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Terminal Charts For UHKD
Revision Letter For Cycle 17-2013
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: 1955 Z
Sunset: 0952 Z,

Runway Information

Runway: 01
Length x Width: 8136 ft x 262 ft
Surface Type: concrete
TDZ-Elev: 89 ft
Lighting: Edge, ALS

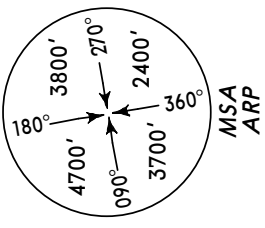
Runway: 19
Length x Width: 8136 ft x 262 ft
Surface Type: concrete
TDZ-Elev: 85 ft
Lighting: Edge, ALS

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

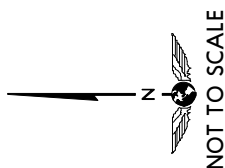
TERBO

N50 55.0 E138 12.1

At or above
FL80
By ATC
at 6000'
(5911')

ALT/HEIGHT CONVERSION (QFE)		
QNH		
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')

N50 31.4
E137 12.1

N50 28.6 E137 15.1

At 3050'
(2961')

N50 27.0 E137 07.3

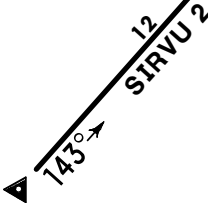
At 2390'
(2301')

N50 30.1 E137 04.9

At 2390'
(2301')

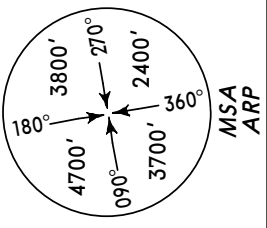
*370 UI
N50 31.7 E137 04.9

At 4030'
(3941')



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

QNH (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 42.5
E137 04.9

At 2390'

(2305')

SIRVU 4

N50 40.3 E137 04.9

*370 F IA

N50 40.3 E137 04.9

At 4030'

(3945')

N50 44.0 E137 15.0

At 3040'

(2955')

N50 40.3 E137 12.1

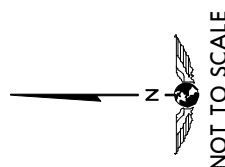
At 3040'

(2955')

N50 37.0 E137 12.1

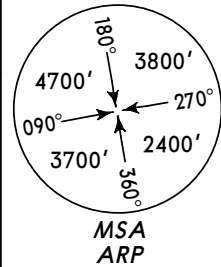
At 3040'

(2955')



Apt Elev
89'

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



SUTEK 2A [*SUTE2A*]

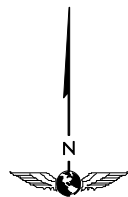
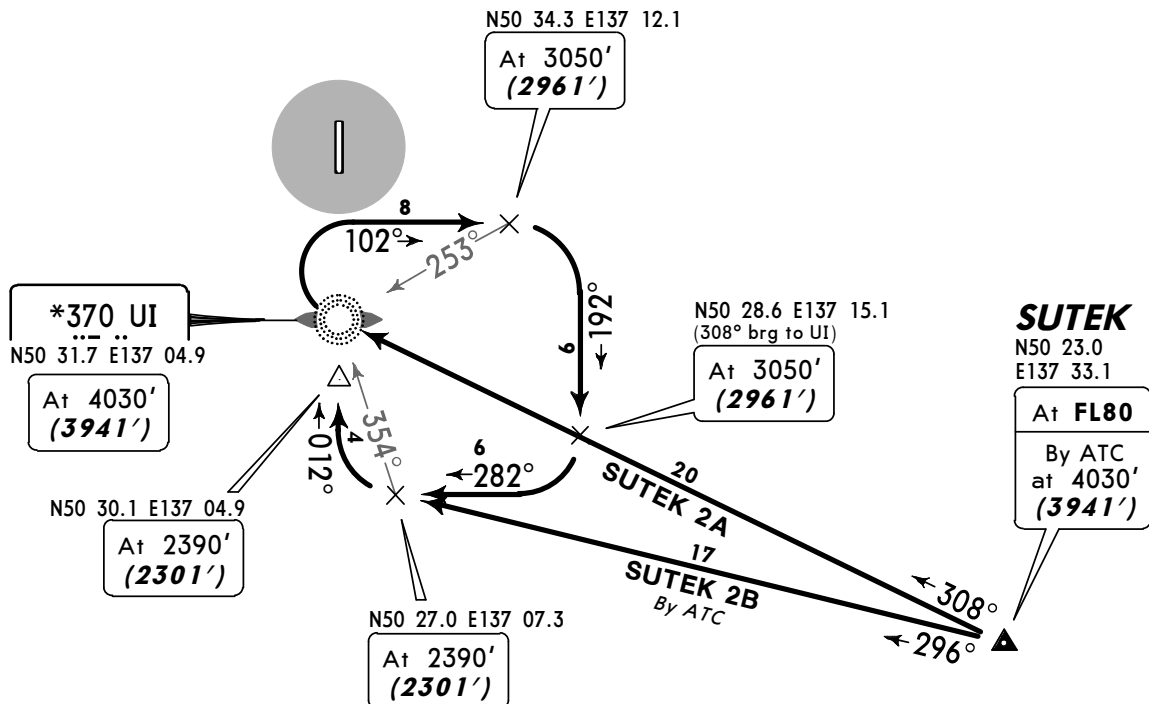
SUTEK 2B [*SUTE2B*]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

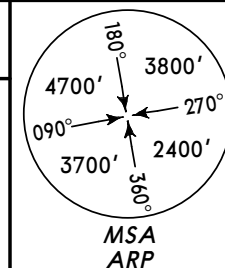
Direct distance from
N50 30.1 E137 04.9 to:
Dzyomgi Apt **6 NM**



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')

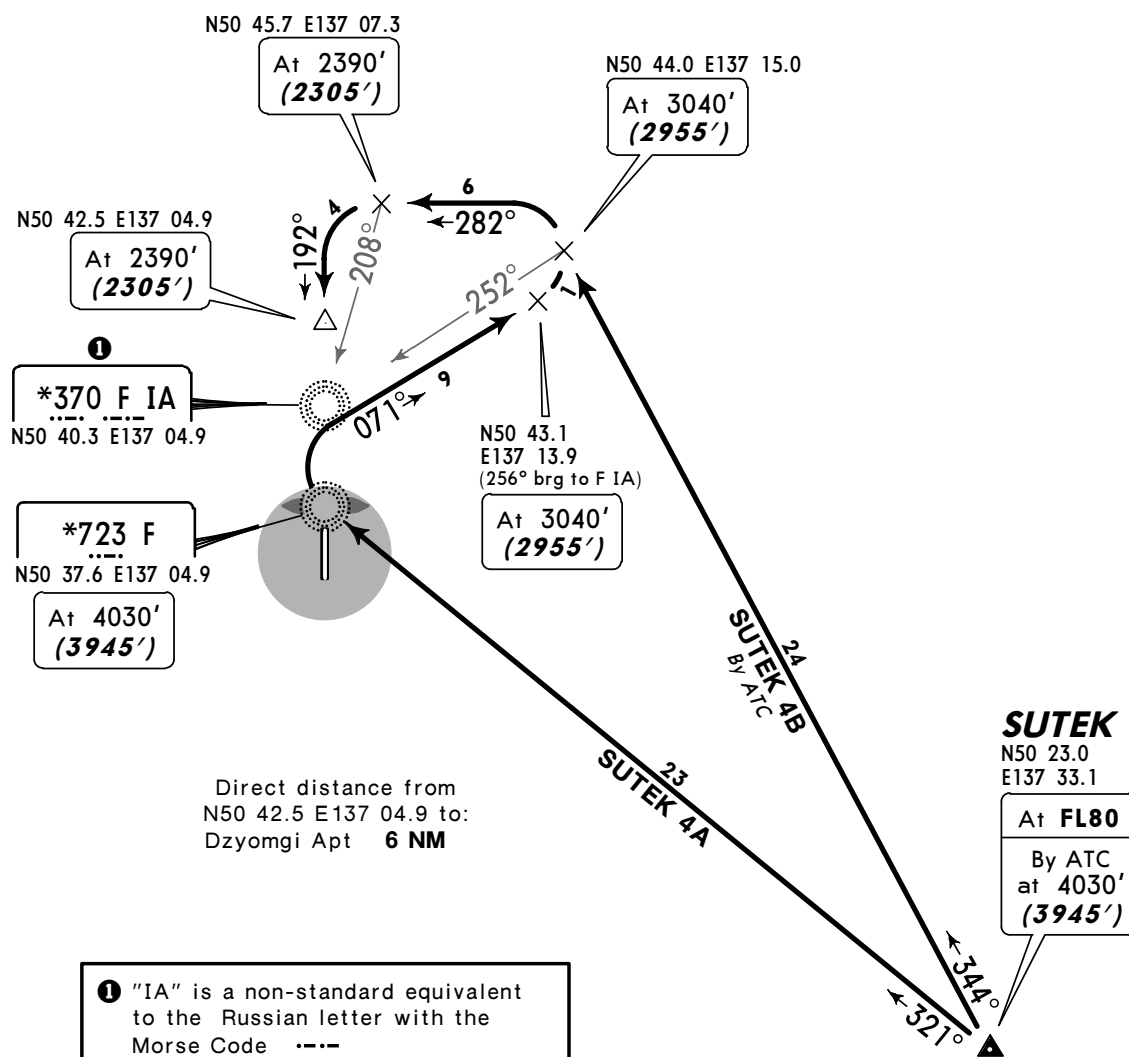
SUTEK 4A [SUTE4A]

SUTEK 4B [SUTE4B]

BY ATC

RWY 19 ARRIVALS

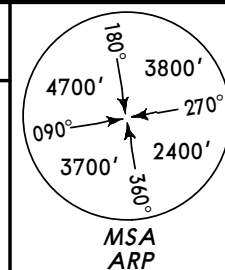
FOR RUSSIAN USERS ONLY



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

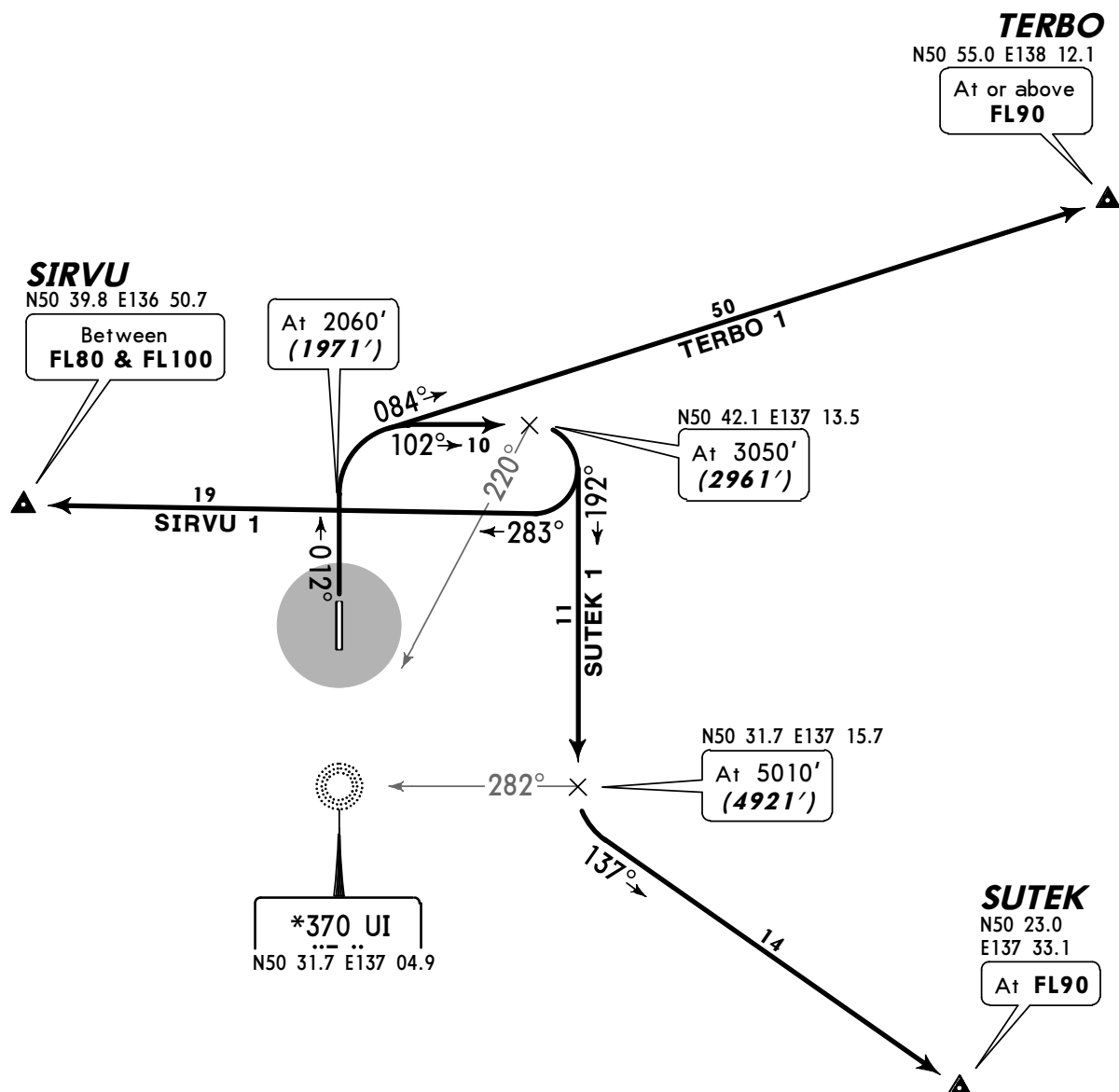
Apt Elev
89'

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

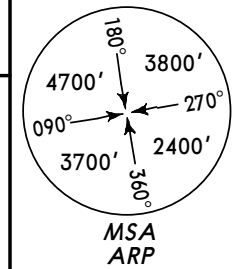


NOT TO SCALE

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

1

*370 F IA

N50 40.3 E137 04.9

At 2060
(1975')

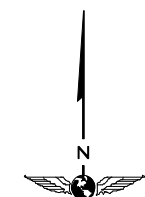
N50 29.1 E137 18.5

At 3040'
(2955')

SUTEK

N50 23.0
E137 33.1

At FL90



NOT TO SCALE

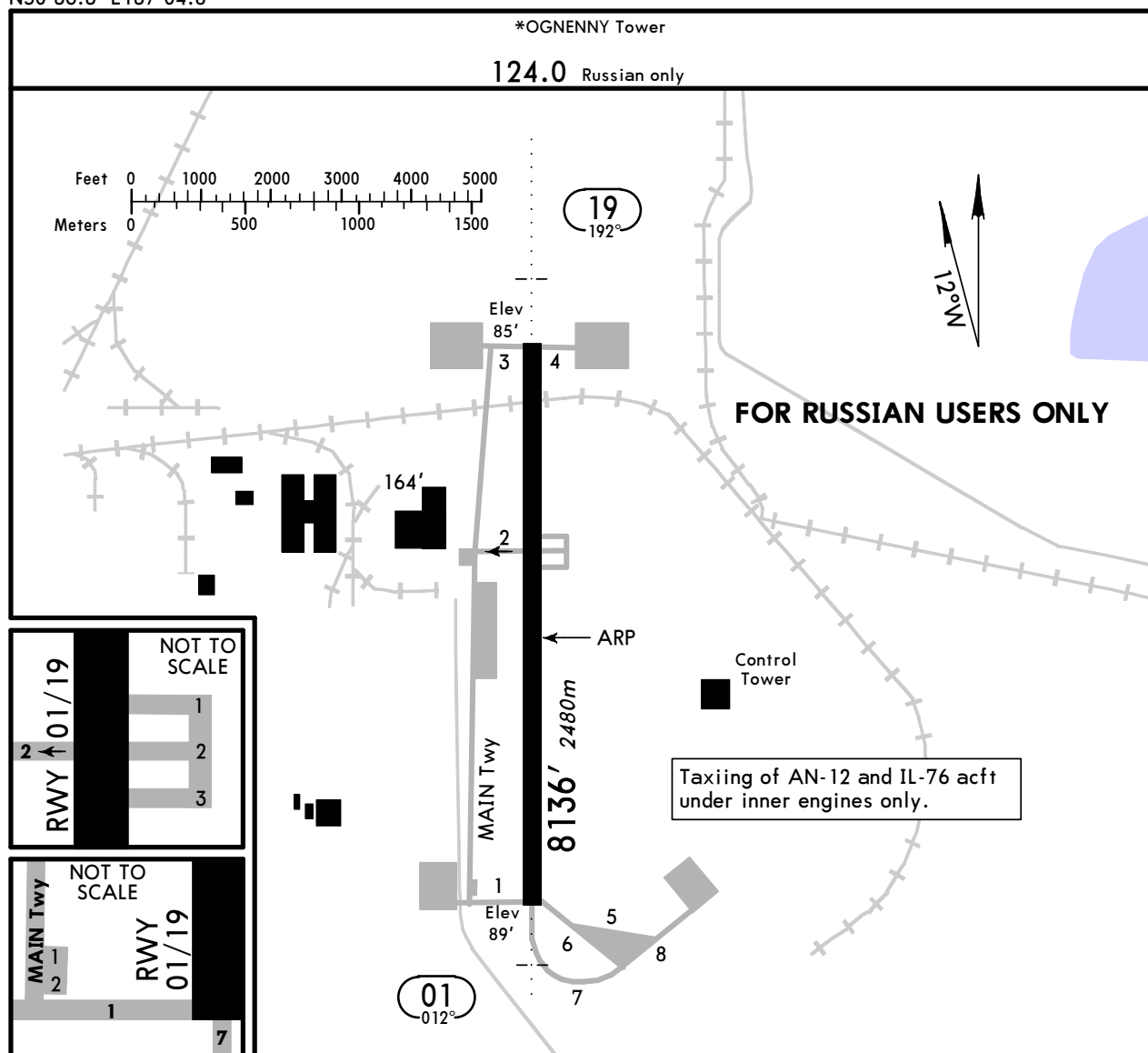
ALT/HEIGHT CONVERSION
QNH (QFE)

2060'	(1975' - 600m)
3040'	(2955' - 900m)
6000'	(5915' - 1800m)

UHKD
Apt Elev 89'
N50 36.3 E137 04.8

JEPPESEN
19 OCT 12 (10-9)

KOMSOMOLSK-NA-AMURE, RUSSIA
DZYOMGI



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A
B
C
D

250m

400m

300m

CHANGES: ARP. Rwy 19 elev. Note.

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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	750'(661') 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	1080'(991') 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')	577' (492')	594' (509')	610' (525')
		R1500m	R1500m	C2100m	C2200m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	PAR + 2 NDB ❷	741' (656')	741' (656')	741' (656')	741' (656')
		R1500m	R1500m	C2400m	C2400m
	PAR ❶	577' (492')	577' (492')	594' (509')	610' (525')
		R1500m	R1500m	C2100m	C2200m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	PAR ❷	741' (656')	741' (656')	741' (656')	741' (656')
		R1500m	R1500m	C2400m	C2400m
	2 NDB ❶❸	580' (495')	580' (495')	600' (515')	620' (535')
		C2100m	C2100m	C2100m	C2200m
	<i>ALS out</i>	C2300m	C2300m	C2400m	C2400m
	2 NDB ❷❸	750' (665')	750' (665')	750' (665')	750' (665')
		C2900m	C2900m	C2900m	C2900m
	<i>ALS out</i>	C3100m	C3100m	C3100m	C3100m
	NDB ❸	1070' (985')	1070' (985')	1070' (985')	1070' (985')
		C4300m	C4300m	C4300m	C4300m
	<i>ALS out</i>	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	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

*OGNENNY Tower

124.0 Russian only

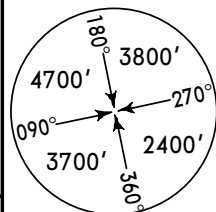
NDB
UI
*370

Final
Aptch Crs
012°

Minimum Alt
LOM
1730' (1641')

2 NDB
MDA(H)
Refer to
Minimums

Apt Elev 89'
RWY 89'



MSA
ARP

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)

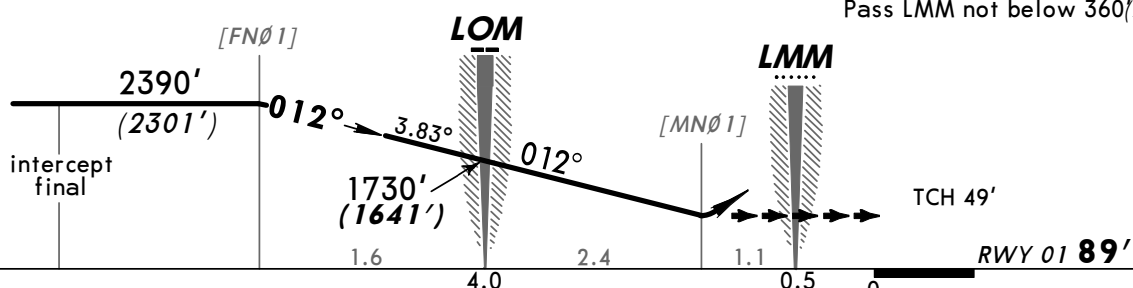
QNH on req (QFE)

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)	
1730'	(1641' - 500m)	
360'	(271' - 80m)	



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

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

STRAIGHT-IN LANDING RWY 01

2 NDB

NDB

MDA(H) 420' (331')

MDA(H) 1080' (991')

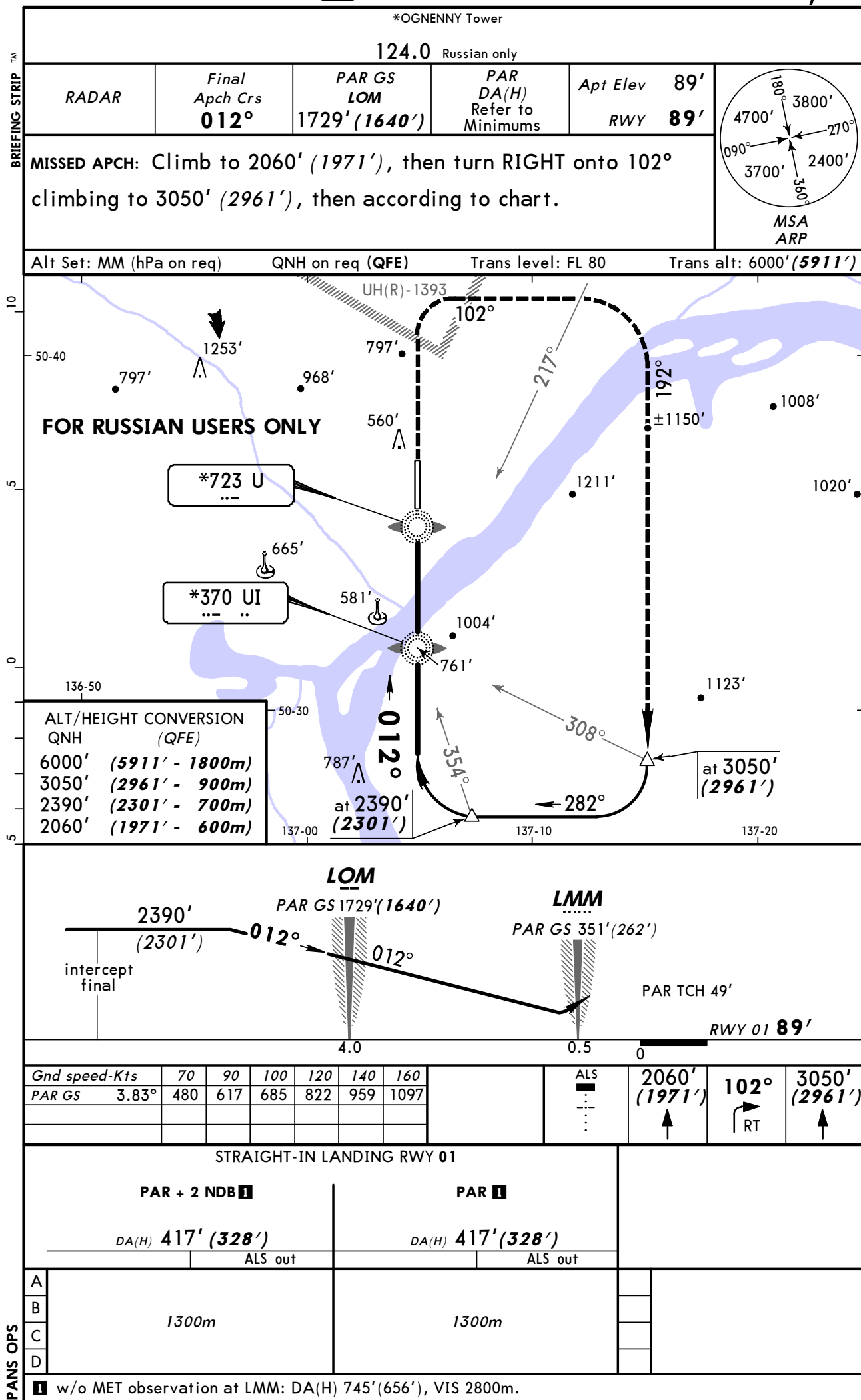
ALS out

ALS out

A	1600m	3200m
B		
C		
D		4800m

1 w/o MET observation at LMM:

CAT ABC MDA(H) 750' (661') VIS 2800m, CAT D MDA(H) 750' (661') VIS 3200m.



*PAR Rwy 19

124.0 Russian only

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

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

1211'

*723 F

2060' (1975' - 600m)

intercept
final

RWY 19 **85'**

Age Group	Percentage (%)
18-24	~3.1
25-34	~2.8
35-44	~2.5
45-54	~2.2
55-64	~1.9
65-74	~1.6
75-84	~1.3
85+	~1.0

AL

•

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(1)

14

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1

1

1

ESSEN

ENSEN

DA(H) AB: 577' (492')
C: 594' (509')
D: 610' (525')

ALS out

D

2000m

2100m

2200111

2800m.

1 w/o MET observation at LMM: DA(H) 741' (656'), VIS 2800m.

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Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KOMSOMOLSK-NA-AMURE, (DZYOMGI - UHKD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHKD