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Revision Letter For Cycle 08-2012

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General Information

Location: Namangan Uzb
IATA Code: NMA
Lat/Long: N40° 59.1' E071° 33.5'
Elevation: 1703 ft

Airport Use: Public
Magnetic Variation: 4.7°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0028 Z
Sunset: 1358 Z,

Runway Information

Runway: 10
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1703 ft
Lighting: Edge

Runway: 28
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1533 ft
Lighting: Edge, ALS

Communication Information

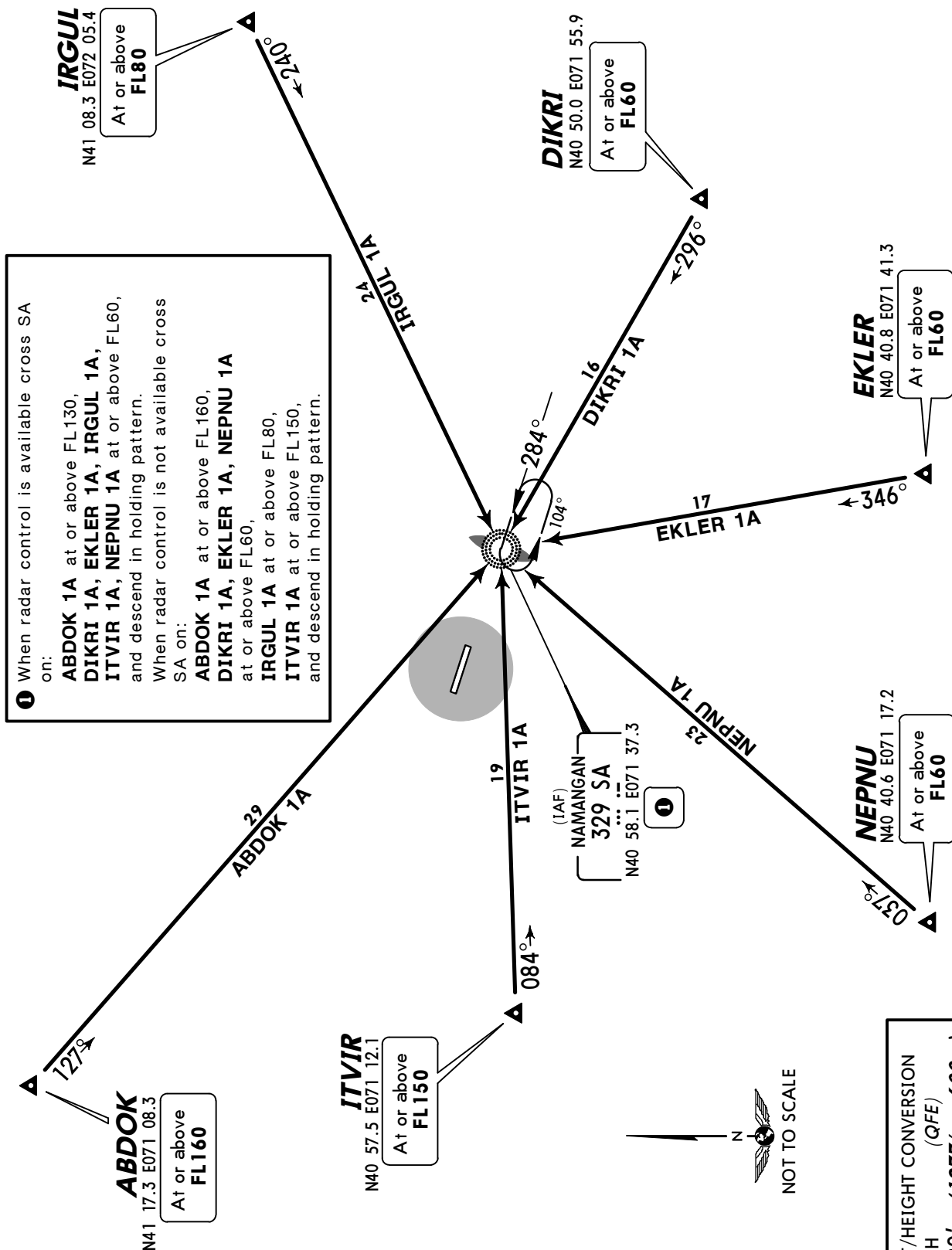
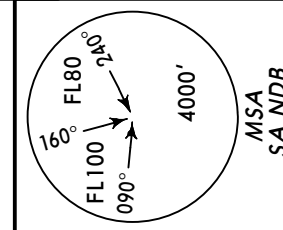
Namangan Tower 120.7

Apt Elev
1703'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 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

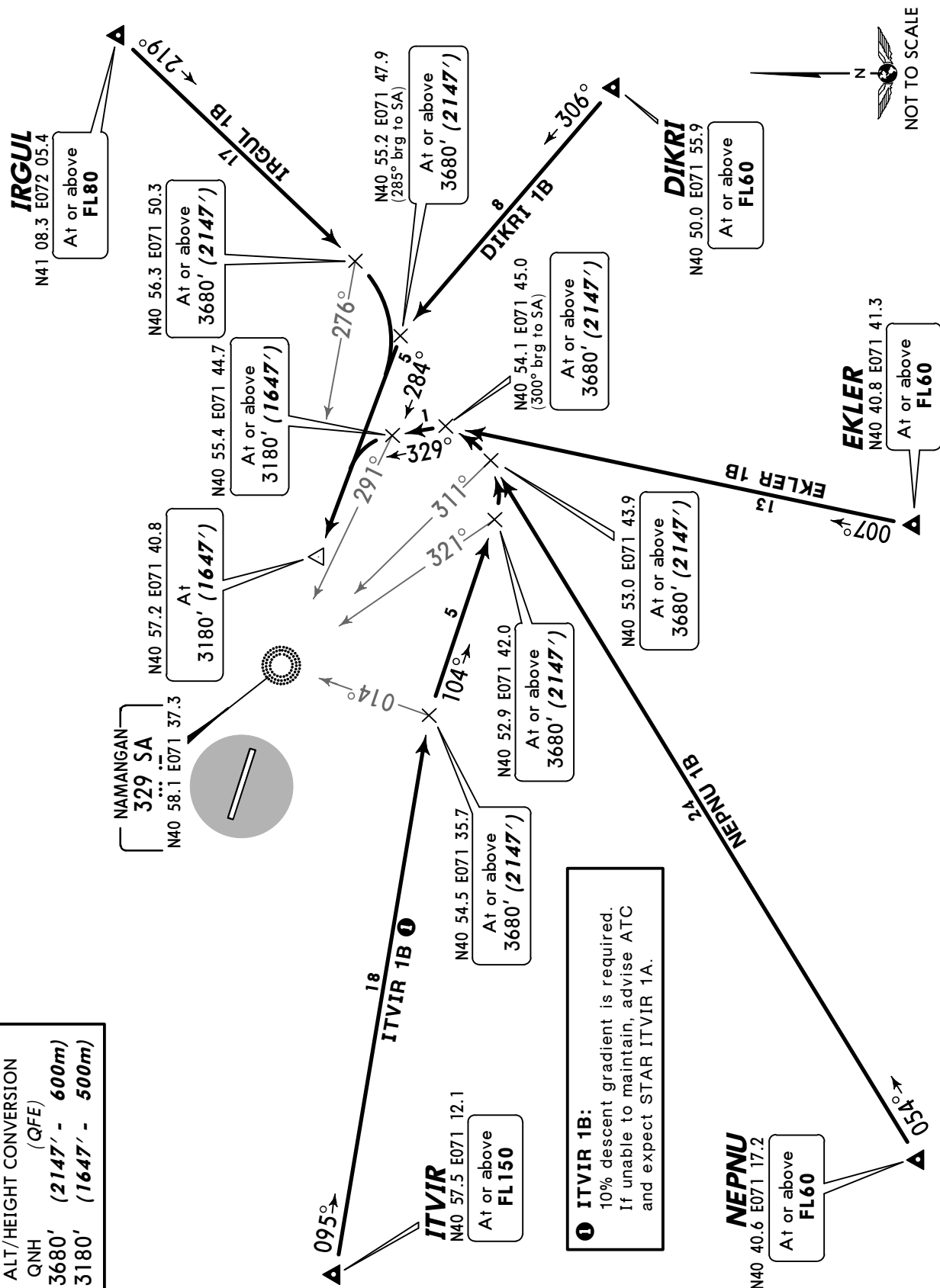
SPEED: MAX 250 KT BELOW FL100



(QFE)

CAT C & DMSA
SA NDB

NOT TO SCALE



ALT/HEIGHT CONVERSION

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

① ITVIR 1B:

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

NEPNU

N40 40.6 E071 17.2

At or above

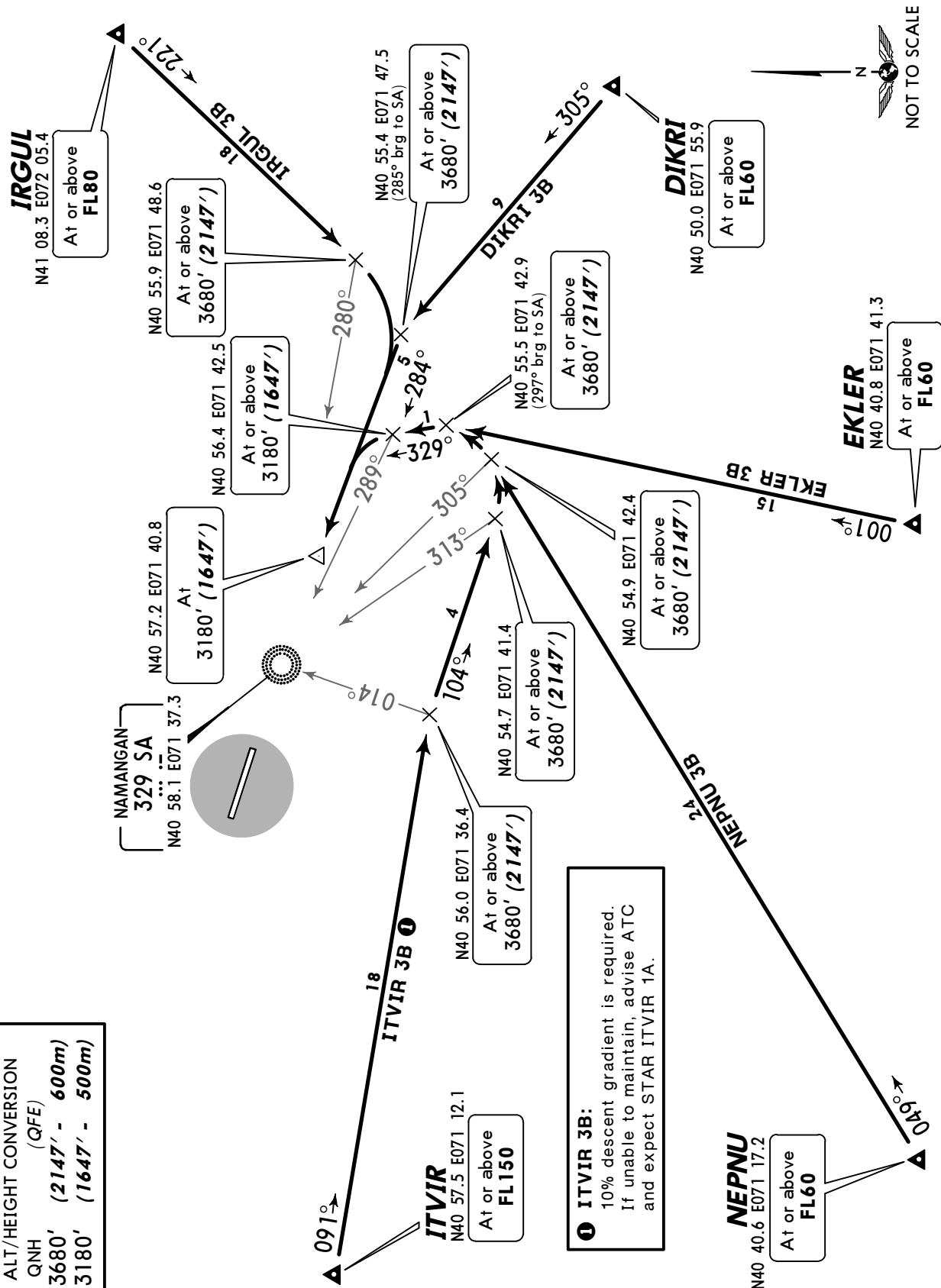
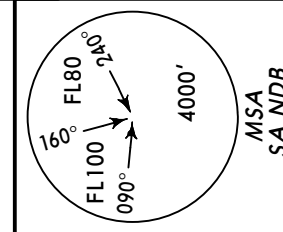
Apt Elev
1703'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 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

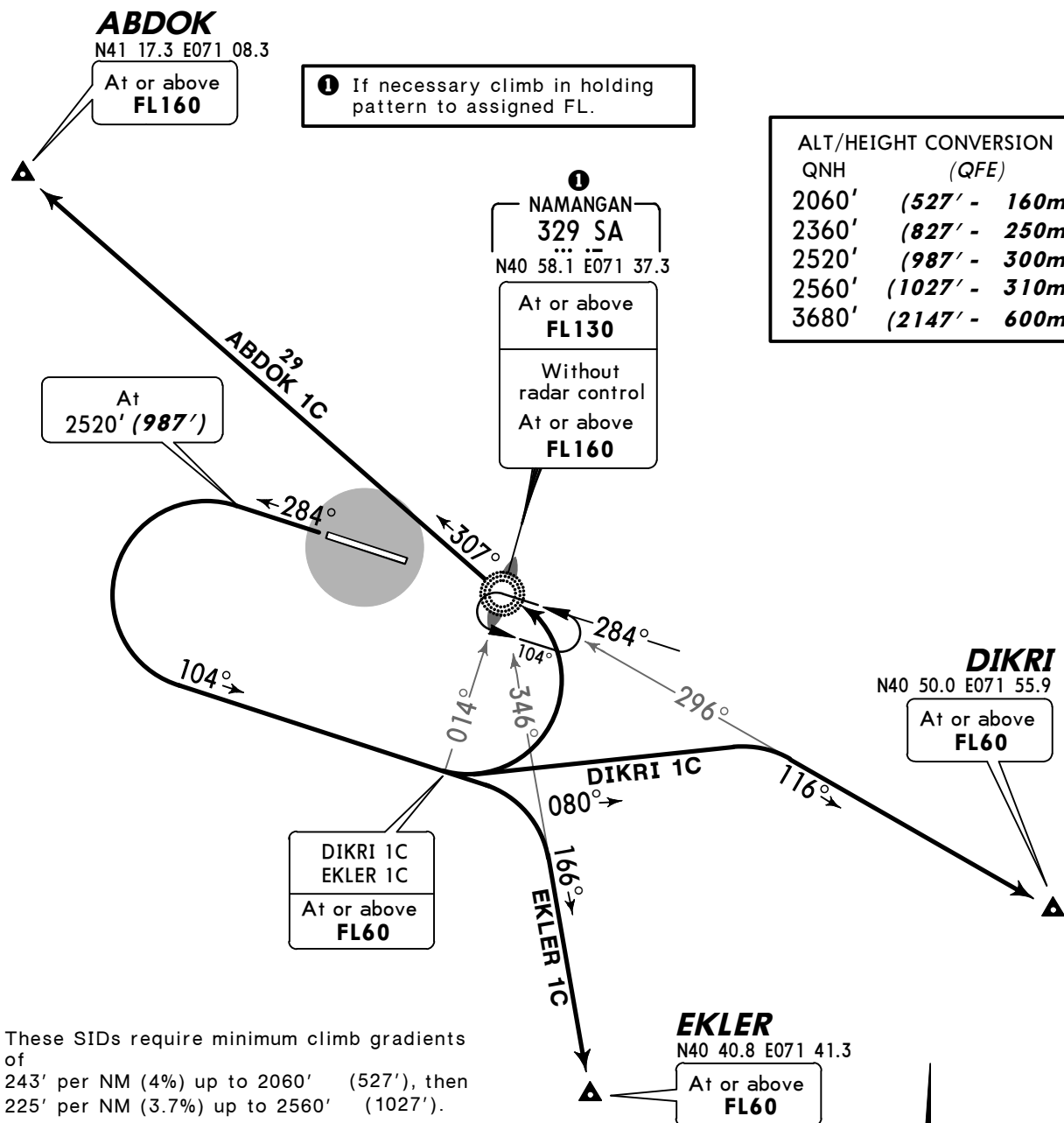
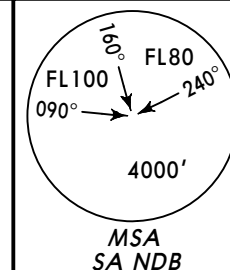
SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION
QNH (QFE)
3680' (2147') - 600m
3180' (1647') - 500m

Apt Elev 1703'
QNH on request (QFE)
Trans level: FL60 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

**ABDOK 1C [ABDO1C] , DIKRI 1C [DIKR1C]
EKLER 1C [EKLE1C]
RWY 28 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100
ACFT CAT C and D take-off with tail wind is PROHIBITED



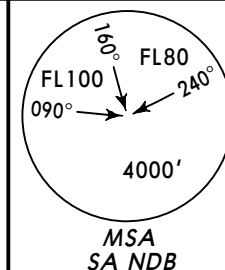
SID	ROUTING
ABDOK 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, 307° bearing to ABDOK.
DIKRI 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 080° track, intercept 116° bearing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

ALT/HEIGHT CONVERSION (QFE)
QNH
2060'
22360'
2520'
2560'
3680'

Apt Elev
1703'

QNH on request (QFE)
Trans level: FL60 Trans alt: 3680' (1977')
Caution: Mountainous terrain.

ABDOK 1D [ABDO1D] , DIKRI 1D [DIKR1D]
EKLER 1D [EKLE1D]
RWY 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



ABDOK

N41 17.3 E071 08.3

At or above
FL160

① If necessary climb in holding pattern to assigned FL.

NAMANGAN
329 SA

N40 58.1 E071 37.3

At or above
FL130

Without radar control
At or above
FL160

DIKRI

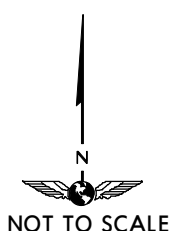
N40 50.0 E071 55.9

At or above
FL60

EKLER

N40 40.8 E071 41.3

At or above
FL60

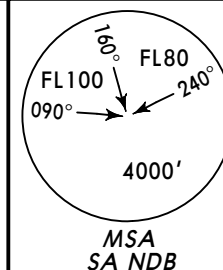


ALT/HEIGHT CONVERSION
QNH (QFE)
3680' (1977' - 600m)

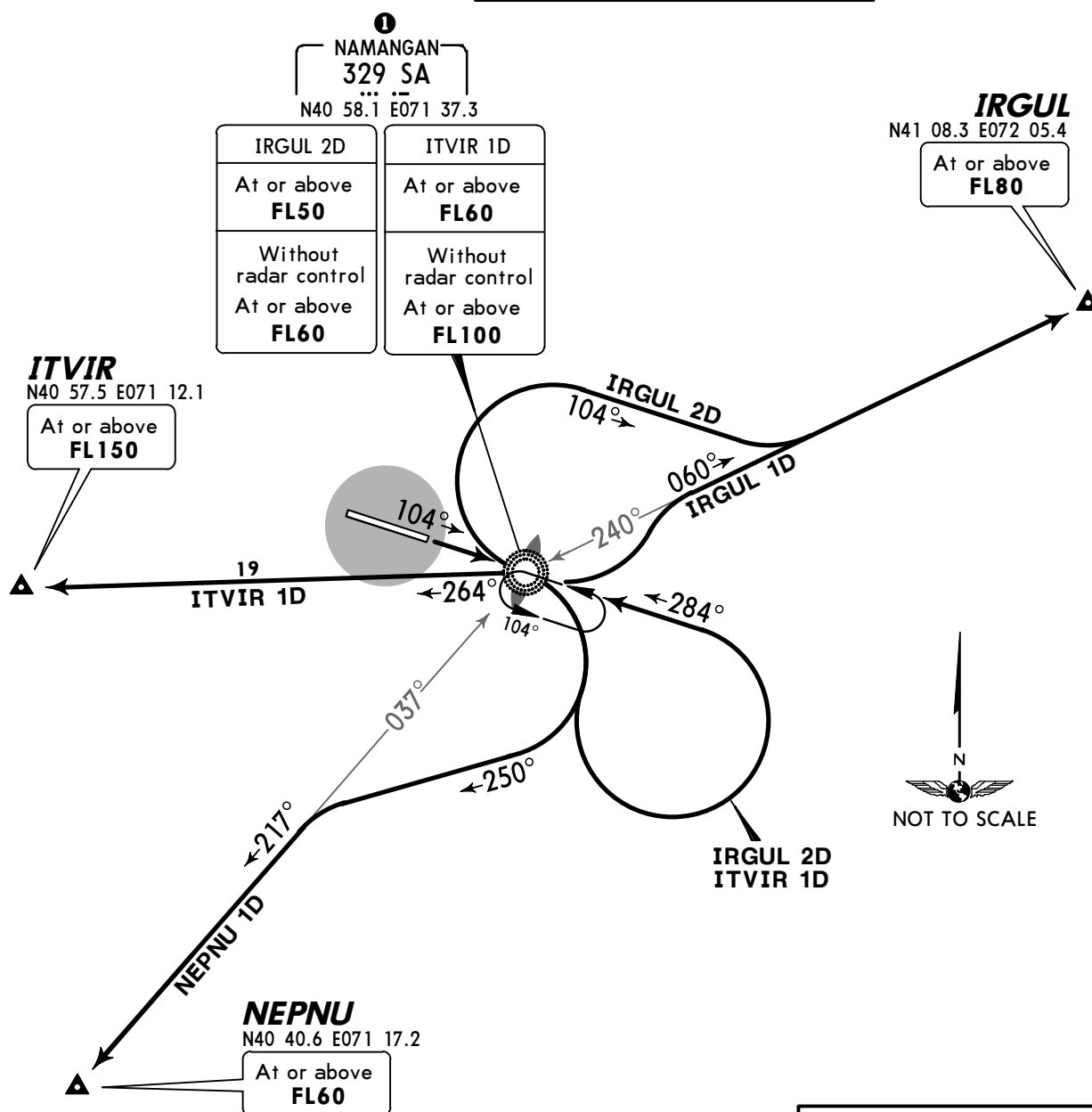
SID	ROUTING
ABDOK 1D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 307° bearing to ABDOK.
DIKRI 1D	Climb on 104° track to assigned FL, when passing SA turn RIGHT, 116° track to DIKRI.
EKLER 1D	Climb on 104° track to assigned FL, when passing SA turn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

Apt Elev
1703'QNH on request (QFE)
Trans level: FL60 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 FL100



① If necessary climb in holding pattern to assigned FL.



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

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.



1 TAKE-OFF RUN AVAILABLE

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)

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

AIR CARRIER (JAA)

All Rwys **1 2**

LVP must be in force

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.

STRAIGHT-IN RWY		A	B	C	D
10	NDB ①	2790' (1087') ceil 700' - 5000m	2790' (1087') ceil 700' - 5000m	NOT APPLICABLE	NOT APPLICABLE
28	ILS ②	1746' (213') 800m 1200m	1746' (213') 800m 1200m	1763' (230') 900m 1200m	1763' (230') 900m 1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ② ③	1920' (387') 1700m 1800m	1920' (387') 1700m 1800m	1920' (387') 1700m 1800m	1920' (387') 1700m 1800m
	ALS out				
	SA NDB ② ③	2190' (657') 2600m 3000m	2190' (657') 2600m 3000m	2520' (987') 5000m 5000m	2520' (987') 5000m 5000m
	ALS out				
	S NDB	2260' (727') 3200m 3600m	2260' (727') 3200m 3600m	2520' (987') 5000m 5000m	2520' (987') 5000m 5000m
	ALS out				

① w/o radar control: MDA(H) 3050' (1087').

② Missed apch climb grad MIM 4.0% up to 2060', then 3.7% up to 2560'.

③ 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 ④ ⑤

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

④ 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.

⑤ Take-off rwy 28 with tailwind is prohibited for CAT C&D.

NAMANGAN Tower

120.7

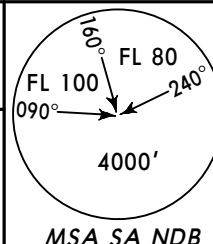
LOC
ISA
*110.1

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.

MSA SA NDB

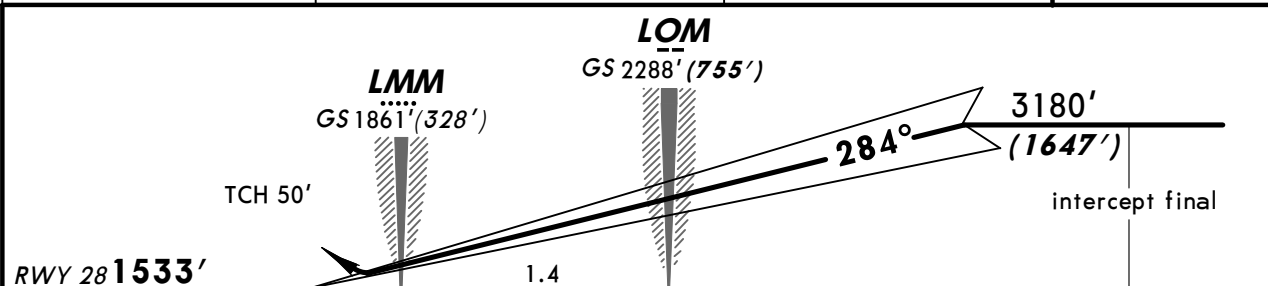
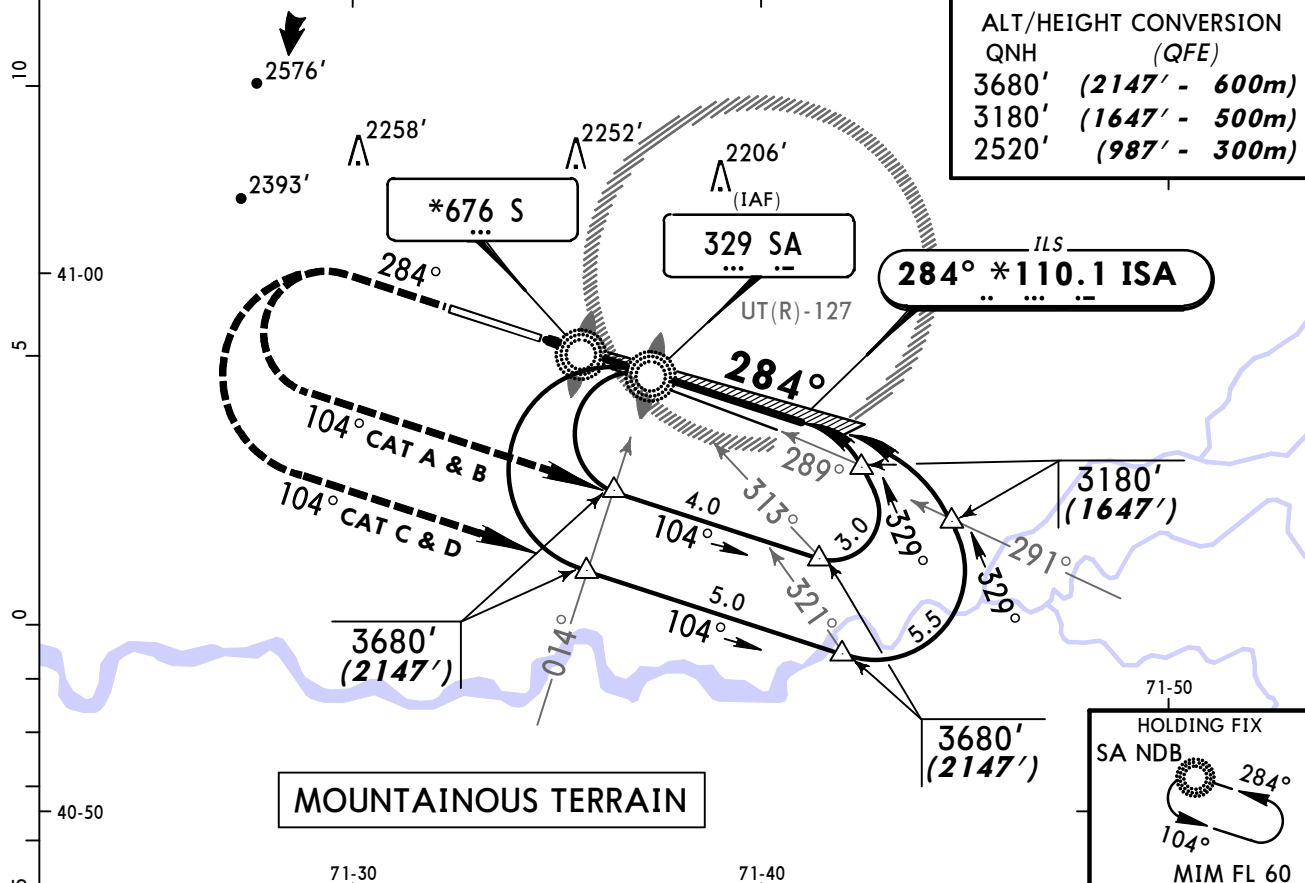
Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 60

Trans alt: 3680'(2147')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3680'	(2147' - 600m)
3180'	(1647' - 500m)
2520'	(987' - 300m)



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

STRAIGHT-IN LANDING RWY 28

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

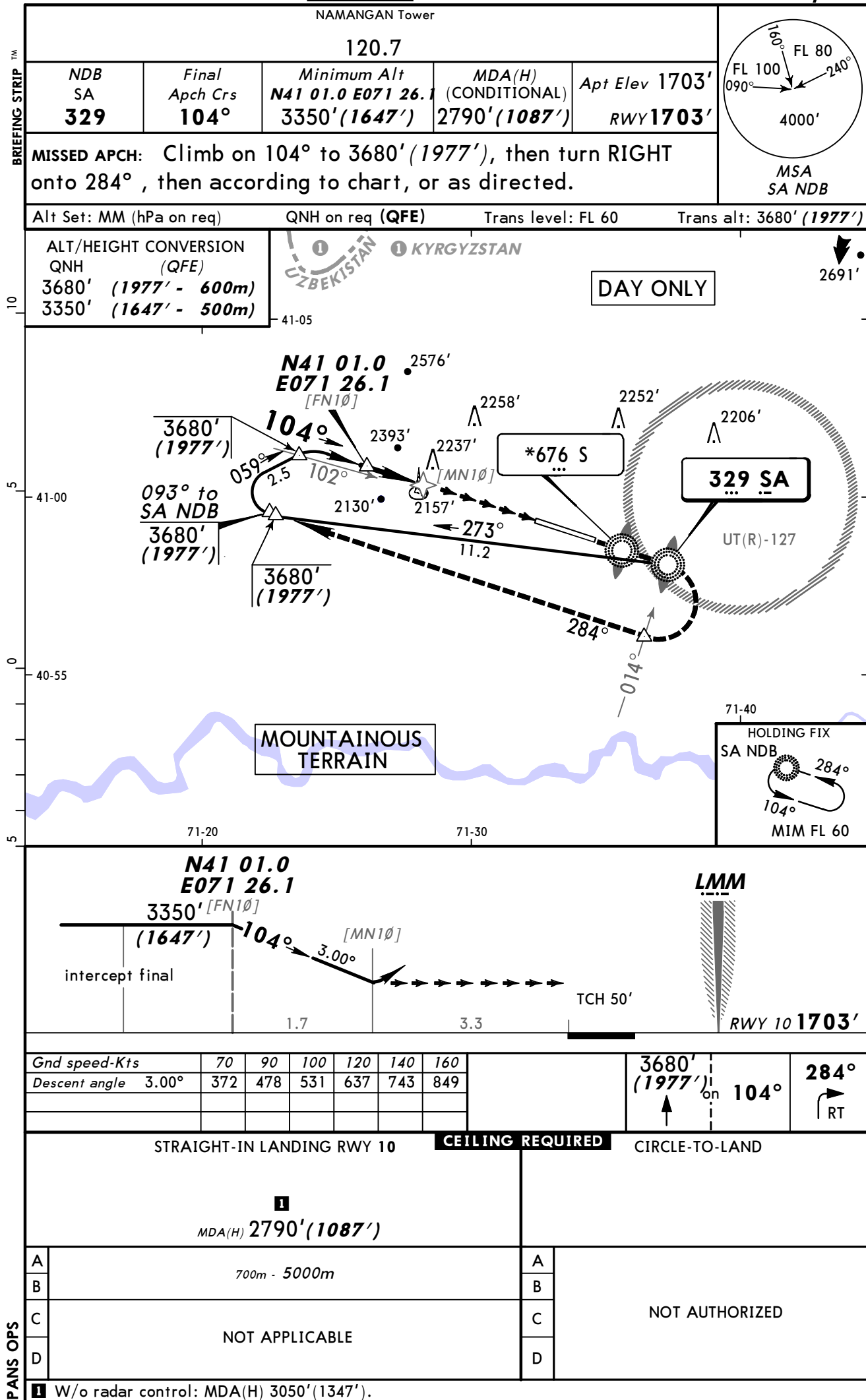
LOC (GS out)

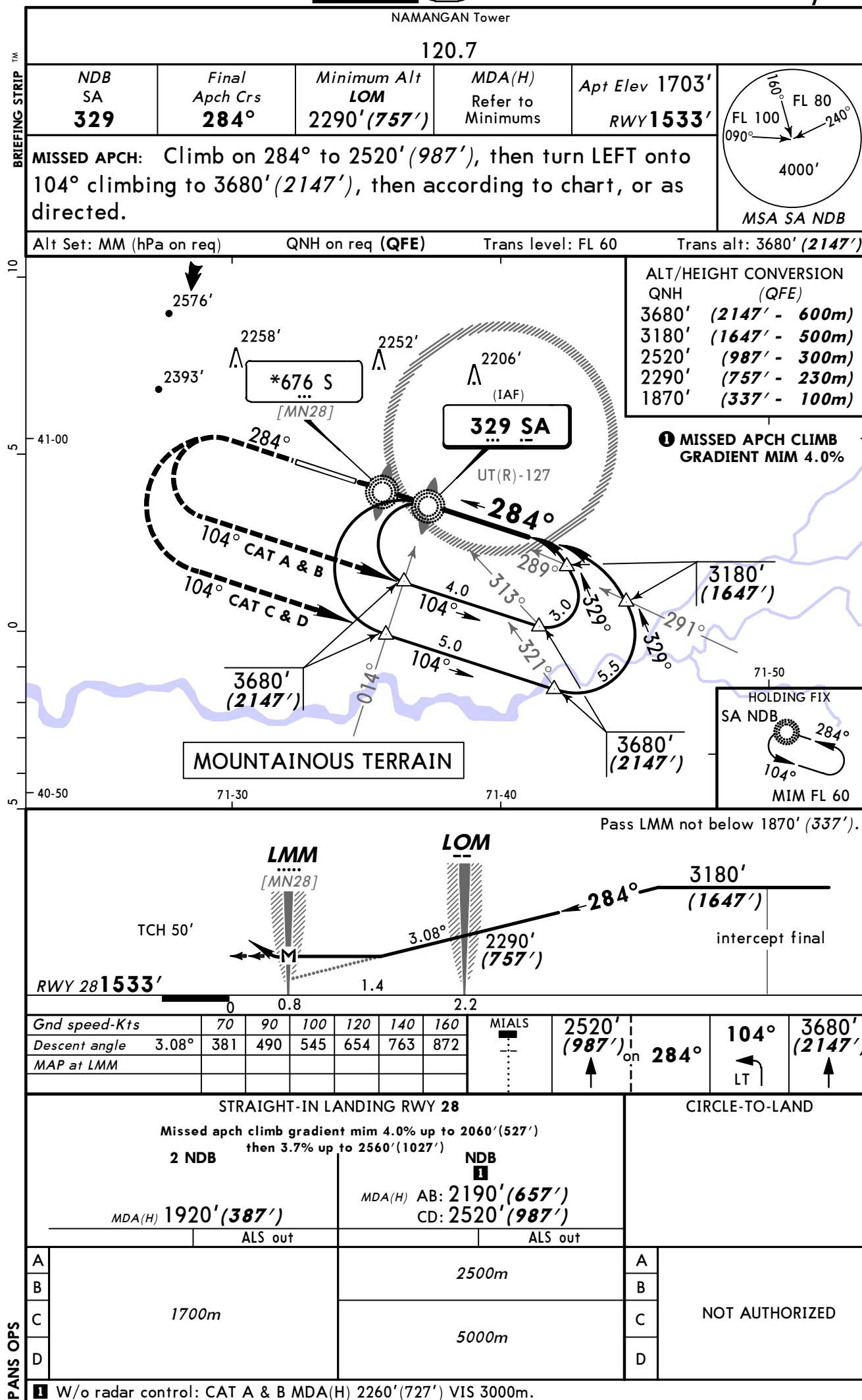
CIRCLE-TO-LAND

A	
B	
C	1200m
D	

A	
B	
C	NOT AUTHORIZED
D	

A	
B	
C	NOT AUTHORIZED
D	





NAMANGAN, (NAMANGAN - UTFN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTFN