

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNU

Terminal Charts For UTNU

Revision Letter For Cycle 23-2013

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: 0243 Z
Sunset: 1240 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

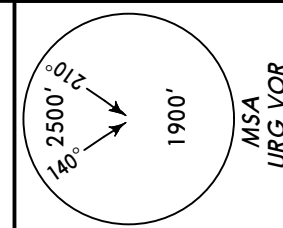
Apt Elev
322'

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

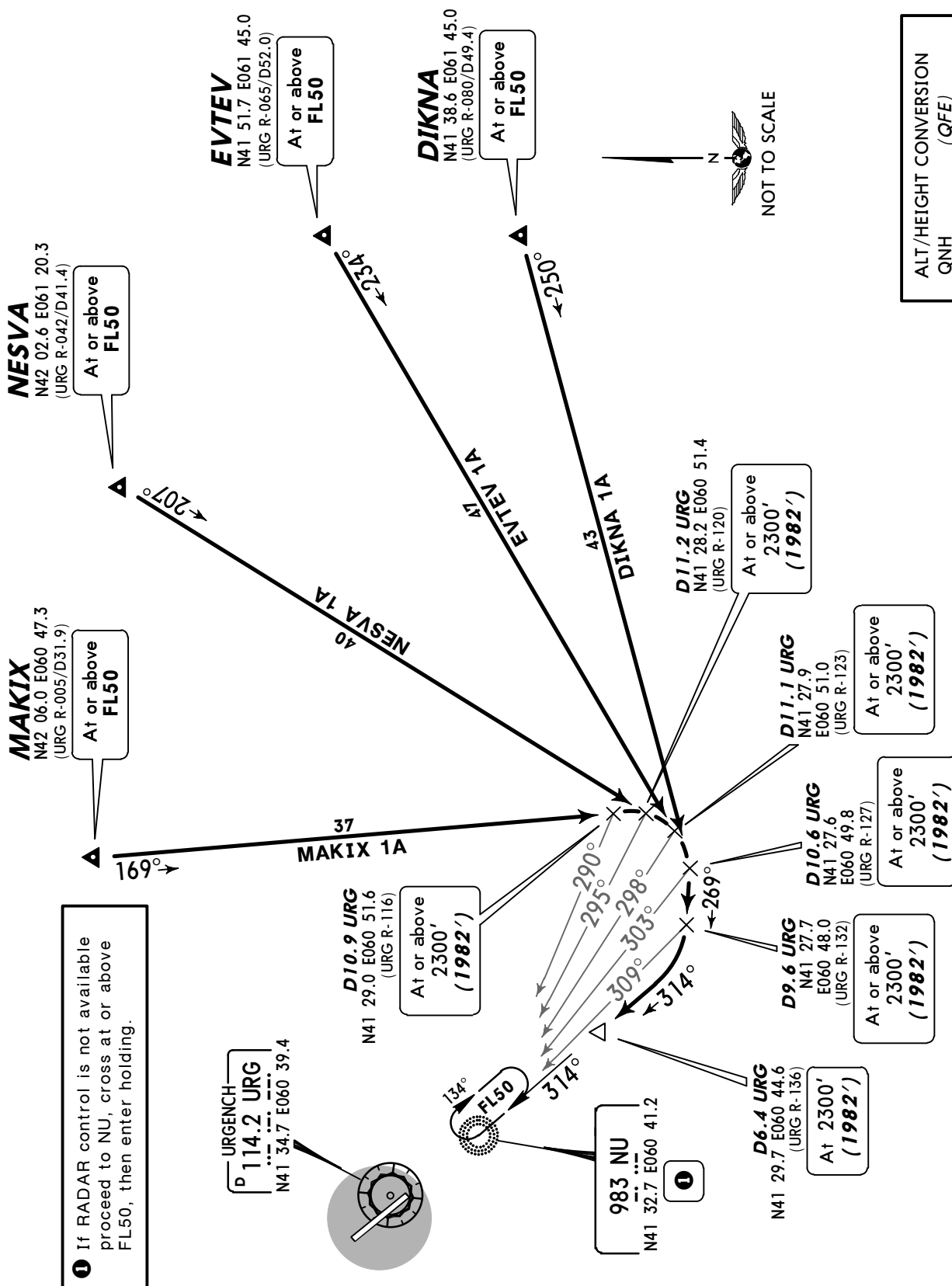
DIKNA 1A [DIKN1A], EVTEV 1A [EVTE1A]
MAKIX 1A [MAKI1A], NESVA 1A [NESV1A]

RWY 31 ARRIVALS

SPEED: MAX 245 KT AT OR BELOW FL100



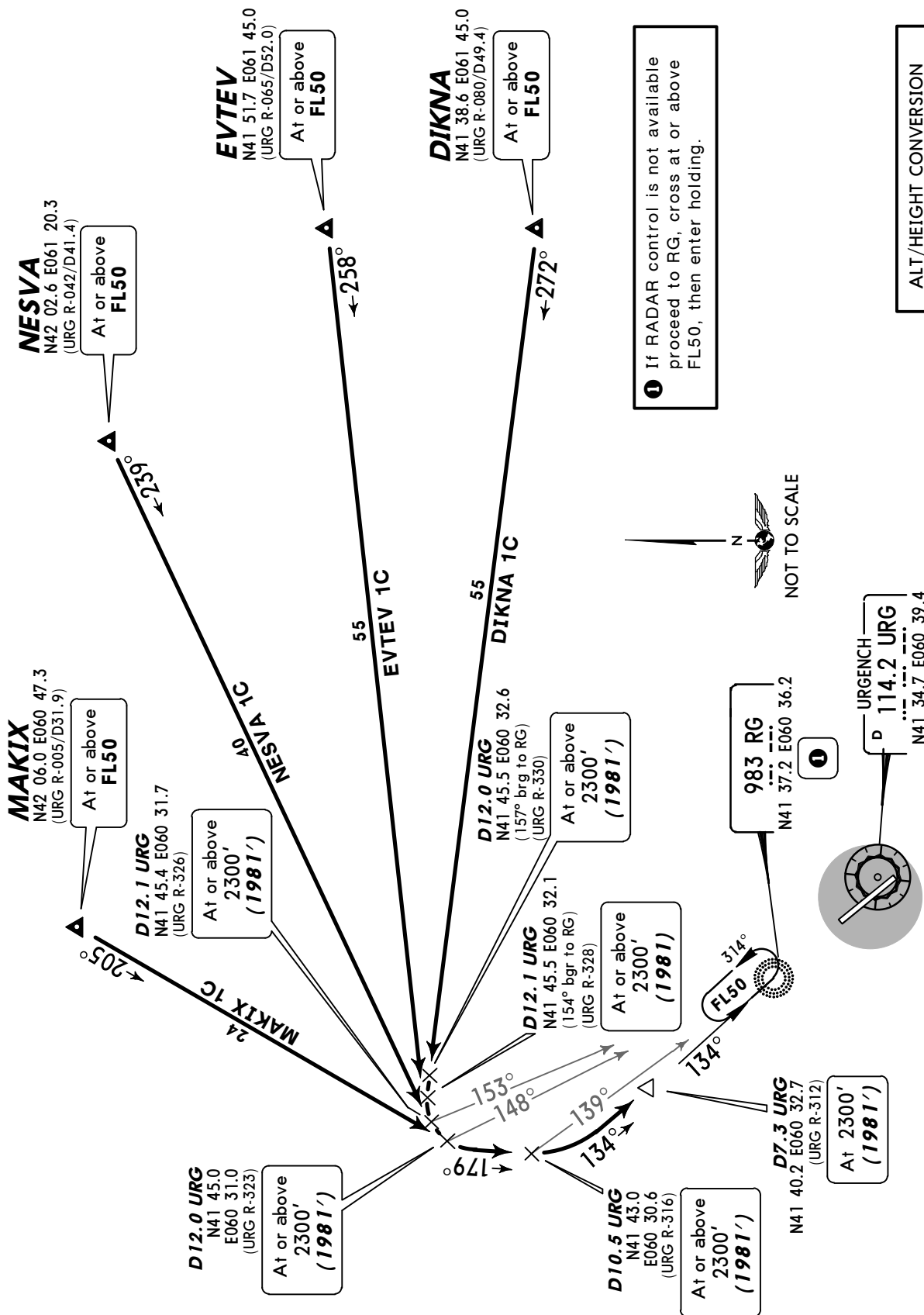
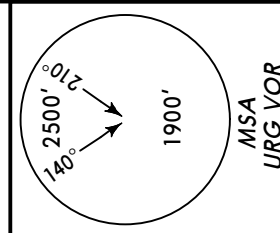
ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1982') - 600m



Apt Elev
322'

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

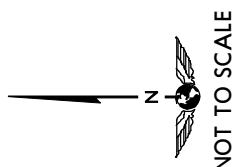
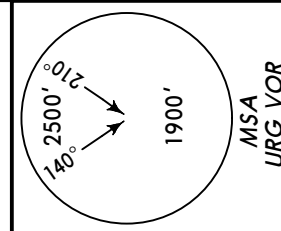
DIKNA 1C [DIKN1C], EVTEV 1C [EVTE1C]
MAKIX 1C [MAKI1C], NESVA 1C [NESV1C]
RWY 13 ARRIVALS
~~SPEED~~ MAX 245 KT AT OR BELOW FL100



Apt Elev
322'

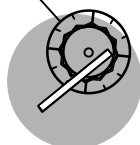
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

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')

134°
FL50

983 NU
N41 32.7 E060 41.2



(IAF)
D11.2 URG
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

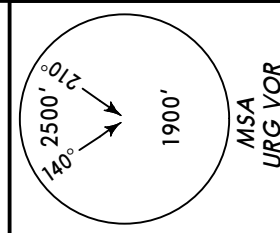
① If RADAR control is not available
proceed to NU, cross at or above
FL50, then enter holding.

Apt Elev
322'

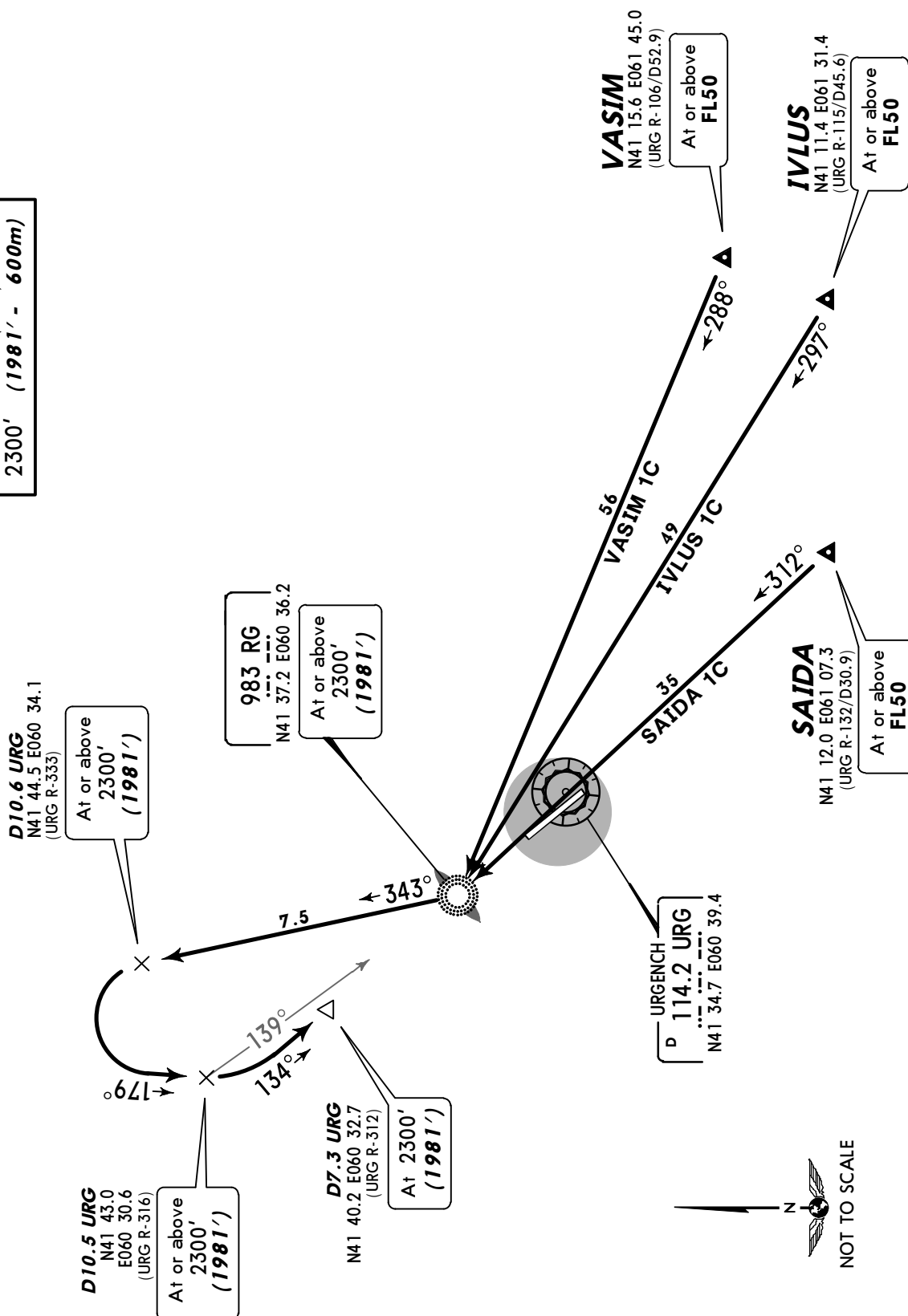
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

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)



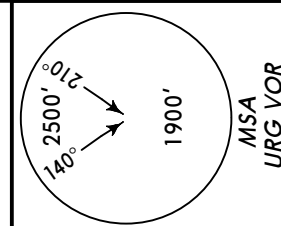
Apt Elev
322'

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

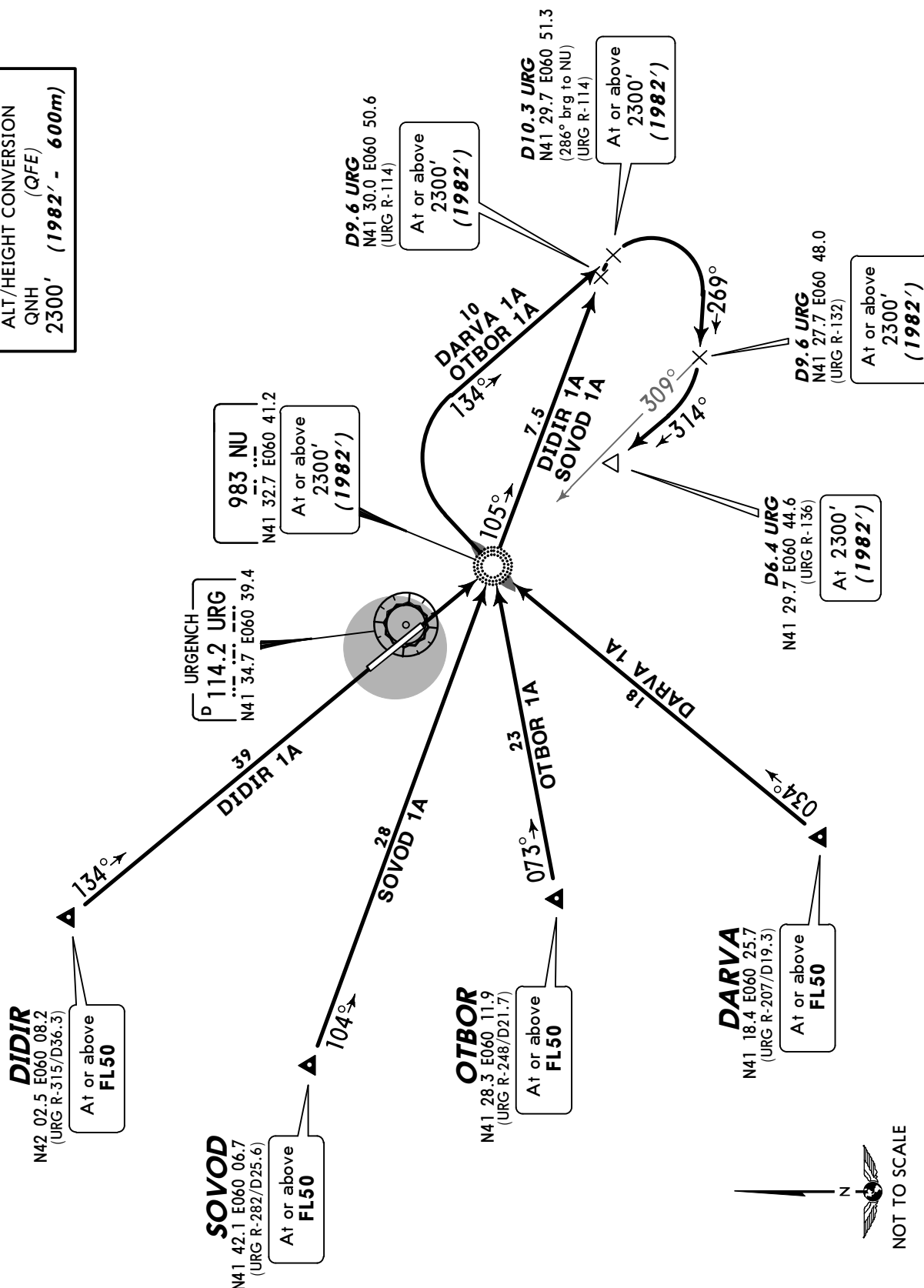
DARVA 1A [DARV1A], DIDIR 1A [DIDI1A]
OTBOR 1A [OTBO1A], SOVOD 1A [SOVO1A]

RWY 31 ARRIVALS

SPEED: MAX 245 KT AT OR BELOW FL100



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

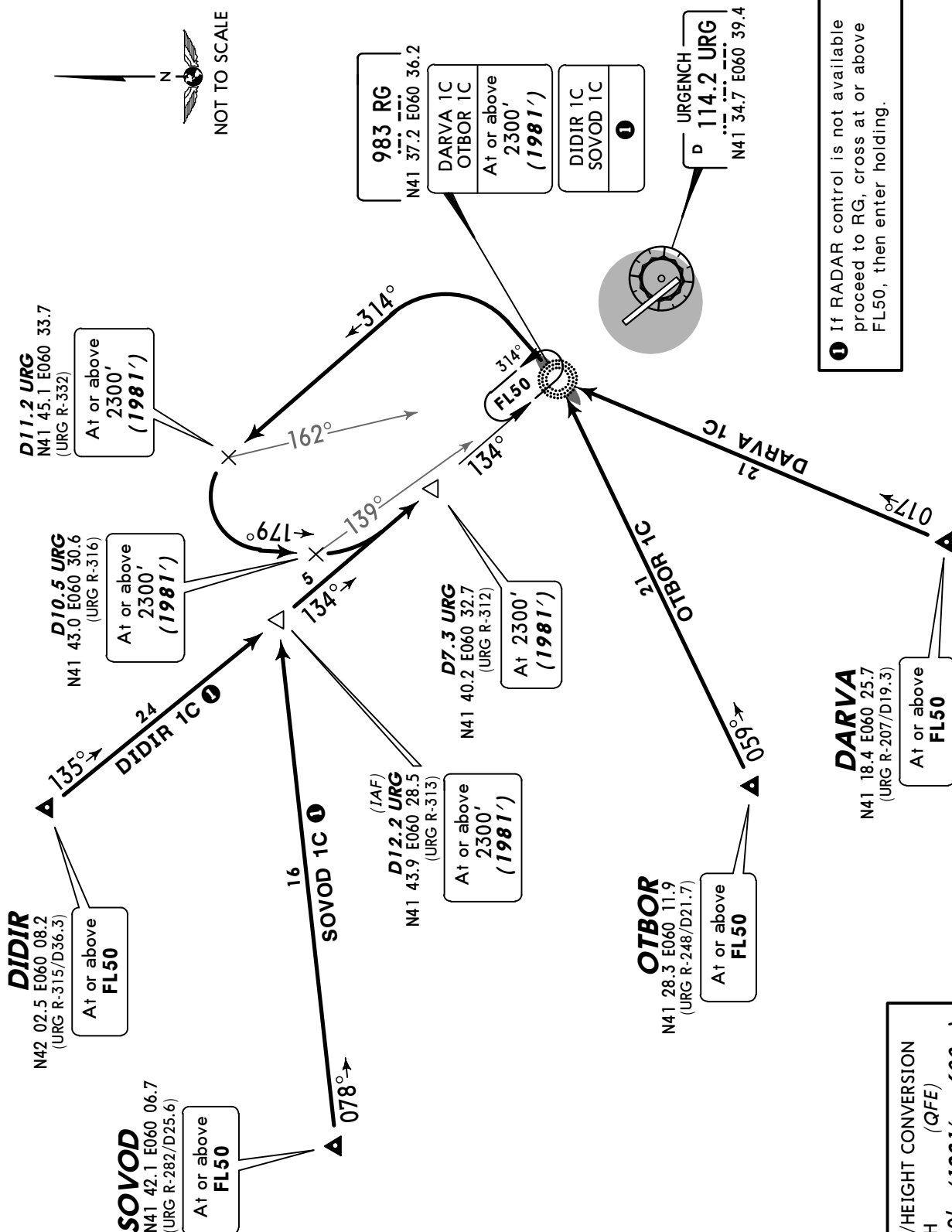
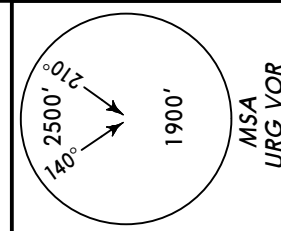


NOT TO SCALE

Apt Elev
322'

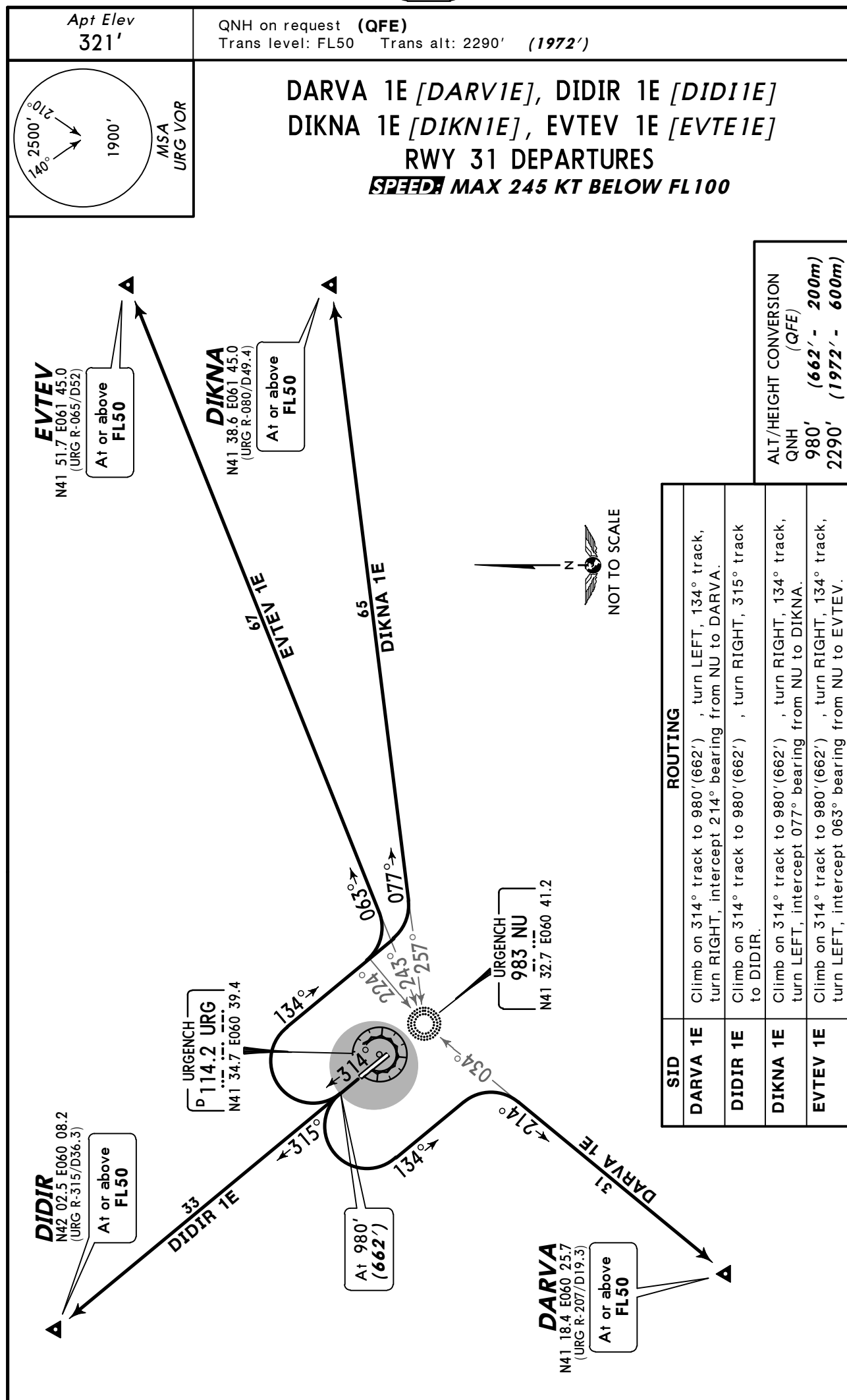
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

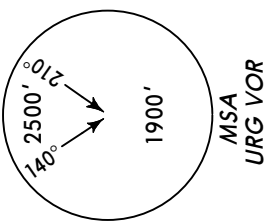
DARVA 1C [DARV1C] , DIDIR 1C [DIDI1C]
OTBOR 1C [OTBO1C] , SOVOD 1C [SOVO1C]
RWY 13 ARRIVALS
SPEED: MAX 245 KT AT OR BELOW FL100



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

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



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

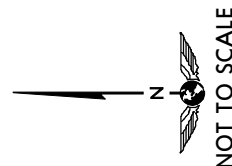
At 1310'
(991')

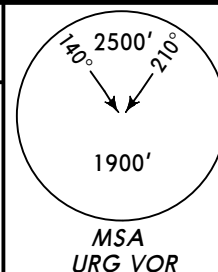
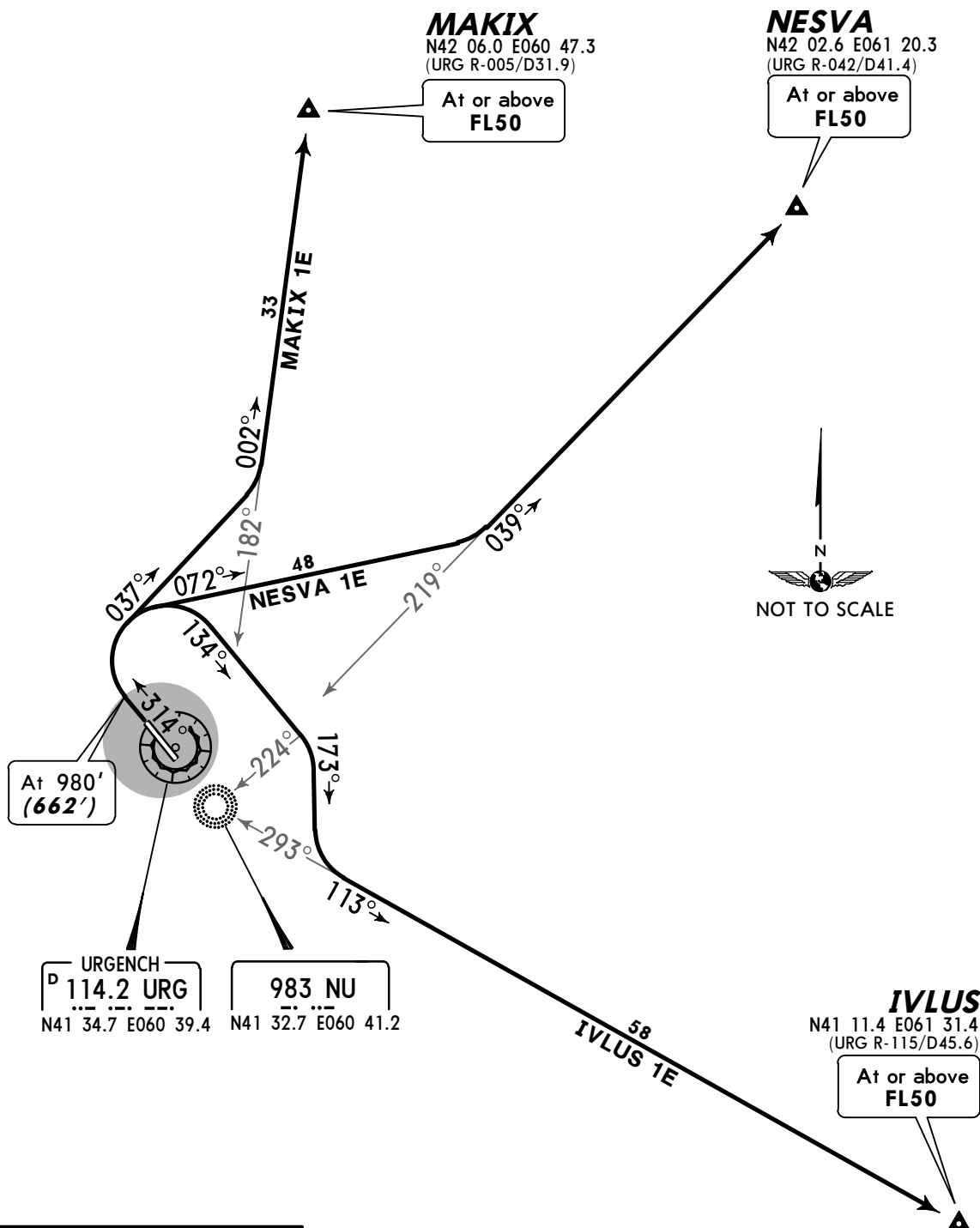
DARVA
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL50

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

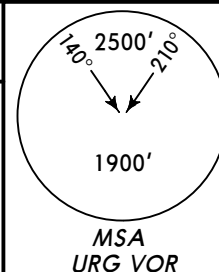
SID	ROUTING
DARVA 1F	Climb on 134° track to 1310'(991') , turn RIGHT, 260° track, turn LEFT, intercept 197° bearing from RG to DARVA.
DIDIR 1F	Climb on 134° track to 1310'(991') , turn LEFT, 314° track, at 224° bearing to RG turn LEFT, 275° track, turn RIGHT, intercept 315° bearing from RG to DIDIR.
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.



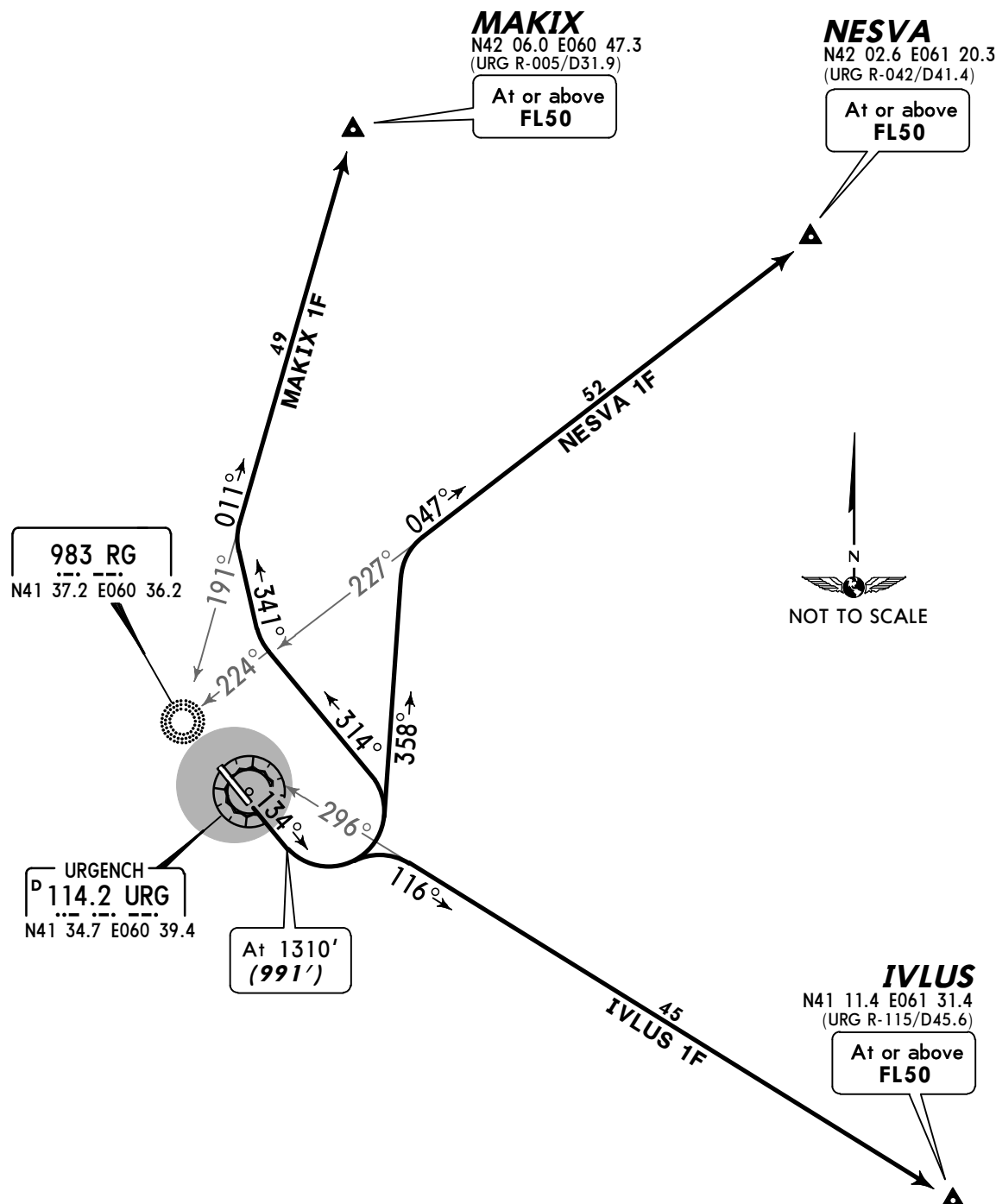
Apt Elev
322'QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')IVLUS 1E [IVLU1E], MAKIX 1E [MAKI1E]
NESVA 1E [NESV1E]
RWY 31 DEPARTURES
~~SPEED~~ MAX 245 KT BELOW FL100

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)

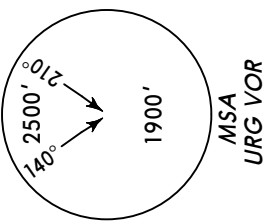
SID	ROUTING
IVLUS 1F	Climb on 134° track to 1310'(991') , turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1310'(991') , turn LEFT, 314° track, at 224° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 134° track to 1310'(991') , turn LEFT, 358° track, turn RIGHT, intercept 047° bearing from RG to NESVA.

CHANGES: SID OLPIS 1F withdrawn.

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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)

SOVOD

N41 42.1 E060 06.7
(URG R-282/D25.6)

At or above
FL50

OTBOR

N41 28.3 E060 11.9
(URG R-248/D21.7)

At or above
FL50

VASIM

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

At or above
FL50

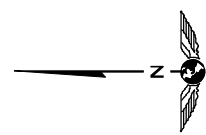
SAIDA

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

At or above
FL50

URGENCH
983 NU
N41 32.7 E060 41.2

URGENCH
114.2 URG
N41 34.7 E060 39.4



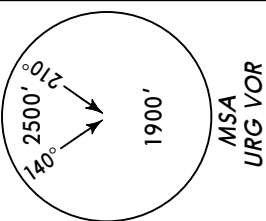
NOT TO SCALE

ROUTING

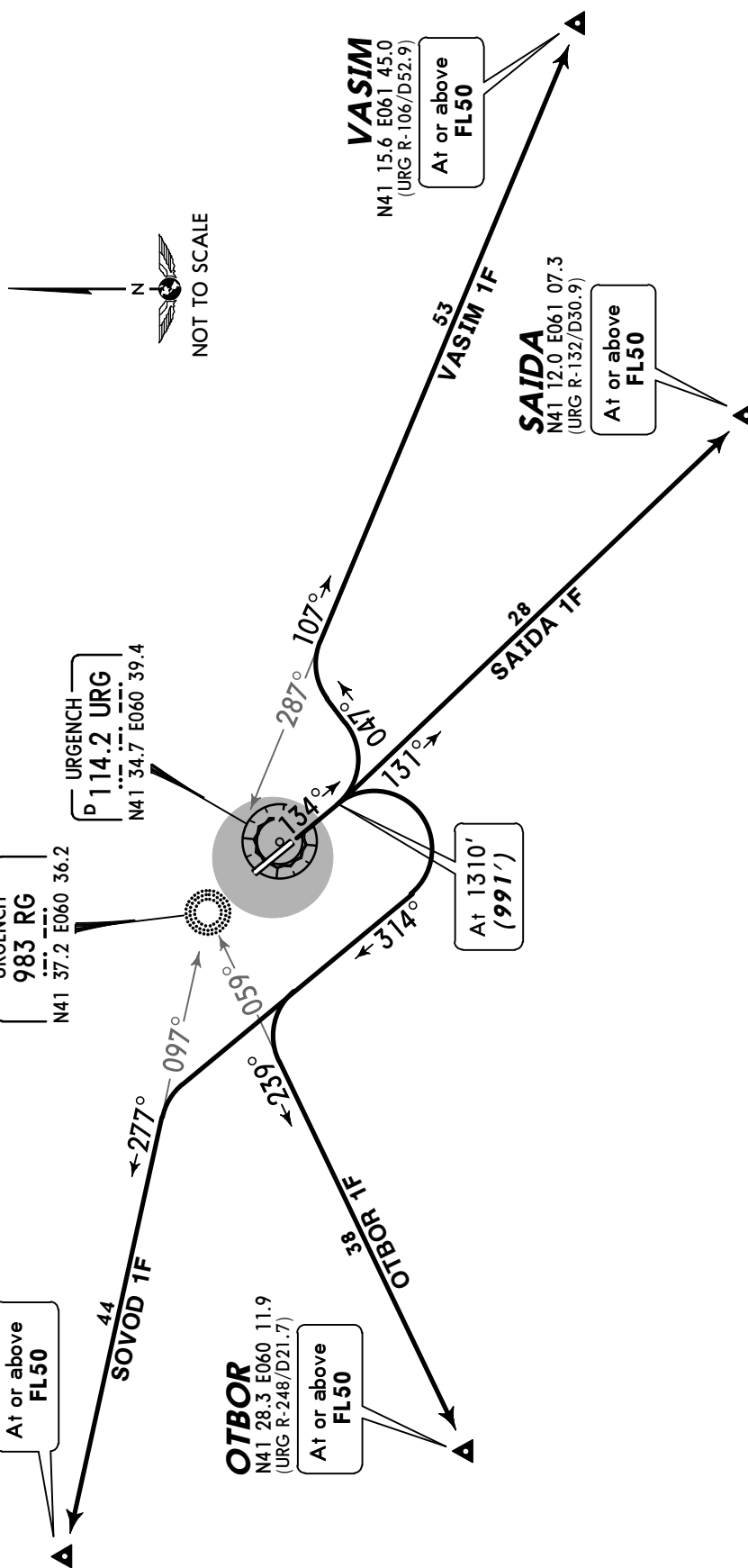
SID	ROUTING
OTBOR 1E	Climb on 314° track to 980'(662') , turn LEFT, 200° track, turn RIGHT, intercept 254° bearing from NU to OTBOR.
SAIDA 1E	Climb on 314° track to 980'(662') , turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, intercept 131° bearing from NU to SAIDA.
SOVOD 1E	Climb on 314° track to 980'(662') , turn LEFT, intercept 285° bearing from NU to SOVOD.
VASIM 1E	Climb on 314° track to 980'(662') , turn RIGHT, 134° track, at 224° bearing to NU turn RIGHT, 173° track, intercept 104° bearing from NU to VASIM.

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	(QFE)
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.

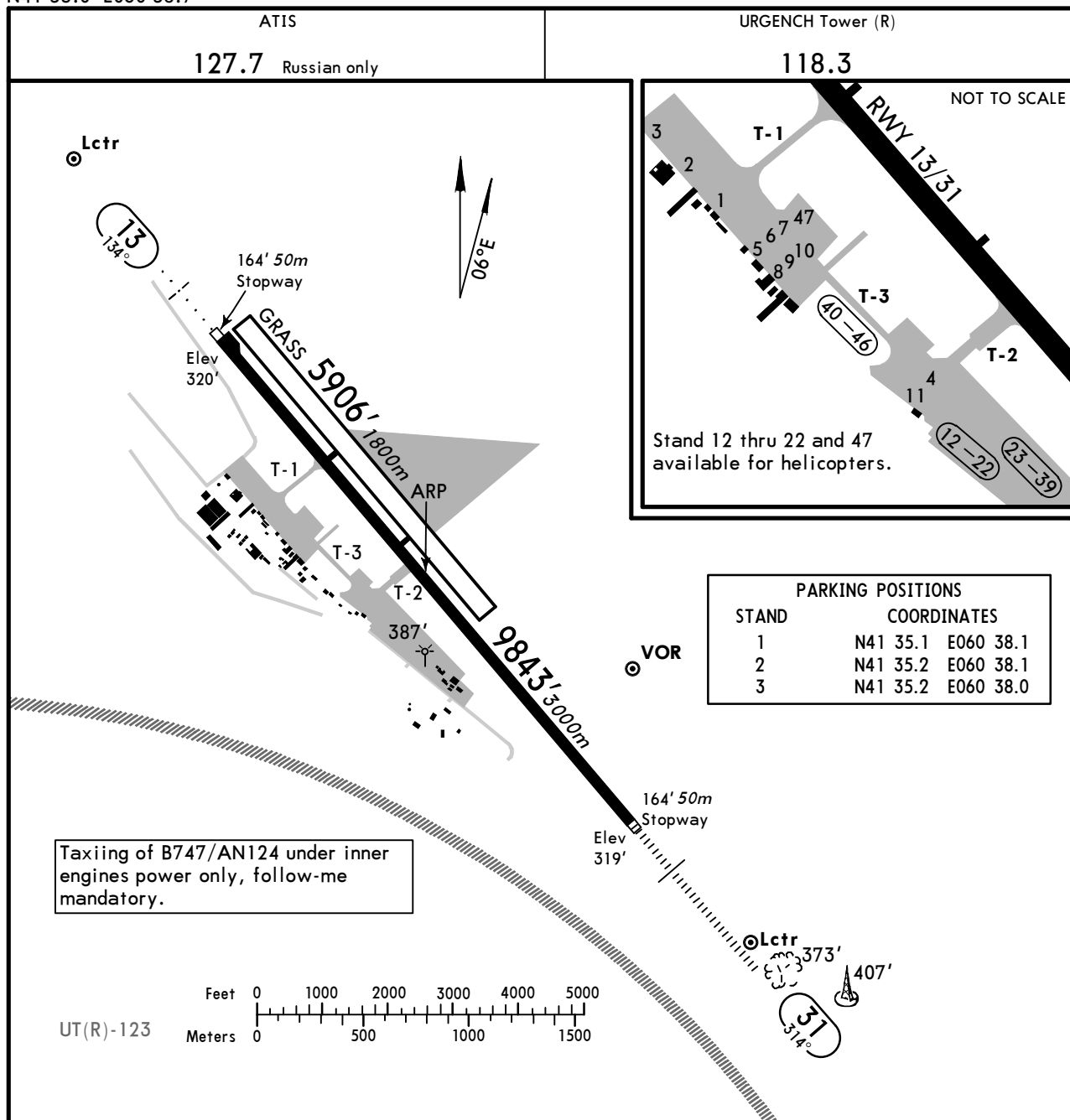
UTNU/UGC
Apt Elev **321'**
N41 35.0 E060 38.7

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	

CHANGES: ATIS established. Notes.

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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
	<i>ALS out</i>	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
	<i>ALS out</i>	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') 5000m	1310' (992') 5000m
	<i>ALS out</i>	3200m	3200m	5000m	5000m

❶ Continuous Descent Final Approach.

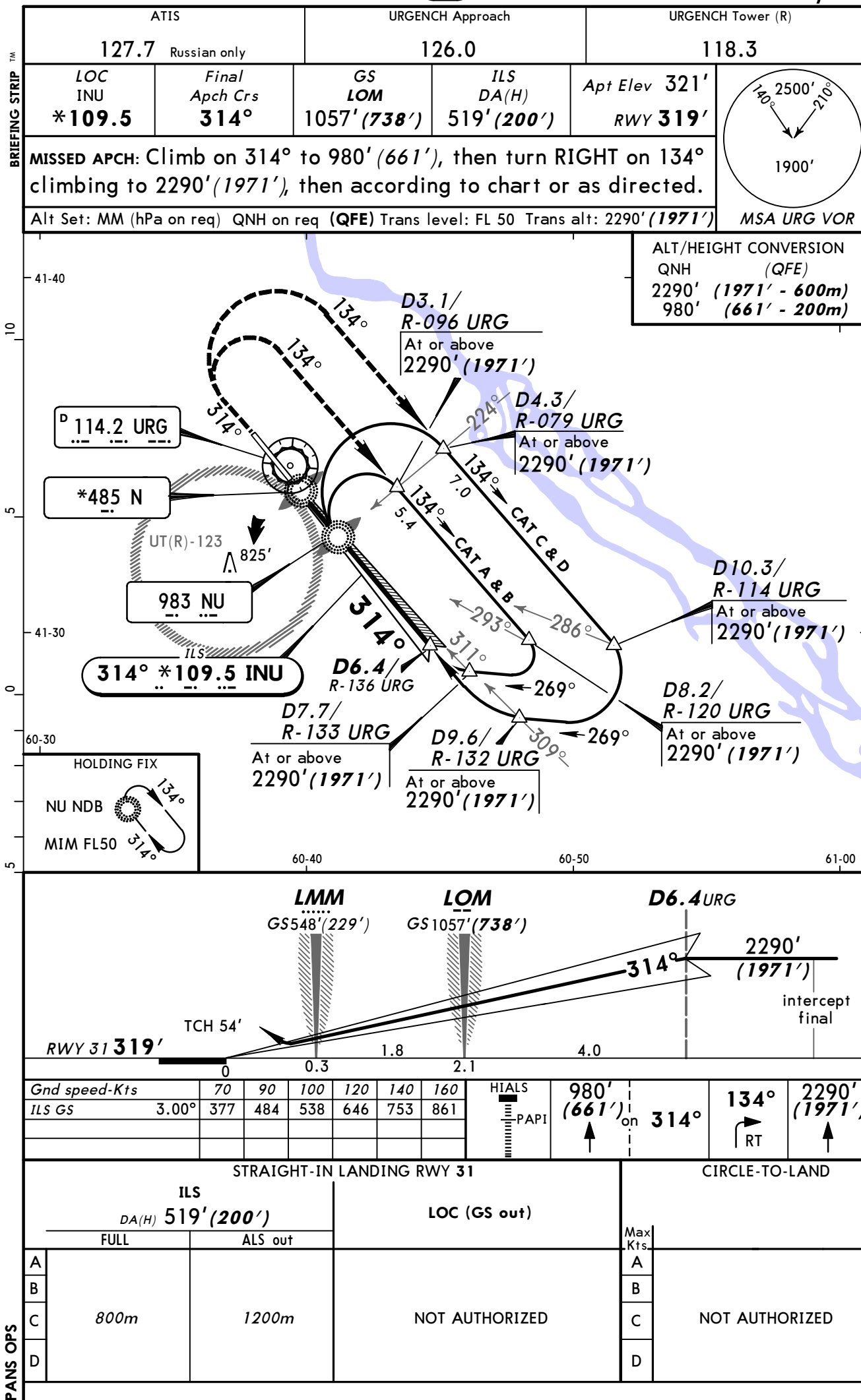
❷ with D6.4 URG.

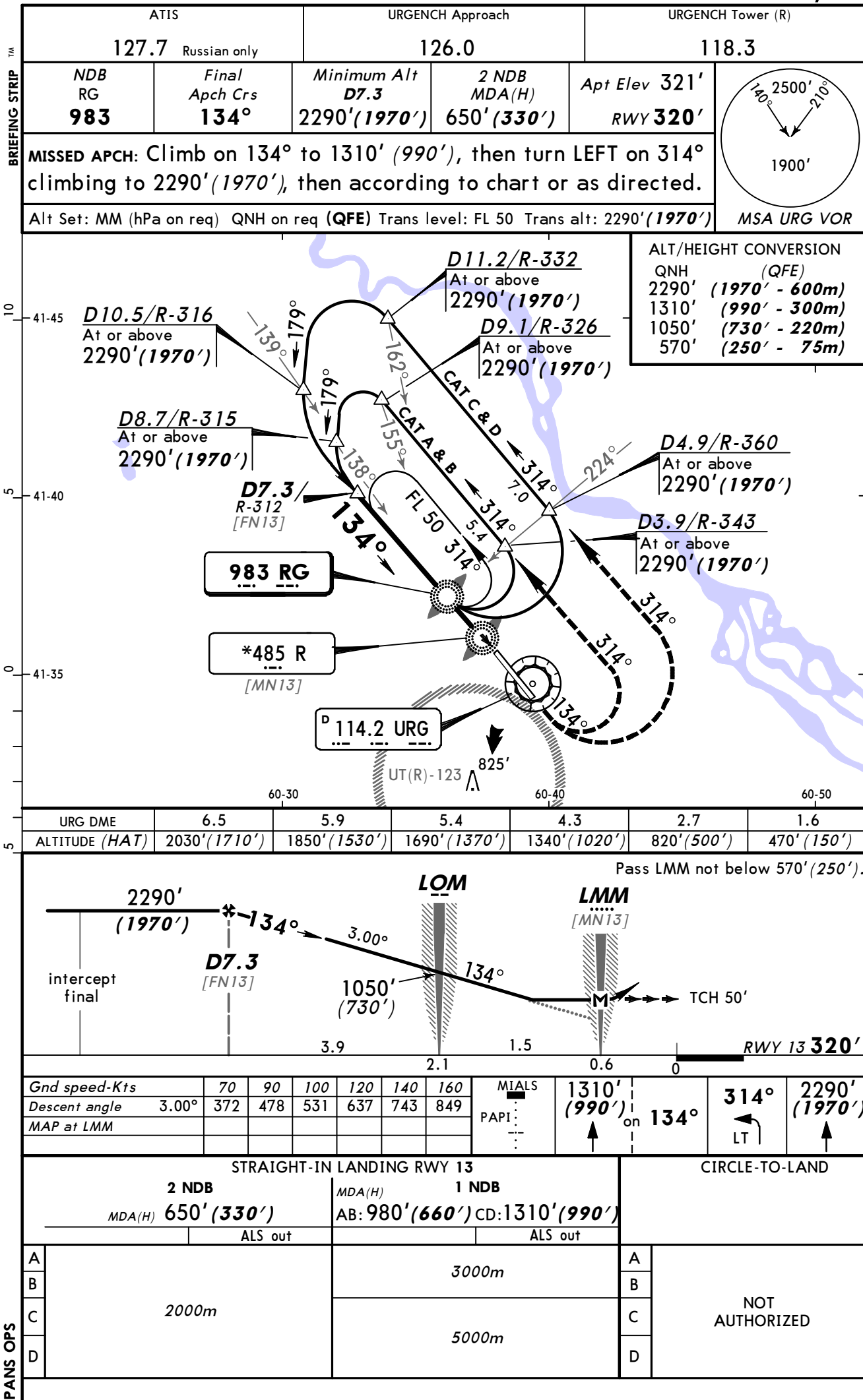
❸ w/o D6.4 URG.

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		





TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTNU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS withdrawn.