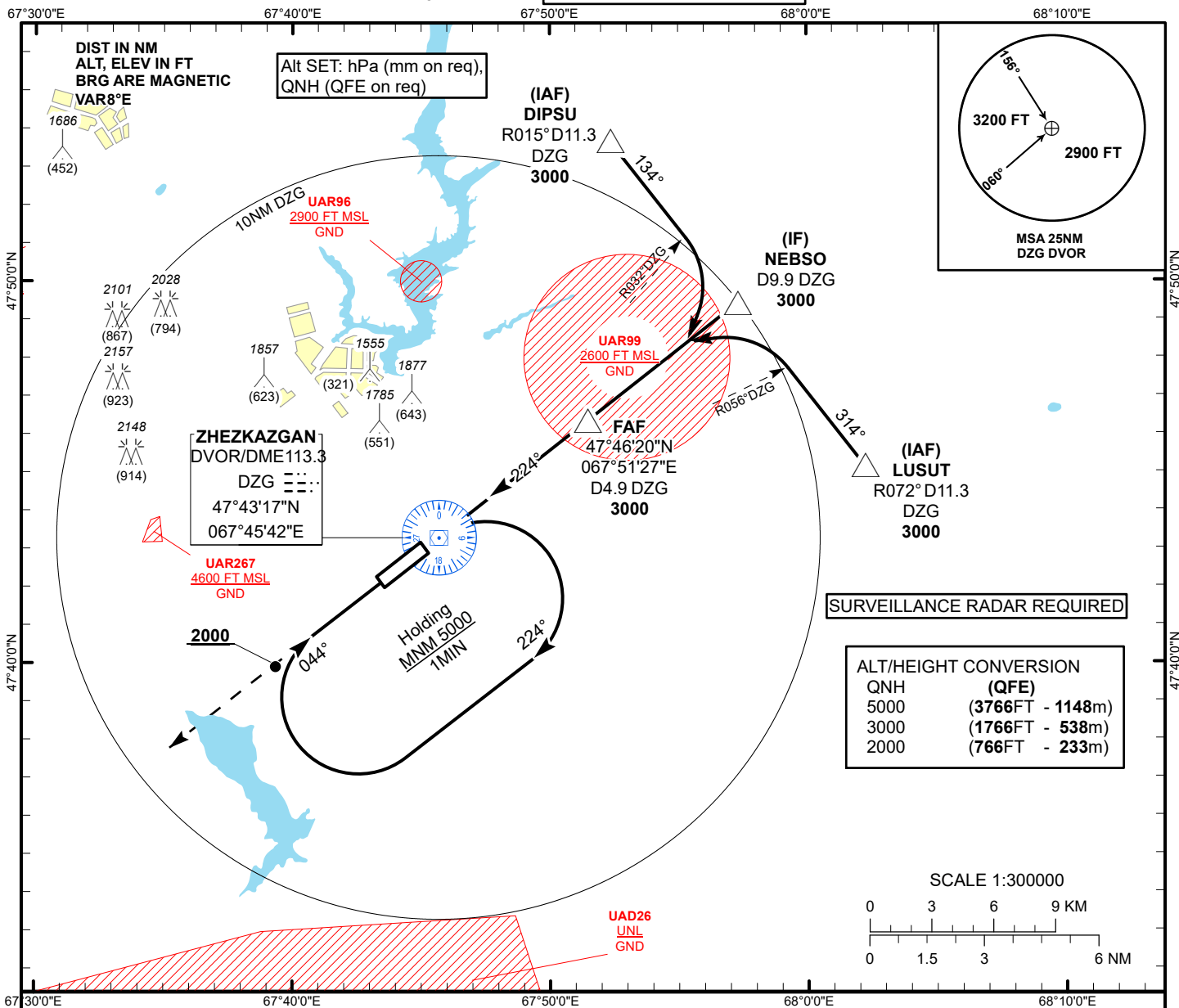


INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 1251 FT
HEIGHTS RELATED TO
THR RWY 22 ELEV 1234 FT

ZHEZKAZGAN TOWER 127.1
ZHEZKAZGAN ATIS (EN) 131.4
ZHEZKAZGAN ATIS (RU) 122.4

ZHEZKAZGAN
VOR/DME Y
RWY 22



MISSED APPROACH

Climb on track 224° to 3000 ft.
After passing 2000 ft radar
vectoring will be provided.

RADIO FAILURE

In the case of RCF
climb on track 224° to 3000
outbound to 8.0 NM DZG.
Turn left, climb to 5000
to DZG and join
to holding pattern.

**TRANSITION ALT
10000**

**DVOR/DME
DZG
MAPt**

FAF
D4.9 DZG

**IF
NEBSO**
D9.9 DZG

3000

PDG 5.2% (3.0°)

**ELEV 1234
THR RWY22**

0 1 2 3 4 5 6 7 8 9 10 11

CHANGE: Radio failure.

| Aircraft Category | | A | B | C | D | DIST THR | 5.4 | 5 | 4 | 3 | 2 | 1 |
|----------------------------------|---------|-----------|-----------|-----------|-----------|----------|------|------|------|------|------|------|
| Straight-in Approach OCA/H | | | | | | DME DZG | 4.9 | 4.5 | 3.5 | 2.5 | 1.5 | 0.5 |
| | VOR/DME | 1500(270) | 1500(270) | 1500(270) | 1500(270) | ALTITUDE | 3000 | 2875 | 2577 | 2238 | 1920 | 1601 |
| | | | | | | HEIGHT | 1766 | 1641 | 1323 | 1004 | 686 | 367 |

| Aerodrome Operating Minima (MDH ft x RVR(CM)) | VOR/DME | | | | | GS | Kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---------|--|--|--|--|------------------------|---------|------|------|------|------|------|------|
| | | | | | | FAF-MAPt 4.9NM | min:sec | 3:40 | 2:56 | 2:27 | 2:06 | 1:50 | 1:38 |
| | | | | | | Rate of descent (5.2%) | ft/min | 420 | 530 | 640 | 740 | 850 | 960 |

ZHEZKAZGAN
VOR/DME Y

AERONAUTICAL DATA TABULATION

| VOR approach to RWY22 from DIPSU, NEBSO, LUSUT | |
|--|----------------------------------|
| Fix/point | Coordinates |
| DVOR/DME DZG | 47° 43' 17.1"N 067° 45' 41.7"E |
| (FAF) D4.9 DZG | 47° 46' 20.1"N 067° 51' 27.1"E |
| NEBSO (IF) D9.9 DZG | 47° 49' 25.3"N 067° 57' 17.2"E |
| DIPSU (IAF) R015°,D11.3 DZG | 47° 53' 40.1"N 067° 52' 20.2"E |
| LUSUT (IAF) R072°,D11.3 DZG | 47° 45' 10.2"N 068° 02' 13.4"E |
| THR RWY 22 | 47° 42' 58.68"N 067° 45' 07.14"E |
| Final approach descent angle is 3° | |