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Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Fergana Uzb
IATA Code: FEG
Lat/Long: N40° 21.5' E071° 44.7'
Elevation: 2052 ft

Airport Use: Public
Magnetic Variation: 4.5°E

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

Sunrise: 0236 Z
Sunset: 1201 Z,

Runway Information

Runway: 18
Length x Width: 9383 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 1924 ft
Lighting: Edge, ALS
Stopway: 164 ft

Runway: 36
Length x Width: 9383 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 2052 ft
Lighting: Edge
Stopway: 164 ft

Communication Information

Astoriya Tower 129.5

SPEED: MAX 250 KT BELOW FL100

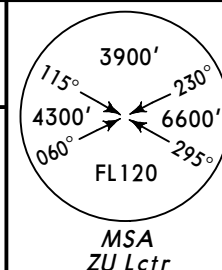


*625 ZU
N40 24.7 E071 45.0
At or above
FL70

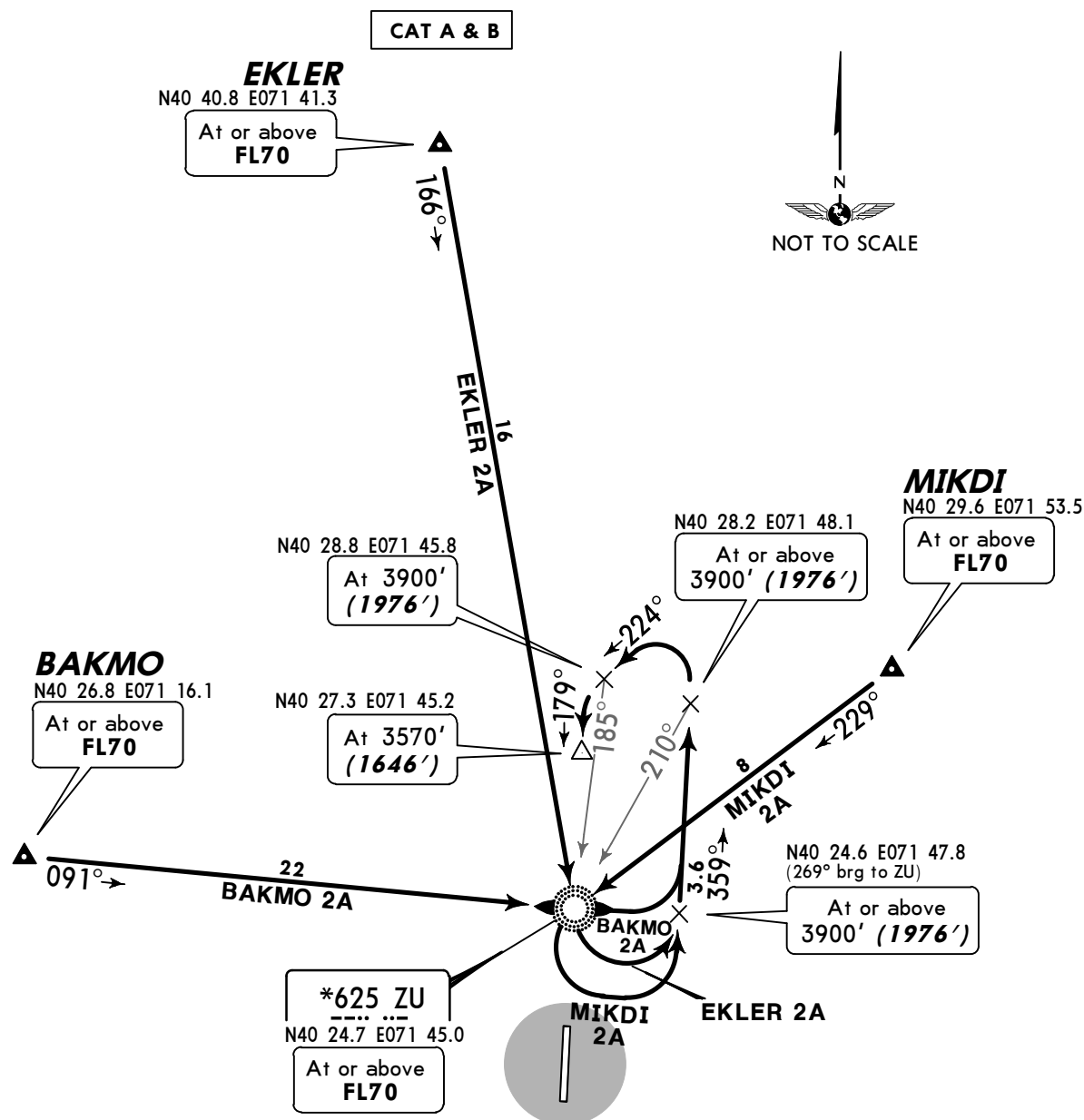
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4680'	(2756' - 800m)
3900'	(1976' - 600m)
3570'	(1646' - 500m)

Apt Elev
2052'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 4680' (2756')
Mountainous terrain.



BAKMO 2A [BAKM2A], EKLER 2A [EKLE2A]
MIKDI 2A [MIKD2A]
RWY 18 ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100



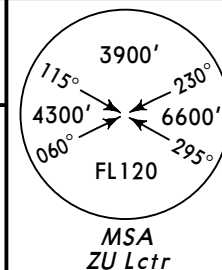
① Between 298° and 004° to ZU until 9.2NM to ARP do not fly below 3900' (1976').

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4680'	(2756' - 800m)	
3900'	(1976' - 600m)	
3570'	(1646' - 500m)	

Apt Elev
2052'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 4680' (2628')
Mountainous terrain.

(QFE)



**BAKMO 1B [BAKM1B], EKLER 1B [EKLE1B]
MIKDI 1B [MIKD1B]
RWY 36 ARRIVALS**
~~SPEED~~ MAX 250 KT BELOW FL100

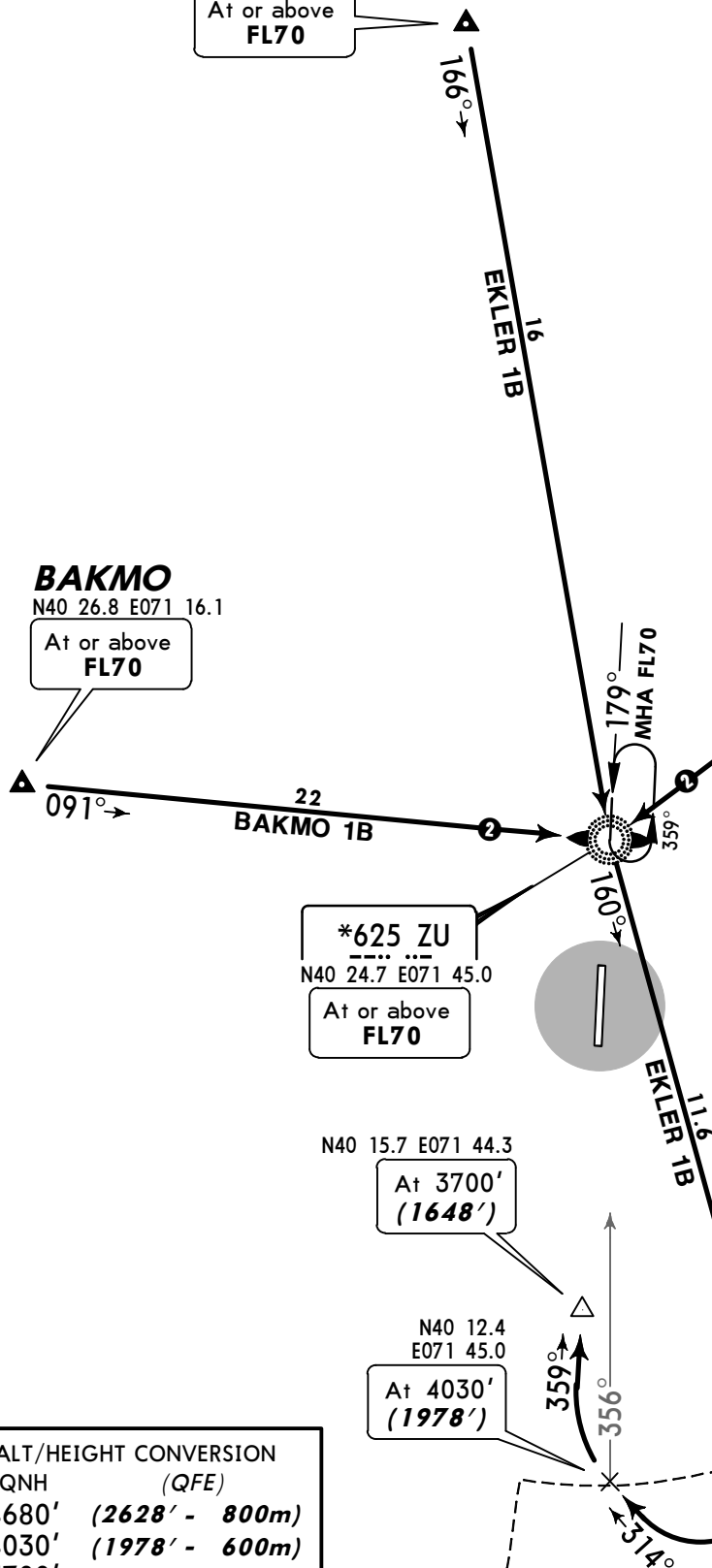
CAT C & D

EKLER
N40 40.8 E071 41.3
At or above
FL70



MIKDI
N40 29.6 E071 53.5
At or above
FL70

BAKMO
N40 26.8 E071 16.1
At or above
FL70



- Between 298° and 004° to ZU until 9.2NM to ARP do not fly below 4030' (1978').
- Initiate instrument approach procedure via holding pattern only.

***625 ZU**
N40 24.7 E071 45.0
At or above
FL70

N40 15.7 E071 44.3
At 3700' (1648')

N40 12.4 E071 45.0
At 4030' (1978')

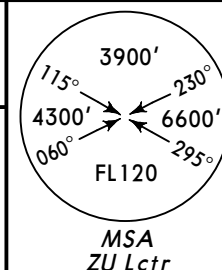
N40 13.6 E071 49.0
At or above
4030' (1978')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4680'	(2628' - 800m)
4030'	(1978' - 600m)
3700'	(1648' - 500m)

Apt Elev
2052'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 4680' (2628')
Mountainous terrain.

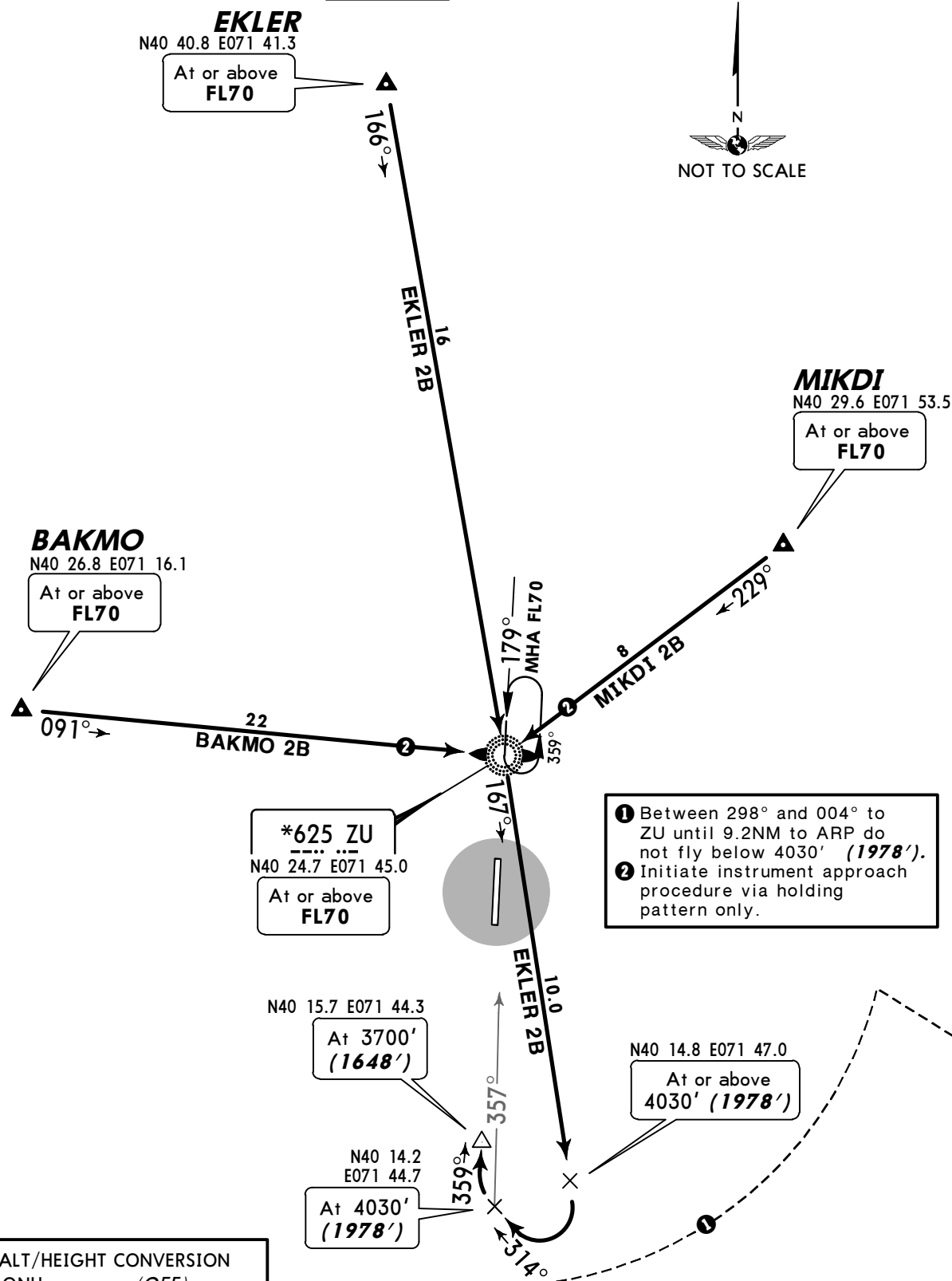
(QFE)



BAKMO 2B [BAKM2B], EKLER 2B [EKLE2B]
MIKDI 2B [MIKD2B]
RWY 36 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

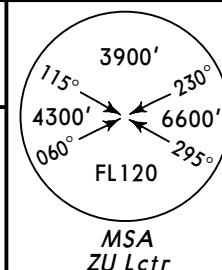
CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4680'	(2628' - 800m)
4030'	(1978' - 600m)
3700'	(1648' - 500m)

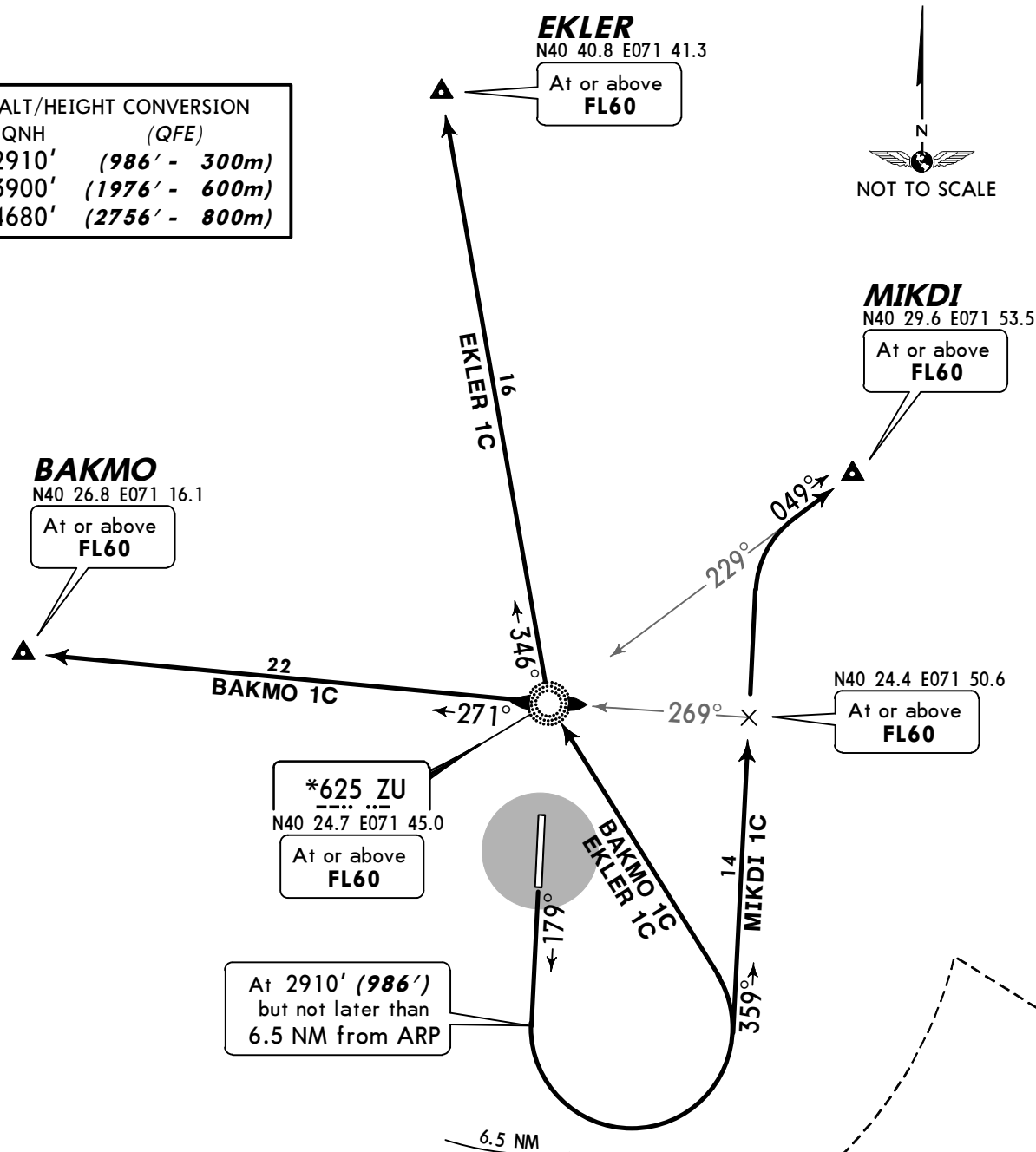
Apt Elev
2052'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4680' (2756')
Mountainous terrain.



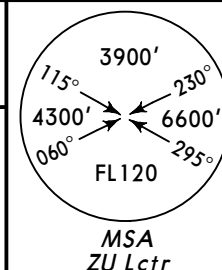
**BAKMO 1C [BAKM1C], EKLER 1C [EKLE1C]
MIKDI 1C [MIKD1C]
RWY 18 DEPARTURES**
~~SPEED~~ MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2910'	(986' - 300m)
3900'	(1976' - 600m)
4680'	(2756' - 800m)



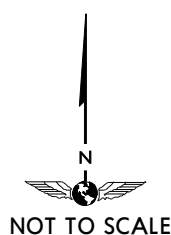
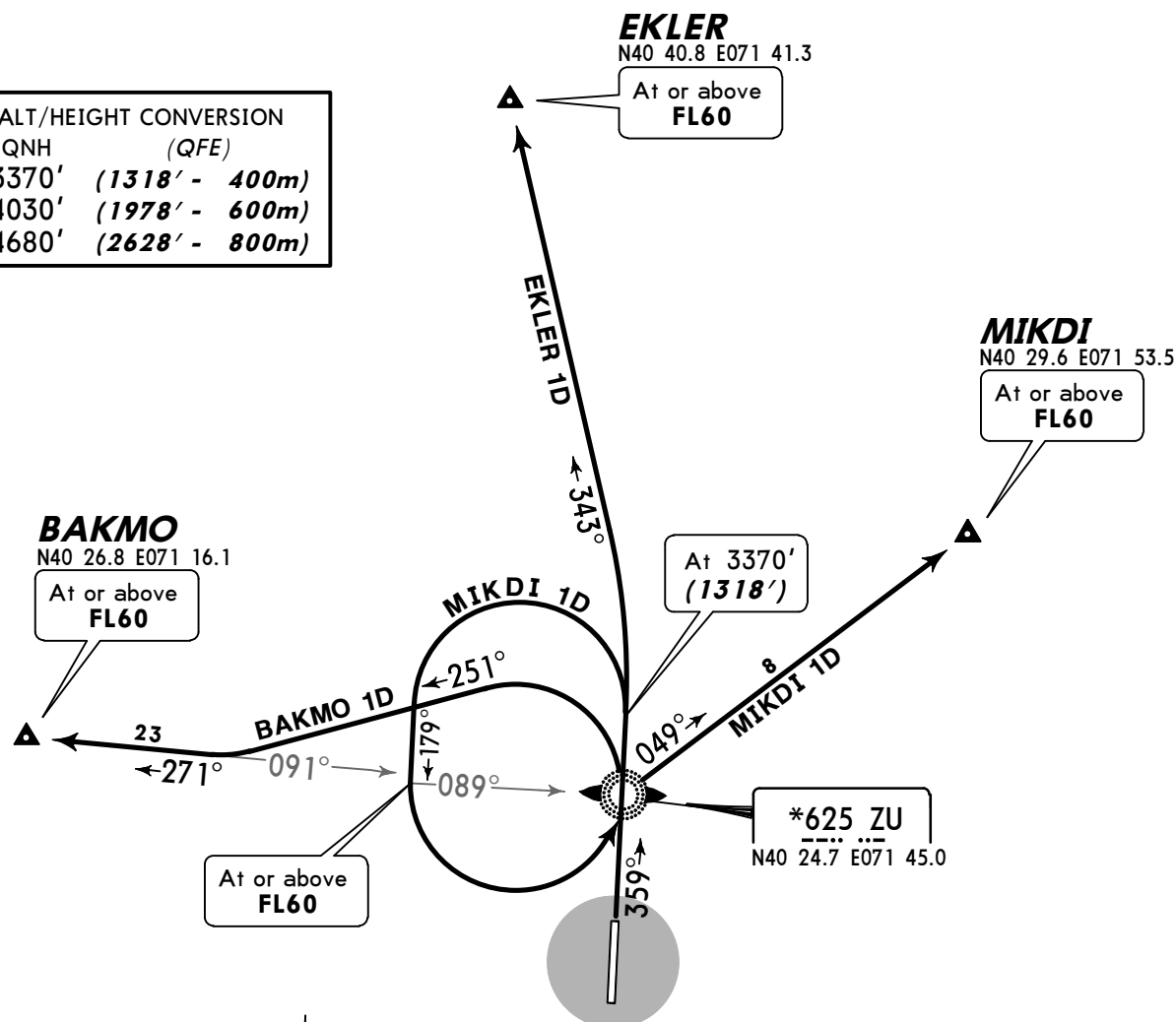
① Between 118° and 184° from ZU beyond 9.2NM from ARP do not fly below 3900' (1976').

SID	ROUTING
BAKMO 1C	Climb on 179° track, at 2910' (986'), but not later than 6.5 NM from ARP turn LEFT to ZU, turn LEFT, 271° bearing to BAKMO.
EKLER 1C	Climb on 179° track, at 2910' (986'), but not later than 6.5 NM from ARP turn LEFT to ZU, turn RIGHT, 346° bearing to EKLER.
MIKDI 1C	Climb on 179° track, at 2910' (986'), but not later than 6.5 NM from ARP turn LEFT, 359° track, turn RIGHT, intercept 049° bearing from ZU to MIKDI.

Apt Elev
2052'QNH on request (QFE)
Trans level: FL70 Trans alt: 4680' (2628')
Mountainous terrain.

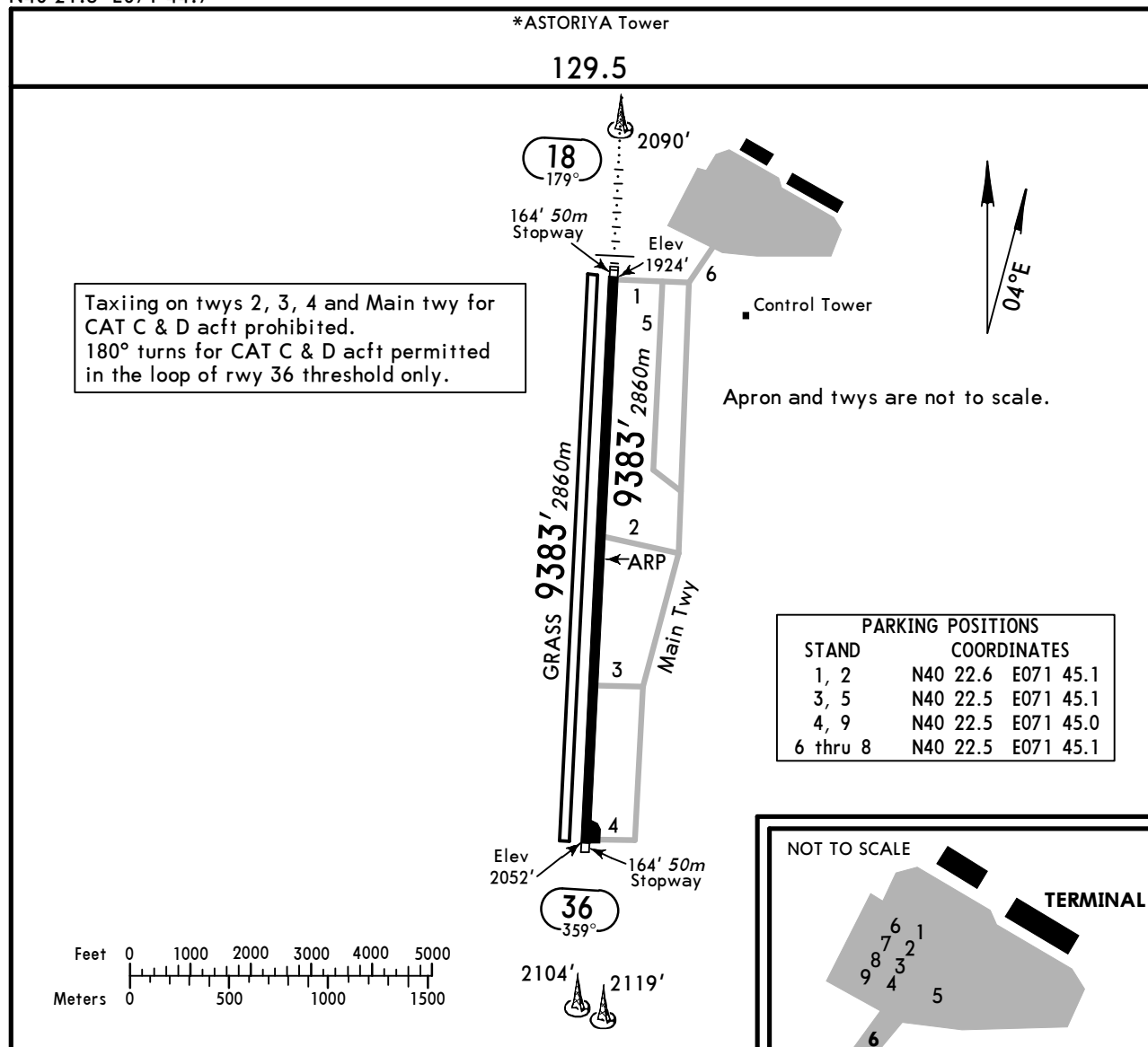
BAKMO 1D [BAKM1D], EKLER 1D [EKLE1D]
MIKDI 1D [MIKD1D]
RWY 36 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370'	(1318' - 400m)
4030'	(1978' - 600m)
4680'	(2628' - 800m)



① Between 118° and 184° from ZU beyond 9.2NM from ARP do not fly below 4030' (1978').

SID	ROUTING
BAKMO 1D	Climb on 359° track, at ZU turn LEFT, 251° track, intercept 271° bearing from ZU to BAKMO.
EKLER 1D	Climb on 359° track, at 3370' (1318') turn LEFT, 343° track to EKLER.
MIKDI 1D	Climb on 359° track, at 3370' (1318') turn LEFT, 179° track, at abeam ZU turn LEFT to ZU, turn RIGHT, 049° bearing to MIKDI.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
18	HIRL (100m) MIALS		8399' 2560m		164' 50m
36	HIRL (100m)				
18	Grass runway				164' 50m
36					

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 18/36

LVP must be in force

	DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL
A	300m	300m	400m
B			
C			
D		400m	

STRAIGHT-IN RWY		A	B	C	D
18	ILS	2124'(200') 800m	2124'(200') 800m	2154'(230') 900m	2154'(230') 900m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ① ②	2280'(356') 1500m	2280'(356') 1500m	2280'(356') 1500m	2280'(356') 1500m
	ALS out	1500m	1500m	1600m	1600m
	2 NDB ① ③	2280'(356') 1500m	2280'(356') 1500m	2280'(356') 1500m	2280'(356') 1500m
	ALS out	1600m	1600m	1600m	1600m
	NDB	2910'(986') 4000m	2910'(986') 4000m	2910'(986') 5000m	2910'(986') 5000m
	ALS out	4700m	4700m	5000m	5000m
36	NDB ④	3200'(1148')	3200'(1148')	3200'(1148')	3200'(1148')
		ceil 700m- 5000m	ceil 700m- 5000m	ceil 700m- 5000m	ceil 700m- 5000m

① Continuous Descent Final Approach.

② with FMS.

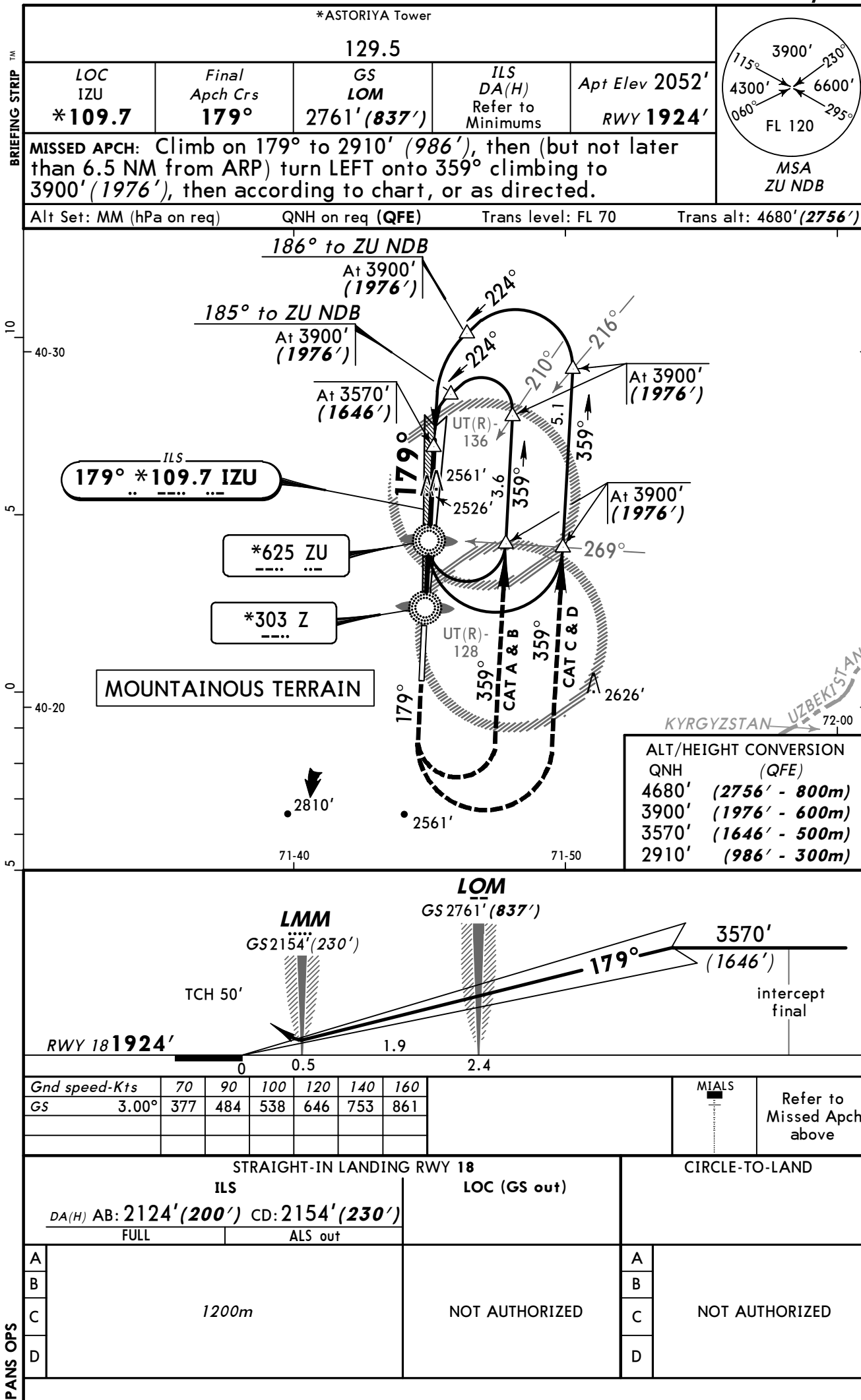
③ w/o FMS.

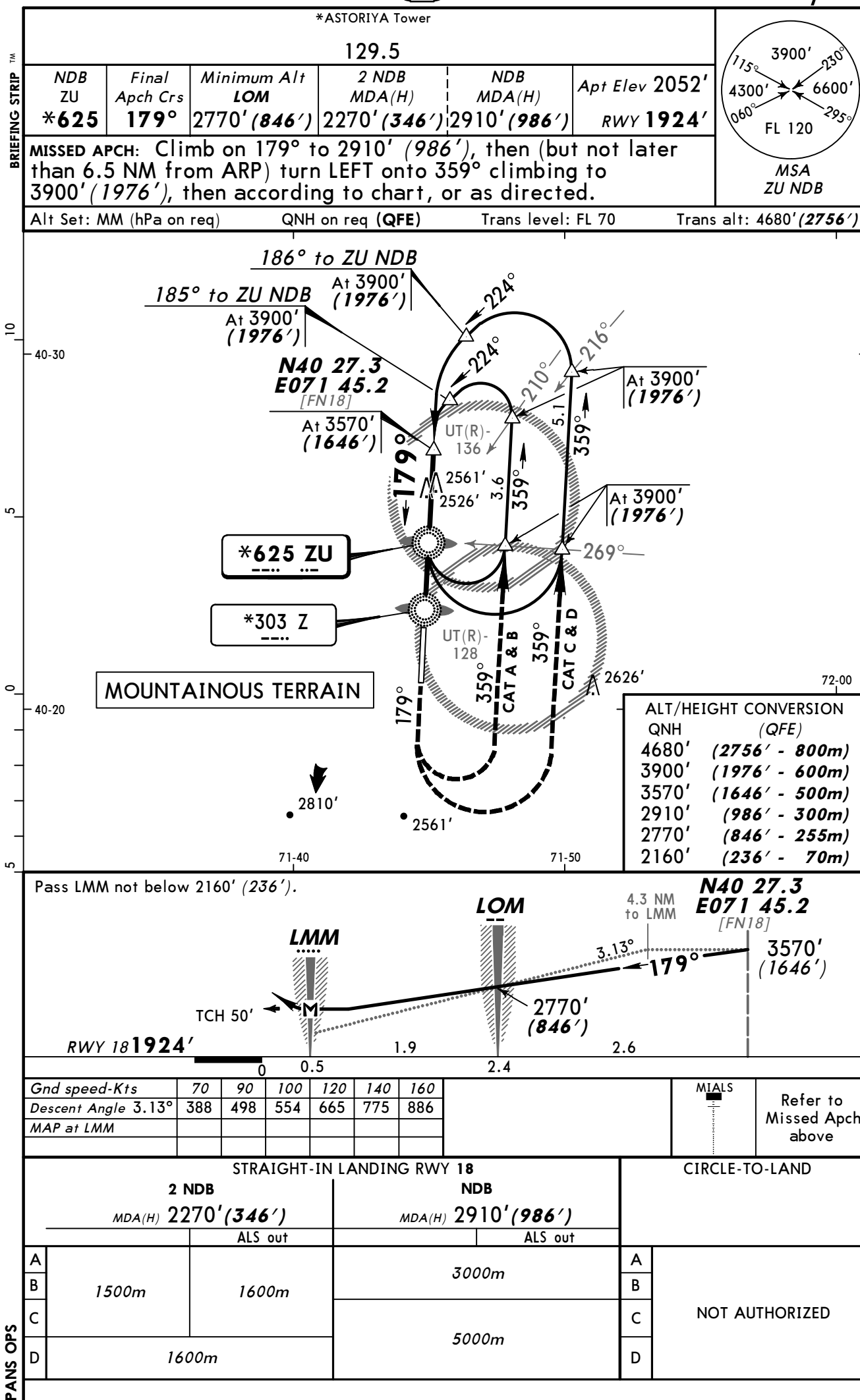
④ DAY only.

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH

TAKE-OFF RWY 18, 36

LVP must be in Force			
DAY RCLM or RL	NIGHT RL	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	300m	400m	500m
	300m		
	400m		
	400m		





NDB ZU * 625	Final ApcH Crs 359°	Minimum Alt N40 15.7 E071 44.3 3700' (1648')	MDA(H) 3210' (1158')	Apt Elev 2052' RWY 2052'
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ALT/HEIGHT CONVERSION
QNH (QFE)

4680'	(2628' - 800m)
4030'	(1978' - 600m)
3700'	(1648' - 500m)

***625 ZU**

*303 7

MOUNTAINOUS TERRAIN

DAYTIME ONLY

N40 15.7
E071 44.3 •

~~357° to ZU NDB~~

At 4030'
(1978')

356° to ZU NDB

At 4030'
(1978')

Flights between T18° to ZU NDB and 184° to ZU NDB at a distance of more than 9.2 NM from ARP below 4030' (1978') prohibited.

N40 15.7
E071 44.3

3700'
(1648')

3590

5.1

LMM
....
RWY 18

LOM
--
RWY 18

RWY 36 2052'

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Angle 2.98°</i>	369	474	527	632	737	843
<i>MAP at LMM Rwy 18</i>						

359°

4030' ¹whichever ZU
(1978') later 625

STRAIGHT-IN LANDING RWY 36

CEILING REQUIRED

CIRCLE-TO-LAND

$MDA(H)$ 3210' (1158')

A
B
C
D

A
B
C
D

A
B
C
D

A
B
C
D

2300' - 5000m

A
B
C
D

A
B
C
D

A
B
C
D

A
B
C
D

NOT AUTHORIZED

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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FERGANA, (FERGANA - UTFF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UTFE