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Terminal Charts For UHKD

Revision Letter For Cycle 08-2013

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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: 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

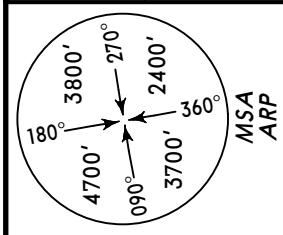
Lighting: Edge, ALS

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

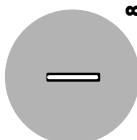
at 4030'

(3941')

N50 34.3 E137 12.1
(253° brg to UI)

At 3050'

(2961')



N50 31.4 E137 12.1

At 3050'

(2961')

N50 28.6 E137 15.1

At 3050'

(2961')

N50 27.0 E137 07.3

At 2390'

(2301')

N50 30.1 E137 04.9

At 2390'

(2301')

N50 31.7 E137 04.9

At 4030'

(3941')

N50 31.7 E137 04.9

At 4030'

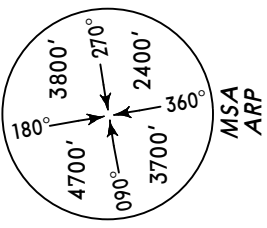
(3941')

N50 31.7 E137 04.9

At 4030'

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

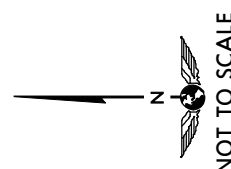
At 3040'
(**2955'**)

N50 40.3 E137 04.9

At 4030'
(**3945'**)

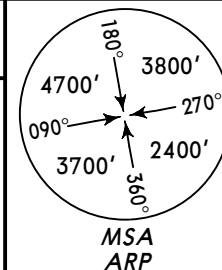
①

*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*]

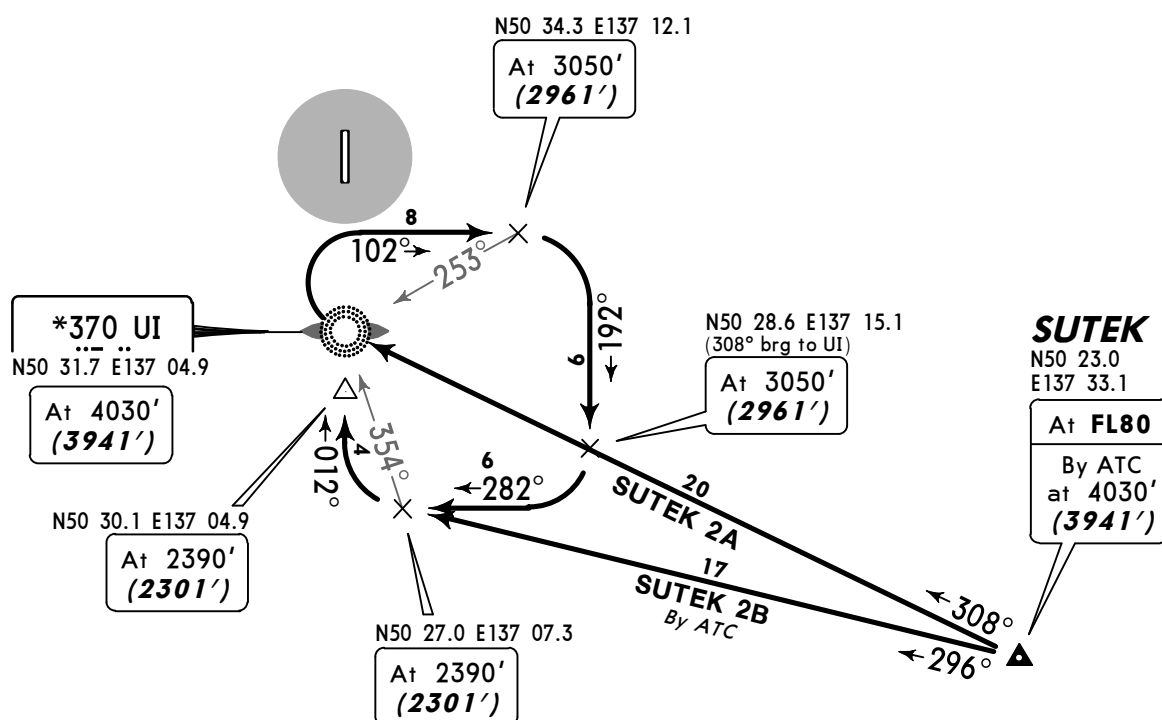
SUTEK 2B [*SUTE2B*]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

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



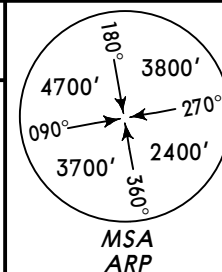
NOT TO SCALE

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')



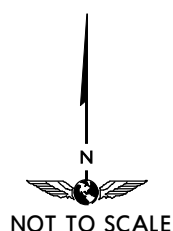
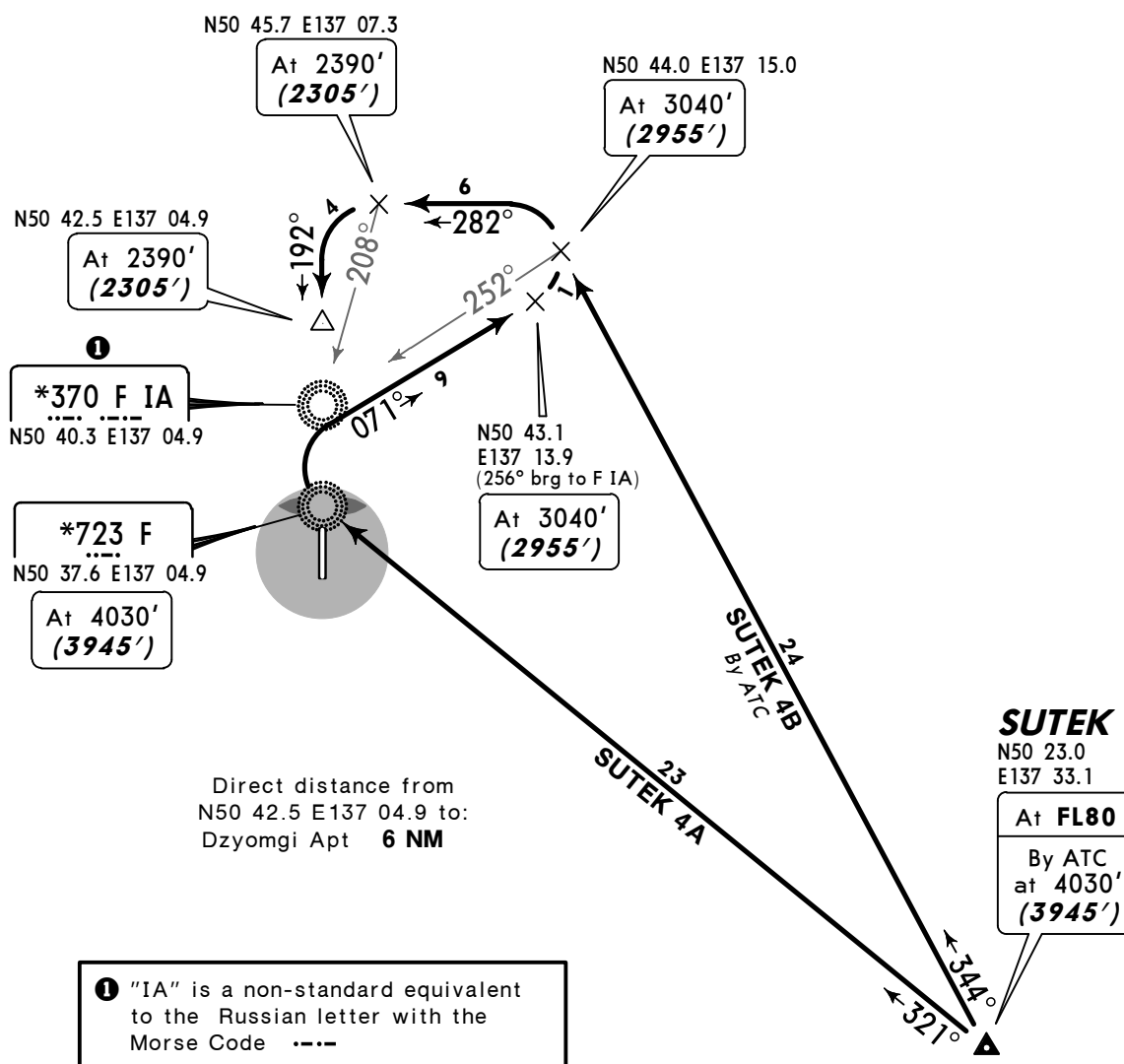
SUTEK 4A [SUTE4A]

SUTEK 4B [SUTE4B]

BY ATC

RWY 19 ARRIVALS

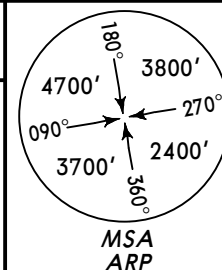
FOR RUSSIAN USERS ONLY



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

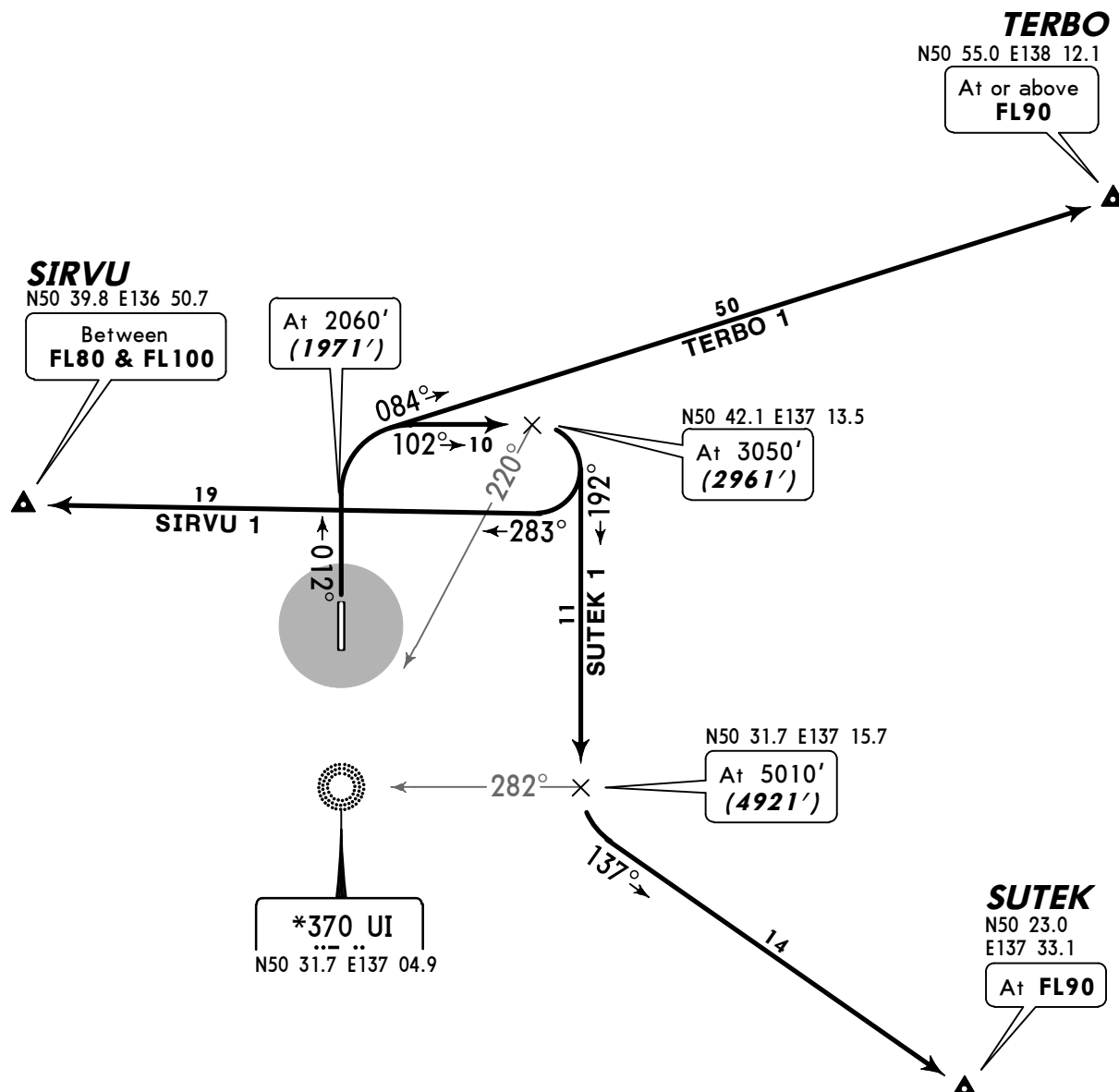
Apt Elev
89'

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



SIRVU 1, SUTEK 1, TERBO 1
RWY 01 DEPARTURES

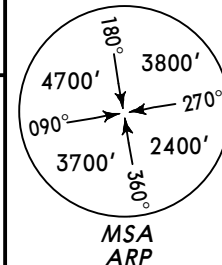
FOR RUSSIAN USERS ONLY



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

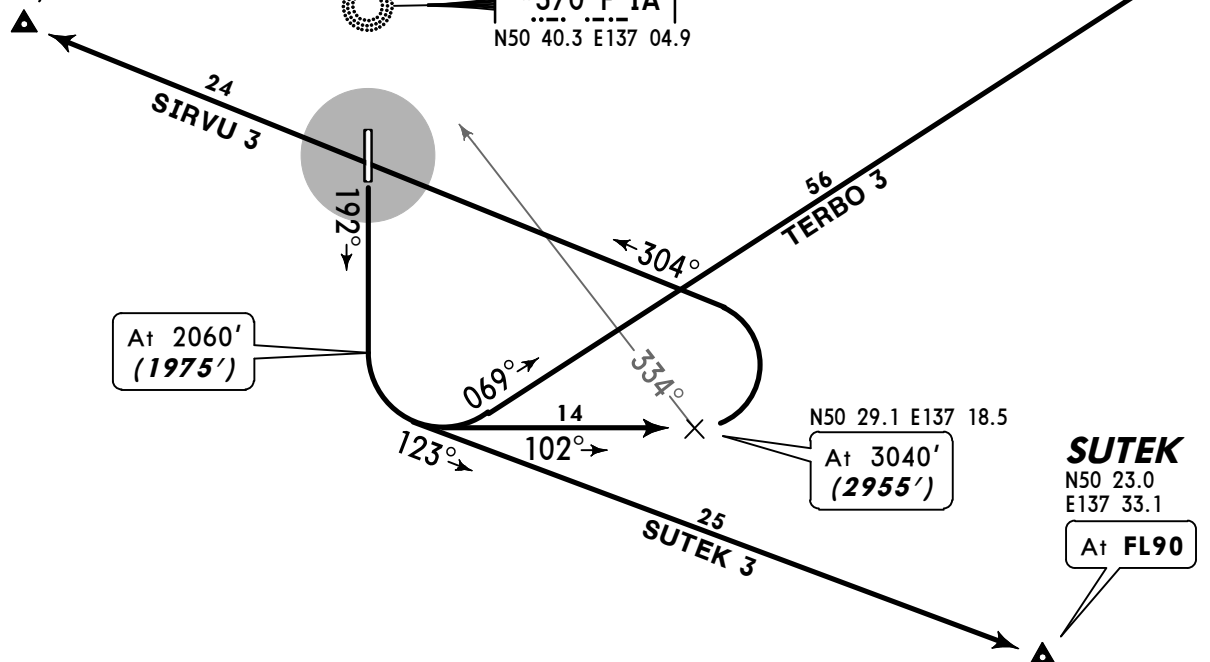
N50 55.0 E138 12.1

At or above
FL90

❶

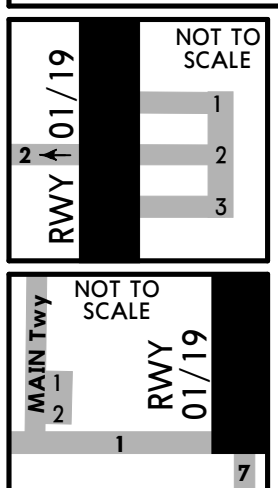
*370 F IA

N50 40.3 E137 04.9



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



Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Population (millions)	7.7	7.9	8.1	8.3	8.5	8.7	8.9	9.1	9.3	9.5	9.7	9.9	10.1	10.3	10.5	10.7	10.9	11.1	11.3	11.5	11.7
GDP (trillion USD)	15.0	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.0	24.0	25.0	26.0	27.0	28.0	29.0	30.0	31.0	32.0	33.0	34.0	35.0
Life expectancy (years)	75.0	75.5	76.0	76.5	77.0	77.5	78.0	78.5	79.0	79.5	80.0	80.5	81.0	81.5	82.0	82.5	83.0	83.5	84.0	84.5	85.0
Urban population (%)	55.0	56.0	57.0	58.0	59.0	60.0	61.0	62.0	63.0	64.0	65.0	66.0	67.0	68.0	69.0	70.0	71.0	72.0	73.0	74.0	75.0
Renewable energy (%)	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.0	24.0	25.0	26.0	27.0	28.0	29.0	30.0
CO2 emissions (Gt)	15.0	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.0	24.0	25.0	26.0	27.0	28.0	29.0	30.0	31.0	32.0	33.0	34.0	35.0
Forest cover (%)	31.0	30.5	30.0	29.5	29.0	28.5	28.0	27.5	27.0	26.5	26.0	25.5	25.0	24.5	24.0	23.5	23.0	22.5	22.0	21.5	21.0
Healthcare expenditure (GDP %)	10.0	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	14.5	15.0	15.5	16.0	16.5	17.0	17.5	18.0	18.5	19.0	19.5	20.0
Internet usage (%)	40.0	45.0	50.0	55.0	60.0	65.0	70.0	75.0	80.0	85.0	90.0	95.0	98.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Gender inequality index	0.72	0.73	0.74	0.75	0.76	0.77	0.78	0.79	0.80	0.81	0.82	0.83	0.84	0.85	0.86	0.87	0.88	0.89	0.90	0.91	0.92
Human Development Index	0.70	0.72	0.74	0.76	0.78	0.80	0.82	0.84	0.86	0.88	0.90	0.92	0.94	0.96	0.98	1.00	1.02	1.04	1.06	1.08	1.10

	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	

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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.

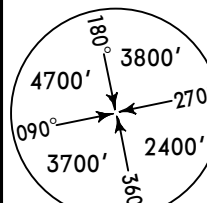
❸ Continuous Descent Final Approach.

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)

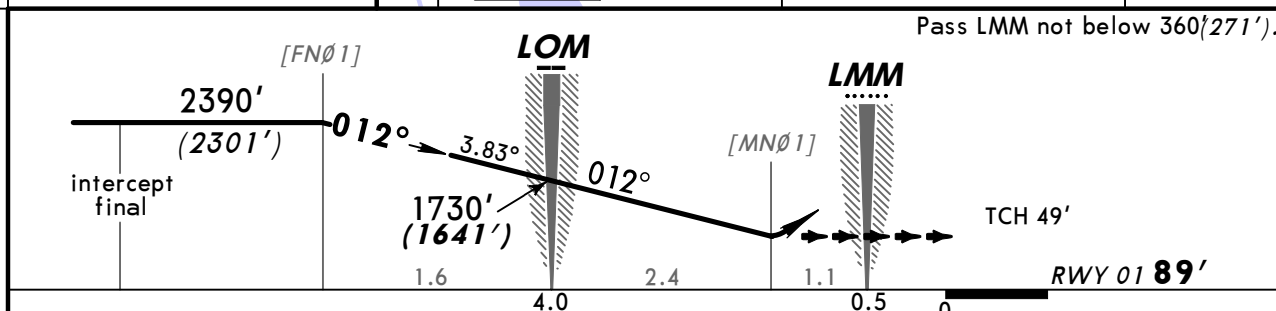
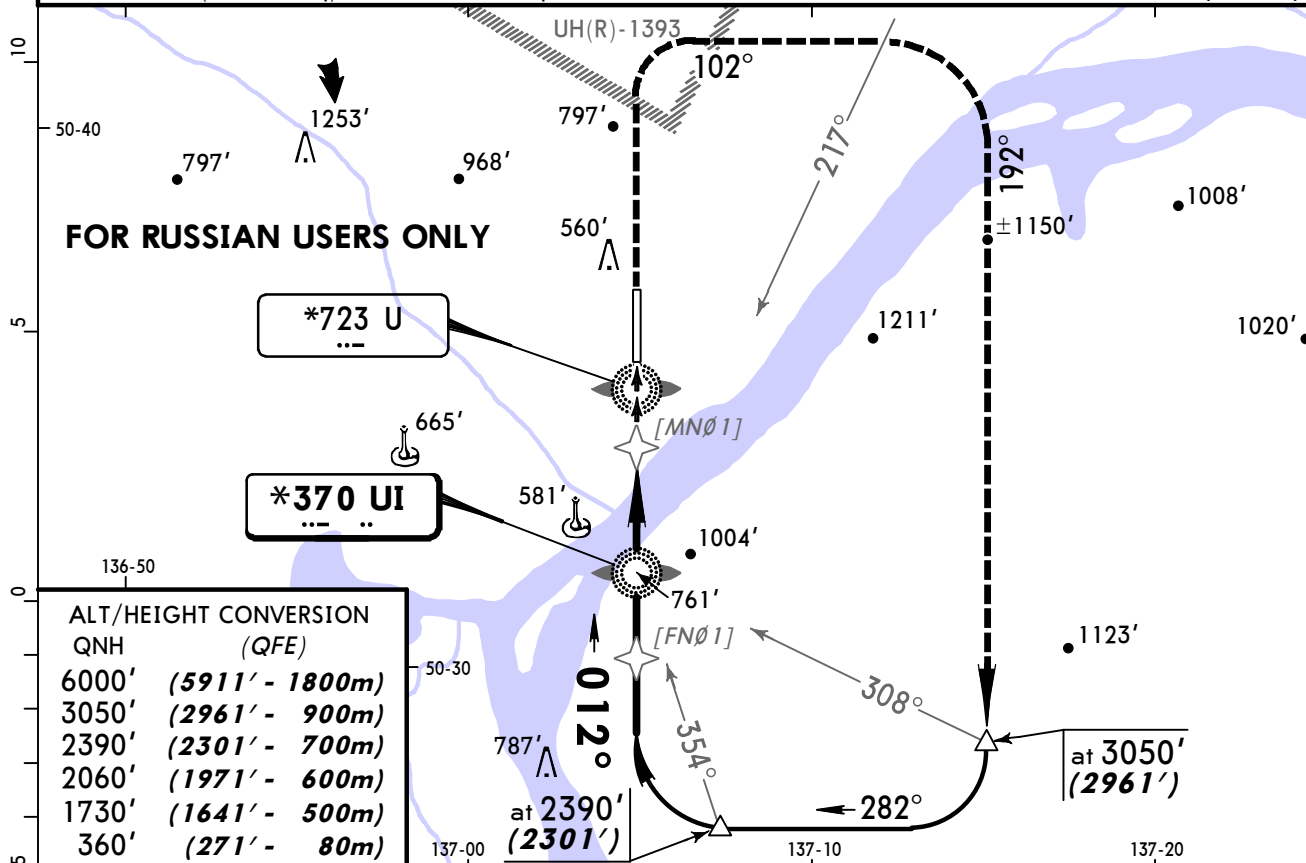
*OGNENNY Tower

124.0 Russian only

BRIEFING STRIP

NDB UI *370	Final Apch Crs 012°	Minimum Alt LOM 1730' (1641')	2 NDB MDA(H) Refer to Minimums	Apt Elev 89' RWY 89'	
			NDB MDA(H) 1080' (991')		
MISSED APCH: Climb to 2060' (1971'), then turn RIGHT onto 102° climbing to 3050' (2961'), then according to chart.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 6000' (5911')



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

STRAIGHT-IN LANDING RWY 01					
2 NDB I		NDB			
MDA(H) 420' (331')		MDA(H) 1080' (991')			
ALS out		ALS out			
A	1600m		3200m		
B					
C					
D					

I w/o MET observation at LMM:
CAT ABC MDA(H) 750' (661') VIS 2800m, CAT D MDA(H) 750' (661') VIS 3200m.

124.0 Russian only

Apt Elev **89'**
RWY **85'**

MSA
ARP

Trans alt: 6000' (**5915'**)

at 3040'
(2955')

*723 P
...

6000' (5915' - 1800m)
3040' (2955' - 900m)
2390' (2305' - 700m)
2060' (1975' - 600m)
1440' (1355' - 410m)
370' (285' - 85m)

RWY 19 **85'**

3040'
(2955')

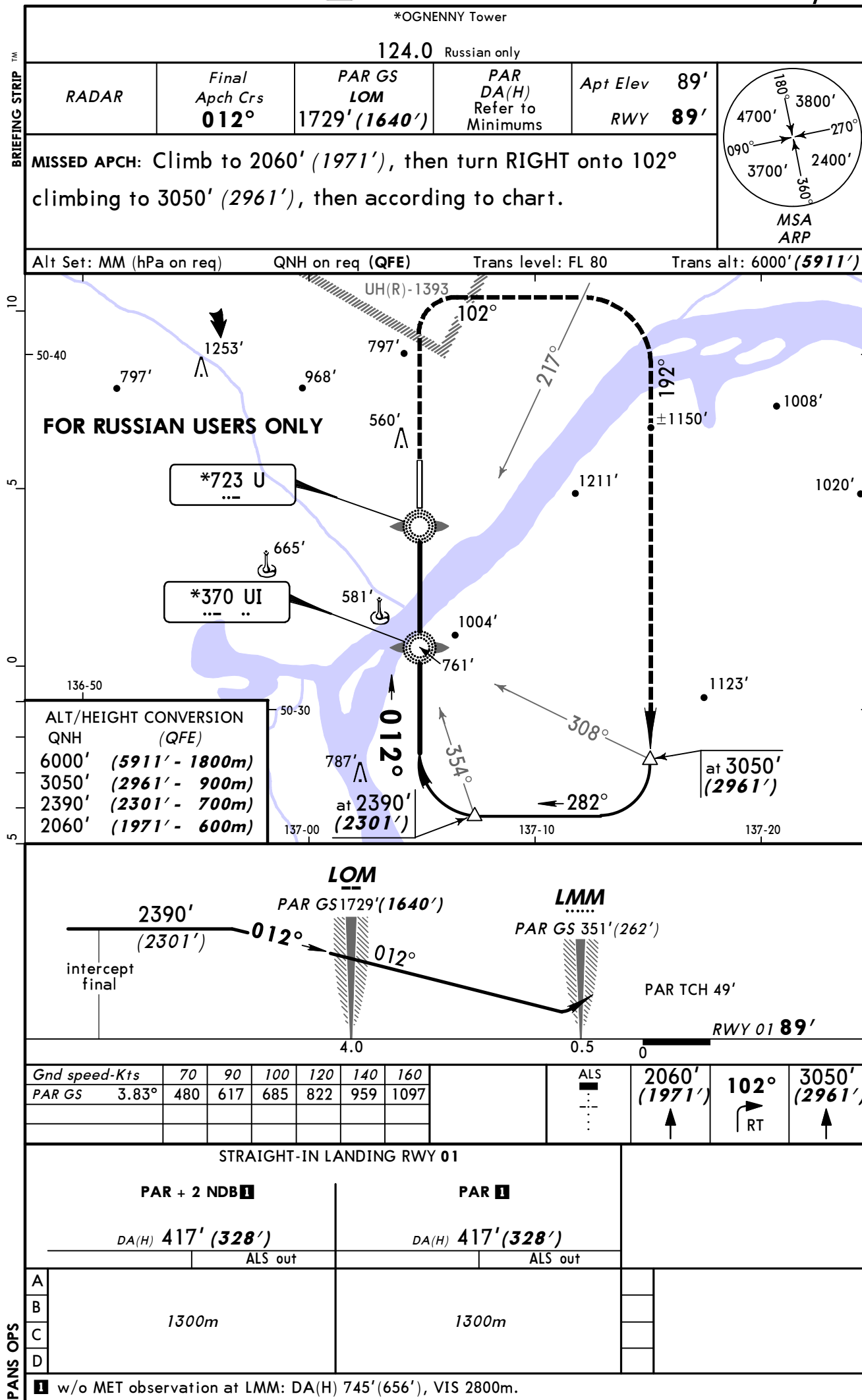
NDB

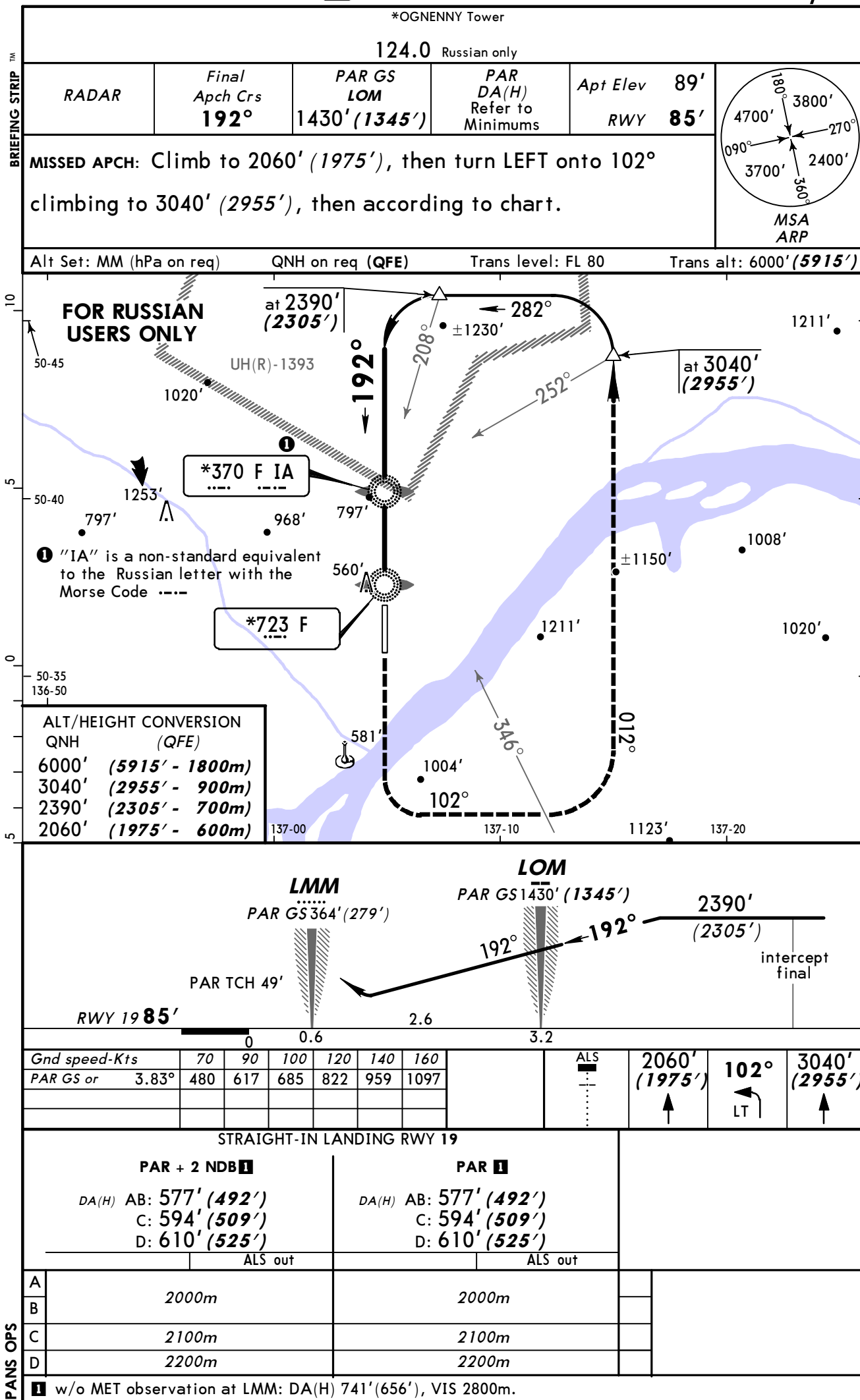
MPA(H) 1070'(985')

ALS out

$$\frac{3200m}{4800m}$$

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KOMSOMOLSK-NA-AMURE, (DZYOMGI - UHKD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHKD