

List of pages in this Trip Kit

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General Information

Location: OSH KGZ
ICAO/IATA: UCFO / OSS
Lat/Long: N40° 36.53', E072° 47.60'
Elevation: 2938 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 5.0° 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: 2346 Z
Sunset: 1425 Z

Runway Information

Runway: 12
Length x Width: 10535 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2851 ft
Lighting: Edge, ALS
Displaced Threshold: 656 ft

Runway: 30
Length x Width: 10535 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 2938 ft
Lighting: Edge

Communication Information

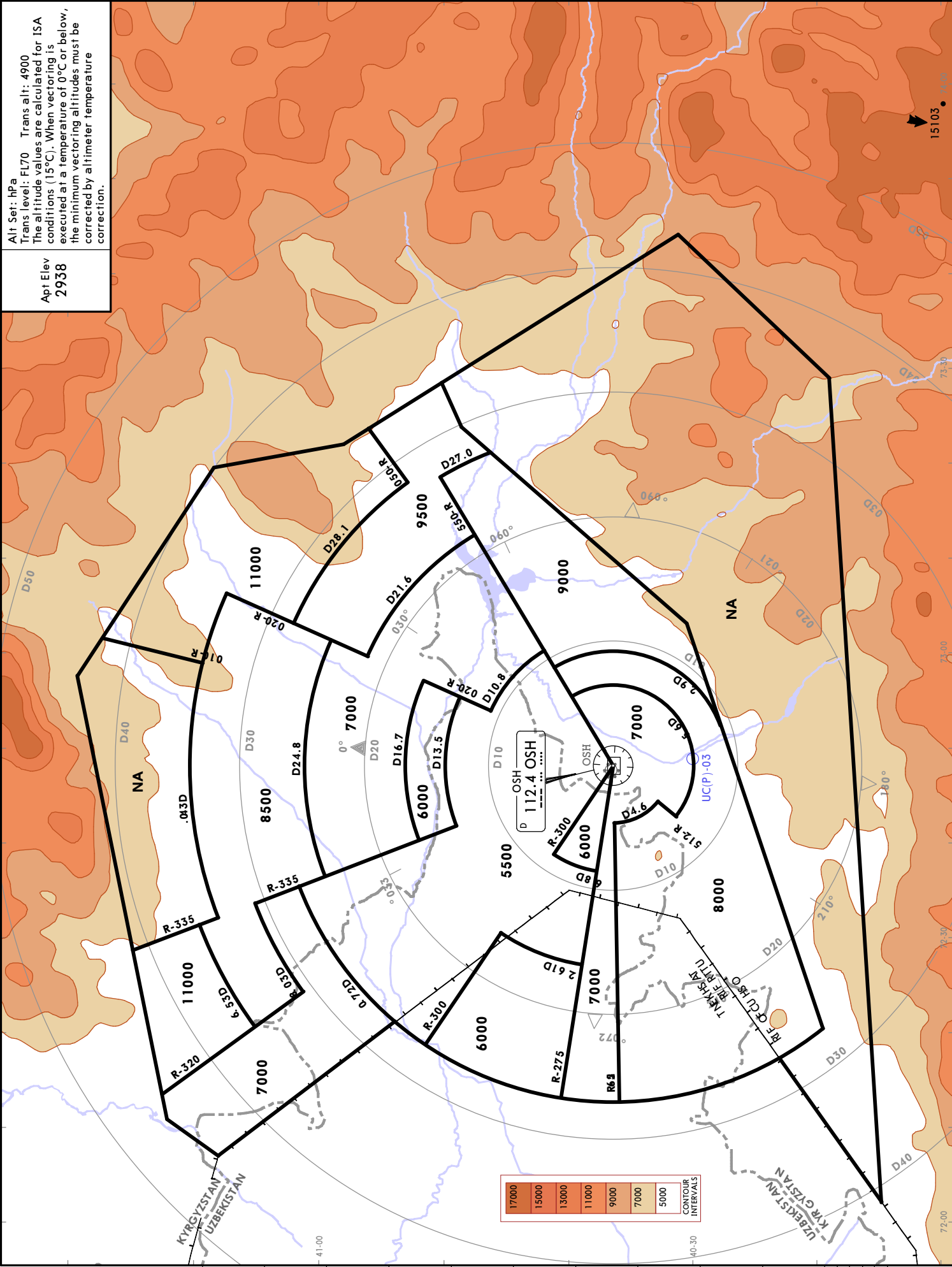
ATIS: 134.200
Osh Tower: 118.300
Osh Ground: 121.800
Osh Approach: 124.200

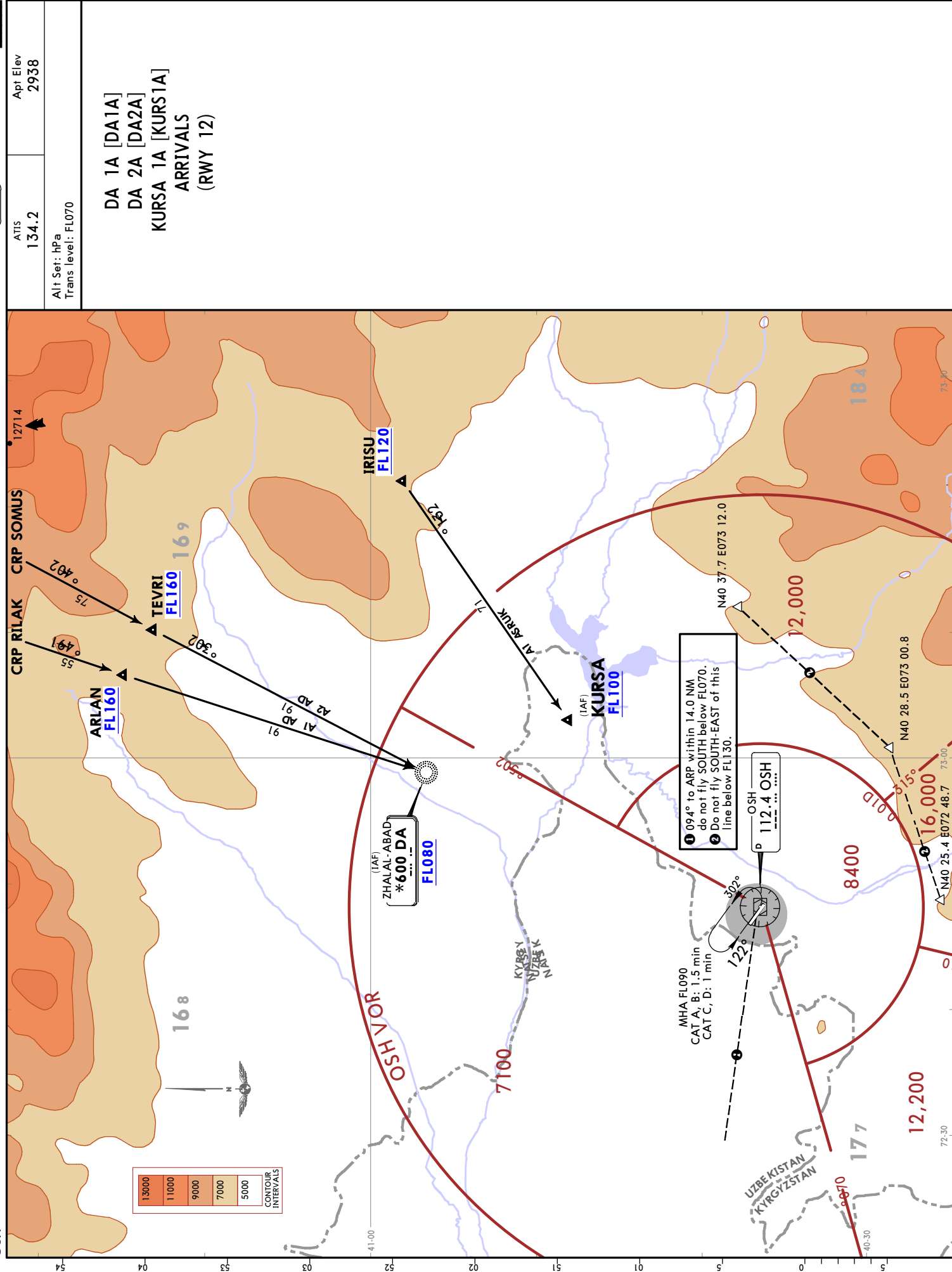
OSH, KYRGYZSTAN

RADAR MINIMUM ALTITUDES

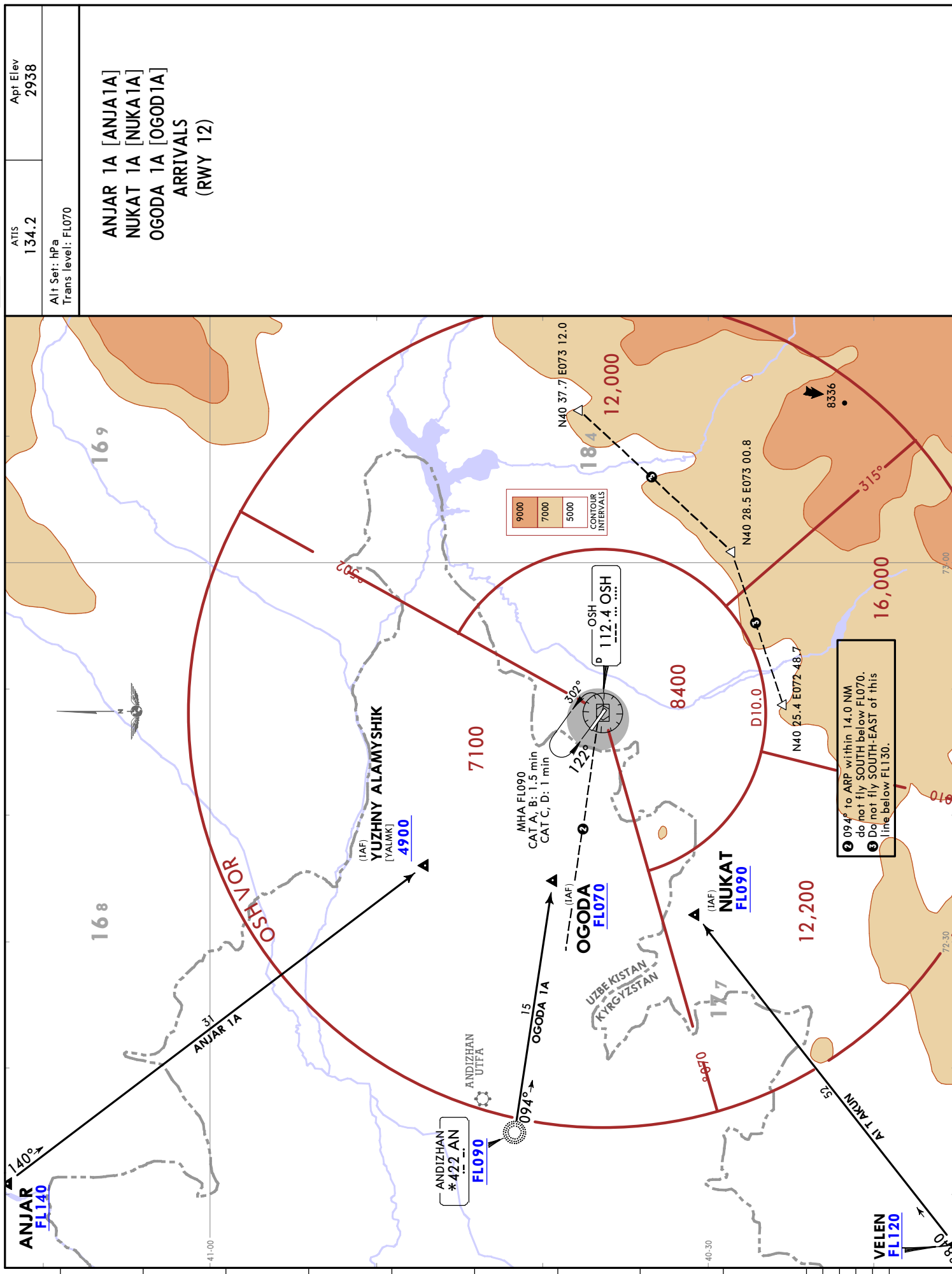
Alt Set: hPa
Trans level: FL70 Trans alt: 4900
The altitude values are calculated for ISA conditions (15°C). When vectoring is executed at a temperature of 0°C or below, the minimum vectoring altitudes must be corrected by altimeter temperature correction.

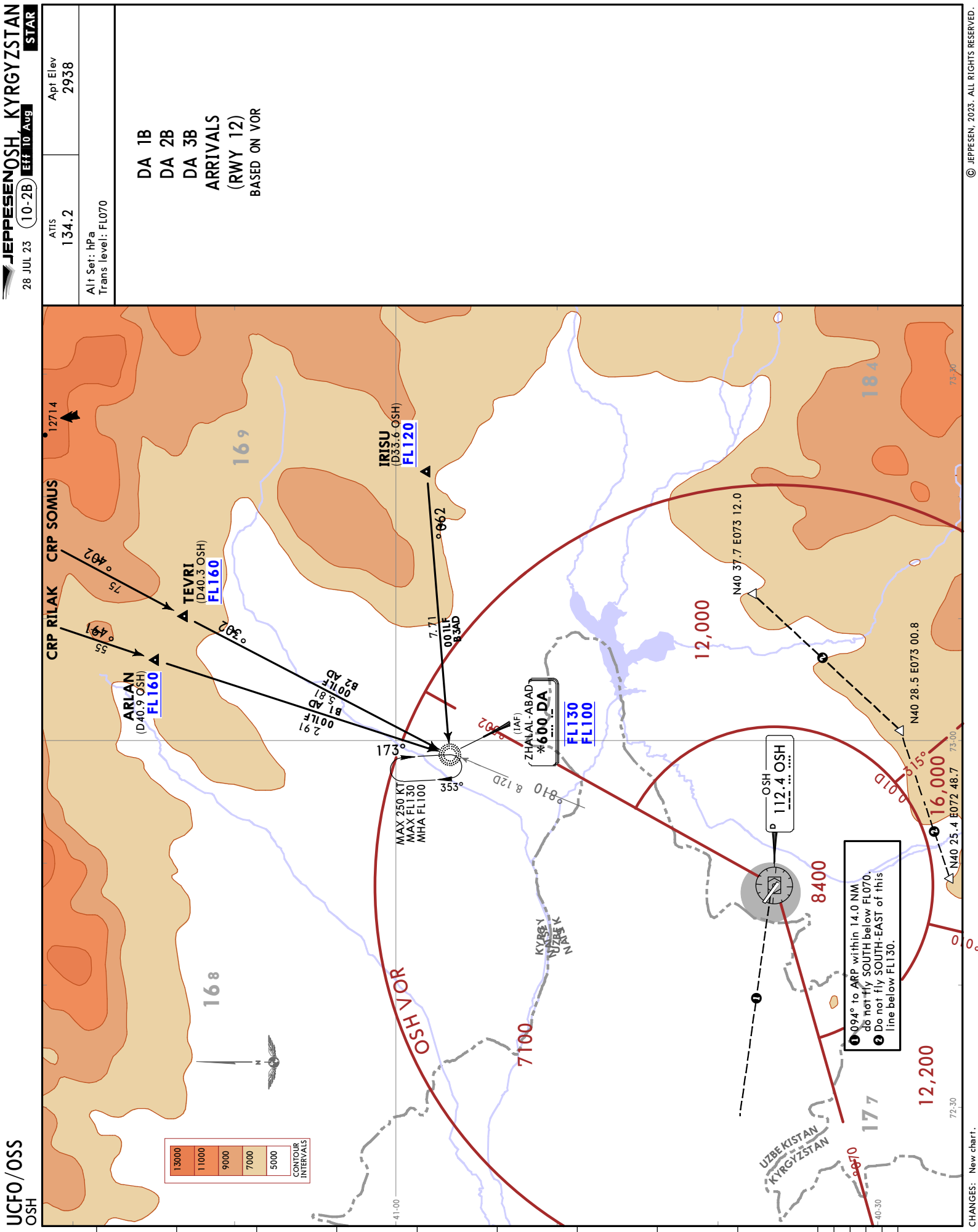
Apt Elev
2938





LOWOU withdrawn; holding revised; approach transitions transferred to 1-1.
CHANGES: LOWOU withdrawn; holding revised; approach transitions transferred to 1-1.





UCFO/OSS
OSH



Apt Elev 2938
Trans alt: 4900
Initial turn not later than 3.8 NM from ARP.

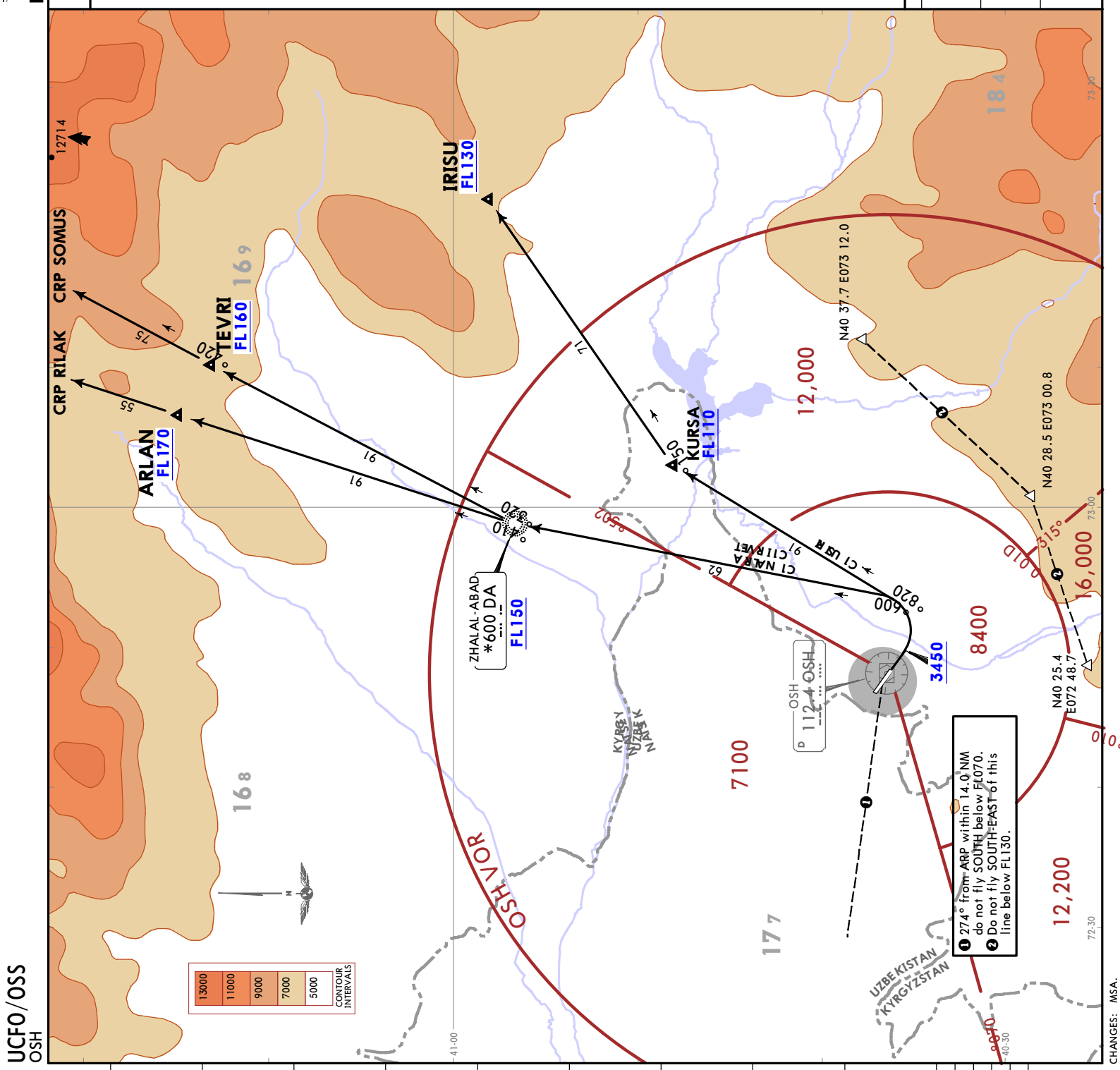
ARLAN 1C [ARLAN 1C]
IRISU 1C [IRISU 1C]
TEVRI 1C [TEVRI 1C]
DEPARTURES
(RWY 12)

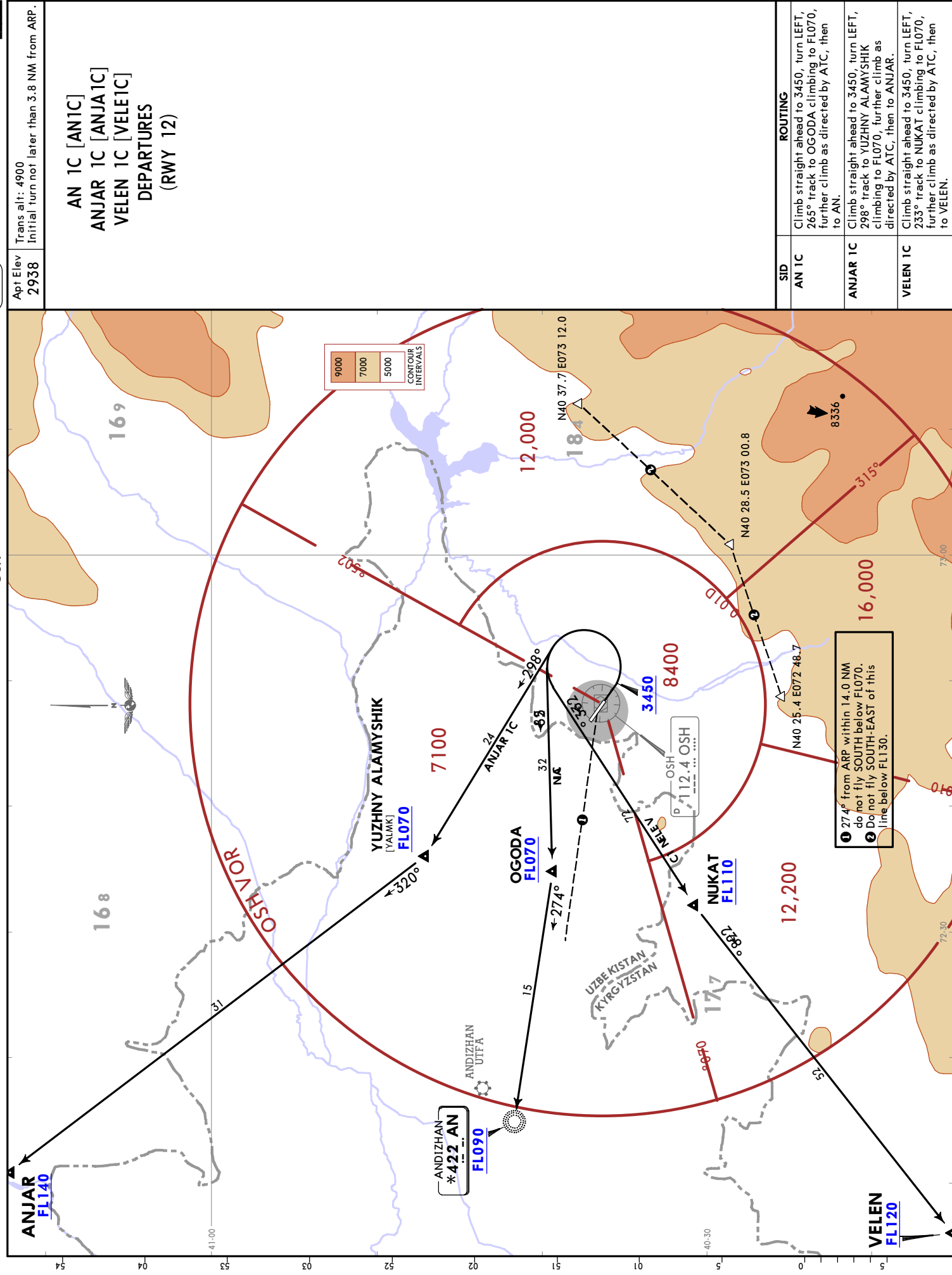
SID	ROUTING
ARLAN 1C	Climb straight ahead to 3450, turn LEFT, intercept 006° bearing to DA climbing to FL070, further climb as directed by ATC, then to ARLAN.
IRISU 1C	Climb straight ahead to 3450, turn LEFT, 028° track to KURSA climbing to FL070, further climb as directed by ATC, then to IRISU.
TEVRI 1C	Climb straight ahead to 3450, turn LEFT, intercept 006° bearing to DA climbing to FL070, further climb as directed by ATC, then to TEVRI.

These SID's require a minimum climb gradient of 6.8%.

Grnd 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.





Apt Elev 2938

Trans alt: 4900

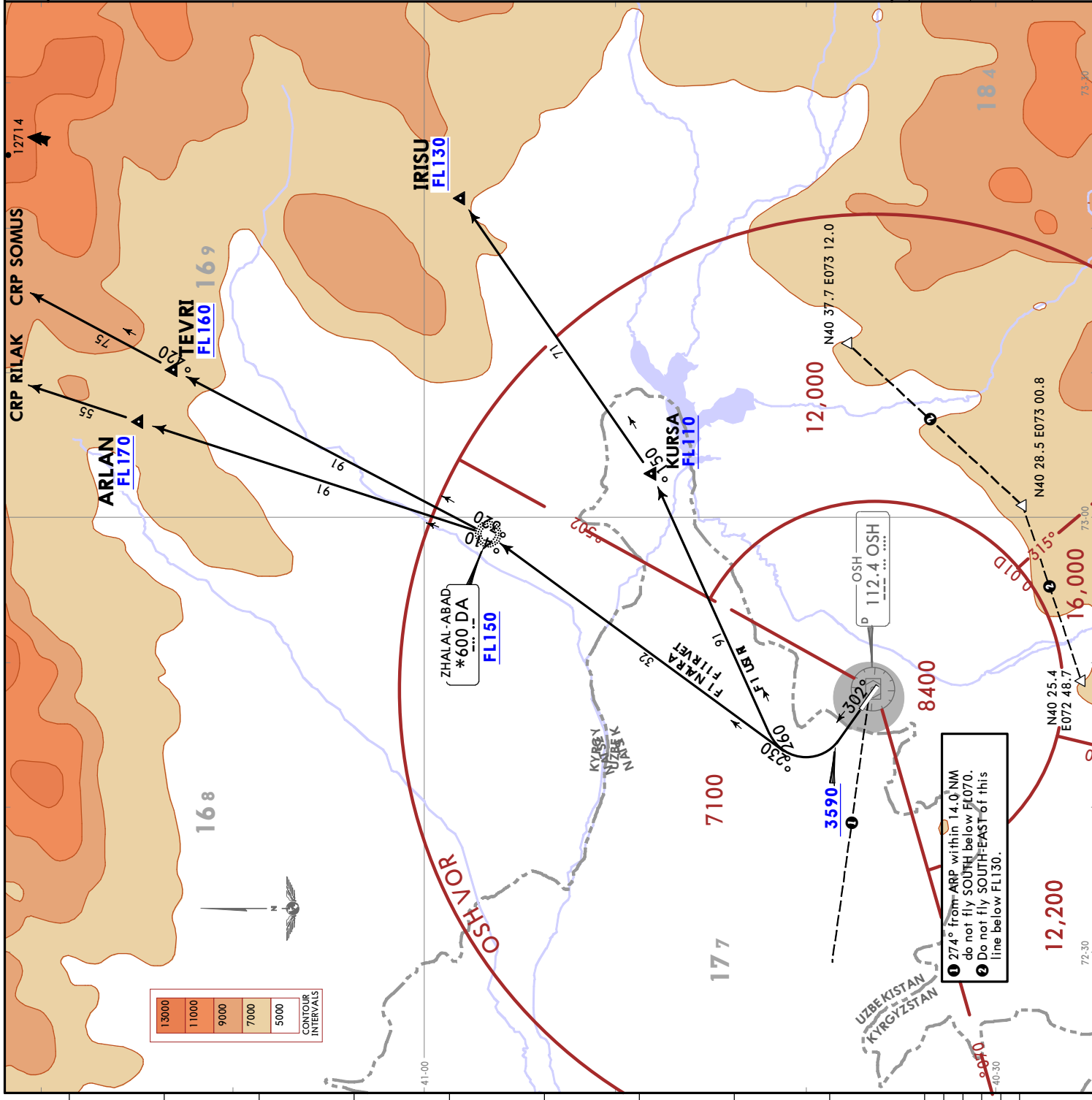
ARLAN 1F [ARLAN 1F]

IRISU 1F [IRISU 1F]

TEVRI 1F [TEVRI 1F]

DEPARTURES

(RWY 30)

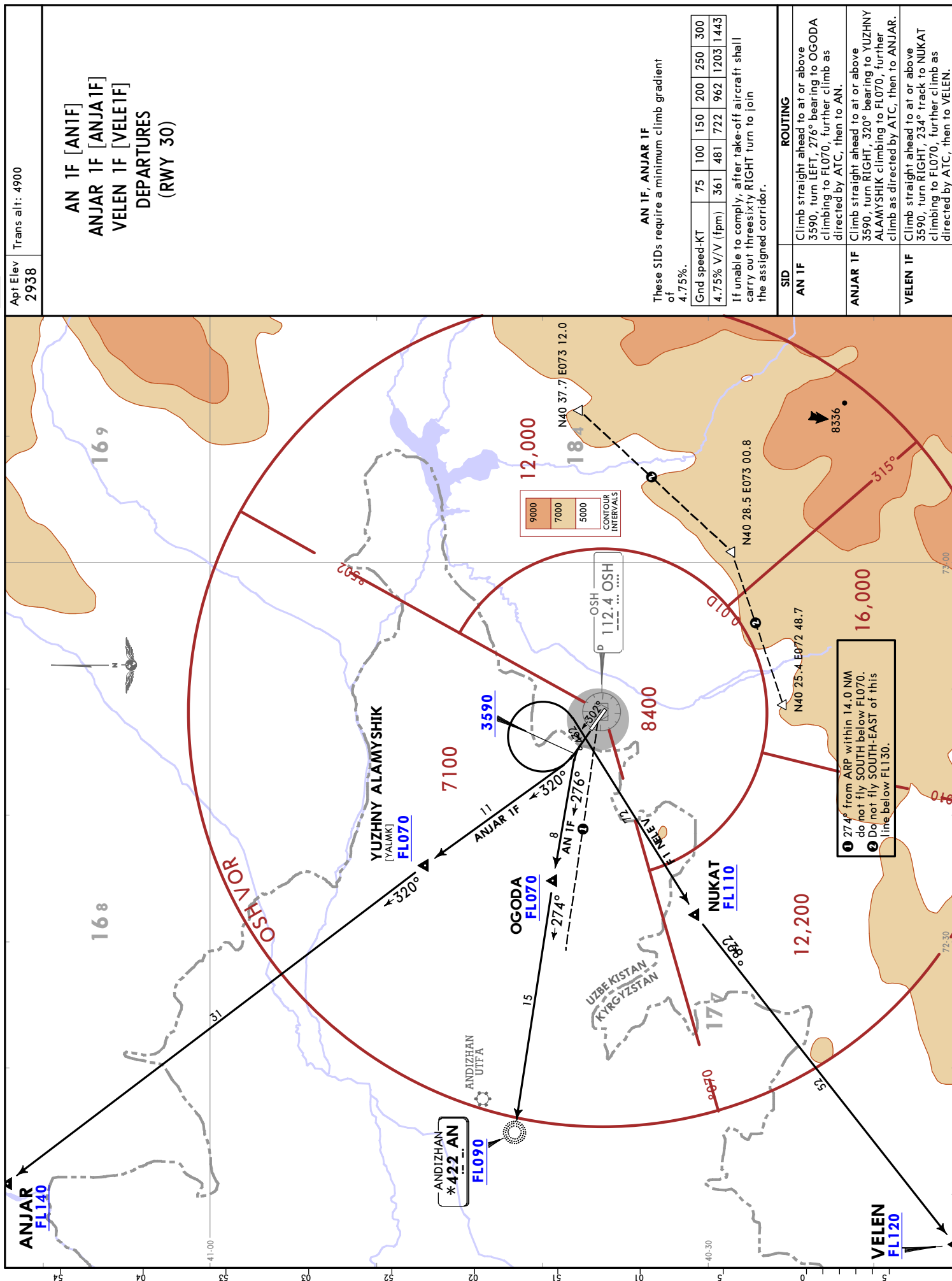


These SIDs require a minimum climb gradient of 7.8%.

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 threesixty 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 FL070, 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 FL070, 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 FL070, further climb as directed by ATC, then to TEVRI.



UCFO/OSS

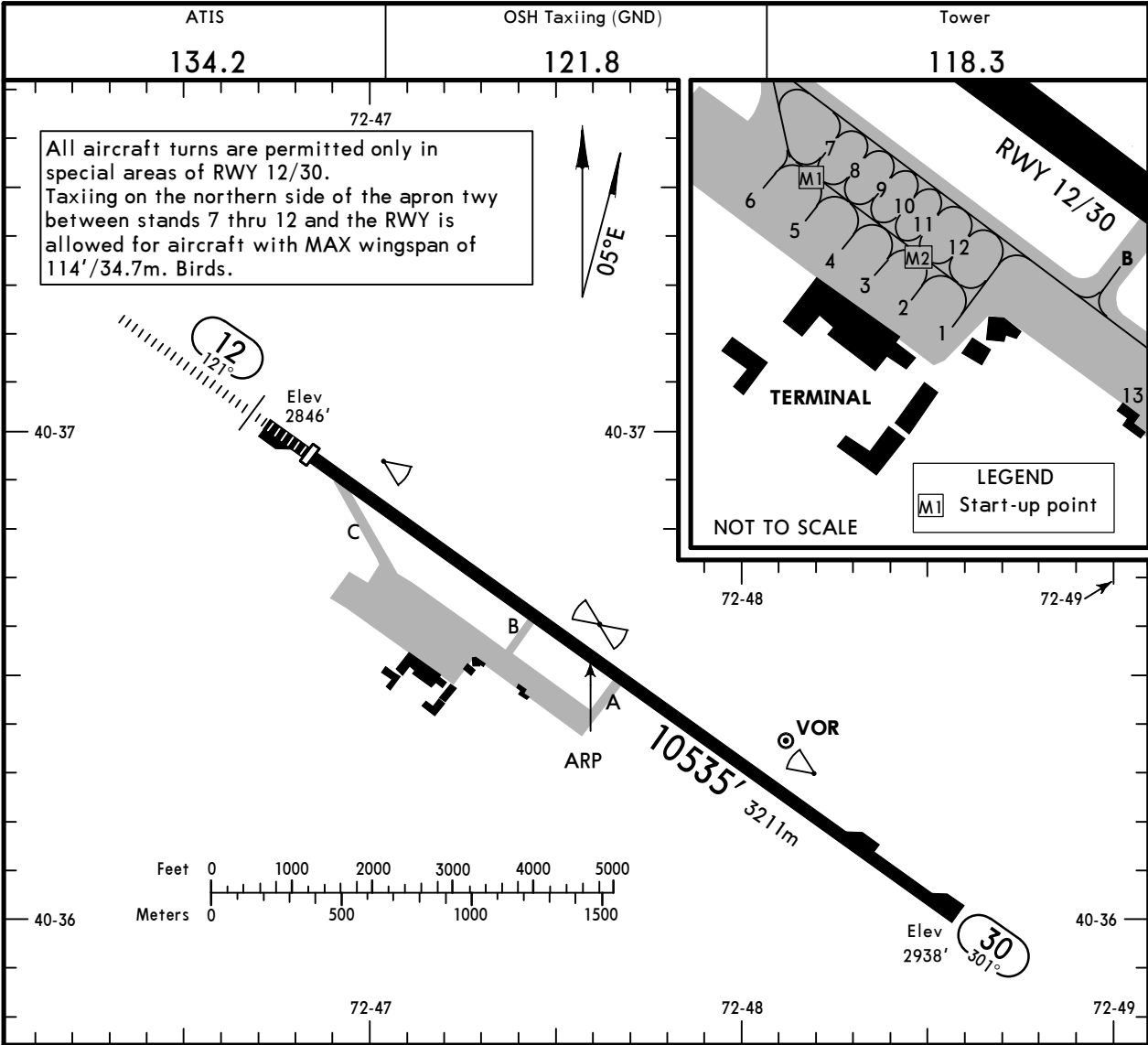
Apt Elev **2938'**
N40 36.5 E072 47.6

JEPPesen

14 FEB 25 **(10-9)** Eff 20 Feb

OSH, KYRGYZSTAN

OSH



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
12	HIRL (60m)	HIALS	SFL	PAPI-L (angle 3.00°)	RVR	9879' 3011m	8849' 2697m	148'
30	HIRL (60m)				RVR			45m

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR less than 800m.
ATC will inform pilots using phraseology: "LVP for take-off in progress."
Taxiing out of stand are escorted by follow-me car.
Departing ACFT shall report "AIRBORNE".

TAKE-OFF			
Std	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref
			DAY NIGHT
	R/V300m	R/V400m	R/V500m NA

1 For NIGHT operations, at least RL and RENL are required.

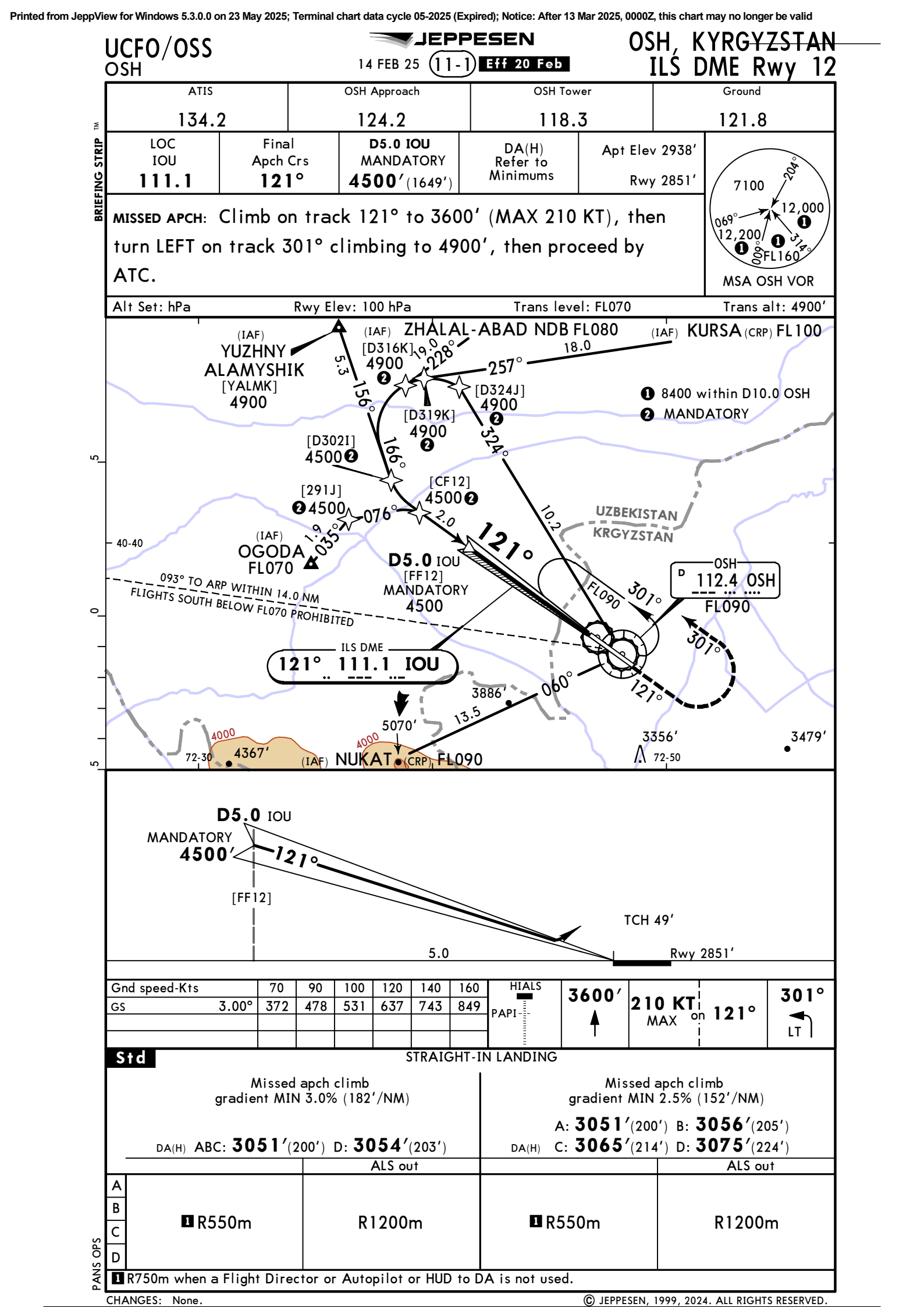
UCFO/OSS

STRAIGHT-IN RWY		A	B	C	D
12	① ILS	3051'(200')	3051'(200')	3051'(200')	3054'(203')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ ILS	3051'(200')	3056'(205')	3065'(214')	3075'(224')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	④ VOR DME Z or Y	3460'(609')	3460'(609')	3460'(609')	3460'(609')
		R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m

- ① Missed apch climb gradient mim 3.0%.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Missed apch climb gradient mim 2.5%.
- ④ Continuous Descent Final Approach.

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

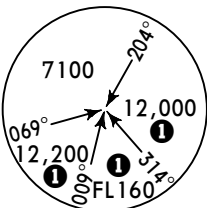
TAKE-OFF					
Low Visibility Procedures required					
Approval for Low Visibility Take-off required		RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

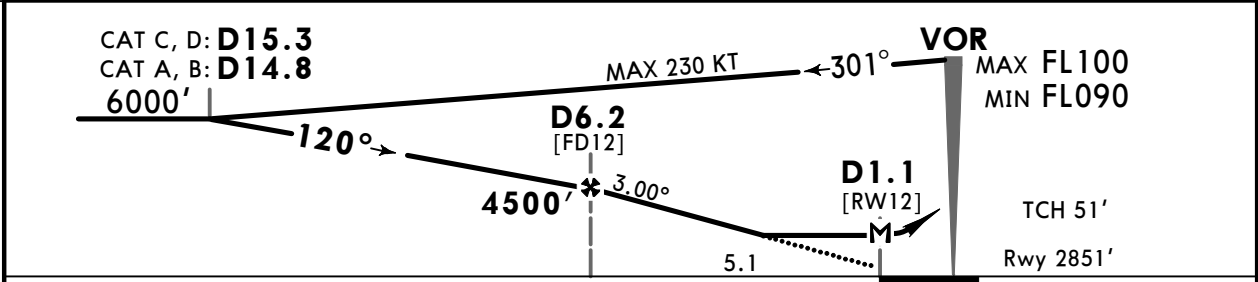
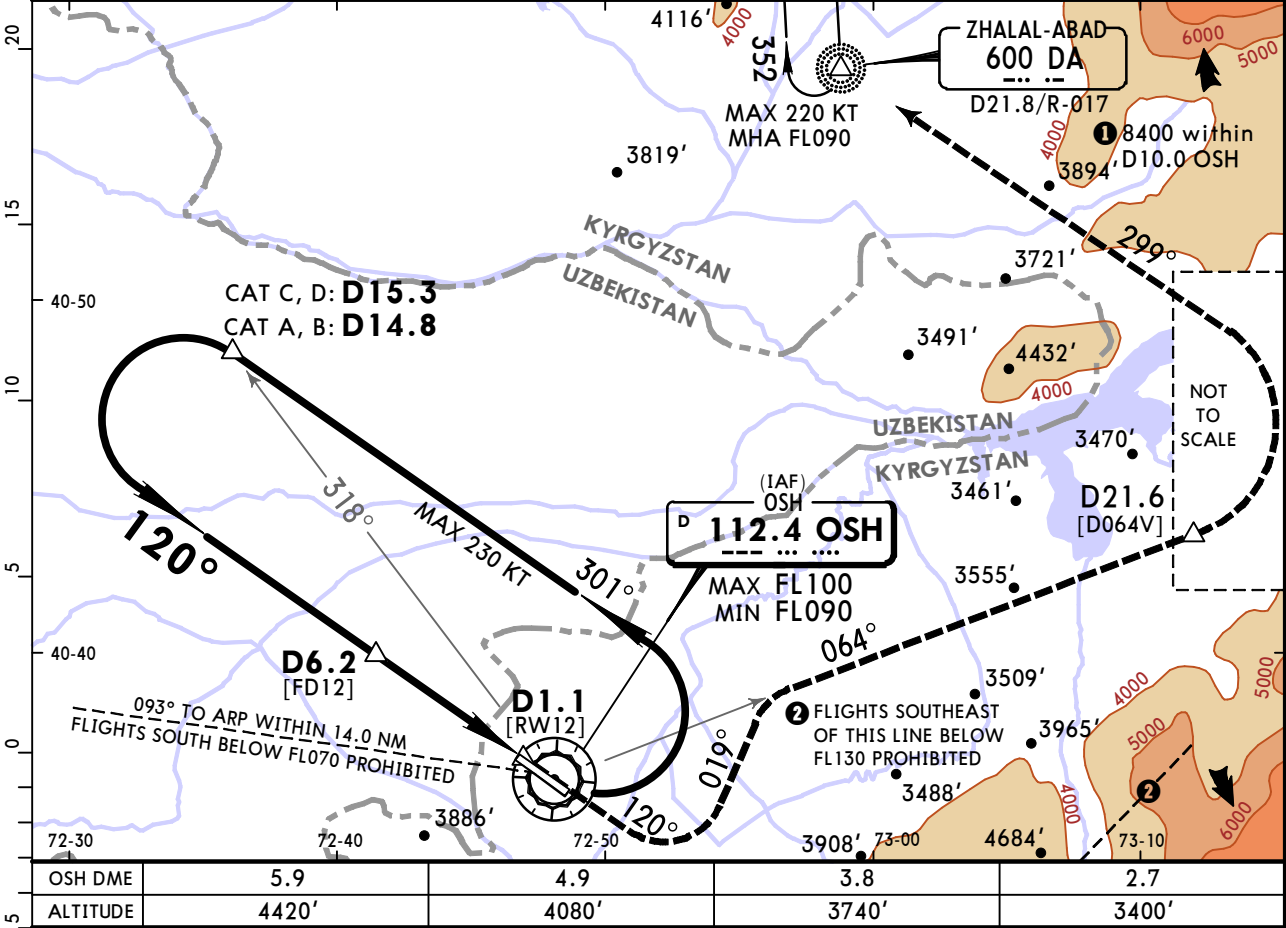


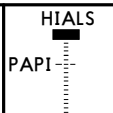
UCFO/OSS
OSH

JEPPESSEN
15 NOV 24 **13-1** Eff 28 Nov

OSH, KYRGYZSTAN
VOR DME Z Rwy 12

ATIS		OSH Approach		OSH Tower		Ground	
134.2		124.2		118.3		121.8	
VOR OSH 112.4	Final Apch Crs 120°	D6.2 4500' (1649')	DA/MDA(H) 3460' (609')	Apt Elev 2938' Rwy 2851'			
MISSED APCH: Climb STRAIGHT AHEAD to 3600', then turn LEFT (MAX 220 KT) on 019° to join R-064. At D21.6 turn LEFT on 299° to follow DA NDB climbing to FL090 or above, or by ATC.							
Alt Set: hPa Rwy Elev: 100 hPa Trans level: FL070 Trans alt: 4900'							
Final approach track offset 1° from runway centerline.							



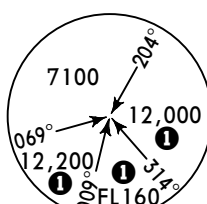
Gnd speed-Kts	70	90	100	120	140	160		3600'	220 KT MAX LT
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.1									

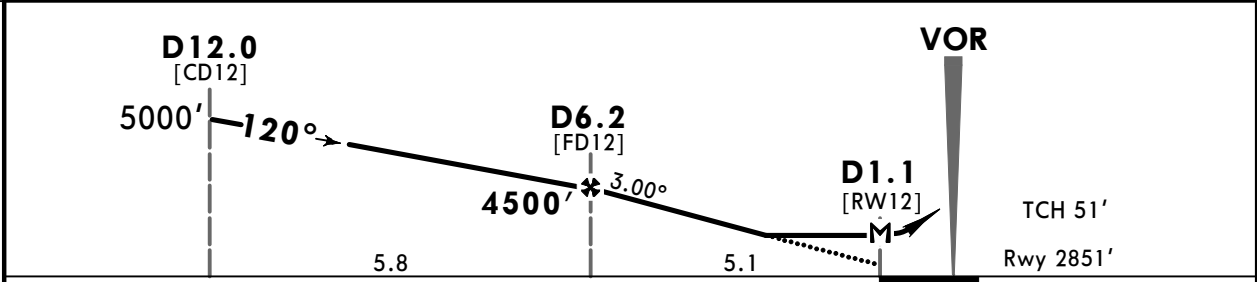
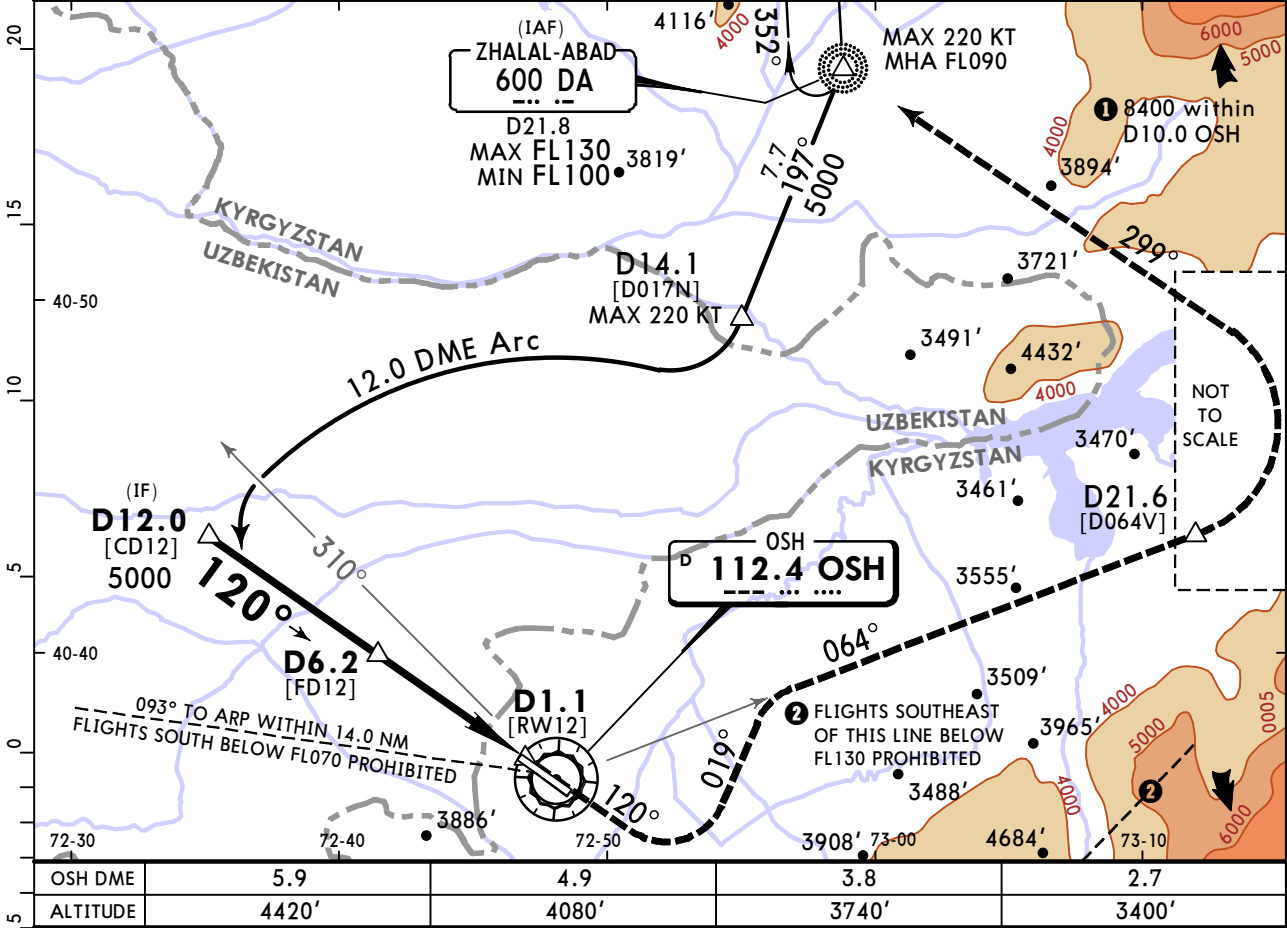
STRAIGHT-IN LANDING	
CDFA DA/MDA(H) 3460' (609')	
ALS out	
A	R1500m
B	
C	R2100m
D	R2400m
VNAV DA(H) in lieu of MDA(H) depends on operator policy.	

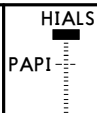
UCFO/OSS
OSH

JEPPESSEN
15 NOV 24 **13-2** Eff 28 Nov

OSH, KYRGYZSTAN
VOR DME Y Rwy 12

ATIS		OSH Approach		OSH Tower	Ground
134.2		124.2		118.3	121.8
VOR OSH 112.4	Final Apch Crs 120°	D6.2 4500' (1649')	DA/MDA(H) 3460' (609')	Apt Elev 2938' Rwy 2851'	 MSA OSH VOR
MISSED APCH: Climb STRAIGHT AHEAD to 3600', then turn LEFT (MAX 220 KT) on 019° to join R-064. At D21.6 turn LEFT on 299° to follow DA NDB climbing to FL090 or above, or by ATC.					
Alt Set: hPa Rwy Elev: 100 hPa Trans level: FL070 Trans alt: 4900'					
Final approach track offset 1° from runway centerline.					



Gnd speed-Kts	70	90	100	120	140	160		3600'	220 KT MAX LT
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.1									

STRAIGHT-IN LANDING	
CDFA DA/MDA(H) 3460' (609')	
ALS out	
A	R1500m
B	
C	R2100m
D	R2400m
VNAV DA(H) in lieu of MDA(H) depends on operator policy.	

OSH, (OSH - UCFO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UCFO