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Revision Letter For Cycle 08-2013

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Notebook

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: 0036 Z
Sunset: 1352 Z,

Runway Information

Runway: 10
Length x Width: 10728 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1703 ft
Lighting: Edge
Displaced Threshold: 951 ft

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

Communication Information

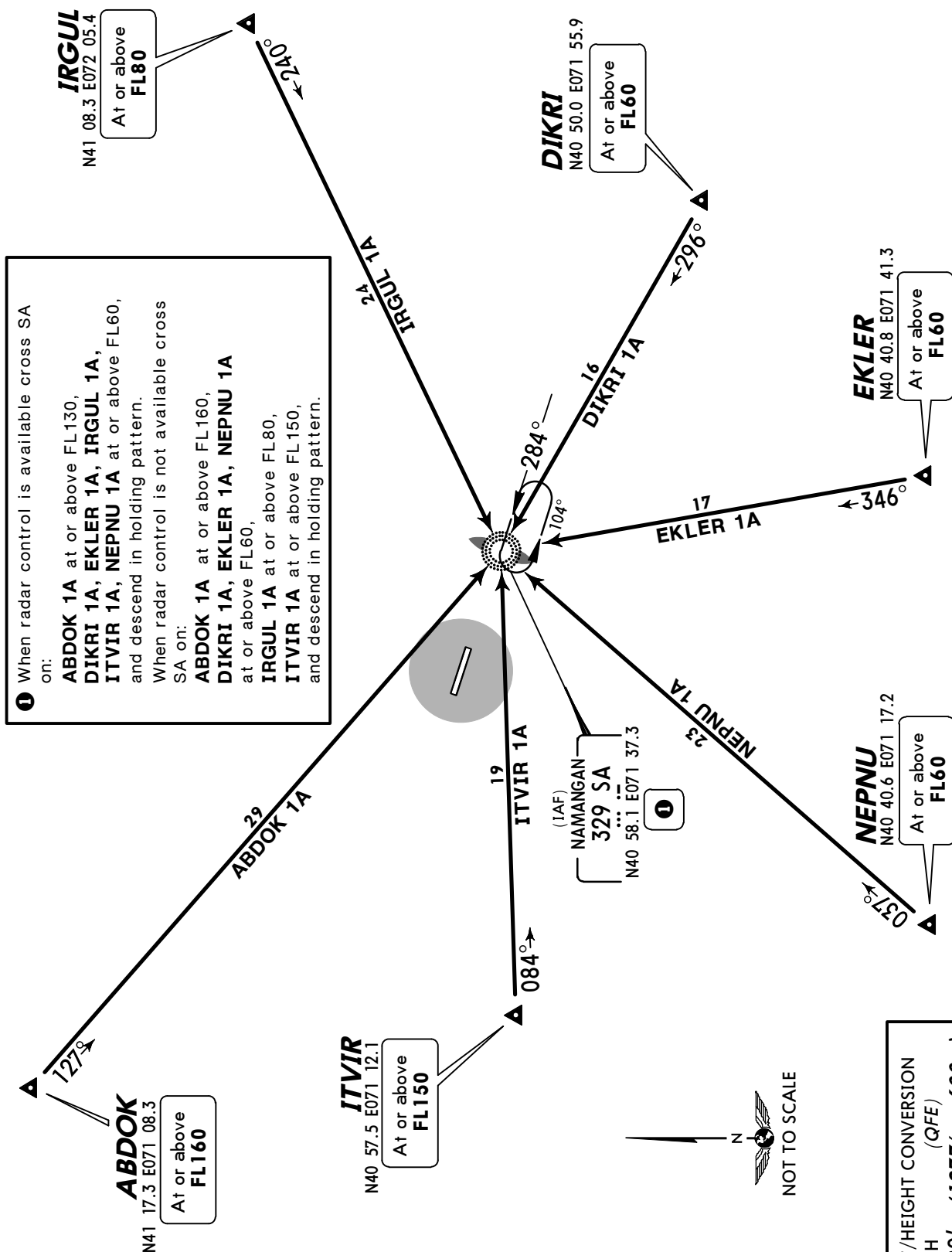
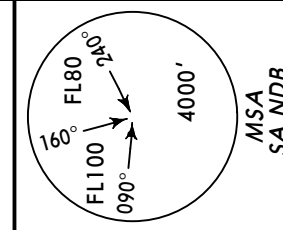
Namangan Tower 120.7

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



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

Apt Elev
1703'

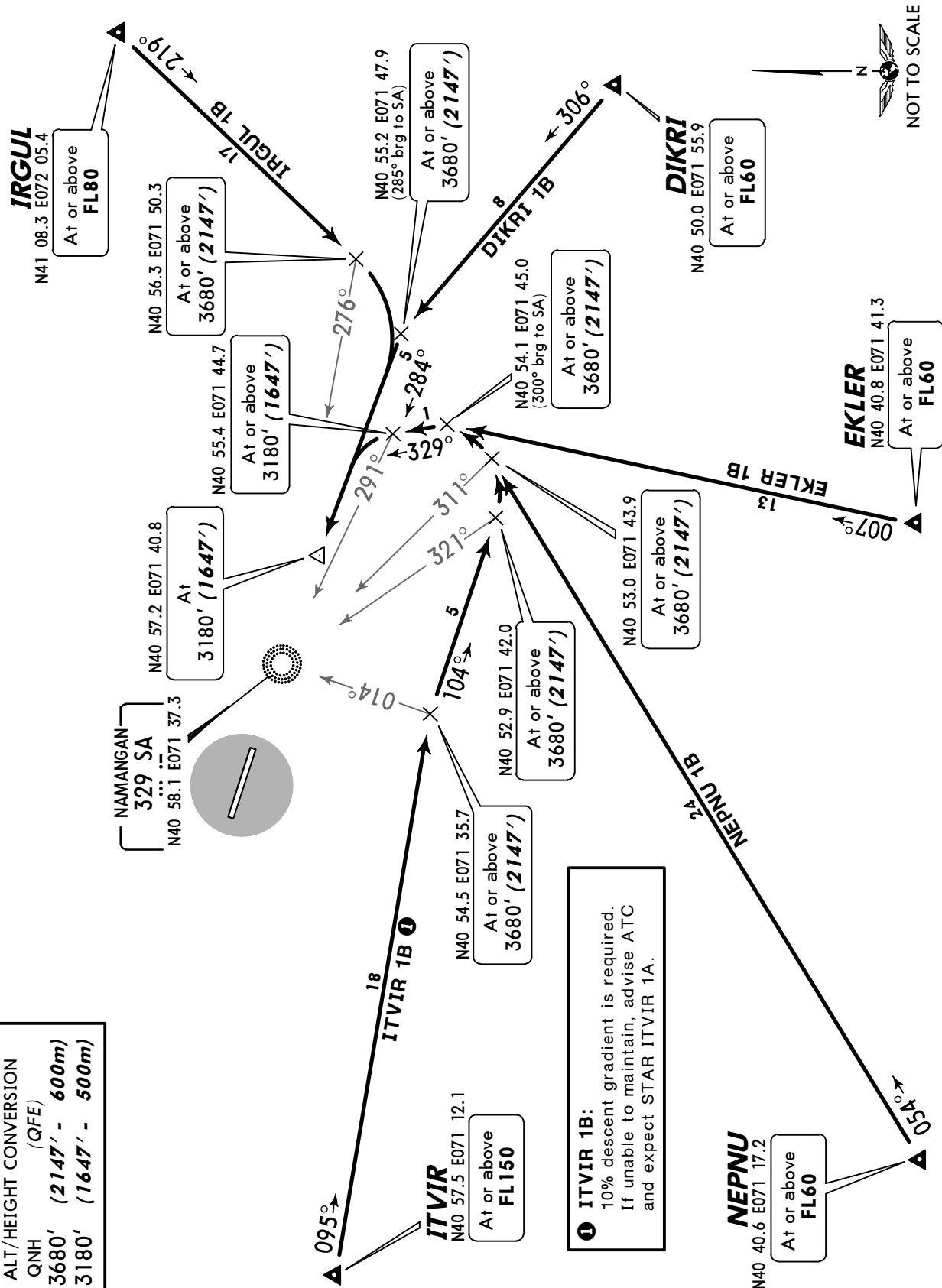
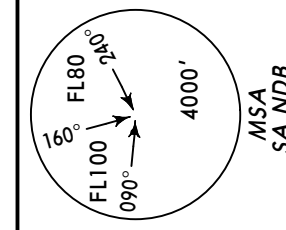
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

(QFE)

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 FL100



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

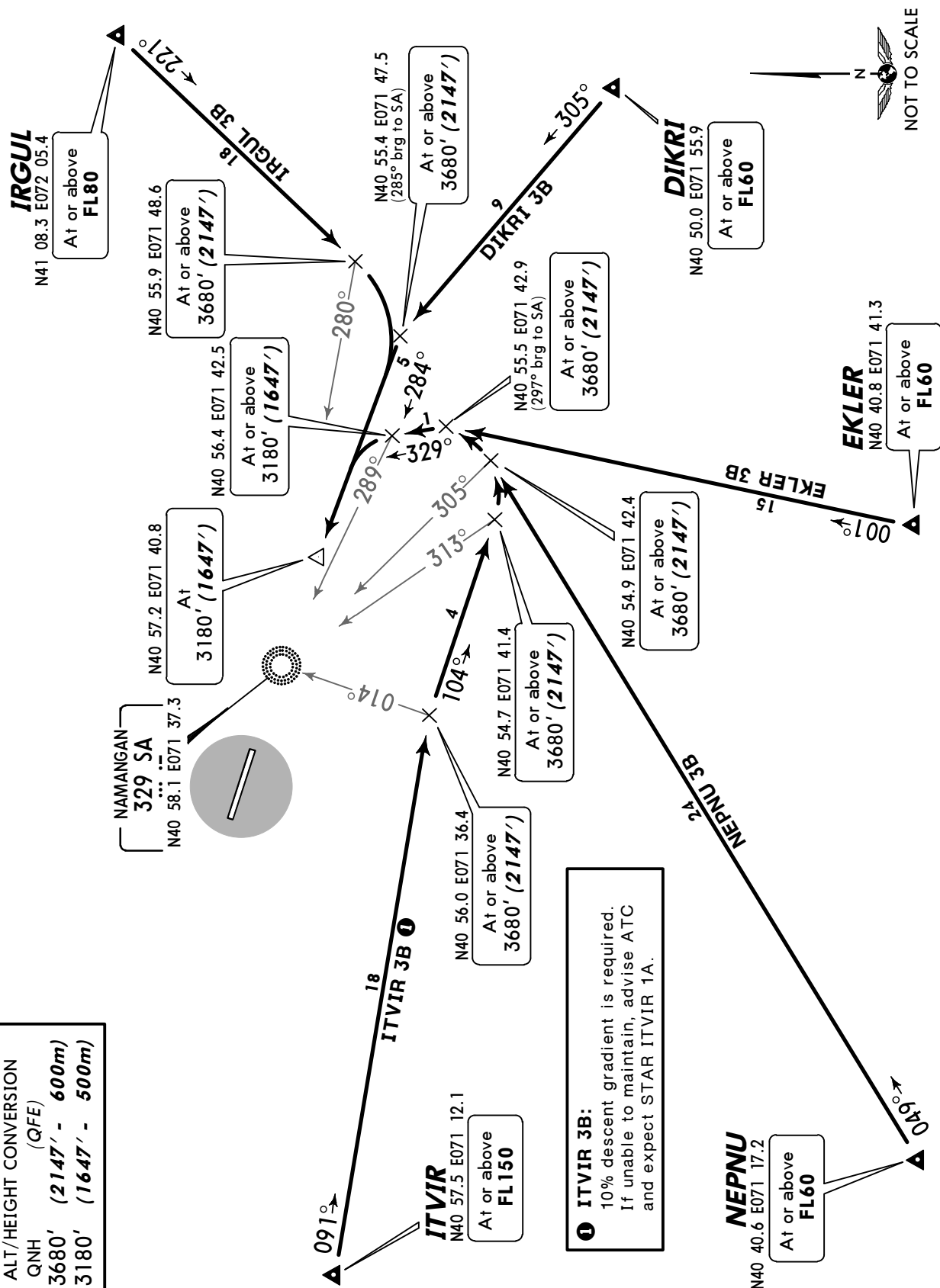
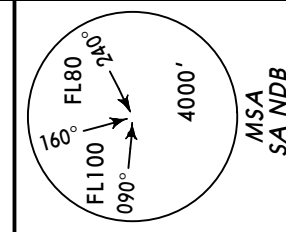
Apt Elev
1703'

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



Apt Elev
1703'

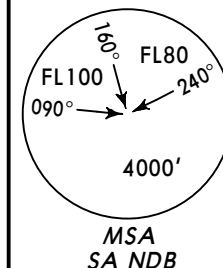
QNH on request (QFE)
Trans level: FL60 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

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



ABDOK

N41 17.3 E071 08.3

At or above
FL160

① If necessary climb in holding pattern to assigned FL.

①

NAMANGAN
329 SA

N40 58.1 E071 37.3

At or above
FL130

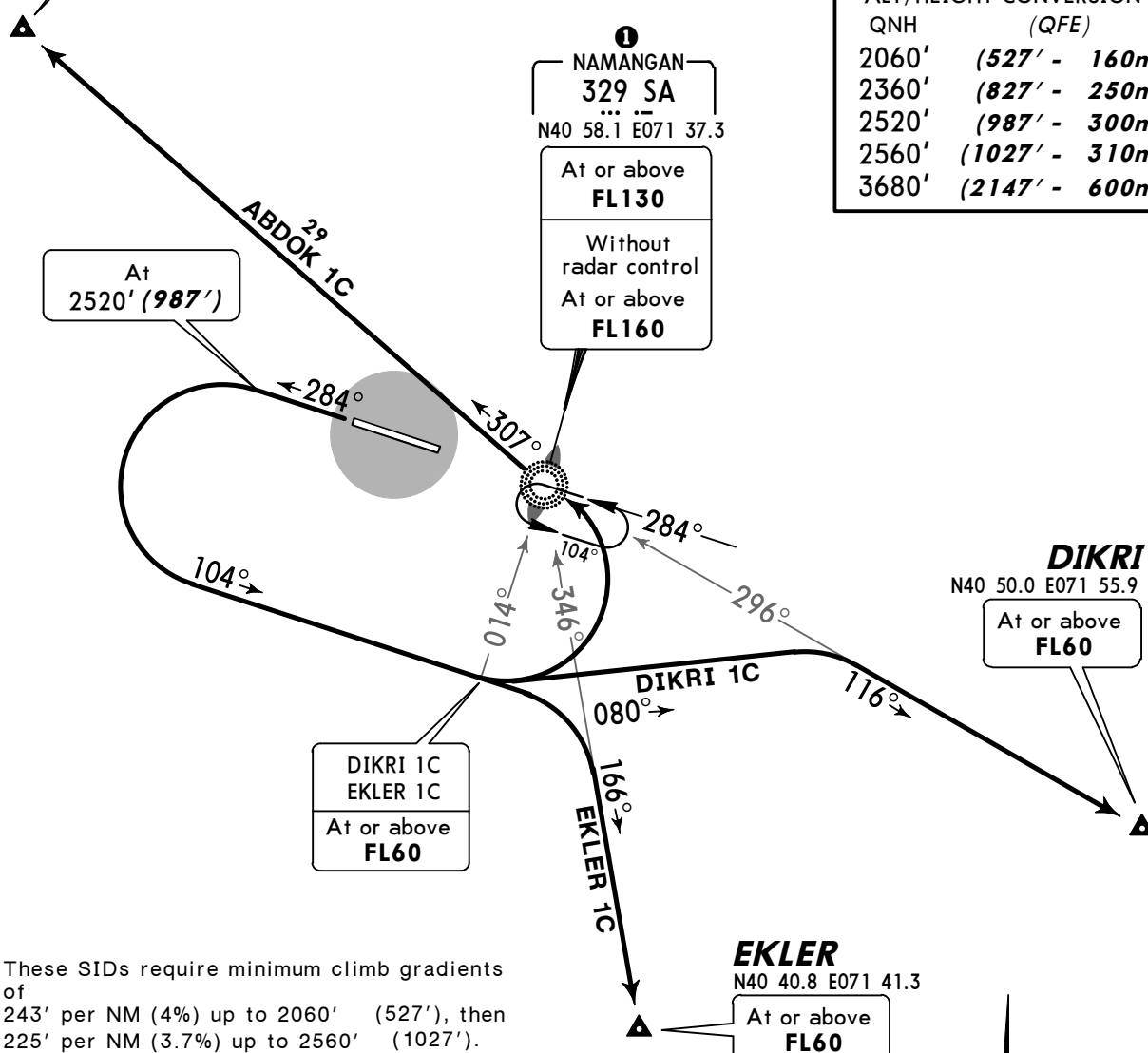
Without radar control
At or above
FL160

ALT/HEIGHT CONVERSION

QNH

(QFE)

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



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 1850m.



SID

ROUTING

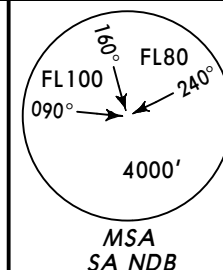
ABDOK 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT to SA, 307° bearing to ABDOK.
DIKRI 1C	Climb on 284° track to 2520' (987'), turn LEFT, 104° track, when passing 014° bearing to SA, turn LEFT, 080° track, intercept 116° bearing from SA to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

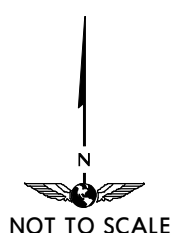
Without radar control
At or above
FL160

DIKRI
N40 50.0 E071 55.9

At or above
FL60

EKLER
N40 40.8 E071 41.3

At or above
FL60

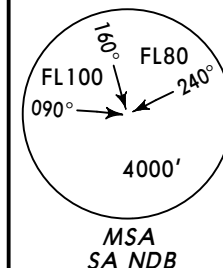


ALT/HEIGHT CONVERSION
QNH (QFE)
3680' (1977' - 600m)

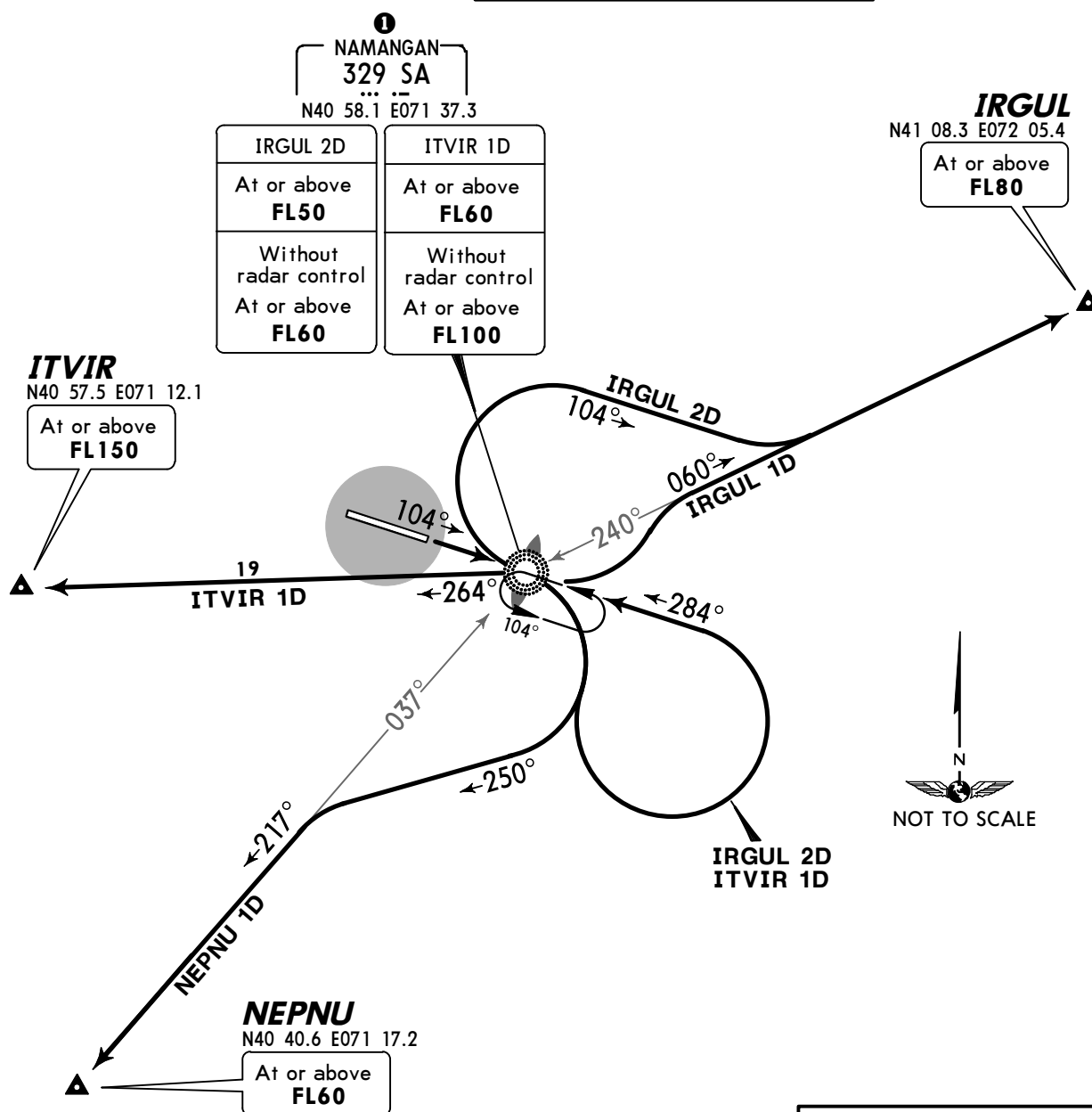
SID	ROUTING
ABDOK 1D	Climb on 104° track to assigned FL, when passing SA make 080°/260° procedure turn to SA, turn RIGHT, 307° bearing to ABDOK.
DIKRI 1D	Climb on 104° track to assigned FL, when passing SA turn RIGHT, 116° track to DIKRI.
EKLER 1D	Climb on 104° track to assigned FL, when passing SA turn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

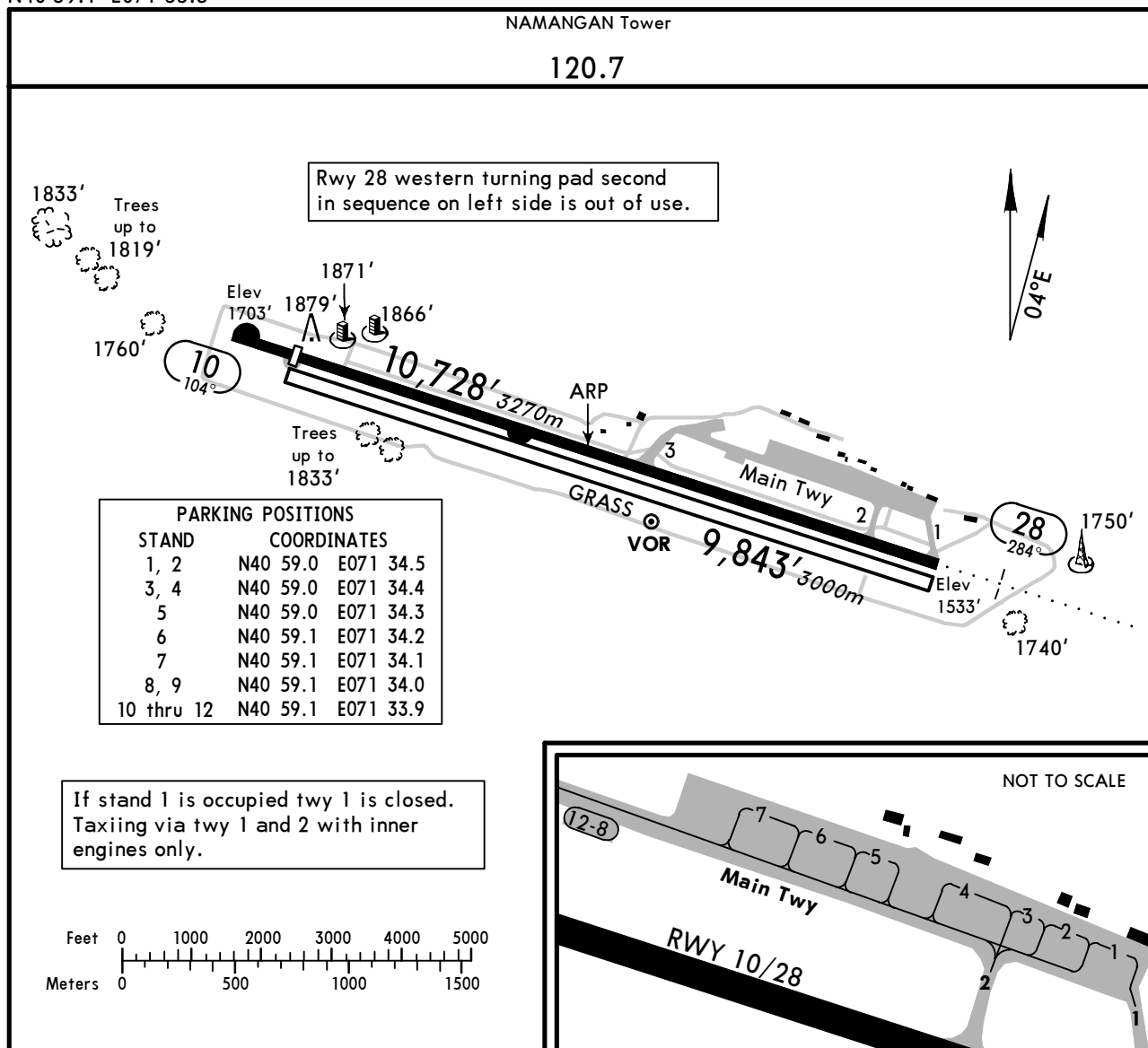


① If necessary climb in holding pattern to assigned FL.



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.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
10	HIRL (100m)	9777' 2980m		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:

From rwy head 10,728' (3270m)
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 Rwy's **1 2**

LVP must be in force

	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or 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.

STRAIGHT-IN RWY		A	B	C	D
10	NDB ①	2790'(1087') ceil700'- 5000m	2790'(1087') ceil700'- 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

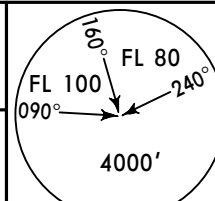
LVP must be in force		RCLM (DAY only) or RL
DAY RCLM or RL	NIGHT RL	
A B C D	300m	400m
	400m	

④ Rwy 28 mim 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.

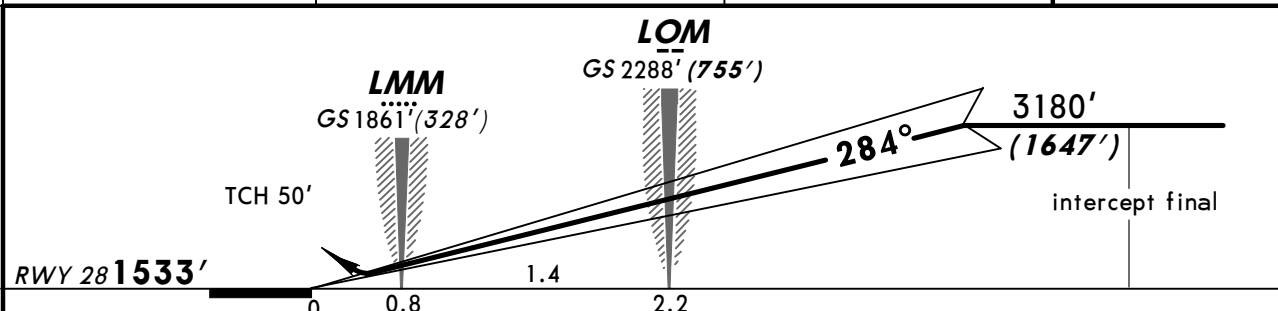
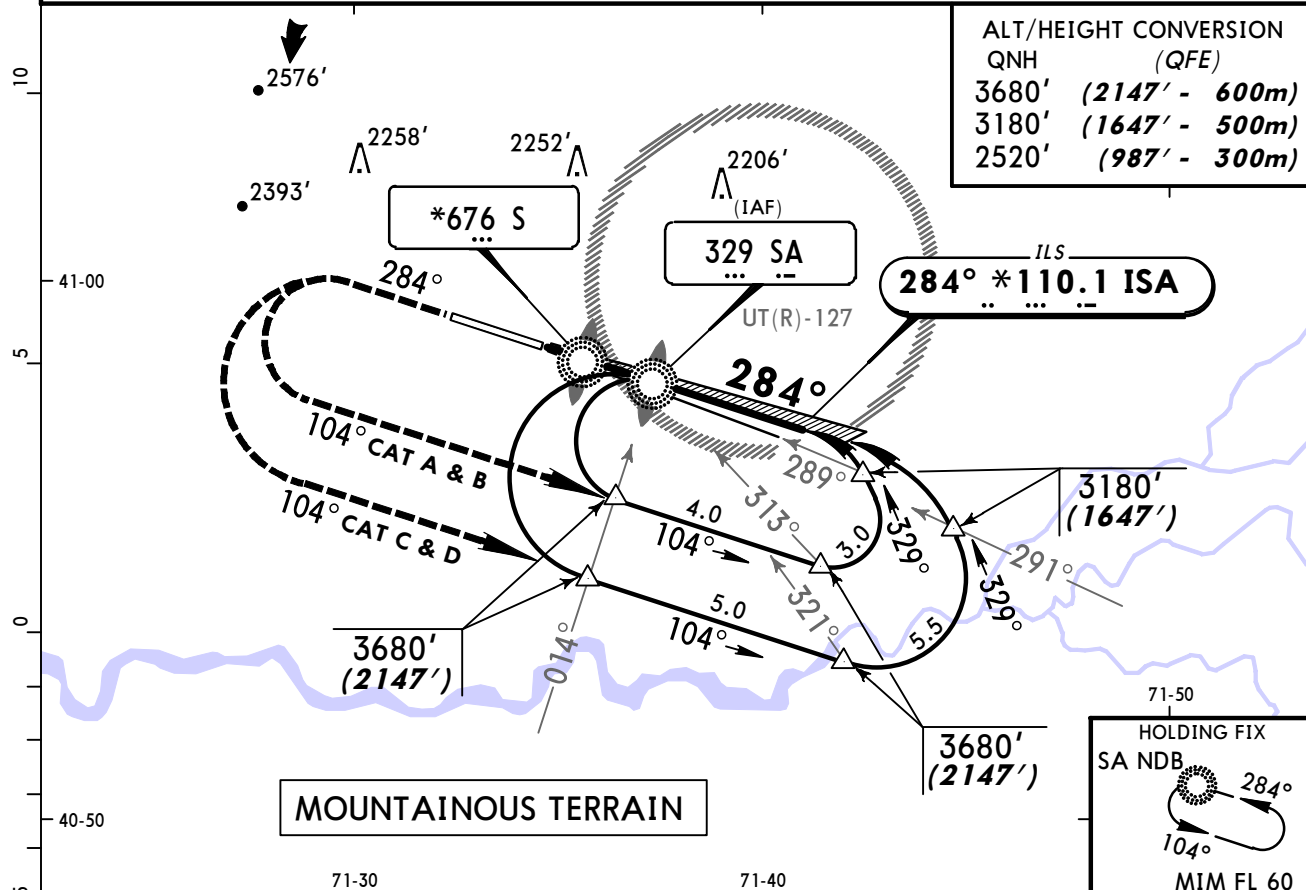
120.7

Apt Elev 1703'
RWY 1533'



MSA SA NDB

Trans alt: 3680' (2147')



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

ALS out

CIRCLE-TO-LAND

1200m

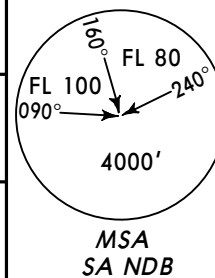
NOT AUTHORIZED

[illegible]

NOT AUTHORIZED

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 60 Trans alt: 3680' (1977')

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

① KYRGYZSTAN

DAY ONLY

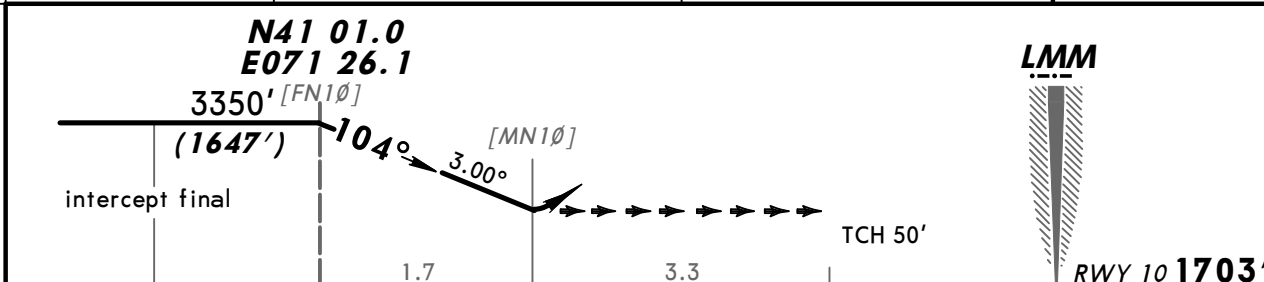
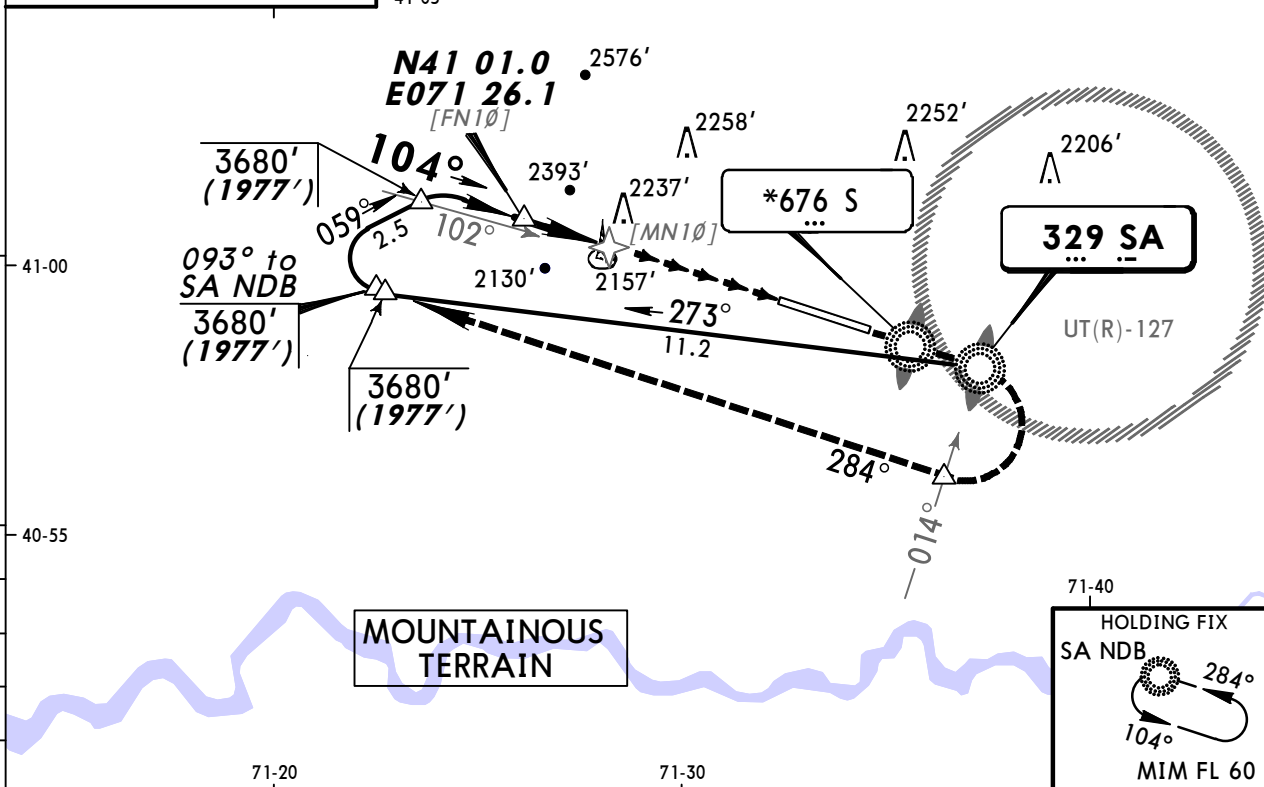
2691'

10

5

0

5

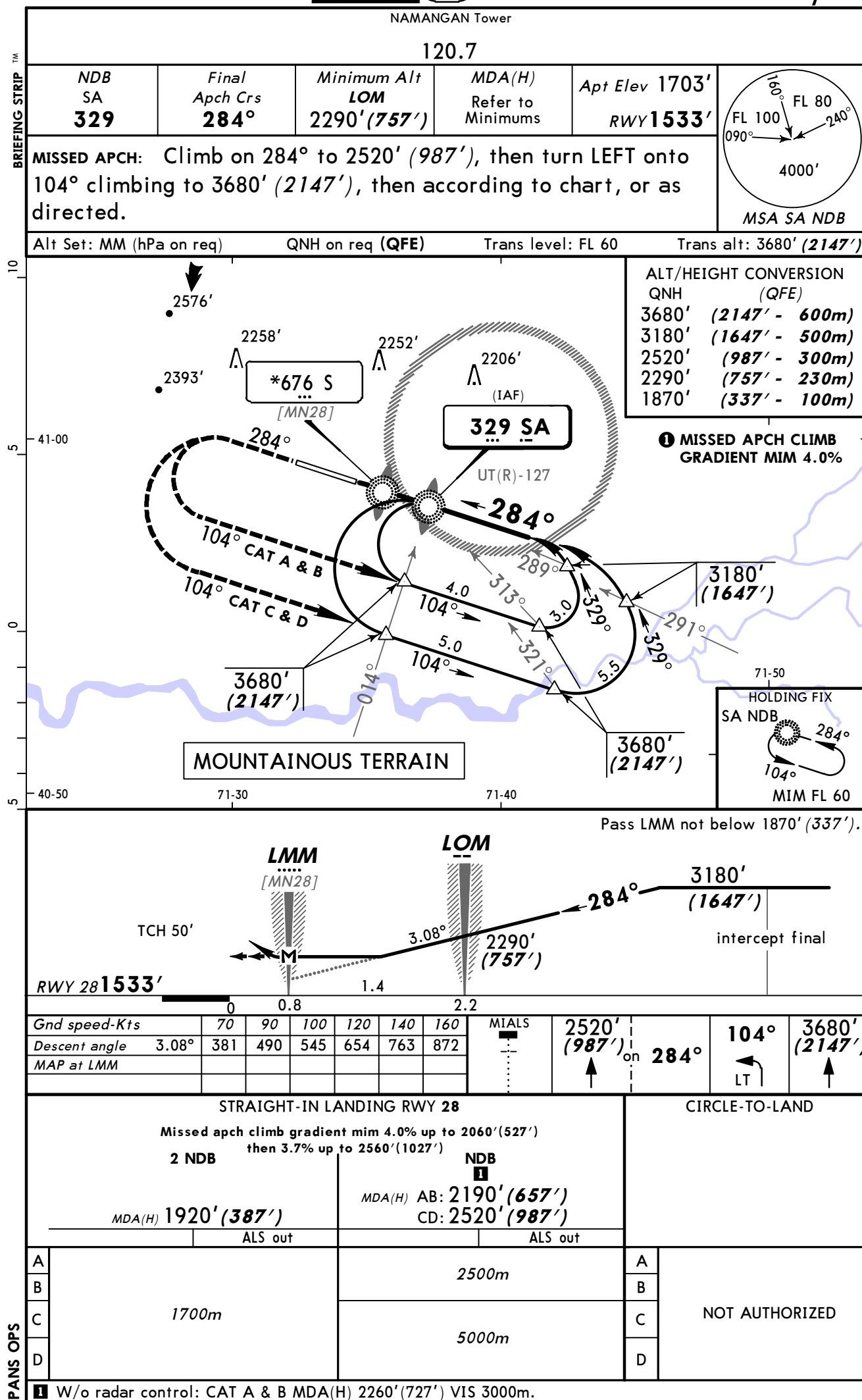


3680' (1977')	on 104°	284° RT
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STRAIGHT-IN LANDING RWY 10		CEILING REQUIRED	CIRCLE-TO-LAND	
1 MDA(H) 2790'(1087')				
A	700m - 5000m	A	NOT AUTHORIZED	
B		B		
C	NOT APPLICABLE	C		
D		D		

PANS OPS

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



NAMANGAN, (NAMANGAN - UTFN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTFN