

Page 1

Changed chart(s) since Disc 16-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 16-2010

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

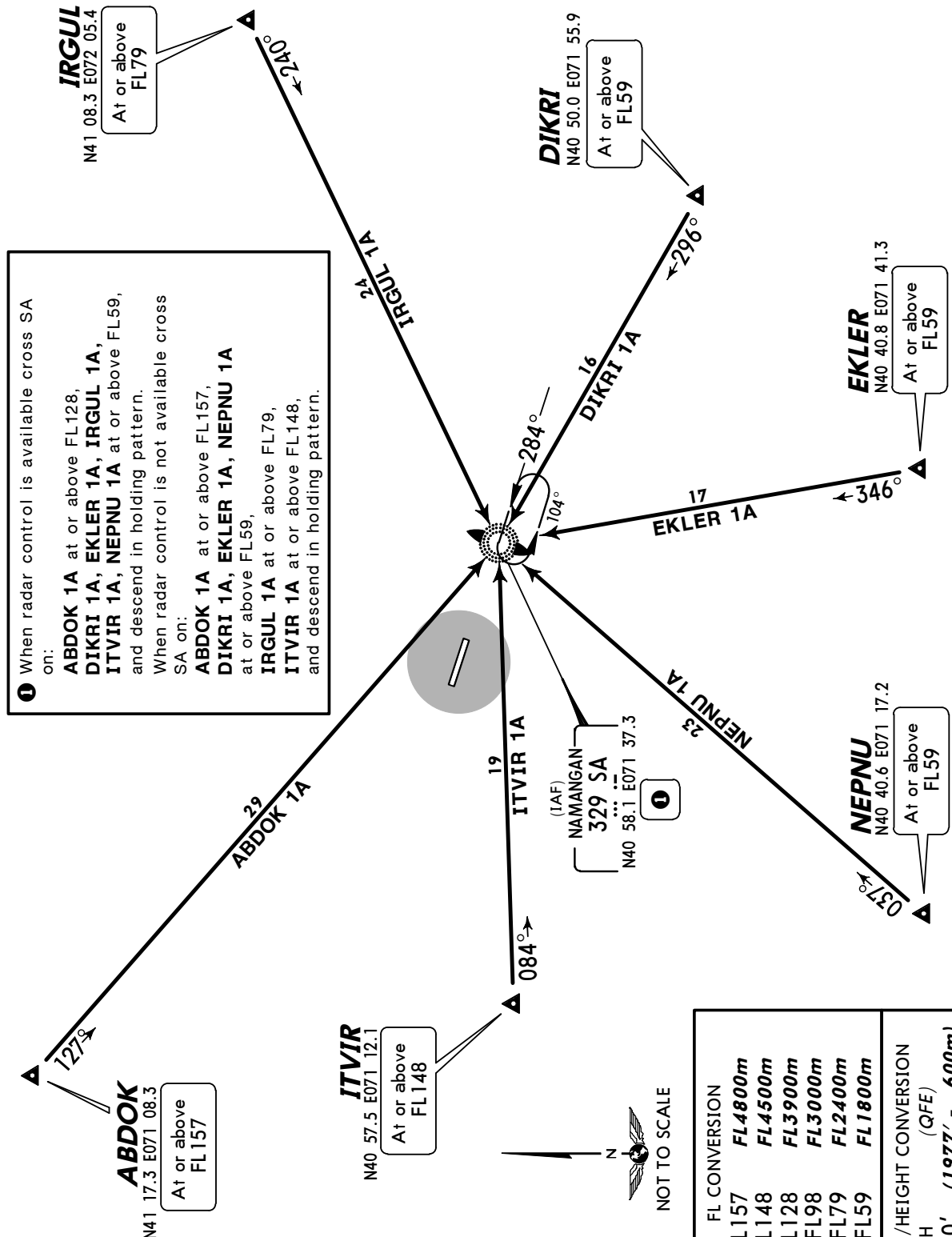
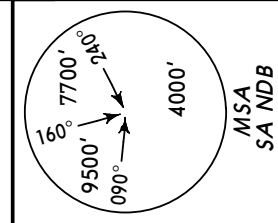
JEPPESSEN NAMANGAN, UZBEKISTAN

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)

JEPPESSEN NAMANGAN, UZBEKISTAN

STAR

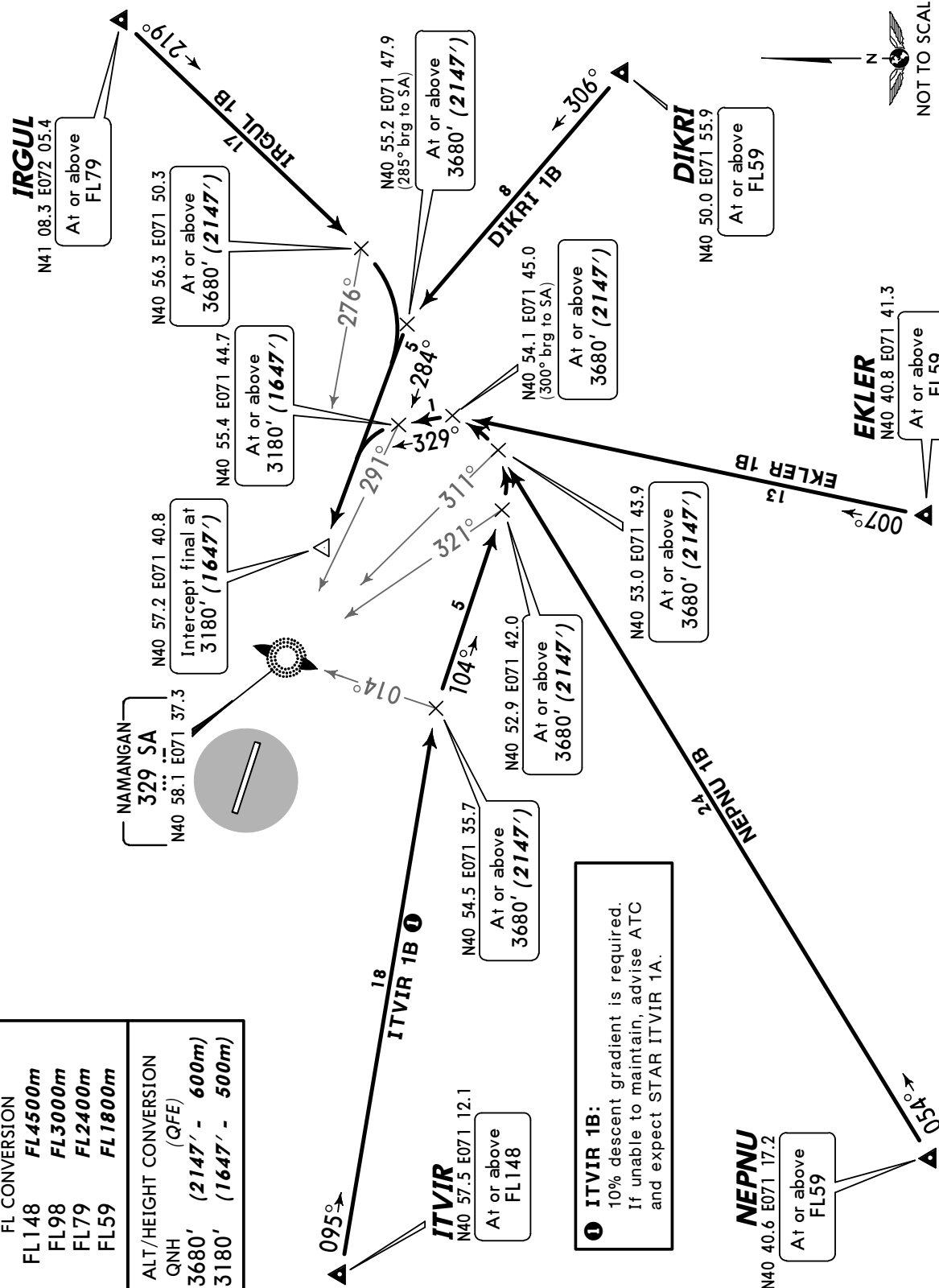
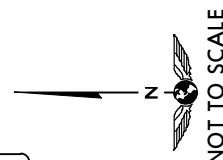
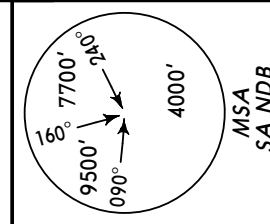
Apt Elev
1703'

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

DIKRI 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

JEPPESSEN NAMANGAN, UZBEKISTAN
4 JUL 08 **(10-2B)** **STAR**

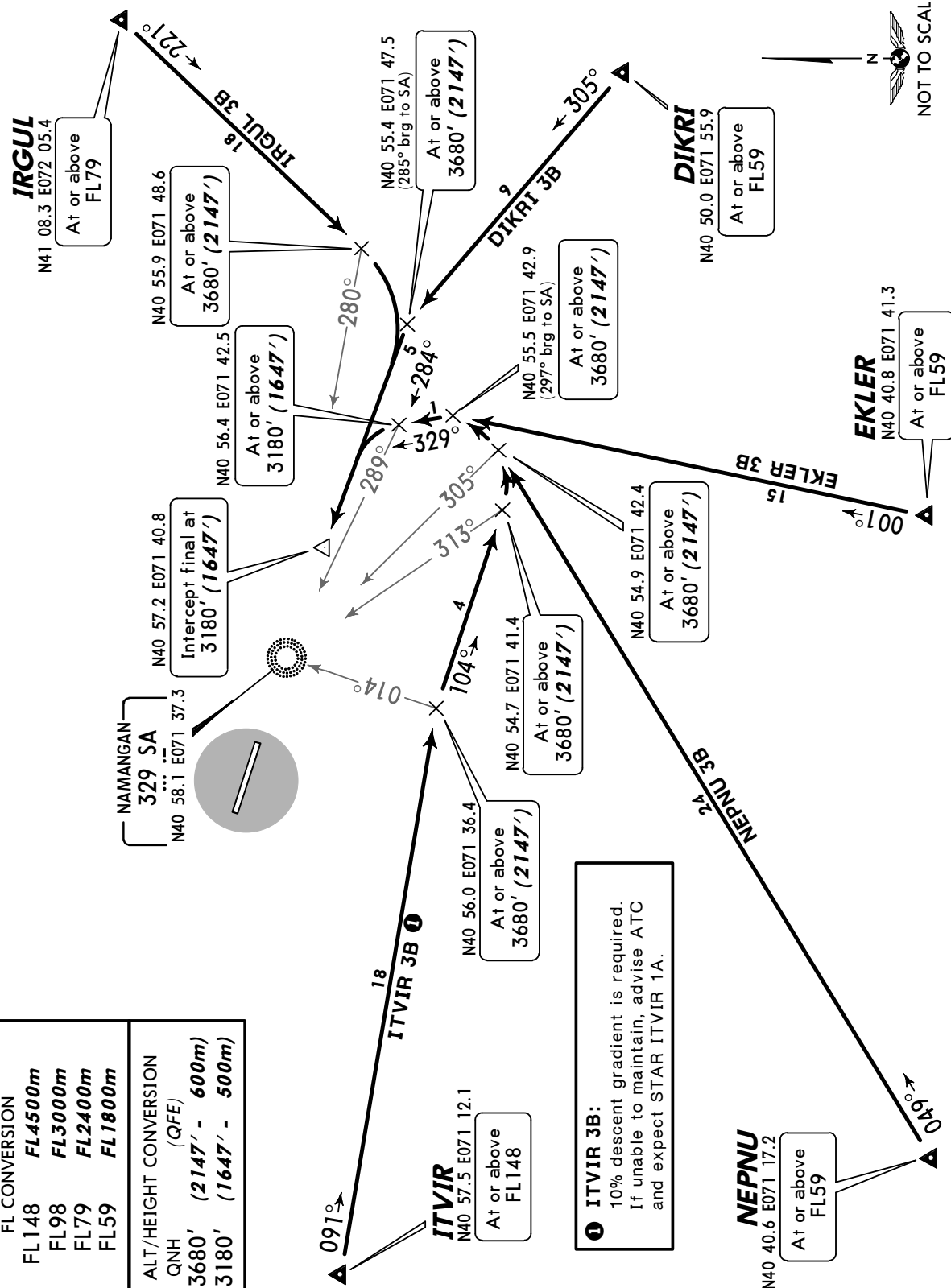
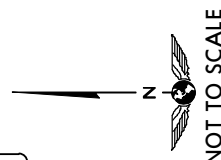
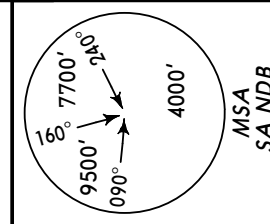
Apt Elev
1703'

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



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

10-3

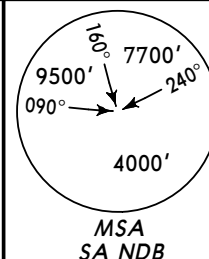
JEPPESSEN NAMANGAN, UZBEKISTAN

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 37.3

At or above
 FL128

Without
 radar control
 At or above
 FL157

ALT/HEIGHT CONVERSION QNH (QFE)

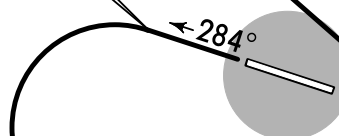
2060'	(527' - 160m)
2360'	(827' - 250m)
2520'	(987' - 300m)
2560'	(1027' - 310m)
3680'	(2147' - 600m)

FL CONVERSION

FL59	FL1800m
FL98	FL3000m
FL128	FL3900m
FL157	FL4800m

At
 2520' (987')

ABDOK 1C



DIKRI 1C
 EKLER 1C
 At or above
 FL59

DIKRI
 N40 50.0 E071 55.9

At or above
 FL59

DIKRI 1C

080°

166°

EKLER 1C

EKLER
 N40 40.8 E071 41.3

At or above
 FL59

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.



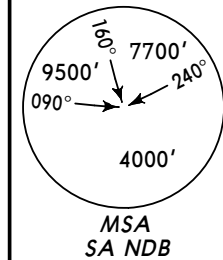
SID	ROUTING
ABDOK 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, 307° bearing to ABDOK.
DIKRI 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 080° track, intercept 116° bearing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

UTFN/NMA
NAMANGAN

JEPPESEN NAMANGAN, UZBEKISTAN
4 JUL 08 **(10-3B)** **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
FL128

Without
radar control
At or above
FL157

DIKRI
N40 50.0 E071 55.9

At or above
FL59



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

FL CONVERSION
FL59 **FL1800m**
FL98 **FL3000m**
FL128 **FL3900m**
FL157 **FL4800m**

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.

UTFN/NMA
NAMANGAN

4 JUL 08

10-3C

JEPPESEN NAMANGAN, UZBEKISTAN

SID

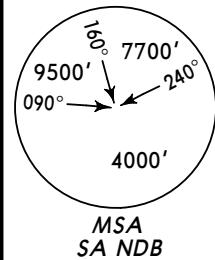
Apt Elev
1703'

QNH on request (QFE)

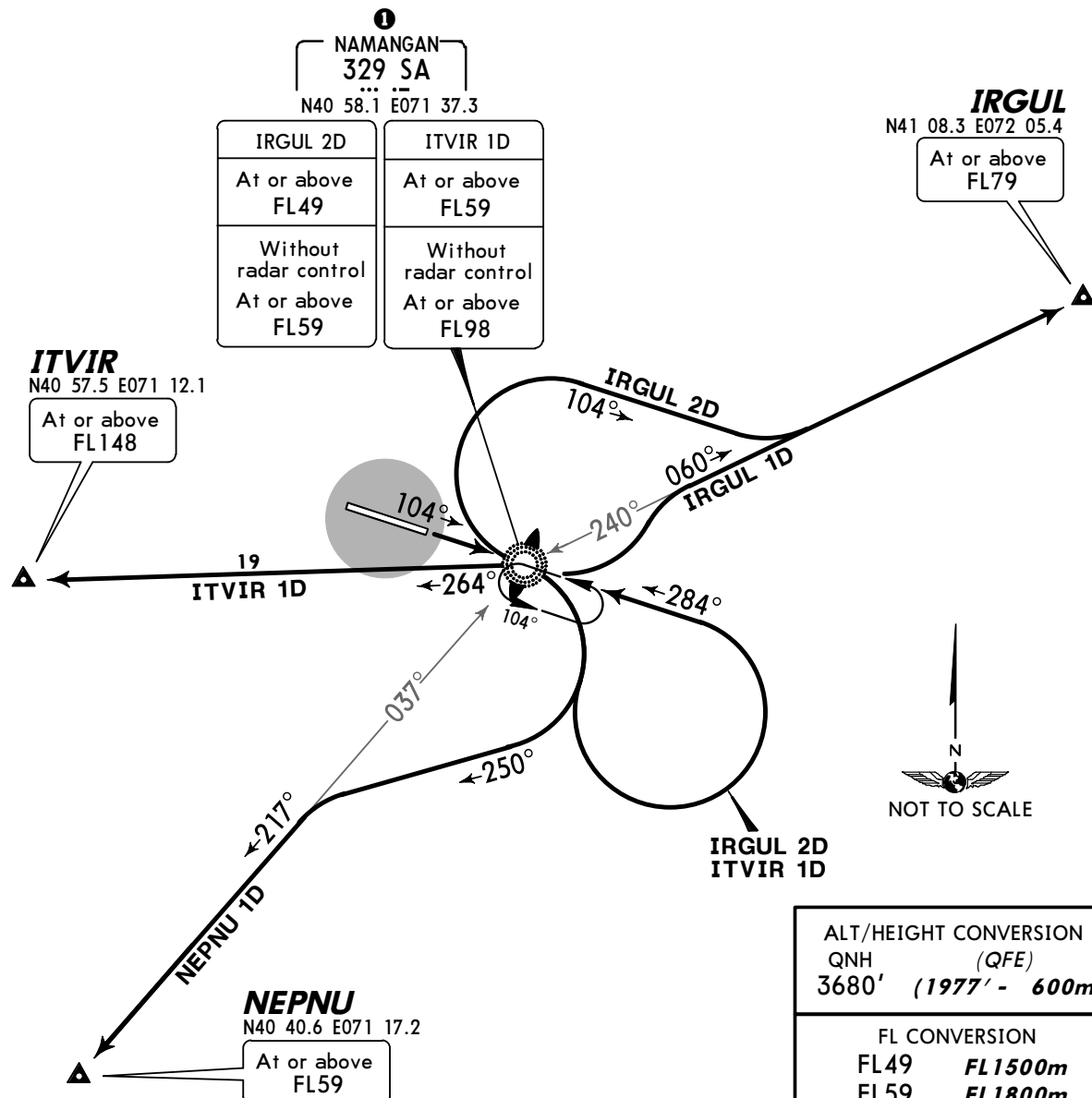
Trans level: FL59 Trans alt: 3680' (1977')

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.

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

UTFN/NMA

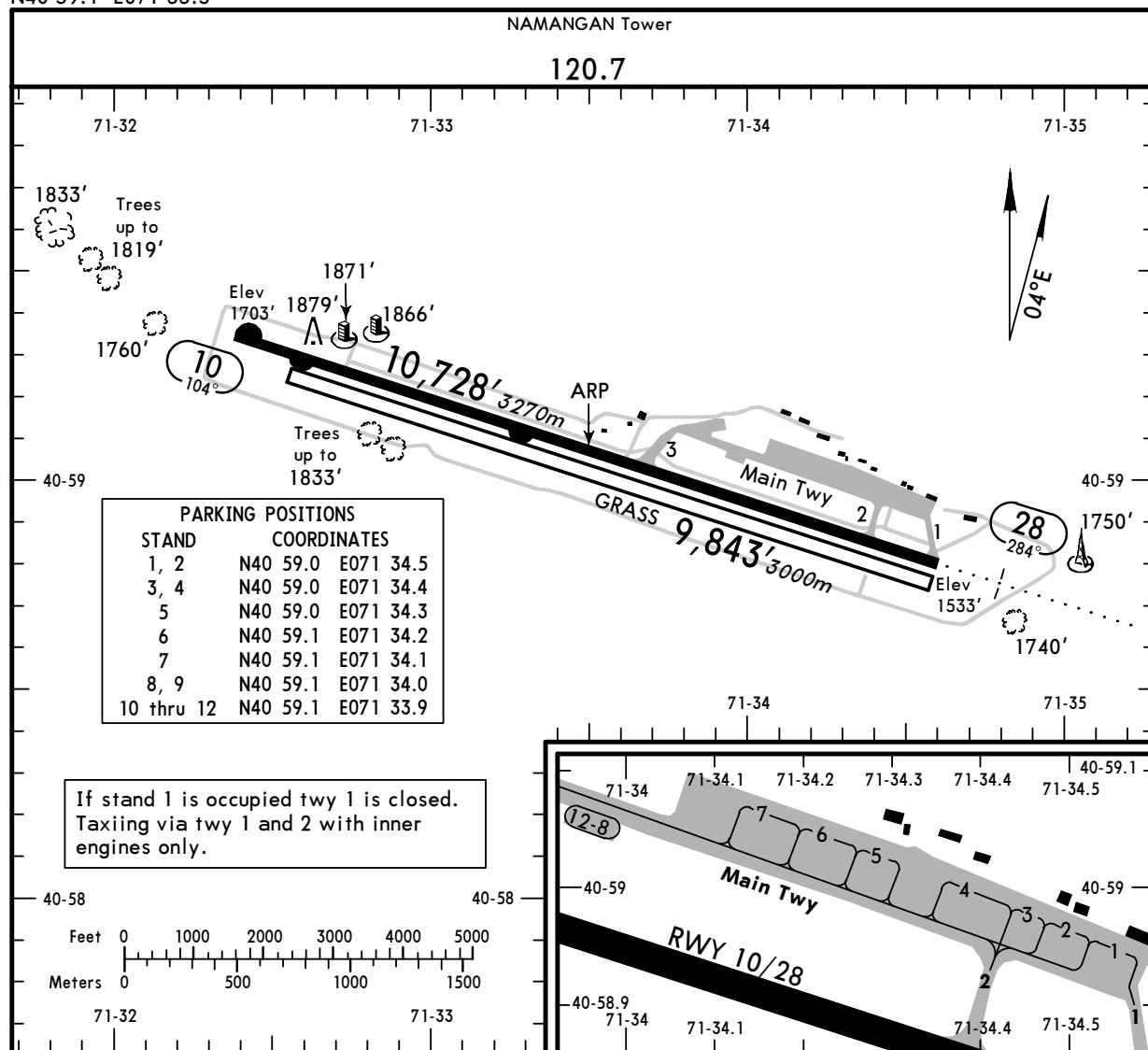
Apt Elev **1703'**
N40 59.1 E071 33.5

29 JAN 10

(10-9)

JEPPESEN NAMANGAN, UZBEKISTAN

NAMANGAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
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		
DAY RCLM or RL	LVP must be in force	
	NIGHT RL	RCLM (DAY only) or RL
A	300m	400m
B		
C	400m	
D		

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.

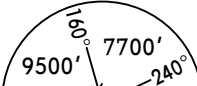
UTFN/NMA
NAMANGAN

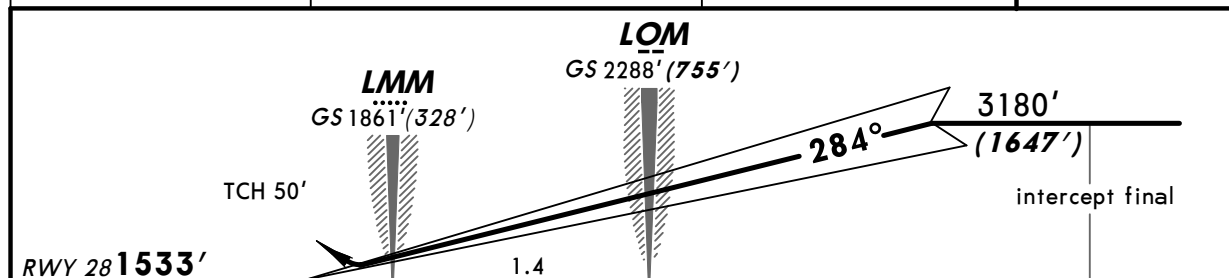
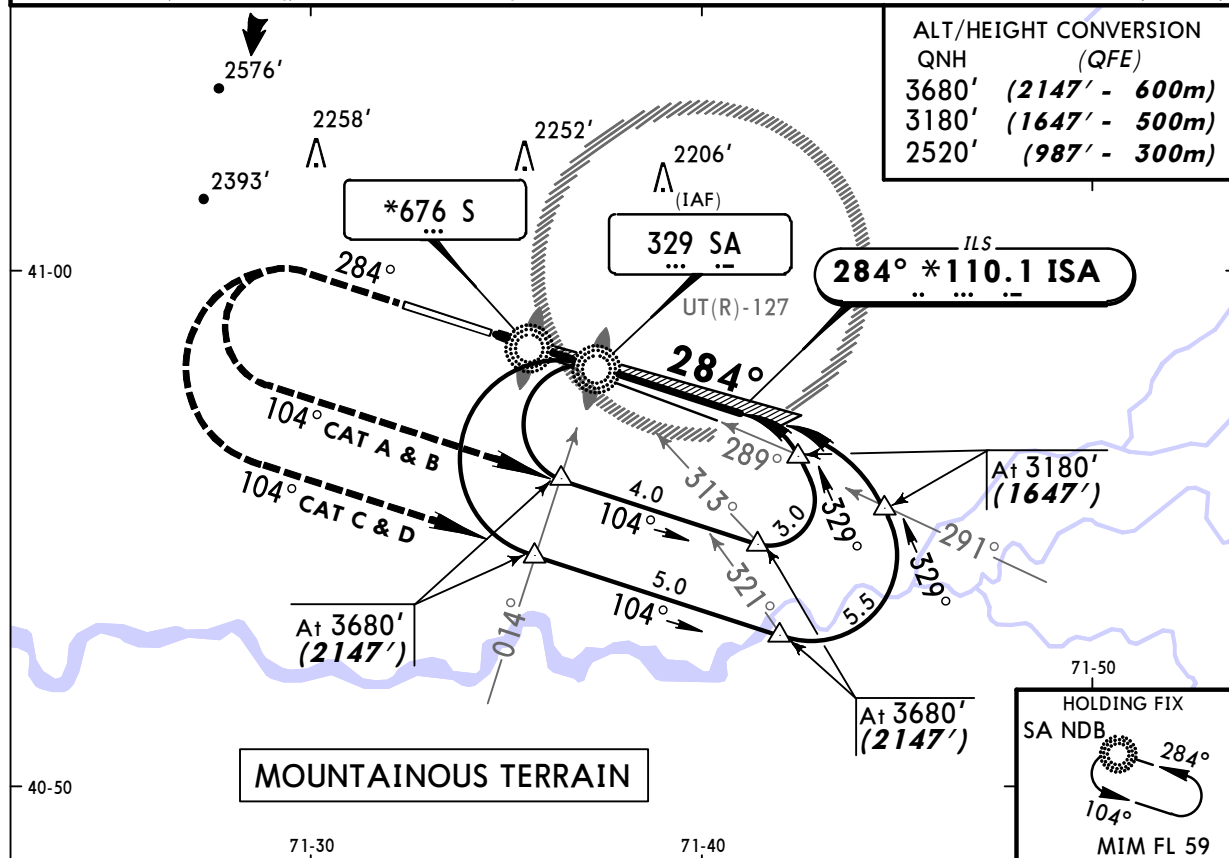
29 JAN 10 **(11-1)**

JEPPESSEN NAMANGAN, UZBEKISTAN
MISSED APCH CLIMB
GRADIENT MIM 4.0%

ILS Rwy 28

BRIEFING 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' RWY1533'	
MISSED APCH: Climb on 284° to 2520' (987'), then turn LEFT onto 104° climbing to 3680' (2147'), then according to chart, or as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3680' (2147')					



Gnd speed-Kts	70	90	100	120	140	160	MIALS				2520' (987') on 284°	104° LT	3680' (2147')
GS	3.00°	377	484	538	646	753	861						

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
ILS Missed apch climb gradient mim 4.0% up to 2060'(527') then 3.7% up to 2560'(1027') DA(H) AB:1746'(213') CD:1763'(230')		LOC (GS out)					
FULL		ALS out					
A	1200m		NOT AUTHORIZED		A	NOT AUTHORIZED	
B					B		
C					C		
D					D		

PANS OPS

UTFN/NMA
NAMANGAN

4 JUL 08

(16-1)

JEPPESSEN 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' RWY 1703'
MISSED APCH: Climb on 104° to 3680' (1977'), then turn RIGHT onto 284° , then according to chart, or as directed.				

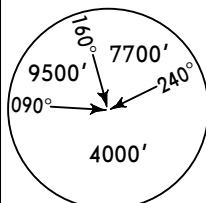


Diagram illustrating the missed approach procedure. The diagram shows a circular path with a center point. A line from the center to the top is labeled 1600'. A line from the center to the right is labeled 240°. A line from the center to the bottom is labeled 4000'. A line from the center to the left is labeled 090°. A line from the center to the top-right is labeled 7700'. A line from the center to the bottom-left is labeled 9500'.

MSA
SA NDB

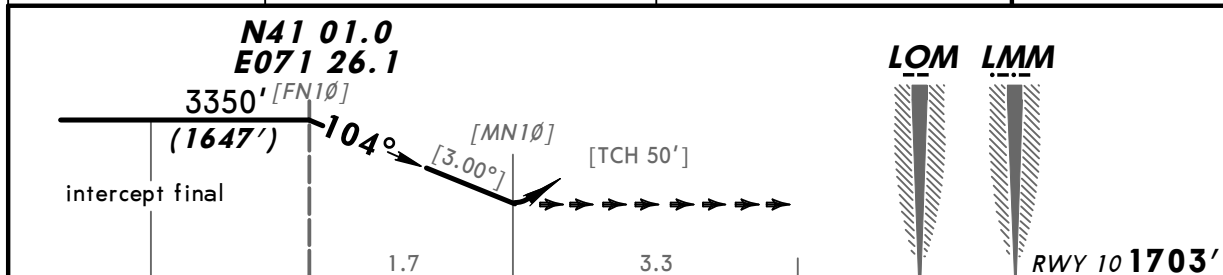
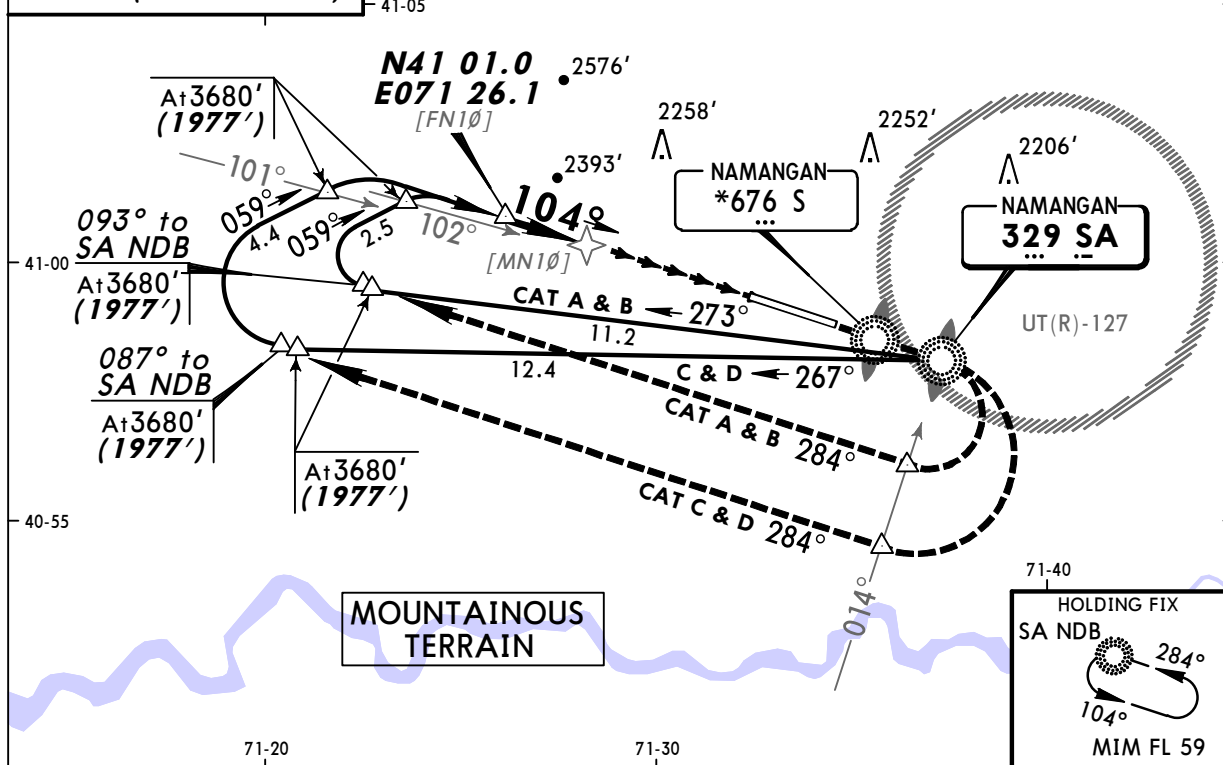
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 3680' (1977')

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

UZBEKISTAN 1 KYRGYZSTAN

DAY ONLY

2631'



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

STRAIGHT-IN LANDING RWY 10		CEILING REQUIRED	CIRCLE-TO-LAND	
1 MDA(H) 2790' (1087')			1 NOT AUTHORIZED	
A	700m - 5000m	A	NOT AUTHORIZED	
B		B		
C		C		
D		D		

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

CHANGES: New procedure.

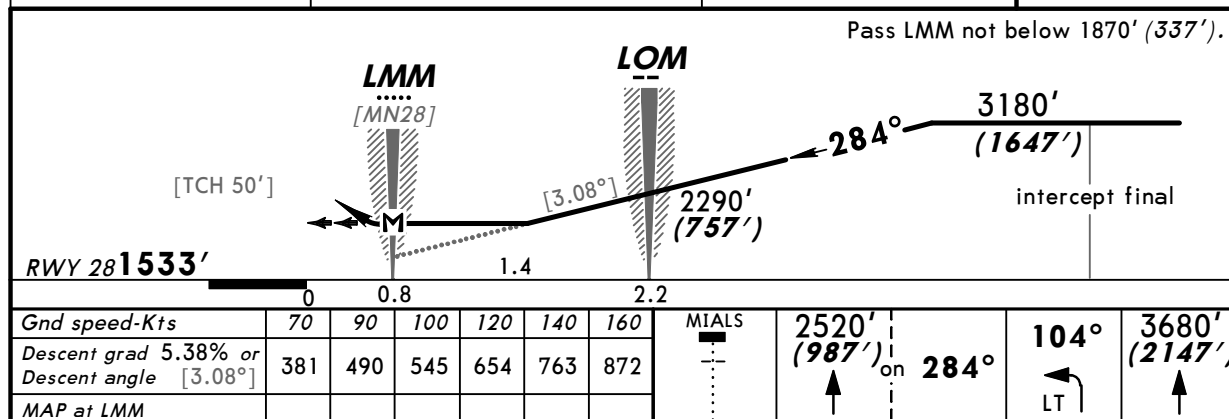
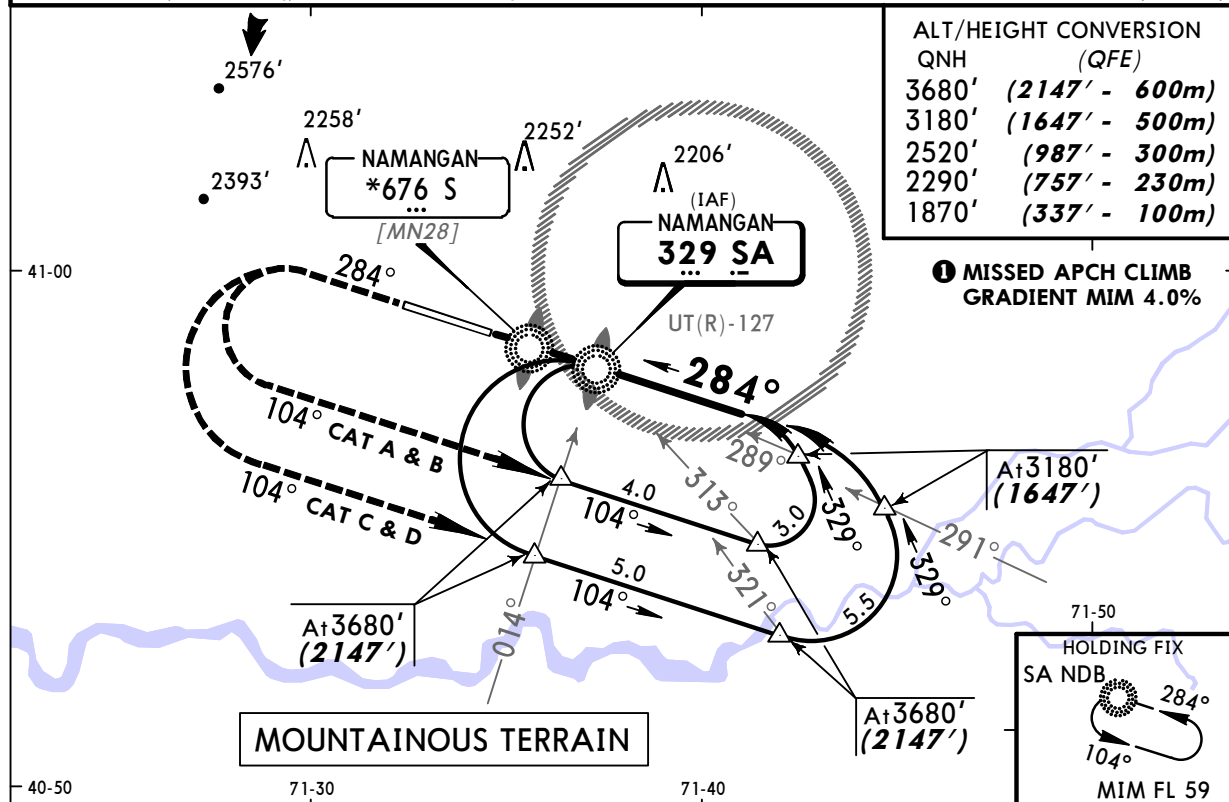
© JEPPESSEN, 2008. ALL RIGHTS RESERVED.

UTFN/NMA
NAMANGAN

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

BRIEFING STRIP

NAMANGAN Tower					
120.7					
NDB SA 329	Final Apch Crs 284°	Minimum Alt LOM 2290' (757')	MDA(H) Refer to Minimums	Apt Elev 1703' RWY 1533'	 MSA SA NDB
MISSED APCH: Climb on 284° to 2520' (987'), then turn LEFT onto 104° climbing to 3680' (2147'), then according to chart, or as directed.					
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.

© JEPPESSEN, 2008. ALL RIGHTS RESERVED.