

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTSS

Terminal Charts For UTSS

Revision Letter For Cycle 01-2014

Change Notices

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: 0253 Z
Sunset: 1222 Z,

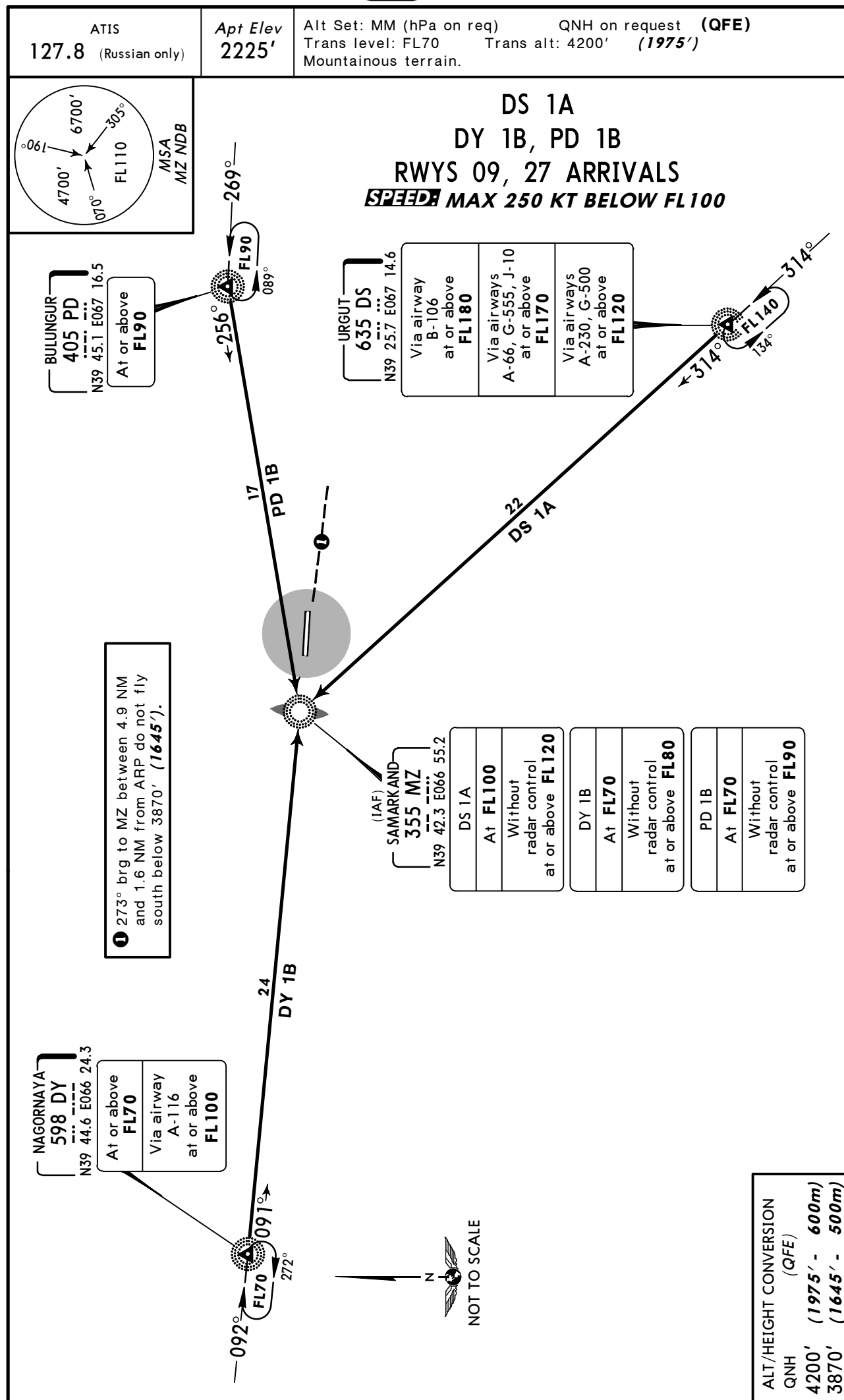
Runway Information

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



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Apt Elev
2225'

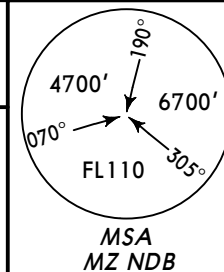
QNH on request (QFE)

Trans level: FL70

Trans alt: 4200'

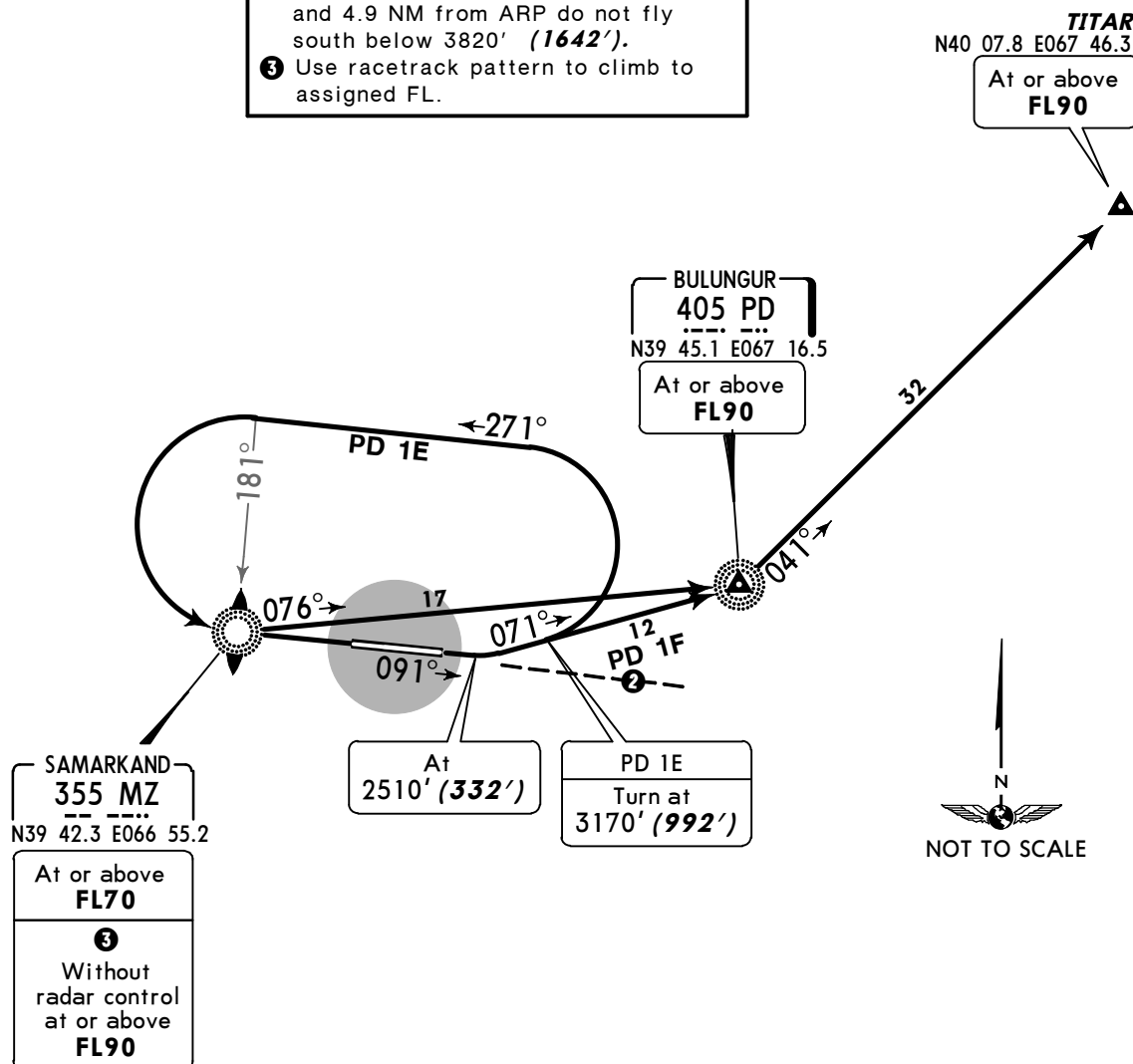
(2022')

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)

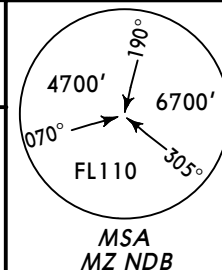
INITIAL CLIMB

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.

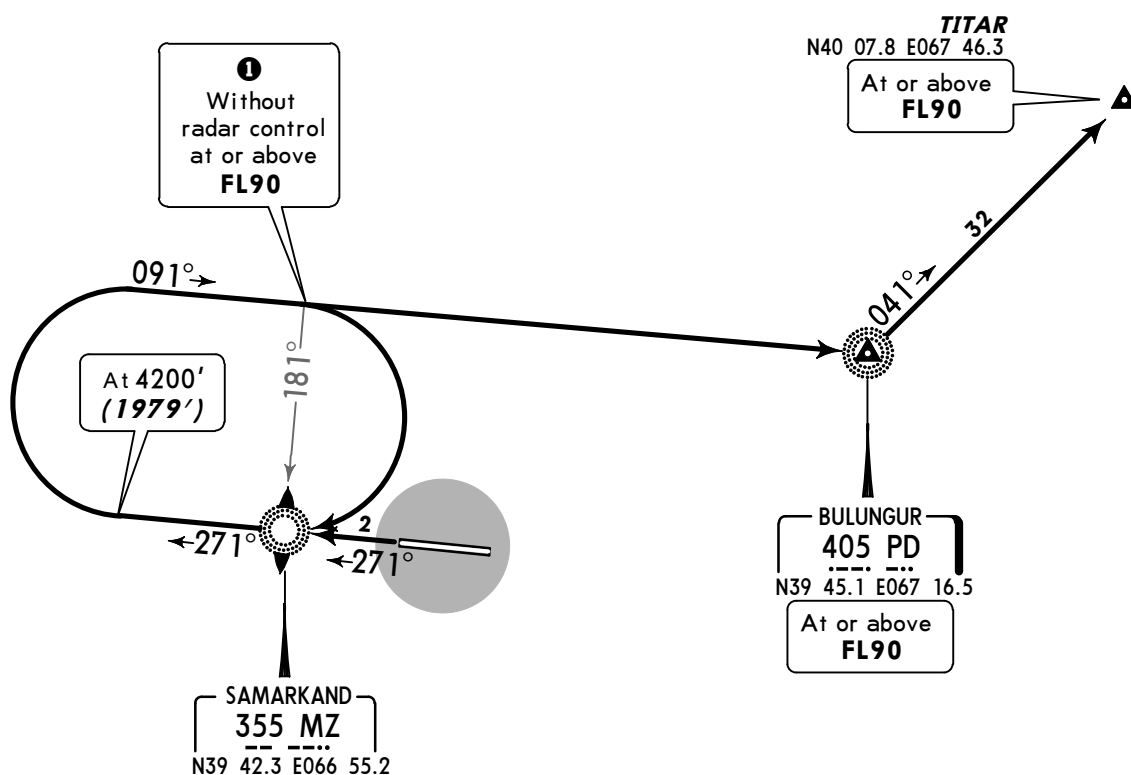
Apt Elev
2225'

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



BULUNGUR ONE GOLF (PD 1G)
RWY 27 DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

① Use racetrack pattern to climb to assigned FL.



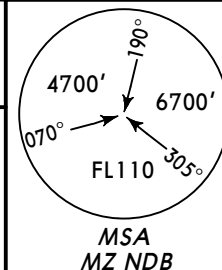
ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1979' - 600m)

INITIAL CLIMB/ROUTING

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.

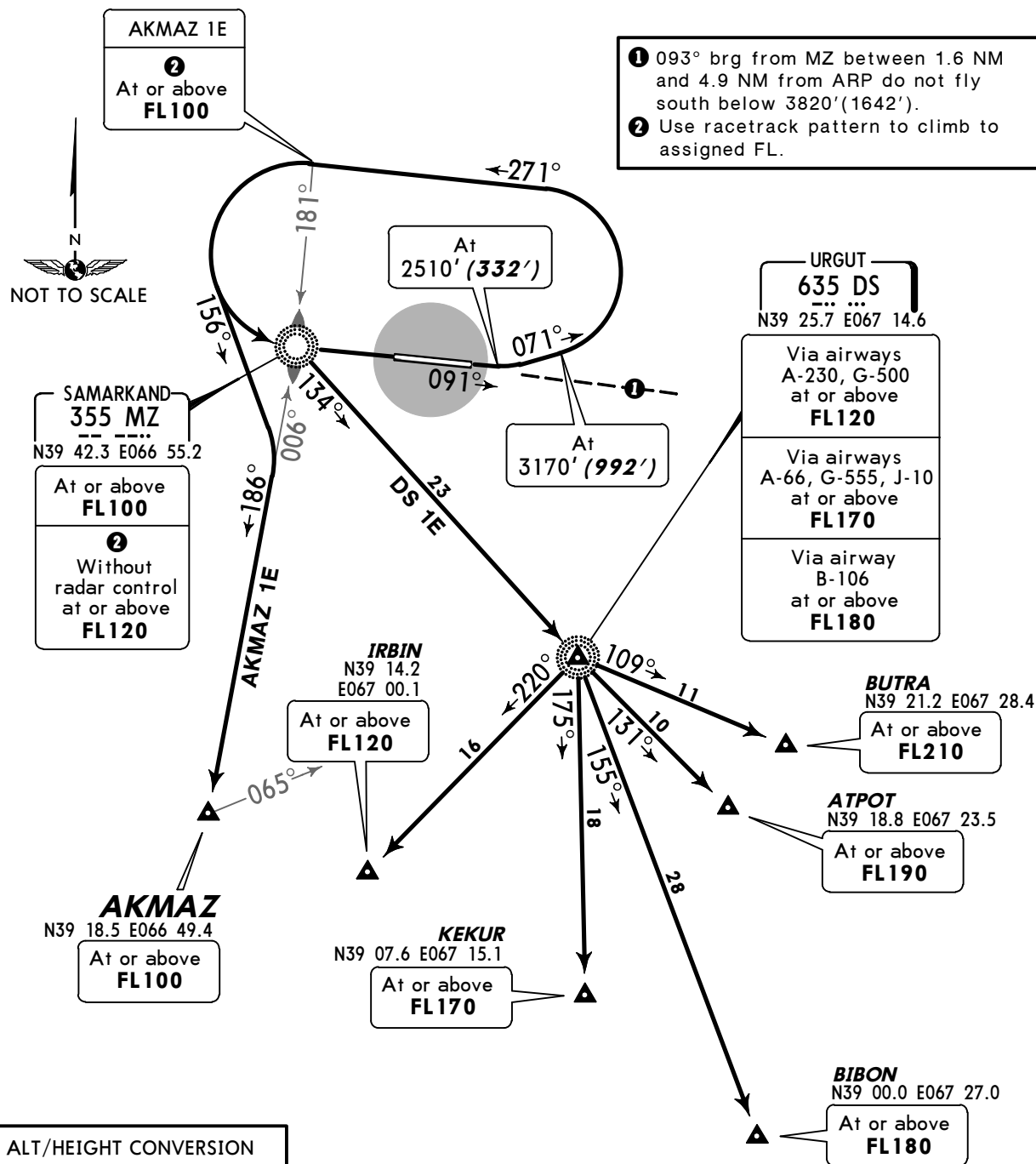


AKMAZ ONE ECHO (AKMAZ 1E) [AKMA1E]

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)

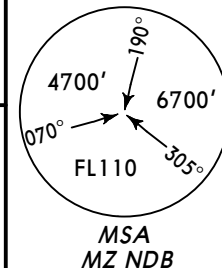
INITIAL CLIMB

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.



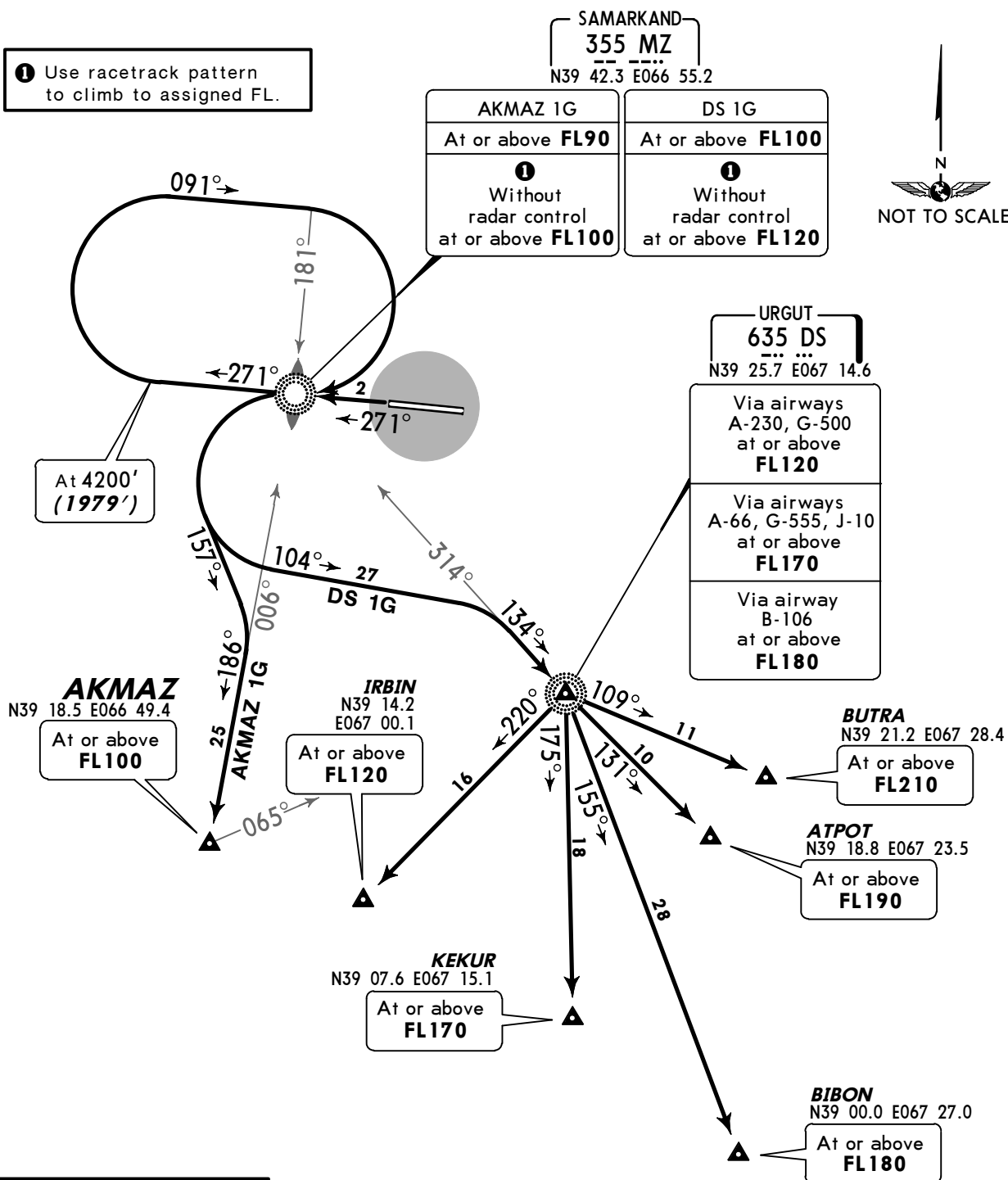
AKMAZ ONE GOLF (AKMAZ 1G) [AKMA1G]

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.

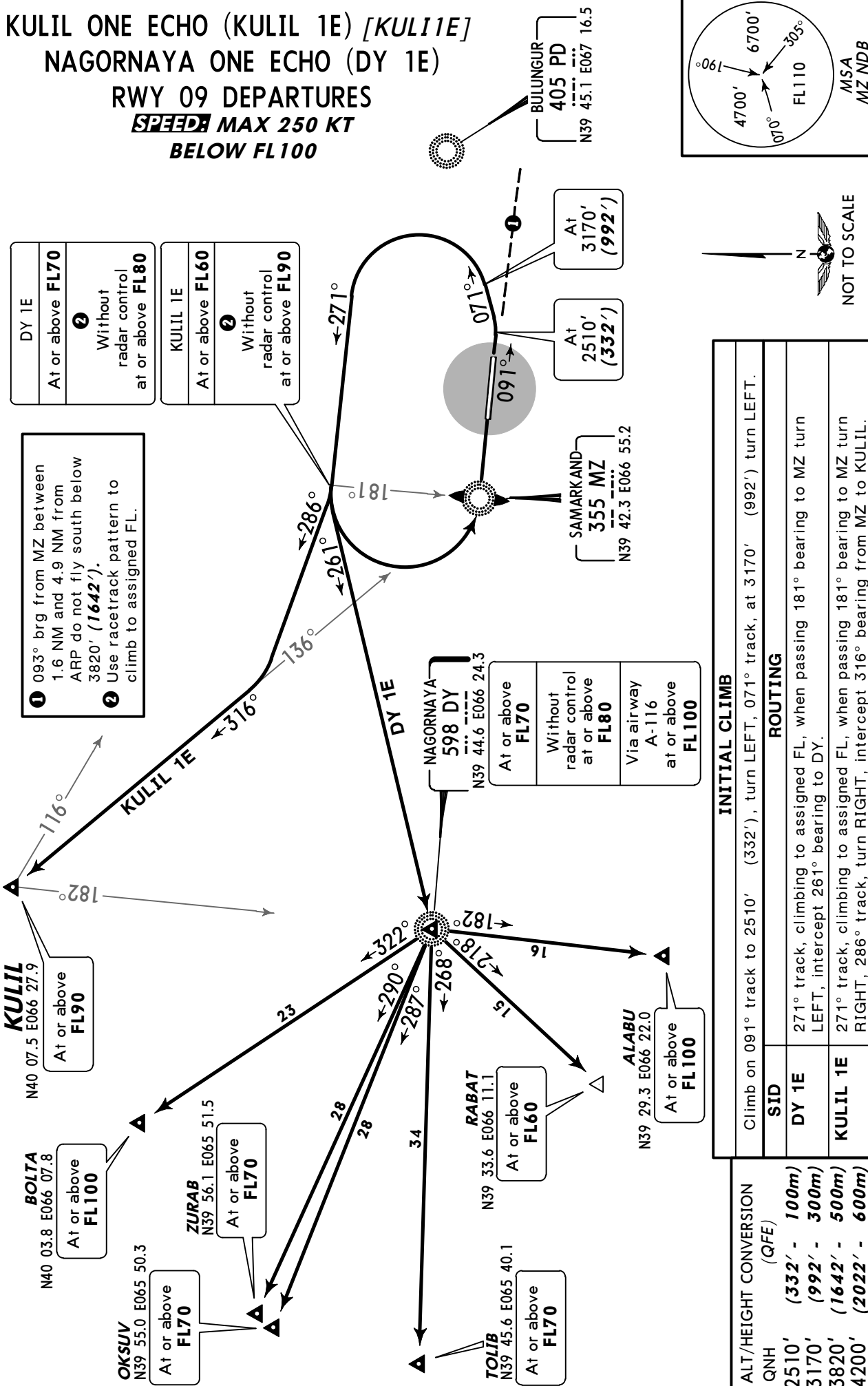
SID	ROUTING
AKMAZ 1G	157° track, turn RIGHT, intercept 186° bearing from MZ to AKMAZ.
DS 1G	104° track, turn RIGHT, intercept 134° bearing from MZ to DS.

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

Trans level: FL70

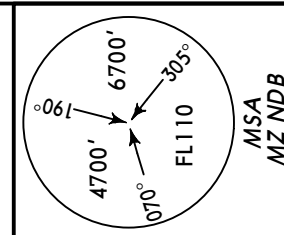
Trans alt: 4200' (2022')

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



Trans alt: 4200' (1979')

SPEED: MAX 250 KT BELOW FL100



1 Use racetrack pattern to climb to assigned FL.



Climb on 271° track to 4200' (1979'), 272° track to DY, climbing to assigned FL.

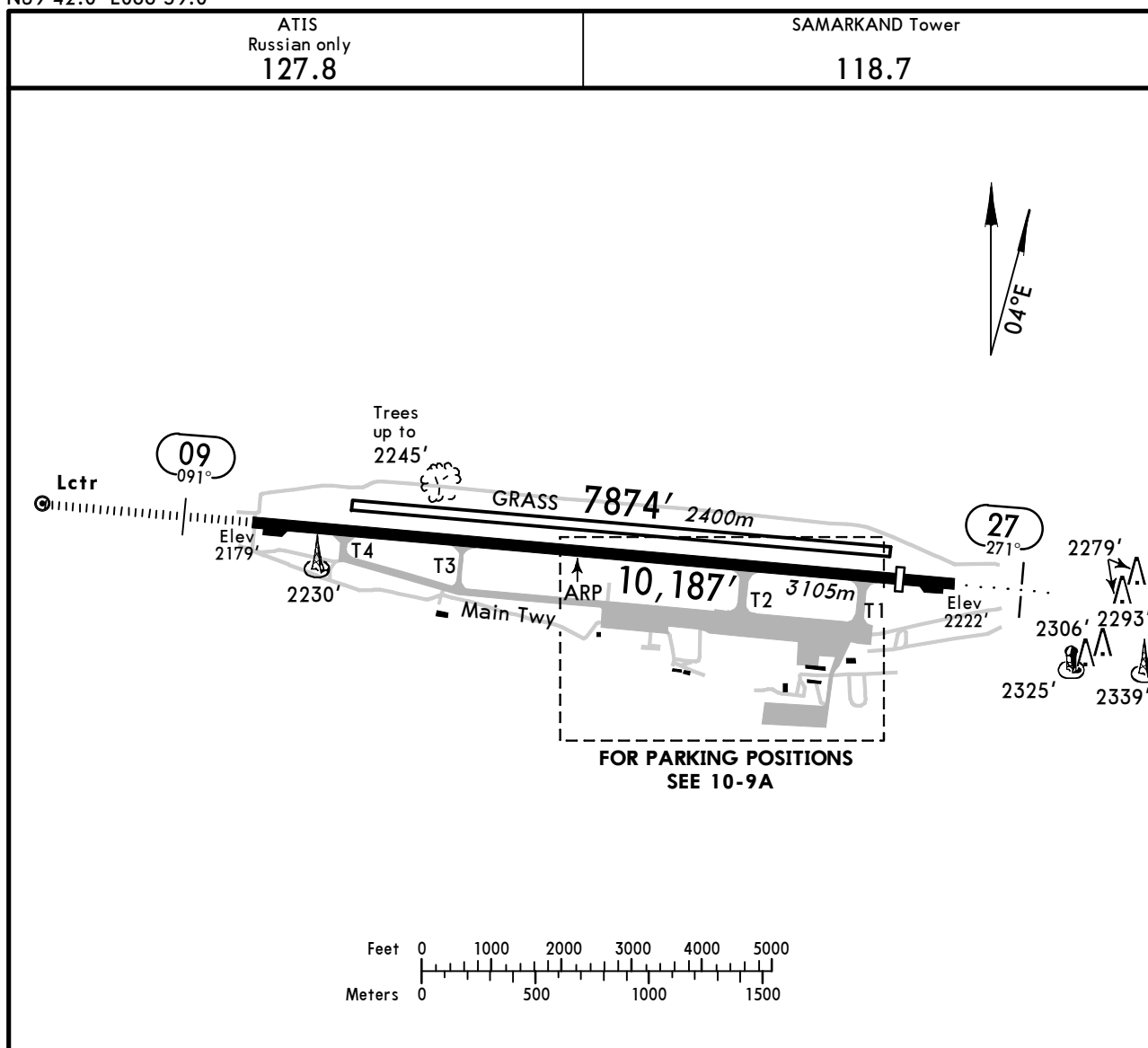
Climb on 271° track to 4200' (1979'), turn RIGHT, 346° track, turn LEFT, intercept 316° bearing from MZ to KULIL.

SID

Y 1G

KULIL 1G

UTSS/SKD
Apt Elev 2225'
N39 42.0 E066 59.0



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
	HIRL (60m)	HIALS	PAPI-L	RVR	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:

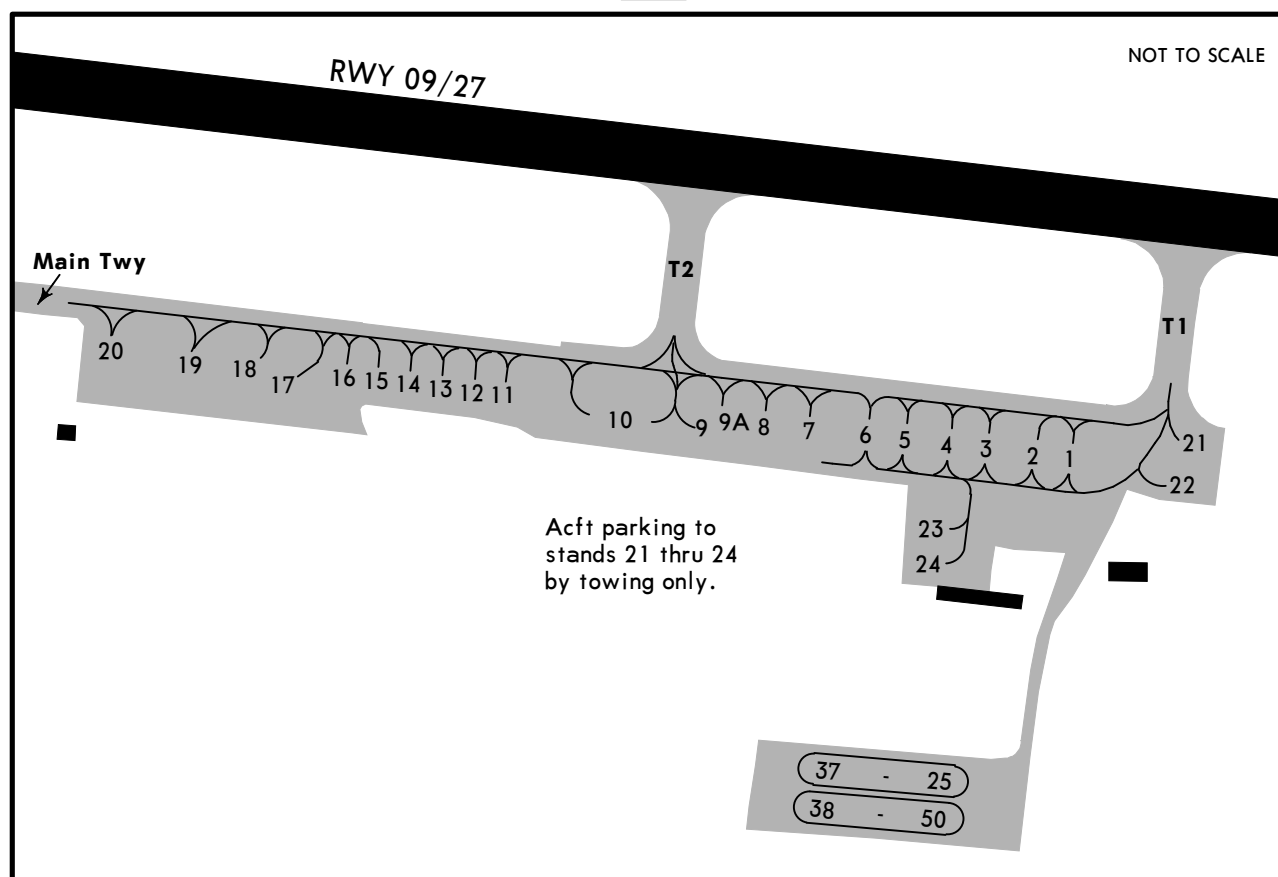
From rwy head 10,187' (3105m)
twy T1 int 9023' (2750m)
twy T2 int 7218' (2200m)

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		400m	
D				

CHANGES: Take-off minimums rwy 09.

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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.

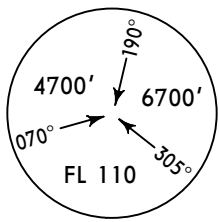
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 09

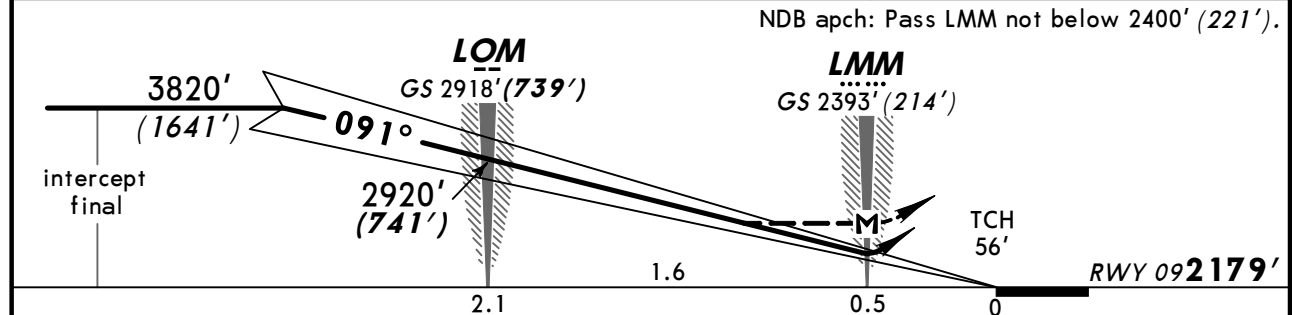
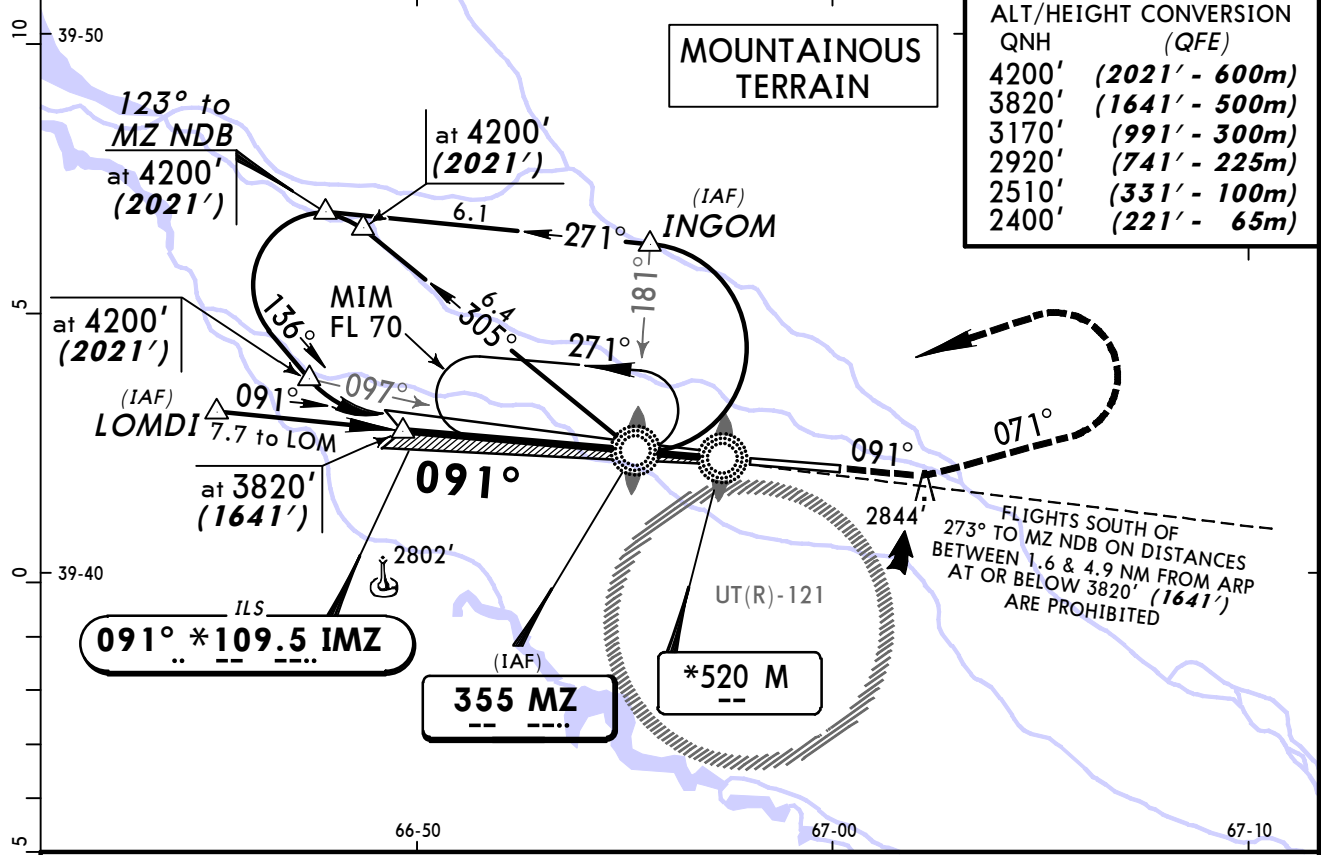
RCLM (DAY only) or RL		NIL (DAY only)	
A	ceiling 220m - 1700m		
B			
C	ceiling 240m - 1800m		
D			

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')



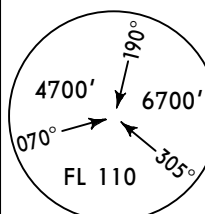
Gnd speed-Kts	70	90	100	120	140	160	HIALS	2510' (331') on 091°	071°	3170' (991')
ILS GS or	377	484	538	646	753	861	PAPI			
NDB Desc angle	3.00°									
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 09		NDB		CIRCLE-TO-LAND	
DA(H) 2393'(214')		LOC (GS out)		MDA(H) 2560'(381')		MDA(H) 3170'(991')	
FULL		ALS out		ALS out		ALS out	
A	see 11-2		see 11-2		see 11-2		A
B							B
C	800m		1700m		5000m		C
D	1200m						D

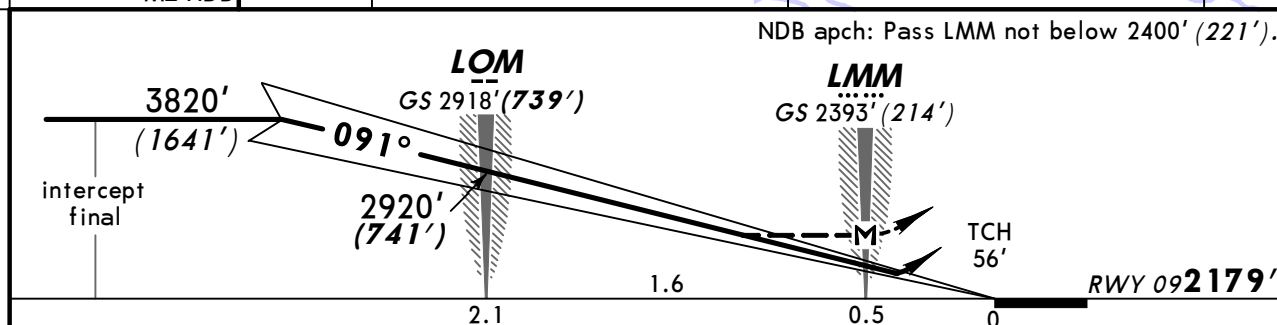
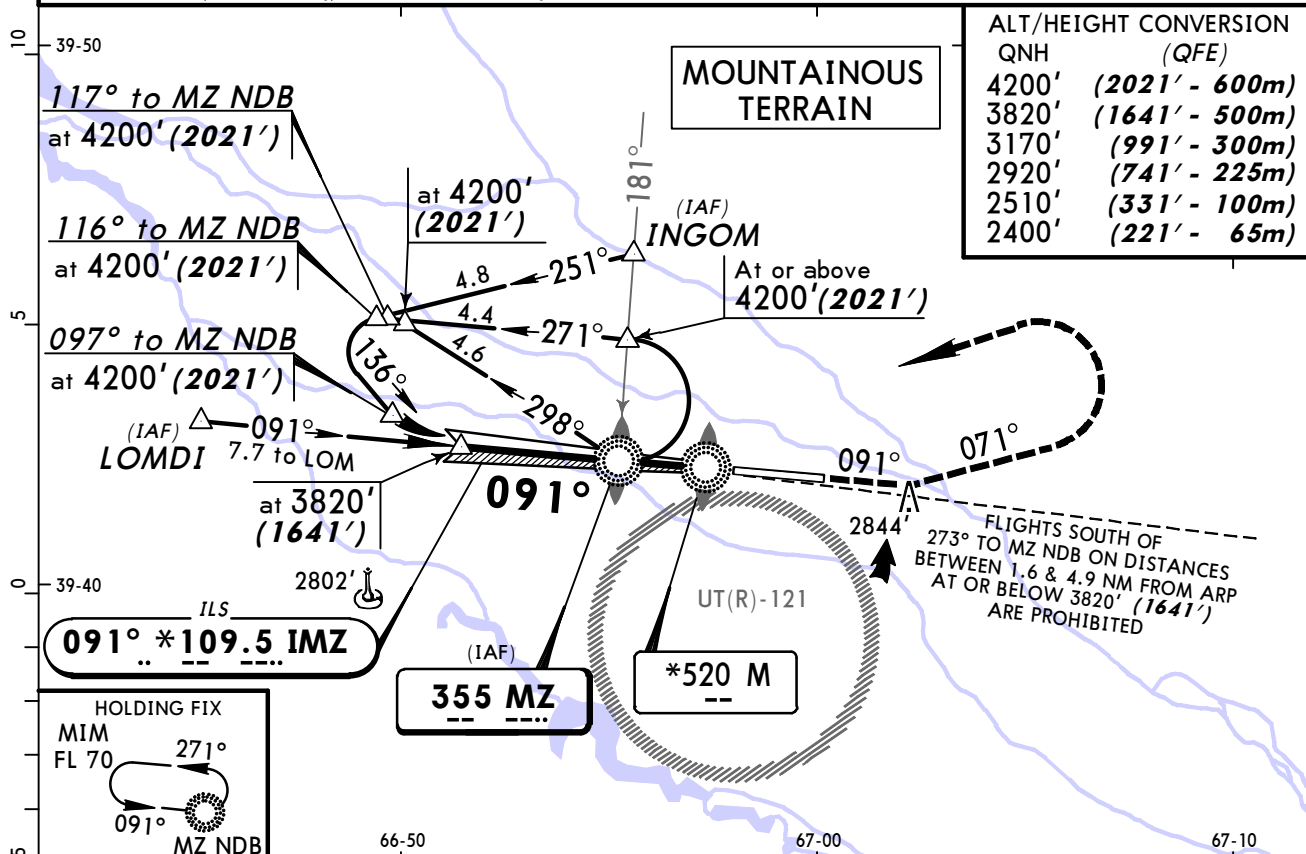
UTSS/SKD SAMARKAND

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') on 091°	071°	3170' (991')
ILS GS or	377	484	538	646	753	861	PAPI			
NDB Desc angle	3.00°									
MAP at LMM										

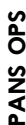
ILS		LOC (GS out)		2 NDB		NDB with Radar		CIRCLE-TO-LAND	
DA(H) 2379'(200')				MDA(H) 2560'(381')		MDA(H) 2840'(661')			
FULL		ALS out		ALS out		ALS out			
A	800m	1200m			1700m	2500m			
B									
C	see 11-1		NOT AUTH		see 11-1	see 11-1			NOT AUTH
D									

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

CHANGES: Transition level. MSA. Minimum holding FL.

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BRIEFING STRIP TM



PANS OPS

PANS OPS

ATIS
Russian only
127.8

SAMARKAND Approach
120.8

SAMARKAND Tower
118.7

NDB
MZ
355

Final
Apch Crs
271°

Minimum Alt
N39 41.6 E067 04.9
3870' (1648')

MDA(H)
3110' (888')

Apt Elev 2225'
RWY 2222'

4700'

6700'

FL 110

070°

190°

305°

MISSED APCH: Climb on 271° to 3210' (988'), then turn RIGHT onto 091° climbing to 4200' (1978'), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 4200' (1978')

1. RADAR is mandatory. 2. Landing with tailwind component is PROHIBITED.

MSA
MZ NDB

39-50

MOUNTAINOUS
TERRAIN

DAYTIME ONLY

ALT/HEIGHT CONVERSION
QNH (QFE)
4200' (1978' - 600m)
3870' (1648' - 500m)
3210' (988' - 300m)

at 4200' (1978')

091°

9.1

at 4200' (1978')

258° to MZ NDB
at 4200' (1978')

① 226°

269° to MZ NDB
at 3870' (1648')

② 271°

4.9

3870' (1648')

(IAF) RILUM 2631'

N39 41.6
E067 04.9
[FN27]

② FLIGHTS SOUTH OF 273° TO MZ NDB
ON DISTANCES BETWEEN 1.6 & 4.9 NM
FROM ARP AT OR BELOW 3870' (1648')
ARE PROHIBITED

2844'

UT(R)-121

*520 M

At or above
FL 70

2802'

66-50

HOLDING FIX
091° MIM
FL 70
MZ NDB 271°

67-00

67-10

LOM
RWY 09

LMM
RWY 09

TCH displ
thresh 52'

[RW27]

M

4.01°

271°

3.8

intercept
final

3870'
(1648')

N39 41.6
E067 04.9
[FN27]

Gnd speed-Kts	70	90	100	120	140	160	MIALS	3210' (988')	271°	091°	4200' (1978')
Descent angle	4.01°	497	639	710	852	994	1136	PAPI	↑	RT	↑
FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26				

STRAIGHT-IN LANDING RWY 27

CEILING REQUIRED

CIRCLE-TO-LAND

MDA(H) 3110' (888')

ALS out

A

700m - 5000m

B

C

NOT APPLICABLE

D

A

B

C

NOT AUTHORIZED

D

SAMARKAND, (SAMARKAND - UTSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS withdrawn.