

## List of pages in this Trip Kit

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Revision Letter For Cycle 09-2019

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## General Information

Location: KOMSOMOLSK-NA-AMURE RUS

ICAO: UHKD

Lat/Long: N50° 36.3', E137° 04.9'

Elevation: 82 ft

Airport Use: Public

Daylight Savings: Not Observed

UTC Conversion: -10:00 = 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: 1912 Z

Sunset: 1024 Z

## Runway Information

Runway: 01

Length x Width: 8097 ft x 262 ft

Surface Type: concrete

TDZ-Elev: 80 ft

Lighting: Edge, ALS, TDZ

Runway: 19

Length x Width: 8097 ft x 262 ft

Surface Type: concrete

TDZ-Elev: 77 ft

Lighting: Edge, ALS, TDZ

## Communication Information

Ognenny Tower: 124.000 Non-English

**UHKD**  
**DZEMGI**

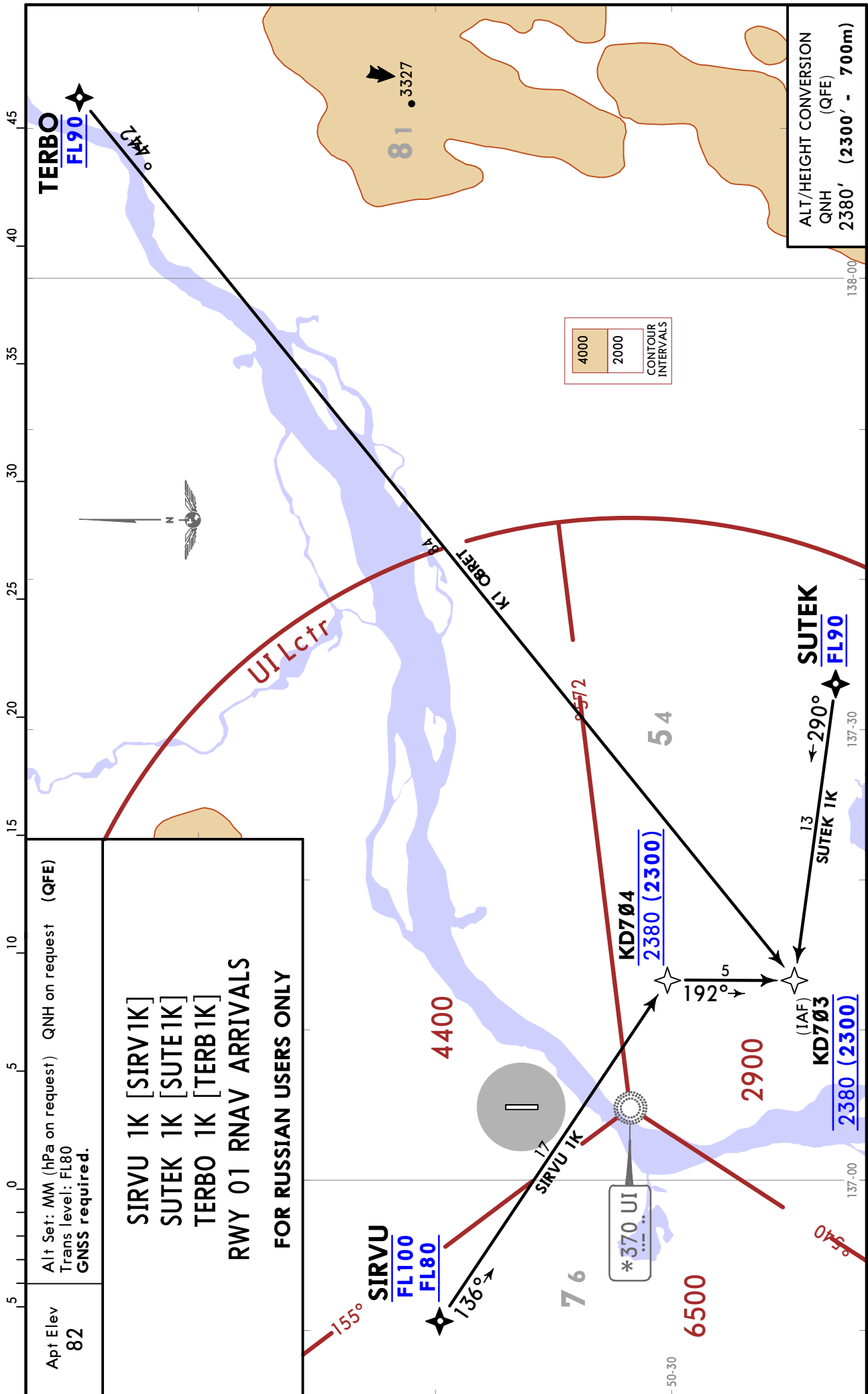
**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19

10-2

Eff 31 Jan

**RNAV STAR**



Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL80  
GNSS required.

**SIRVU 1K [SIRV1K]**  
**SUTEK 1K [SUTE1K]**  
**TERBO 1K [TERB1K]**

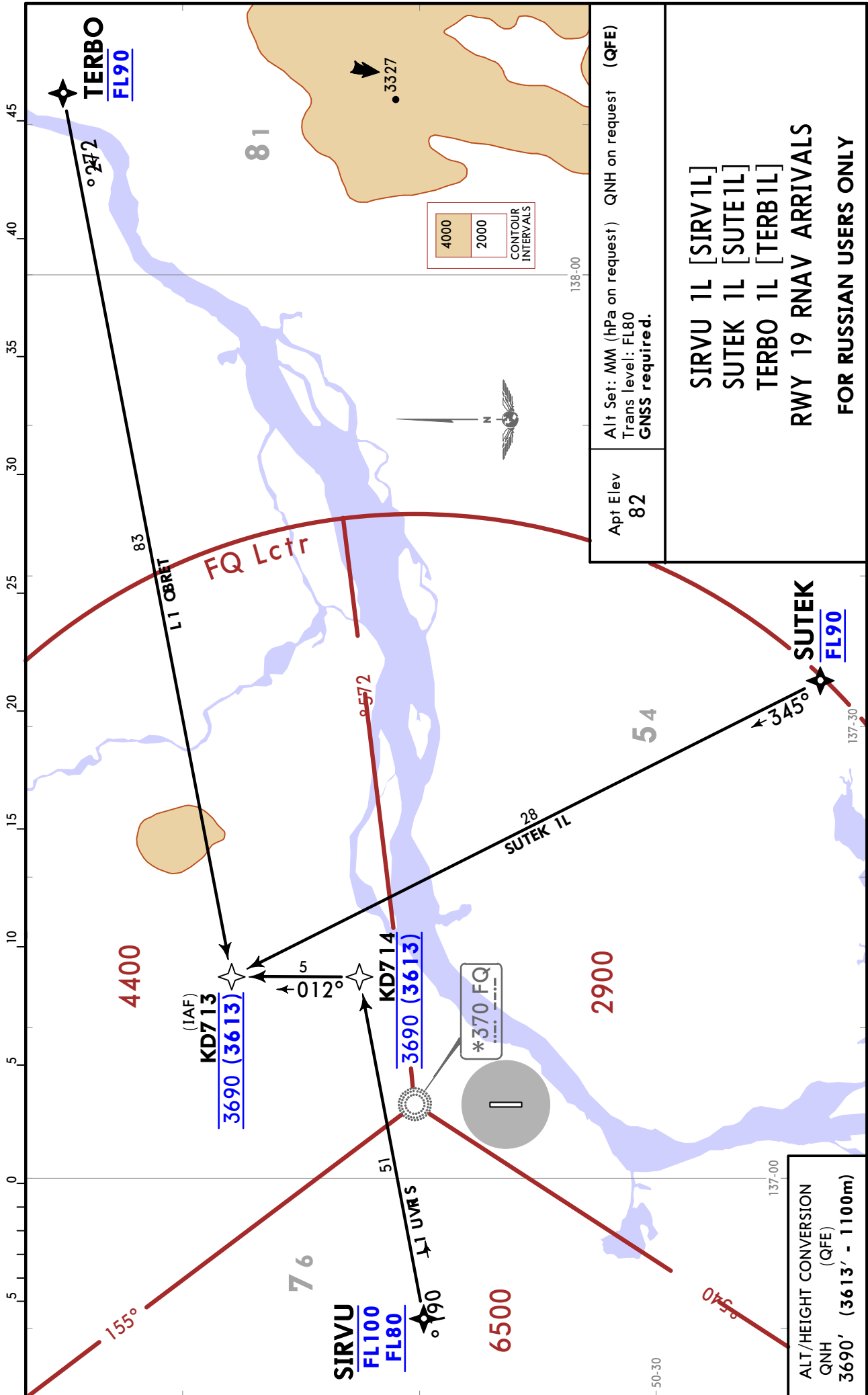
**RWY 01 RNAV ARRIVALS**

**FOR RUSSIAN USERS ONLY**

CHANGES: New RNAV STARs; new format.

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**JEPPESSEN** KOMSOMOLSK-NA-AMURE, RUSSIA  
25 JAN 19 (10-2A) Eff 31 Jan **RNAV STAR**



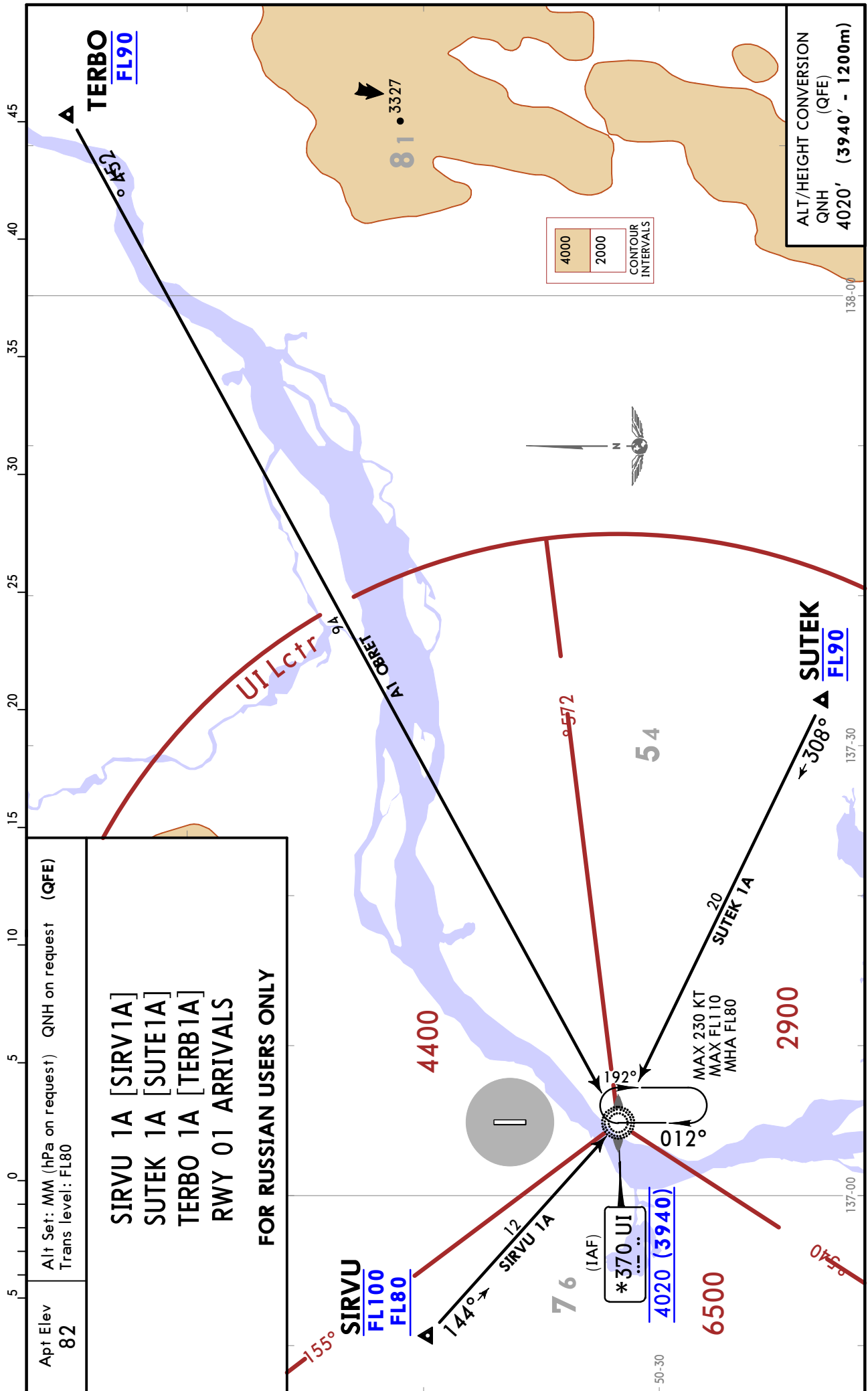
Apt Elev 82	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 GNSS required.
----------------	--

**SIRVU 1L [SIRV1L]  
SUTEK 1L [SUTE1L]  
TERBO 1L [TERB1L]  
RWY 19 RNAV ARRIVALS  
FOR RUSSIAN USERS ONLY**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3690' (3613' - 1100m)

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**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **10-2B** Eff 31 Jan **STAR**

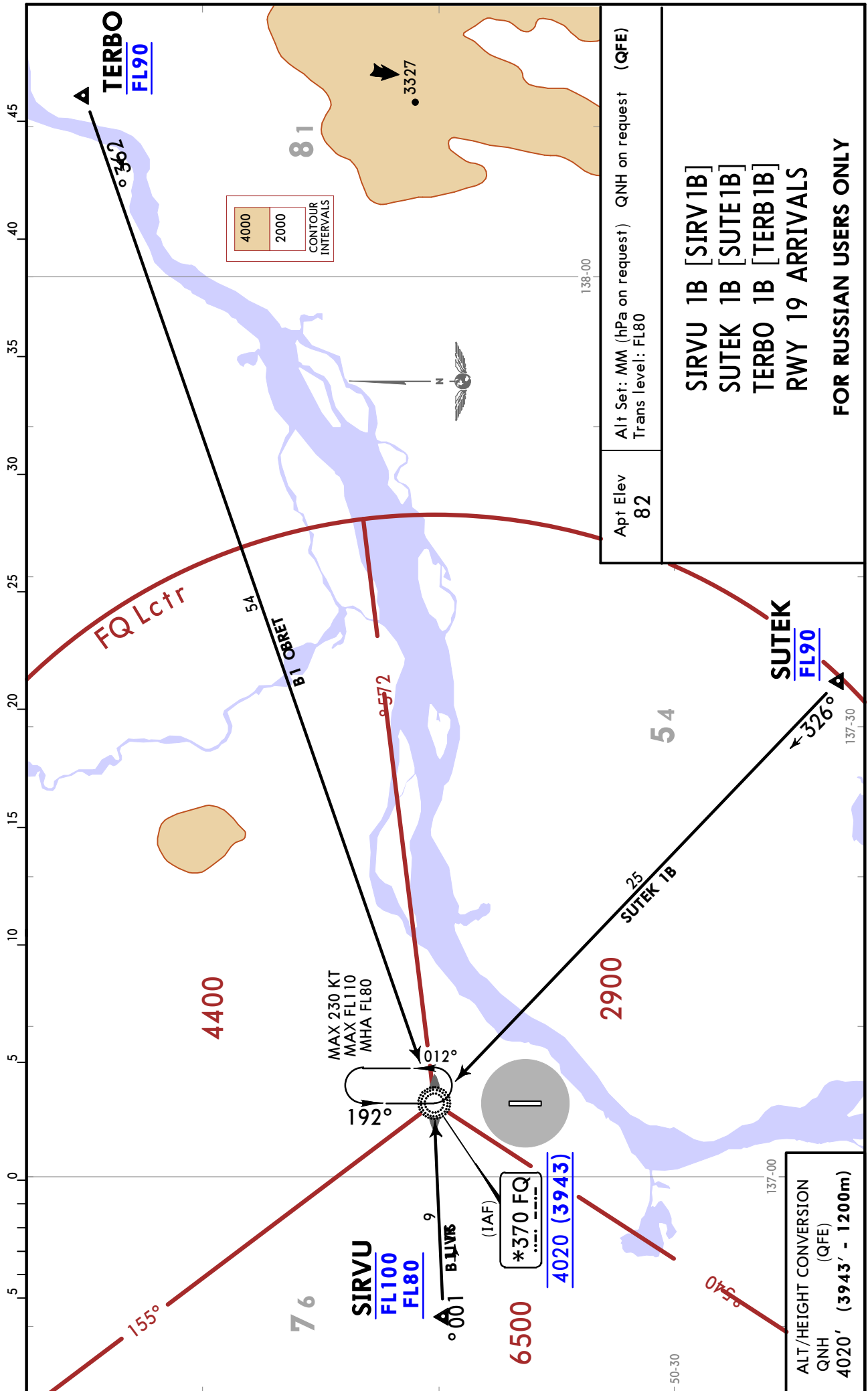


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**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **10-2C** Eff 31 Jan

**STAR**

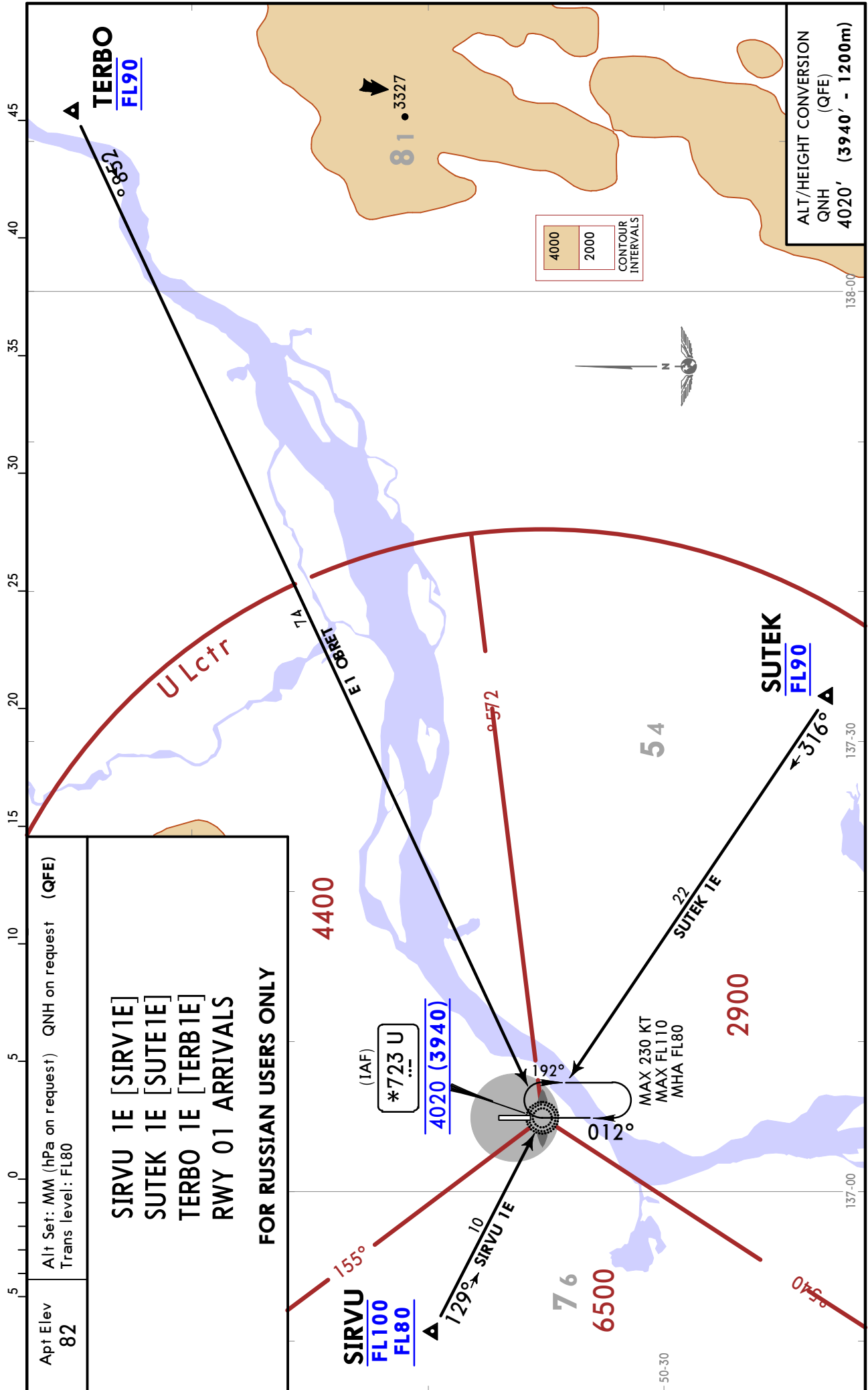


Apt Elev <b>82</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80
<b>SIRVU 1B [SIRV1B]</b> <b>SUTEK 1B [SUTE1B]</b> <b>TERBO 1B [TERB1B]</b> <b>RWY 19 ARRIVALS</b> <b>FOR RUSSIAN USERS ONLY</b>	

ALT/HEIGHT CONVERSION  
QNH (QFE)  
4020' (3943' - 1200m)

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**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **10-2D** Eff 31 Jan **STAR**



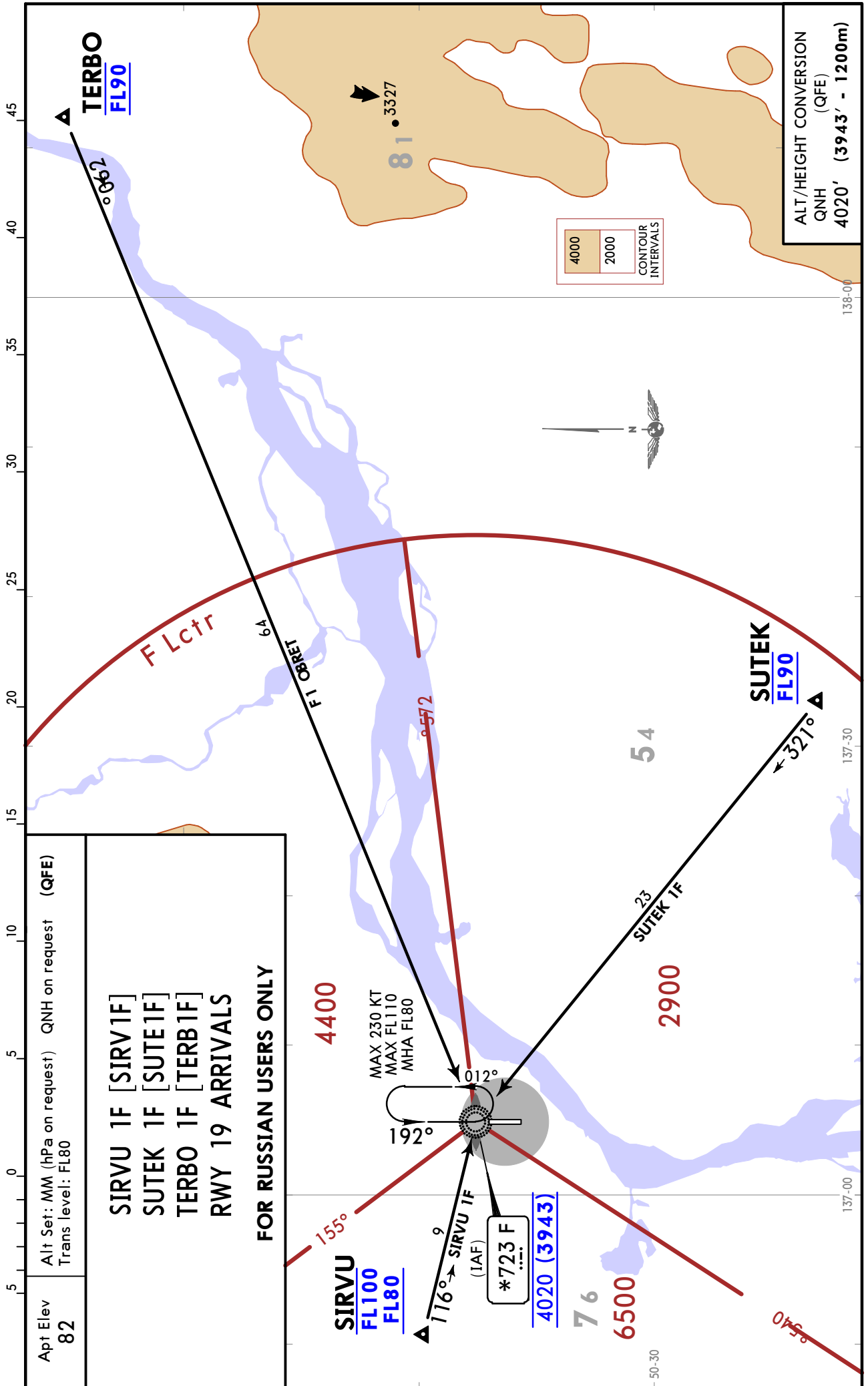
CHANGES: New chart.

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JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA  
25 JAN 19 10-2E Eff 31 Jan

STAR



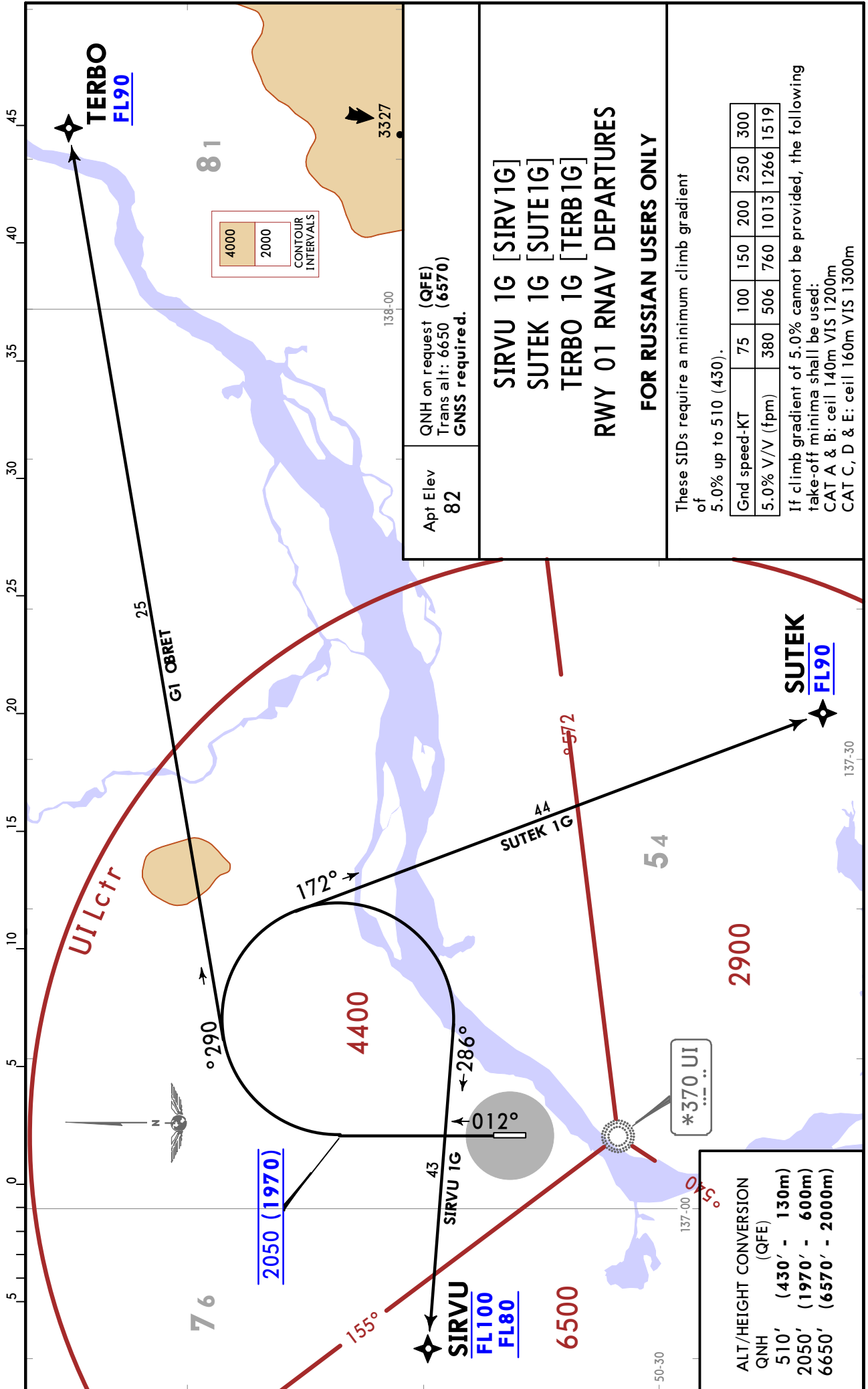


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**DZEMGI**

**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **10-3** Eff 31 Jan

**RNAV SID**



Apt Elev  
**82**

QNH on request (QFE)  
Trans alt: **6650 (6570)**  
**GNSS required.**

**SIRVU 1G [SIRV1G]**  
**SUTEK 1G [SUTE1G]**  
**TERBO 1G [TERB1G]**  
**RWY 01 RNAV DEPARTURES**

**FOR RUSSIAN USERS ONLY**

These SIDs require a minimum climb gradient of 5.0% up to 510 (430).

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If climb gradient of 5.0% cannot be provided, the following take-off minima shall be used:  
CAT A & B: ceil 140m VIS 1200m  
CAT C, D & E: ceil 160m VIS 1300m

**ALT/HEIGHT CONVERSION**

QNH (QFE)

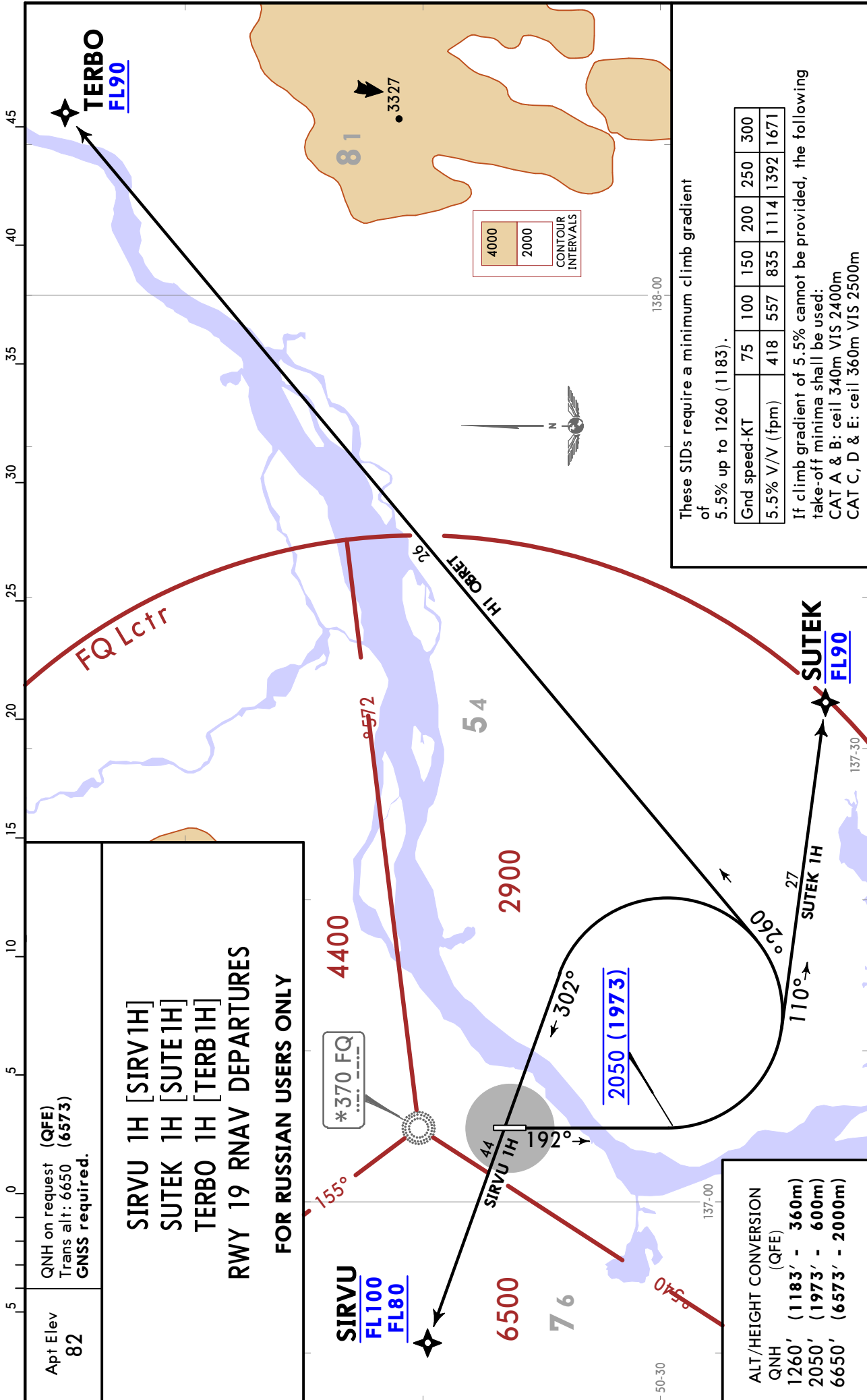
510'	(430' - 130m)
2050'	(1970' - 600m)
6650'	(6570' - 2000m)

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**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **(10-3A)** Eff 31 Jan

**RNAV SID**

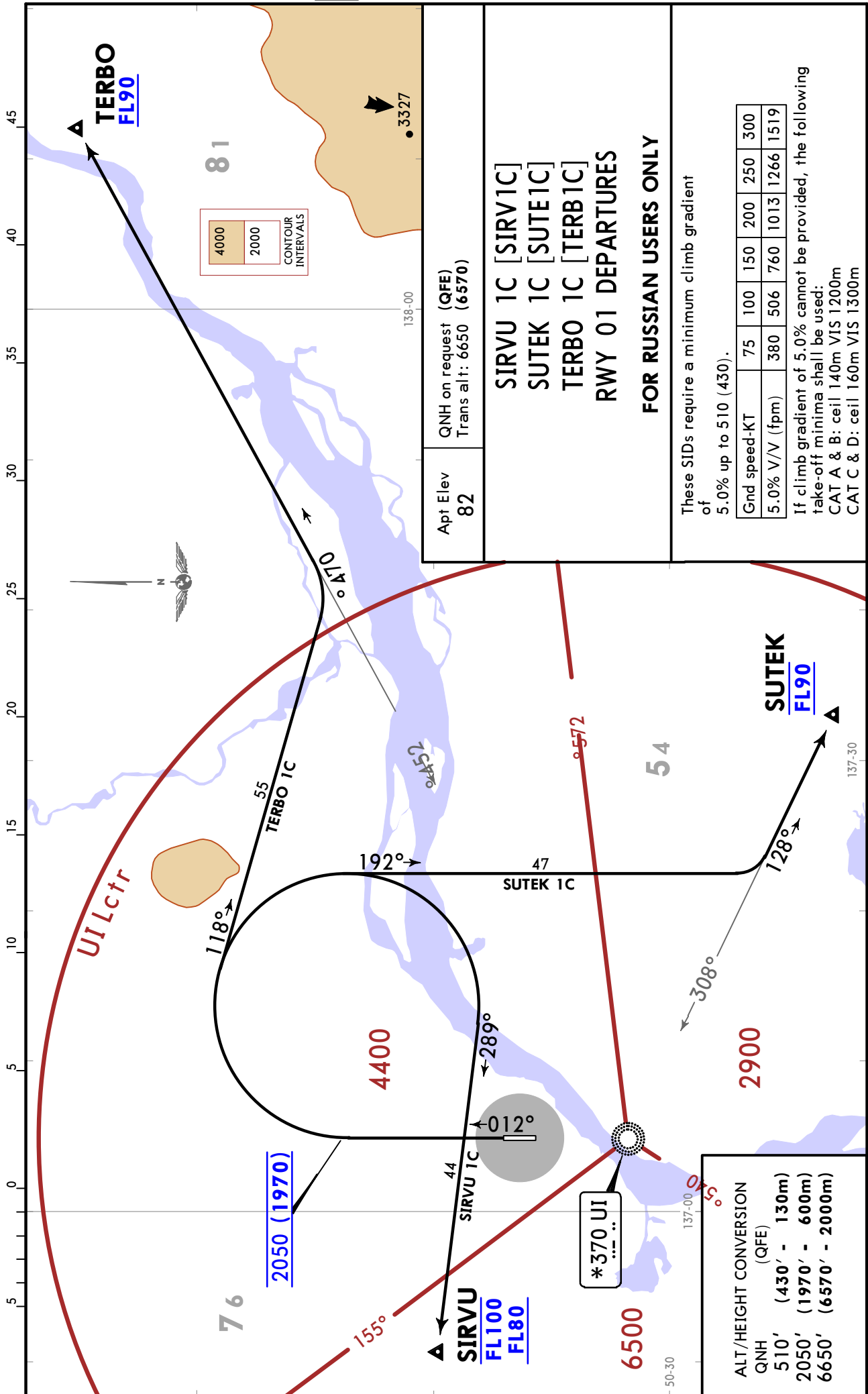


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**DZEMGI**

**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **10-3B** Eff 31 Jan

**SID**



CHANGES: New chart.

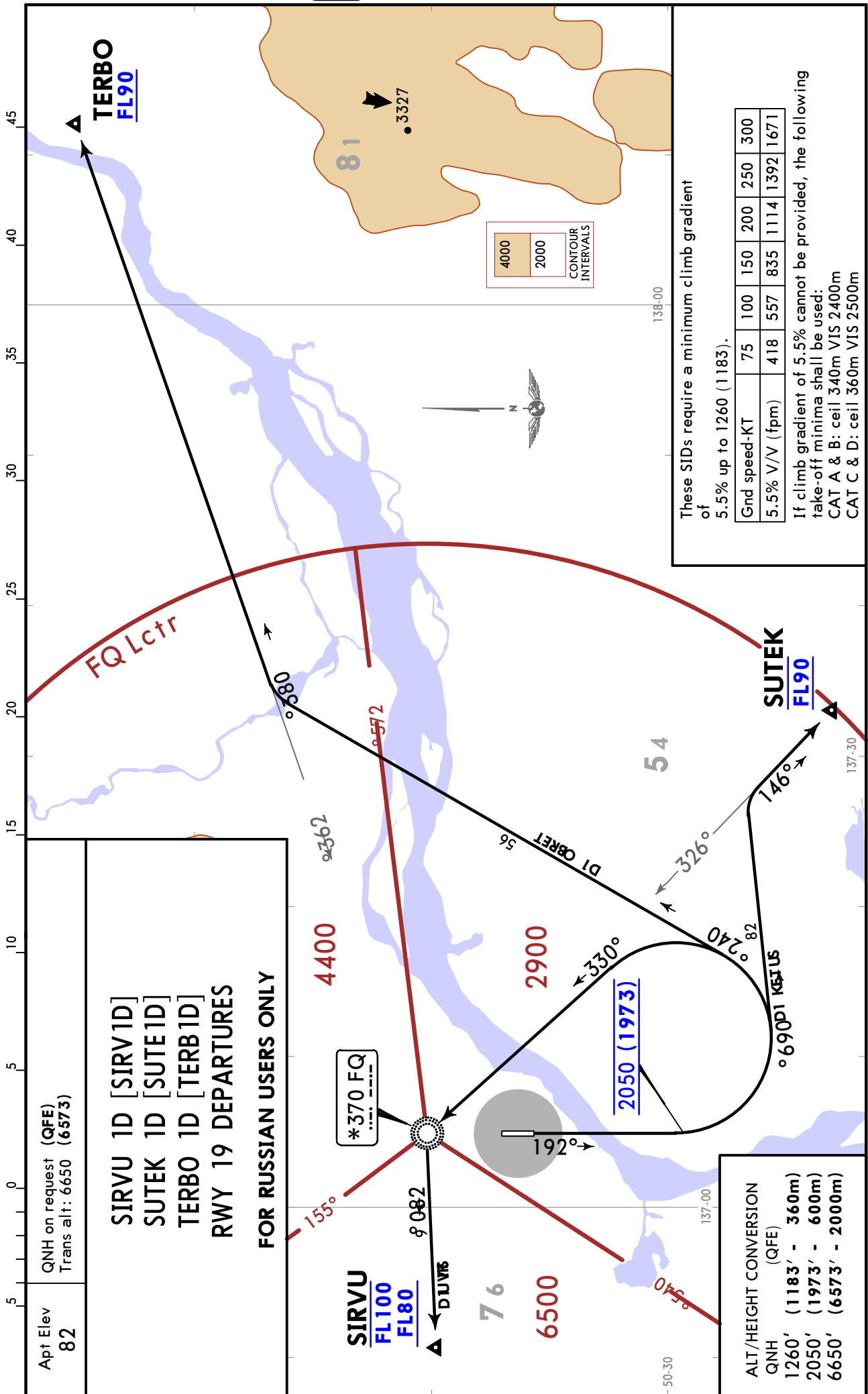
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**UHKD**  
**DZEMGI**

**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **10-3C** Eff 31 Jan

**SID**



UHKD  
DZEMGI

 **JEPPESEN**  
1 FEB 19

10-4

**KOMSOMOLSK-NA-AMURE, RUSSIA**

**NOISE**

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**NOISE ABATEMENT**

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**FOR RUSSIAN USERS ONLY**

**GENERAL**

Noise abatement procedures shall be carried out during take-off from and landing on RWYs 01/19 by crews of all ACFT.

Special procedures shall not be executed at the expense of reduction of flight safety.

**RESTRICTIONS**

The following restrictions are implemented in order to reduce the effect of aviation noise on environment:

- ground check of engines during pre-flight preparation of aircraft shall be carried out in the daylight hours, and not later than 2200 local time during autumn and winter periods;
- take-off heading 012° shall be considered preferential when tail-wind component is up to 5m/sec;
- when carrying out take-off on take-off heading 192°, the initial turn shall be made at a height of 2050'(1973');
- when carrying out approach on landing heading 192°, during low pass or missed approach, initial turn shall be carried out over the south runway extremity.

**UHKD**

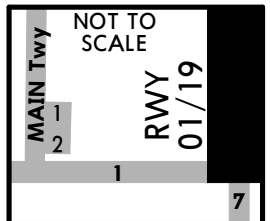
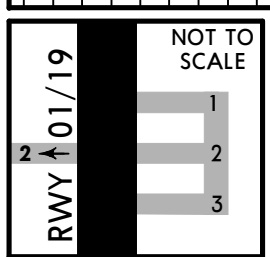
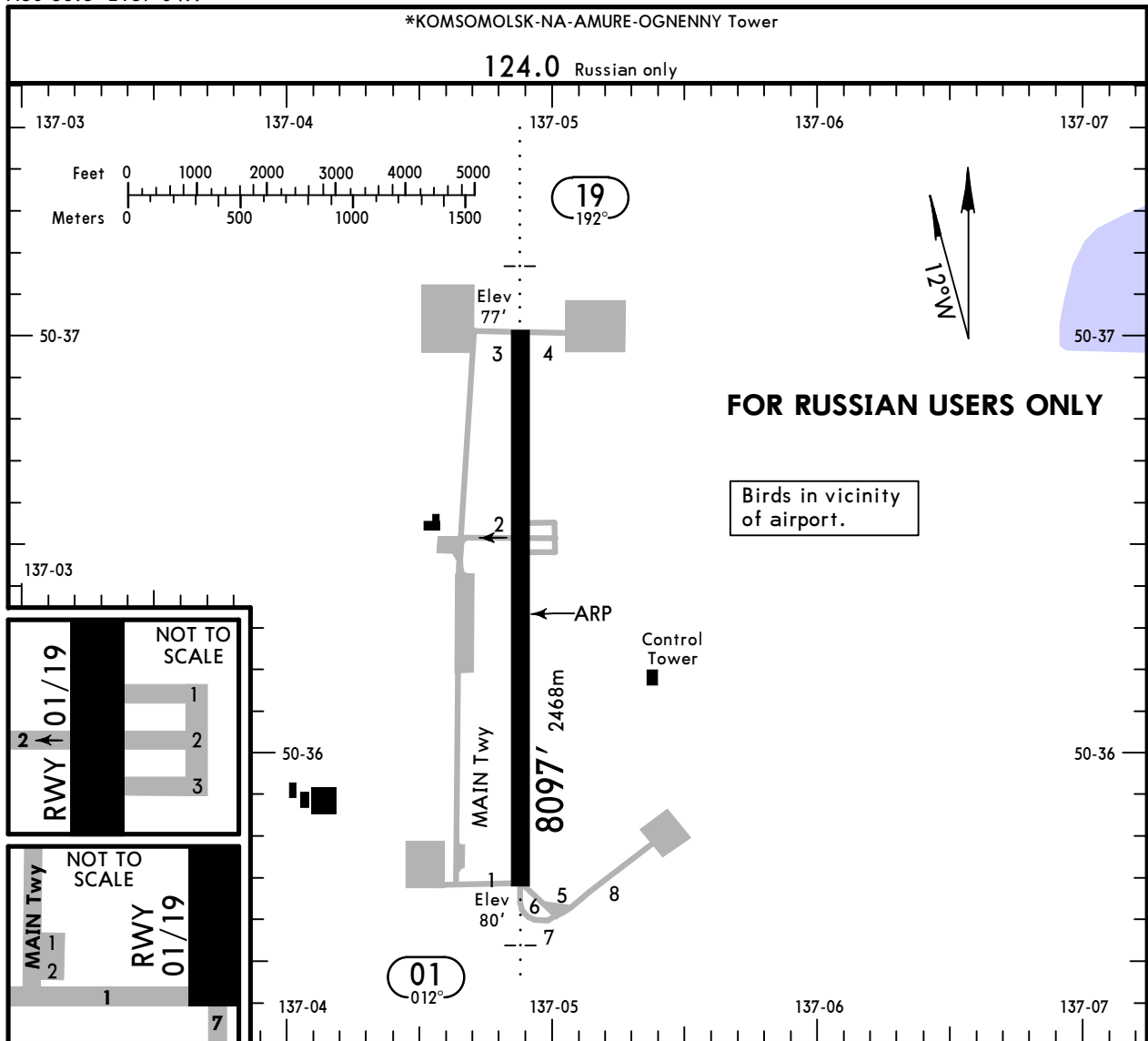
Apt Elev **82'**  
N50 36.3 E137 04.9



**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**

25 JAN 19 **(10-9)** Eff 31 Jan

**DZEMGI**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01 ① 19	RL (60m) ALS TDZ			7933' 2418m 7966' 2428m	262' 80m

① First 50m of RWY 01/19 not used for take-off.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
<b>LVP must be in force</b> RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	400m

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**JEPPESEN**
**Standard**

25 JAN 19

Eff 31 Jan

(10-9S)

**KOMSOMOLSK-NA-AMURE, RUSSIA****DZEMGI**

STRAIGHT-IN RWY		A	B	C	D
<b>01</b>	PAR	<b>349'</b> (269')	<b>365'</b> (285')	<b>375'</b> (295')	<b>392'</b> (312')
		<b>R1100m</b>	<b>R1200m</b>	<b>R1200m</b>	<b>R1200m</b>
	ALS out	R1300m	R1400m	R1400m	R1400m
	<b>①</b> RNAV (GNSS)	<b>1120'</b> (1040')	<b>1120'</b> (1040')	<b>1120'</b> (1040')	<b>1120'</b> (1040')
		<b>R1500m</b>	<b>R1500m</b>	<b>R4600m</b>	<b>R4600m</b>
	ALS out	R1500m	R1500m	R4900m	R4900m
	<b>①②</b> 2 NDB Z or Y	<b>680'</b> (600')	<b>680'</b> (600')	<b>680'</b> (600')	<b>680'</b> (600')
		<b>R1500m</b>	<b>R1500m</b>	<b>R2500m</b>	<b>R2500m</b>
	ALS out	R1500m	R1500m	R2700m	R2700m
	<b>③</b> 2 NDB Z or Y	<b>1450'</b> (1370')	<b>1450'</b> (1370')	<b>1450'</b> (1370')	<b>1450'</b> (1370')
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>①②</b> NDB Z	<b>1220'</b> (1140')	<b>1220'</b> (1140')	<b>1220'</b> (1140')	<b>1220'</b> (1140')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>③</b> NDB Z	<b>1240'</b> (1160')	<b>1240'</b> (1160')	<b>1240'</b> (1160')	<b>1240'</b> (1160')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>①②</b> NDB Y	<b>1330'</b> (1250')	<b>1330'</b> (1250')	<b>1330'</b> (1250')	<b>1330'</b> (1250')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>③</b> NDB Y	<b>1380'</b> (1300')	<b>1380'</b> (1300')	<b>1380'</b> (1300')	<b>1380'</b> (1300')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>19</b>	PAR	<b>323'</b> (246')	<b>339'</b> (262')	<b>349'</b> (272')	<b>362'</b> (285')
		<b>R1000m</b>	<b>R1100m</b>	<b>R1100m</b>	<b>R1200m</b>
	ALS out	R1300m	R1300m	R1300m	R1400m
	<b>①</b> RNAV (GNSS)	<b>1080'</b> (1003')	<b>1080'</b> (1003')	<b>1080'</b> (1003')	<b>1080'</b> (1003')
		<b>R1500m</b>	<b>R1500m</b>	<b>R4600m</b>	<b>R4600m</b>
	ALS out	R1500m	R1500m	R4900m	R4900m
	<b>①②</b> 2 NDB Z or Y	<b>720'</b> (643')	<b>720'</b> (643')	<b>720'</b> (643')	<b>720'</b> (643')
		<b>R1500m</b>	<b>R1500m</b>	<b>R2800m</b>	<b>R2800m</b>
	ALS out	R1500m	R1500m	R3000m	R3000m
	<b>③</b> 2 NDB Z or Y	<b>1640'</b> (1563')	<b>1640'</b> (1563')	<b>1640'</b> (1563')	<b>1640'</b> (1563')
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>①②</b> NDB Z or Y	<b>1080'</b> (1003')	<b>1080'</b> (1003')	<b>1080'</b> (1003')	<b>1080'</b> (1003')	
	<b>R4600m</b>	<b>R4600m</b>	<b>R4600m</b>	<b>R4600m</b>	
ALS out	R4900m	R4900m	R4900m	R4900m	
<b>③</b> NDB Z	<b>1350'</b> (1273')	<b>1350'</b> (1273')	<b>1350'</b> (1273')	<b>1350'</b> (1273')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	
<b>③</b> NDB Y	<b>1410'</b> (1333')	<b>1410'</b> (1333')	<b>1410'</b> (1333')	<b>1410'</b> (1333')	
	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	<b>R5000m</b>	

**①** Continuous descent final approach.**②** With FAF.**③** W/o FAF.

**UHKD**

**JEPPESEN**  
 25 JAN 19  
 Eff 31 Jan

**(10-9S1)**

**Standard**  
**KOMSOMOLSK-NA-AMURE, RUSSIA**  
**DZEMGI**

<b>CIRCLE-TO-LAND</b>	<b>100 KT</b>	<b>135 KT</b>	<b>180 KT</b>	<b>205 KT</b>
to rwy 01 ❶	<b>970'</b> (890')	<b>1600'</b> (1520')	<b>1690'</b> (1610')	<b>1690'</b> (1610')
to rwy 19 ❷	<b>970'</b> (893')	<b>1590'</b> (1513')	<b>1690'</b> (1613')	<b>1690'</b> (1613')
	V1500m ❸	V1600m ❸	V2400m ❸	V3600m ❸

- ❶ Circling height based on rwy 01 thresh elev of 80'.
- ❷ Circling height based on rwy 19 thresh elev of 77'.
- ❸ or higher minimums of preceding straight-in approach.

**TAKE-OFF**

	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	<b>R300m</b>	<b>400m</b>	<b>500m</b>
B			
C			
D			



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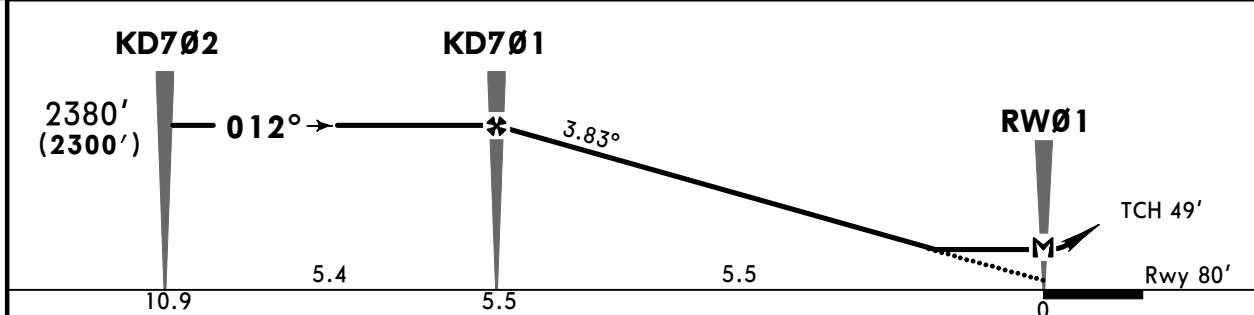
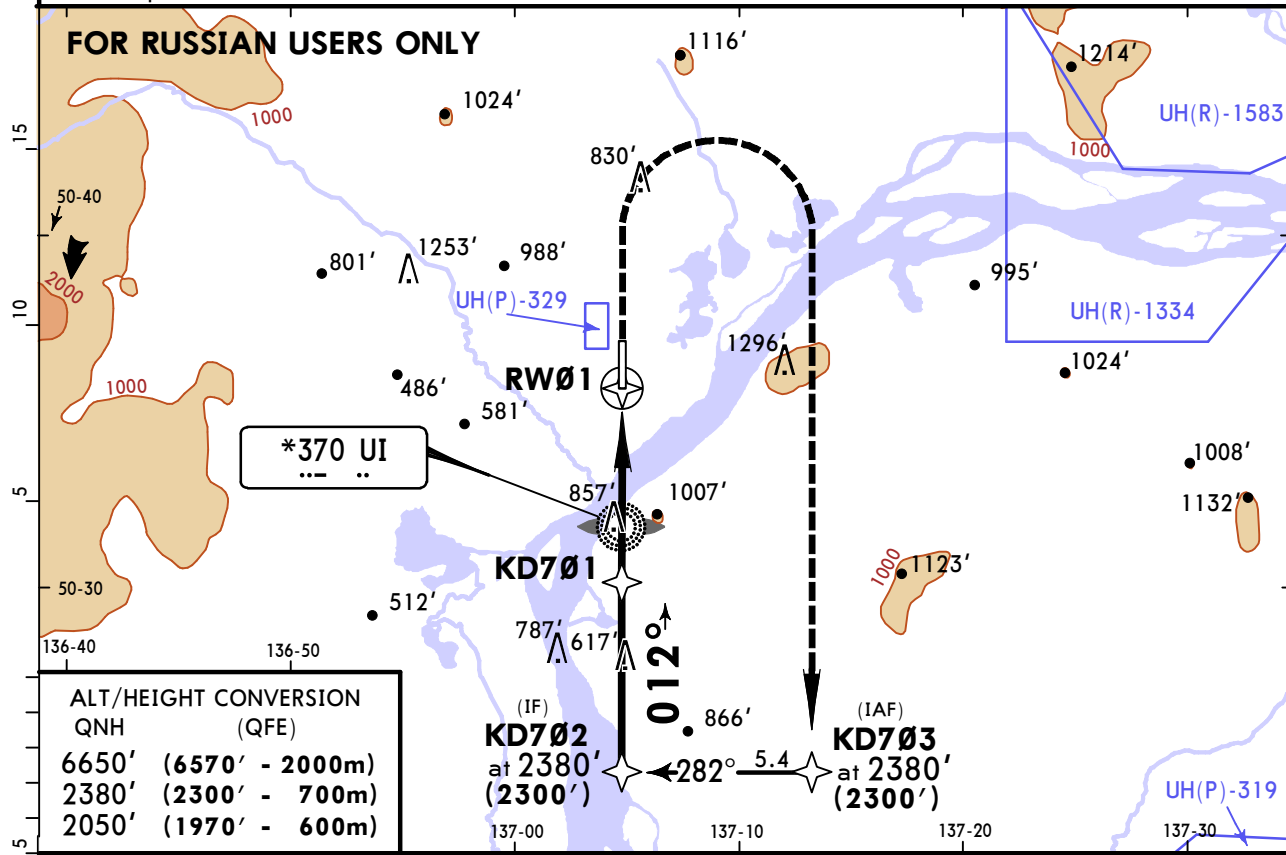
**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(12-1)** **Eff 31 Jan**  
**RNAV (GNSS) Rwy 01**

\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

BRIEFING STRIP™

124.0 Russian only					<p>MSA UI NDB</p>
RNAV	Final Apch Crs <b>012°</b>	Minimum Alt <b>KD701</b> 2380'(2300')	RNAV MDA(H) 1120'(1040')	Apt Elev 82' Rwy 80'	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2050'(1970'), then turn RIGHT to KD703 climbing to 2380'(2300'), then according to chart.</p>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 80	
Trans alt: 6650'(6570')					
GNSS required.					

**FOR RUSSIAN USERS ONLY**



Gnd speed-Kts	70	90	100	120	140	160	ALS	2050' (1970')	2380' (2300')	<b>KD703</b>
Descent Angle	3.83°	475	610	678	814	949				
MAP at RW01										

STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
RNAV				■			
MDA(H) 1120'(1040')				ALS out			
A	2000m			Max Kts	MDA(H)		
B	2400m			100	1120'(1040')	2000m	
C	4800m			135	1600'(1520')	2400m	
D	4800m			180	1690'(1610')	4800m	
				205			

PANS OPS

■ Circling height based on rwy 01 thresh elev of 80'.

CHANGES: New procedure.

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**DZEMGI**

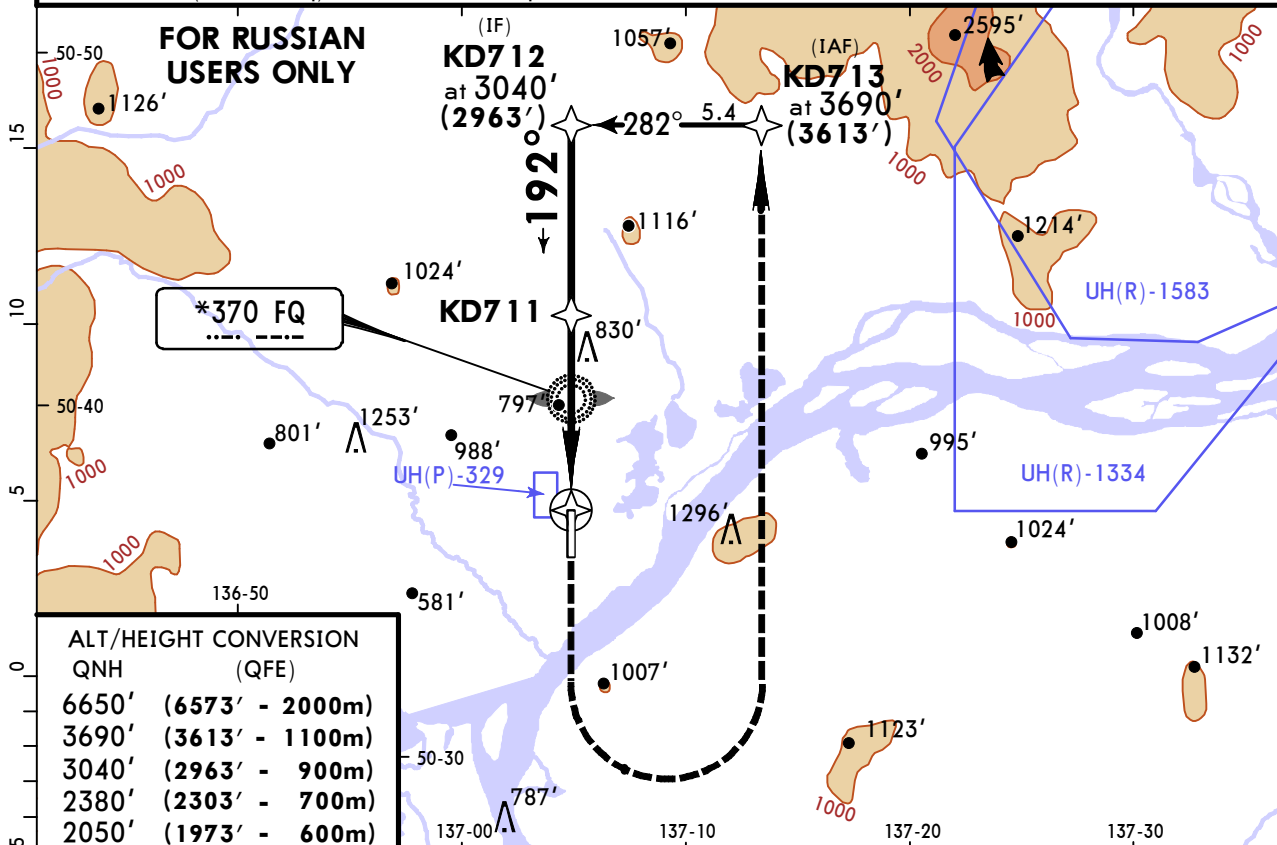
**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(12-2)** **Eff 31 Jan** **RNAV (GNSS) Rwy 19**

\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

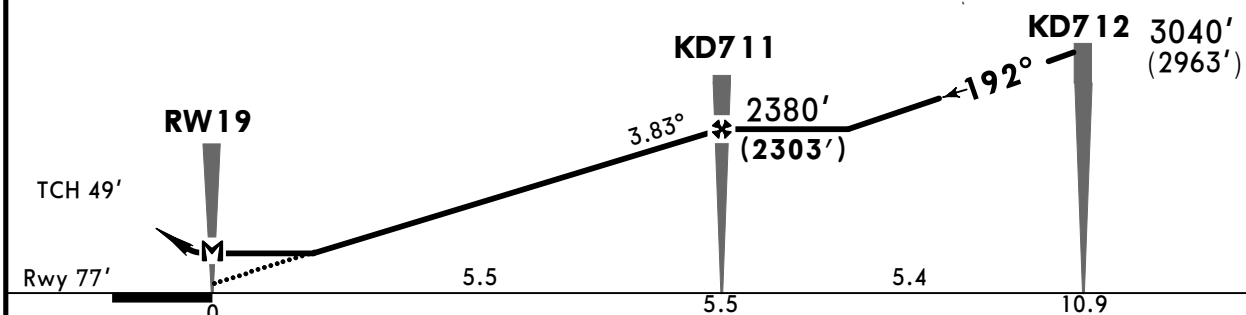
BRIEFING STRIP™

124.0 Russian only					<p>MSA FQ NDB</p>
RNAV	Final Apch Crs <b>192°</b>	Minimum Alt <b>KD711</b> 2380' (2303')	LNAV MDA(H) 1080' (1003')	Apt Elev 82'  Rwy 77'	
<p><b>MISSED APCH:</b> Climb to 2050' (1963') , then turn LEFT to KD713 climbing to 3040' (2963') , then according to chart.</p>					

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 80    Trans alt: 6650' (6573')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6650'	(6573' - 2000m)
3690'	(3613' - 1100m)
3040'	(2963' - 900m)
2380'	(2303' - 700m)
2050'	(1973' - 600m)



Gnd speed-Kts	70	90	100	120	140	160	ALS 2050' (1973') 3040' (2963') ↑ LT <b>KD713</b>
Descent Angle	3.83°	475	610	678	814	949	
MAP at RW19							

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
LNAV				I			
MDA(H) 1080' (1003')				Max Kts			
ALS out				MDA(H)			
A	2000m			100	1080' (1003')		2000m
B	2400m			135	1590' (1513')		2400m
C	4800m			180	1690' (1613')		4800m
D				205			

PANS OPS

**I** Circling height based on rwy 19 thresh elev of 77'.

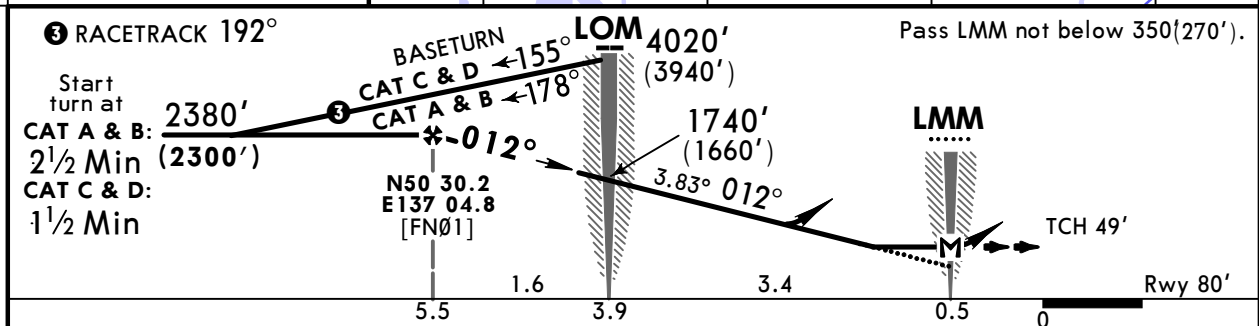
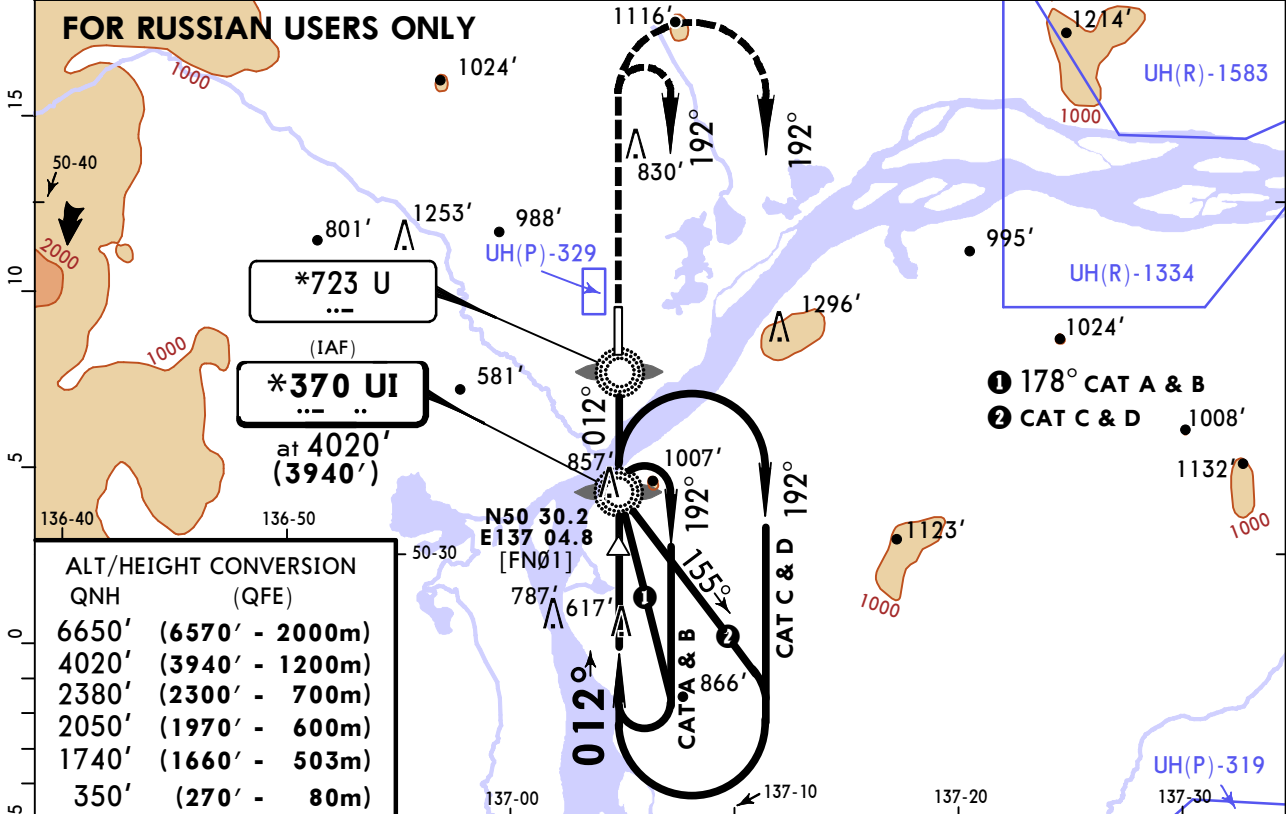
**UHKD**  
**DZEMGI**

**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(16-1)** **Eff 31 Jan** **2 NDB or NDB Z Rwy 01**

\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

BRIEFING STRIP™

124.0 Russian only					
NDB UI * <b>370</b>	Final Apch Crs <b>012°</b>	Minimum Alt <b>N50 30.2</b> <b>E137 04.8</b> <b>2380' (2300')</b>	2 NDB MDA(H) Refer to Minimums	Apt Elev 82'  Rwy 80'	
			NDB MDA(H) Refer to Minimums		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2050' (1970'), then turn RIGHT onto 192° climbing to 2380' (2300'), then according to chart.</b>					MSA UI NDB
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 80	
Trans alt: 6650' ( <b>6570'</b> )					



2 NDB: MAP at LMM	ALS ⋮ ⋮ ⋮	2050' (1970')	192° RT	2380' (2300')
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	STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
	with FAF <sup>2</sup> NDB MDA(H)	w/o FAF MDA(H)	with FAF MDA(H)	w/o FAF MDA(H)
	680' (600')	1450' (1370')	1220' (1140')	1240' (1160')
	ALS out	ALS out	ALS out	ALS out
<b>PANS OPS</b>				
A	1600m	2000m	3200m	3200m
B		2400m		
C	2400m	4800m	4800m	4800m
D	2800m			
				Max Kts
				MDA(H)
				100 970' (890') 2000m
				135 1600' (1520') 2400m
				180 1690' (1610') 4800m
				205

**UHKD**  
**DZEMGI**

**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(16-2)** **Eff 31 Jan** **2 NDB or NDB Y Rwy 01**

\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

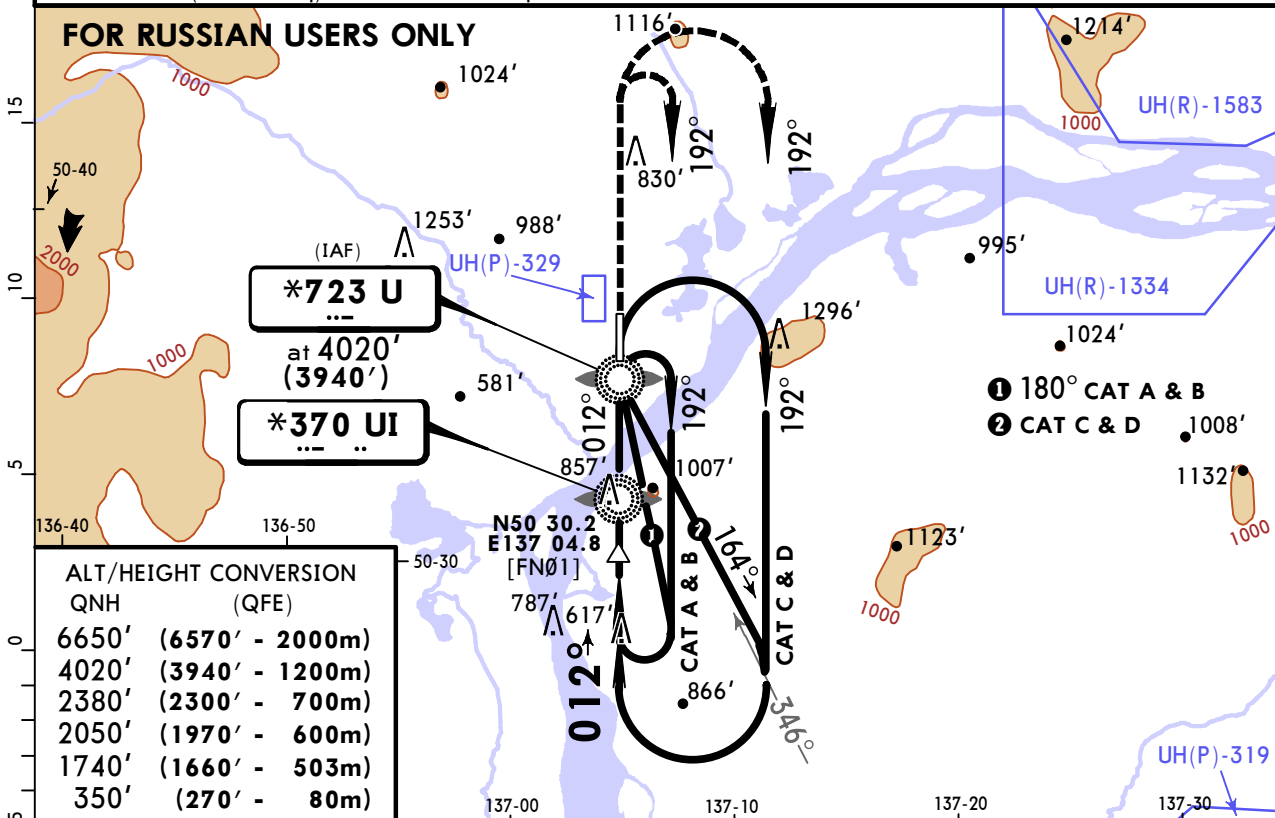
BRIEFING STRIP™

124.0 Russian only					
NDB UI <b>*370</b>	Final Apch Crs <b>012°</b>	Minimum Alt <b>N50 30.2</b> <b>E137 04.8</b> <b>2380' (2300')</b>	2 NDB MDA(H) Refer to Minimums	Apt Elev 82'  Rwy 80'	
Lctr U <b>*723</b>			NDB MDA(H) Refer to Minimums		

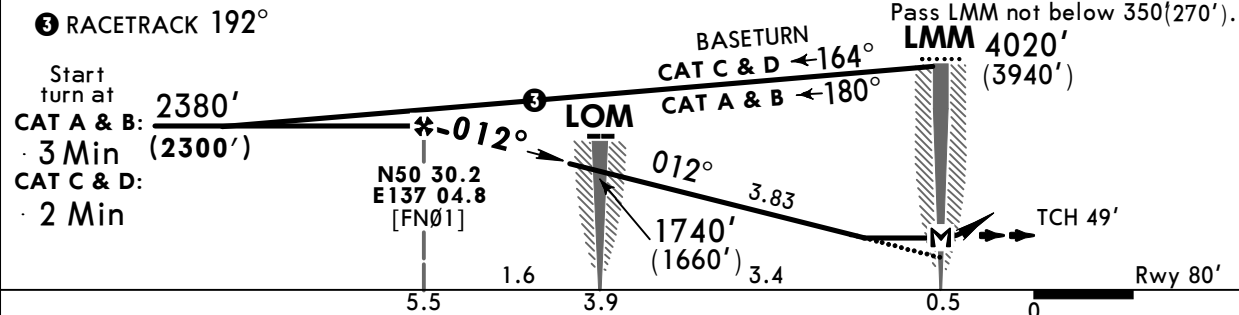
**MISSED APCH:** Climb STRAIGHT AHEAD to 2050' (1970'), then turn RIGHT onto 192° climbing to 2380' (2300'), then according to chart.

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 80    Trans alt: 6650' (6570')

**FOR RUSSIAN USERS ONLY**



ALT/HEIGHT CONVERSION	QNH	(QFE)
6650'	(6570' - 2000m)	
4020'	(3940' - 1200m)	
2380'	(2300' - 700m)	
2050'	(1970' - 600m)	
1740'	(1660' - 503m)	
350'	(270' - 80m)	



Gnd speed-Kts	70	90	100	120	140	160	ALS : : : :	2050' (1970')	192° RT	2380' (2300')
Descent Angle	3.83°	475	610	678	814	949		1085		

	STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND Circling height based on rwy 01 thresh elev of 80'.	
	with FAF <sup>2</sup> NDB MDA(H)	w/o FAF MDA(H)	with FAF MDA(H)	U NDB MDA(H)	w/o FAF MDA(H)	Max Kts
A	680' (600')	1450' (1370')	1330' (1250')	1380' (1300')	2000m	100
B	1600m	2400m	2400m	2400m	2400m	135
C	2400m	4800m	4800m	4800m	4800m	180
D	2800m					205

**1** or higher straight-in minimums.



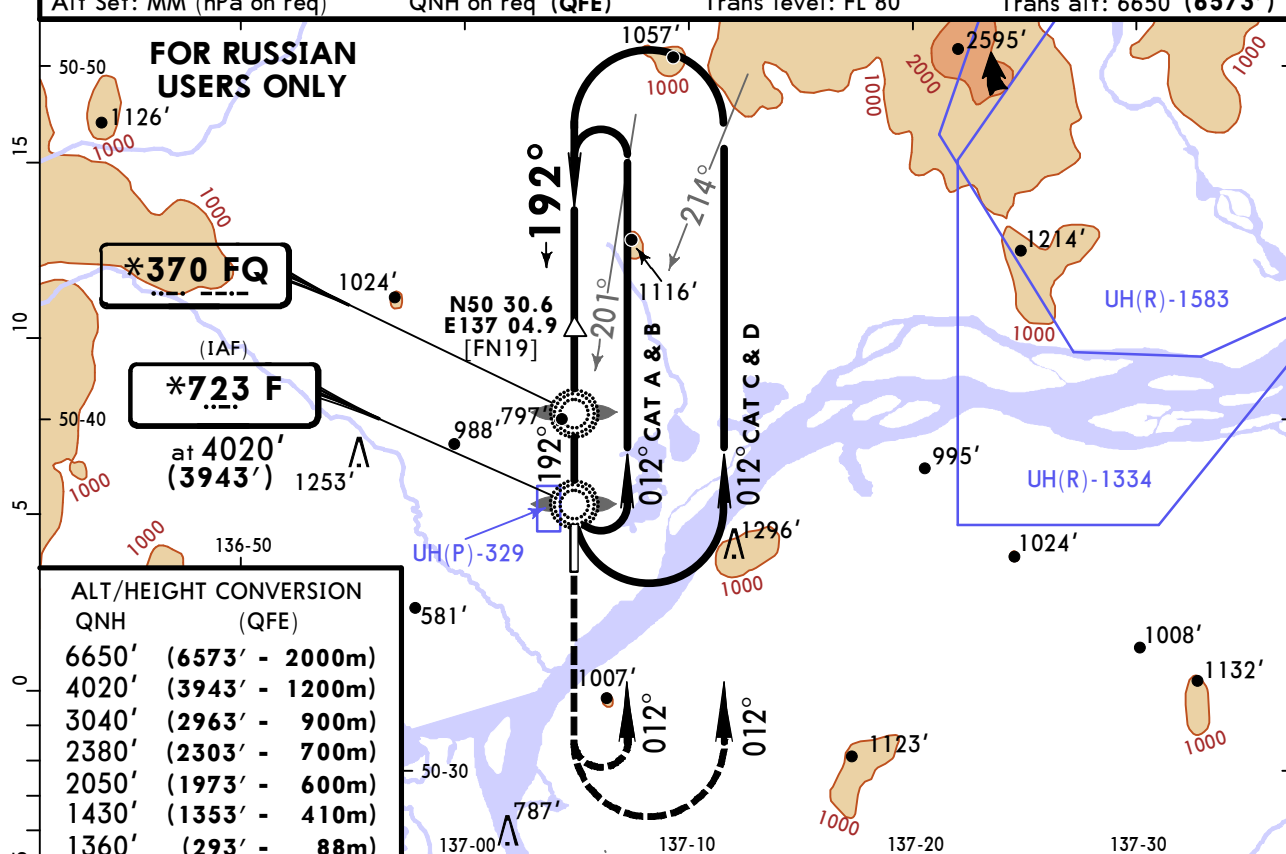
**UHKD**  
**DZEMGI**

**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **16-4** **Eff 31 Jan** **2 NDB or NDB Y Rwy 19**

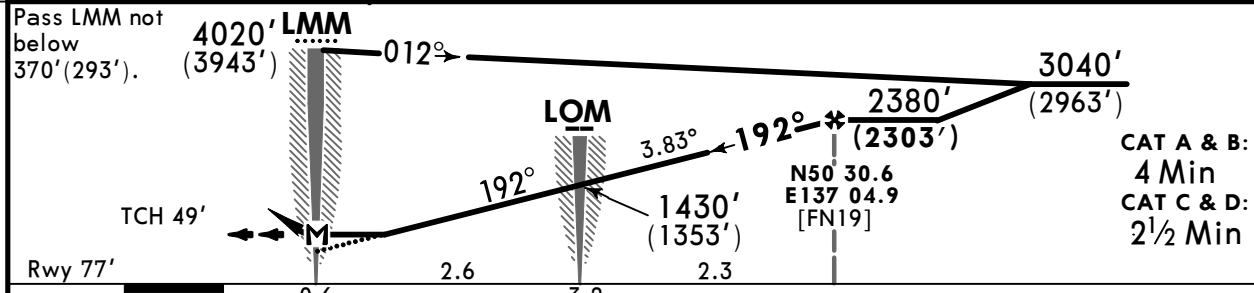
\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

BRIEFING STRIP™

124.0 Russian only					
NDB FQ <b>*370</b>	Final Apch Crs <b>192°</b>	Minimum Alt <b>N50 30.6</b> <b>E137 04.9</b> <b>2380'(2303')</b>	2 NDB MDA(H) Refer to Minimums	Apt Elev 82' Rwy 77'	
Lctr F <b>*723</b>			NDB MDA(H) Refer to Minimums		
<b>MISSED APCH: Climb to 2050' (1973') , then turn LEFT onto 012° climbing to 3040' (2963') , then according to chart.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 80	
Trans alt: 6650' ( <b>6573'</b> )					



QNH	(QFE)
6650'	(6573' - 2000m)
4020'	(3943' - 1200m)
3040'	(2963' - 900m)
2380'	(2303' - 700m)
2050'	(1973' - 600m)
1430'	(1353' - 410m)
1360'	(293' - 88m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	2050' (1973')	012°	3040' (2963')
Descent Angle	475	610	678	814	949	1085		↑	LT	↑
MAP at LMM										

	STRAIGHT-IN LANDING RWY 19				Max Kts	CIRCLE-TO-LAND Circling height based on rwy 19 thresh elev of 77'.
	with FAF <sup>2</sup> NDB MDA(H)	w/o FAF MDA(H)	with FAF <sup>F</sup> NDB MDA(H)	w/o FAF MDA(H)		
	720'(643')	1640'(1563')	1080'(1003')	1410'(1333')		
	ALS out	ALS out	ALS out	ALS out		
A	1600m	2000m	2000m	2000m	100	970' (893') 2000m
B		2400m	2400m	2400m	135	1590'(1513') 2400m
C	2800m	4800m	4800m	4800m	180	1690'(1613') 4800m
D	3200m				205	

PANS OPS

1 or higher straight-in minimums.  
CHANGES: New procedure. © JEPPESSEN, 2019. ALL RIGHTS RESERVED.

**UHKD**  
**DZEMGI**

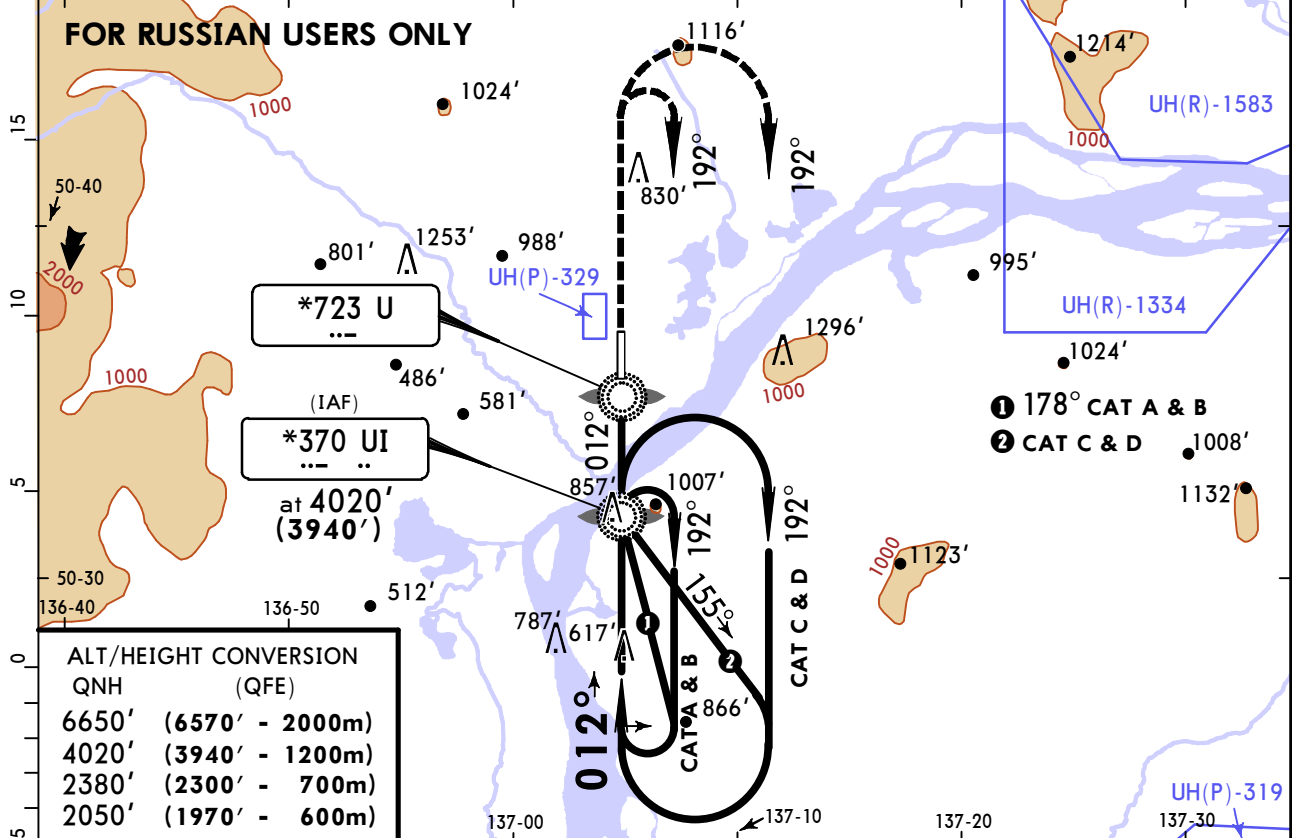
**JEPPESEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(18-1)** **Eff 31 Jan** **\*PAR Rwy 01**

\*KOMSMOLSK-NA-AMURE-OGNENNY Tower

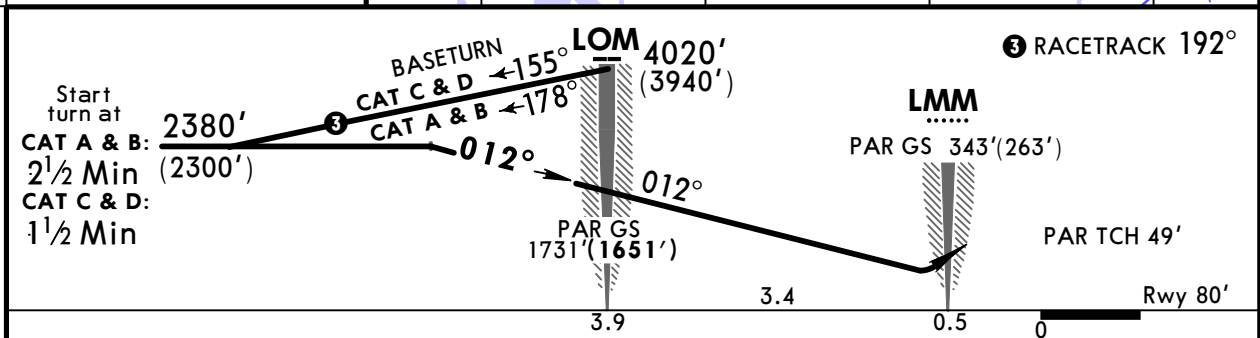
BRIEFING STRIP™

124.0 Russian only					<p>MSA UI NDB</p>
RADAR	Final Apch Crs <b>012°</b>	PAR GS LOM 1731'(1651')	PAR DA(H) Refer to Minimums	Apt Elev 82'  Rwy 80'	
<p><b>MISSED APCH:</b> Climb to 2050' (1970') , then turn <b>RIGHT</b> onto 192° climbing to 2380' (2300') , then according to chart.</p>					

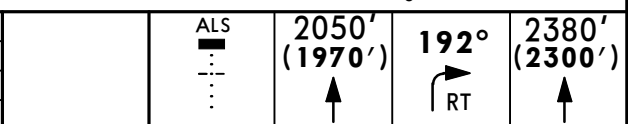
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 80    Trans alt: 6650' (6570')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6650'	(6570' - 2000m)
4020'	(3940' - 1200m)
2380'	(2300' - 700m)
2050'	(1970' - 600m)



Gnd speed-Kts	70	90	100	120	140	160
PAR GS	3.83°	475	610	678	814	1085



STRAIGHT-IN LANDING RWY 01	
DA(H)	A: 349' (269') C: 375' (295') B: 365' (285') D: 392' (312')
	ALS out

CIRCLE-TO-LAND	
	1
Max Kts	MDA(H)
100	970' (890') 2000m
135	1600' (1520') 2400m
180	
205	1690' (1610') 4800m

PANS OPS

A	1200m	
B		
C		
D		

<p>1 Circling height based on rwy 01 thresh elev of 80'.</p>	
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**UHKD**  
**DZEMGI**

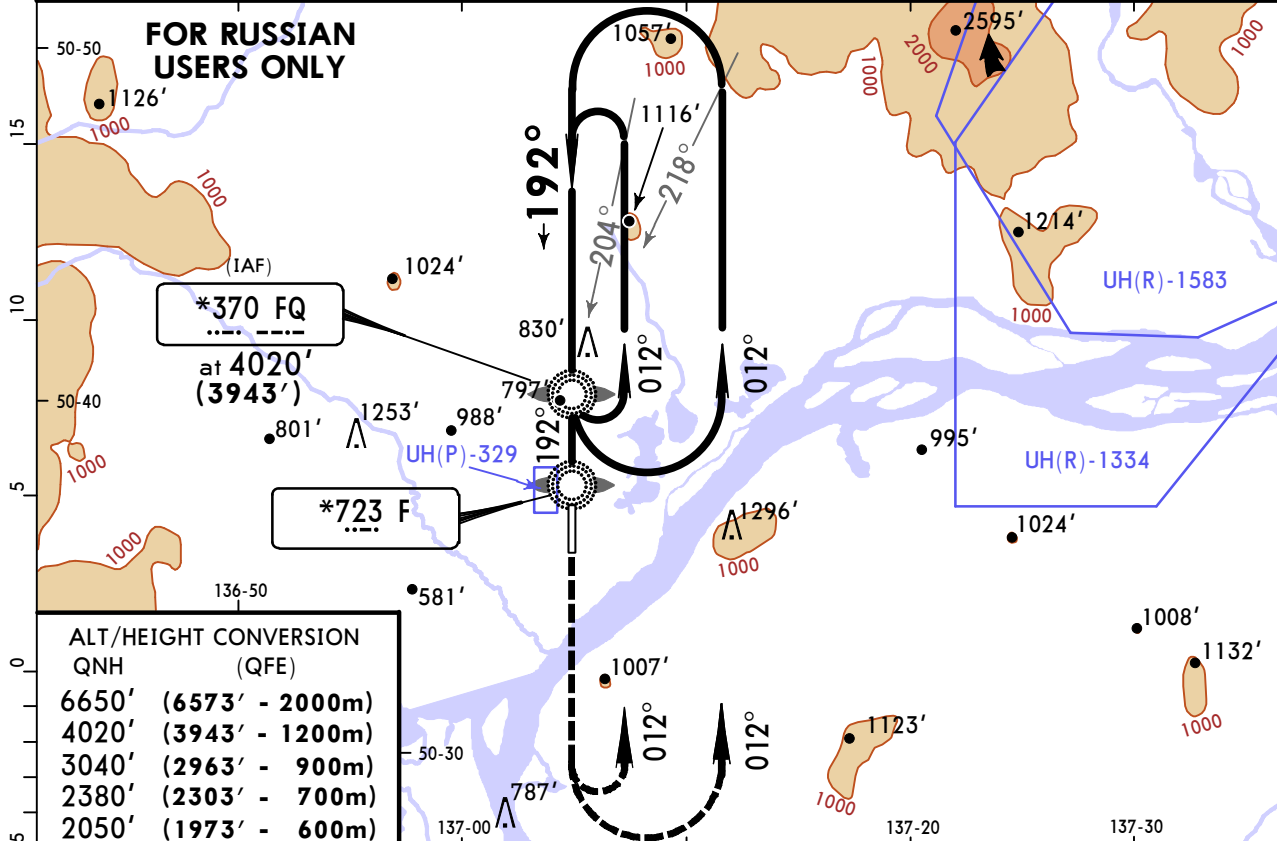
**JEPPESSEN KOMSOMOLSK-NA-AMURE, RUSSIA**  
25 JAN 19 **(18-2)** **Eff 31 Jan** **\*PAR Rwy 19**

\*KOMSOMOLSK-NA-AMURE-OGNENNY Tower

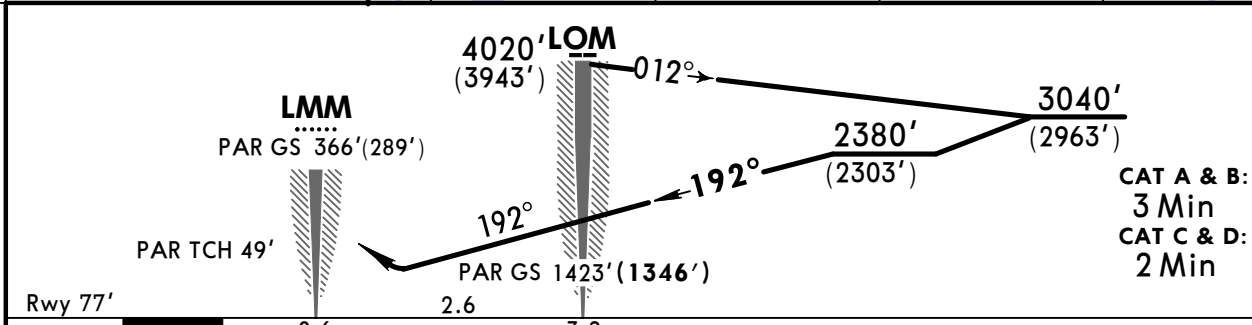
BRIEFING STRIP™

RADAR	Final Apch Crs <b>192°</b>	PAR GS LOM <b>1423' (1346')</b>	PAR DA(H) Refer to Minimums	Apt Elev 82'  Rwy 77'	<p>MSA FQ NDB</p>
<b>MISSED APCH: Climb to 2050' (1973') , then turn LEFT onto 012° climbing to 3040' (2963') , then according to chart.</b>					

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 80    Trans alt: 6650' (**6573'**)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6650'	(6573' - 2000m)
4020'	(3943' - 1200m)
3040'	(2963' - 900m)
2380'	(2303' - 700m)
2050'	(1973' - 600m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	2050' (1973')	012° LT	3040' (2963')
PAR GS	3.83°	475	610	678	814	949		1085	↑	↑

STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND																
DA(H)		ALS out																
A: 323' (246') C: 349' (272')		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Max Kts</th> <th>MDA(H)</th> <th></th> </tr> <tr> <td>100</td> <td>970' (893')</td> <td>2000m</td> </tr> <tr> <td>135</td> <td>1590' (1513')</td> <td>2400m</td> </tr> <tr> <td>180</td> <td>1690' (1613')</td> <td>4800m</td> </tr> <tr> <td>205</td> <td></td> <td></td> </tr> </table>		Max Kts	MDA(H)		100	970' (893')	2000m	135	1590' (1513')	2400m	180	1690' (1613')	4800m	205		
Max Kts	MDA(H)																	
100	970' (893')	2000m																
135	1590' (1513')	2400m																
180	1690' (1613')	4800m																
205																		
B: 339' (262') D: 362' (285')																		
PANS OPS		A																
		B																
	1200m	C																
		D																

☐ Circling height based on rwy 19 thresh elev of 77'.



## Chart changes since cycle 08-2019

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

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

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHKD