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Airport Information For UTNU

Terminal Charts For UTNU

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: URGENCH UZB
ICAO/IATA: UTNU / UGC
Lat/Long: N41° 35.00', E060° 38.70'
Elevation: 322 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 6.0° 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: 0023 Z
Sunset: 1534 Z

Runway Information

Runway: 13
Length x Width: 9843 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 320 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 31
Length x Width: 9843 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 319 ft
Lighting: Edge, ALS
Stopway: 164 ft

Communication Information

Urgench Tower: 118.300
Urgench Approach: 126.000
Urgench Transit Operations: 131.800 Non-English
AWIS: 127.700 Non-English

UTNU/UGC
URGENCH

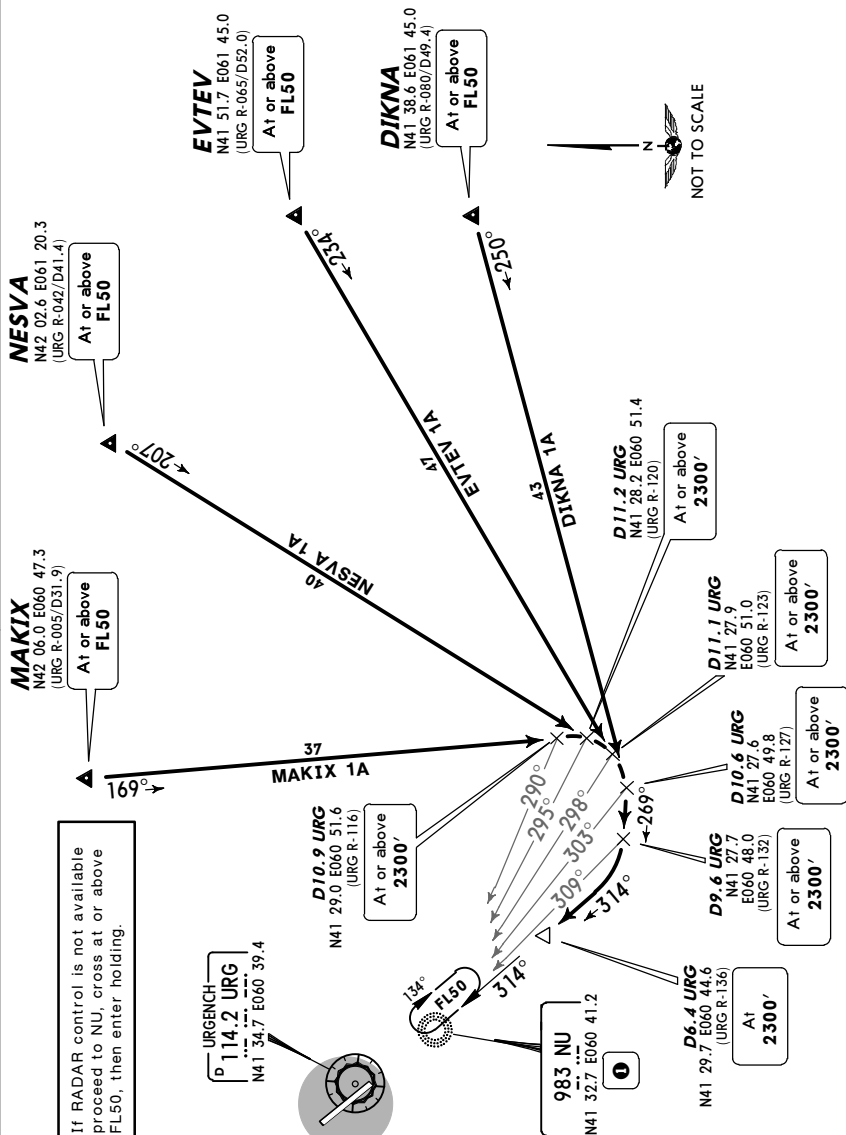
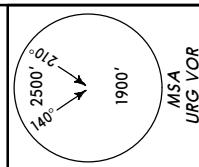
JEPPESSEN
14 NOV 14 (10-2)

URGENCH, UZBEKISTAN
STAR

Apt Elev
322'

Alt Set: hPa
Trans level: FL50 Trans alt: 2300'

DIKNA 1A [DIKN1A], EVTEV 1A [EVTE1A]
MAKIX 1A [MAK11A], NESVA 1A [NESV1A]
RWY 31 ARRIVALS
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



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UTNU/UGC
URGENCH

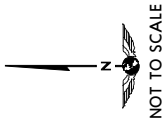
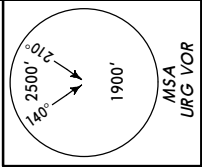
JEPPesen
14 NOV 14 (10-2B)

URGENCH, UZBEKISTAN
STAR

Apt Elev
322'

Alt Set: hPa
Trans level: FL50 Trans alt: 2300'

IVLUS 1A [IVLU1A], SAIDA 1A [SAID1A]
VASIM 1A [VASI1A]
RWY 31 ARRIVALS
DEEP MAX 250 KT AT OR BELOW FL100



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/D50.9)

At or above
FL50

D6.4 URG
N41 29.7 E060 44.6
(URG R-156)

At
2300'

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

At or above
2300'

983 NU
N41 32.7 E060 41.2



URGENCH
114.2 URG
N41 34.7 E060 39.4



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

UTNU/UGC
URGENCH

JEPPesen
14 NOV 14 (10-2C)

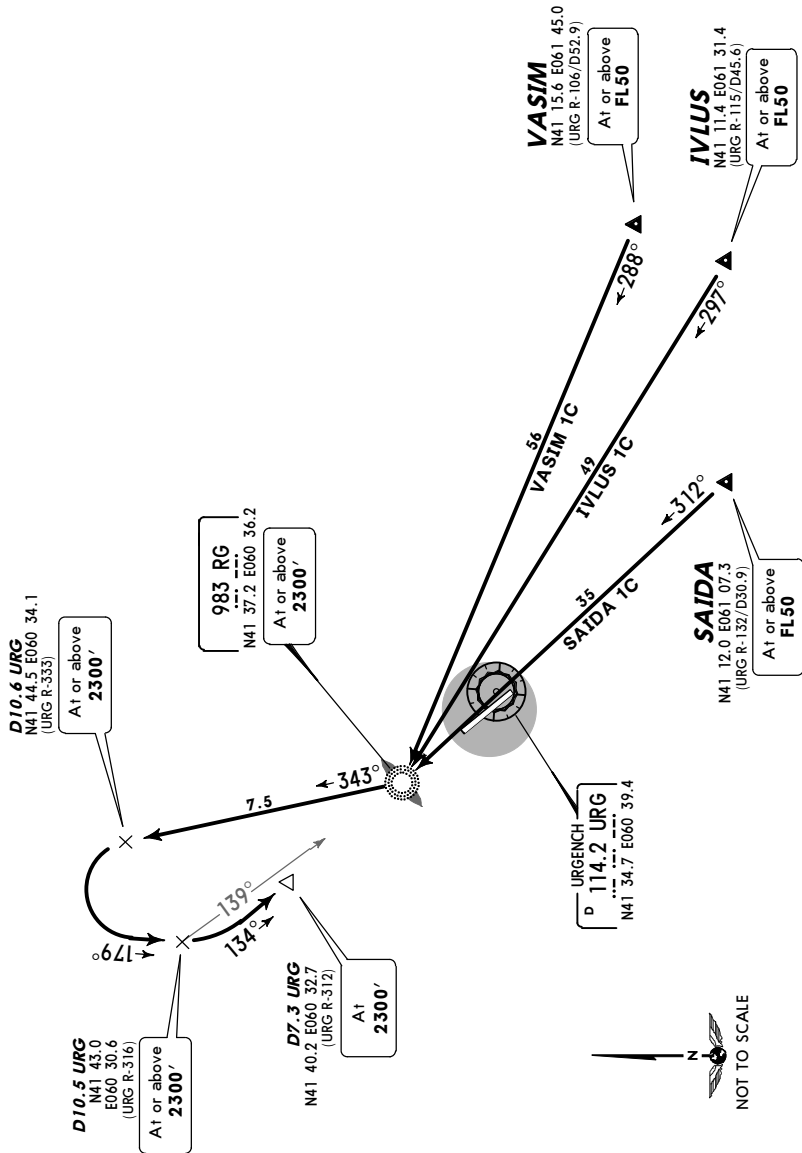
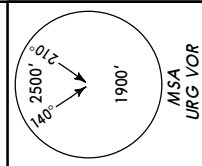
URGENCH, UZBEKISTAN
STAR

Apt Elev
322'

Alt Set: hPa
Trans level: FL50 Trans alt: 2300'

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

SPEED MAX 250 KT AT OR BELOW FL100



UTNU/UGC
URGENCH

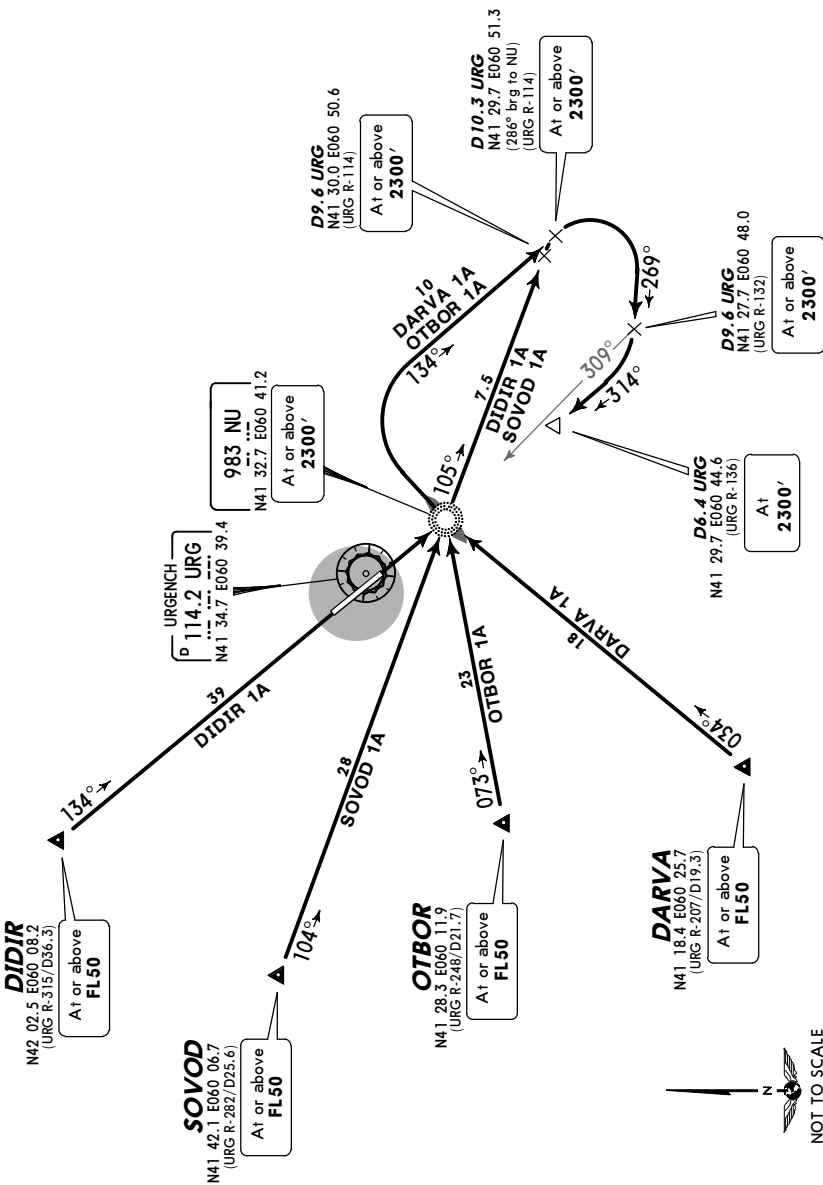
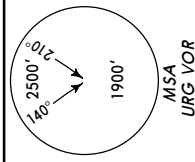
JEPPESSEN
14 NOV 14 (10-2D)

URGENCH, UZBEKISTAN
STAR

Apt Elev
322'

Alt Set: hPa
Trans level: FL50 Trans alt: 2300'

DARVA 1A [DARV1A], DIDIR 1A [DIDI1A]
OTBOR 1A [OTBO1A], SOVOD 1A [SOVO1A]
RWY 31 ARRIVALS
~~SPEED~~ MAX 250 KT AT OR BELOW FL100



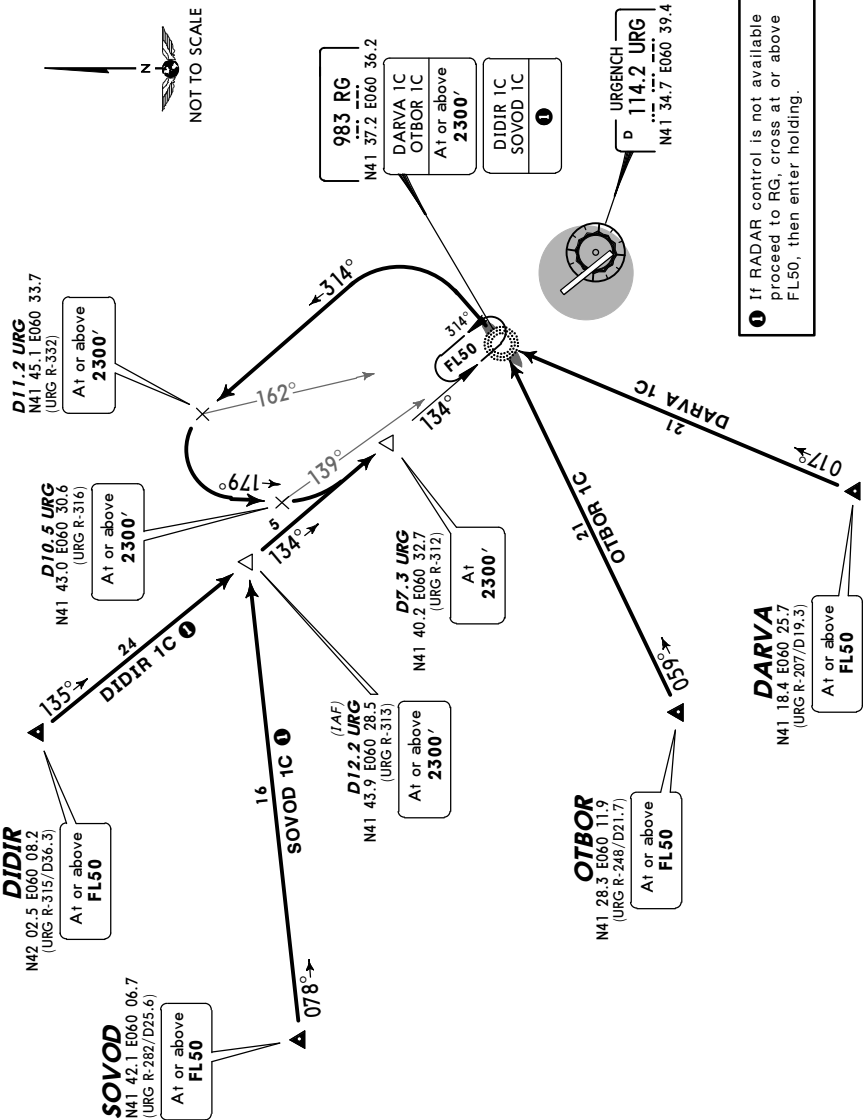
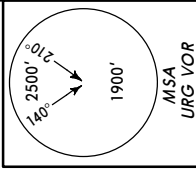
UTNU/UGC
URGENCH

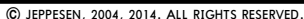
JEPPESSEN
14 NOV 14 (10-2E)

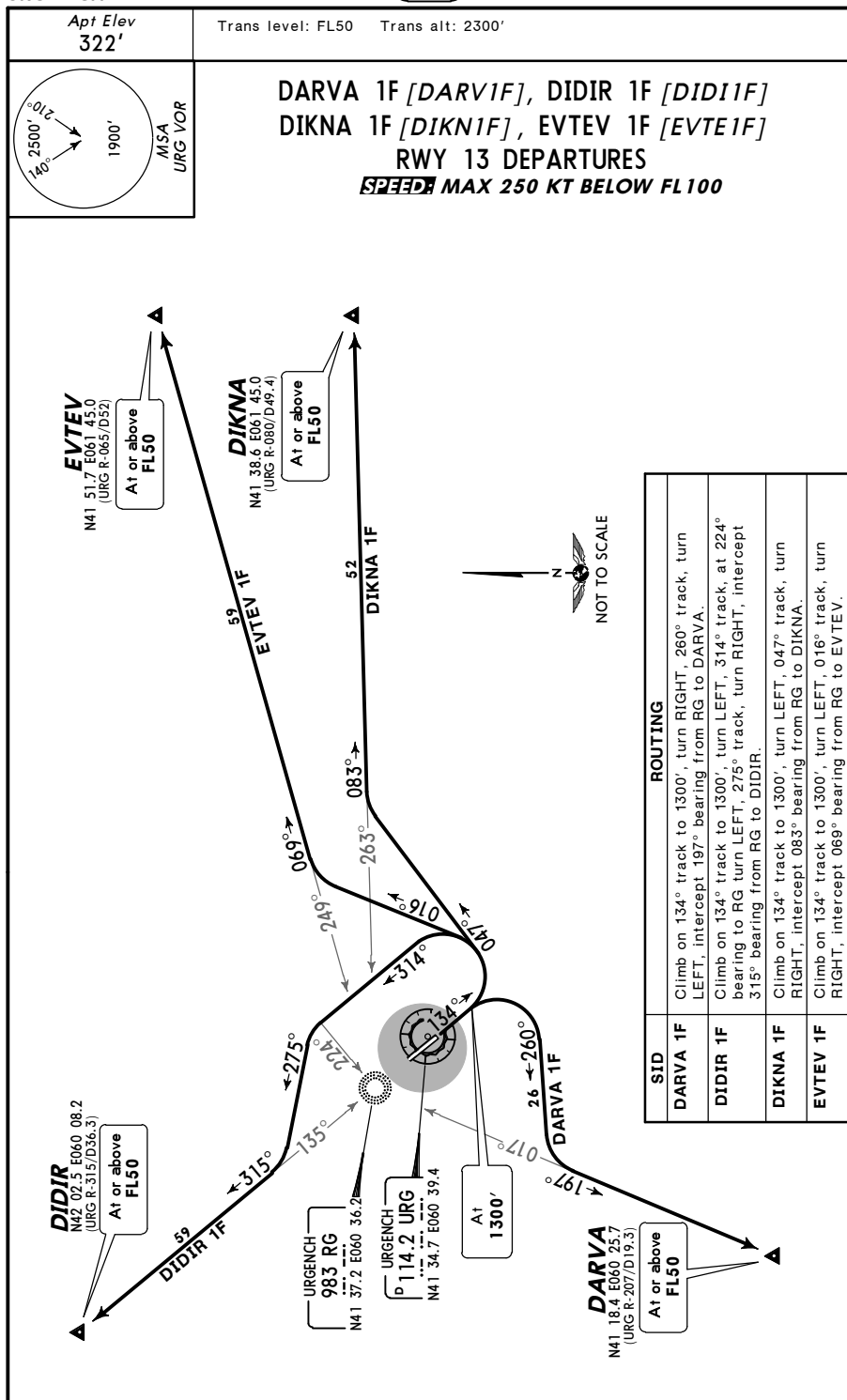
URGENCH, UZBEKISTAN
STAR

Apt Elev 322'
Alt Set: hPa
Trans level: FL50 Trans alt: 2300'

DARVA 1C [DARVIC] , DIDIR 1C [DIDI1C]
OTBOR 1C [OTBO1C] , SOVOD 1C [SOVO1C]
RWY 13 ARRIVALS
SPEED MAX 250 KT AT OR BELOW FL100







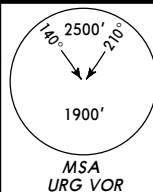
UTNU/UGC
URGENCH

JEPPESSEN
14 NOV 14 (10-3B)

URGENCH, UZBEKISTAN
SID

Apt Elev
322'

Trans level: FL50 Trans alt: 2300'



IVLUS 1E [IVLU1E], MAKIX 1E [MAKI1E]

NESVA 1E [NESV1E]

RWY 31 DEPARTURES

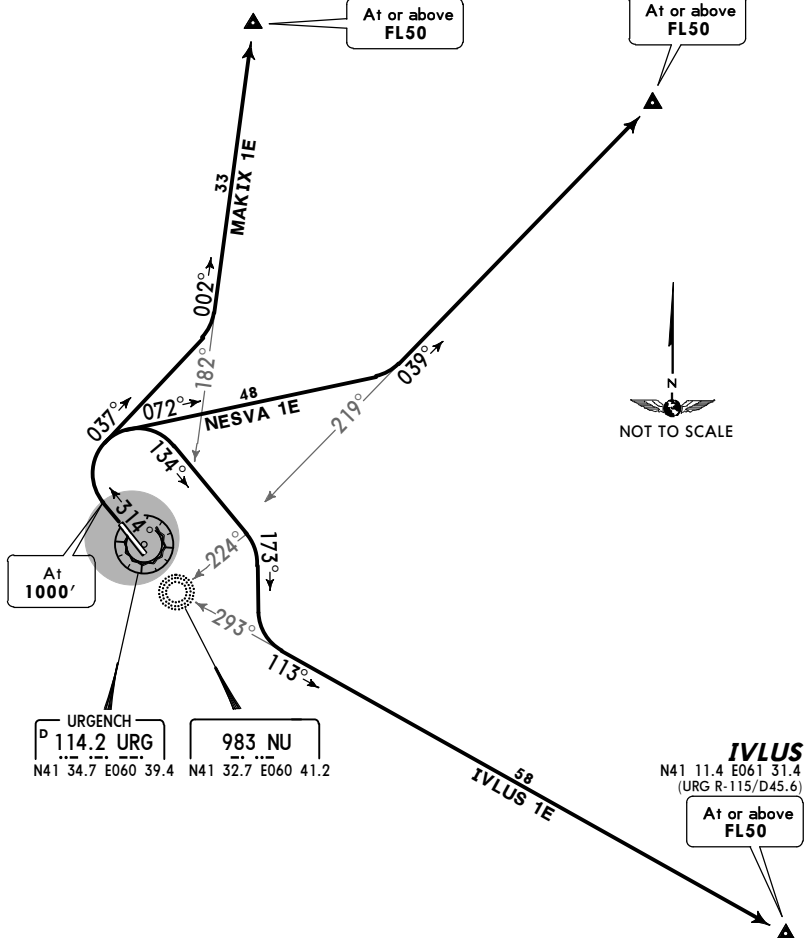
SPEED: MAX 250 KT BELOW FL100

MAKIX
N42 06.0 E060 47.3
(URG R-005/D31.9)

At or above
FL50

NESVA
N42 02.6 E061 20.3
(URG R-042/D41.4)

At or above
FL50



URGENCH
P 114.2 URG
N41 34.7 E060 39.4

983 NU
N41 32.7 E060 41.2

IVLUS
N41 11.4 E061 31.4
(URG R-115/D45.6)

At or above
FL50

SID	ROUTING
IVLUS 1E	Climb on 314° track to 1000', 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 1000', turn RIGHT, 037° track, turn LEFT, intercept 002° bearing from NU to MAKIX.
NESVA 1E	Climb on 314° track to 1000', turn RIGHT, 072° track, turn LEFT, intercept 039° bearing from NU to NESVA.

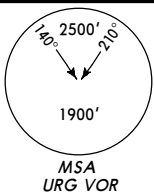
UTNU/UGC
URGENCH

 **JEPPESSEN**
14 NOV 14 **(10-3C)**

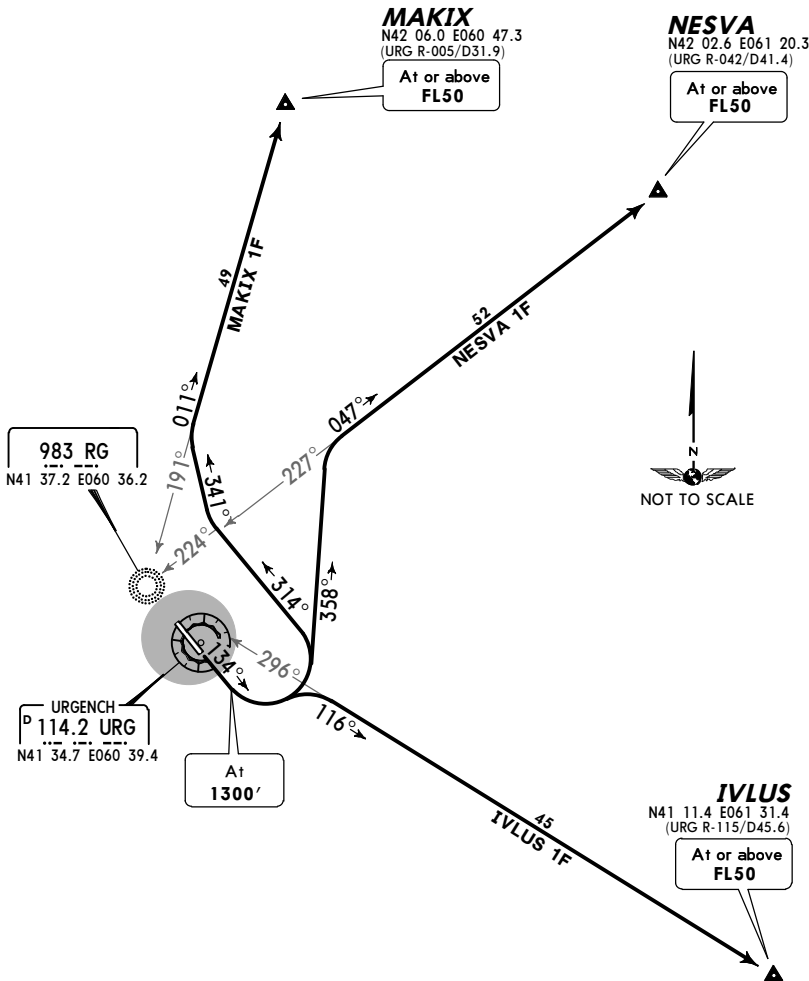
URGENCH, UZBEKISTAN
SID

Apt Elev
322'

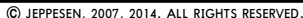
Trans level: FL50 Trans alt: 2300'

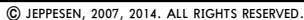


**IVLUS 1F [IVLU1F], MAKIX 1F [MAKI1F]
NESVA 1F [NESV1F]
RWY 13 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100



SID	ROUTING
IVLUS 1F	Climb on 134° track to 1300', turn LEFT, intercept 116° bearing from RG to IVLUS.
MAKIX 1F	Climb on 134° track to 1300', 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 1300', turn LEFT, 358° track, turn RIGHT, intercept 047° bearing from RG to NESVA.

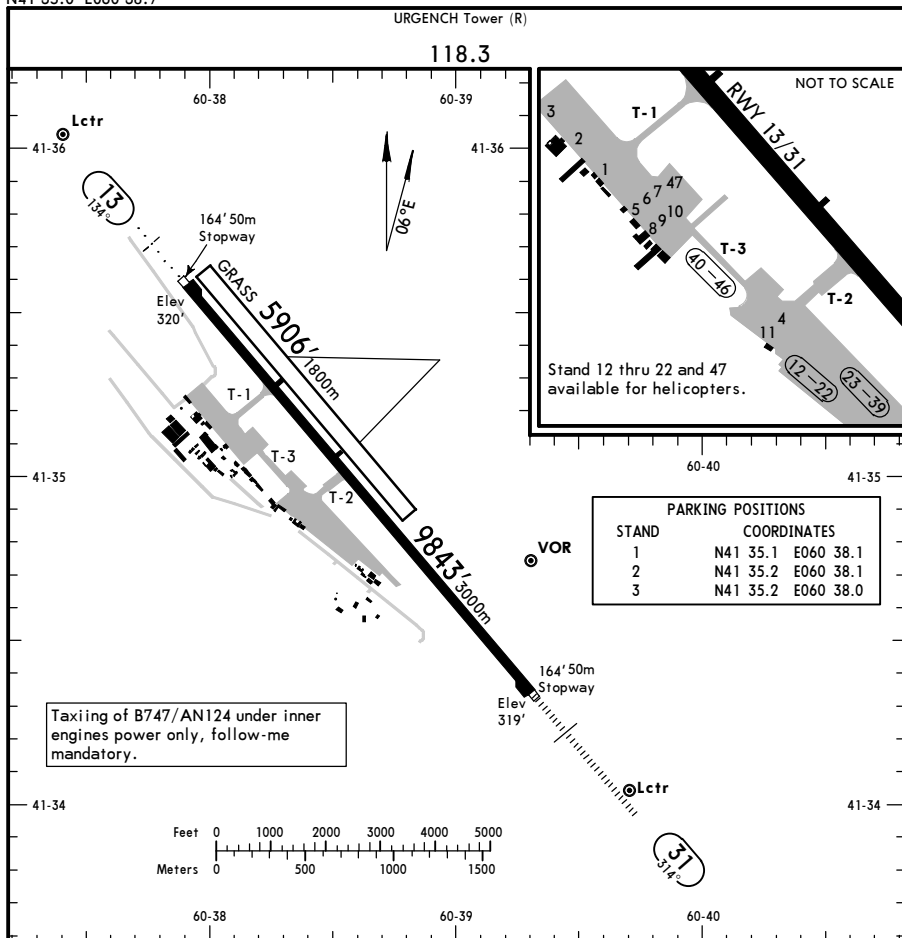




UTNU/UGC

Apt Elev **321'**
N41 35.0 E060 38.7

JEPPESSEN **URGENCH, UZBEKISTAN**
7 AUG 15 **(10-9)**
URGENCH



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Landing Beyond			
				Threshold	Glide Slope		
13	HIRL (60m)	MIALS	PAPI-L			1	164' 50m
31	HIRL (60m)	HIALS	PAPI-R		8628'2630m		
13							328' 100m
31	Grass runway						

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

DAY
RCLM or RL

NIGHT
RL

RCLM (DAY only)
or RL

A
B
C
D

300m

300m

400m

400m

UTNU/UGC

Standard
URGENCH, UZBEKISTAN
URGENCH

STRAIGHT-IN RWY		A	B	C	D
13	2 NDB ❶	650' (330') ceiling 100m- 2000m	650' (330') ceiling 100m- 2000m	650' (330') ceiling 100m- 2000m	650' (330') ceiling 100m- 2000m
	NDB ❶	650' (330')	650' (330')	650' (330')	650' (330')
	with FAF	ceiling 200m- 3000m	ceiling 200m- 3000m	ceiling 300m- 5000m	ceiling 300m- 5000m
	NDB ❶	900' (580')	900' (580')	900' (580')	900' (580')
31	w/o FAF	ceiling 200m- 3000m	ceiling 200m- 3000m	ceiling 300m- 5000m	ceiling 300m- 5000m
	ILS	519' (200') 800m	519' (200') 800m	519' (200') 800m	519' (200') 800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	670' (351') ceiling 105m- 1500m	670' (351') ceiling 105m- 1500m	670' (351') ceiling 105m- 1500m	670' (351') ceiling 105m- 1500m
	ALS out	ceiling 105m- 1600m	ceiling 105m- 1600m	ceiling 105m- 1600m	ceiling 105m- 1600m
	NDB ❶	750' (431')	750' (431')	750' (431')	750' (431')
	with FAF	ceiling 200m- 3000m	ceiling 200m- 3000m	ceiling 300m- 5000m	ceiling 300m- 5000m
	NDB ❶	1000' (681')	1000' (681')	1000' (681')	1000' (681')
	w/o FAF	ceiling 210m- 3000m	ceiling 210m- 3000m	ceiling 300m- 5000m	ceiling 300m- 5000m
	ALS out	ceiling 210m- 3200m	ceiling 210m- 3200m	ceiling 300m- 5000m	ceiling 300m- 5000m

❶ Continuous Descent Final Approach.

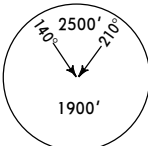
CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

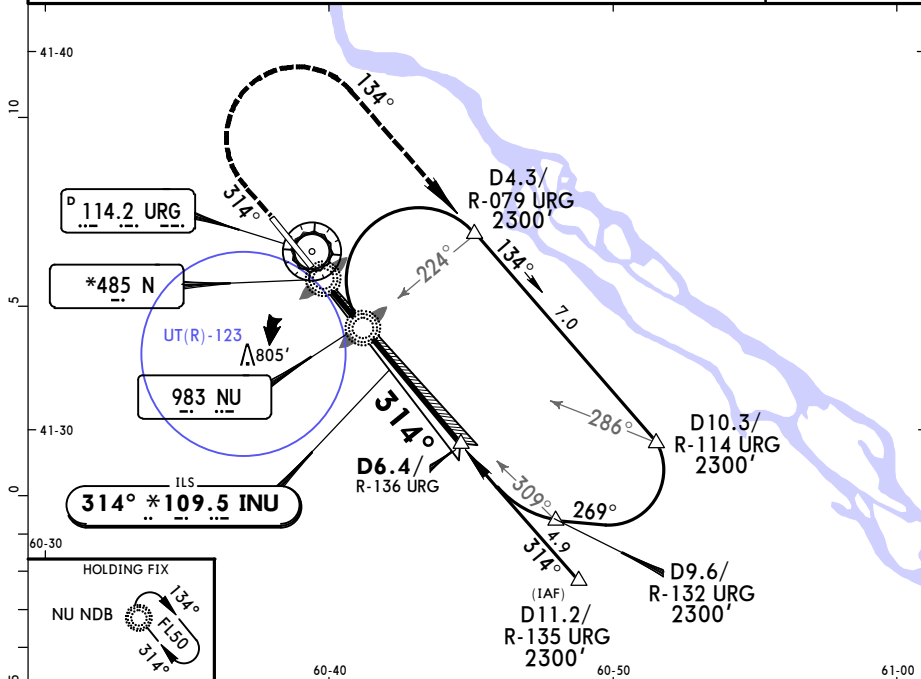
TAKE-OFF RWY 13, 31				
LVP must be in Force				
	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A	300m	300m	400m	500m
B				
C		400m		
D				

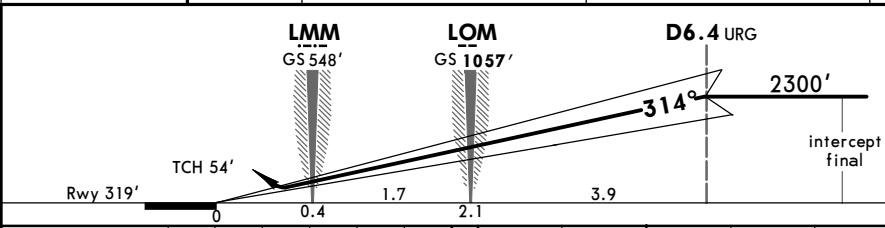
UTNU/UGC
URGENCH

JEPPesen
7 AUG 15 (11-1)

URGENCH, UZBEKISTAN
ILS Rwy 31

URGENCH Approach				URGENCH Tower (R)	
126.0				118.3	
LOC INU *109.5	Final Appch Crs 314°	GS LOM 1057' (738')	ILS DA(H) 519' (200')	Apt Elev 322'	Rwy 319'
MISSED APCH: Climb on 314° to 1000', then turn RIGHT on 134° climbing to 2300', then according to chart or as directed.					
Alt Set: hPa	Rwy Elev: 12 hPa	Trans level: FL 50	Trans alt: 2300'	MSA URG VOR	



						
Gnd speed-Kts	70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	849
HIALS PAPI 1000' on 314° 134° RT 2300'						

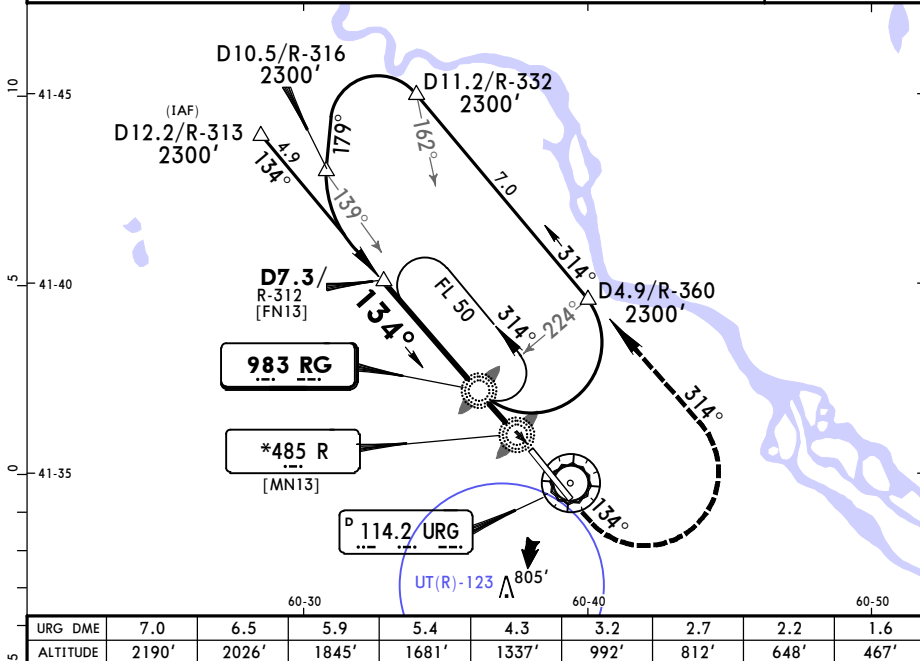
STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND		
ILS DA(H) 519' (200')		LOC (GS out)			
FULL		ALS out			
A			A	NOT AUTHORIZED	
B			B		
C	800m	1200m	C		
D			D		

UTNU/UGC
URGENCH

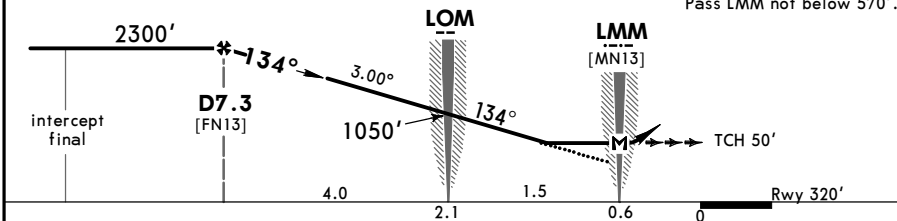
JEPPesen
7 AUG 15 (16-1)

URGENCH, UZBEKISTAN
2 NDB or NDB Rwy 13

BRIEFING STRIP™	URGENCH Approach				URGENCH Tower (R)		
	126.0				118.3		
	NDB RG 983	Final Apch Crs 134°	Minimum Alt D7.3 2300' (1980')	2 NDB MDA(H) 650' (330')	Apt Elev 322'		
	MISSED APCH: Climb on 134° to 1300', then turn LEFT on 314° climbing to 2300', then according to chart or as directed.						
	Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL 50		Trans alt: 2300'
							MSA URG VOR



Pass LMM not below 570'.



Gnd speed-Kts	70	90	100	120	140	160	MALS PAPI	1300' on 134°	314° LT	2300'
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

STRAIGHT-IN LANDING RWY 13				CEILING REQUIRED		CIRCLE-TO-LAND	
2 NDB		with FAF		NDB			
		w/o FAF					
MDA(H) 650' (330')		MDA(H) 650' (330')		MDA(H) 900' (580')			
A	100m - VIS 2000m	200m - VIS 3000m		200m - VIS 3000m		A	NOT AUTHORIZED
B						B	
C		300m - VIS 5000m		300m - VIS 5000m		C	
D						D	

PANS OPS

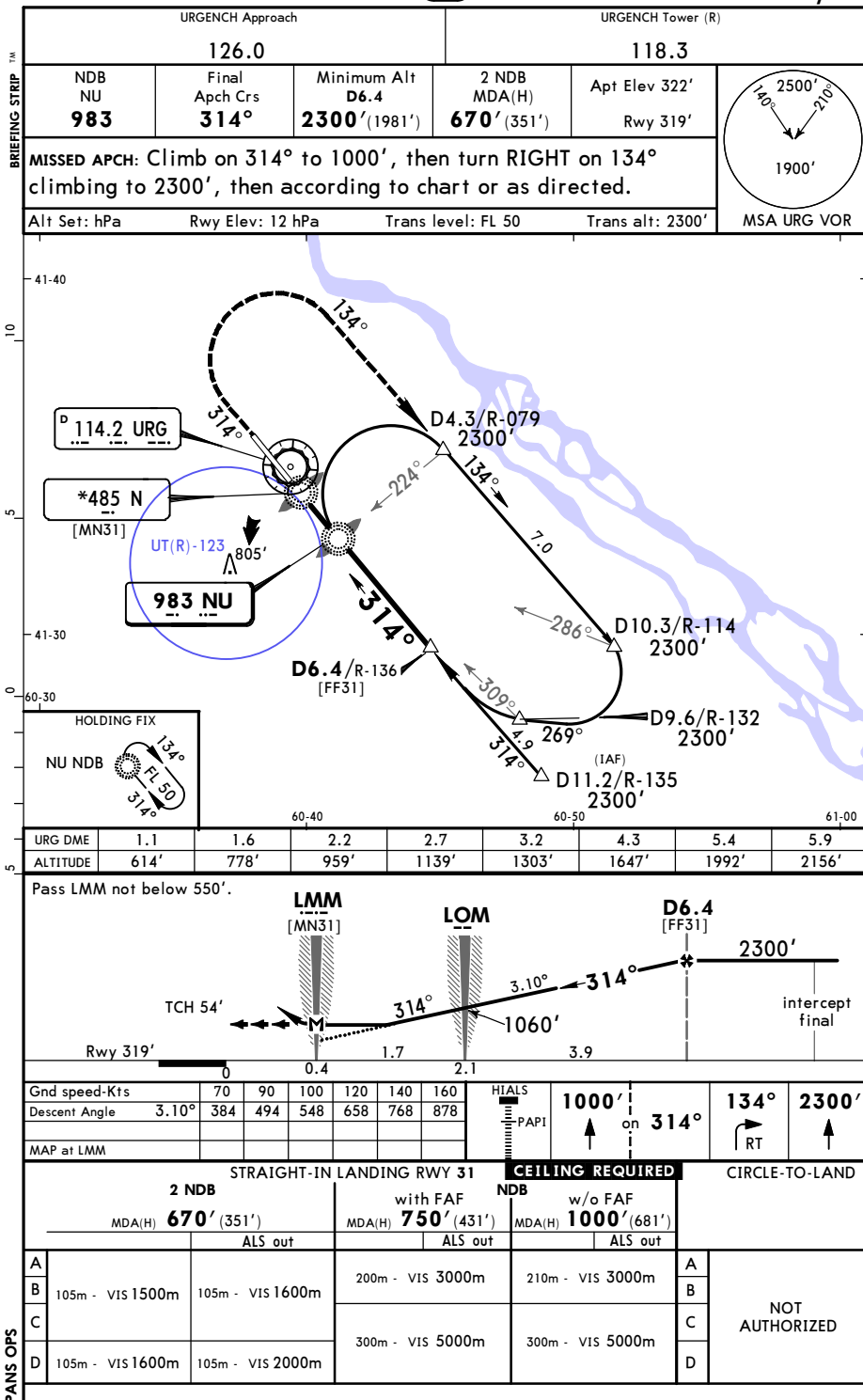
CHANGES: Apt elev. Procedure.

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UTNU/UGC
URGENCH

JEPPesen
7 AUG 15 (16-2)

URGENCH, UZBEKISTAN
2 NDB or NDB Rwy 31



URGENCH, (URGENCH - UTNU)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTNU