

GENERAL**Operational Hours****ATS Hours:** HS**AD ADMIN Hours:** 0300-1200**Airport Information****RFF:** CAT 8**Fuel:** TS-1 (equivalent Jet-A1)**PCN:** RWY 18/36: 40/F/A/W/T**Operation****RWY Restriction**

180° turns permitted on turning pad at THR RWY 36 only.

TWY Restriction

TWY 2, 3, 4 width 18m / 59ft.

TWY 5 width 10m / 33ft.

TWY 2, 3, 4 and Main TWY for ACFT code letter C and above prohibited. Those ACFT vacate RWY via TWY 1 only.

ARRIVAL**Speed**

MAX IAS 250KT (460km/h) below FL100 (3050m).

Communication**COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**DEPARTURE****Take-off Minima**

RWY		18/36		
All ACFT	ft - m/km	0 - 400v	-	HJ only
		0 - 500v	wo LGT	
		0 - 800v	HN	

Speed

MAX IAS 250KT (460km/h) below FL100 (3050m).

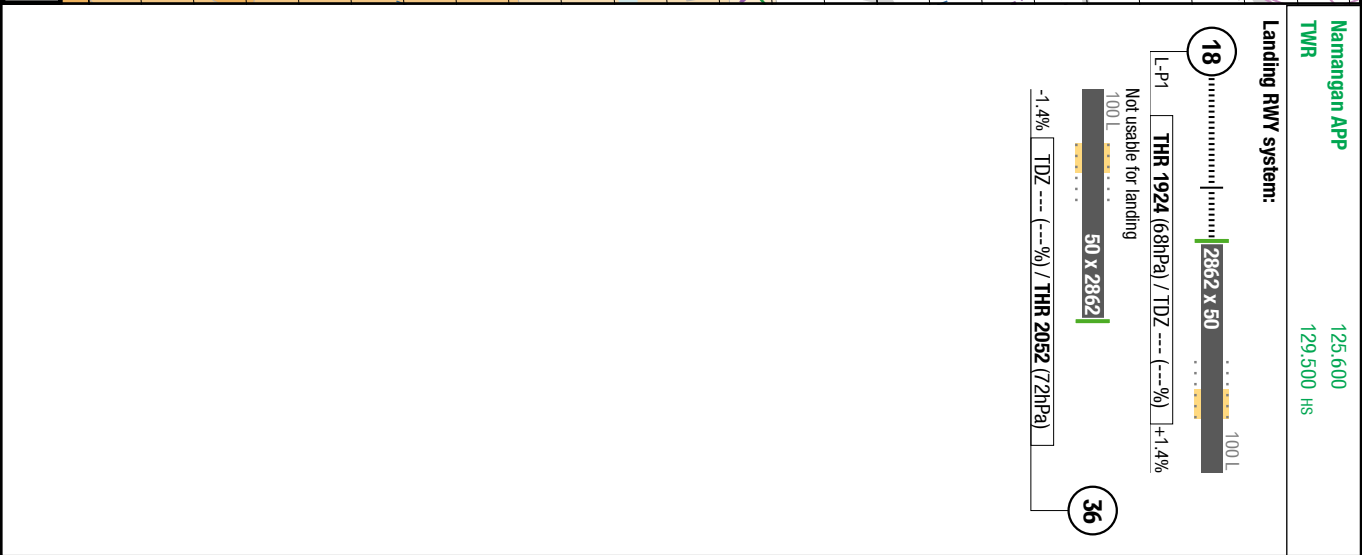
Communication**COM Failure:** See CRAR Central Asian Republics/Uzbekistan/UT.**De-Icing**

AVBL

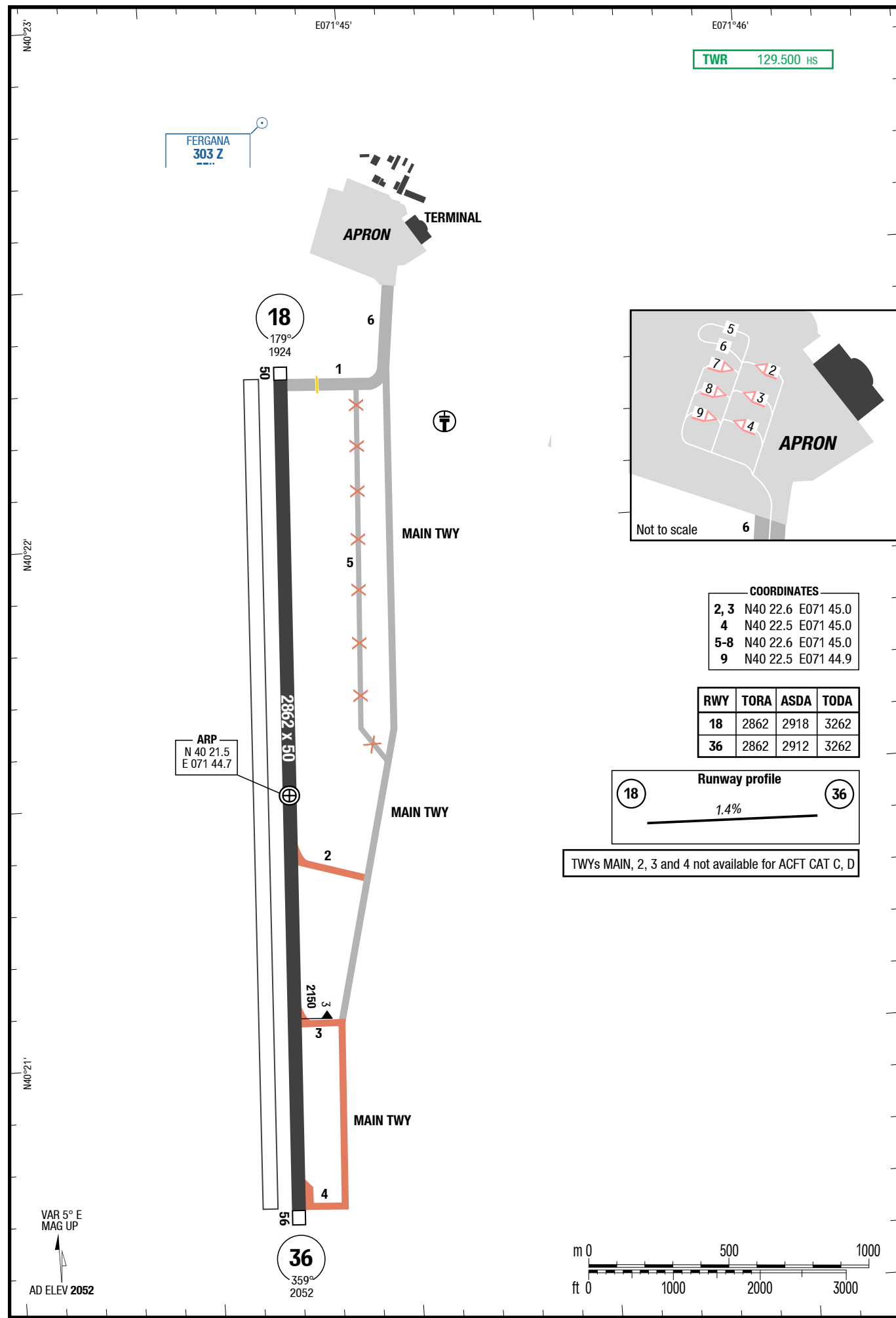
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Changes: Nil



Effective 16-AUG-2018

09-AUG-2018

FEG-UTFF

Uzbekistan Fergana

NIL
SIDs

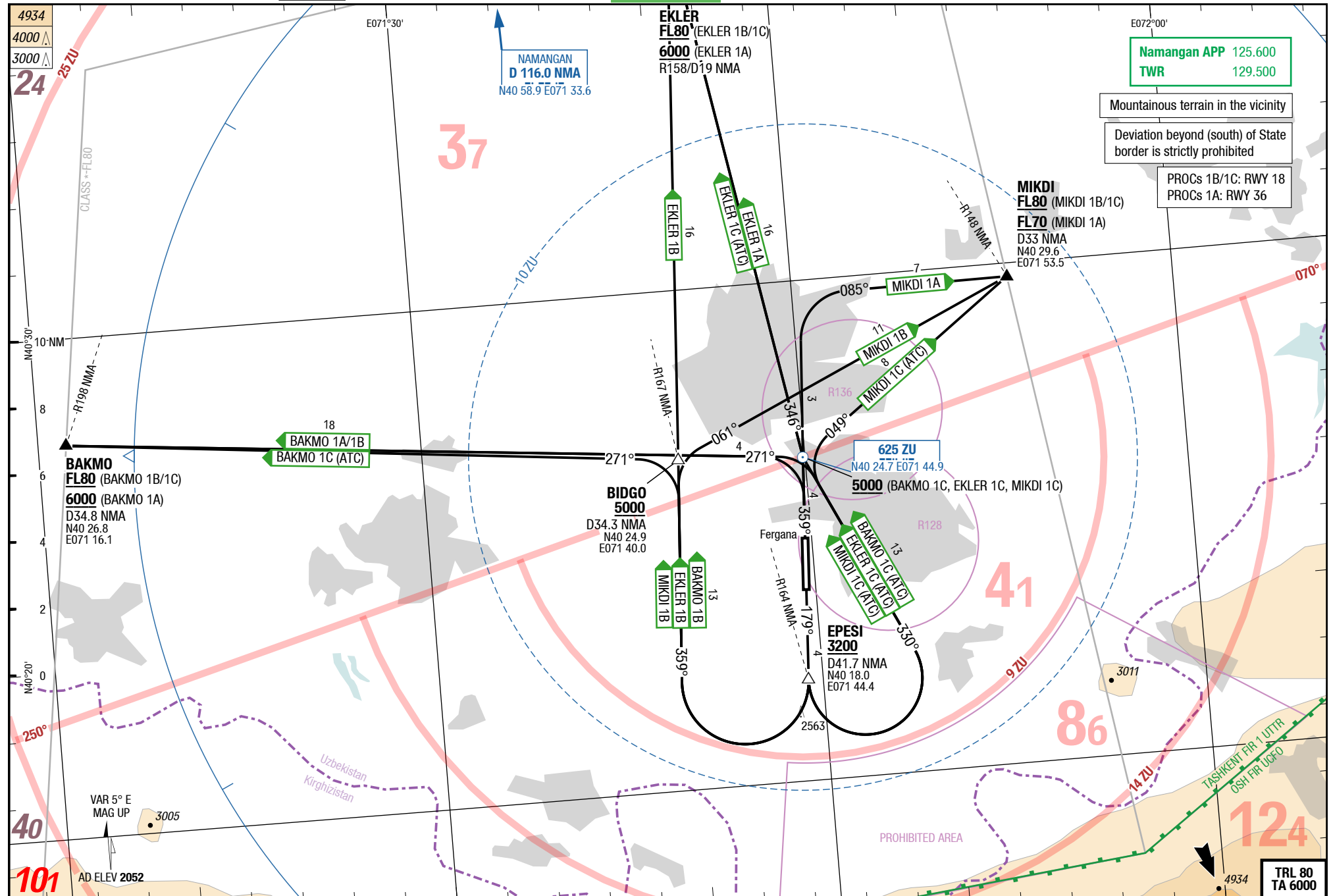
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Fergana Uzbekistan

NIL
SIDs

4-10



Changes: FREQ

BAKMO 1B / BAKMO 1C / EKLER 1B / EKLER 1C / MIKDI 1B / MIKDI 1C

RWY 18 (179°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
BAKMO 1B 7.0% to 3200 125.600 ①②③	at EPESI RT 359° to BIDGO - LT 271° to BAKMO	EPESI MNM 3200 BIDGO MNM 5000 BAKMO MNM FL80 initial climb FL80
BAKMO 1C (ATC) 7.0% to 3200 125.600 ①②③	at EPESI LT 330° to ZU - LT 271° to BAKMO	EPESI MNM 3200 ZU MNM 5000 BAKMO MNM FL80 initial climb FL80
EKLER 1B 7.0% to 3200 125.600 ①②③	at EPESI RT 359° to BIDGO - EKLER	EPESI MNM 3200 BIDGO MNM 5000 EKLER MNM FL80 initial climb FL80
EKLER 1C (ATC) 7.0% to 3200 125.600 ①②③	at EPESI LT 330° to ZU - LT 346° to EKLER	EPESI MNM 3200 ZU MNM 5000 EKLER MNM FL80 initial climb FL80
MIKDI 1B 7.0% to 3200 125.600 ①②③	at EPESI RT 359° to BIDGO - RT 061° to MIKDI	EPESI MNM 3200 BIDGO MNM 5000 MIKDI MNM FL80 initial climb FL80
MIKDI 1C (ATC) 7.0% to 3200 125.600 ①②③	at EPESI LT 330° to ZU - RT 049° to MIKDI	EPESI MNM 3200 ZU MNM 5000 MIKDI MNM FL80 initial climb FL80

- ① If unable to comply with climb gradient, advice ATC and plan RWY 36 for departure.
 ② Mountainous terrain in the vicinity.
 ③ Deviation beyond (south) of State border is strictly prohibited.

BAKMO 1A / EKLER 1A / MIKDI 1A

RWY 36 (359°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
BAKMO 1A 125.600 ①②	at ZU LT 271° to BAKMO	BAKMO MNM 6000 initial climb FL80
EKLER 1A 125.600 ①②	at ZU LT 346° to EKLER	EKLER MNM 6000 initial climb FL80
MIKDI 1A 125.600 ①②	at ZU RT 085° to MIKDI	MIKDI MNM FL70 initial climb FL80

① Mountainous terrain in the vicinity.

② Deviation beyond (south) of State border is strictly prohibited.

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FEG-UTTF

Uzbekistan Fergana

NIL

STARs RWY 18

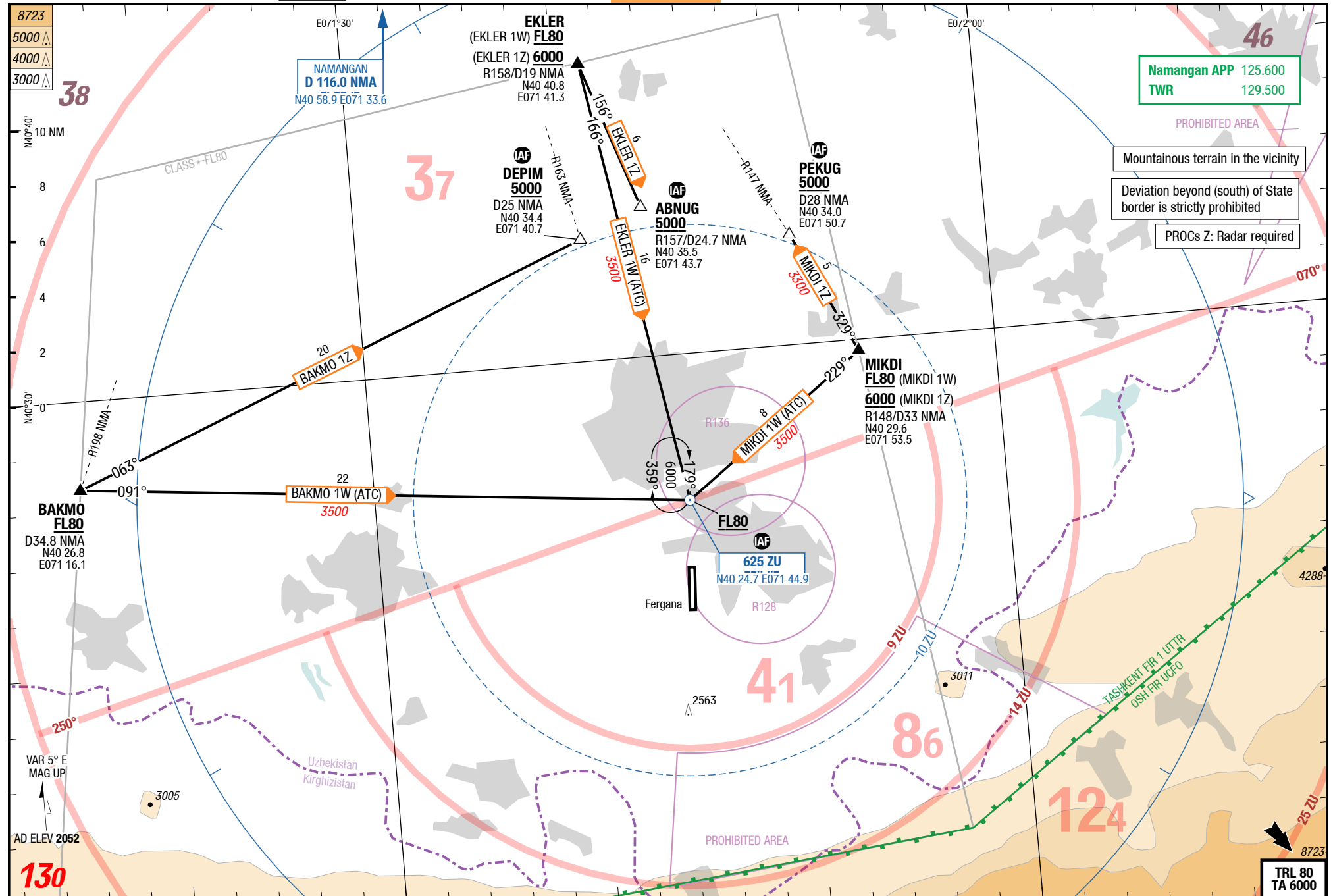
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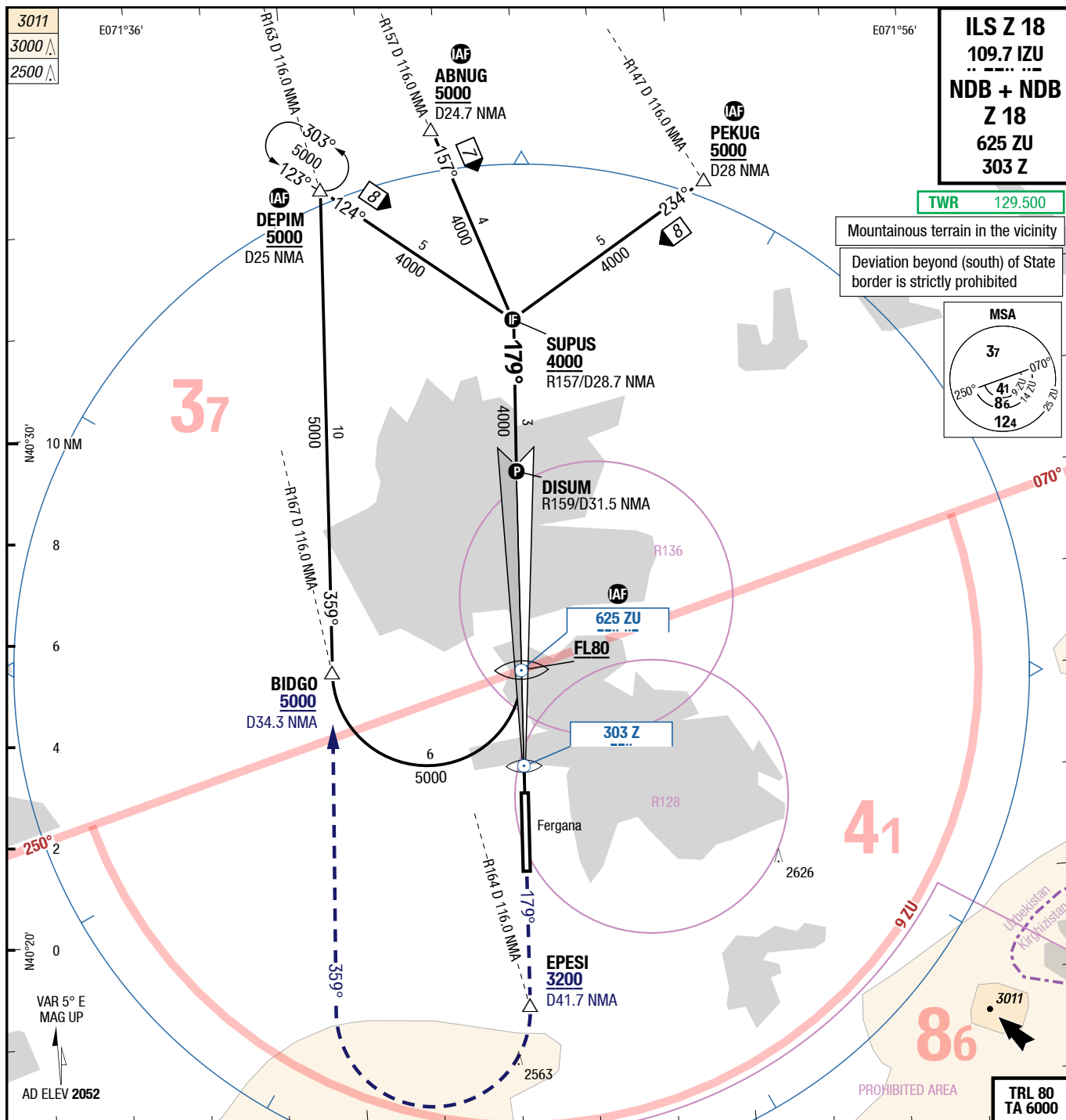
Fergana Uzbekistan

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STARs RWY 18

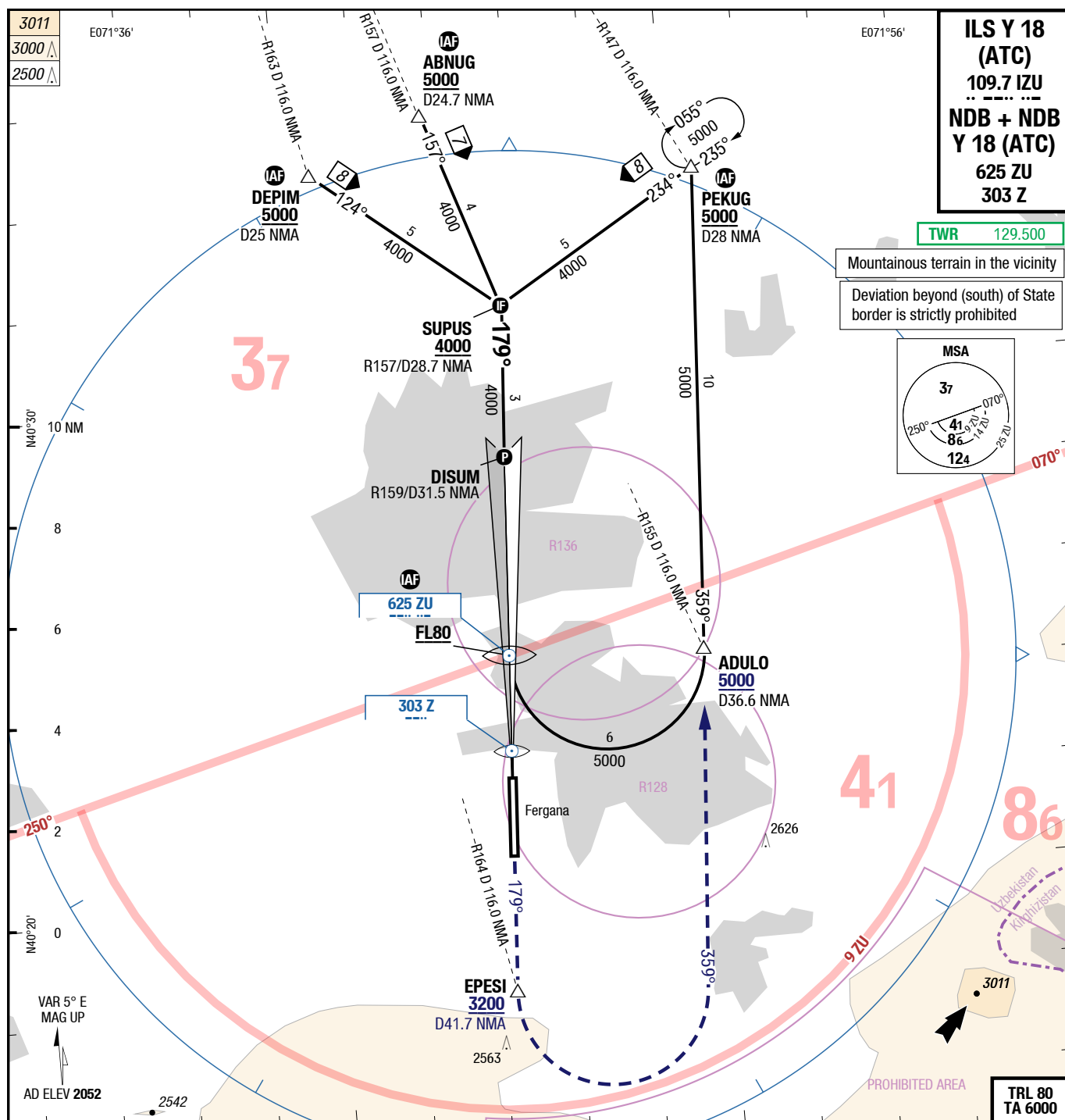


Changes: FREQ



NDB 3.00° RW18		6.4	5	4	3	2	1	18		2862 x 50		100 L
		4000	3570	3250	2930	2610	2300	L-P1		THR 1924 (68hPa) / TDZ --- (---%) +1.4%		
		9.4 RW18 SUPUS		6.4 DISUM		2.4 ZU		0.5 RW18		179° at EPESI (MNM 3200) RT 359° to BIDGO (MNM 5000) maintain MNM 5000		
		4000		2750		2750		2150		MDA		
		DIST to THR 10		5		2.4		0.5		0		
18		Cat 1		LOC		NDB NDB				Circling		
		GA 5.0% 1) 2)				ZU+Z						
C		ft - m/km ft		200 - 1.0R/1.0V 2130		Not authorized		350 - 2.8V 2280				Not published
D		ft - m/km ft		210 - 1.0R/1.0V 2130		Not authorized		350 - 2.8V 2280				Not published

1) With EVS RVR 650m/ VIS 800m
2) Up to 3200ft



	120	140	160
GS	120	140	160
OM	640	740	850
-MAPt	0:57	0:49	0:43