

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

No revision activity since Disc 22-2010

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

JEPPesen NAMANGAN, UZBEKISTAN

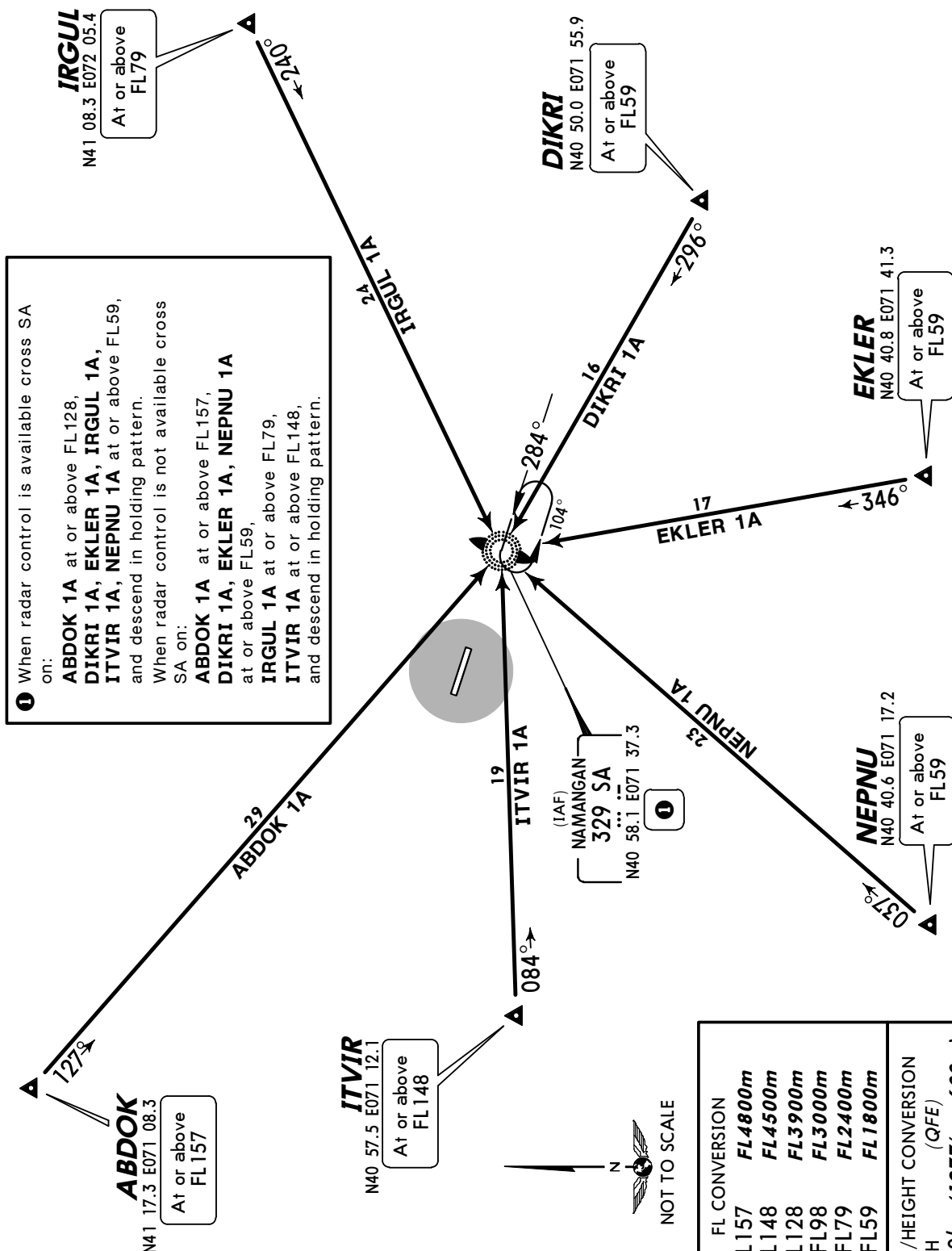
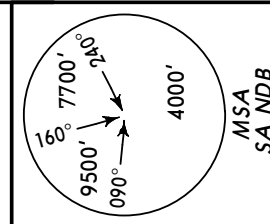
4 JUL 08 10-2

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

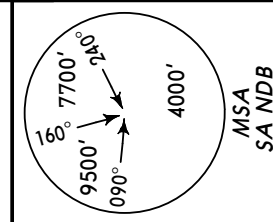
Apt Elev
1703'

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

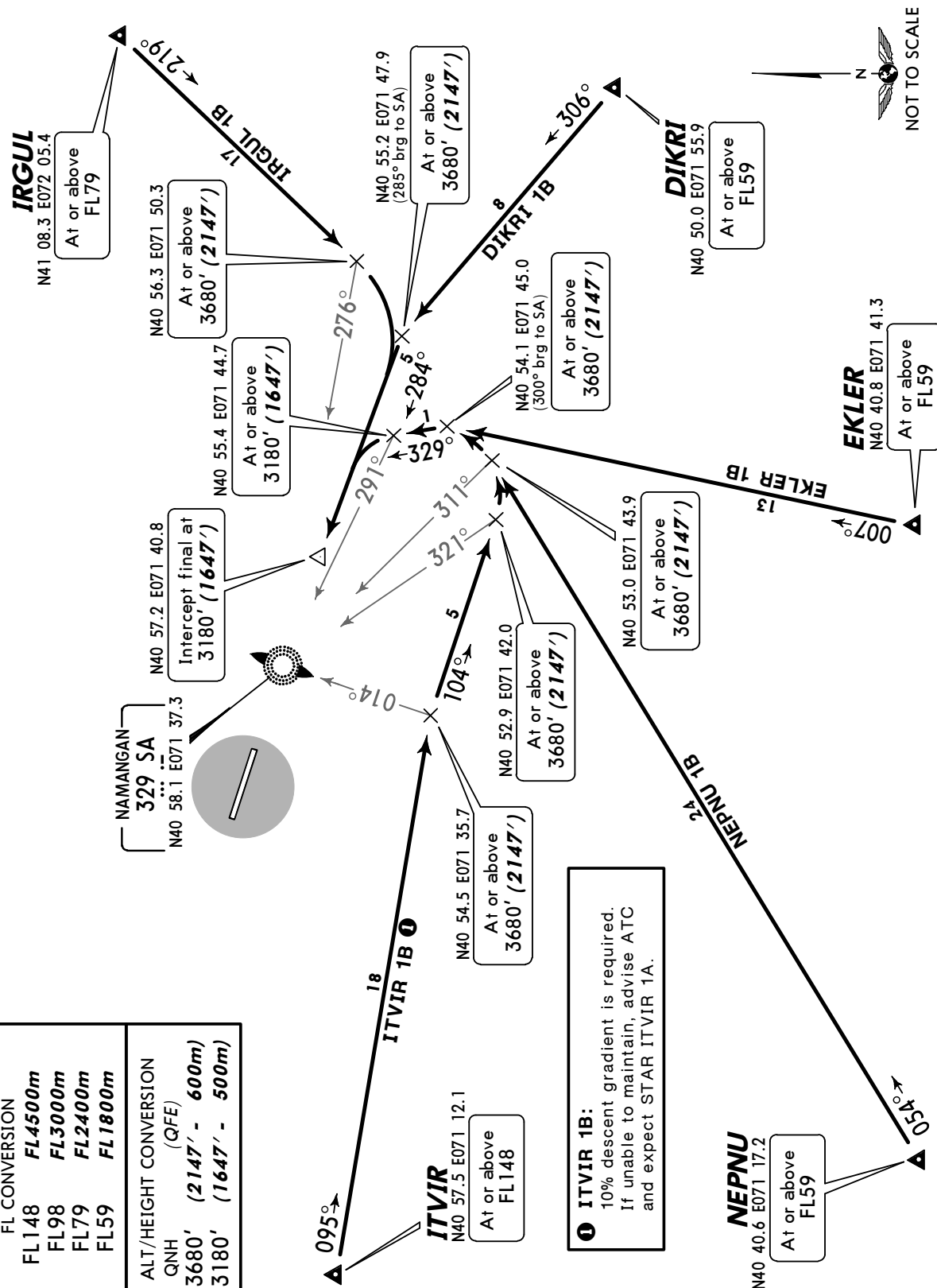
CAT C & D

SPEED: MAX 250 KT BELOW FL98



MSA
SA NDB

NOT TO SCALE



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

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

UTFN/NMA
NAMANGAN

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

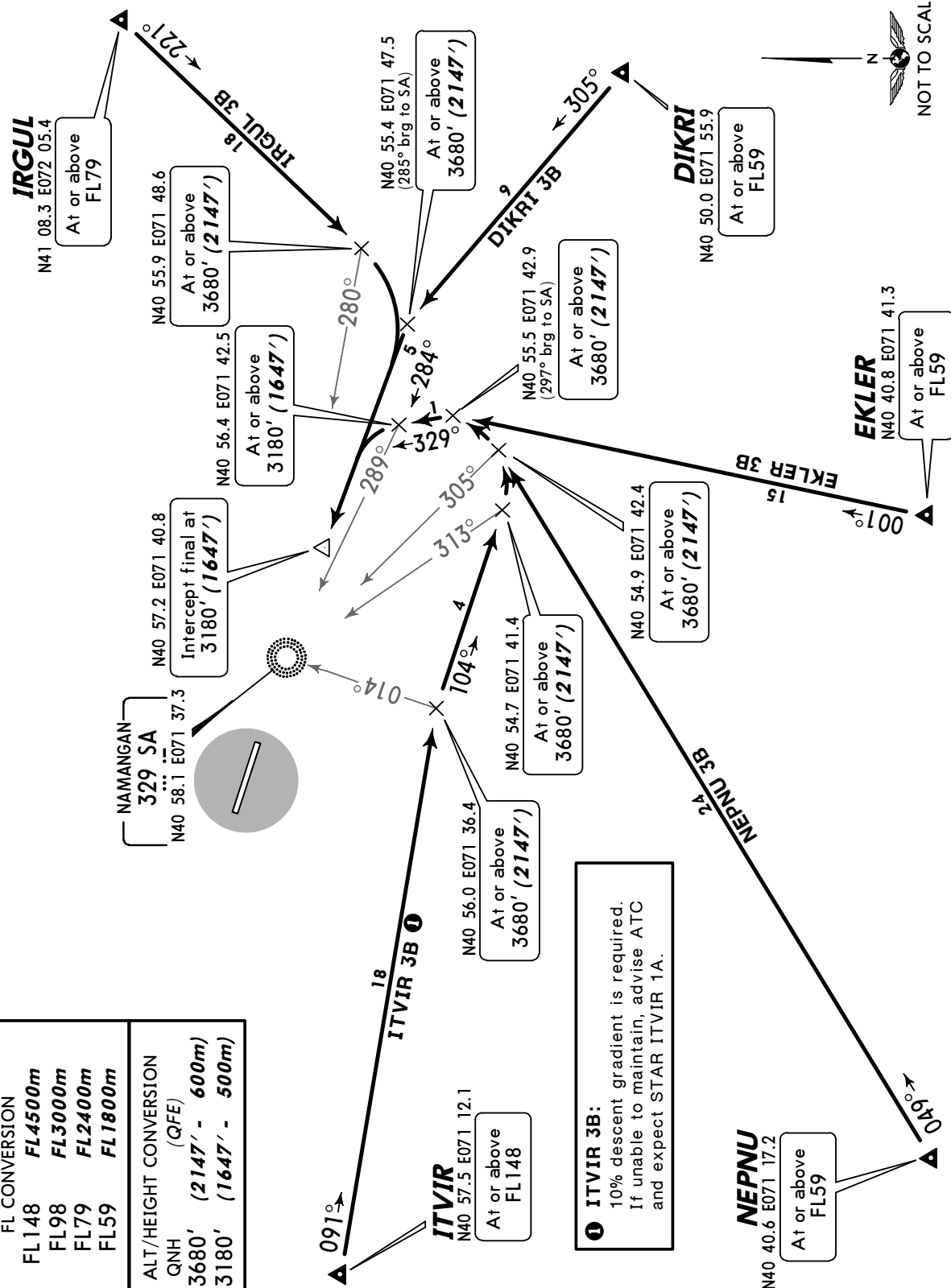
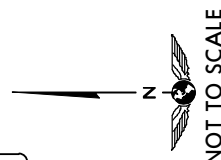
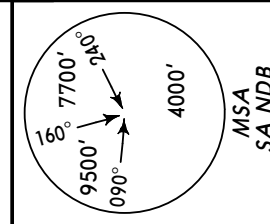
Apt Elev
1703'

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

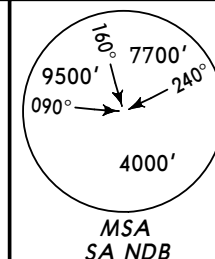
UTFN/NMA
NAMANGAN

JEPPESSEN NAMANGAN, UZBEKISTAN
4 JUL 08 **10-3** **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)

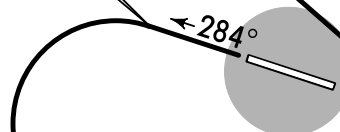
2060'	(527' - 160m)
2360'	(827' - 250m)
2520'	(987' - 300m)
2560'	(1027' - 310m)
3680'	(2147' - 600m)

FL CONVERSION

FL59	FL1800m
FL98	FL3000m
FL128	FL3900m
FL157	FL4800m

At
2520' (987')

ABDOK 1C



104°

284°

307°

104°

014°

346°

284°

296°

116°

166°

080°

166°

104°

284°

104°

284°

104°

DIKRI 1C

104°

080°

166°

104°

284°

104°

284°

104°

284°

104°

284°

104°

EKLER
N40 40.8 E071 41.3

At or above
FL59

DIKRI
N40 50.0 E071 55.9

At or above
FL59

DIKRI 1C
EKLER 1C
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.



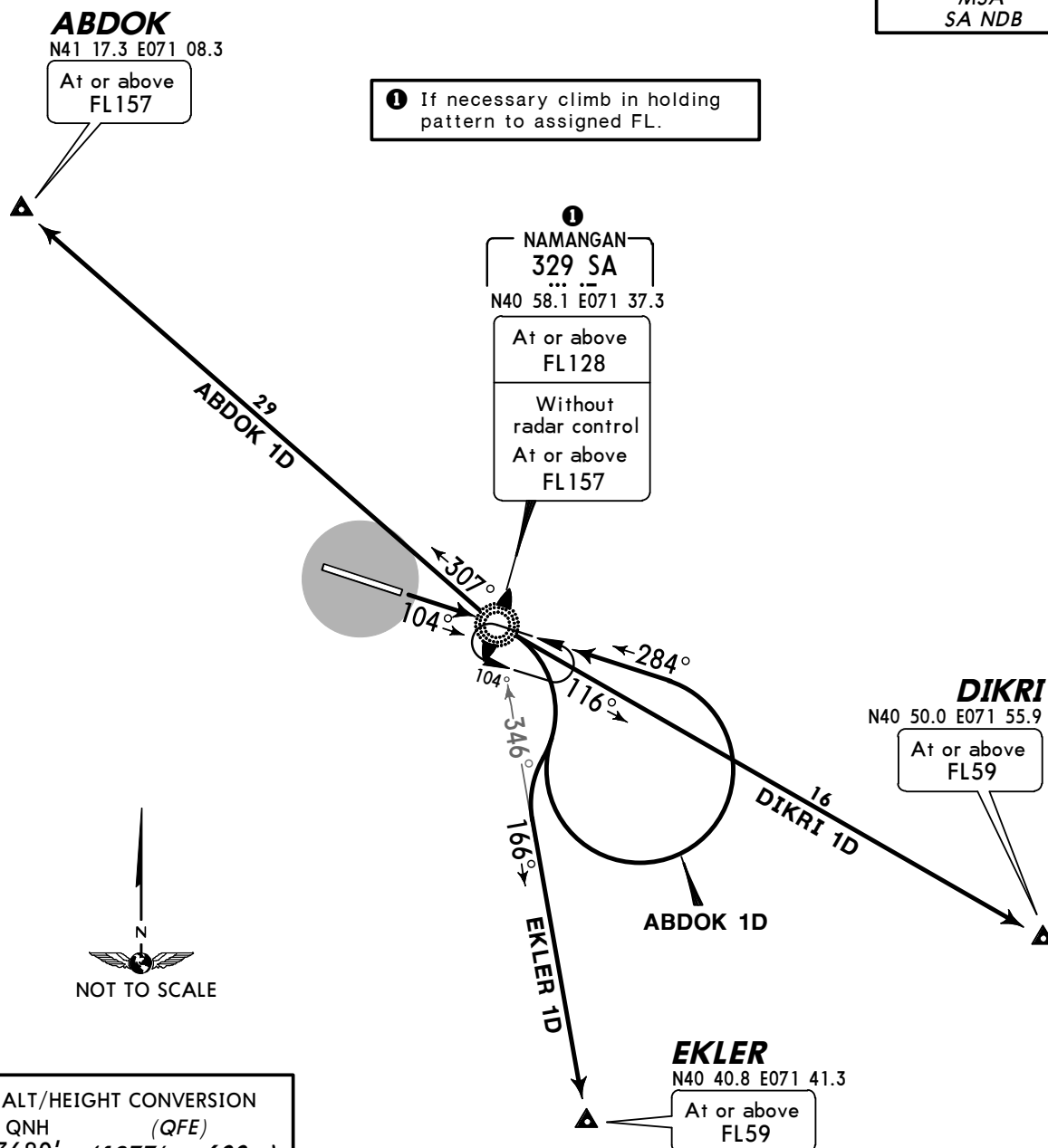
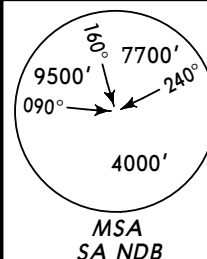
SID	ROUTING
ABDOK 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, 307° bearing to ABDOK.
DIKRI 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 080° track, intercept 116° bearing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

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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



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

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

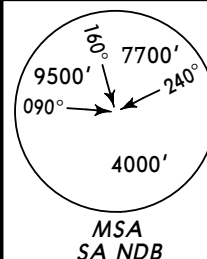
SID	ROUTING
ABDOK 1D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 307° bearing to ABDOK.
DIKRI 1D	Climb on 104° track to assigned FL, when passing SA turn RIGHT, 116° track to DIKRI.
EKLER 1D	Climb on 104° track to assigned FL, when passing SA turn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

UTFN/NMA
NAMANGAN

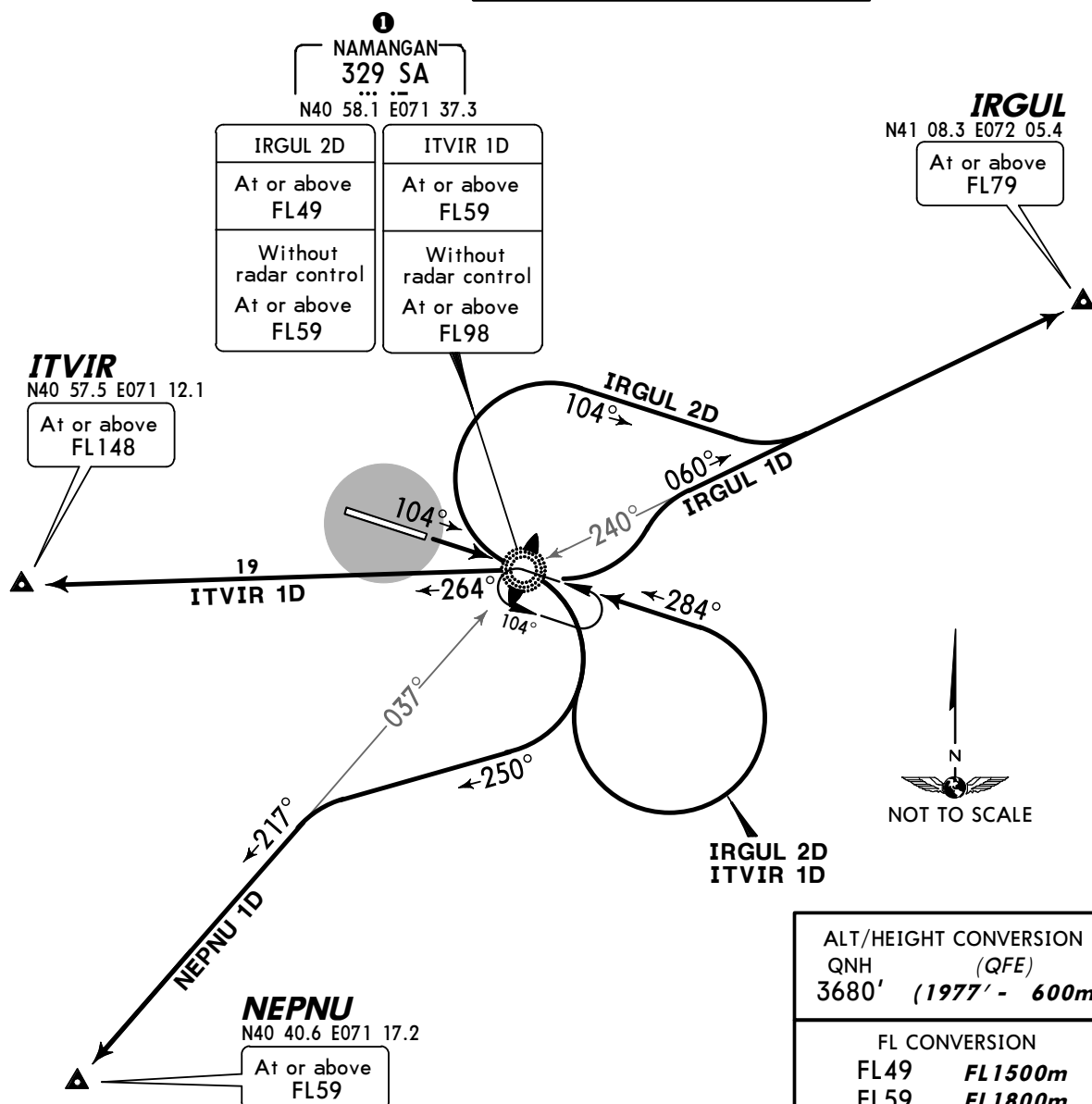
JEPPESEN NAMANGAN, UZBEKISTAN
4 JUL 08 **10-3C** **SID**

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.



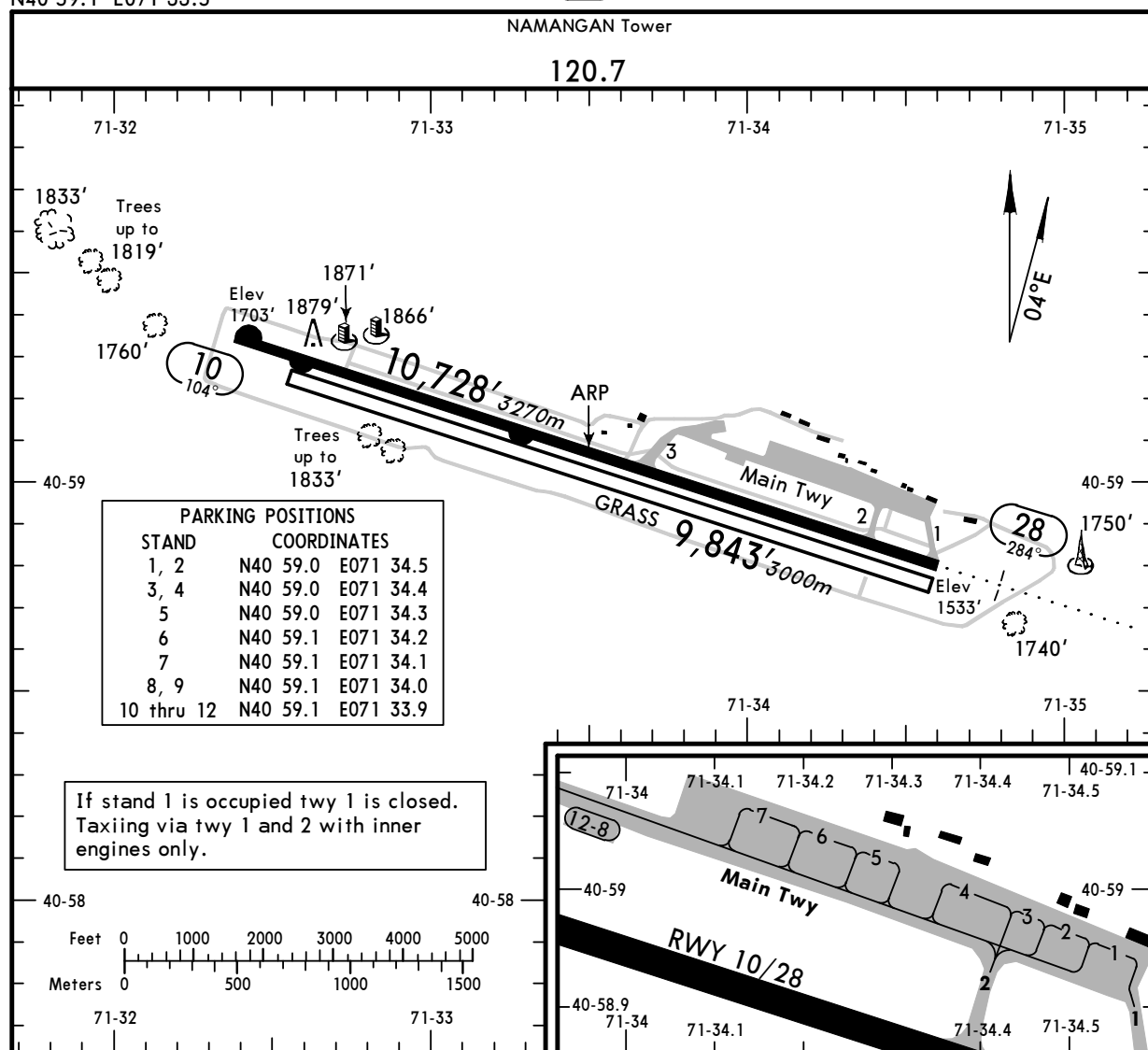
SID	ROUTING
IRGUL 1D	Climb on 104° track to assigned FL, when passing SA turn LEFT, intercept 060° bearing from SA to IRGUL.
IRGUL 2D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 104° track, intercept 060° bearing from SA to IRGUL.
ITVIR 1D	Climb 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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UTFN/NMAApt Elev **1703'**
N40 59.1 E071 33.5

29 JAN 10

(10-9)**JEPPESSEN NAMANGAN, UZBEKISTAN****NAMANGAN**

If stand 1 is occupied twy 1 is closed.
Taxiing via twy 1 and 2 with inner
engines only.

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	
300m	300m	400m
	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

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'
RWY 1533'

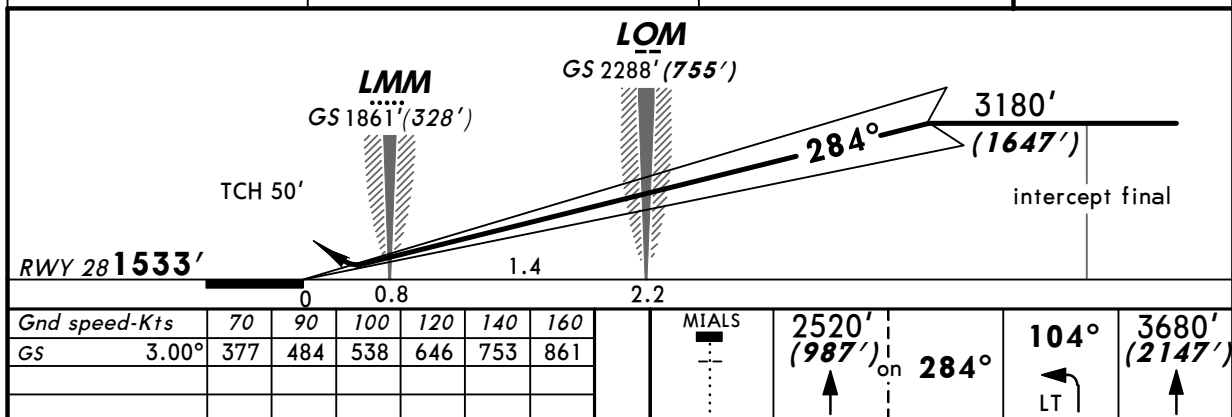
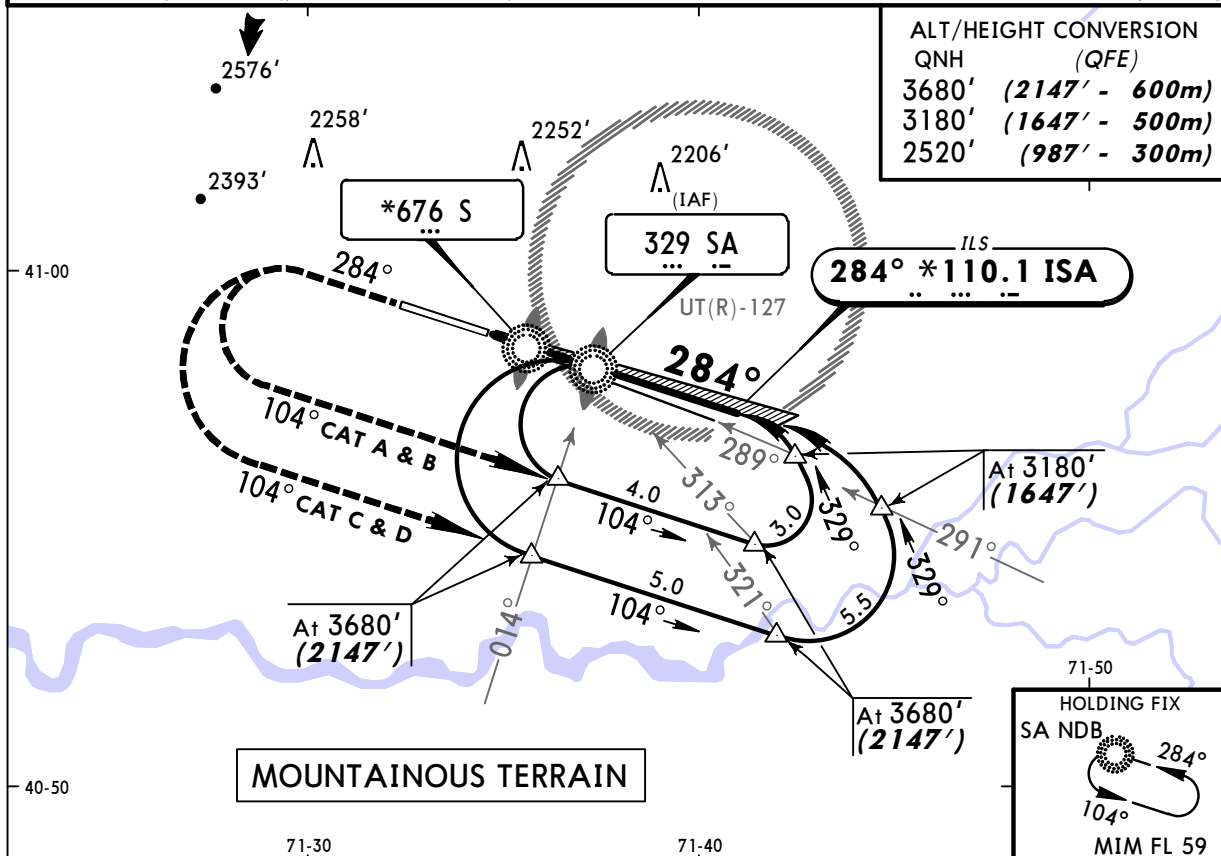
MISSED APCH: Climb on 284° to 2520' (987'), then turn LEFT onto 104° climbing to 3680' (2147'), then according to chart, or as directed.

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

1200m

NOT AUTHORIZED

A

B

C

NOT AUTHORIZED

**UTFN/NMA
NAMANGAN**

4 JUL 08

16-1

JEPPESSEN NAMANGAN, UZBEKISTAN
4 JUL 08 (16-1) NDB Rwy 10

NDB Rwy 10

BRIEFING STRIP™

NAMANGAN Tower

120.7

NDB
SA
329

Final
Apch Crs
104°

Minimum Alt
N41 01.0 E071 26.
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.

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)

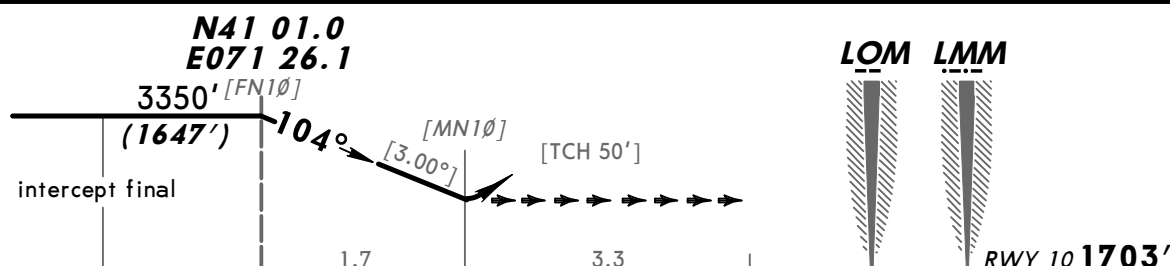
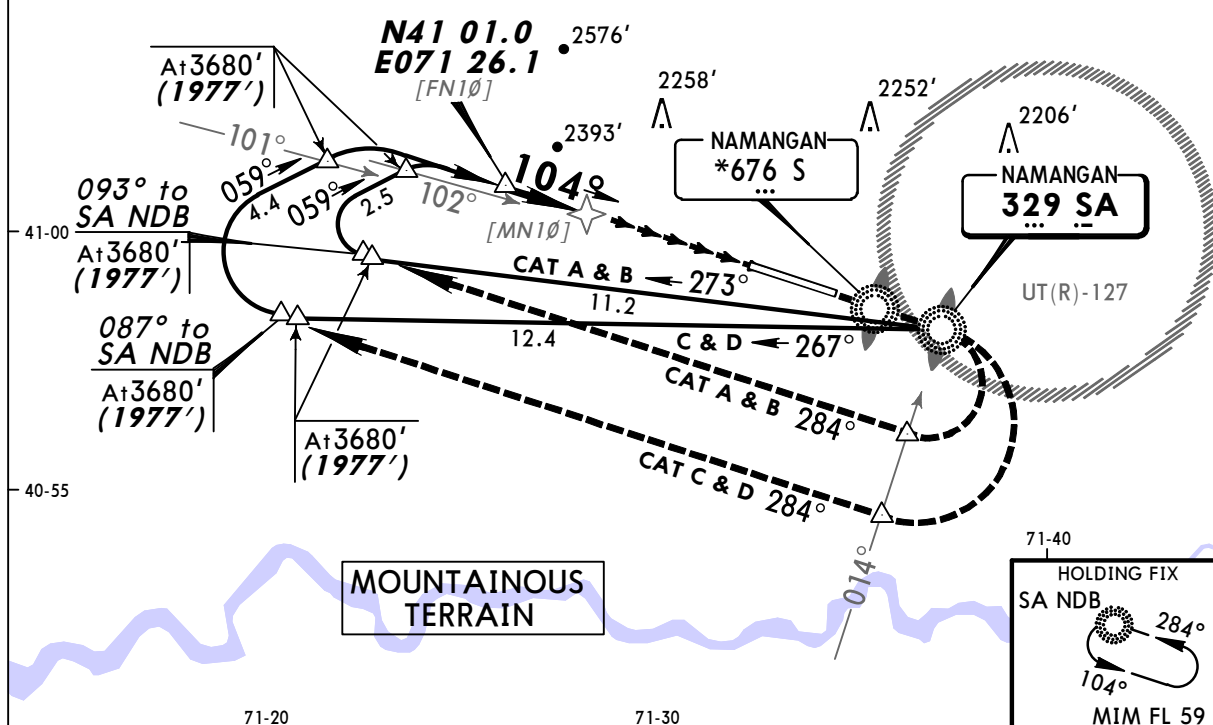
3680' (1977' - 600m)

3350' (1647' - 500m)

1 KYRGYZSTAN

DAY ONLY

2631'



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent grad 5.24% or Descent angle [3.00°]</i>	372	478	531	637	743	849

3680'
(1977'

104°

284°

STRAIGHT-IN LANDING RWY 10

CEILING REQUIRED

CIRCLE-TO-LAND

1
MDA(H) **2790'** (1087')

700m - 5000m

NOT AUTHORIZED

PANS OPS

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

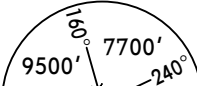
UTFN/NMA
NAMANGAN

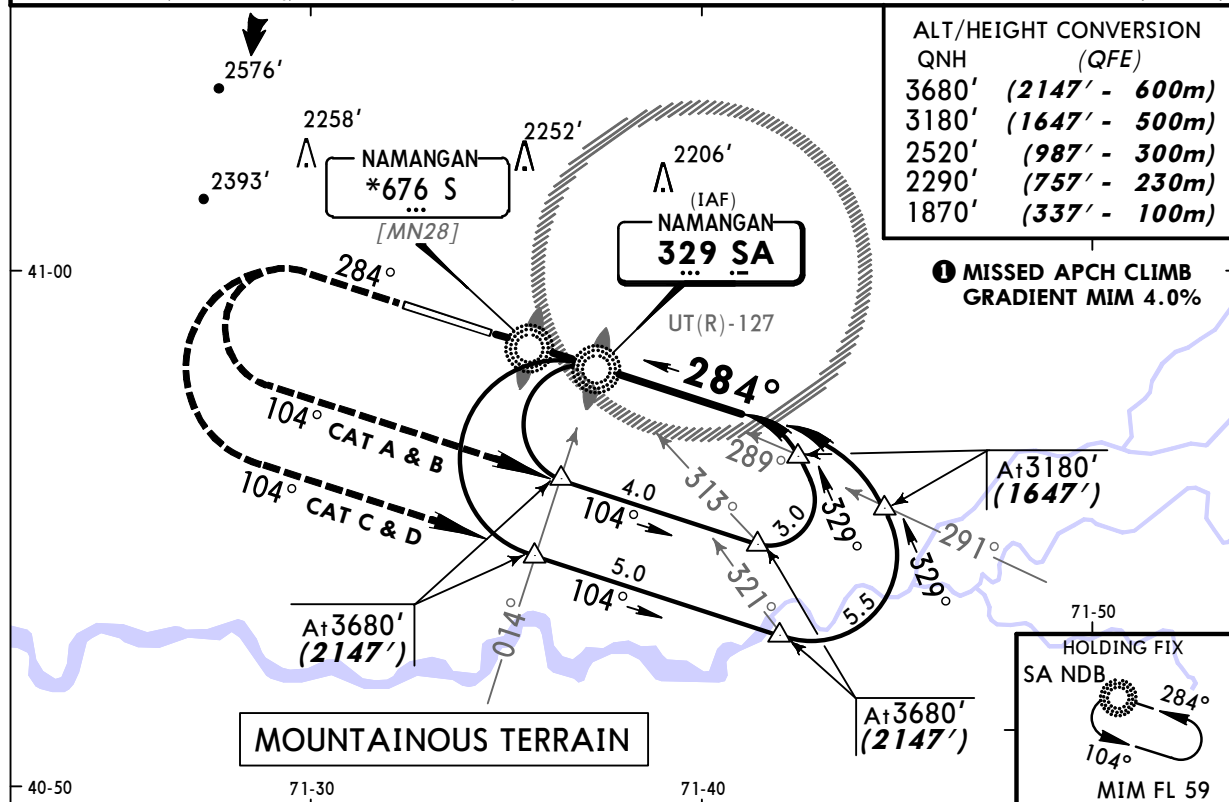
4 JUL 08

(16-2)

NAMANGAN, UZBEKISTAN
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'	
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')



						Pass LMM not below 1870' (337').	
RWY 28 1533'							
Gnd speed-Kts	70	90	100	120	140	160	
Descent grad 5.38% or Descent angle [3.08°]	381	490	545	654	763	872	
MAP at LMM							
						2520' (987') on 284°	104° LT 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

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

CHANGES: New procedure.

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