

Page 1

Changed chart(s) since Disc 11-2011

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Nukus, (Nukus - UTNN)

REV	AIRPORT, PARKING, AIRPORT I...	10-9	10 èþí 2011	
REV	ILS RWY 33	11-1	10 èþí 2011	
REV	2 NDB OR NDB RWY 15	16-1	10 èþí 2011	
REV	2 NDB OR NDB RWY 33	16-2	10 èþí 2011	

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTNN

General Info

Nukus, UZB

N 42° 29.3' E 59° 37.4' Mag Var: 5.5°E

Elevation: 248'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 15-33 9842' x 158' asphalt

Runway 15 (149.0°M) TDZE 248'

Lights: Edge, ALS

Stopway Distance 246'

Runway 33 (329.0°M) TDZE 246'

Lights: Edge, ALS

Stopway Distance 246'

Communications Info

ATIS **127.2** Non-English

Nukus Tower **121.3**

Nukus Radio **8951** Air-Ground

Nukus Radio **4728** Air-Ground

Nukus Radio **4669** Air-Ground

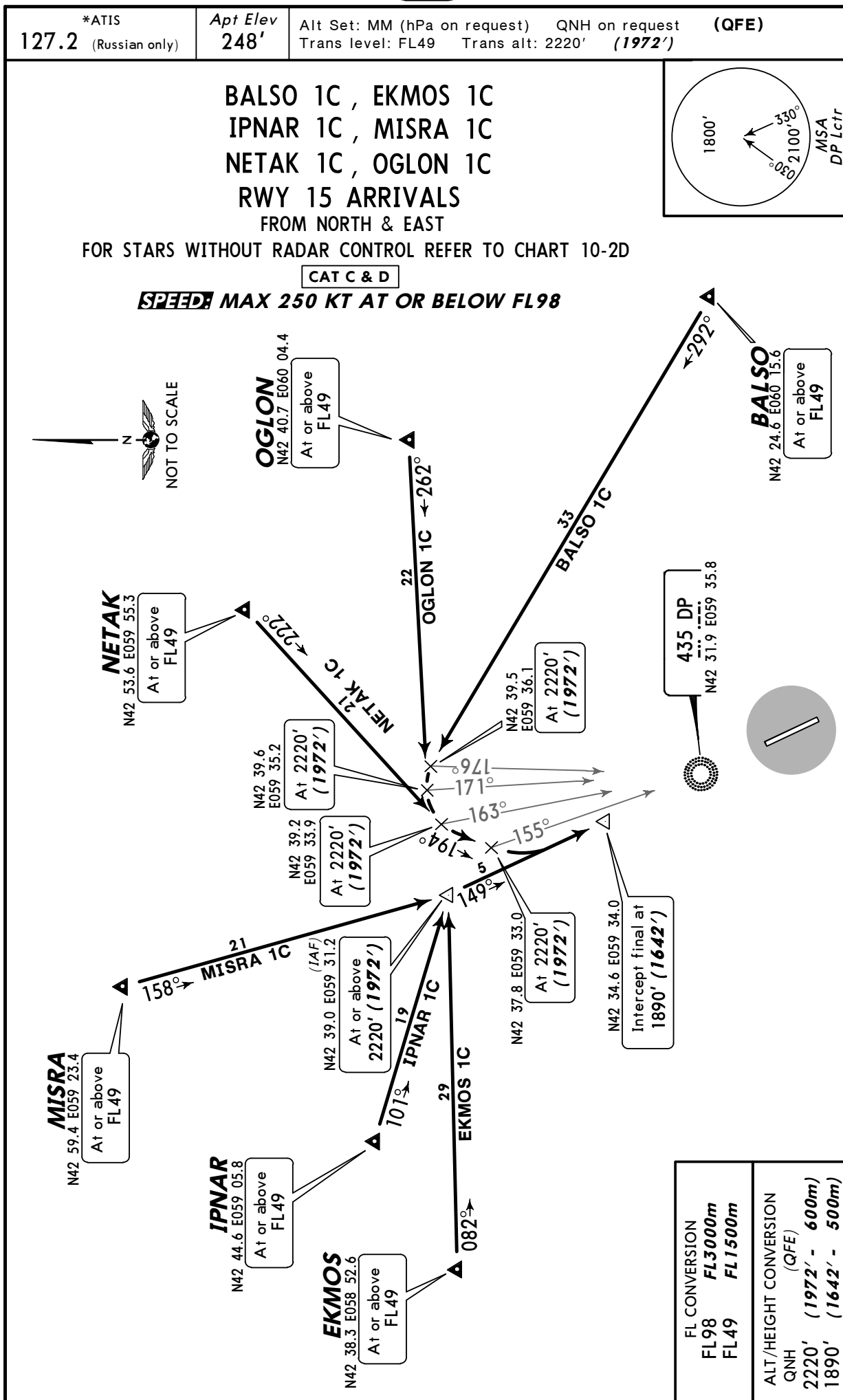
Nukus Transit Operations **131.7** Non-English

Notebook Info

UTNN/NCU
 NUKUS

JEPPesen
 26 NOV 10 10-2

NUKUS, UZBEKISTAN
STAR



UTNN/NCU
 NUKUS

JEPPESEN
 26 NOV 10 (10-2A)

NUKUS, UZBEKISTAN
STAR

*ATIS
 127.2 (Russian only)

Apt Elev
 248'

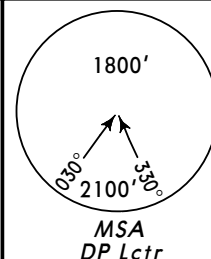
Alt Set: MM (hPa on request) QNH on request
 Trans level: FL49 Trans alt: 2220' (1972')

(QFE)

**DIDIR 1C , GIRAT 1C
 NESIR 1C , TASHA 1C
 RWY 15 ARRIVALS
 FROM SOUTH & SOUTHWEST
 FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2E**

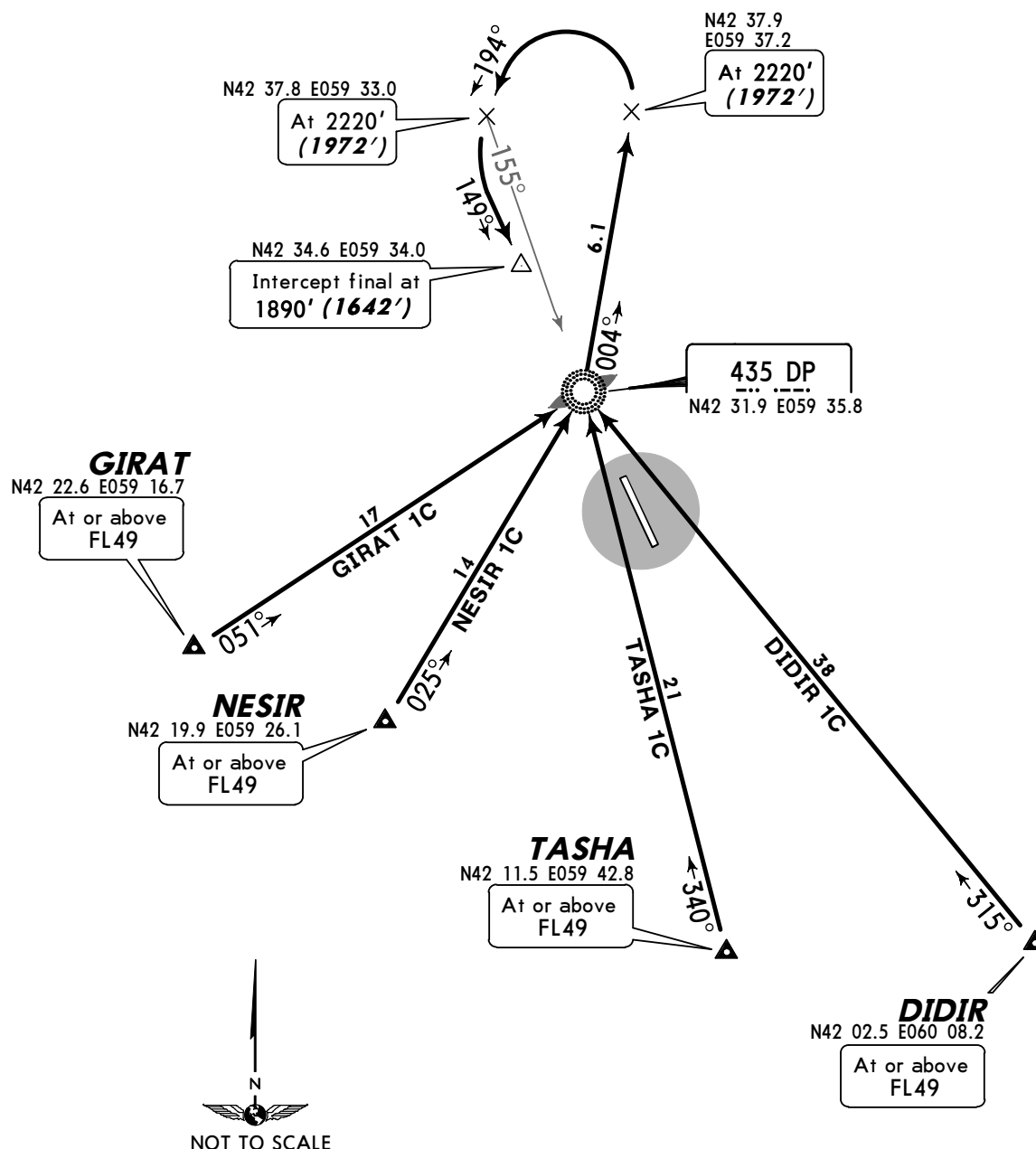
CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL98



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

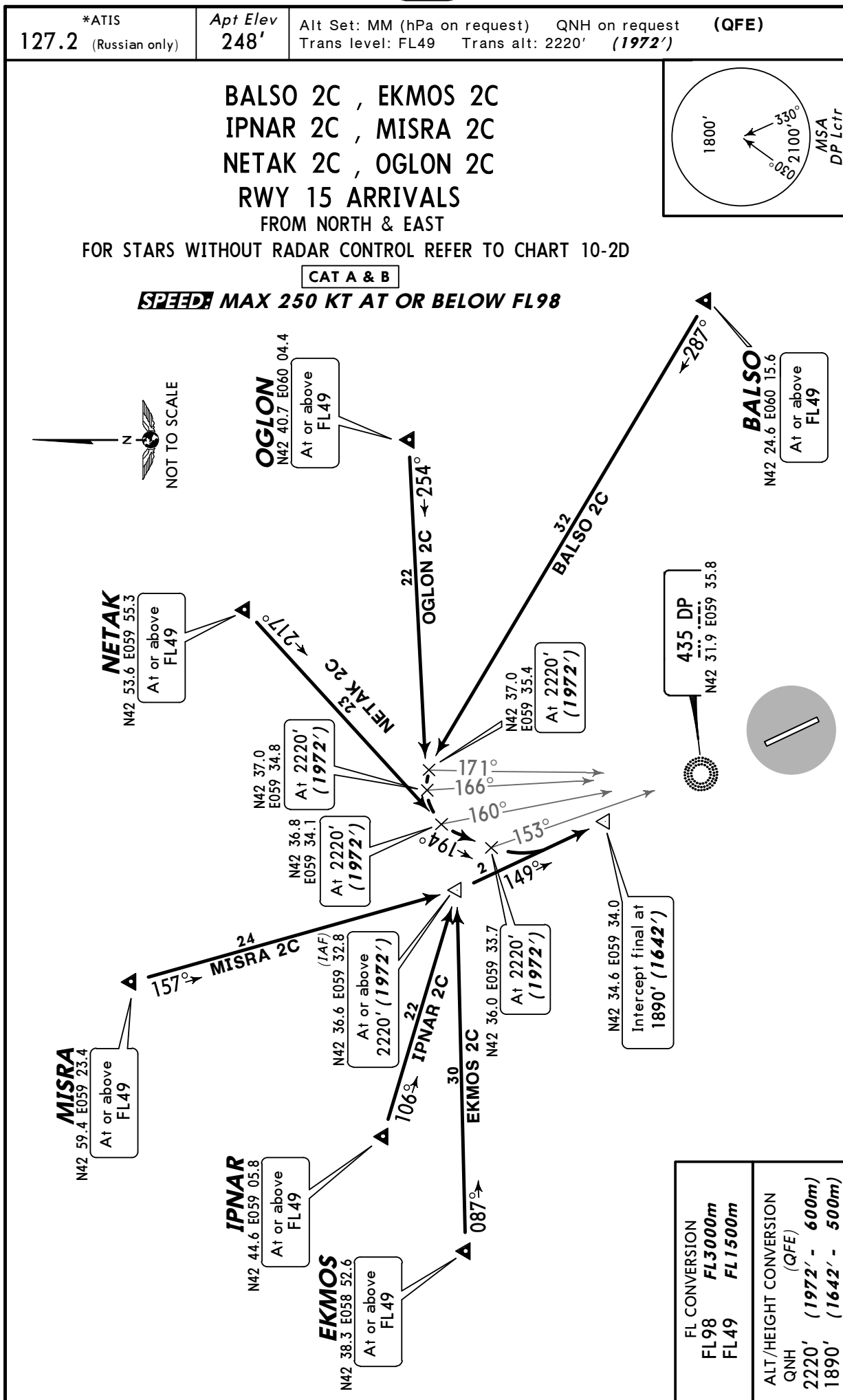
ALT/HEIGHT CONVERSION
 QNH (QFE)
 2220' (1972' - 600m)
 1890' (1642' - 500m)



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 26 NOV 10 (10-2B)

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JEPPESEN
 26 NOV 10 **(10-2C)**

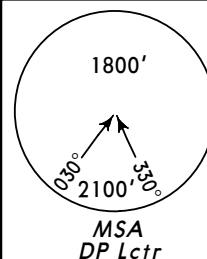
NUKUS, UZBEKISTAN
STAR

*ATIS 127.2 (Russian only)	Apt Elev 248'	Alt Set: MM (hPa on request) QNH on request Trans level: FL49 Trans alt: 2220' (1972')	(QFE)
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**DIDIR 2C , GIRAT 2C
 NESIR 2C , TASHA 2C
 RWY 15 ARRIVALS
 FROM SOUTH & SOUTHWEST
 FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2E**

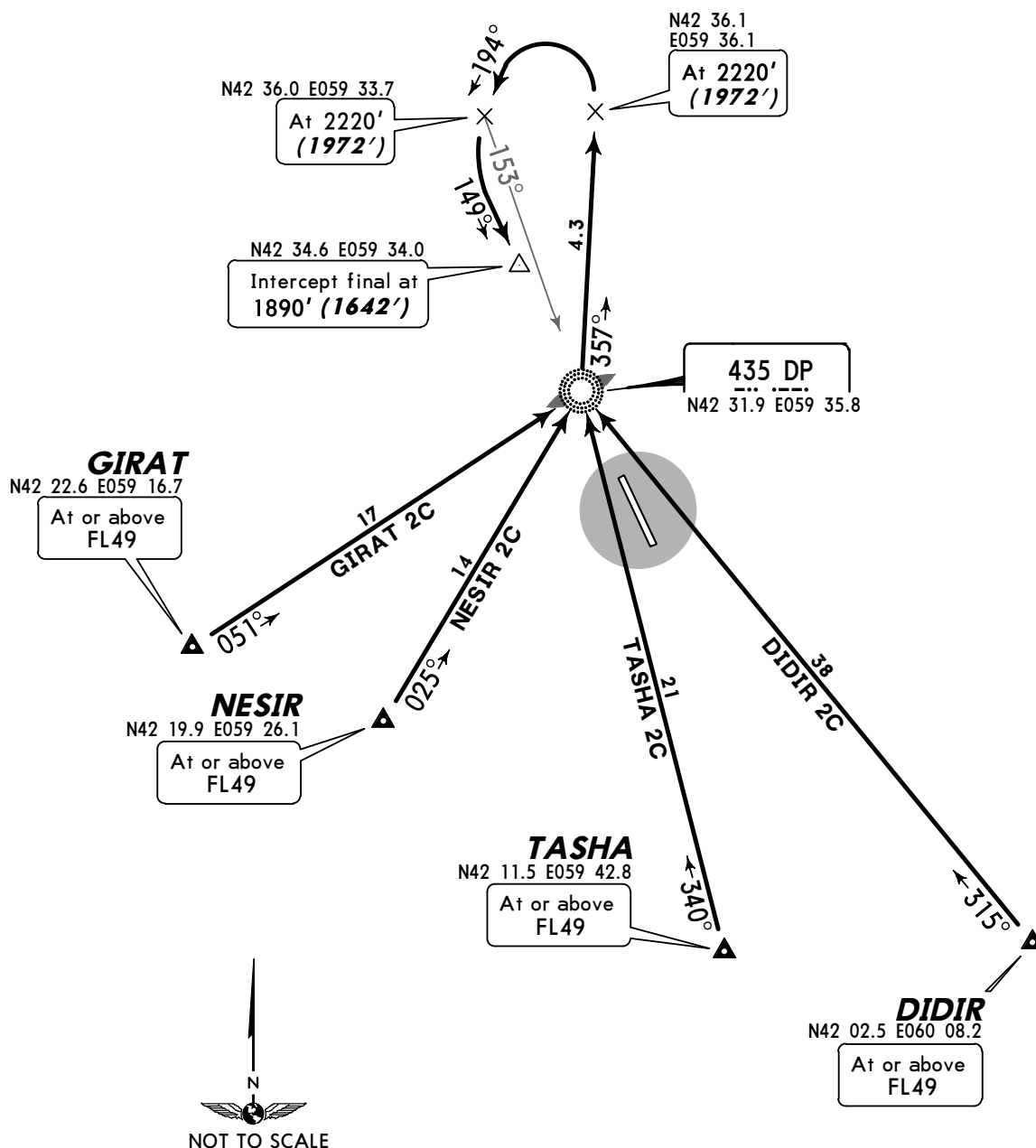
CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m

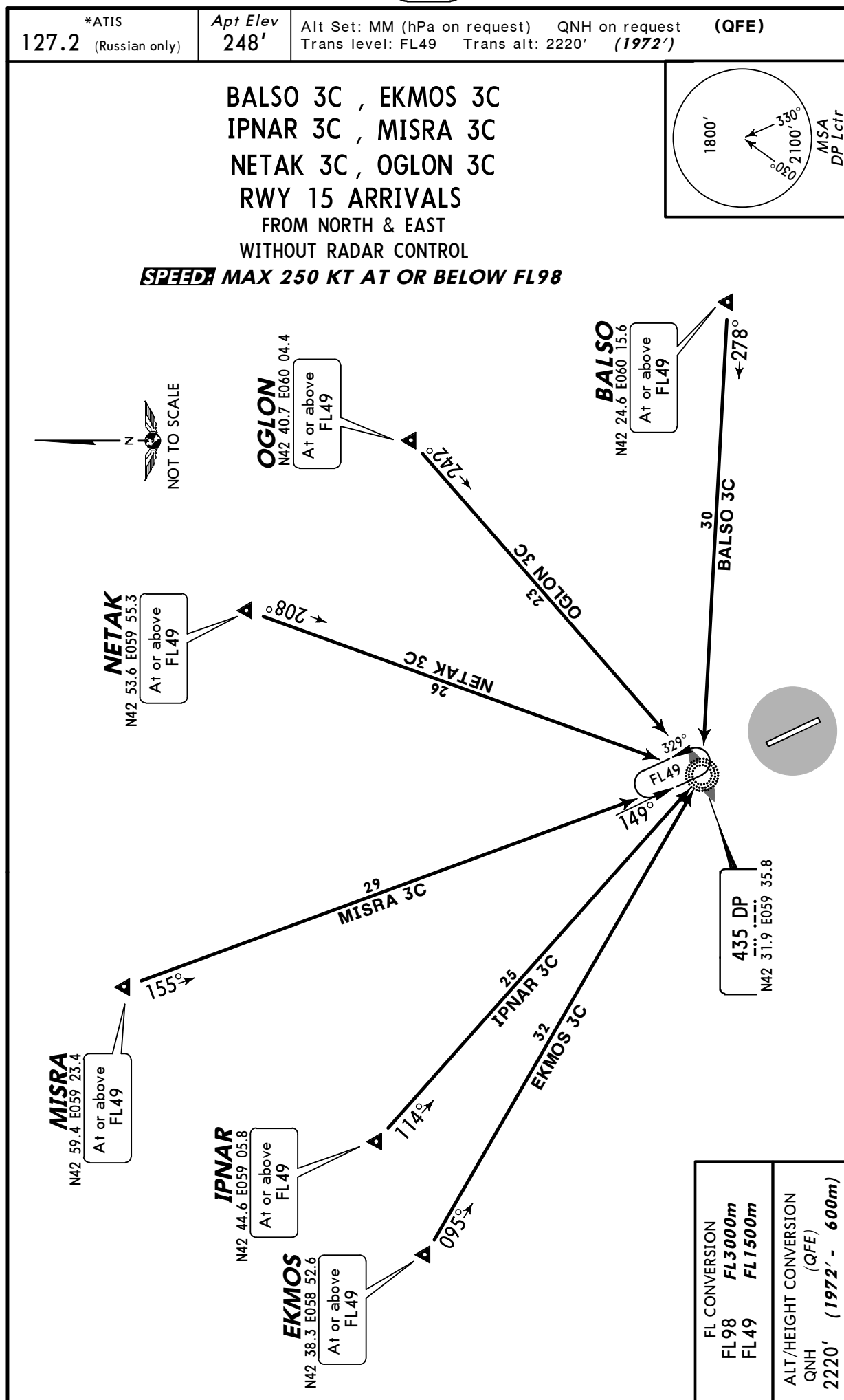
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2220'	(1972' - 600m)
1890'	(1642' - 500m)



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 26 NOV 10 (10-2D)

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STAR



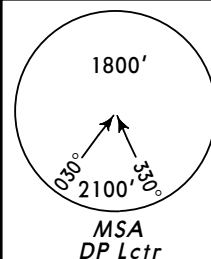
UTNN/NCU
NUKUS

JEPPESEN
 26 NOV 10 **10-2E**

NUKUS, UZBEKISTAN
STAR

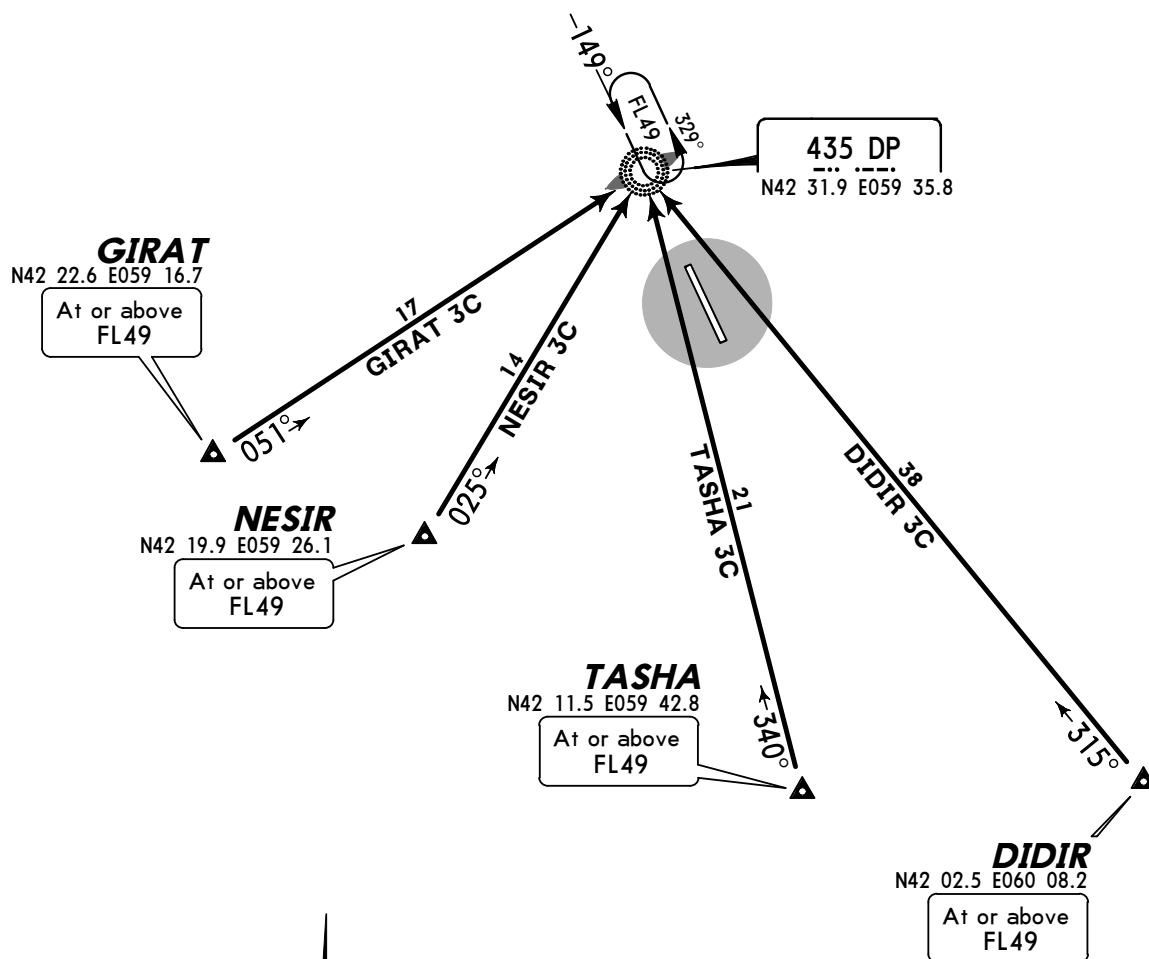
*ATIS 127.2 (Russian only)	Apt Elev 248'	Alt Set: MM (hPa on request) QNH on request Trans level: FL49 Trans alt: 2220' (1972')	(QFE)
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DIDIR 3C , GIRAT 3C
NESIR 3C , TASHA 3C
RWY 15 ARRIVALS
 FROM SOUTH & SOUTHWEST
 WITHOUT RADAR CONTROL
~~SPEED~~ MAX 250 KT AT OR BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2220'	(1972' - 600m)



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JEPPESSEN
26 NOV 10 **10-2F**

NUKUS, UZBEKISTAN
STAR

*ATIS
127.2
(Russian only)

Apt Elev
248'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 2220' (1974')

(QFE)

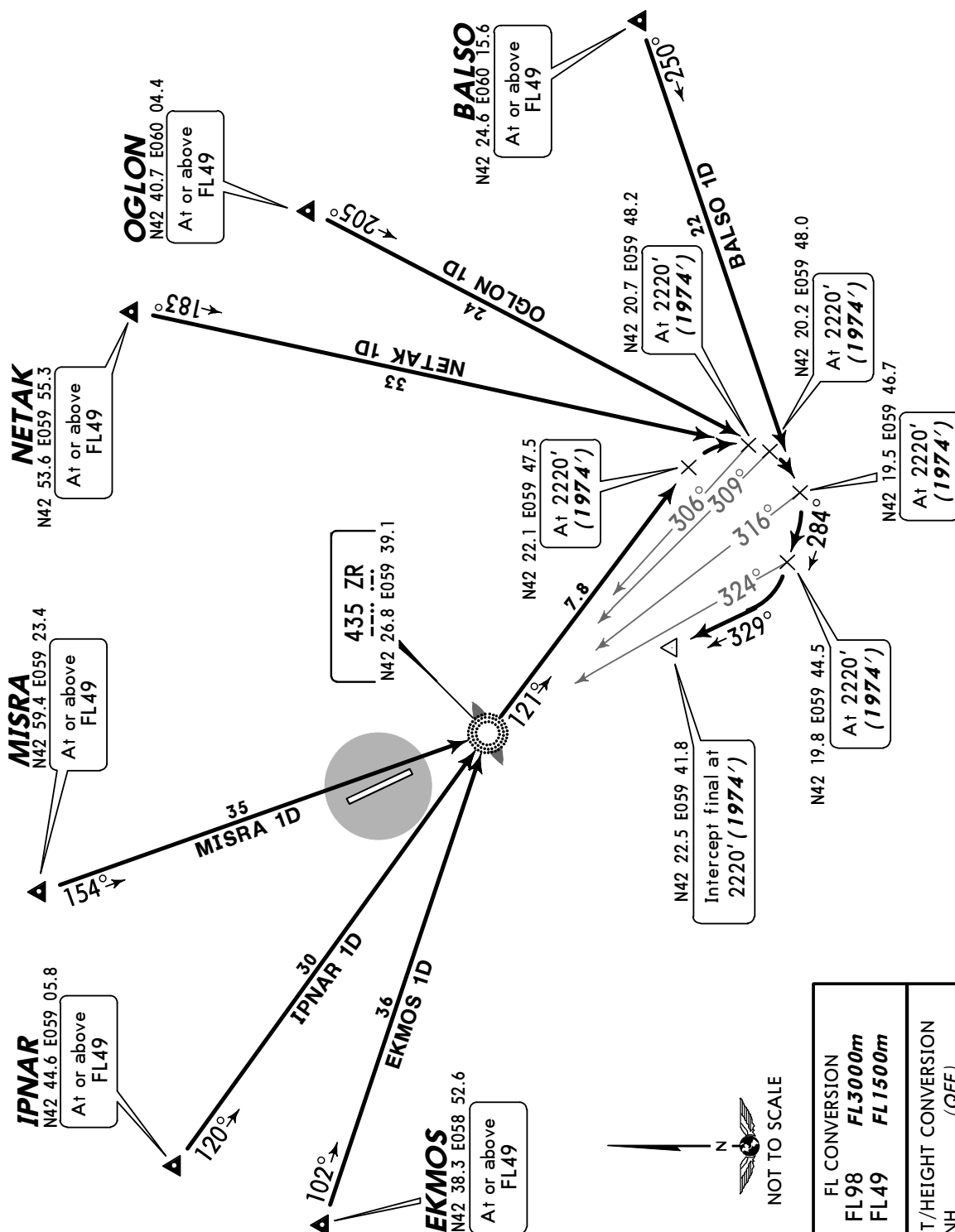
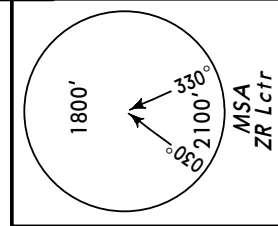
BALSO 1D, EKMOS 1D
IPNAR 1D, MISRA 1D
NETAK 1D, OGLON 1D
RWY 33 ARRIVALS

FROM NORTH & EAST

FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2K

CAT C & D

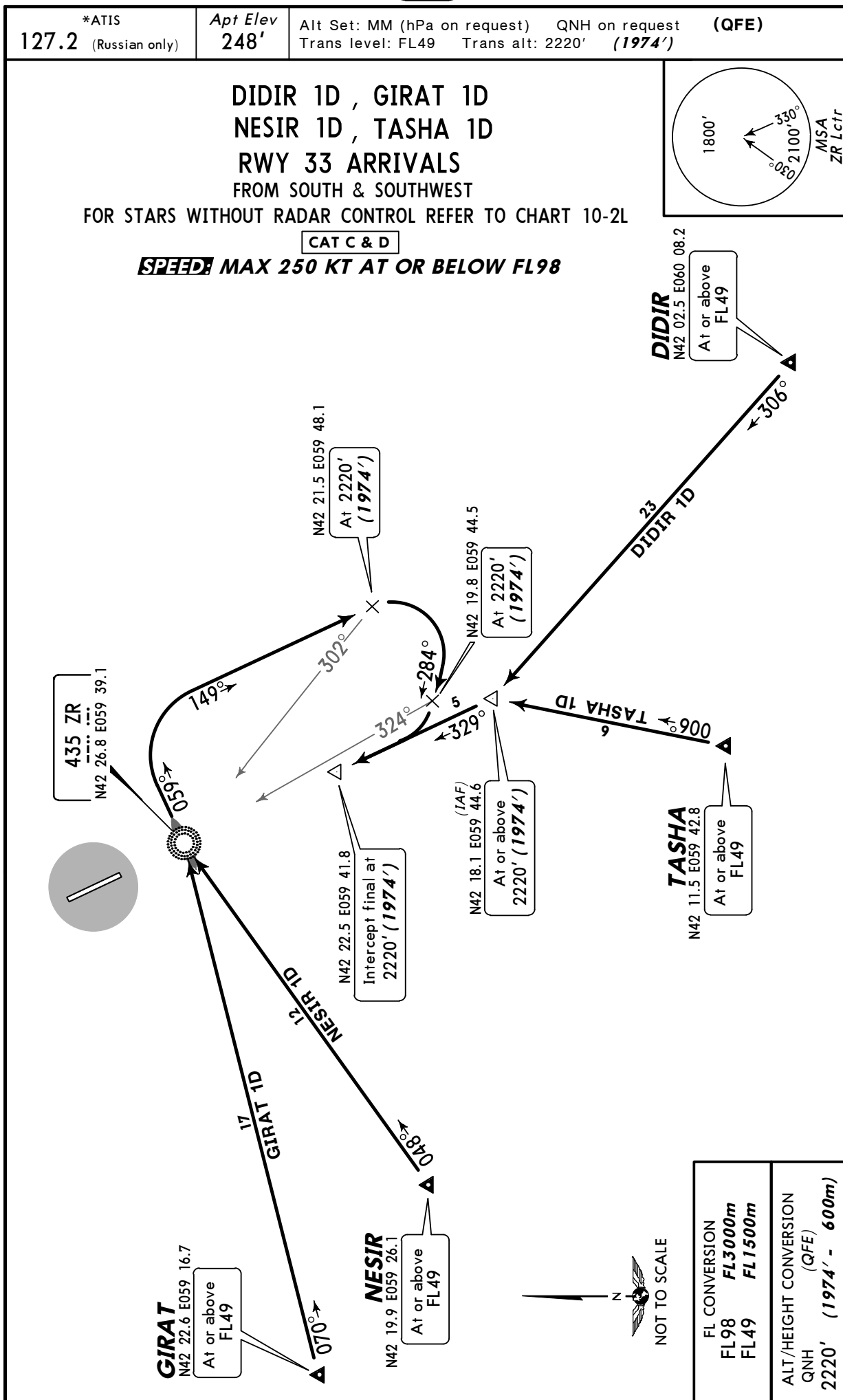
SPEEDS MAX 250 KT AT OR BELOW FL98



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 26 NOV 10 **(10-2G)**

NUKUS, UZBEKISTAN
STAR



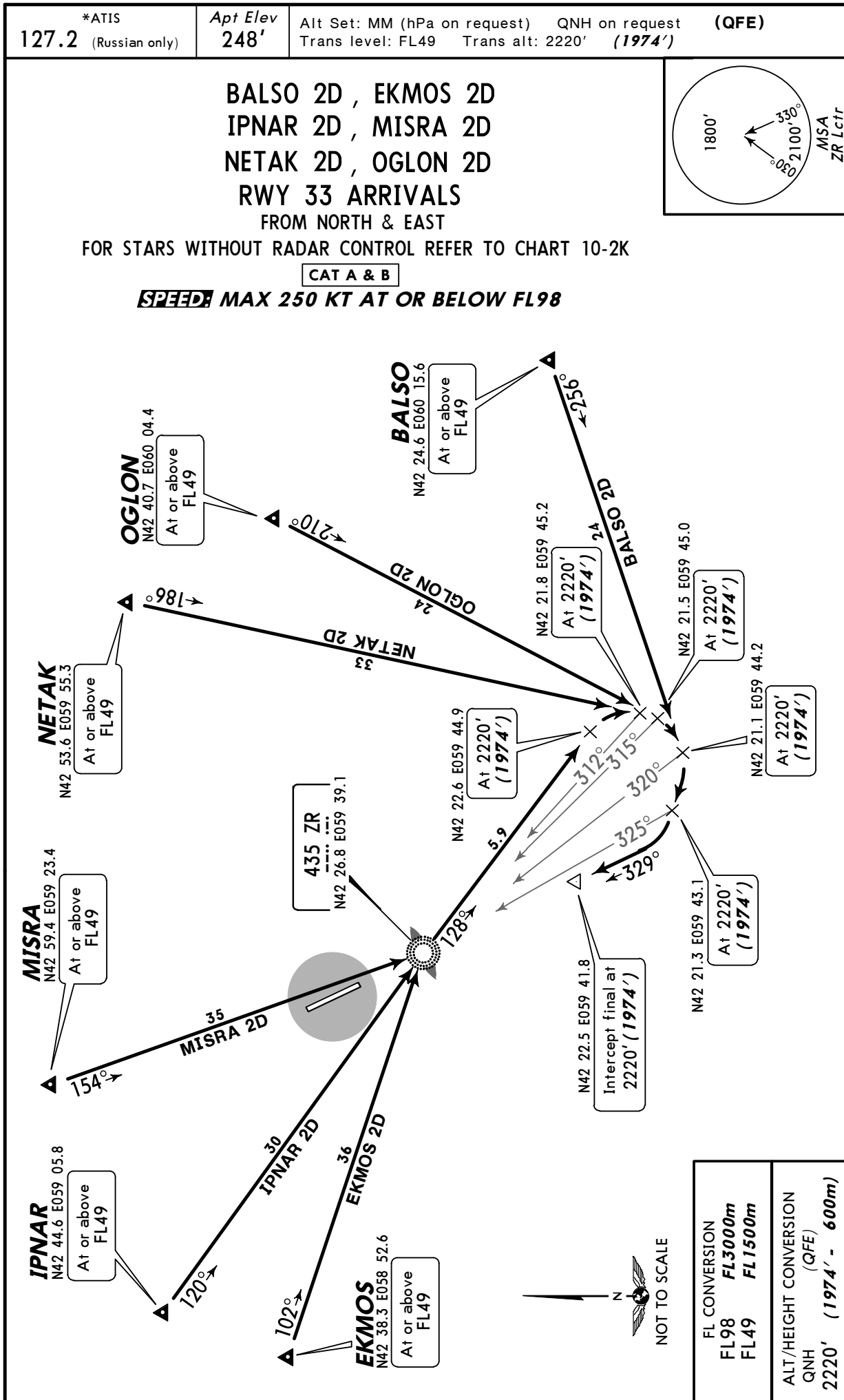
CHANGES: New procedures at this airport.

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 26 NOV 10 10-2J

NUKUS, UZBEKISTAN
STAR

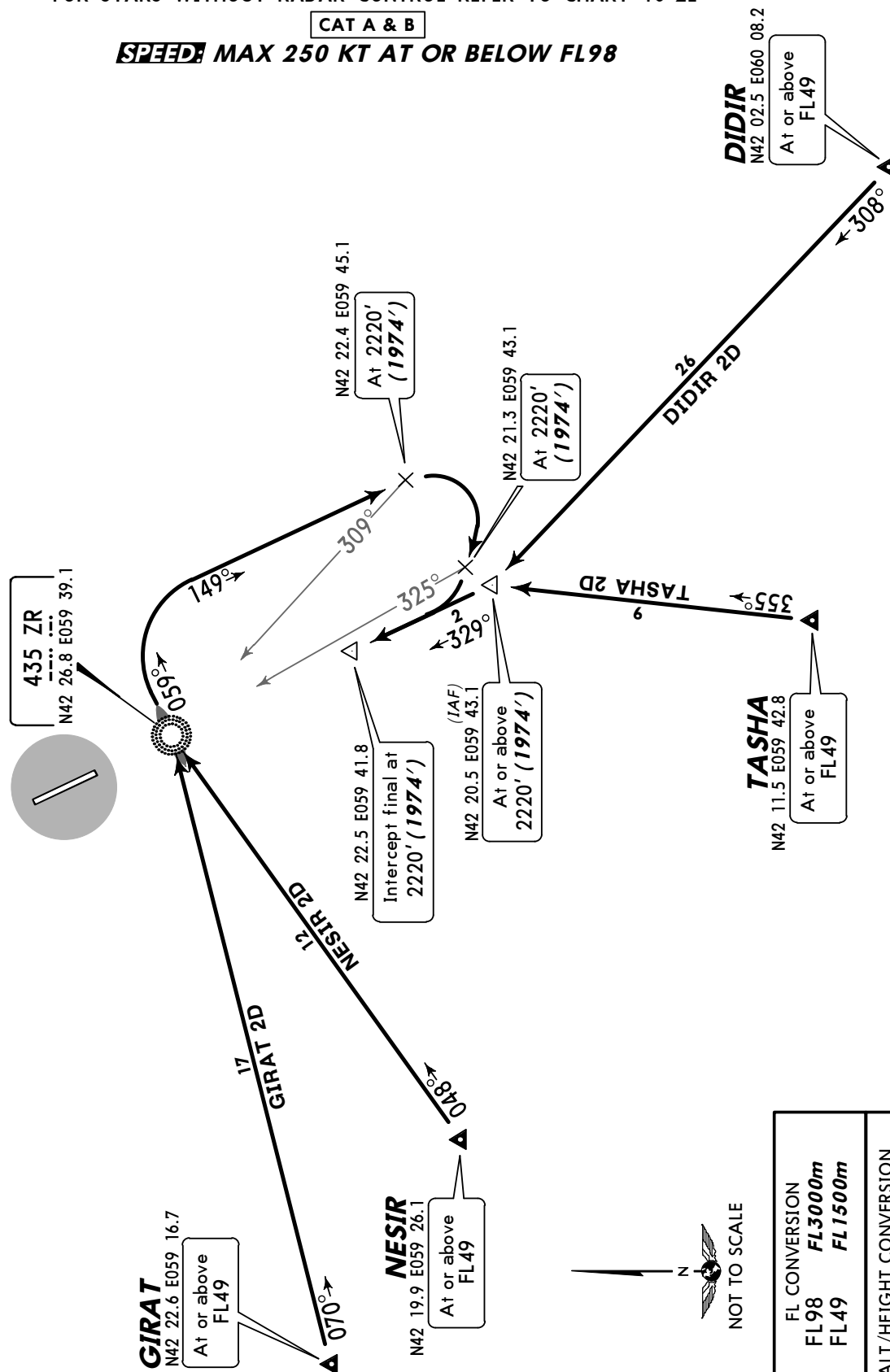
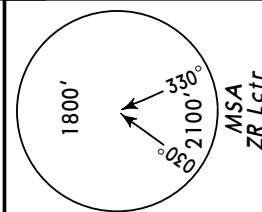
*ATIS 127.2 (Russian only)	Apt Elev 248'	Alt Set: MM (hPa on request) QNH on request Trans level: FL49 Trans alt: 2220' (1974')	(QFE)
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**DIDIR 2D , GIRAT 2D
 NESIR 2D , TASHA 2D
 RWY 33 ARRIVALS
 FROM SOUTH & SOUTHWEST**

FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2L

CAT A & B

SPEED MAX 250 KT AT OR BELOW FL98

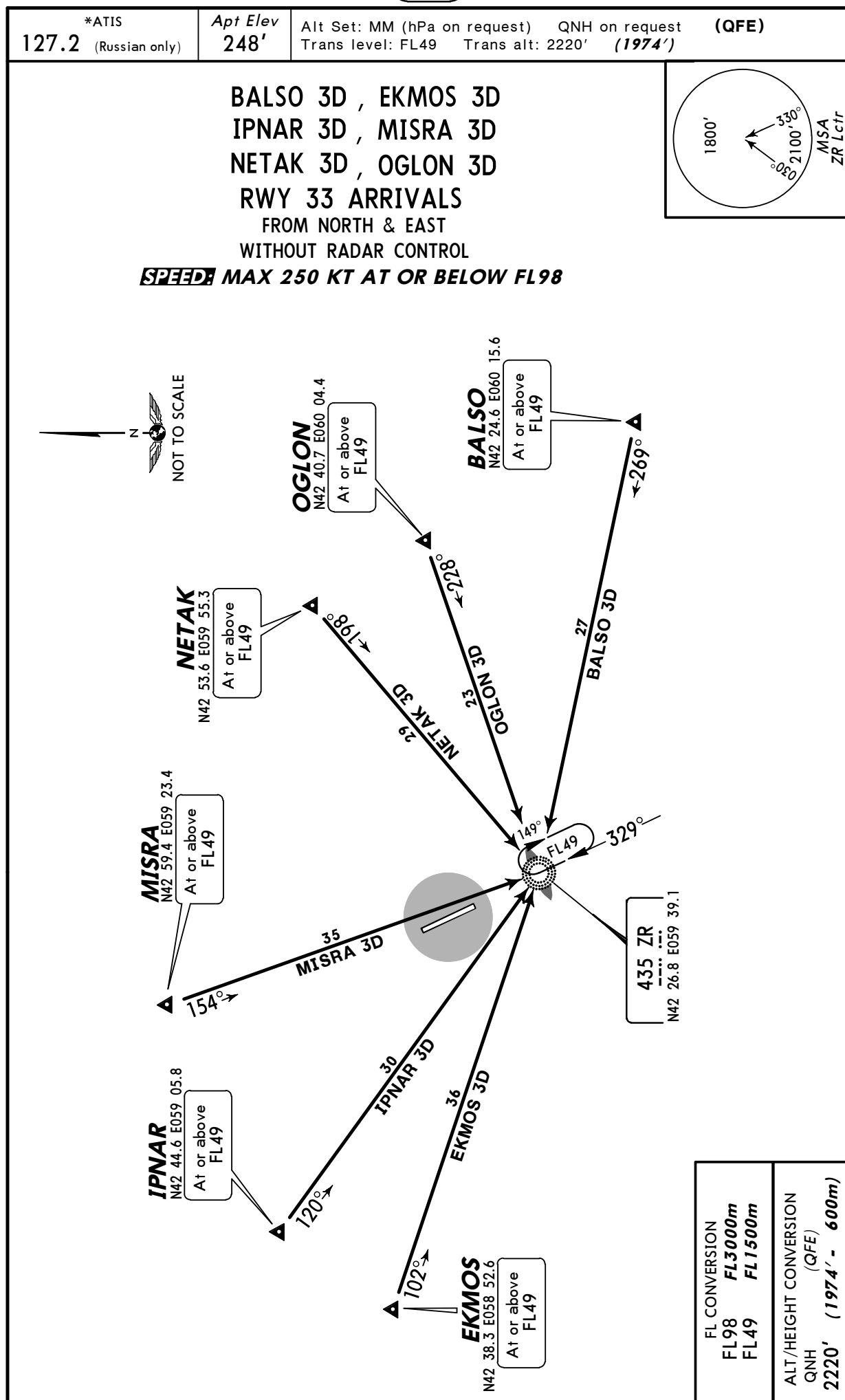


FL CONVERSION	FL98 FL3000m
FL49 FL1500m	
ALT/HEIGHT CONVERSION	2220' (1974' - 600m)
QNH (QFE)	

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JEPPESEN
26 NOV 10 **10-2L**

NUKUS, UZBEKISTAN
STAR

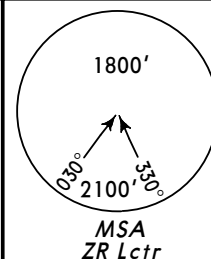
*ATIS
127.2
(Russian only)

Apt Elev
248'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 2220' (**1974'**)

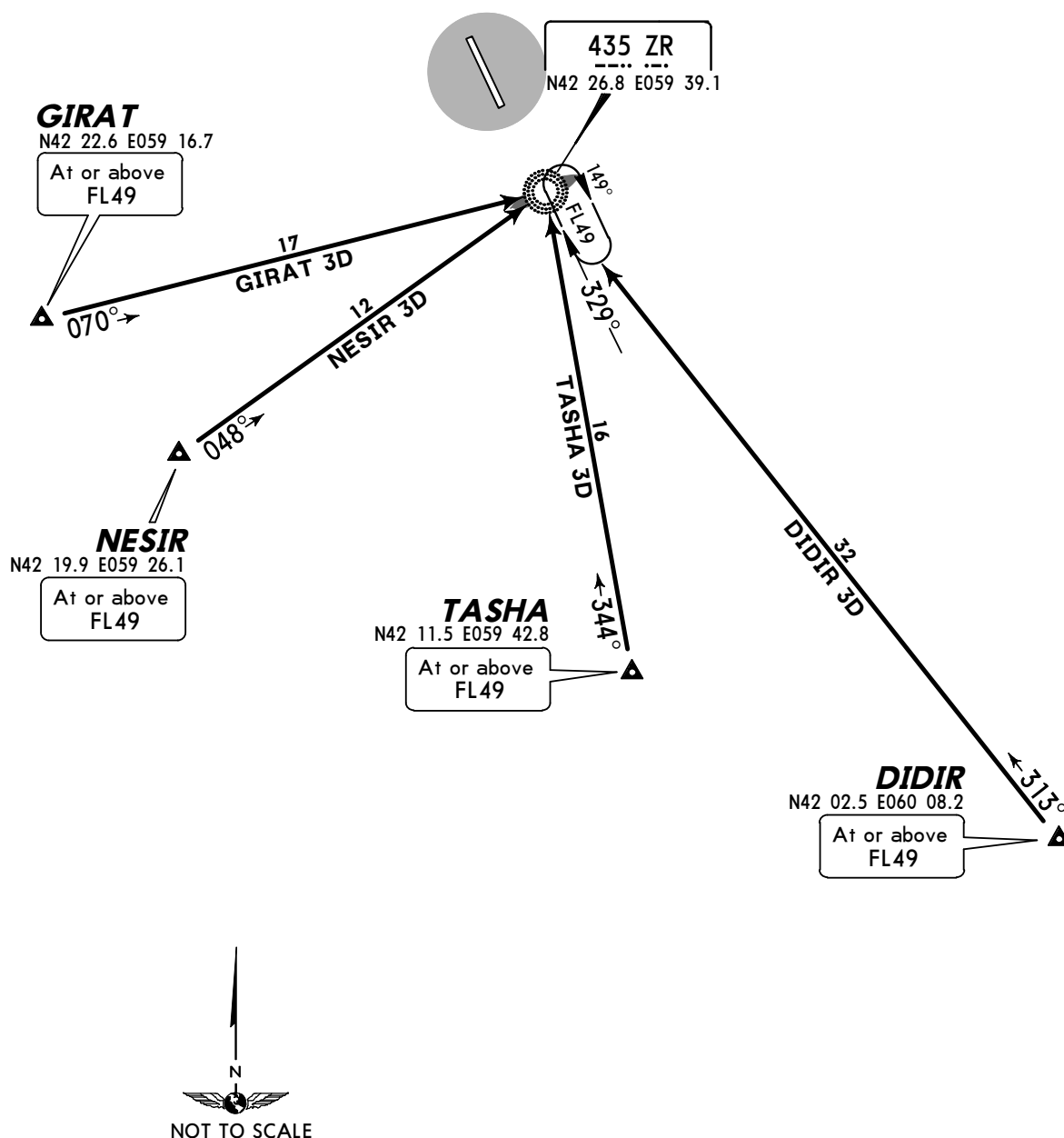
(QFE)

**DIDIR 3D , GIRAT 3D
NESIR 3D , TASHA 3D
RWY 33 ARRIVALS
FROM SOUTH & SOUTHWEST
WITHOUT RADAR CONTROL
~~SPEED~~ MAX 250 KT AT OR BELOW FL98**



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

ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (**1974' - 600m**)

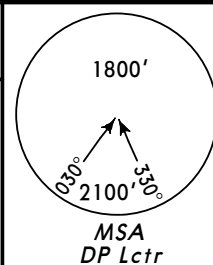


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 26 NOV 10 10-3

NUKUS, UZBEKISTAN
SID

Apt Elev 248'
 QNH on request (QFE)
 Trans level: FL49 Trans alt: 2220' (1972')

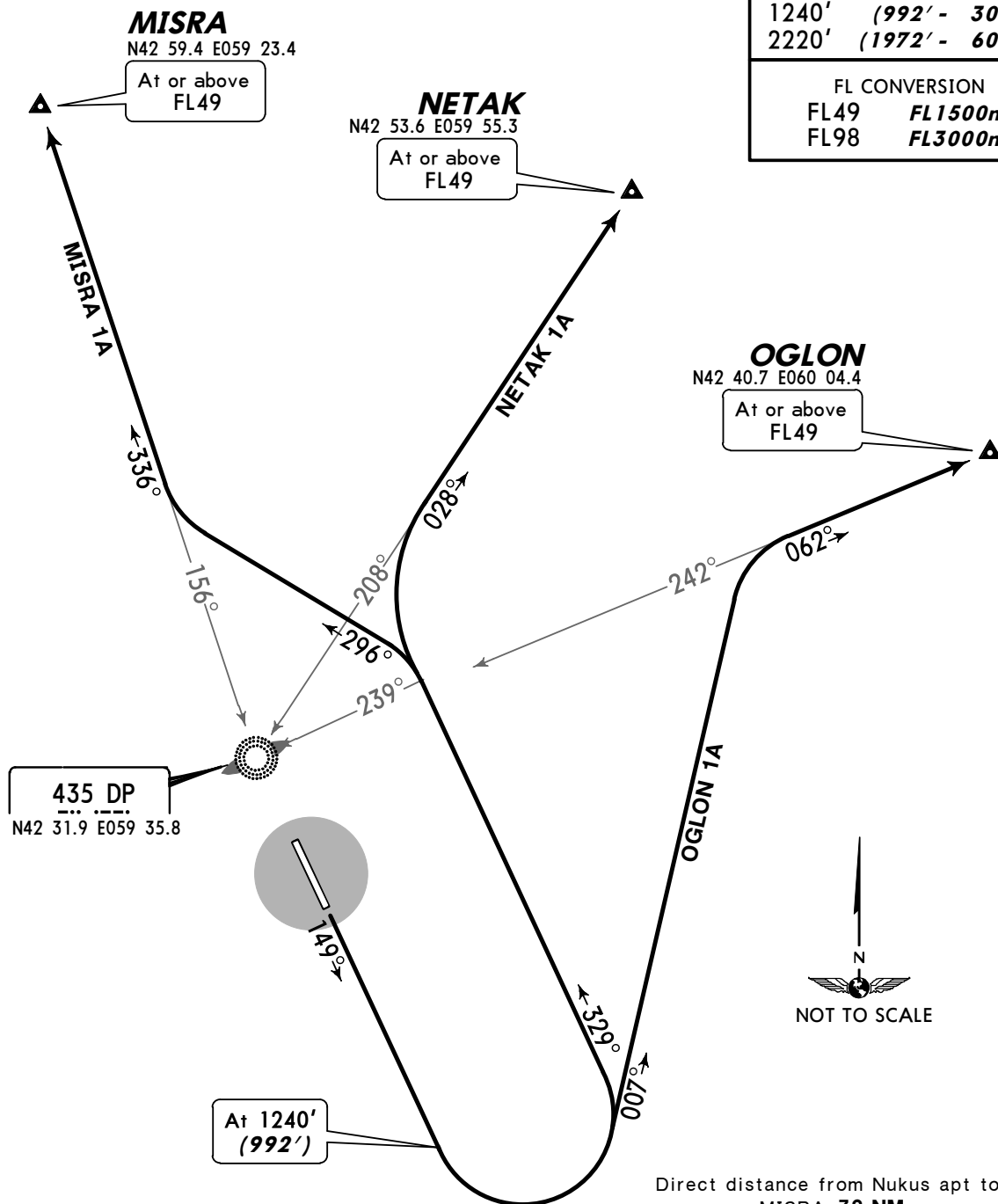


MISRA 1A, NETAK 1A
OGLON 1A
RWY 15 DEPARTURES
TO NORTH & NORTHEAST

~~SPEED~~ MAX 250 KT AT OR BELOW FL98

ALT/HEIGHT CONVERSION
 QNH (QFE)
 1240' (992' - 300m)
 2220' (1972' - 600m)

FL CONVERSION
 FL49 FL1500m
 FL98 FL3000m



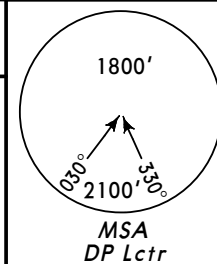
SID	ROUTING
MISRA 1A	Climb on 149° track to 1240' (992'), turn LEFT, 329° track, at abeam DP turn LEFT, 296° track, intercept 336° bearing from DP to MISRA.
NETAK 1A	Climb on 149° track to 1240' (992'), turn LEFT, 329° track, intercept 028° bearing from DP to NETAK.
OGLON 1A	Climb on 149° track to 1240' (992'), turn LEFT, 007° track, intercept 062° bearing from DP to OGLON.

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JEPPESEN
 26 NOV 10 **(10-3A)**

NUKUS, UZBEKISTAN
SID

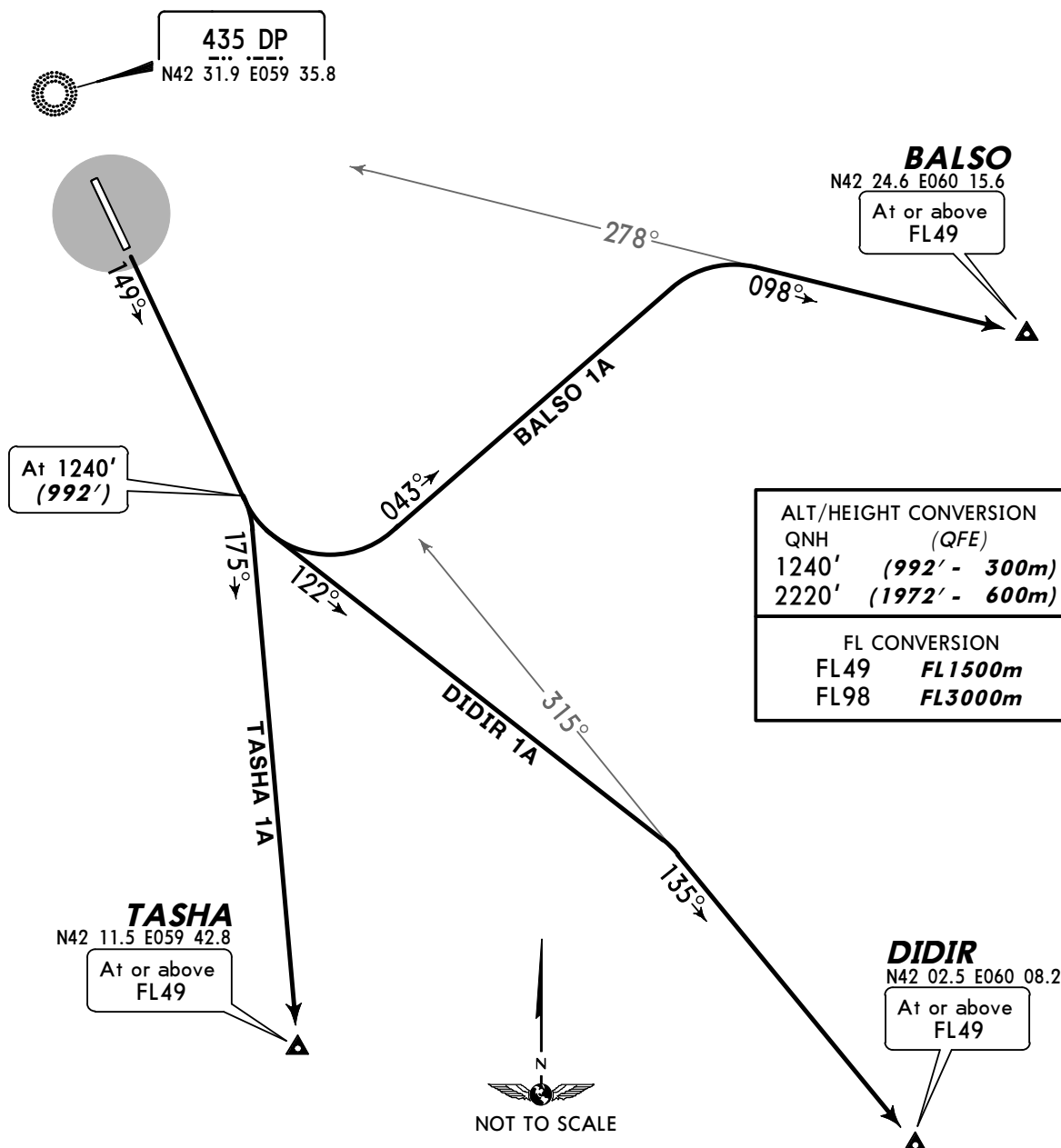
Apt Elev **248'**
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 2220' **(1972')**



BALSO 1A , DIDIR 1A
TASHA 1A

RWY 15 DEPARTURES
 TO SOUTHEAST & SOUTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL98



Direct distance from Nukus apt to:
 BALSO **29 NM**
 DIDIR **35 NM**
 TASHA **18 NM**

SID	ROUTING
BALSO 1A	Climb on 149° track to 1240' (992') , turn LEFT, 043° track, intercept 098° bearing from DP to BALSO.
DIDIR 1A	Climb on 149° track to 1240' (992') , turn LEFT, 122° track, intercept 135° bearing from DP to DIDIR.
TASHA 1A	Climb on 149° track to 1240' (992') , turn RIGHT, 175° track to TASHA.

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NUKUS

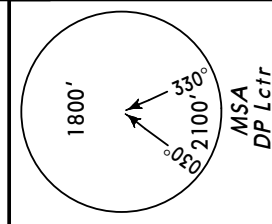
JEPPESSEN
26 NOV 10 (10-3B)

NUKUS, UZBEKISTAN

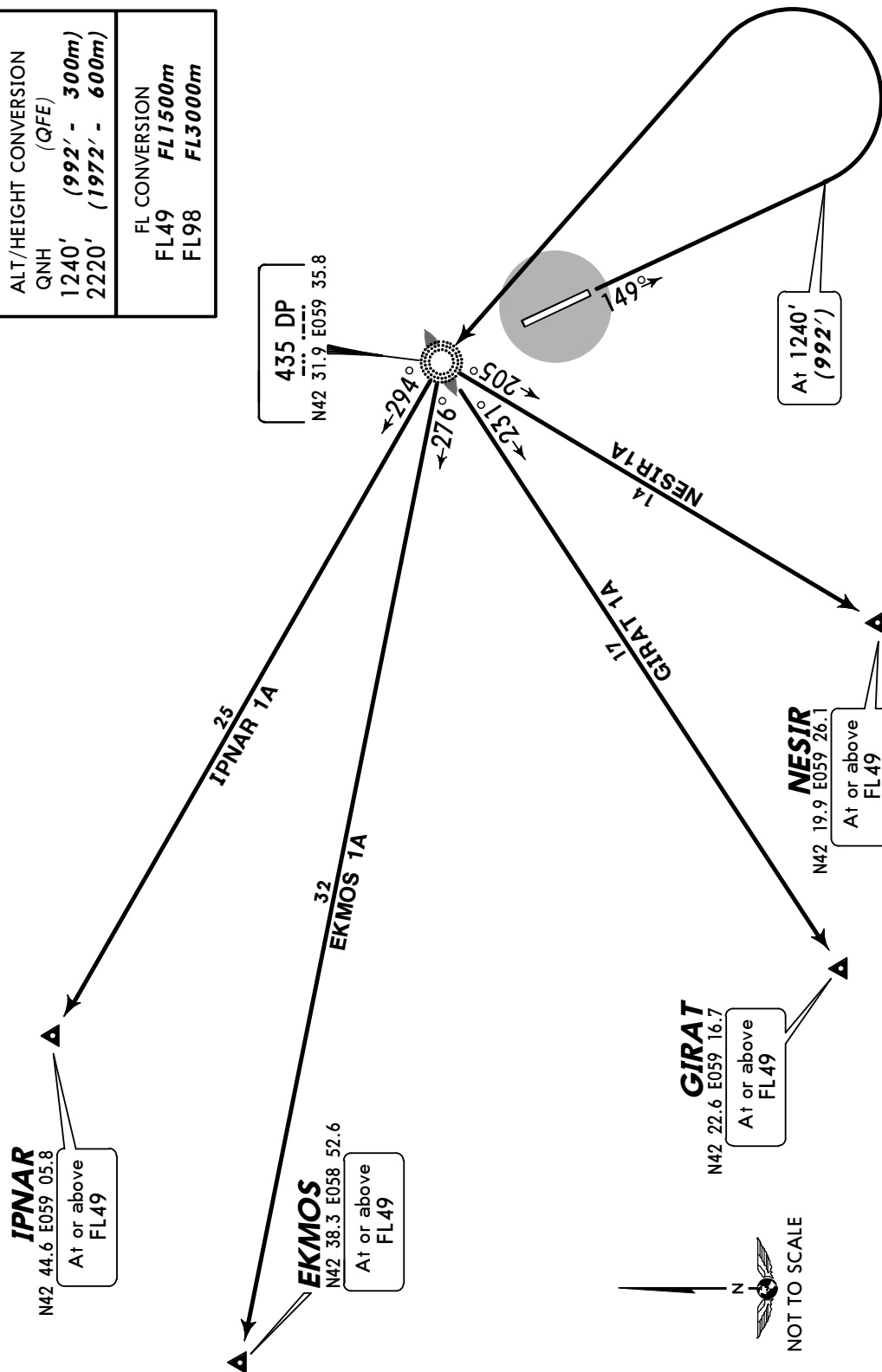
SID

Apt Elev
248'
QNH on request (QFE)
Trans level: FL49 Trans alt: 2220' (1972')

**EKMOS 1A, GIRAT 1A
IPNAR 1A, NESIR 1A
RWY 15 DEPARTURES
TO SOUTHWEST & WEST**
~~SPEED~~ MAX 250 KT AT OR BELOW FL98



ALT/HEIGHT CONVERSION (QFE)	
QNH	1240' (992' - 300m)
	2220' (1972' - 600m)
FL CONVERSION	
FL49	FL1500m
FL98	FL3000m



SID	ROUTING
EKMOS 1A	Climb on 149° track to 1240' (992'), turn LEFT to DP, 276° bearing to EKMOS.
GIRAT 1A	Climb on 149° track to 1240' (992'), turn LEFT to DP, 231° bearing to GIRAT.
IPNAR 1A	Climb on 149° track to 1240' (992'), turn LEFT to DP, 294° bearing to IPNAR.
NESIR 1A	Climb on 149° track to 1240' (992'), turn LEFT to DP, 205° bearing to NESIR.

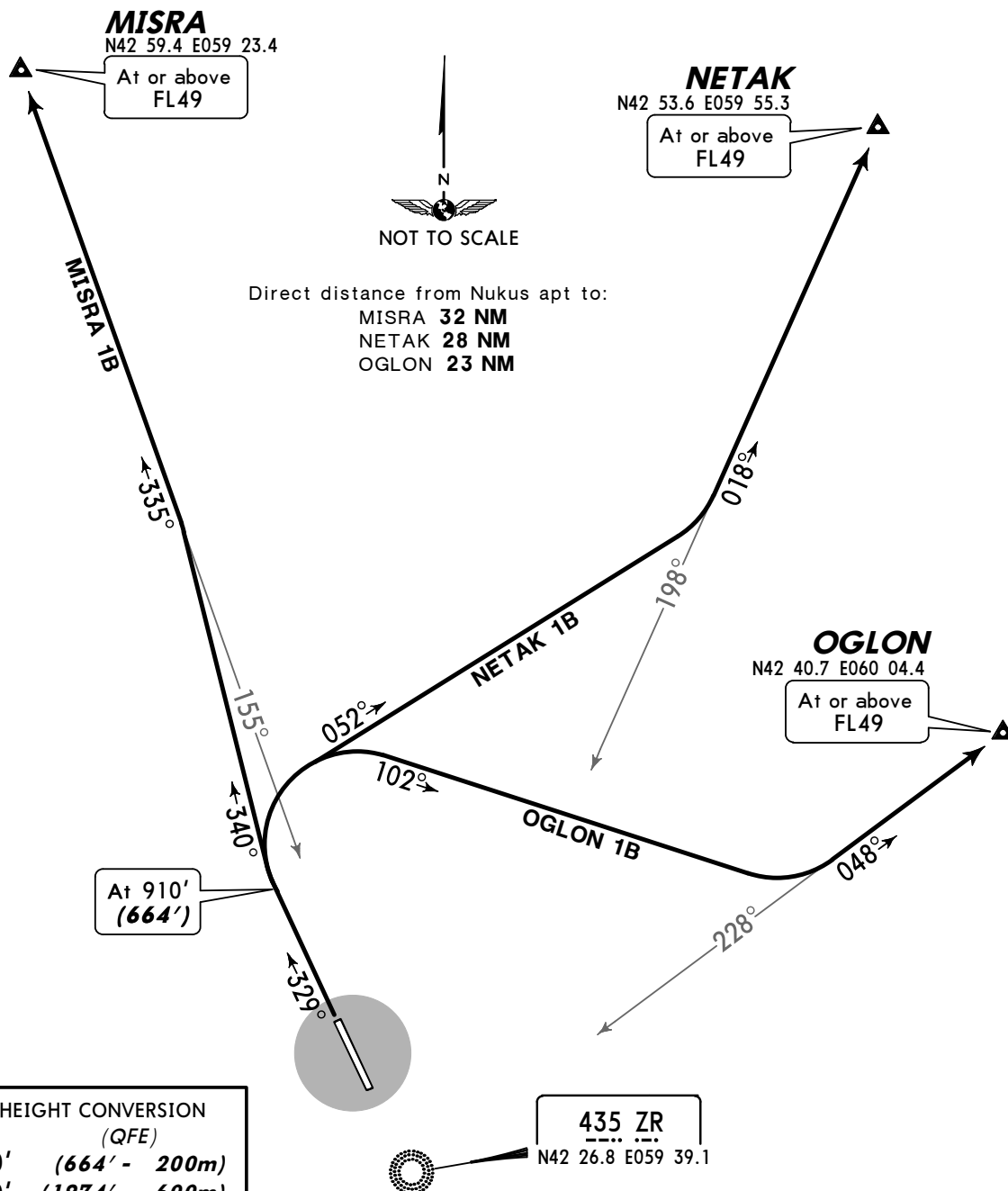
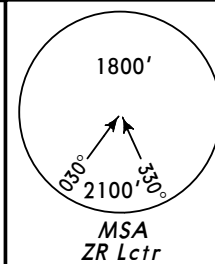
UTNN/NCU
NUKUS

JEPPESEN
 26 NOV 10 **(10-3C)**

NUKUS, UZBEKISTAN
SID

Apt Elev **248'** QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 2220' **(1974')**

MISRA 1B, NETAK 1B
OGLON 1B
RWY 33 DEPARTURES
 TO NORTH & NORTHEAST
~~SPEED~~ MAX 250 KT AT OR BELOW FL98



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 910' **(664' - 200m)**
 2220' **(1974' - 600m)**

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

SID	ROUTING
MISRA 1B	Climb on 329° track to 910' (664') , turn RIGHT, 340° track, intercept 335° bearing from ZR to MISRA.
NETAK 1B	Climb on 329° track to 910' (664') , turn RIGHT, 052° track, intercept 018° bearing from ZR to NETAK.
OGLON 1B	Climb on 329° track to 910' (664') , turn RIGHT, 102° track, intercept 048° bearing from ZR to OGLON.

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 26 NOV 10 **(10-3D)**

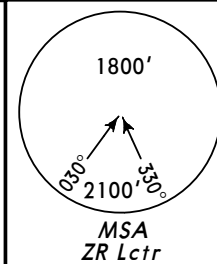
NUKUS, UZBEKISTAN
SID

Apt Elev **248'**
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 2220' **(1974')**

BALSO 1B , DIDIR 1B
TASHA 1B

RWY 33 DEPARTURES
TO SOUTHEAST & SOUTH

~~SPEED~~ MAX 250 KT AT OR BELOW FL98

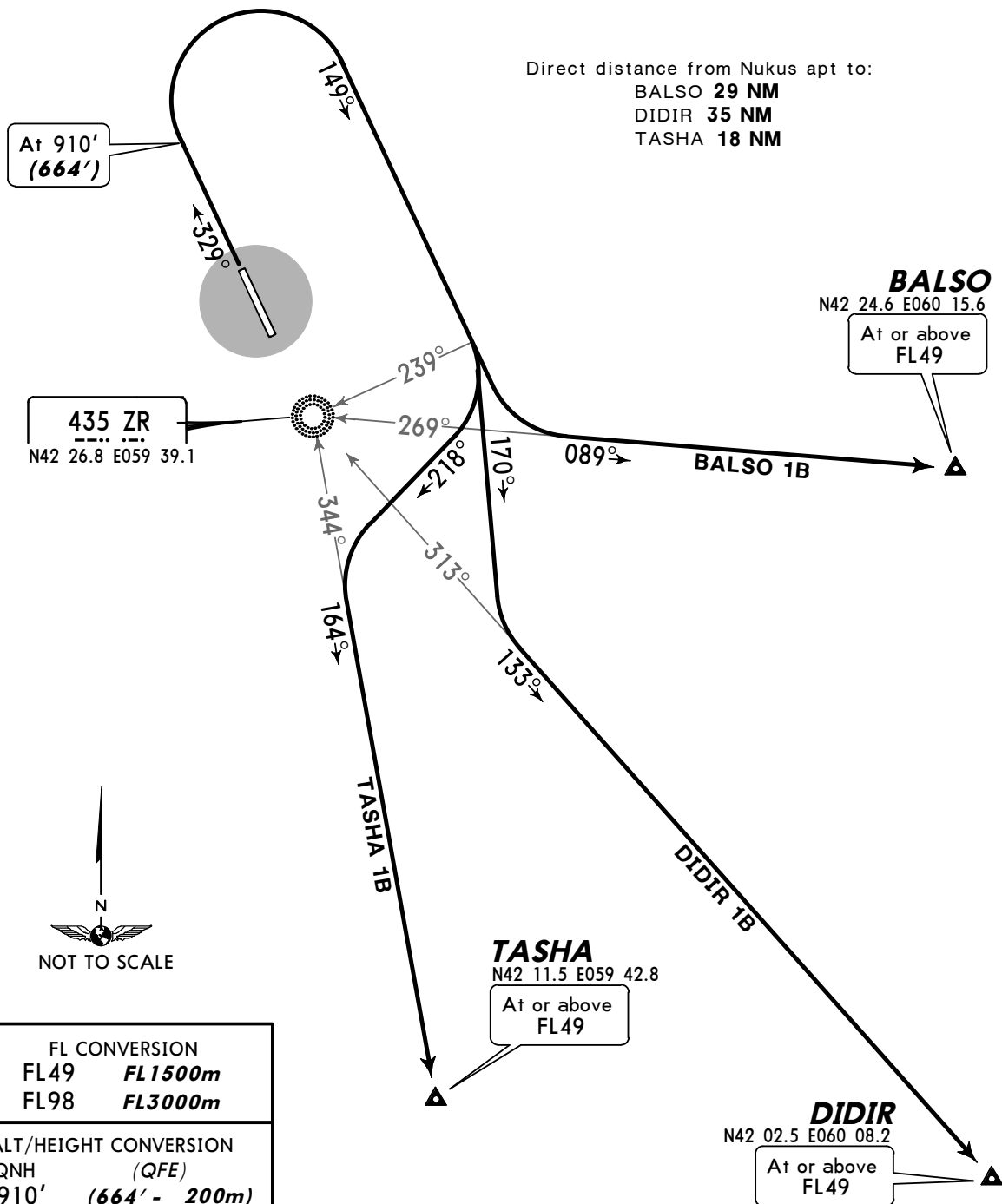


Direct distance from Nukus apt to:

BALSO 29 NM

DIDIR 35 NM

TASHA 18 NM



FL CONVERSION	
FL49	FL1500m
FL98	FL3000m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
910'	(664' - 200m)
2220'	(1974' - 600m)

SID	ROUTING
BALSO 1B	Climb on 329° track to 910' (664'), turn RIGHT, 149° track, intercept 089° bearing from ZR to BALSO.
DIDIR 1B	Climb on 329° track to 910' (664'), turn RIGHT, 149° track, at abeam ZR turn RIGHT, 170° track, intercept 133° bearing from ZR to DIDIR.
TASHA 1B	Climb on 329° track to 910' (664'), turn RIGHT, 149° track, at abeam ZR turn RIGHT, 218° track, intercept 164° bearing from ZR to TASHA.

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NUKUS

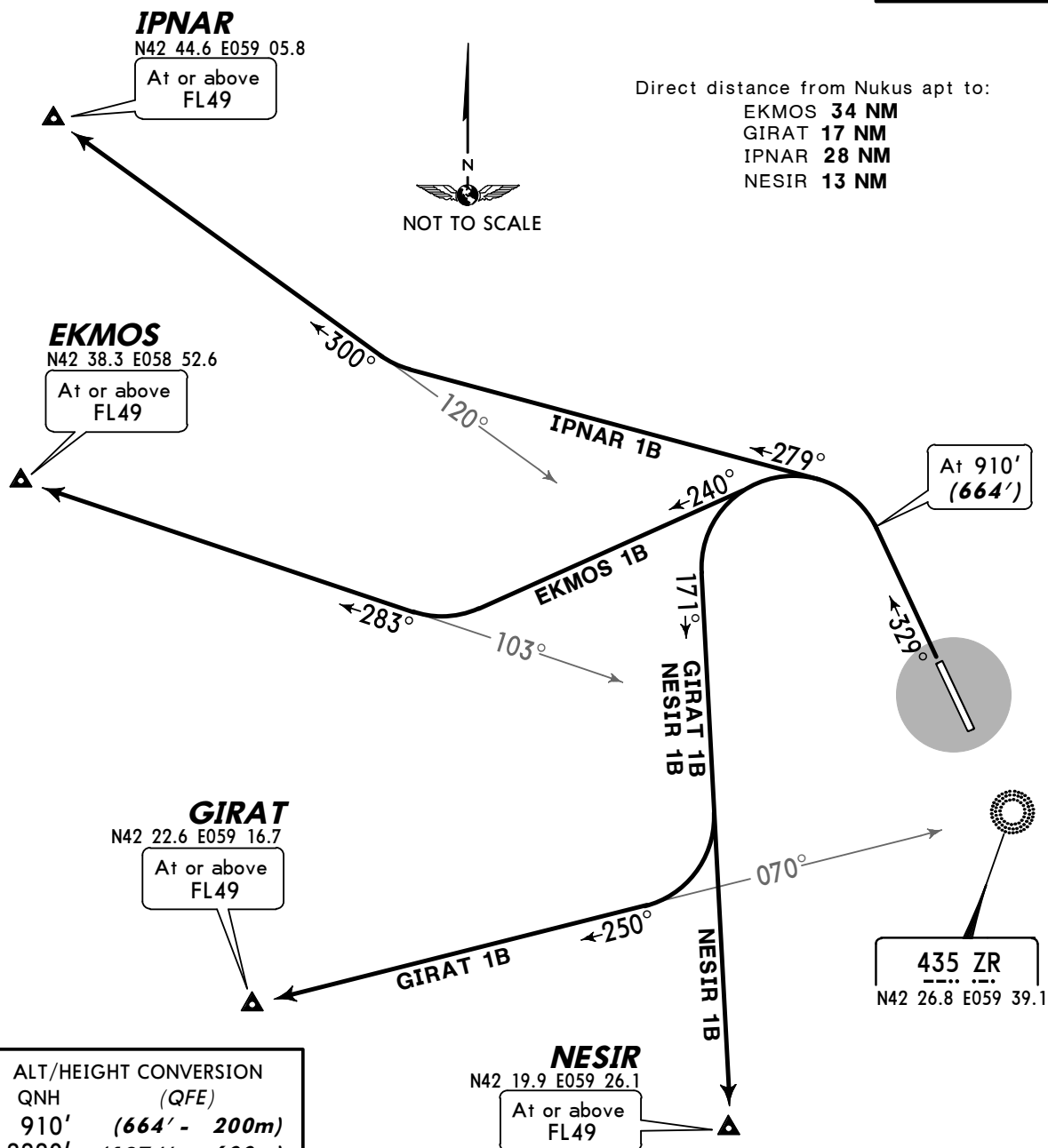
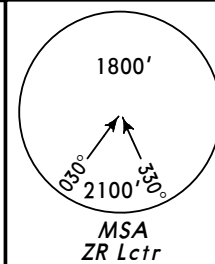
JEPPESSEN
26 NOV 10 **(10-3E)**

NUKUS, UZBEKISTAN
SID

Apt Elev **248'** QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2220' **(1974')**

**EKMOS 1B, GIRAT 1B
IPNAR 1B, NESIR 1B
RWY 33 DEPARTURES
TO SOUTHWEST & WEST**

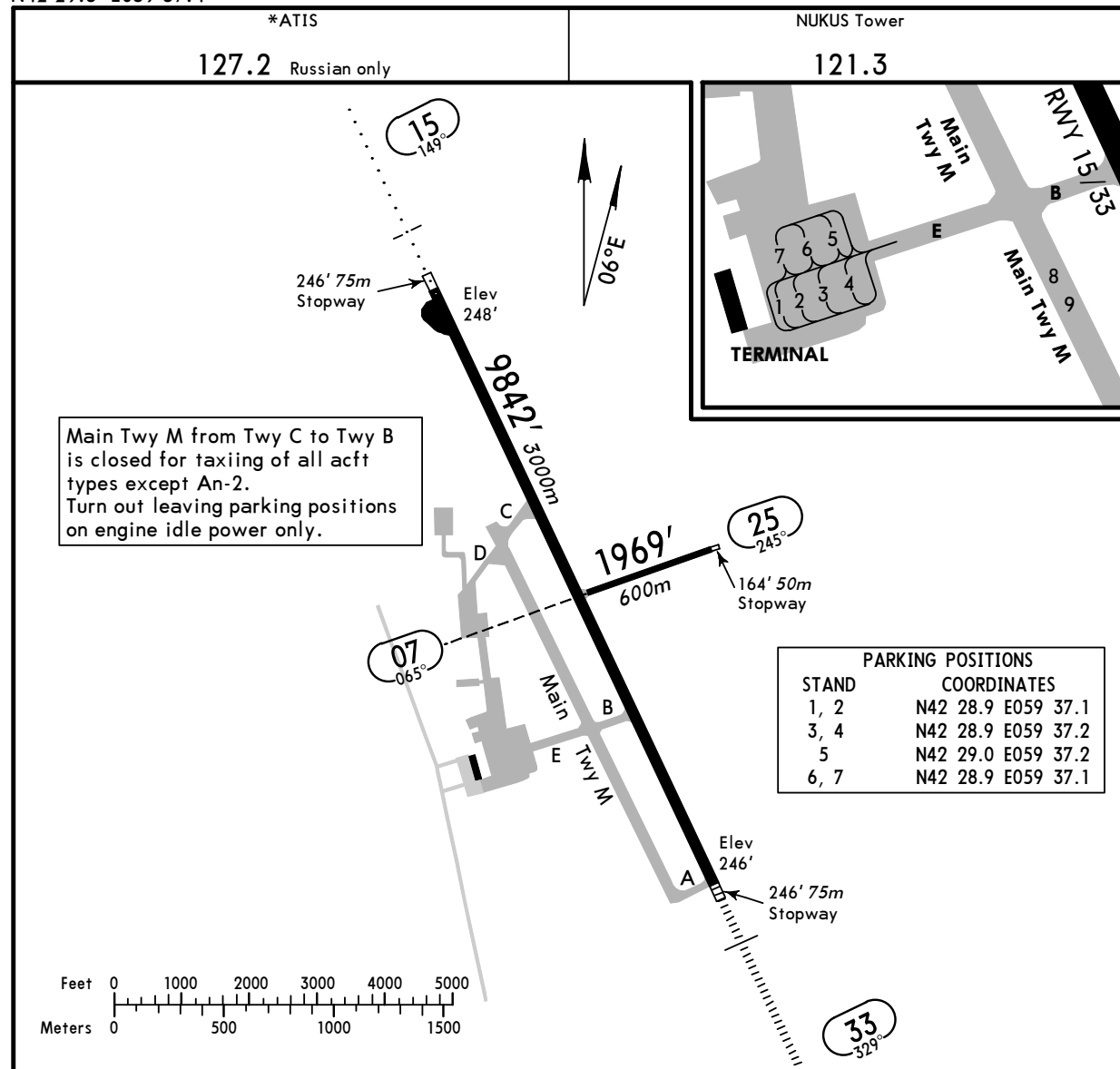
~~SPEED~~ MAX 250 KT AT OR BELOW FL98



ALT/HEIGHT CONVERSION
QNH **(QFE)**
910' **(664' - 200m)**
2220' **(1974' - 600m)**

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

SID	ROUTING
EKMOS 1B	Climb on 329° track to 910' (664') , turn LEFT, 240° track, intercept 283° bearing from ZR to EKMOS.
GIRAT 1B	Climb on 329° track to 910' (664') , turn LEFT, 171° track, intercept 250° bearing from ZR to GIRAT.
IPNAR 1B	Climb on 329° track to 910' (664') , turn LEFT, 279° track, intercept 300° bearing from ZR to IPNAR.
NESIR 1B	Climb on 329° track to 910' (664') , turn LEFT, 171° track to NESIR.

UTNN/NCUApt Elev **248'**
N42 29.3 E059 37.4**JEPPesen**10 JUN 11 **(10-9)****NUKUS, UZBEKISTAN****NUKUS**

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
15	RL (60m)	MIALS	PAPI-L				①	158'
33	HIRL (60m)	HIALS	PAPI-L		8931' 2722m			48m

① TAKE-OFF RUN AVAILABLE

RWY 15

from rwy head 9842' (3000m)
 twy C int 6201' (1890m)
 twy B int 2756' (840m)
 for acft A310,
 B767-300 8694' (2650m)
 place of line
 1148'/350m
 from thresh

RWY 33

from rwy head 9842' (3000m)
 twy B int 7087' (2160m)
 twy C int 3642' (1110m)

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 15/33

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

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NUKUS

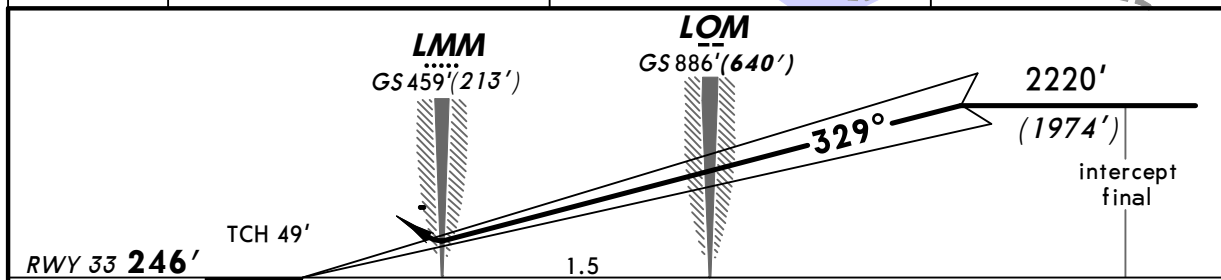
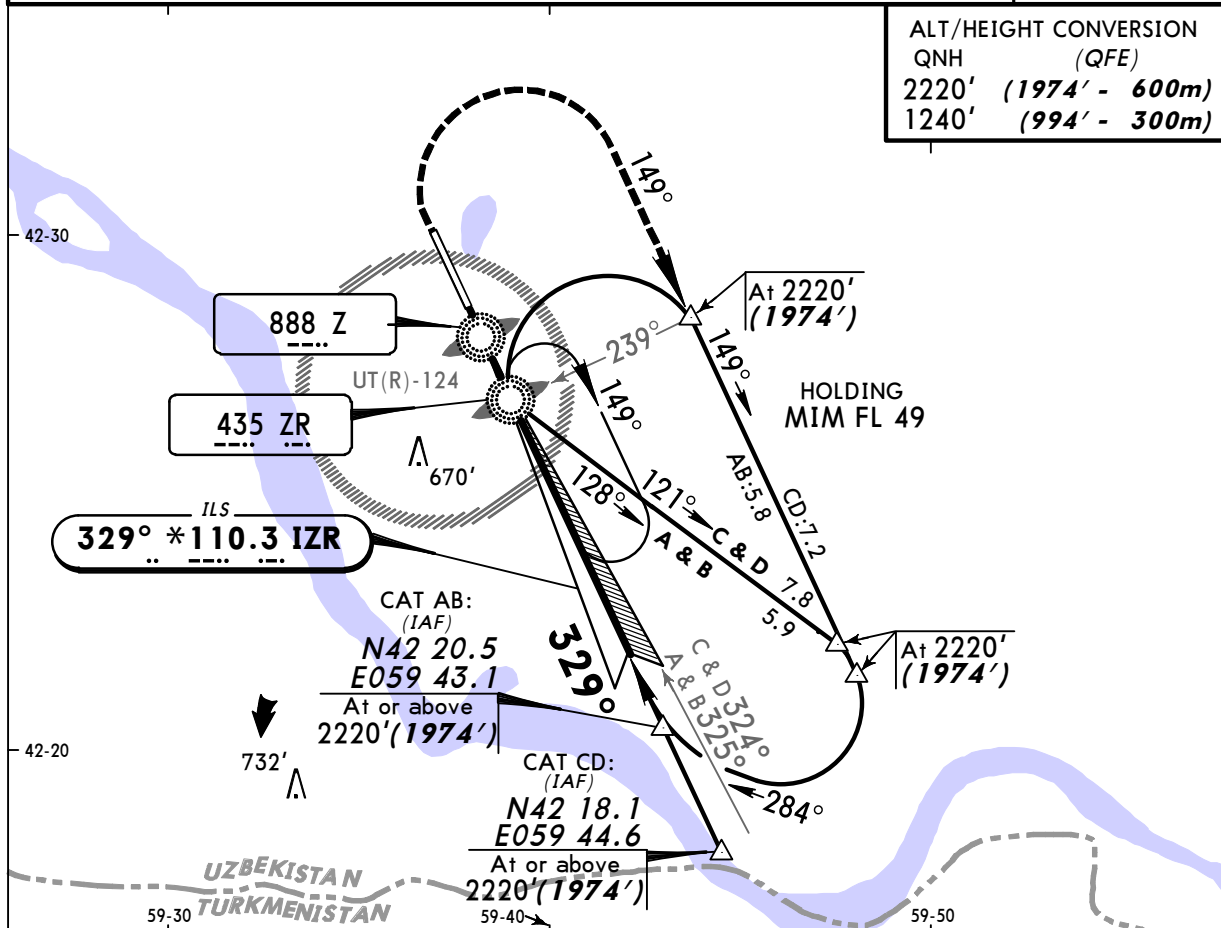
JEPPesen
10 JUN 11 (11-1)

NUKUS, UZBEKISTAN
ILS Rwy 33

BRIEFING STRIP

*ATIS				NUKUS Tower (RDR)	
127.2 Russian only				121.3	
LOC IZR *110.3	Final Apch Crs 329°	GS LOM 886' (640')	ILS DA(H) Refer to Minimums	Apt Elev 248'	Rwy 246'
MISSED APCH: Climb on 329° to 1240' (994'), then turn RIGHT onto 149° climbing to 2220' (1974'), then according to chart, or as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2220' (1974')					MSA ZR NDB

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2220'	(1974' - 600m)
1240'	(994' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1240' (994') on 329°	149° RT	2220' (1974')
GS	2.67°	336	432	480	576	671	767			

ILS STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
DA(H) AB: 446'(200') CD: 476'(230')		LOC (GS out)			
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED	A	NOT AUTHORIZED
B				B	
C	900m			C	
D				D	

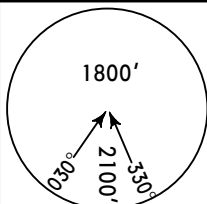
PANS OPS

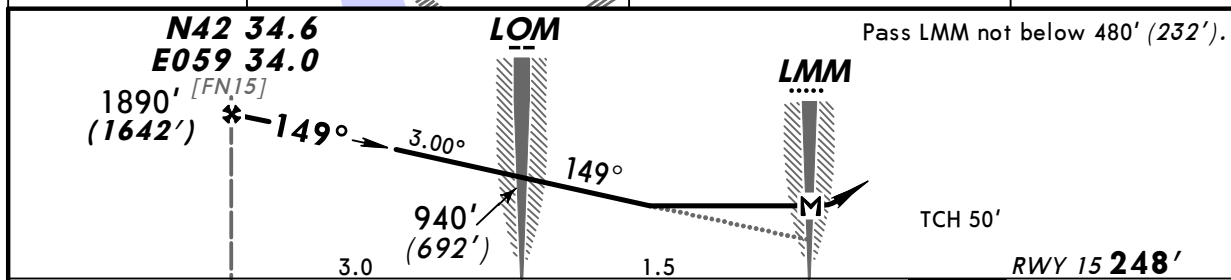
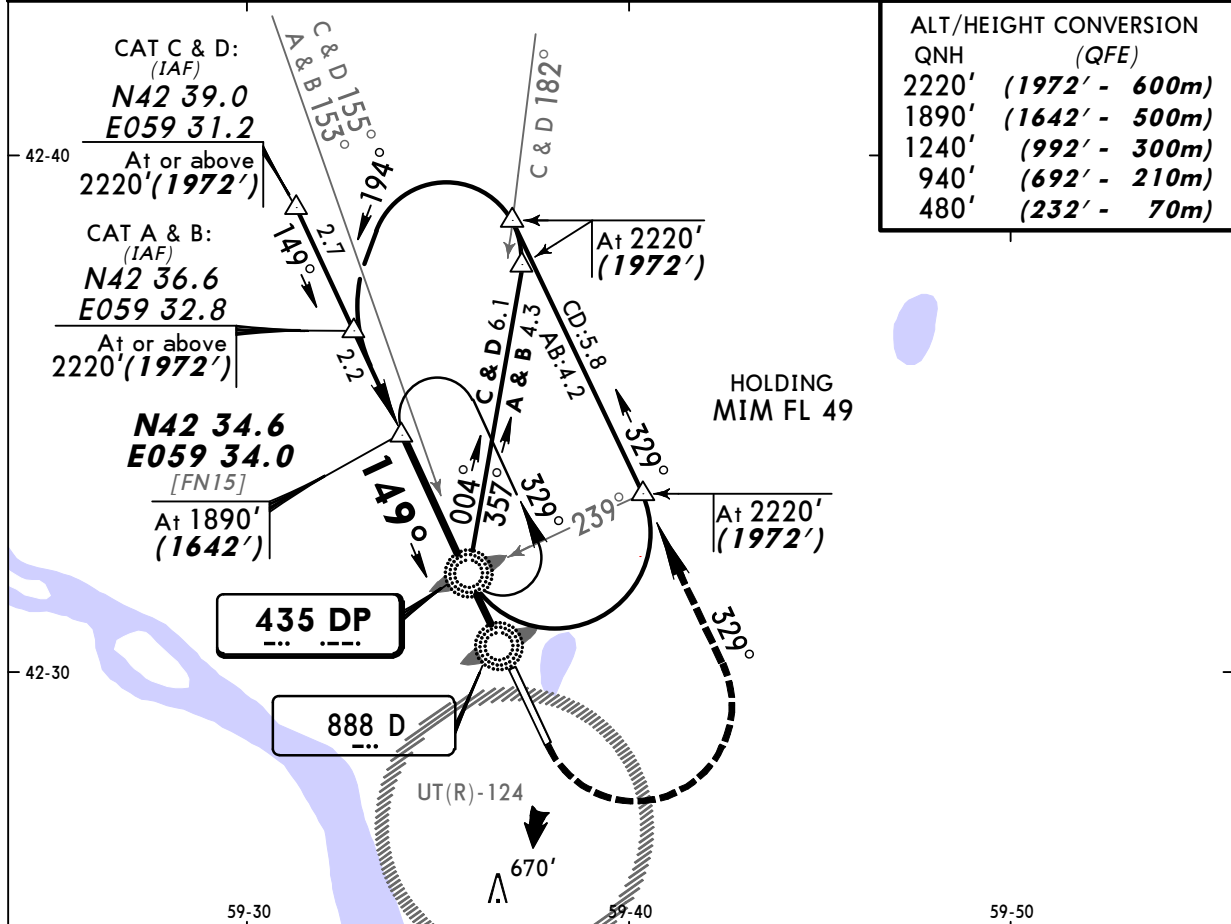
UTNN/NCU
NUKUS

JEPPesen
10 JUN 11 **(16-1)**

NUKUS, UZBEKISTAN
2 NDB or NDB Rwy 15

BRIEFING STRIP

*ATIS				NUKUS Tower (RDR)	
127.2 Russian only				121.3	
NDB DP 435	Final Apch Crs 149°	Minimum Alt N42 34.6 E059 34.0 1890' (1642')	MDA(H) Refer to Minimums	Apt Elev 248' RWY 248'	
MISSED APCH: Climb on 149° to 1240' (992'), then turn LEFT onto 329° climbing to 2220' (1972'), then according to chart, or as directed.					MSA DP NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2220' (1972')					



Gnd speed-Kts	70	90	100	120	140	160	MIALS	1240' (992')	on 149°	329°	2220' (1972')
Descent Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at LMM											

STRAIGHT-IN LANDING RWY 15				NDB		CIRCLE-TO-LAND	
2 NDB				AB: 910' (662')			
MDA(H) 580' (332')				CD: 1240' (992')			
ALS out		ALS out					
A				2500m		A	NOT AUTHORIZED
B	1500m	1600m				B	
C				5000m		C	
D	1600m					D	

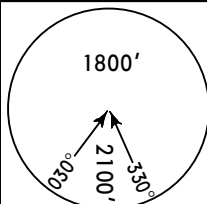
PANS OPS

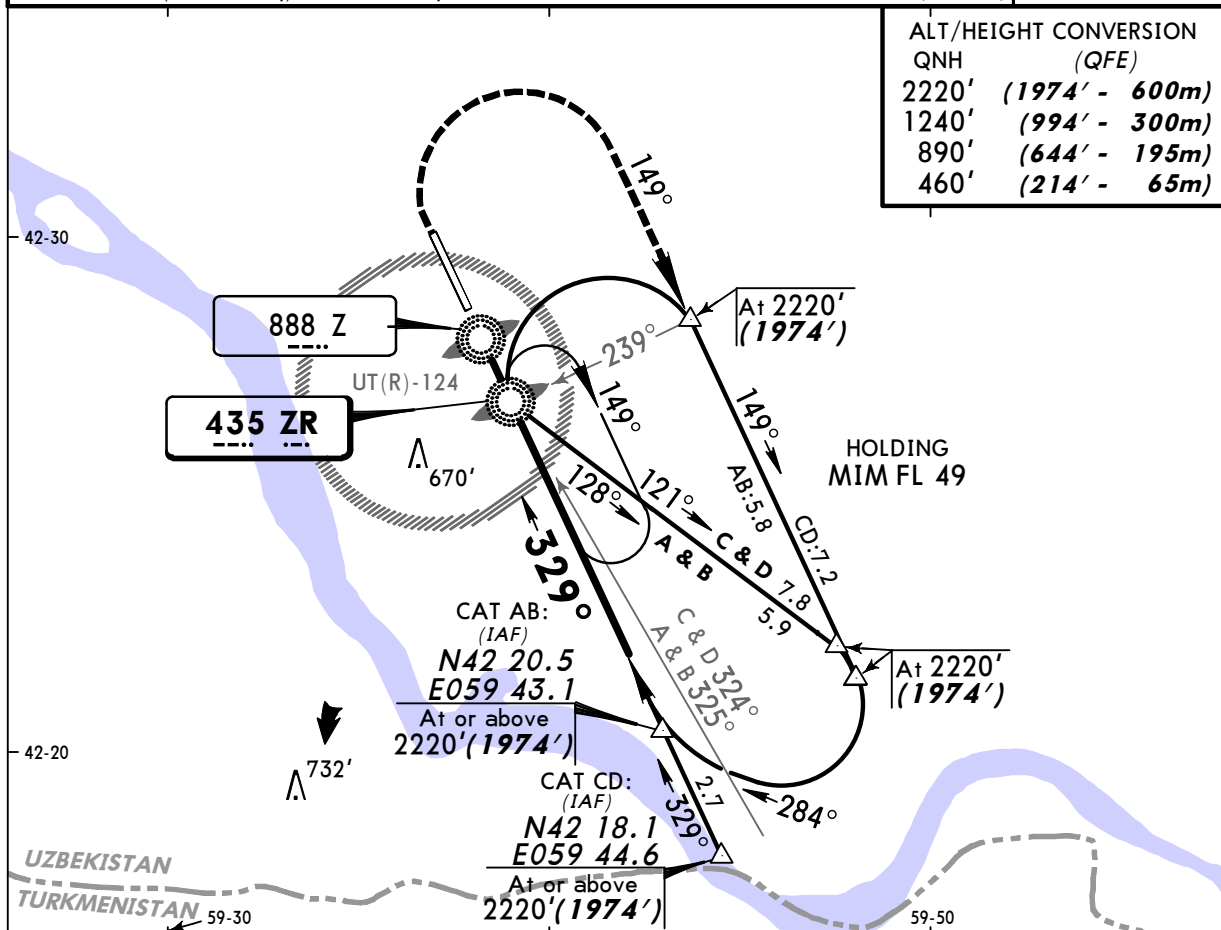
UTNN/NCU
NUKUS

JEPPesen
10 JUN 11 (16-2)

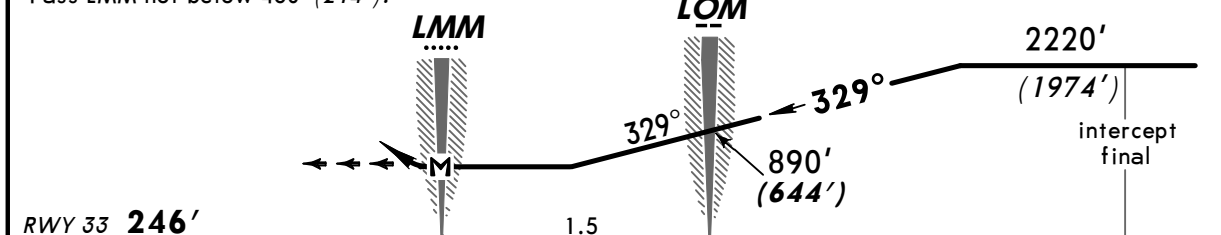
NUKUS, UZBEKISTAN
2 NDB or NDB Rwy 33

BRIEFING STRIP

*ATIS				NUKUS Tower (RDR)	
127.2 Russian only				121.3	
NDB ZR 435	Final Apch Crs 329°	Minimum Alt LOM 890' (644')	MDA(H) Refer to Minimums	Apt Elev 248' RWY 246'	
MISSED APCH: Climb on 329° to 1240' (994'), then turn RIGHT onto 149° climbing to 2220' (1974'), then according to chart, or as directed.					MSA ZR NDB
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2220' (1974')					



Pass LMM not below 460' (214').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1240' (994') on 329°	149°	2220' (1974')
Descent Angle 2.69°	338	435	483	580	676	773	PAPI		RT	
MAP at LMM										

STRAIGHT-IN LANDING RWY 33				NDB		CIRCLE-TO-LAND	
2 NDB				AB: 910' (664') I			
MDA(H) 600' (354')				CD: 1240' (994')			
ALS out		ALS out					
A				2500m		A	NOT AUTHORIZED
B	1500m	1600m				B	
C				5000m		C	
D	1600m					D	

W/o radar control: MDA(H) 940' (694') VIS 3000m.

CHANGES: None.

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