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Trip Kit Index

Airport Information For UAKD

Terminal Charts For UAKD

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ZHEZKAZGAN KAZ
ICAO/IATA: UAKD / DZN
Lat/Long: N47° 42.5', E067° 44.3'
Elevation: 1250 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 2359 Z
Sunset: 1452 Z

Runway Information

Runway: 04
Length x Width: 8530 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1251 ft
Lighting: Edge, ALS

Runway: 22
Length x Width: 8530 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 1234 ft
Lighting: Edge, ALS

Communication Information

Zhezkazgan Tower: 127.100
Zhezkazgan Ground: 127.100
Zhezkazgan Approach: 127.100

UAKD/DZN
ZHEZKAZGAN

JEPPESEN

17 MAR 17

10-1P

ZHEZKAZGAN, KAZAKHSTAN

Eff 30 Mar

AIRPORT BRIEFING

1. GENERAL

1.1. LOW VISIBILITY PROCEDURES (LVP)

1.1.1. GENERAL

LVPs are affected when RVR is less than 550m.

1.2. TAXI PROCEDURES

1.2.1. GENERAL

Taxiing and towing shall be carried out as directed by an air traffic controller of the control point "Tower".

Taxiing at night or when visibility is less than 2000m is carried out with navigation lights and headlights.

Taxiing into parking places is carried out at the fixed marking of centerlines under ACFT's own power.

Taxiing out of parking places is carried out at the fixed marking of centerlines under ACFT's own power by signals of the person providing release of ACFT and in his absence by decision of the pilot-in-command.

1.2.2. SAFETY PRECAUTIONS

Information for safety of taxiing or towing is received from air traffic controller of the control point "Tower".

Taxiing TWY B by towing except ACFT CAT A and helicopters.

Taxiing of ACFT CAT C, D along centerline marking at reduced speed with the crew's good look-out.

Taxiing is carried out behind Follow-me vehicle in cases of:

- Meteorological visibility (RVR visibility) of 400m or less;
- Difficulties of determining the centerline of ACFT taxiing on the apron or TWY;
- On crew's request.

The ACFT leading by Follow-me car:

- Departure - from the parking place to the line of holding take-off position on TWY A;
- Arrival - since vacating of ILS critical area on the TWY A to parking place.

1.2.3. THE MOVEMENT PROCEDURES OF ACFT AND VEHICLES IN ILS CRITICAL AREAS

In order to protect critical areas of ILS during flight operations on minimum height of clouds 60m, RVR 800m and take-offs in low visibility conditions, it is prohibited:

- ACFT taxiing out from the parking places for take-off before landing of arriving ACFT;
- The entry of vehicles in the ILS critical area.

1.2.4. LARGE ACFT RESTRICTIONS

Turning of ACFT CAT C, D on RWY turning bays 2 and 3 is forbidden.

Taxiing of ACFT with four engines on TWY A is carried out strictly by a fixed marking of centerline at an increased attention of the crew under internal power.

Taxiing in and out of parking stands 1 thru 3 by ACFT with four engines under internal power.

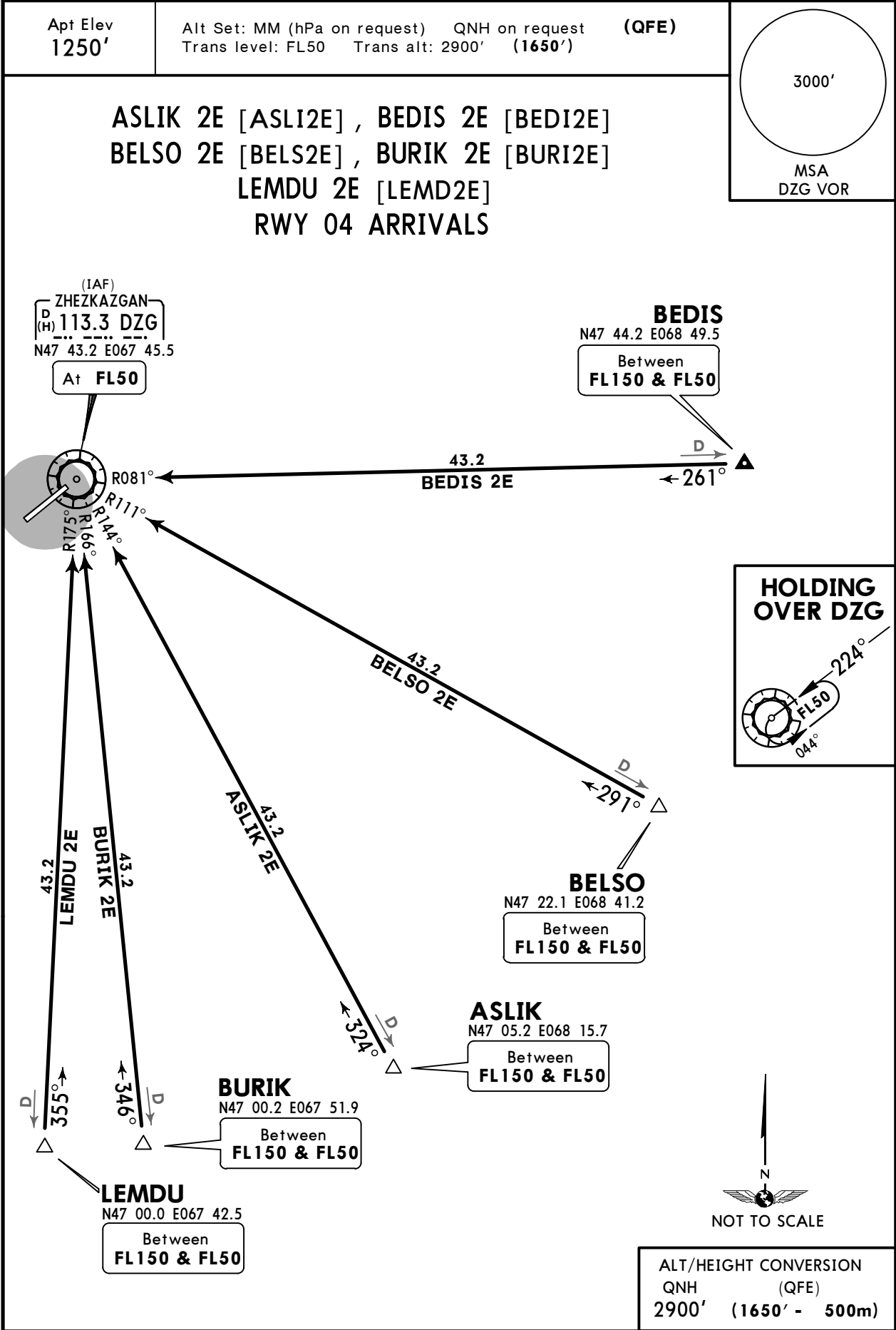
2. DEPARTURE

2.1. DE-ICING

De-icing is carried out at the parking places on request after notifying the air traffic controller "Zhezkazgan -transit" at least 30 minutes prior to departure on frequency 131.6 MHz.

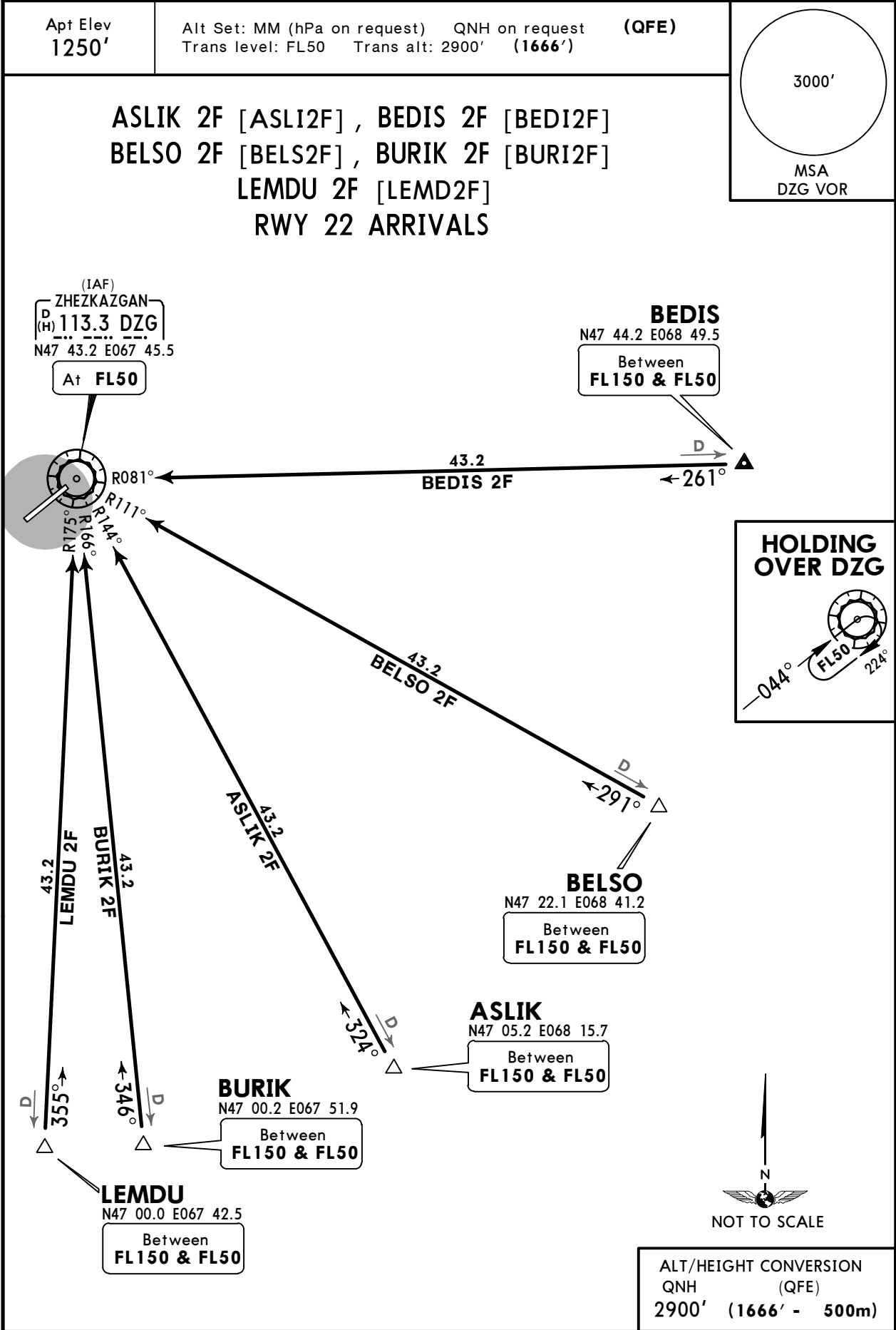
UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-2B** **Eff 10 Dec** **STAR**



UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-2C** **Eff 10 Dec** **STAR**

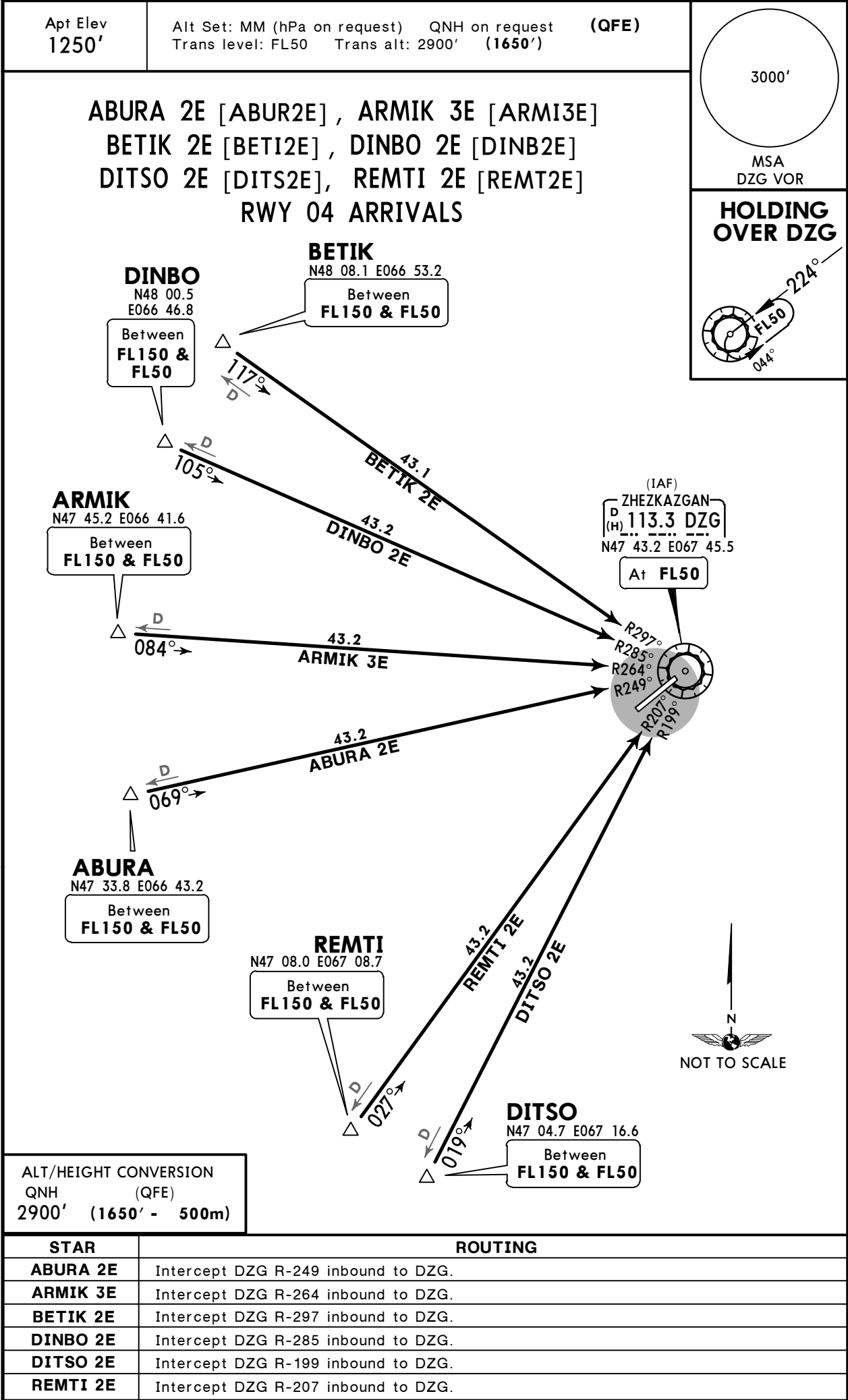


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ZHEZKAZGAN

 **JEPPESSEN** ZHEZKAZGAN, KAZAKHSTAN

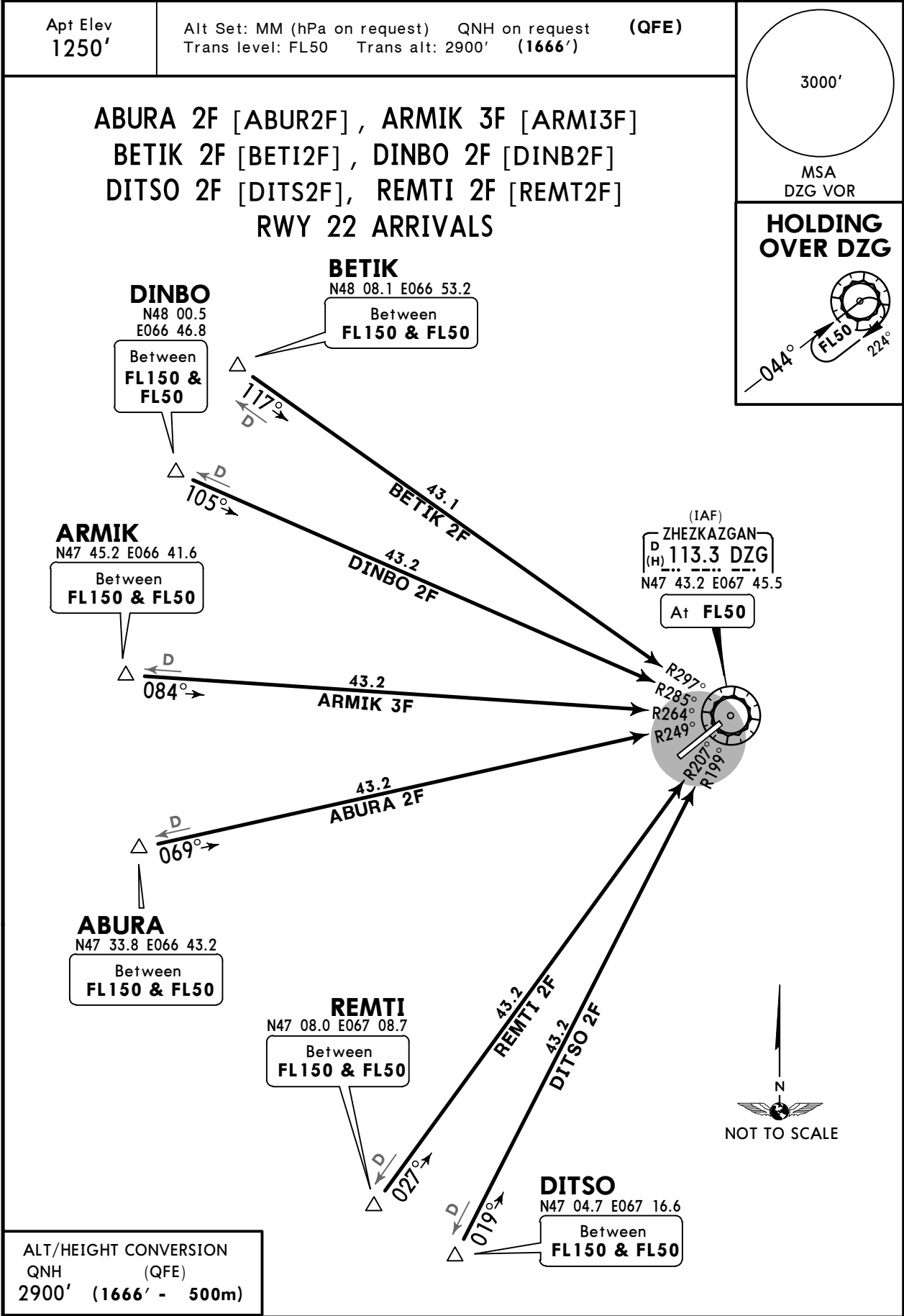
4 DEC 15 **10-2D** **Eff 10 Dec**

STAR



UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-2E** **Eff 10 Dec** **STAR**



STAR	ROUTING
ABURA 2F	Intercept DZG R-249 inbound to DZG.
ARMIK 3F	Intercept DZG R-264 inbound to DZG.
BETIK 2F	Intercept DZG R-297 inbound to DZG.
DINBO 2F	Intercept DZG R-285 inbound to DZG.
DITSO 2F	Intercept DZG R-199 inbound to DZG.
REMTI 2F	Intercept DZG R-207 inbound to DZG.

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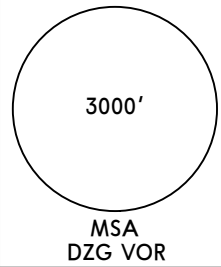
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ZHEZKAZGAN

JEPPESEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-3D** **Eff 10 Dec** **SID**

Apt Elev
1250'

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

**ASLIK 4C [ASLI4C] , BURIK 4C [BURI4C]
DITSO 4C [DITS4C] , LEMDU 4C [LEMD4C]
REMTI 2C [REMT2C]
RWY 04 DEPARTURES**



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

ZHEZKAZGAN
D 113.3 DZG
(H)
N47 43.2 E067 45.5



REMTI
N47 08.0 E067 08.7
Between
FL50 & FL150

DITSO
N47 04.7 E067 16.6
Between
FL50 & FL150

LEMDU
N47 00.0 E067 42.5
Between
FL50 & FL150

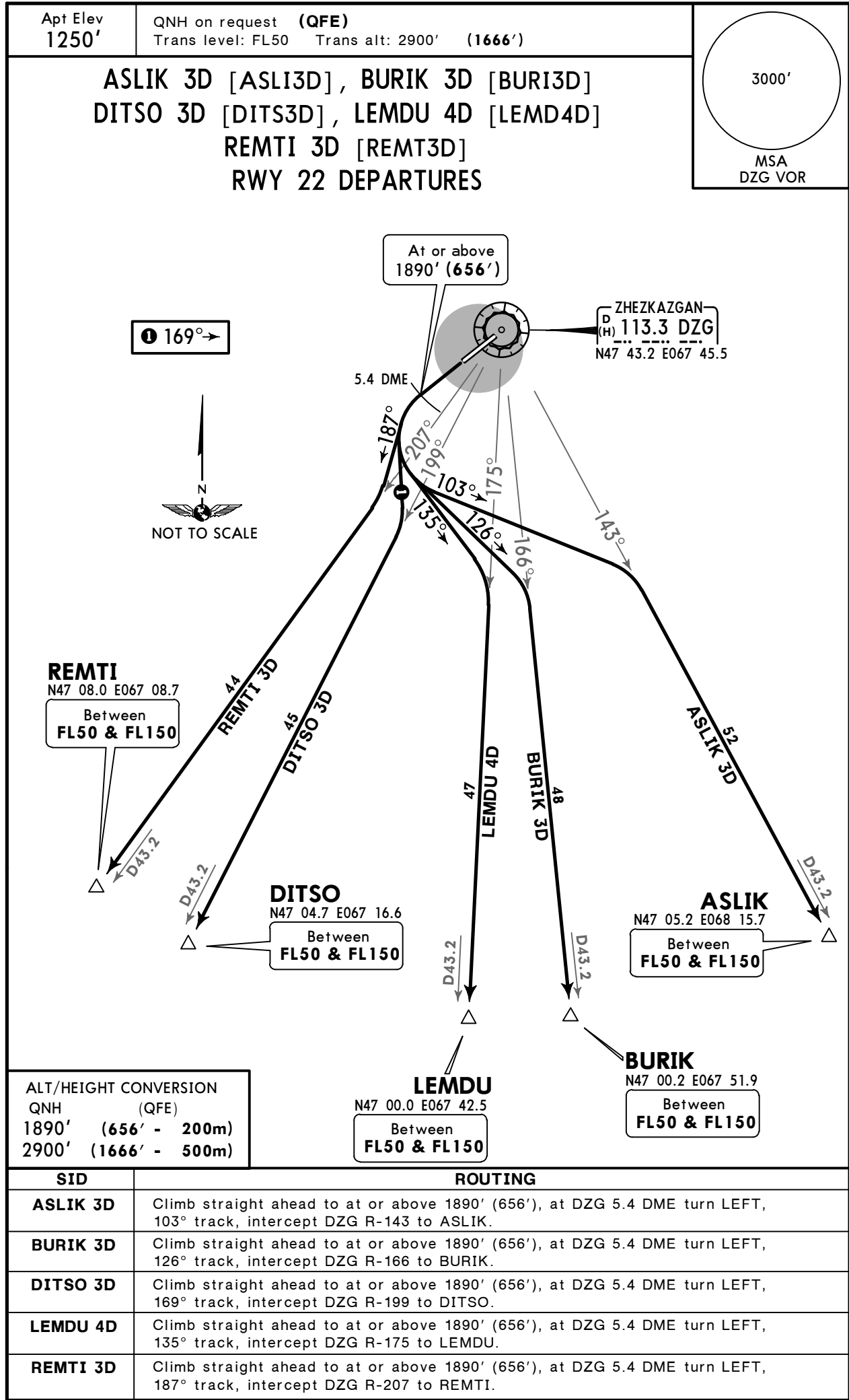
ASLIK
N47 05.2 E068 15.7
Between
FL50 & FL150

BURIK
N47 00.2 E067 51.9
Between
FL50 & FL150

SID	ROUTING
ASLIK 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn RIGHT, 183° track, intercept DZG R-143 to ASLIK.
BURIK 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn RIGHT, 206° track, intercept DZG R-166 to BURIK.
DITSO 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn RIGHT, 239° track, intercept DZG R-199 to DITSO.
LEMDU 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn RIGHT, 215° track, intercept DZG R-175 to LEMDU.
REMTI 2C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn RIGHT, 247° track, intercept DZG R-207 to REMTI.

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ZHEKAZGAN

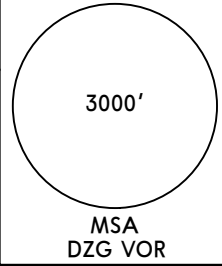
JEPPESSEN ZHEKAZGAN, KAZAKHSTAN
4 DEC 15 **10-3E** Eff 10 Dec **SID**



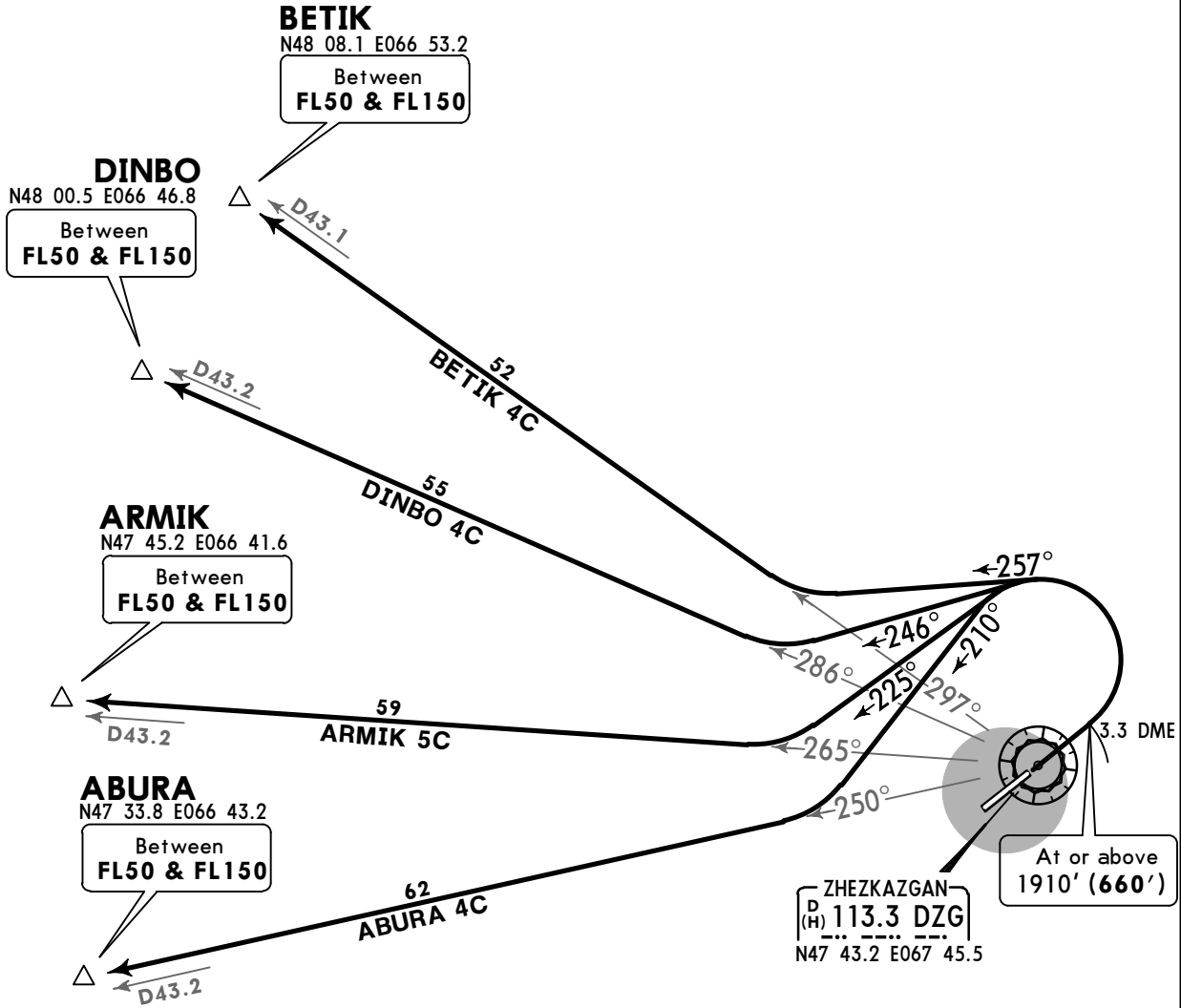
UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-3F** **Eff 10 Dec** **SID**

Apt Elev 1250'
QNH on request (QFE)
Trans level: FL50 Trans alt: 2900' (1650')



ABURA 4C [ABUR4C] , ARMIK 5C [ARMI5C]
BETIK 4C [BETI4C] , DINBO 4C [DINB4C]
RWY 04 DEPARTURES



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

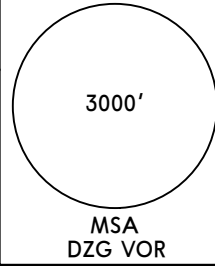


SID	ROUTING
ABURA 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn LEFT, 210° track, intercept DZG R-250 to ABURA.
ARMIK 5C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn LEFT, 225° track, intercept DZG R-265 to ARMIK.
BETIK 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn LEFT, 257° track, intercept DZG R-297 to BETIK.
DINBO 4C	Climb straight ahead to at or above 1910' (660'), at DZG 3.3 DME turn LEFT, 246° track, intercept DZG R-286 to DINBO.

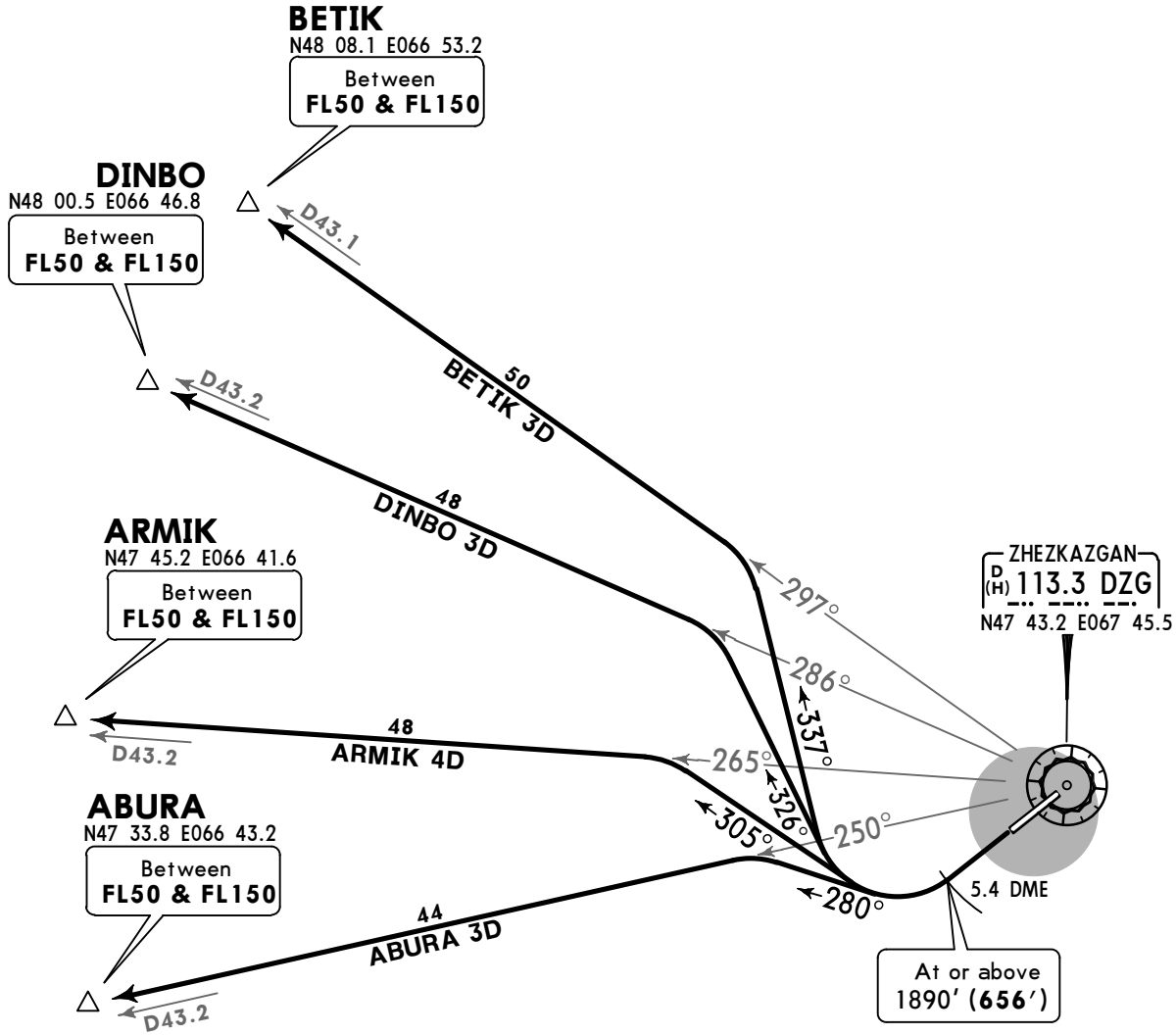
UAKD/DZN
ZHEZKAZGAN

JEPPESEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **10-3G** **Eff 10 Dec** **SID**

Apt Elev
1250'
QNH on request **(QFE)**
Trans level: FL50 Trans alt: 2900' **(1666')**



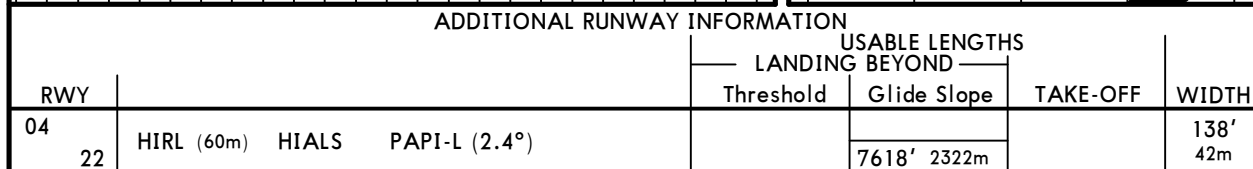
**ABURA 3D [ABUR3D] , ARMIK 4D [ARMI4D]
BETIK 3D [BETI3D] , DINBO 3D [DINB3D]
RWY 22 DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1890'	(656' - 200m)
2900'	(1666' - 500m)



SID	ROUTING
ABURA 3D	Climb straight ahead to at or above 1890' (656'), at DZG 5.4 DME turn RIGHT, 280° track, intercept DZG R-250 to ABURA.
ARMIK 4D	Climb straight ahead to at or above 1890' (656'), at DZG 5.4 DME turn RIGHT, 305° track, intercept DZG R-265 to ARMIK.
BETIK 3D	Climb straight ahead to at or above 1890' (656'), at DZG 5.4 DME turn RIGHT, 337° track, intercept DZG R-297 to BETIK.
DINBO 3D	Climb straight ahead to at or above 1890' (656'), at DZG 5.4 DME turn RIGHT, 326° track, intercept DZG R-286 to DINBO.



TAKE-OFF		
	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
		Adequate vis ref (Day only)
A		
B		
C	300m	400m
D		500m

UAKD/DZN

 **JEPPesen**

22 MAR 19
Eff 28 Mar

10-9S

Standard

ZHEZKAZGAN, KAZAKHSTAN

ZHEZKAZGAN

STRAIGHT-IN RWY		A	B	C	D
04	① VOR	1550' (300')	1550' (300')	1550' (300')	1550' (300')
		900m	1000m	1000m	1400m
	ALS out	1400m	1400m	1400m	1400m
	① 2 NDB	1600' (350')	1600' (350')	1600' (350')	1600' (350')
22		900m	1000m	1000m	1400m
	ALS out	1500m	1500m	1600m	1600m
	ILS	1434' (200')	1434' (200')	1434' (200')	1434' (200')
		800m	800m	800m	800m
	ALS out	1200m	1200m	1200m	1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	① VOR	1530' (296')	1530' (296')	1530' (296')	1530' (296')
		900m	1000m	1000m	1400m
	ALS out	1400m	1400m	1400m	1400m

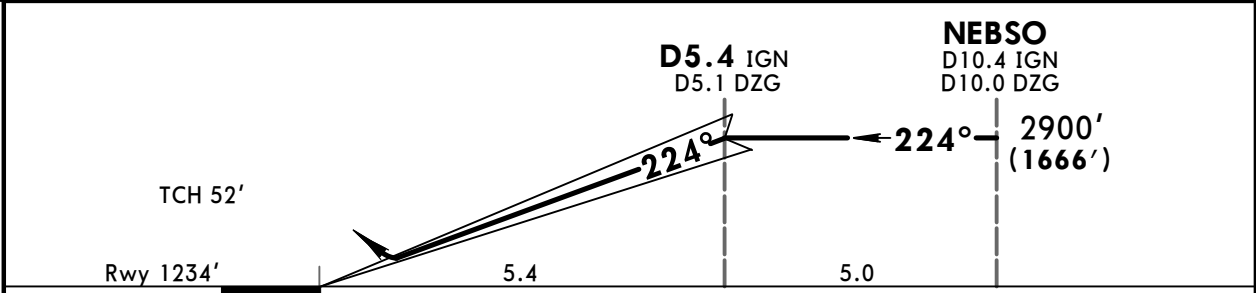
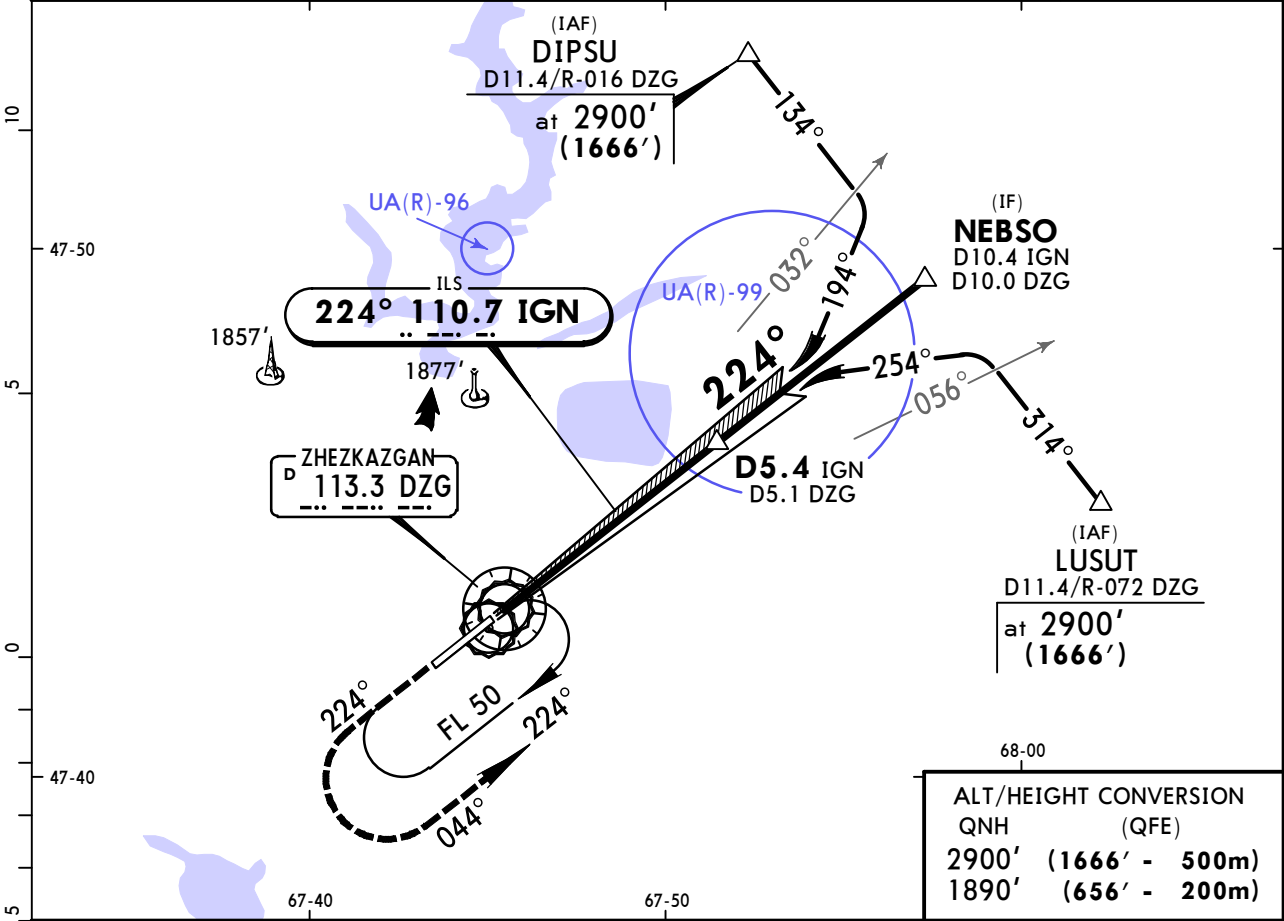
① Continuous Descent Final Approach.

TAKE-OFF		
A B C D	Low Visibility Take-off	
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL
		Adequate vis ref (Day only)
	300m	400m
		500m

UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
4 DEC 15 **(11-1)** **Eff 10 Dec** **ILS DME Y Rwy 22**

*ZHEZGAZGAN Tower (APP/TWR)				*Ground	
127.1				127.1	
LOC IGN 110.7	Final Apch Crs 224°	GS D5.4 IGN 2900'(1666')	ILS DA(H) 1434'(200')	Apt Elev 1250' Rwy 1234'	3000' MSA DZG VOR
MISSED APCH: Climb on 224°. At or above 1890'(656') turn LEFT onto 044° climbing to 2900'(1666'), then as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2900'(1666') 1. RADAR required. 2. ILS DME reads zero at rwy 22 threshold.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MIM	1890' (656')	on 224°
GS	2.70°	334	430	478	573	669	PAPI				

STRAIGHT-IN LANDING RWY 22					
ILS		LOC (GS out)			
DA(H) 1434'(200')					
FULL		ALS out			
A					
B					
C	800m	1200m	NOT AUTHORIZED		
D					

UAKD/DZN
ZHEZKAZGAN

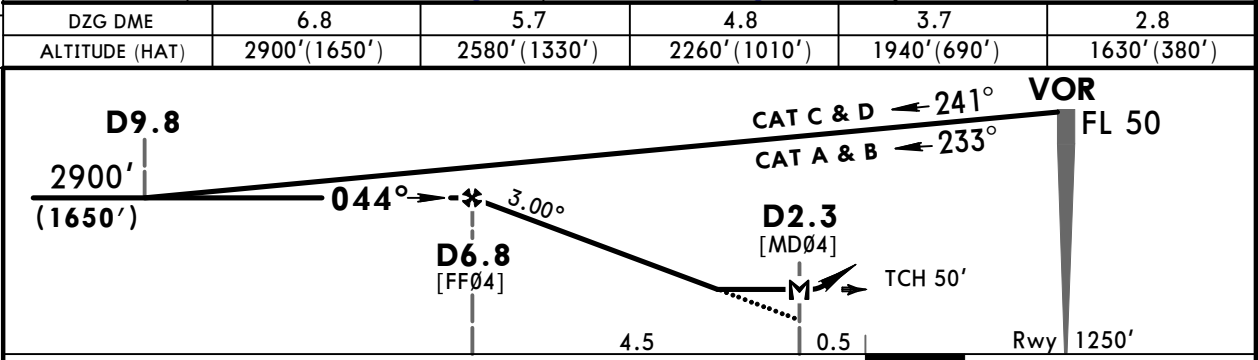
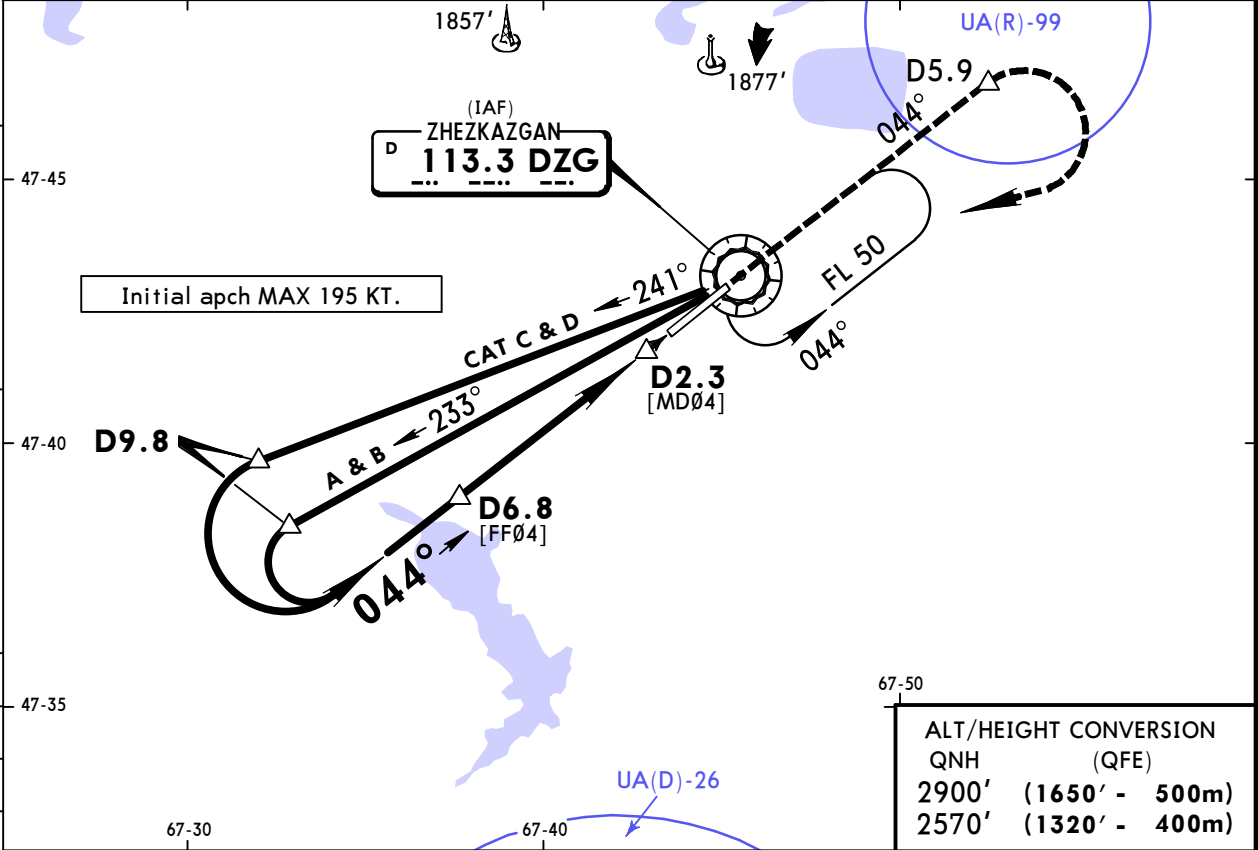
4 DEC 15

13-1

Eff 10 Dec

ZHEZKAZGAN, KAZAKHSTAN
VOR DME Rwy 04

*ZHEZGAZGAN Tower (APP/TWR)				*Ground	
127.1				127.1	
VOR DZG 113.3	Final Apch Crs 044°	Minimum Alt D6.8 2900'(1650')	MDA(H) 1550'(300')	Apt Elev 1250' Rwy 1250'	3000' MSA DZG VOR
MISSED APCH: Climb on 044° to 2570'(1320') or above to D5.9, then turn RIGHT (MAX 245 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')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIM 2570' (1320') on 044°	D5.9
Descent angle	3.00°	372	478	531	637	743			
MAP at D2.3									

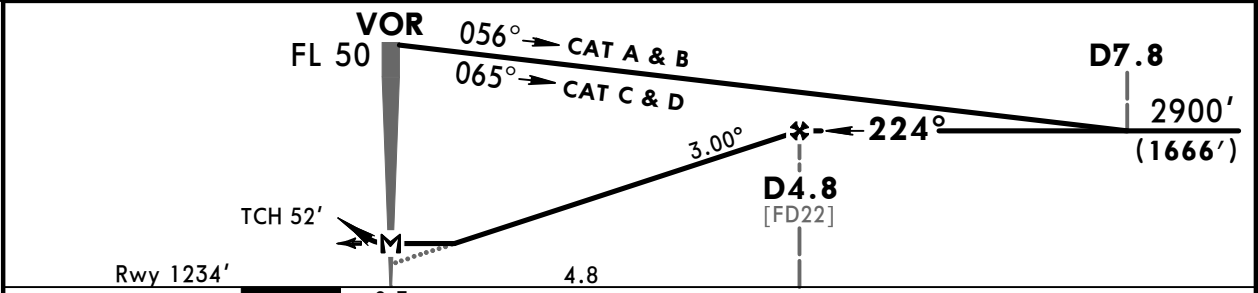
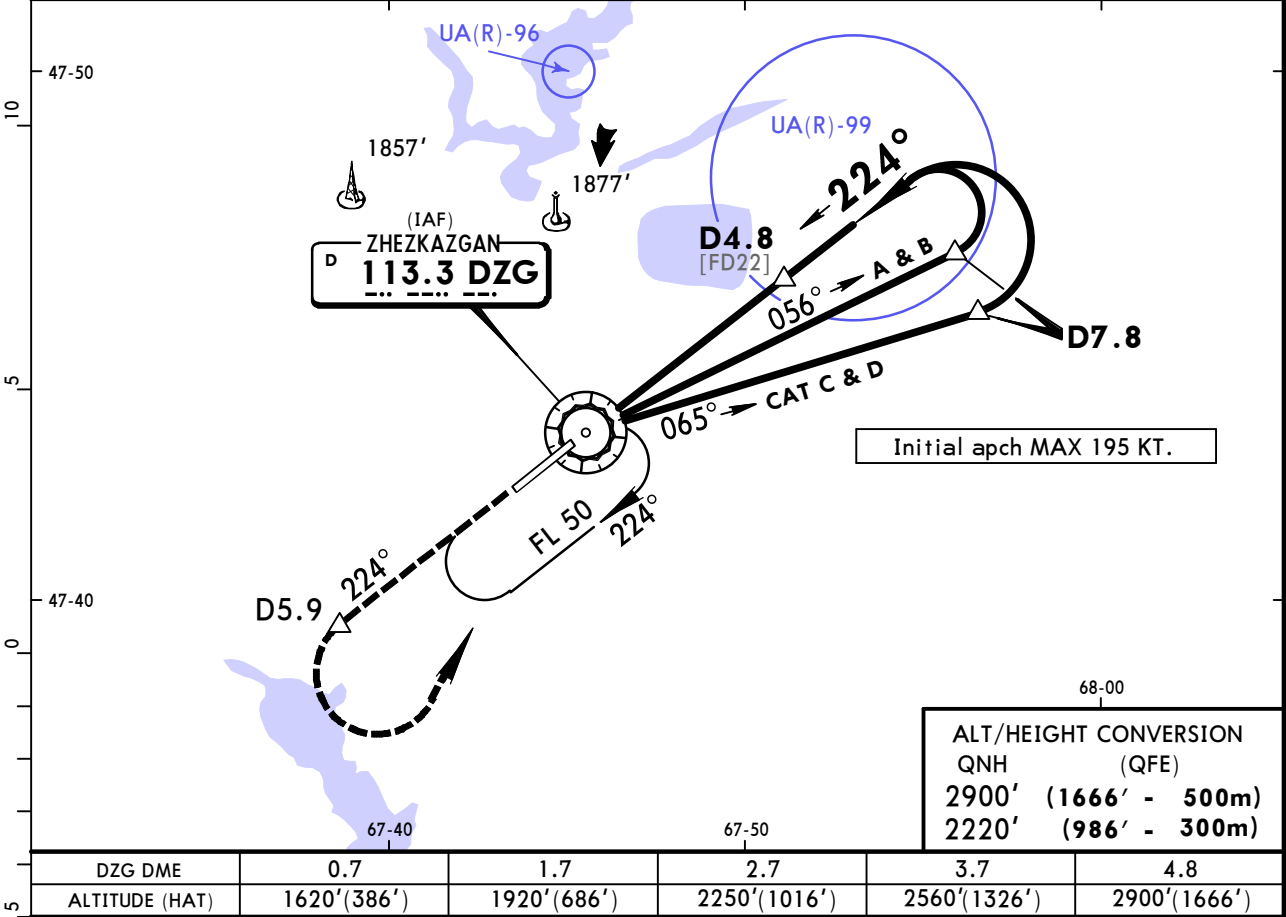
STRAIGHT-IN LANDING RWY 04									
MDA(H) 1550'(300')									
ALS out									
A	900m								
B			1600m						
C	1000m								
D			1600m						

UAKD/DZN
ZHEZKAZGAN

JEPPESEN
4 DEC 15 13-2 Eff 10 Dec

ZHEZKAZGAN, KAZAKHSTAN
VOR DME Rwy 22

*ZHEZGAZGAN Tower (APP/TWR)				*Ground	
127.1				127.1	
VOR DZG 113.3	Final Apch Crs 224°	Minimum Alt D4.8 2900'(1666')	MDA(H) 1530'(296')	Apt Elev 1250' Rwy 1234'	3000' MSA DZG VOR
MISSED APCH: Climb on 224° to 2220'(986') or above to D5.9, then turn LEFT (MAX 245 KT) to VOR. Climb initially to 2900'(1666'), 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'(1666')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS		MIM	2220' (986') on 224°		D5.9
Descent angle	3.00°	372	478	531	637	743	PAPI					
MAP at VOR												

STRAIGHT-IN LANDING RWY 22							
MDA(H) 1530'(296')							
ALS out							
A	900m						
B	1000m		1600m				
C							
D	1600m						

UAKD/DZN
ZHEZKAZGAN

JEPPESSEN
4 DEC 15 16-1 Eff 10 Dec

ZHEZKAZGAN, KAZAKHSTAN
2 NDB Rwy 04

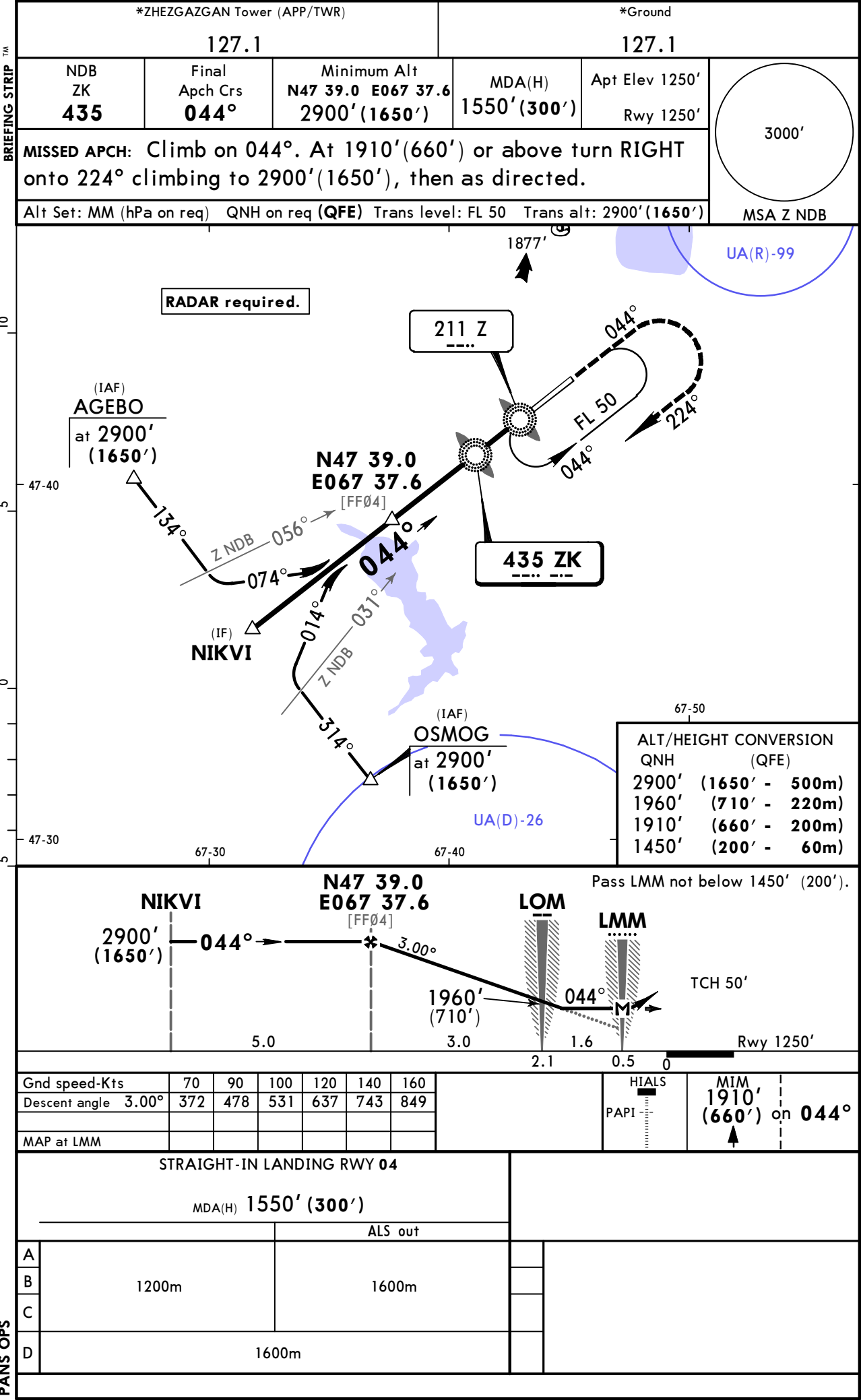


Chart changes since cycle 08-2019

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UAKD