

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNN

Terminal Charts For UTNN

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Nukus Uzb
IATA Code: NCU
Lat/Long: N42° 29.3' E059° 37.4'
Elevation: 249 ft

Airport Use: Public
Magnetic Variation: 6.4°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: 1243 Z,

Runway Information

Runway: 15
Length x Width: 9842 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 248 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 33
Length x Width: 9842 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 246 ft
Lighting: Edge, ALS
Stopway: 164 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

Apt Elev
249'

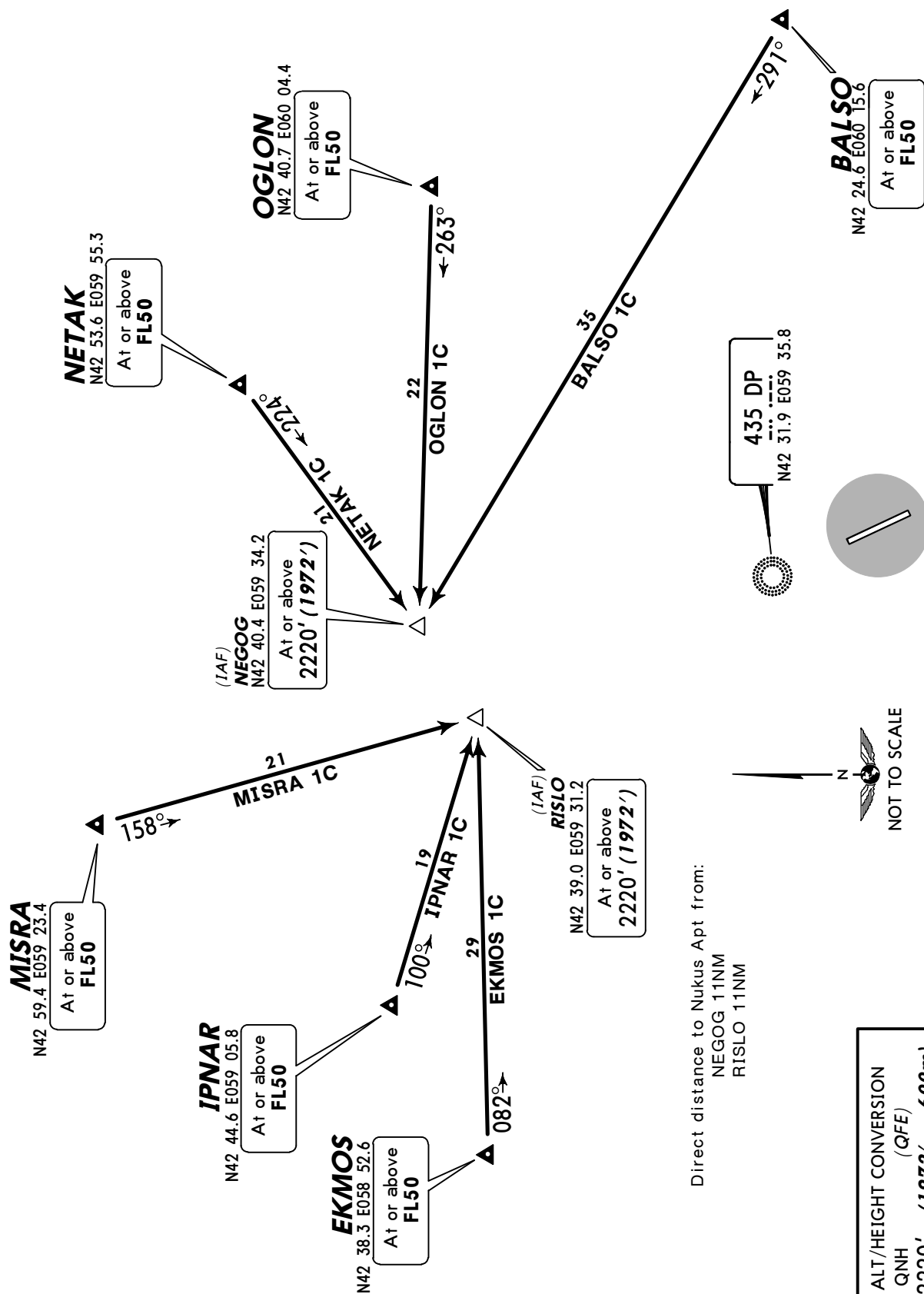
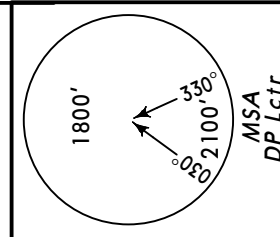
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

BALSO 1C [BALS1C], EKMOS 1C [EKMO1C]
IPNAR 1C [IPNA1C], MISRA 1C [MISR1C]
NETAK 1C [NETA1C], OGLON 1C [OGLO1C]

RWY 15 ARRIVALS

WITH RADAR CONTROL ONLY

SPEED: MAX 250 KT AT OR BELOW FL100

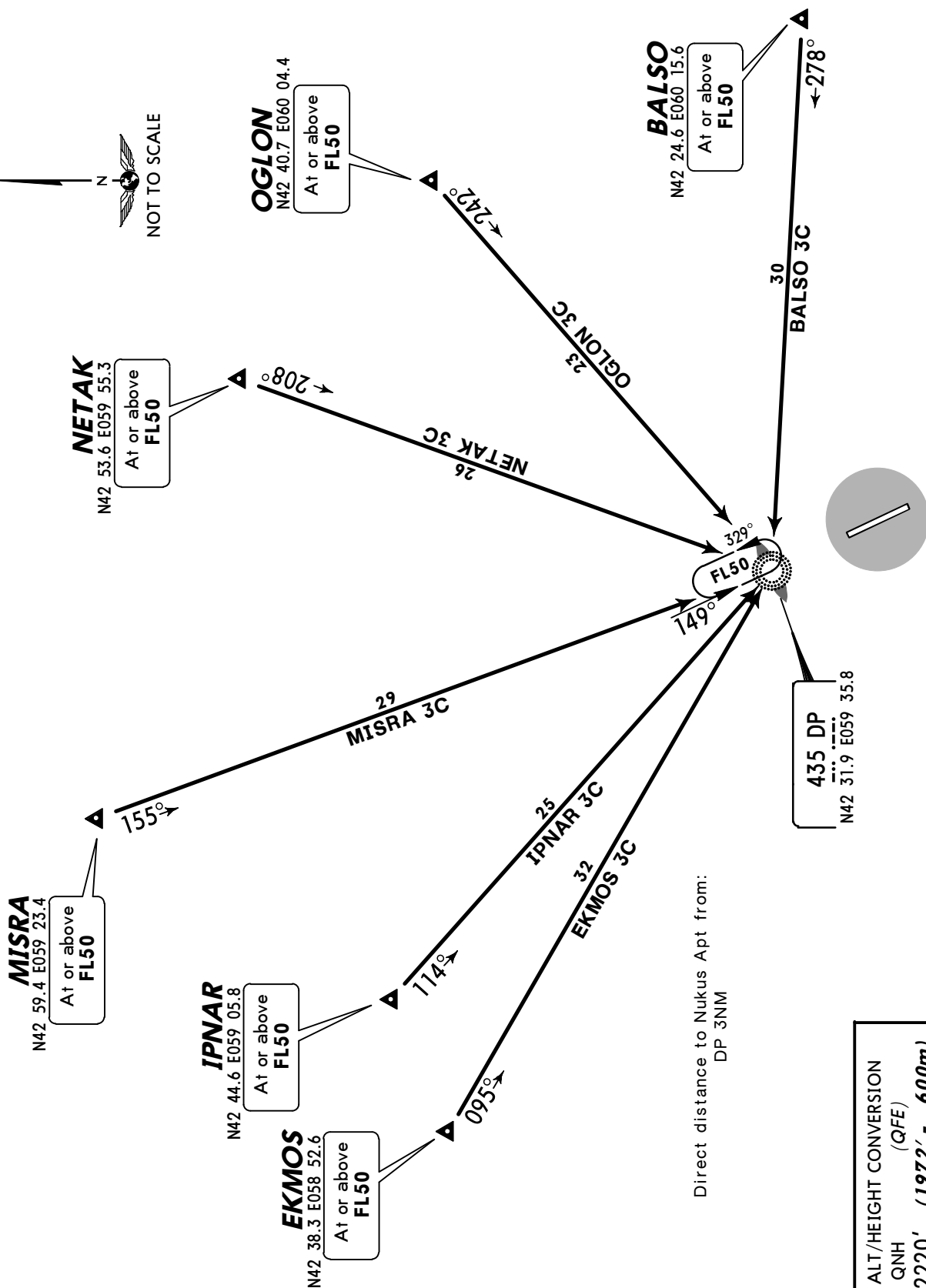
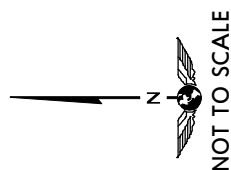
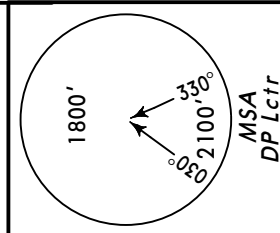


Apt Elev
249'

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

BALSO 3C [BALS3C], EKMOS 3C [EKMO3C]
IPNAR 3C [IPNA3C], MISRA 3C [MISR3C]
NETAK 3C [NETA3C], OGLON 3C [OGLO3C]
RWY 15 ARRIVALS

SPEED MAX 250 KT AT OR BELOW FL100

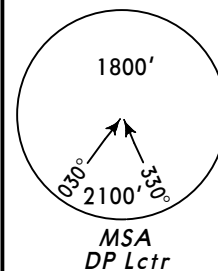


ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1972' - 600m)

Apt Elev
249'

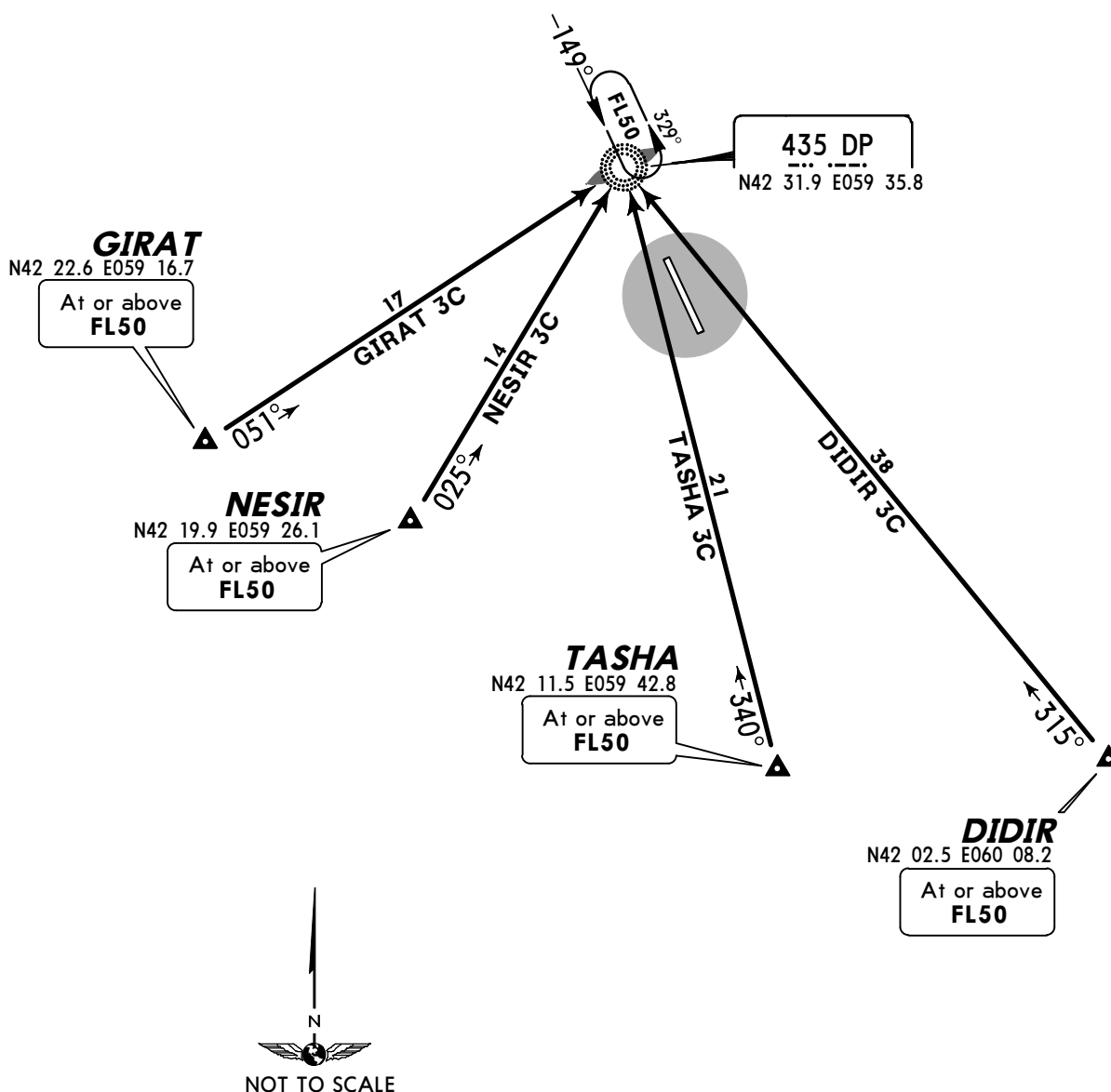
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1972')

**DIDIR 3C [DIDI3C], GIRAT 3C [GIRA3C]
NESIR 3C [NESI3C], TASHA 3C [TASH3C]
RWY 15 ARRIVALS**
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



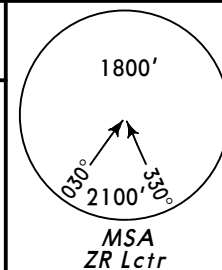
ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1972' - 600m)

Direct distance to Nukus Apt from:
DP 3NM



Apt Elev
249'

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

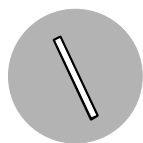


BALSO 1D [BALS1D], DIDIR 1D [DIDI1D]
NETAK 1D [NETA1D], OGLON 1D [OGLO1D]
TASHA 1D [TASH1D]
RWY 33 ARRIVALS
WITH RADAR CONTROL ONLY

SPEED: MAX 250 KT AT OR BELOW FL100



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



N42 26.8 E059 39.1

NETAK
N42 53.6 E059 55.3

At or above
FL50

OGLON
N42 40.7 E060 04.4

At or above
FL50

BALSO
N42 24.6 E060 15.6

At or above
FL50

(IAF)
BERMU
N42 20.5 E059 46.9

At or above
2220' (1974')

(IAF)
OKOMO
N42 18.1 E059 44.6

At or above
2220' (1974')

TASHA
N42 11.5 E059 42.8

At or above
FL50

DIDIR
N42 02.5 E060 08.2

At or above
FL50

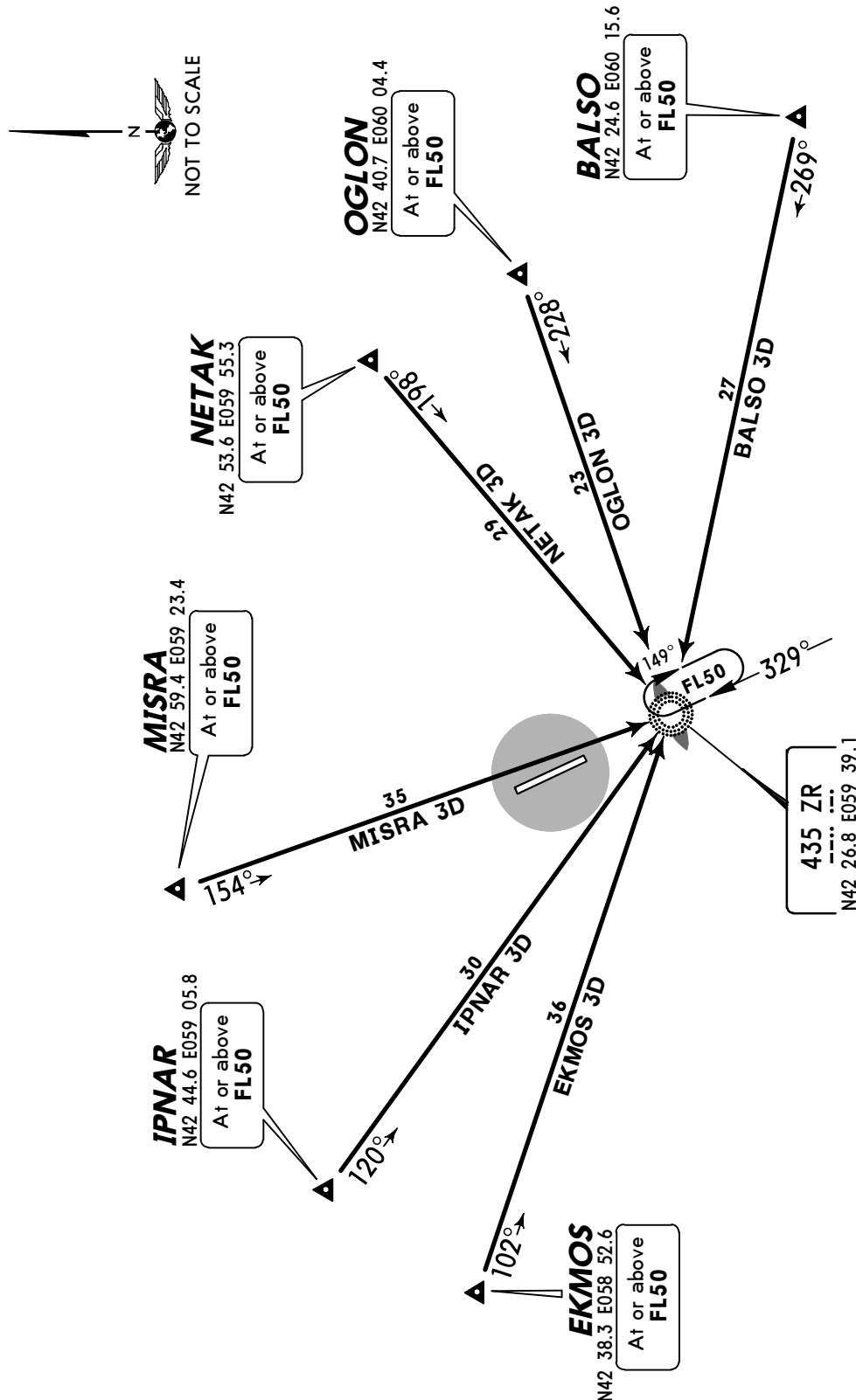
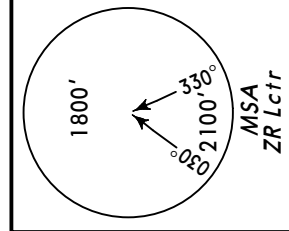
Direct distance to Nukus Apt from:
BERMU 11NM
OKOMO 12NM

Apt Elev
249'

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

BALSO 3D [BALS3D] , EKMOS 3D [EKMO3D]
IPNAR 3D [IPNA3D] , MISRA 3D [MISR3D]
NETAK 3D [NETA3D] , OGLON 3D [OGLO3D]
RWY 33 ARRIVALS

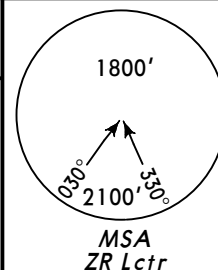
SPEED MAX 250 KT AT OR BELOW FL100



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

Apt Elev
249'

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

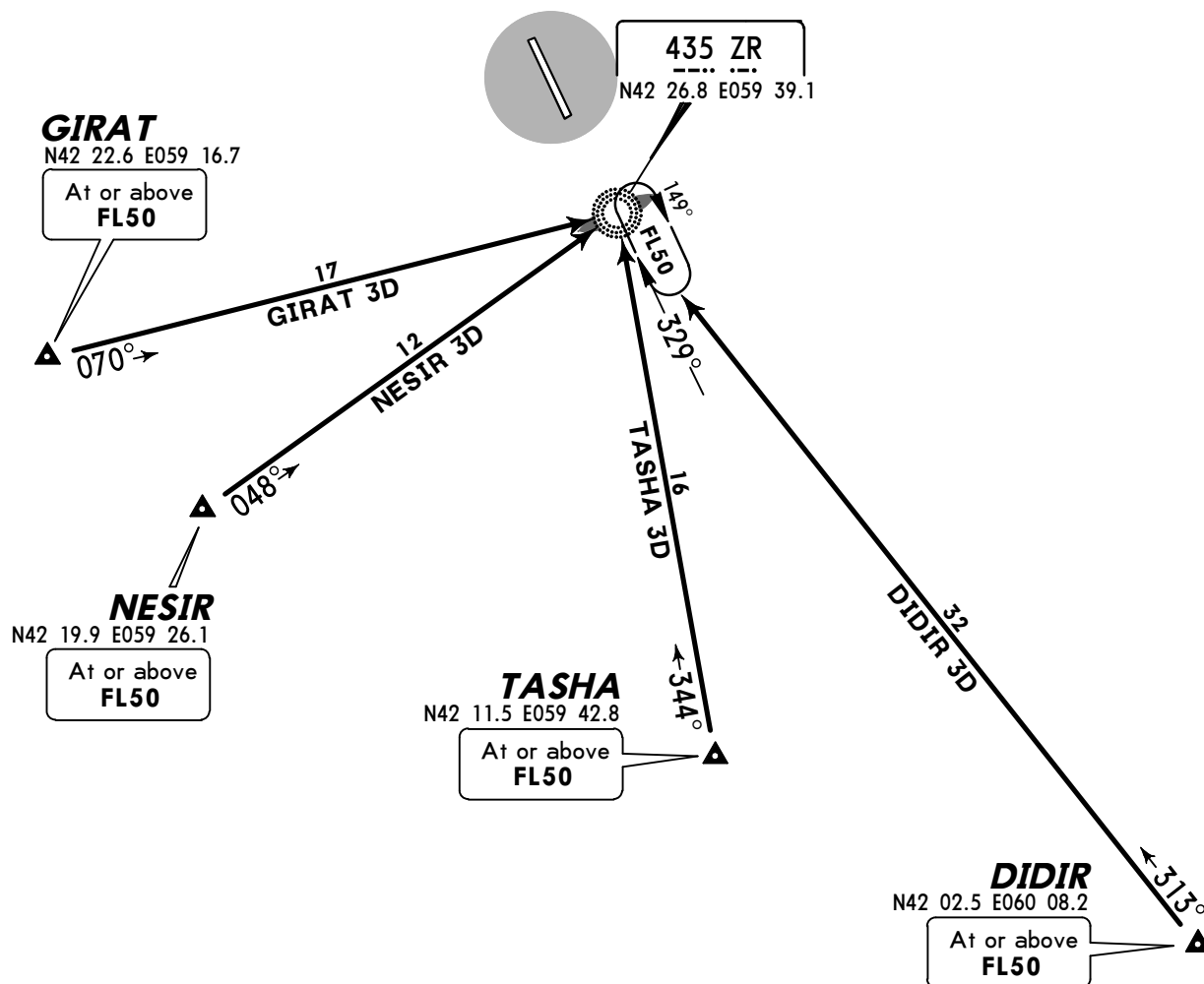


DIDIR 3D [DIDI3D], GIRAT 3D [GIRA3D]
NESIR 3D [NESI3D], TASHA 3D [TASH3D]
RWY 33 ARRIVALS

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

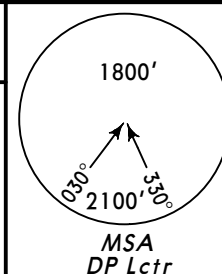
ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1974' - 600m)

Direct distance to Nukus Apt from:
ZR 3NM



Apt Elev
248'

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

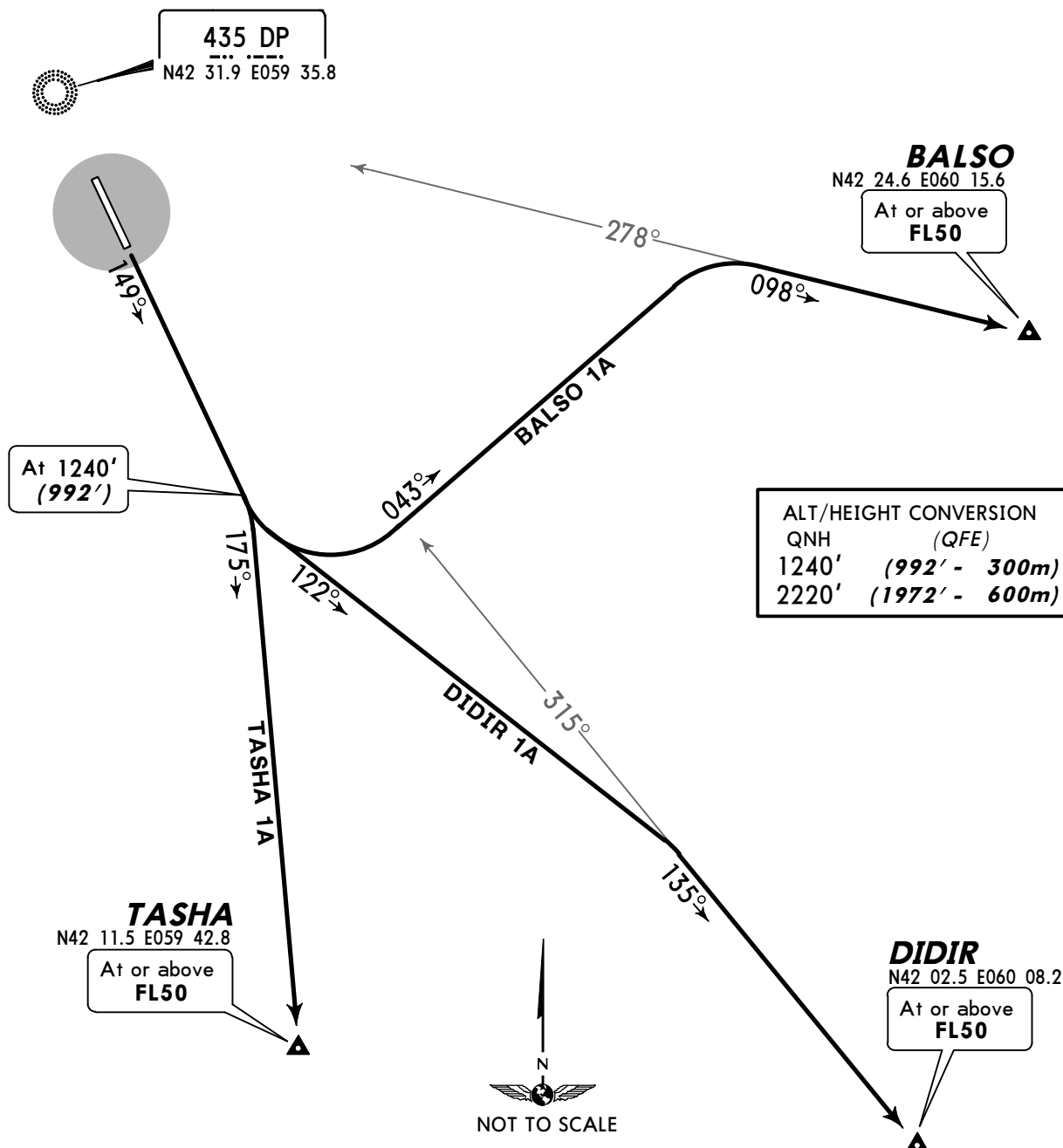


BALSO 1A , DIDIR 1A

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

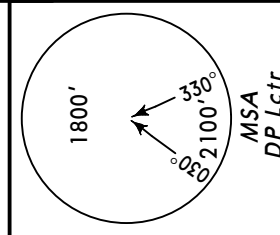
SID	ROUTING
BALSO 1A	Climb on 149° track to 1240' (992') , turn LEFT, 043° track, intercept 098° bearing from DP to BALSO.
DIDIR 1A	Climb on 149° track to 1240' (992') , turn LEFT, 122° track, intercept 135° bearing from DP to DIDIR.
TASHA 1A	Climb on 149° track to 1240' (992') , turn RIGHT, 175° track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

IPNAR

N42 44.6 E059 05.8

At or above
FL50

EKMOS

N42 38.3 E058 52.6

At or above
FL50

GIRAT

N42 22.6 E059 16.7

At or above
FL50

NESIR

N42 19.9 E059 26.1

At or above
FL50

At 1240'
(992')

435 DP
N42 31.9 E059 35.8

25
IPNAR 1A

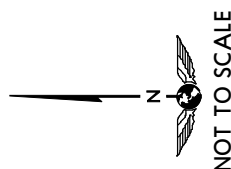
32
EKMOS 1A

17
GIRAT 1A

14
NESIR 1A

294°
276°
237°
205°

149°



ROUTING

SID

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'

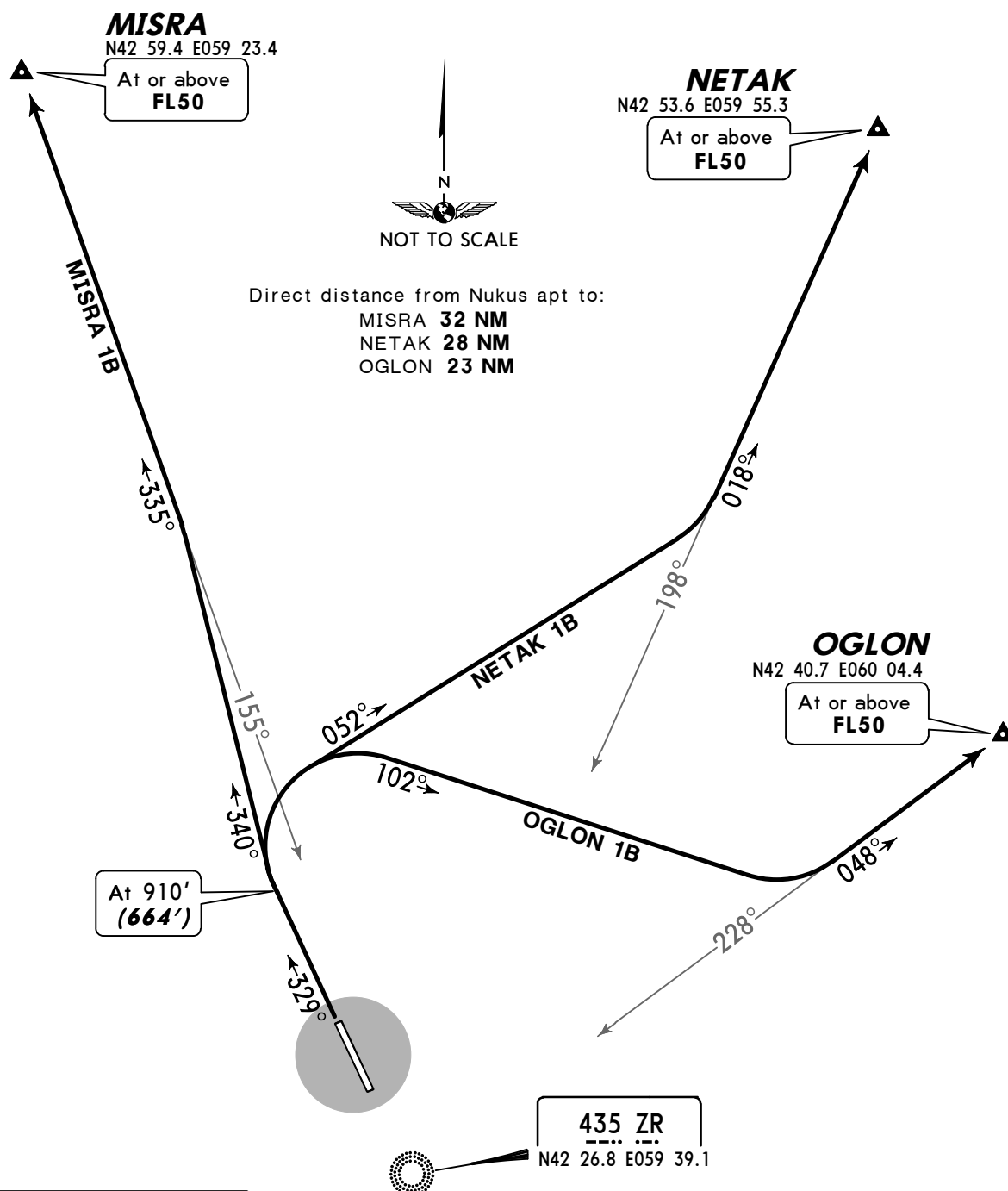
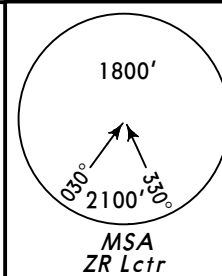
QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

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.

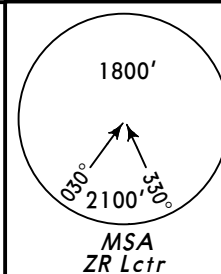
Apt Elev 248' QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

BALSO 1B, DIDIR 1B

TASHA 1B

RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100

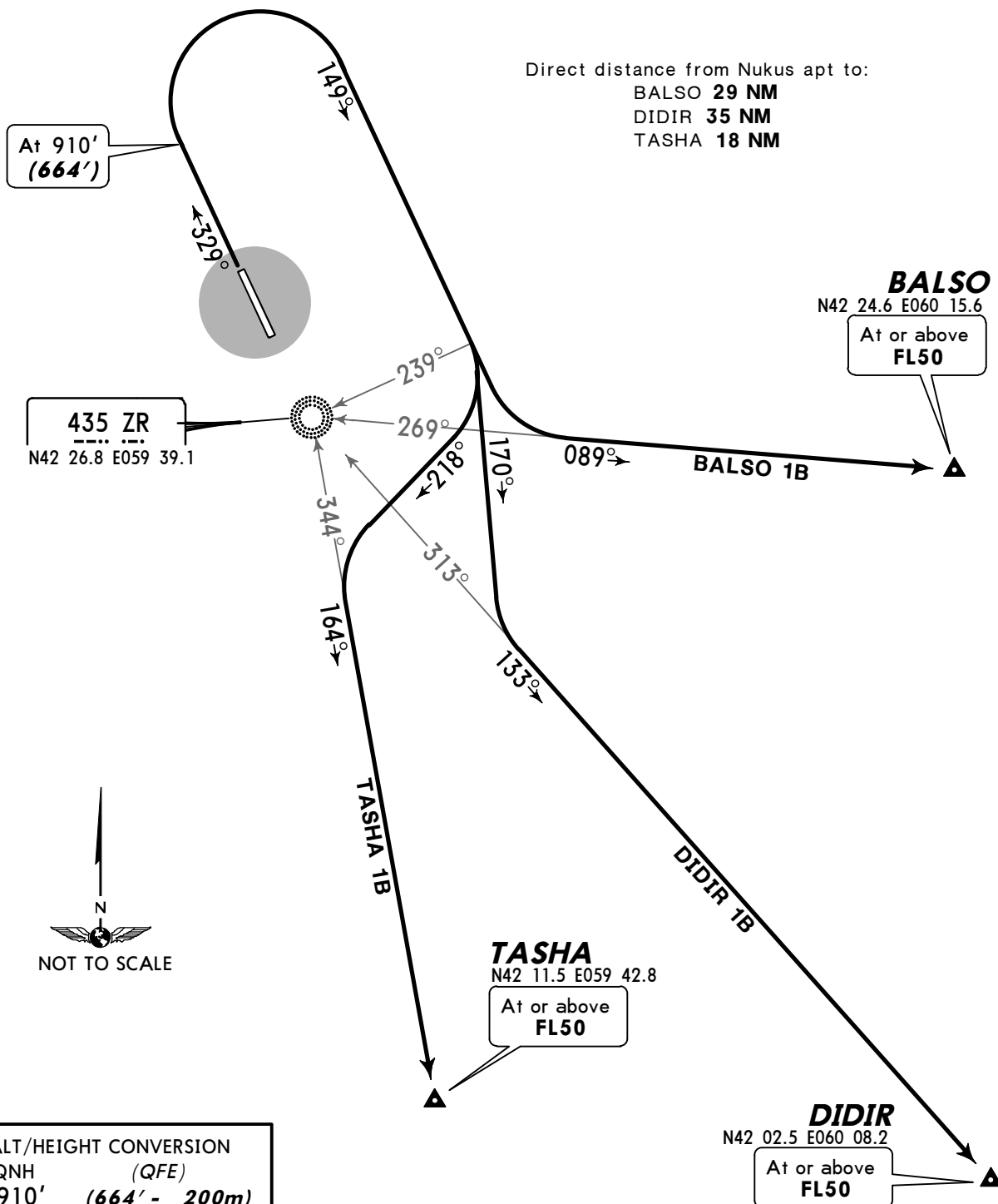


Direct distance from Nukus apt to:

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'

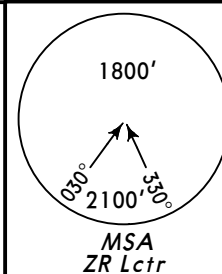
QNH on request (QFE)
Trans level: FL50 Trans alt: 2220' (1974')

EKMOS 1B, GIRAT 1B

IPNAR 1B, NESIR 1B

RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



IPNAR

N42 44.6 E059 05.8

At or above
FL50

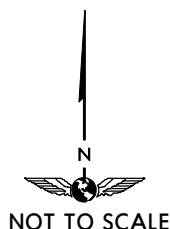
Direct distance from Nukus apt to:

EKMOS 34 NM

GIRAT 17 NM

IPNAR 28 NM

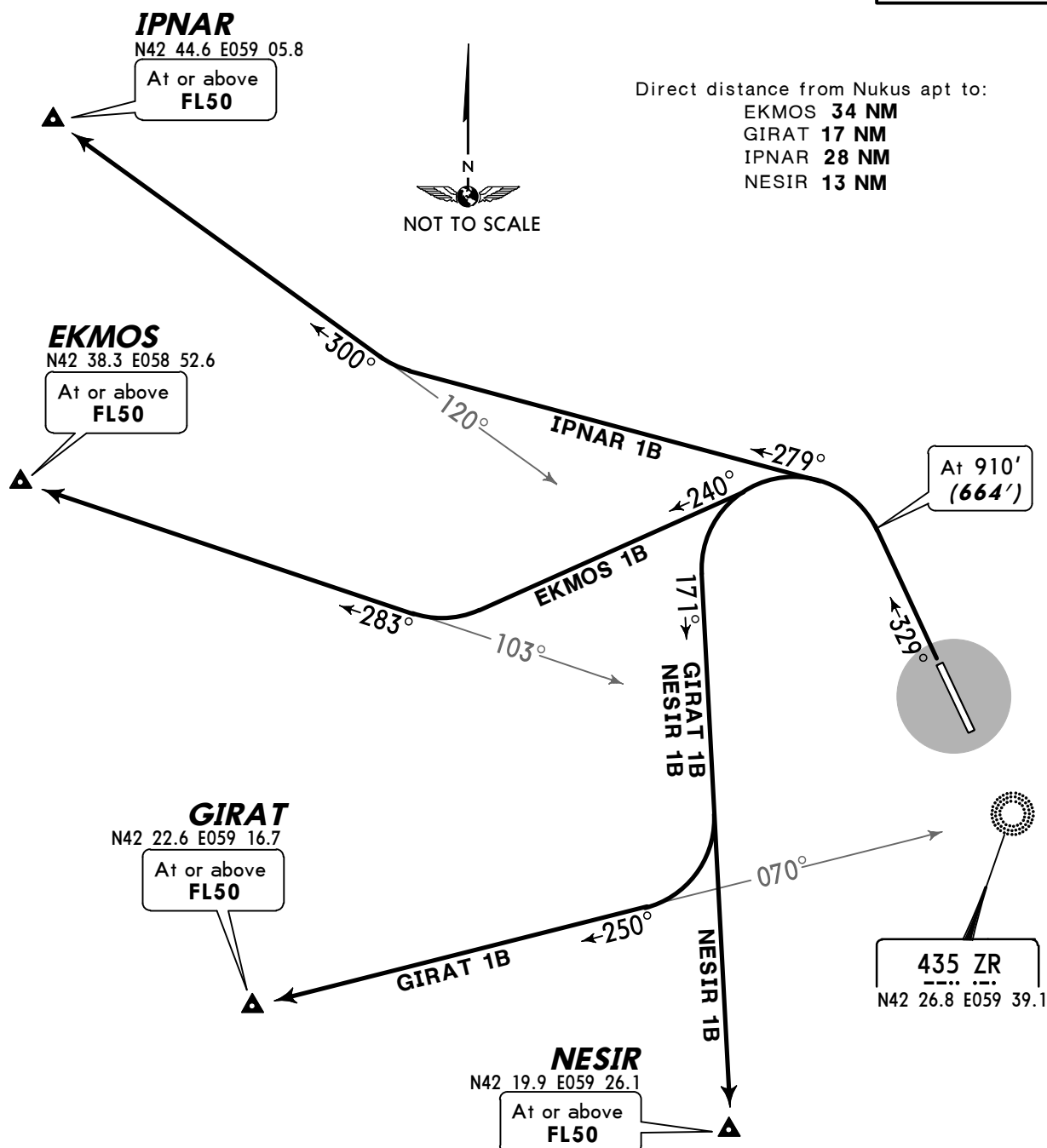
NESIR 13 NM



EKMOS

N42 38.3 E058 52.6

At or above
FL50



GIRAT

N42 22.6 E059 16.7

At or above
FL50

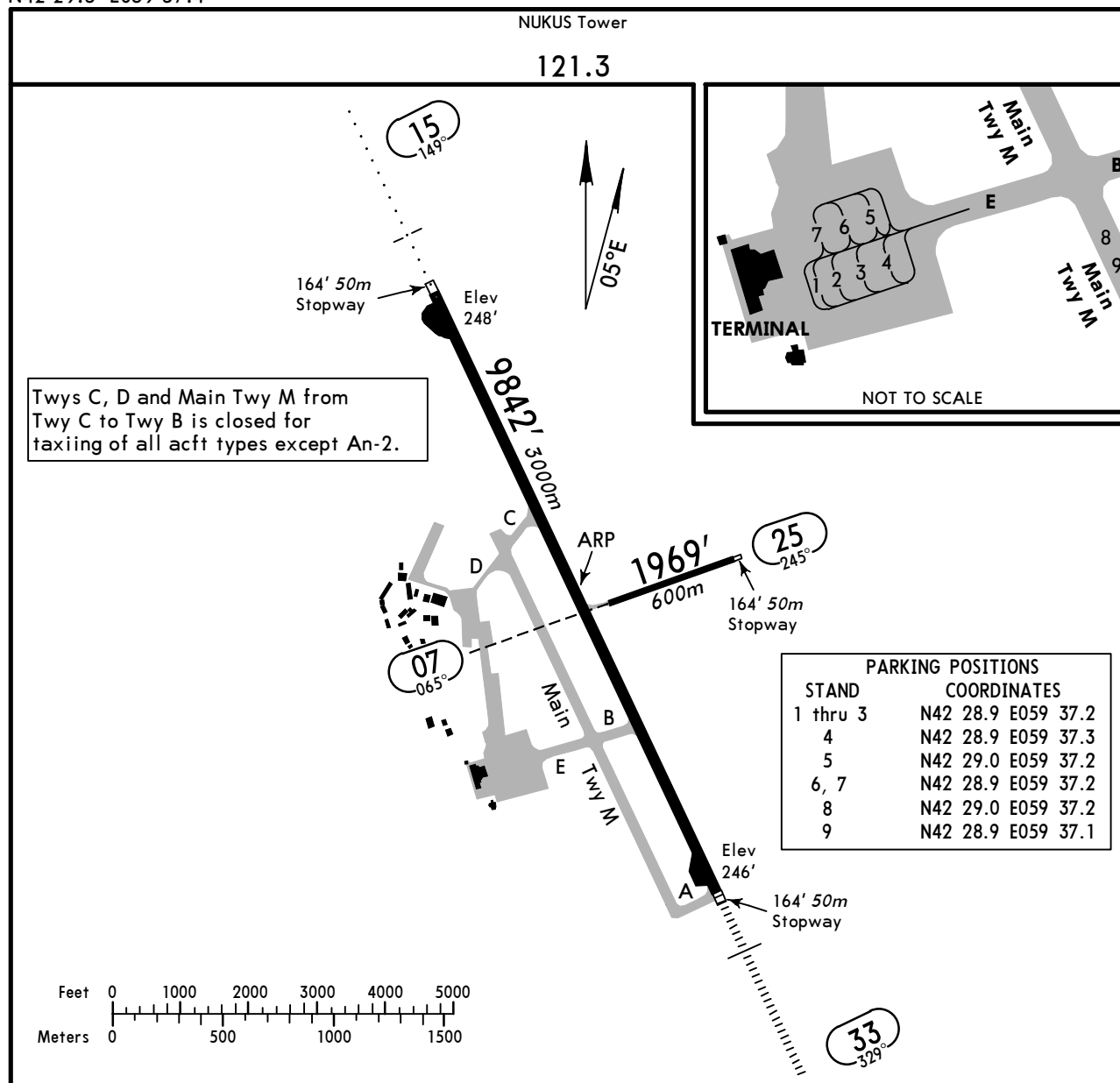
NESIR

N42 19.9 E059 26.1

At or above
FL50

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	600' (352') ceil 100m- 1500m	600' (352') ceil 100m- 1500m	600' (352') ceil 100m- 1500m	600' (352') ceil 100m- 1500m
	ALS out	ceil 100m- 1500m	ceil 100m- 1500m	ceil 100m- 1600m	ceil 100m- 1600m
	NDB ❶ ❷	610' (362') ceil 200m- 2500m	610' (362') ceil 200m- 2500m	610' (362') ceil 300m- 5000m	610' (362') ceil 300m- 5000m
	NDB ❸	860' (612') ceil 200m- 2500m	860' (612') ceil 200m- 2500m	860' (612') ceil 300m- 5000m	860' (612') ceil 300m- 5000m
	ALS out	ceil 200m- 3000m	ceil 200m- 3000m	ceil 300m- 5000m	ceil 300m- 5000m
33	ILS ❹	446' (200') 800m	446' (200') 800m	476' (230') 900m	476' (230') 900m
	ALS out	1200m	1200m	1200m	1200m
	ILS ❺	446' (200') 800m	446' (200') 800m	508' (262') 1000m	508' (262') 1000m
	ALS out	1200m	1200m	1300m	1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	600' (354') ceil 105m- 1500m	600' (354') ceil 105m- 1500m	600' (354') ceil 105m- 1500m	600' (354') ceil 105m- 1500m
	ALS out	ceil 105m- 1500m	ceil 105m- 1500m	ceil 105m- 1600m	ceil 105m- 1600m
	NDB ❶ ❻	690' (444') ceil 200m- 2500m	690' (444') ceil 200m- 2500m	690' (444') ceil 300m- 5000m	690' (444') ceil 300m- 5000m
	NDB ❶ ❼	940' (694') ceil 200m- 3000m	940' (694') ceil 200m- 3000m	690' (444') ceil 300m- 5000m	690' (444') ceil 300m- 5000m

- ❶ Continuous Descent Final Approach.
 ❷ with FAF.
 ❸ w/o FAF.
 ❹ with FMS.
 ❺ w/o FMS.
 ❻ with Radar Control.
 ❼ 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		

121.3

***110.3**

1	3
---	---

951' (705')

Refer to Minimums

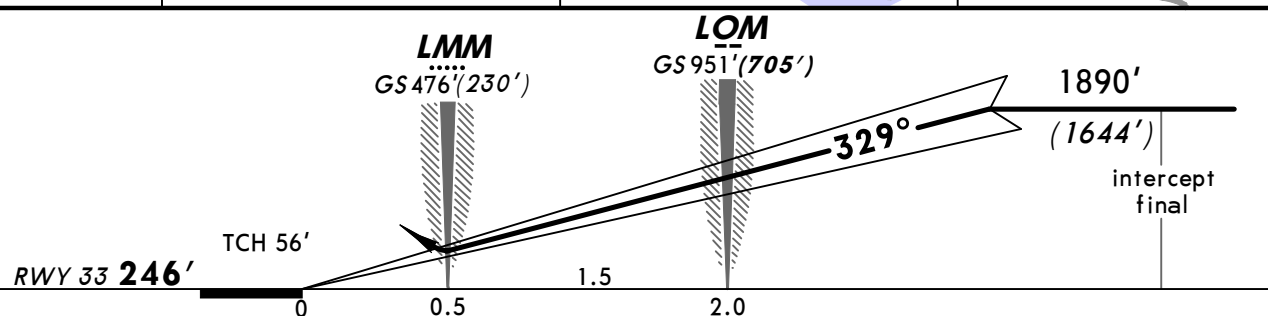
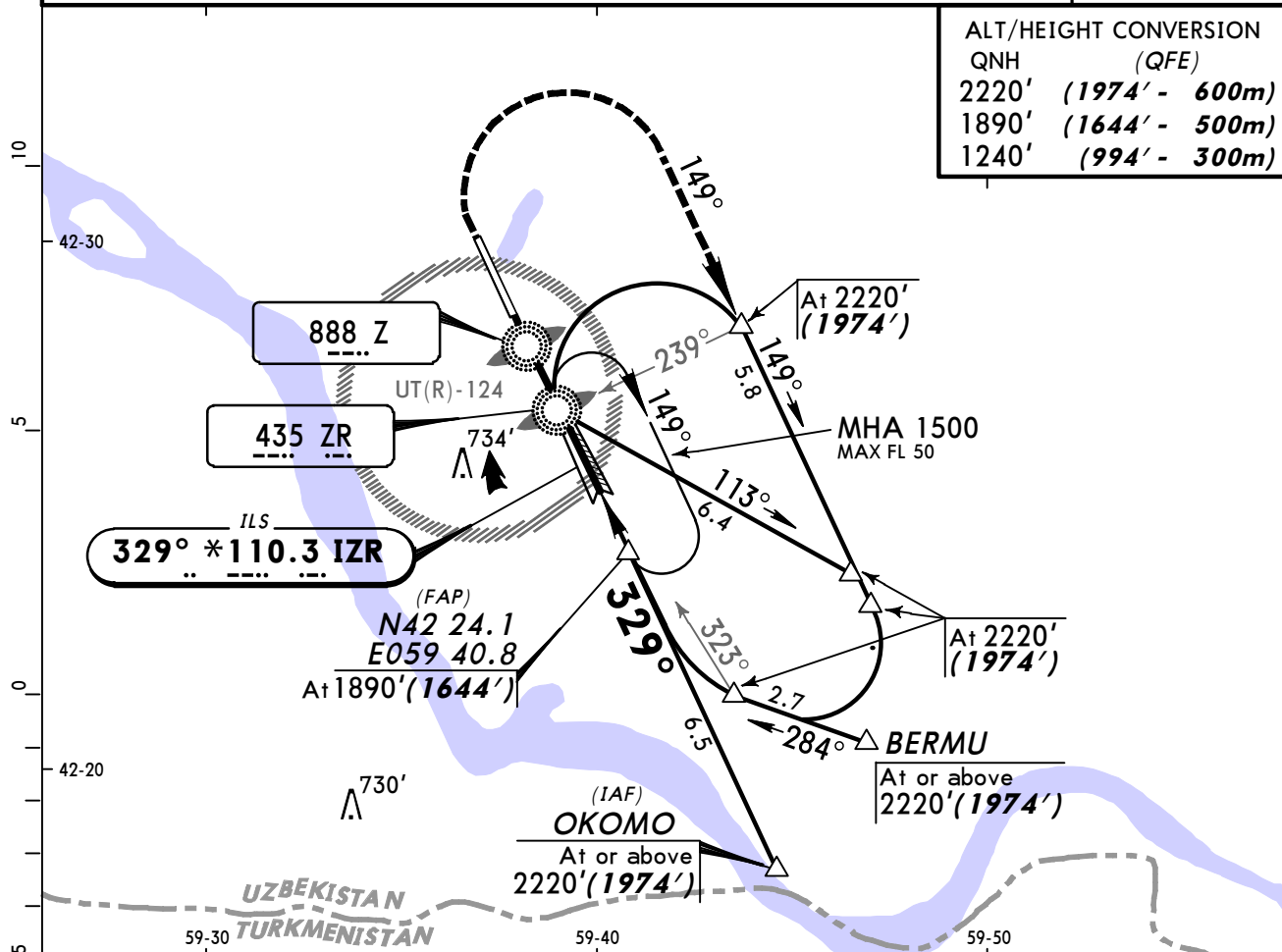
RWY 246'

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 Trans alt:2220' (**1974'**)

MSA ZR NDB

ALT/HEIGHT CONVERSION
QNH (QFE)

2220'	(1974' - 600m)
1890'	(1644' - 500m)
1240'	(994' - 300m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS	
PAPI	

1240'
(994')

149

2220'
(1974')

STRAIGHT-IN LANDING RWY 33

CIRCLE-TO-LAND

with FMS

$DA(H)$ AB: 446' (200')
CD: 476' (230')

w/o FMS

$DA(H)$ AB: 446' (200')
CD: 508' (262')

LOC (GS out)

FULL

ALS out

--	--

ALS out

NOT AUTHORIZED

NOT AUTHORIZED

PANS OPS

CHANGES: Procedure.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

NUKUS Tower (RDR)

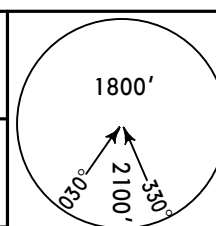
121.3

BRIEFING STRIP

NDB DP 435	Final Apch Crs 149°	Minimum Alt N42 34.6 E059 34.0 1890' (1642')	MDA(H) Refer to Minimums	Apt Elev 249' RWY 248'
-------------------------	----------------------------------	---	--------------------------------	---

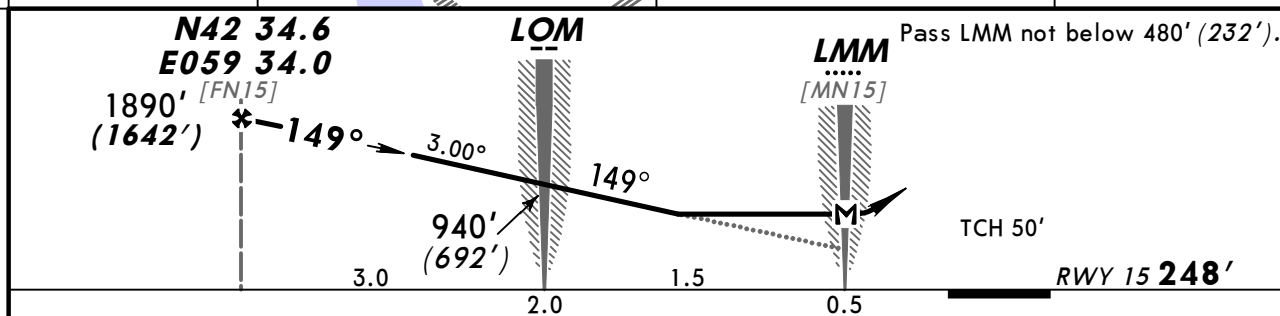
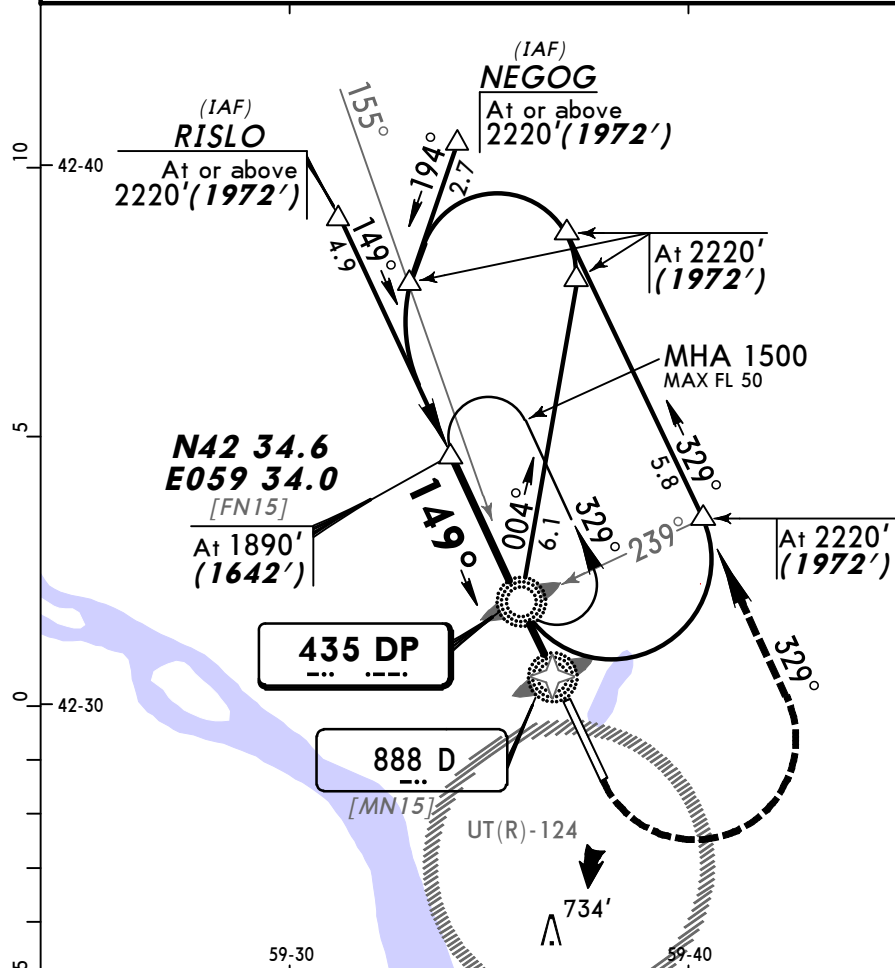
MISSED APCH: Climb on 149° to 1240' (992'), then turn LEFT onto 329° climbing to 2220' (1972'), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2220' (1972')



MSA DP NDB

ALT/HEIGHT CONVERSION	QNH	(QFE)
2220'	(1972' - 600m)	
1890'	(1642' - 500m)	
1240'	(992' - 300m)	
940'	(692' - 210m)	
480'	(232' - 70m)	



Gnd speed-Kts	70	90	100	120	140	160	MIALS	1240' (992') on 149°	329°	2220' (1972')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI		
MAP at LMM										

STRAIGHT-IN LANDING RWY 15					CEILING REQUIRED		CIRCLE-TO-LAND	
2 NDB			with FAF		NDB w/o FAF			
MDA(H) 560'(312')			MDA(H) 610'(362')		MDA(H) 860'(612')			
		ALS out		ALS out		ALS out		
A	100m - VIS 1500m	100m - VIS 1600m	200m - VIS 2500m		200m - VIS 2500m		A	NOT AUTHORIZED
B							B	
C			300m - VIS 5000m		300m - VIS 5000m		C	
D			100m - VIS 1600m				D	

PANS OPS

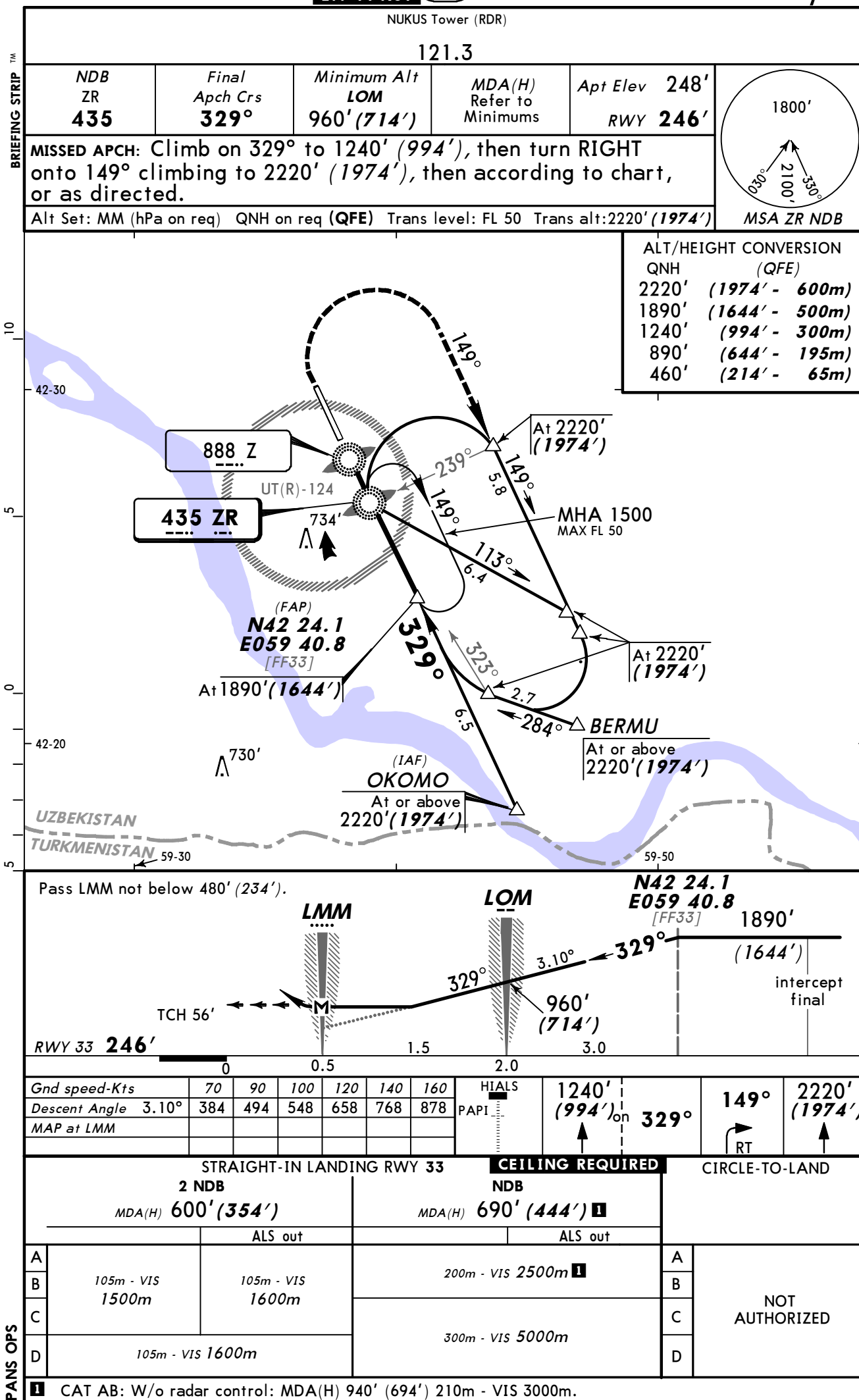


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
NUKUS, (NUKUS - UTNN)				
REV	BALSO, EKMOS, IPNAR, MISR...	10-2	29 Nov 2013	12 Dec 2013
REV	BALSO, EKMOS, IPNAR, MISR...	10-2A	29 Nov 2013	12 Dec 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UTNN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20131212

(All Arrivals (10-2 thru 10-2L), 10-9, 11-1, 16-1, 16-2) Effective date for charts has been postponed from 14 NOV 13 to 12 DEC 13. Until then, use old charts, refer to Alert page on www.jeppesen.com.