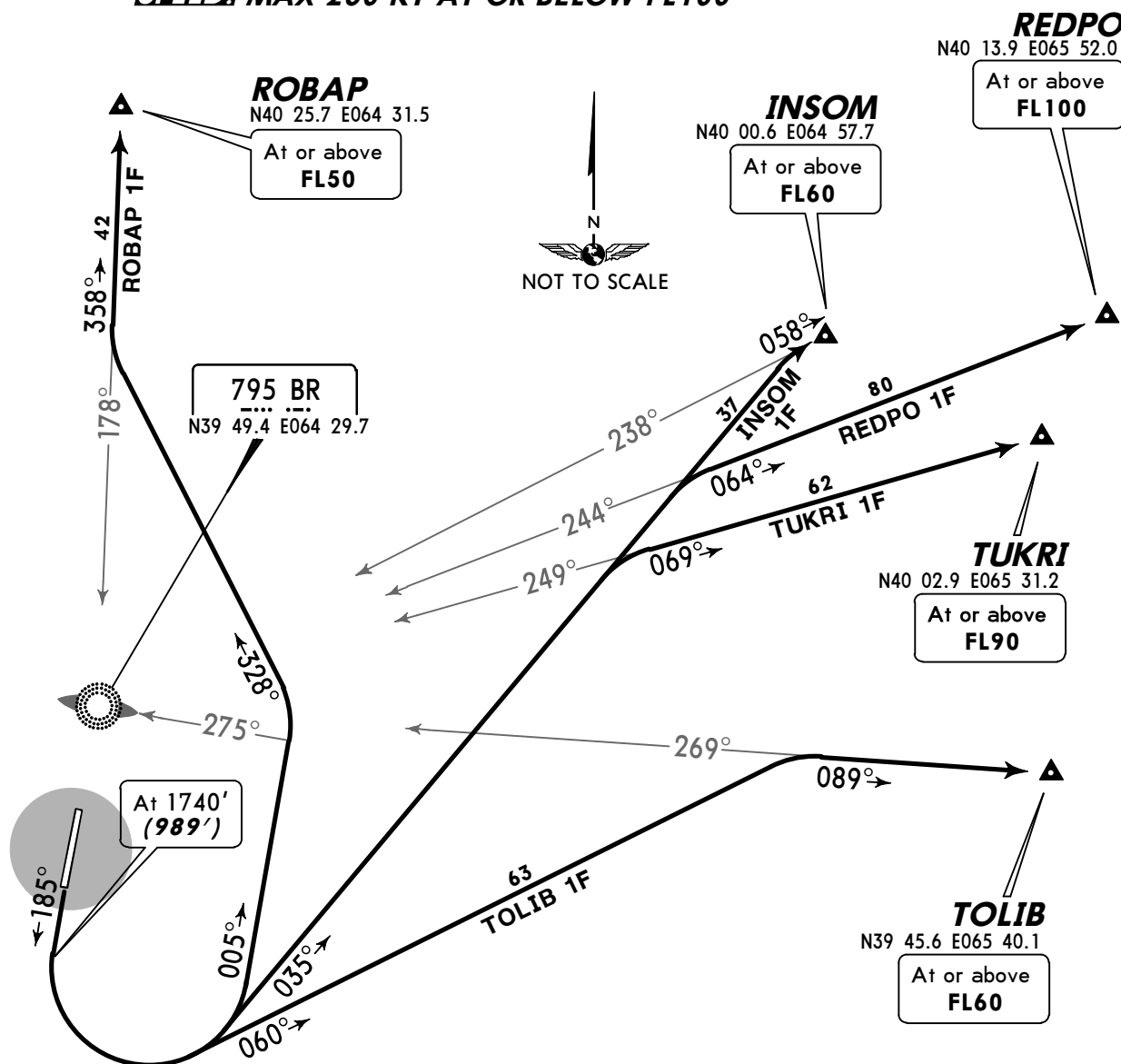
REDPO 1F [REDP1F]

ROBAP 1F [ROBA1F]

TOLIB 1F [TOLI1F]

TUKRI 1F [TUKR1F]

RWY 19 DEPARTURES

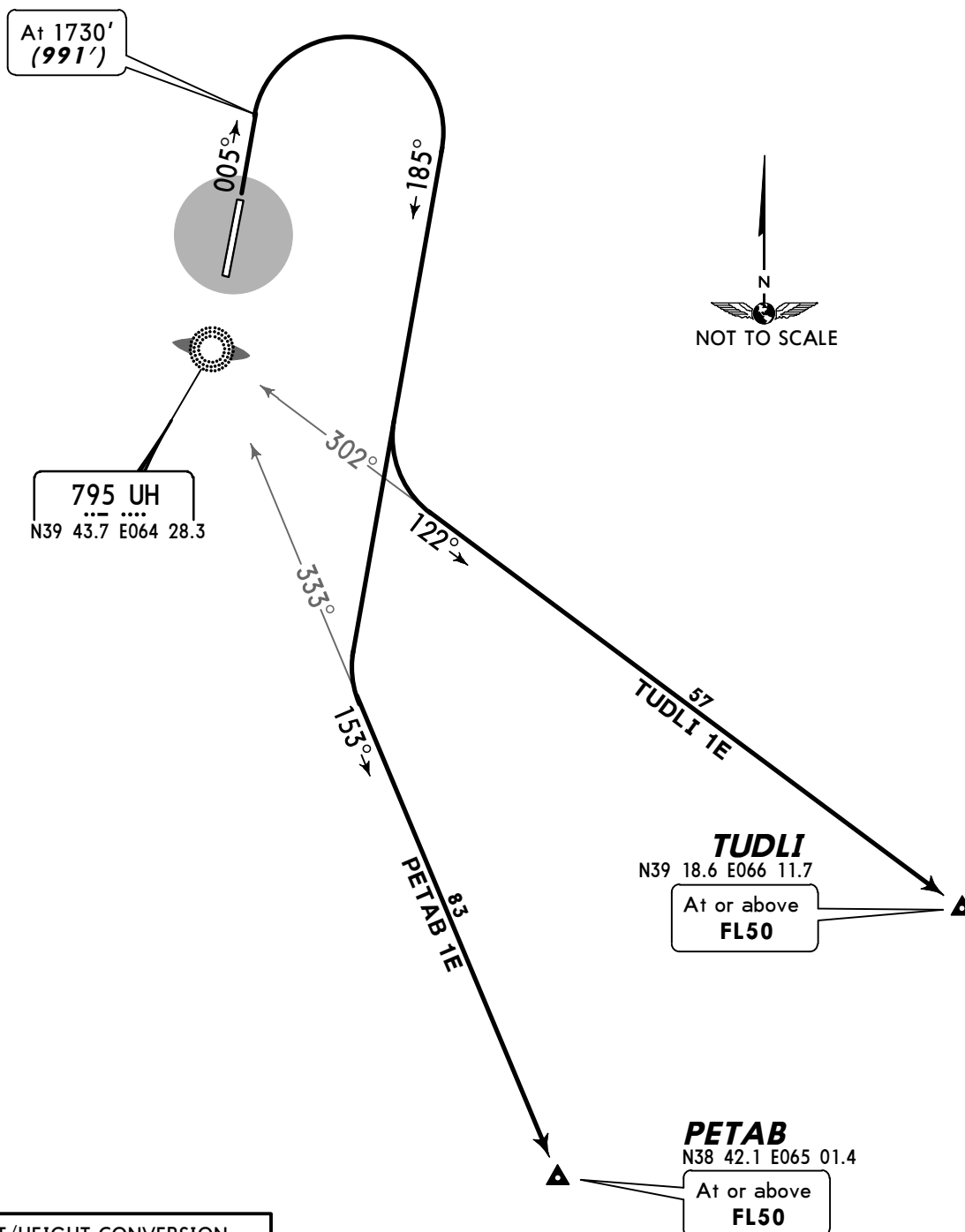
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1740'	(989' - 300m)
2720'	(1969' - 600m)

SID	ROUTING
INSOM 1F	Climb on 185° track to 1740' (989'), turn LEFT, 035° track, intercept 058° bearing from BR to INSOM.
REDPO 1F	Climb on 185° track to 1740' (989'), turn LEFT, 035° track, intercept 064° bearing from BR to REDPO.
ROBAP 1F	Climb on 185° track to 1740' (989'), turn LEFT, 005° track, at 275° bearing to BR turn LEFT, 328° track, intercept 358° bearing from BR to ROBAP.
TOLIB 1F	Climb on 185° track to 1740' (989'), turn LEFT, 060° track, intercept 089° bearing from BR to TOLIB.
TUKRI 1F	Climb on 185° track to 1740' (989'), turn LEFT, 035° track, intercept 069° bearing from BR to TUKRI.

Apt Elev
752'QNH on req (QFE)
Trans level: FL50 Trans alt: 2720' (1981')

2400'

MSA
UH LctrPETAB 1E [PETA1E]
TUDLI 1E [TUDL1E]
RWY 01 DEPARTURES**~~SPEED:~~ MAX 250 KT AT OR BELOW FL100**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1730'	(991' - 300m)
2720'	(1981' - 600m)

SID

ROUTING

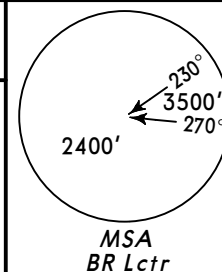
PETAB 1E

Climb on 005° track to 1730' (991'), turn RIGHT, 185° track, intercept 153° bearing from UH to PETAB.

TUDLI 1E

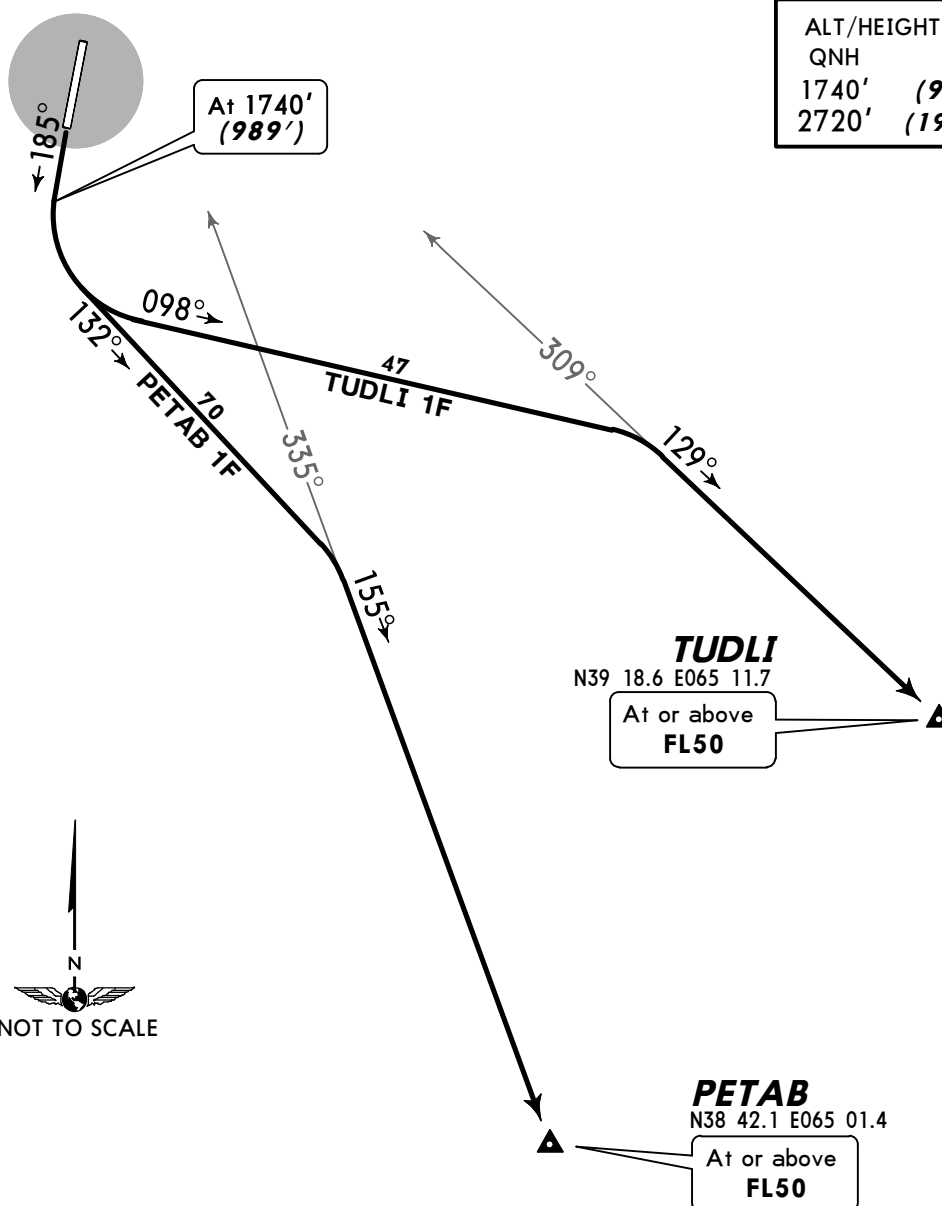
Climb on 005° track to 1730' (991'), turn RIGHT, 185° track, intercept 122° bearing from UH to TUDLI.

QNH on req **(QFE)**
Trans level: FL50 Trans alt: 2720' **(1969')**



SPEED: MAX 250 KT AT OR BELOW FL100

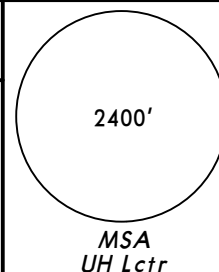
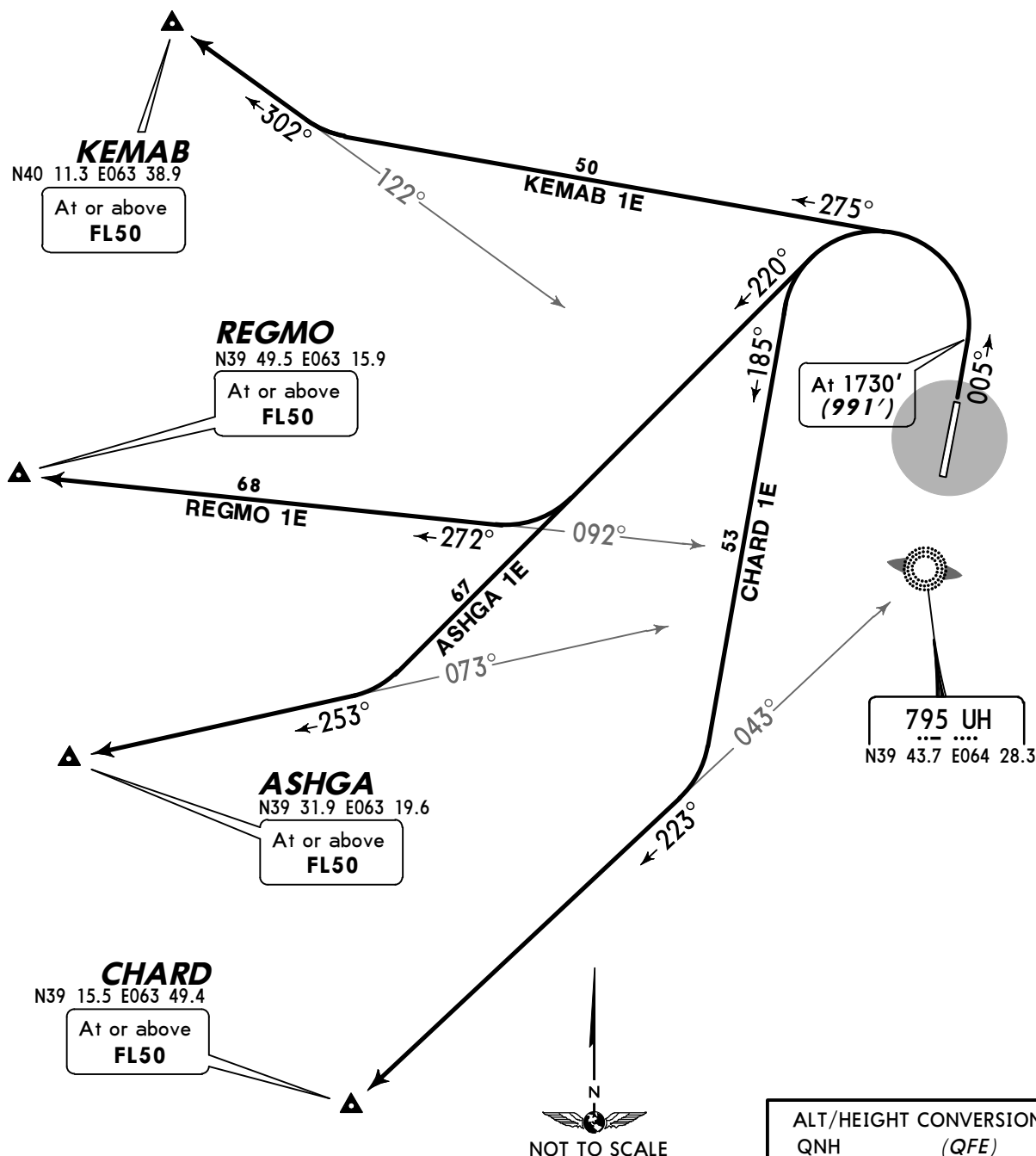
N39 49.4 E064 29.7



QNH (QFE)
1740' (989' - 300m)
2720' (1969' - 600m)

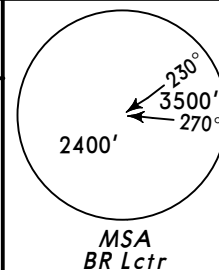
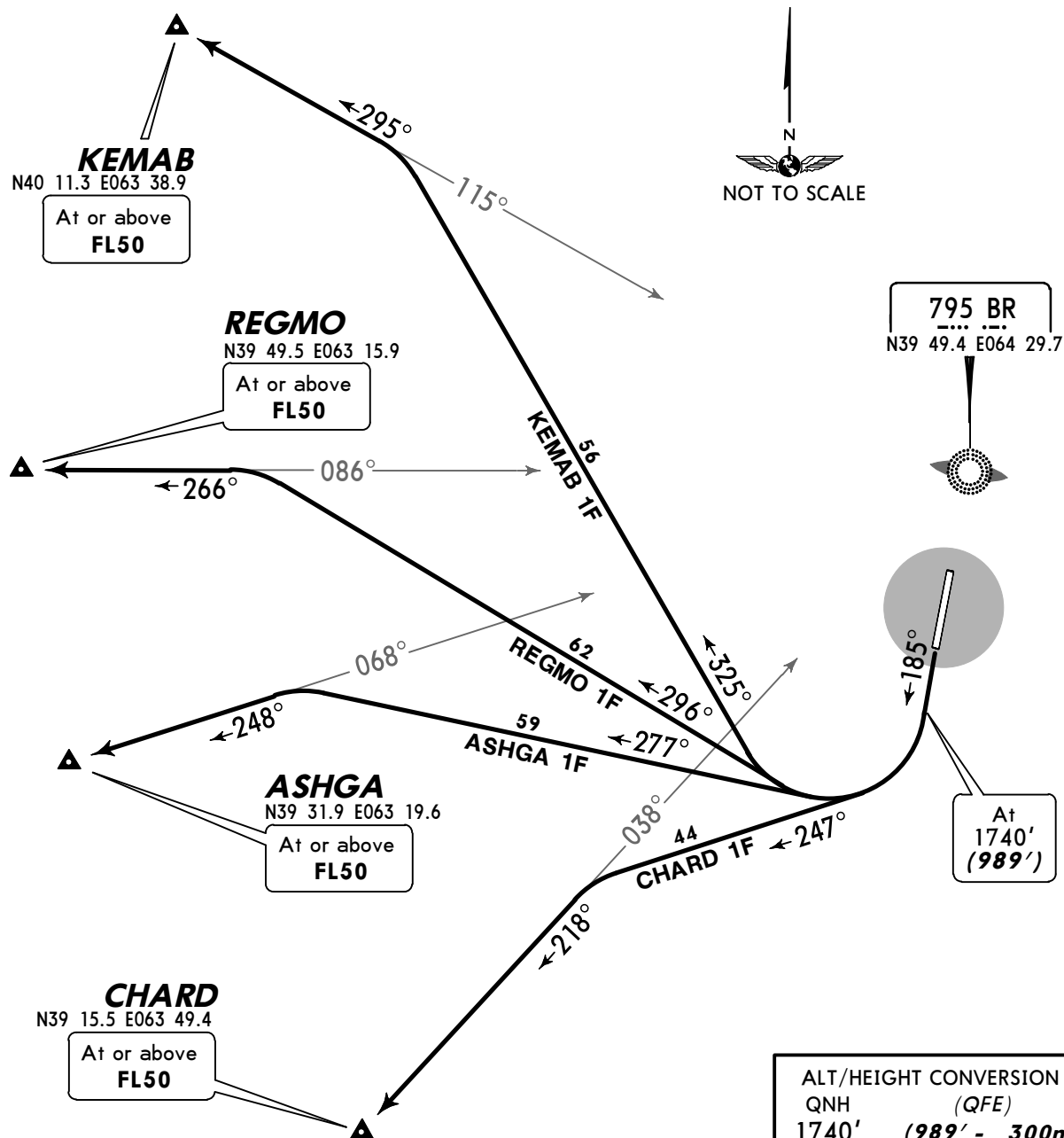
NOT TO SCALE

SID	ROUTING
PETAB 1F	Climb on 185° track to 1740' (989'), turn LEFT, 132° track, intercept 155° bearing from BR to PETAB.
TUDLI 1F	Climb on 185° track to 1740' (989'), turn LEFT, 098° track, intercept 129° bearing from BR to TUDLI.

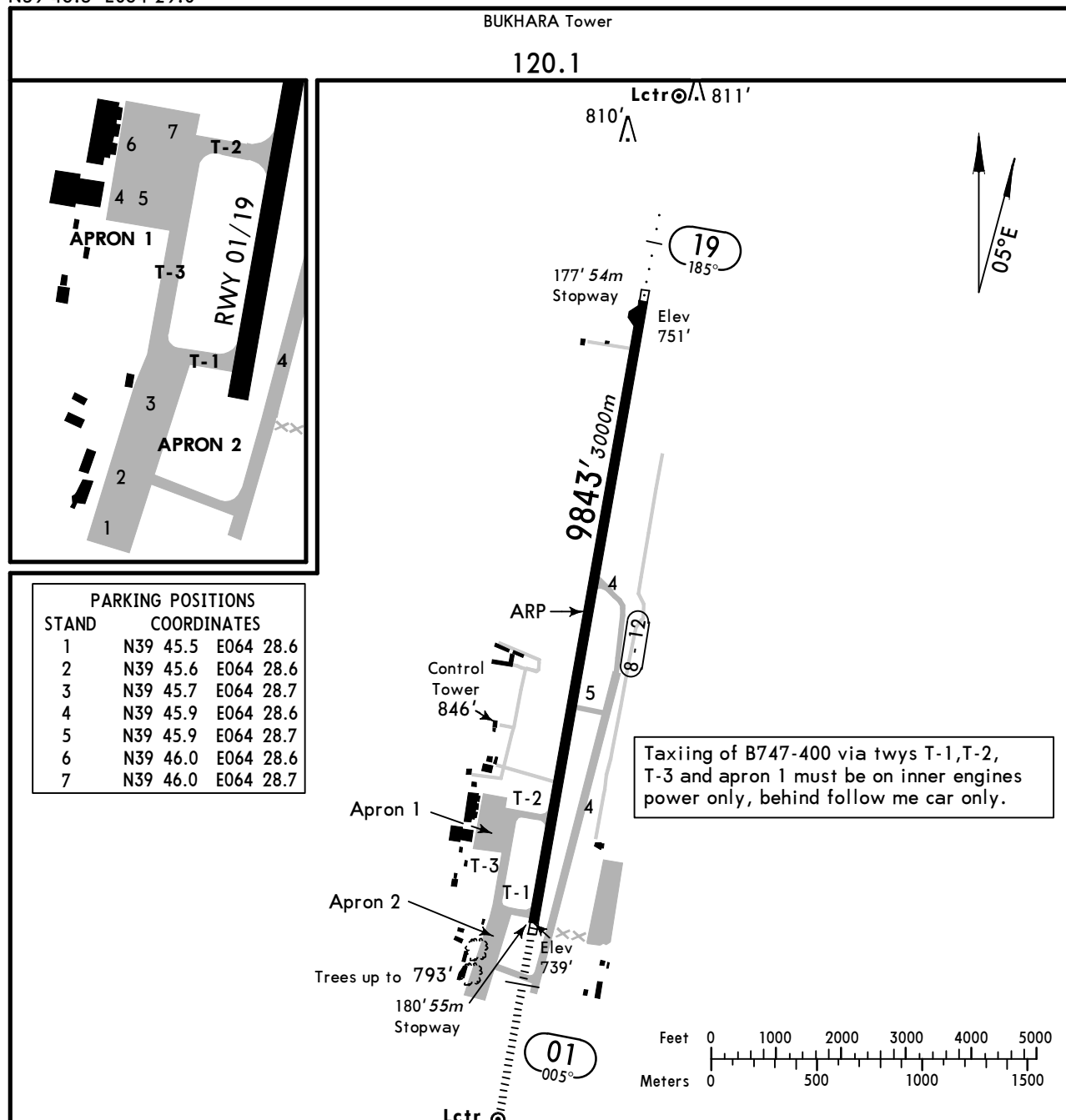
Apt Elev
752'QNH on req (QFE)
Trans level: FL50 Trans alt: 2720' (1981')ASHGA 1E [ASHG1E]
CHARD 1E [CHAR1E]
KEMAB 1E [KEMA1E]
REGMO 1E [REGM1E]
RWY 01 DEPARTURES**SPEED: MAX 250 KT AT OR BELOW FL100**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1730'	(991' - 300m)
2720'	(1981' - 600m)

SID	ROUTING
ASHGA 1E	Climb on 005° track to 1730' (991'), turn LEFT, 220° track, intercept 253° bearing from UH to ASHGA.
CHARD 1E	Climb on 005° track to 1730' (991'), turn LEFT, 185° track, intercept 223° bearing from UH to CHARD.
KEMAB 1E	Climb on 005° track to 1730' (991'), turn LEFT, 275° track, intercept 302° bearing from UH to KEMAB.
REGMO 1E	Climb on 005° track to 1730' (991'), turn LEFT, 220° track, intercept 272° bearing from UH to REGMO.

Apt Elev
752'QNH on req (QFE)
Trans level: FL50 Trans alt: 2720' (1969')ASHGA 1F [ASHG1F]
CHARD 1F [CHAR1F]
KEMAB 1F [KEMA1F]
REGMO 1F [REGM1F]
RWY 19 DEPARTURES**~~SPEED~~ MAX 250 KT AT OR BELOW FL100**ALT/HEIGHT CONVERSION
QNH (QFE)
1740' (989' - 300m)
2720' (1969' - 600m)

SID	ROUTING
ASHGA 1F	Climb on 185° track to 1740' (989'), turn RIGHT, 277° track, intercept 248° bearing from BR to ASHGA.
CHARD 1F	Climb on 185° track to 1740' (989'), turn RIGHT, 247° track, intercept 218° bearing from BR to CHARD.
KEMAB 1F	Climb on 185° track to 1740' (989'), turn RIGHT, 325° track, intercept 295° bearing from BR to KEMAB.
REGMO 1F	Climb on 185° track to 1740' (989'), turn RIGHT, 296° track, intercept 266° bearing from BR to REGMO.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	Take-off	
01	HIRL (60m) HIALS PAPI-L		8445' 2574m		148'
19	HIRL (60m) MIALS PAPI-L				45m

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

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

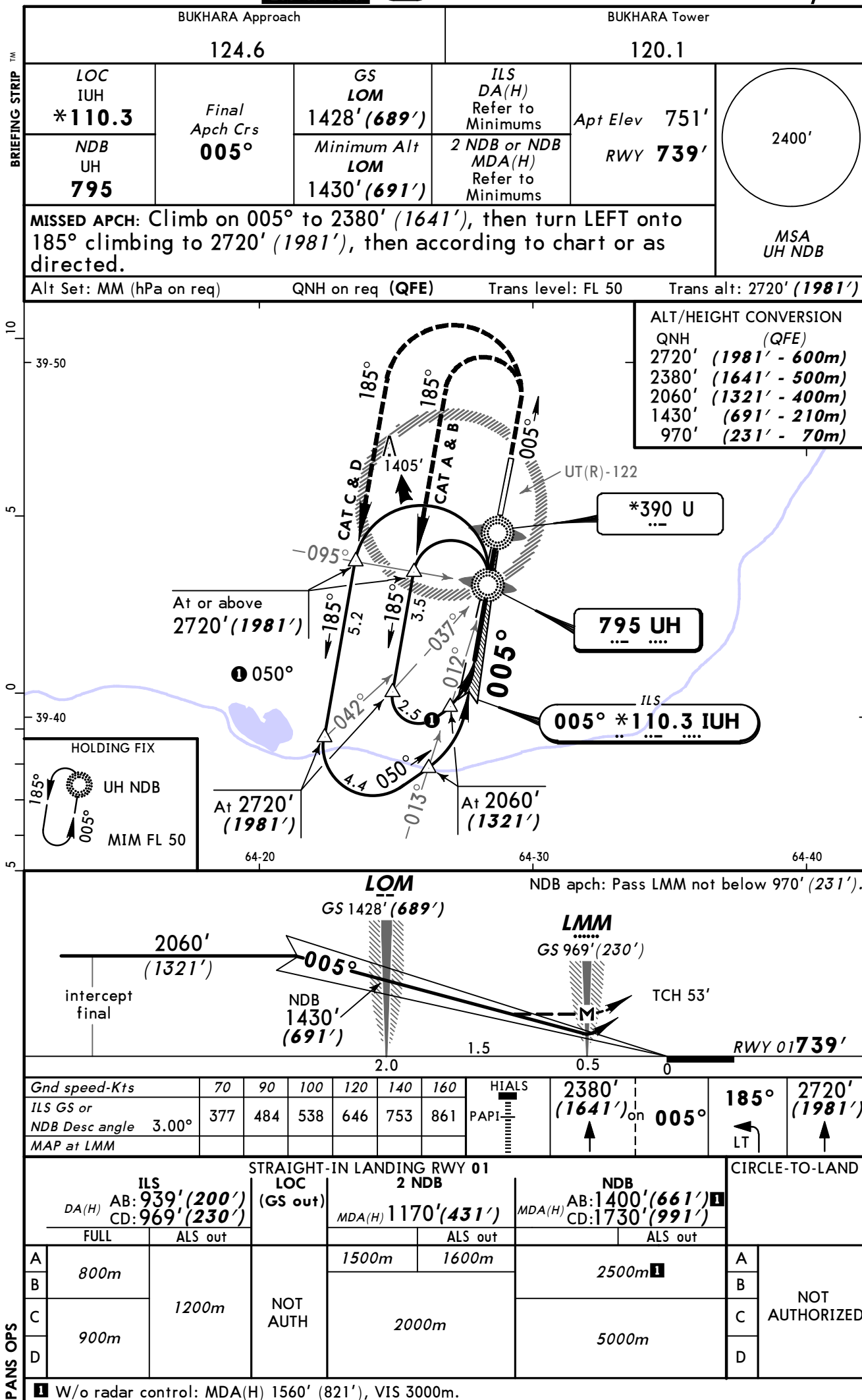
STRAIGHT-IN RWY		A	B	C	D
01	ILS	939'(200')	939'(200')	969'(230')	969'(230')
		800m	800m	900m	900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	1170'(431')	1170'(431')	1170'(431')	1170'(431')
		1500m	2000m	2000m	2000m
	ALS out	2000m	2000m	2000m	2000m
	NDB ①	1400'(661')	1400'(661')	1730'(991')	1730'(991')
19		2500m	2500m	5000m	5000m
	ALS out	3100m	3100m	5000m	5000m
	NDB ①②	1560'(821')	1560'(821')	1730'(991')	1730'(991')
		3000m	3000m	5000m	5000m
	ALS out	3100m	3100m	5000m	5000m
	2 NDB ①	1080'(329')	1080'(329')	1080'(329')	1080'(329')
		2000m	2000m	2000m	2000m
	NDB ①	1410'(659')	1410'(659')	1740'(989')	1740'(989')
		3000m	3000m	5000m	5000m

① Continuous Descent Final Approach.

② W/o radar control.

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

TAKE-OFF RWY 01, 19			
LVP must be in Force			
DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	300m	400m	500m
	400m		



PANS OPS

BUKHARA, (BUKHARA - UTSB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTSB