

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UASK

Terminal Charts For UASK

Revision Letter For Cycle 08-2013

Change Notices

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: 2338 Z
Sunset: 1322 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

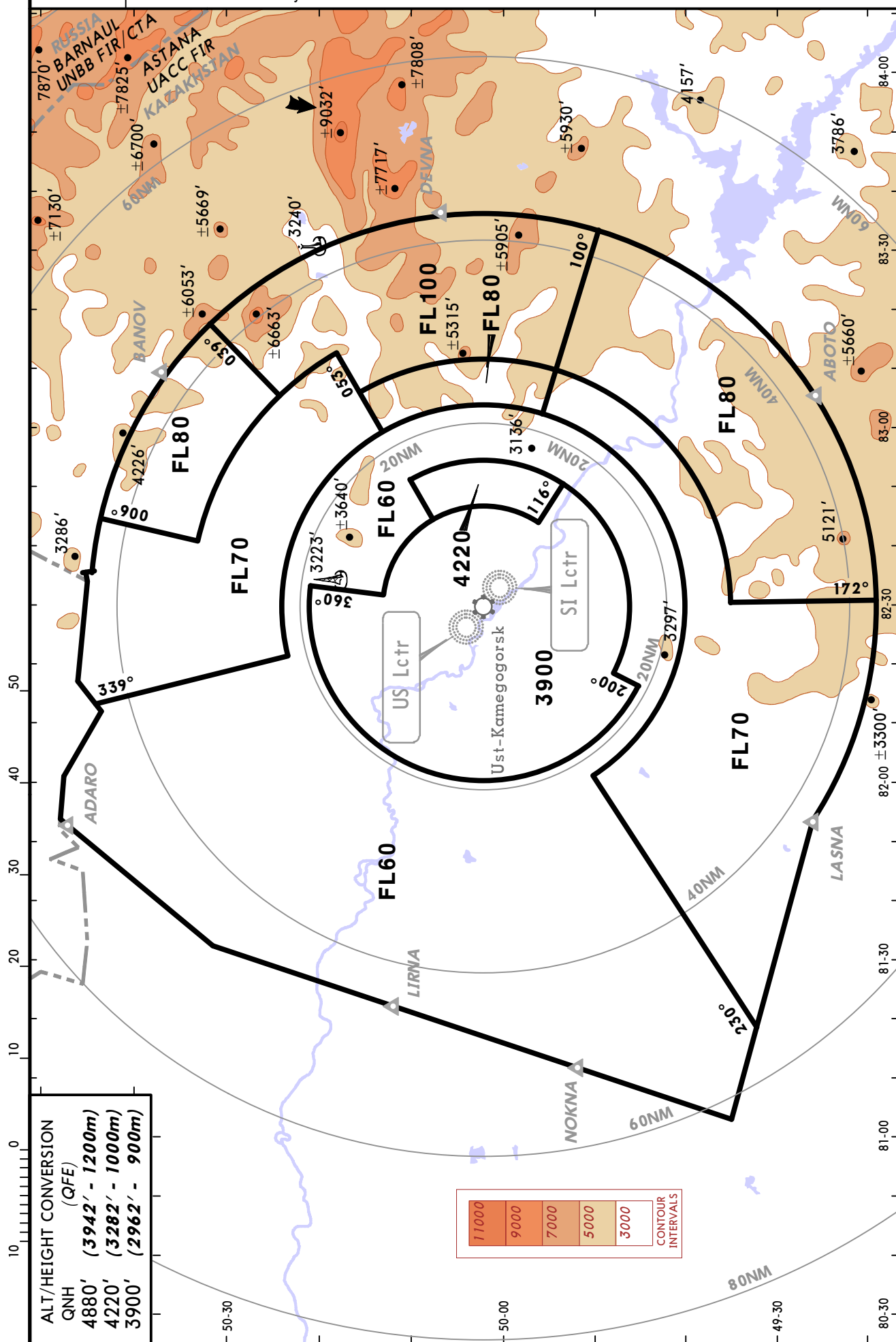
Ust-Kamenogorsk Tower 130.1 MF

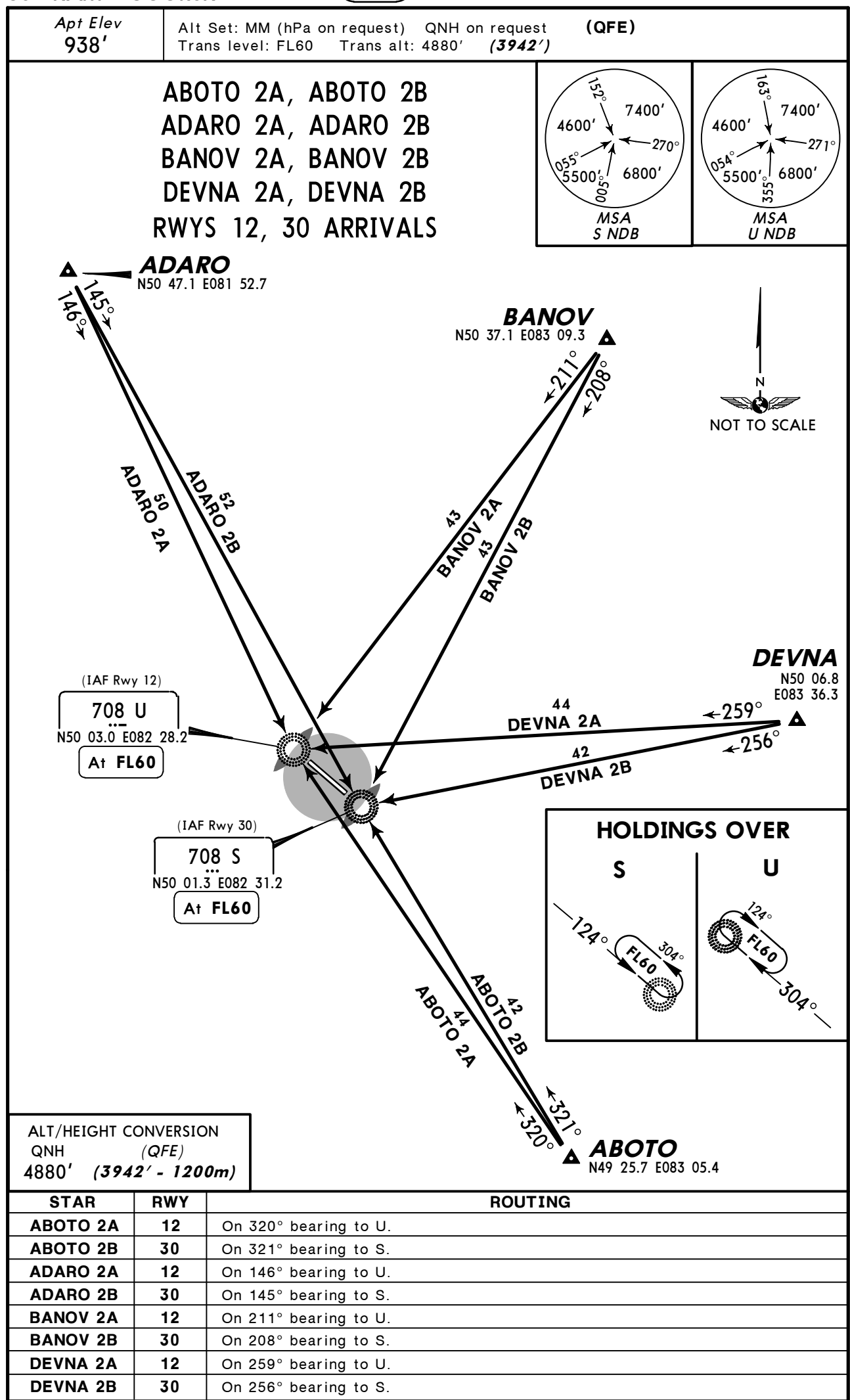
Apt Elev
938'

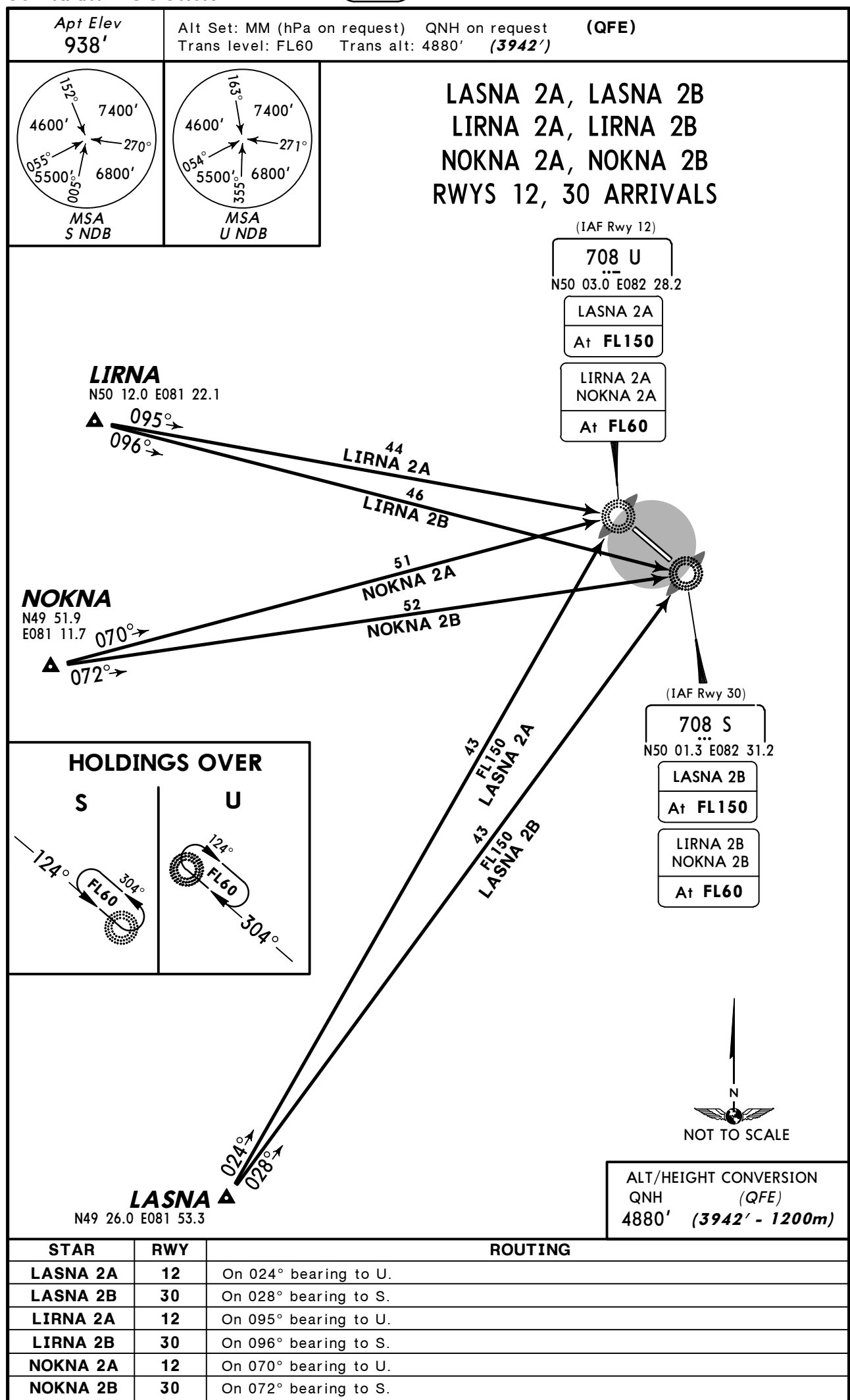
Alt set: MM (hPa on request) QNH on request (QFE)

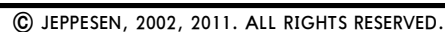
Trans level: FL60 Trans alt: 4880' (3942')

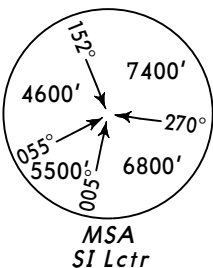
1. This chart may only be used for cross-checking of altitudes assigned while under radar control. 2. Levels assigned by ATC include a correction for low temperature effect if necessary.











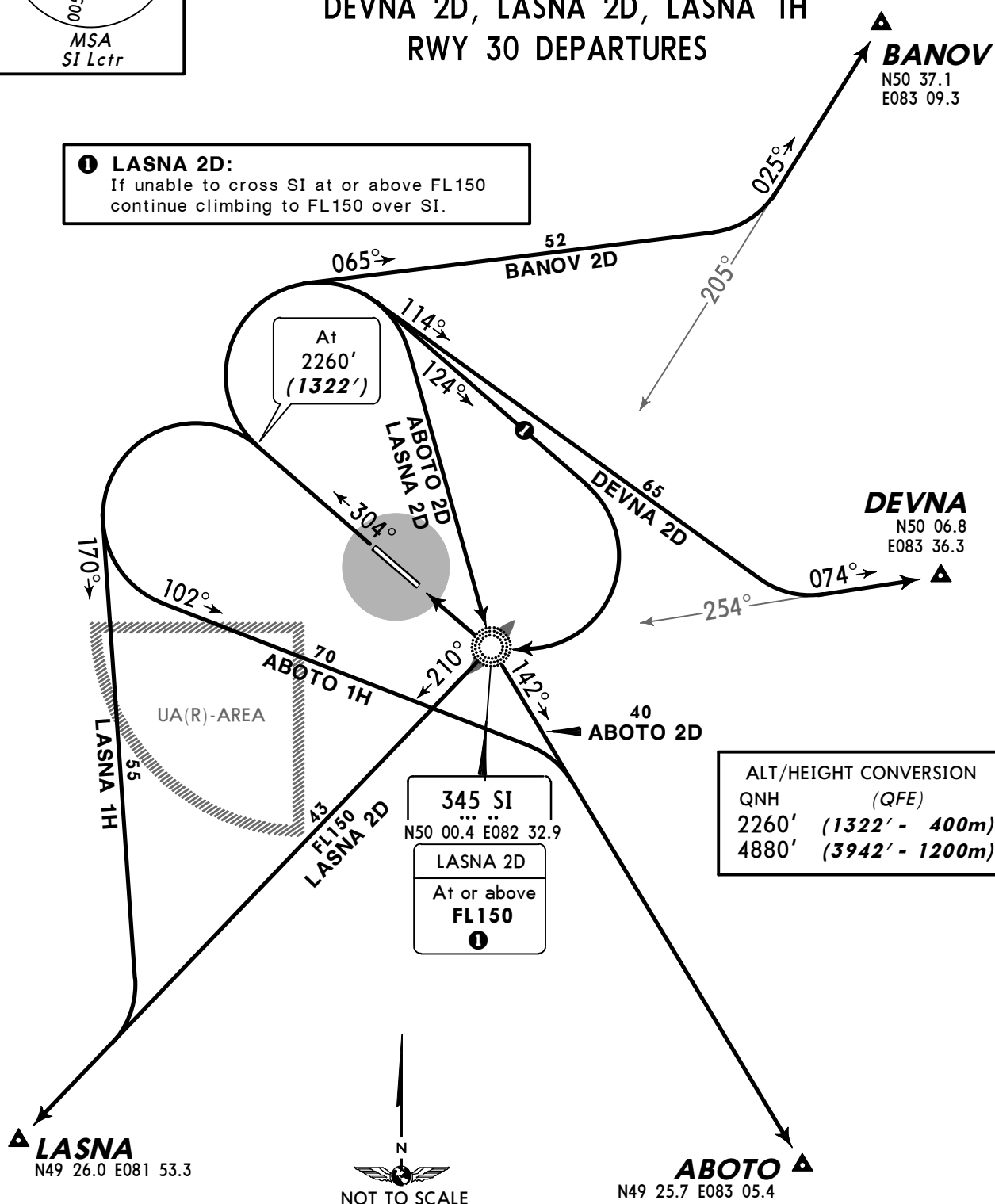
Apt Elev
938'

QNH on request (QFE)
 Trans level: FL60 Trans alt: 4880' (**3942'**)

**ABOTO 2D, ABOTO 1H, BANOV 2D
 DEVNA 2D, LASNA 2D, LASNA 1H
 RWY 30 DEPARTURES**

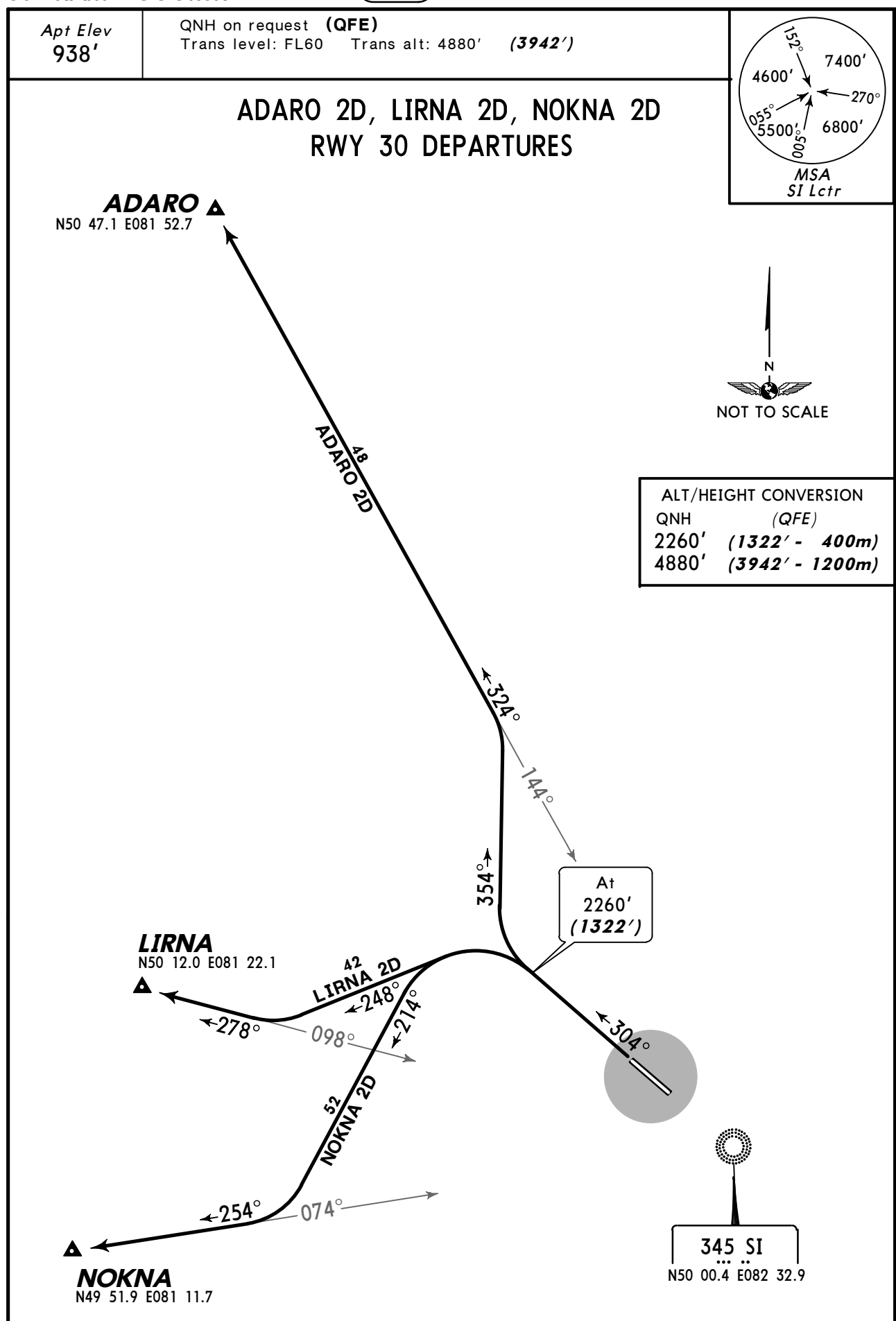
① LASNA 2D:

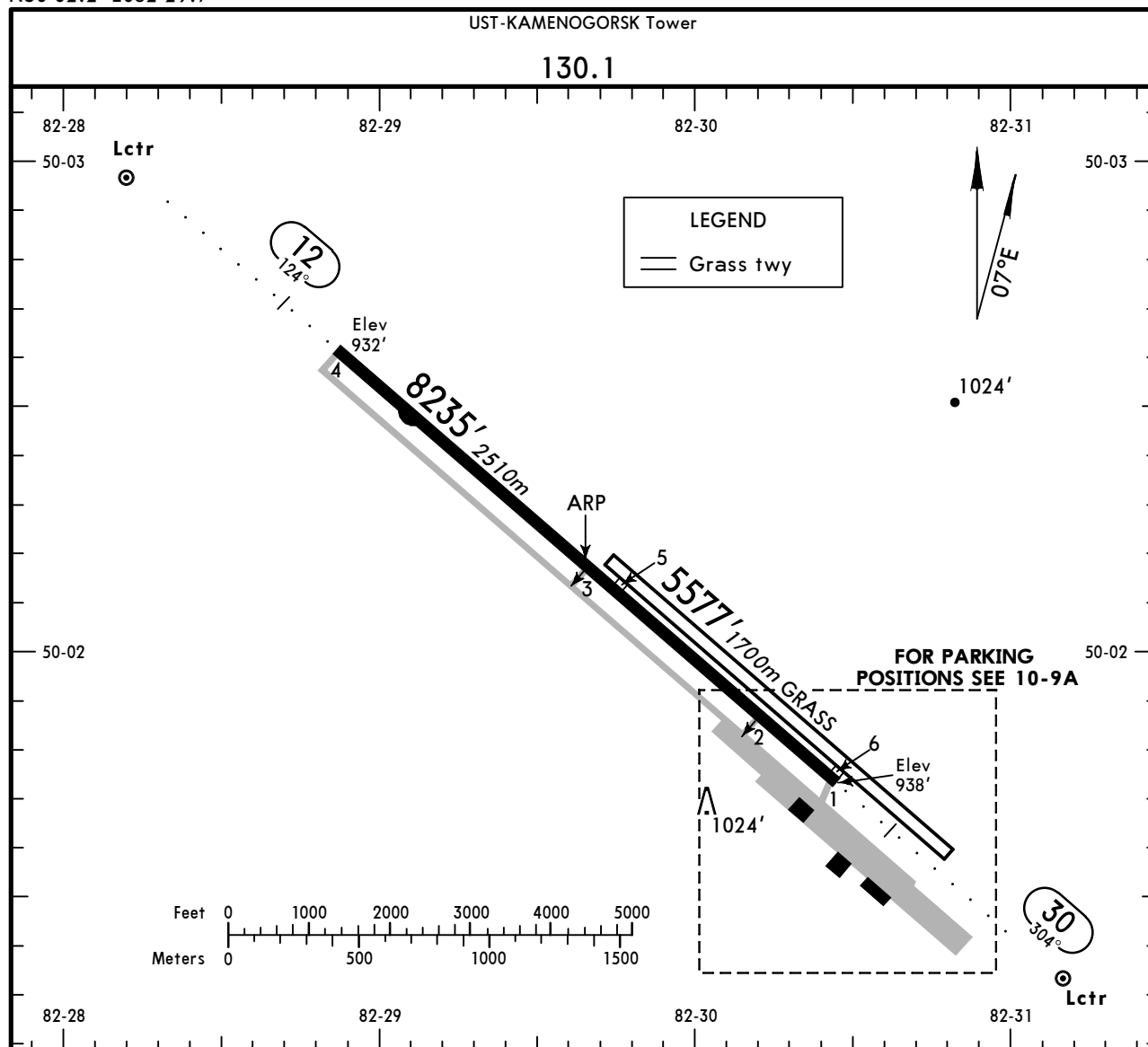
If unable to cross SI at or above FL150
 continue climbing to FL150 over SI.



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.	

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.





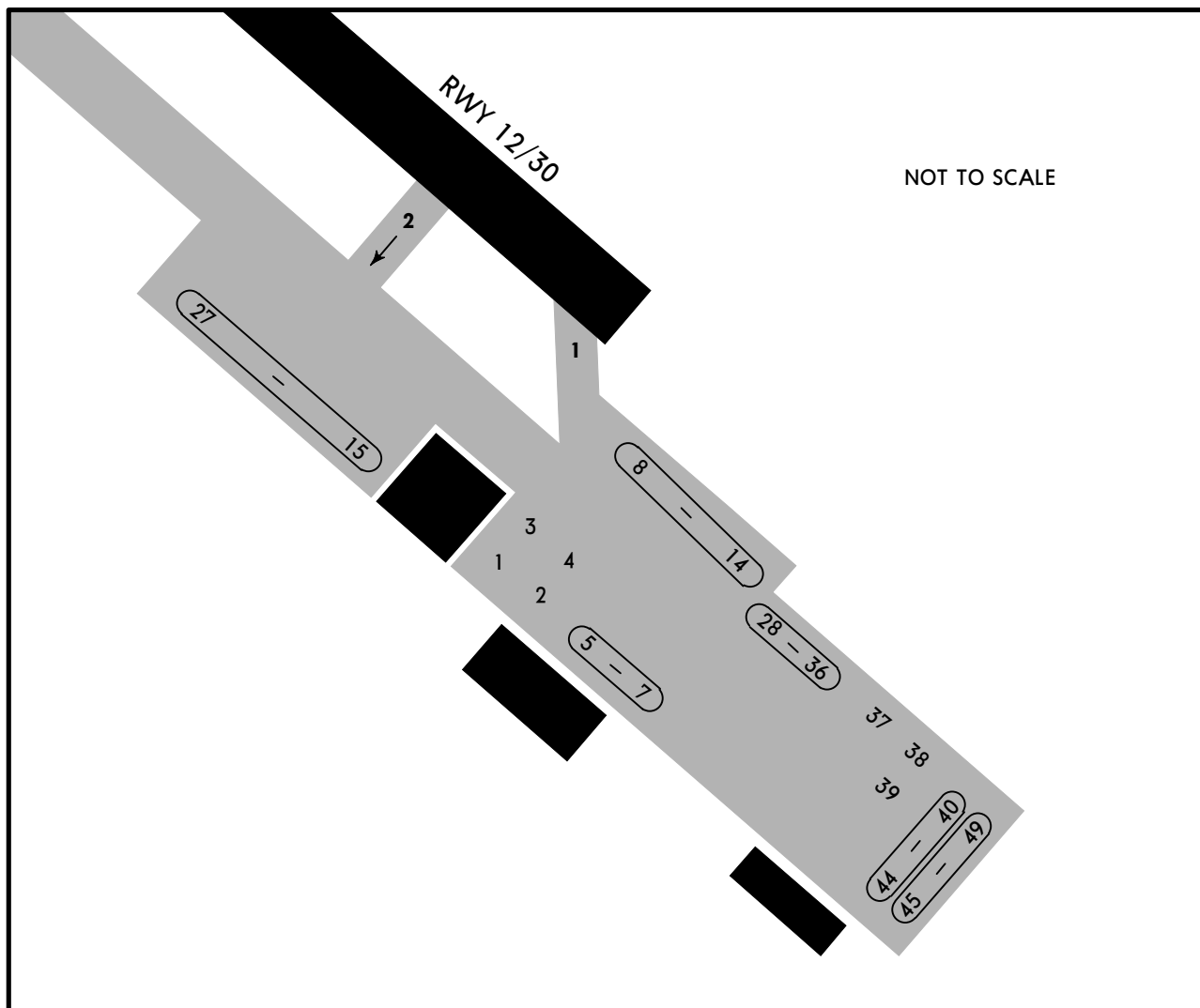
ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
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 Rwy's	
	DAY	NIGHT
	RL	RL
A		
B		
C		
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.

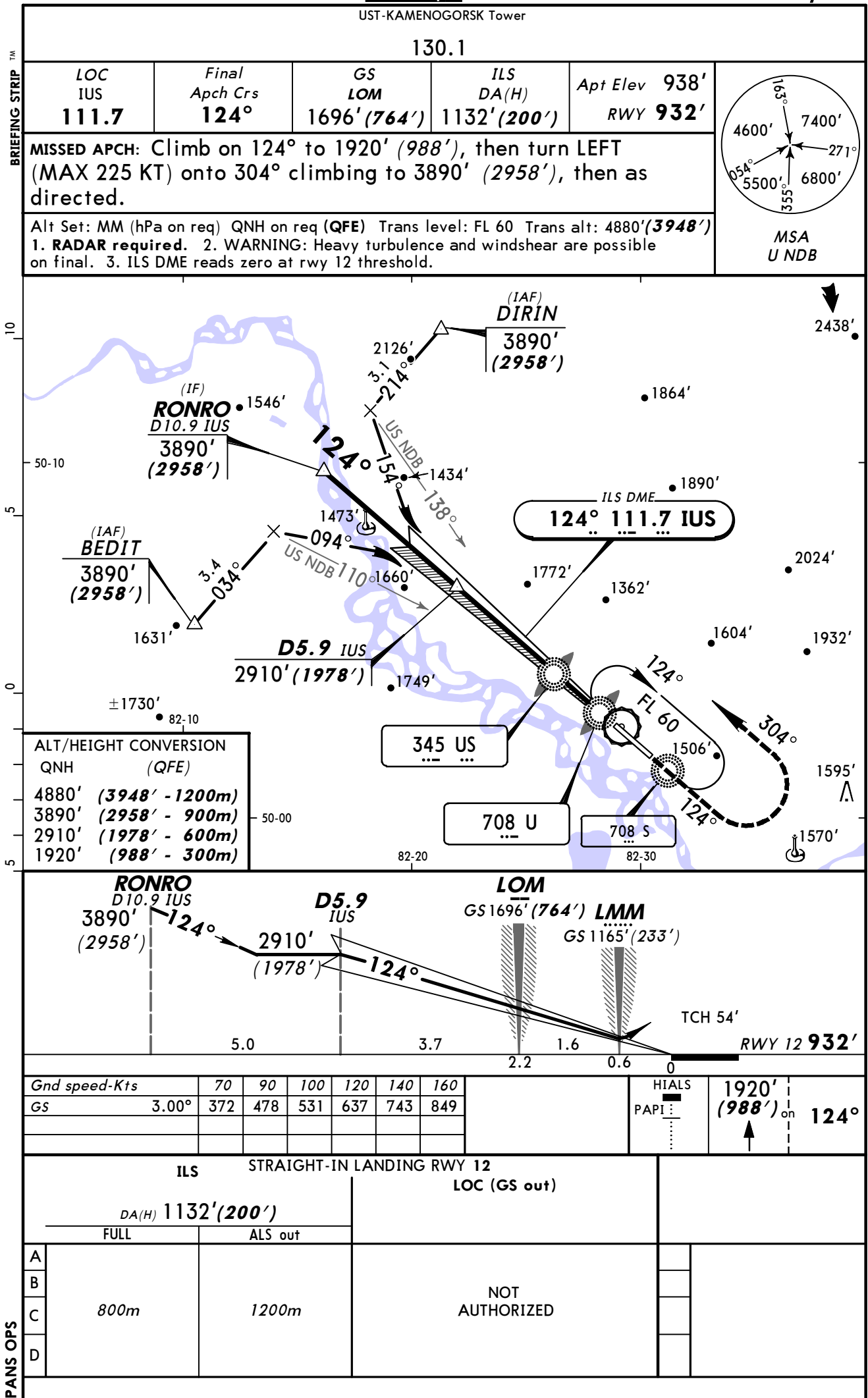
❷ With FMS.

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.

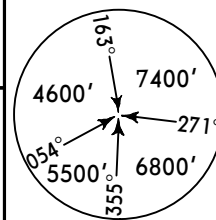


130.1

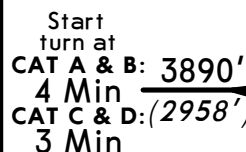
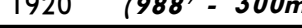
Apt Elev 938'
RWY **932'**

Missed approach turn limited to MAX 225 KT.

1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT. 3. ILS DME reads zero at rwy 12 threshold.



MSA
U NDB



1920'
(988') on 124°
or above
▲

LOC (GS out)

 $DA(H) \ 1132' (200')$

FULL

ALS out

1200m

NOT
AUTHORIZED

PANS OPS

UST-KAMENOGORSK Tower

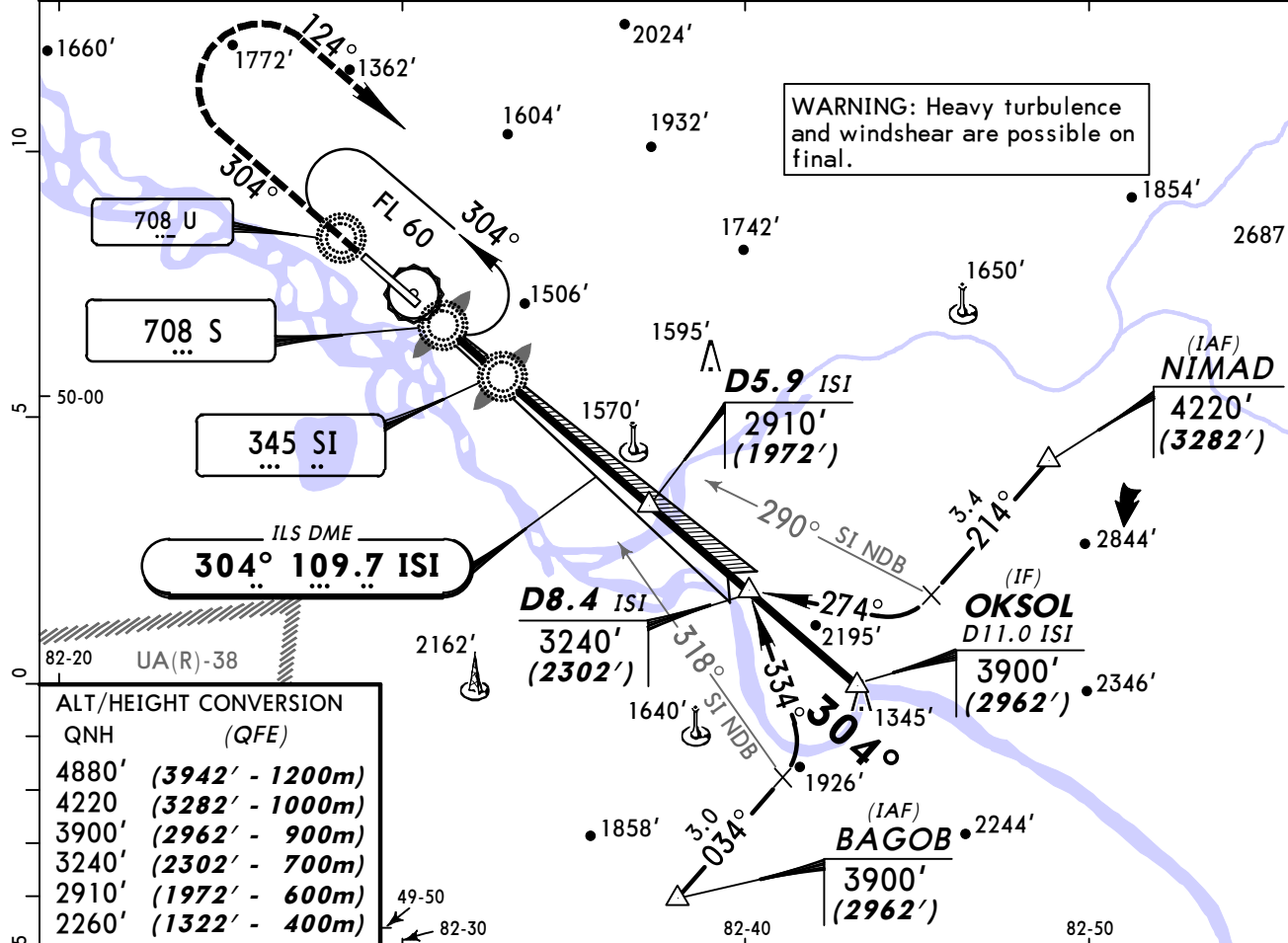
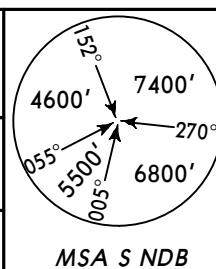
130.1

BRIEFING STRIP™

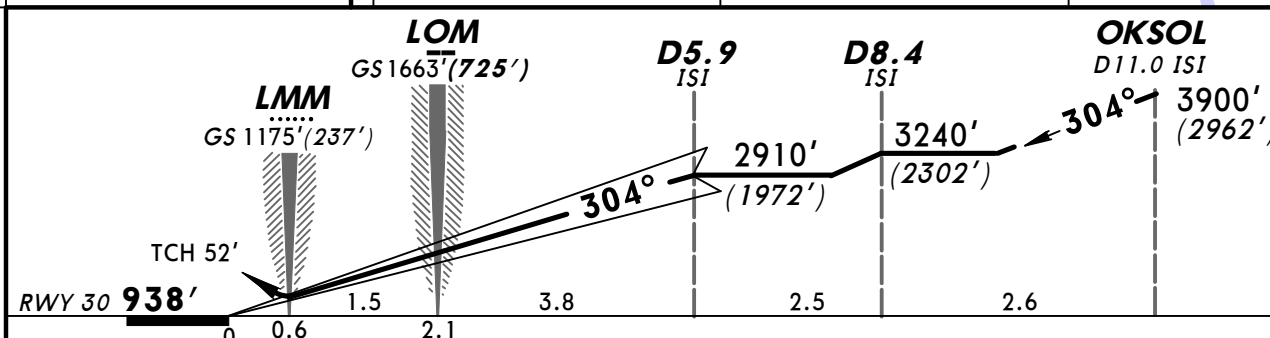
LOC ISI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 938'
109.7	304°	1663' (725')	1138' (200')	RWY 938'

MISSED APCH: Climb on 304° to 2260' (1322'), 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. ILS DME reads zero at rwy 30 thresh.



ALT/HEIGHT CONVERSION	QNH	(QFE)
4880'	(3942' - 1200m)	
4220'	(3282' - 1000m)	
3900'	(2962' - 900m)	
3240'	(2302' - 700m)	
2910'	(1972' - 600m)	
2260'	(1322' - 400m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2260' (1322') on 304°
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	1200m	NOT AUTHORIZED
D			

CHANGES: Procedure. Minimums.

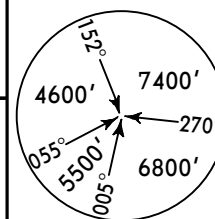
© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

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.

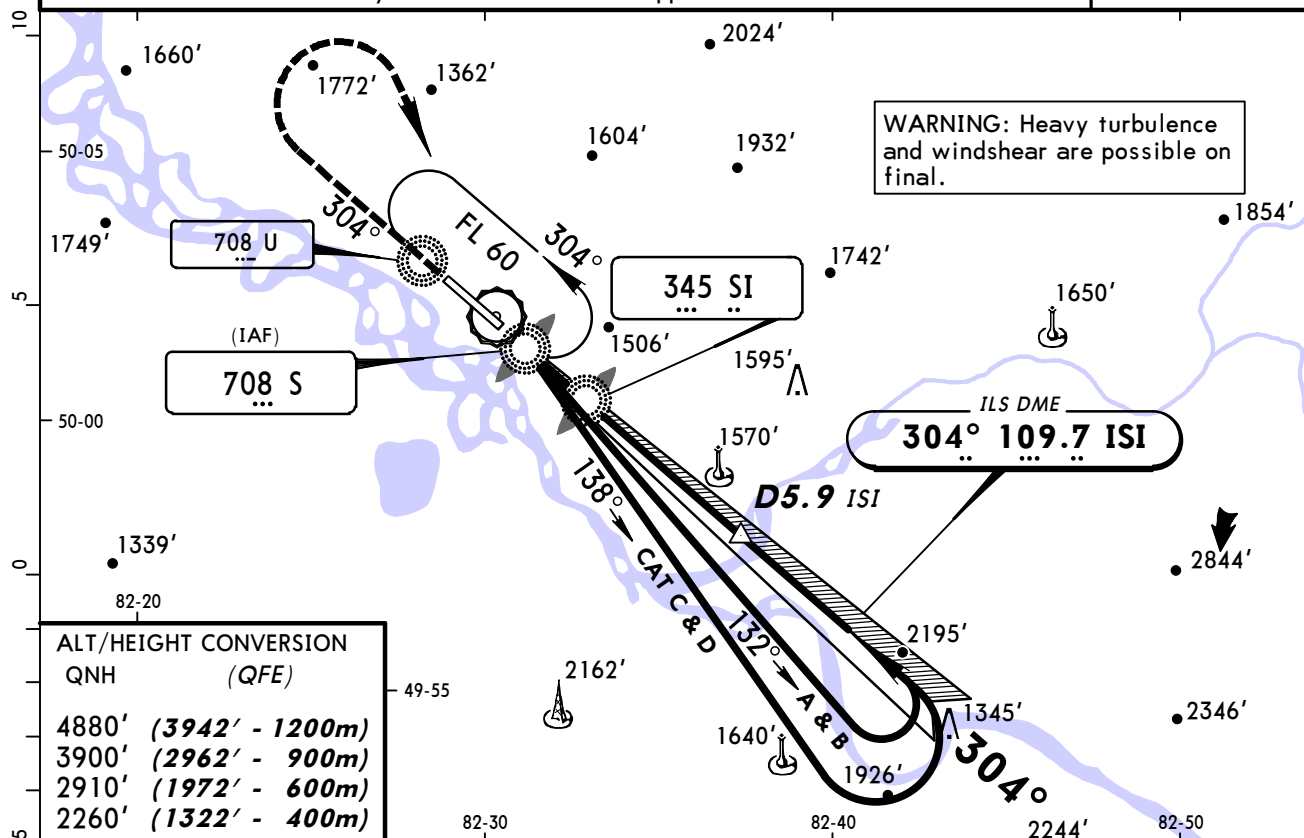
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to S NDB and join holding.

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')

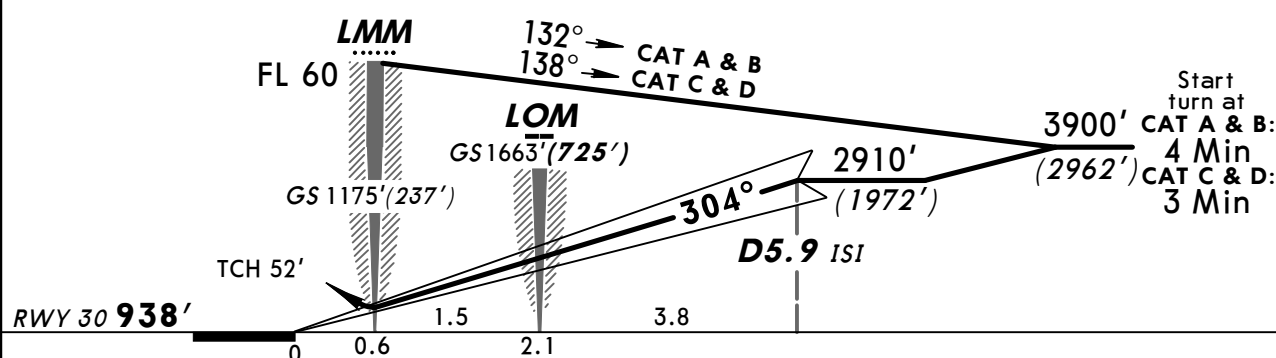
1. ILS DME reads zero at rwy 30 thresh. 2. Initial approach restricted to MAX 195 KT.

MSA
S NDB



ALT/HEIGHT CONVERSION
QNH (QFE)

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

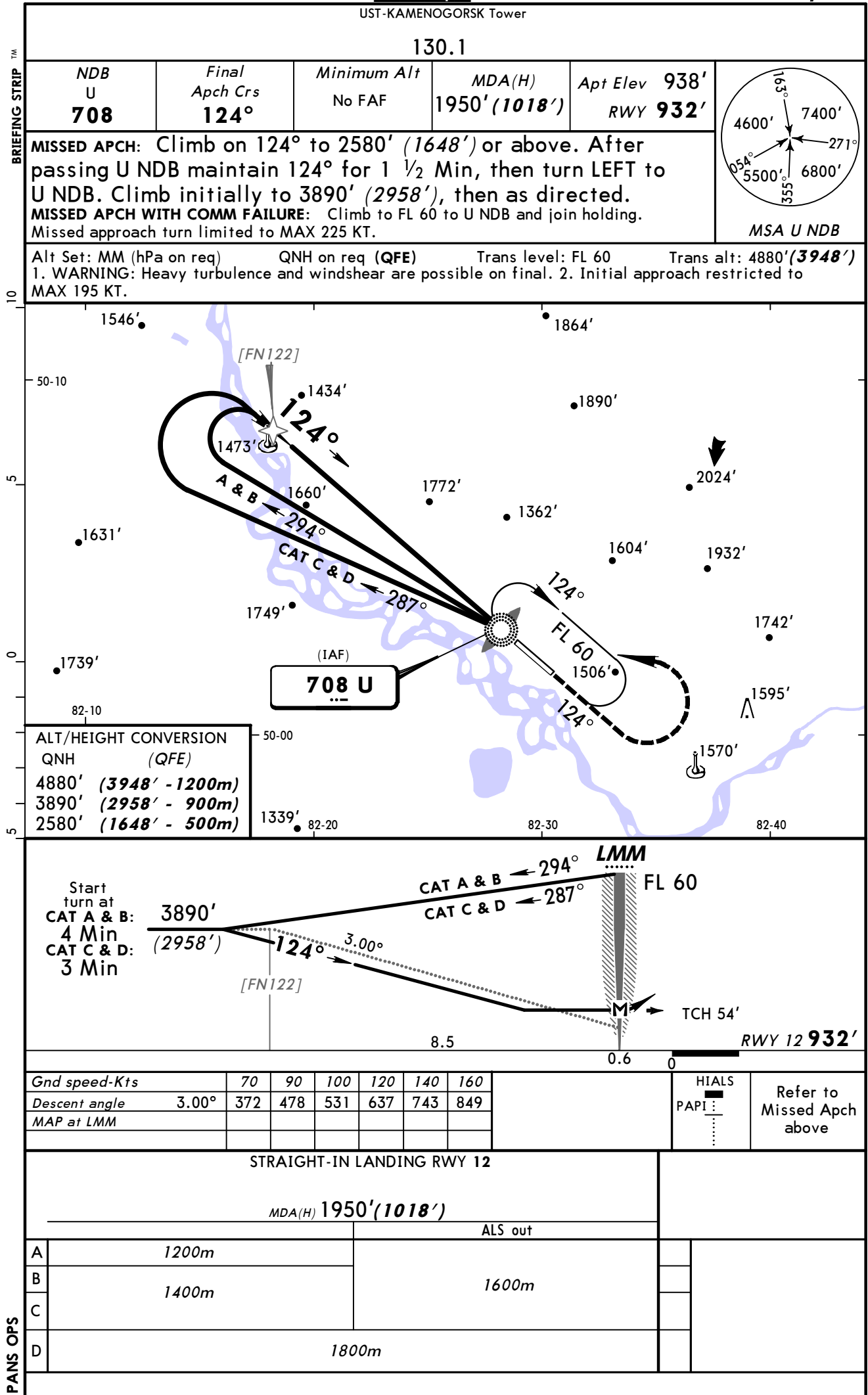


Gnd speed-Kts	70	90	100	120	140	160	HIALS	2260' (1322') on 304° or above
GS	3.00°	372	478	531	637	743	PAPI	

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

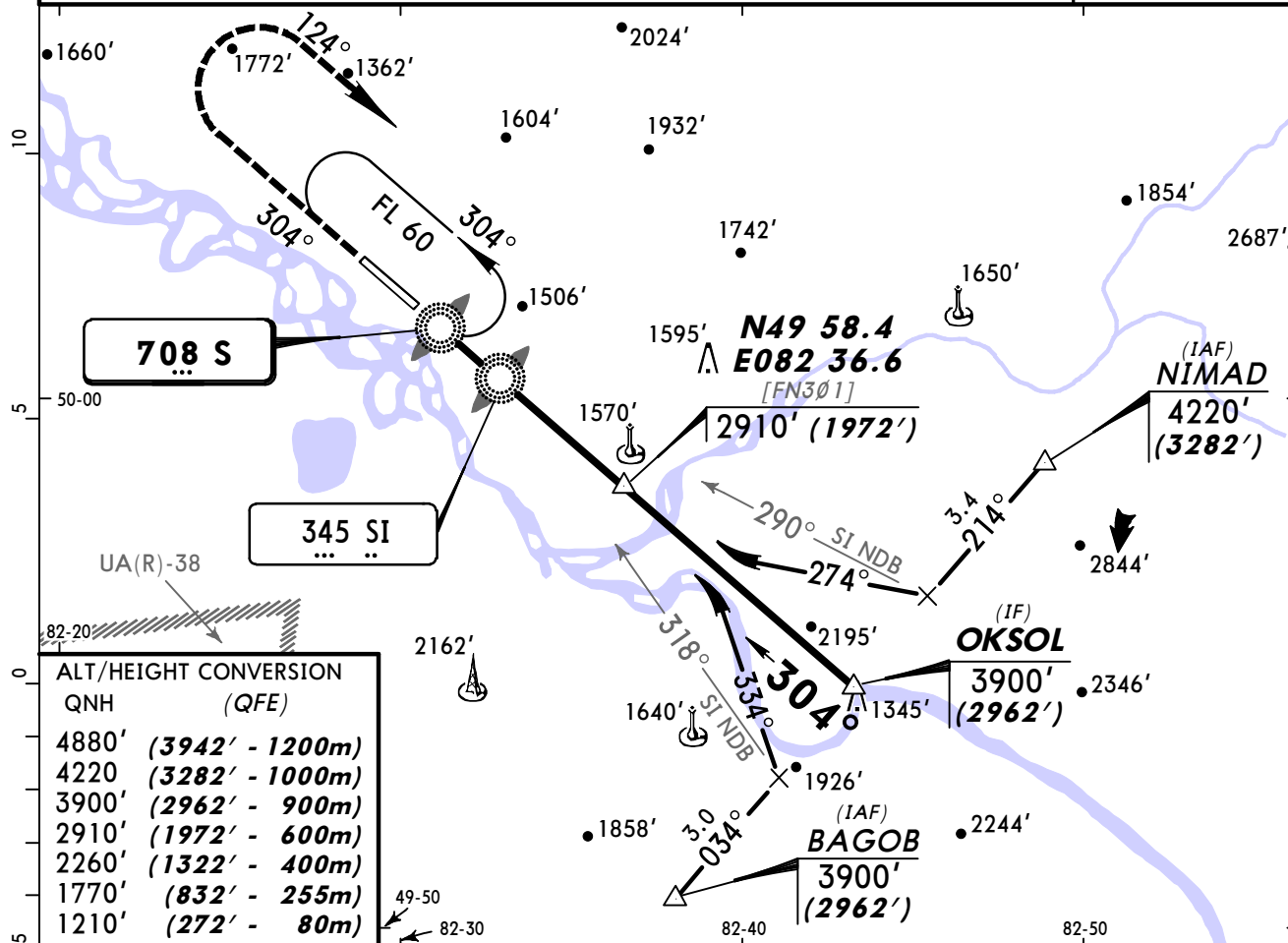
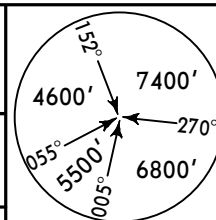
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
S 708	304°	N49 58.4 E082 36.6 2910' (1972')	1570' (632')	938' RWY 938'

MISSED APCH: Climb on 304° to 2260' (1322'), then turn RIGHT (MAX 225 KT) onto 124° climbing to 4220' (3282'), then as directed.

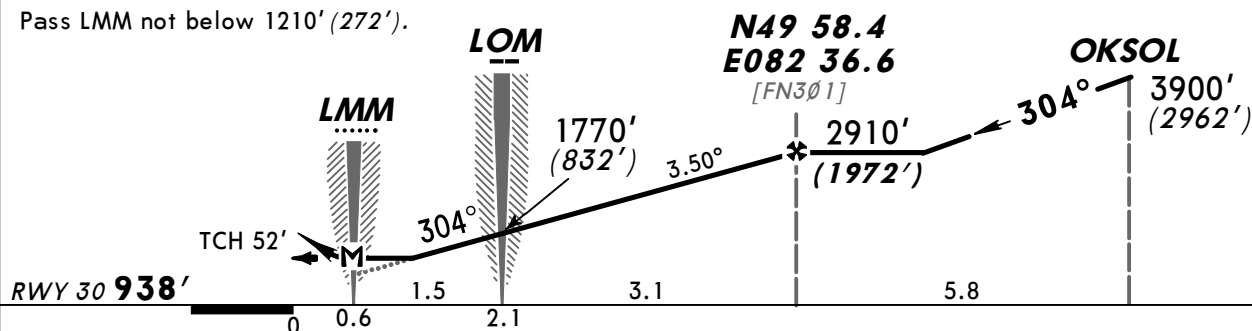
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3942')

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

MSA S NDB



Pass LMM not below 1210' (272').



STRAIGHT-IN LANDING RWY 30

MDA(H) 1570' (632')

ALS out

PANS OPS

A		
B	1200m	1600m
C		
D	1600m	

CHANGES: Minimums.

© JEPPESSEN, 2009, 2012. ALL RIGHTS RESERVED.

UST-KAMENOGORSK Tower

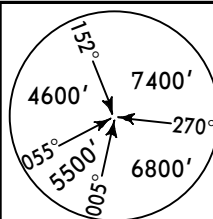
130.1

BRIEFING STRIP

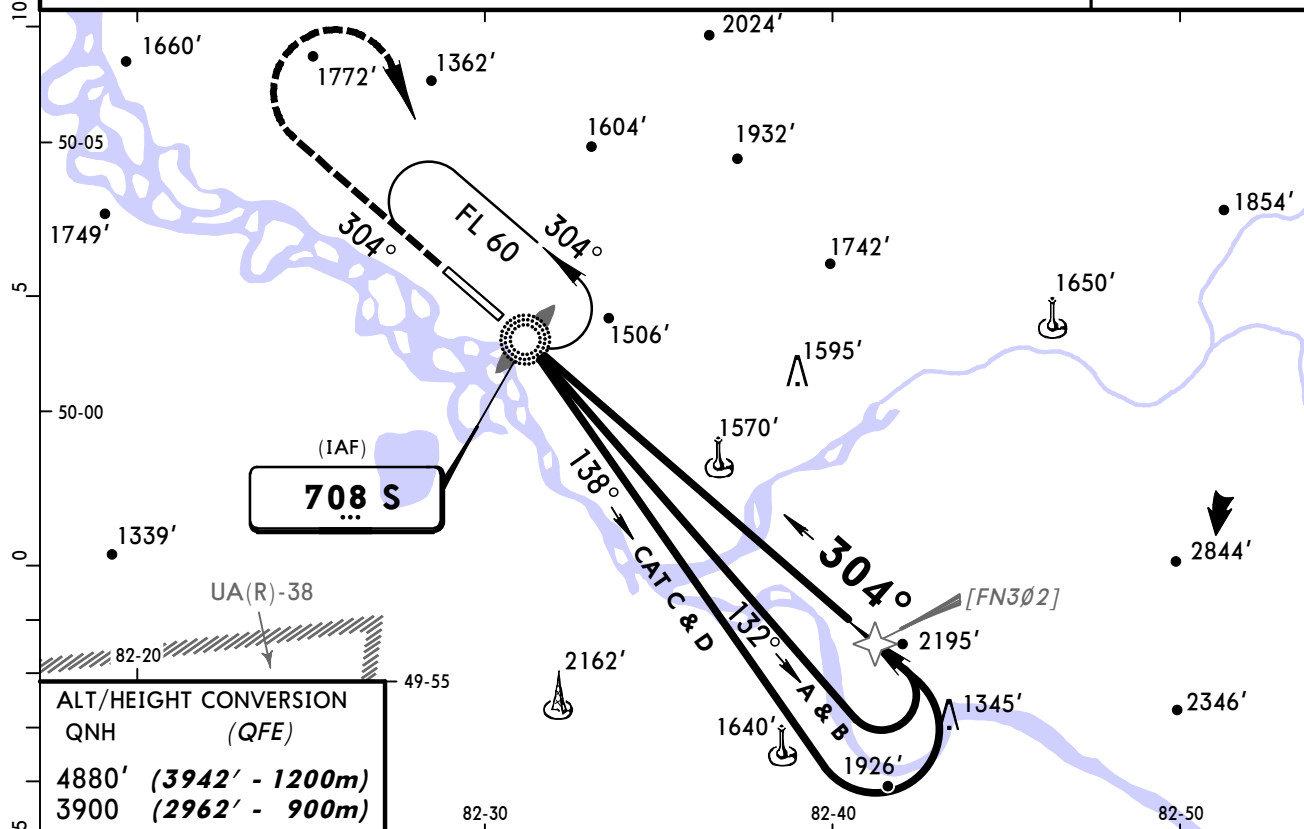
NDB S 708	Final Apch Crs 304°	Minimum Alt No FAF	MDA(H) 2850'(1912')	Apt Elev 938' RWY 938'
------------------------	----------------------------------	-----------------------	-------------------------------	---

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.

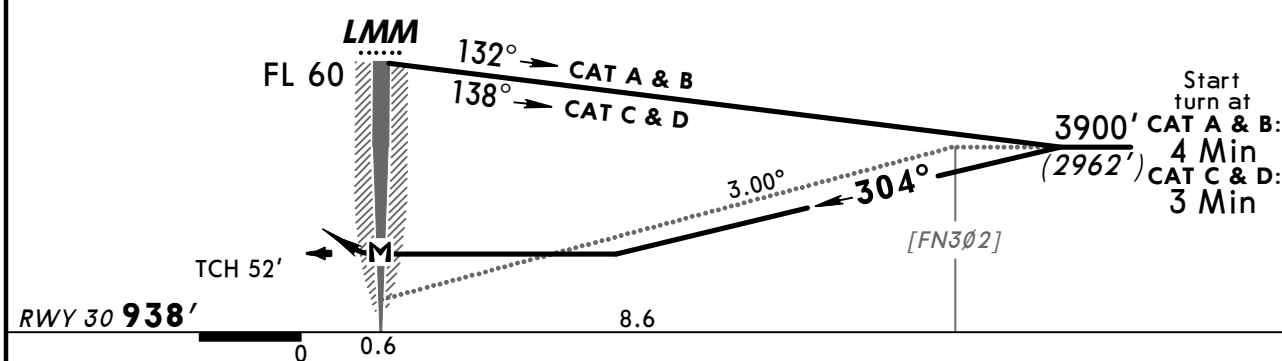
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3942')
 1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.



MSA
S NDB



ALT/HEIGHT CONVERSION	QNH	(QFE)
4880'	(3942' - 1200m)	
3900'	(2962' - 900m)	



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

STRAIGHT-IN LANDING RWY 30

MDA(H) 2850'(1912')

ALS out

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

PANS OPS

CHANGES: Minimums.

© JEPPESEN, 2009, 2012. ALL RIGHTS RESERVED.

UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK