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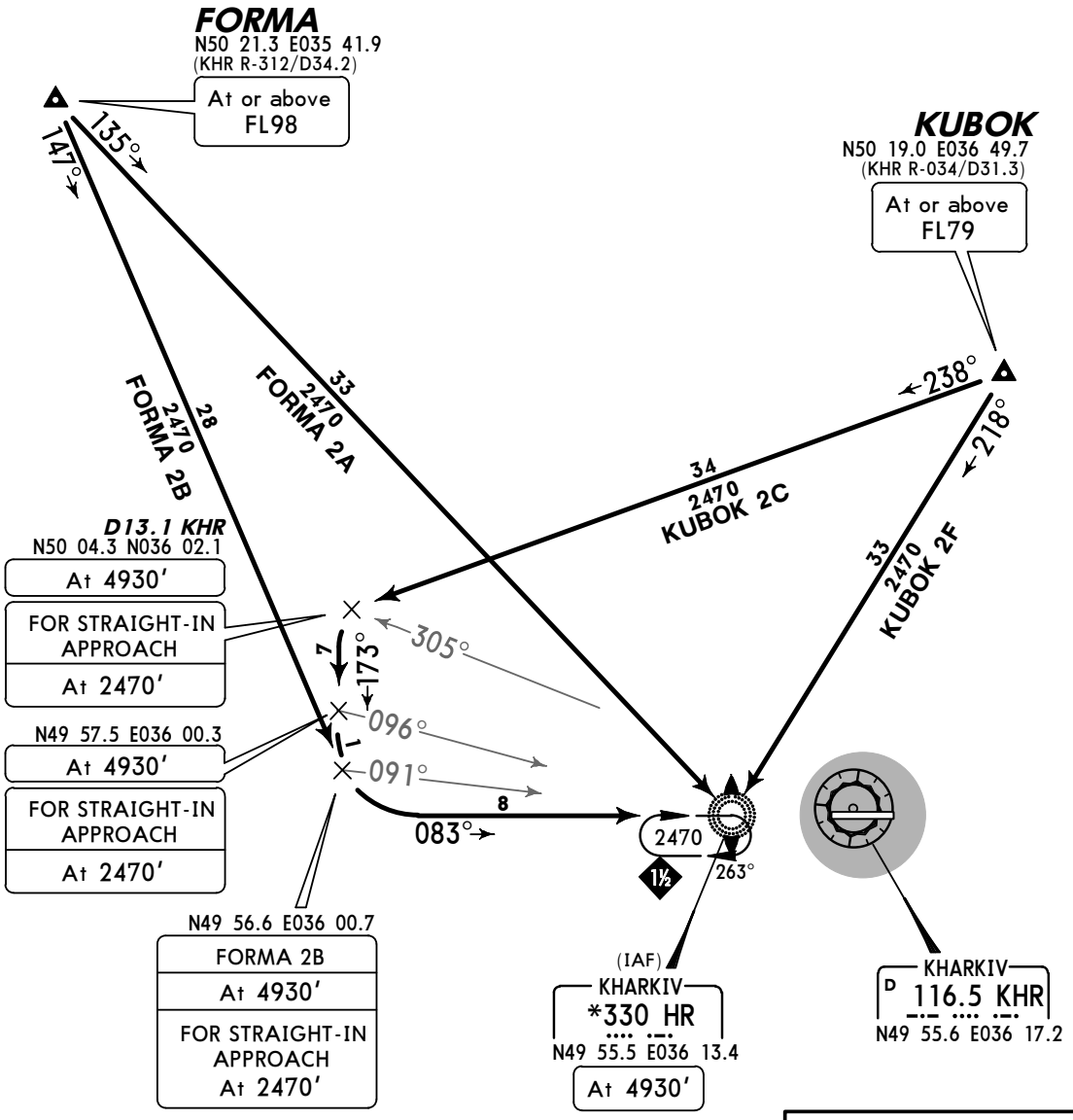
UKHH/HRK
OSNOVA

JEPPESEN
17 SEP 04 (10-2) Eff 30 Sep

KHARKIV, UKRAINE
STAR

Apt Elev	
508′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

FORMA TWO ALFA (FORMA 2A) *[FORM2A]*
FORMA TWO BRAVO (FORMA 2B) *[FORM2B]*
KUBOK TWO CHARLIE (KUBOK 2C) *[KUBO2C]*
KUBOK TWO FOXTROT (KUBOK 2F) *[KUBO2F]*
RWY 08 ARRIVALS
FROM NORTH



MSA KHR VOR
2700′

FL CONVERSION	
FL98	***FL3000m***
FL79	***FL2400m***

FT/METER CONVERSION QNH		
10010′	-	3050m
4930′	-	1500m
2470′	-	750m

N
NOT TO SCALE

STAR	ROUTING
FORMA 2A	On 135° bearing to HR.
FORMA 2B	On 147° track to N49 56.6 E036 00.7 (091° bearing to HR), turn LEFT, intercept 083° bearing to HR.
KUBOK 2C	On 238° track to N50 04.3 E036 02.1 (KHR R-305), turn LEFT, 173° track to N49 57.5 E036 00.3 (096° bearing to HR), turn LEFT, intercept 083° bearing to HR.
KUBOK 2F	On 218° bearing to HR.

CHANGES: STARs revised.

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UKHH/HRK OSNOVA

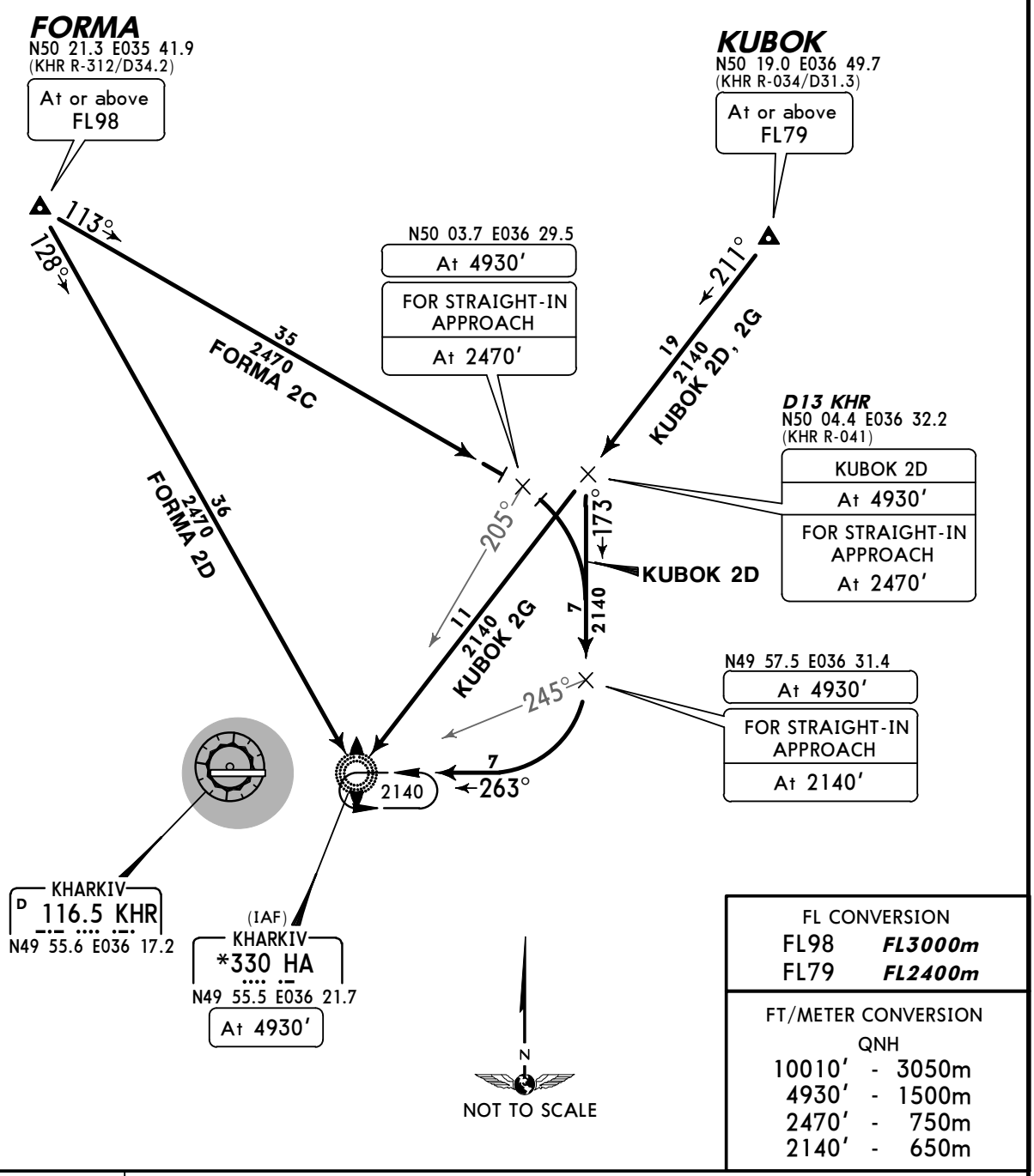
JEPPESEN
17 SEP 04 (10-2A) Eff 30 Sep

KHARKIV, UKRAINE

STAR

Apt Elev	
508′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

FORMA TWO CHARLIE (FORMA 2C) *[FORM2C]*
FORMA TWO DELTA (FORMA 2D) *[FORM2D]*
KUBOK TWO DELTA (KUBOK 2D) *[KUBO2D]*
KUBOK TWO GOLF (KUBOK 2G) *[KUBO2G]*
RWY 26 ARRIVALS
FROM NORTH



FL CONVERSION	
FL98	*FL3000m*
FL79	*FL2400m*

FT/METER CONVERSION QNH	
10010′	3050m
4930′	1500m
2470′	750m
2140′	650m

STAR	ROUTING
FORMA 2C	On 113° track to N50 03.7 E036 29.5 (205° bearing to HA), turn RIGHT, 173° track to N49 57.5 E036 31.4 (245° bearing to HA), turn RIGHT, intercept 263° bearing to HA.
FORMA 2D	On 128° bearing to HA.
KUBOK 2D	On 211° track to N50 04.4 E036 32.2 (KHR R-041/D13), turn LEFT, 173° track to N49 57.5 E036 31.4 (245° bearing to HA), turn RIGHT, intercept 263° bearing to HA.
KUBOK 2G	On 211° bearing to HA.

CHANGES: STARs revised.

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UKHH/HRK
OSNOVA

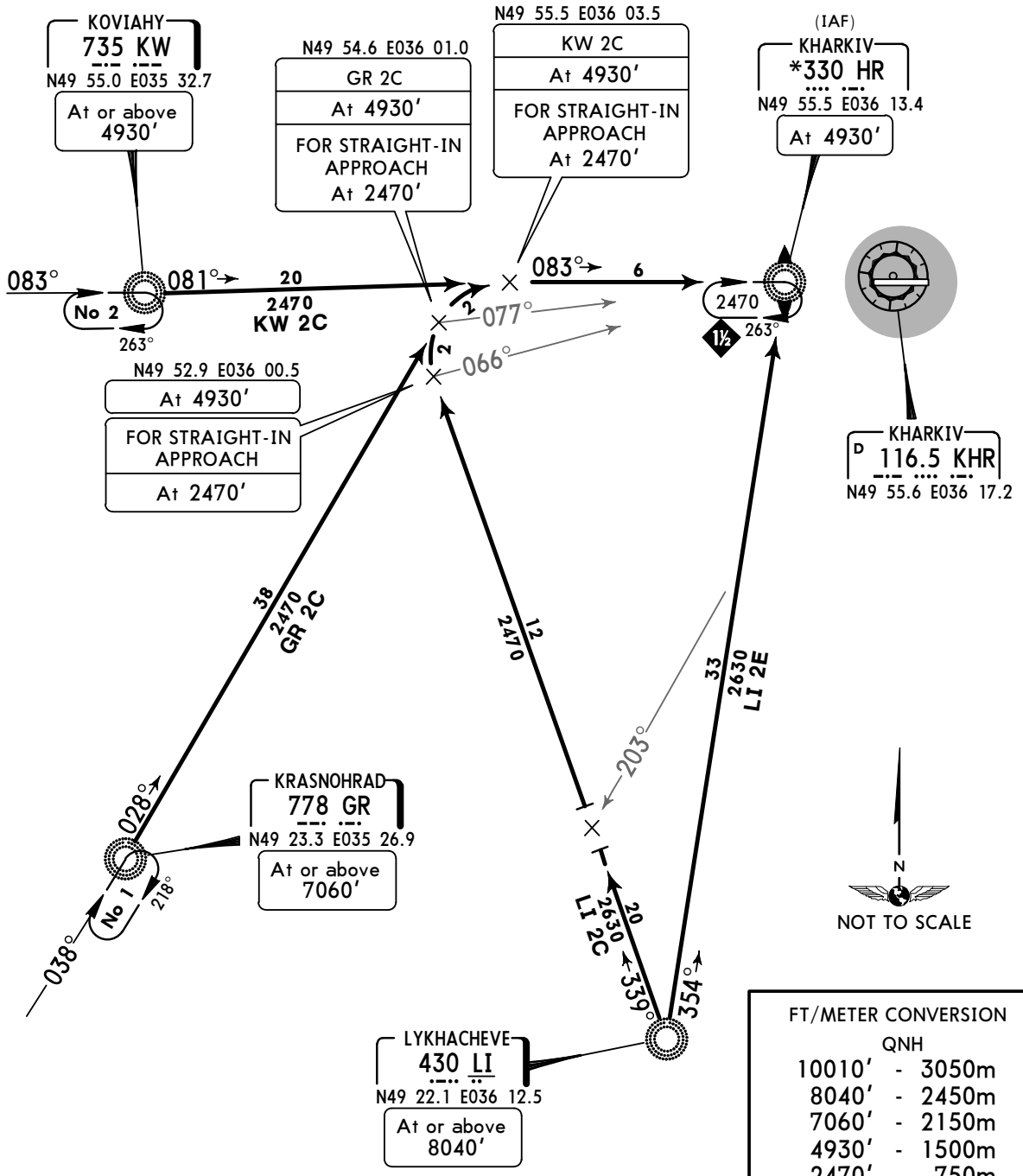
JEPPESEN
11 JAN 08 (10-2B)

KHARKIV, UKRAINE
STAR

Apt Elev	
508′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

2700′
MSA
KHR VOR

KOVIAHY TWO CHARLIE (KW 2C)
KRASNOHRAD TWO CHARLIE (GR 2C)
LYKHACHEVE TWO CHARLIE (LI 2C)
LYKHACHEVE TWO ECHO (LI 2E)
RWY 08 ARRIVALS
FROM SOUTH & WEST



FT/METER CONVERSION	
QNH	
10010′	3050m
8040′	2450m
7060′	2150m
4930′	1500m
2470′	750m

STAR	ROUTING
GR 2C	On 028° bearing to N49 54.6 E036 01.0 (077° bearing to HR), turn RIGHT, intercept 083° bearing to HR.
KW 2C	On 081° bearing to N49 55.5 E036 03.5 (083° bearing to HR), turn RIGHT, intercept 083° bearing to HR.
LI 2C	On 339° bearing to N49 52.9 E036 00.5 (066° bearing to HR), turn RIGHT, intercept 083° bearing to HR.
LI 2E	On 354° bearing to HR.

CHANGES: None.

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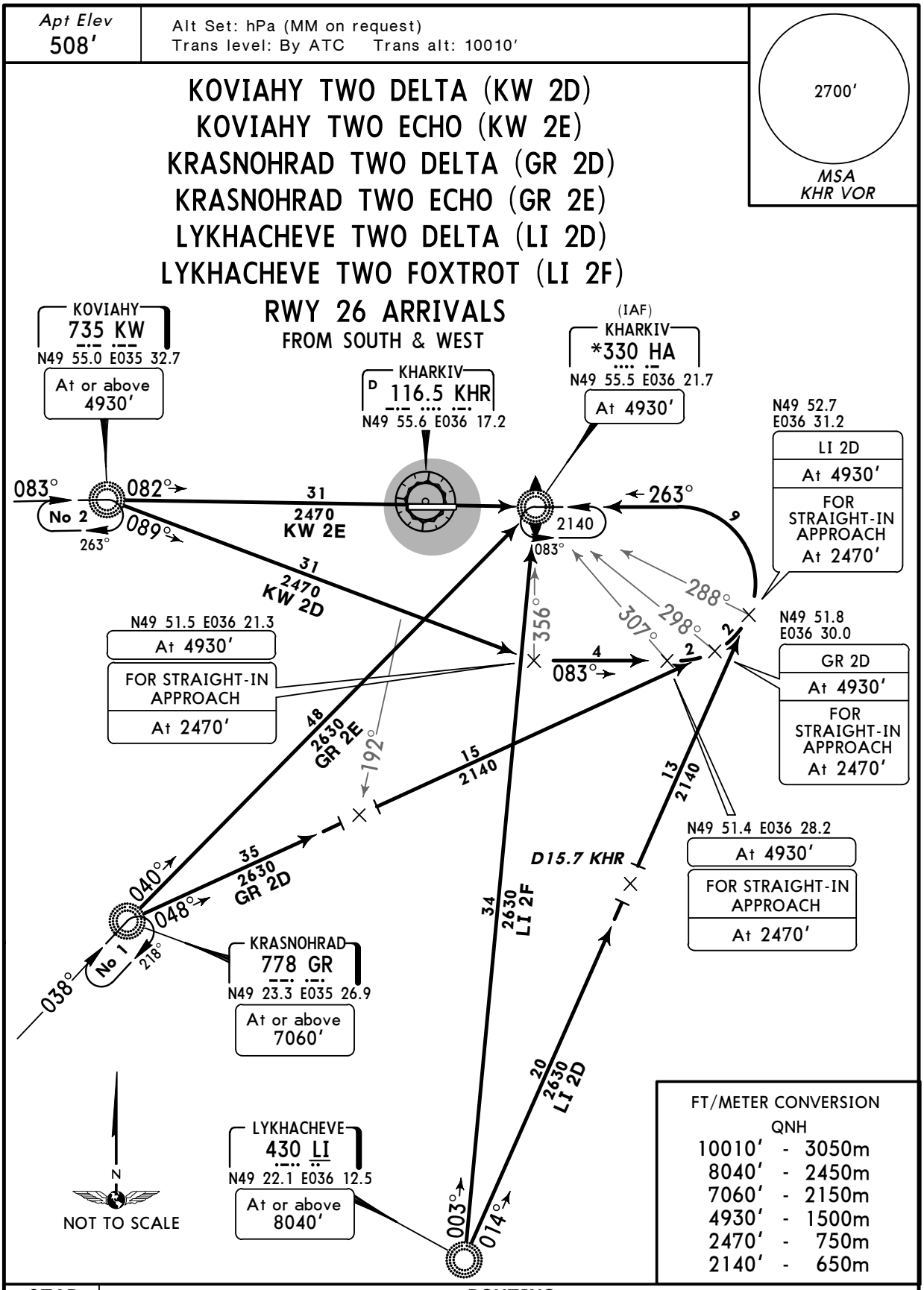
UKHH/HRK OSNOVA

JEPPESEN
11 JAN 08 (10-2C)

KHARKIV, UKRAINE

STAR

Apt Elev	
508′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′



STAR	ROUTING
GR 2D	On 048° bearing to N49 51.8 E036 30.0 (298° bearing to HA), turn LEFT, intercept 263° bearing to HA.
GR 2E	On 040° bearing to HA.
KW 2D	On 089° bearing to N49 51.5 E036 21.3 (356° bearing to HA), turn LEFT, 083° track to N49 51.4 E036 28.2 (307° bearing to HA), turn LEFT, intercept 263° bearing to HA.
KW 2E	On 082° bearing to HA.
LI 2D	On 014° bearing to N49 52.7 E036 31.2 (288° bearing to HA), turn LEFT, intercept 263° bearing to HA.
LI 2F	On 003° bearing to HA.

CHANGES: STAR LI 2D MEAs.

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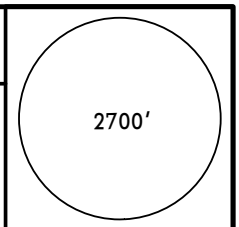
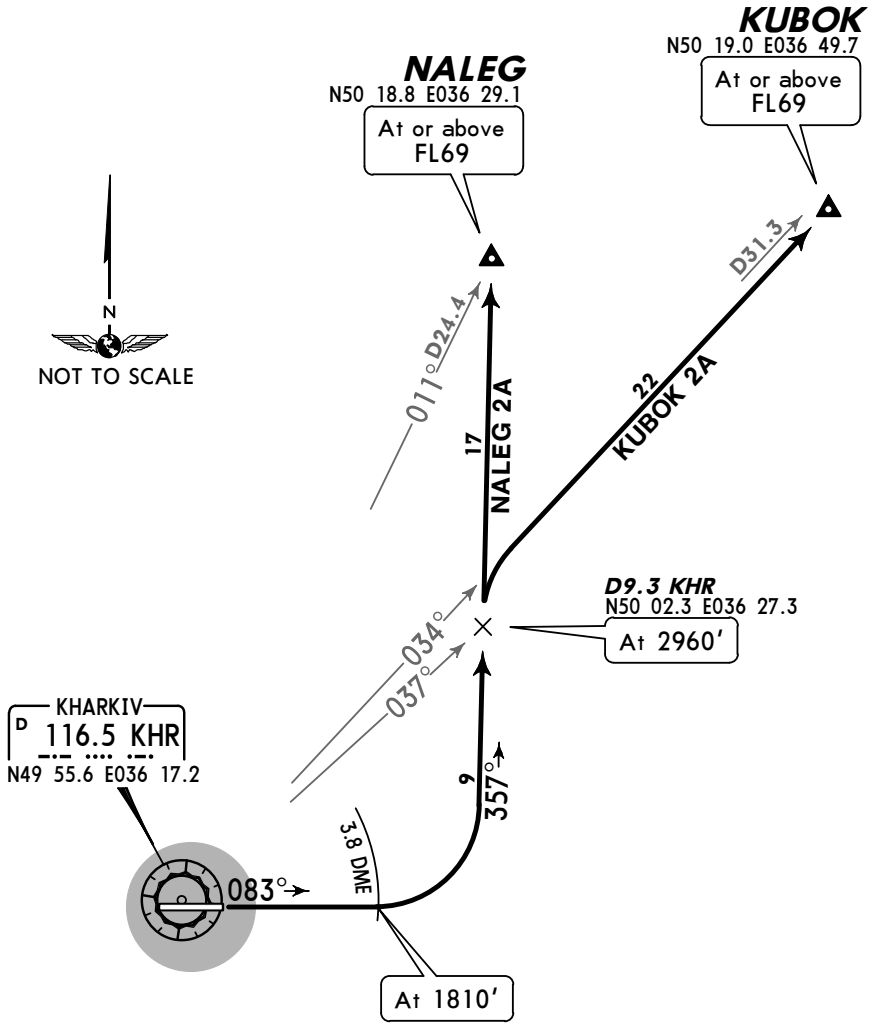
Apt Elev	Trans level: By ATC Trans alt: 10010′
508′	

KUBOK TWO ALFA (KUBOK 2A) *[KUBO2A]*
NALEG TWO ALFA (NALEG (2A) *[NALE2A]*
RWY 08 DEPARTURES
TO NORTH





FT/METER CONVERSION QNH	
1810′ -	550m
2960′ -	900m
10010′ -	3050m

FL CONVERSION	
FL69	***FL2100m***

SID	ROUTING
KUBOK 2A	083° track to KHR 3.8 DME, turn LEFT, 357° track, at KHR R-037/D9.3 turn RIGHT, intercept KHR R-034 to KUBOK.
NALEG 2A	083° track to KHR 3.8 DME, turn LEFT, 357° track to NALEG.

CHANGES: SIDs revised.

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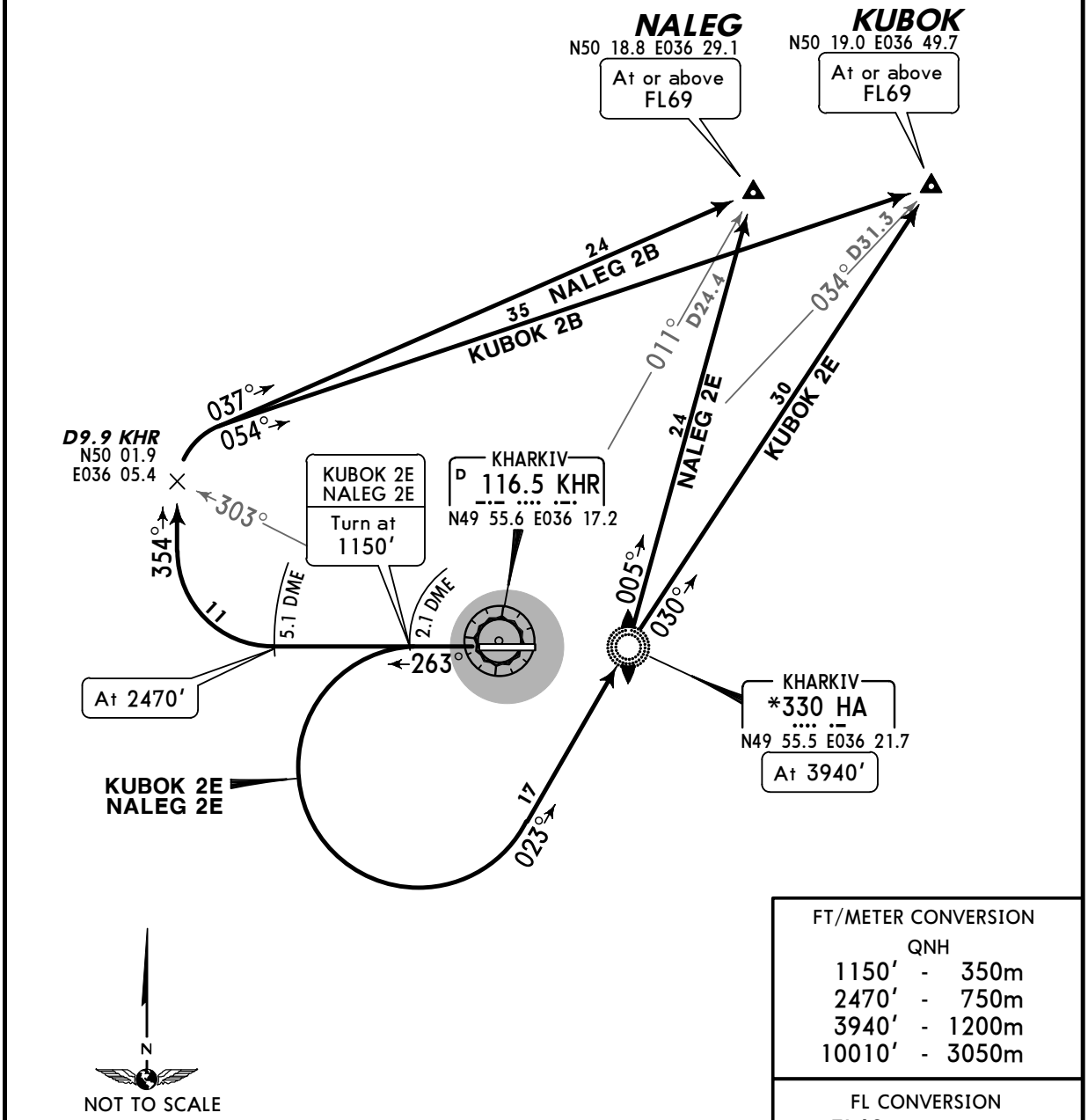
Apt Elev	Trans level: By ATC Trans alt: 10010′
508′	

KUBOK TWO BRAVO (KUBOK 2B) *[KUBO2B]*
KUBOK TWO ECHO (KUBOK 2E) *[KUBO2E]*
NALEG TWO BRAVO (NALEG (2B) *[NALE2B]*
NALEG TWO ECHO (NALEG (2E) *[NALE2E]*
RWY 26 DEPARTURES
TO NORTH



FT/METER CONVERSION	
QNH	
1150′	350m
2470′	750m
3940′	1200m
10010′	3050m

FL CONVERSION	
FL69	*FL2100m*

SID	ROUTING
KUBOK 2B	263° track to KHR 5.1 DME, turn RIGHT, 354° track to KHR R-303/D9.9, turn RIGHT, 054° track to KUBOK.
KUBOK 2E	263° track to KHR 2.1 DME, turn LEFT, intercept 023° bearing to HA, turn RIGHT, 030° bearing to KUBOK.
NALEG 2B	263° track to KHR 5.1 DME, turn RIGHT, 354° track to KHR R-303/D9.9, turn RIGHT, 037° track to NALEG.
NALEG 2E	263° track to KHR 2.1 DME, turn LEFT, intercept 023° bearing to HA, turn LEFT, 005° bearing to NALEG.

CHANGES: SIDs revised.

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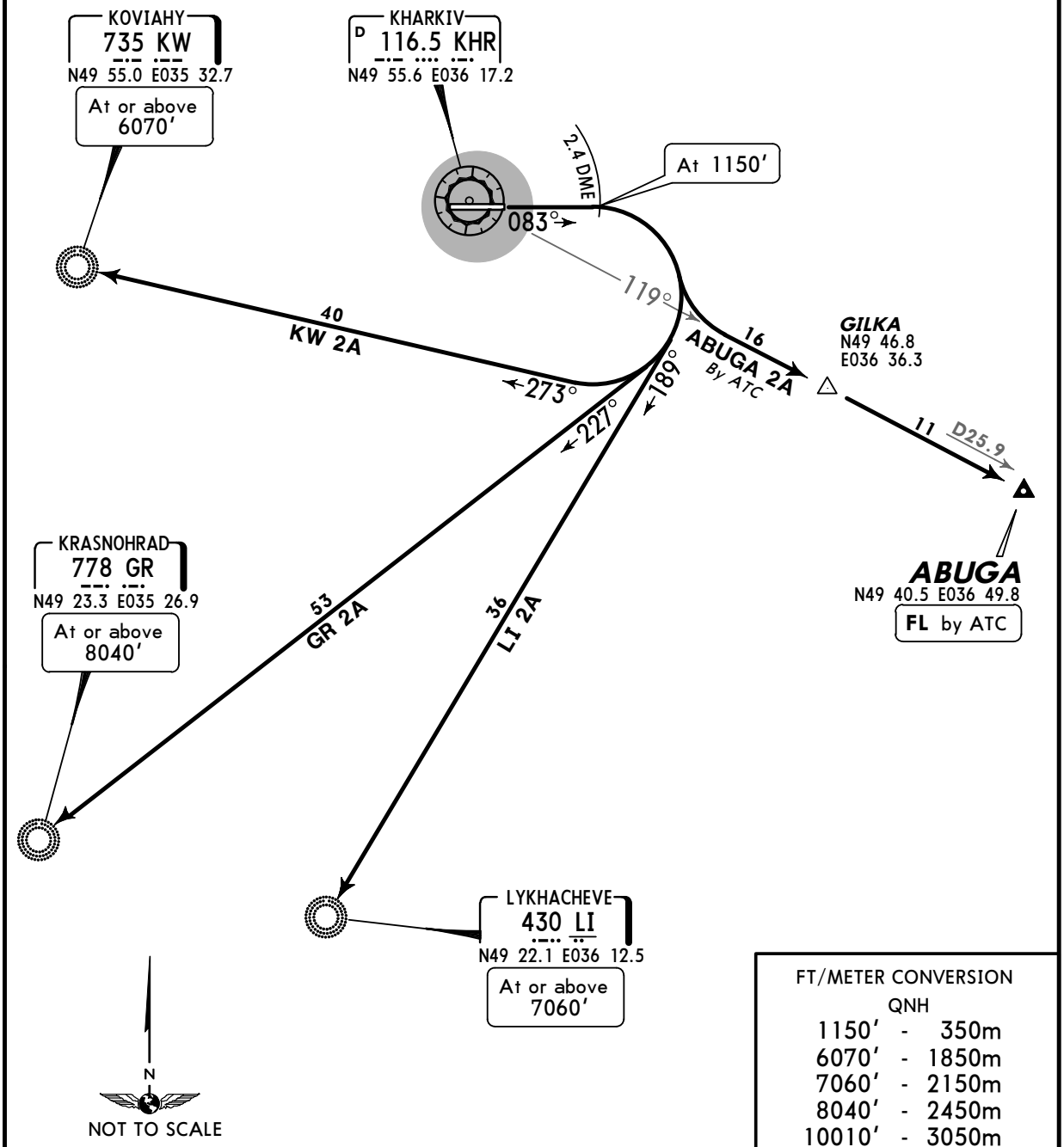
Apt Elev	Trans level: By ATC Trans alt: 10010′
508′	

ABUGA TWO ALFA (ABUGA 2A) *[ABUG2A]*
KOVIAHY TWO ALFA (KW 2A)
KRASNOHRAD TWO ALFA (GR 2A)
LYKHACHEVE TWO ALFA (LI 2A)
RWY 08 DEPARTURES
TO SOUTH & WEST



FT/METER CONVERSION
QNH

1150′	-	350m
6070′	-	1850m
7060′	-	2150m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
ABUGA 2A By ATC	083° track to KHR 2.4 DME, turn RIGHT, intercept KHR R-119 to ABUGA.
GR 2A	083° track to KHR 2.4 DME, turn RIGHT, intercept 227° bearing to GR.
KW 2A	083° track to KHR 2.4 DME, turn RIGHT, intercept 273° bearing to KW.
LI 2A	083° track to KHR 2.4 DME, turn RIGHT, intercept 189° bearing to LI.

CHANGES: SIDs revised.

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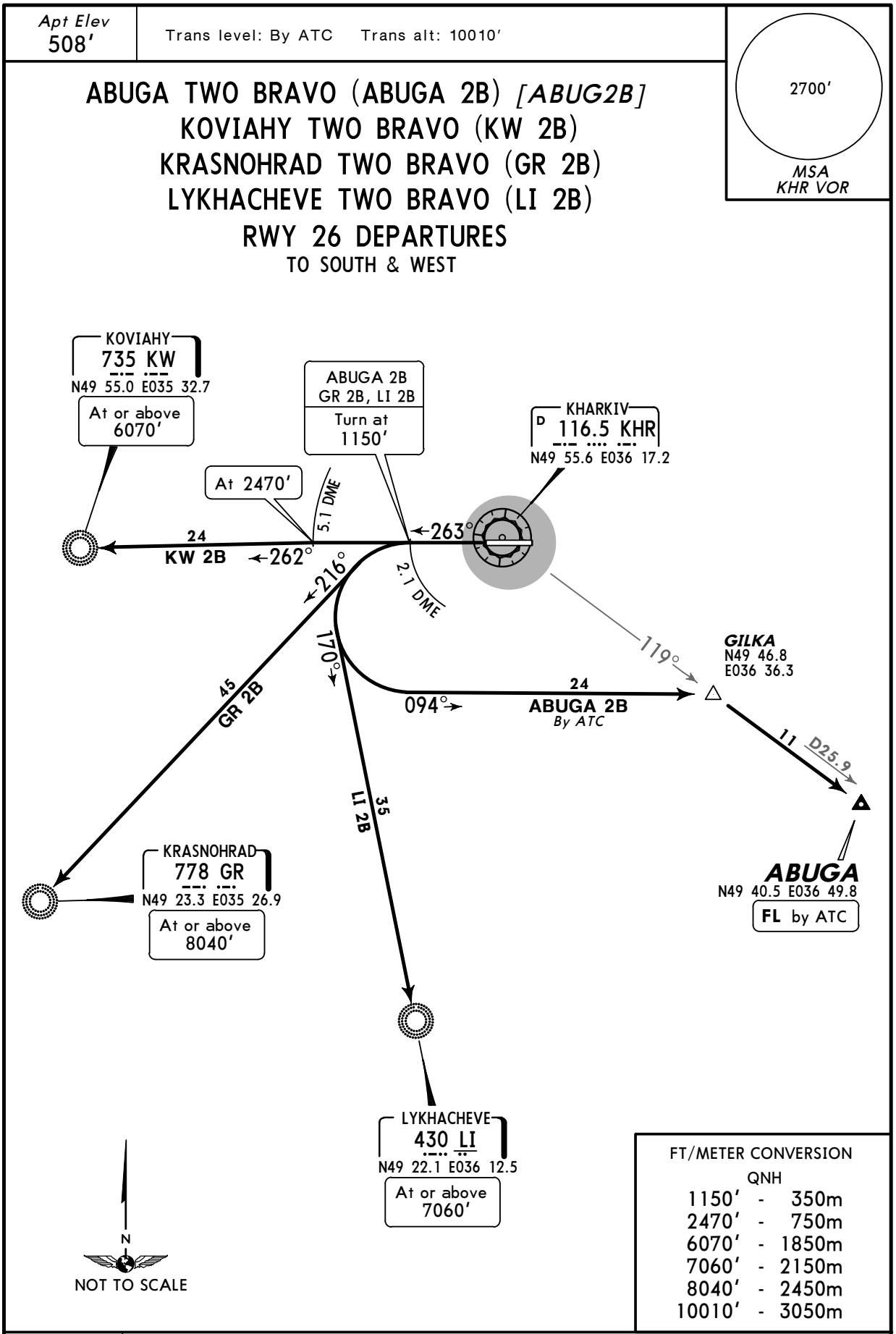
Apt Elev	Trans level: By ATC Trans alt: 10010′
508′	

ABUGA TWO BRAVO (ABUGA 2B) *[ABUG2B]*
KOVIAHY TWO BRAVO (KW 2B)
KRASNOHRAD TWO BRAVO (GR 2B)
LYKHACHEVE TWO BRAVO (LI 2B)
RWY 26 DEPARTURES
TO SOUTH & WEST



FT/METER CONVERSION QNH	
1150′	350m
2470′	750m
6070′	1850m
7060′	2150m
8040′	2450m
10010′	3050m

SID	ROUTING
ABUGA 2B *By ATC*	263° track to KHR 2.1 DME, turn LEFT, 094° track to GILKA, intercept KHR R-119 to ABUGA.
GR 2B	263° track to KHR 2.1 DME, turn LEFT, intercept 216° bearing to GR.
KW 2B	263° track to KHR 5.1 DME, turn LEFT, intercept 262° bearing to KW.
LI 2B	263° track to KHR 2.1 DME, turn LEFT, intercept 170° bearing to LI.

CHANGES: SIDs revised.

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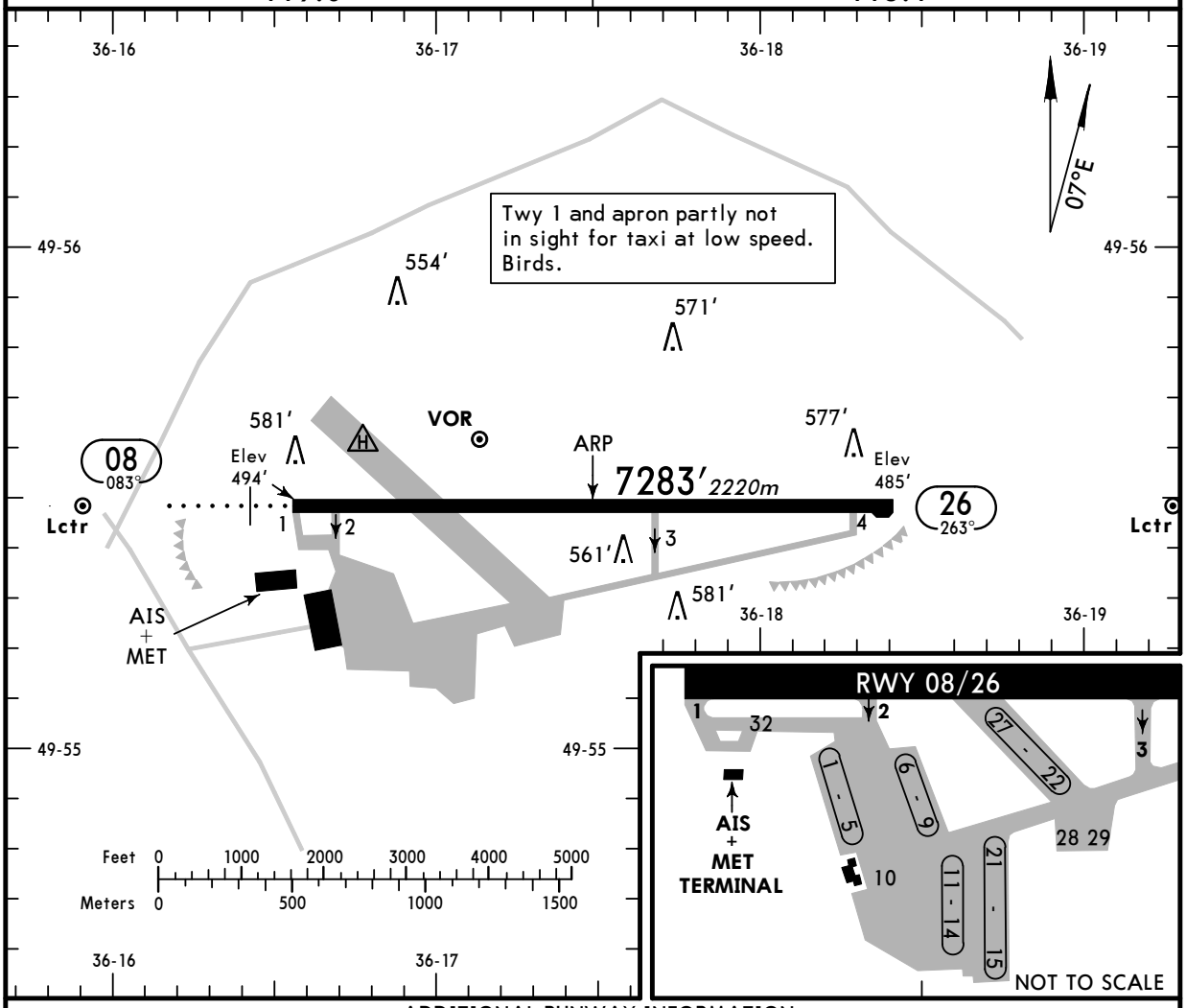
UKHH/HRK

Apt Elev **508'**
N49 55.5 E036 17.5

JEPPESEN
13 MAR 09 (10-9)

KHARKIV, UKRAINE
OSNOVA

KHARKIV Ground	Tower
119.0	118.1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL *(60m)* ALS	RVR		7087' *2160m*		164' *50m*
26	HIRL *(60m)*	RVR	7218' *2200m*	6893' *2101m*	7218' *2200m*	

JAR-OPS

TAKE-OFF [1]

	All Rwys		
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Parking stands. Lights. Rwy elevations. Minimums.

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UKHH/HRK OSNOVA

JEPPESEN
13 MAR 09 (11-1)

KHARKIV, UKRAINE ILS or NDB Rwy 08

BRIEFING STRIP ™

KHARKIV Radar		KHARKIV Tower	Ground
118.1	123.7	118.1	119.0

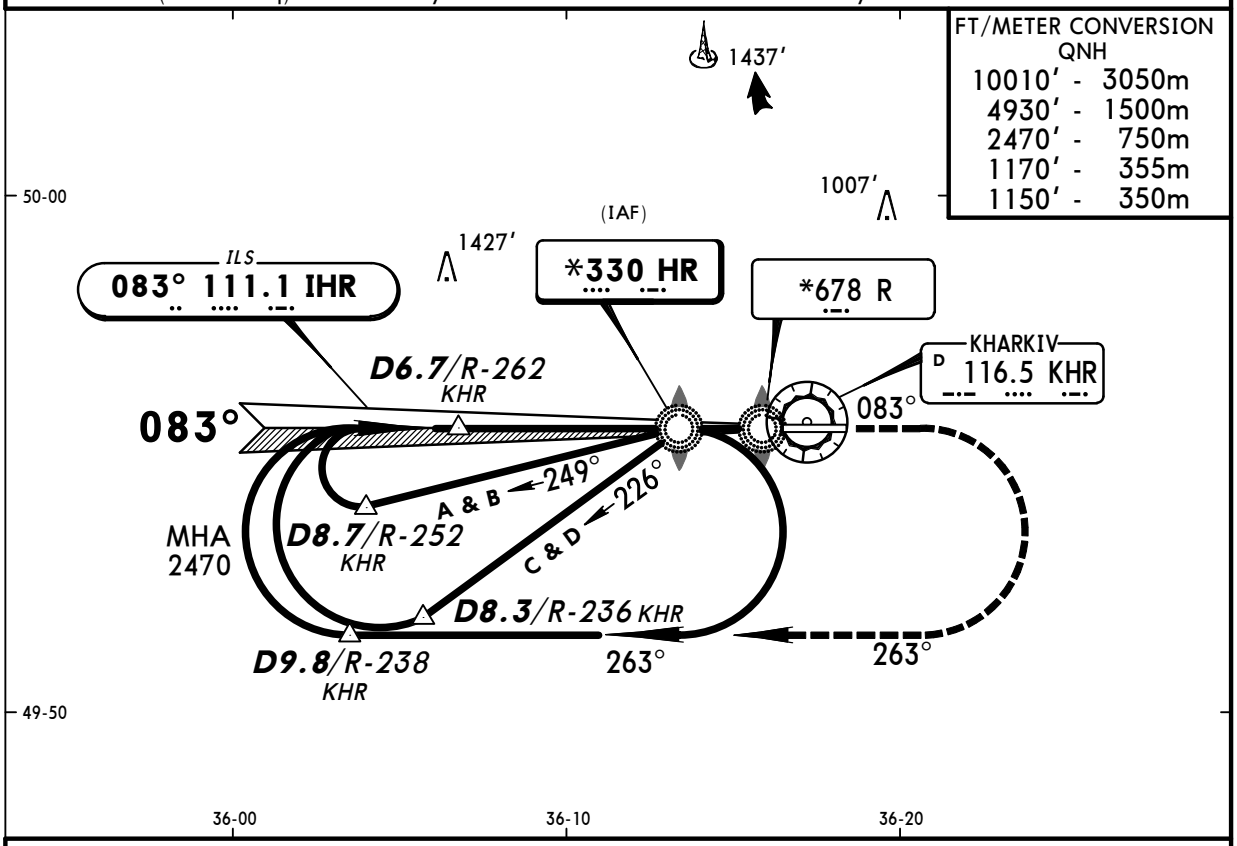
LOC IHR 111.1	Final Apch Crs 083°	GS LOM 1165′ (671′)	ILS DA(H) Refer to Minimums	Apt Elev 508′ RWY 494′
NDB HR *330		Minimum Alt D6.7 KHR 2470′ (1976′)	NDB MDA(H) 860′ (366′)	

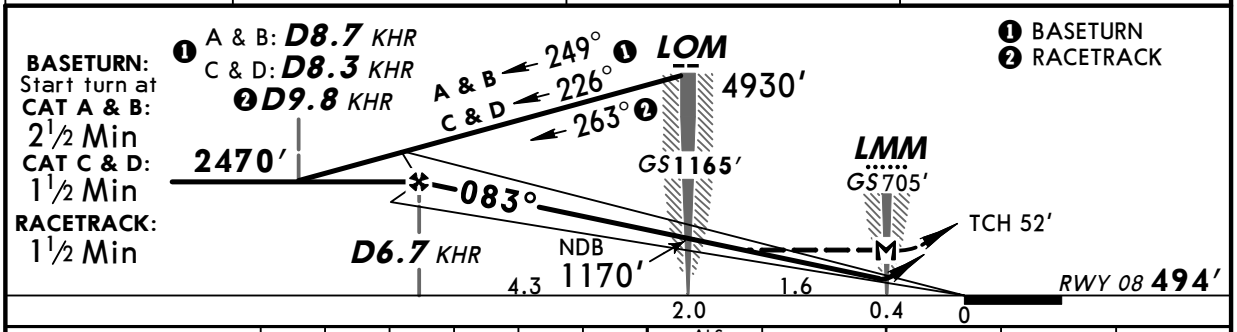
MISSED APCH: Climb on 083° to 1150′, then turn RIGHT onto 263° climbing to 2470′, then according to chart.

2700′ MSA KHR VOR

Alt Set: hPa (MM on req) | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION
QNH
10010′ - 3050m
4930′ - 1500m
2470′ - 750m
1170′ - 355m
1150′ - 350m





Gnd speed-Kts	70	90	100	120	140	160	ALS	1150′ on 083°	263° RT	2470′
ILS GS 2.83° or NDB Desc Grad 4.9%	356	458	509	611	712	814				
MAP at LMM										

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 08

	ILS		LOC (GS out)	NDB		CIRCLE-TO-LAND ❶		
DA(H)	A: 712′ (218′) B: 722′ (228′)	C: 732′ (238′) D: 741′ (247′)		MDA(H) 860′ (366′)				
	FULL	ALS out			ALS out	Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1000m	NOT AUTH	RVR 1300m	RVR 1500m	100	1010′ (516′)	1500m
B				RVR 1400m		135	1200′ (706′)	1600m
C				RVR 1600m	RVR 1800m	180	1420′ (926′)	2400m
D				RVR 1800m	RVR 2000m	205	1420′ (926′)	3600m

❶ Circling height based on rwy 08 thresh elev of 494′.

CHANGES: Communications. Minimums.

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UKHH/HRK OSNOVA

JEPPESEN
13 MAR 09 (11-2)

KHARKIV, UKRAINE
ILS or NDB Rwy 26

BRIEFING STRIP ™

KHARKIV Radar		KHARKIV Tower	Ground
118.1	123.7	118.1	119.0

LOC IHA **111.7**	Final Apch Crs **263°**	GS **LOM** **1181′** (696′)	ILS DA(H) Refer to Minimums	Apt Elev 508′ RWY **485′**
NDB HA ***330**		Minimum Alt **D5.0 KHR** **1810′** (1325′)	NDB MDA(H) **840′** (355′)	

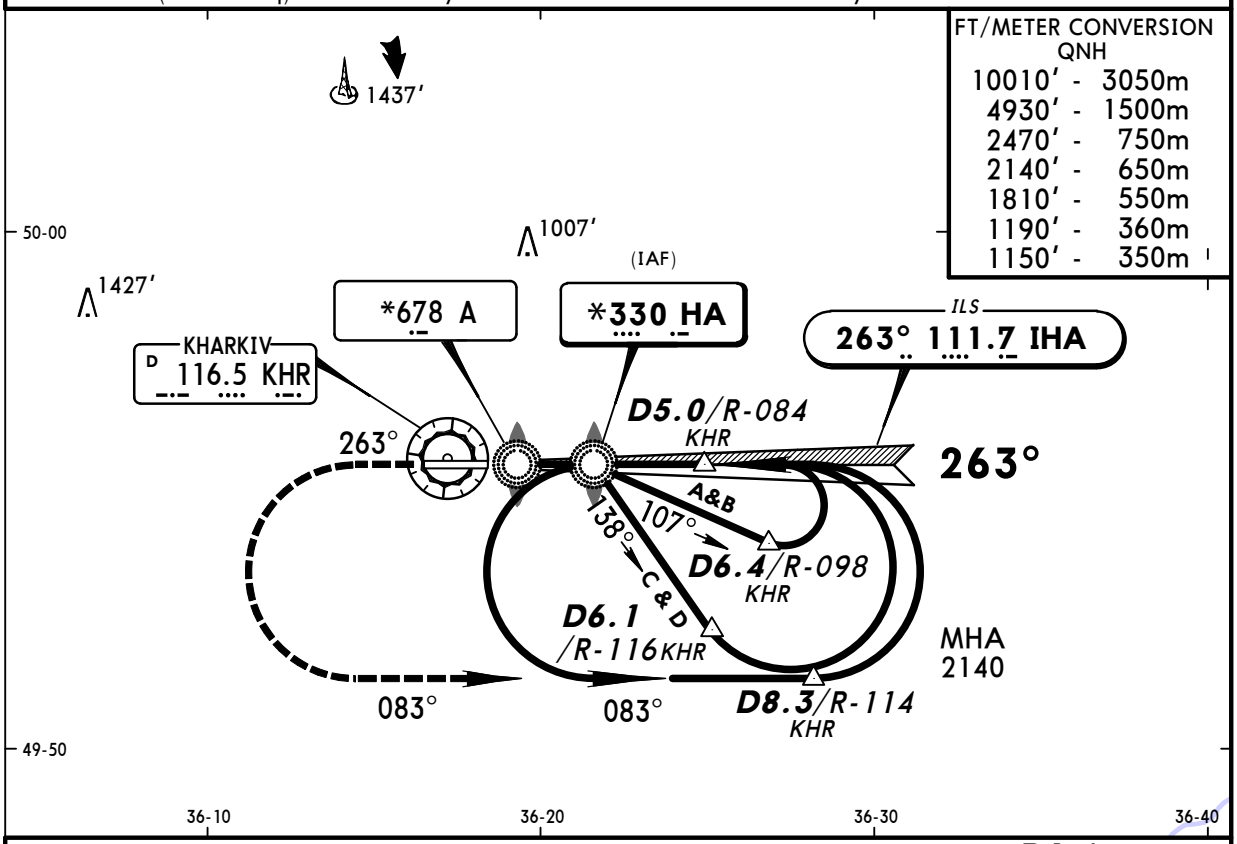
MISSED APCH: Climb on 263 ° to 1150′, then turn LEFT onto 083° climbing to 2470′, then according to chart.

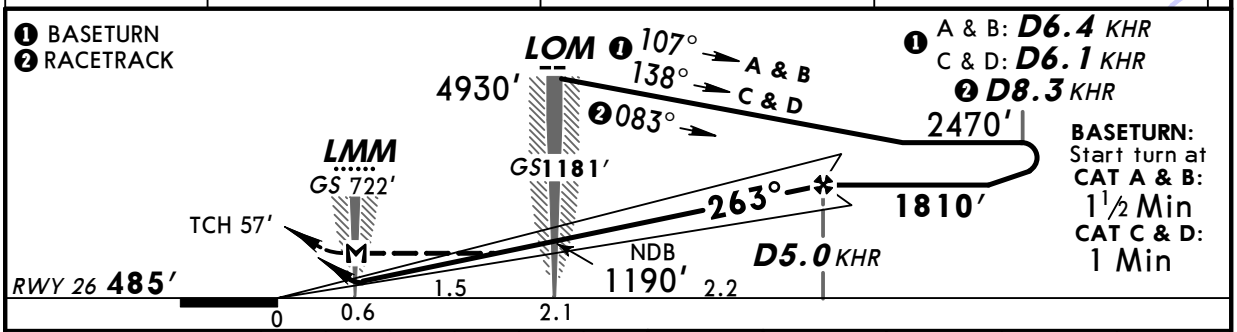
MSA KHR VOR: 2700′

Alt Set: hPa (MM on req) | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION
QNH

10010′ -	3050m
4930′ -	1500m
2470′ -	750m
2140′ -	650m
1810′ -	550m
1190′ -	360m
1150′ -	350m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.83° or NDB Desc Grad 4.9%	356	458	509	611	712	814
MAP at LMM						

1150′ on 263° | 083° LT | 2470′

JAR-OPS STRAIGHT-IN LANDING RWY 26

	ILS		LOC (GS out)	NDB	
DA(H)	A: 709′ (224′)	C: 728′ (243′)		MDA(H) 840′ (355′)	
	B: 719′ (234′)	D: 738′ (253′)			
	FULL	ALS out			ALS out
A	RVR 1000m		NOT AUTH	RVR 1500m	
B					
C				RVR 1800m	
D	RVR 1200m			RVR 2000m	

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	1010′ (525′)	1500m
135	1200′ (715′)	1600m
180	1420′ (935′)	2400m
205	1420′ (935′)	3600m

PANS OPS

❶ Circling height based on rwy 26 thresh elev of 485′.

CHANGES: Communications. Minimums.

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