

04-DEC-2014

KSQ-UTSK

1-10

A01

GENERAL**ATS Hours**

H/S

Airport Information

RFF: CAT 7
Fuel: TS-1 (equivalent Jet A-1)
PCN: RWY 16/34: 51/F/B/X/T
Customs: O/R

Operation**TWY Restriction**

TWY 2 width 22m / 72ft.
 TWY 1, 4, Main TWY width 20m / 66ft.
 TWY 3 width 17m / 56ft.
 TWY 1 MAX wingspan 23.99m / 79ft.

Taxi

Taxiing code letter C and D ACFT:

- via TWY 2 and APN.
- onto stand 3 to TWY 2 and APN behind follow-me and strictly along TWY CL.

Taxiing into/out of stands 1A, 4, 7A on idle ENG PWR only, behind follow-me.

ARRIVAL**Speed**

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

Communication**COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**DEPARTURE****Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Speed

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

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

AVBL

Karshi-Uzbekistan

AGC
AFC



Landing RWY system:

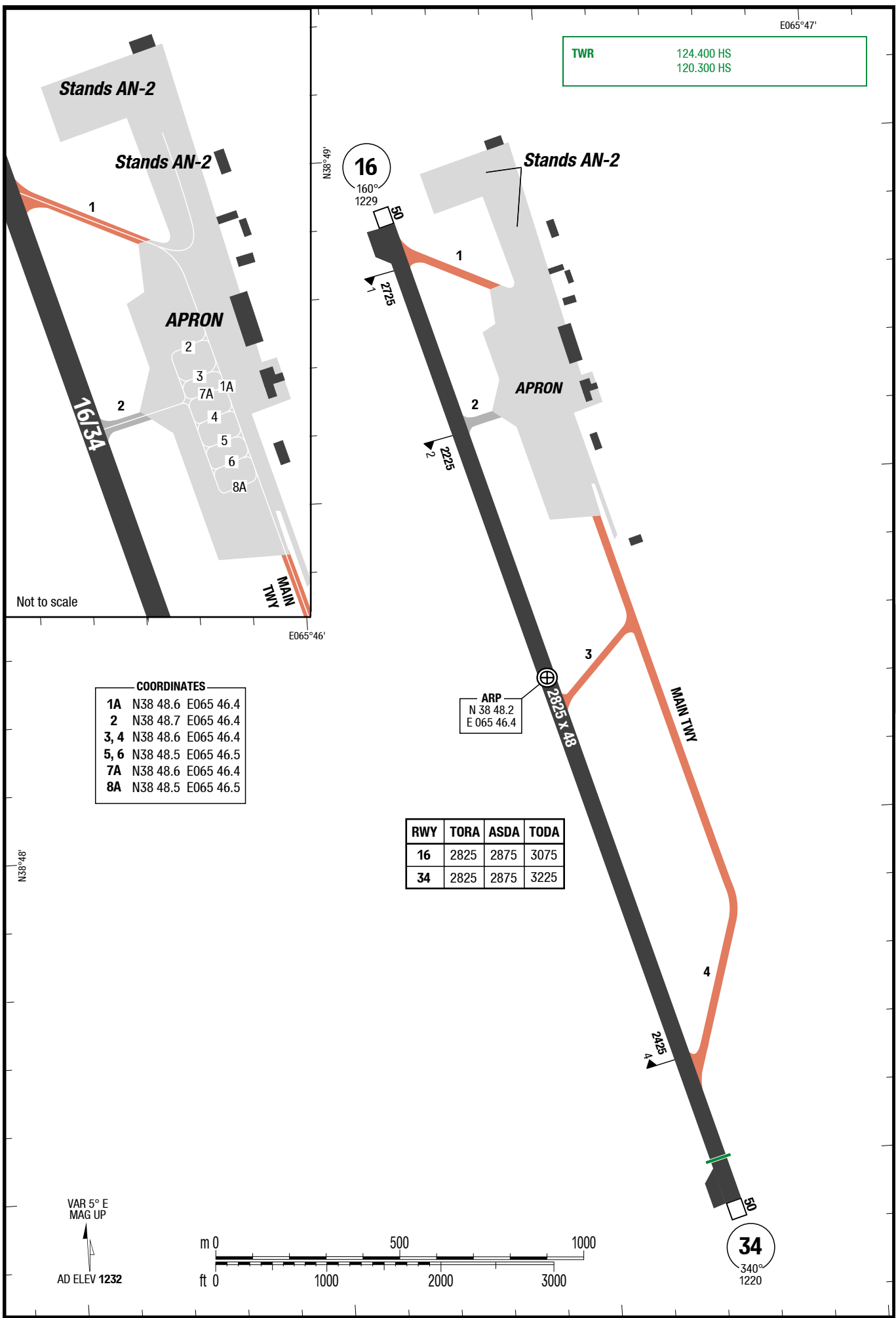
ML-P1	THR 1229 (44hPa) / TDZ 1229 (---%)	-0.1%
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ML-P1	THR 1229 (44hPa) / TDZ 1229 (---%)	-0.1%
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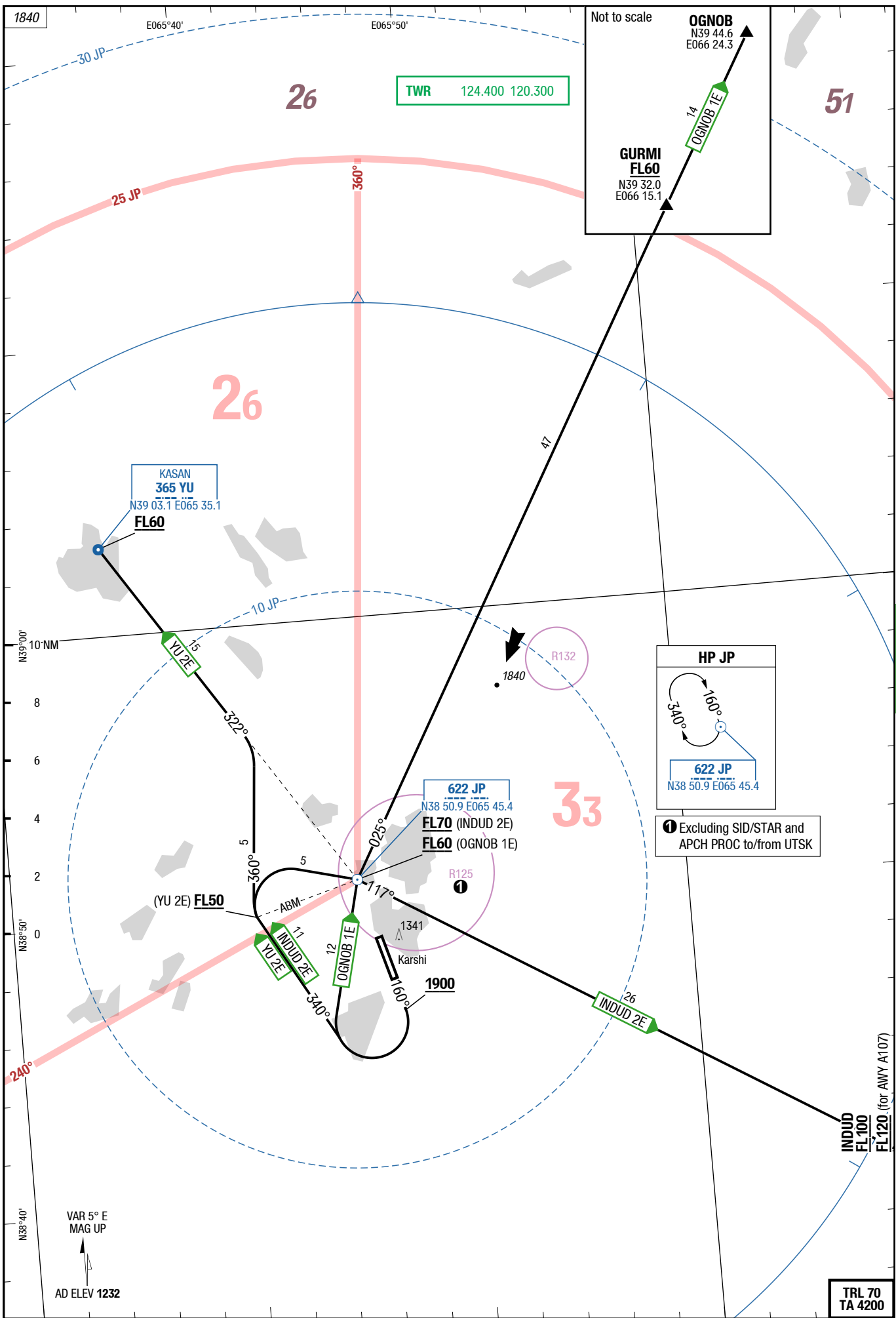
60 L
420
48 x 2700
125...
+0.1% TDZ 1220 (---%) / THR 1220 (44hPa)
ML-S

60 L
420
48 x 2700
125...
+0.1% TDZ 1220 (---%) / THR 1220 (44hPa)
ML-S

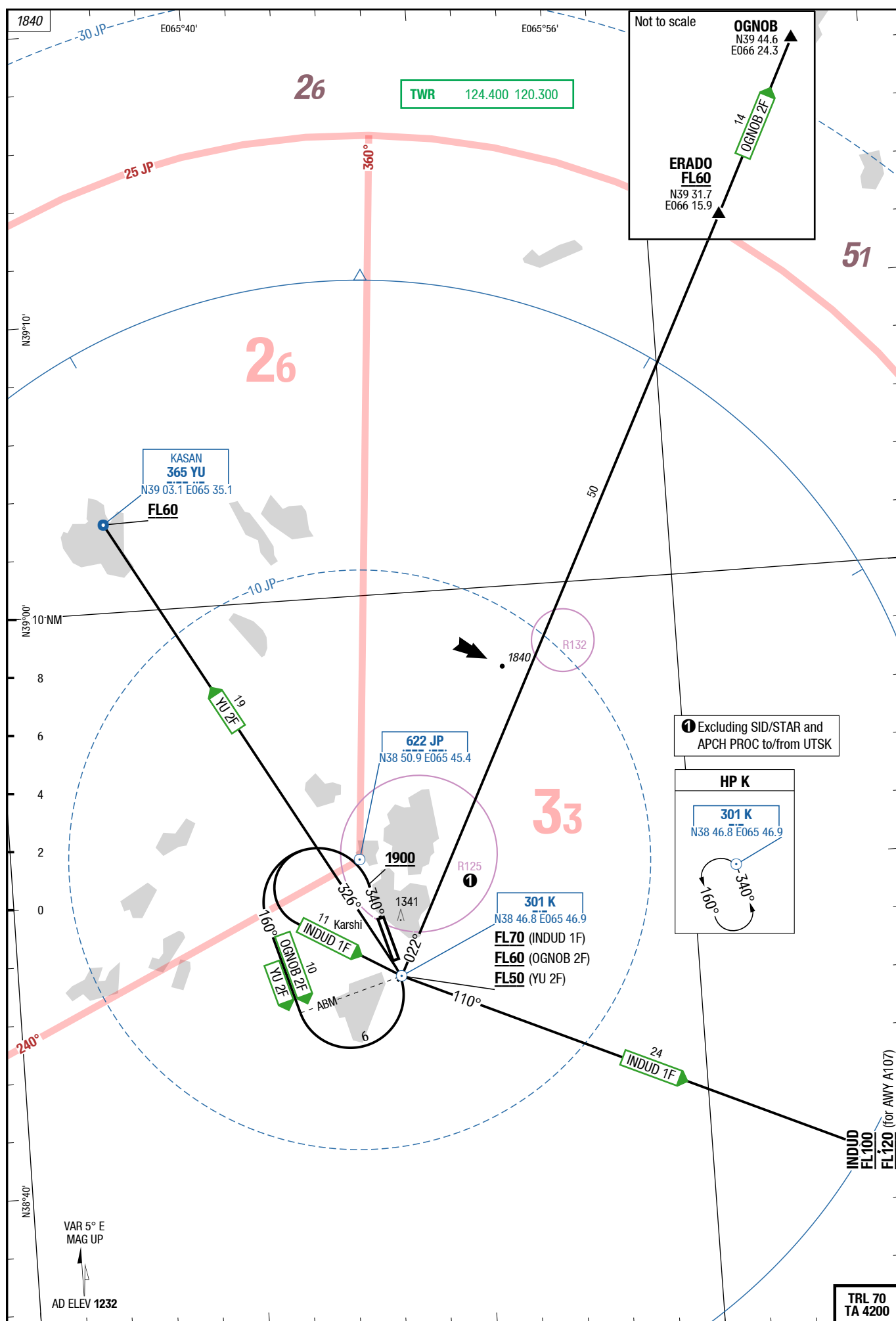
34



Changes: VAR, AD ELEV



Changes: Completely revised



INDUD 2E / KASAN 2E / OGNOB 1E

RWY 16 (160°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
INDUD 2E 124.400 ①	at MNM 1900 RT 340° - abeam JP RT direct JP - 117° to INDUD	JP MNM FL70 INDUD MNM FL100 INDUD MNM FL120 (for AWY A107)
KASAN 2E YU 2E 124.400 ①	at MNM 1900 RT 340° - abeam JP RT 360° - intercept QDR 322 JP to YU	abeam JP MNM FL50 YU MNM FL60
OGNOB 1E 124.400 ①	at MNM 1900 RT direct JP - 025° via GURMI to OGNOB	JP MNM FL60 GURMI MNM FL60

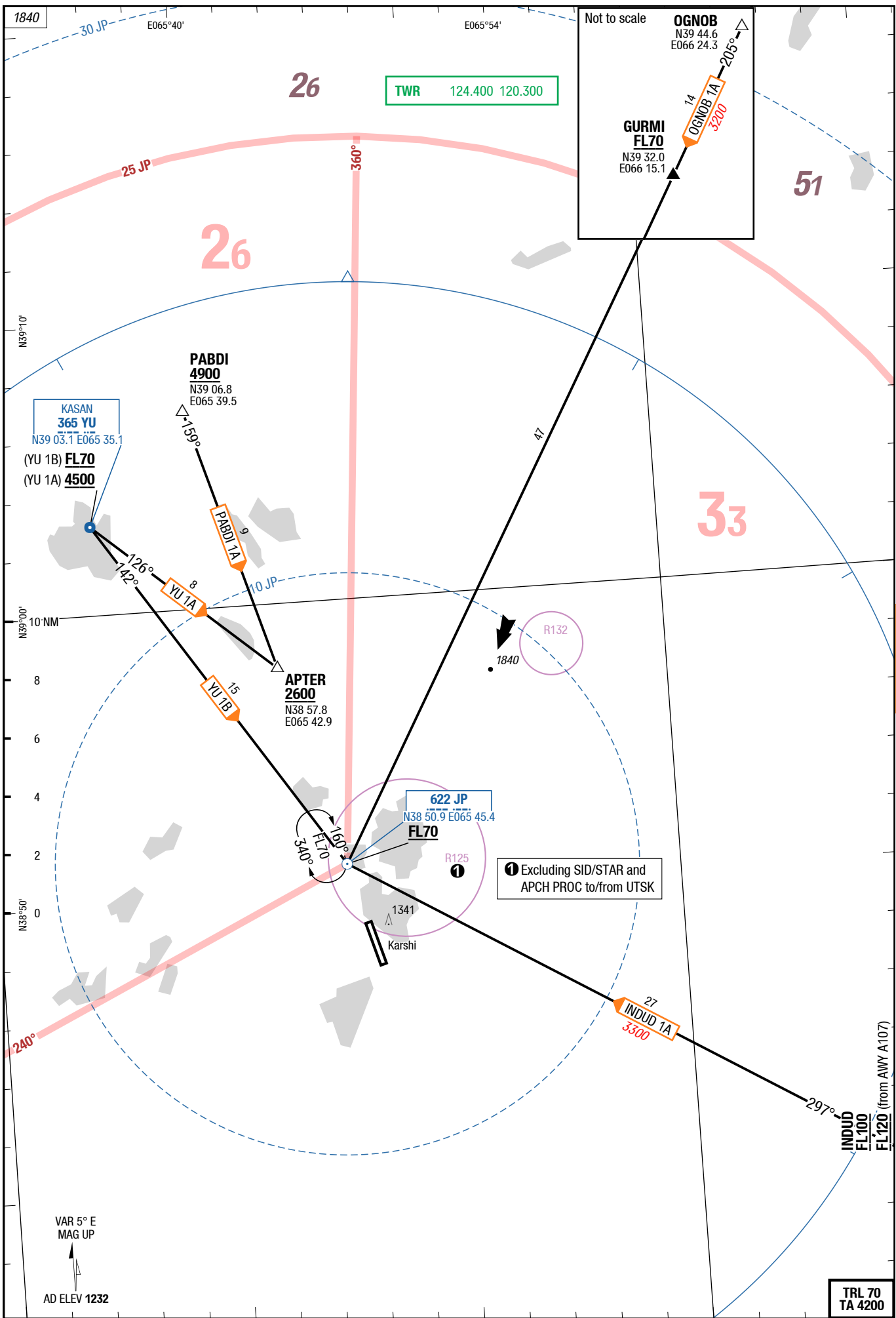
① Climb to assigned FL over holding pattern.

INDUD 1F / KASAN 2F / OGNOB 2F

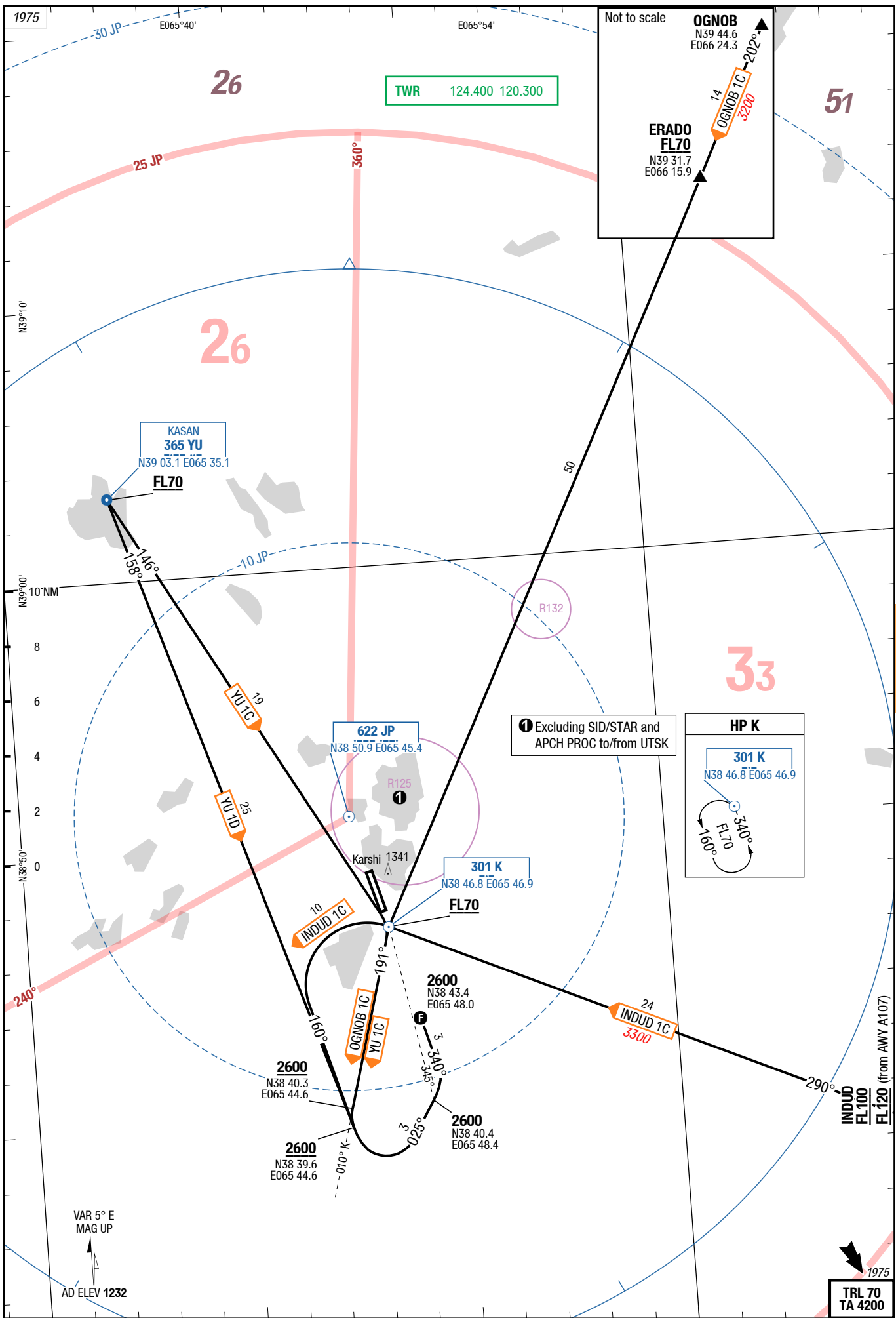
RWY 34 (340°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
INDUD 1F 124.400 ①	at MNM 1900 LT direct K - 110° to INDUD	K MNM FL70 INDUD MNM FL100 INDUD MNM FL120 (for AWY A107)
KASAN 2F YU 2F 124.400 ①	at MNM 1900 LT 160° - abeam K LT direct K - 326° to YU	K MNM FL50 YU MNM FL60
OGNOB 2F 124.400 ①	at MNM 1900 LT 160° - abeam K LT direct K - 022° via ERADO to OGNOB	K MNM FL60 ERADO MNM FL60

① Climb to assigned FL over holding pattern



Changes: Completely revised

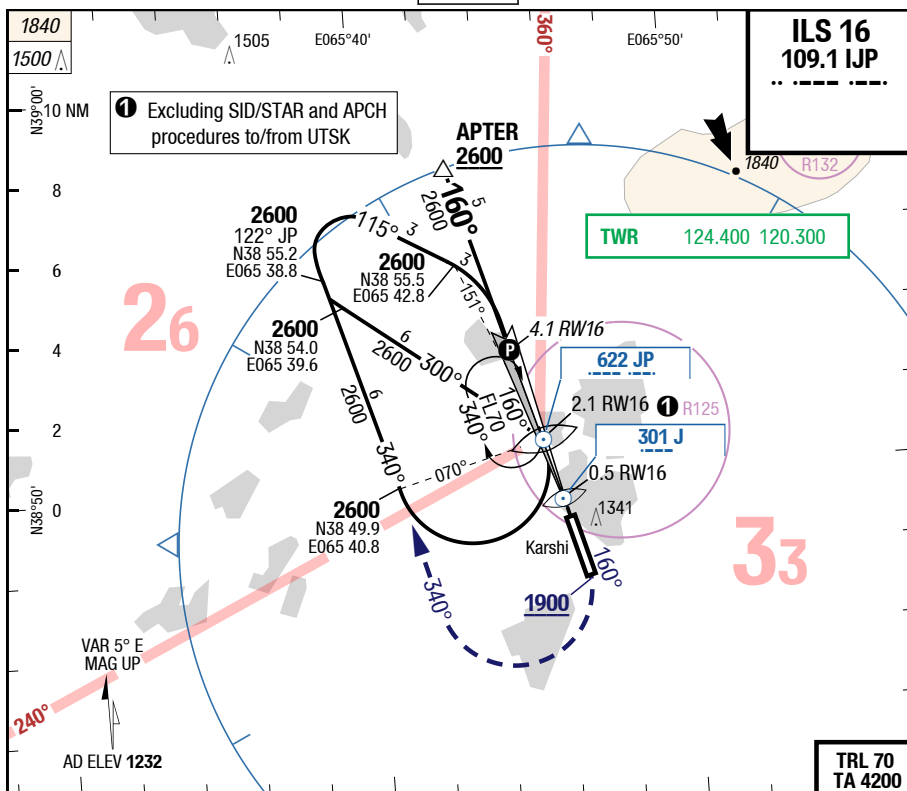


Changes: Completely revised

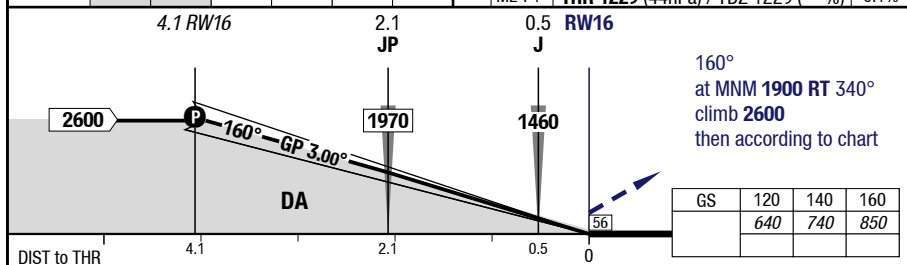
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ILS 16



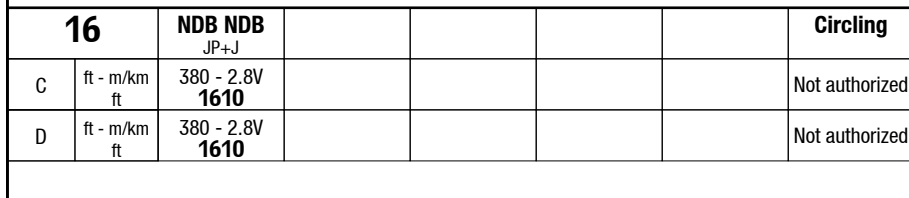
RW16	4.1	3	2	1	16	2825 x 48	60 L
	2600	2250	1930	1600	ML-P1	THR 1229 (44hPa) / TDZ 1229 (---%)	-0.1%



16	Cat 1	LOC			Circling
C	ft - m/km ft	210 - 1.0R/1.0V 1440	Not authorized		Not authorized
D	ft - m/km ft	220 - 1.0R/1.0V 1450	Not authorized		Not authorized

1) With EVS RVR 650m/ VIS 800m

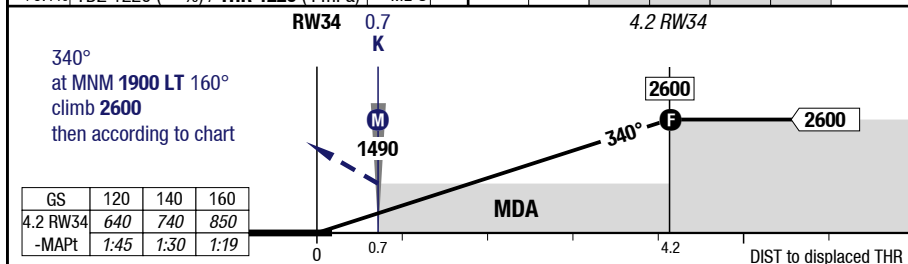
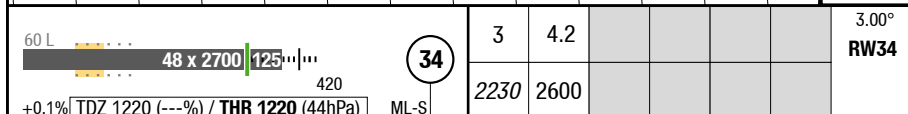
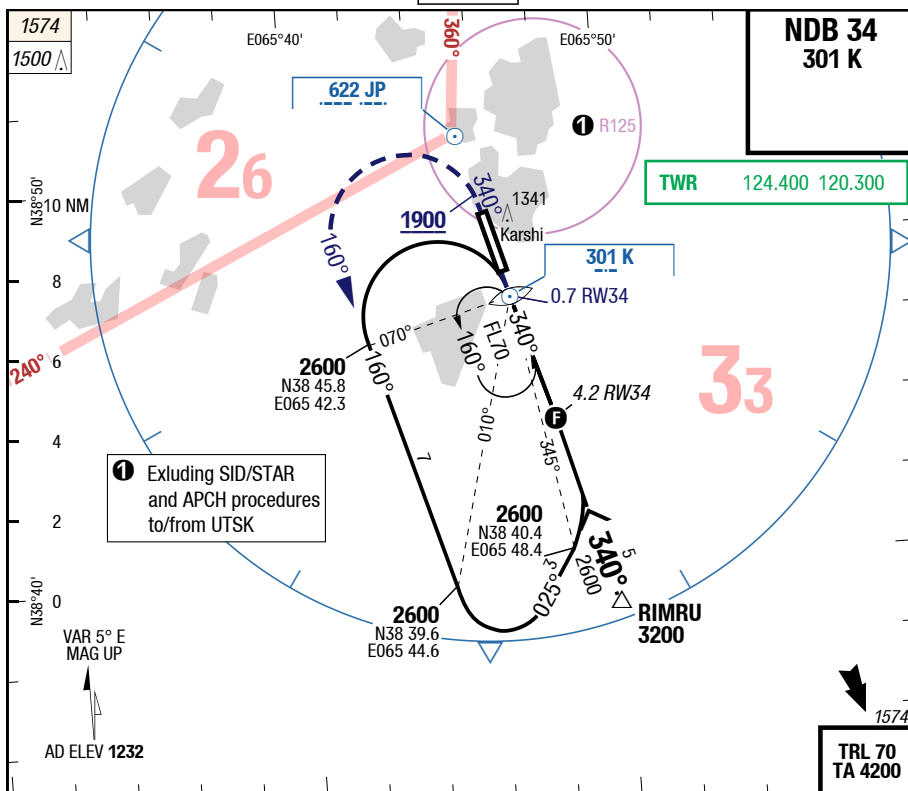
NDB + NDB 16



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NDB 34

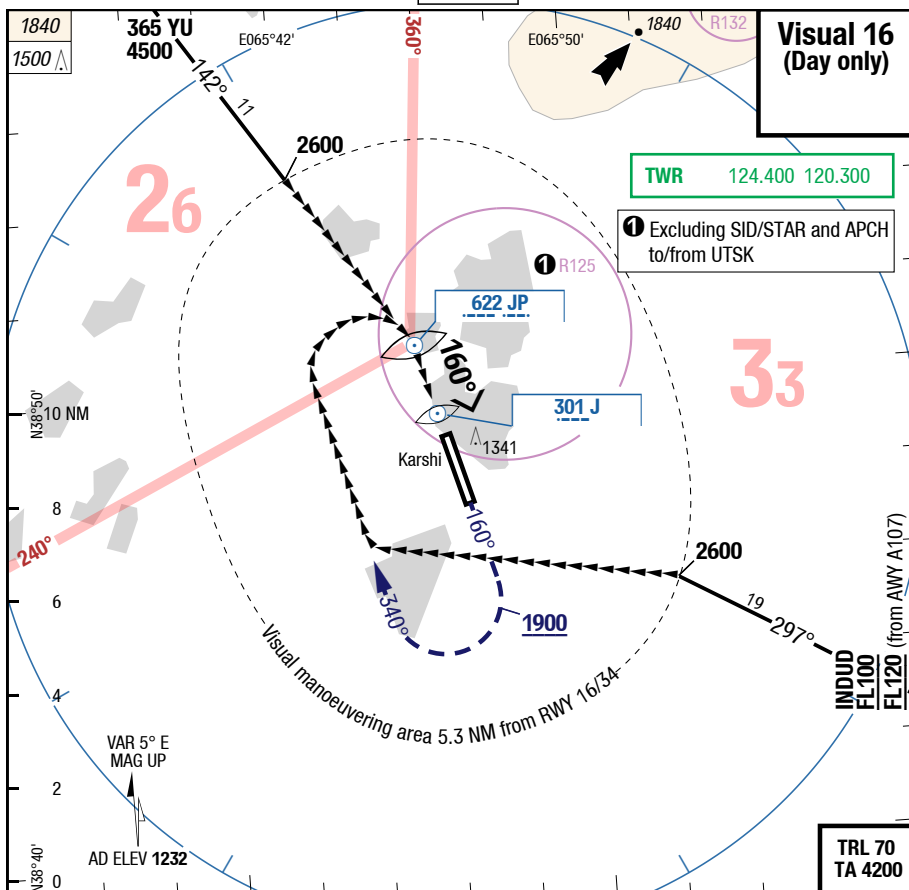


34		NDB K					Circling
C	ft - m/km ft	820 - 4.8V 2040					Not authorized
D	ft - m/km ft	820 - 4.8V 2040					Not authorized

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Visual 16 (Day only)



VISUAL		<div><div>16</div><div><div></div><div>2825 x 48</div><div>60 L</div></div></div>		ML-P1		THR 1229 (44hPa) / TDZ 1229 (---%) -0.1%									
<div><div><div><div></div><div>2050</div></div><div><div>JP</div><div><div></div><div>160°</div></div></div><div><div>J</div><div><div></div><div>160°</div></div></div><div><div>RW16</div><div><div></div><div>2600</div></div></div><div><div>160° - at MNM 1900</div><div>RT 340°</div><div>climb 2600</div><div>then according to chart</div></div><div><table><tr><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td></tr></table></div></div></div>															
DIST to THR		2.1		0.5		0									
16		VISUAL HJ only				Circling									
C	ft - m/km ft	C 2300 - 10.0V 2050				Not authorized									
D	ft - m/km ft	C 2300 - 10.0V 2050				Not authorized									

