

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UAFM

Terminal Charts For UAFM

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Bishkek Kgz
IATA Code: FRU
Lat/Long: N43° 03.7' E074° 28.7'
Elevation: 2090 ft

Airport Use: Public
Magnetic Variation: 5.2°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0234 Z
Sunset: 1136 Z,

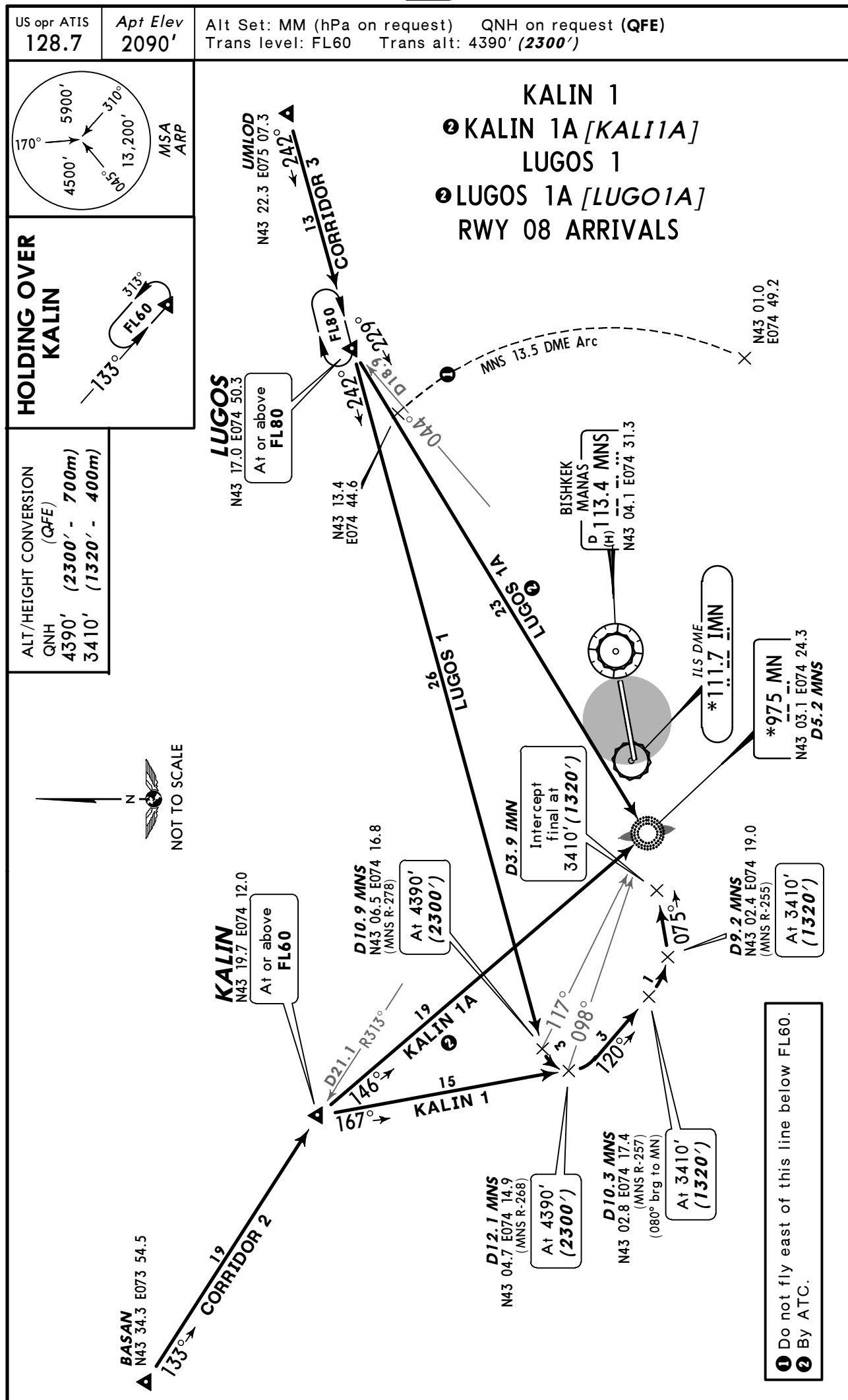
Runway Information

Runway: 08
Length x Width: 13793 ft x 180 ft
Surface Type: concrete
TDZ-Elev: 2090 ft
Lighting: Edge, ALS, Centerline, TDZ

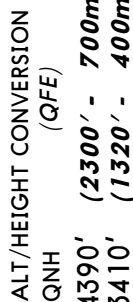
Runway: 26
Length x Width: 13793 ft x 180 ft
Surface Type: concrete
TDZ-Elev: 2055 ft
Lighting: Edge, ALS, Centerline, TDZ

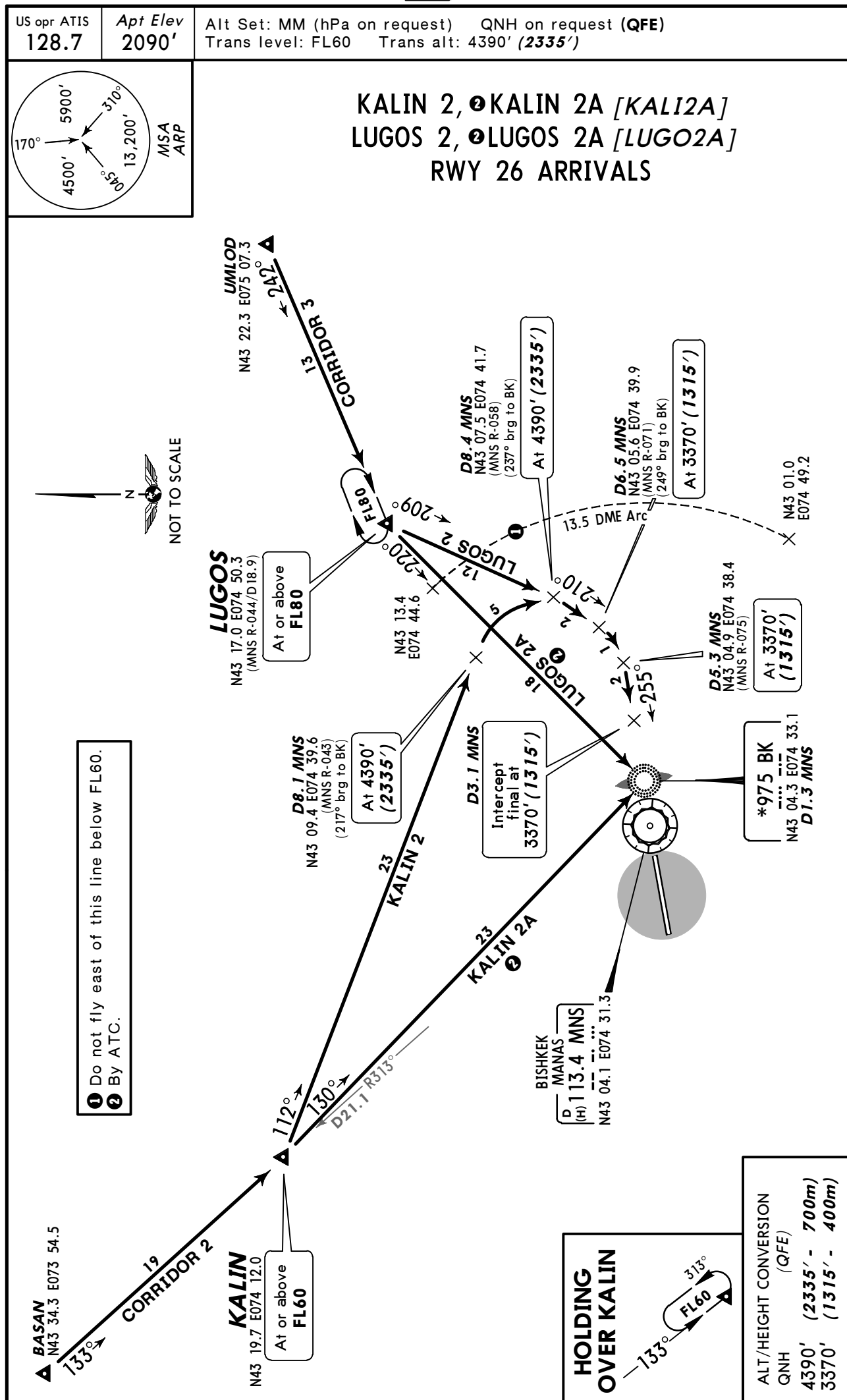
Communication Information

Bishkek Tower 124.0 Secondary
Bishkek Tower 118.1
Bishkek Taxiing Ground Control 124.0 Secondary
Bishkek Taxiing Ground Control 121.7
Bishkek Approach Control 124.6
Bishkek Approach Control 124.0 Secondary
Bishkek Krug Radar 124.0 Secondary
Bishkek Krug Radar 120.3



Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL60 Trans alt: 4390' (**2300'**)

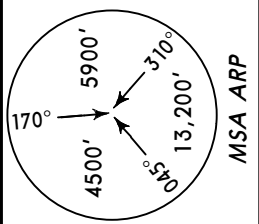




US opr ATIS
128.7

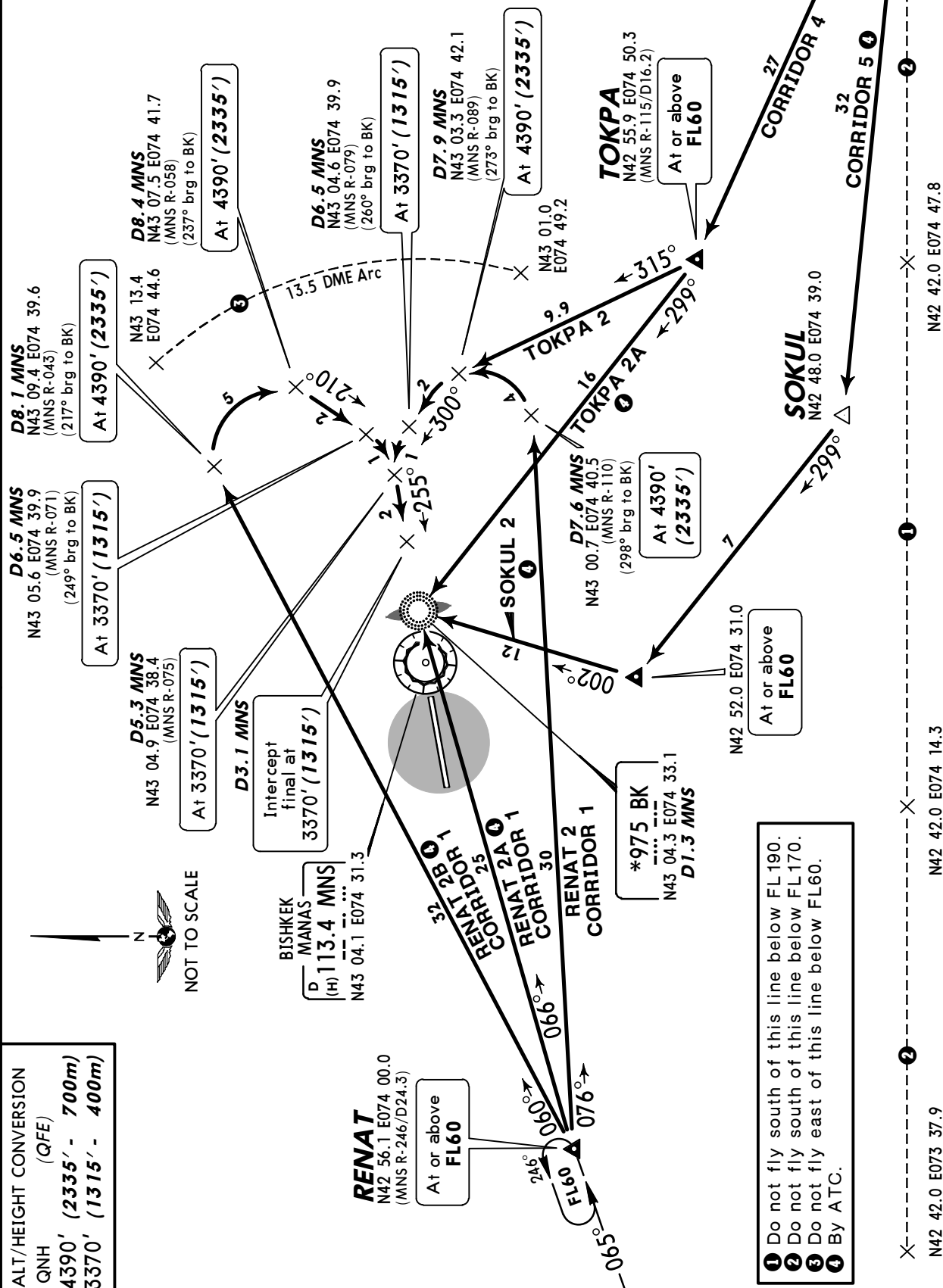
Apt Elev
2090'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4390' (2335')



RENAT 2, RENAT 2A [RENA2A] RENAT 2B [RENA2B], SOKUL 2 TOKPA 2, TOKPA 2A [TOKP2A] RWY 26 ARRIVALS

KALINOVKA
*430 KL
N42 42.0 E075 22.0

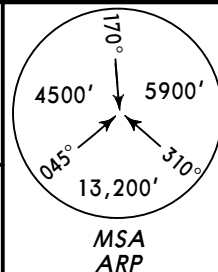


ALT/HEIGHT CONVERSION
QNH (QFE)
4390' (2335') - 700m
3370' (1315') - 400m

- 1 Do not fly south of this line below FL190.
- 2 Do not fly south of this line below FL170.
- 3 Do not fly east of this line below FL60.
- 4 By ATC.

Apt Elev
2090'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4390' (2300')
Flights within holding areas shall be carried out in the opposite direction of SID routes for the purpose of identification of aircraft, which are in the holding area and on the airways, by ATC.



BASAN 1, DW 1

DW 1A
BY ATC

RWY 08 DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
2420'	(330' - 100m)
2750'	(660' - 200m)
4390'	(2300' - 700m)

BASAN ▲
N43 34.3 E073 54.5CORRIDOR 2
19

FL60

KALIN
N43 19.7 E074 12.0At or above
FL60**CHALDOVAR**
*768 DW
N42 49.0 E073 33.0At or above
FL140**RENAT**
N42 56.1 E074 00.0
(MNS R-246/D24.3)At or above
FL60CORRIDOR 1
21

FL60

246°

D21.1 313°

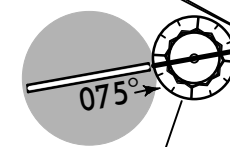
BASAN 1
26

CAT A

At 2420' (330')

CAT B, C & D

At 2750' (660')

36
DW 132
DW 1A**BISHKEK MANAS**
D (H) 113.4 MNS
N43 04.1 E074 31.3

- 1 Do not fly south of this line below FL190.
- 2 Do not fly south of this line below FL170.

N42 42.0 E074 14.3 N42 42.0 E074 47.8
X-----X-----X
N42 42.0 E073 55.0

DW 1, 1A

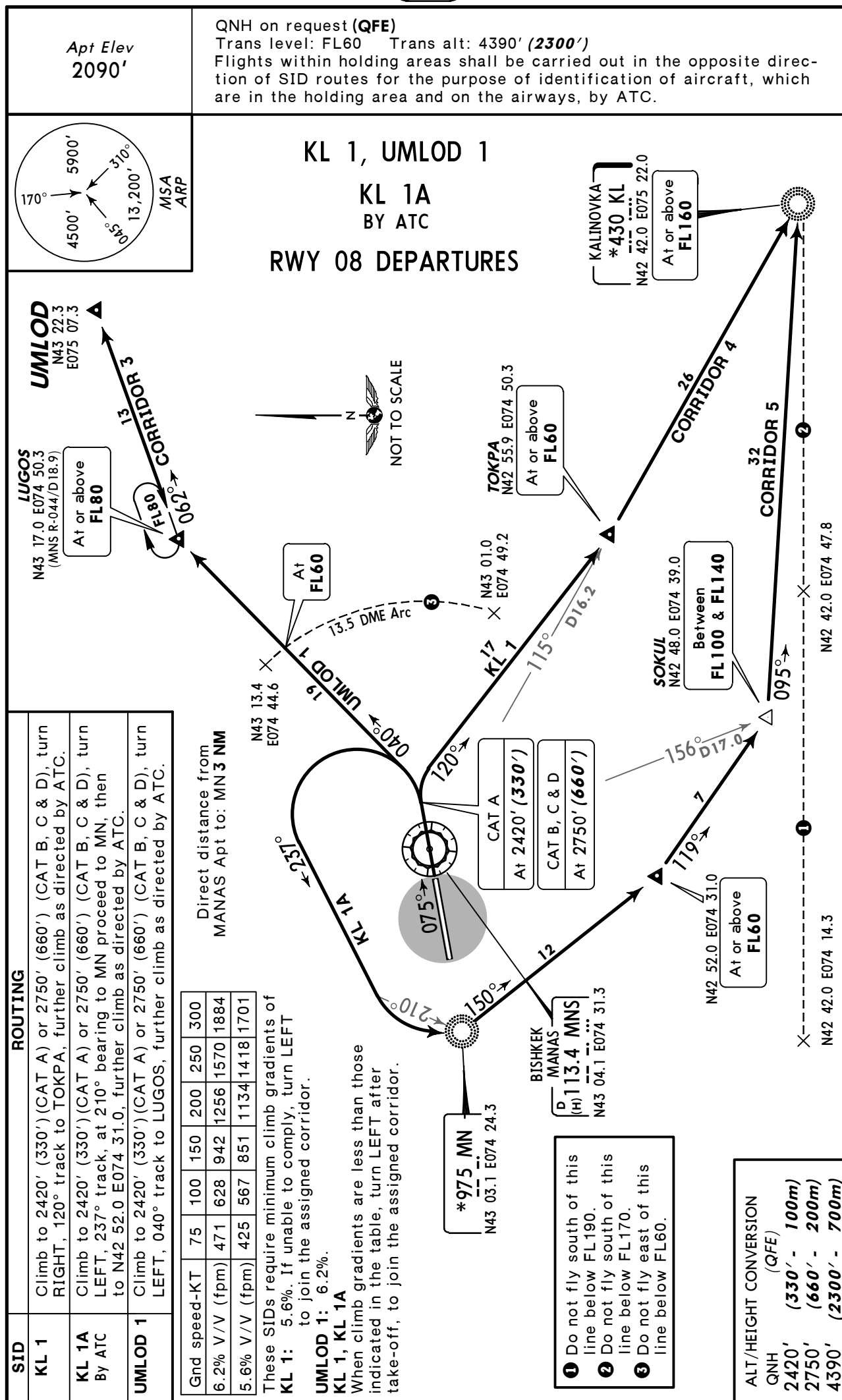
When climb gradients are less than those indicated in the table, turn RIGHT after take-off, to join the assigned corridor.

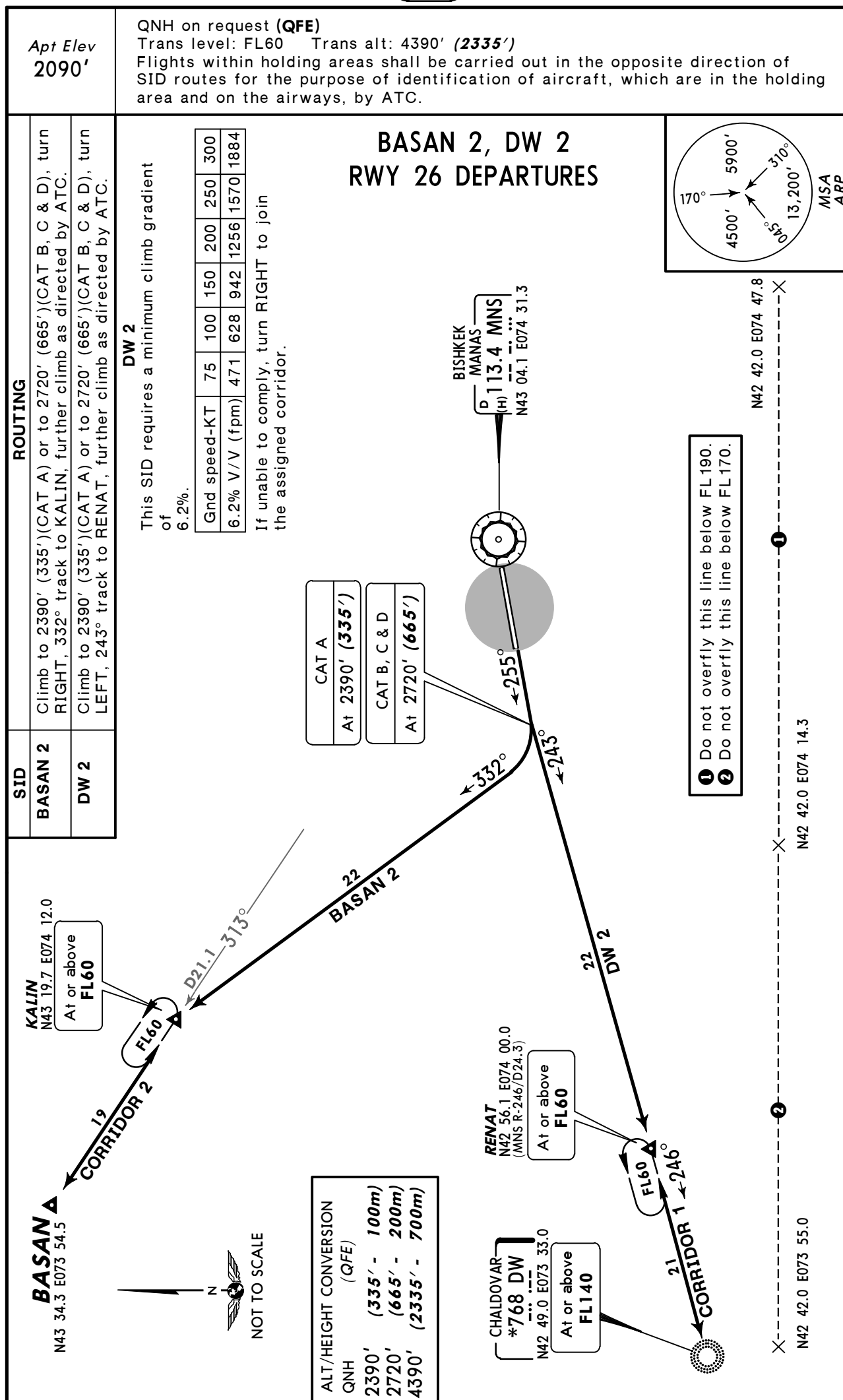
Gnd speed-KT	75	100	150	200	250	300
6.2% V/V(fpm)	471	628	942	1256	1570	1884
5.6% V/V(fpm)	425	567	851	1134	1418	1701

SID

ROUTING

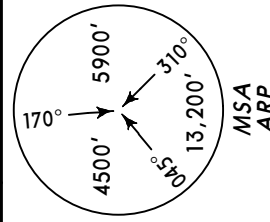
BASAN 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 302° track to KALIN, further climb as directed by ATC.
DW 1	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn LEFT, 237° track to RENAT, further climb as directed by ATC.
DW 1A By ATC	Climb to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn RIGHT, 255° track to RENAT, further climb as directed by ATC.





Apt Elev
2090'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4390' (2335')
Flights within holding areas shall be carried out in the opposite direction of SID routes for the purpose of identification of aircraft, which are in the holding area and on the airways, by ATC.



KL 2, UMLOD 2
KL 2A
BY ATC
RWY 26 DEPARTURES

- 1 Do not overfly this line below FL190.
- 2 Do not overfly this line below FL170.
- 3 Do not fly east of this line below FL60.

SID	ROUTING
KL 2	Climb to 2390' (335') (CAT A) or to 2720' (665') (CAT B, C & D), turn LEFT, 097° track to TOKPA, further climb as directed by ATC.
KL 2A By ATC	Climb to 2390' (335') (CAT A) or to 2720' (665') (CAT B, C & D), turn LEFT, 243° track to D9.4 MNS, turn LEFT, 120° track to N42 52.0 E074 31.0, further climb as directed by ATC.
UMLOD 2	Climb to 2390' (335') (CAT A) or to 2720' (665') (CAT B, C & D), turn RIGHT, 056° track to LUGOS, further climb as directed by ATC.

KL 2, 2A

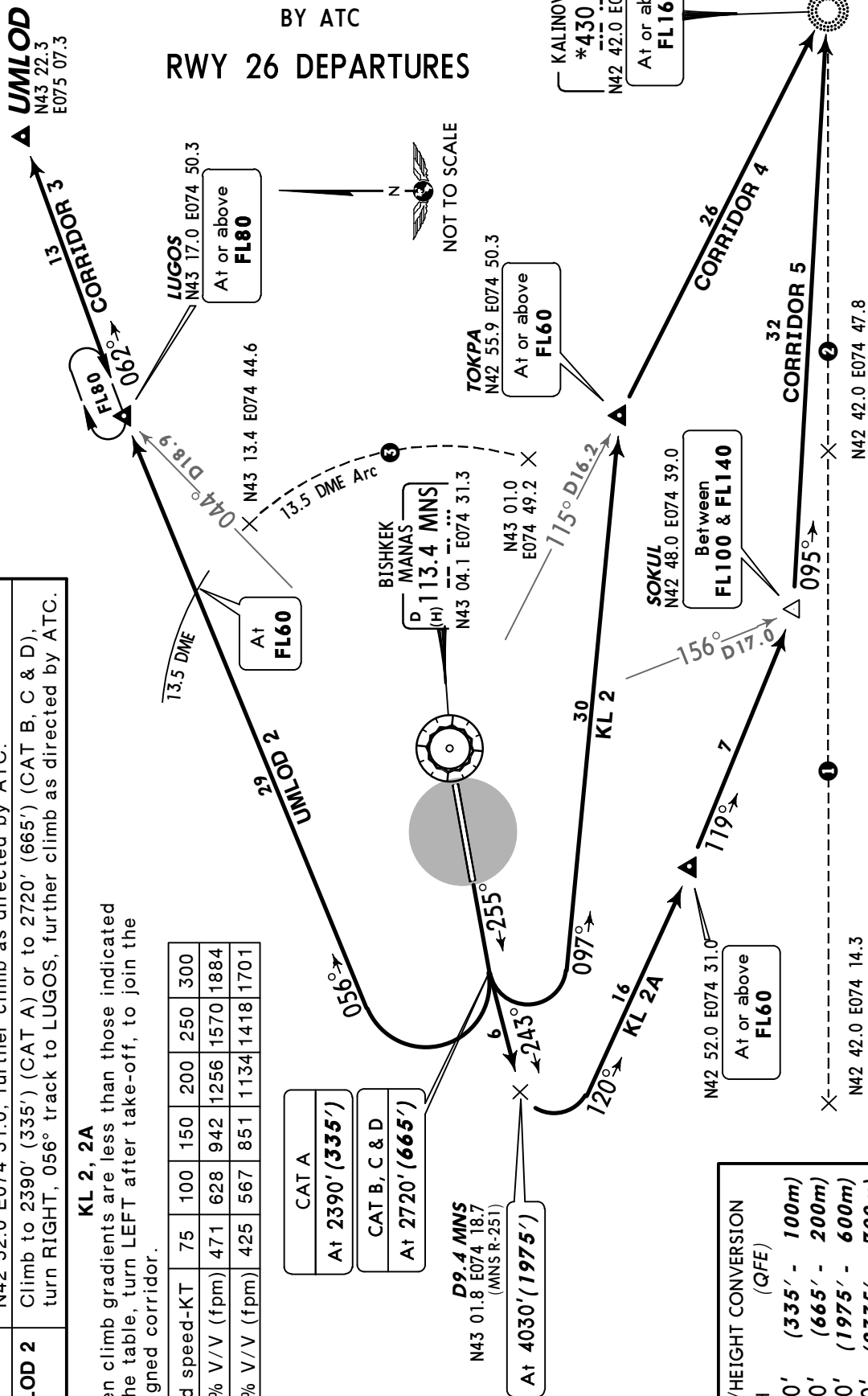
When climb gradients are less than those indicated in the table, turn LEFT after take-off, to join the assigned corridor.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884
5.6% V/V (fpm)	425	567	851	1134	1418	1701

CAT A
A+ 2390' (335')
CAT B, C & D
A+ 2720' (665')

D9.4 MNS
N43 01.8 E074 18.7
(MNS R-251)

A+ 4030' (1975')



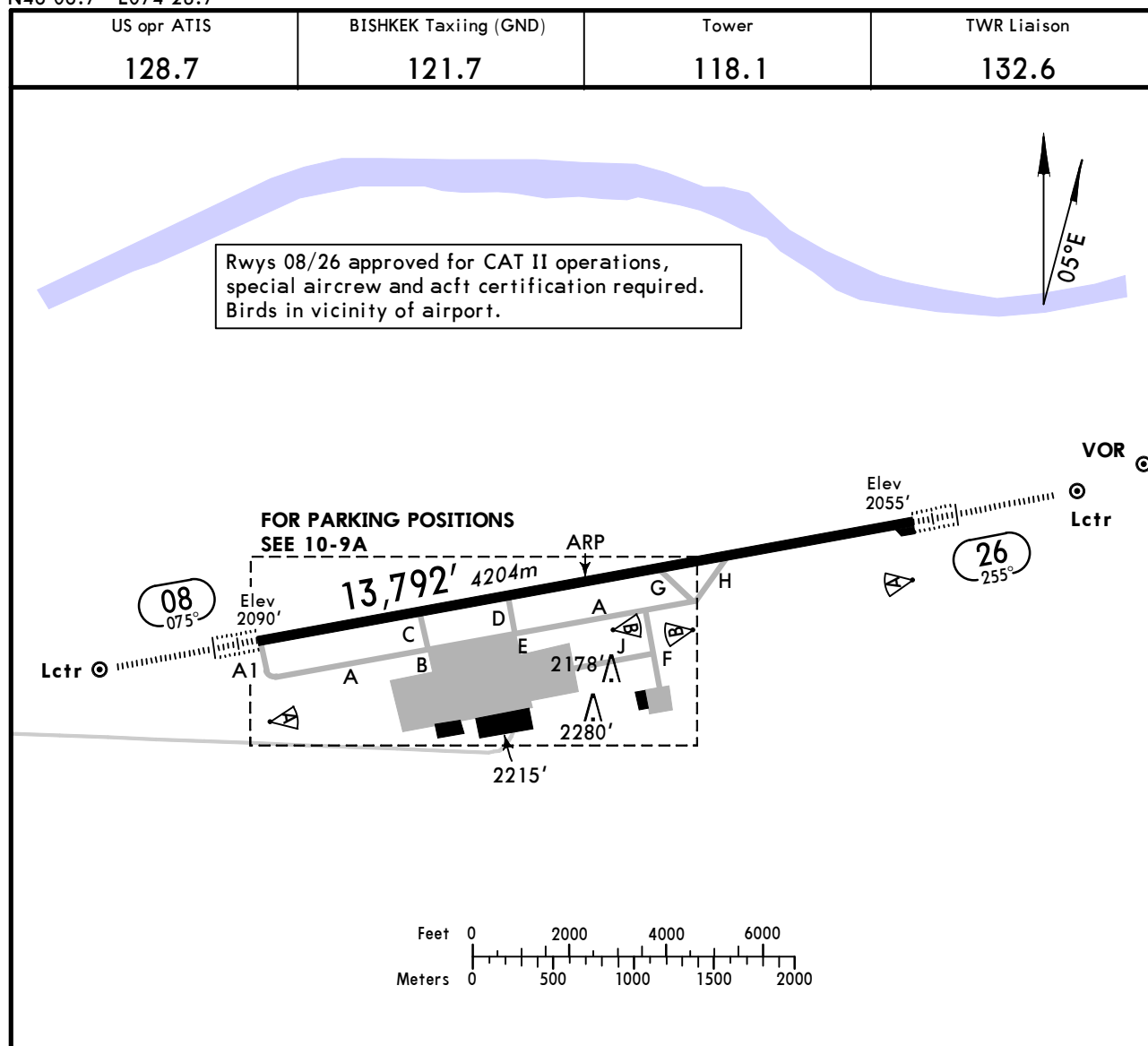
ALT/HEIGHT CONVERSION
(QFE)

QNH	2390'	(335' - 100m)
	2720'	(665' - 200m)
	4030'	(1975' - 600m)
	4390'	(2335' - 700m)

UAFM/FRU
Apt Elev 2090'
N43 03.7 E074 28.7

JEPPESEN
11 NOV 11 (10-9) Eff 17 Nov

BISHKEK, KYRGYZSTAN
MANAS



ADDITIONAL RUNWAY INFORMATION

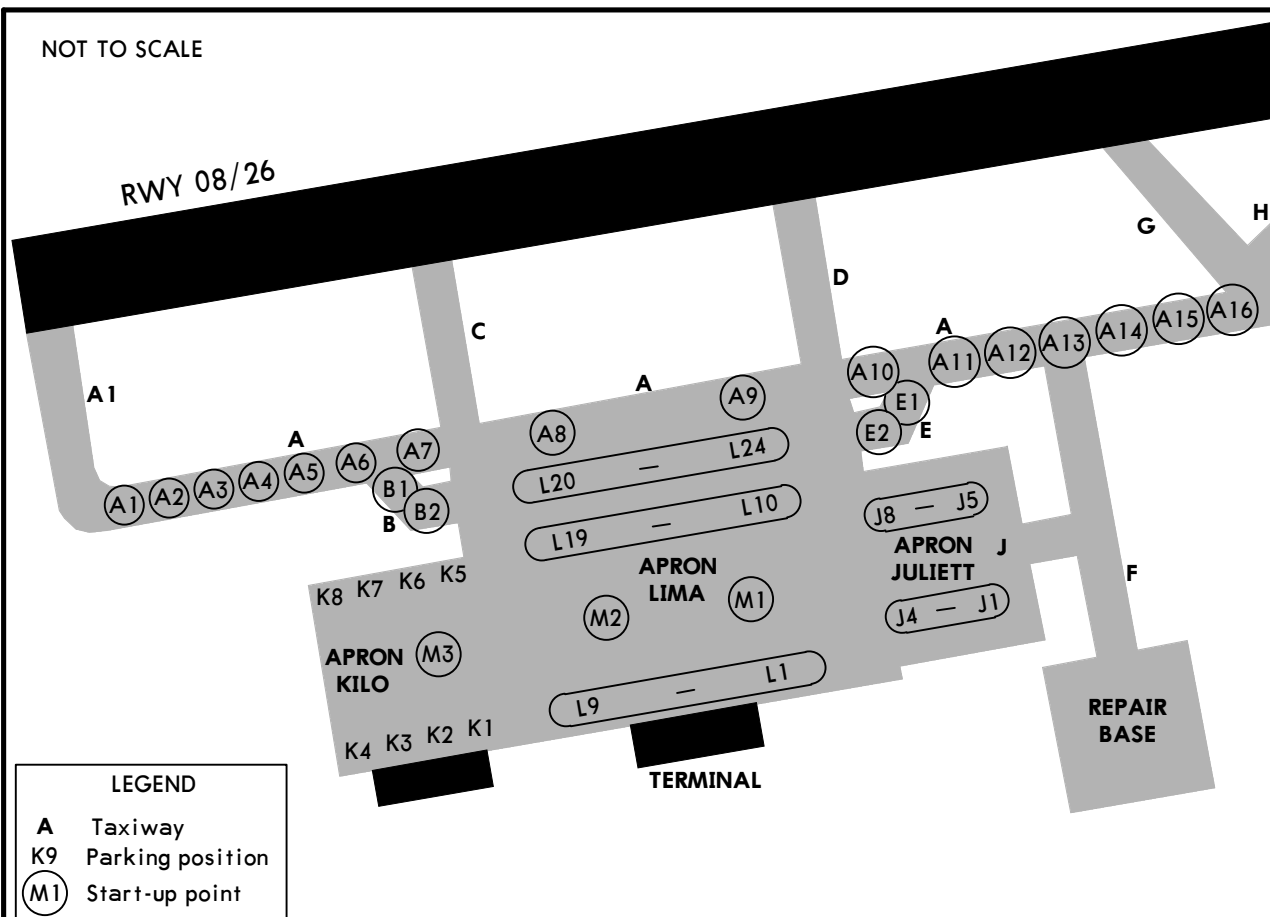
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
08			12,698' 3870m	13,464' 4104m ①	180'
26	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		12,577' 3834m		55m

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA) All Rwy's		
LVP must be in force		
	RL & CL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		
D	250m (200m)	300m

NOT TO SCALE

**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
	Apron Juliett		Apron Lima
J1 thru J4	N43 03.3 E074 28.4	L1 thru L3	N43 03.3 E074 28.3
J5, J6	N43 03.4 E074 28.5	L4, L5	N43 03.3 E074 28.2
J7, J8	N43 03.4 E074 28.4	L6 thru L8	N43 03.3 E074 28.0
		L9	N43 03.3 E074 27.1
		L10, L11	N43 03.4 E074 28.3
		L12, L13	N43 03.4 E074 28.2
		L14 thru L16	N43 03.4 E074 28.0
		L17 thru L19	N43 03.3 E074 28.0
		L20 thru L22	N43 03.4 E074 28.0
		L23, L24	N43 03.4 E074 28.2

Exit stands K1 thru K8 and L1 thru L9 and L20 by towing.

Marking of apron "Lima" is painted for taxiing of aircraft with a wingspan of 158'/48.1m or less.

STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m
	ILS	2290' (200')	2290' (200')	2290' (200')	2290' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
26	CAT 2 ILS	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m
	ILS	2255' (200')	2255' (200')	2255' (200')	2255' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2420' (330')	2420' (330')	2420' (330')	2420' (330')
	<i>ALS out</i>	R800m R1500m	R800m R1500m	R800m R1500m	R800m R1500m
	NDB ①	2420' (330')	2420' (330')	2420' (330')	2420' (330')
	<i>ALS out</i>	R800m R1500m	R800m R1500m	R800m R1500m	R800m R1500m
	VOR ①	2400' (345')	2400' (345')	2400' (345')	2400' (345')
	<i>ALS out</i>	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
	NDB ①	2400' (345')	2400' (345')	2400' (345')	2400' (345')
	<i>ALS out</i>	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m

① Continuous Descent Final Approach

TAKE-OFF RWY 08, 26

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

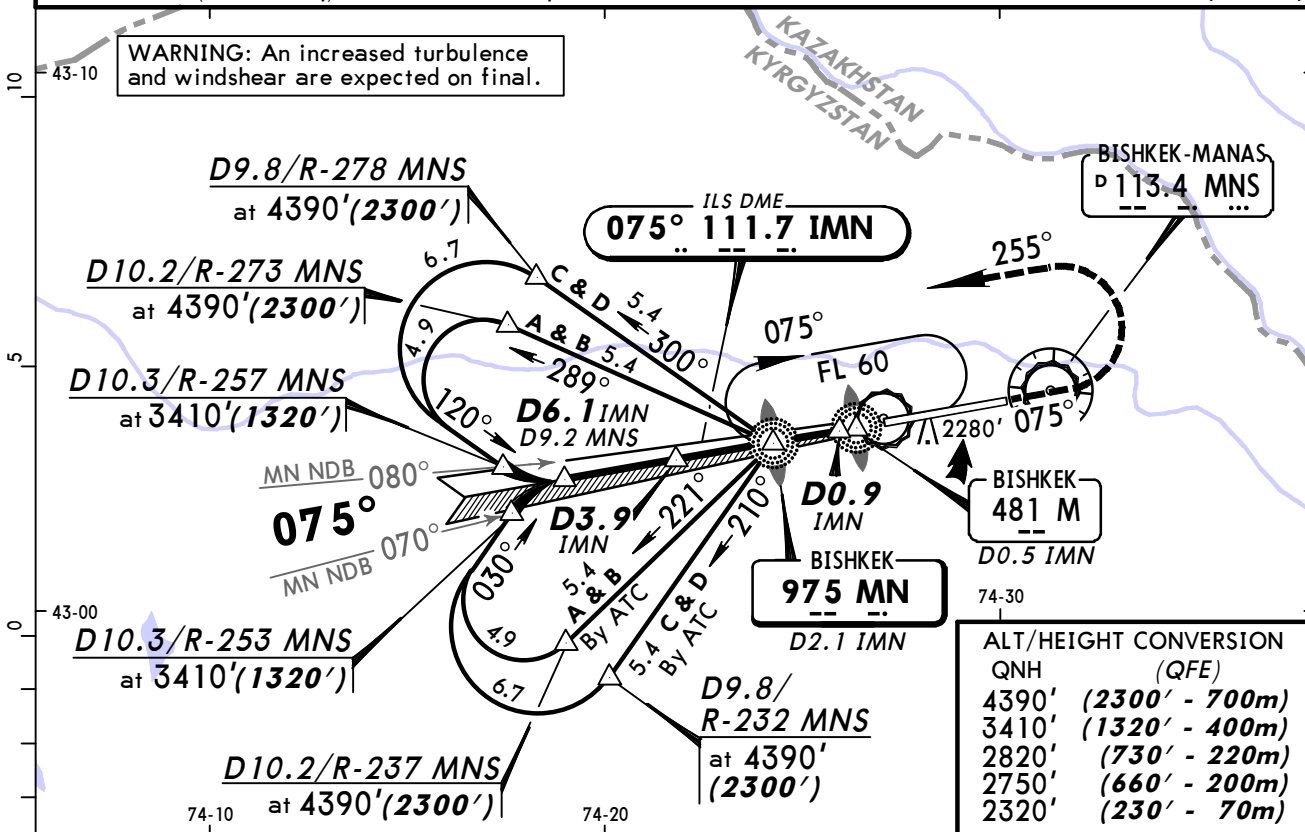
STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS DME	2190' (100')	2190' (100')	2190' (100')	2190' (100')
		RA 98' R350m	RA 98' R350m	RA 98' R350m	RA 98' R350m
	ILS DME	2290' (200')	2290' (200')	2290' (200')	2290' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	VOR DME	2420' (330')	2420' (330')	2420' (330')	2420' (330')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	2420' (330')	2420' (330')	2420' (330')	2420' (330')
		R900m	R1000m	R1000m	R1400m
26	CAT 2 ILS DME	2155' (100')	2155' (100')	2155' (100')	2155' (100')
		RA 98' R350m	RA 98' R350m	RA 98' R350m	RA 98' R350m
	ILS DME	2255' (200')	2255' (200')	2255' (200')	2255' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	VOR DME	2400' (345')	2400' (345')	2400' (345')	2400' (345')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	2400' (345')	2400' (345')	2400' (345')	2400' (345')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 08, 26

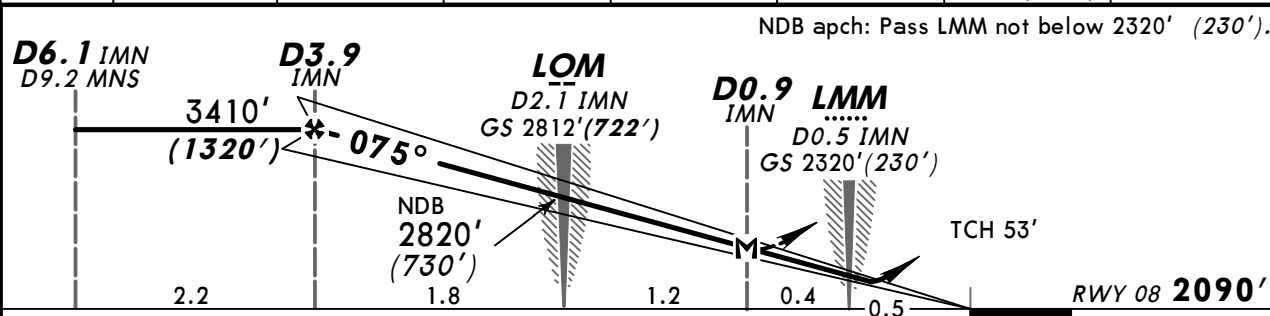
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m		500m
C							
D	150m	200m	250m	300m			

BRIEFING STRIP

US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK (TWR) 118.1	TWR Liaison 132.6	Ground 121.7	
LOC IMN 111.7	Final Aptch Crs 075°	GS LOM 2812' (722')	ILS DA(H) 2290' (200')	Apt Elev 2090' RWY 2090'	 MSA ARP	
NDB MN 975		Minimum Alt D3.9 IMN 3410' (1320')	NDB MDA(H) 2420' (330')			
MISSED APCH: Climb on 075° to 2750' (660'), then turn LEFT onto 255° climbing to 4390' (2300'), then as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 60		
				Trans alt: 4390' (2300')		



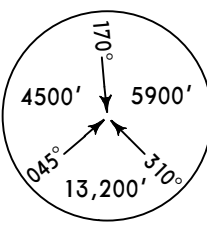
NDB	IMN DME	3.4	2.9	2.3	1.8	1.2	0.7
	ALTITUDE (HAT)	3230' (1140')	3060' (970')	2890' (800')	2710' (620')	2540' (450')	2370' (280')

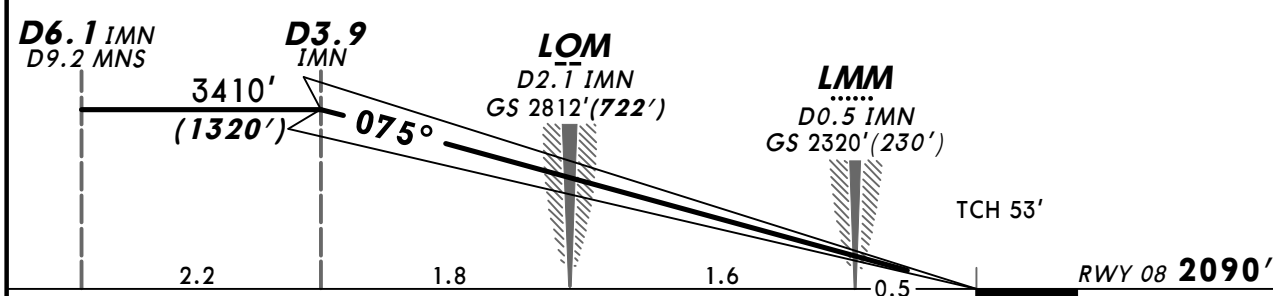
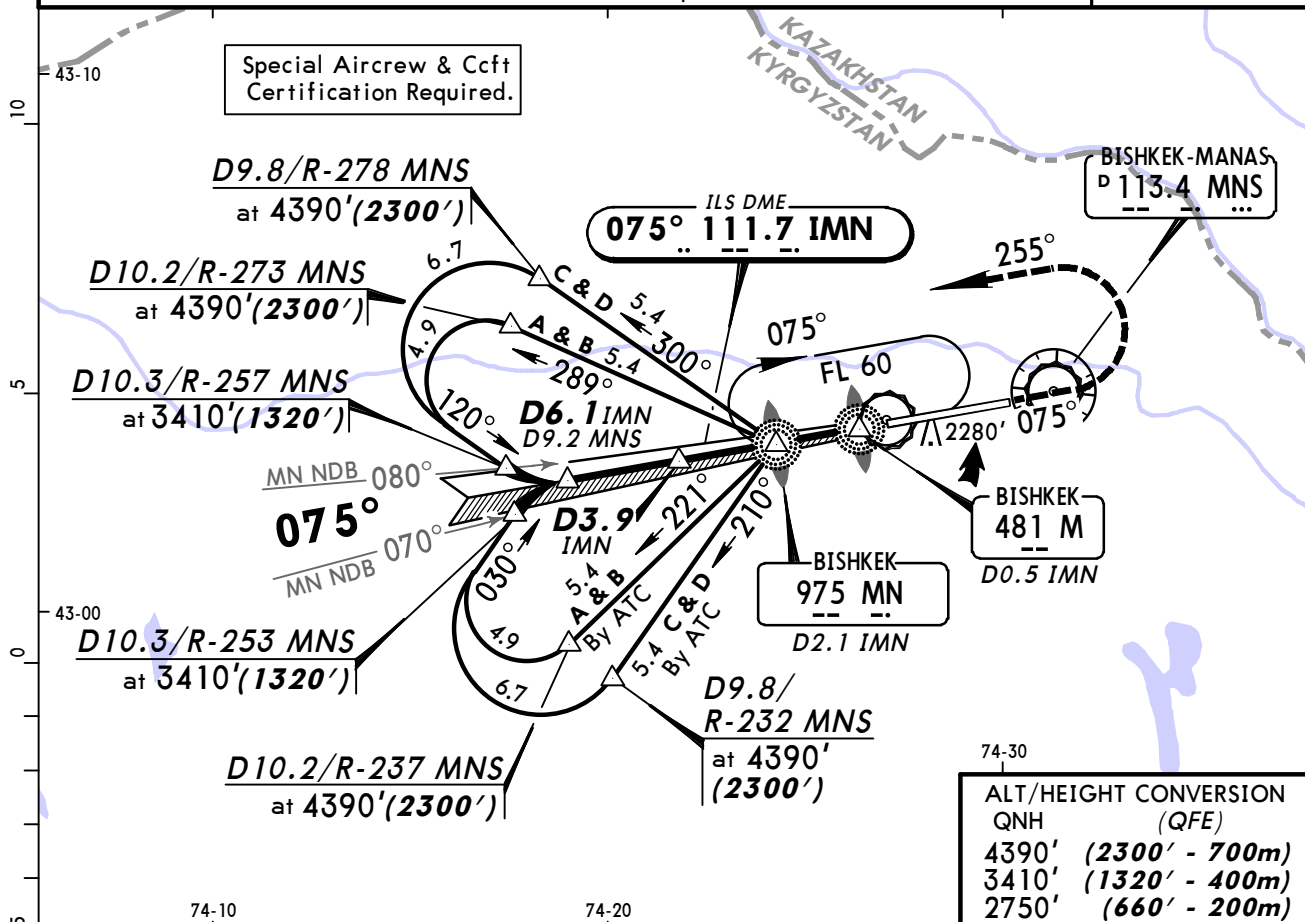


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2750' (660')	4390' (2300')
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861	PAPI	on 075°	onto 255°
MAP at D0.9 IMN								LT	

STRAIGHT-IN LANDING RWY 08								
ILS DA(H) 2290'(200')				LOC (GS out)	NDB MDA(H) 2420'(330')			
FULL		TDZ or CL out	ALS out			ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m		
B								
C								
D					RVR 1500m VIS 1600m			

BRIEFING STRIP

US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK (TWR) 118.1	TWR Liaison 132.6	Ground 121.7
LOC IMN 111.7	Final Apch Crs 075°	GS LOM 2812' (722')	CAT II ILS RA 98' DA(H) 2190' (100')	Apt Elev 2090' RWY 2090'	
MISSED APCH: Climb on 075° to 2750' (660'), then turn LEFT onto 255° climbing to 4390' (2300'), then as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4390' (2300') WARNING: An increased turbulence and windshear are expected on final.					
					MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2750' (660')	4390' (2300')
GS	3.00°	377	484	538	646	753	861	PAP	on 075°
									onto 255°

STRAIGHT-IN LANDING RWY 08

CAT II ILS

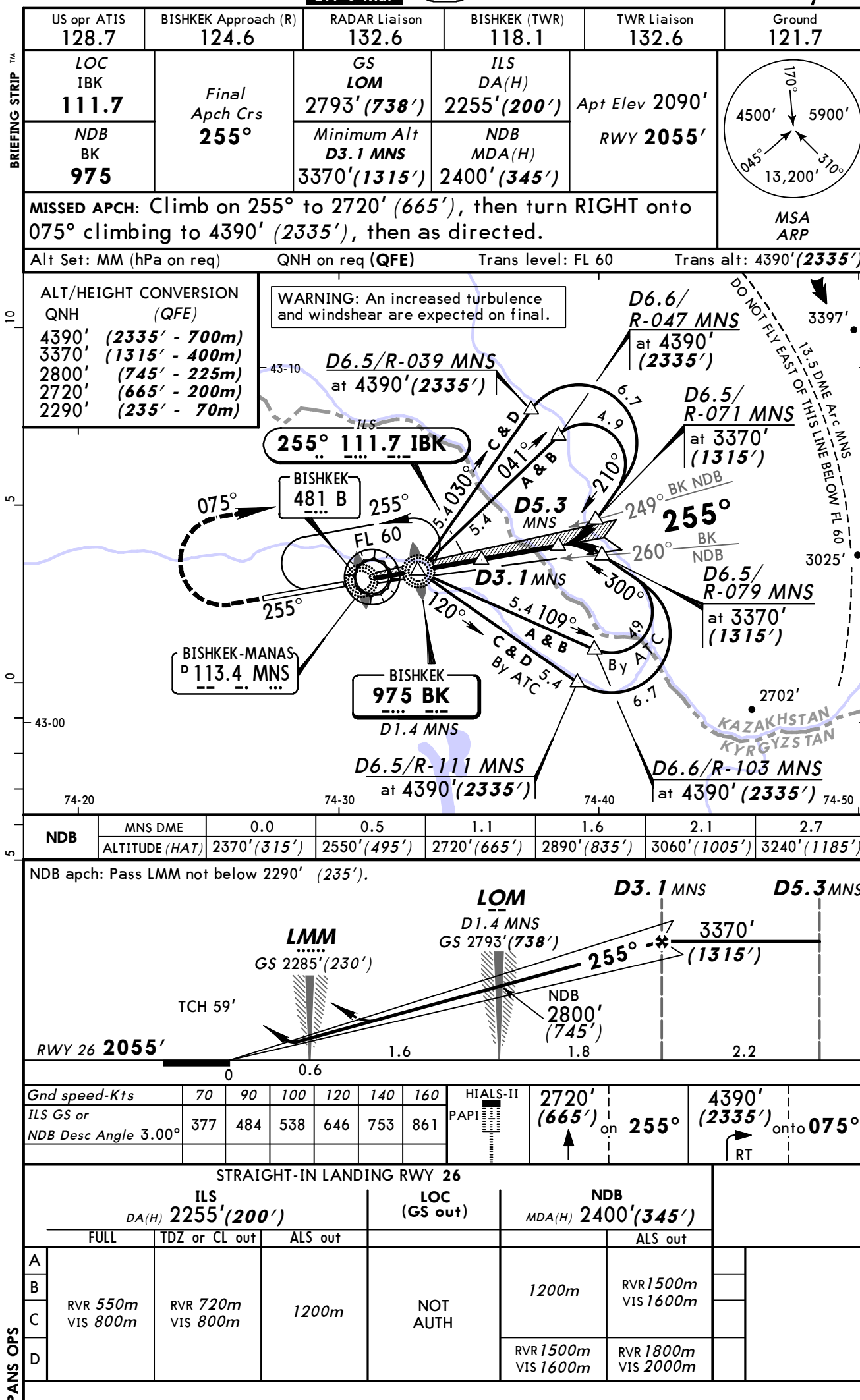
ABCD

RA 98'

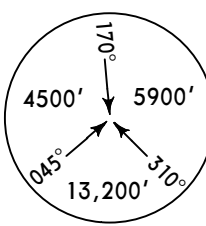
DA(H) 2190' (100')

RVR 350m

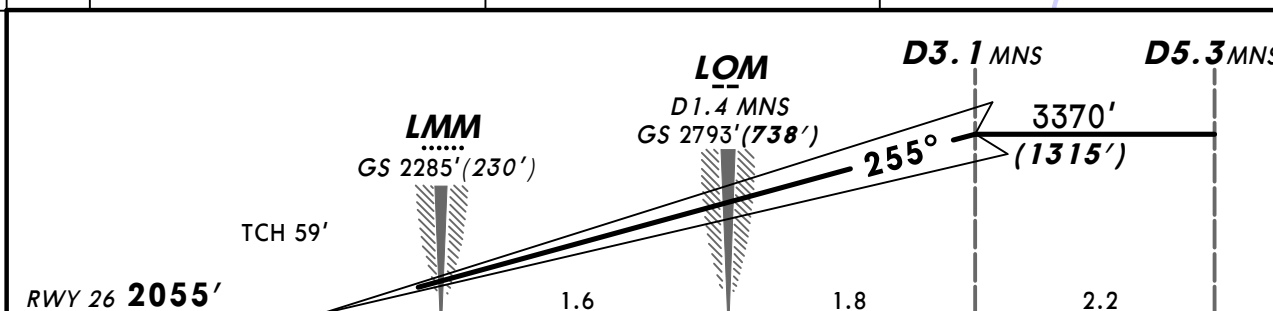
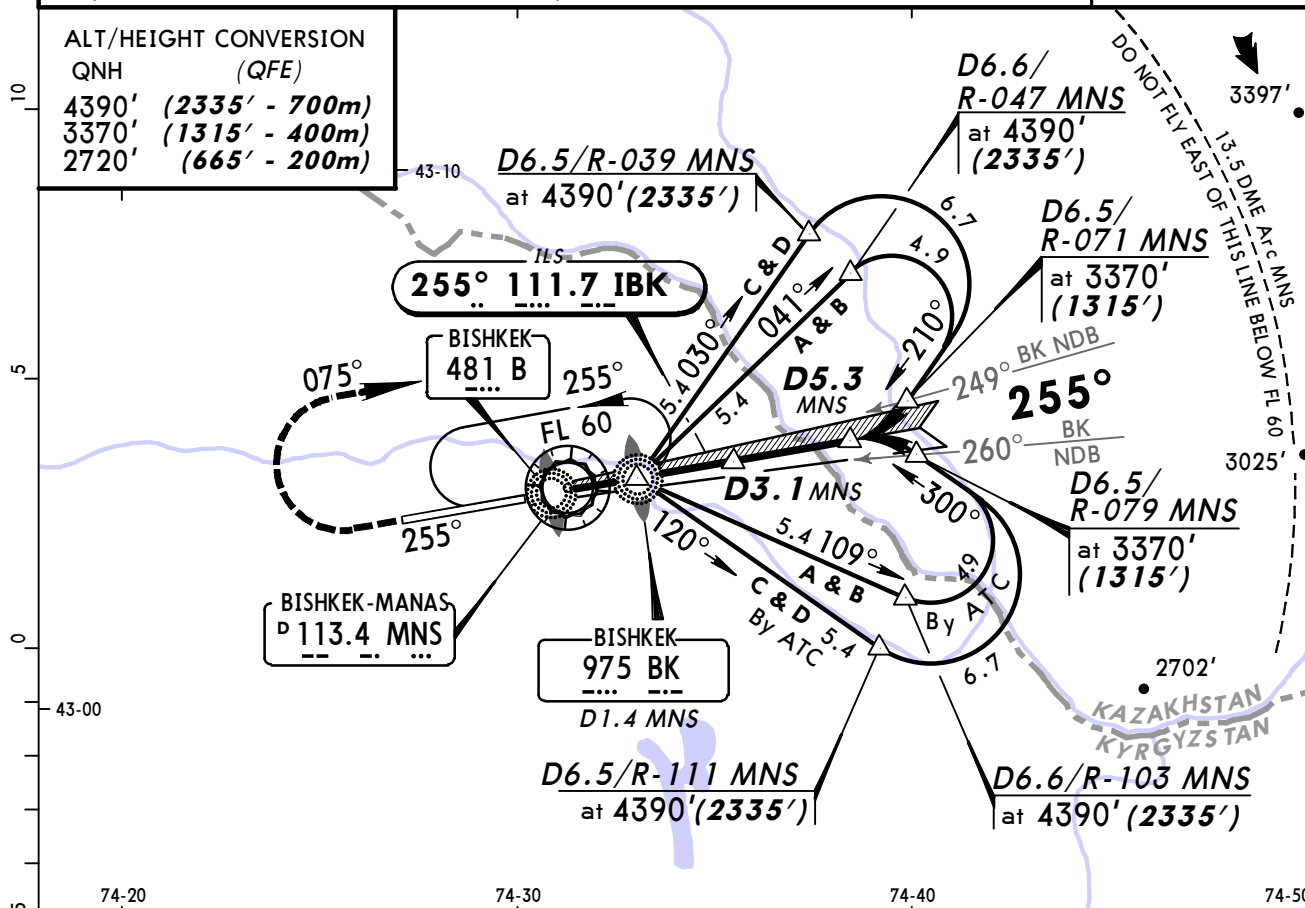
PANS OPS



BRIEFING STRIP

US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK (TWR) 118.1	TWR Liaison 132.6	Ground 121.7
LOC IBK 111.7	Final Apch Crs 255°	GS LOM 2793' (738')	CAT II ILS RA 98' DA(H) 2155' (100')	Apt Elev 2090' RWY 2055'	 MSA ARP
MISSED APCH: Climb on 255° to 2720' (665'), then turn RIGHT onto 075° climbing to 4390' (2335'), then as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4390' (2335') 1. WARNING: An increased turbulence and windshear are expected on final. 2. Special Aircrew & Acft Certification Required.					

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4390' (2335' - 700m)	
3370' (1315' - 400m)	
2720' (665' - 200m)	

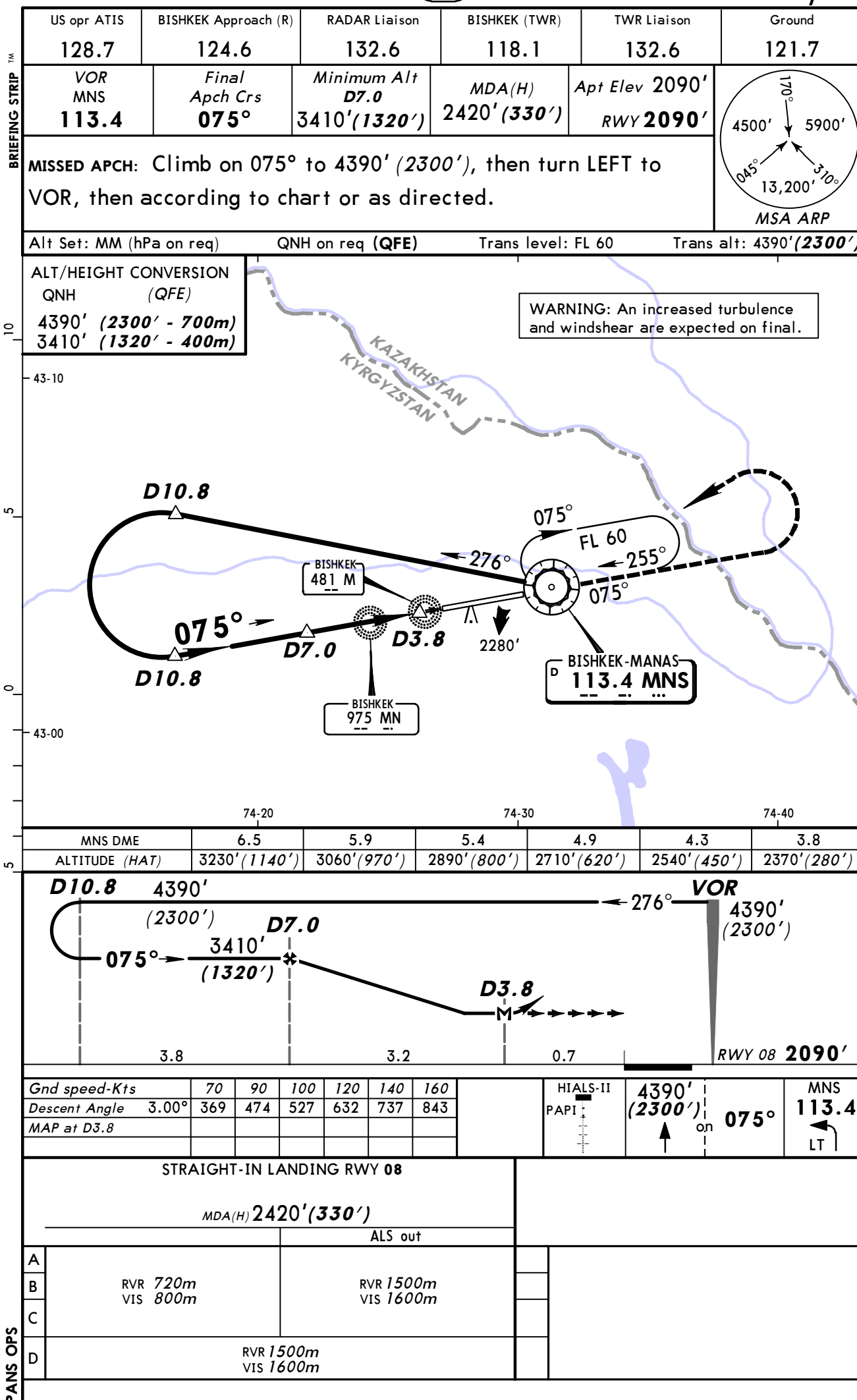


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2720' (665')	4390' (2335')	075°
GS	3.00°	377	484	538	646	753	861	PAPI	on 255°	onto RT

STRAIGHT-IN LANDING RWY 26
CAT II ILS
ABCD
RA 98'
DA(H) 2155' (100')

RVR 350m

PANS OPS



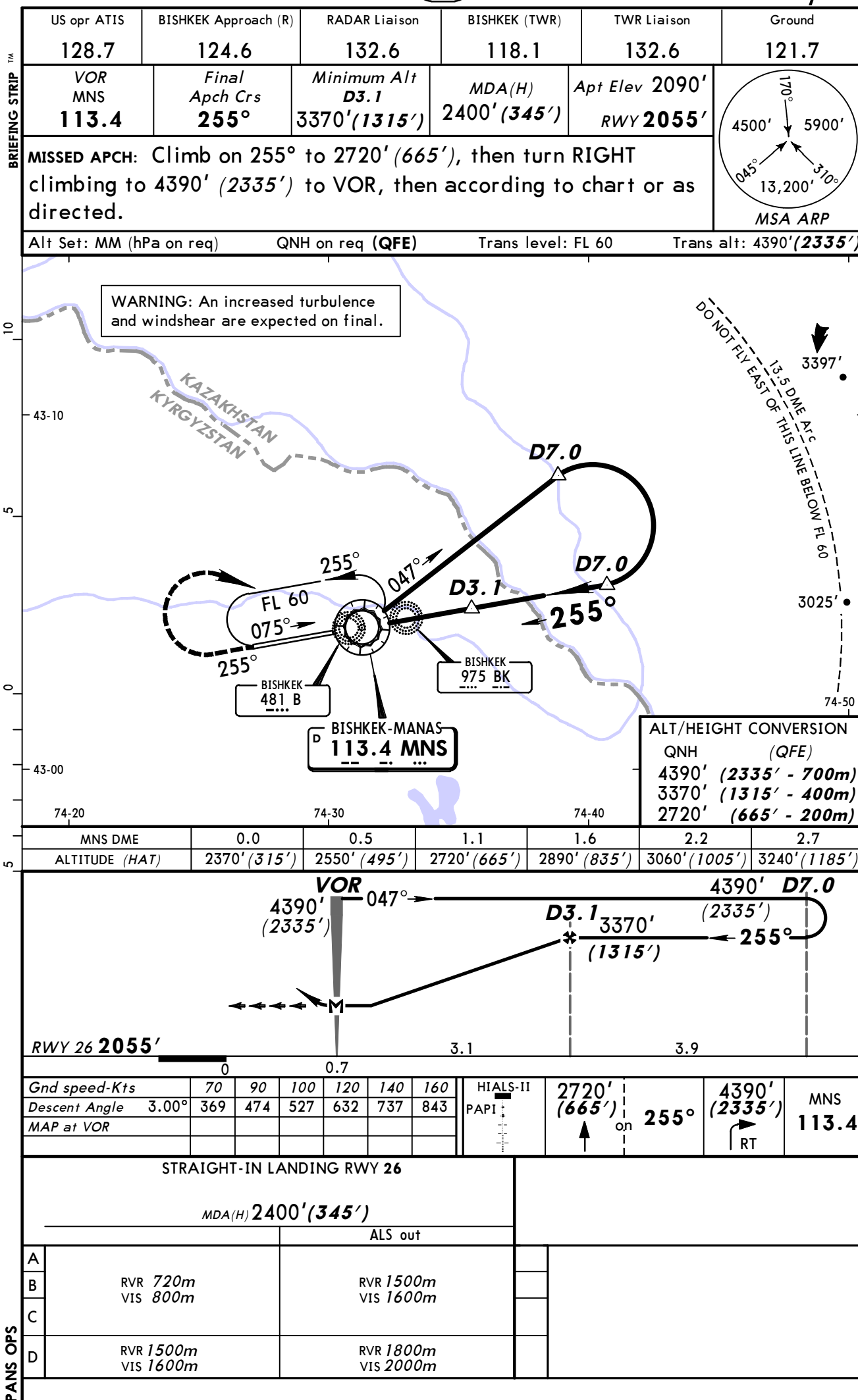


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BISHKEK, (MANAS - UAFM)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAFM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Diverse departure not authorized.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

OM and MM of ILS IMN/IBK available on request.