

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 7

Fuel: TS-1

PCN: RWY 13/31: 55/F/B/X/T

Operation

TWY Restriction

TWY T3 width 21m / 69ft.

Taxi/Parking

| B747: Outer ENG must be shut down or in idle PWR during taxiing, follow-me is mandatory.

ARRIVAL

Speed

MAX IAS 248KT (460km/h) below FL100 (3050m).

Communication

COM Failure: See CRAR.

Arrival Procedure

VFR Traffic Pattern: RWY 13/31 right-hand circuit.

Non-standard GP Antenna Position RWY 31

GP intercepts RWY 31 at 314m / 1030ft after landing threshold.

Remaining LDG DIST beyond GP is 2686m / 8813ft.

DEPARTURE

Take-off Minima

RWY		13/31	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Speed

MAX IAS 248KT (460km/h) below FL100 (3050m).

Communication

COM Failure: See CRAR.

Departure Procedure

Start-up: ENG start-up at parking stands.

De-Icing

AVBL.

Effective 01-MAR-2018

22-FEB-2018

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Uzbekistan Urgench

AGC

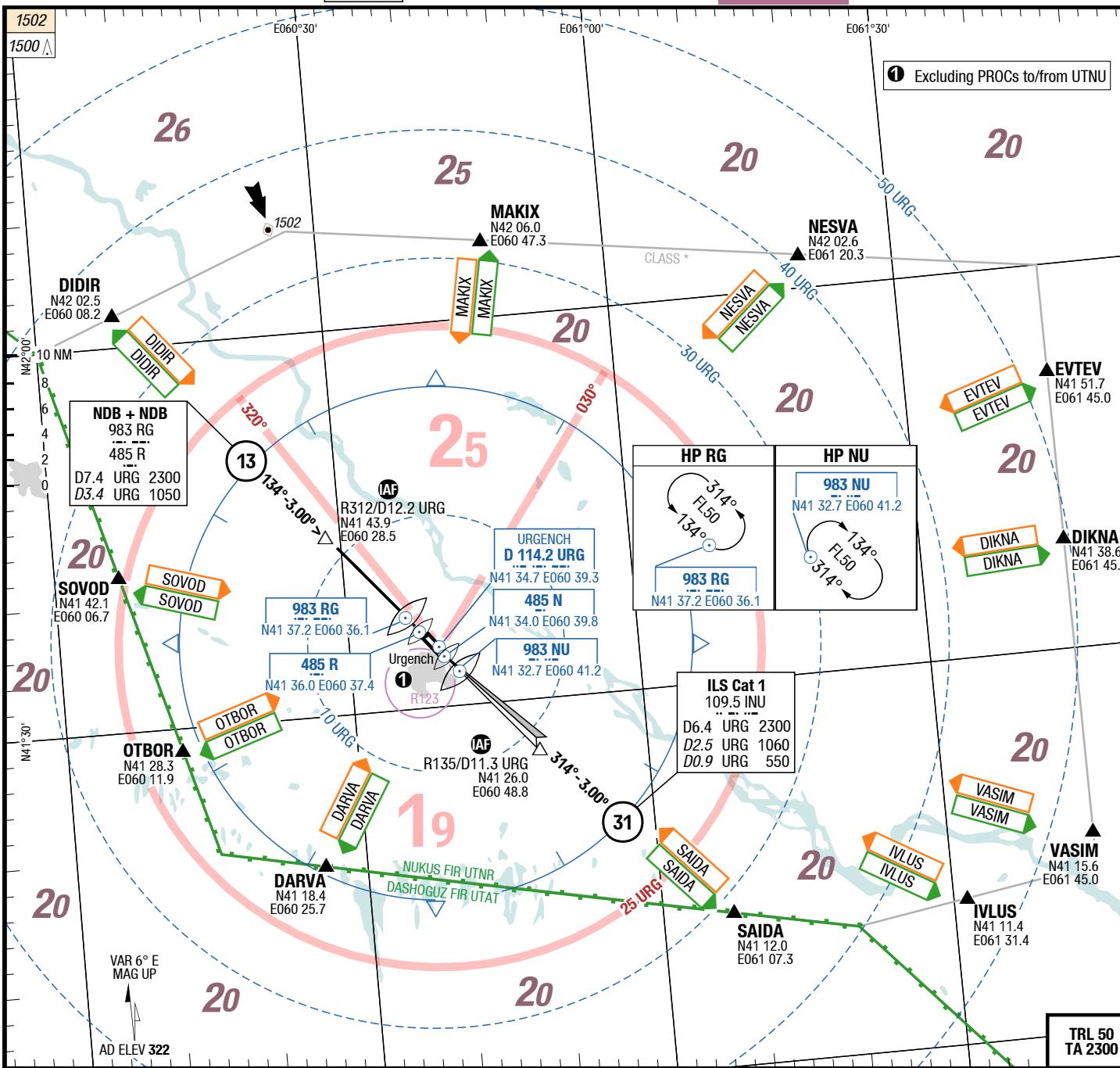
AFC

Urgench Uzbekistan

AGC

AFC

2-10



Changes: APL

Effective 01-MAR-2018

22-FEB-2018

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Uzbekistan Urgench

AGC

Urgench Uzbekistan

AGC

3-20

E060° 38'

E060° 39'

TWR

118.300

13

320

134°

T1

2230

TERMINAL

T3

T2

ARP
N 41 35.0
E 060 38.6

3000 X 50

RWY	TORA	ASDA	TODA
13	3000	3050	3400
31	3000	3050	3300

VAR 6° E

MAG UP

AD ELEV 322

Changes: Parking Stands 23-39,47

COORDINATES
1 N41 35.1 E060 38.1
2 N41 35.2 E060 38.1
3 N41 35.2 E060 38.0
4-23 Not published

Not to scale

URGENCH

D 114.2 URG

m

ft

0 500 1000 2000 3000

1000

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13/31

T1

T3

Stands 40-46

31

314°

319

Effective 13-OCT-2016

06-OCT-2016

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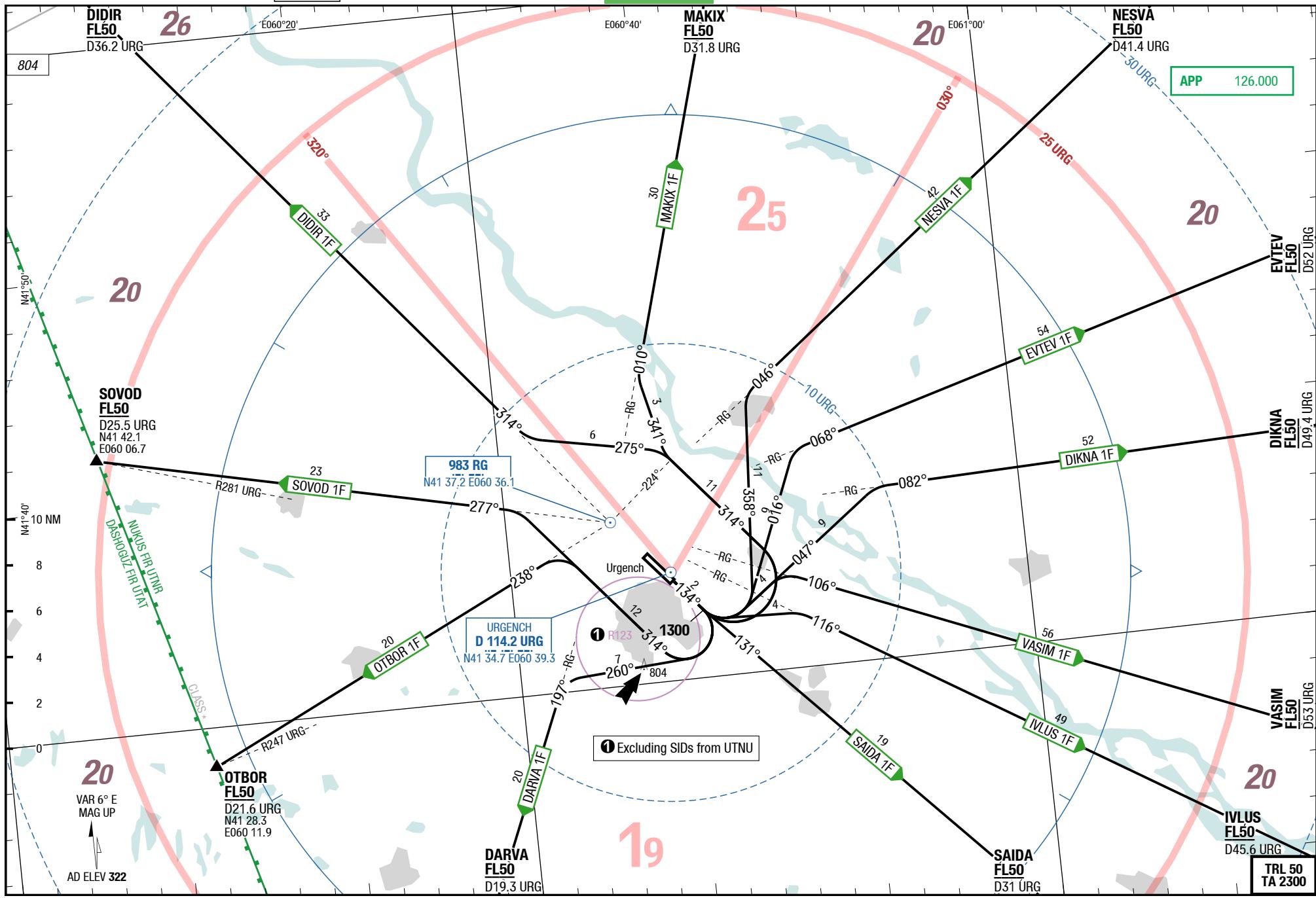
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Uzbekistan Urgench

SIDs RWY 13

Urgench Uzbekista

SIDs RWY 31



Effective 13-OCT-2016

06-OCT-2016

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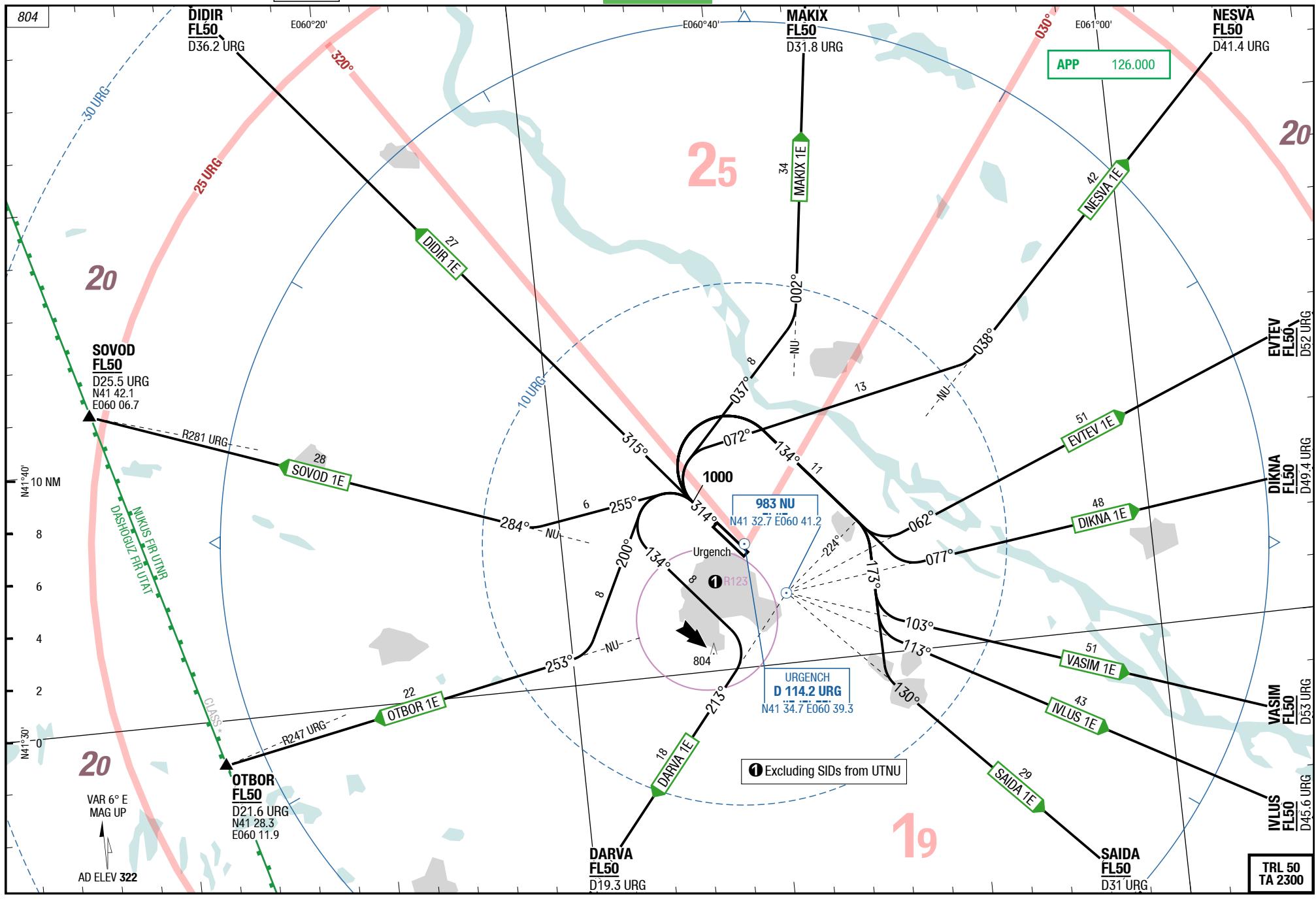
Uzbekistan Urgench

SIDs RWY 31

Urgench Uzbekista

SIDs RWY 3'

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20-NOV-2014

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5-10

SIDs RWY 13

DARVA 1F / DIDIR 1F / DIKNA 1F / EVTEV 1F / IVLUS 1F / MAKIX 1F / NESVA 1F / OTBOR 1F / SAIDA 1F / SOVOD 1F / VASIM 1F
RWY 13 (134°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 13		
DARVA 1F 126.000	at 1300 RT 260° intercept QDR 197 RG to DARVA	DARVA MNM FL50
DIDIR 1F 126.000	at 1300 LT 314° - crossing QDM 224 RG LT 275° intercept QDR 314 RG to DIDIR	DIDIR MNM FL50
DIKNA 1F 126.000	at 1300 LT 047° intercept QDR 082 RG to DIKNA	DIKNA MNM FL50
EVTEV 1F 126.000	at 1300 LT 016° intercept QDR 068 RG to EVTEV	EVTEV MNM FL50
IVLUS 1F 126.000	at 1300 LT intercept QDR 116 RG to IVLUS	IVLUS MNM FL50
MAKIX 1F 126.000	at 1300 LT 314° - crossing QDM 224 RG RT 341° intercept QDR 010 RG to MAKIX	MAKIX MNM FL50
NESVA 1F 126.000	at 1300 LT 358° intercept QDR 046 RG to NESVA	NESVA MNM FL50
OTBOR 1F 126.000	at 1300 RT 314° intercept QDR 238 RG to OTBOR	OTBOR MNM FL50
SAIDA 1F 126.000	at 1300 LT 131° to SAIDA	SAIDA MNM FL50
SOVOD 1F 126.000	at 1300 RT 314° intercept QDR 277 RG to SOVOD	SOVOD MNM FL50
VASIM 1F 126.000	at 1300 LT 047° intercept QDR 106 RG to VASIM	VASIM MNM FL50

20-NOV-2014

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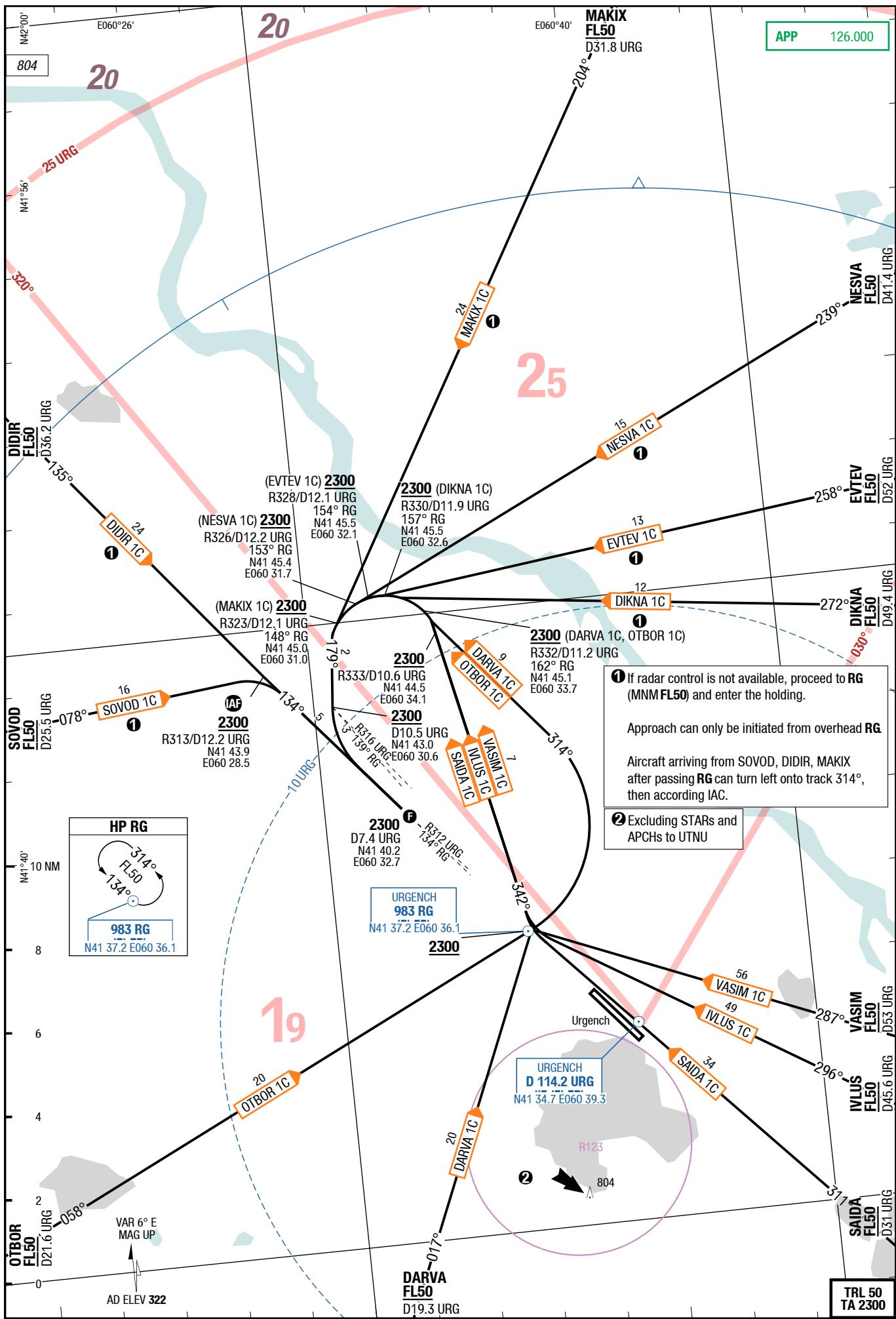
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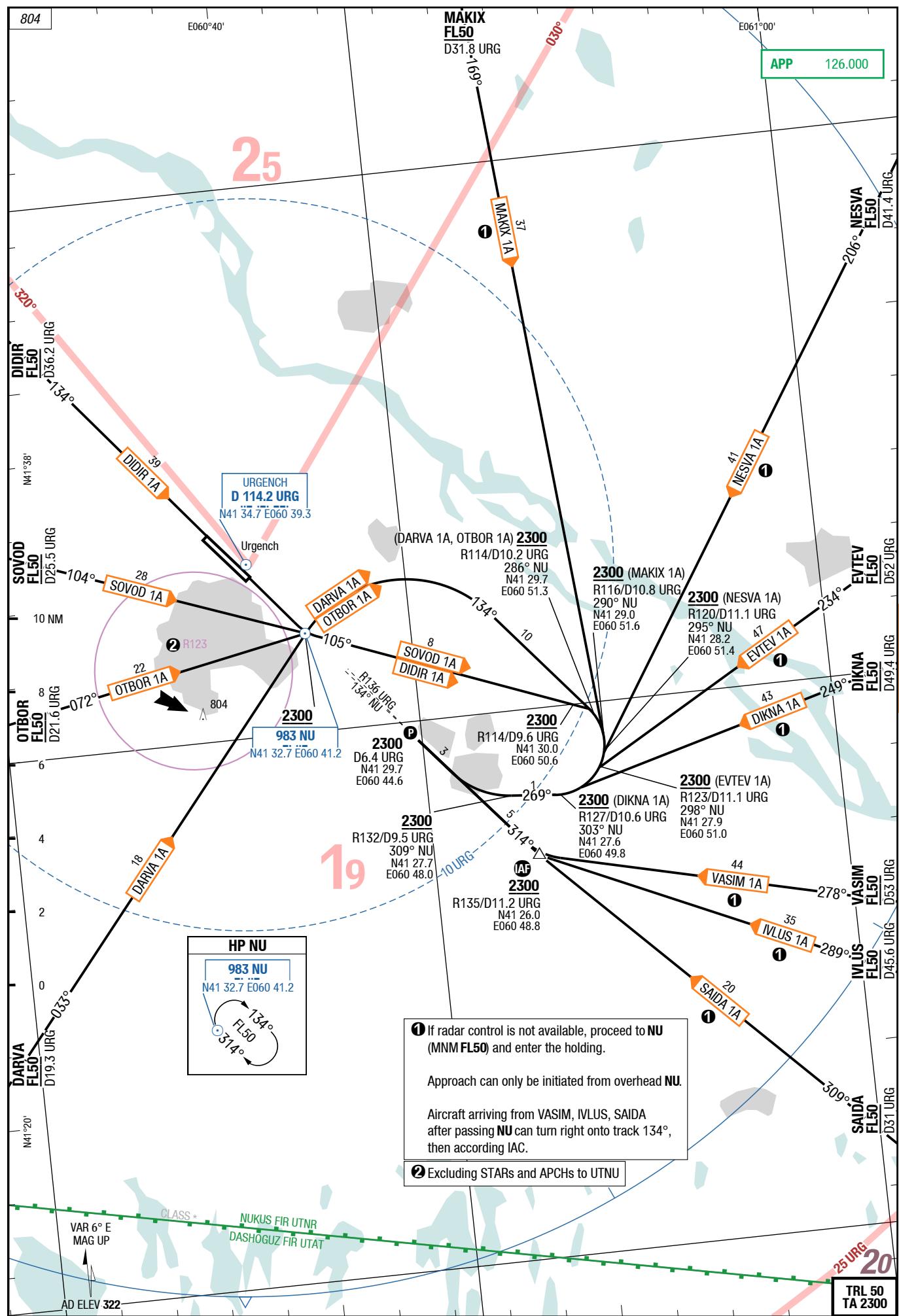
SIDs RWY 31

DARVA 1E / DIDIR 1E / DIKNA 1E / EVTEV 1E / IVLUS 1E / MAKIX 1E / NESVA 1E / OTBOR 1E / SAIDA 1E / SOVOD 1E / VASIM 1E
RWY 31 (314°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 31		
DARVA 1E 126.000	at 1000 LT 134° intercept QDR 213 NU to DARVA	DARVA MNM FL50
DIDIR 1E 126.000	at 1000 RT 315° to DIDIR	DIDIR MNM FL50
DIKNA 1E 126.000	at 1000 RT 134° intercept QDR 077 NU to DIKNA	DIKNA MNM FL50
EVTEV 1E 126.000	at 1000 RT 134° intercept QDR 062 NU to EVTEV	EVTEV MNM FL50
IVLUS 1E 126.000	at 1000 RT 134° - crossing QDM 224 NU RT 173° intercept QDR 113 NU to IVLUS	IVLUS MNM FL50
MAKIX 1E 126.000	at 1000 RT 037° intercept QDR 002 NU to MAKIX	MAKIX MNM FL50
NESVA 1E 126.000	at 1000 RT 072° intercept QDR 038 NU to NESVA	NESVA MNM FL50
OTBOR 1E 126.000	at 1000 LT 200° intercept QDR 253 NU to OTBOR	OTBOR MNM FL50
SAIDA 1E 126.000	at 1000 RT 134° - crossing QDM 224 NU RT 173° intercept QDR 130 NU to SAIDA	SAIDA MNM FL50
SOVOD 1E 126.000	at 1000 LT 255° intercept QDR 284 NU to SOVOD	SOVOD MNM FL50
VASIM 1E 126.000	at 1000 RT 134° - crossing QDM 224 NU RT 173° intercept QDR 103 NU to VASIM	VASIM MNM FL50

Changes: Navaid , DIST

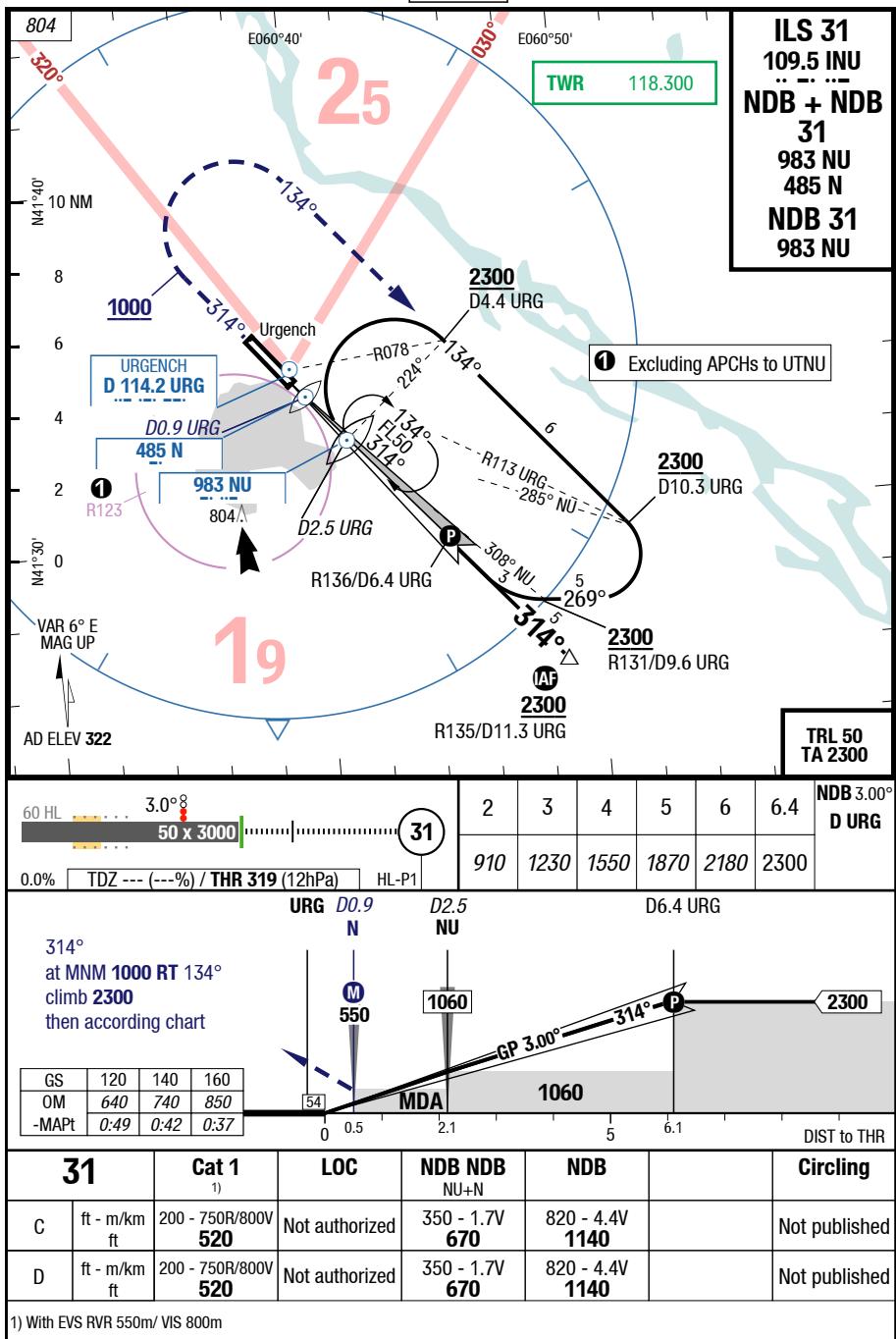




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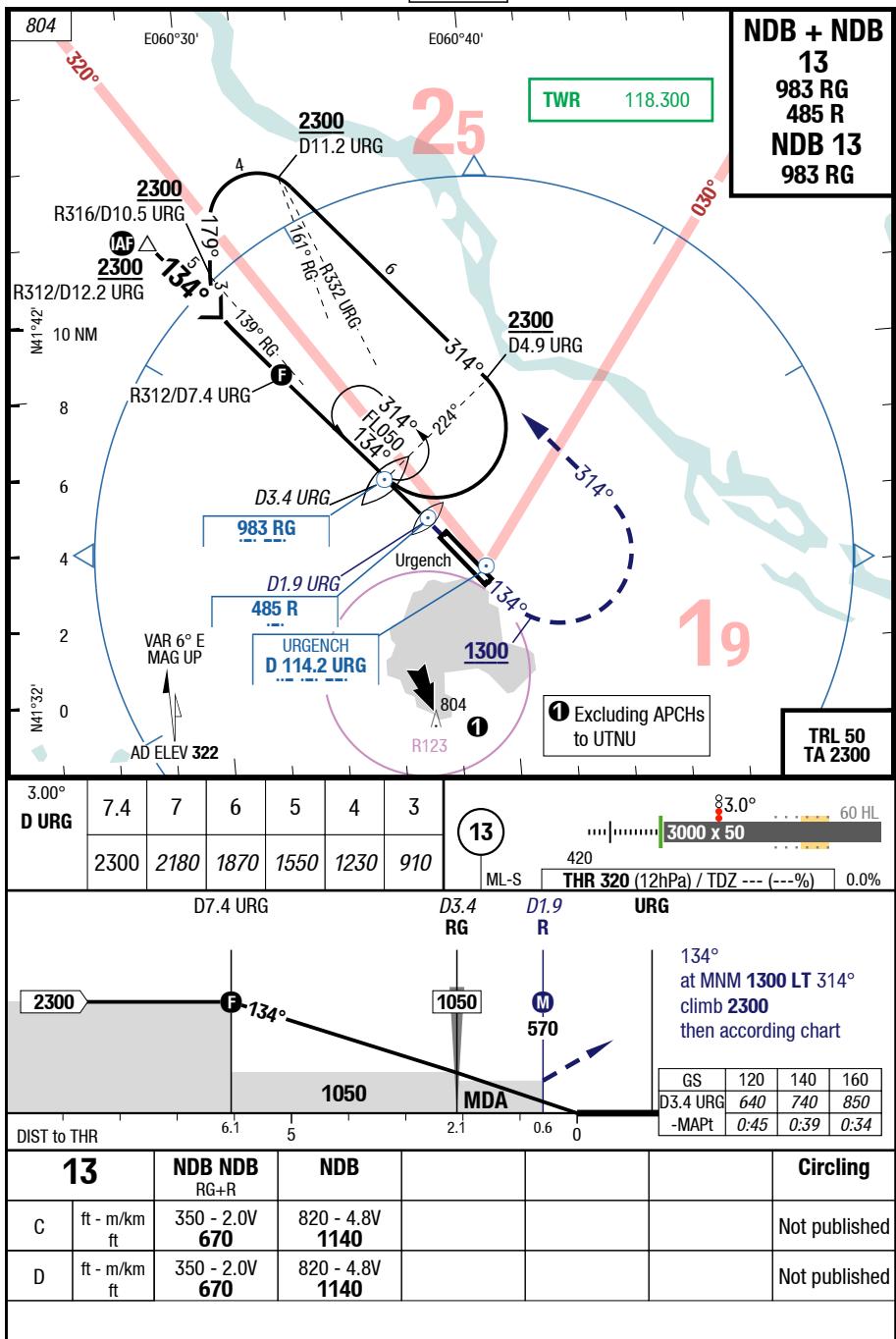
ILS 31 / NDB + NDB 31 / NDB 31



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NDB + NDB 13 / NDB 13

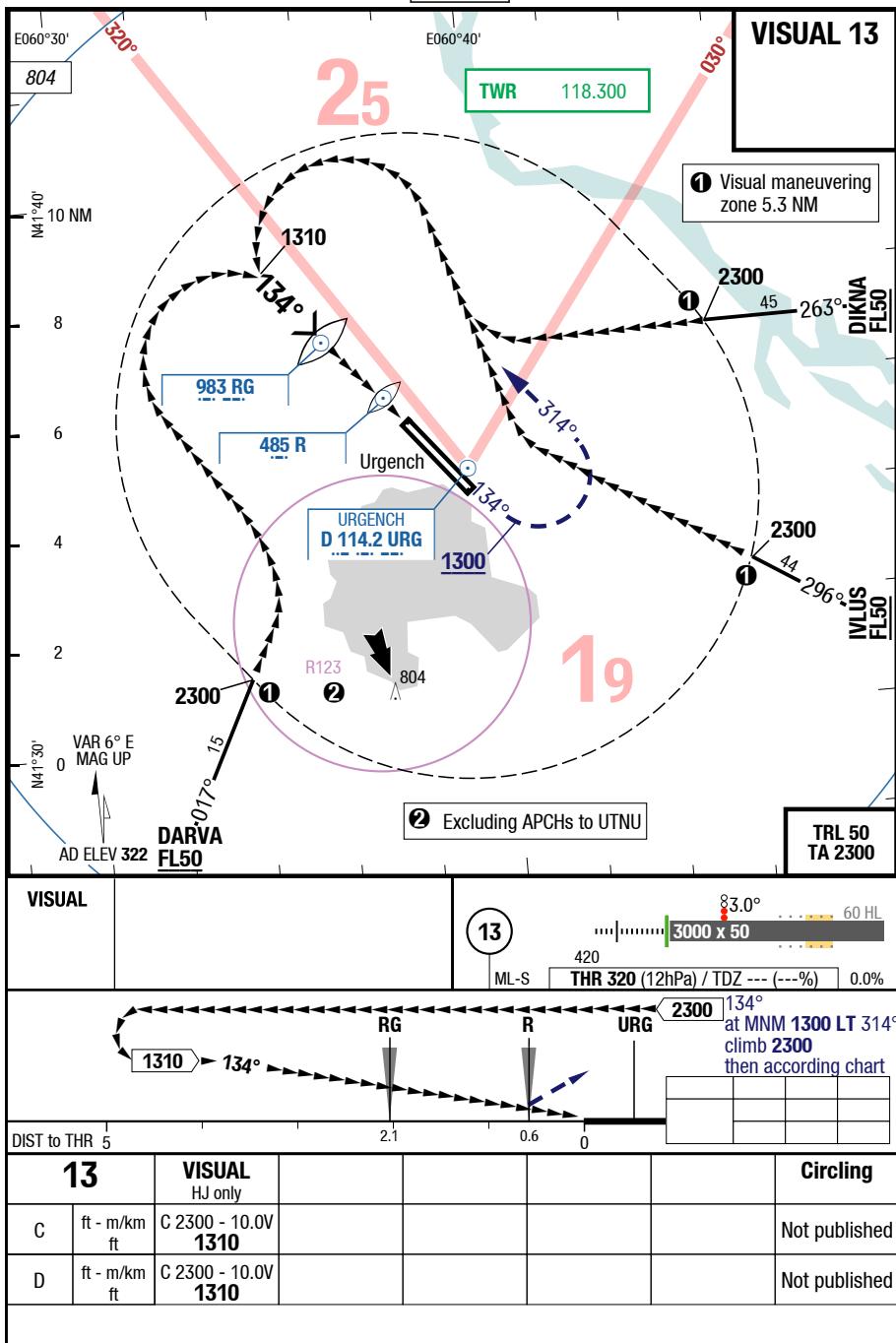


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VISUAL 13

VAC



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VISUAL 31

VAC

