Page 1
Changed chart(s) since Disc 10-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 10-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTNU

General Info

Urgench, UZB
N 41° 35.0' E 60° 38.7' Mag Var: 5.2°E
Elevation: 320'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 13-31 9843' x 164' asphalt

Runway 13 (134.0°M) TDZE 319'
  Lights: Edge, ALS
  Stopway Distance 164'
Runway 31 (314.0°M) TDZE 318'
  Lights: Edge, ALS
  Stopway Distance 164'

Communications Info

Urgench Tower **118.3**
Urgench Approach Control **126.0**

Notebook Info

Licensed to пран. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC
URGENCH

JEPPESEN 30 MAY 08 (10-2) Eff 5 Jun

URGENCH, UZBEKISTAN
STAR

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

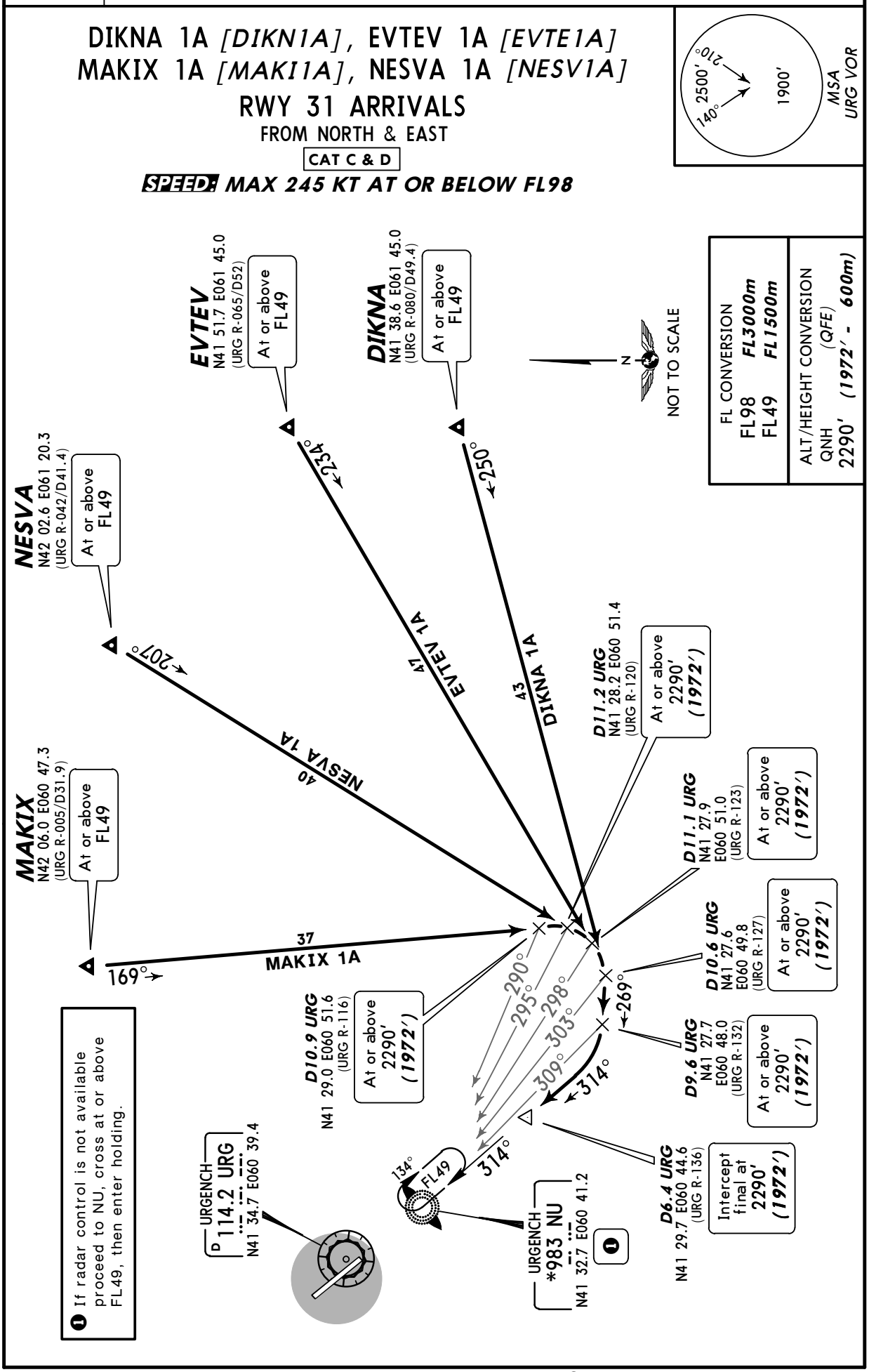
DIKNA 1A *[DIKN1A]*, EVTEV 1A *[EVTE1A]* MAKIX 1A *[MAKI1A]*, NESVA 1A *[NESV1A]*

RWY 31 ARRIVALS

FROM NORTH & EAST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

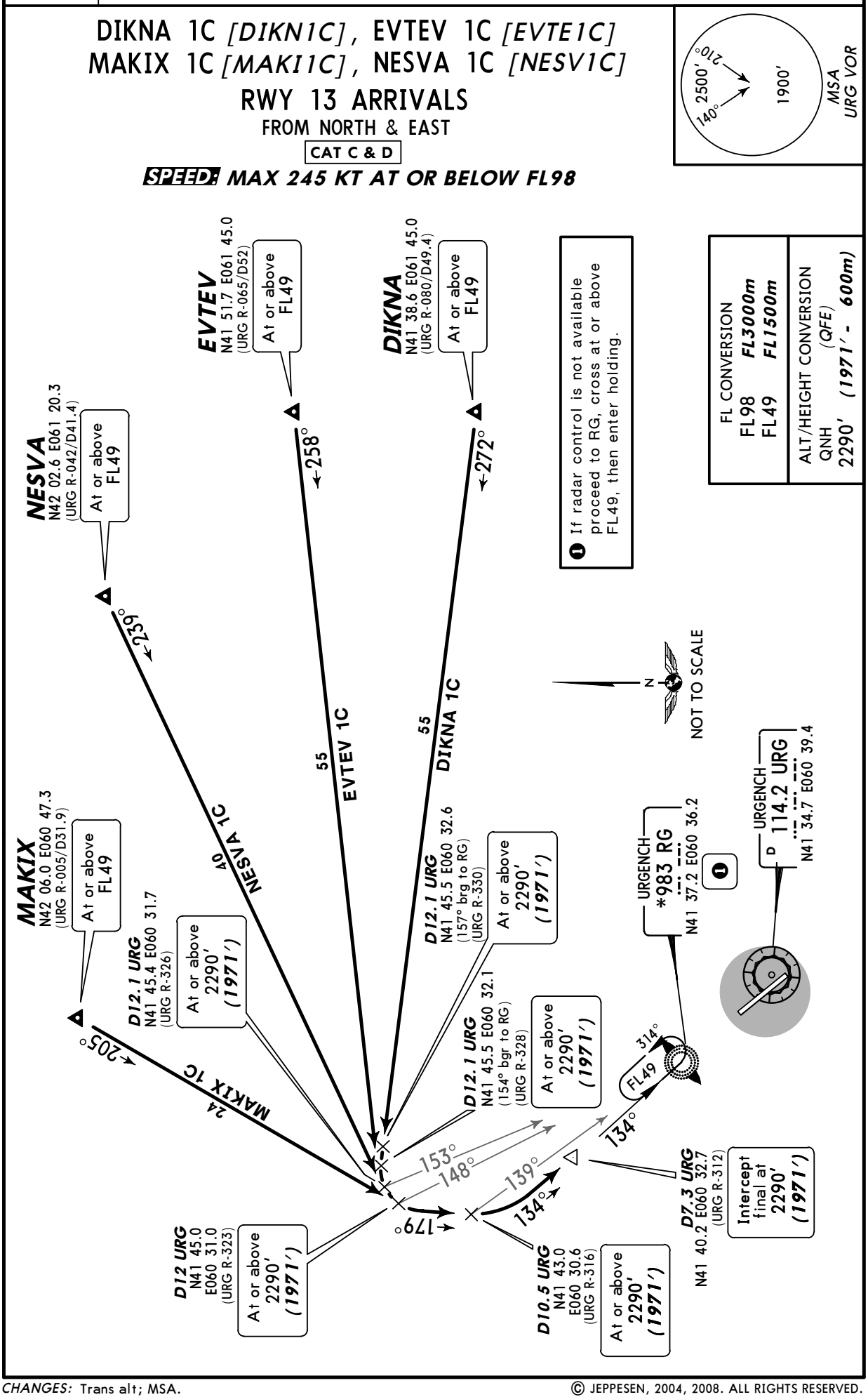
Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev	
320′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 Trans alt: 2290′ ***(1971′)***

DIKNA 1C *[DIKN1C]*, EVTEV 1C *[EVTE1C]*
MAKIX 1C *[MAKI1C]*, NESVA 1C *[NESV1C]*
RWY 13 ARRIVALS
FROM NORTH & EAST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

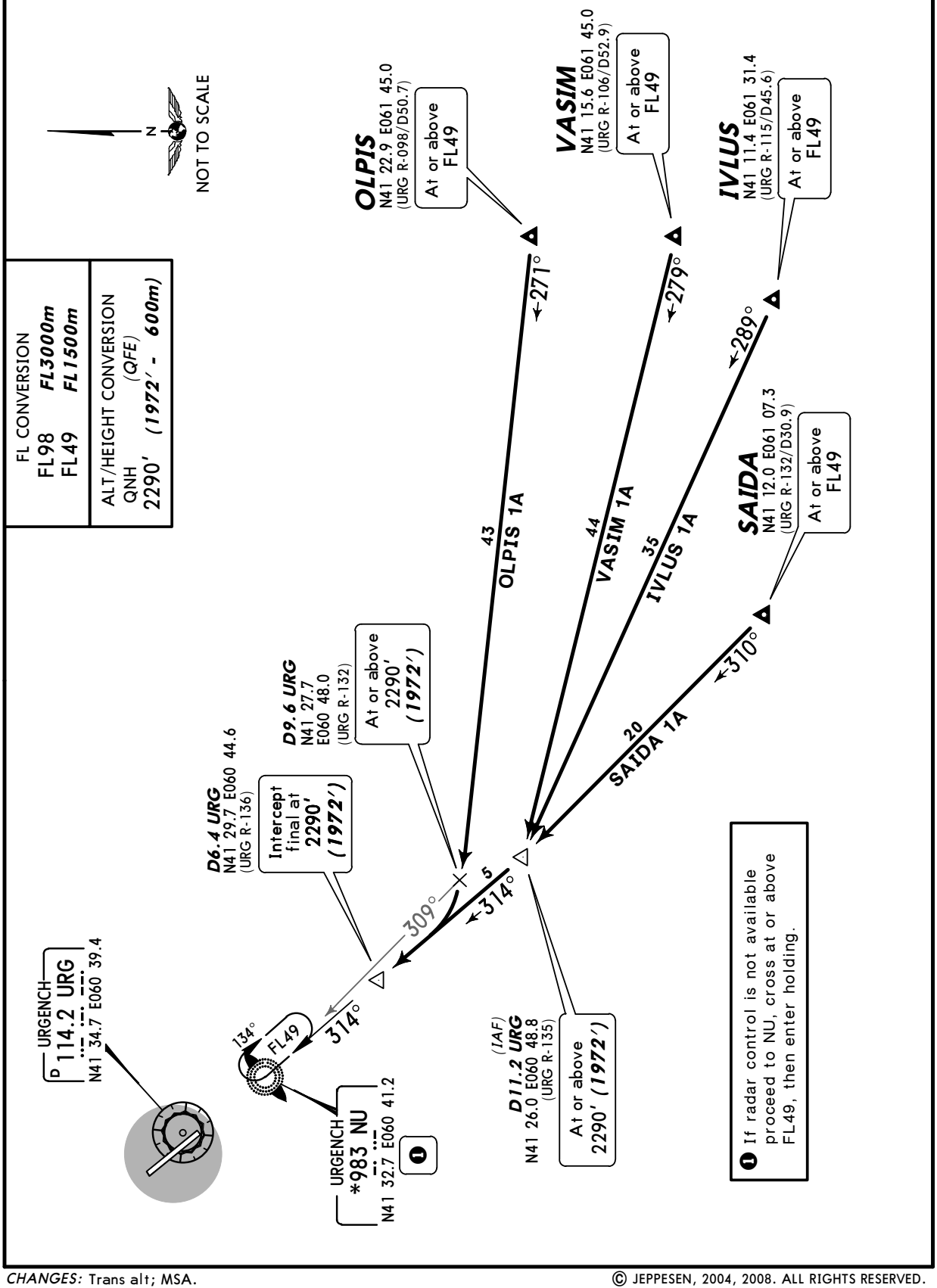
Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

IVLUS 1A *[IVLU1A]*, OLPIS 1A *[OLPI1A]*
SAIDA 1A *[SAID1A]*, VASIM 1A *[VASI1A]*
RWY 31 ARRIVALS
FROM SOUTHEAST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

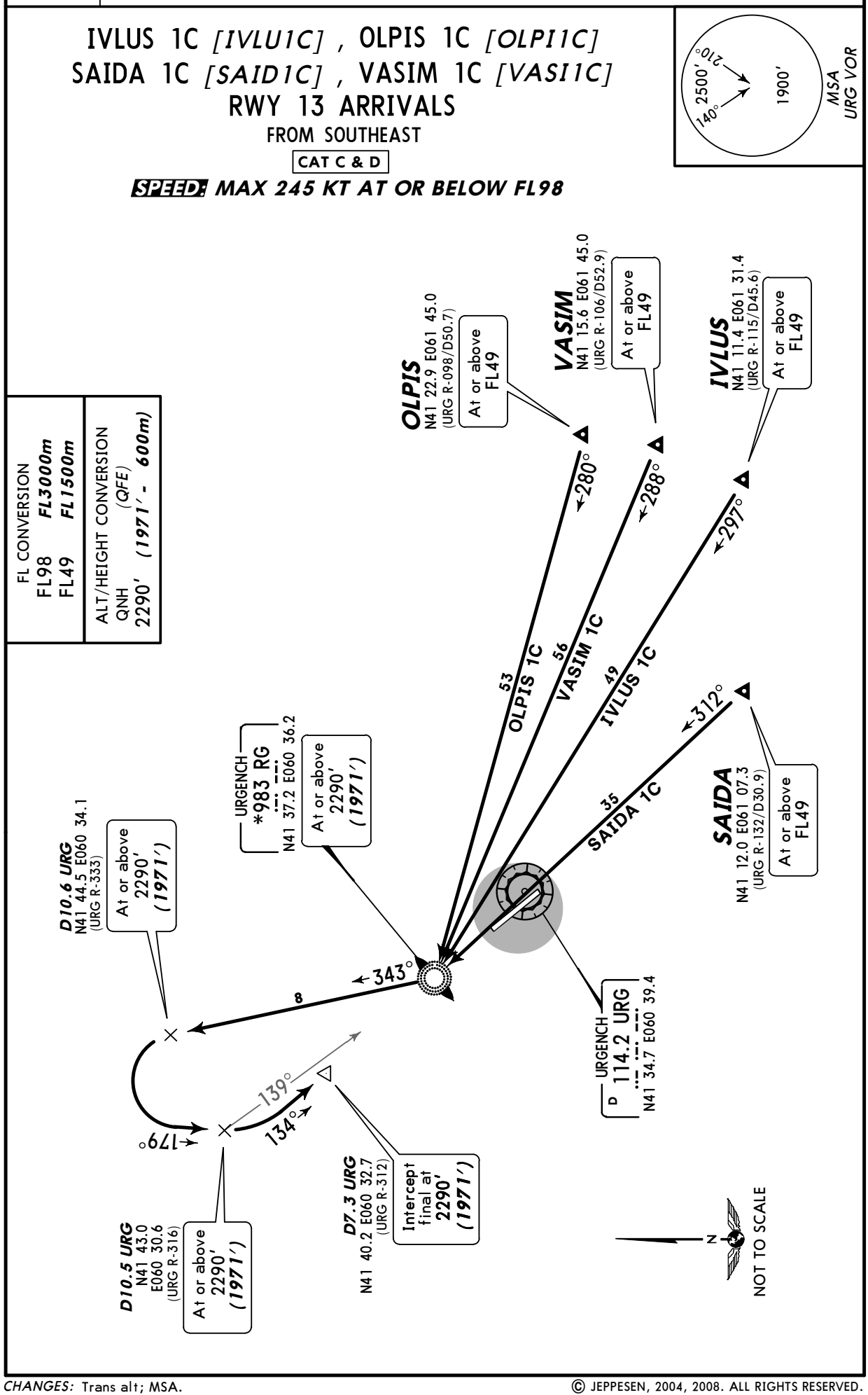
Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1971′)*

IVLUS 1C *[IVLU1C]* , OLPIS 1C *[OLPI1C]*
SAIDA 1C *[SAID1C]* , VASIM 1C *[VASI1C]*
RWY 13 ARRIVALS
FROM SOUTHEAST

CAT C & D

SPEED: *MAX 245 KT AT OR BELOW FL98*



CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

Licensed to прап. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 30 MAY 08 (10-2D) Eff 5 Jun

URGENCH, UZBEKISTAN

STAR

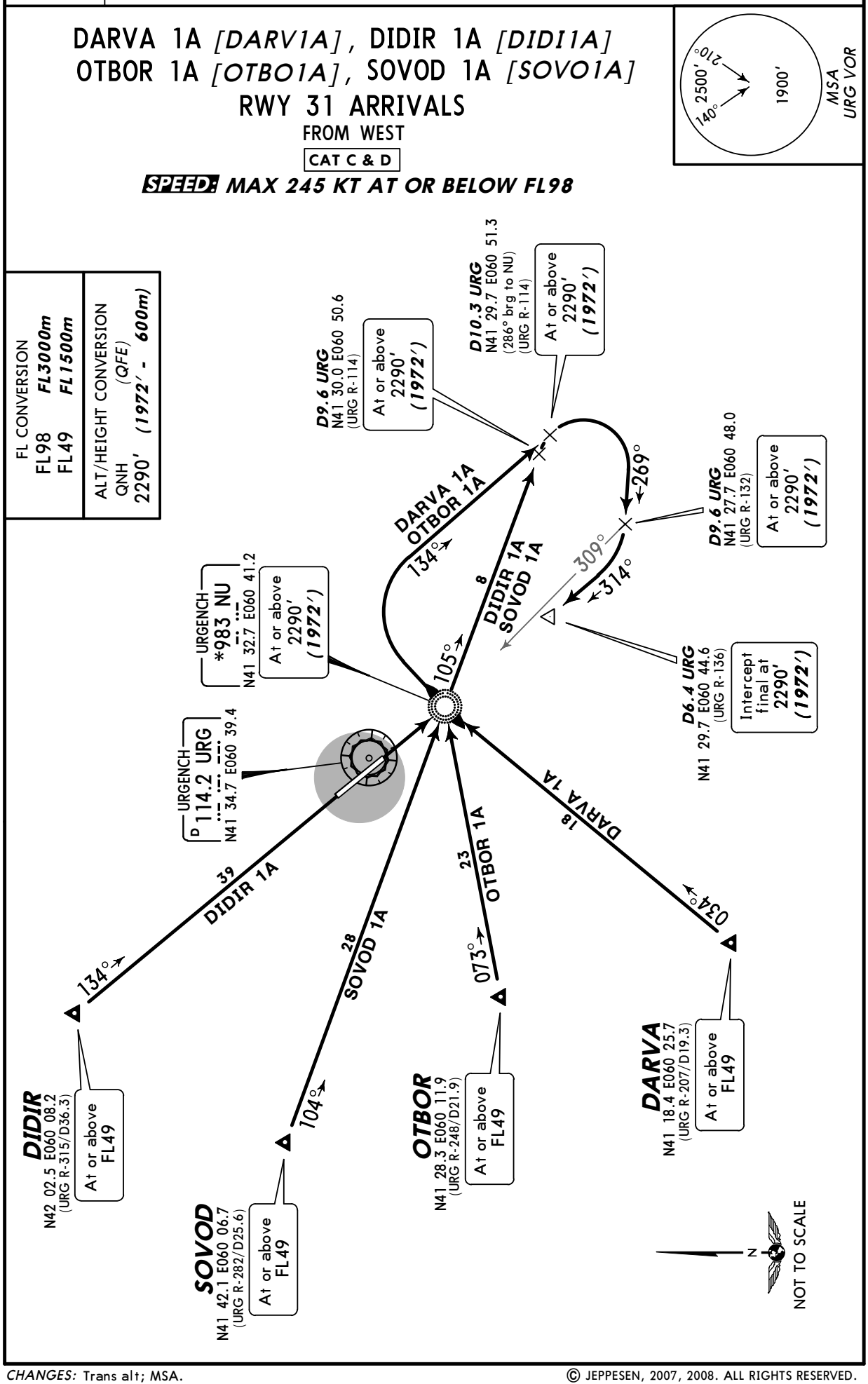
Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

DARVA 1A *[DARV1A]*, DIDIR 1A *[DIDI1A]* OTBOR 1A *[OTBO1A]*, SOVOD 1A *[SOVO1A]* RWY 31 ARRIVALS

FROM WEST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 30 MAY 08 (10-2E) Eff 5 Jun

URGENCH, UZBEKISTAN

STAR

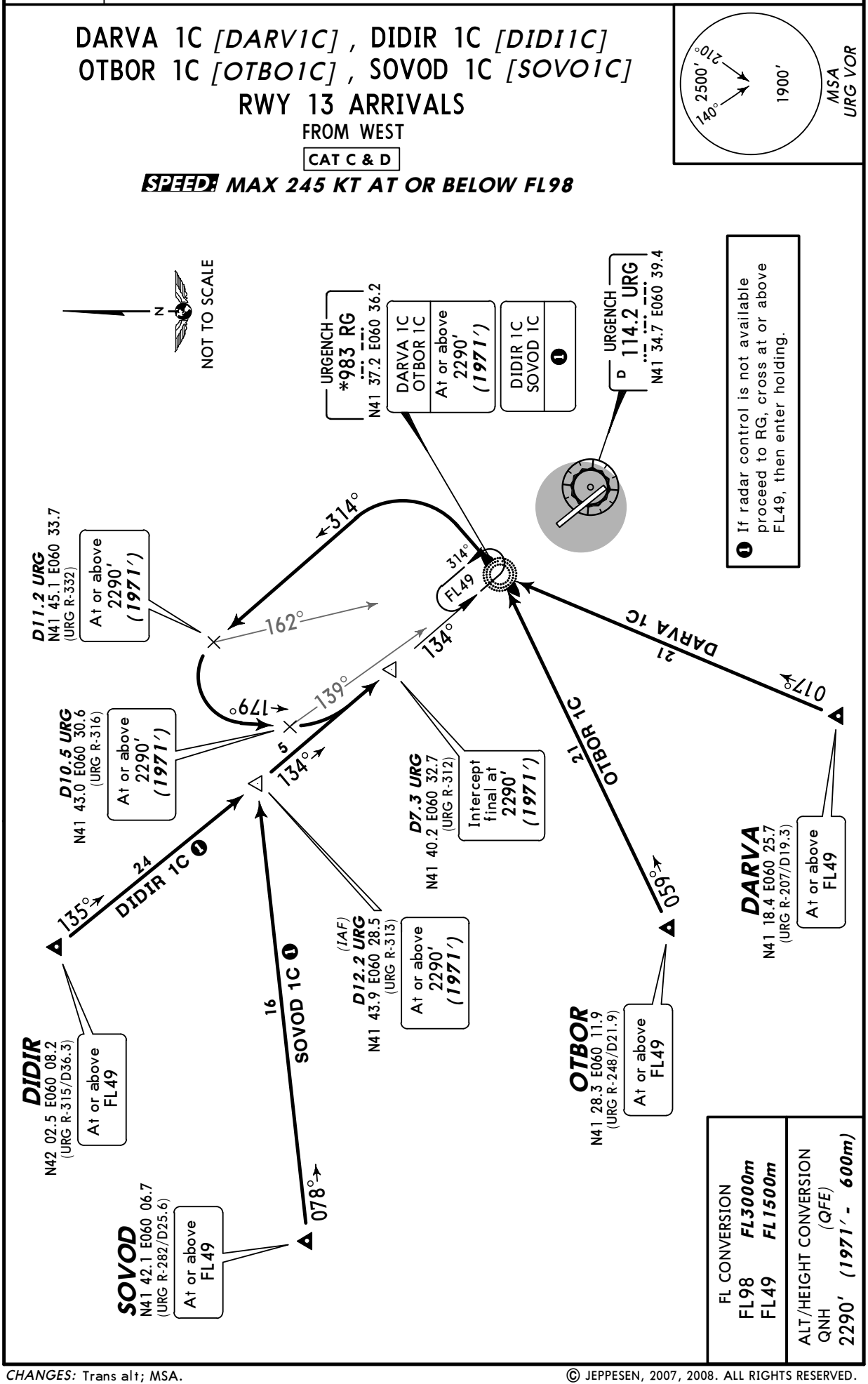
Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1971′)*

DARVA 1C *[DARV1C]*, DIDIR 1C *[DIDI1C]*
OTBOR 1C *[OTBO1C]*, SOVOD 1C *[SOVO1C]*
RWY 13 ARRIVALS

FROM WEST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to πραν. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC
URGENCH

JEPPESEN 30 MAY 08 (10-2F) Eff 5 Jun

URGENCH, UZBEKISTAN

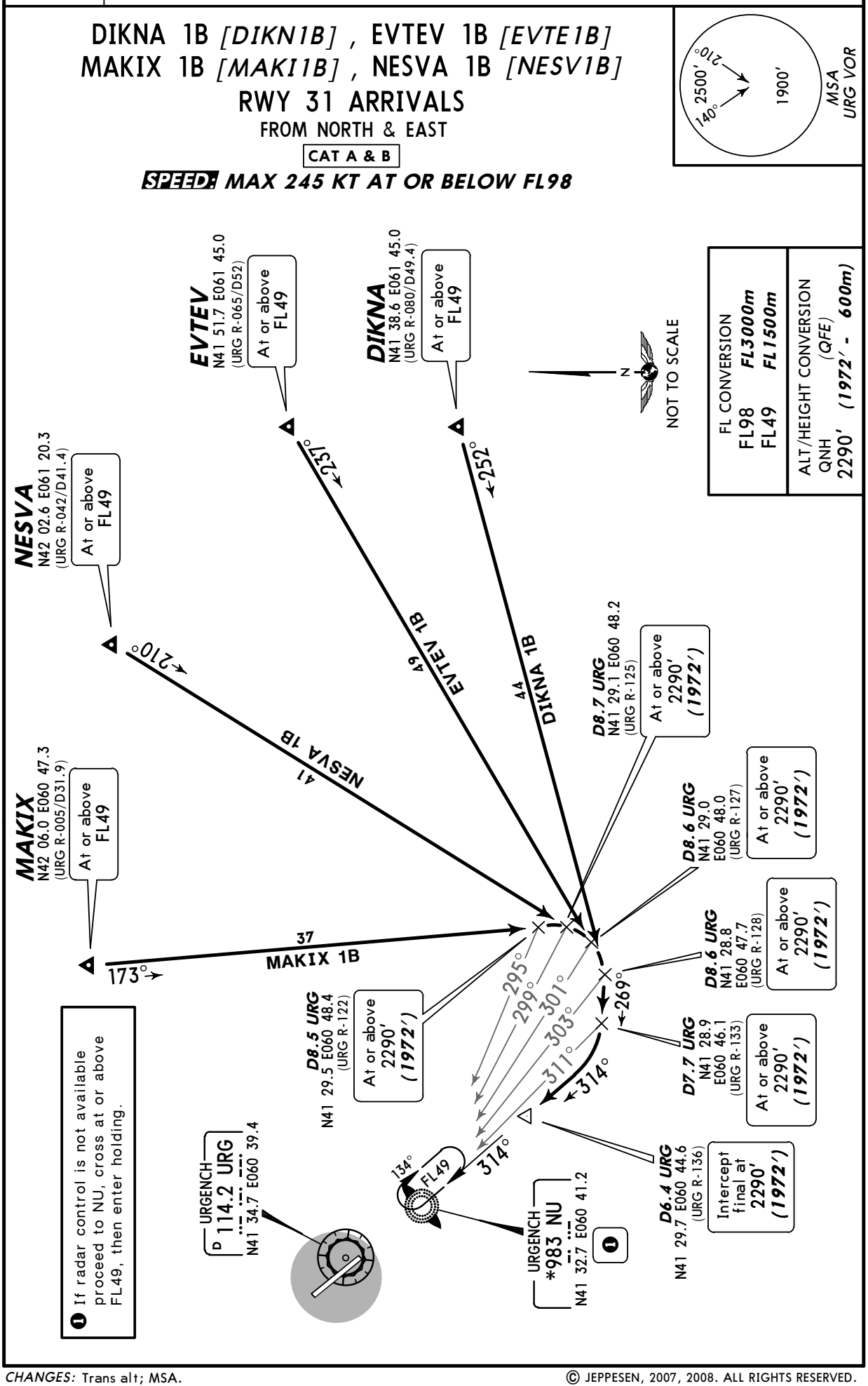
STAR

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

DIKNA 1B *[DIKN1B]* , EVTEV 1B *[EVTE1B]*
MAKIX 1B *[MAKI1B]* , NESVA 1B *[NESV1B]*
RWY 31 ARRIVALS
FROM NORTH & EAST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 30 MAY 08 (10-2G) Eff 5 Jun

URGENCH, UZBEKISTAN

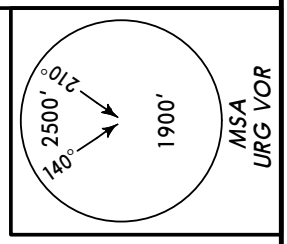
STAR

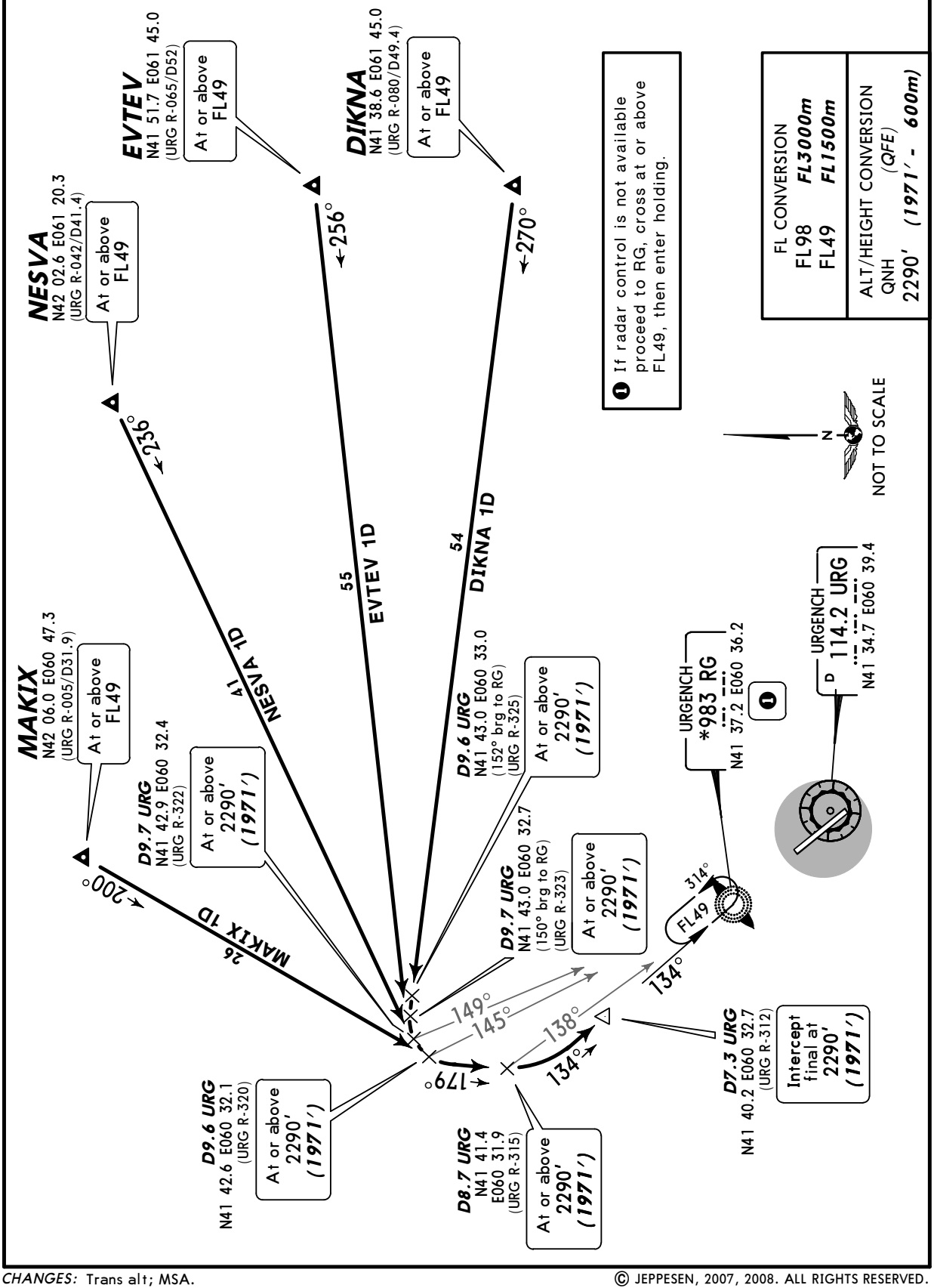
Apt Elev	
320′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 Trans alt: 2290′ ***(1971′)***

DIKNA 1D *[DIKN1D]*, EVTEV 1D *[EVTE1D]*
MAKIX 1D *[MAKI1D]*, NESVA 1D *[NESV1D]*
RWY 13 ARRIVALS
FROM NORTH & EAST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98





CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 30 MAY 08 (10-2H) Eff 5 Jun

URGENCH, UZBEKISTAN

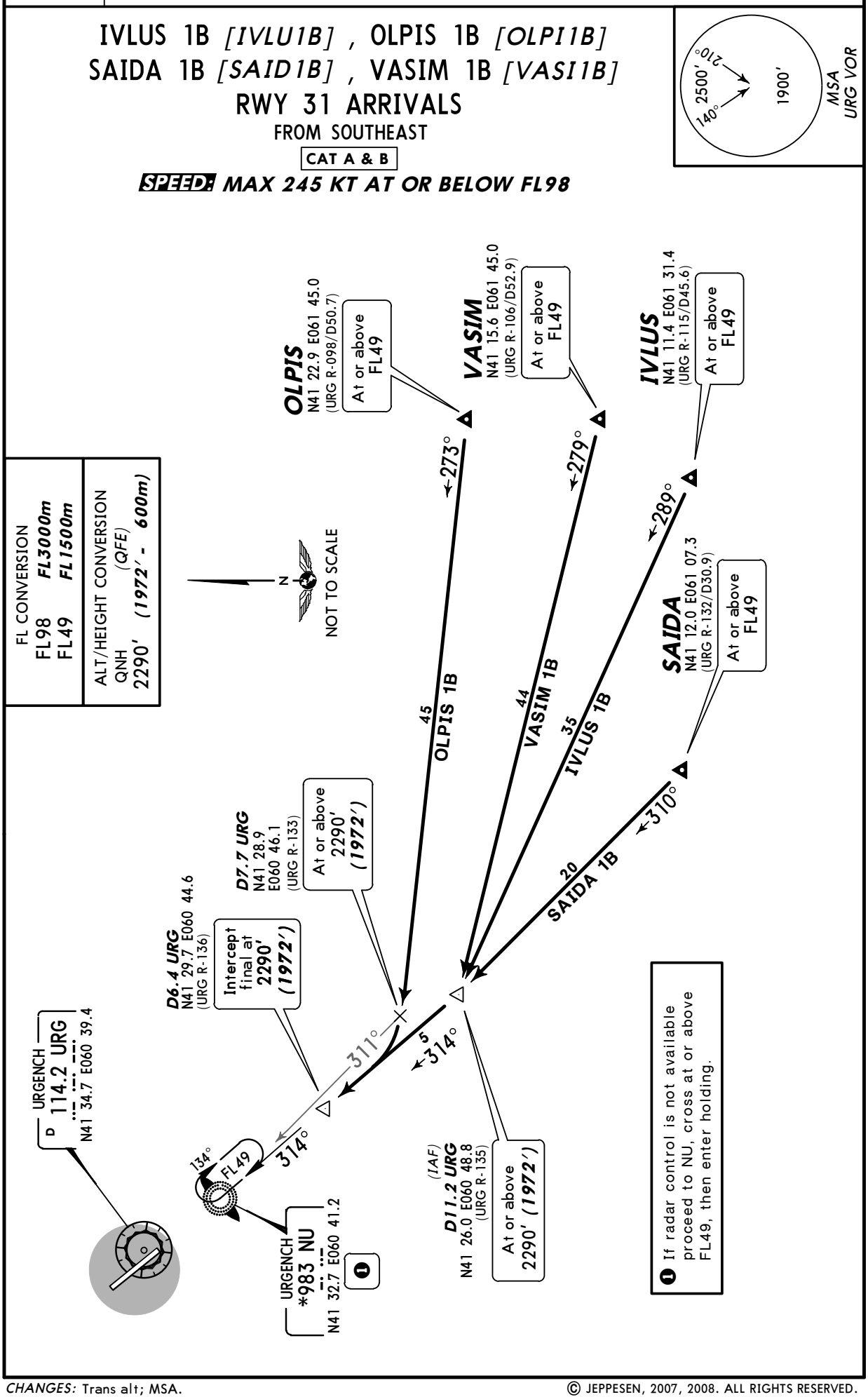
STAR

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

IVLUS 1B *[IVLU1B]* , OLPIS 1B *[OLPI1B]*
SAIDA 1B *[SAID1B]* , VASIM 1B *[VASI1B]*
RWY 31 ARRIVALS
FROM SOUTHEAST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

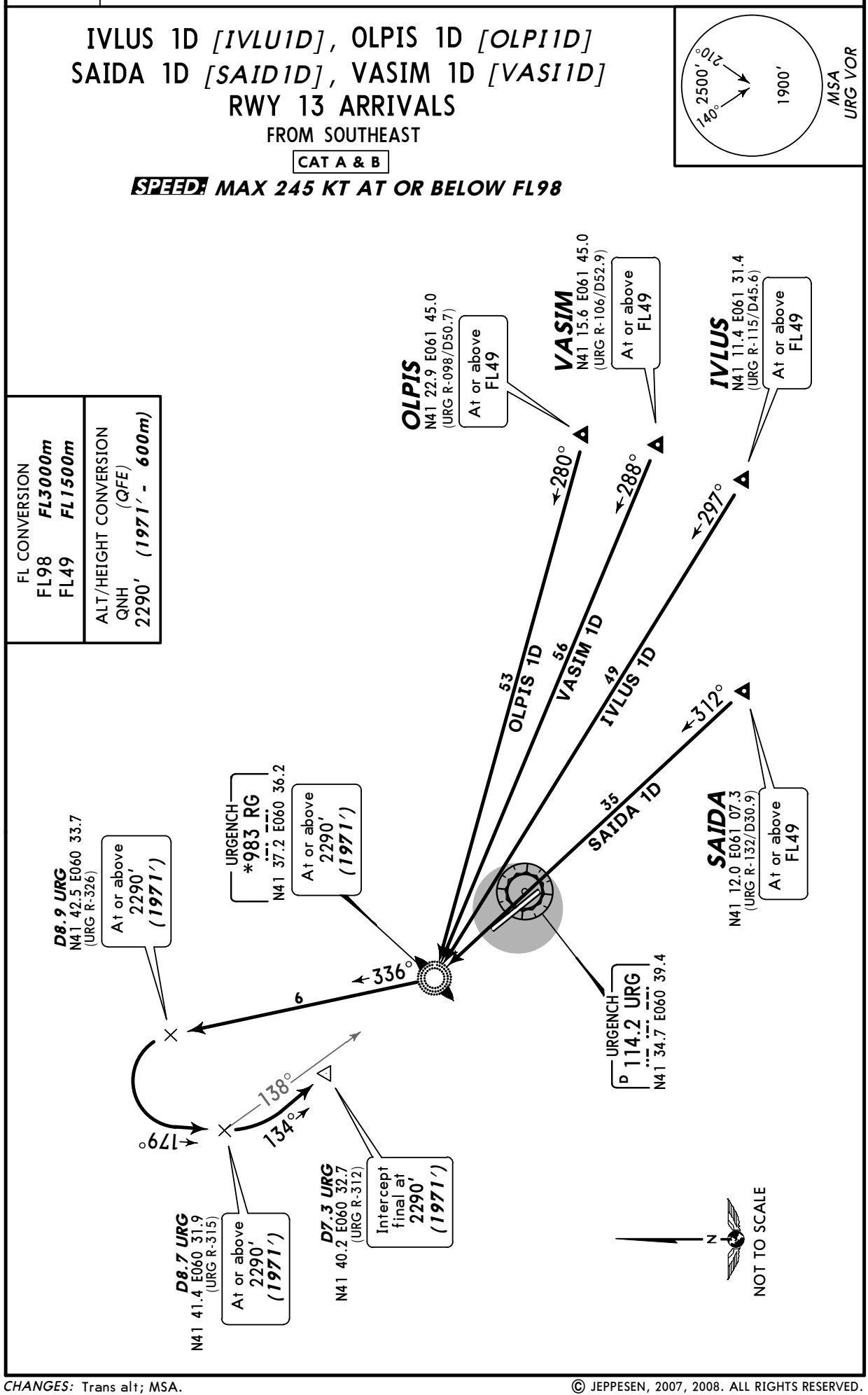
Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1971′)*

IVLUS 1D *[IVLU1D]*, OLPIS 1D *[OLPI1D]*
SAIDA 1D *[SAID1D]*, VASIM 1D *[VASI1D]*
RWY 13 ARRIVALS

FROM SOUTHEAST

CAT A & B

SPEED: *MAX 245 KT AT OR BELOW FL98*



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC
URGENCH

JEPPESEN 30 MAY 08 (10-2K) Eff 5 Jun

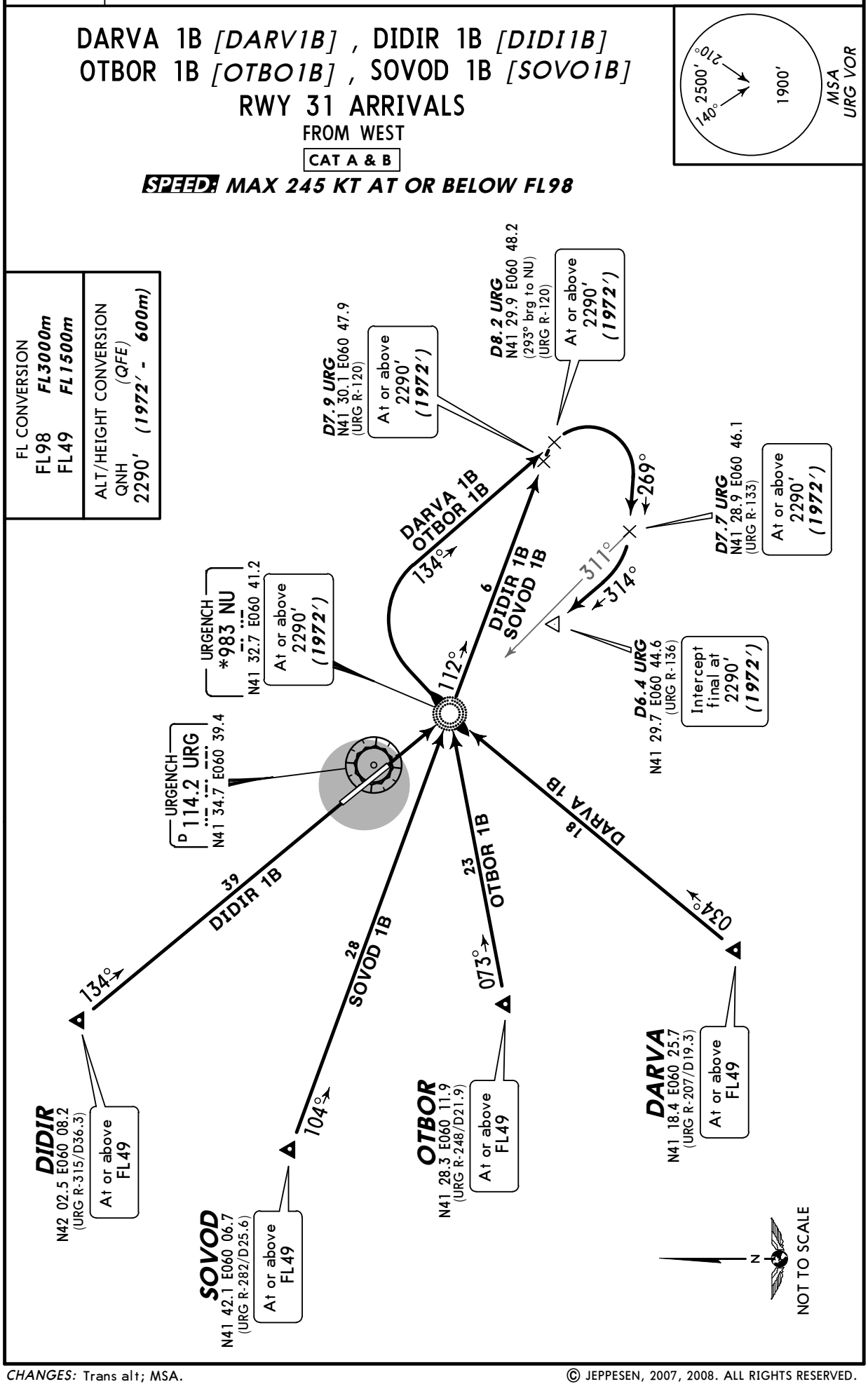
URGENCH, UZBEKISTAN
STAR

Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1972′)*

DARVA 1B *[DARV1B]* , DIDIR 1B *[DIDI1B]*
OTBOR 1B *[OTBO1B]* , SOVOD 1B *[SOVO1B]*
RWY 31 ARRIVALS
FROM WEST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98



CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to прап. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 30 MAY 08 (10-2L) Eff 5 Jun

URGENCH, UZBEKISTAN

STAR

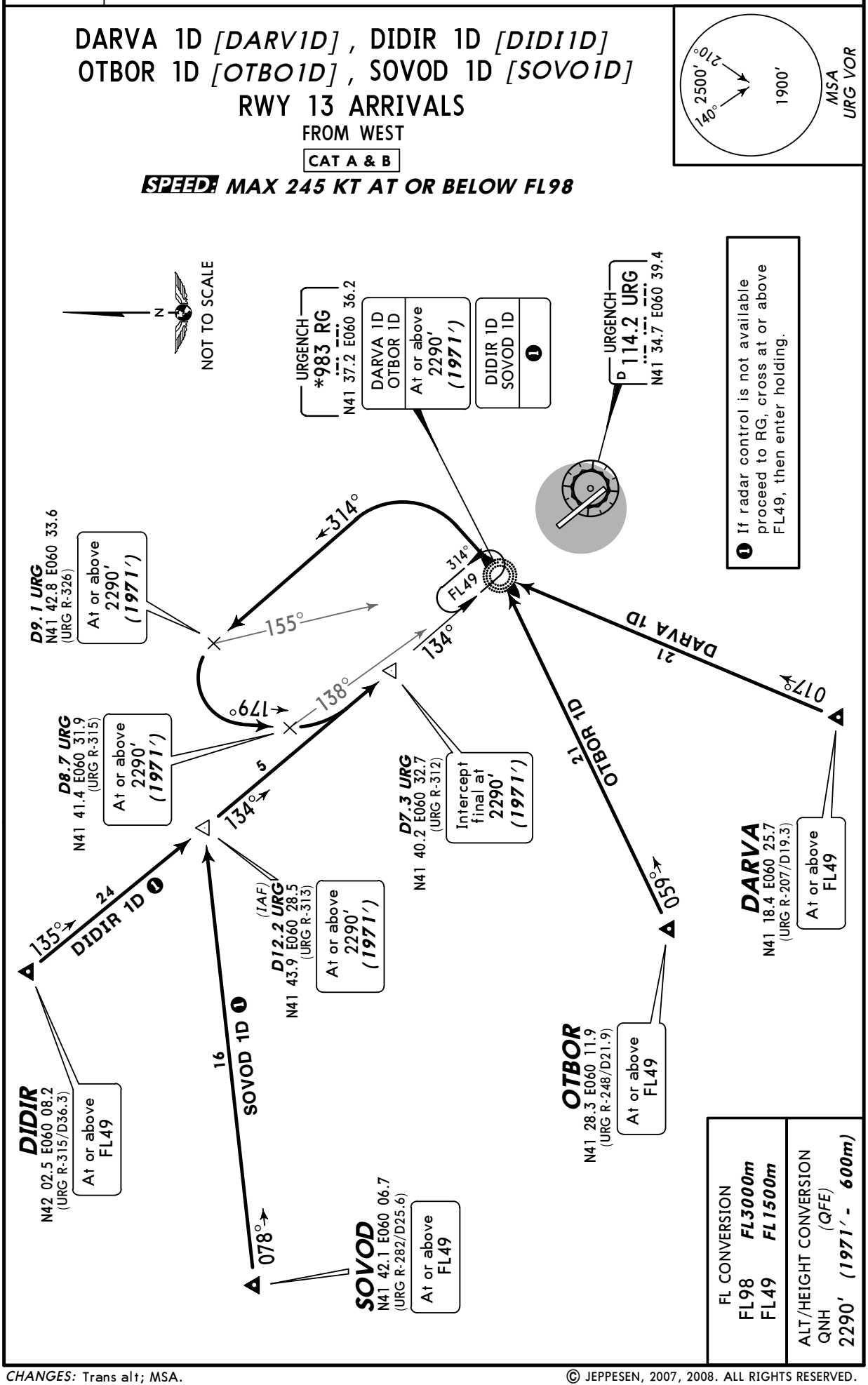
Apt Elev 320′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2290′ *(1971′)*

DARVA 1D *[DARV1D]*, DIDIR 1D *[DIDI1D]*
OTBOR 1D *[OTBO1D]*, SOVOD 1D *[SOVO1D]*
RWY 13 ARRIVALS

FROM WEST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98

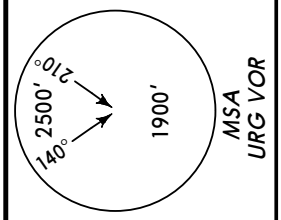


CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev	
320′	QNH on request **(QFE)** Trans elvel: FL49 Trans alt: 2290′ ***(1972′)***



DARVA 1E *[DARV1E]*, DIDIR 1E *[DIDI1E]*
DIKNA 1E *[DIKN1E]*, EVTEV 1E *[EVTE1E]*
RWY 31 DEPARTURES

SPEED: MAX 245 KT BELOW FL98

EVTEV
N41 51.7 E061 45.0
(URG R-065/D52)
At or above FL49

DIKNA
N41 38.6 E061 45.0
(URG R-080/D49.4)
At or above FL49

67 EVTEV 1E

65 DIKNA 1E

063°

077°

224°

243°

257°

URGENCH
*983 NU
N41 32.7 E060 41.2

URGENCH
114.2 URG
N41 34.7 E060 39.4

134°

314°

034°

214°

315°

134°

33 DIDIR 1E

31 DARVA 1E

At 980′
(662′)

DIDIR
N42 02.5 E060 08.2
(URG R-315/D36.3)
At or above FL49

DARVA
N41 18.4 E060 25.7
(URG R-207/D19.3)
At or above FL49

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
980′	***(662′ - 200m)***
2290′	***(1972′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

SID	ROUTING
DARVA 1E	Climb on 314° track to 980′ ***(662′)***, turn LEFT, 134° track, turn RIGHT, intercept 214° bearing from NU to DARVA.
DIDIR 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 315° track to DIDIR.
DIKNA 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, turn LEFT, intercept 077° bearing from NU to DIKNA.
EVTEV 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, turn LEFT, intercept 063° bearing from NU to EVTEV.

CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

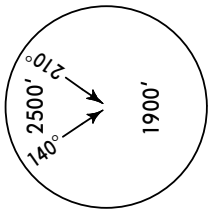
JEPPESEN

URGENCH, UZBEKISTAN

30 MAY 08 (10-3A) Eff 5 Jun

SID

Apt Elev	
320′	QNH on request **(QFE)** Trans elvel: FL49 Trans alt: 2290′ ***(1971′)***



DARVA 1F *[DARV1F]*, DIDIR 1F *[DIDI1F]*
DIKNA 1F *[DIKN1F]*, EVTEV 1F *[EVTE1F]*
RWY 13 DEPARTURES

SPEED: MAX 245 KT BELOW FL98

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1310′	***(991′ - 300m)***
2290′	***(1971′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

EVTEV
N41 51.7 E061 45.0
(URG R-065/D52)
At or above FL49

DIKNA
N41 38.6 E061 45.0
(URG R-080/D49.4)
At or above FL49

DIDIR
N42 02.5 E060 08.2
(URG R-315/D36.3)
At or above FL49

DARVA
N41 18.4 E060 25.7
(URG R-207/D19.3)
At or above FL49

59 EVTEV 1F
52 DIKNA 1F
59 DIDIR 1F
26 DARVA 1F

069° 083° 263° 016° 047° 314° 134° 260° 197° 017° 135° 315° 275° 224° 246°

URGENCH *983 RG
N41 37.2 E060 36.2

URGENCH 114.2 URG
N41 34.7 E060 39.4

At 1310′ ***(991′)***

N
NOT TO SCALE

SID	ROUTING
DARVA 1F	Climb on 134° track to 1310′ ***(991′)***, turn RIGHT, 260° track, turn LEFT, intercept 197° bearing from RG to DARVA.
DIDIR 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 314° track, at 224° bearing to RG turn LEFT, 275° track, turn RIGHT, intercept 315° bearing from RG to DIDIR.
DIKNA 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 047° track, turn RIGHT, intercept 083° bearing from RG to DIKNA.
EVTEV 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 016° track, turn RIGHT, intercept 069° bearing from RG to EVTEV.

CHANGES: Trans alt; MSA.

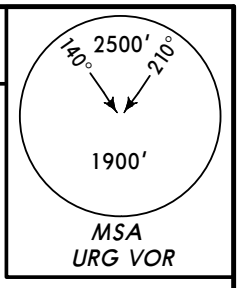
© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

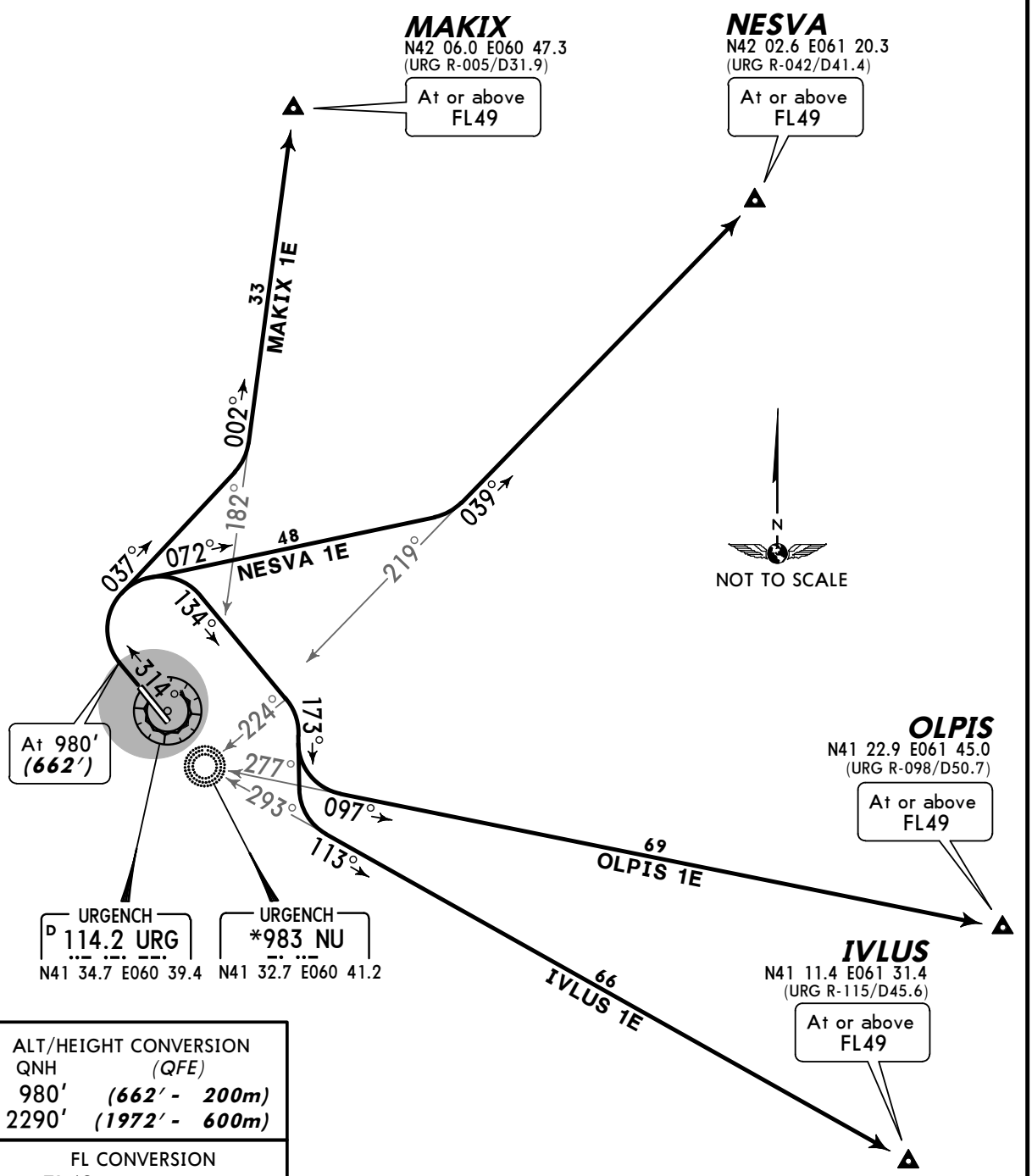
Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev	
320′	QNH on request **(QFE)** Trans elvel: FL49 Trans alt: 2290′ ***(1972′)***

IVLUS 1E *[IVLU1E]*, MAKIX 1E *[MAKI1E]* NESVA 1E *[NESV1E]*, OLPIS 1E *[OLPI1E]* RWY 31 DEPARTURES

SPEED: MAX 245 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(662′ - 200m)***
2290′	***(1972′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

SID	ROUTING
IVLUS 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, turn LEFT, intercept 113° bearing from NU to IVLUS.
MAKIX 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 037° track, turn LEFT, intercept 002° bearing from NU to MAKIX.
NESVA 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 072° track, turn LEFT, intercept 039° bearing from NU to NESVA.
OLPIS 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, turn LEFT, intercept 097° bearing from NU to OLPIS.

CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC
URGENCH

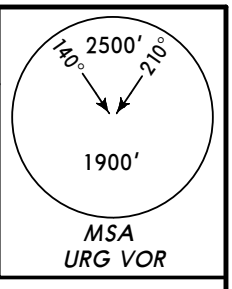
JEPPESEN

URGENCH, UZBEKISTAN

30 MAY 08 (10-3C) Eff 5 Jun

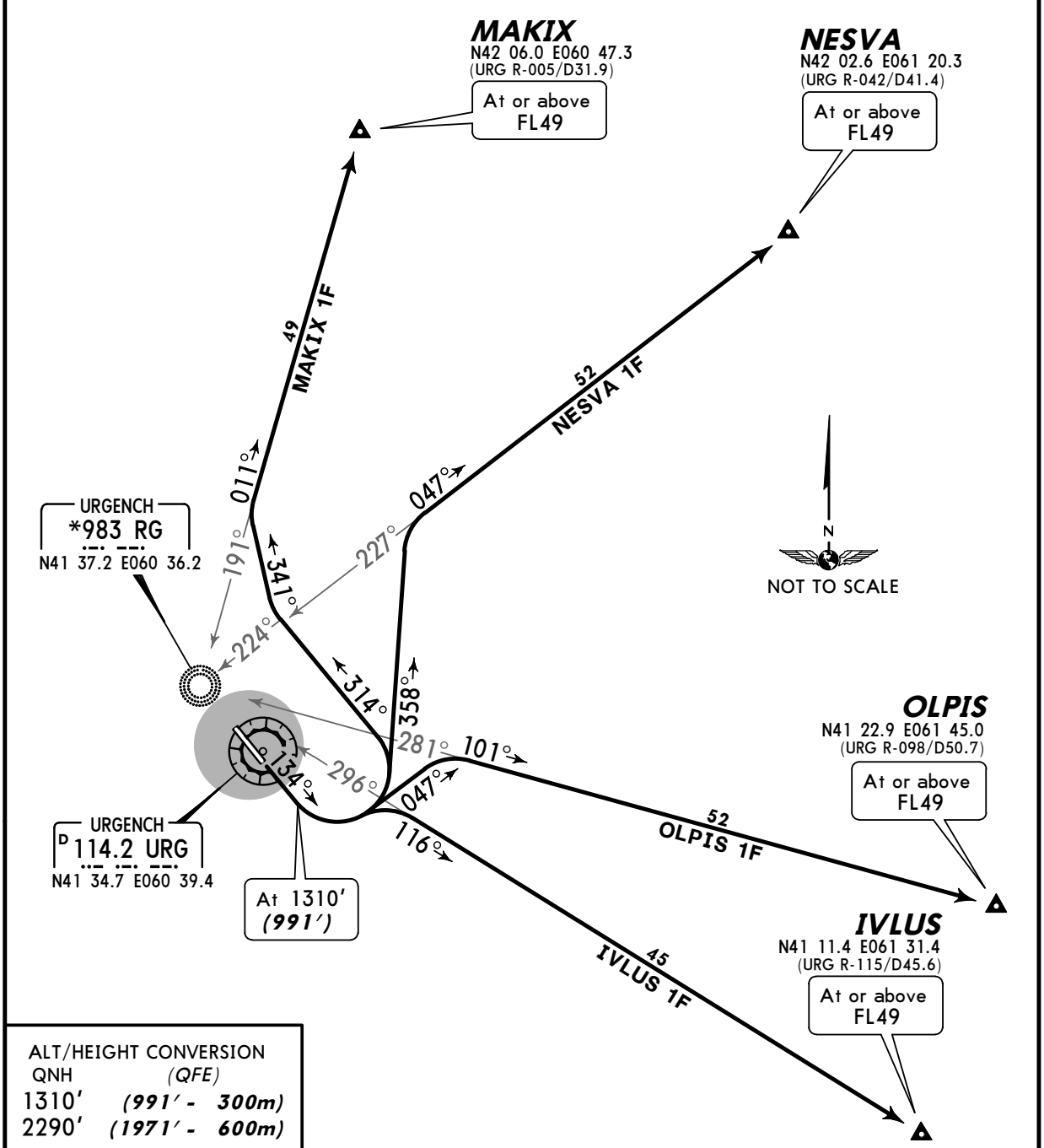
SID

Apt Elev	
320′	QNH on request **(QFE)** Trans elvel: FL49 Trans alt: 2290′ ***(1971′)***



IVLUS 1F *[IVLU1F]*, MAKIX 1F *[MAKI1F]*
NESVA 1F *[NESV1F]*, OLPIS 1F *[OLPI1F]*
RWY 13 DEPARTURES

SPEED: MAX 245 KT BELOW FL98



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1310′	***(991′ - 300m)***
2290′	***(1971′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

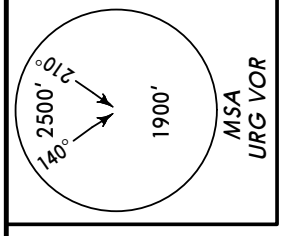
SID	ROUTING
IVLUS 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 314° track, at 224° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 358° track, turn RIGHT, intercept 047° bearing from RG to NESVA.
OLPIS 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 047° track, turn RIGHT, intercept 101° bearing from RG to OLPIS.

CHANGES: Trans alt; MSA.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev	QNH on request **(QFE)**
320′	Trans elvel: FL49 Trans alt: 2290′ ***(1972′)***



OTBOR 1E *[OTBO1E]*, SAIDA 1E *[SAID1E]*
SOVOD 1E *[SOVO1E]*, VASIM 1E *[VASI1E]*
RWY 31 DEPARTURES
SPEED: MAX 245 KT BELOW FL98

ALT/HEIGHT CONVERSION (QFE)	
QNH	
980′	***(662′ - 200m)***
2290′	***(1972′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

VASIM
N41 15.6 E061 45.0
(URG R-106/D52.9)
At or above FL49

SAIDA
N41 12.0 E061 07.3
(URG R-132/D30.9)
At or above FL49

SOVOD
N41 42.1 E060 06.7
(URG R-282/D25.6)
At or above FL49

OTBOR
N41 28.3 E060 11.9
(URG R-248/D21.9)
At or above FL49

At 980′ ***(662′)***

73 VASIM 1E
52 SAIDA 1E
25 SOVOD 1E
25 OTBOR 1E

173° 104° 131° 134° 224° 284° 311° 314° 105° 200° 074° 285° 254°

URGENCH
*983 NU
N41 32.7 E060 41.2

URGENCH
D 114.2 URG
N41 34.7 E060 39.4

N
NOT TO SCALE

SID	ROUTING
OTBOR 1E	Climb on 314° track to 980′ ***(662′)***, turn LEFT, 200° track, turn RIGHT, intercept 254° bearing from NU to OTBOR.
SAIDA 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, turn LEFT, intercept 131° bearing from NU to SAIDA.
SOVOD 1E	Climb on 314° track to 980′ ***(662′)***, turn LEFT, intercept 285° bearing from NU to SOVOD.
VASIM 1E	Climb on 314° track to 980′ ***(662′)***, turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, turn LEFT, intercept 104° bearing from NU to VASIM.

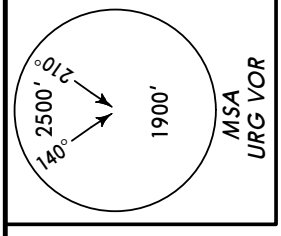
CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

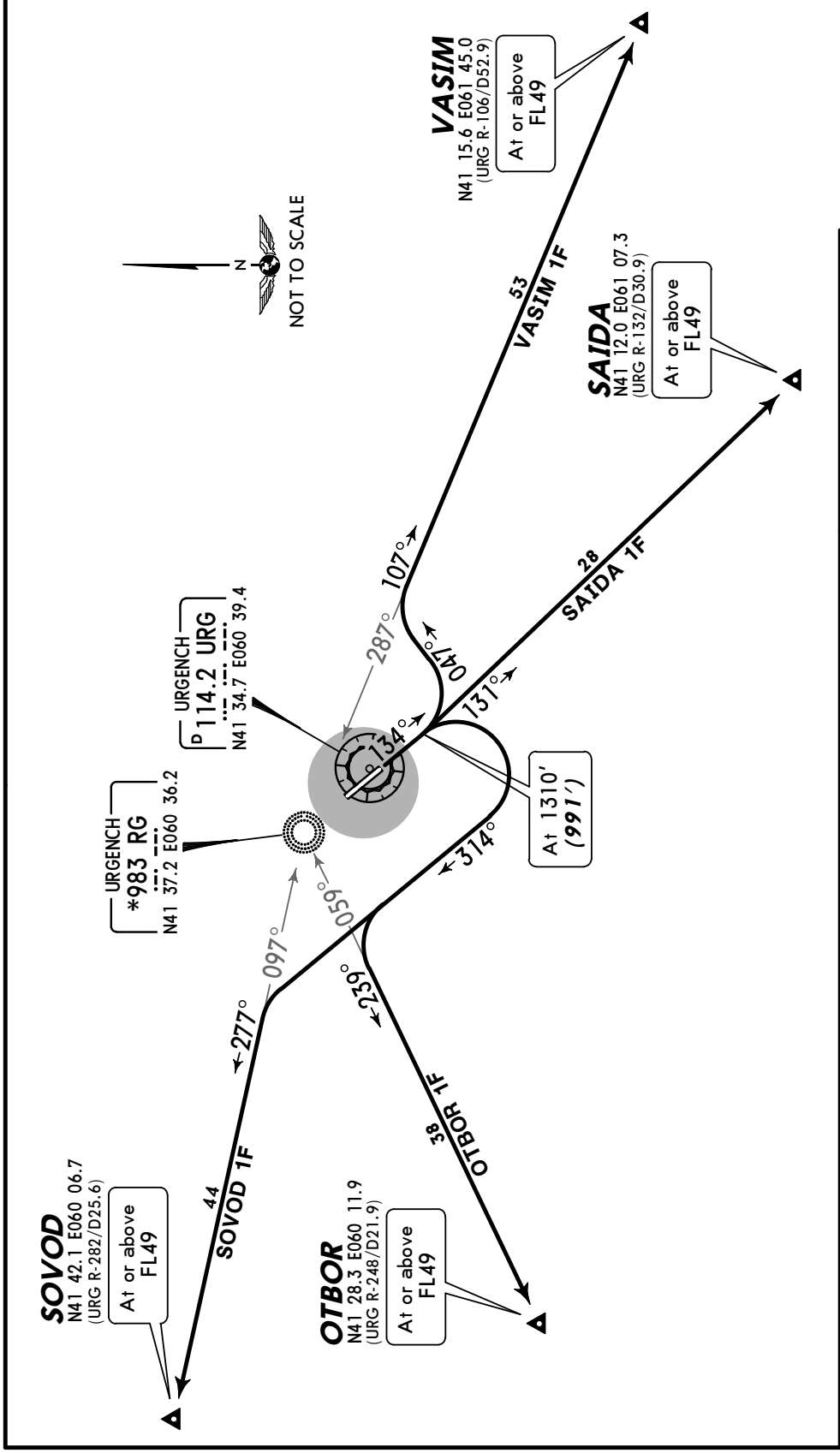
Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

Apt Elev
320′

QNH on request **(QFE)**
Trans elvel: FL49 Trans alt: 2290′ ***(1971′)***



OTBOR 1F *[OTBO1F]*, SAIDA 1F *[SAID1F]*
SOVOD 1F *[SOVO1F]*, VASIM 1F *[VASI1F]*
RWY 13 DEPARTURES
SPEED: MAX 245 KT BELOW FL98



ALT/HEIGHT CONVERSION	(QFE)
QNH	
1310′	***(991′ - 300m)***
2290′	***(1971′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

SID	ROUTING
OTBOR 1F	Climb on 134° track to 1310′ ***(991′)***, turn RIGHT, 314° track, turn LEFT, intercept 239° bearing from RG to OTBOR.
SAIDA 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 131° track to SAIDA.
SOVOD 1F	Climb on 134° track to 1310′ ***(991′)***, turn RIGHT, 314° track, turn LEFT, intercept 277° bearing from RG to SOVOD.
VASIM 1F	Climb on 134° track to 1310′ ***(991′)***, turn LEFT, 047° track, turn RIGHT, intercept 107° bearing from RG to VASIM.

CHANGES: Trans alt; MSA.

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC

Apt Elev **320′**
N41 35.0 E060 38.7

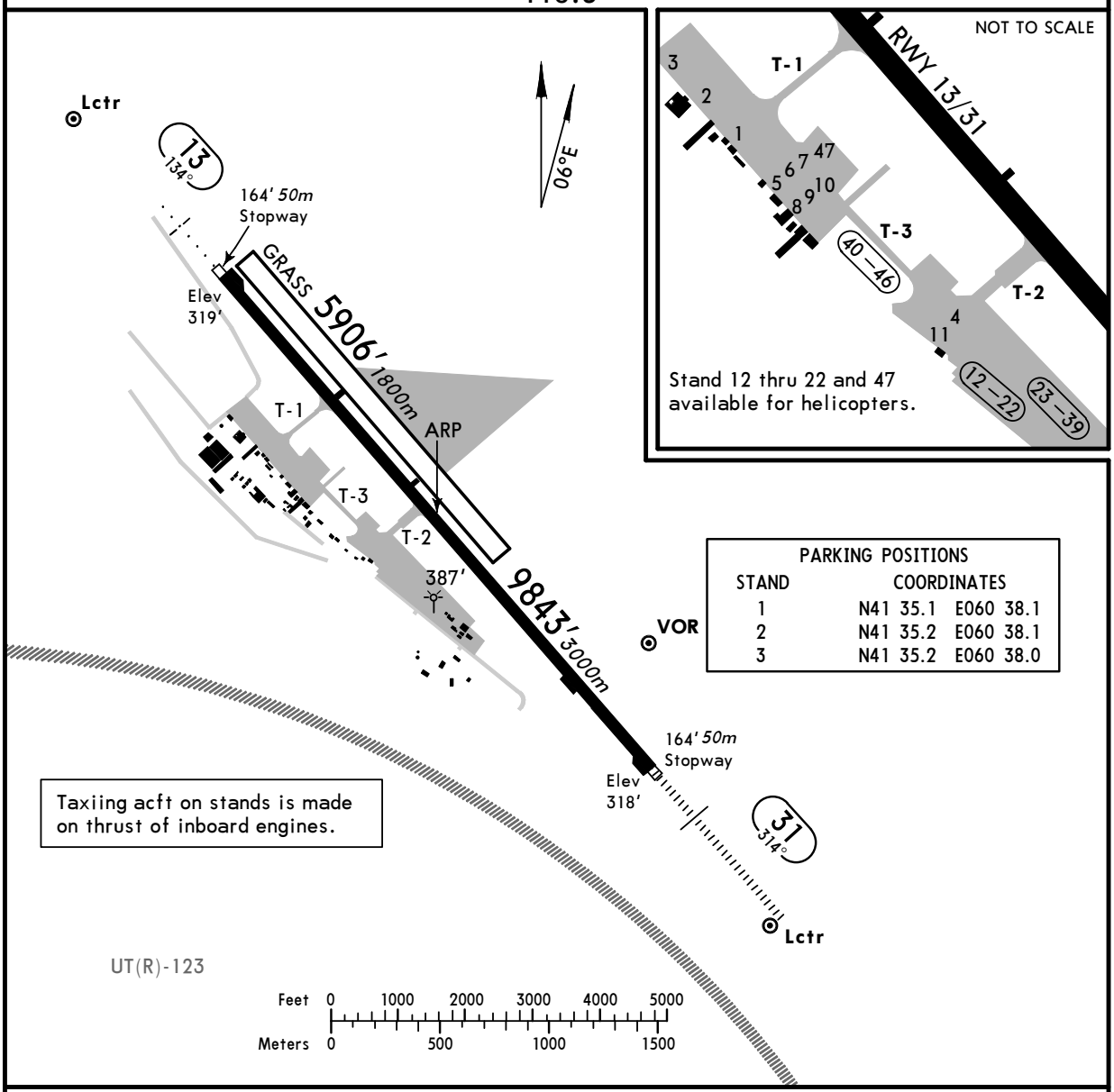
JEPPESEN 30 MAY 08 (10-9) **Eff 5 Jun**

URGENCH, UZBEKISTAN

URGENCH

URGENCH Tower (R)

118.3



PARKING POSITIONS	
STAND	COORDINATES
1	N41 35.1 E060 38.1
2	N41 35.2 E060 38.1
3	N41 35.2 E060 38.0

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
13	HIRL *(60m)*	MIALS	PAPI-L			❶	164′ *50m*
31	HIRL *(60m)*	HIALS	PAPI-R		8628′ *2630m*		
13 31	Grass runway						328′ *100m*

❶ TAKE-OFF RUN AVAILABLE

RWY 13:

From rwy head	9843′ (3000m)
twy T-1 int	7382′ (2250m)
twy T-2 int	5331′ (1625m)

RWY 31:

From rwy head	9843′ (3000m)
twy T-2 int	4511′ (1375m)
twy T-1 int	2461′ (750m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 13/31

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

CHANGES: Twy designations. HIRL spacing. Usable lengths.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

Licensed to прап. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC

JEPPESEN

JAA MINIMUMS

30 MAY 08 (10-9X) Eff 5 Jun URGENCH, UZBEKISTAN
URGENCH

STRAIGHT-IN RWY		A	B	C	D
13	2 NDB	**650**′(331′)	**650**′(331′)	**650**′(331′)	**650**′(331′)
		2000m	**2000m**	**2000m**	**2000m**
	NDB	**980**′(661′)	**980**′(661′)	**1310**′(991′)	**1310**′(991′)
		3000m	**3000m**	**5000m**	**5000m**
31	ILS	**518**′(200′)	**518**′(200′)	**518**′(200′)	**518**′(200′)
		800m	**800m**	**800m**	**800m**
	ALS out	1000m	1000m	1000m	1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**670**′(352′)	**670**′(352′)	**670**′(352′)	**670**′(352′)
		1500m	**1500m**	**1500m**	**1600m**
	ALS out	1500m	1500m	1800m	2000m
	NDB	**980**′(662′) ❶	**980**′(662′) ❶	**1310**′(992′)	**1310**′(992′)
		3000m	**3000m**	**5000m**	**5000m**

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTHORIZED			

❶ W/o ATC and VOR DME: MDA(H) **1010**′(692′).

TAKE-OFF RWY 13, 31

	LVP must be in Force			
	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*300m*	*300m*	*400m*	*500m*
B				
C		*400m*		
D				

© JEPPESEN, 2007, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

UTNU/UGC URGENCH

JEPPESEN 4 JUL 08 (11-1)

URGENCH, UZBEKISTAN
ILS or 2 NDB Rwy 31

BRIEFING STRIP ™

URGENCH Approach	URGENCH Tower (R)
126.0	118.3

LOC INU	Final Apch Crs	GS LOM	ILS DA(H)	
*109.5	314°	1056′(738′)	518′(200′)	Apt Elev 320′
NDB NU 983		Minimum Alt D6.4 URG 2290′(1972′)	2 NDB MDA(H) 670′(352′)	RWY 318′

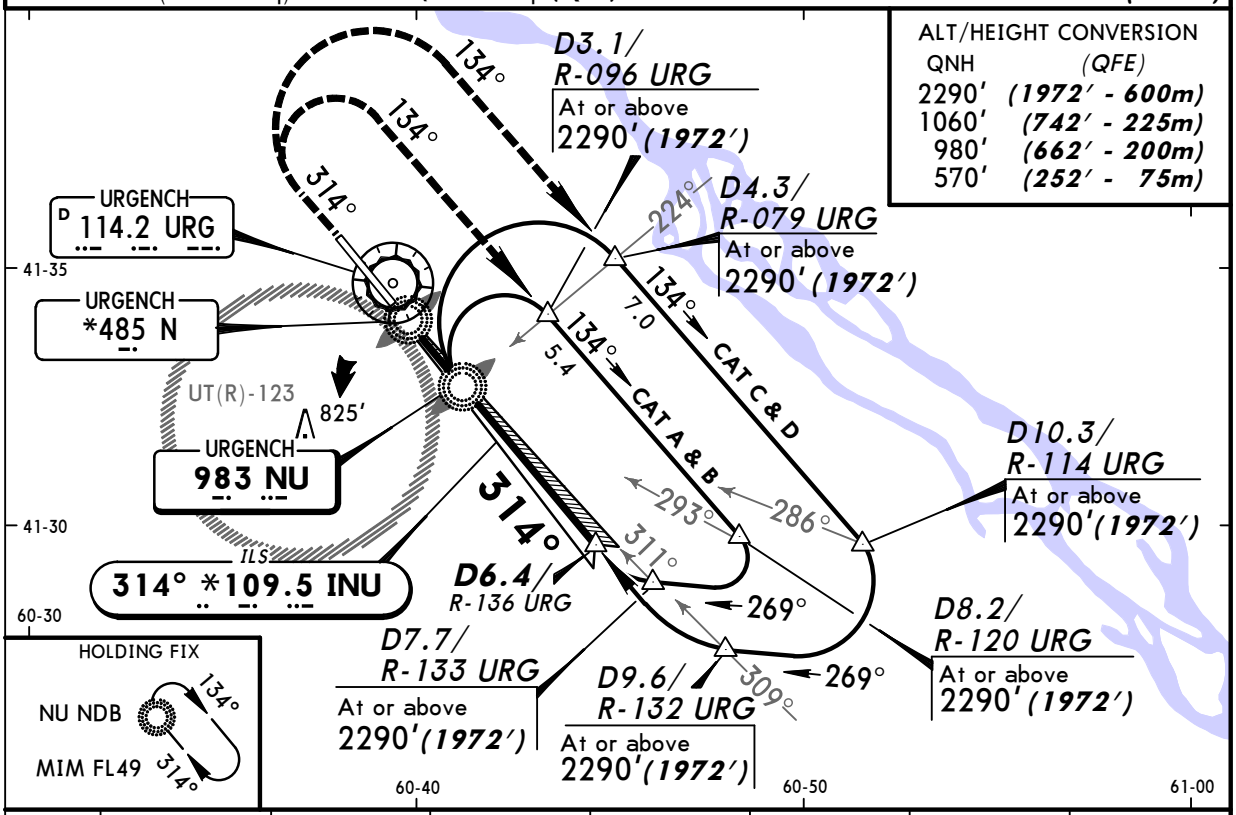
MISSED APCH: Climb on 314° to 980′(662′), then turn RIGHT on 134° climbing to 2290′(1972′), then according to chart or as directed.

MSA URG VOR: 140° 210° 2500′ 1900′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2290′(1972′)

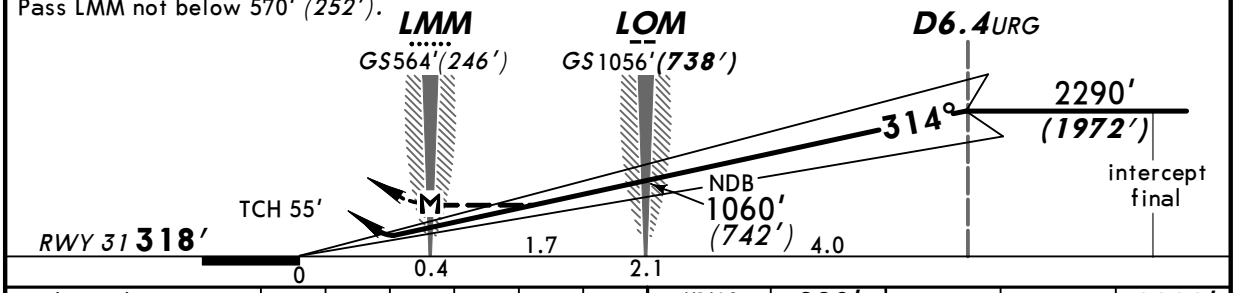
ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	(1972′ - 600m)
1060′	(742′ - 225m)
980′	(662′ - 200m)
570′	(252′ - 75m)



NDB	URG DME	1.1	1.6	2.7	3.2	4.3	5.4
	ALTITUDE (HAT)	620′(302′)	780′(462′)	1140′(822′)	1310′(992′)	1650′(1332′)	2000′(1682′)

Pass LMM not below 570′ (252′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS PAPI | 980′ (662′) on 314° | 134° RT | 2290′ (1972′)

STRAIGHT-IN LANDING RWY 31

	ILS FULL	ILS ALS out	LOC (GS out)	2 NDB	2 NDB ALS out	1 NDB	1 NDB ALS out	CIRCLE-TO-LAND
	DA(H) 518′(200′)			MDA(H) 670′(352′)		MDA(H) AB: 980′(662′)[1] CD: 1310′(992′)		
A	800m	1200m	NOT AUTH	1500m	1600m	3000m		A: NOT AUTHORIZED
B								B
C						5000m		C
D				1600m				D

PANS OPS

[1] W/o ATC and VOR DME: MDA(H) 1010′(692′).

CHANGES: Procedure. TCH.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 09 Jun 2010.
Notice: After 18 Jun 2010 0901Z, this chart may no longer be valid. Disc 11-2010

JEPPESEN
JeppView 3.6.3.1

UTNU/UGC URGENCH

JEPPESEN
4 JUL 08 (16-1)

URGENCH, UZBEKISTAN
2 NDB Rwy 13

BRIEFING STRIP TM

URGENCH Approach	URGENCH Tower (R)
126.0	118.3

NDB RG	Final Apch Crs	Minimum Alt D7.3	2 NDB MDA(H)	Apt Elev 320'
983	134°	2290'(1971')	650'(331')	RWY 319'

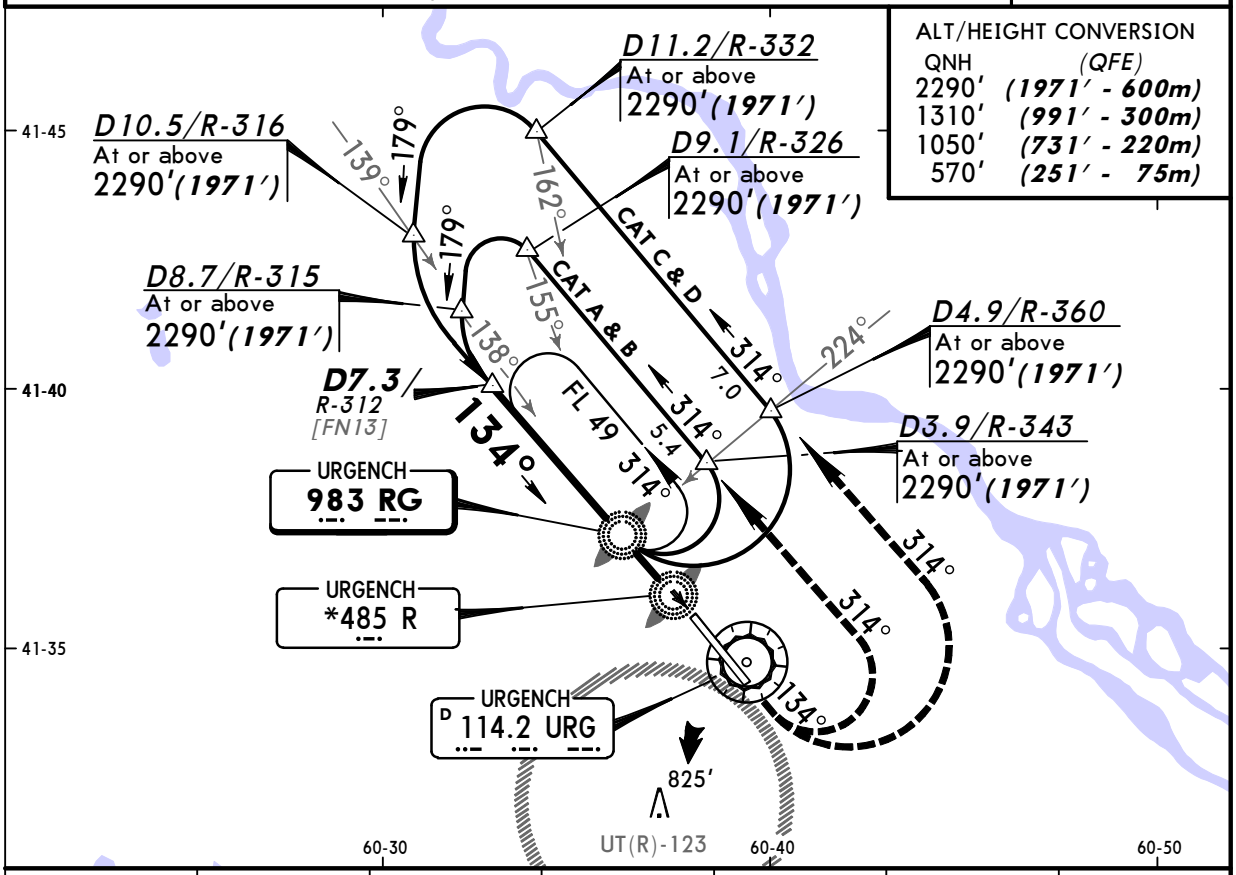
MISSED APCH: Climb on 134° to 1310'(991'), then turn LEFT on 314° climbing to 2290'(1971'), then according to chart or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2290'(1971')

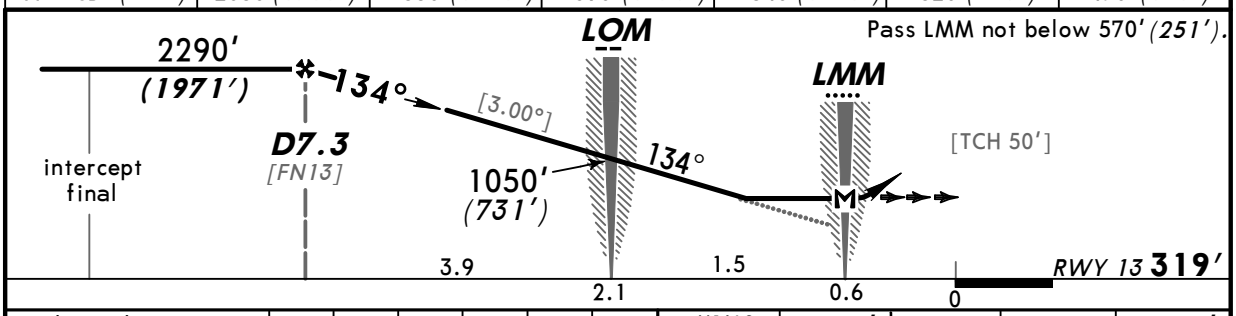
MSA URG VOR: 2500' (140°–210°), 1900'

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290'	(1971' - 600m)
1310'	(991' - 300m)
1050'	(731' - 220m)
570'	(251' - 75m)



URG DME	6.5	5.9	5.4	4.3	2.7	1.6
ALTITUDE (HAT)	2030'(1711')	1850'(1531')	1690'(1371')	1340'(1021')	820'(501')	470'(151')



Pass LMM not below 570'(251').

Gnd speed-Kts	70	90	100	120	140	160
Descent Grad. 5.24% or Descent Angle [3.00°]	372	478	531	637	743	849
MAP at LMM						

MIALS
PAPI

1310'(991') on 134°

314° LT

2290'(1971')

STRAIGHT-IN LANDING RWY 13

2 NDB		1 NDB	
MDA(H) 650'(331')		MDA(H) AB: 980'(661') CD: 1310'(991')	
	ALS out		ALS out

CIRCLE-TO-LAND

PANS OPS

A	2000m	3000m	A	NOT AUTHORIZED
B			B	
C		5000m	C	
D			D	

CHANGES: Descent Angle.

© JEPPESEN, 1999, 2008. ALL RIGHTS RESERVED.