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Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: UST-KAMENOGORSK KAZ

ICAO/IATA: UASK / UKK

Lat/Long: N50° 02.2', E082° 29.6'

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: 2252 Z

Sunset: 1401 Z

Runway Information

Runway: 12

Length x Width: 8248 ft x 138 ft

Surface Type: concrete

TDZ-Elev: 934 ft

Lighting: Edge, ALS

Runway: 30

Length x Width: 8248 ft x 138 ft

Surface Type: concrete

TDZ-Elev: 940 ft

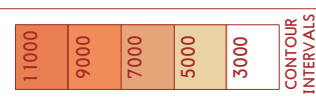
Lighting: Edge, ALS

Communication Information

Ust-Kamenogorsk Tower: 130.100

UST-KAMENOGORSK

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.



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UASK/UKK

UST-KAMENOGORSK

22 APR 16

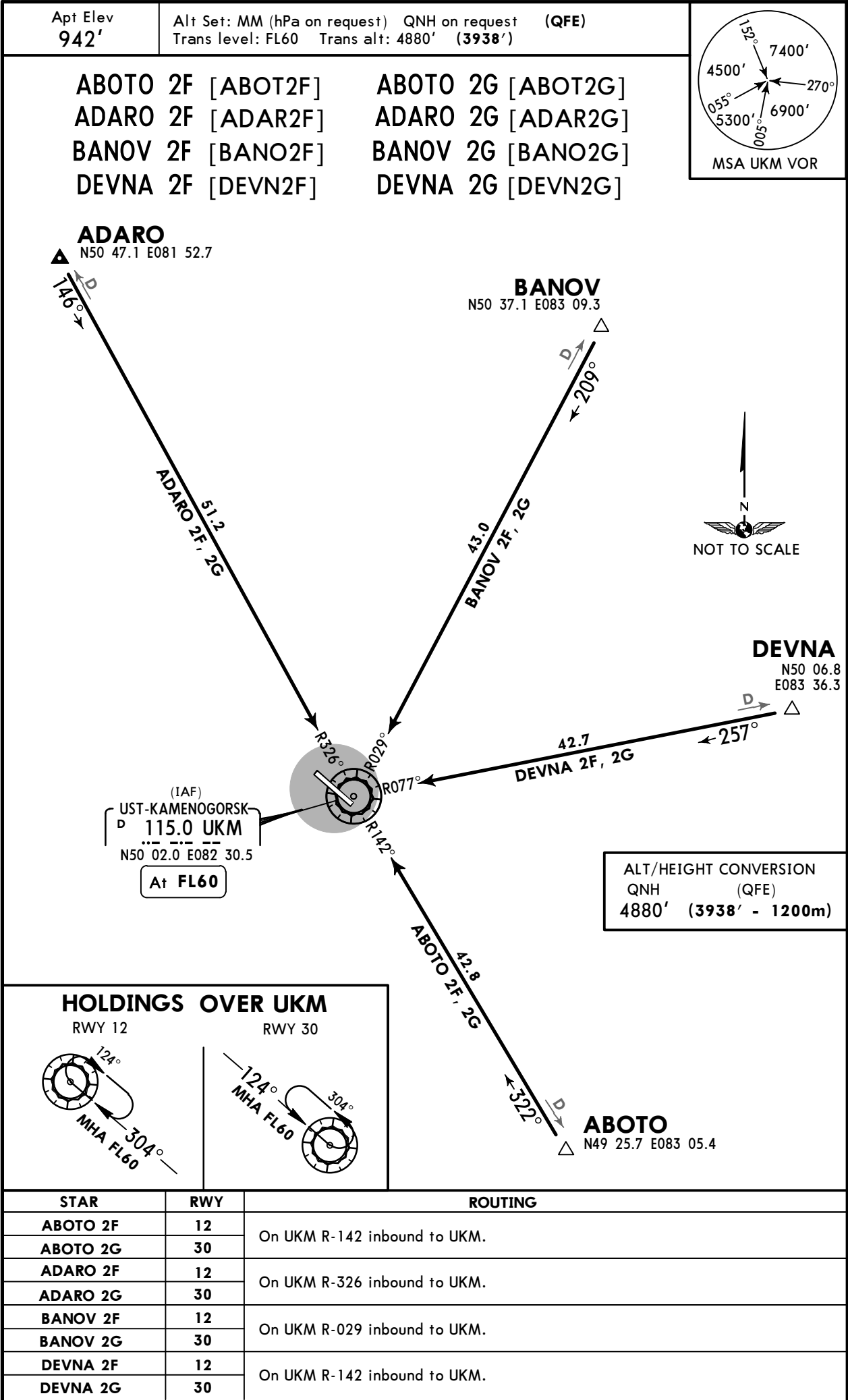
10-2

Eff 28 Apr

STAR

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UST-KAMENOGORSK, KAZAKHSTAN



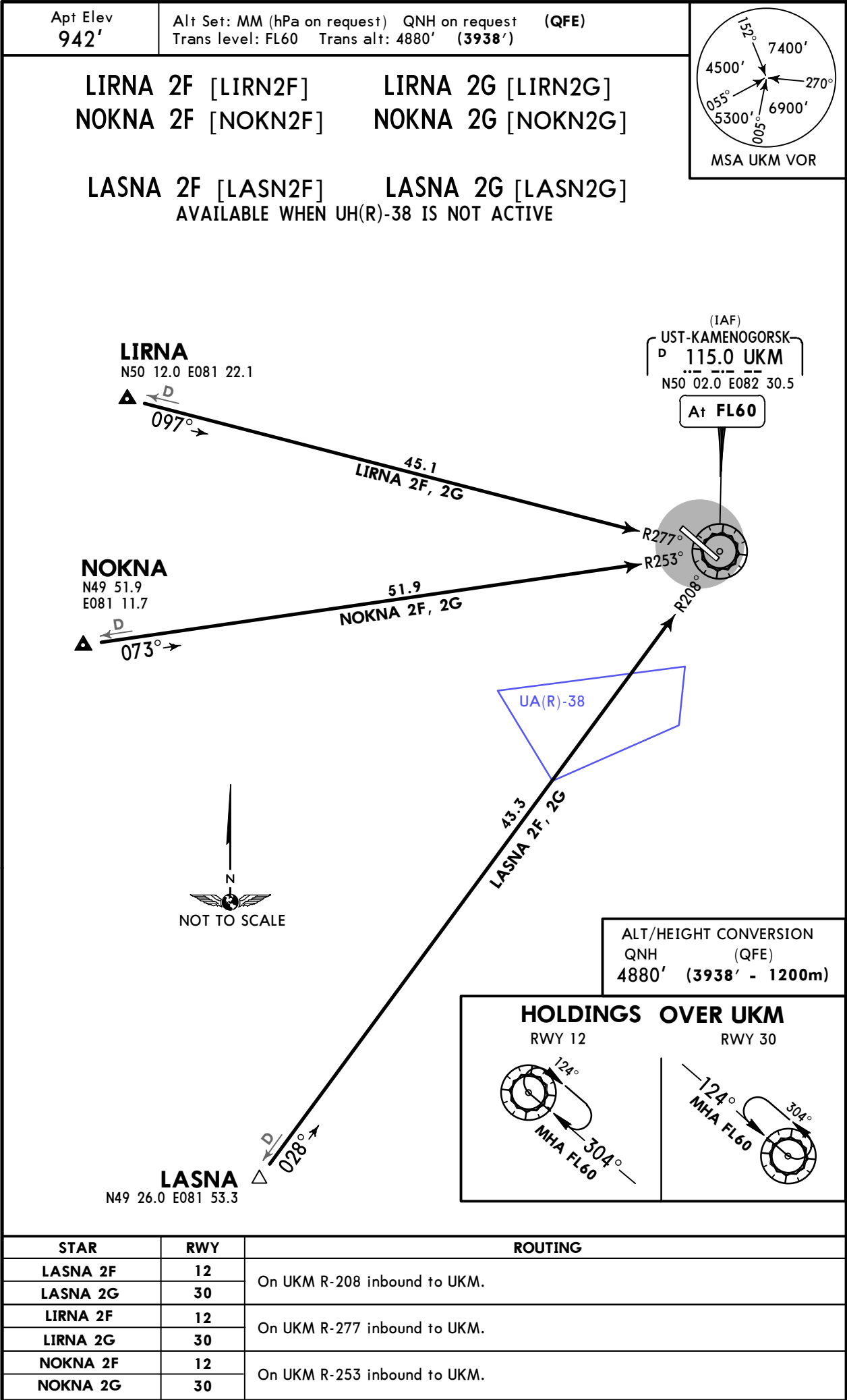
UASK/UKK
UST-KAMENOGORSK

 JEPPESEN

UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16 10-2A Eff 28 Apr

STAR



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UST-KAMENOGORSK

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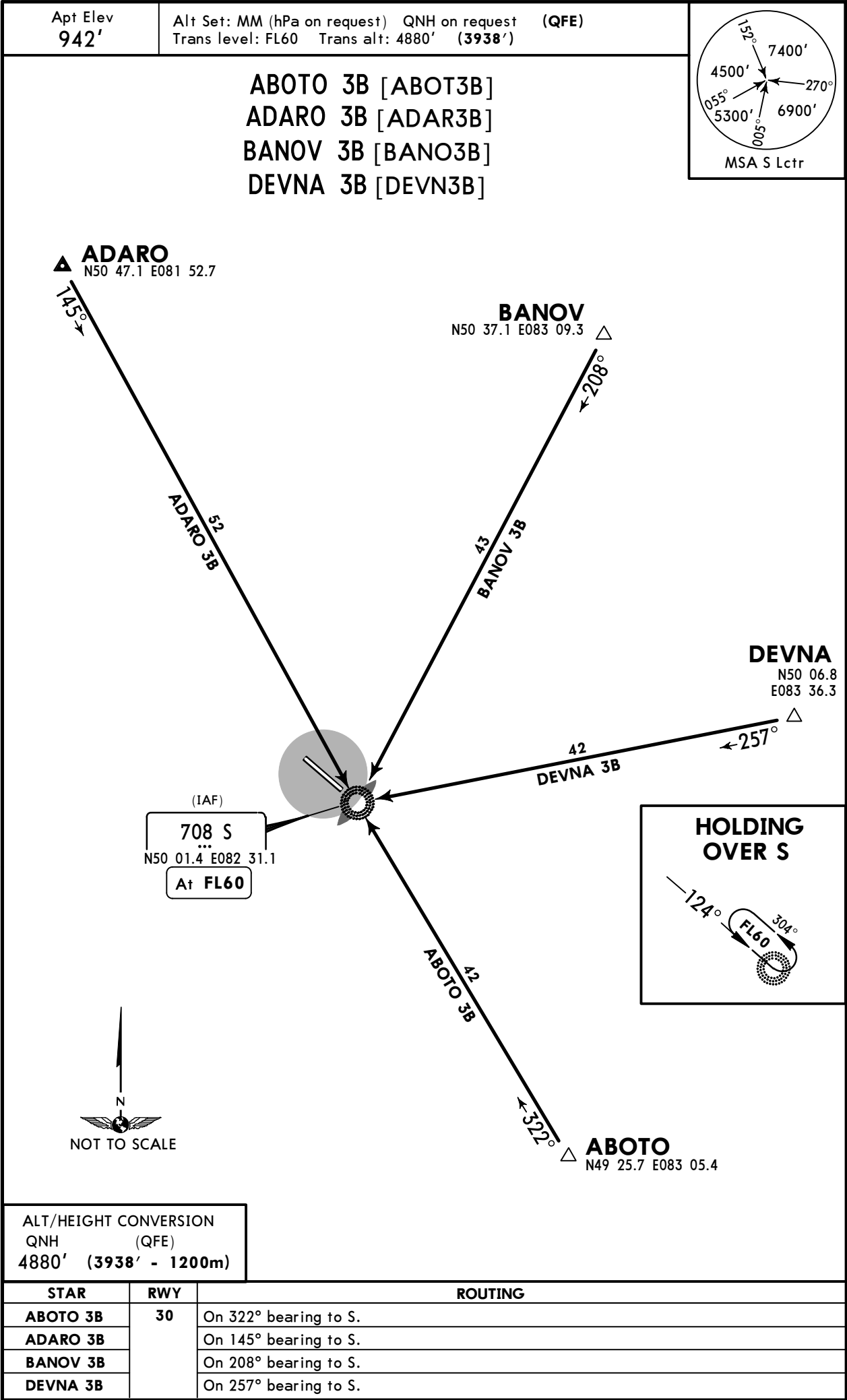
UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16

10-2B

Eff 28 Apr

STAR

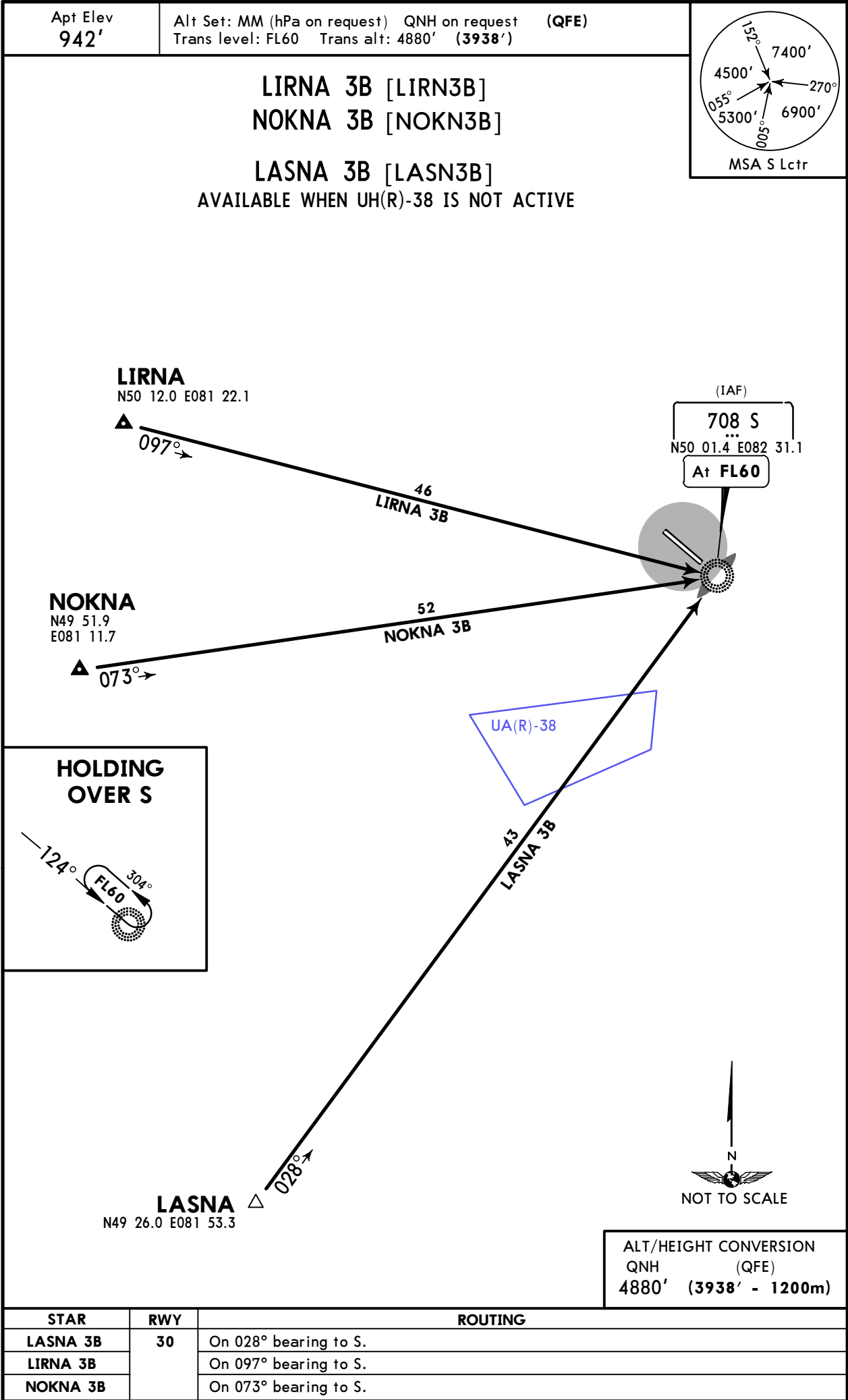


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UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16
10-2C
Eff 28 Apr

STAR



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UST-KAMENOGORSK

22 APR 16

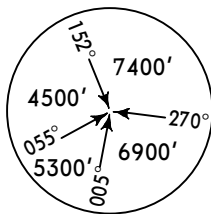
10-3

Eff 28 Apr



UST-KAMENOGORSK, KAZAKHSTAN

SID



MSA UKM VOR

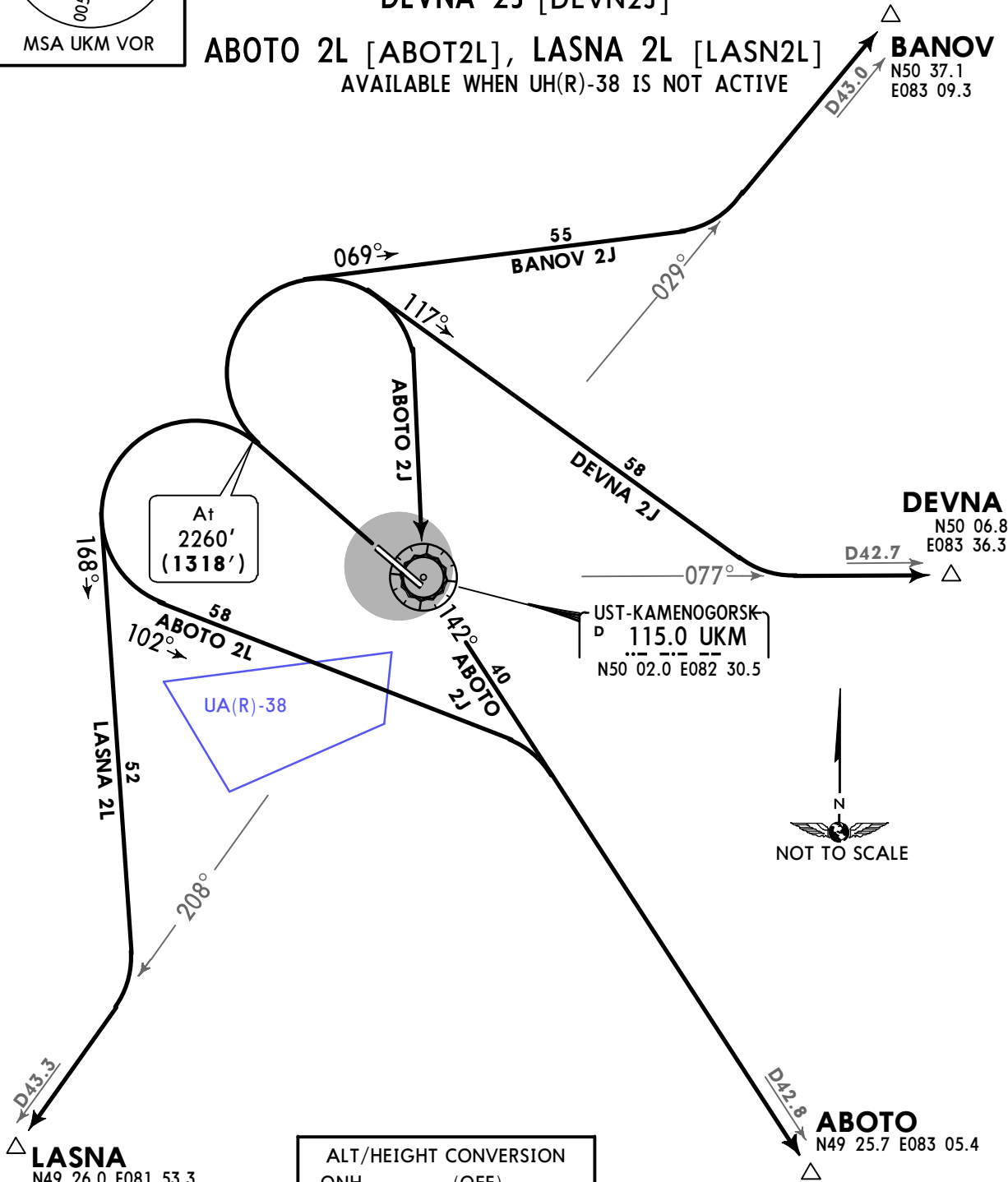
Apt Elev
942'

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.

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UST-KAMENOGORSK

22 APR 16

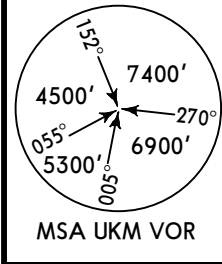
10-3A

Eff 28 Apr

SID

Apt Elev
942'

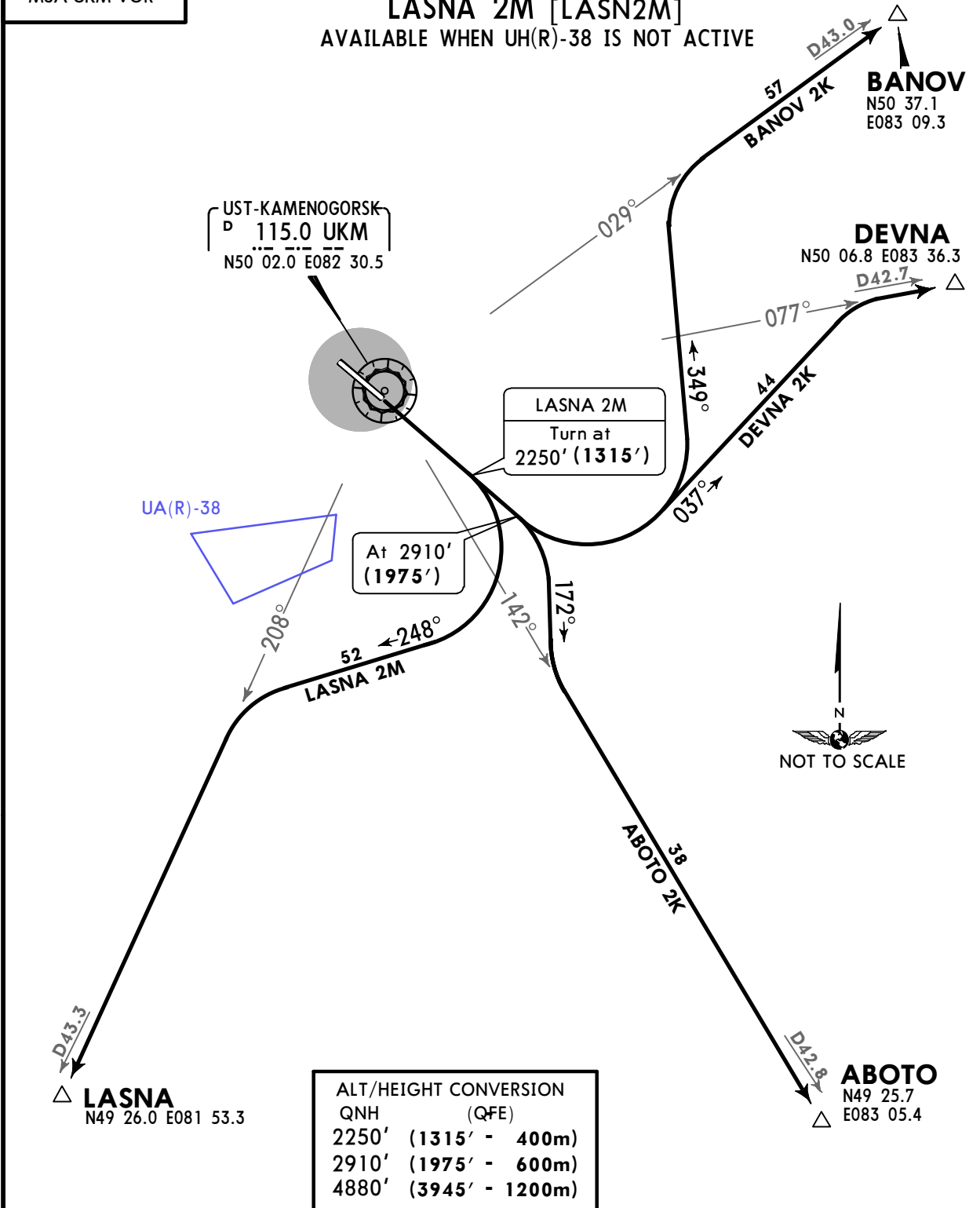
QNH on request (QFE)
Trans level: FL60 Trans alt: 4880' (3945')



MSA UKM VOR

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

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



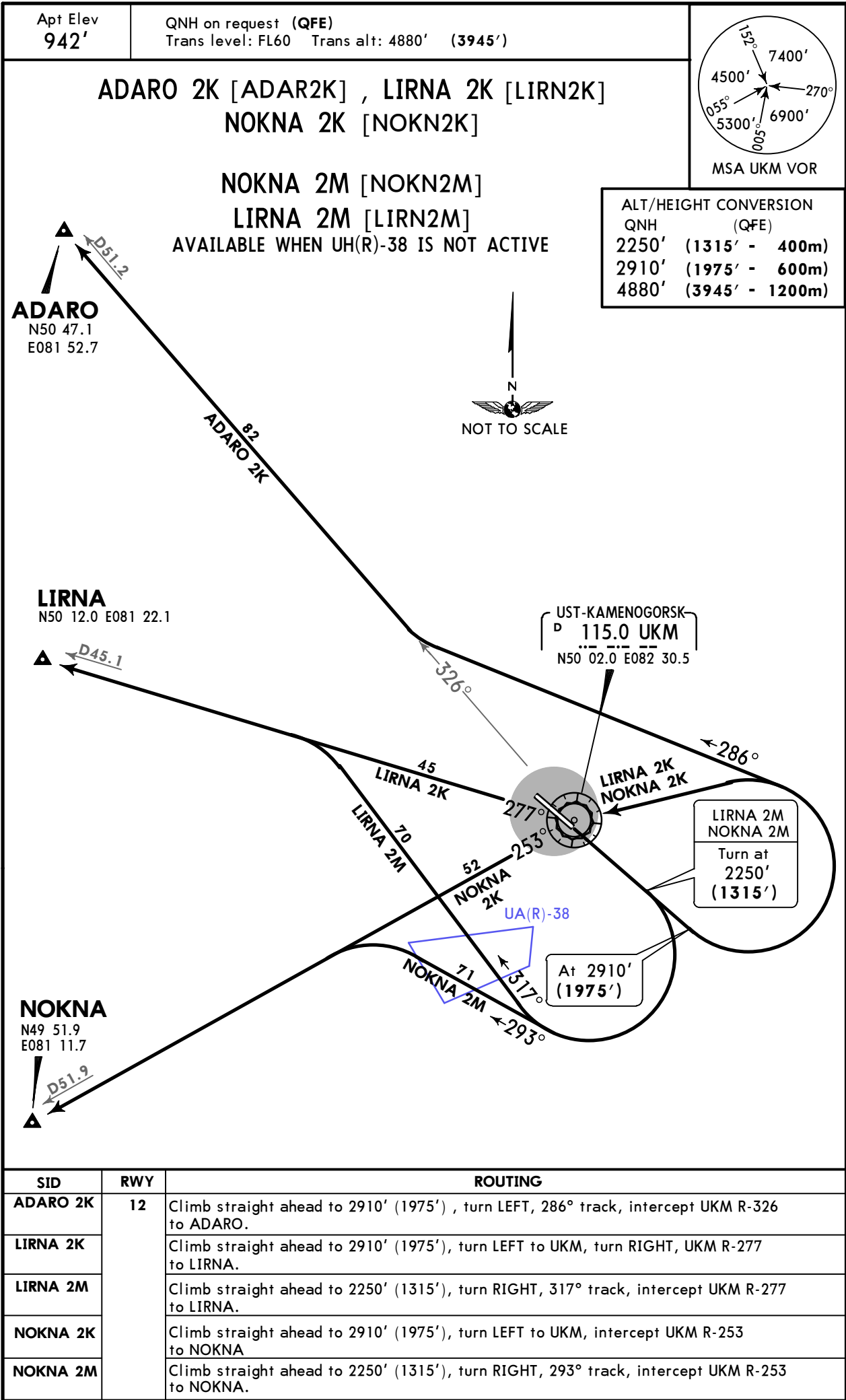
SID	RWY	ROUTING
ABOTO 2K	12	Climb straight ahead to 2910' (1975') , turn RIGHT, 172° track, intercept UKM R-142 to ABOTO.
BANOV 2K		Climb straight ahead to 2910' (1975'), turn LEFT, 349° track, intercept UKM R-029 to BANOV.
DEVNA 2K		Climb straight ahead to 2910' (1975'), turn LEFT, 037° track, intercept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

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UST-KAMENOGORSK

 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 APR 16 10-3C Eff 28 Apr

SID



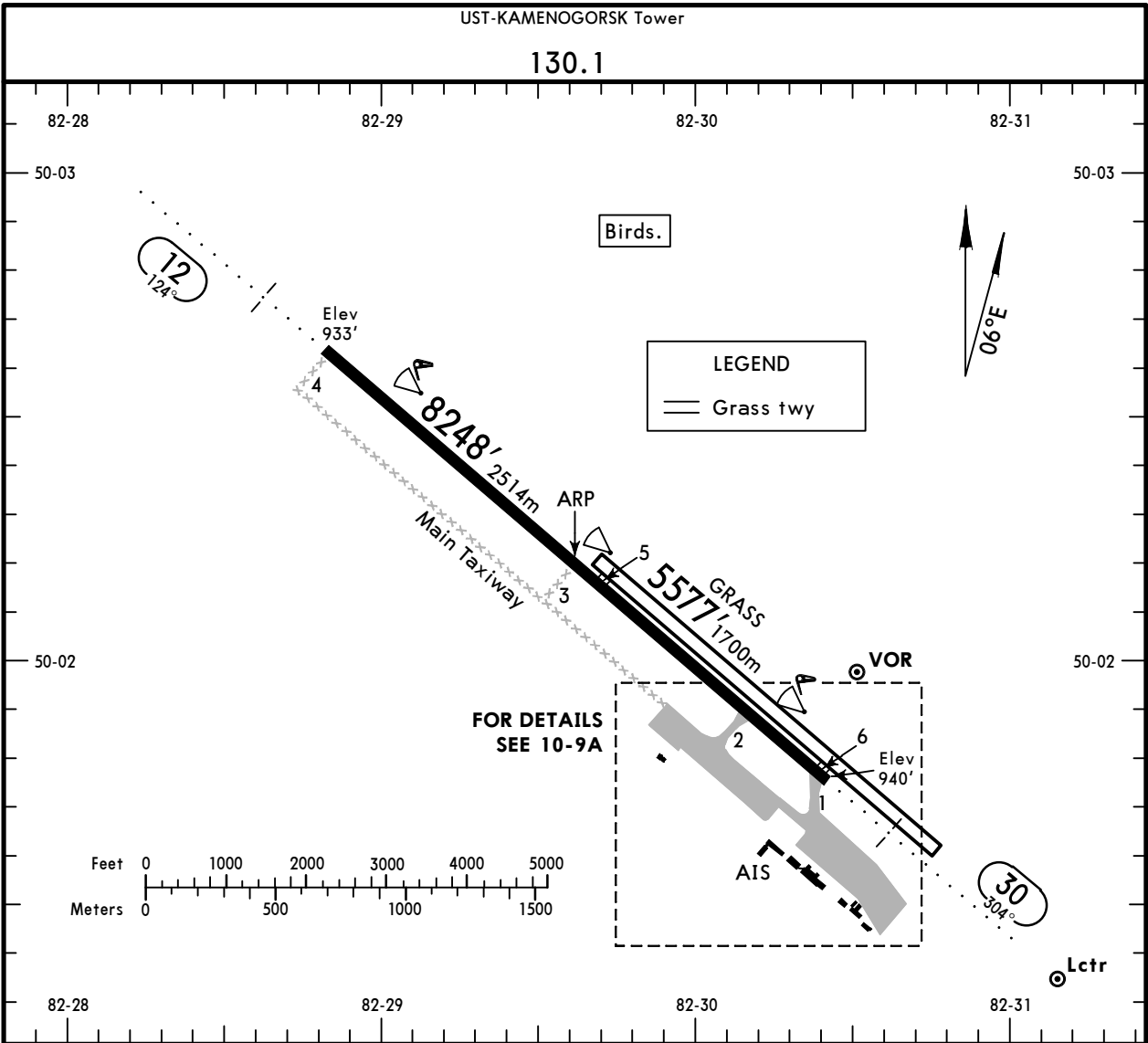
UASK/UKK

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

JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

22 MAR 19 **(10-9)** Eff 28 Mar

UST-KAMENOGORSK



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

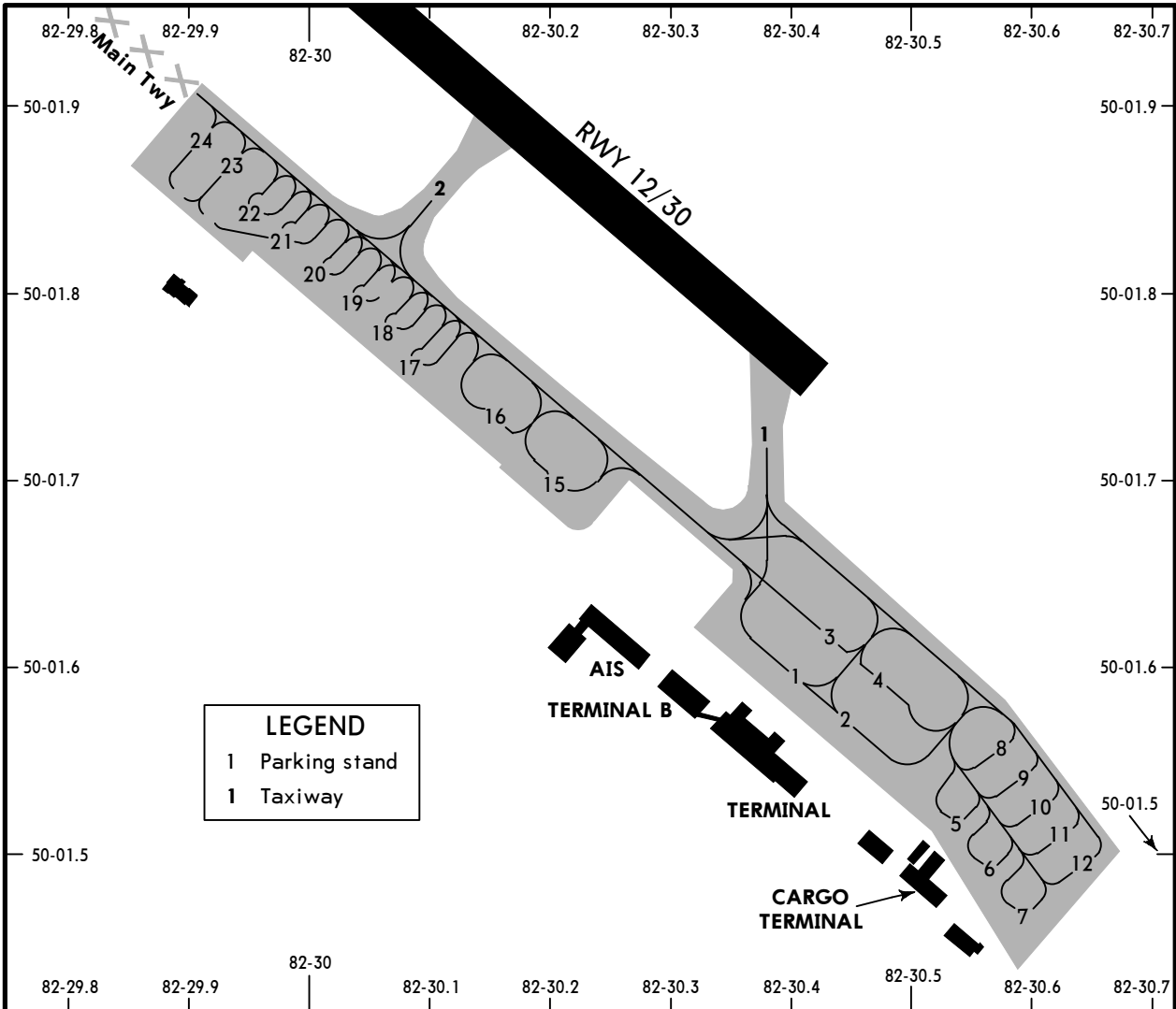
① TAKE-OFF RUN AVAILABLE
RWY 30:
From rwy head 8248'(2514m)
twy 2 int 6929'(2112m)

TAKE-OFF		
Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
A		Adequate vis ref (Day only)
B		
C	300m	400m
D		500m

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, V ₂ + 10 KT.
- from 2420'(1482') thru 3900'(2962'):	Climbing at V ₂ + 10 KT.
- at 3900'(2962'):	Adjust normal climb rate with retracted flaps.

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JEPPESENUST-KAMENOGORSK, KAZAKHSTAN
22 MAR 19 **10-9A** Eff 28 Mar UST-KAMENOGORSK



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

Crossing the ILS critical areas by aircraft, ground vehicles and other vehicles shall be carried out by the clearance of Tower ATC.
Crossing the ILS critical areas during autoland approach is prohibited.
Taxi in out of stands shall be carried out by marshaller's signals, in case of his absence - by pilot-in-command.
Taxiing during nighttime as well as in a daytime, when visibility is less than 2000 m shall be carried out with enabled navigational and landing lights.
Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-1, if TWY-1 was used for taxiing into/out of apron 1.
Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY-2, if TWY-2 was used for taxiing into/out of apron 2.

LOW VISIBILITY PROCEDURES (LVP)

LVP are effected when RVR is less than 550 m.
The operation of LVP shall be reported by Tower ATC phrase: "LOW VISIBILITY PROCEDURE IN OPERATION".
Taxiing of aircraft shall be carried out after Follow-me car.
The placement of aircraft on the stands shall be carried out by marshaller's signals.
Taxiing of departing aircraft from stands to holding position shall be carried out after Follow-me car.
Aircraft shall stop on holding position before CAT I sign, which mark ILS critical area.

UASK/UKK

**JEPPesen**

22 MAR 19

Eff 28 Mar

(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	① 550m	① 550m	① 550m	① 550m
	ALS out	1200m	1200m	1200m	1200m
	② VOR	1560'(625')	1560'(625')	1560'(625')	1560'(625')
30		1500m	1500m	2200m	2200m
	ALS out	1500m	1500m	2400m	2400m
	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	FULL	① 550m	① 550m	① 550m	① 550m
	ALS out	1200m	1200m	1200m	1200m
	② VOR	1780'(838')	1780'(838')	1780'(838')	1780'(838')
		1500m	1500m	3100m	3100m
	ALS out	1500m	1500m	3800m	3800m
	② NDB	2850'(1908')	2850'(1908')	2850'(1908')	2850'(1908')
		5000m	5000m	5000m	5000m
	NDB	2850'(1908')	2850'(1908')	2850'(1908')	2850'(1908')
		5000m	5000m	5000m	5000m

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.

TAKE-OFF		
A B C D	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
		Adequate vis ref (Day only)
	300m	400m
		500m

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22 APR 16

(11-2)
Eff 28 Apr

JEPPESSEN
UST-KAMENOGORSK, KAZAKHSTAN
ILS DME Y Rwy 30

UST-KAMENOGORSK Tower

130.1

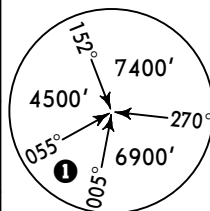
BRIEFING STRIP™

LOC
ISI
109.7

Final
Apch Crs
304°

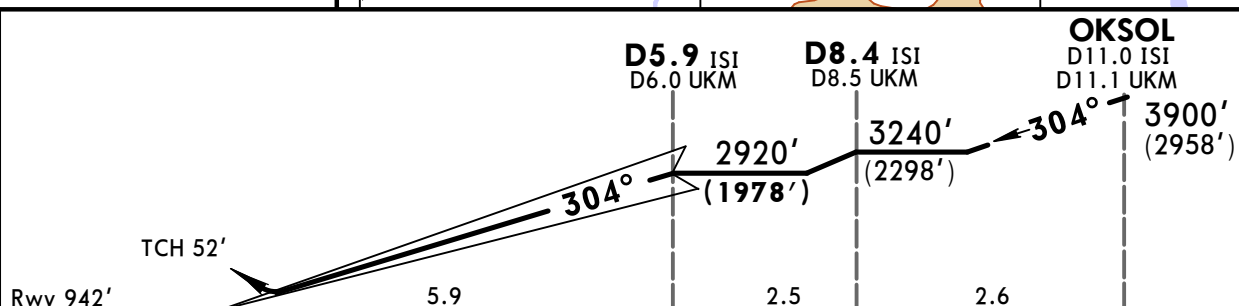
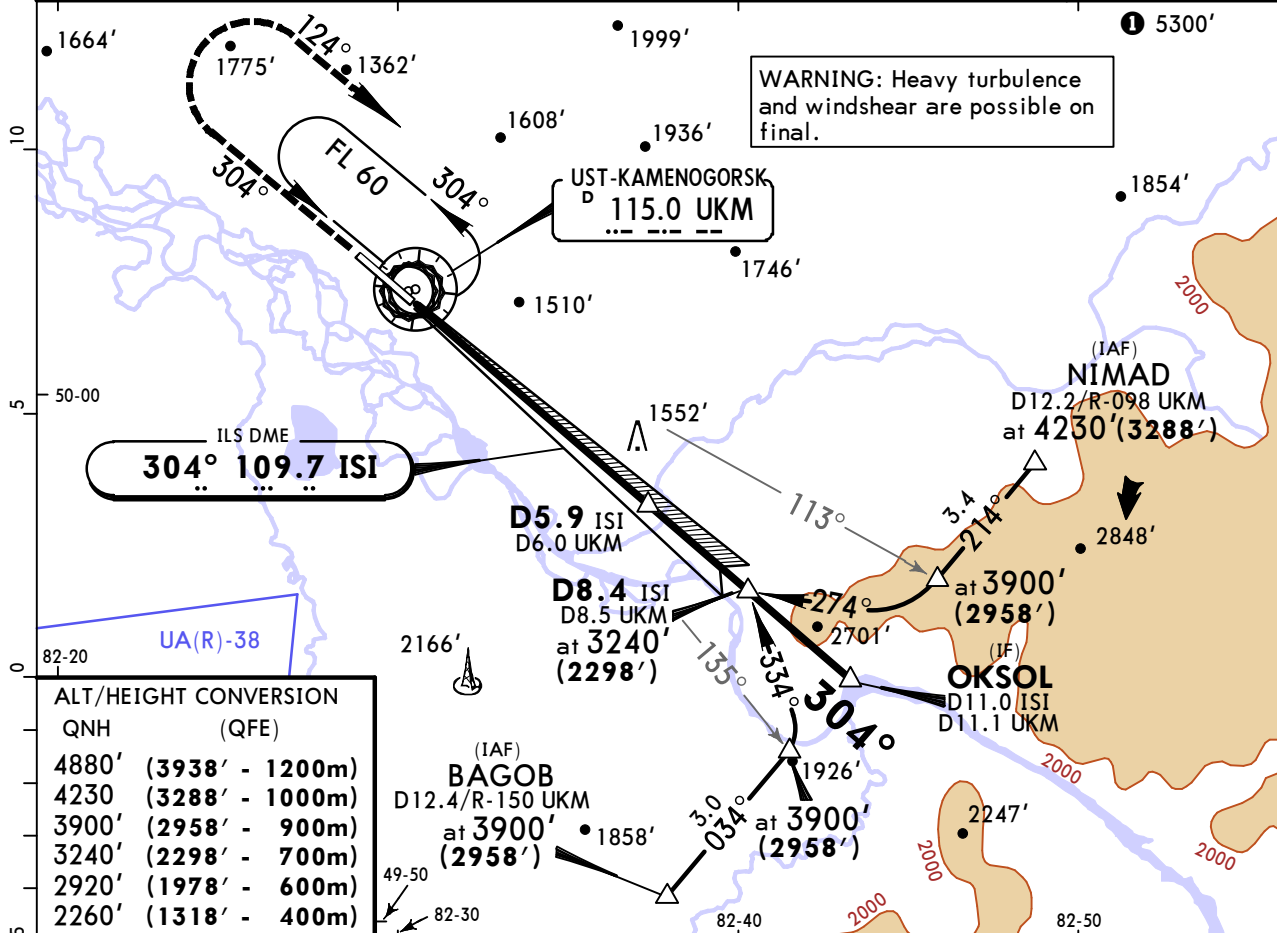
GS
D5.9 ISI
2920' (1978')

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



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2260' (1318') on 304°
GS	3.00°	372	478	531	637	743	849	PAPI	

STRAIGHT-IN LANDING 30

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

PANS OPS

CHANGES: Elev. MSA. Missed apch. Minimums.

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UST-KAMENOGORSK

22 APR 16
(13-1) Eff 28 Apr

VOR DME Rwy 12

UST-KAMENOGORSK Tower

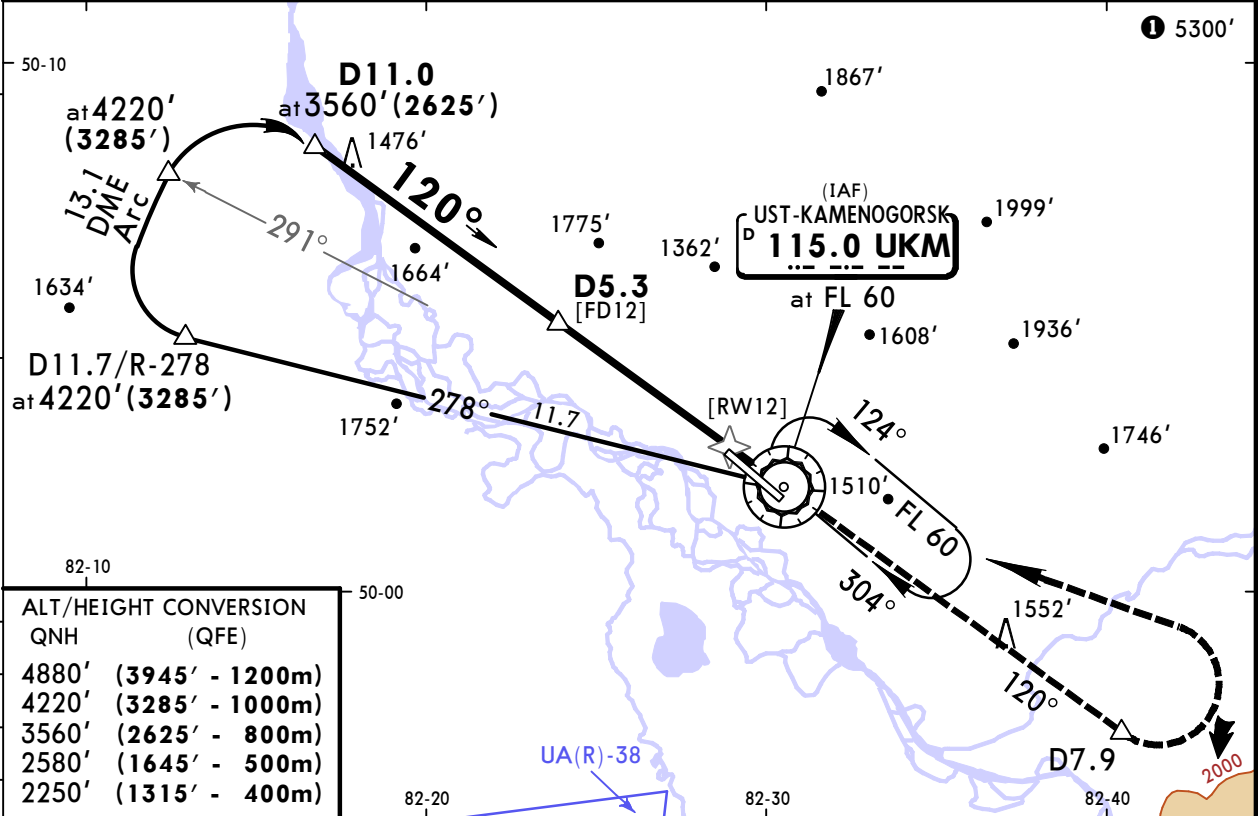
130.1

VOR UKM 115.0	Final Apch Crs 120°	Minimum Alt D5.3 2250'(1315')	MDA(H) 1560'(625')	Apt Elev 942' Rwy 935'
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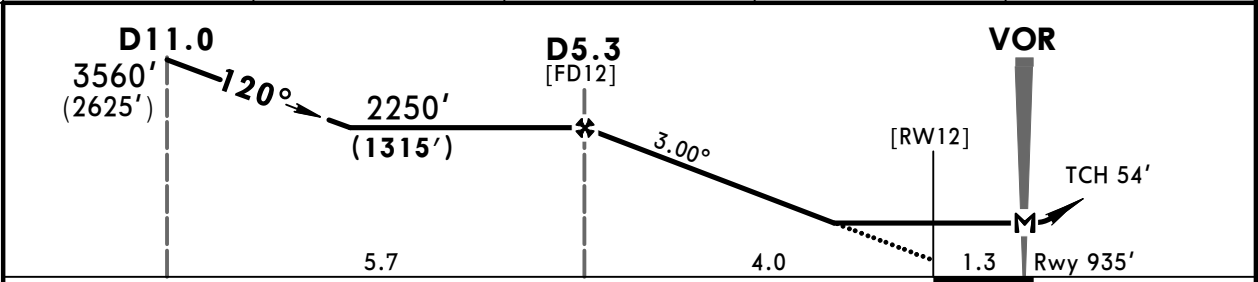
MISSED APCH: Climb on 120° to D7.9 at 2580'(1645') or above, then turn LEFT to VOR. Climb initially to 4220'(3285'), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to VOR and join holding.
Missed approach turn limited to MAX 245 KT.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4880'(3945')
1. Final apch track offset 4° from rwy centerline 2. WARNING: Heavy turbulence and windshear are possible on final.

MSA
UKM VOR



UKM DME	5.3	4.3	3.3	2.3
ALTITUDE (HAT)	2250'(1315')	1950'(1015')	1630'(695')	1320'(385')



Gnd speed-Kts	70	90	100	120	140	160		2580' (1645') or above	120°	D7.9
Descent Angle	3.00°	372	478	531	637	743				
MAP at VOR										

STRAIGHT-IN LANDING RWY 12							
MDA(H) 1560'(625')							
ALS out							
A	1000m						
B				RVR 1500m			
C	1200m			VIS 1600m			
D	1600m						

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UST-KAMENOGORSK

JEPP-EST-UST-KAMENOGORSK, KAZAKHSTAN
22 APR 16 13-2 Eff 28 Apr

VOR DME Rwy 30

UST-KAMENOGORSK Tower

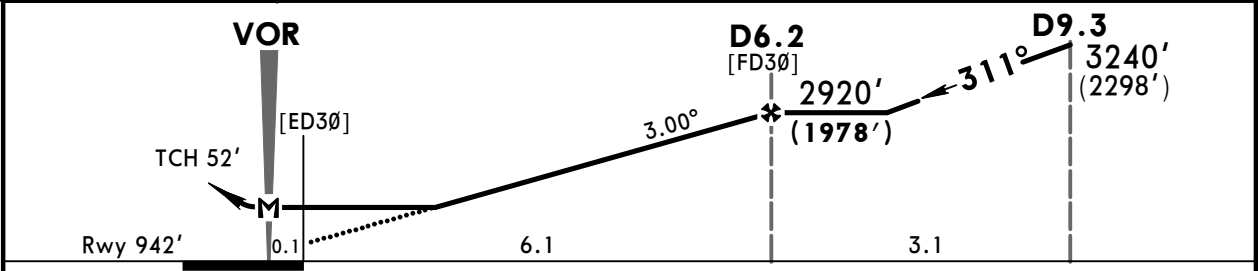
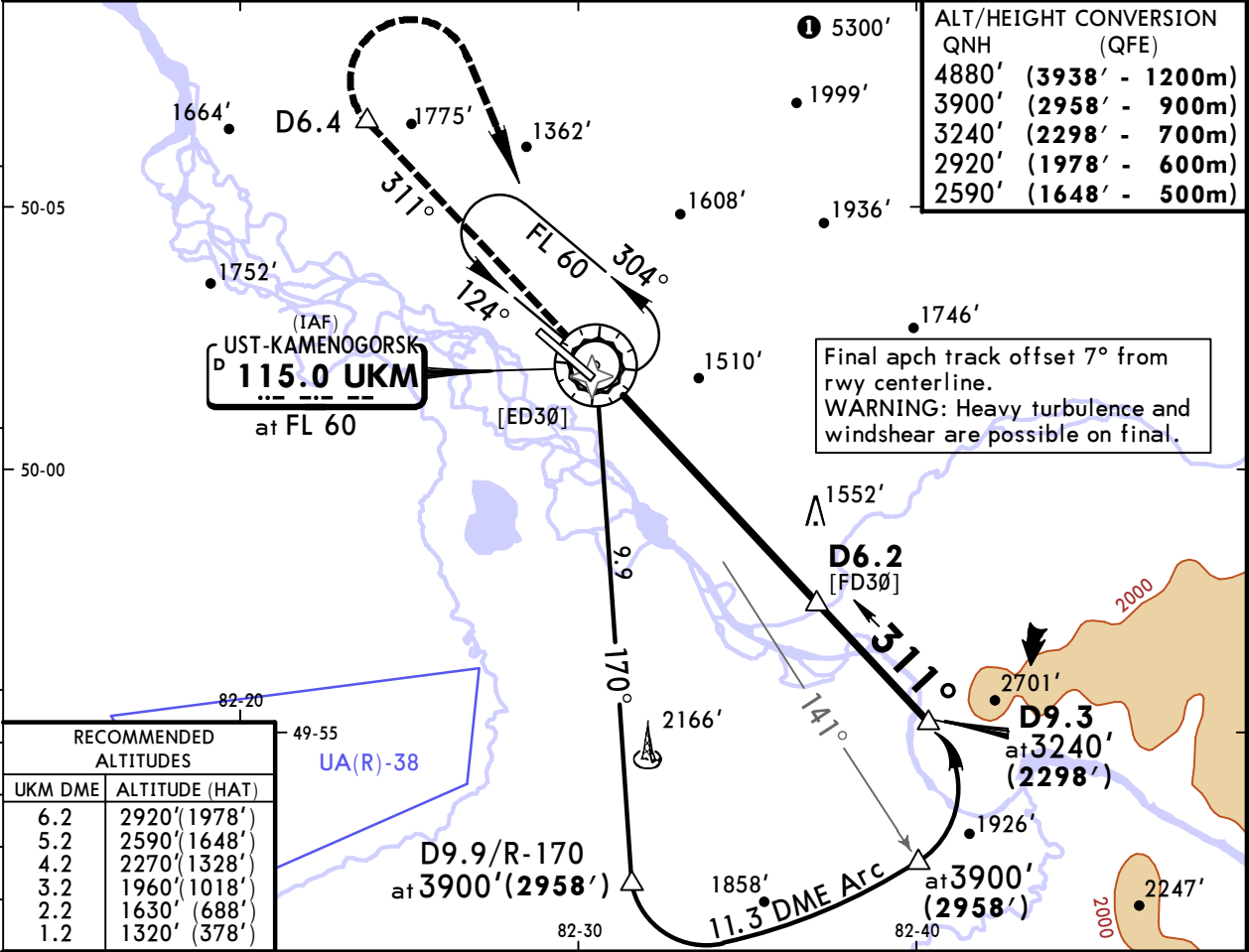
130.1

VOR UKM 115.0	Final Apch Crs 311°	Minimum Alt D6.2 2920'(1978')	MDA(H) 1780'(838')	Apt Elev 942' Rwy 942'
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MISSED APCH: Climb on 311° to D6.4 at 2590'(1648') or above, then turn RIGHT to VOR. Climb initially to 3900'(2958'), then as directed.
MISSED APCH WITH COMM FAILURE: Climb to FL 60 to VOR 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')

MSA UKM VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2590' (1648') or above on	311°	D6.4
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at VOR										

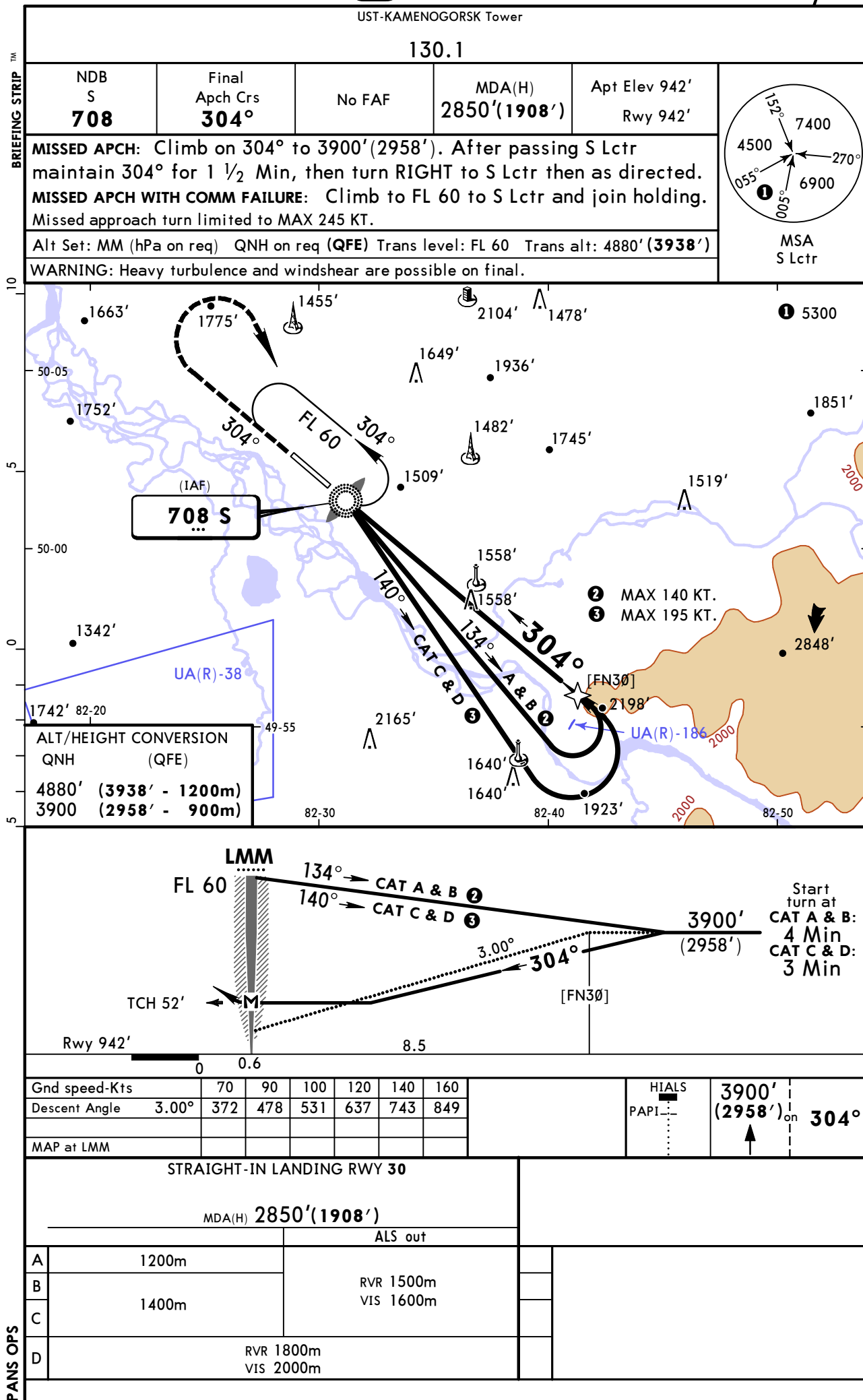
STRAIGHT-IN LANDING RWY 30	
MDA(H) 1780'(838')	
ALS out	
A	1200m
B	1400m
C	1800m
D	1800m

RVR 1500m	VIS 1600m
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UASK/UKK
UST-KAMENOGORSK

5 APR 19 **(16-1)**

JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN
NDB Rwy 30



UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK