

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For UASK
- Terminal Charts For UASK
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: UST-KAMENOGORSK KAZ
ICAO/IATA: UASK / UKK
Lat/Long: N50° 02.15', E082° 29.72'
Elevation: 942 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = 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: 2235 Z
Sunset: 1419 Z

Runway Information

Runway: 12
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 934 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 9186 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 942 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.200
ATIS: 127.700 Non-English
Ust-Kamenogorsk Tower: 130.100

UASK/UKK**UST-KAMENOGORSK****JEPPESENUST-KAMENOGORSK, KAZAKHSTAN**

14 FEB 25

10-1P**Eff 20 Feb****AIRPORT BRIEFING**

1. GENERAL

1.1. ATIS

ATIS 124.2
127.7 (Russian only)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are effected when RVR is less than 550m.

The operation of LVP shall be reported by Tower ATC phrase: "Low visibility procedures in operation".

Taxiing of ACFT shall be carried out after Follow-me car.

The placement of ACFT on the stands shall be carried out by marshaller's signals.

Taxiing of departing ACFT from stands to holding position shall be carried out after Follow-me car.

ACFT shall stop on holding position before CAT I sign, which marks ILS critical area.

If RVR value reduced below 550m air traffic manager transmits circular message:

"Attention! Low visibility procedures in operation" to:

- meteorological specialist of primary observation station;
- shift personnel of Radiotechnical Department;
- head of shift of passengers handling service;
- lightning system maintenance engineer of aerodrome power, lighting and technical service (via aerodrome radio);
- shift specialist of airfield service (via aerodrome radio).

Note: It is necessary to take all measures for timely notification in order to ensure the safety of ground movement procedures have been introduced before they start flying in conditions of reduced visibility. Introduction of procedures in low visibility conditions before confirmation should not be delayed.

1.3. TAXI PROCEDURES

Taxiing shall be carried out after received clearance, taxiing route, stand number and other information for safe taxiing from Tower ATC. Taxiing speed shall be set by pilot-in-command according to the condition of TWY, presence of obstacles, ACFT weight, wind conditions and visibility.

Crossing the ILS critical areas by ACFT, 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.

Taxiing out of stands shall be carried out by marshaller's signals, in case of his absence by pilot-incommand.

Taxiing during NIGHTTIME as well as in a DAYTIME, when visibility is less than 2000m shall be carried out with enabled navigational and landing lights.

Taxiing into stands shall be carried out by marshaller's signals.

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY A, if TWY A was used for taxiing into/out of apron 1.

Take-off/landing shall be carried out from/to RWY 12/30, abeam TWY B, if TWY B was used for taxiing into/out of apron 2.

During the take-off and landing operations from RWY 12/30, it is prohibited to taxiing ACFT in the area from stand 10 to TWY A.

1.4. OTHER INFORMATION

Birds.



2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATION (CDO)

CDOs are performed during periods of low traffic density at ATC discretion.

CDOs are executed only by ACFT that use RNAV1 GNSS STARs.

Although these procedures are designed as a closed path, they permit distance planning for CDO, allowing FMS/FMC to accurately execute automated optimized descents when:

- ACFT is cleared to proceed to a waypoint or via a combination of waypoints in order to provide an optimum lateral flight path up to and including FAP, and thus the exact distance to the RWY is known prior to start of the CDO; or
- the pilots of the ACFT to be vectored to final are provided with distance-to-go information.

CDOs are authorized only when following conditions are respected:

- ILS of RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradations that may affect GNSS or ILS operation.

After receiving "When ready descend to (level)" or "descend to (level) at pilots discretion" clearance, the pilot is allowed to plan/optimize vertical profile in order to apply CDO to FAP.

Depending on traffic, CDO may start from TOD or lower levels.

In accordance with appropriate ATC clearances, CDO can start from the TOD when ACFT is cleared to a waypoint or via a combination of waypoints for direct routing/shortcut and the horizontal trajectory is defined up to, and including, the FAP.

Thus, the exact distance to RWY is known and the descent profile can be readily calculated by the appropriate on-board system (FMS) prior to start of the CDO.

After clearance "When ready descend to (level)" or "descend to (level) at pilots discretion" pilot should maintain the cruising/last assigned level until the optimal descent point/TOD that is determined by pilot or FMS, then start descent with no extra requests unless other ATC instructions are issued.

If necessary, ATC may issue additional instructions: "When ready descend to (level), report leaving (or report top-of-descent)".

Considering airspace structure, ATC issues an instruction to descend to level(s) above level of FAP.

Wherein ATC issues further descent instruction prior to CDO flight reaching 3000' above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

As a portion of the procedure consists of vectoring, the specific distance to RWY THR is not known to a pilot prior to start of the CDO. In such cases, ATC will provide the pilot with an estimate of the flight track mileage to the RWY THR as distance-to-go information. The pilot will use this information to determine the optimum descent rate to achieve a CDO.

3. DEPARTURE

3.1. OTHER INFORMATION

ACFT take-off with tailwind is permitted in case when tailwind speed corresponds to the value: for all ACFT types not greater than value set by Flight Operational Manual of each ACFT type, but not greater than 5m/sec.

3.2. CONTINUOUS CLIMB OPERATION (CCO)

CCOs are conducted along SID RNAV1 routes using GNSS. The feasibility of CCO is determined by the ATC based on the current air traffic situation and operational traffic density.

UASK/UKK

UST-KAMENOGORSK

29 OCT 21

10-1R

Eff 4 Nov

RADAR MINIMUM ALTITUDES



JEPPesen UST-KAMENOGORSK, KAZAKHSTAN

Apt Elev
933

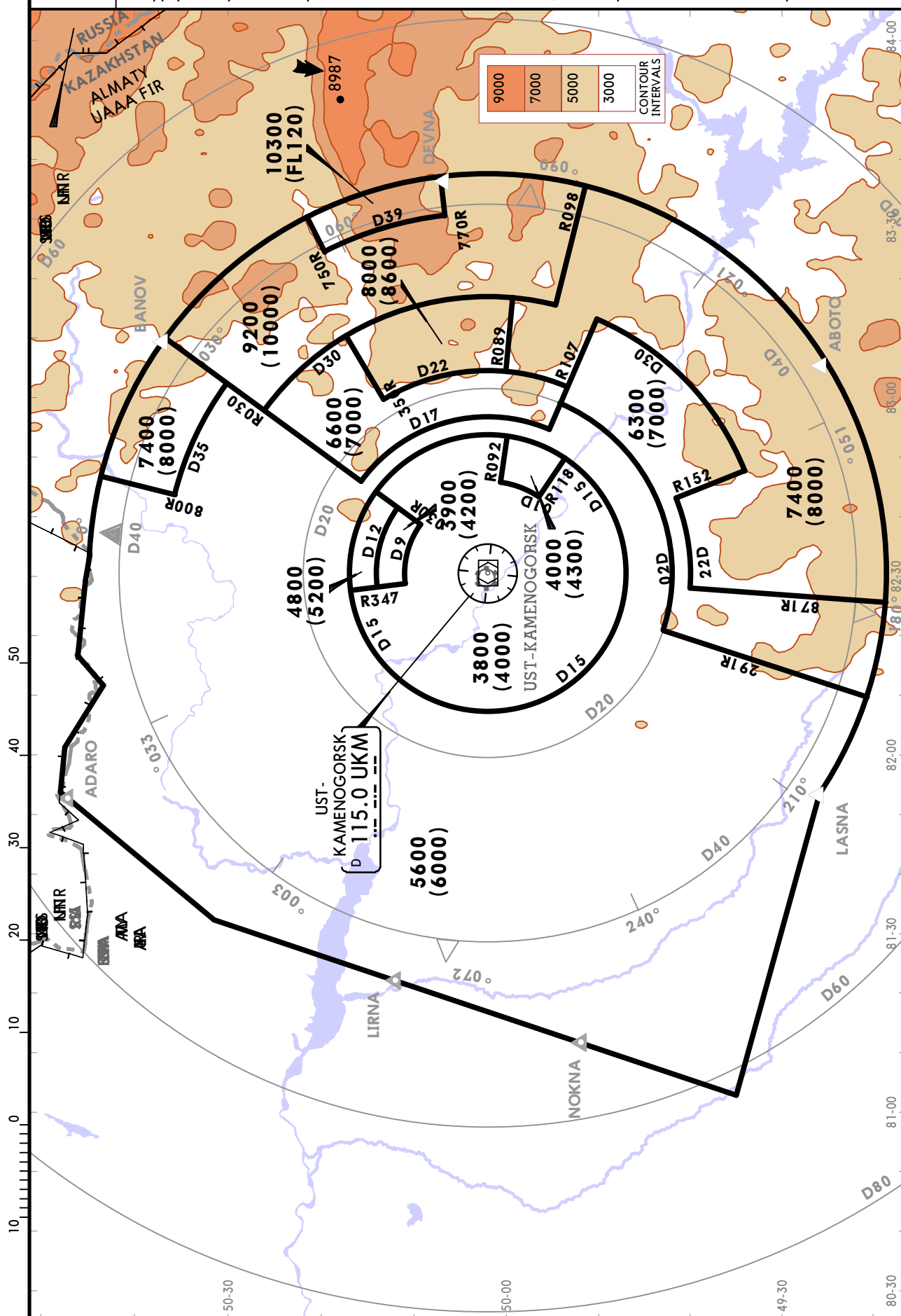
Alt set: hPa (MM on request) Trans alt: 10000

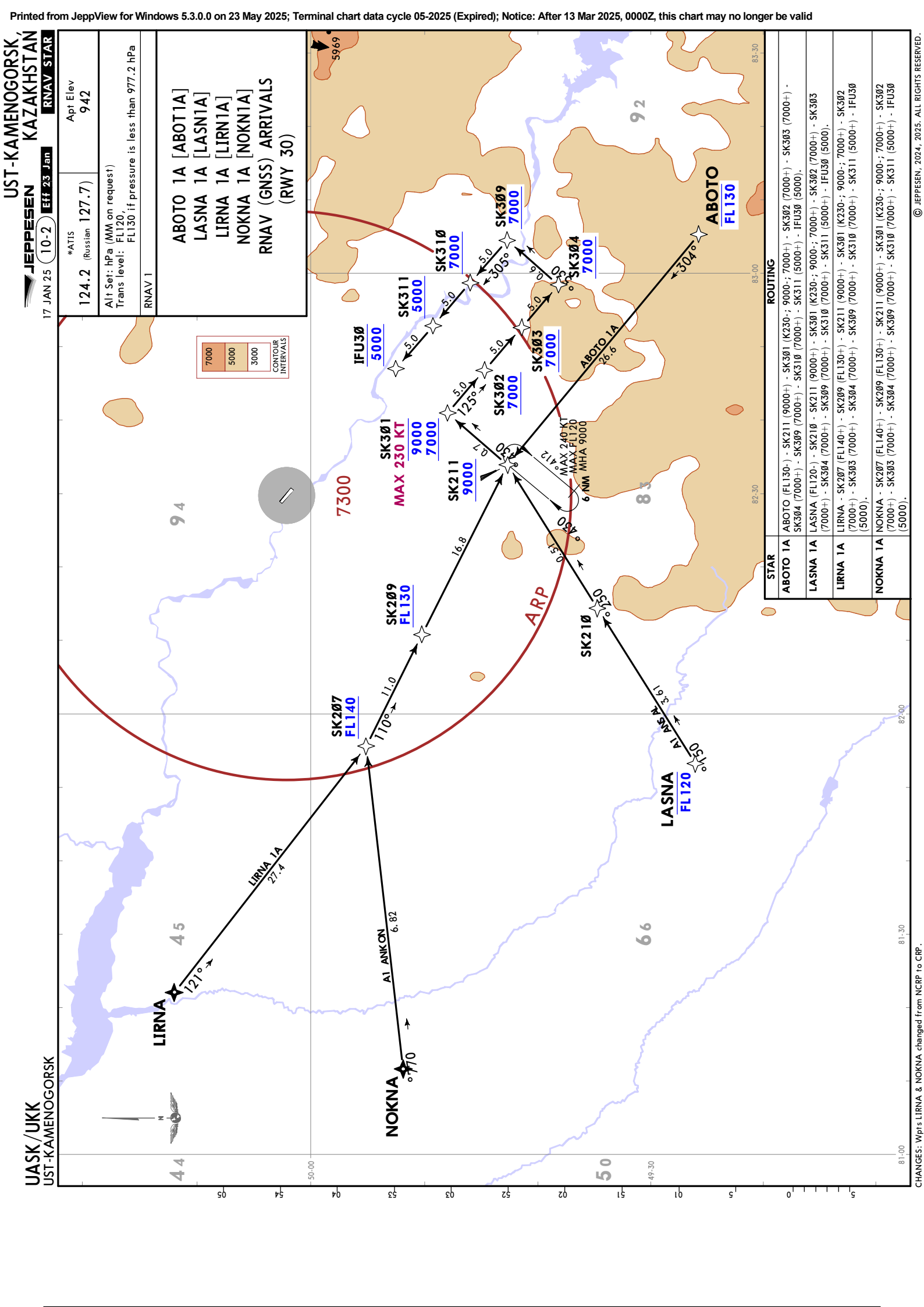
Trans level: FL120, by ATC outside TMA

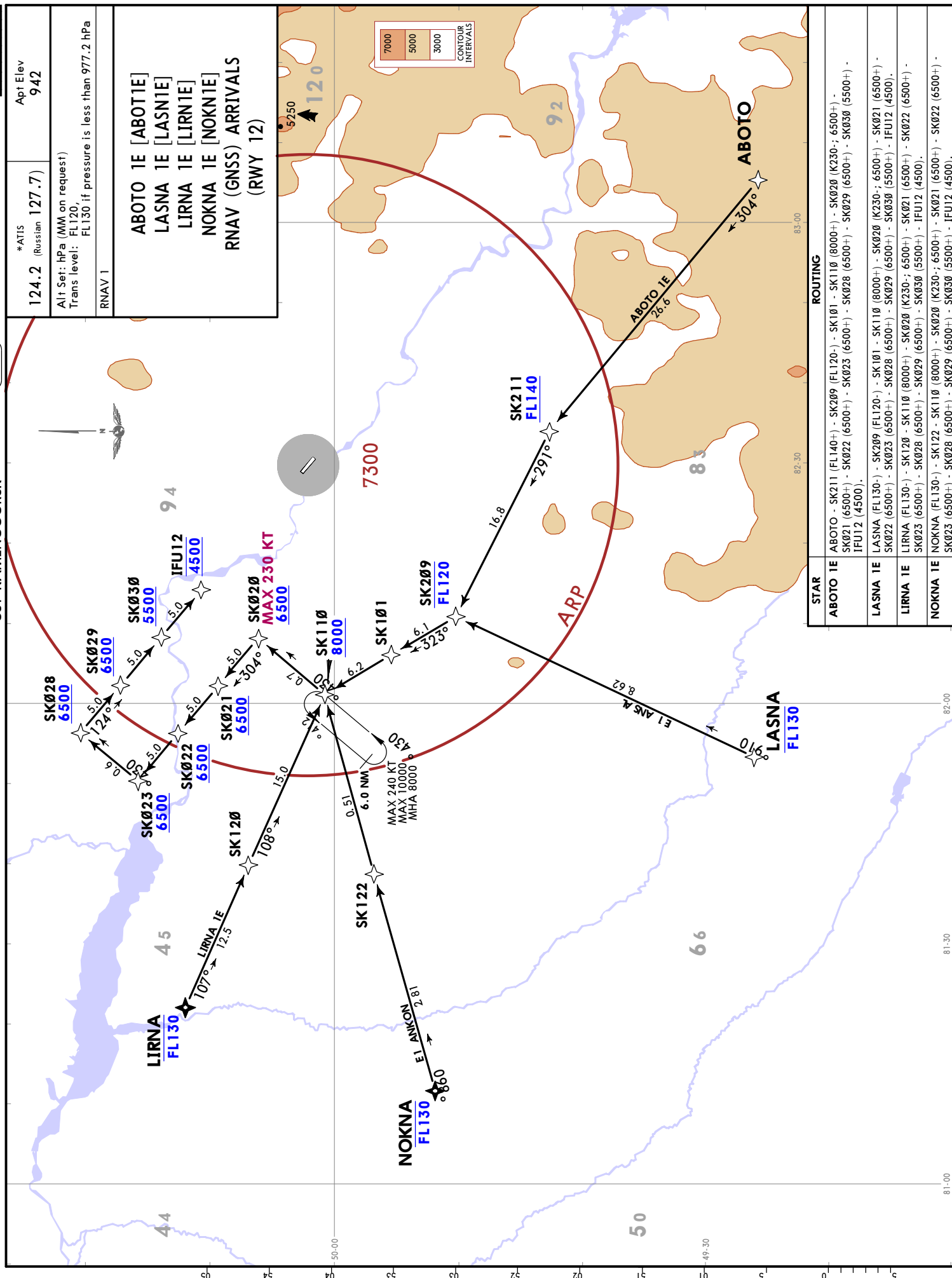
FL130 if pressure is less than 977.2 hPa

1. This chart may only be used for cross-checking of altitudes assigned while under radar control.

2. Minimum Radar Vectoring Altitudes in brackets are corrected for low temperatures and apply always for the period from 15 NOV till 15 MAR, unless published otherwise by NOTAM.



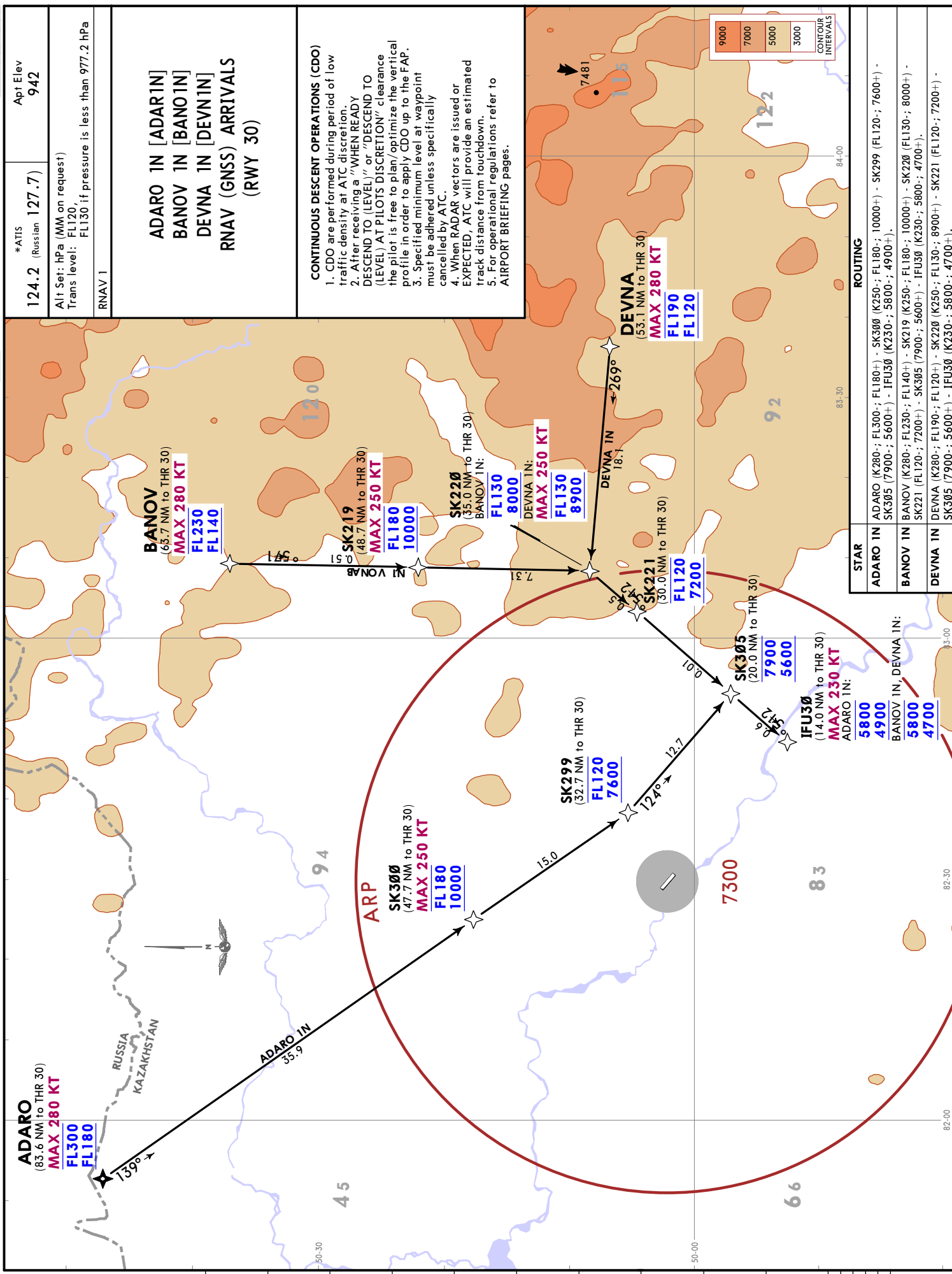


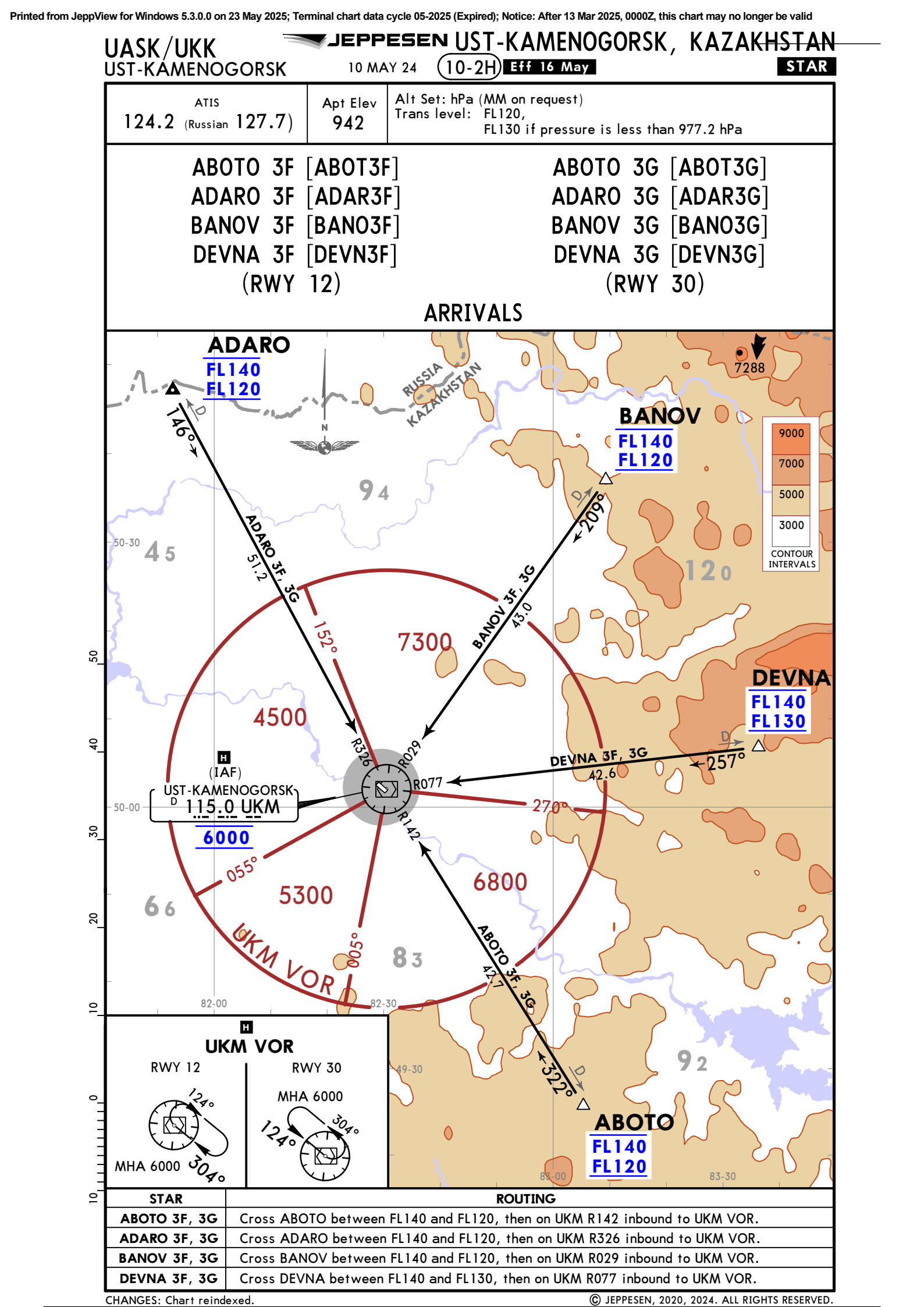


CHANGES: None.









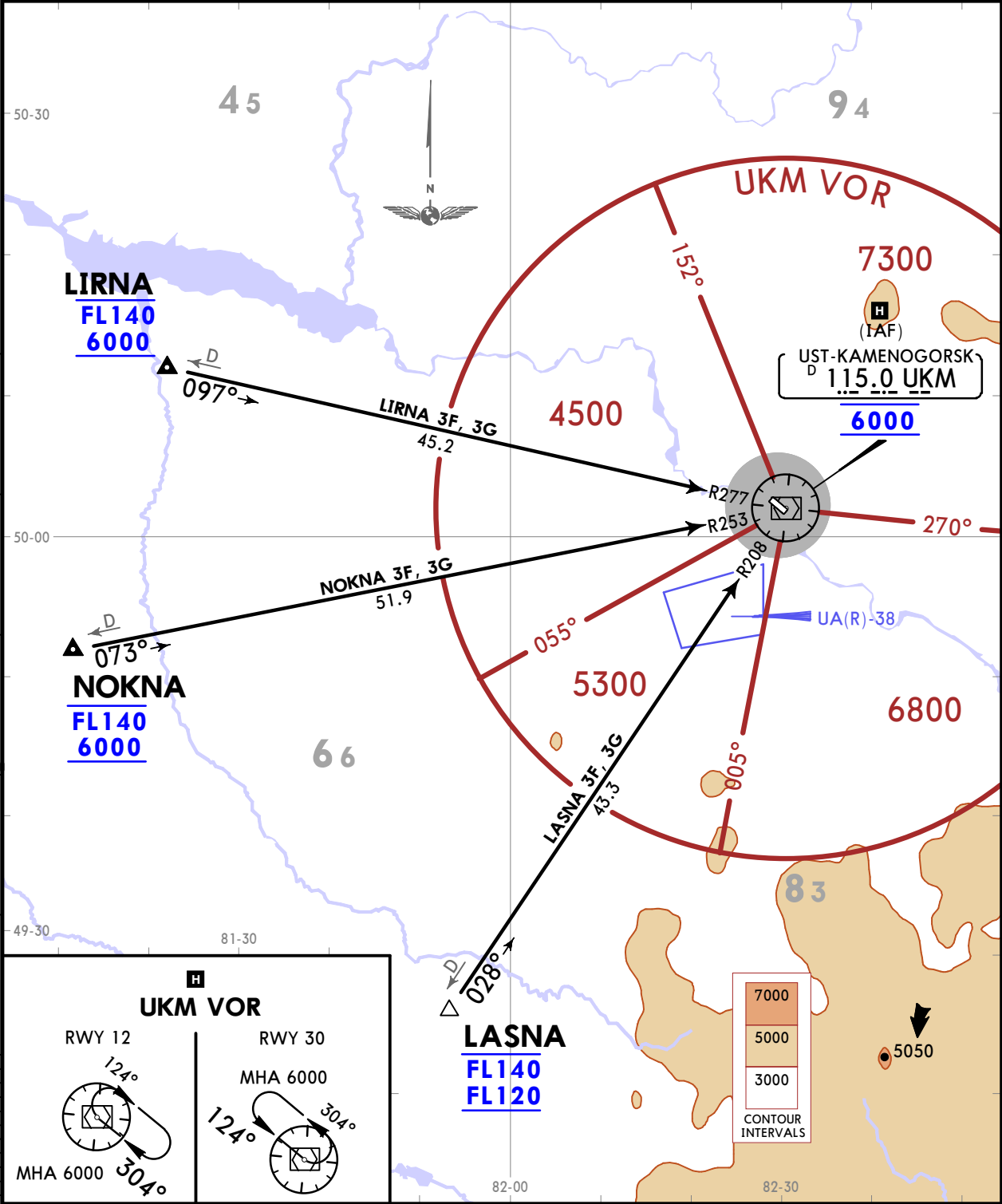
UASK/UKK
UST-KAMENOGORSK

 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

10 MAY 24 **10-2J** Eff 16 May **STAR**

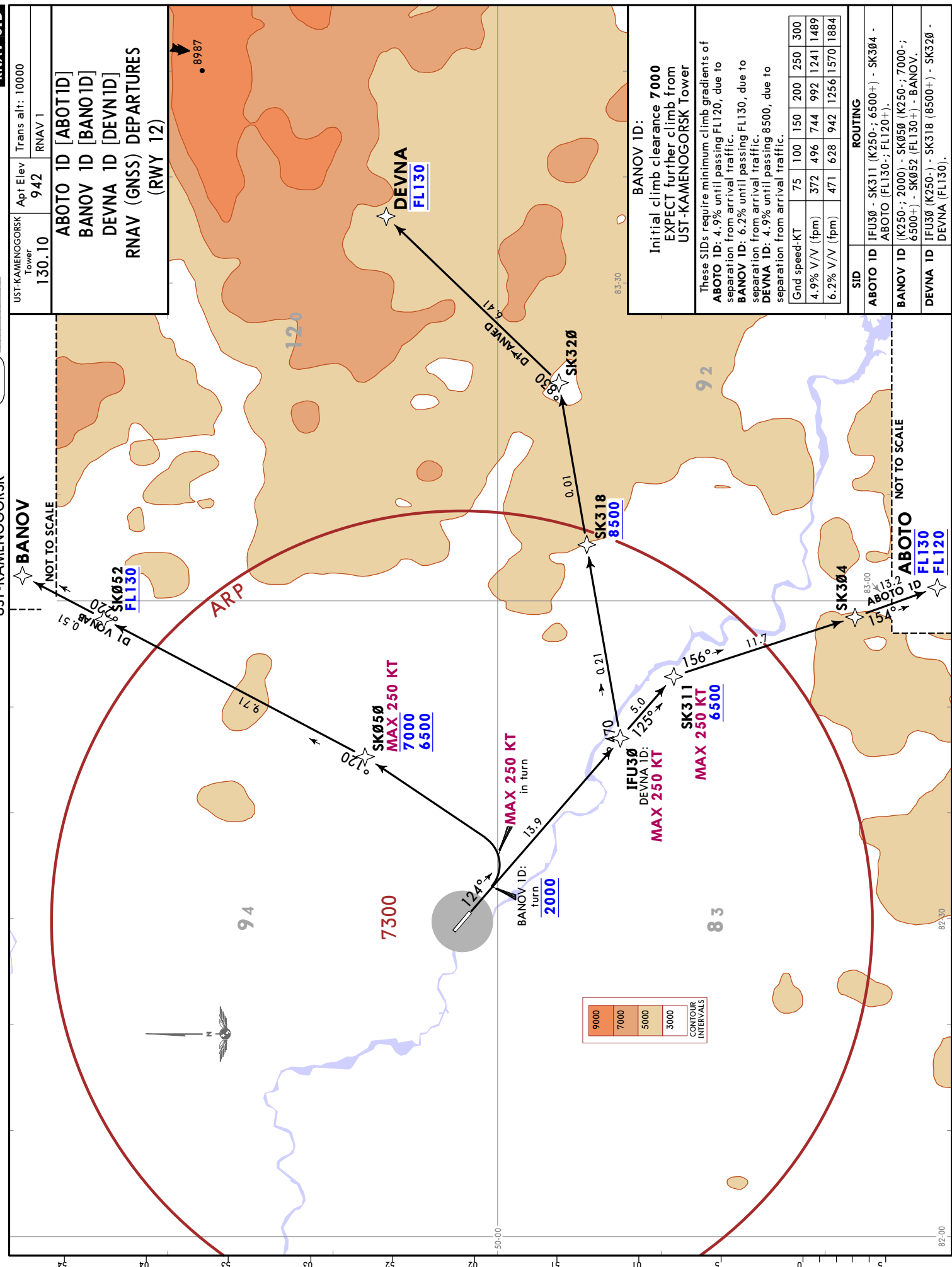
ATIS 124.2 (Russian 127.7)	Apt Elev 942	Alt Set: hPa (MM on request) Trans level: FL120, FL130 if pressure is less than 977.2 hPa
-------------------------------	-----------------	---

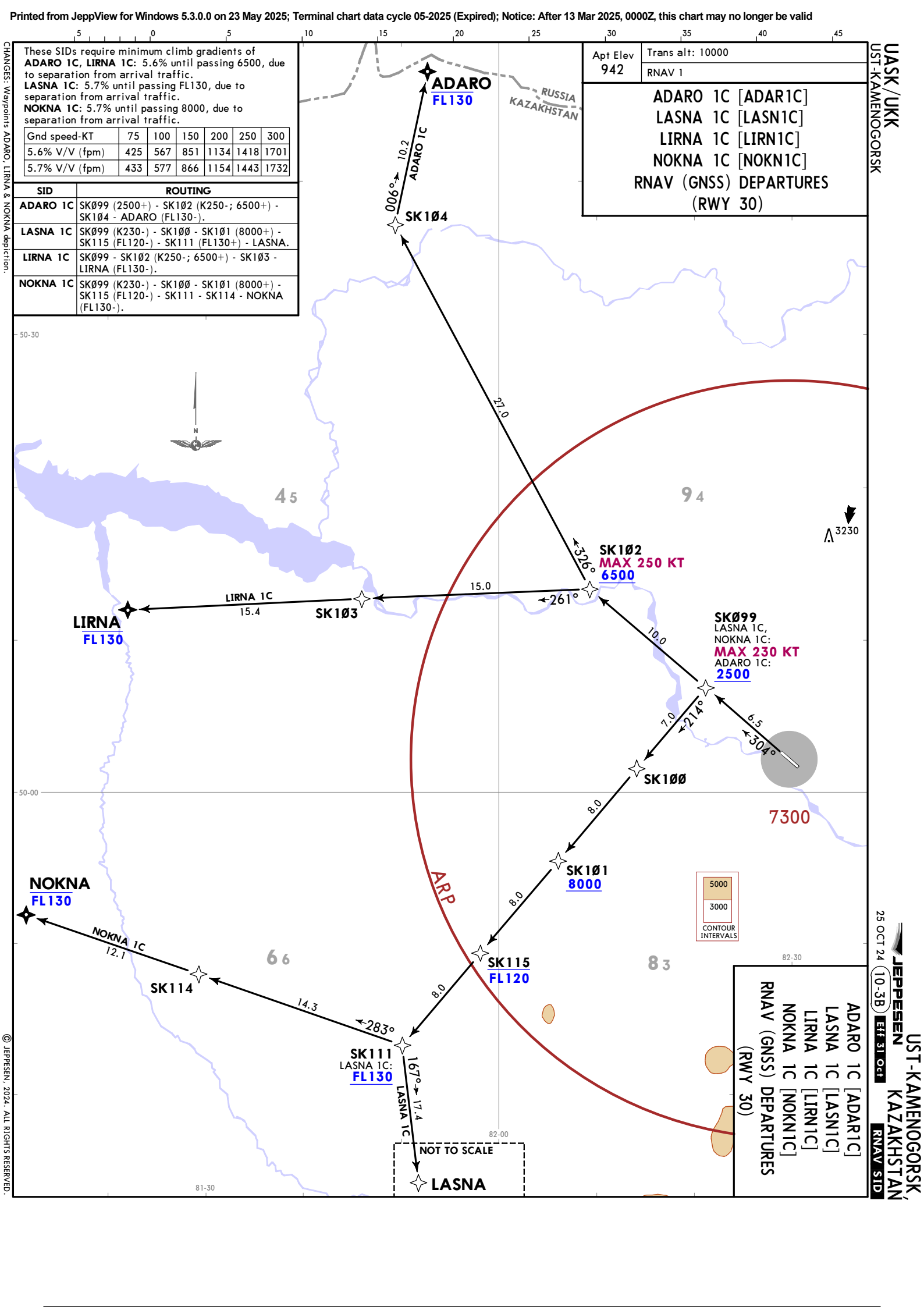
LASNA 3F [LASN3F] AVAILABLE WHEN UA(R)-38 IS NOT ACTIVE	LASNA 3G [LASN3G]
LIRNA 3F [LIRN3F] NOKNA 3F [NOKN3F] (RWY 12)	LIRNA 3G [LIRN3G] NOKNA 3G [NOKN3G] (RWY 30)
ARRIVALS	



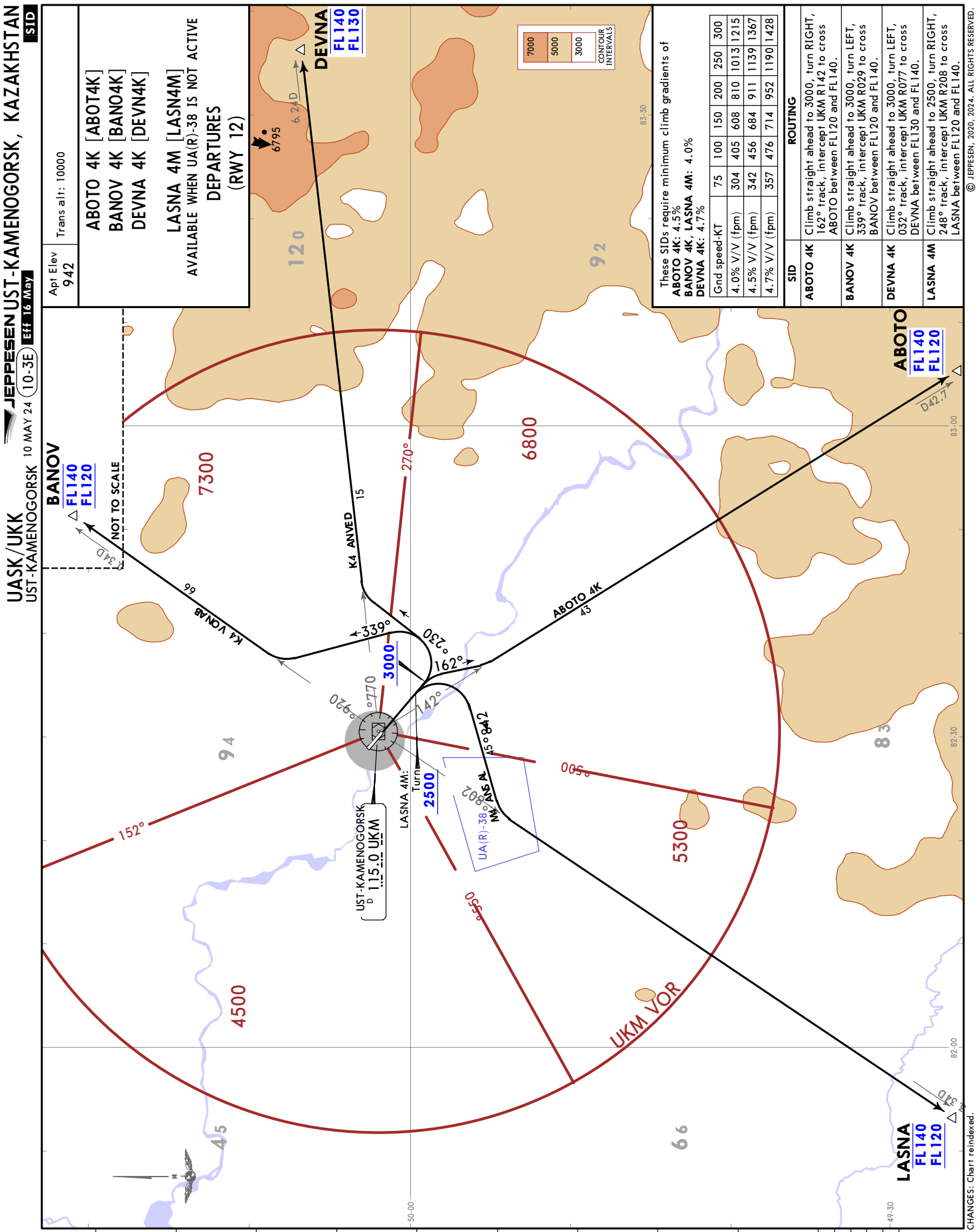
STAR	ROUTING
LASNA 3F, 3G	Cross LASNA between FL140 and FL120, then on UKM R208 inbound to UKM VOR.
LIRNA 3F, 3G	Cross LIRNA between FL140 and 6000, then on UKM R277 inbound to UKM VOR.
NOKNA 3F, 3G	Cross NOKNA between FL140 and 6000, then on UKM R253 inbound to UKM VOR.









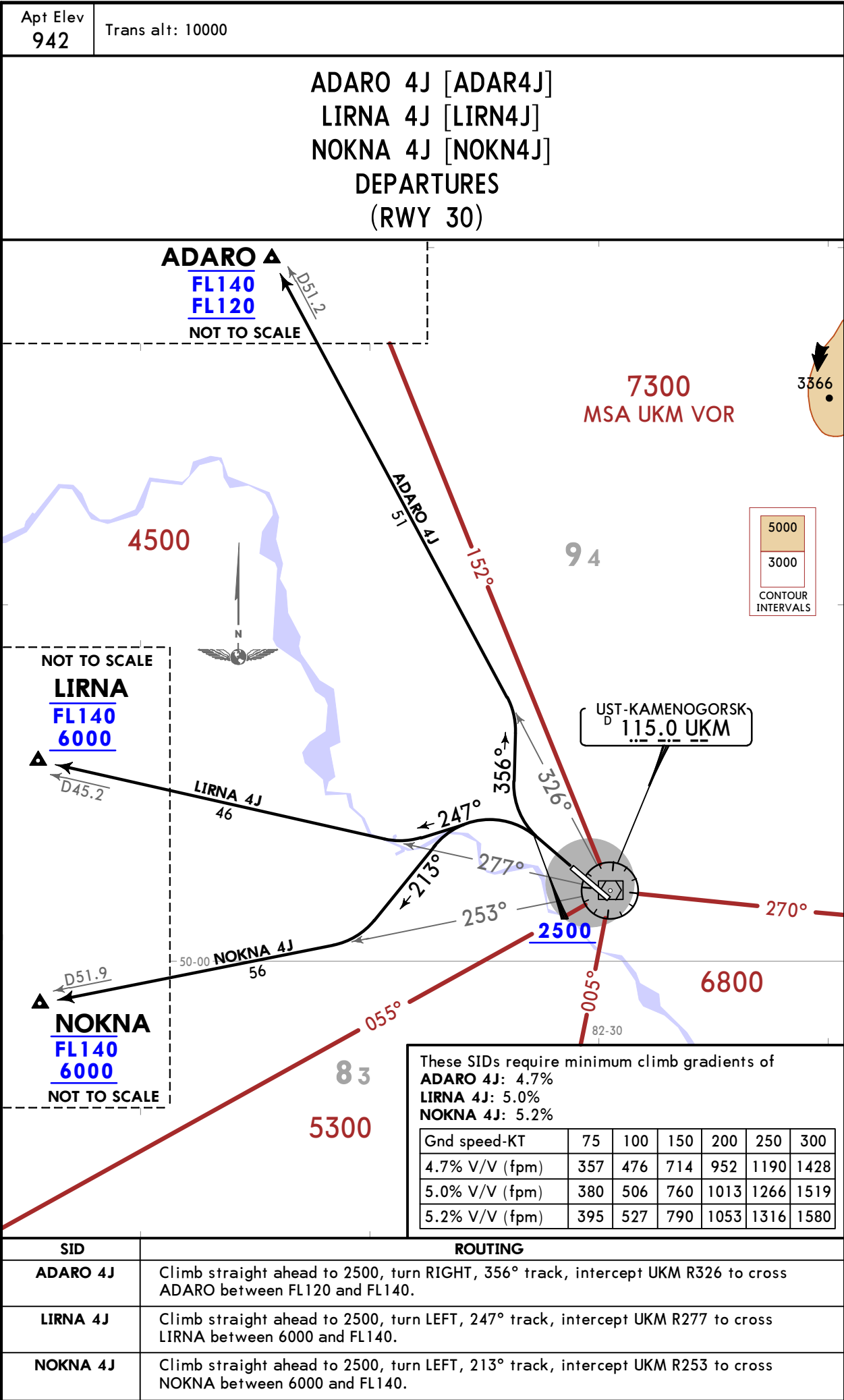


UASK/UKK
UST-KAMENOGORSK

 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

10 MAY 24 10-3F Eff 16 May

SID

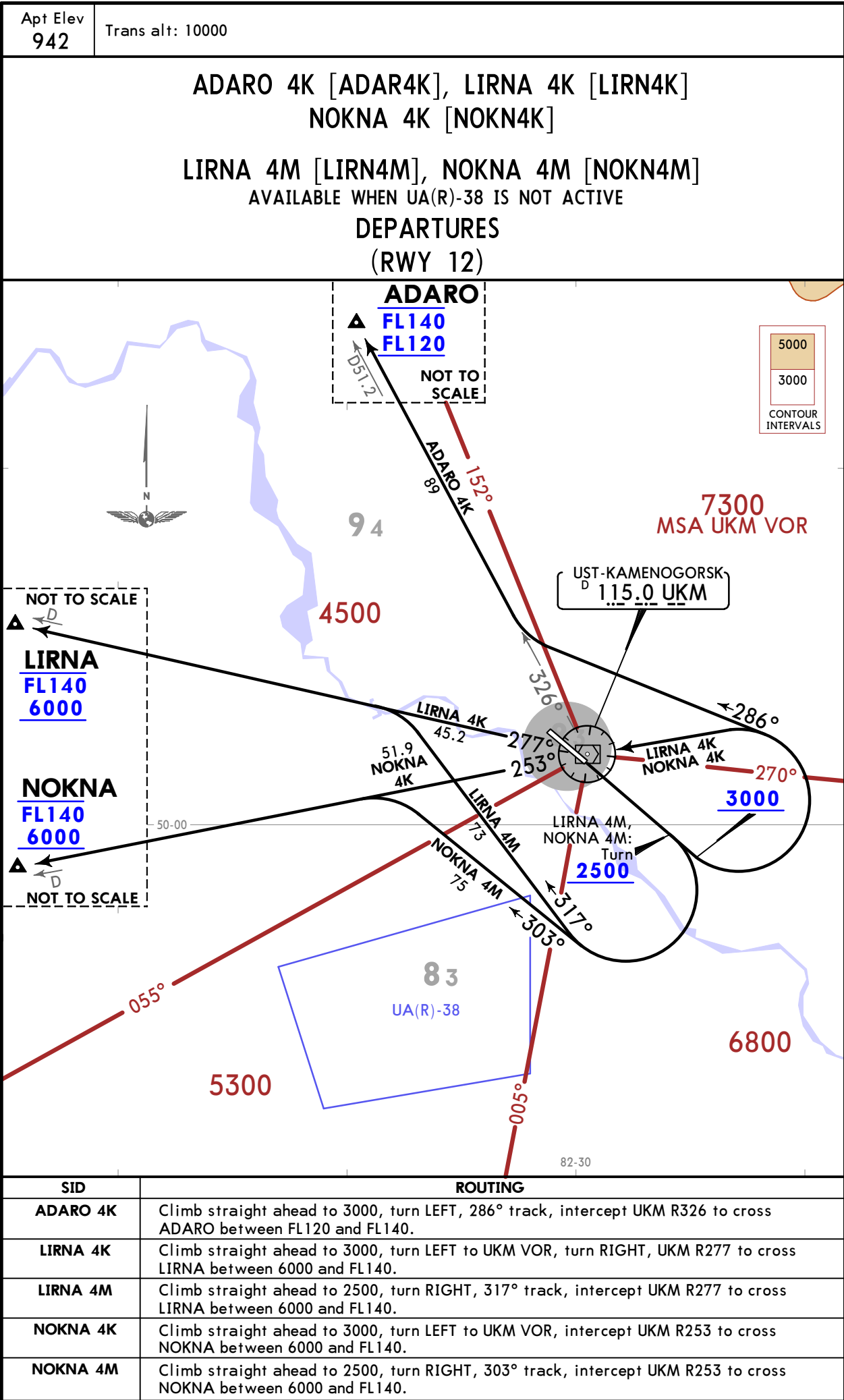


UASK/UKK
UST-KAMENOGORSK

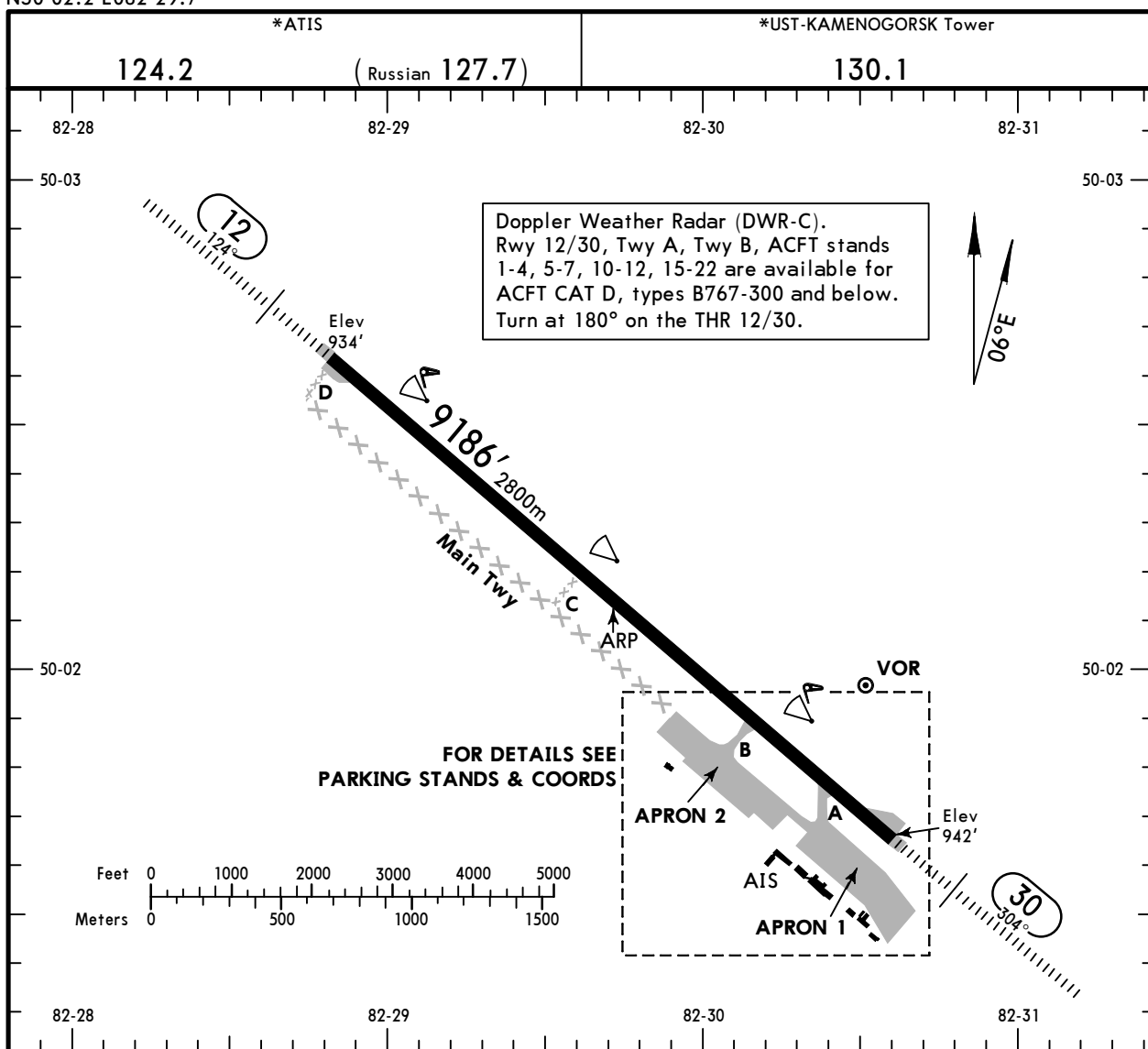
 JEPPESSEN UST-KAMENOGORSK, KAZAKHSTAN

10 MAY 24 **10-3G** Eff 16 May

SID



UST-KAMENOGORSK



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
					Threshold	Glide Slope		
12	HIRL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR		8122' 2476m		148'
30	HIRL (60m)	HIALS	PAPI-R (angle 3.0°)	RVR		8092' 2466m		45m

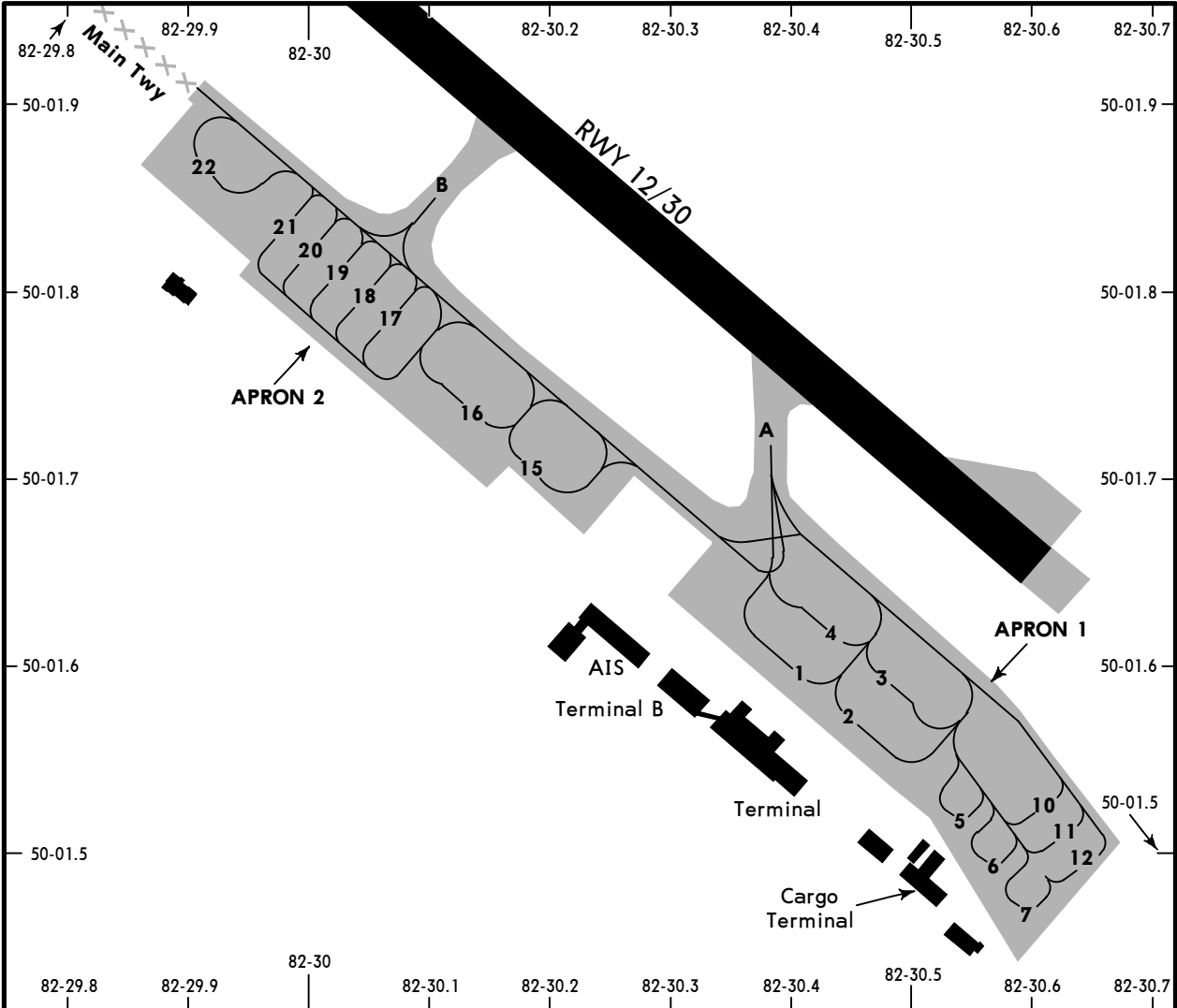
Std		TAKE-OFF	
1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL and RENL are required.

© JEPPESEN, 2002, 2024. ALL RIGHTS RESERVED.

UASK/UKK

JEPPESEN UST-KAMENOGORSK, KAZAKHSTAN
25 OCT 24 **10-9A** Eff 31 Oct UST-KAMENOGORSK



INS COORDINATES							
STAND No.		COORDINATES		STAND No.		COORDINATES	
APRON 1				APRON 2			
1, 2		N50 01.6 E082 30.4		15		N50 01.7 E082 30.2	
3		N50 01.6 E082 30.5		16		N50 01.7 E082 30.1	
4		N50 01.6 E082 30.4		17		N50 01.8 E082 30.1	
5		N50 01.5 E082 30.5		18 thru 21		N50 01.8 E082 30.0	
6 thru 12		N50 01.5 E082 30.6		22		N50 01.9 E082 29.9	

UASK/UKK

JEPPESEN

25 OCT 24
Eff 31 Oct

(10-9S)

EASA AIR OPS

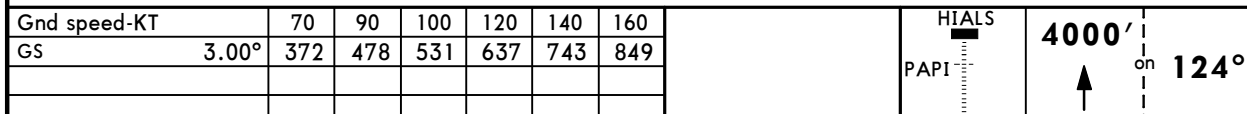
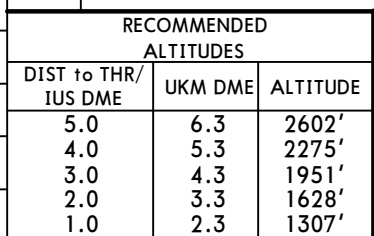
UST-KAMENOGORSK, KAZAKHSTAN
UST-KAMENOGORSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS DME	1148'(214') ① R550m R1200m	1158'(224') ① R550m R1200m	1168'(234') ① R550m R1200m	1178'(244') ① R550m R1300m
	ALS out				
	RNP LNAV/VNAV	1220'(286') ① R650m R1400m	1230'(296') ① R650m R1400m	1240'(306') ① R700m R1400m	1260'(326') R800m R1500m
	ALS out				
	RNP ②LNAV	1330'(396') R1100m R1500m	1330'(396') R1100m R1500m	1330'(396') R1100m R1800m	1330'(396') R1100m R1800m
	ALS out				
30	② VOR DME	1550'(616') R1500m R1500m	1550'(616') R1500m R1500m	1550'(616') R2100m R2400m	1550'(616') R2100m R2400m
	ALS out				
	ILS DME	1142'(200') ① R550m R1200m	1146'(204') ① R550m R1200m	1156'(214') ① R550m R1200m	1166'(224') ① R550m R1200m
	ALS out				
	RNP LNAV/VNAV	1240'(298') ① R650m R1400m	1250'(308') ① R700m R1400m	1270'(328') R800m R1500m	1300'(358') R900m R1600m
	ALS out				
	RNP ②LNAV	1350'(408') R1200m R1500m	1350'(408') R1200m R1500m	1350'(408') R1200m R1900m	1350'(408') R1200m R1900m
	ALS out				
	② VOR DME	1780'(838') R1500m R1500m	1780'(838') R1500m R1500m	1780'(838') R2400m R2400m	1780'(838') R2400m R2400m
	ALS out				

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.

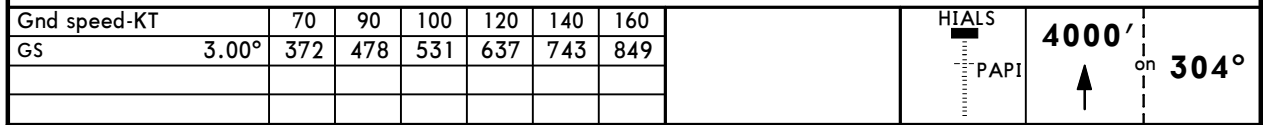
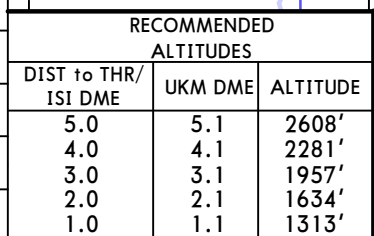
TAKE-OFF

Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required					
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA



Std		STRAIGHT-IN LANDING	
		ILS	
DA(H)		A: 1148' (214')	B: 1158' (224') C: 1168' (234') D: 1178' (244')
		ALS out	
A	1 R550m		
B		R1200m	
C			
D		R1300m	
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

MSA UKM VOR

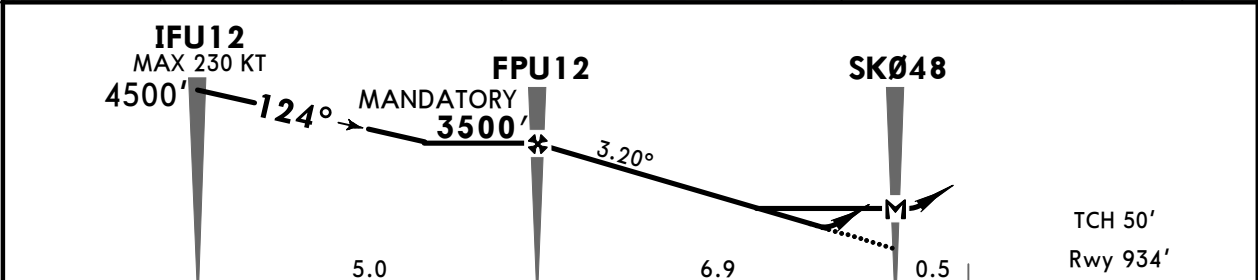
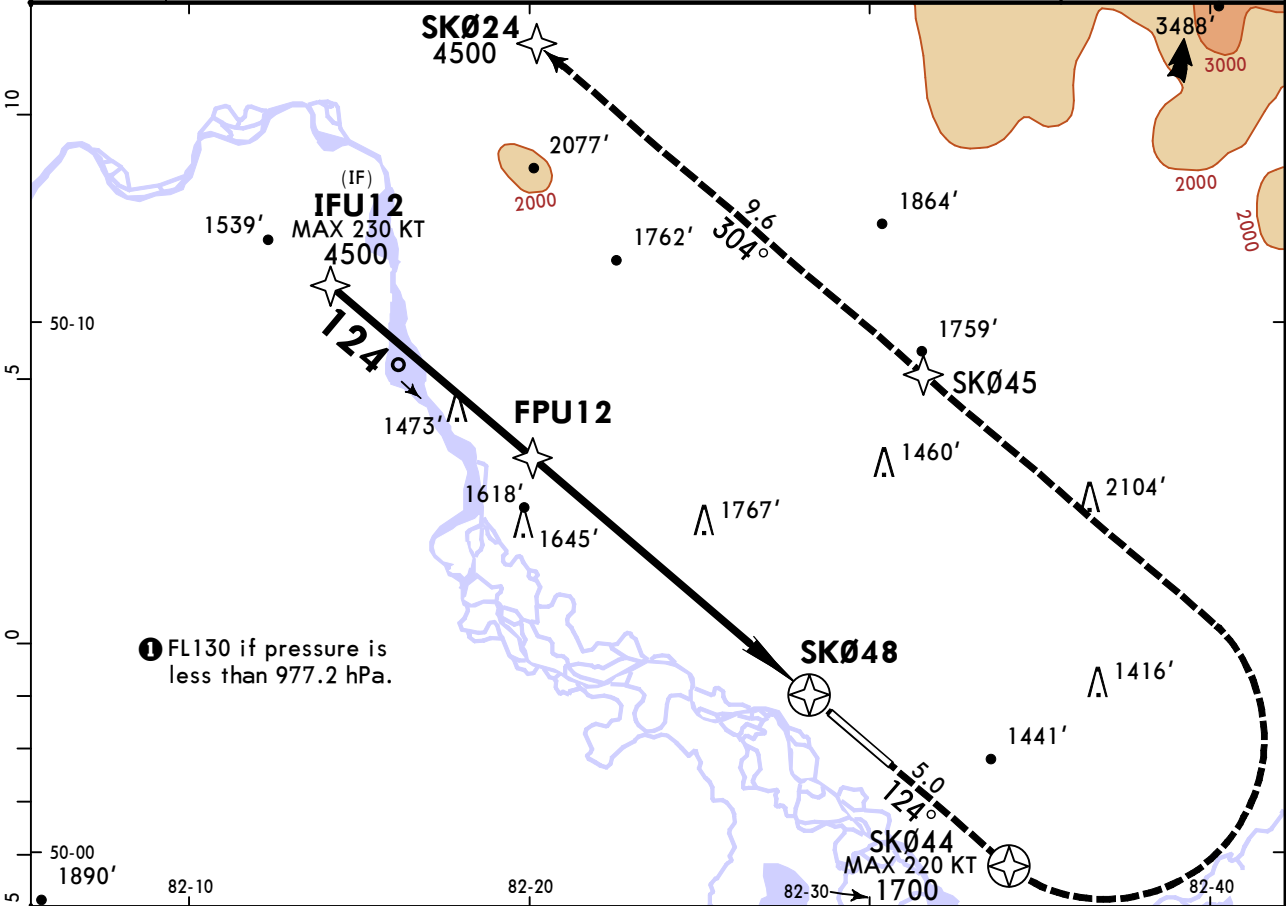


PANS OPS

UASK/UKK
UST-KAMENOGORSK

JEPPesen UST-KAMENOGORSK, KAZAKHSTAN
26 JUL 24 (12-1) Eff 8 Aug
RNP Rwy 12

ATIS 124.2 (Russian 127.7)				*UST-KAMENOGORSK Tower 130.1	
RNAV	Final Apch Crs 124°	FPU12 MANDATORY 3500' (2566')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 942' Rwy 934'	7300 MSA ARP
MISSED APCH: Climb to SK044, turn LEFT direct to SK045, track to SK024, climbing to 4500'.					
Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL120 ① Trans alt: 10000'					
RNP Apch	Baro-VNAV not authorized below -44.6°C.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	SK044 ↑	LT ←	SK045 →
Glide Path Angle	3.20°	396	510	566	679	793				
MAP at SK048										

STRAIGHT-IN LANDING			
LNAV/VNAV		LNAV CDFA	
DA(H) A: 1220' (286') C: 1240' (306') B: 1230' (296') D: 1260' (326')		1 DA/MDA(H) 1330' (396')	
ALS out		ALS out	
A			
B	R750m	R1400m	R1500m
C			
D	R800m	R1500m	R1800m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

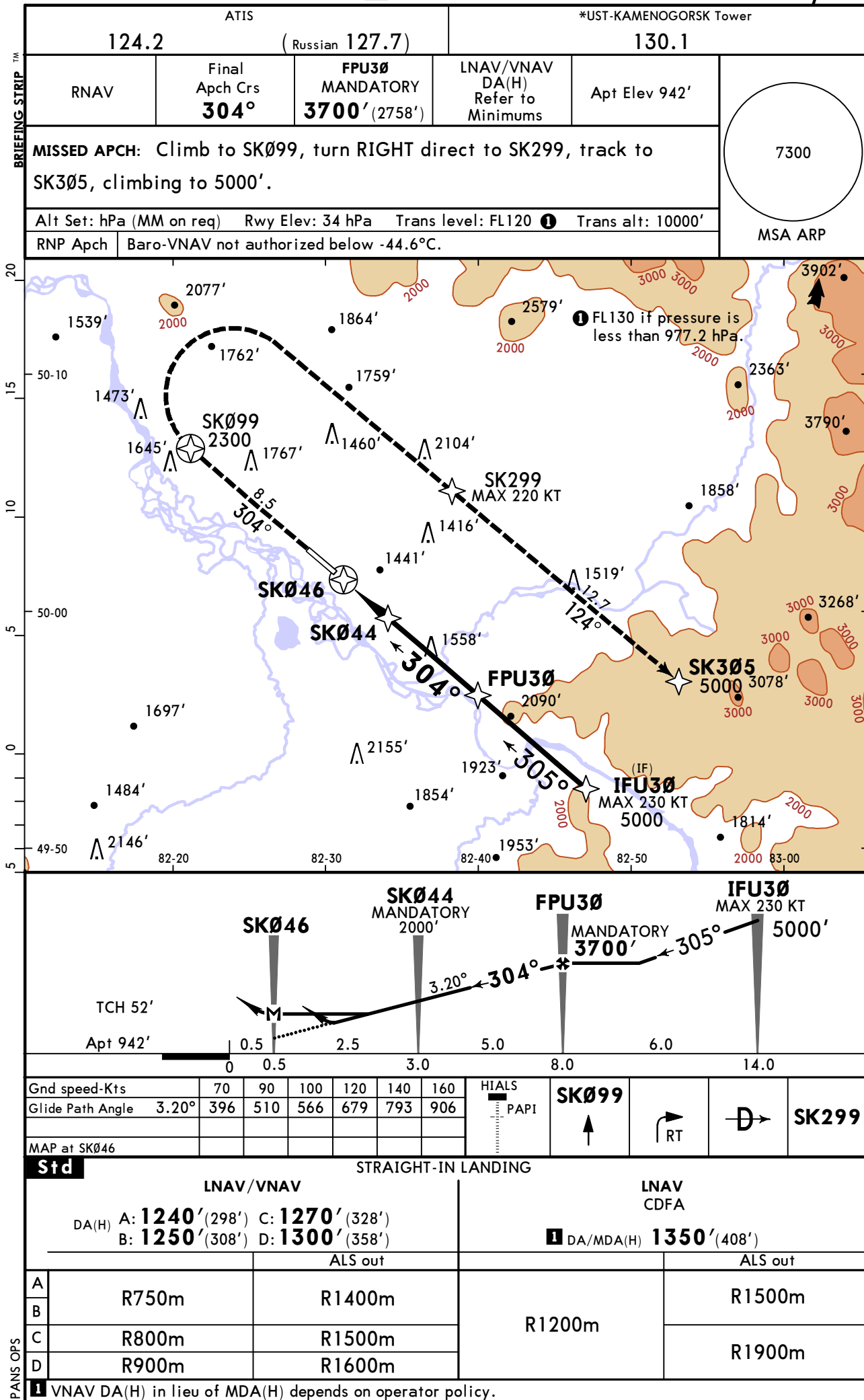
CHANGES: Missed approach bearing.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

UASK/UKK
UST-KAMENOGORSK

26 JUL 24 (12-2) Eff 8 Aug

JEPP-EST-UST-KAMENOGORSK, KAZAKHSTAN
RNP Rwy 30



UASK/UKK
UST-KAMENOGORSK

10 FEB 23
(13-1) Eff 23 Feb

JEPP-EST-UST-KAMENOGORSK, KAZAKHSTAN
VOR DME Rwy 12

ATIS
124.2
(Russian 127.7)

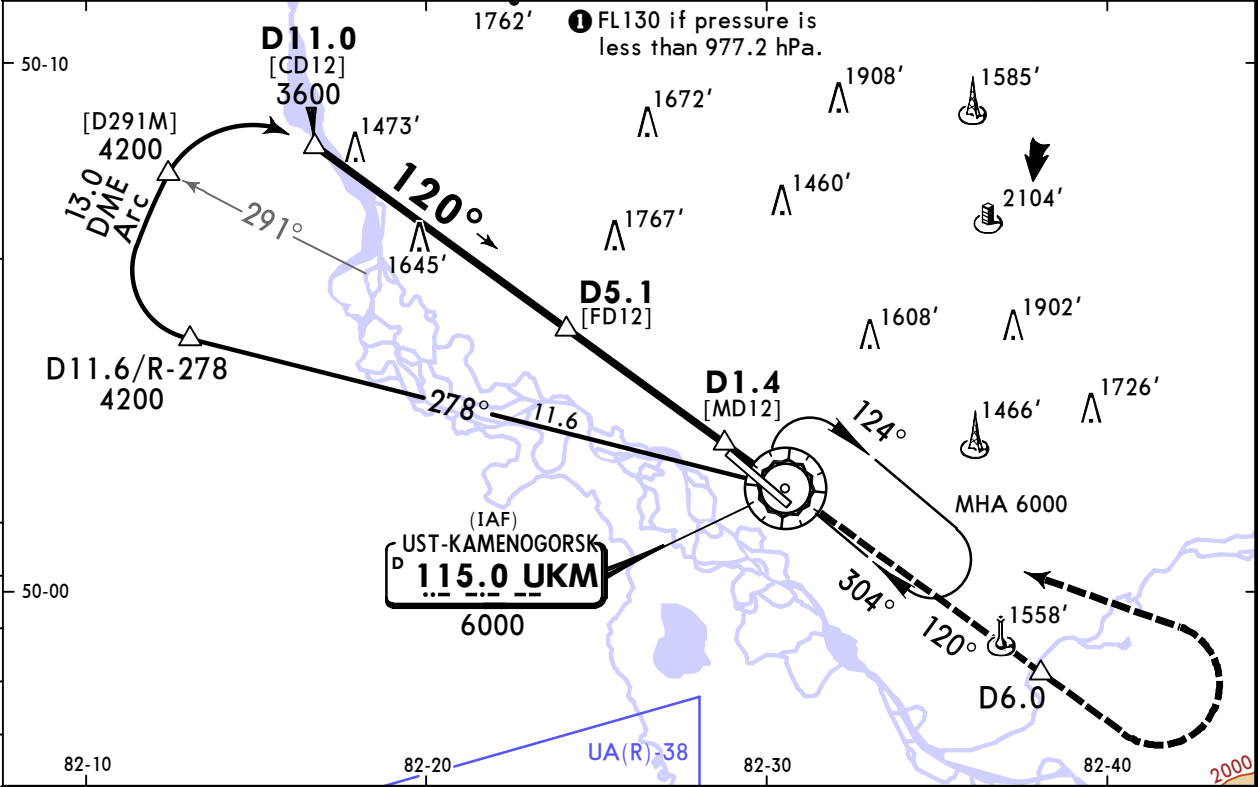
UST-KAMENOGORSK Tower
130.1

VOR UKM 115.0	Final Apch Crs 120°	D5.1 2200' (1266')	DA/MDA(H) 1550' (616')	Apt Elev 942' Rwy 934'
---------------------	---------------------------	-----------------------	---------------------------	---------------------------

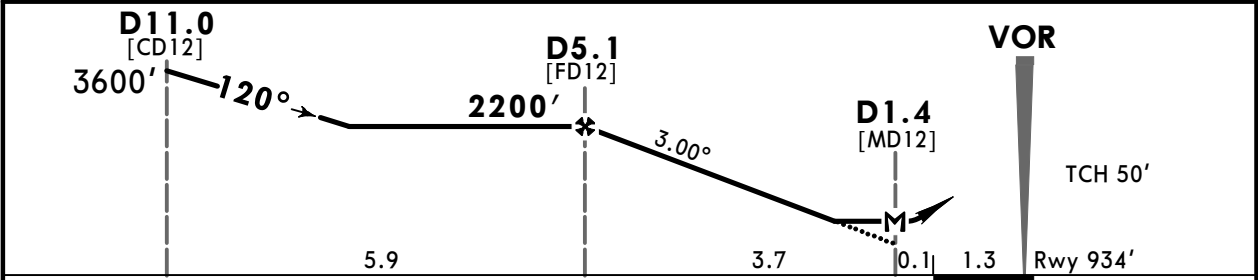
MISSED APCH: Climb on 120° to D6.0 at 2400' or above, then turn LEFT (MAX 240 KT) to VOR. Climb initially to 4200', then as directed.
MISSED APCH WITH COMM FAILURE: Climb to 6000' to VOR and join holding.

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL120 ① Trans alt: 10000'

1. Final apch track offset 4° from rwy centerline 2. WARNING: Priority landing is performed according to pattern. Heavy turbulence and windshear may arise on final.



DIST to THR	3.0	2.0	1.0
UKM DME	4.3	3.3	2.3
ALTITUDE	1938'	1620'	1301'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						
D5.1 to MAP	3.7	3:10	2:28	2:13	1:51	1:35

2400' on 120° D6.0

Std STRAIGHT-IN LANDING

CDFA
DA/MDA(H) 1550' (616')

ALS out

A	R1500m	
B		
C	R2100m	R2400m
D		

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UASK/UKK

UST-KAMENOGORSK

10 FEB 23

(13-2)

Eff 23 Feb

JEPPesen UST-KAMENOGORSK, KAZAKHSTAN

VOR DME Rwy 30

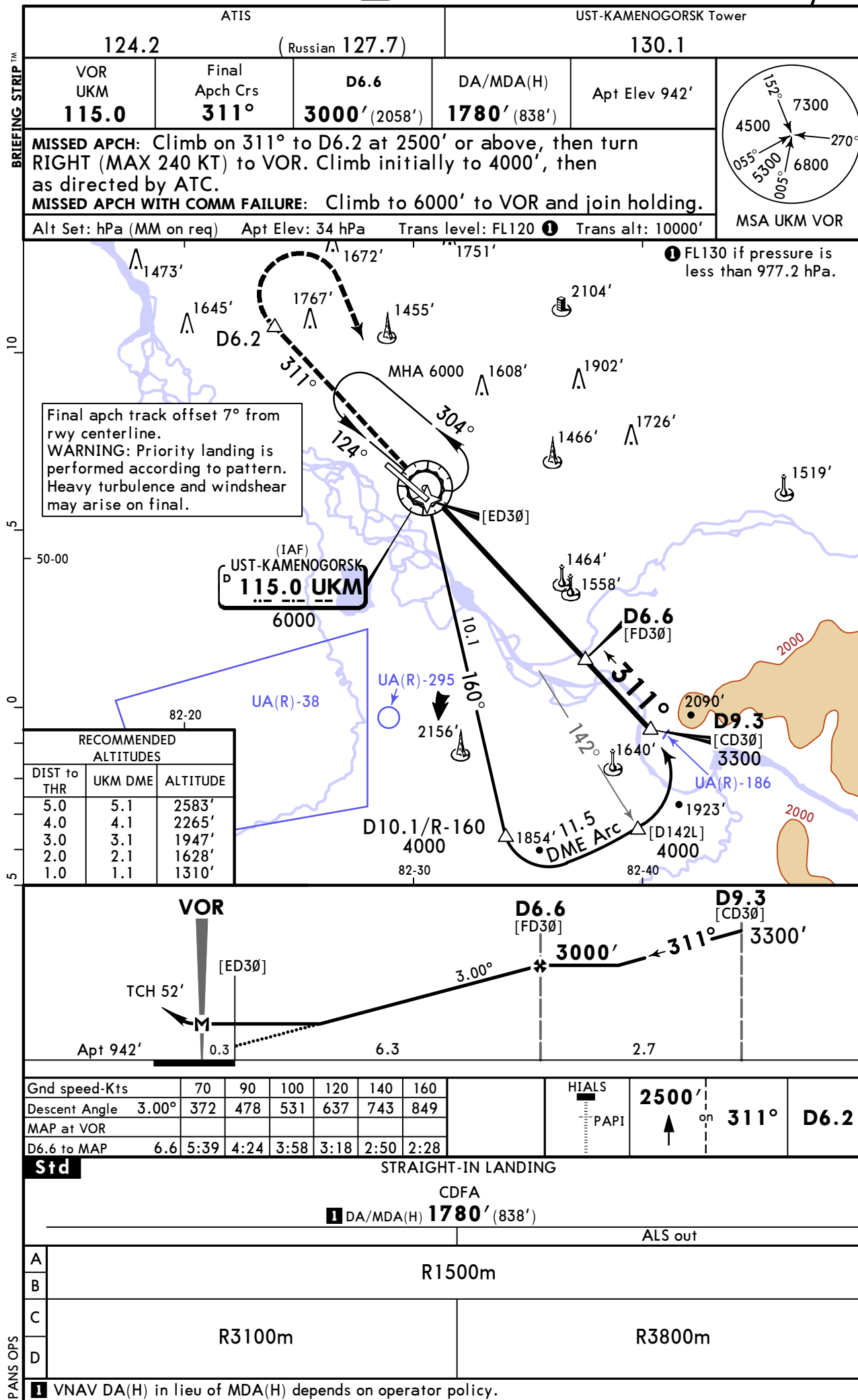


Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

UST-KAMENOGORSK, (UST-KAMENOGORSK - UASK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UASK

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)