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Airport Information For UAKD

Terminal Charts For UAKD

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Zhezkazgan Kaz
IATA Code: DZN
Lat/Long: N47° 42.5' E067° 44.3'
Elevation: 1250 ft

Airport Use: Public
Magnetic Variation: 8.2°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe
Customs: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0231 Z
Sunset: 1156 Z,

Runway Information

Runway: 04
Length x Width: 8530 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1250 ft
Lighting: Edge, ALS, TDZ

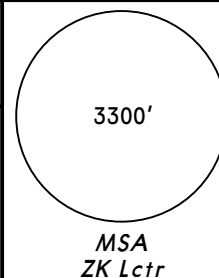
Runway: 22
Length x Width: 8530 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1230 ft
Lighting: Edge, ALS, TDZ

Communication Information

Zhezkazgan Tower 127.1

Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ADOKA 1A [ADOK1A], BEDOR 1A [BEDO1A]
DOPAR 1A [DOPA1A]
RWY 04 ARRIVALS

ADOKA
N48 22.4 E067 18.7

Between
FL150 & FL50

BEDOR
N48 25.5 E067 32.9

Between
FL150 & FL50

DOPAR
N48 18.5 E068 22.5

Between
FL150 & FL50

D10.8 DZG
N47 39.9 E067 30.3
(DZG R-244)

At 2900'
(1650')

D10.9 DZG
N47 39.6 E067 30.3
(DZG R-243)

At 2900'
(1650')

D8.5 DZG
N47 38.3 E067 35.2
(DZG R-227)

At 2900'
(1650')

D10.2 DZG
N47 40.8 E067 30.8
(DZG R-248)

At 2900'
(1650')

ZHEZKAZGAN
D (H) 113.3 DZG
N47 43.2 E067 45.6

435 ZK
N47 40.8 E067 41.1

Intercept final at
2570' (1320')

ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)
2570' (1320' - 400m)

Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2900' (1670')

(QFE)

3300'

MSA
GN Lctr

ADOKA 1B [ADOK1B], BEDOR 1B [BEDO1B]
DOPAR 1B [DOPA1B]
RWY 22 ARRIVALS

ADOKA
N48 22.4 E067 18.7

Between
FL150 & FL50

BEDOR

N48 25.5 E067 32.9

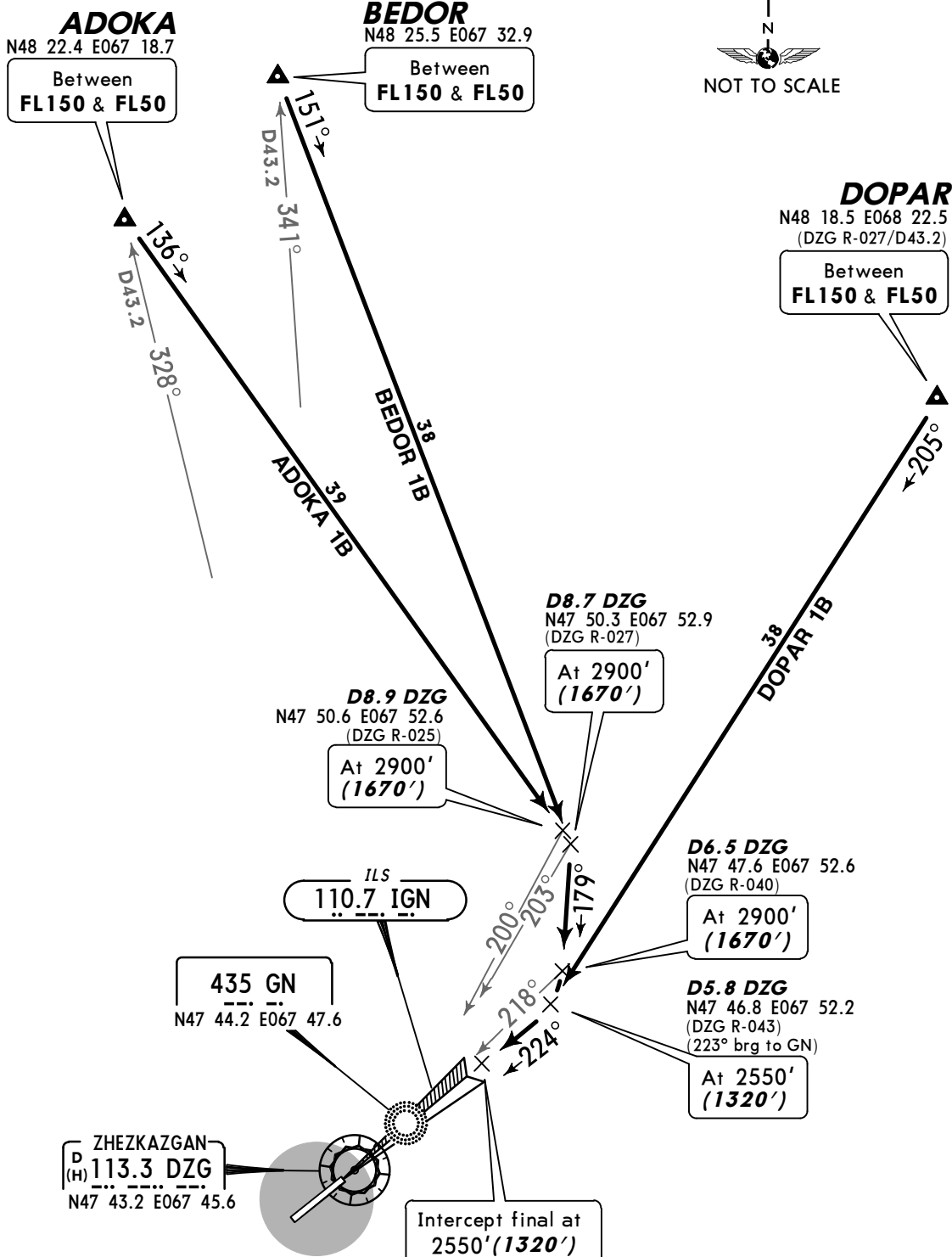
Between
FL150 & FL50

DOPAR

N48 18.5 E068 22.5
(DZG R-027/D43.2)

Between
FL150 & FL50

NOT TO SCALE



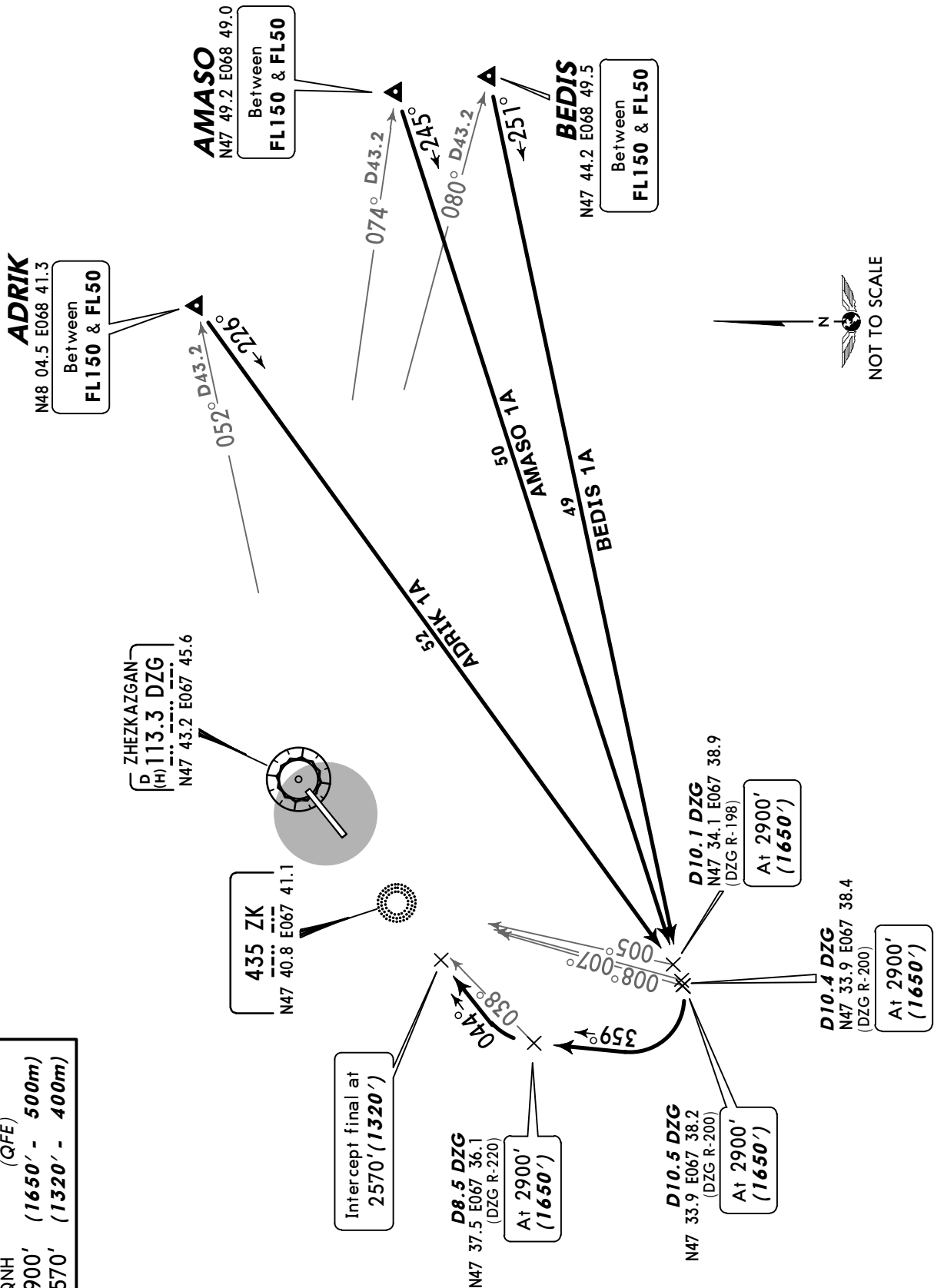
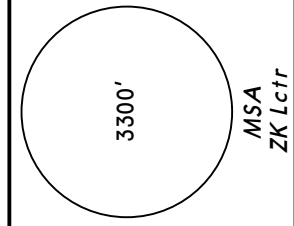
ALT/HEIGHT CONVERSION

QNH (QFE)
2900' (1670' - 500m)
2550' (1320' - 400m)

Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')

ADRIK 1A [ADRI1A], AMASO 1A [AMAS1A]
BEDIS 1A [BED11A]
RWY 04 ARRIVALS

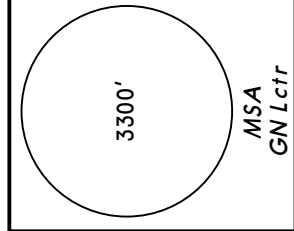


Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2900' (1670')

(QFE)

ADRIK 1B [ADRI1B], AMASO 1B [AMAS1B]
BEDIS 1B [BED11B]
RWY 22 ARRIVALS



ADRIK
N48 04.5 E068 41.3
(DZG R-052/D43.2)

Between
FL150 & FL50



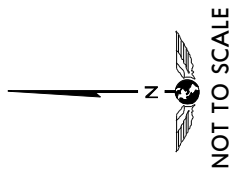
AMASO
N47 49.2 E068 49.0

Between
FL150 & FL50



BEDIS
N47 44.2 E068 49.5

Between
FL150 & FL50



D6.2 DZG
N47 46.8 E067 53.1
(DZG R-047)

A† 2550' (1320')

D5.5 DZG
N47 46.6 E067 52.0
(DZG R-045)

A† 2550' (1320')

D6.5 DZG
N47 46.8 E067 53.6
(DZG R-049)

A† 2900' (1670')

Intercept final at
2550' (1320')

ZHEZKAZGAN
D (H) 113.3 DZG
N47 43.2 E067 45.6

110.7 ILS

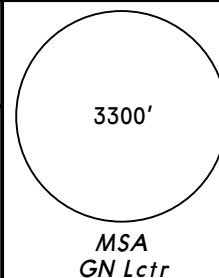
435 GN
N47 44.2 E067 47.6

ALT/HEIGHT CONVERSION
(QFE)
2900' (1670' - 500m)
2550' (1320' - 400m)

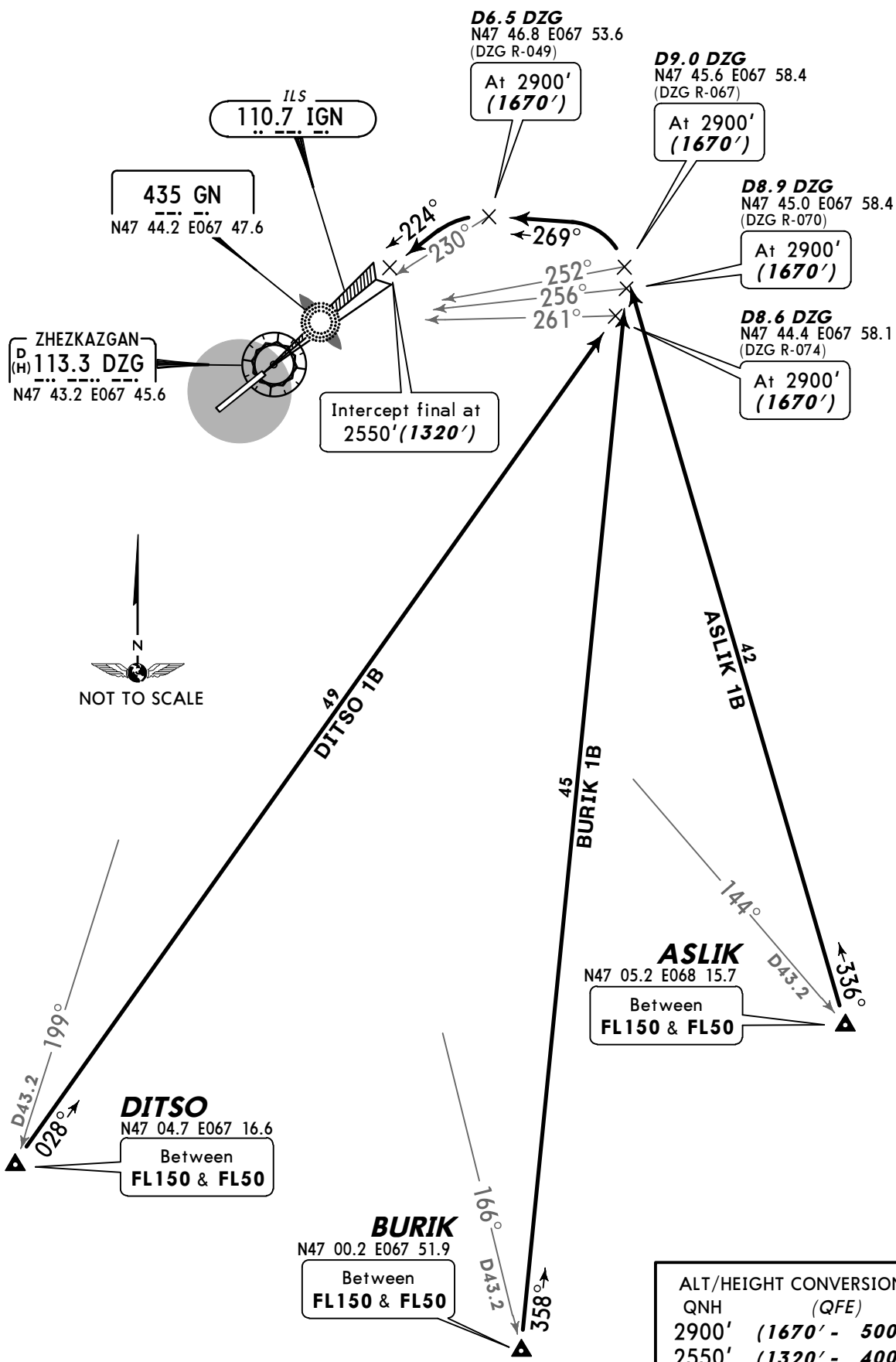
The diagram illustrates the layout of the ASLIK and BURIK 1A test areas. The ASLIK area is a triangle with sides 39, 36, and 144, and angles 144°, 310°, and 335°. The BURIK area is a triangle with sides 36, 39, and 144, and angles 144°, 310°, and 335°. Both areas are labeled 'Between FL150 & FL50'.

Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



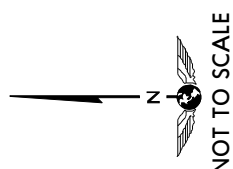
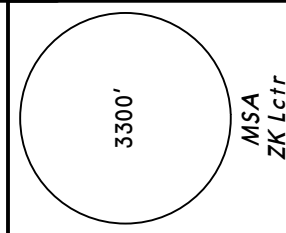
ASLIK 1B [ASLI1B], BURIK 1B [BURI1B]
DITSO 1B [DITS1B]
RWY 22 ARRIVALS



Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')

ABURA 1A [ABUR1A], ARMIK 2A [ARM12A]
BETIK 1A [BET11A]
RWY 04 ARRIVALS



ZHEKAZGAN
D 113.3 DZG
(H) ---
N47 43.2 E067 45.6

435 ZK

N47 40.8 E067 41.1

D10.8 DZG
N47 39.0 E067 30.8
(DZG R-239)

Intercept final at
2570' (1320')

D8.2 DZG
N47 38.3 E067 35.8
(DZG R-225)

(047° brg to ZK)

At 2570'
(1320')

D8.5 DZG
N47 38.3 E067 35.2
(DZG R-227)

At 2900'
(1650')

D10.3 DZG
N47 38.6 E067 31.9
(DZG R-235)

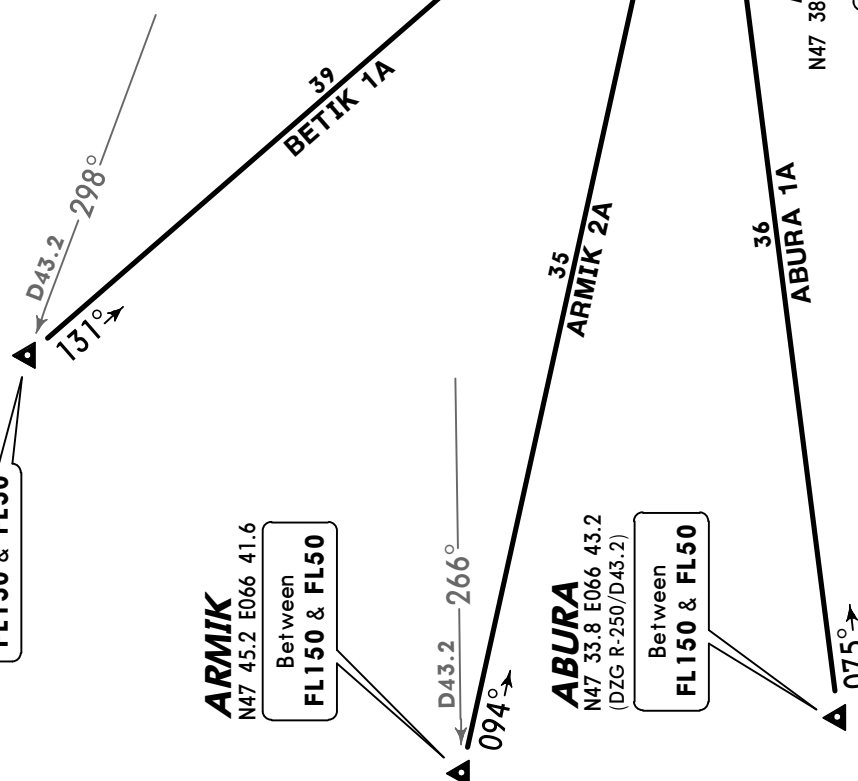
At 2900'
(1650')

ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)
2570' (1320' - 400m)

BETIK
N48 08.1 E066 53.2
Between
FL150 & FL50

ARMIK
N47 45.2 E066 41.6
Between
FL150 & FL50

ABURA
N47 33.8 E066 43.2
(DZG R-250/D43.2)
Between
FL150 & FL50

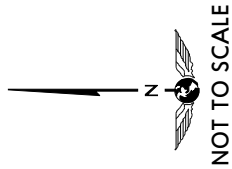
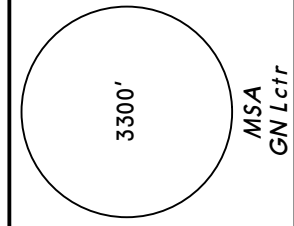


Apt Elev
1250'

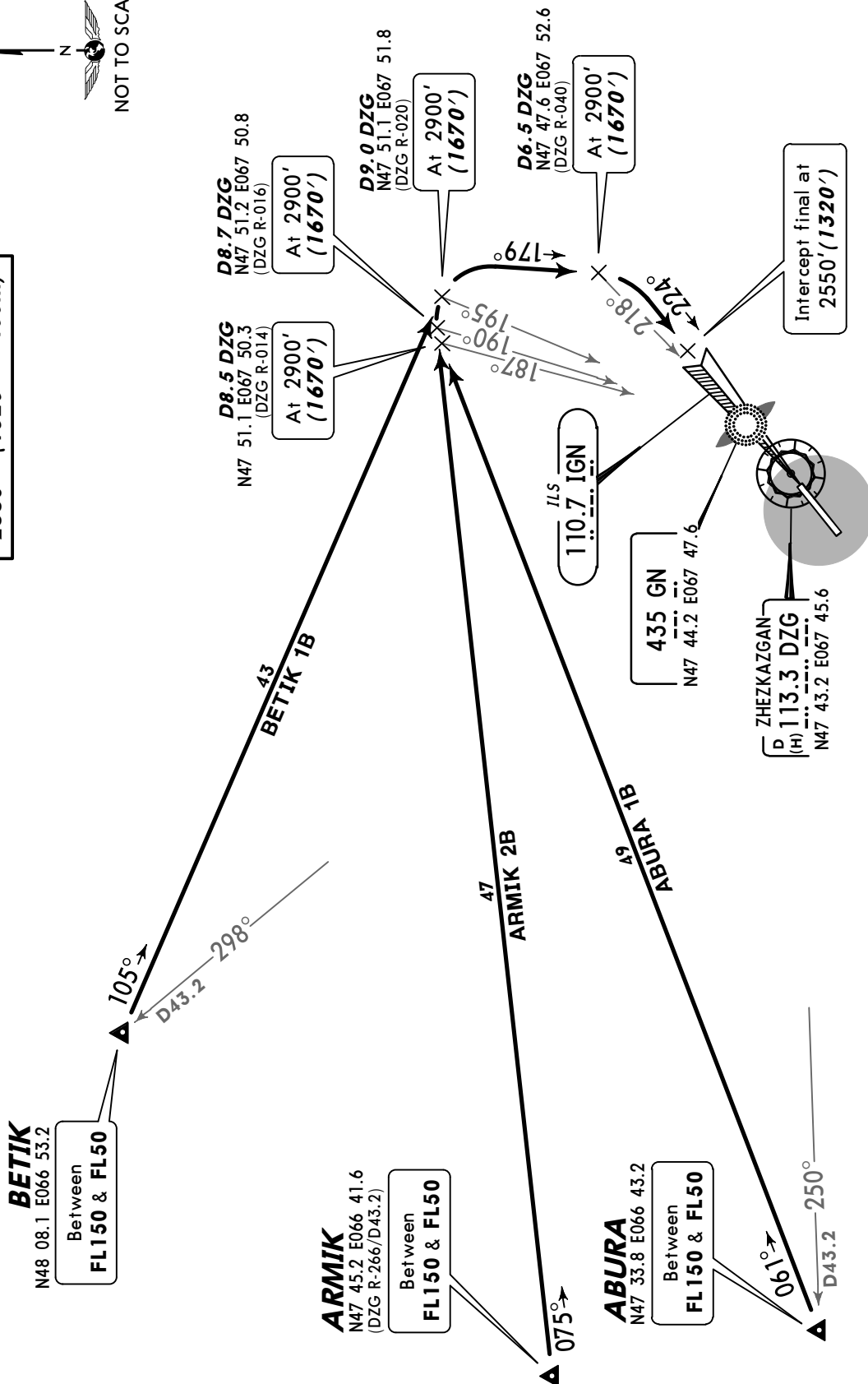
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2900' (1670')

(QFE)

ABURA 1B [ABUR1B], ARMIK 2B [ARM12B]
BETIK 1B [BET11B]
RWY 22 ARRIVALS

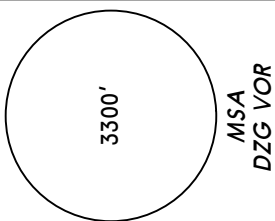


ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1670') - 500m
2550' (1320') - 400m



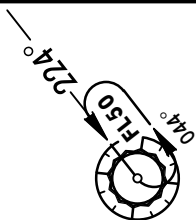
Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



MSA
DZG VOR

HOLDING
OVER DZG



ADOKA 1E [ADOK1E], ADRIK 1E [ADRI1E]
AMASO 1E [AMAS1E], BEDOR 1E [BEDO1E]
DOPAR 1E [DOPA1E], RINUR 1E [RINU1E]
RWY 04 ARRIVALS

Direct distance from DZG to:
Zhezkazgan Apt 1 NM

DOPAR
N48 18.5 E068 22.5
Between
FL150 & FL50

ADRIK
N48 04.5 E068 41.3
Between
FL150 & FL50

AMASO
N47 49.2 E068 49.0
Between
FL150 & FL50

RINUR
N48 22.9 E068 10.7
Between
FL150 & FL50

BEDOR
N48 25.5 E067 32.9
Between
FL150 & FL50

ADOKA
N48 22.4
E067 18.7
Between
FL150 & FL50

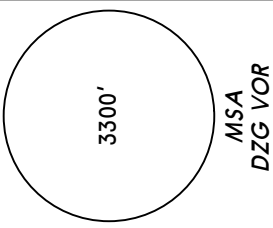
(1AF)
ZHEZKAZGAN
(H) 113.3 DZG
N47 43.2 E067 45.6
At FL50

NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)

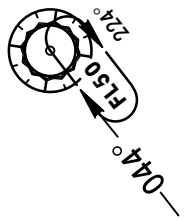
Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



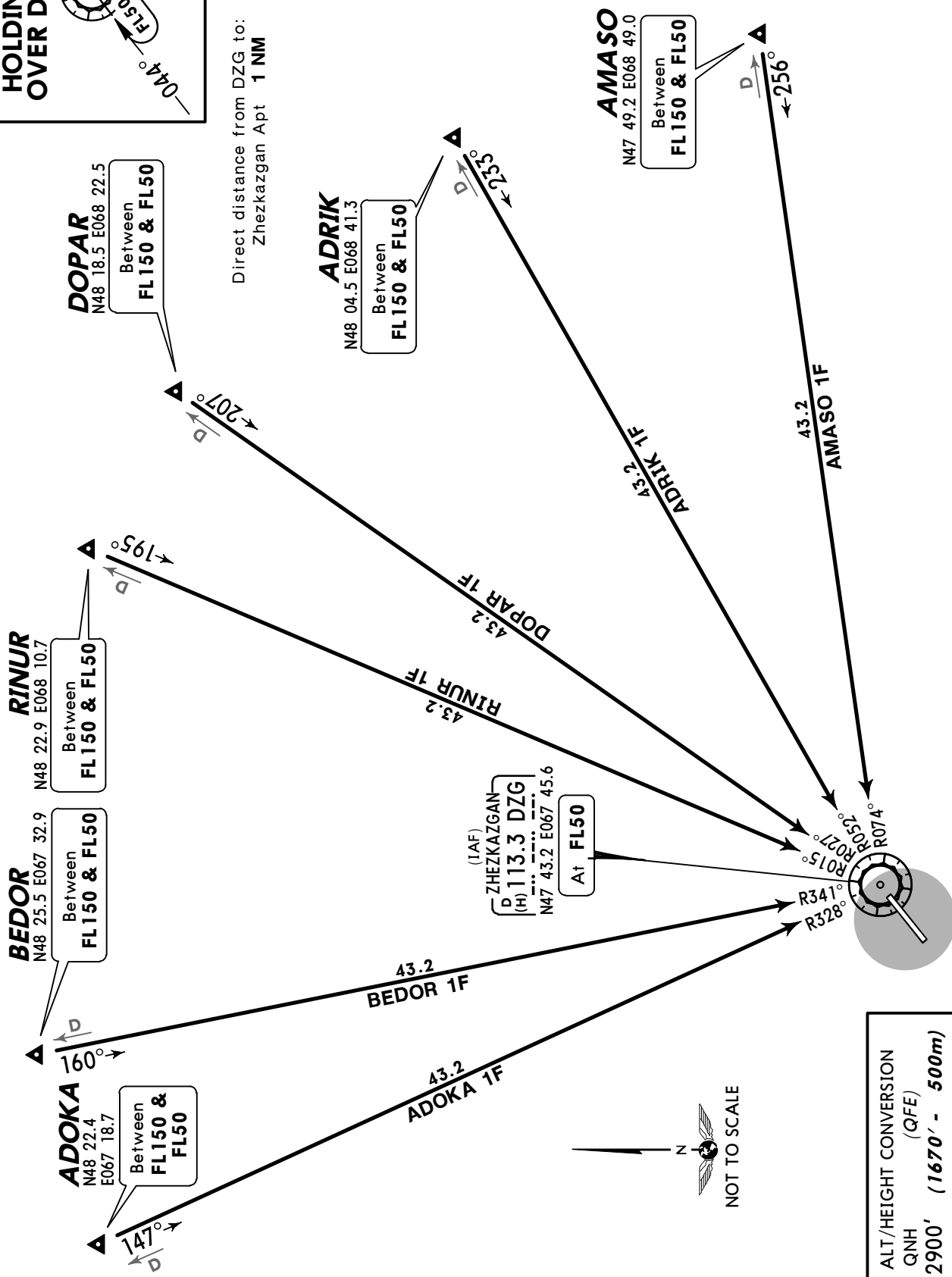
MSA
DZG VOR

HOLDING
OVER DZG



ADOKA 1F [ADOK1F], ADRIK 1F [ADRI1F]
AMASO 1F [AMAS1F], BEDOR 1F [BEDO1F]
DOPAR 1F [DOPA1F], RINUR 1F [RINU1F]
RWY 22 ARRIVALS

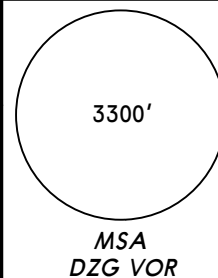
Direct distance from DZG to:
Zhezkazgan Apt 1 NM



Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 2900' (1650')

(QFE)



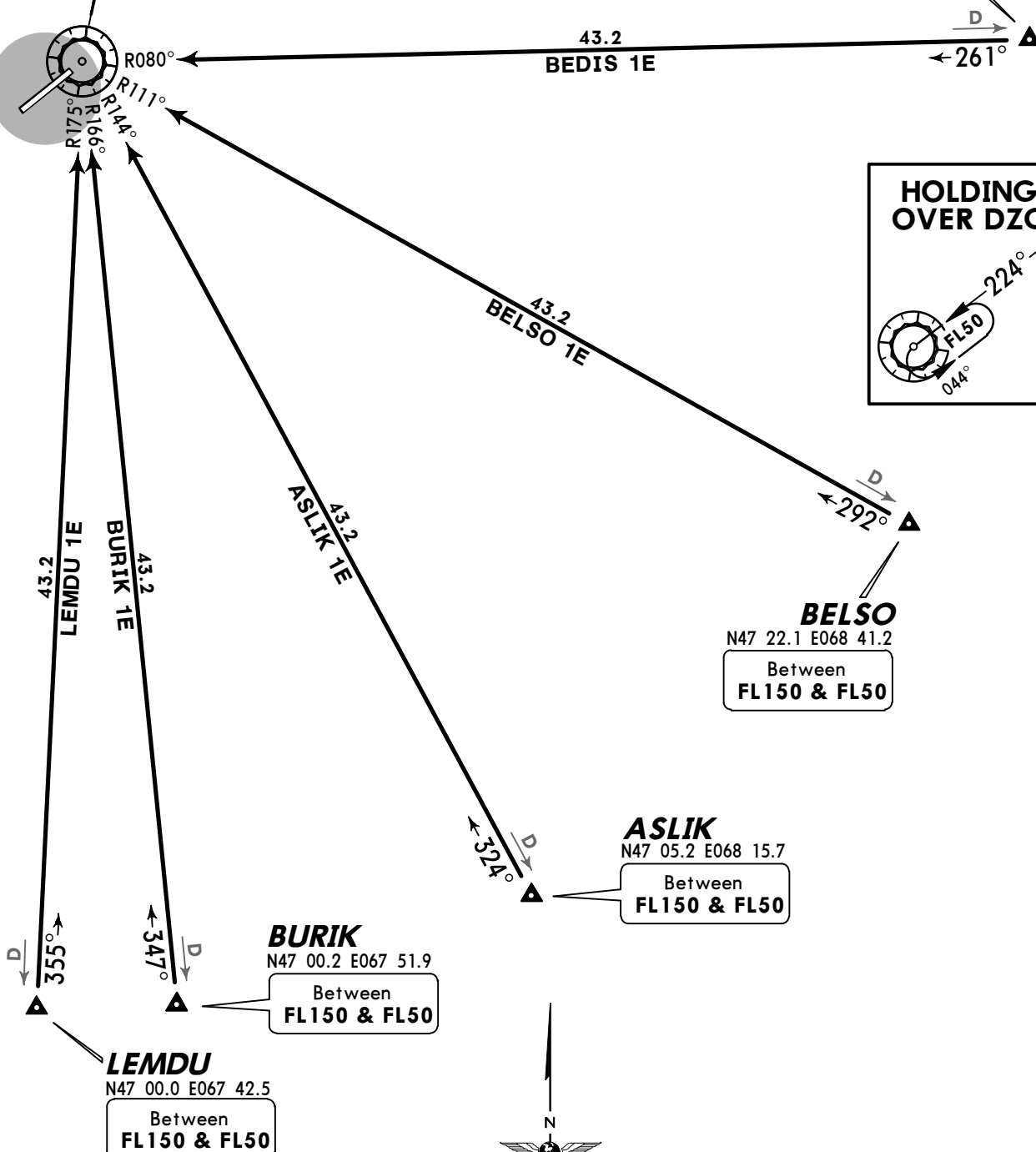
ASLIK 1E [ASLI1E], BEDIS 1E [BEDI1E]
BELSO 1E [BELS1E], BURIK 1E [BURI1E]
LEMDU 1E [LEMD1E]
RWY 04 ARRIVALS

(IAF)
ZHEZKAZGAN
(H) 113.3 DZG
N47 43.2 E067 45.6

Direct distance from DZG to:
Zhezkazgan Apt 1 NM

At FL50

BEDIS
N47 44.2 E068 49.5
Between
FL150 & FL50



BELSO
N47 22.1 E068 41.2
Between
FL150 & FL50

ASLIK
N47 05.2 E068 15.7
Between
FL150 & FL50

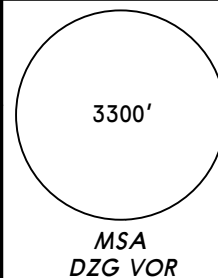
BURIK
N47 00.2 E067 51.9
Between
FL150 & FL50

LEMDU
N47 00.0 E067 42.5
Between
FL150 & FL50

ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)

Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



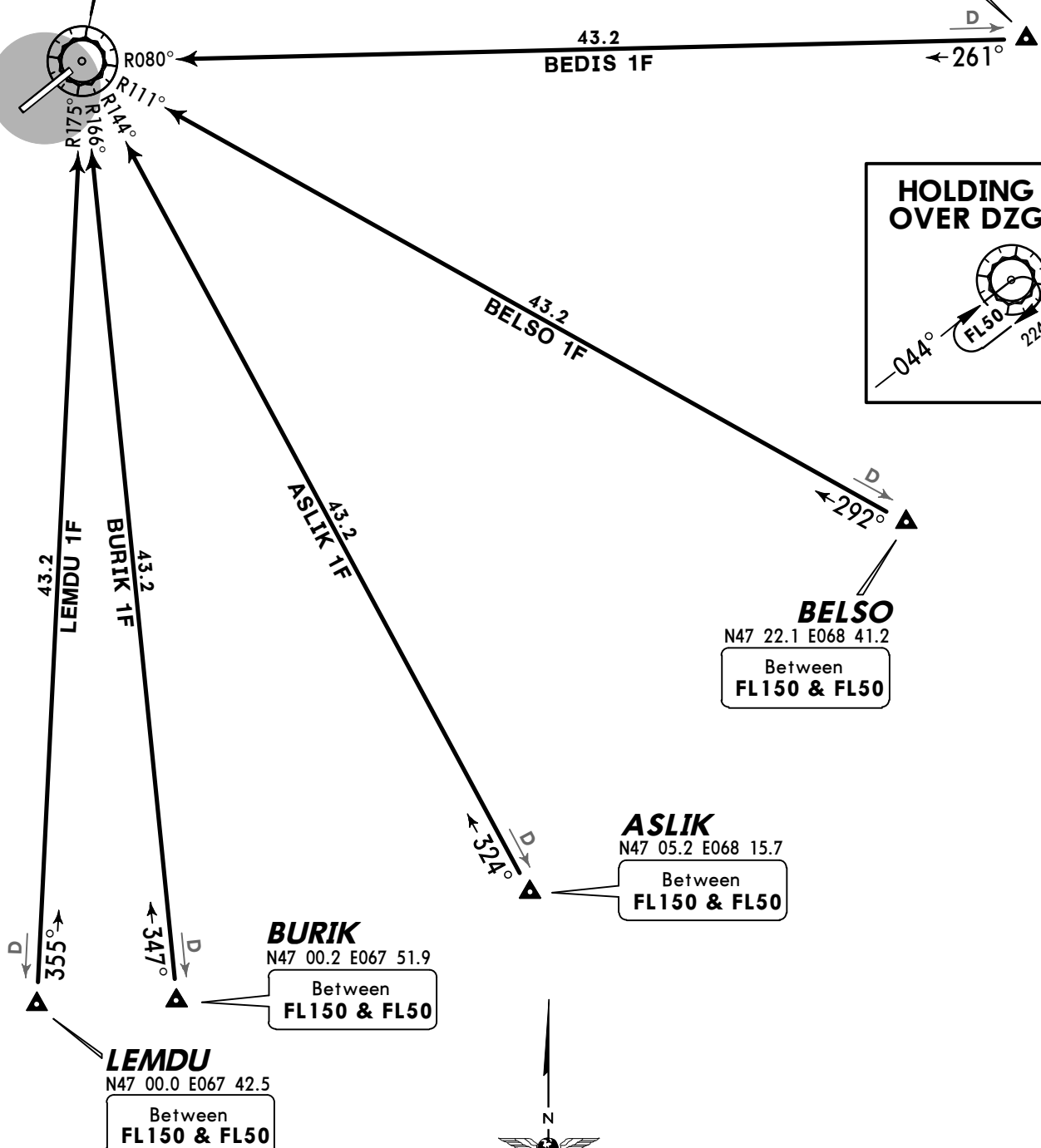
ASLIK 1F [ASLI1F], BEDIS 1F [BEDI1F]
BELSO 1F [BELS1F], BURIK 1F [BURI1F]
LEMDU 1F [LEMD1F]
RWY 22 ARRIVALS

(IAF)
ZHEZKAZGAN
(H) 113.3 DZG
N47 43.2 E067 45.6

Direct distance from DZG to:
Zhezkazgan Apt 1 NM

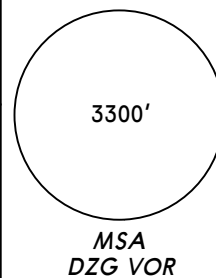
At FL50

BEDIS
N47 44.2 E068 49.5
Between
FL150 & FL50

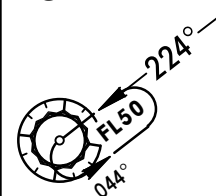


Apt Elev
1250'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



**HOLDING
OVER DZG**



**ABURA 1E [ABUR1E], ARMIK 2E [ARM12E]
BETIK 1E [BET11E], DINBO 1E [DINB1E]
DITSO 1E [DITS1E], REMTI 1E [REMT1E]
RWY 04 ARRIVALS**

DINBO

N48 00.5
E066 46.8

Between
FL150 &
FL50



117°
D

BETIK

N48 08.1 E066 53.2

Between
FL150 & FL50



117°
D



105°
D

ARMIK

N47 45.2 E066 41.6

Between
FL150 & FL50



085°
D

ABURA

N47 33.8 E066 43.2

Between
FL150 & FL50



069°
D

43.2
BETIK 1E

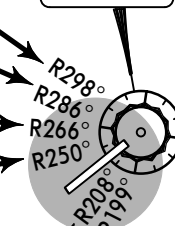
43.2
DINBO 1E

43.2
ARMIK 2E

43.2
ABURA 1E

Direct distance from DZG to:
Zhezkazgan Apt 1 NM

(IAF)
ZHEZKAZGAN
D 113.3 DZG
(H) N47 43.2 E067 45.6
At FL50



43.2
REMTI 1E

43.2
DITSO 1E

REMTI

N47 08.0 E067 08.7

Between
FL150 & FL50



028°
D

DITSO

N47 04.7 E067 16.6

Between
FL150 & FL50



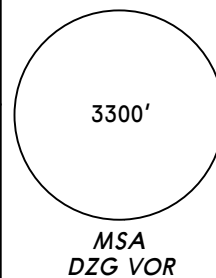
019°
D



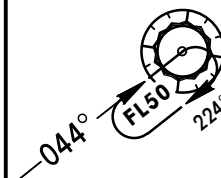
ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)

Apt Elev
1250'

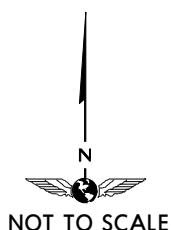
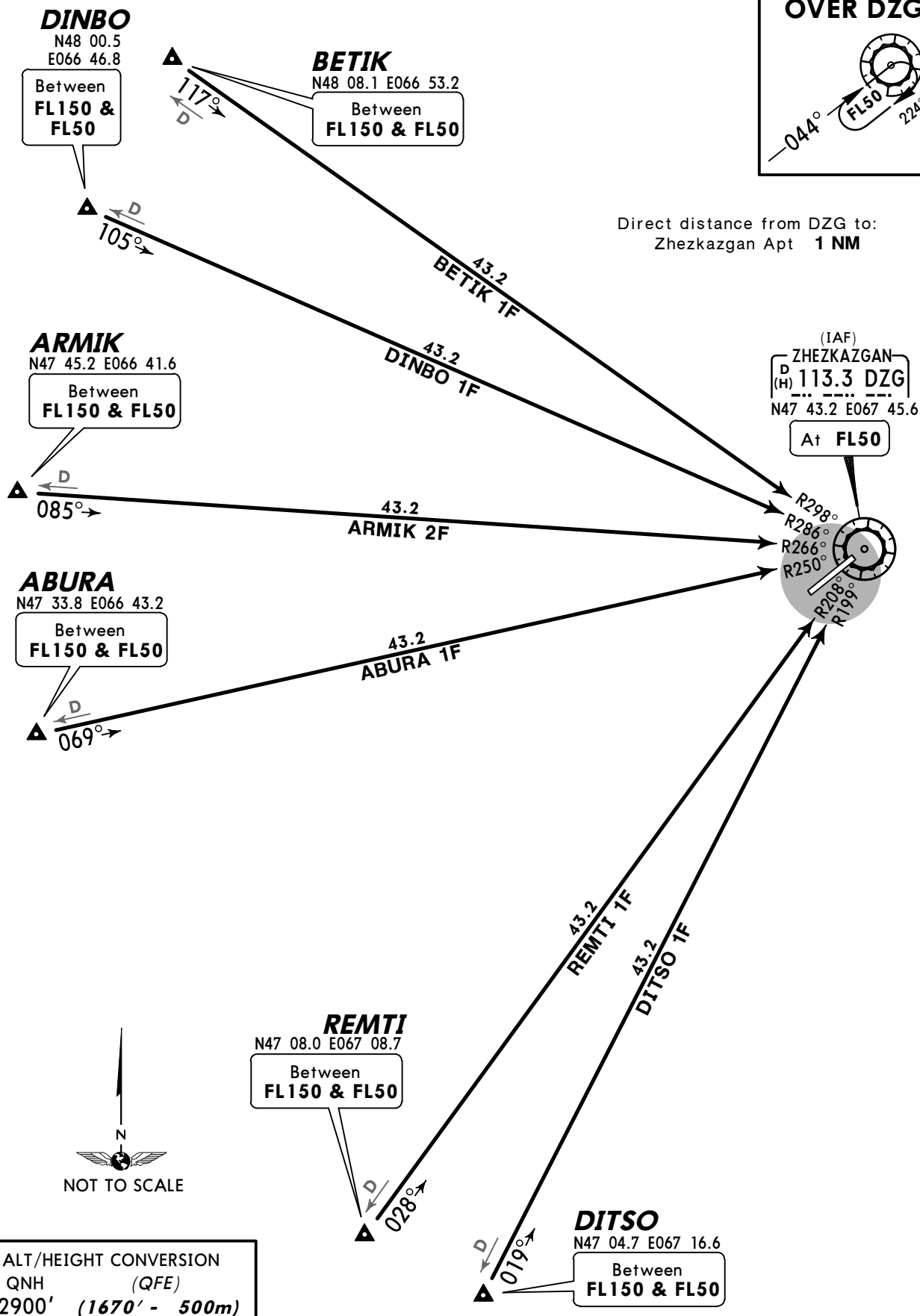
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



**HOLDING
OVER DZG**



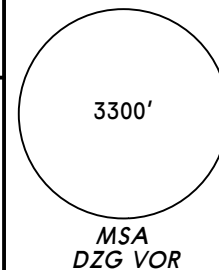
ABURA 1F [ABUR1F], ARMIK 2F [ARMI2F]
BETIK 1F [BET11F], DINBO 1F [DINB1F]
DITSO 1F [DITS1F], REMTI 1F [REMT1F]
RWY 22 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1670' - 500m)

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



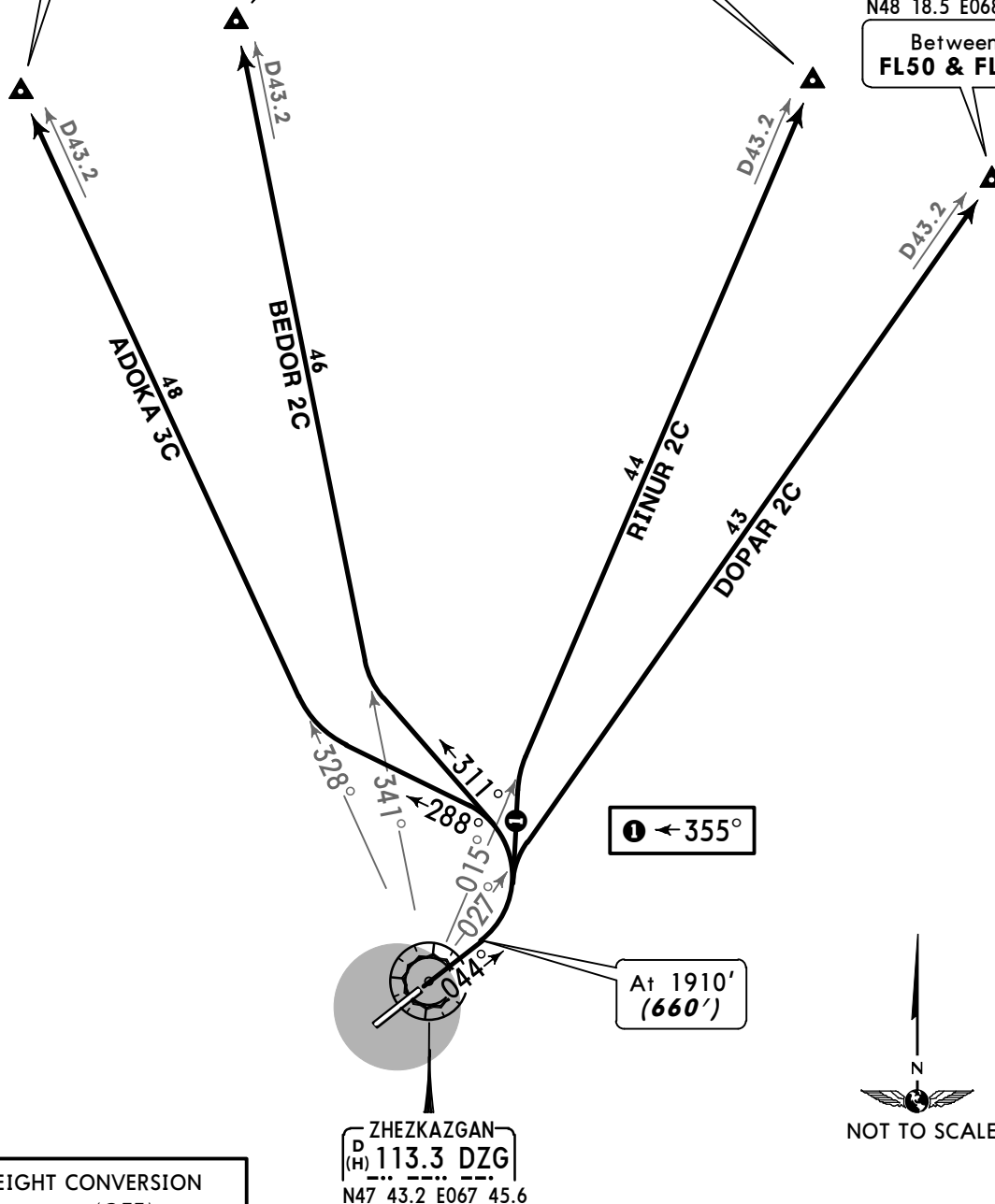
ADOKA 3C [ADOK3C], BEDOR 2C [BEDO2C]
DOPAR 2C [DOPA2C], RINUR 2C [RINU2C]
RWY 04 DEPARTURES

ADOKA
N48 22.4 E067 18.7
Between
FL50 & FL150

BEDOR
N48 25.5 E067 32.9
Between
FL50 & FL150

RINUR
N48 22.9 E068 10.7
Between
FL50 & FL150

DOPAR
N48 18.5 E068 22.5
Between
FL50 & FL150



ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

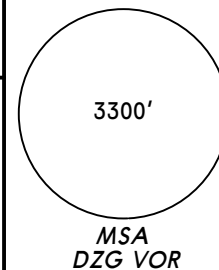
ZHEZKAZGAN
D (H) 113.3 DZG
N47 43.2 E067 45.6



SID	ROUTING
ADOKA 3C	Climb to 1910' (660'), turn LEFT, 288° track, intercept DZG R-328 to ADOKA.
BEDOR 2C	Climb to 1910' (660'), turn LEFT, 311° track, intercept DZG R-341 to BEDOR.
DOPAR 2C	Climb to 1910' (660'), turn LEFT, intercept DZG R-027 to DOPAR.
RINUR 2C	Climb to 1910' (660'), turn LEFT, 355° track, intercept DZG R-015 to RINUR.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



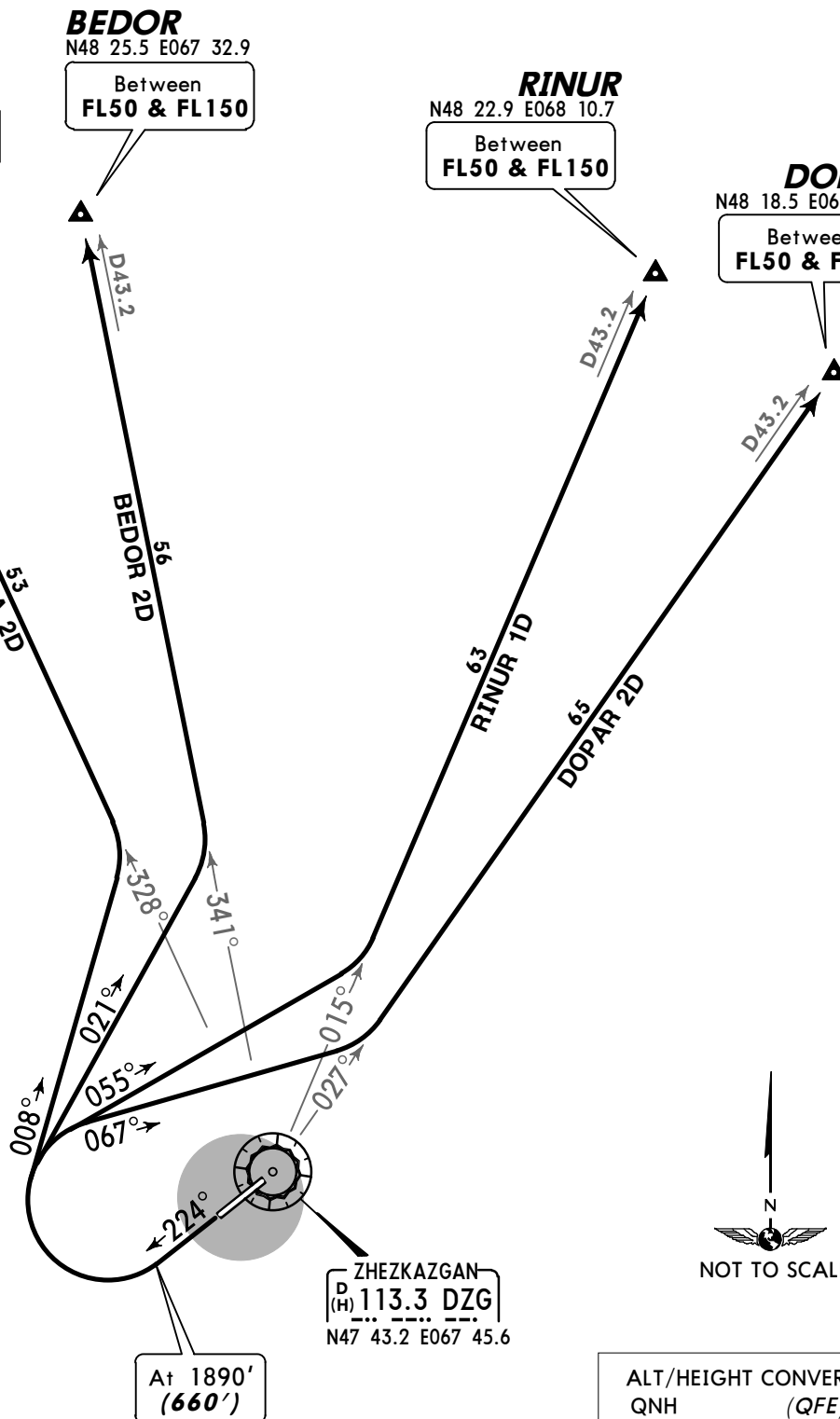
ADOKA 2D [ADOK2D], BEDOR 2D [BEDO2D]
DOPAR 2D [DOPA2D], RINUR 1D [RINU1D]
RWY 22 DEPARTURES

ADOKA
N48 22.4 E067 18.7
Between
FL50 & FL150

BEDOR
N48 25.5 E067 32.9
Between
FL50 & FL150

RINUR
N48 22.9 E068 10.7
Between
FL50 & FL150

DOPAR
N48 18.5 E068 22.5
Between
FL50 & FL150

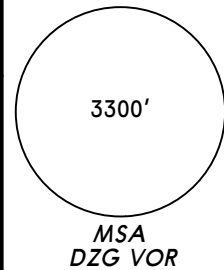


ALT/HEIGHT CONVERSION
QNH (QFE)
1890' (660' - 200m)
2900' (1670' - 500m)

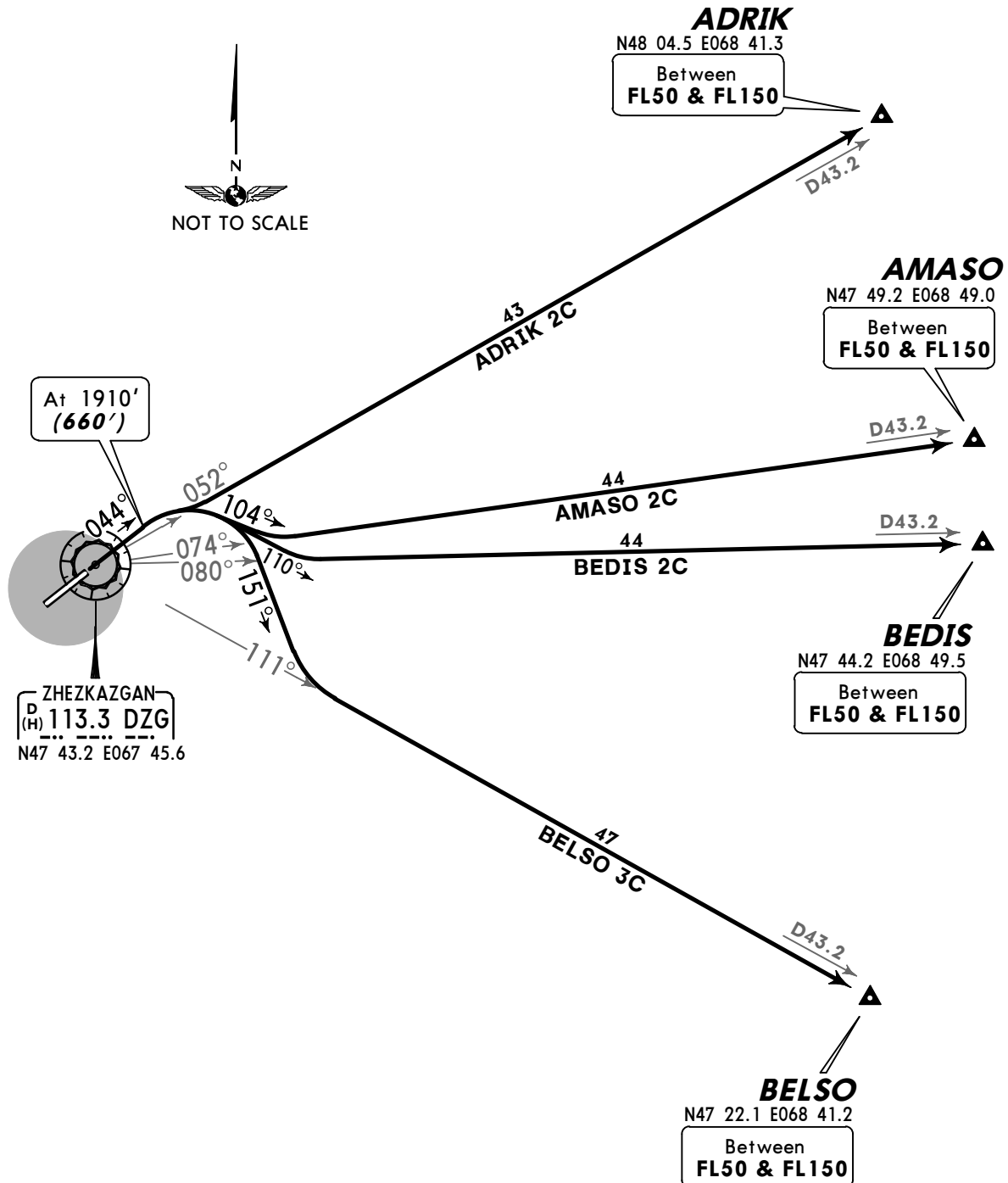
SID	ROUTING
ADOKA 2D	Climb to 1890' (660'), turn RIGHT, 008° track, intercept DZG R-328 to ADOKA.
BEDOR 2D	Climb to 1890' (660'), turn RIGHT, 021° track, intercept DZG R-341 to BEDOR.
DOPAR 2D	Climb to 1890' (660'), turn RIGHT, 067° track, intercept DZG R-027 to DOPAR.
RINUR 1D	Climb to 1890' (660'), turn RIGHT, 055° track, intercept DZG R-015 to RINUR.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ADRIK 2C [ADRI2C], AMASO 2C [AMAS2C]
BEDIS 2C [BEDI2C], BELSO 3C [BELS3C]
RWY 04 DEPARTURES

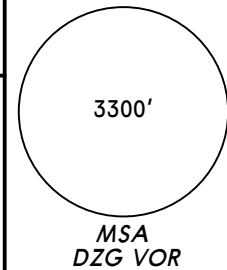


ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

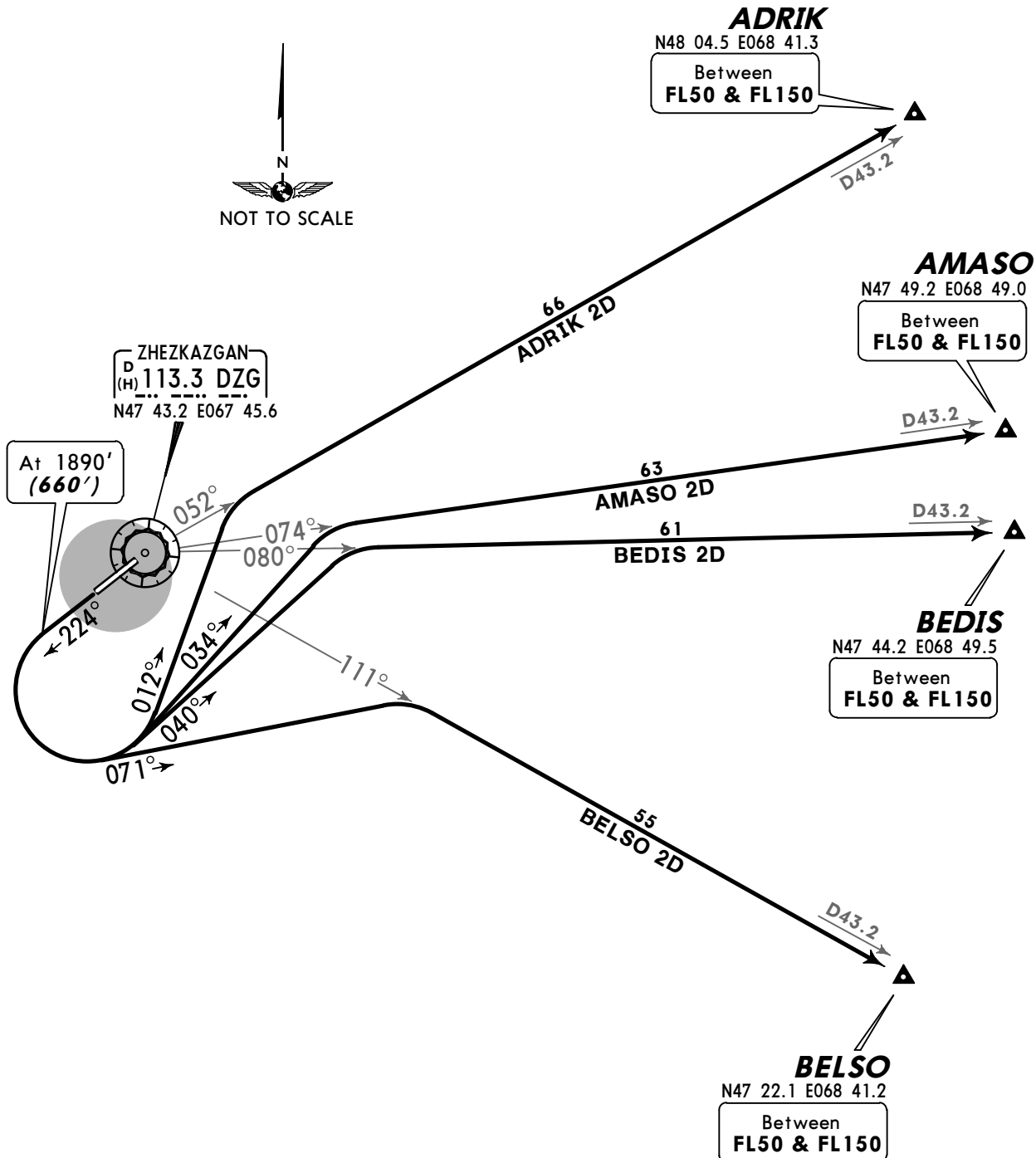
SID	ROUTING
ADRIK 2C	Climb to 1910' (660'), turn RIGHT, intercept DZG R-052 to ADRIK.
AMASO 2C	Climb to 1910' (660'), turn RIGHT, 104° track, intercept DZG R-074 to AMASO.
BEDIS 2C	Climb to 1910' (660'), turn RIGHT, 110° track, intercept DZG R-080 to BEDIS.
BELSO 3C	Climb to 1910' (660'), turn RIGHT, 151° track, intercept DZG R-111 to BELSO.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



ADRIK 2D [ADRI2D], AMASO 2D [AMAS2D]
BEDIS 2D [BEDI2D], BELSO 2D [BELS2D]
RWY 22 DEPARTURES

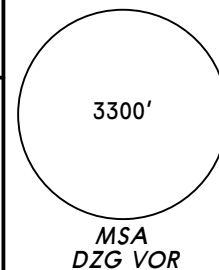


ALT/HEIGHT CONVERSION
QNH (QFE)
1890' (660' - 200m)
2900' (1670' - 500m)

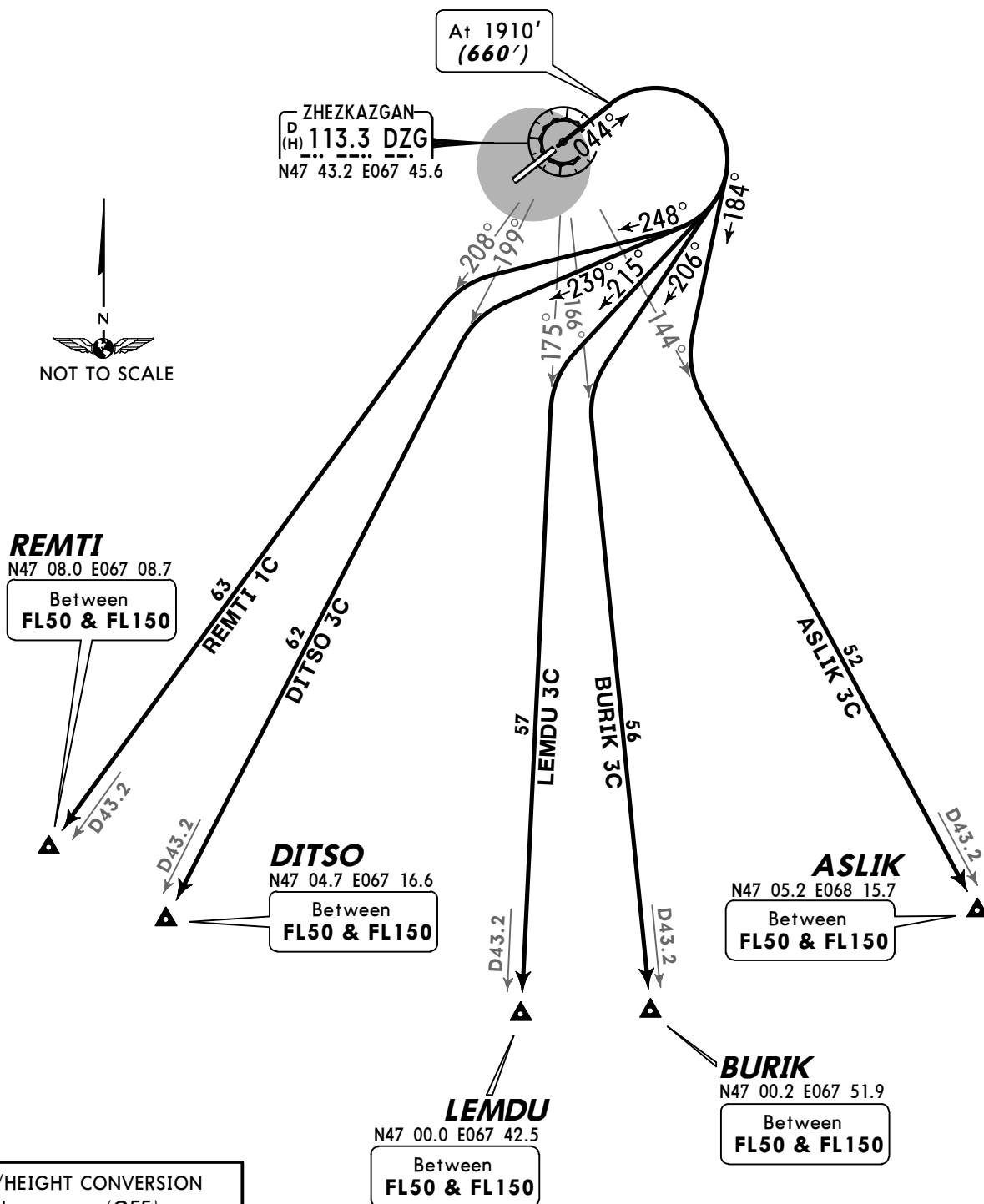
SID	ROUTING
ADRIK 2D	Climb to 1890' (660'), turn LEFT, 012° track, intercept DZG R-052 to ADRIK.
AMASO 2D	Climb to 1890' (660'), turn LEFT, 034° track, intercept DZG R-074 to AMASO.
BEDIS 2D	Climb to 1890' (660'), turn LEFT, 040° track, intercept DZG R-080 to BEDIS.
BELSO 2D	Climb to 1890' (660'), turn LEFT, 071° track, intercept DZG R-111 to BELSO.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ASLIK 3C [ASLI3C], BURIK 3C [BURI3C]
DITSO 3C [DITS3C], LEMDU 3C [LEMD3C]
REMTI 1C [REMT1C]
RWY 04 DEPARTURES

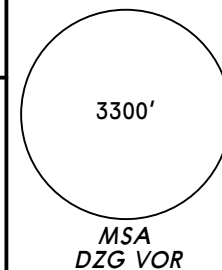


ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

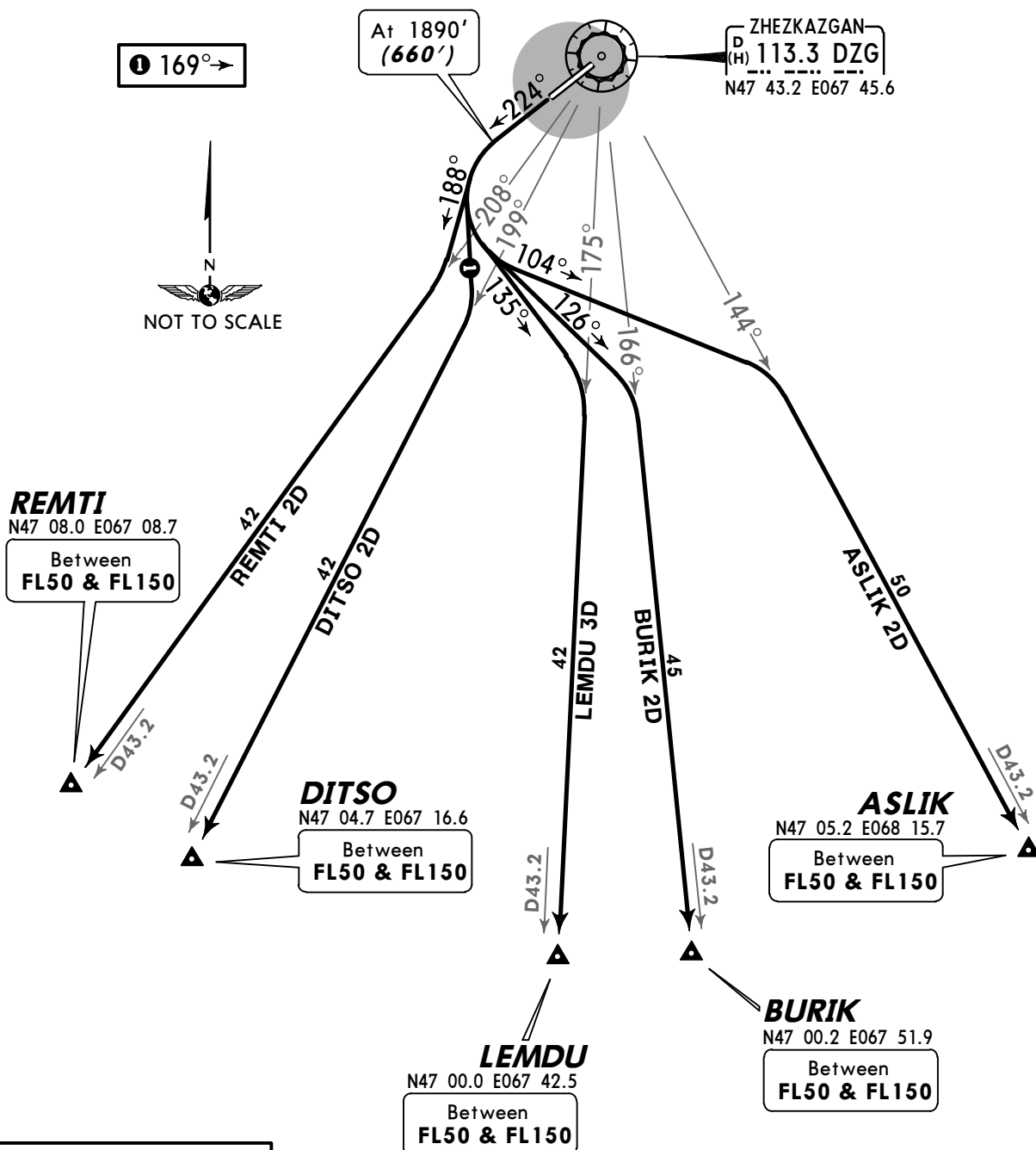
SID	ROUTING
ASLIK 3C	Climb to 1910' (660'), turn RIGHT, 184° track, intercept DZG R-144 to ASLIK.
BURIK 3C	Climb to 1910' (660'), turn RIGHT, 206° track, intercept DZG R-166 to BURIK.
DITSO 3C	Climb to 1910' (660'), turn RIGHT, 239° track, intercept DZG R-199 to DITSO.
LEMDU 3C	Climb to 1910' (660'), turn RIGHT, 215° track, intercept DZG R-175 to LEMDU.
REMTI 1C	Climb to 1910' (660'), turn RIGHT, 248° track, intercept DZG R-208 to REMTI.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



ASLIK 2D [ASLI2D], BURIK 2D [BURI2D]
DITSO 2D [DITS2D], LEMDU 3D [LEMD3D]
REMTI 2D [REMT2D]
RWY 22 DEPARTURES

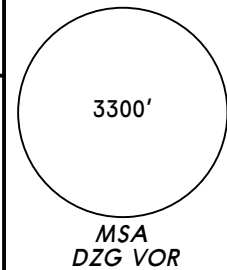


ALT/HEIGHT CONVERSION
QNH (QFE)
1890' (660' - 200m)
2900' (1670' - 500m)

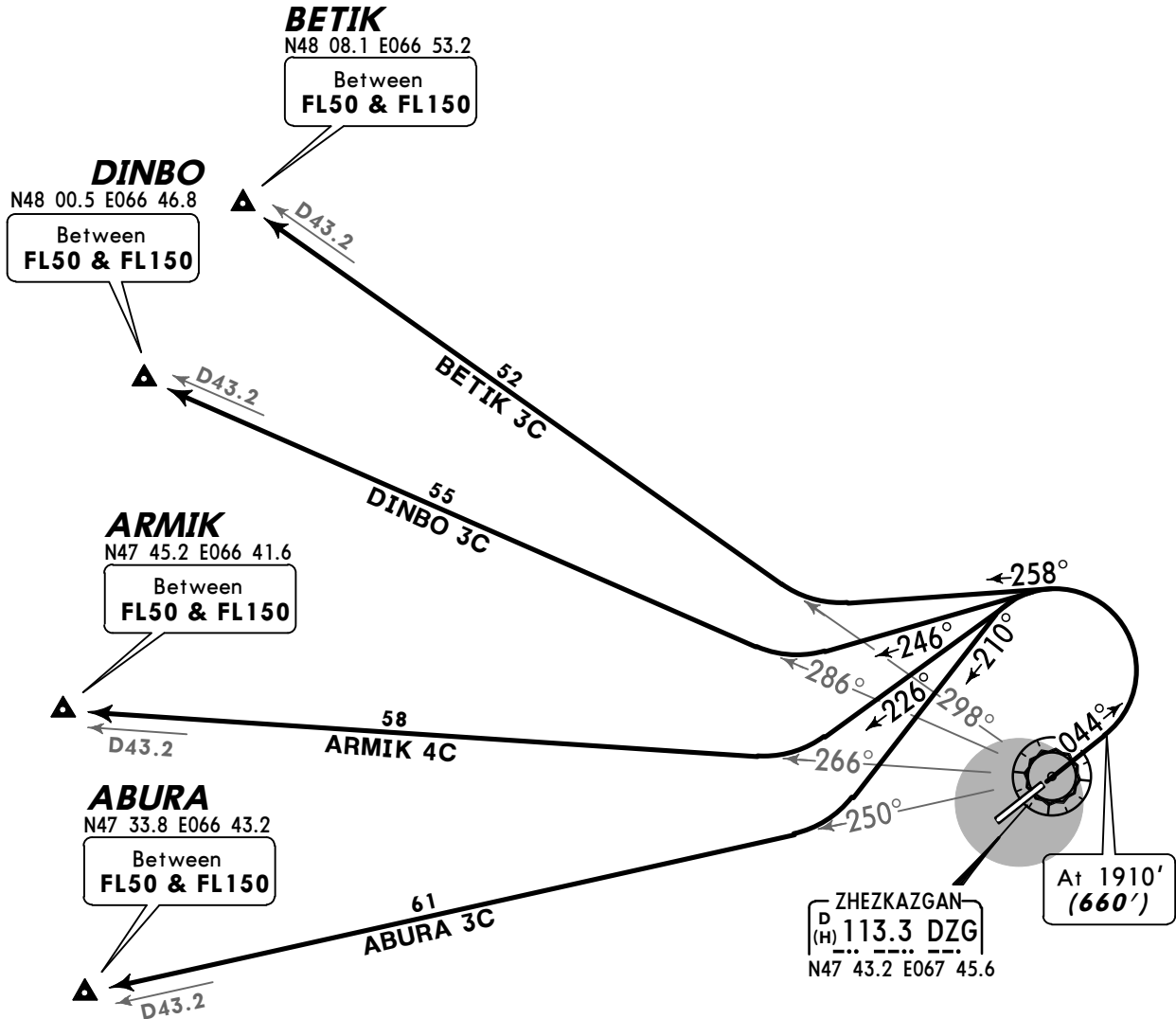
SID	ROUTING
ASLIK 2D	Climb to 1890' (660'), turn LEFT, 104° track, intercept DZG R-144 to ASLIK.
BURIK 2D	Climb to 1890' (660'), turn LEFT, 126° track, intercept DZG R-166 to BURIK.
DITSO 2D	Climb to 1890' (660'), turn LEFT, 169° track, intercept DZG R-199 to DITSO.
LEMDU 3D	Climb to 1890' (660'), turn LEFT, 135° track, intercept DZG R-175 to LEMDU.
REMTI 2D	Climb to 1890' (660'), turn LEFT, 188° track, intercept DZG R-208 to REMTI.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ABURA 3C [ABUR3C], ARMIK 4C [ARMI4C]
BETIK 3C [BETI3C], DINBO 3C [DINB3C]
RWY 04 DEPARTURES



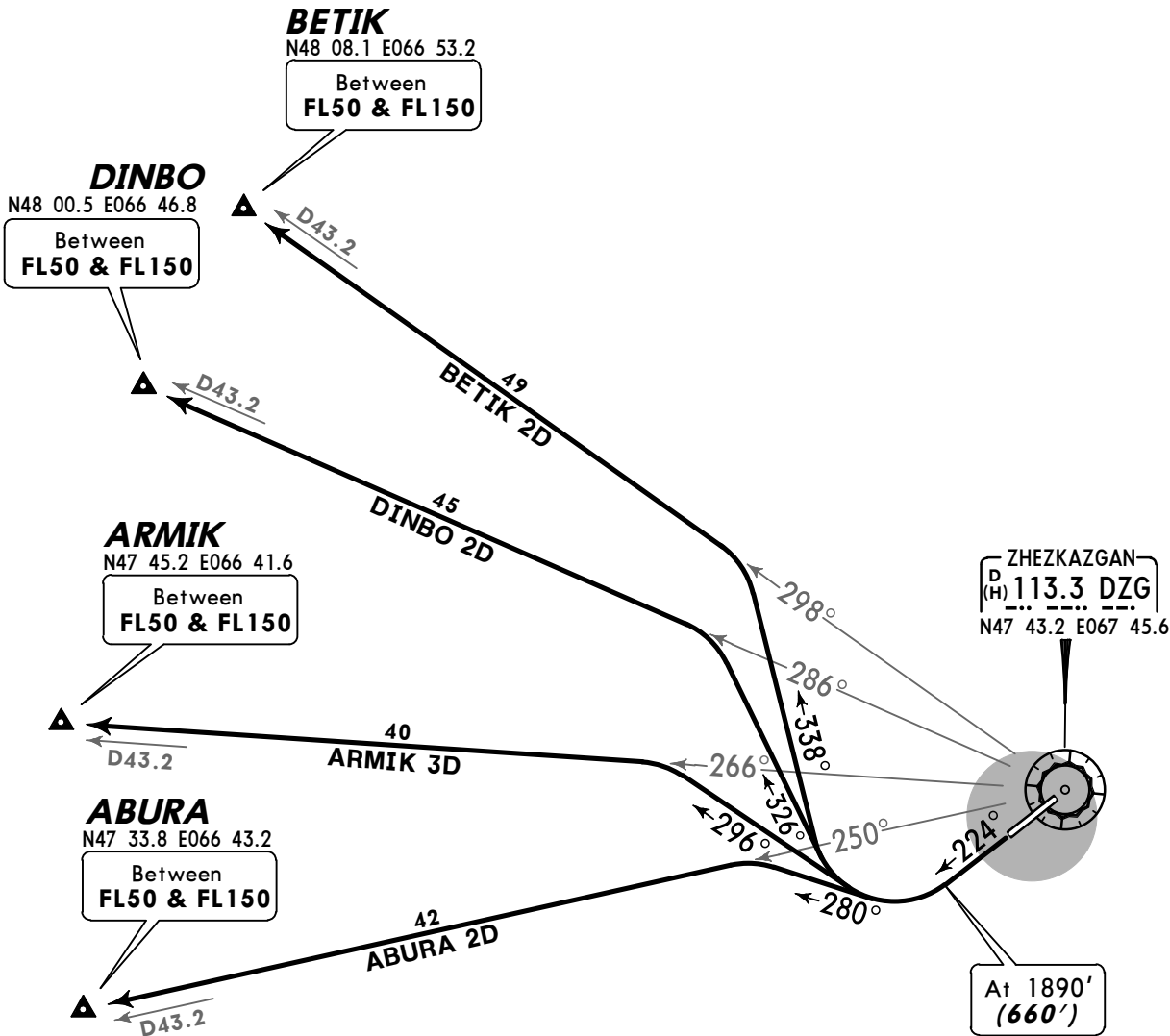
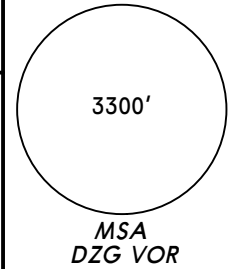
ALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

SID	ROUTING
ABURA 3C	Climb to 1910' (660'), turn LEFT, 210° track, intercept DZG R-250 to ABURA.
ARMIK 4C	Climb to 1910' (660'), turn LEFT, 226° track, intercept DZG R-266 to ARMIK.
BETIK 3C	Climb to 1910' (660'), turn LEFT, 258° track, intercept DZG R-298 to BETIK.
DINBO 3C	Climb to 1910' (660'), turn LEFT, 246° track, intercept DZG R-286 to DINBO.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')

ABURA 2D [ABUR2D], ARMIK 3D [ARMI3D]
BETIK 2D [BETI2D], DINBO 2D [DINB2D]
RWY 22 DEPARTURES

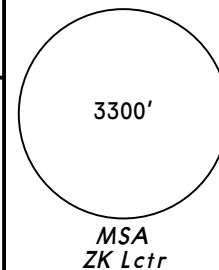


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1890'	(660' - 200m)
2900'	(1670' - 500m)

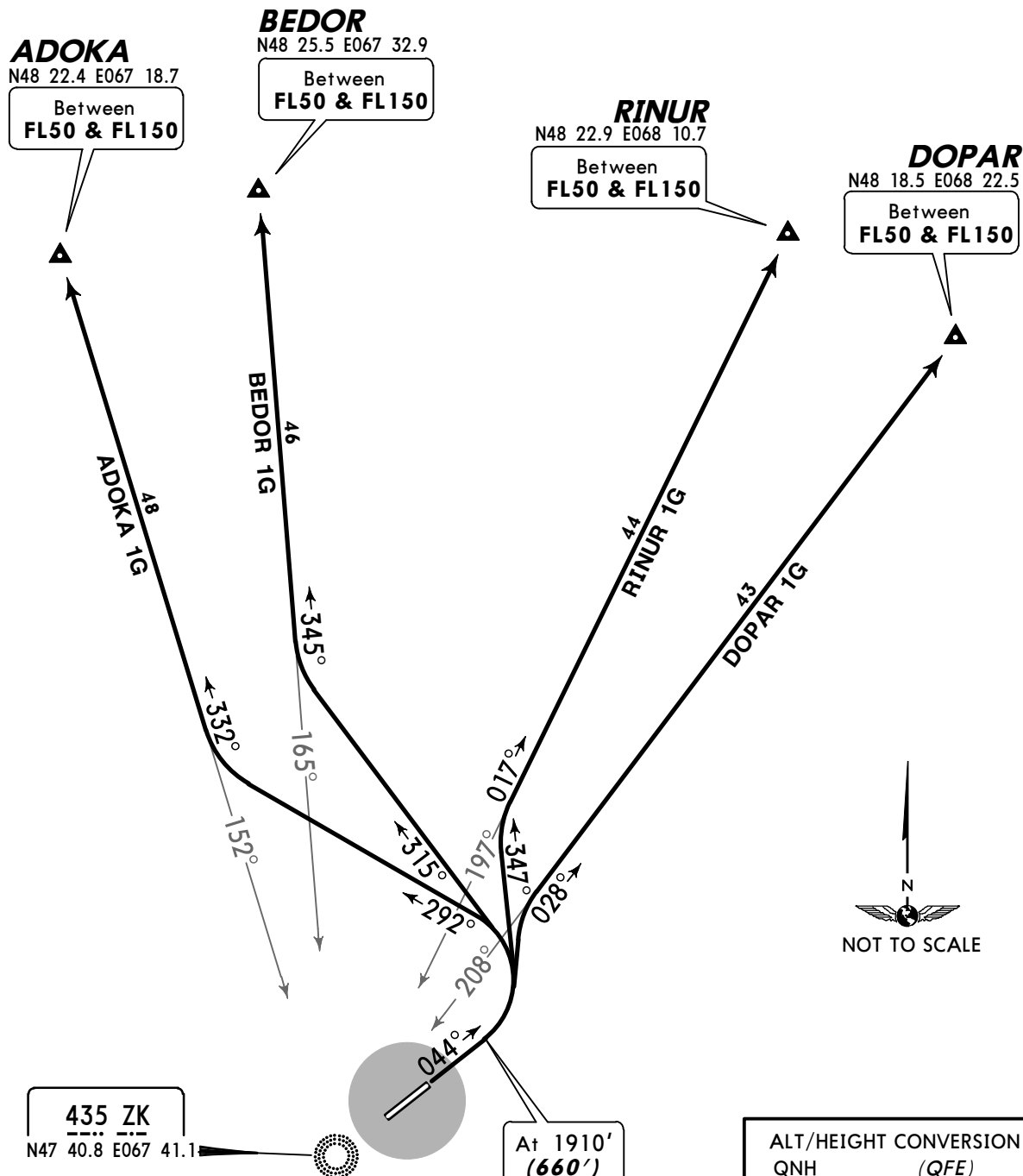
SID	ROUTING
ABURA 2D	Climb to 1890' (660'), turn RIGHT, 280° track, intercept DZG R-250 to ABURA.
ARMIK 3D	Climb to 1890' (660'), turn RIGHT, 296° track, intercept DZG R-266 to ARMIK.
BETIK 2D	Climb to 1890' (660'), turn RIGHT, 338° track, intercept DZG R-298 to BETIK.
DINBO 2D	Climb to 1890' (660'), turn RIGHT, 326° track, intercept DZG R-286 to DINBO.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ADOKA 1G [ADOK1G], BEDOR 1G [BEDO1G]
DOPAR 1G [DOPA1G], RINUR 1G [RINU1G]
RWY 04 DEPARTURES



SID	ROUTING
ADOKA 1G	Climb to 1910' (660'), turn LEFT, 292° track, intercept 332° bearing from ZK to ADOKA.
BEDOR 1G	Climb to 1910' (660'), turn LEFT, 315° track, intercept 345° bearing from ZK to BEDOR.
DOPAR 1G	Climb to 1910' (660'), turn LEFT, intercept 028° bearing from ZK to DOPAR.
RINUR 1G	Climb to 1910' (660'), turn LEFT, 347° track, intercept 017° bearing from ZK to RINUR.

Apt Elev
1250'QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')

3300'

MSA
GN LctrADOKA 1H [ADOK1H], BEDOR 1H [BEDO1H]
DOPAR 1H [DOPA1H], RINUR 1H [RINU1H]
RWY 22 DEPARTURES**ADOKA**

N48 22.4 E067 18.7

Between
FL50 & FL150**BEDOR**

N48 25.5 E067 32.9

Between
FL50 & FL150**RINUR**

N48 22.9 E068 10.7

Between
FL50 & FL150**DOPAR**

N48 18.5 E068 22.5

Between
FL50 & FL150ADOKA 1H
53BEDOR 1H
56RINUR 1H
62DOPAR 1H
65325°
145°
339°
159°
019°
054°
066°
005°
014°
194°
206°
026°

435 GN

N47 44.2 E067 47.6

At 1890'
(660')

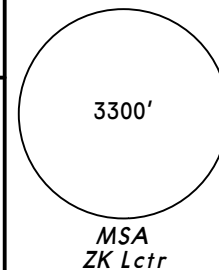
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
1890' (660' - 200m)
2900' (1670' - 500m)

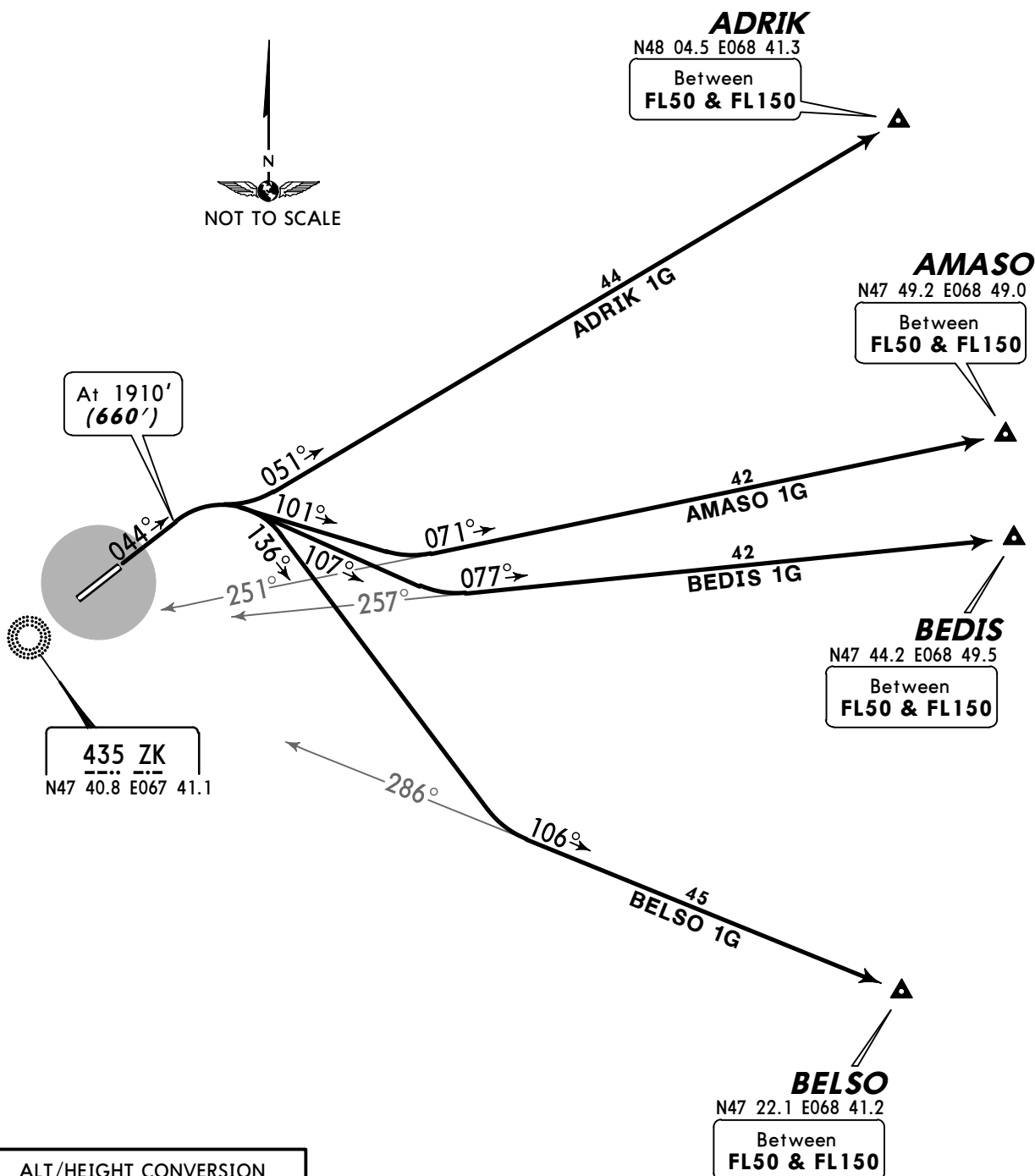
SID	ROUTING
ADOKA 1H	Climb to 1890' (660'), turn RIGHT, 005° track, intercept 325° bearing from GN to ADOKA.
BEDOR 1H	Climb to 1890' (660'), turn RIGHT, 019° track, intercept 339° bearing from GN to BEDOR.
DOPAR 1H	Climb to 1890' (660'), turn RIGHT, 066° track, intercept 026° bearing from GN to DOPAR.
RINUR 1H	Climb to 1890' (660'), turn RIGHT, 054° track, intercept 014° bearing from GN to RINUR.

Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ADRIK 1G [ADRI1G], AMASO 1G [AMAS1G]
BEDIS 1G [BEDI1G], BELSO 1G [BELS1G]
RWY 04 DEPARTURES

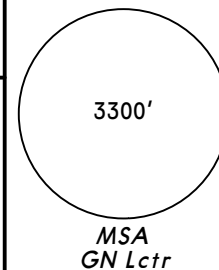


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1910'	(660' - 200m)
2900'	(1650' - 500m)

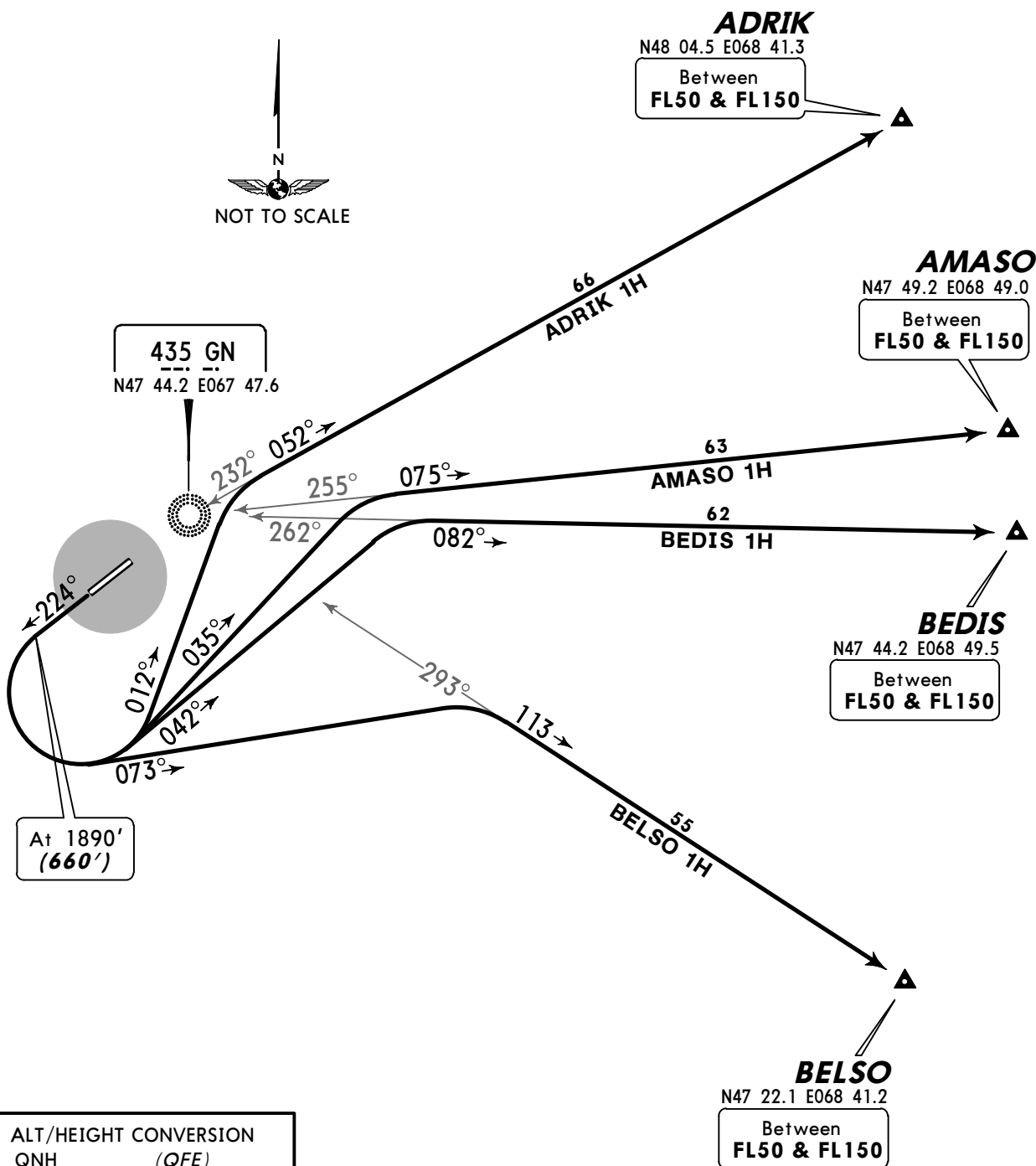
SID	ROUTING
ADRIK 1G	Climb to 1910' (660'), turn RIGHT, 051° track to ADRIK.
AMASO 1G	Climb to 1910' (660'), turn RIGHT, 101° track, intercept 071° bearing from ZK to AMASO.
BEDIS 1G	Climb to 1910' (660'), turn RIGHT, 107° track, intercept 077° bearing from ZK to BEDIS.
BELSO 1G	Climb to 1910' (660'), turn RIGHT, 136° track, intercept 106° bearing from ZK to BELSO.

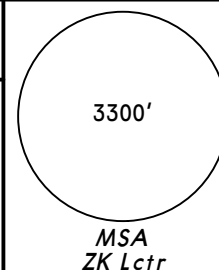
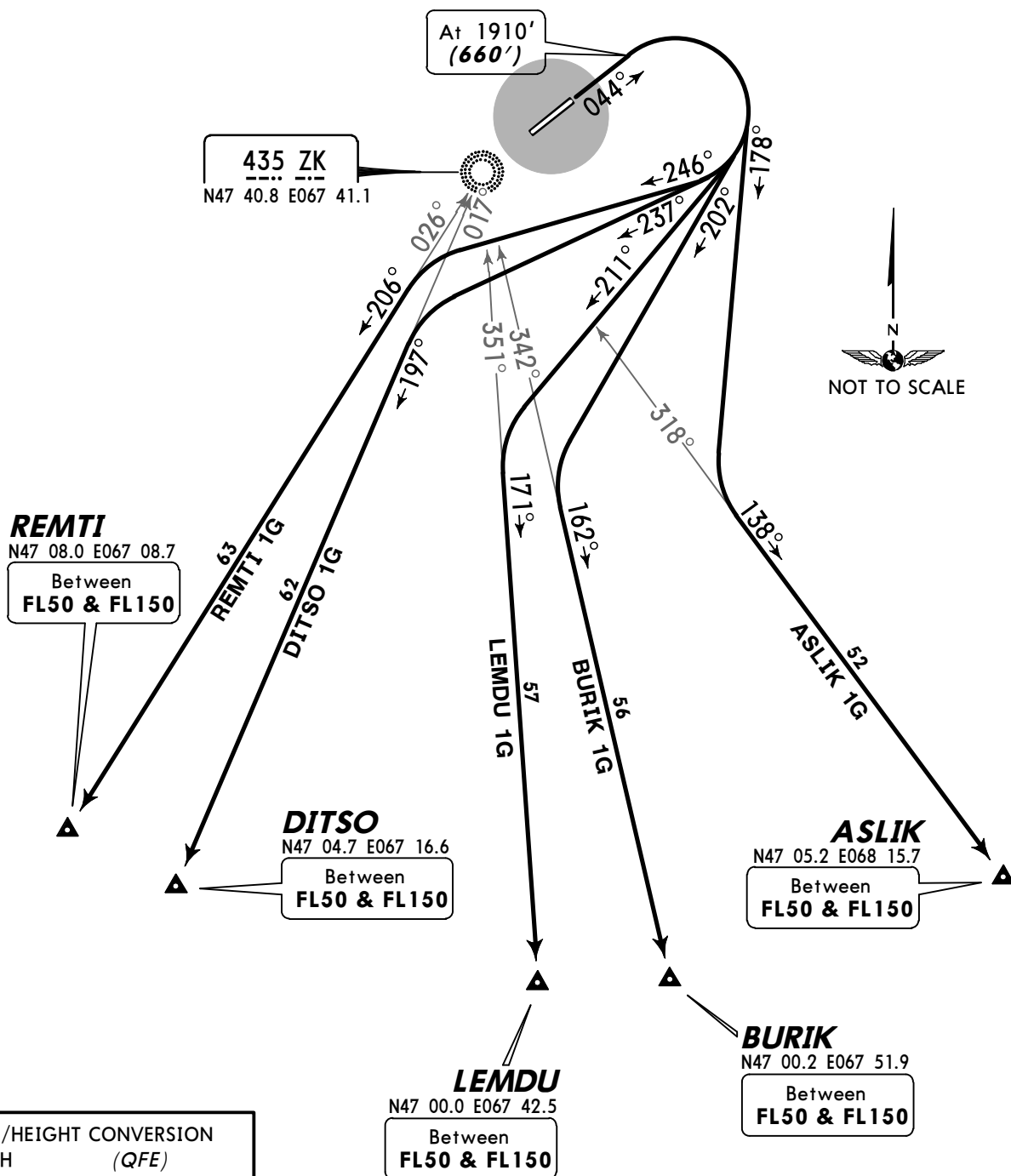
Apt Elev
1250'

QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')



ADRIK 1H [ADRI1H], AMASO 1H [AMAS1H]
BEDIS 1H [BED11H], BELSO 1H [BELS1H]
RWY 22 DEPARTURES

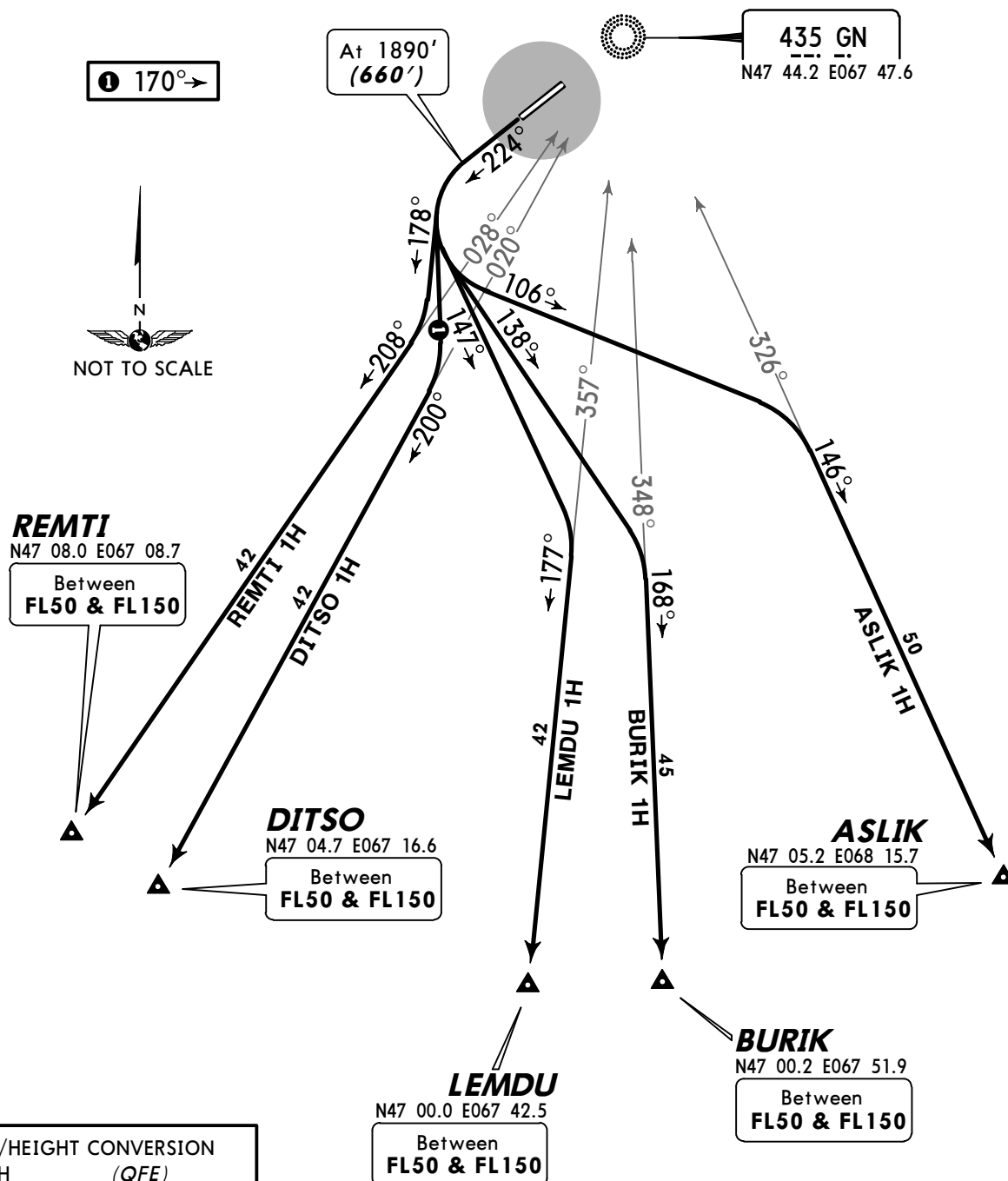


Apt Elev
1250'QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')ASLIK 1G [ASLI1G], BURIK 1G [BURI1G]
DITSO 1G [DITS1G], LEMDU 1G [LEMD1G]
REMTI 1G [REMT1G]
RWY 04 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

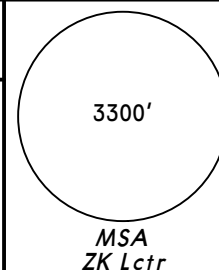
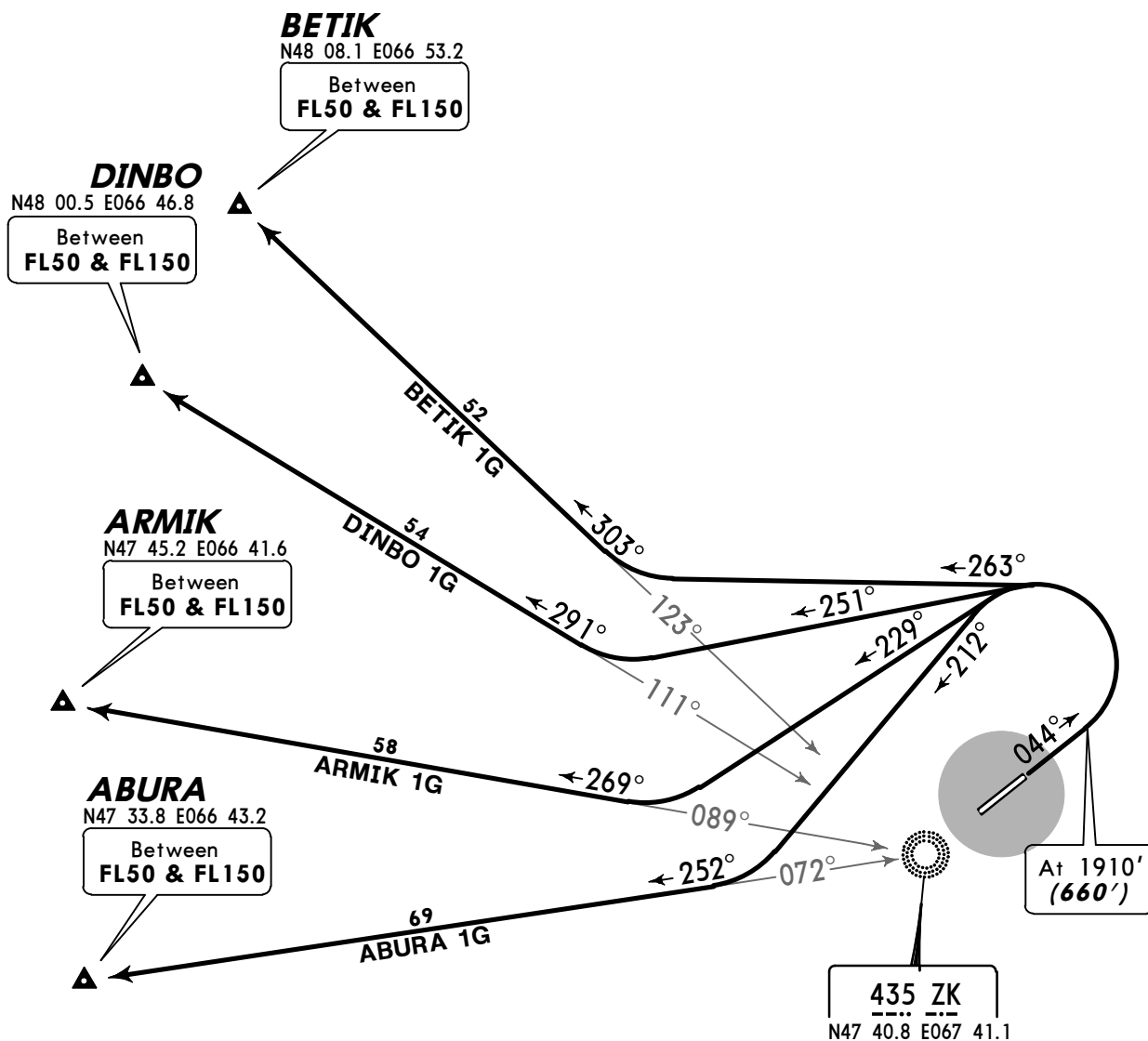
SID	ROUTING
ASLIK 1G	Climb to 1910' (660'), turn RIGHT, 178° track, intercept 138° bearing from ZK to ASLIK.
BURIK 1G	Climb to 1910' (660'), turn RIGHT, 202° track, intercept 162° bearing from ZK to BURIK.
DITSO 1G	Climb to 1910' (660'), turn RIGHT, 237° track, intercept 197° bearing from ZK to DITSO.
LEMDU 1G	Climb to 1910' (660'), turn RIGHT, 211° track, intercept 171° bearing from ZK to LEMDU.
REMTI 1G	Climb to 1910' (660'), turn RIGHT, 246° track, intercept 206° bearing from ZK to REMTI.

Apt Elev
1250'QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')ASLIK 1H [ASLI1H], BURIK 1H [BURI1H]
DITSO 1H [DITS1H], LEMDU 1H [LEMD1H]
REMTI 1H [REMT1H]
RWY 22 DEPARTURES

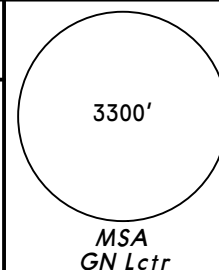
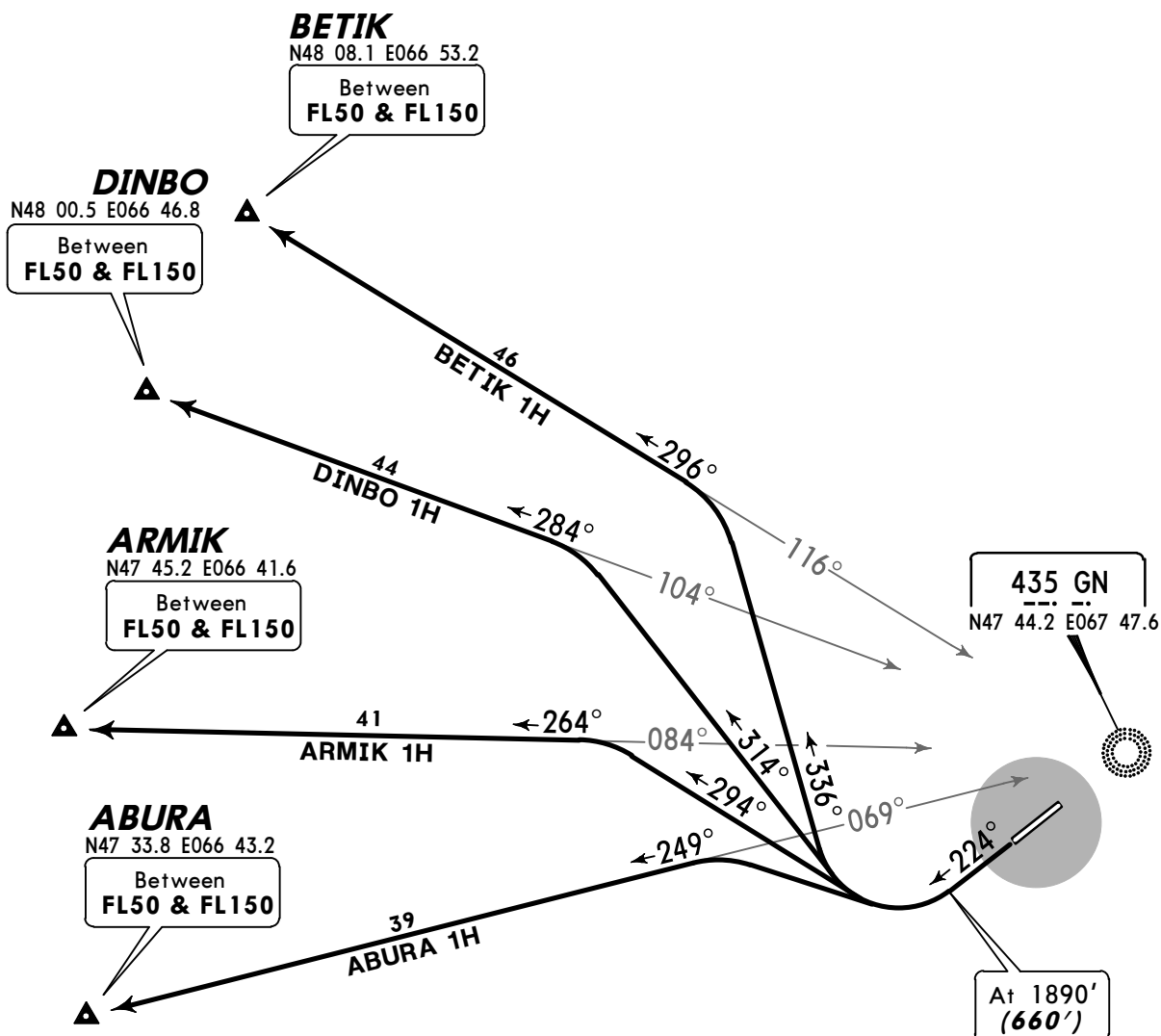
3300'

MSA
GN LctrALT/HEIGHT CONVERSION
QNH (QFE)
1890' (660' - 200m)
2900' (1670' - 500m)

SID	ROUTING
ASLIK 1H	Climb to 1890' (660'), turn LEFT, 106° track, intercept 146° bearing from GN to ASLIK.
BURIK 1H	Climb to 1890' (660'), turn LEFT, 138° track, intercept 168° bearing from GN to BURIK.
DITSO 1H	Climb to 1890' (660'), turn LEFT, 170° track, intercept 200° bearing from GN to DITSO.
LEMDU 1H	Climb to 1890' (660'), turn LEFT, 147° track, intercept 177° bearing from GN to LEMDU.
REMTI 1H	Climb to 1890' (660'), turn LEFT, 178° track, intercept 208° bearing from GN to REMTI.

Apt Elev
1250'QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')ABURA 1G [ABUR1G], ARMIK 1G [ARMI1G]
BETIK 1G [BETI1G], DINBO 1G [DINB1G]
RWY 04 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
1910' (660' - 200m)
2900' (1650' - 500m)

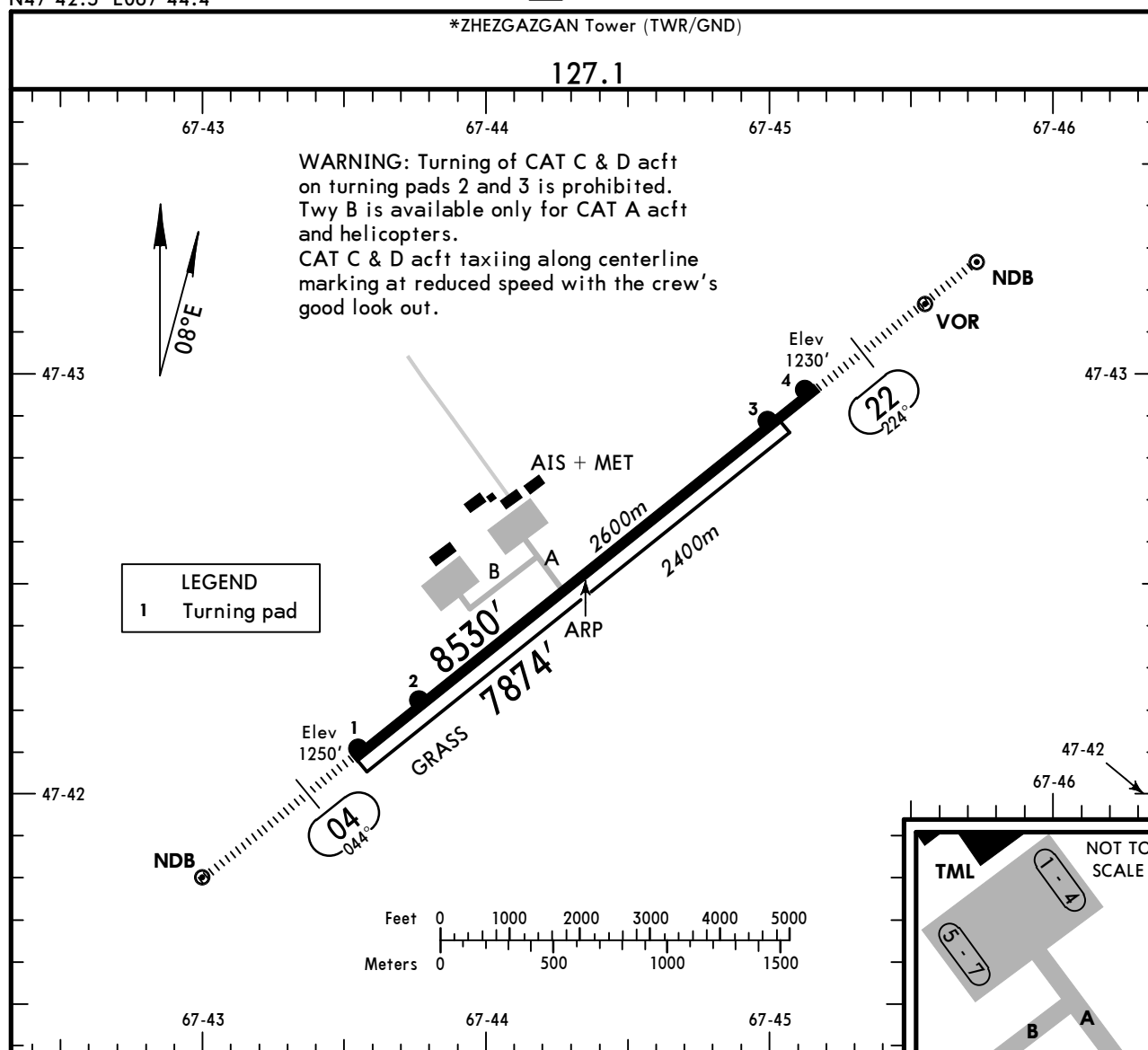
SID	ROUTING
ABURA 1G	Climb to 1910' (660'), turn LEFT, 212° track, intercept 252° bearing from ZK to ABURA.
ARMIK 1G	Climb to 1910' (660'), turn LEFT, 229° track, intercept 269° bearing from ZK to ARMIK.
BETIK 1G	Climb to 1910' (660'), turn LEFT, 263° track, intercept 303° bearing from ZK to BETIK.
DINBO 1G	Climb to 1910' (660'), turn LEFT, 251° track, intercept 291° bearing from ZK to DINBO.

Apt Elev
1250'QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1670')ABURA 1H [ABUR1H], ARMIK 1H [ARM11H]
BETIK 1H [BET11H], DINBO 1H [DINB1H]
RWY 22 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1890'	(660' - 200m)
2900'	(1670' - 500m)

SID	ROUTING
ABURA 1H	Climb to 1890' (660'), turn RIGHT, 279° track, intercept 249° bearing from GN to ABURA.
ARMIK 1H	Climb to 1890' (660'), turn RIGHT, 294° track, intercept 264° bearing from GN to ARMIK.
BETIK 1H	Climb to 1890' (660'), turn RIGHT, 336° track, intercept 296° bearing from GN to BETIK.
DINBO 1H	Climb to 1890' (660'), turn RIGHT, 314° track, intercept 284° bearing from GN to DINBO.

UAKD/DZN
Apt Elev 1250'
N47 42.5 E067 44.4



ADDITIONAL RUNWAY INFORMATION					
RWY			LANDING	USABLE LENGTHS BEYOND	
				Threshold	TAKE-OFF
04	22	HIRL (60m) HIALS TDZ PAPI-L (2.67°)			
				7558' 2304m	
04	22	Grass runway			

TAKE-OFF			
AIR CARRIER (JAA)			
DAY		NIGHT	
Main Rwy			
RL	RCLM	RL	
A	400m I	400m I	
B			
C	500m	400m	
D			

I LVP must be in force: 300m.

CHANGES: Lights. Grass rwy.

STRAIGHT-IN RWY		A	B	C	D
04	VOR DME ①	1550' (300')	1550' (300')	1550' (300')	1550' (300')
		1000m	1000m	1000m	1400m
	ALS out	1400m	1400m	1400m	1400m
	2 NDB ①	1600' (350')	1600' (350')	1600' (350')	1600' (350')
		900m	900m	900m	1200m
	ALS out	1500m	1500m	1600m	1600m
22	ILS	1430' (200')	1430' (200')	1430' (200')	1430' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR DME ①	1560' (330')	1560' (330')	1560' (330')	1560' (330')
		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1500m	1500m
	2 NDB ①	1580' (350')	1580' (350')	1580' (350')	1580' (350')
		1000m	1000m	1200m	1200m
	ALS out	1600m	1600m	1600m	1600m

① Continuous Descent Final Approach.

TAKE-OFF RWY Rwys 04, 22

DAY			NIGHT
RL	RCLM	NIL	RL
A B C D	400m ①	500m	400m ①
	500m		400m

① LVP must be in force: 300m.

Approach control through Tower
*ZHEZGAZGAN Tower (TWR/GND)

127.1

BRIEFING STRIP™

LOC

IGN

110.7

NDB

GN

435

Final

Apch Crs

224°

GS

LOM

1887' (657')

Minimum Alt

LOM

1890' (660')

ILS

DA(H)

1430' (200')

NDB

MDA(H)

1530' (300')

Apt Elev 1250'

RWY1230'

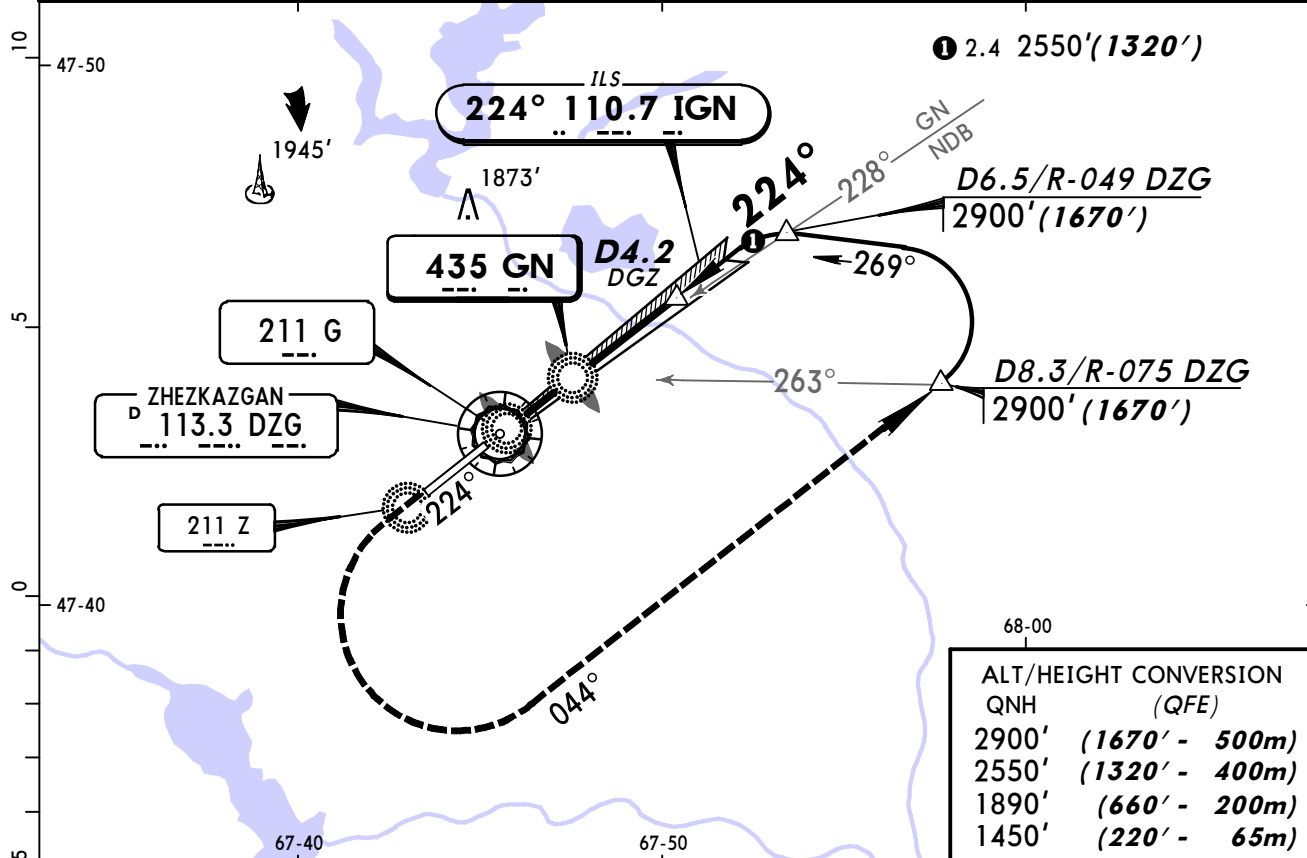
3300'

MSA

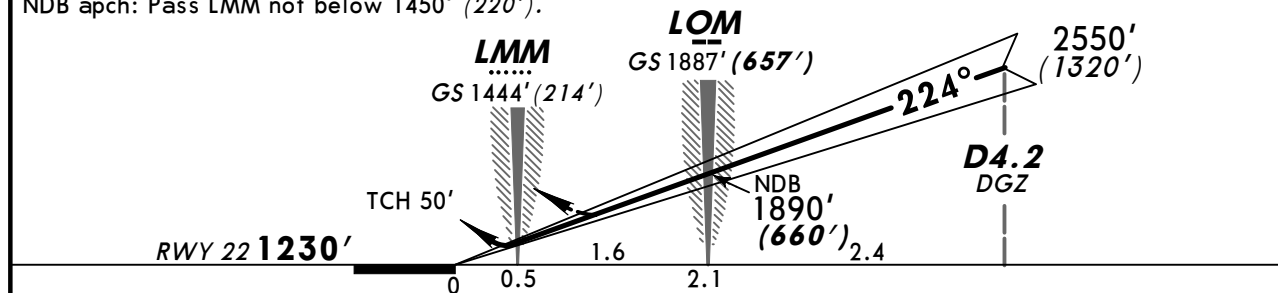
G NDB

MISSED APCH: Climb on 224° to 1890' (660'), then turn LEFT on track 044° climbing to 2900' (1670'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2900' (1670')



NDB apch: Pass LMM not below 1450' (220').



1890' (660')	224°	044°	2900' (1670')
↑	↑	LT	↑

ILS		STRAIGHT-IN LANDING RWY 22		NDB	
DA(H) 1430' (200')		LOC (GS out)		MDA(H) 1530' (300')	
FULL	ALS out			ALS out	
A					
B					
C	800m	1200m	NOT AUTHORIZED	1200m	1600m
D				1600m	

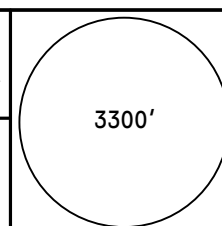
PANS OPS

Approach control through Tower
*ZHEZGAZGAN Tower (TWR/GND)

127.1

BRIEFING STRIP

VOR DZG 113.3	Final Apch Crs 044°	Minimum Alt D5.7 2570' (1320')	MDA(H) 1550' (300')	Apt Elev 1250' RWY1250'
----------------------------	----------------------------------	---	------------------------	----------------------------

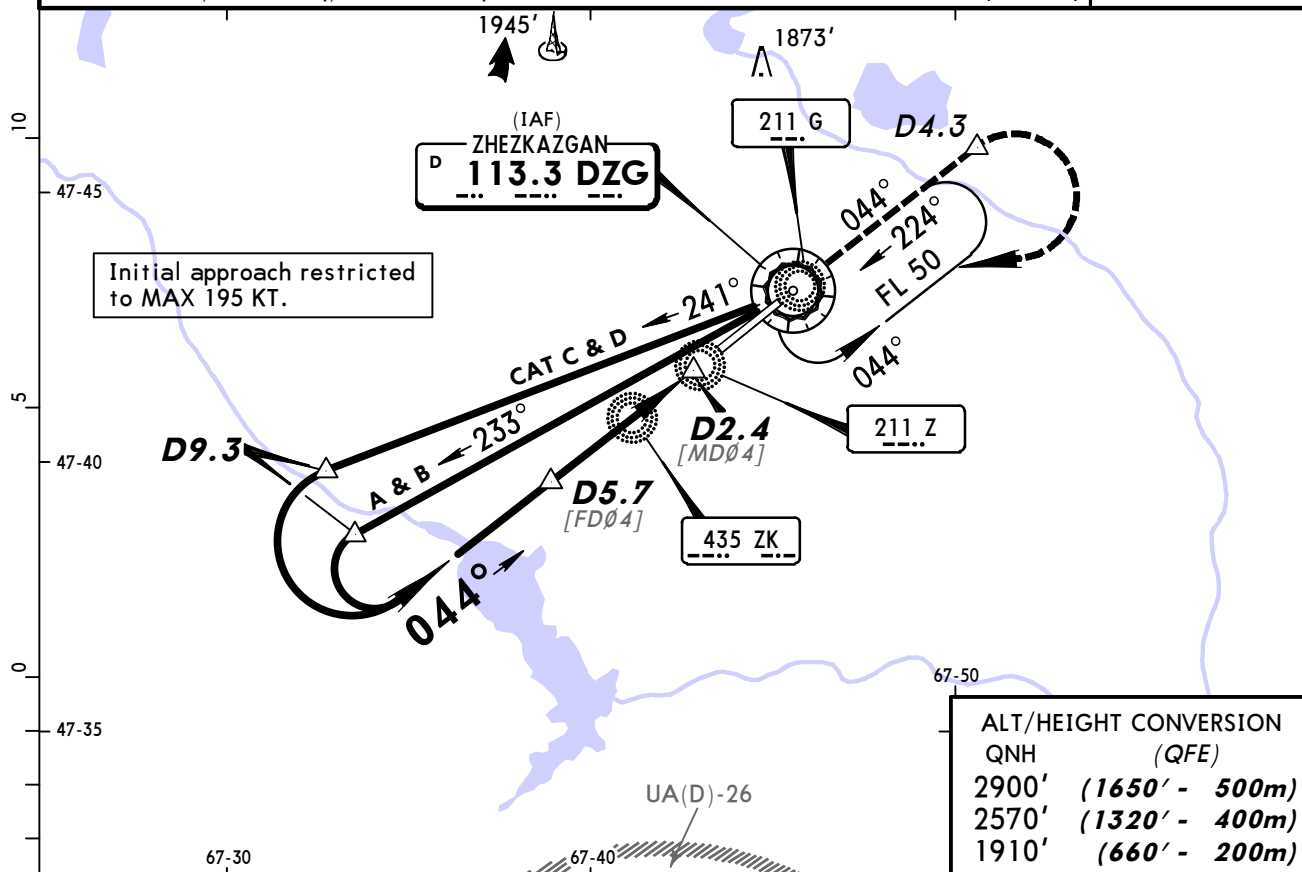


MISSED APCH: Climb on 044° to 1910' (660') or above outbound to D4.3, then turn RIGHT (MAX 225 KT) to VOR. Climb initially to 2900' (1650'), then as directed.

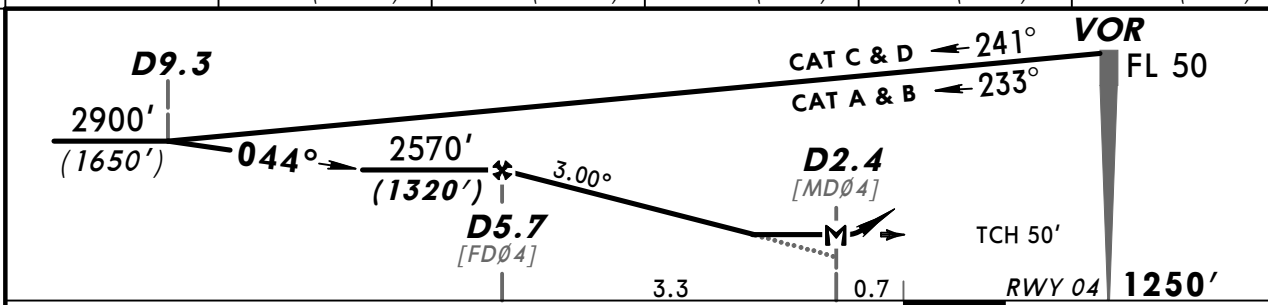
MISSED APCH WITH COMM FAILURE: Climb to FL 50 to VOR and join holding.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2900' (1650')

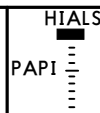
MSA
DZG VOR



DZG DME	5.7	5.0	4.0	3.0	2.0
ALTITUDE	2570' (1320')	2350' (1100')	2030' (780')	1720' (470')	1390' (140')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743
MAP at D2.4						



1910' (660') or above on 044° D4.3

STRAIGHT-IN LANDING RWY 04

MDA(H) 1550' (300')

ALS out

A		
B	1000m	
C		1600m
D	1600m	

PANS OPS

CHANGES: Minimums.

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Approach control through Tower
*ZHEZGAZGAN Tower (TWR/GND)

127.1

BRIEFING STRIP

VOR DZG 113.3	Final Apch Crs 224°	Minimum Alt D3.7 2550' (1320')	MDA(H) 1560' (330')	Apt Elev 1250' RWY1230'
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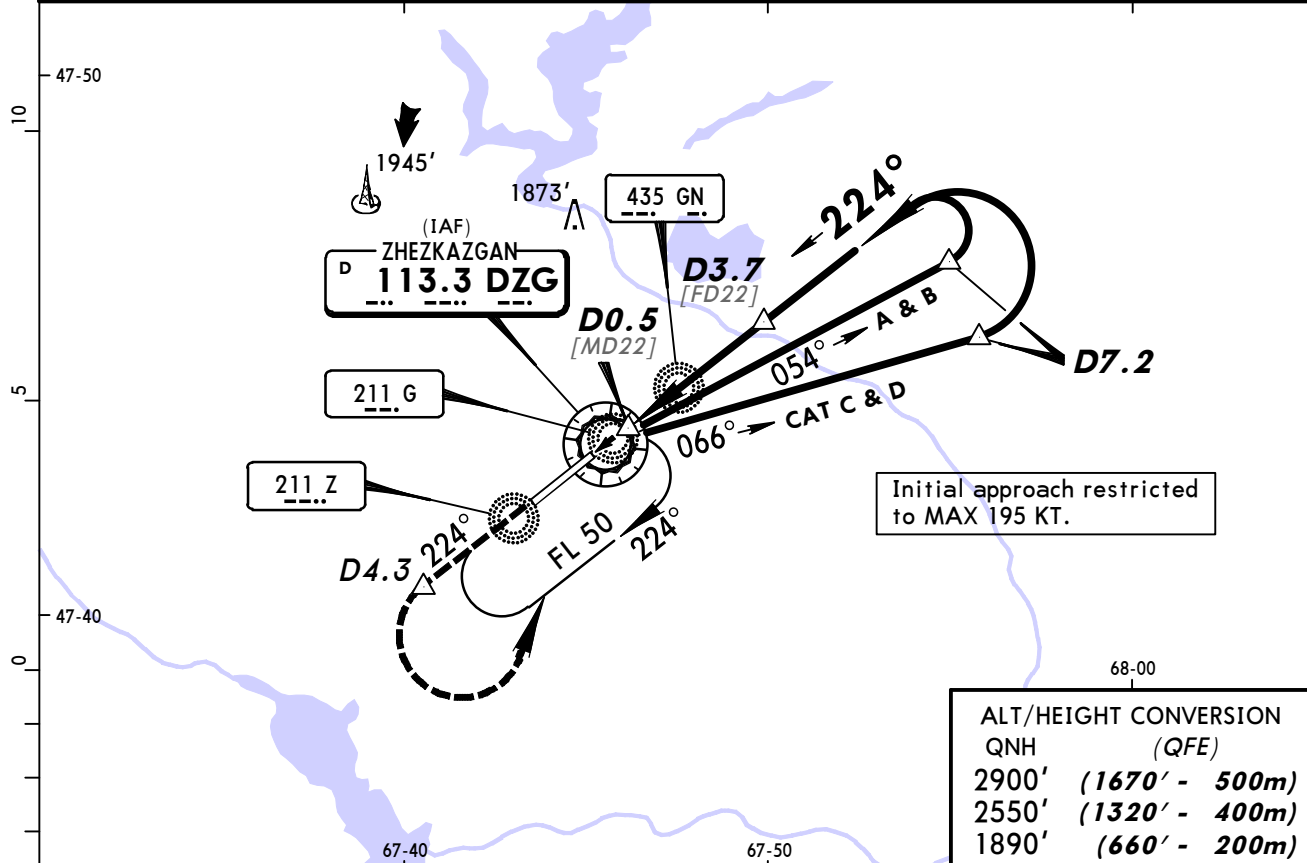
MISSED APCH: Climb on 224° to 1890' (660') or above outbound to D4.3, then turn LEFT (MAX 225 KT) to VOR. Climb initially to 2900' (1670'), then as directed.

MISSED APCH WITH COMM FAILURE: Climb to FL 50 to VOR and join holding.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2900' (1670')

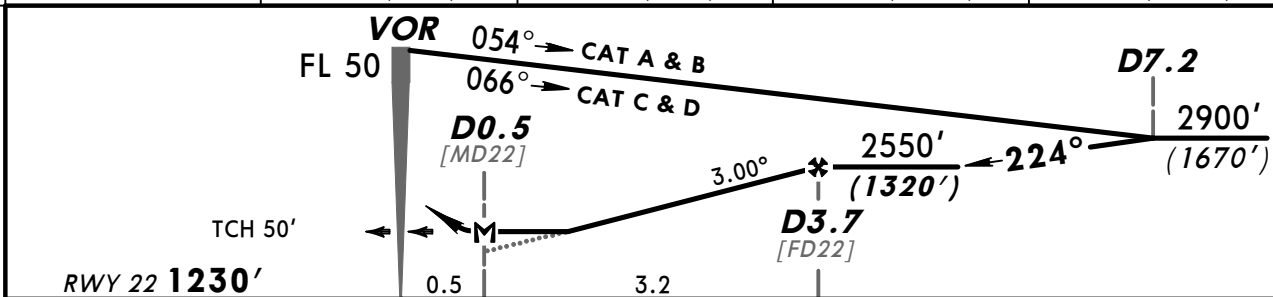
3300'

MSA
DZG VOR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(1670' - 500m)
2550'	(1320' - 400m)
1890'	(660' - 200m)

DZG DME	1.0	2.0	3.0	3.7
ALTITUDE	1700' (470')	2020' (790')	2350' (1120')	2550' (1320')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1890' (660') or above on 224°	D4.3
Descent angle	3.00°	372	478	531	637	743	849		
MAP at D0.5									

STRAIGHT-IN LANDING RWY 22

MDA(H) 1560' (330')

ALS out

PANS OPS

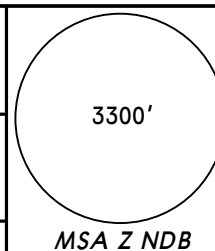
A	900m		
B	1000m		
C	1600m		
D	1600m		

Approach control through Tower
*ZHEZGAZGAN Tower (TWR/GND)

127.1

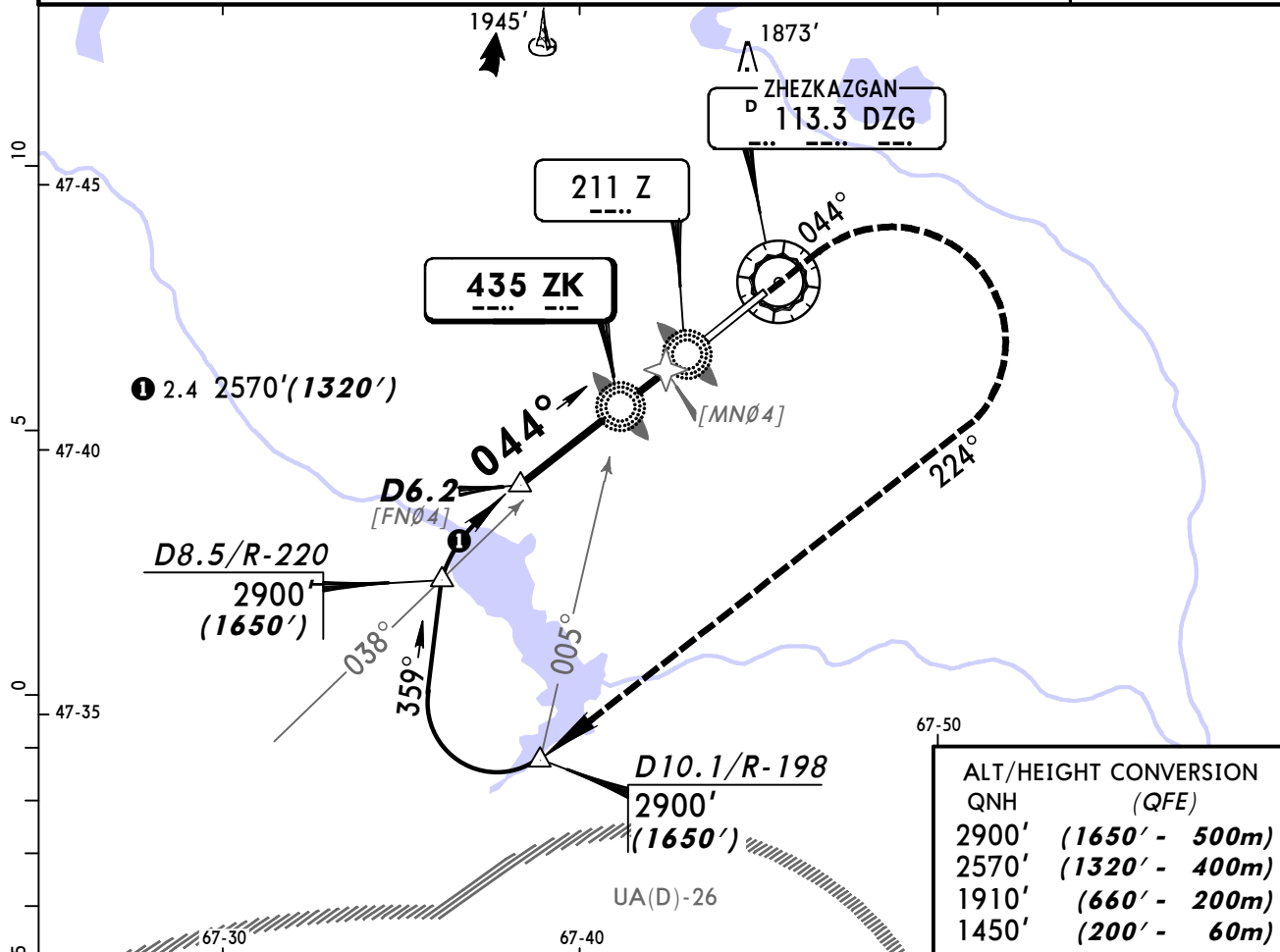
BRIEFING STRIP

NDB ZK 435	Final Apch Crs 044°	Minimum Alt D6.2 2570' (1320')	MDA(H) 1550' (300')	Apt Elev 1250' RWY 1250'
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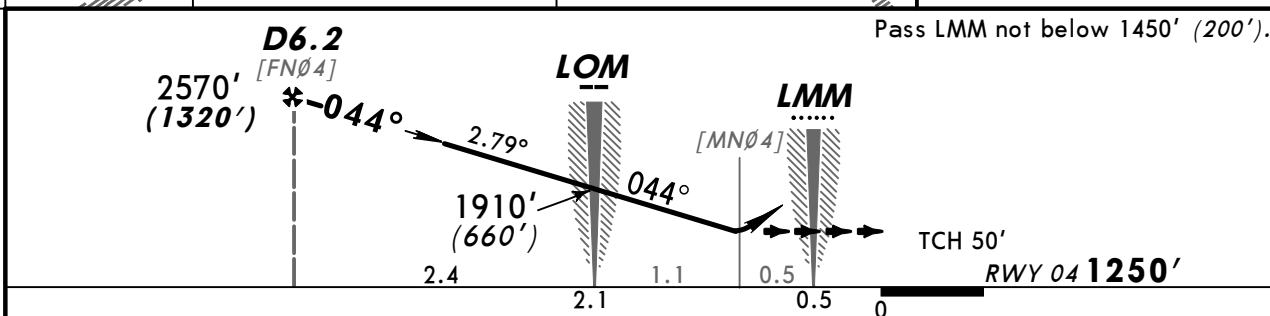


MISSED APCH: Climb on 044° to 1910' (660'), then turn RIGHT on track 224° climbing to 2900' (1650'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2900' (1650')



ALT/HEIGHT CONVERSION
QNH (QFE)
2900' (1650' - 500m)
2570' (1320' - 400m)
1910' (660' - 200m)
1450' (200' - 60m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1910' (660')	224°	2900' (1650')
Descent angle	2.79°	345	444	494	592	691	790	on 044°	RT	

STRAIGHT-IN LANDING RWY 04

MDA(H) 1550' (300')

ALS out

A		
B	1200m	
C		1600m
D	1600m	

PANS OPS

Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ZHEZKAZGAN, (ZHEZKAZGAN - UAKD)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UAKD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

VOR DME rwy 04 (10-9S & 13-1) RVR/VIS for with ALS condition lowered to 900m.