

GENERAL

ATS Hours

H24

Airport Information

RFF: CAT 7
Fuel: TS-1 (equivalent to Jet A-1)
PCN: RWY 15/33: 50/F/A/X/T

Operation

RWY Restriction

LDG RWY 33: ACFT with MTOW 30t / 66139lbs or above, 180° turns only on turning pads at RWY ends.

TWY Restriction

TWY B, E width 21m / 69ft.

TWY D width 14m / 46ft.

TWY C, D and Main TWY M from TWY C to B CLSD for all ACFT types, except AN-2.

ARRIVAL

Speed

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

Communication

COM Failure: See CRAR Central Asian Republics/Uzbekistan/UT.

DEPARTURE

Take-off Minima

RWY		15/33	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

Speed

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

Communication

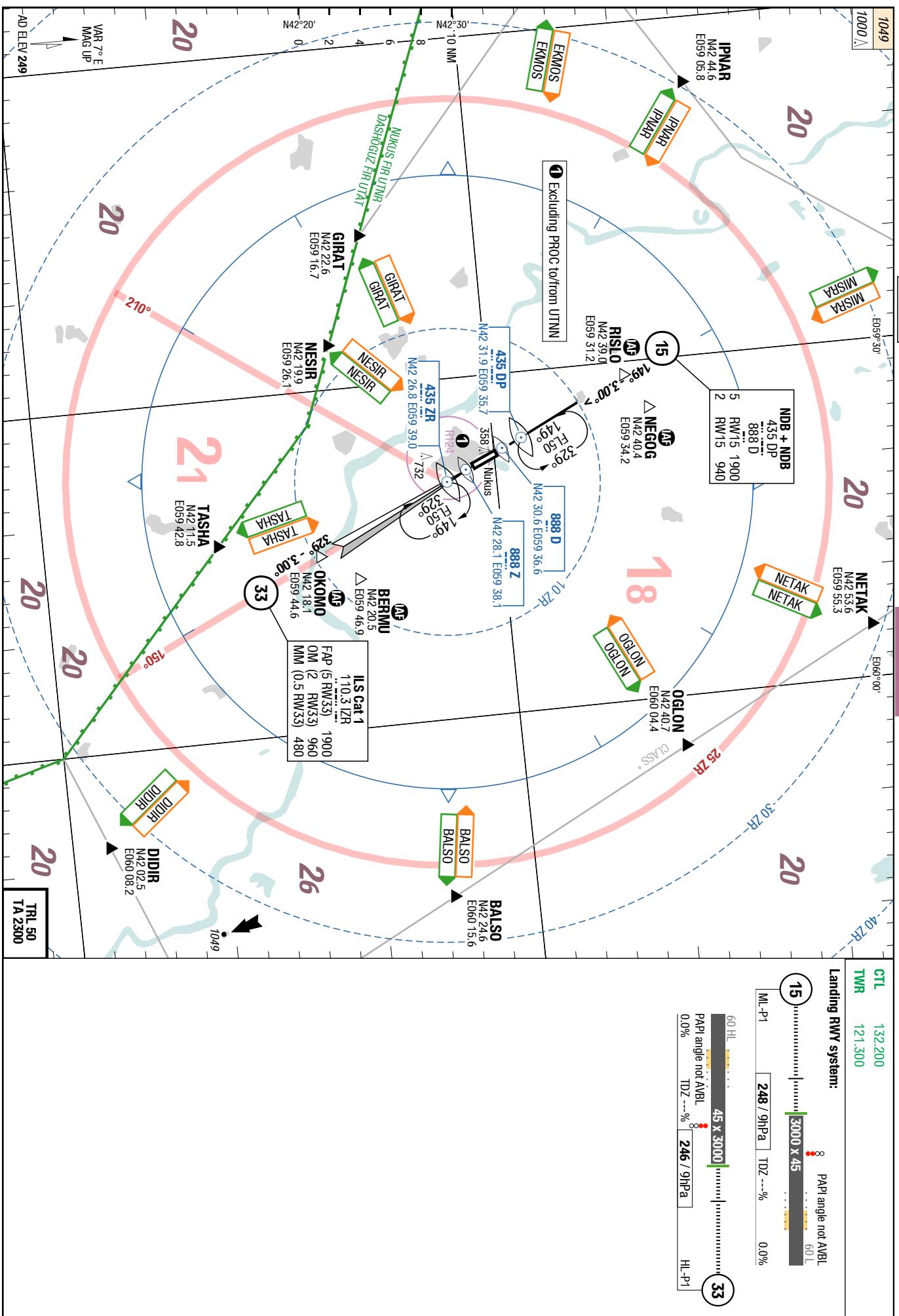
COM Failure: See CRAR Central Asian Republics/Uzbekistan/UT.

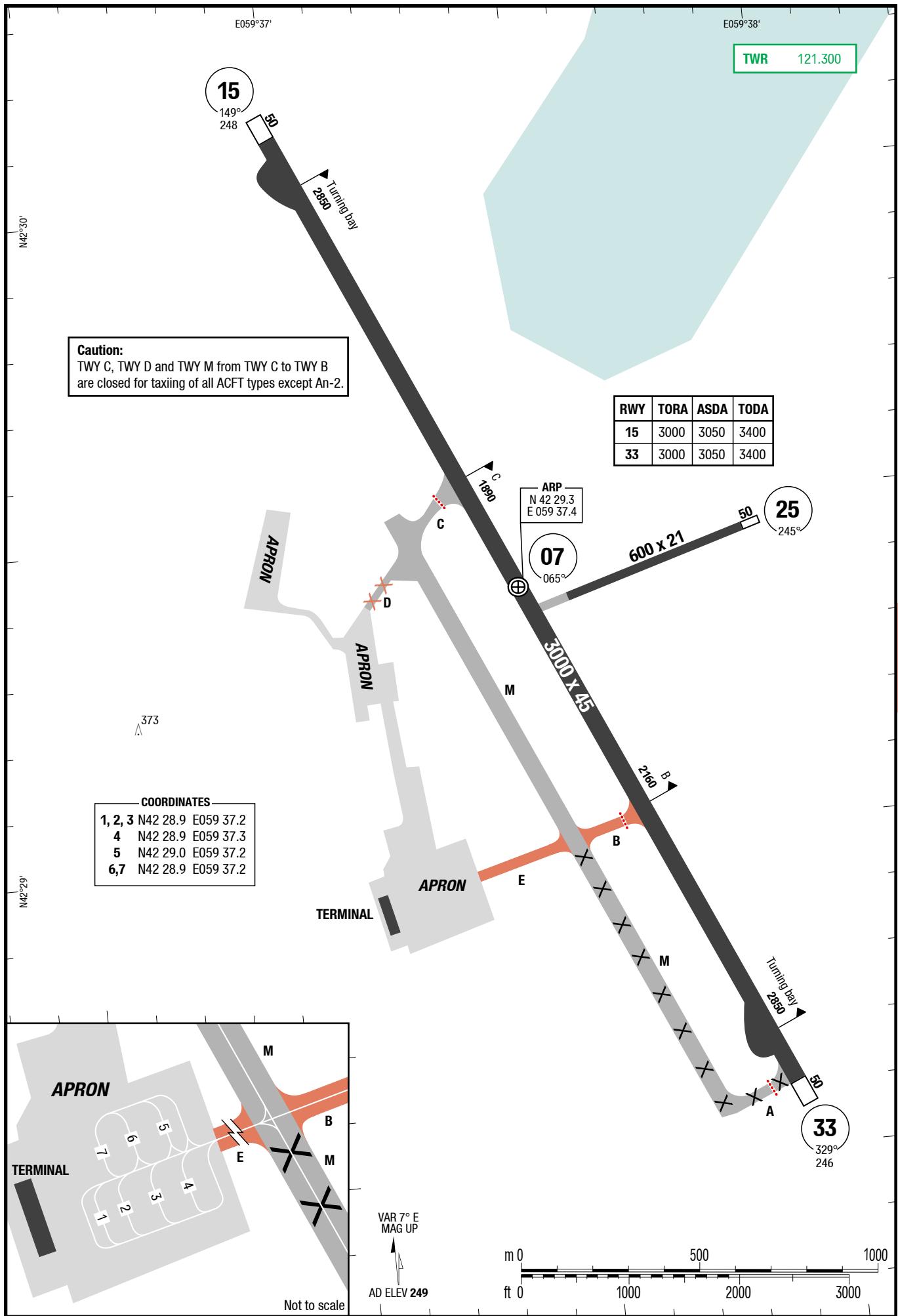
De-Icing

AVBL H24.

AFC  **ukus**
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AFC

Nukus Uzbekistan
AFC 





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06-OCT-2016

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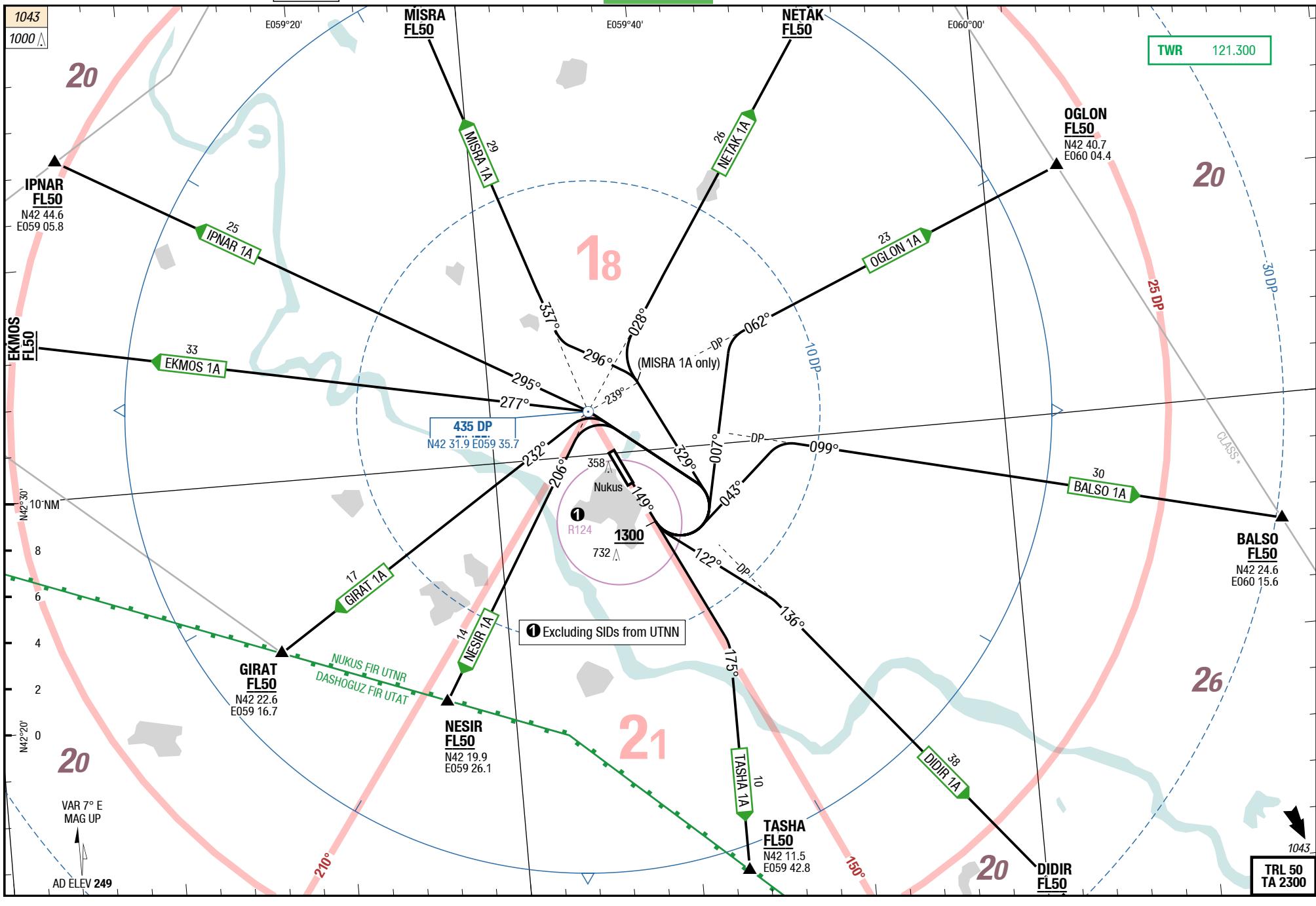
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Uzbekistan **Nukus**

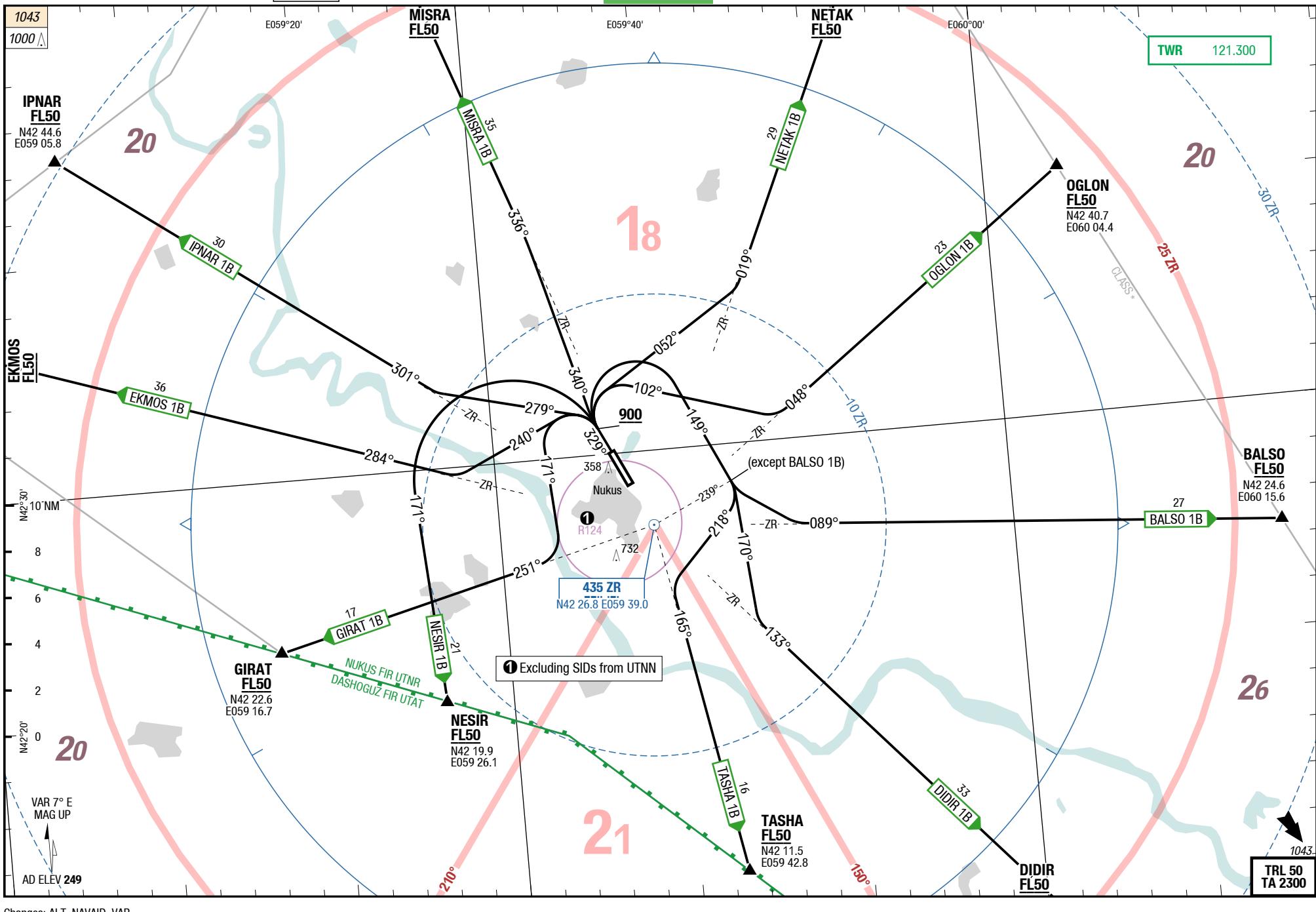
SIDs RWY 15

Nukus Uzbekistan

SIDs RWY 33



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5-10

SIDs RWY 15

BALSO 1A / DIDIR 1A / EKMOS 1A / GIRAT 1A / IPNAR 1A / MISRA 1A / NESIR 1A / NETAK 1A / OGLON 1A / TASHA 1A
RWY 15 (149°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 15		
BALSO 1A 121.300	at MNM 1300 LT 043° - intercept QDR 099 DP to BALSO	BALSO MNM FL50
DIDIR 1A 121.300	at MNM 1300 LT 122° - intercept QDR 136 DP to DIDIR	DIDIR MNM FL50
EKMOS 1A 121.300	at MNM 1300 LT direct DP - 277° to EKMOS	EKMOS MNM FL50
GIRAT 1A 121.300	at MNM 1300 LT direct DP - QDR 232 DP to GIRAT	GIRAT MNM FL50
IPNAR 1A 121.300	at MNM 1300 LT direct DP - 295° to IPNAR	IPNAR MNM FL50
MISRA 1A 121.300	at MNM 1300 LT 329° - at abeam DP LT 296° - intercept QDR 337 DP to MISRA	MISRA MNM FL50
NESIR 1A 121.300	at MNM 1300 LT direct DP - QDR 206 DP to NESIR	NESIR MNM FL50
NETAK 1A 121.300	at MNM 1300 LT 329° - intercept QDR 028 DP to NETAK	NETAK MNM FL50
OGLON 1A 121.300	at MNM 1300 LT 007° - intercept QDR 062 DP to OGLON	OGLON MNM FL50
TASHA 1A 121.300	at MNM 1300 RT 175° to TASHA	TASHA MNM FL50

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SIDs RWY 33

BALSO 1B / DIDIR 1B / EKMOS 1B / GIRAT 1B / IPNAR 1B / MISRA 1B / NESIR 1B / NETAK 1B / OGLON 1B / TASHA 1B
RWY 33 (329°)

DESIGNATOR	ROUTING	ALTITUDES
Runway 33		
BALSO 1B 121.300	at MNM 900 RT 149° - intercept QDR 089 ZR to BALSO	BALSO MNM FL50
DIDIR 1B 121.300	at MNM 900 RT 149° - at abeam ZR RT 170° - intercept QDR 133 ZR to DIDIR	DIDIR MNM FL50
EKMOS 1B 121.300	at MNM 900 LT 240° - intercept QDR 284 ZR to EKMOS	EKMOS MNM FL50
GIRAT 1B 121.300	at MNM 900 LT 171° - intercept QDR 251 ZR to GIRAT	GIRAT MNM FL50
IPNAR 1B 121.300	at MNM 900 LT 279° - intercept QDR 301 ZR to IPNAR	IPNAR MNM FL50
MISRA 1B 121.300	at MNM 900 RT 340° - intercept QDR 336 ZR to MISRA	MISRA MNM FL50
NESIR 1B 121.300	at MNM 900 LT 171° to NESIR	NESIR MNM FL50
NETAK 1B 121.300	at MNM 900 RT 052° - intercept QDR 019 ZR to NETAK	NETAK MNM FL50
OGLON 1B 121.300	at MNM 900 RT 102° - intercept QDR 048 ZR to OGLON	OGLON MNM FL50
TASHA 1B 121.300	at MNM 900 RT 149° - at abeam ZR RT 218° - intercept QDR 165 ZR to TASHA	TASHA MNM FL50

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STARs RWY 15 (without Radar)

STARs RWY 15

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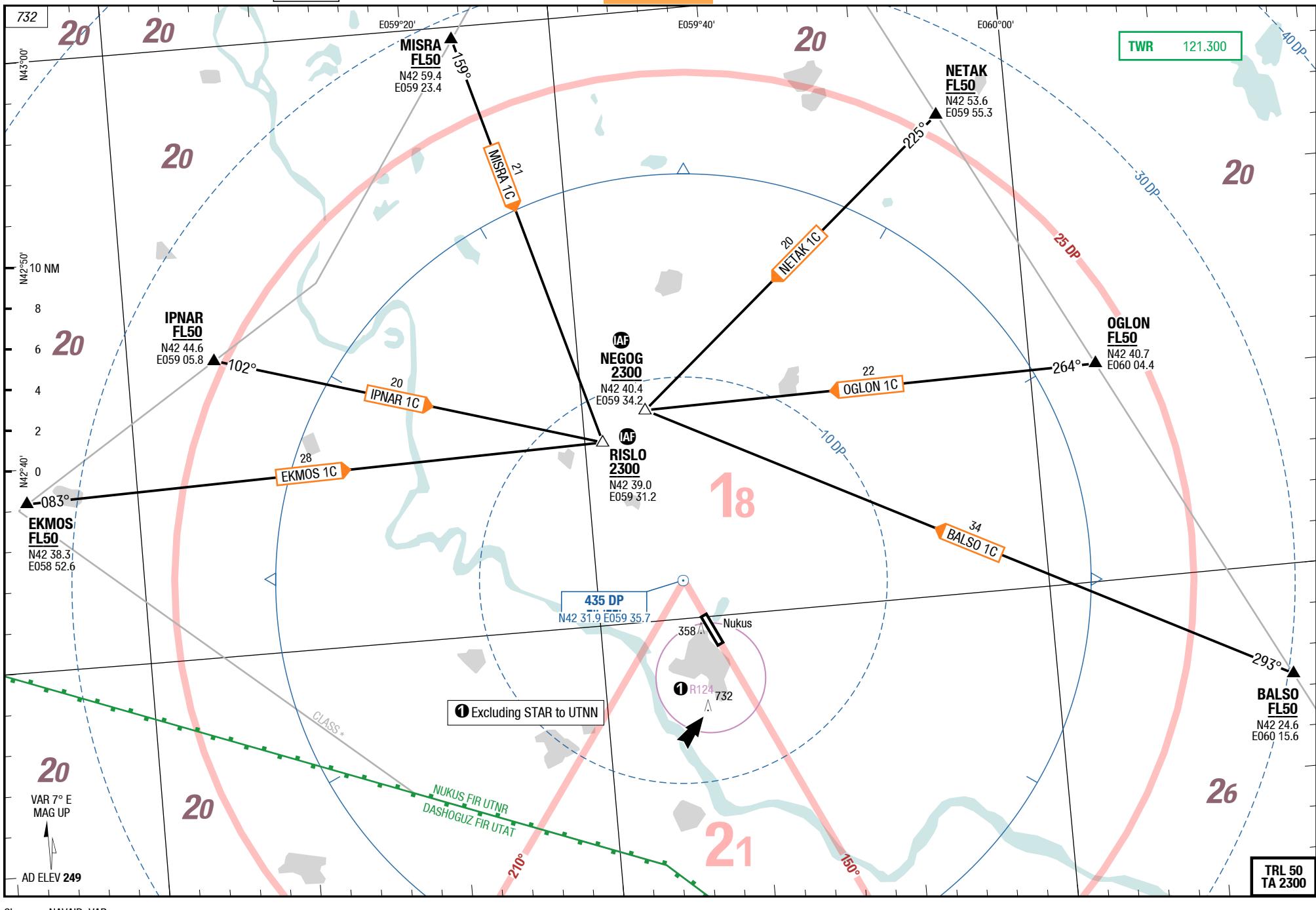
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Nukus Uzbekistan

STARs RWY 15 (without Radar)

STARs RWY 15



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Uzbekistan Nukus

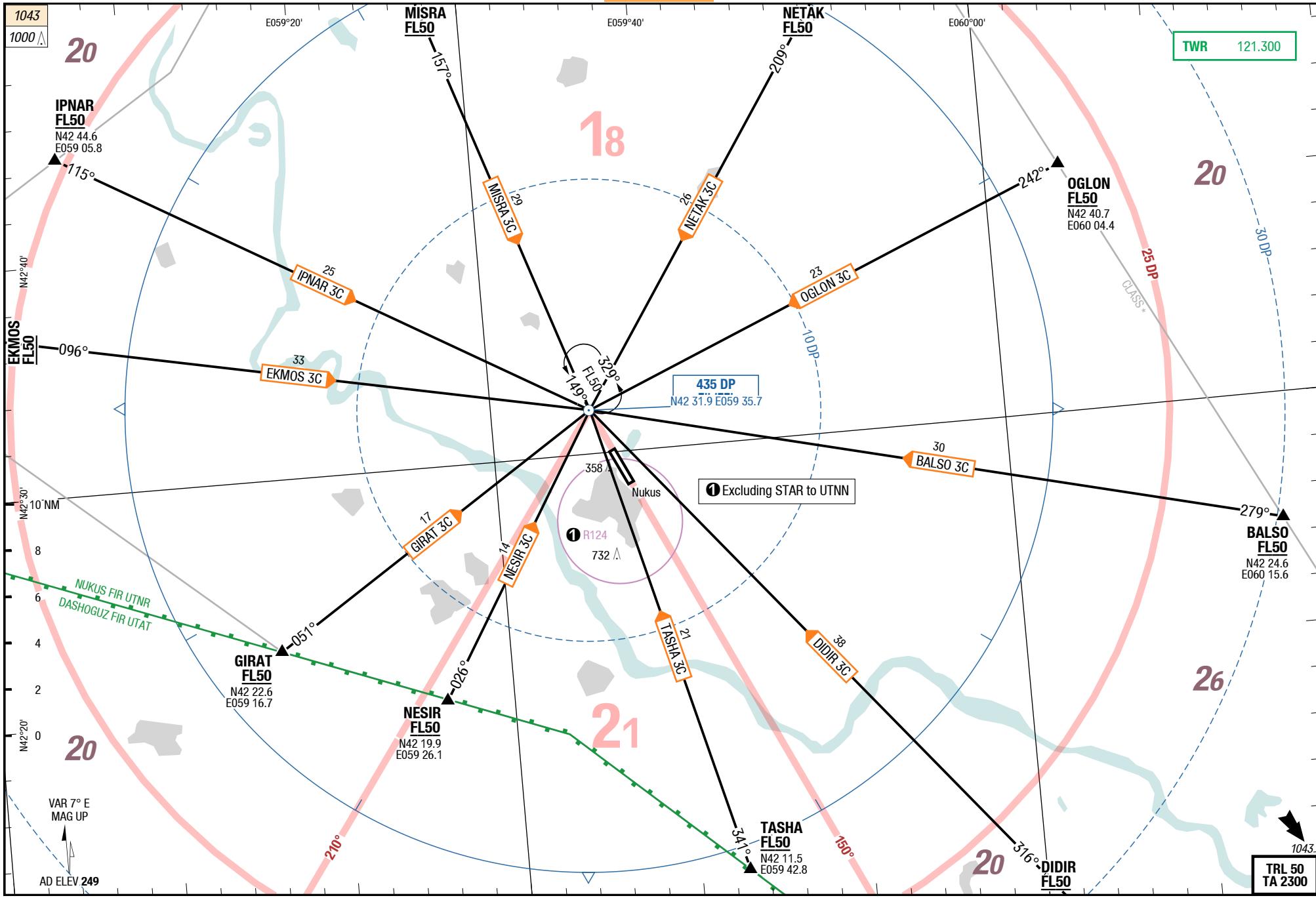
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STAR

Nukus Uzbekistan

6-20 STARs RWY 15 (without Radar)

STARs RWY 15 (without Radar)



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6-30

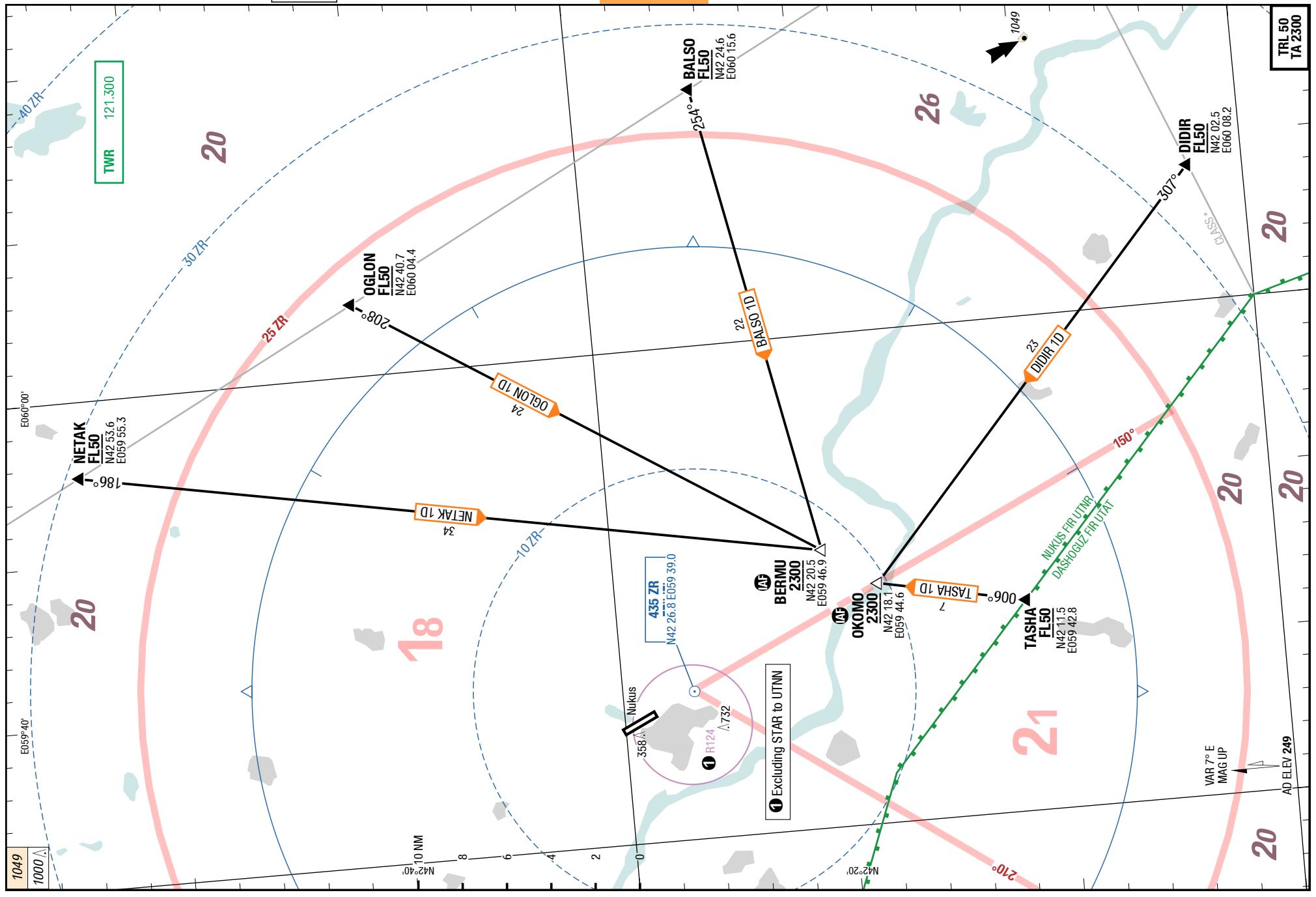
Uzbekistan **Nukus**

STARs RWY 33 (without Radar)

STARs RWY 33

Nukus Uzbekistan

STARs RWY 33 (without Radar)



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Uzbekistan **Nukus**

Nukus Uzbekistan

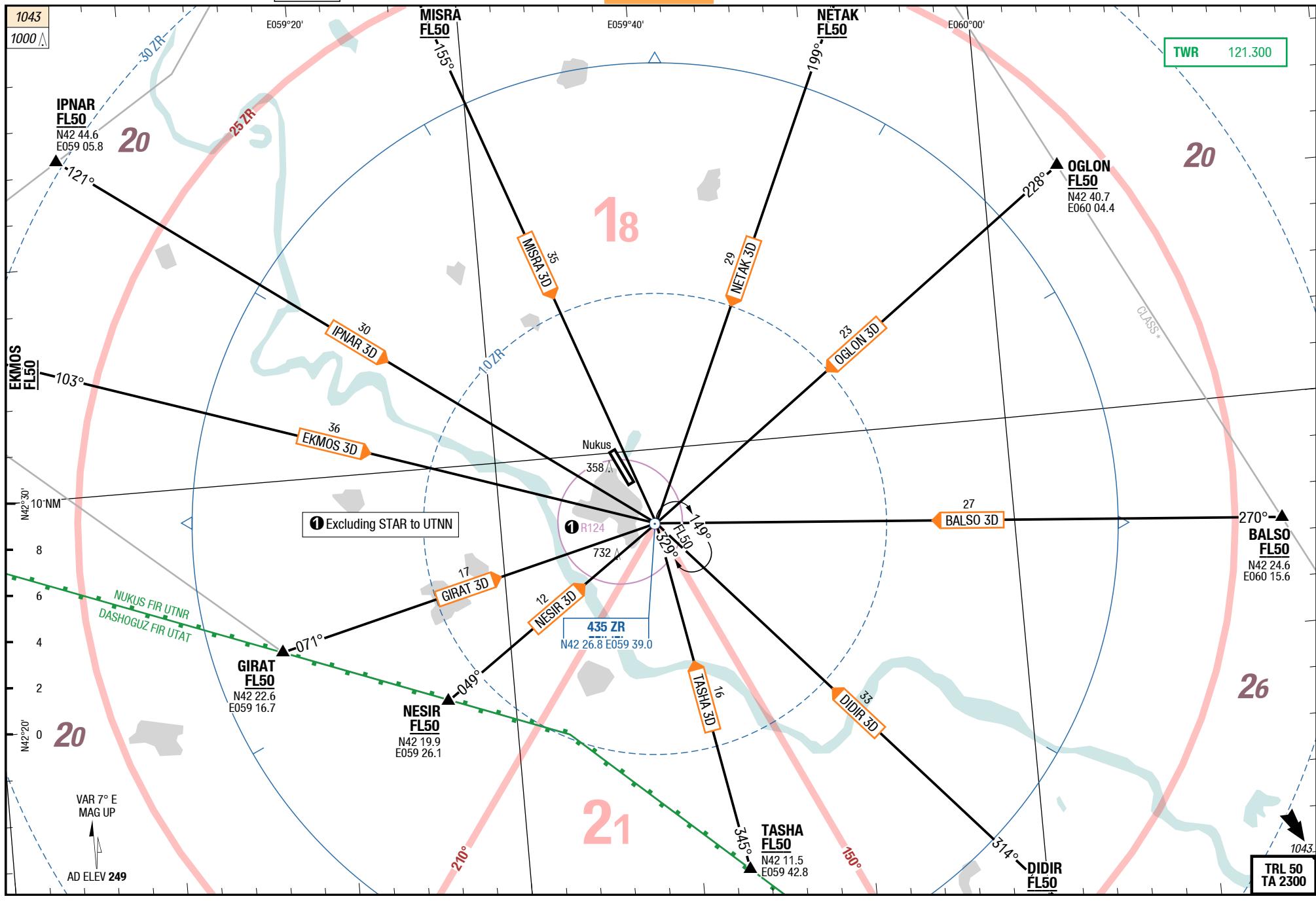
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STARs RWY 33 (without Radar)

STAR

STAR

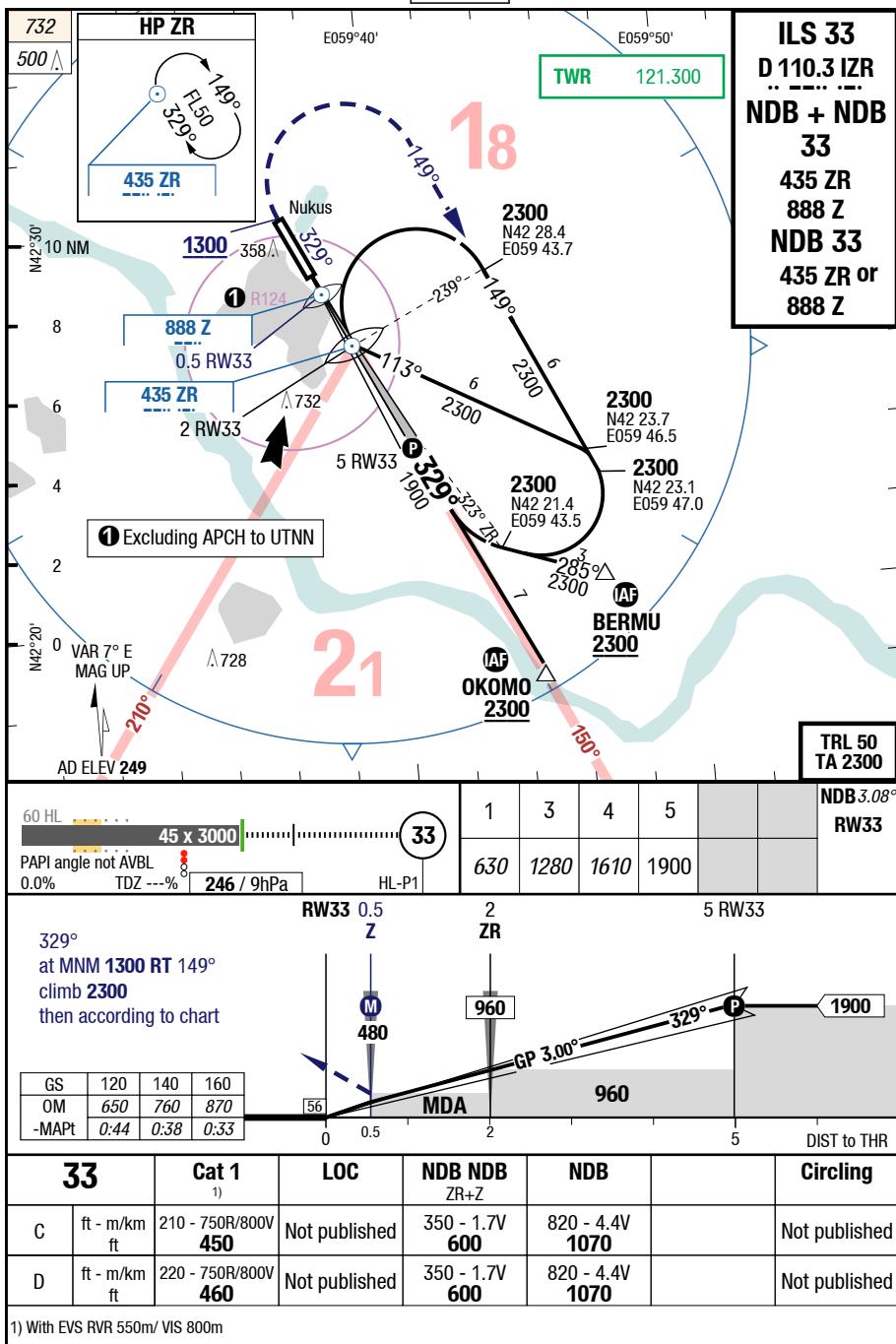
STARs RWY 33 (without Radar)



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7-10

ILS 33 / NDB + NDB 33 / NDB 33

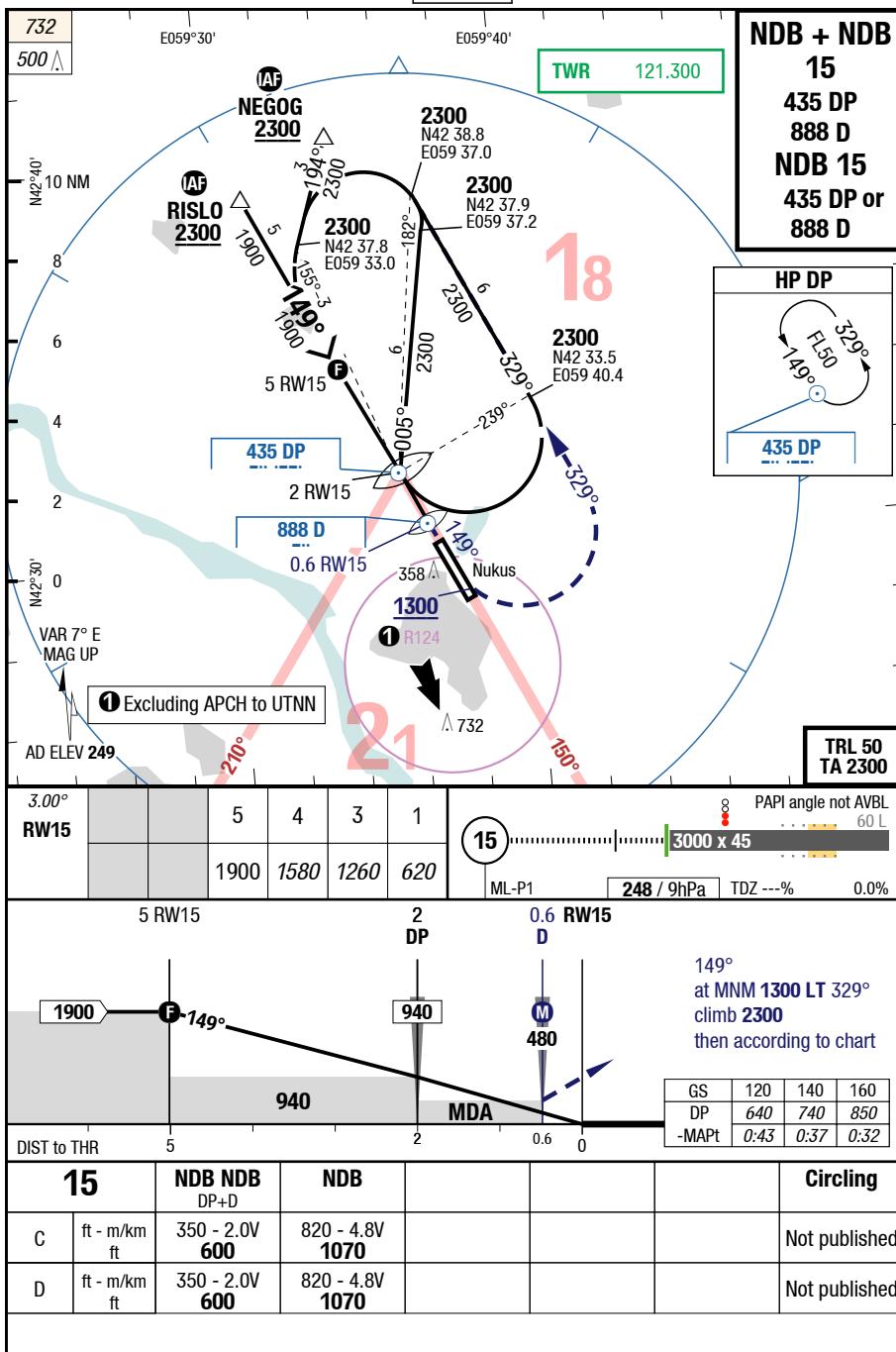


Changes: ALT, MIN, VAR

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7-20

NDB + NDB 15 / NDB 15

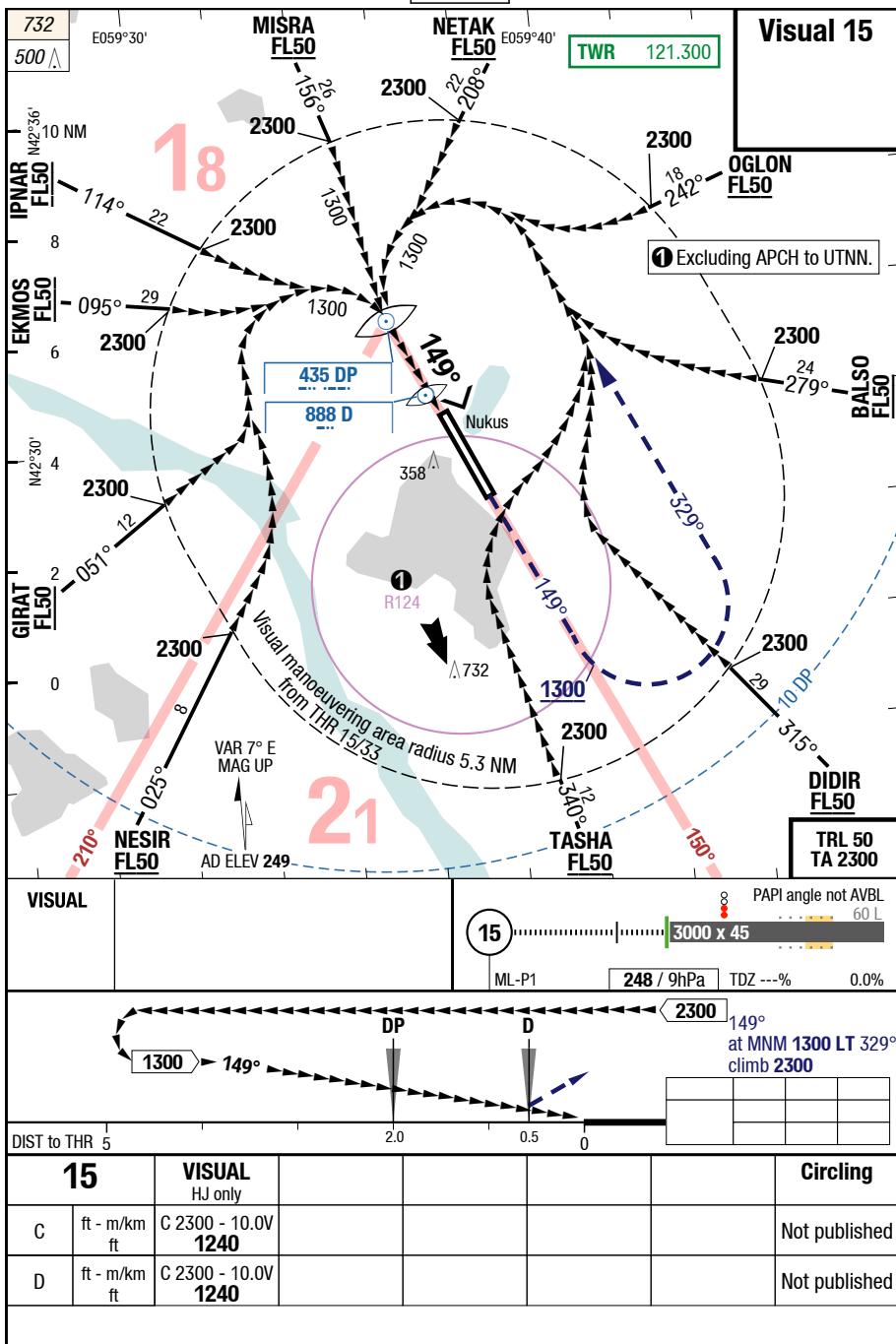


Changes: MIN, ALT, VAR

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7-30

Visual 15



7-40

Visual 33

