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Revision Letter For Cycle 08-2012

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General Information

Location: Komsomolsk-NA-Amure Rus

IATA Code:

Lat/Long: N50° 36.3' E137° 04.9'

Elevation: 89 ft

Airport Use: Public

Magnetic Variation: 12.2°W

Fuel Types: Jet A-1

Customs: Restricted

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: No

Sunrise: 1949 Z

Sunset: 0953 Z,

Runway Information

Runway: 01

Length x Width: 8136 ft x 262 ft

Surface Type: concrete

TDZ-Elev: 89 ft

Lighting: Edge, ALS

Runway: 19

Length x Width: 8136 ft x 262 ft

Surface Type: concrete

TDZ-Elev: 89 ft

Lighting: Edge, ALS

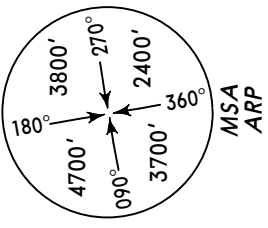
Communication Information

Ognenny Tower 124.0 Non-English

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Apt Elev
89'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5911')



SIRVU 4, TERBO 4A

TERBO 4B

BY ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

TERBO

N50 55.0 E138 12.1

At or above
FL80

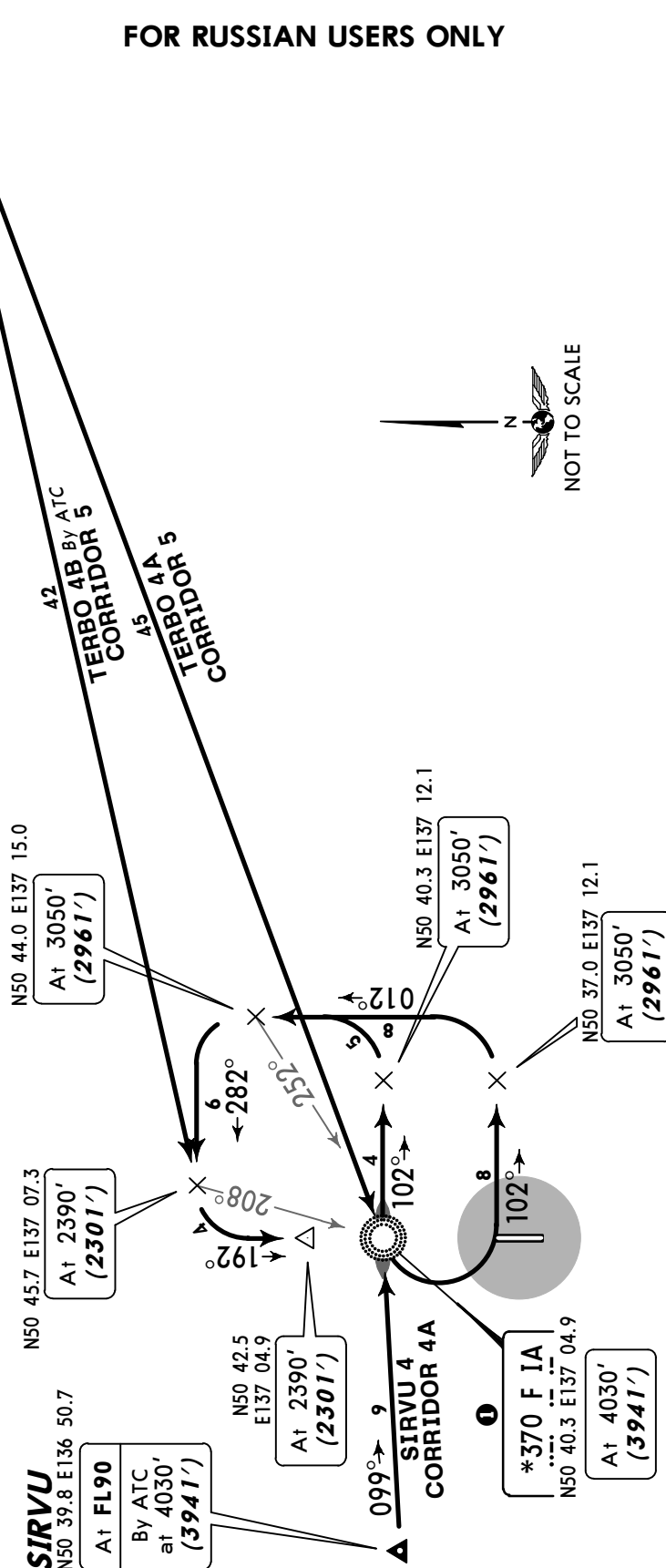
By ATC
at 6000'
(5911')

① "IA" is a non-standard equivalent
to the Russian letter with the
Morse Code ----

ALT/HEIGHT CONVERSION

(QFE)

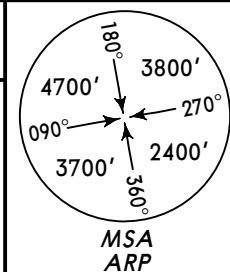
QNH 6000' (5911' - 1800m)
4030' (3941' - 1200m)
3050' (2961' - 900m)
2390' (2301' - 700m)



NOT TO SCALE

Apt Elev
89'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5911')



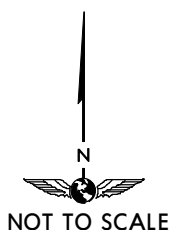
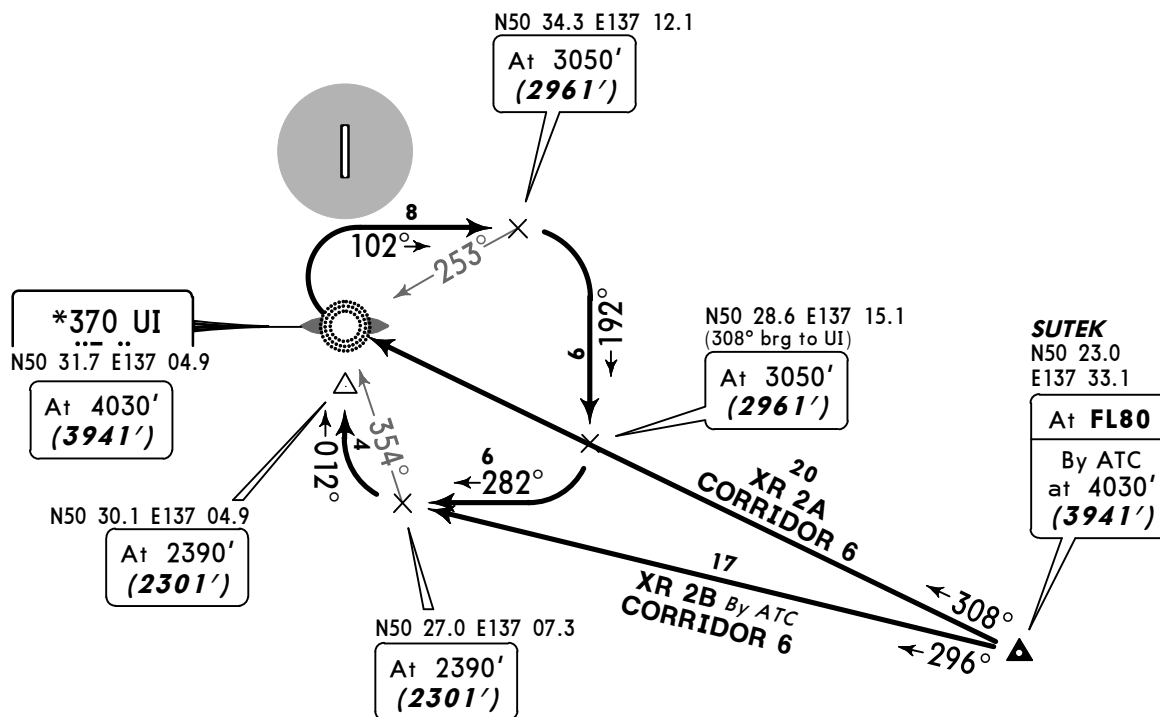
XR 2A

XR 2B

BY ATC

RWY 01 ARRIVALS

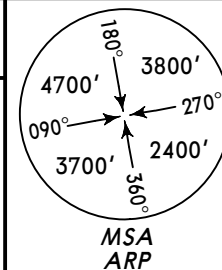
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5911' - 1800m)
4030'	(3941' - 1200m)
3050'	(2961' - 900m)
2390'	(2301' - 700m)

Apt Elev
89'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5911')



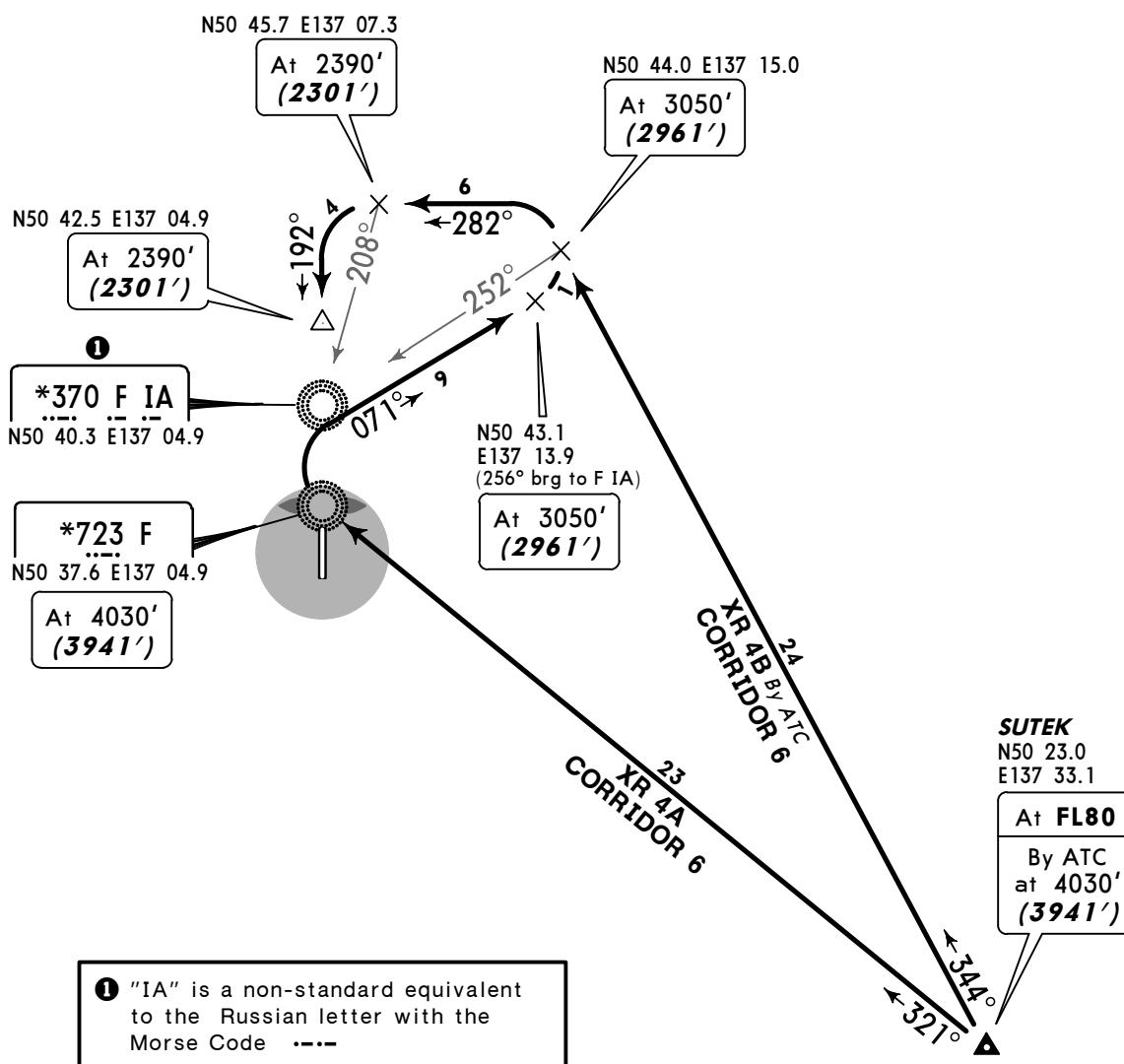
XR 4A

XR 4B

BY ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY



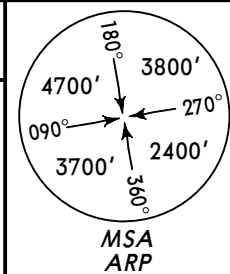
ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5911' - 1800m)
4030'	(3941' - 1200m)
3050'	(2961' - 900m)
2390'	(2301' - 700m)

Apt Elev

89'

QNH on request (QFE)

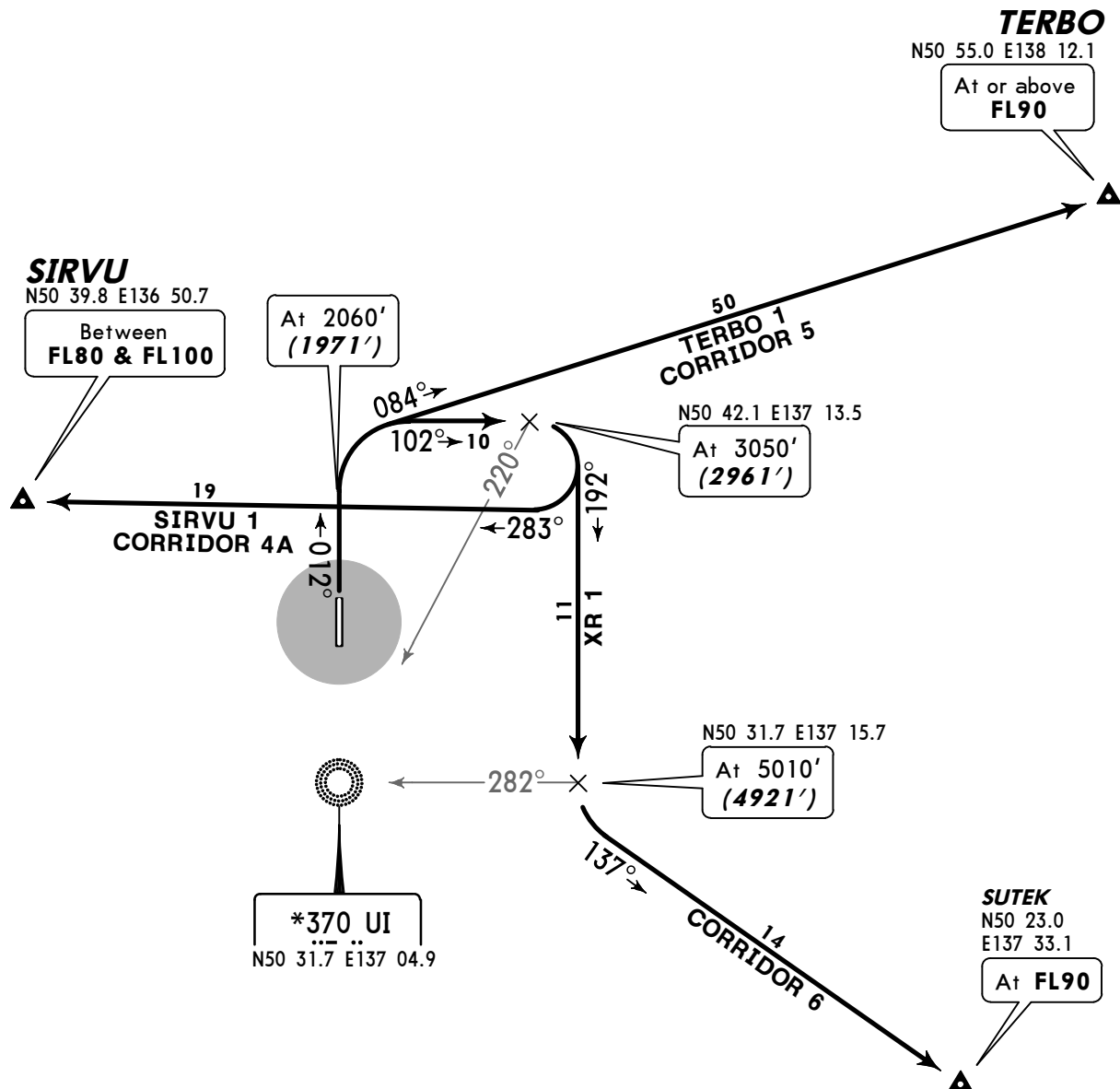
Trans level: FL80 Trans alt (hgt): 6000' (5911')



SIRVU 1, TERBO 1, XR 1

RWY 01 DEPARTURES

FOR RUSSIAN USERS ONLY

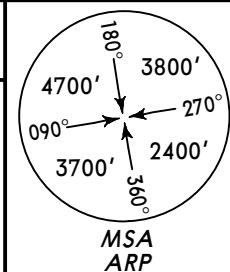


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1971' - 600m)
3050'	(2961' - 900m)
5010'	(4921' - 1500m)
6000'	(5911' - 1800m)

Apt Elev
89'

QNH on request (QFE)

Trans level: FL80 Trans alt (hgt): 6000' (5911')



SIRVU 3, TERBO 3, XR 3

RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY

❶ "IA" is a non-standard equivalent to the Russian letter with the Morse Code •-•-

SIRVU

N50 39.8 E136 50.7

Between
FL80 & FL100

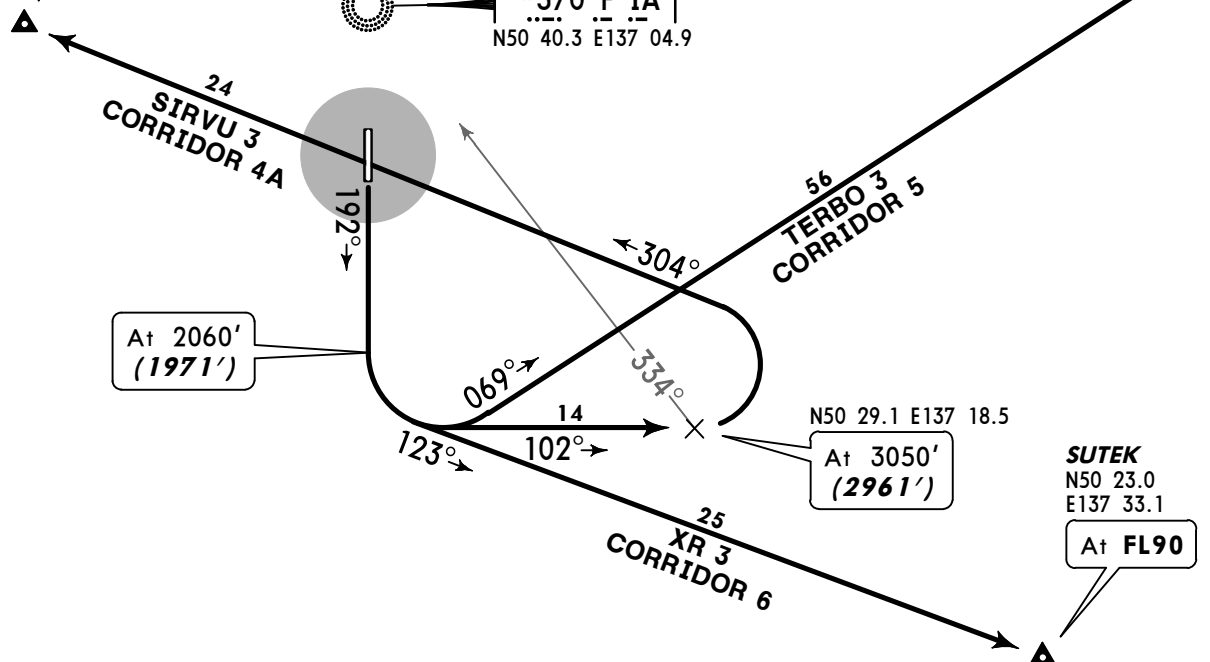
TERBO

N50 55.0 E138 12.1

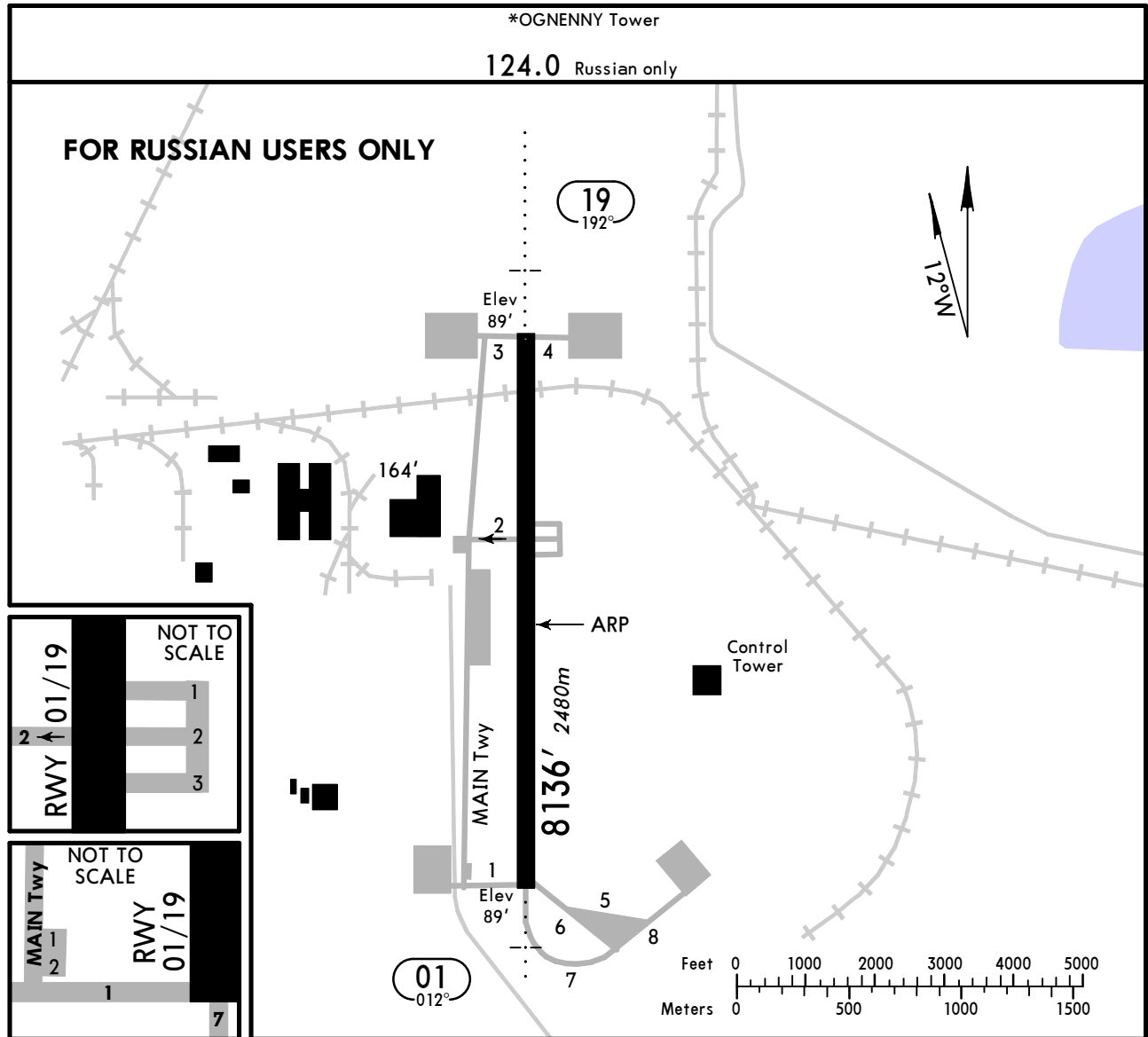
At or above
FL90

❶ *370 F IA

N50 40.3 E137 04.9



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1971' - 600m)
3050'	(2961' - 900m)
6000'	(5911' - 1800m)



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING	BEYOND	
			Threshold	Glide Slope	TAKE-OFF
01					7972' 2430m
19	RL	ALS			8005' 2440m

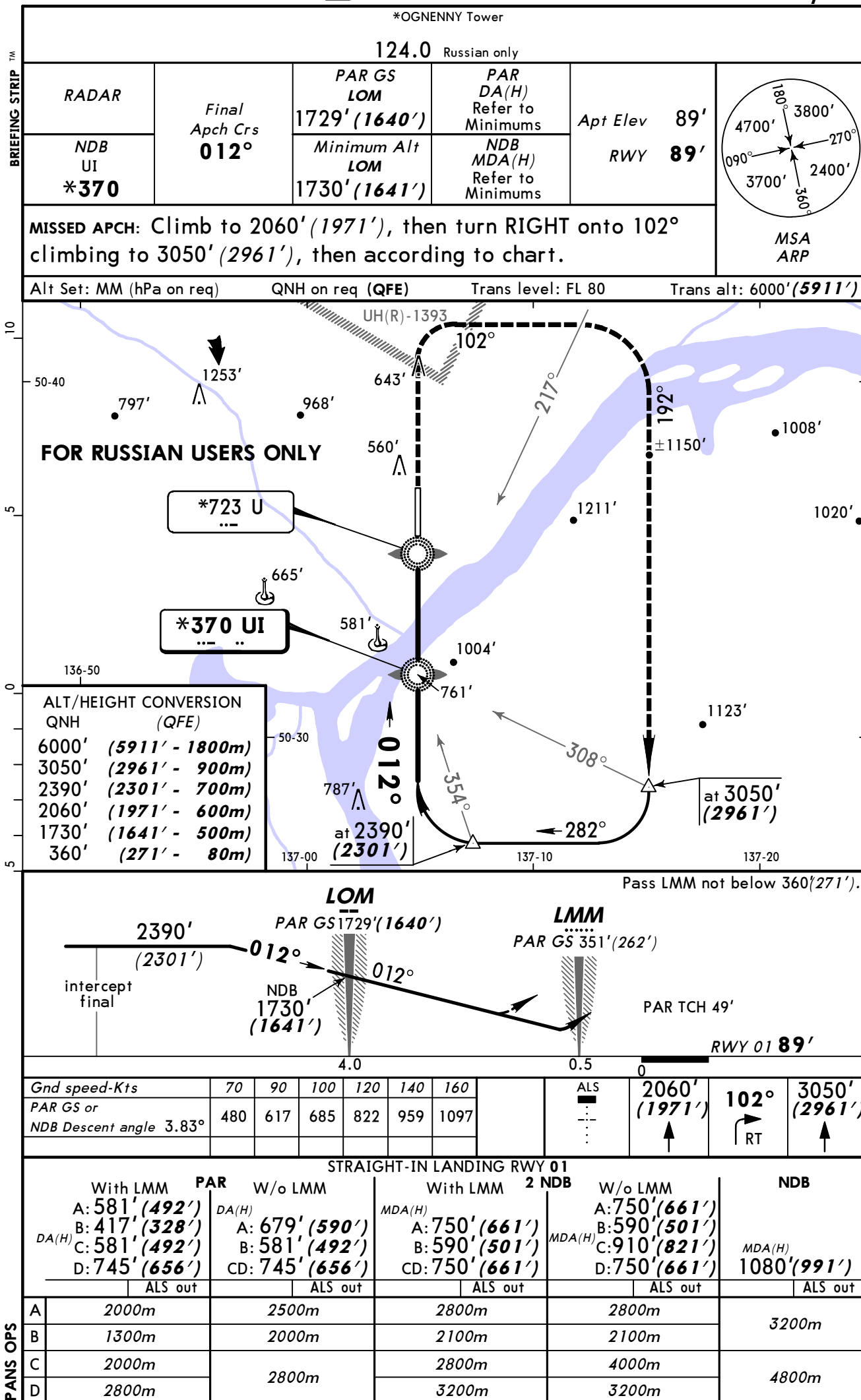
TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	RCLM (DAY only) or RL
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	400m

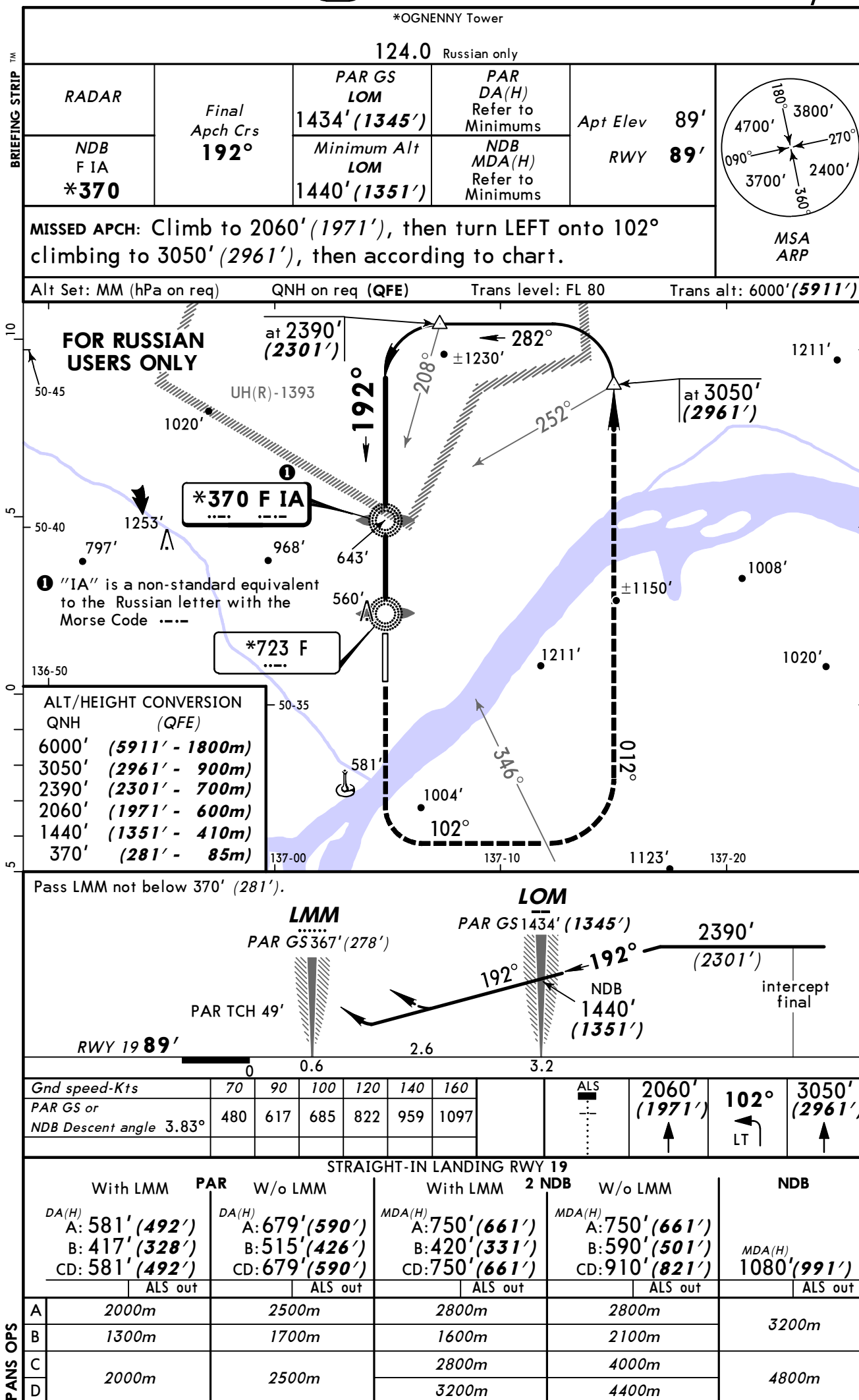
STRAIGHT-IN RWY		A	B	C	D
01	PAR ❶	581' (492')	417' (328')	581' (492')	745' (656')
		R1500m	R1300m	C2100m	C2400m
	ALS out	R1500m	R1500m	C2300m	C2400m
	PAR ❷	679' (590')	581' (492')	745' (656')	745' (656')
		R1500m	R1500m	C2400m	C2400m
	2 NDB ❶❸❹	750' (661')	590' (501')	750' (661')	750' (661')
		R1500m	R1500m	C2900m	C2900m
	ALS out	R1500m	R1500m	C3100m	C3100m
	2 NDB ❶❸❺	750' (661')	590' (501')	750' (661')	750' (661')
		C2900m	C2100m	C2900m	C2900m
	ALS out	C3100m	C2400m	C3100m	C3100m
	2 NDB ❷❸❹	750' (661')	590' (501')	910' (821')	750' (661')
		R1500m	R1500m	C3600m	C2900m
	ALS out	R1500m	R1500m	C3800m	C3100m
	2 NDB ❷❸❺	750' (661')	590' (501')	910' (821')	750' (661')
		C2900m	C2100m	C3600m	C2900m
	ALS out	C3100m	C2400m	C3800m	C3100m
	NDB ❸	1080' (991')	1080' (991')	1080' (991')	1080' (991')
		C4300m	C4300m	C4300m	C4300m
	ALS out	C4500m	C4500m	C4500m	C4500m
19	PAR ❶	581' (492')	417' (328')	581' (492')	581' (492')
		R1500m	R1300m	C2100m	C2100m
	ALS out	R1500m	R1500m	C2300m	C2300m
	PAR ❷	679' (590')	515' (426')	679' (590')	679' (590')
		R1500m	R1500m	C2400m	C2400m
	2 NDB ❶❸	750' (661')	420' (331')	750' (661')	750' (661')
		C2900m	R1300m	C2900m	C2900m
	ALS out	C3100m	R1500m	C3100m	C3100m
	2 NDB ❷❸	750' (661')	590' (501')	910' (821')	910' (821')
		C2900m	C2100m	C3600m	C3600m
	ALS out	C3100m	C2400m	C3800m	C3800m
	NDB ❸	1080' (991')	1080' (991')	1080' (991')	1080' (991')
		C4300m	C4300m	C4300m	C4300m
	ALS out	C4500m	C4500m	C4500m	C4500m

- ❶ with LMM.
 ❷ w/o LMM.
 ❸ Continuous Descent Final Approach.
 ❹ with FMS.
 ❺ w/o FMS.

TAKE-OFF RWY 01, 19

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			





KOMSOMOLSK-NA-AMURE, (DZYOMGI - UHKD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHKD

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.