

Page 1

Changed chart(s) since Disc 09-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Urgench, (Urgench - UTNU)

ADD	STANDARD MNMS	10-9S	06 àèé 2011	
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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: 321'

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 InfoATIS **127.7** Non-EnglishUrgench Tower **118.3**Urgench Approach Control **126.0**Urgench Tranzit Operations **131.8** Non-English**Notebook Info**

UTNU/UGC
URGENCH

JEPPesen **URGENCH, UZBEKISTAN**
 30 MAY 08 **10-2** **Eff 5 Jun**

STAR

Apt Elev
320'

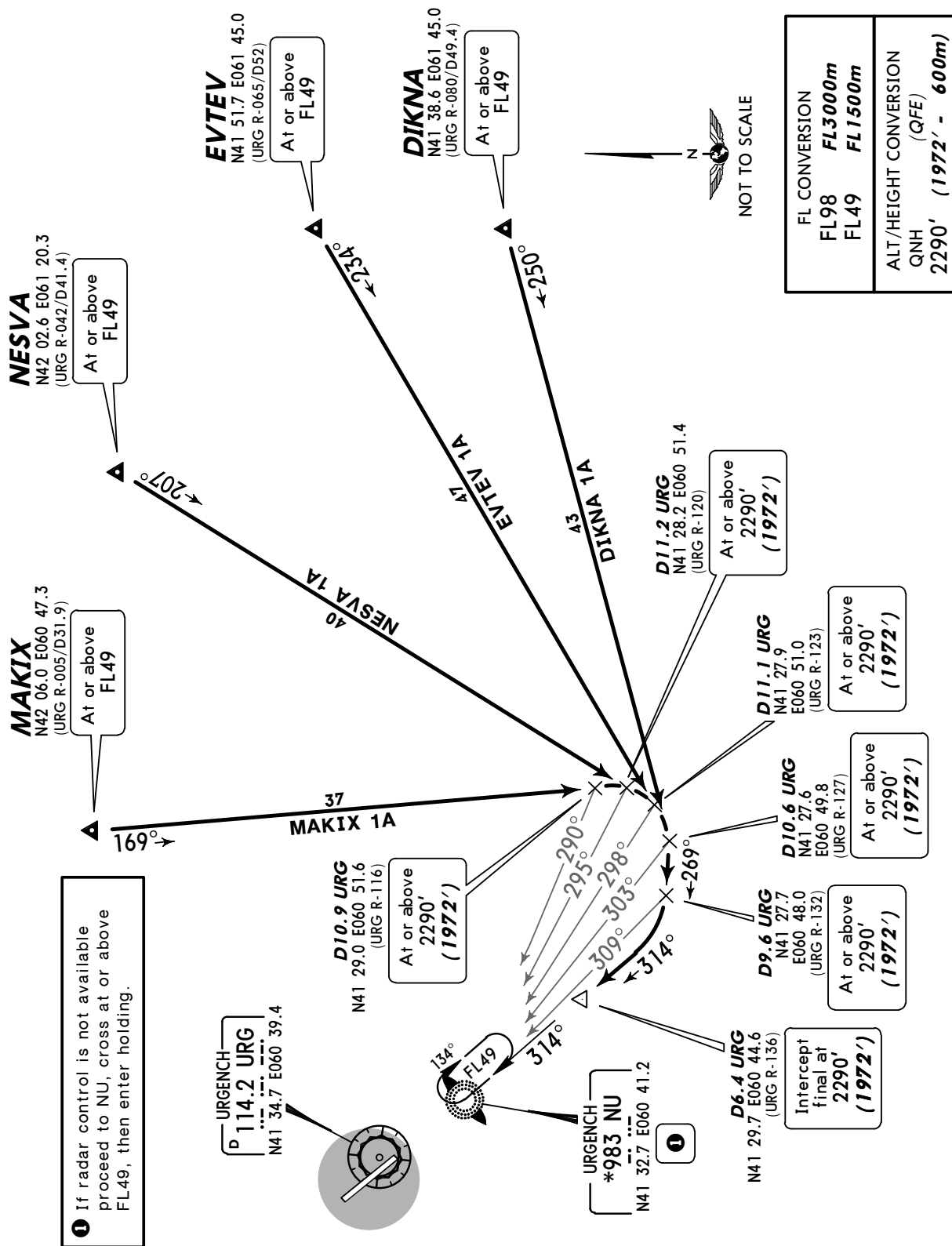
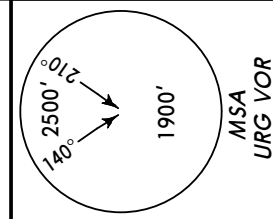
Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49 Trans alt: 2290' (1972')

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

RWY 31 ARRIVALS
 FROM NORTH & EAST

CAT C & D

SPEEDS MAX 245 KT AT OR BELOW FL98



UTNU/UGC
URGENCH

JEPPesen
30 MAY 08 **10-2A** 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')

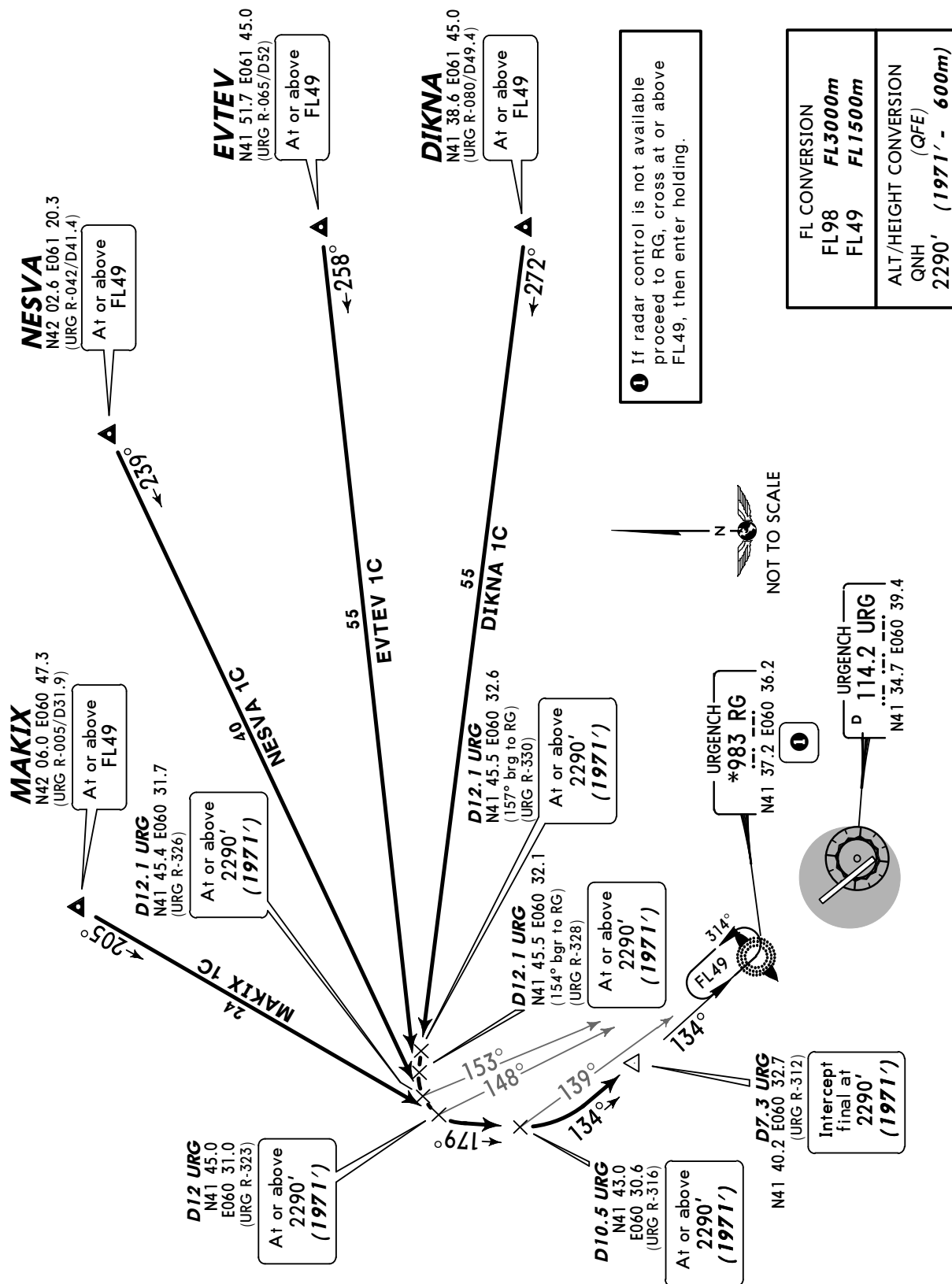
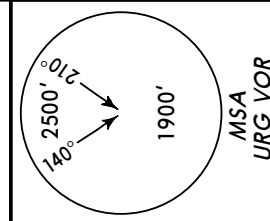
DIKNA 1C [DIKN1C], EVTEV 1C [EVTE1C]
MAKIX 1C [MAKI1C], NESVA 1C [NESV1C]

RWY 13 ARRIVALS

FROM NORTH & EAST

CAT C & D

~~SPEED~~ MAX 245 KT AT OR BELOW FL98



UTNU/UGC
URGENCH



URGENCH, UZBEKISTAN

30 MAY 08

10-2B

Eff 5 Jun**STAR**

Apt Elev
320'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2290' **(1972')**

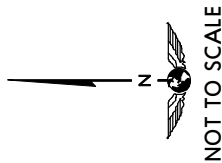
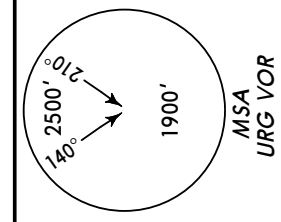
IVLUS 1A [*IVLU1A*], OLPIS 1A [*OLPI1A*]
SAIDA 1A [*SAID1A*], VASIM 1A [*VASI1A*]

RWY 31 ARRIVALS

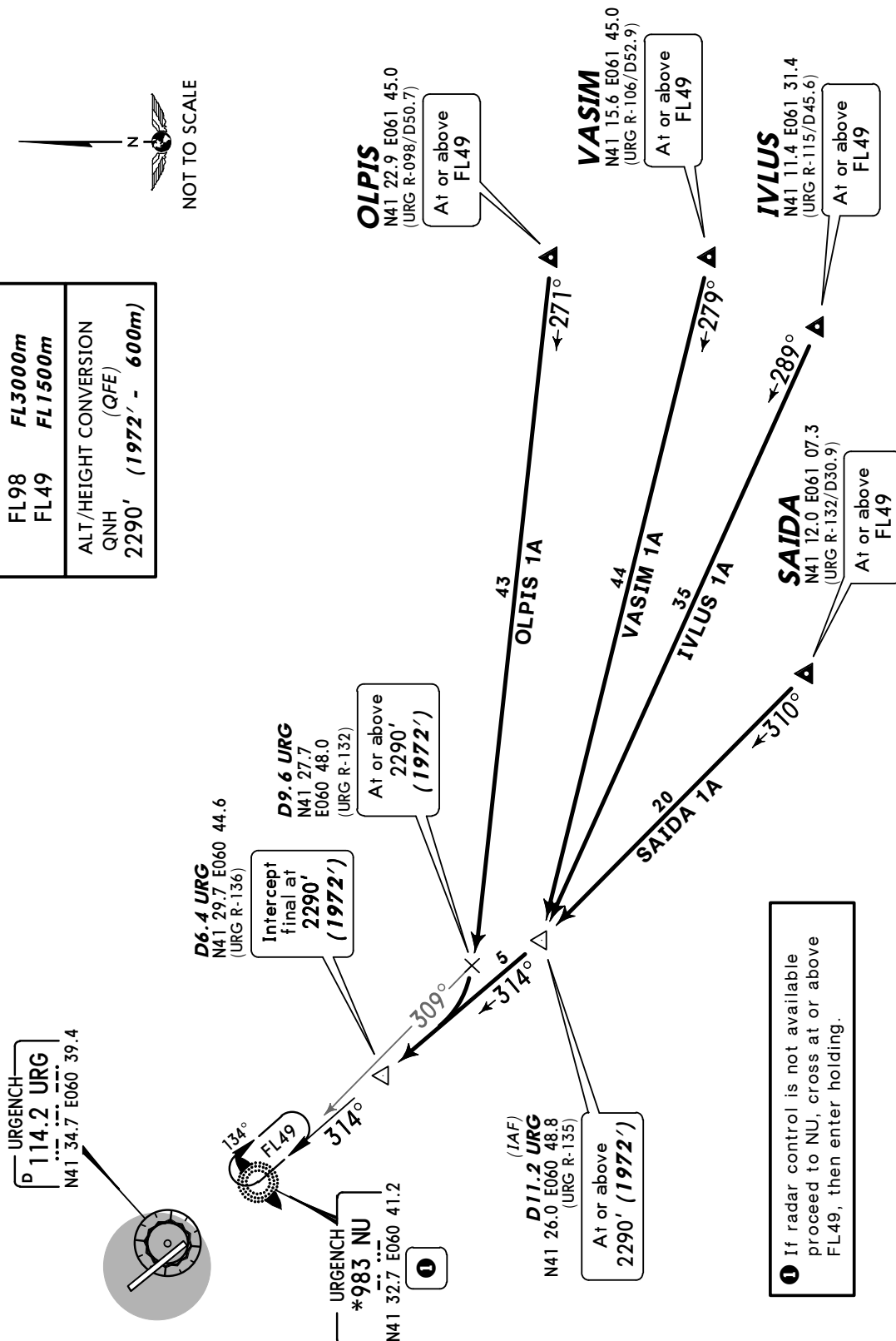
FROM SOUTHEAST

CAT C & D

SPEED: MAX 245 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2290'	(1972' - 600m)



1 If radar control is not available proceed to NU, cross at or above FL49, then enter holding.

UTNU/UGC
URGENCH

JEPPesen **URGENCH, UZBEKISTAN**
 30 MAY 08 **10-2C** **Eff 5 Jun**

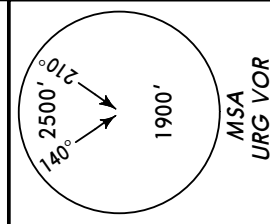
STAR

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

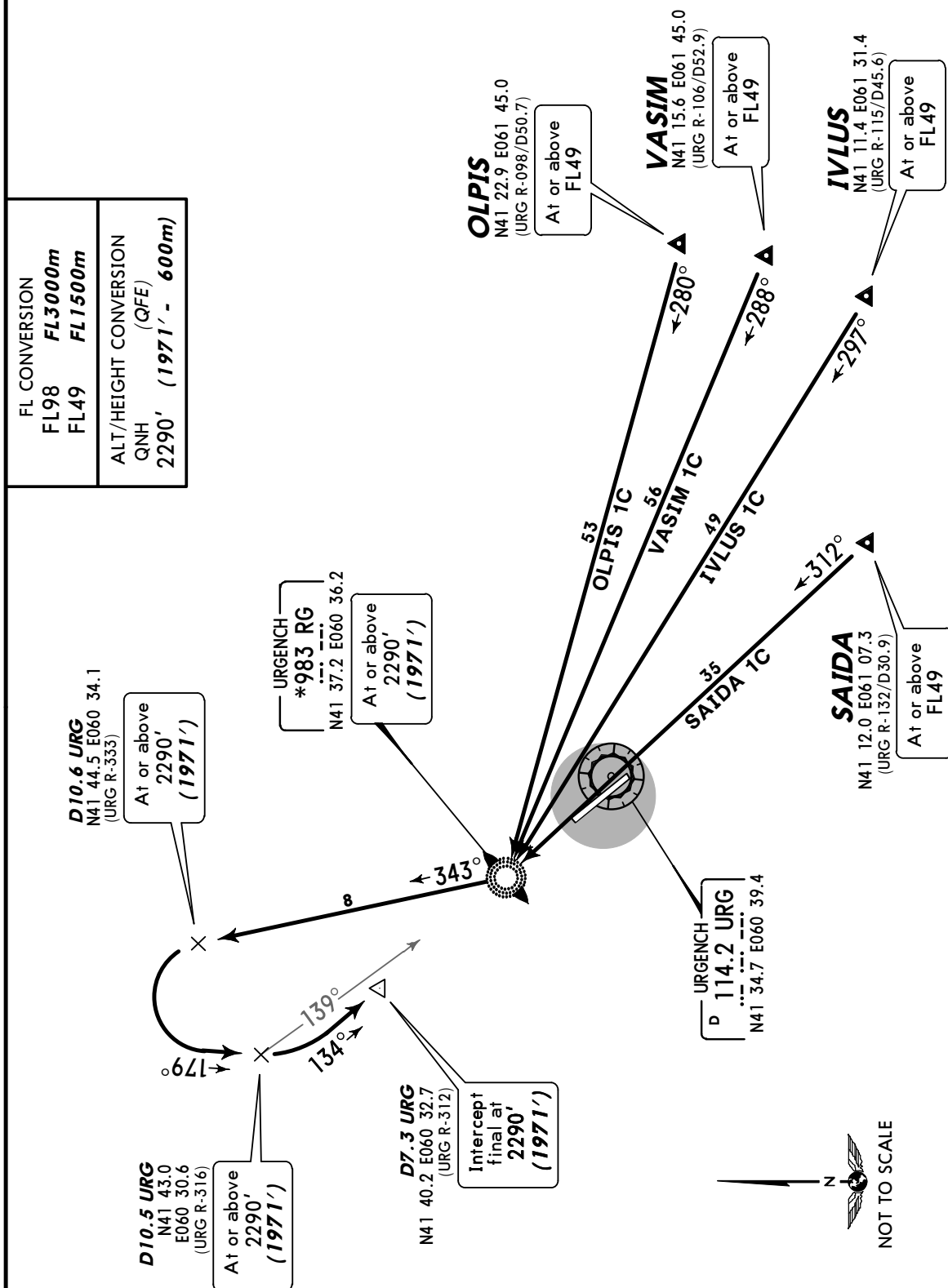
**IVLUS 1C [IVLU1C] , OLPIS 1C [OLPI1C]
 SAIDA 1C [SAID1C] , VASIM 1C [VASI1C]
 RWY 13 ARRIVALS
 FROM SOUTHEAST**

CAT C & D

~~SPEED~~ MAX 245 KT AT OR BELOW FL98



FL CONVERSION	FL98	FL3000m
	FL49	FL1500m
ALT/HEIGHT CONVERSION	QNH	(QFE)
	2290'	(1971' - 600m)



UTNU/UGC
URGENCH

JEPPesen
 30 MAY 08 **10-2D** Eff 5 Jun

URGENCH, UZBEKISTAN

STAR

Apt Elev
320'

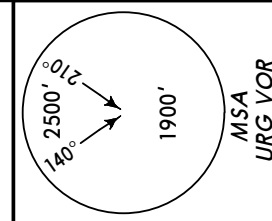
Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49 Trans alt: 2290' (1972')

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

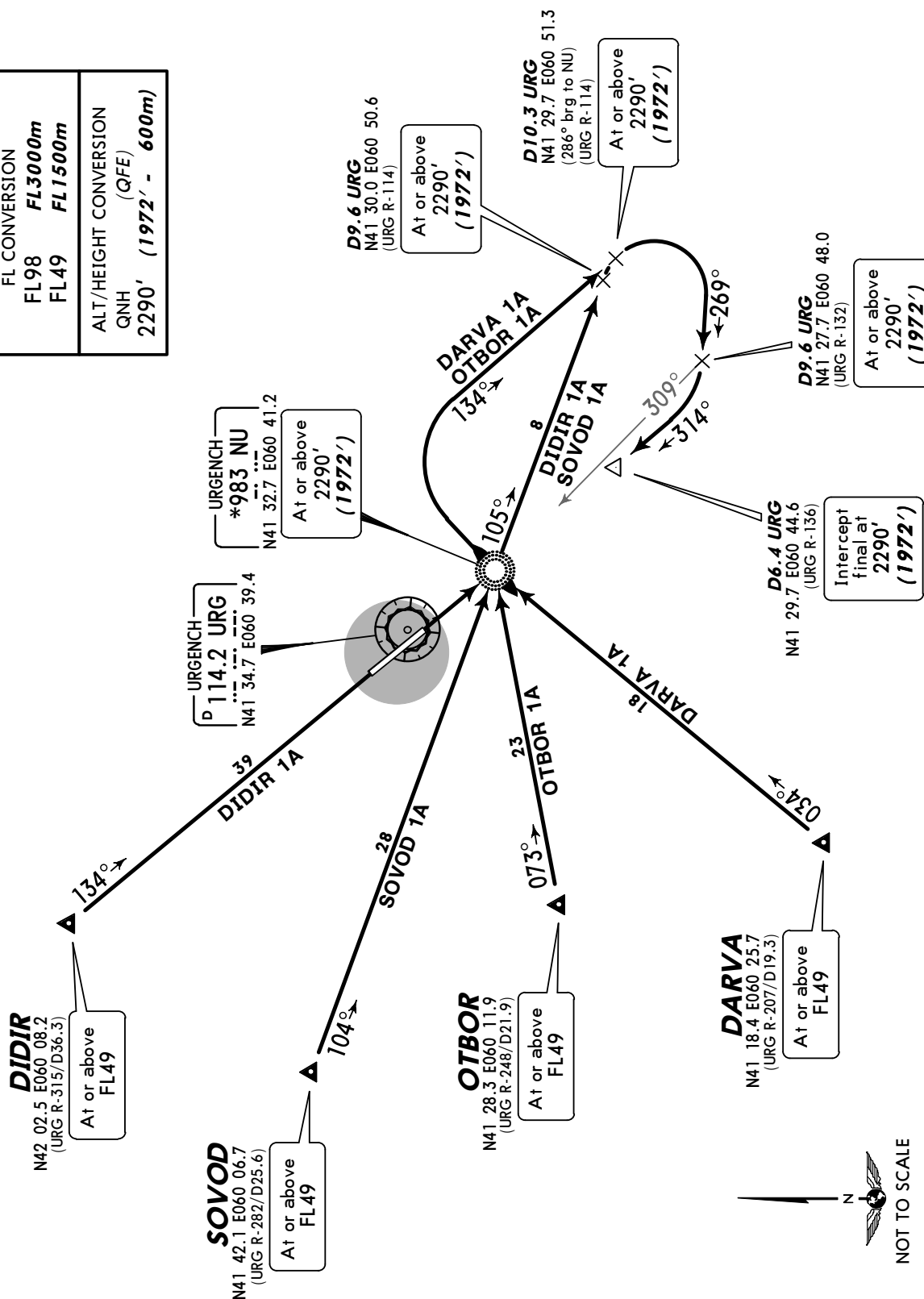
**RWY 31 ARRIVALS
 FROM WEST**

CAT C & D

~~SPEED~~ MAX 245 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2290'	(1972' - 600m)



UTNU/UGC
URGENCH

JEPPesen **URGENCH, UZBEKISTAN**
 30 MAY 08 **10-2E** **Eff 5 Jun**

STAR

Apt Elev
320'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49 Trans alt: 2290' (1971')

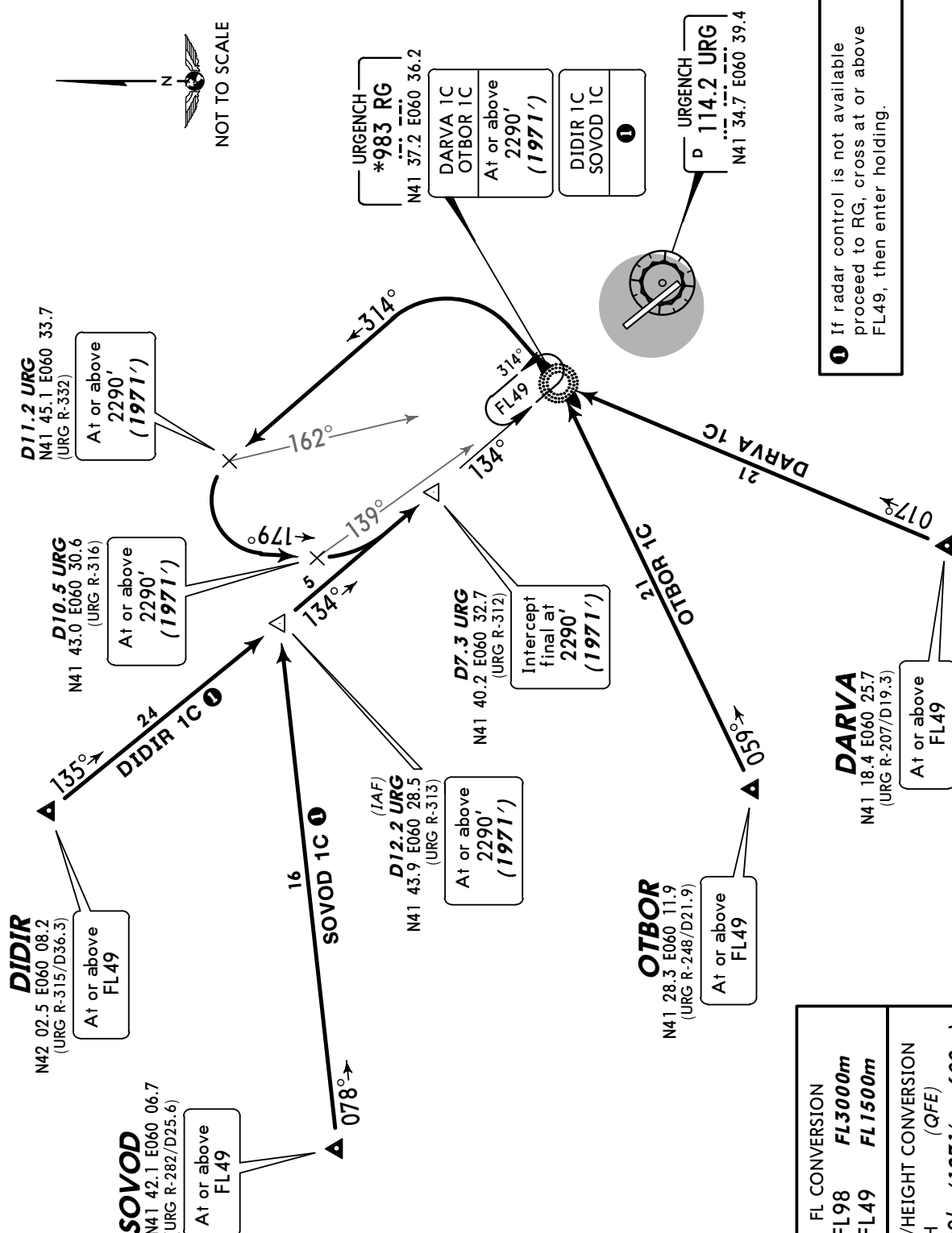
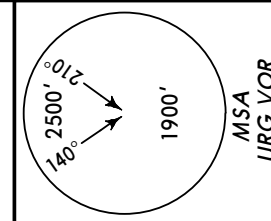
**DARVA 1C [DARVIC] , DIDIR 1C [DIDI1C]
 OTBOR 1C [OTBO1C] , SOVOD 1C [SOVO1C]**

RWY 13 ARRIVALS

FROM WEST

CAT C & D

SPEEDS MAX 245 KT AT OR BELOW FL98



FL CONVERSION	FL3000m
FL98	FL1500m
FL49	FL1500m
ALT/HEIGHT CONVERSION	(QFE)
QNH	2290' (1971' - 600m)

UTNU/UGC
URGENCH

JEPPESSEN U
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')

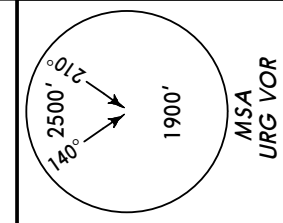
DIKNA 1B [*DIKN1B*] , EVTEV 1B [*EVTE1B*]
MAKIX 1B [*MAKI1B*] , NESVA 1B [*NESV1B*]

RWY 31 ARRIVALS

FROM NORTH & EAST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98

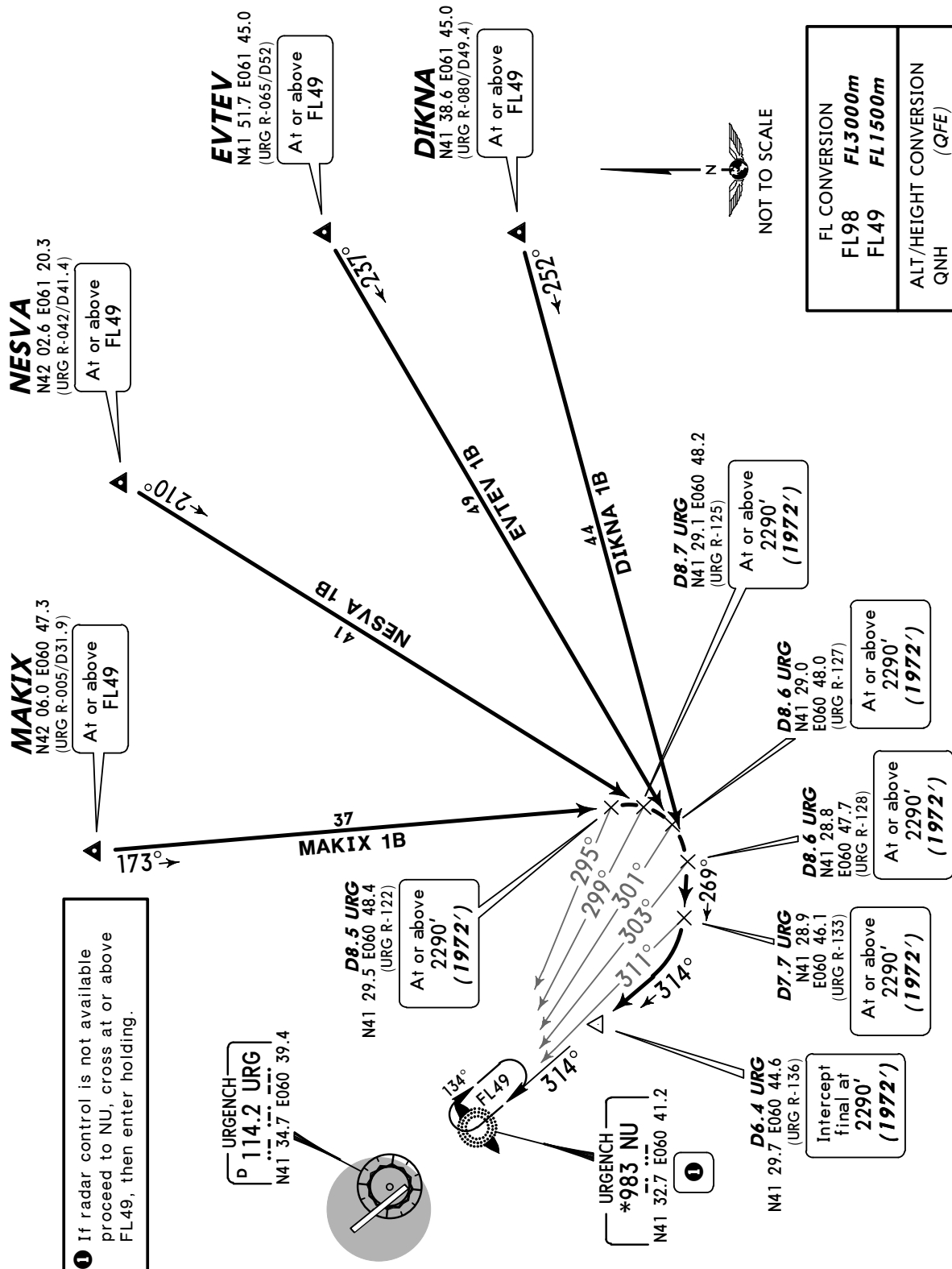


NOT TO SCALE

FL CONVERSION

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

ALT/HEIGHT CONVERSION
QNH (QFE)
2290' (1972' - 600m)



UTNU/UGC
URGENCH

JEPPESSEN
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')

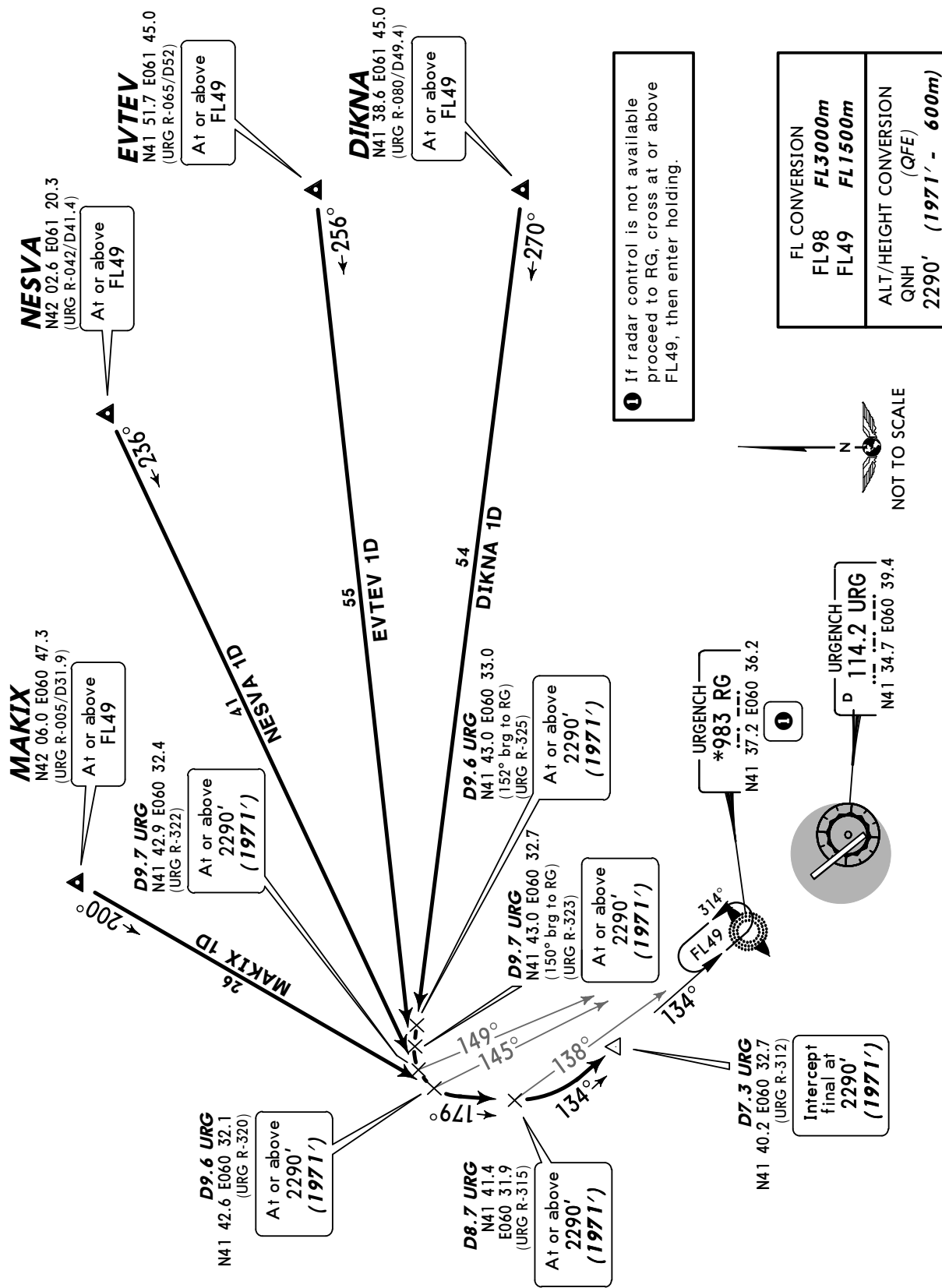
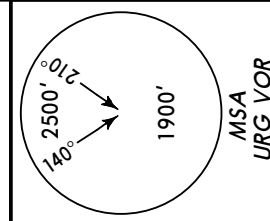
DIKNA 1D [DIKN1D], EVTEV 1D [EVTE1D]
MAKIX 1D [MAKI1D], NESVA 1D [NESV1D]

RWY 13 ARRIVALS

FROM NORTH & EAST

CAT A & B

SPEED MAX 245 KT AT OR BELOW FL98



UTNU/UGC
URGENCH

JEPPesen **URGENCH, UZBEKISTAN**
 30 MAY 08 **10-2H** **Eff 5 Jun**

STAR

Apt Elev
320'

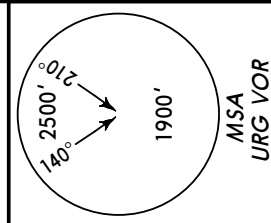
Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49 Trans alt: 2290' (1972')

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

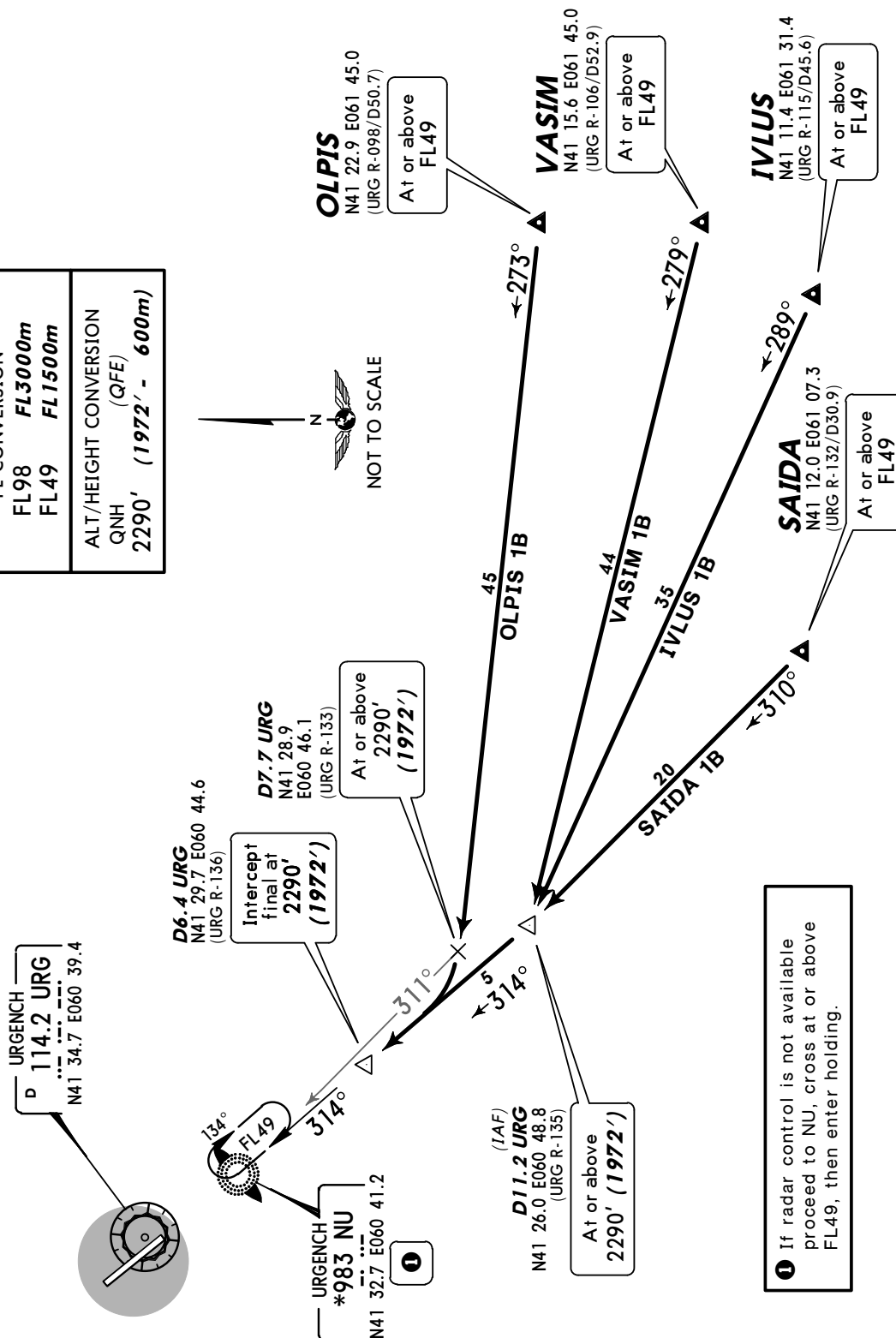
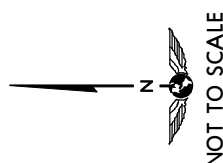
FROM SOUTHEAST

CAT A & B

~~SPEED~~ MAX 245 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2290'	(1972' - 600m)



UTNU/UGC
URGENCH

JEPPESSEN
 30 MAY 08 **10-2J** **Eff 5 Jun**

URGENCH, UZBEKISTAN

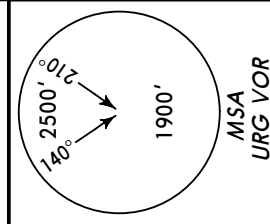
STAR

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

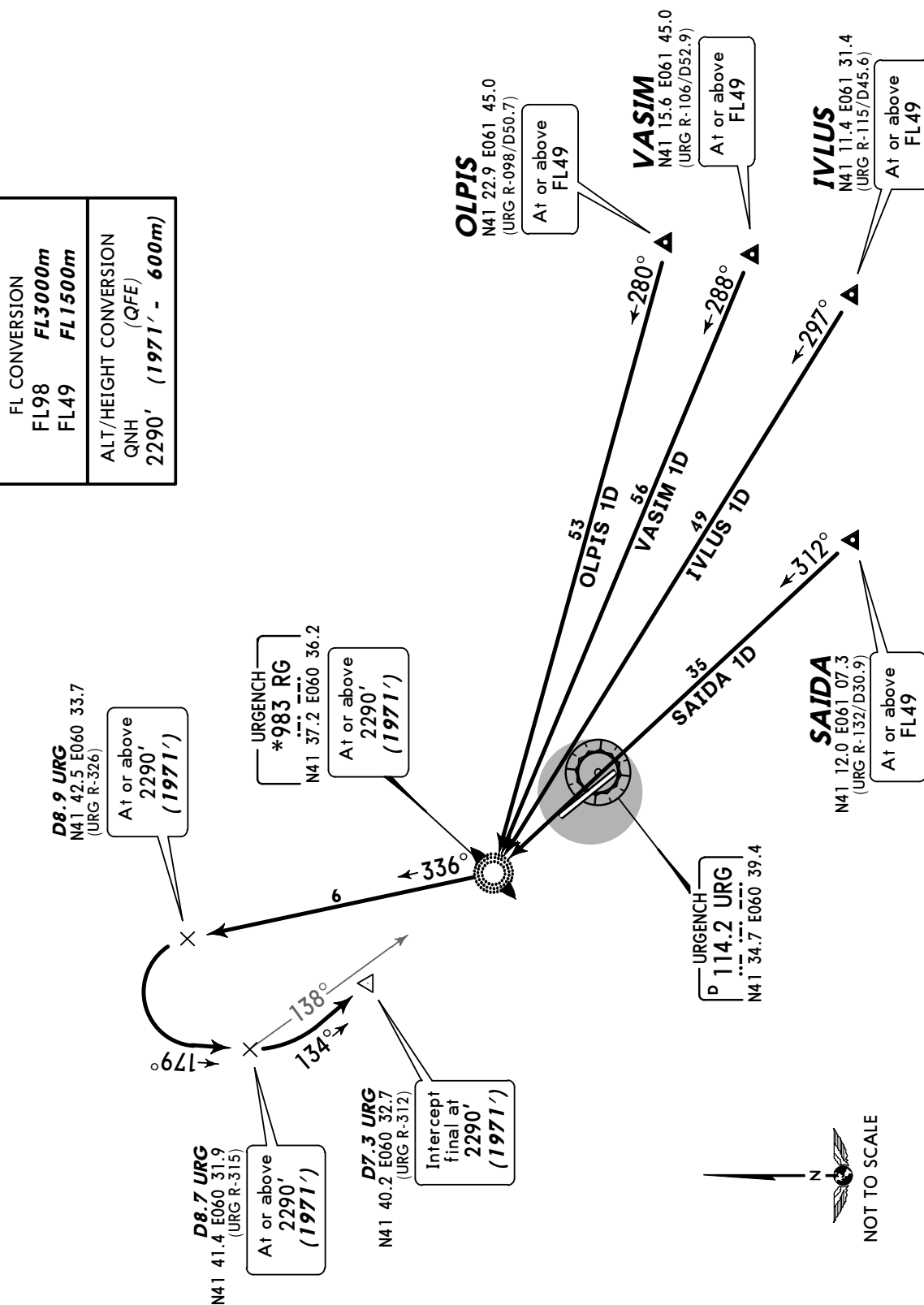
**IVLUS 1D [IVLUID], OLPIS 1D [OLPI1D]
 SAIDA 1D [SAID1D], VASIM 1D [VASI1D]
 RWY 13 ARRIVALS
 FROM SOUTHEAST**

CAT A & B

SPEEDS MAX 245 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION (QFE)	
QNH	2290' (1971' - 600m)



UTNU/UGC
URGENCH

JEPPESSEN
 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')

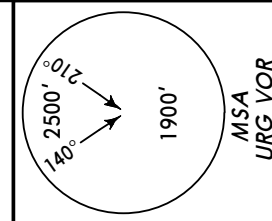
DARVA 1B [DARV1B] , DIDIR 1B [DIDI1B]
OTBOR 1B [OTBO1B] , SOVOD 1B [SOVO1B]

RWY 31 ARRIVALS

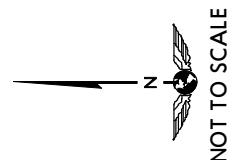
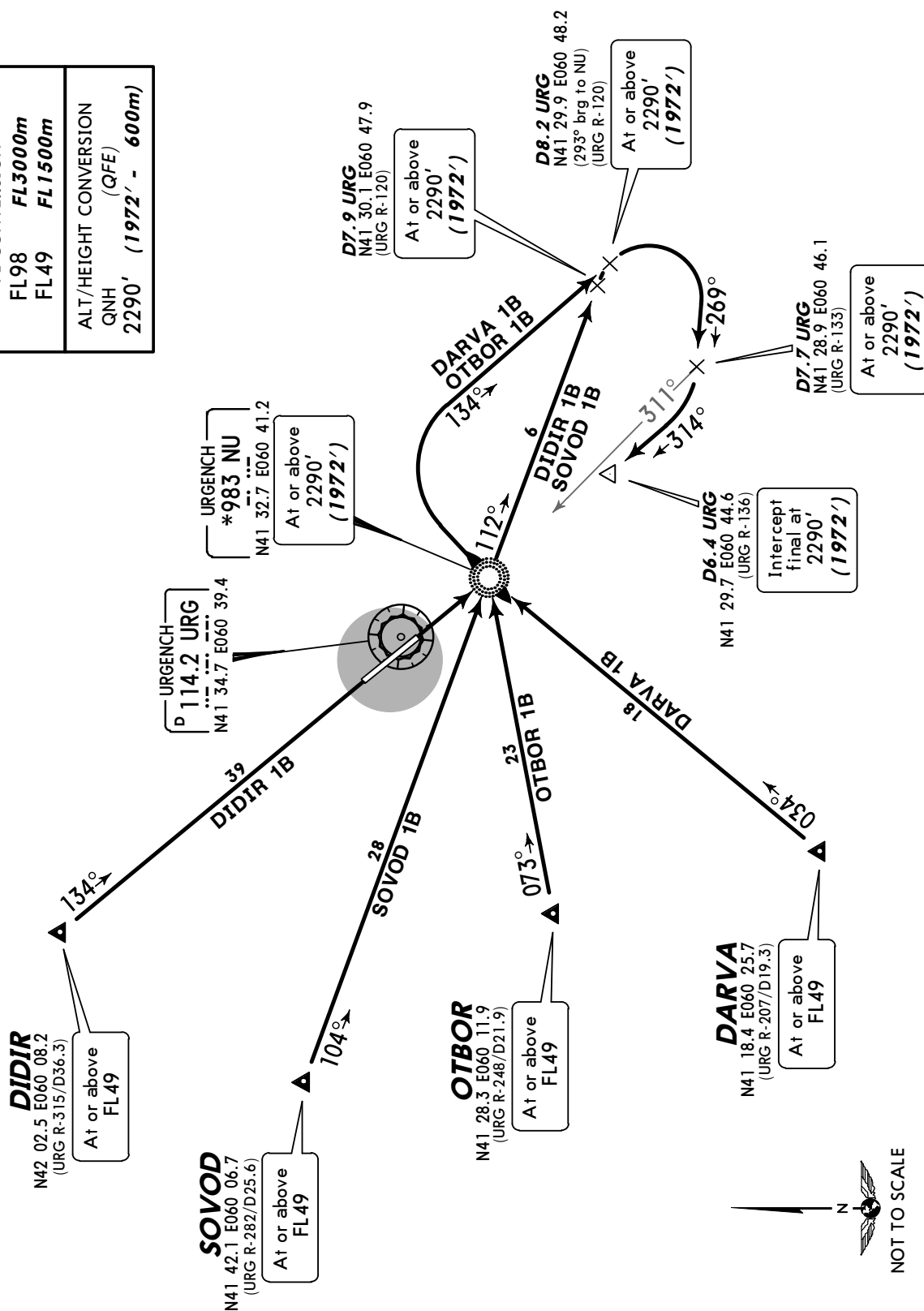
FROM WEST

CAT A & B

~~SPEED~~ MAX 245 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2290'	(1972' - 600m)



UTNU/UGC
URGENCH

JEPPESEN
30 MAY 08 10-2L Ef

URGENCH, UZBEKISTAN

STAR

Apt Elev
320'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2290' **(1971')**

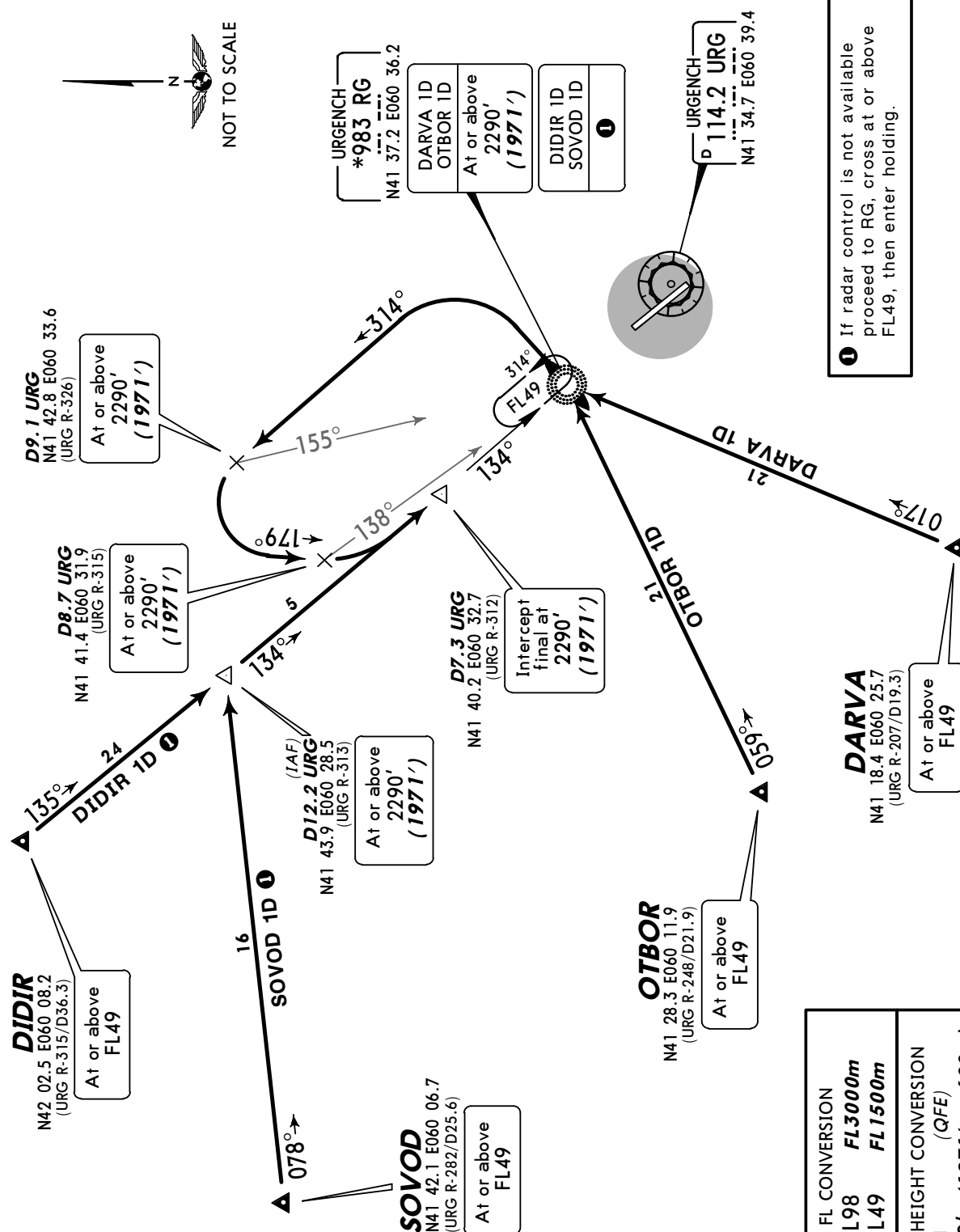
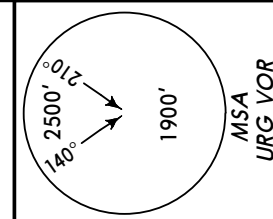
DARVA 1D [*DARV1D*] , DIDIR 1D [*DIDI1D*]
OTBOR 1D [*OTBO1D*] , SOVOD 1D [*SOVO1D*]

RWY 13 ARRIVALS

FROM WEST

CAT A & B

SPEED: MAX 245 KT AT OR BELOW FL98



FL CONVERSION

FL98 *FL3000m*

FL49 FL1500m

ALT/HEIGHT CONVERSION

QNH (QF)

2290' (1971' - 600m)

UTNU/UGC
URGENCH

JEPPesen

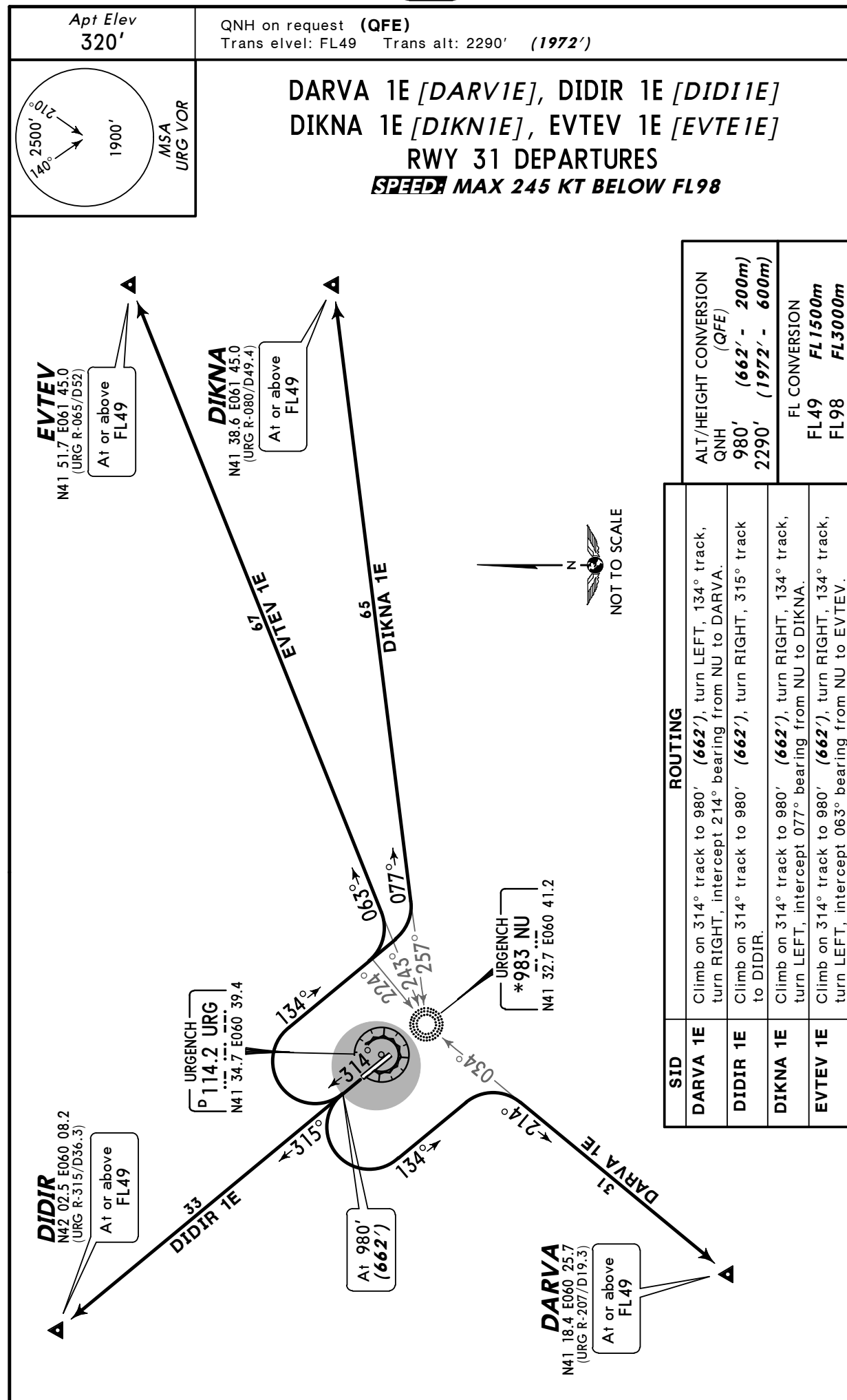
URGENCH, UZBEKISTAN

30 MAY 08

10-3

Eff 7 Jun

SID

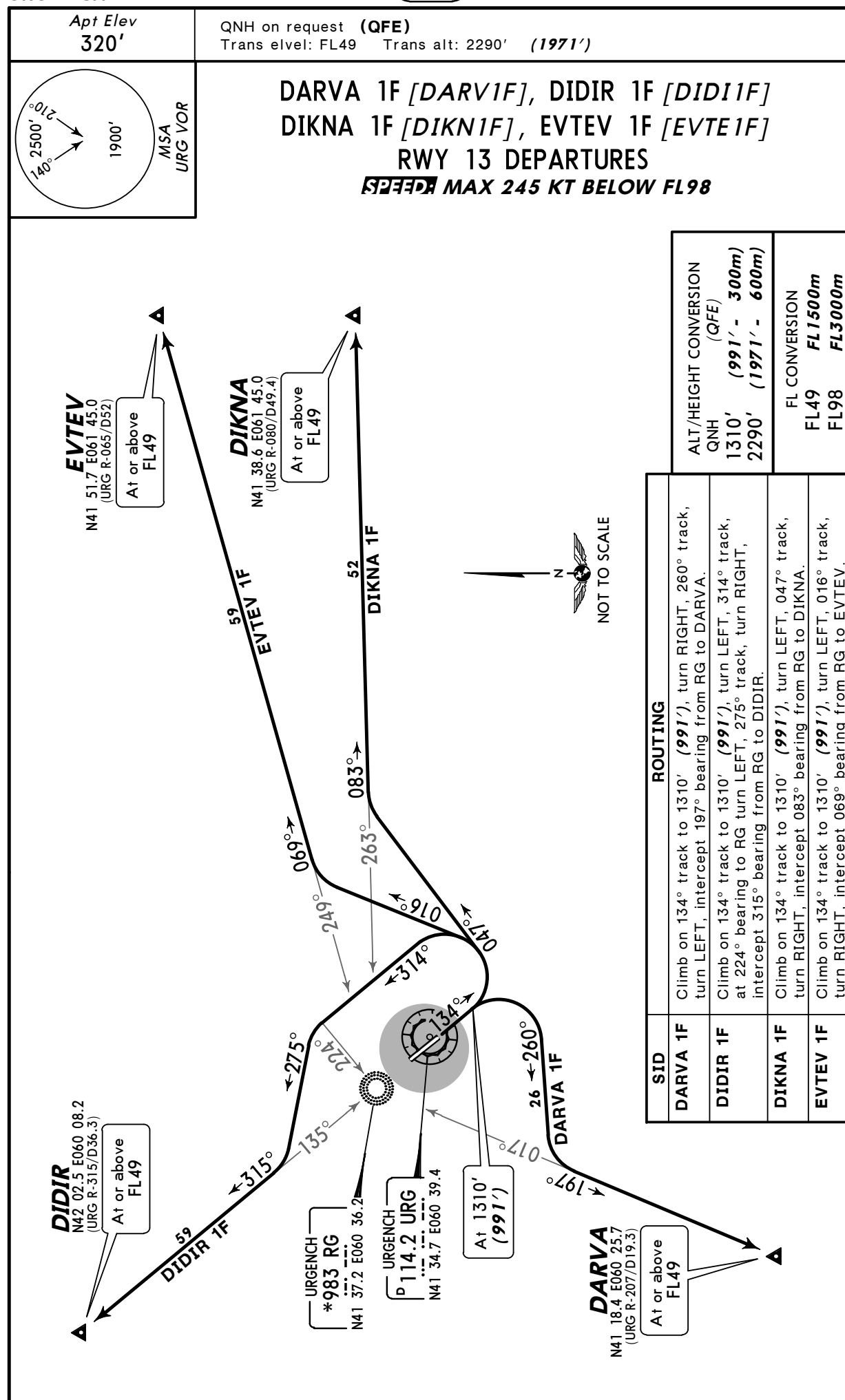


UTNU/UGC
URGENCH

JEPPesen
30 MAY 08 **10-3A** **Eff 5 Jun**

URGENCH, UZBEKISTAN

SID



DARVA 1F
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL49

DIDIR 1F
N42 02.5 E060 08.2
(URG R-315/D36.3)

At or above
FL49

NOT TO SCALE

N

DIKNA 1F
N41 38.6 E061 45.0
(URG R-080/D49.4)

At or above
FL49

EVTEV 1F
N41 51.7 E061 45.0
(URG R-065/D52)

At or above
FL49

NOT TO SCALE

N

DARVA 1F
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL49

DIDIR 1F
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At or above
FL49

EVTEV 1F
N41 51.7 E061 45.0
(URG R-065/D52)

At or above
FL49

NOT TO SCALE

N

DARVA 1F
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL49

DIDIR 1F
N42 02.5 E060 08.2
(URG R-315/D36.3)

At or above
FL49

NOT TO SCALE

N

DIKNA 1F
N41 38.6 E061 45.0
(URG R-080/D49.4)

At or above
FL49

EVTEV 1F
N41 51.7 E061 45

UTNU/UGC
URGENCH

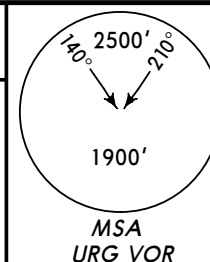
JEPPESSEN
30 MAY 08 **(10-3B)** **Eff 5 Jun**

URGENCH, UZBEKISTAN

SID

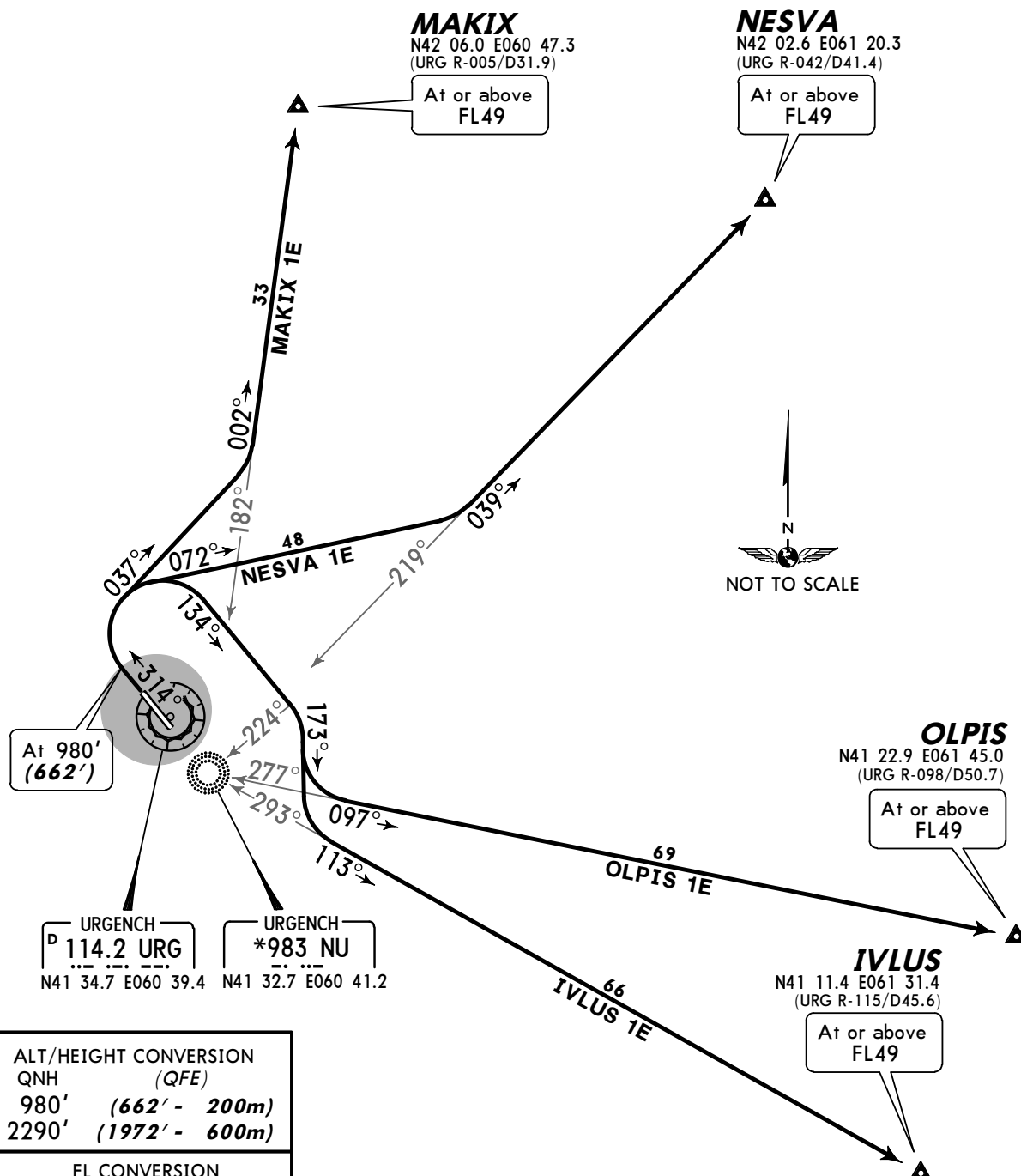
Apt Elev
320'

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.

UTNU/UGC
URGENCH

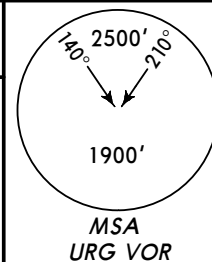
JEPPESSEN
30 MAY 08 **10-3C** **Eff 5 Jun**

URGENCH, UZBEKISTAN

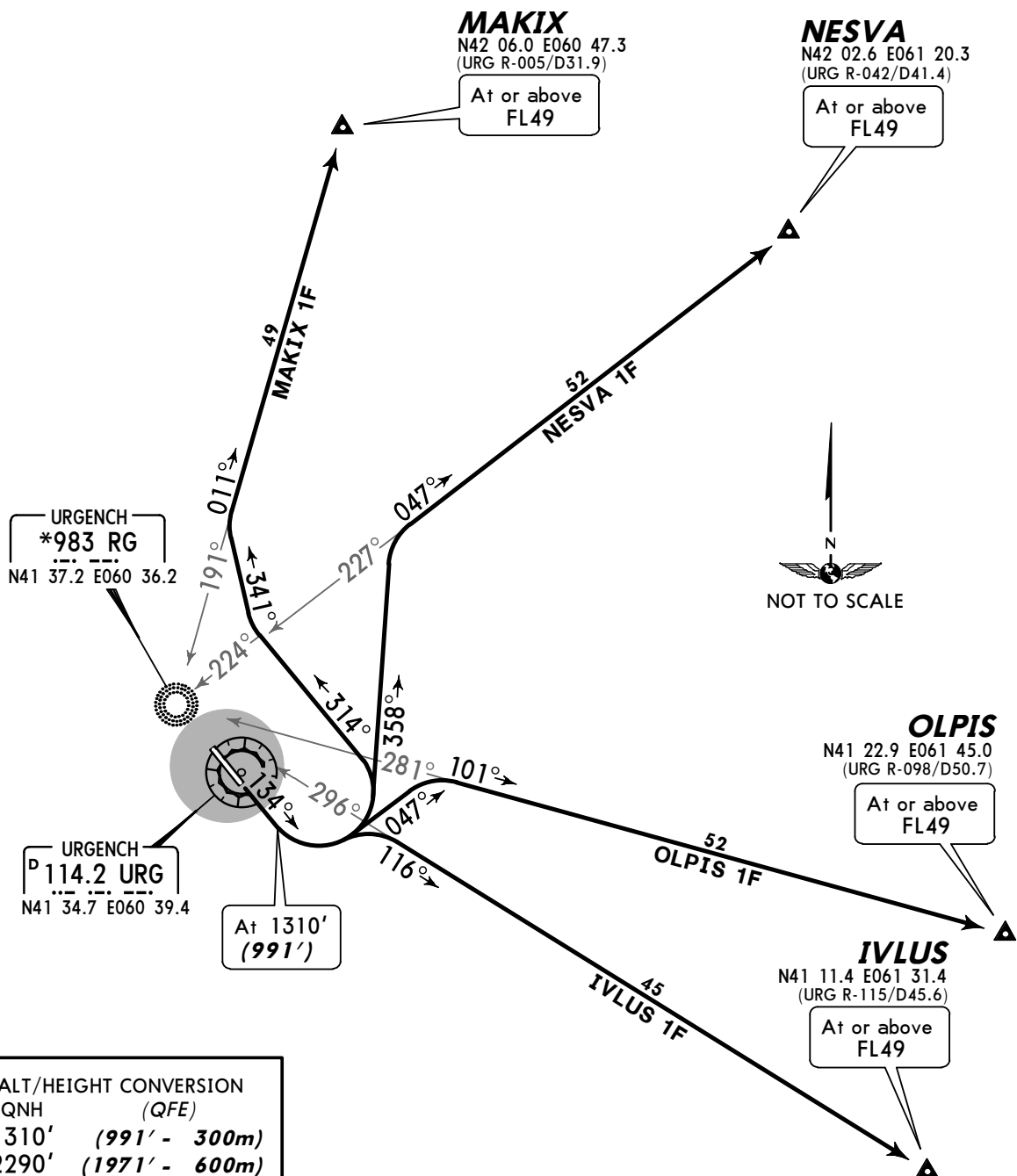
SID

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**

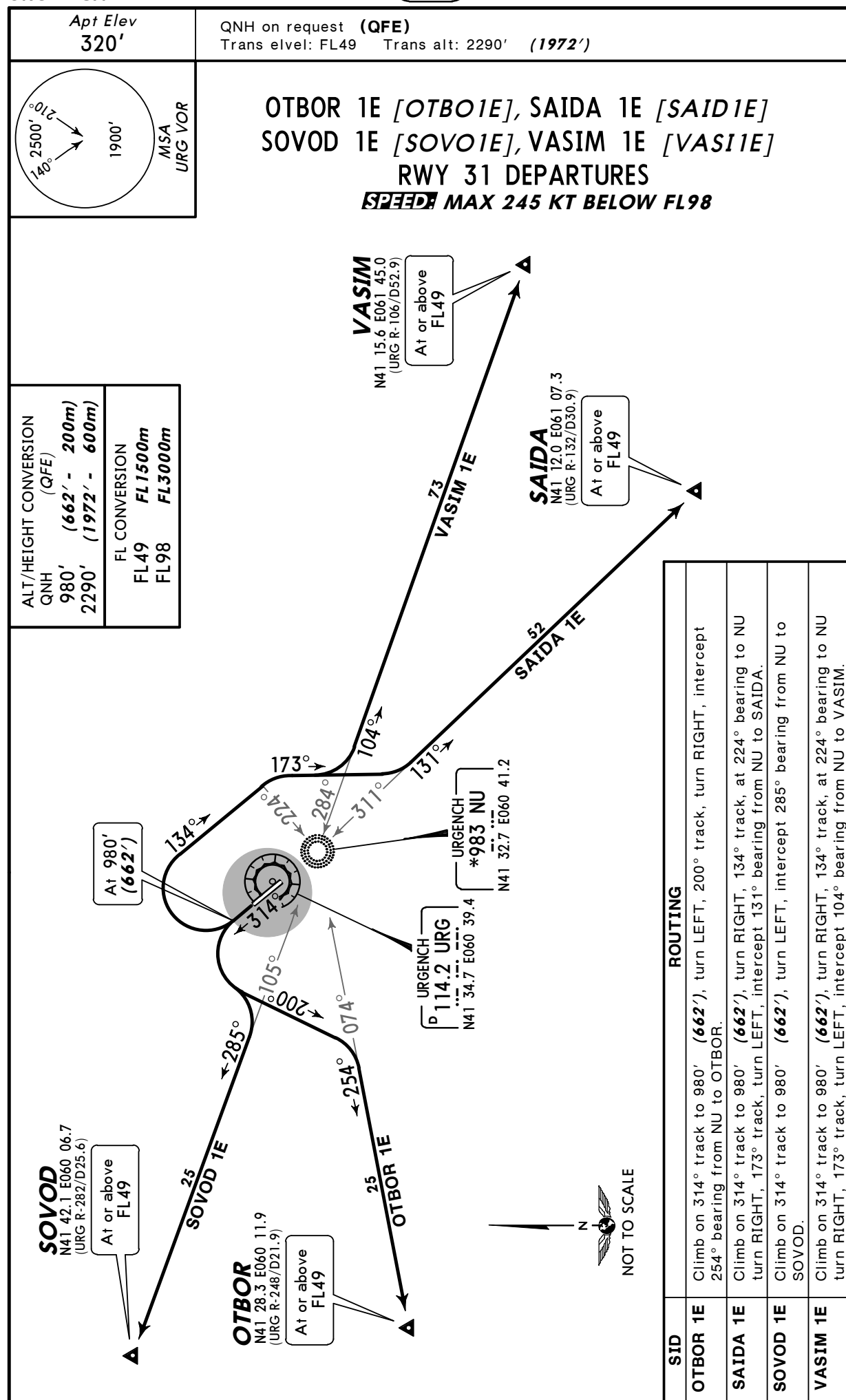
SID	ROUTING
IVLUS 1F	Climb on 134° track to 1310' (991'), turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1310' (991'), turn LEFT, 314° track, at 224° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 134°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

UTNU/UGC
URGENCH

JEPPesen
30 MAY 08 **10-3D** Eff 5 Jun

URGENCH, UZBEKISTAN

SID

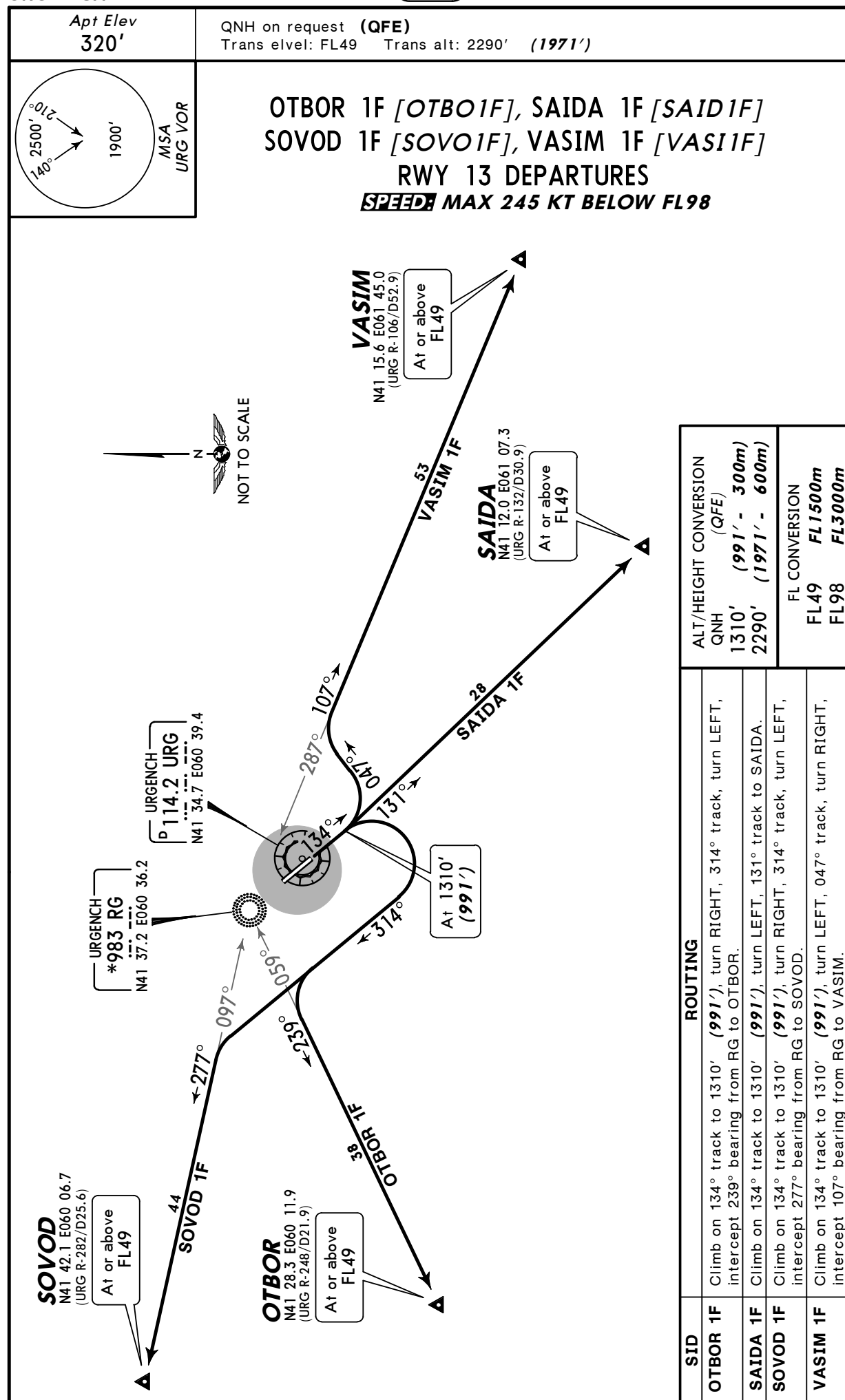


UTNU/UGC
 URGENCH

JEPPesen 30 MAY 08 **10-3E** Eff 5 Jun

URGENCH, UZBEKISTAN

SID



CHANGES: Trans alt; MSA.

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UTNU/UGC

Apt Elev **320'**
N41 35.0 E060 38.7

JEPPESEN

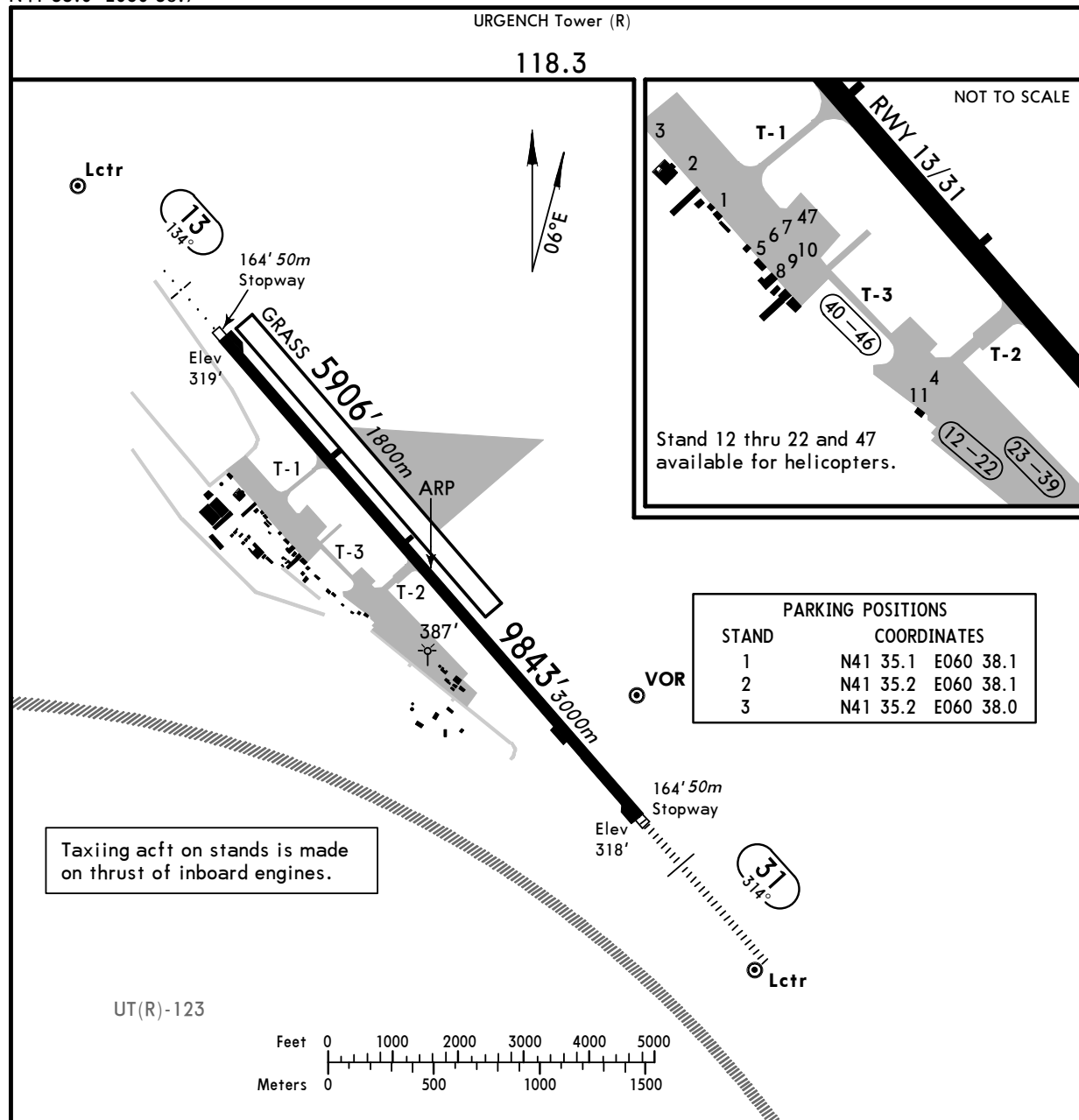
30 MAY 08

(10-9)

Eff 5 Jun

URGENCH, UZBEKISTAN

URGENCH



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13	HIRL (60m) MIALS PAPI-L			1	164' 50m
31	HIRL (60m) HIALS PAPI-R		8628' 2630m		
13	Grass runway				328' 100m

1 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		RCLM (DAY only) or RL
DAY RCLM or RL	NIGHT RL	
A	300m	400m
B	300m	
C	400m	
D	400m	

UTNU/UGC


JEPPESEN
 6 MAY 11 **10-9S**
Standard
URGENCH, UZBEKISTAN
URGENCH

STRAIGHT-IN RWY		A	B	C	D
13	2 NDB ❶	650'(331') 2000m	650'(331') 2000m	650'(331') 2000m	650'(331') 2000m
	NDB ❶	980'(661') 3000m	980'(661') 3000m	1310'(991') 5000m	1310'(991') 5000m
31	ILS	518'(200') 800m	518'(200') 800m	518'(200') 800m	518'(200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	670'(352') 1500m	670'(352') 1500m	670'(352') 1500m	670'(352') 1500m
	ALS out	1500m	1500m	1600m	1600m
	NDB ❶ ❷	980'(662') 3000m	980'(662') 3000m	1310'(992') 5000m	1310'(992') 5000m
	NDB ❸	1010'(692') ❶	1010'(692') ❶	1310'(992')	1310'(992')
	ALS out	3000m 3200m	3000m 3200m	5000m 5000m	5000m 5000m

❶ Continuous Descent Final Approach.

❷ with D6.4 URG.

❸ w/o D6.4 URG.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

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 B C D	300m	400m	500m
	400m		

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

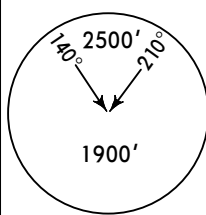
LVP must be in Force			
DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	300m	400m	500m
	400m	400m	500m

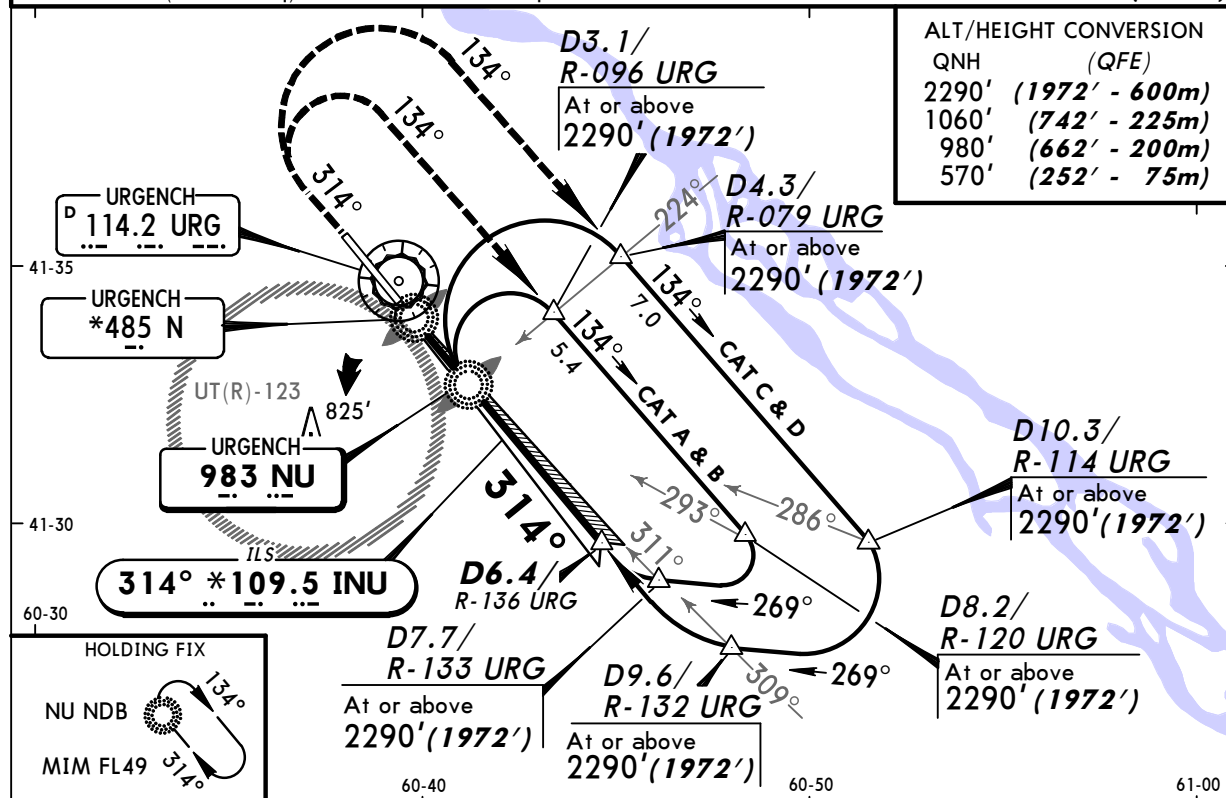
UTNU/UGC
URGENCH

JEPPESSEN
4 JUL 08 **(11-1)**

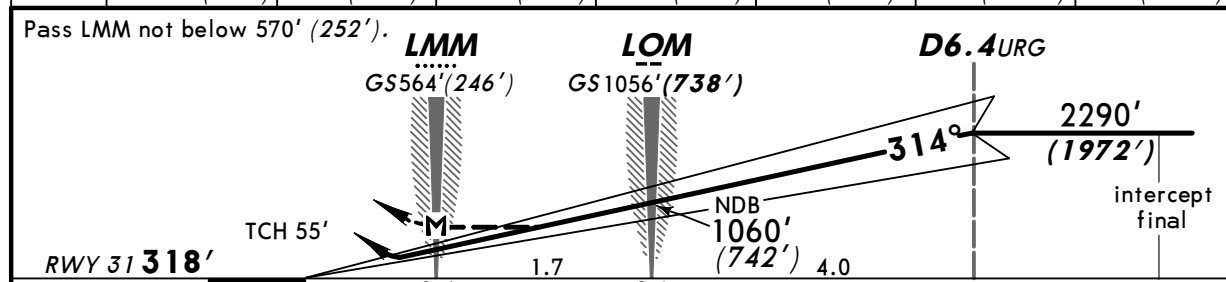
URGENCH, UZBEKISTAN
ILS or 2 NDB Rwy 31

BRIEFING STRIP

URGENCH Approach 126.0				URGENCH Tower (R) 118.3	
LOC INU *109.5	Final Apch Crs 314°	GS LOM 1056' (738')	ILS DA(H) 518' (200')	Apt Elev 320' RWY 318'	
NDB NU 983		Minimum Alt D6.4 URG 2290' (1972')	2 NDB MDA(H) 670' (352')		
MISSED APCH: Climb on 314° to 980' (662'), then turn RIGHT on 134° climbing to 2290' (1972'), then according to chart or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 Trans alt: 2290' (1972')	



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')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	980' (662')	134°	2290' (1972')
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI	↑ on 314°	RT	↑
MAP at LMM										

ILS		STRAIGHT-IN LANDING RWY 31		1 NDB		CIRCLE-TO-LAND	
DA(H)	518' (200')	LOC (GS out)	2 NDB MDA(H) 670' (352')	MDA(H)	AB: 980' (662') CD: 1310' (992')	ALS out	
FULL	ALS out						
A					3000m		A
B							B
C	800m	1200m	NOT AUTH	1500m	1600m		C
D				1600m		5000m	D

PANS OPS

W/o ATC and VOR DME: MDA(H) 1010' (692').

CHANGES: Procedure. TCH.

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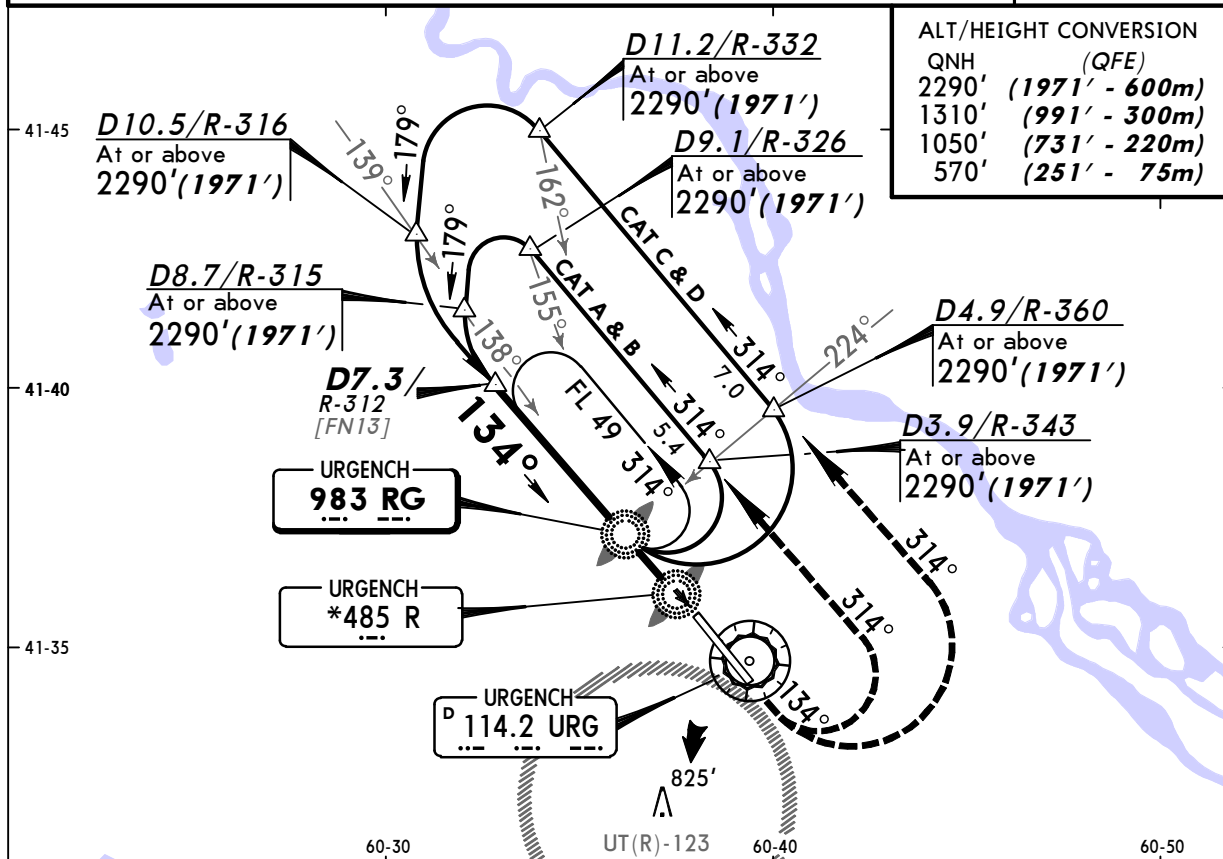
UTNU/UGC
URGENCH

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4 JUL 08 **(16-1)**

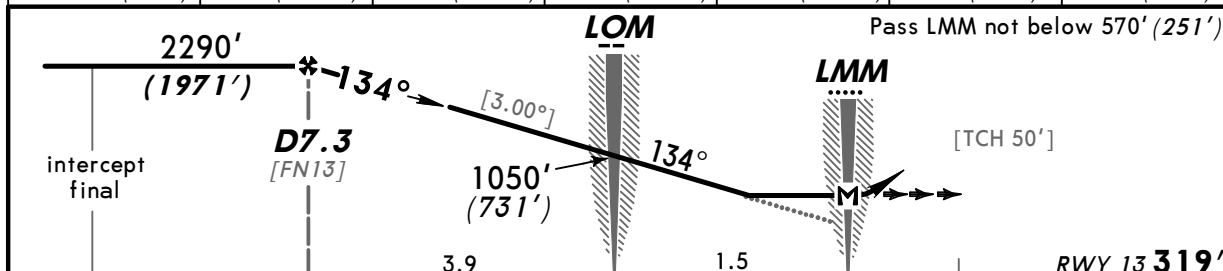
URGENCH, UZBEKISTAN
2 NDB Rwy 13

BRIEFING STRIP

URGENCH Approach				URGENCH Tower (R)	
126.0				118.3	
NDB RG 983	Final Apch Crs 134°	Minimum Alt D7.3 2290' (1971')	2 NDB MDA(H) 650' (331')	Apt Elev 320' RWY 319'	2500' 210' 1900' 1400'
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					



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')



Gnd speed-Kts	70	90	100	120	140	160	MIALS	1310' (991')	314°	2290' (1971')
Descent Grad. 5.24% or Descent Angle [3.00°]	372	478	531	637	743	849	PAPI	on 134°	LT	
MAP at LMM										

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND		
2 NDB		MDA(H) 1 NDB				
MDA(H) 650'(331')		AB: 980'(661') CD: 1310'(991')				
ALS out		ALS out				
A	2000m		3000m			
B						
C					5000m	
D						
				NOT AUTHORIZED		

PANS OPS