

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UTNU
Terminal Charts For UTNU
Revision Letter For Cycle 17-2013
Change Notices
Notebook

General Information

Location: Urgench Uzb
IATA Code: UGC
Lat/Long: N41° 35.0' E060° 38.7'
Elevation: 322 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: 0117 Z
Sunset: 1442 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

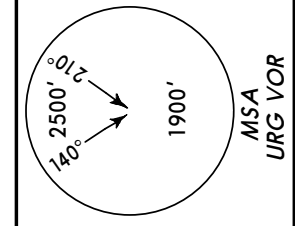
Communication Information

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

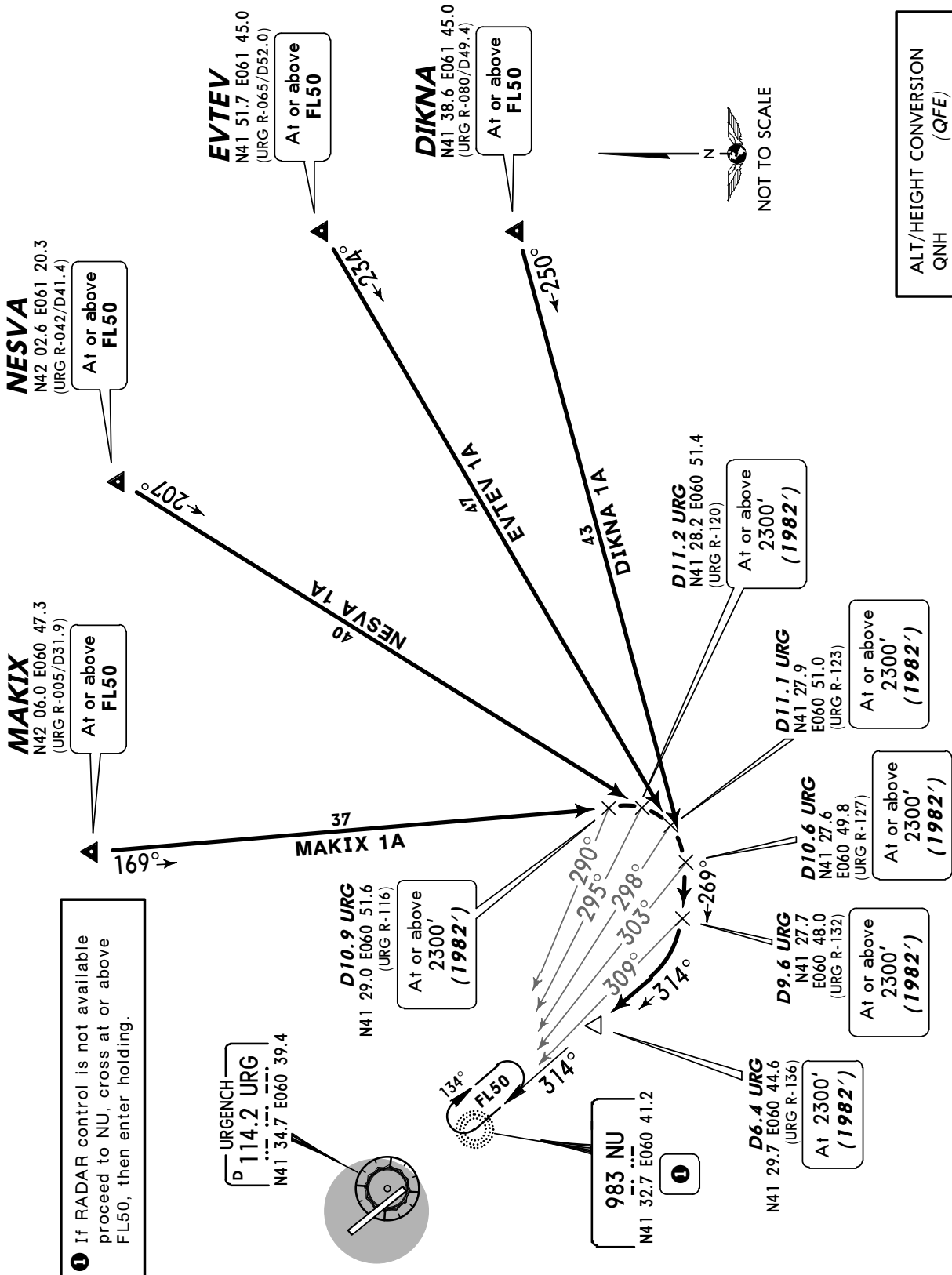
Apt Elev
322'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

DIKNA 1A [DIKN1A], EVTEV 1A [EVTE1A]
MAKIX 1A [MAKI1A], NESVA 1A [NESV1A]
RWY 31 ARRIVALS
~~SPEED~~ MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1982' - 600m)



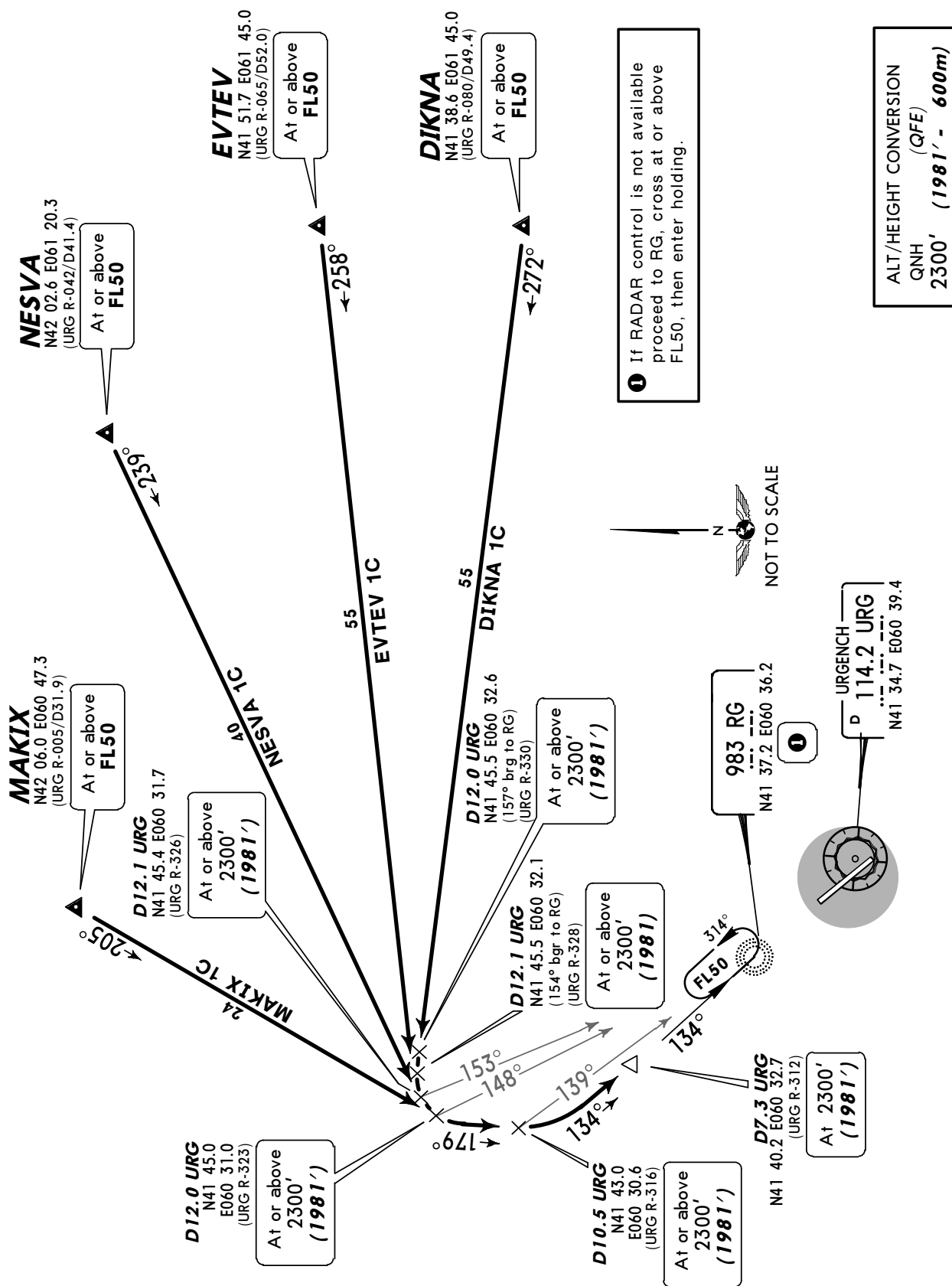
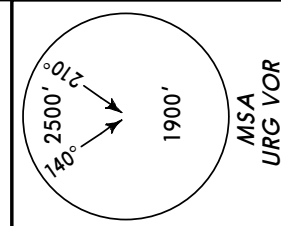
Apt Elev
322'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

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

RWY 13 ARRIVALS

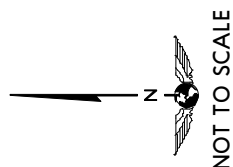
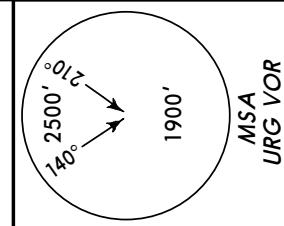
SPEEDS MAX 245 KT AT OR BELOW FL100



Apt Elev
322'

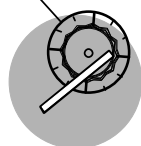
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

IVLUS 1A [IVLU1A], SAIDA 1A [SAID1A]
VASIM 1A [VASI1A]
RWY 31 ARRIVALS
~~SPEED~~ MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1982' - 600m)

URGENCH
D 114.2 URG
N41 34.7 E060 39.4



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

At 2300'
(1982')

FL50
134°

983 NU
N41 32.7 E060 41.2



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

At or above
2300' (1982')

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

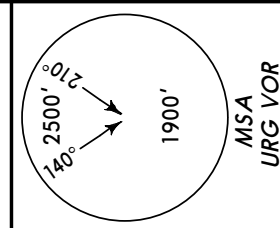
1 If RADAR control is not available
proceed to NU, cross at or above
FL50, then enter holding.

Apt Elev
322'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

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

SPEED: MAX 245 KT AT OR BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1981' - 600m)

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

At or above
2300'
(1981')

983 RG
N41 37.2 E060 36.2

At or above
2300'
(1981')

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

At or above
2300'
(1981')

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

At 2300'
(1981')

URGENCH
D 114.2 URG
N41 34.7 E060 39.4

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

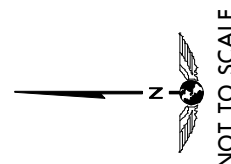
At or above
FL50

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

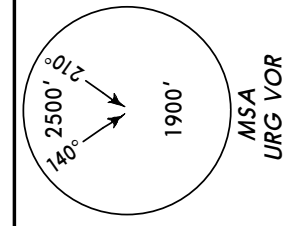


Apt Elev
322'

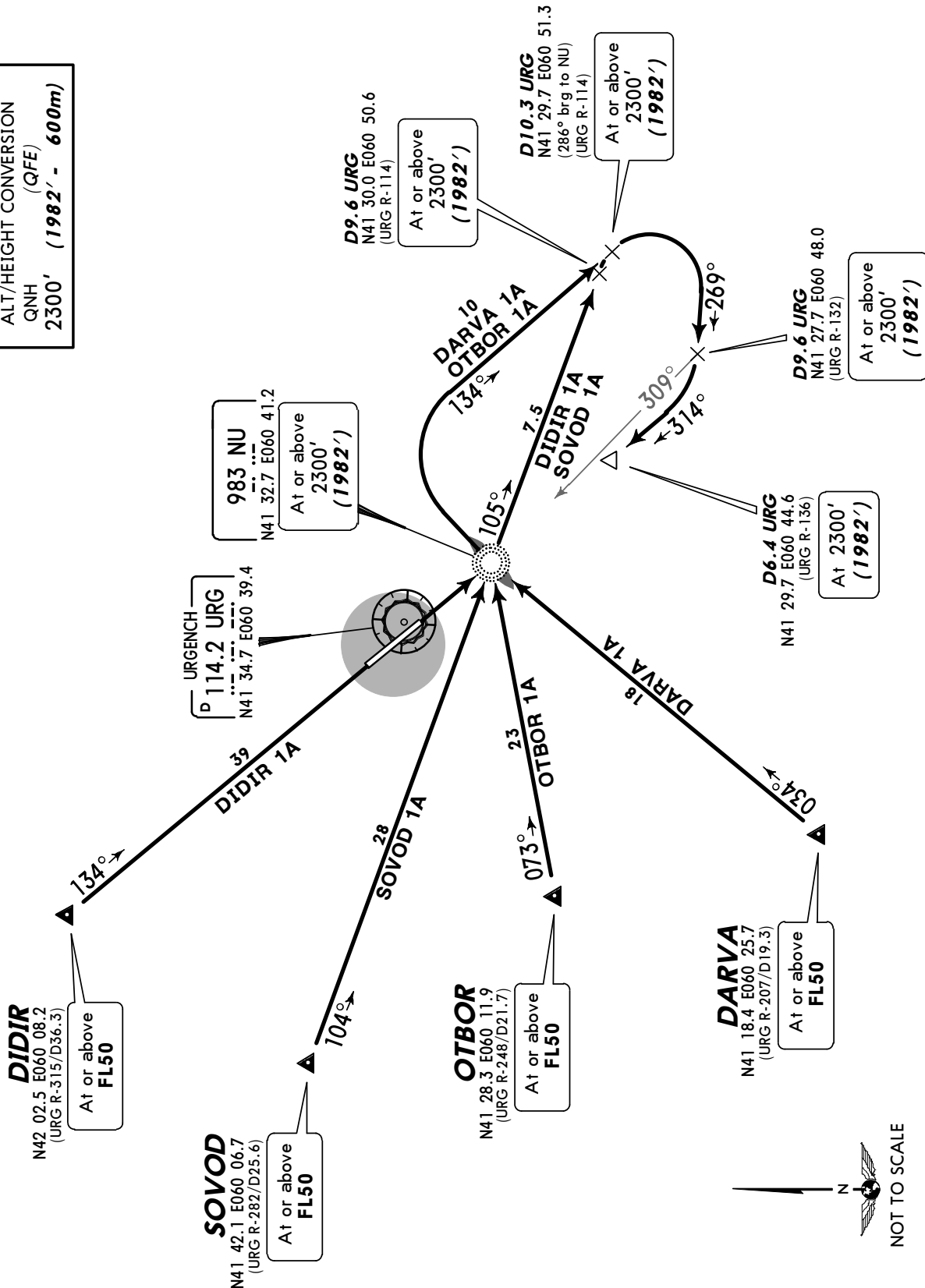
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

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

SPEED: MAX 245 KT AT OR BELOW FL100



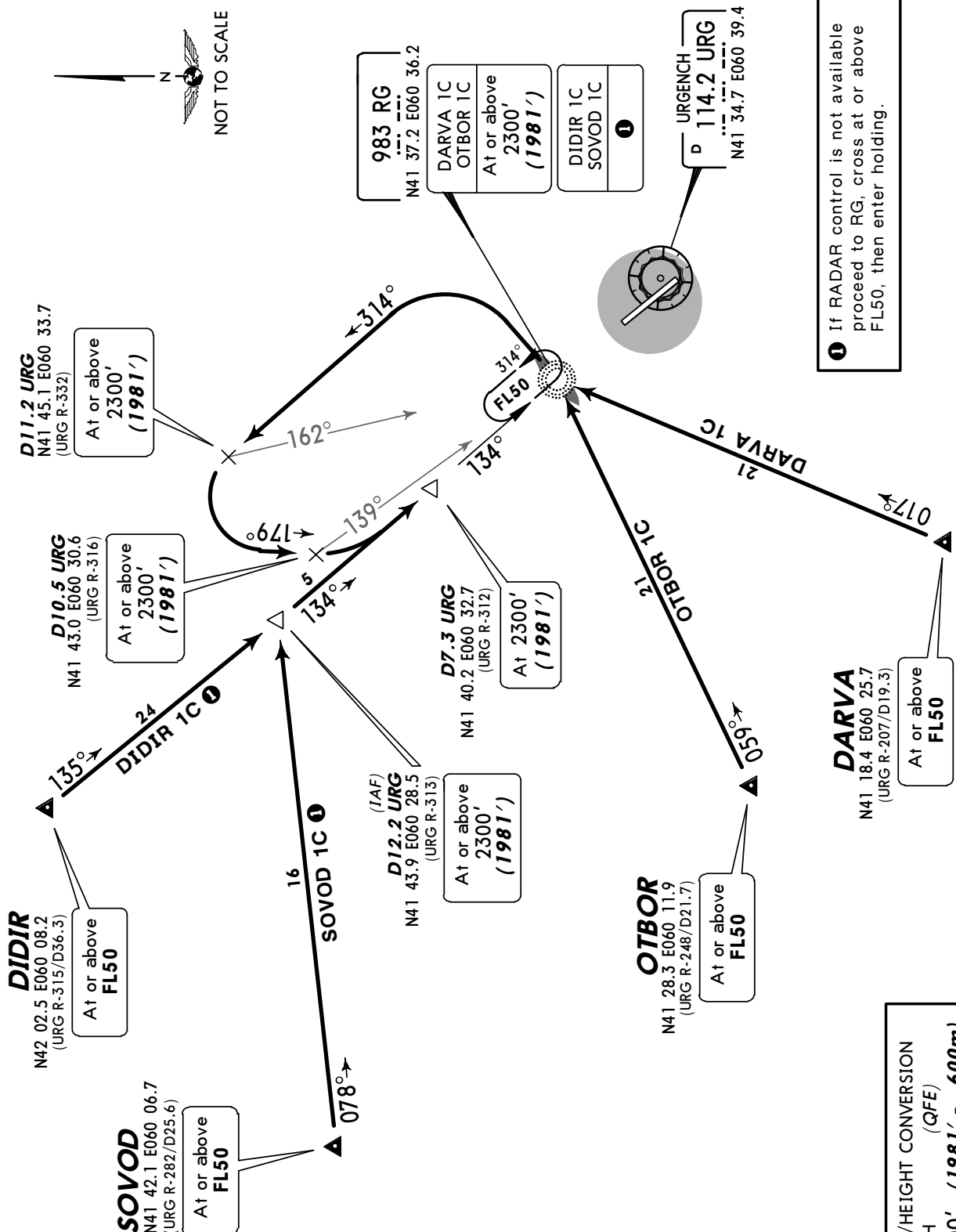
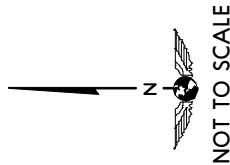
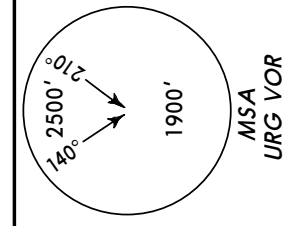
ALT/HEIGHT CONVERSION
QNH
2300' (1982' - 600m)

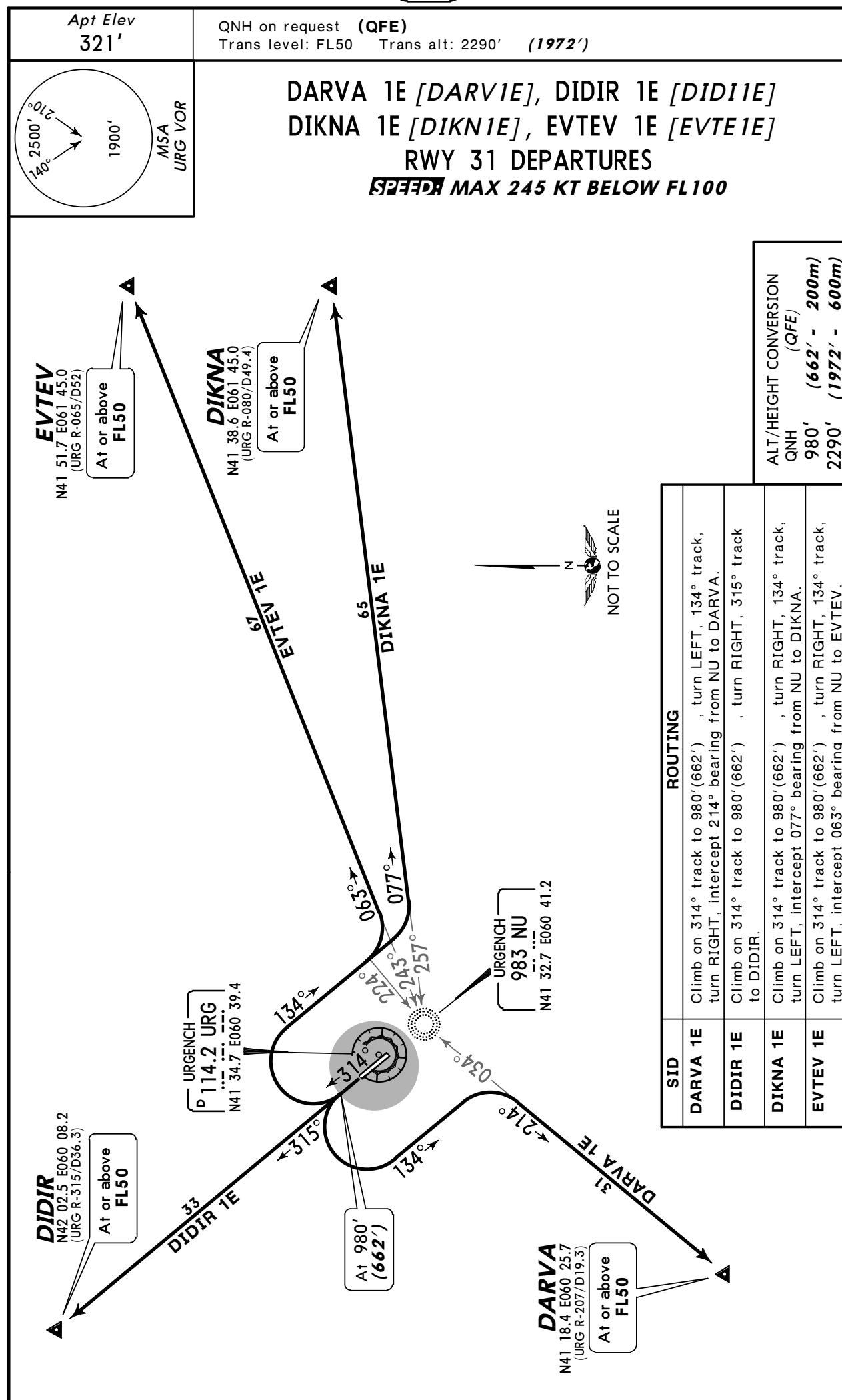


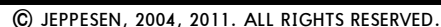
Apt Elev
322'

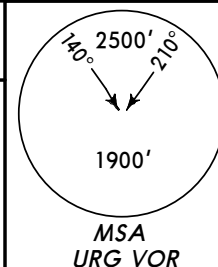
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

DARVA 1C [DARVIC] , DIDIR 1C [DIDI1C]
OTBOR 1C [OTBO1C] , SOVOD 1C [SOVO1C]
RWY 13 ARRIVALS
~~SPEED~~ MAX 245 KT AT OR BELOW FL100

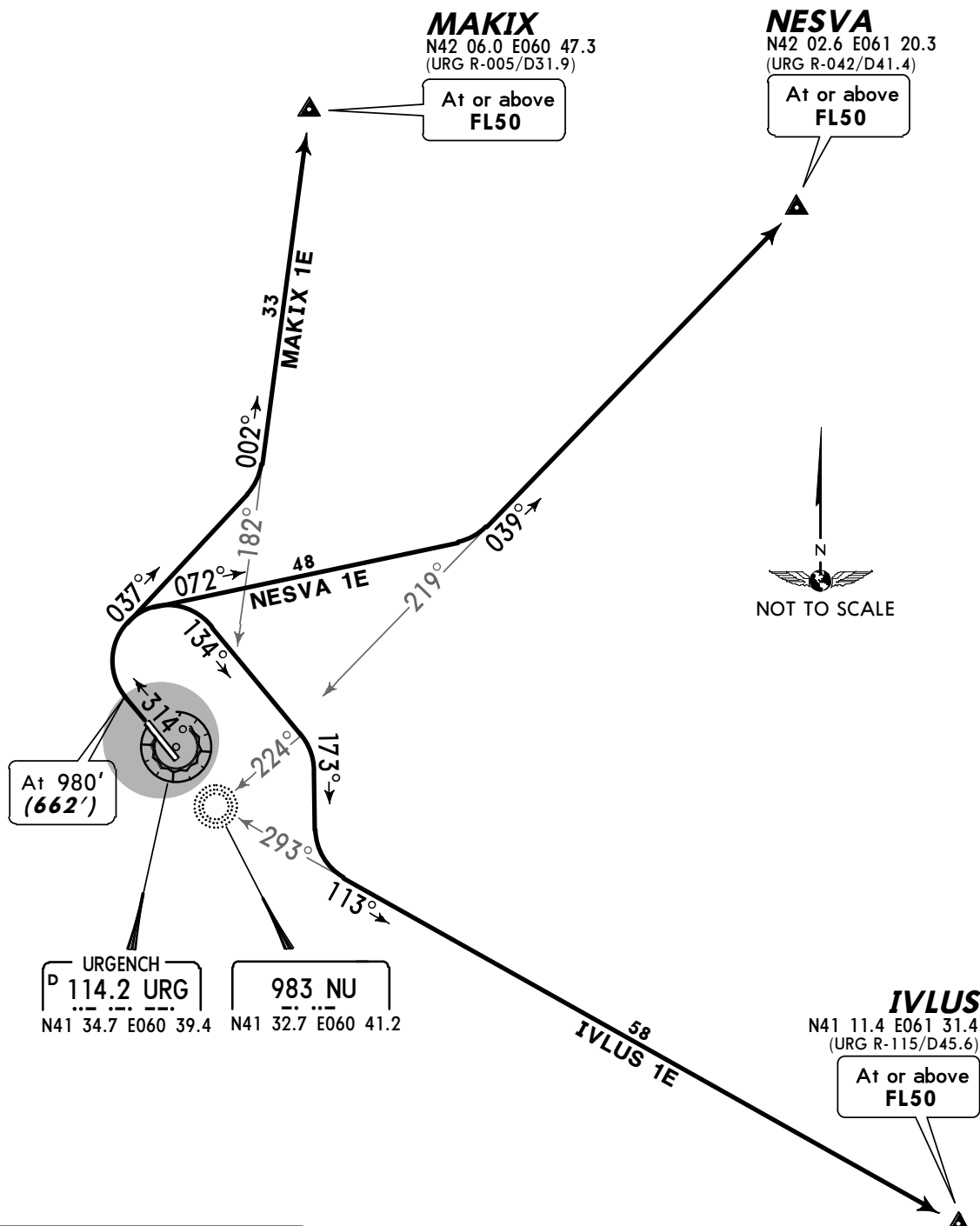






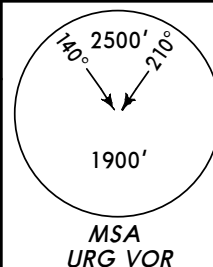
Apt Elev
322'QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

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

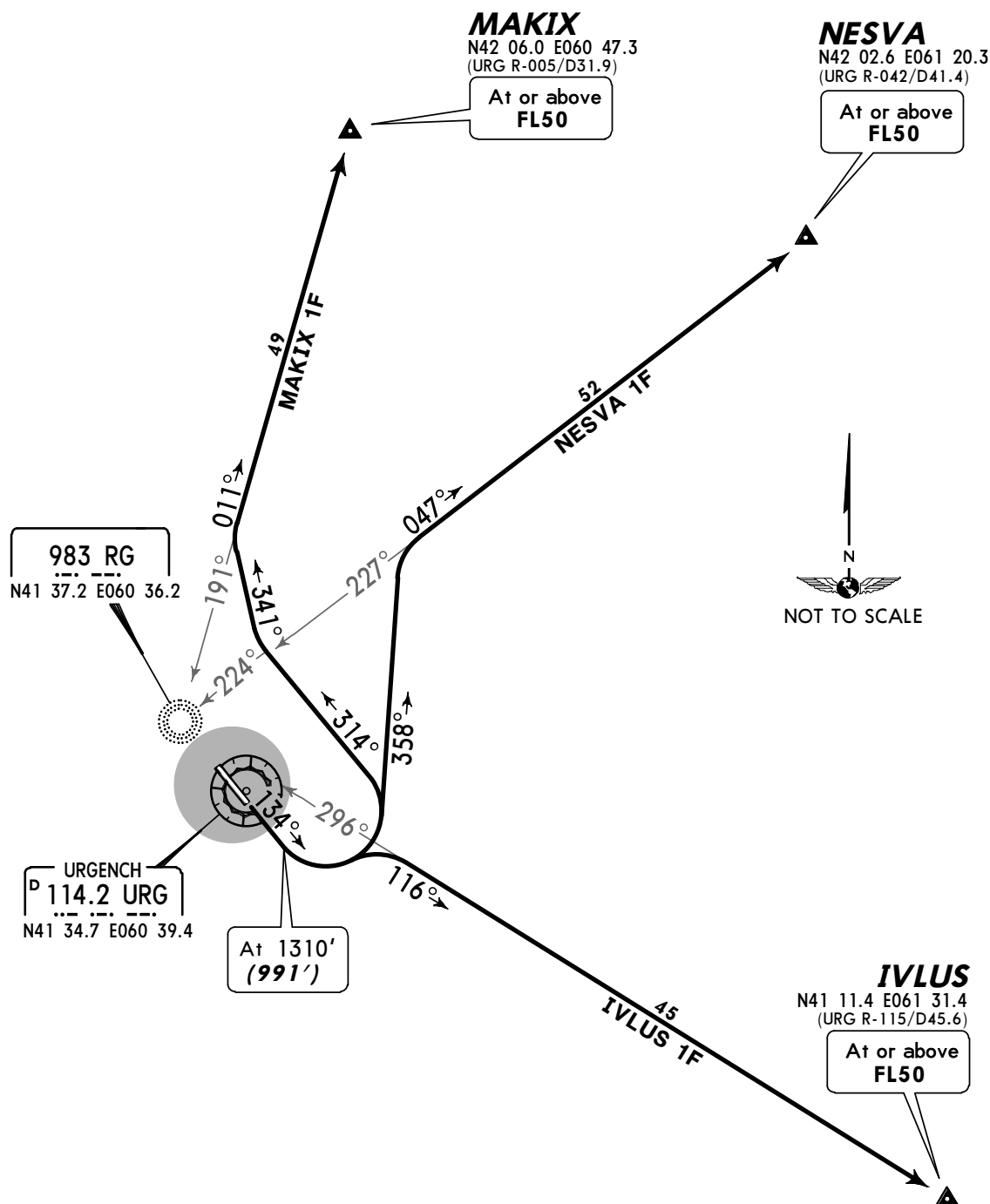


ALT/HEIGHT CONVERSION
QNH (QFE)
980' (662' - 200m)
2300' (1982' - 600m)

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, 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.

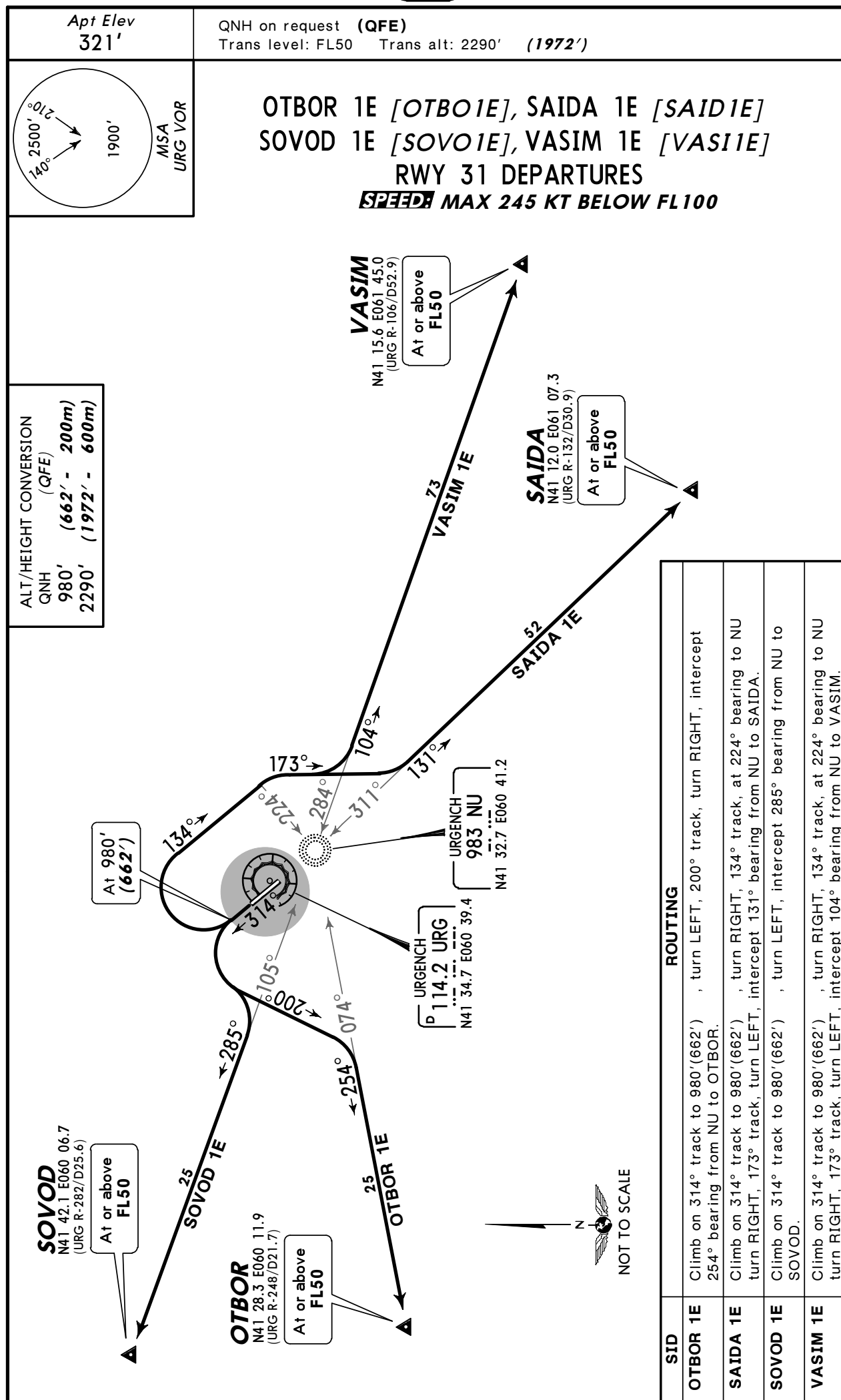
Apt Elev
322'QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

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

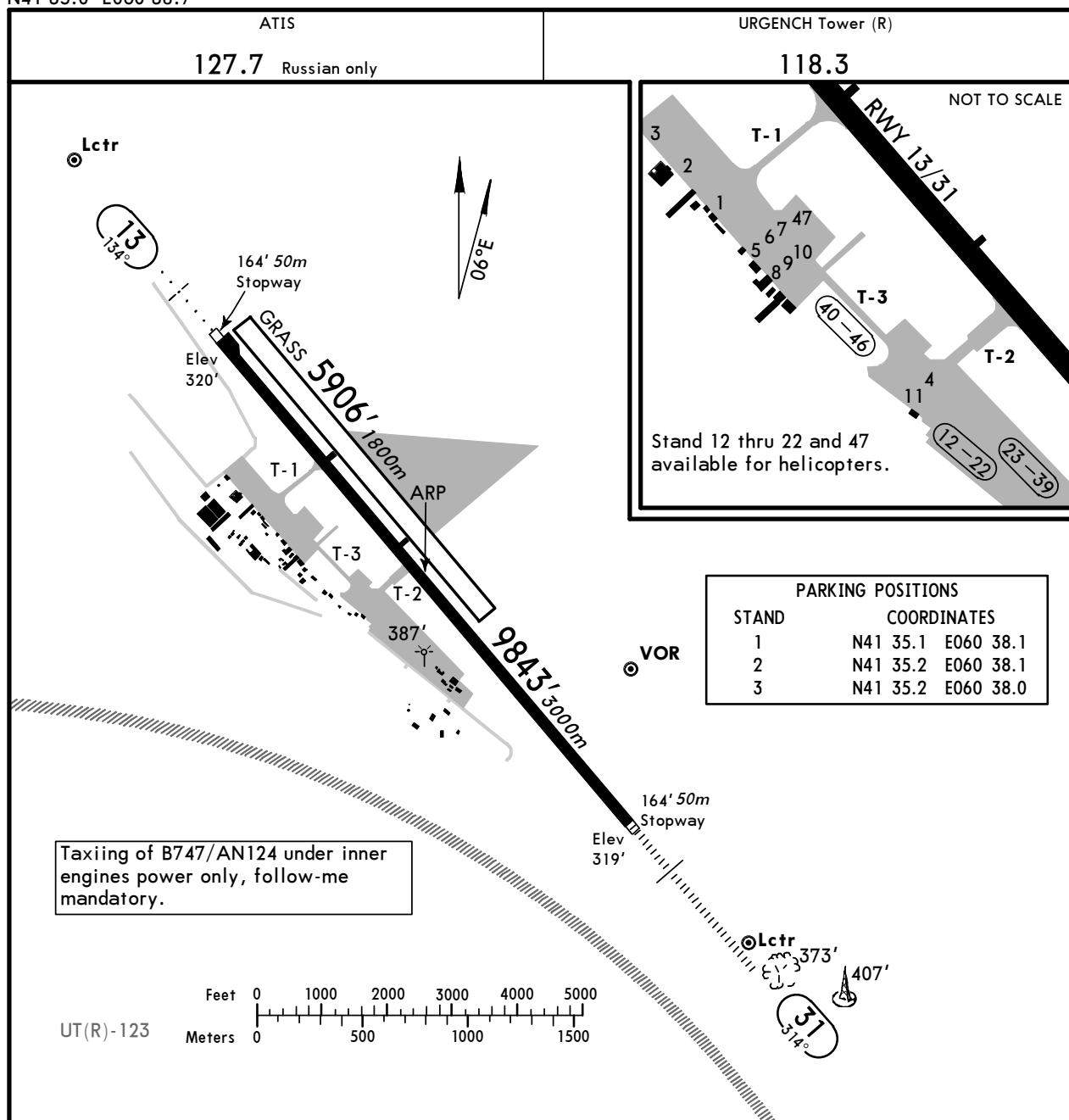


ALT/HEIGHT CONVERSION
QNH (QFE)
1310' (991' - 300m)
2300' (1981' - 600m)

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.



© JEPPESEN, 2007, 2011. ALL RIGHTS RESERVED.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
13	HIRL (60m) MIALS PAPI-L	Threshold	Glide Slope	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			
C			
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 3000m	1010' (692') ❶ 3000m	1310' (992') 5000m	1310' (992') 5000m
	ALS out	3200m	3200m	5000m	5000m

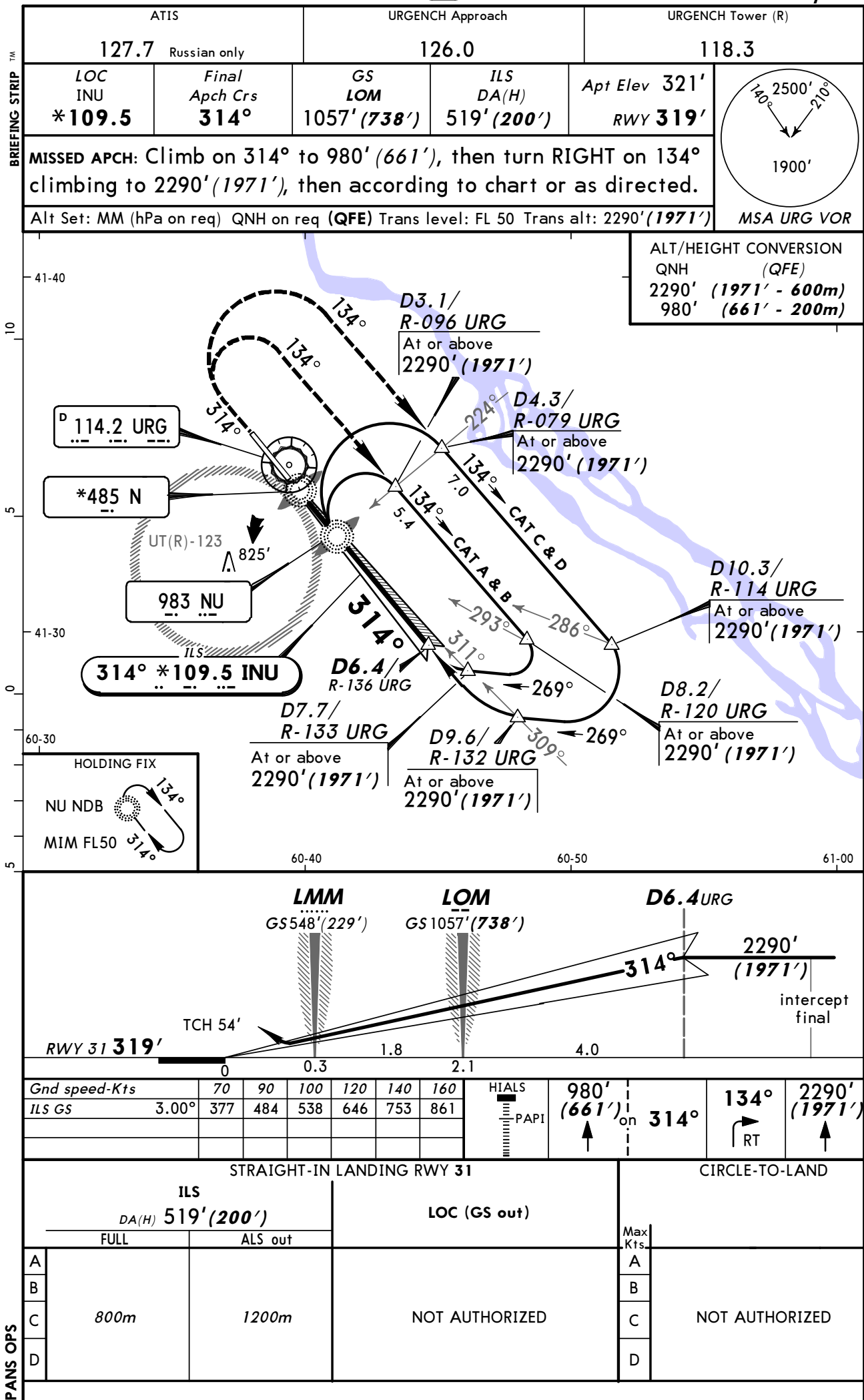
❶ Continuous Descent Final Approach.

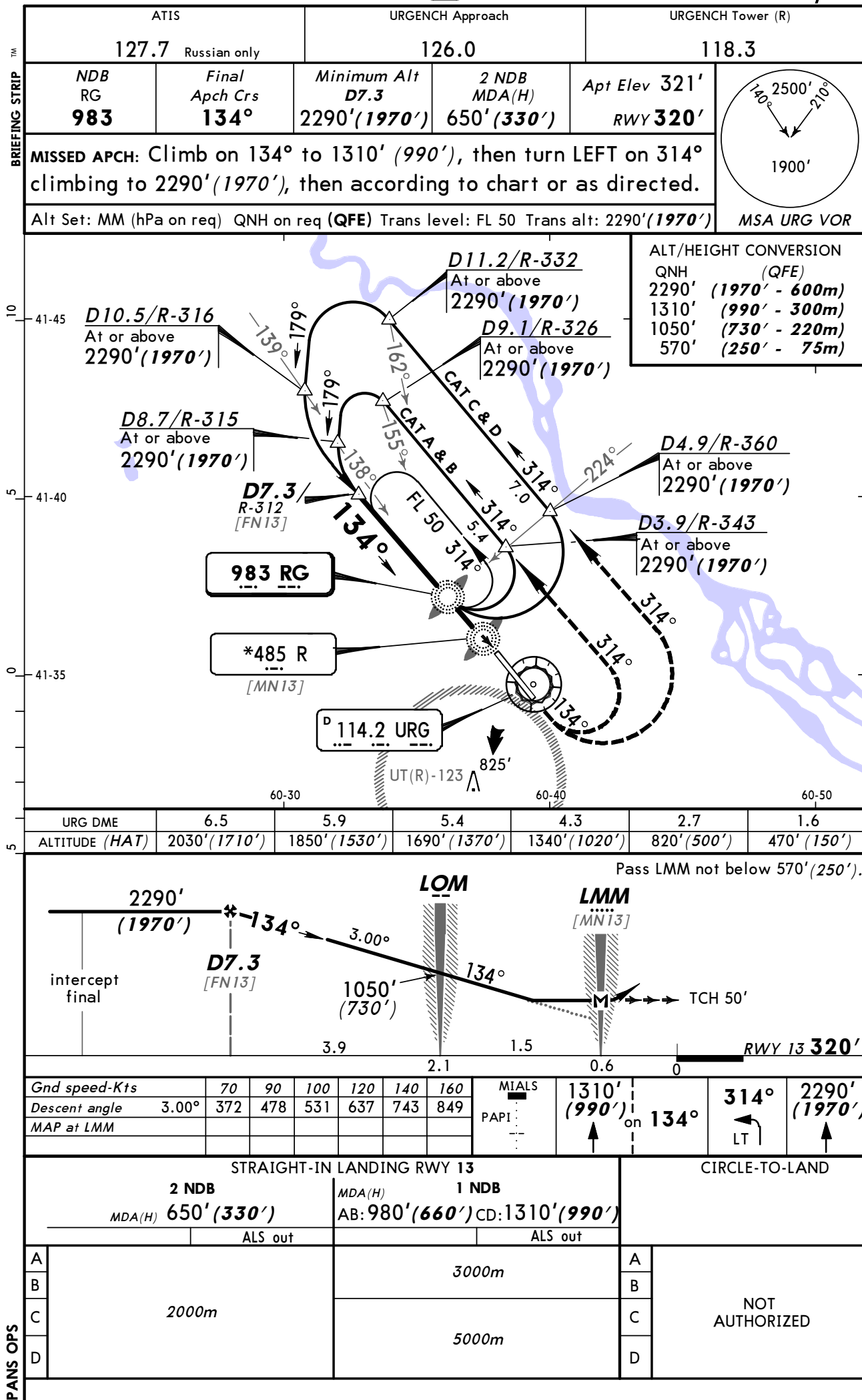
❷ with D6.4 URG.

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		





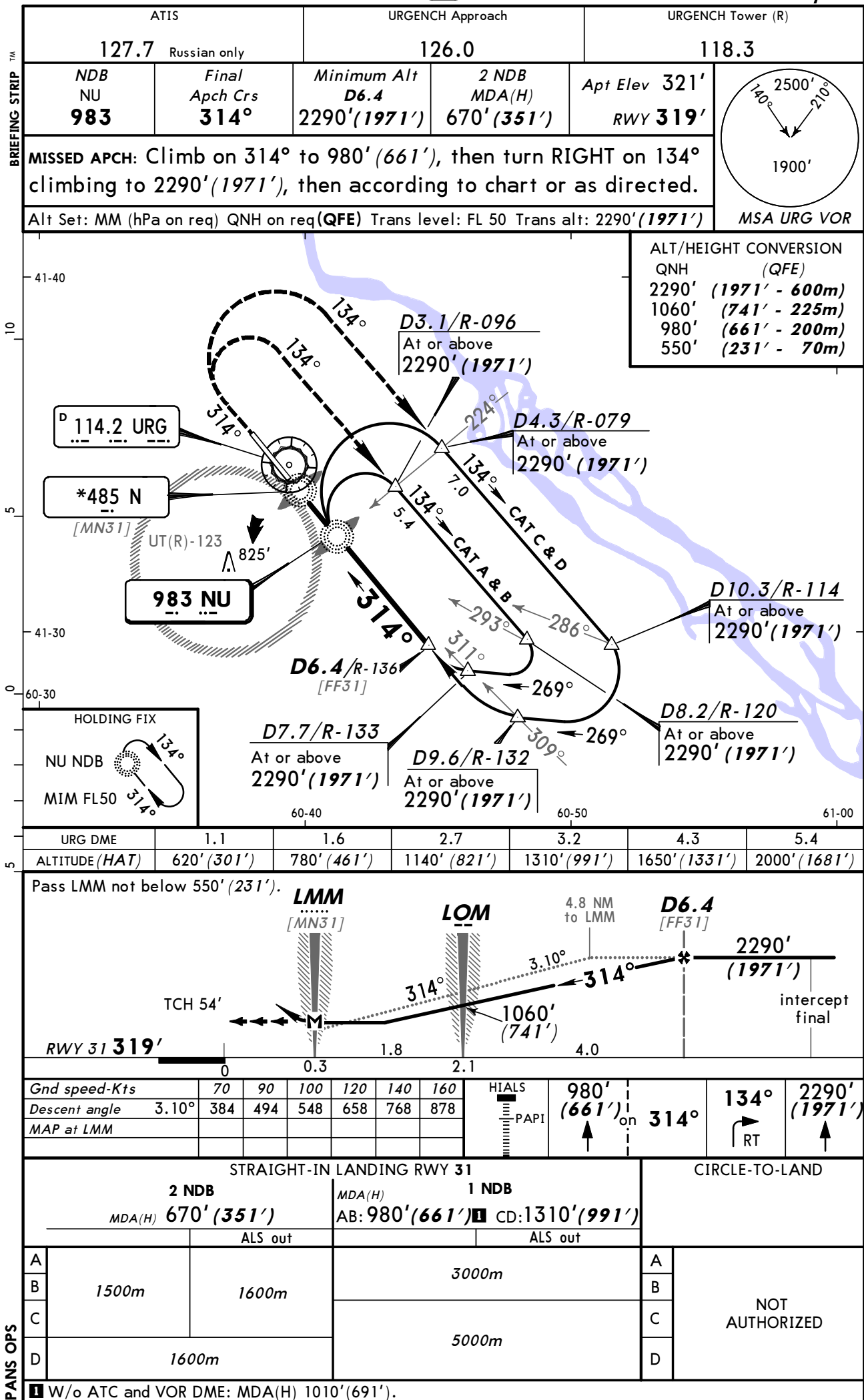




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

URGENCH, (URGENCH - UTNU)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTNU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS withdrawn.