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Trip Kit Index

Airport Information For UAFO

Terminal Charts For UAFO

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Osh Kgz
IATA Code: OSS
Lat/Long: N40° 36.5' E072° 47.6'
Elevation: 2928 ft

Airport Use: Public
Magnetic Variation: 4.5°E

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

Sunrise: 0232 Z
Sunset: 1151 Z,

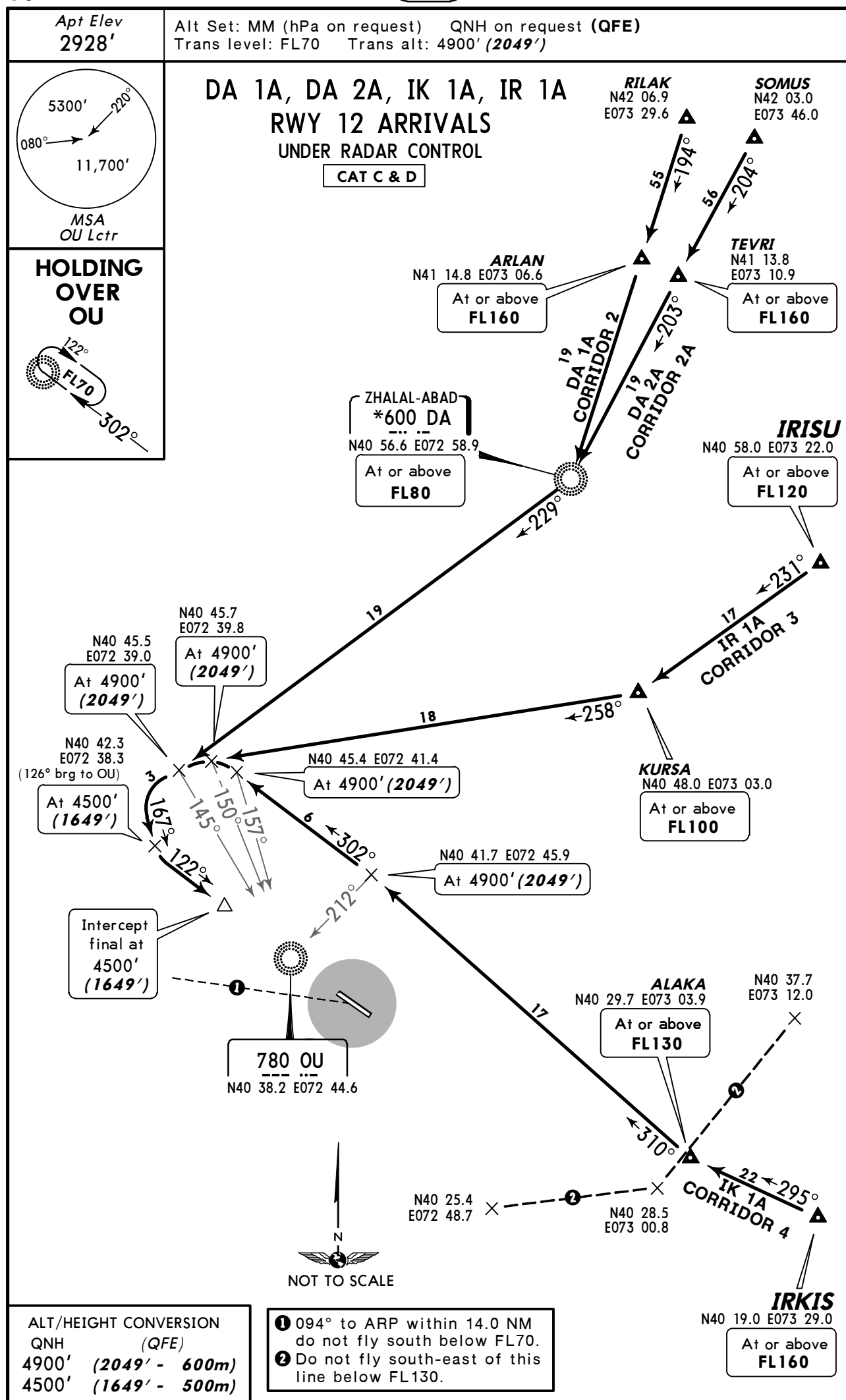
Runway Information

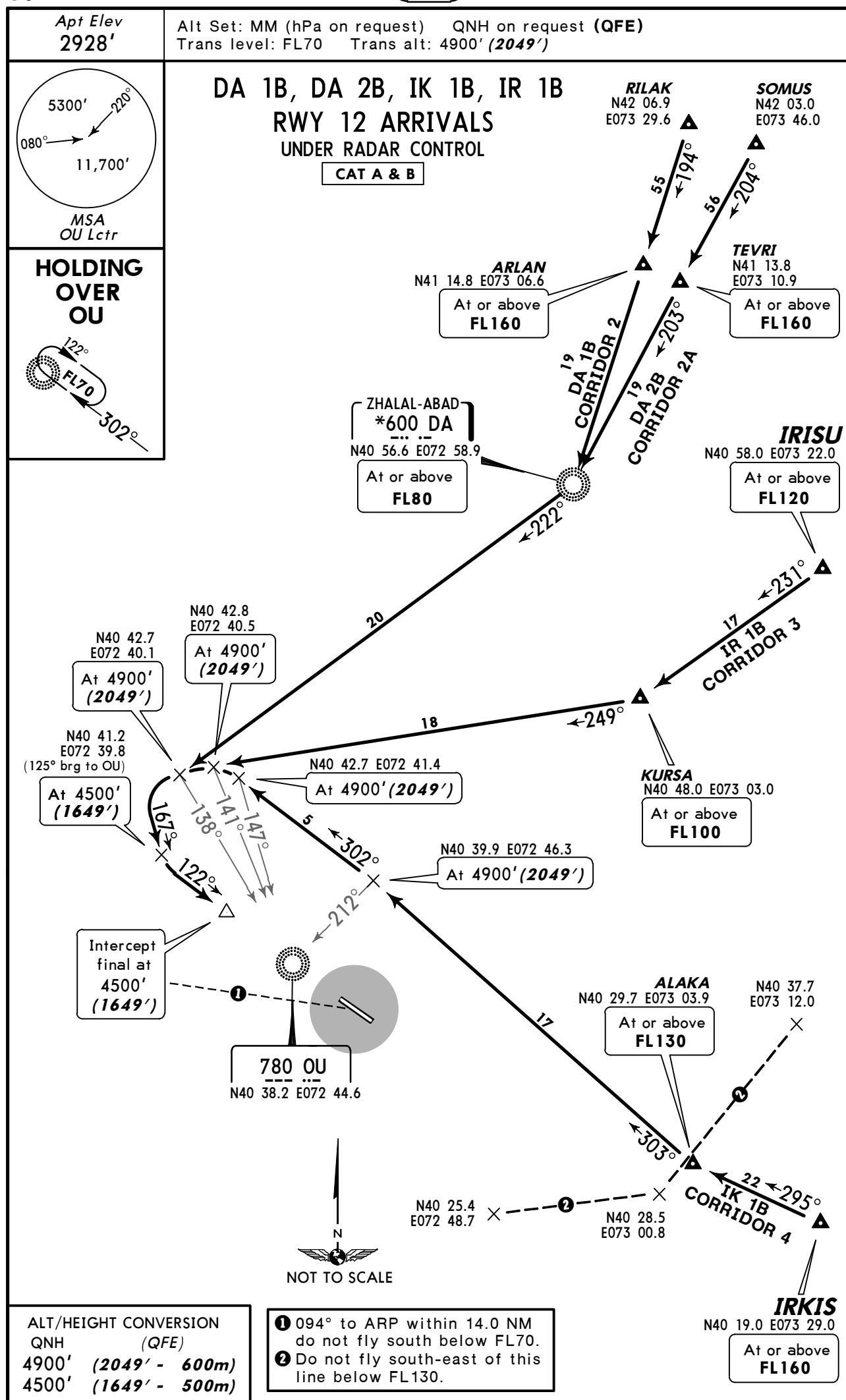
Runway: 12
Length x Width: 9232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2851 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 30
Length x Width: 9232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2928 ft
Lighting: Edge

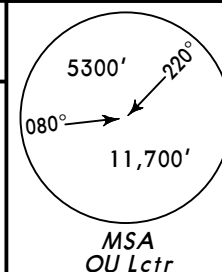
Communication Information

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





Apt Elev 2928'
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 4900' (2049')



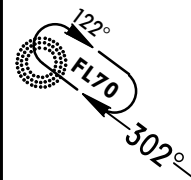
AN 1A, KZ 1A, NS 1A, NS 1W
RWY 12 ARRIVALS
UNDER RADAR CONTROL
CAT C & D

NARYN-GES
*691 NS
N41 10.0 E072 10.0
At or above
FL130

① By ATC.

BAZAK
N40 59.1 E072 42.9
At or above
FL80

HOLDING
OVER
OU



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

N40 45.4
E072 41.4
At 4900'
(2049')

N40 44.5
E072 42.2
At 4900'
(2049')

N40 40.6
E072 46.9
At 4900'
(2049')

ANDIZHAN
*422 AN
N40 41.6 E072 14.9
At or above
FL90

N40 42.3 E072 38.3
(126° brg to OU)
At 4500'
(1649')

N40 41.1 E072 36.4
At 4500' (1649')

Intercept
final at
4500'
(1649')

OGODA
N40 39.3 E072 34.8
At or above
FL70

NUKAT
N40 30.7 E072 32.1
At or above
FL90

780 OU
N40 38.2 E072 44.6
At FL70

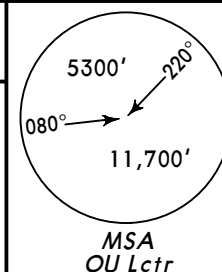
KYZYL-KIYA
[KKIYA]
N40 15.0 E072 06.0
At or above
FL120



② 094° to ARP within 14.0 NM
do not fly south below FL70.

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

Apt Elev 2928'
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 4900' (2049')



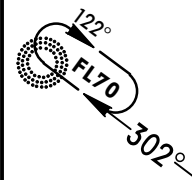
AN 1B, KZ 1B, NS 1B, NS 1W ①
RWY 12 ARRIVALS
UNDER RADAR CONTROL
CAT A & B

NARYN-GES
* 691 NS
N41 10.0 E072 10.0
At or above
FL130

① By ATC.

BAZAK
N40 59.1 E072 42.9
At or above
FL80

HOLDING
OVER
OU



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
FL90

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')

AN 1B
OGODA
N40 39.3 E072 34.8
At or above
FL70

NUKAT
N40 30.7 E072 32.1
At or above
FL90

Intercept
final at
4500'
(1649')

780 OU
N40 38.2 E072 44.6
At FL70

KYZYL-KIYA
[KKIYA]
N40 15.0 E072 06.0
At or above
FL120



② 094° to ARP within 14.0 NM
do not fly south below FL70.

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
3450'	(599' - 180m)
4900'	(2049' - 600m)

RWY 12 DEPARTURES

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3450' (599' - 1800')
 4900' (2049' - 6000')

ARLAN
 N41 14.8 E073 06.6
 At or above **FL170**

RILAK
 N42 06.9 E073 29.6

SOMUS
 N42 03.0 E073 46.0

TEVRI
 N41 13.8 E073 10.9
 At or above **FL160**

IRISU
 N40 58.0 E073 22.0
 At or above **FL130**

KURSA
 N40 48.0 E073 03.0
 At or above **FL110**

ALAKA
 N40 29.7 E073 03.9
 At or above **FL130**

IRKIS
 N40 19.0 E073 29.0
 At or above **FL160**

ZHALAL-ABAD
 *600 DA
 N40 56.6 E072 58.9
 At or above **FL150**

780 OU
 N40 38.2 E072 44.6

IK 1C
 At 3450' (599')

DA 1C, DA 2C, IR 1C

NOT TO SCALE

Do not fly southeast of this line below FL130.

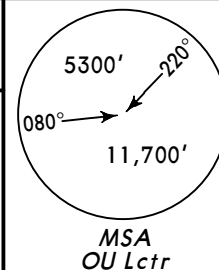
Gnd speed-KT	75	100	150	200	250	300
413' per NM	516	689	1033	1377	1722	2066

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 FL70, further climb as directed by ATC, then to ARLAN.
DA 2C	Climb to 3450' (599'), turn LEFT, intercept 006° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.
IK 1C	Climb to 3450' (599'), threesixty LEFT turn on 113° track climbing to FL70, 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 FL70, further climb as directed by ATC, then to IRISU.

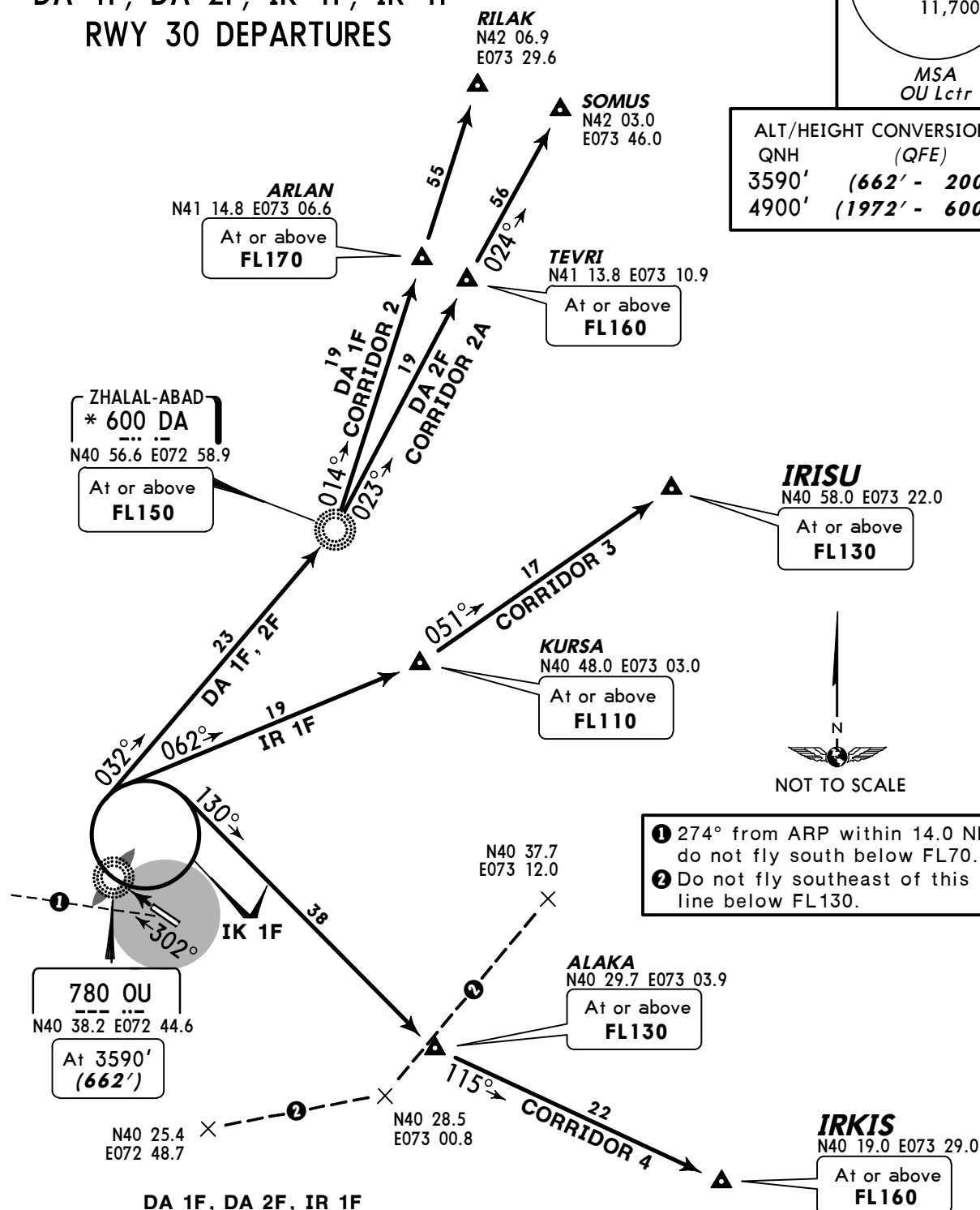
Apt Elev
2928'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4900' (1972')



DA 1F, DA 2F, IK 1F, IR 1F RWY 30 DEPARTURES

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



DA 1F, DA 2F, IR 1F

These SIDs require a minimum initial climb gradient of 474' per NM (7.8%).

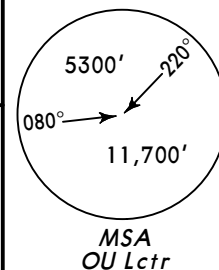
Gnd speed-KT	75	100	150	200	250	300
474' per NM	592	790	1185	1580	1975	2370

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 FL70, further climb as directed by ATC, then to ARLAN.
DA 2F	Climb to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.
IK 1F	Climb to OU, threesixty RIGHT turn on 130° track climbing to FL70, 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 FL70, further climb as directed by ATC, then to IRISU.

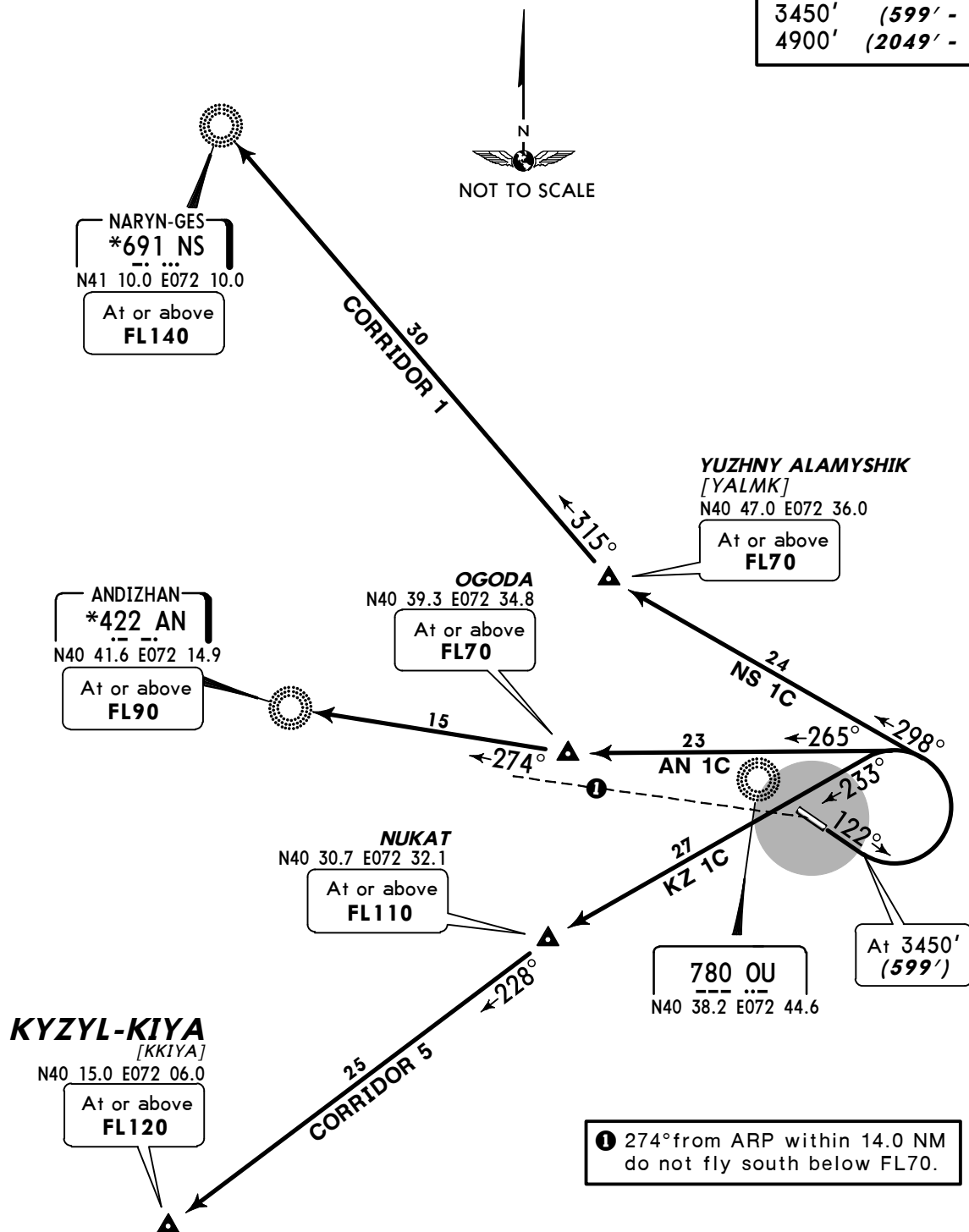
Apt Elev
2928'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4900' (2049')
Initial turn not later than 3.8 NM from ARP.



AN 1C, KZ 1C, NS 1C RWY 12 DEPARTURES

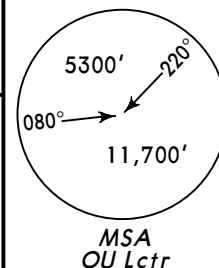
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3450'	(599' - 180m)
4900'	(2049' - 600m)



SID	ROUTING
AN 1C	Climb to 3450' (599'), turn LEFT, 265° track to OGODA climbing to FL70, further climb as directed by ATC, then to AN.
KZ 1C	Climb to 3450' (599'), turn LEFT, 233° track to NUKAT climbing to FL70, 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 FL70, further climb as directed by ATC, then to NS.

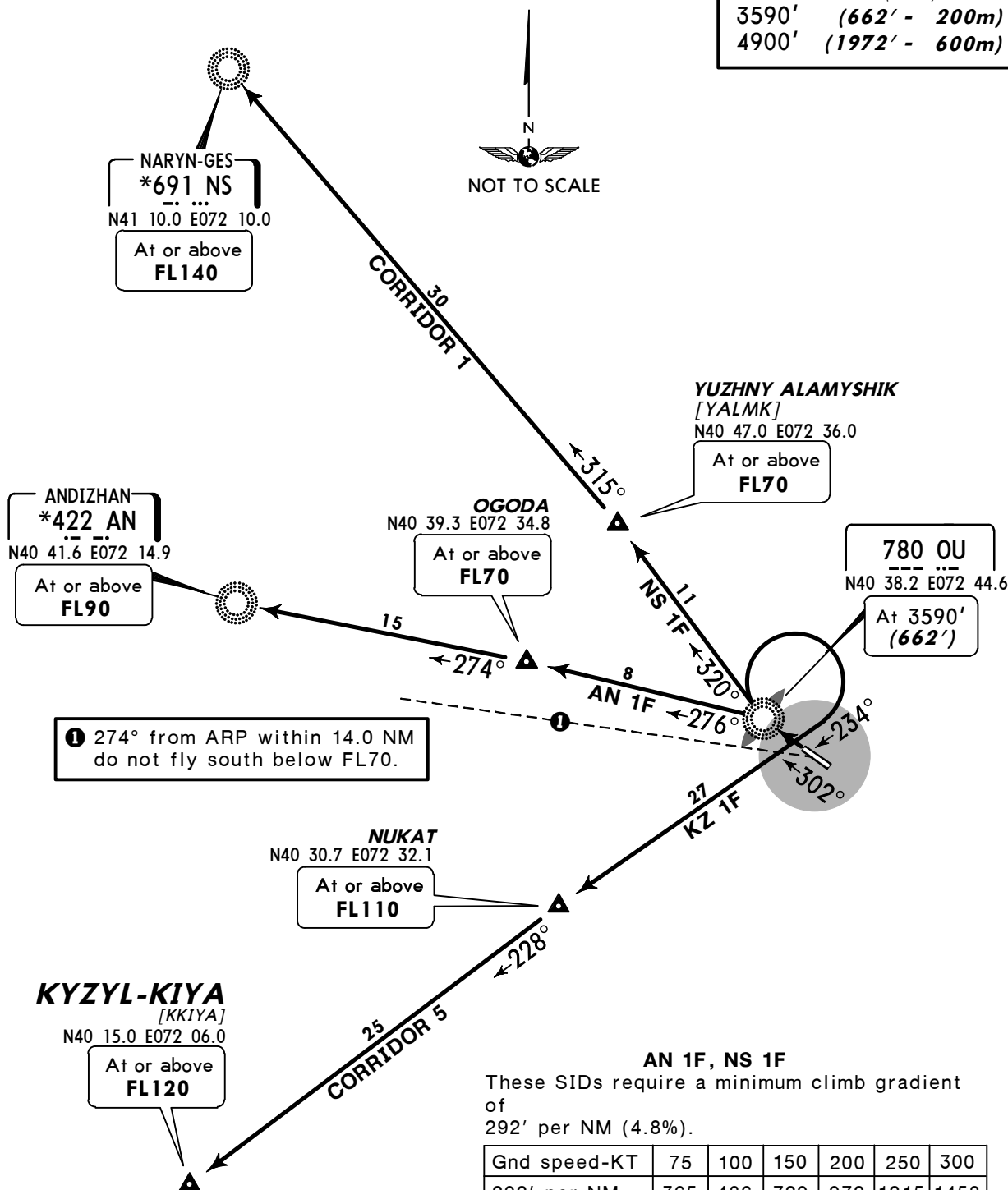
Apt Elev
2928'

QNH on request (QFE)
Trans level: FL70 Trans alt: 4900' (1972')

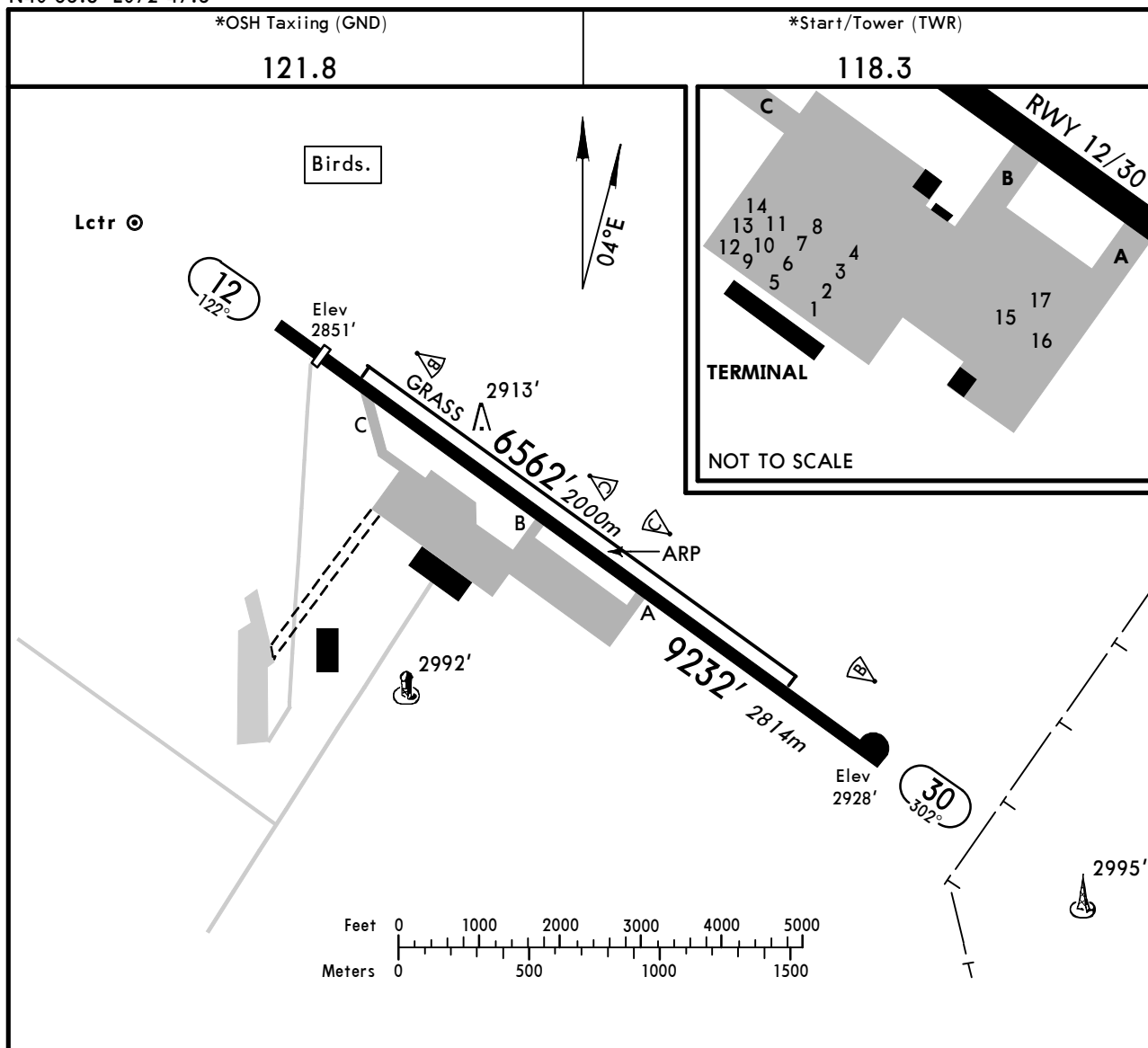


ALT/HEIGHT CONVERSION
QNH (QFE)
3590' (662' - 200m)
4900' (1972' - 600m)

AN 1F, KZ 1F, NS 1F RWY 30 DEPARTURES



SID	ROUTING
AN 1F	Climb to OU, turn LEFT, 276° track to OGODA climbing to FL70, further climb as directed by ATC, then to AN.
KZ 1F	Climb to OU, turn RIGHT, 234° track to NUKAT climbing to FL70, further climb as directed by ATC, then to KYZYL-KIYA.
NS 1F	Climb to OU, turn RIGHT, 320° track to YUZHNY ALAMYSHIK climbing to FL70, further climb as directed by ATC, then to NS.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond Glide Slope		
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		

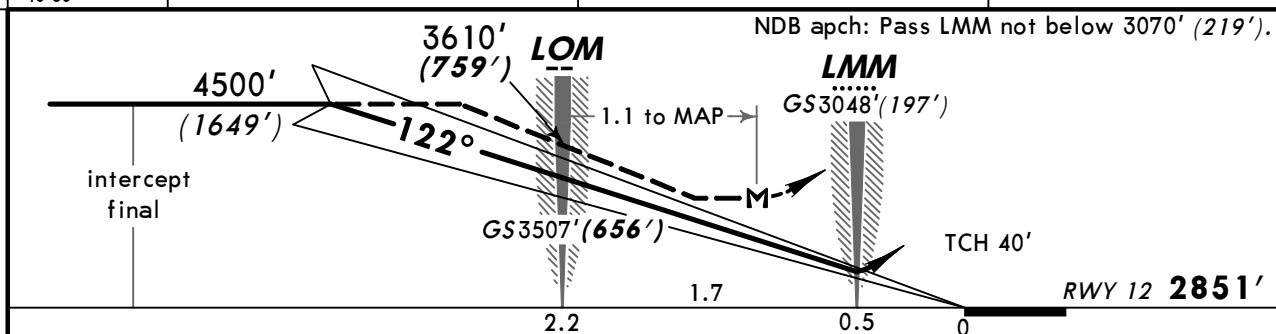
STRAIGHT-IN RWY		A	B	C	D
12	ILS	3051' (200')	3061' (210')	3071' (220')	3081' (230')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
		NDB ❶	3240' (389')	3240' (389')	3240' (389')
			R1100m	R1200m	R1200m
		<i>ALS out</i>	R1800m	R1800m	R1800m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 12, 30

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4900'	(2049' - 600m)
4500'	(1649' - 500m)
3610'	(759' - 230m)
3450'	(599' - 180m)
3070'	(219' - 65m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS PAPI-L 3450' (599') ↑ on 122° OU 780 ← LT 4900' (2049') ↑
<i>ILS GS 2.67°</i>	336	432	480	576	671	767	
<i>NDB Desc Angle 2.96°</i>	367	471	524	628	733	838	
<i>LOM to MAP 1.1</i>	0:57	0:44	0:40	0:33	0:28	0:25	

STRAIGHT-IN LANDING RWY 12					
ILS					
A: 3051'(200') C: 3071'(220')		NDB			
DA(H)	B: 3061'(210') D: 3081'(230')	MDA(H) 3240'(389')			
FULL		ALS out		ALS out	
A	RVR 550m VIS 800m	1200m	RVR 1800m VIS 2000m		
B					
C					
D					

OSH, (OSH - UAFO)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAFO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Take-off: RCLM (Day only) or RL CAT C,D value raised from 400m to 500m.