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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: 0228 Z
Sunset: 1043 Z,

Runway Information

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

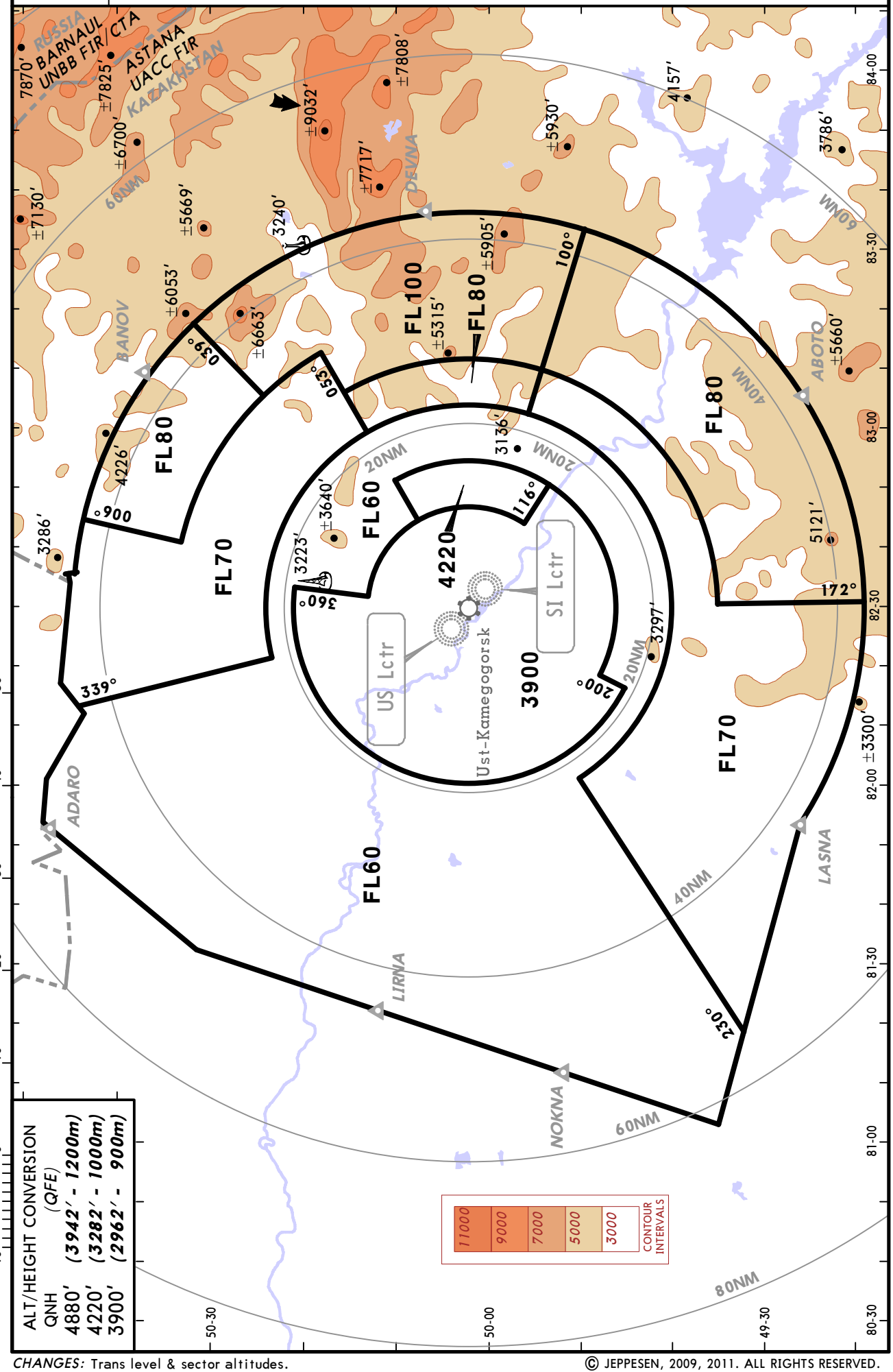
Runway: 30
Length x Width: 8235 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 938 ft
Lighting: Edge, ALS

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.



CHANGES: Trans level & sector altitudes.

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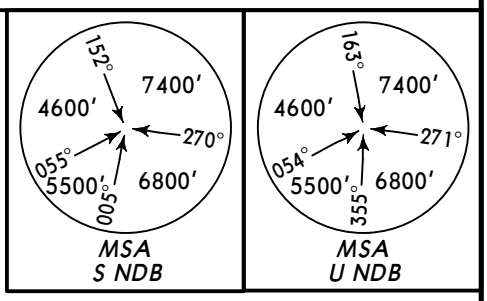
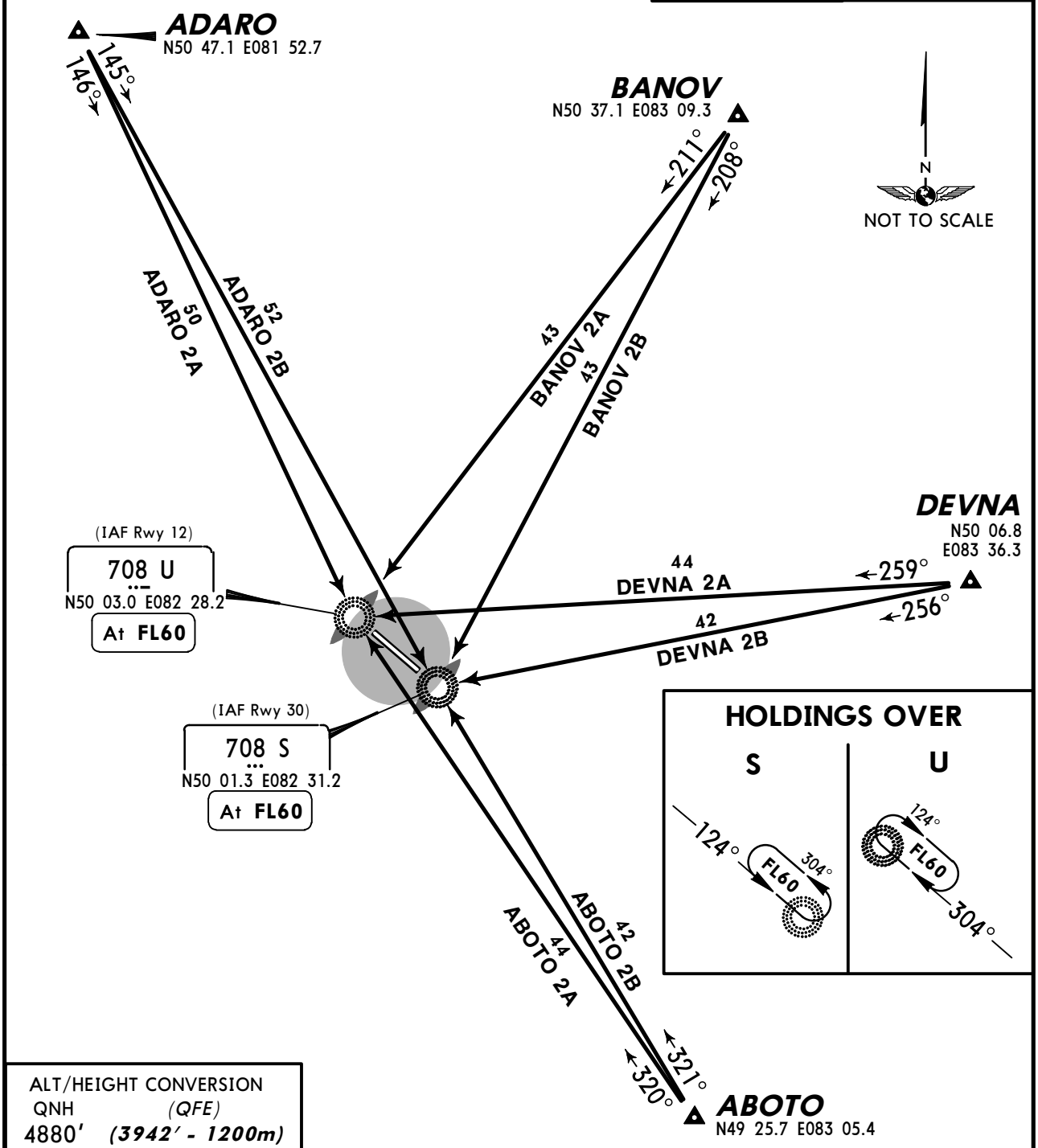
Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
938′	Trans level: FL60 Trans alt: 4880′ *(3942′)*

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





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.
BANOV 2A	12	On 211° bearing to U.
BANOV 2B	30	On 208° bearing to S.
DEVNA 2A	12	On 259° bearing to U.
DEVNA 2B	30	On 256° bearing to S.

CHANGES: None.

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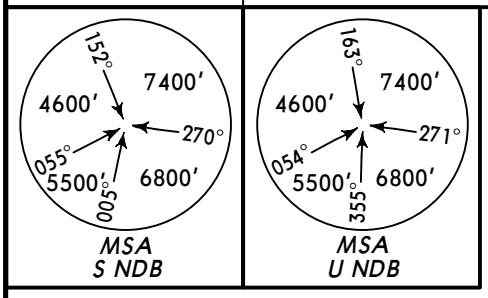
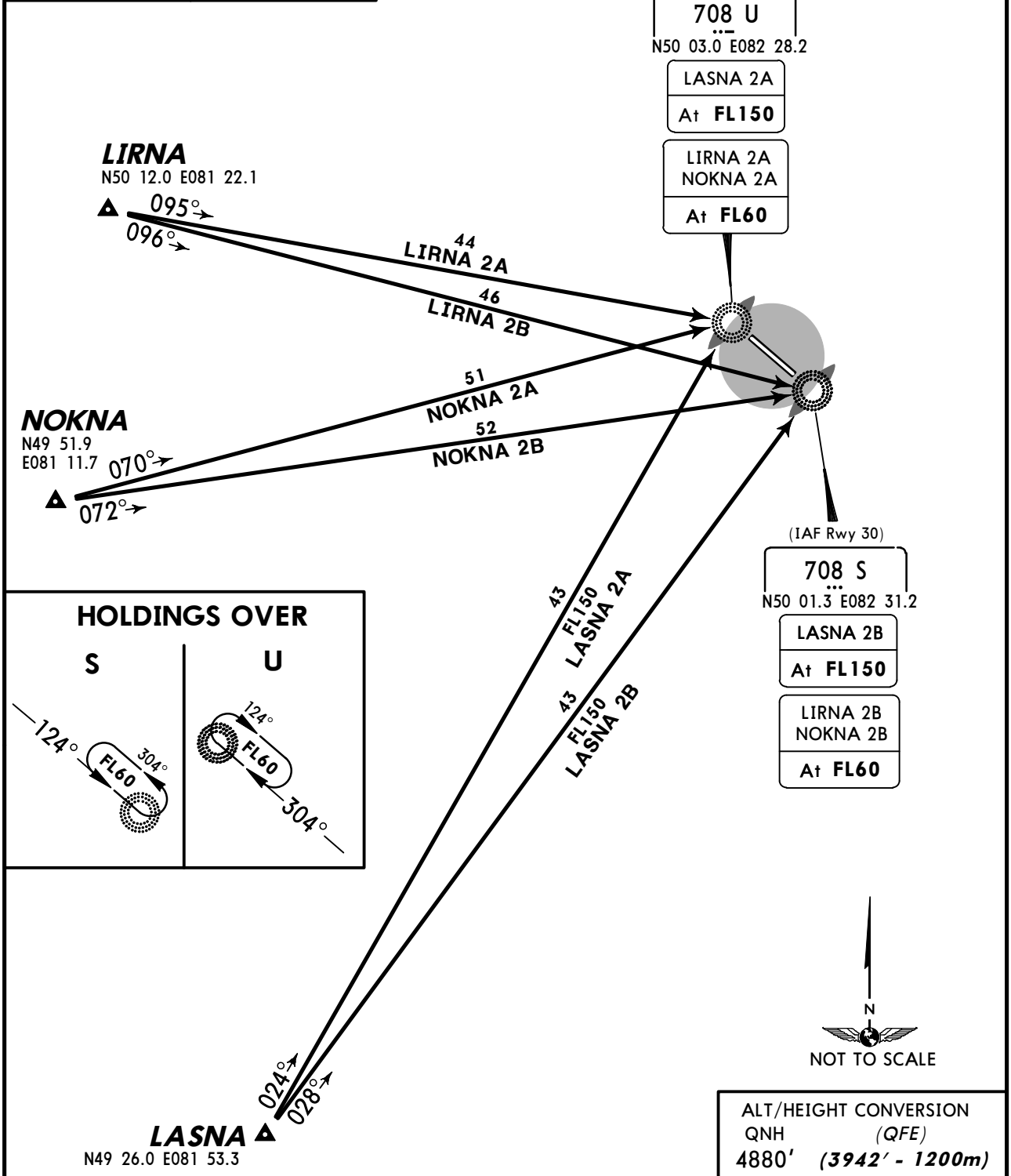
Apt Elev	
938′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4880′ *(3942′)*



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



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

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.

CHANGES: LASNA STARs crossings revised.

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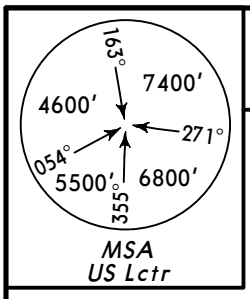
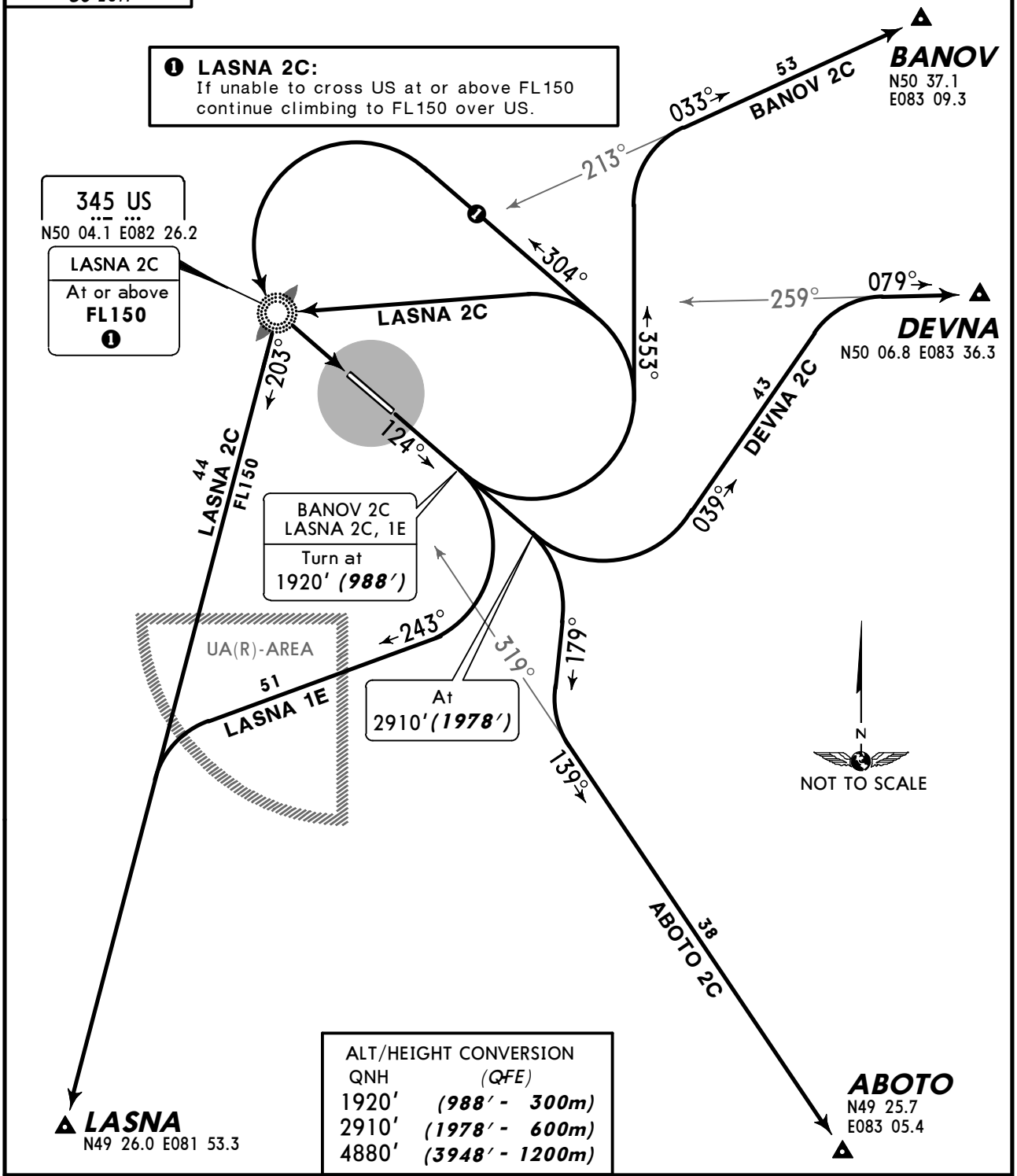


Apt Elev
938′

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

ABOTO 2C, BANOV 2C, DEVNA 2C
LASNA 2C, LASNA 1E
RWY 12 DEPARTURES



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: Trans level & crossings; SID LASNA 2C MEA established.

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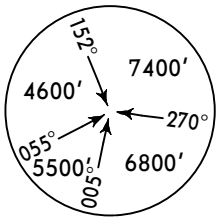

MSA
SI Lctr

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

❶ LASNA 2D:
If unable to cross SI at or above FL150 continue climbing to FL150 over SI.

BANOV
N50 37.1
E083 09.3

025°
205°
065°
52
BANOV 2D
114°
124°
At
2260'
(1322')
ABOTO 2D
LASNA 2D
304°
65
DEVNA 2D
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
FL150
LASNA 2D
345 SI
N50 00.4 E082 32.9
LASNA 2D
At or above
FL150
❶

ALT/HEIGHT CONVERSION

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

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: Trans level & crossings; SID LASNA 2D MEA established.

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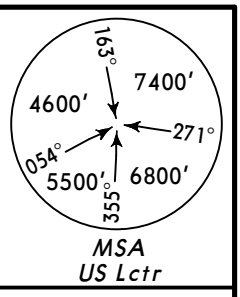
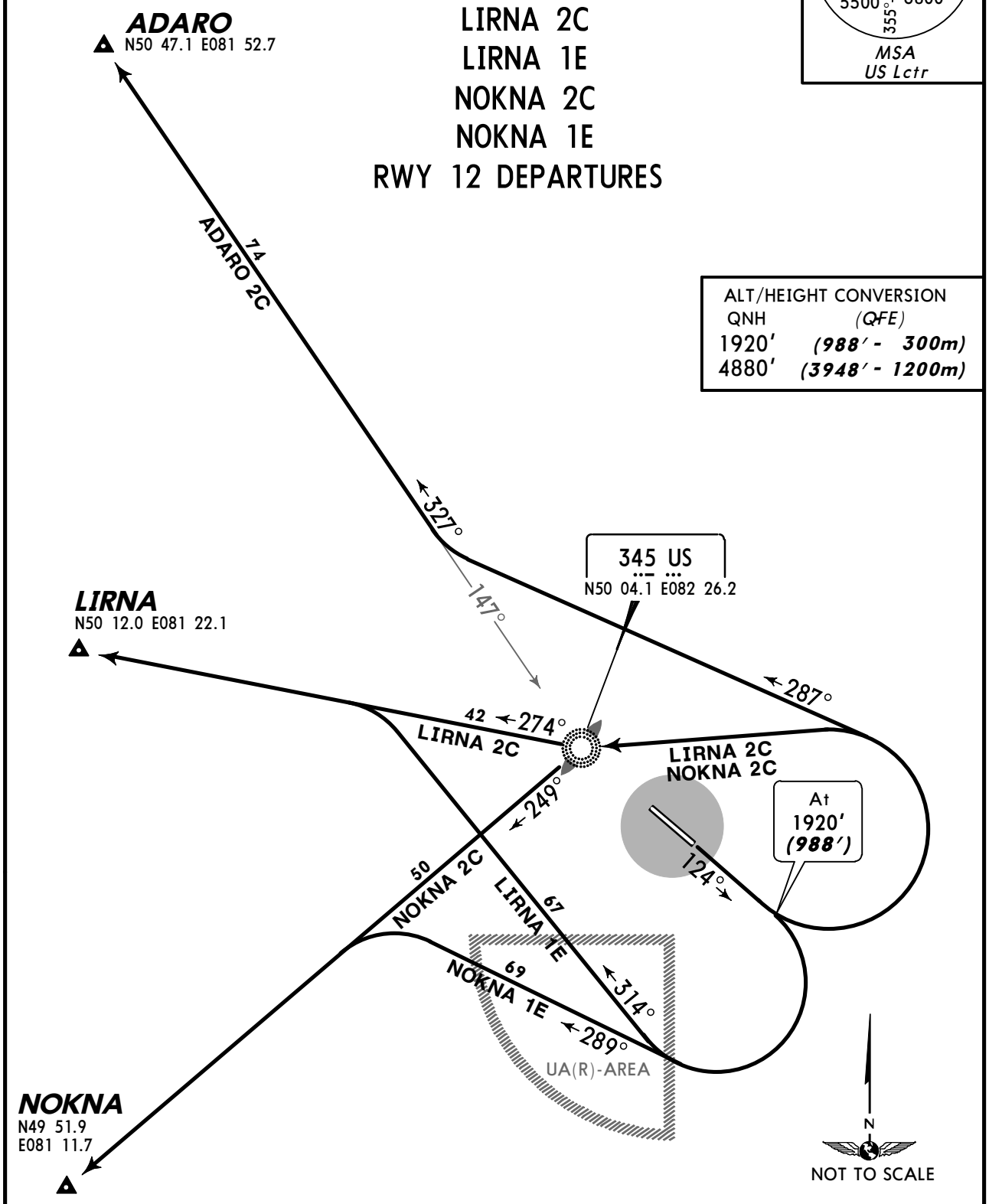
Apt Elev	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4880′ ***(3948′)***
938′	



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 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: Trans level.

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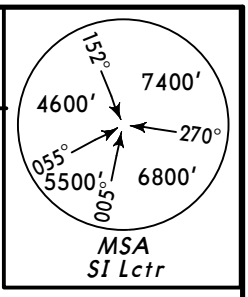
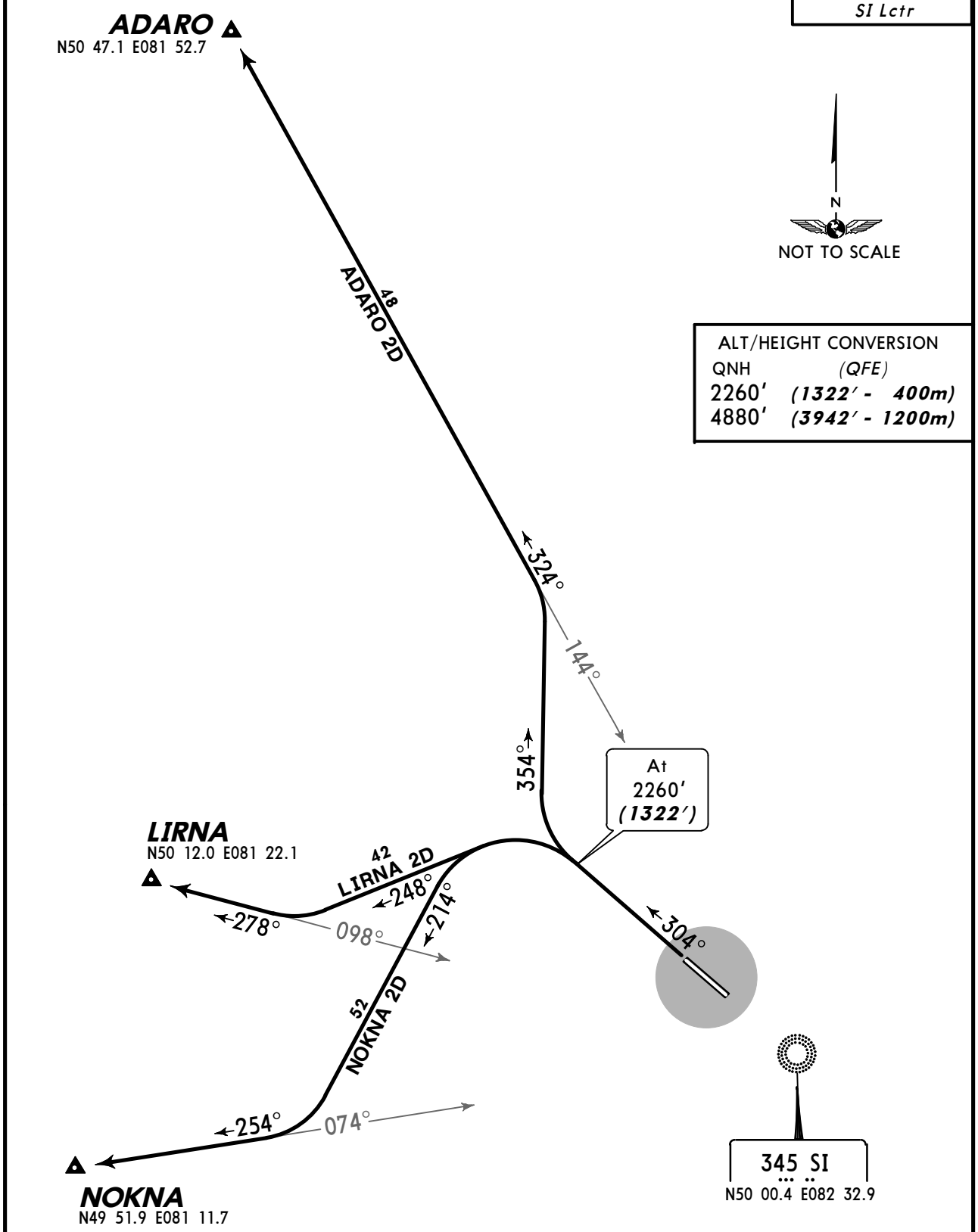
Apt Elev 938′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4880′ ***(3942′)***



ADARO 2D, LIRNA 2D, NOKNA 2D
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION

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

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: Trans level.

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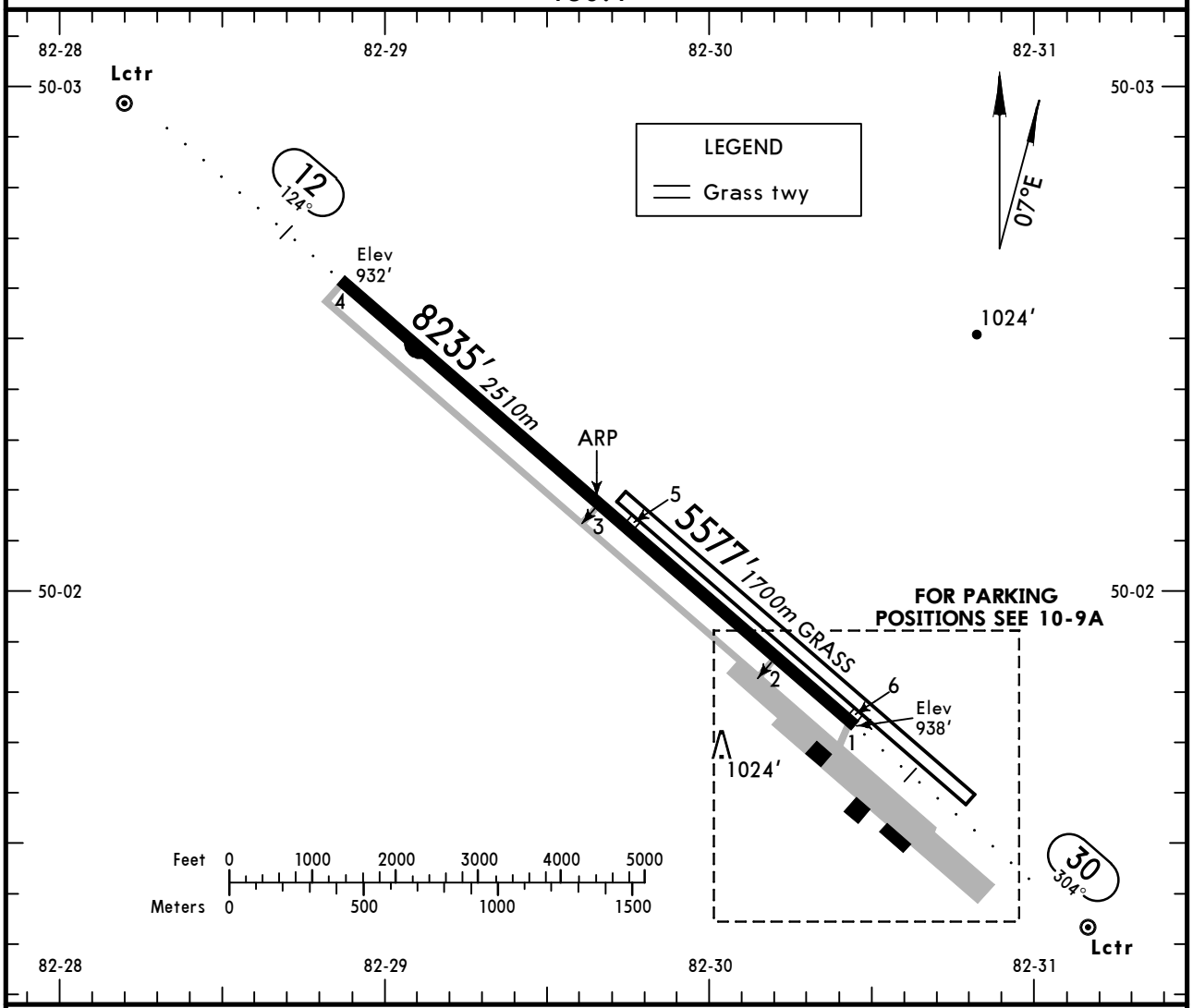
UST-KAMENOGORSK Tower

130.1



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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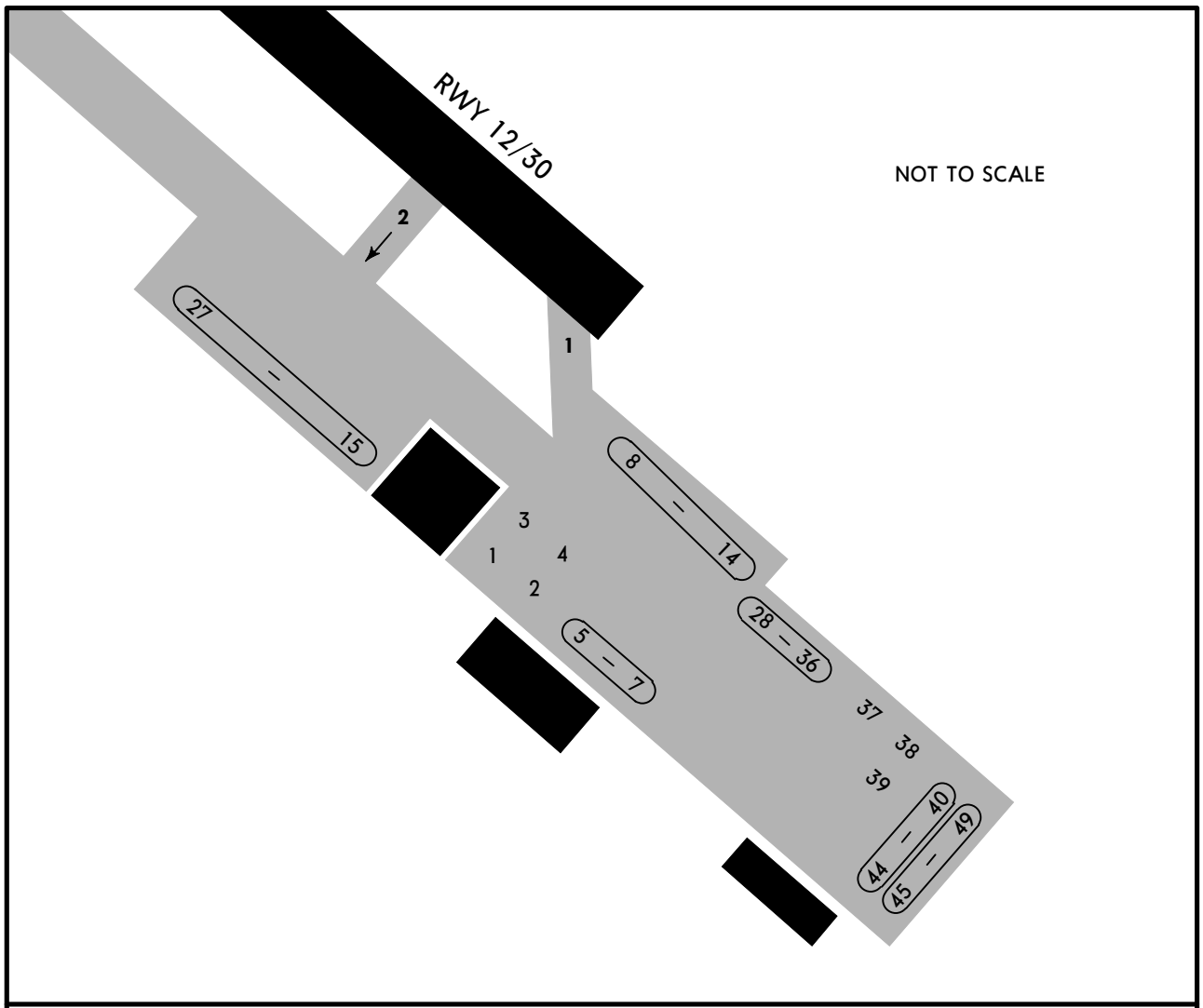

Taxiing on Twys 1 and 2 is strictly along the markings at reduced speed and with the crew's good lookout.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1132′**(200′)	**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 ❶❷	**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	*400m* [1]	*400m* [1]	*500m*	*400m* [1]
B				
C		*500m*		*400m*
D				

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

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UST-KAMENOGORSK Tower
130.1

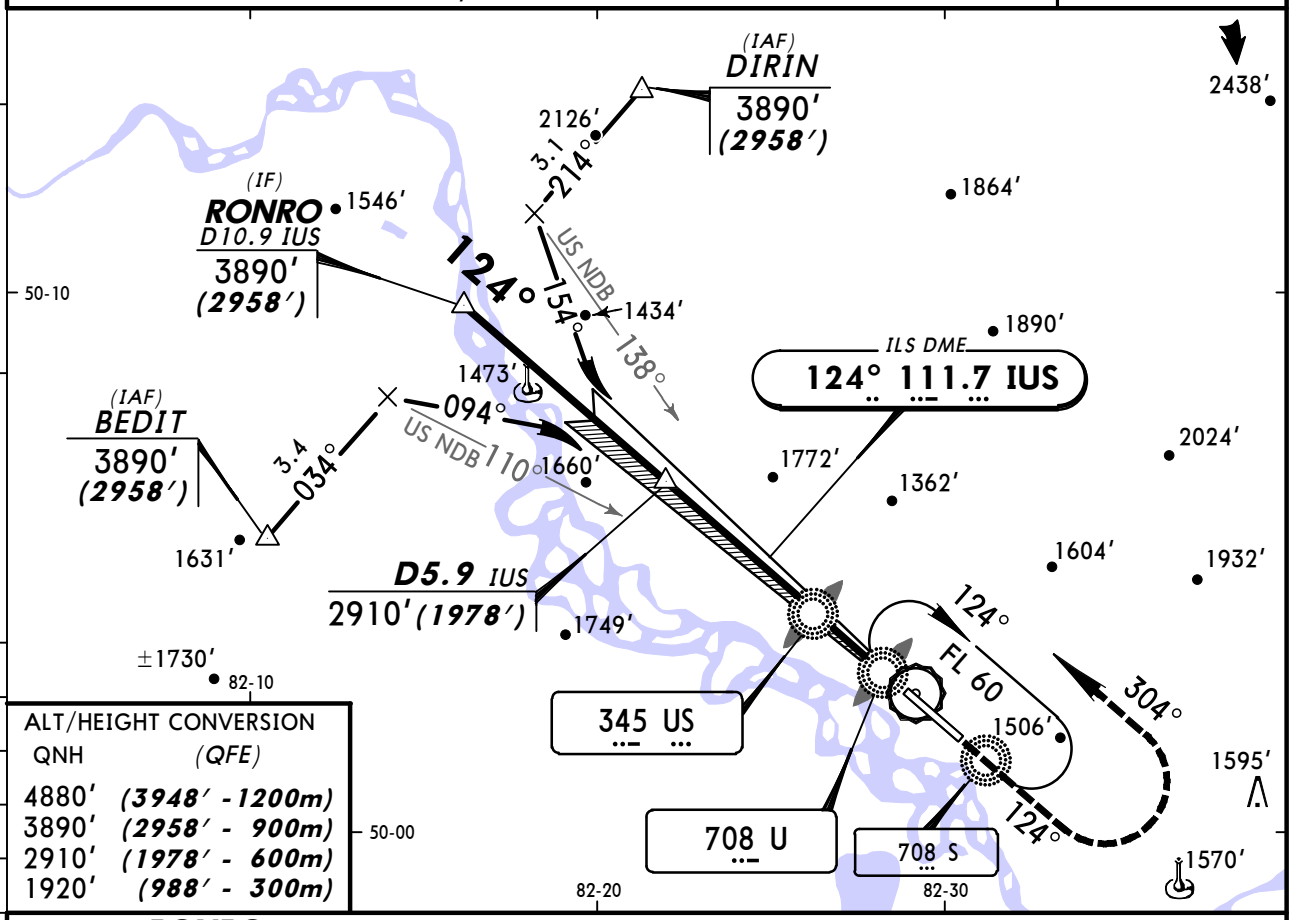
BRIEFING STRIP ™

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

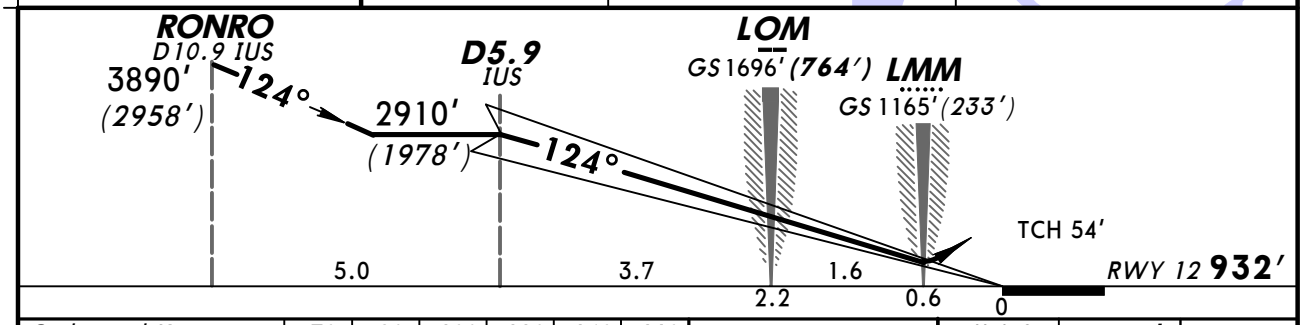
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 Trans alt: 4880′(**3948′**)
1. RADAR required. 2. WARNING: Heavy turbulence and windshear are possible on final. 3. ILS DME reads zero at rwy 12 threshold.

MSA
U NDB
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°	372	478	531	637	743	849

HIALS
PAPI
1920′ (988′) on 124°

STRAIGHT-IN LANDING RWY 12

ILS DA(H) 1132′ (200′) FULL	ILS DA(H) 1132′ (200′) ALS out	LOC (GS out)
800m	1200m	NOT AUTHORIZED

PANS OPS
A
B
C
D

CHANGES: Minimums.

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UST-KAMENOGORSK Tower

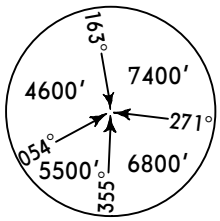
130.1

BRIEFING STRIP ™

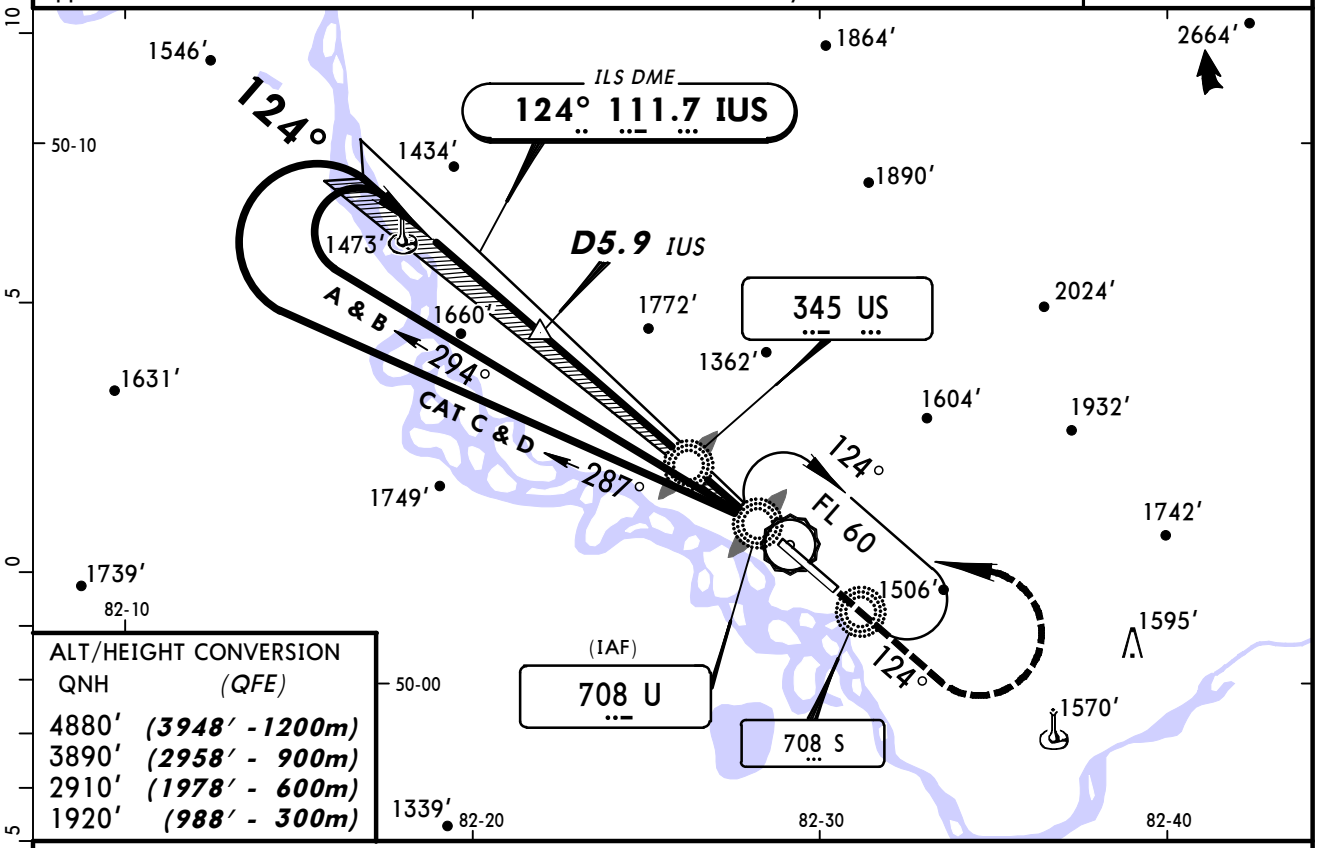
LOC IUS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 938′
111.7	**124°**	1696′ *(764′)*	1132′ *(200′)*	RWY **932′**

MISSED APCH: Climb on 124° to 1920′ *(988′)* or above, then turn LEFT to U NDB. Climb initially to 3890′ *(2958′)*, then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to U 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′ ***(3948′)***
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.

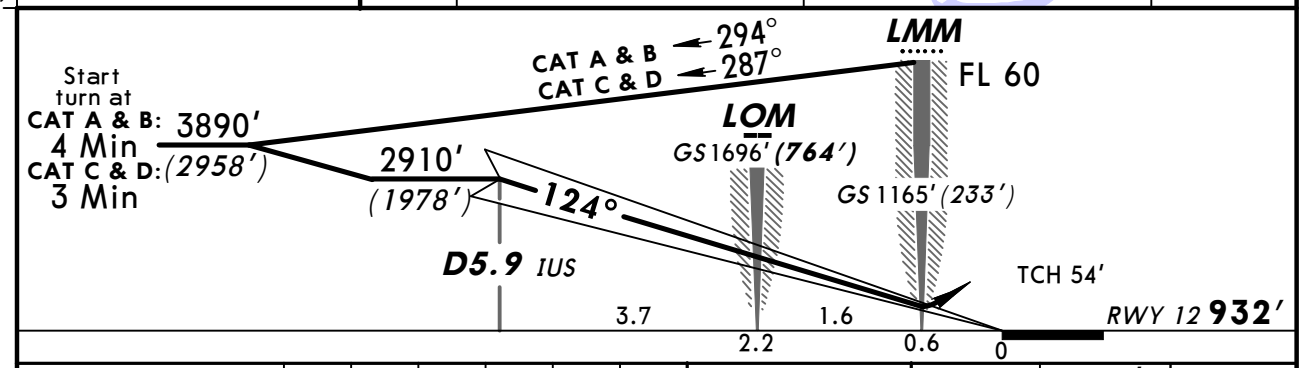


MSA U NDB



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°	372	478	531	637	743	849

HIALS
PAPI

1920′ *(988′)* or above on 124°

STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1132′ *(200′)* FULL	ILS DA(H) 1132′ *(200′)* ALS out	LOC (GS out)
A	*800m*	*1200m*	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Minimums.

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UST-KAMENOGORSK Tower

130.1

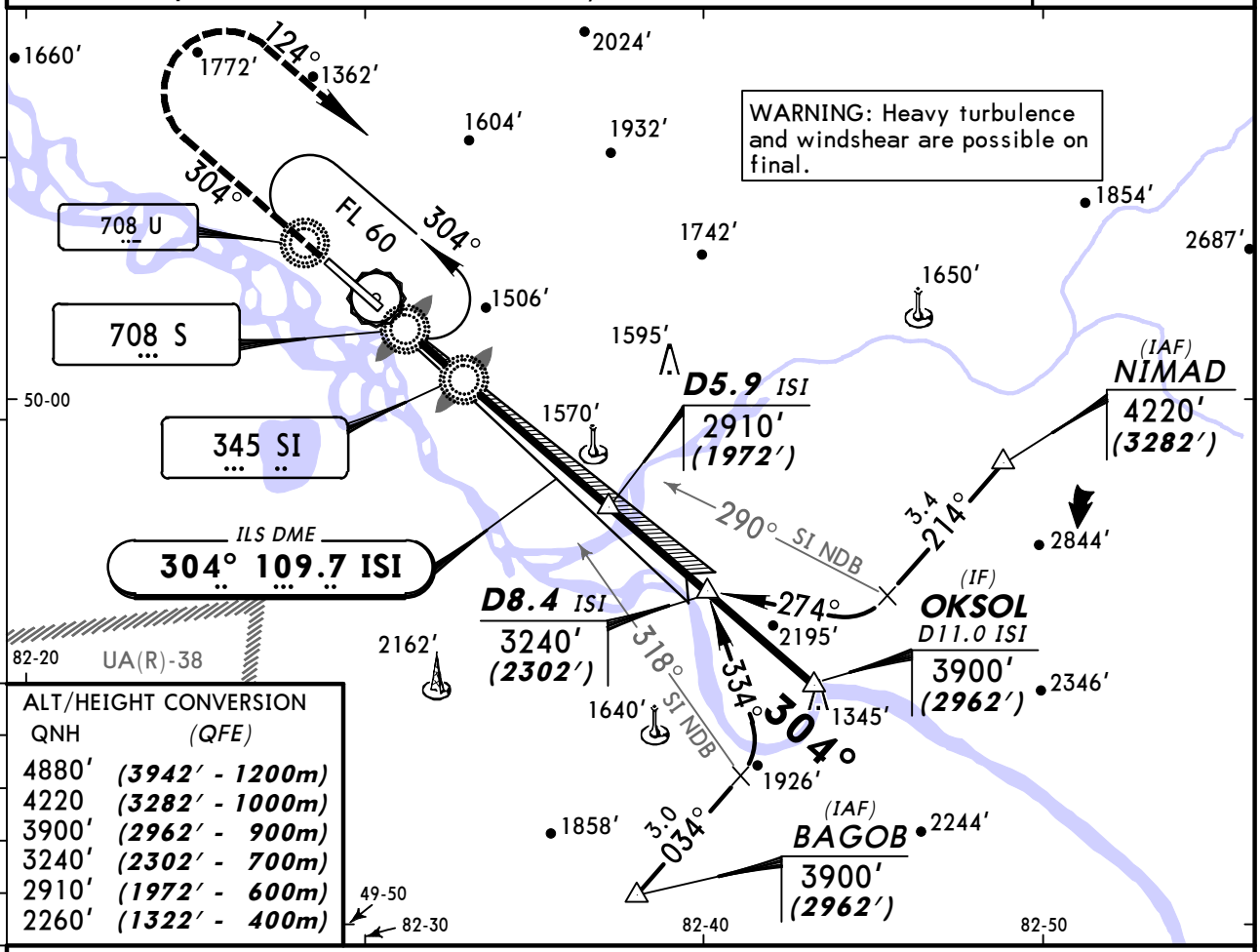
BRIEFING STRIP TM

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.

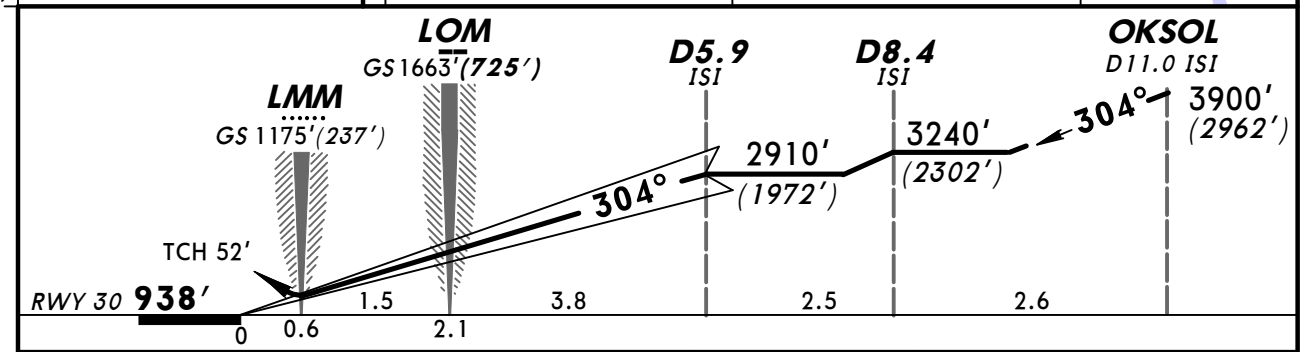
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 Trans alt: 4880′(3942′)
1. RADAR required. 2. ILS DME reads zero at rwy 30 thresh.

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



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
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

2260′ (1322′) on 304°

STRAIGHT-IN LANDING RWY **30**

ILS DA(H) 1138′(200′) FULL	ILS DA(H) 1138′(200′) ALS out	LOC (GS out)
800m	1200m	NOT AUTHORIZED

PANS OPS: A, B, C, D

CHANGES: Procedure. Minimums.

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UST-KAMENOGORSK, KAZAKHSTAN
ILS DME X Rwy 30

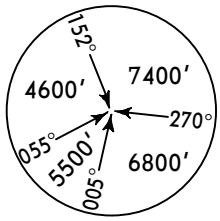
BRIEFING STRIP ™

UST-KAMENOGORSK Tower
130.1

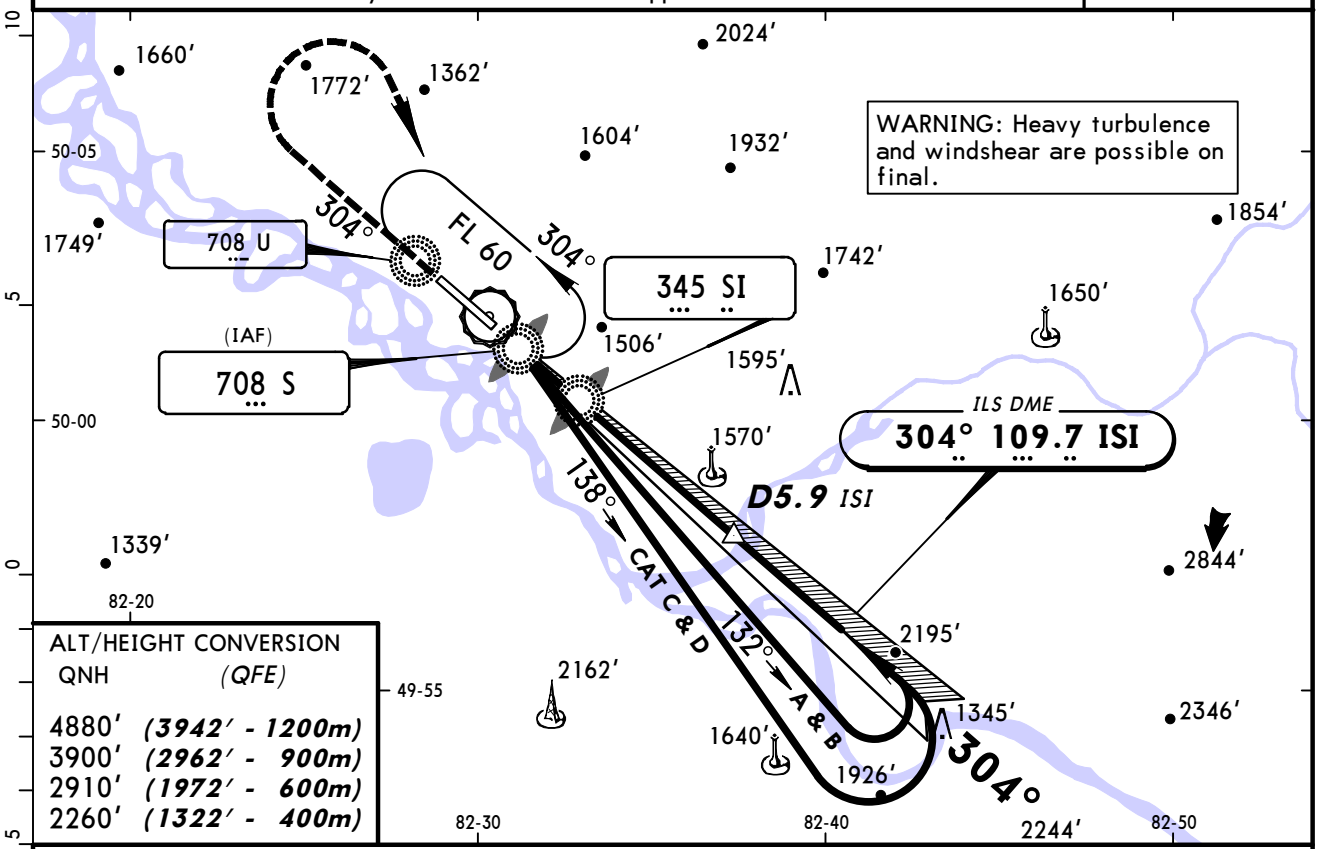
LOC ISI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.7	304°	1663′ (725′)	1138′ (200′)	938′ / 938′

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.

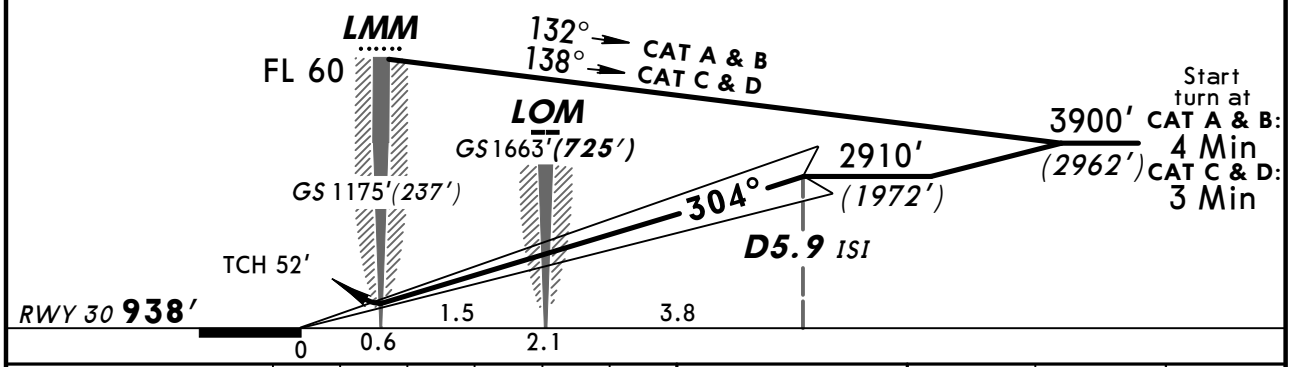


MSA S NDB



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
PAPI

2260′ (1322′) on or above 304°

STRAIGHT-IN LANDING RWY 30

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

PANS OPS

CHANGES: Minimums.

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UST-KAMENOGORSK Tower
130.1

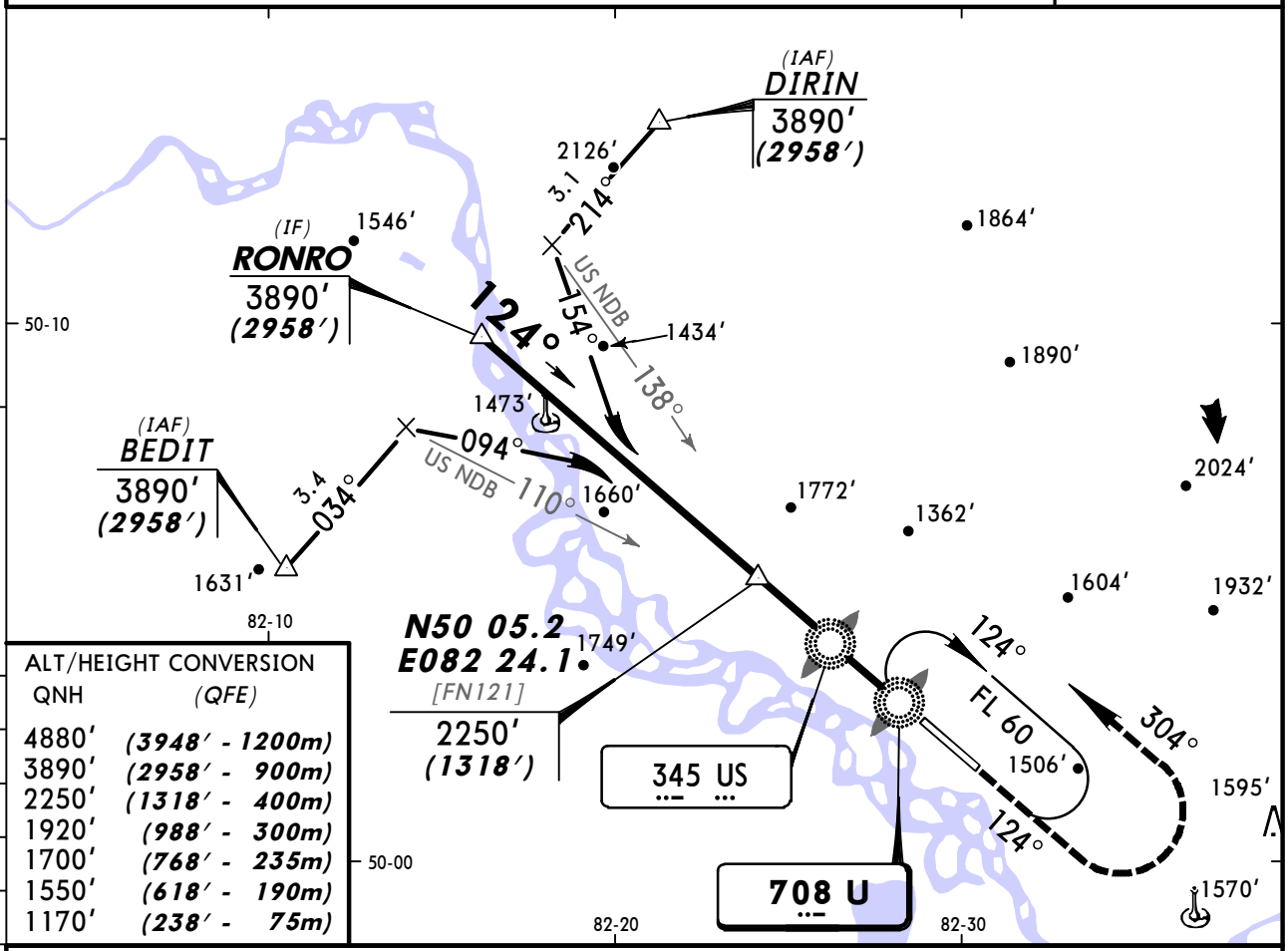
BRIEFING STRIP

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

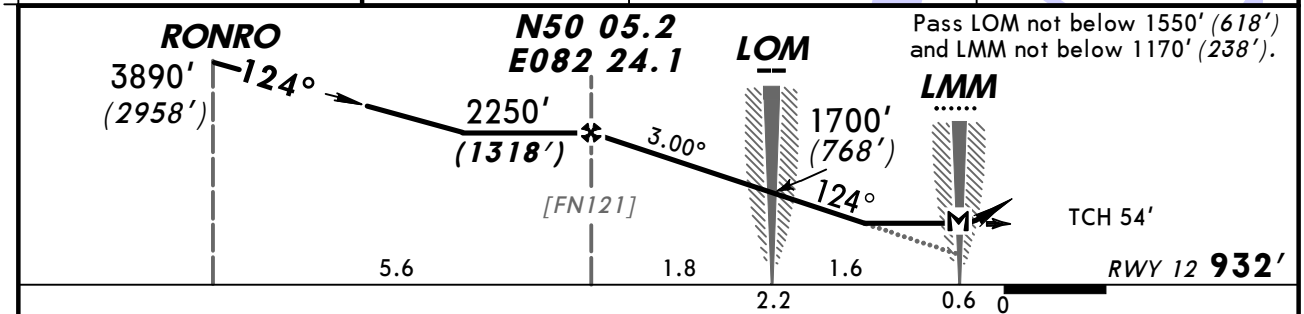
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4880' ***(3948')***
1. RADAR required. 2. WARNING: Heavy turbulence and windshear are possible on final.

MSA U NDB: 163° 7400', 271° 6800', 355° 5500', 054° 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)*



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')*

PANS OPS

		ALS out
A	1200m	1600m
B		
C		
D	1600m	

CHANGES: Minimums.

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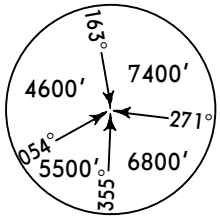
UST-KAMENOGORSK Tower
130.1

BRIEFING STRIP ™

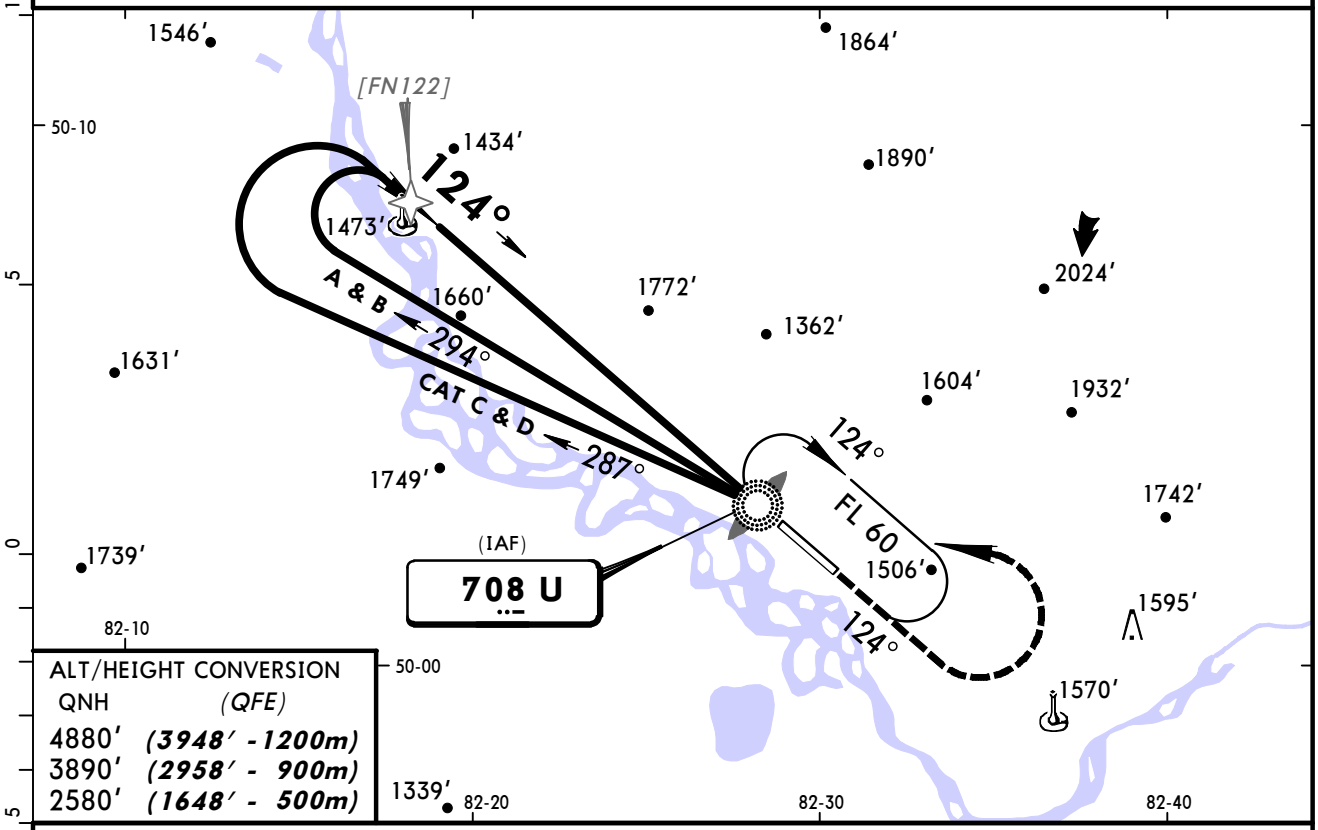
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
U **708**	**124°**	No FAF	1950′ *(1018′)*	RWY **932′**

MISSED APCH: Climb on 124° to 2580′ *(1648′)* or above. After passing U NDB maintain 124° for 1 ½ Min, then turn LEFT to U NDB. Climb initially to 3890′ *(2958′)*, then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to U NDB and join holding.
Missed approach turn limited to MAX 225 KT.



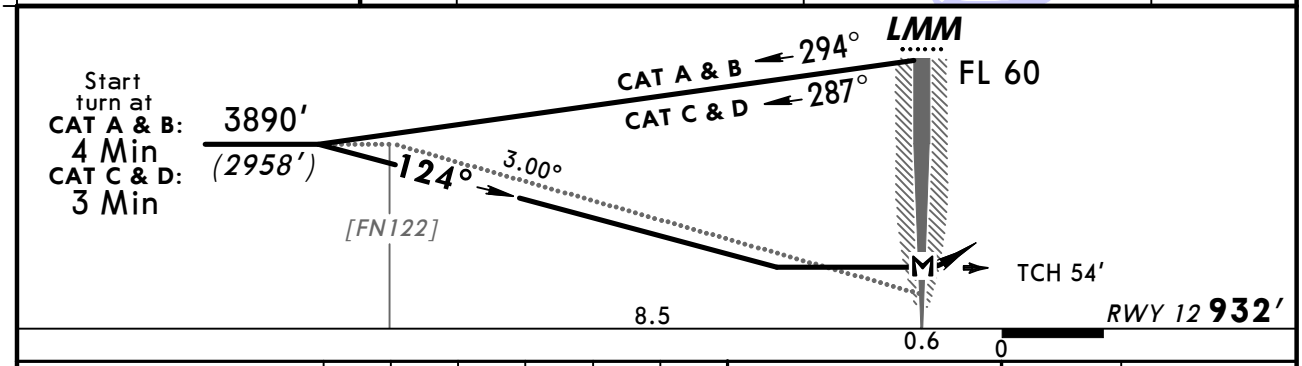
MSA U NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 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′)***

PANS OPS

		ALS out
A	*1200m*	*1600m*
B	*1400m*	
C		
D	*1800m*	

CHANGES: Minimums.

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BRIEFING STRIP ™

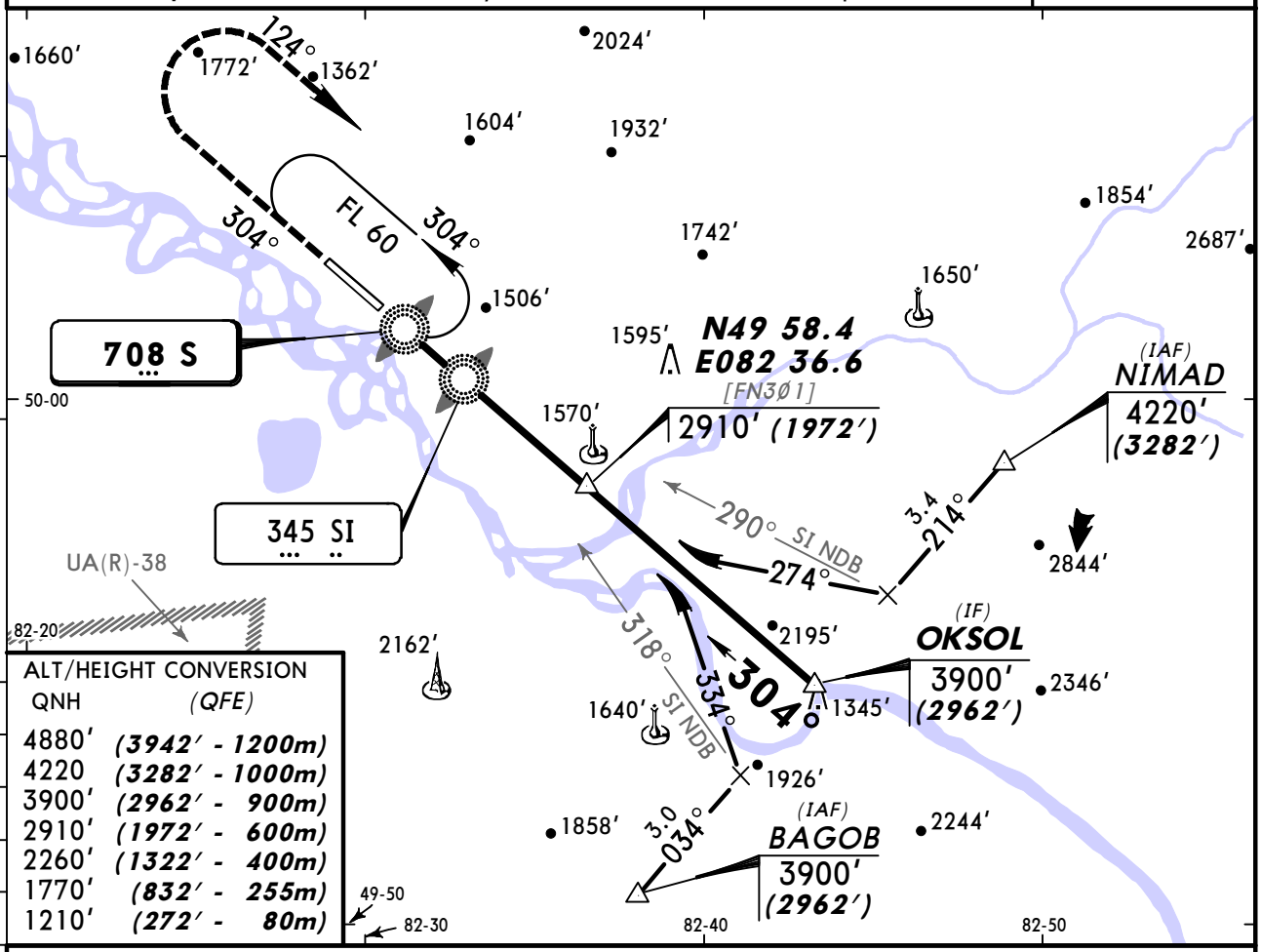
UST-KAMENOGORSK Tower
130.1

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

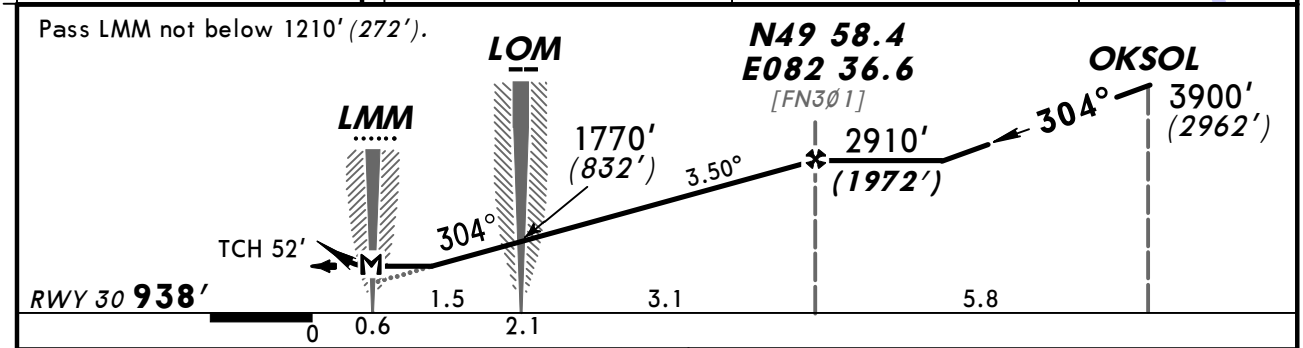
MSA S NDB: 152° 7400′; 270° 6800′; 005° 5500′; 055° 4600′



ALT/HEIGHT CONVERSION

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

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

CHANGES: Minimums.

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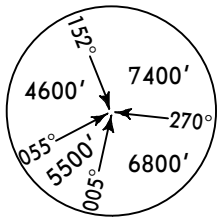
BRIEFING STRIP ™

UST-KAMENOGORSK Tower
130.1

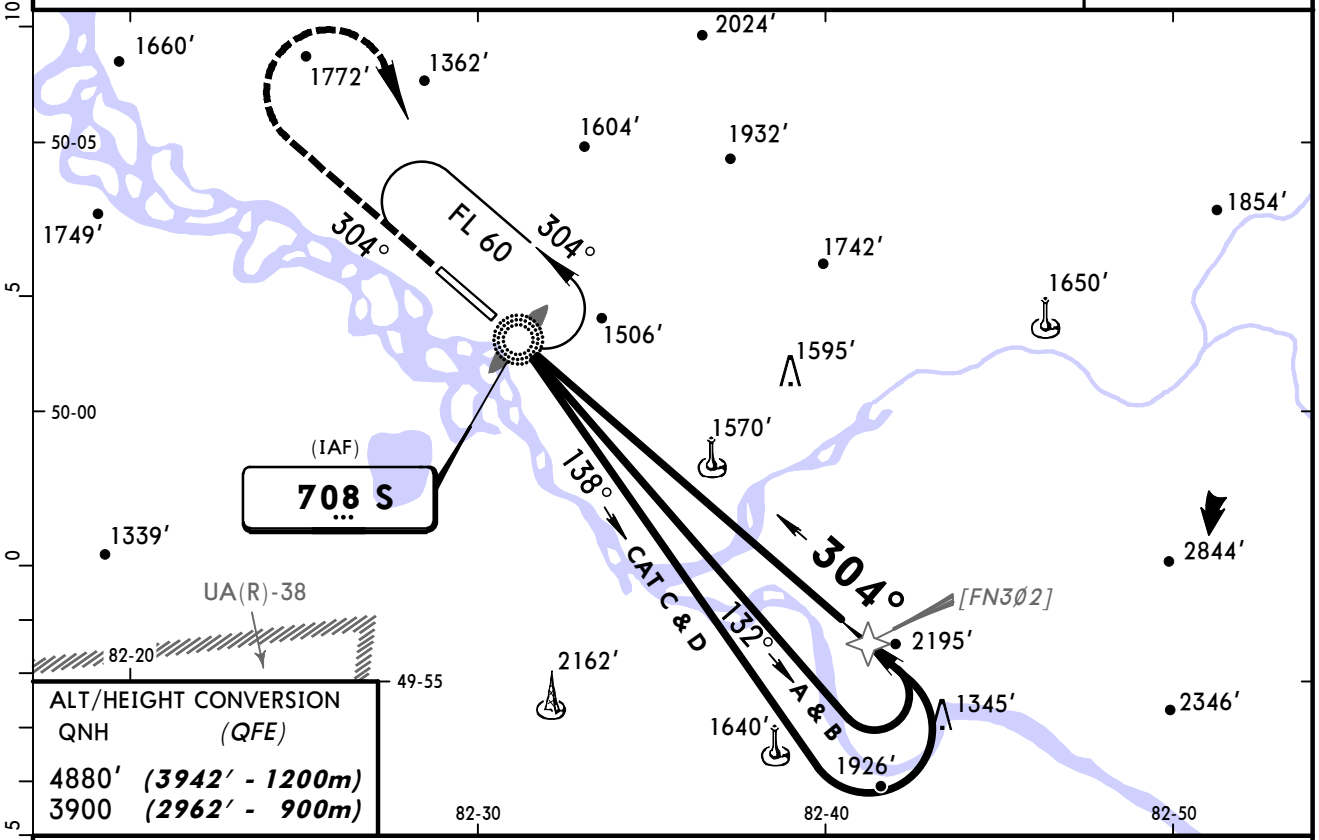
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 938′
S **708**	**304°**	No FAF	2850′*(1912′)*	RWY **938′**

MISSED APCH: Climb on 304° to 3900′ *(2962′)*. After passing S NDB maintain 304° for 1 ½ 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.

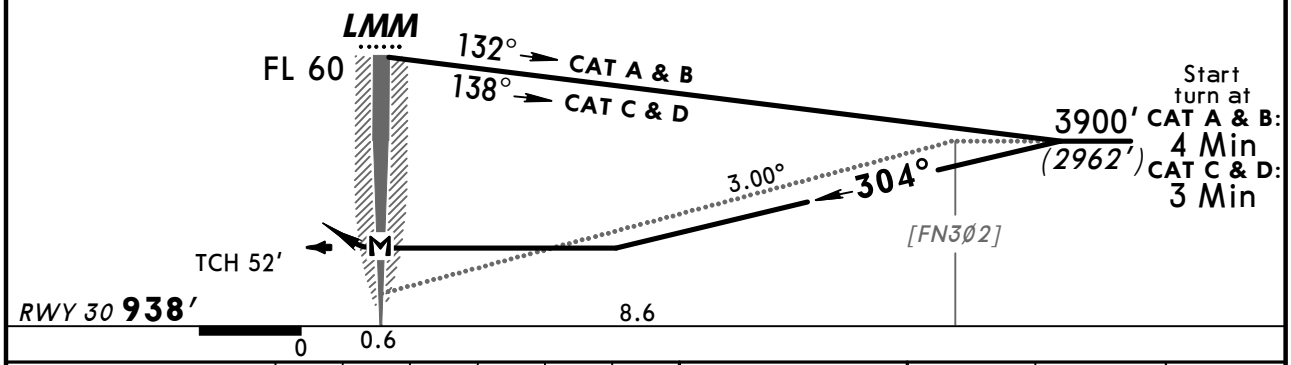


MSA S NDB



ALT/HEIGHT CONVERSION

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



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

HIALS
PAPI

3900′ *(2962′)* on 304°

STRAIGHT-IN LANDING RWY **30**

MDA(H) 2850′*(1912′)*

PANS OPS

		ALS out
A	*1200m*	*1600m*
B	*1400m*	
C		
D	*1800m*	

CHANGES: Minimums.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK