

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UTNU

Terminal Charts For UTNU

Revision Letter For Cycle 01-2014

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: 0324 Z
Sunset: 1242 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

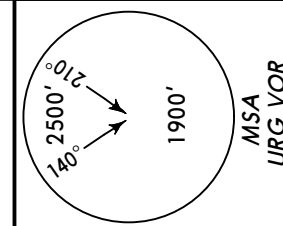
Apt Elev
322'

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

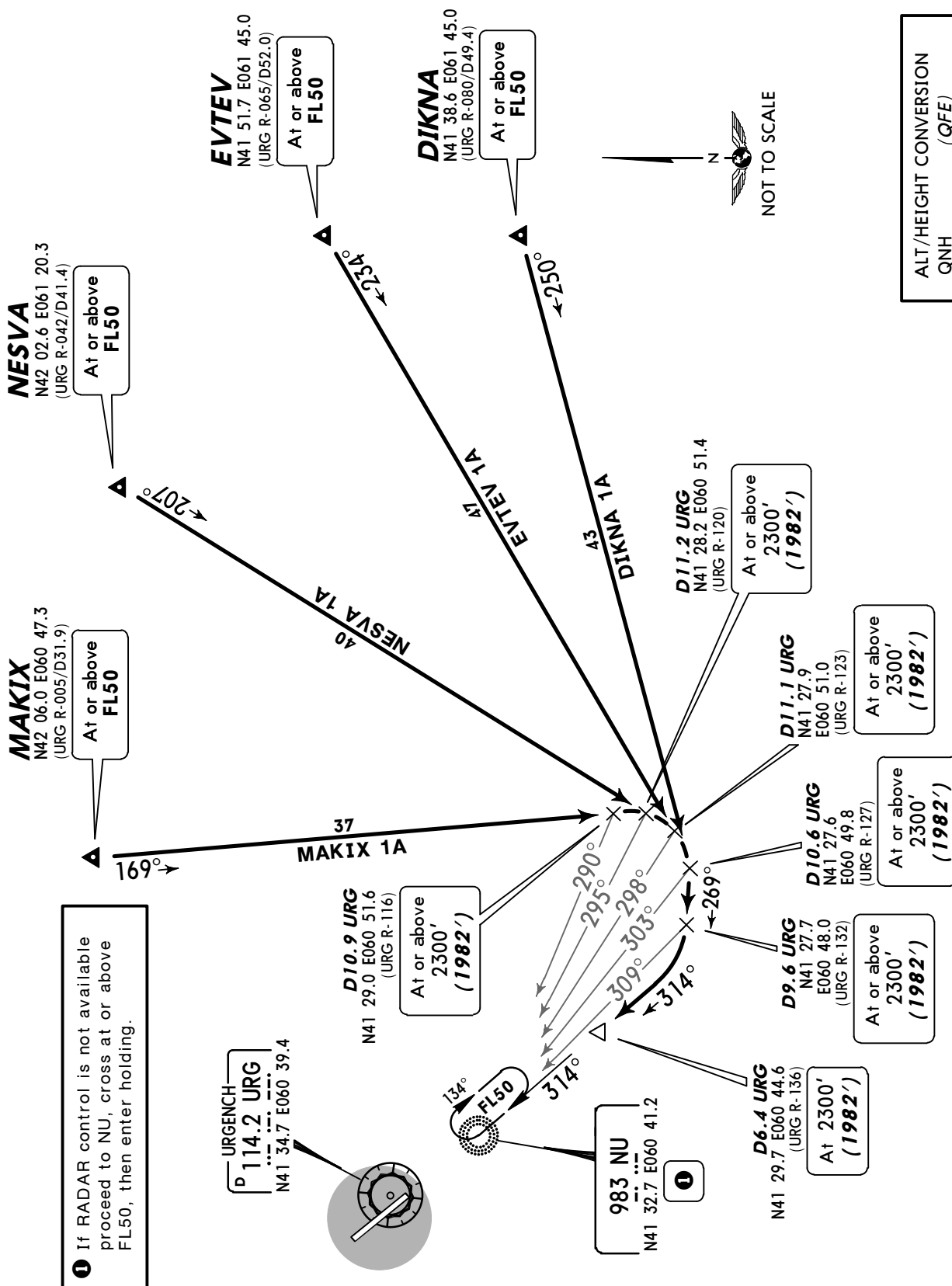
DIKNA 1A [DIKN1A], EVTEV 1A [EVTE1A]
MAKIX 1A [MAKI1A], NESVA 1A [NESV1A]

RWY 31 ARRIVALS

SPEED: MAX 245 KT AT OR BELOW FL100



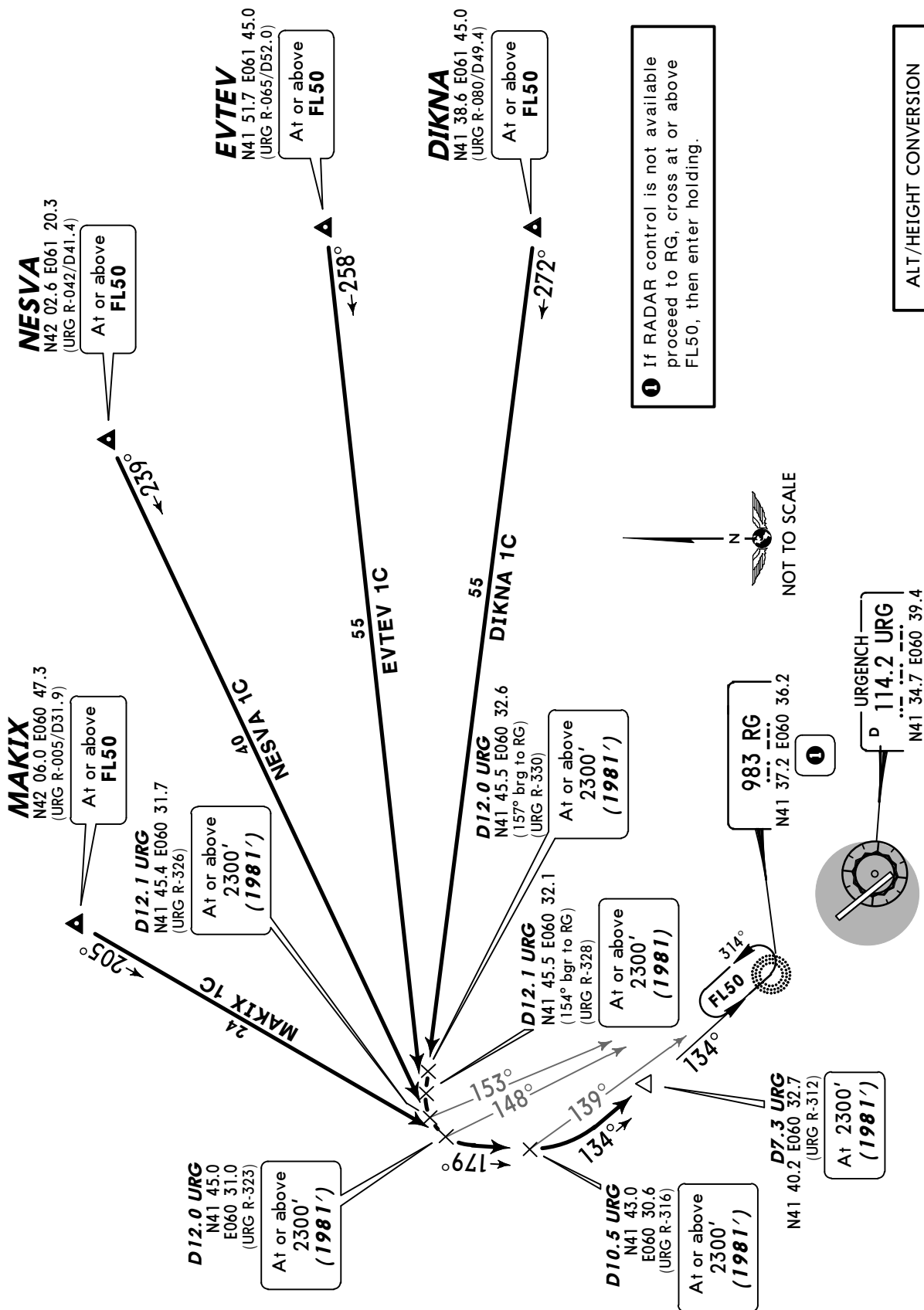
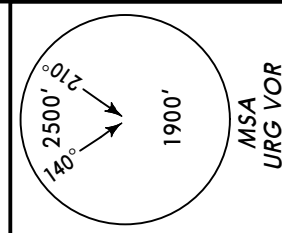
ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1982') - 600m



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

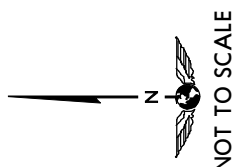
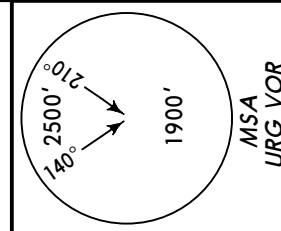


ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1981') - 600m

Apt Elev
322'

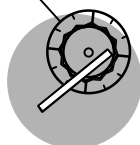
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1982')

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')



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

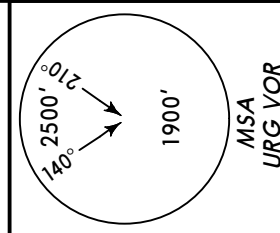
① If RADAR control is not available
proceed to NU, cross at or above
FL50, then enter holding.

Apt Elev
322'

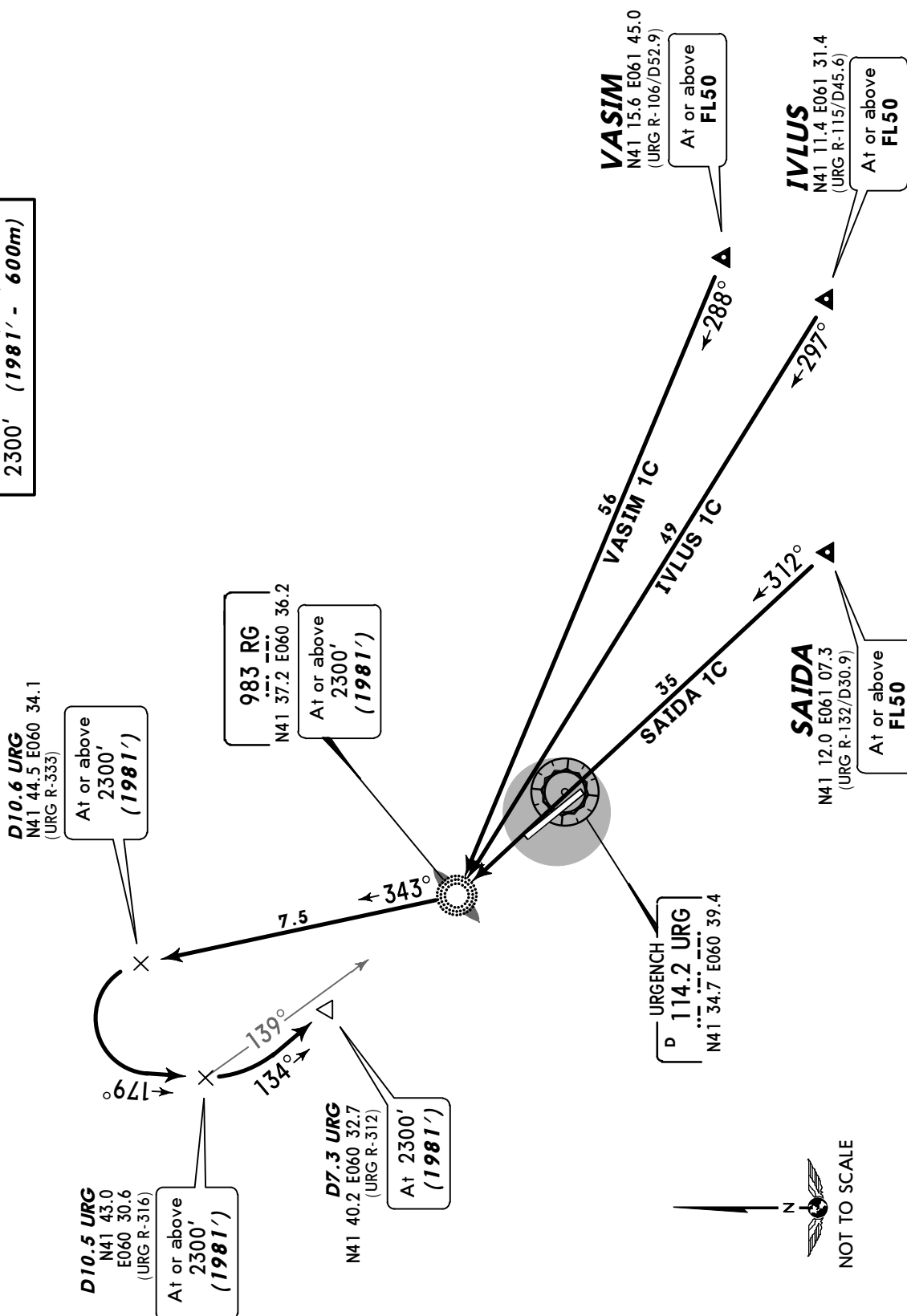
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2300' (1981')

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)



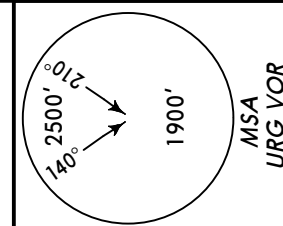
Apt Elev
322'

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

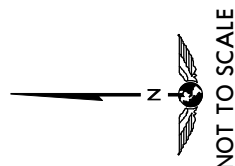
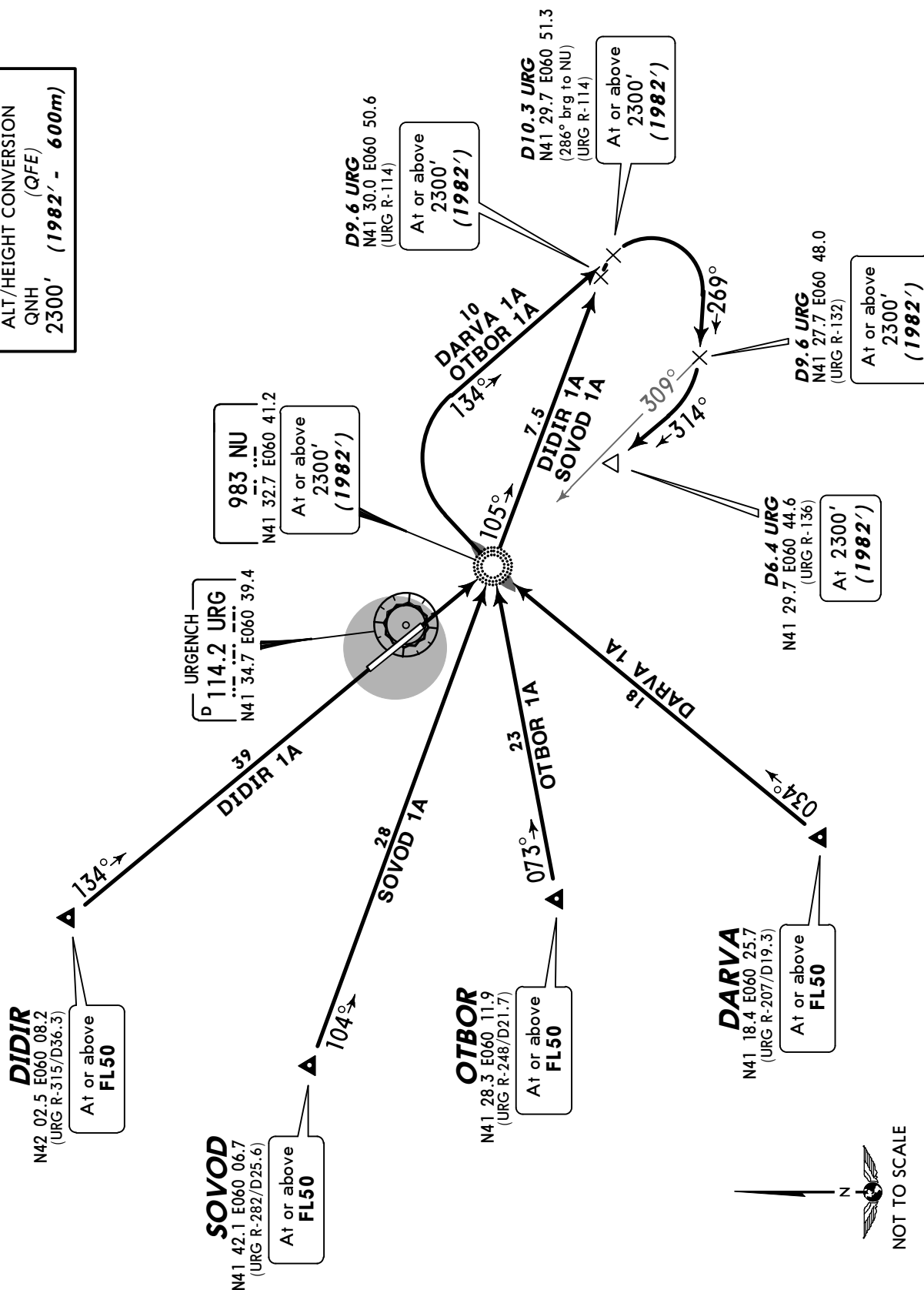
DARVA 1A [DARV1A], DIDIR 1A [DIDI1A]
OTBOR 1A [OTBO1A], SOVOD 1A [SOVO1A]

RWY 31 ARRIVALS

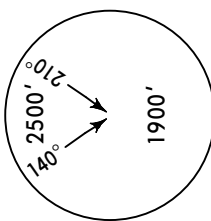
SPEED: MAX 245 KT AT OR BELOW FL100



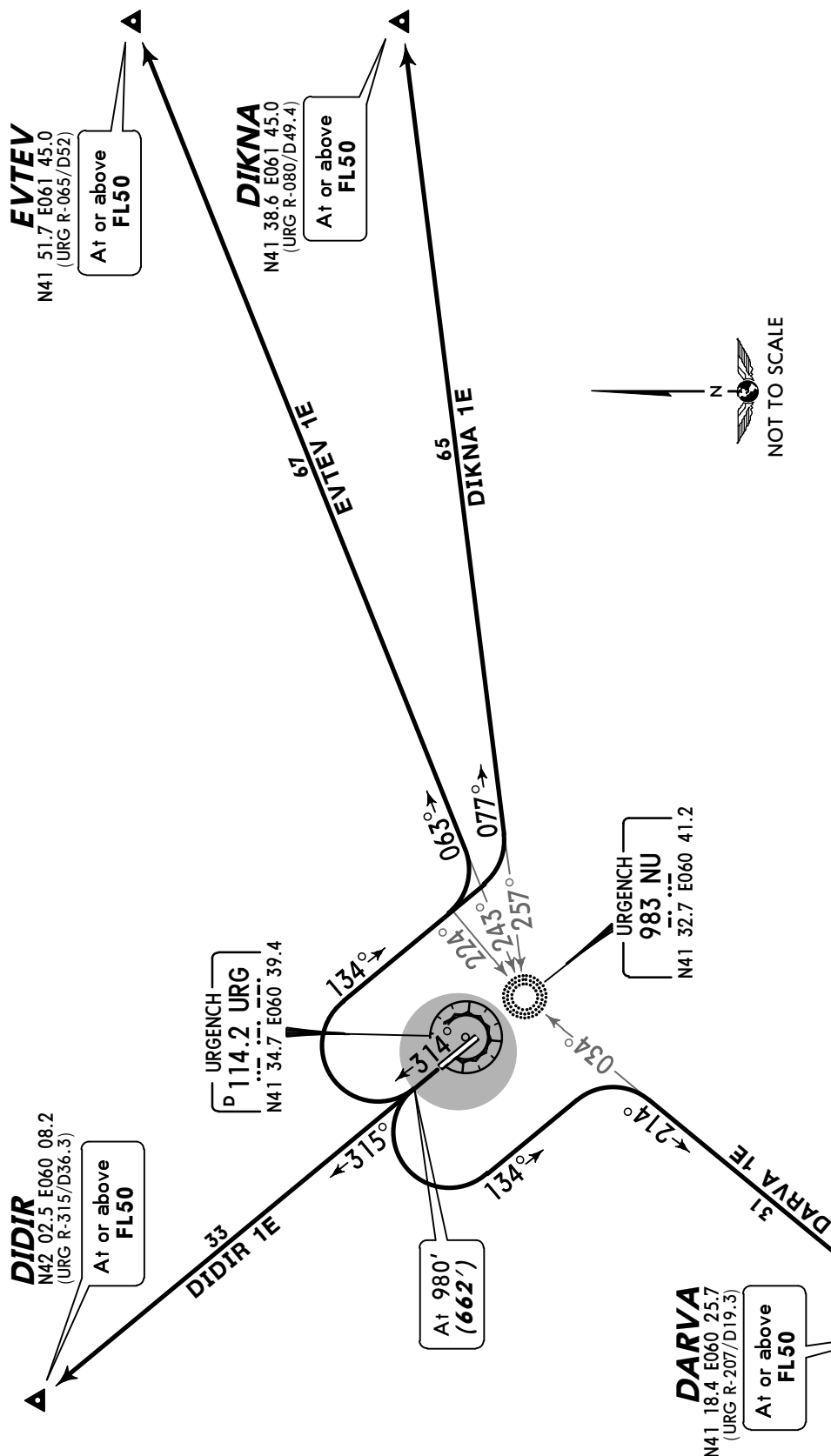
ALT/HEIGHT CONVERSION
QNH (QFE)
2300' (1982' - 600m)



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

DARVA 1E [DARV1E], DIDIR 1E [DIDI1E]
DIKNA 1E [DIKN1E], EVTEV 1E [EVTE1E]
RWY 31 DEPARTURES
SPEED MAX 245 KT BELOW FL100



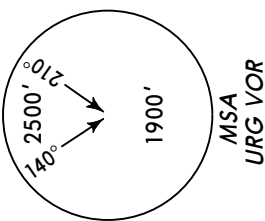
ROUTING

SID	ROUTING
DARVA 1E	Climb on 314° track to 980'(662') , turn LEFT, 134° track, turn RIGHT, intercept 214° bearing from NU to DARVA.
DIDIR 1E	Climb on 314° track to 980'(662') , turn RIGHT, 315° track to DIDIR.
DIKNA 1E	Climb on 314° track to 980'(662') , turn RIGHT, 134° track, turn LEFT, intercept 077° bearing from NU to DIKNA.
EVTEV 1E	Climb on 314° track to 980'(662') , turn RIGHT, 134° track, turn LEFT, intercept 063° bearing from NU to EVTEV.

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

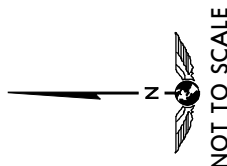
URGENCH
983 RG
N41 37.2 E060 36.2

URGENCH
114.2 URG
N41 34.7 E060 39.4

At 1310'
(991')

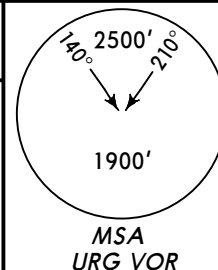
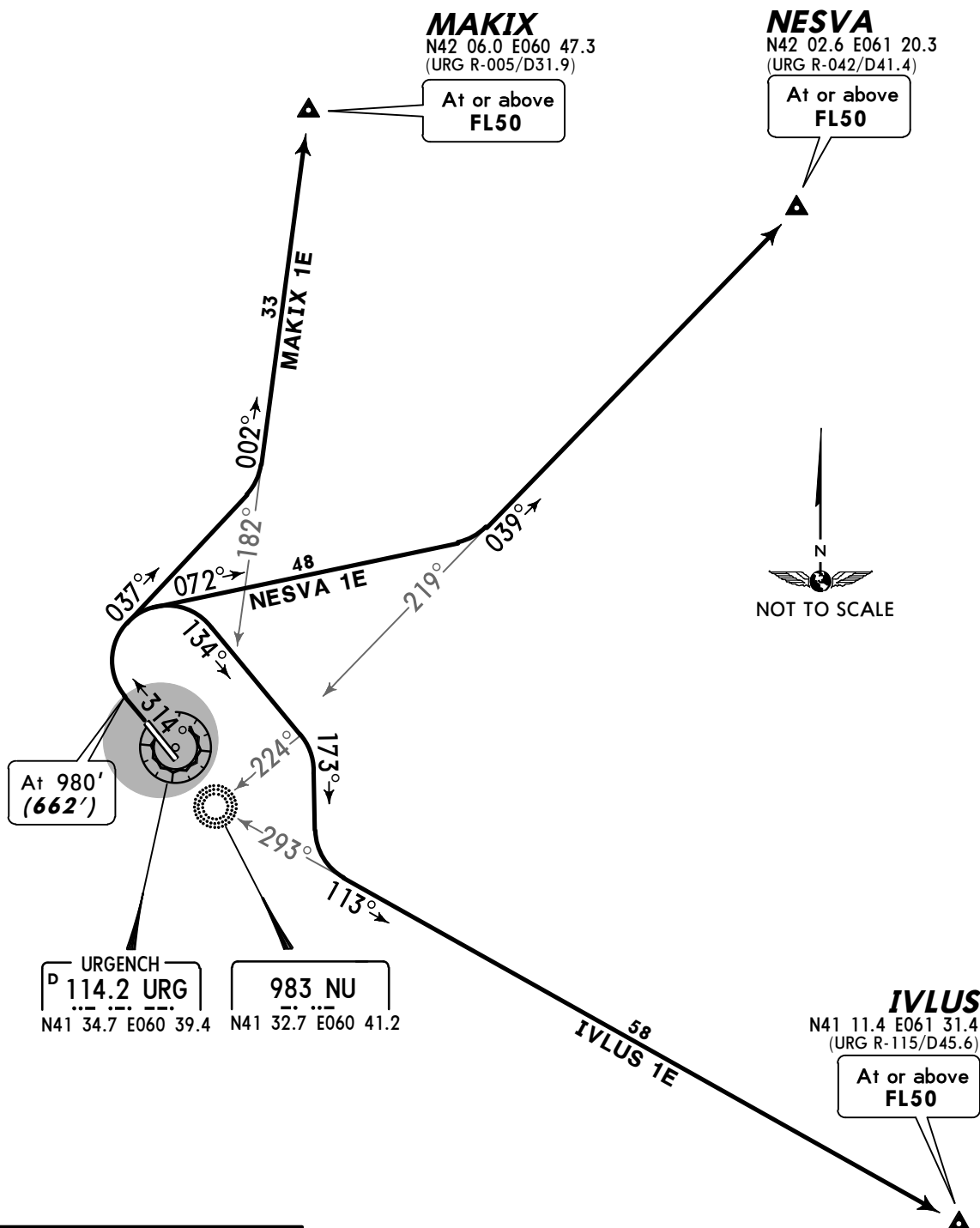
DARVA
N41 18.4 E060 25.7
(URG R-207/D19.3)

At or above
FL50

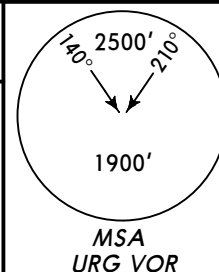


ALT/HEIGHT CONVERSION
QNH (QFE)
1310' (991' - 300m)
2290' (1971' - 600m)

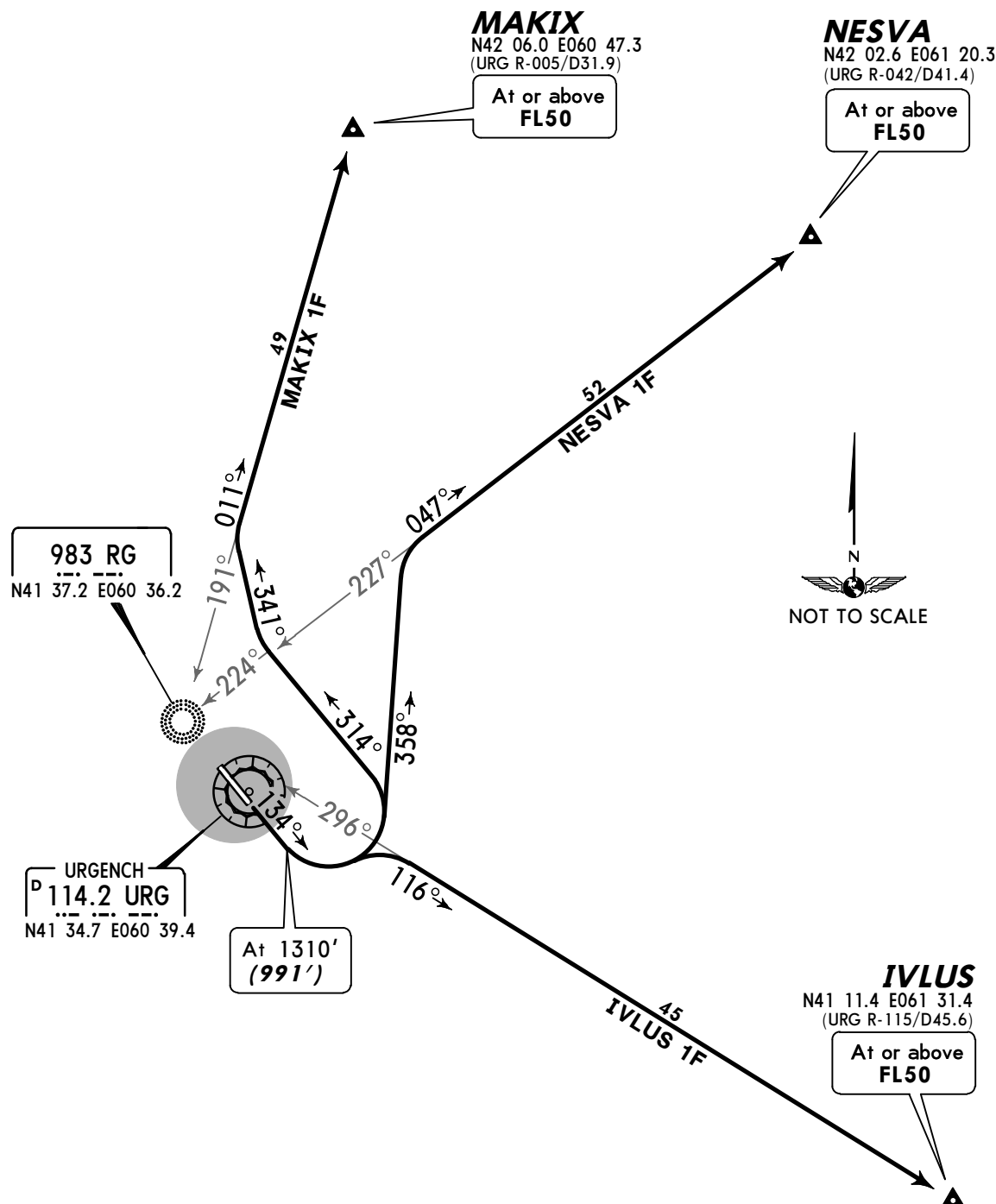
SID	ROUTING
DARVA 1F	Climb on 134° track to 1310'(991') , turn RIGHT, 260° track, turn LEFT, intercept 197° bearing from RG to DARVA.
DIDIR 1F	Climb on 134° track to 1310'(991') , turn LEFT, 314° track, at 224° bearing to RG turn LEFT, 275° track, turn RIGHT, intercept 315° bearing from RG to DIDIR.
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 FL100ALT/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)

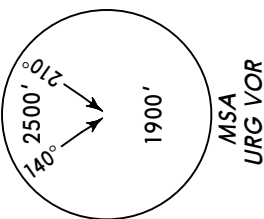
SID	ROUTING
IVLUS 1F	Climb on 134° track to 1310'(991') , turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1310'(991') , turn LEFT, 314° track, at 224° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 134° 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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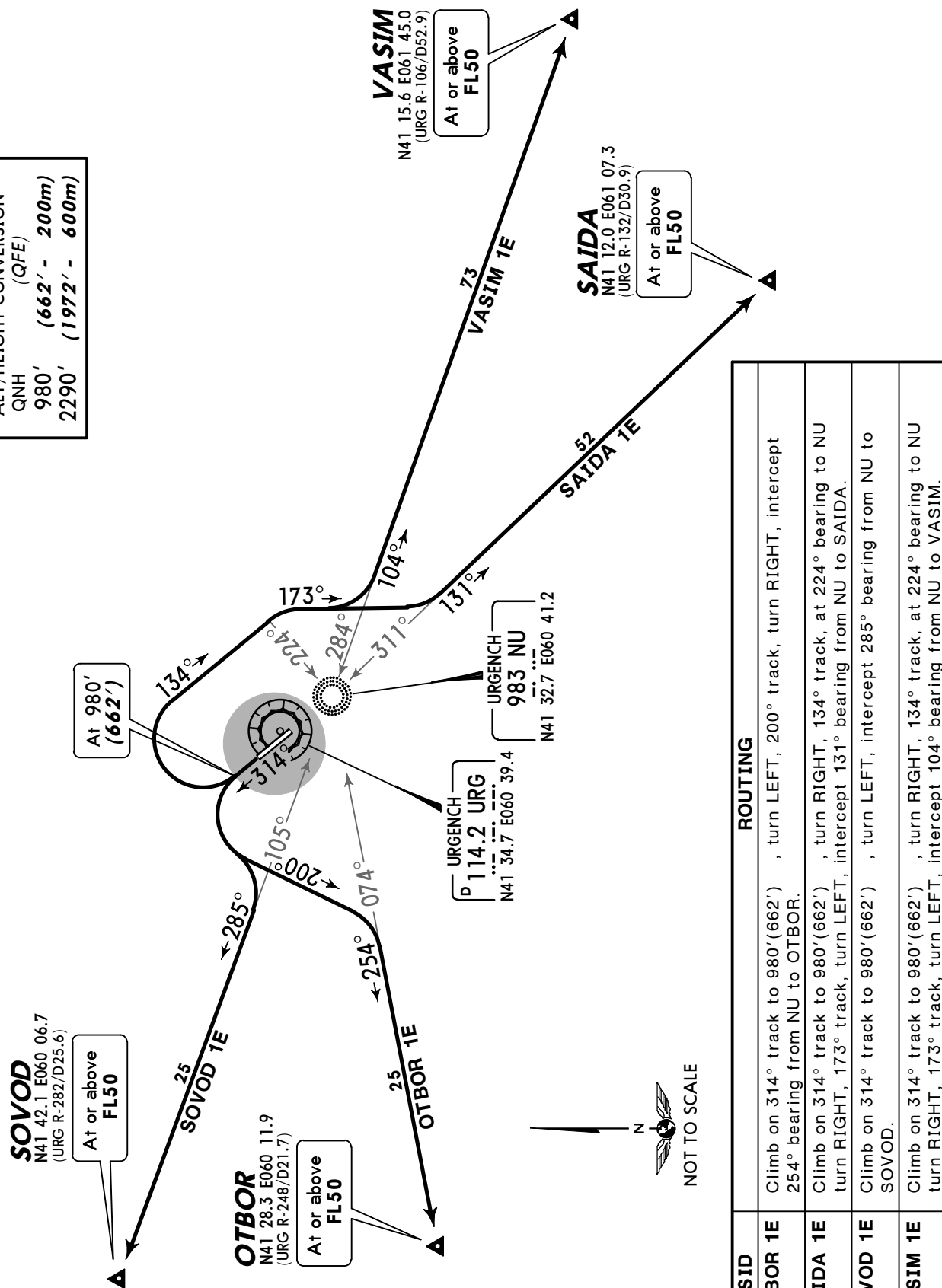
Apt Elev
321'

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

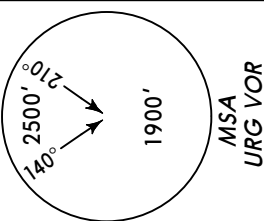
ALT/HEIGHT CONVERSION
(QFE)
QNH 980' (662' - 200m)
2290' (1972' - 600m)



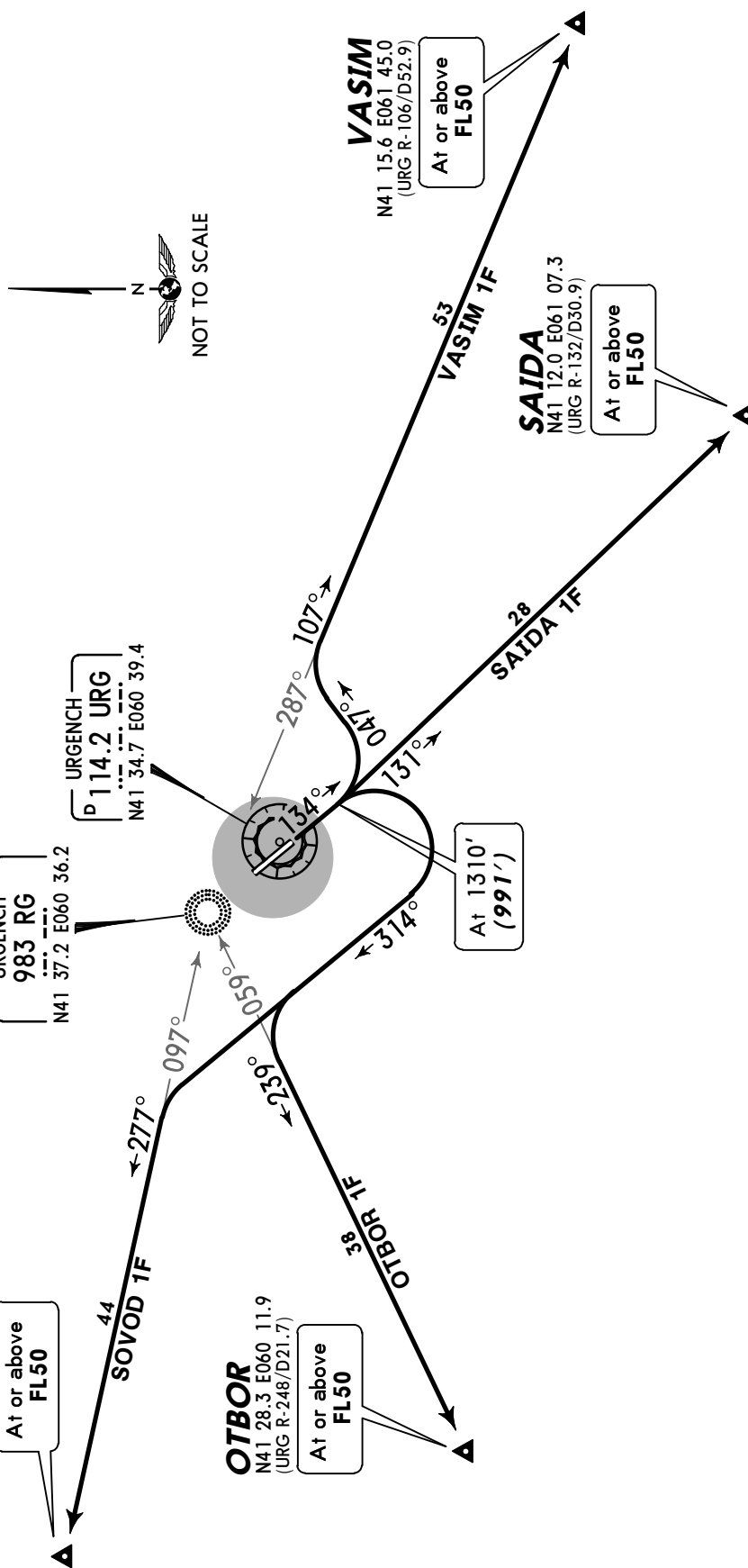
Apt Elev
321'

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.

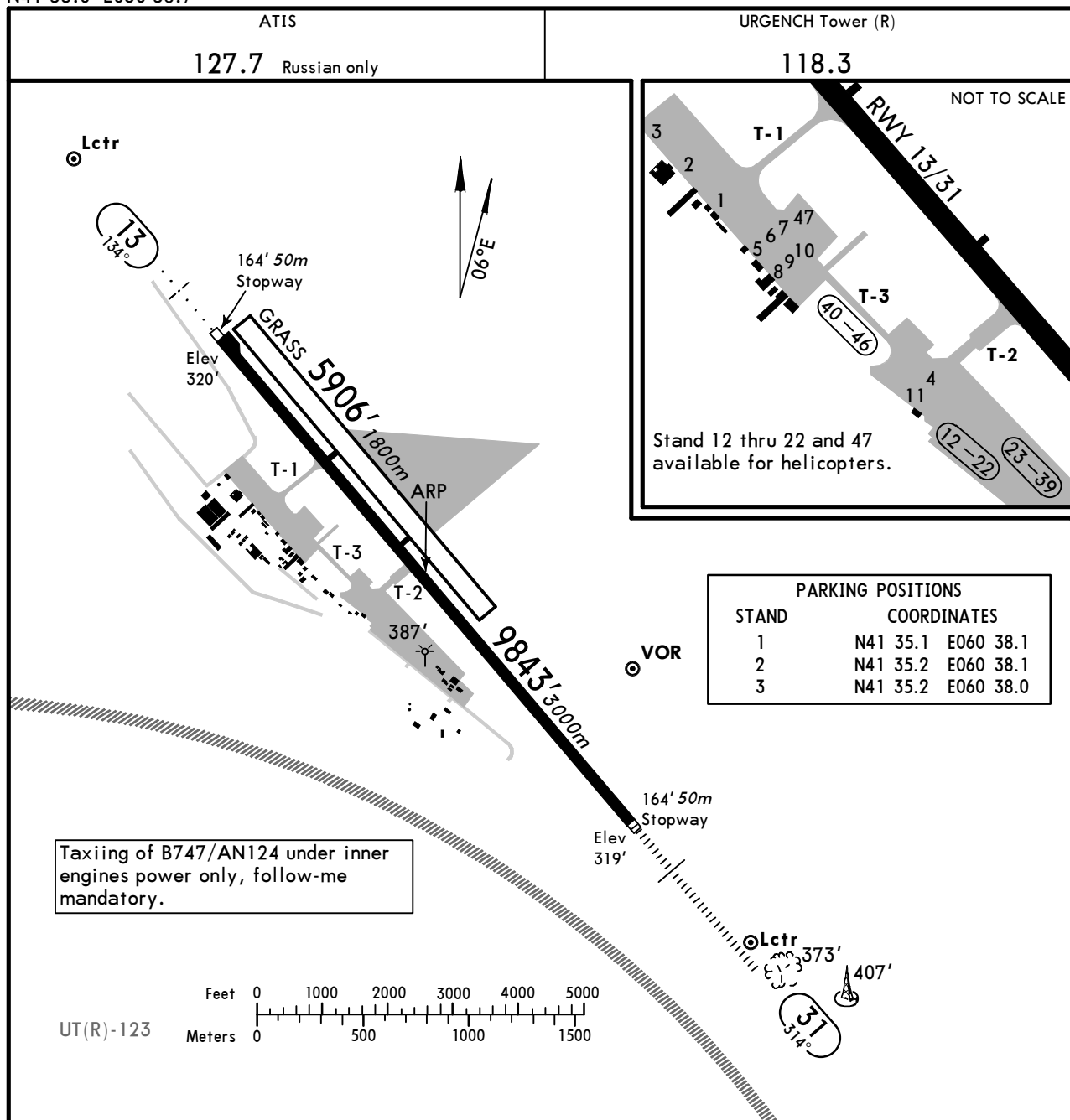
UTNU/UGC
Apt Elev **321'**
N41 35.0 E060 38.7

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
	<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.

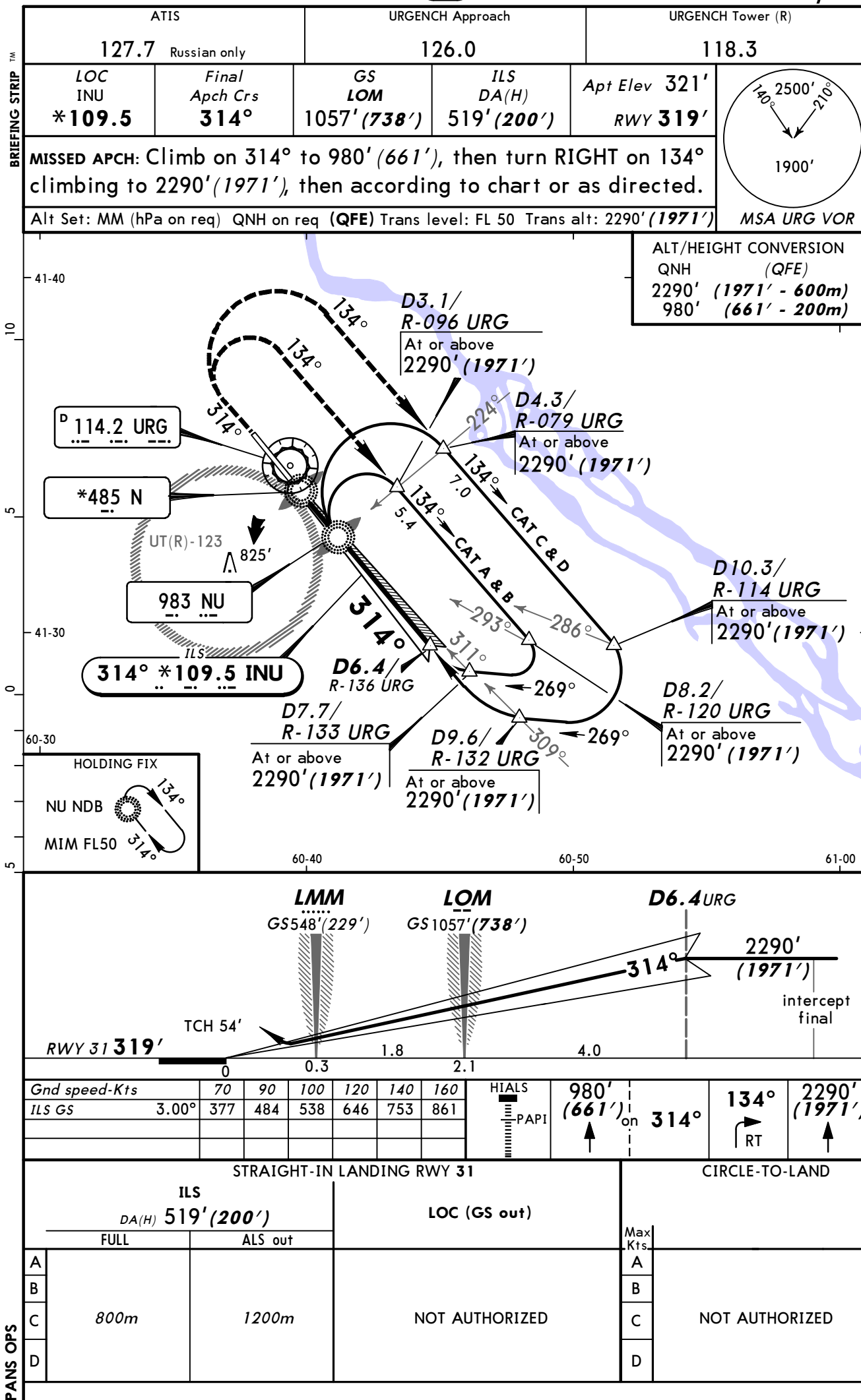
❷ with D6.4 URG.

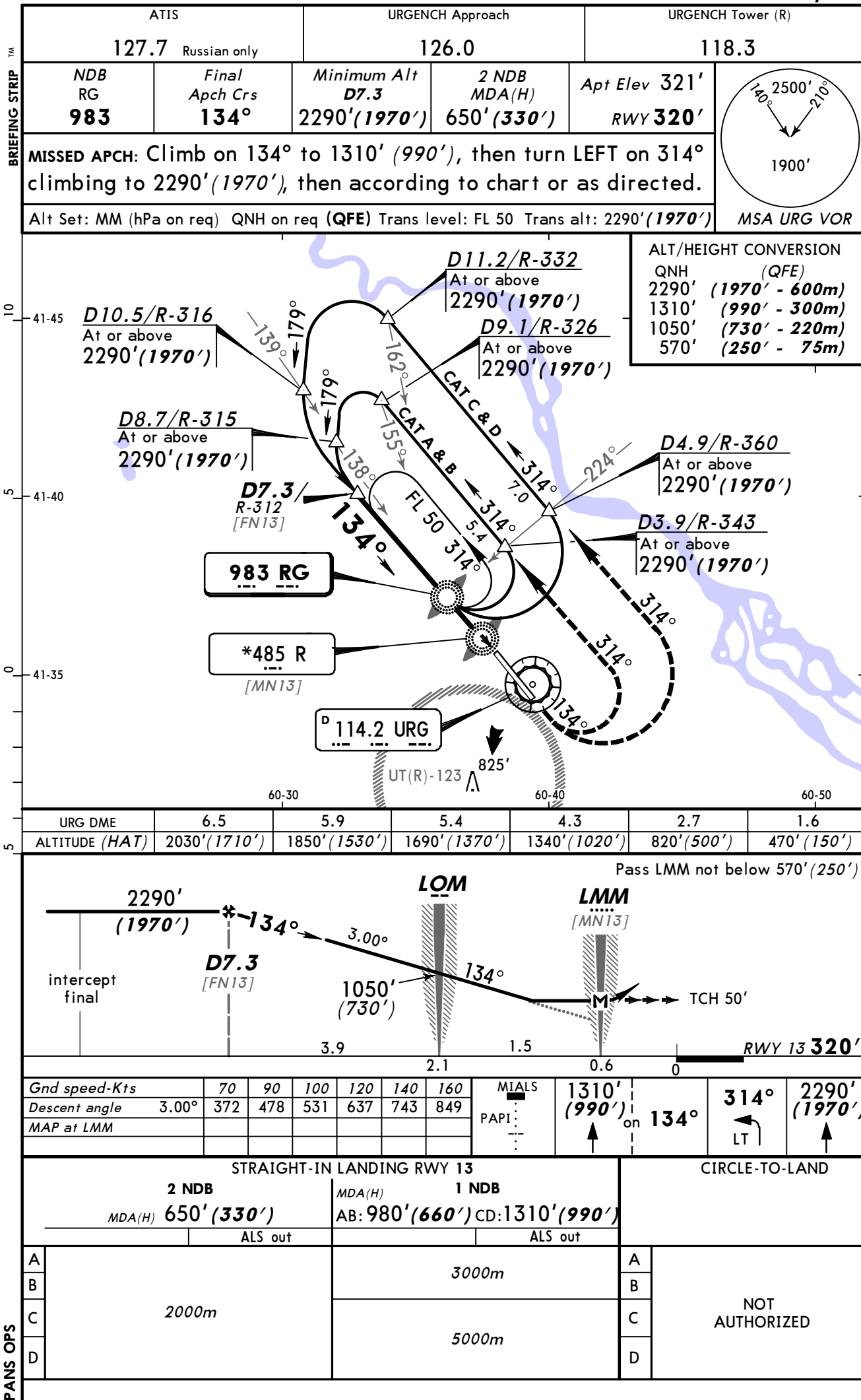
❸ w/o D6.4 URG.

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		





A circular sewer section with a diameter of 2500' and a depth of 1900'. The water level is indicated by a dashed line at a depth of 210' from the top edge, leaving a water depth of 140'.

ALT/HEIGHT CONVERSION

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

HOLDING FIX

NU NDB
MIM FL50
314°

D6.4/R-136
[FF31]
At or above 2290' (1971')

D7.7/R-133
At or above 2290' (1971')

D9.6/R-132
At or above 2290' (1971')

D3.1/R-096
At or above 2290' (1971')

D4.3/R-079
At or above 2290' (1971')

D10.3/R-114
At or above 2290' (1971')

D8.2/R-120
At or above 2290' (1971')

CAT A & B
CAT C & D

UT(R)-123
825'

***485 N**
[MN31]

114.2 URG

983 NU

314°

134°

269°

2290' (1971')

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' ($231'$).
LMM
[MN31]

TCH 54'
RWY 31 **319'**

M
0.3

LOM
2.1

4.8 NM to LMM
3.10°

D6.4
[FF31]

2290'
(1971')

intercept final

1060'
(741')

314°

1.8 4.0

<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 MDA(H) 670' (351')		1 NDB MDA(H) AB: 980' (661') CD: 1310' (991')			
ALS out		ALS out			
A	1500m	1600m	3000m		A
B					B
C					C
D	1600m		5000m		D
NOT AUTHORIZED					

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

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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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.