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JEPPESEN
JeppView for Windows

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JeppView for Windows

General Information

Location: NUKUS UZB
ICAO/IATA: UTNN / NCU
Lat/Long: N42° 29.30', E059° 37.40'
Elevation: 249 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 5.0° 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: 0024 Z
Sunset: 1542 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

Nukus Tower: 121.300
Nukus Radio: 472.800 Air-Ground
Nukus Transit Operations: 131.700 Non-English
AWIS: 127.200 Non-English
Nukus Radio: 895.100 Air-Ground
Nukus Radio: 466.900 Air-Ground

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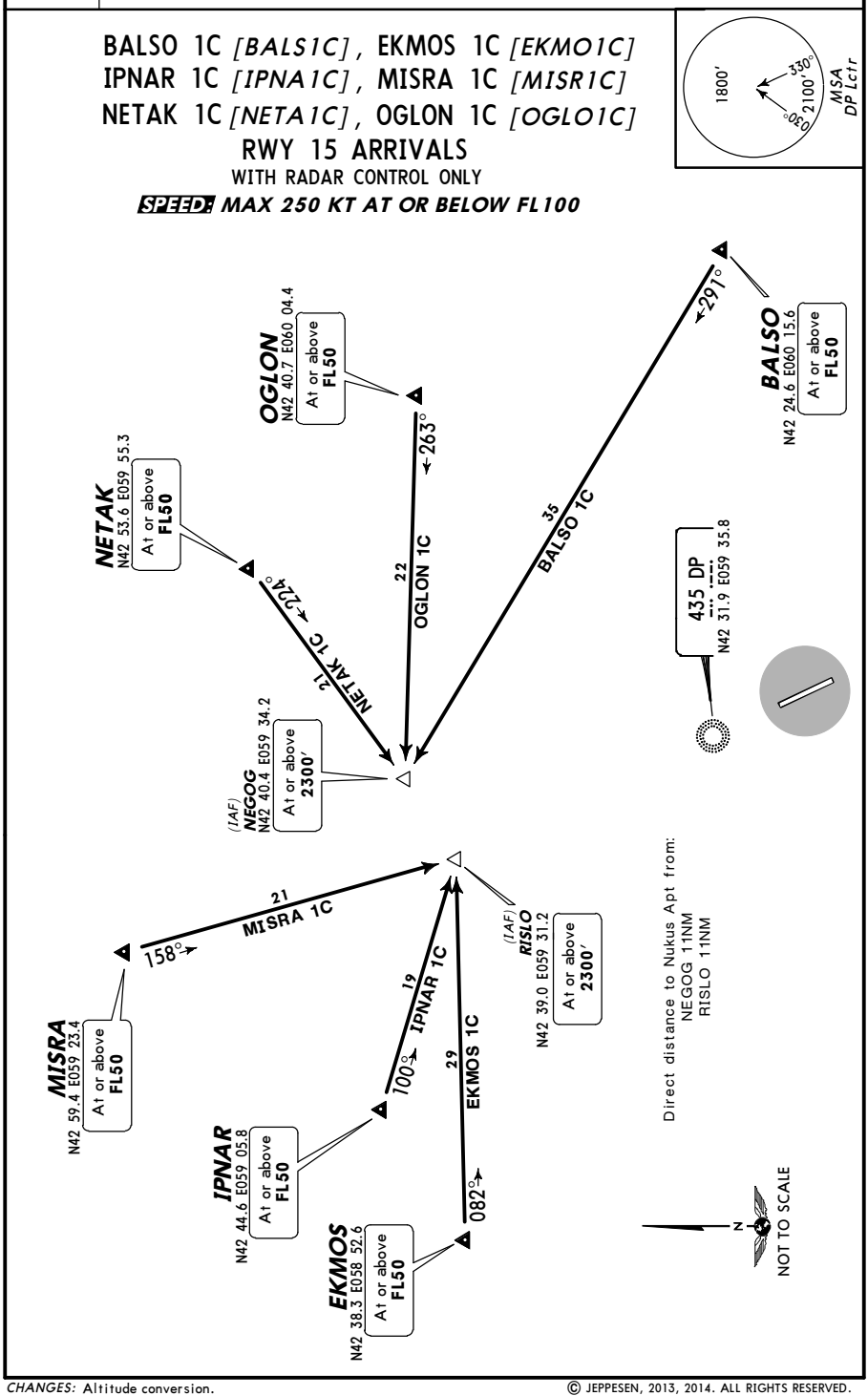
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′

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



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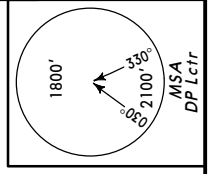
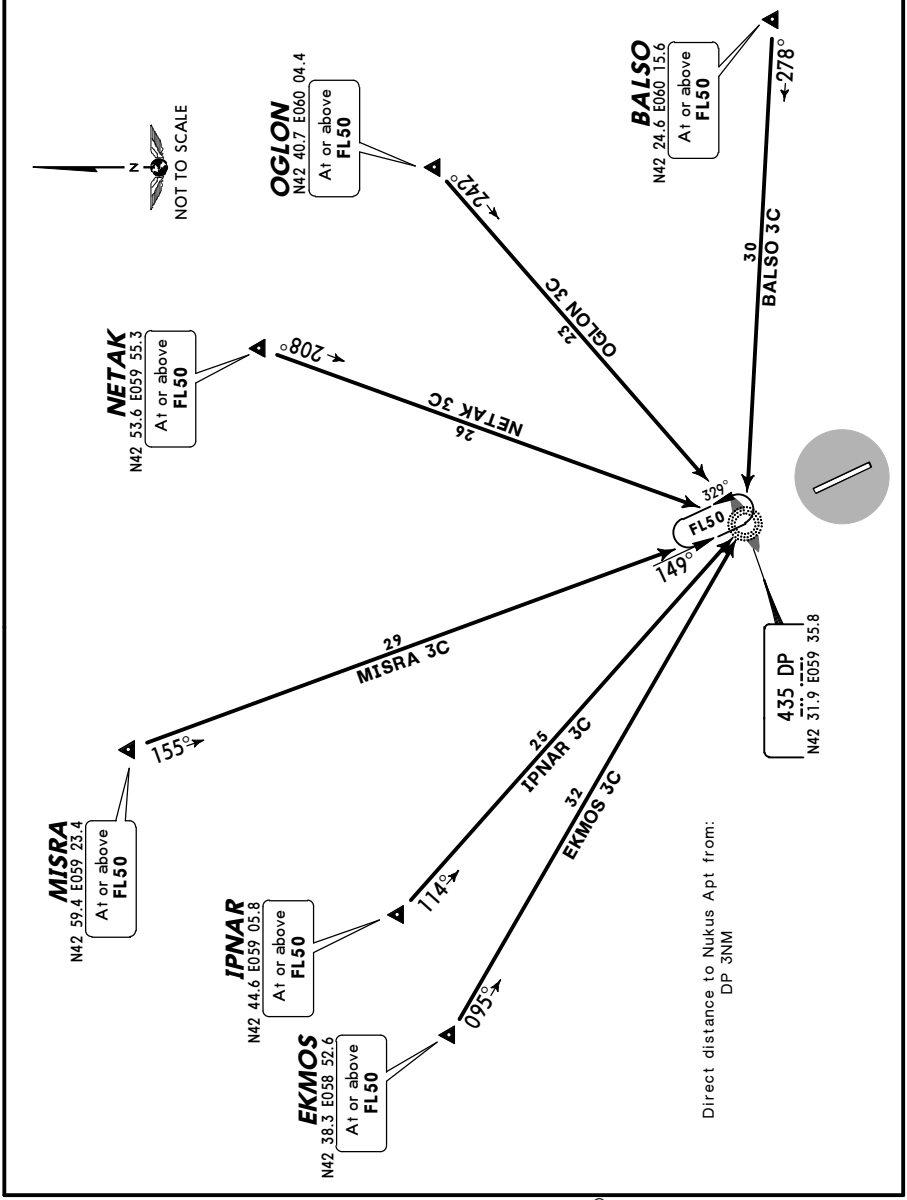
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′

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





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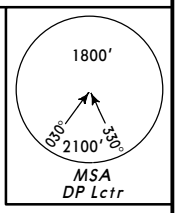
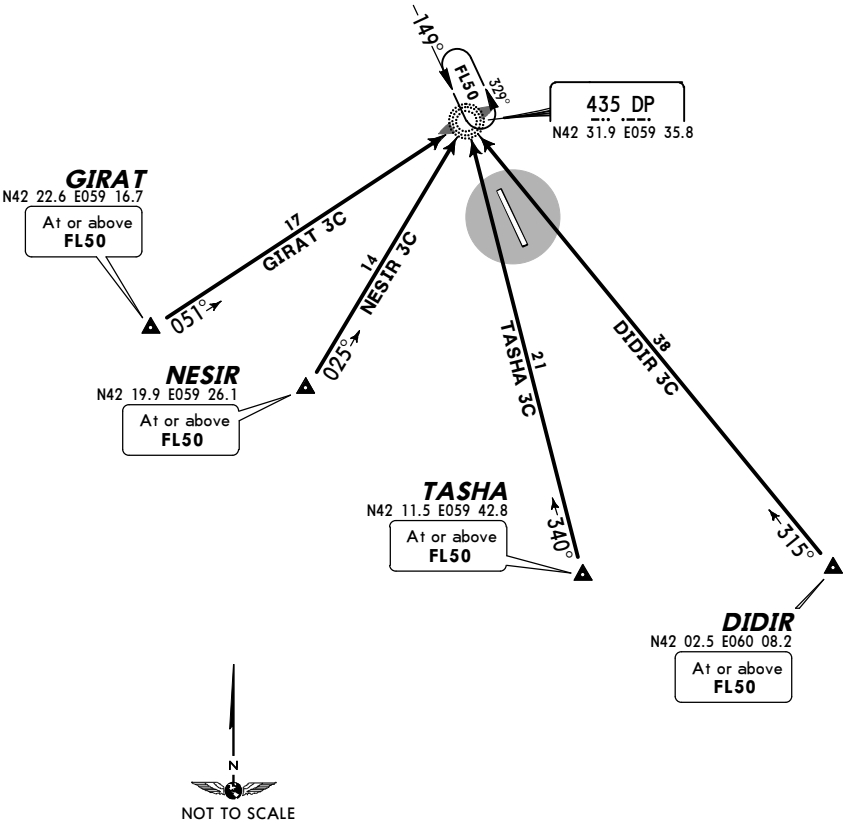
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′

DIDIR 3C *[DIDI3C]*, GIRAT 3C *[GIRA3C]* NESIR 3C *[NESI3C]*, TASHA 3C *[TASH3C]* RWY 15 ARRIVALS

***SPEED:* MAX 250 KT AT OR BELOW FL100**



Direct distance to Nukus Apt from:
DP 3NM



CHANGES: Altitude conversion.

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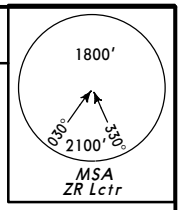
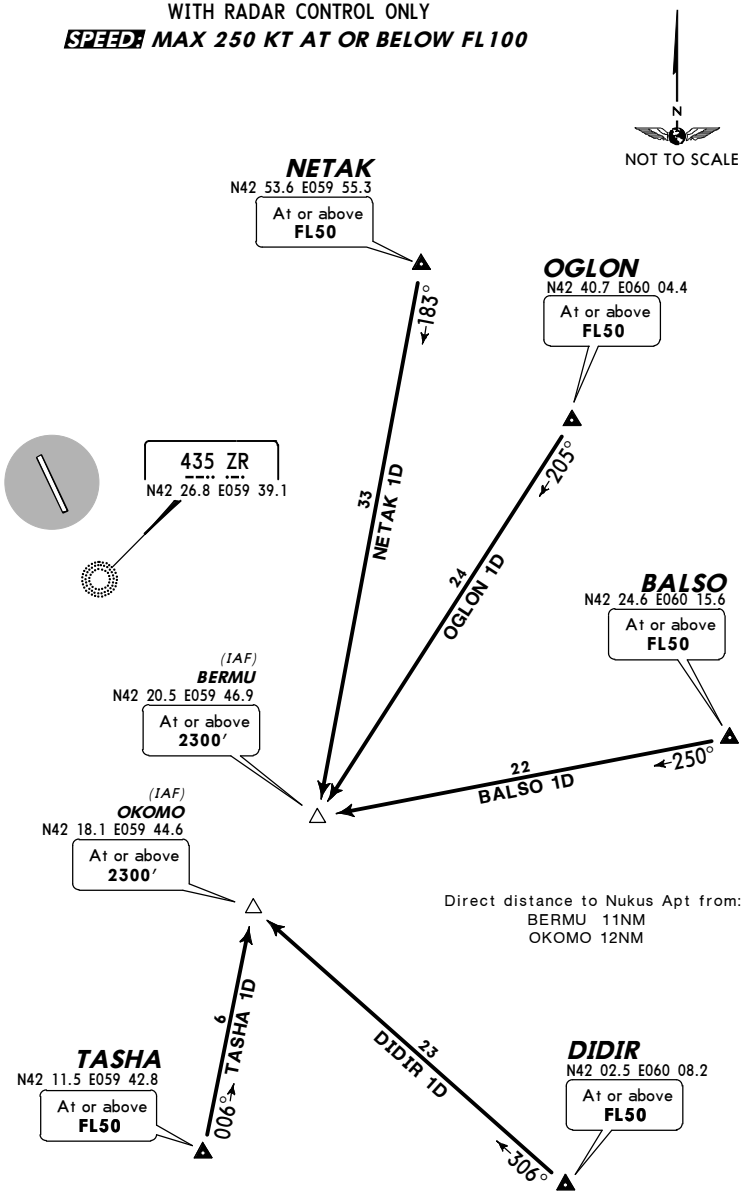
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′



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



CHANGES: Altitude conversion.

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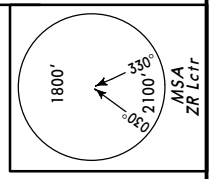
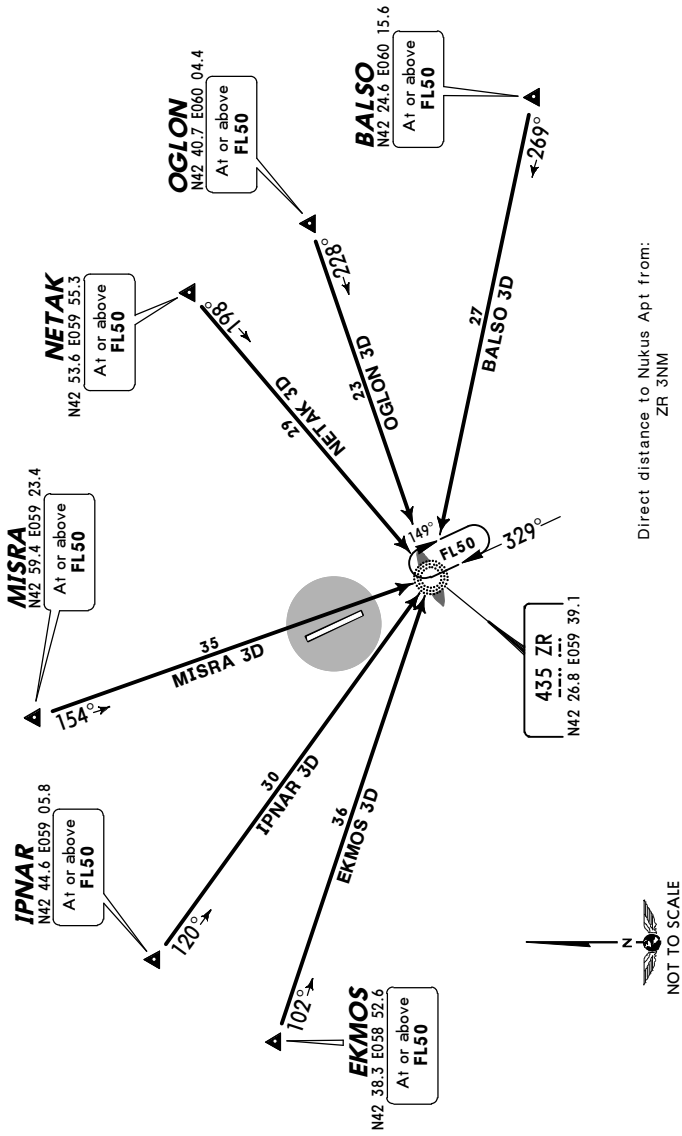
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′

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





CHANGES: Altitude conversion.

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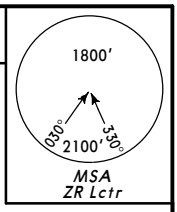
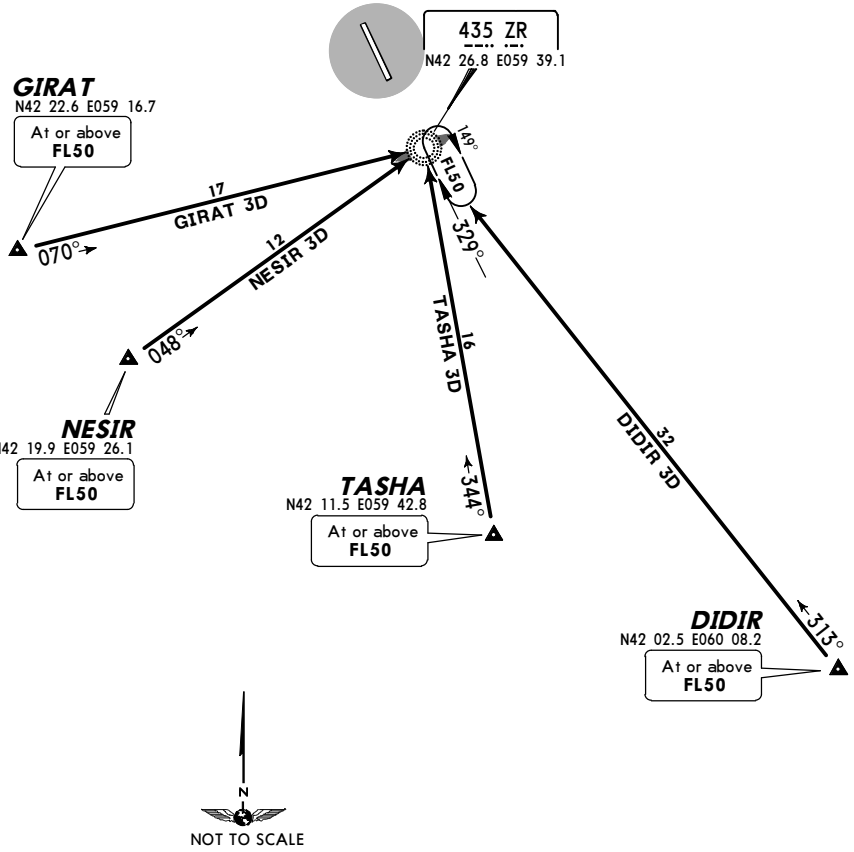
Apt Elev	
249′	Alt Set: hPa Trans level: FL50 Trans alt: 2300′



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

***SPEED:* MAX 250 KT AT OR BELOW FL100**

Direct distance to Nukus Apt from:
ZR 3NM



CHANGES: Altitude conversion.

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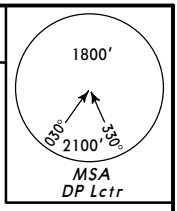
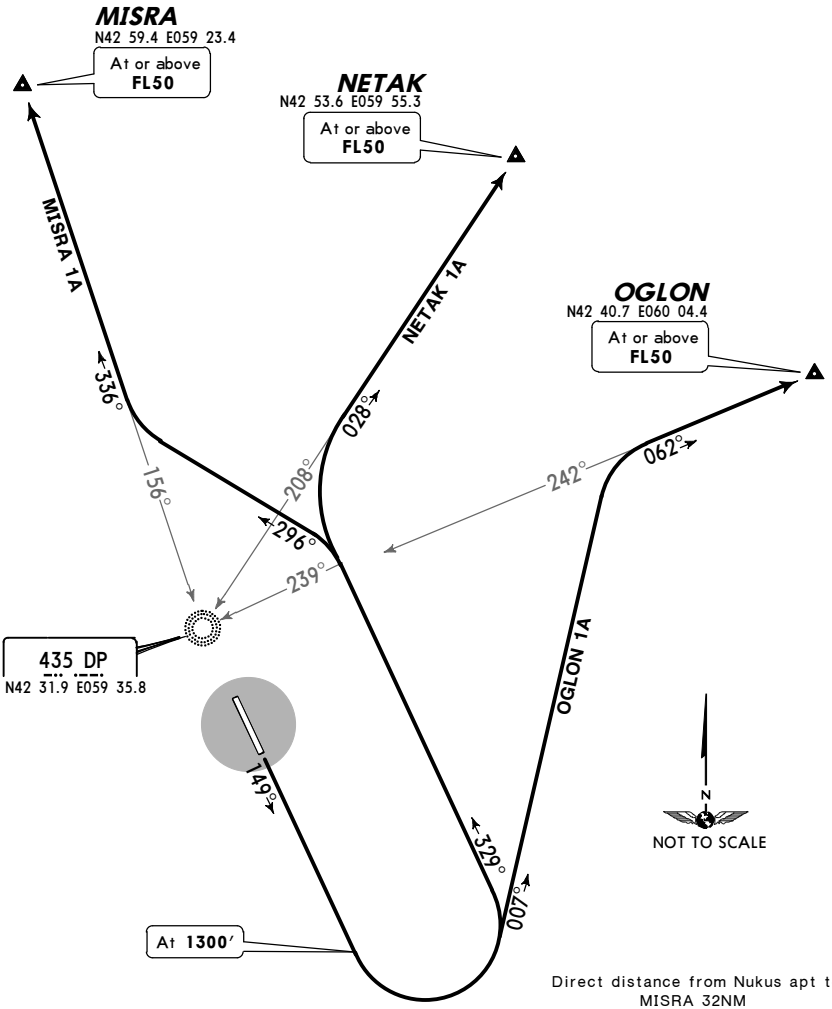
Apt Elev 249′	Trans level: FL50 Trans alt: 2300′



MISRA 1A, NETAK 1A
OGLON 1A
RWY 15 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Direct distance from Nukus apt to:
MISRA 32NM
NETAK 28NM
OGLON 23NM

SID	ROUTING
MISRA 1A	Climb on 149° track to 1300′, turn LEFT, 329° track, at abeam DP turn LEFT, 296° track, intercept 336° bearing from DP to MISRA.
NETAK 1A	Climb on 149° track to 1300′, turn LEFT, 329° track, intercept 028° bearing from DP to NETAK.
OGLON 1A	Climb on 149° track to 1300′, turn LEFT, 007° track, intercept 062° bearing from DP to OGLON.

CHANGES: Altitude conversion.

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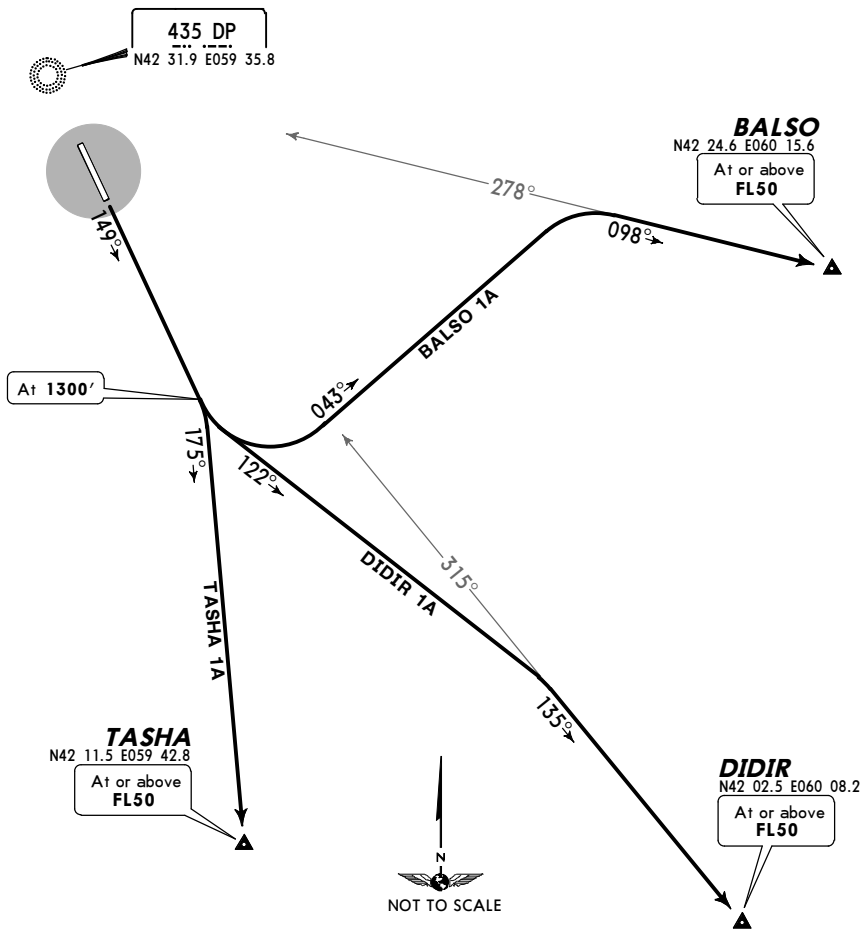
Apt Elev 249′

Trans level: FL50 Trans alt: 2300′

1800′
030° 330°
2100′
MSA
DP Lctr

BALSO 1A , DIDIR 1A
TASHA 1A
RWY 15 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100



Direct distance from Nukus apt to:
BALSO 29NM
DIDIR 35NM
TASHA 18NM

SID	ROUTING
BALSO 1A	Climb on 149° track to 1300′, turn LEFT, 043° track, intercept 098° bearing from DP to BALSO.
DIDIR 1A	Climb on 149° track to 1300′, turn LEFT, 122° track, intercept 135° bearing from DP to DIDIR.
TASHA 1A	Climb on 149° track to 1300′, turn RIGHT, 175° track to TASHA.

CHANGES: Altitude conversion.

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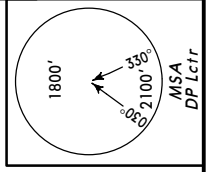
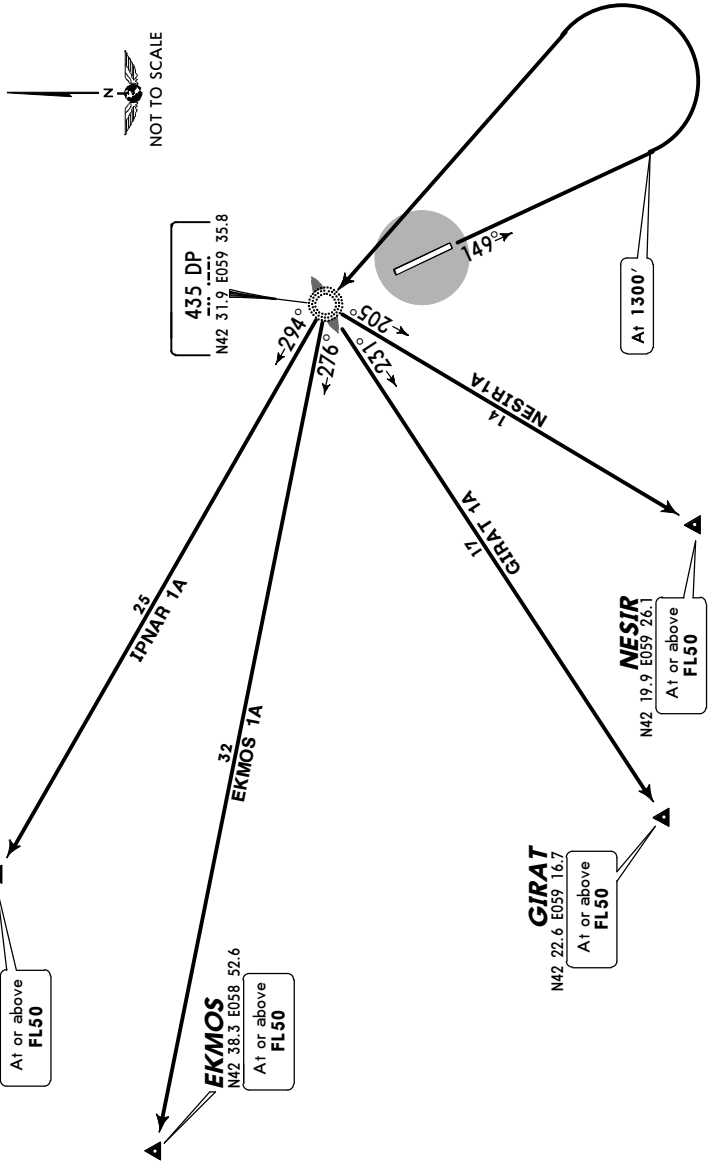
Apt Elev	
249′	Trans level: FL50 Trans alt: 2300′

EKMOS 1A, GIRAT 1A IPNAR 1A, NESIR 1A RWY 15 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100





SID	ROUTING
EKMOS 1A	Climb on 149° track to 1300′, turn LEFT to DP, 276° bearing to EKMOS.
GIRAT 1A	Climb on 149° track to 1300′, turn LEFT to DP, 231° bearing to GIRAT.
IPNAR 1A	Climb on 149° track to 1300′, turn LEFT to DP, 294° bearing to IPNAR.
NESIR 1A	Climb on 149° track to 1300′, turn LEFT to DP, 205° bearing to NESIR.

CHANGES: Altitude conversion.

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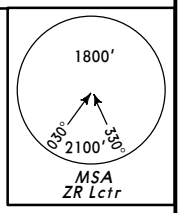
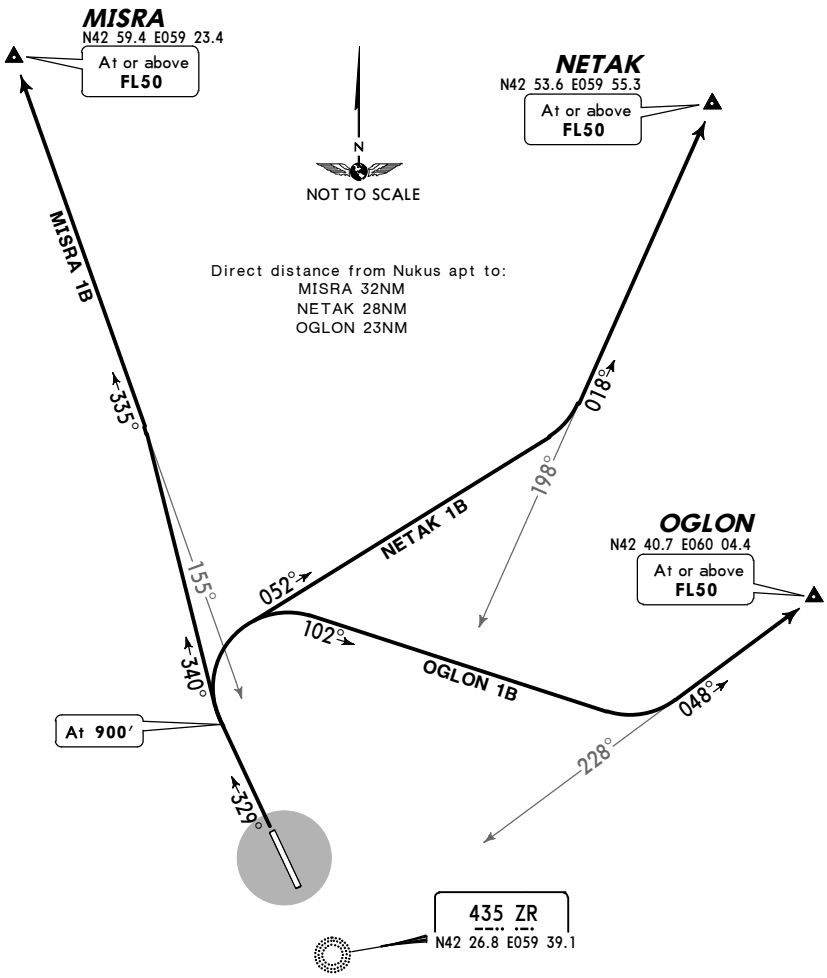
Apt Elev 249′	Trans level: FL50 Trans alt: 2300′

MISRA 1B, NETAK 1B
OGLON 1B
RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100





SID	ROUTING
MISRA 1B	Climb on 329° track to 900′, turn RIGHT, 340° track, intercept 335° bearing from ZR to MISRA.
NETAK 1B	Climb on 329° track to 900′, turn RIGHT, 052° track, intercept 018° bearing from ZR to NETAK.
OGLON 1B	Climb on 329° track to 900′, turn RIGHT, 102° track, intercept 048° bearing from ZR to OGLON.

CHANGES: Altitude conversion.

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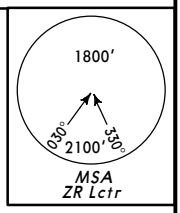
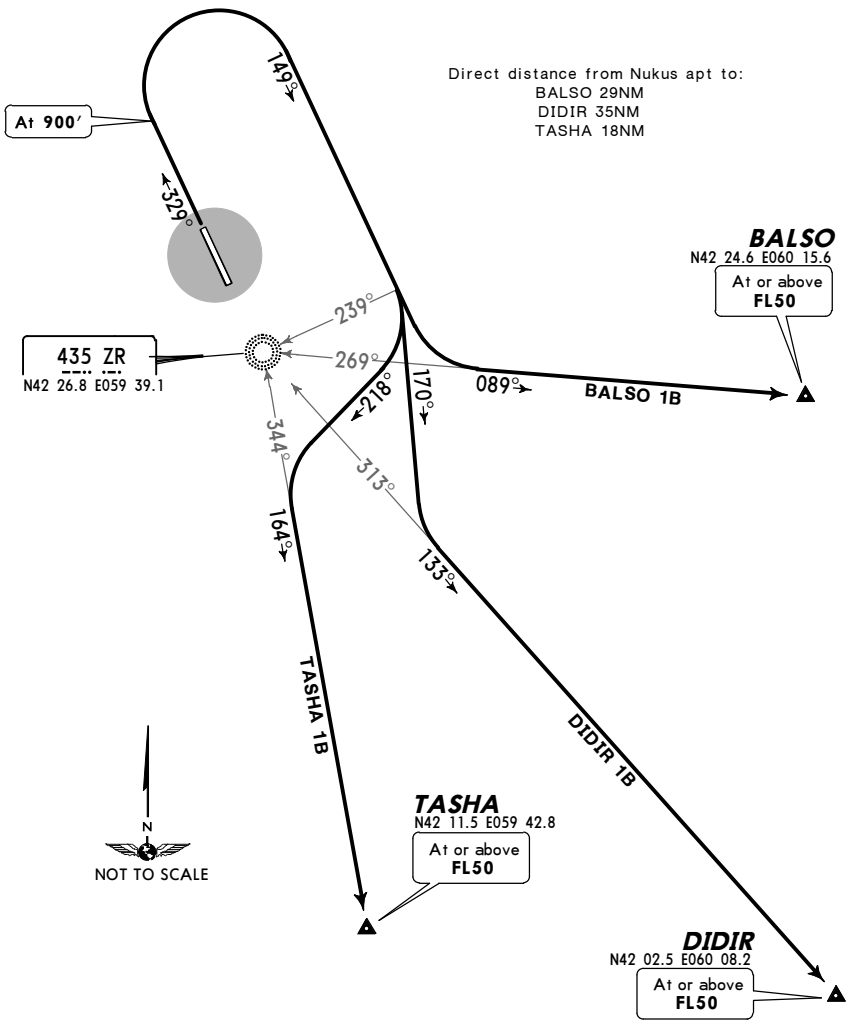
Apt Elev 249′	Trans level: FL50 Trans alt: 2300′

BALSO 1B, DIDIR 1B
TASHA 1B
RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100





SID	ROUTING
BALSO 1B	Climb on 329° track to 900′, turn RIGHT, 149° track, intercept 089° bearing from ZR to BALSO.
DIDIR 1B	Climb on 329° track to 900′, 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 900′, turn RIGHT, 149° track, at abeam ZR turn RIGHT, 218° track, intercept 164° bearing from ZR to TASHA.

CHANGES: Altitude conversion.

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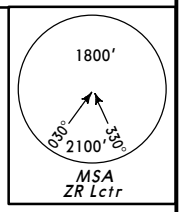
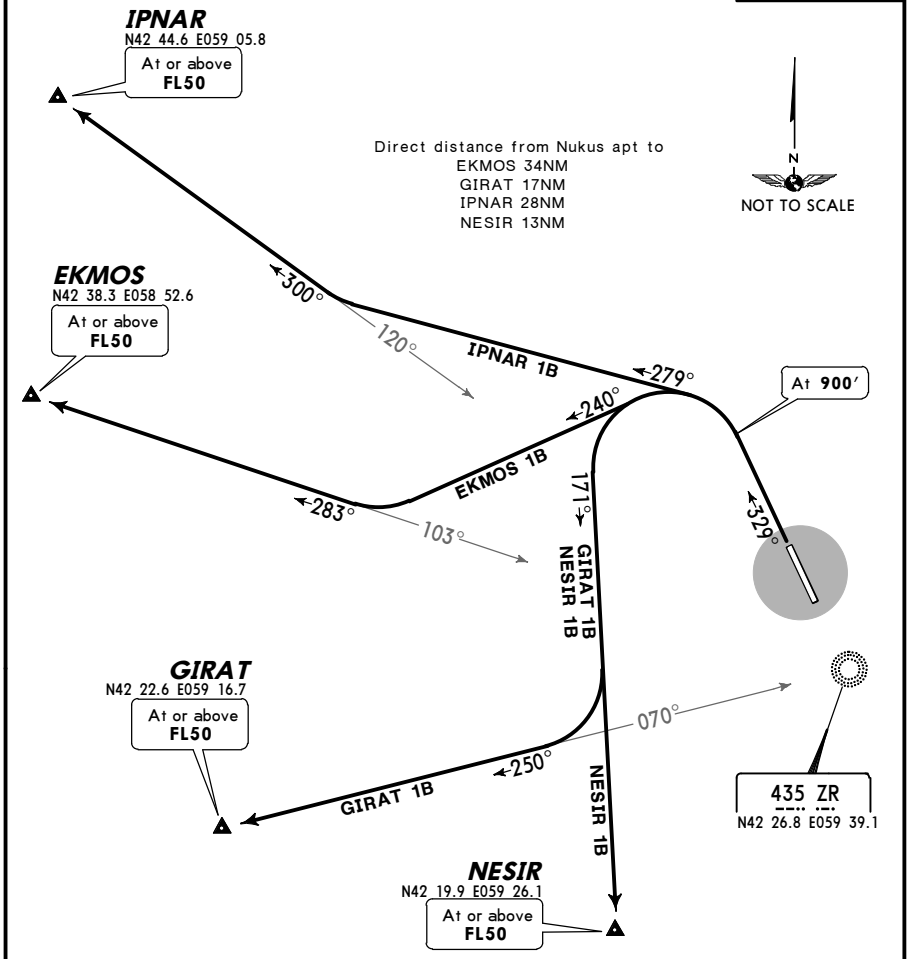
Apt Elev 249′	Trans level: FL50 Trans alt: 2300′

EKMOS 1B, GIRAT 1B
IPNAR 1B, NESIR 1B
RWY 33 DEPARTURES

SPEED: MAX 250 KT AT OR BELOW FL100





SID	ROUTING
EKMOS 1B	Climb on 329° track to 900′, turn LEFT, 240° track, intercept 283° bearing from ZR to EKMOS.
GIRAT 1B	Climb on 329° track to 900′, turn LEFT, 171° track, intercept 250° bearing from from ZR to GIRAT.
IPNAR 1B	Climb on 329° track to 900′, turn LEFT, 279° track, intercept 300° bearing from ZR to IPNAR.
NESIR 1B	Climb on 329° track to 900′, turn LEFT, 171° track to NESIR.

CHANGES: Altitude conversion.

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UTNN/NCU

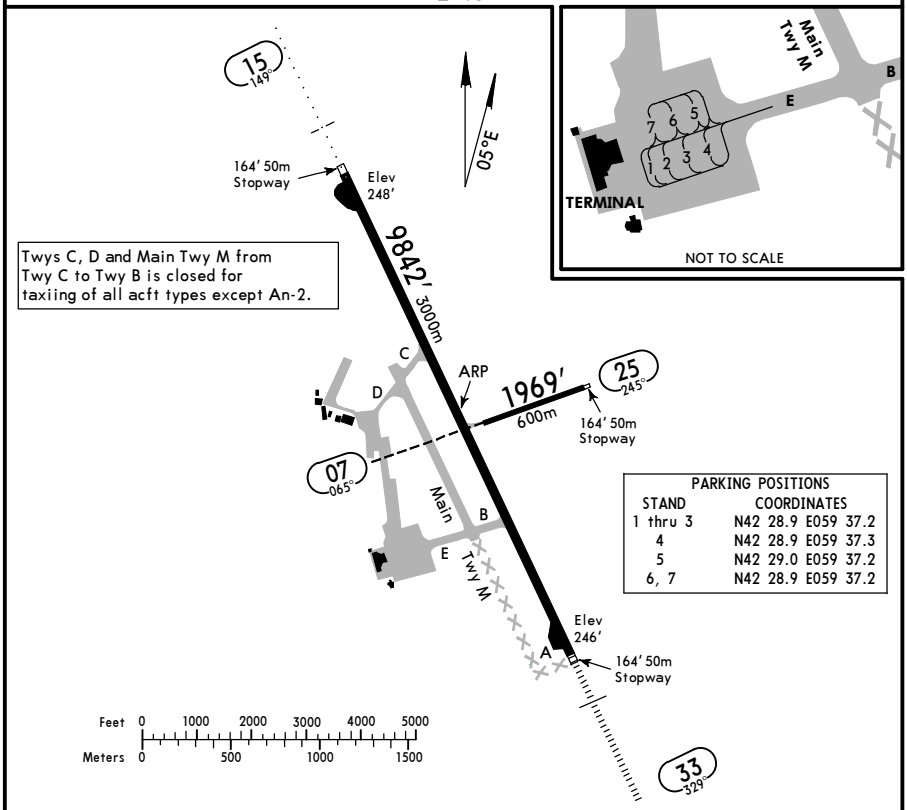
Apt Elev **249'**
N42 29.3 E059 37.4

JEPPESEN
8 JAN 16 (10-9)

NUKUS, UZBEKISTAN

NUKUS

NUKUS Tower
121.3



PARKING POSITIONS

STAND	COORDINATES
1 thru 3	N42 28.9 E059 37.2
4	N42 28.9 E059 37.3
5	N42 29.0 E059 37.2
6, 7	N42 28.9 E059 37.2

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	RL (60m)	MIALS	PAPI-L			❶	148' 45m
33	HIRL (60m)	HIALS	PAPI-L		8931' 2722m		

❶ TAKE-OFF RUN AVAILABLE

RWY 15
from line-up position
492'/150m from thresh 9350'(2850m)
twy C int 6201'(1890m)
twy B int 2756'(840m)
from line-up position
1148'/350m from thresh ❷ 8694'(2650m)

RWY 33
from line-up position
492'/150m from thresh 9350'(2850m)
twy B int 7087'(2160m)
twy C int 3642'(1110m)

❷ for acft A310, B767-300

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		400m	
D			

CHANGES: Twy closed. Stands withdrawn.

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STRAIGHT-IN RWY		A	B	C	D
15	2 NDB ❶	**600**′(352′)	**600**′(352′)	**600**′(352′)	**600**′(352′)
		ceil 100m- **1500m**	ceil 100m- **1500m**	ceil 100m- **1500m**	ceil 100m- **1500m**
	ALS out	ceil 100m- 1500m	ceil 100m- 1500m	ceil 100m- 1600m	ceil 100m- 1600m
	NDB ❶ ❷	**610**′(362′)	**610**′(362′)	**610**′(362′)	**610**′(362′)
		ceil 200m- **2500m**	ceil 200m- **2500m**	ceil 300m- **5000m**	ceil 300m- **5000m**
	NDB ❸	**860**′(612′)	**860**′(612′)	**860**′(612′)	**860**′(612′)
		ceil 200m- **2500m**	ceil 200m- **2500m**	ceil 300m- **5000m**	ceil 300m- **5000m**
	ALS out	ceil 200m- 3000m	ceil 200m- 3000m	ceil 300m- 5000m	ceil 300m- 5000m
33	ILS	**446**′(200′)	**446**′(200′)	**476**′(230′)	**476**′(230′)
		800m	**800m**	**900m**	**900m**
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**600**′(354′)	**600**′(354′)	**600**′(354′)	**600**′(354′)
		ceil 105m- **1500m**	ceil 105m- **1500m**	ceil 105m- **1500m**	ceil 105m- **1500m**
	ALS out	ceil 105m- 1500m	ceil 105m- 1500m	ceil 105m- 1600m	ceil 105m- 1600m
	NDB ❶ ❷	**690**′(444′)	**690**′(444′)	**690**′(444′)	**690**′(444′)
		ceil 200m- **2500m**	ceil 200m- **2500m**	ceil 300m- **5000m**	ceil 300m- **5000m**
	NDB ❸	**940**′(694′)	**940**′(694′)	**690**′(444′)	**690**′(444′)
		ceil 200m- **3000m**	ceil 200m- **3000m**	ceil 300m- **5000m**	ceil 300m- **5000m**

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

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	300m	300m	400m	500m
B				
C		400m		
D				

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UTNN/NCU
NUKUS

JEPPESEN
8 JAN 16 (11-1)

NUKUS, UZBEKISTAN
ILS Rwy 33

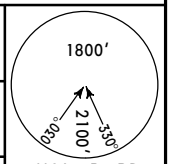
NUKUS Tower (RDR)
121.3

BRIEFING STRIP

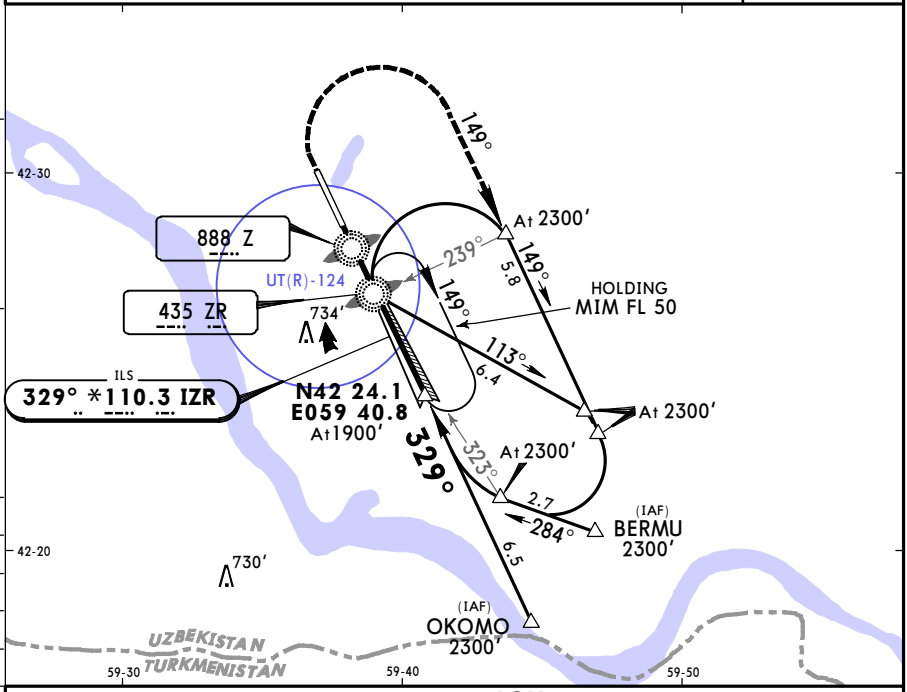
LOC IZR	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 249′ Rwy 246′
*110.3	329°	951′(705′)		

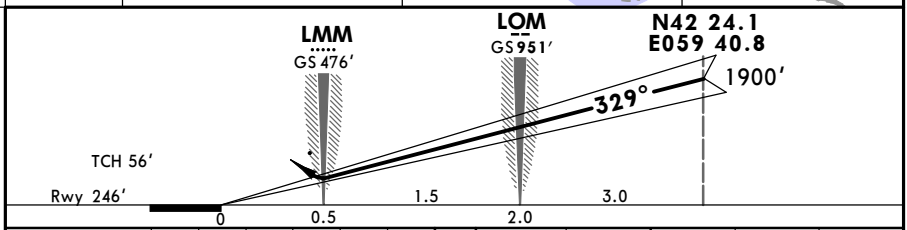
MISSED APCH: Climb on 329° to 1300′, then turn RIGHT onto 149° climbing to 2300′, then according to chart, or as directed.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 50 | Trans alt: 2300′



MSA ZR NDB





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

HIALS
PAPI

1300′ on 329° | 149° RT | 2300′

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND
ILS DA(H) AB: 446′(200′) CD: 476′(230′)		LOC (GS out)	
FULL	ALS out		
A, B: 800m	1200m	NOT AUTHORIZED	A, B, C, D: NOT AUTHORIZED
C, D: 900m			

PANS OPS

CHANGES: Minimums.

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UTNN/NCU
NUKUS

JEPPESEN
8 JAN 16 (16-1)

NUKUS, UZBEKISTAN
2 NDB or NDB Rwy 15

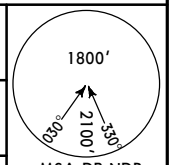
NUKUS Tower (RDR)
121.3

BRIEFING STRIP TM

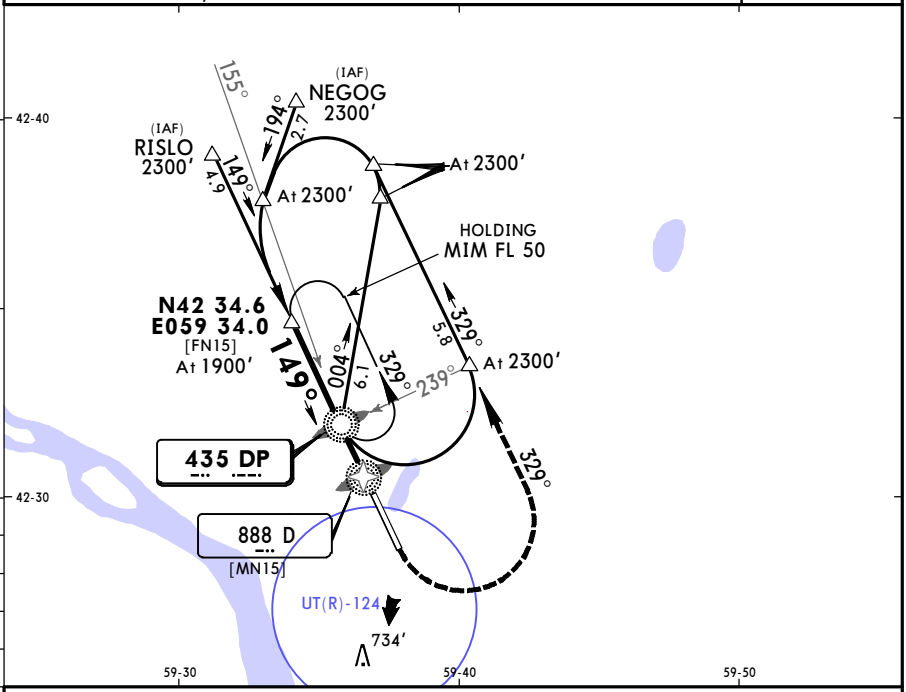
NDB DP	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev / Rwy
435	149°	N42 34.6 E059 34.0 1900′(1652′)		249′ / 248′

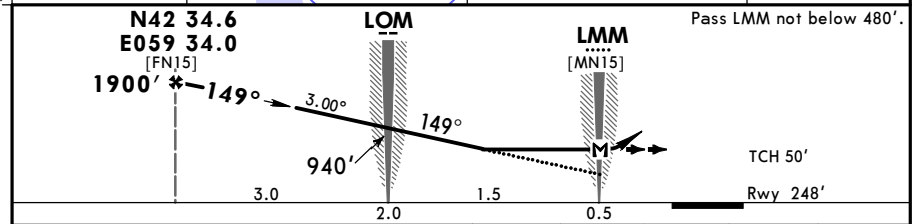
MISSED APCH: Climb on 149° to 1300′, then turn LEFT onto 329° climbing to 2300′, then according to chart, or as directed.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 50 | Trans alt: 2300′



MSA DP NDB





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

MIALS
PAPI

1300′ on 149° | 329° LT | 2300′

STRAIGHT-IN LANDING RWY 15 — CEILING REQUIRED

	2 NDB		NDB with FAF	NDB w/o FAF	CIRCLE-TO-LAND
	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	NOT AUTHORIZED
B					
C			300m - VIS 5000m	300m - VIS 5000m	
D	100m - VIS 1600m				

PANS OPS

CHANGES: None.

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UTNN/NCU
NUKUS

JEPPESEN
8 JAN 16 (16-2)

NUKUS, UZBEKISTAN
2 NDB or NDB Rwy 33

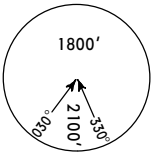
NUKUS Tower (RDR)
121.3

BRIEFING STRIP

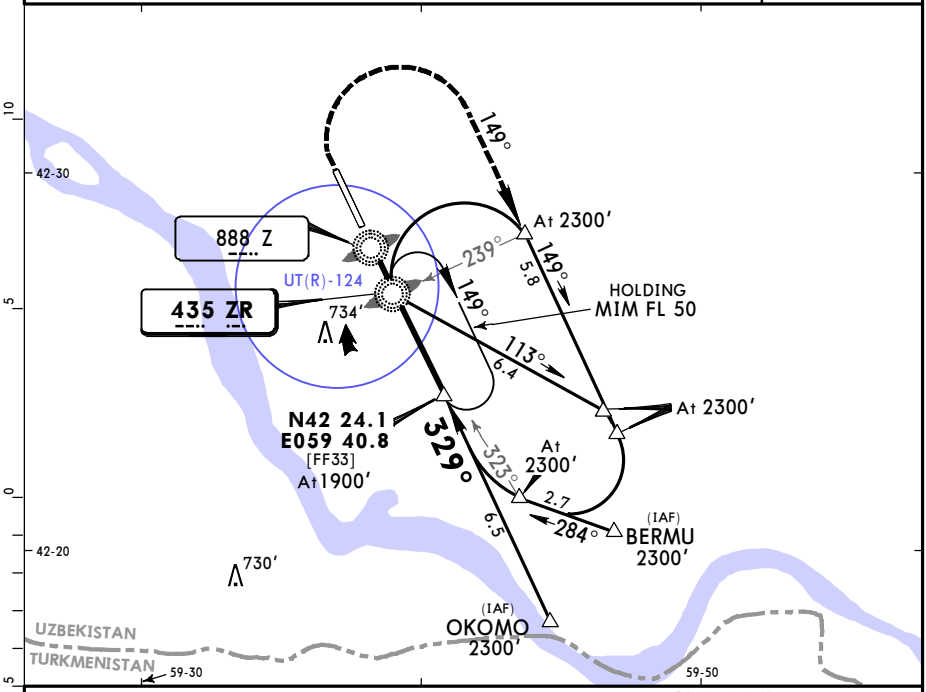
NDB ZR 435	Final Apch Crs 329°	Minimum Alt LOM 960′(714′)	MDA(H) Refer to Minimums	Apt Elev 249′ Rwy 246′

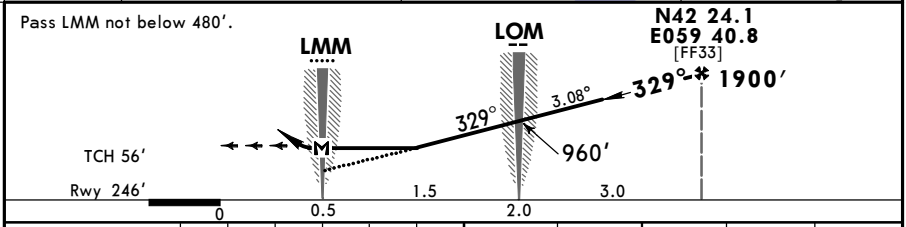
MISSED APCH: Climb on 329° to 1300′, then turn RIGHT onto 149° climbing to 2300′, then according to chart, or as directed.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: FL 50 | Trans alt: 2300′



MSA ZR NDB





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872
MAP at LMM							

HIALS
PAPI

1300′ on 329° | 149° RT | 2300′

STRAIGHT-IN LANDING RWY 33				CEILING REQUIRED		CIRCLE-TO-LAND
2 NDB			NDB 1			
MDA(H) 600′(354′)			MDA(H) 690′(444′)			
	ALS out			ALS out		
A	105m - VIS 1500m	105m - VIS 1600m	200m - VIS 2500m 1		A	NOT AUTHORIZED
B					B	
C			300m - VIS 5000m		C	
D	105m - VIS 1600m				D	

PANS OPS

1 CAT AB: W/o FAF: MDA(H) 940′ (694′) 210m - VIS 3000m.

CHANGES: Minimums.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NUKUS, (NUKUS - UTNN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTNN