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Airport Information For UCFO

Terminal Charts For UCFO

Revision Letter For Cycle 08-2013

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: 0031 Z
Sunset: 1347 Z,

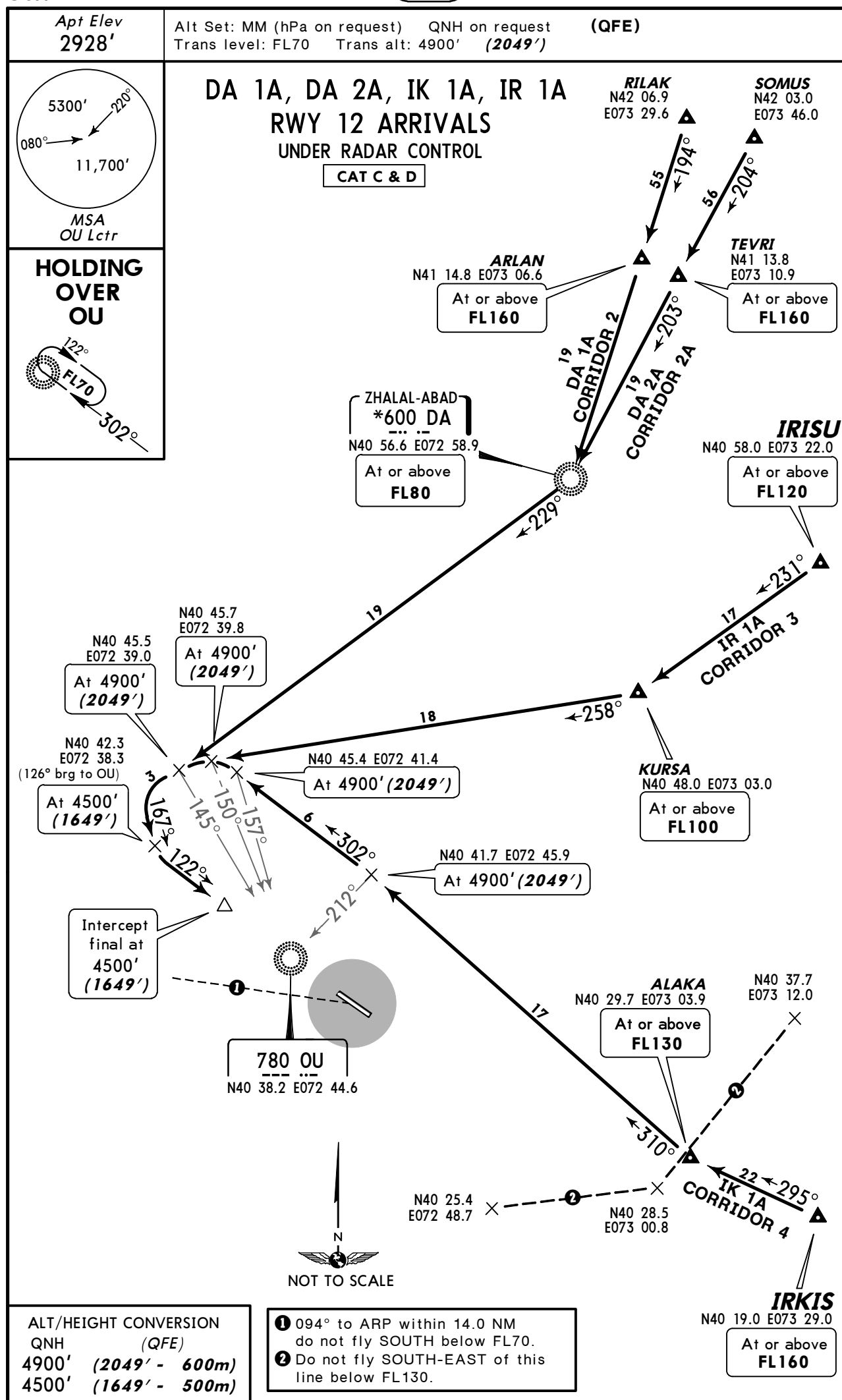
Runway Information

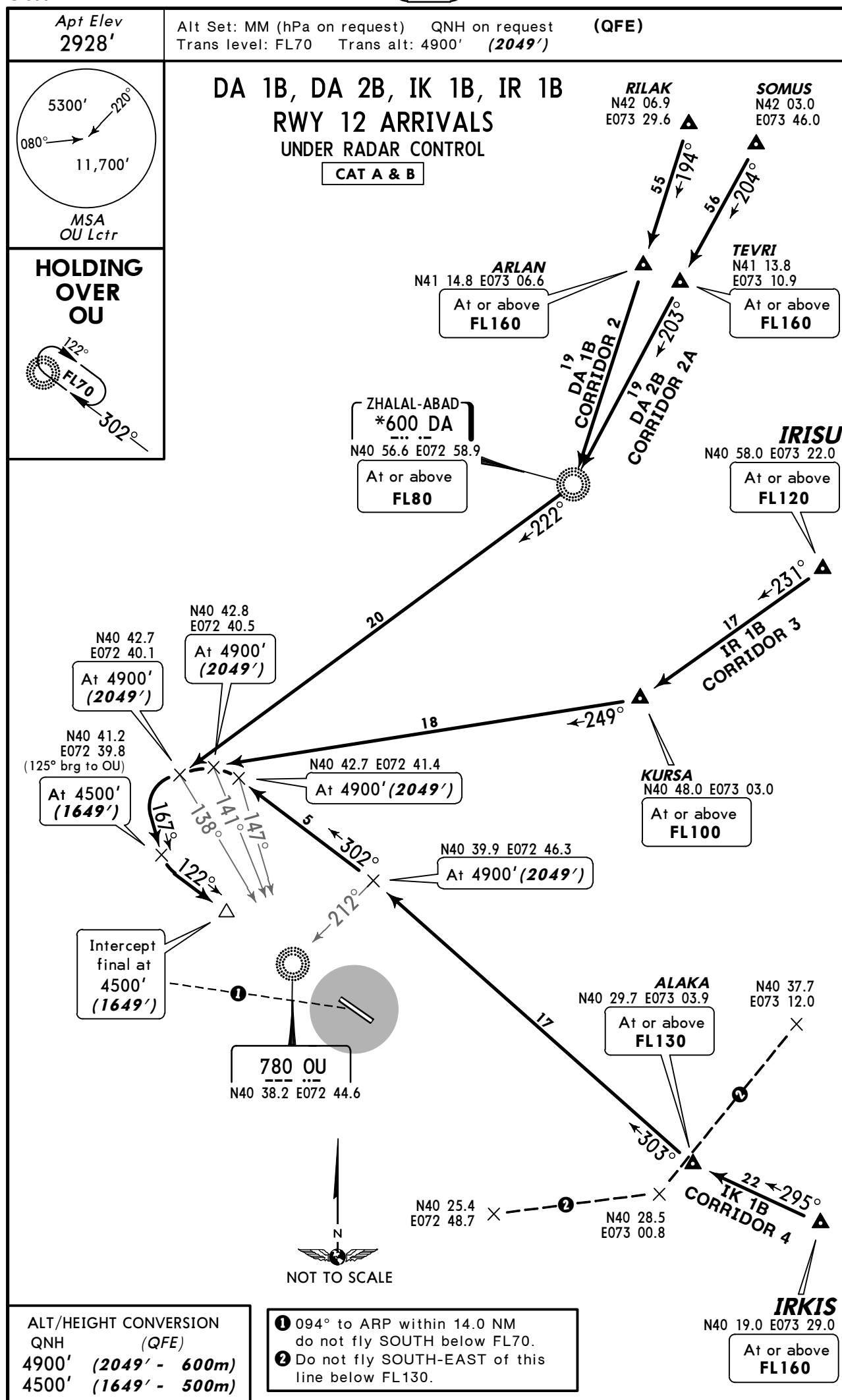
Runway: 12
Length x Width: 9232 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2851 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

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

Communication Information

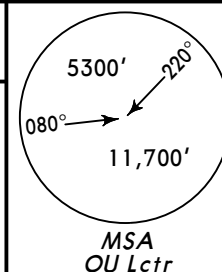
Osh Start Tower 118.3
Osh Taxiing Ground Control 121.8
Osh Approach Control 124.2 TCA
Osh Tower Radar 118.3
Osh Krug Radar 120.6



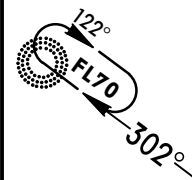


Apt Elev
2928'Alt Set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 4900' (2049')

(QFE)

**AN 1A, KZ 1A, NS 1A, NS 1W**
RWY 12 ARRIVALS
UNDER RADAR CONTROL
CAT C & DNARYN-GES
*691 NS
N41 10.0 E072 10.0At or above
FL130

① By ATC.

BAZAK
N40 59.1 E072 42.9At or above
FL80**HOLDING
OVER
OU**YUZHNY
ALAMYSHIK
[YALMK]
N40 47.0 E072 36.0At 4900'
(2049')N40 45.4
E072 41.4At 4900'
(2049')N40 44.5
E072 42.2At 4900'
(2049')N40 40.6
E072 46.9At 4900'
(2049')ANDIZHAN
*422 AN
N40 41.6 E072 14.9At or above
FL90N40 42.3 E072 38.3
(126° brg to OU)At 4500'
(1649')

N40 41.1 E072 36.4

At 4500' (1649')

094°

15 AN 1A

OGODA
N40 39.3 E072 34.8At or above
FL70Intercept
final at
4500'
(1649')NUKAT
N40 30.7 E072 32.1At or above
FL90**KYZYL-KIYA**
[KKIYA]

N40 15.0 E072 06.0

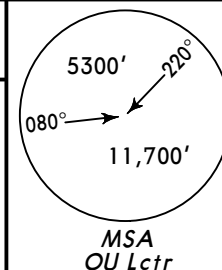
At or above
FL12025 KZ 1A
CORRIDOR 5780 OU
N40 38.2 E072 44.6
At FL70② 094° to ARP within 14.0 NM
do not fly SOUTH below FL70.

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')

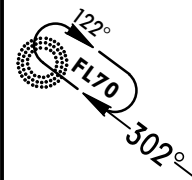
NARYN-GES
* 691 NS
N41 10.0 E072 10.0
At or above
FL130

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

① By ATC.

BAZAK
N40 59.1 E072 42.9
At or above
FL80

HOLDING
OVER
OU



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

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')

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

N40 45.8 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.

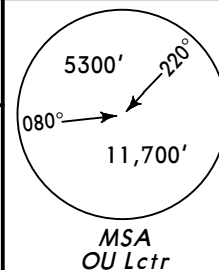
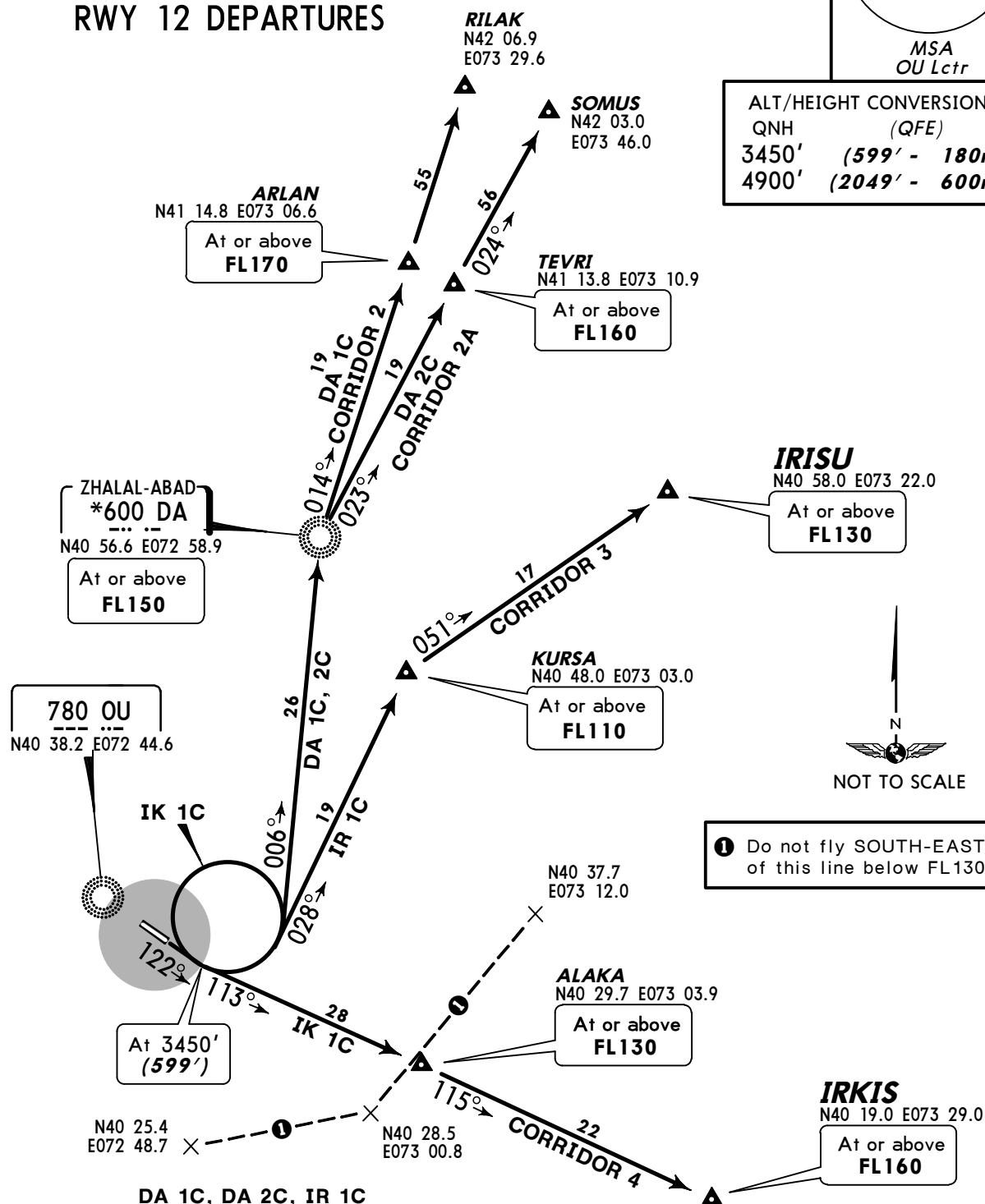
ALT/HEIGHT CONVERSION
QNH (QFE)
4900' (2049' - 600m)
4500' (1649' - 500m)

Apt Elev
2928'

QNH on request (QFE)

Trans level: FL70 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

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

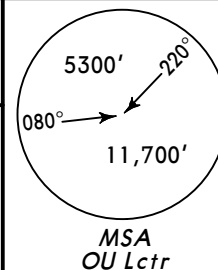
DA 1C, DA 2C, IR 1C
These SIDs require a minimum initial climb gradient of 6.8%.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

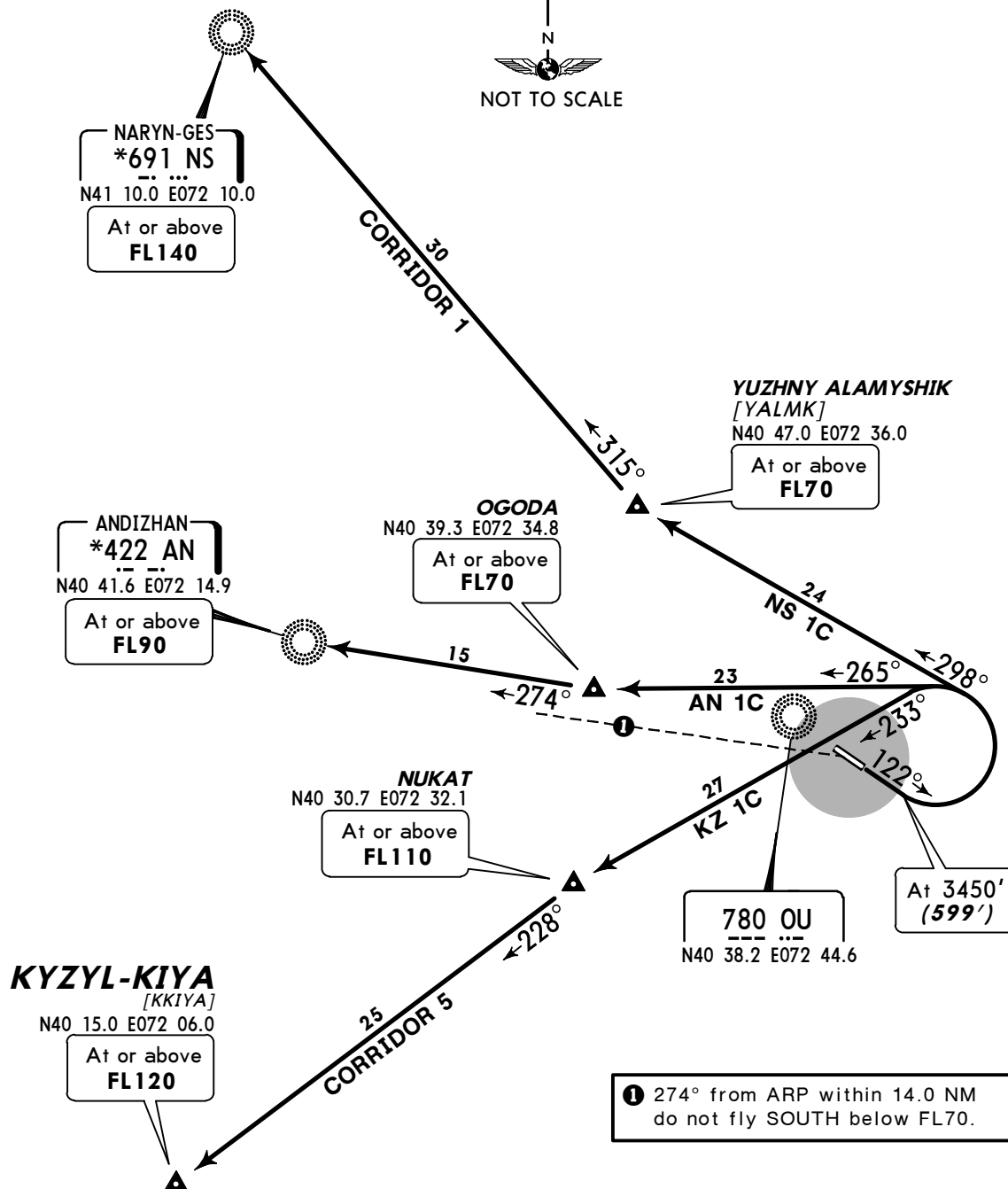
If unable to comply, after take-off aircraft shall carry out threesixty LEFT turn to join the assigned corridor.

SID	ROUTING
DA 1C	Climb straight ahead 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 straight ahead 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 straight ahead 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 straight ahead to 3450' (599'), turn LEFT, 028° track to KURSA climbing to FL70, further climb as directed by ATC, then to IRISU.

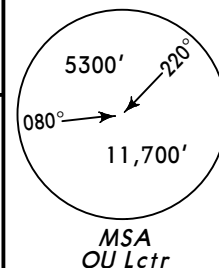
SID	ROUTING
DA 1F	Climb straight ahead to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to ARLAN.
DA 2F	Climb straight ahead to OU, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.
IK 1F	Climb straight ahead 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 straight ahead 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.MSA
OU Lctr

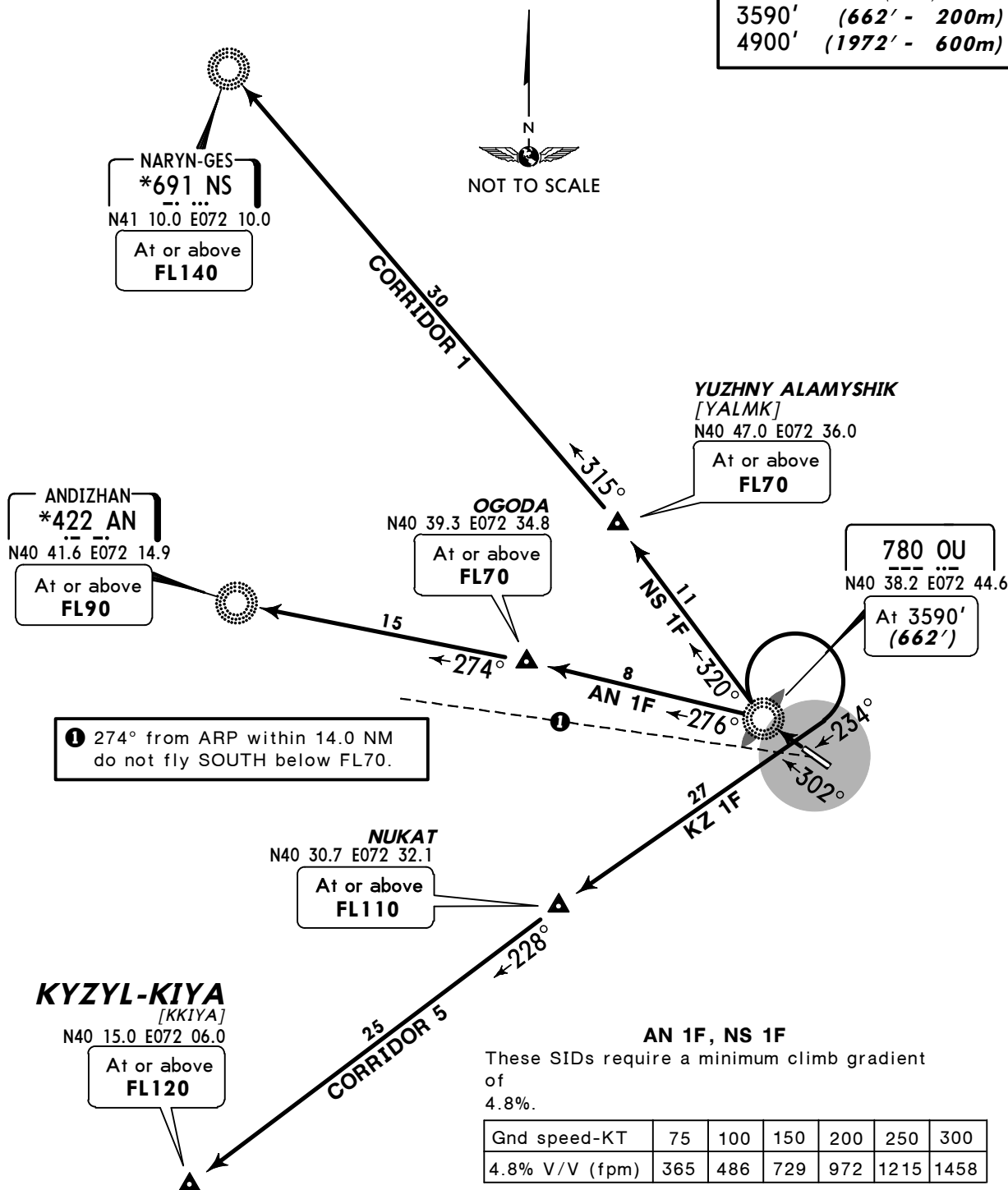
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3450'	(599' - 180m)
4900'	(2049' - 600m)

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

SID	ROUTING
AN 1C	Climb straight ahead to 3450' (599'), turn LEFT, 265° track to OGODA climbing to FL70, further climb as directed by ATC, then to AN.
KZ 1C	Climb straight ahead 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 straight ahead 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')MSA
OU Lctr

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

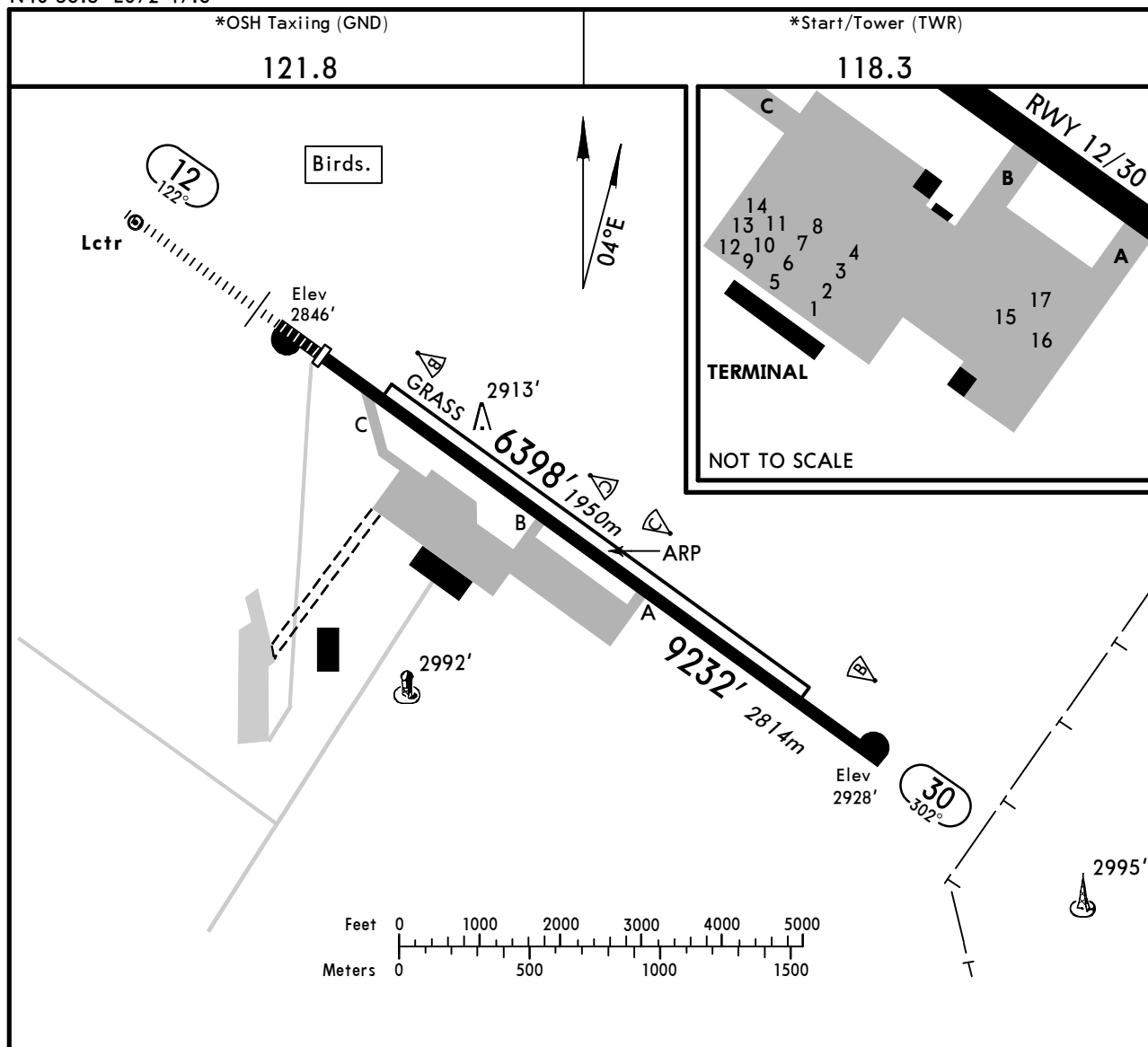


SID	ROUTING
AN 1F	Climb straight ahead to OU, turn LEFT, 276° bearing to OGODA climbing to FL70, further climb as directed by ATC, then to AN.
KZ 1F	Climb straight ahead to OU, turn RIGHT, 234° track to NUKAT climbing to FL70, further climb as directed by ATC, then to KYZYL-KIYA.
NS 1F	Climb straight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

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

JEPPESEN
22 MAR 13 **(10-9)** Eff 31 Mar

OSH, KYRGYZSTAN
OSH



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	HIRL (60m) HIALS SFL PAPI-L (angle 3.00°) RVR	8576' 2614m	7847' 2392m	① 8904' 2714m	148' 45m
30	HIRL (60m) RVR				
12	Grass runway				148' 45m
30					

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	RL	RCLM (DAY only)	RCLM (DAY only)
A	300m ①	300m ①	400m
B			
C		500m	500m
D			

① LVP must be in force.

CHANGES: ICAO code.

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STRAIGHT-IN RWY		A	B	C	D
12	ILS	3051'(200')	3051'(200')	3051'(200')	3051'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ❶	3240'(389')	3240'(389')	3240'(389')	3240'(389')
	ALS out	R1100m	R1100m	R1200m	R1200m
		R1800m	R1800m	R1800m	R1800m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 12, 30

RL		RCLM (DAY only)	RCLM (DAY only)	NIL (DAY only)
A	300m 1	300m 1	400m	500m
B				
C				
D		500m	500m	

❶ LVP must be in Force

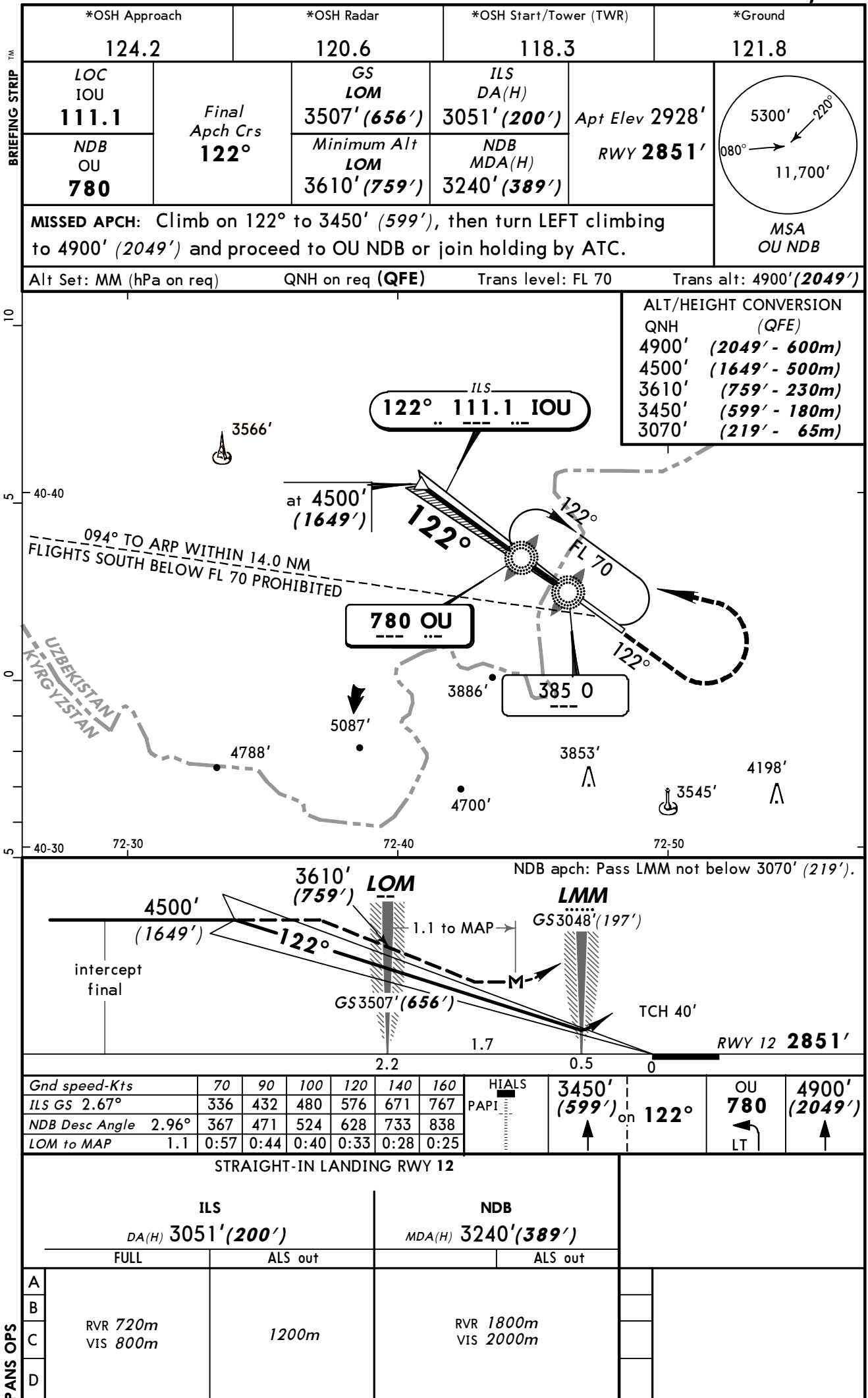


Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
OSH, (OSH - UCFO)				
ADD	DA 1A & 2A, IK & IR 1A AR...	10-2	22 Mar 2013	31 Mar 2013
ADD	DA 1B & 2B, IK & IR 1B AR...	10-2A	22 Mar 2013	31 Mar 2013
ADD	AN & KZ 1A, NS 1A & 1W AR...	10-2B	22 Mar 2013	31 Mar 2013
ADD	AN & KZ 1B, NS 1B & 1W AR...	10-2C	22 Mar 2013	31 Mar 2013
ADD	DA 1C & 2C, IK & IR 1C DE...	10-3	22 Mar 2013	31 Mar 2013
ADD	DA 1F & 2F, IK & IR 1F DE...	10-3A	22 Mar 2013	31 Mar 2013
ADD	AN, KZ & NS 1C DEPS	10-3B	22 Mar 2013	31 Mar 2013
ADD	AN, KZ & NS 1F DEPS	10-3C	22 Mar 2013	31 Mar 2013
ADD	AIRPORT, PARKING, AIRPORT...	10-9	22 Mar 2013	31 Mar 2013
ADD	STANDARD MNMS	10-9S	22 Mar 2013	31 Mar 2013
ADD	ILS OR 2 NDB RWY 12	11-1	22 Mar 2013	31 Mar 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UCFO