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Airport Information For UHKD

Terminal Charts For UHKD

Revision Letter For Cycle 25-2012

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Notebook

General Information

Location: Komsomolsk-NA-Amure Rus

IATA Code:

Lat/Long: N50° 36.3' E137° 04.8'

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: 2253 Z

Sunset: 0656 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: 85 ft

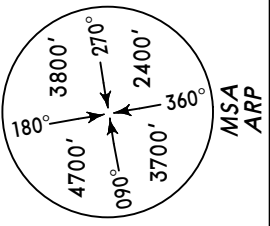
Lighting: Edge, ALS

Communication Information

Ognenny Tower 124.0 Non-English

Apt Elev
89'

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



SIRVU 2, TERBO 2A [TERB2A]

TERBO 2B [TERB2B]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

TERBO

N50 55.0 E138 12.1

At or above
FL80

By ATC
at 6000'

(5911')

ALT/HEIGHT CONVERSION
(QFE)

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

Direct distance from
N50 30.1 E137 04.9 to:
Dzyomgi Apt 6 NM

SIRVU

N50 39.8 E136 50.7

At FL90

By ATC

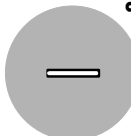
at 4030'

(3941')

N50 34.3 E137 12.1
(253° brg to UI)

At 3050'

(2961')



*370 UI

N50 31.7 E137 04.9

At 4030'

(3941')

N50 30.1 E137 04.9

At 2390'

(2301')

N50 27.0 E137 07.3

At 2390'

(2301')

N50 28.6 E137 15.1

At 3050'

(2961')

N50 28.6 E137 15.1

At 3050'

(2961')

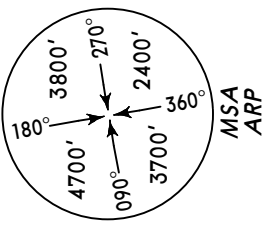
N50 28.6 E137 15.1

At 3050'

(2961')

Apt Elev
89'

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL80 Trans alt (hgt): 6000' (**5915'**)



SIRVU 4, TERBO 4A

TERBO 4B [TERB4B]

BY ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

TERBO

N50 55.0 E138 12.1

At or above
FL80

By ATC
at 6000'
(**5915'**)

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

Direct distance from
N50 42.5 E137 04.9 to:
Dzyomgi Apt **6 NM**

ALT/HEIGHT CONVERSION

(QFE)

6000' (**5915'** - 1800m)
4030' (**3945'** - 1200m)
3040' (**2955'** - 900m)
2390' (**2305'** - 700m)

SIRVU

N50 39.8 E136 50.7

At **FL90**

By ATC
at 4030'
(**3945'**)

N50 44.0 E137 15.0

At 3040'
(**2955'**)

N50 45.7 E137 07.3

At 2390'
(**2305'**)

N50 42.5
E137 04.9

At 2390'
(**2305'**)

N50 40.3 E137 12.1

At 3040'
(**2955'**)

N50 37.0 E137 12.1

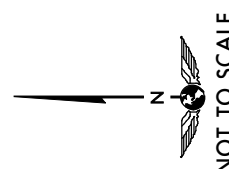
At 3040'
(**2955'**)

N50 40.3 E137 04.9

At 4030'
(**3945'**)

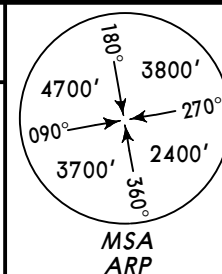
①

***370 F IA**



Apt Elev
89'

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



SUTEK 2A [SUTE2A]

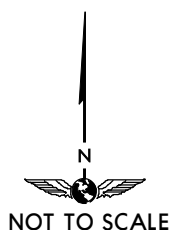
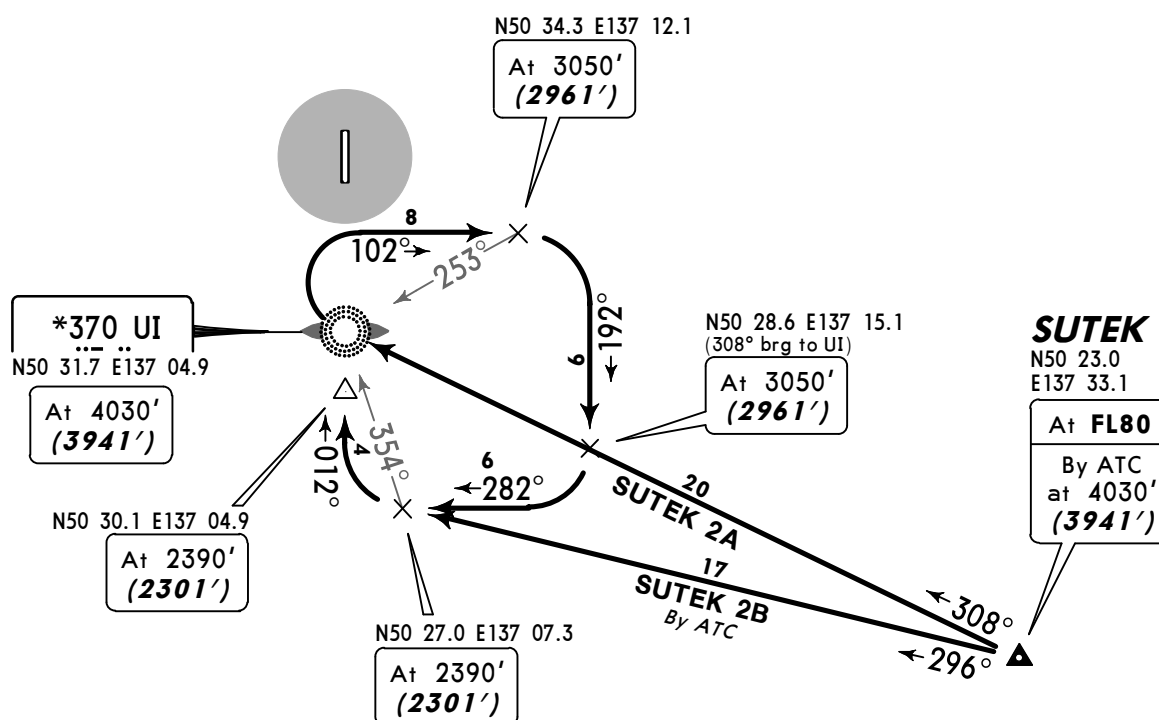
SUTEK 2B [SUTE2B]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

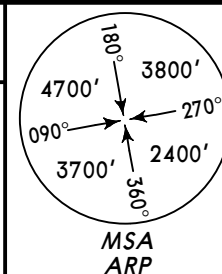
Direct distance from
N50 30.1 E137 04.9 to:
Dzyomgi Apt 6 NM



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' (5915')



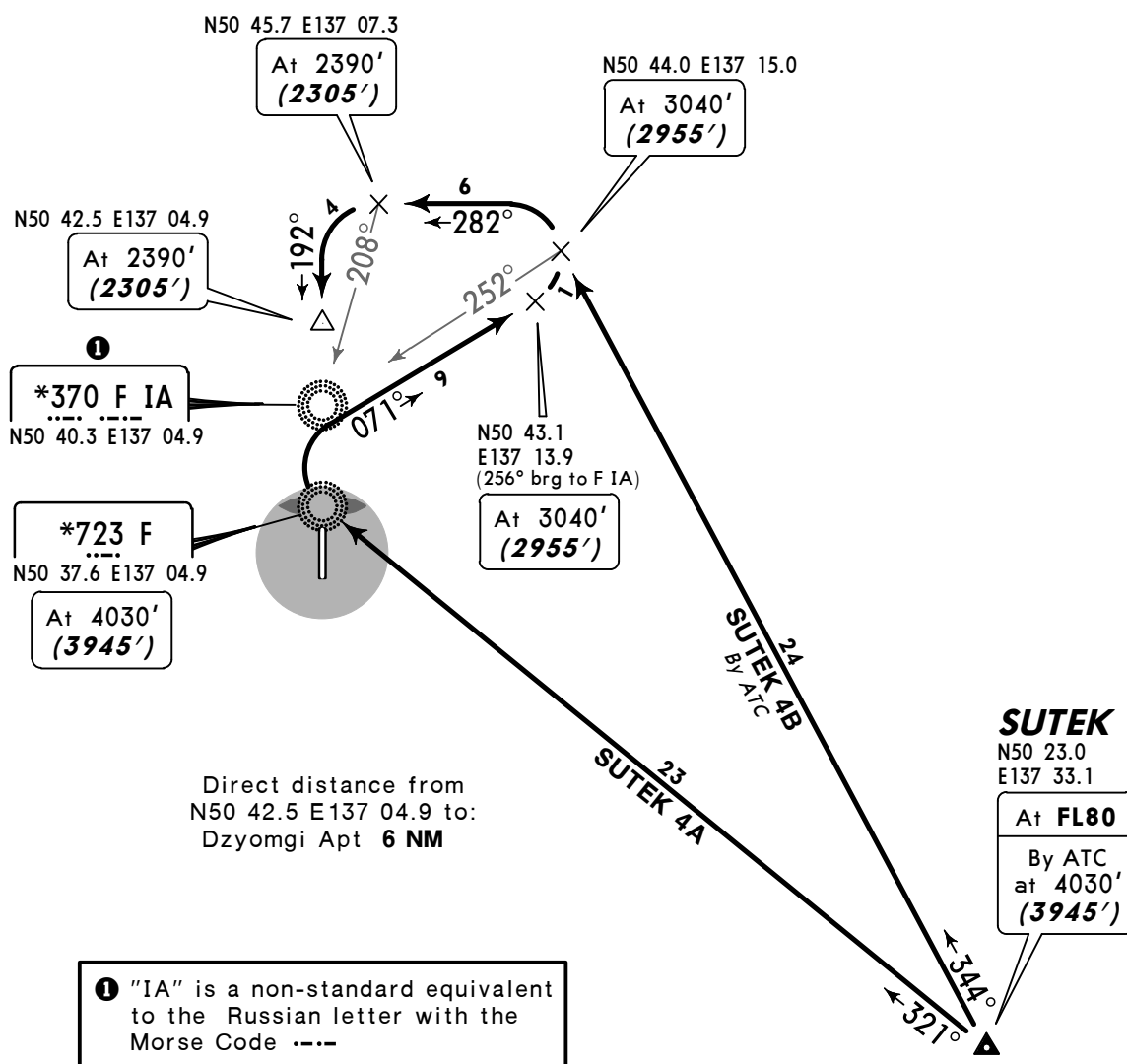
SUTEK 4A [SUTE4A]

SUTEK 4B [SUTE4B]

BY ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY

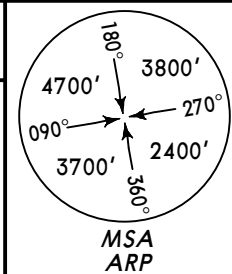


ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5915' - 1800m)
4030'	(3945' - 1200m)
3040'	(2955' - 900m)
2390'	(2305' - 700m)

Apt Elev
89'

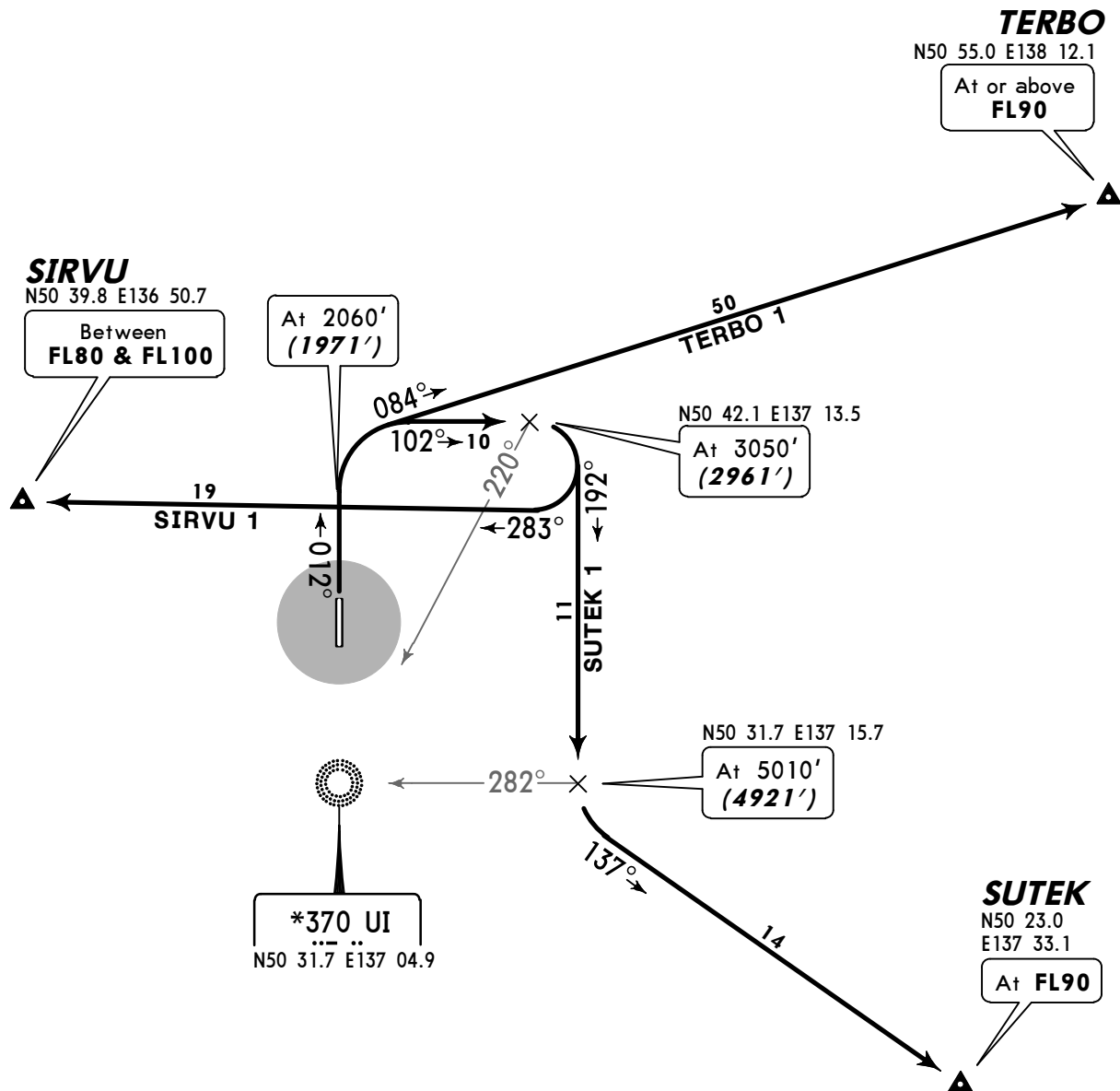
QNH on request (QFE)

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



SIRVU 1, SUTEK 1, TERBO 1 RWY 01 DEPARTURES

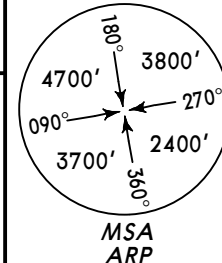
FOR RUSSIAN USERS ONLY



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' (5915')



SIRVU 3, SUTEK 3, TERBO 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

At 2060'
(1975')

N50 29.1 E137 18.5
At 3040'
(2955')

SUTEK

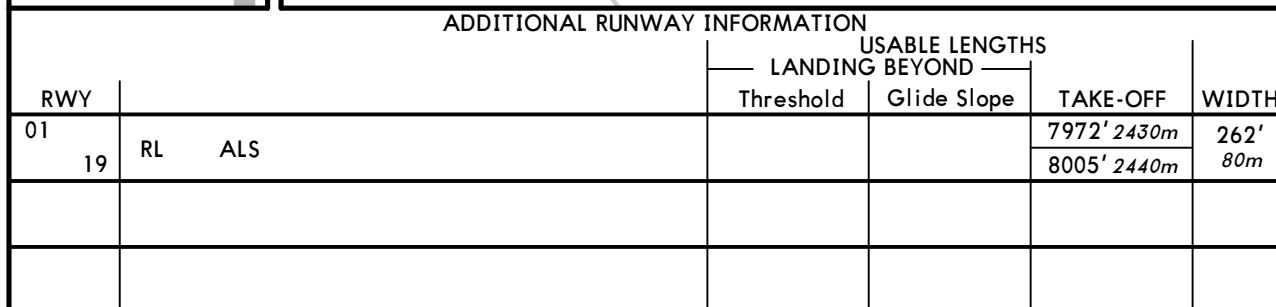
N50 23.0
E137 33.1

At FL90



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1975' - 600m)
3040'	(2955' - 900m)
6000'	(5915' - 1800m)

JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA
19 OCT 12 (10-9) DZYOMGI

[illegible]

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

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

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

STRAIGHT-IN RWY		A	B	C	D
19	PAR + 2 NDB ❶	577' (492')	413' (328')	413' (328')	413' (328')
	<i>ALS out</i>	R1500m R1500m	R1300m R1500m	R1300m R1500m	R1300m R1500m
	PAR + 2 NDB ❷	676' (591')	512' (427')	512' (427')	512' (427')
	<i>ALS out</i>	R1500m R1500m	R1500m R1500m	R1800m R2000m	R1800m R2000m
	PAR ❶	577' (492')	413' (328')	577' (492')	577' (492')
	<i>ALS out</i>	R1500m R1500m	R1300m R1500m	C2100m C2300m	C2100m C2300m
	PAR ❷	676' (591')	512' (427')	676' (591')	676' (591')
	<i>ALS out</i>	R1500m R1500m	R1500m R1500m	C2400m C2400m	C2400m C2400m
	2 NDB ❶❸	750' (665')	420' (335')	750' (665')	750' (665')
	<i>ALS out</i>	C2900m C3100m	R1300m R1500m	C2900m C3100m	C2900m C3100m
	2 NDB ❷❸	750' (665')	590' (505')	910' (825')	910' (825')
	<i>ALS out</i>	C2900m C3100m	C2100m C2400m	C3600m C3800m	C3600m C3800m
	NDB ❸	1070' (985')	1070' (985')	1070' (985')	1070' (985')
	<i>ALS out</i>	C4300m C4500m	C4300m C4500m	C4300m C4500m	C4300m C4500m

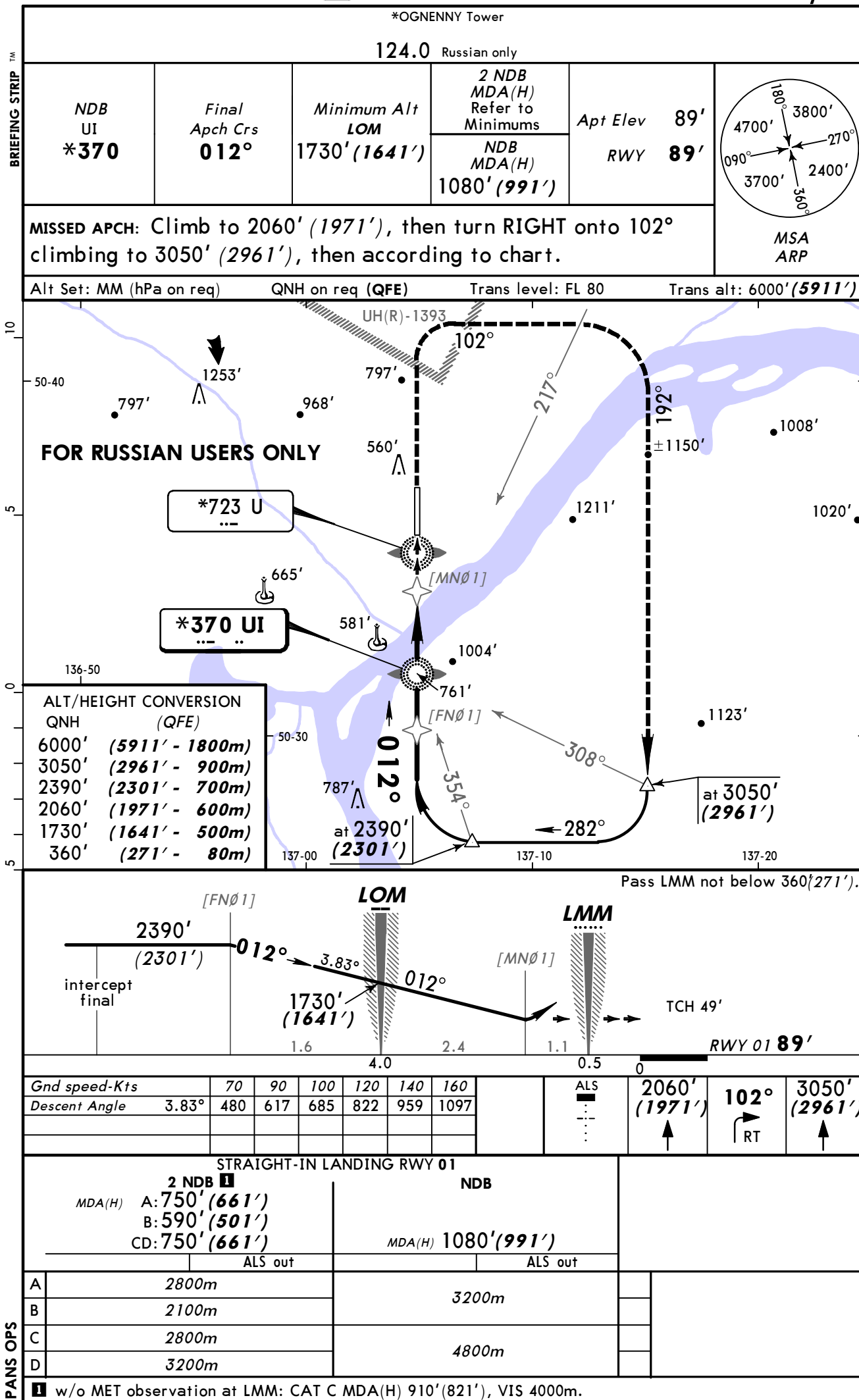
❶ with MET observation at LMM.

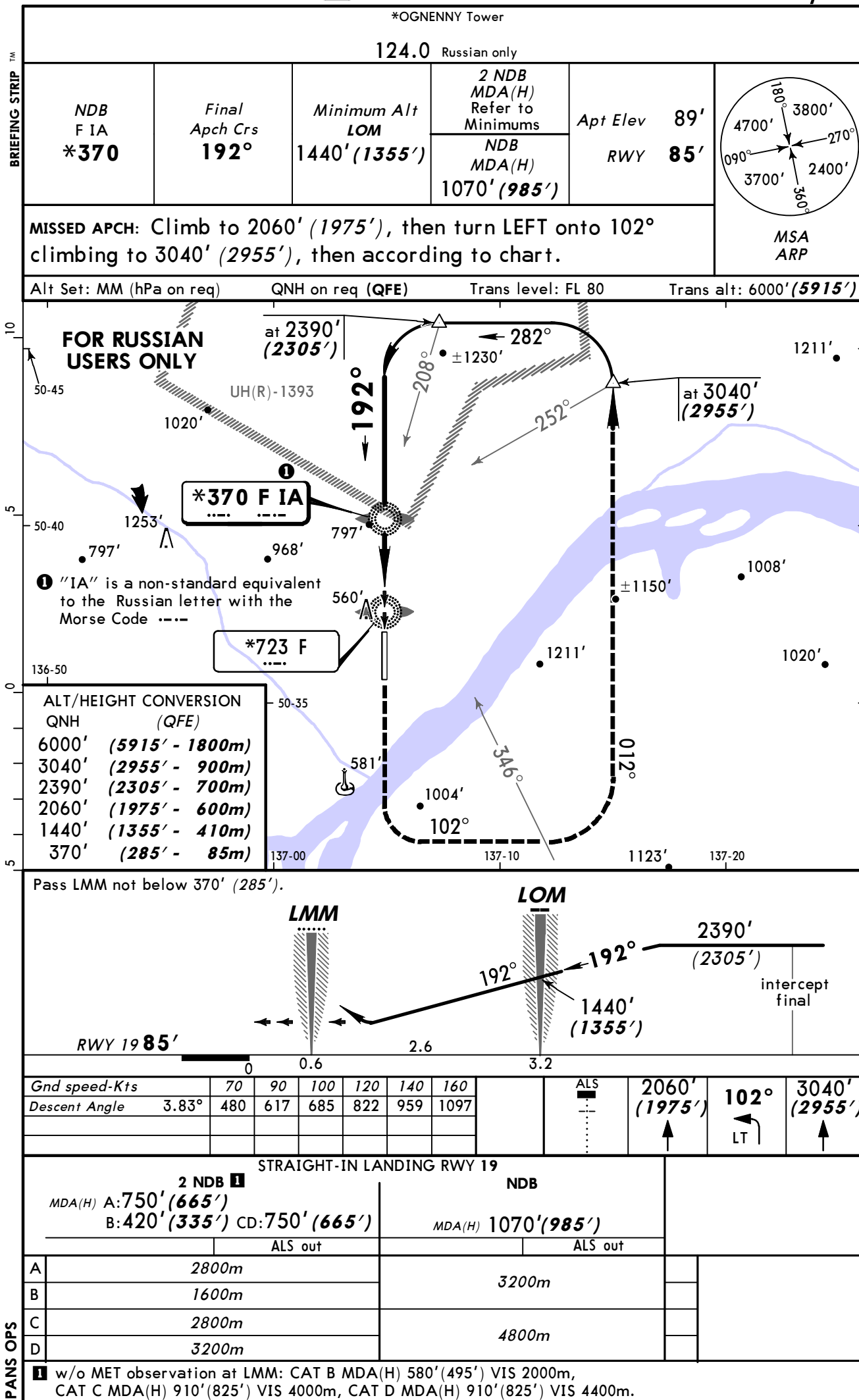
❷ w/o MET observation at LMM.

❸ Continuous Descent Final Approach.

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			
D	300m		

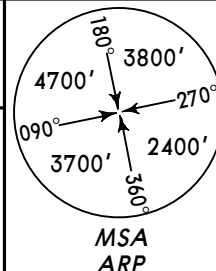




*OGNENNY Tower

124.0 Russian only

RADAR

Final
Apch Crs
012°PAR GS
LOM
1729' (1640')PAR
DA(H)
Refer to
MinimumsApt Elev 89'
RWY **89'**

MISSED APCH: Climb to 2060' (1971'), then turn RIGHT onto 102° climbing to 3050' (2961'), then according to chart.

Alt Set: MM (hPa on req)

QNH on req (QFE)

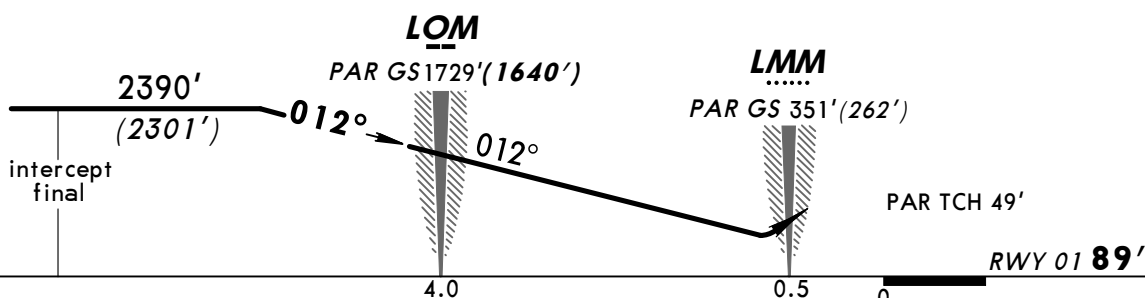
Trans level: FL 80

Trans alt: 6000' (5911')

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

QNH	(QFE)
6000'	(5911' - 1800m)
3050'	(2961' - 900m)
2390'	(2301' - 700m)
2060'	(1971' - 600m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>PAR GS</i> 3.83°	480	617	685	822	959	1097

ALS	2060' (1971')	102°	3050' (2961')
↑	↑	RT	↑

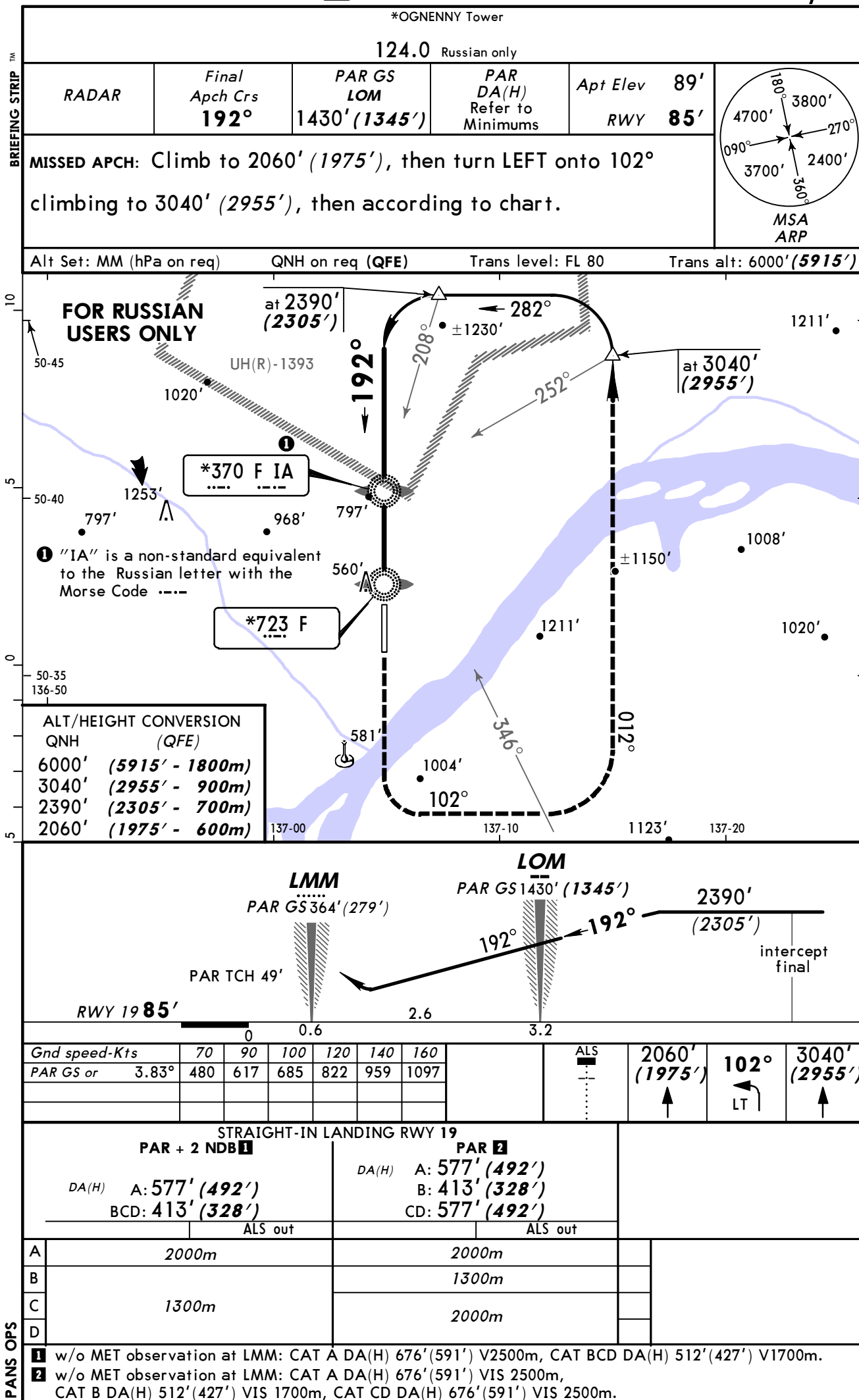
STRAIGHT-IN LANDING RWY 01

PAR + 2 NDB 1
DA(H) A: 581' (492')
BCD: 417' (328')

PAR 2
DA(H) A: 581' (492') C: 581' (492')
B: 417' (328') D: 745' (656')

	ALS out	ALS out
A	2000m	2000m
B		1300m
C	1300m	2000m
D		2800m

- 1** w/o MET observation at LMM: CAT A DA(H) 679' (590') V2500m, CAT BCD DA(H) 581' (492') V2000m.
2 w/o MET observation at LMM: CAT A DA(H) 679' (590') VIS 2500m,
 CAT B DA(H) 581' (492') VIS 2000m, CAT C DA(H) 745' (656') VIS 2800m.



KOMSOMOLSK-NA-AMURE, (DZYOMGI - UHKD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHKD