

NMA-UTFN

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0300-1200**Airport Information****RFF:** CAT 7**Fuel:** TS-1**PCN:** RWY 10/28: 52/F/A/X/T**Operations****RWY Restriction**

180° turns on turning pads at RWY only, strictly along taxiline.

**TWY Restriction**

TWY A, B, C, M width 21m / 69ft.

TWY A MAX wingspan 48m / 1157ft.

**Taxi/Parking**

Outer ENG of 4 ENG ACFT must be shut down or on idle PWR during taxi.

**ARRIVAL****Speed**

MAX IAS 248KT (460km/h) below FL100 (3050m).

**Communication****COM Failure:** See CRAR.**DEPARTURE****Take-off Minima**

RWY		10/28		
All ACFT	ft - m/km	0 - 400V	-	HJ only
		0 - 500V	wo LGT	
		0 - 800V	HN	

**Speed**

MAX IAS 248KT (460km/h) below FL100 (3050m).

**Communication****COM Failure:** See CRAR.**De-Icing**

AVBL H24

**Effective 29-MAR-2018**

22-MAR-2018

NMA-UTFN

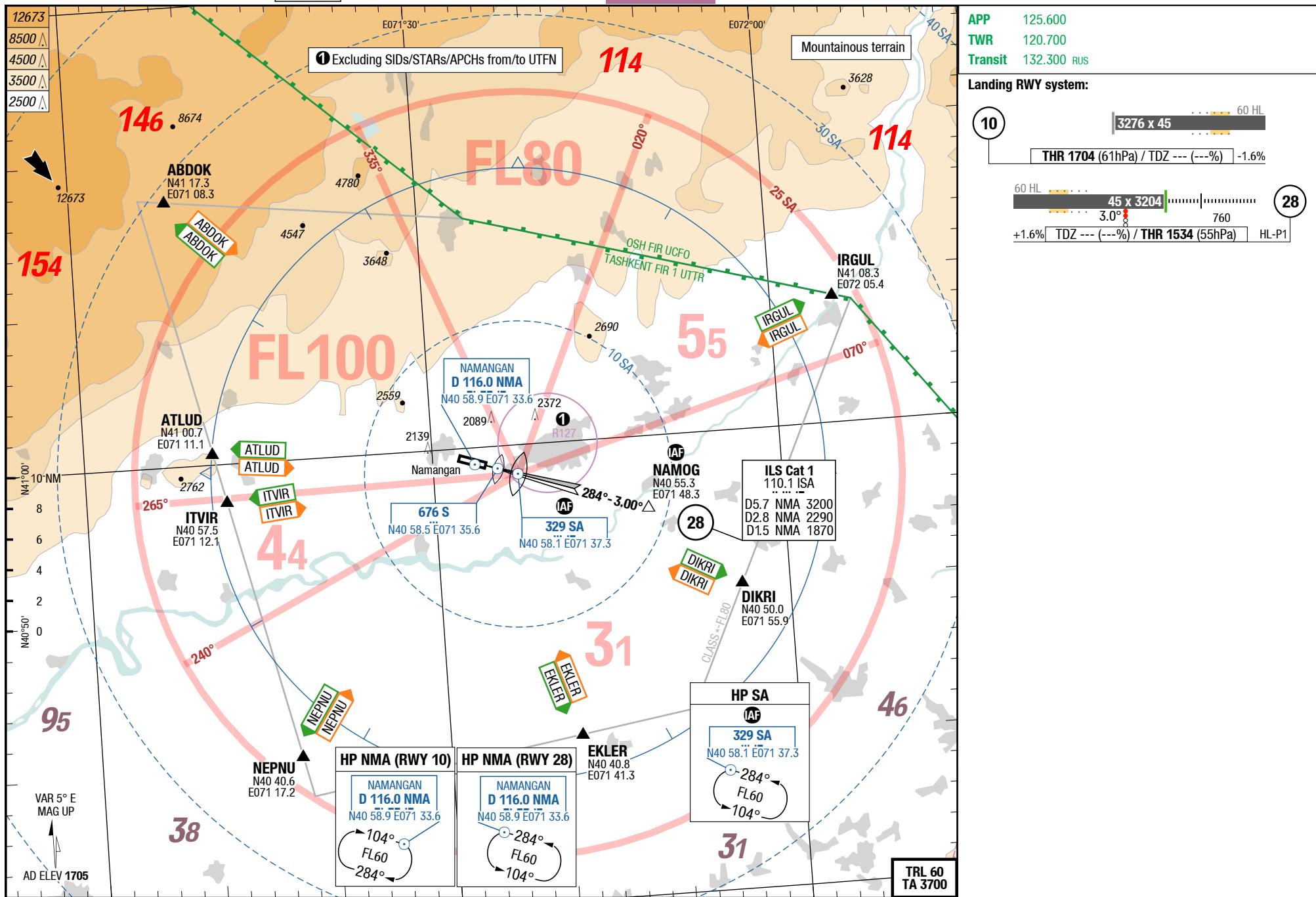
2-10

## Uzbekistan Namangan

AGC  
AFC

# Namangan Uzbekista

AGC  
AFC



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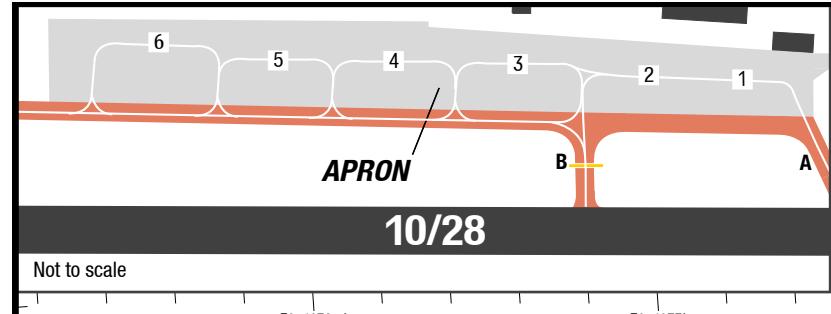
Uzbekistan Namangan

3-20

AGC

Namangan Uzbekistan

AGC



E071°33.5'

E071°34'

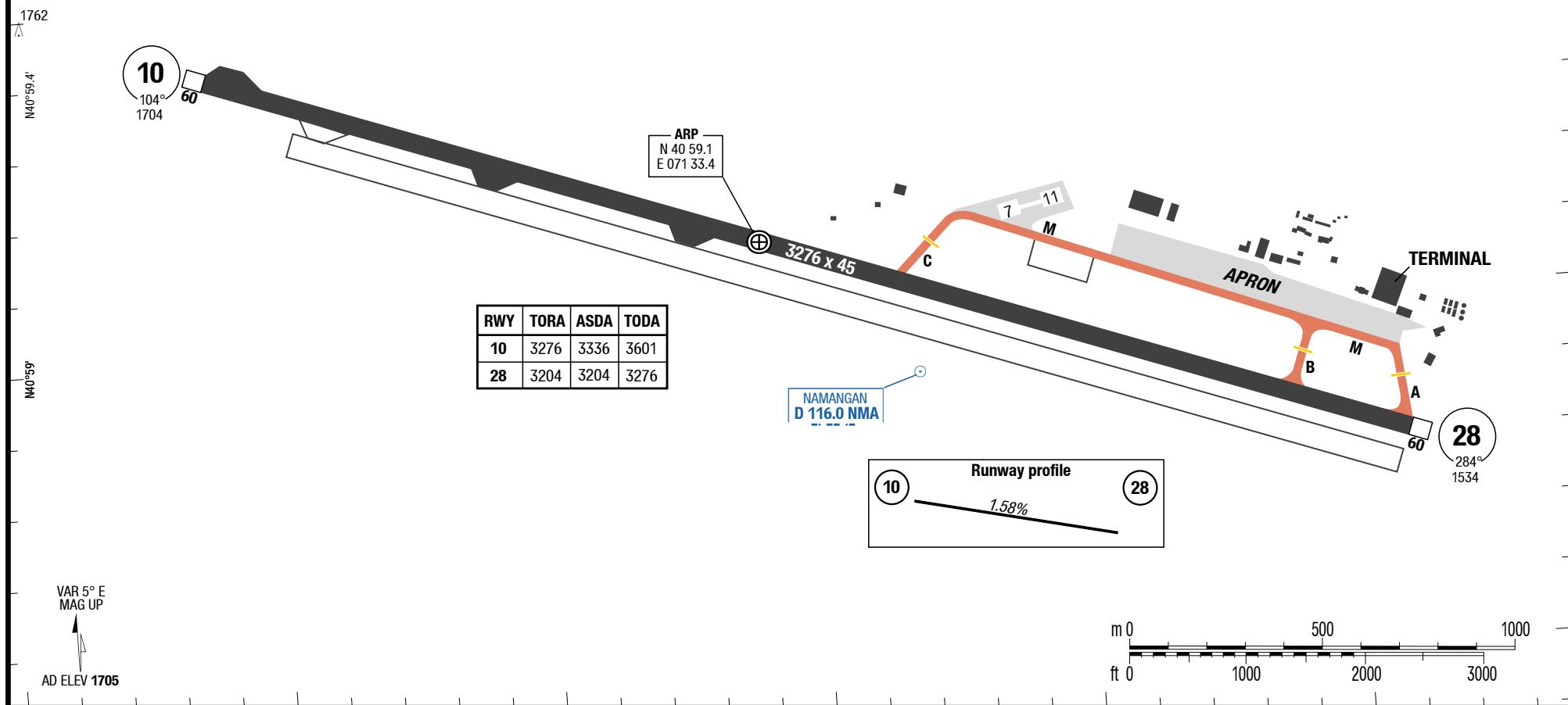
E071°34.5'

TWR  
Transit

120.700  
132.300 RUS

COORDINATES

- 1 N40 58.9 E071 34.5
- 2 N40 59.0 E071 34.4
- 3 N40 59.0 E071 34.3
- 4 N40 59.0 E071 34.2
- 5 N40 59.1 E071 34.1
- 6 N40 59.1 E071 34.1
- 7, 8 N40 59.1 E071 33.8
- 9-11 N40 59.1 E071 33.9



Changes: FREQ, Declared distances, APN, SWY, COORD

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NMA-UTFN

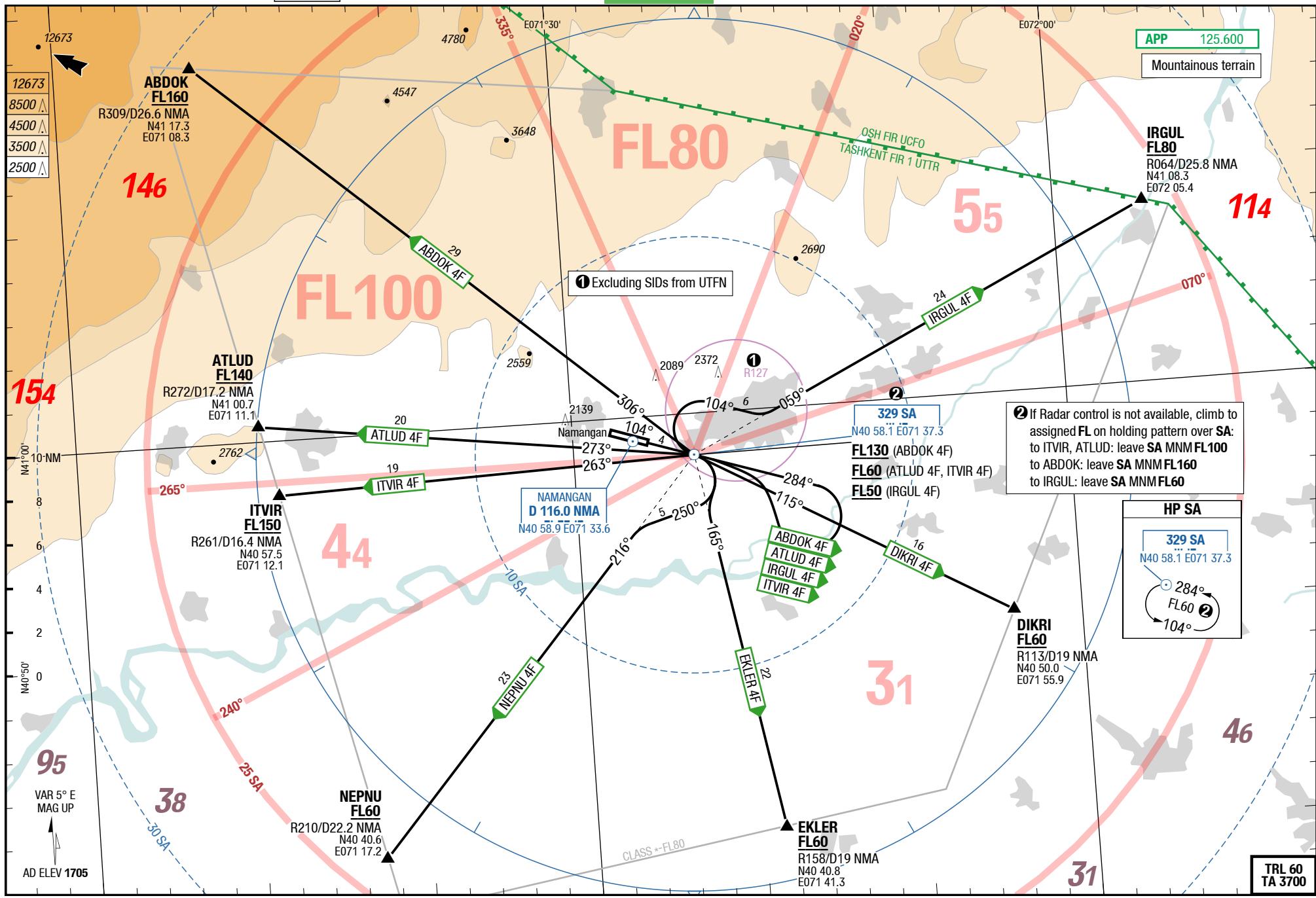
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## Uzbekistan **Namangan**

**SIDs RWY 10**

## **Namangan** Uzbekista

SIDs RWY 10



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22-MAR-2018

NMA-UTFN

Uzbekistan Namangan

Namangan Uzbekistan

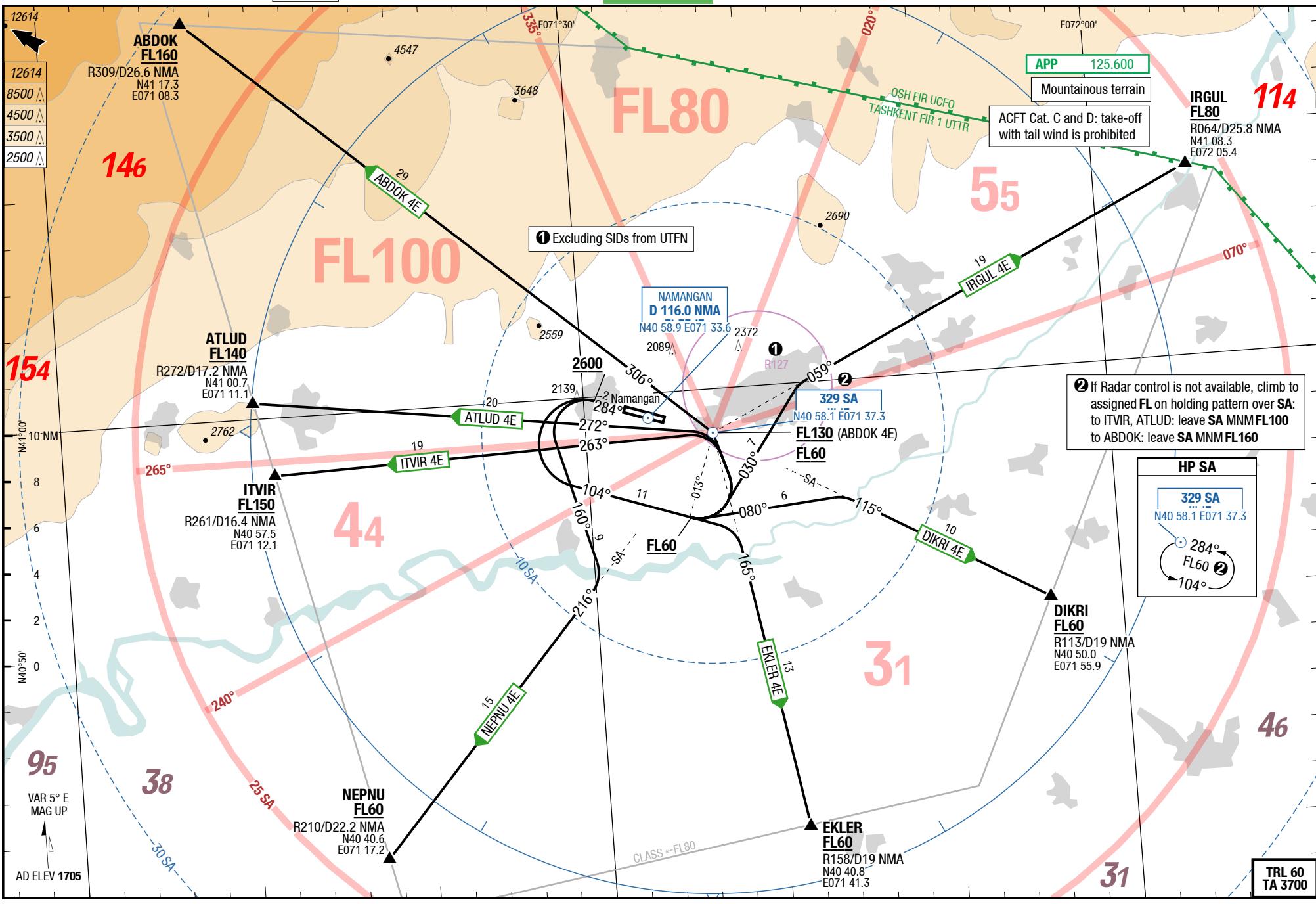
4-20

SIDs RWY 28

SID

SID

SIDs RWY 28



**NMA-UTFN**

**5-10**

**SIDs RWY 10**

**ABDOK 4F / ATLUD 4F / DIKRI 4F / EKLER 4F / IRGUL 4F / ITVIR 4F / NEPNU 4F**  
**RWY 10 (104°)**

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 10</b>		
<b>ABDOK 4F 125.600 ①</b>	at <b>SA</b> right PT 080°/260° to <b>SA</b> - QDR 306 <b>SA</b> to ABDOK	<b>SA MNM FL130</b> ( <b>SA MNM FL160</b> if Radar N/A) <b>ABDOK MNM FL160</b>
<b>ATLUD 4F 125.600 ①</b>	at <b>SA</b> right PT 080°/260° to <b>SA</b> - QDR 273 <b>SA</b> to ATLUD	<b>SA MNM FL60</b> ( <b>SA MNM FL100</b> if Radar N/A) <b>ATLUD MNM FL140</b>
<b>DIKRI 4F 125.600</b>	at <b>SA</b> - QDR 115 <b>SA</b> to DIKRI	<b>DIKRI MNM FL60</b>
<b>EKLER 4F 125.600</b>	at <b>SA</b> - QDR 165 <b>SA</b> to EKLER	<b>EKLER MNM FL60</b>
<b>IRGUL 4F 125.600 ①</b>	at <b>SA</b> right PT 080°/260° to <b>SA</b> - <b>RT</b> 104° intercept QDR 059 <b>SA</b> to IRGUL	<b>SA MNM FL50</b> ( <b>SA MNM FL60</b> if Radar N/A) <b>IRGUL MNM FL80</b>
<b>ITVIR 4F 125.600 ①</b>	at <b>SA</b> right PT 080°/260° to <b>SA</b> - QDR 263 <b>SA</b> to ITVIR	<b>SA MNM FL60</b> ( <b>SA MNM FL100</b> if Radar N/A) <b>ITVIR MNM FL150</b>
<b>NEPNU 4F 125.600</b>	at <b>SA RT</b> 250° intercept QDR 216 <b>SA</b> to NEPNU	<b>NEPNU MNM FL60</b>

① If Radar control is not available, climb to assigned FL on holding pattern over 329 SA.

## NMA-UTFN

5-20

## SIDs RWY 28

ABDOK 4E / ATLUD 4E / DIKRI 4E / EKLER 4E / IRGUL 4E / ITVIR 4E / NEPNU 4E

RWY 28 (284°)

	GS	120	150	180	210	240	270
	3.5%	ft/MIN	500	600	700	800	900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
<b>ABDOK 4E</b> 3.5% to 2650 <b>125.600</b> ①②	at MNM 2600 LT 104° - at ABM SA (QDM 013 SA) LT to SA - QDR 306 SA to ABDOK	ABM SA (QDM 013 SA) MNM FL60 SA MNM FL130 (SA MNM FL160 if Radar N/A) ABDOK MNM FL160
<b>ATLUD 4E</b> 3.5% to 2650 <b>125.600</b> ①②	at MNM 2600 LT 104° - at ABM SA (QDM 013 SA) LT to SA - QDR 272 SA to ATLUD	ABM SA (QDM 013 SA) MNM FL60 SA MNM FL60 (SA MNM FL100 if Radar N/A) ATLUD MNM FL140
<b>DIKRI 4E</b> 3.5% to 2650 <b>125.600</b> ②	at MNM 2600 LT 104° - at ABM SA (QDM 013 SA) LT 080° intercept QDR 115 SA to DIKRI	ABM SA (QDM 013 SA) MNM FL60 DIKRI MNM FL60
<b>EKLER 4E</b> 3.5% to 2650 <b>125.600</b> ②	at MNM 2600 LT 104° intercept QDR 165 SA to EKLER	ABM SA (QDM 013 SA) MNM FL60 EKLER MNM FL60
<b>IRGUL 4E</b> 3.5% to 2650 <b>125.600</b> ②	at MNM 2600 LT 104° - at ABM SA (QDM 013 SA) LT 030° intercept QDR 059 SA to IRGUL	ABM SA (QDM 013 SA) MNM FL60 IRGUL MNM FL80
<b>ITVIR 4E</b> 3.5% to 2650 <b>125.600</b> ①②	at MNM 2600 LT 104° - at ABM SA (QDM 013 SA) LT to SA - QDR 263 SA to ITVIR	ABM SA (QDM 013 SA) MNM FL60 SA MNM FL60 (SA MNM FL100 if Radar N/A) ITVIR MNM FL150
<b>NEPNU 4E</b> 3.5% to 2650 <b>125.600</b> ②	at MNM 2600 LT 160° intercept QDR 216 SA to NEPNU	NEPNU MNM FL60

① If Radar control is not available, climb to assigned FL on holding pattern over 329 SA.

② ACFT cat C and D: take-off with tail wind is prohibited

**Effective 29-MAR-2018**

22-MAR-2018

NMA-UTFN

5-10

**Uzbekistan Namangan**  
STARs (via SA) >  
**STARs (via NMA)**

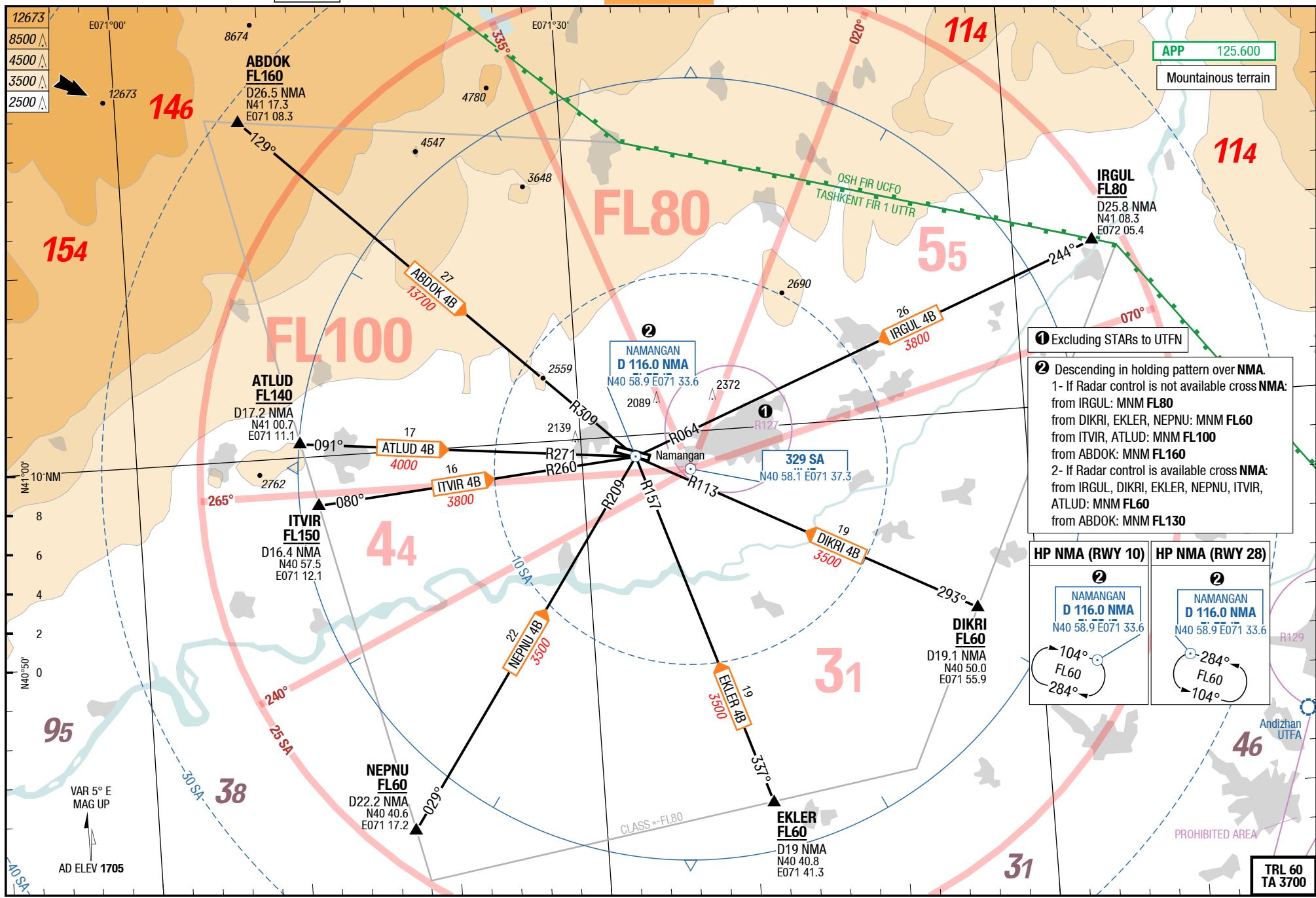
STAR

STAR

# Namangan Uzbekistan

STARs (via SA) ➤

## STARs (via NMA)



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22-MAR-2018

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Uzbekistan Namangan

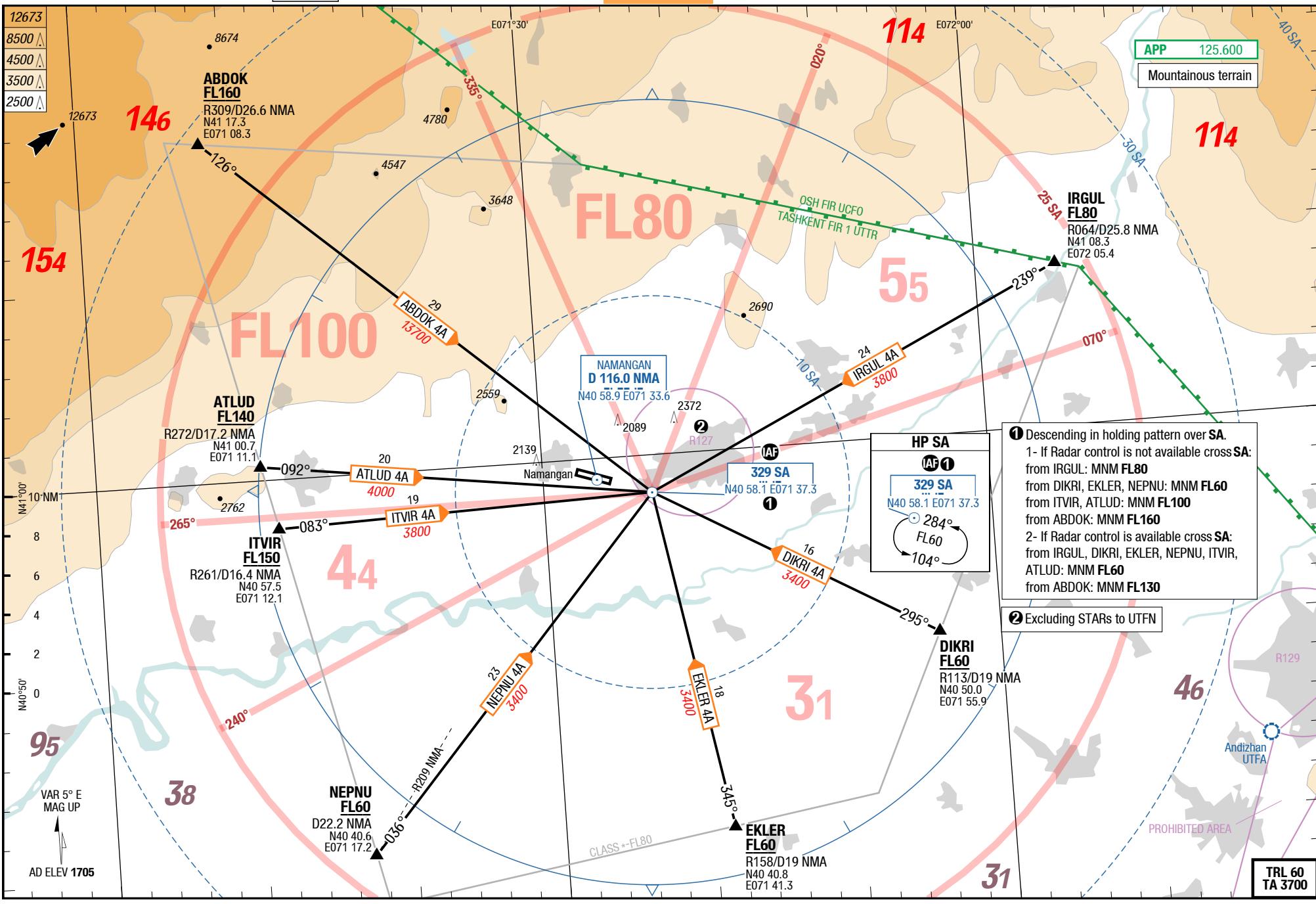
STARs (via SA)

Namangan Uzbekistan

STAR

STARs (via SA)

6-20



**Effective 29-MAR-2018**

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22-MAR-2018

NMA-UTFN

-30

# Uzbekistan Namangan

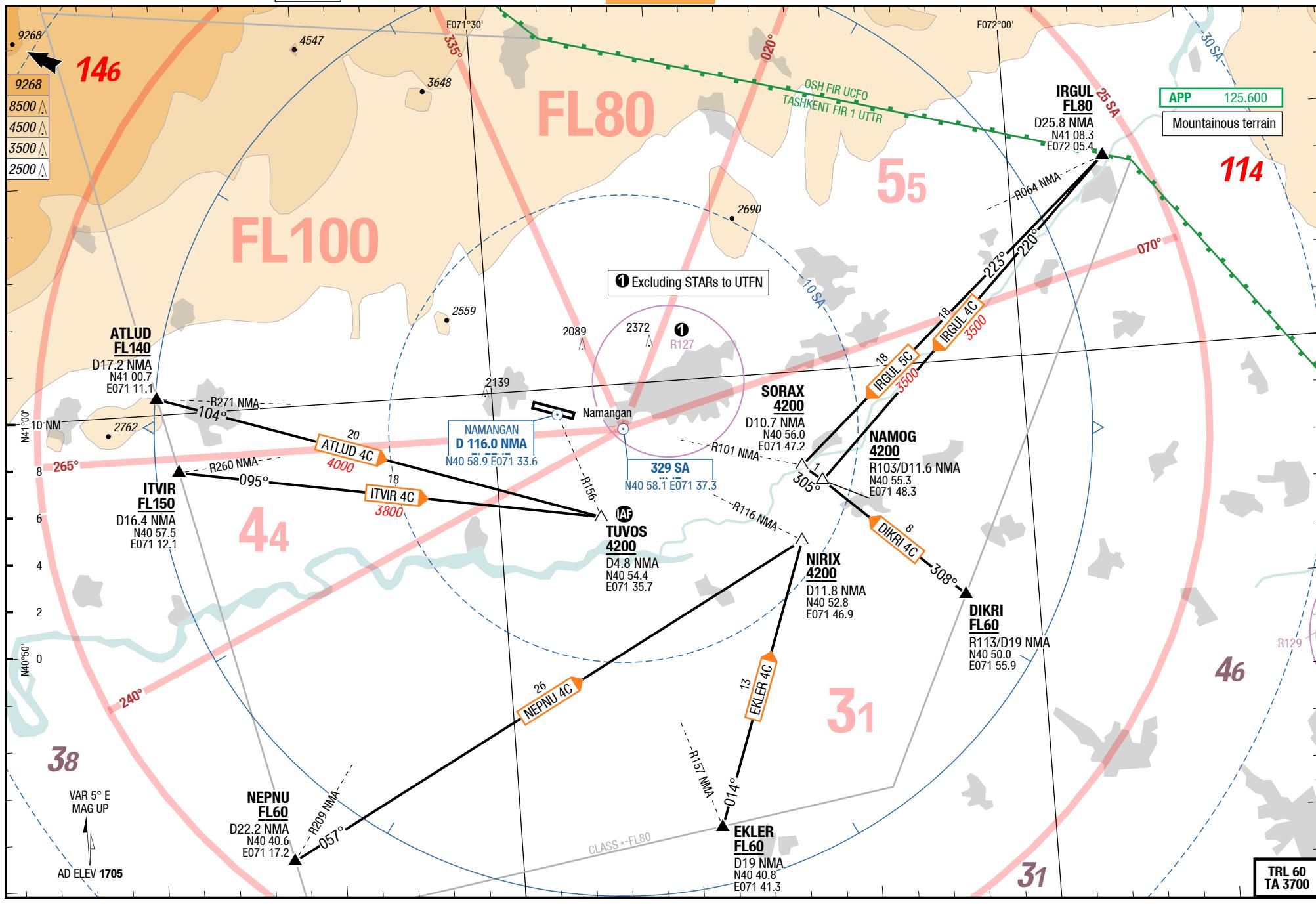
## **STARs RWY 28 (Radar)**

3

5

# Namangan Uzbekista

STARs RWY 28 (Radar)

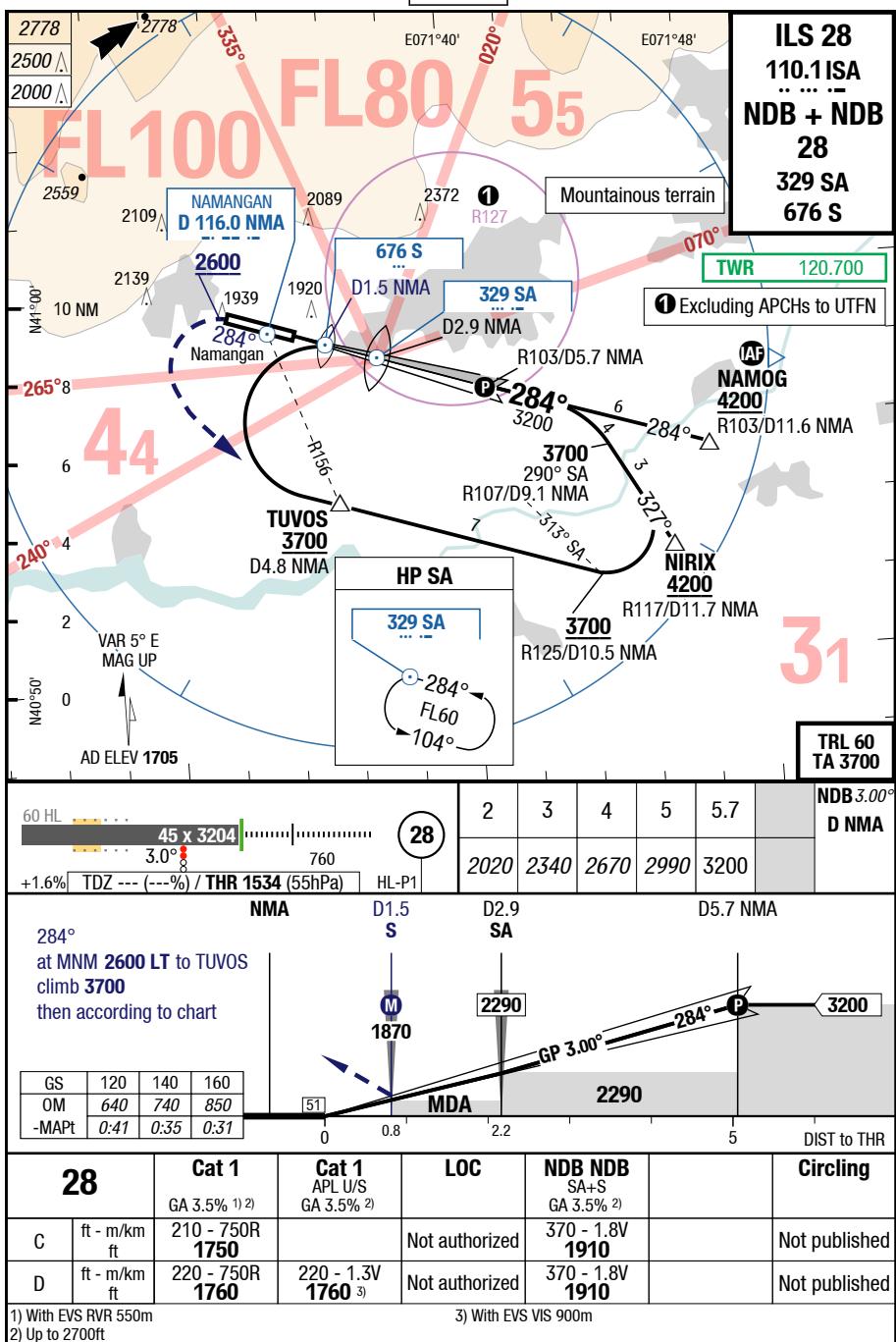


Changes: FREQ, Track, OBST, VAR, AD ELEV

## NMA-UTFN

7-10

## ILS 28 / NDB + NDB 28



## NMA-UTFN

7-20

VOR DME 28

