

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UCFM

Terminal Charts For UCFM

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: BISHKEK KGZ
ICAO/IATA: UCFM / FRU
Lat/Long: N43° 03.68', E074° 28.65'
Elevation: 2090 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 5.0° 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: 2322 Z
Sunset: 1444 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

ATIS: 127.900 Military
ATIS: 33.022 Military
ATIS: 128.700 Military
Bishkek Tower: 124.000 Secondary
Bishkek Tower: 120.150 Military
Bishkek Tower: 118.100 Military
Bishkek Tower: 31.220 Military
Bishkek Taxiing Ground: 121.700 Military
Bishkek Taxiing Ground: 124.000 Secondary
Bishkek Approach: 124.000 Secondary
Bishkek Approach: 124.600 Military
Bishkek Krug Radar: 120.300



Bishkek Krug Radar: 124.000 Secondary

UCFM/FRU
MANAS

JEPPESSEN

BISHKEK, KYRGYZSTAN

3 OCT 14

10-3

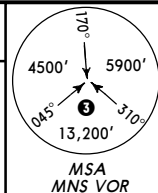
Eff 16 Oct

SID

Apt Elev
2090'

Trans level: FL60

Trans alt: 4400'



③ 4600' within 10 NM

BASAN

N43 34.3

E073 54.5

(MNS R-314/D40.5)

At or above
FL60

**BASAN 1, GASTA 1
GASTA 1A
RWY 08 DEPARTURES**

KALIN
N43 19.7 E074 12.0

At or above
FL60

RENAT
N42 56.1 E074 00.0
(MNS R-246/D24.3)

At or above
FL60

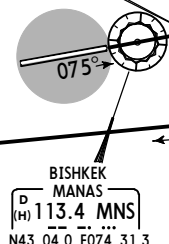
GASTA

N42 49.2 E073 32.8

(MNS R-246/D45.4)

At or above
FL140

CAT A
At 2400'
CAT B, C & D
At 2800'



**BISHKEK
MANAS**
D (H) 113.4 MNS
N43 04.0 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-----②-----X-----①-----X
N42 42.0 E073 55.0

SID	ROUTING
BASAN 1	Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT, 302° track to KALIN, further climb as directed by ATC.
GASTA 1	Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT, 237° track to RENAT, further climb as directed by ATC.
GASTA 1A By ATC	Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn RIGHT, 255° track to RENAT, further climb as directed by ATC.

RAXAT
N42 42.1 E075 21.5
(MNS R-115/D42.9)

- 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.

FL110

At or above

FL60

N43 13.4

N43 13.0 E074 45.2

062

N43 13.0 E074 45.2

N43 13.4 E074 44.6

At or above FL60

TOKPA
N42 55.9 E074 50.3

At or above

CAT A
A† 2400'

CAT B, C & D
A+2800'

BISHKEK
MANAS
D
(H) **113.4 MNS**
N43 04.0 E074 31.33

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

These SIDs require minimum climb gradients of **5.6%.** When climb gradient is less than indicated in the table, turn LEFT take-off, to join the assigned course.

UML0D 1: 6.2%.

ROUTING

SID	AXAT
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
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99	99
100	100

Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn RIGHT, 120° track to TOKPA, further climb as directed by ATC.

Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT, 040° track to LUGOS, further climb as directed by ATC.

SID	AXAT
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97	97
98	98
99	99
100	100

120° track to TOKPA, further climb as directed by ATC.

Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT,

040° track to LUGOS, further climb as directed by ATC.

LUGOS
N43 17.0 E074 50.3
(MNS R-044/D18.9)

At or above

FL60

N43 13.4

N43 13.0 E074 45.2

062

N43 13.0 E074 45.2

N43 13.4 E074 44.6

At or above FL60

TOKPA
N42 55.9 E074 50.3

At or above

CAT A
A† 2400'

CAT B, C & D
A+2800'

BISHKEK
MANAS
D
(H) **113.4 MNS**
N43 04.0 E074 31.33

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

These SIDs require minimum climb gradients of **5.6%.** When climb gradient is less than indicated in the table, turn **LEFT** take-off, to join the assigned climb

UML0D 1: 6.2%.

ROUTING

SID	AXAT
-----	------

Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn RIGHT, 120° track to TOKPA, further climb as directed by ATC.

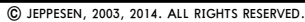
Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT, 040° track to LUGOS, further climb as directed by ATC.

SID	AXAT
1	1
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99	99
100	100

120° track to TOKPA, further climb as directed by ATC.

Climb straight ahead to 2400' (CAT A) or 2800' (CAT B, C & D), turn LEFT,

040° track to LUGOS, further climb as directed by ATC.



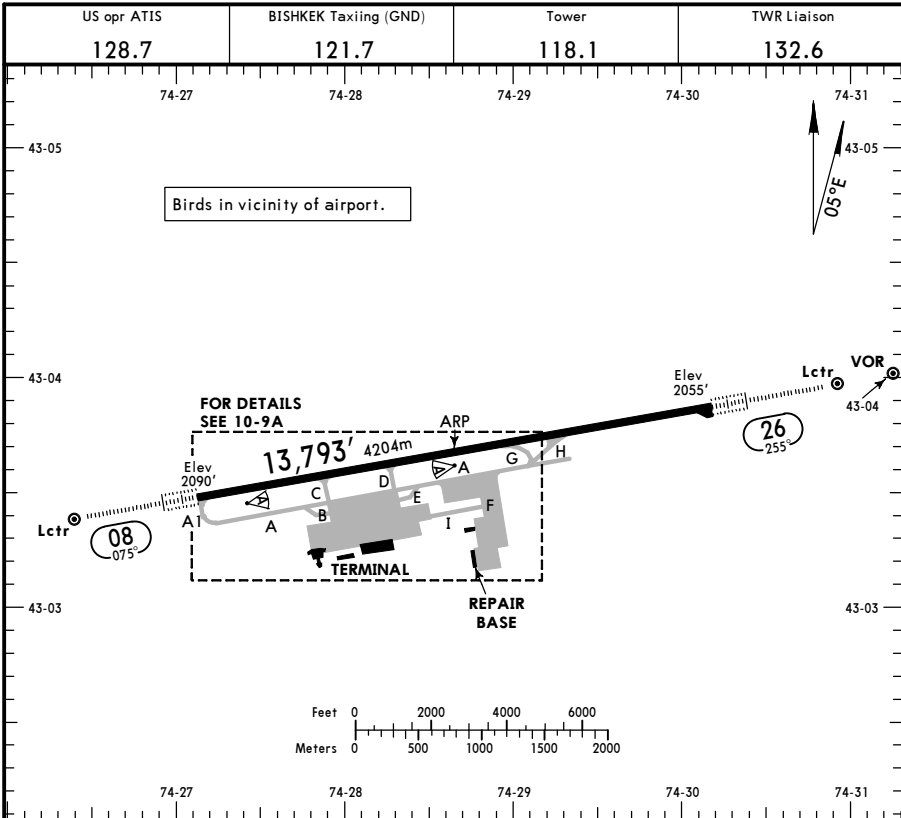
UCFM/FRU

Apt Elev **2090'**
N43 03.7 E074 28.7

JEPPesen
10 JUL 15 **(10-9)**

Eff 23 Jul

BISHKEK, KYRGYZSTAN
MANAS



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08			12,760' 3889m	13,464' 4104m ①	180' 55m
26	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		12,639' 3852m		

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

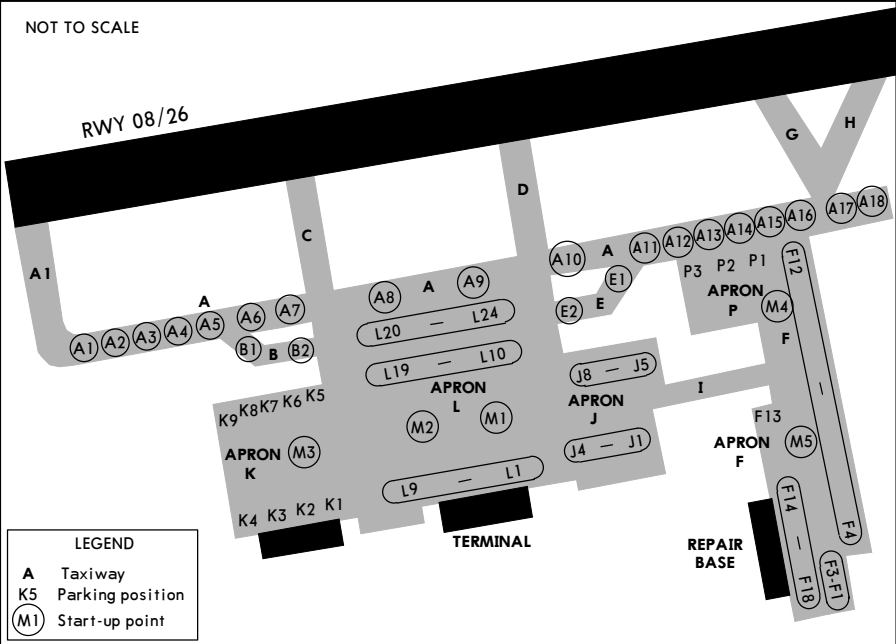
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			400m
B	200m (150m)	250m	
C			
D	250m (200m)	300m	

UCFM/FRU

JEPPesen
10 JUL 15 10-9A Eff 23 Jul

BISHKEK, KYRGYZSTAN
MANAS

NOT TO SCALE



UCFM/FRU

Standard
BISHKEK, KYRGYZSTAN
MANAS

STRAIGHT-IN RWY		A	B	C	D
08	ILS	2290'(200')	2290'(200')	2290'(200')	2290'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	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
26	ILS	2255'(200')	2255'(200')	2255'(200')	2255'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	2420'(365') R1000m	2420'(365') R1000m	2420'(365') R1000m	2420'(365') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	2400'(345') R900m	2400'(345') R900m	2400'(345') R900m	2400'(345') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

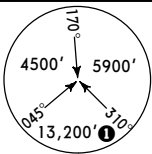
① Continuous Descent Final Approach

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		

UCFM/FRU
MANAS

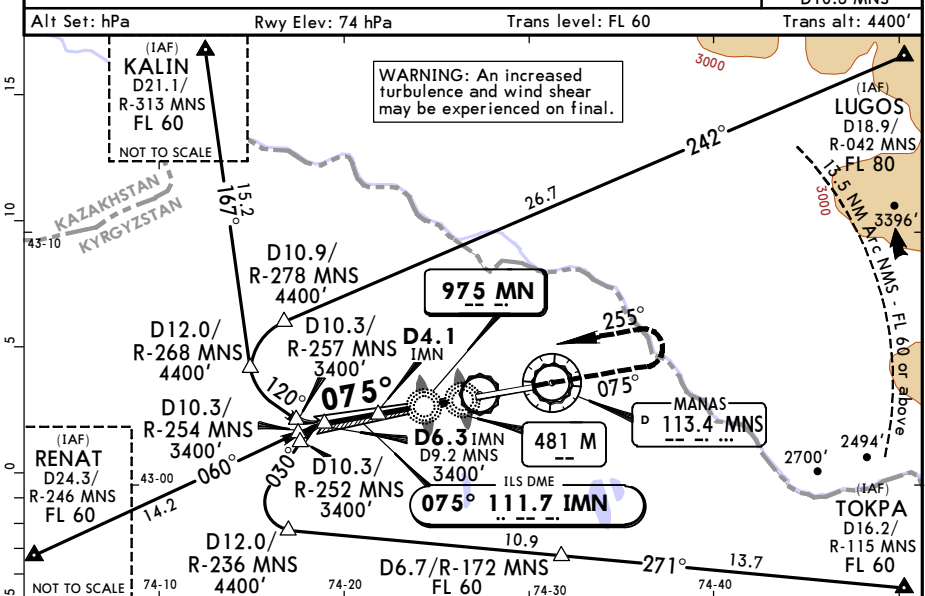
27 MAY 16 **(11-1)**

BISHKEK, KYRGYZSTAN
ILS DME or 2 NDB Rwy 08

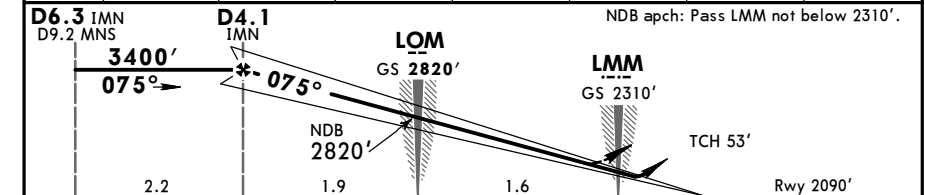
US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK Tower 118.1	TWR Liaison 132.6	Ground 121.7
LOC IMN 111.7	Final Apch Crs 075°	GS LOM 2820' (730')	ILS DA(H) 2290' (200')	Apt Elev 2090' Rwy 2090'	
NDB MN 975		Minimum Alt D4.1 IMN 3400' (1310')	NDB MDA(H) 2420' (330')		

MISSED APCH: Climb on 075° to 2800', then turn LEFT on 255° climbing to 4400', then as directed.

MSA
MNS VOR
4600' within
D10.3 MNS



NDB	IMN DME	3.4	2.9	2.3	1.8	1.2	0.7
	ALTITUDE	3170'	3000'	2830'	2650'	2480'	2310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2800'	on 075°	4400'	on 255°
ILS GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	
NDB Desc Angle	3.07°	380	489	543	652	760	869				

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

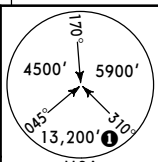
PANS OPS

UCFM/FRU
MANAS

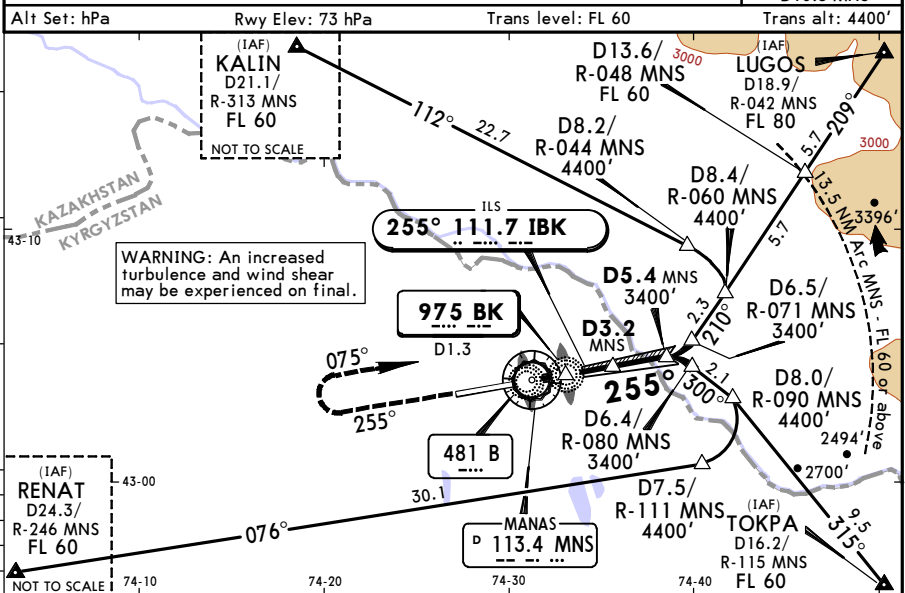
JEPPesen
27 MAY 16 11-2

BISHKEK, KYRGYZSTAN
ILS or 2 NDB Rwy 26

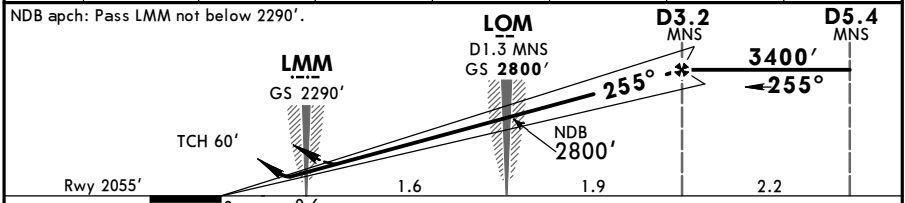
US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK Tower 118.1	TWR Liaison 132.6	Ground 121.7
LOC IBK 111.7	Final Apch Crs 255°	GS LOM 2800' (745')	ILS DA(H) 2255' (200')	Apt Elev 2090'	
NDB BK 975		Minimum Alt D3.2 MNS 3400' (1345')	NDB MDA(H) 2400' (345')	Rwy 2055'	



MISSED APCH: Climb on 255° to 2800', then turn RIGHT on 075° climbing to 4400', then as directed.



NDB	MNS DME	0.0	0.5	1.1	1.6	2.2	2.7
	ALTITUDE	2370'	2540'	2710'	2900'	3060'	3230'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2800' on 255°	4400' on 075°
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849			

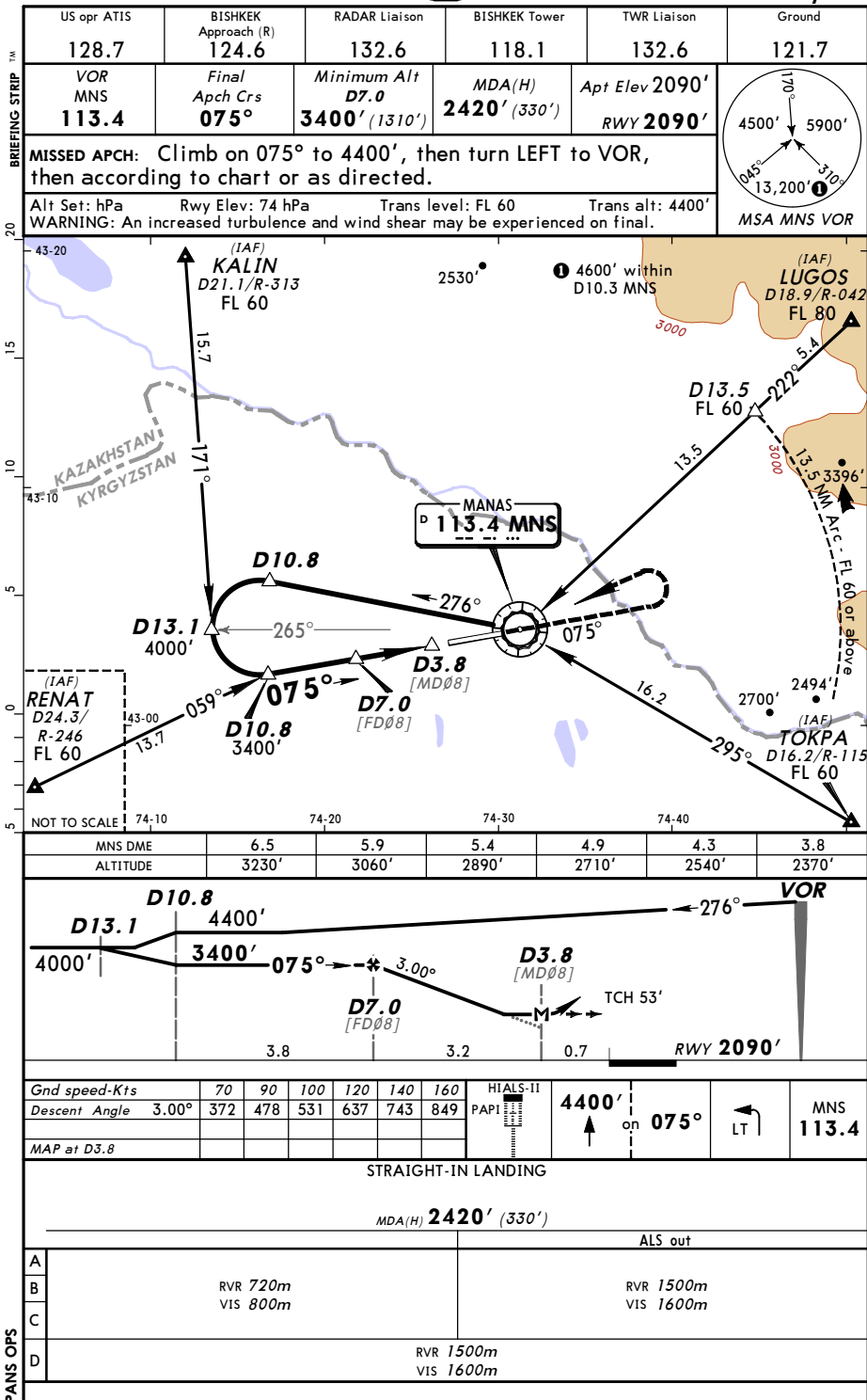
STRAIGHT-IN LANDING					
ILS DA(H) 2255' (200')			LOC (GS out)		NDB MDA(H) 2400' (345')
FULL		TDZ or CL out	ALS out		ALS out
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		1200m RVR 1500m VIS 1600m
D			NOT AUTHORIZED		RVR 1500m VIS 1600m 2000m

PANS OPS

UCFM/FRU
MANAS

JEPPesen
3 OCT 14 (13-1) Eff 16 Oct

BISHKEK, KYRGYZSTAN
VOR DME Rwy 08

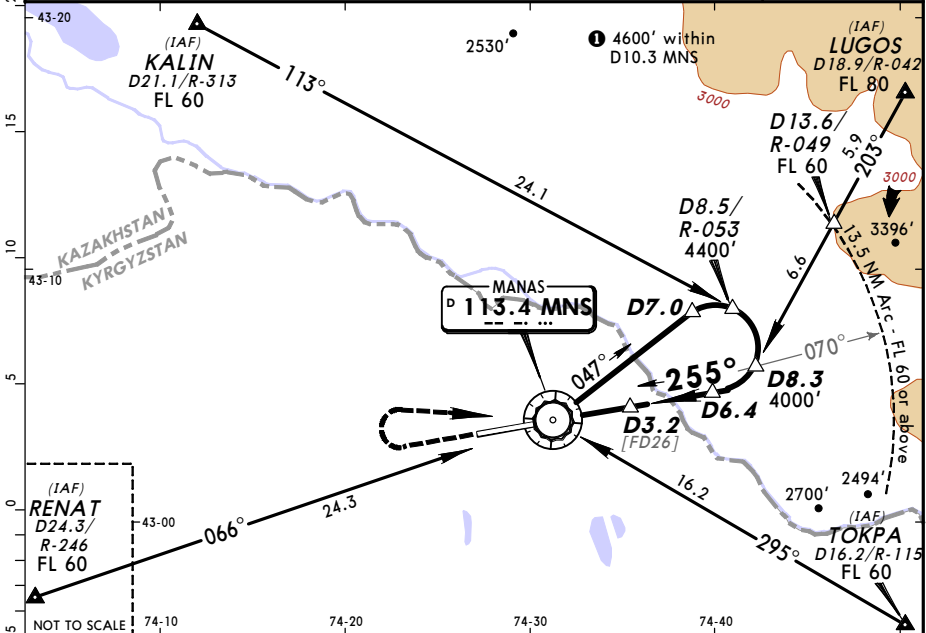
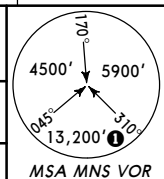


UCFM/FRU
MANAS

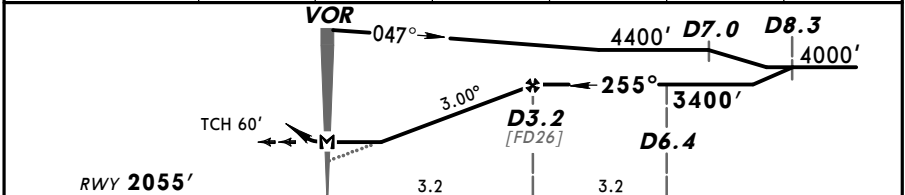
JEPPESEN
3 OCT 14 13-2 Eff 16 Oct

BISHKEK, KYRGYZSTAN
VOR DME Rwy 26

US opr ATIS 128.7	BISHKEK Approach (R) 124.6	RADAR Liaison 132.6	BISHKEK Tower 118.1	TWR Liaison 132.6	Ground 121.7
VOR MNS 113.4	Final Apch Crs 255°	Minimum Alt D3.2 3400' (1345')	MDA(H) 2420' (365')	Apt Elev 2090' RWY 2055'	
MISSED APCH: Climb on 255° to 2800', then turn RIGHT to VOR, climbing to 4400', then according to chart or as directed.					
Alt Set: hPa Rwy Elev: 73 hPa Trans level: FL 60 Trans alt: 4400' WARNING: An increased turbulence and wind shear may be experienced on final.					MSA MNS VOR



MNS DME	0.0	0.5	1.1	1.6	2.2	2.7
ALTITUDE	2370'	2550'	2720'	2890'	3060'	3230'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2800'	on	255°	4400'	MNS
Descent Angle	3.00°	372	478	531	637	743	849	PAPI			RT	113.4
MAP at VOR												

STRAIGHT-IN LANDING												
MDA(H) 2420' (365')												
A							ALS out					
B	RVR 720m VIS 800m						RVR 1500m VIS 1600m					
C												
D	RVR 1500m VIS 1600m						2000m					

Chart changes since cycle 12-2016

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UCFM