

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNU

Terminal Charts For UTNU

Revision Letter For Cycle 08-2013

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: 0119 Z
Sunset: 1437 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 Tranzit Operations 131.8 Non-English

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ATIS
127.7 (Russian only)

Apt Elev
321'

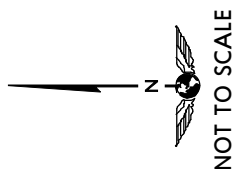
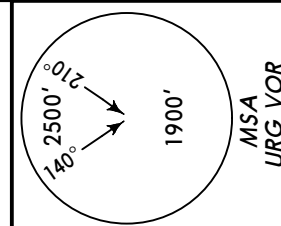
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2290' (1972')

(QFE)

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

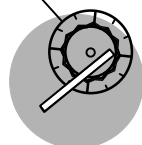
CAT C & D

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')

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)

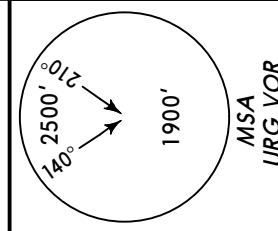
Apt Elev
321'

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

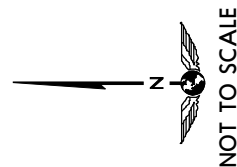
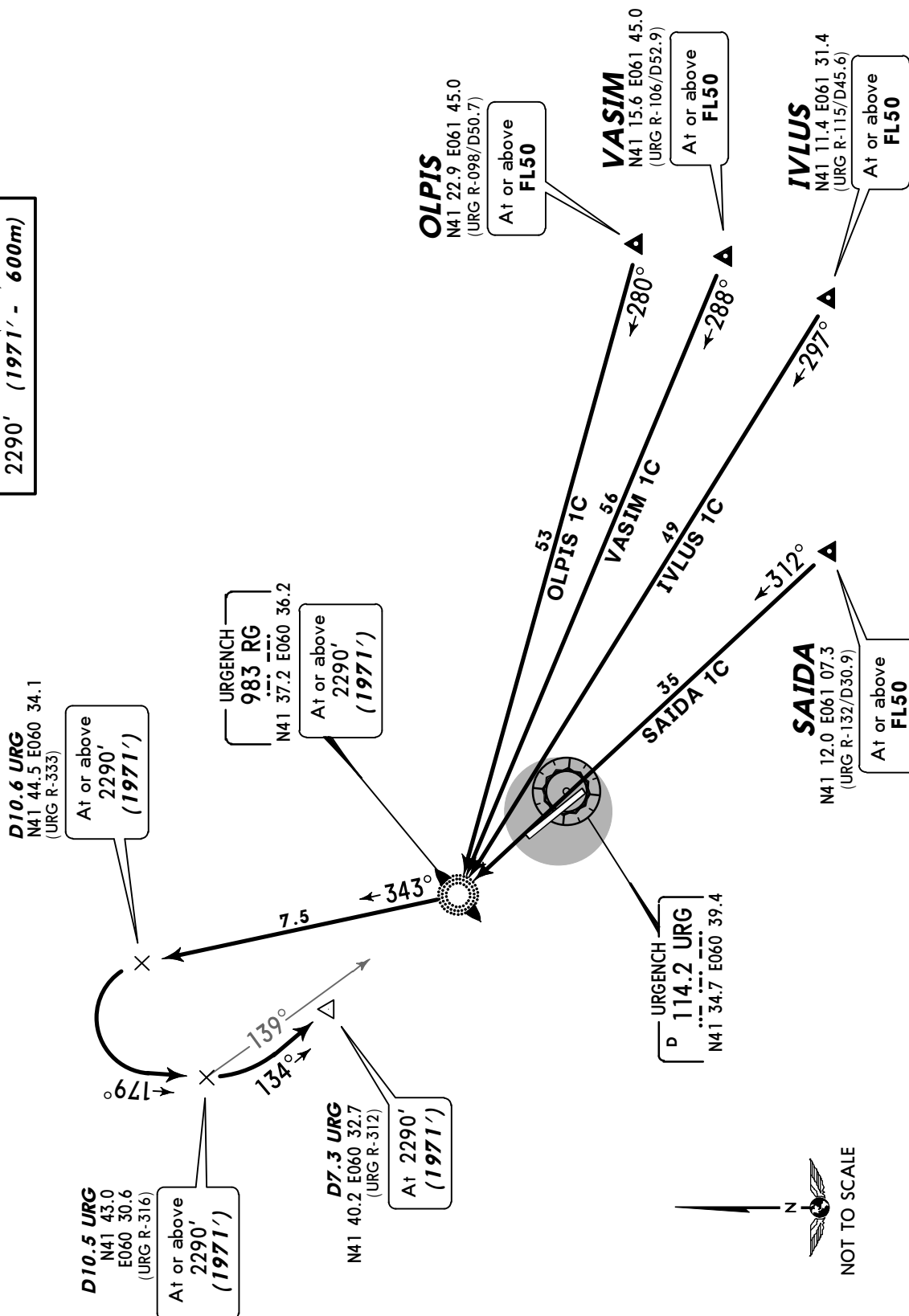
IVLUS 1C [IVLU1C] , OLPIS 1C [OLPI1C]
SAIDA 1C [SAID1C] , VASIM 1C [VASI1C]
RWY 13 ARRIVALS

CAT C & D

SPEED MAX 245 KT AT OR BELOW FL100



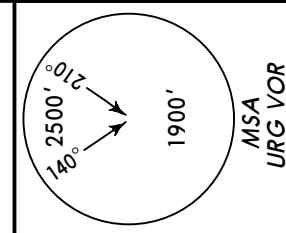
ALT/HEIGHT CONVERSION
QNH (QFE)
2290' (1971' - 600m)



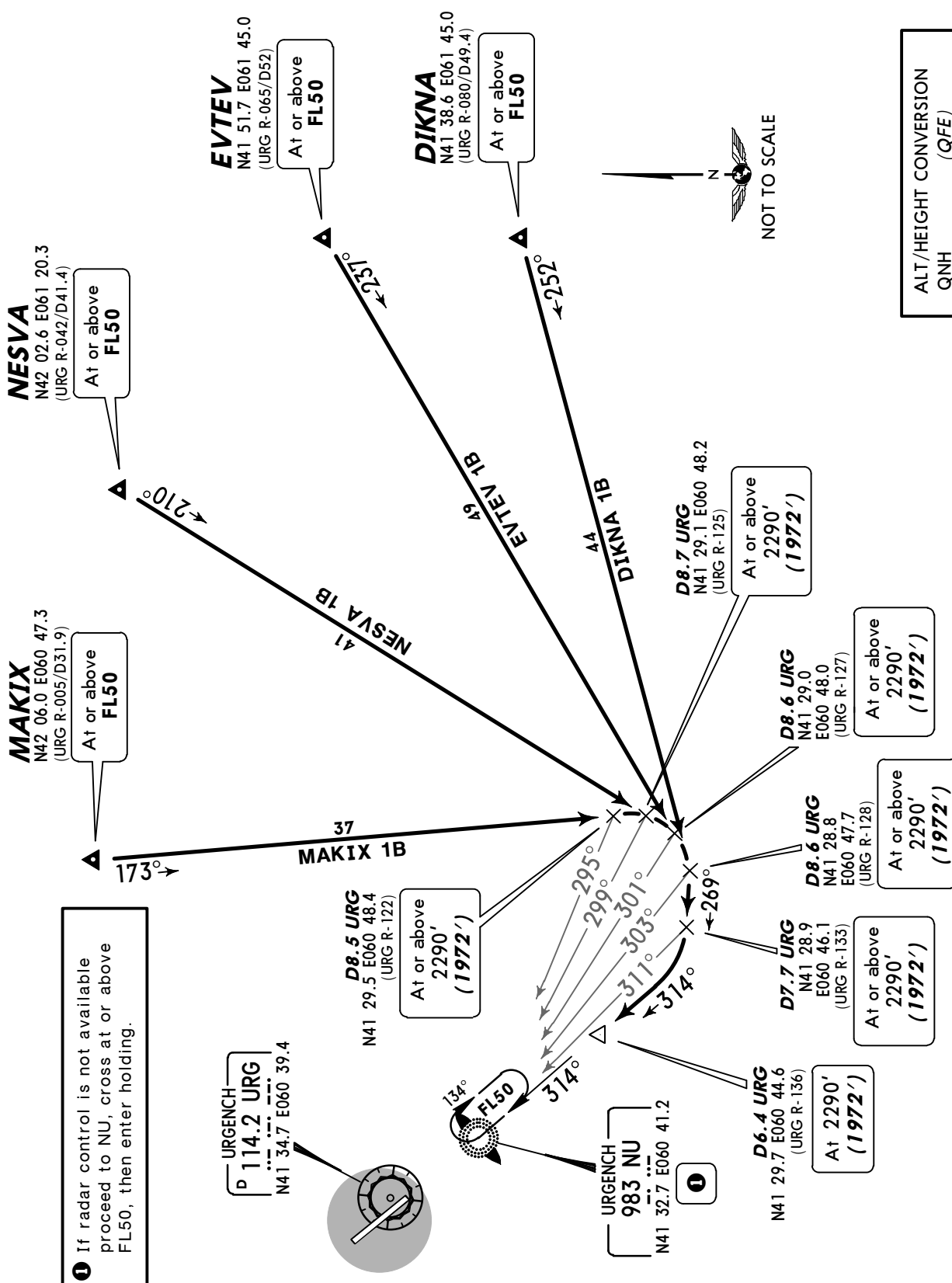
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(QFE)

SPEED: MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
22290' (1972' - 600m)



ATIS
127.7 (Russian only)

Apt Elev
321'

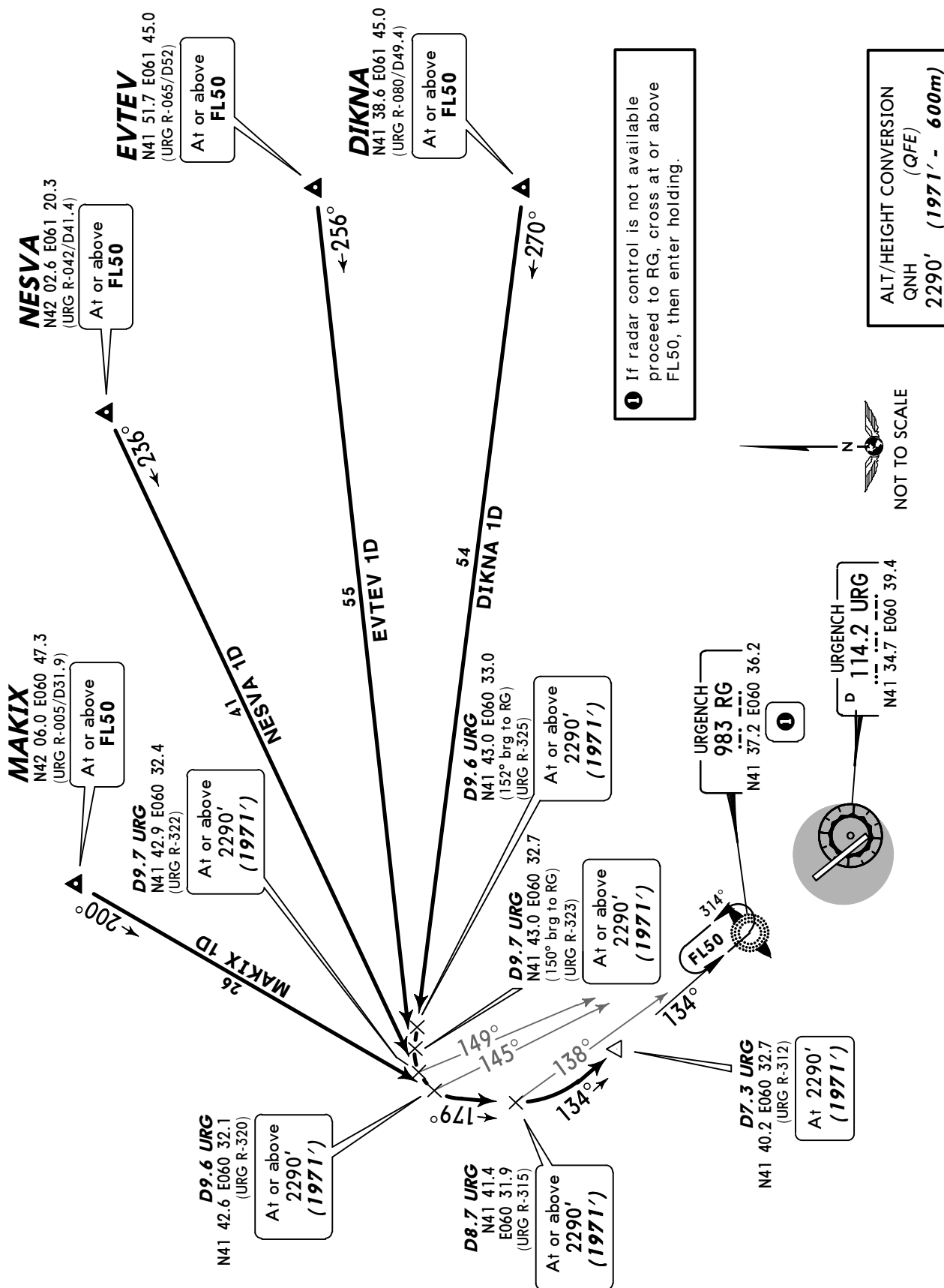
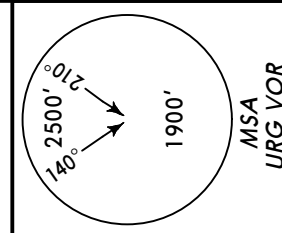
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2290' (1971')

(QFE)

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)

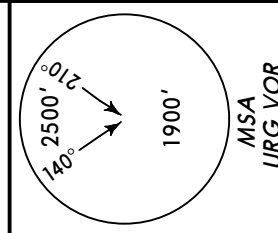
Apt Elev
321'

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

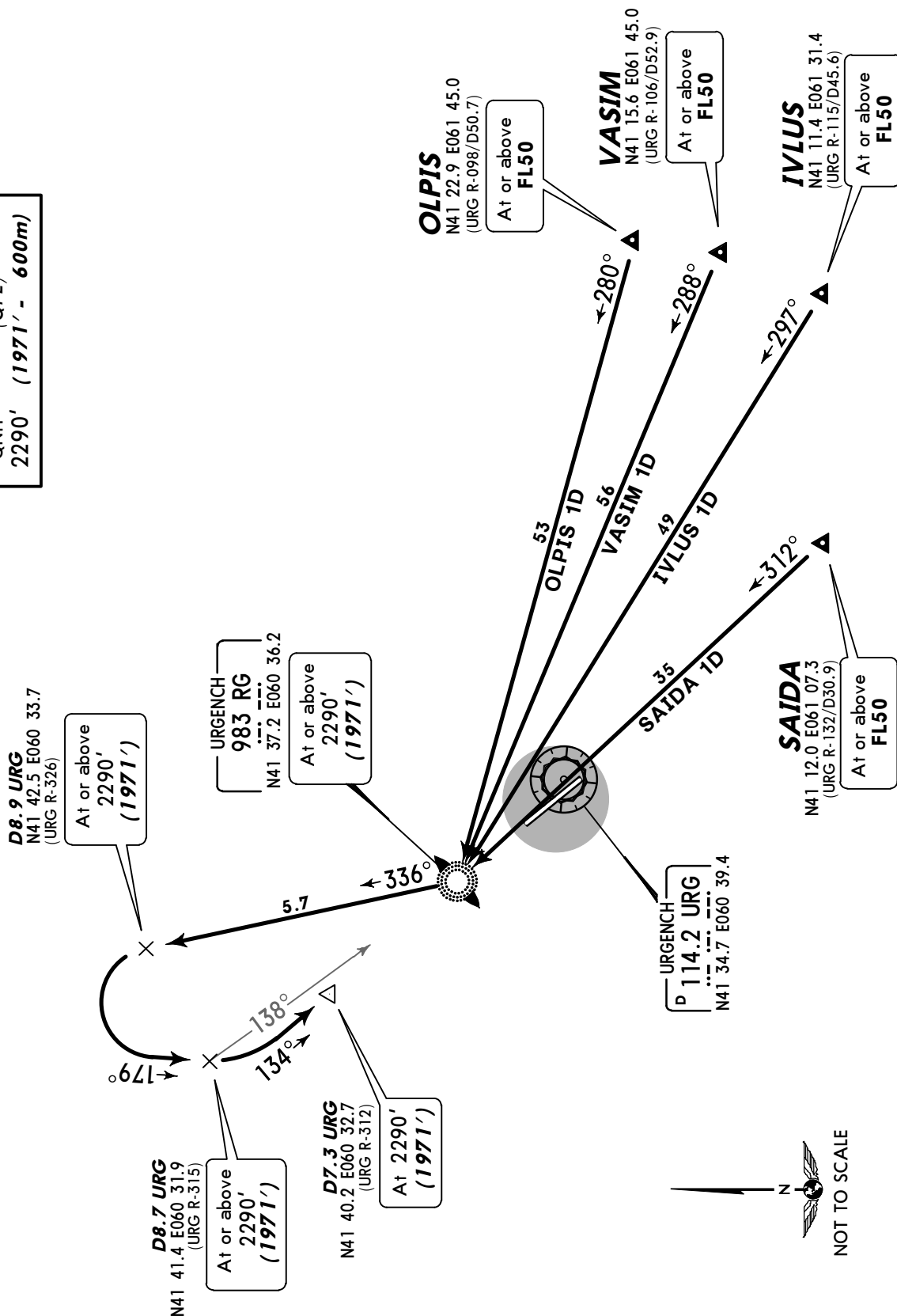
IVLUS 1D, OLPIS 1D, SAIDA 1D, VASIM 1D
RWY 13 ARRIVALS

CAT A & B

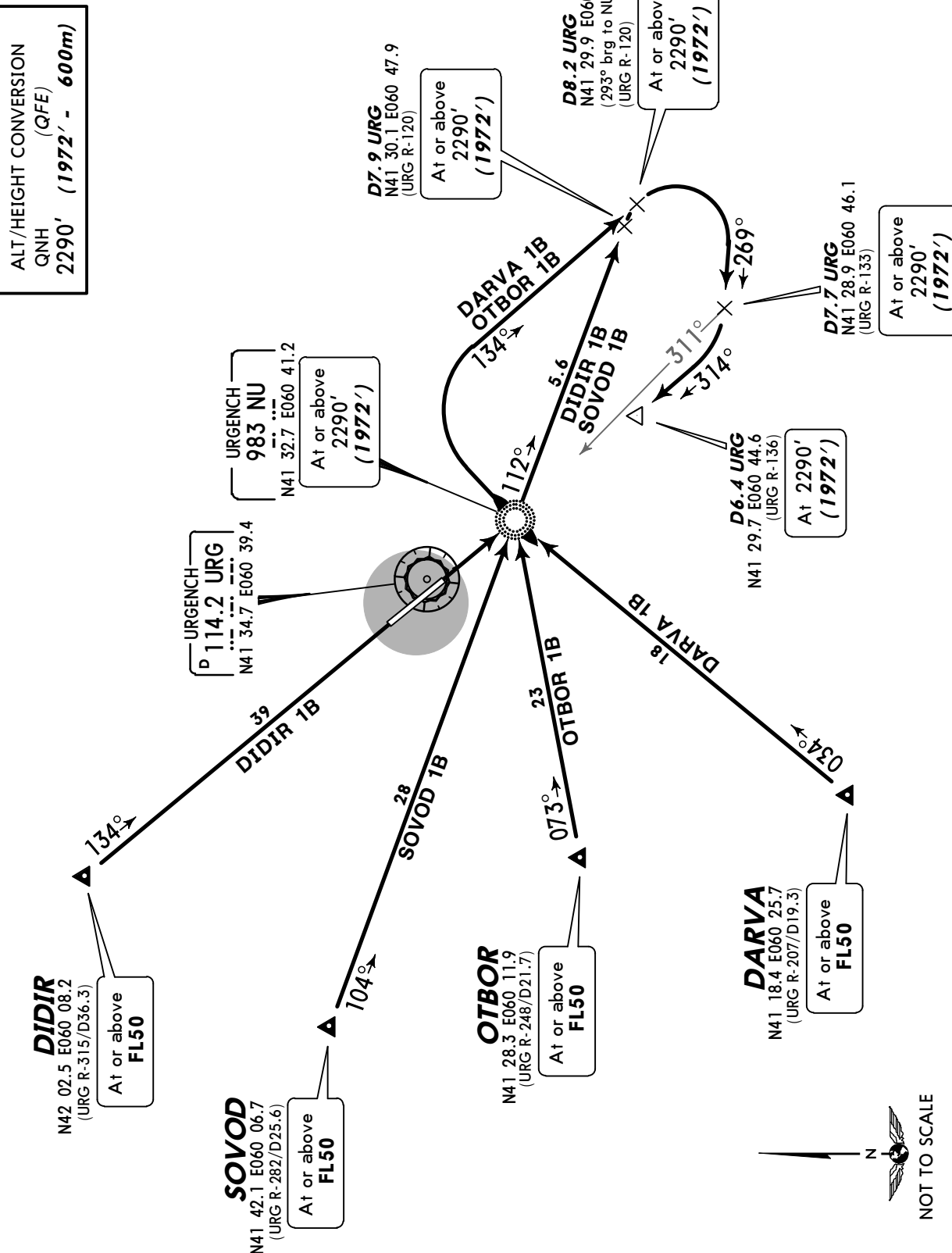
SPEED MAX 245 KT AT OR BELOW FL100



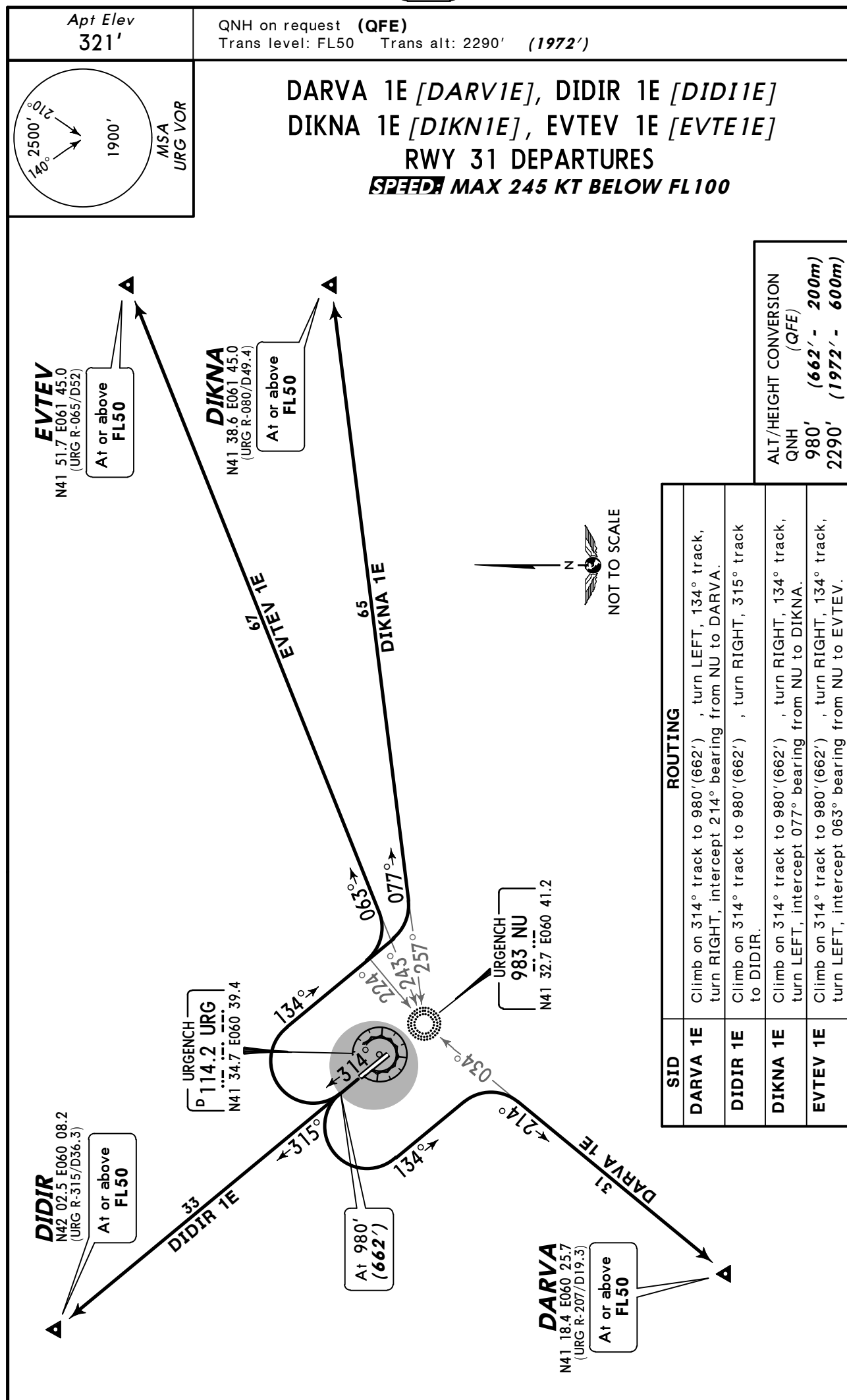
ALT/HEIGHT CONVERSION
QNH (QFE)
2290' (1971' - 600m)



SPEED: MAX 245 KT AT OR BELOW FL100

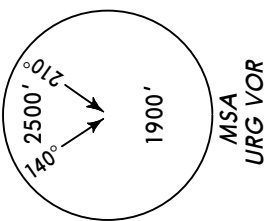


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Apt Elev
321'

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

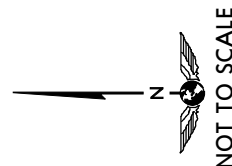
At 1310'
(991')

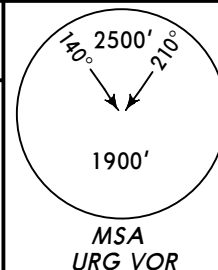
DARVA
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL50

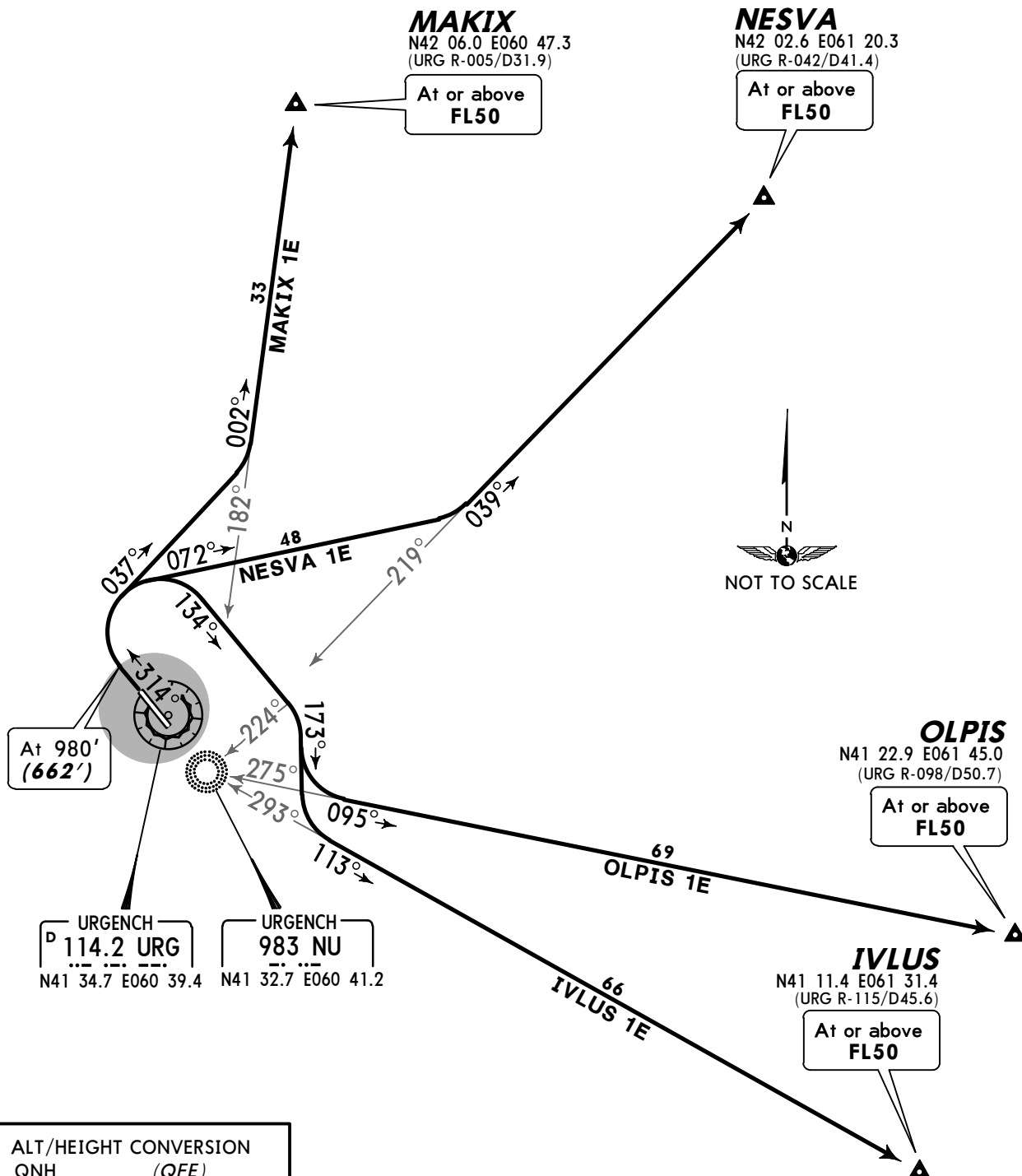
ALT/HEIGHT CONVERSION
QNH (QFE)
1310' (991' - 300m)
2290' (1971' - 600m)

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.



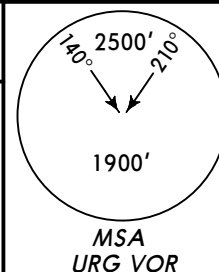
Apt Elev
321'QNH on request (QFE)
Trans level: FL50 Trans alt: 2290' (1972')

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

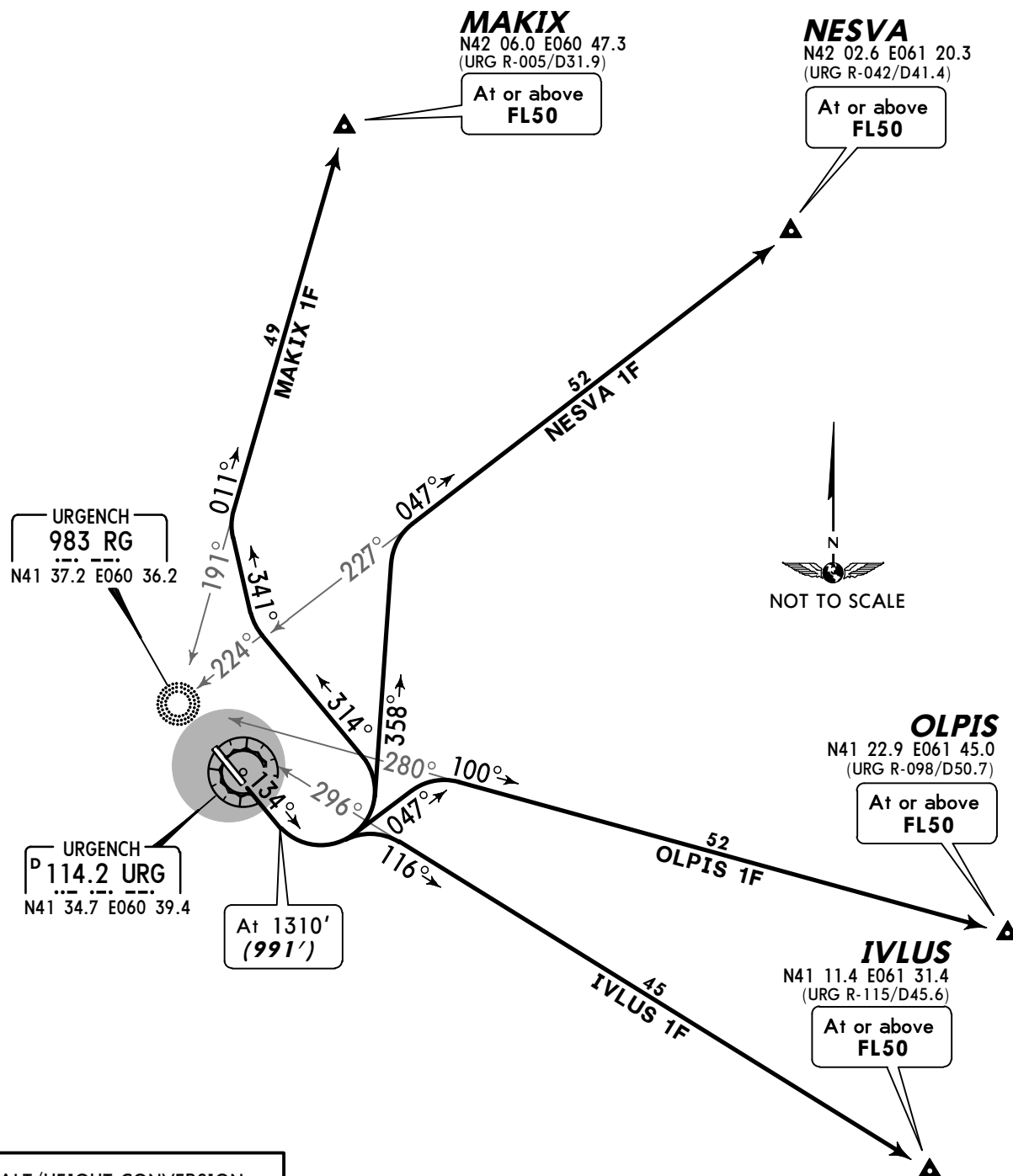


ALT/HEIGHT CONVERSION
QNH (QFE)
980' (662' - 200m)
2290' (1972' - 600m)

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, 002° track, turn LEFT, intercept 037° 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.

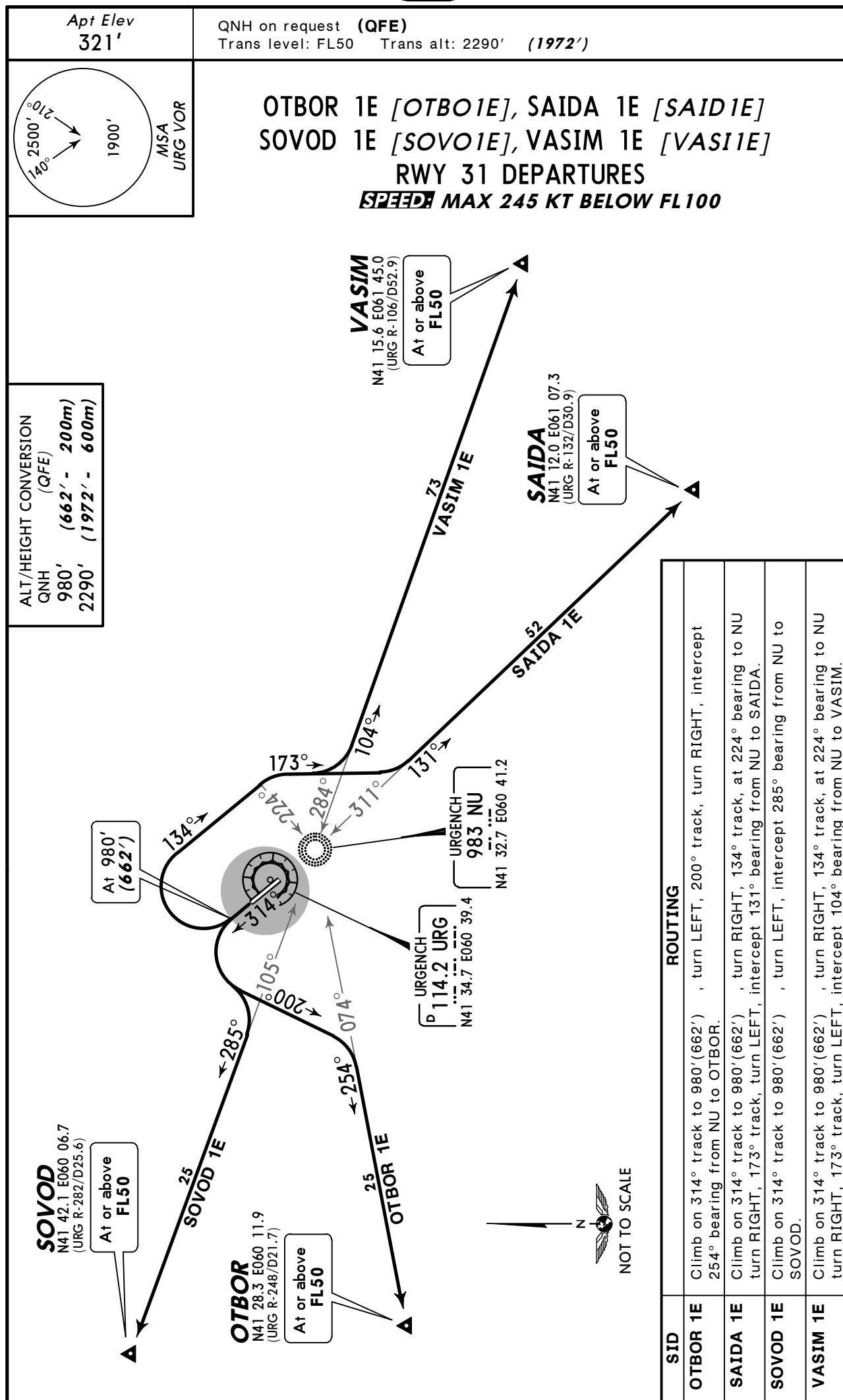
Apt Elev
321'QNH on request (QFE)
Trans level: FL50 Trans alt: 2290' (1971')

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)

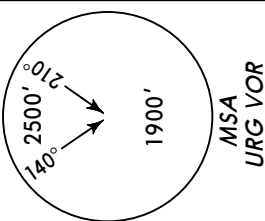
SID	ROUTING
IVLUS 1F	Climb on 134° track to 1310' (991') , turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1310' (991') , turn LEFT, 314° track, at 224° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 134°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



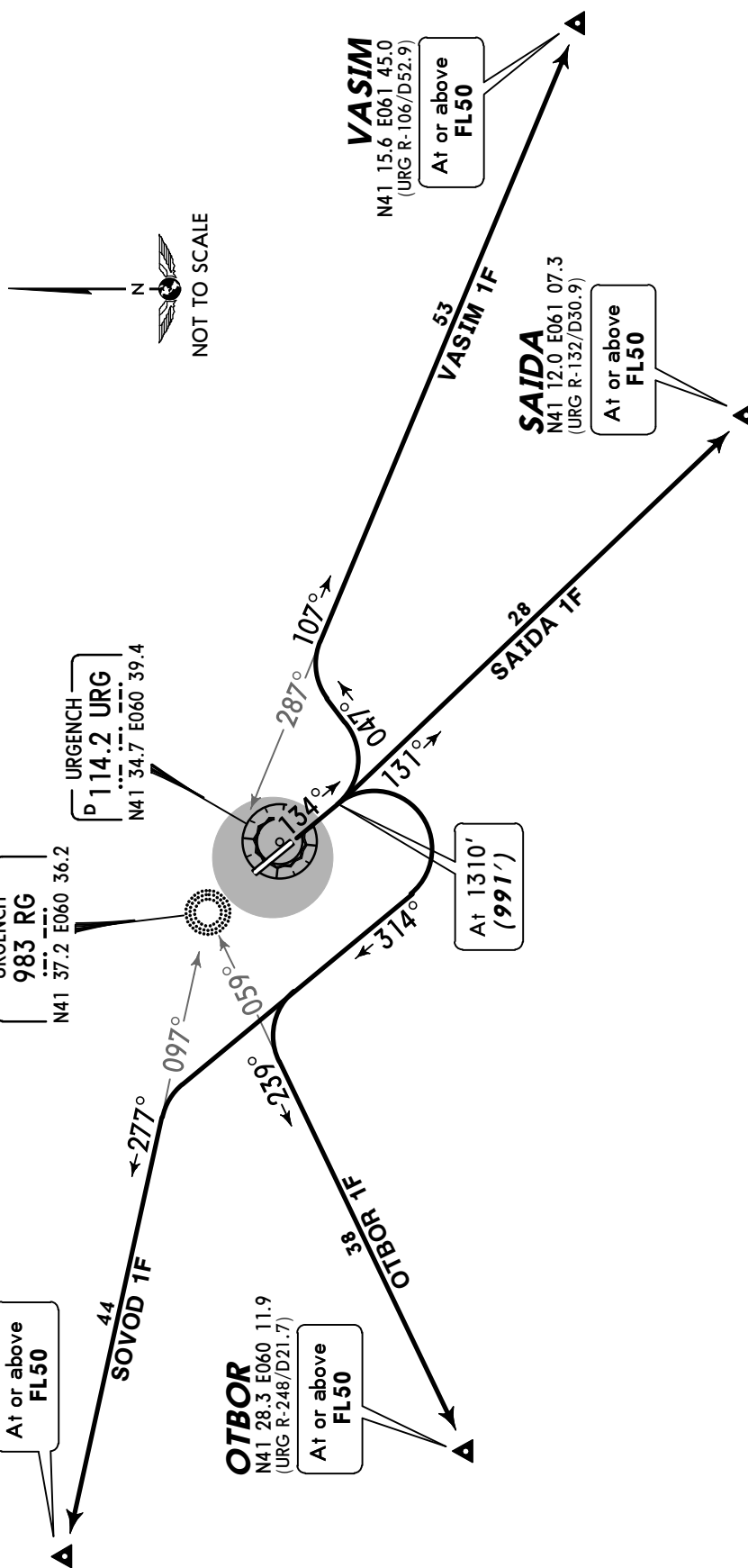
Apt Elev
321'

QNH on request (QFE)

Trans level: FL50 Trans alt: 2290' (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)

ROUTING

SID

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.

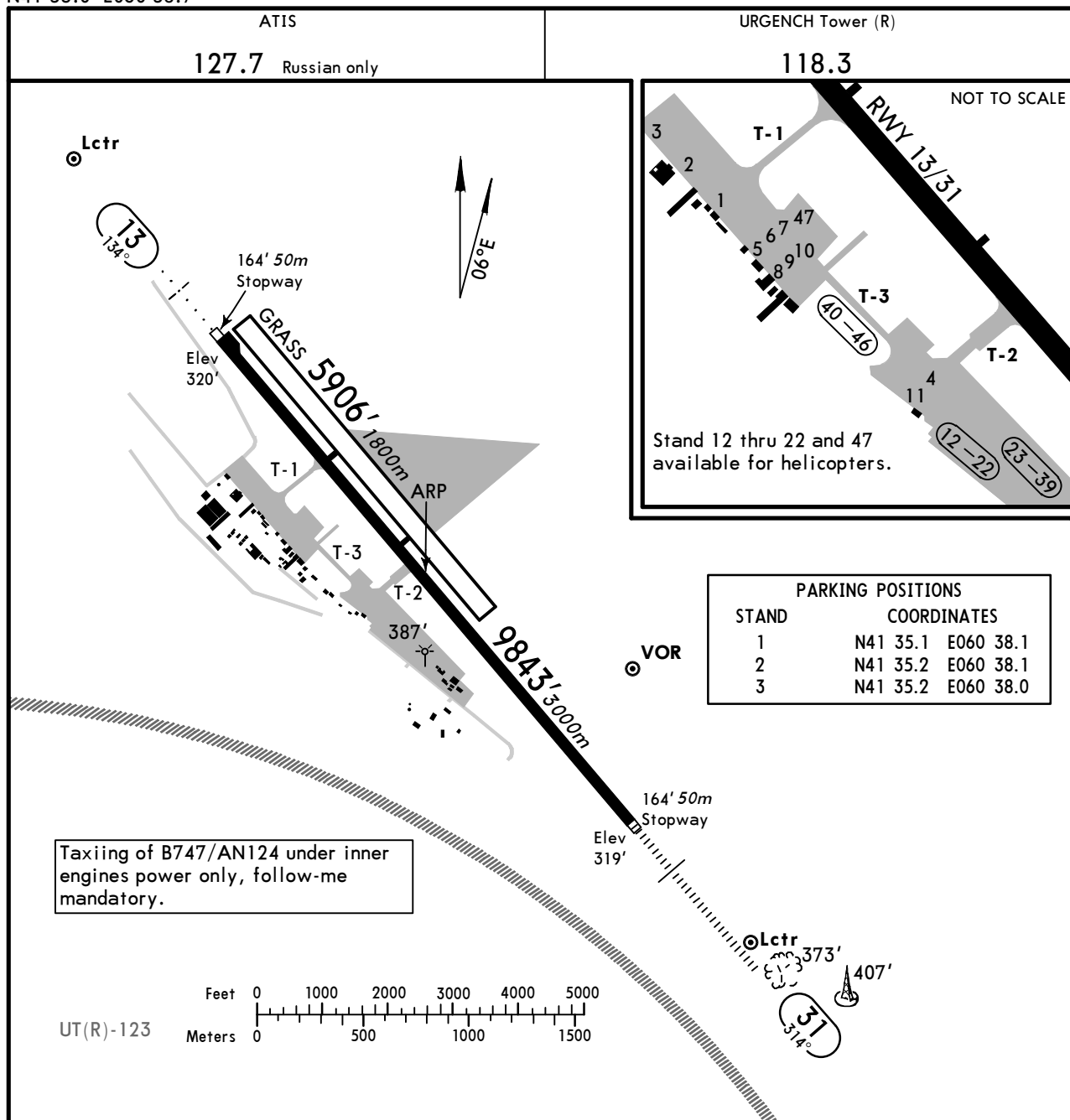
UTNU/UGC
Apt Elev **321'**
N41 35.0 E060 38.7

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') 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.

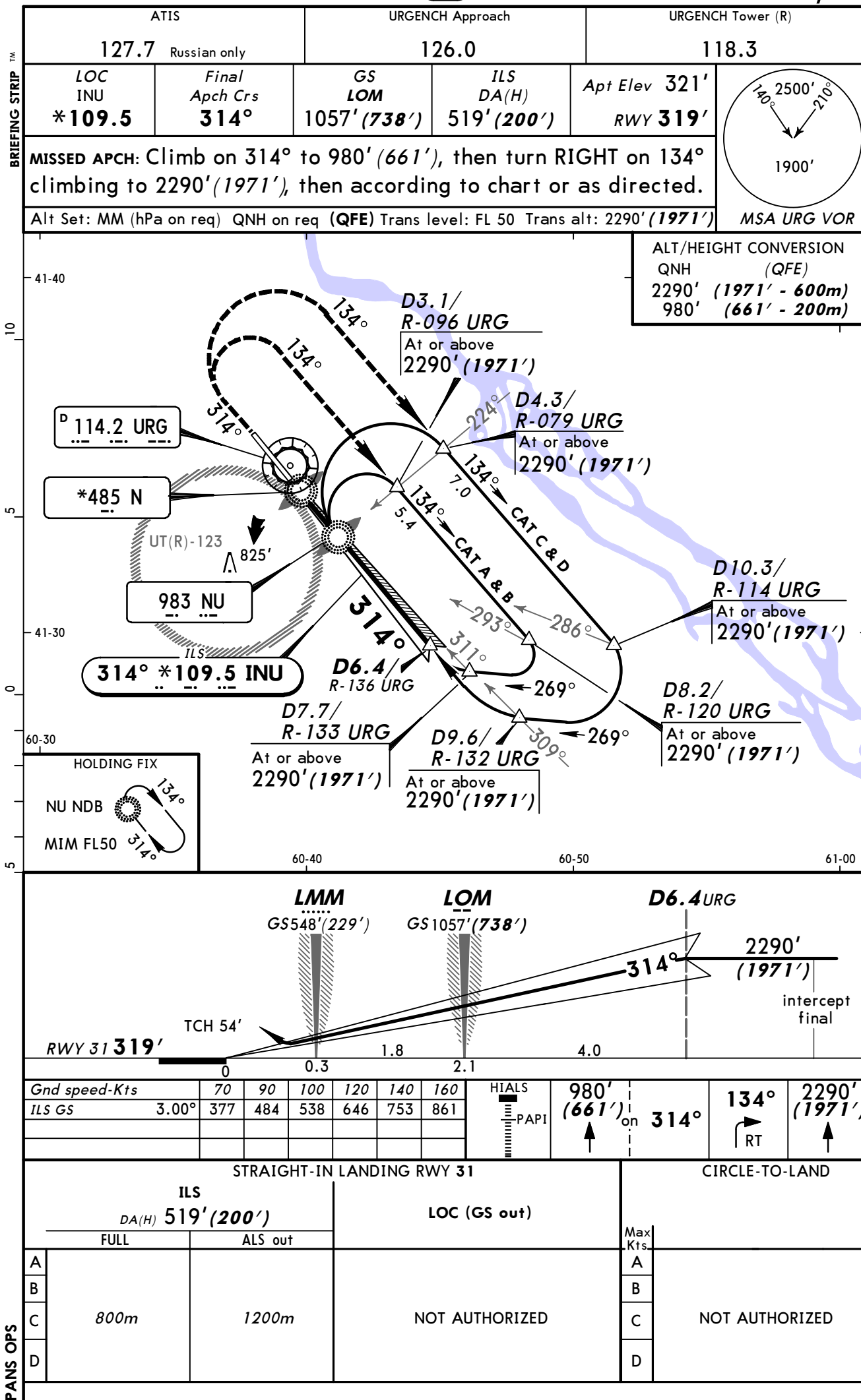
❷ with D6.4 URG.

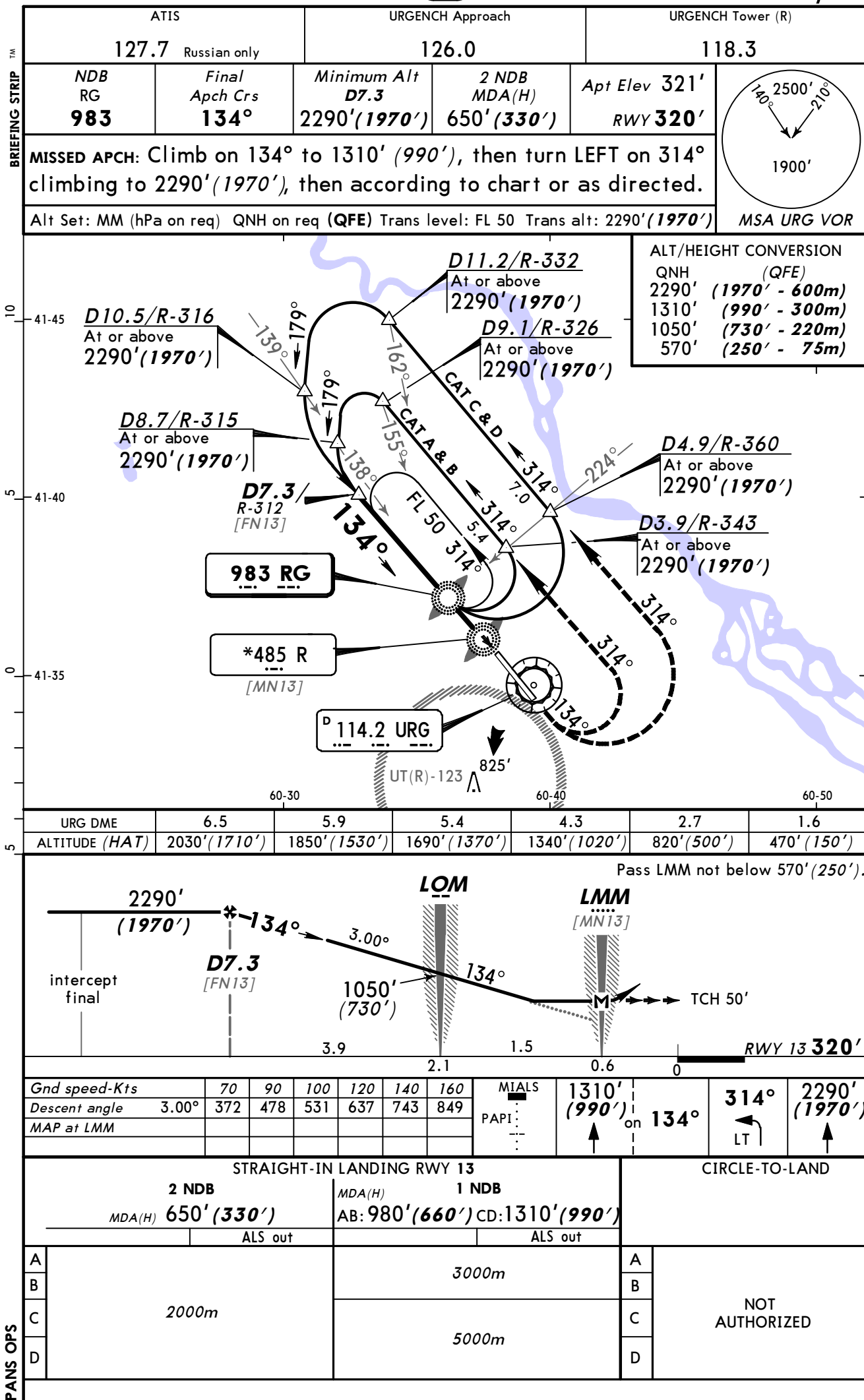
❸ w/o D6.4 URG.

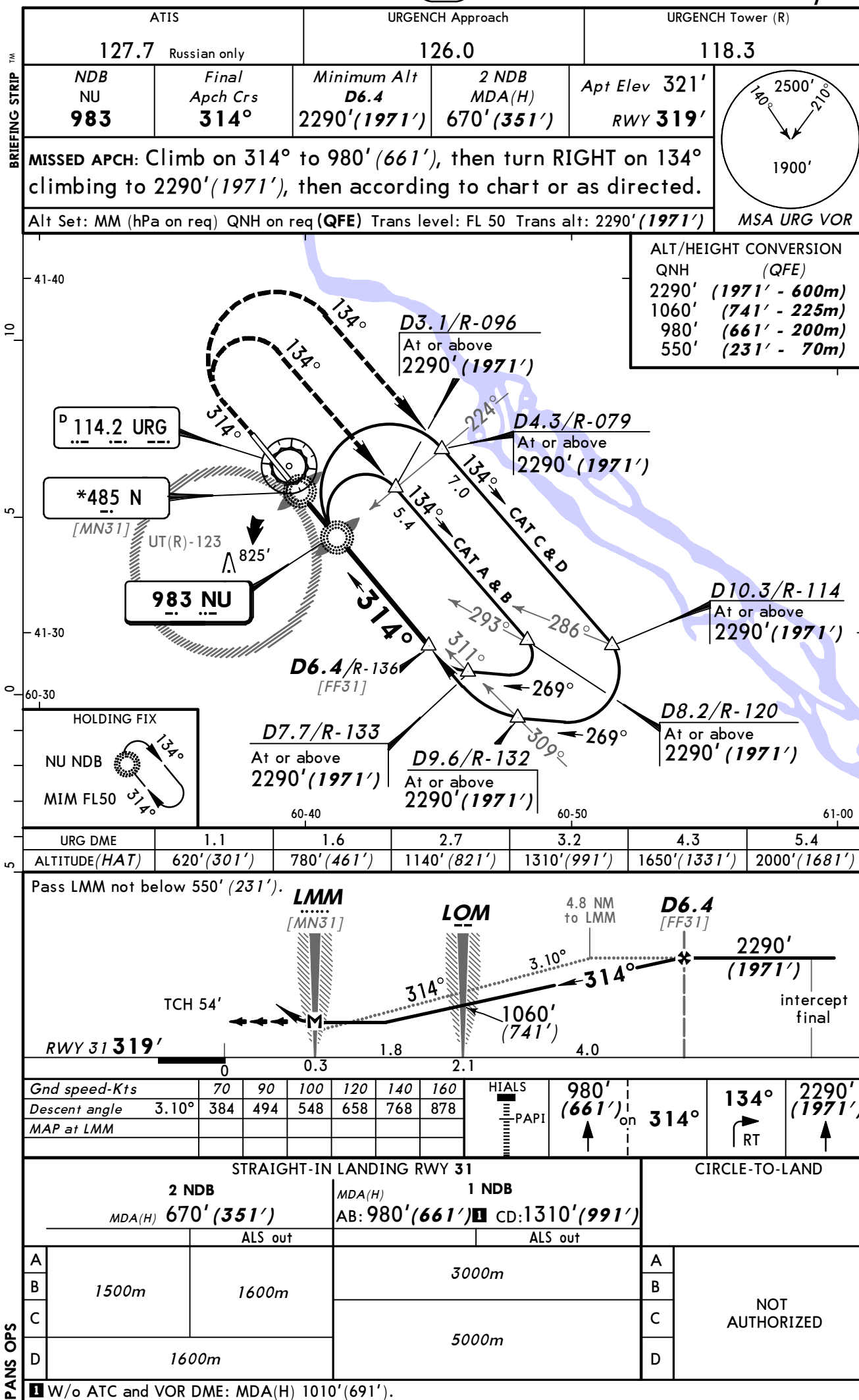
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

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		







URGENCH, (URGENCH - UTNU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTNU