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Revision Letter For Cycle 23-2013

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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: 0217 Z
Sunset: 1226 Z,

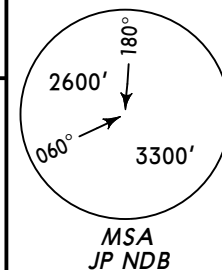
Runway Information

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

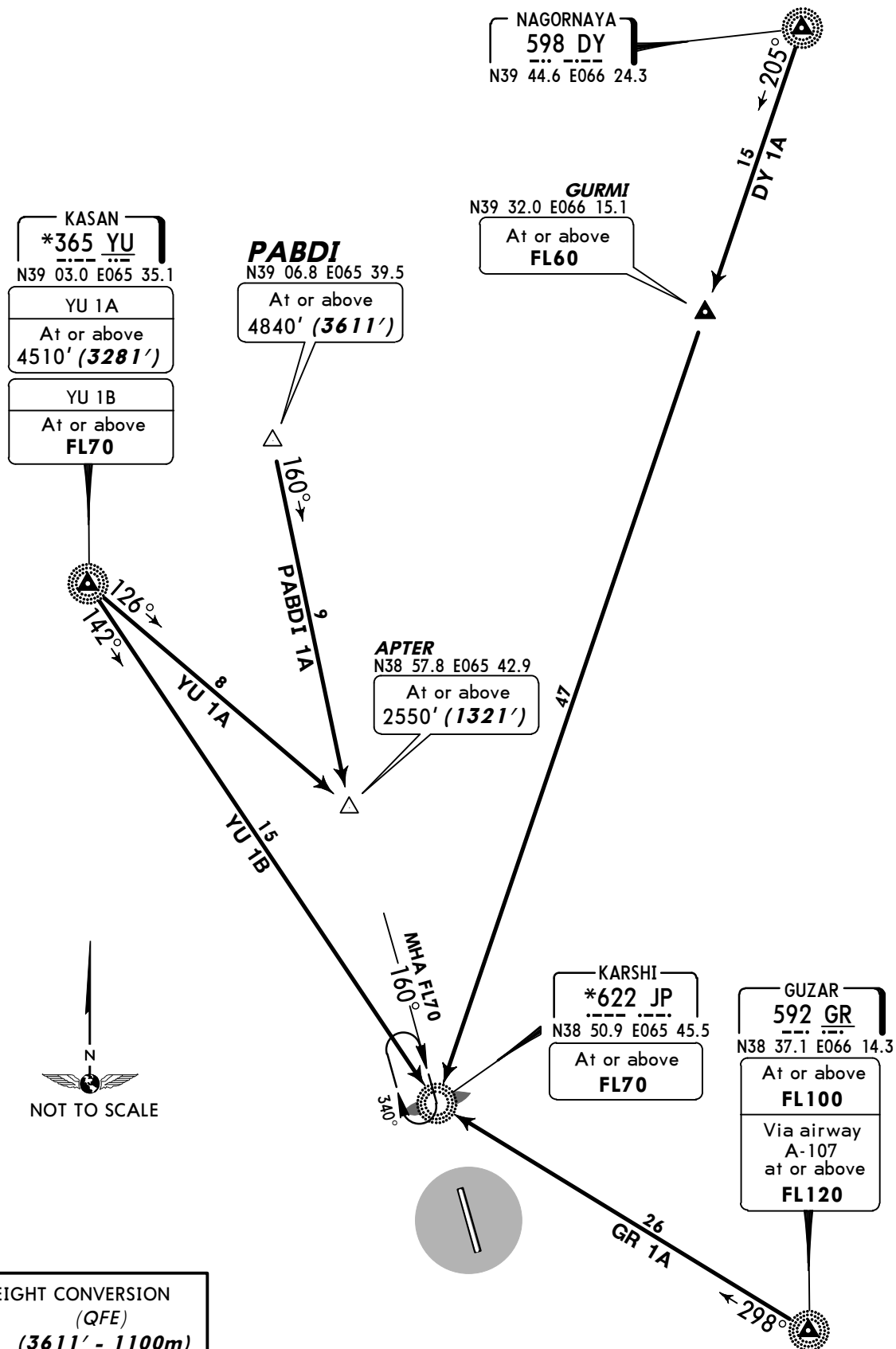
Karshi Tower 124.4
Karshi Tower 120.3

Apt Elev
1231'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 4190' (2961')

DY 1A, GR 1A, PABDI 1A [PABDI 1A]

YU 1A, YU 1B

RWY 16 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION

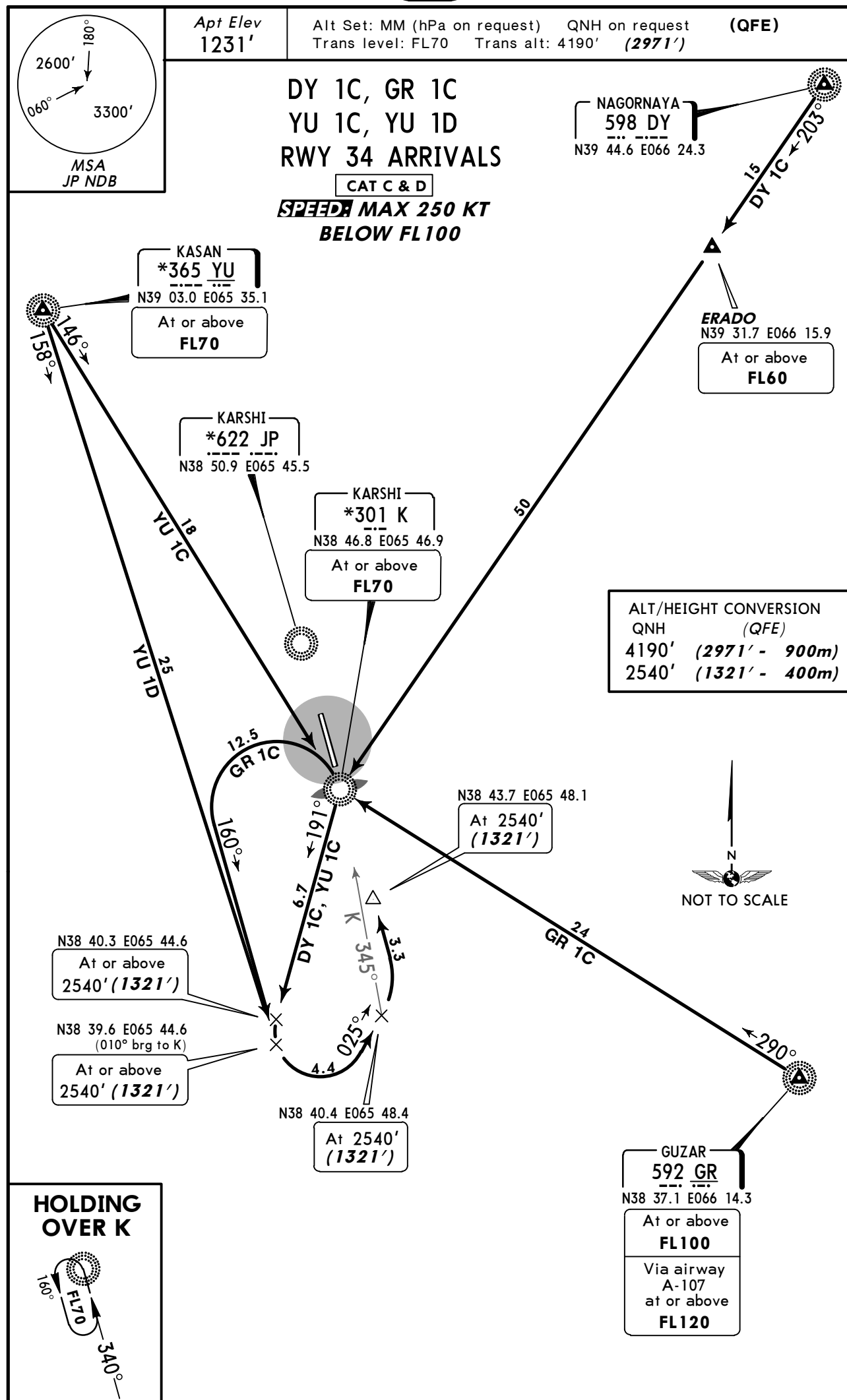
QNH (QFE)

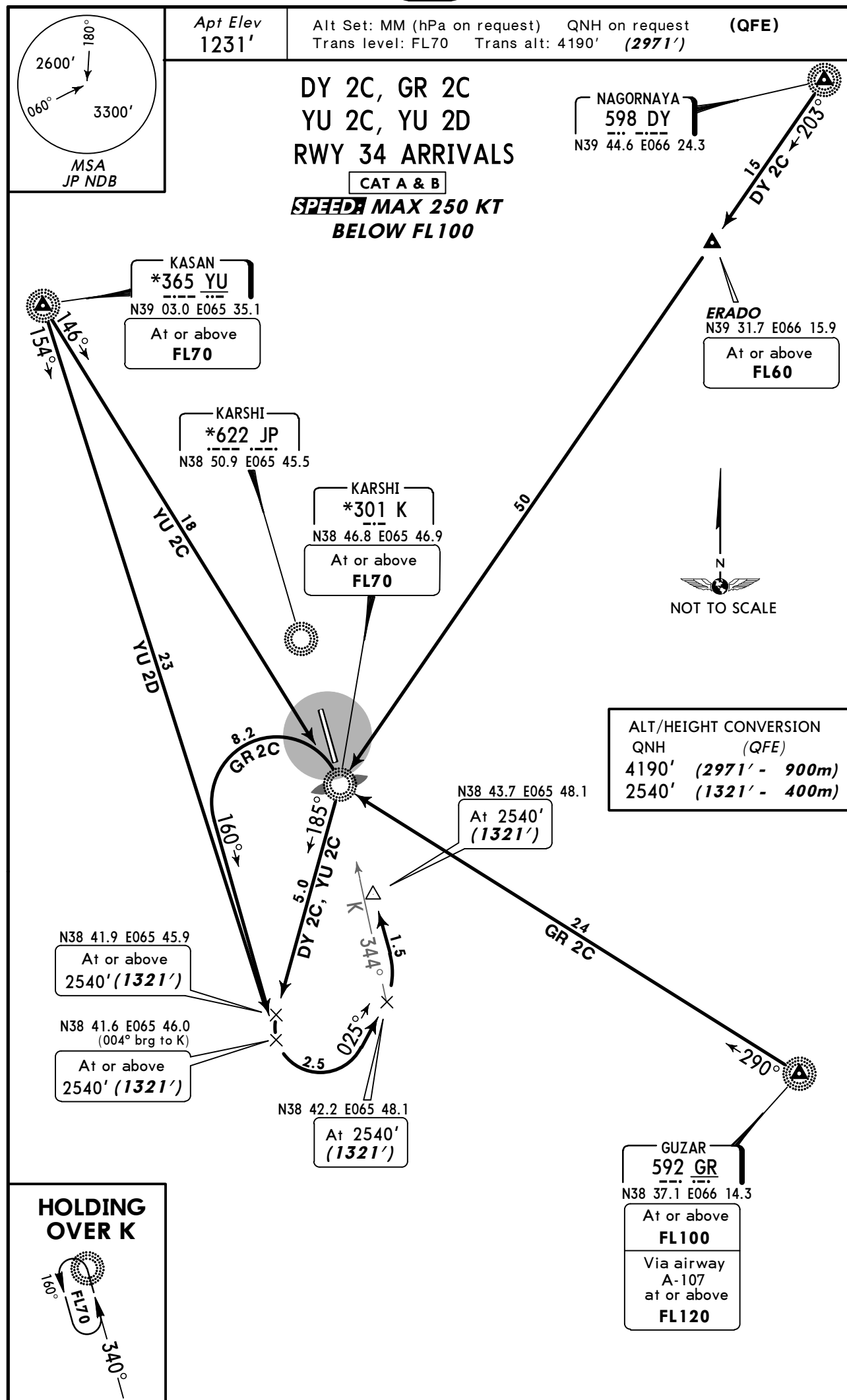
4840' (3611' - 1100m)

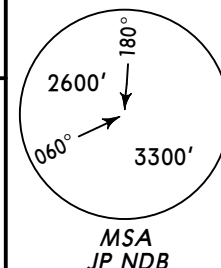
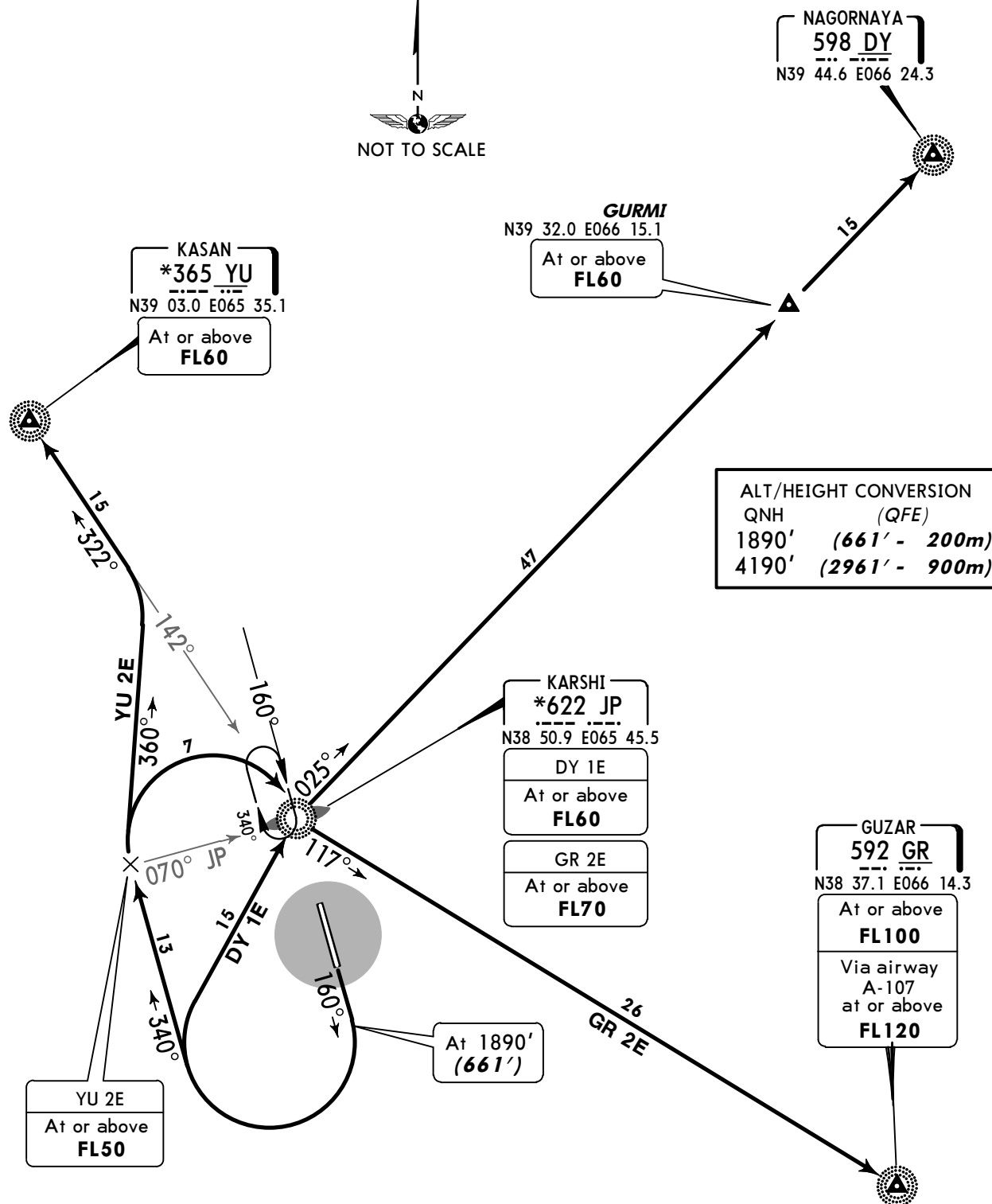
4510' (3281' - 1000m)

4190' (2961' - 900m)

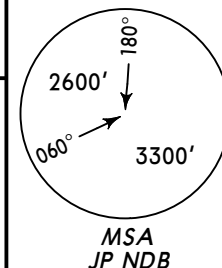
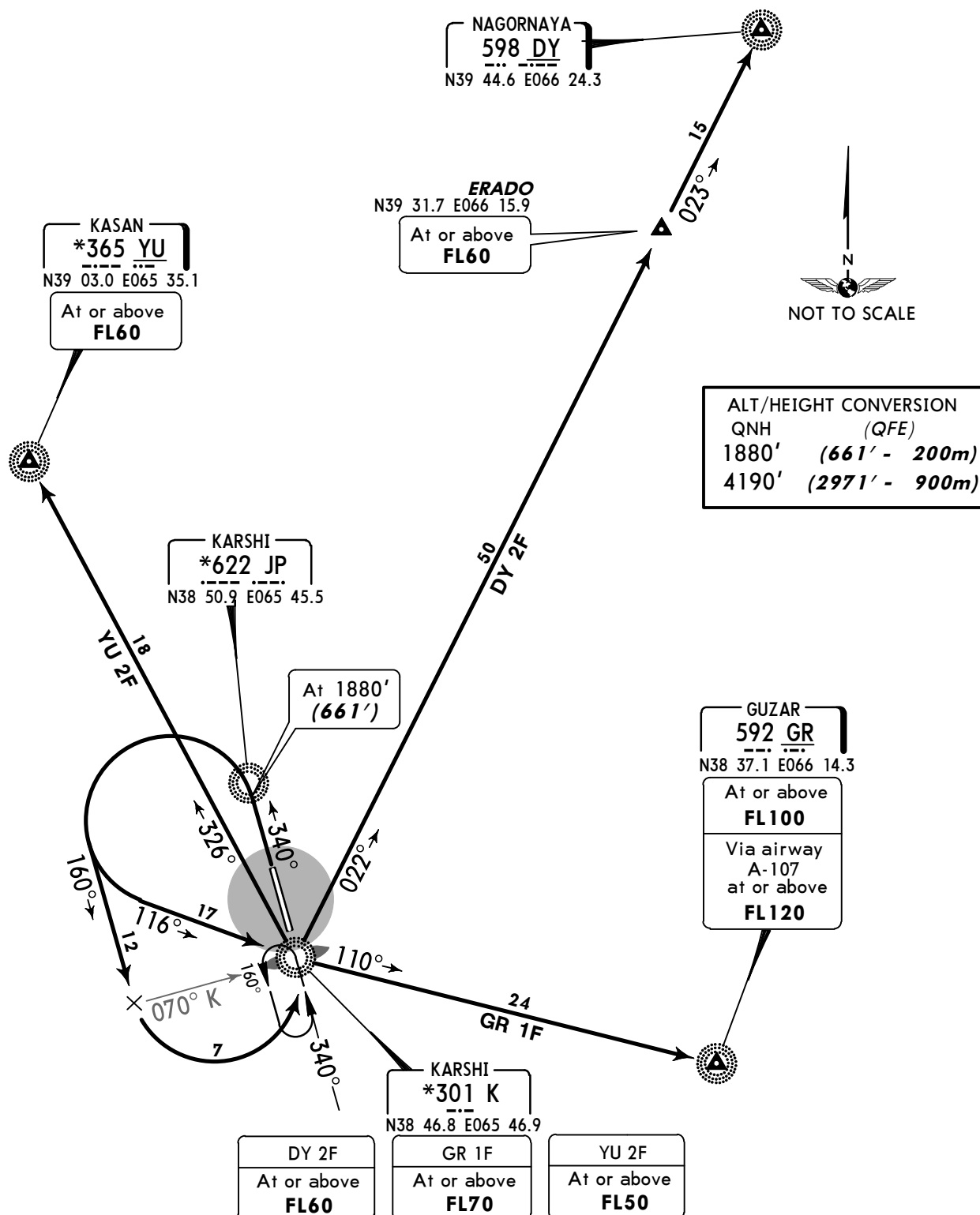
2550' (1321' - 400m)

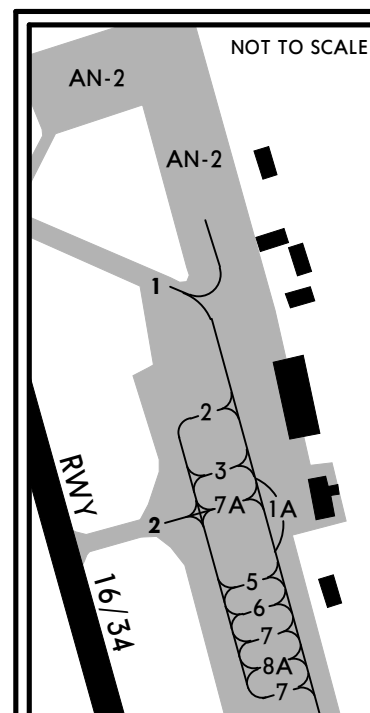




Apt Elev
1229'QNH on request (QFE)
Trans level: FL70 Trans alt: 4190' (2961')DY 1E, GR 2E, YU 2E
RWY 16 DEPARTURES~~SPEED~~ MAX 250 KT BELOW FL100

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
~~SPEEDS~~ MAX 250 KT BELOW FL100



1 TAKE-OFF RUN AVAILABLE

From rwy head	9268' (2825m)
twy T1 int	8940' (2725m)
twy T2 int	7300' (2225m)

From rwy head	9268' (2825m)
twy T4 int	7956' (2425m)
twy T3 int	4675' (1425m)

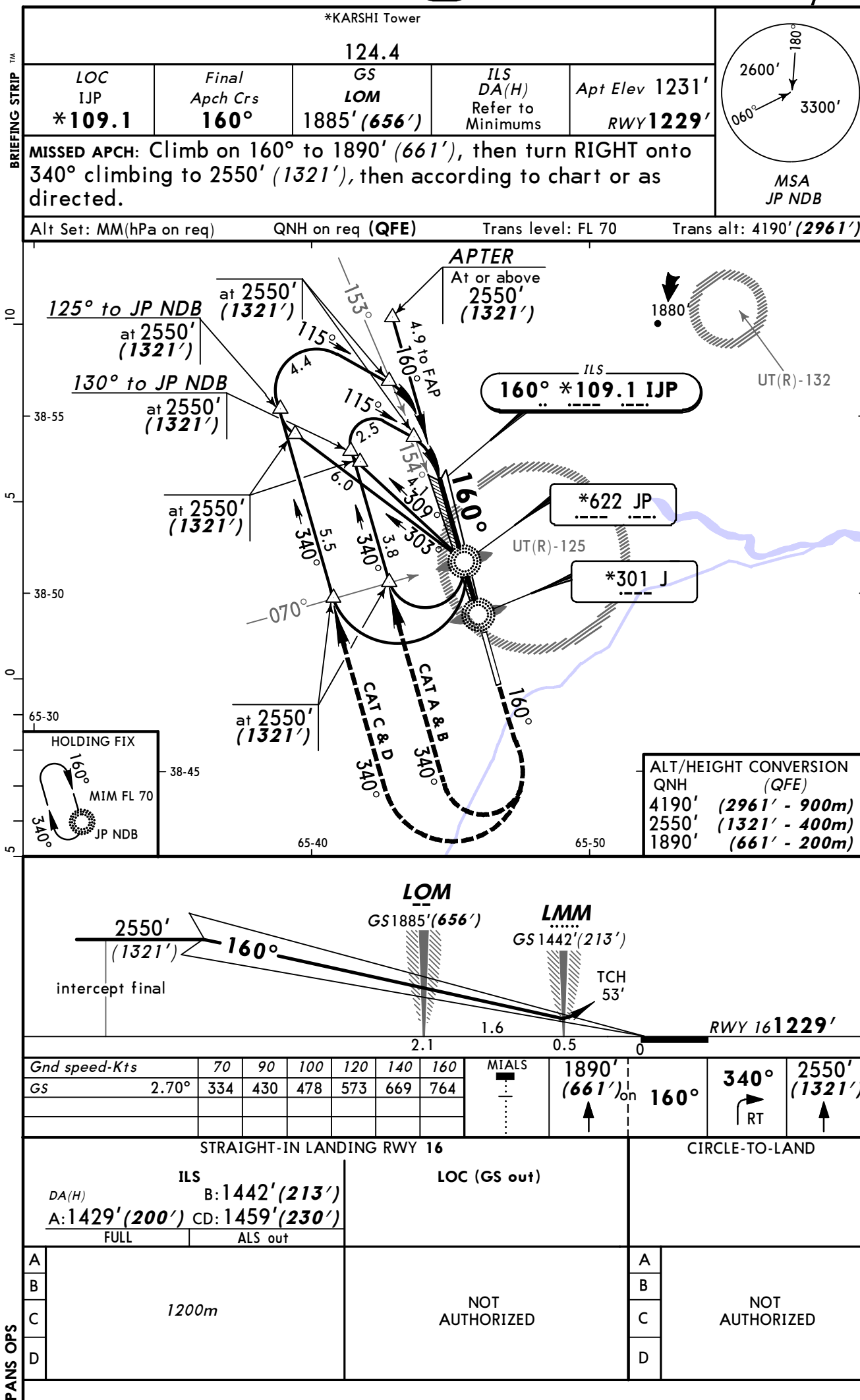
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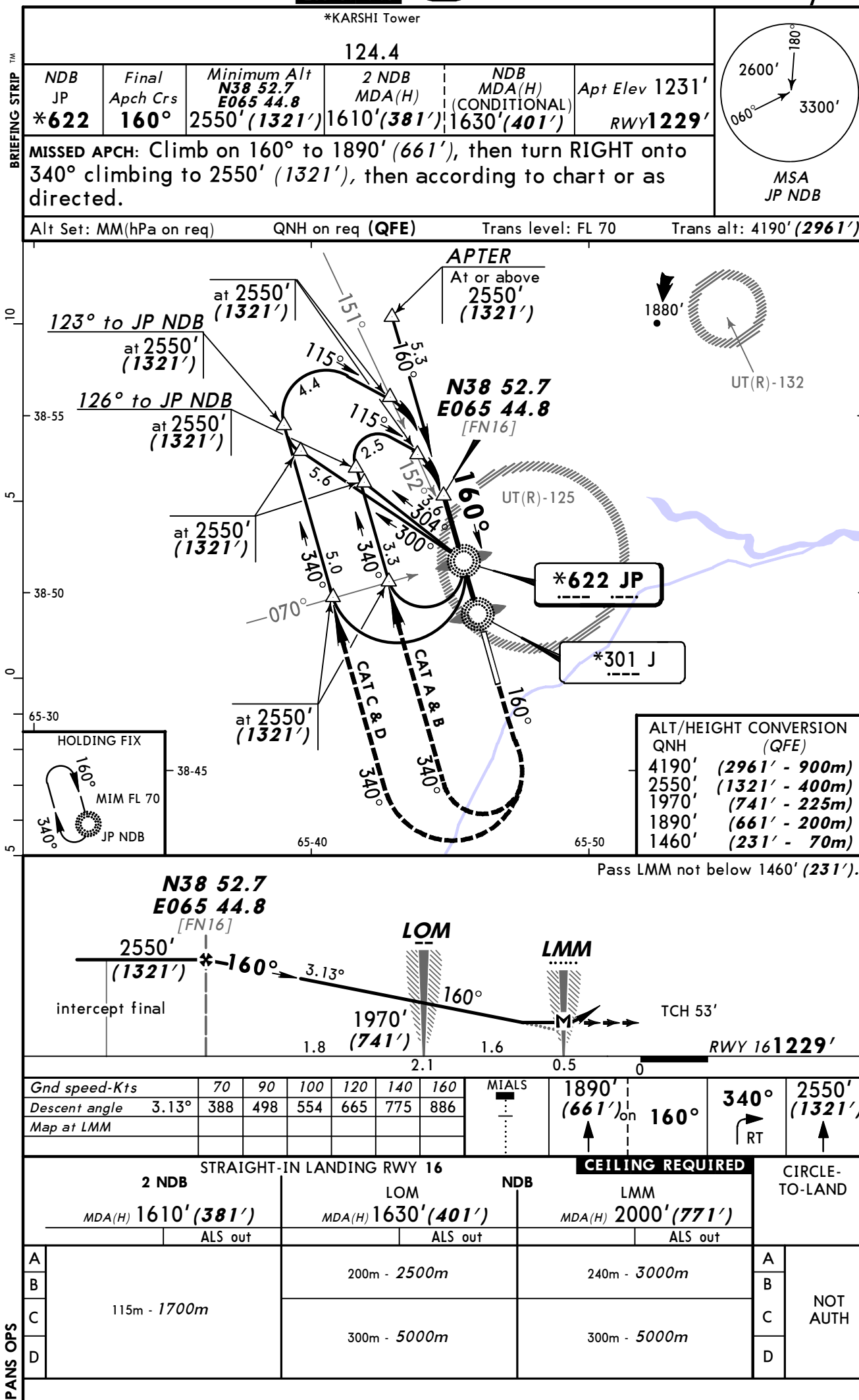
STRAIGHT-IN RWY		A	B	C	D
16	ILS	1429'(200') 800m	1442'(213') 800m	1459'(230') 900m	1459'(230') 900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	1610'(381') ceil 115m- 1700m	1610'(381') ceil 115m- 1700m	1610'(381') ceil 115m- 1700m	1610'(381') ceil 115m- 1700m
	ALS out	ceil 115m- 1700m	ceil 115m- 1700m	ceil 115m- 1800m	ceil 115m- 1800m
	JP NDB ①	1630'(401') ceil 200m- 2500m	1630'(401') ceil 200m- 2500m	1630'(401') ceil 300m- 5000m	1630'(401') ceil 300m- 5000m
	J Lctr ① with FMS	2000'(771') ceil 240m- 3000m	2000'(771') ceil 240m- 3000m	2000'(771') ceil 300m- 5000m	2000'(771') ceil 300m- 5000m
34	J Lctr w/o FMS	2000'(771') ceil 240m- 3100m	2000'(771') ceil 240m- 3100m	2000'(771') ceil 300m- 5000m	2000'(771') ceil 300m- 5000m
	ALS out	ceil 240m- 3800m	ceil 240m- 3800m	ceil 300m- 5000m	ceil 300m- 5000m
	NDB ①	1860'(640') ceil 200m- 3000m	1860'(640') ceil 200m- 3000m	1860'(640') ceil 300m- 5000m	1860'(640') 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 RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	300m	400m	500m
	400m		





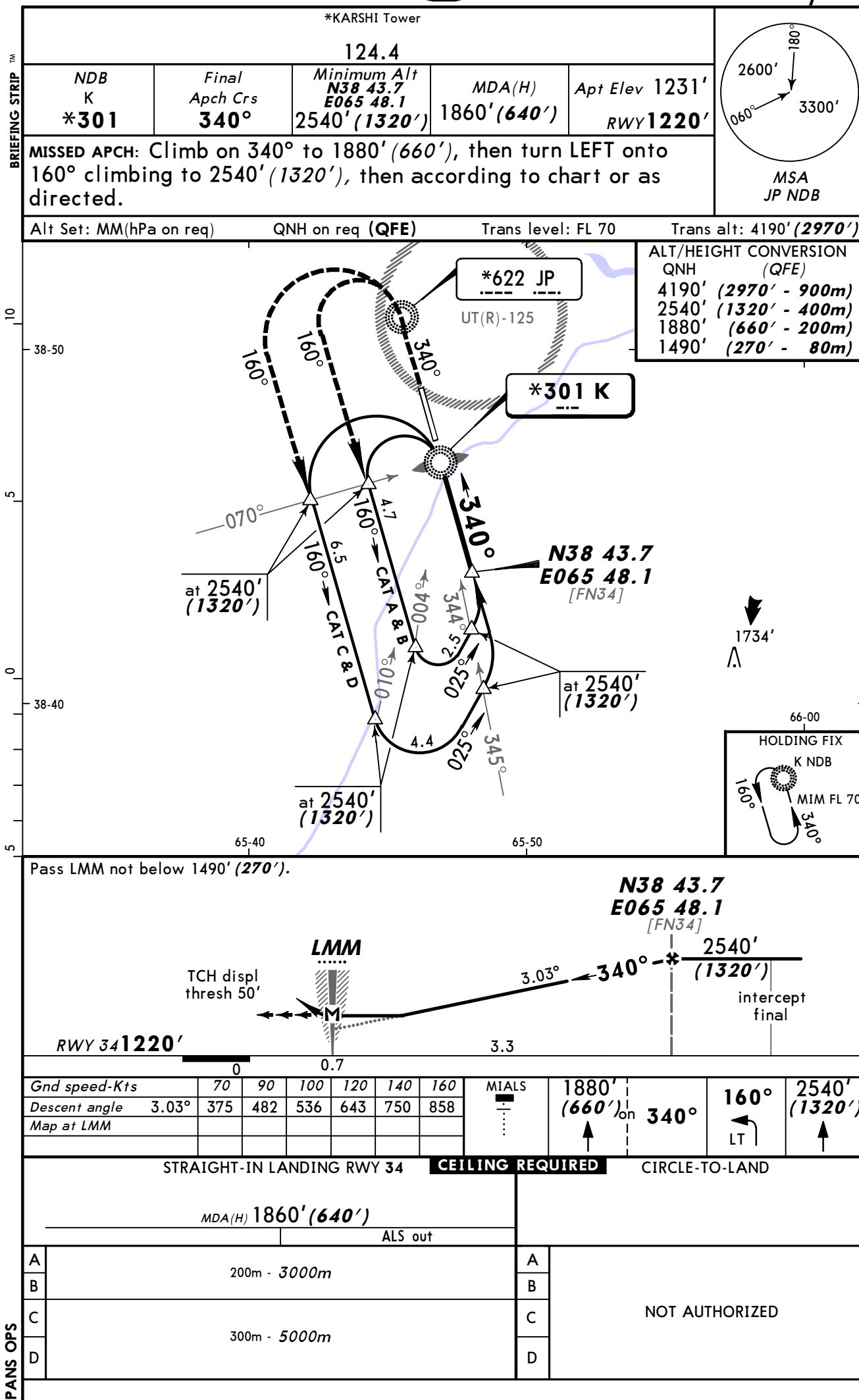


Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KARSHI, (KARSHI - UTSK)				
REV	DY, GR & PABDI 1A, YU 1A ...	10-2	01 Nov 2013	14 Nov 2013
REV	DY 1C & GR 1C, YU 1C & 1D...	10-2A	01 Nov 2013	14 Nov 2013
DEL	DY 2C & GR 2C, YU 2C & 2D...	10-2B	01 Nov 2013	14 Nov 2013
REV	AIRPORT, PARKING, AIRPORT...	10-9	08 Nov 2013	14 Nov 2013
REV	STANDARD MNMS	10-9S	08 Nov 2013	14 Nov 2013
REV	ILS RWY 16	11-1	08 Nov 2013	14 Nov 2013
REV	2 NDB OR NDB RWY 16	16-1	08 Nov 2013	14 Nov 2013
REV	NDB RWY 34	16-2	08 Nov 2013	14 Nov 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTSK