

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

No revision activity since Disc 09-2011

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

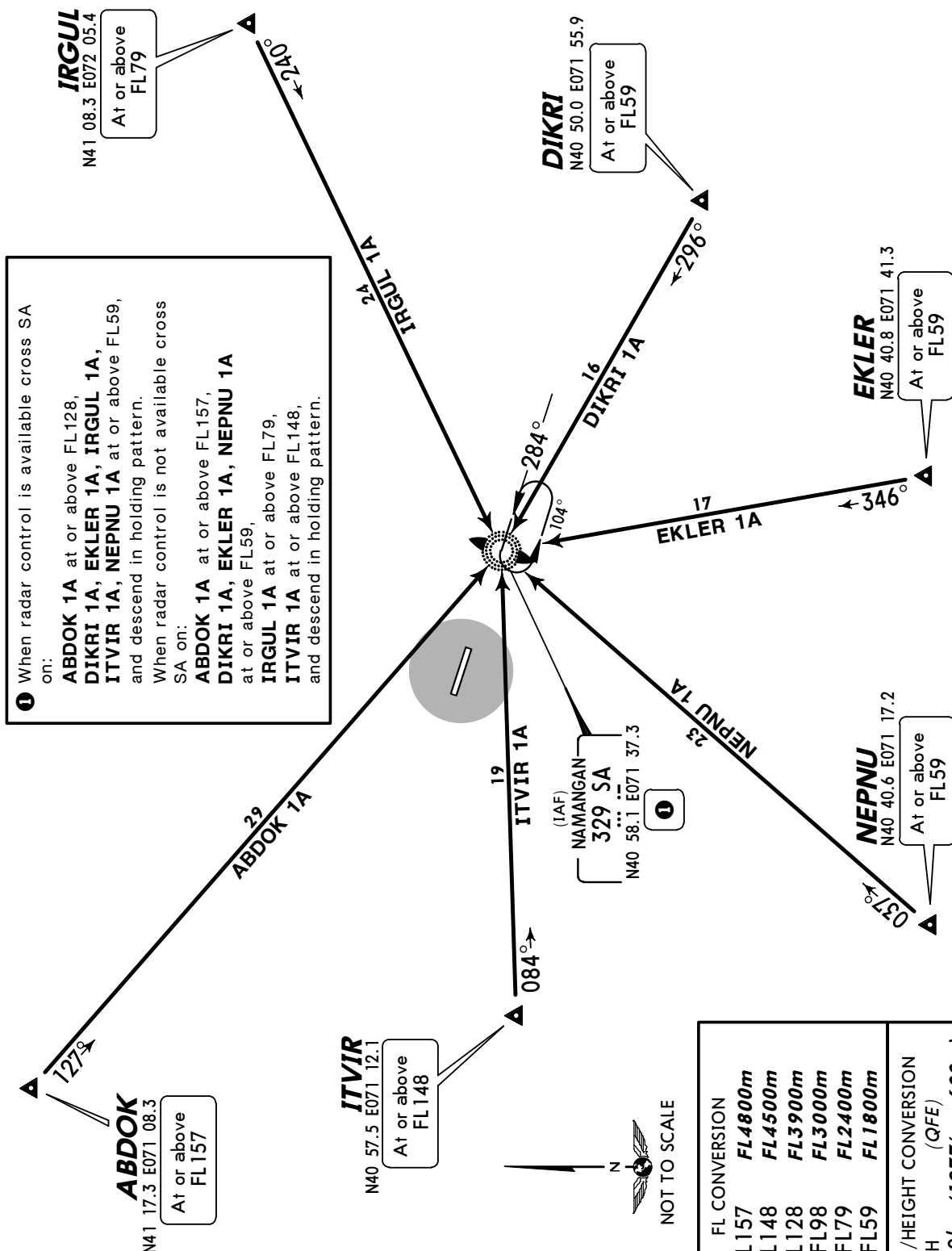
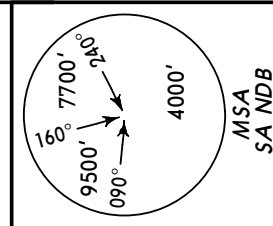
4 JUL 08 10-2

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**



FL CONVERSION	
FL157	FL4800m
FL148	FL4500m
FL128	FL3900m
FL98	FL3000m
FL79	FL2400m
FL59	FL1800m
ALT/HEIGHT CONVERSION (QFE)	
QNH	3680' (1977' - 600m)

UTFN/NMA
 NAMANGAN

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

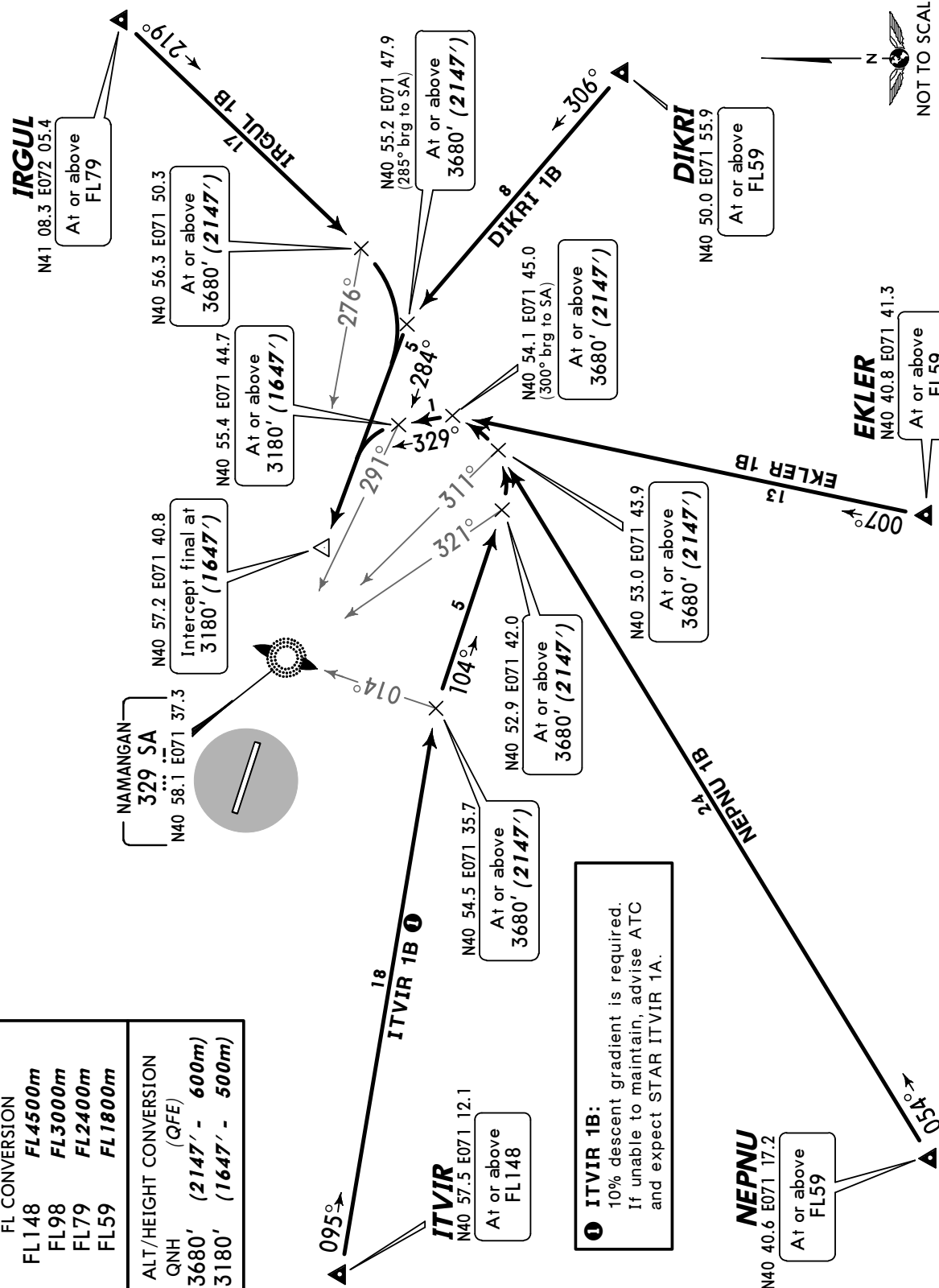
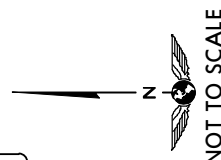
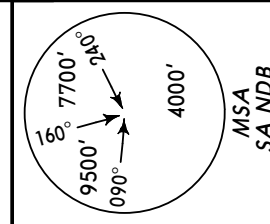
Apt Elev
1703'

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

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

**UTFN/NMA
NAMANGAN**

4 JUL 08

10-2B

JEPPESSEN NAMANGAN, UZBEKISTAN

STAR

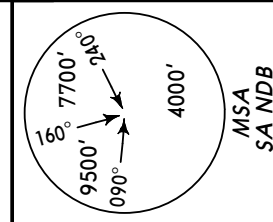
Apt Elev
1703'

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

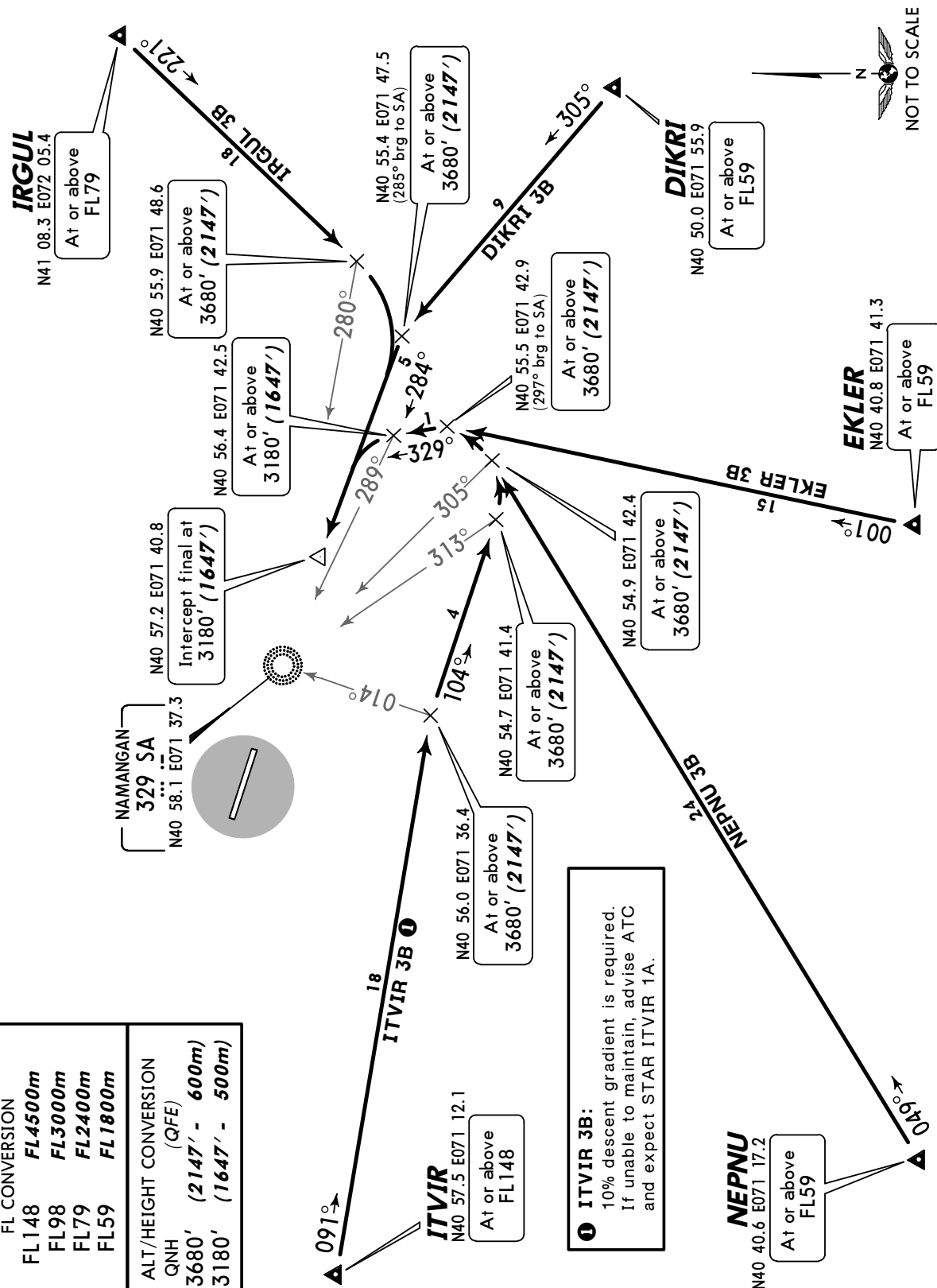
CAT A & B

SPEED: MAX 250 KT BELOW FL98



MSA
SA NDB

NOT TO SCALE



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

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

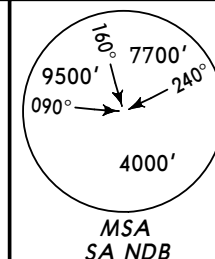
NEPNU
N40 40.6 E071 17.2

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)

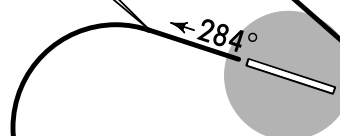
2060'	(527' - 160m)
2360'	(827' - 250m)
2520'	(987' - 300m)
2560'	(1027' - 310m)
3680'	(2147' - 600m)

FL CONVERSION

FL59	FL1800m
FL98	FL3000m
FL128	FL3900m
FL157	FL4800m

At
 2520' (987')

ABDOK 1C



DIKRI 1C
EKLER 1C
 At or above
 FL59

DIKRI
 N40 50.0 E071 55.9

At or above
 FL59

DIKRI 1C

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

JEPPESSEN NAMANGAN, UZBEKISTAN

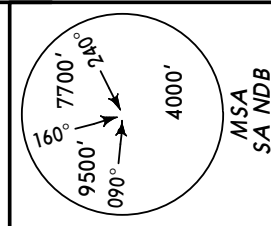
4 JUL 08 (10-3A)

SID

Apt Elev
1703'

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

**IRGUL 1C [IRGU1C]
 ITVIR 1C [ITVI1C]
 NEPNU 1C [NEPN1C]
 RWY 28 DEPARTURES**
SPEED MAX 250 KT BELOW FL98



IRGUL
 N41 08.3 E072 05.4
 At or above
FL79

ROUTING

SID	ROUTING
IRGUL 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 030° track, intercept 060° bearing from SA to IRGUL.
ITVIR 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, turn LEFT, 264° bearing to ITVIR.
NEPNU 1C	Climb on 284° track to 2520' (987'), turn LEFT, 160° track, intercept 217° bearing from SA to NEPNU.

① If necessary climb in holding pattern to assigned FL.

At 2520' (987')

ITVIR
 N40 57.5 E071 12.1
 At or above
FL148

NAMANGAN
 329 SA
 N40 58.1 E071 37.3
 At or above
FL59
 Without
radar control
 At or above
FL98

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.

IRGUL 1C
 At or above
FL59

NEPNU
 N40 40.6 E071 17.2
 At or above
FL59

ALT/HEIGHT CONVERSION QNH (QFE)	
2060' (527' - 160m)	
2360' (827' - 250m)	
2520' (987' - 300m)	
2560' (1027' - 310m)	
3680' (2147' - 600m)	

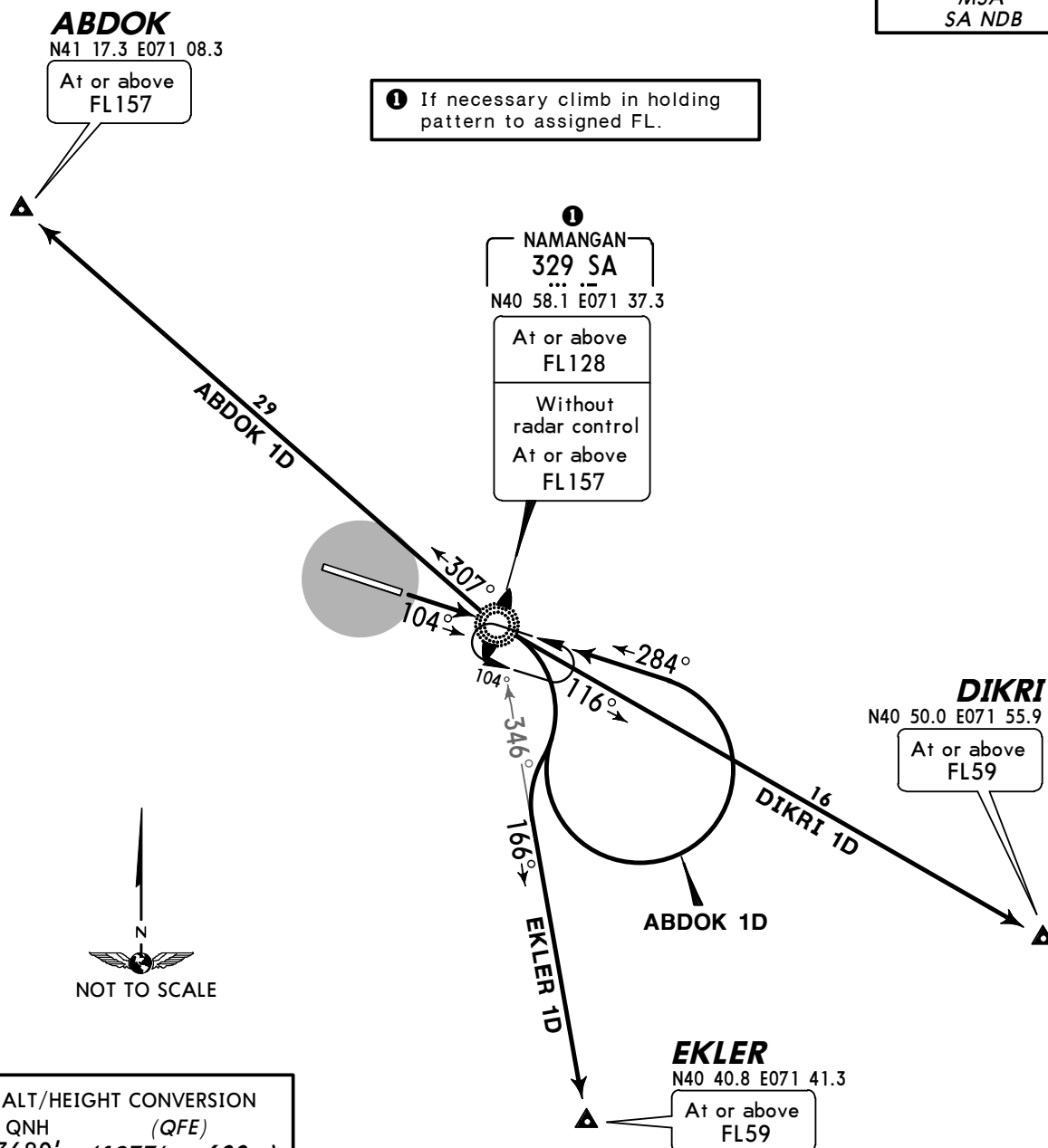
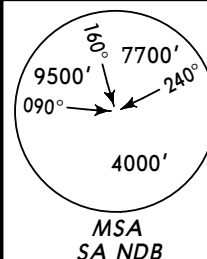
FL CONVERSION	
FL59 FL1800m	
FL79 FL2400m	
FL98 FL3000m	
F148 FL4500m	

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



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

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

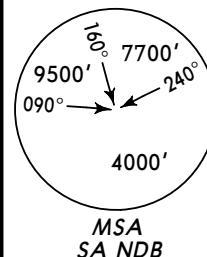
SID	ROUTING
ABDOK 1D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 307° bearing to ABDOK.
DIKRI 1D	Climb on 104° track to assigned FL, when passing SA turn RIGHT, 116° track to DIKRI.
EKLER 1D	Climb on 104° track to assigned FL, when passing SA turn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

UTFN/NMA
NAMANGAN

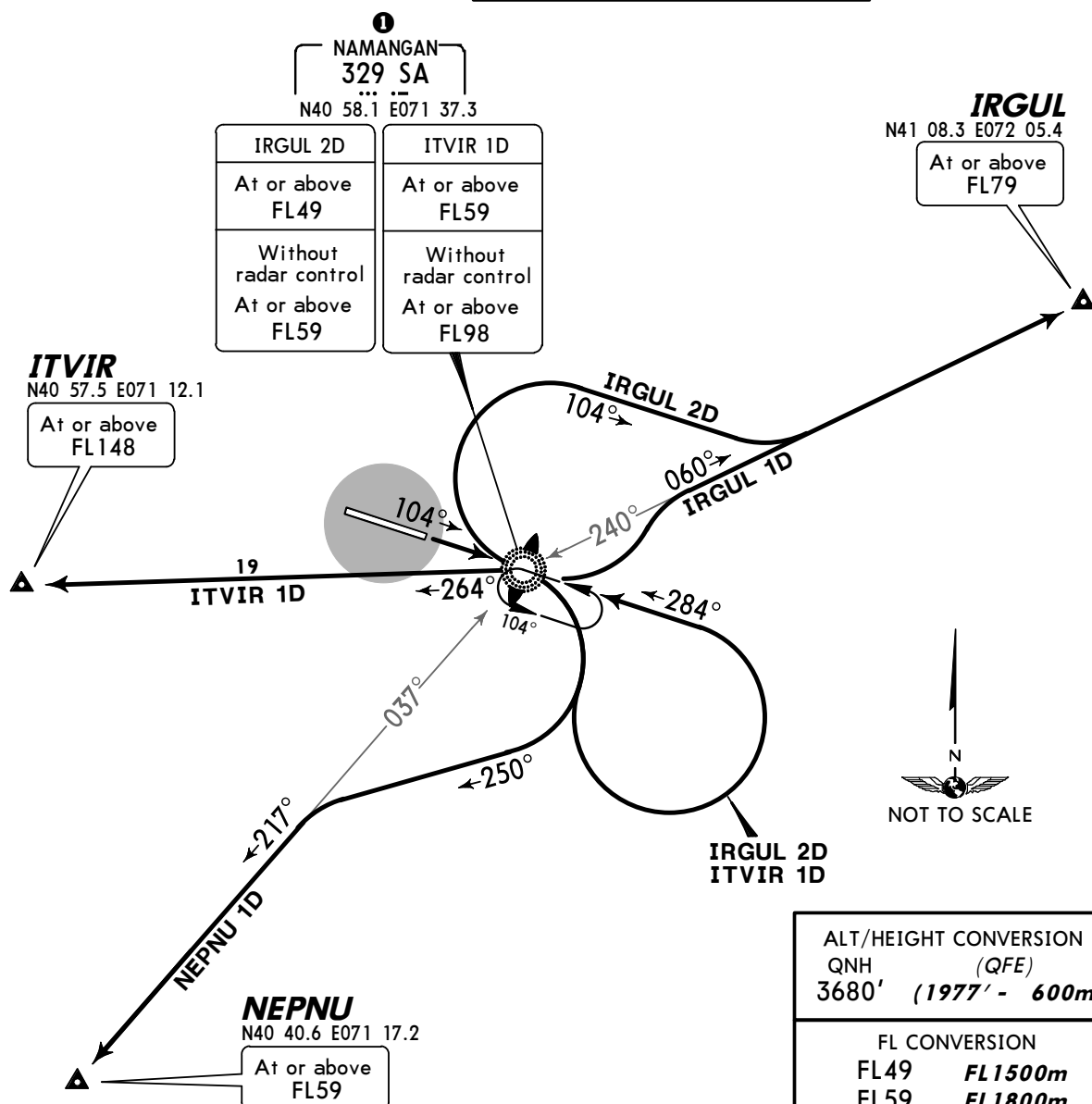
JEPPESEN NAMANGAN, UZBEKISTAN
4 JUL 08 **10-3C** **SID**

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.



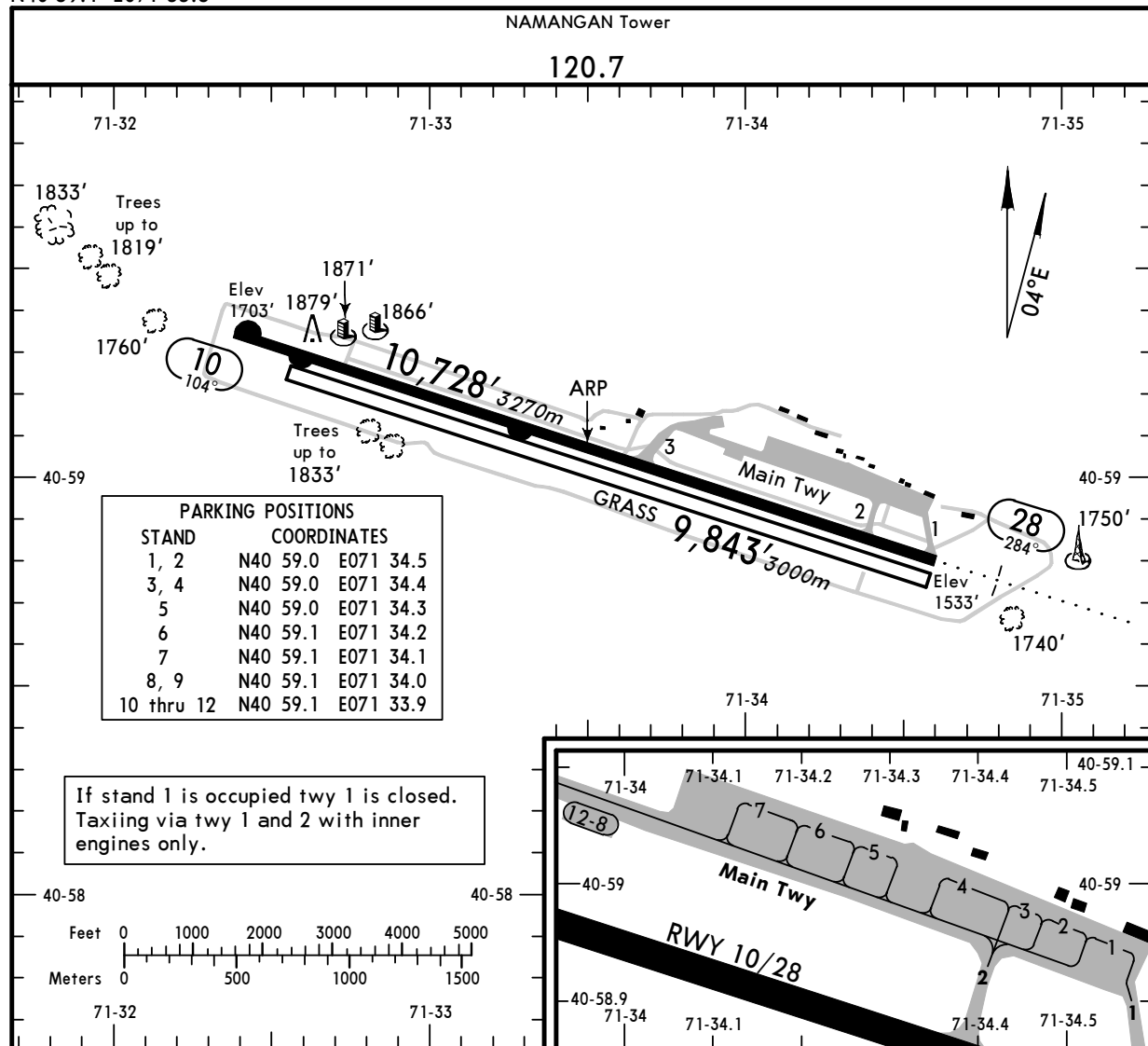
SID	ROUTING
IRGUL 1D	Climb on 104° track to assigned FL, when passing SA turn LEFT, intercept 060° bearing from SA to IRGUL.
IRGUL 2D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 104° track, intercept 060° bearing from SA to IRGUL.
ITVIR 1D	Climb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

CHANGES: Usable lengths.

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UTFN/NMA

15 APR 11

 **JEPPESEN****10-9S****NAMANGAN, UZBEKISTAN****NAMANGAN****Standard**

STRAIGHT-IN RWY		A	B	C	D
10	NDB ❶	2790' (1087') ceiling 700' - 5000m	2790' (1087') ceiling 700' - 5000m	2790' (1087') ceiling 700' - 5000m	2790' (1087') ceiling 700' - 5000m
28	ILS ❷	1746' (213') 800m	1746' (213') 800m	1763' (230') 900m	1763' (230') 900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷ ❸	1920' (387') 1700m	1920' (387') 1700m	1920' (387') 1700m	1920' (387') 1700m
	ALS out	1800m	1800m	1800m	1800m
	SA NDB ❷ ❸	2190' (657') 2600m	2190' (657') 2600m	2520' (987') 5000m	2520' (987') 5000m
	ALS out	3000m	3000m	5000m	5000m
	S NDB	2260' (727') 3200m	2260' (727') 3200m	2520' (987') 5000m	2520' (987') 5000m
	ALS out	3600m	3600m	5000m	5000m

❶ w/o radar control: MDA(H) 3050' (1087').

❷ Missed apch climb grad MIM 4.0% up to 2060', then 3.7% up to 2560'.

❸ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

TAKE-OFF RWY 10, 28 ❶ ❷

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

❶ 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 ceiling 250m, VIS 1800m required for take-off.

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

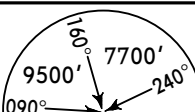
UTFN/NMA
NAMANGAN

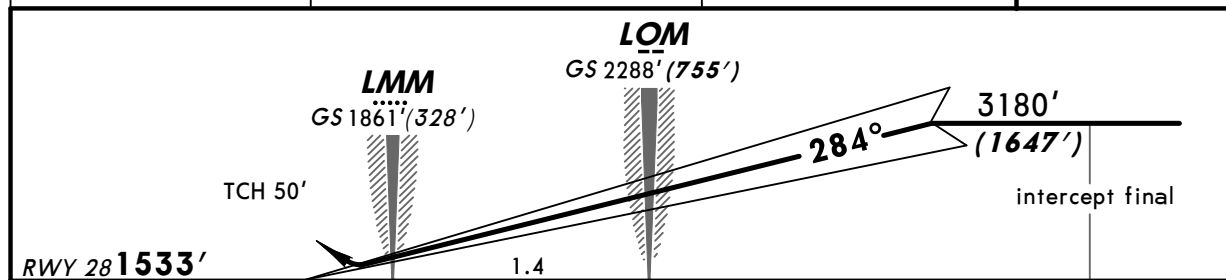
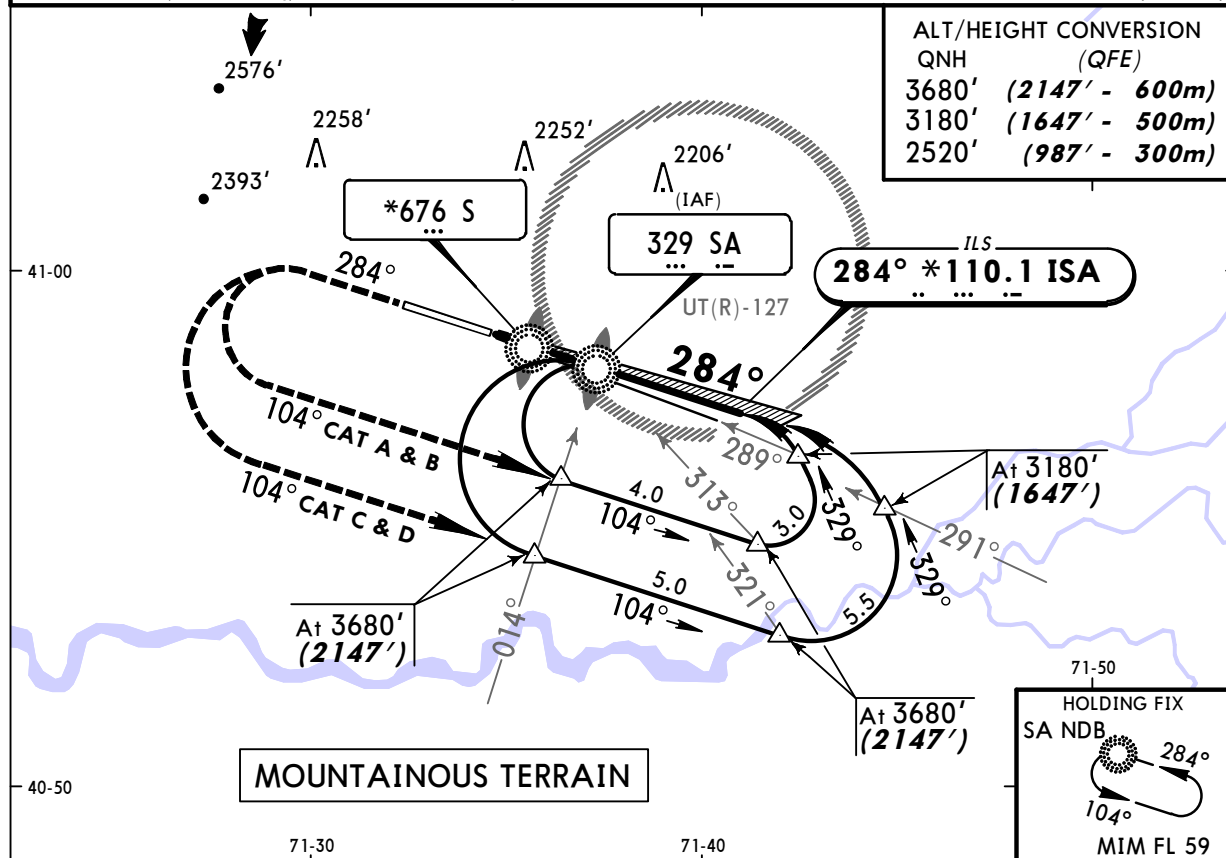
29 JAN 10 **(11-1)**

JEPPesen 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' RWY1533'	 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')					



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

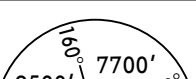
STRAIGHT-IN LANDING RWY 28				LOC (GS out)		CIRCLE-TO-LAND	
ILS Missed apch climb gradient mim 4.0% up to 2060'(527') then 3.7% up to 2560'(1027') DA(H) AB:1746'(213') CD:1763'(230') FULL ALS out							
A	1200m			NOT AUTHORIZED		A	NOT AUTHORIZED
B						B	
C						C	
D						D	

PANS OPS

UTFN/NMA
NAMANGAN

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

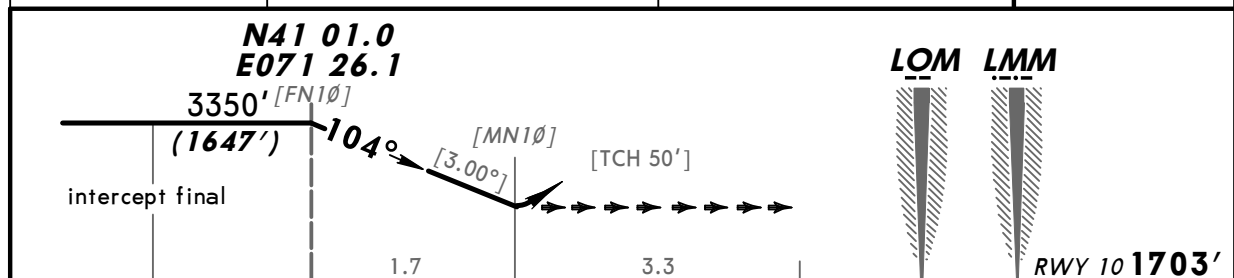
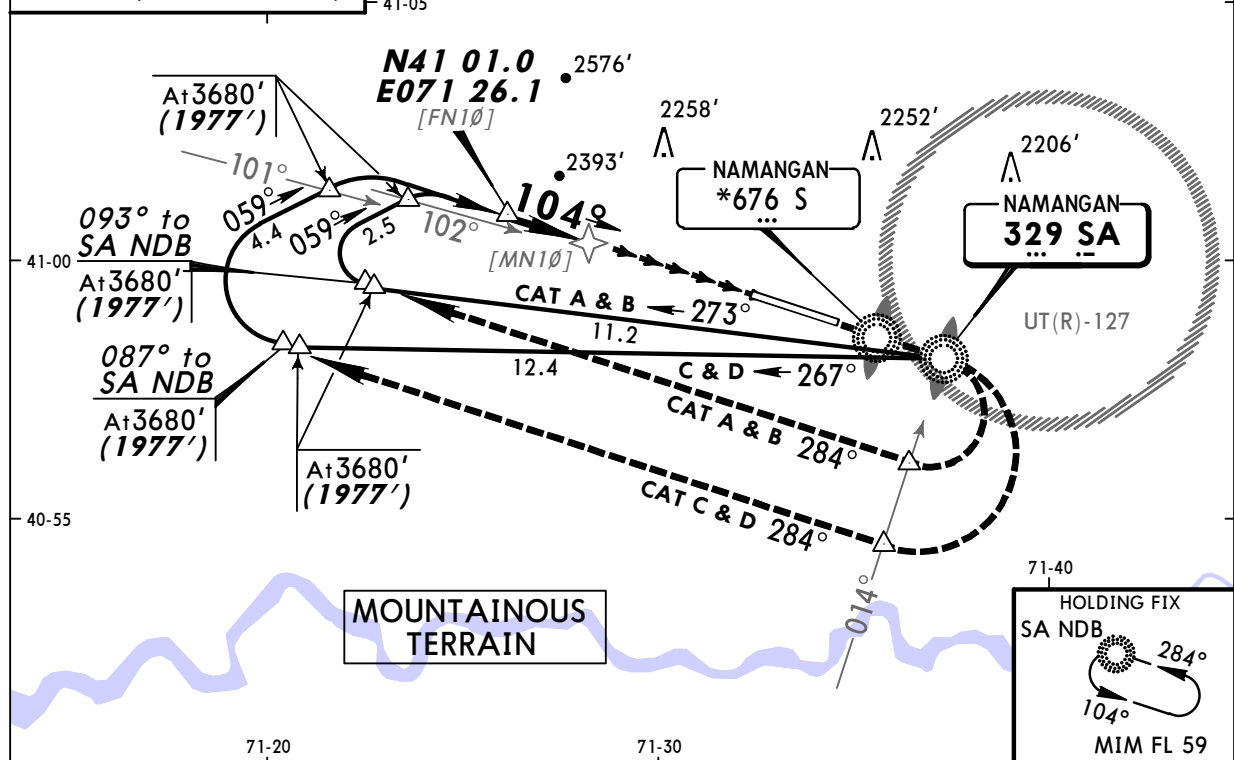
BRIEFING STRIP

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.					
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



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')			NOT AUTHORIZED	
A	700m - 5000m	A		
B		B		
C		C		
D		D		

PANS OPS

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

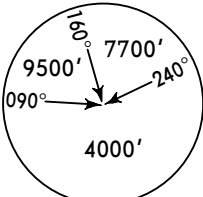
CHANGES: New procedure.

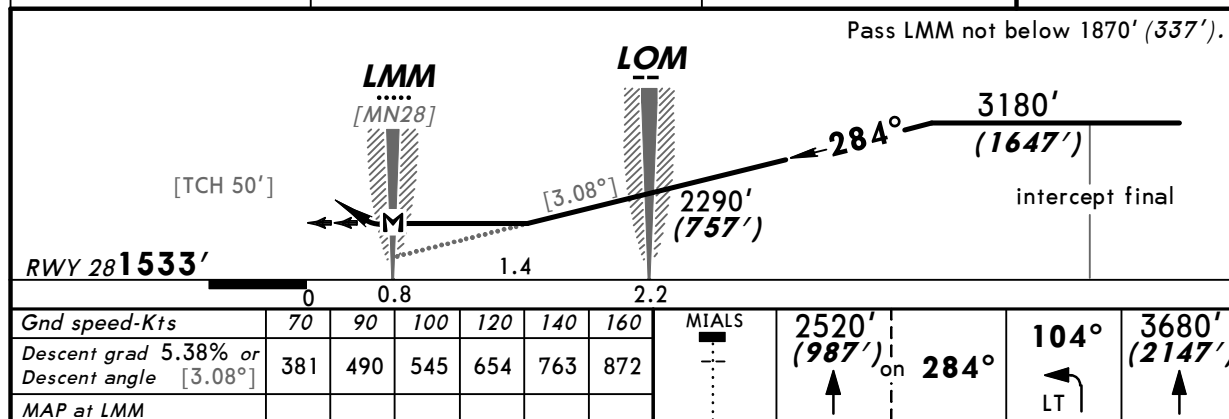
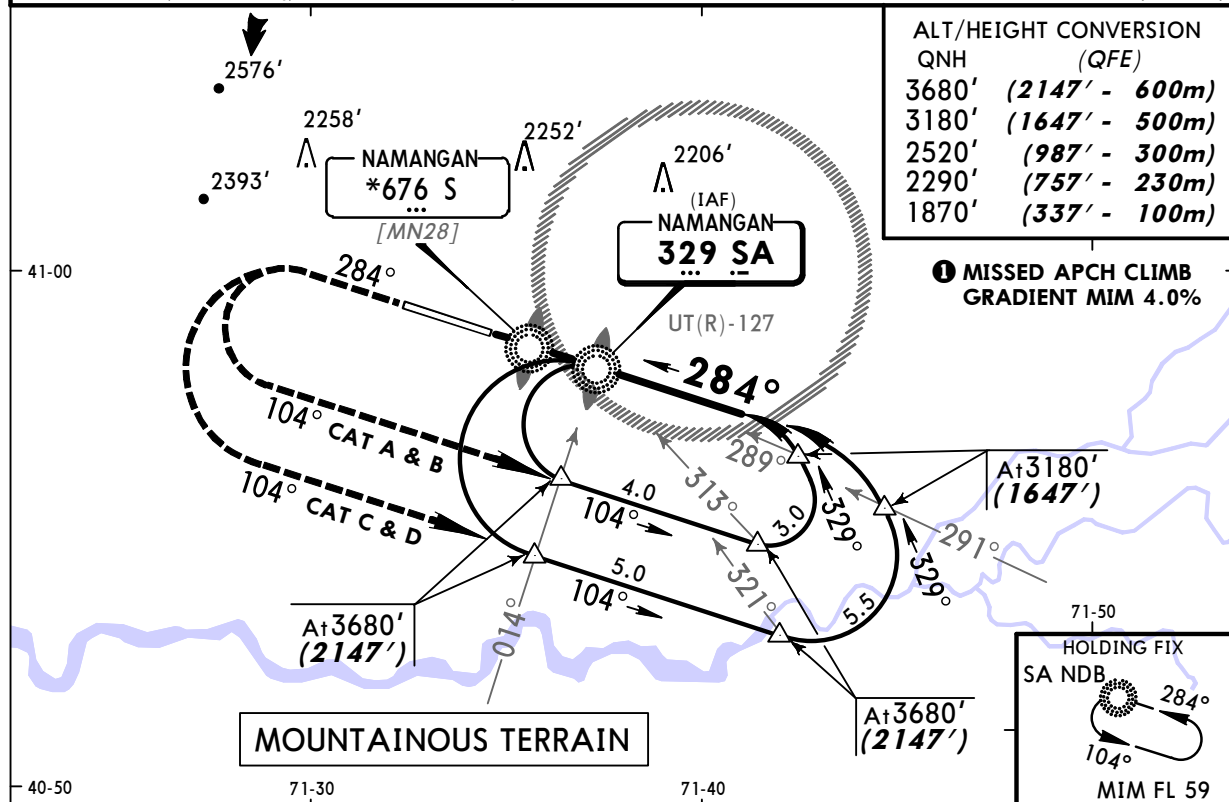
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UTFN/NMA
NAMANGAN

JEPPesen 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.

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