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Airport Information For UTFN

Terminal Charts For UTFN

Revision Letter For Cycle 17-2013

Change Notices

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: 4.8°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: 0034 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
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

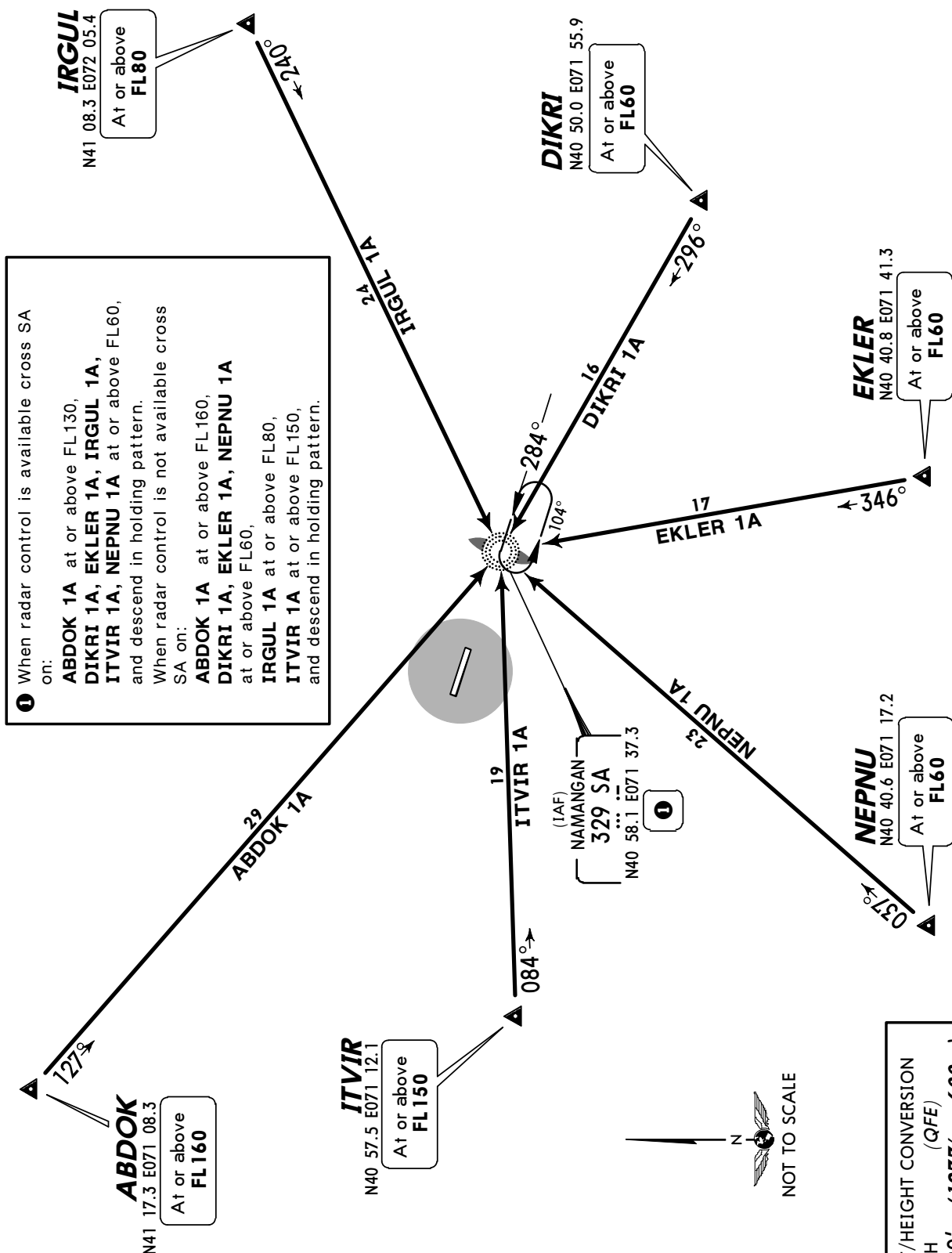
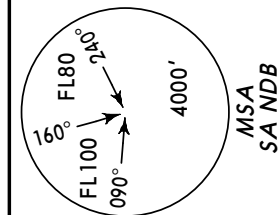
Namangan Tower 120.7

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



Apt Elev
1703'

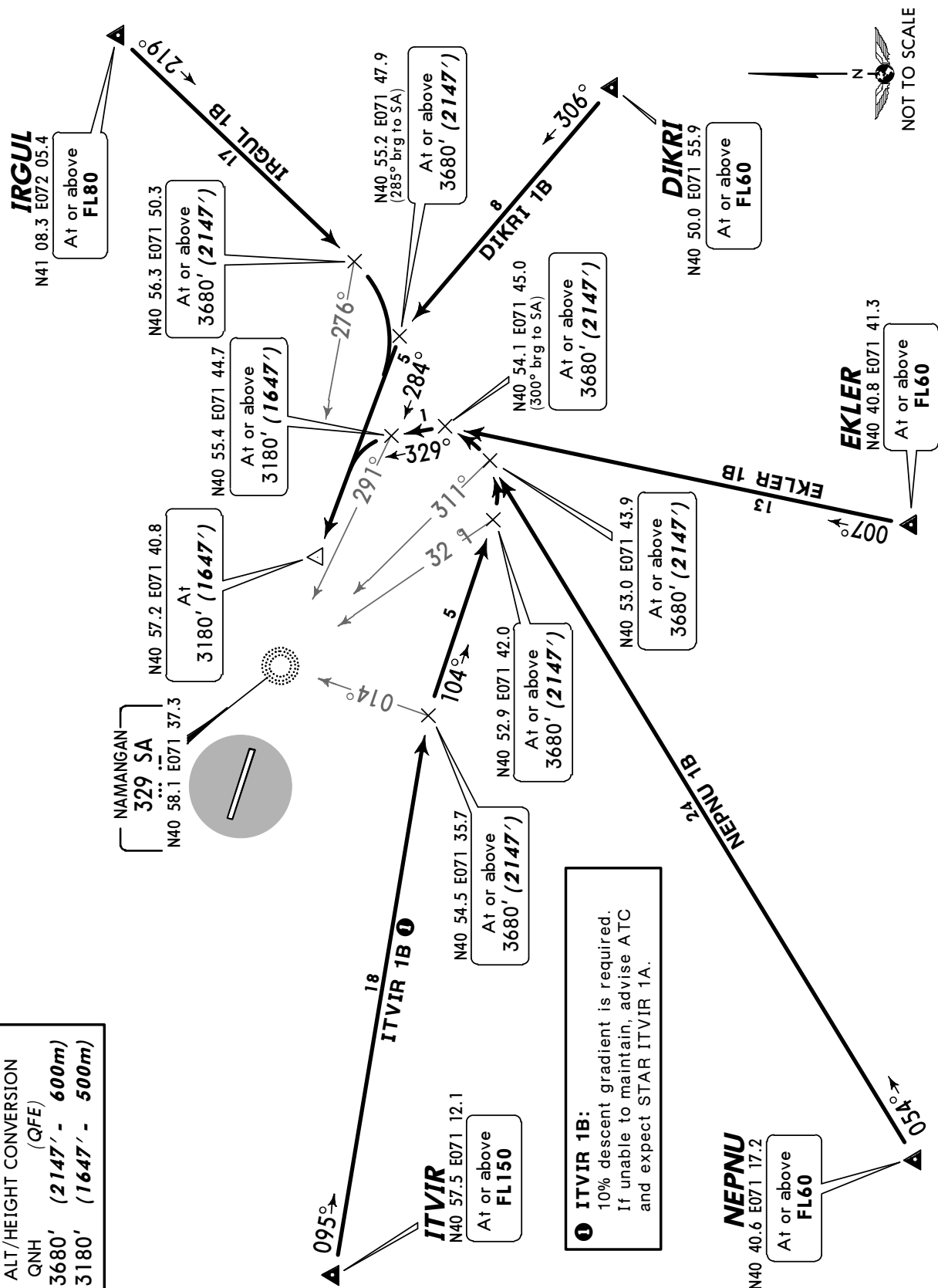
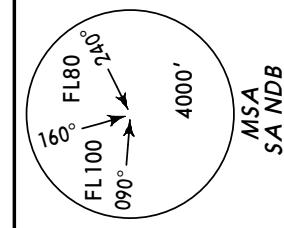
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 3680' (2147')
Caution: Mountainous terrain.

(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)

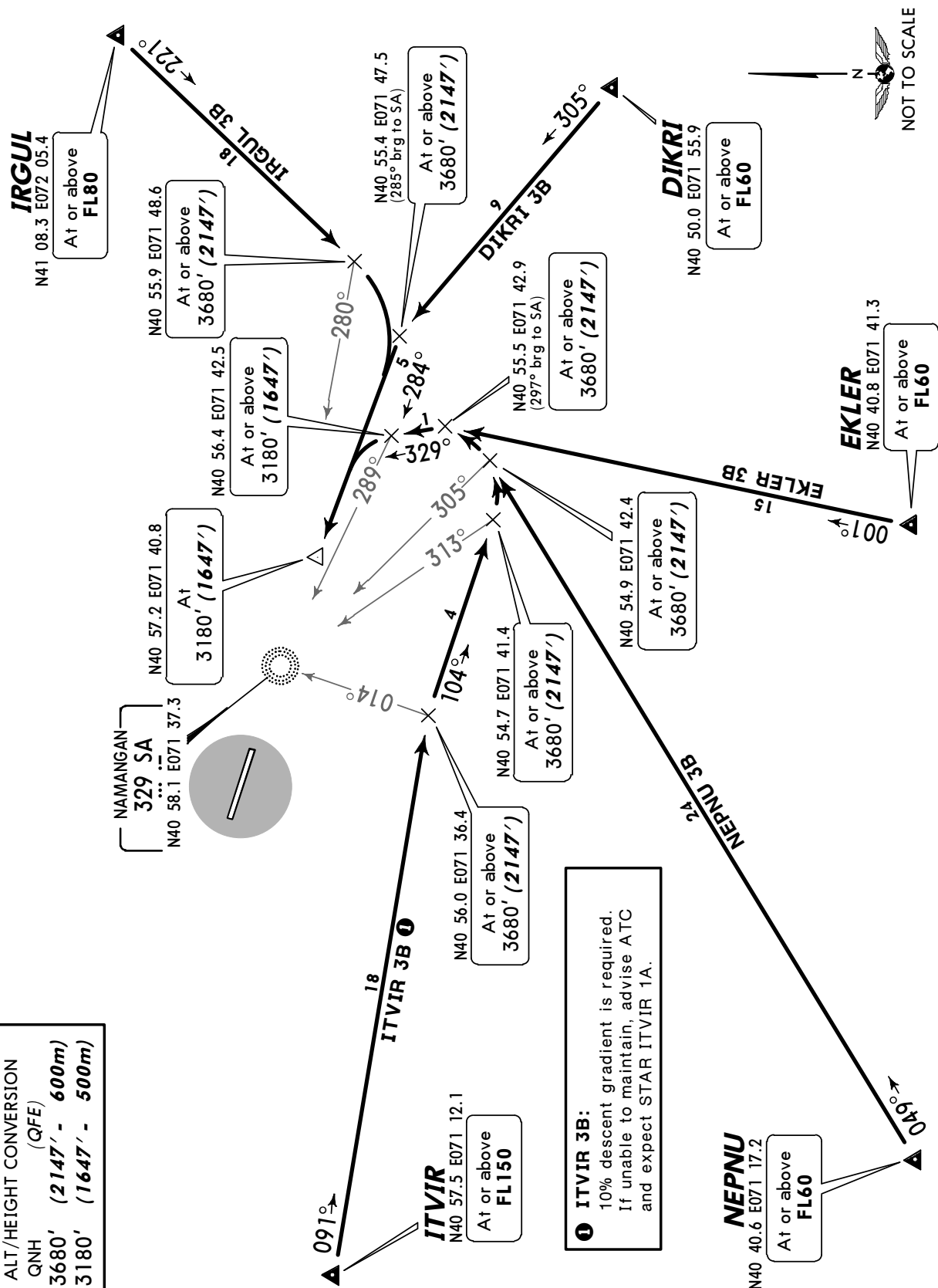
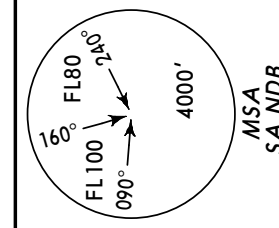
Apt Elev
1703'

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



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

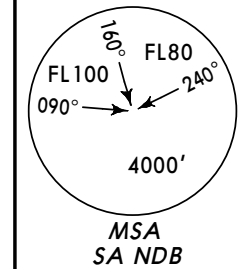
Apt Elev
1703'

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



ABDOK

N41 17.3 E071 08.3

At or above
FL160

1 If necessary climb in holding pattern to assigned FL.

ALT/HEIGHT CONVERSION

QNH (QFE)

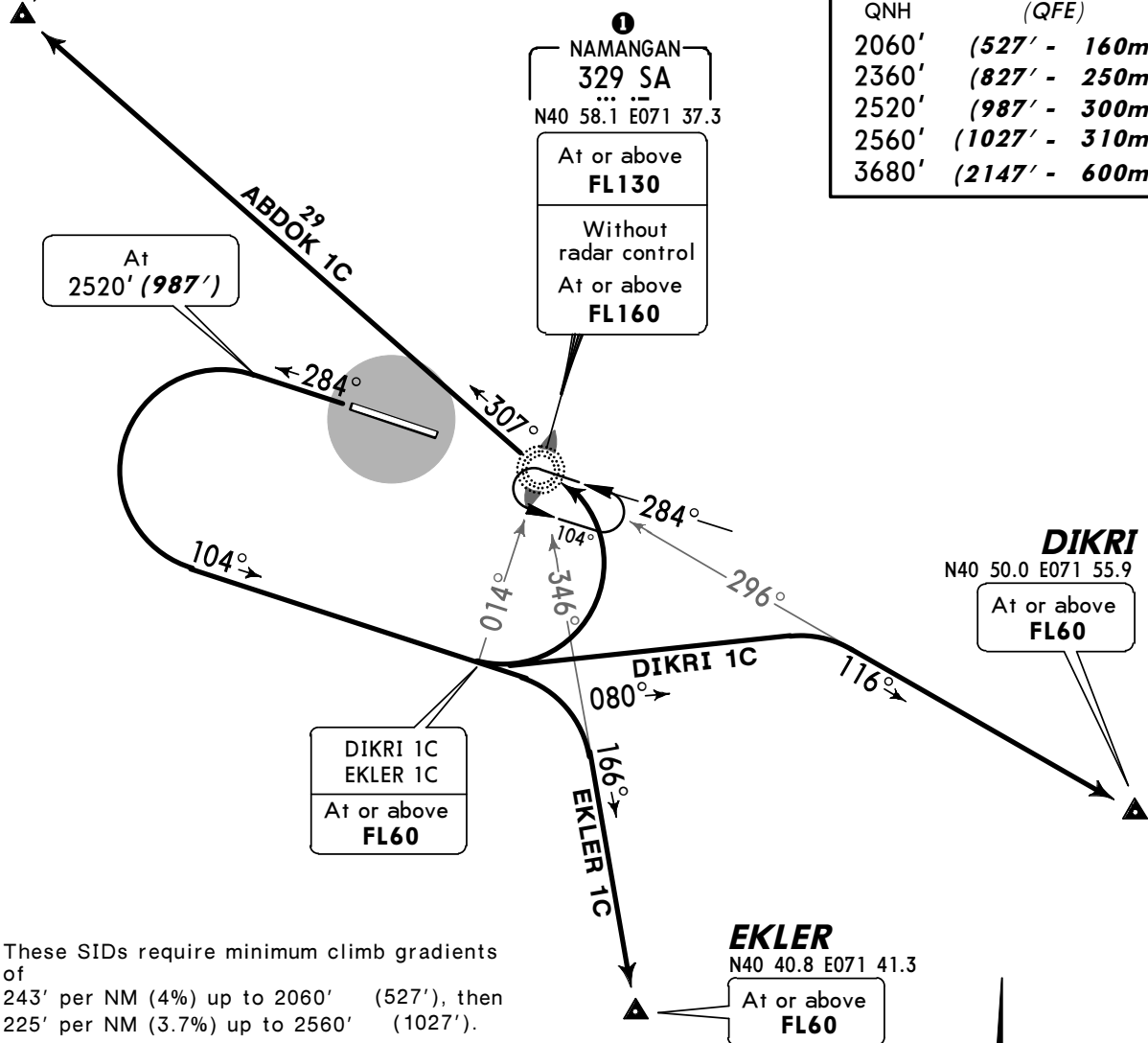
2060' (527' - 160m)

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.

NOT TO SCALE

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.

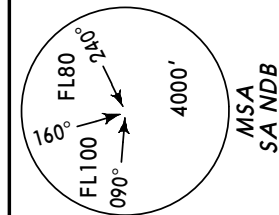
Apt Elev
1703'

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

**IRGUL 1C [IRGU1C], ITVIR 1C [ITVI1C]
NEPNU 1C [NEPN1C]
RWY 28 DEPARTURES**

SPEEDS MAX 250 KT BELOW FL100

ACFT CAT C and D take off with tail wind is PROHIBITED



IRGUL

N41 08.3 E072 05.4
At or above
FL80

① If necessary climb in holding pattern to assigned FL.

At
2520'
(987')

ITVIR

N40 57.5 E071 12.1
At or above
FL150

①

NAMANGAN
329 SA
N40 58.1 E071 37.3
At or above
FL60
Without
radar control
At or above
FL100

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.

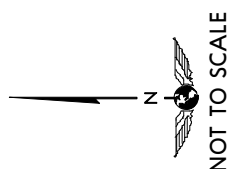
IRGUL 1C
At or above
FL60

NEPNU

N40 40.6 E071 17.2
At or above
FL60

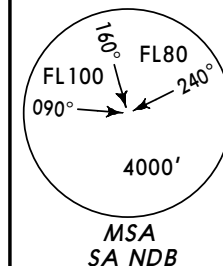
ROUTING

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.



ALT/HEIGHT CONVERSION
QNH (QFE)

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

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
FL130Without
radar control
At or above
FL160**DIKRI**
N40 50.0 E071 55.9At or above
FL60**EKLER**

N40 40.8 E071 41.3

At or above
FL60ALT/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.

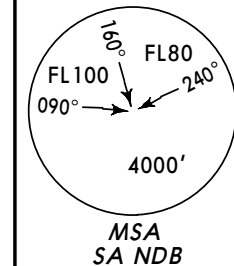
Apt Elev
1703'

QNH on request (QFE)

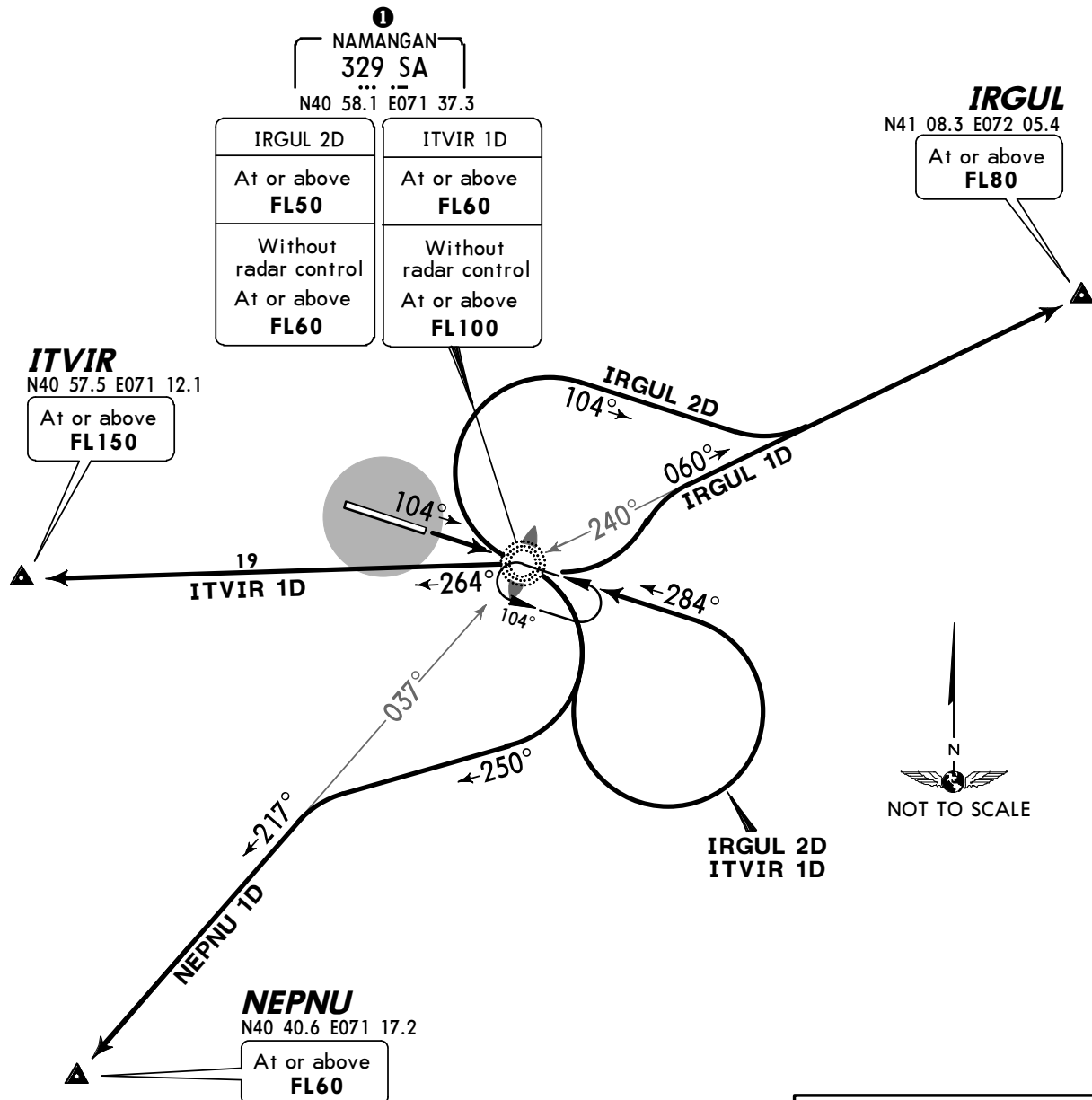
Trans level: FL60 Trans alt: 3680' (1977')

Caution: Mountainous terrain.

IRGUL 1D [IRGU1D], IRGUL 2D [IRGU2D]
ITVIR 1D [ITVI1D], NEPNU 1D [NEPN1D]
RWY 10 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

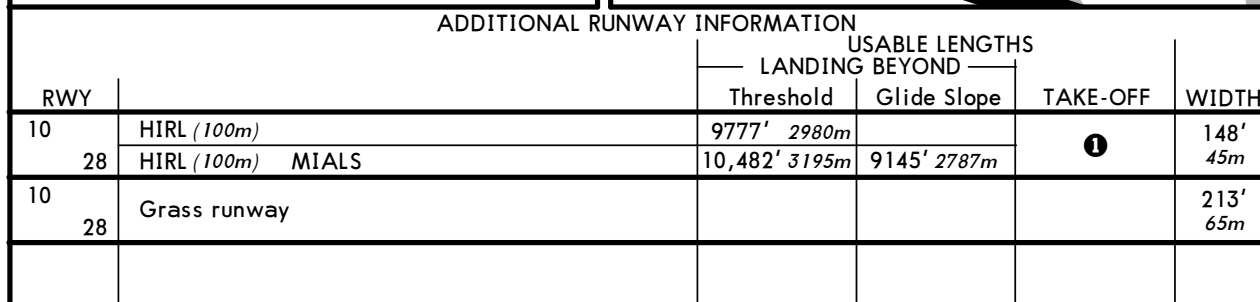


① If necessary climb in holding pattern to assigned FL.



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			
<u>RWY 10:</u>		<u>RWY 28:</u>	
From rwy head	10,728' (3270m)	From rwy head	10,482' (3195m)
twy 3 int	4593' (1400m)	twy 2 int	9432' (2875m)
		twy 3 int	5889' (1795m)

	TAKE-OFF		
	AIR CARRIER (JAA)		
	All Rwys 1 2		
	LVP must be in force		
	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL
A	300m	300m	400m
B			
C			
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	300m	400m
B		
C		
D	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.

NAMANGAN Tower

120.7

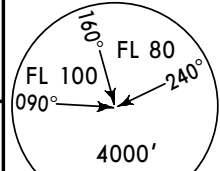
LOC
ISA
*110.1

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)

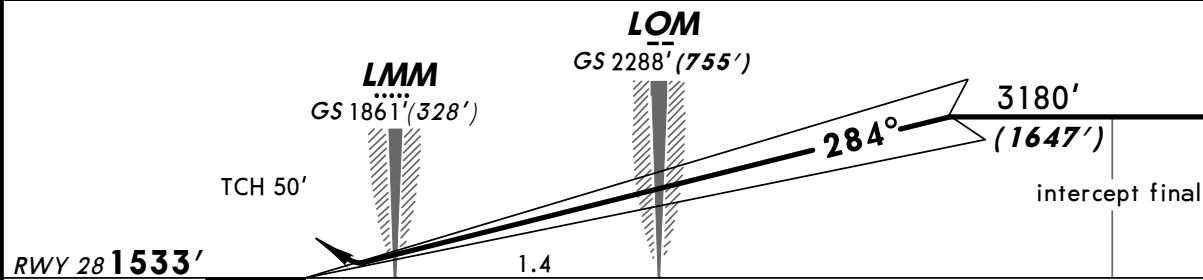
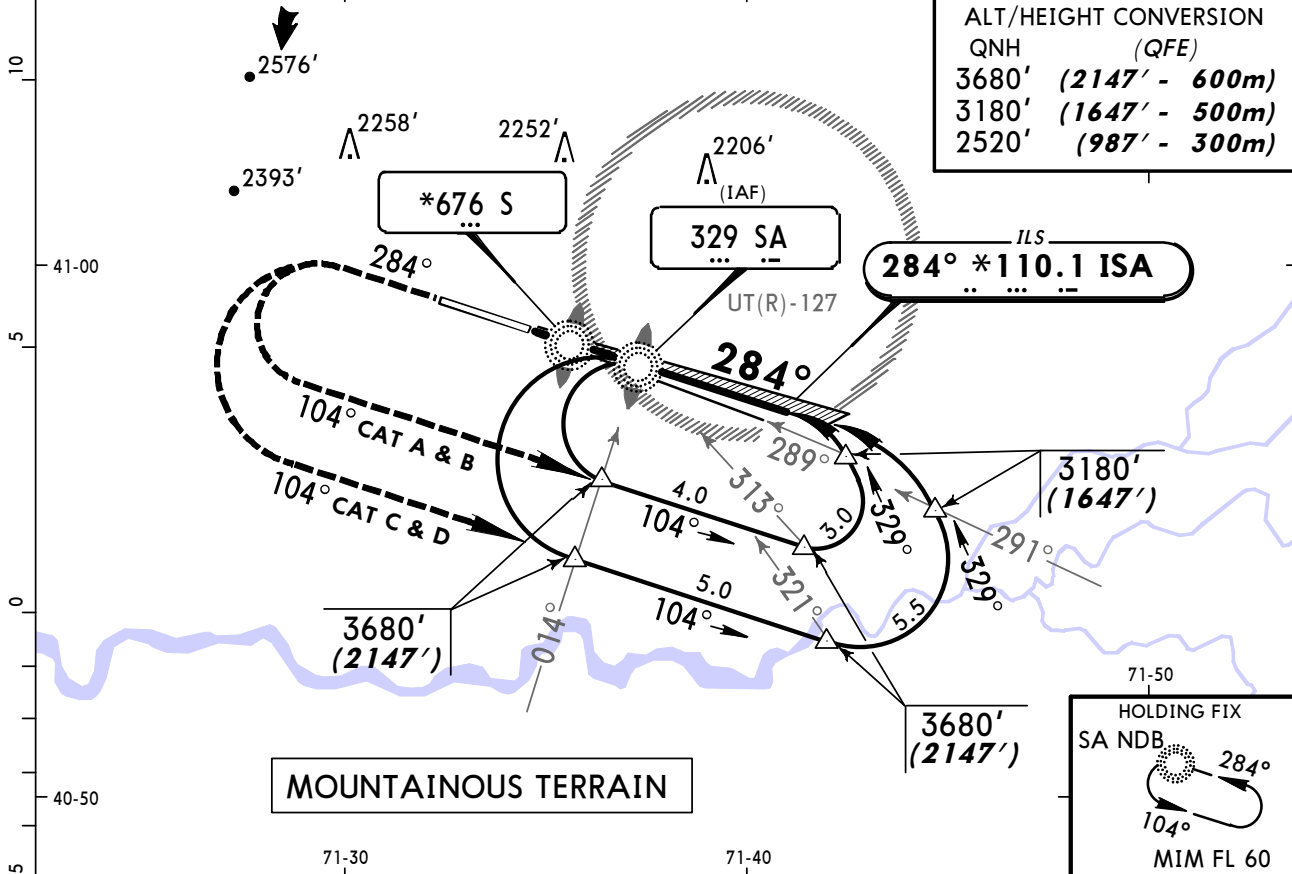
QNH on req (QFE)

Trans level: FL 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° LT	3680' (2147')
GS	3.00°	377	484	538	646	753	861				

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

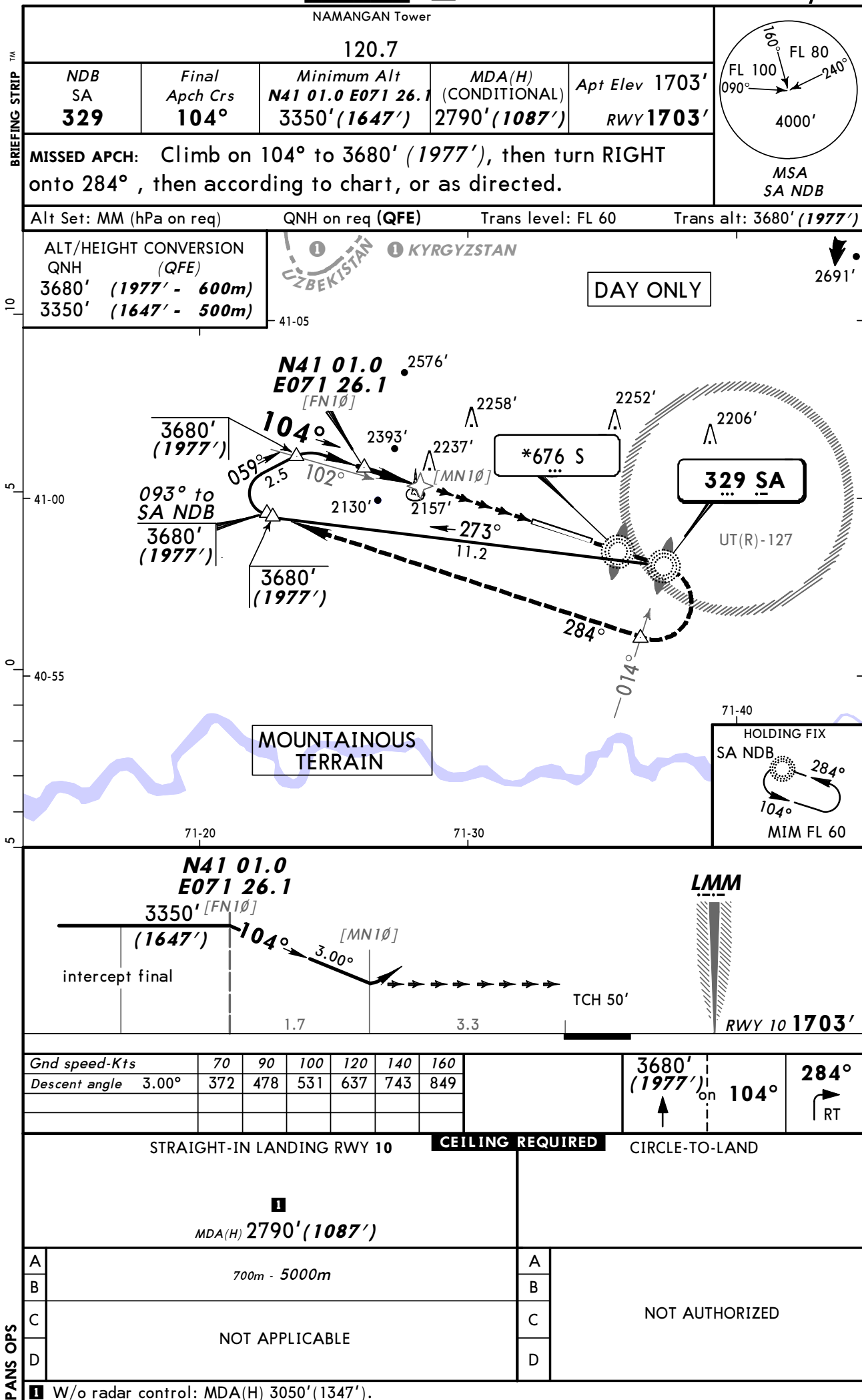
LOC (GS out)

CIRCLE-TO-LAND

A	
B	
C	1200m
D	

NOT AUTHORIZED

A	
B	
C	NOT AUTHORIZED
D	



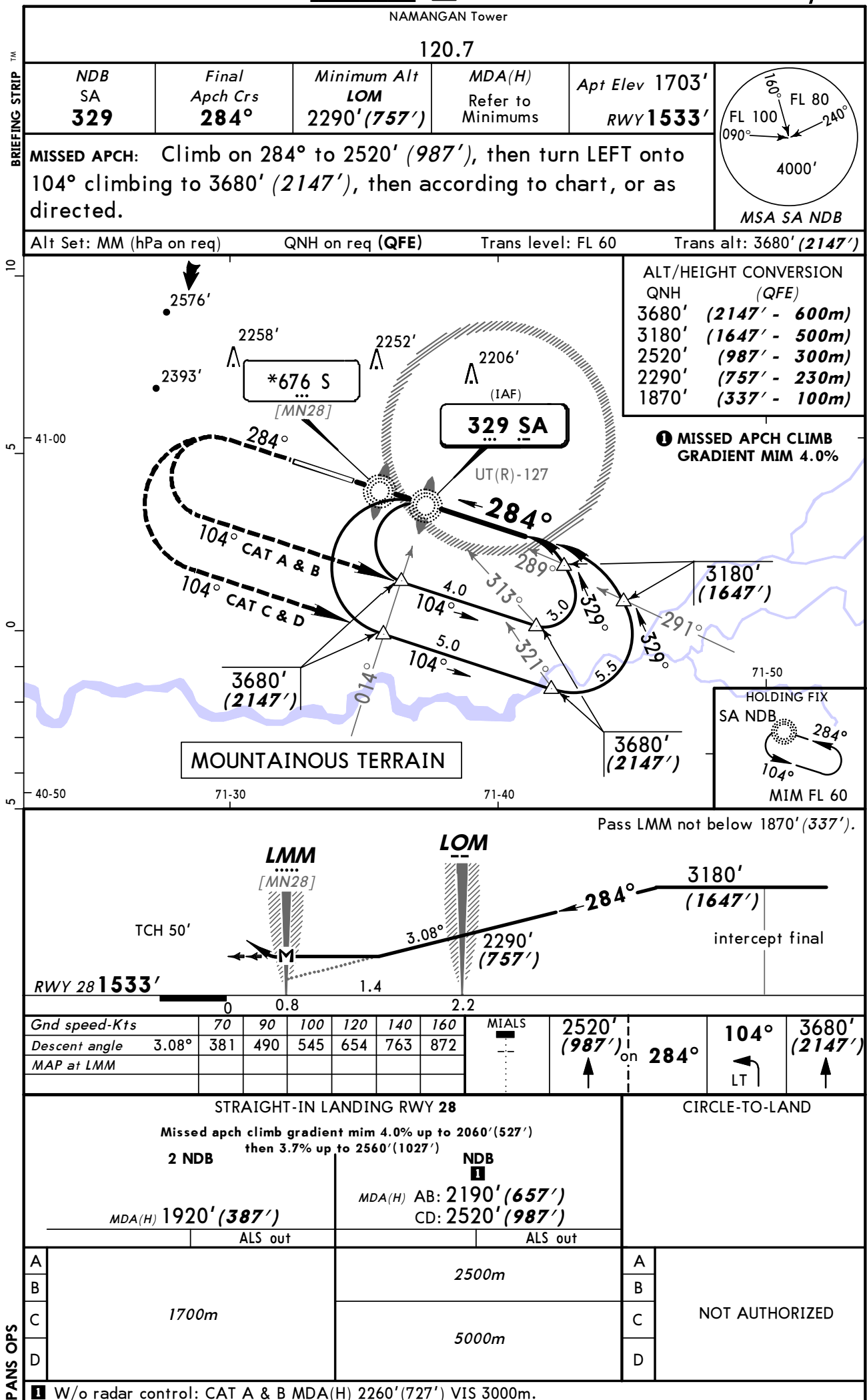




Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

NAMANGAN, (NAMANGAN - UTFN)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTFN