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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: 0229 Z
Sunset: 1037 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

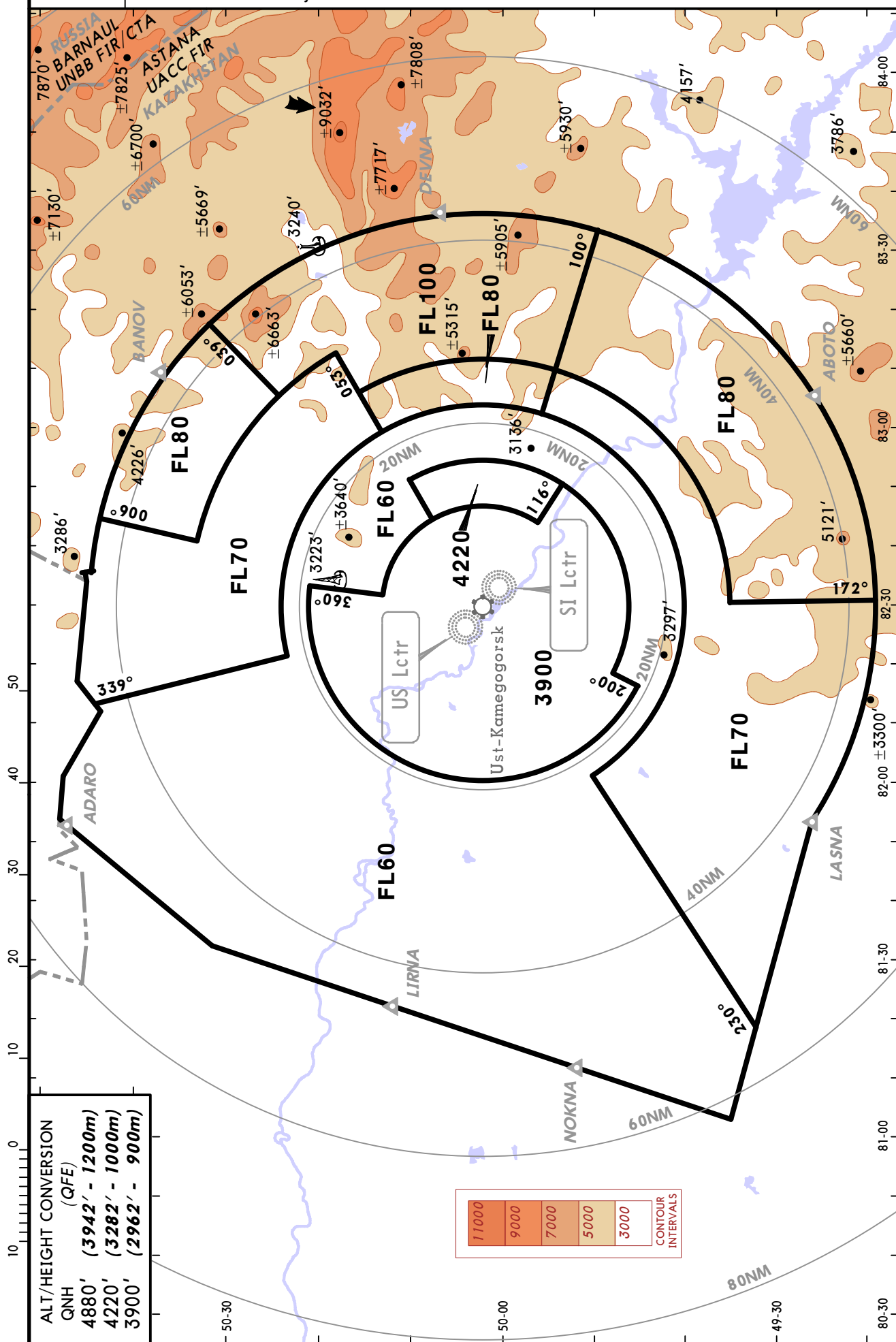
Ust-Kamenogorsk Tower 130.1 MF

Apt Elev
938'

Alt set: MM (hPa on request) QNH on request(QFE)

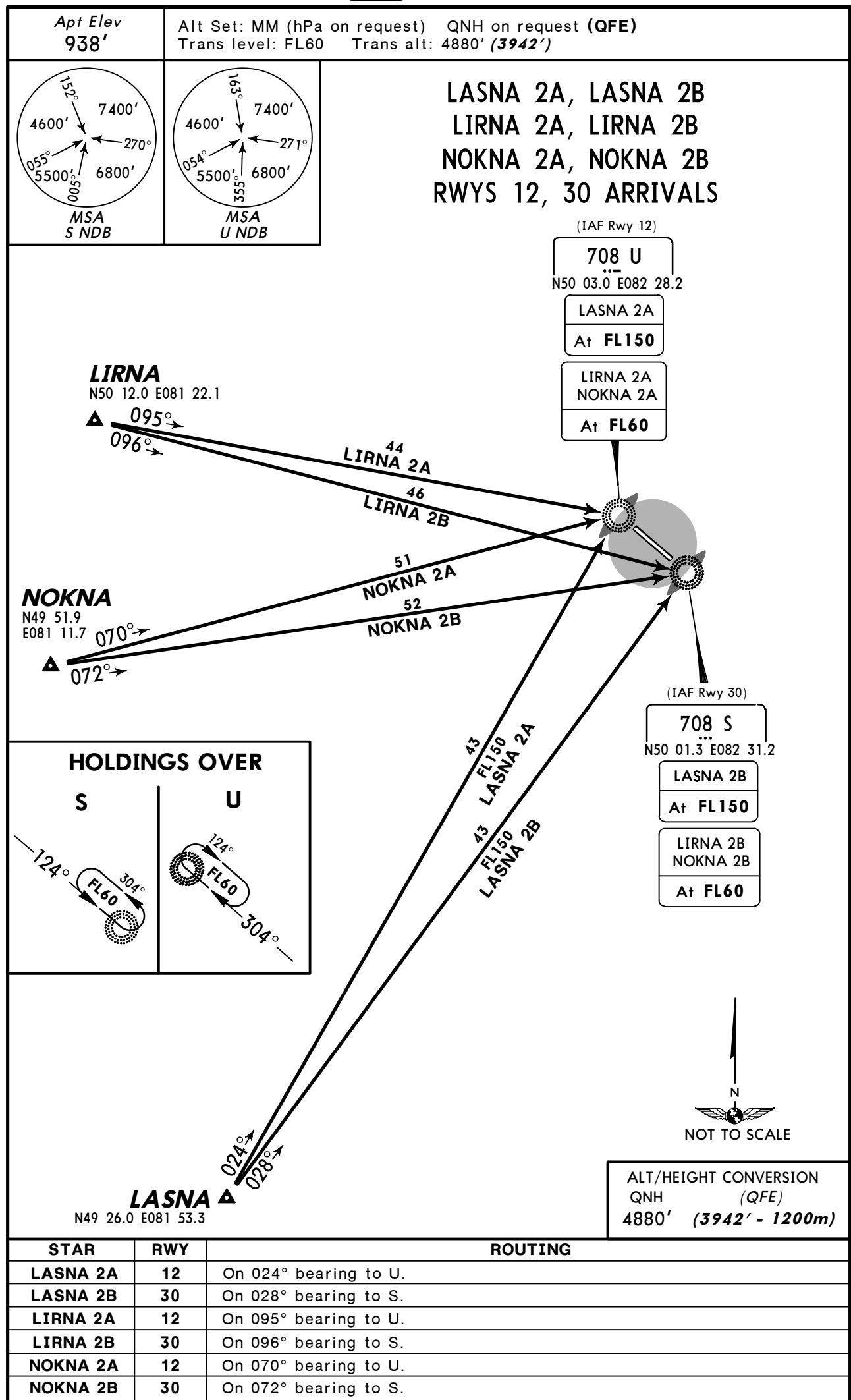
Trans level: FL60 Trans alt: 4880'(3942')

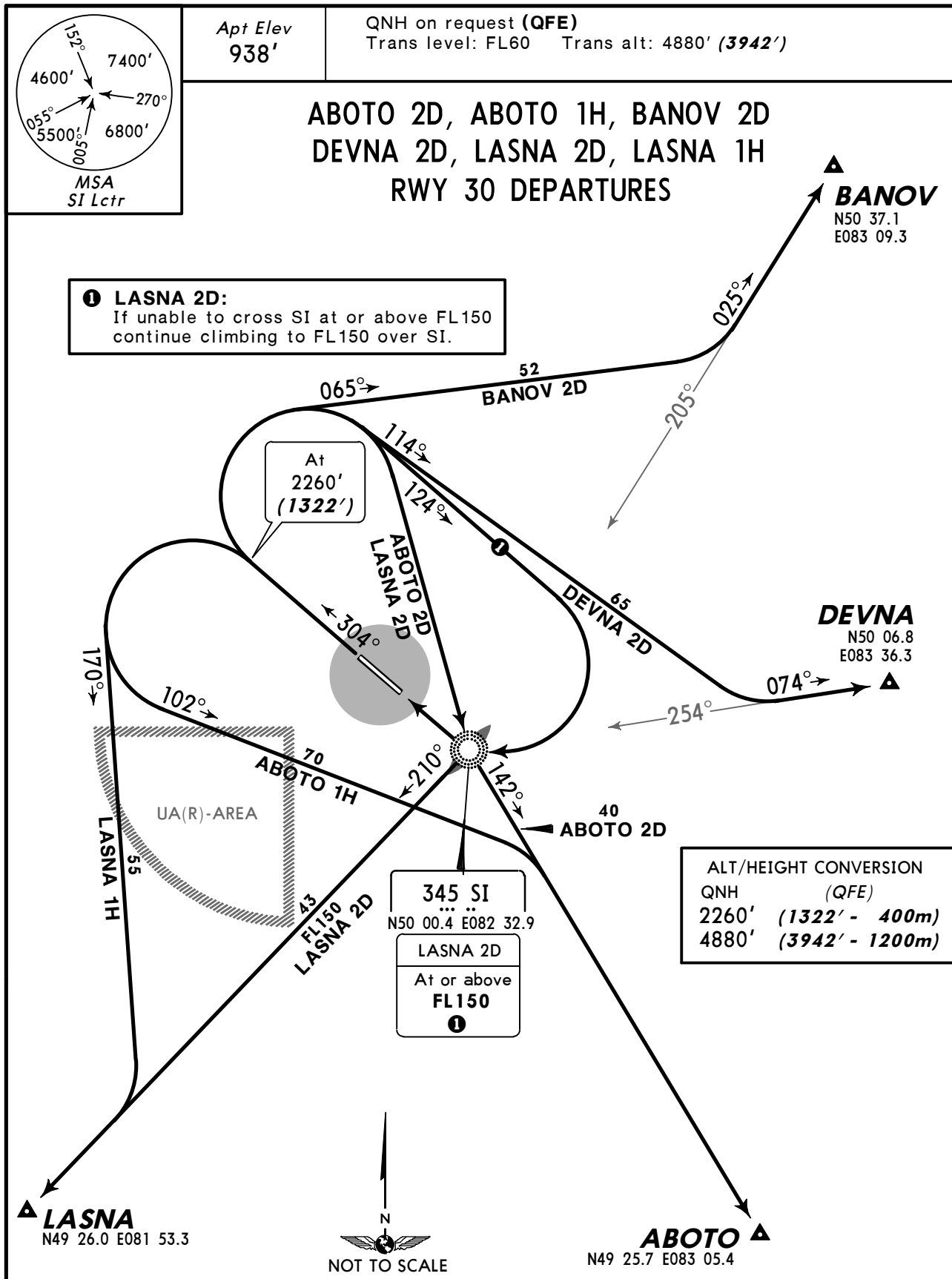
1. This chart may only be used for cross-checking of altitudes assigned while under radar control. 2.Levels assigned by ATC include a correction for low temperature effect if necessary.



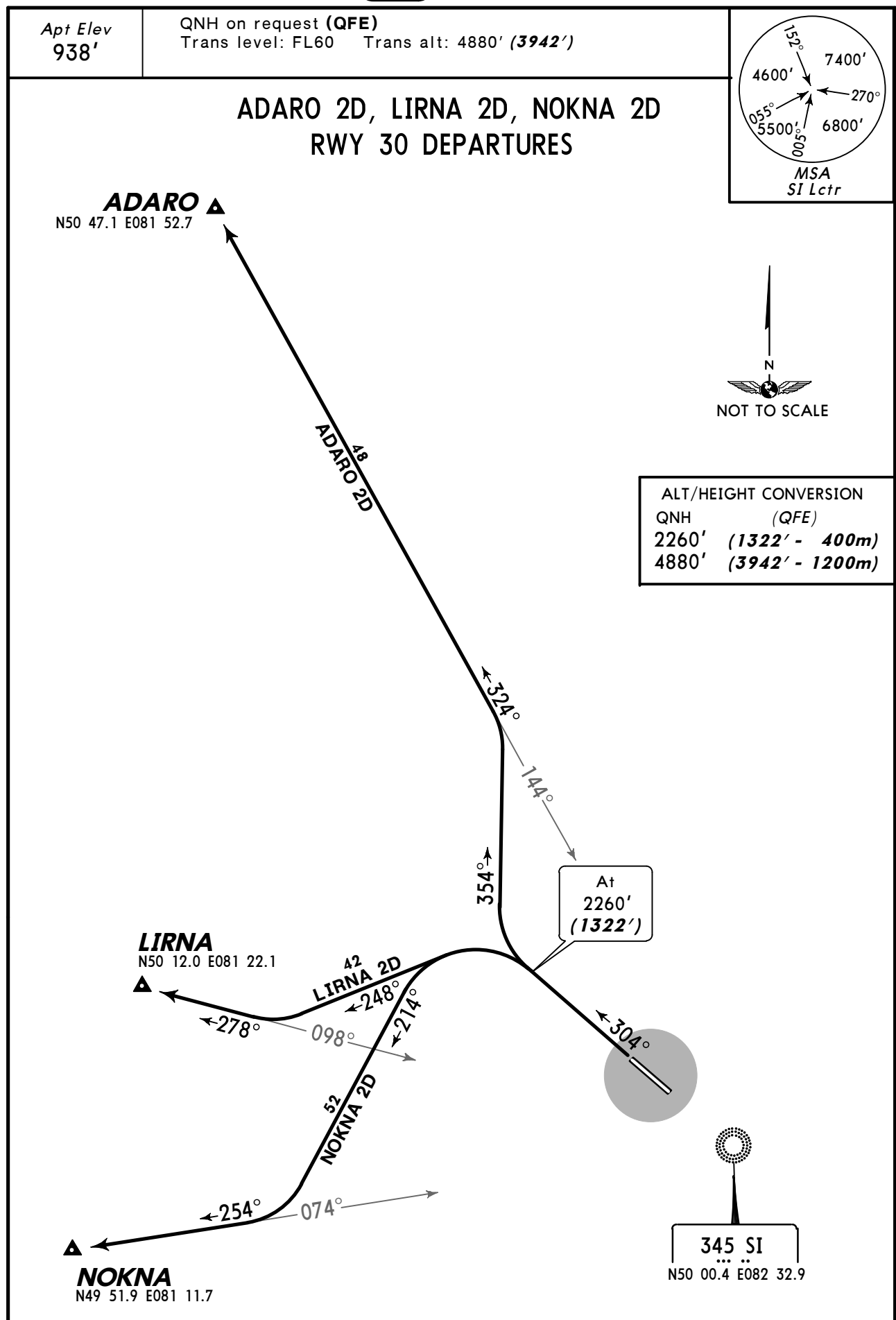
Trans level: FL60 Trans alt: 4880' (**3942'**)

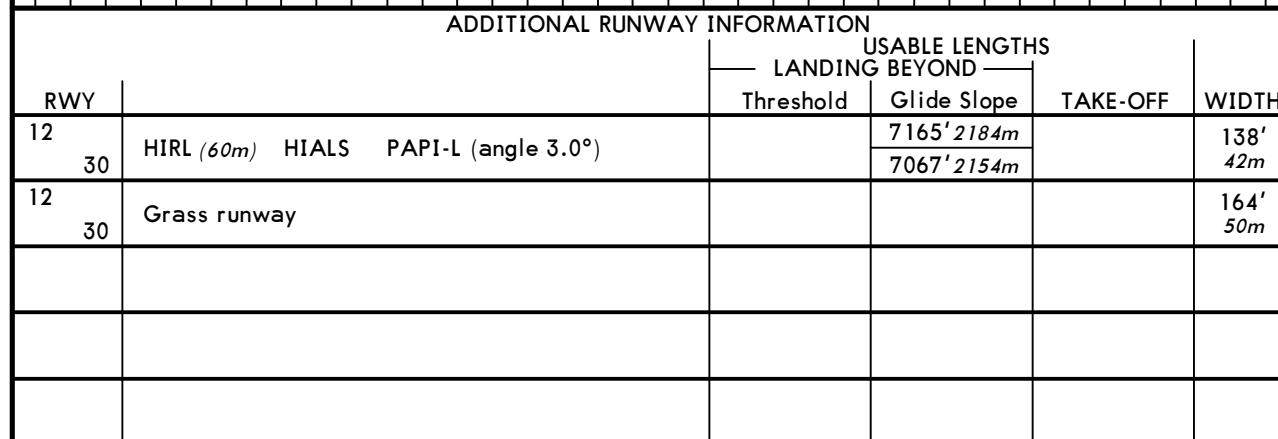
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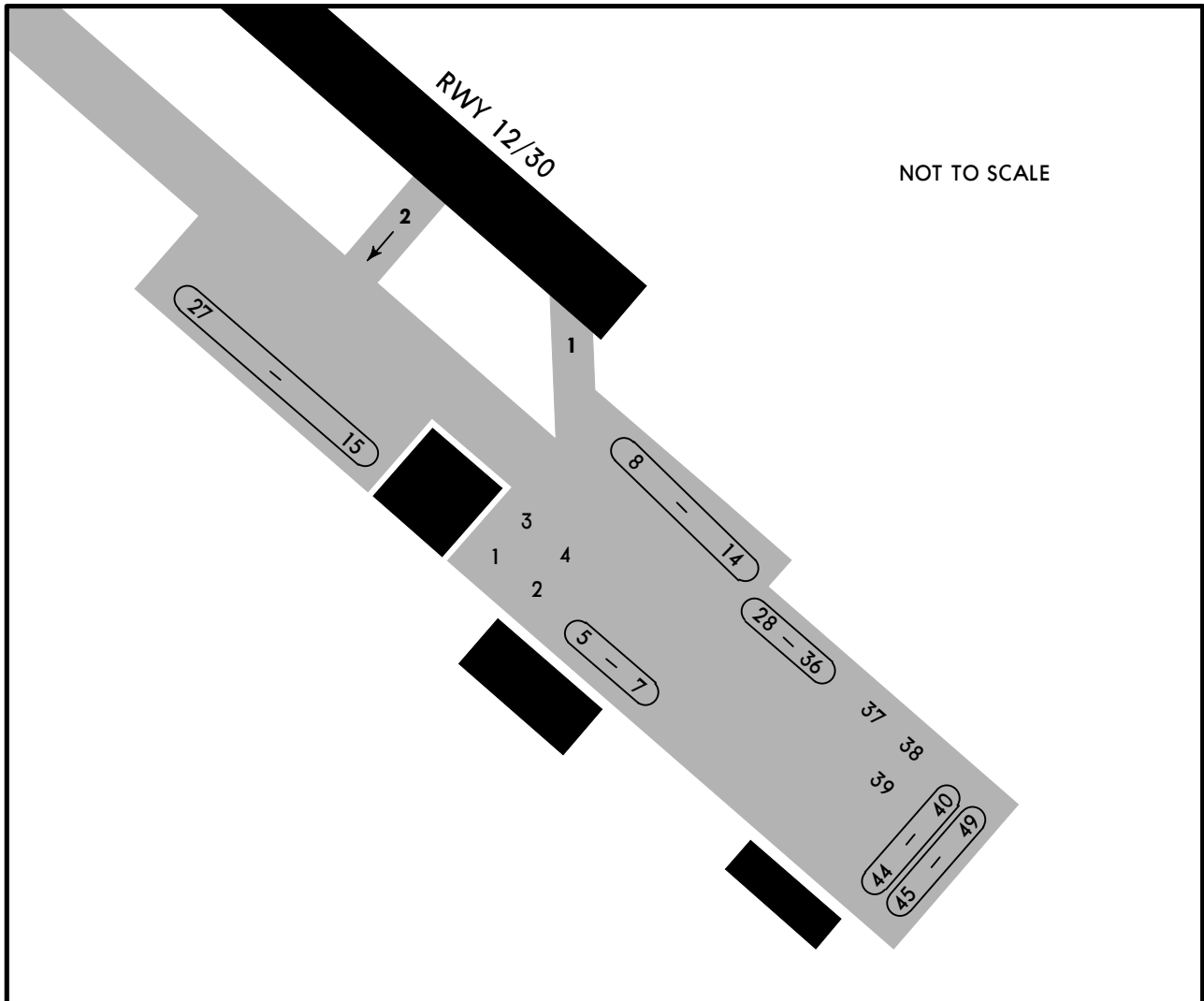


SID	ROUTING
ABOTO 2D	Climb to 2260' (1322'), turn RIGHT to SI, turn LEFT, 142° bearing to ABOTO.
ABOTO 1H 2	Climb to 2260' (1322'), turn LEFT, 102° track, intercept 142° bearing from SI to ABOTO.
BANOV 2D	Climb to 2260' (1322'), turn RIGHT, 065° track, intercept 025° bearing from SI to BANOV.
DEVNA 2D	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 2	Climb to 2260' (1322'), turn LEFT, 170° track, intercept 210° bearing from SI to LASNA.
2 Not available when UA(R)-AREA is active.	





CHANGES: Apt elev. Rwy elev. Tower frequency. © JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.



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

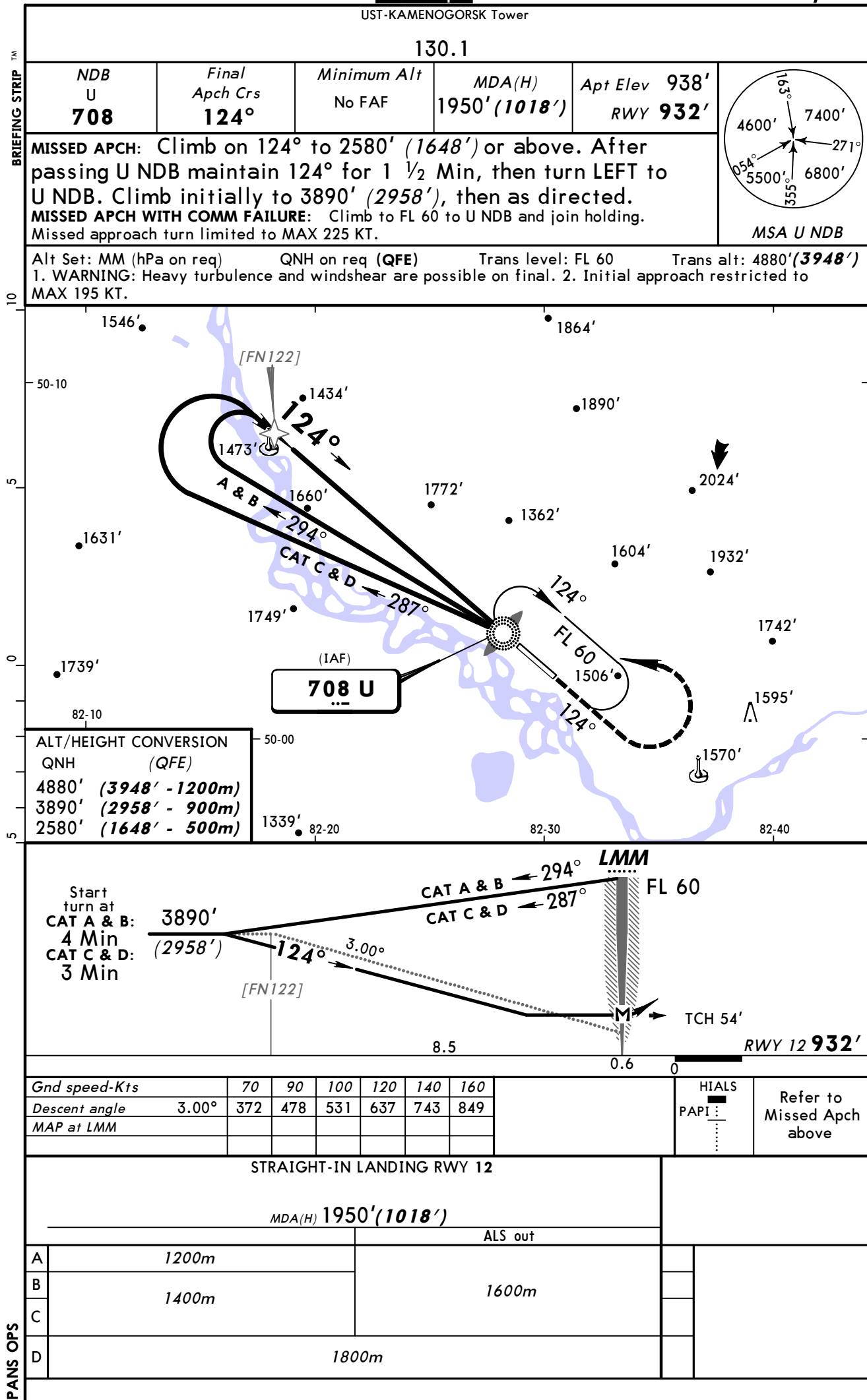
DAY			NIGHT
RL	RCLM	NIL	RL
A B C D	400m ❶	500m	400m ❶
	500m		400m

❶ LVP must be in force: 300m.

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UST-KAMENOGORSK Tower

130.1

BRIEFING STRIP

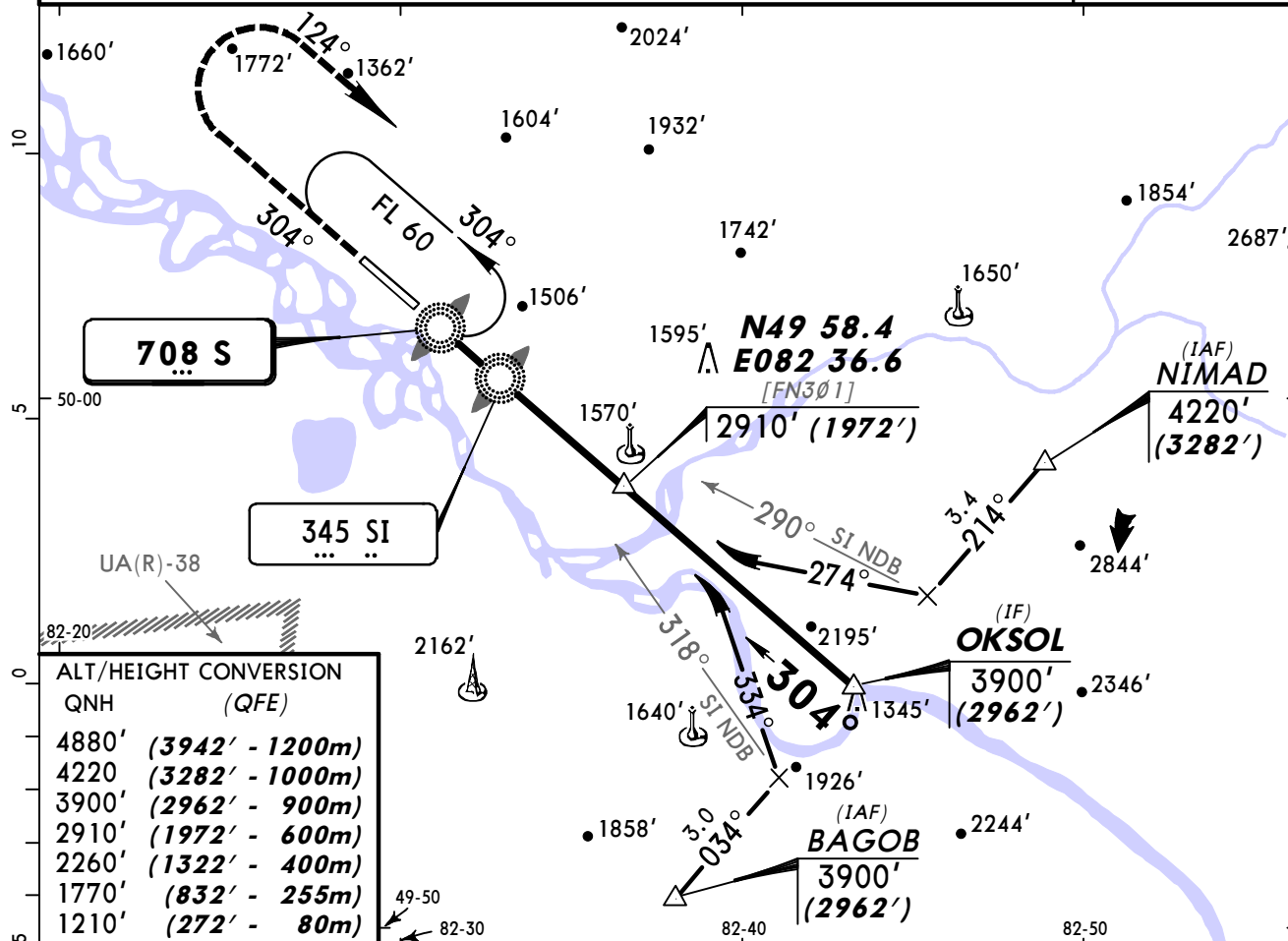
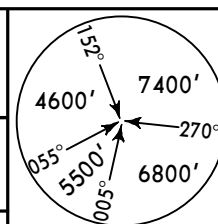
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
S 708	304°	N49 58.4 E082 36.6 2910' (1972')	1570' (632')	938' RWY 938'

MISSED APCH: Climb on 304° 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 60 Trans alt: 4880' (3942')

1. **RADAR** required. 2. **WARNING:** Heavy turbulence and windshear are possible on final.

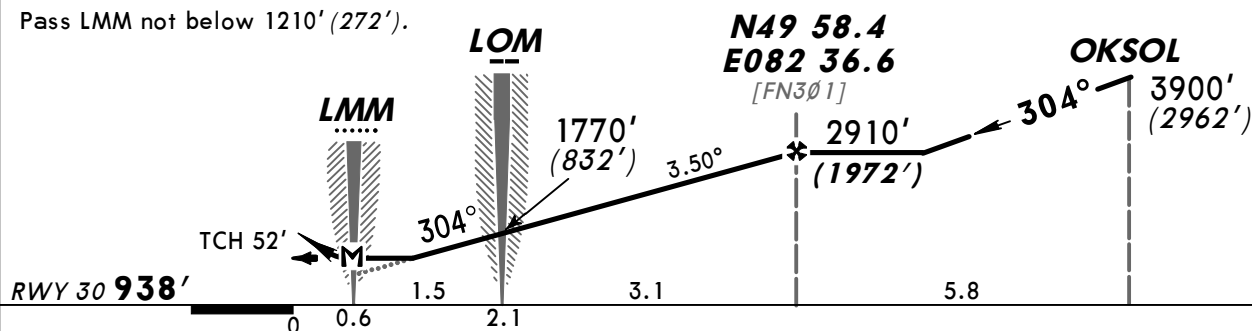
MSA S NDB



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') on 304°

STRAIGHT-IN LANDING RWY 30

MDA(H) 1570' (632')

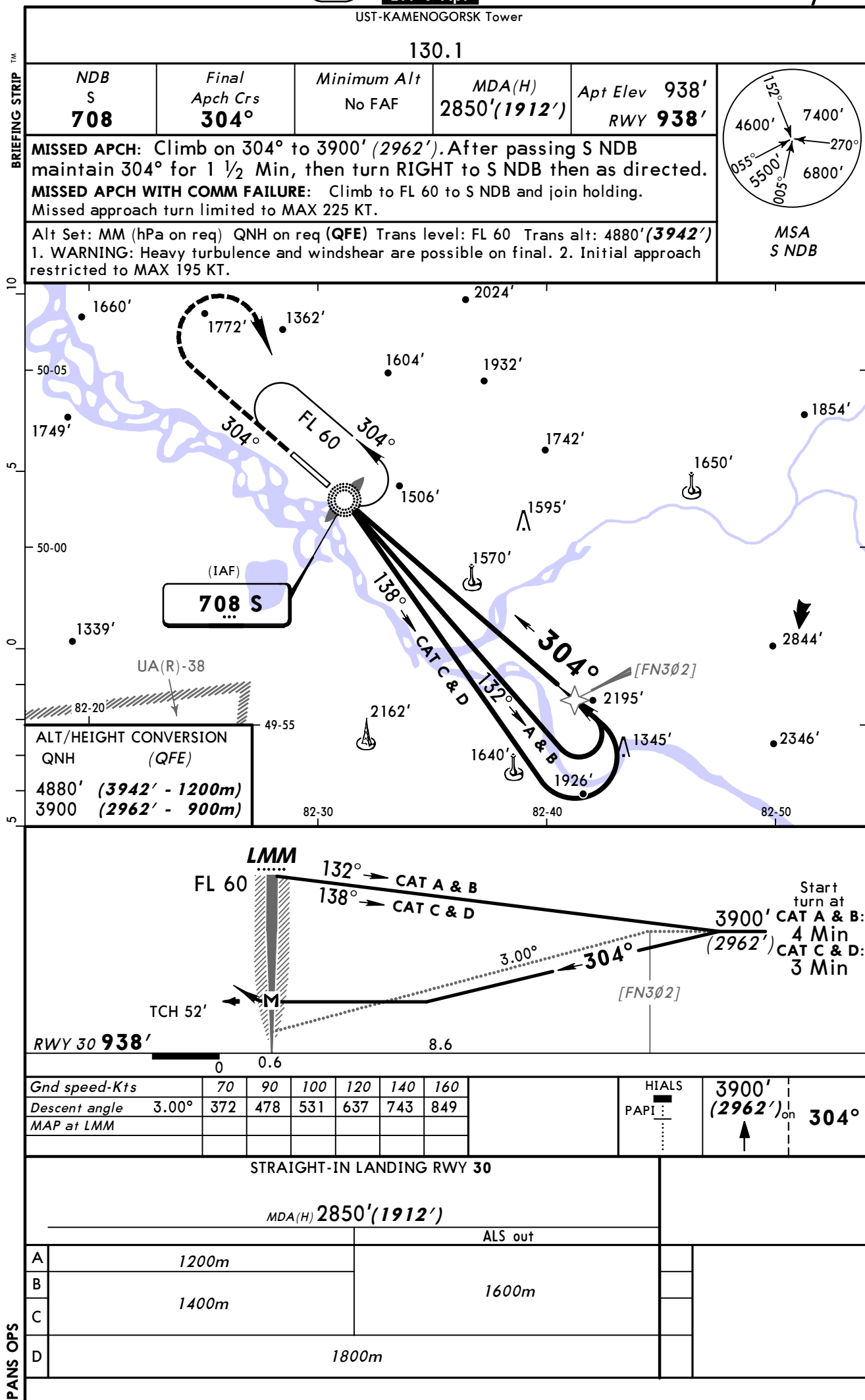
ALS out

PANS OPS

A		
B	1200m	1600m
C		
D	1600m	

CHANGES: Minimums.

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UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK