

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNN

Terminal Charts For UTNN

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Nukus Uzb
IATA Code: NCU
Lat/Long: N42° 29.3' E059° 37.4'
Elevation: 248 ft

Airport Use: Public
Magnetic Variation: 6.3°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0331 Z
Sunset: 1237 Z,

Runway Information

Runway: 15
Length x Width: 9842 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 248 ft
Lighting: Edge, ALS
Stopway: 246 ft

Runway: 33
Length x Width: 9842 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 246 ft
Lighting: Edge, ALS
Stopway: 246 ft

Communication Information

ATIS 127.2 Non-English
Nukus Tower 121.3
Nukus Radio 895.1 Air-Ground
Nukus Radio 472.8 Air-Ground
Nukus Radio 466.9 Air-Ground
Nukus Transit Operations 131.7 Non-English

*ATIS
127.2 (Russian only)

Apt Elev
248'

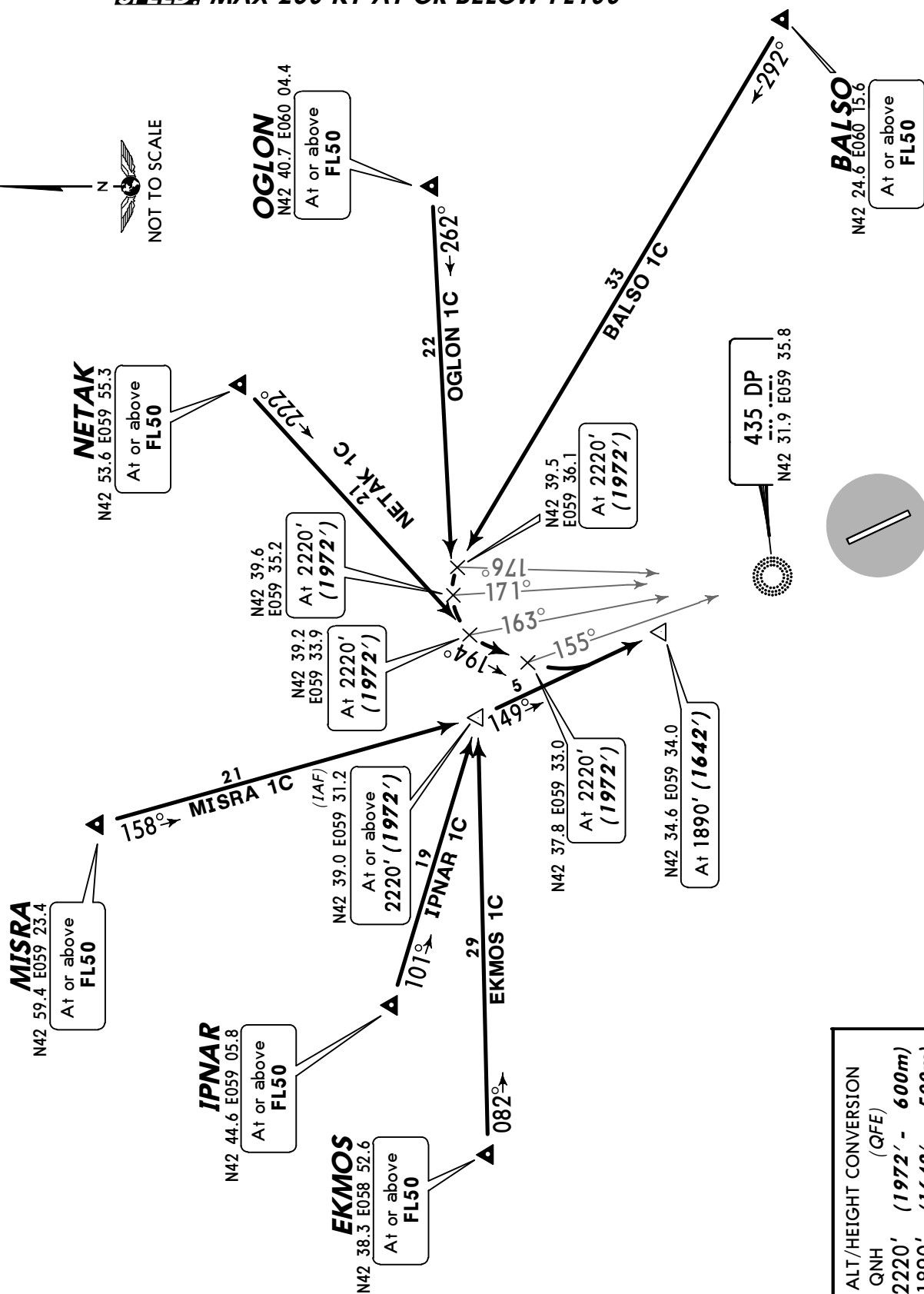
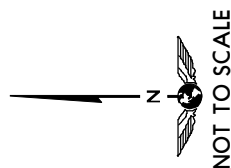
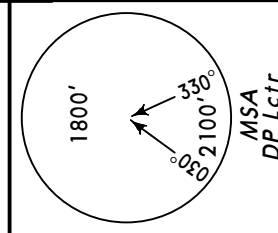
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

BALSO 1C , EKMOS 1C
IPNAR 1C , MISRA 1C
NETAK 1C , OGLON 1C
RWY 15 ARRIVALS

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

CAT C & D

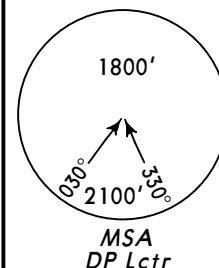
SPEED: MAX 250 KT AT OR BELOW FL100



*ATIS
127.2
(Russian only)Apt Elev
248'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')**DIDIR 1C, GIRAT 1C
NESIR 1C, TASHA 1C
RWY 15 ARRIVALS**

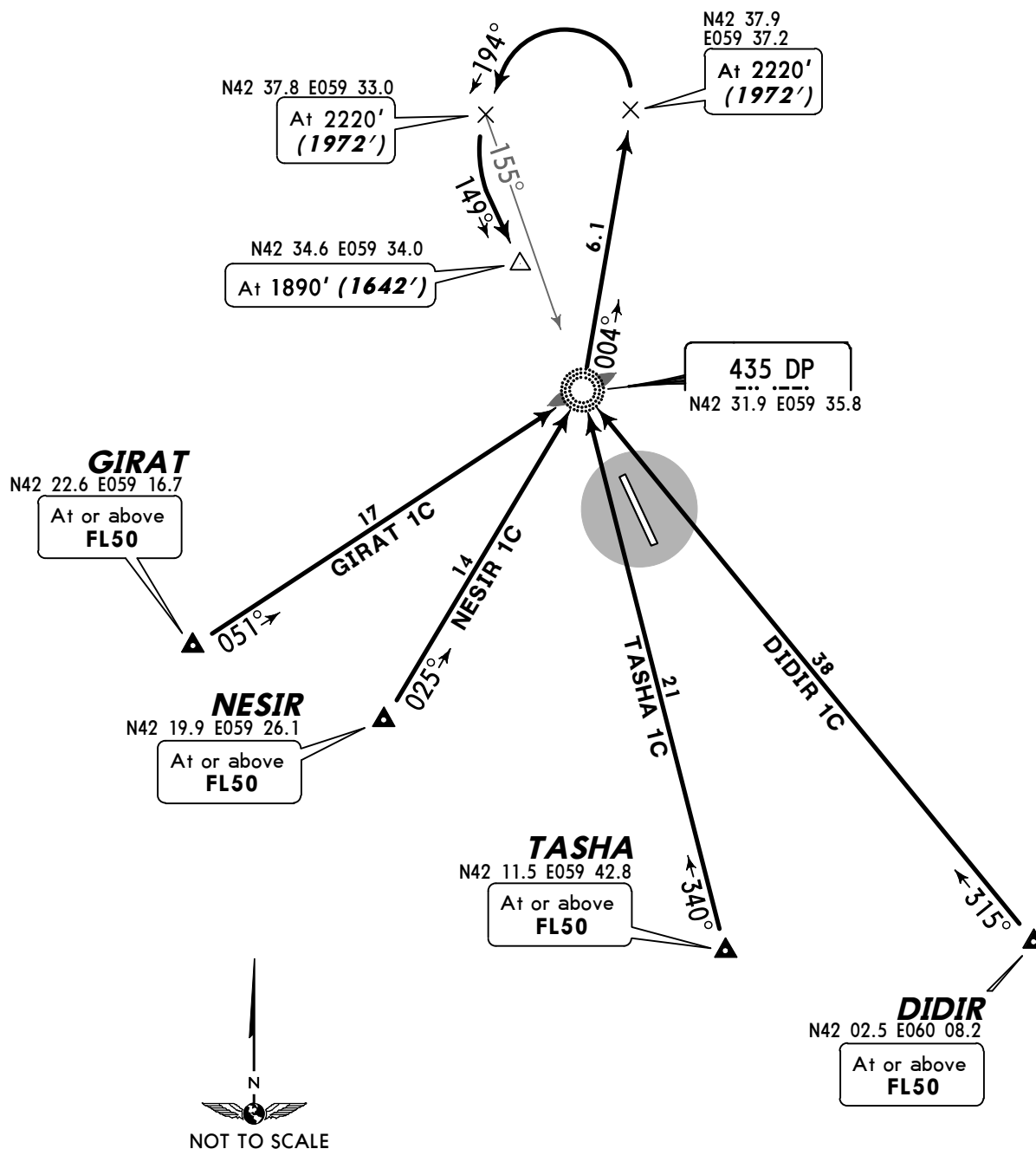
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2E

CAT C & D

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

ALT/HEIGHT CONVERSION

QNH	(QFE)
2220'	(1972' - 600m)
1890'	(1642' - 500m)



*ATIS
127.2 (Russian only)

Apt Elev
248'

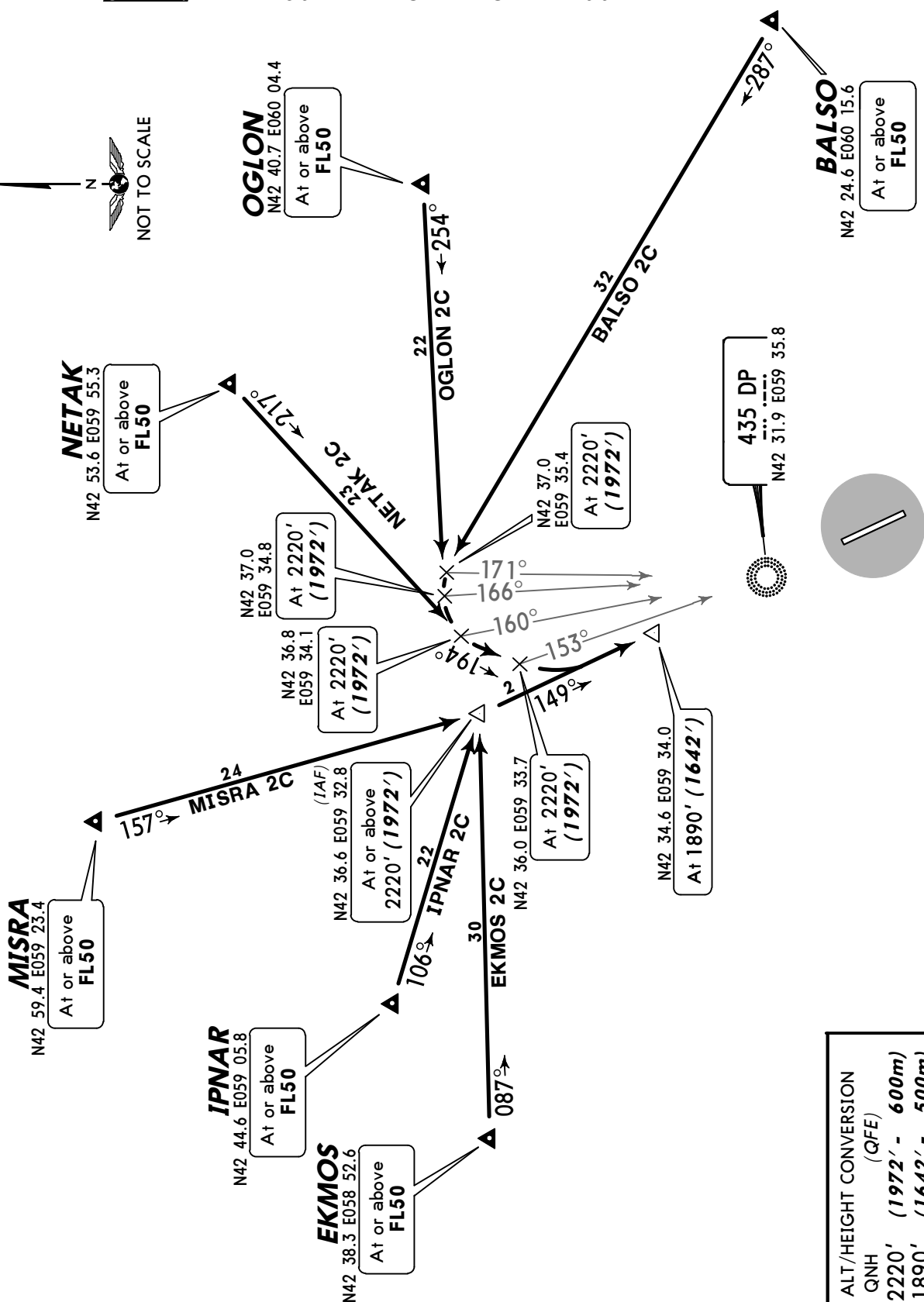
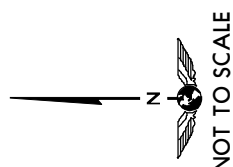
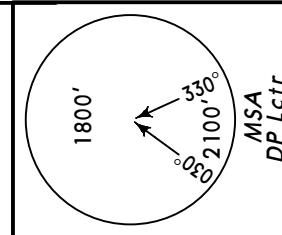
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

BALSO 2C, EKMOS 2C
IPNAR 2C, MISRA 2C
NETAK 2C, OGLON 2C
RWY 15 ARRIVALS

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

CAT A & B

SPEED: MAX 250 KT AT OR BELOW FL100



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

*ATIS
127.2 (Russian only)

Apt Elev
248'

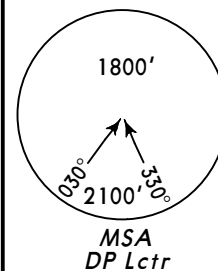
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

**DIDIR 2C , GIRAT 2C
NESIR 2C , TASHA 2C
RWY 15 ARRIVALS**

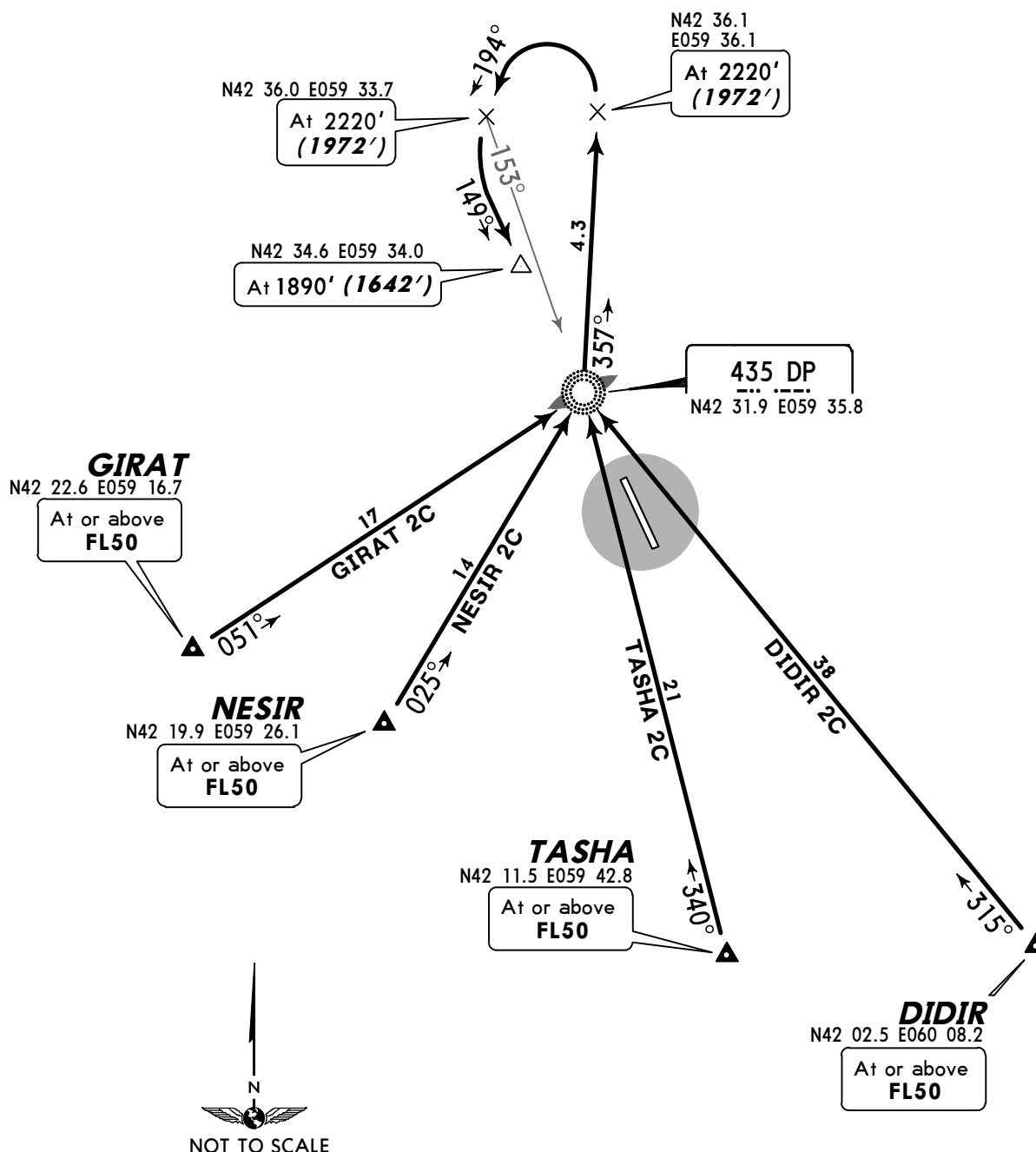
FOR STARS WITHOUT RADAR CONTROL REFER TO CHART 10-2E

CAT A & B

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



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



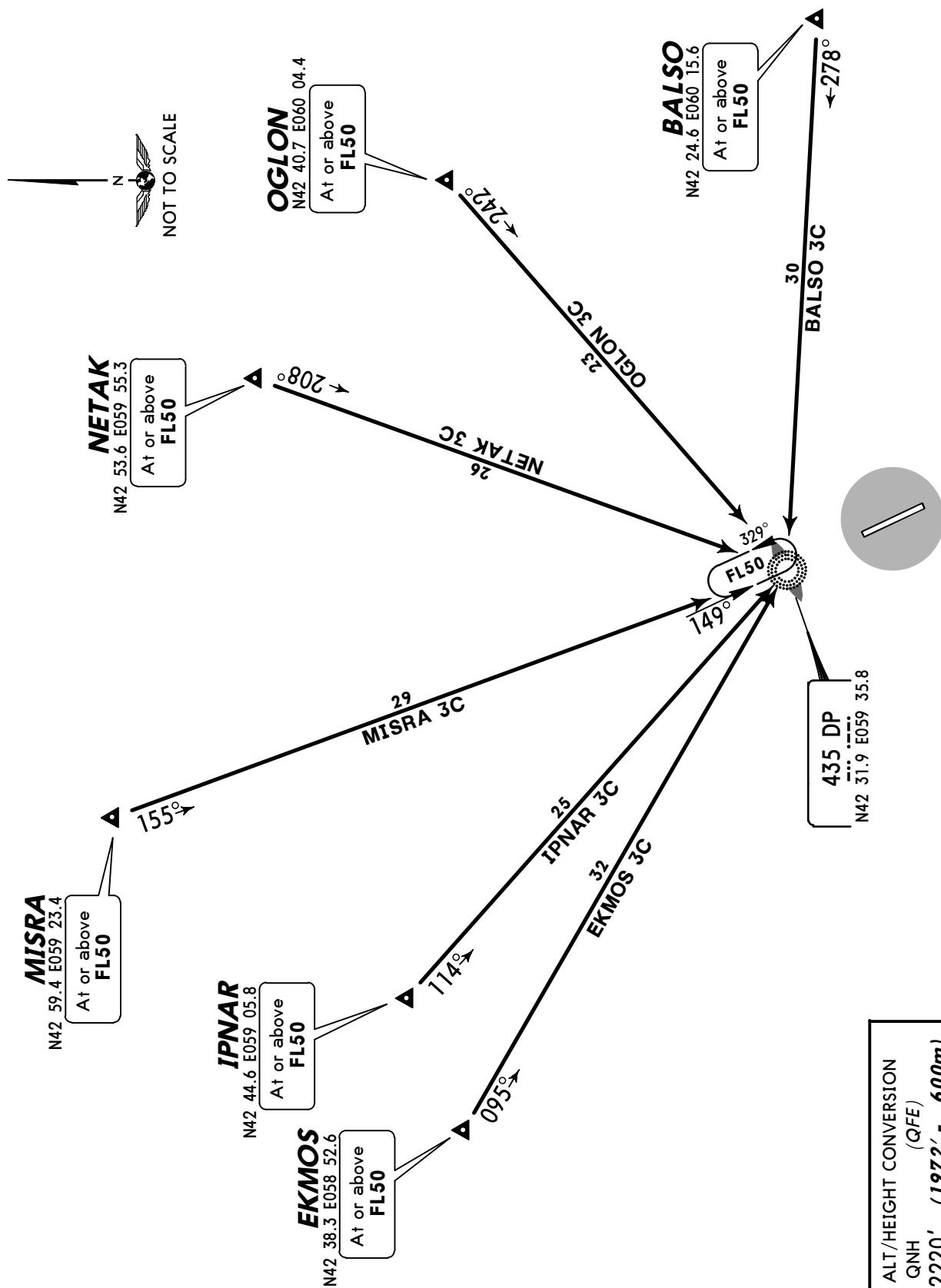
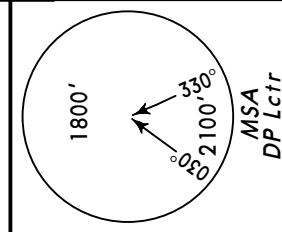
*ATIS
127.2 (Russian only)

Apt Elev
248'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

BALSO 3C , EKMOS 3C
IPNAR 3C , MISRA 3C
NETAK 3C , OGLON 3C
RWY 15 ARRIVALS
WITHOUT RADAR CONTROL

SPEED: MAX 250 KT AT OR BELOW FL100



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

*ATIS
127.2 (Russian only)

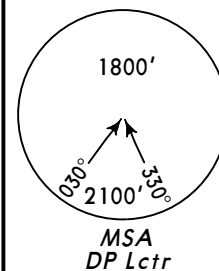
Apt Elev
248'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

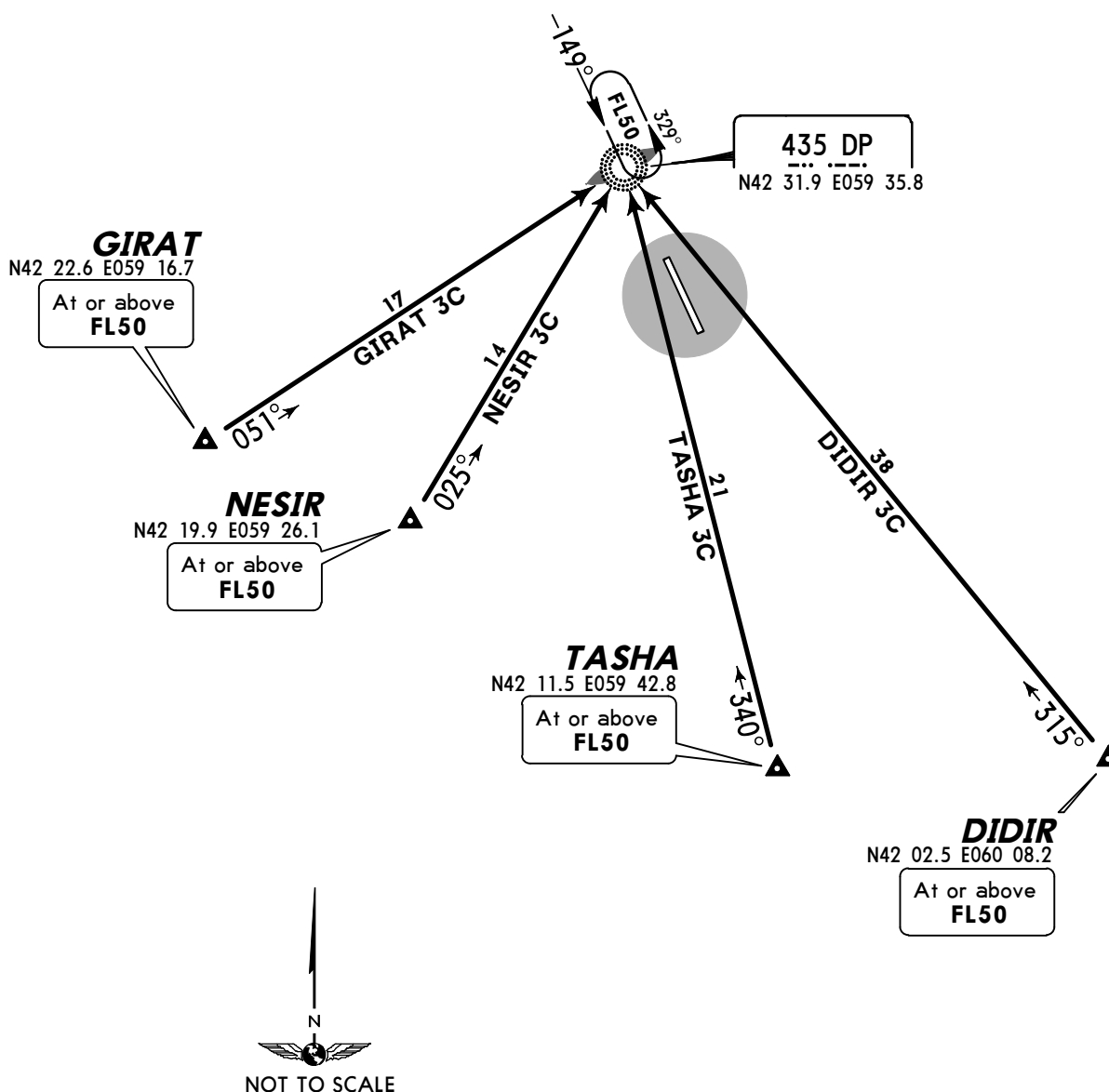
DIDIR 3C , GIRAT 3C
NESIR 3C , TASHA 3C
RWY 15 ARRIVALS

WITHOUT RADAR CONTROL

SPEED: MAX 250 KT AT OR BELOW FL100



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



*ATIS
127.2 (Russian only)

Apt Elev
248'

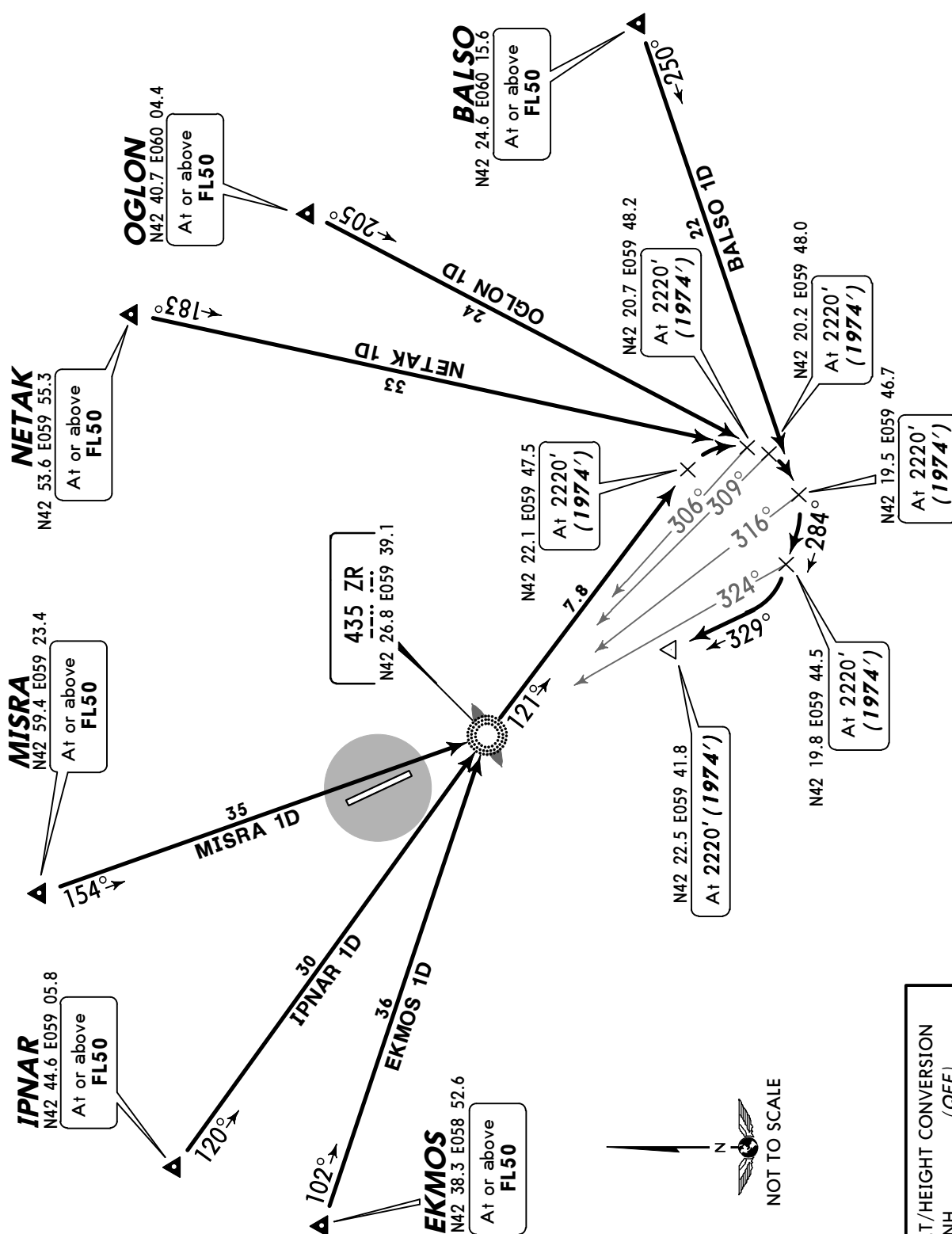
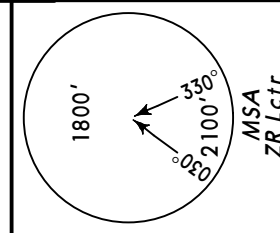
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Trans level: FL50 Trans alt: 2220' (1974')

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

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

CAT C & D

SPEED: MAX 250 KT AT OR BELOW FL100



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

*ATIS
127.2 (Russian only)

Apt Elev
248'

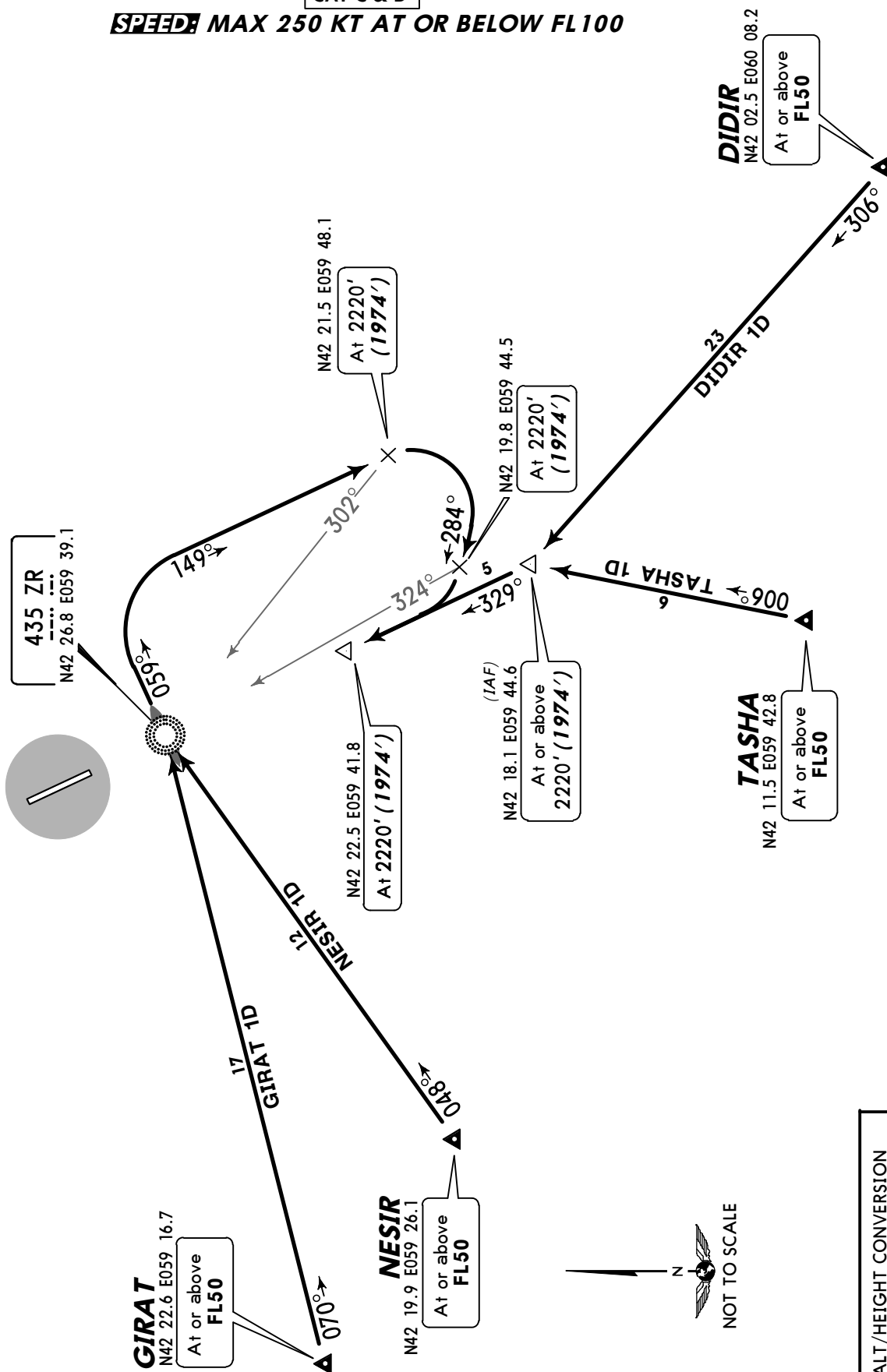
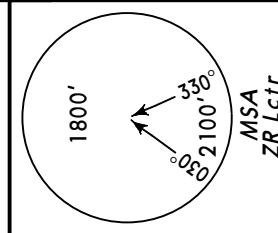
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

DIDIR 1D, GIRAT 1D
NESIR 1D, TASHA 1D
RWY 33 ARRIVALS

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

CAT C & D

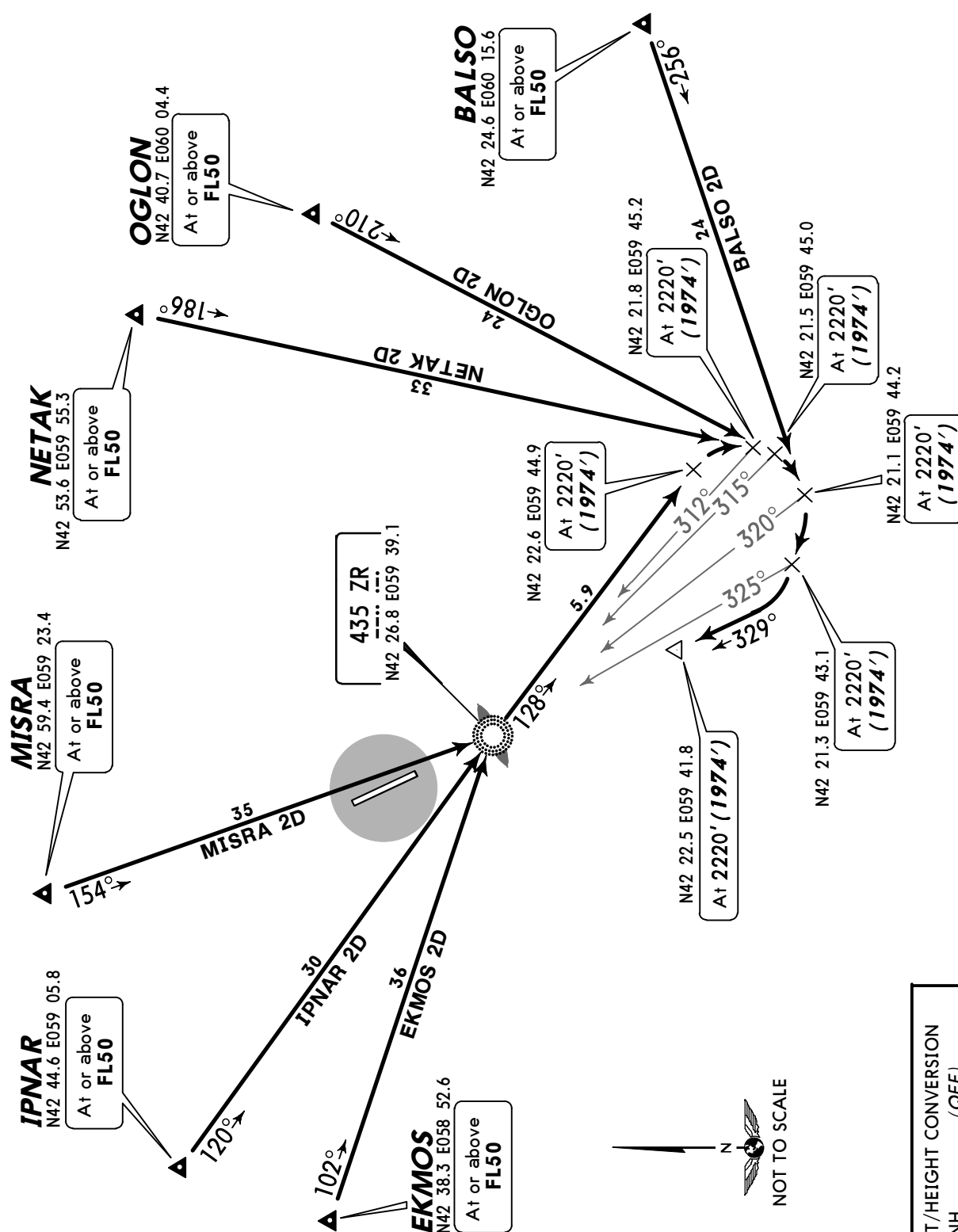
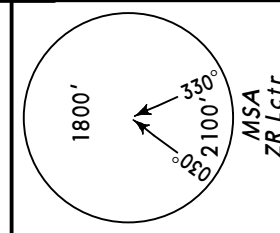
SPEED: MAX 250 KT AT OR BELOW FL100



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt: 2220' **(1974')**

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

SPEED: MAX 250 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
22220' (1974' - 600m)

*ATIS
127.2 (Russian only)

Apt Elev
248'

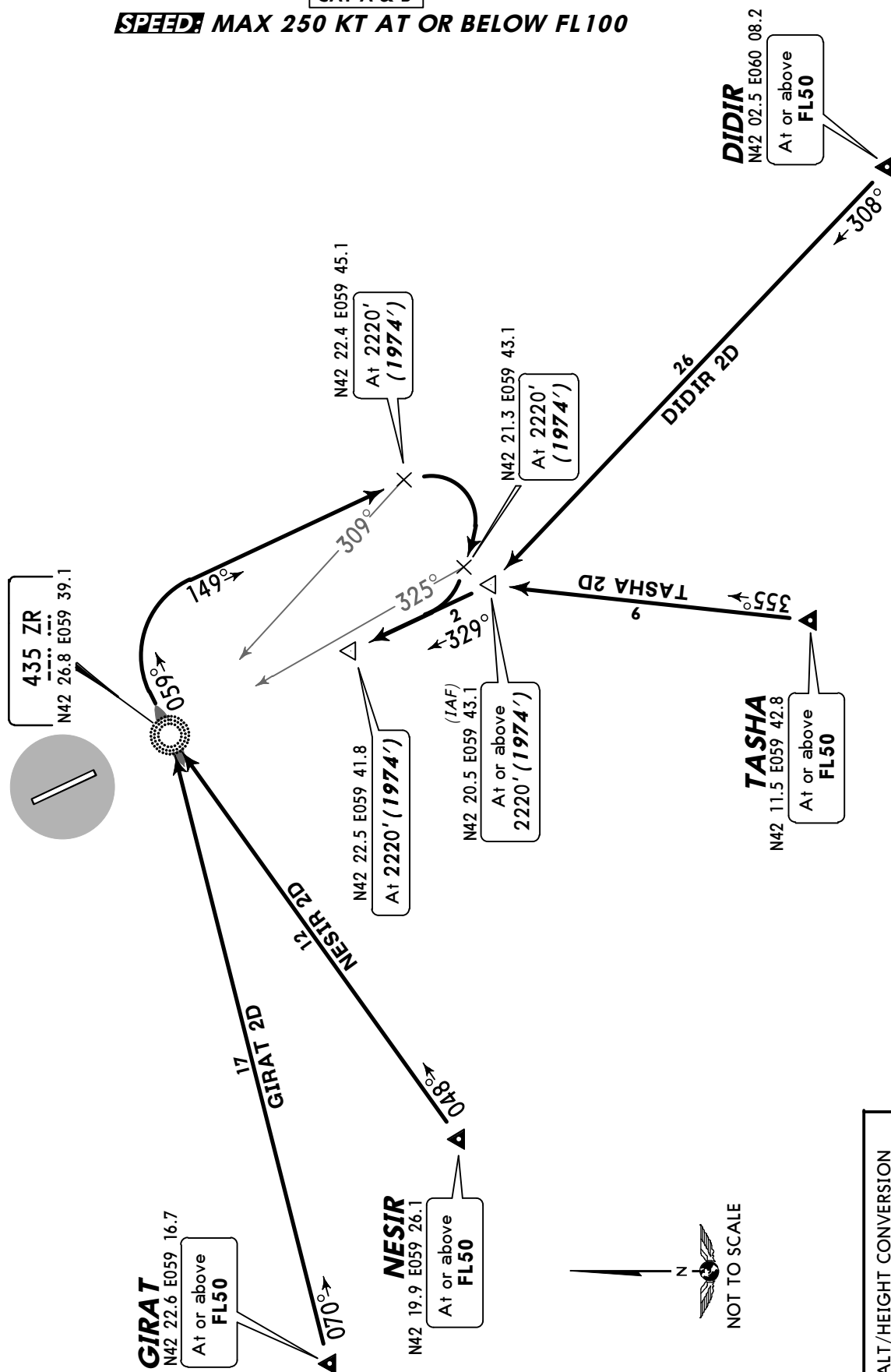
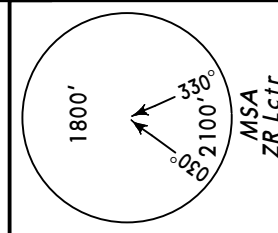
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

DIDIR 2D, GIRAT 2D
NESIR 2D, TASHA 2D
RWY 33 ARRIVALS

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

CAT A & B

SPEED: MAX 250 KT AT OR BELOW FL100



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

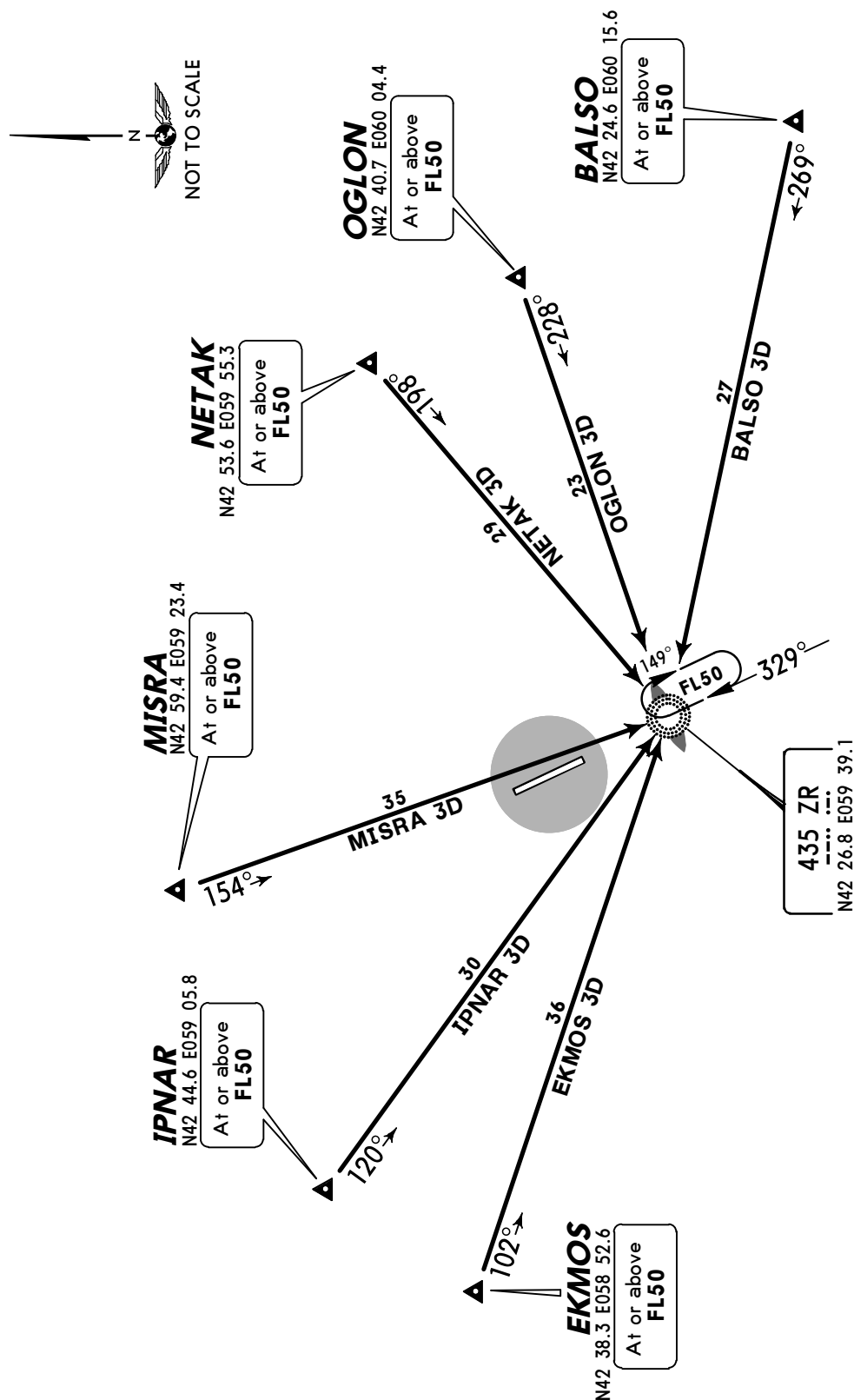
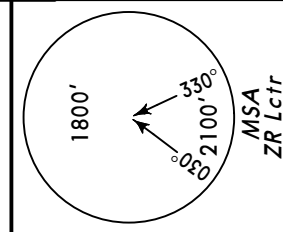
*ATIS
127.2 (Russian only)

Apt Elev
248'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

BALSO 3D , EKMOS 3D
IPNAR 3D , MISRA 3D
NETAK 3D , OGLON 3D
RWY 33 ARRIVALS
WITHOUT RADAR CONTROL

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



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

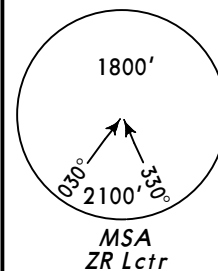
*ATIS
127.2 (Russian only)

Apt Elev
248'

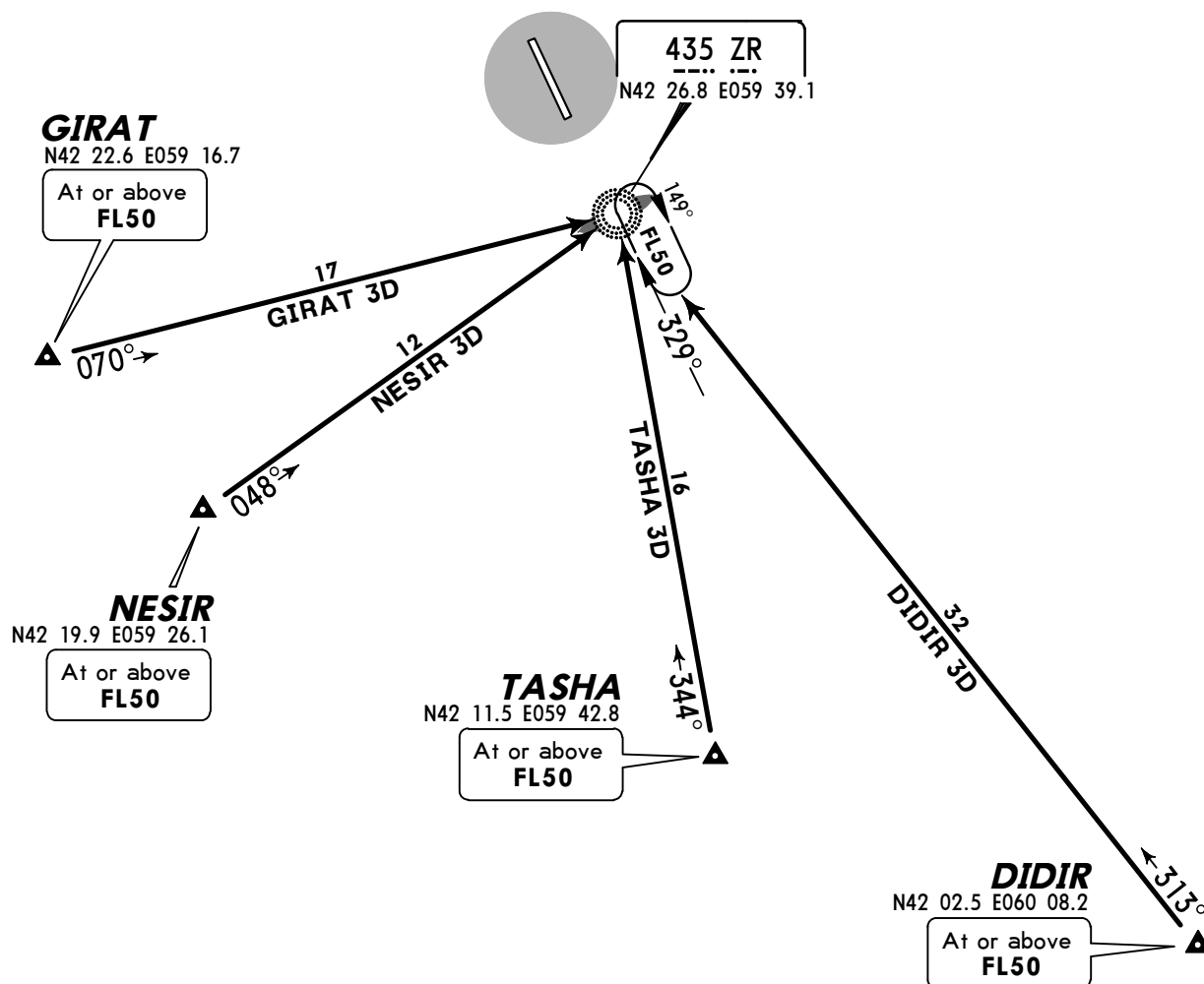
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

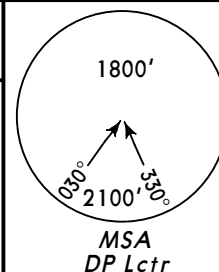
DIDIR 3D, GIRAT 3D
NESIR 3D, TASHA 3D
RWY 33 ARRIVALS
WITHOUT RADAR CONTROL

~~SPEED~~ MAX 250 KT AT OR BELOW FL100



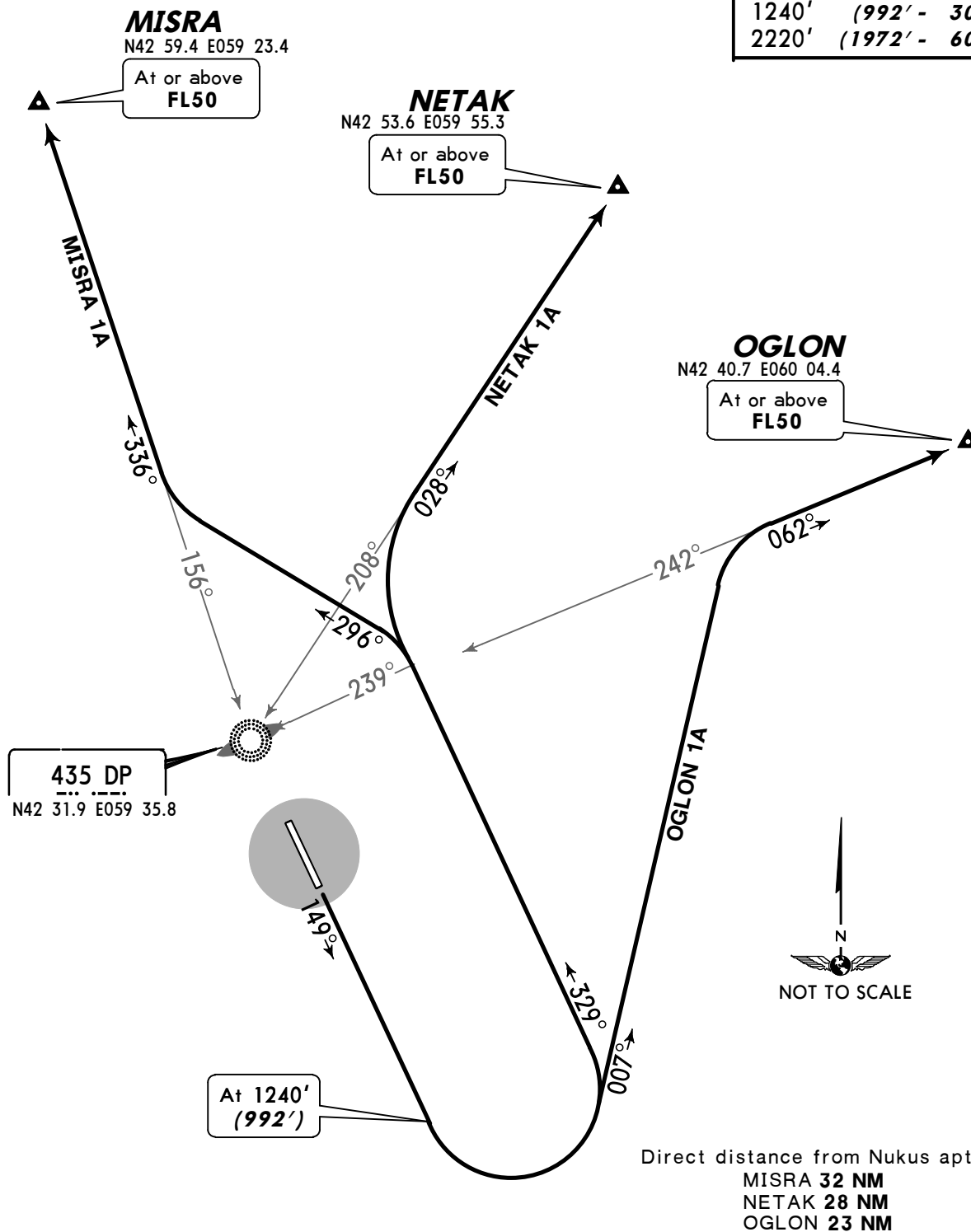
ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1974' - 600m)



Apt Elev
248'QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

MISRA 1A, NETAK 1A
OGLON 1A
RWY 15 DEPARTURES
~~SPEED~~ MAX 250 KT AT OR BELOW FL100

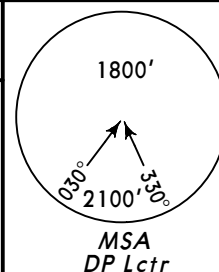
ALT/HEIGHT CONVERSION
QNH (QFE)
1240' (992' - 300m)
2220' (1972' - 600m)



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.

Apt Elev
248'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

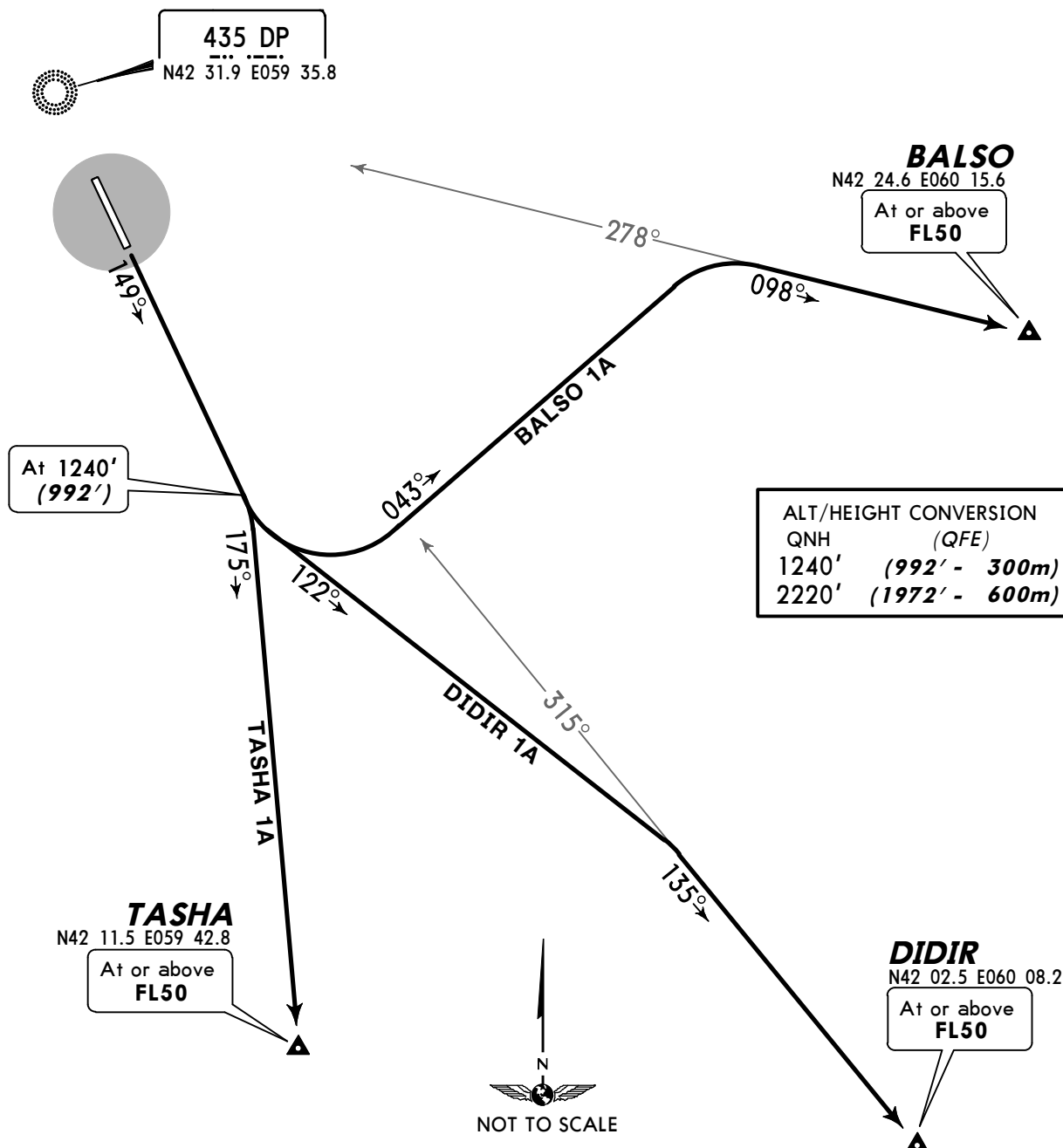


BALSO 1A , DIDIR 1A

TASHA 1A

RWY 15 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



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

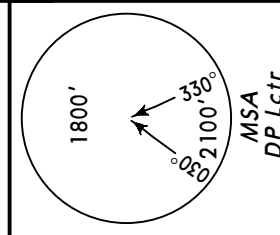
SID	ROUTING
BALSO 1A	Climb on 149° track to 1240' (992') , turn LEFT, 043° track, intercept 098° bearing from DP to BALSO.
DIDIR 1A	Climb on 149° track to 1240' (992') , turn LEFT, 122° track, intercept 135° bearing from DP to DIDIR.
TASHA 1A	Climb on 149° track to 1240' (992') , turn RIGHT, 175° track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

Apt Elev
248'

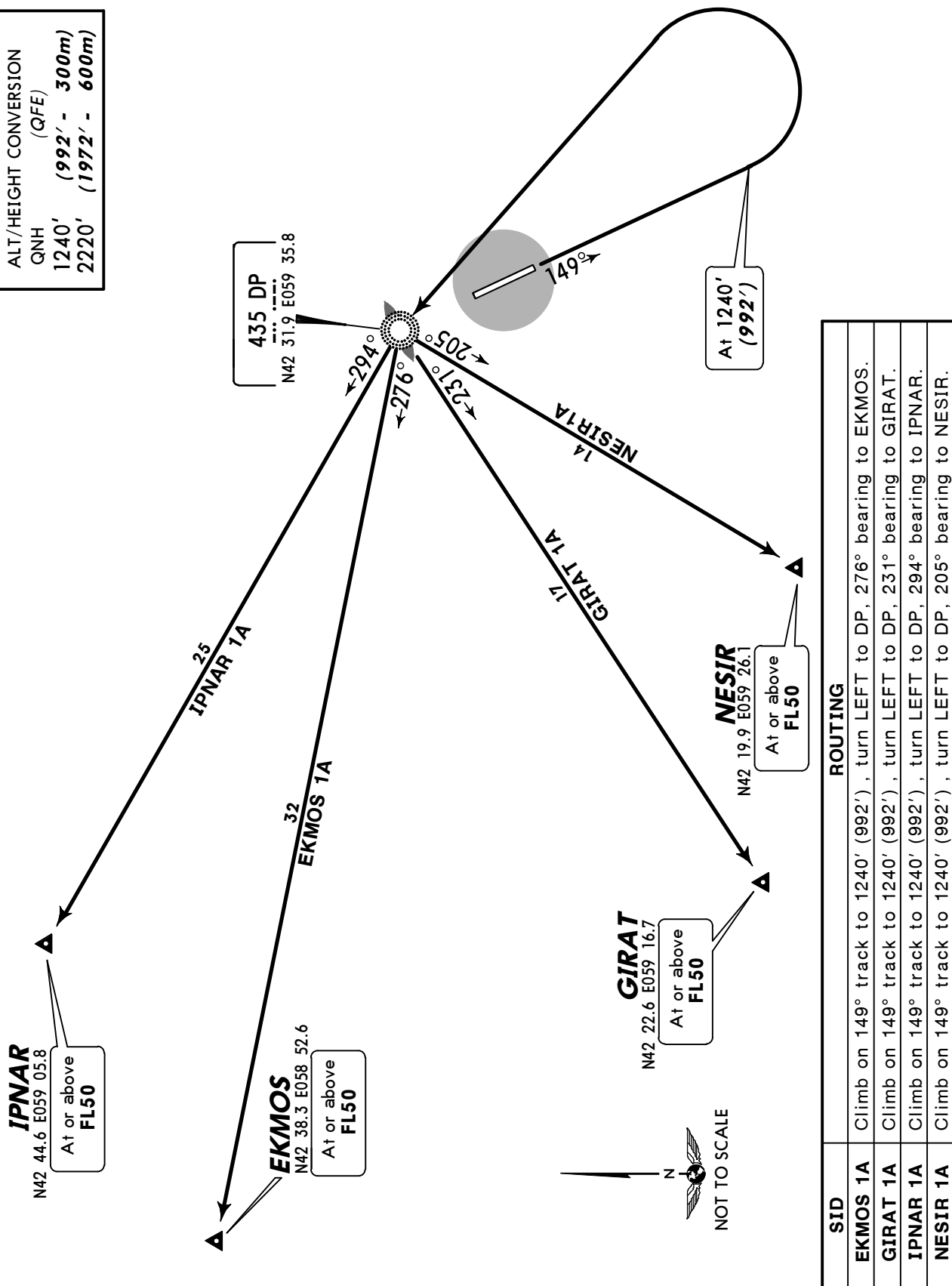
QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

EKMOS 1A, GIRAT 1A
IPNAR 1A, NESIR 1A
RWY 15 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



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



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.

Apt Elev
248'

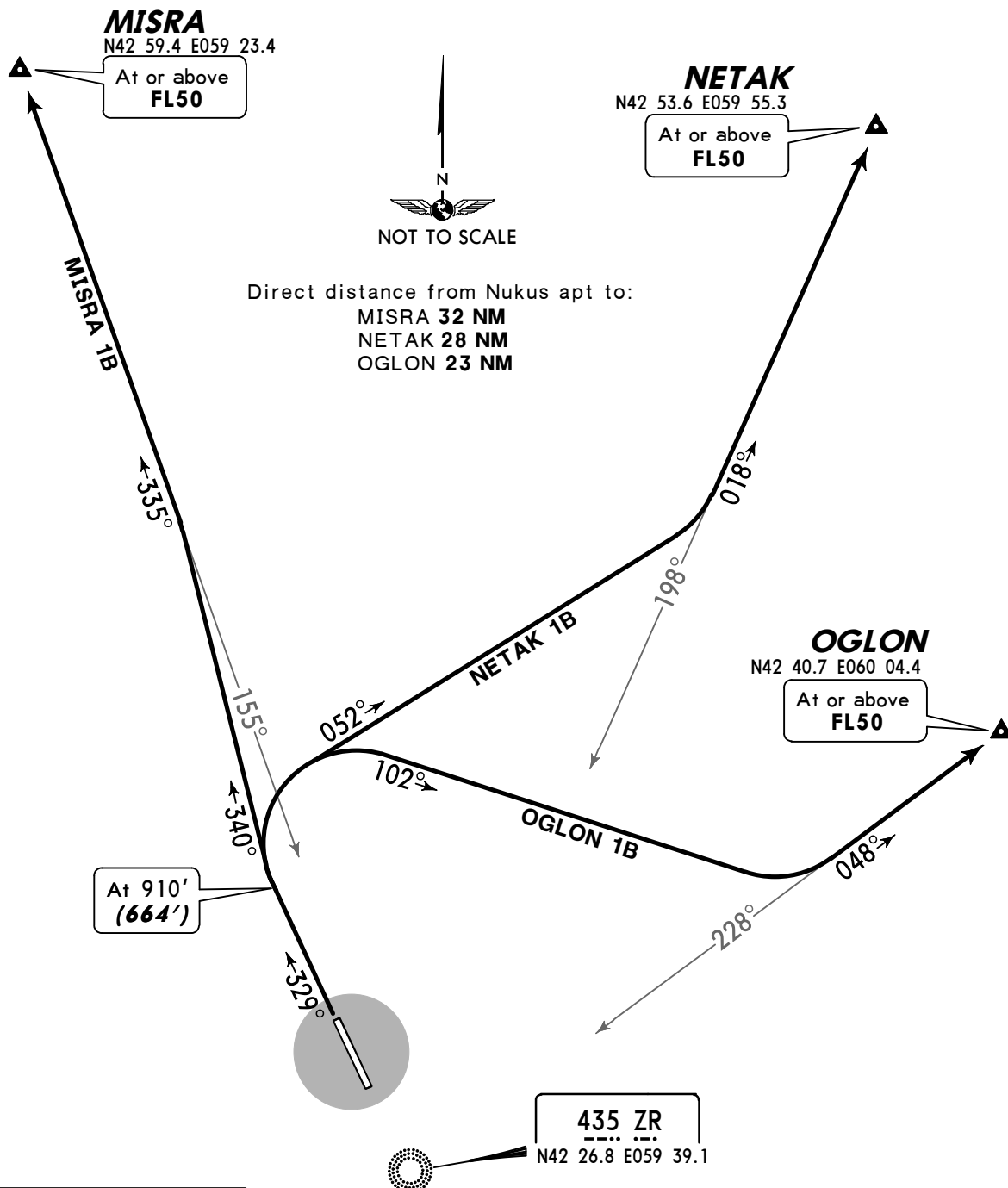
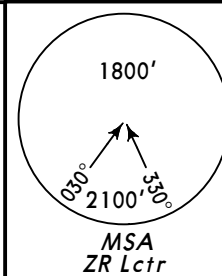
QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

MISRA 1B, NETAK 1B

OGLON 1B

RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



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

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.

Apt Elev
248'

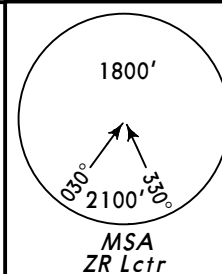
QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

BALSO 1B, DIDIR 1B

TASHA 1B

RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

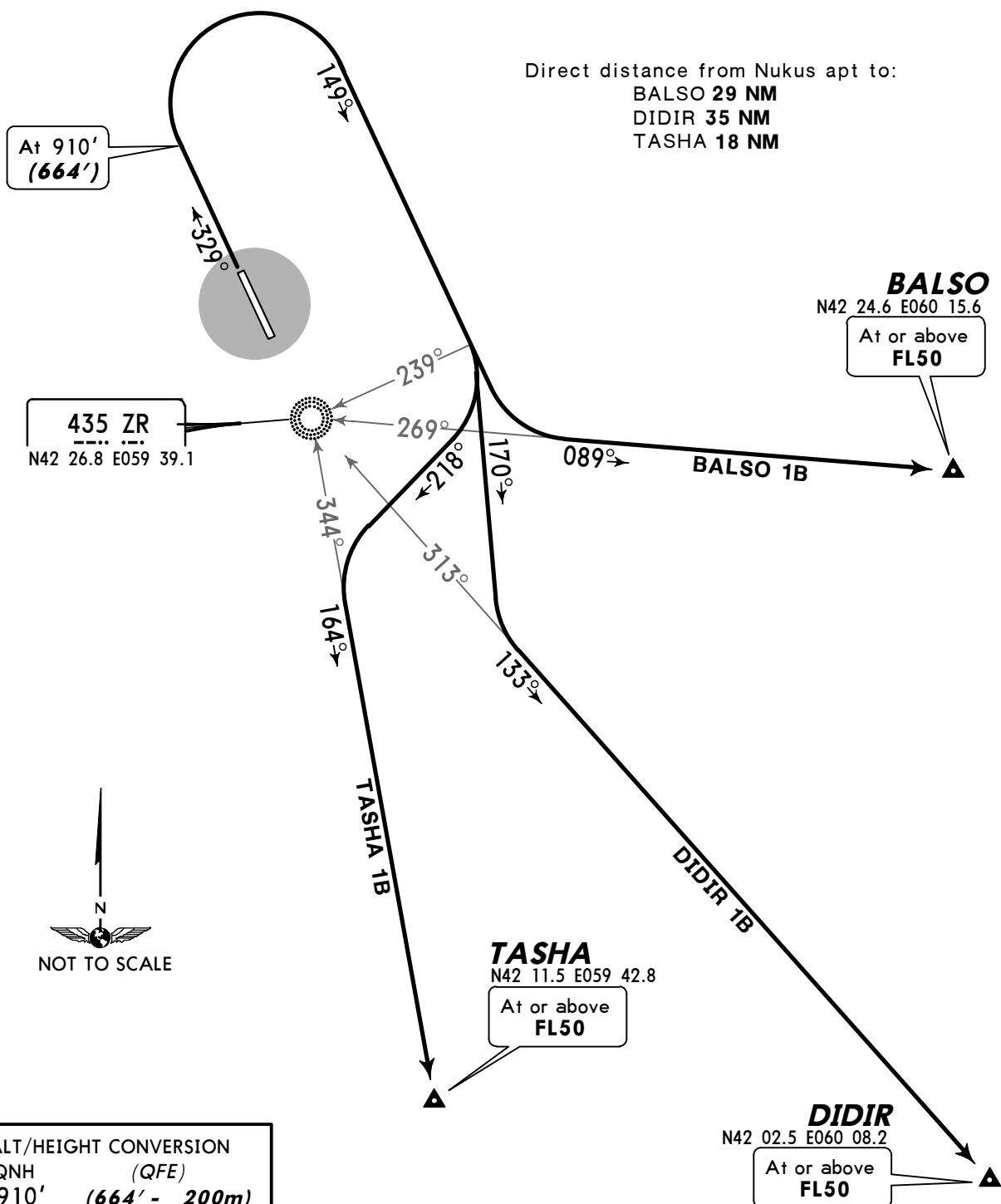


Direct distance from Nukus apt to:

BALSO 29 NM

DIDIR 35 NM

TASHA 18 NM



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

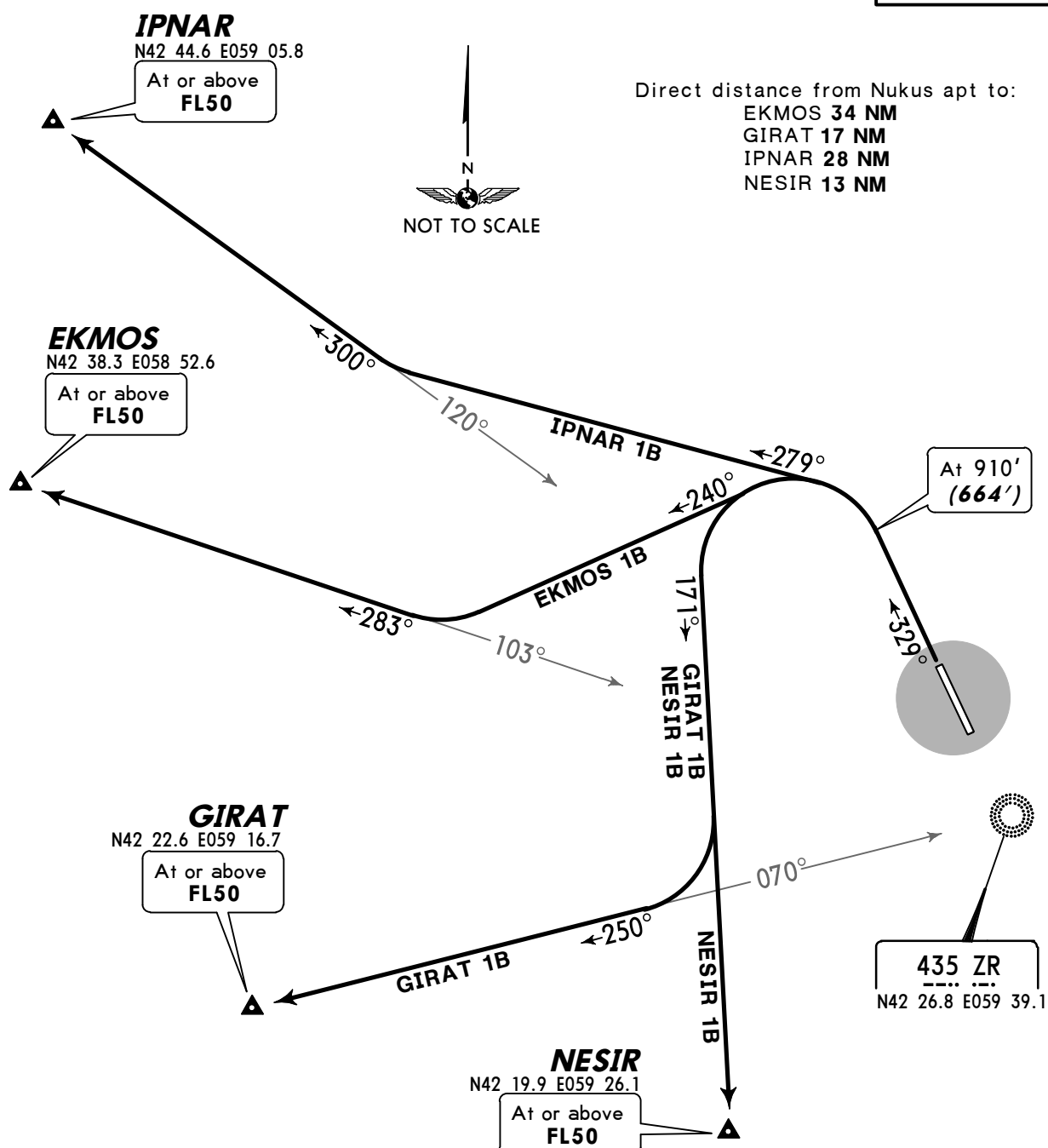
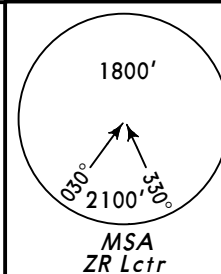
SID	ROUTING
BALSO 1B	Climb on 329° track to 910' (664'), turn RIGHT, 149° track, intercept 089° bearing from ZR to BALSO.
DIDIR 1B	Climb on 329° track to 910' (664'), turn RIGHT, 149° track, at abeam ZR turn RIGHT, 170° track, intercept 133° bearing from ZR to DIDIR.
TASHA 1B	Climb on 329° track to 910'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

Apt Elev
248'QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

EKMOS 1B, GIRAT 1B

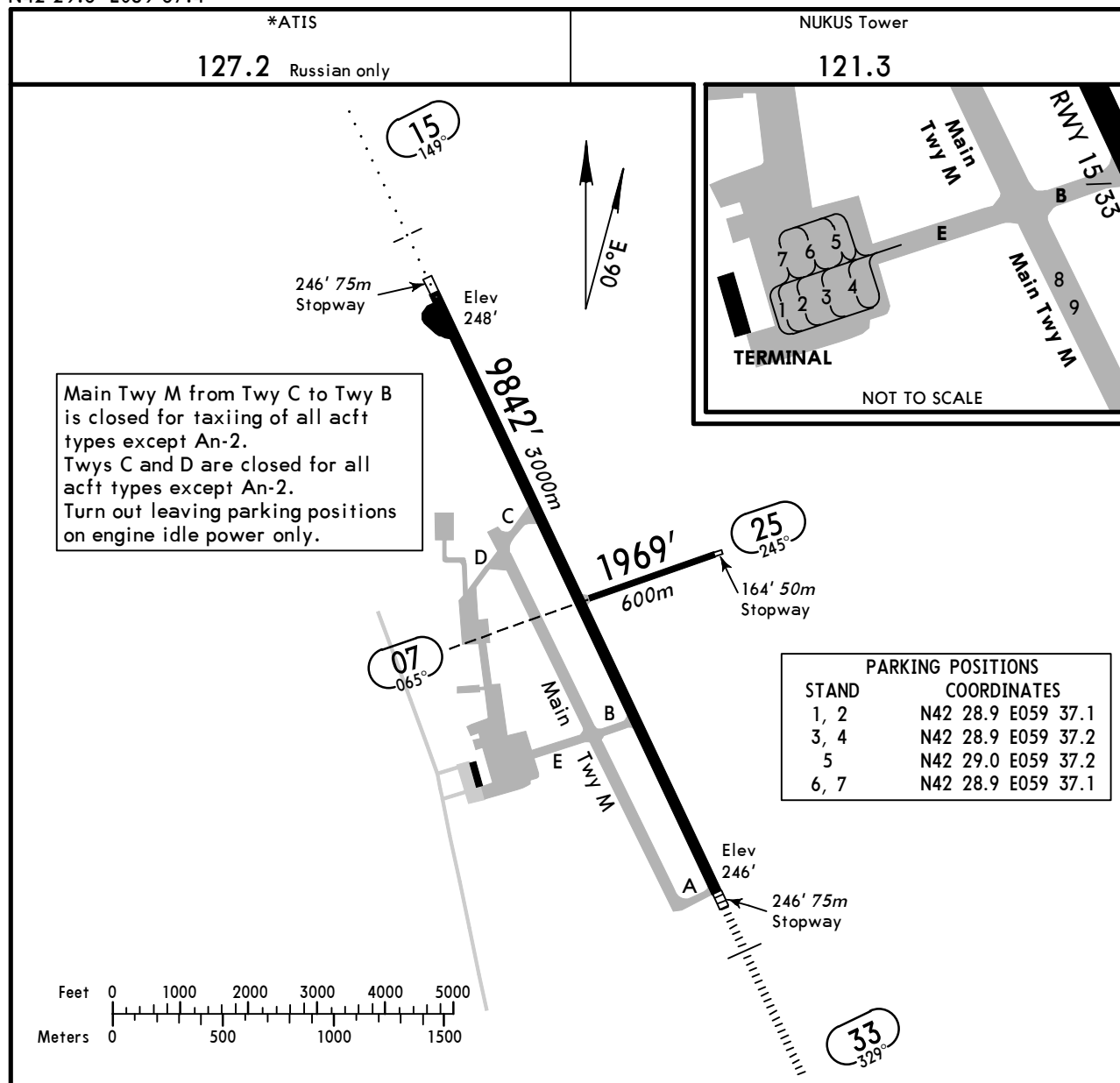
IPNAR 1B, NESIR 1B

RWY 33 DEPARTURES

~~SPEED~~ MAX 250 KT AT OR BELOW FL100

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

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.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
15	RL (60m)	MIALS	PAPI-L			1	148'
33	HIRL (60m)	HIALS	PAPI-L		8931' 2722m		45m

1 TAKE-OFF RUN AVAILABLE

RWY 15

from line-up position 9350' (2850m)

492'/150m from thresh

twy C int 6201' (1890m)

twy B int 2756' (840m)

for acft A310,
B767-300

8694' (2650m)

line-up position

1148'/350m

from thresh

RWY 33

from line-up position 9350' (2850m)

492'/150m from thresh

twy B int 7087' (2160m)

twy C int 3642' (1110m)

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 15/33

LVP must be in force

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

STRAIGHT-IN RWY		A	B	C	D
15	2 NDB ❶ ❷	600' (352')	600' (352')	600' (352')	600' (352')
		1500m	1500m	1500m	1500m
	ALS out	1500m	1500m	1600m	1600m
	2 NDB ❶ ❸	600' (352')	600' (352')	600' (352')	600' (352')
		1500m	1500m	1500m	1500m
	ALS out	1600m	1600m	1600m	1600m
	NDB	910' (662') ❶	910' (662') ❶	1240' (992')	1240' (992')
		2900m	2900m	5000m	5000m
	ALS out	3100m	3100m	5000m	5000m
33	ILS	446' (200')	446' (200')	476' (230')	476' (230')
		800m	800m	900m	900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	600' (354')	600' (354')	600' (354')	600' (354')
		1500m	1500m	1500m	1500m
	ALS out	1600m	1600m	1600m	1600m
	ZR NDB	910' (664')	910' (664')	1230' (984')	1230' (984')
		2600m	2600m	5000m	5000m
	ALS out	3300m	3300m	5000m	5000m
	Z Lctr ❷	910' (664')	910' (664')	1230' (984')	1230' (984')
		2600m	2600m	5000m	5000m
	ALS out	3300m	3300m	5000m	5000m
	Z Lctr ❸	940' (694')	940' (694')	1230' (984')	1230' (984')
		3000m	3000m	5000m	5000m
	ALS out	3400m	3400m	5000m	5000m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

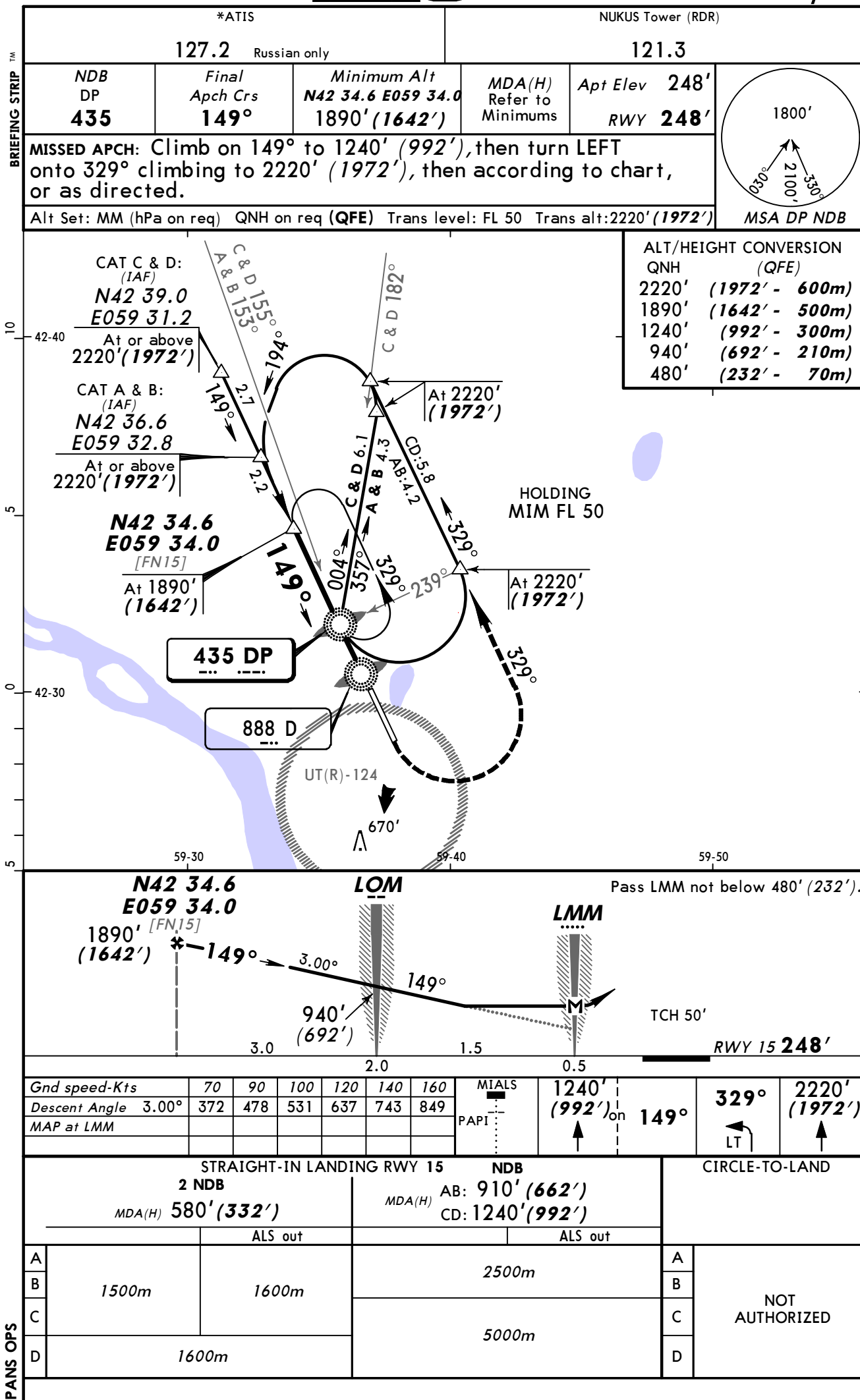
❷ with radar control.

❸ w/o radar control.

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

TAKE-OFF RWY 15, 33

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		



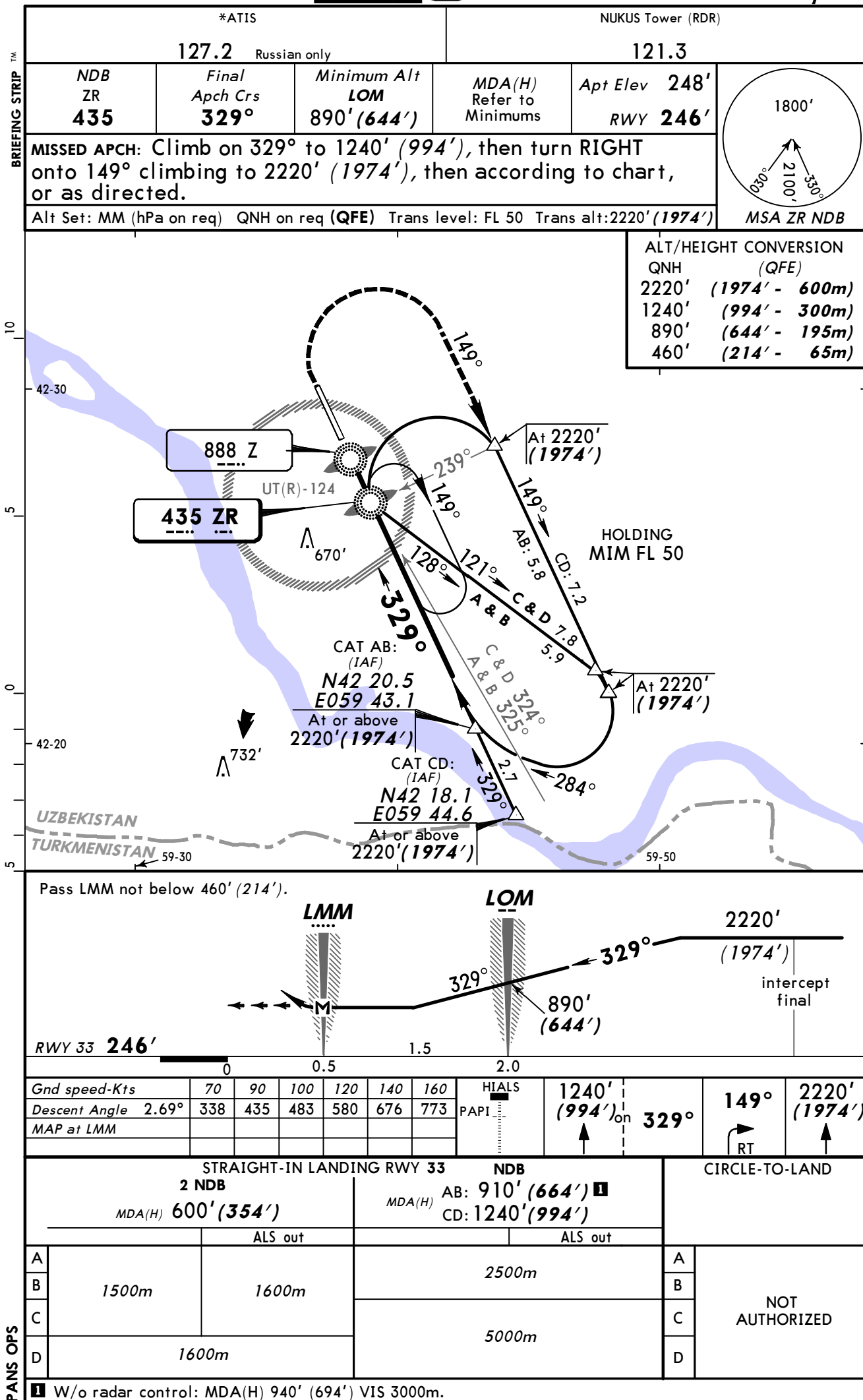


Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTNN