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Airport Information For UHKD

Terminal Charts For UHKD

Revision Letter For Cycle 08-2013

Change Notices

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: 1959 Z

Sunset: 0945 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

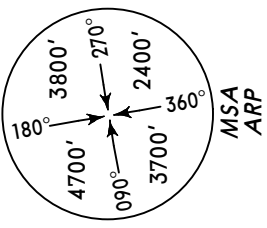
Lighting: Edge, ALS

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

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')

N50 28.6 E137 15.1

At 3050'
(2961')

N50 27.0 E137 07.3

At 2390'
(2301')

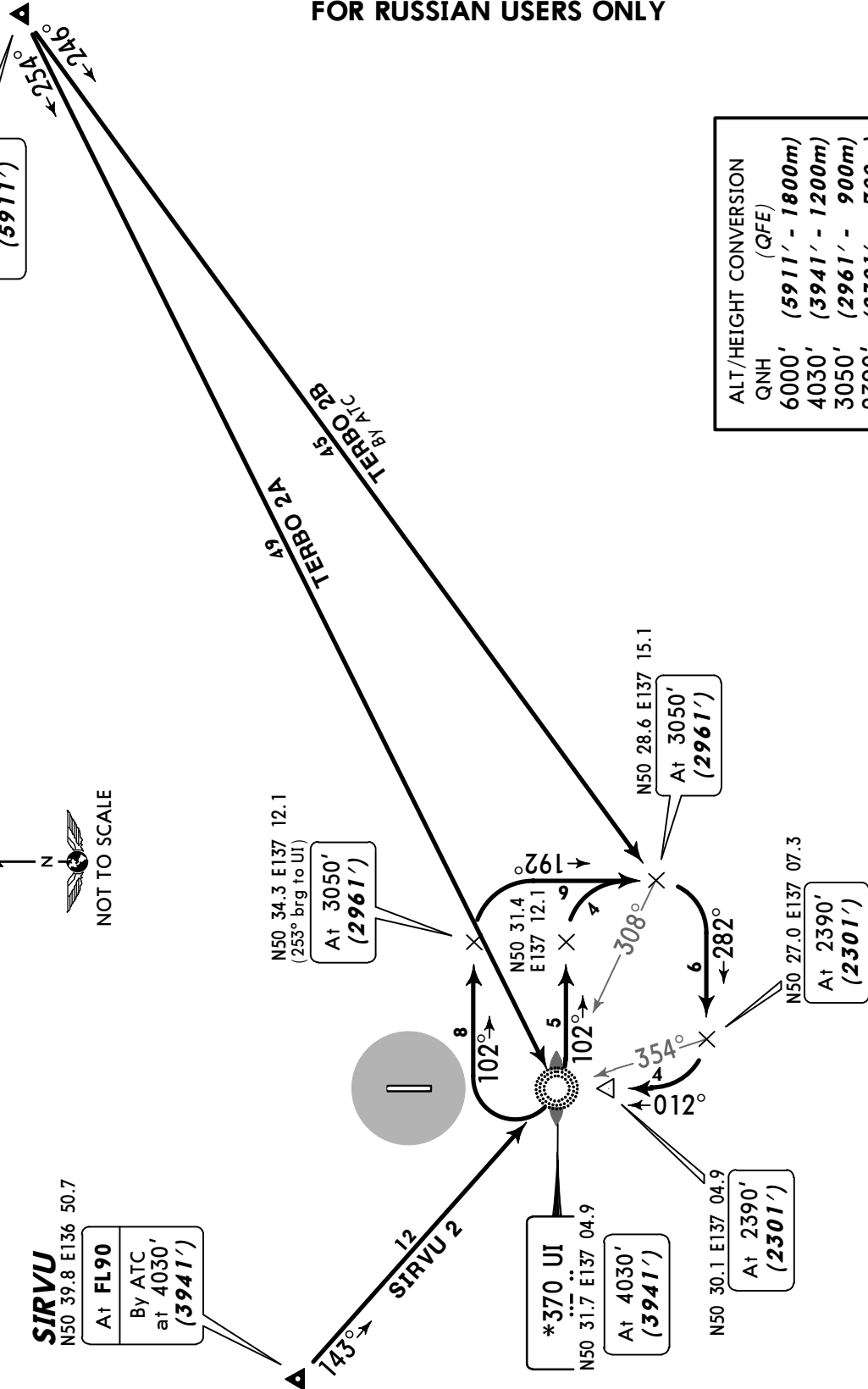
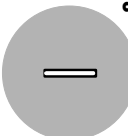
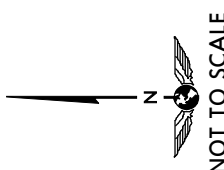
*370 UI

N50 31.7 E137 04.9

At 4030'
(3941')

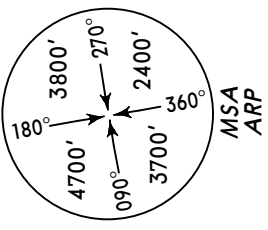
N50 30.1 E137 04.9

At 2390'
(2301')



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 **----**

ALT/HEIGHT CONVERSION

(QFE)

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

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

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'**)

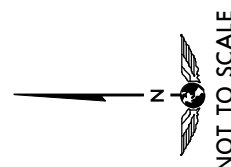
N50 37.0 E137 12.1

At 3040'
(**2955'**)

N50 40.3 E137 04.9

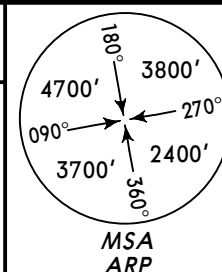
At 4030'
(**3945'**)

*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]

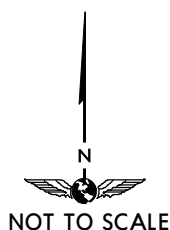
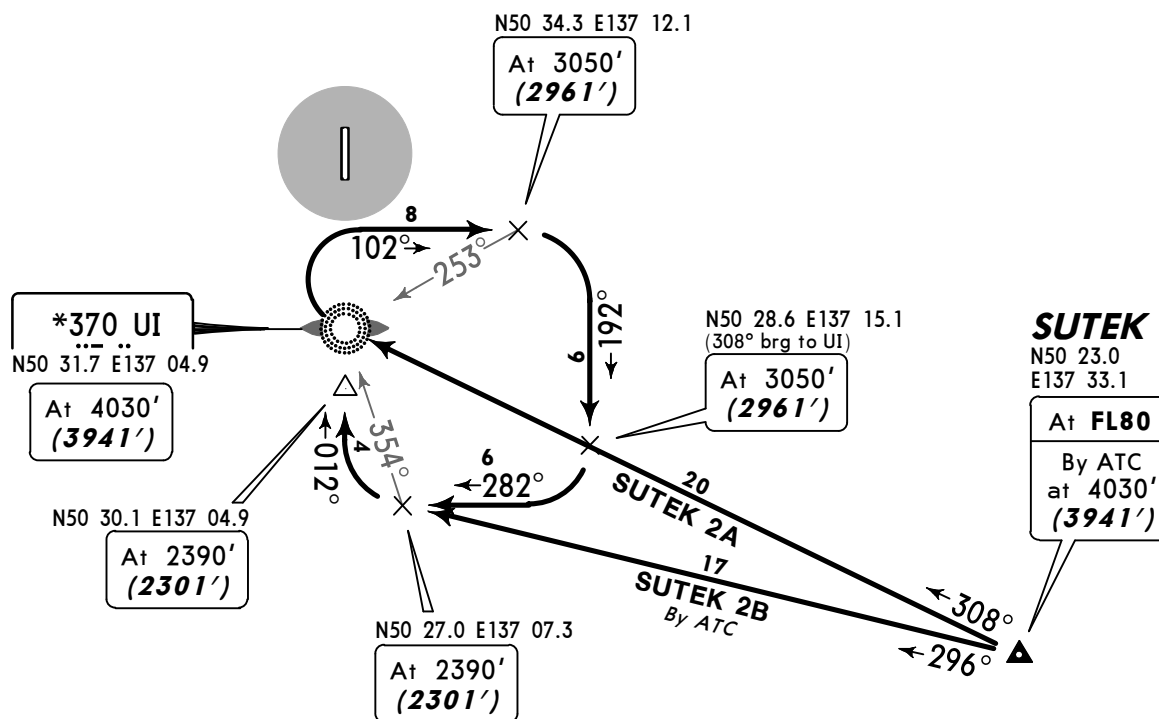
SUTEK 2B [SUTE2B]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

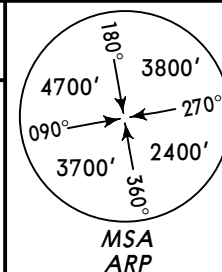
Direct distance from
N50 30.1 E137 04.9 to:
Dzyomgi Apt **6 NM**



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')



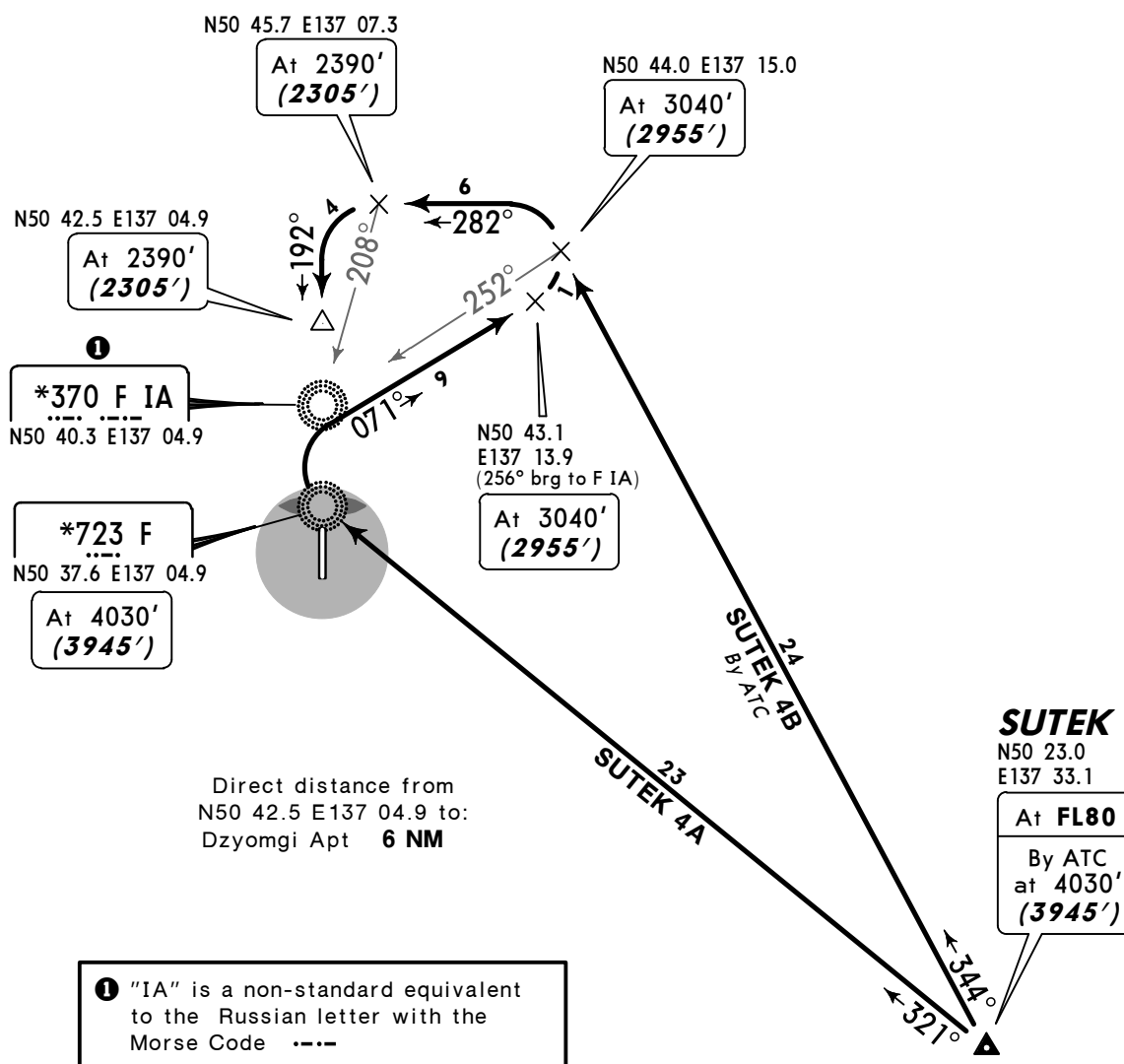
SUTEK 4A [SUTE4A]

SUTEK 4B [SUTE4B]

BY ATC

RWY 19 ARRIVALS

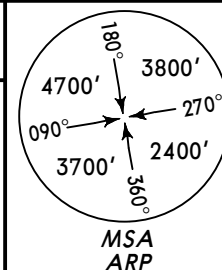
FOR RUSSIAN USERS ONLY



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

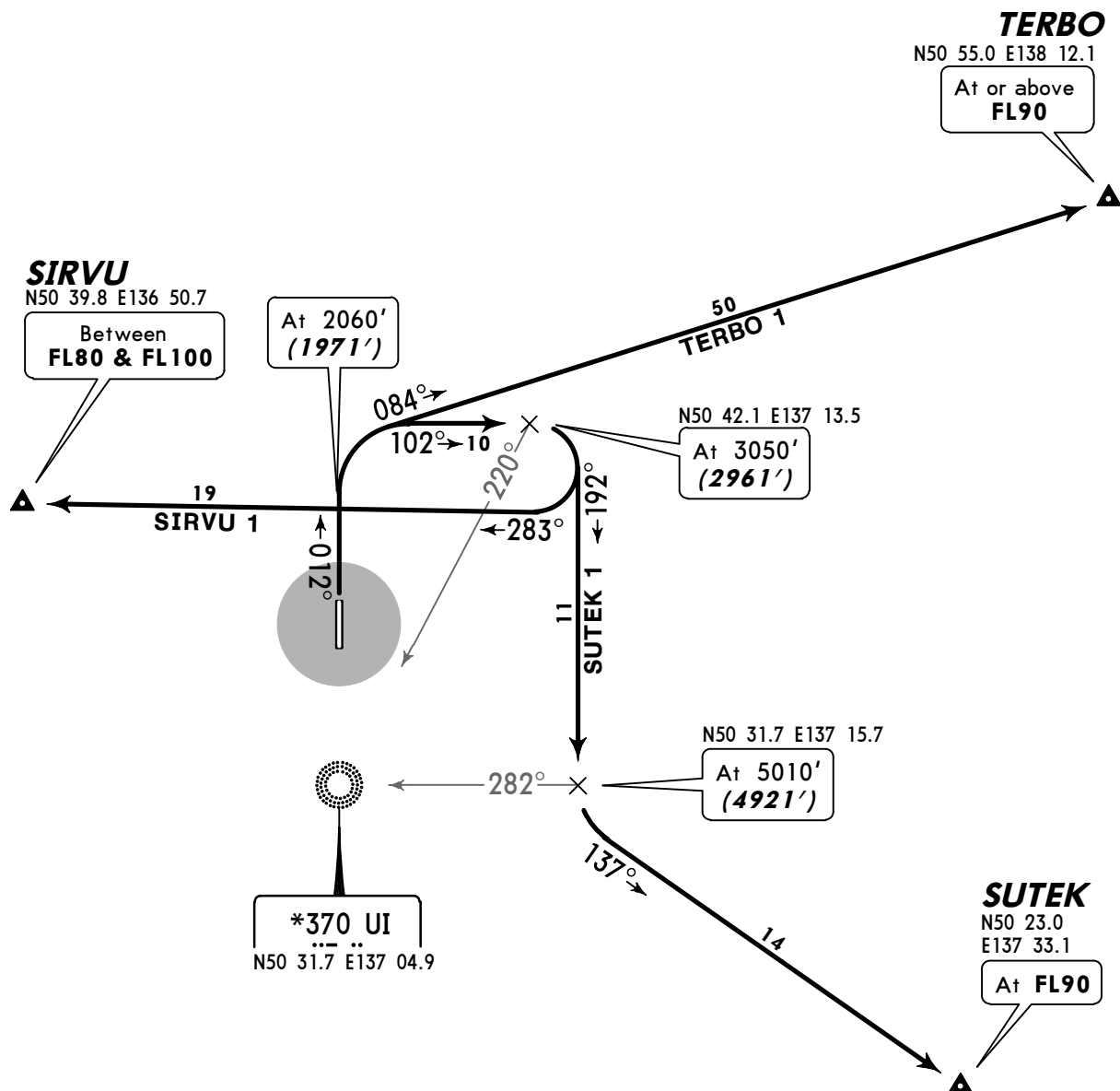
Apt Elev
89'

QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5911')



SIRVU 1, SUTEK 1, TERBO 1
RWY 01 DEPARTURES

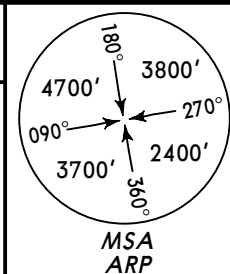
FOR RUSSIAN USERS ONLY



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

Apt Elev
89'

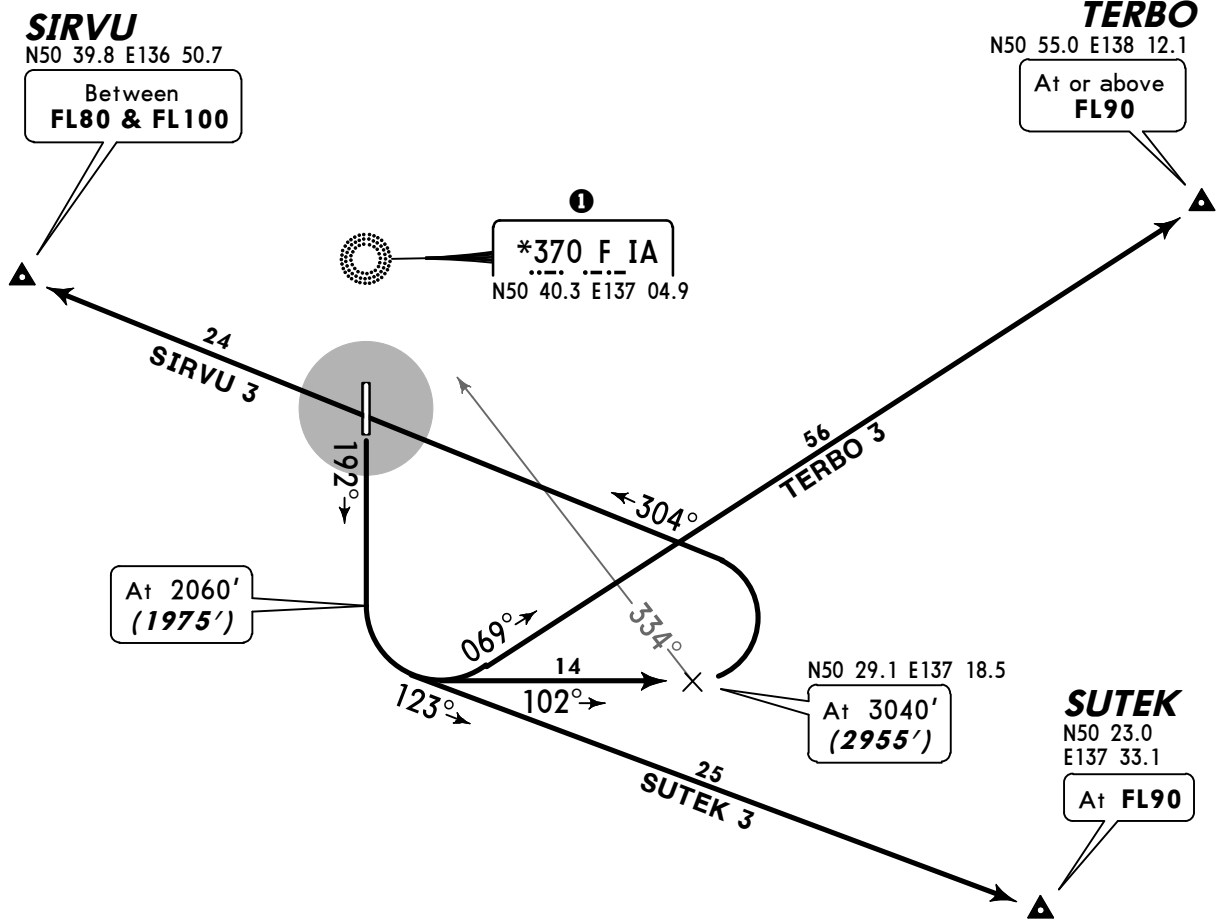
QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5915')



SIRVU 3, SUTEK 3, TERBO 3
RWY 19 DEPARTURES

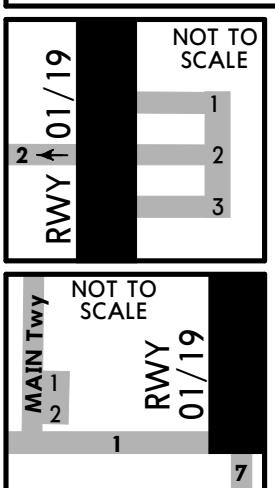
FOR RUSSIAN USERS ONLY

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



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



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
01	RL	ALS			7972' 2430m	262' 80m
19					8005' 2440m	

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

STRAIGHT-IN RWY		A	B	C	D
01	PAR + 2 NDB ❶	417'(328') R1300m R1500m	417'(328') R1300m R1500m	417'(328') R1300m R1500m	417'(328') R1300m R1500m
	ALS out				
	PAR + 2 NDB ❷	745'(656') R1500m	745'(656') R1500m	745'(656') C2400m	745'(656') C2400m
	PAR ❶	417'(328') R1300m R1500m	417'(328') R1300m R1500m	417'(328') R1300m R1500m	417'(328') R1300m R1500m
	ALS out				
	PAR ❷	745'(656') R1500m	745'(656') R1500m	745'(656') C2400m	745'(656') C2400m
	2 NDB ❶❸	420'(331') R1300m R1500m	420'(331') R1300m R1500m	420'(331') R1300m R1500m	420'(331') R1300m R1500m
	ALS out				
	2 NDB ❷❸❹	750'(661') R1500m R1500m	750'(661') R1500m R1500m	750'(661') C2900m C3100m	750'(661') C2900m C3100m
	ALS out				
	2 NDB ❷❸❺	750'(661') C2900m C3100m	750'(661') C2900m C3100m	750'(661') C2900m C3100m	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 C4500m	1080'(991') C4300m C4500m	1080'(991') C4300m C4500m	1080'(991') C4300m C4500m
	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') R1500m	577'(492') R1500m	594'(509') C2100m	610'(525') C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	PAR + 2 NDB ❷	741'(656') R1500m	741'(656') R1500m	741'(656') C2400m	741'(656') C2400m
	PAR ❶	577'(492') R1500m	577'(492') R1500m	594'(509') C2100m	610'(525') C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	PAR ❷	741'(656') R1500m	741'(656') R1500m	741'(656') C2400m	741'(656') C2400m
	2 NDB ❶❸	580'(495') C2100m	580'(495') C2100m	600'(515') C2100m	620'(535') C2200m
	ALS out	C2300m	C2300m	C2400m	C2400m
	2 NDB ❷❸	750'(665') C2900m	750'(665') C2900m	750'(665') C2900m	750'(665') C2900m
	ALS out	C3100m	C3100m	C3100m	C3100m
	NDB ❸	1070'(985') C4300m	1070'(985') C4300m	1070'(985') C4300m	1070'(985') C4300m
	ALS out	C4500m	C4500m	C4500m	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
A	250m	400m
B		
C		
D	300m	NIL (DAY only)

124.0 Russian only

Trans alt: 6000' (**5911'**)

Pass LMM not below 360'(271').

Gnd speed-Kts	70	90	100	120	140	160	ALS	2060' (1971')	102° RT	3050' (2961')
Descent Angle 3.83°	480	617	685	822	959	1097				

ALS out

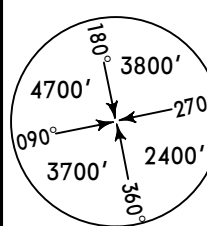
4800m

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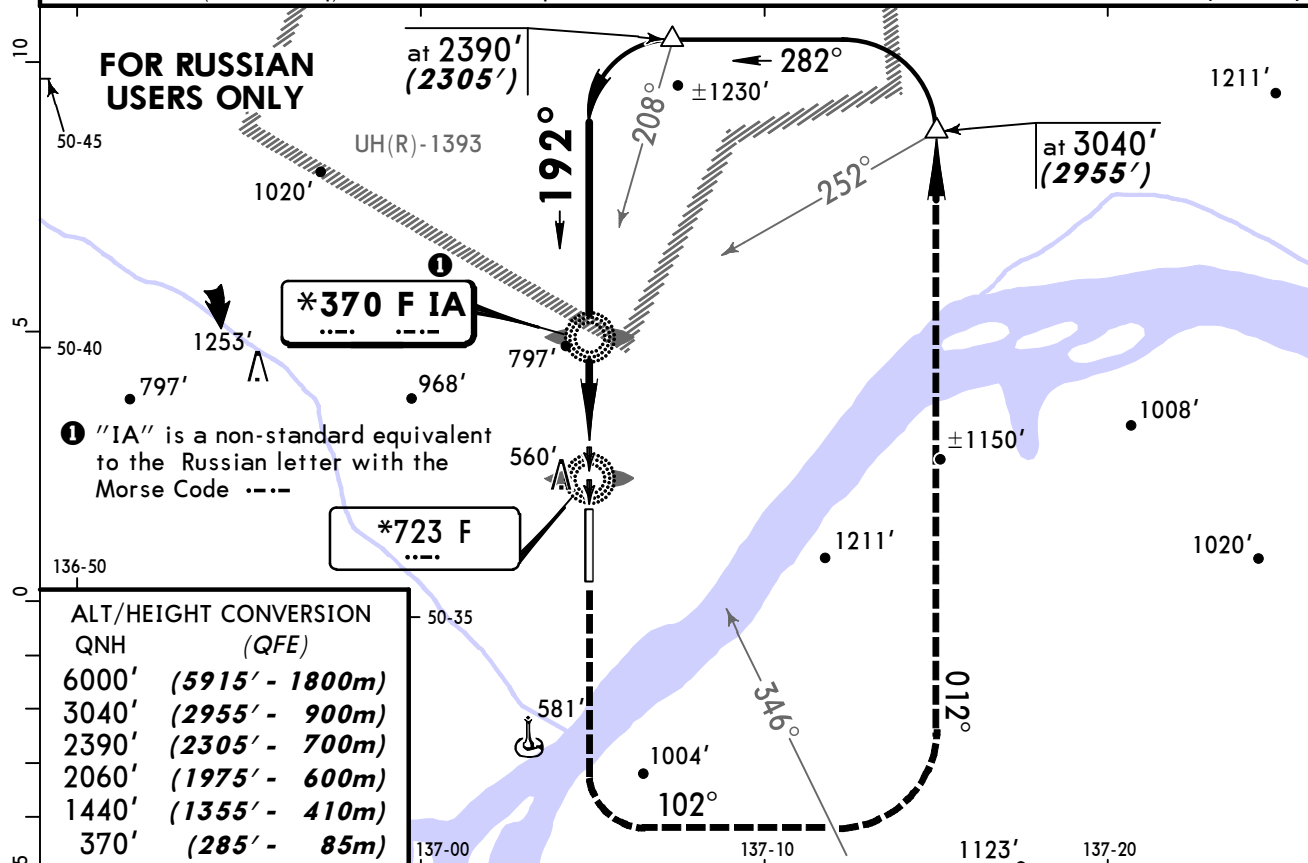
*OGNENNY Tower

124.0 Russian only

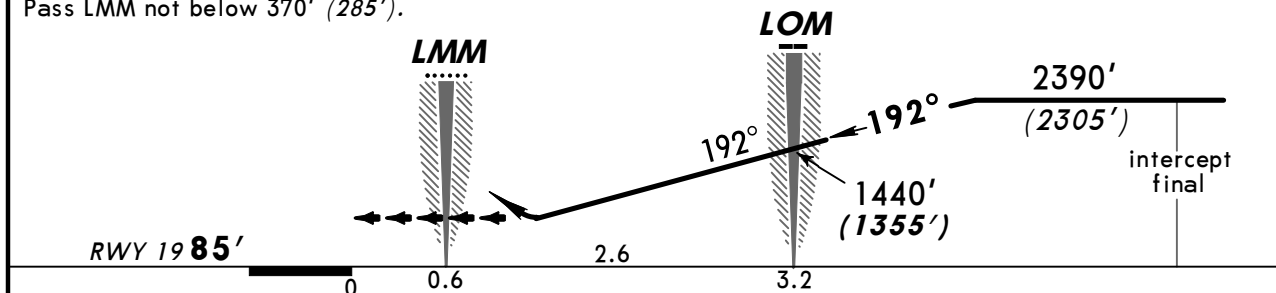
BRIEFING STRIP

NDB F IA *370	Final Apch Crs 192°	Minimum Alt LOM 1440' (1355')	2 NDB MDA(H) Refer to Minimums	Apt Elev 89'	 MSA ARP
			NDB MDA(H) 1070' (985')	RWY 85'	
MISSED APCH: Climb to 2060' (1975'), then turn LEFT onto 102° climbing to 3040' (2955'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6000' (5915')



Pass LMM not below 370' (285').



Gnd speed-Kts	70	90	100	120	140	160	ALS	2060' (1975')	102° LT	3040' (2955')
Descent Angle	3.83°	480	617	685	822	959	1097			

STRAIGHT-IN LANDING RWY 19				NDB	
2 NDB I MDA(H) AB: 580' (495') C: 600' (515') D: 620' (535')				MDA(H) 1070' (985')	
ALS out				ALS out	
A	2000m			3200m	
B					
C	2400m			4800m	
D	2800m				

I w/o MET observation at LMM: CAT ABC MDA(H) 750' (665') VIS 2800m, CAT D MDA(H) 750' (665') VIS 3200m.

