

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UCFO

Terminal Charts For UCFO

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: OSH KGZ
ICAO/IATA: UCFO / OSS
Lat/Long: N40° 36.5', E072° 47.6'
Elevation: 2938 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 4.0° 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: 2358 Z
Sunset: 1413 Z

Runway Information

Runway: 12
Length x Width: 10538 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2852 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 30
Length x Width: 10538 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2938 ft
Lighting: Edge

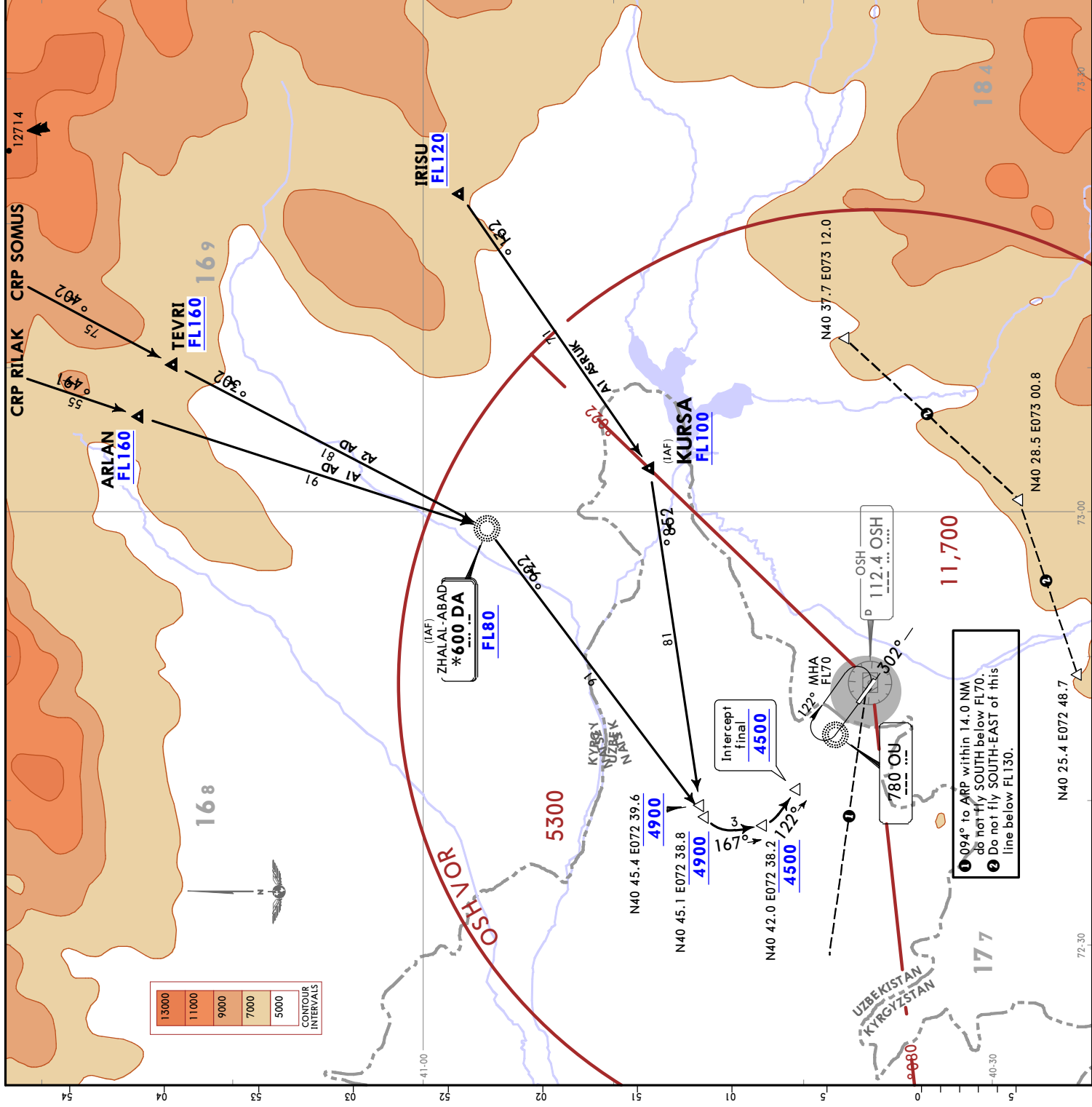
Communication Information

ATIS: 134.200
Osh Start Tower: 118.300
Osh Taxiing Ground: 121.800
Osh Approach: 124.200

ATIS
134.2
Apt Elev
2929
Alt Set: hPa
Trans level: FL70

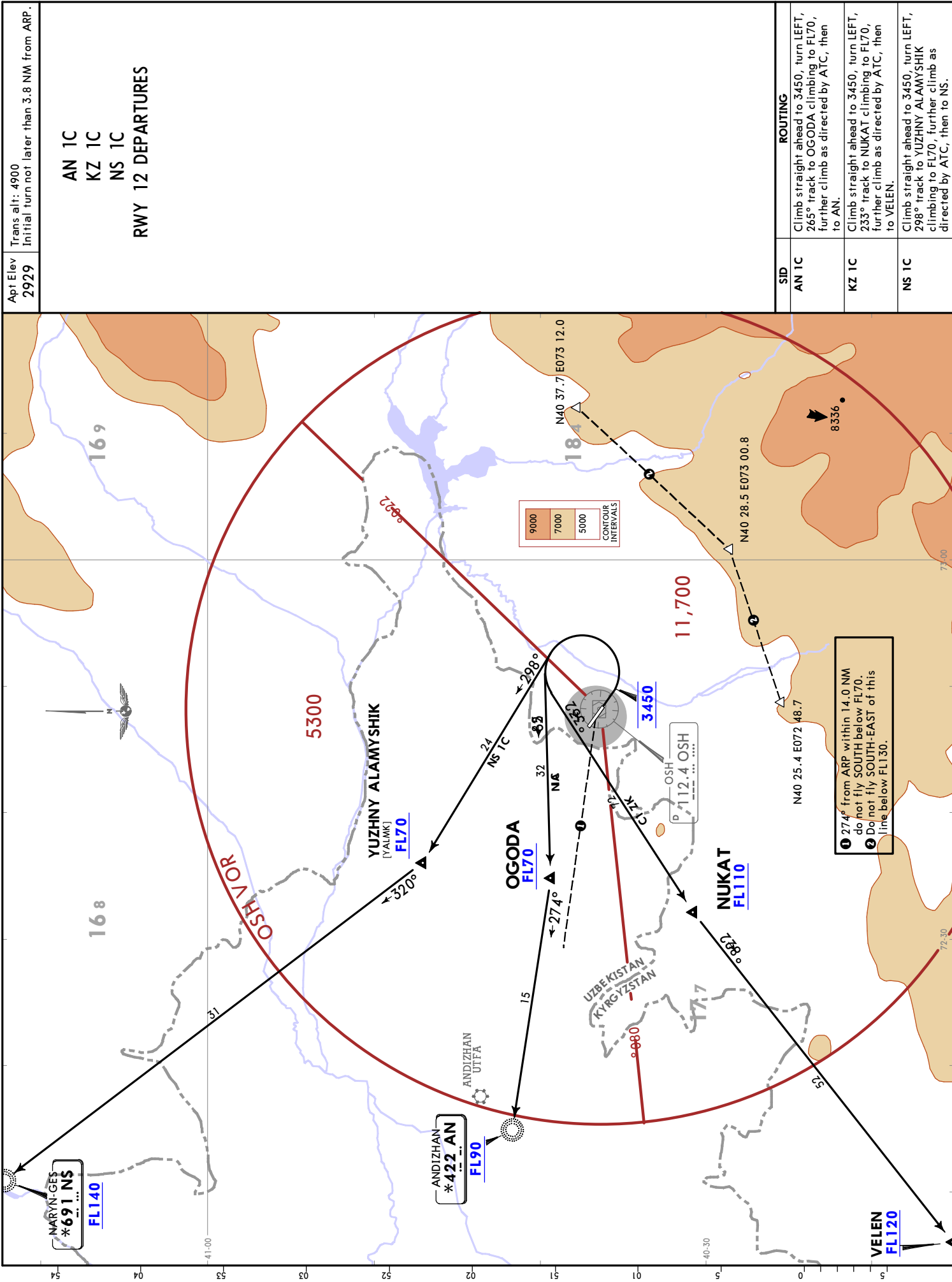
DA 1A [DA1A]
DA 2A [DA2A]
KURSA 1A [KURSA1A]
RWY 12 ARRIVALS

UCFO/OSH
OSH





SID	ROUTING
ARLAN 1C	Climb straight ahead to 3450, turn LEFT, intercept 006° bearing to DA climbing to FL70, further climb as directed by ATC, then to ARLAN.
IRISU 1C	Climb straight ahead to 3450, turn LEFT, 028° track to KURSA climbing to FL70, further climb as directed by ATC, then to IRISU.
TEVRI 1C	Climb straight ahead to 3450, turn LEFT, intercept 006° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.



Apt Elev 2929
Trans alt: 4900

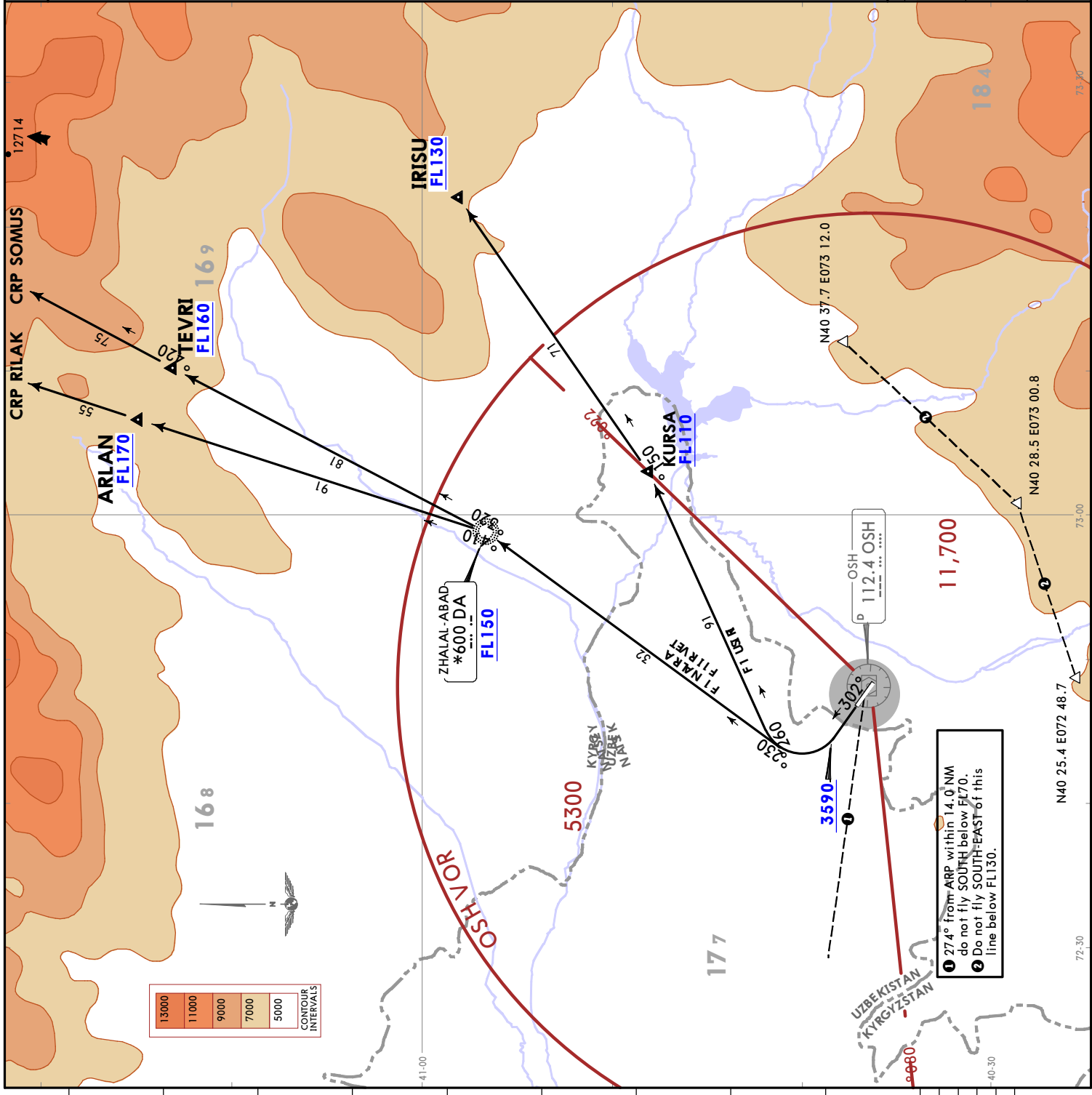
ARLAN 1F [ARLA1F]
IRISU 1F [IRIS1F]
TEVRI 1F [TEVR1F]
RWY 30 DEPARTURES

These SIDs require a minimum climb gradient of 7.8%.

Grnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

If unable to comply, after take-off aircraft shall carry out three-sixty RIGHT turn to join the assigned corridor.

SID	ROUTING
ARLAN 1F	Climb straight ahead to at or above 3590, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to ARLAN.
IRISU 1F	Climb straight ahead to at or above 3590, turn RIGHT, 062° track to KURSA climbing to FL70, further climb as directed by ATC, then to IRISU.
TEVRI 1F	Climb straight ahead to at or above 3590, turn RIGHT, intercept 032° bearing to DA climbing to FL70, further climb as directed by ATC, then to TEVRI.



Apt Elev
2929

AN	1F
KZ	1F
NS	1F

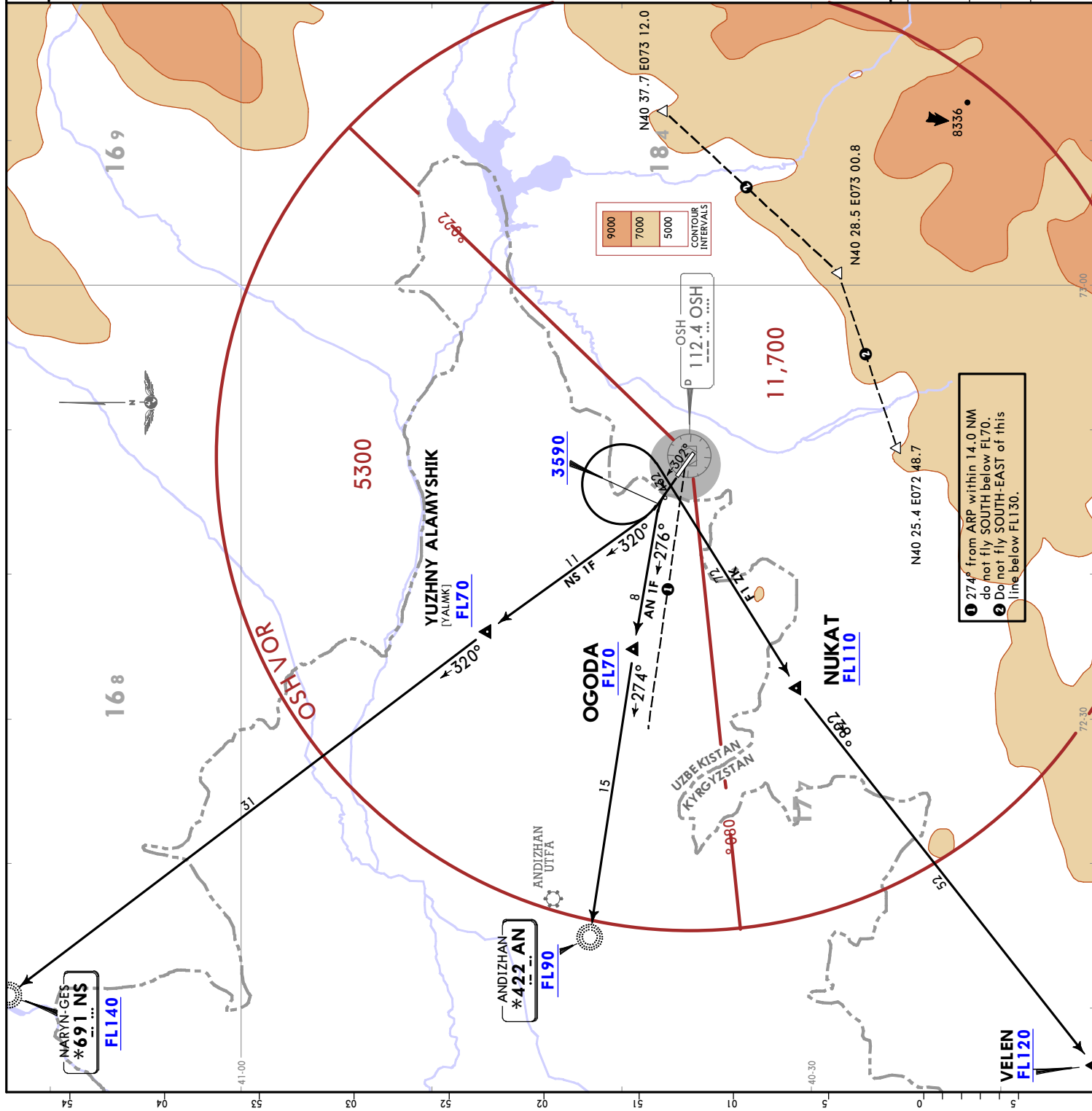
RWY 30 DEPARTURES

AN 1F, NS 1F
These SIDs require a minimum climb gradient of 4.75%.

Gnd speed-KT	75	100	150	200	250	300
4.75% V/V (fpm)	361	481	722	962	1203	1443

If unable to comply, after take-off aircraft shall carry out three sixty RIGHT turn to join the assigned corridor.

	SID	ROUTING
	AN IF	Climb straight ahead to at or above 3590, turn LEFT, 276° bearing to OGODA climbing to FL70, further climb as directed by ATC, then to AN.
	KZ IF	Climb straight ahead to at or above 3590, turn RIGHT, 234° track to NUKAT climbing to FL70, further climb as directed by ATC, then to VELEN.
	NS IF	Climb straight ahead to at or above 3590, turn RIGHT, 320° bearing to YUZHNY ALAMYSHIK climbing to FL70, further climb as directed by ATC, then to NS.



CHANGES: Initial turn revised.

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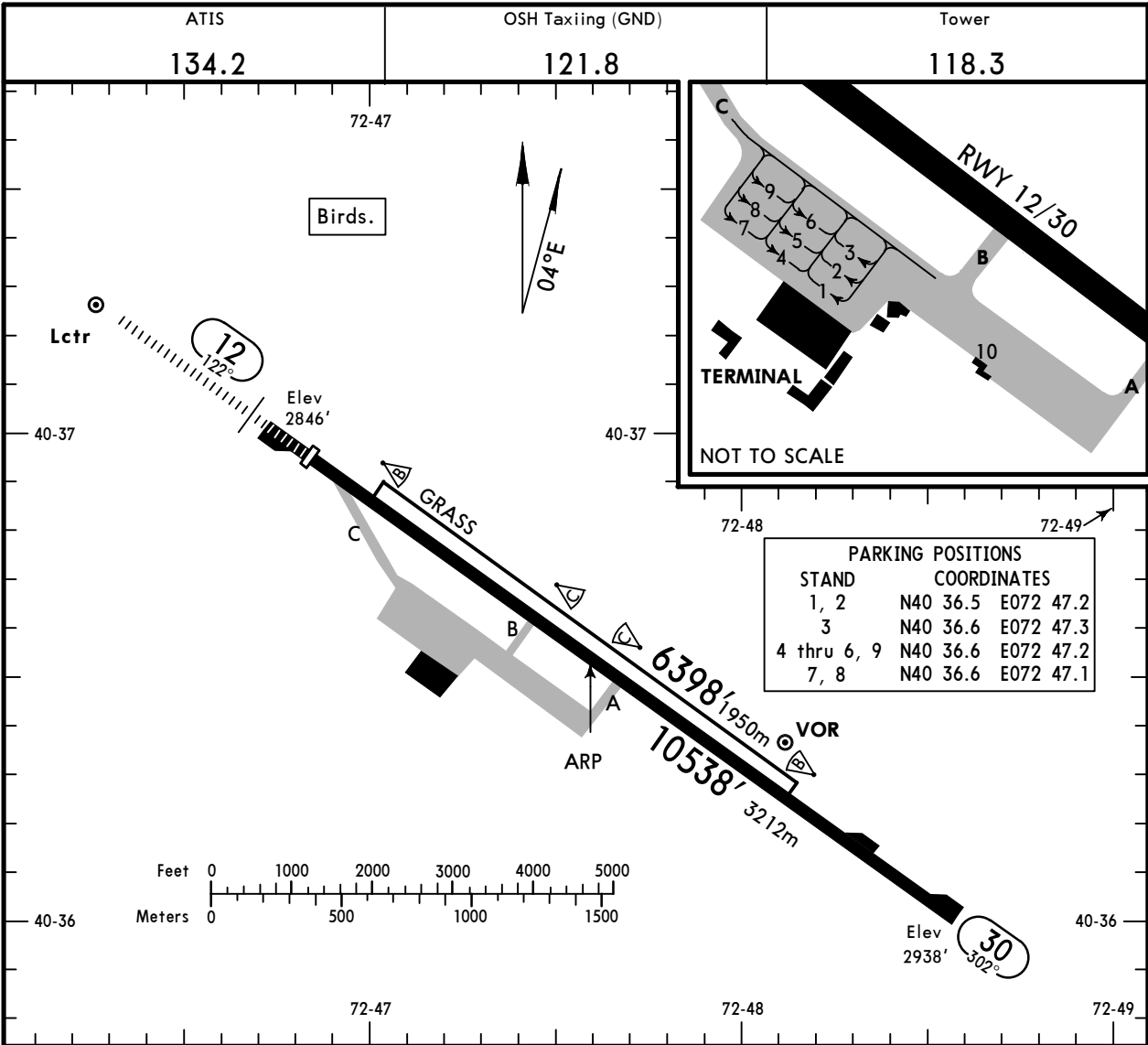
Apt Elev **2938'**
N40 36.5 E072 47.6

JEPPesen

26 APR 19 **(10-9)**

OSH, KYRGYZSTAN

OSH



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

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 400m.
ATC will inform pilots using phraseology: "LVP for take-off in progress."
Acft taxiing out of stand are escorted by follow-me car.
Departing ACFT shall report "AIRBORNE".

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UCFO/OSS

STRAIGHT-IN RWY		A	B	C	D
12	ILS	3052' (200')	3052' (200')	3052' (200')	3052' (200')
		① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ②	3240' (388')	3240' (388')	3240' (388')	3240' (388')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
to rwy 30	NOT APPLICABLE	4100' (1171')	4100' (1171')	4100' (1171')
		V1600m	V2400m	V3600m

TAKE-OFF

Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m
B		
C		
D		
		500m

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OSH

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26 APR 19

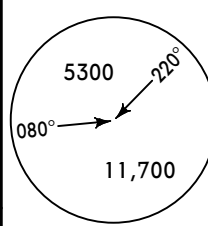
(11-1)

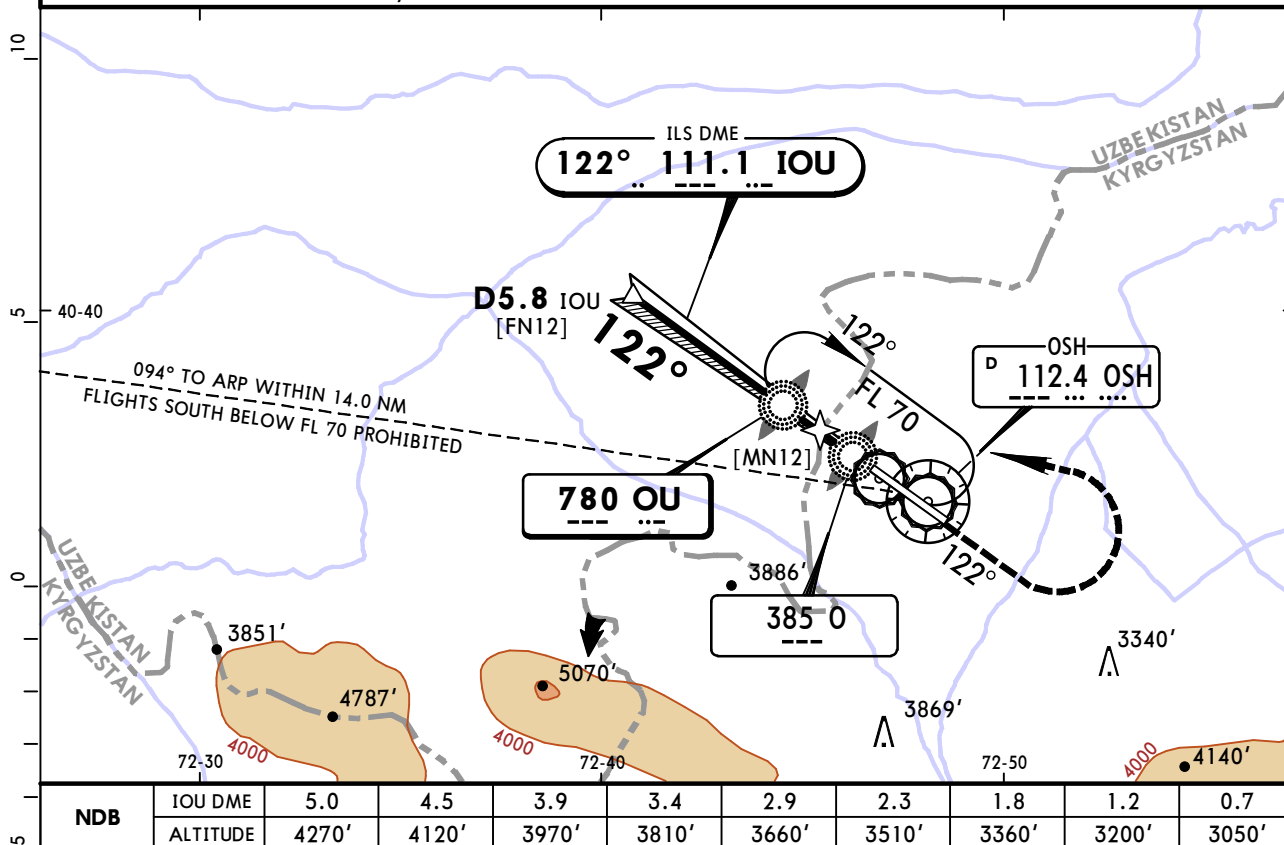
OSH, KYRGYZSTAN

ILS DME or 2 NDB Rwy 12

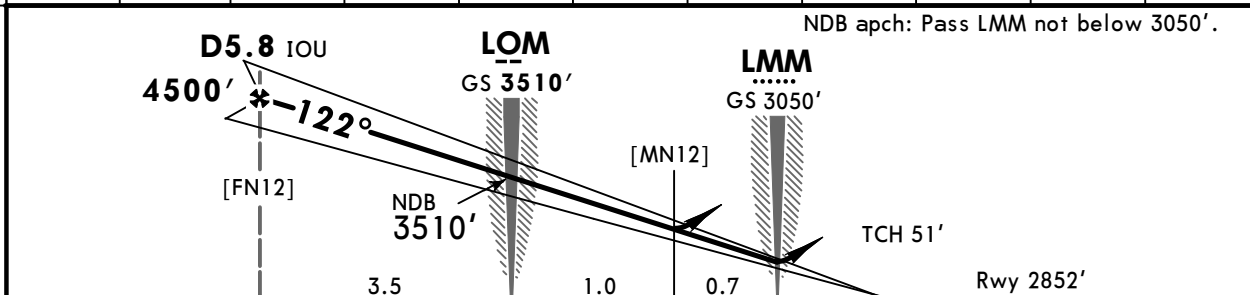
TM

BRIEFING STRIP

ATIS		OSH Approach		OSH Tower		Ground	
134.2		124.2		118.3		121.8	
LOC IOU 111.1	Final Apch Crs 122°	GS LOM 3510' (658')	ILS DA(H) 3052' (200')	Apt Elev 2938' Rwy 2852'			
NDB OU 780		Minimum Alt D5.8 IOU 4500' (1648')	NDB MDA(H) 3240' (388')				
MISSED APCH: Climb on 122° to 3450', then turn LEFT climbing to 4900' and proceed to OU NDB or join holding by ATC.							
Alt Set: hPa		Rwy Elev: 100 hPa		Trans level: FL 70			



NDB	IOU DME	5.0	4.5	3.9	3.4	2.9	2.3	1.8	1.2	0.7
	ALTITUDE	4270'	4120'	3970'	3810'	3660'	3510'	3360'	3200'	3050'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3450'	4900'	OU 780
ILS GS or NDB Desc Angle	2.67°	336	432	480	576	671	767	↑ on 122°	LT	

STRAIGHT-IN LANDING RWY 12

ILS		LOC (GS out)	NDB	
DA(H) 3052' (200')			MDA(H) 3240' (388')	
FULL	ALS out			ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1800m VIS 2000m
B				
C				
D				

PANS OPS

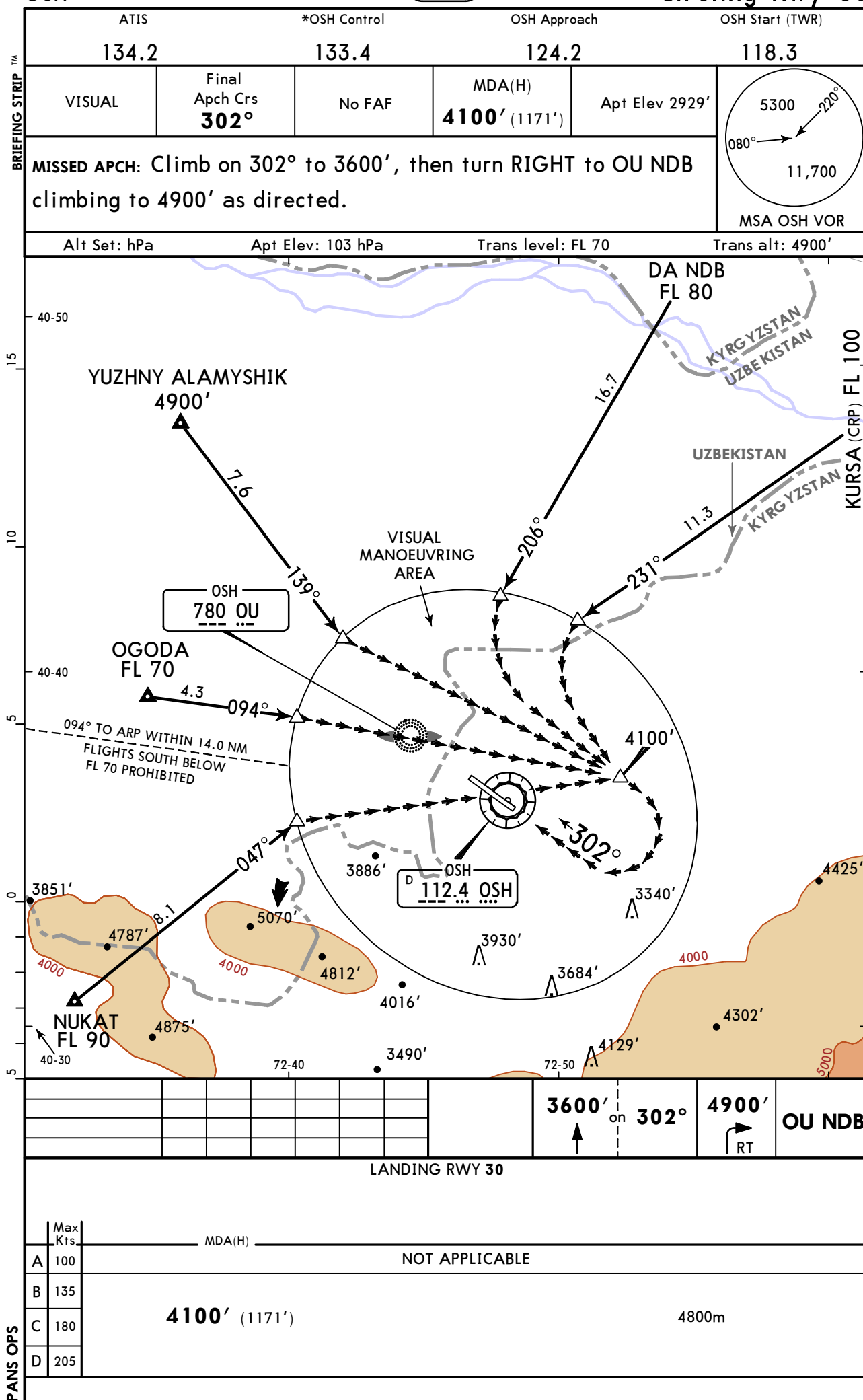
CHANGES: Communications. Apt elevation. TCH.

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UCFO/OSS
OSH

JEPPESEN
21 SEP 18 19-10

OSH, KYRGYZSTAN
Circling Rwy 30



CHANGES: New procedure.

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
OSH, (OSH - UCFO)				
REV	AIRPORT, PARKING, AIRPORT...	10-9	26 Apr 2019	
REV	ILS DME OR 2 NDB RWY 12	11-1	26 Apr 2019	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UCFO