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General Information

Location: ZHEZKAZGAN KAZ
ICAO/IATA: UAKD / DZN
Lat/Long: N47° 42.55', E067° 44.30'
Elevation: 1251 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = 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: 2343 Z
Sunset: 1509 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

ATIS: 131.400
ATIS: 122.400 Non-English
Zhezkazgan Tower: 127.100
Zhezkazgan Ground: 127.100
Zhezkazgan Approach: 127.100
Zhezkazgan Tranzit Operations: 131.600

UAKD/DZN
ZHEZKAZGAN

20 JAN 23

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10-1P

Eff 26 Jan

ZHEZKAZGAN, KAZAKHSTAN

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 131.4
122.4 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVPs are affected when RVR is less than 550m.

1.3. TAXI PROCEDURES

1.3.1. GENERAL

Under any conditions at the aerodrome, according to the request of the crew, the ACFT leading is provided by Follow-me vehicle:

- 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.

Taxiing and towing should be carried out after clearance of Tower and information about taxiing route on the aerodrome are obtained.

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

Taxiing into parking stands should be carried out via the fixed markings of centerlines under ACFT's own power by the signals of meeting person.

Taxiing out of parking stands should be carried out via the fixed markings of centerlines under ACFT's own power by signals of person providing ACFT taxiing out and in his absence - by decision of the Pilot-In-Command (PIC).

Operation of ACFT with under-wing installed engines prohibited.

1.3.2. SAFETY PRECAUTIONS

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

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.

1.3.3. 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.

1.3.4. 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.

Four engines ACFT taxiing into and taxiing out from the parking stands 1 thru 3 should be carried out under internal power.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

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10-1P1

Eff 26 Jan

AIRPORT BRIEFING

2. DEPARTURE

2.1. DE-ICING

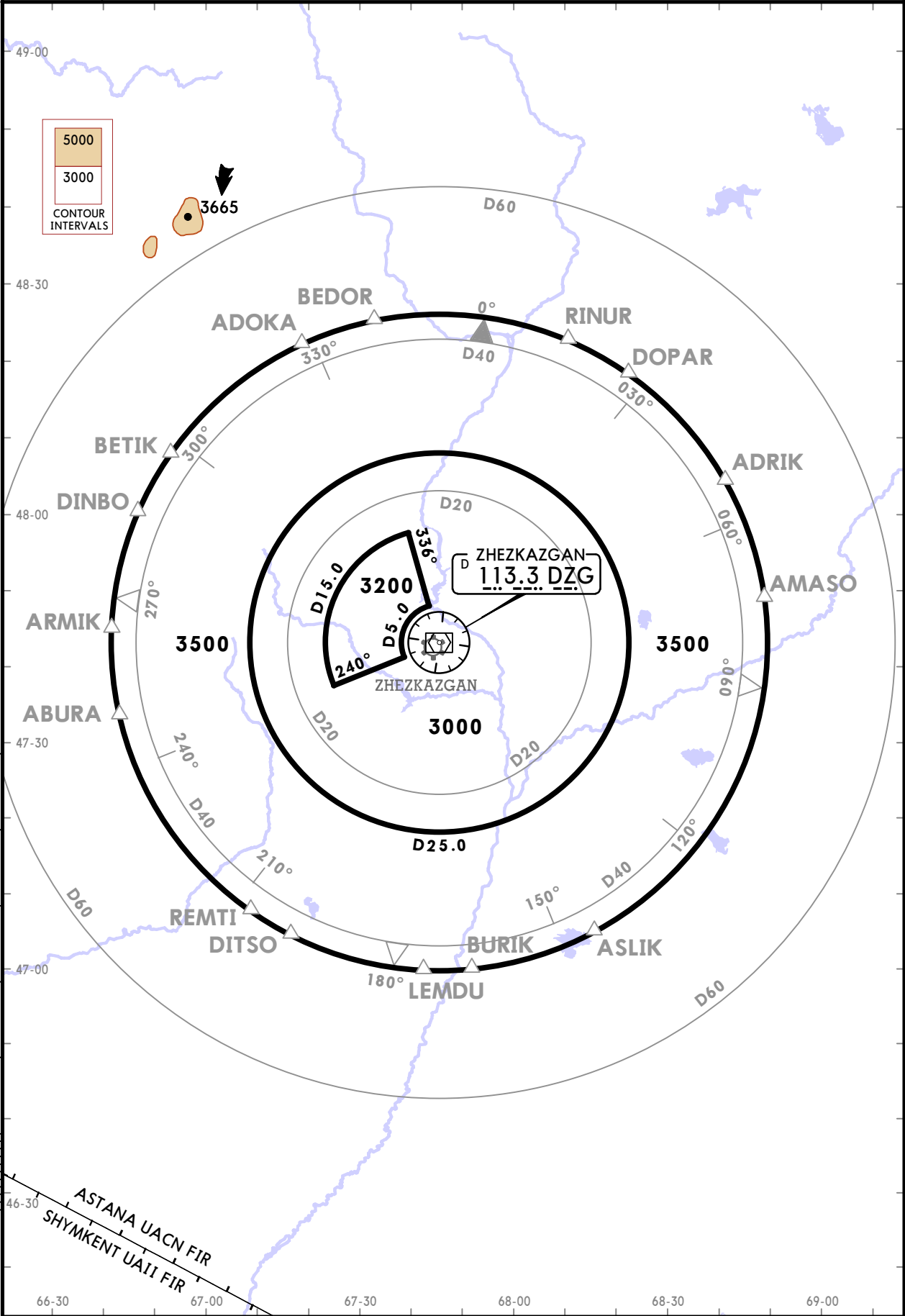
De-icing is carried out at the parking stands on request after notifying the air traffic controller ZHEZKAZGAN Transit at least 30 minutes prior to departure on frequency 131.6 MHz.

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5 JUL 24 **10-1R** Eff 11 Jul **RADAR MINIMUM ALTITUDES**

Apt Elev
1251

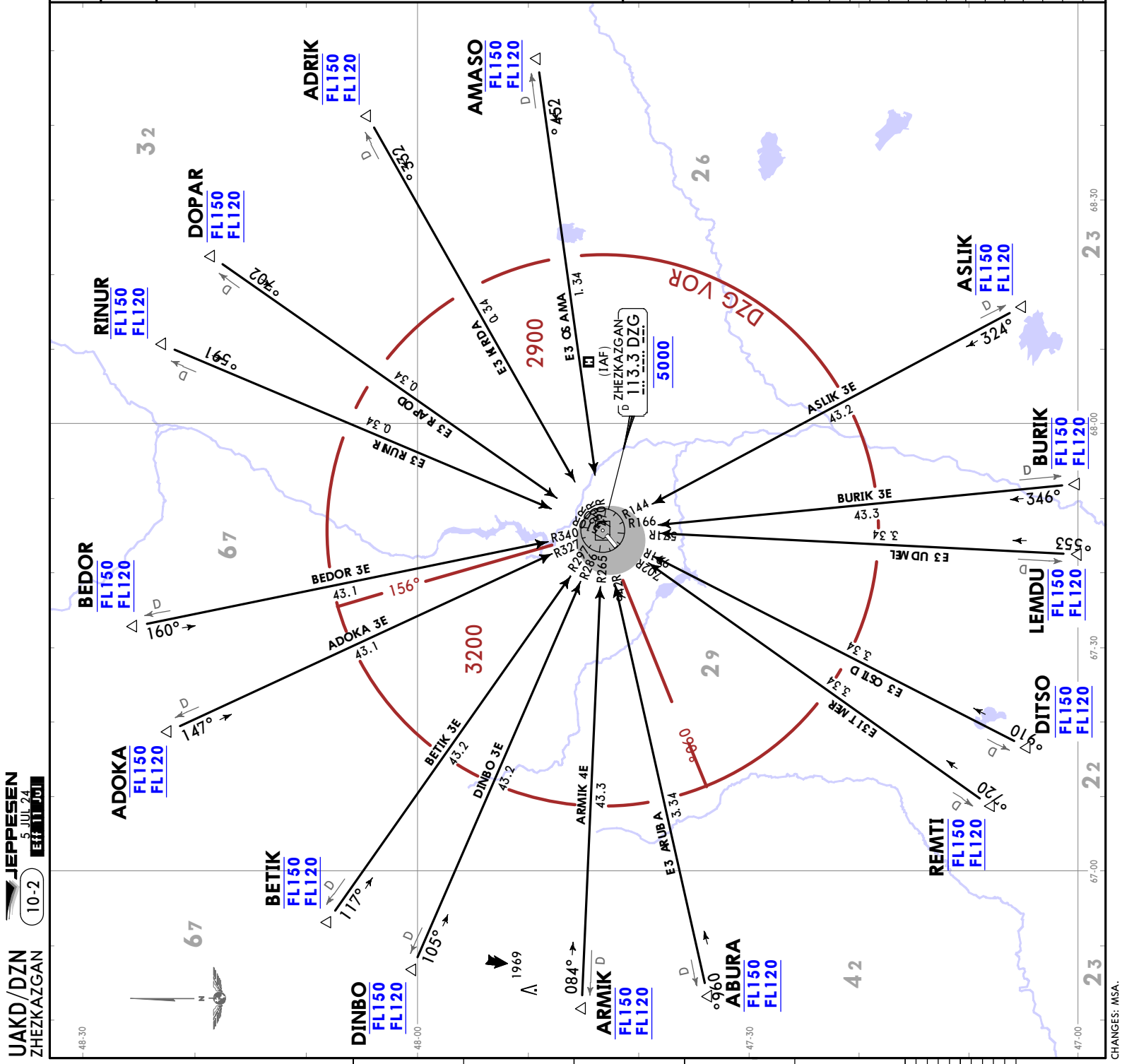
Alt Set: hPa (MM on request)
Trans level: FL120
FL130 if pressure is less than 977.2 hPa
Trans alt: 10000
1. Chart only to be used for cross-checking of altitudes assigned while under
RADAR control.
2. Levels assigned by ATC include a correction for low temperature effect when
necessary.

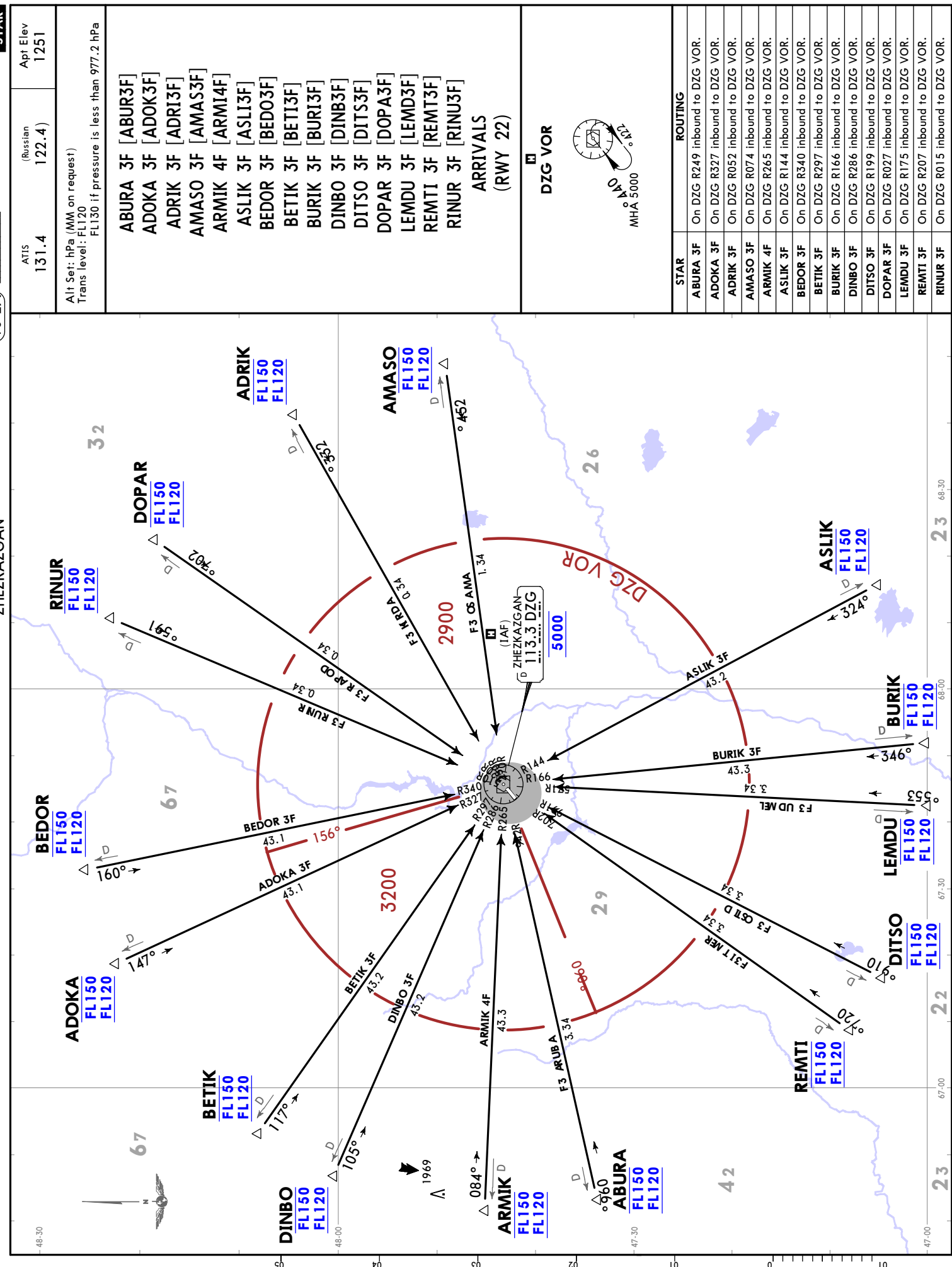


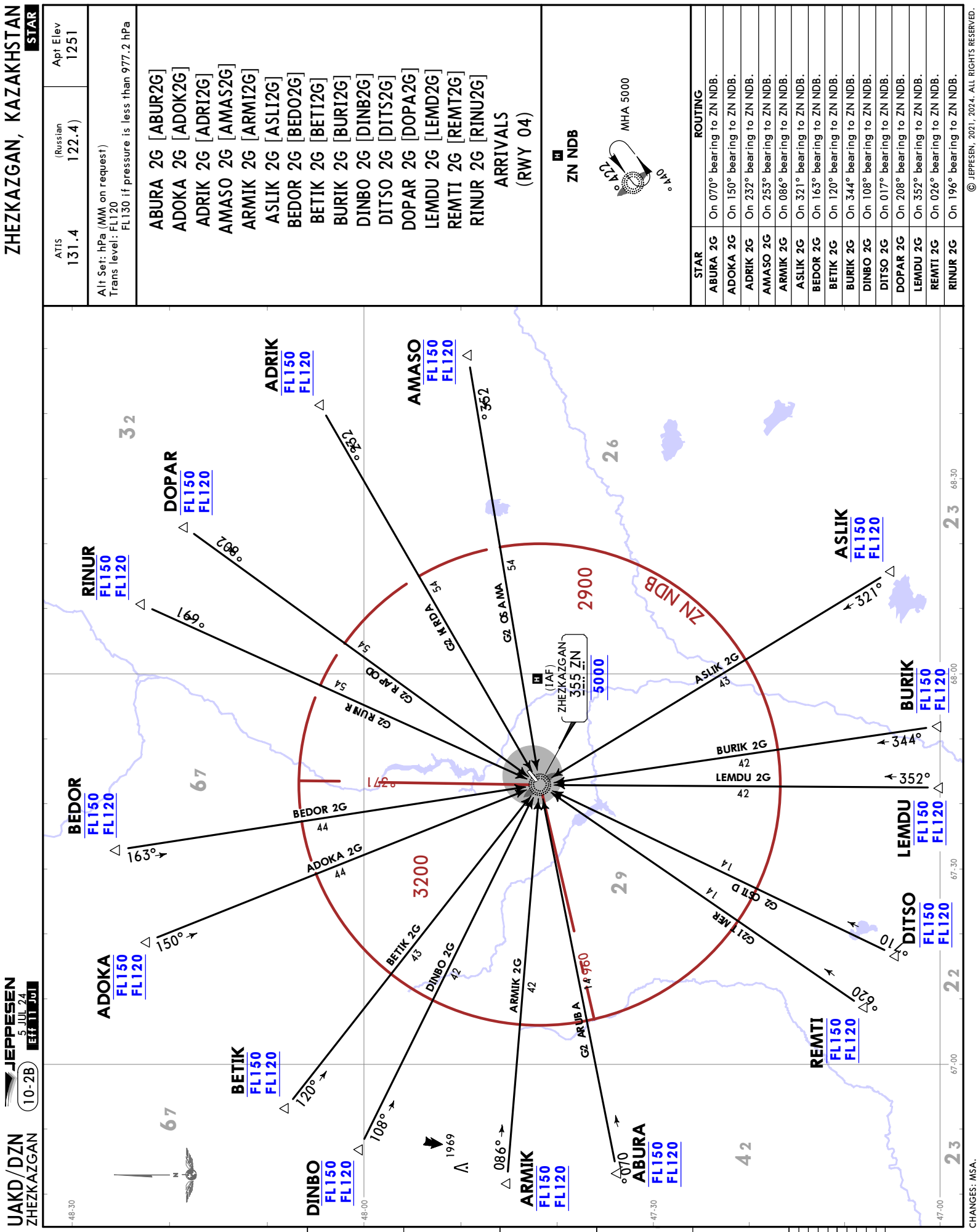
ZHEKZKAZGAN, KAZAKHSTAN

STAR

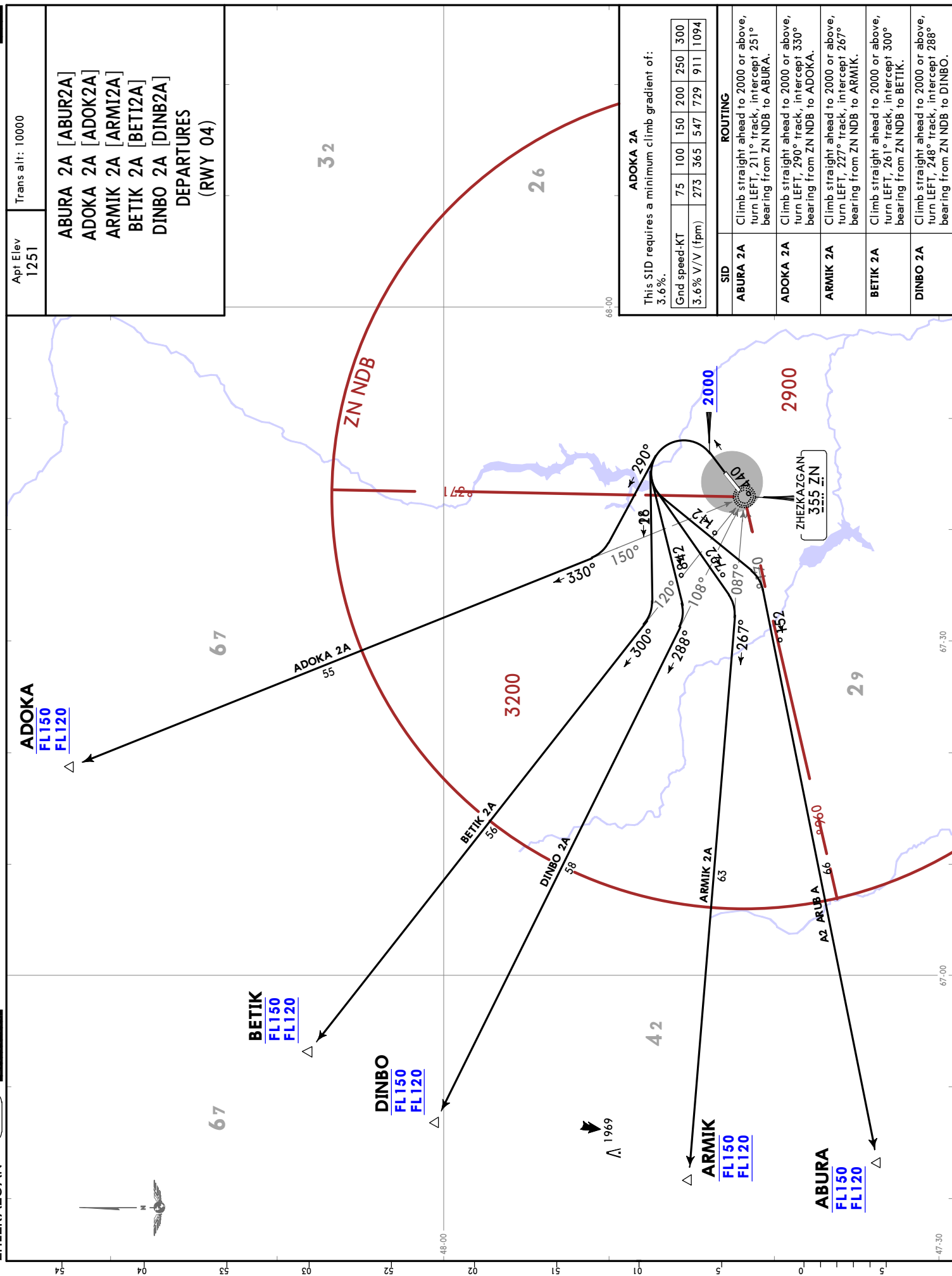
ATIS 131.4	(Russian) 122.4	Apt Elev 1251
Alt Set: hPa (MM on request) Trans level: FL120 FL130 if pressure is less than 977.2 hPa		
ABURA 3E [ABUR3E] ADOKA 3E [ADOK3E] ADRIK 3E [ADRI3E] AMASO 3E [AMAS3E] ARMIK 4E [ARM14E] ASLIK 3E [ASLI3E] BEDOR 3E [BEDO3E] BETIK 3E [BETI3E] BURIK 3E [BURI3E] DINBO 3E [DINB3E] DITSO 3E [DITS3E] DOPAR 3E [DOPA3E] LEMDU 3E [LEMD3E] REMTI 3E [REMT3E] RINUR 3E [RINU3E] ARRIVALS (RWY 04)		
DZG VOR		
STAR	ROUTING	
ABURA 3E	On DZG R249 inbound to DZG VOR.	
ADOKA 3E	On DZG R327 inbound to DZG VOR.	
ADRIK 3E	On DZG R052 inbound to DZG VOR.	
AMASO 3E	On DZG R074 inbound to DZG VOR.	
ARMIK 4E	On DZG R265 inbound to DZG VOR.	
ASLIK 3E	On DZG R144 inbound to DZG VOR.	
BEDOR 3E	On DZG R340 inbound to DZG VOR.	
BETIK 3E	On DZG R297 inbound to DZG VOR.	
BURIK 3E	On DZG R166 inbound to DZG VOR.	
DINBO 3E	On DZG R286 inbound to DZG VOR.	
DITSO 3E	On DZG R199 inbound to DZG VOR.	
DOPAR 3E	On DZG R027 inbound to DZG VOR.	
LEMDU 3E	On DZG R175 inbound to DZG VOR.	
REMTI 3E	On DZG R207 inbound to DZG VOR.	
RINUR 3E	On DZG R015 inbound to DZG VOR.	

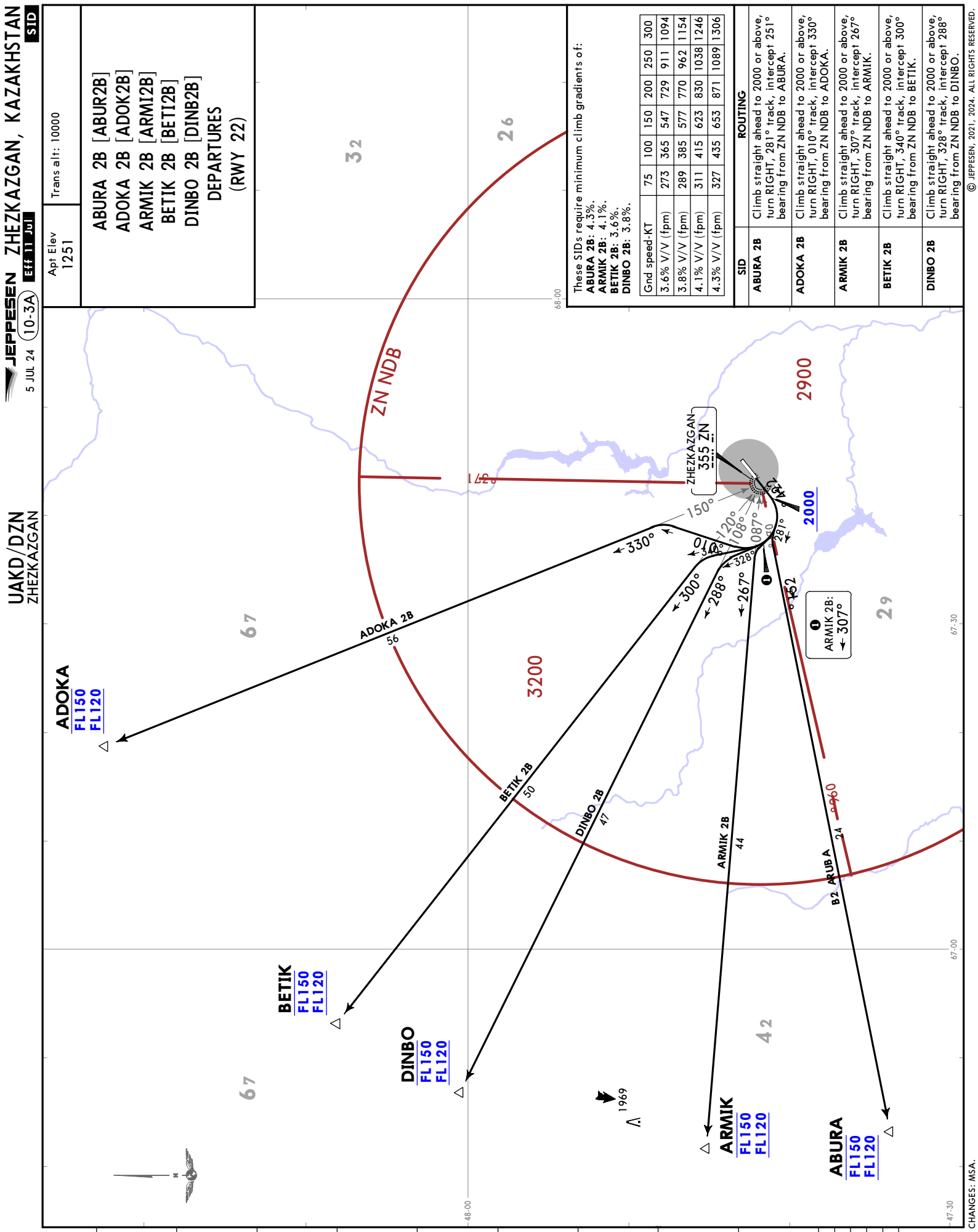




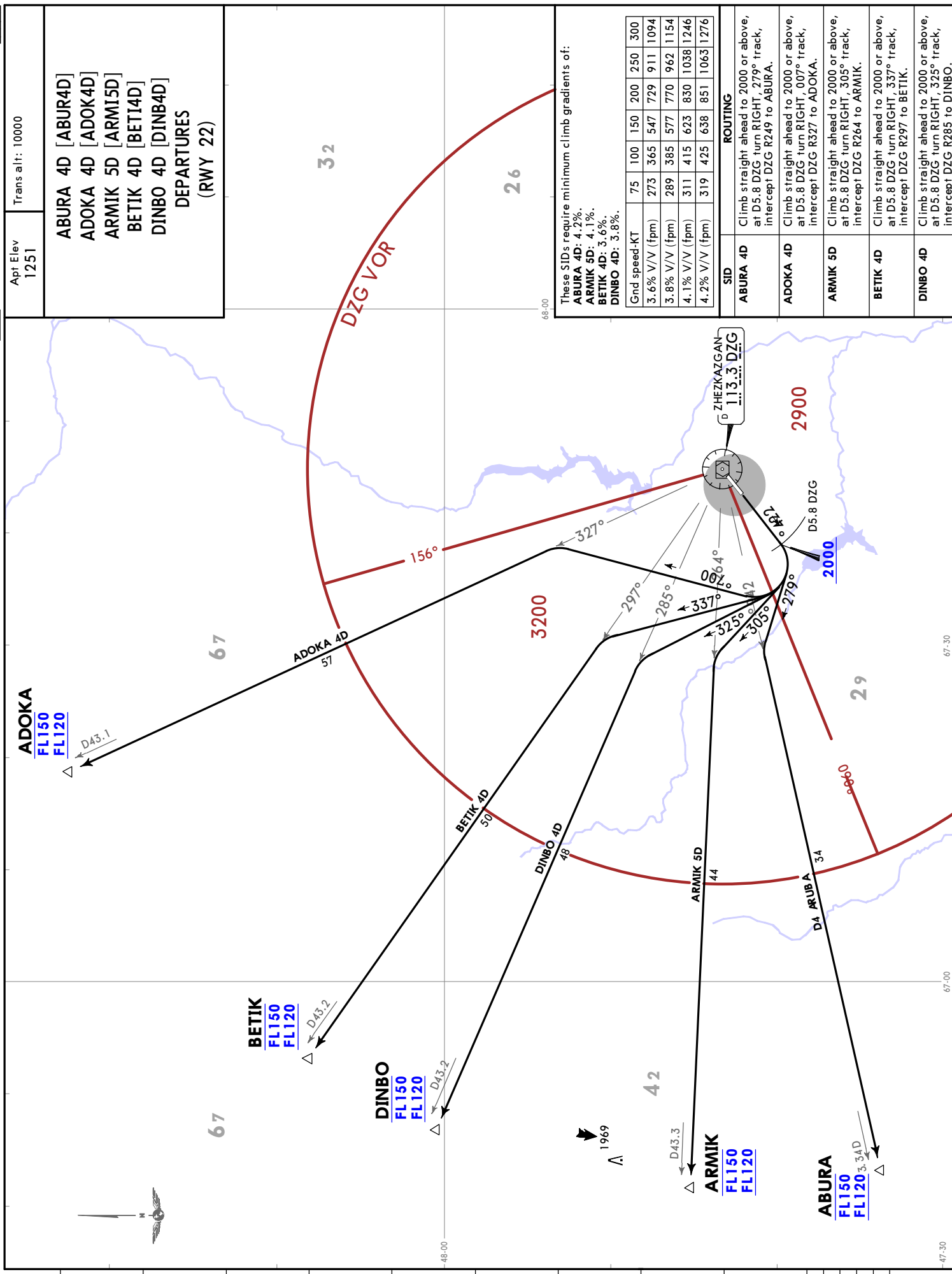


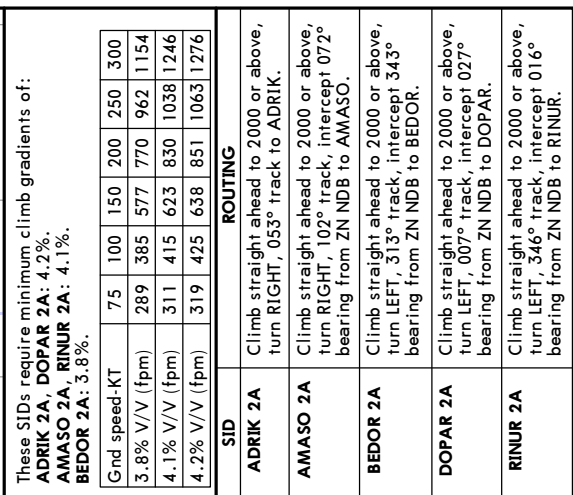




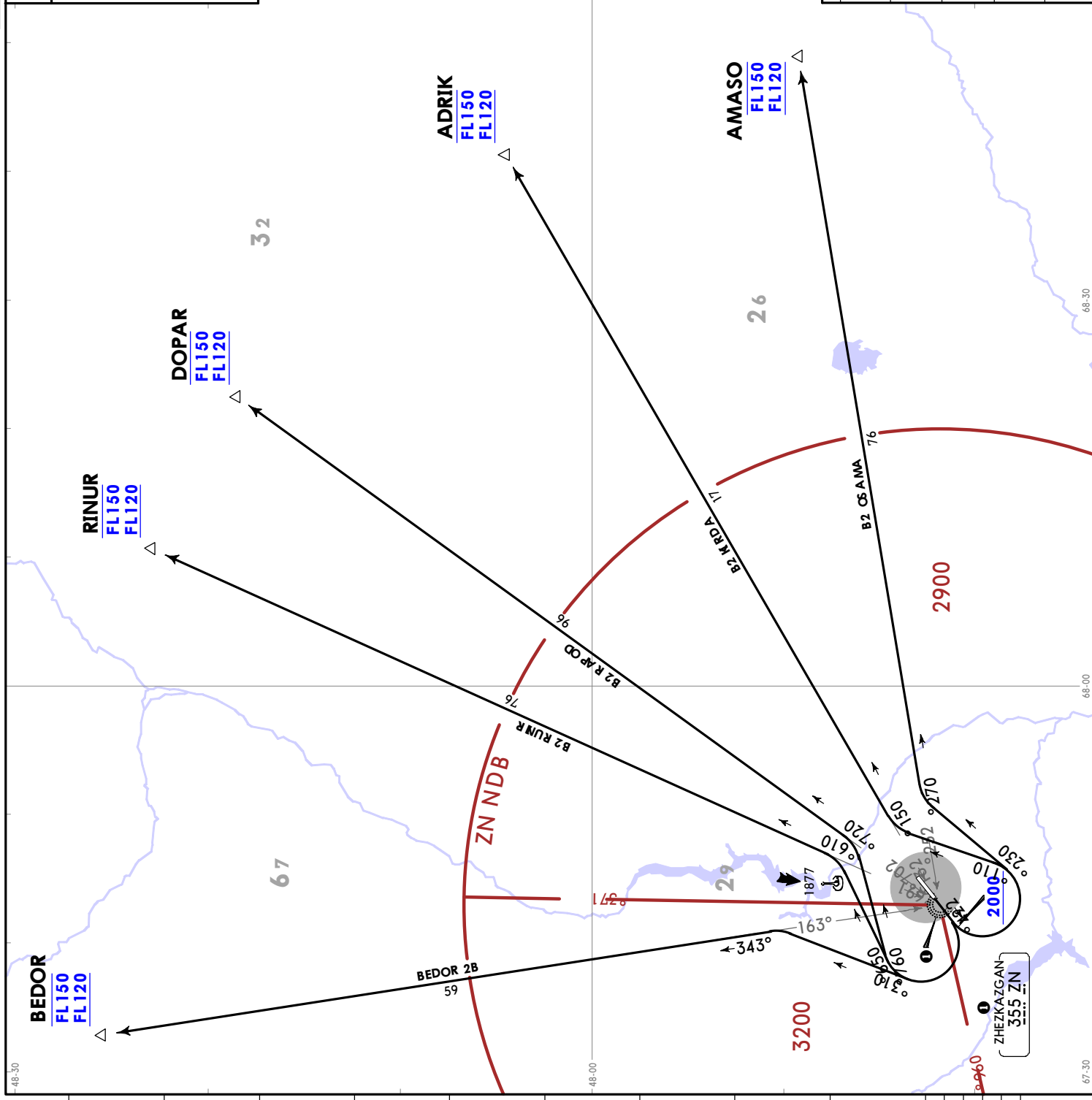


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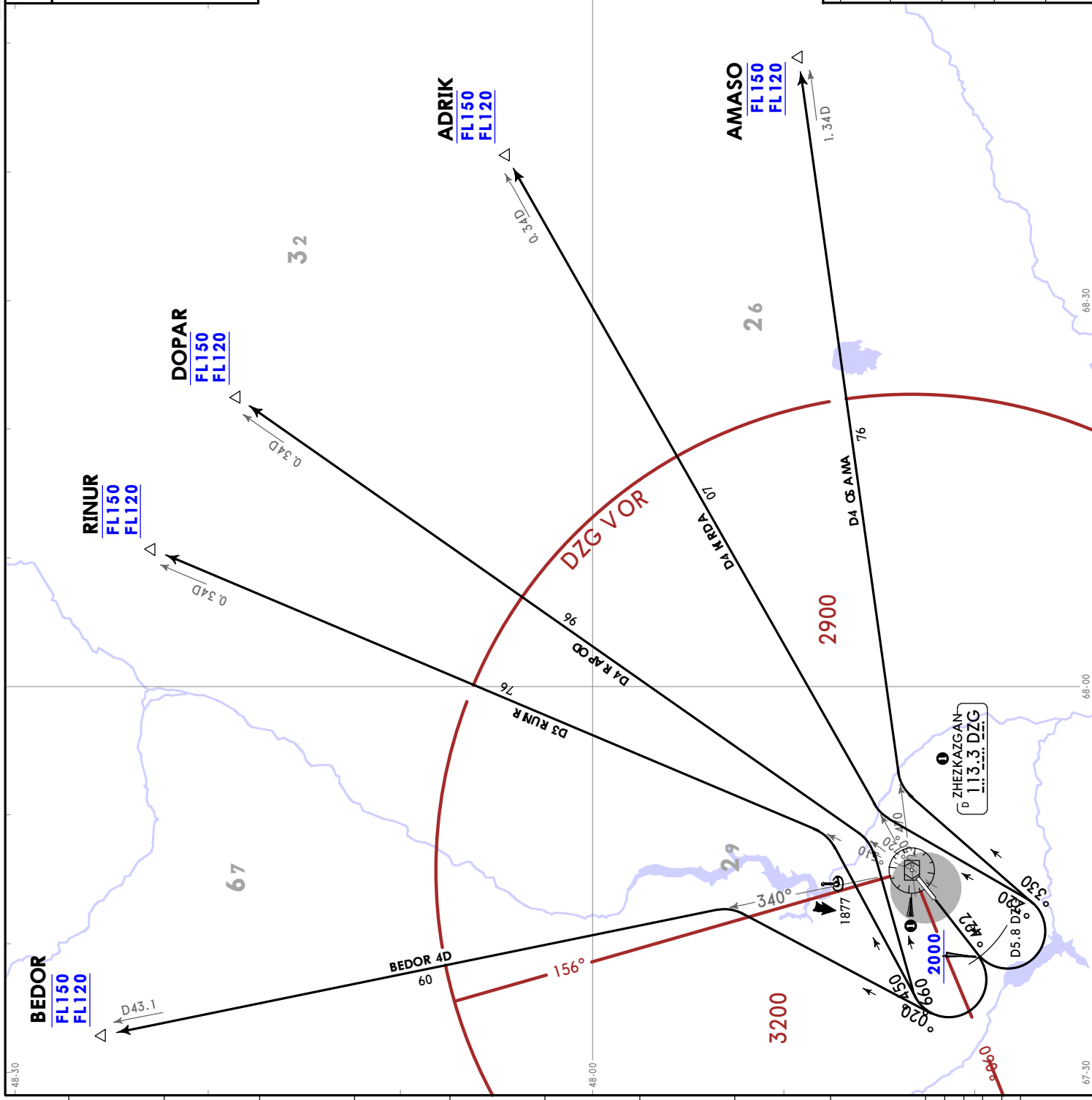


Apt Elev 1251	Trans alt: 10000
ADRIK 2B [ADRI2B] AMASO 2B [AMAS2B] BEDOR 2B [BEDO2B] DOPAR 2B [DOPA2B] RINUR 2B [RINU2B] DEPARTURES (RWY 22)	

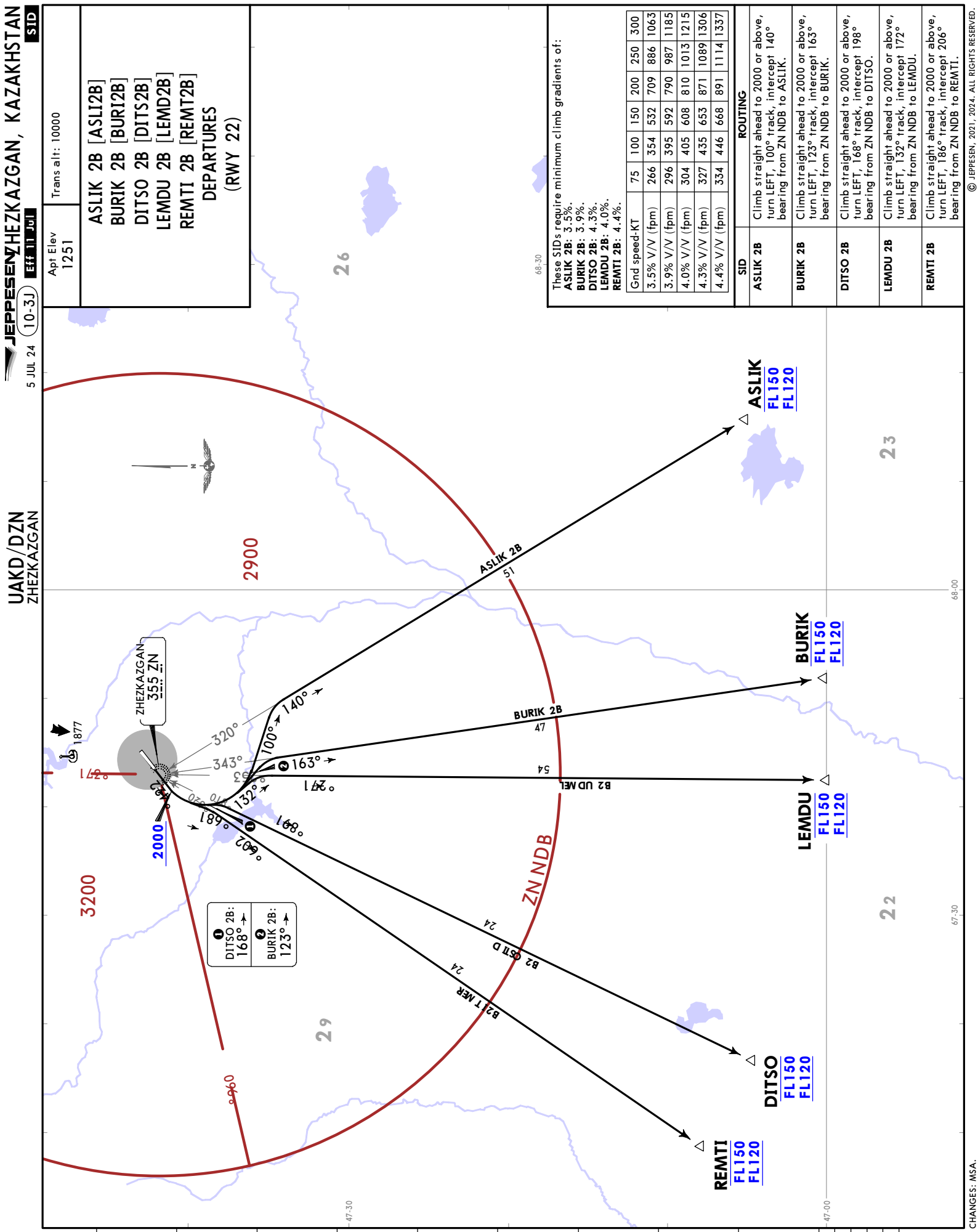


SID	ROUTING
ADRIK 2B	Climb straight ahead to 2000 or above, turn LEFT, 011° track, intercept 051° bearing from ZN NDB to ADRIK.
AMASO 2B	Climb straight ahead to 2000 or above, turn LEFT, 032° track, intercept 072° bearing from ZN NDB to AMASO.
BEDOR 2B	Climb straight ahead to 2000 or above, turn RIGHT, 013° track, intercept 343° bearing from ZN NDB to BEDOR.
DOPAR 2B	Climb straight ahead to 2000 or above, turn RIGHT, 067° track, intercept 027° bearing from ZN NDB to DOPAR.
RINUR 2B	Climb straight ahead to 2000 or above, turn RIGHT, 056° track, intercept 016° bearing from ZN NDB to RINUR.

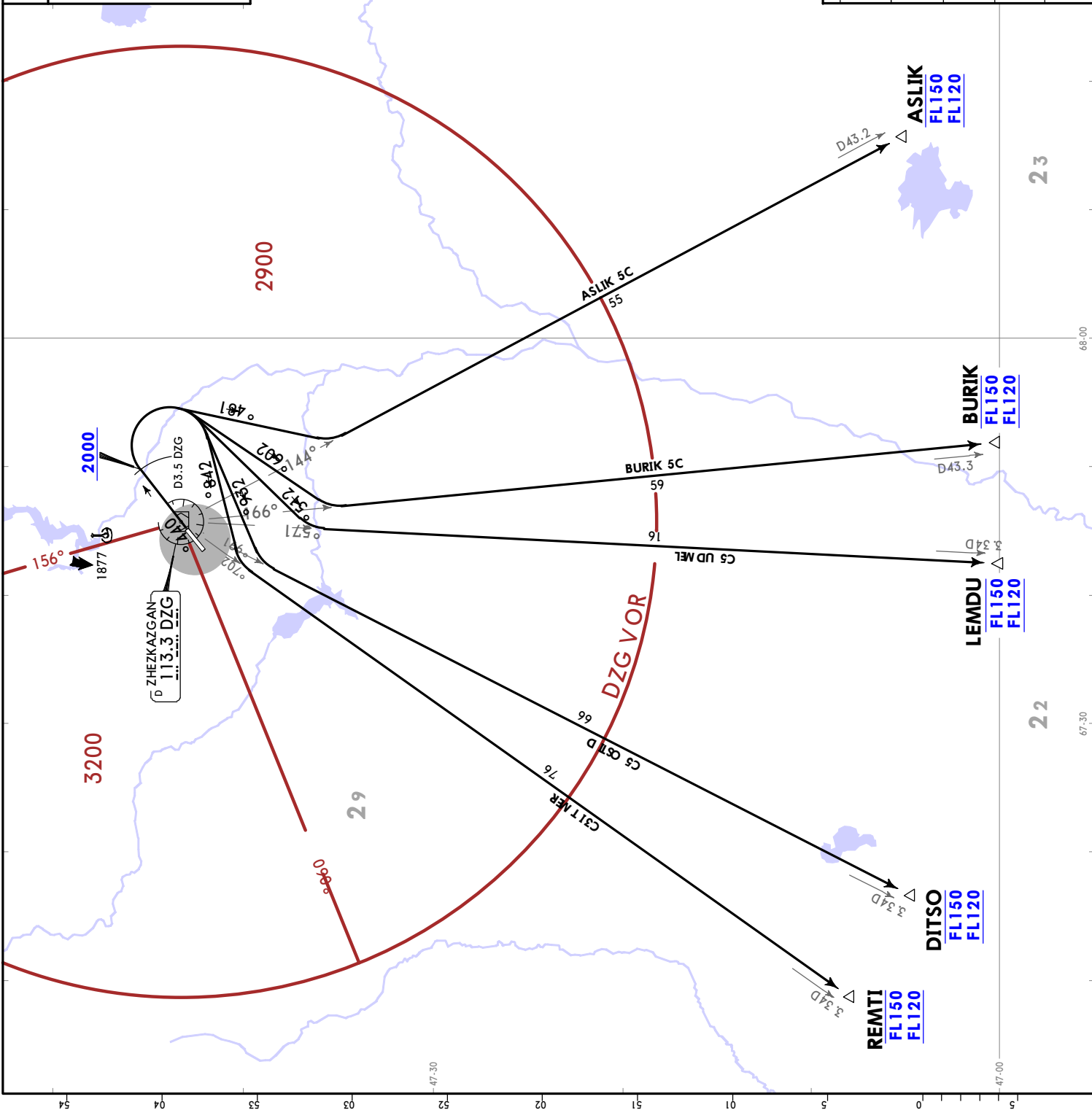
SID	Trans alt: 10000
Apt Elev 1251	
ADRIK 4D [ADRI4D] AMASO 4D [AMAS4D] BEDOR 4D [BEDO4D] DOPAR 4D [DOPA4D] RINUR 3D [RINU3D] DEPARTURES (RWY 22)	







Apt Elev 1251	Trans alt: 10000
ASLIK 5C [ASLI5C] BURIK 5C [BURI5C] DITSO 5C [DITS5C] LEMDU 5C [LEMD5C] REMTI 3C [REMT3C] DEPARTURES (RWY 04)	



SID	ROUTING
ASLUK 5C	Climb straight ahead to 2000 or above, at D3.5 DZG turn RIGHT, 184° track, intercept DZG R144 to ASLUK.
BURIK 5C	Climb straight ahead to 2000 or above, at D3.5 DZG turn RIGHT, 206° track, intercept DZG R166 to BURIK.
DITSO 5C	Climb straight ahead to 2000 or above, at D3.5 DZG turn RIGHT, 239° track, intercept DZG R199 to DITSO.
LEMUD 5C	Climb straight ahead to 2000 or above, at D3.5 DZG turn RIGHT, 215° track, intercept DZG R175 to LEMUD.
REMT1 3C	Climb straight ahead to 2000 or above, at D3.5 DZG turn RIGHT, 248° track, intercept DZG R200 to REMT1.



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Apt Elev 1251'
N47 42.6 E067 44.3



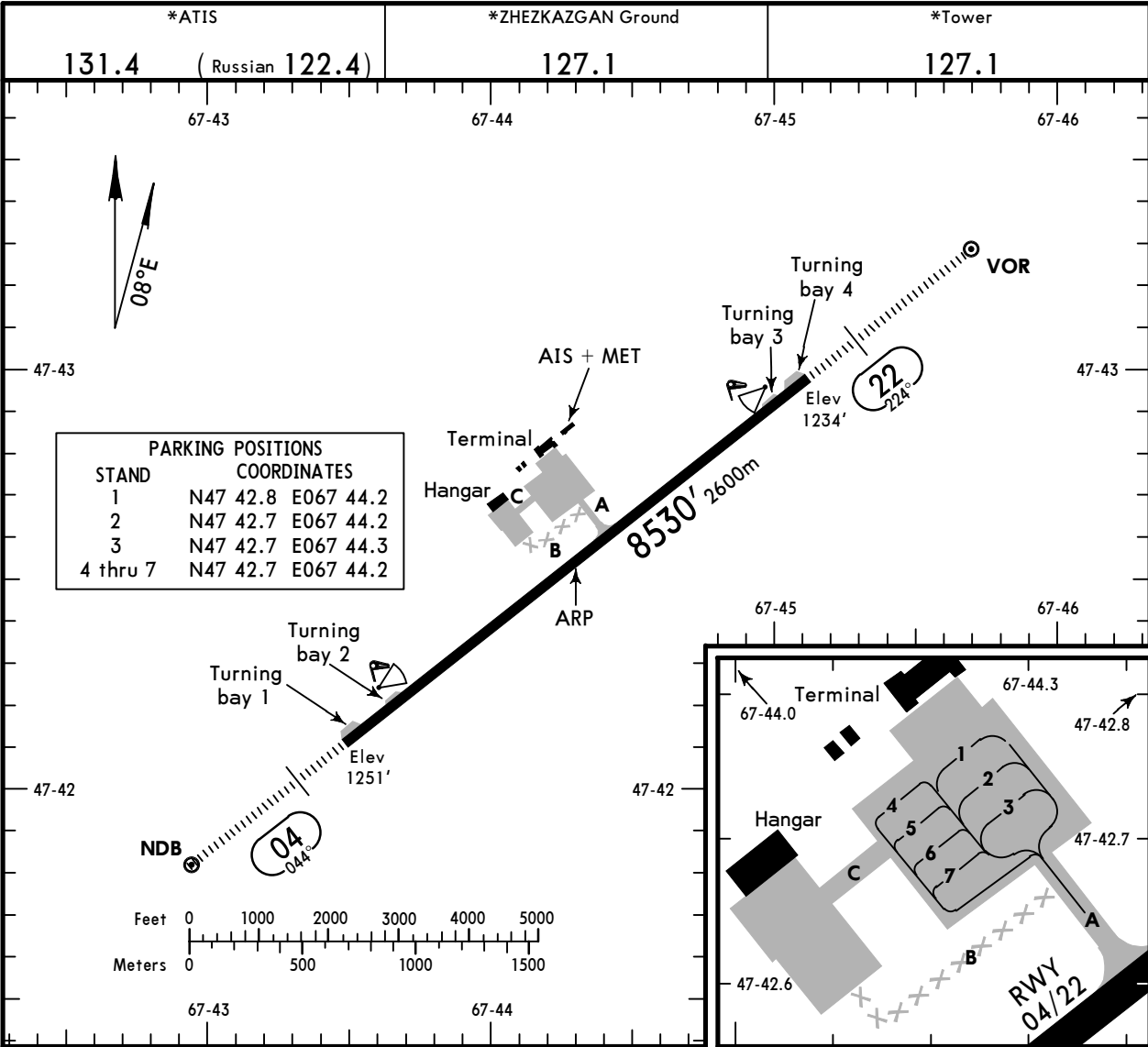
JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN

25 OCT 24

10-9

Eff 31 Oct

ZHEZKAZGAN



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
04	HIRL (60m) ① HIALS	PAPI-L (3.0°)	OFZ	RVR					138'
22	HIRL (60m) ② HIALS	PAPI-L (3.0°)	OFZ	RVR			7619' 2322m		42m

- ① length 900m
- ② length 870m

TAKE-OFF			
Std	① RL & RCLM	① RL or RCLM	Adequate Vis Ref
			DAY NIGHT
	R/V300m	R/V400m	R/V500m NA
① For NIGHT operations, at least RL and RENL are required.			

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Eff 31 Oct 10-9S

EASA AIR OPS

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STRAIGHT-IN RWY		A	B	C	D
04	① VOR DME Z or Y	1530'(279') R750m	1530'(279') R750m	1530'(279') R750m	1530'(279') R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	① 2 NDB	1610'(359') R900m	1610'(359') R900m	1610'(359') R900m	1610'(359') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB or 2 NDB	1610'(359') R1100m	1610'(359') R1100m	1610'(359') R1300m	1610'(359') R1300m
	ALS out	R1800m	R1800m	R2000m	R2000m
22	ILS DME	1434'(200') ② R550m	1434'(200') ② R550m	1443'(209') ② R550m	1453'(219') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① VOR DME Z or Y	1500'(266') R750m	1500'(266') R750m	1500'(266') R750m	1500'(266') R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	① (BACK CRS) NDB	1640'(406') R1200m	1640'(406') R1200m	1640'(406') R1200m	1640'(406') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	(BACK CRS) NDB	1640'(406') R1400m	1640'(406') R1400m	1640'(406') R1600m	1640'(406') R1600m
	ALS out	R2100m	R2100m	R2300m	R2300m

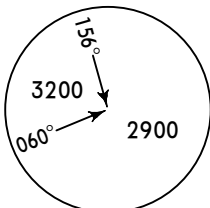
- ① Continuous Descent Final Approach.
② R750m when a Flight Director or Autopilot or HUD to DA is not used.

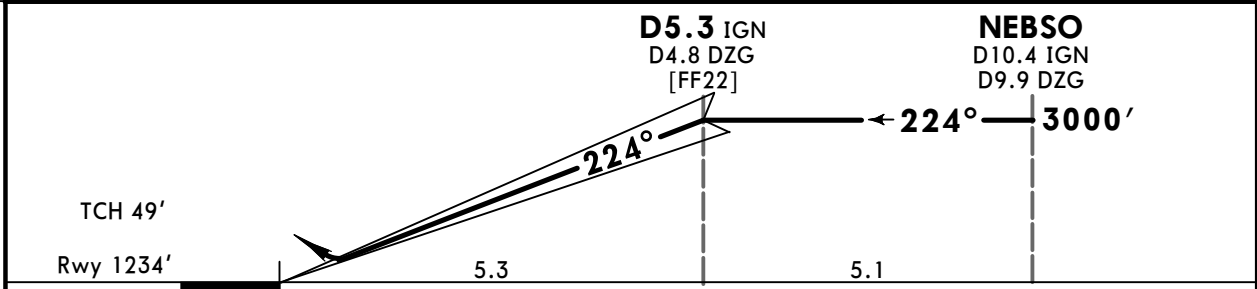
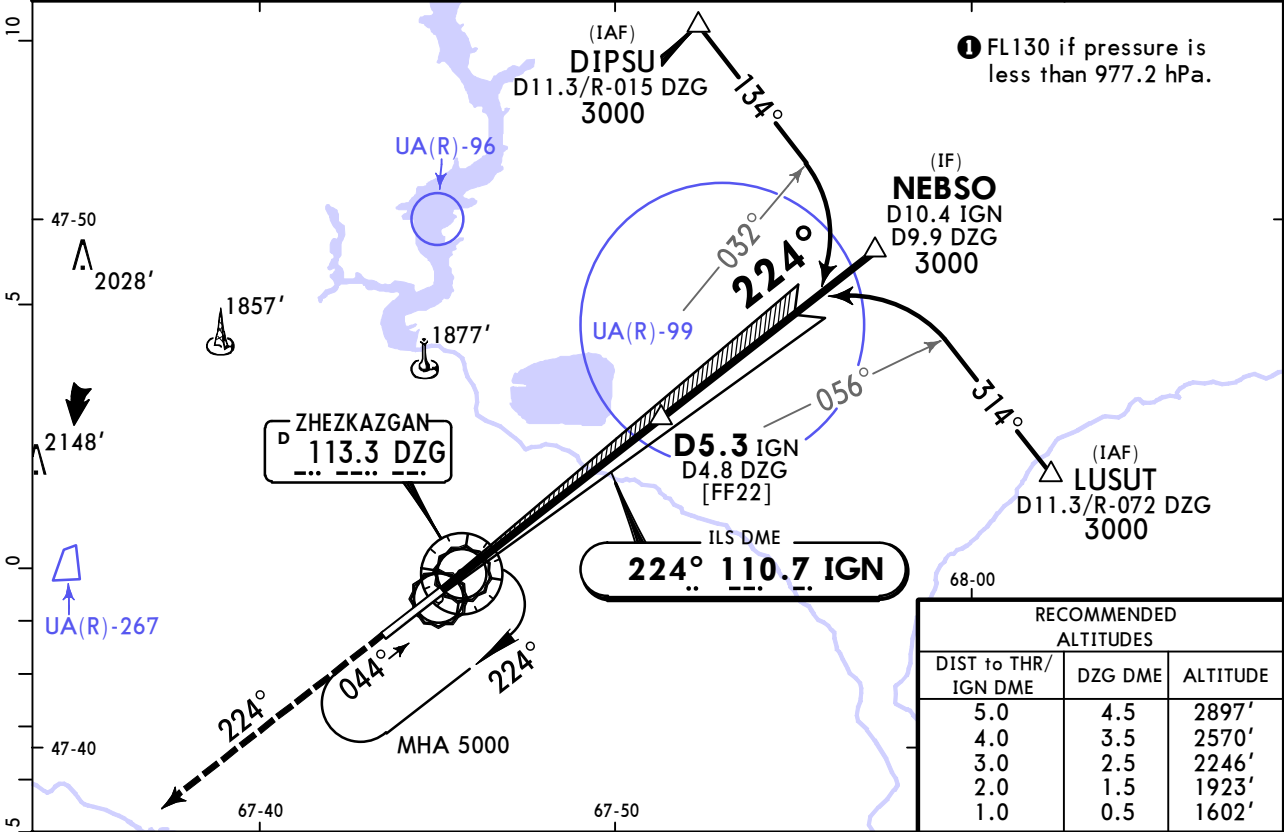
TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

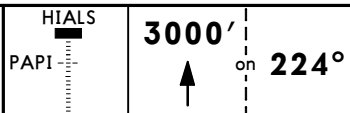
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25 OCT 24 (11-1) Eff 31 Oct

ZHEZKAZGAN, KAZAKHSTAN
ILS DME Rwy 22

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
LOC IGN 110.7	Final Apch Crs 224°	D5.3 IGN 3000' (1766')	DA(H) Refer to Minimums	Apt Elev 1251' Rwy 1234'		 MSA DZG VOR	
MISSED APCH: Climb on track 224° to 3000'. After passing 2000' radar vectoring will be provided.							
MISSED APCH WITH COMM FAILURE: Climb on track 224° to 3000' outbound to D8.0 DZG. Turn LEFT, climb to 5000' to VOR and join to holding pattern.							
Alt Set: hPa (MM on req) Rwy Elev: 44 hPa Trans level: FL120 ① Trans alt: 10000'							
1. Radar required. 2. ILS DME reads zero at Rwy 22 threshold.							



Gnd speed-KT	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	

Std		STRAIGHT-IN LANDING	
		ILS	
DA(H)		AB: 1434' (200')	C: 1443' (209') D: 1453' (219')
		ALS out	
A	1 R550m		R1200m
B			
C			
D			
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.			

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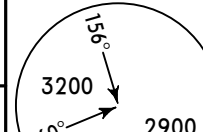
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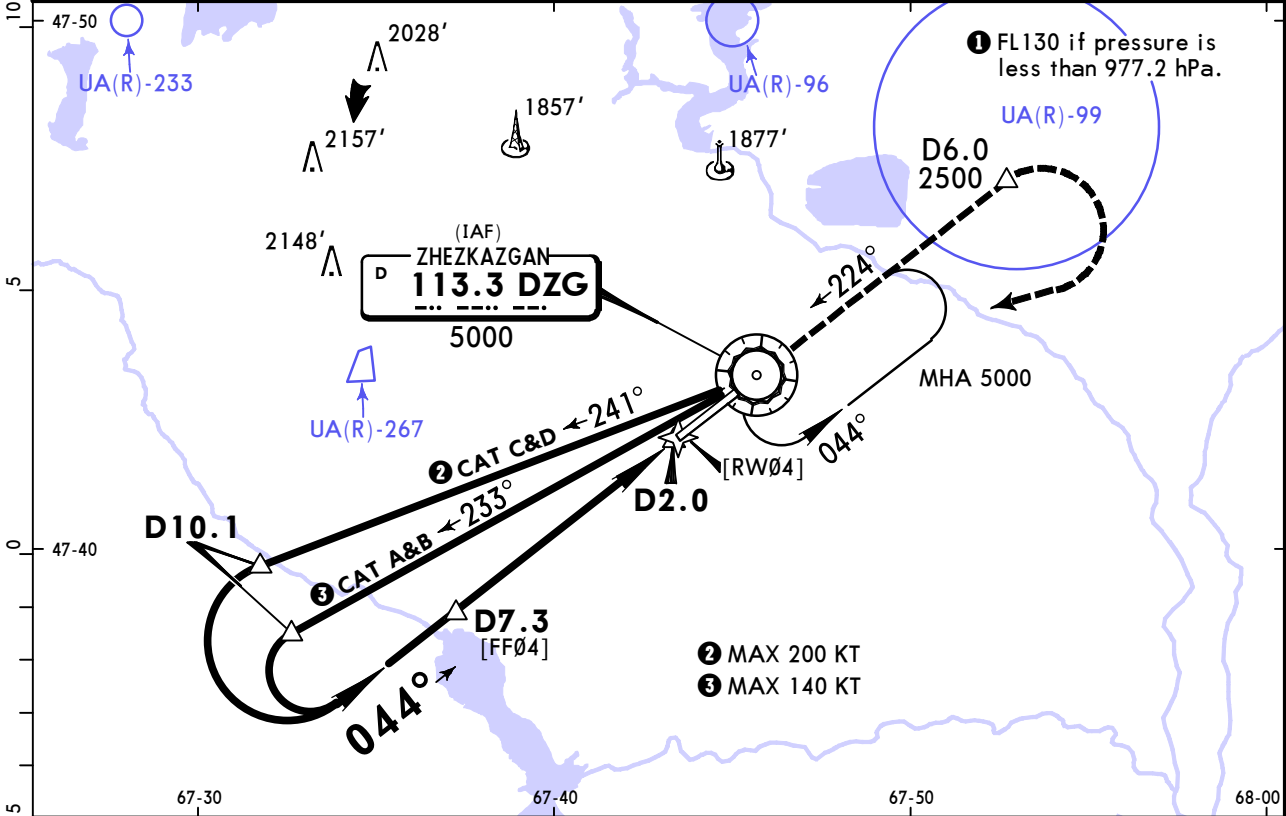
25 OCT 24

13-1

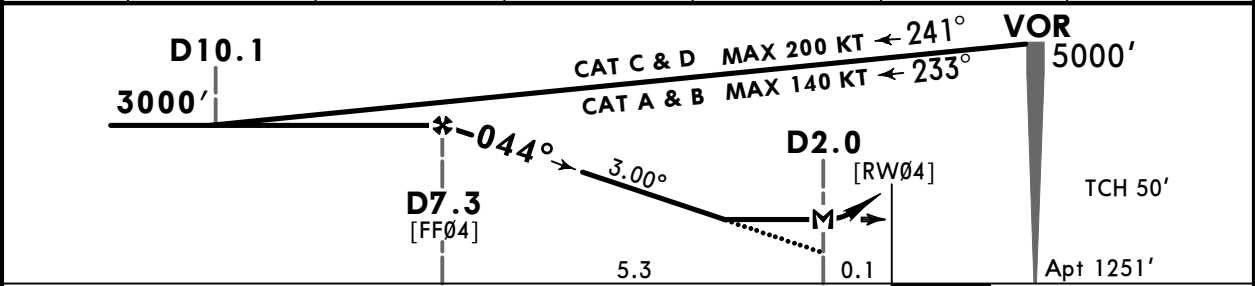
Eff 31 Oct

VOR DME Z Rwy 04

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
VOR DZG 113.3	Final Apch Crs 044°	D7.3 3000' (1749')	DA/MDA(H) 1530' (279')	Apt Elev 1251'			
MISSED APCH: Climb on track 044° to 2500' or above outbound to D6.0, turn RIGHT (MAX 250 KT) to VOR. Climb initially to 3000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb to 5000' to VOR and hold.							
Alt Set: hPa (MM on req) Apt Elev: 45 hPa Trans level: FL120 ① Trans alt: 10000'							



DIST to THR	5.4	5.0	4.0	3.0	2.0	1.0
DZG DME	7.3	6.9	5.9	4.9	3.9	2.9
ALTITUDE	3000'	2892'	2574'	2255'	1937'	1618'



Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI	2500' on 044° ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.0								
D7.3 to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59	

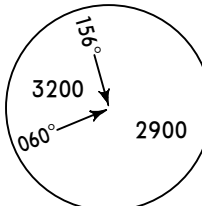
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1530' (279')	
		ALS out	
A	R750m		R1300m
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

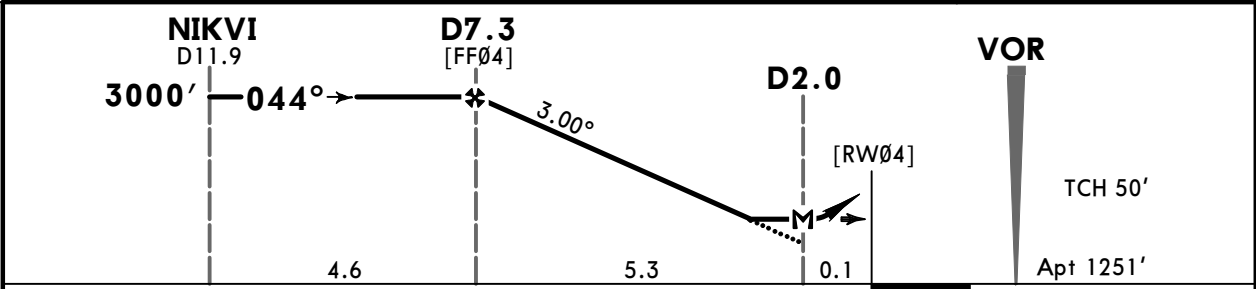
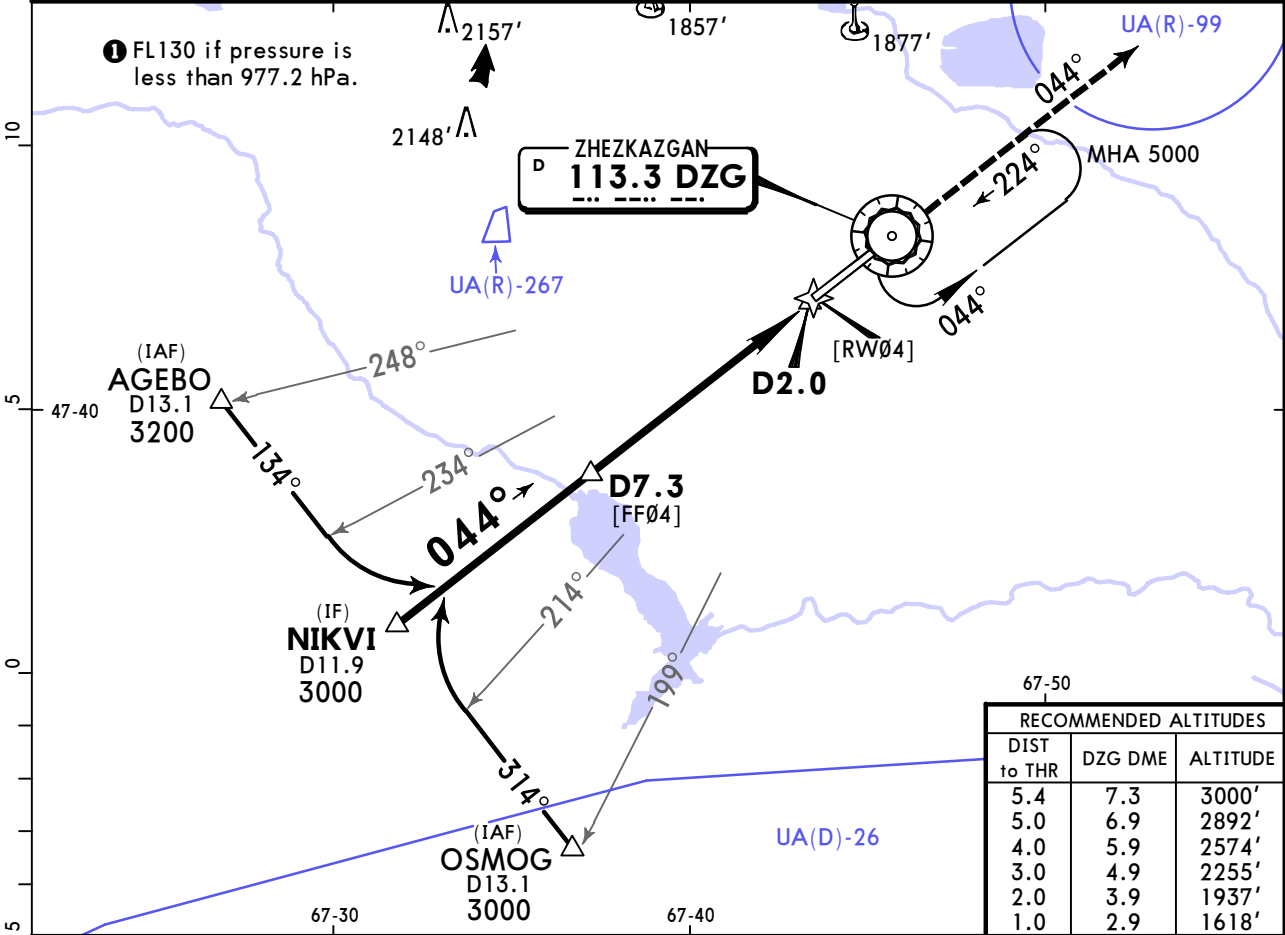
CHANGES: None.

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25 OCT 24 **13-2** Eff 31 Oct VOR DME Y Rwy 04

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
VOR DZG 113.3	Final Apch Crs 044°	D7.3 3000' (1749')	DA/MDA(H) 1530' (279')		Apt Elev 1251'		 MSA DZG VOR
MISSED APCH: Climb on track 044° to 3000'. After passing 2000' radar vectoring will be provided.							
MISSED APCH WITH COMM FAILURE: Climb on track 044° to 3000' outbound to D6.0. Turn RIGHT, climb to 5000' to VOR and join to holding pattern.							
Alt Set: hPa (MM on req) Apt Elev: 45 hPa Trans level: FL120 1 Trans alt: 10000'							
Radar required.							

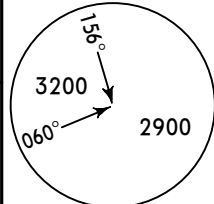


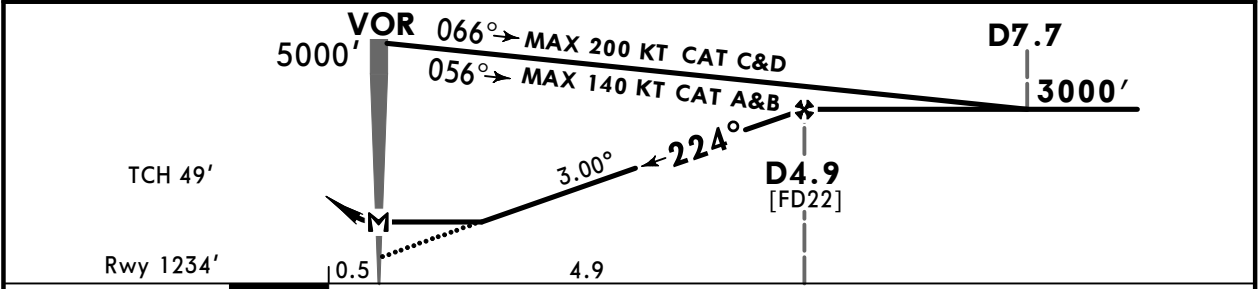
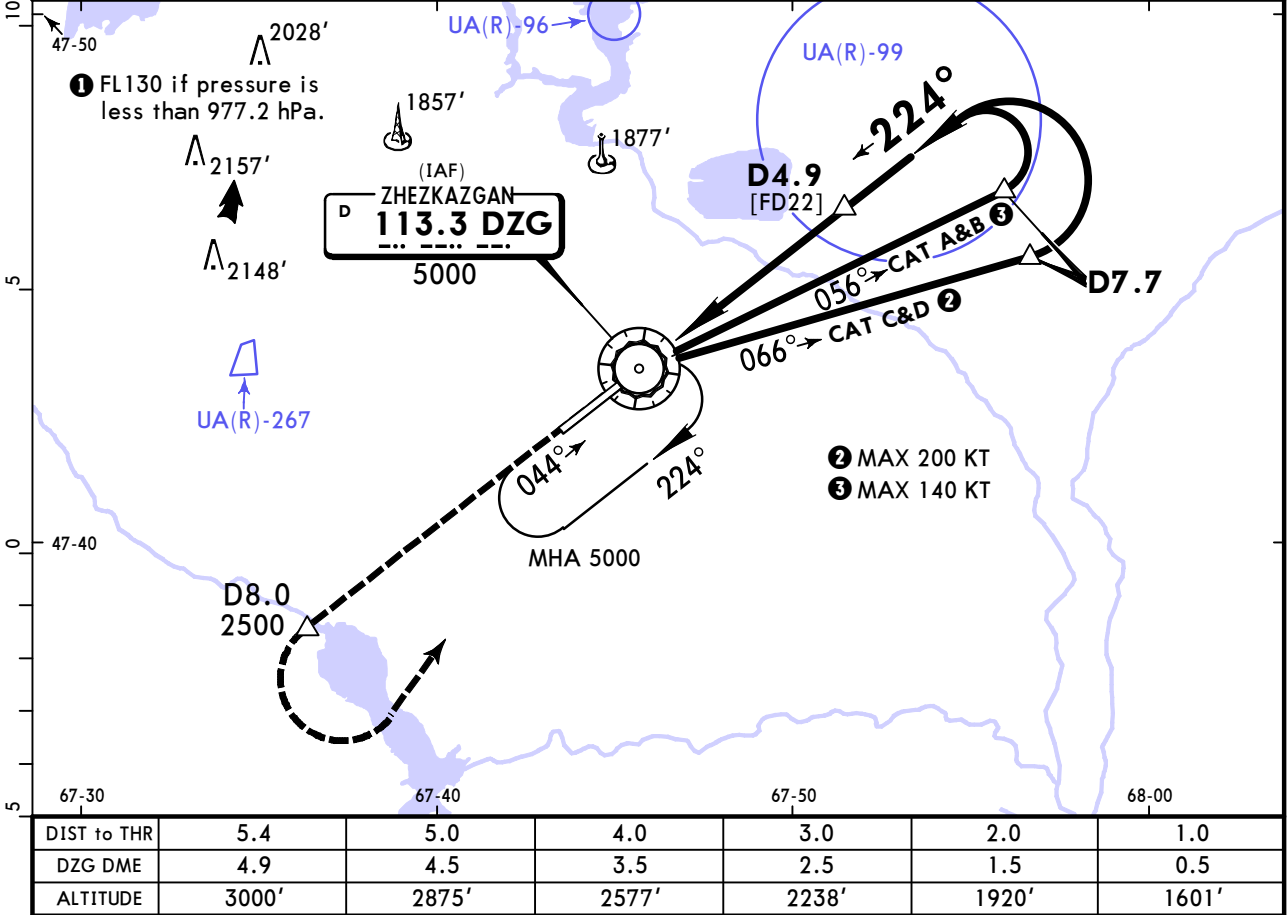
Gnd speed-Kts	70	90	100	120	140	160	 HIALS PAPI	3000' ↑ on 044°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.0								
D7.3 to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59	

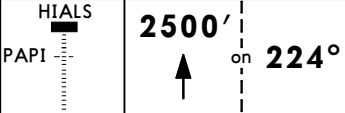
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1530' (279')	
		ALS out	
A	R750m	R1300m	
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

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JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
25 OCT 24 **13-3** Eff 31 Oct VOR DME Z Rwy 22

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
VOR DZG 113.3	Final Apch Crs 224°	D4.9 3000' (1766')	DA/MDA(H) 1500' (266')	Apt Elev 1251' Rwy 1234'			
MISSED APCH: Climb on track 224°, at or above 2500' outbound to D8.0, turn LEFT (MAX 250 KT) to VOR. Climb initially to 3000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb to 5000' to VOR and hold.							
Alt Set: hPa (MM on req)		Rwy Elev: 44 hPa		Trans level: FL120 ①			



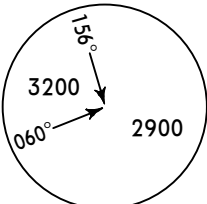
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D4.9 to MAP	4.9	4:12	3:16	2:56	2:27	2:06 1:50	

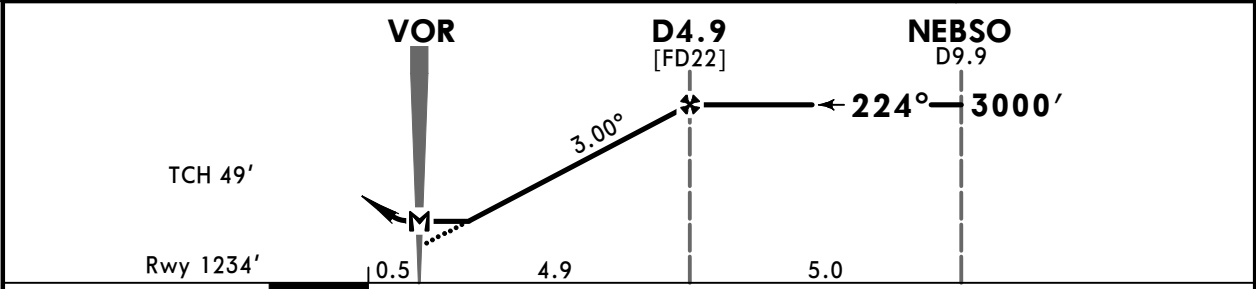
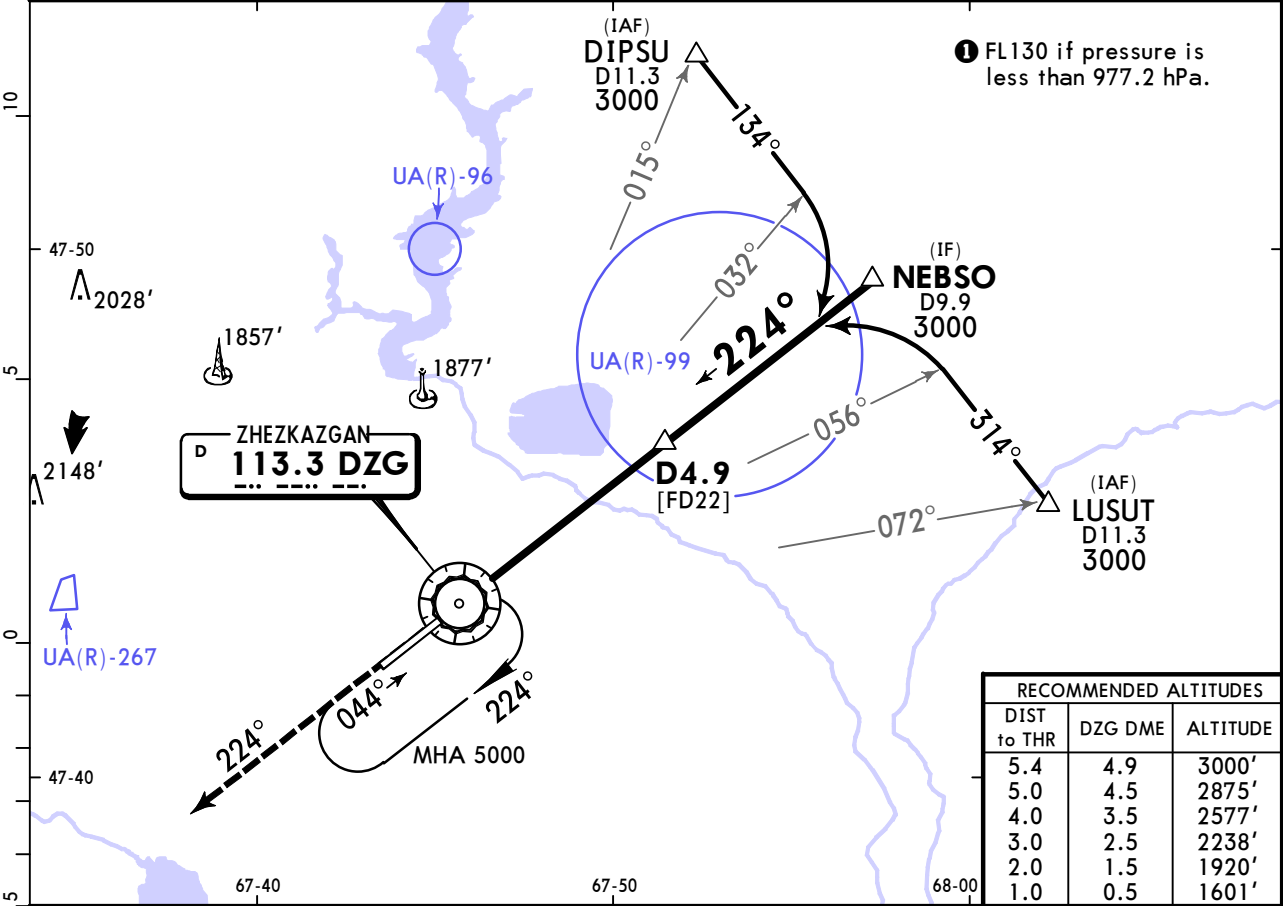
Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1500' (266')	
		ALS out	
A	R750m		R1300m
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

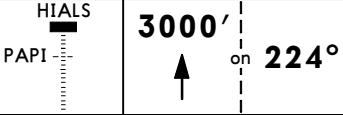
UAKD/DZN
ZHEZKAZGAN

JEPPESSEN
25 OCT 24 (13-4) Eff 31 Oct

ZHEZKAZGAN, KAZAKHSTAN
VOR DME Y Rwy 22

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
VOR DZG 113.3	Final Apch Crs 224°	D4.9 3000' (1766')	DA/MDA(H) 1500' (266')	Apt Elev 1251' Rwy 1234'			
MISSED APCH: Climb on track 224° to 3000'. After passing 2000' radar vectoring will be provided.							
MISSED APCH WITH COMM FAILURE: Climb on track 224° to 3000' outbound to D8.0. Turn LEFT, climb to 5000' to VOR and join to holding pattern.							
Alt Set: hPa (MM on req) Rwy Elev: 44 hPa Trans level: FL120 1 Trans alt: 10000'							
Radar required.							

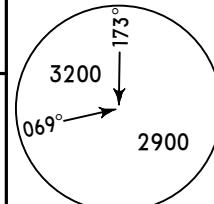


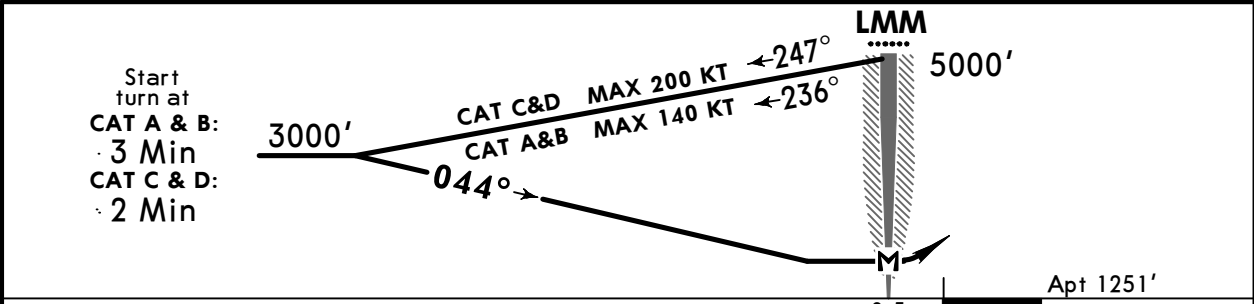
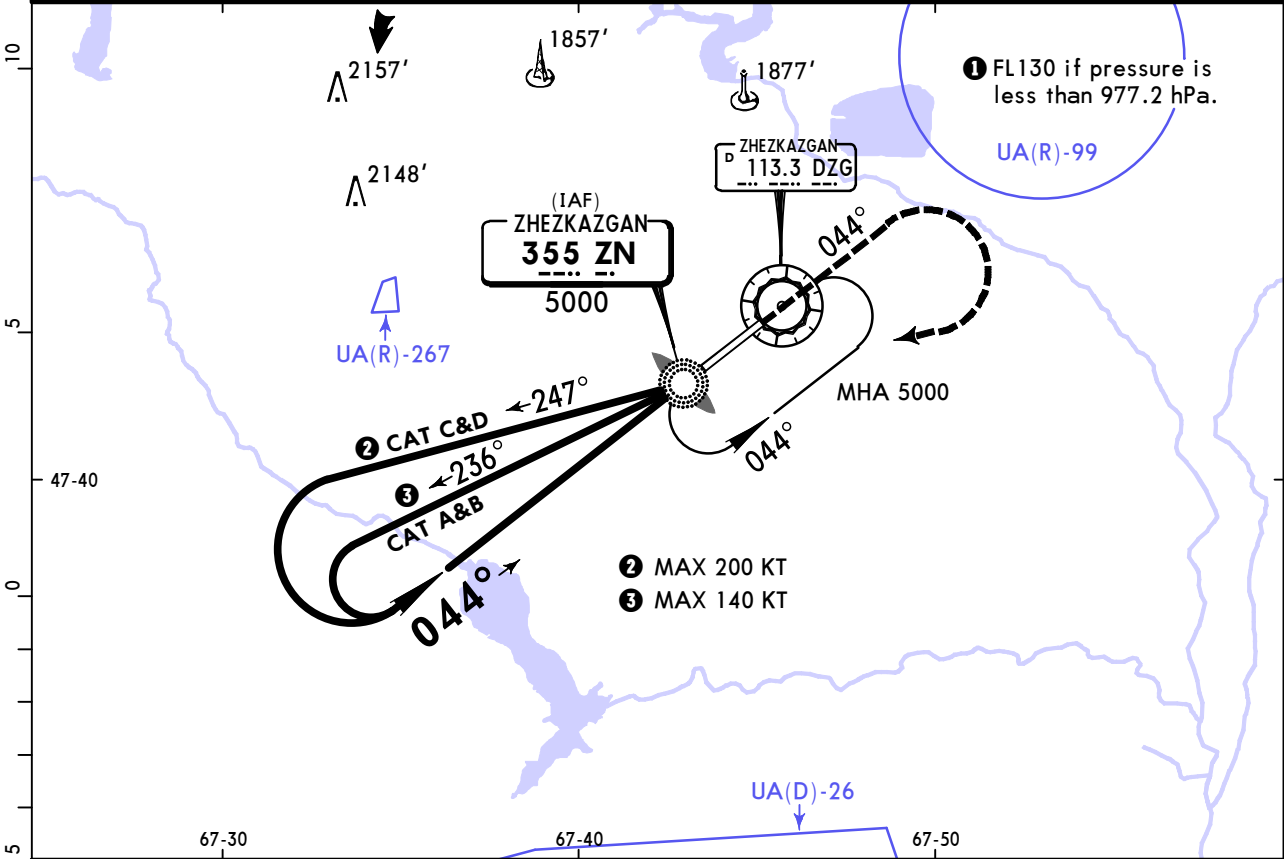
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at VOR							
D4.9 to MAP	4.9	4:12	3:16	2:56	2:27	2:06 1:50	

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1500' (266')	
		ALS out	
A	R750m	R1300m	
B			
C			
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UAKD/DZN
ZHEZKAZGAN

JEPPESSEN ZHEZKAZGAN, KAZAKHSTAN
25 OCT 24 **16-1** Eff 31 Oct
NDB Rwy 04

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
NDB ZN 355	Final Apch Crs 044°	No FAF	MDA(H) 1610'(359')	Apt Elev 1251'		 MSA ZN NDB	
MISSED APCH: Climb on track 044° to 2500' or above, after passing NDB maintain 044° for 1 Min 20 Sec, then turn RIGHT (MAX 250 KT) to NDB. Climb initially to 3000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb to 5000' to NDB and hold.							
Alt Set: hPa (MM on req) Apt Elev: 45 hPa Trans level: FL120 ① Trans alt: 10000'							



MAP at LMM						HIALS PAPI	2500' on 044°
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Std		STRAIGHT-IN LANDING	
		MDA(H) 1610' (359')	
		ALS out	

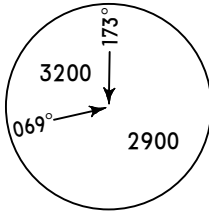
PANS OPS	A	R1000m	R1600m
	B		
	C		
	D		

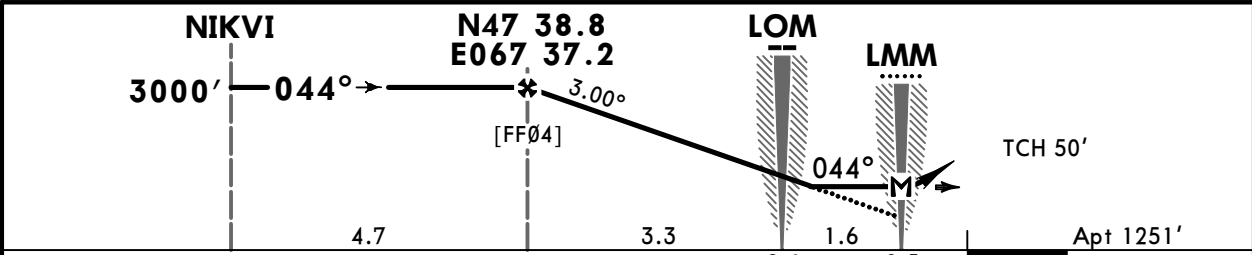
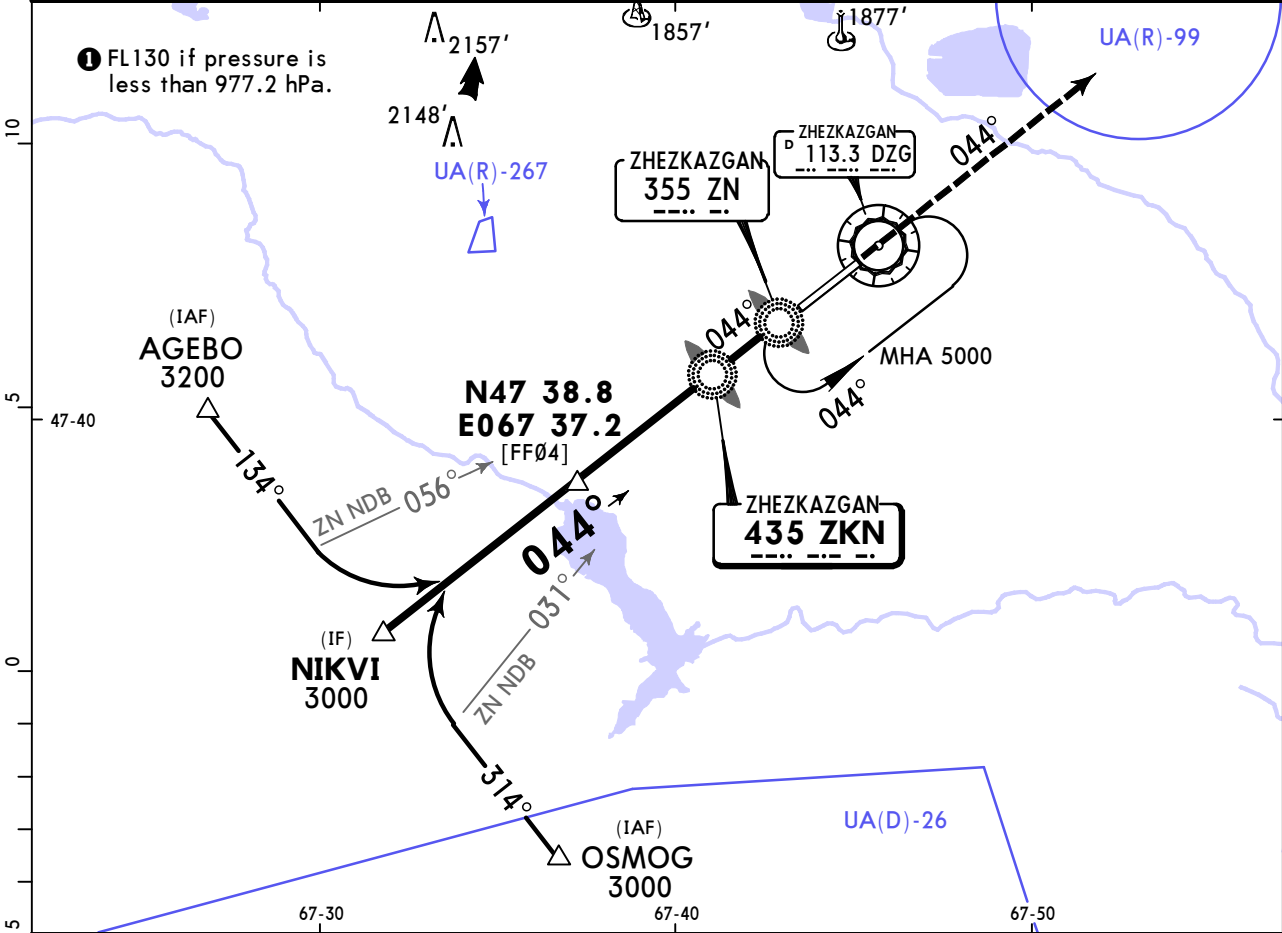
UAKD/DZN
ZHEZKAZGAN

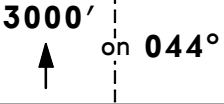
JEPPESSEN
25 OCT 24 16-2 Eff 31 Oct

ZHEZKAZGAN, KAZAKHSTAN
2 NDB Rwy 04

BRIEFING STRIP

*ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground
131.4 (Russian 122.4)		127.1		127.1		127.1
NDB ZKN 435	Final Apch Crs 044°	N47 38.8 E067 37.2 3000' (1749')		DA/MDA(H) 1610' (359')	Apt Elev 1251'	 MSA ZN NDB
MISSED APCH: Climb on track 044° to 3000'. After passing 2000' radar vectoring will be provided.						
MISSED APCH WITH COMM FAILURE: Climb to 5000' to ZN NDB and join to holding pattern. Missed approach turn speed MAX 250 KT.						
Alt Set: hPa (MM on req) Apt Elev: 45 hPa Trans level: FL120 1 Trans alt: 10000'						
1. Radar required. 2. Initial and intermediate as directed by radar.						



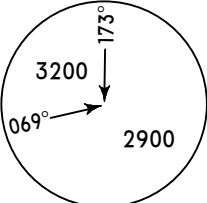
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

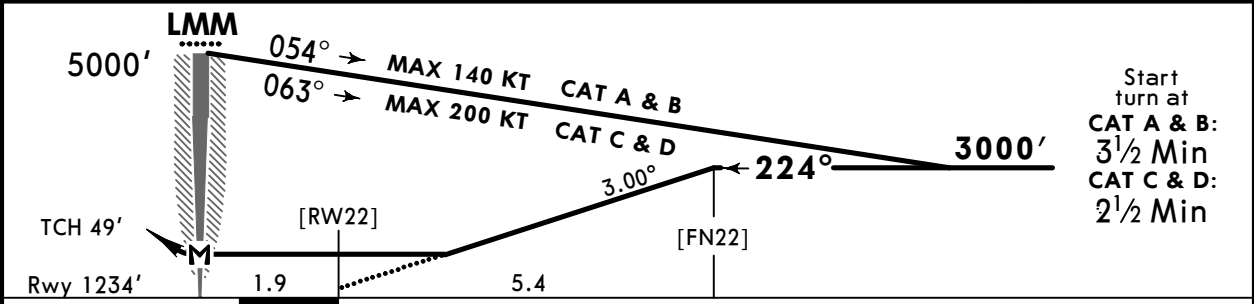
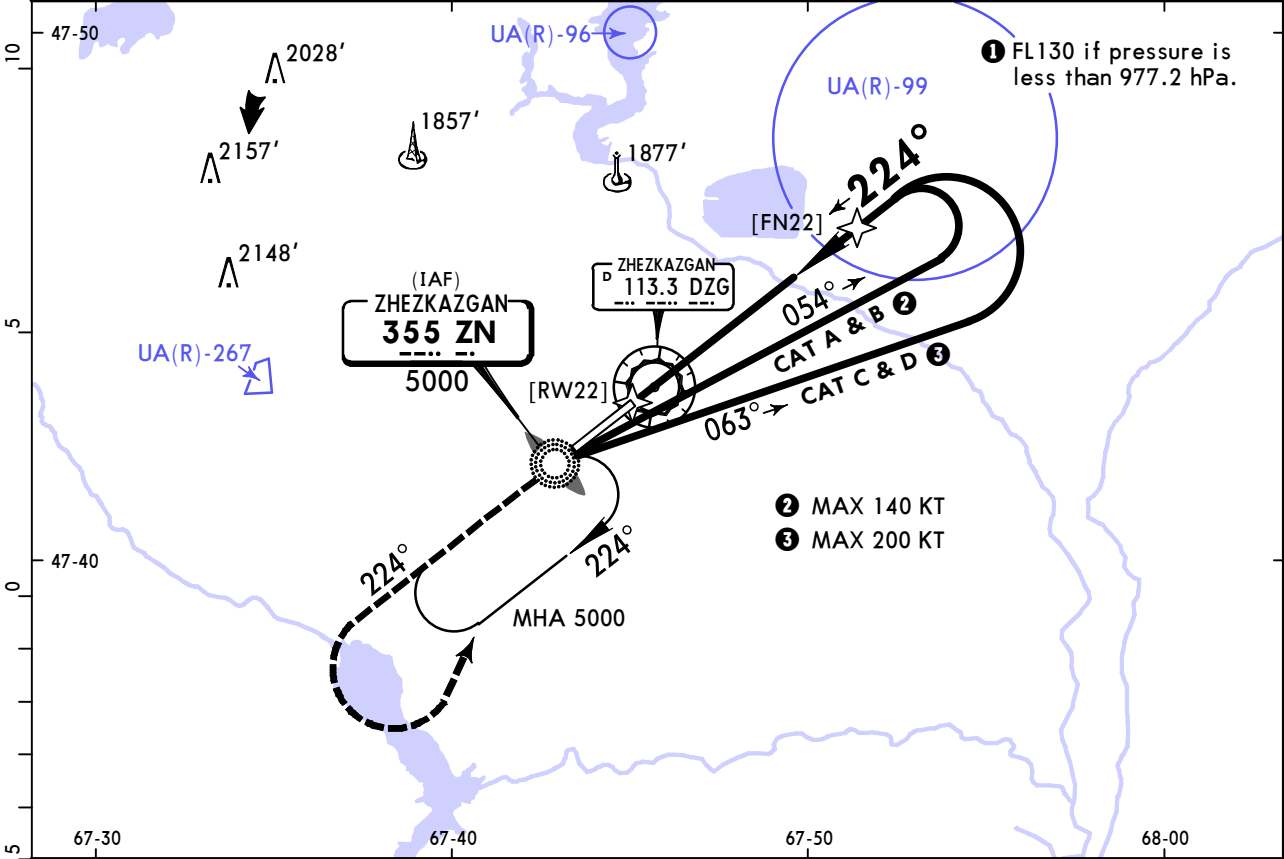
Std		STRAIGHT-IN LANDING CDFA	
		1 DA/MDA(H) 1610' (359')	
		ALS out	
A	R900m	R1500m	
B			
C		R1600m	
D			
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

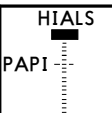
UAKD/DZN
ZHEZKAZGAN

JEPPESSEN
5 JUL 24
Eff 11 JUL 16-3

ZHEZKAZGAN, KAZAKHSTAN
(BACK CRS) NDB Rwy 22

ATIS		*ZHEZKAZGAN Approach		*ZHEZKAZGAN Tower		*Ground	
131.4 (Russian 122.4)		127.1		127.1		127.1	
NDB ZN 355	Final Apch Crs 224°	No FAF	DA/MDA(H) 1640'(406')	Apt Elev 1251' Rwy 1234'			
MISSED APCH: Climb on track 224° to 2500' or above, after passing NDB maintain 224° for 1 Min 20 Sec, then turn LEFT (MAX 250 KT) to NDB. Climb initially to 3000', then as directed.							
MISSED APCH WITH COMM FAILURE: Climb to 5000' to NDB and hold.							
Alt Set: hPa (MM on req)							
Rwy Elev: 44 hPa		Trans level: FL120 ①		Trans alt: 10000'			



Gnd speed-Kts	70	90	100	120	140	160		2500' on 224°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

Std		STRAIGHT-IN LANDING	
		CDFA	
		1 DA/MDA(H) 1640' (406')	
		ALS out	
A	R1200m	R1500m	
B			
C			
D		R1900m	
		1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.	

Chart changes since cycle 04-2025

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

Chart Change Notices for Country KAZ

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Transition level for all charts should read: FL120 with QNH values at the aerodrome (along the flight route / in the area) 977.2 hPa and higher, FL130 at values QNH at the aerodrome (along the flight route / in the area) below 977.1 hPa (Based on ENR 1.7, AIRAC AMDT 001/2020)