

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

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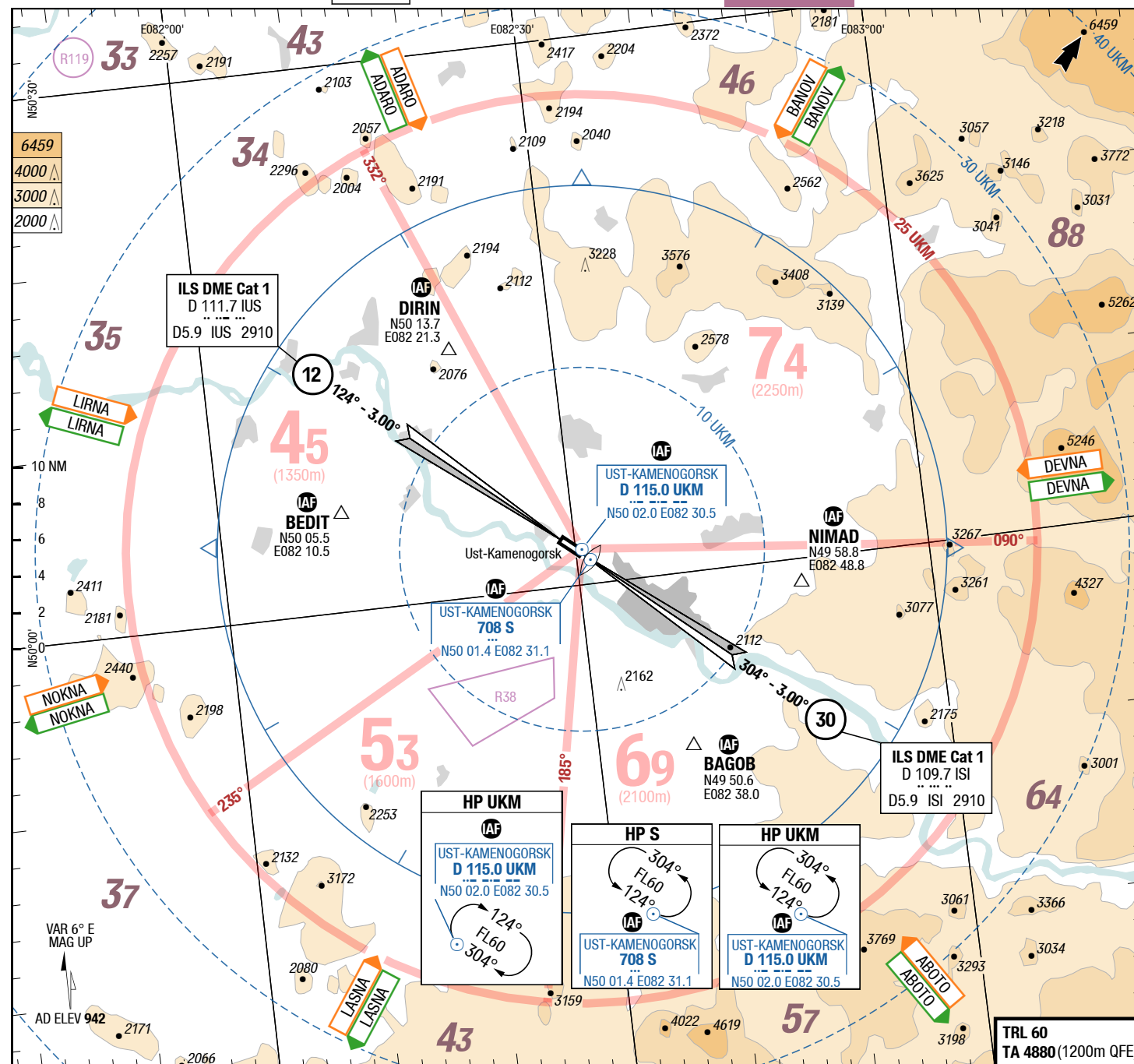
AGC
AFC

AFC

AFC

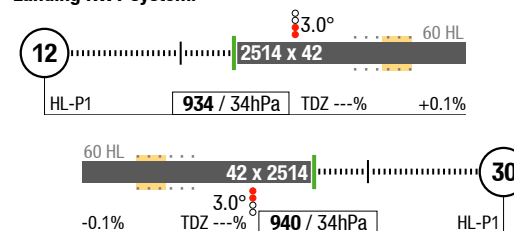
Ust-Kamenogorsk Kazakhstan

AGC
AFC



TWR	130.100
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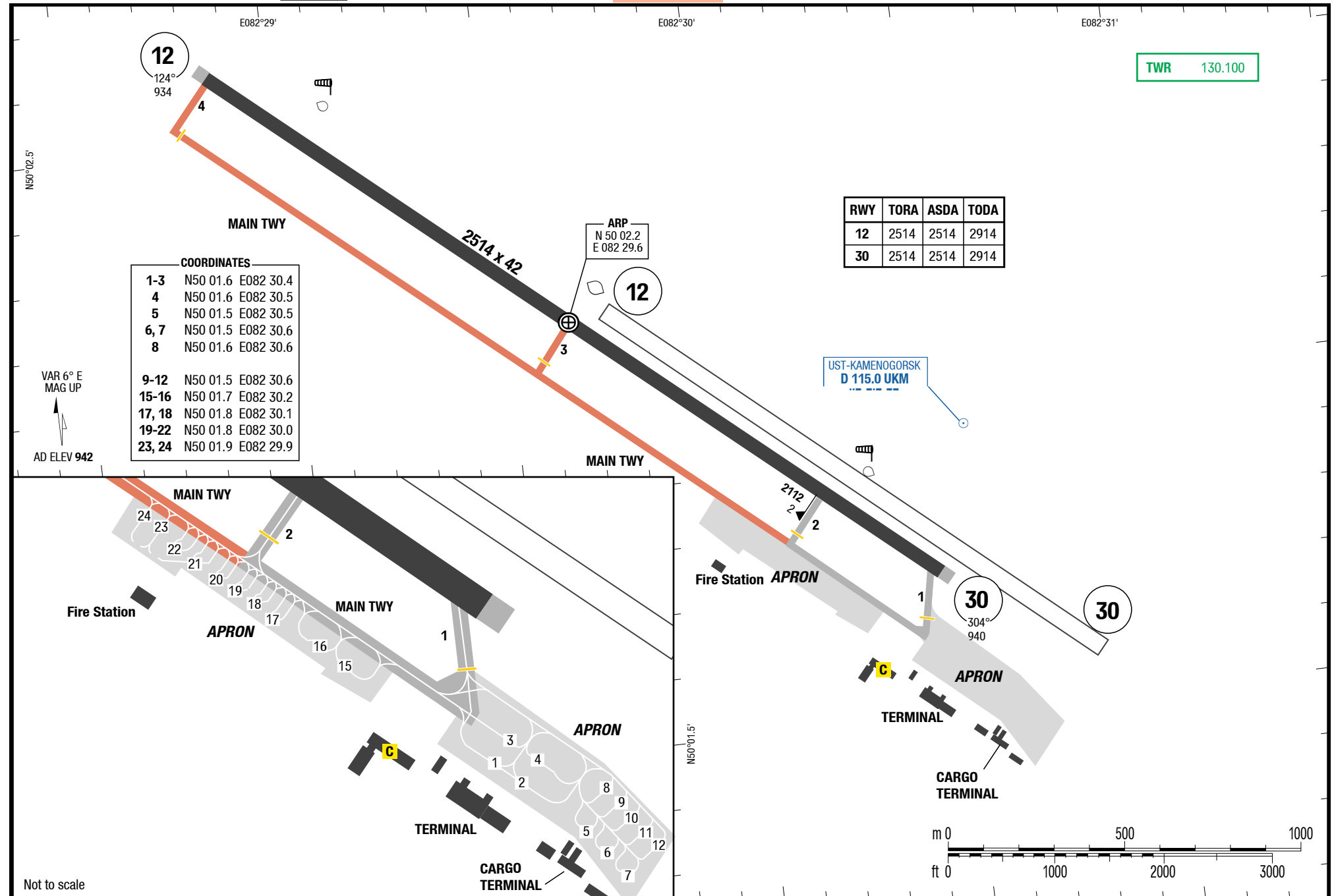
Landing RWY system:



TRL 60
TA 4880 (1200m QFE)

Changes: Nil

3-20



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SIDs RWY 30

SIDs RWY 12

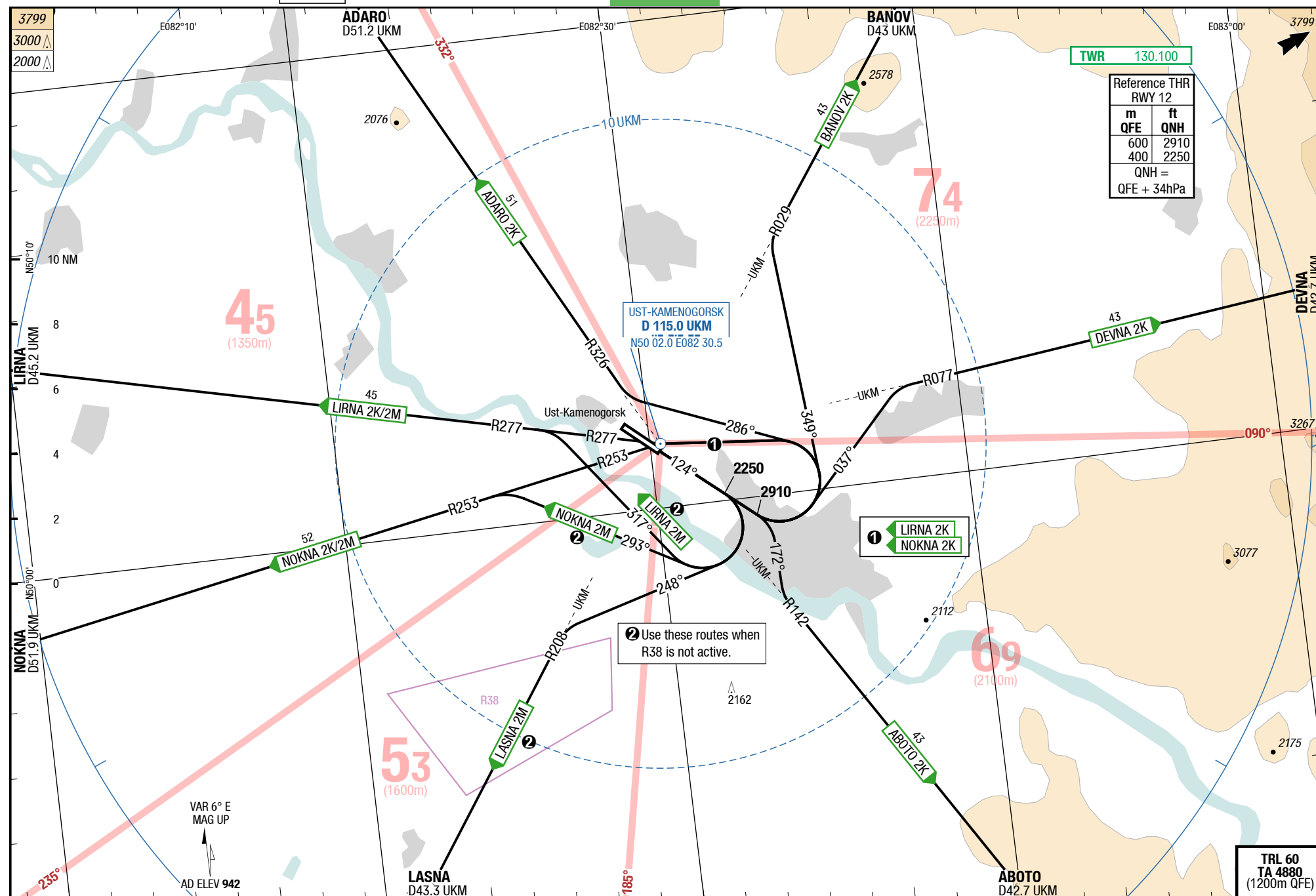
SID

SID

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SIDs RWY 30

SIDs RWY 12



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

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SID

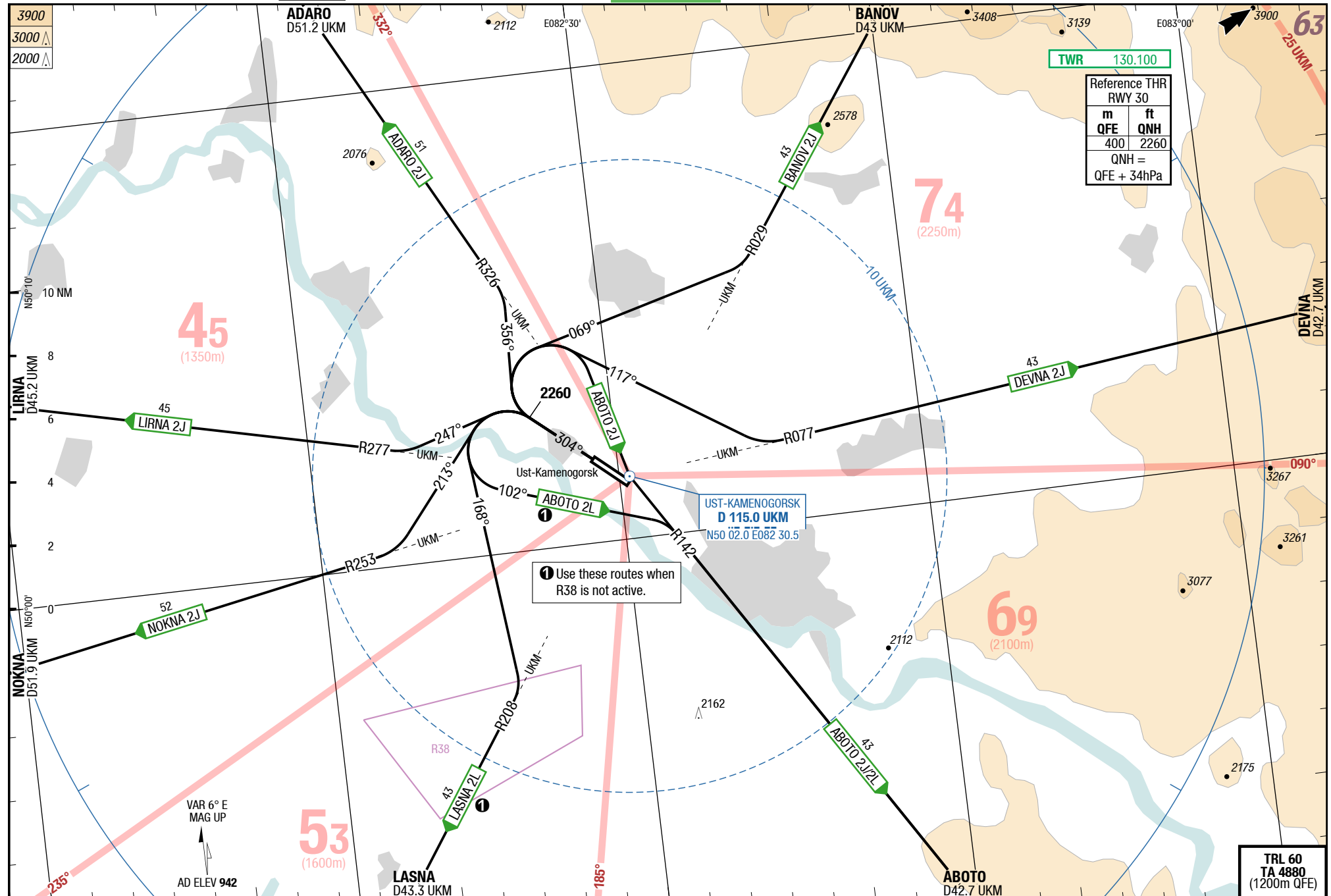
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SIDs RWY 30

SIDs RWY 30

4-20



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

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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	

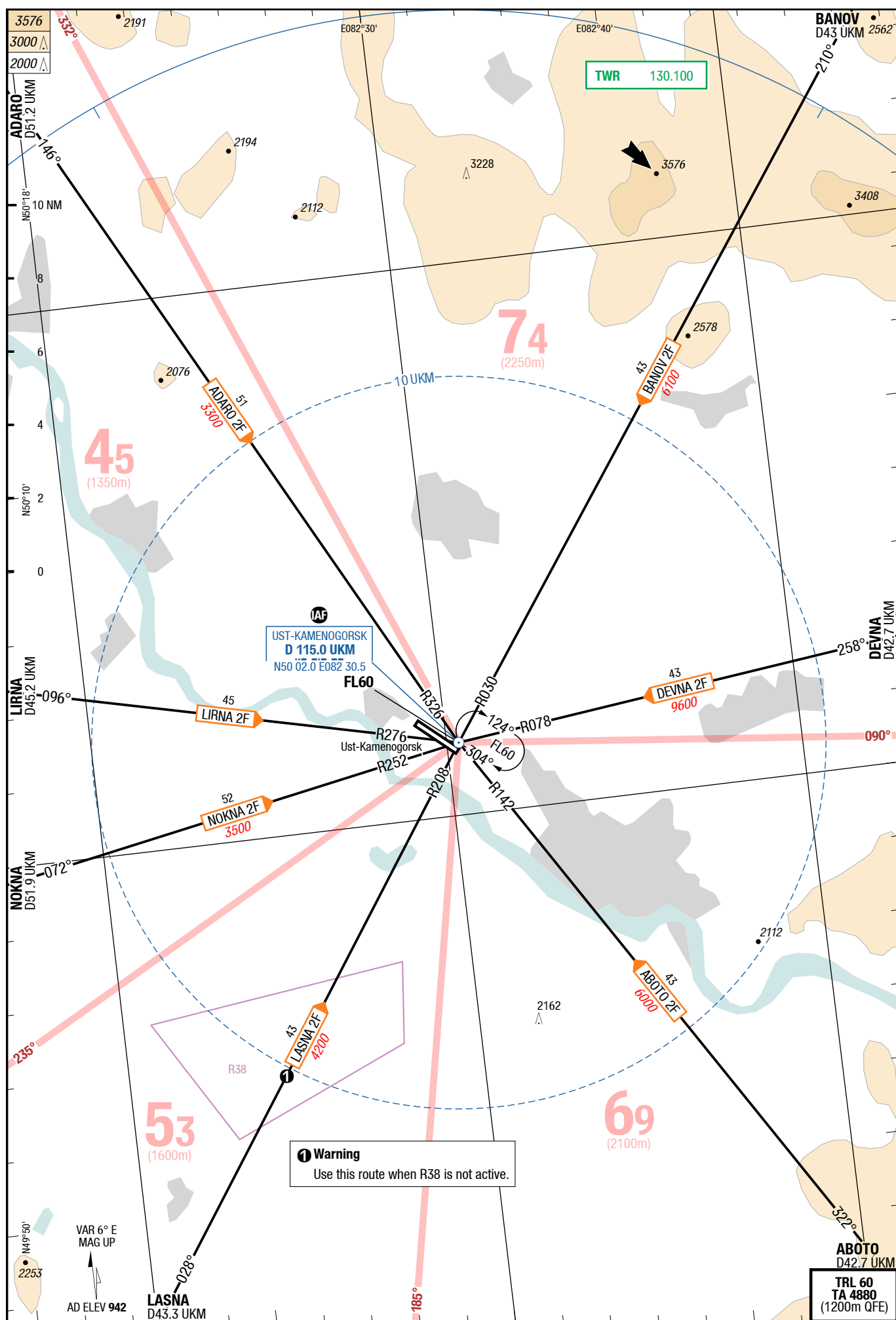
① Use this route when R38 is not active.

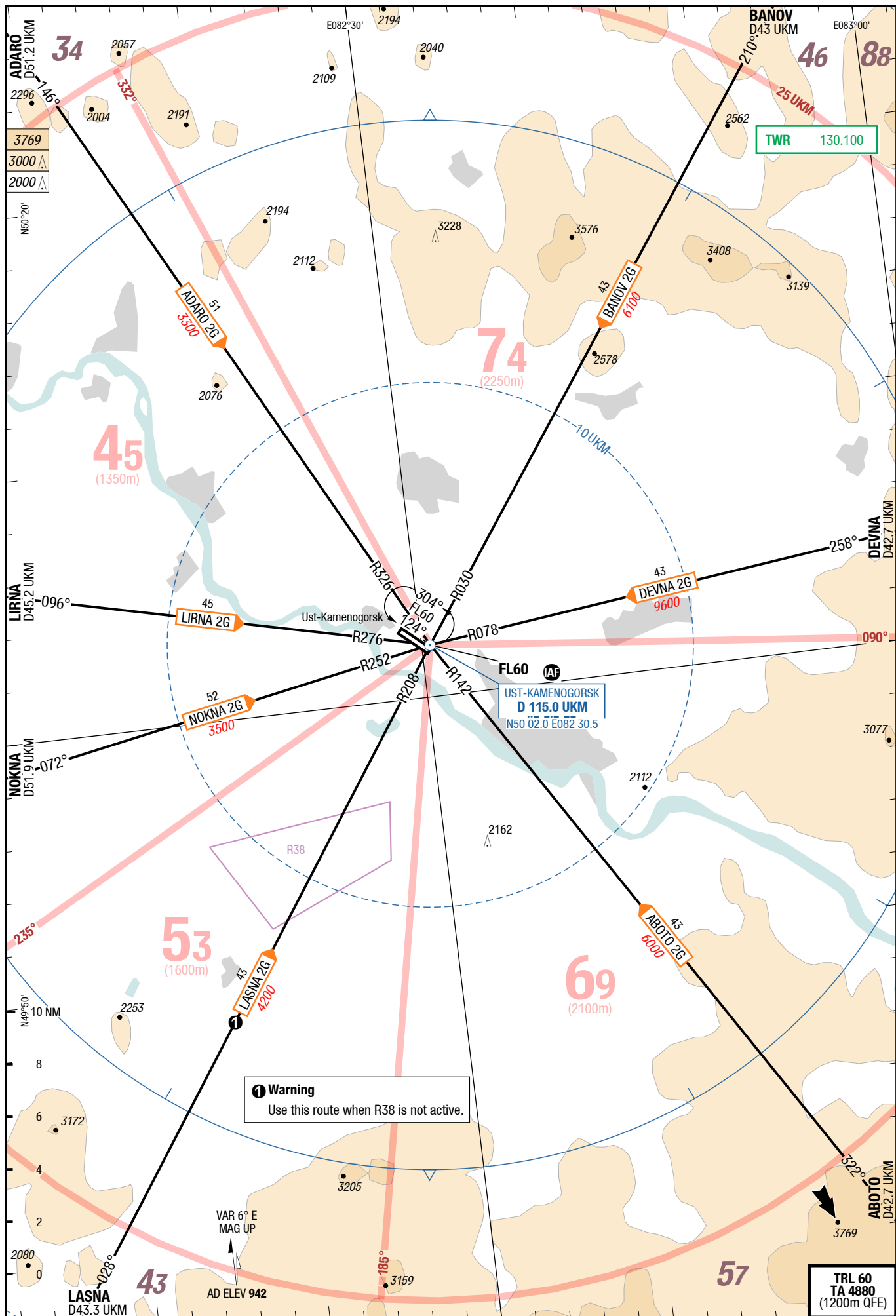
ABOTO 2J / ABOTO 2L / ADARO 2J / BANO V 2J / DEVNA 2J / LASNA 2L / LIRNA 2J /
NOKNA 2J

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	
BANO V 2J 130.100	at 2260 RT 069° - intercept R029 UKM to BANO V	
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.





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NIL

STAR

STAR

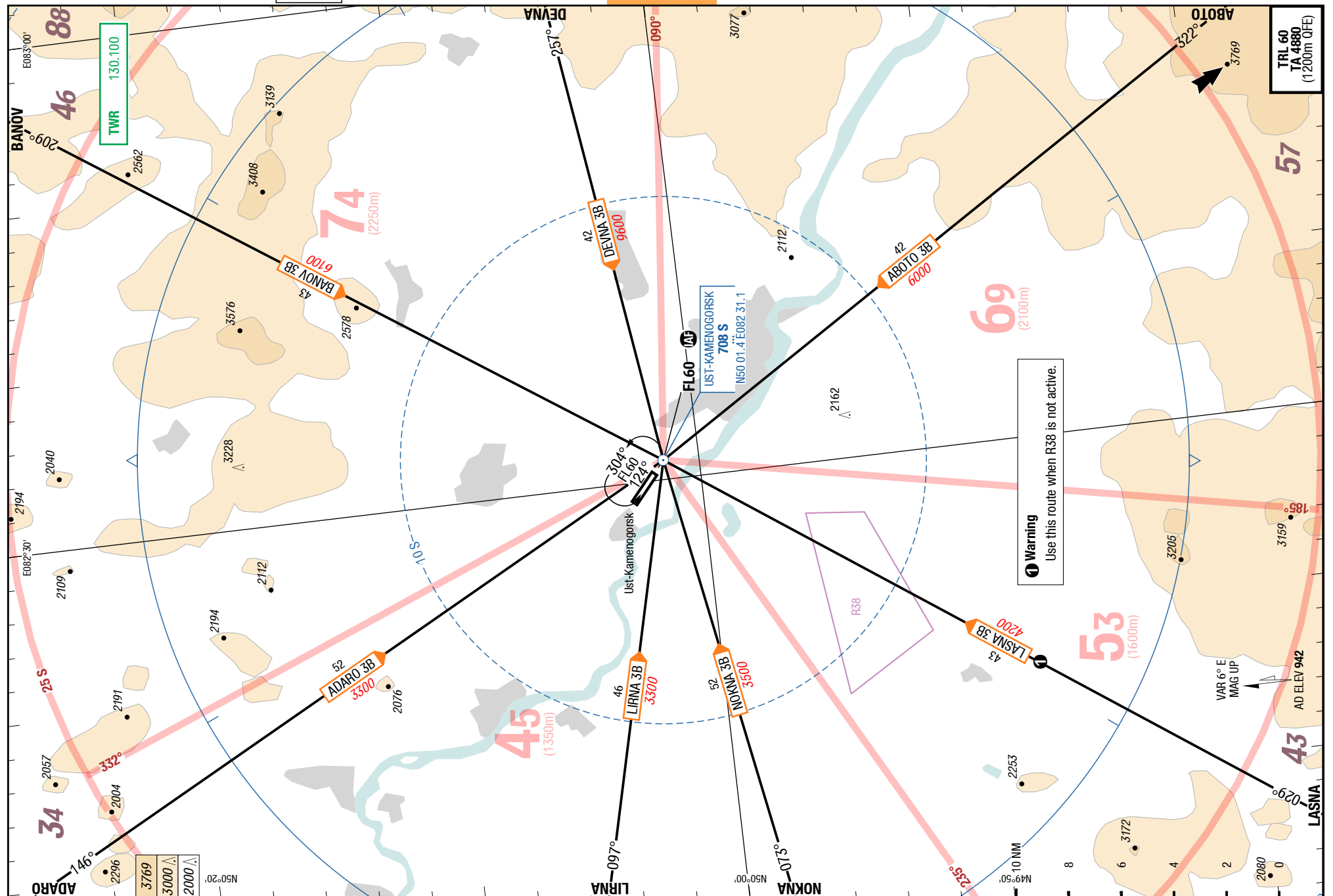
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NIL

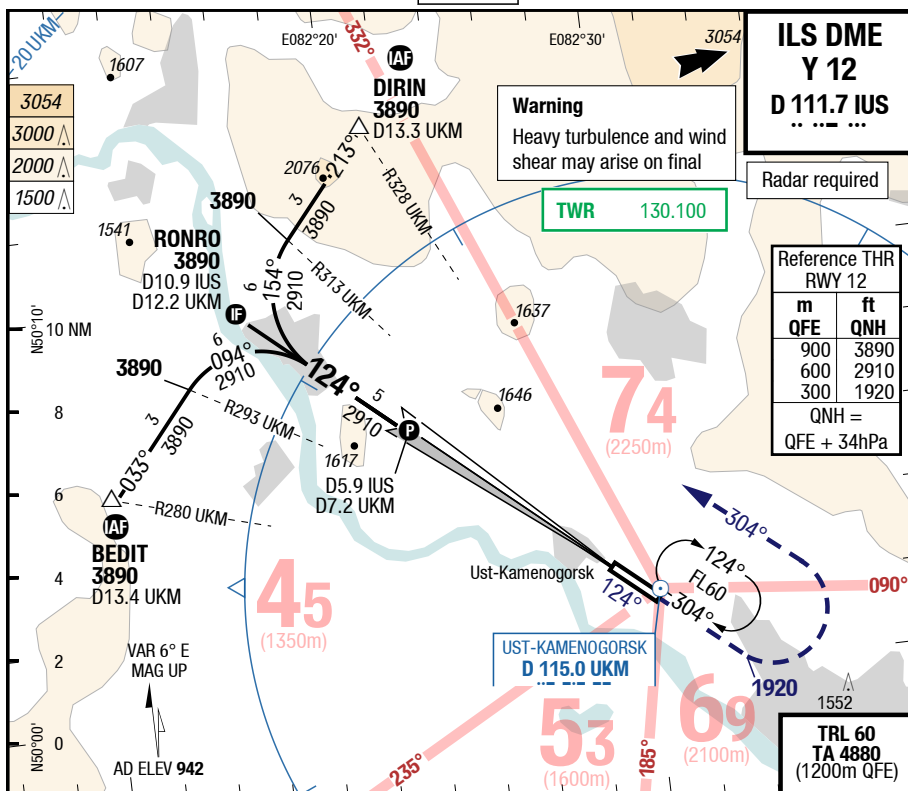
STARs RWY 30 based on NDB

6-30

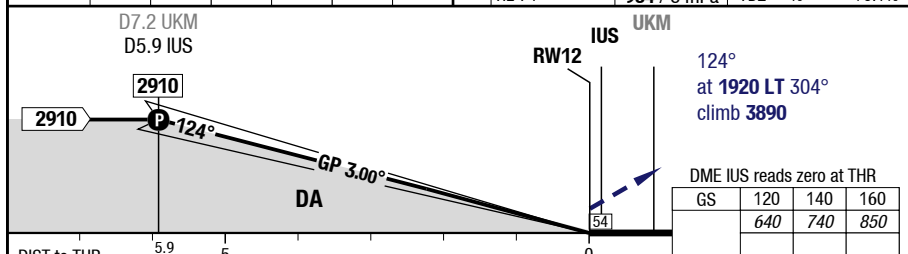
STARs RWY 30 based on NDB



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



D IUS	5.9	5	4	3	2	1	
	2910	2610	2290	1960	1640	1320	



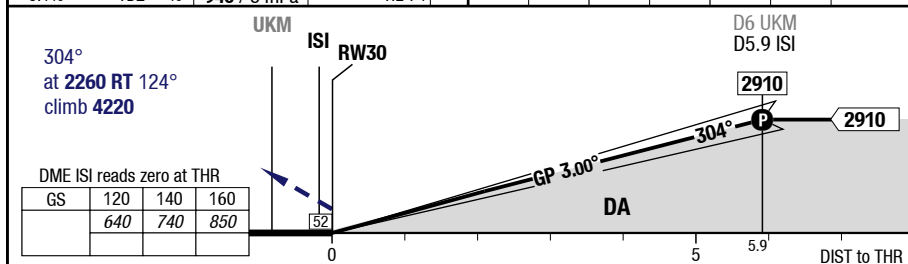
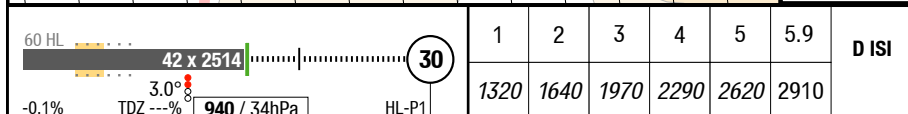
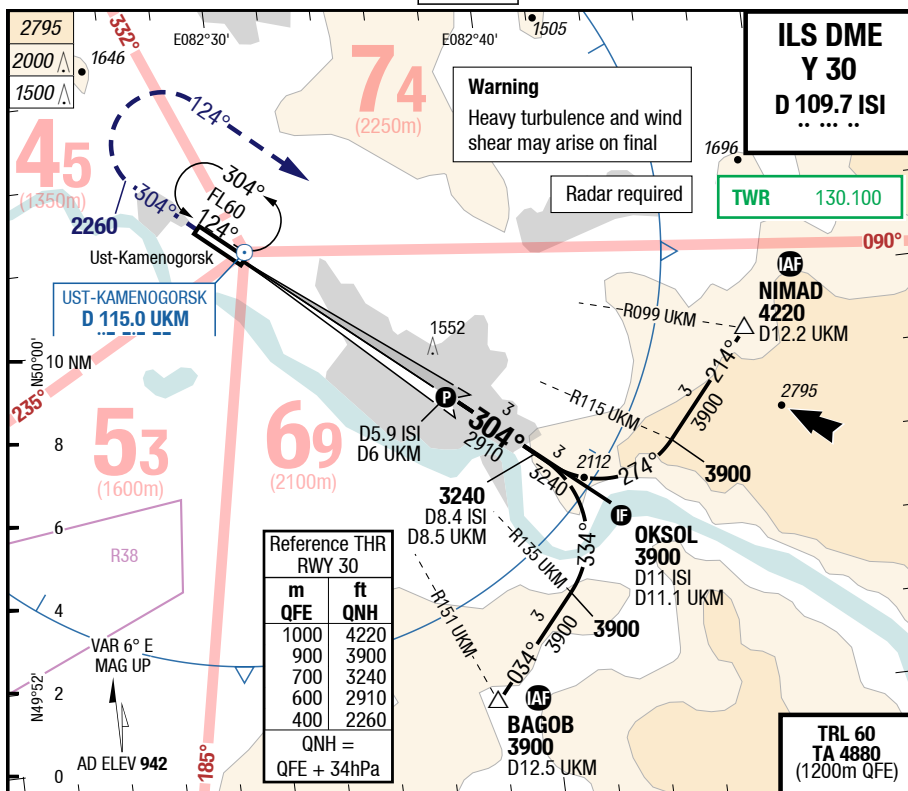
DIST TO THR		Cat 1 DME 1)		LOC			Circling
C	ft - m/km ft	200 - 550 1140	Not authorized				Not published
D	ft - m/km ft	200 - 550 1140	Not authorized				Not published

1) FD, AP or HGS required, else RVR 750m

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7-20

ILS DME Y 30



30	Cat 1 DME 1)	LOC				Circling
C	ft - m/km ft	200 - 550 1140	Not authorized			Not published
D	ft - m/km ft	200 - 550 1140	Not authorized			Not published

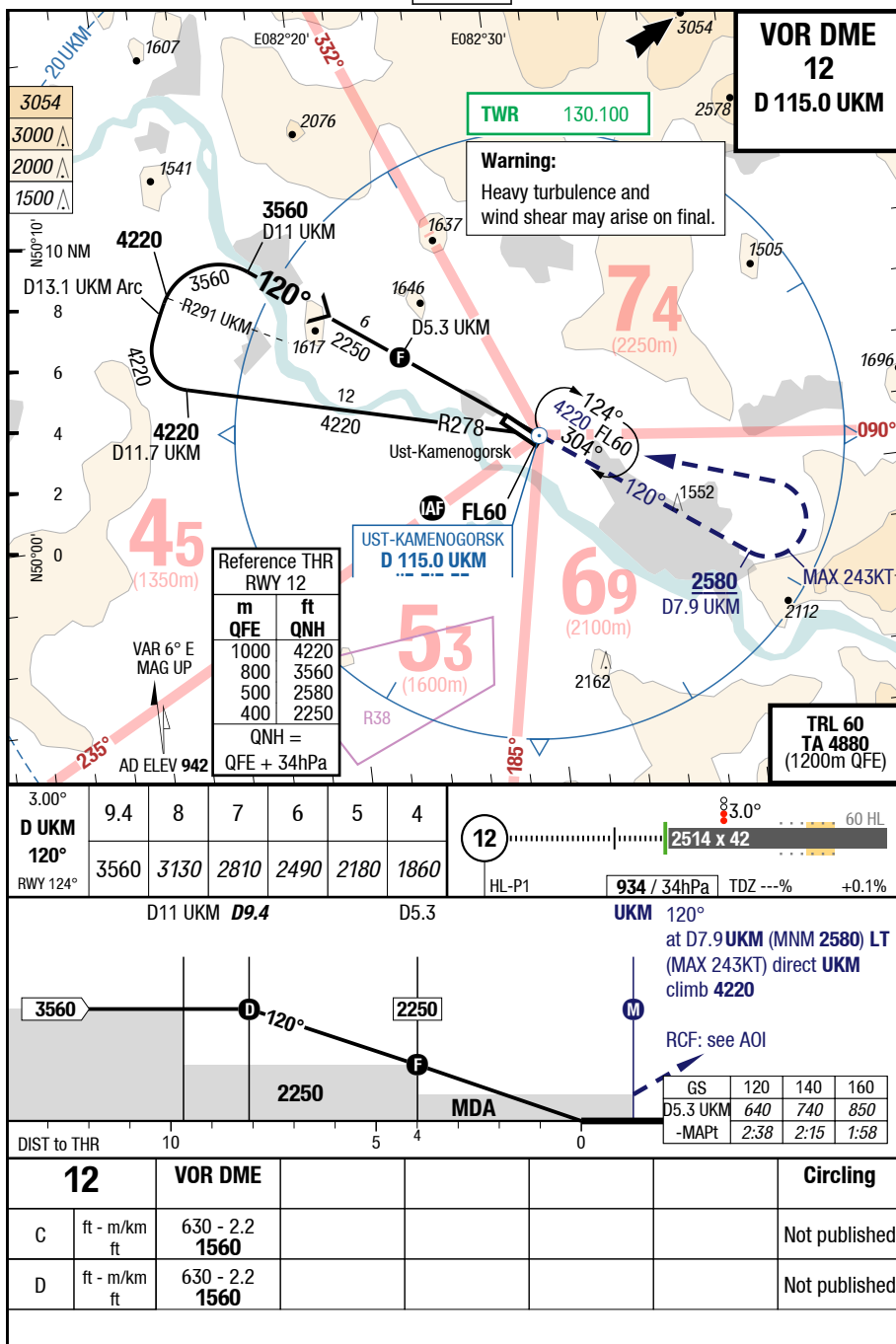
1) FD, AP or HGS required, else RVR 750m

Changes: Completely revised

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7-30

VOR DME 12

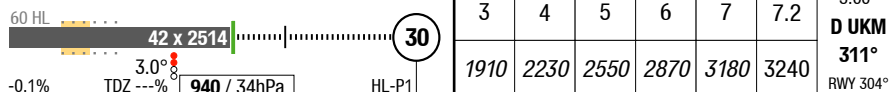
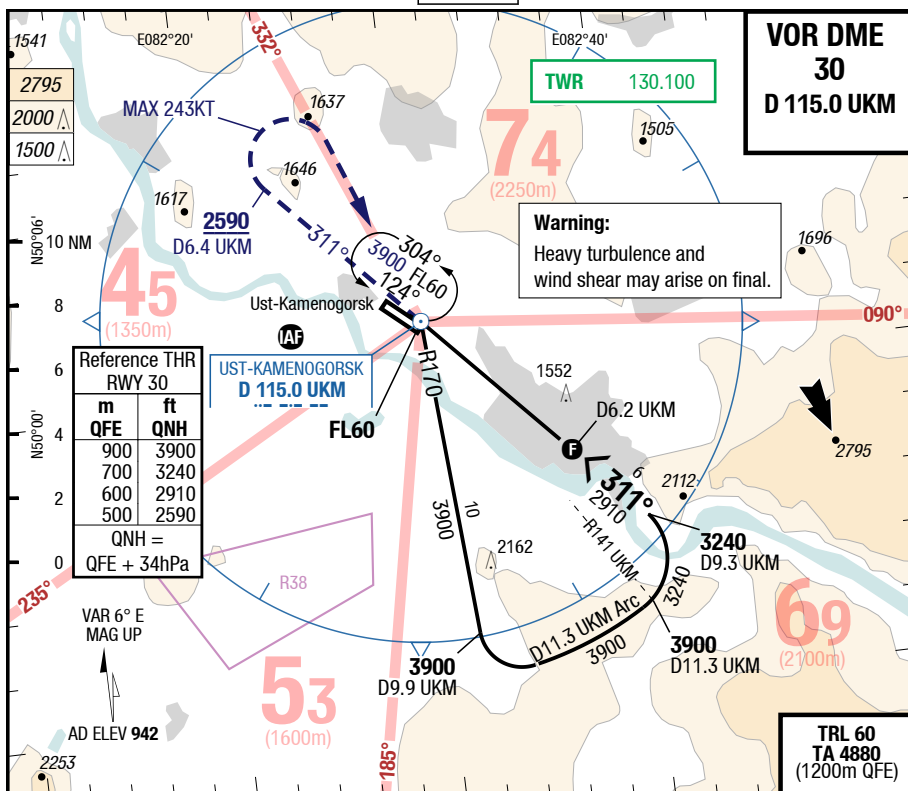


Changes: Completely revised

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7-40

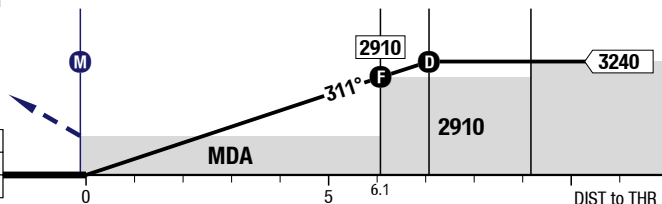
VOR DME 30



311°
at D6.4 **UKM** (MNM 2590) RT
(MAX 243KT) direct **UKM**
climb **3900**

RCE: see A01

GS	120	140	160
D6.2 UKM	640	740	850
-MAPt	3:06	2:39	2:19

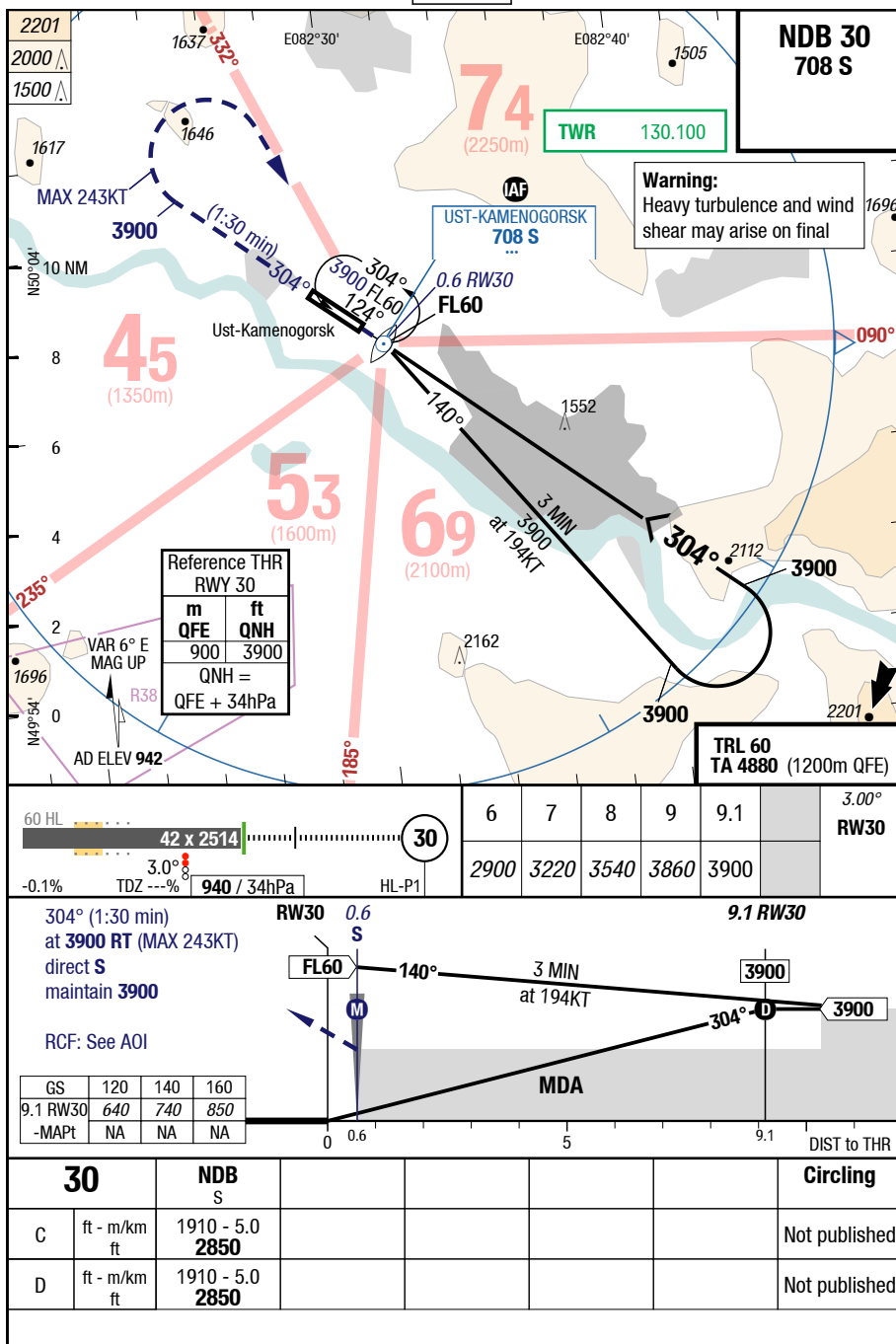


30		VOR DME					Circling
C	ft - m/km ft	840 - 3.1 1780					Not published
D	ft - m/km ft	840 - 3.1 1780					Not published

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NDB 30



Changes: Completely revised

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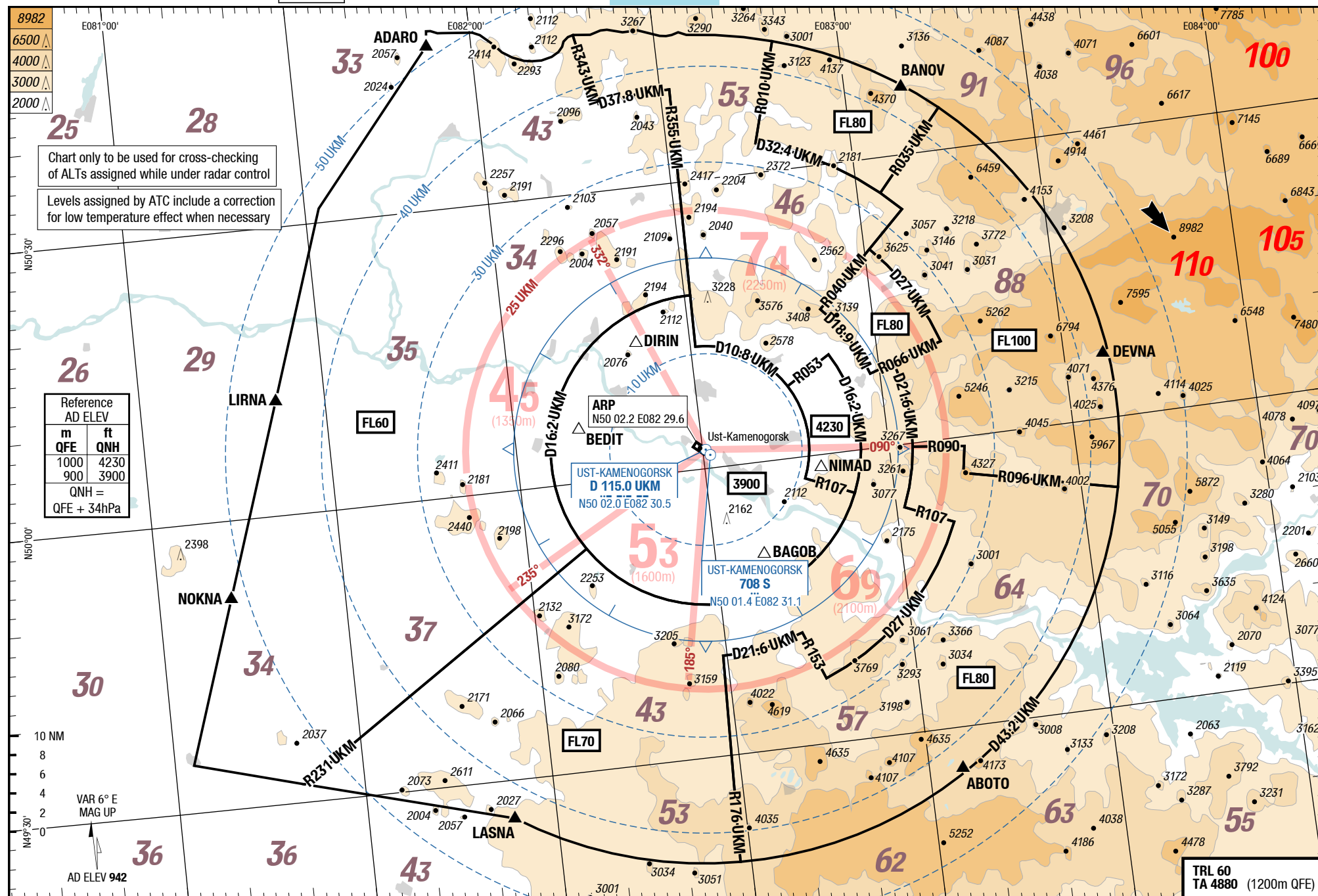
MRC

MRC

MRC

Ust-Kamenogorsk Kazakhstan

MRC



Changes: MRVA, MSA, VAR, ARP, AD ELEV