

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNU

Terminal Charts For UTNU

Revision Letter For Cycle 25-2012

Change Notices

Notebook

## General Information

Location: Urgench Uzb  
IATA Code: UGC  
Lat/Long: N41° 35.0' E060° 38.7'  
Elevation: 321 ft

Airport Use: Public  
Magnetic Variation: 5.9°E

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

Sunrise: 0324 Z  
Sunset: 1236 Z,

## Runway Information

Runway: 13  
Length x Width: 9843 ft x 164 ft  
Surface Type: asphalt  
TDZ-Elev: 319 ft  
Lighting: Edge, ALS  
Stopway: 164 ft

Runway: 31  
Length x Width: 9843 ft x 164 ft  
Surface Type: asphalt  
TDZ-Elev: 318 ft  
Lighting: Edge, ALS  
Stopway: 164 ft

## Communication Information

ATIS 127.7 Non-English  
Urgench Tower 118.3  
Urgench Approach Control 126.0  
Urgench Transit Operations 131.8 Non-English

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ATIS  
127.7 (Russian only)

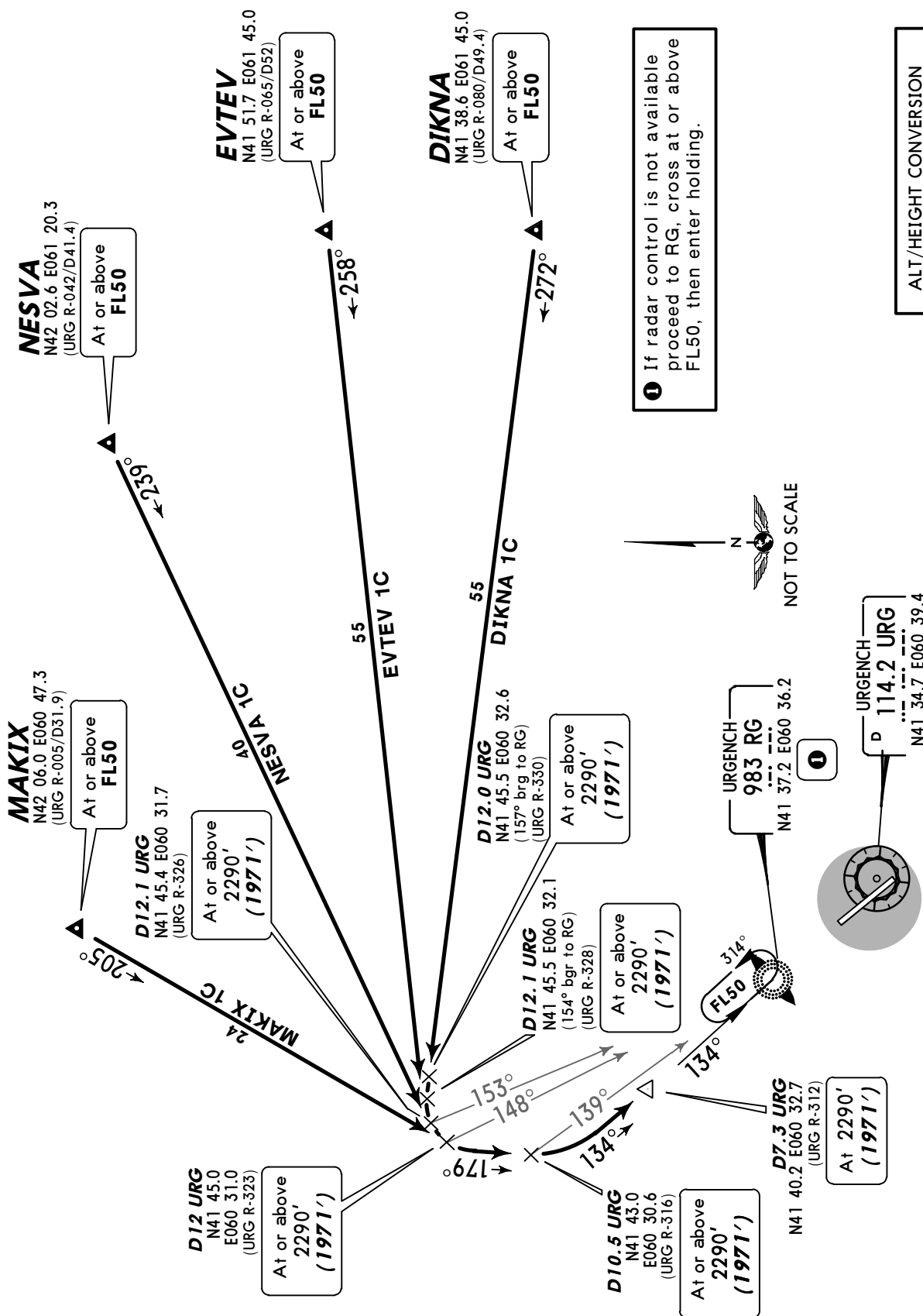
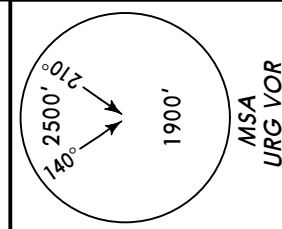
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')

DIKNA 1C [DIKN1C], EVTEV 1C [EVTE1C]  
MAKIX 1C [MAKI1C], NESVA 1C [NESV1C]  
RWY 13 ARRIVALS

CAT C & D

~~SPEED~~ MAX 245 KT AT OR BELOW FL100



ATIS  
127.7 (Russian only)

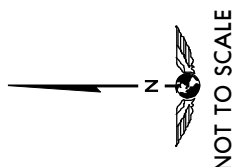
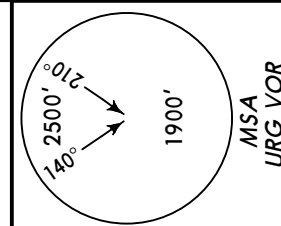
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1972')

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

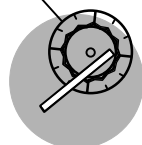
CAT C & D

**SPEED: MAX 245 KT AT OR BELOW FL100**



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

URGENCH  
D 114.2 URG  
N41 34.7 E060 39.4



D6.4 URG  
N41 29.7 E060 44.6  
(URG R-136)

D9.6 URG  
N41 27.7  
E060 48.0  
(URG R-132)

At or above  
2290'  
(1972')

At 2290'  
(1972')

URGENCH  
983 NU  
N41 32.7 E060 41.2



(IAF)  
D11.2 URG  
N41 26.0 E060 48.8  
(URG R-135)

At or above  
2290' (1972')

OLPIS  
N41 22.9 E061 45.0  
(URG R-098/D50.7)

At or above  
FL50

VASIM  
N41 15.6 E061 45.0  
(URG R-106/D52.9)

At or above  
FL50

IVLUS  
N41 11.4 E061 31.4  
(URG R-115/D45.6)

At or above  
FL50

SAIDA  
N41 12.0 E061 07.3  
(URG R-132/D30.9)

At or above  
FL50

① If radar control is not available  
proceed to NU, cross at or above  
FL50, then enter holding.

ATIS  
127.7 (Russian only)

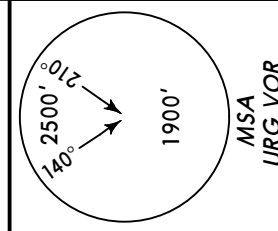
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')

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

CAT C & D

**SPEED** MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION  
QNH (QFE)  
2290' (1971' - 600m)

D10.6 URG  
N41 44.5 E060 34.1  
(URG R-333)

At or above  
2290'  
(1971')

URGENCH  
983 RG  
N41 37.2 E060 36.2

At or above  
2290'  
(1971')

D10.5 URG  
N41 43.0  
E060 30.6  
(URG R-316)

At or above  
2290'  
(1971')

D7.3 URG  
N41 40.2 E060 32.7  
(URG R-312)

At 2290'  
(1971')

URGENCH  
D 114.2 URG  
N41 34.7 E060 39.4

OLPIS  
N41 22.9 E061 45.0  
(URG R-098/D50.7)

At or above  
FL50

VASIM  
N41 15.6 E061 45.0  
(URG R-106/D52.9)

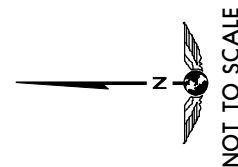
At or above  
FL50

IVLUS  
N41 11.4 E061 31.4  
(URG R-115/D45.6)

At or above  
FL50

SAIDA  
N41 12.0 E061 07.3  
(URG R-132/D30.9)

At or above  
FL50



ATIS  
127.7 (Russian only)

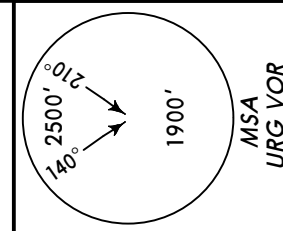
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1972')

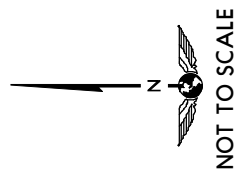
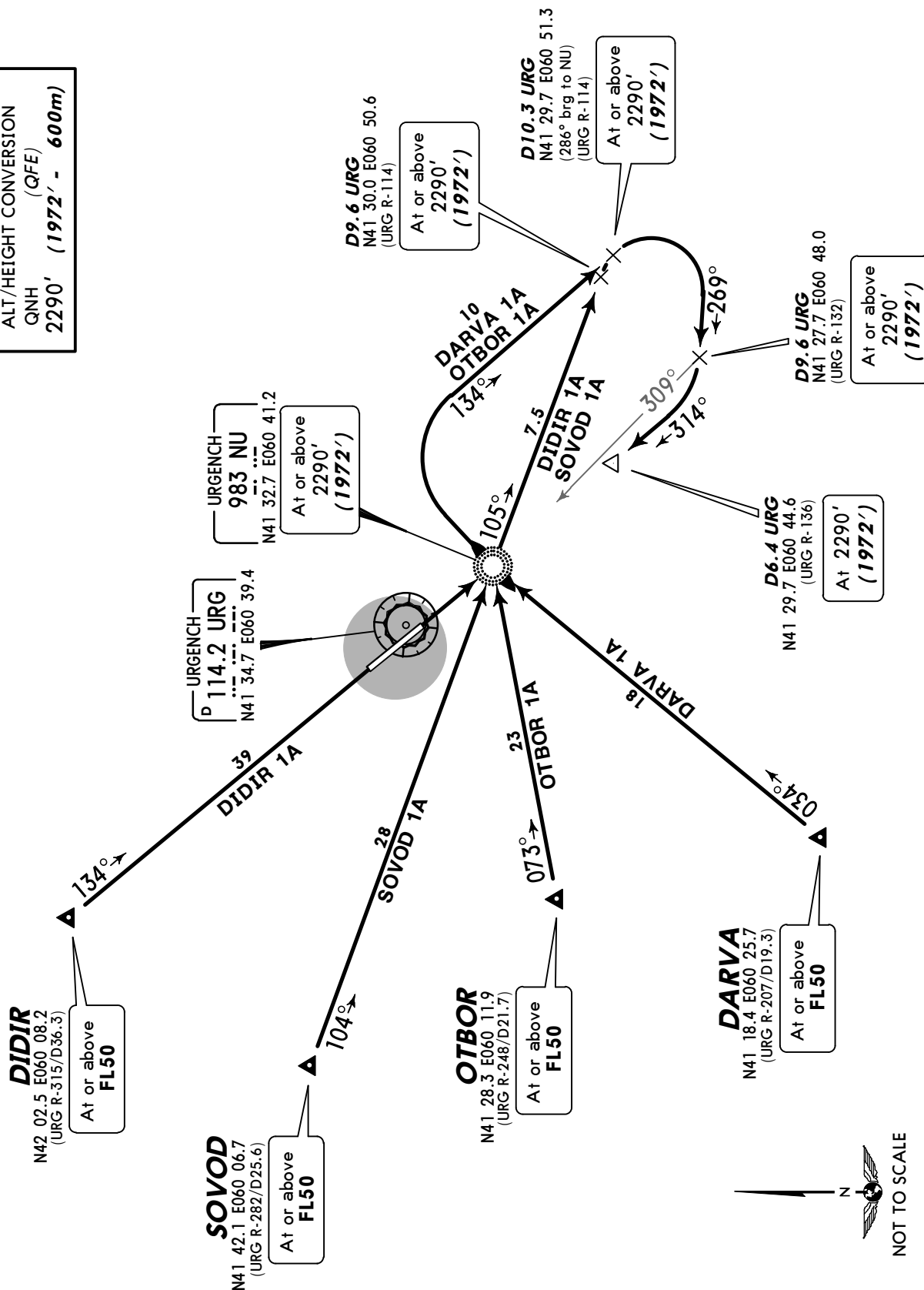
DARVA 1A [DARV1A], DIDIR 1A [DIDI1A]  
OTBOR 1A [OTBO1A], SOVOD 1A [SOVO1A]  
RWY 31 ARRIVALS

CAT C & D

**SPEEDS** MAX 245 KT AT OR BELOW FL100



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



ATIS  
127.7 (Russian only)

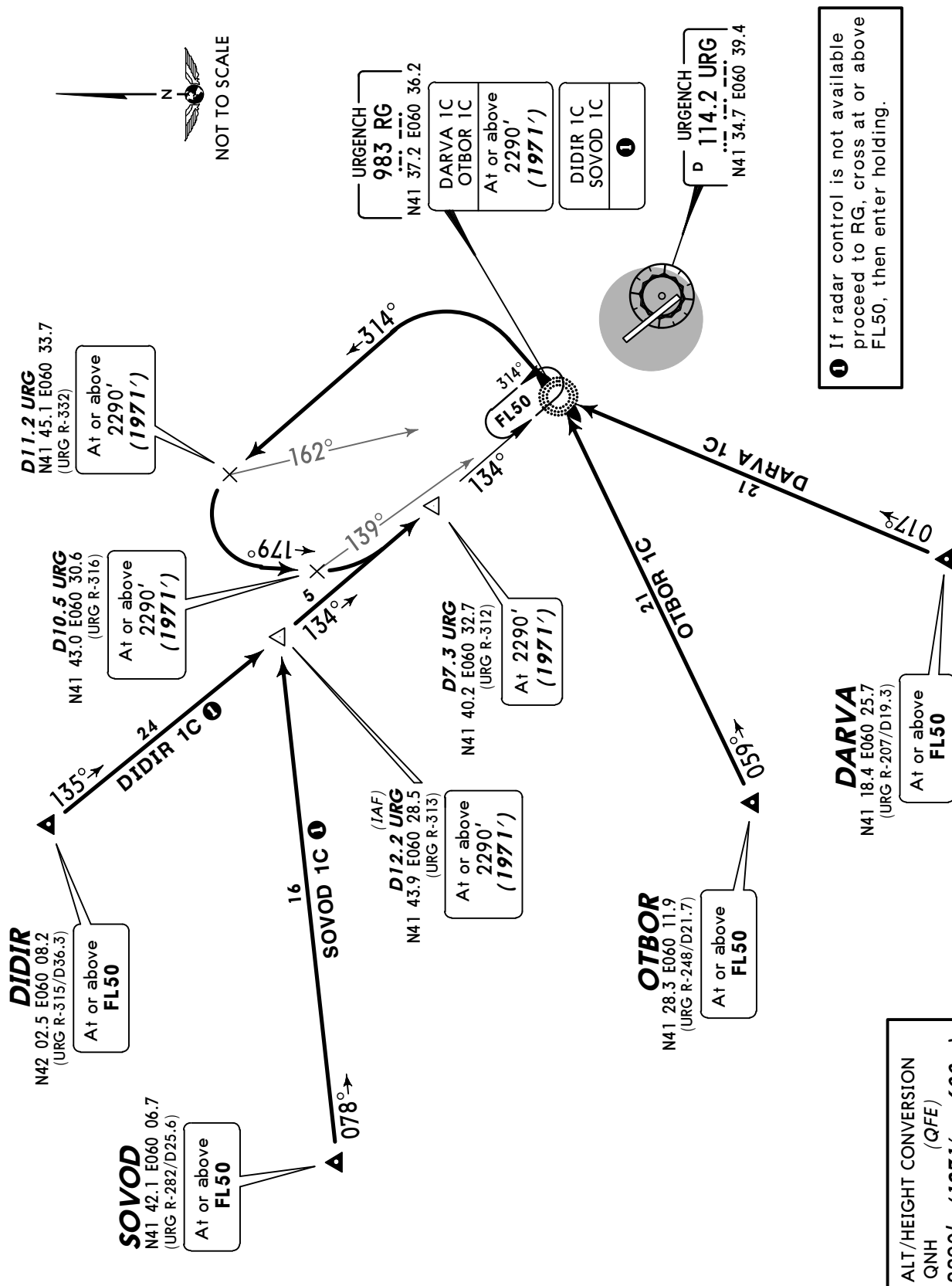
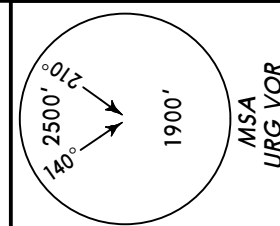
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')

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

CAT C & D

**SPEEDS** MAX 245 KT AT OR BELOW FL100



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ATIS  
127.7 (Russian only)

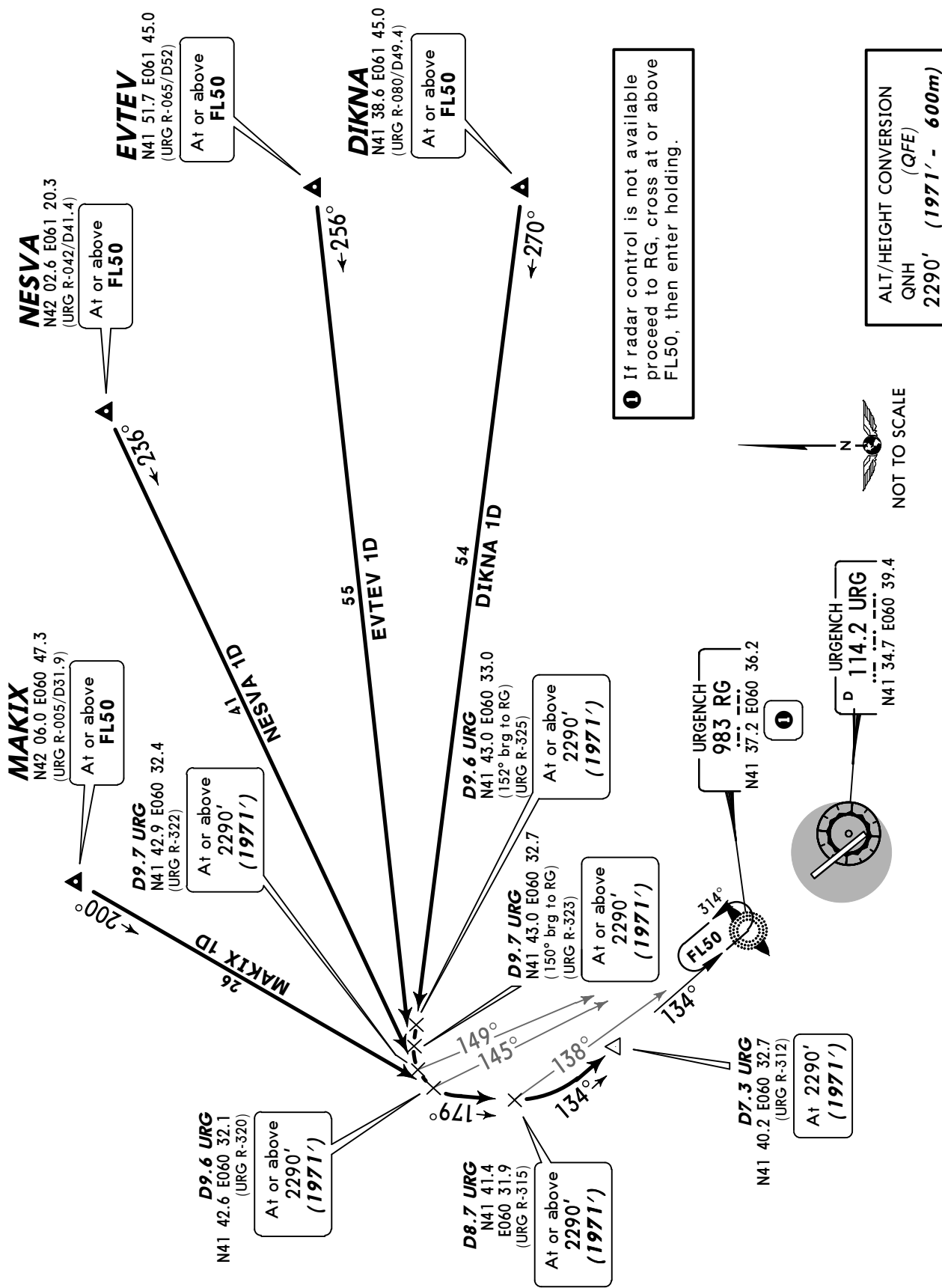
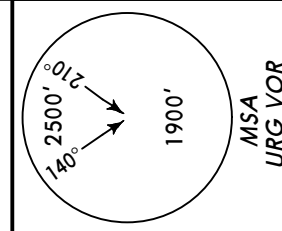
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')

# DIKNA 1D, EVTEV 1D, MAKIX 1D, NESVA 1D RWY 13 ARRIVALS

CAT A & B

**SPEED** MAX 245 KT AT OR BELOW FL100



ATIS  
127.7 (Russian only)

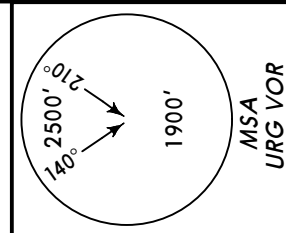
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1972')

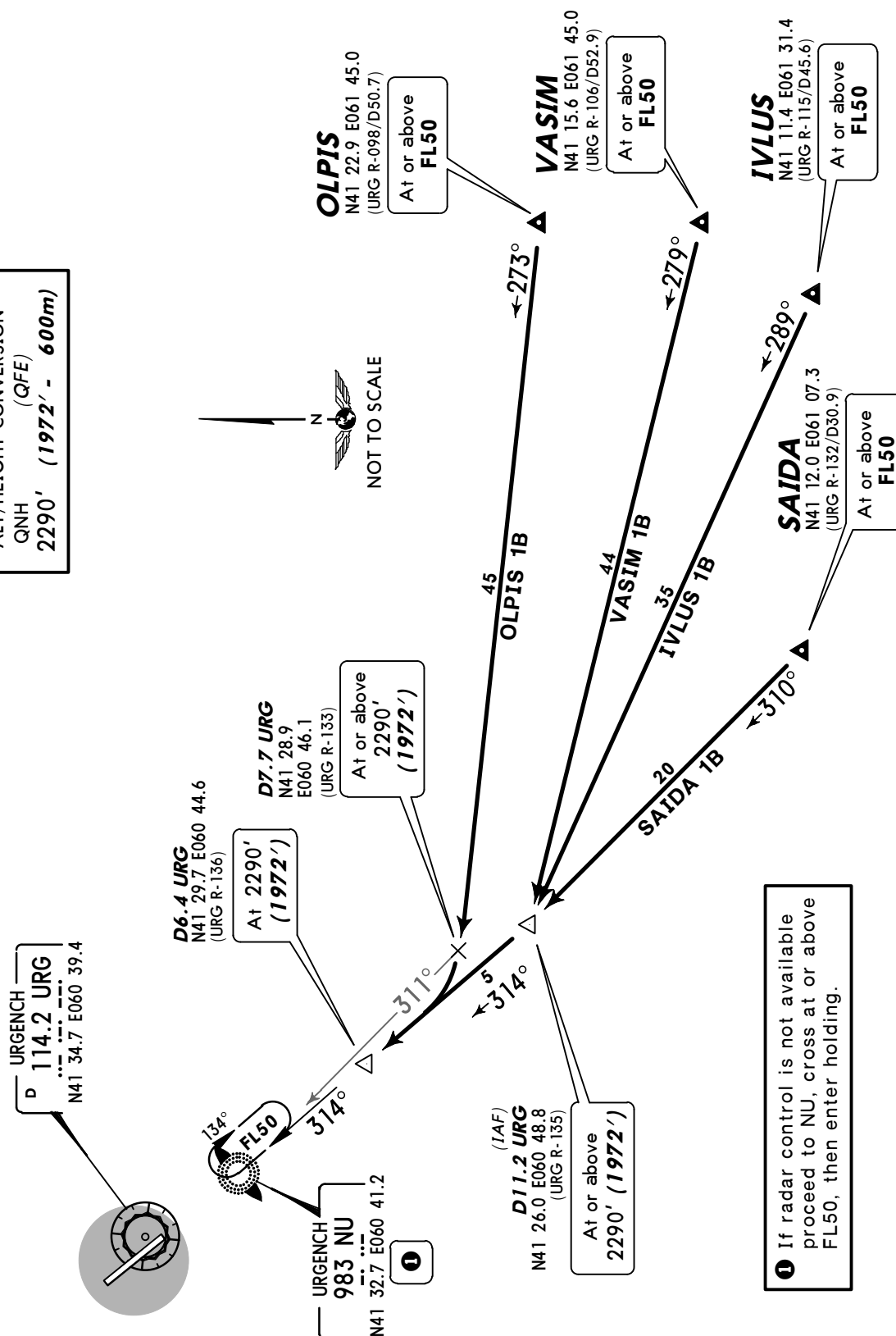
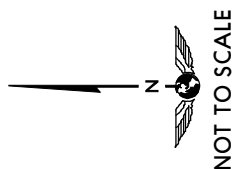
IVLUS 1B, OLPIS 1B, SAIDA 1B, VASIM 1B  
RWY 31 ARRIVALS

CAT A & B

**SPEED** MAX 245 KT AT OR BELOW FL100



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



① If radar control is not available proceed to NU, cross at or above FL50, then enter holding.

ATIS  
127.7 (Russian only)

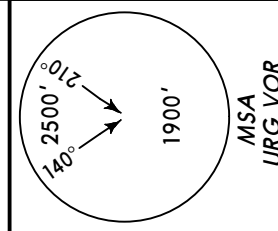
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')

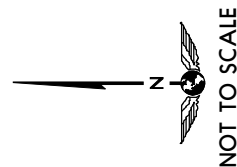
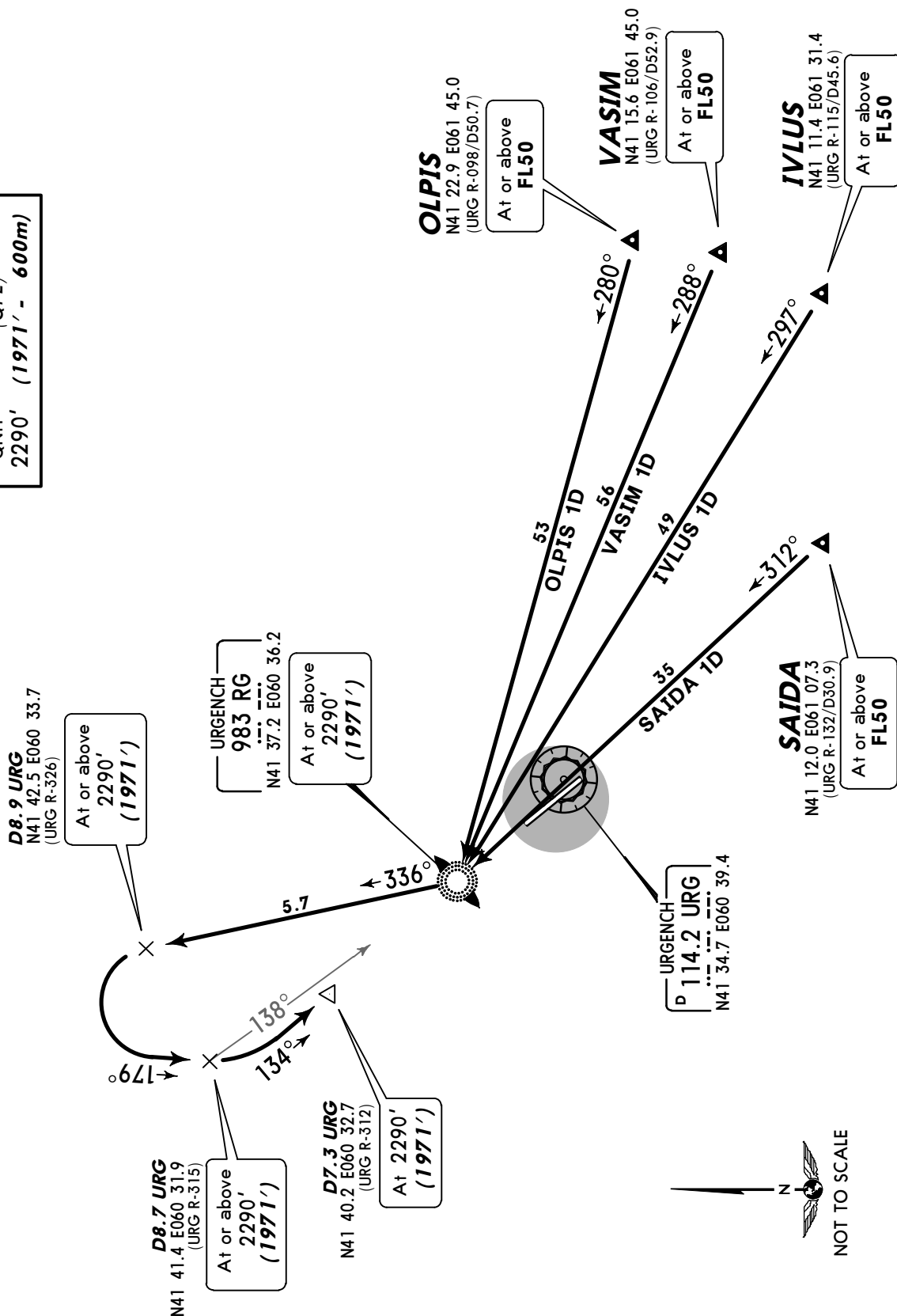
IVLUS 1D, OLPIS 1D, SAIDA 1D, VASIM 1D  
RWY 13 ARRIVALS

CAT A & B

**SPEED** MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION  
QNH  
2290' (1971' - 600m)



ATIS  
127.7  
(Russian only)

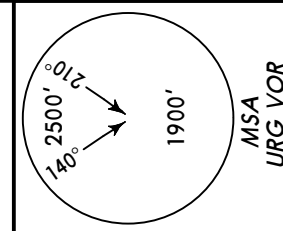
Apt Elev  
321'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1972')

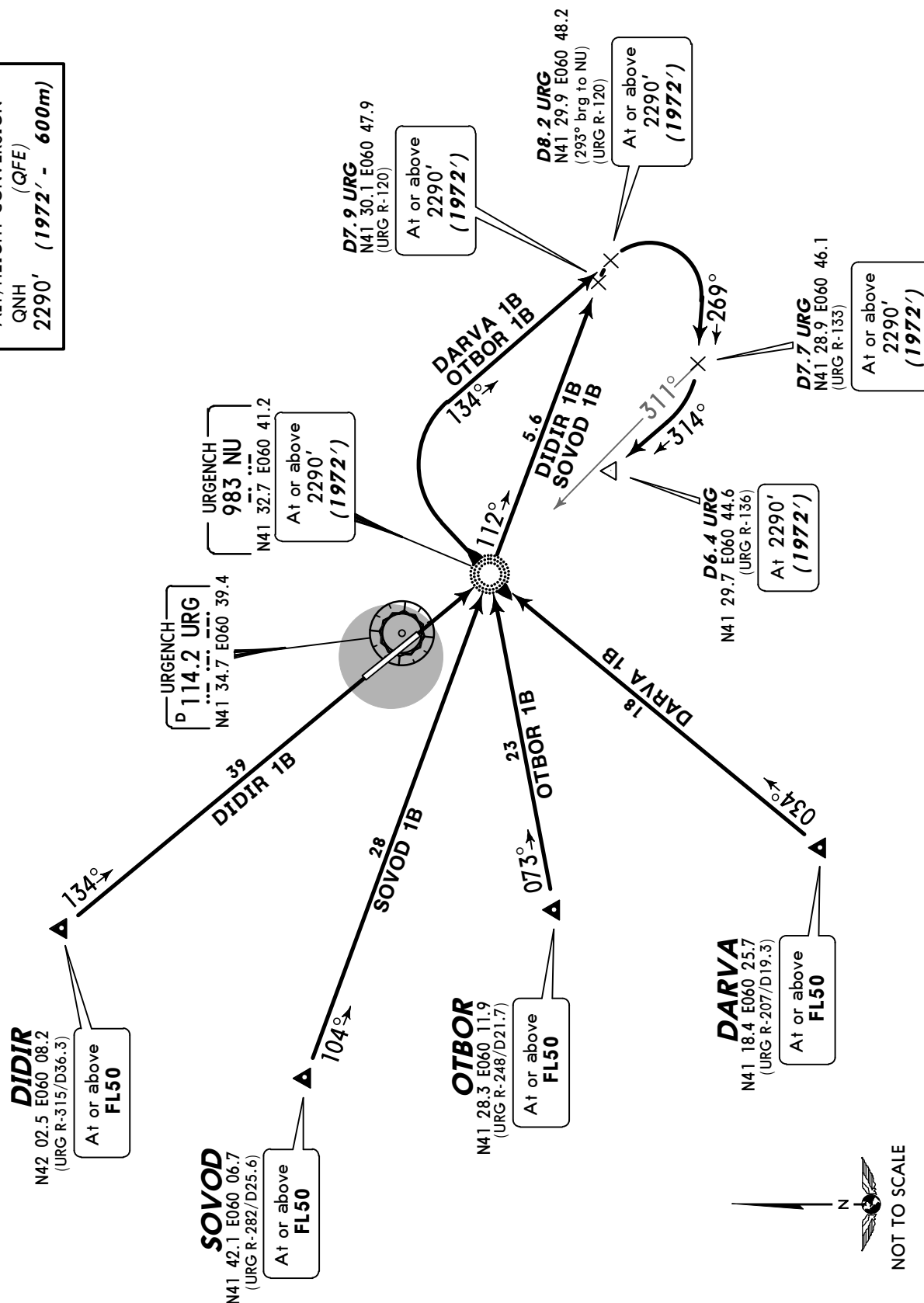
DARVA 1B, DIDIR 1B, OTBOR 1B, SOVOD 1B  
RWY 31 ARRIVALS

CAT A & B

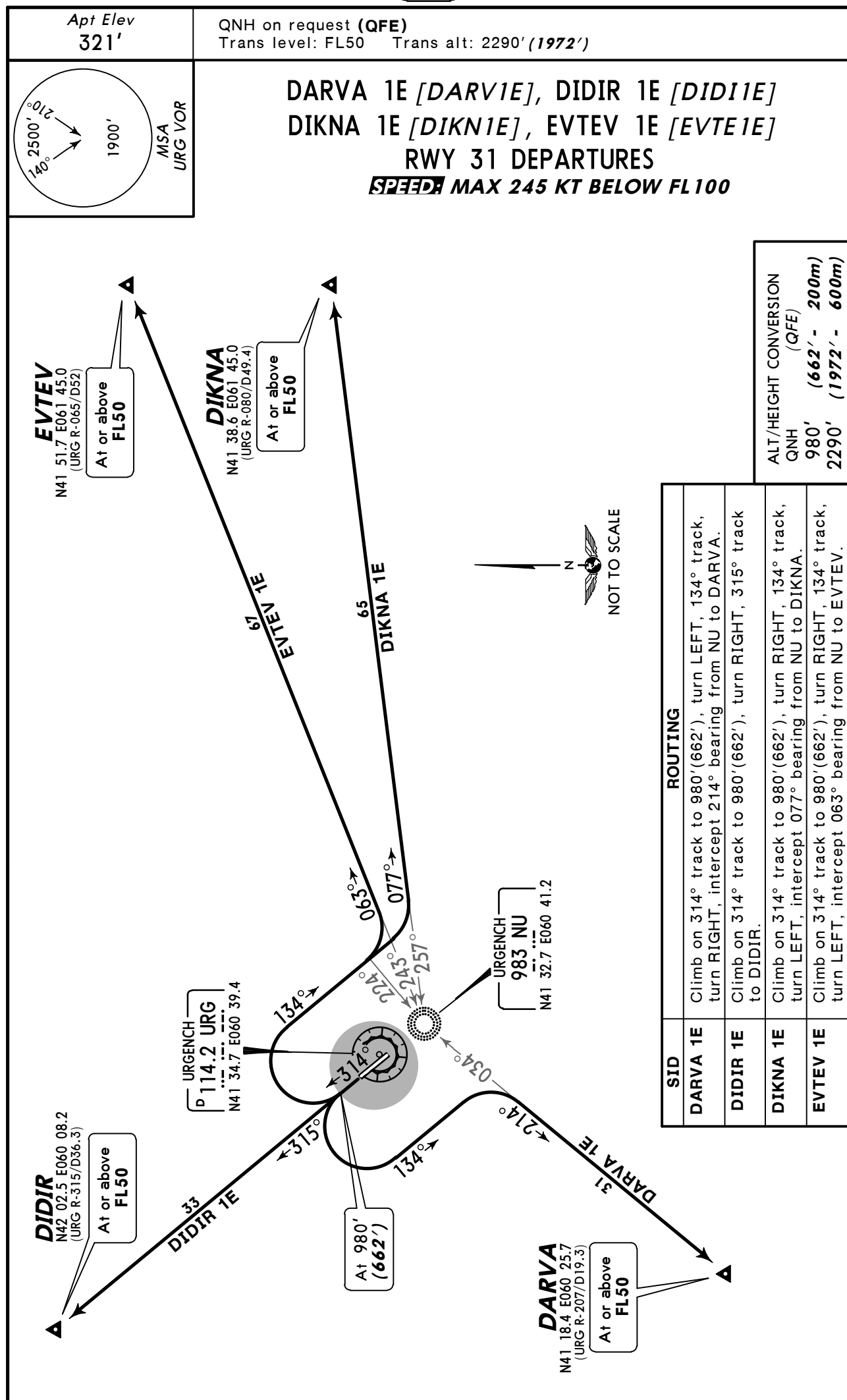
**SPEEDS** MAX 245 KT AT OR BELOW FL100



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



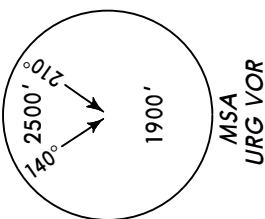
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Apt Elev  
321'

QNH on request (QFE)

Trans level: FL50 Trans alt: 2290' (1971')



DARVA 1F [DARV1F], DIDIR 1F [DIDI1F]  
DIKNA 1F [DIKN1F], EVTEV 1F [EVTE1F]  
RWY 13 DEPARTURES  
**~~SPEED~~ MAX 245 KT BELOW FL100**

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

At or above  
FL50

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

At or above  
FL50

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

At or above  
FL50

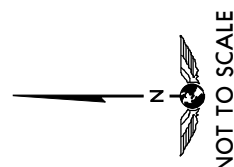
URGENCH  
983 RG  
N41 37.2 E060 36.2

URGENCH  
114.2 URG  
N41 34.7 E060 39.4

At 1310'  
(991')

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

At or above  
FL50



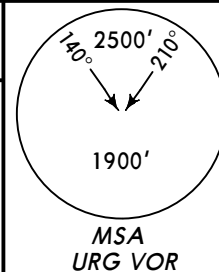
| SID      | ROUTING                                                                                                                                                      |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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.                                              |

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

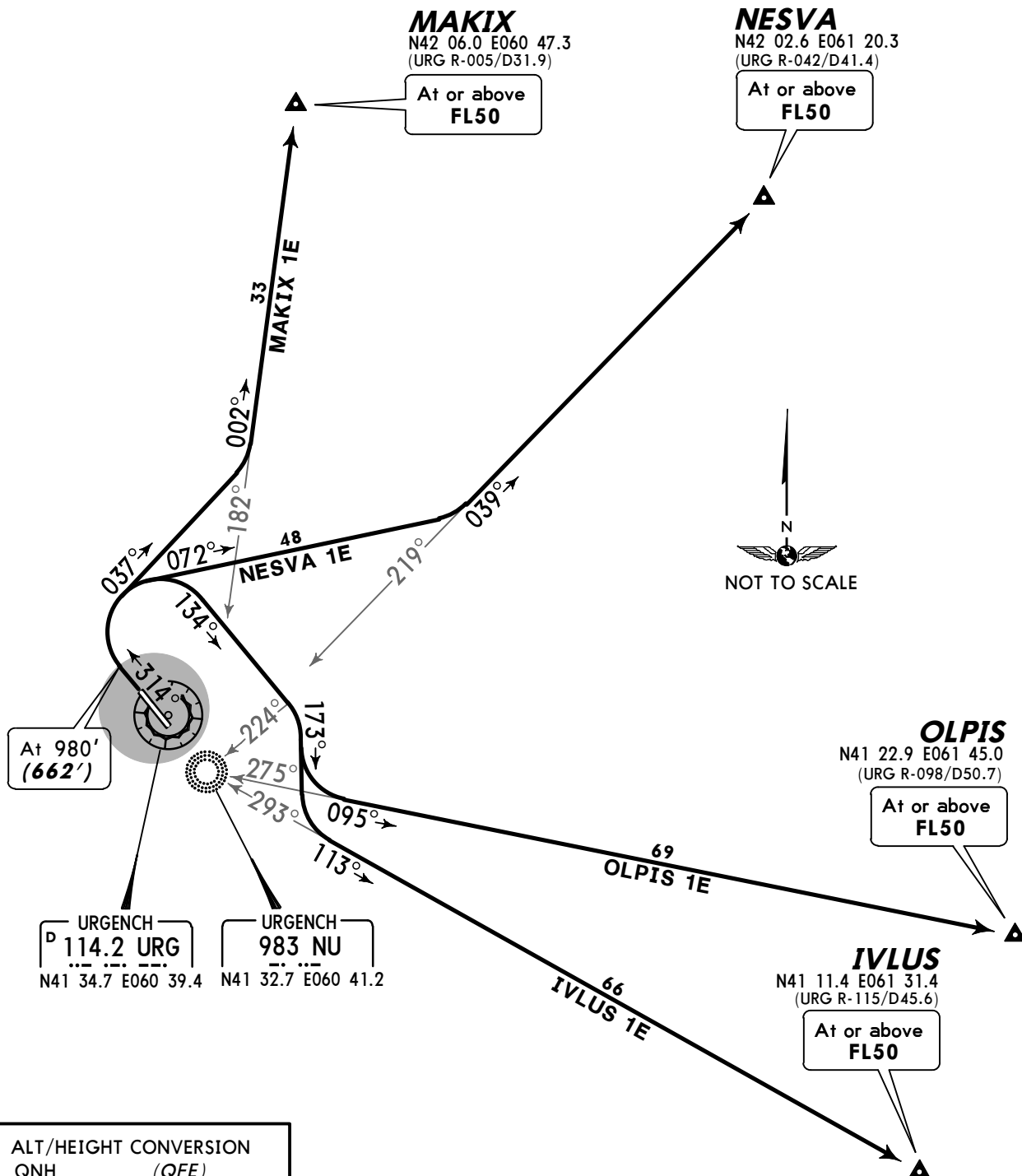
Apt Elev  
321'

QNH on request (QFE)

Trans level: FL50 Trans alt: 2290' (1972')



IVLUS 1E [IVLU1E], MAKIX 1E [MAKI1E]  
NESVA 1E [NESV1E], OLPIS 1E [OLPI1E]  
RWY 31 DEPARTURES  
**~~SPEED~~ MAX 245 KT BELOW FL100**

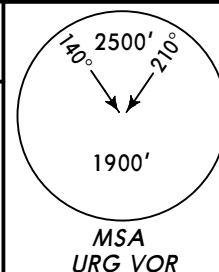


| SID      | ROUTING                                                                                                                                                      |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 095° bearing from NU to OLPIS. |

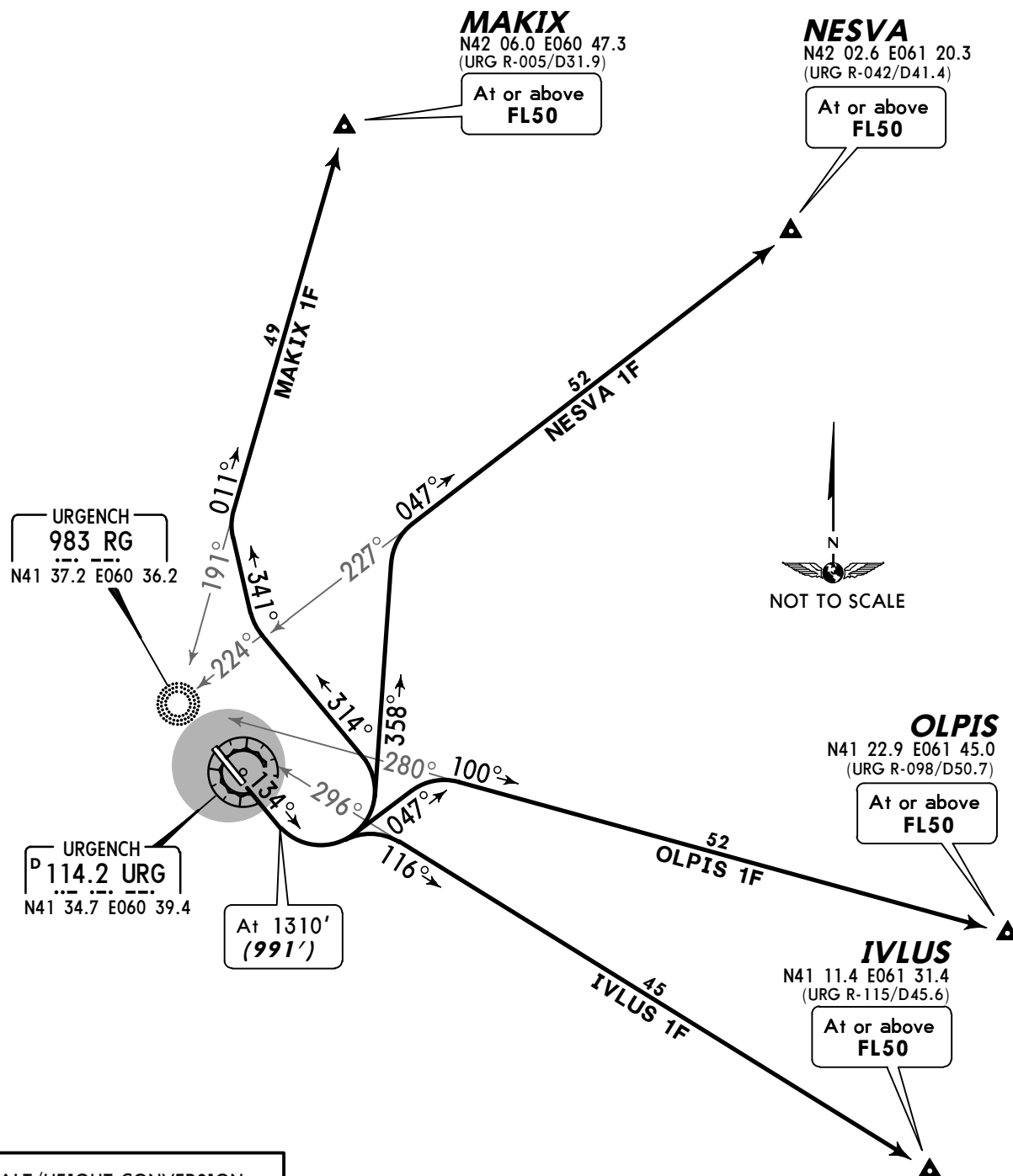
Apt Elev  
321'

QNH on request (QFE)

Trans level: FL50 Trans alt: 2290' (1971')



IVLUS 1F [IVLU1F], MAKIX 1F [MAKI1F]  
NESVA 1F [NESV1F], OLPIS 1F [OLPI1F]  
RWY 13 DEPARTURES  
~~SPEED~~ MAX 245 KT BELOW FL100

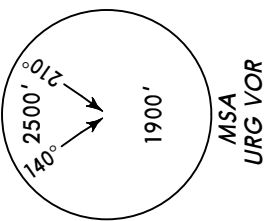


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1310' (991' - 300m)  
2290' (1971' - 600m)

| 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 100° bearing from RG to OLPIS.                                               |

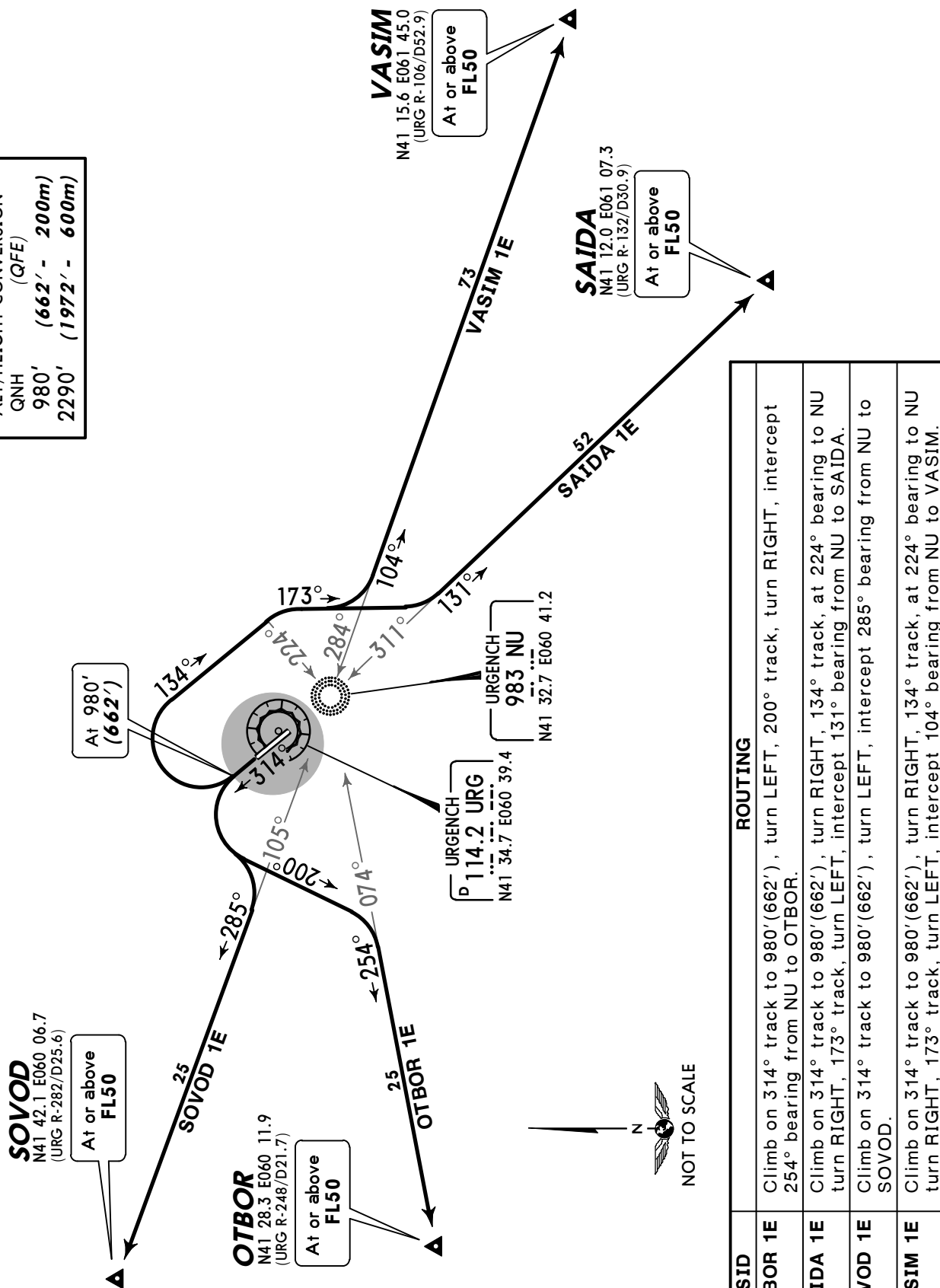
Apt Elev  
321'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1972')



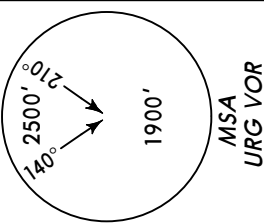
OTBOR 1E [OTBO1E], SAIDA 1E [SAID1E]  
SOVOD 1E [SOVO1E], VASIM 1E [VASI1E]  
RWY 31 DEPARTURES  
**~~SPEED~~ MAX 245 KT BELOW FL100**

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

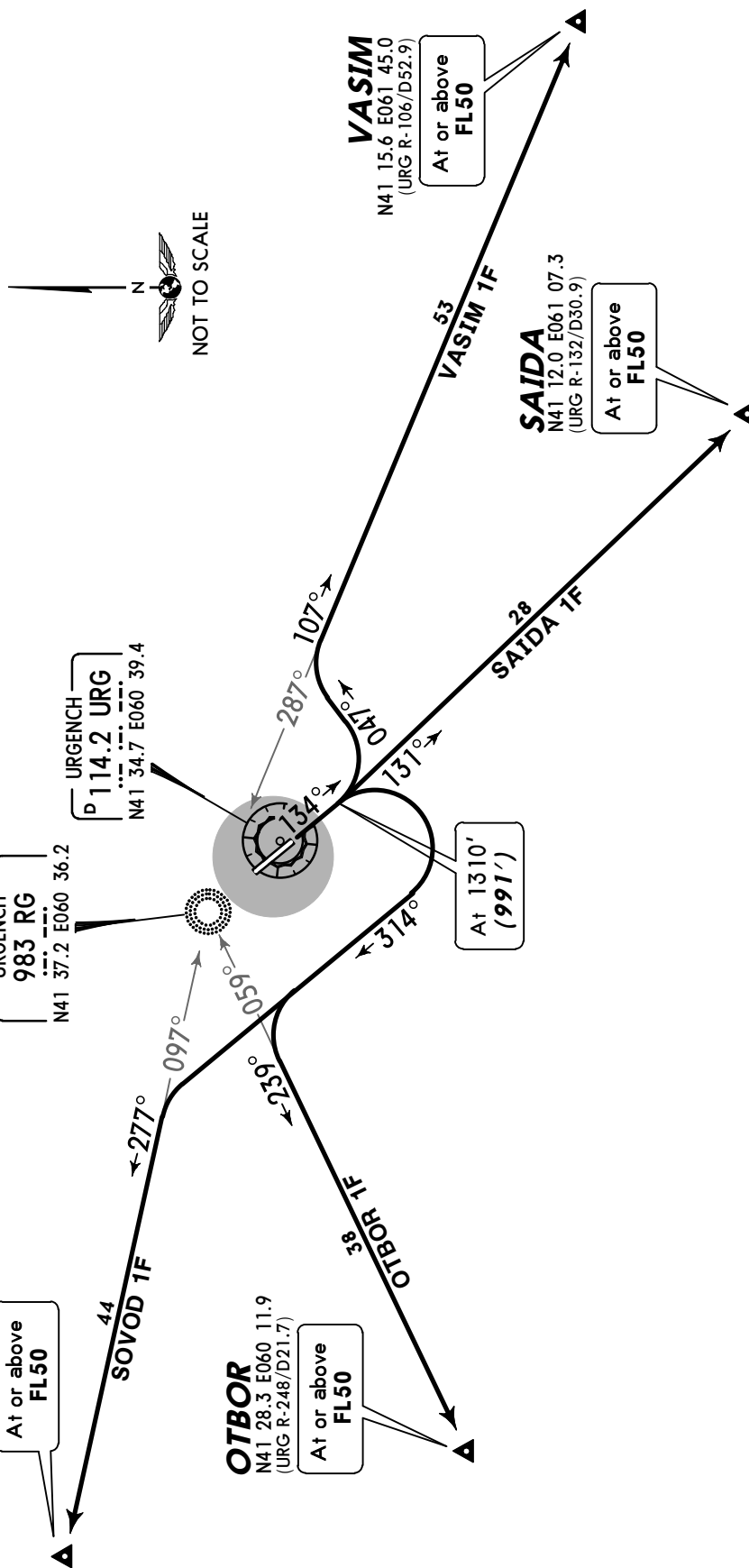


Apt Elev  
321'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 2290' (1971')



OTBOR 1F [OTBO1F], SAIDA 1F [SAID1F]  
SOVOD 1F [SOVO1F], VASIM 1F [VASI1F]  
RWY 13 DEPARTURES  
**SPEED MAX 245 KT BELOW FL100**



ALT/HEIGHT CONVERSION  
QNH  
1310' (991') - 300m  
2290' (1971') - 600m

| 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. |

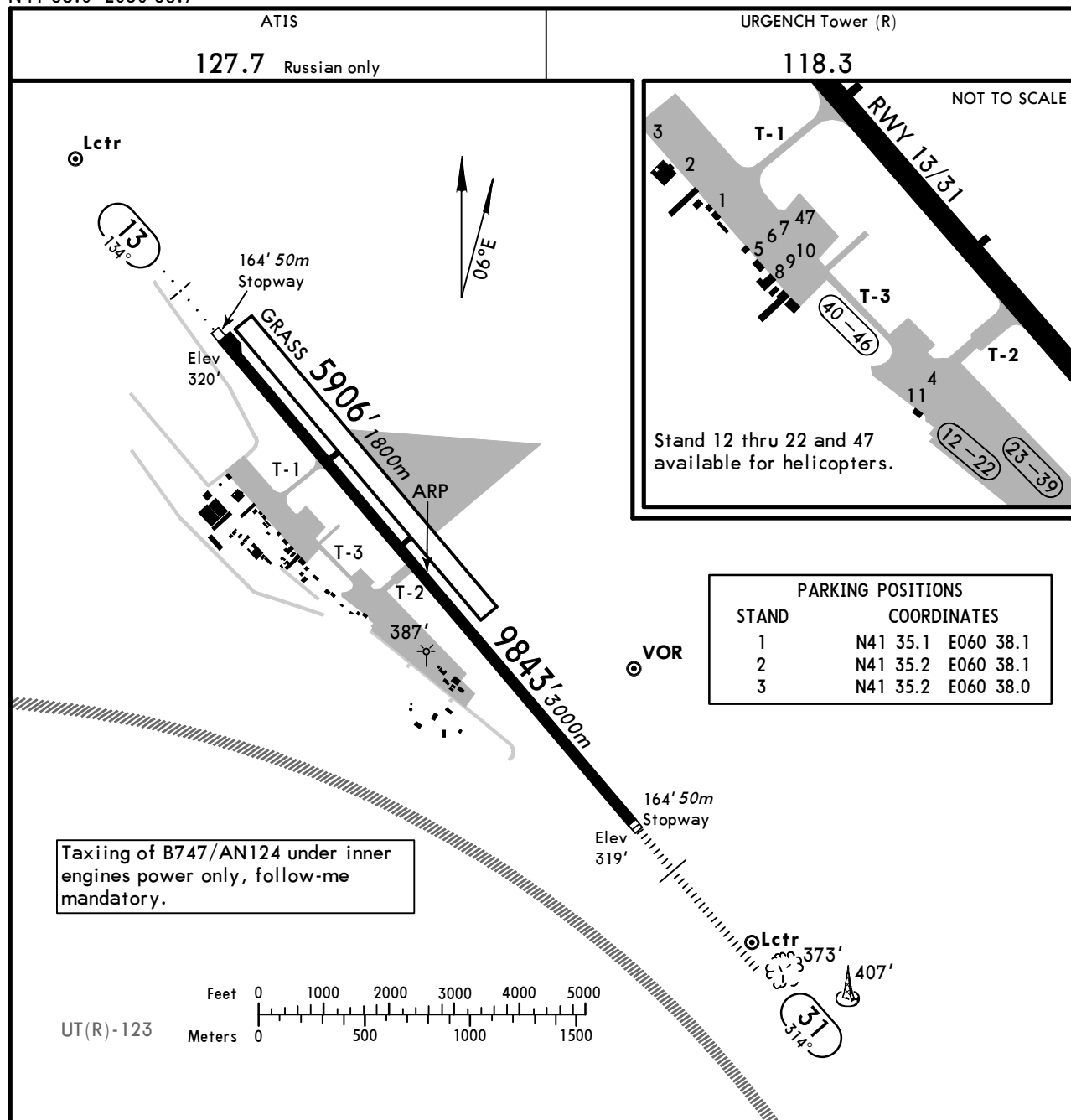
UTNU/UGC  
Apt Elev **321'**  
N41 35.0 E060 38.7

4 NOV 11

10-9

Eff 17 Nov

JEPPESEN **URGENCH, UZBEKISTAN**  
URGENCH



ADDITIONAL RUNWAY INFORMATION

| RWY |                         | USABLE LENGTHS |             | TAKE-OFF | WIDTH     |
|-----|-------------------------|----------------|-------------|----------|-----------|
|     |                         | Threshold      | Glide Slope |          |           |
| 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                 | 300m     | 400m                  |
| B |                      | 300m     |                       |
| C |                      | 400m     |                       |
| D |                      | 400m     |                       |

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

**TAKE-OFF RWY 13, 31**

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

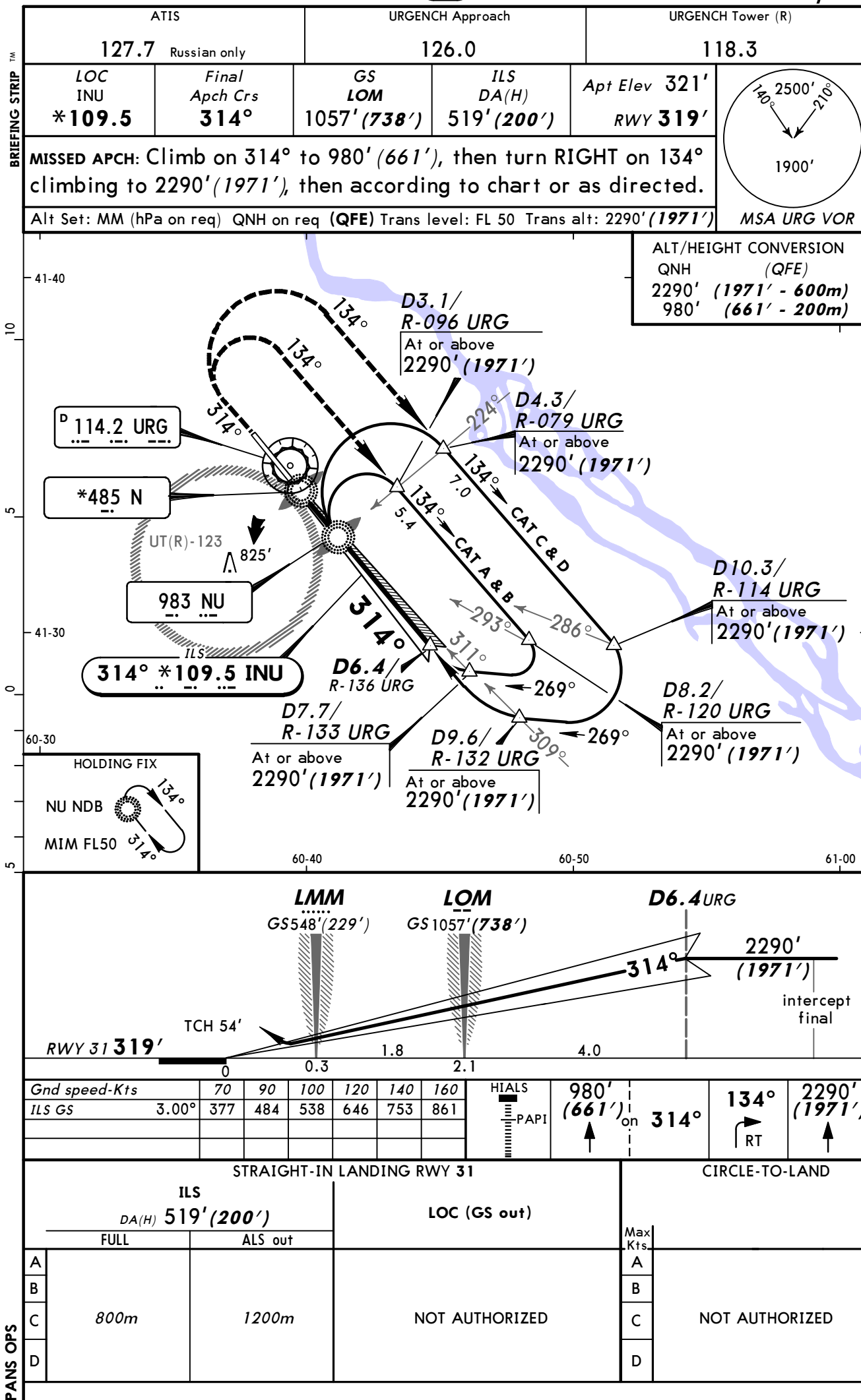
| STRAIGHT-IN RWY |         | A              | B            | C           | D           |
|-----------------|---------|----------------|--------------|-------------|-------------|
| 13              | 2 NDB   | 650'(331')     | 650'(331')   | 650'(331')  | 650'(331')  |
|                 |         | 2000m          | 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')  |
|                 | ALS out | 800m           | 800m         | 800m        | 800m        |
|                 |         | 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       |
|                 |         | 980'(662') ①   | 980'(662') ① | 1310'(992') | 1310'(992') |
|                 | NDB     |                |              |             |             |
|                 |         | 3000m          | 3000m        | 5000m       | 5000m       |

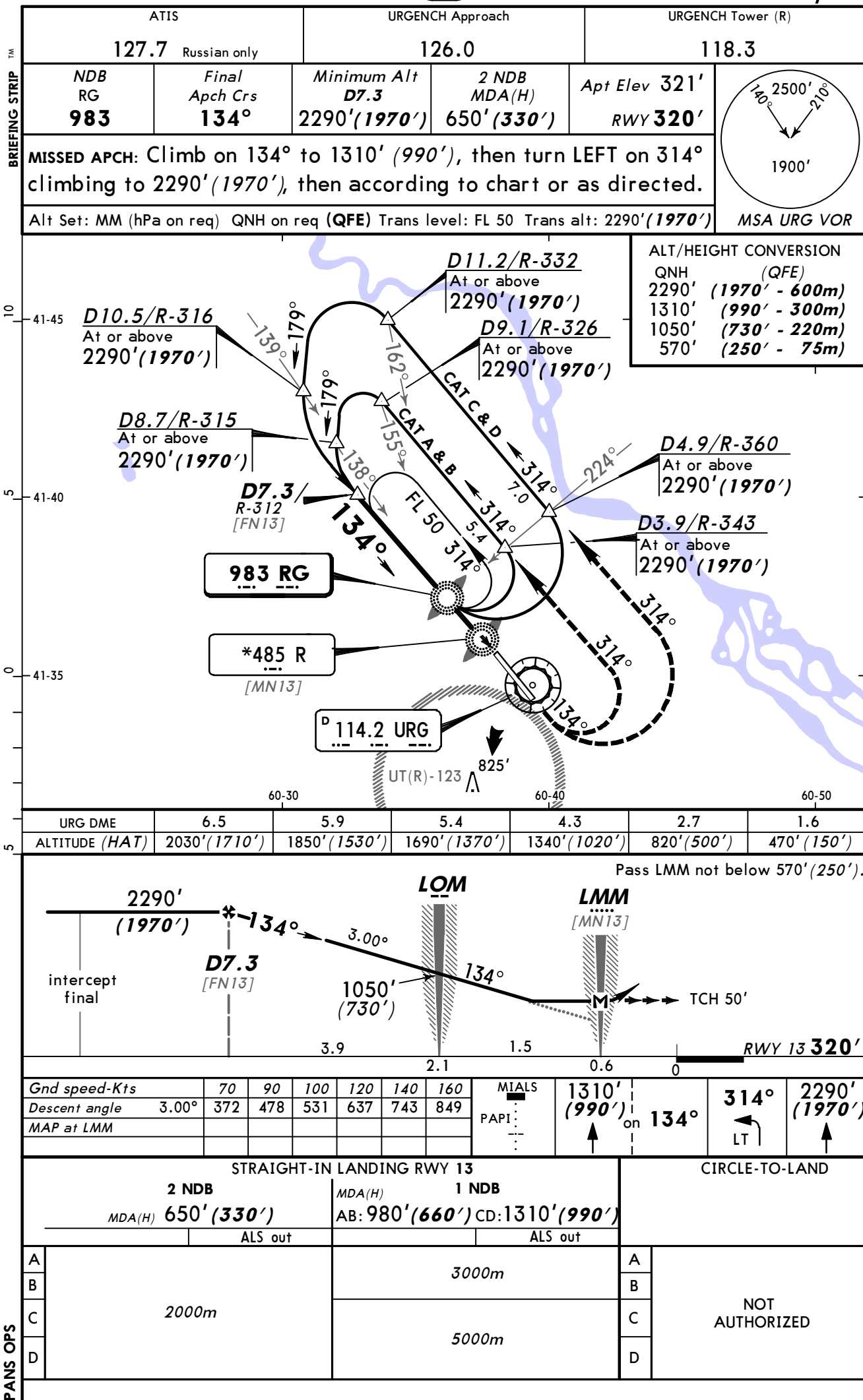
| CIRCLE-TO-LAND | 100 KT         | 135 KT | 180 KT | 205 KT |
|----------------|----------------|--------|--------|--------|
|                | NOT AUTHORIZED |        |        |        |

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

### TAKE-OFF RWY 13, 31

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





Alt Set: MM (hPa on reg) QNH on reg (**QFE**) Trans level: FL 50 Trans alt: 2290' (**1971'**)

MSA URG VOR

41-40

ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 2290' | (1971' - 600m) |
| 1060' | (741' - 225m)  |
| 980'  | (661' - 200m)  |
| 550'  | (231' - 70m)   |

D 114.2 URG

\*485 N

[MN31]

UT(R)-123

825'

983 NU

D3.1/R-096

At or above 2290' (1971')

D4.3/R-079

At or above 2290' (1971')

D6.4/R-136

[FF31]

D7.7/R-133

At or above 2290' (1971')

D9.6/R-132

At or above 2290' (1971')

D10.3/R-114

At or above 2290' (1971')

D8.2/R-120

At or above 2290' (1971')

HOLDING FIX

NU NDB

MIM FL50

41-30

60-30

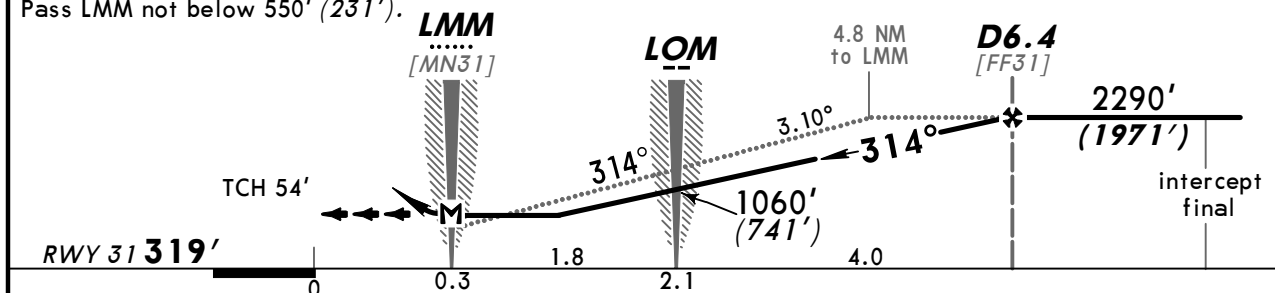
60-40

60-50

61-00

| URG DME                | 1.1                 | 1.6                 | 2.7                  | 3.2                  | 4.3                   | 5.4                   |
|------------------------|---------------------|---------------------|----------------------|----------------------|-----------------------|-----------------------|
| ALTITUDE( <i>HAT</i> ) | 620'( <i>301'</i> ) | 780'( <i>461'</i> ) | 1140'( <i>821'</i> ) | 1310'( <i>991'</i> ) | 1650'( <i>1331'</i> ) | 2000'( <i>1681'</i> ) |

Pass LMM not below 550' (231').



|                            |     |     |     |     |     |     |  |
|----------------------------|-----|-----|-----|-----|-----|-----|--|
| <i>Gnd speed-Kts</i>       | 70  | 90  | 100 | 120 | 140 | 160 |  |
| <i>Descent angle</i> 3.10° | 384 | 494 | 548 | 658 | 768 | 878 |  |
| <i>MAP at LMM</i>          |     |     |     |     |     |     |  |
|                            |     |     |     |     |     |     |  |

| STRAIGHT-IN LANDING RWY 31  |       |                                                  |       | CIRCLE-TO-LAND |   |
|-----------------------------|-------|--------------------------------------------------|-------|----------------|---|
| 2 NDB<br>MDA(H) 670' (351') |       | 1 NDB<br>MDA(H) AB: 980' (661') CD: 1310' (991') |       |                |   |
| ALS out                     |       | ALS out                                          |       |                |   |
| A                           | 1500m | 1600m                                            | 3000m |                | A |
| B                           |       |                                                  |       |                | B |
| C                           |       |                                                  | 5000m |                | C |
| D                           | 1600m |                                                  |       |                | D |

**1** W/o ATC and VOR DME: MDA(H) 1010' (691').

**URGENCH, (URGENCH - UTNU)**

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UTNU**