

GENERAL**Operational Hours****ATS Hours:** H24**AD OPS Hours:** See NOTAM**Airport Information****RFF:** CAT 6**Fuel:** TS-1, RT, HO**PCN:** RWY 12/30: 41/R/B/X/T**Customs:** HO**Operation****Low Visibility Procedure**

LVP in force when RVR below 550m.

Follow-me is mandatory.

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

TWY Restriction

TWY 3, 4 and Main (between TWY 2-4) width 21m / 69ft.

Taxi/Parking

When VIS is below 2km, taxiing shall be carried out with enabled navigational and landing lights.

Marshaller is mandatory.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR Kazakhstan and in addition;**During MISAP**

ILS/DME X, NDB RWY 30

In case of COM Failure climb to FL60 to NDB S and join to HLDG pattern.

DVOR/DME RWY 12/30

In case of COM Failure climb to FL60 to UKM and join to HLDG pattern.

Arrival Procedure**Noise Abatement Procedure**

During APCH and LDG:

- Maintain assigned LVL until final APCH.
- Extend gear and wing devices, that APCH speed is reached 5.4NM from THR.
- Do not descend below GP.

DEPARTURE

Take-off Minima

| RWY | | 12/30 | |
|----------|-----------|---------------|---------------|
| All ACFT | ft - m/km | 0 - 400R/400V | HJ only |
| | | 0 - 500R/500V | RCLM, HJ only |
| | | 0 - 800R/800V | HN |

Communication

COM Failure: See CRAR Kazakhstan.

Departure Procedure

Noise Abatement Procedure: Use TKOF-PROC A.

De-Icing

HO

08-DEC-2016

Kazakhstan **Ust-Kamenogorsk**

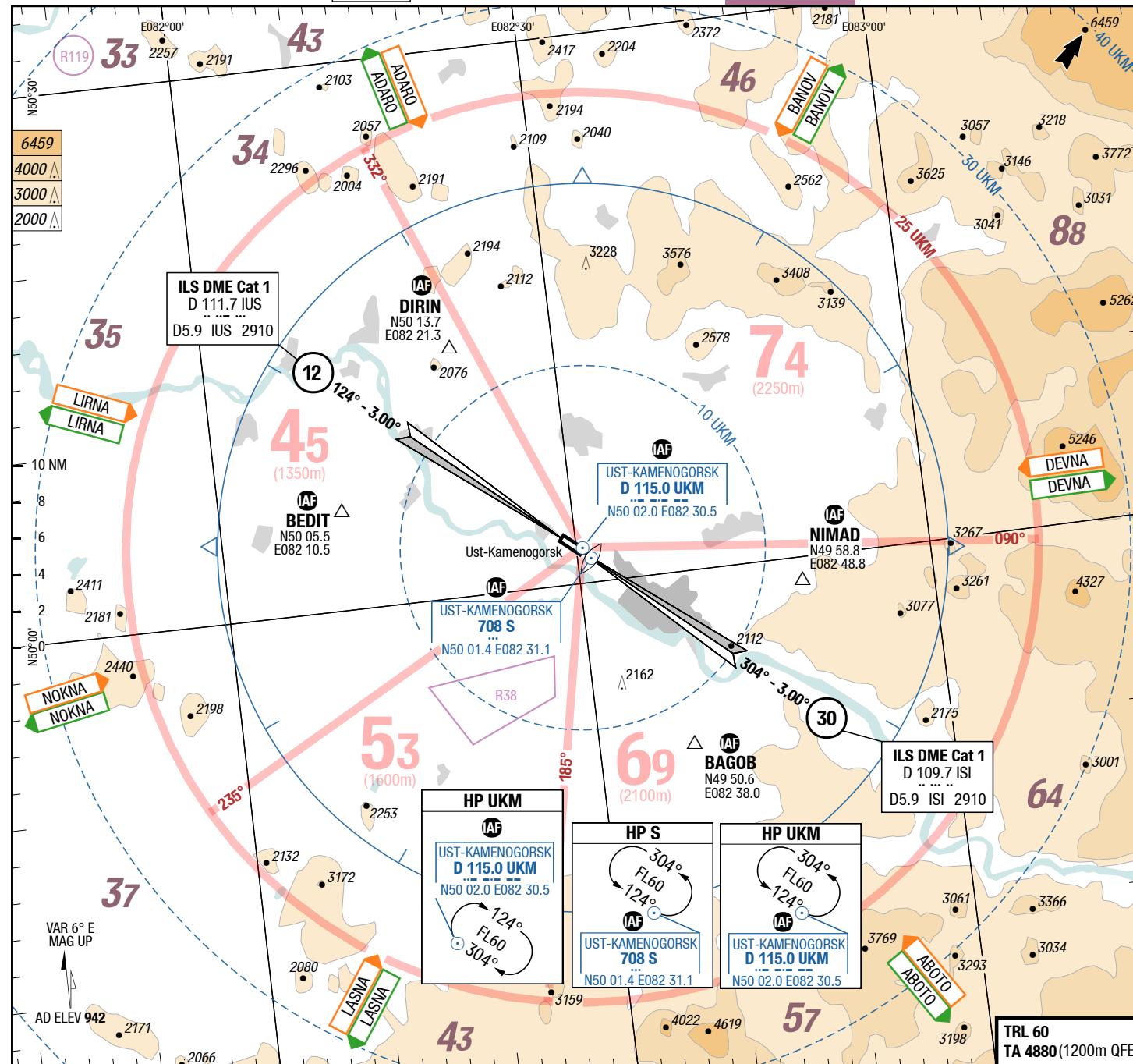
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2-10

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Changes: Nil

TWR 130.100

Landing RWY system:

18

12 2514 of 42

HL-P1 934 / 34hPa TDZ ---% +0.1%

60 HL 42 x 2514 3.0% TDZ 940 / 34hPa

HL-P1

30

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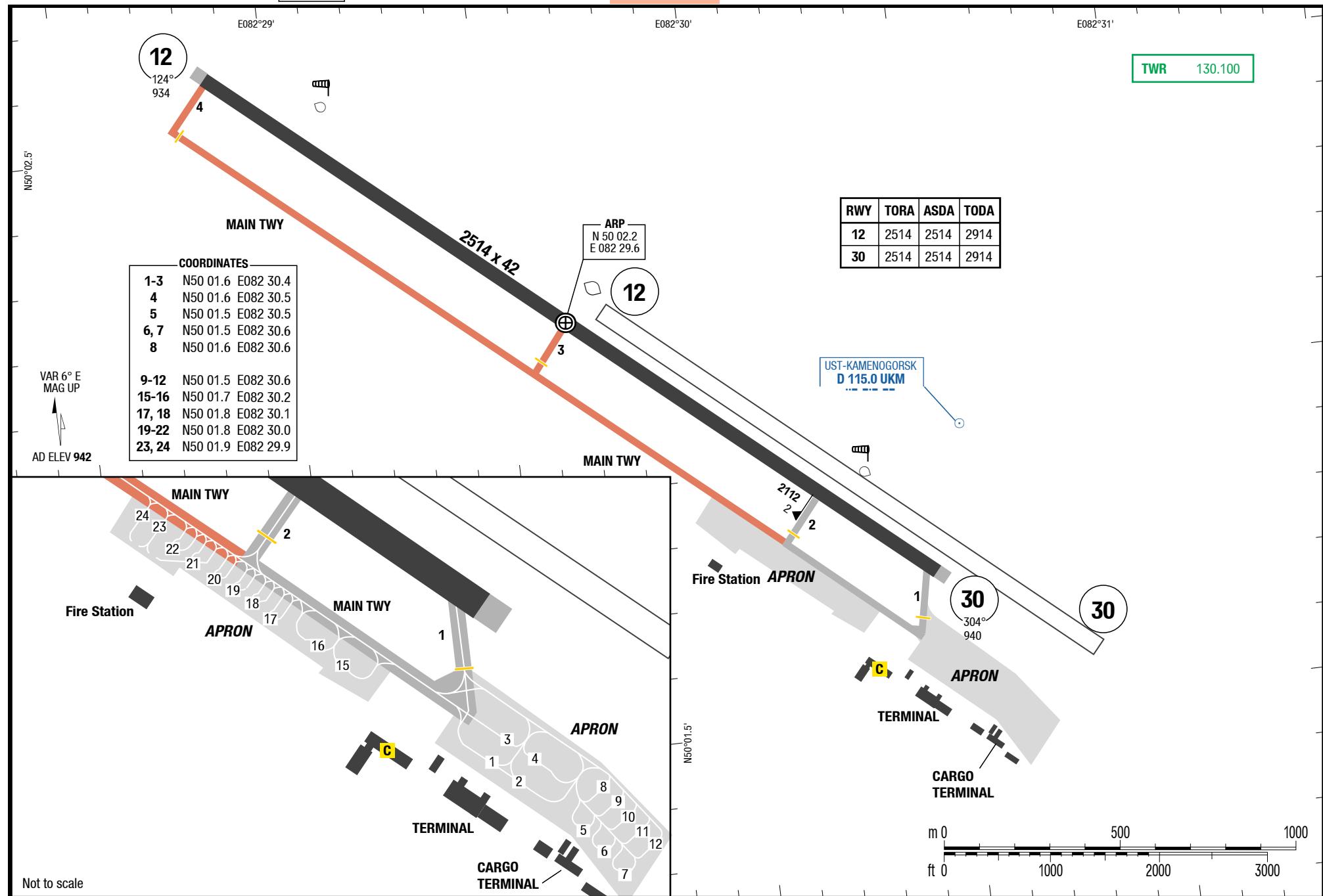
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21-APR-2016

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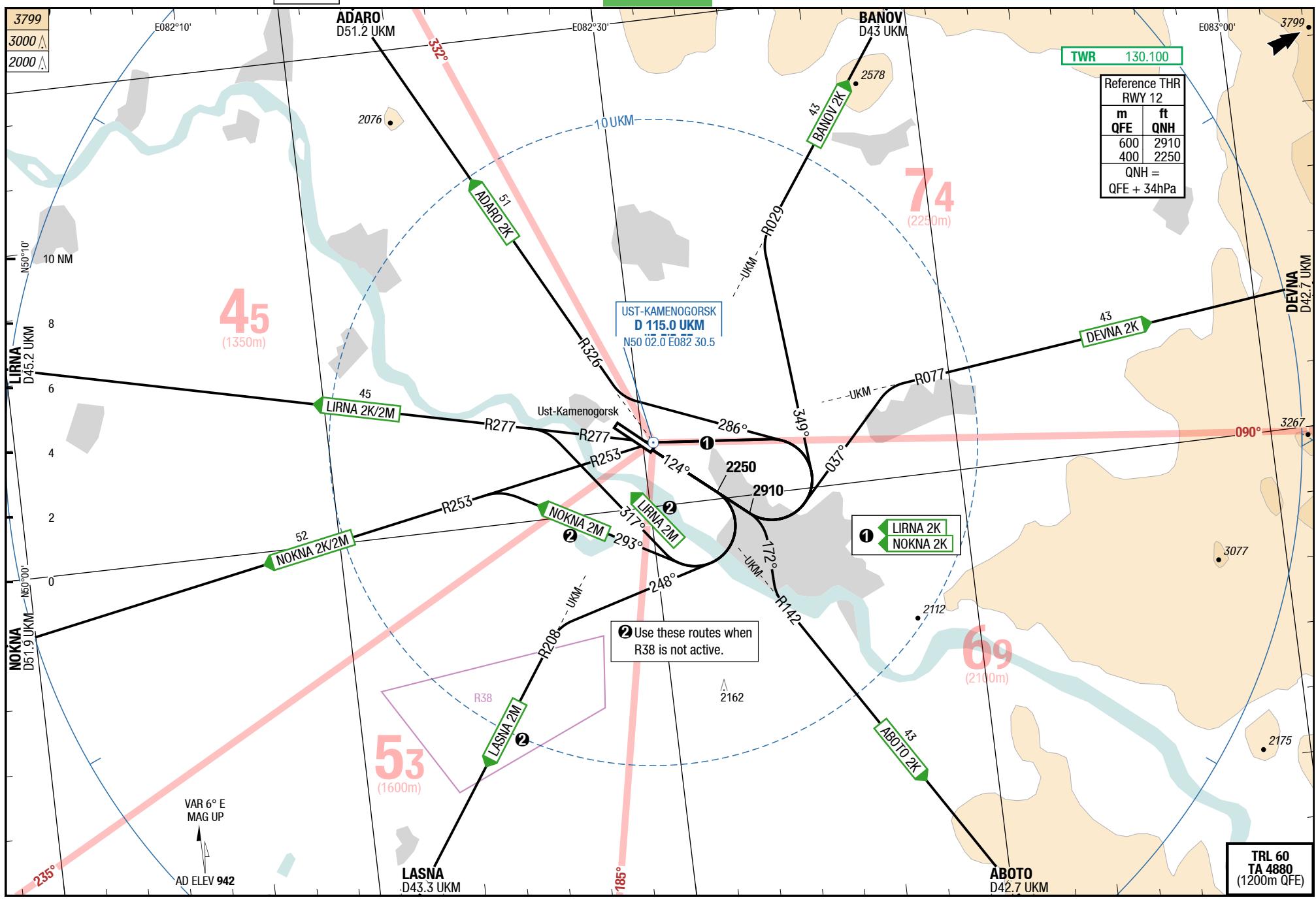
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SIDs RWY 12

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SIDs RWY 30



Changes: PROC, MSA, ALT, SUAs, VAR, Note, AD ELEV

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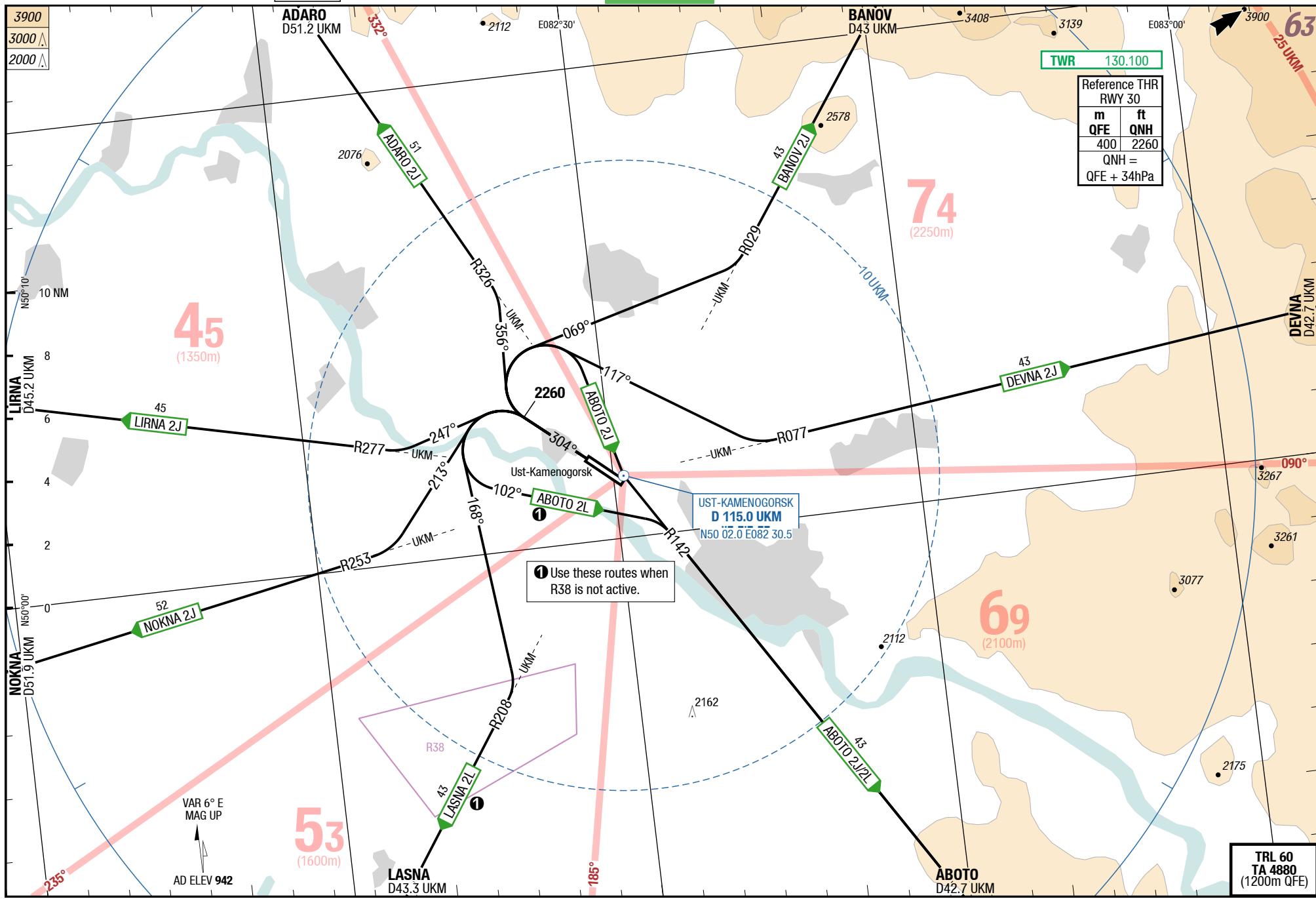
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SIDs RWY 30

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SIDs RWY 30



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5-10

SIDs RWY 12

ABOTO 2K / ADARO 2K / BANOV 2K / DEVNA 2K / LASNA 2M / LIRNA 2K / LIRNA 2M /
NOKNA 2K / NOKNA 2M

RWY 12 (124°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|--|-----------|
| Runway 12 | | |
| ABOTO 2K 130.100 | at 2910 RT 172° - intercept R142 UKM to ABOTO | |
| ADARO 2K 130.100 | at 2910 LT 286°- intercept R326 UKM to ADARO | |
| BANOV 2K 130.100 | at 2910 LT 349° - intercept R029 UKM to BANOV | |
| DEVNA 2K 130.100 | at 2910 LT 037° - intercept R077 UKM to DEVNA | |
| LASNA 2M 130.100 ① | at 2250 RT 248° - intercept R208 UKM to LASNA | |
| LIRNA 2K 130.100 | at 2910 LT direct UKM - R277 UKM to LIRNA | |
| LIRNA 2M 130.100 ① | at 2250 RT 317° - intercept R277 UKM to LIRNA | |
| NOKNA 2K 130.100 | at 2910 LT direct UKM - R253 UKM to NOKNA | |
| NOKNA 2M 130.100 ① | at 2250 RT 293° - intercept R253 UKM to NOKNA | |

① Use this route when R38 is not active.

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5-20

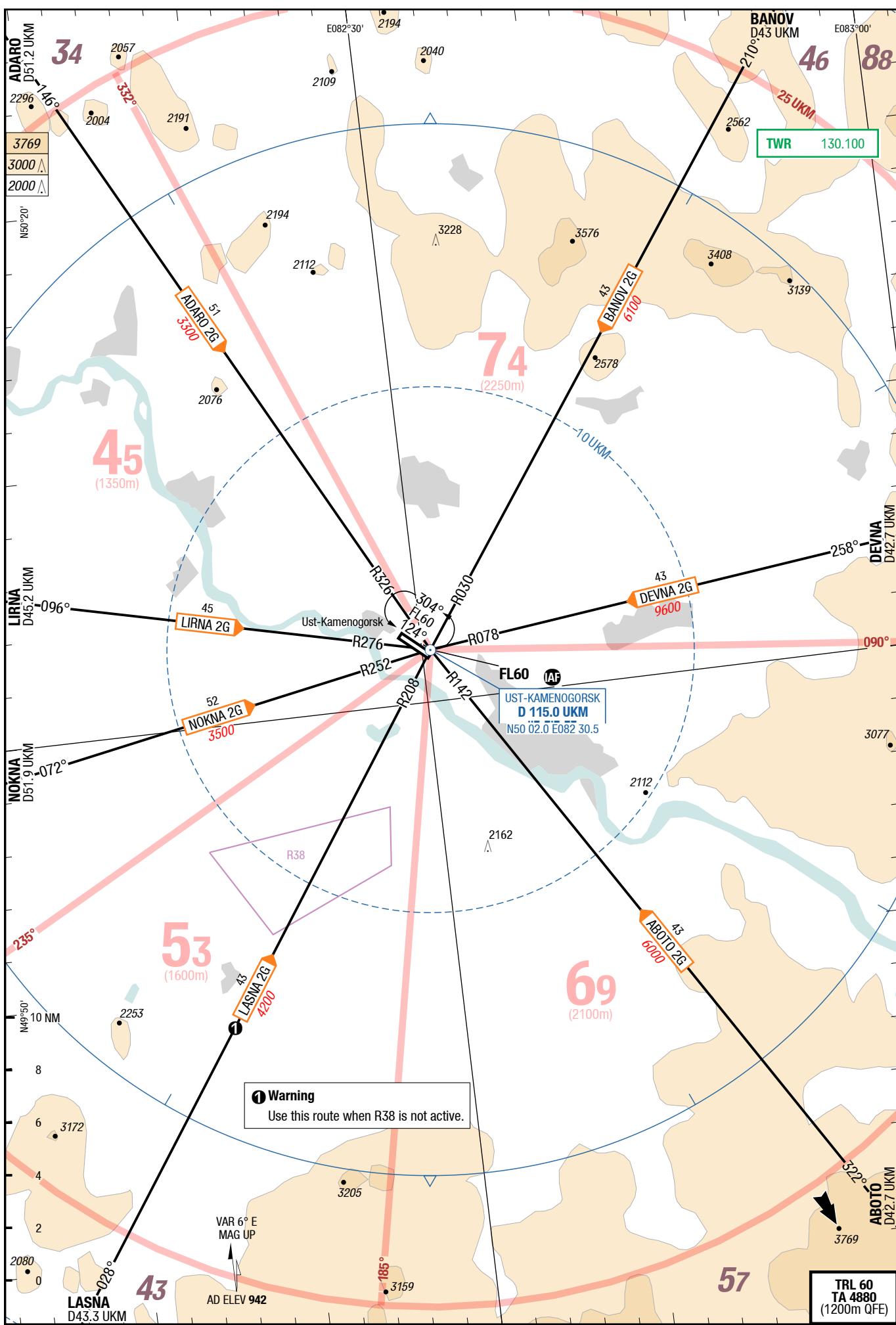
SIDs RWY 30

ABOTO 2J / ABOTO 2L / ADARO 2J / BANOV 2J / DEVNA 2J / LASNA 2L / LIRNA 2J / NOKNA 2J

RWY 30 (304°)

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------------|--|-----------|
| Runway 30 | | |
| ABOTO 2J 130.100 | at 2260 RT direct UKM - R142 UKM to ABOTO | |
| ABOTO 2L 130.100 ① | at 2260 LT 102° - intercept R142 UKM to ABOTO | |
| ADARO 2J 130.100 | at 2260 RT 356° - intercept R326 UKM to ADARO | |
| BANOV 2J 130.100 | at 2260 RT 069° - intercept R029 UKM to BANOV | |
| DEVNA 2J 130.100 | at 2260 RT 117° - intercept R077 UKM to DEVNA | |
| LASNA 2L 130.100 ① | at 2260 LT 168° - intercept R208 UKM to LASNA | |
| LIRNA 2J 130.100 | at 2260 LT 247° - intercept R277 UKM to LIRNA | |
| NOKNA 2J 130.100 | at 2260 LT 213° - intercept R253 UKM to NOKNA | |

① Use this route when R38 is not active.

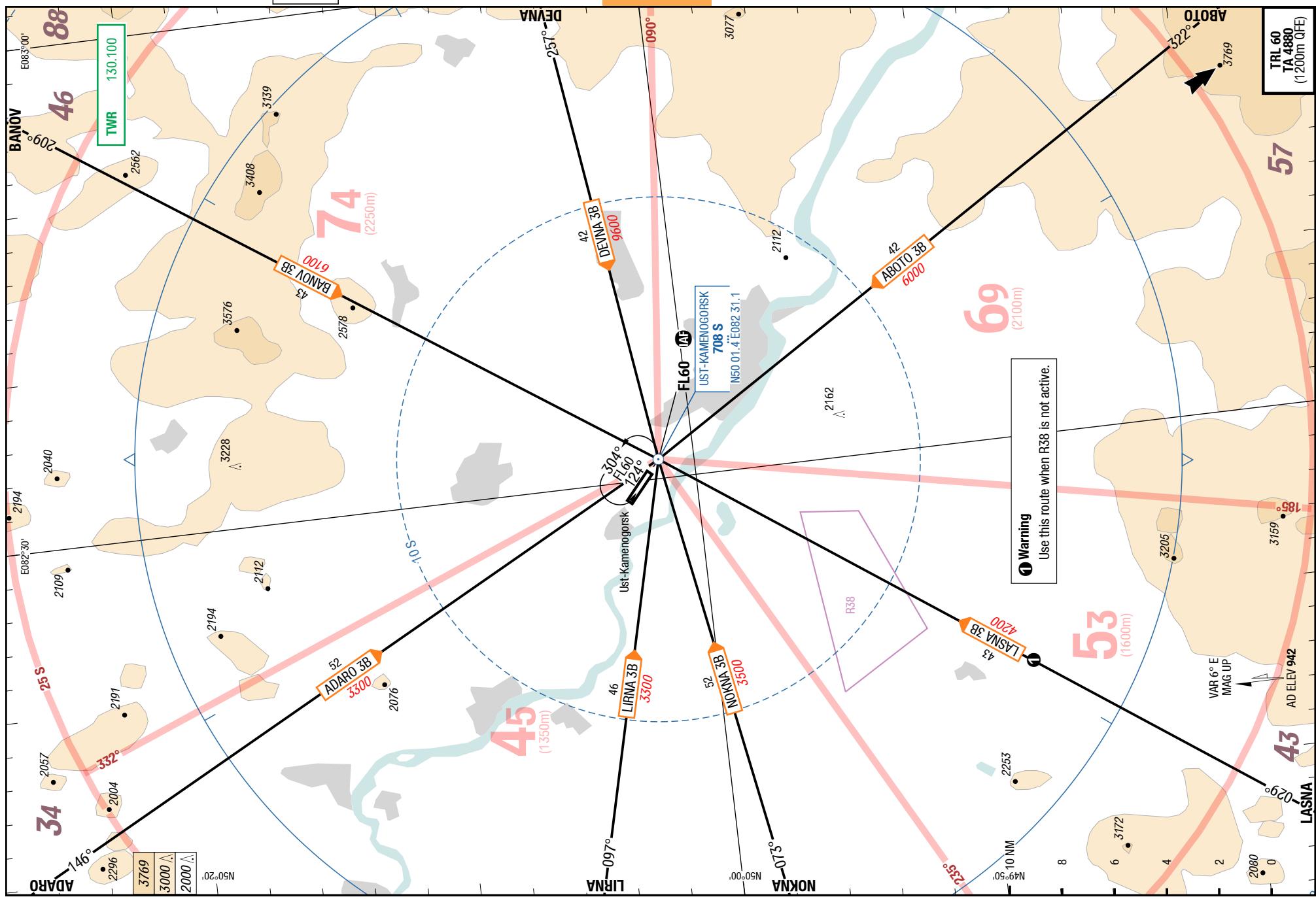


5-30

STARs RWY 30 based on NDB

STAR

Ust-Kamenogorsk Kazakh NIL STARs RWY 30 based on NDB



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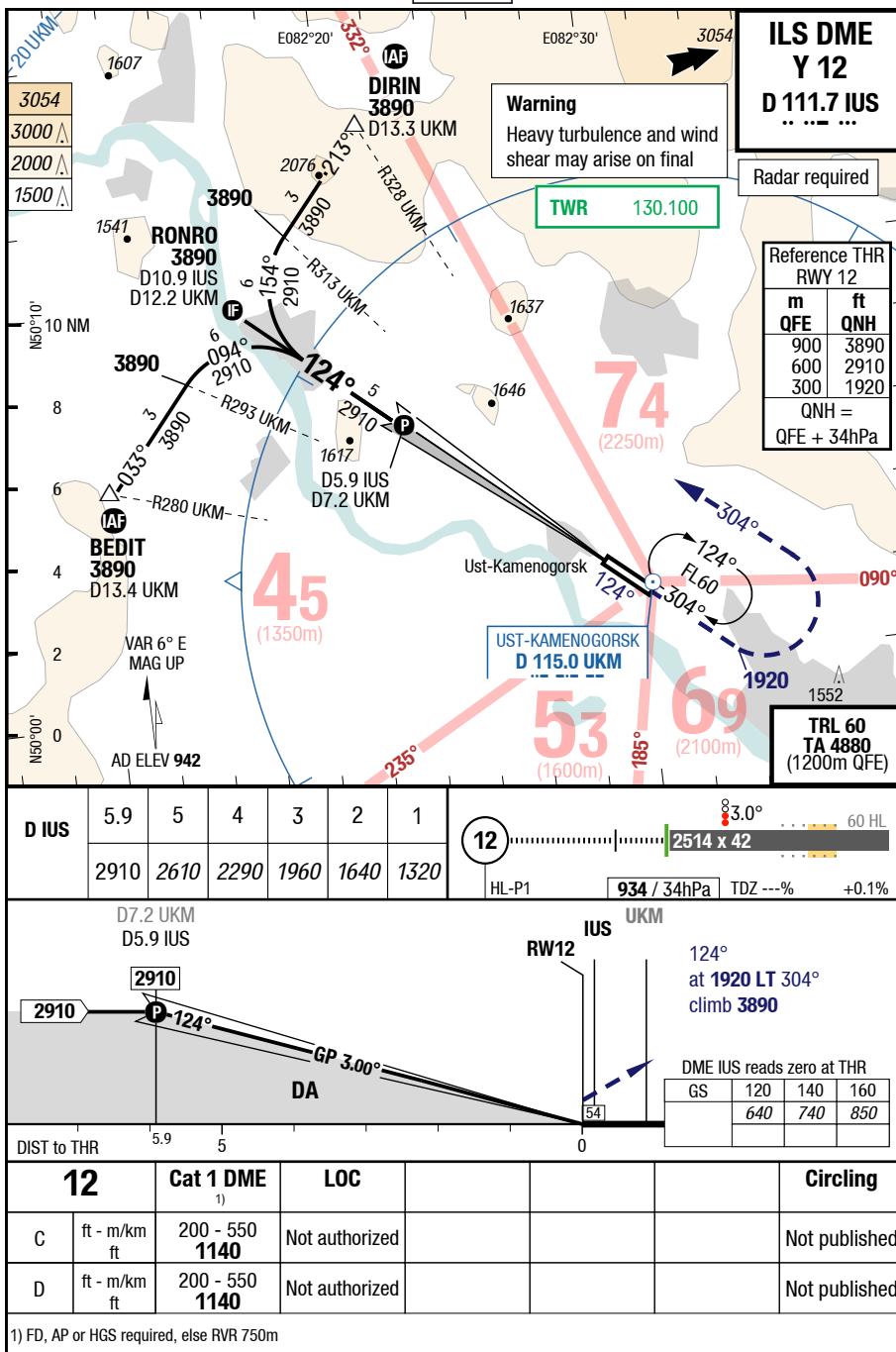
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7-10

ILS DME Y 12



Changes: Completely revised

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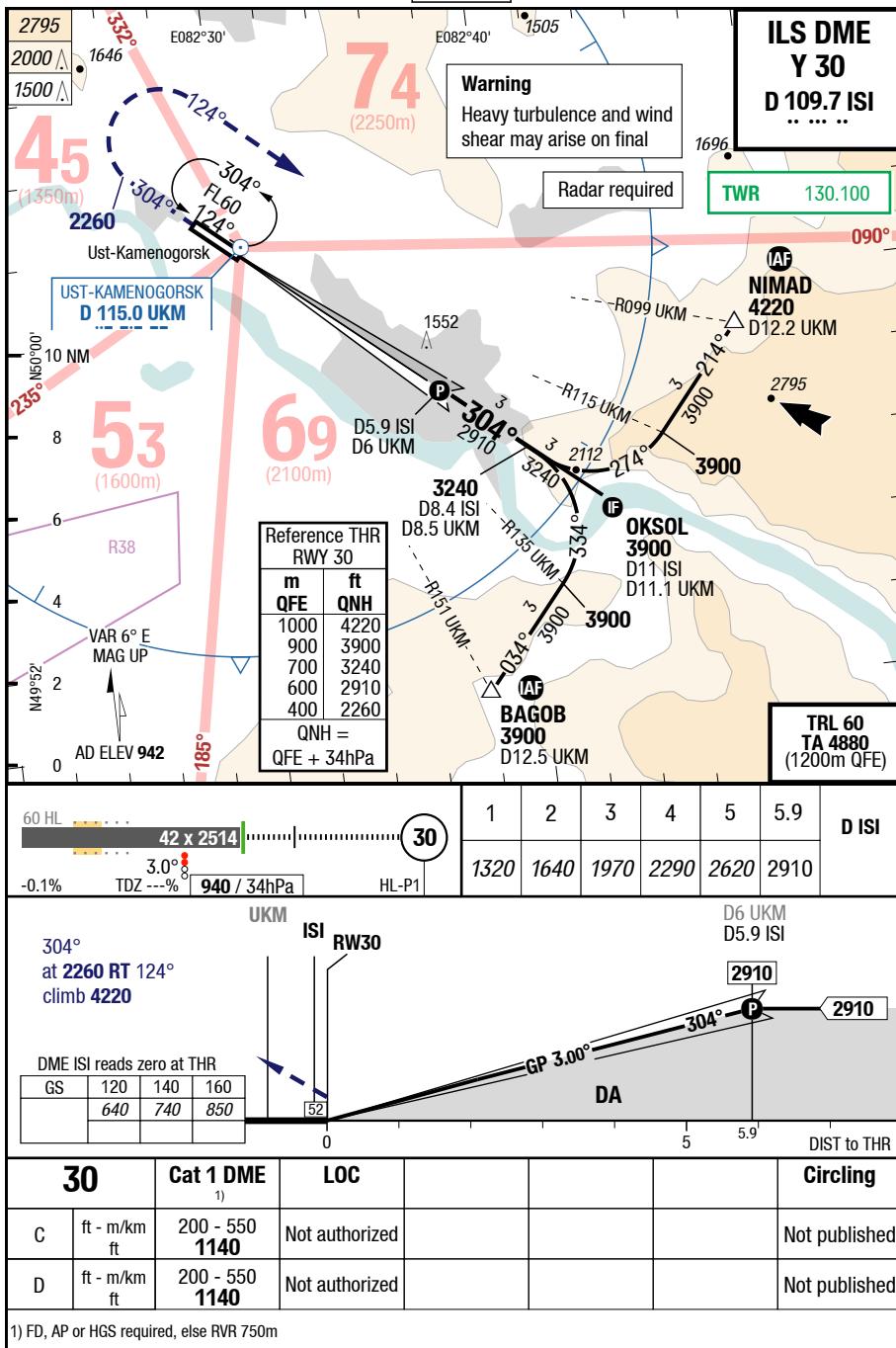
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7-20

ILS DME Y 30

IAC

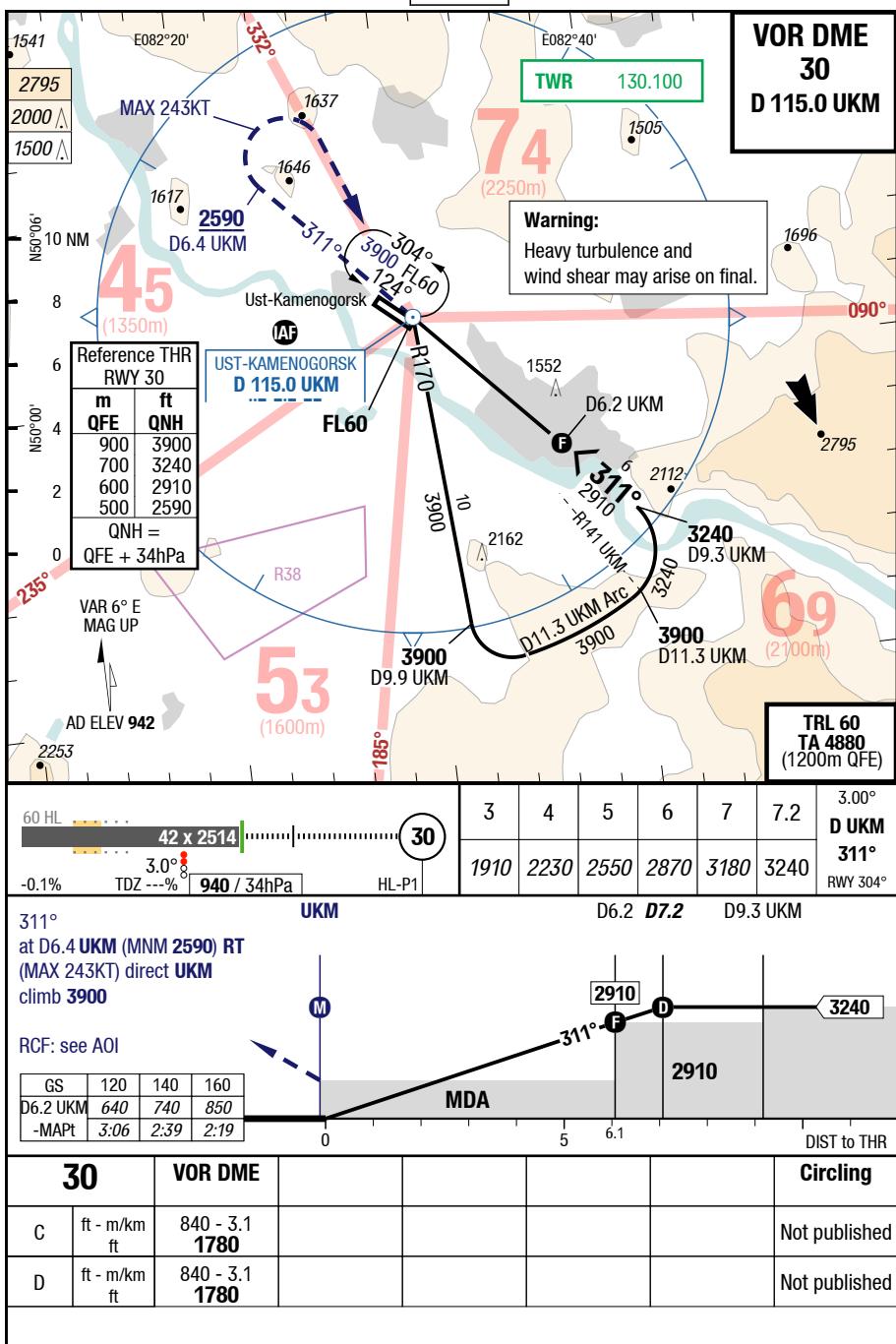


Changes: Completely revised

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7-40

VOR DME 30

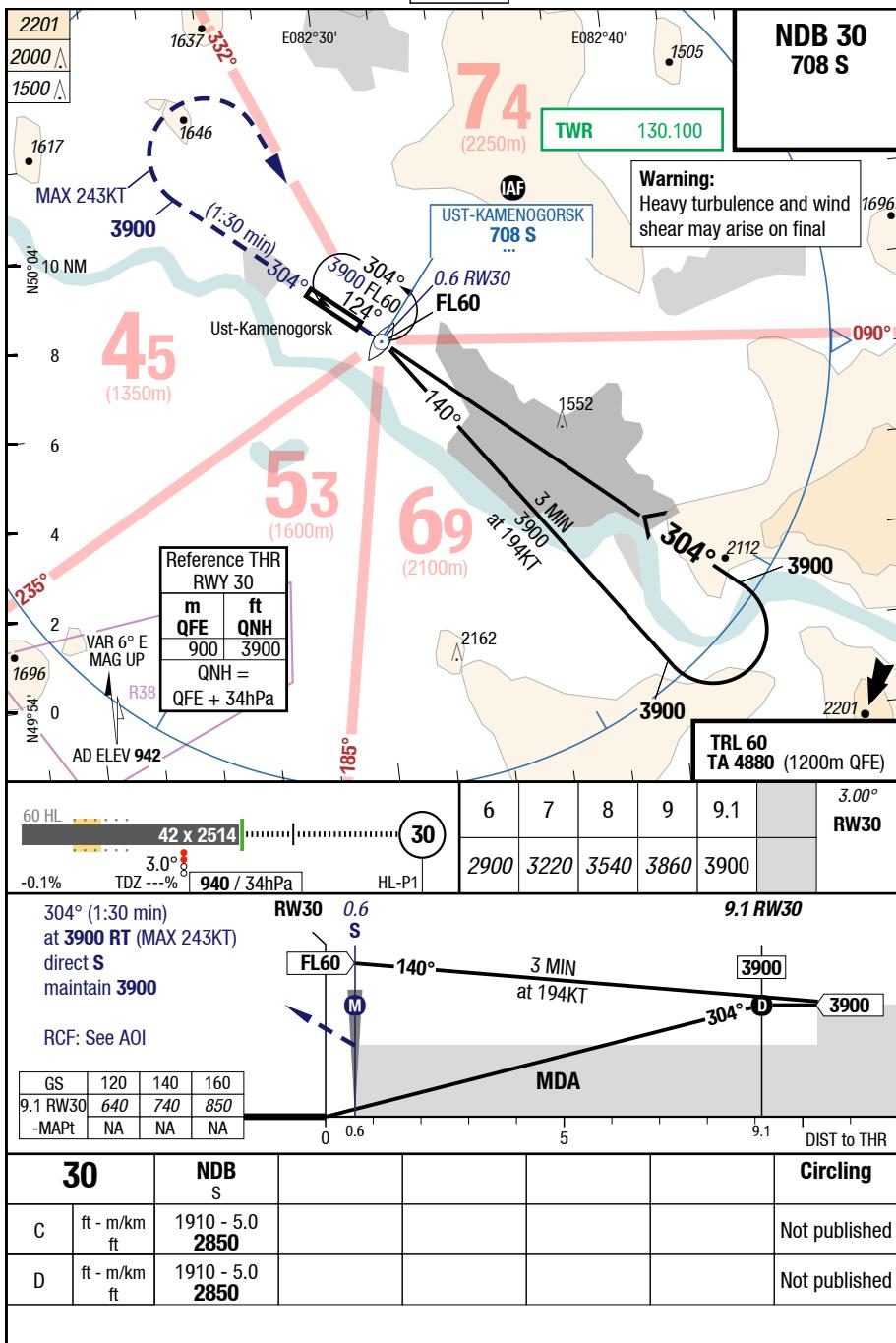


Changes: Completely revised

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7-50

NDB 30



Changes: Completely revised

