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Airport Information For UHKD

Terminal Charts For UHKD

Revision Letter For Cycle 13-2016

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Notebook

General Information

Location: KOMSOMOLSK-NA-AMURE RUS
ICAO: UHKD
Lat/Long: N50° 36.32', E137° 04.80'
Elevation: 89 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -11:00 = UTC
Magnetic Variation: 12.0° W

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

Sunrise: 1839 Z
Sunset: 1107 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: 124.000 Non-English

UHKD
DZYOMGI

5 OCT 12

10-2

Eff 18 Oct

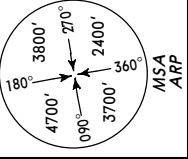
STAR



JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA

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

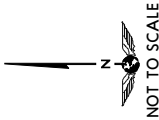
RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

TERBO

N50 55.0 E138 12.1

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



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')

SIRVU 2

143°

*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 31.4 E137 12.1

At 3050'
(2961')

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 31.4 E137 12.1

At 3050'
(2961')

N50 30.1 E137 04.9

At 2390'
(2301')

N50 27.0 E137 07.3

At 2390'
(2301')

ALT/HEIGHT CONVERSION

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

UHKD
DZYOMGI

5 OCT 12

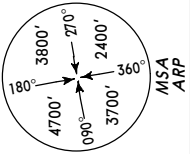
(10-2A)

Eff 18 Oct

STAR

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 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'

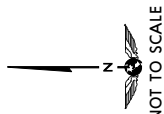
(2955')

N50 40.3 E137 04.9

At 4030'

(3945')

*370 F IA

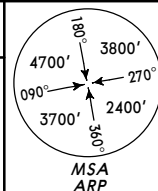


UHKD
DZYOMGI

JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA
5 OCT 12 (10-2B) Eff 18 Oct STAR

Apt Elev
89'

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



SUTEK 2A [SUTE2A]

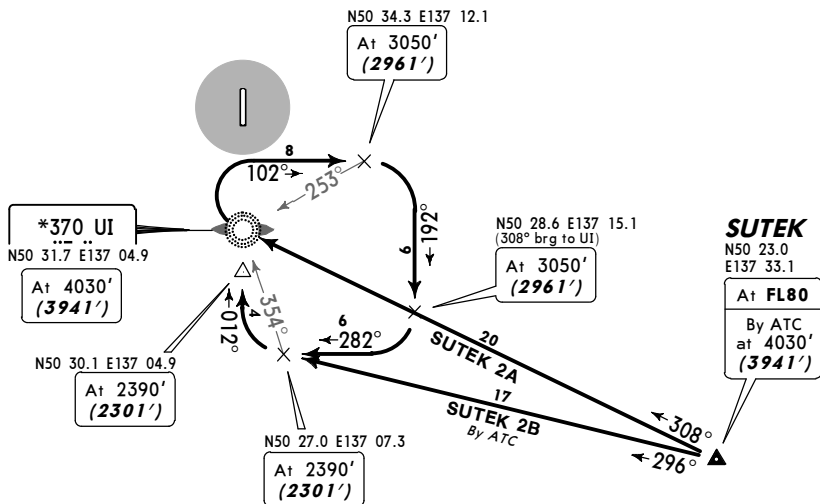
SUTEK 2B [SUTE2B]

BY ATC

RWY 01 ARRIVALS

FOR RUSSIAN USERS ONLY

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



SUTEK
N50 23.0
E137 33.1

At FL80
By ATC
at 4030'
(3941')



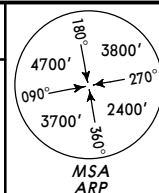
ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5911' - 1800m)
4030'	(3941' - 1200m)
3050'	(2961' - 900m)
2390'	(2301' - 700m)

UHKD
DZYOMGI

JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA
5 OCT 12 **(10-2C)** Eff 18 Oct **STAR**

Apt Elev
89'

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



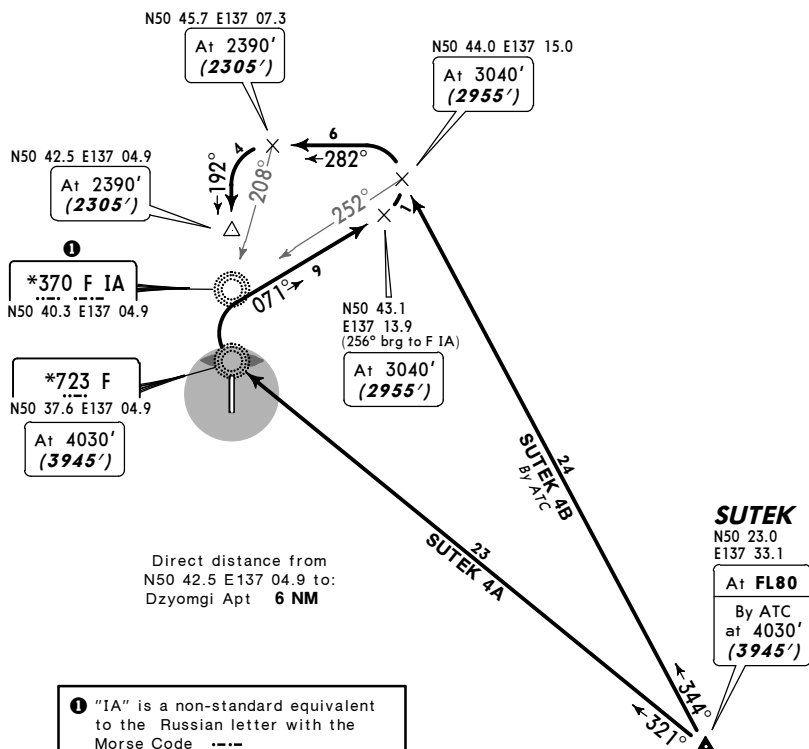
SUTEK 4A [SUTE4A]

SUTEK 4B [SUTE4B]

BY ATC

RWY 19 ARRIVALS

FOR RUSSIAN USERS ONLY



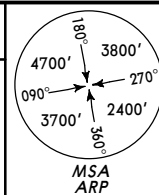
ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5915' - 1800m)
4030'	(3945' - 1200m)
3040'	(2955' - 900m)
2390'	(2305' - 700m)

UHKD
DZYOMGI

JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA
5 OCT 12 **10-3** **Eff 18 Oct** **SID**

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

TERBO

N50 55.0 E138 12.1

At or above
FL90

SIRVU

N50 39.8 E136 50.7

Between
FL80 & FL100

At 2060'
(**1971'**)

At 3050'
(**2961'**)

N50 42.1 E137 13.5

At 5010'
(**4921'**)

N50 31.7 E137 15.7

At 5010'
(**4921'**)

SUTEK

N50 23.0
E137 33.1

At **FL90**

*370 UI
N50 31.7 E137 04.9



NOT TO SCALE

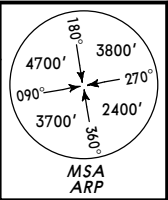
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2060'	(1971' - 600m)
3050'	(2961' - 900m)
5010'	(4921' - 1500m)
6000'	(5911' - 1800m)

UHKD
DZYOMGI

JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA
5 OCT 12 (10-3A) Eff 18 Oct

SID

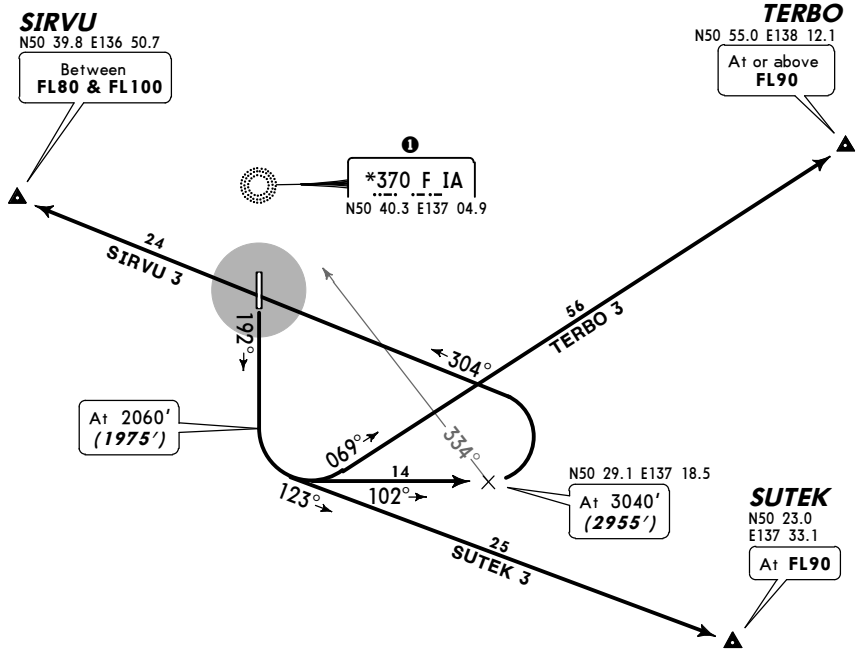
Apt Elev 89'
QNH on request (QFE)
Trans level: FL80 Trans alt (hgt): 6000' (5915')



SIRVU 3, SUTEK 3, TERBO 3
RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY

① "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)

UHKD

Apt Elev 89'

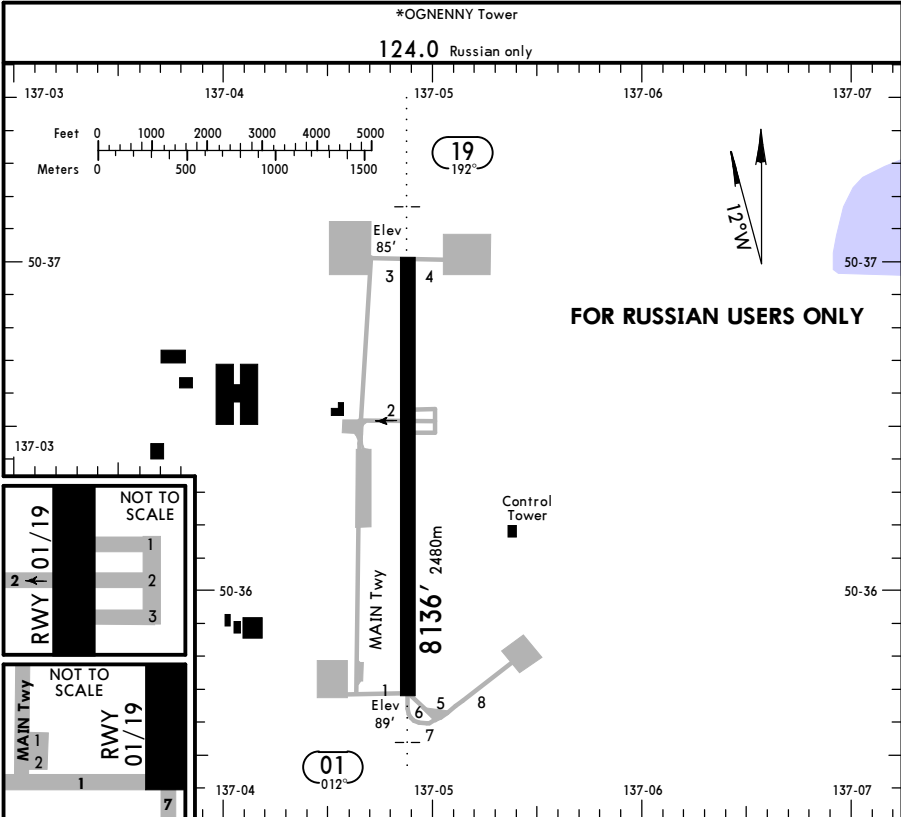
N50 36.3 E137 04.8

20 MAR 15

10-9

JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA

DZYOMGI



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Landing Beyond		
01	19	RL	ALS			7972' 2430m 8005' 2440m	262' 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	250m	400m
C		
D	300m	

UHKD

28 DEC 12
Eff 10 Jan


JEPPESEN

(10-9S)

KOMSOMOLSK-NA-AMURE, RUSSIA

Standard

DZYOMGI

STRAIGHT-IN RWY		A	B	C	D
01	PAR + 2 NDB ①	417'(328') R1300m	417'(328') R1300m	417'(328') R1300m	417'(328') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	PAR + 2 NDB ②	745'(656') R1500m	745'(656') R1500m	745'(656') C2400m	745'(656') C2400m
	PAR ①	417'(328') R1300m	417'(328') R1300m	417'(328') R1300m	417'(328') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	PAR ②	745'(656') R1500m	745'(656') R1500m	745'(656') C2400m	745'(656') C2400m
	2 NDB ①③	420'(331') R1300m	420'(331') R1300m	420'(331') R1300m	420'(331') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB ②③④	750'(661') R1500m	750'(661') R1500m	750'(661') C2900m	750'(661') C2900m
	ALS out	R1500m	R1500m	C3100m	C3100m
	2 NDB ②③⑤	750'(661') C2900m	750'(661') C2900m	750'(661') C2900m	750'(661') C2900m
	ALS out	C3100m	C3100m	C3100m	C3100m
	NDB ③④	1080'(991') R1500m	1080'(991') R1500m	1080'(991') C4300m	1080'(991') C4300m
	ALS out	R1500m	R1500m	C4500m	C4500m
	NDB ③⑤	1080'(991') C4300m	1080'(991') C4300m	1080'(991') C4300m	1080'(991') C4300m
	ALS out	C4500m	C4500m	C4500m	C4500m

- ① with MET observation at LMM.
- ② w/o MET observation at LMM.
- ③ Continuous Descent Final Approach.
- ④ with FMS.
- ⑤ w/o FMS.

UHKD

28 DEC 12
Eff 10 Jan



JEPPesen

(10-951)

KOMSOMOLSK-NA-AMURE,

Standard

RUSSIA

DZYOMGI

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)
		500m

UHKD
DZYOMGI



JEPPESSEN
28 DEC 12 (16-1) Eff 10 Jan

KOMSOMOLSK-NA-AMURE, RUSSIA
2 NDB or NDB Rwy 01

*OGNENNY Tower

124.0 Russian only

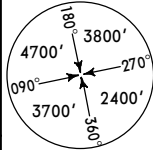
NDB
UI
*370

Final
Apch Crs
012°

Minimum Alt
LOM
1730' (1641')

2 NDB
MDA(H)
Refer to
Minimums
NDB
MDA(H)
1080' (991')

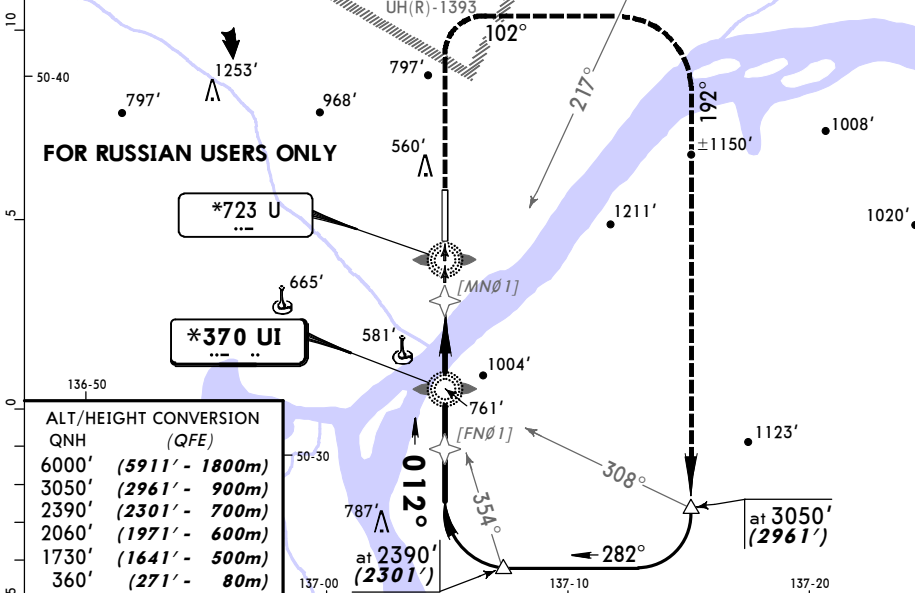
Apt Elev 89'
RWY 89'



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')



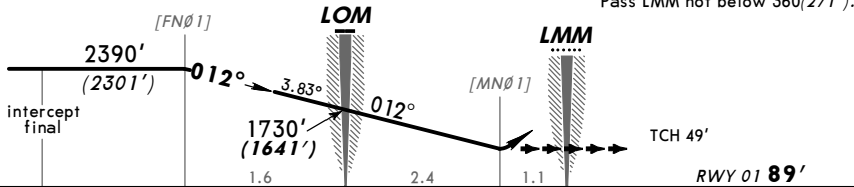
FOR RUSSIAN USERS ONLY

*723 U

*370 UI

ALT/HEIGHT CONVERSION
QNH (QFE)

6000'	(5911' - 1800m)
3050'	(2961' - 900m)
2390'	(2301' - 700m)
2060'	(1971' - 600m)
1730'	(1641' - 500m)
360'	(271' - 80m)



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		NDB	
MDA(H) 420' (331')		MDA(H) 1080' (991')	
ALS out		ALS out	
A		3200m	
B			
C			
D		4800m	

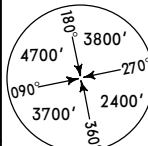
1 w/o MET observation at LMM:
CAT ABC MDA(H) 750' (661') VIS 2800m, CAT D MDA(H) 750' (661') VIS 3200m.

UHKD
DZYOMGI

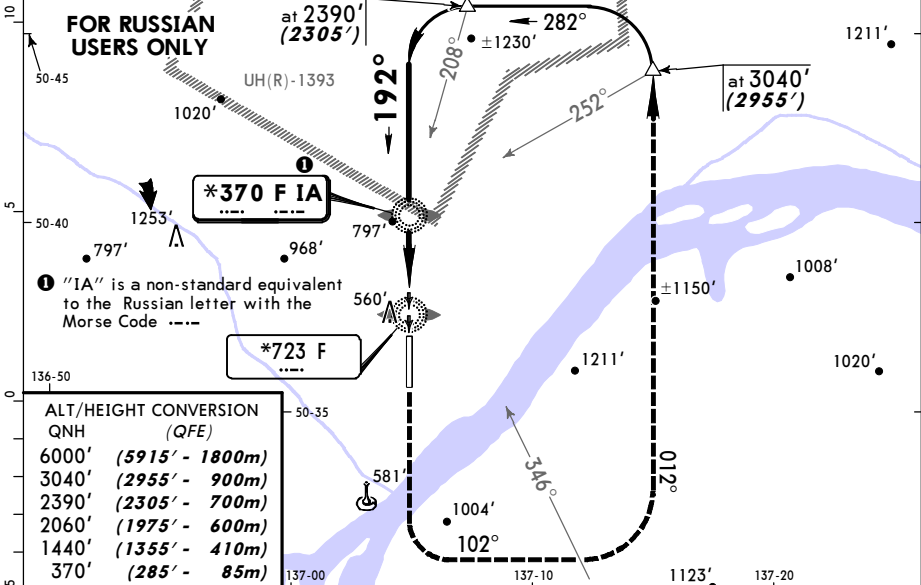
JEPPesen
28 DEC 12 (16-2) Eff 10 Jan

KOMSOMOLSK-NA-AMURE, RUSSIA
2 NDB or NDB Rwy 19

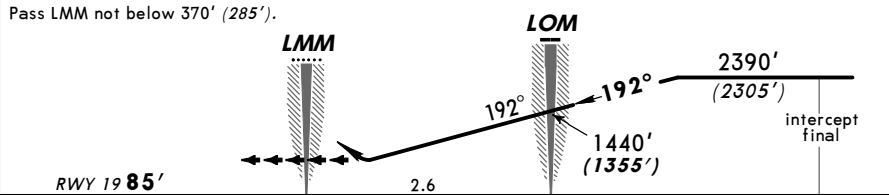
*OGNENNY Tower					
124.0 Russian only					
BREEZING STRIP™	NDB F IA *370	Final ApcH Crs 192°	Minimum Alt LOM 1440' (1355')	2 NDB MDA(H) Refer to Minimums NDB MDA(H) 1070' (985')	Apt Elev 89' RWY 85'
	MISSED APCH: Climb to 2060' (1975'), then turn LEFT onto 102° climbing to 3040' (2955'), then according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



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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5915' - 1800m)
3040'	(2955' - 900m)
2390'	(2305' - 700m)
2060'	(1975' - 600m)
1440'	(1355' - 410m)
370'	(285' - 85m)



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			
2 NDB 1 MDA(H) AB: 580' (495') C: 600' (515') D: 620' (535')		NDB MDA(H) 1070' (985')	
ALS out		ALS out	
A	2000m	3200m	
B			
C	2400m		
D	2800m	4800m	

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

UHKD
DZYOMGI

JEPPESSEN
28 DEC 12 (18-1)

KOMSOMOLSK-NA-AMURE, RUSSIA
*PAR Rwy 01

*OGNENNY Tower

124.0 Russian only

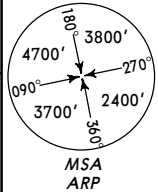
RADAR

Final
Apch Crs
012°

PAR GS
LOM
1729' (1640')

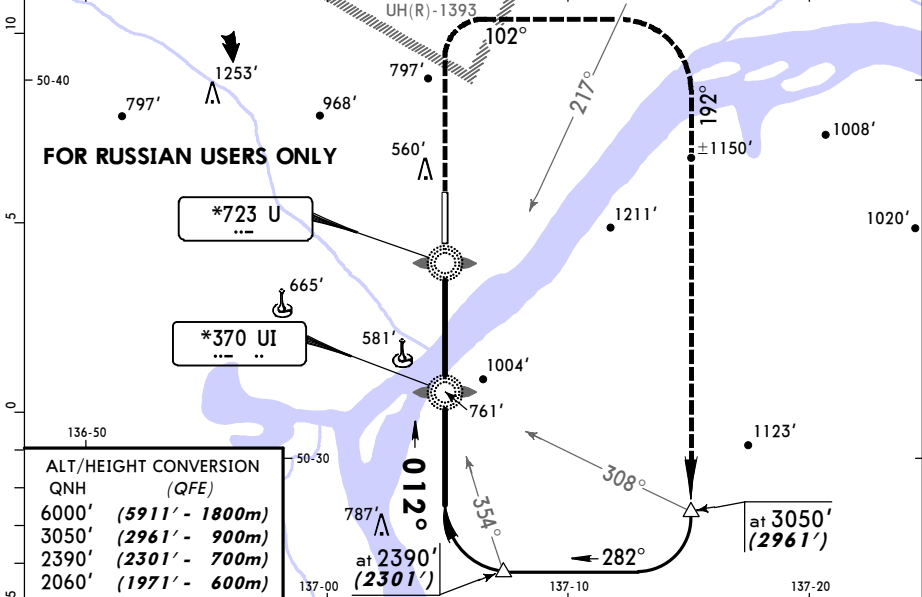
PAR
DA(H)
Refer to
Minimums

Apt Elev 89'
RWY **89'**



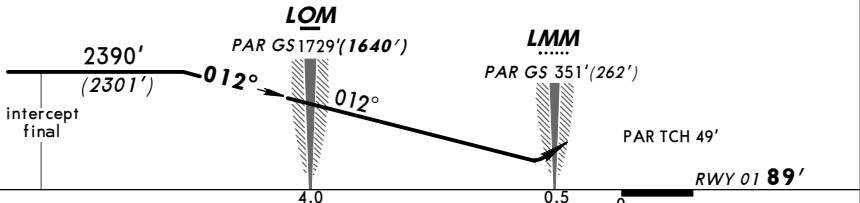
MISSED APCH: Climb to 2060' (1971'), then turn **RIGHT** onto 102° climbing to 3050' (2961'), then according to chart.

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° RT	3050' (2961')
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STRAIGHT-IN LANDING RWY 01

PAR + 2 NDB I		PAR I	
DA(H) 417' (328')		DA(H) 417' (328')	
ALS out		ALS out	
A	1300m	1300m	
B			
C			
D			

I w/o MET observation at LMM: DA(H) 745' (656'), VIS 2800m.

UHKD
DZYOMGI



JEPPESSEN

KOMSOMOLSK-NA-AMURE, RUSSIA

28 DEC 12

(18-2)

Eff 10 Jan

*PAR Rwy 19

*OGNENNY Tower

124.0 Russian only

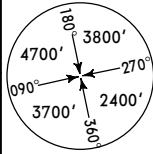
RADAR

Final
Apch Crs
192°

PAR GS
LOM
1430' (1345')

PAR
DA(H)
Refer to
Minimums

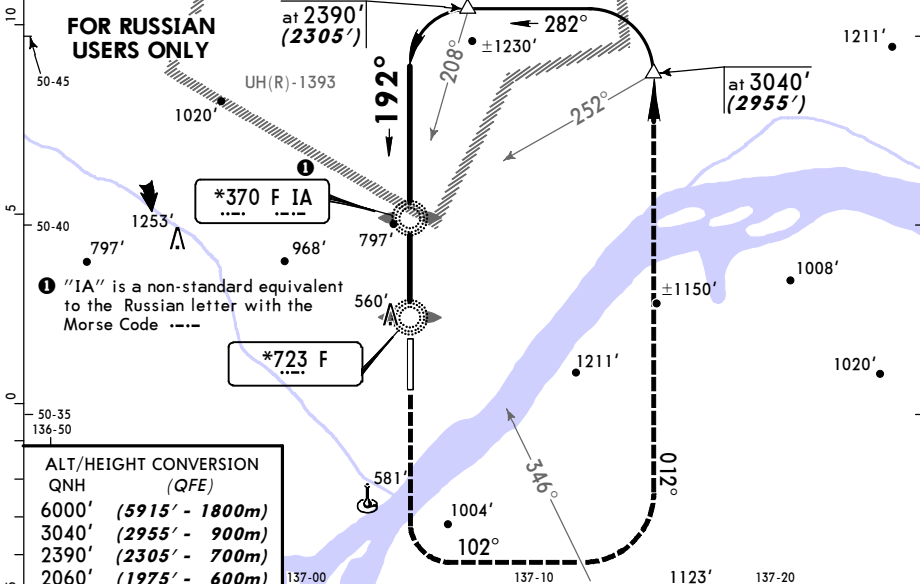
Apt Elev 89'
RWY **85'**



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')

FOR RUSSIAN
USERS ONLY



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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
6000'	(5915' - 1800m)
3040'	(2955' - 900m)
2390'	(2305' - 700m)
2060'	(1975' - 600m)

LMM

PAR GS 364' (279')

LOM

PAR GS 1430' (1345')

2390'

(2305')

PAR TCH 49'

RWY 19 **85'**

intercept final

		0					
Gnd speed-Kts		70	90	100	120	140	160
PAR GS or	3.83°	480	617	685	822	959	1097

ALS

2060'
(1975')

102°

LT

3040'
(2955')

STRAIGHT-IN LANDING RWY 19

PAR + 2 NDB ①

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

PAR ①

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

ALS out

ALS out

A	2000m	2000m
B		
C	2100m	2100m
D	2200m	2200m

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



Chart changes since cycle 12-2016

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