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Airport Information For UASK

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Revision Letter For Cycle 17-2013

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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: 2335 Z
Sunset: 1329 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

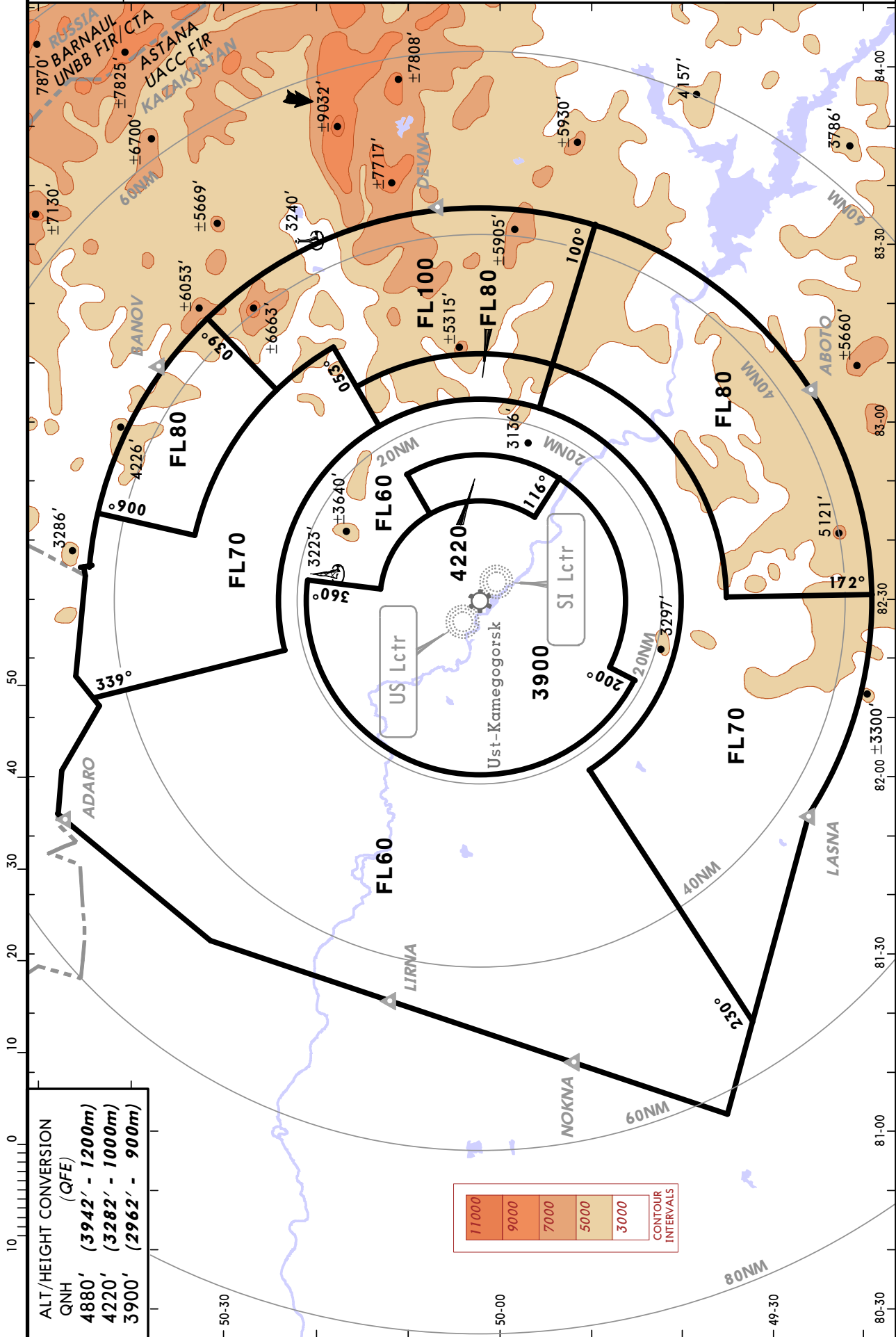
Ust-Kamenogorsk Tower 130.1 MF

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.

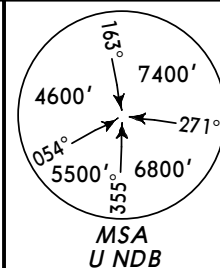
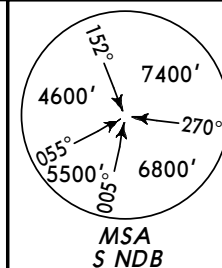


Apt Elev
 938'

Alt Set: MM (hPa on request) QNH on request
 Trans level: FL60 Trans alt: 4880' (3942')

(QFE)

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



ADARO
 N50 47.1 E081 52.7

BANOVA
 N50 37.1 E083 09.3



ADARO 2A 50
 ADARO 2B 52

BANOVA 2A 43
 BANOVA 2B 43

(IAF Rwy 12)
708 U
 N50 03.0 E082 28.2
 At FL60

(IAF Rwy 30)
708 S
 N50 01.3 E082 31.2
 At FL60

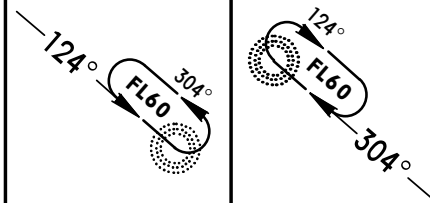
DEVNA
 N50 06.8 E083 36.3
 DEVNA 2A 44
 DEVNA 2B 42

ABOTO 2A 44
 ABOTO 2B 42
ABOTO
 N49 25.7 E083 05.4

HOLDINGS OVER

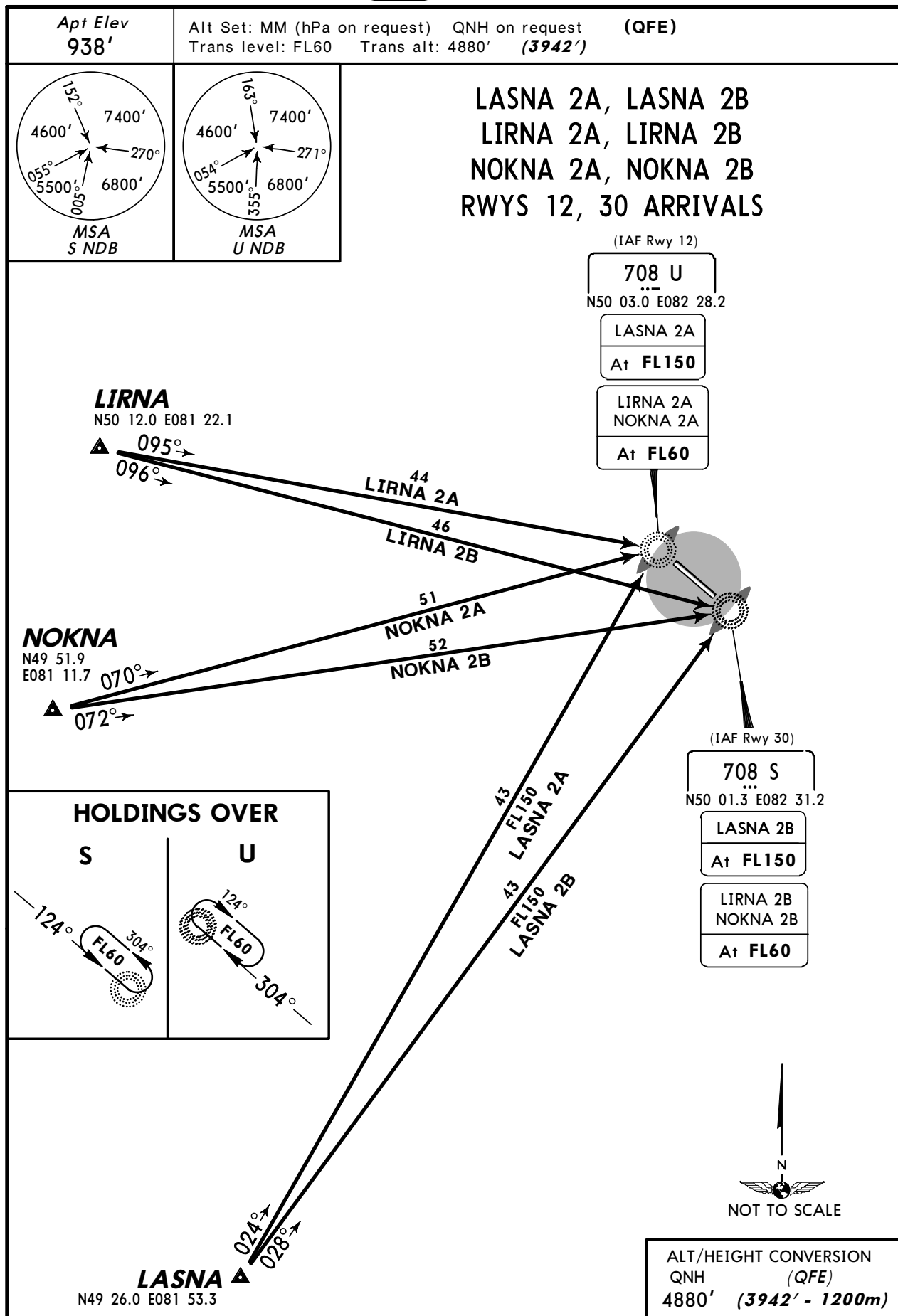
S

U

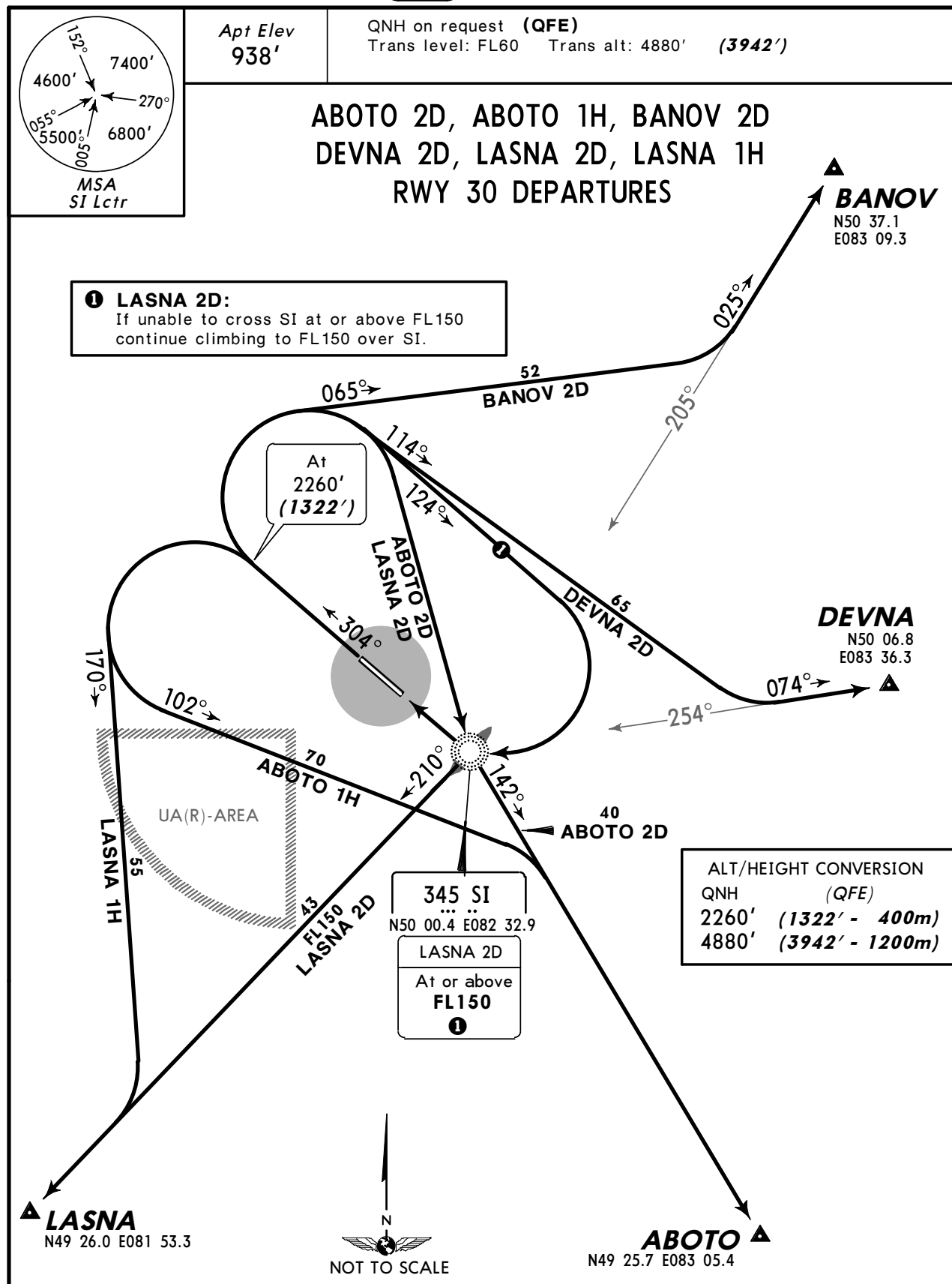


ALT/HEIGHT CONVERSION
 QNH (QFE)
 4880' (3942' - 1200m)

STAR	RWY	ROUTING
ABOTO 2A	12	On 320° bearing to U.
ABOTO 2B	30	On 321° bearing to S.
ADARO 2A	12	On 146° bearing to U.
ADARO 2B	30	On 145° bearing to S.
BANOVA 2A	12	On 211° bearing to U.
BANOVA 2B	30	On 208° bearing to S.
DEVNA 2A	12	On 259° bearing to U.
DEVNA 2B	30	On 256° bearing to S.



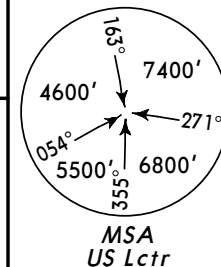
STAR	RWY	ROUTING
LASNA 2A	12	On 024° bearing to U.
LASNA 2B	30	On 028° bearing to S.
LIRNA 2A	12	On 095° bearing to U.
LIRNA 2B	30	On 096° bearing to S.
NOKNA 2A	12	On 070° bearing to U.
NOKNA 2B	30	On 072° bearing to S.



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.	

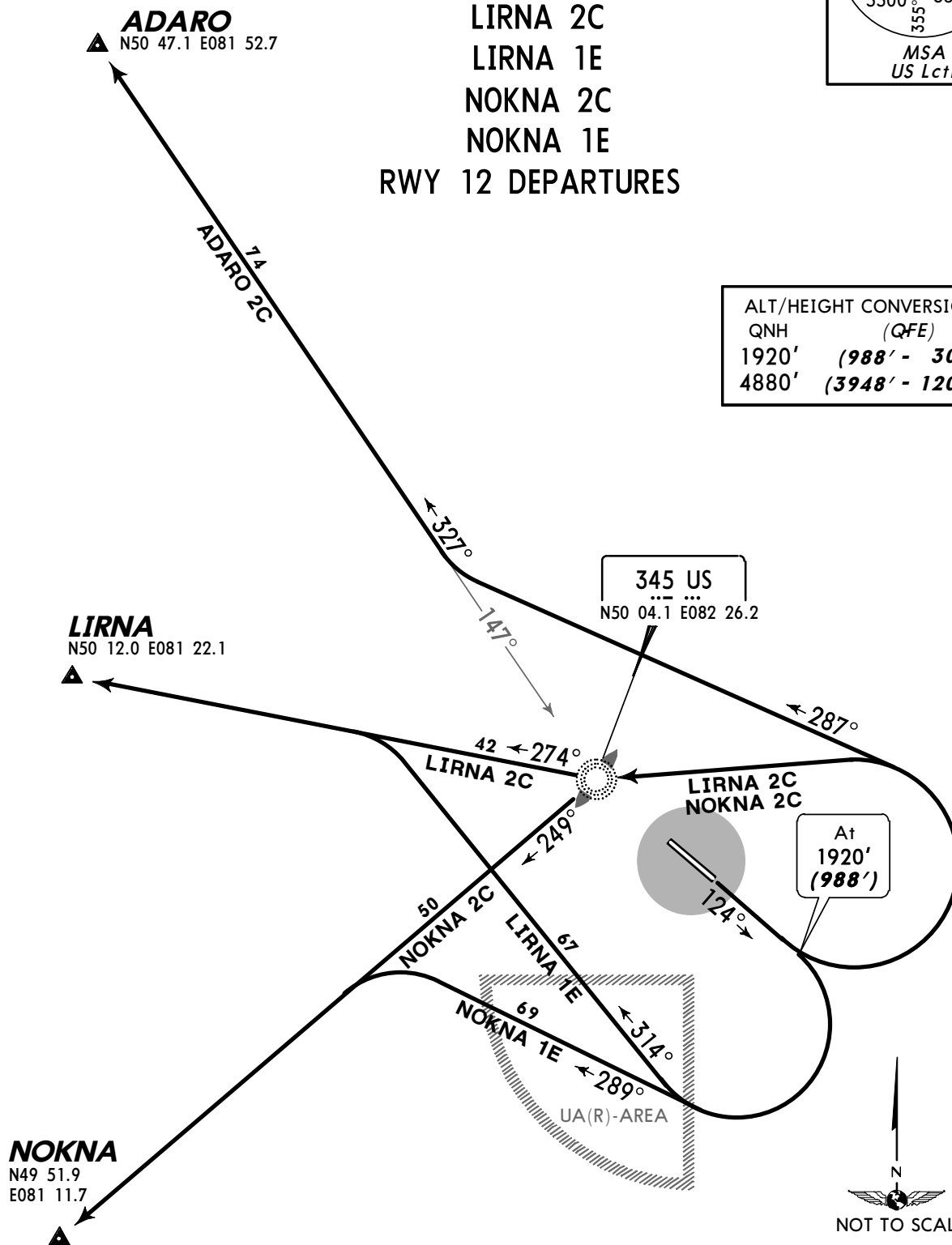
Apt Elev
938'

QNH on request (QFE)
 Trans level: FL60 Trans alt: 4880' (3948')

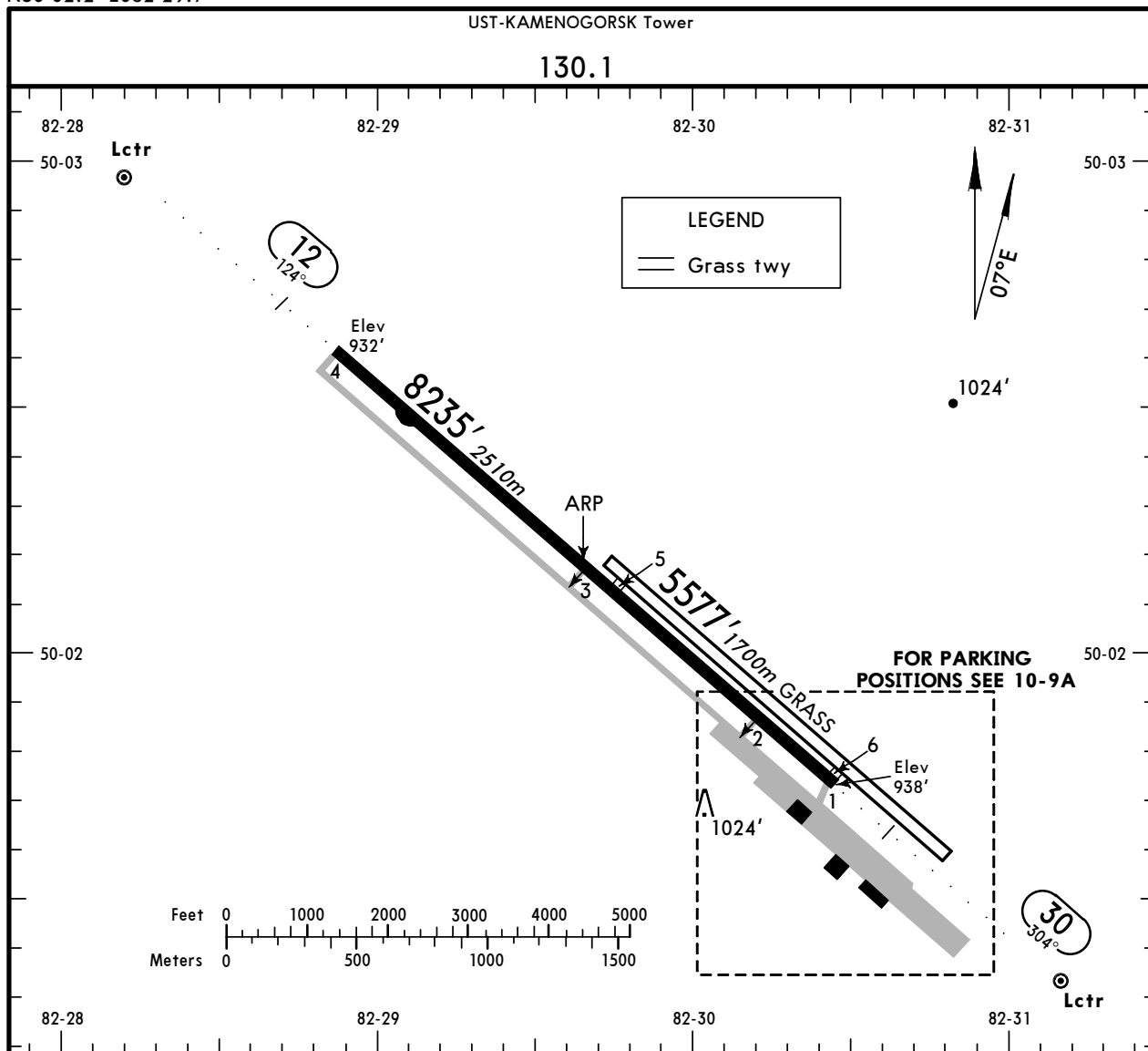


ADARO 2C
 LIRNA 2C
 LIRNA 1E
 NOKNA 2C
 NOKNA 1E
 RWY 12 DEPARTURES

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



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 ①	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 ①	Climb to 1920' (988') , turn RIGHT, 289° track, intercept 249° bearing from US to NOKNA.
① Not available when UA(R)-AREA is active.	



ADDITIONAL RUNWAY INFORMATION

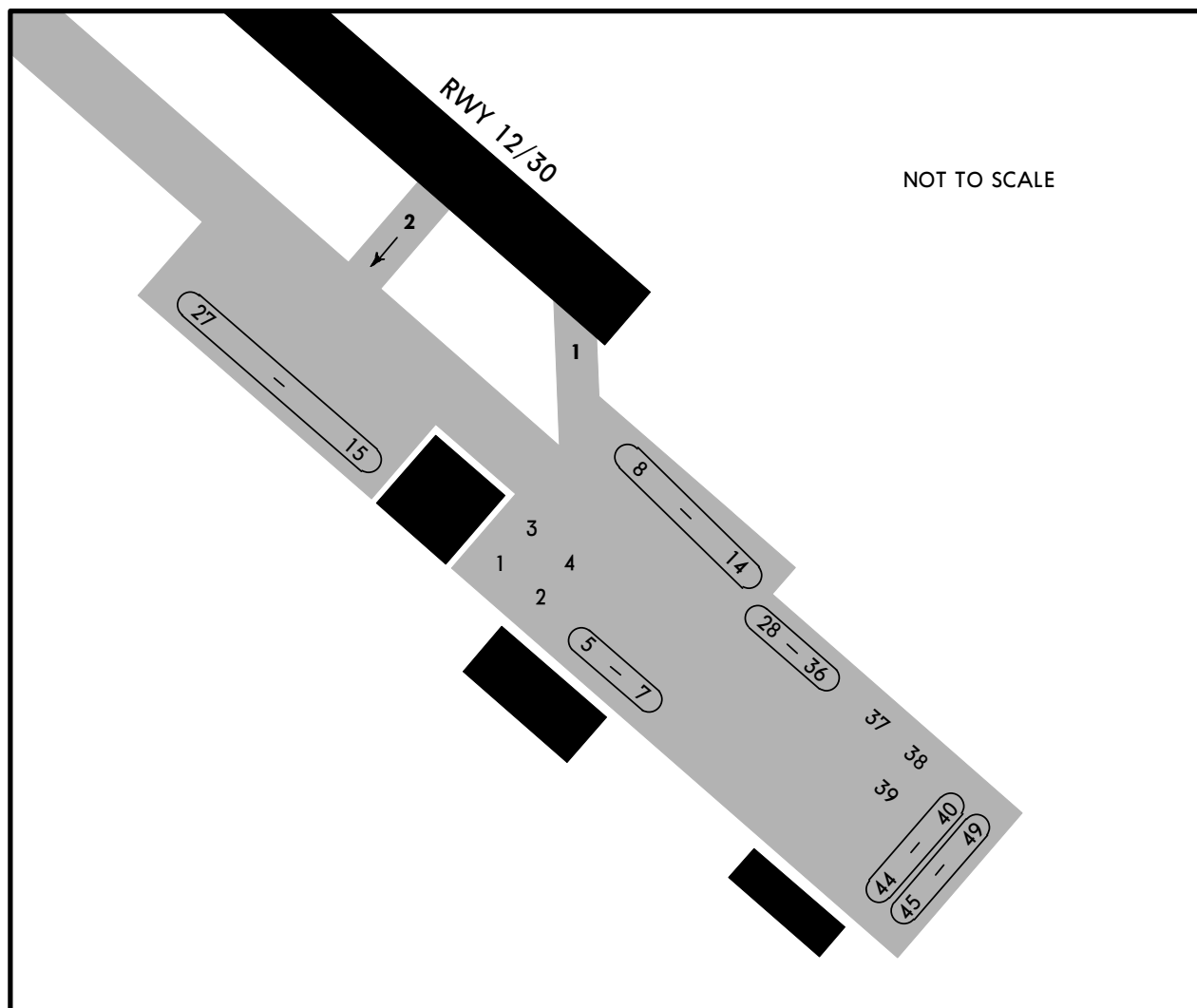
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
12	30	HIRL (60m) HIALS PAPI-L (angle 3.0°)			7165' 2184m		138' 42m
12	30	Grass runway			7067' 2154m		164' 50m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

1 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')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	2 NDB ❶	1560'(628')	1560'(628')	1560'(628')	1560'(628')
		1500m	1500m	2200m	2200m
	<i>ALS out</i>	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
	<i>ALS out</i>	5000m	5000m	5000m	5000m
30	ILS	1138'(200')	1138'(200')	1138'(200')	1138'(200')
	<i>FULL</i>	550m	550m	550m	550m
	<i>Limited</i>	750m	750m	750m	750m
	<i>ALS out</i>	1200m	1200m	1200m	1200m
	2 NDB ❶	1570'(632')	1570'(632')	1570'(632')	1570'(632')
		1500m	1500m	2200m	2200m
	<i>ALS out</i>	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.

UST-KAMENOGORSK Tower

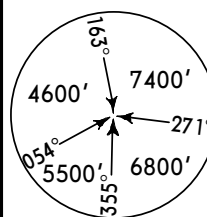
130.1

BRIEFING STRIP

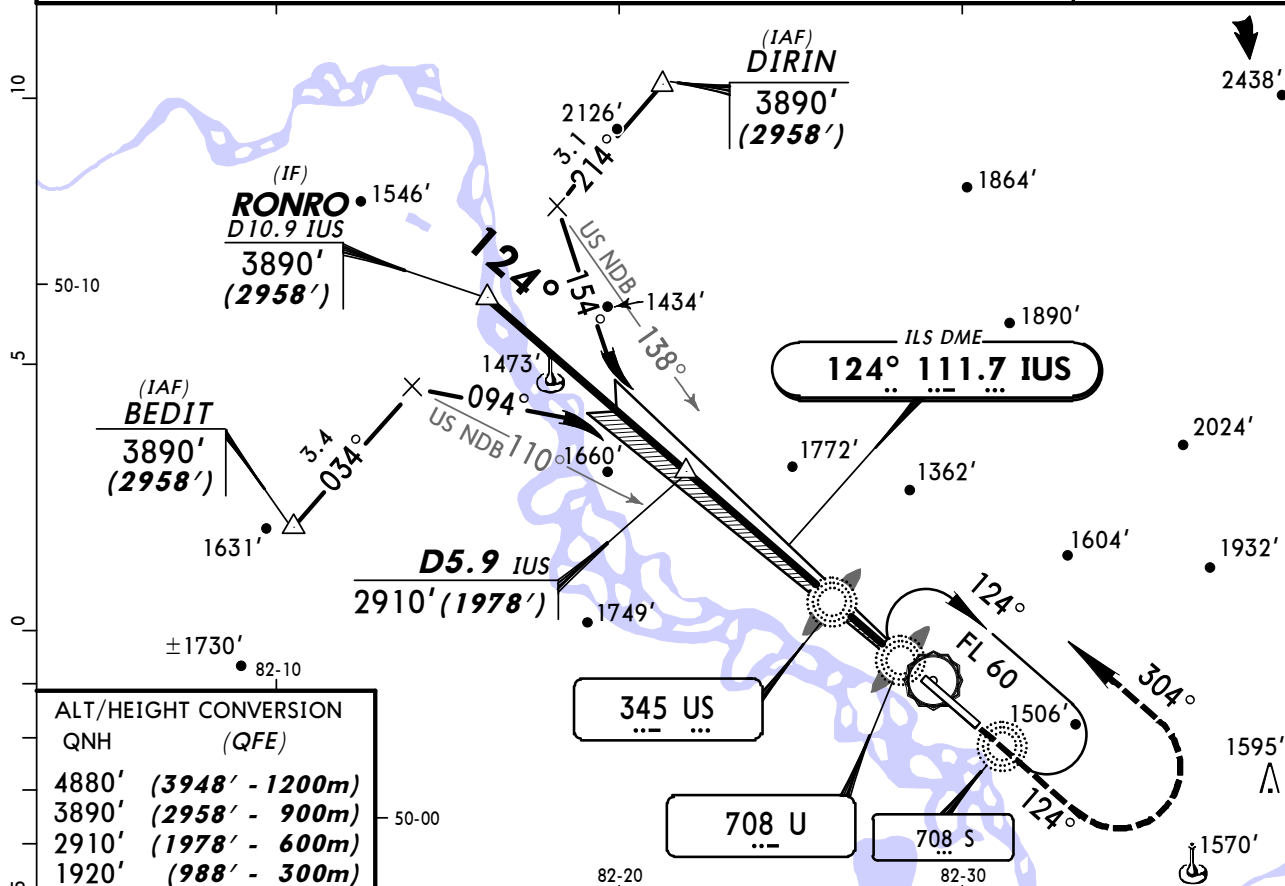
LOC IUS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev
111.7	124°	1696'(764')	1132'(200')	938'
				RWY 932'

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

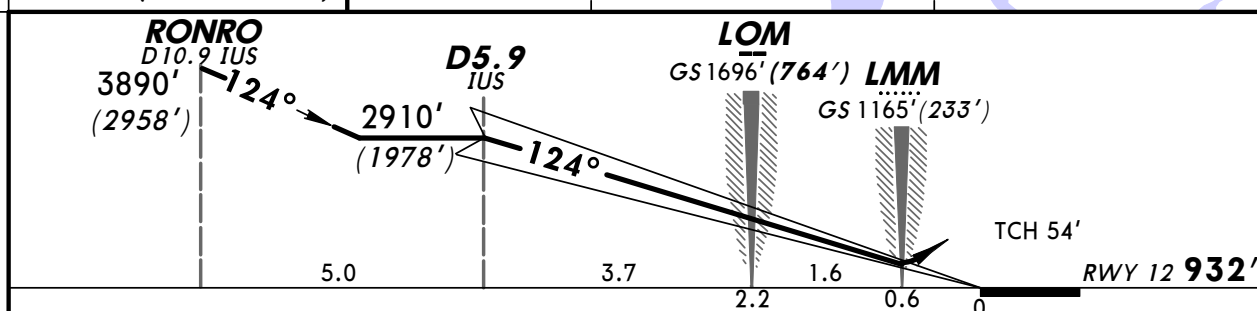
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880'(3948')
1. **RADAR** required. 2. **WARNING:** Heavy turbulence and windshear are possible on final. 3. ILS DME reads zero at rwy 12 threshold.



MSA
U NDB



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	HIALS	1920' (988') on 124°
GS	3.00°	372	478	531	637	743	PAPI	

ILS	STRAIGHT-IN LANDING RWY 12	LOC (GS out)
DA(H) 1132'(200')		
FULL	ALS out	
A		
B		
C	800m	1200m
D		

PANS OPS

130.1

111.7

124°

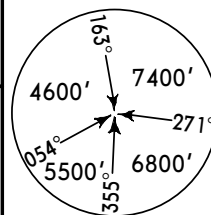
1696' (764')

1132' (200')

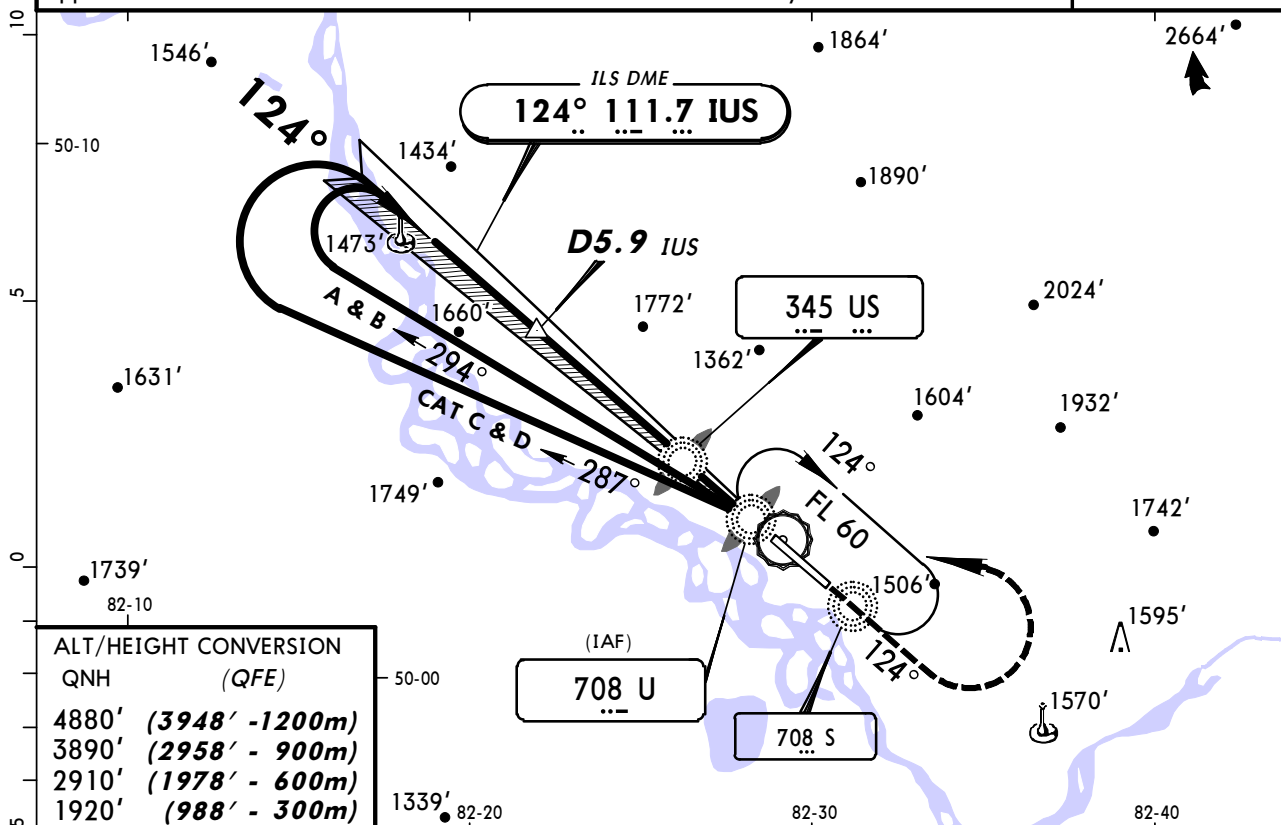
RWY 932'

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' - 300m)

D5.9 *IUS*

FL 60

GS 1165' (233')

TCH 54'

RWY 12 **932'**

(988')

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

LOC (GS out)

FULL

ALS out

800m

1200m

NOT
AUTHORIZED

UST-KAMENOGORSK Tower

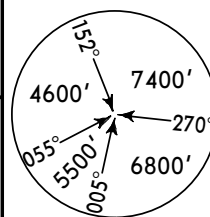
130.1

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

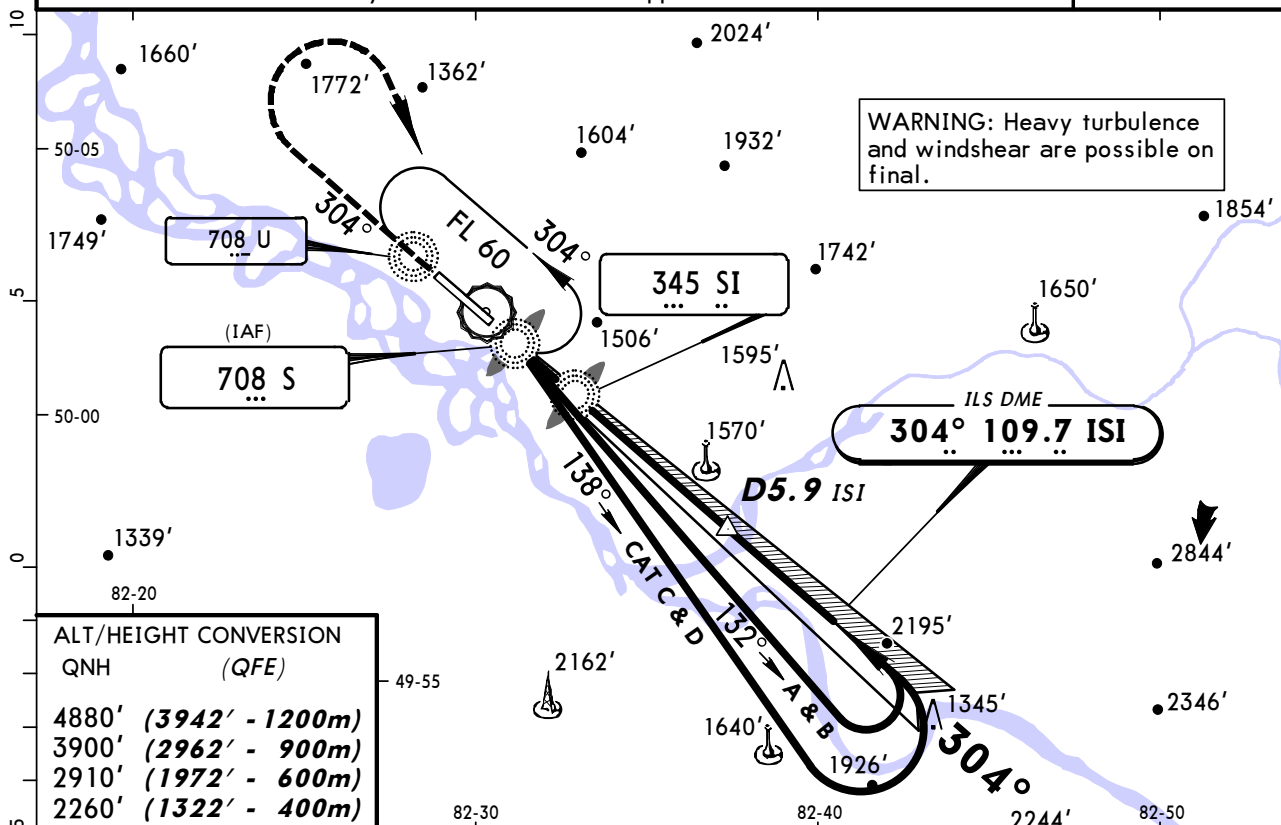
MISSED APCH: Climb on 304° to 2260'(1322') or above, then turn RIGHT to S NDB. Climb initially to 3900'(2962'), then as directed.

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.

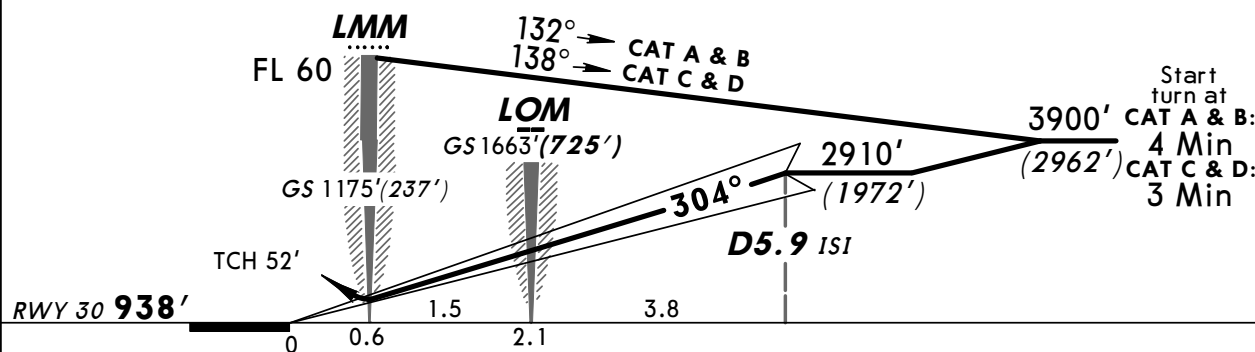


MSA
S NDB



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
GS 3.00°	372	478	531	637	743	849

HIALS	2260'
PAPI	(1322') on 304°
	or above

STRAIGHT-IN LANDING RWY 30

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

UST-KAMENOGORSK Tower

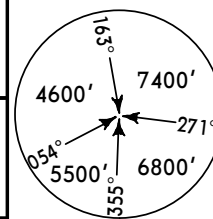
130.1

BRIEFING STRIP

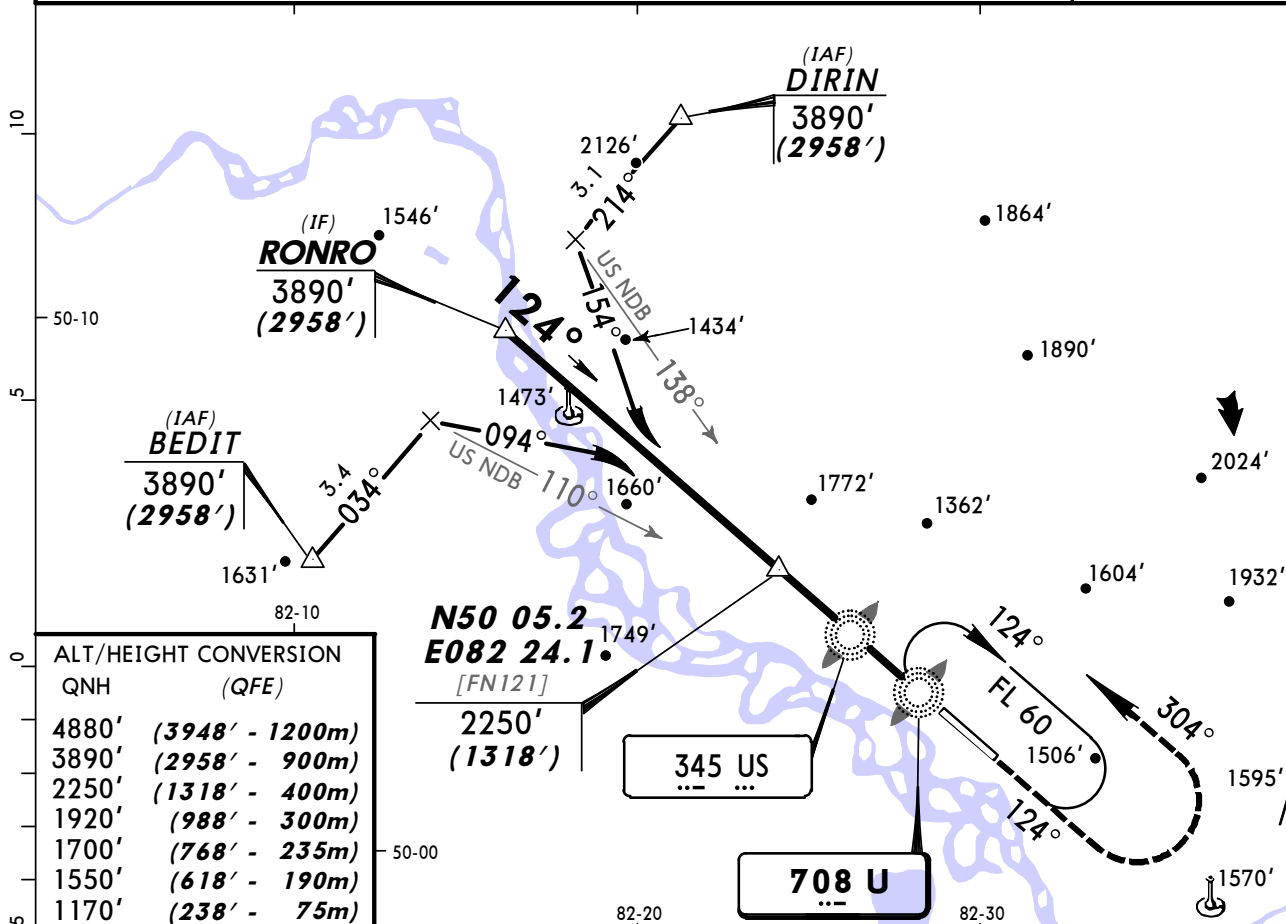
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
U 708	124°	N50 05.2 E082 24.1 2250' (1318')	1560' (628')	938' RWY 932'

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

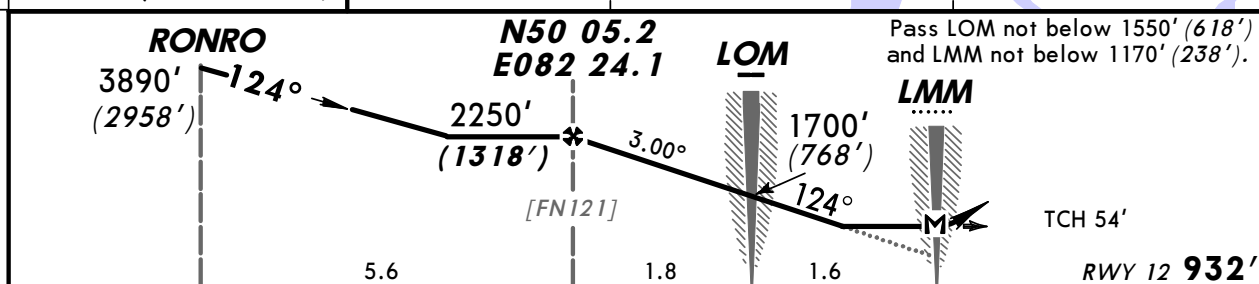
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3948')
1. **RADAR required.** 2. **WARNING:** Heavy turbulence and windshear are possible on final.



MSA
U NDB



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 Missed Apch above
Descent angle 3.00°	372	478	531	637	743	849	PAPI	
MAP at LMM								

STRAIGHT-IN LANDING RWY 12

MDA(H) 1560' (628')

ALS out

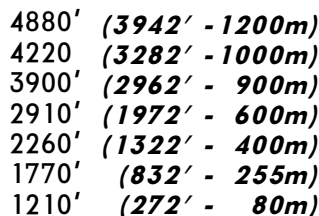
PANS OPS

A	1200m	1600m
B		
C		
D		

130.1

130.1

MSA S NDB



2260'
(1322') on 304°

A
B
C
D

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UST-KAMENOGORSK Tower

130.1

NDB
S
708

Final
Apch Crs
304°

Minimum Alt
No FAF

MDA(H)
2850'(1912')

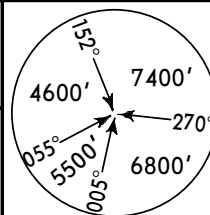
Apt Elev **938'**
RWY **938'**

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.

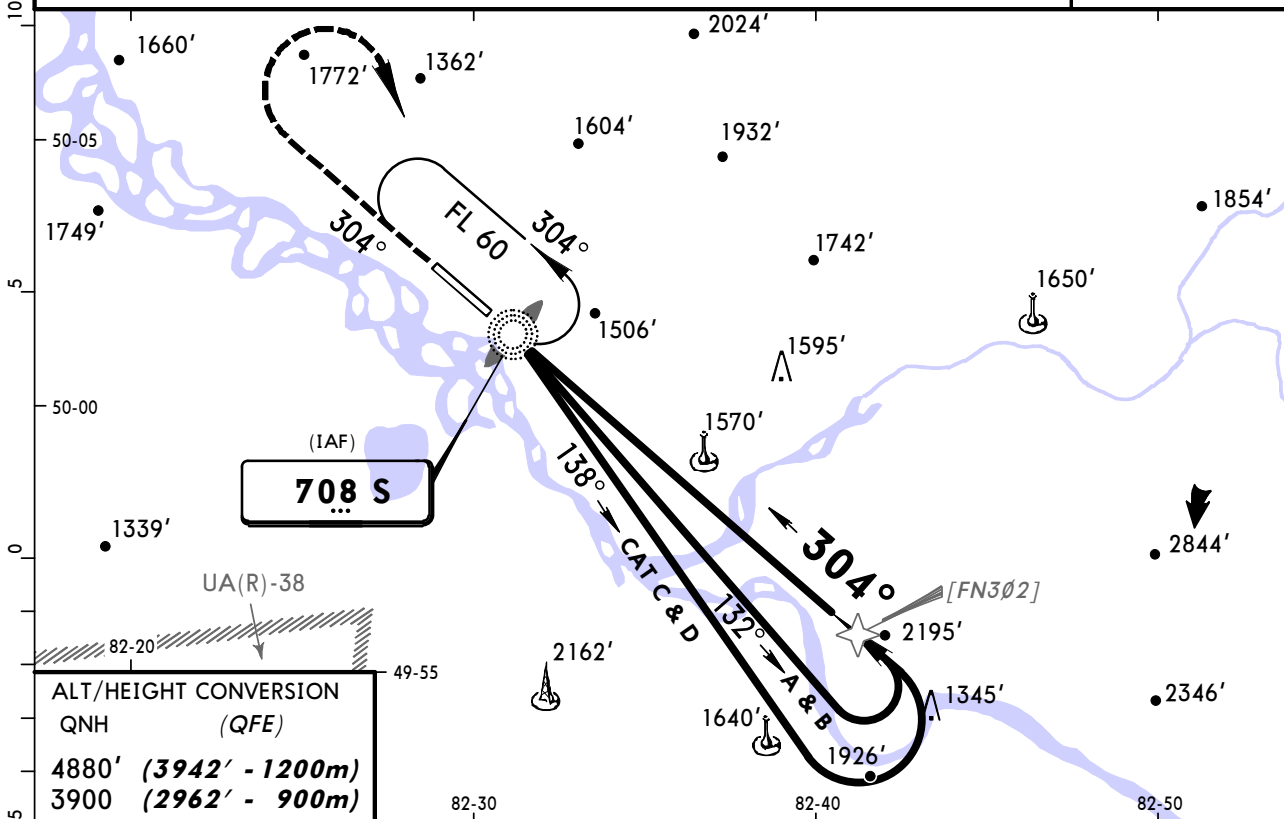
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to S NDB and join holding.
Missed approach turn limited to MAX 225 KT.

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

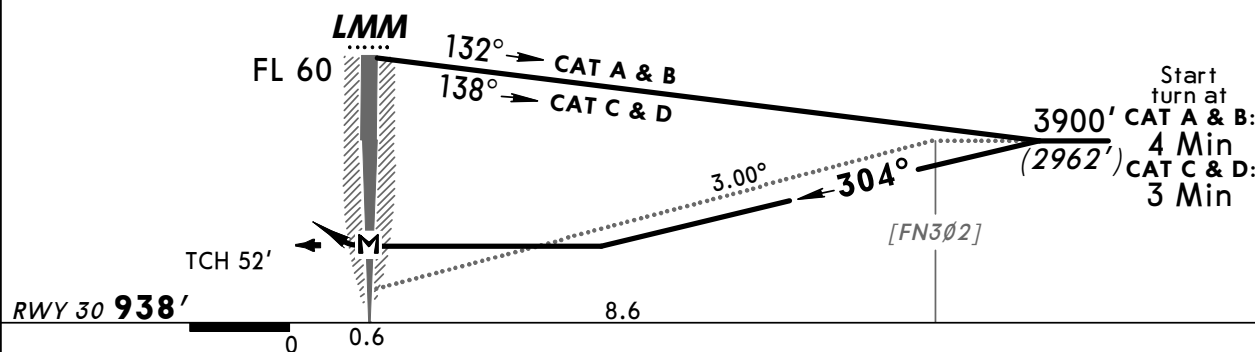
1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.



MSA
S NDB



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



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

STRAIGHT-IN LANDING RWY 30

MDA(H) **2850'(1912')**

PANS OPS	ALS out	
	A	1200m
	B	1400m
	C	1600m
D	1800m	



Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK