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Airport Information For UCFM

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Revision Letter For Cycle 08-2013

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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: 0021 Z
Sunset: 1343 Z,

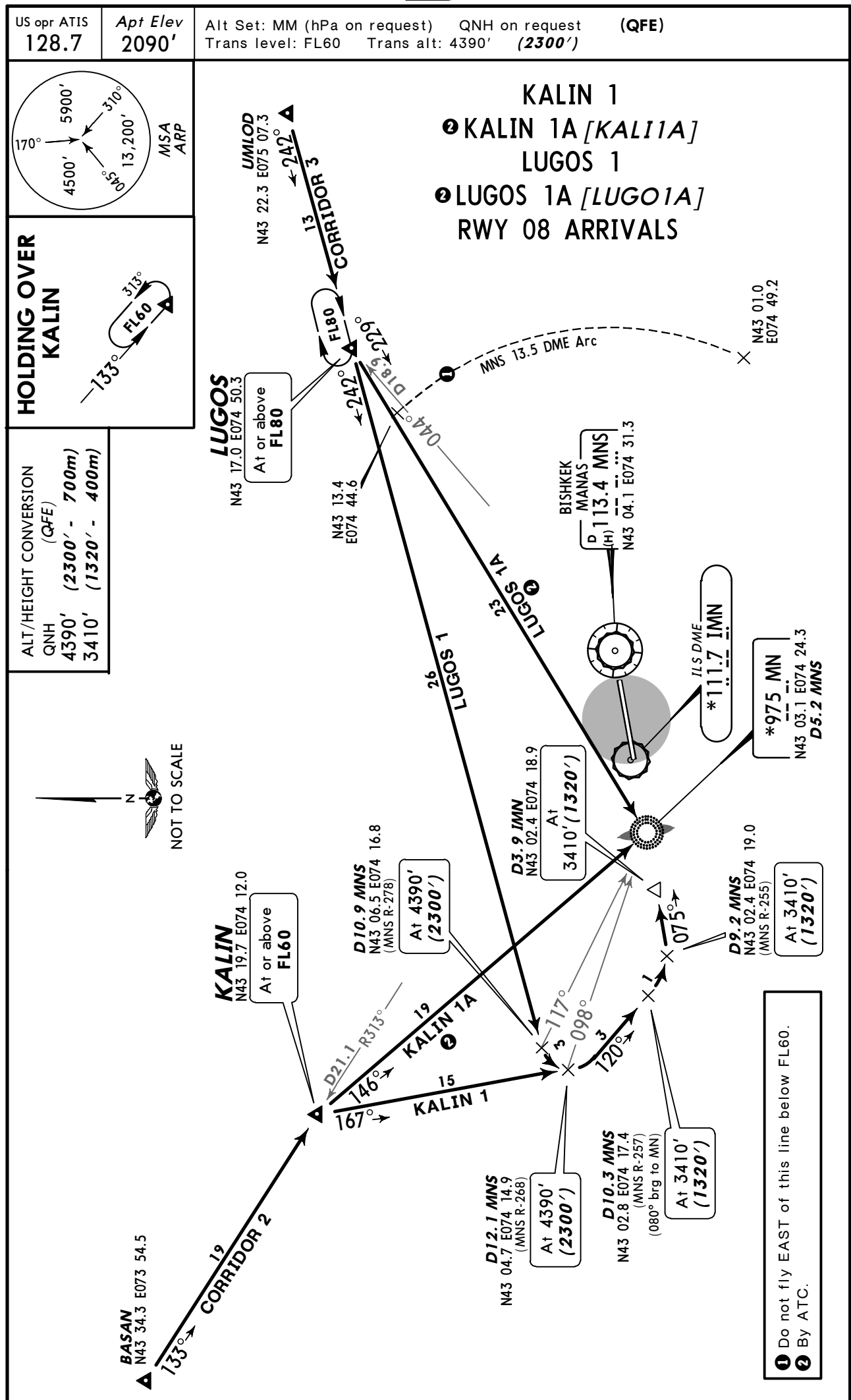
Runway Information

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

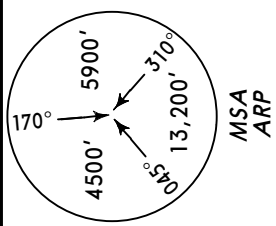


US opr ATIS
128.7

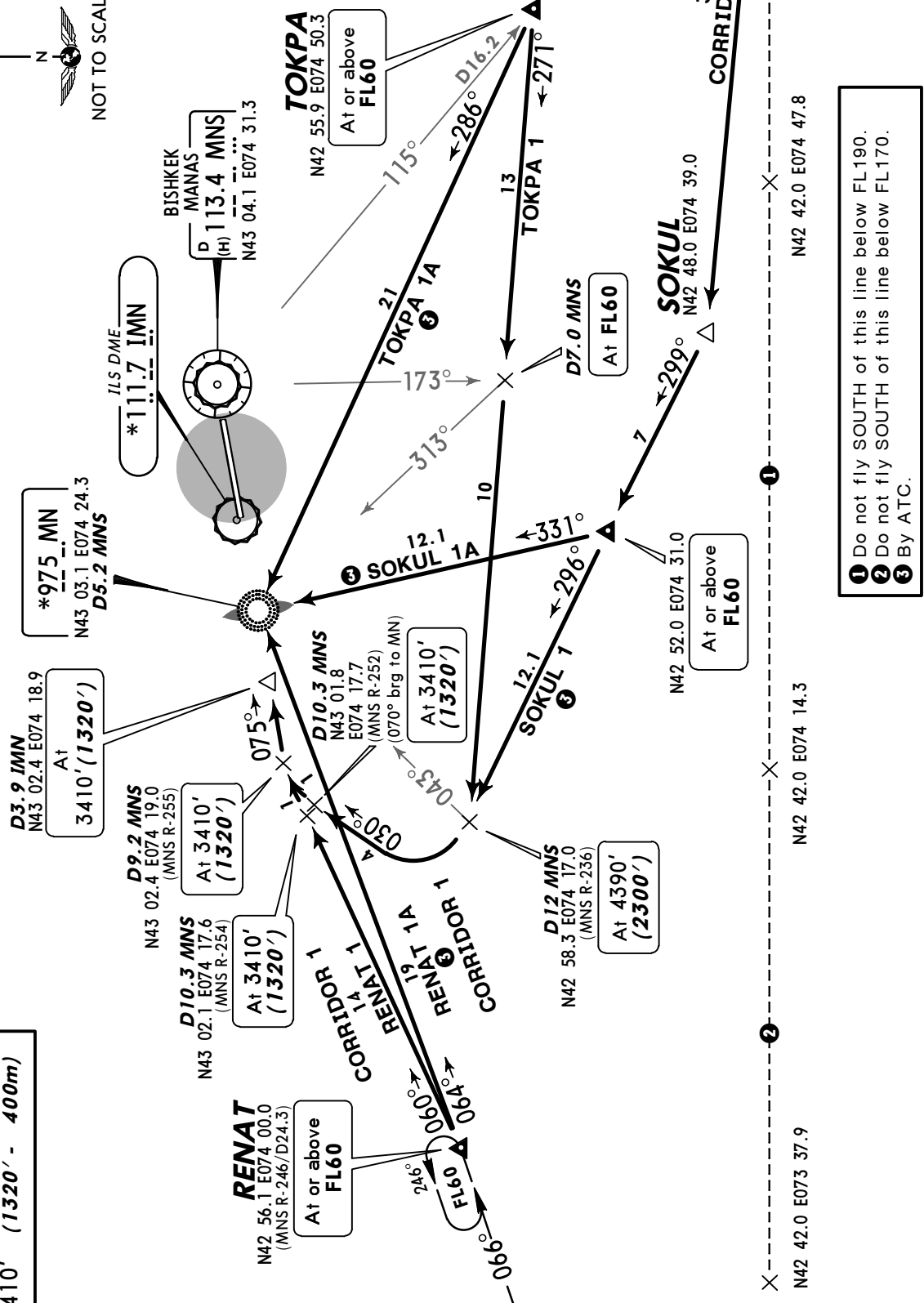
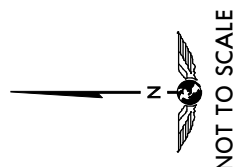
Apt Elev
2090'

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

(QFE)

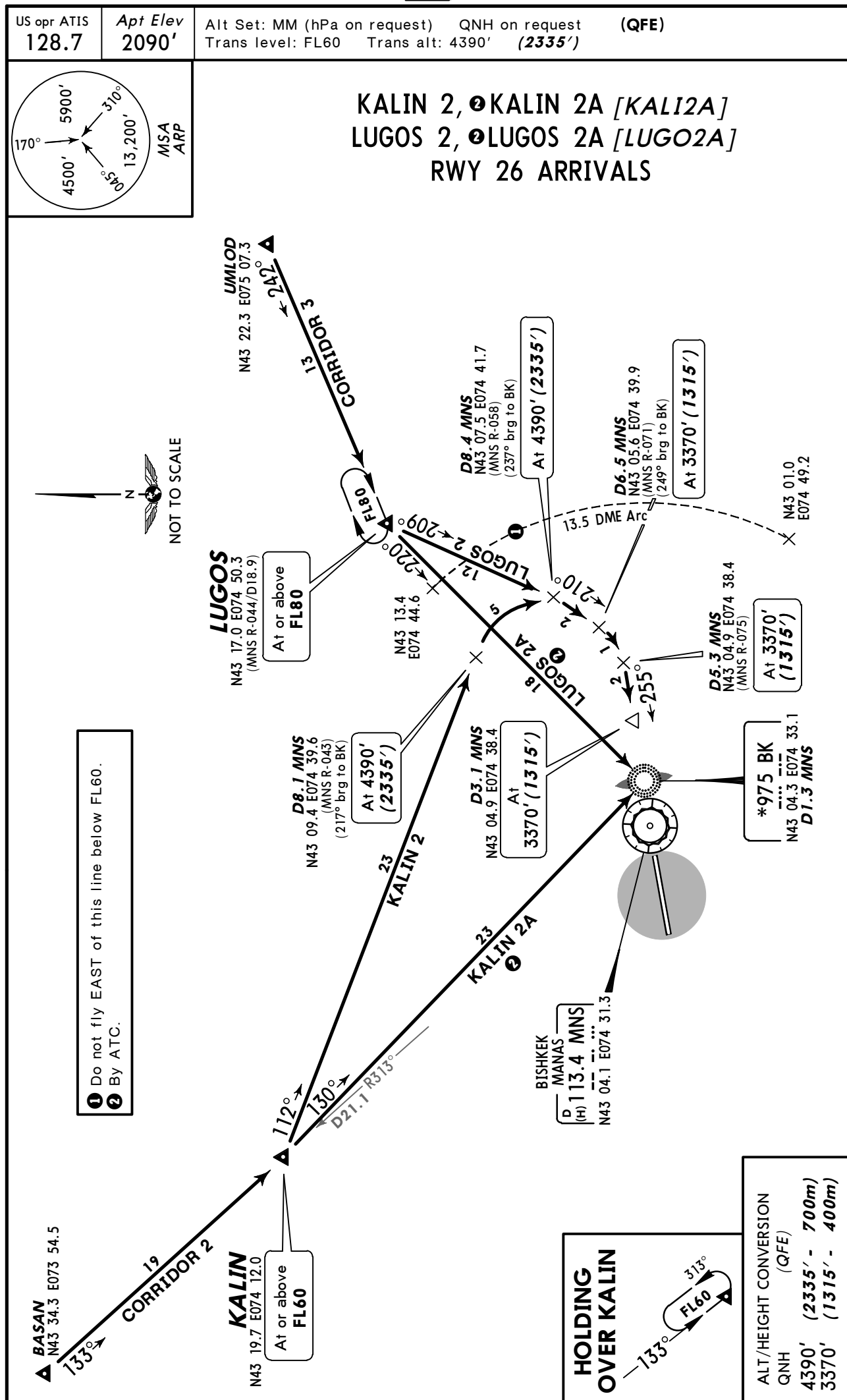


RENAT 1
③ RENAT 1A [RENA1A]
③ SOKUL 1
③ SOKUL 1A [SOKU1A]
TOKPA 1
③ TOKPA 1A [TOKP1A]
RWY 08 ARRIVALS

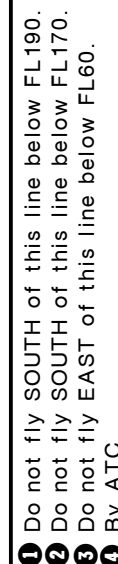
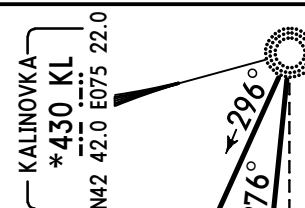


ALT/HEIGHT CONVERSION
(QFE)

4390' (2300' - 700m)
3410' (1320' - 400m)



(QFE)

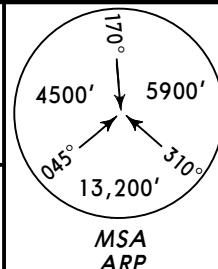


Apt Elev
2090'

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.

MSA
ARP

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

NOT TO SCALE

BASAN 1
26

CAT A

At 2420' (330')

CAT B, C & D

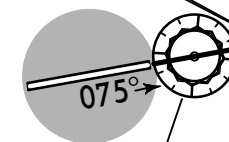
At 2750' (660')

RENAT

N42 56.1 E074 00.0
(MNS R-246/D24.3)At or above
FL60CHALDOVAR
*768 DW
N42 49.0 E073 33.0At or above
FL140CORRIDOR 1
21

FL60

246°

36
DW 132
DW 1ABISHKEK
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

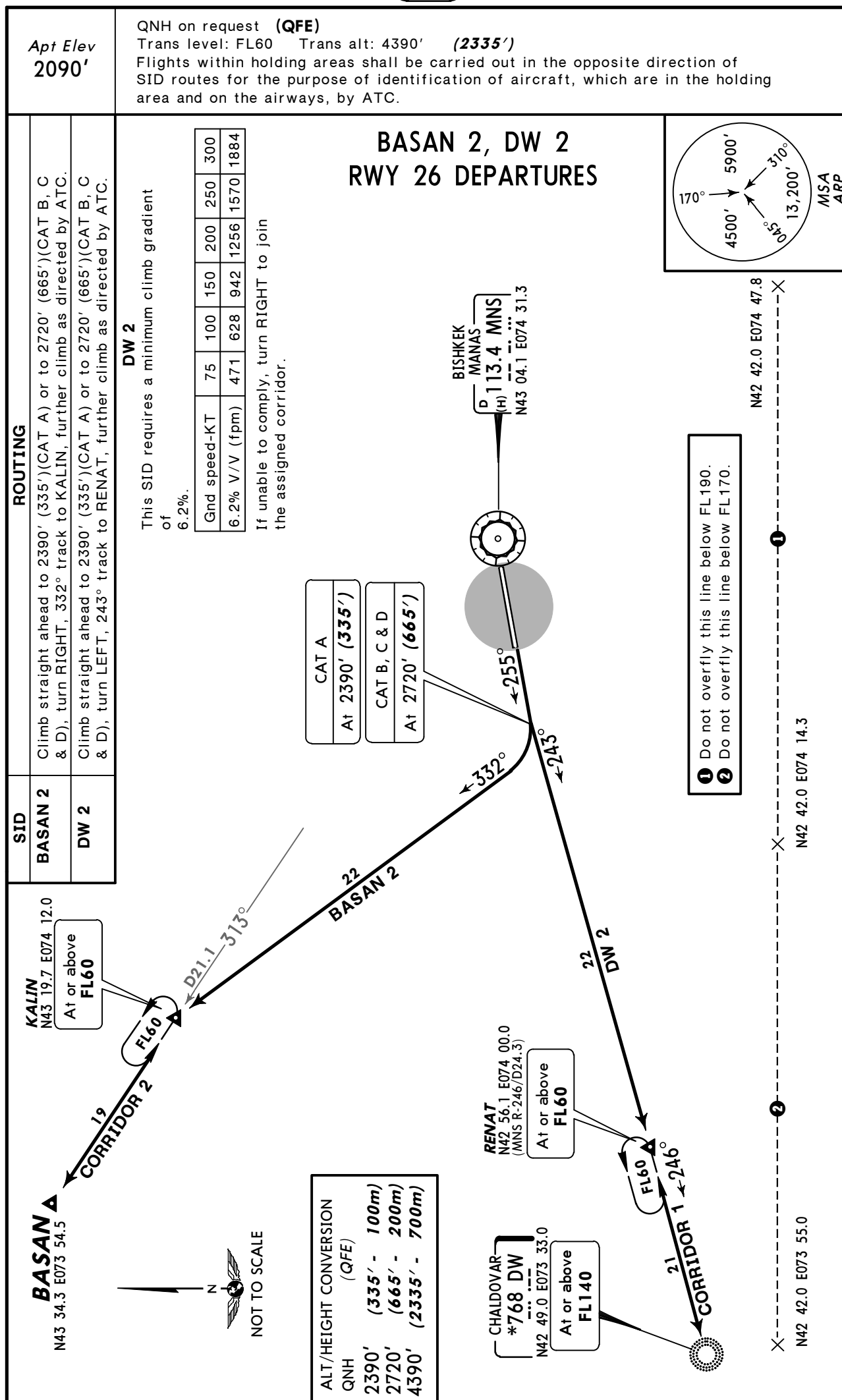
When climb gradients are less than those indicated in the table, turn RIGHT after take-off, to join the assigned corridor.

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 straight ahead 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 straight ahead 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 straight ahead to 2420' (330') (CAT A) or 2750' (660') (CAT B, C & D), turn RIGHT, 255° track to RENAT, further climb as directed by ATC.

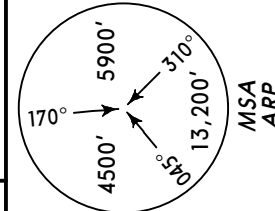


Apt Elev
2090'

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.



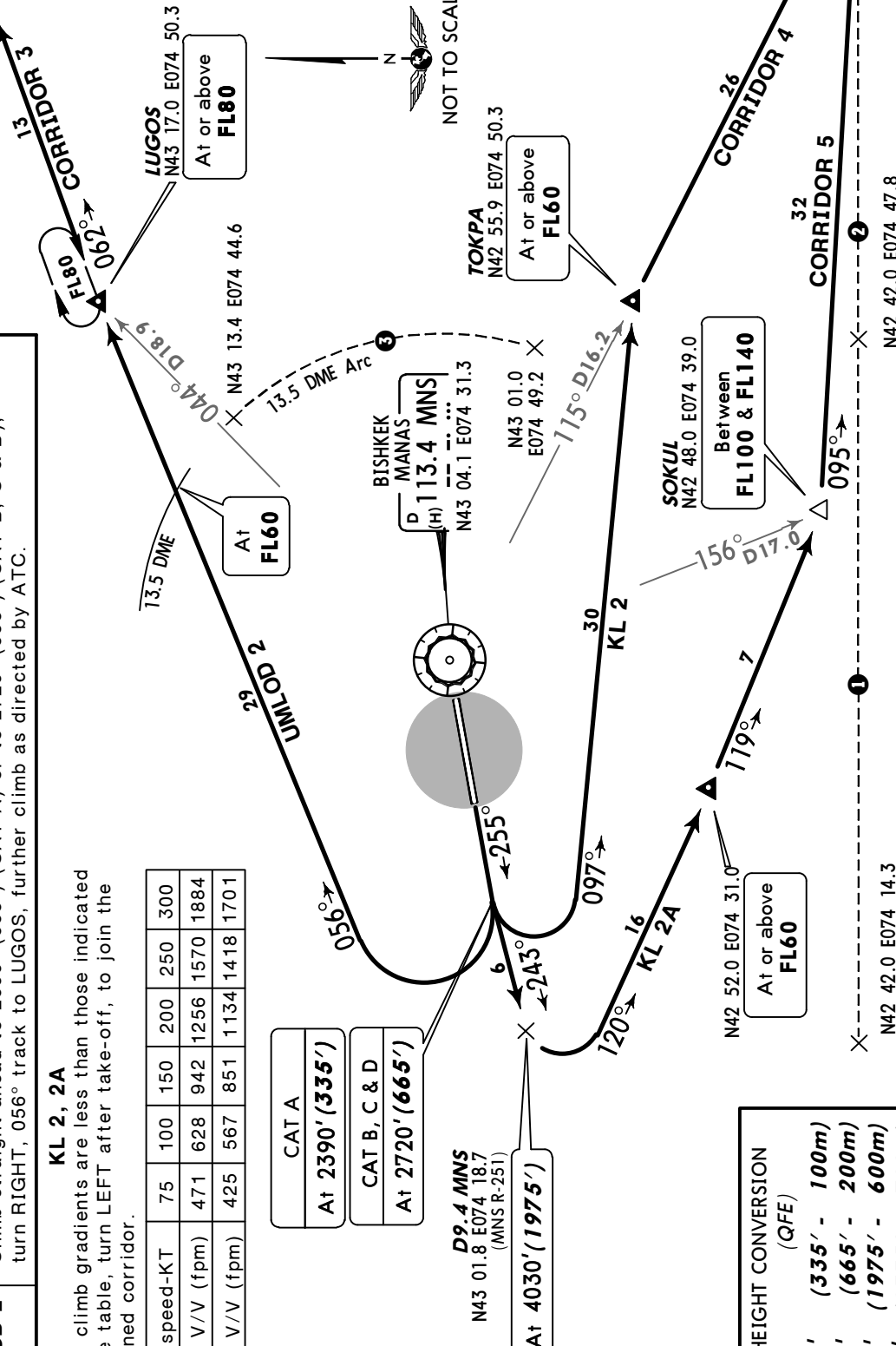
KL 2, UMLOD 2

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.

▲ UMLOD
N43 22.3
E075 07.3

ROUTING

- KL 2** Climb straight ahead 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** Climb straight ahead 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 straight ahead 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

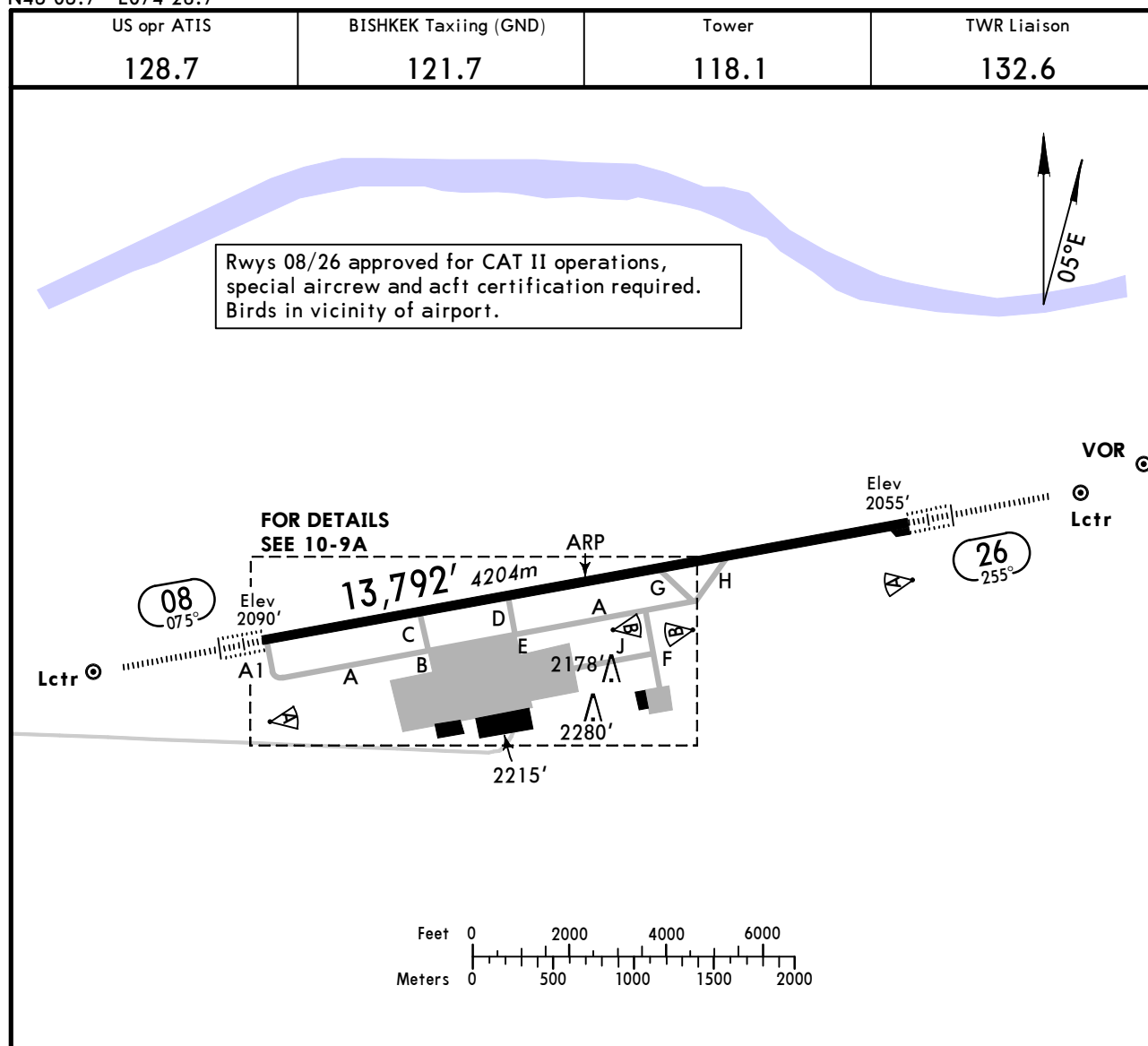
CAT A
A+ 2390' (335')
CAT B, C & D
A+ 2720' (665')

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

A+ 4030' (1975')

ALT/HEIGHT CONVERSION
QNH (QFE)

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



ADDITIONAL RUNWAY INFORMATION

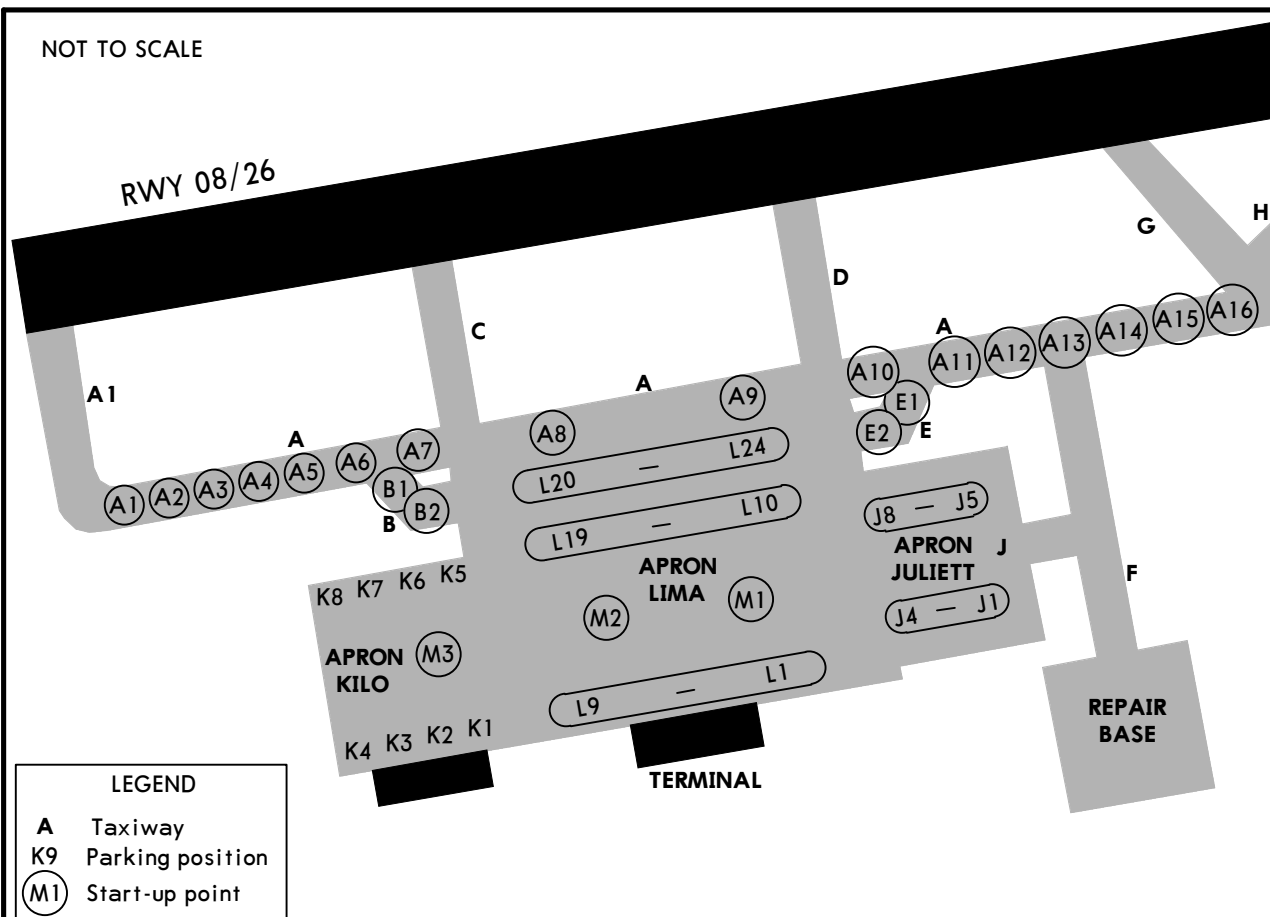
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
08	26	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		12,698' 3870m 12,577' 3834m	13,464' 4104m ①	180' 55m

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

TAKE-OFF

AIR CARRIER (JAA) All Rwys		
LVP must be in force		
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		400m
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.

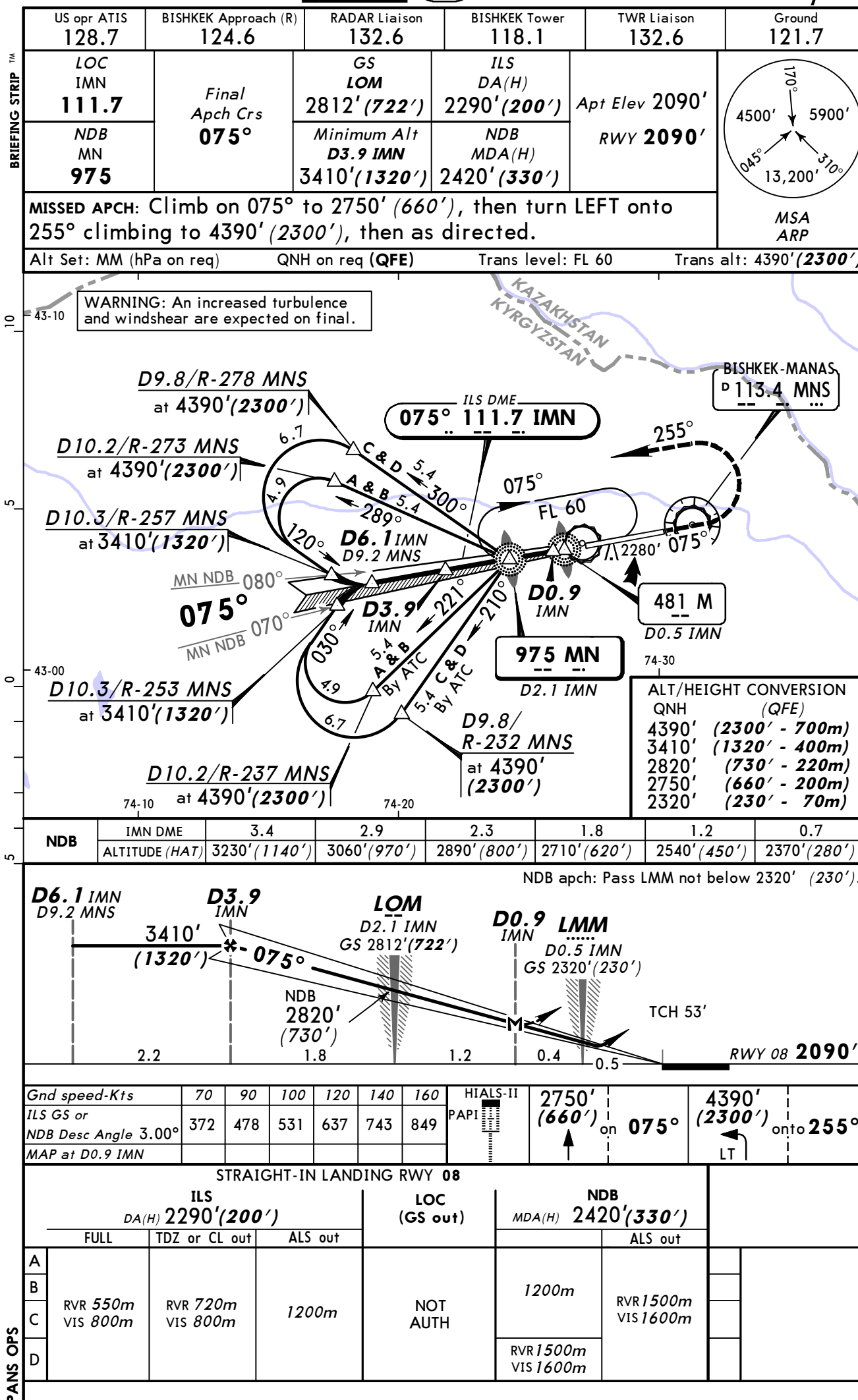
Marking of apron "Lima" is painted for taxiing of aircraft with a wingspan of 158'/48.1m or less.

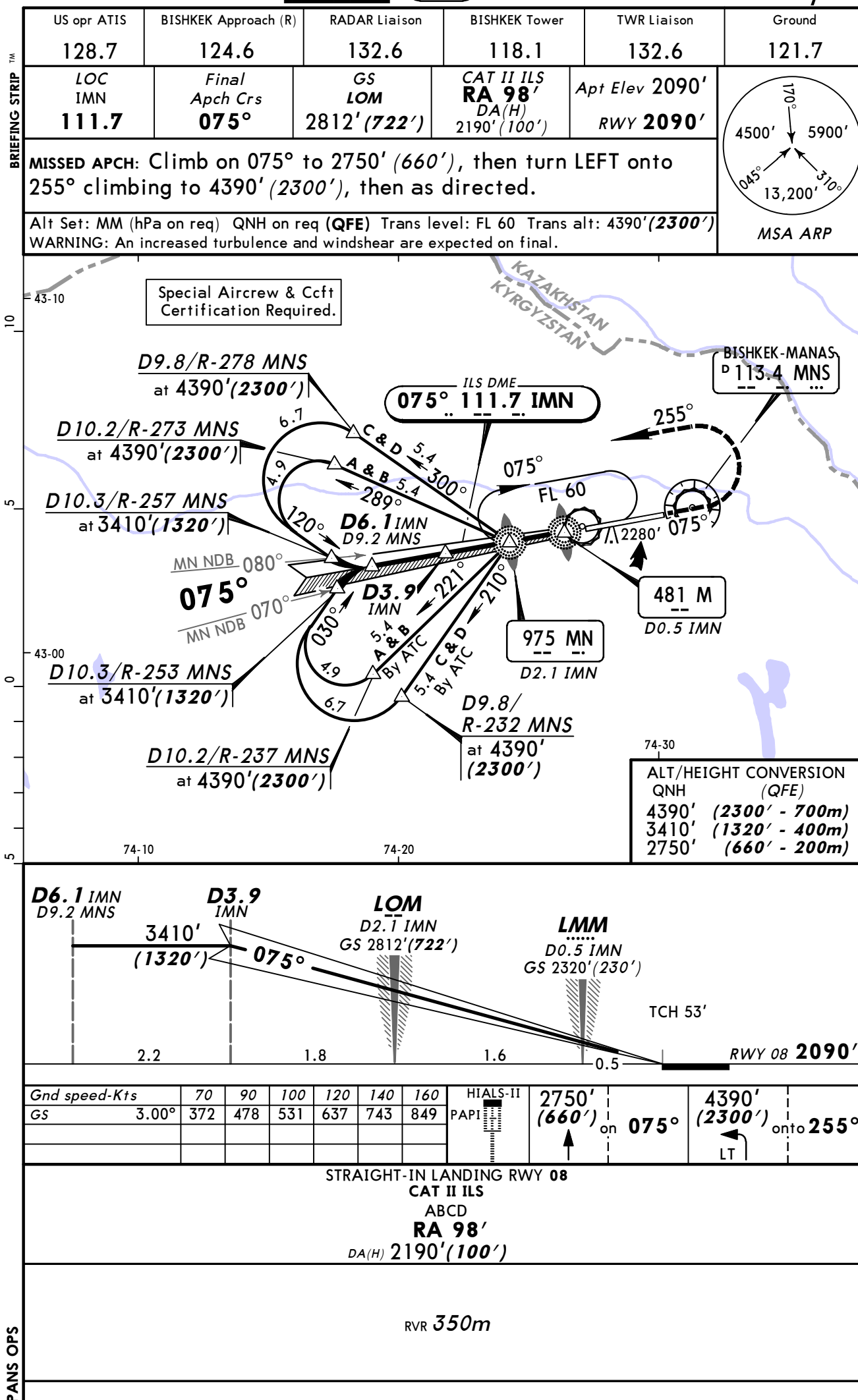
STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m	2190' (100') RA98' R350m
	ILS	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	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') R550m	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ①	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	CAT 2 ILS	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m	2155' (100') RA98' R350m
	ILS	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m	2255' (200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m	2400' (345') R900m
	ALS out	R1500m	R1500m	R1600m	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		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		





BISHKEK, KYRGYZSTAN
ILS or 2 NDB Rwy 26

MSA
ARP

ALT/HEIGHT CONVERSION

WARNING: An increased turbulence and windshear are expected on final.

4390' (2335' - 700m)
3370' (1315' - 400m)
2800' (745' - 225m)
2720' (665' - 200m)
2290' (235' - 70m)

D6.5/R-039 MNS

D6.6/
R-047 MNS
at 4390'
(2335')

**D6.5/
R-071 MNS**
at 3370'
(1315')

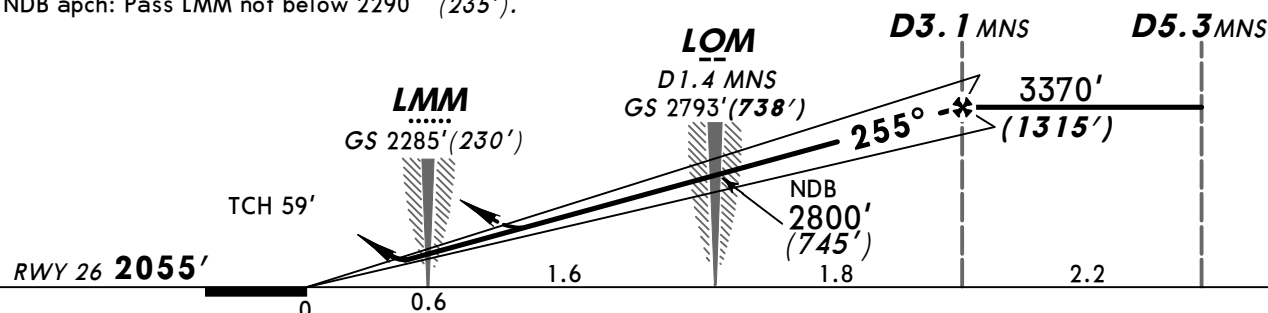
55°
BK
NDB
D6.5/
R-079 MNS
at 3370'
(1315')

D6
R-
at
(1

D6.6/R-103 MNS
at 4390' (2335')

NDB	MNS DME	0.0	0.5	1.1	1.6	2.1	2.7
	ALTITUDE (HAT)	2370' (315')	2550' (495')	2720' (665')	2890' (835')	3060' (1005')	3240' (1185')

NDB apch: Pass LMM not below 2290' (235').

[illegible]

STRAIGHT-IN LANDING RWY 26

ILS
DA(H) 2255' (200')

LOC
(GS out)

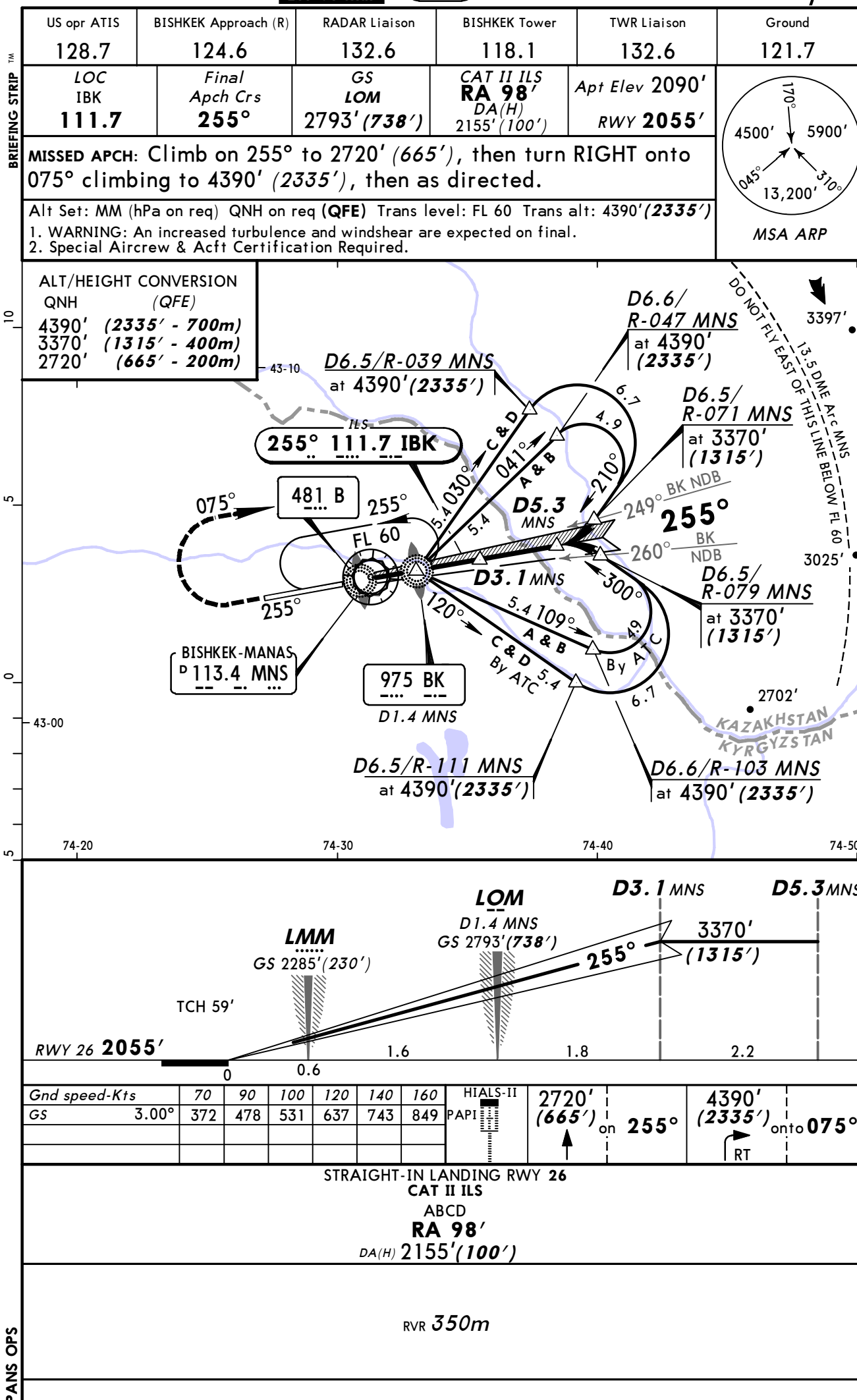
NDB
MDA(H) 2400'(345')

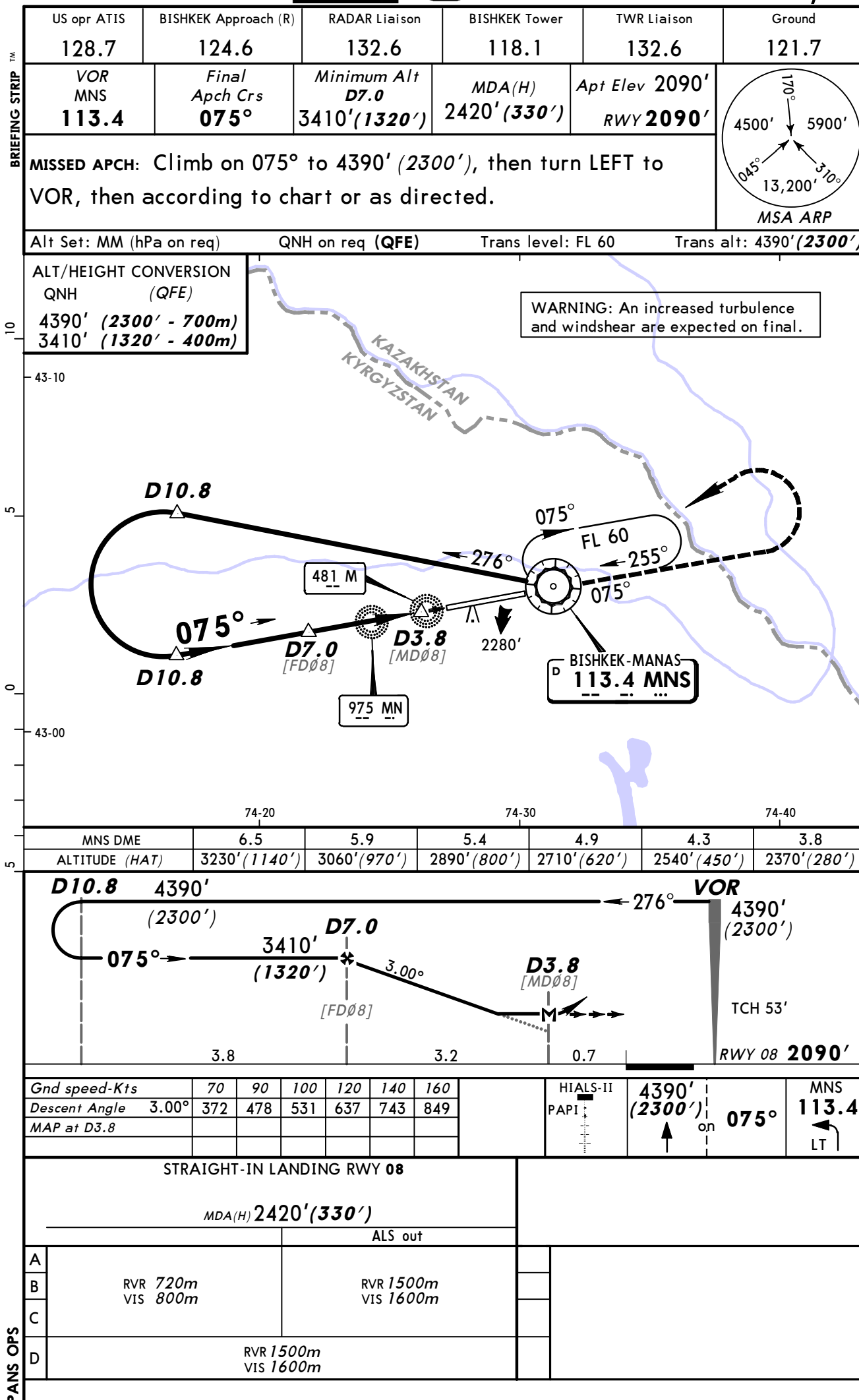
FULL	TDZ or CL out	ALS out
------	---------------	---------

ALS out

A	RVR <i>550m</i> VIS <i>800m</i>	RVR <i>720m</i> VIS <i>800m</i>	<i>1200m</i>	NOT AUTH	<i>1200m</i>	RVR <i>1500m</i> VIS <i>1600m</i>		
B								
C								
D					RVR <i>1500m</i> VIS <i>1600m</i>	RVR <i>1800m</i> VIS <i>2000m</i>		

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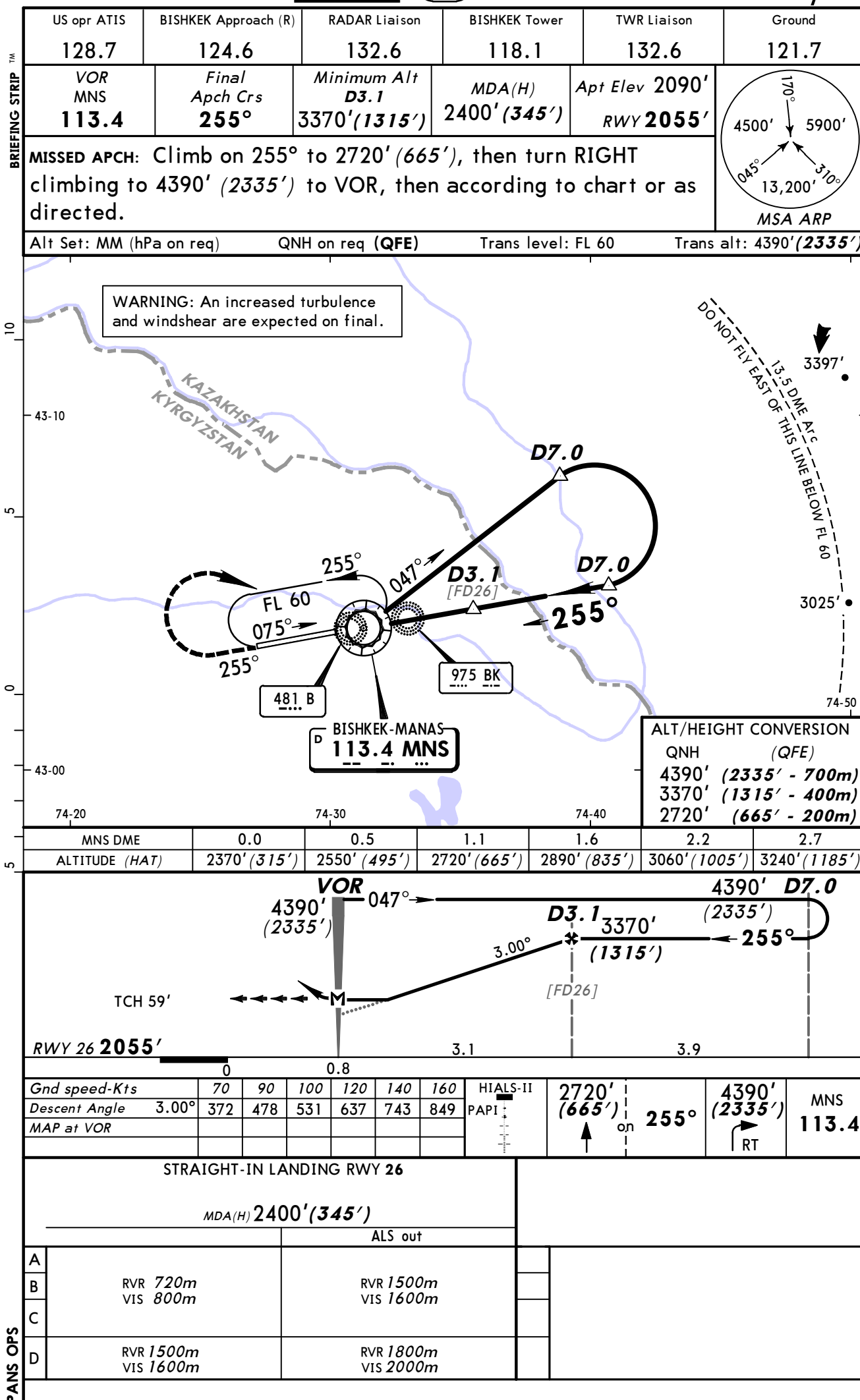


Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BISHKEK, (MANAS - UCFM)				
ADD	KALIN & LUGOS 1 & 1A ARRS	10-2	22 Mar 2013	31 Mar 2013
ADD	RENAT, SOKUL & TOKPA 1 & ...	10-2A	22 Mar 2013	31 Mar 2013
ADD	KALIN & LUGOS 2 & 2A ARRS	10-2B	22 Mar 2013	31 Mar 2013
ADD	RENAT 2, 2A & 2B, SOKUL 2...	10-2C	22 Mar 2013	31 Mar 2013
ADD	BASAN 1, DW 1 & 1A DEPS	10-3	22 Mar 2013	31 Mar 2013
ADD	KL 1 & 1A, UML0D 1 DEPS	10-3A	22 Mar 2013	31 Mar 2013
ADD	BASAN & DW 2 DEPS	10-3B	22 Mar 2013	31 Mar 2013
ADD	KL 2 & 2A, UML0D 2 DEPS	10-3C	22 Mar 2013	31 Mar 2013
ADD	AIRPORT, AIRPORT INFO, TA...	10-9	22 Mar 2013	31 Mar 2013
ADD	PARKING STANDS & COORDS	10-9A	22 Mar 2013	31 Mar 2013
ADD	STANDARD MNMS	10-9S	22 Mar 2013	31 Mar 2013
ADD	ILS DME OR 2 NDB RWY 08	11-1	22 Mar 2013	31 Mar 2013
ADD	CAT II ILS DME RWY 08	11-1A	22 Mar 2013	31 Mar 2013
ADD	ILS OR 2 NDB RWY 26	11-2	22 Mar 2013	31 Mar 2013
ADD	CAT II ILS RWY 26	11-2A	22 Mar 2013	31 Mar 2013
ADD	VOR DME RWY 08	13-1	22 Mar 2013	31 Mar 2013
ADD	VOR DME RWY 26	13-2	22 Mar 2013	31 Mar 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UCFM

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.