

04-DEC-2014

**BHK-UTSB**

1-10

AOI

AOI

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 8**Fuel:** TS-1 (equivalent Jet A-1)**PCN:** RWY 01/19: 45/R/A/X/T**Customs:** O/R**Operation****Traffic Notes**

B777-200B and A330-200 restricted to MAX Mass of 262t / 577611lbs.

B747-400 restricted to MAX Mass of 327t / 720911lbs.

**TWY Restriction**

| TWY 4 width 18m-30 / 59-98ft.

TWY 5 width 18m / 59ft.

Follow-me AVBL.

Taxiling of B747-400, B777-200, A330-200 and AN124-100:

Shall be carried out only along TWY T-1, T-2, T-3 and APN 1 under inner ENG PWR behind follow-me.

**ARRIVAL****Speed**

MAX IAS 248KT (460km/h) below FL100 (3050m).

**Communication****COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**Arrival Procedure****VFR Traffic Pattern:** RWY 01 right hand circuit.**Non-standard GP Antenna Position RWY 01**

GP intercepts RWY 01 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 2692m / 8832ft.

**DEPARTURE****Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**Speed**

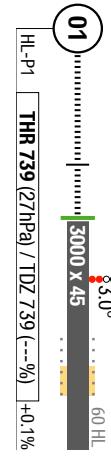
MAX IAS 248KT (460km/h) below FL100 (3050m).

**Communication****COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**De-Icing**

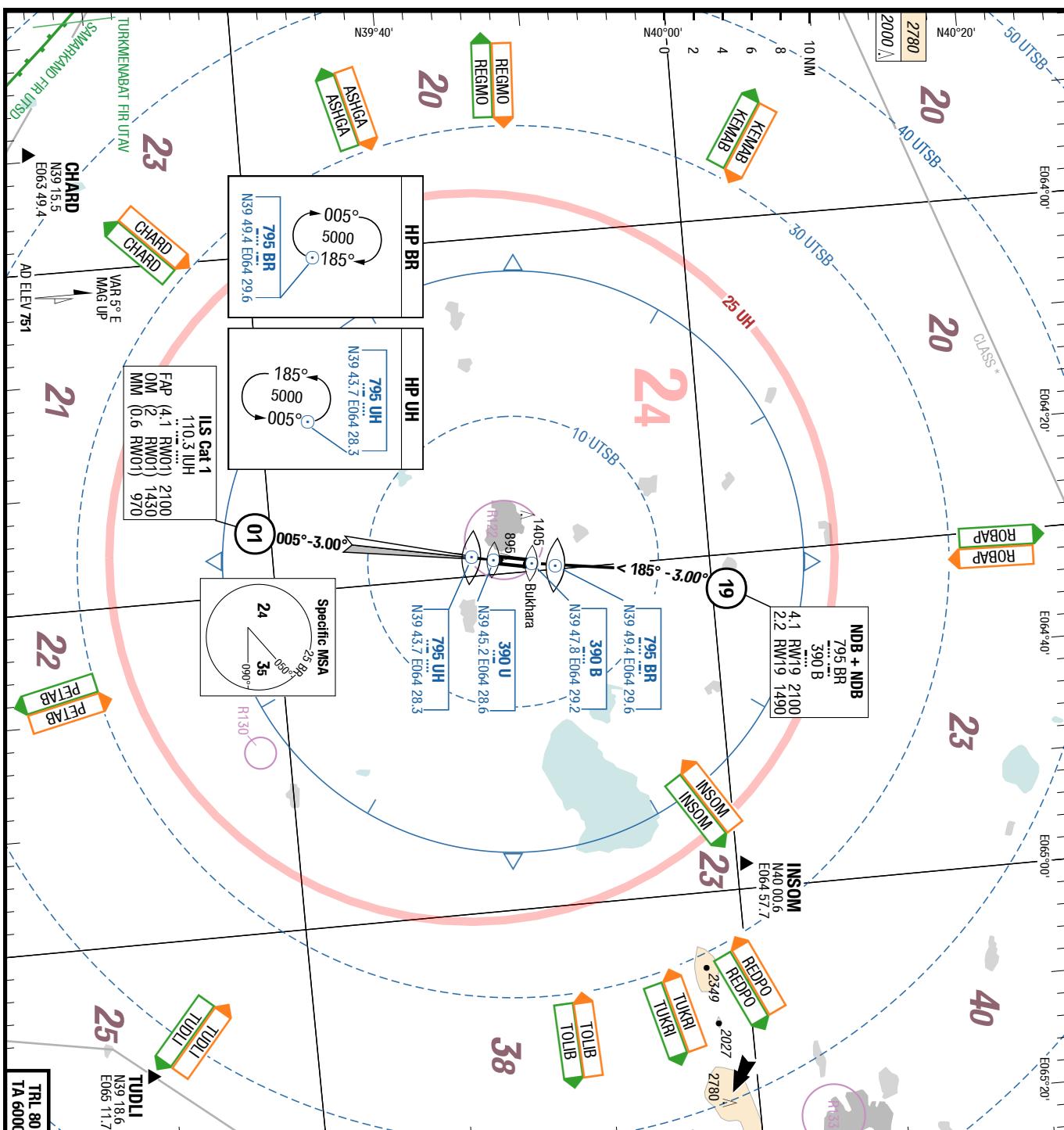
AVBL

APP	124.600
TWR	120.100

Landing RWY system:



HL-P1    THR 739 (27hPa) / TDZ 751 (--%) / THR 751 (27hPa) / M-S  
-0.1%    60 HL    45 x 3000    3.0°    3000 x 45    420    60 HL  
+0.1%



## Changes: Nil



**Effective 10-NOV-2016**

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# Uzbekistan **Bukhara**

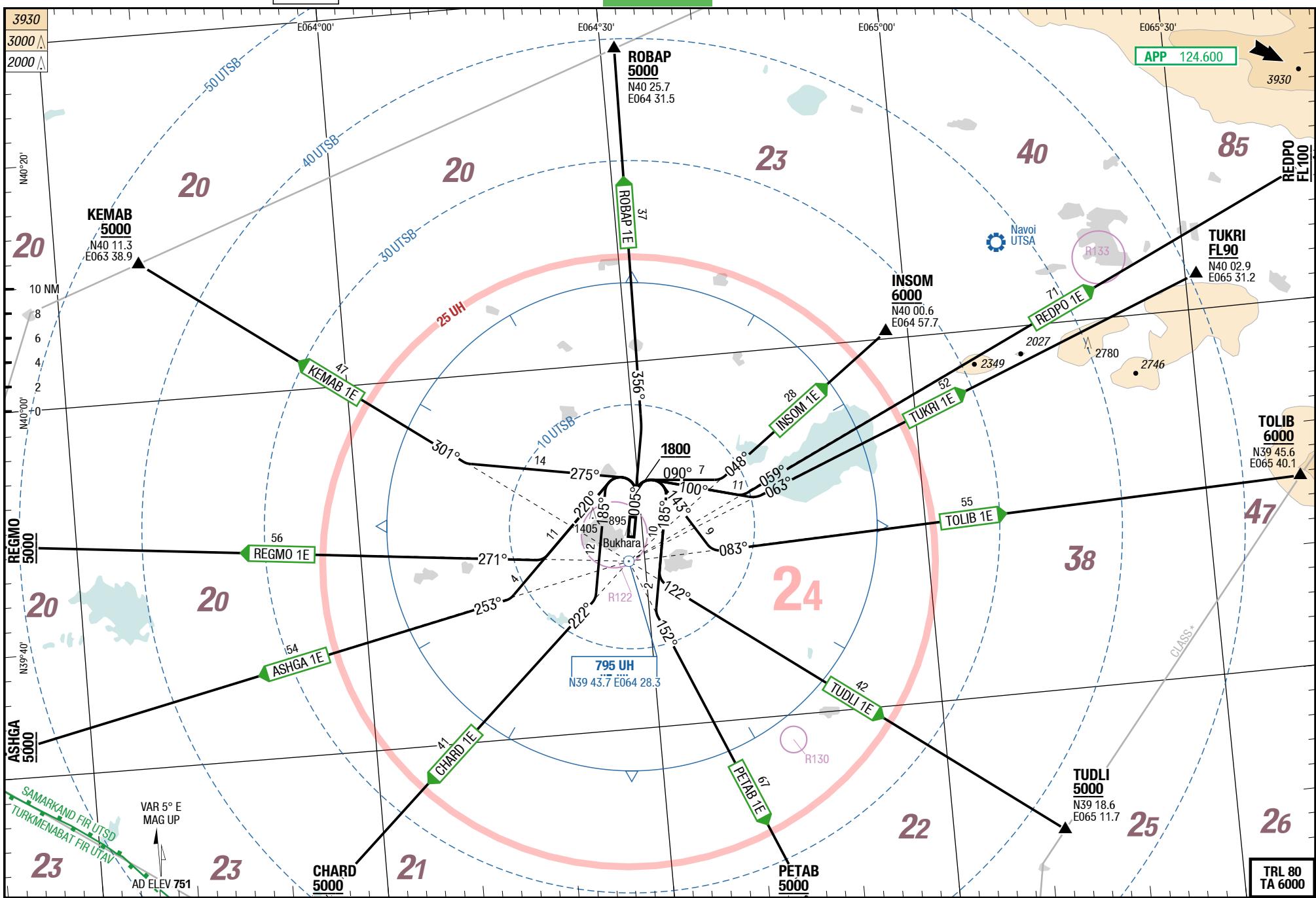
SIDs RWY 19

SIDs RWY 01

Bukhara Uzbekistan

SIDs RWY 19

SIDs RWY 01



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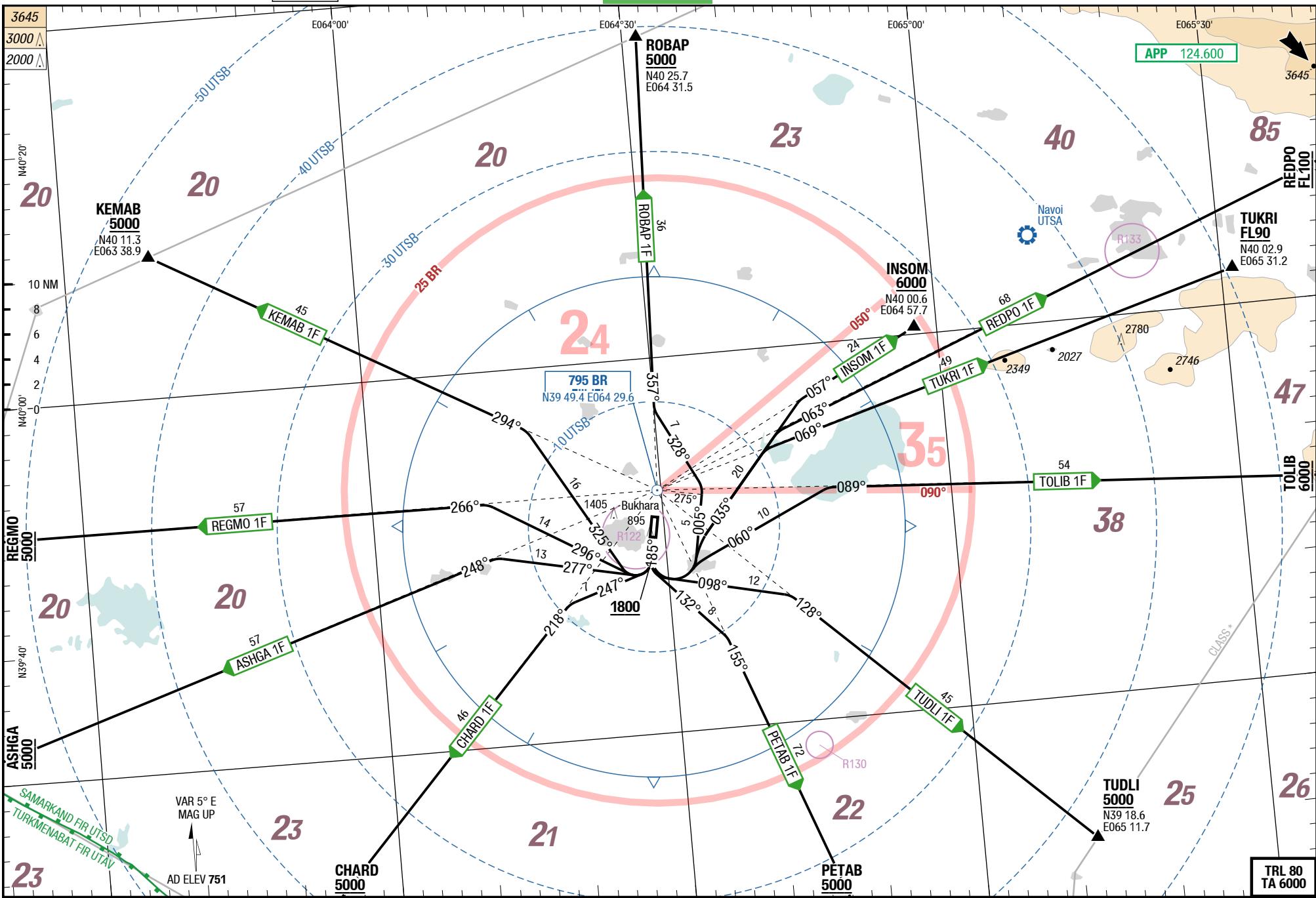
Uzbekistan Bukhara

SIDs RWY 19

Bukhara Uzbekistan

SIDs RWY 19

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**ASHGA 1E / CHARD 1E / INSOM 1E / KEMAB 1E / PETAB 1E / REDPO 1E / REGMO 1E / ROBAP 1E / TOLIB 1E / TUDLI 1E / TUKRI 1E**  
**RWY 01 (005°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 01</b>		
<b>ASHGA 1E 124.600</b>	at MNM <b>1800 LT</b> 220° - intercept QDR 253 <b>UH</b> to ASHGA	ASHGA MNM <b>5000</b>
<b>CHARD 1E 124.600</b>	at MNM <b>1800 LT</b> 185° - intercept QDR 222 <b>UH</b> to CHARD	CHARD MNM <b>5000</b>
<b>INSOM 1E 124.600</b>	at MNM <b>1800 RT</b> 090° - intercept QDR 048 <b>UH</b> to INSOM	INSOM MNM <b>6000</b>
<b>KEMAB 1E 124.600</b>	at MNM <b>1800 LT</b> 275° - intercept QDR 301 <b>UH</b> to KEMAB	KEMAB MNM <b>5000</b>
<b>PETAB 1E 124.600</b>	at MNM <b>1800 RT</b> 185° - intercept QDR 152 <b>UH</b> to PETAB	PETAB MNM <b>5000</b>
<b>REDPO 1E 124.600</b>	at MNM <b>1800 RT</b> 100° - intercept QDR 059 <b>UH</b> to REDPO	REDPO MNM <b>FL100</b>
<b>REGMO 1E 124.600</b>	at MNM <b>1800 LT</b> 220° - intercept QDR 271 <b>UH</b> to REGMO	REGMO MNM <b>5000</b>
<b>ROBAP 1E 124.600</b>	at MNM <b>1800 LT</b> 356° to ROBAP	ROBAP MNM <b>5000</b>
<b>TOLIB 1E 124.600</b>	at MNM <b>1800 RT</b> 143° - intercept QDR 083 <b>UH</b> to TOLIB	TOLIB MNM <b>6000</b>
<b>TUDLI 1E 124.600</b>	at MNM <b>1800 RT</b> 185° - intercept QDR 122 <b>UH</b> to TUDLI	TUDLI MNM <b>5000</b>
<b>TUKRI 1E 124.600</b>	at MNM <b>1800 RT</b> 100° - intercept QDR 063 <b>UH</b> to TUKRI	TUKRI MNM <b>FL90</b>

**ASHGA 1F / CHARD 1F / INSOM 1F / KEMAB 1F / PETAB 1F / REDPO 1F / REGMO 1F / ROBAP 1F / TOLIB 1F / TUDLI 1F / TUKRI 1F**

**RWY 19 (185°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 19</b>		
<b>ASHGA 1F 124.600</b>	at MNM 1800 RT 277° - intercept QDR 248 <b>BR</b> to ASHGA	ASHGA MNM <b>5000</b>
<b>CHARD 1F 124.600</b>	at MNM 1800 RT 247° - intercept QDR 218 <b>BR</b> to CHARD	CHARD MNM <b>5000</b>
<b>INSOM 1F 124.600</b>	at MNM 1800 LT 035° - intercept QDR 057 <b>BR</b> to INSOM	INSOM MNM <b>6000</b>
<b>KEMAB 1F 124.600</b>	at MNM 1800 RT 325° - intercept QDR 294 <b>BR</b> to KEMAB	KEMAB MNM <b>5000</b>
<b>PETAB 1F 124.600</b>	at MNM 1800 LT 132° - intercept QDR 155 <b>BR</b> to PETAB	PETAB MNM <b>5000</b>
<b>REDPO 1F 124.600</b>	at MNM 1800 LT 035° - intercept QDR 063 <b>BR</b> to REDPO	REDPO MNM <b>FL100</b>
<b>REGMO 1F 124.600</b>	at MNM 1800 RT 296° - intercept QDR 266 <b>BR</b> to REGMO	REGMO MNM <b>5000</b>
<b>ROBAP 1F 124.600</b>	at MNM 1800 LT 005° - crossing QDM 275 <b>BR</b> LT 328° intercept QDR 357 <b>BR</b> to ROBAP	ROBAP MNM <b>5000</b>
<b>TOLIB 1F 124.600</b>	at MNM 1800 LT 060° - intercept QDR 089 <b>BR</b> to TOLIB	TOLIB MNM <b>6000</b>
<b>TUDLI 1F 124.600</b>	at MNM 1800 LT 098° - intercept QDR 128 <b>BR</b> to TUDLI	TUDLI MNM <b>5000</b>
<b>TUKRI 1F 124.600</b>	at MNM 1800 LT 035° - intercept QDR 069 <b>BR</b> to TUKRI	TUKRI MNM <b>FL90</b>

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# Uzbekistan **Bukhara**

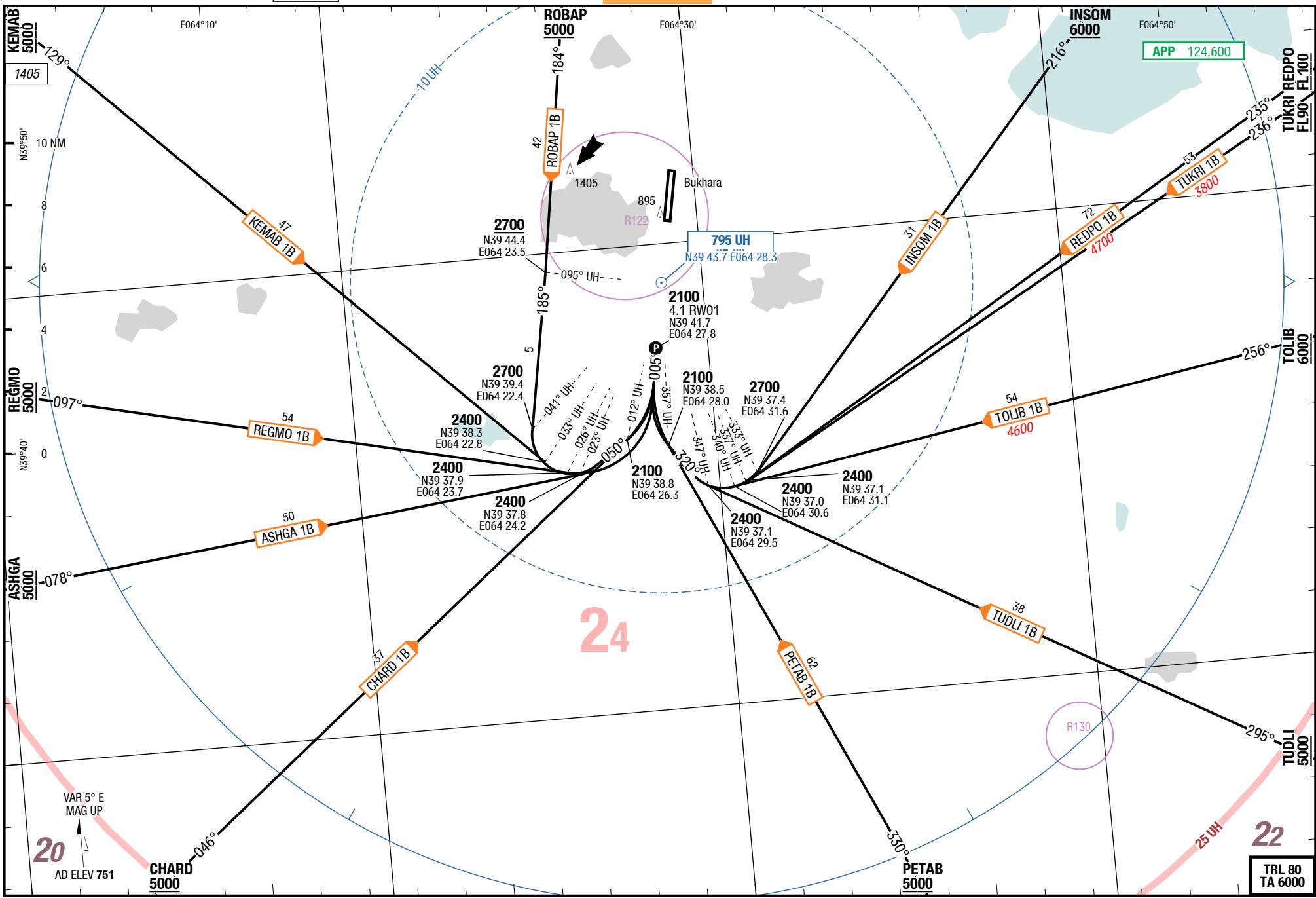
STARs RWY 19

**STARs RWY 01**

## Bukhara Uzbekista

STARs RWY 19

**STARs RWY 01**



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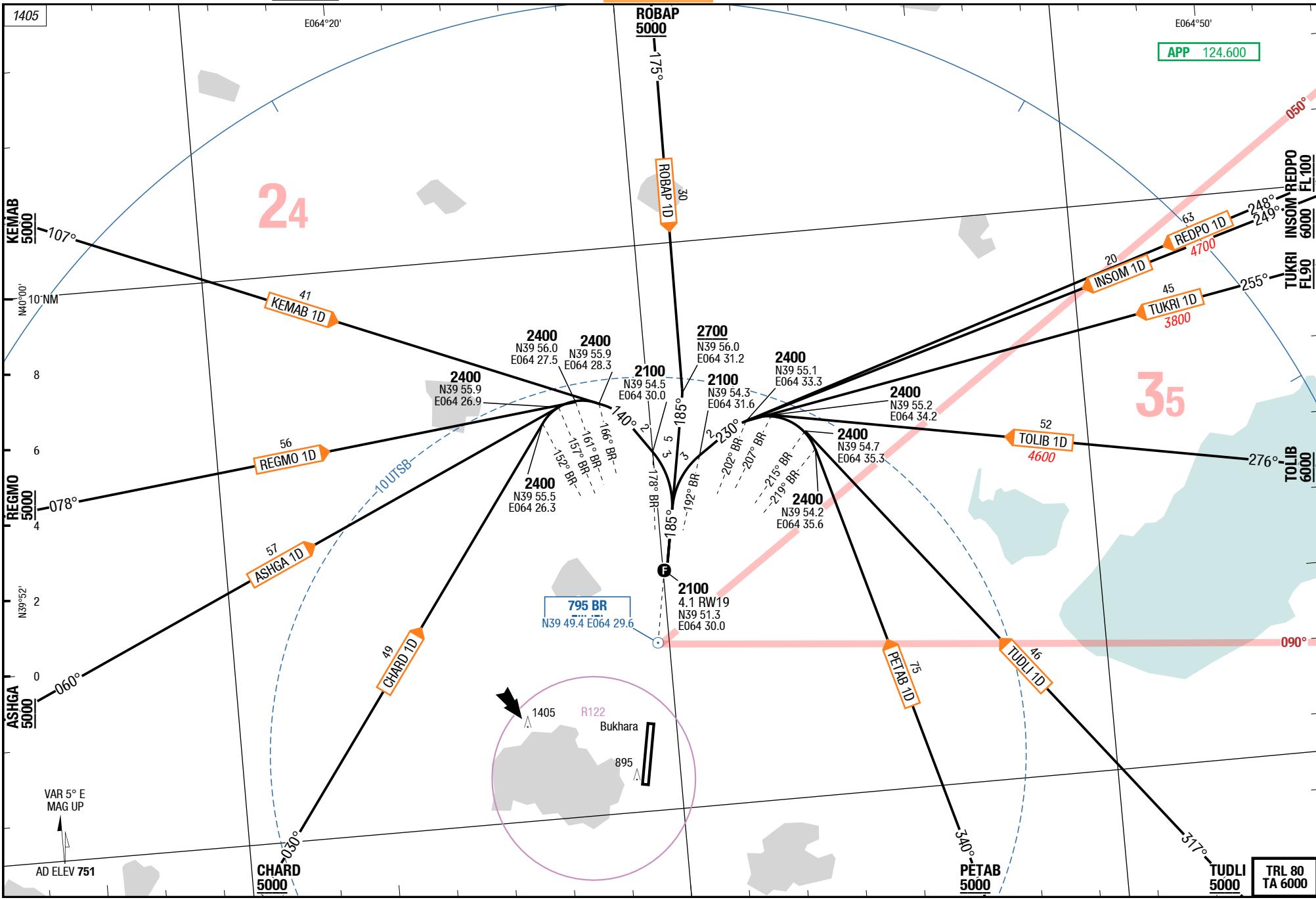
Uzbekistan Bukhara

STARs RWY 19

Bukhara Uzbekistan

STARs RWY 19

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Changes: Navaid , DIST, AD ELEV

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# Uzbekistan **Bukhara**

STARs RWY 19 (Without Radar)

Bukhara Uzbekistan

STARs RWY 19 (Without Rad)

5-30 | S

## **STARs RWY 01 (Without Radar)**

STAR

STAR

**Legend:**

- ① ASHGA 1A, CHARD 1A, KEMABA 1A, REGMO 1A
- ② PETAB 1A, TUDLI 1A, TOLIB 1A
- ③ INSOM 1A, REDPO 1A, ROPAB 1A, TUKRI 1A

**Key Survey Points and Labels:**

- KEMABA 5000:** Located at N39 43.7 E064 28.3, with a 5000m radius circle.
- REGMO 5000:** Located at N39 44.4 E064 23.5, with a 5000m radius circle.
- ASHGA 5000:** Located at N39 40.2 E064 23.0, with a 5000m radius circle.
- CHARD 5000:** Located at N39 39.4 E064 22.4, with a 5000m radius circle.
- PETAB 5000:** Located at N39 38.8 E064 26.3, with a 5000m radius circle.
- TUDLI 5000:** Located at N39 41.7 E064 27.8, with a 5000m radius circle.
- ROPAB 5000:** Located at N39 41.7 E064 27.8, with a 5000m radius circle.
- INSOM 6000:** Located at N39 43.7 E064 28.3, with a 6000m radius circle.
- APP 124.600:** Located at N39 43.7 E064 28.3.
- TOLIB 6000:** Located at N39 44.4 E064 23.5, with a 6000m radius circle.
- 24**: A large red number indicating station 24.
- Bukhara**: A small town or survey point marked on the map.
- VAR 5° E MAG UP**: A compass rose indicating a 5-degree variation.
- AD ELEV 751**: An elevation value of 751 meters.
- TRL 80 TA 6000**: A reference code in the bottom right corner.

## Changes: AD ELEV

**Effective 10-NOV-2016**

03-NOV-2016

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# Uzbekistan Bukhara

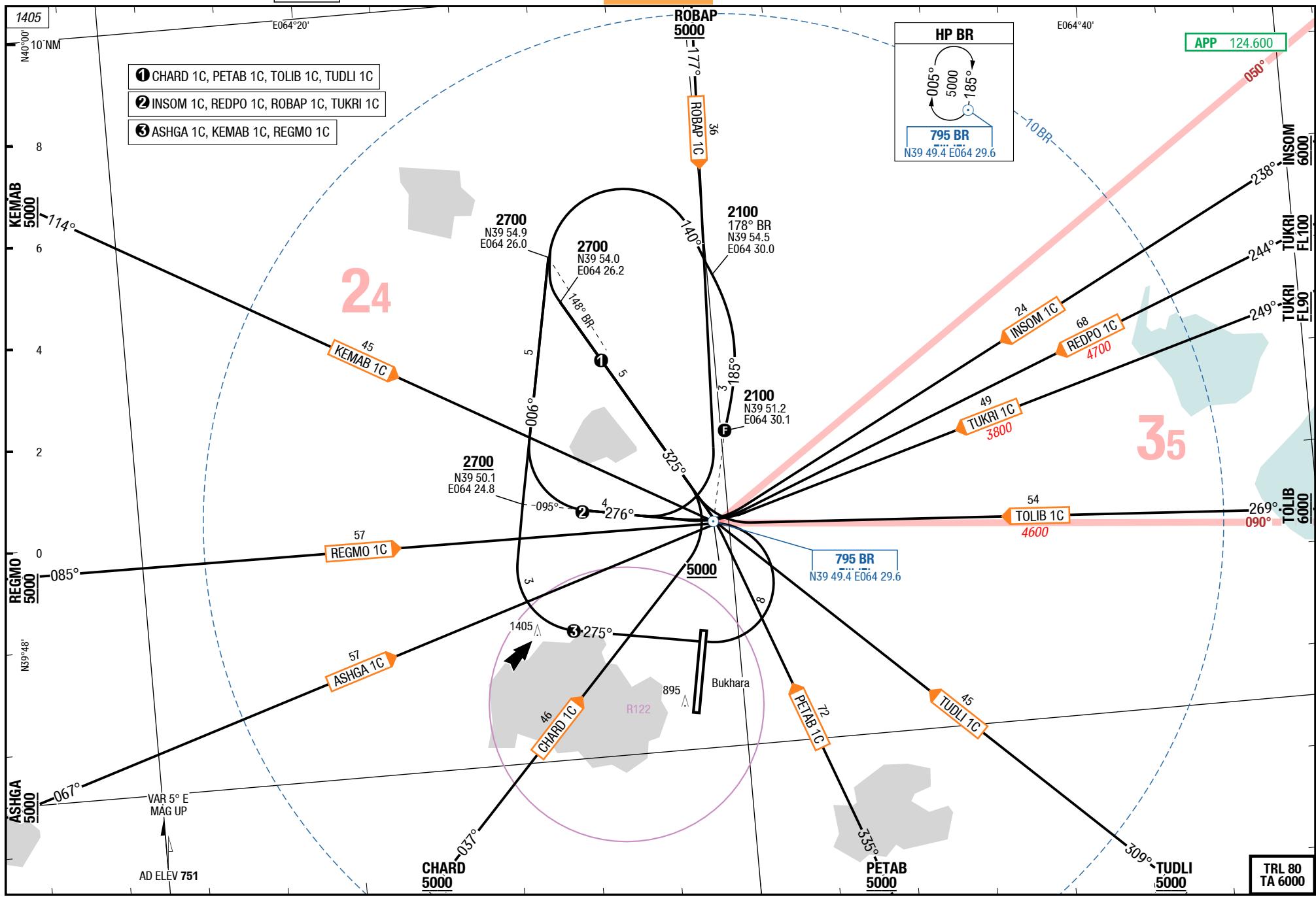
6-40

## **STARs RWY 19 (Without Radar)**

SIAR

**Bukhara** Uzbekista

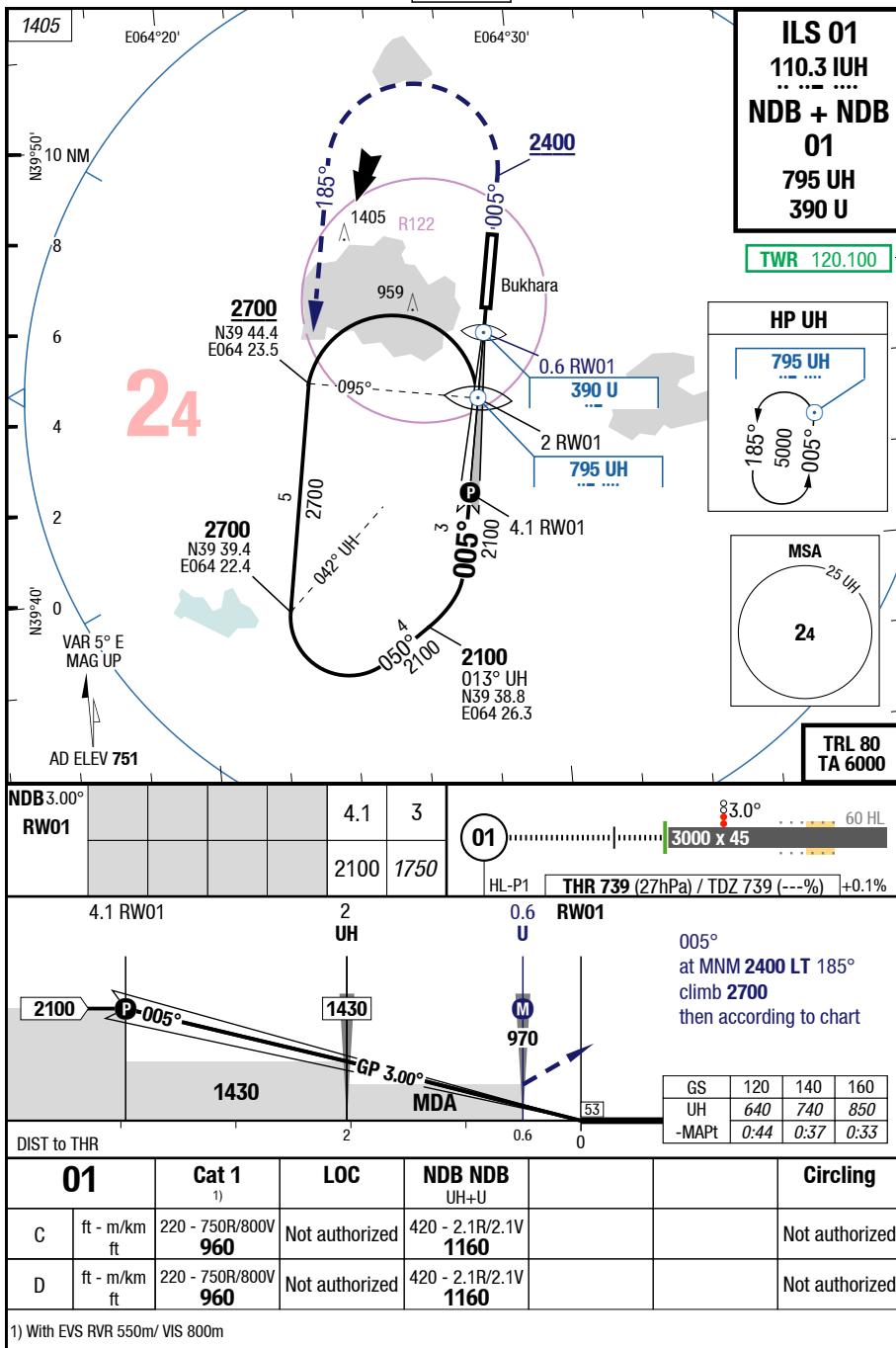
### STARs RWY 19 (Without Radar)



## BHK-UTSB

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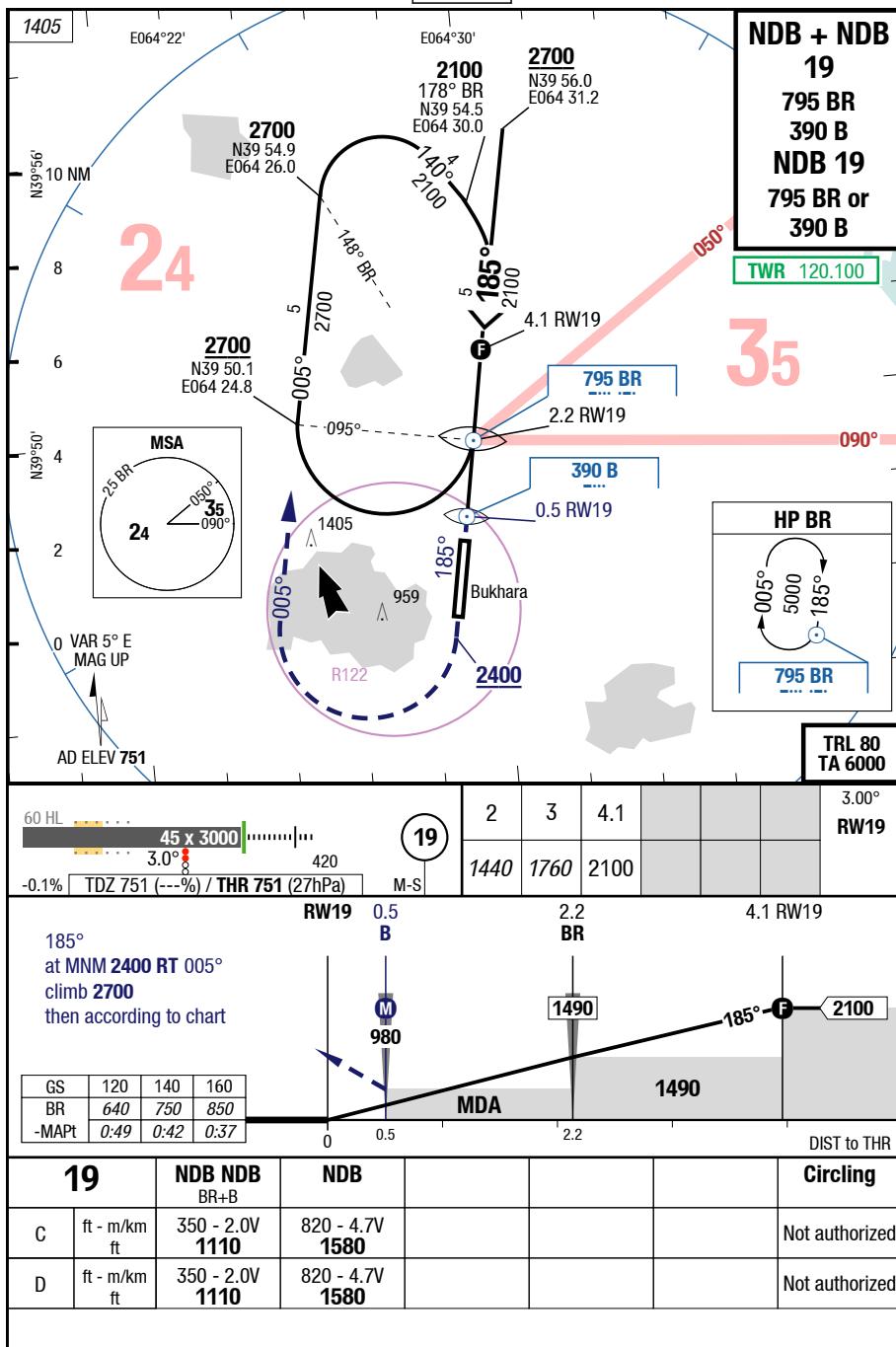
## ILS 01 / NDB + NDB 01



Changes: ALT, chart layout, APL, MEA

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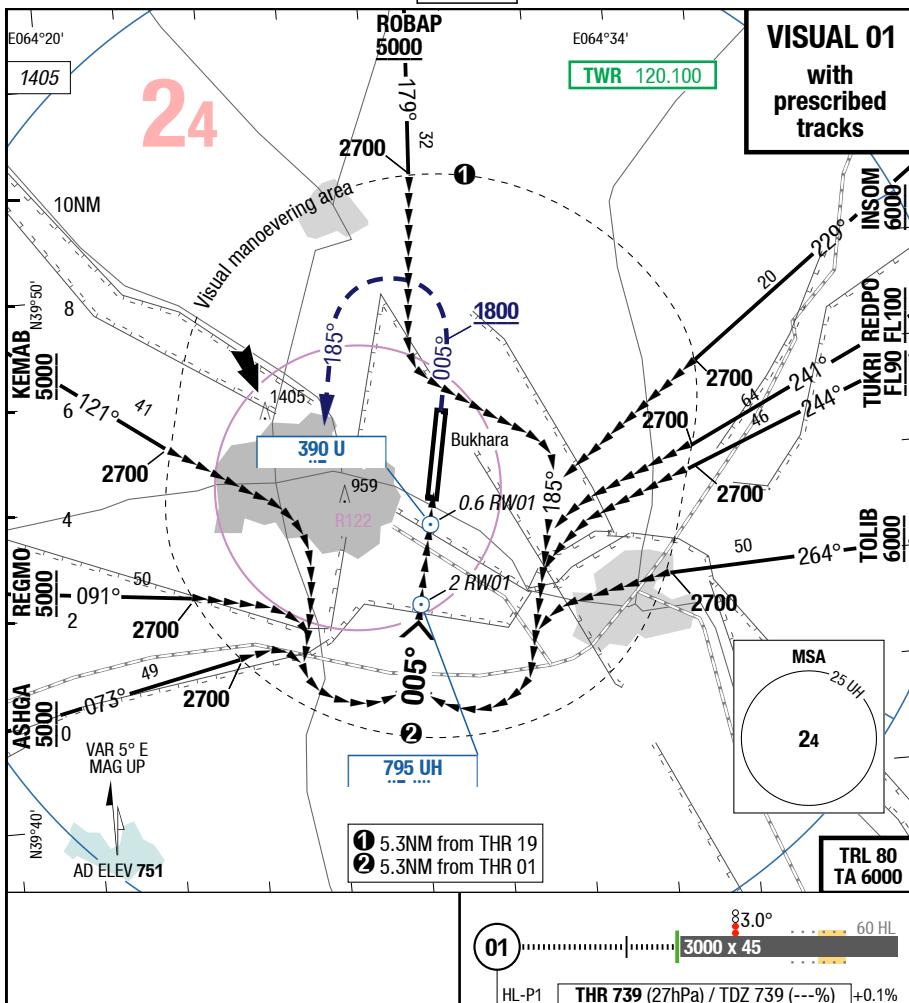
**NDB + NDB 19 / NDB 19**



29-DEC-2016

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**VISUAL 01**

01		VISUAL <sup>1)</sup>					Circling
C	ft - m/km ft	C 2300 - 10.0V <b>1890</b>					Not authorized
D	ft - m/km ft	C 2300 - 10.0V <b>1890</b>					Not authorized

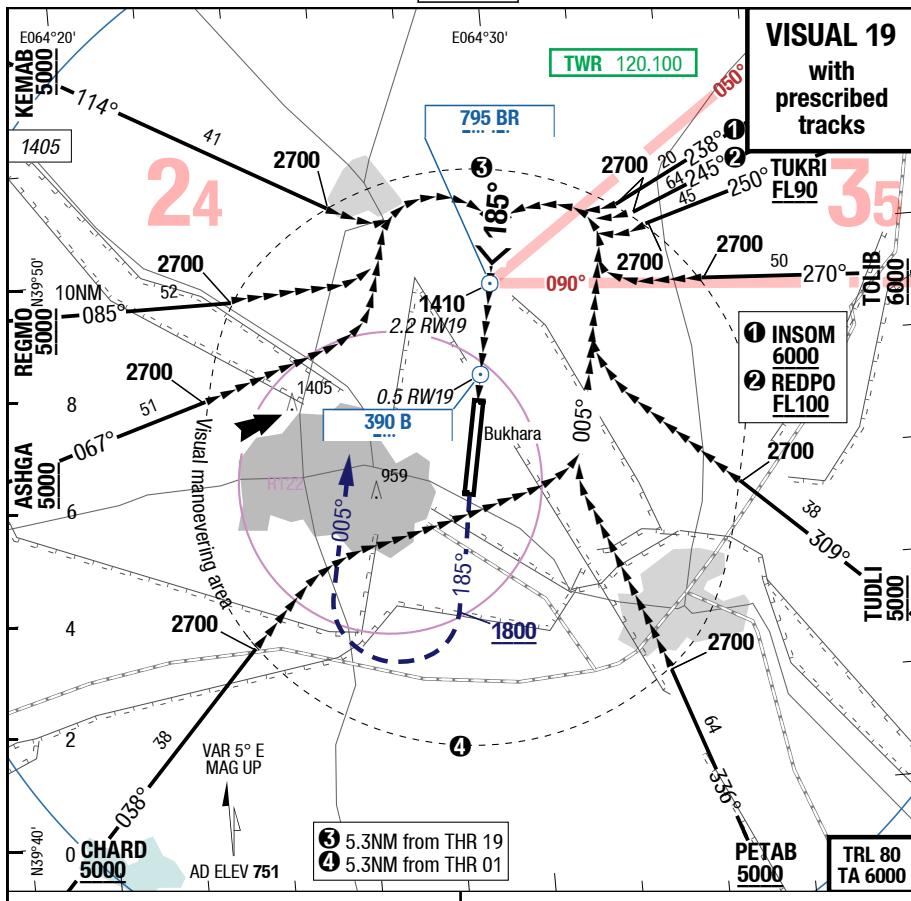
(1) HJ only

Changes: APL

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VISUAL 19



185°  
at MNM 1800 RT 005°  
climb 2700  
then according to chart

<b>19</b>		<b>VISUAL</b> <sup>1)</sup>					<b>Circling</b>
C	ft - m/km ft	C 2300 - 10.0V <b>1900</b>					Not authorized
D	ft - m/km #	C 2300 - 10.0V <b>1900</b>					Not authorized

1) HJ only