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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: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 6.0° 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: 2332 Z
Sunset: 1426 Z

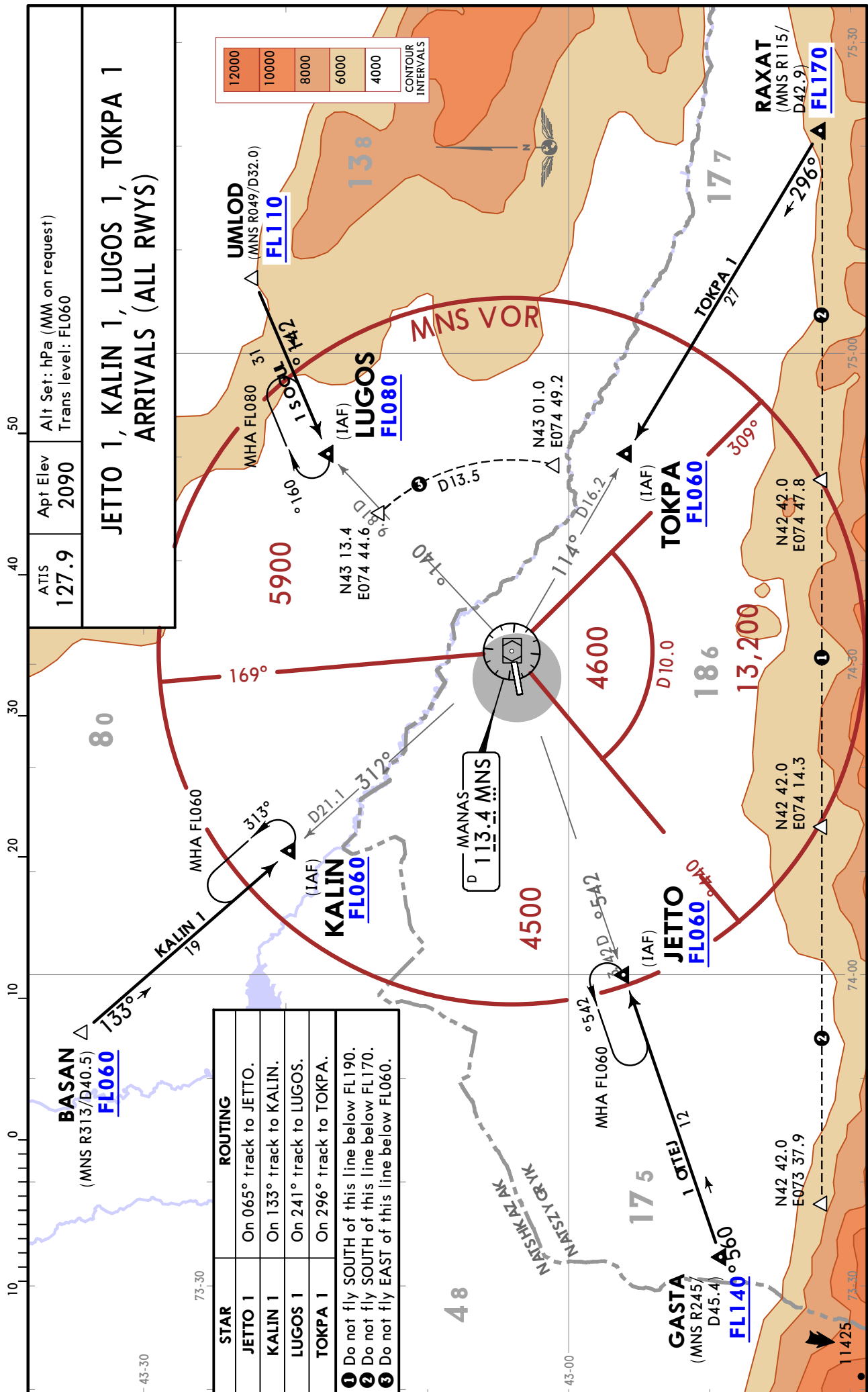
Runway Information

Runway: 07
Length x Width: 13793 ft x 180 ft
Surface Type: concrete
TDZ-Elev: 2090 ft
Lighting: Edge, ALS, Centerline, TDZ

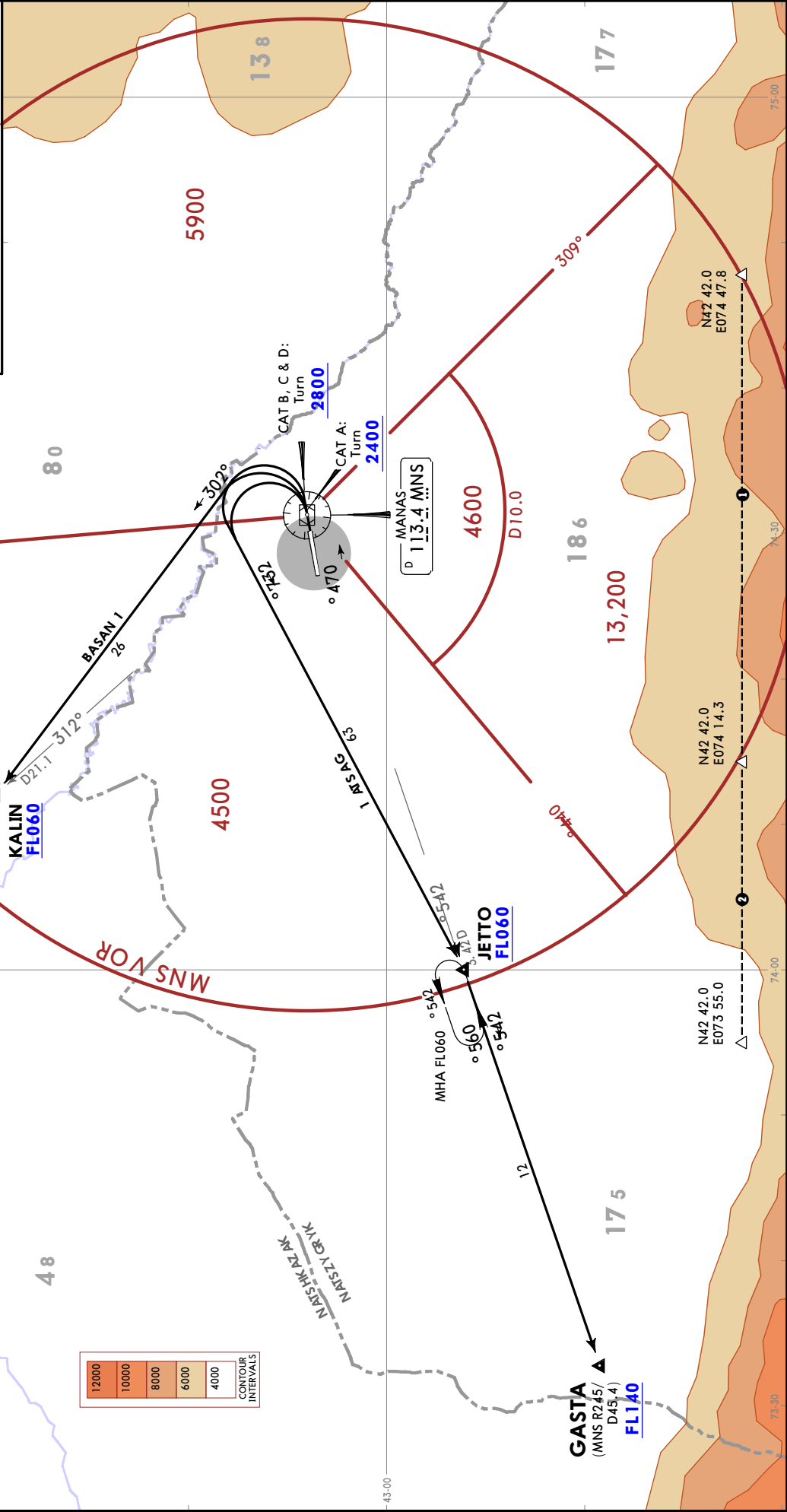
Runway: 25
Length x Width: 13793 ft x 180 ft
Surface Type: concrete
TDZ-Elev: 2054 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.900
Bishkek Tower: 118.100
Bishkek Ground: 121.700
Bishkek Approach: 124.600 VHF-DF
Bishkek Radar: 120.300



Apt Elev 2090	Trans alt: 4400 QNH (QFE on request)
BASAN 1, GASTA 1 DEPARTURES (RWY 07)	
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 JETTO, further climb as directed by ATC.
❶ Do not fly SOUTH of this line below FL190. ❷ Do not fly SOUTH of this line below FL170.	



Apt Elev
2090

Trans alt: 4400 QNH (QFE on request)

BASAN 2, GASTA 2
DEPARTURES
(RWY 25)

SID

ROUTING

BASAN 2

Climb straight ahead to 2400 (CAT A) or to 2700 (CAT B, C & D), turn RIGHT, 332° track to KALIN, further climb as directed by ATC.

GASTA 2

Climb straight ahead to 2400 (CAT A) or to 2700 (CAT B, C & D), turn LEFT, 243° track to JETTO, further climb as directed by ATC.

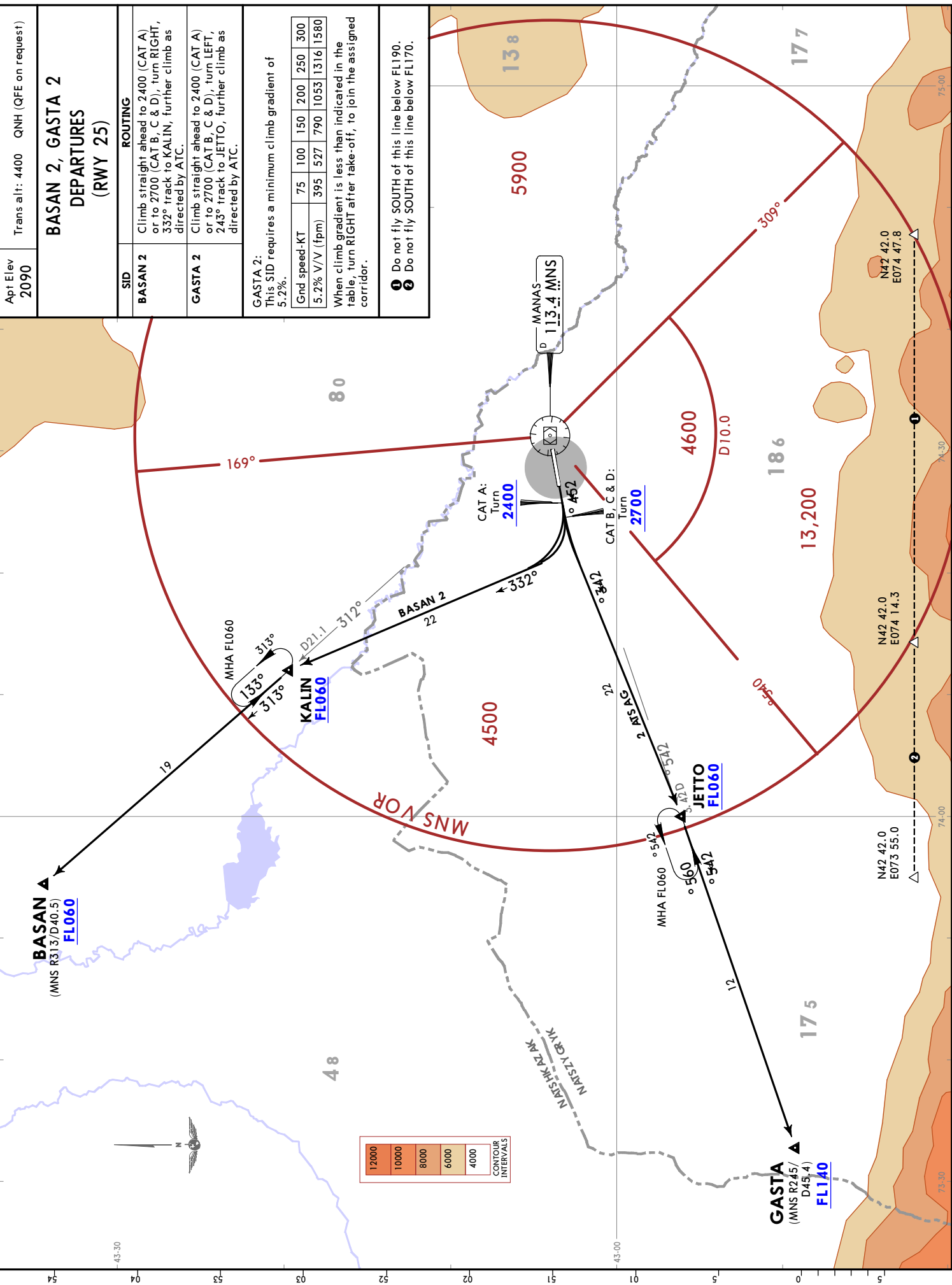
GASTA 2:
This SID requires a minimum climb gradient of 5.2%.

Grnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

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

1 Do not fly SOUTH of this line below FL190.

2 Do not fly SOUTH of this line below FL170.



Apt Elev
2090

Trans alt: 4400 QNH (QFE on request)

RAXAT 1, UMLOD 1
DEPARTURES
(RWY 07)

SID

ROUTING

RAXAT 1

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.

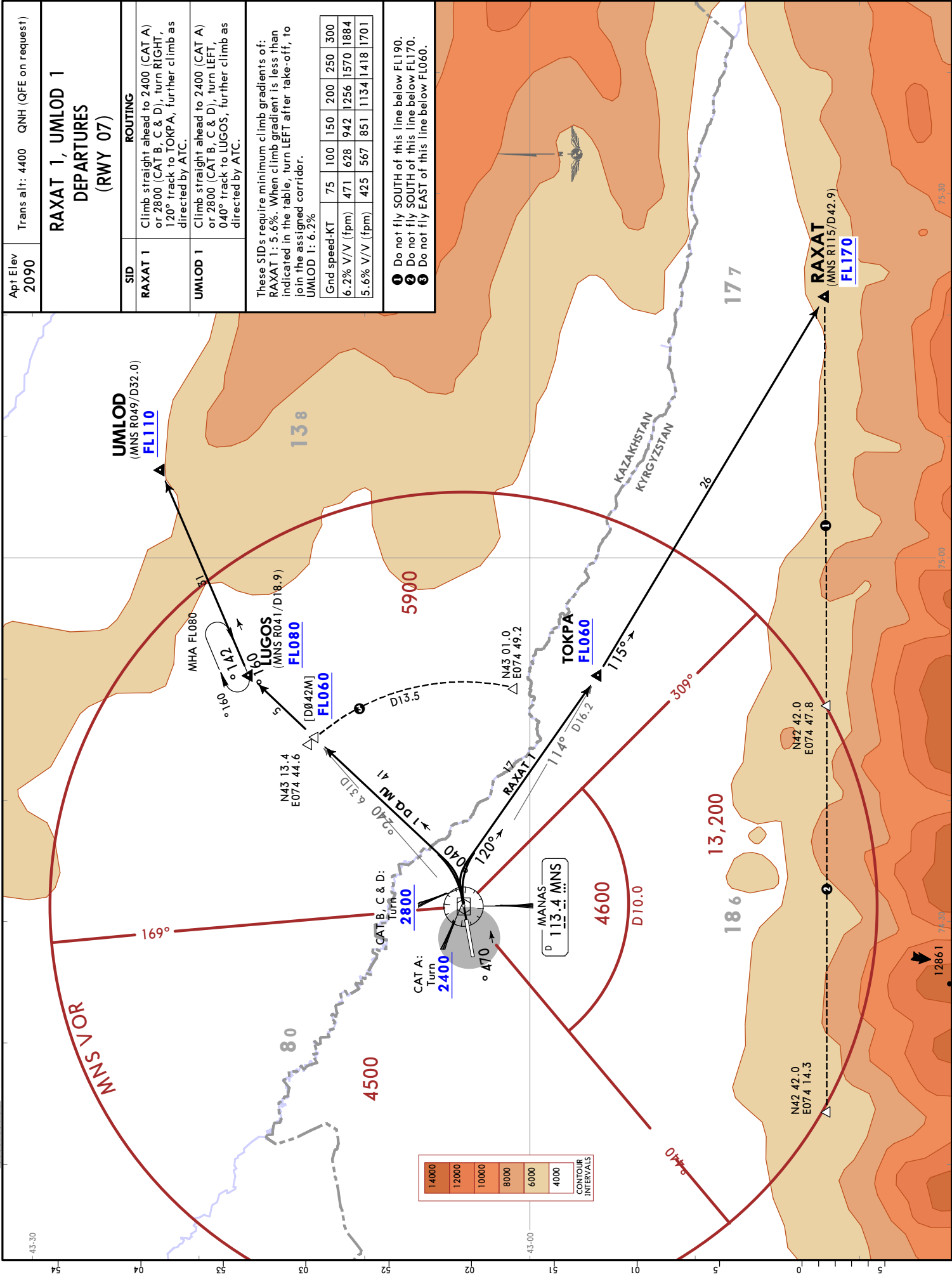
UMLOD 1

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.

These SIDs require minimum climb gradients of:
RAXAT 1: 5.6%. When climb gradient is less than indicated in the table, turn LEFT after take-off, to join the assigned corridor.
UMLOD 1: 6.2%

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

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 FL060.





UCFM/FRU

Apt Elev 2090'

N43 03.7 E074 28.7

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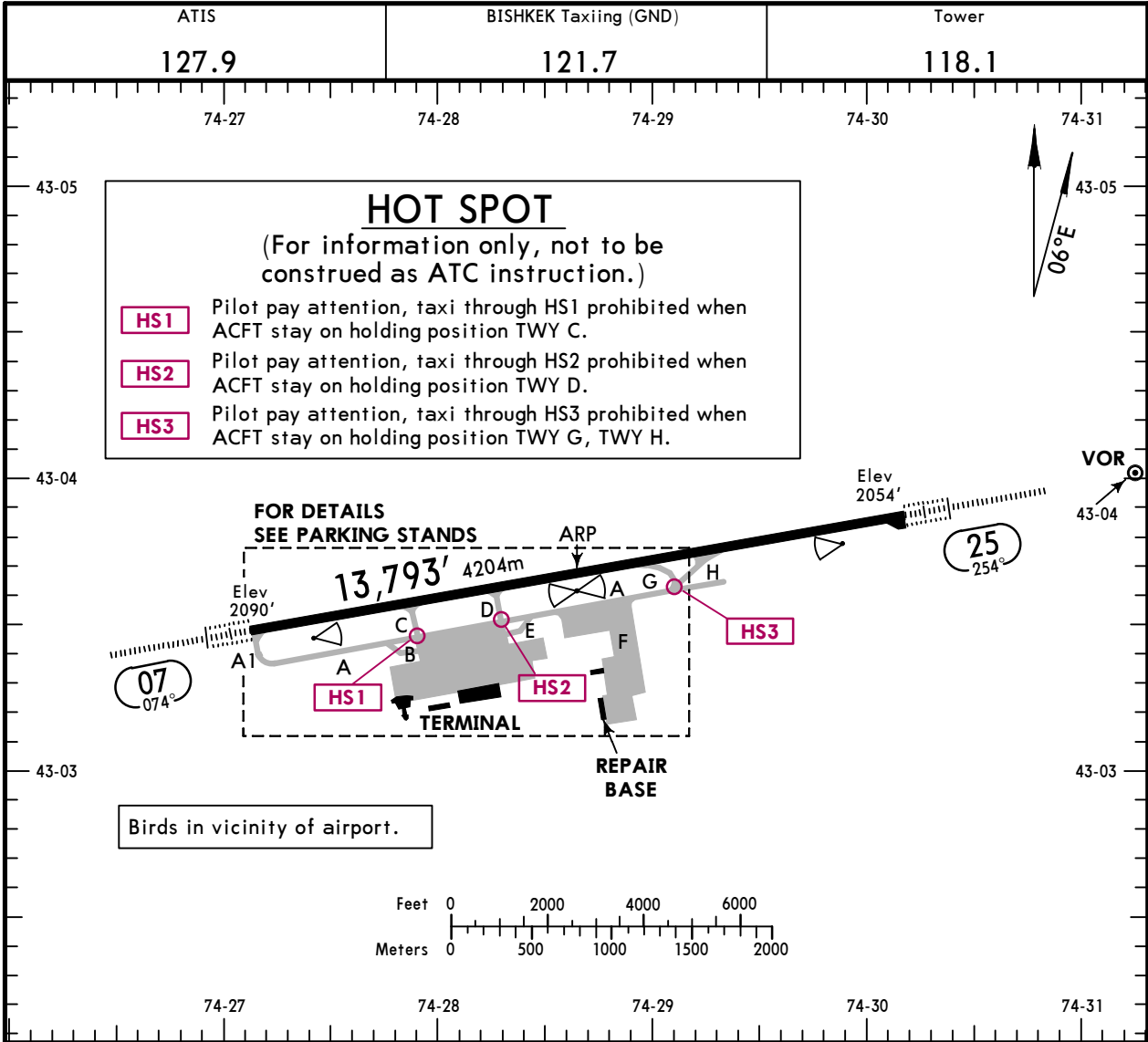
15 NOV 24

10-9

Eff 28 Nov

BISHKEK, KYRGYZSTAN

MANAS



ADDITIONAL RUNWAY INFORMATION							
RWY	LANDING BEYOND					USABLE LENGTHS	
						Threshold	TAKE-OFF
07	HIRL ① CL ② HIALS-II ③ TDZ PAPI-L ④ RVR						
25	HIRL ① CL ② HIALS-II ③ TDZ PAPI-L ⑤ RVR					12,760' 3889m	180' 55m

- ① spacing 60m
② spacing 15m
③ length 900m
④ (angle 3.00°, MEHT 63')
⑤ (angle 3.00°, MEHT 69')

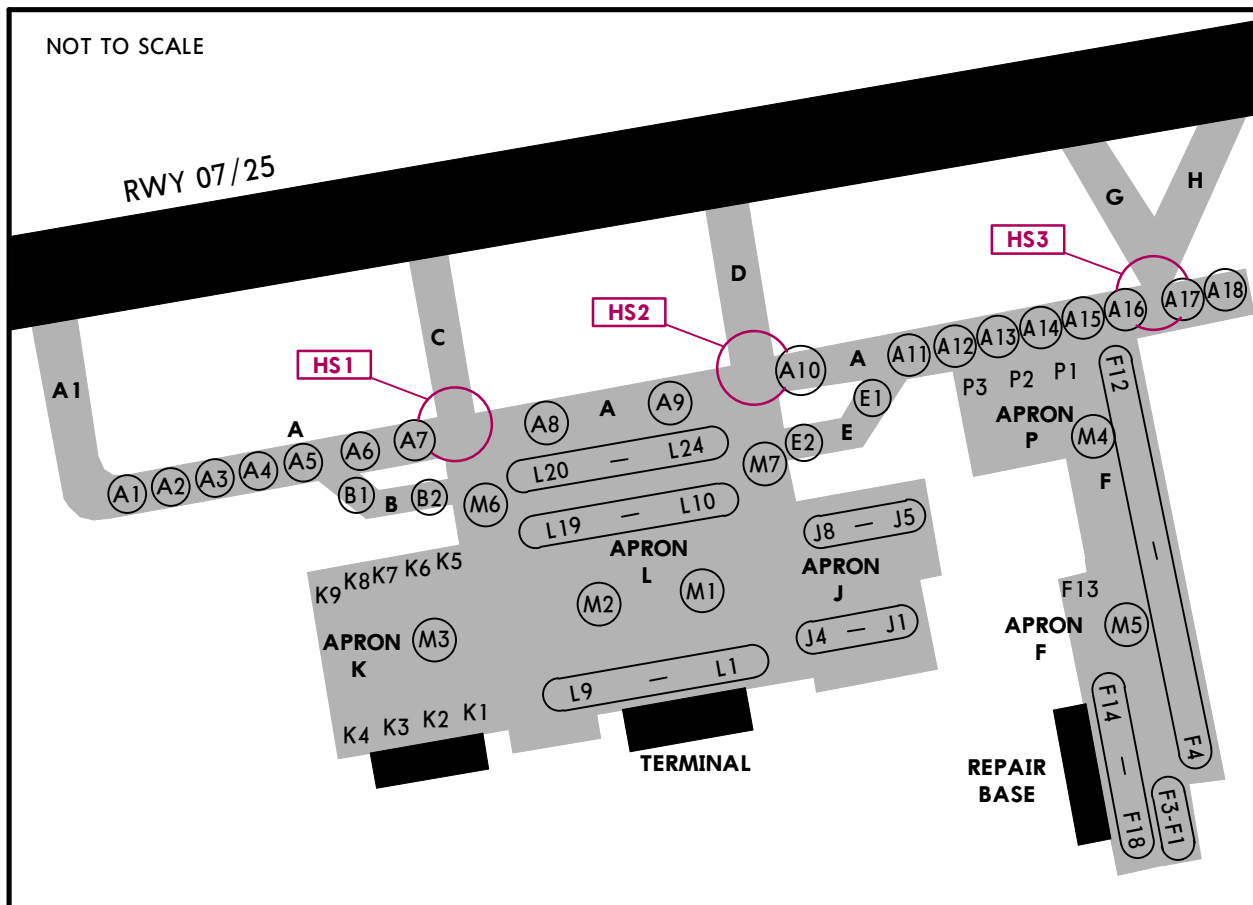
LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 600m.
Status of LVP is passed to pilots by ATC or ATIS.
Arriving ACFT shall report landing and RWY vacated.
Taxiing of ACFT shall be carried out with Follow-me car.

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	400m
C			
D	250m (200m)	300m	

RVR in parentheses if TDZ RVR is supplemented by MID and/or Rollout RVR.

NOT TO SCALE



LEGEND

A Taxiway

K5 Parking position

(M1) Start-up point

HS1 **HOT SPOT**

See AIRPORT, AIRPORT INFO,
LOW VIS, TAKE-OFF MNMS
for description of Hot Spot.

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 **JEPPESSEN**
23 AUG 24 **10-9S** **Eff 5 Sep**

EASA AIR OPS
BISHKEK, KYRGYZSTAN
MANAS

STRAIGHT-IN RWY		A	B	C	D
07	CAT 2 ILS	2190' (100') RA99' R300m	2190' (100') RA99' R300m	2190' (100') RA99' R300m	2190' (100') RA99' R300m
	ILS	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m	2290' (200') R550m
	TDZ or CL out	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③ VOR	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m	2420' (330') R800m
25	CAT 2 ILS	2154' (100') RA99' R300m	2154' (100') RA99' R300m	2154' (100') RA99' R300m	2154' (100') RA99' R300m
	ILS	2254' (200') R550m	2254' (200') R550m	2254' (200') R550m	2254' (200') R550m
	TDZ or CL out	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	③ VOR	2420' (366') R1000m	2420' (366') R1000m	2420' (366') R1000m	2420' (366') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

- ① without autoland: R350m.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

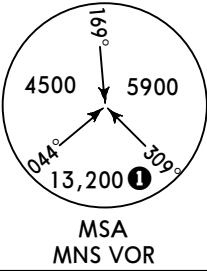
TAKE-OFF							
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

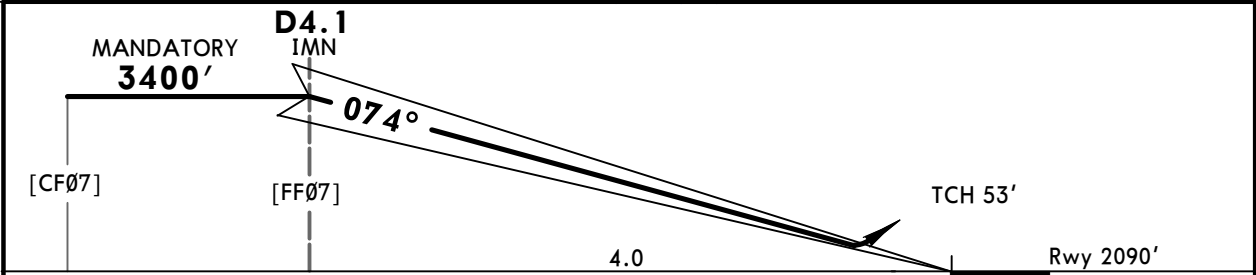
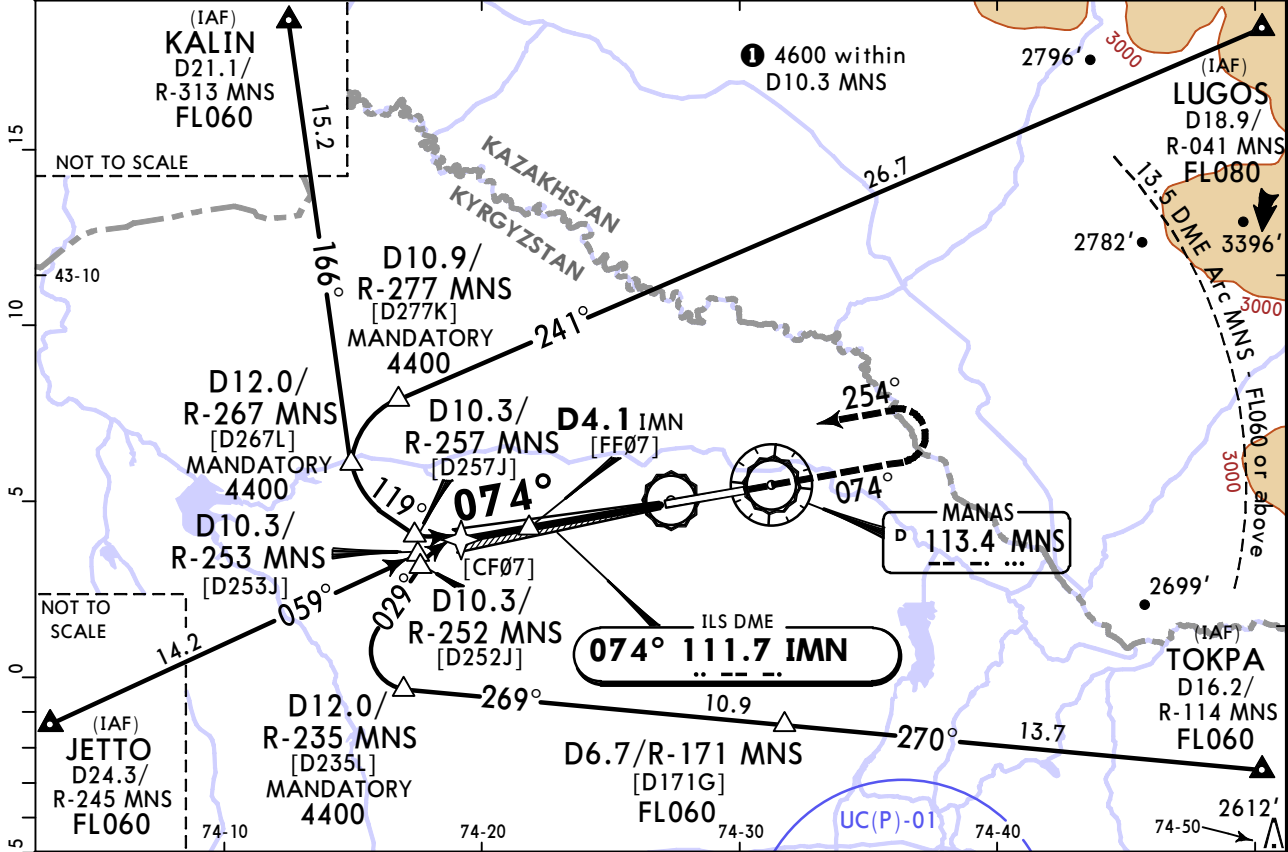
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JEPPESEN
23 AUG 24 11-1 Eff 5 Sep

BISHKEK, KYRGYZSTAN
ILS DME Rwy 07

BRIEFING STRIP™

ATIS 127.9		BISHKEK Approach (R) 124.6		BISHKEK Tower 118.1		Ground 121.7	
LOC IMN 111.7	Final Apch Crs 074°	D4.1 IMN MANDATORY 3400' (1310')	ILS DA(H) 2290' (200')	Apt Elev 2090' Rwy 2090'			
MISSED APCH: Climb on 074° to 2800', then turn LEFT on 254° climbing to 4400', then as directed.							
Alt Set: hPa		Rwy Elev: 74 hPa		Trans level: FL060		Trans alt: 4400'	
WARNING: An increased turbulence and wind shear may be experienced on final.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2800'	on 074°	4400'	on 254°
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT		

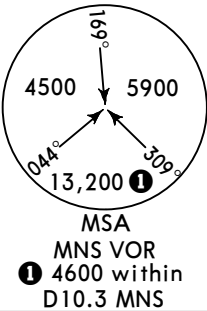
STRAIGHT-IN LANDING RWY 07				LOC (GS out)	
ILS DA(H) 2290' (200')		TDZ or CL out		ALS out	
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	
D					

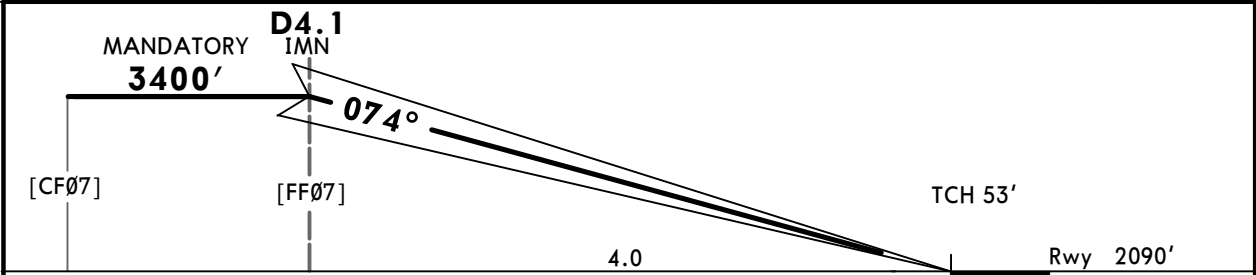
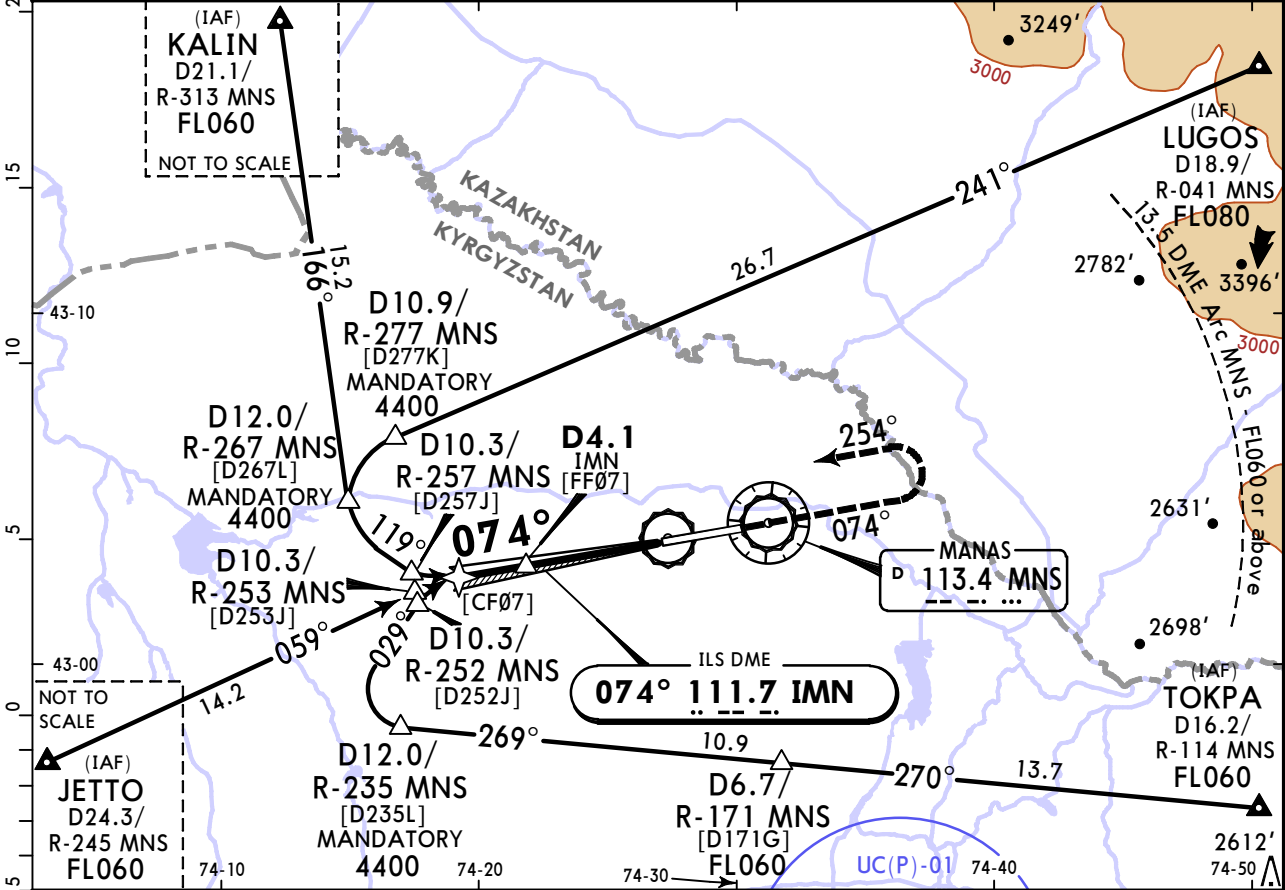
PANS OPS

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JEPPESSEN
23 AUG 24
Eff 5 Sep 11-1A

BISHKEK, KYRGYZSTAN
CAT II ILS DME Rwy 07

ATIS		BISHKEK Approach (R)		BISHKEK Tower		Ground
127.9		124.6		118.1		121.7
LOC IMN 111.7	Final Apch Crs 074°	D4.1 IMN MANDATORY 3400' (1310')	CAT II ILS RA 99' DA(H) 2190'(100')	Apt Elev 2090' Rwy 2090'		
MISSED APCH: Climb on 074° to 2800', then turn LEFT on 254° climbing to 4400', then as directed.						
Alt Set: hPa		Rwy Elev: 74 hPa	Trans level: FL060	Trans alt: 4400'		
1. Special Aircrew & Aircraft Certification Required. 2. WARNING: An increased turbulence and wind shear may be experienced on final.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2800'		4400'	
GS	3.00°	372	478	531	637	743	849	PAPI	↑	on 074°	LT	on 254°

STRAIGHT-IN LANDING RWY07
CAT II ILS
RA 99'
DA(H) 2190' (100')

RVR 300m

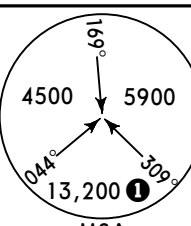
CHANGES: Rwy designation, bearings.

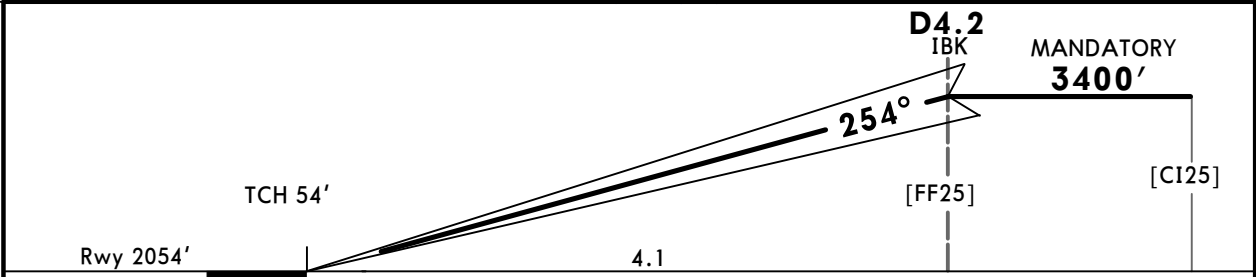
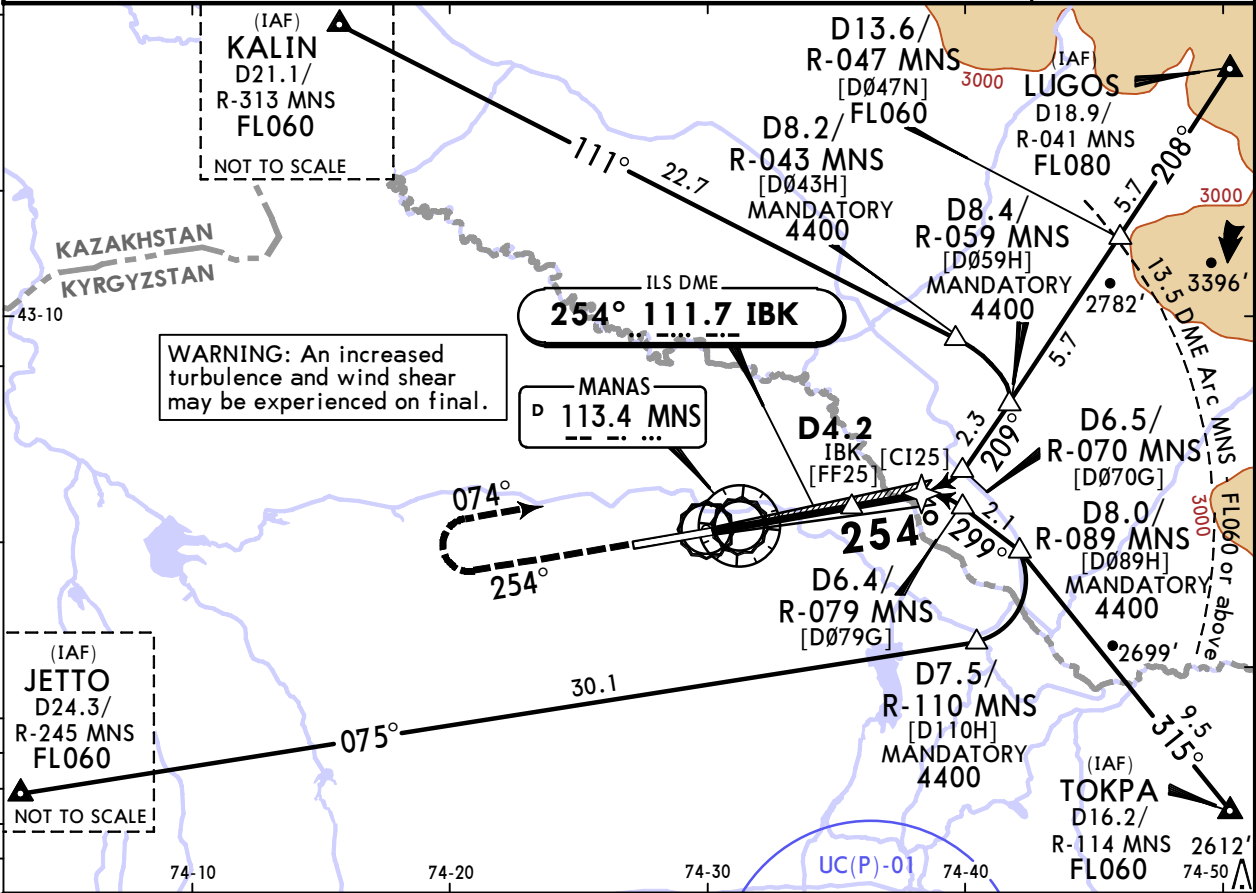
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23 AUG 24
Eff 5 Sep 11-2A

BISHKEK, KYRGYZSTAN
CAT II ILS DME Rwy 25

ATIS		BISHKEK Approach (R)		BISHKEK Tower		Ground
127.9		124.6		118.1		121.7
LOC IBK 111.7	Final Apch Crs 254°	D4.2 IBK MANDATORY 3400' (1346')	CAT II ILS RA 99' DA(H) 2154' (100')	Apt Elev 2090' Rwy 2054'		
MISSED APCH: Climb on 254° to 2800', then turn RIGHT on 074° climbing to 4400', then as directed.						
Alt Set: hPa		Rwy Elev: 73 hPa		Trans level: FL060		Trans alt: 4400'
Special Aircrew & Aircraft Certification Required.						



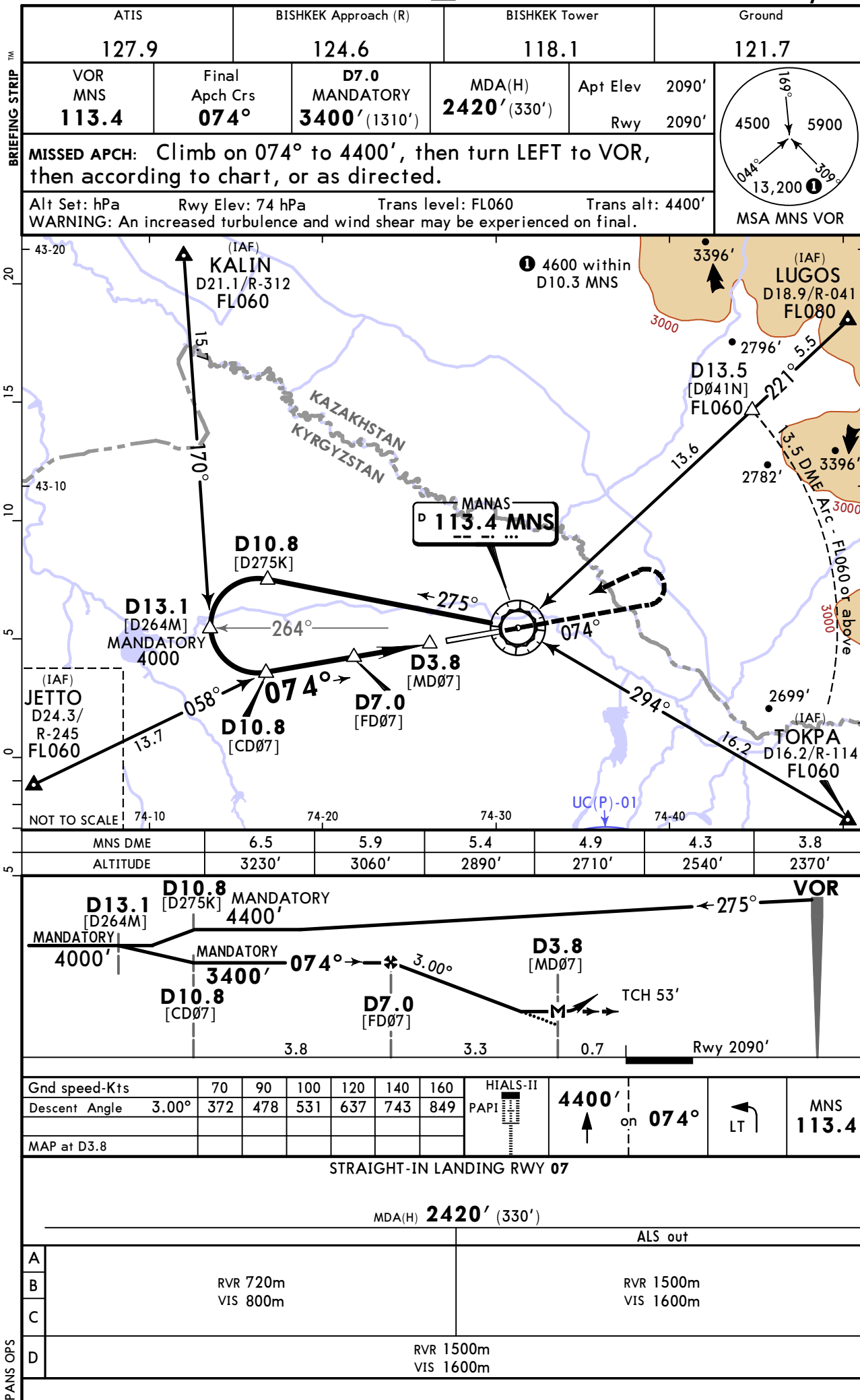
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	372	478	531	637	743	849	PAPI
							2800' on 254°	4400' on 074°
							↑	RT

STRAIGHT-IN LANDING RWY25	
CAT II ILS	
RA 99'	
DA(H) 2154'(100')	
RVR 300m	
PANS OPS	

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23 AUG 24 **13-1** Eff 5 Sep

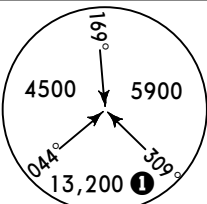
BISHKEK, KYRGYZSTAN
VOR DME Rwy 07

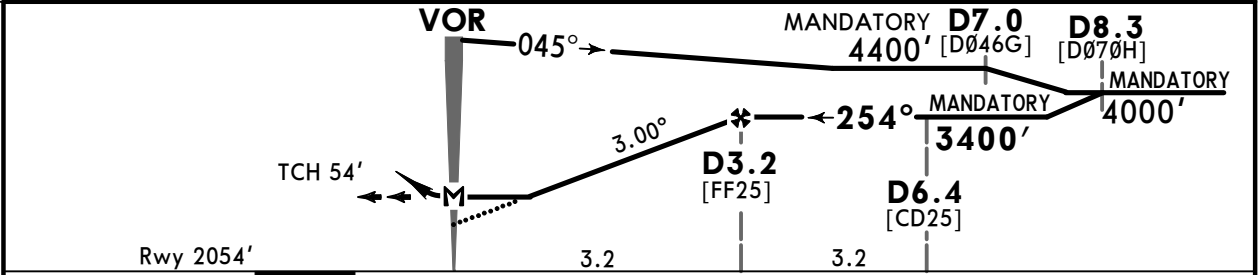
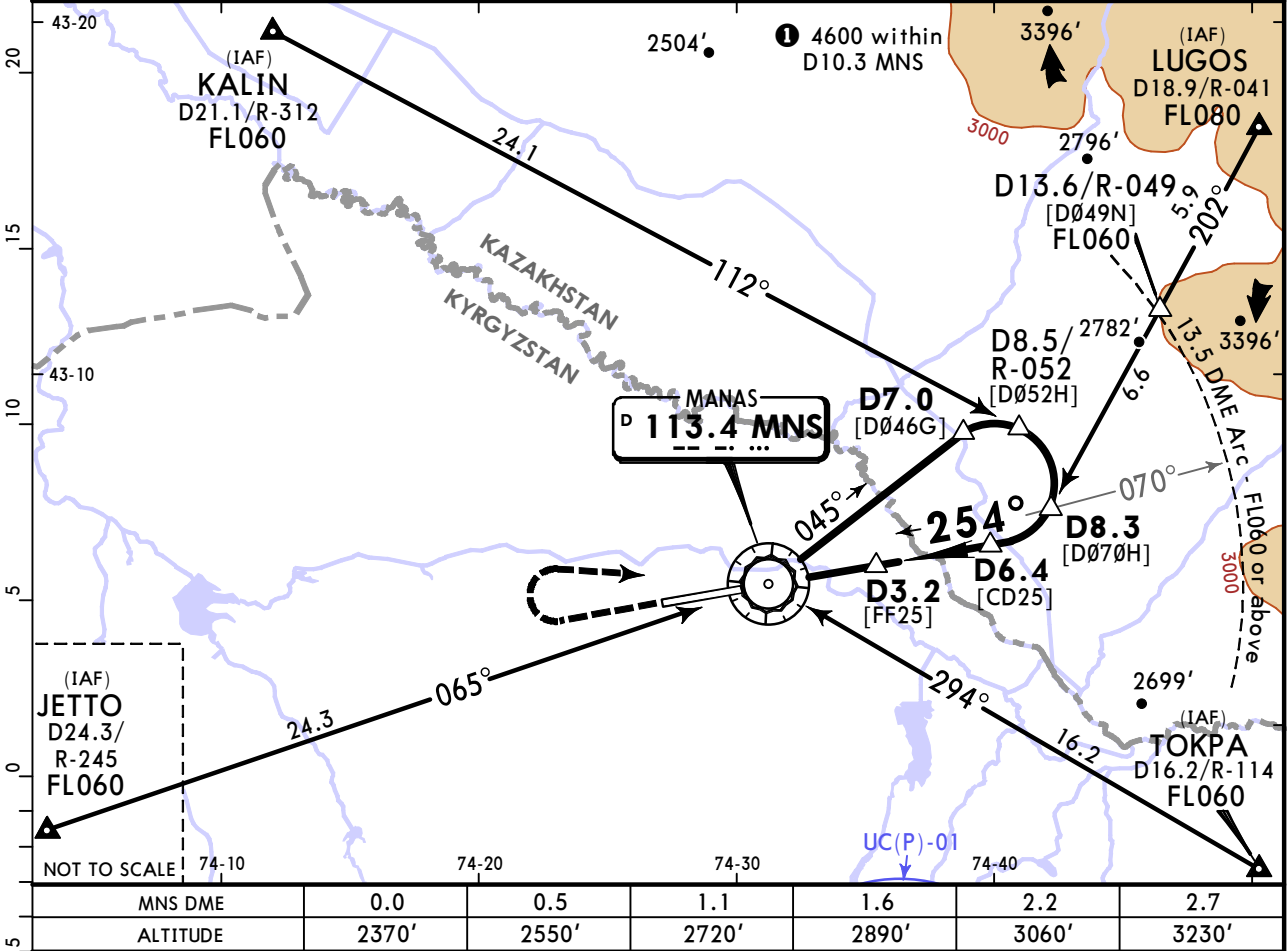


UCFM/FRU
MANAS

JEPPESEN
23 AUG 24 (13-2) Eff 5 Sep

BISHKEK, KYRGYZSTAN
VOR DME Rwy 25

ATIS 127.9		BISHKEK Approach (R) 124.6		BISHKEK Tower 118.1		Ground 121.7	
VOR MNS 113.4	Final Apch Crs 254°	D3.2 MANDATORY 3400' (1346')	MDA(H) 2420' (366')	Apt Elev 2090'	Rwy 2054'		
MISSED APCH: Climb on 254° 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: FL060			
WARNING: An increased turbulence and wind shear may be experienced on final.						MSA MNS VOR	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2800'	on 254°	4400'	MNS 113.4
Descent Angle	3.00°	372	478	531	637	849					
MAP at VOR											

STRAIGHT-IN LANDING RWY 25											
MDA(H) 2420' (366')											
ALS out											
A											
B	RVR 720m VIS 800m						RVR 1500m VIS 1600m				
C											
D	RVR 1500m VIS 1600m						2000m				

Chart changes since cycle 04-2025

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UCFM