Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UASK

General Info

Ust-Kamenogorsk, KAZ
N 50° 02.2' E 82° 29.6' Mag Var: 7.0°E
Elevation: 938'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 12-30 8235' x 138' asphalt

Runway 12 (124.0°M) TDZE 932'
  Lights: Edge, ALS
Runway 30 (304.0°M) TDZE 938'
  Lights: Edge, ALS

Communications Info

Ust-Kamenogorsk Tower **130.1** MF

Notebook Info

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UASK/UKK UST-KAMENOGORSK

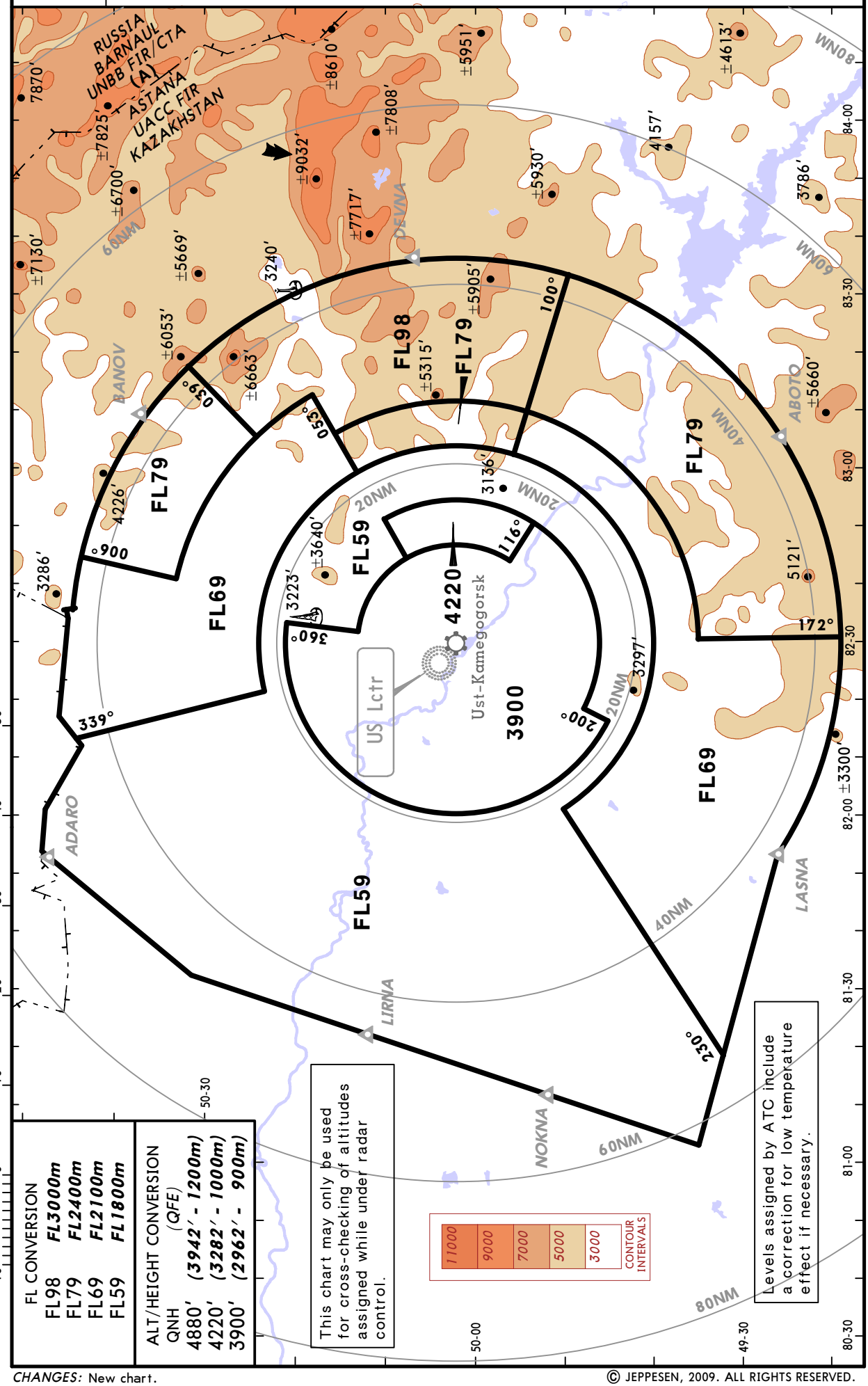
JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN

6 NOV 09 (10-1R) Eff 19 Nov

RADAR MINIMUM ALTITUDES

Apt Elev 938′

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4880′ *(3942′)*



FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION (QFE) QNH	
4880′	*(3942′ - 1200m)*
4220′	*(3282′ - 1000m)*
3900′	*(2962′ - 900m)*

This chart may only be used for cross-checking of altitudes assigned while under radar control.

Levels assigned by ATC include a correction for low temperature effect if necessary.

CHANGES: New chart.

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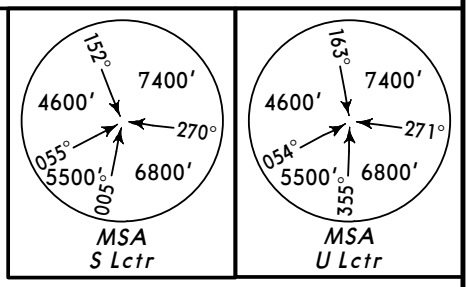
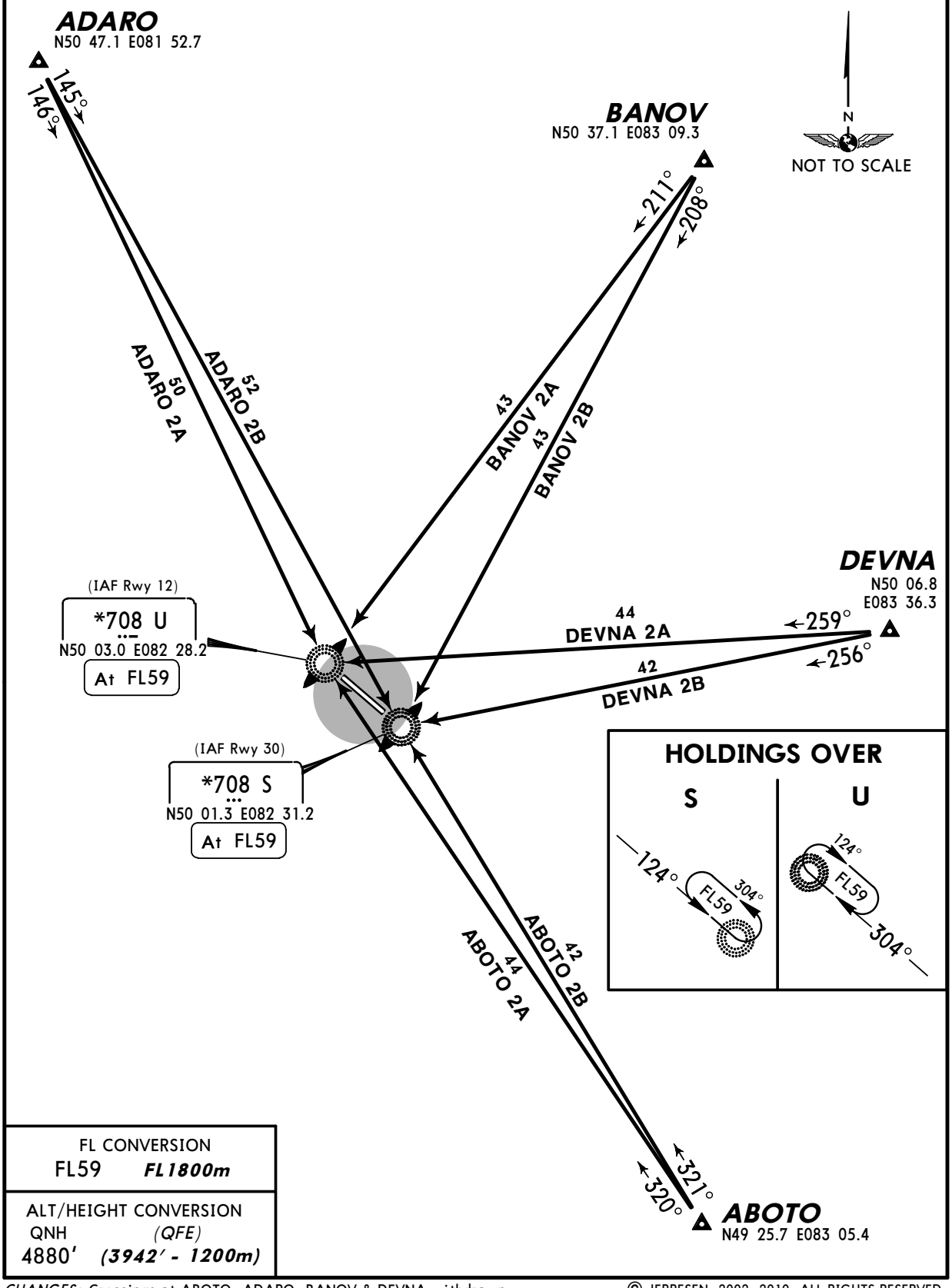
UASK/UKK UST-KAMENOGORSK, KAZAKHSTAN

UST-KAMENOGORSK 26 MAR 10 (10-2) Eff 8 Apr **STAR**

Apt Elev	
938′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 Trans alt: 4880′ ***(3942′)***

ABOTO 2A, ABOTO 2B
ADARO 2A, ADARO 2B
BANOV 2A, BANOV 2B
DEVNA 2A, DEVNA 2B
RWYS 12, 30 ARRIVALS





FL CONVERSION	
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4880′	***(3942′ - 1200m)***

CHANGES: Crossings at ABOTO, ADARO, BANOV & DEVNA withdrawn.

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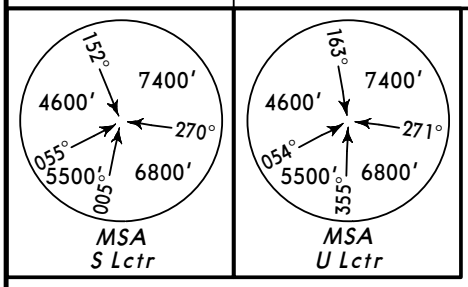
UASK/UKK UST-KAMENOGORSK, KAZAKHSTAN

UST-KAMENOGORSK 26 MAR 10 (10-2A) Eff 8 Apr **STAR**

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
938′	Trans level: FL59 Trans alt: 4880′ *(3942′)*



LASNA 2A, LASNA 2B
LIRNA 2A, LIRNA 2B
NOKNA 2A, NOKNA 2B
RWYS 12, 30 ARRIVALS

(IAF Rwy 12)
*708 U
N50 03.0 E082 28.2
At FL59

LIRNA
N50 12.0 E081 22.1
095°
096°
44 LIRNA 2A
46 LIRNA 2B

NOKNA
N49 51.9
E081 11.7
070°
072°
51 NOKNA 2A
52 NOKNA 2B

(IAF Rwy 30)
*708 S
N50 01.3 E082 31.2
At FL59

43 FL148 LASNA 2A
43 FL148 LASNA 2B

HOLDINGS OVER

S: 124° 304° FL59

U: 124° 304° FL59

N
NOT TO SCALE

024°
028°
LASNA
N49 26.0 E081 53.3

FL CONVERSION	
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4880′	*(3942′ - 1200m)*

CHANGES: Crossings at LASNA, LIRNA & NOKNA withdrawn.

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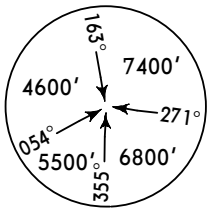
UASK/UKK UST-KAMENOGORSK

JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN

26 MAR 10 (10-3) Eff 8 Apr

SID



MSA
US Lctr

Apt Elev
938'

QNH on request **(QFE)**
Trans level: FL59 Trans alt: 4880' ***(3948')***

ABOTO 2C, BANOV 2C, DEVNA 2C
LASNA 2C, LASNA 1E
RWY 12 DEPARTURES
TO NORTHEAST, EAST & SOUTH

❶ **LASNA 2C:**
If unable to cross US at or above FL148 continue climbing to FL148 over US.

*345 US
N50 04.1 E082 26.2

LASNA 2C
At or above
FL148
❶

BANOV
N50 37.1
E083 09.3

DEVNA
N50 06.8 E083 36.3

ABOTO
N49 25.7
E083 05.4

LASNA
N49 26.0 E081 53.3

033° 53 BANOV 2C
213°
304°
LASNA 2C
353°
259° 079°
039° 43 DEVNA 2C
203° 44 LASNA 2C
124°
BANOV 2C
LASNA 2C
LASNA 1E
Turn at
1920' ***(988')***
UA(R)-AREA
243° 51 LASNA 1E
319°
At
2910' ***(1978')***
179°
139° 38 ABOTO 2C

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1920'	***(988' - 300m)***
2910'	***(1978' - 600m)***
4880'	***(3948' - 1200m)***

FL CONVERSION	
FL59	***FL1800m***
FL148	***FL4500m***

SID	ROUTING
ABOTO 2C	Climb to 2910' ***(1978')***, turn RIGHT, 179° track, intercept 139° bearing from US to ABOTO.
BANOV 2C	Climb to 1920' ***(988')***, turn LEFT, 353° track, intercept 033° bearing from US to BANOV.
DEVNA 2C	Climb to 2910' ***(1978')***, turn LEFT, 039° track, intercept 079° bearing from US to DEVNA.
LASNA 2C	Climb to 1920' ***(988')***, turn LEFT to US, 203° bearing to LASNA.
LASNA 1E ❷	Climb to 1920' ***(988')***, turn RIGHT, 243° track, intercept 203° bearing from US to LASNA.

❷ Not available when UA(R)-AREA is active.

CHANGES: Crossings at ABOTO, BANOV, DEVNA & LASNA withdrawn.

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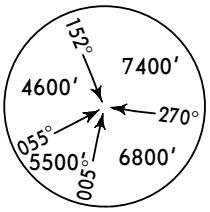
UASK/UKK UST-KAMENOGORSK

JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN

26 MAR 10 (10-3A) Eff 8 Apr

SID



MSA
SI Lctr

Apt Elev
938'

QNH on request **(QFE)**
Trans level: FL59 Trans alt: 4880' ***(3942')***

ABOTO 2D, ABOTO 1H, BANOV 2D
DEVNA 2D, LASNA 2D, LASNA 1H
RWY 30 DEPARTURES
TO NORTHEAST, EAST & SOUTH

❶ **LASNA 2D:**
If unable to cross SI at or above FL148 continue climbing to FL148 over SI.

BANOV
N50 37.1
E083 09.3

025°
205°
065°
52
BANOV 2D
114°
124°
At
2260'
(1322')
ABOTO 2D
LASNA 2D
65
DEVNA 2D
304°
DEVNA
N50 06.8
E083 36.3
074°
254°
170°
102°
70
ABOTO 1H
210°
142°
40
ABOTO 2D
UA(R)-AREA
LASNA 1H
55
43
LASNA 2D
*345 SI
N50 00.4 E082 32.9
LASNA 2D
At or above
FL148
❶

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2260'	***(1322' - 400m)***
4880'	***(3942' - 1200m)***

FL CONVERSION

FL59	***FL1800m***
FL148	***FL4500m***

LASNA
N49 26.0 E081 53.3

N
NOT TO SCALE

ABOTO
N49 25.7 E083 05.4

SID	ROUTING
ABOTO 2D	Climb to 2260' ***(1322')***, turn RIGHT to SI, turn LEFT, 142° bearing to ABOTO.
ABOTO 1H ❷	Climb to 2260' ***(1322')***, turn LEFT, 102° track, intercept 142° bearing from SI to ABOTO.
BANOV 2D	Climb to 2260' ***(1322')***, turn RIGHT, 065° track, intercept 025° bearing from SI to BANOV.
DEVNA 2D	Climb to 2260' ***(1322')***, turn RIGHT, 114° track, intercept 074° bearing from SI to DEVNA.
LASNA 2D	Climb to 2260' ***(1322')***, turn RIGHT to SI, 210° bearing to LASNA.
LASNA 1H ❷	Climb to 2260' ***(1322')***, turn LEFT, 170° track, intercept 210° bearing from SI to LASNA.

❷ Not available when UA(R)-AREA is active.

CHANGES: Crossings at ABOTO, BANOV, DEVNA & LASNA withdrawn.

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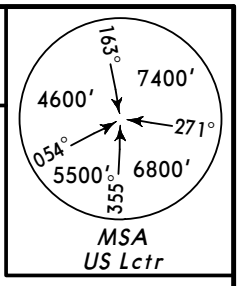
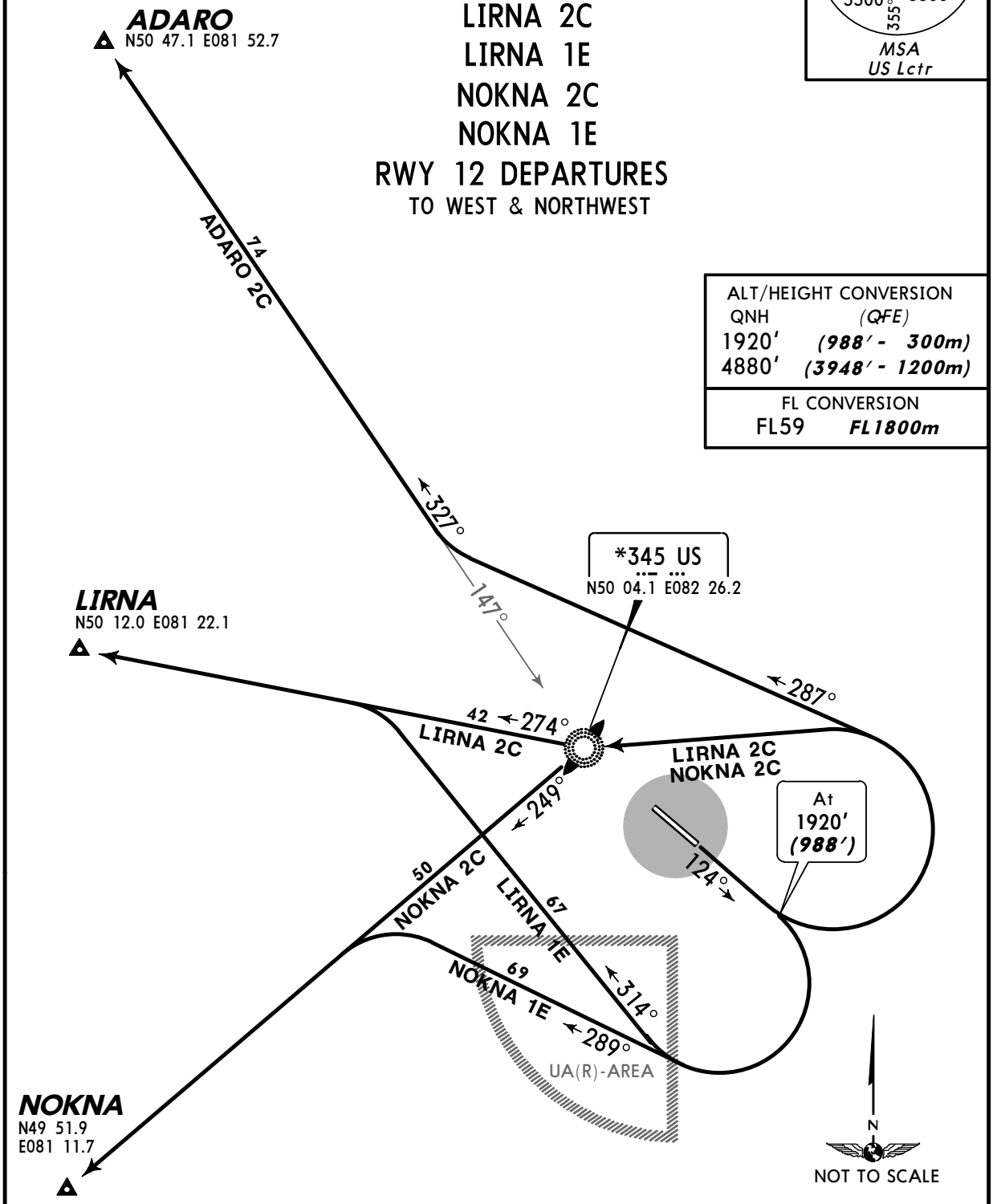
UASK/UKK UST-KAMENOGORSK, KAZAKHSTAN

UST-KAMENOGORSK 26 MAR 10 (10-3B) Eff 8 Apr **SID**

Apt Elev 938′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4880′ ***(3948′)***



ADARO 2C
LIRNA 2C
LIRNA 1E
NOKNA 2C
NOKNA 1E
RWY 12 DEPARTURES
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION

QNH	(QFE)
1920′	***(988′ - 300m)***
4880′	***(3948′ - 1200m)***

FL CONVERSION

FL59	***FL1800m***

SID	ROUTING
ADARO 2C	Climb to 1920′ ***(988′)***, turn LEFT, 287° track, intercept 327° bearing from US to ADARO.
LIRNA 2C	Climb to 1920′ ***(988′)***, turn LEFT to US, turn RIGHT, 274° bearing to LIRNA.
LIRNA 1E ❶	Climb to 1920′ ***(988′)***, turn RIGHT, 314° track, intercept 274° bearing from US to LIRNA.
NOKNA 2C	Climb to 1920′ ***(988′)***, turn LEFT to US, 249° bearing to NOKNA.
NOKNA 1E ❶	Climb to 1920′ ***(988′)***, turn RIGHT, 289° track, intercept 249° bearing from US to NOKNA.

❶ Not available when UA(R)-AREA is active.

CHANGES: Crossings at ADARO, LIRNA & NOKNA withdrawn.

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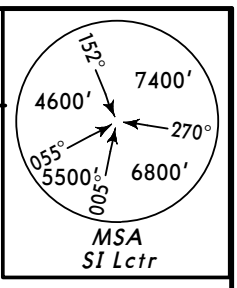
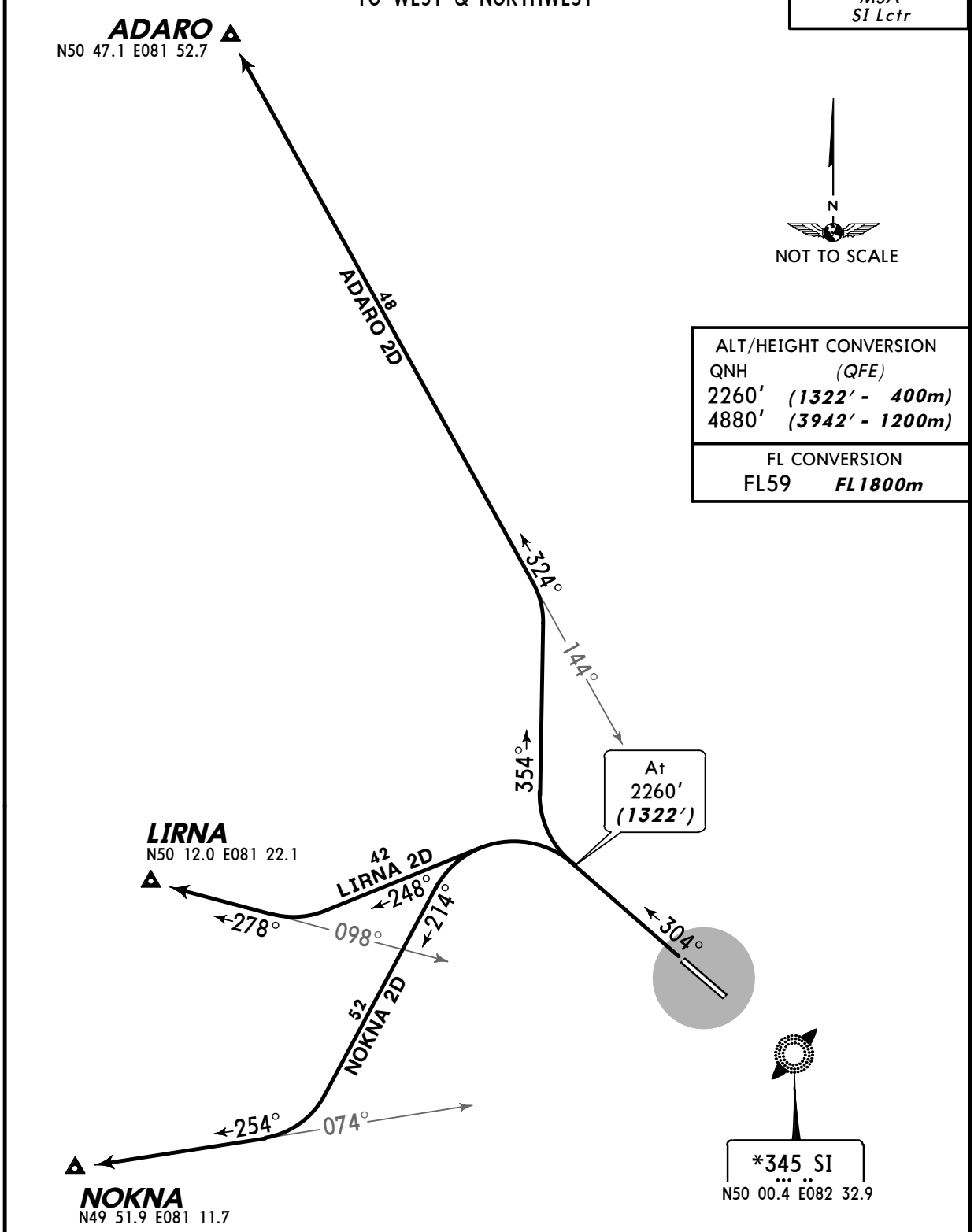
UASK/UKK UST-KAMENOGORSK, KAZAKHSTAN

UST-KAMENOGORSK 26 MAR 10 (10-3C) Eff 8 Apr **SID**

Apt Elev 938′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4880′ ***(3942′)***



ADARO 2D, LIRNA 2D, NOKNA 2D
RWY 30 DEPARTURES
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2260′	***(1322′ - 400m)***
4880′	***(3942′ - 1200m)***

FL CONVERSION	
FL59	***FL1800m***

SID	ROUTING
ADARO 2D	Climb to 2260′ ***(1322′)***, turn RIGHT, 354° track, intercept 324° bearing from SI to ADARO.
LIRNA 2D	Climb to 2260′ ***(1322′)***, turn LEFT, 248° track, intercept 278° bearing from SI to LIRNA.
NOKNA 2D	Climb to 2260′ ***(1322′)***, turn LEFT, 214° track, intercept 254° bearing from SI to NOKNA.

CHANGES: Crossings at ADARO, LIRNA & NOKNA withdrawn.

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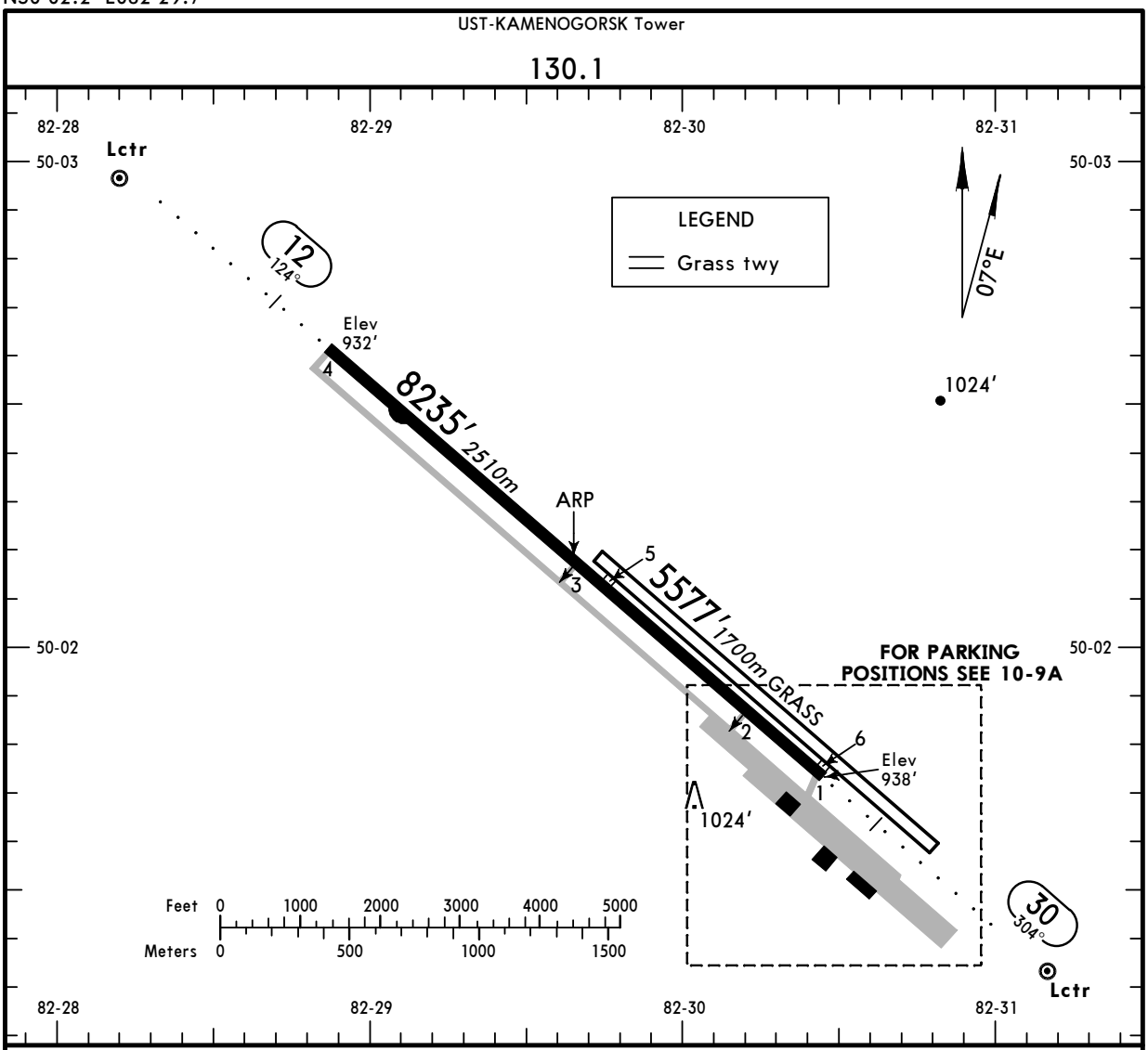
UASK/UKK UST-KAMENOGORSK, KAZAKHSTAN

Apt Elev **938'**
N50 02.2 E082 29.7

JEPPESEN 11 FEB 11 (10-9)

UST-KAMENOGORSK



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL *(60m)* HIALS PAPI-L (angle 3.0°)		7165' *2184m* 7067' *2154m*		138' *42m*
12 30	Grass runway				164' *50m*

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	DAY RL	DAY RCLM	NIGHT RL
A	*400m* [1]	*400m* [1]	*400m* [1]
B			
C		*500m*	*400m*
D			

[1] LVP must be in force: 300m.

CHANGES: Apt elev. Rwy elev. Tower frequency.

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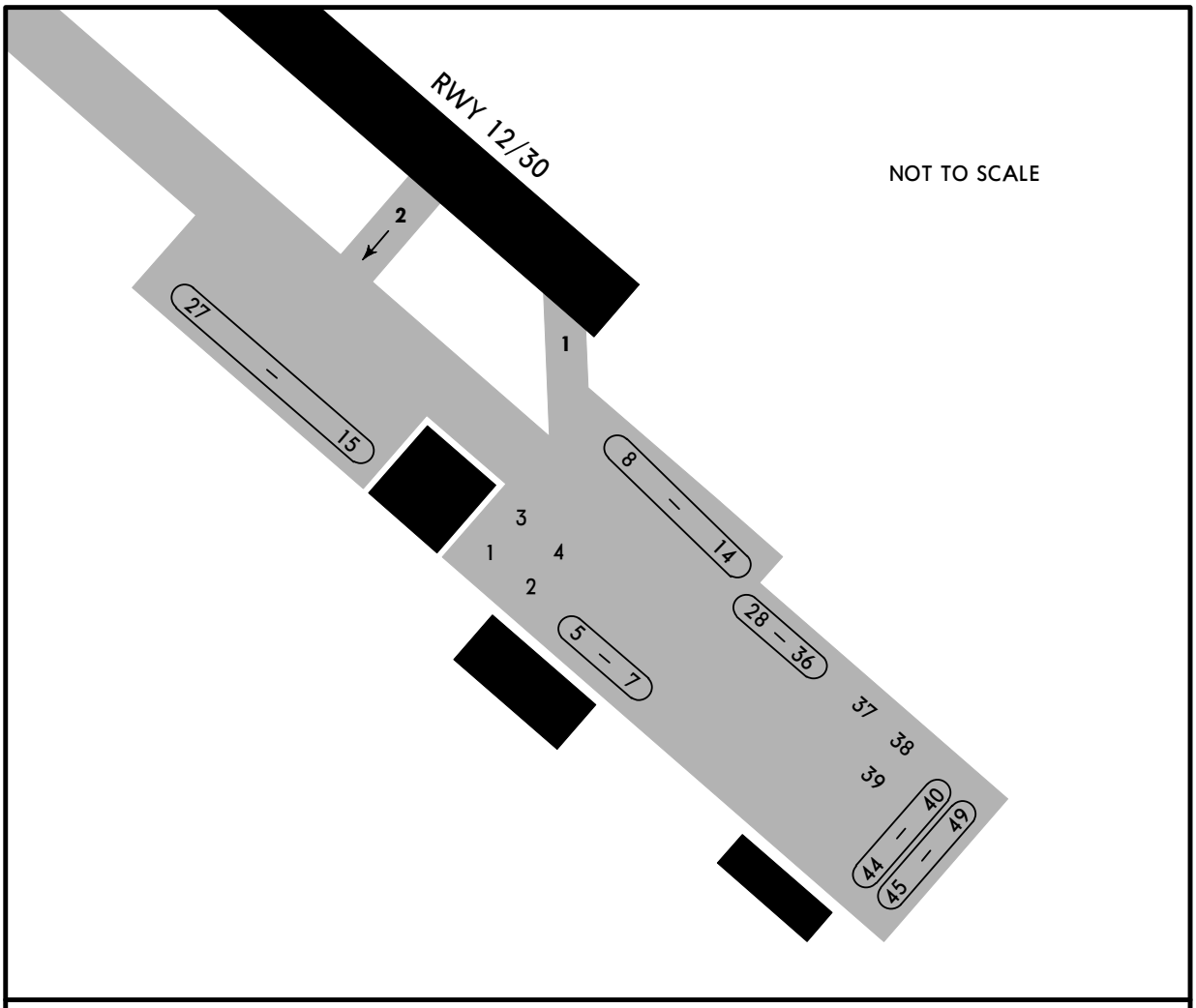
UASK/UKK JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN

11 FEB 11 (10-9A)

UST-KAMENOGORSK



Taxiing on Twys 1 and 2 is strictly along the markings at reduced speed and with the crew's good lookout.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1132**′(200′) **800m**	**1132**′(200′) **800m**	**1162**′(230′) **900m**	**1162**′(230′) **900m**
	ALS out	1200m	1200m	1200m	1200m
	2 NDB ❶	**1560**′(628′) **2500m**	**1560**′(628′) **2500m**	**1560**′(628′) **2500m**	**1560**′(628′) **2500m**
	NDB ❶❷	**1950**′(1018′) **3000m**	**1950**′(1018′) **3000m**	**1950**′(1018′) **5000m**	**1950**′(1018′) **5000m**
	NDB ❸	**1950**′(1018′) **4300m**	**1950**′(1018′) **4300m**	**1950**′(1018′) **5000m**	**1950**′(1018′) **5000m**
	ALS out	5000m	5000m	5000m	5000m
30	ILS	**1138**′(200′) **800m**	**1138**′(200′) **800m**	**1168**′(230′) **900m**	**1168**′(230′) **900m**
	ALS out	1200m	1200m	1200m	1200m
	2 NDB ❶	**1550**′(612′) **2500m**	**1550**′(612′) **2500m**	**1550**′(612′) **2500m**	**1550**′(612′) **2500m**
	NDB ❶❷	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**
	NDB ❸	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**	**2850**′(1912′) **10000m**

❶ Continuous Descent Final Approach.
❷ With FMS.
❸ W/o FMS.

TAKE-OFF RWY 12, 30

	DAY			NIGHT
	RL	RCLM	NIL	RL
A	*400m* ■	*400m* ■	*500m*	*400m* ■
B				
C		*500m*		*400m*
D				

■ LVP must be in force: 300m.

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JeppView 3.7.4.0

UASK/UKK UST-KAMENOGORSK

JEPPESEN (11-1) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN ILS Z Rwy 12

BRIEFING STRIP ™

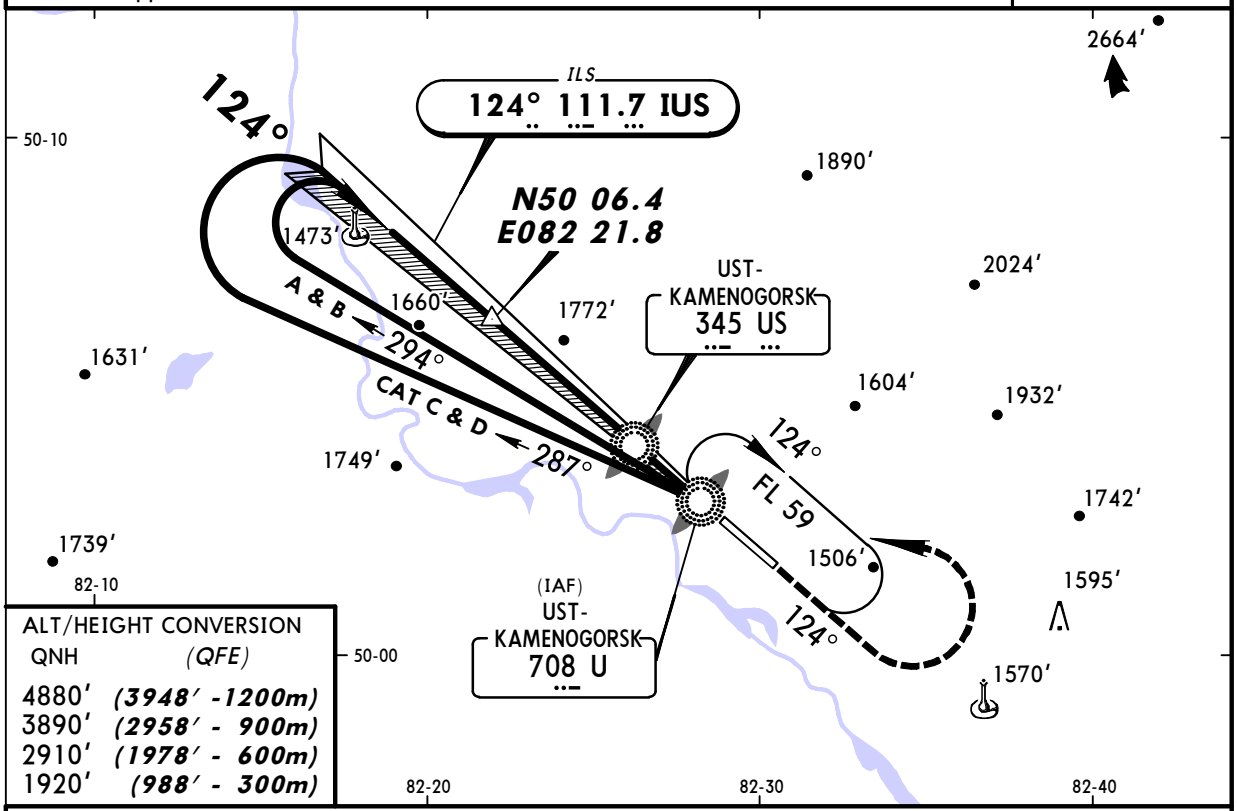
UST-KAMENOGORSK Tower
130.1

LOC IUS	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 938′ RWY 932′
111.7	124°	1696′ (764′)		

MISSED APCH: Climb on 124° to 1920′ (988′) or above, then turn LEFT to LMM. Climb initially to 3890′ (2958′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 59 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.

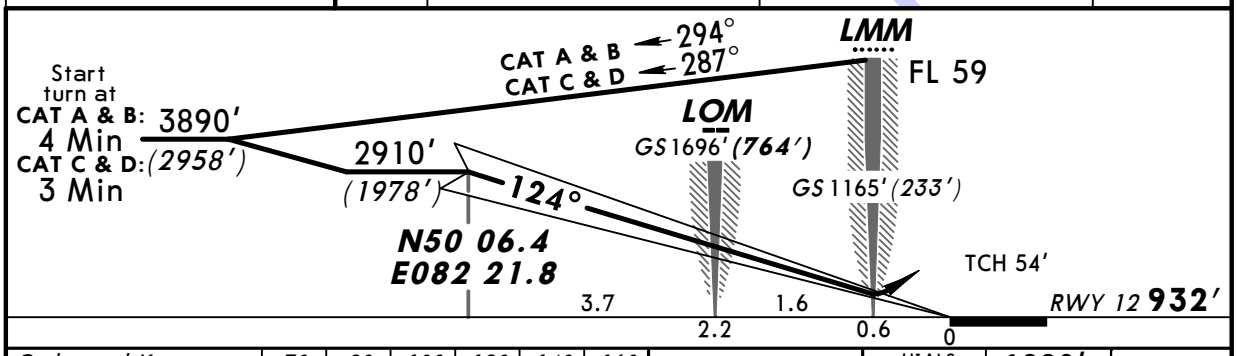
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′ (**3948′**)
1. WARNING: Heavy turbulence and windshear are possible on final.
2. Initial approach restricted to MAX 195 KT.

MSA U Lctr: 4600′ (165°), 7400′ (271°), 6800′ (355°), 5500′ (054°)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	(3948′ -1200m)
3890′	(2958′ - 900m)
2910′	(1978′ - 600m)
1920′	(988′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

1920′ (988′) or above on 124°

STRAIGHT-IN LANDING RWY 12

	ILS	LOC (GS out)
DA(H)	AB: 1132′ (200′) CD: 1162′ (230′)	

PANS OPS

	FULL	ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C	900m		
D			

CHANGES: Tower frequency.

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UASK/UKK UST-KAMENOGORSK

JEPPESEN (11-2) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN ILS Y Rwy 12

BRIEFING STRIP ™

UST-KAMENOGORSK Tower

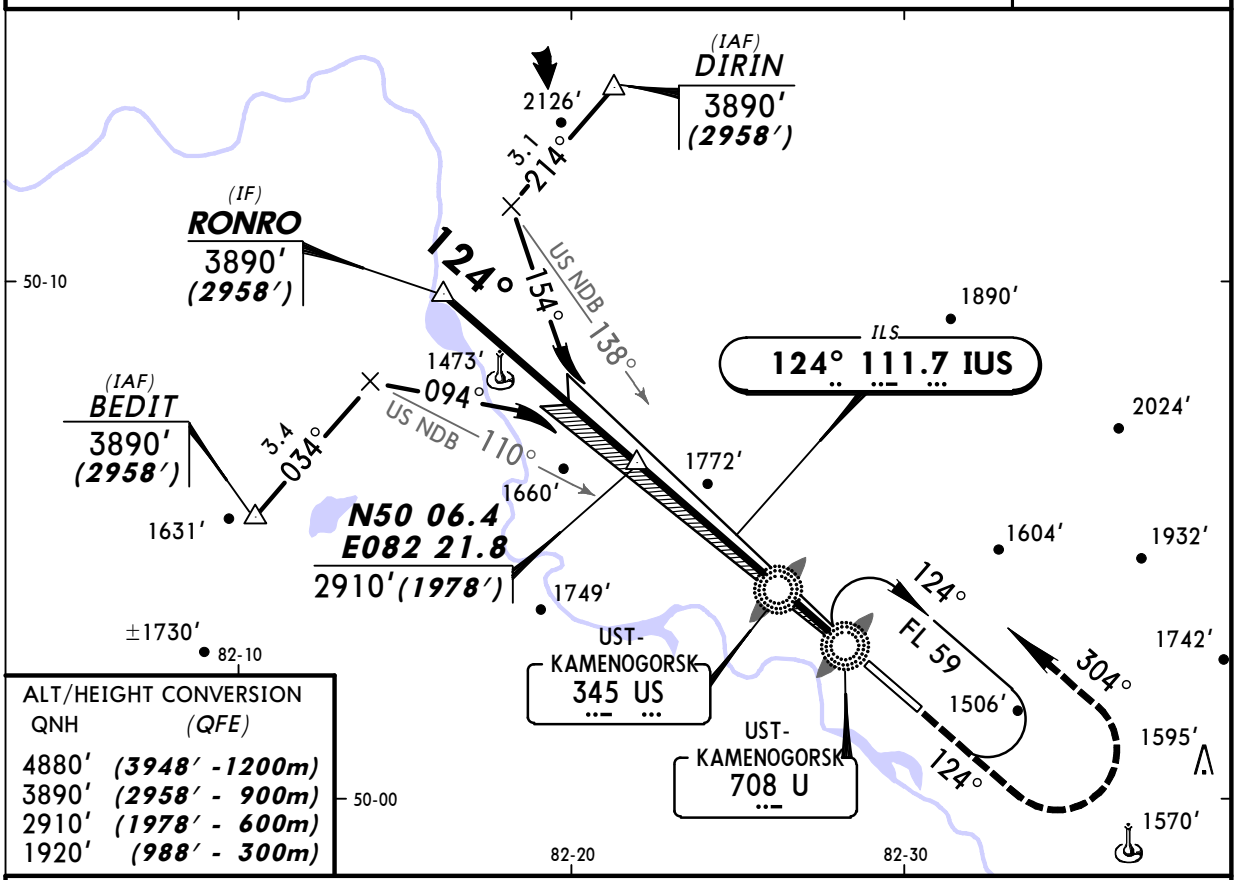
130.1

LOC IUS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
111.7	124°	1696′(764′)	Refer to Minimums	938′ / 932′

MISSED APCH: Climb STRAIGHT AHEAD to 1920′(988′), then turn LEFT (MAX 225 KT) onto 304° climbing to 3890′ (2958′), then as directed.

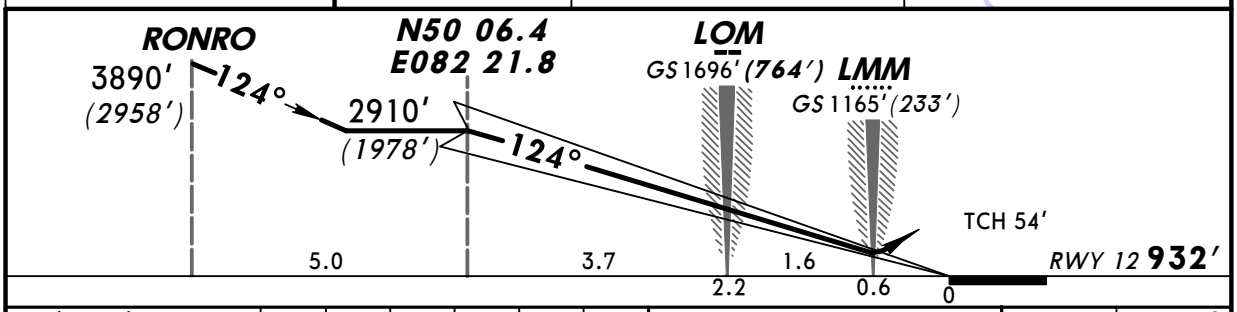
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4880′(3948′)
1. **RADAR required.** 2. WARNING: Heavy turbulence and windshear are possible on final.

MSA U Lctr: 163° 7400′; 271° 6800′; 355° 5500′; 054° 4600′



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	(3948′ -1200m)
3890′	(2958′ - 900m)
2910′	(1978′ - 600m)
1920′	(988′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

1920′ (988′)

STRAIGHT-IN LANDING RWY 12

	ILS	LOC (GS out)
DA(H)	AB: 1132′(200′) CD: 1162′(230′)	
	FULL	ALS out
A	800m	1200m
B		
C	900m	
D		

NOT AUTHORIZED

PANS OPS

CHANGES: Tower frequency.

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JeppView 3.7.4.0

UASK/UKK UST-KAMENOGORSK

JEPPESEN (11-3) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN ILS DME Z Rwy 30

BRIEFING STRIP ™

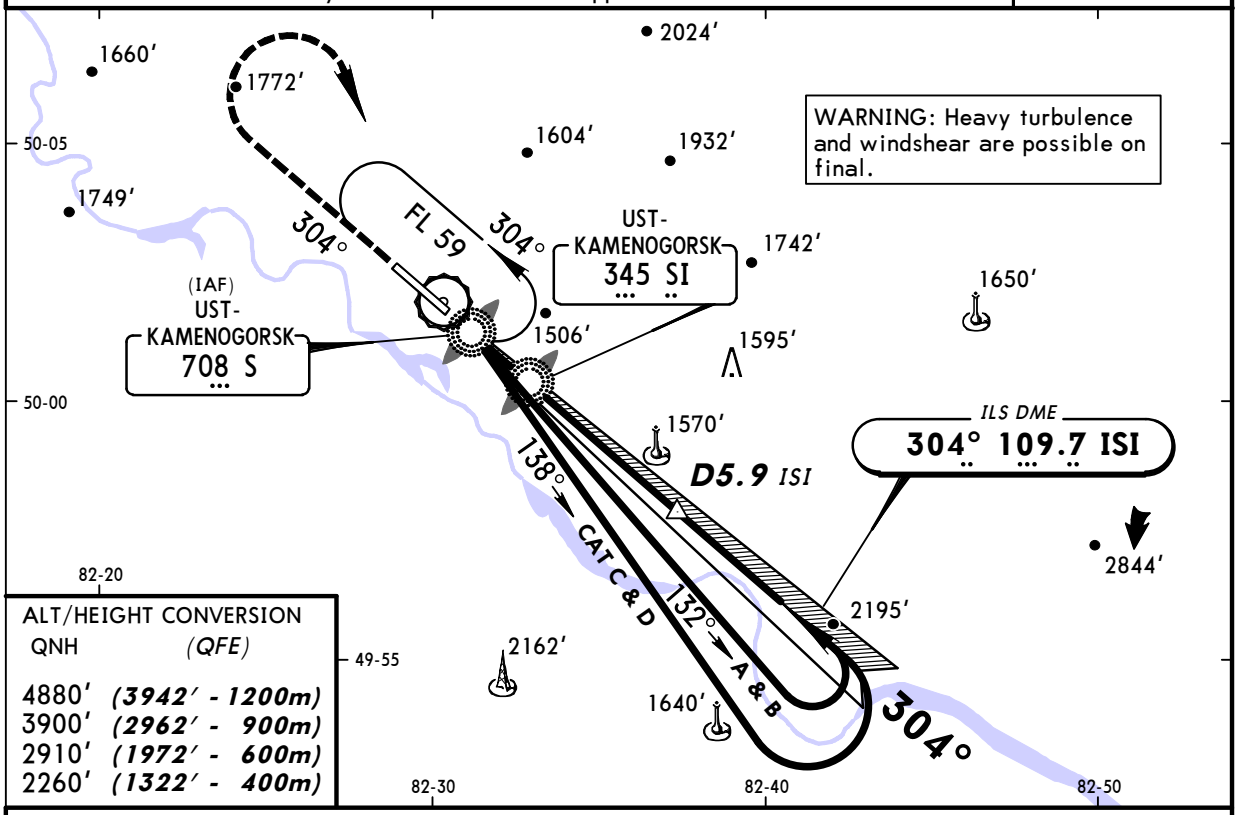
UST-KAMENOGORSK Tower
130.1

LOC ISI	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
109.7	304°	1663′ (725′)		938′ / 938′

MISSED APCH: Climb on 304° to 2260′ (1322′) or above, then turn RIGHT to LMM. Climb initially to 3900′ (2962′), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 59 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′(3942′)
1. ILS DME reads zero at rwy 30 thresh. 2. Initial approach restricted to MAX 195 KT.

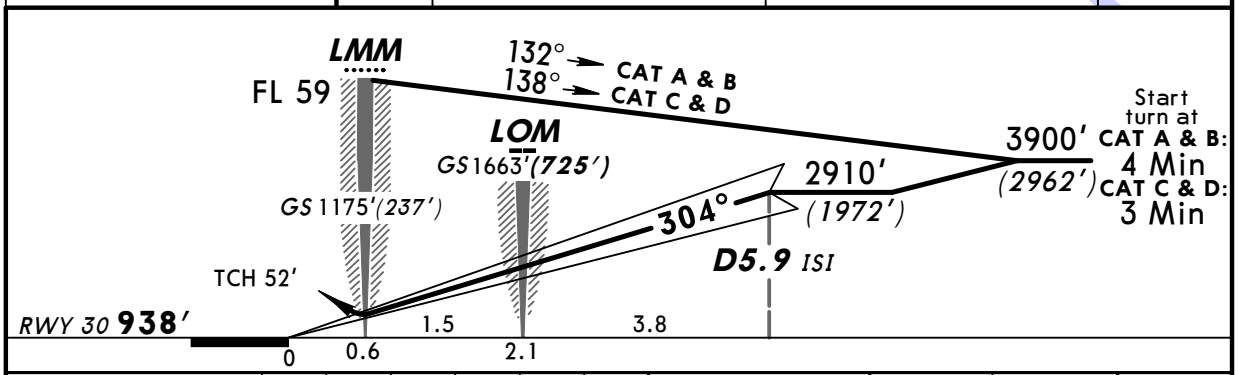
MSA S Lctr: 152° 4600′; 055° 5500′; 005° 6800′; 270° 7400′



WARNING: Heavy turbulence and windshear are possible on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	(3942′ - 1200m)
3900′	(2962′ - 900m)
2910′	(1972′ - 600m)
2260′	(1322′ - 400m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

2260′ (1322′) on or above 304°

STRAIGHT-IN LANDING RWY 30

	ILS	LOC (GS out)
DA(H)	AB: 1138′(200′) CD: 1168′(230′)	

PANS OPS

	FULL	ALS out	
A, B	800m	1200m	NOT AUTHORIZED
C, D	900m		

CHANGES: Tower frequency.

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UASK/UKK UST-KAMENOGORSK

JEPPESEN (11-4) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN ILS DME Y Rwy 30

BRIEFING STRIP ™

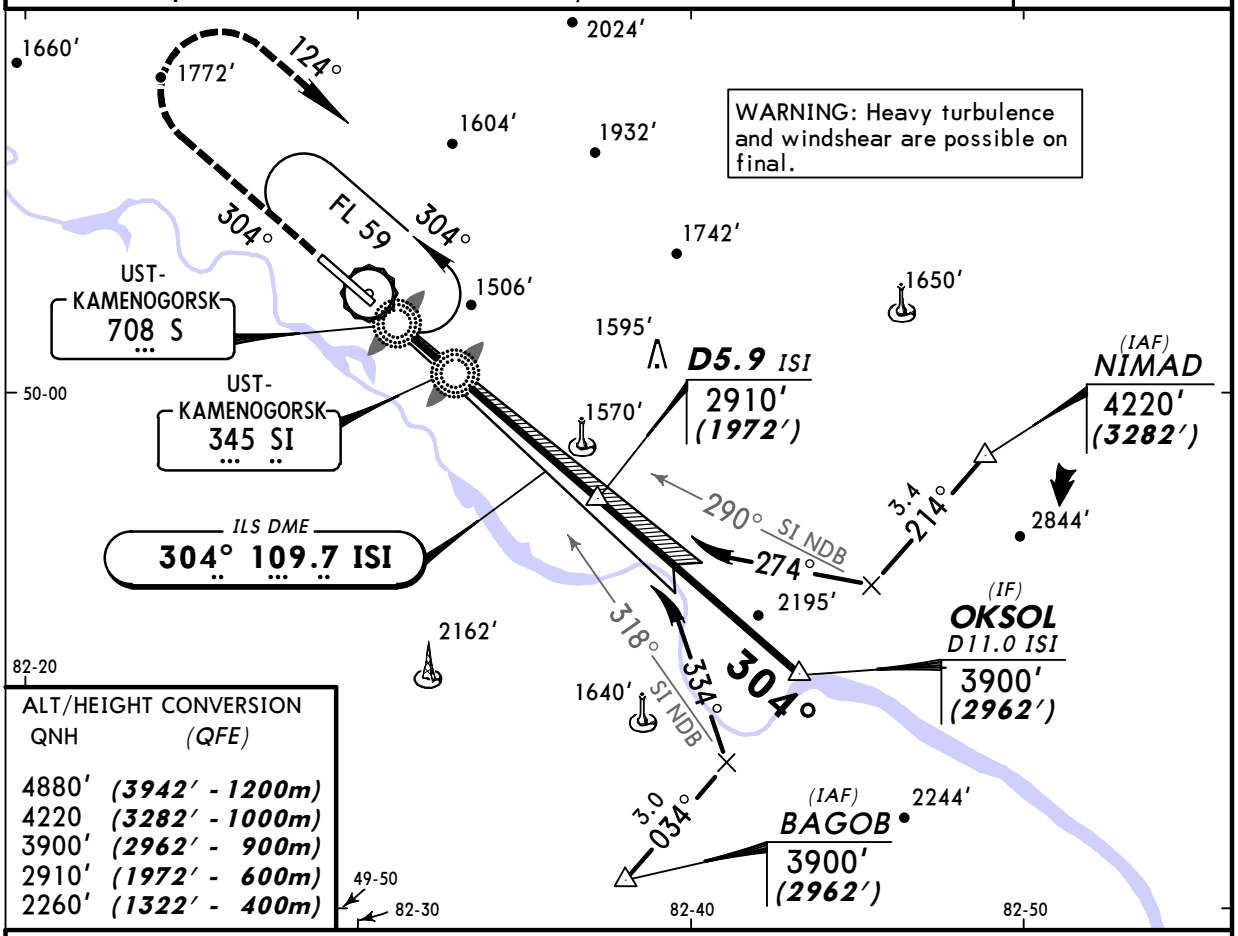
UST-KAMENOGORSK Tower
130.1

LOC ISI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.7	304°	1663′ (725′)	Refer to Minimums	938′ / 938′

MISSED APCH: Climb STRAIGHT AHEAD to 2260′ (1322′), then turn RIGHT (MAX 225 KT) onto 124° climbing to 4220′ (3282′), then as directed.

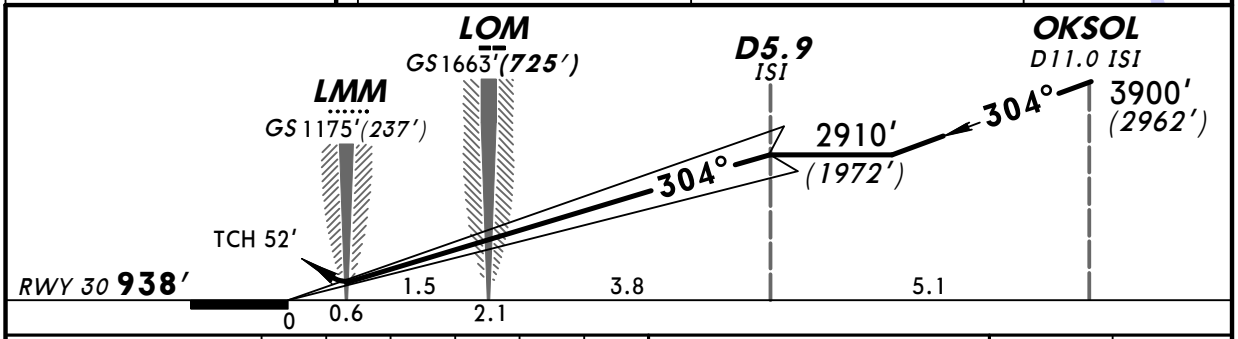
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′(3942′)
1. RADAR required. 2. ILS DME reads zero at rwy 30 thresh.

MSA S Lctr: 152° 7400′; 270° 6800′; 005° 5500′; 055° 4600′



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	(3942′ - 1200m)
4220	(3282′ - 1000m)
3900′	(2962′ - 900m)
2910′	(1972′ - 600m)
2260′	(1322′ - 400m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
PAPI

2260′ (1322′)

STRAIGHT-IN LANDING RWY 30

	ILS	LOC (GS out)
DA(H)	AB: 1138′(200′) CD: 1168′(230′)	
	FULL	ALS out

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C	900m		
D			

CHANGES: Tower frequency.

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JeppView 3.7.4.0

UASK/UKK UST-KAMENOGORSK

JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN

(16-1) 11 FEB 11

2 NDB Rwy 12

BRIEFING STRIP ™

UST-KAMENOGORSK Tower

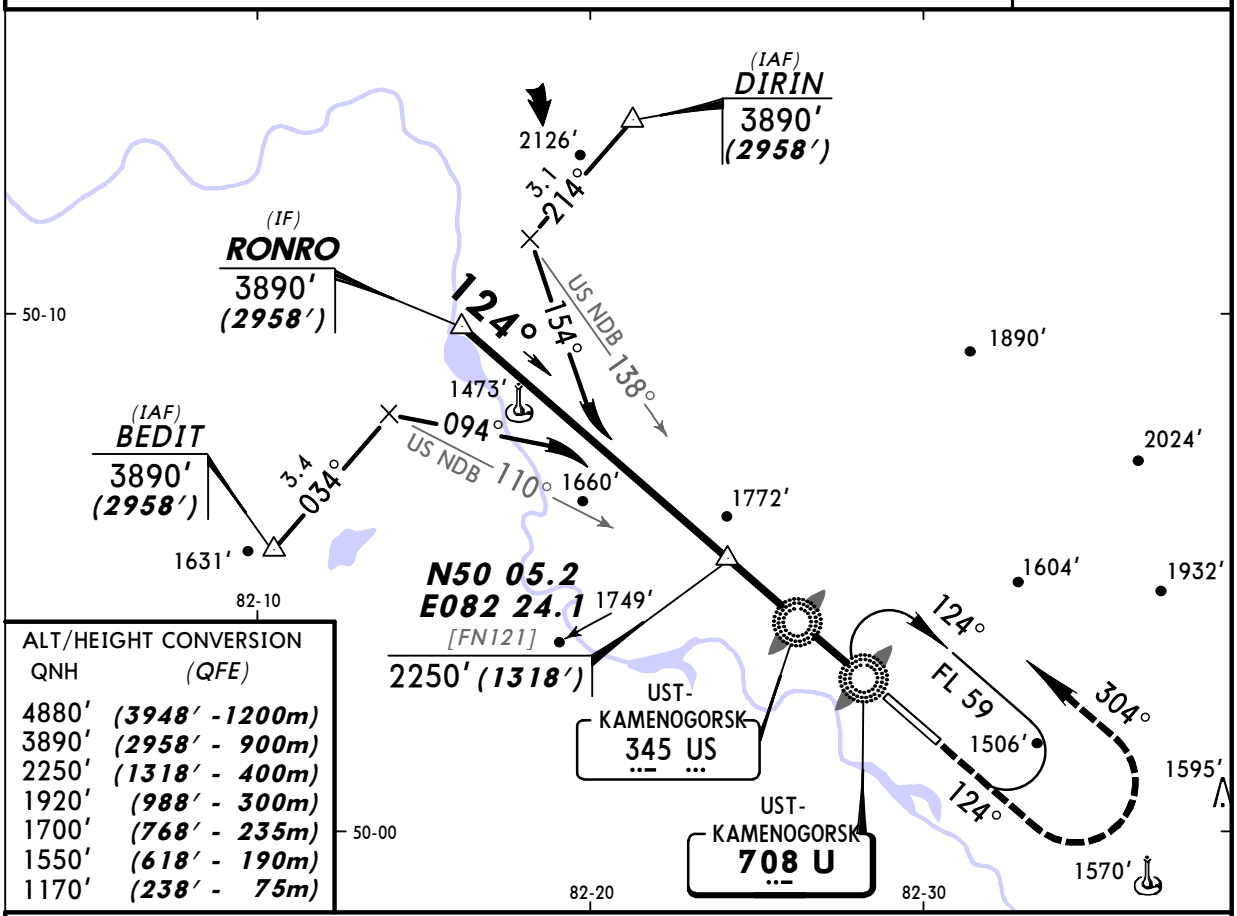
130.1

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
U **708**	**124°**	N50 05.2 E082 24.1 2250′ (1318′)	1560′ (628′)	RWY **932′**

MISSED APCH: Climb STRAIGHT AHEAD to 1920′ (988′), then turn LEFT (MAX 225 KT) onto 304° climbing to 3890′ (2958′), then as directed.

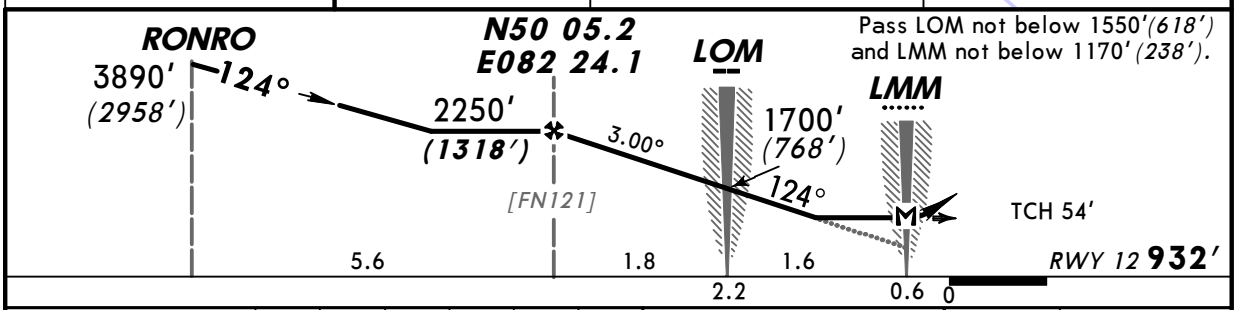
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′(3948′)
1. RADAR required. 2. WARNING: Heavy turbulence and windshear are possible on final.

MSA U Lctr: 163° 7400′; 271° 6800′; 355° 6800′; 054° 5500′; 4600′



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	(3948′ - 1200m)
3890′	(2958′ - 900m)
2250′	(1318′ - 400m)
1920′	(988′ - 300m)
1700′	(768′ - 235m)
1550′	(618′ - 190m)
1170′	(238′ - 75m)



Pass LOM not below 1550′(618′) and LMM not below 1170′(238′).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 12

MDA(H) 1560′(628′)

ALS out

PANS OPS

A	
B	2500m
C	
D	

CHANGES: Tower frequency.

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UASK/UKK UST-KAMENOGORSK

JEPPESEN (16-2) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN NDB Rwy 12

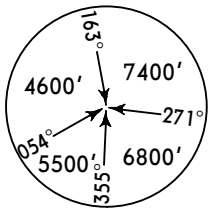
BRIEFING STRIP ™

UST-KAMENOGORSK Tower

130.1

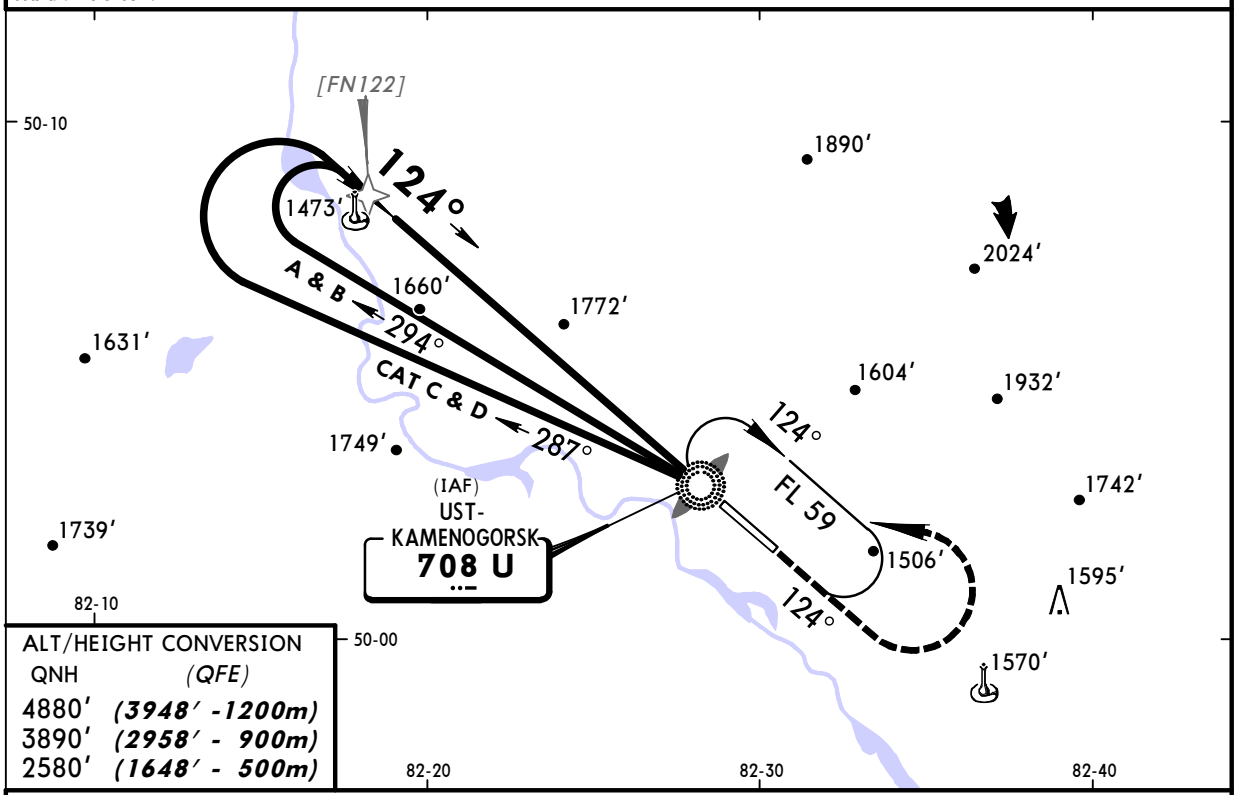
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
U **708**	**124°**	No FAF	1950′ *(1018′)*	RWY **932′**

MISSED APCH: Climb on 124° to 2580′ *(1648′)* or above. After passing LMM maintain 124° for 1 ½ Min, then turn LEFT to LMM. Climb initially to 3890′ *(2958′)*, then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 59 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.



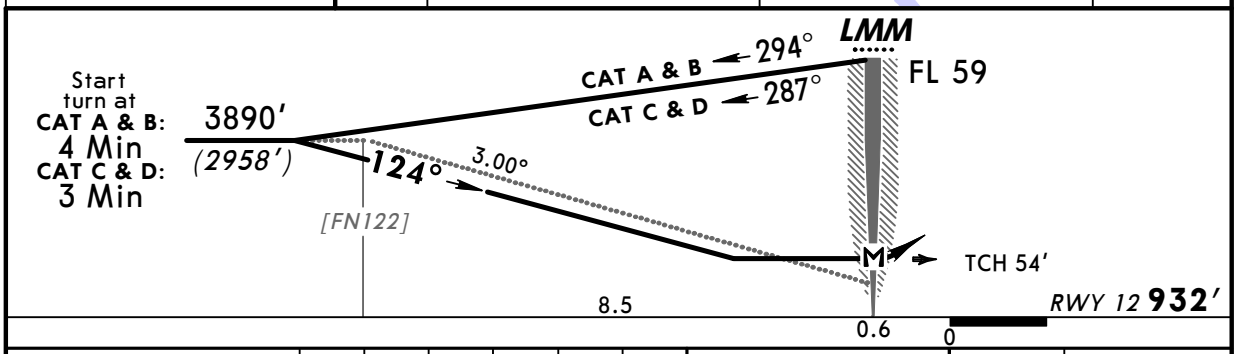
MSA U Lctr

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 59 Trans alt: 4880′*(3948′)*
1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	*(3948′ -1200m)*
3890′	*(2958′ - 900m)*
2580′	*(1648′ - 500m)*



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **12**

MDA(H) 1950′*(1018′)*

ALS out

PANS OPS

A	*3000m*
B	
C	*5000m*
D	

CHANGES: Tower frequency.

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UASK/UKK UST-KAMENOGORSK

JEPPESEN (16-3) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN
2 NDB Rwy 30

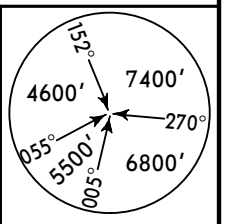
BRIEFING STRIP ™

UST-KAMENOGORSK Tower
130.1

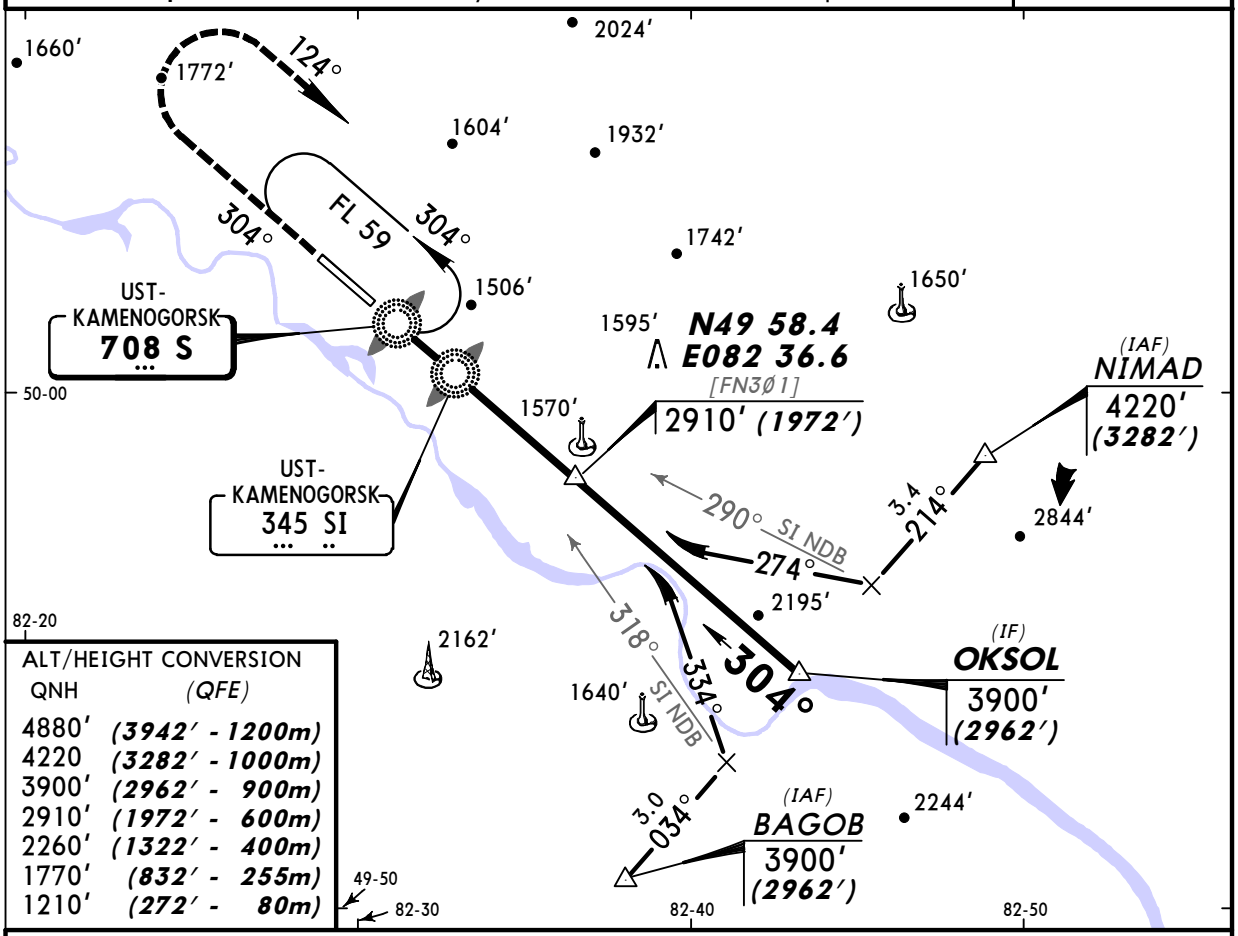
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
S **708**	**304°**	**N49 58.4 E082 36.6** 2910′ *(1972′)*	1550′ *(612′)*	RWY **938′**

MISSED APCH: Climb STRAIGHT AHEAD to 2260′ *(1322′)*, then turn RIGHT (MAX 225 KT) onto 124° climbing to 4220′ *(3282′)*, then as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′*(3942′)*
1. RADAR required. 2. WARNING: Heavy turbulence and windshear are possible on final



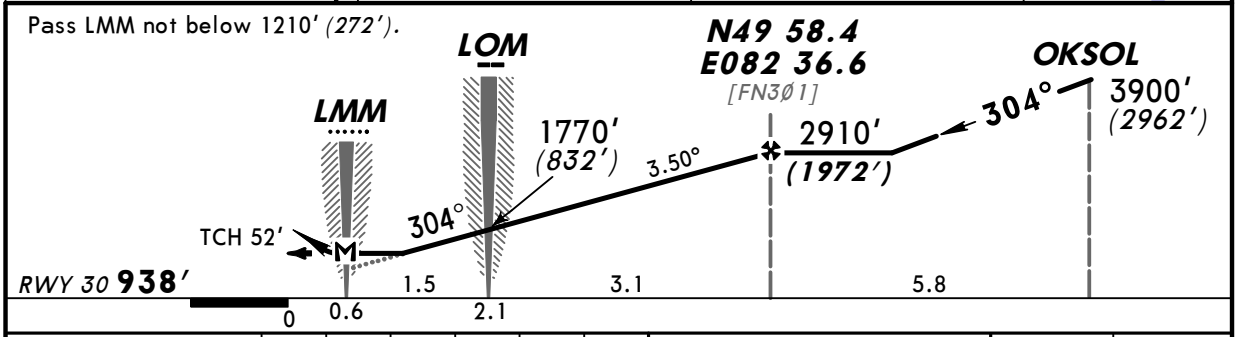
MSA S Lctr



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	*(3942′ - 1200m)*
4220	*(3282′ - 1000m)*
3900′	*(2962′ - 900m)*
2910′	*(1972′ - 600m)*
2260′	*(1322′ - 400m)*
1770′	*(832′ - 255m)*
1210′	*(272′ - 80m)*

Pass LMM not below 1210′ *(272′)*.



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.50°	434	557	619	743	867	991
MAP at LMM							

HIALS
PAPI

2260′
(1322′)

STRAIGHT-IN LANDING RWY **30**

MDA(H) 1550′*(612′)*

ALS out

PANS OPS

A	2500m
B	
C	
D	

CHANGES: Tower frequency.

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UASK/UKK UST-KAMENOGORSK

JEPPESEN (16-4) 11 FEB 11

UST-KAMENOGORSK, KAZAKHSTAN NDB Rwy 30

BRIEFING STRIP ™

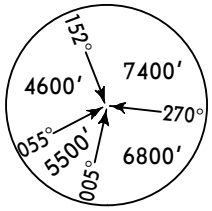
UST-KAMENOGORSK Tower

130.1

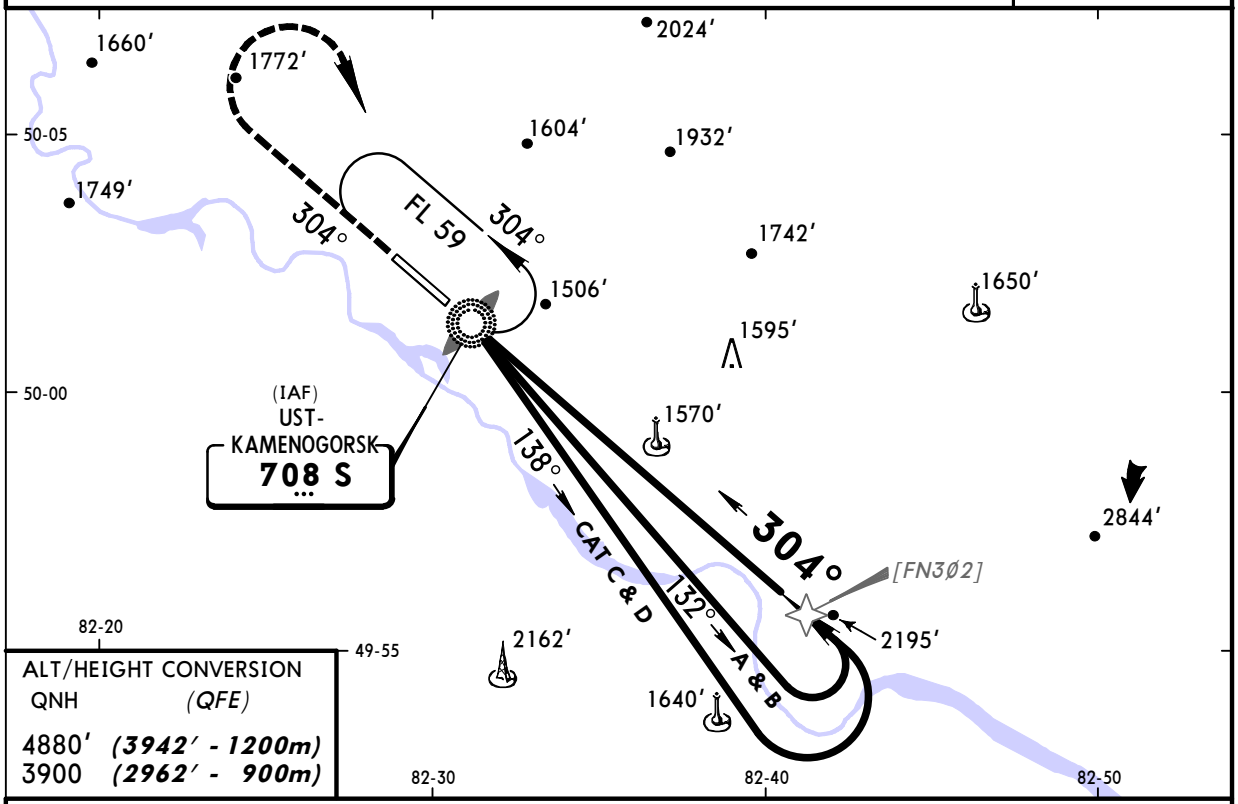
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
S **708**	**304°**	No FAF	2850′*(1912′)*	RWY **938′**

MISSED APCH: Climb on track 304° to 3900′ *(2962′)*. After passing LMM maintain 304° for 1 ½ Min, then turn RIGHT to LMM, then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 59 to LMM and join holding.
Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 59 Trans alt: 4880′*(3942′)*
WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.

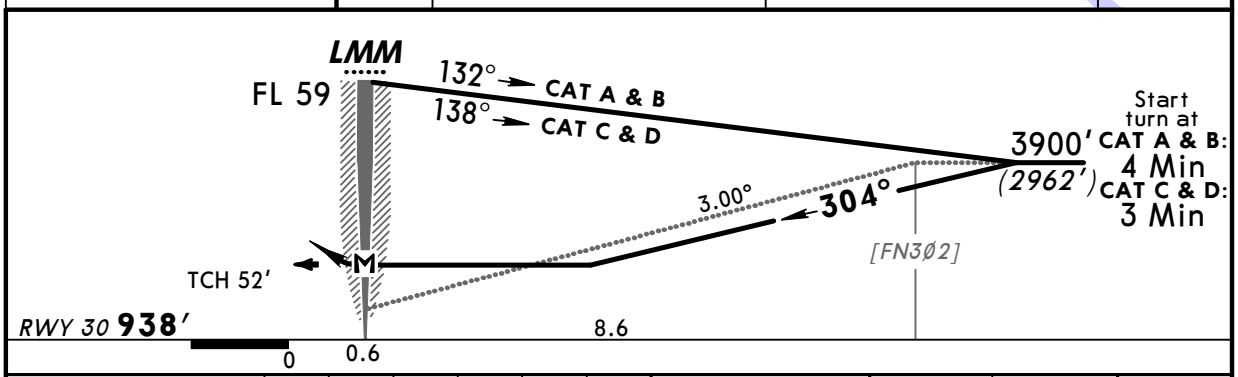


MSA
S Lctr



ALT/HEIGHT CONVERSION

QNH	(QFE)
4880′	*(3942′ - 1200m)*
3900	*(2962′ - 900m)*



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS
PAPI

3900′ *(2962′)* on or above

304°

STRAIGHT-IN LANDING RWY **30**

MDA(H) 2850′*(1912′)*

ALS out

PANS OPS

A	*10000m*
B	
C	
D	

CHANGES: Tower frequency.

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