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Revision Letter For Cycle 08-2012

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Notebook

General Information

Location: Ust-Kamenogorsk Kaz
IATA Code: UKK
Lat/Long: N50° 02.2' E082° 29.6'
Elevation: 938 ft

Airport Use: Public
Magnetic Variation: 6.3°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2328 Z
Sunset: 1330 Z,

Runway Information

Runway: 12
Length x Width: 8235 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 932 ft
Lighting: Edge, ALS

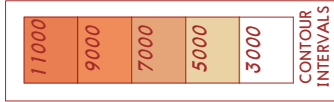
Runway: 30
Length x Width: 8235 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 938 ft
Lighting: Edge, ALS

Communication Information

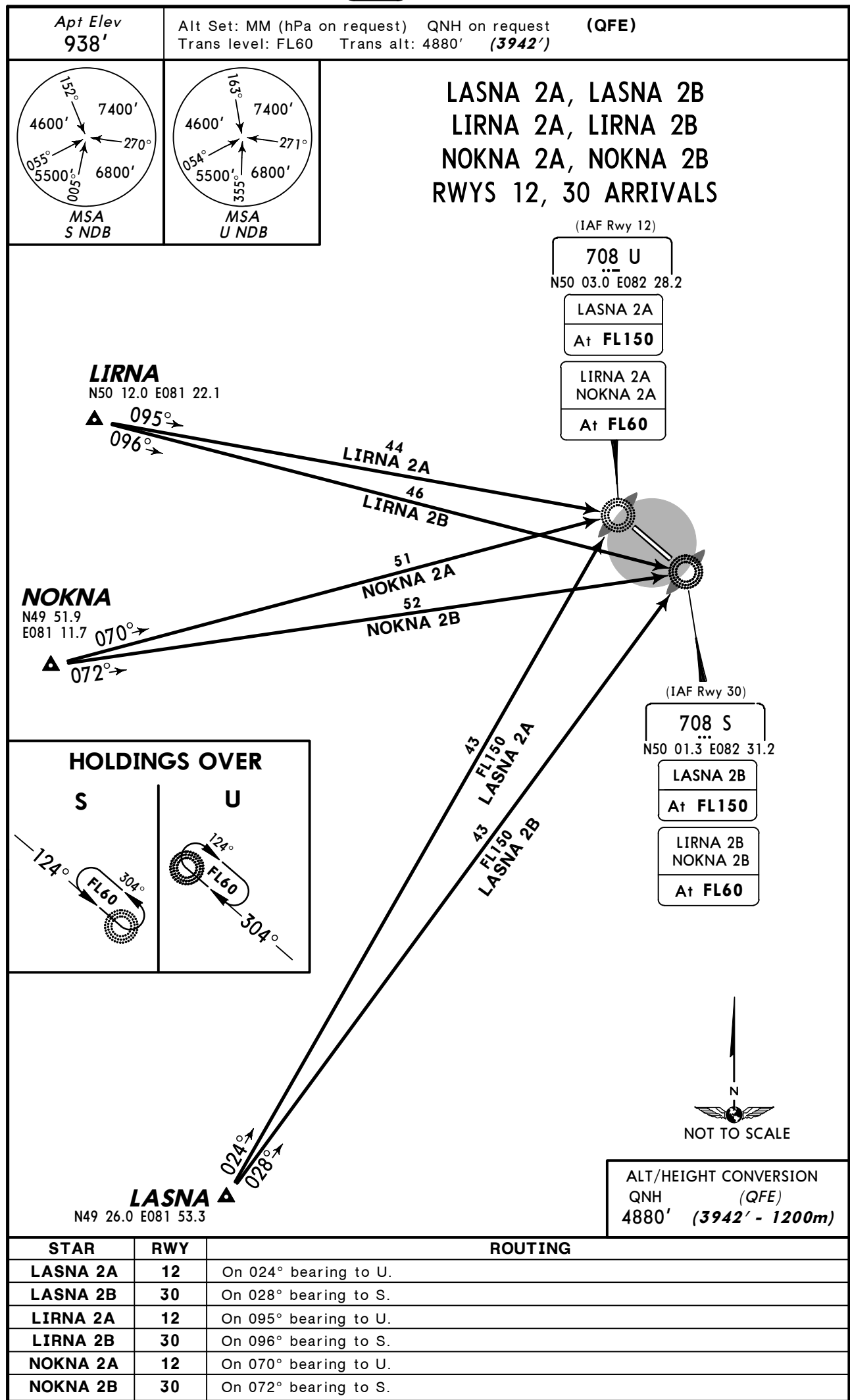
Ust-Kamenogorsk Tower 130.1 MF

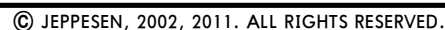
RADAR MINIMUM ALTITUDES

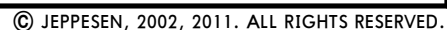
1. This chart may only be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect if necessary.



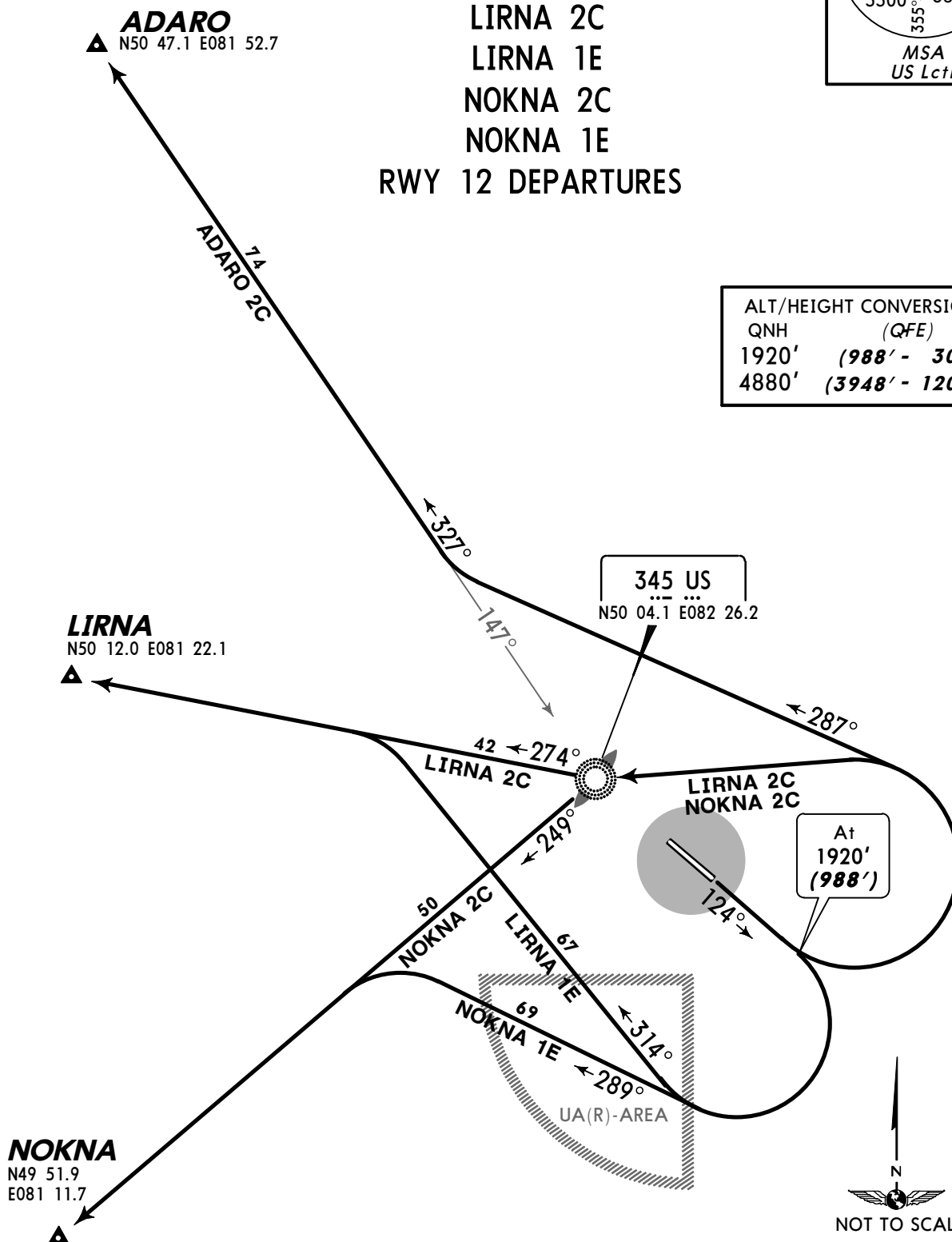
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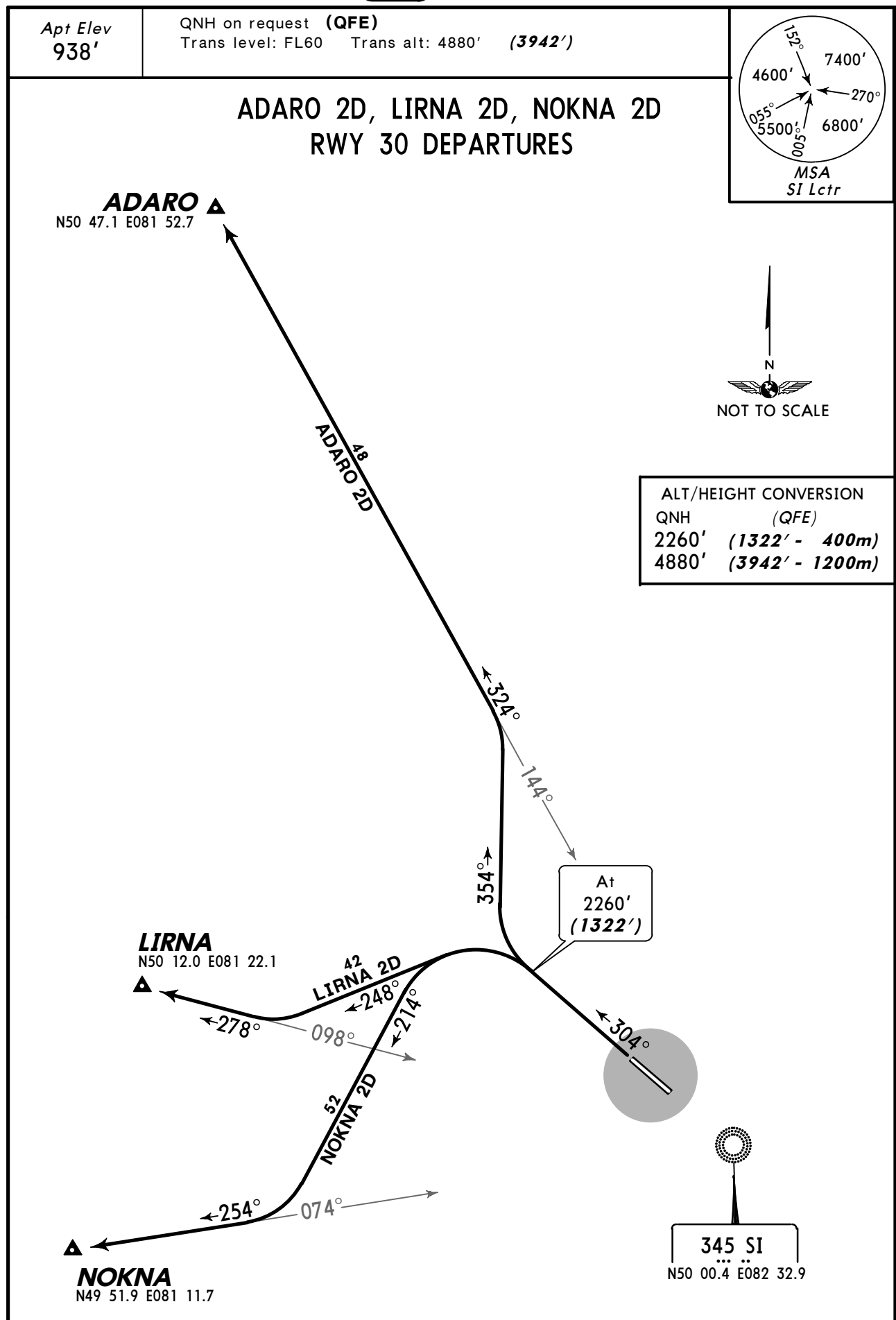


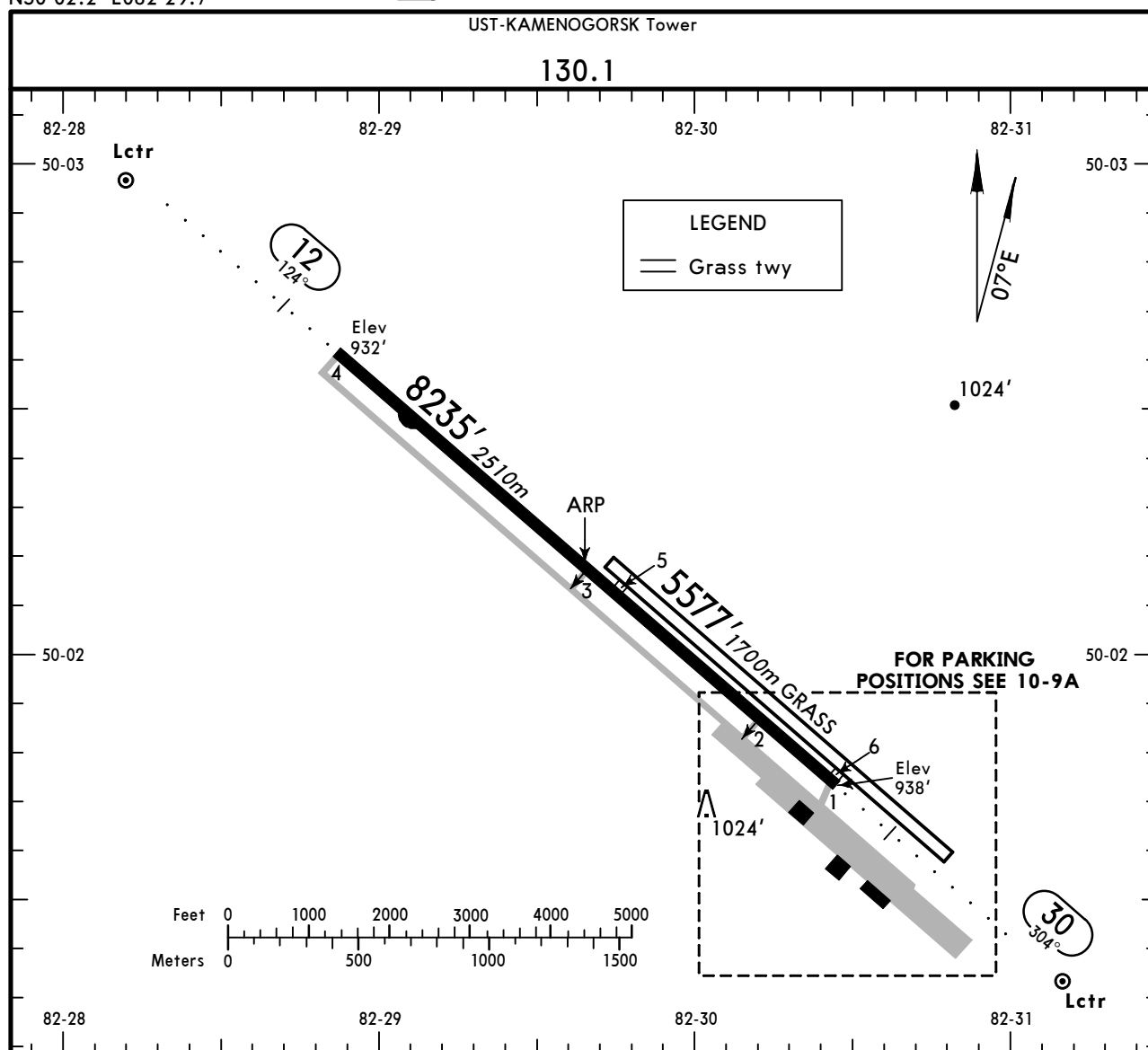


ALT/HEIGHT CONVERSION
QNH (QFE)
1920' (988' - 300m)
4880' (3948' - 1200m)



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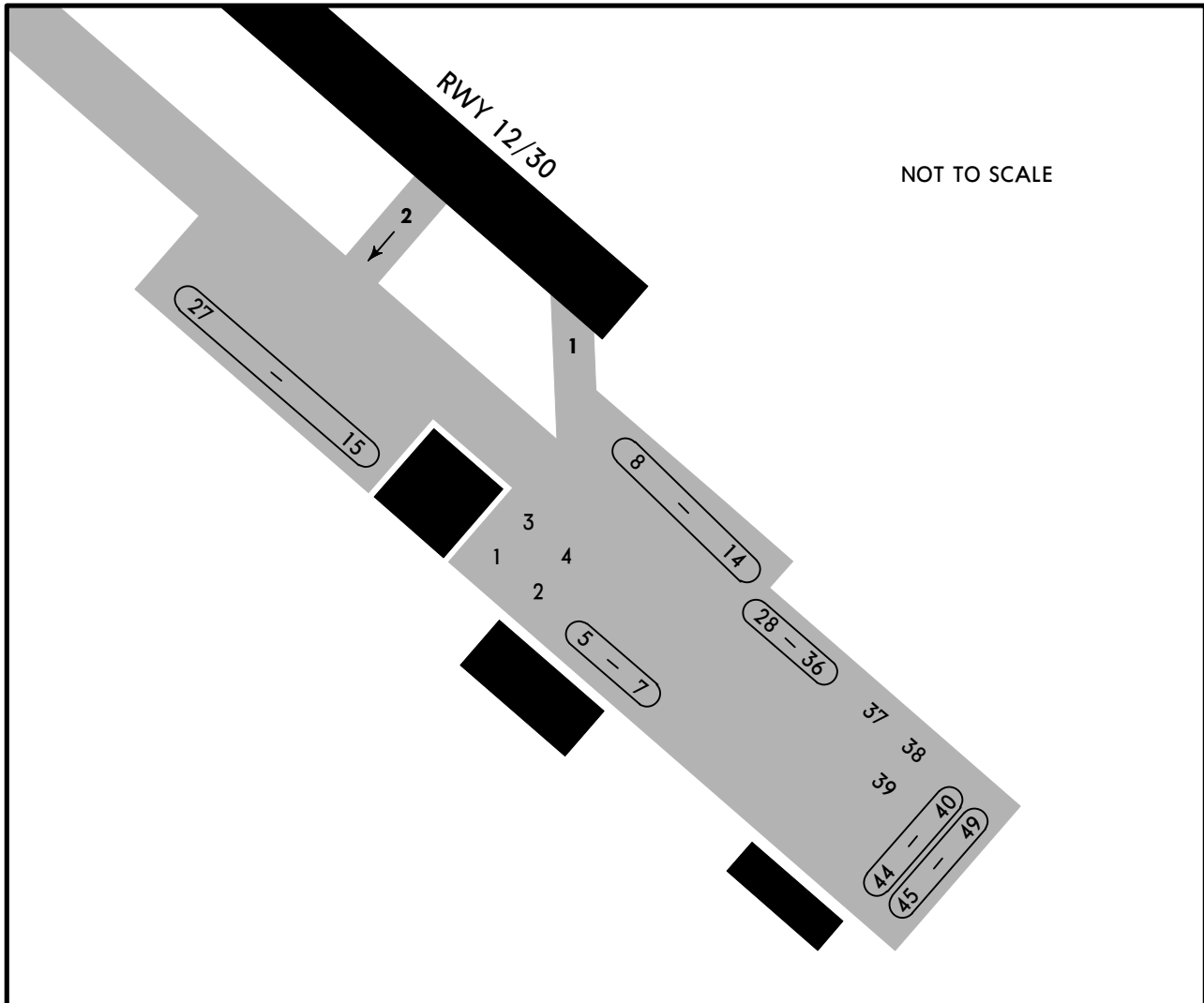
ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

	AIR CARRIER (JAA)		NIGHT
	DAY	All Rwy's	
	RL	RCLM	RL
A		400m I	400m I
B	400m I		
C		500m	400m
D			

I LVP must be in force: 300m.



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

STRAIGHT-IN RWY		A	B	C	D
12	ILS	1132'(200')	1132'(200')	1132'(200')	1132'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	2 NDB ❶	1560'(628')	1560'(628')	1560'(628')	1560'(628')
		1500m	1500m	2200m	2200m
	ALS out	1500m	1500m	2400m	2400m
	NDB ❶ ❷	1950'(1018')	1950'(1018')	1950'(1018')	1950'(1018')
		1500m	1500m	2400m	2400m
	NDB ❸	1950'(1018')	1950'(1018')	1950'(1018')	1950'(1018')
		4300m	4300m	4500m	4500m
	ALS out	5000m	5000m	5000m	5000m
30	ILS	1138'(200')	1138'(200')	1138'(200')	1138'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	2 NDB ❶	1570'(632')	1570'(632')	1570'(632')	1570'(632')
		1500m	1500m	2200m	2200m
	ALS out	1500m	1500m	2400m	2400m
	NDB	2850'(1912')	2850'(1912')	2850'(1912')	2850'(1912')
		5000m	5000m	5000m	5000m

❶ Continuous Descent Final Approach.

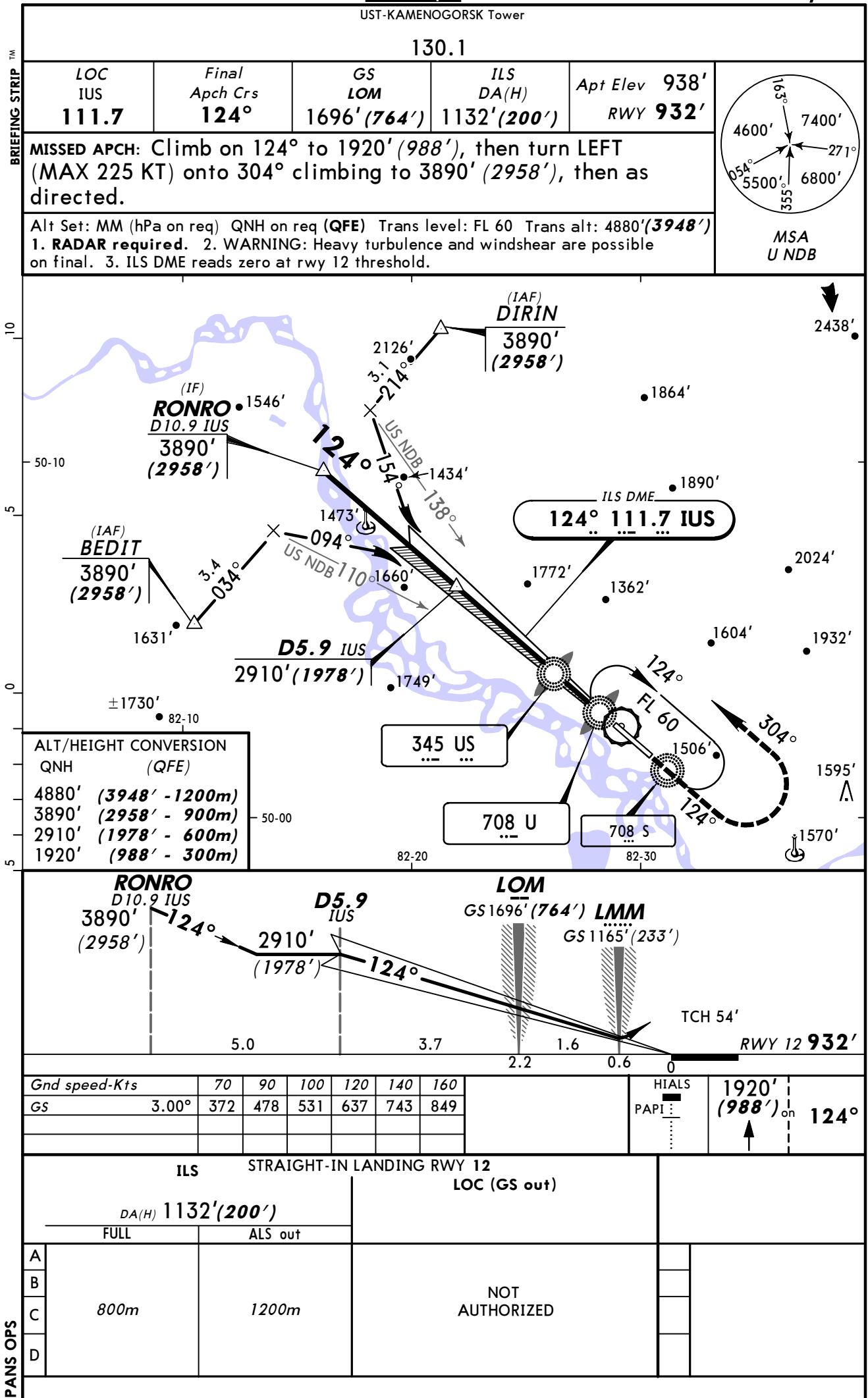
❷ With FMS.

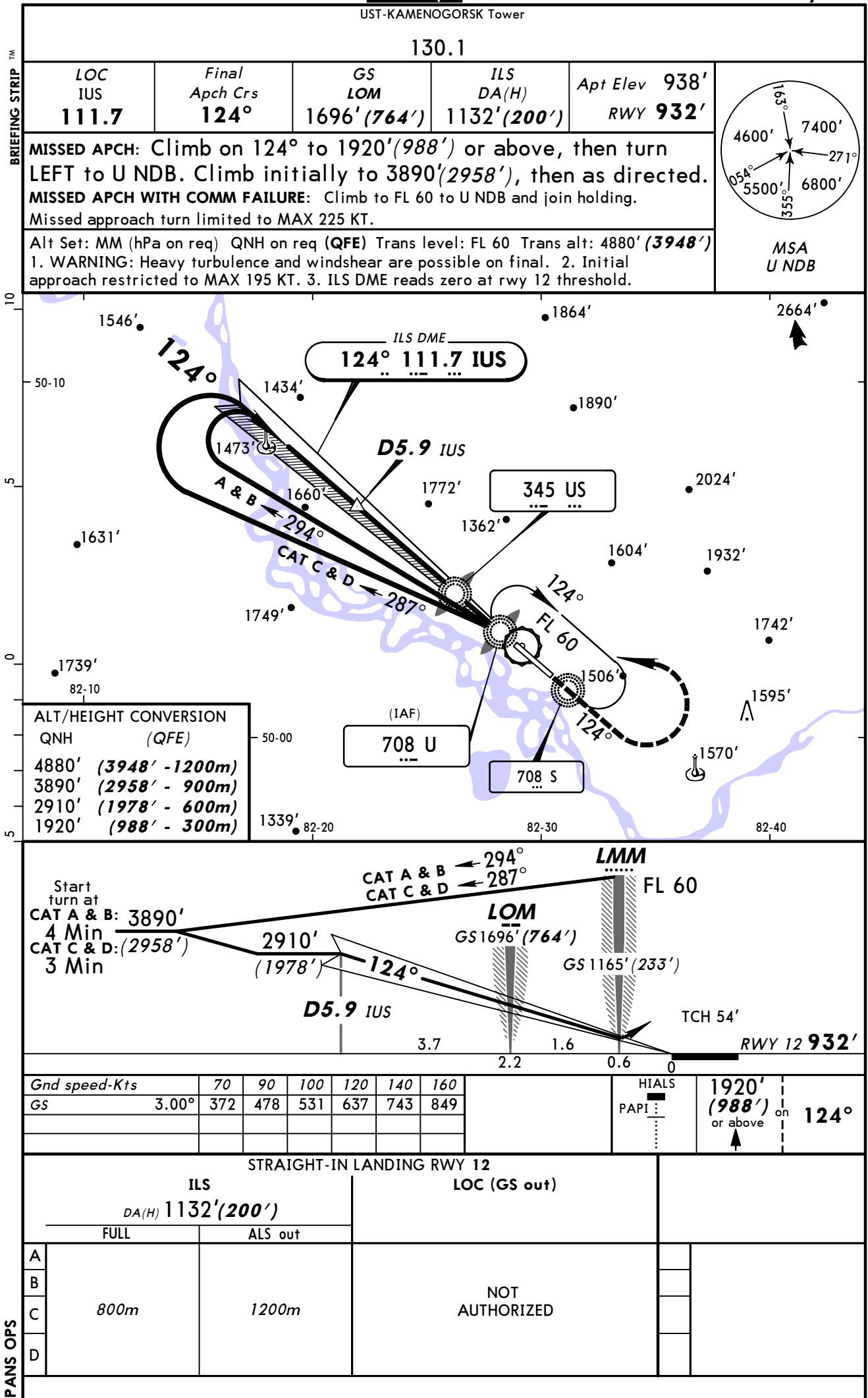
❸ W/o FMS.

TAKE-OFF RWY 12, 30

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

❶ LVP must be in force: 300m.

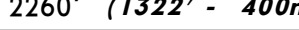




130.1

MSA S NDB

1. **RADAR required.** 2. ILS DME reads zero at rwy 30 thresh.



7

1

1

304°

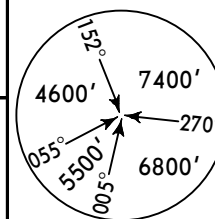
NOT
AUTHORIZED

UST-KAMENOGORSK Tower

130.1

BRIEFING STRIP

LOC ISI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 938'
109.7	304°	1663' (725')	1138' (200')	RWY 938'



MISSED APCH: Climb on 304° to 2260' (1322') or above, then turn RIGHT to S NDB. Climb initially to 3900' (2962'), then as directed.

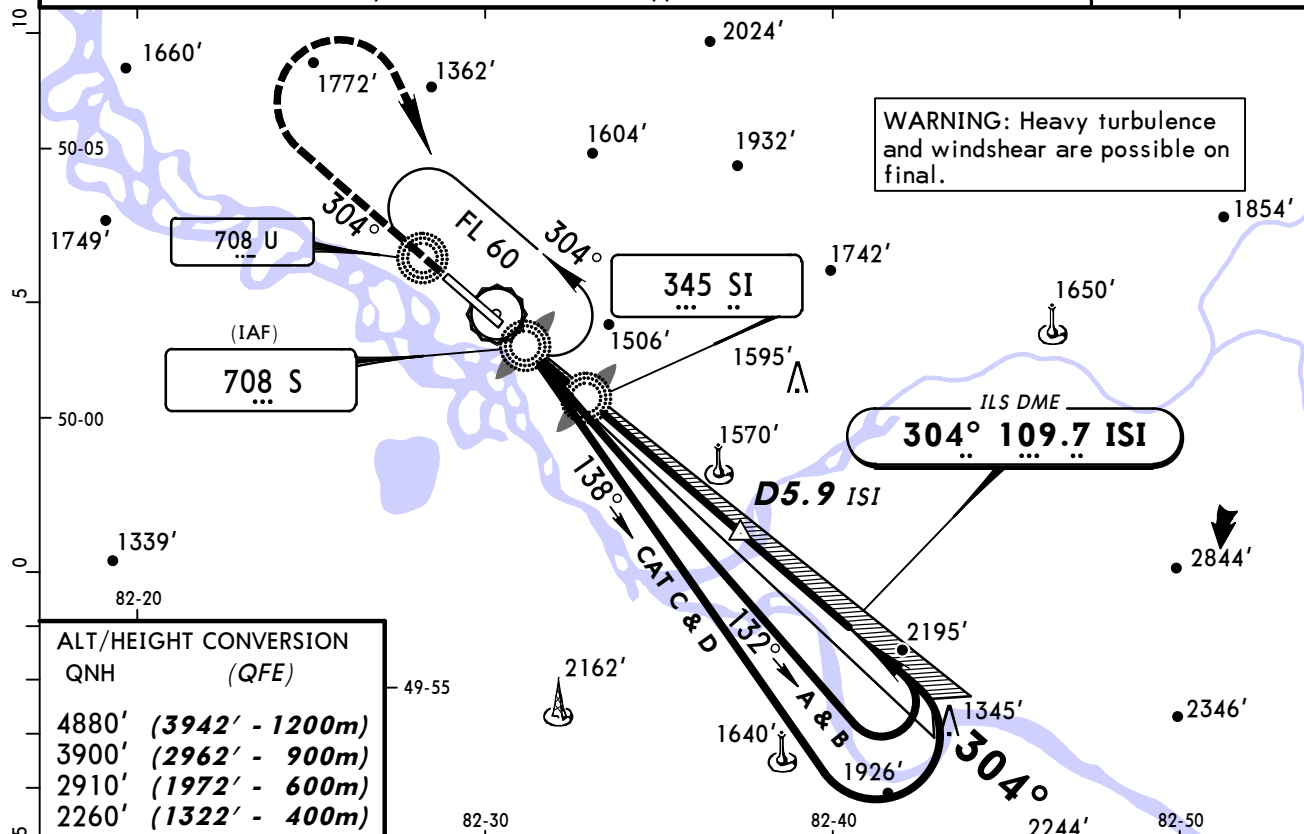
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to S NDB and join holding.

Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3942')

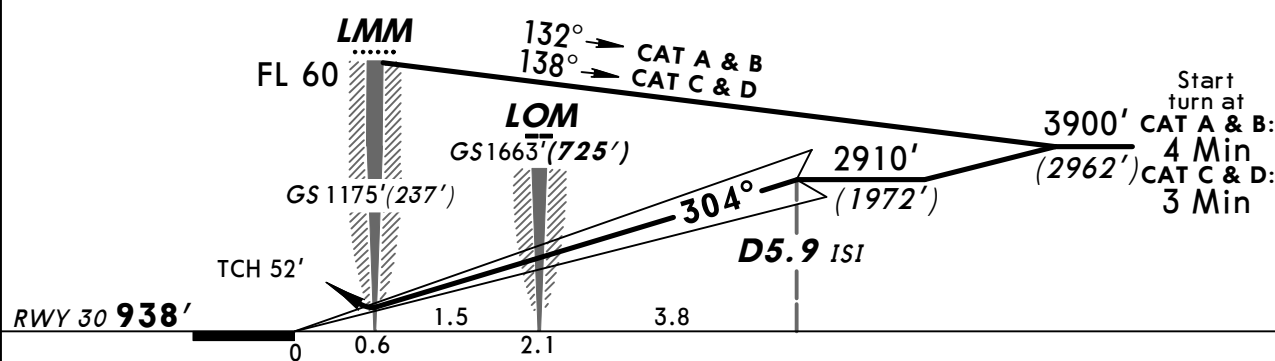
1. ILS DME reads zero at rwy 30 thresh. 2. Initial approach restricted to MAX 195 KT.

MSA
S NDB



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	HIALS	2260' (1322') on 304° or above
GS	3.00°	372	478	531	637	743	PAPI	

STRAIGHT-IN LANDING RWY 30

ILS		LOC (GS out)	
DA(H) 1138' (200')			
FULL	ALS out		
A			
B			
C	800m	NOT AUTHORIZED	
D	1200m		

PANS OPS

UST-KAMENOGORSK Tower

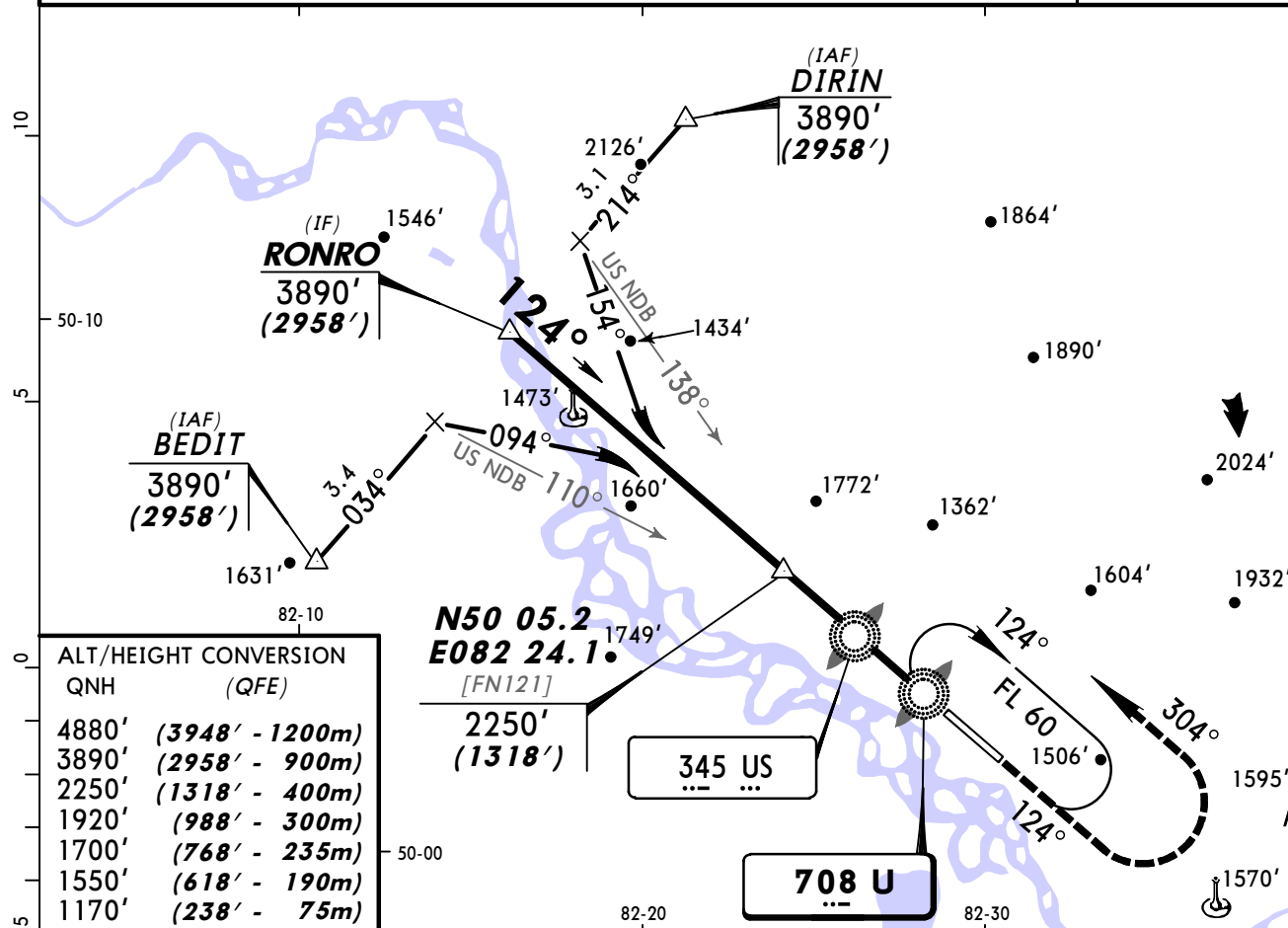
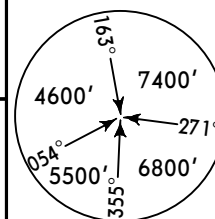
130.1

BRIEFING STRIP

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

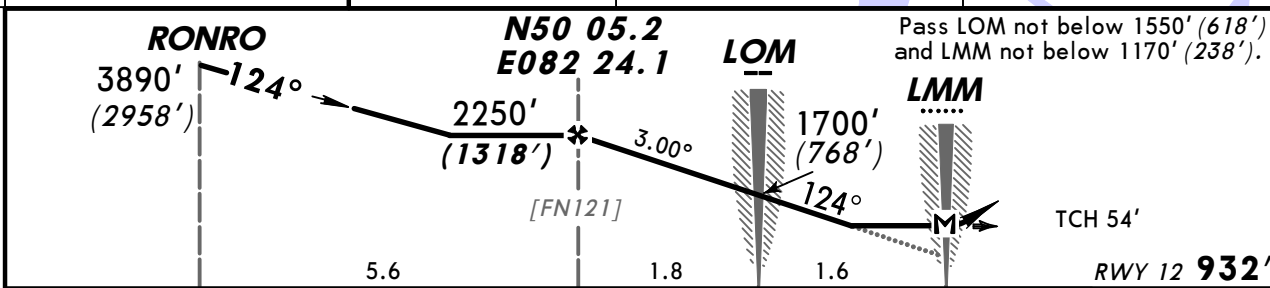
MISSED APCH: Climb on 124° to 1920' (988'), then turn LEFT (MAX 225 KT) onto 304° climbing to 3890' (2958'), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3948')
1. RADAR required. 2. WARNING: Heavy turbulence and windshear are possible on final.



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)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to
Descent angle 3.00°	372	478	531	637	743	849	PAPI	Missed Apch
MAP at LMM								above

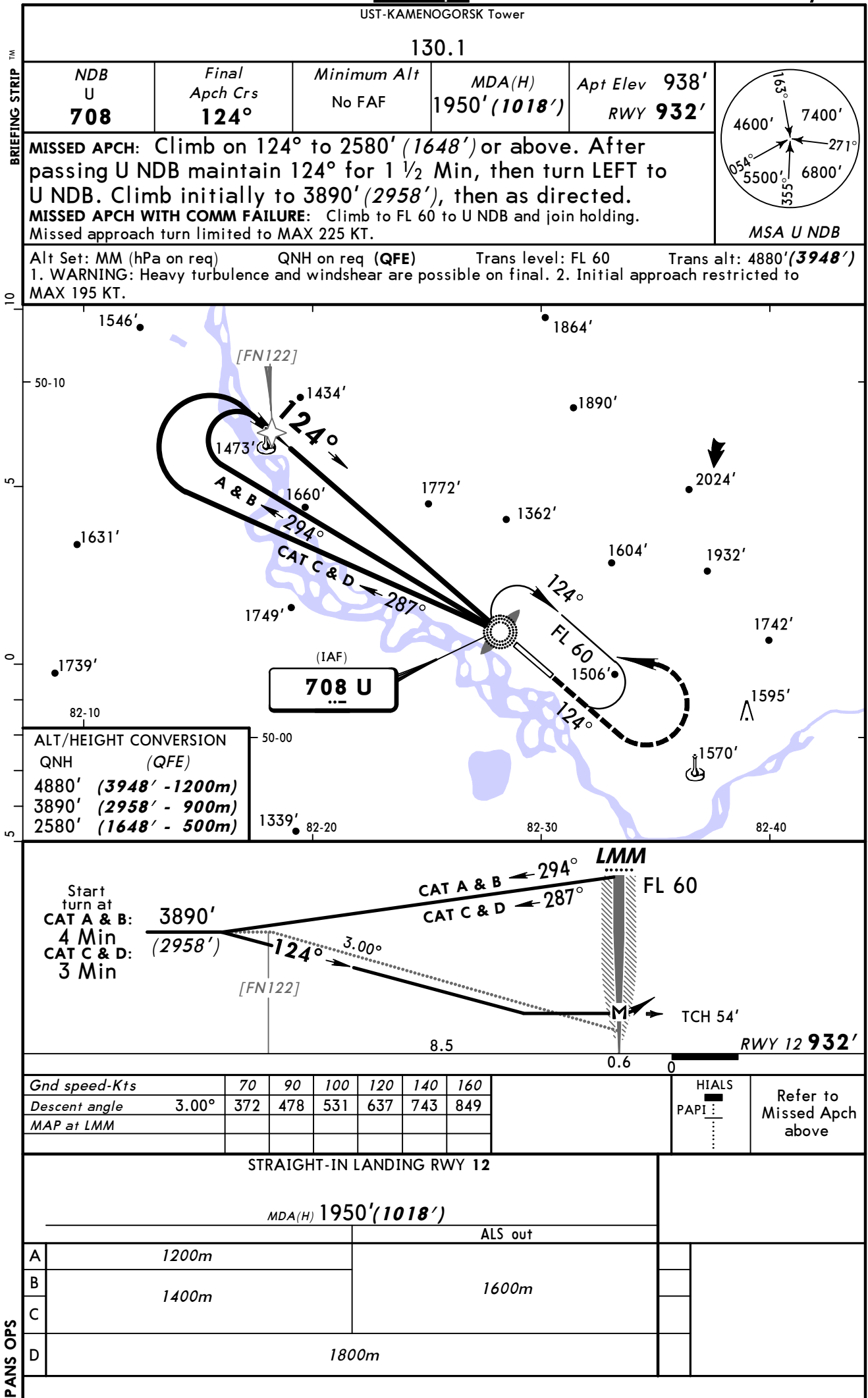
STRAIGHT-IN LANDING RWY 12

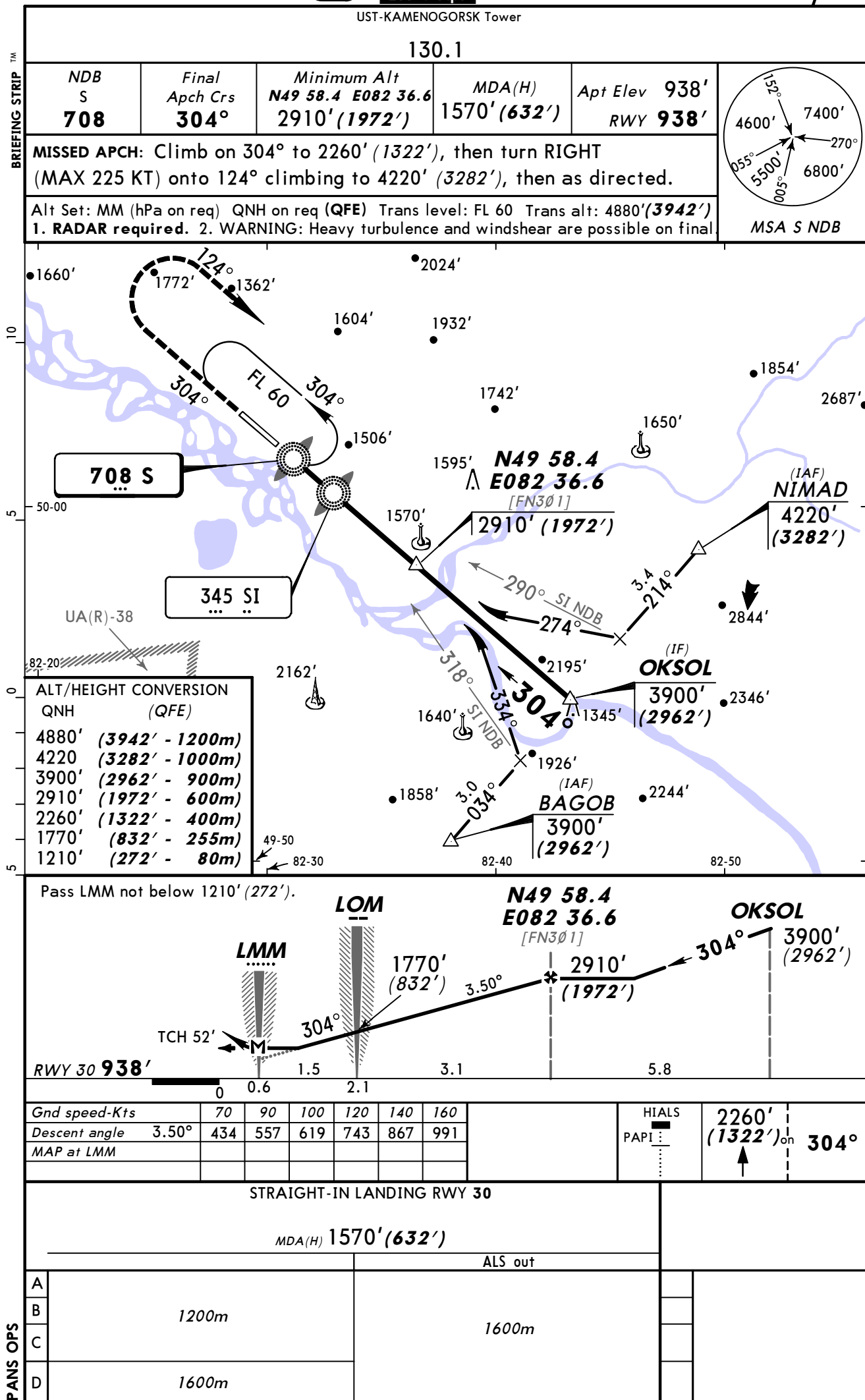
MDA(H) 1560' (628')

ALS out

PANS OPS

A	B	C	D
	1200m		1600m





UST-KAMENOGORSK Tower

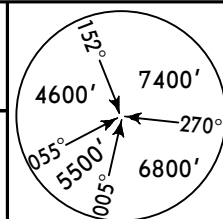
130.1

BRIEFING STRIP

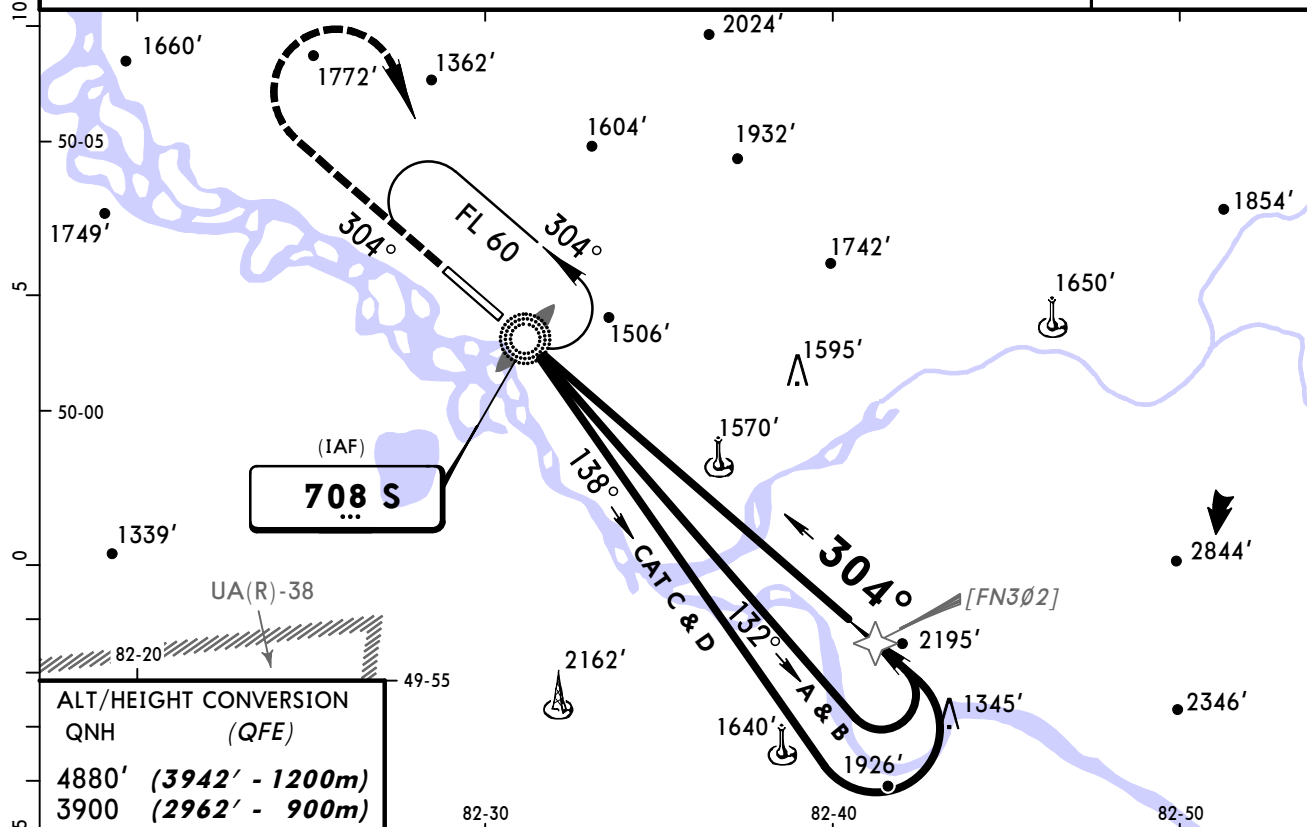
NDB S 708	Final Apch Crs 304°	Minimum Alt No FAF	MDA(H) 2850'(1912')	Apt Elev 938' RWY 938'
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MISSED APCH: Climb on 304° to 3900' (2962'). After passing S NDB maintain 304° for 1 1/2 Min, then turn RIGHT to S NDB then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to S NDB and join holding.
 Missed approach turn limited to MAX 225 KT.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3942')
 1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.

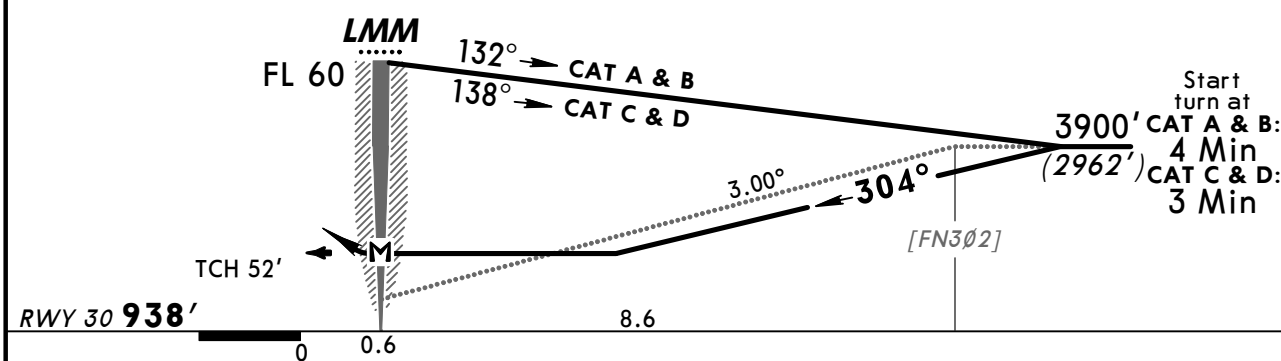


MSA
S NDB



ALT/HEIGHT CONVERSION
QNH (QFE)

4880' (3942' - 1200m)
3900 (2962' - 900m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3900' (2962') on 304°
Descent angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

STRAIGHT-IN LANDING RWY 30

MDA(H) 2850'(1912')

ALS out

A	1200m	1600m
B		
C	1400m	
D	1800m	

PANS OPS

CHANGES: Minimums.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)				
REV	ABOTO, ADARO, BANOV & DEV...	10-2	23 Mar 2012	05 Apr 2012
REV	LASNA, LIRNA, NOKNA 2A & ...	10-2A	23 Mar 2012	05 Apr 2012
REV	STANDARD MNMS	10-9S	23 Mar 2012	05 Apr 2012
REV	ILS DME Y RWY 12	11-1	23 Mar 2012	05 Apr 2012
REV	ILS DME X RWY 12	11-2	23 Mar 2012	05 Apr 2012
REV	ILS DME Y RWY 30	11-3	23 Mar 2012	05 Apr 2012
REV	ILS DME X RWY 30	11-4	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 12	16-1	23 Mar 2012	05 Apr 2012
REV	NDB RWY 12	16-2	23 Mar 2012	05 Apr 2012
REV	2 NDB RWY 30	16-3	23 Mar 2012	05 Apr 2012
REV	NDB RWY 30	16-4	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK