

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 11-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UAFO

General Info

Osh, KGZ

N 40° 36.5' E 72° 47.6' Mag Var: 4.3°E

Elevation: 2928'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 12-30 9232' x 148' asphalt

Runway 12 (122.0°M) TDZE 2851'

Lights: Edge, ALS

Displaced Threshold Distance 656'

Runway 30 (302.0°M) TDZE 2928'

Lights: Edge

Communications Info

Osh Start Tower **118.3**

Osh Taxiing Ground Control **121.8**

Osh Approach Control **124.2** TCA

Osh Tower Radar **118.3**

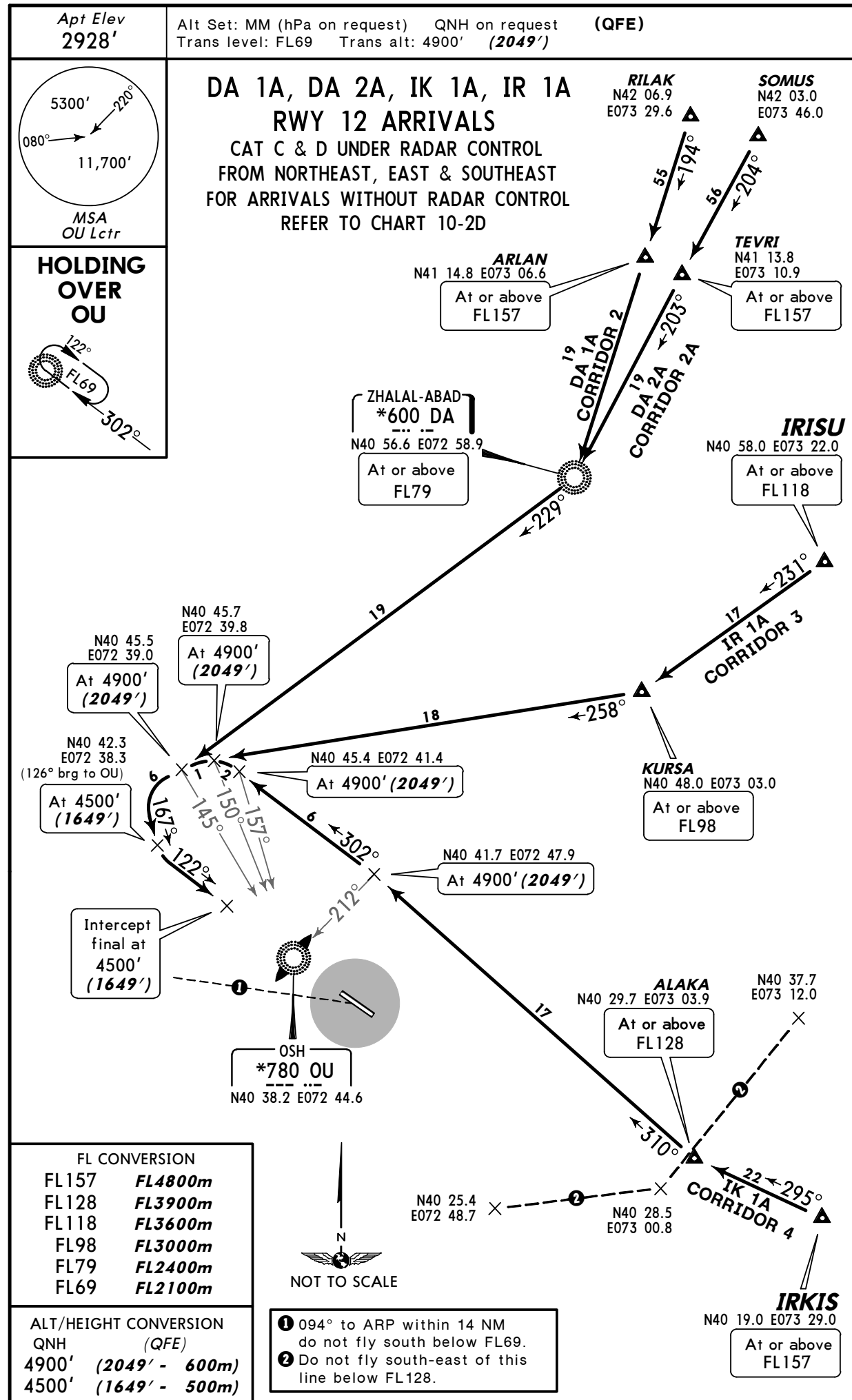
Osh Krug Radar **120.6**

Notebook Info

UAFO/OSS
OSH

JEPPesen
31 MAR 06 **10-2** Eff 13 Apr

OSH, KYRGYZSTAN
STAR



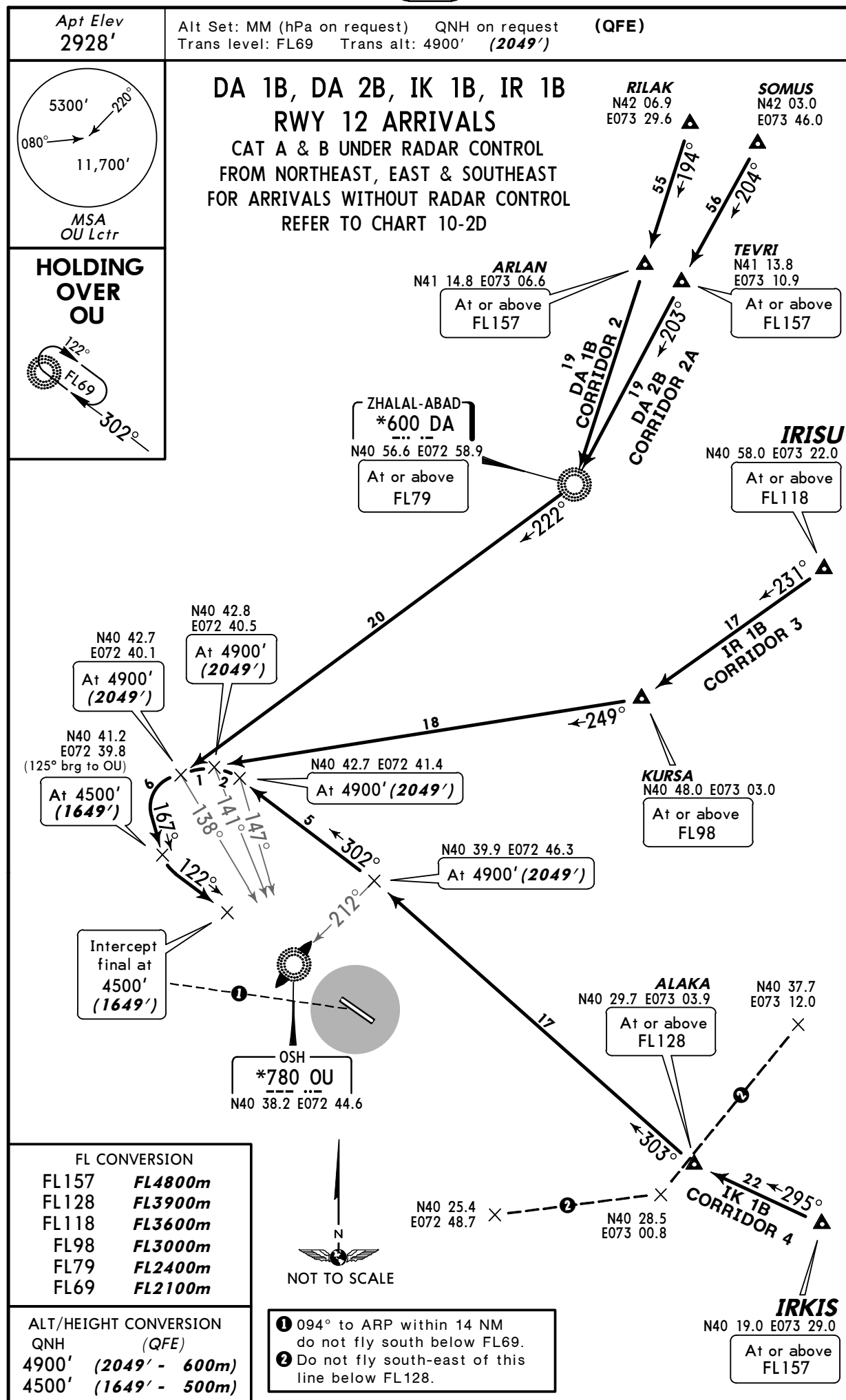
CHANGES: STAR DA 2A established.

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UAFO/OSS
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JEPPESSEN
31 MAR 06 **(10-2A)** Eff 13 Apr

OSH, KYRGYZSTAN
STAR

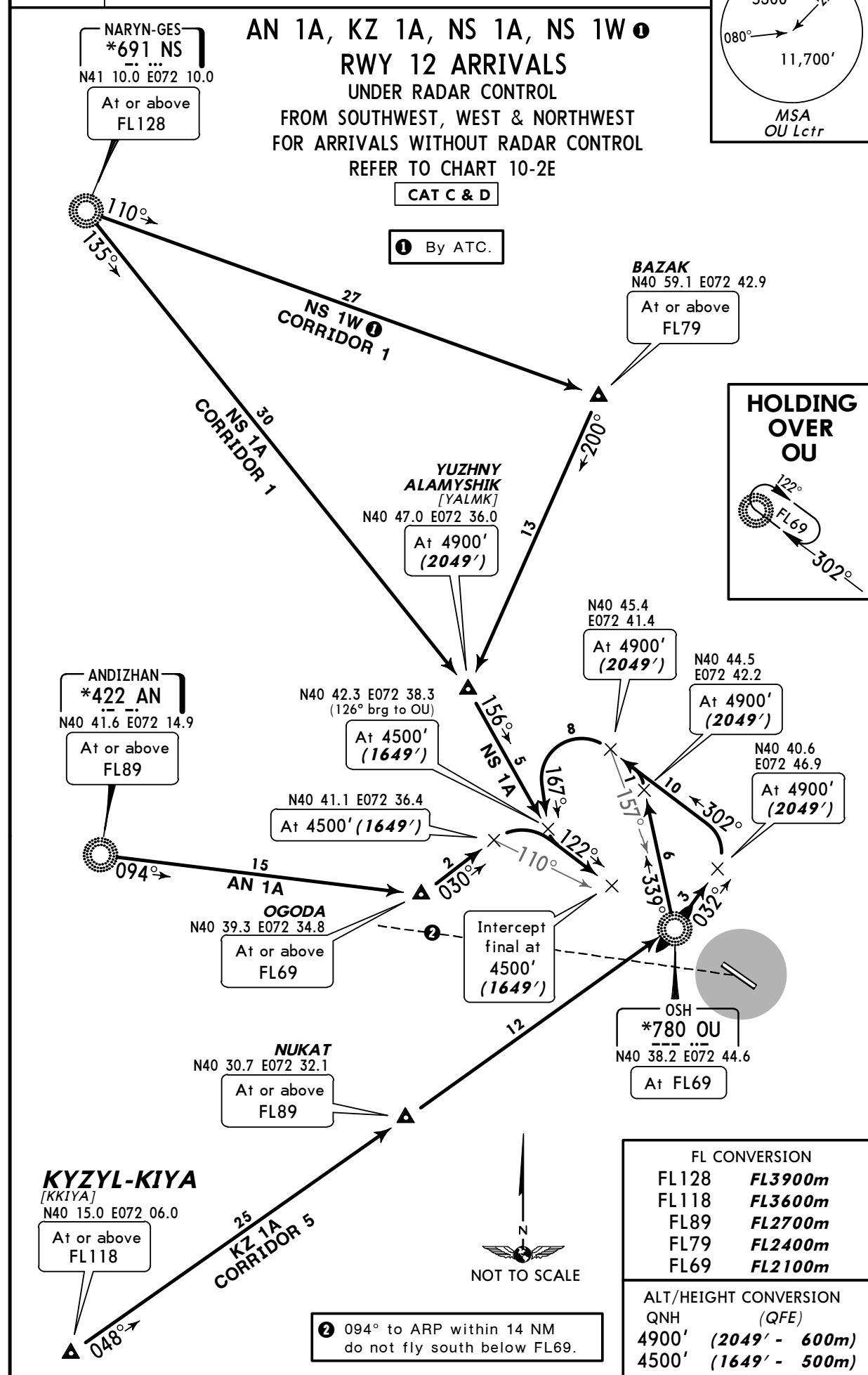
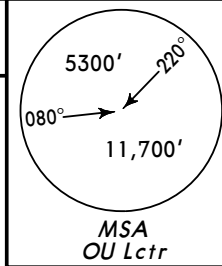


UAFO/OSS
OSH

JEPPesen
9 FEB 07 **10-2B**

OSH, KYRGYZSTAN
STAR

Apt Elev **2928'** Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 4900' (2049')

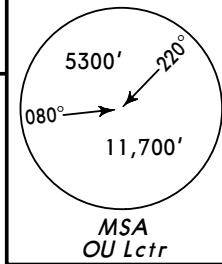


UAFO/OSS
OSH

JEPPESSEN
9 FEB 07 **10-2C**

OSH, KYRGYZSTAN
STAR

Apt Elev **2928'** Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 4900' (2049')



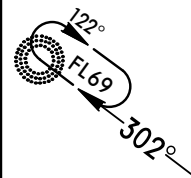
AN 1B, KZ 1B, NS 1B, NS 1W
RWY 12 ARRIVALS
UNDER RADAR CONTROL
FROM SOUTHWEST, WEST & NORTHWEST
FOR ARRIVALS WITHOUT RADAR CONTROL
REFER TO CHART 10-2E

CAT A & B

1 By ATC.

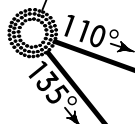
BAZAK
N40 59.1 E072 42.9
At or above
FL79

**HOLDING
OVER
OU**



NARYN-GES
* **691 NS**
N41 10.0 E072 10.0

At or above
FL128



NS 1W
CORRIDOR 1
27
30
NS 1B
CORRIDOR 1

**YUZHNY
ALAMYSHIK**
[YALMK]
N40 47.0 E072 36.0
At 4900'
(2049')

N40 42.7
E072 41.4
At 4900'
(2049')

N40 42.4
E072 41.7
At 4900'
(2049')

N40 39.4
E072 45.7
At 4900'
(2049')

ANDIZHAN
* **422 AN**
N40 41.6 E072 14.9

At or above
FL89



AN 1B
OGODA
N40 39.3 E072 34.8
At or above
FL69

N40 41.2 E072 39.8
(125° brg to OU)
At 4500'
(1649')

N40 40.8 E072 39.4
(119° brg to OU)
At 4500'
(1649')

Intercept
final at
4500'
(1649')

NUKAT
N40 30.7 E072 32.1
At or above
FL89

OSH
* **780 OU**
N40 38.2 E072 44.6
At FL69

KYZYL-KIYA
[KKIYA]
N40 15.0 E072 06.0

At or above
FL118



KZ 1B
CORRIDOR 5
25



NOT TO SCALE

2 094° to ARP within 14 NM
do not fly south below FL69.

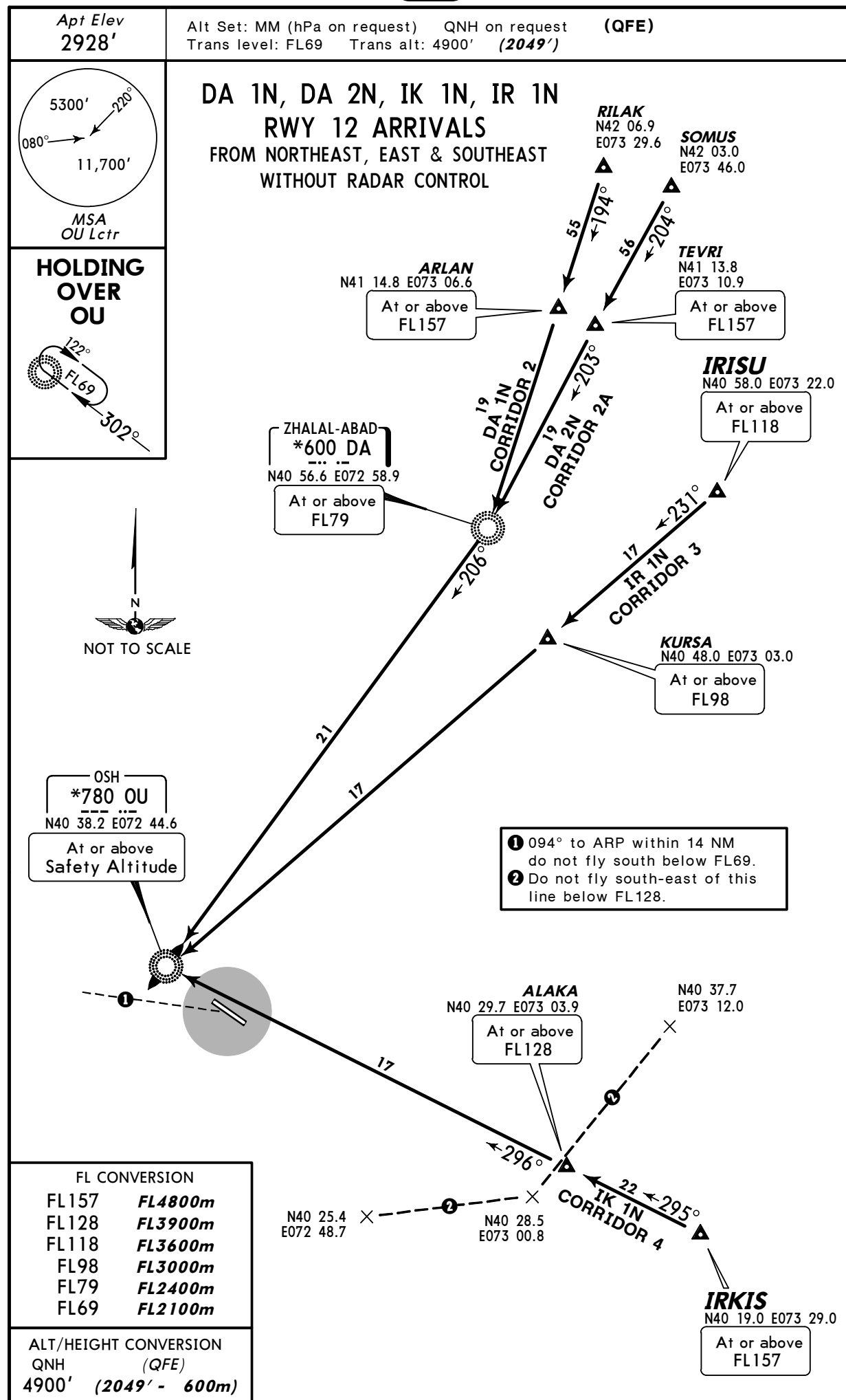
FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4900'	(2049' - 600m)
4500'	(1649' - 500m)

UAFO/OSS
OSH

JEPPesen
21 JUL 06 **(10-2D)** **Eff 3 Aug**

OSH, KYRGYZSTAN
STAR



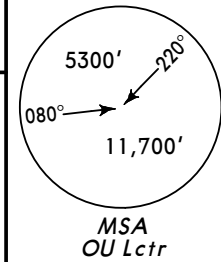
UAFO/OSS
OSH

JEPPESSEN
21 JUL 06 **10-2E** **Eff 3 Aug**

OSH, KYRGYZSTAN
STAR

Apt Elev
2928'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL69 Trans alt: 4900' (2049')



AN 1N, KZ 1N, NS 1E ①, NS 1N
RWY 12 ARRIVALS
FROM SOUTHWEST, WEST & NORTHWEST
WITHOUT RADAR CONTROL

① By ATC.

NARYN-GES
***691 NS**
N41 10.0 E072 10.0
At or above
FL128



ANDIZHAN
***422 AN**
N40 41.6 E072 14.9
At or above
FL89

YUZHNY
ALAMYSHIK
[YALMK]
N40 47.0 E072 36.0
At or above
FL69

OGODA
N40 39.3 E072 34.8
At or above
FL69

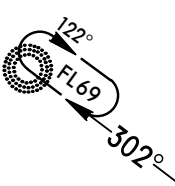
NUKAT
N40 30.7 E072 32.1
At or above
FL89

KYZYL-KIYA
[KKIYA]
N40 15.0 E072 06.0
At or above
FL118

BAZAK
N40 59.1 E072 42.9
At or above
FL79

OSH
***780 OU**
N40 38.2 E072 44.6
At or above
Safety Altitude

HOLDING
OVER
OU



FL CONVERSION	
FL128	FL3900m
FL118	FL3600m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m

ALT/HEIGHT CONVERSION
QNH (QFE)
4900' (2049' - 600m)

② 094° to ARP within 14 NM
do not fly south below FL69.

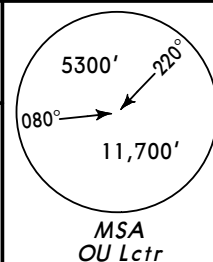
UAFO/OSS
OSH

JEPPesen
31 MAR 06 **10-3** Eff 13 Apr

OSH, KYRGYZSTAN
SID

Apt Elev
2928'

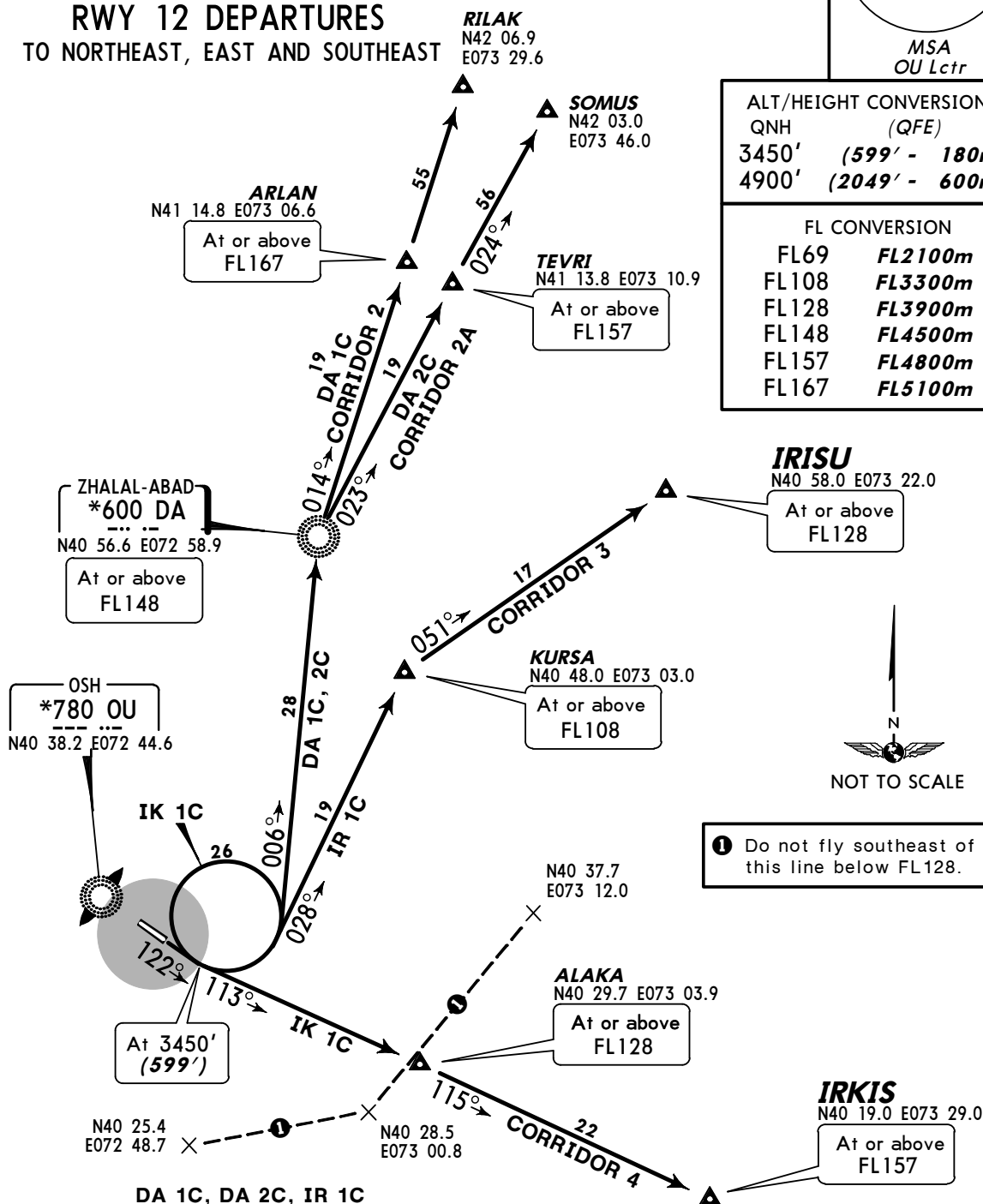
QNH on request (**QFE**)
Trans level: FL69 Trans alt: 4900' (**2049'**)
Initial turn not later than 3.8 NM from ARP.



DA 1C, DA 2C, IK 1C, IR 1C
RWY 12 DEPARTURES
TO NORTHEAST, EAST AND SOUTHEAST

ALT/HEIGHT CONVERSION
QNH (**QFE**)
3450' (**599' - 180m**)
4900' (**2049' - 600m**)

FL CONVERSION
FL69 **FL2100m**
FL108 **FL3300m**
FL128 **FL3900m**
FL148 **FL4500m**
FL157 **FL4800m**
FL167 **FL5100m**



① Do not fly southeast of this line below FL128.

Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

If unable to comply, after take-off aircraft shall turn LEFT to join the assigned corridor.

SID	ROUTING
DA 1C	Climb to 3450' (599'), turn LEFT, intercept 006° bearing to DA climbing to FL69, further climb as directed by ATC, then to ARLAN.
DA 2C	Climb to 3450' (599'), turn LEFT, intercept 006° bearing to DA climbing to FL69, further climb as directed by ATC, then to TEVRI.
IK 1C	Climb to 3450' (599'), threesixty LEFT turn on 113° track climbing to FL69, then to ALAKA, further climb as directed by ATC, then to IRKIS.
IR 1C	Climb to 3450' (599'), turn LEFT, 028° track to KURSA climbing to FL69, further climb as directed by ATC, then to IRISU.

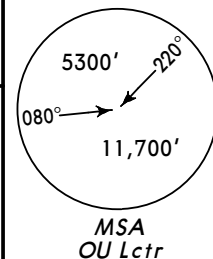
UAFO/OSS
OSH

JEPPesen
 31 MAR 06 **(10-3A)** Eff 13 Apr

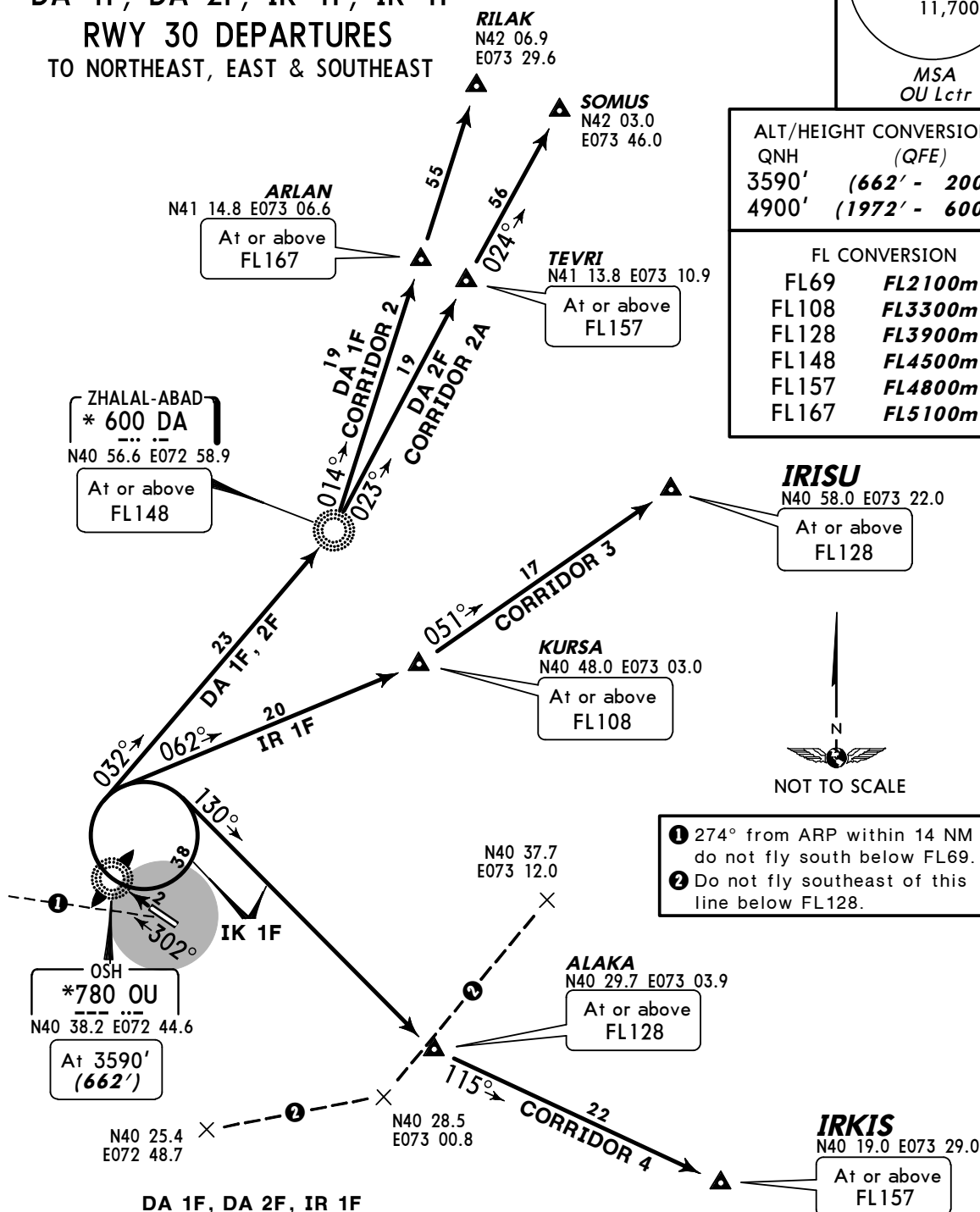
OSH, KYRGYZSTAN
SID

Apt Elev
 2928'

QNH on request (QFE)
 Trans level: FL69 Trans alt: 4900' (1972')



DA 1F, DA 2F, IK 1F, IR 1F
RWY 30 DEPARTURES
 TO NORTHEAST, EAST & SOUTHEAST



ALT/HEIGHT CONVERSION
 QNH (QFE)
 3590' (662' - 200m)
 4900' (1972' - 600m)

FL CONVERSION

FL69	FL2100m
FL108	FL3300m
FL128	FL3900m
FL148	FL4500m
FL157	FL4800m
FL167	FL5100m

- 274° from ARP within 14 NM do not fly south below FL69.
- Do not fly southeast of this line below FL128.

Gnd speed-KT	75	100	150	200	250	300
474' per NM	592	790	1185	1580	1975	2370

If unable to comply, after take-off aircraft shall turn RIGHT to join the assigned corridor.

SID	ROUTING
DA 1F	Climb to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL69, further climb as directed by ATC, then to ARLAN.
DA 2F	Climb to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL69, further climb as directed by ATC, then to TEVRI.
IK 1F	Climb to OU, threesixty RIGHT turn on 130° track climbing to FL69, then to ALAKA, further climb as directed by ATC, then to IRKIS.
IR 1F	Climb to OU, turn RIGHT, 062° track to KURSA climbing to FL69, further climb as directed by ATC, then to IRISU.

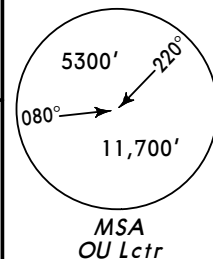
UAFO/OSS
OSH

JEPPESSEN
 9 FEB 07 **10-3B**

OSH, KYRGYZSTAN
SID

Apt Elev
2928'

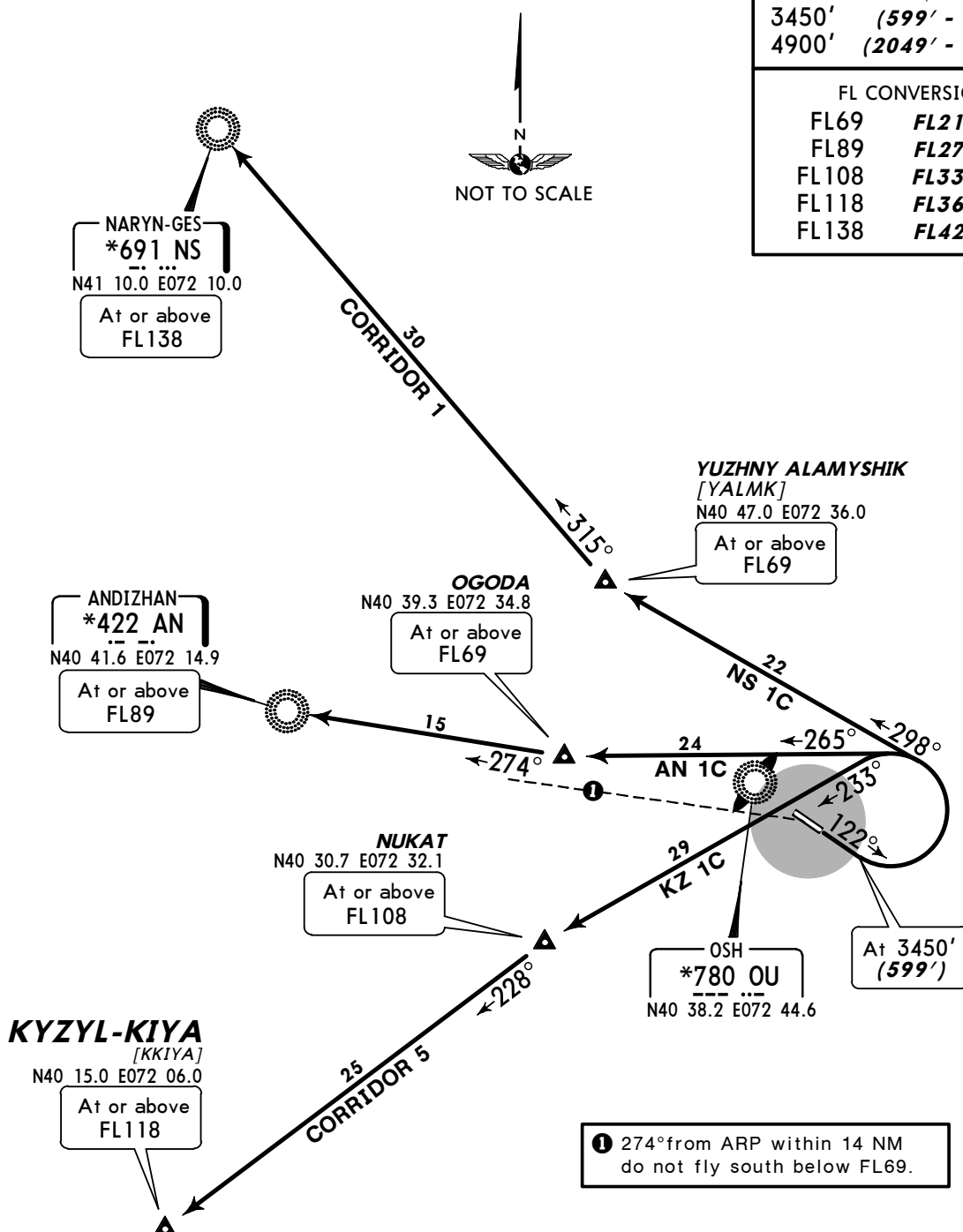
QNH on request **(QFE)**
 Trans level: FL69 Trans alt: 4900' **(2049')**
 Initial turn not later than 3.8 NM from ARP.



AN 1C, KZ 1C, NS 1C
RWY 12 DEPARTURES
 TO SOUTHWEST, WEST & NORTHWEST

ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 3450' **(599' - 180m)**
 4900' **(2049' - 600m)**

FL CONVERSION
 FL69 **FL2100m**
 FL89 **FL2700m**
 FL108 **FL3300m**
 FL118 **FL3600m**
 FL138 **FL4200m**



SID	ROUTING
AN 1C	Climb to 3450' (599') , turn LEFT, 265° track to OGODA climbing to FL69, further climb as directed by ATC, then to AN.
KZ 1C	Climb to 3450' (599') , turn LEFT, 233° track to NUKAT climbing to FL69, further climb as directed by ATC, then to KYZYL-KIYA.
NS 1C	Climb to 3450' (599') , turn LEFT, 298° track to YUZHNY ALAMYSHIK climbing to FL69, further climb as directed by ATC, then to NS.

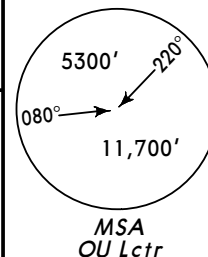
UAFO/OSS
OSH

JEPPESSEN
9 FEB 07 **(10-3C)**

OSH, KYRGYZSTAN
SID

Apt Elev
2928'

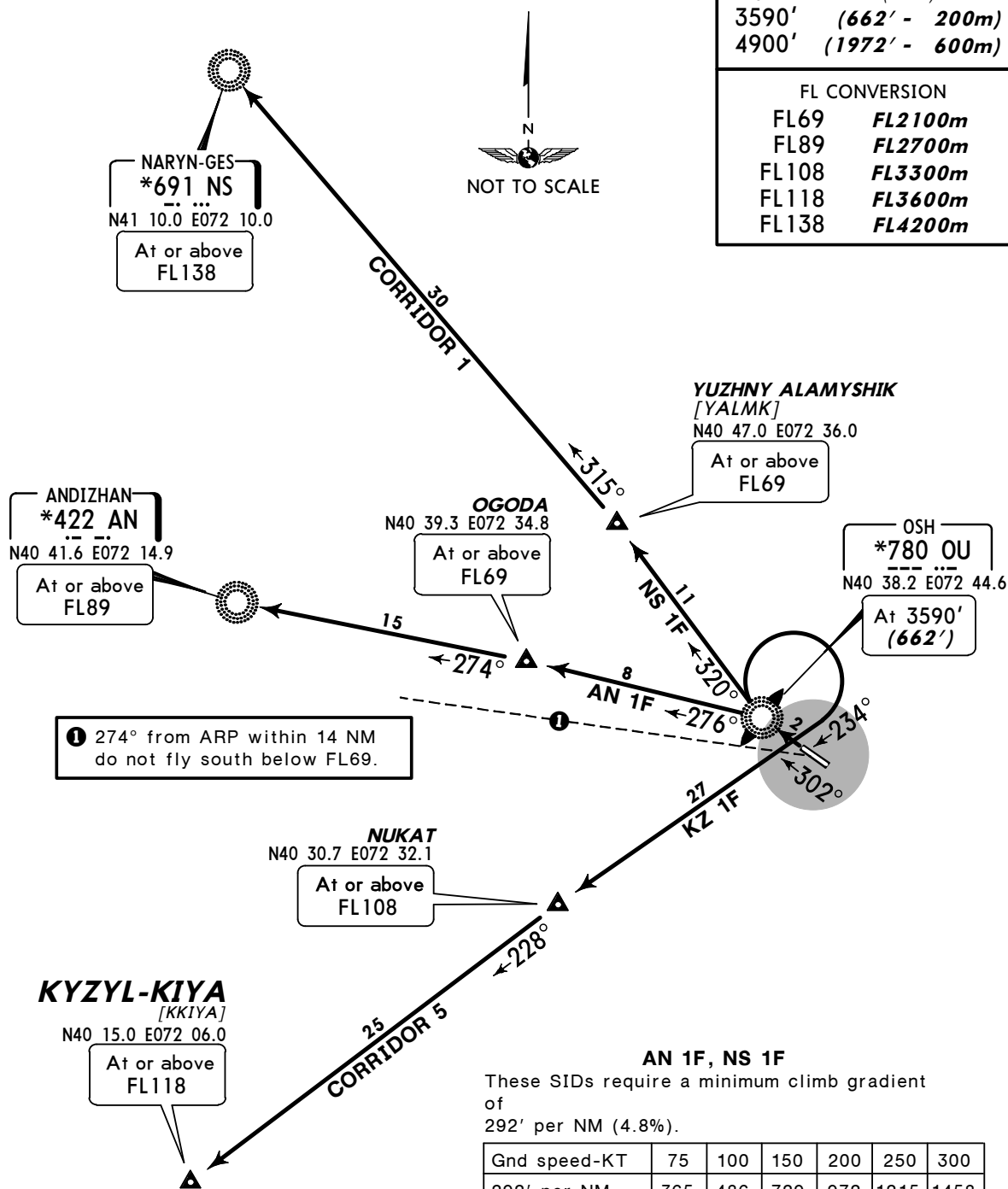
QNH on request **(QFE)**
Trans level: FL69 Trans alt: 4900' **(1972')**



AN 1F, KZ 1F, NS 1F
RWY 30 DEPARTURES
TO SOUTHWEST, WEST & NORTHWEST

ALT/HEIGHT CONVERSION
QNH (QFE)
3590' **(662' - 200m)**
4900' **(1972' - 600m)**

FL CONVERSION
FL69 **FL2100m**
FL89 **FL2700m**
FL108 **FL3300m**
FL118 **FL3600m**
FL138 **FL4200m**



AN 1F, NS 1F

These SIDs require a minimum climb gradient of 292' per NM (4.8%).

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458

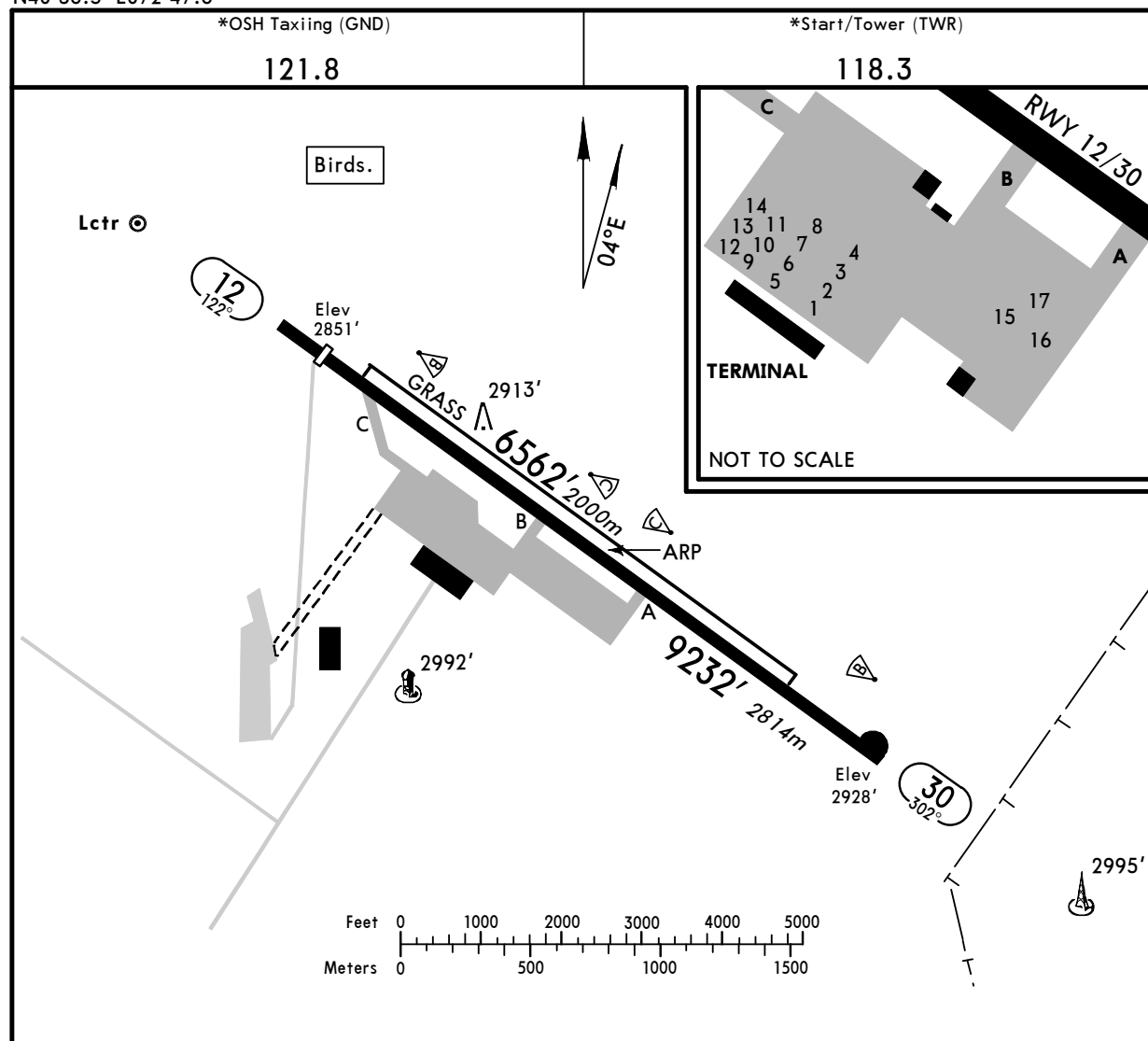
If unable to comply, after take-off aircraft shall turn RIGHT to join the assigned corridor.

SID	ROUTING
AN 1F	Climb to OU, turn LEFT, 276° track to OGODA climbing to FL69, further climb as directed by ATC, then to AN.
KZ 1F	Climb to OU, turn RIGHT, 234° track to NUKAT climbing to FL69, further climb as directed by ATC, then to KYZYL-KIYA.
NS 1F	Climb to OU, turn RIGHT, 320° track to YUZHNY ALAMYSHIK climbing to FL69, further climb as directed by ATC, then to NS.

UAFO/OSS
Apt Elev **2928'**
N40 36.5 E072 47.6

JEPPESSEN
25 FEB 11 **(10-9)**

OSH, KYRGYZSTAN
OSH



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond		
12	RL (60m)	① HIALS	PAPI-L	RVR	8576' 2614m	② 8904' 2714m	148' 45m
30	RL (60m)			RVR			
12	30	Grass runway					148' 45m

① Configuration unknown.

② First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

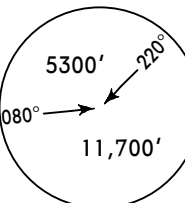
RCLM (DAY only)
or RL

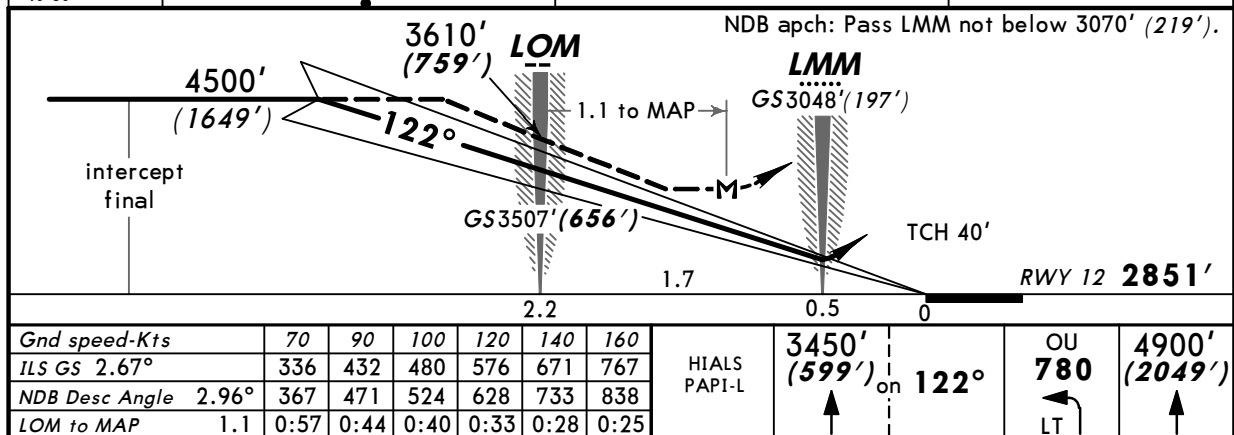
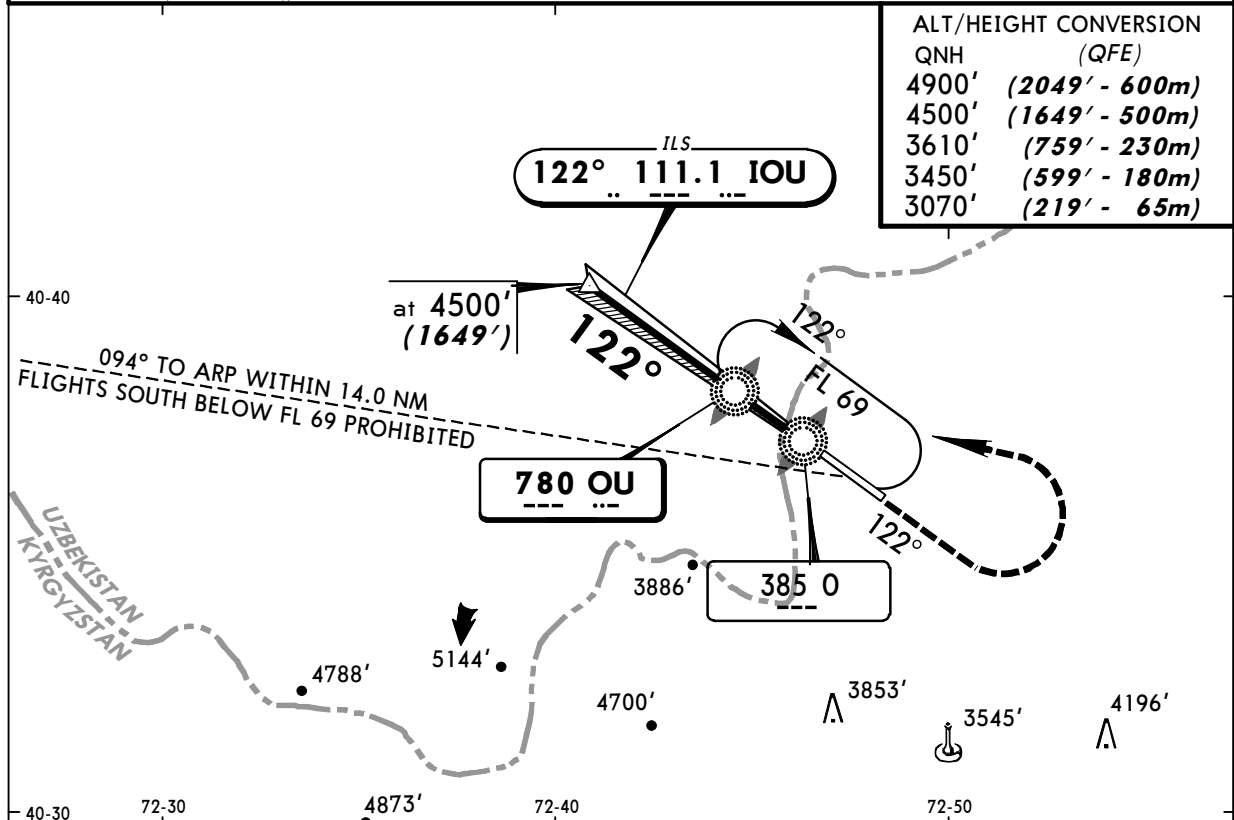
RCLM (DAY only)
or RL

A		
B		
C	300m	400m
D		

UAFO/OSS
OSHJEPPesen
25 FEB 11 (11-1)OSH, KYRGYZSTAN
ILS or 2 NDB Rwy 12

BRIEFING STRIP

*OSH Approach		*OSH Radar		*OSH Start/Tower (TWR)		*Ground	
124.2		120.6		118.3		121.8	
LOC IOU 111.1	Final Apch Crs 122°	GS LOM 3507' (656')	ILS DA(H) 3051' (200')	Apt Elev 2928'			
NDB OU 780		Minimum Alt LOM 3610' (759')	NDB MDA(H) 3240' (389')	RWY 2851'			
MISSED APCH: Climb on 122° to 3450' (599'), then turn LEFT climbing to 4900' (2049') and proceed to OU NDB or join holding by ATC.						MSA OU NDB	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 69		Trans alt: 4900' (2049')	



STRAIGHT-IN LANDING RWY 12					
ILS			NDB		
DA(H) 3051' (200')			MDA(H) 3240' (389')		
FULL		ALS out			ALS out
A	900m		1200m		RVR 1800m VIS 2000m
B					
C					
D					

PANS OPS