

Page 1
Changed chart(s) since Disc 10-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 10-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UTFN

UTFN (Namangan)**General Info**

Namangan, UZB

N 40° 59.1' E 71° 33.5' Mag Var: 4.5°E

Elevation: 1703'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Time Zone Info: GMT+5:00 no DST

Runway Info

Runway 10-28 10728' x 148' asphalt

Runway 10 (104.0°M) TDZE 1703'

Lights: Edge

Runway 28 (284.0°M) TDZE 1533'

Lights: Edge, ALS

Communications InfoNamangan Tower **120.7****Notebook Info**

UTFN/NMA
NAMANGAN

4 JUL 08

10-2

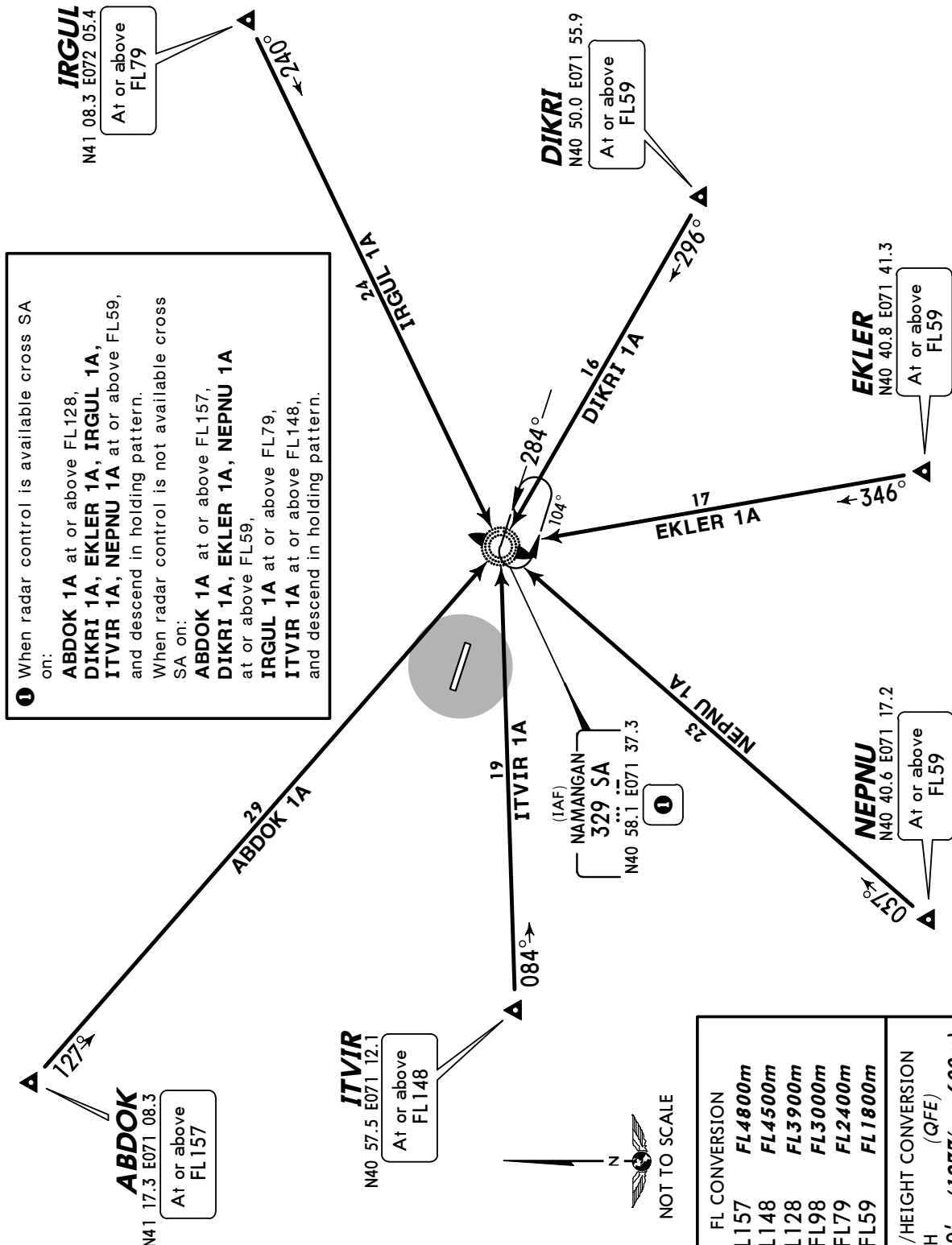
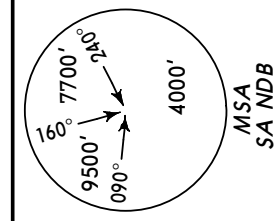
JEPPesen NAMANGAN, UZBEKISTAN

STAR

Apt Elev
1703'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 3680' (1977')
Caution: Mountainous terrain.

ABDOK 1A [ABDO1A], DIKRI 1A [DIKR1A]
EKLER 1A [EKLE1A], IRGUL 1A [IRGU1A]
ITVIR 1A [ITVI1A], NEPNU 1A [NEPN1A]
RWYS 10, 28 ARRIVALS
SPEED MAX 250 KT BELOW FL98



UTFN/NMA
NAMANGAN

4 JUL 08

(10-2A)

STAR

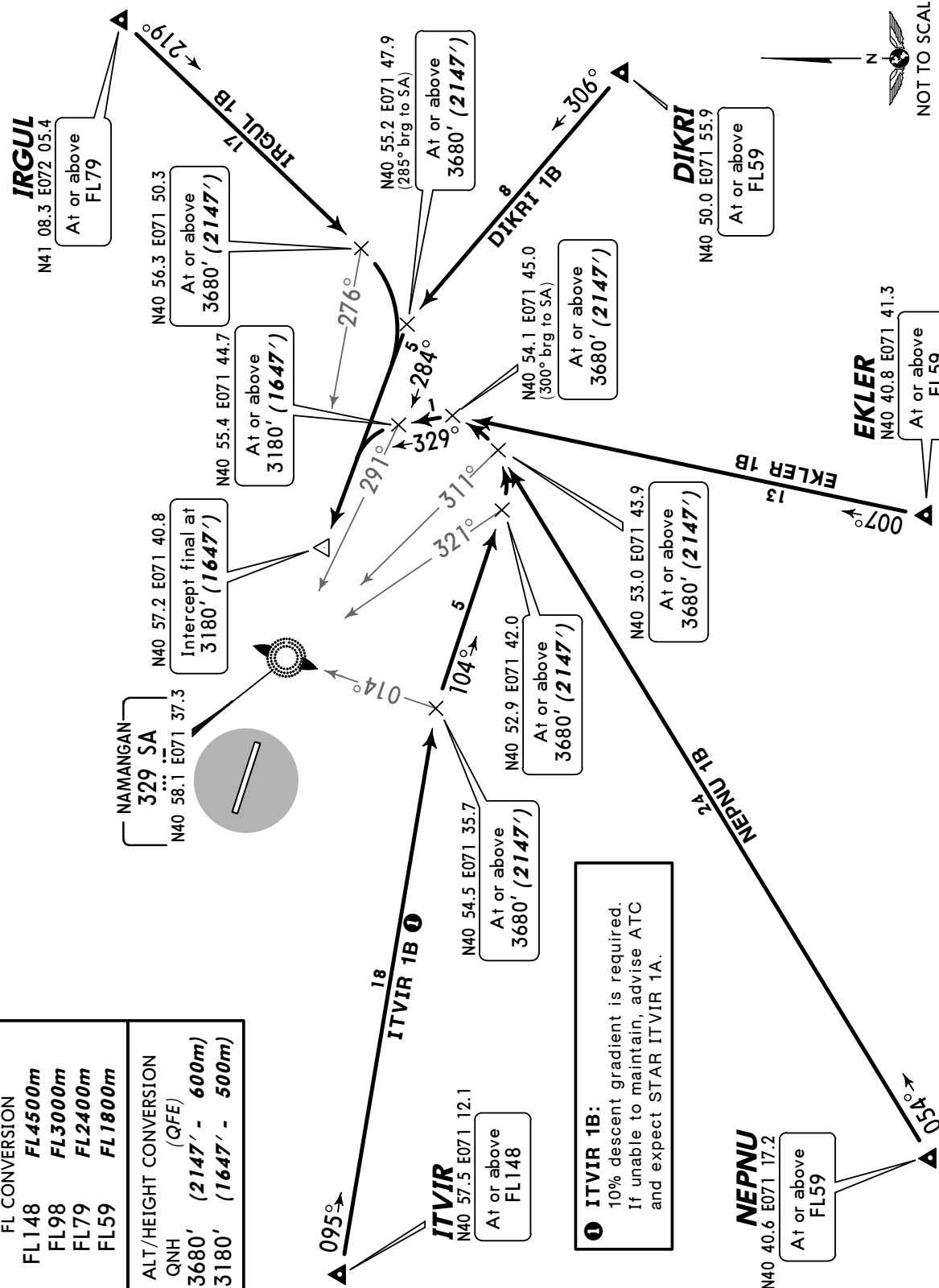
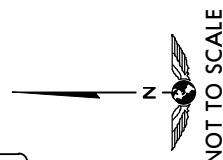
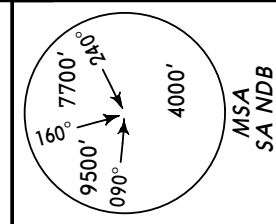
Apt Elev
1703'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

DIKRI 1B [DIKR1B], EKLER 1B [EKLE1B]
IRGUL 1B [IRGU1B], ITVIR 1B [ITVI1B]
NEPNU 1B [NEPN1B]
RWY 28 ARRIVALS

CAT C & D

~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION

FL148 FL4500m
FL98 FL3000m
FL79 FL2400m
FL59 FL1800m

ALT/HEIGHT CONVERSION

QNH (QFE)
3680' (2147' - 600m)
3180' (1647' - 500m)

**UTFN/NMA
NAMANGAN**

4 JUL 08

10-2B

JEPPESSEN NAMANGAN, UZBEKISTAN

STAR

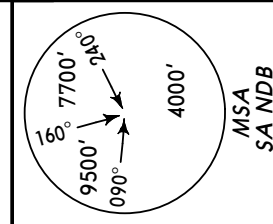
Apt Elev
1703'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

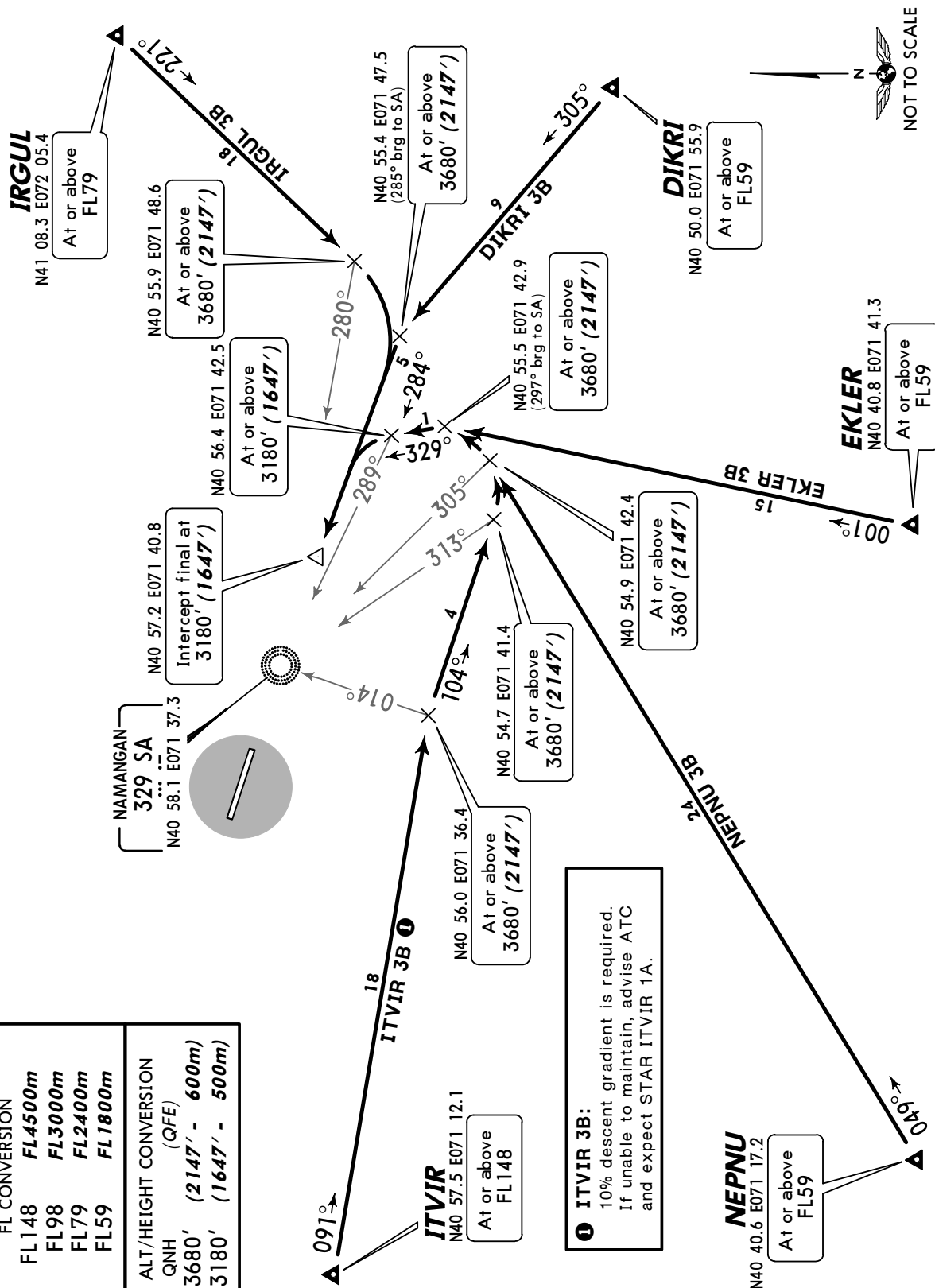
DIKRI 3B [DIKR3B], EKLER 3B [EKLE3B]
IRGUL 3B [IRGU3B], ITVIR 3B [ITVI3B]
NEPNU 3B [NEPN3B]
RWY 28 ARRIVALS

CAT A & B

SPEED: MAX 250 KT BELOW FL98

MSA
SA NDB

NOT TO SCALE



FL CONVERSION	ALT/HEIGHT CONVERSION
FL148 <i>FL4500m</i>	QNH (QFE)
FL98 <i>FL3000m</i>	3680' <i>(2147' - 600m)</i>
FL79 <i>FL2400m</i>	3180' <i>(1647' - 500m)</i>
FL59 <i>FL1800m</i>	

1 ITVIR 3B:
10% descent gradient is required.
If unable to maintain, advise ATC
and expect STAR ITVIR 1A.

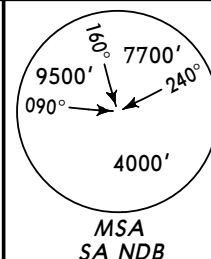
UTFN/NMA
NAMANGAN

4 JUL 08

10-3

JEPPESSEN NAMANGAN, UZBEKISTAN**SID****Apt Elev**
1703'QNH on request **(QFE)**Trans level: FL59 Trans alt: 3680' **(2147')**

Caution: Mountainous terrain.

ABDOK 1C [ABDO1C], DIKRI 1C [DIKR1C]**EKLER 1C [EKLE1C]****RWY 28 DEPARTURES****~~SPEED~~ MAX 250 KT BELOW FL98****ABDOK**

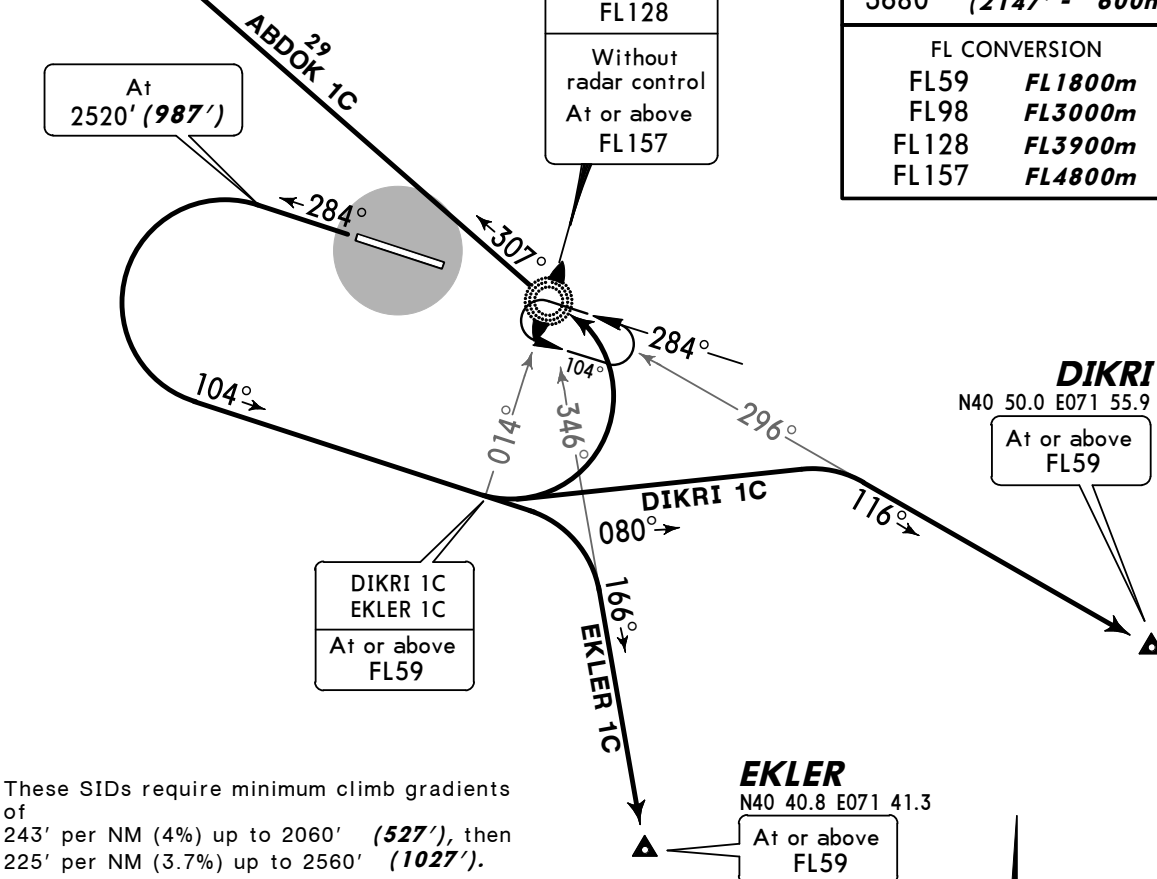
N41 17.3 E071 08.3

At or above
FL157**1** If necessary climb in holding pattern to assigned FL.**1**NAMANGAN
329 SA
N40 58.1 E071 37.3At or above
FL128Without
radar control
At or above
FL157ALT/HEIGHT CONVERSION
QNH (QFE)

2060'	(527' - 160m)
2360'	(827' - 250m)
2520'	(987' - 300m)
2560'	(1027' - 310m)
3680'	(2147' - 600m)

FL CONVERSION

FL59	FL1800m
FL98	FL3000m
FL128	FL3900m
FL157	FL4800m



These SIDs require minimum climb gradients of
243' per NM (4%) up to 2060' **(527')**, then
225' per NM (3.7%) up to 2560' **(1027')**.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215
225' per NM	281	375	562	749	937	1124

If unable to comply, take-off is **PROHIBITED**
when ceiling below 2360' **(827')**, and/or VIS less
than 1800m.



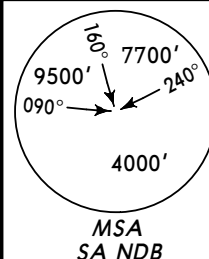
SID	ROUTING
ABDOK 1C	Climb on 284° track to 2520' (987') , turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, 307° bearing to ABDOK.
DIKRI 1C	Climb on 284° track to 2520' (987') , turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 080° track, intercept 116° bearing from SA to DIKRI.
EKLER 1C	Climb on 284° track to 2520' (987') , turn LEFT, 104° track, intercept 166° bearing from SA to EKLER.

CHANGES: New airport.

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4 JUL 08

10-3B**JEPPESEN NAMANGAN, UZBEKISTAN****SID****Apt Elev**
1703'QNH on request **(QFE)**
Trans level: FL59 Trans alt: 3680' **(1977')**
Caution: Mountainous terrain.**ABDOK 1D [ABDO1D] , DIKRI 1D [DIKR1D]**
EKLER 1D [EKLE1D]
RWY 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL98**ABDOK**

N41 17.3 E071 08.3

At or above
FL157**1** If necessary climb in holding
pattern to assigned FL.**1****NAMANGAN**
329 SA

N40 58.1 E071 37.3

At or above
FL128Without
radar control
At or above
FL157**ALT/HEIGHT CONVERSION**
QNH **(QFE)**
3680' **(1977' - 600m)****FL CONVERSION**
FL59 **FL1800m**
FL98 **FL3000m**
FL128 **FL3900m**
FL157 **FL4800m****DIKRI**
N40 50.0 E071 55.9At or above
FL59**EKLER**

N40 40.8 E071 41.3

At or above
FL59

SID	ROUTING
ABDOK 1D	Climb on 104° track to assigned FL , when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 307° bearing to ABDOK.
DIKRI 1D	Climb on 104° track to assigned FL , when passing SA turn RIGHT, 116° track to DIKRI.
EKLER 1D	Climb on 104° track to assigned FL , when passing SA turn RIGHT, intercept 166° bearing from SA to EKLER.

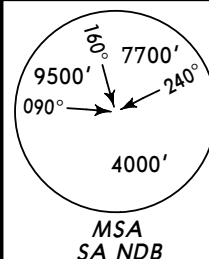
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4 JUL 08

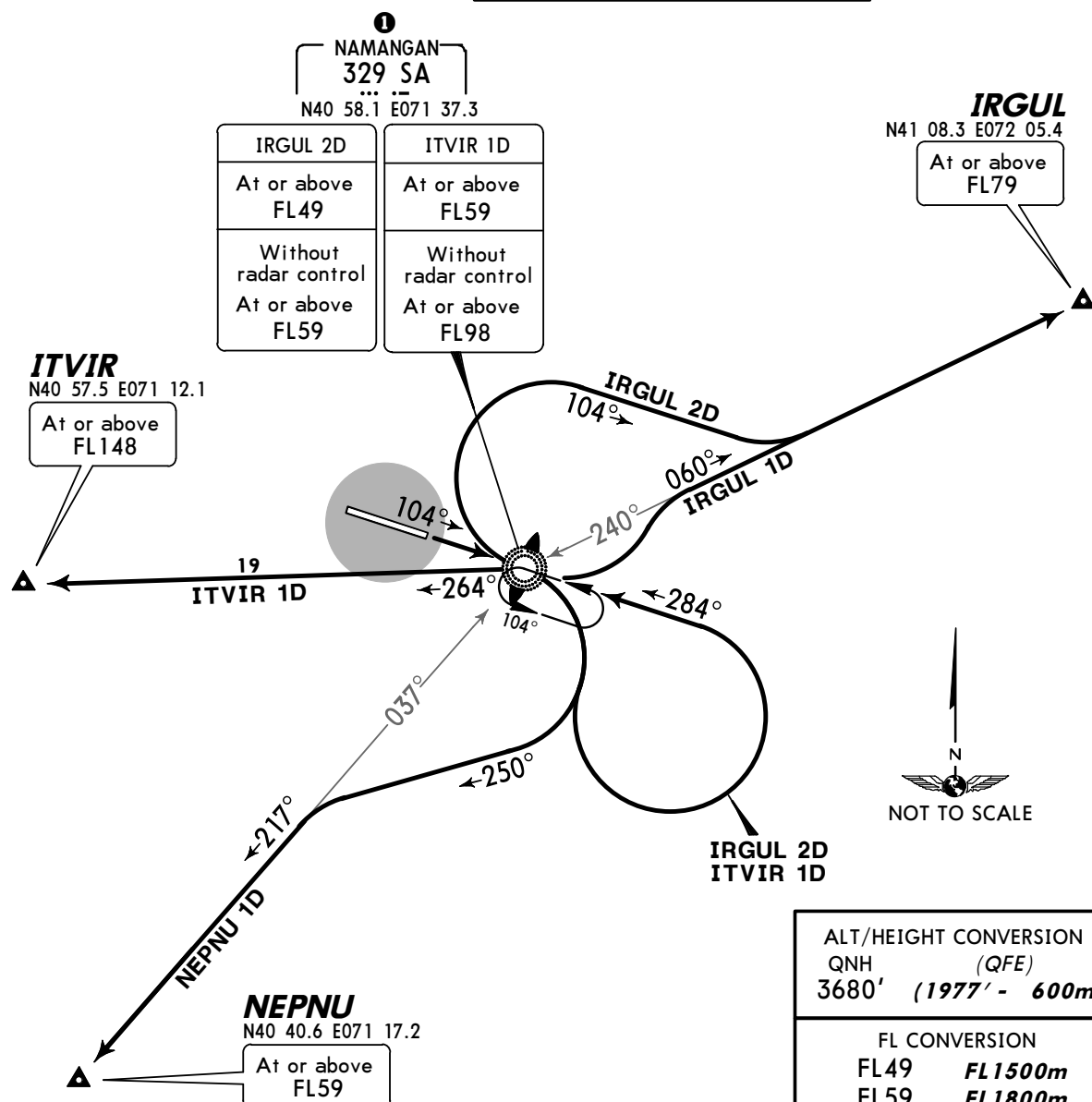
10-3C**JEPPESEN NAMANGAN, UZBEKISTAN****SID****Apt Elev**
1703'**QNH on request (QFE)**

Trans level: FL59 Trans alt: 3680' (1977')

Caution: Mountainous terrain.

IRGUL 1D [IRGU1D], IRGUL 2D [IRGU2D]
ITVIR 1D [ITVI1D], NEPNU 1D [NEPN1D]
RWY 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL98

① If necessary climb in holding pattern to assigned FL.



SID	ROUTING
IRGUL 1D	Climb on 104° track to assigned FL, when passing SA turn LEFT, intercept 060° bearing from SA to IRGUL.
IRGUL 2D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 104° track, intercept 060° bearing from SA to IRGUL.
ITVIR 1D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn LEFT, 264° bearing to ITVIR.
NEPNU 1D	Climb on 104° track to assigned FL, when passing SA turn RIGHT, 250° track, intercept 217° bearing from SA to NEPNU.

CHANGES: New airport.

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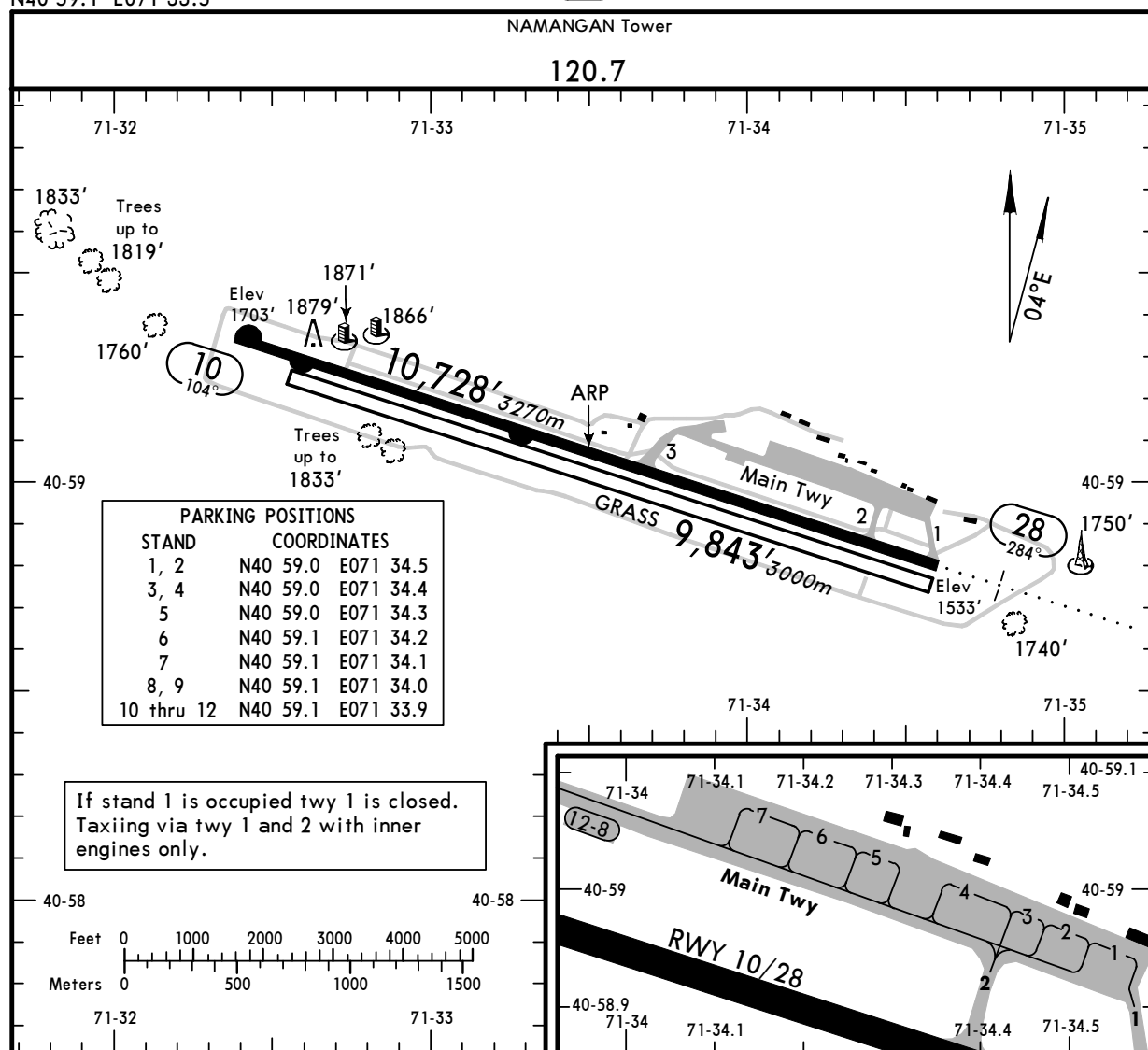
Apt Elev **1703'**
N40 59.1 E071 33.5

29 JAN 10

(10-9)

JEPPesen NAMANGAN, UZBEKISTAN

NAMANGAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
10	HIRL (100m)			1	148'
28	HIRL (100m) MIALS	10,482' 3195m	9145' 2787m		45m
10	Grass runway				213'
28					65m

1 TAKE-OFF RUN AVAILABLE

RWY 10:

Take-off must be made from second turning pad.
First 886' (270m) of rwy 10 not usable for take-off.

From second turning pad 9843' (3000m)
twy 3 int 4593' (1400m)

RWY 28:

From rwy head 10,482' (3195m)
twy 2 int 9432' (2875m)
twy 3 int 5889' (1795m)

TAKE-OFF

AIR CARRIER (JAA)

All Rws 1 2

	LVP must be in force		RCLM (DAY only) or RL
	DAY RCLM or RL	NIGHT RL	
A	300m	300m	400m
B		300m	
C		400m	
D		400m	

1 Rwy 28 min climb gradient 4.0% until 2230' (527') and thereafter 3.7% until 2920' (1217') are mandatory. If acft unable to maintain these climb gradients ceil 250m, VIS 1800m required for take-off.

2 Take-off rwy 28 with tailwind is prohibited for CAT C&D.

UTFN/NMA
NAMANGAN

JEPPE
29 JAN 10 (11-1)

NAMANGAN
MISSED APCH CLIMB
GRADIENT MIM 4.0%

UZBEKISTAN
ILS Rwy 28

ERRIEFING STRIP™

NAMANGAN Tower

120.7

LOC	
ISA	
110	1

Final
Apch Crs
284°

GS
LOM
2288' (755')

ILS
DA(H)
Refer to
Minimums

Apt Elev 1703'
RWY 1533'

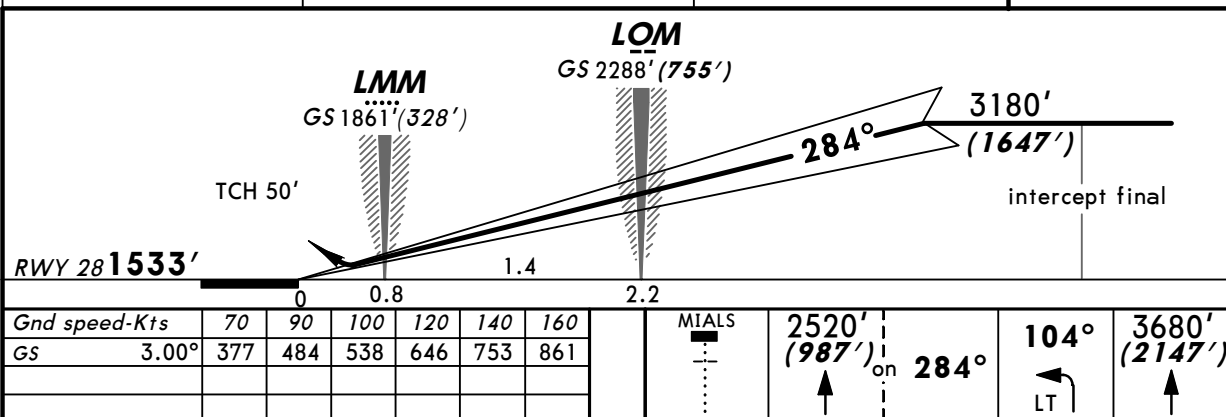
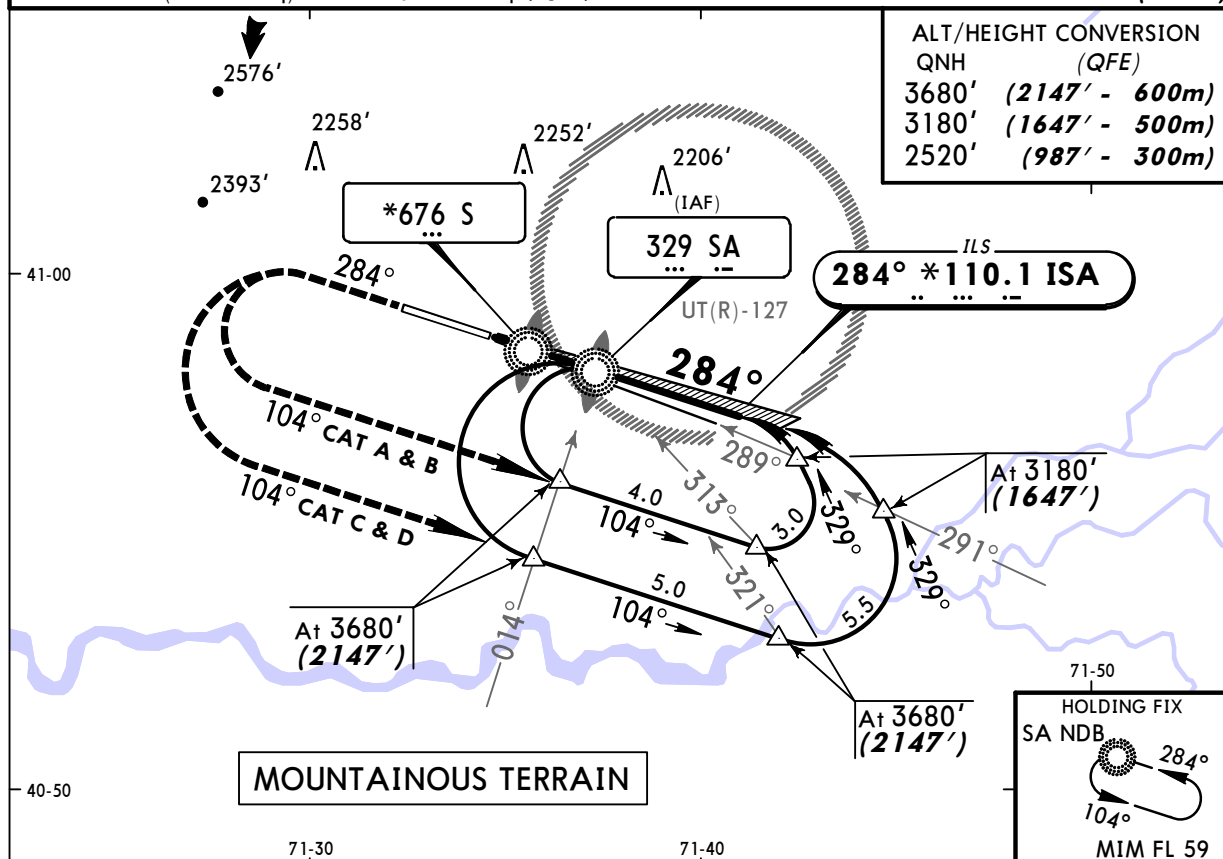
MISSED APCH: Climb on 284° to $2520'$ ($987'$), then turn LEFT onto 104° climbing to $3680'$ ($2147'$), then according to chart, or as directed.

MSA SA NDB

Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 59

Trans alt: 3680' (**2147'**)

STRAIGHT-IN LANDING RWY 28

ILS

Missed apch climb gradient mim 4.0% up to 2060'(527') then 3.7% up to 2560'(1027')

AB: 1746' (213') CD: 1763' (230')

FULL

ALS out

LOC (GS out)

CIRCLE-TO-LAND

A
B
C
D

A
B
C
D

A
B
C
D

A
B
C
D

1200m

NOT AUTHORIZED

A
B
C
D

A
B
C
D

A
B
C
D

A
B
C
D

NOT AUTHORIZED

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NAMANGAN

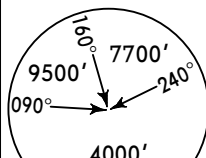
4 JUL 08

(16-1)

JEPPESEN NAMANGAN, UZBEKISTAN
NDB Rwy 10

BRIEFING STRIP

NAMANGAN Tower				
120.7				
NDB SA 329	Final Apch Crs 104°	Minimum Alt N41 01.0 E071 26.1 3350'(1647')	MDA(H) (CONDITIONAL) 2790'(1087')	Apt Elev 1703' RWY1703'
MISSED APCH: Climb on 104° to 3680'(1977'), then turn RIGHT onto 284° , then according to chart, or as directed.				



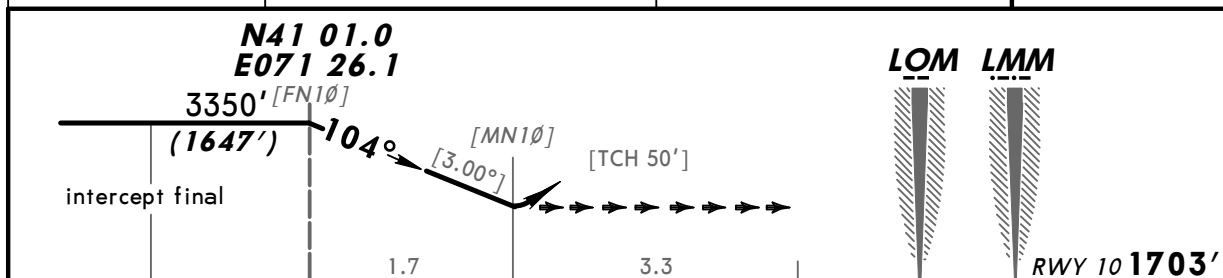
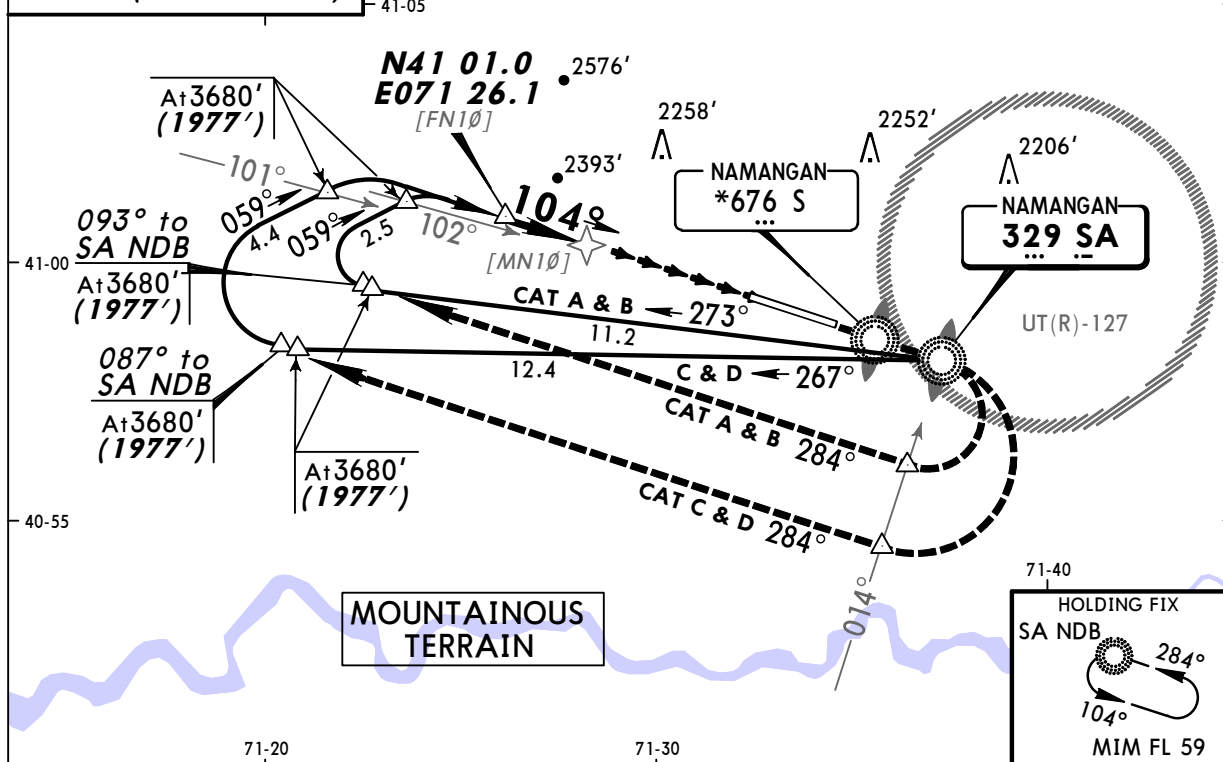
MSA
SA NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3680' (1977')

ALT/HEIGHT CONVERSION
QNH (QFE)
3680' (1977' - 600m)
3350' (1647' - 500m)

UZBEKISTAN KYRGYZSTAN

DAY ONLY



Gnd speed-Kts	70	90	100	120	140	160		3680' (1977')	104°	284°
Descent grad 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		↑	on	RT

STRAIGHT-IN LANDING RWY 10					CEILING REQUIRED	CIRCLE-TO-LAND				
MDA(H) 2790' (1087')										
A	700m - 5000m					A	NOT AUTHORIZED			
B						B				
C						C				
D						D				

W/o radar control: MDA(H) 3050' (1347').

CHANGES: New procedure.

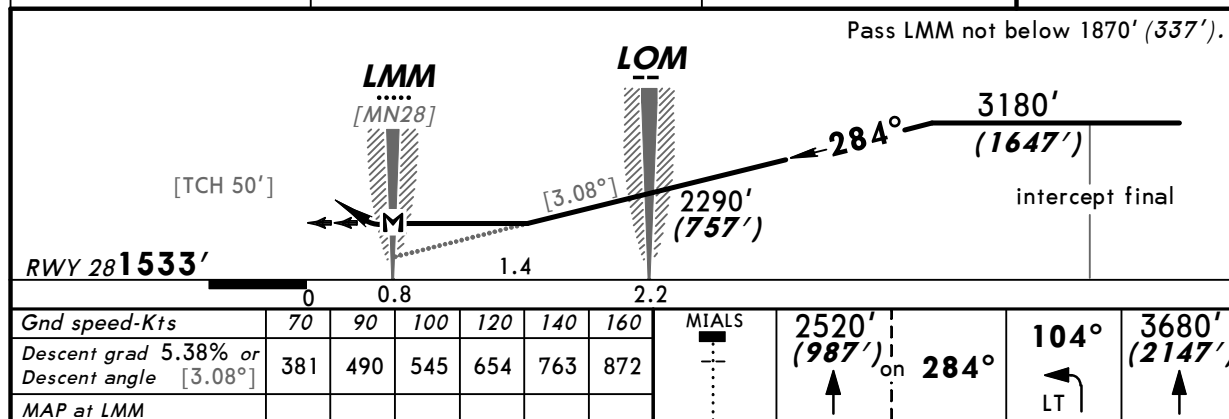
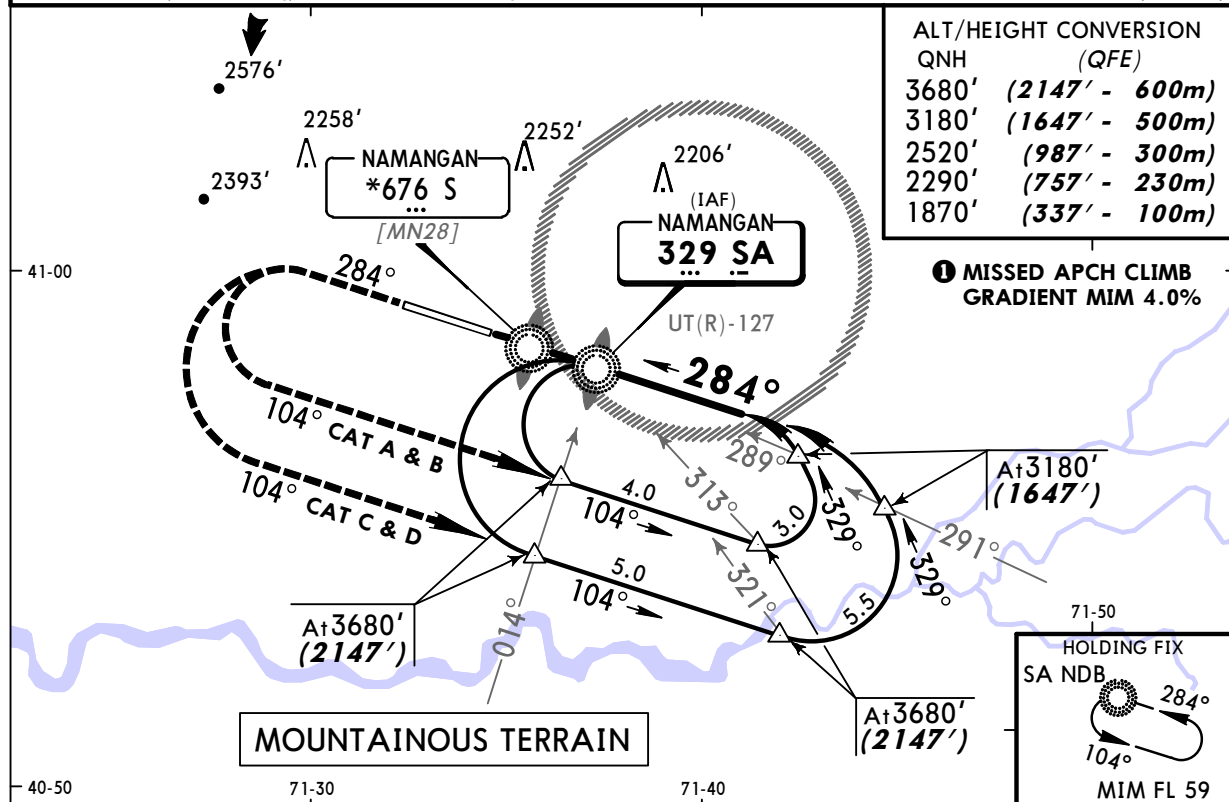
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UTFN/NMA
NAMANGAN

JEPPESSEN NAMANGAN, UZBEKISTAN
4 JUL 08 (16-2) **2 NDB or NDB Rwy 28**

BRIEFING STRIP

NAMANGAN Tower					
NDB SA 329	Final Apch Crs 284°	Minimum Alt LOM 2290' (757')	MDA(H) Refer to Minimums	Apt Elev 1703' RWY 1533'	
MISSED APCH: Climb on 284° to 2520' (987'), then turn LEFT onto 104° climbing to 3680' (2147'), then according to chart, or as directed.					MSA SA NDB
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59	Trans alt: 3680' (2147')



STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0% up to 2060'(527') then 3.7% up to 2560'(1027')						
2 NDB		NDB 1				
MDA(H) 1920'(387')		MDA(H) AB: 2190'(657') CD: 2520'(987')				
ALS out		ALS out				
A	1700m		2500m		A	NOT AUTHORIZED
B					B	
C			5000m		C	
D					D	

PANS OPS

1 W/o radar control: CAT A & B MDA(H) 2260' (727') VIS 3000m.

CHANGES: New procedure.

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