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Revision Letter For Cycle 13-2016

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Notebook

General Information

Location: UST-KAMENOGORSK KAZ
ICAO/IATA: UASK / UKK
Lat/Long: N50° 02.20', E082° 29.62'
Elevation: 942 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 2220 Z
Sunset: 1442 Z

Runway Information

Runway: 12
Length x Width: 8248 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 934 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8248 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 940 ft
Lighting: Edge, ALS

Communication Information

Ust-Kamenogorsk Tower: 130.100

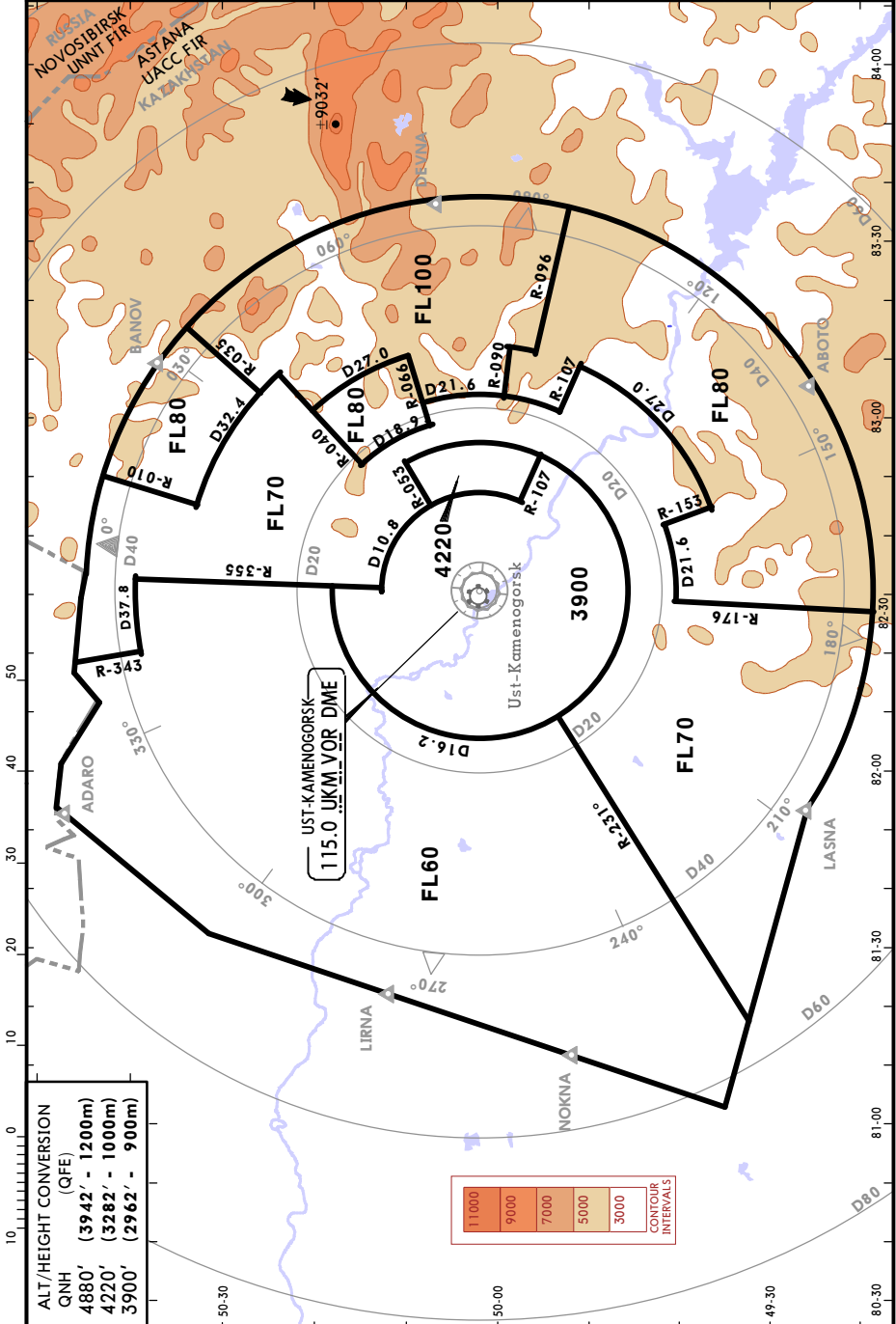
UASK/UKK
UST-KAMENOGORSK

JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN
24 APR 15 10-1R Eff 30 Apr RADAR MINIMUM ALTITUDES

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.



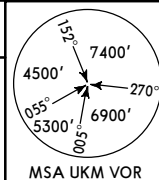
UASK/UKK
UST-KAMENOGORSK

JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN
22 APR 16 10-2 Eff 28 Apr

STAR

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4880' (3938')



ABOTO 2F [ABOT2F]

ABOTO 2G [ABOT2G]

ADARO 2F [ADAR2F]

ADARO 2G [ADAR2G]

BANOV 2F [BANO2F]

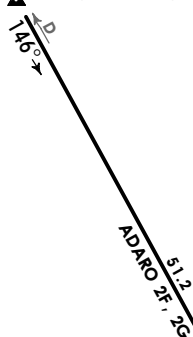
BANOV 2G [BANO2G]

DEVNA 2F [DEVN2F]

DEVNA 2G [DEVN2G]

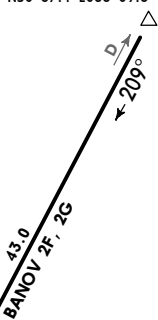
ADARO

N50 47.1 E081 52.7



BANOV

N50 37.1 E083 09.3



DEVNA

N50 06.8
E083 36.3

DEVNA 2F, 2G

42.7



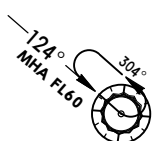
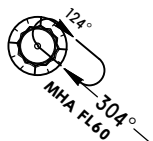
(IAF)
UST-KAMENOGORSK
D 115.0 UKM
N50 02.0 E082 30.5
At FL60

ALT/HEIGHT CONVERSION
QNH (QFE)
4880' (3938' - 1200m)

HOLDINGS OVER UKM

RWY 12

RWY 30



ABOTO 2F, 2G

42.8



ABOTO

N49 25.7 E083 05.4

STAR	RWY	ROUTING
ABOTO 2F	12	On UKM R-142 inbound to UKM.
ABOTO 2G	30	
ADARO 2F	12	On UKM R-326 inbound to UKM.
ADARO 2G	30	
BANOV 2F	12	On UKM R-029 inbound to UKM.
BANOV 2G	30	
DEVNA 2F	12	On UKM R-142 inbound to UKM.
DEVNA 2G	30	

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JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16

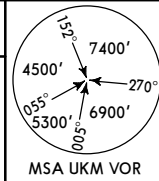
10-2A

Eff 28 Apr

STAR

Apt Elev
942'

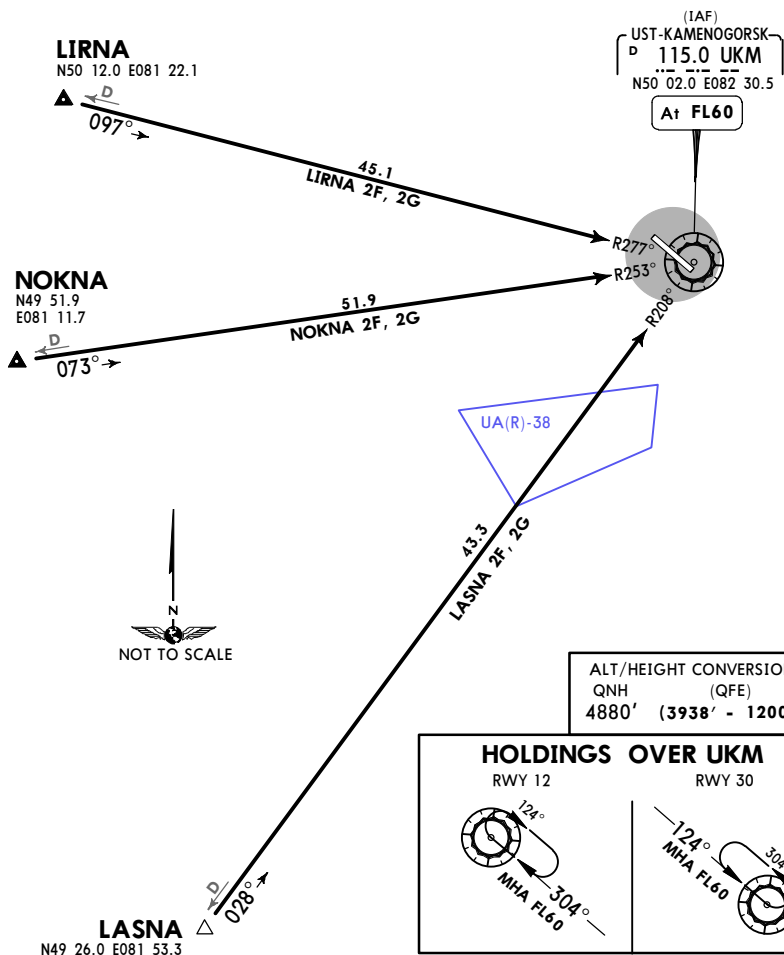
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4880' (3938')



LIRNA 2F [LIRN2F]
NOKNA 2F [NOKN2F]

LIRNA 2G [LIRN2G]
NOKNA 2G [NOKN2G]

LASNA 2F [LASN2F] LASNA 2G [LASN2G]
AVAILABLE WHEN UH(R)-38 IS NOT ACTIVE



STAR	RWY	ROUTING
LASNA 2F	12	On UKM R-208 inbound to UKM.
LASNA 2G	30	
LIRNA 2F	12	On UKM R-277 inbound to UKM.
LIRNA 2G	30	
NOKNA 2F	12	On UKM R-253 inbound to UKM.
NOKNA 2G	30	

UASK/UKK
UST-KAMENOGORSK

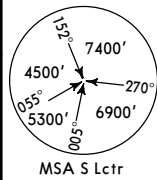
 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16 **(10-2B)** **Eff 28 Apr**

STAR

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4880' (**3938'**)



ABOTO 3B [ABOT3B]
ADARO 3B [ADAR3B]
BANOV 3B [BANO3B]
DEVNA 3B [DEVN3B]

▲ ADARO
N50 47.1 E081 52.7

145°

52
ADARO 3B

▲ BANOV
N50 37.1 E083 09.3

208°

43
BANOV 3B

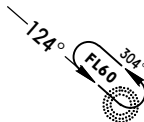
▲ DEVNA
N50 06.8
E083 36.3

257°

42
DEVNA 3B

(IAF)
708 S
...
N50 01.4 E082 31.1
At FL60

**HOLDING
OVER S**



NOT TO SCALE

42
ABOTO 3B

322°

▲ ABOTO
N49 25.7 E083 05.4

ALT/HEIGHT CONVERSION
QNH (QFE)
4880' (**3938'** - 1200m)

STAR	RWY	ROUTING
ABOTO 3B	30	On 322° bearing to S.
ADARO 3B		On 145° bearing to S.
BANOV 3B		On 208° bearing to S.
DEVNA 3B		On 257° bearing to S.

UASK/UKK

UST-KAMENOGORSK



JEPPESSEN

22 APR 16

10-2C

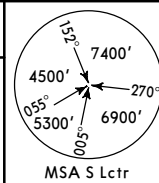
Eff 28 Apr

UST-KAMENOGORSK, KAZAKHSTAN

STAR

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4880' (3938')



LIRNA 3B [LIRN3B]
NOKNA 3B [NOKN3B]

LASNA 3B [LASN3B]
AVAILABLE WHEN UH(R)-38 IS NOT ACTIVE

LIRNA

N50 12.0 E081 22.1



097°

46
LIRNA 3B

NOKNA

N49 51.9
E081 11.7



073°

52
NOKNA 3B

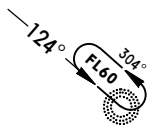
(IAF)

708 S

N50 01.4 E082 31.1

At FL60

HOLDING
OVER S



UA(R)-38

43
LASNA 3B

LASNA

N49 26.0 E081 53.3

028°



ALT/HEIGHT CONVERSION
QNH (QFE)
4880' (3938' - 1200m)

STAR	RWY	ROUTING
LASNA 3B	30	On 028° bearing to S.
LIRNA 3B		On 097° bearing to S.
NOKNA 3B		On 073° bearing to S.

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JEPPESSEN

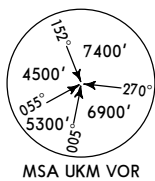
22 APR 16

10-3

Eff 28 Apr

UST-KAMENOGORSK, KAZAKHSTAN

SID



Apt Elev
942'

QNH on request (QFE)

Trans level: FL60

Trans alt: 4880' (3938')

ABOTO 2J [ABOT2J] , BANOV 2J [BANO2J]
DEVNA 2J [DEVN2J]

ABOTO 2L [ABOT2L], LASNA 2L [LASN2L]

AVAILABLE WHEN UH(R)-38 IS NOT ACTIVE

BANOV
N50 37.1
E083 09.3

DEVNA
N50 06.8
E083 36.3

UST-KAMENOGORSK
D 115.0 UKM
N50 02.0 E082 30.5



ALT/HEIGHT CONVERSION
QNH (QFE)
2260' (1318' - 400m)
4880' (3938' - 1200m)

SID	RWY	ROUTING
ABOTO 2J	30	Climb straight ahead to 2260' (1318') , turn RIGHT to UKM, turn LEFT, UKM R-142 to ABOTO.
ABOTO 2L		Climb straight ahead to 2260' (1318') , turn LEFT, 102° track, intercept UKM R-142 to ABOTO
BANOV 2J		Climb straight ahead to 2260' (1318') , turn RIGHT, 069° track, intercept UKM R-029 to BANOV
DEVNA 2J		Climb straight ahead to 2260' (1318') , turn RIGHT, 117° track, intercept UKM R-077 to DEVNA.
LASNA 2L		Climb straight ahead to 2260' (1318') , turn LEFT, 168° track, intercept UKM R-208 to LASNA.

UASK/UKK
UST-KAMENOGORSK

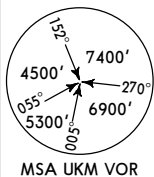


JEPPesen
22 APR 16

10-3A

UST-KAMENOGORSK, KAZAKHSTAN
Eff 28 Apr

SID



Apt Elev
942'

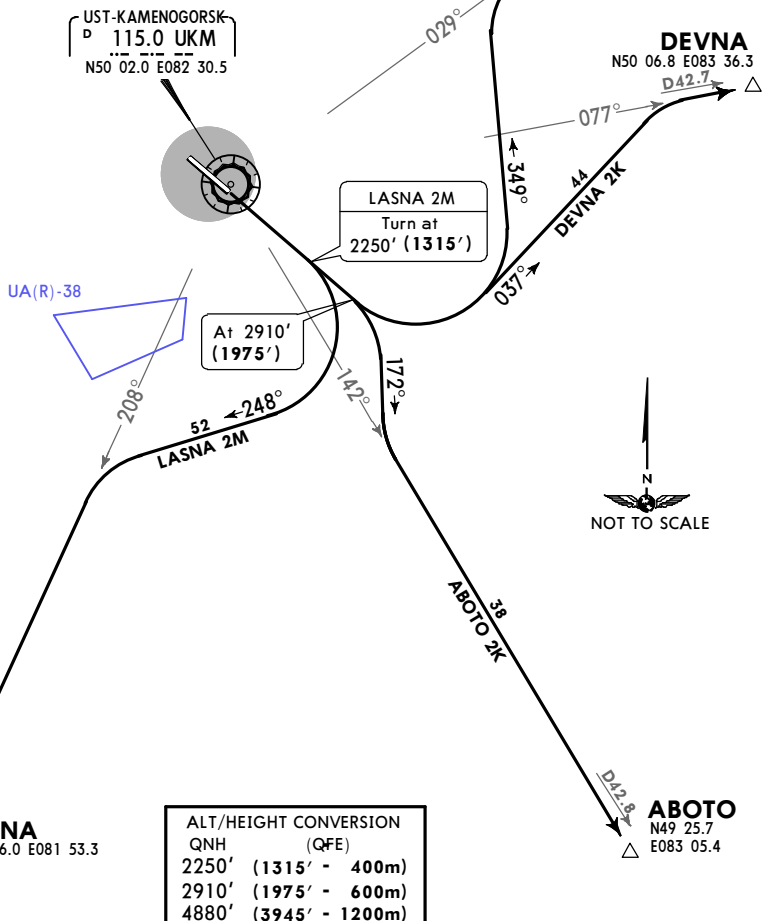
QNH on request (QFE)

Trans level: FL60

Trans alt: 4880' (3945')

ABOTO 2K [ABOT2K] , BANOV 2K [BANO2K]
DEVNA 2K [DEVN2K]

LASNA 2M [LASN2M]
AVAILABLE WHEN UH(R)-38 IS NOT ACTIVE



SID	RWY	ROUTING
ABOTO 2K	12	Climb straight ahead to 2910' (1975'), turn RIGHT, 172° track, intercept UKM R-142 to ABOTO.
BANOV 2K		Climb straight ahead to 2910' (1975'), turn LEFT, 349° track, intercept UKM R-029 to BANOV.
DEVNA 2K		Climb straight ahead to 2910' (1975'), turn LEFT, 037° track, intercept UKM R-077 to DEVNA.
LASNA 2M		Climb straight ahead to 2250' (1315'), turn RIGHT, 248° track, intercept UKM R-208 to LASNA.

UASK/UKK
UST-KAMENOGORSK

 JEPPESSEN

UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16

10-3B

Eff 28 Apr

SID

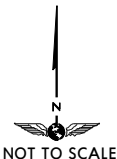
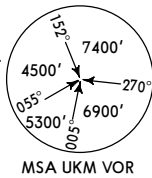
Apt Elev
942'

QNH on request
Trans level: FL60

(QFE)

Trans alt: 4880'

(3938')



ALT/HEIGHT CONVERSION
QNH (QFE)
2260' (1318' - 400m)
4880' (3938' - 1200m)

ADARO
N50 47.1 E081 52.7

ADARO 2J [ADAR2J]
LIRNA 2J [LIRN2J]
NOKNA 2J [NOKN2J]

N50 47.1 E081 52.7

LIRNA
N50 12.0 E081 22.1

N50 12.0 E081 22.1

NOKNA
N49 51.9 E081 11.7

N49 51.9 E081 11.7

UST-KAMENOGORSK
D 115.0 UKM
N50 02.0 E082 30.5

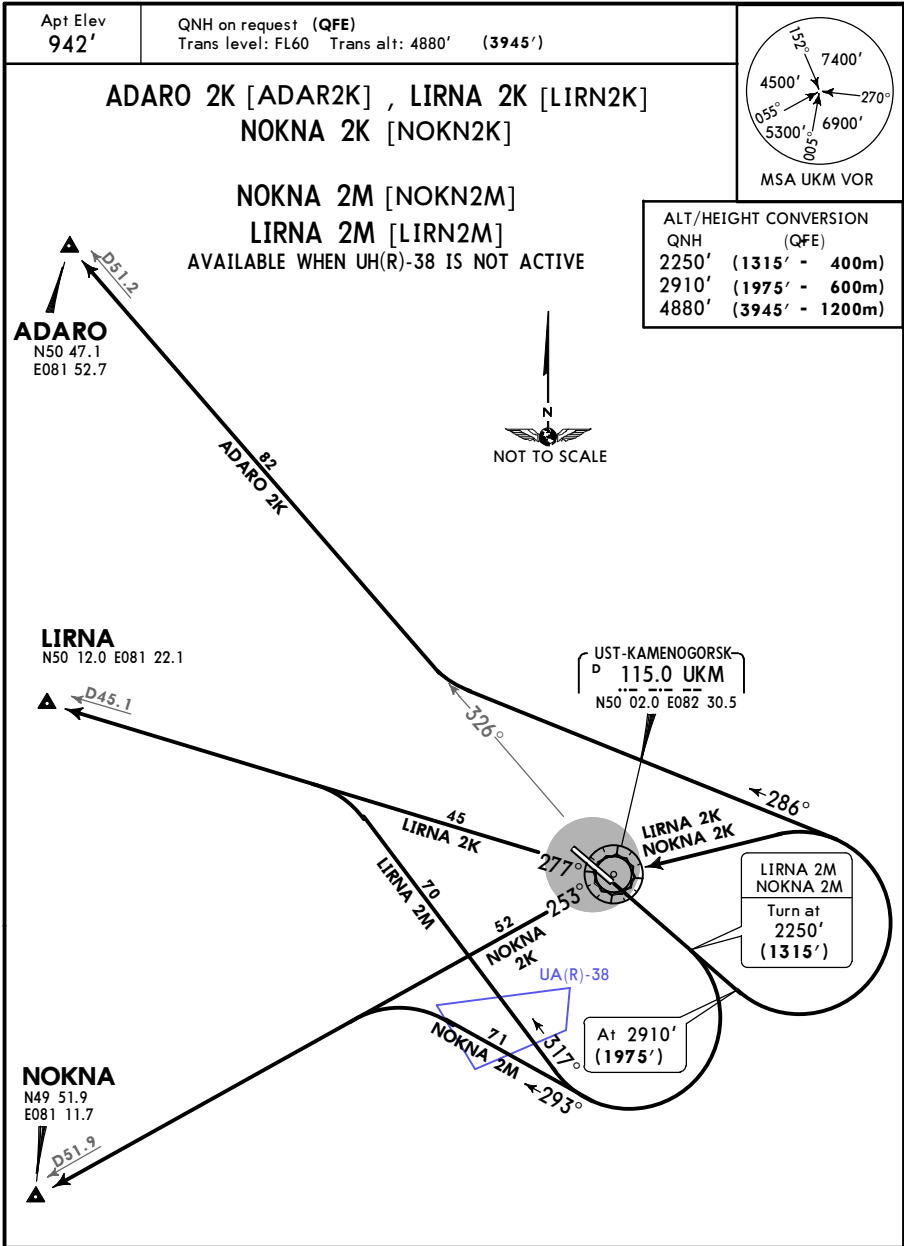
SID	RWY	ROUTING
ADARO 2J	30	Climb straight ahead to 2260' (1318'), , turn RIGHT, 356° track, intercept UKM R-326 to ADARO.
LIRNA 2J		Climb straight ahead to 2260', (1318'), turn LEFT, 247° track, intercept UKM R-277 to LIRNA.
NOKNA 2J		Climb straight ahead to 2260', (1318'), turn LEFT, 213° track, intercept UKM R-253 to NOKNA.

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UST-KAMENOGORSK

 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16 **10-3C** Eff 28 Apr

SID



SID	RWY	ROUTING
ADARO 2K	12	Climb straight ahead to 2910' (1975'), turn LEFT, 286° track, intercept UKM R-326 to ADARO.
LIRNA 2K		Climb straight ahead to 2910' (1975'), turn LEFT to UKM, turn RIGHT, UKM R-277 to LIRNA.
LIRNA 2M		Climb straight ahead to 2250' (1315'), turn RIGHT, 317° track, intercept UKM R-277 to LIRNA.
NOKNA 2K		Climb straight ahead to 2910' (1975'), turn LEFT to UKM, intercept UKM R-253 to NOKNA
NOKNA 2M		Climb straight ahead to 2250' (1315'), turn RIGHT, 293° track, intercept UKM R-253 to NOKNA.

UASK/UKK

Apt Elev **942'**
N50 02.2 E082 29.6



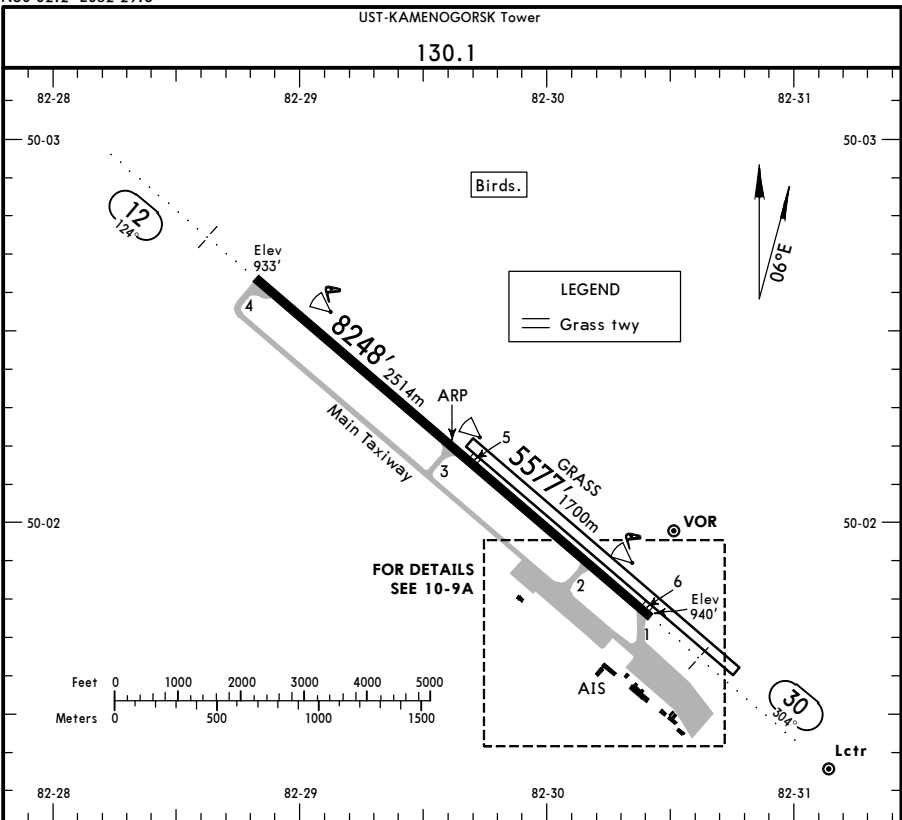
JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16

(10-9)

Eff 28 Apr

UST-KAMENOGORSK



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
12	30	HIRL (60m) HIALS	PAPI-L (angle 3.0°)	RVR		7215' 2199m		138' 42m
						7155' 2181m	1	
12	30	Grass runway						164' 50m

1 TAKE-OFF RUN AVAILABLE

RWY 30:

From rwy head 8248'(2514m)
twy 2 int 6929'(2112m)

	TAKE-OFF	
	AIR CARRIER (JAA)	
	All Rwys	
	DAY	NIGHT
	RL	RL
A		
B	400m 1	400m 1
C		
D	500m	400m

1 LVP must be in force: 300m.

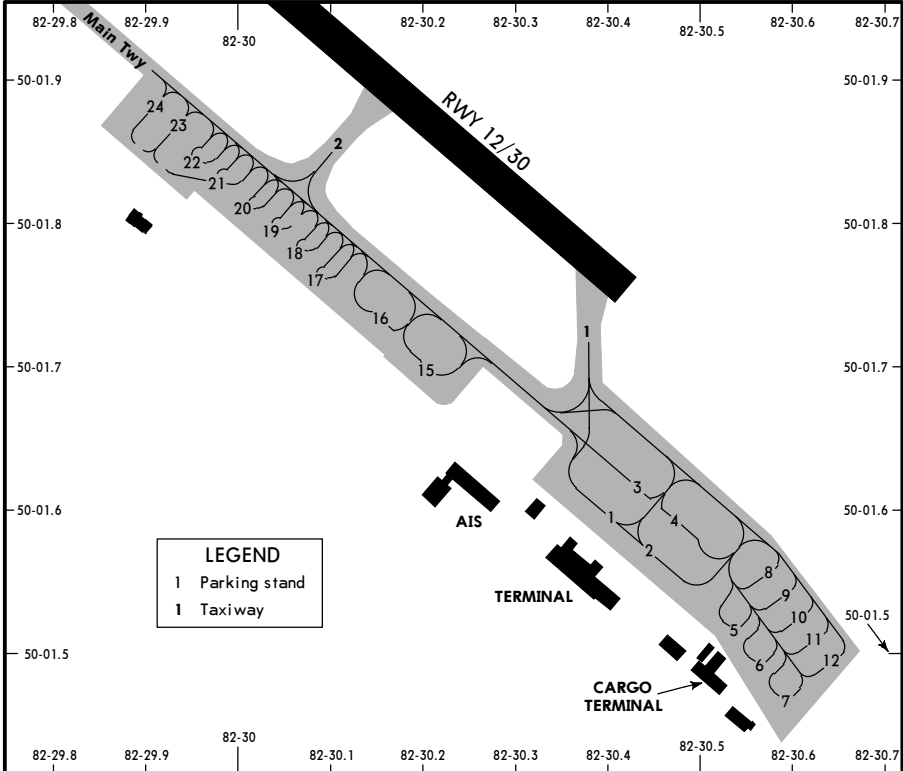
NOISE ABATEMENT PROCEDURE

During take-off for acft CAT B, C & D the following procedures should be applied:

- from take-off to 2420'(1482'): Take-off engine power, flaps in take-off position, V₂ + 10 KT.
- from 2420'(1482') thru 3900'(2962'): Climbing at V₂ + 10 KT.
- at 3900'(2962'): Adjust normal climb rate with retracted flaps.

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JEPPesen UST-KAMENOGORSK, KAZAKHSTAN
22 APR 16 (10-9A) Eff 28 Apr UST-KAMENOGORSK



LEGEND

1

 Parking stand

1

 Taxiway

INS COORDINATES		
STAND No.	COORDINATES	
1 thru 3	N50 01.6	E082 30.4
4	N50 01.6	E082 30.5
5	N50 01.5	E082 30.5
6, 7	N50 01.5	E082 30.6
8	N50 01.6	E082 30.6
9 thru 12	N50 01.5	E082 30.6
15, 16	N50 01.7	E082 30.2
17, 18	N50 01.8	E082 30.1
19 thru 22	N50 01.8	E082 30.0
23, 24	N50 01.9	E082 29.9

UASK/UKK

 **JEPPESSEN**

22 APR 16

Eff 28 Apr

(10-9S)

Standard

UST-KAMENOGORSK, KAZAKHSTAN

UST-KAMENOGORSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS	1135'(200')	1135'(200')	1135'(200')	1135'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	VOR ❶	1560'(625')	1560'(625')	1560'(625')	1560'(625')
		1500m	1500m	2200m	2200m
30	ALS out	1500m	1500m	2400m	2400m
	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	FULL	550m	550m	550m	550m
	Limited	750m	750m	750m	750m
	ALS out	1200m	1200m	1200m	1200m
	VOR ❶	1780'(838')	1780'(838')	1780'(838')	1780'(838')
		1500m	1500m	3100m	3100m
	ALS out	1500m	1500m	3800m	3800m
	NDB	2850'(1908')	2850'(1908')	2850'(1908')	2850'(1908')
		5000m	5000m	5000m	5000m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 12, 30			
DAY			NIGHT
RL		RCLM	NIL
A B C D	400m ❷	400m ❷	500m
		500m	
			400m

❷ LVP must be in force: 300m.

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JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN
22 APR 16 11-2 Eff 28 Apr

ILS DME Y Rwy 30

UST-KAMENOGORSK Tower

130.1

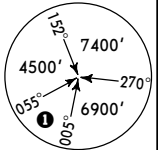
LOC
ISI
109.7

Final
Apch Crs
304°

GS
D5.9 ISI
2920' (1978')

ILS
DA(H)
1142' (200')

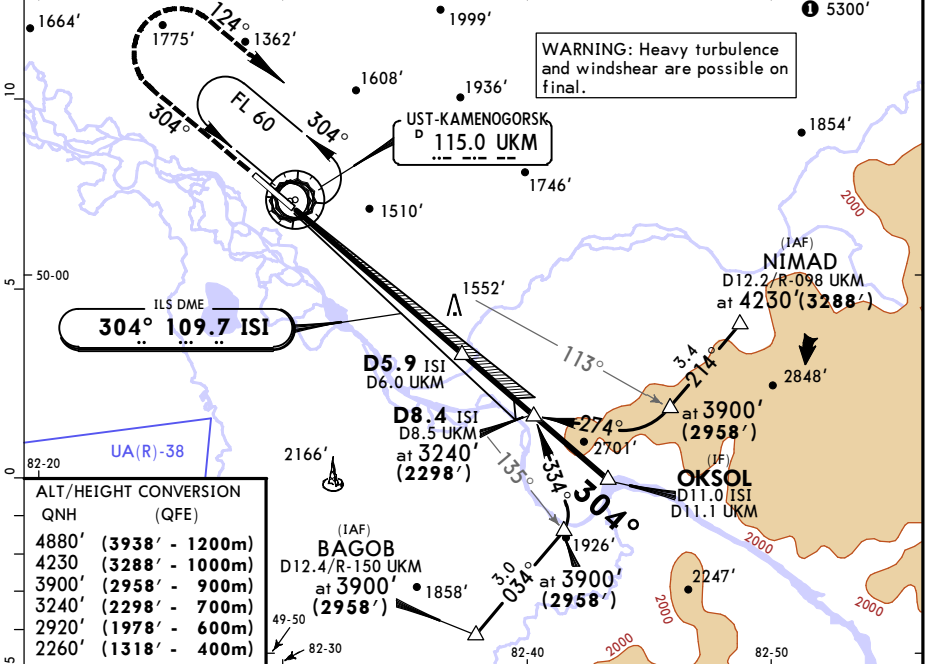
Apt Elev 942'
Rwy 942'



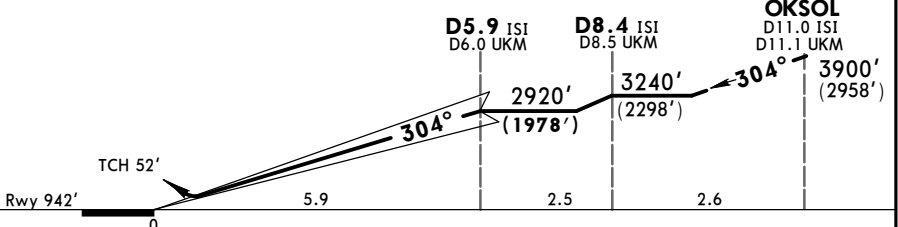
MISSED APCH: Climb on 304° to 2260' (1318'), then turn RIGHT onto 124° climbing to 4230' (3288'), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880' (3938')
1. **RADAR required.** 2. ILS DME reads zero at rwy 30 thresh.

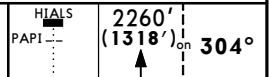
MSA UKM VOR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4880'	(3938' - 1200m)
4230'	(3288' - 1000m)
3900'	(2958' - 900m)
3240'	(2298' - 700m)
2920'	(1978' - 600m)
2260'	(1318' - 400m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849



STRAIGHT-IN LANDING 30				
ILS		LOC (GS out)		
DA(H)	1142' (200')			
FULL		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	
B				
C				
D				

UASK/UKK
UST-KAMENOGORSK

JEPPesen
29 APR 16 16-1

UST-KAMENOGORSK, KAZAKHSTAN
NDB Rwy 30

UST-KAMENOGORSK Tower

130.1

NDB
S
708

Final
Apch Crs
304°

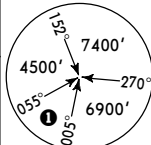
No FAF

MDA(H)
2850'(1908')

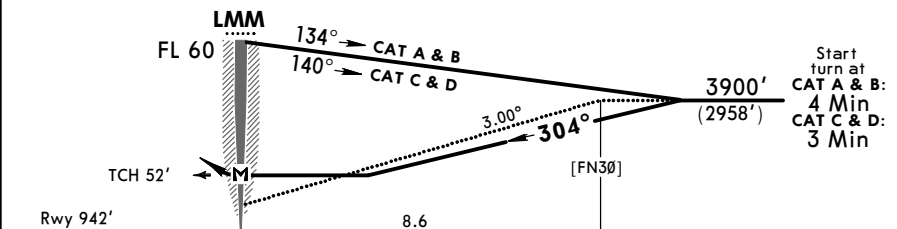
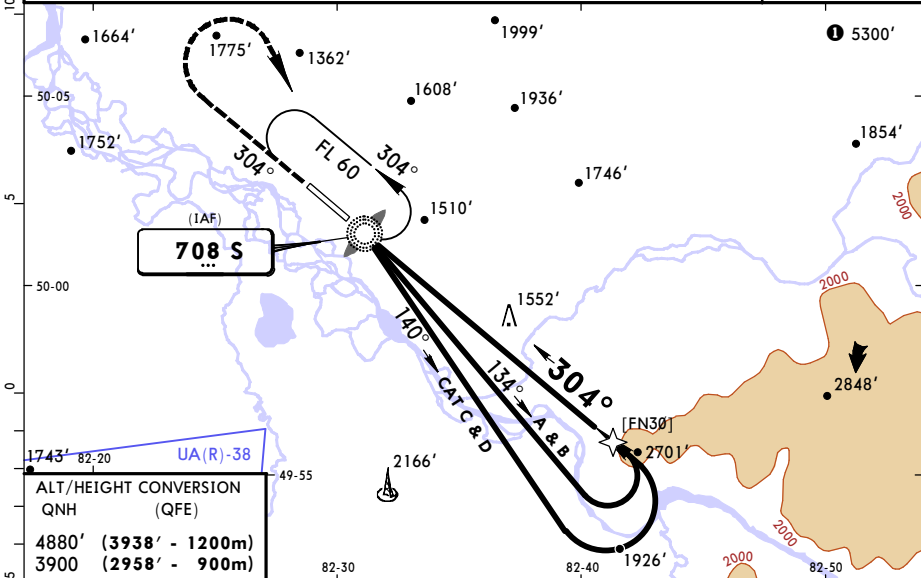
Apt Elev 942'
Rwy 942'

MISSED APCH: Climb on 304° to 3900'(2958'). After passing S Lctr maintain 304° for 1 1/2 Min, then turn RIGHT to S Lctr then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to S Lctr and join holding.
Missed approach turn limited to MAX 245 KT.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880'(3938')
1. WARNING: Heavy turbulence and windshear are possible on final. 2. Initial approach restricted to MAX 195 KT.



MSA
S Lctr



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

STRAIGHT-IN LANDING RWY 30

MDA(H) 2850'(1908')

ALS out

A	1200m				
B		RVR 1500m			
C	1400m	VIS 1600m			
D					

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK