

## List of pages in this Trip Kit

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Airport Information For UTNU  
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Notebook

## General Information

Location: URGENCH UZB  
ICAO/IATA: UTNU / UGC  
Lat/Long: N41° 34.95', E060° 38.62'  
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: 0044 Z  
Sunset: 1524 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

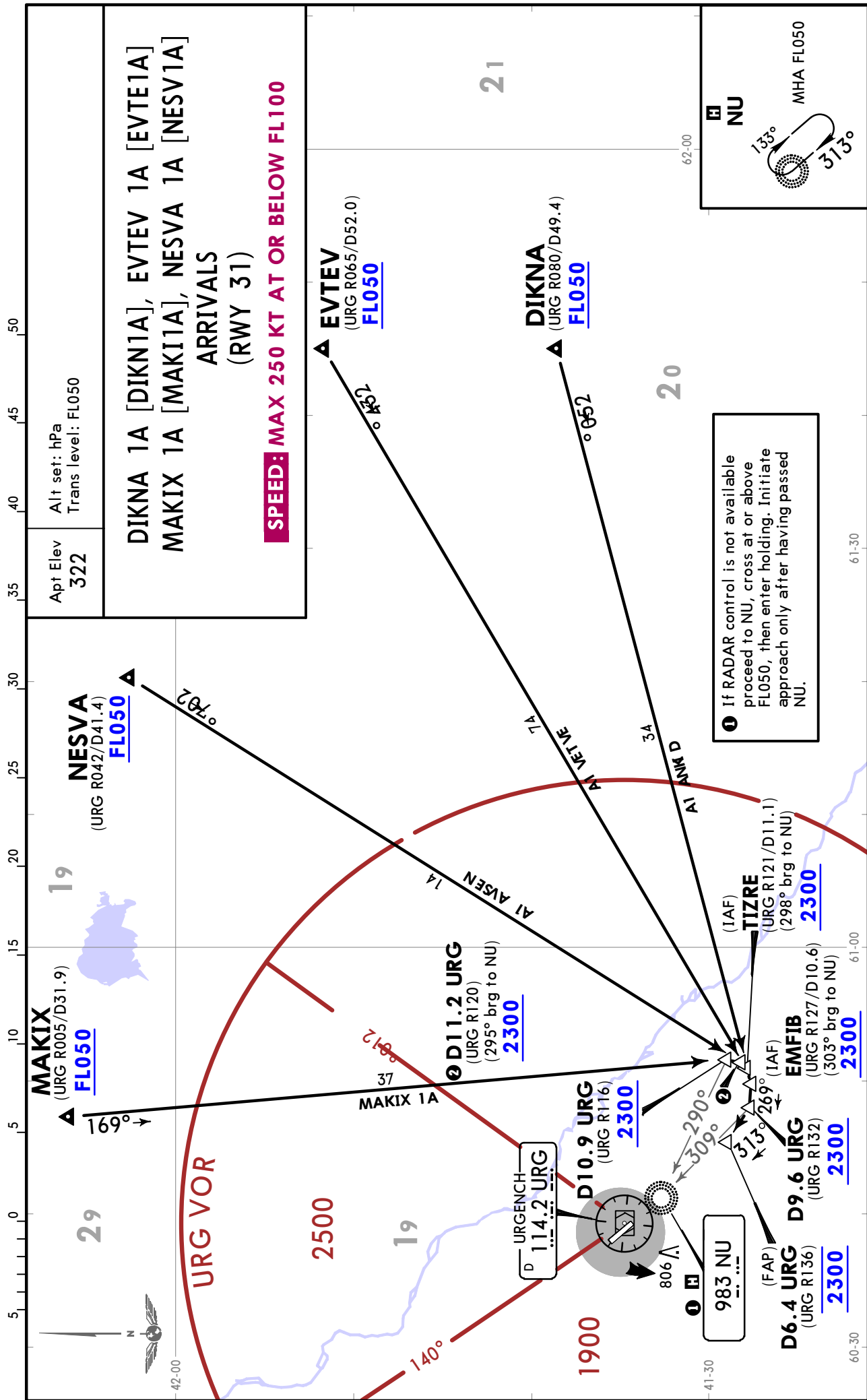
## Communication Information

Urgench Tower: 118.300 VHF-DF  
Urgench Approach: 126.000  
Urgench Transit Operations: 131.800 Non-English

UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 10-2

URGENCH, UZBEKISTAN  
STAR



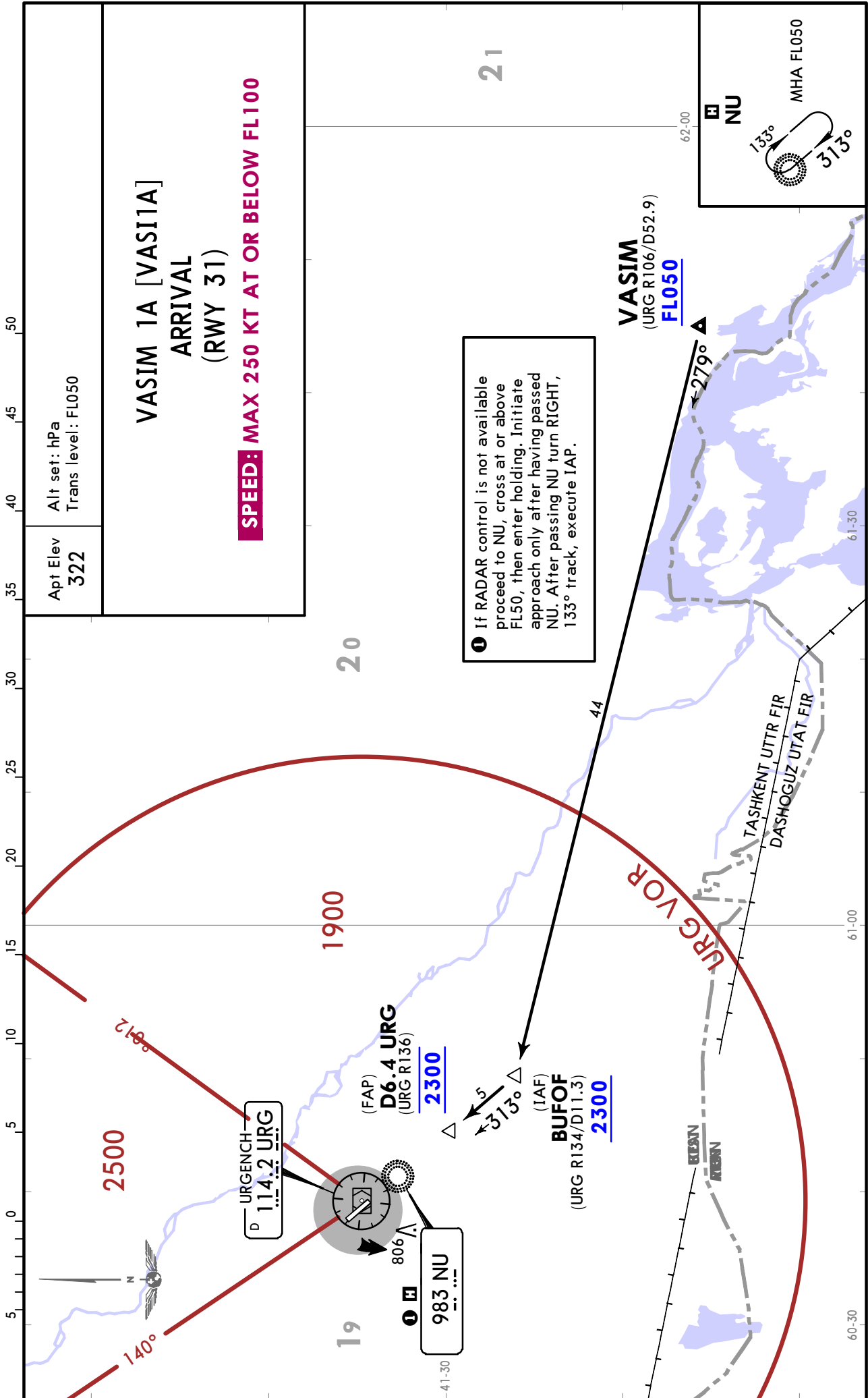


# UTNU/UGC URGENCH

4 MAR 22 **10-2B**

# URGENCH, UZBEKISTAN

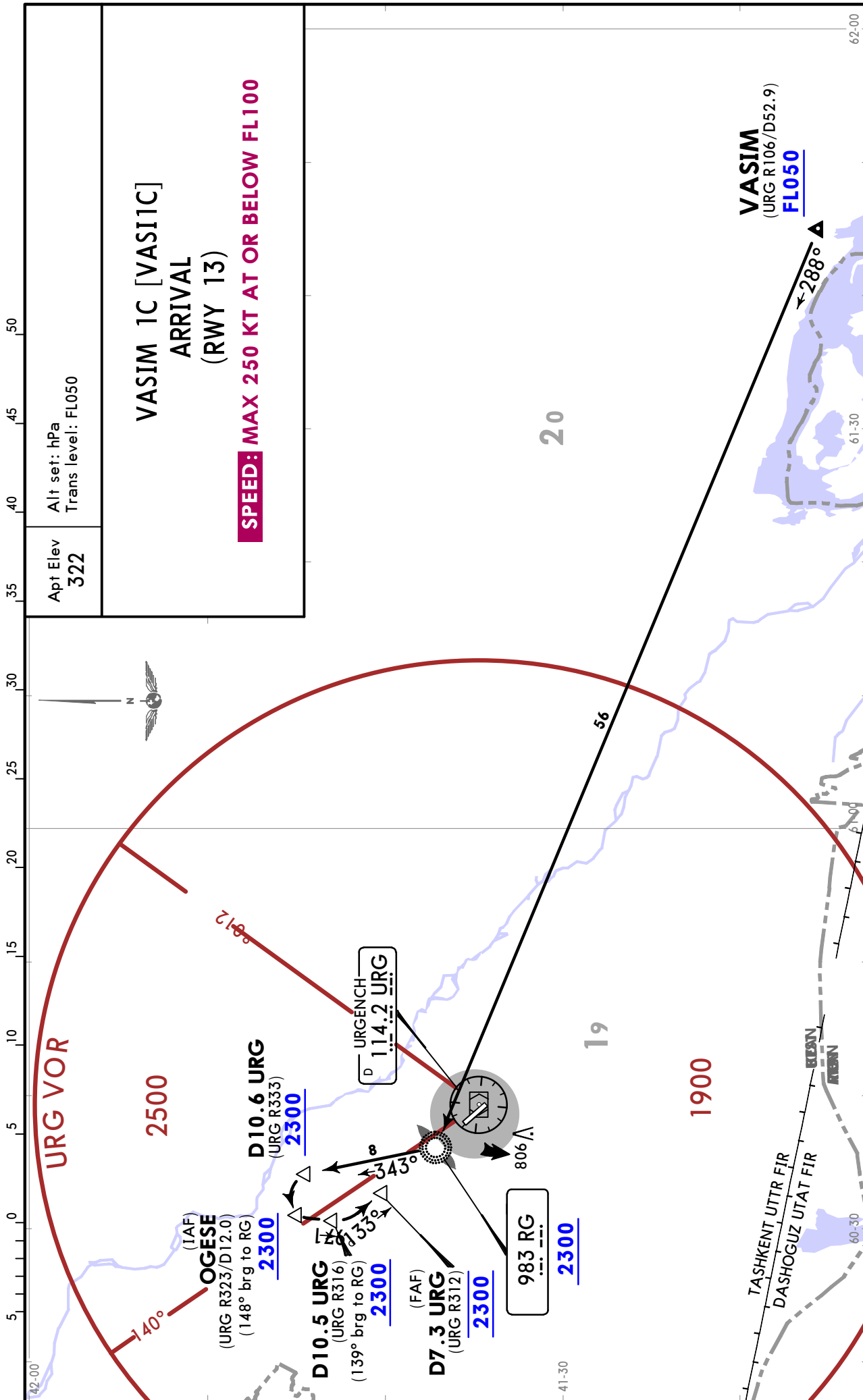
**STAR**



UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 10-2C

URGENCH, UZBEKISTAN  
STAR



UTNU/UGC  
URGENCH

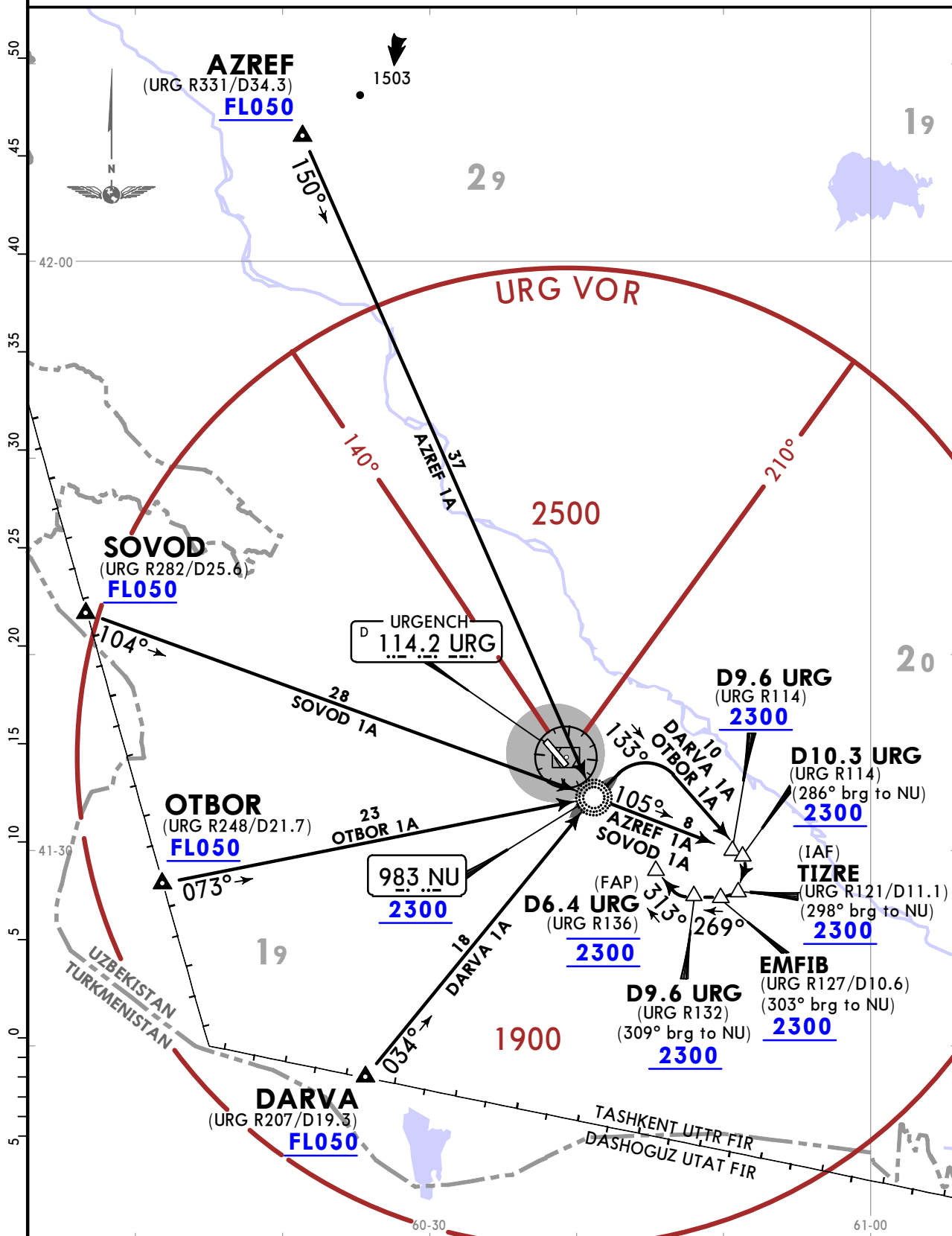
JEPPESSEN  
4 MAR 22 (10-2D)

URGENCH, UZBEKISTAN  
STAR

Apt Elev 322  
Alt set: hPa  
Trans level: FL050

AZREF 1A [AZRE1A], DARVA 1A [DARV1A]  
OTBOR 1A [OTBO1A], SOVOD 1A [SOVO1A]  
ARRIVALS  
(RWY 31)

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

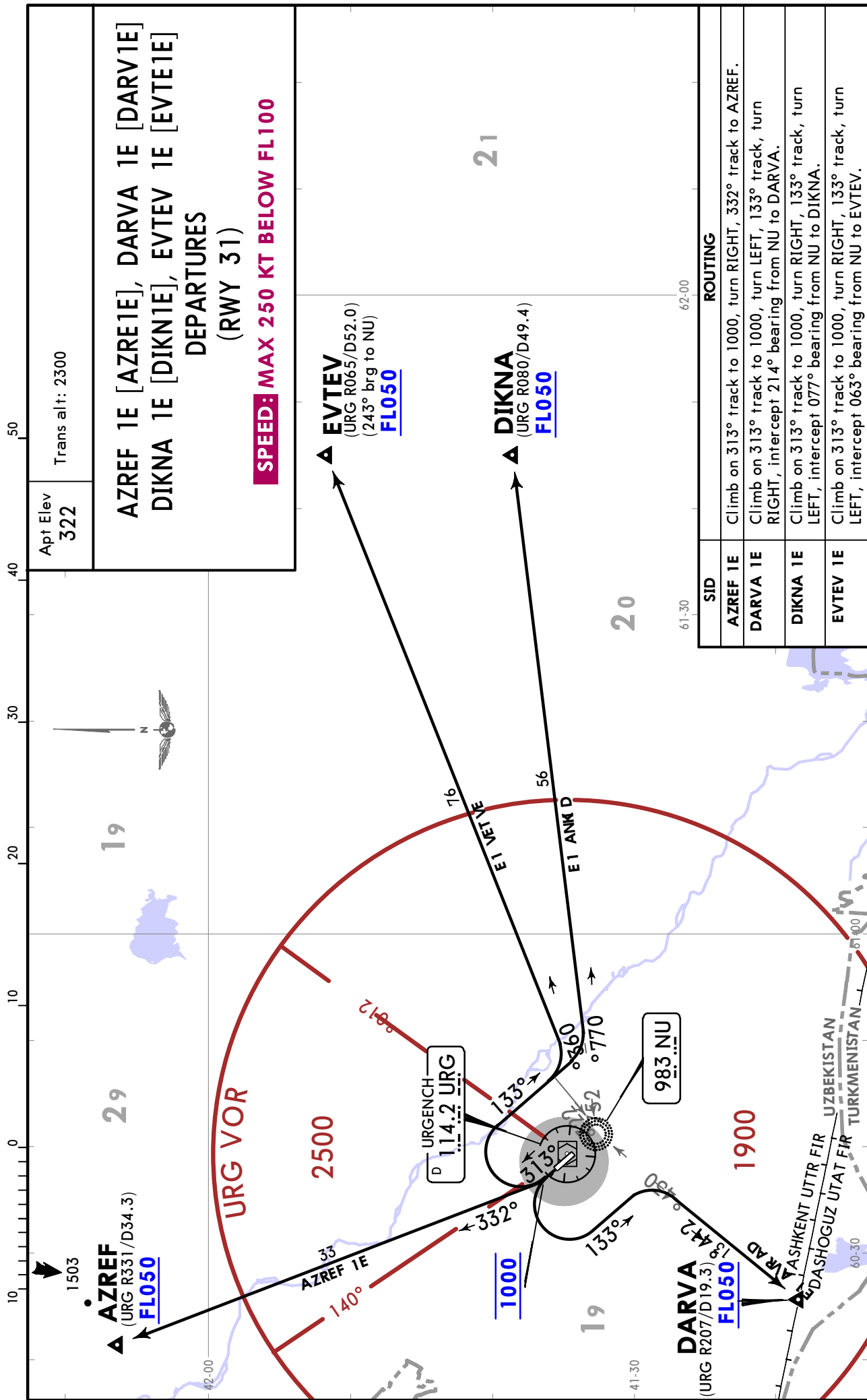




UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 (10-3)

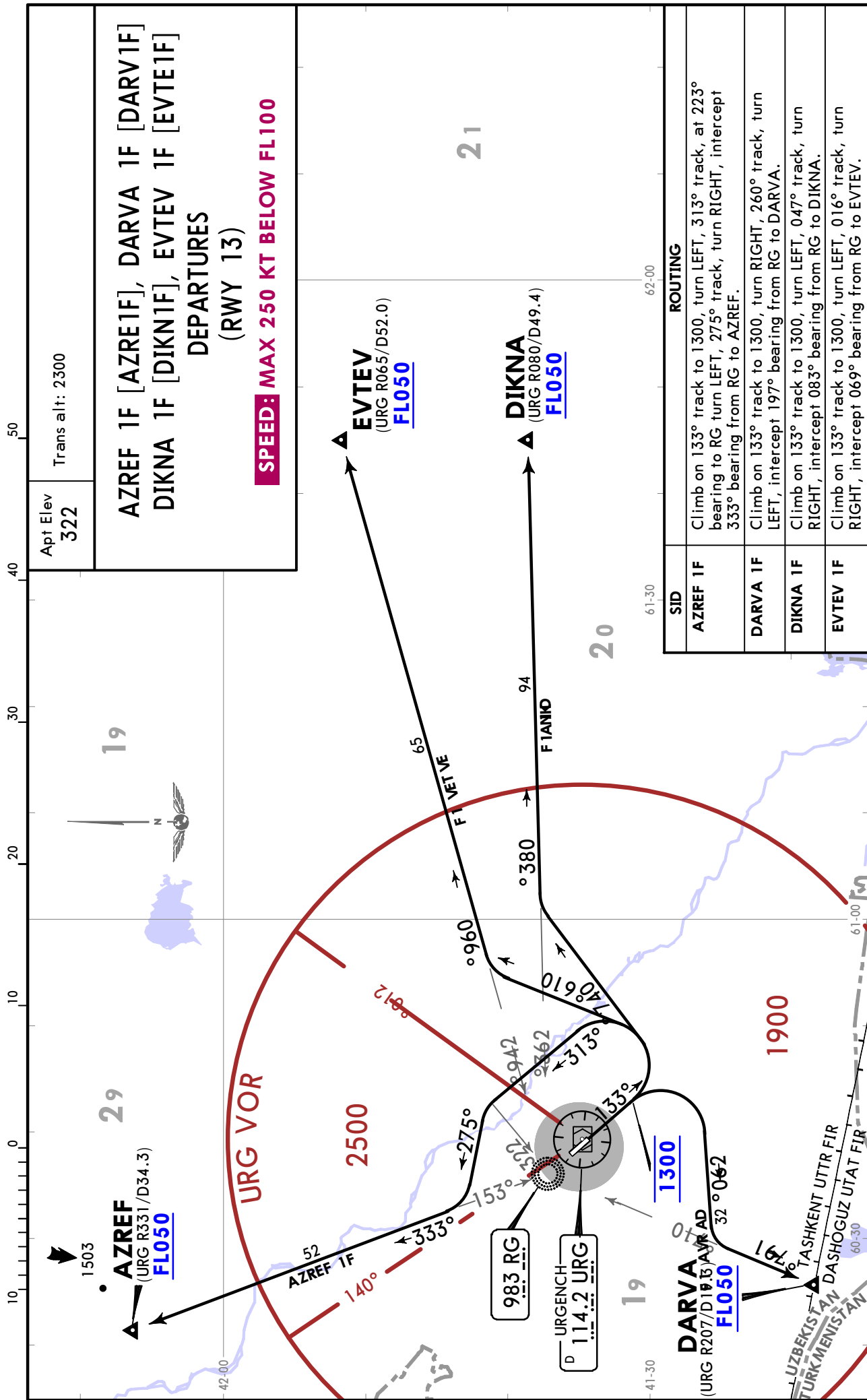
URGENCH, UZBEKISTAN  
SID



UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 (10-3A)

URGENCH, UZBEKISTAN  
SID



UTNU/UGC  
URGENCH

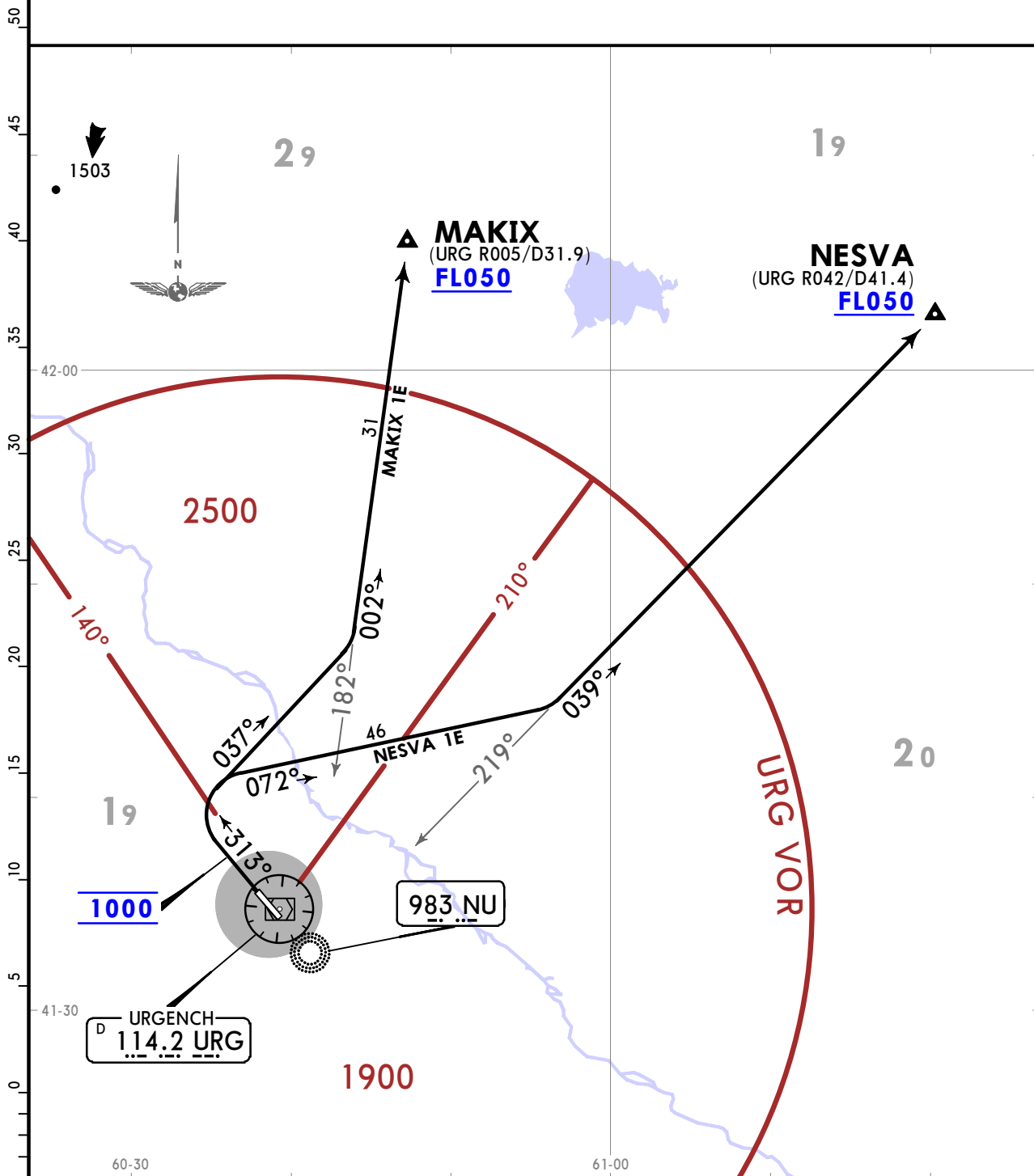
JEPPESEN  
4 MAR 22 (10-3B)

URGENCH, UZBEKISTAN  
SID

Apt Elev  
322  
Trans alt: 2300

MAKIX 1E [MAKI1E]  
NESVA 1E [NESV1E]  
DEPARTURES  
(RWY 31)

**SPEED: MAX 250 KT BELOW FL100**



SID	ROUTING
MAKIX 1E	Climb on 313° track to 1000, turn RIGHT, 037° track, turn LEFT, intercept 002° bearing from NU to MAKIX.
NESVA 1E	Climb on 313° track to 1000, turn RIGHT, 072° track, turn LEFT, intercept 039° bearing from NU to NESVA.

UTNU/UGC  
URGENCH

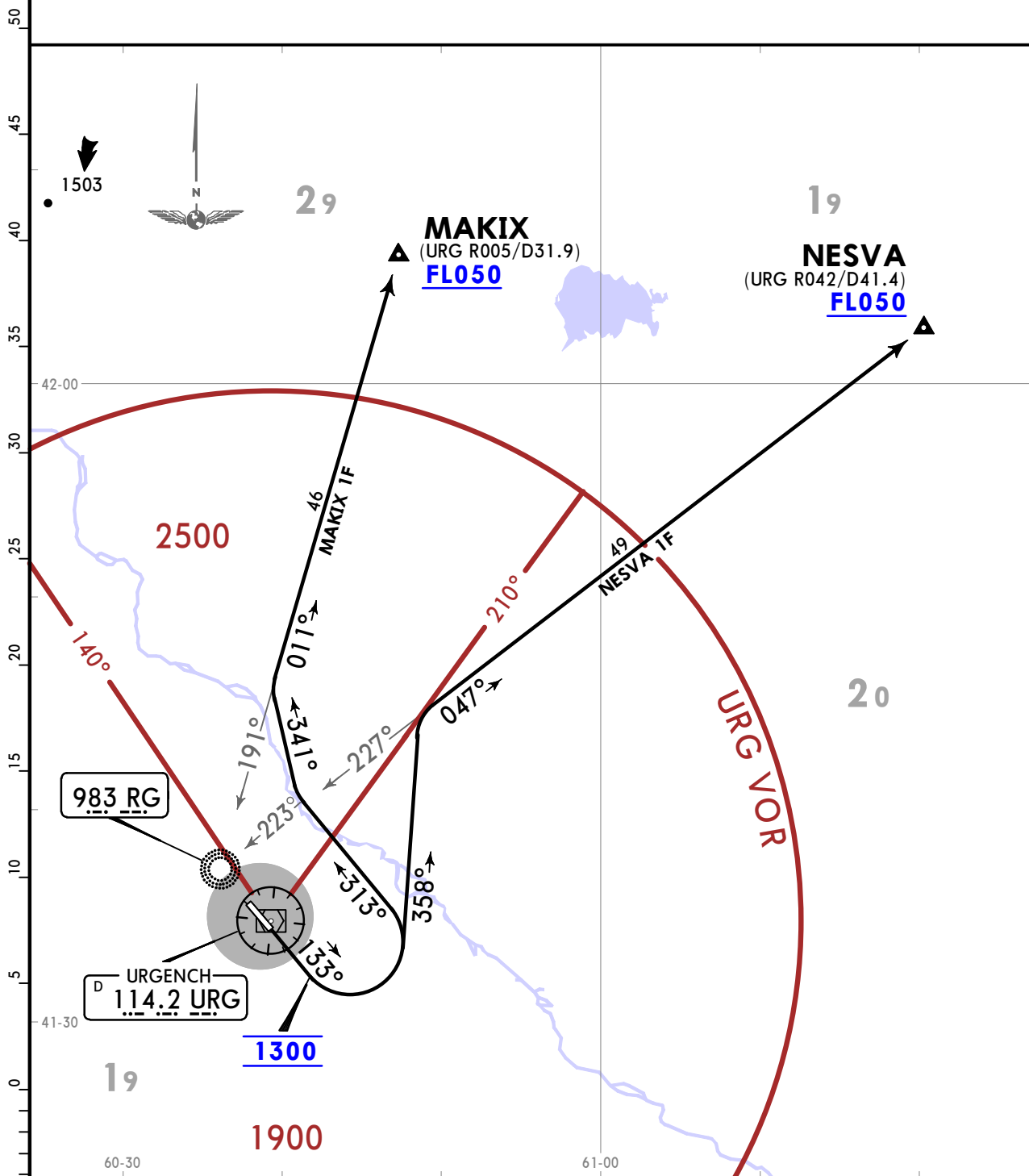
JEPPESEN  
4 MAR 22 (10-3C)

URGENCH, UZBEKISTAN  
SID

Apt Elev  
322  
Trans alt: 2300

MAKIX 1F [MAKI1F]  
NESVA 1F [NESV1F]  
DEPARTURES  
(RWY 13)

**SPEED: MAX 250 KT BELOW FL100**

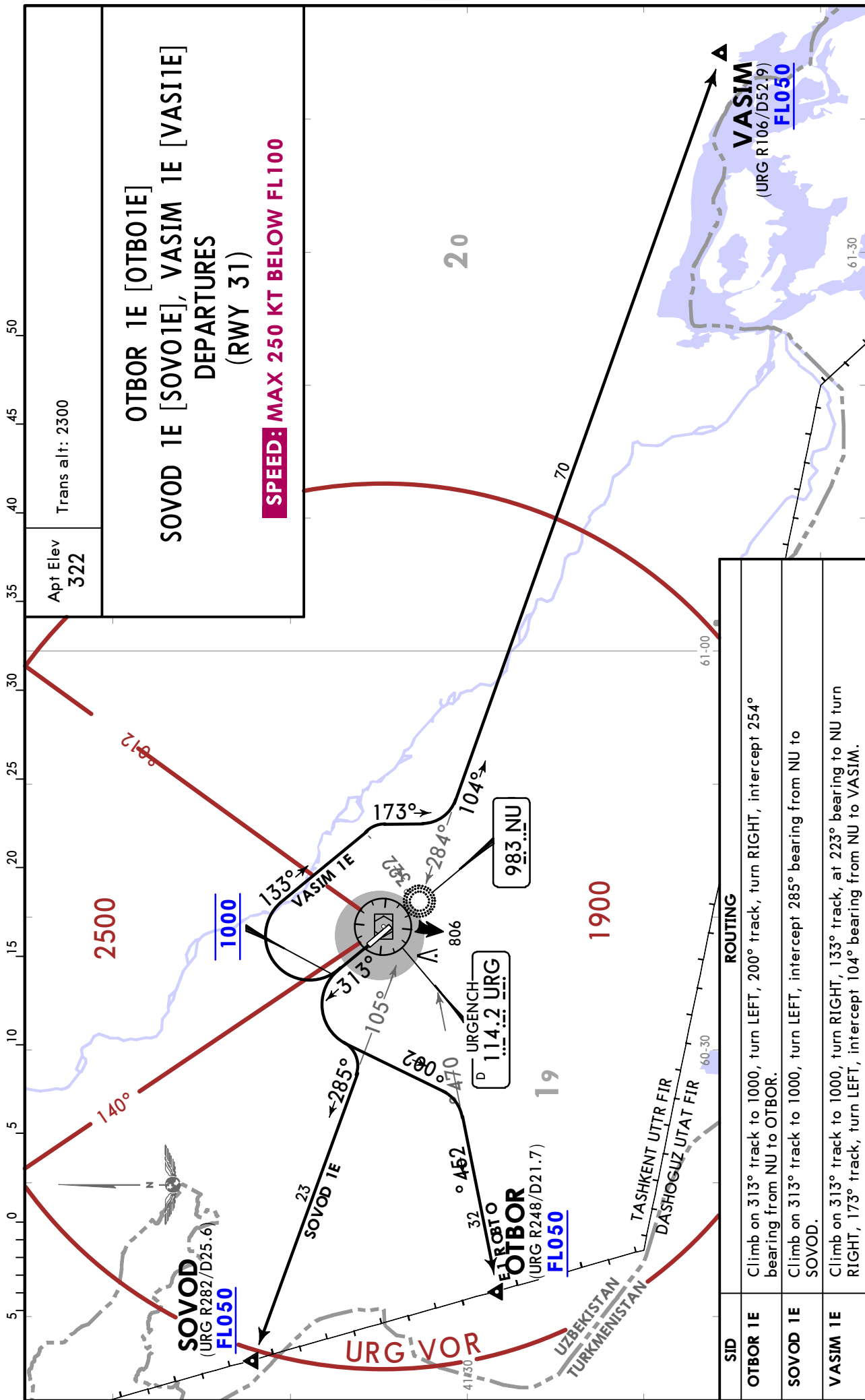


SID	ROUTING
MAKIX 1F	Climb on 133° track to 1300, turn LEFT, 313° track, at 223° bearing to RG turn RIGHT, 341° track, turn RIGHT, intercept 011° bearing from RG to MAKIX.
NESVA 1F	Climb on 133° track to 1300, turn LEFT, 358° track, turn RIGHT, intercept 047° bearing from RG to NESVA.

UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 (10-3D)

URGENCH, UZBEKISTAN  
SID



Apt Elev  
**322**

Trans alt: 2300

OTBOR 1E [OTBO1E]  
SOVOD 1E [SOVO1E], VASIM 1E [VASI1E]  
DEPARTURES  
(RWY 31)

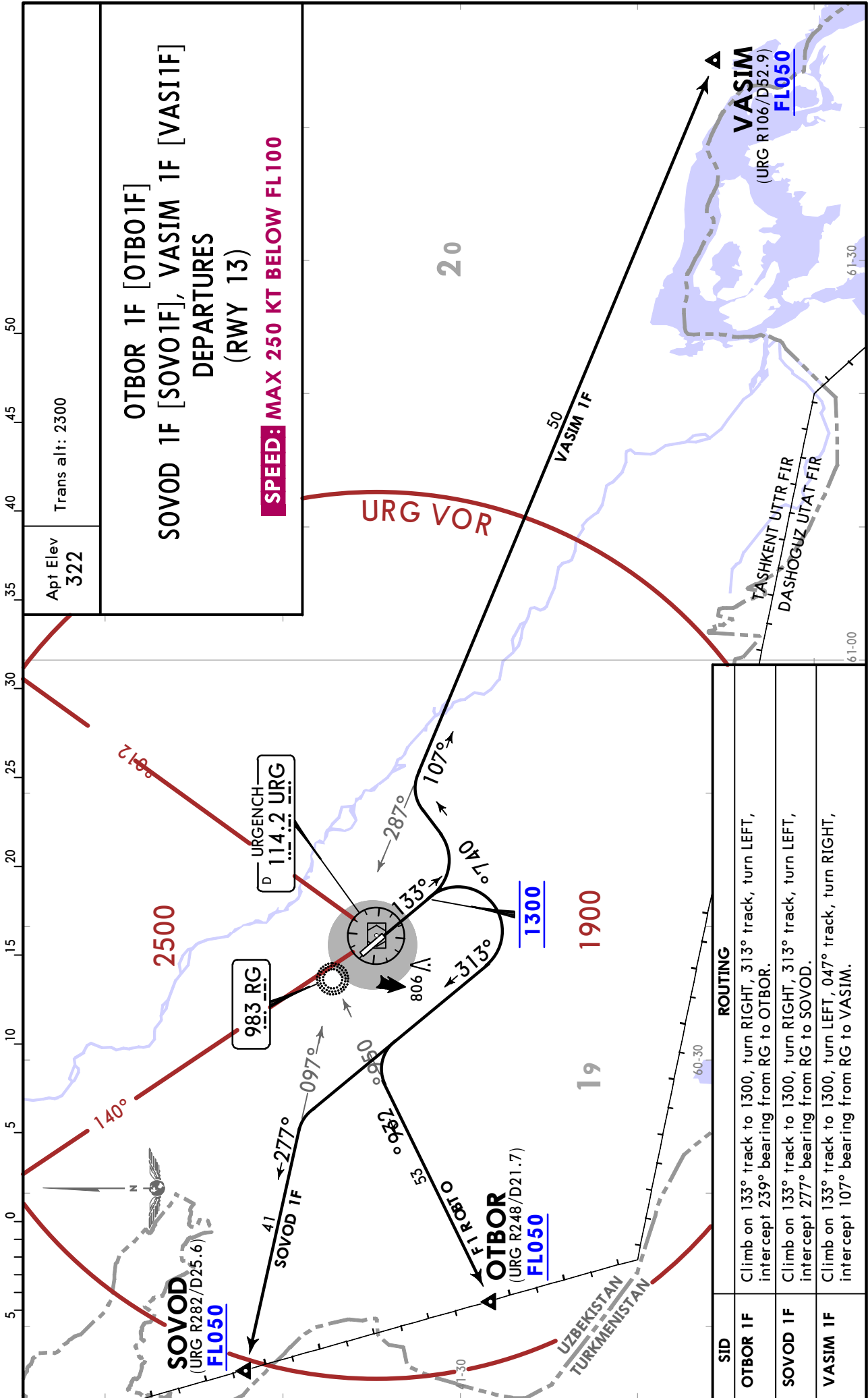
**SPEED: MAX 250 KT BELOW FL100**

SID	ROUTING
OTBOR 1E	Climb on 313° track to 1000, turn LEFT, 200° track, turn RIGHT, intercept 254° bearing from NU to OTBOR.
SOVOD 1E	Climb on 313° track to 1000, turn LEFT, intercept 285° bearing from NU to SOVOD.
VASIM 1E	Climb on 313° track to 1000, turn RIGHT, 133° track, at 223° bearing to NU turn RIGHT, 173° track, turn LEFT, intercept 104° bearing from NU to VASIM.

UTNU/UGC  
URGENCH

JEPPESSEN  
4 MAR 22 (10-3E)

URGENCH, UZBEKISTAN  
SID



CHANGES: New format.

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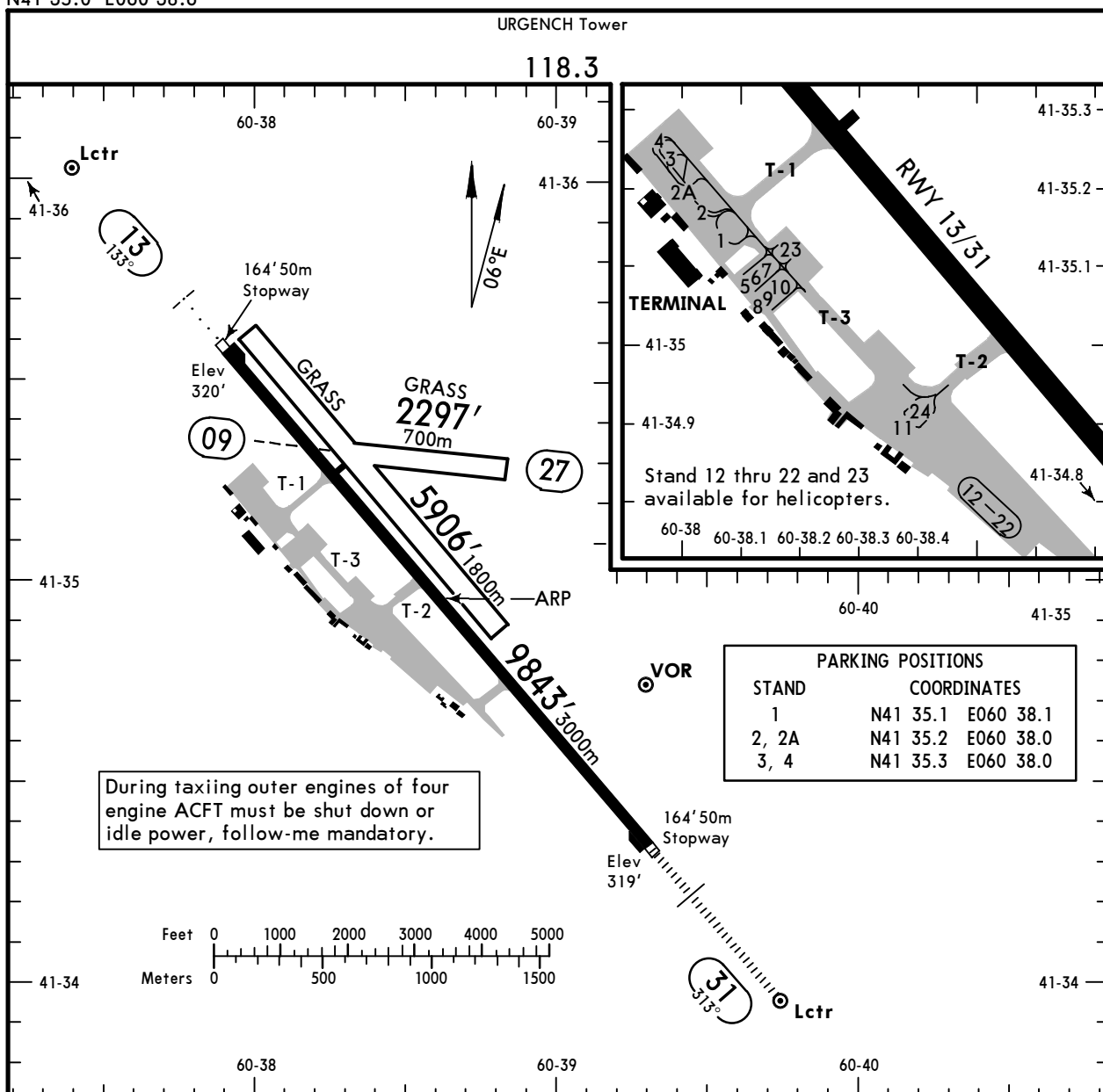
# UTNU/UGC

Apt Elev **322'**  
N41 35.0 E060 38.6

# JEPPESSEN URGENCH, UZBEKISTAN

2 JUL 21 (10-9) Eff 15 Jul

URGENCH



### ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND				
	Threshold	Glide Slope			
09					328' 100m
27					
13	HIRL (60m) MIALS PAPI-L (angle 3.0°)			①	164' 50m
31	HIRL (60m) HIALS PAPI-R (angle 3.0°)	8810' 2685m			
13	Grass runway				328' 100m
31					

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)

**State**

TAKE-OFF  
Main rwy 13/31

RL & RCLM		RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m			R/V500m	NA

UTNU/UGC



EASA AIR OPS

2 JUL 21

10-9S

Eff 15 Jul

URGENCH, UZBEKISTAN  
URGENCH

STRAIGHT-IN RWY		A	B	C	D
13	2 NDB ①	670' (350') V1800m	670' (350') V1800m	670' (350') V2000m	670' (350') V2000m
	NDB ①	1140' (820') V4600m	1140' (820') V4600m	1140' (820') V4800m	1140' (820') V4800m
31	ILS	519' (200') R750m/V800m	519' (200') R750m/V800m	519' (200') R750m/V800m	519' (200') R750m/V800m
	ALS out	R/V1200m	R/V1200m	R/V1200m	R/V1200m
	2 NDB ①	670' (351') V1500m	670' (351') V1500m	670' (351') V1700m	670' (351') V1700m
	NDB ①	1140' (821') V4200m	1140' (821') V4200m	1140' (821') V4400m	1140' (821') V4400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1310' (988') ceil 2300' - V10.0km	1310' (988') ceil 2300' - V10.0km	1310' (988') ceil 2300' - V10.0km	1310' (988') ceil 2300' - V10.0km

② NIGHT not authorized.

TAKE-OFF RWY 13/31

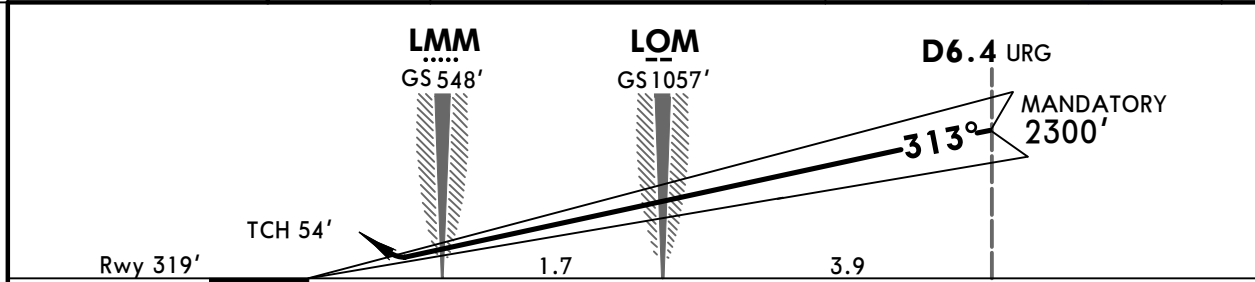
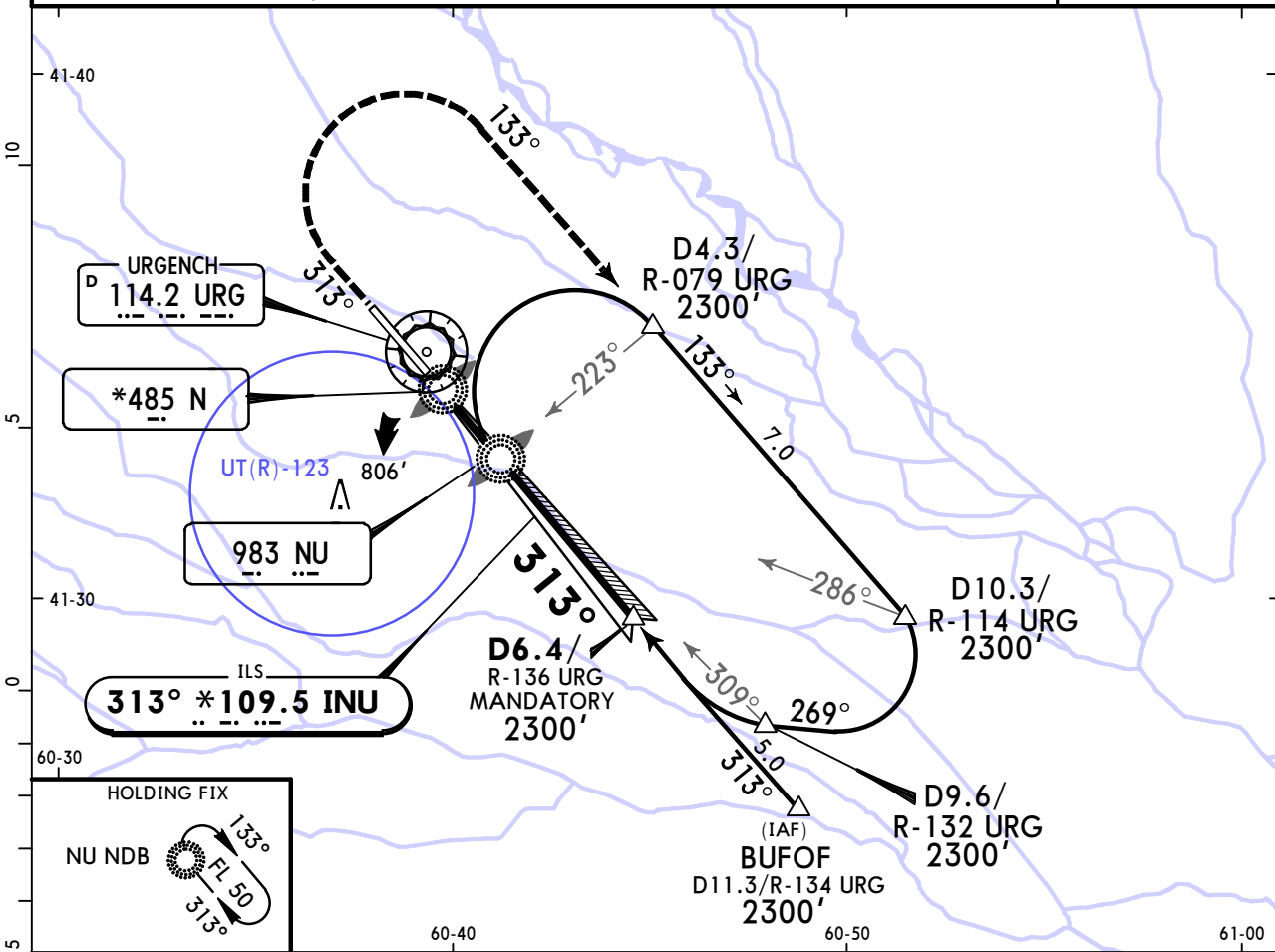
RL & RCLM		RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
		R300m	R/V500m	NA

# UTNU/UGC URGENCH

**JEPPESSEN**  
2 JUL 21 **(11-1)** Eff 15 Jul

# URGENCH, UZBEKISTAN ILS Rwy 31

URGENCH Approach				URGENCH Tower (R)	
126.0				118.3	
LOC INU <b>*109.5</b>	Final Apch Crs <b>313°</b>	<b>D6.4 URG</b> MANDATORY <b>2300'</b> (1981')	ILS DA(H) <b>519'</b> (200')	Apt Elev 322'	
<b>MISSED APCH:</b> Climb on 313° to 1000', then turn RIGHT on 133° climbing to 2300' or above, then according to chart, or as directed.					
Alt Set: hPa		Rwy Elev: 12 hPa	Trans level: FL 50	Trans alt: 2300'	



Gnd speed-Kts	70	90	100	120	140	160		MIN 2300'
GS	3.00°	372	478	531	637	849		

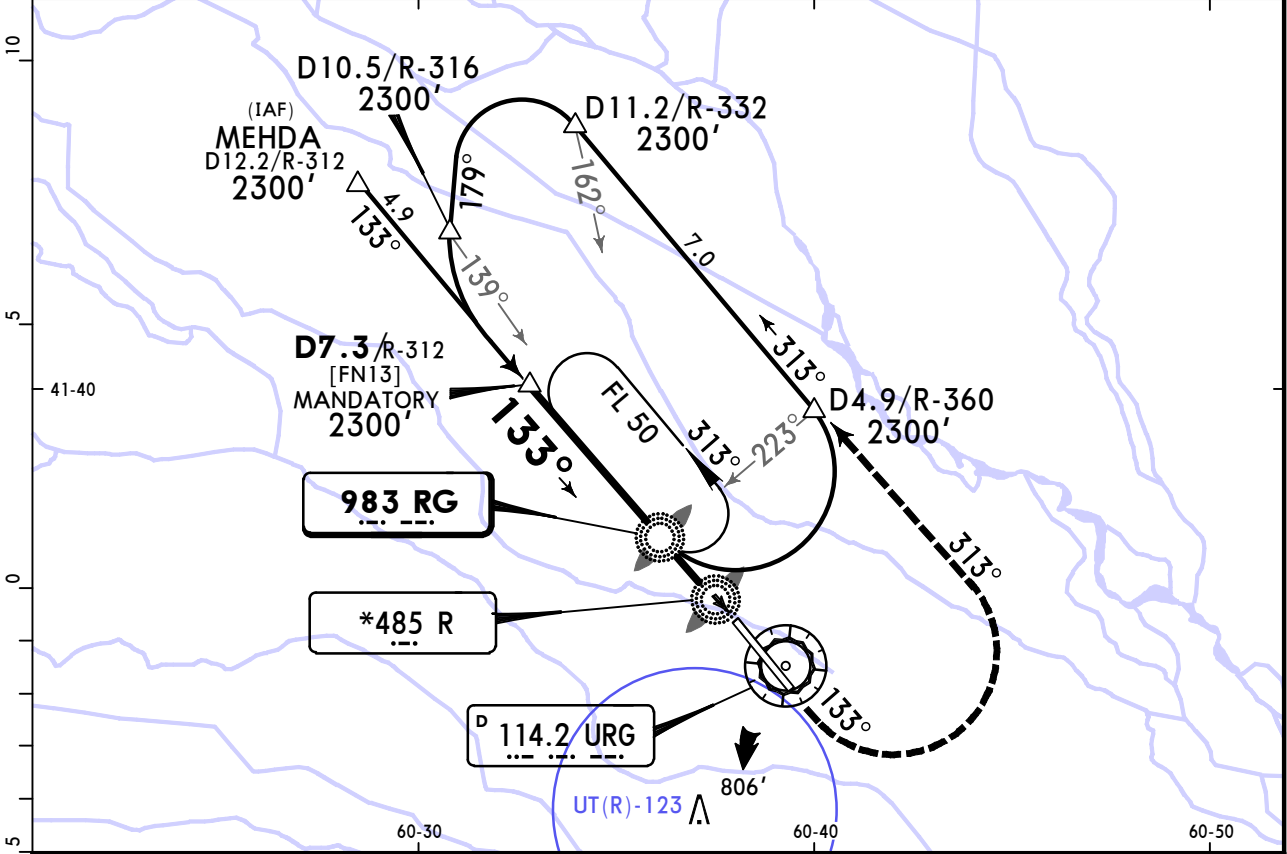
PANS OPS	<b>State</b>		STRAIGHT-IN LANDING		<b>CEILING REQUIRED</b>	
			ILS		CIRCLE-TO-LAND	
			DA(H) <b>519'</b> (200')		NIGHT not authorized	
			FULL	ALS out	Max Kts	MDA(H)
A					100	1310' (988') 2300' · V10.0km
B					135	
C	R/V750m	R/V1200m		180		
D					205	

CHANGES: FAP altitude. Minimums.

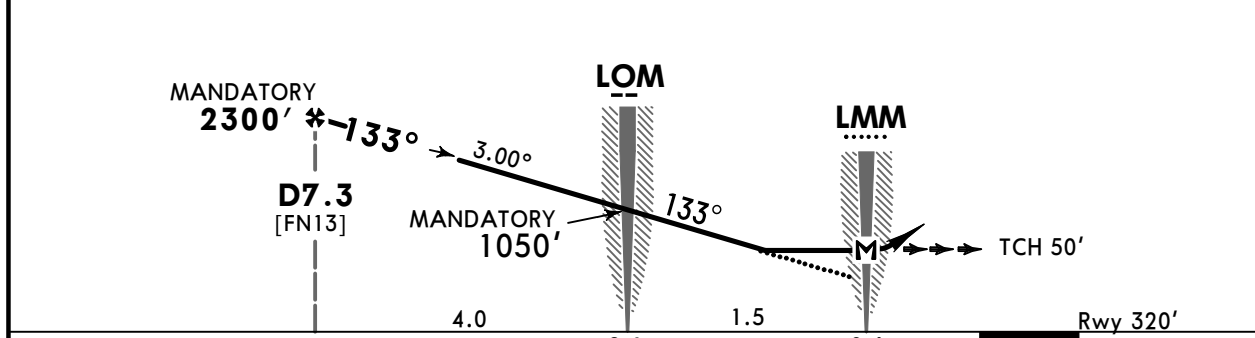
# UTNU/UGC URGENCH

**JEPPESSEN** **URGENCH, UZBEKISTAN**  
2 JUL 21 (16-1) Eff 15 Jul 2 NDB or NDB Rwy 13

URGENCH Approach				URGENCH Tower (R)		
126.0				118.3		
NDB RG <b>983</b>	Final Apch Crs <b>133°</b>	<b>D7.3</b> MANDATORY <b>2300'</b> (1980')	MDA(H) Refer to Minimums	Apt Elev 322'		
<b>MISSED APCH:</b> Climb on 133° to 1300', then turn LEFT on 313° climbing to 2300' or above, then according to chart, or as directed.						
Alt Set: hPa		Rwy Elev: 12 hPa		Trans level: FL 50		Trans alt: 2300'



Pass LMM not below 570'.



Gnd speed-Kts	70	90	100	120	140	160	MIALS	1300'	313°	MIN
Descent Angle	3.00°	372	478	531	637	849	PAPI	on 133°	LT	2300'
MAP at LMM										

PANS OPS	<b>State</b>		<b>STRAIGHT-IN LANDING 1</b>		<b>CEILING REQUIRED</b>	
	2 NDB		NDB		CIRCLE-TO-LAND	
	MDA(H) <b>670'</b> (350')		MDA(H) <b>1140'</b> (820')		NIGHT not authorized	
	ALS out		ALS out		MDA(H)	
A	R/V1800m		C/V4600m		Max Kts	1310'(988') 2300'-V10.0km
B					100	
C					135	
D					180	
					205	

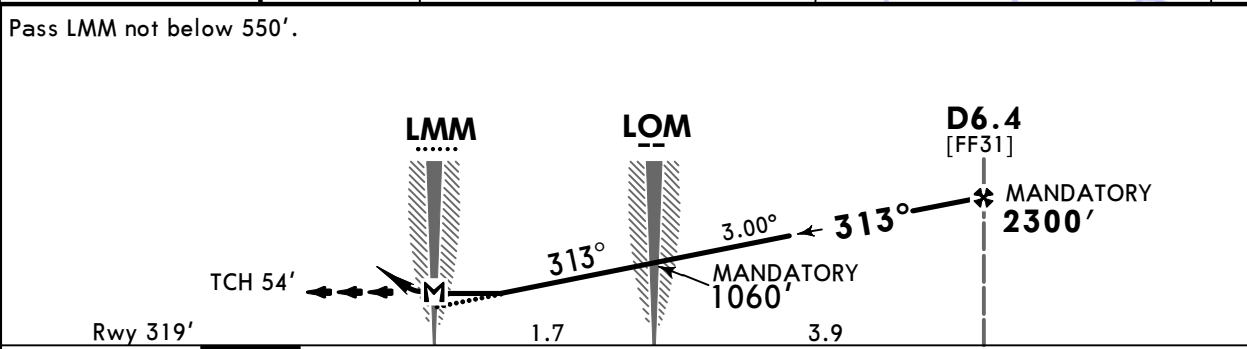
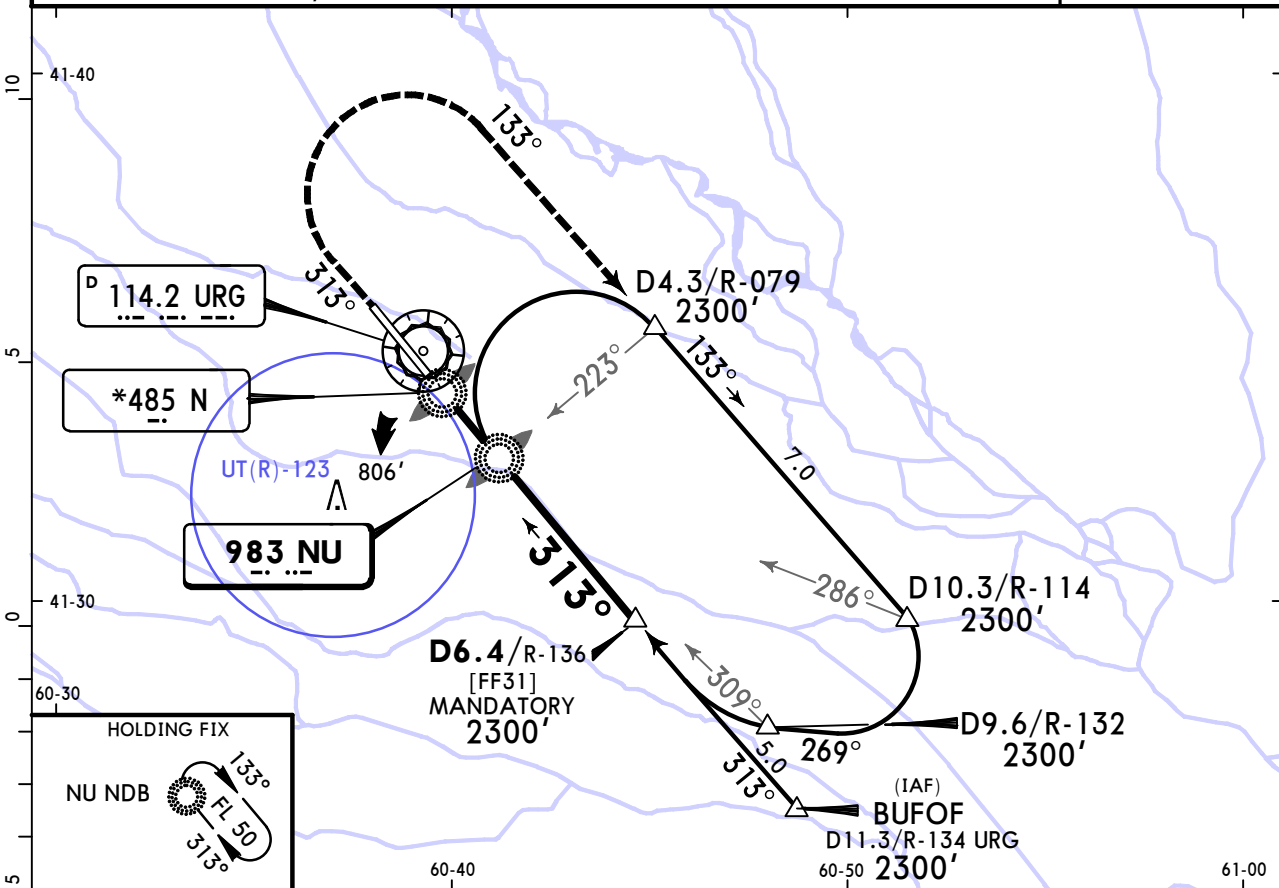
1 PAPI must be operative.  
CHANGES: Minimums. © JEPPESSEN, 1999, 2021. ALL RIGHTS RESERVED.

# UTNU/UGC URGENCH

# JEPPESEN URGENCH, UZBEKISTAN

2 JUL 21 (16-2) Eff 15 Jul 2 NDB or NDB Rwy 31

URGENCH Approach				URGENCH Tower (R)	
126.0				118.3	
NDB NU <b>983</b>	Final Apch Crs <b>313°</b>	<b>D6.4</b> MANDATORY <b>2300'</b> (1981')	MDA(H) Refer to Minimums	Apt Elev 322'  Rwy 319'	
<b>MISSED APCH:</b> Climb on 313° to 1000', then turn RIGHT on 133° climbing to 2300' or above, 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	HIALS PAPI	1000'	on 313°	133°	MIN 2300'
Descent Angle	3.00°	372	478	531	637	743		849	↑	RT	↑

PANS OPS	<b>State</b>				<b>STRAIGHT-IN LANDING 1</b>		<b>CEILING REQUIRED</b>	
	<b>2 NDB</b>		<b>NDB</b>		<b>CIRCLE-TO-LAND</b>			
	MDA(H) <b>670'</b> (351')		MDA(H) <b>1140'</b> (821')		NIGHT not authorized			
	ALS out		ALS out		MDA(H) _____			
A	R/V1500m	R1600m	C/V4200m		Max Kts	1310'(988') 2300'-V10.0km		
B					100			
C					135			
D	R/V1700m		C/V4400m		180			
					205			

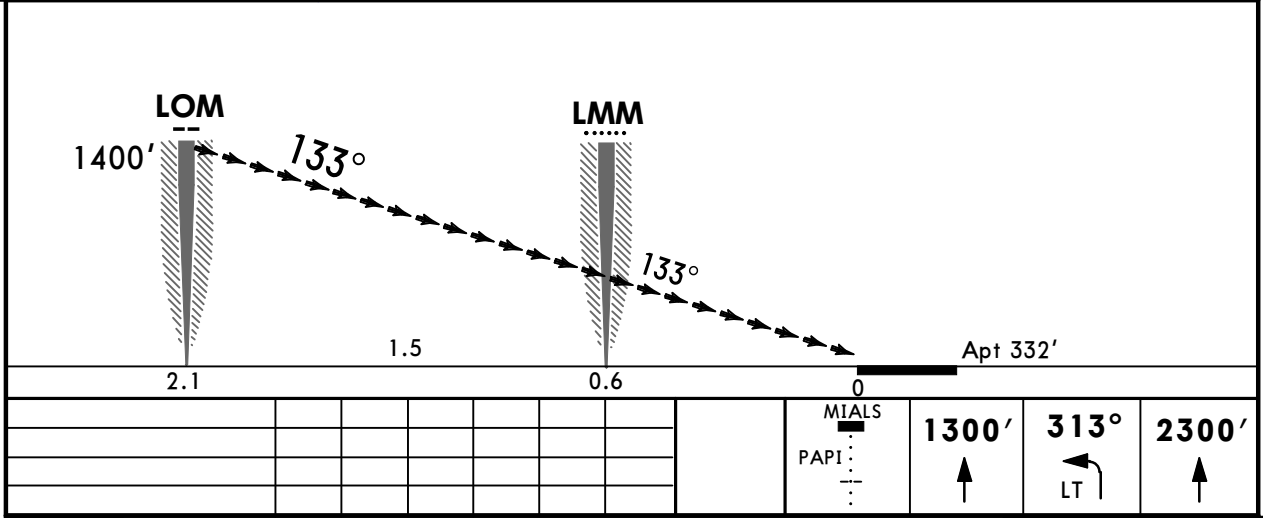
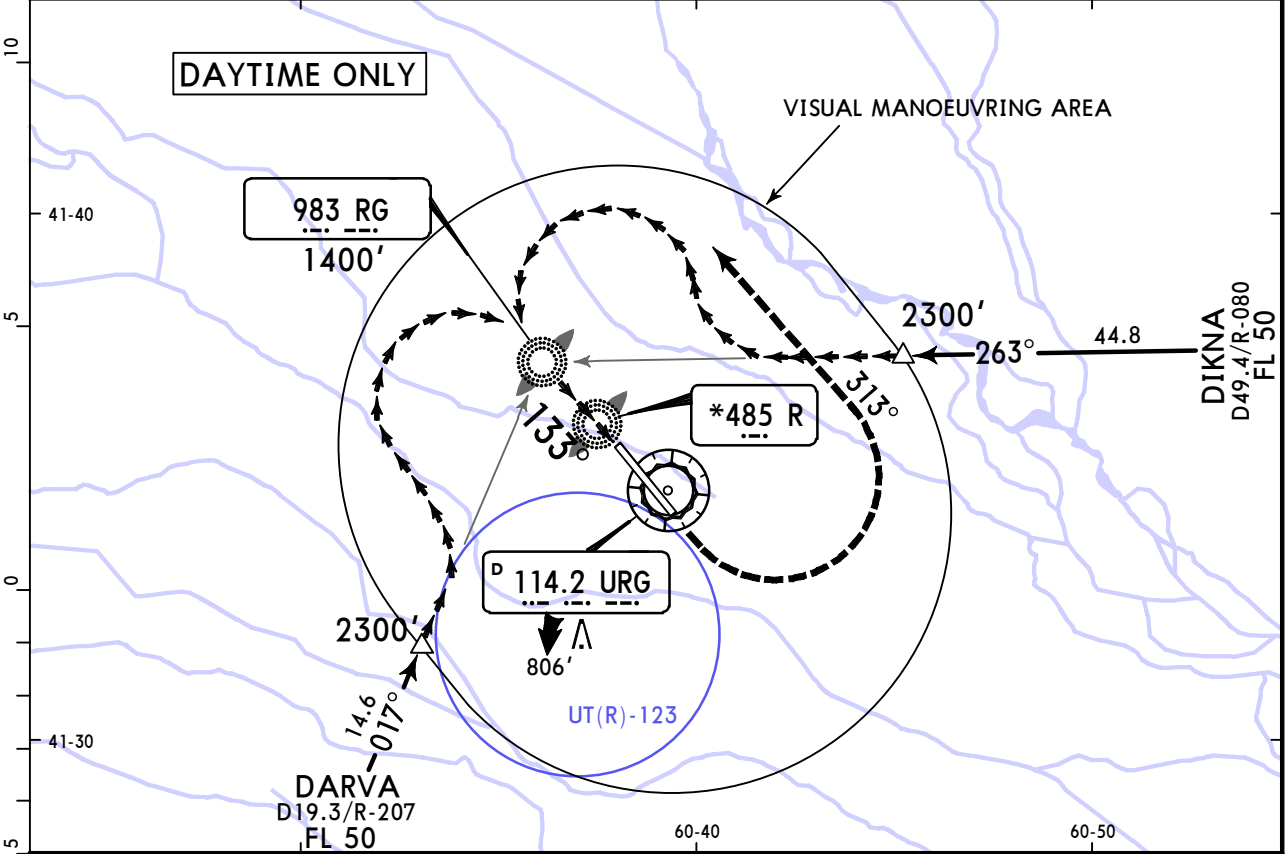
1 PAPI must be operative. CHANGES: Minimums. © JEPPESEN, 2011, 2021. ALL RIGHTS RESERVED.

UTNU/UGC  
URGENCH

**JEPPESEN**  
2 JUL 21  
Eff 15 Jul 19-10

URGENCH, UZBEKISTAN  
Circling Rwy 13

URGENCH Approach			URGENCH Tower (R)		
126.0			118.3		
VISUAL	Final Apch Crs <b>133°</b>	No FAF	MDA(H) <b>1310'</b> (988')	Apt Elev 322'	
<b>MISSED APCH:</b> Climb to 1300', then turn LEFT on 313° climbing to 2300', then according to chart, or as directed.					
Alt Set: hPa	Apt Elev: 12 hPa	Trans level: FL 50	Trans alt: 2300'		MSA URG VOR



**State** LANDING **CEILING REQUIRED**

PANS OPS	Max Kts	MDA(H)	
	A 100	1310' (988')	2300' - V10.0km
	B 135		
	C 180		
D 205			

CHANGES: New procedure.

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## Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>URGENCH, (URGENCH - UTNU)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTNU