

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UHHH

General Info

Khabarovsk, RUS

N 48° 31.7' E135° 11.3' Mag Var: 11.7°W

Elevation: 244'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+10:00 uses DST

Runway Info

Runway 05L-23R 11483' x 148' asphalt

Runway 05R-23L 13123' x 197' asphalt

Runway 05L (54.0°M) TDZE 225'

Lights: Edge, ALS

Runway 05R (54.0°M) TDZE 228'

Lights: Edge, ALS, Centerline

Runway 23L (234.0°M) TDZE 235'

Lights: Edge, ALS, Centerline, TDZ

Runway 23R (234.0°M) TDZE 223'

Lights: Edge, ALS

Communications Info

ATIS **124.875**

Khabarovsk Start Tower **121.8**

Khabarovsk Start Tower **119.3**

Khabarovsk Apron Ramp/Taxi Control **118.9**

Khabarovsk Approach Control **129.3** (138°-360°)

Khabarovsk Approach Control **125.2** (360°-138°)

Khabarovsk Krug Radar **120.3**

Notebook Info

UHHH/KHV
NOVY**JEPPESEN**
22 APR 11 10-1PKHABAROVSK, RUSSIA
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 124.87

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Airspace over central part of the city is prohibited for flights below FL39.

Take-off and landing in case of tail wind shall be carried out with a tail wind component not more than established by the Airplane Flight Manual for specified ACFT type (subject to friction coefficient).

1.2.2. PREFERENTIAL RUNWAY SYSTEM

Under specified wind and air traffic conditions RWYs are used as follows:

- RWYs 05L/R in preference for take-off;
- RWYs 23R/L in preference for landing.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP apply when TDZ RVR is 600m or less and/or ceiling is 60m or below.

Pilots will be informed about starting of LVP via ATIS or ATC.

1.3.2. ARRIVAL

Pilots shall report vacating of RWY 23L to START only after RWY 05L/23R occupation.

Further taxiing to stand shall be carried out after Follow-me car only.

Pilots shall report the arrival on stand to START as follows: "ACFT callsign + on stand..."

1.3.3. DEPARTURE

ACFT taxiing from stand to holding point shall be carried out after Follow-me car only. Pilots must repeat all instructions of START concerning holding at RWY 05L/23R in front of TWYs E, F, G & H.

Use of intersection take-offs is prohibited and take-off without stopping at line-up position after taxiing is prohibited

1.4. RWY OPERATIONS

180° turns of An-124, B-747, B-777, A-330, IL-86 and IL-96 ACFT on rwy 05R/23L permitted on turning pad only.

1.5. TAXI PROCEDURES

Taxiing and towing is prohibited without clearance from TOWER. Foreign airlines ACFT are subject to mandatory escorting by special Follow-me vehicle.

Surface beyond concrete edge in the vicinity of stands 50 thru 62 is not load-bearing for all ACFT types.

Taxiing onto stands 2 thru 4, 6, 7, 10 thru 12, 14 thru 22, 24 thru 34, 36 thru 43 and 67 thru 73 by towing only.

When stand 48 is occupied, taxiing through between TWY B and TWY C is prohibited.

Taxiing out of stands 50 thru 53 and 67 by towing.

Taxiing out of stand 49 towards TWY B and taxiing into stand 49 towards TWY C only when stand 50 is vacant.

1.6. PARKING INFORMATION

Stands 49 & 50 available as helipad 3 & 2.

1.7. OTHER INFORMATION

Hazard to acft exists especially in spring and autumn due to nearby bird migration routes.

UHHH/KHV
NOVY

JEPPESEN
22 APR 11 **10-1P1**

KHABAROVSK, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 23L is approved for CAT II operations.

3. DEPARTURE

3.1. START-UP PROCEDURES

If engine start-up is impossible on stand, start-up shall be carried out on the nearest TWY at position marked by T sign.

3.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be carried out by all ACFT during take-off and climbing phase, except for safety reasons or in case of engine failure during take-off phase.

While carrying out take-off from RWYs 23R/L, initial turn shall be commenced at a distance not less than 6.5 NM from RWYs and at or above 2220'(1976').

UHHH/KHV
NOVYJEPPesen
22 APR 11 10-2

Eff 5 May

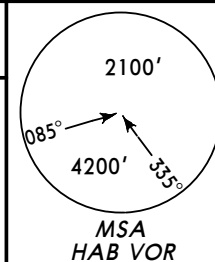
KHABAROVSK, RUSSIA

STAR

ATIS 124.87 Apt Elev 244' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')

ADEPI 1S [ADEP1S], ARBIT 1S [ARBI1S]
ARGUK 1S [ARGU1S], BITKI 1S [BITK1S]
RWYS 05L/R ARRIVALS

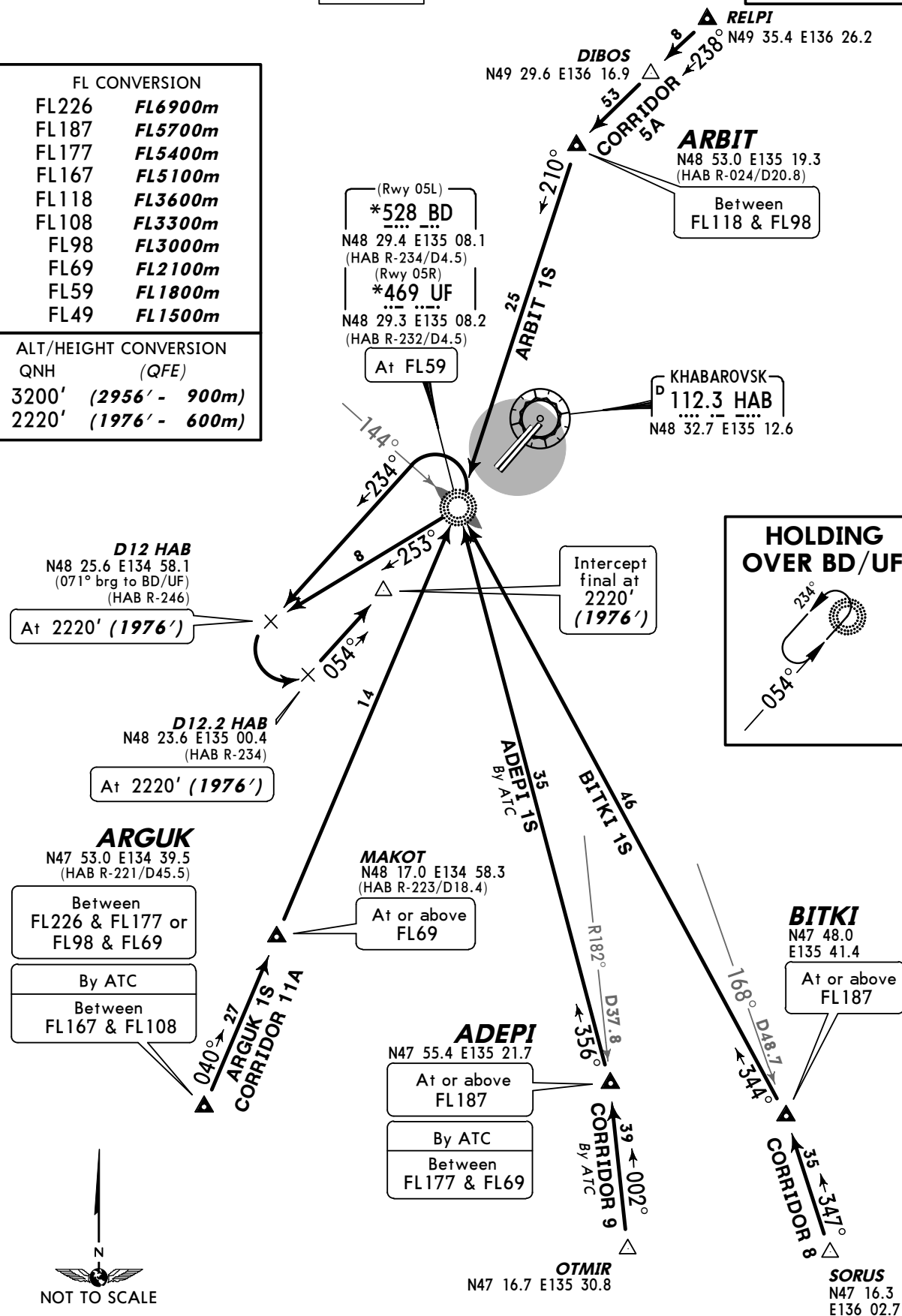
CAT A & B



FL CONVERSION

FL226	FL6900m
FL187	FL5700m
FL177	FL5400m
FL167	FL5100m
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

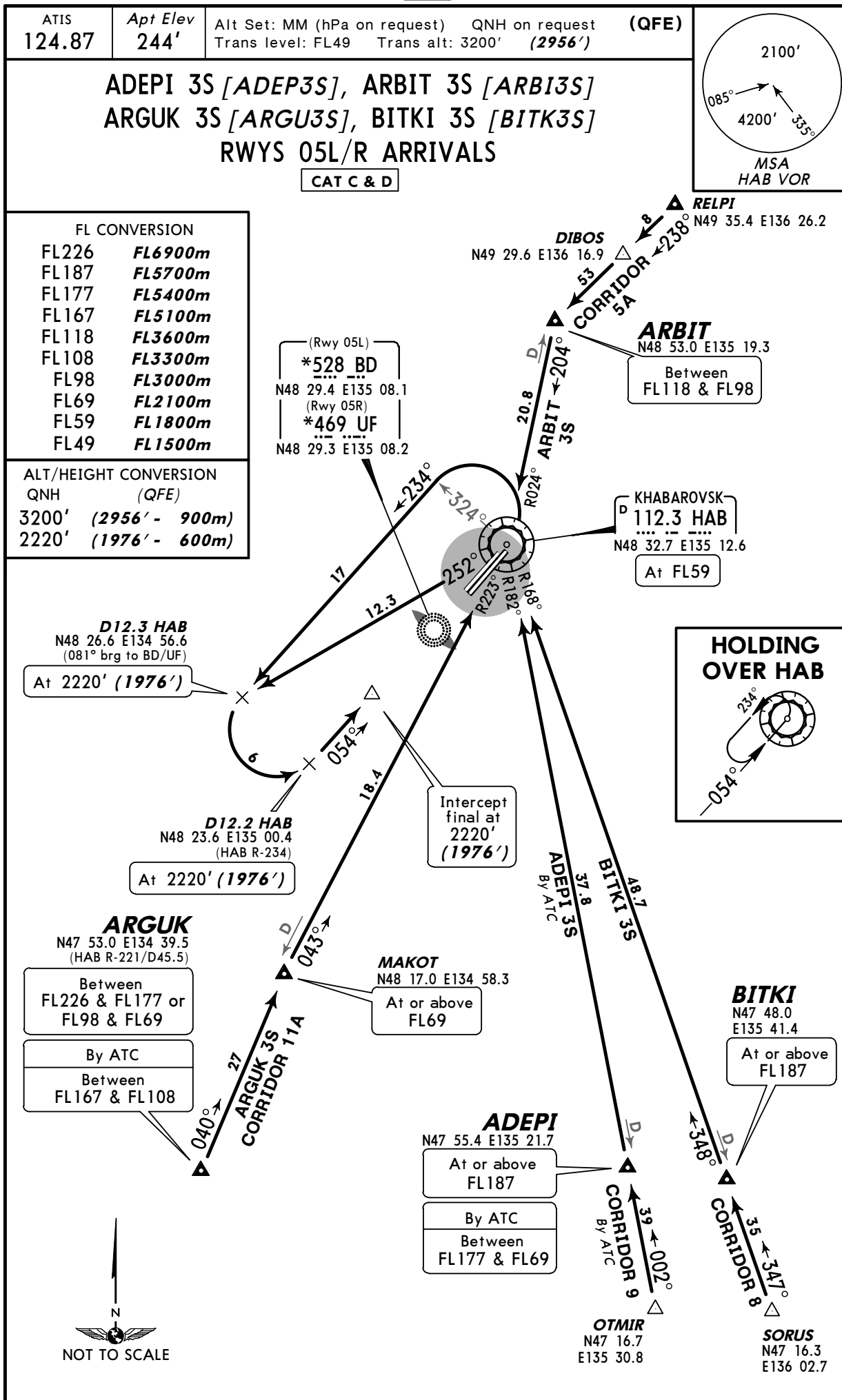
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2956' - 900m)
2220'	(1976' - 600m)



UHHH/KHV
NOVY

JEPPESSEN
22 APR 11 **10-2A** Eff 5 May

KHABAROVSK, RUSSIA
STAR

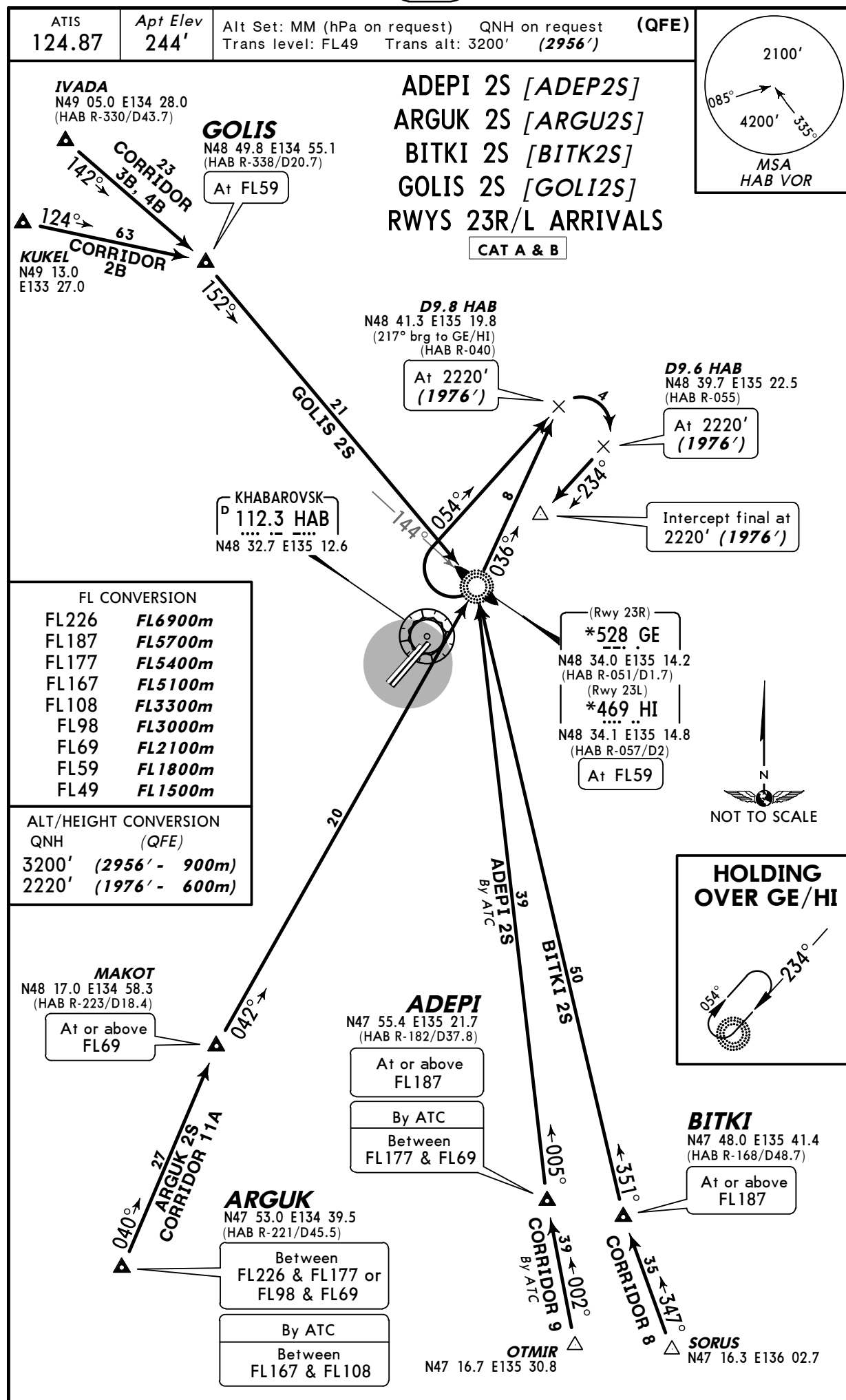


UHHH/KHV
NOVY

JEPPESSEN
22 APR 11 **10-2B** Eff 5 May

KHABAROVSK, RUSSIA

STAR

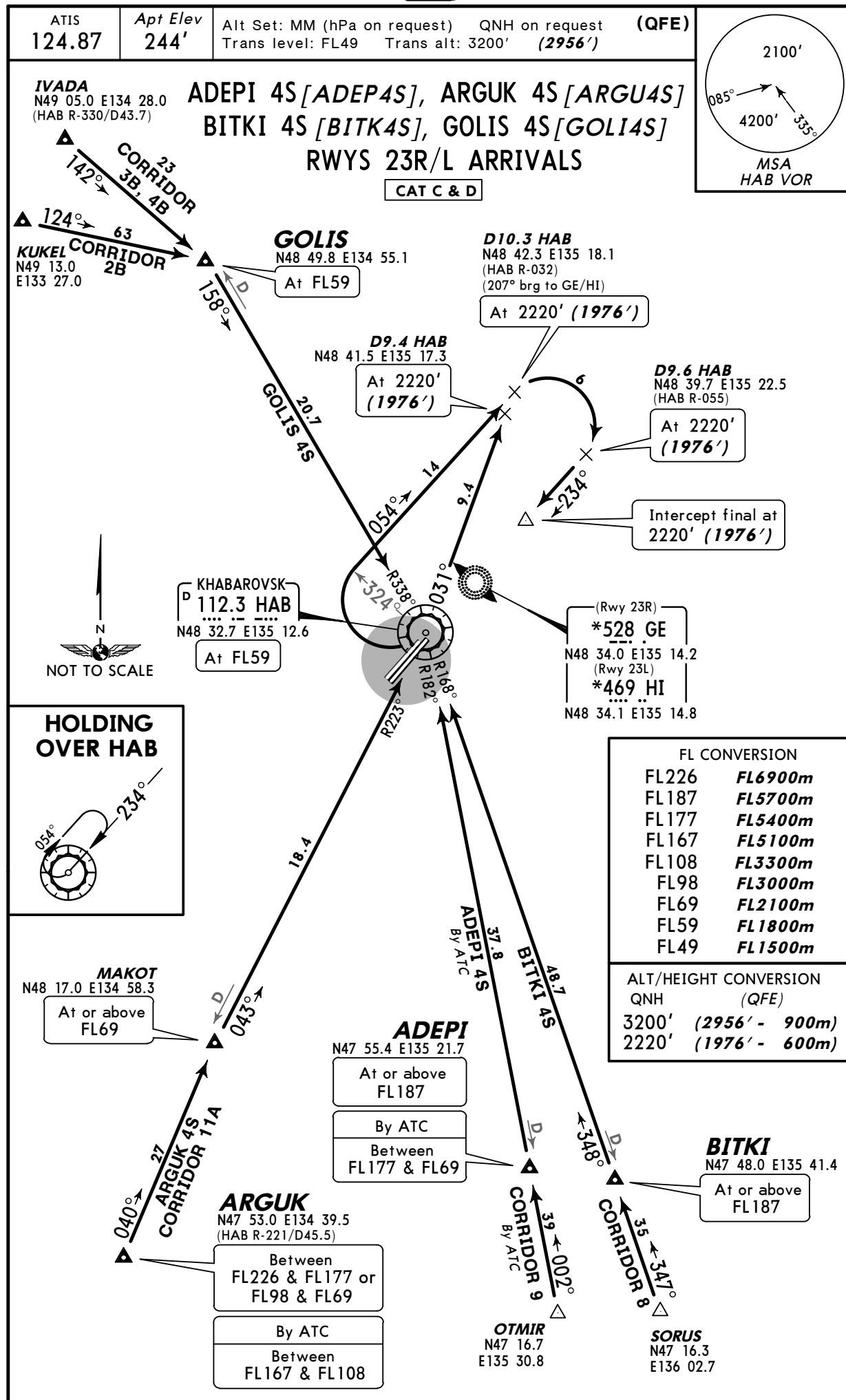


UHHH/KHV
 NOVY

JEPPESSEN
 22 APR 11 **10-2C** Eff 5 May

KHABAROVSK, RUSSIA

STAR



CHANGES: STAR via corridor 9 revised; corridor designation revised.

© JEPPESSEN, 2003, 2011. ALL RIGHTS RESERVED.

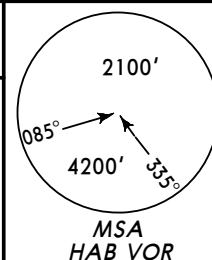
UHHH/KHV
NOVY

JEPPESSEN
22 APR 11 (10-2D) Eff 5 May

KHABAROVSK, RUSSIA

STAR

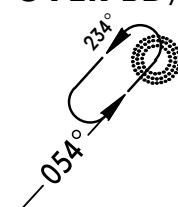
ATIS 124.87 Apt Elev 244' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')



**IVADA 1S [IVAD1S], KORUM 1S [KORU1S]
RWYS 05L/R ARRIVALS**

CAT A & B

**HOLDING
OVER BD/UF**



IVADA

N49 05.0 E134 28.0

Between
FL226 & FL148



❶ Except CORRIDOR 11B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

(Rwy 05L)
*528 BD
N48 29.4 E135 08.1
(HAB R-234/D4.5)
(Rwy 05R)
*469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)
At FL59

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

D12 HAB
N48 25.6 E134 58.1
(071° brg to BD/UF)
(HAB R-246)
At 2220' (1976')

Intercept final
at 2220' (1976')

D12.2 HAB
N48 23.6
E135 00.4
(HAB R-234)
At 2220' (1976')

FL CONVERSION	
FL226	FL6900m
FL187	FL5700m
FL177	FL5400m
FL148	FL4500m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

KORUM
N48 12.8 E135 08.9
(HAB R-199/D20.1)

At or above
FL187

By ATC
Between
FL177 & FL69

ARGUK
N47 53.0 E134 39.5

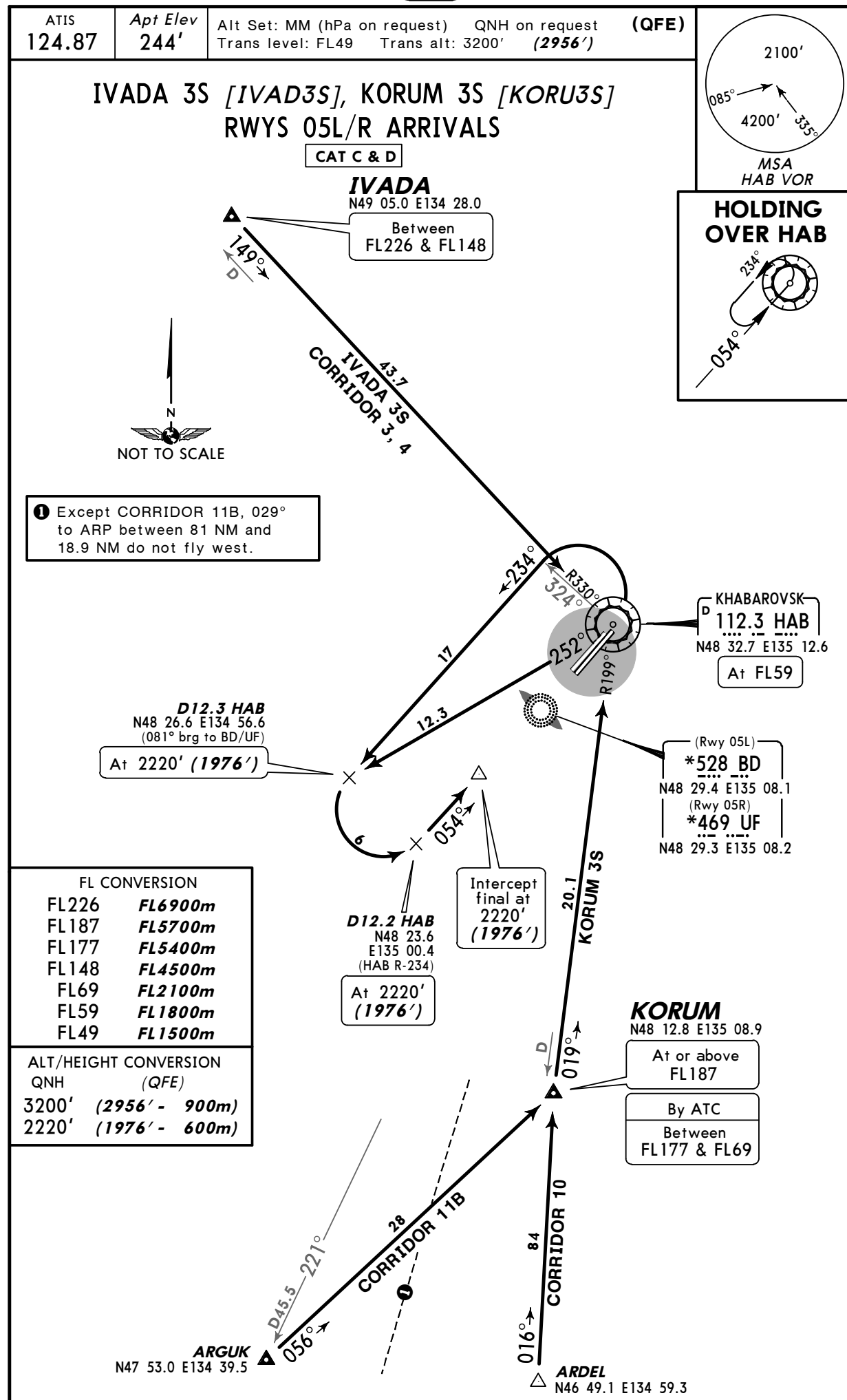
ARDEL
N46 49.1 E134 59.3

UHHH/KHV
NOVY

JEPPesen
22 APR 11 **10-2E** Eff 5 May

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

JEPPesen

KHABAROVSK, RUSSIA

10 OCT 08

10-2F

Eff 23 Oct

STAR

ATIS
124.87

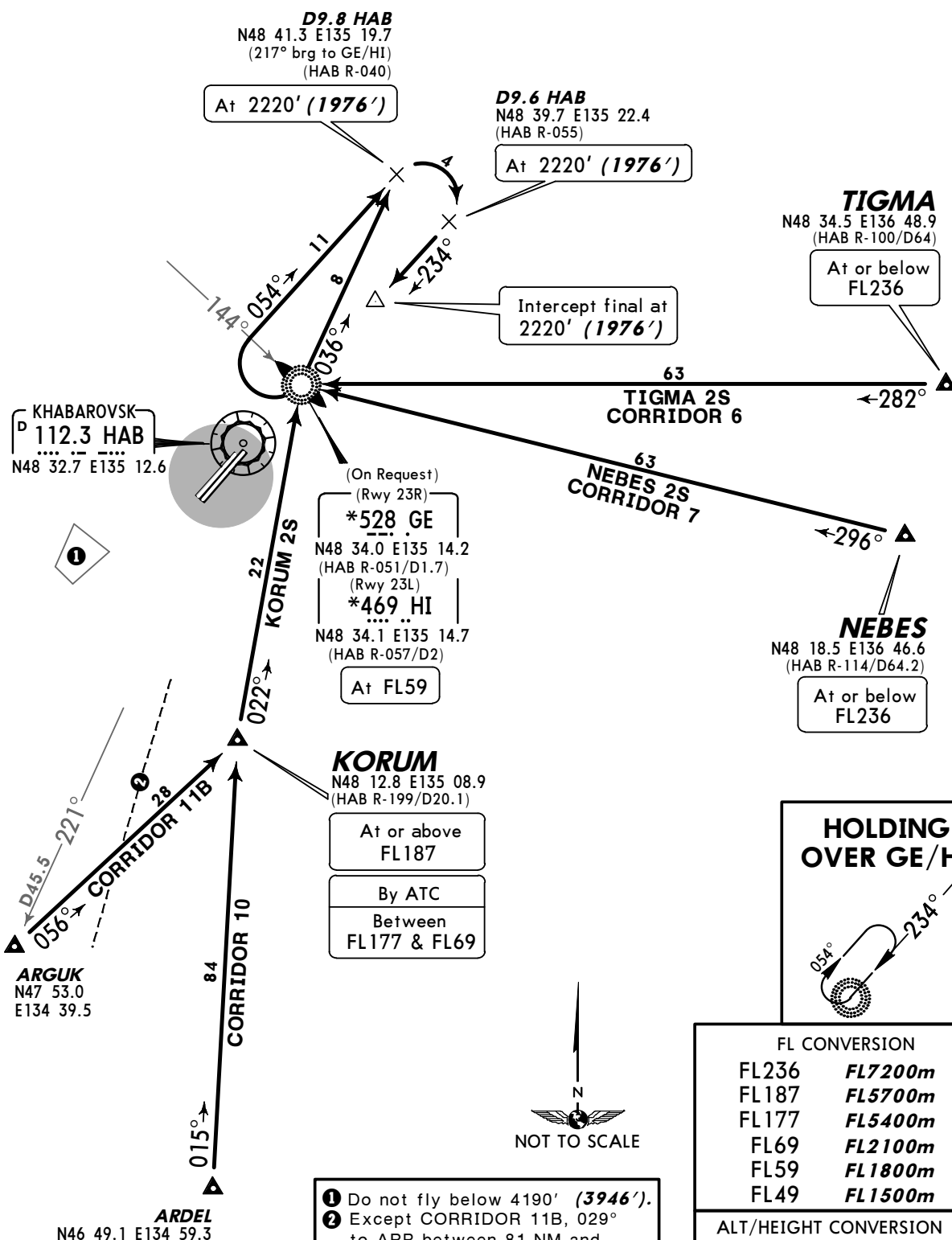
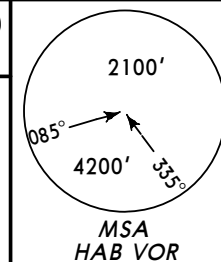
Apt Elev
244'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (**2956'**)

(QFE)

**KORUM 2S [KORU2S], NEBES 2S [NEBE2S]
TIGMA 2S [TIGM2S]
RWYS 23R/L ARRIVALS**

CAT A & B



UHHH/KHV
NOVY

JEPPESEN
10 OCT 08 **10-2G** **Eff 23 Oct**

KHABAROVSK, RUSSIA

STAR

ATIS
124.87

Apt Elev
244'

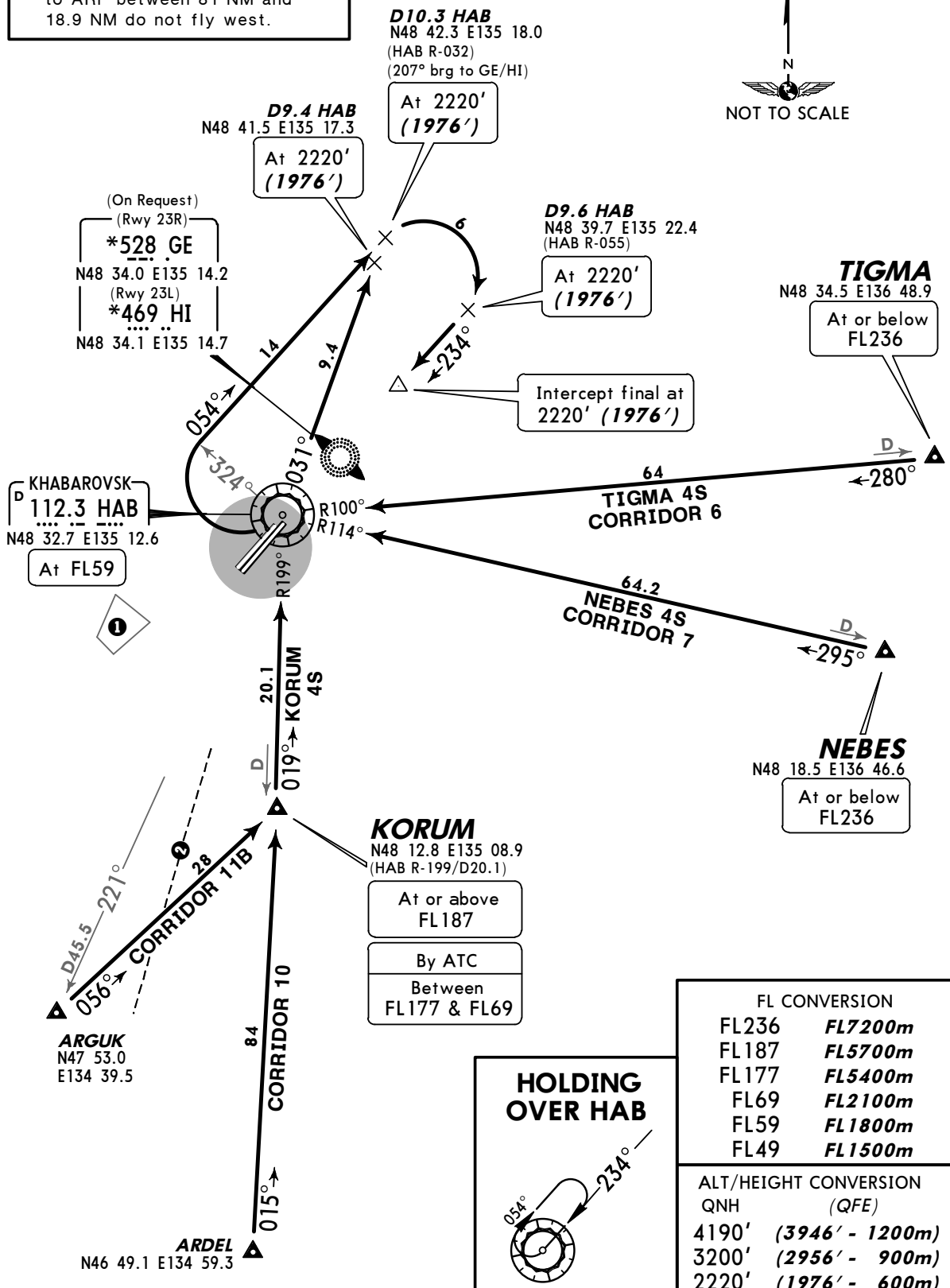
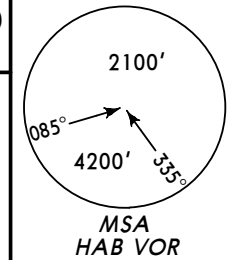
Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (**2956'**)

(QFE)

**KORUM 4S [KORU4S], NEBES 4S [NEBE4S]
TIGMA 4S [TIGM4S]
RWYS 23R/L ARRIVALS**

CAT C & D

- 1 Do not fly below 4190' (**3946'**).
- 2 Except CORRIDOR 11B, 029° to ARP between 81 NM and 18.9 NM do not fly west.



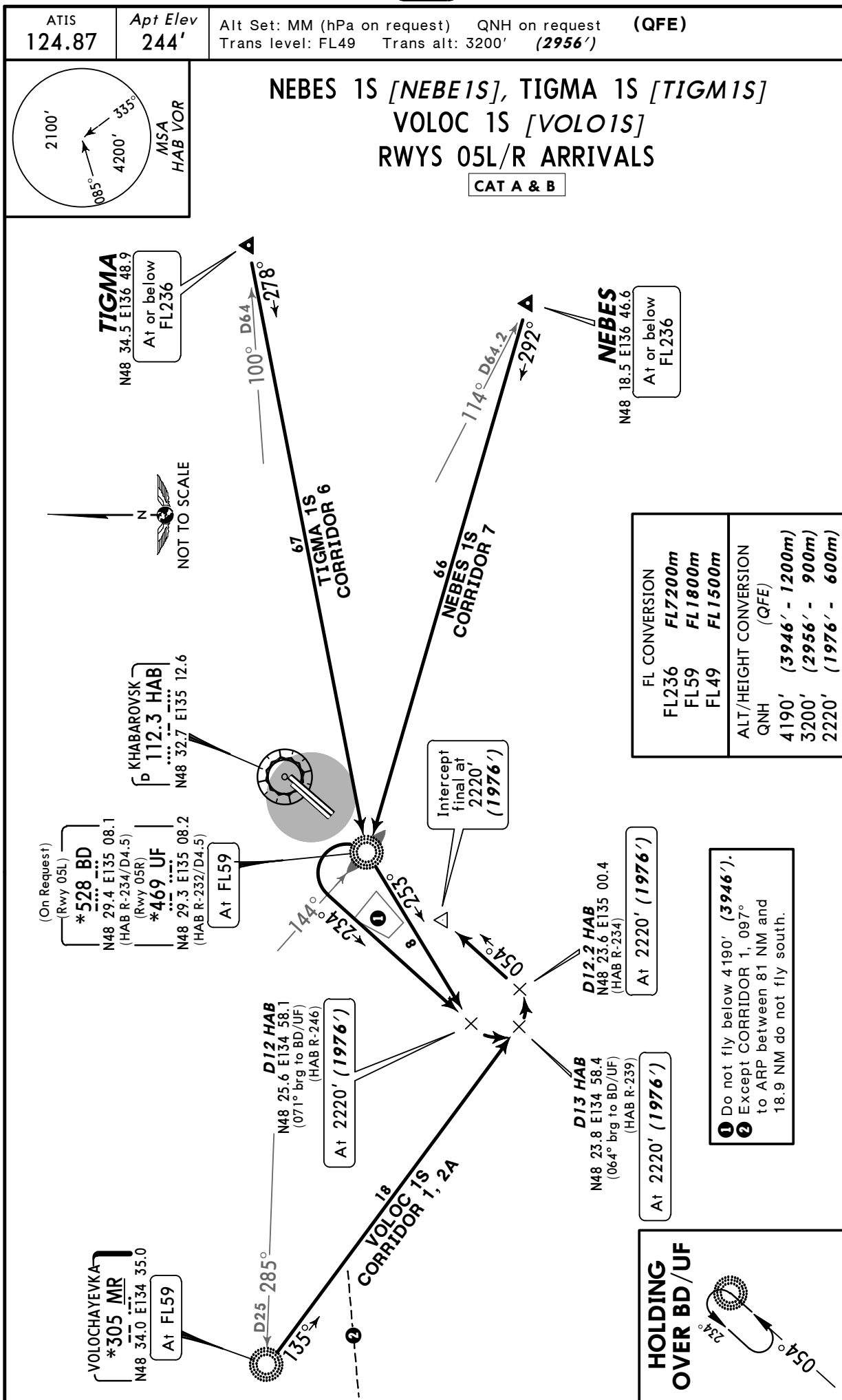
UHHH/KHV
NOVY

JEPPESSEN
10 SEP 10 **(10-2H)**

Eff 23 Sep

KHABAROVSK, RUSSIA

STAR

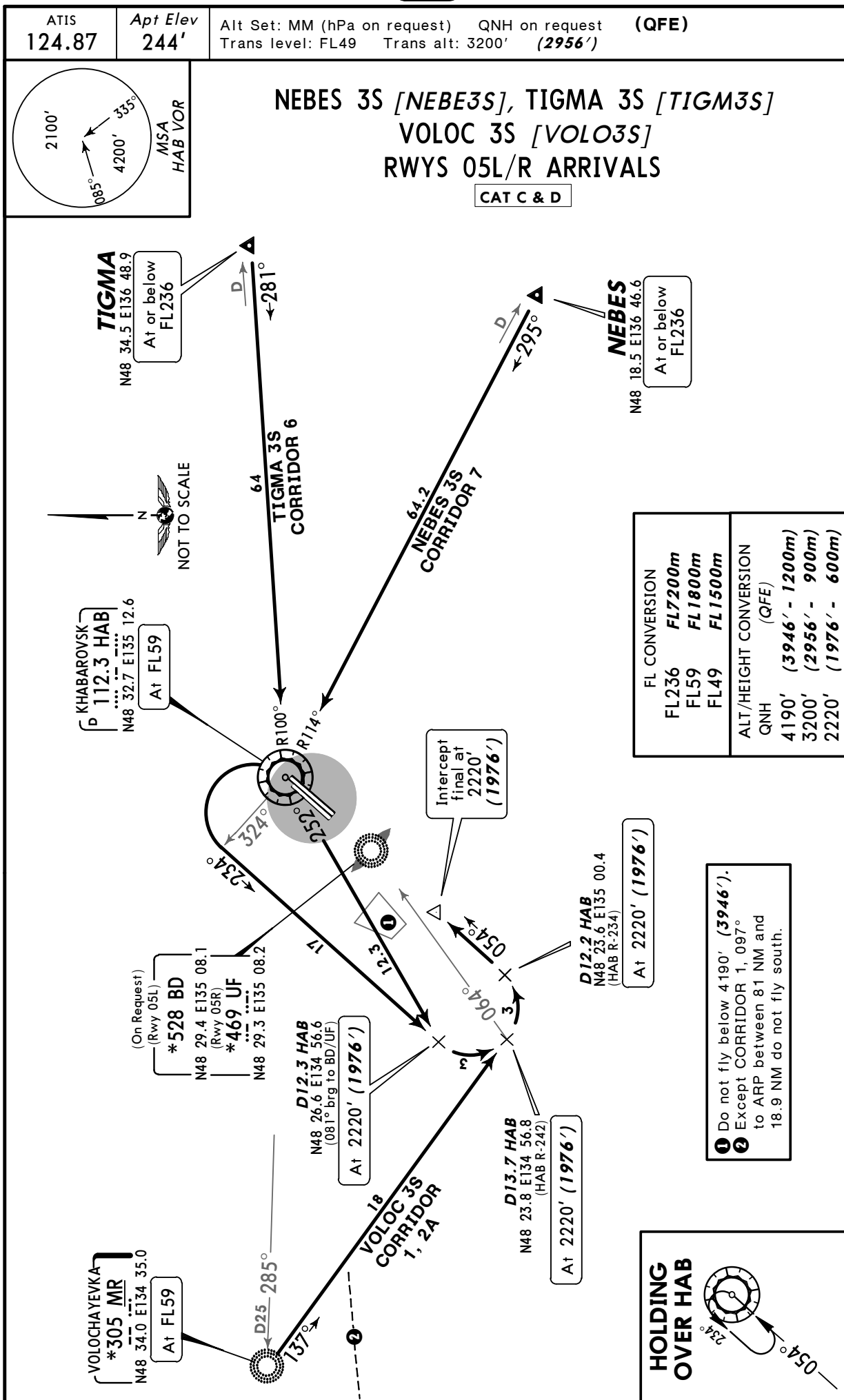


UHHH/KHV
NOVY

JEPPesen
 10 SEP 10 **10-2J** **Eff 23 Sep**

KHABAROVSK, RUSSIA

STAR



CHANGES: D11.7 HAB replaced by D12.2 HAB.

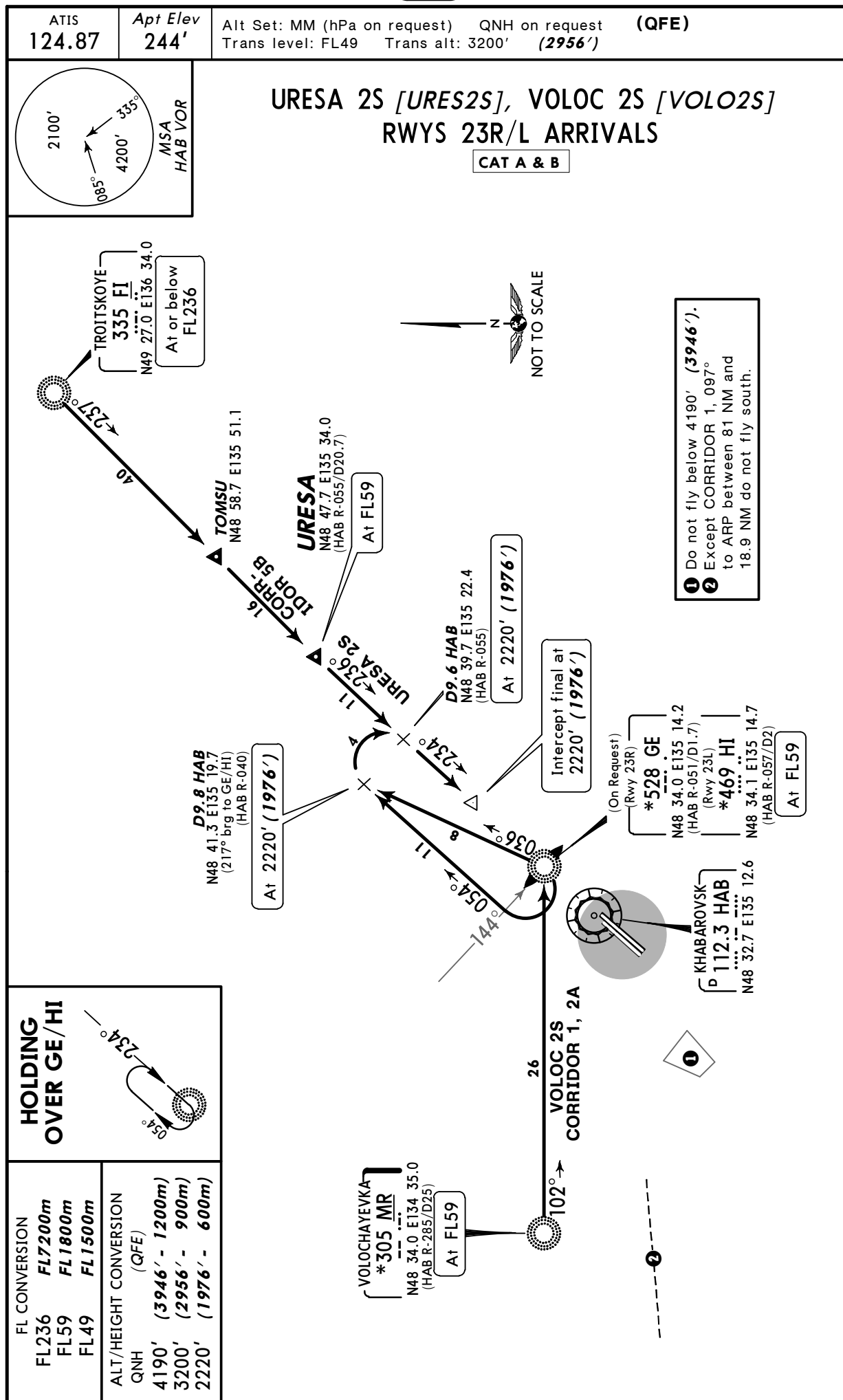
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

UHHH/KHV
 NOVY

JEPPESSEN
 10 OCT 08 **(10-2K)** **Eff 23 Oct**

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
 NOVY

JEPPESSEN
 10 OCT 08 **10-2L** **Eff 23 Oct**

KHABAROVSK, RUSSIA

STAR

ATIS
 124.87

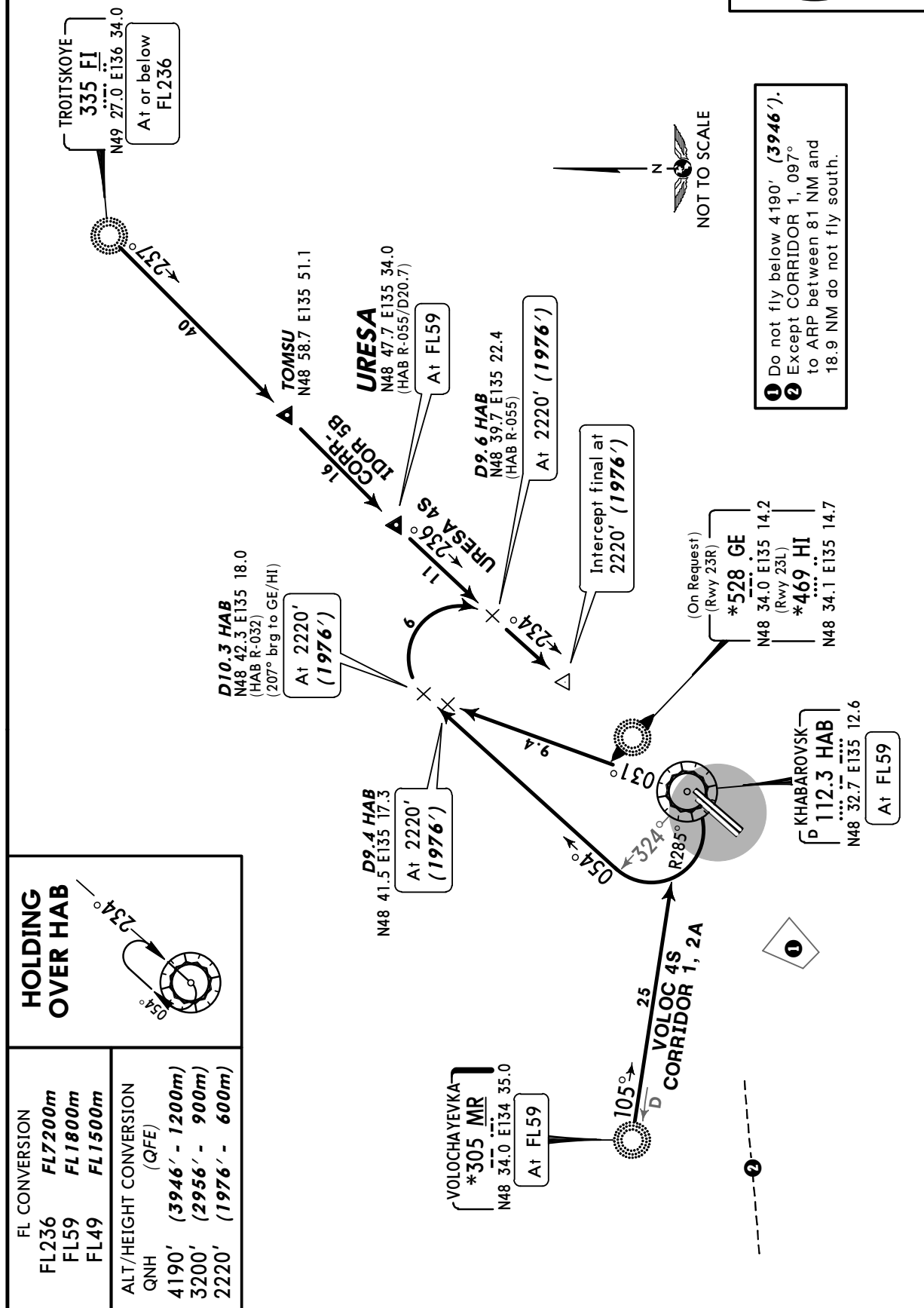
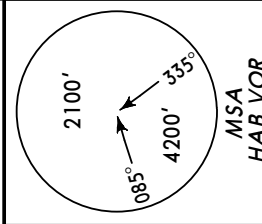
Apt Elev
 244'

Alt Set: MM (hPa on request) QNH on request
 Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

URESA 4S [URES4S], VOLOC 4S [VOLO4S]
 RWYS 23R/L ARRIVALS

CAT C & D

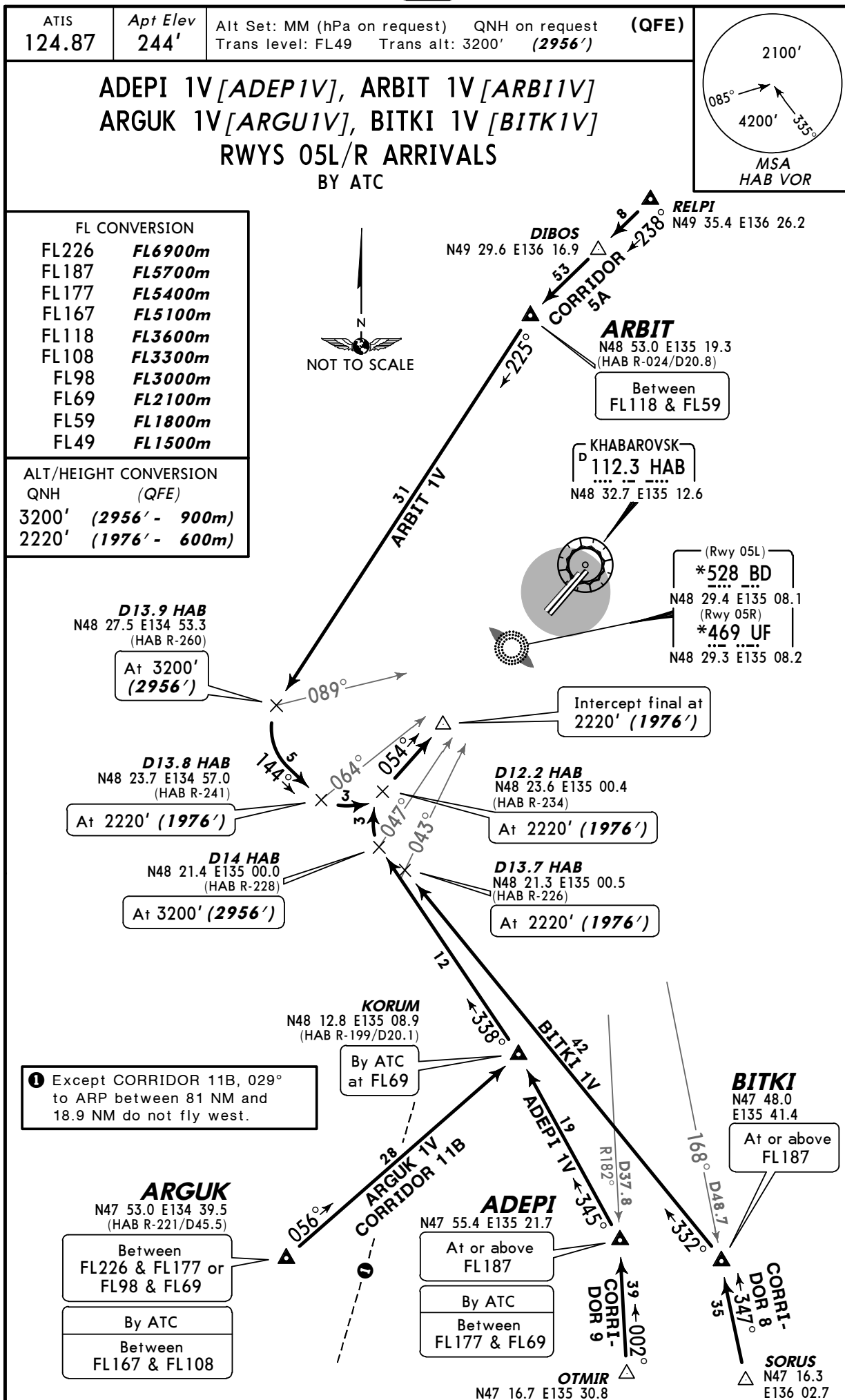


UHHH/KHV
NOVY

JEPPESSEN
22 APR 11 **10-2M** Eff 5 May

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

22 APR 11

JEPPESEN

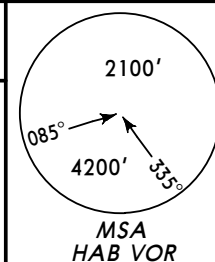
10-2N

Eff 5 May

KHABAROVSK, RUSSIA

STAR

ATIS 124.87	<i>Apt Elev</i> 244'	Alt Set: MM (hPa on request) QNH on request Trans level: FL49 Trans alt: 3200' (2956')	(QFE)
-----------------------	--------------------------------	--	--------------



IVADA 1V [IVAD1V], KORUM 1V [KORU1V]
RWYS 05L/R ARRIVALS
BY ATC

IVADA
N49 05.0 E134 28.0

At or below
FL226

❶ Except CORRIDOR 11B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

LOLSU
N48 41.2 E134 44.1

At FL59

(Rwy 05L)
***528 BD**
 N48 29.4 E135 08.1
 (Rwy 05R)
***469 UF**
 N48 29.3 E135 08.2

KHABAROVSK
D 112.3 HAB
.... ..
N48 32.7 E135 12.6

D14.6 HAB
N48 26.5 E134 52.7
(HAB R-257)

At 3200'
(2956')

D13.8 HAB
N48 23.7 E134 57.0
(HAB R-241)

At 2220'
(1976')

Intercept final at
2220' (1976')

D12.2 HAB
N48 23.6 E135 00.4
(HAB R-234)

At 2220' (1976')

D14 HAB
N48 21.4 E135 00.0
(HAB R-228)

At 3200' (**2956'**)

KORUM
N48 12.8 E135 08.9

By ATC
at FL69

FL CONVERSION

FL226	<i>FL6900m</i>
FL69	<i>FL2100m</i>
FL59	<i>FL1800m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2956' - 900m)
2220' (1976' - 600m)

ARGUK
N47 53.0 E134 39.5

ARDEL
N46 49.1 E134 59.3



NOT TO SCALE

UHHH/KHV
NOVY

JEPPESSEN
22 APR 11 **10-2P** **Eff 5 May**

KHABAROVSK, RUSSIA

STAR

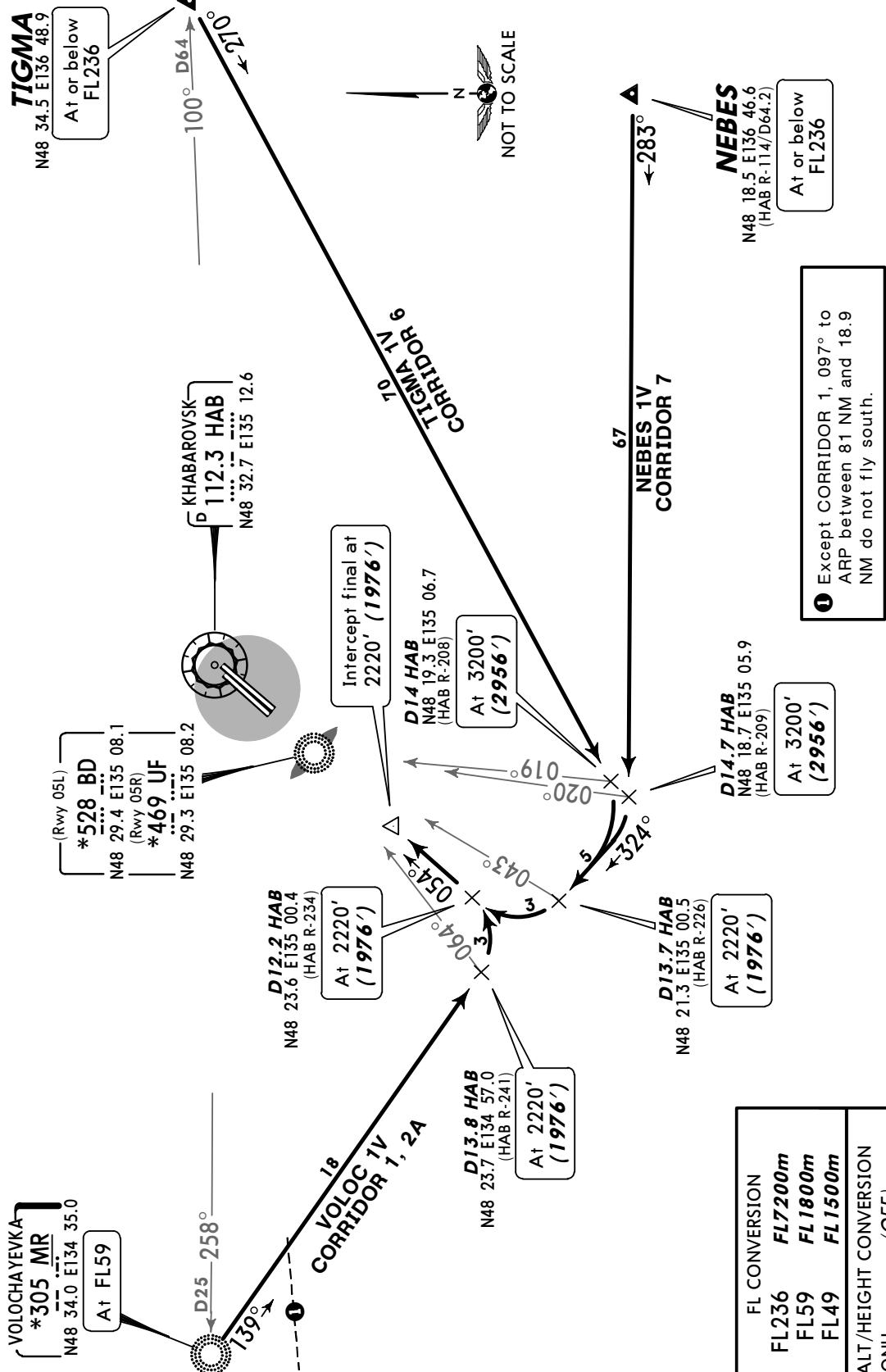
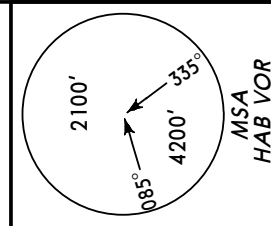
ATIS
124.87

Apt Elev
244'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (**2956'**)

(QFE)

NEBES 1V [NEBE1V], TIGMA 1V [TIGM1V]
VOLOC 1V [VOLO1V]
RWYS 05L/R ARRIVALS
BY ATC



FL CONVERSION	
FL236	FL7200m
FL59	FL1800m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

UHHH/KHV
NOVY

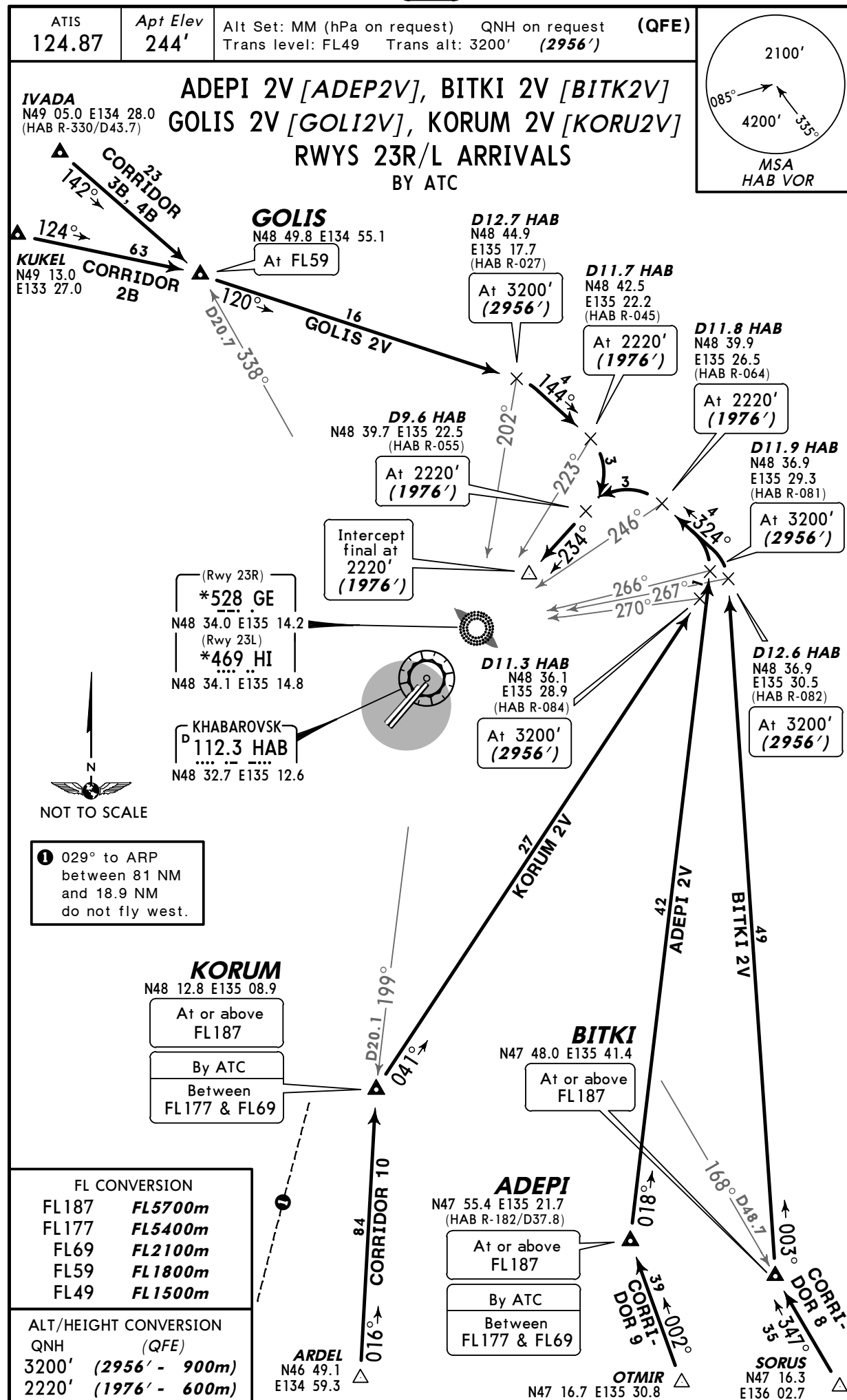
22 APR 11

10-2Q

Eff 5 May

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

JEPPesen
18 AUG 06 **10-25** **Eff 31 Aug**

KHABAROVSK, RUSSIA

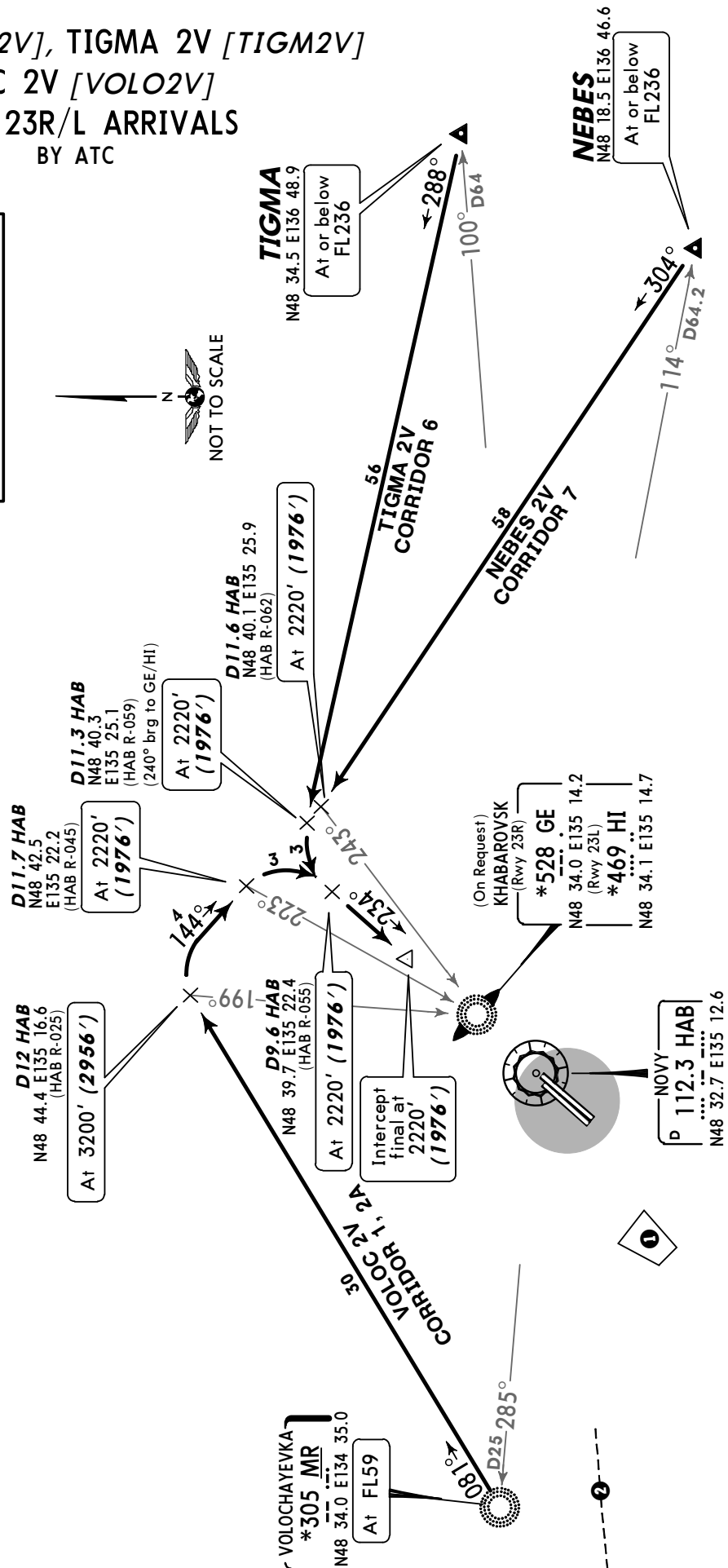
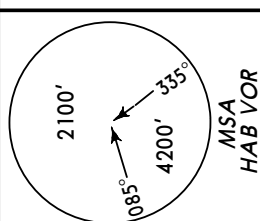
STAR

ATIS **124.87** Apt Elev **244'** Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (**2956'**)

NEBES 2V [NEBE2V], TIGMA 2V [TIGM2V]
VOLOC 2V [VOLO2V]
RWYS 23R/L ARRIVALS
BY ATC

FL CONVERSION	
FL236	FL7200m
FL59	FL1800m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4190'	(3946' - 1200m)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

- Do not fly below 4190' (**3946'**).
- Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.



UHHH/KHV
NOVY

JEPPESSEN **KHABAROVSK, RUSSIA**
18 AUG 06 **10-2T** **Eff 31 Aug**

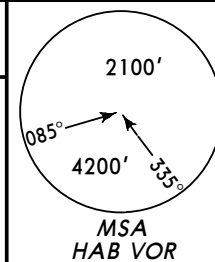
STAR

ATIS
124.87

Apt Elev
244'

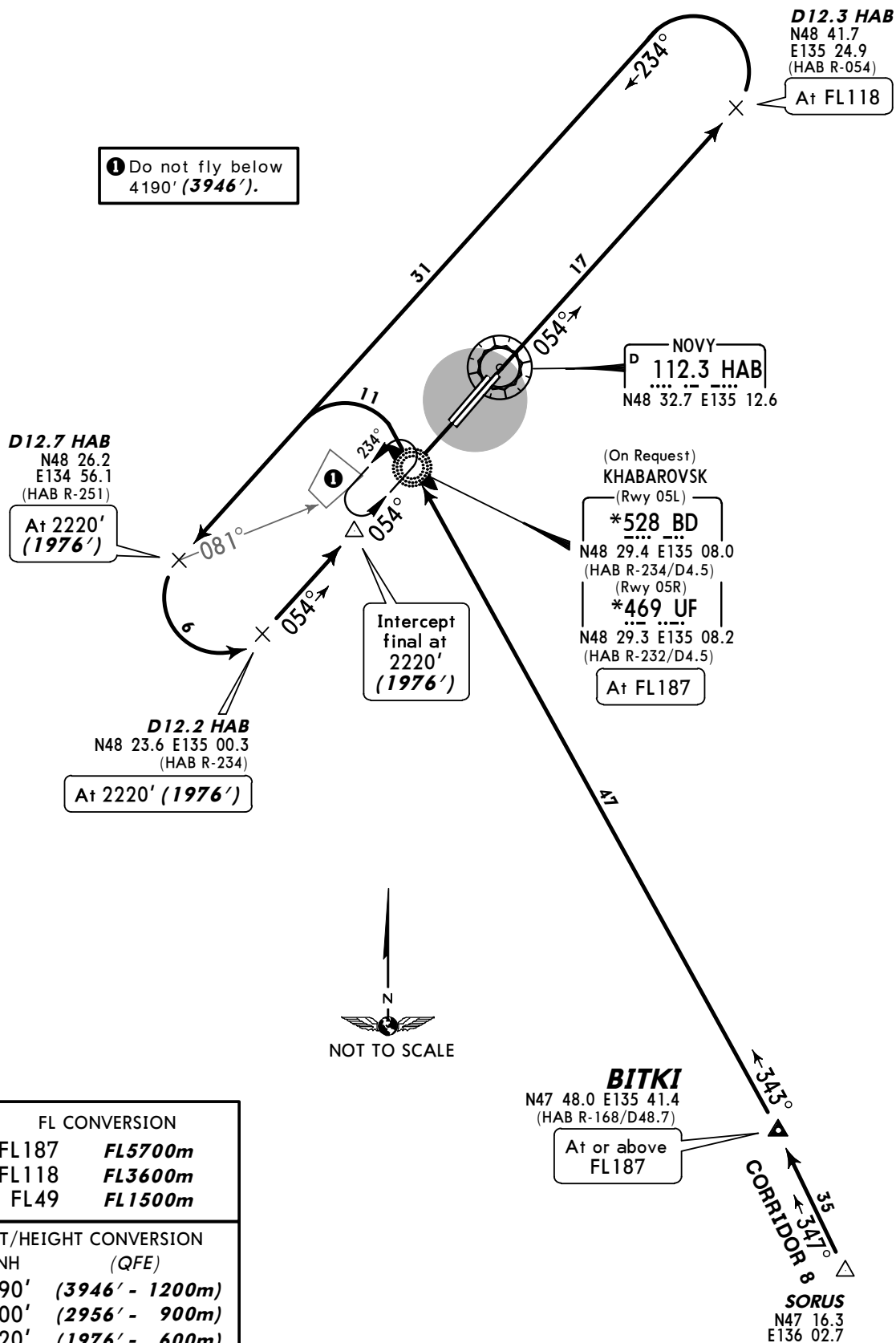
Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (**2956'**)

(QFE)



BITKI 1H [BITK1H]
RWYS 05L/R ARRIVAL
HOLDING EXIT PROCEDURE

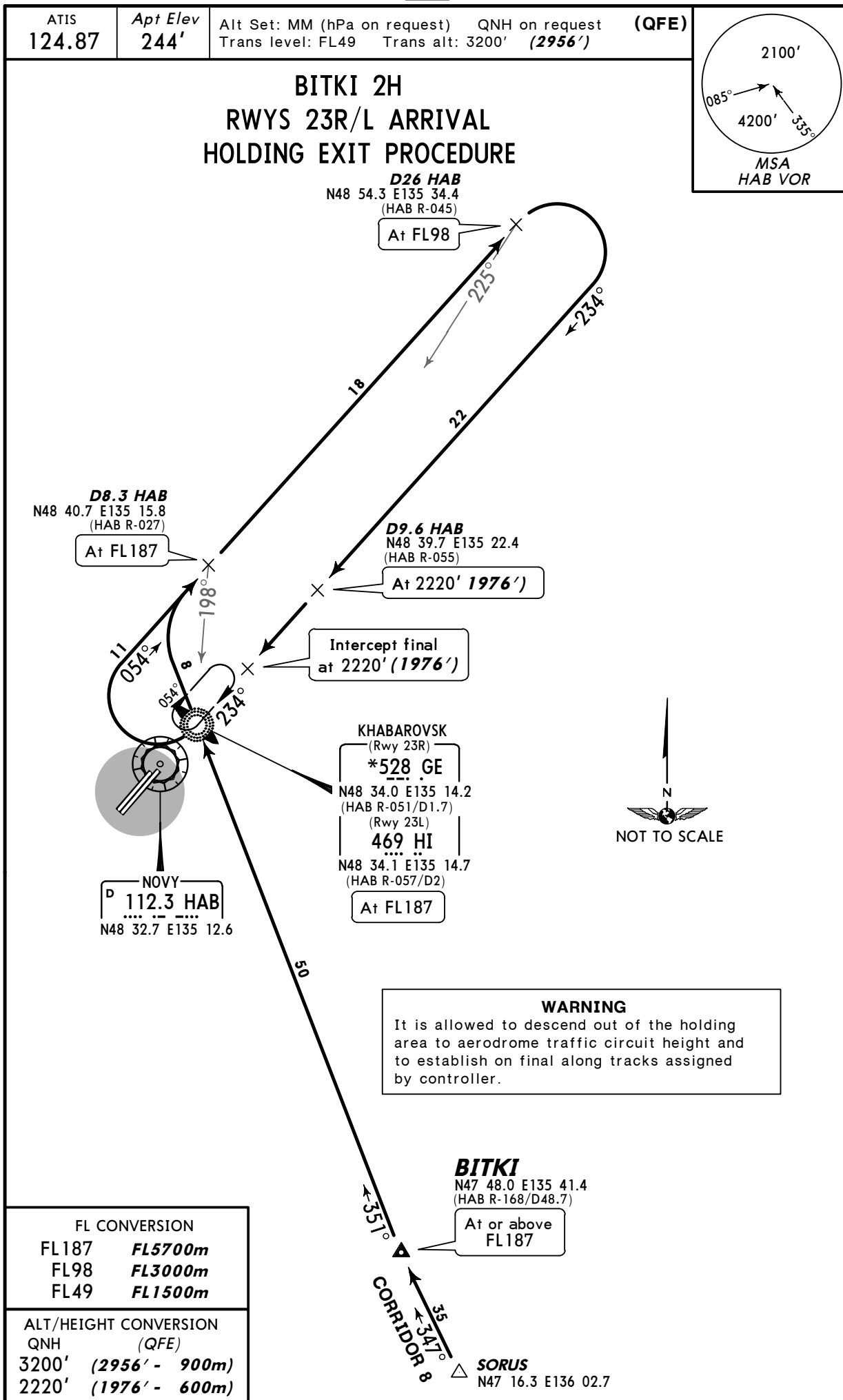
1 Do not fly below
4190' (**3946'**).



UHHH/KHV
NOVY

JEPPESSEN
26 MAY 06 **10-2U** **Eff 8 Jun**

KHABAROVSK, RUSSIA
STAR



UHHH/KHV
NOVY

JEPPESSEN

22 APR 11

10-3

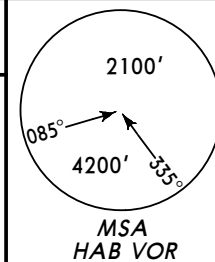
Eff 5 May

KHABAROVSK, RUSSIA

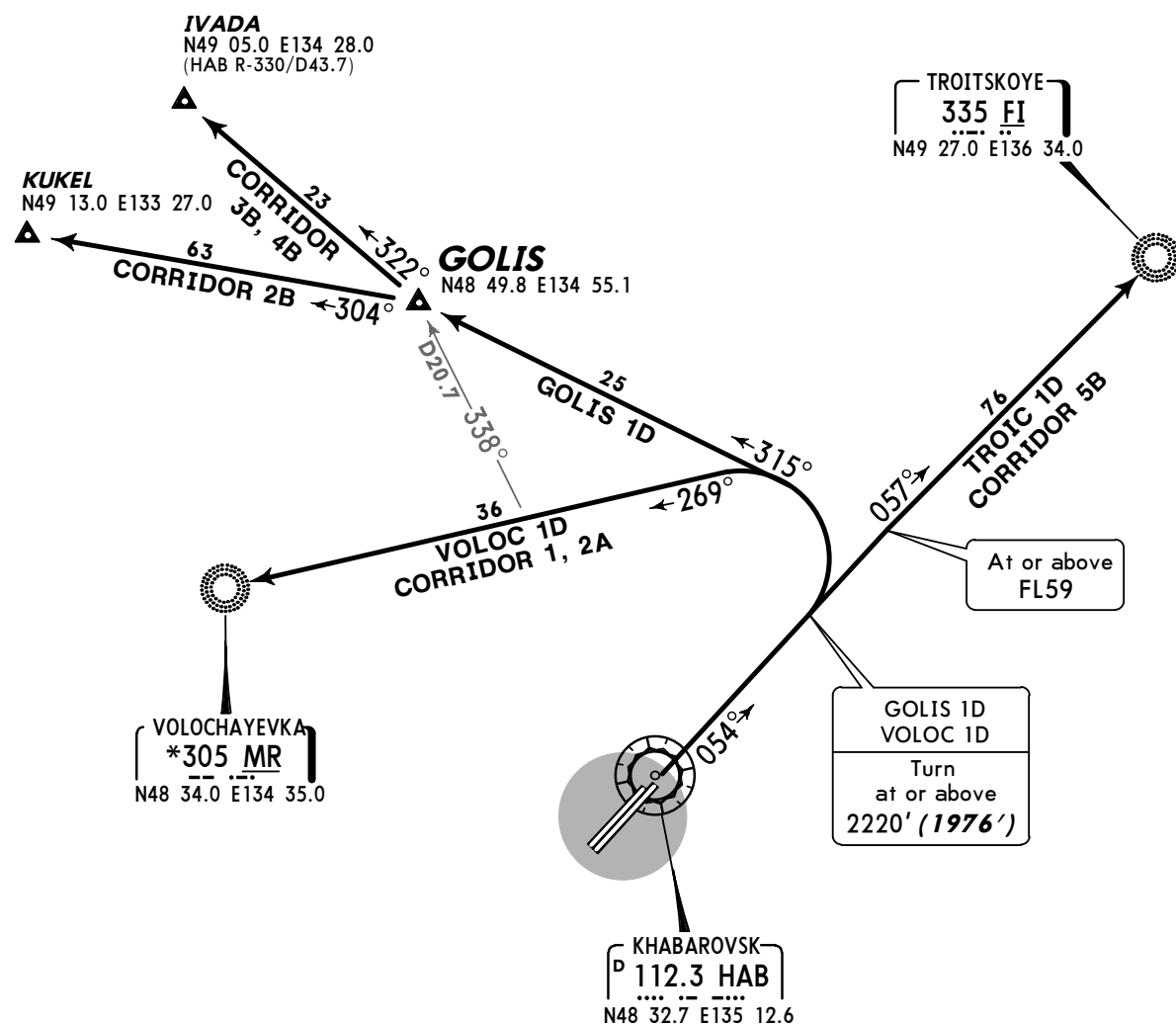
SID

Apt Elev
244'

QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')



**GOLIS 1D [GOLI1D]
TROIC 1D [TRO11D]
VOLOC 1D [VOLO1D]
RWYS 05L/R DEPARTURES
TO NORTH**



ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1976' - 600m)
3200' (2956' - 900m)

FL CONVERSION
FL49 FL1500m
FL59 FL1800m



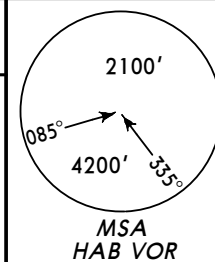
UHHH/KHV
NOVY

JEPPesen
 22 APR 11 **(10-3A)** Eff 5 May

KHABAROVSK, RUSSIA

SID

Apt Elev **244'**
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 3200' **(2956')**



ARBIT 2D [ARBI2D], IVADA 2D [IVAD2D]
VOLOC 2D [VOLO2D]

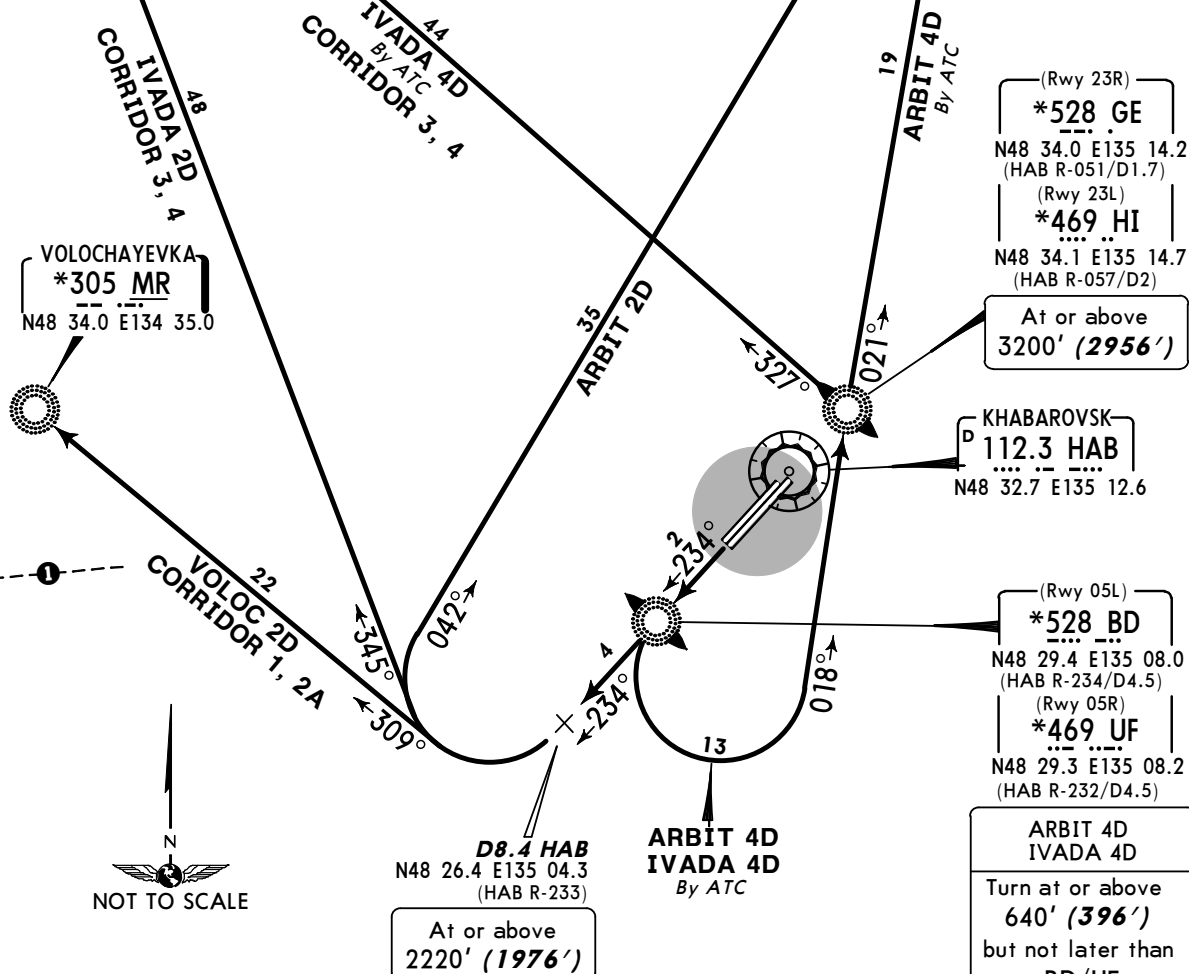
ARBIT 4D [ARBI4D], IVADA 4D [IVAD4D]
 BY ATC

RWYS 23R/L DEPARTURES
TO NORTH

IVADA
 N49 05.0 E134 28.0
 (HAB R-330/D43.7)

RELPI
 N49 35.4 E136 26.2
DIBOS
 N49 29.6 E136 16.9
ARBIT
 N48 53.0 E135 19.3
 (HAB R-024/D20.8)

① Except CORRIDOR 1,
 277° from ARP between
 18.9 NM and 81 NM do
 not fly south.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(396' - 120m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

FL CONVERSION
 FL49 **FL1500m**

ARBIT 4D, IVADA 4D
 These SIDs require a minimum climb gradient
 of
 231' per NM (3.8%) up to 3200' **(2956')**.

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

If unable to comply advise ATC.

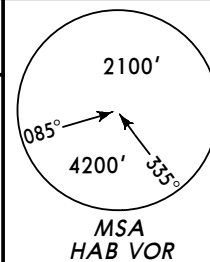
UHHH/KHV
NOVY

JEPPESEN
26 MAY 06 **(10-3B)** **Eff 8 Jun**

KHABAROVSK, RUSSIA

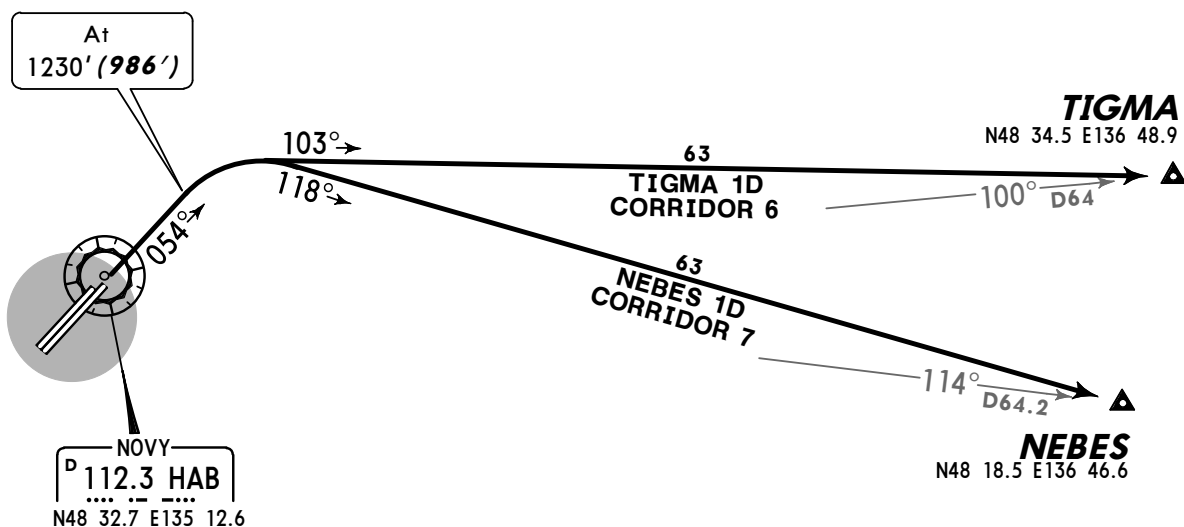
SID

Apt Elev
244'
QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3200' **(2956')**



NEBES 1D, TIGMA 1D
RWYS 05L/R DEPARTURES

BY ATC
TO EAST



ALT/HEIGHT CONVERSION
QNH (QFE)
1230' (986' - 300m)
3200' (2956' - 900m)

FL CONVERSION
FL49 **FL1500m**

UHHH/KHV
NOVY

JEPPesen
 26 MAY 06 **(10-3C)** **Eff 8 Jun**

KHABAROVSK, RUSSIA

SID

Apt Elev
244'
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 3200' **(2956')**

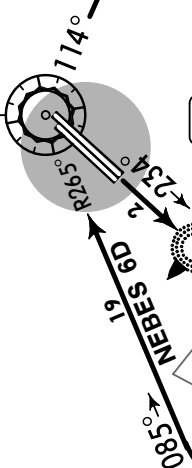
ALT/HEIGHT CONVERSION (QFE)	
QNH	640' (396' - 120m)
	2220' (1976' - 600m)
	3200' (2956' - 900m)
FL CONVERSION	
FL39	FL1200m
FL49	FL1500m

1 **KHABAROVSK**
 (Rwy 05L)
***528 BD**
 N48 29.4 E135 08.0
 (HAB R-234/D4.5)
 (Rwy 05R)
469 UF
 N48 29.3 E135 08.2
 (HAB R-232/D4.5)

NEBES 4D
 Turn at or above
 640' **(396')**
 but not later than
 BD/UF

2 Do not fly below FL39.

NOVY
112.3 HAB
 N48 32.7 E135 12.6



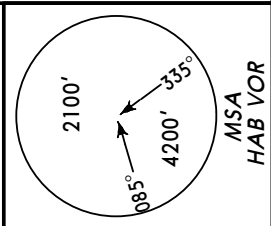
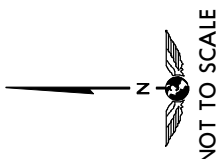
D8.4 HAB
 N48 26.4 E135 04.3
 (HAB R-233)
 At or above
 2220' **(1976')**

NEBES 4D
 This SID requires a minimum climb gradient
 of
 231' per NM (3.8%) up to 3200' **(2956')**.

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

If unable to comply advise ATC.

NEBES 6D
NEBES 2D, NEBES 4D
 BY ATC
RWYS 23R/L DEPARTURES
 TO EAST



NEBES
 N48 18.5 E136 46.6

UHHH/KHV
NOVY

22 APR 11

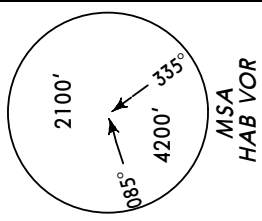
JEPPESEN

KHABAROVSK, RUSSIA

Eff 5 May**SID**

Apt Elev
244'

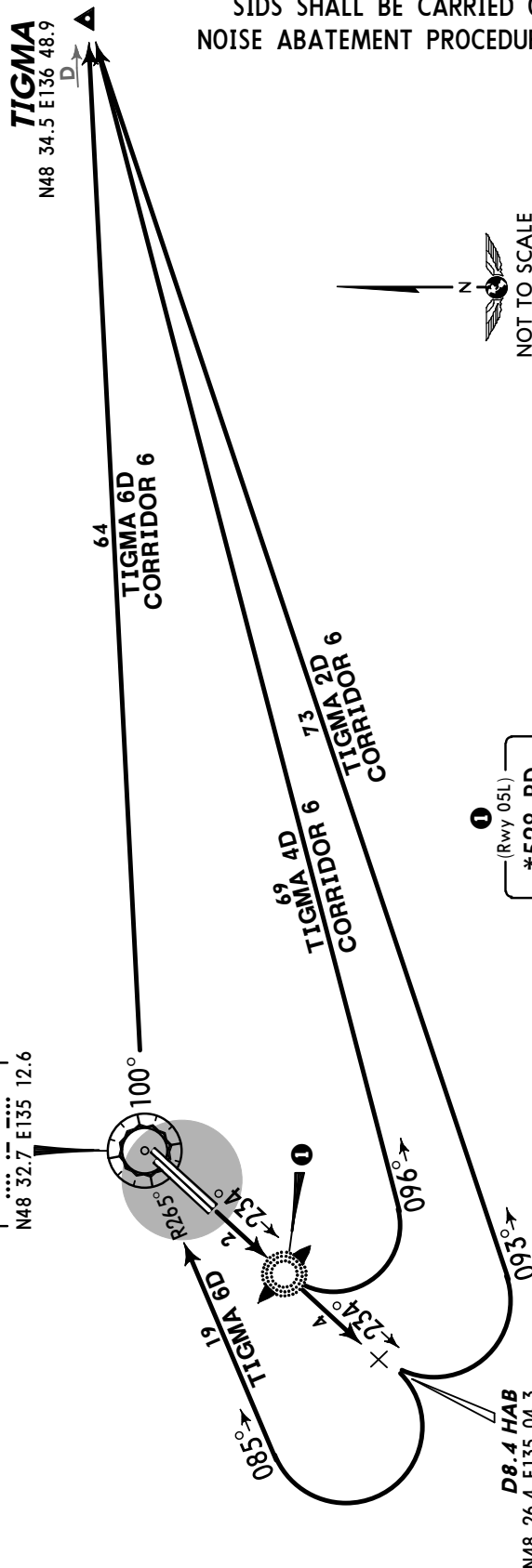
QNH on request **(QFE)**

Trans level: FL49 Trans alt: 3200' **(2956')**

TIGMA 2D [TIGM2D], TIGMA 4D [TIGM4D]
TIGMA 6D [TIGM6D]
RWYS 23R/L DEPARTURES

BY ATC
TO EAST

SIDS SHALL BE CARRIED OUT USING
NOISE ABATEMENT PROCEDURE 1 (NADP1)



ALT/HEIGHT CONVERSION (QFE)	FL CONVERSION
QNH 640' (396' - 120m)	FL49 FL1500m
2220' (1976' - 600m)	
3200' (2956' - 900m)	

TIGMA 4D
This SID requires a minimum climb gradient of 231' per NM (3.8%) up to 3200' **(2956')**.

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

TIGMA 4D

This SID requires a minimum climb gradient of 231' per NM (3.8%) up to 3200' (**2956'**).

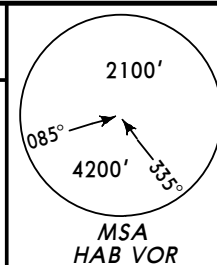
If unable to comply advise ATC.

UHHH/KHV
NOVY

JEPPesen **KHABAROVSK, RUSSIA**
 22 APR 11 **10-3E** **Eff 5 May**

SID

Apt Elev **244'**
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 3200' **(2956')**



BITKI 3D [BITK3D], BITKI 5D [BITK5D]
ADEPI 1D [ADEP1D], ADEPI 3D [ADEP3D]
ADEPI 5D [ADEP5D], BITKI 1D [BITK1D]
 BY ATC

RWYS 05L/R DEPARTURES
TO SOUTH

1
 (Rwy 05L)
***528 BD**
 N48 29.4 E135 08.0
 (HAB R-234/D4.5)
 (Rwy 05R)
***469 UF**
 N48 29.3 E135 08.2
 (HAB R-232/D4.5)
 ADEPI 3D
 BITKI 3D
 At FL59
 ADEPI 5D
 BITKI 5D
 At FL187

KHABAROVSK
112.3 HAB
 N48 32.7 E135 12.6

ADEPI 1D
 BITKI 1D
 Turn at
 1230' **(986')**



ALT/HEIGHT CONVERSION	
QNH (QFE)	
1230'	(986' - 300m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL177	FL5400m
FL187	FL5700m

ADEPI
 N47 55.4 E135 21.7
 (HAB R-182/D37.8)

At or above
 FL187

By ATC
 Between
 FL69 & FL177

BITKI
 N47 48.0 E135 41.4
 (HAB R-168/D48.7)

At or above
 FL187

These SIDs require minimum climb gradients of

ADEPI 3D, BITKI 3D
 213' per NM (3.5%) up to FL59.

ADEPI 5D, BITKI 5D
 334' per NM (5.5%) up to FL187.

Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063
334' per NM	418	557	835	1114	1392	1671

OTMIR
 N47 16.7
 E135 30.8

SORUS
 N47 16.3
 E136 02.7

UHHH/KHV
 NOVY

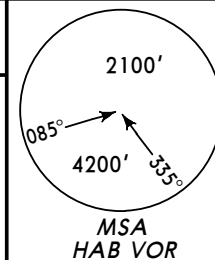
JEPPesen
 22 APR 11 **10-3F** **Eff 5 May**

KHABAROVSK, RUSSIA

SID

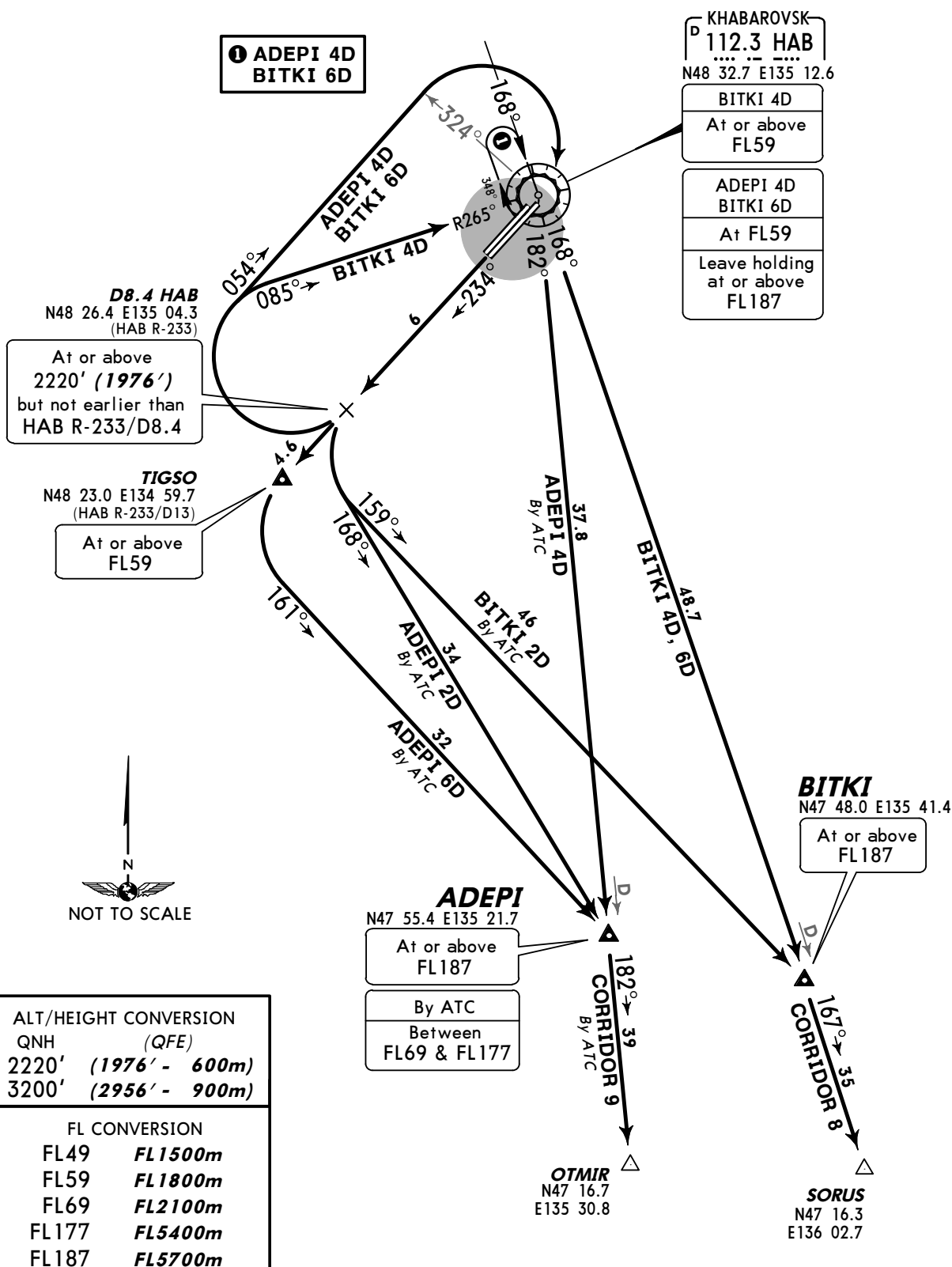
Apt Elev
244'

QNH on request (QFE)
 Trans level: FL49 Trans alt: 3200' (2956')



BITKI 4D [BITK4D], BITKI 6D [BITK6D]
ADEPI 2D [ADEP2D], ADEPI 4D [ADEP4D]
ADEPI 6D [ADEP6D], BITKI 2D [BITK2D]
 BY ATC

RWYS 23R/L DEPARTURES
 TO SOUTH



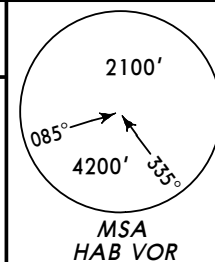
UHHH/KHV
NOVY

JEPPESSEN
 22 APR 11 **(10-3G)** Eff 5 May

KHABAROVSK, RUSSIA

SID

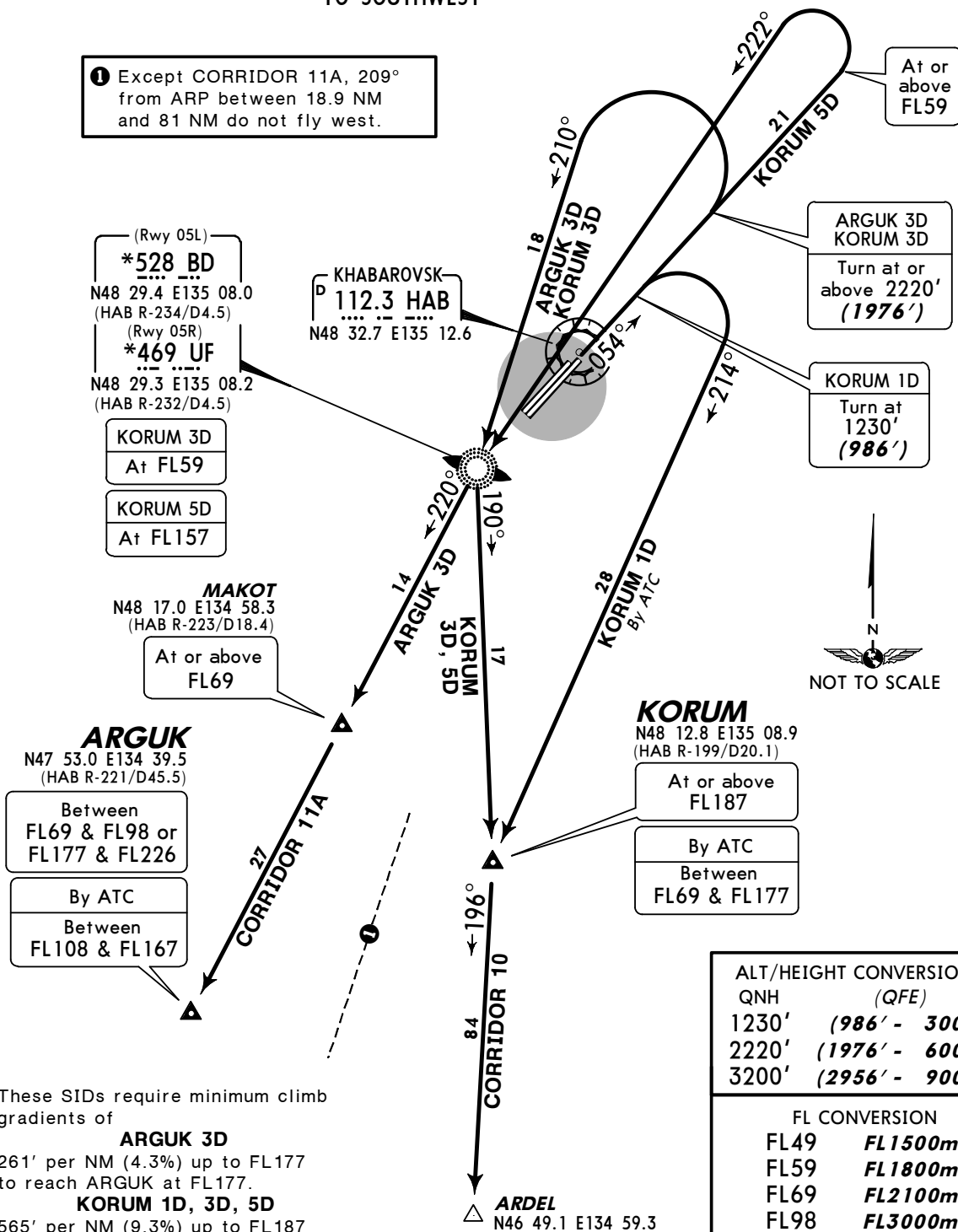
Apt Elev **244'**
 QNH on request **(QFE)**
 Trans level: FL49 Trans alt: 3200' **(2956')**



ARGUK 3D [ARGU3D], KORUM 3D [KORU3D]
KORUM 5D [KORU5D]
KORUM 1D [KORU1D]
 BY ATC

RWYS 05L/R DEPARTURES
TO SOUTHWEST

1 Except CORRIDOR 11A, 209° from ARP between 18.9 NM and 81 NM do not fly west.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1230'	(986' - 300m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL98	FL3000m
FL108	FL3300m
FL157	FL4800m
FL167	FL5100m
FL177	FL5400m
FL187	FL5700m
FL226	FL6900m

These SIDs require minimum climb gradients of

ARGUK 3D

261' per NM (4.3%) up to FL177 to reach ARGUK at FL177.

KORUM 1D, 3D, 5D

565' per NM (9.3%) up to FL187 to reach KORUM at FL187.

Gnd speed-KT	75	100	150	200	250	300
261' per NM	327	435	653	871	1089	1306
565' per NM	706	942	1413	1884	2355	2825

If unable to comply advise ATC.

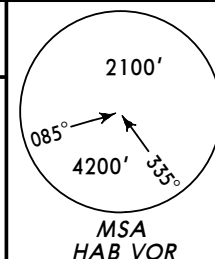
UHHH/KHV
NOVY

JEPPesen
12 DEC 08 **(10-3H)** **Eff 18 Dec**

KHABAROVSK, RUSSIA

SID

Apt Elev
244'
QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3200' **(2956')**



ARGUK 4D [ARGU4D]
ARGUK 2D [ARGU2D], KORUM 2D [KORU2D]
KORUM 6D [KORU6D]
BY ATC

RWYS 23R/L DEPARTURES
TO SOUTHWEST

- 1 Except CORRIDOR 11, 209° from ARP between 18.9 NM and 81 NM do not fly west.
- 2 Do not fly below FL39.

KHABAROVSK
112.3 HAB
N48 32.7 E135 12.6



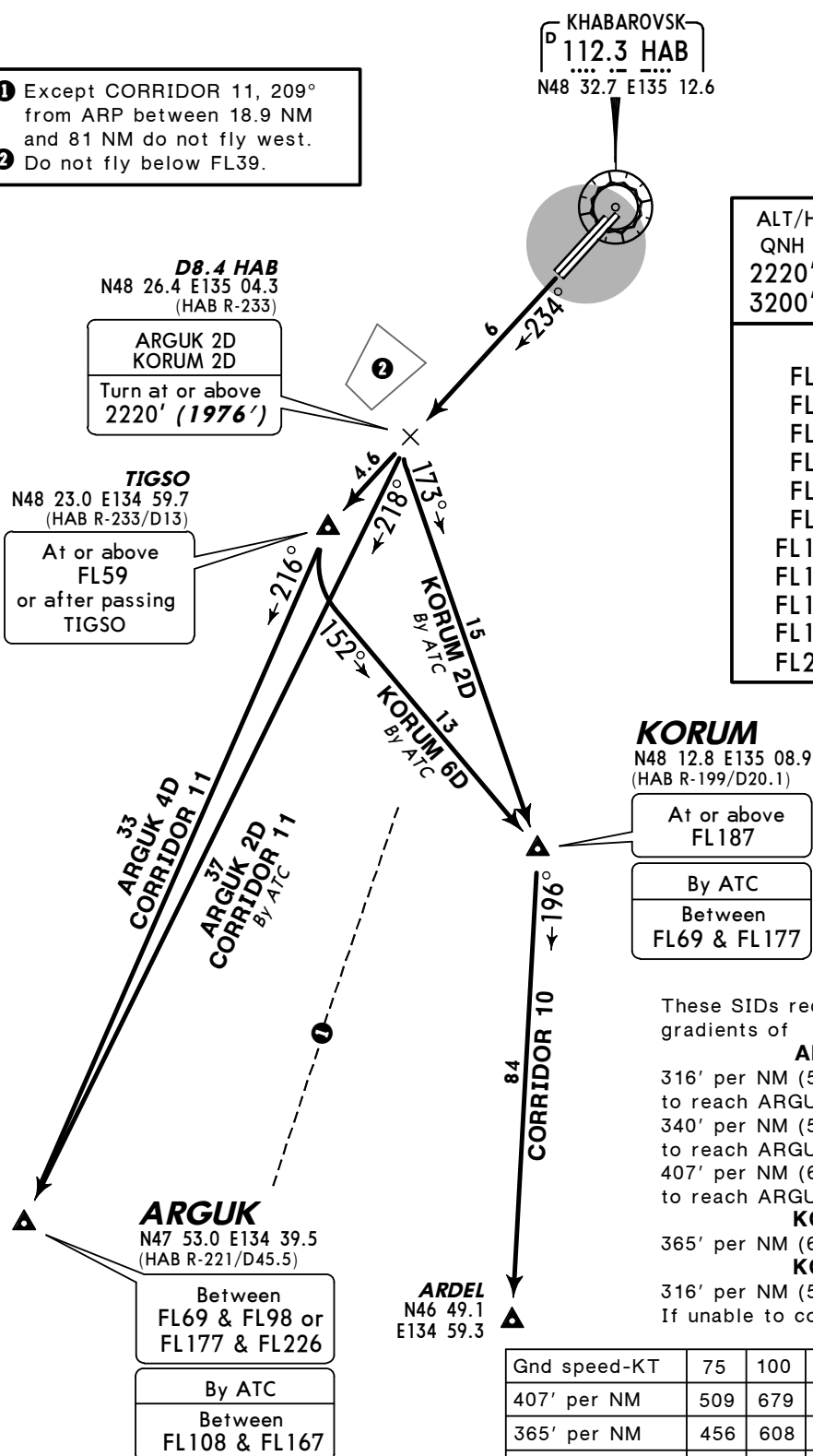
ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1976' - 600m)
3200' (2956' - 900m)

FL CONVERSION
FL39 **FL1200m**
FL49 **FL1500m**
FL59 **FL1800m**
FL69 **FL2100m**
FL79 **FL2400m**
FL98 **FL3000m**
FL108 **FL3300m**
FL167 **FL5100m**
FL177 **FL5400m**
FL187 **FL5700m**
FL226 **FL6900m**

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)

ARGUK 2D
KORUM 2D
Turn at or above
2220' (1976')

TIGSO
N48 23.0 E134 59.7
(HAB R-233/D13)
At or above
FL59
or after passing
TIGSO



KORUM
N48 12.8 E135 08.9
(HAB R-199/D20.1)

At or above
FL187
By ATC
Between
FL69 & FL177

These SIDs require minimum climb gradients of

ARGUK 2D

316' per NM (5.2%) up to FL69 to reach ARGUK at FL79.
340' per NM (5.6%) up to FL98 to reach ARGUK at FL98.
407' per NM (6.7%) up to FL177 to reach ARGUK at FL177.

KORUM 2D

365' per NM (6%) up to FL69.

KORUM 6D

316' per NM (5.2%) up to FL69.
If unable to comply advise ATC.

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)

Between
FL69 & FL98 or
FL177 & FL226
By ATC
Between
FL108 & FL167

ARDEL
N46 49.1
E134 59.3

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
365' per NM	456	608	911	1215	1519	1823
340' per NM	425	567	851	1134	1418	1701
316' per NM	395	527	790	1053	1317	1580

UHHH/KHV
NOVY

KHABAROVSK, RUSSIA

12 DEC 08

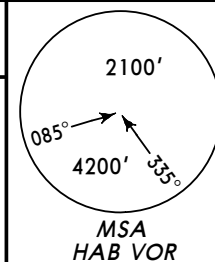
10-3J

Eff 18 Dec

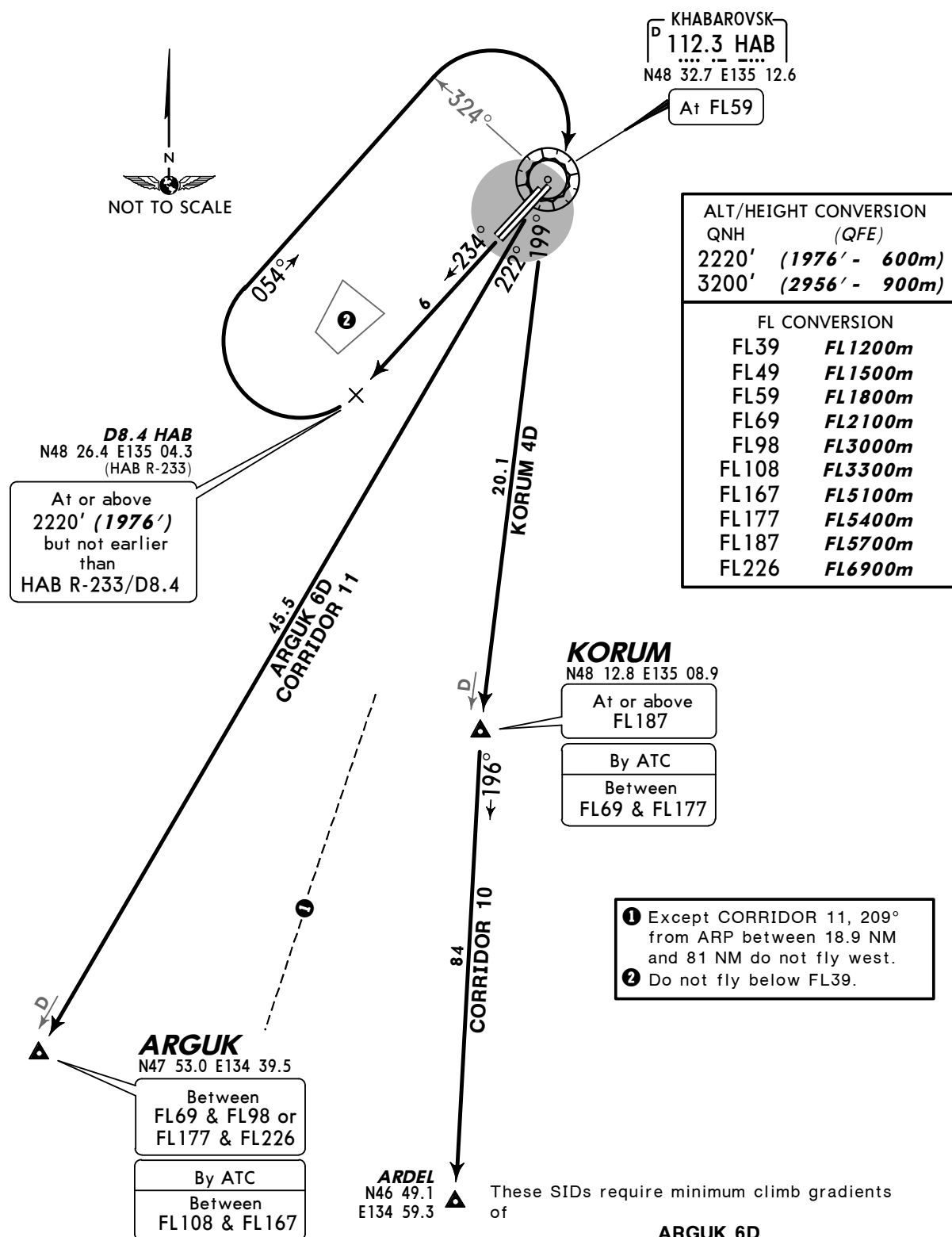
SID

Apt Elev
244'

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3200' **(2956')**



ARGUK 6D [ARGU6D], KORUM 4D [KORU4D]
RWYS 23R/L DEPARTURES
TO SOUTHWEST



ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1976' - 600m)
3200' (2956' - 900m)

FL CONVERSION

FL39	<i>FL1200m</i>
FL49	<i>FL1500m</i>
FL59	<i>FL1800m</i>
FL69	<i>FL2100m</i>
FL98	<i>FL3000m</i>
FL108	<i>FL3300m</i>
FL167	<i>FL5100m</i>
FL177	<i>FL5400m</i>
FL187	<i>FL5700m</i>
FL226	<i>FL6900m</i>

These SIDs require minimum climb gradients of

ARGUK 6D

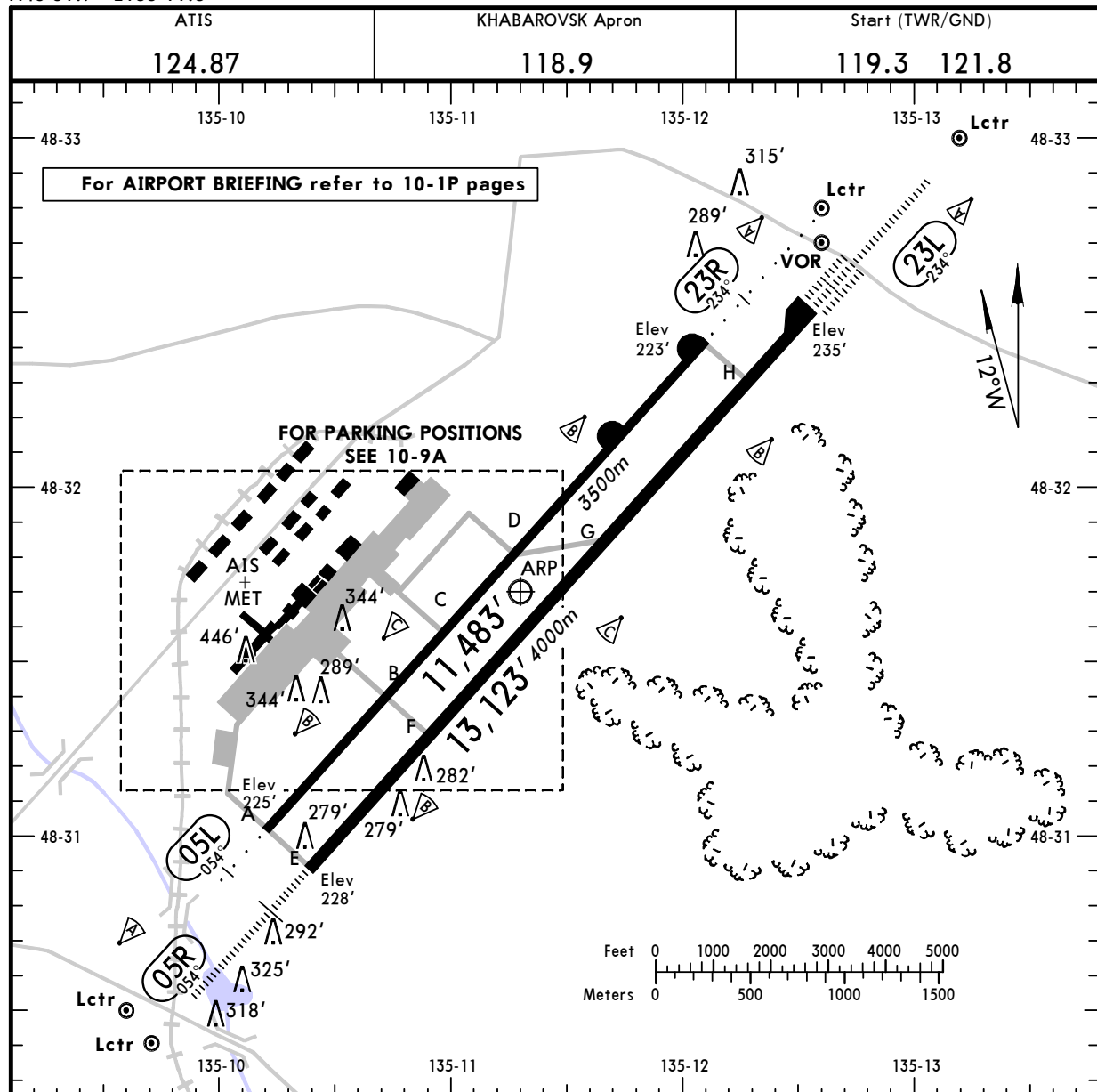
225' per NM (3.7%) up to FL177 to reach ARGUK at FL177.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

UHHH/KHV

 Apt Elev **244'**
 N48 31.7 E135 11.3

JEPPesen

 22 APR 11 **(10-9)**
KHABAROVSK, RUSSIA
NOVY

ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS			WIDTH
			LANDING BEYOND		TAKE-OFF	
RWY			Threshold	Glide Slope		
05L 23R	RL (60m) ALS PAPI-L (2.67°)	RVR			①	148' 45m

1 TAKE-OFF RUN AVAILABLE
RWY 05L:

From rwy head	11,483' (3500m)
twy B int	8350' (2545m)
twy C int	6850' (2088m)
twy D int	5007' (1526m)

RWY 23R:

From rwy head	11,483' (3500m)
rwy turn pad	8776' (2675m)
twy D int	6463' (1970m)
twy C int	4593' (1400m)

05R 23L	HIRL (60m) CL (15m) HIALS PAPI-L (2.67°)	RVR	12,132' 3698m	3	197'
	HIRL (60m) CL (15m) HIALS-II TDZ 2	RVR	11,975' 3650m		60m

2 PAPI-L (2.67°)
3 TAKE-OFF RUN AVAILABLE
RWY 05R:

From rwy head	13,123' (4000m)
twy F int	9990' (3045m)
twy G int	5413' (1650m)

RWY 23L:

From rwy head	13,123' (4000m)
twy H int	11,483' (3500m)
twy G int	7710' (2350m)
twy F int	3133' (955m)

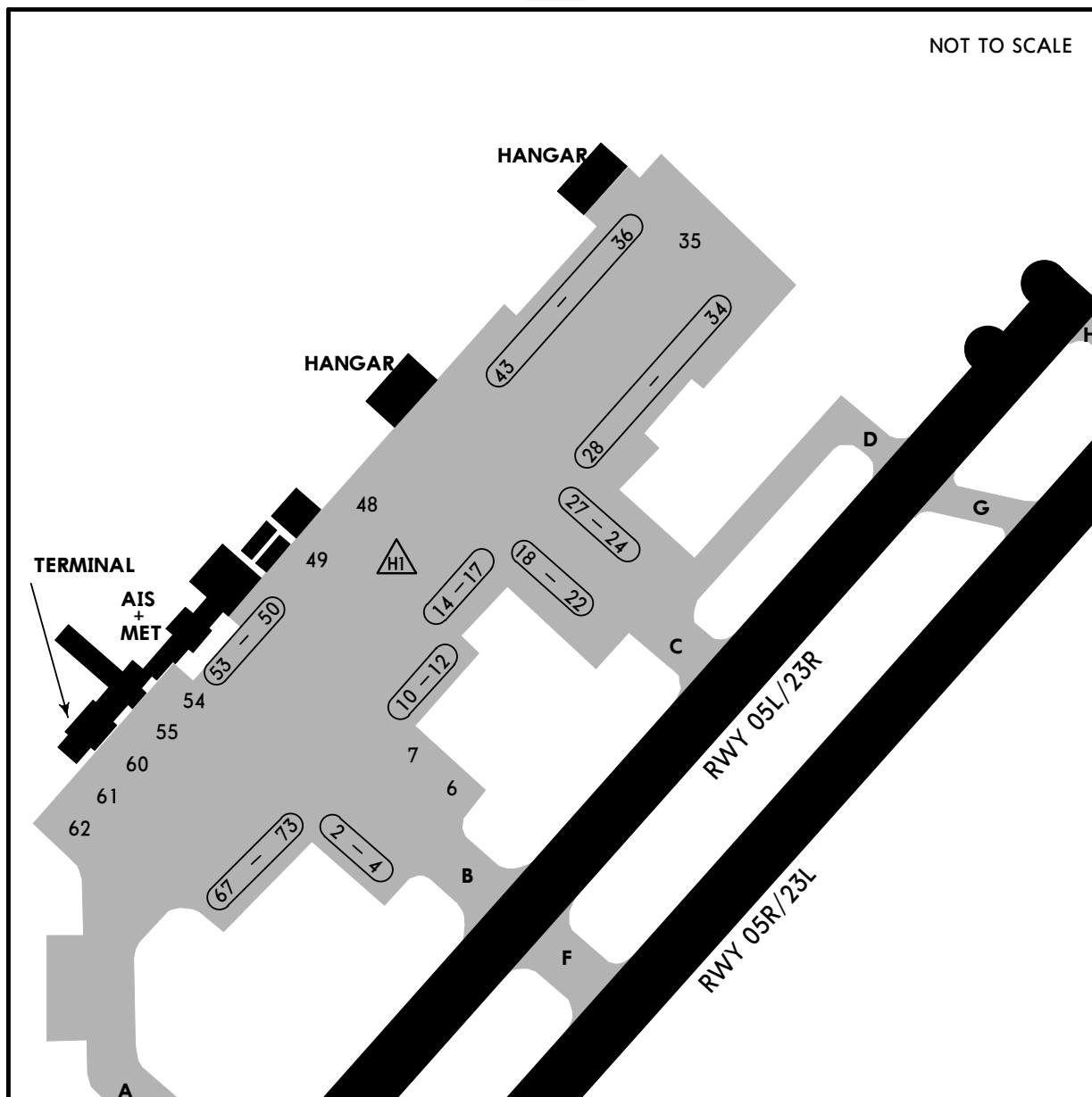
 For An-124, B-747, B-777, A-330, IL-86 and IL-96 acft:
 12,467'/3800m. First 656'/200m unusable for take-off.

UHHH/KHV

22 APR 11 **JEPPESEN**
(10-9A)

KHABAROVSK, RUSSIA
NOVY

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
6	N48 31.5 E135 10.5
10, 11	N48 31.6 E135 10.5
12	N48 31.6 E135 10.6
48	N48 31.7 E135 10.5
49, 50, 51	N48 31.6 E135 10.4
52, 53	N48 31.5 E135 10.3
54	N48 31.5 E135 10.2
55	N48 31.4 E135 10.2

TAKE-OFF

	AIR CARRIER (JAA)		
	Rwy 05R/23L LVP must be in force RL & CL	All Rwys LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m	250m	400m
C			
D	250m (200m)	300m	

UHHH/KHV

11 MAR 11 **JEPPESEN**
10-9S**Standard**
KHABAROVSK, RUSSIA
NOVY

STRAIGHT-IN RWY		A	B	C	D
05L	PAR	427' (202') R1000m	437' (212') R1000m	447' (222') R1000m	457' (232') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	2 NDB ①	700' (475') R2000m	700' (475') R2000m	700' (475') R2000m	700' (475') R2000m
	ALS out	C2200m	C2200m	C2200m	C2200m
	BD NDB	1080' (855') C4000m	1080' (855') C4000m	1080' (855') C4200m	1080' (855') C4200m
	ALS out	C4200m	C4200m	C4400m	C4400m
	B NDB	1150' (925') C4300m	1150' (925') C4300m	1150' (925') C4500m	1150' (925') C4500m
	ALS out	C4500m	C4500m	C4700m	C4700m
	ILS	428' (200') R550m	428' (200') R550m	428' (200') R550m	428' (200') R550m
	FULL	R750m	R750m	R750m	R750m
05R	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	449' (221') R750m	459' (231') R750m	469' (241') R750m	479' (251') R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	2 NDB ①	670' (442') R1400m	670' (442') R1400m	670' (442') R1400m	670' (442') R1400m
	ALS out	C2100m	C2100m	C2100m	C2100m
	UF NDB ①	760' (532') R1700m	760' (532') R1700m	760' (532') R1700m	760' (532') R1700m
	ALS out	C2400m	C2400m	C2400m	C2400m
	U NDB	960' (732') C2900m	960' (732') C2900m	960' (732') C3100m	960' (732') C3100m
	ALS out	C3600m	C3600m	C3800m	C3800m

① Continuous Descent Final Approach.

UHHH/KHV


JEPPESEN
11 MAR 11 **10-9S1**
Standard
KHABAROVSK, RUSSIA
 NOVY

STRAIGHT-IN RWY		A	B	C	D
23L	CAT 2 ILS	335' (100')	335' (100')	335' (100')	335' (100')
		RA 95'R300m	RA 95'R300m	RA 95'R300m	RA 95'R300m
	ILS	435' (200')	435' (200')	435' (200')	435' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	435' (200')	435' (200')	440' (205')	450' (215')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ①	560' (325')	560' (325')	560' (325')	560' (325')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	HI NDB ①	580' (345')	580' (345')	580' (345')	580' (345')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	H NDB ①	820' (585')	820' (585')	820' (585')	820' (585')
		R2000m	R2000m	R2000m	R2000m
	<i>ALS out</i>	C2700m	C2700m	C2700m	C2700m
23R	PAR	433' (210')	443' (220')	453' (230')	463' (240')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ①	600' (377')	600' (377')	600' (377')	600' (377')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
	GE NDB ①	600' (377')	600' (377')	600' (377')	600' (377')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
	G NDB ①	850' (627')	850' (627')	850' (627')	850' (627')
		C2700m	C2700m	C2700m	C2700m
	<i>ALS out</i>	C2900m	C2900m	C2900m	C2900m

① Continuous Descent Final Approach.

TAKE-OFF RWY 05L/R, 23L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

UHHH/KHV


JEPPESEN
 11 MAR 11 **10-9X**
JAA MINIMUMS
KHABAROVSK, RUSSIA
 NOVY

STRAIGHT-IN RWY		A	B	C	D
05L	PAR	427' (202')	437' (212')	447' (222')	457' (232')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	700' (475')	700' (475')	700' (475')	700' (475')
		R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	BD NDB	1080' (855')	1080' (855')	1080' (855')	1080' (855')
		R1500m	R1500m	R2000m	R2000m
	B NDB	1150' (925')	1150' (925')	1150' (925')	1150' (925')
		R1500m	R1500m	R2000m	R2000m
	ILS	428' (200')	428' (200')	428' (200')	428' (200')
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
05R	LOC	NOT AUTHORIZED			
	PAR	449' (221')	459' (231')	469' (241')	479' (251')
		R600m	R600m	R600m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1200m
	2 NDB	670' (442')	670' (442')	670' (442')	670' (442')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	UF NDB	760' (532')	760' (532')	760' (532')	760' (532')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	U NDB	960' (732')	960' (732')	960' (732')	960' (732')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS	335' (100')	335' (100')	335' (100')	335' (100')
		RA 95'R300m	RA 95'R300m	RA 95'R300m	RA 95'R300m
	ILS	435' (200')	435' (200')	435' (200')	435' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
23L	LOC	NOT AUTHORIZED			
	PAR	435' (200')	435' (200')	440' (205')	450' (215')
		R550m	R550m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	560' (325')	560' (325')	560' (325')	560' (325')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	HI NDB	580' (345')	580' (345')	580' (345')	580' (345')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	H NDB	820' (585')	820' (585')	820' (585')	820' (585')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

UHHH/KHV

 **JEPPESEN**11 MAR 11 **10-9X1****JAA MINIMUMS****KHABAROVSK, RUSSIA**
NOVY

STRAIGHT-IN RWY		A	B	C	D
23R	PAR	433' (210')	443' (220')	453' (230')	463' (240')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
2 NDB or GE NDB		600' (377')	600' (377')	600' (377')	600' (377')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
G NDB		850' (627')	850' (627')	850' (627')	850' (627')
		R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 05L, 23R

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		

TAKE-OFF RWY 05R, 23L

Approved Operators		LVP must be in Force				
HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

UHHH/KHV
NOVY

JEPPESEN
11 MAR 11 (11-1)

KHABAROVSK, RUSSIA
ILS Rwy 05R

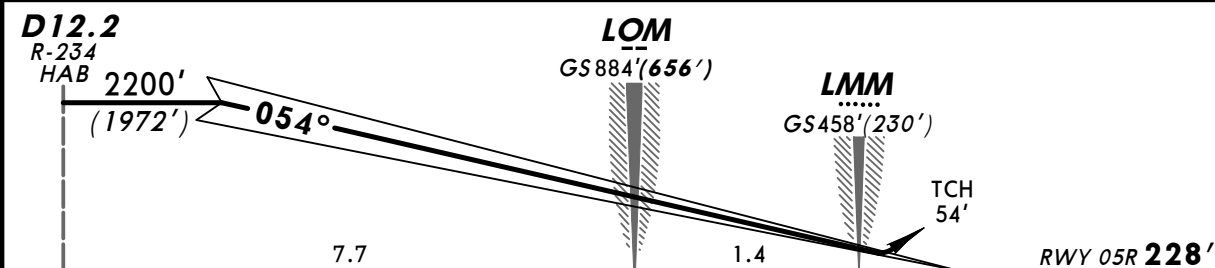
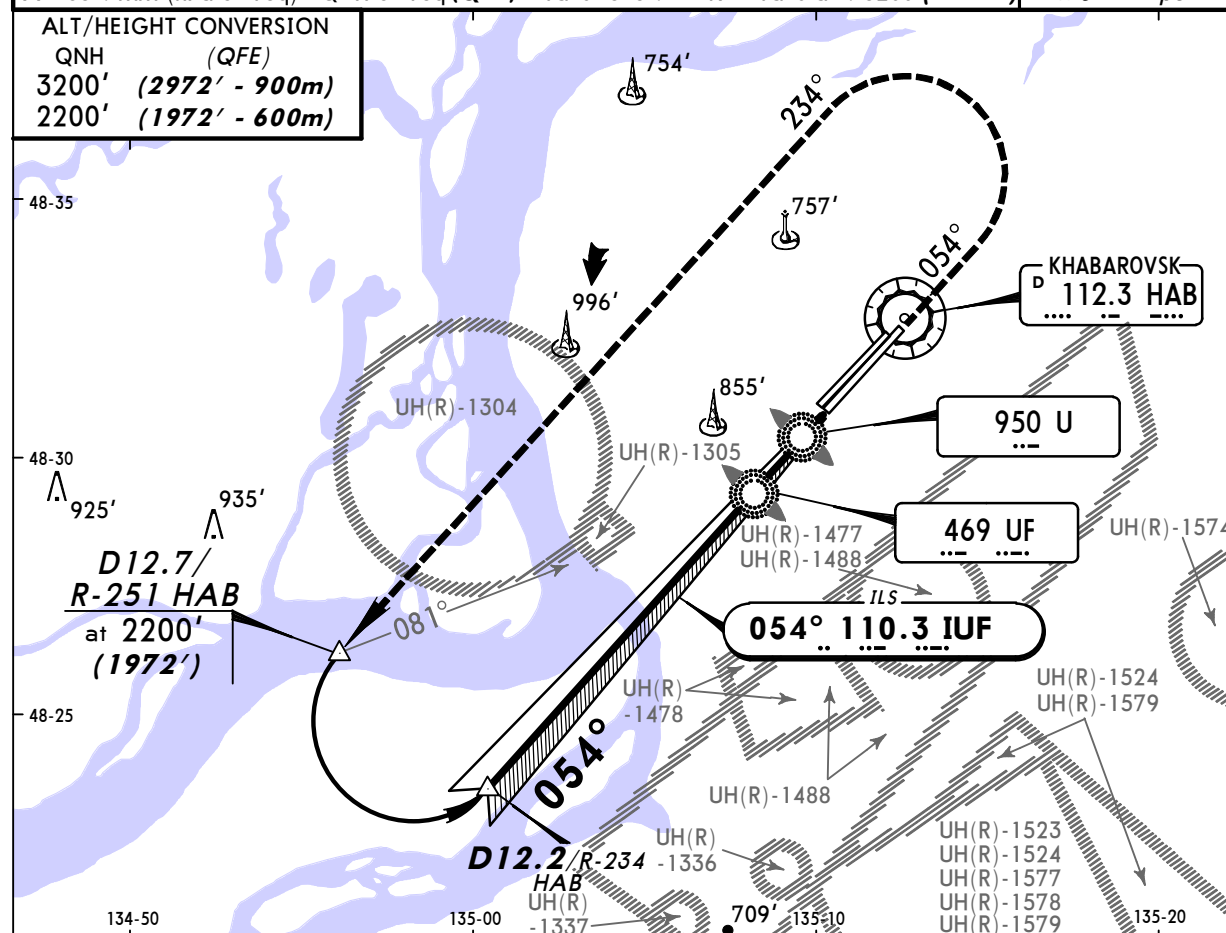
ATIS	KHABAROVSK Approach (R) (360°-138°) (138°-360°)		*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground
124.87	125.2	129.3	120.3	119.3	121.8	119.3 121.8
LOC IUF 110.3	Final Apch Crs 054°	GS LOM 884' (656')	ILS DA(H) 428' (200')	Apt Elev 244' RWY 228'		2100'

MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 49 Trans alt: 3200' (**2972'**)

MSA Airport

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2972' - 900m)
2200'	(1972' - 600m)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS</i> 2.67°	336	432	480	576	671	767	

STRAIGHT-IN LANDING RWY 05R

ILS

LOC (GS out)

 $DA(H) 428' (200')$

FULL

ALS out

A
B
C
D

1200m

NOT
AUTH

UHHH/KHV
NOVY

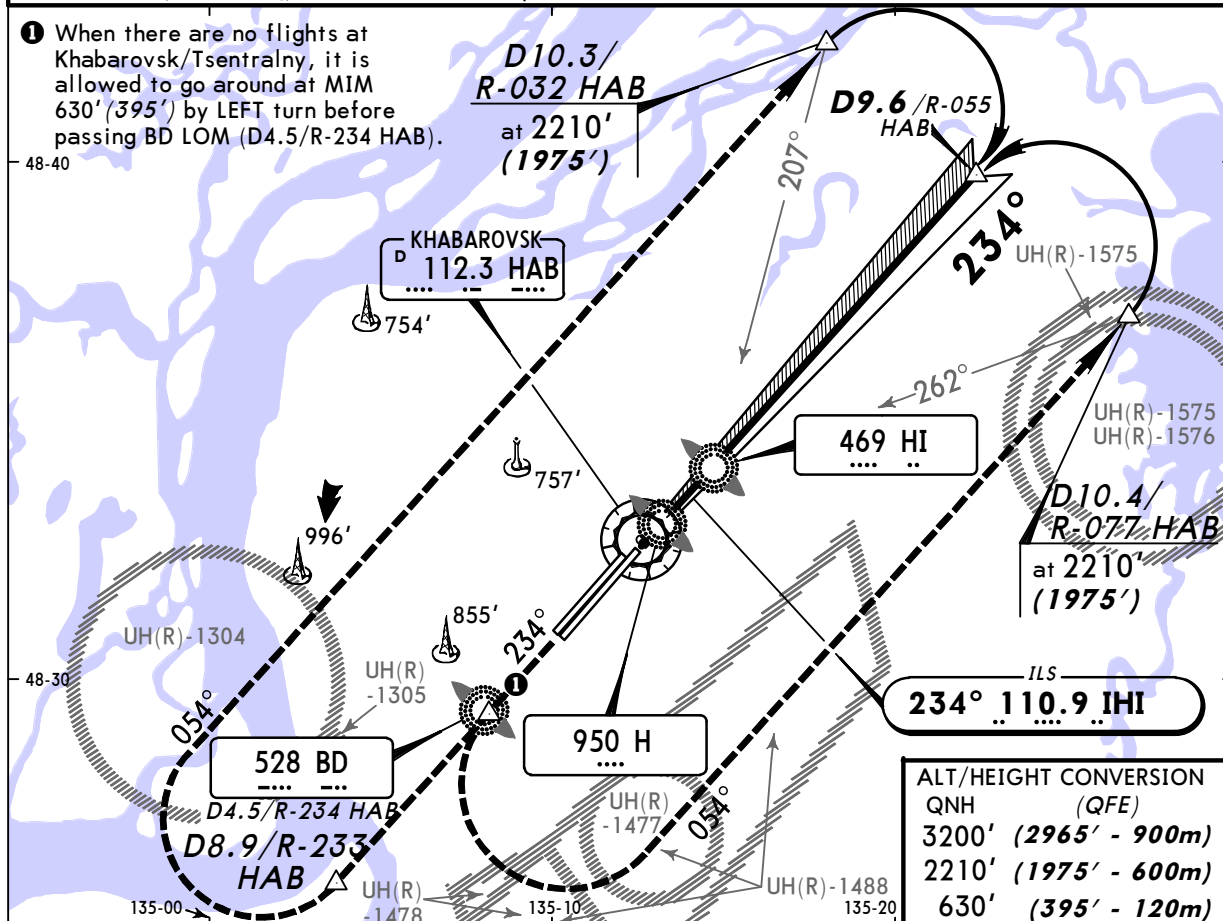
JEPPesen
11 MAR 11 **(11-2)**

KHABAROVSK, RUSSIA
ILS Rwy 23L

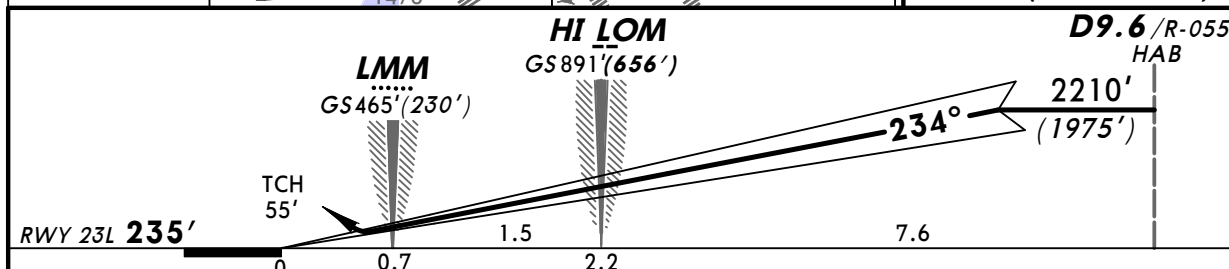
BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
LOC IHI 110.9	Final Apch Crs 234°	GS LOM 891' (656')	ILS DA(H) 435' (200')	Apt Elev 244' RWY 235'	
MISSED APCH ①: Climb on 234° to 2210' (1975') at D8.9 HAB, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing BD LOM (D4.5/R-234 HAB) at MIM 2210' (1975').					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2965')					

① When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630' (395') by LEFT turn before passing BD LOM (D4.5/R-234 HAB).



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200' (2965' - 900m)	
2210' (1975' - 600m)	
630' (395' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160		2210' (1975') on 234°	D8.9 HAB
ILS GS	2.67°	336	432	480	576	671			

STRAIGHT-IN LANDING RWY 23L				NOT AUTH
ILS			LOC (GS out)	
DA(H) 435' (200')				
FULL	TDZ or CL out	ALS out		
A				
B				
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	
D				

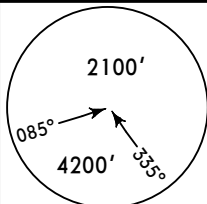
PANS OPS

UHHH/KHV
NOVY

JEPPesen
11 MAR 11 **(11-2A)**

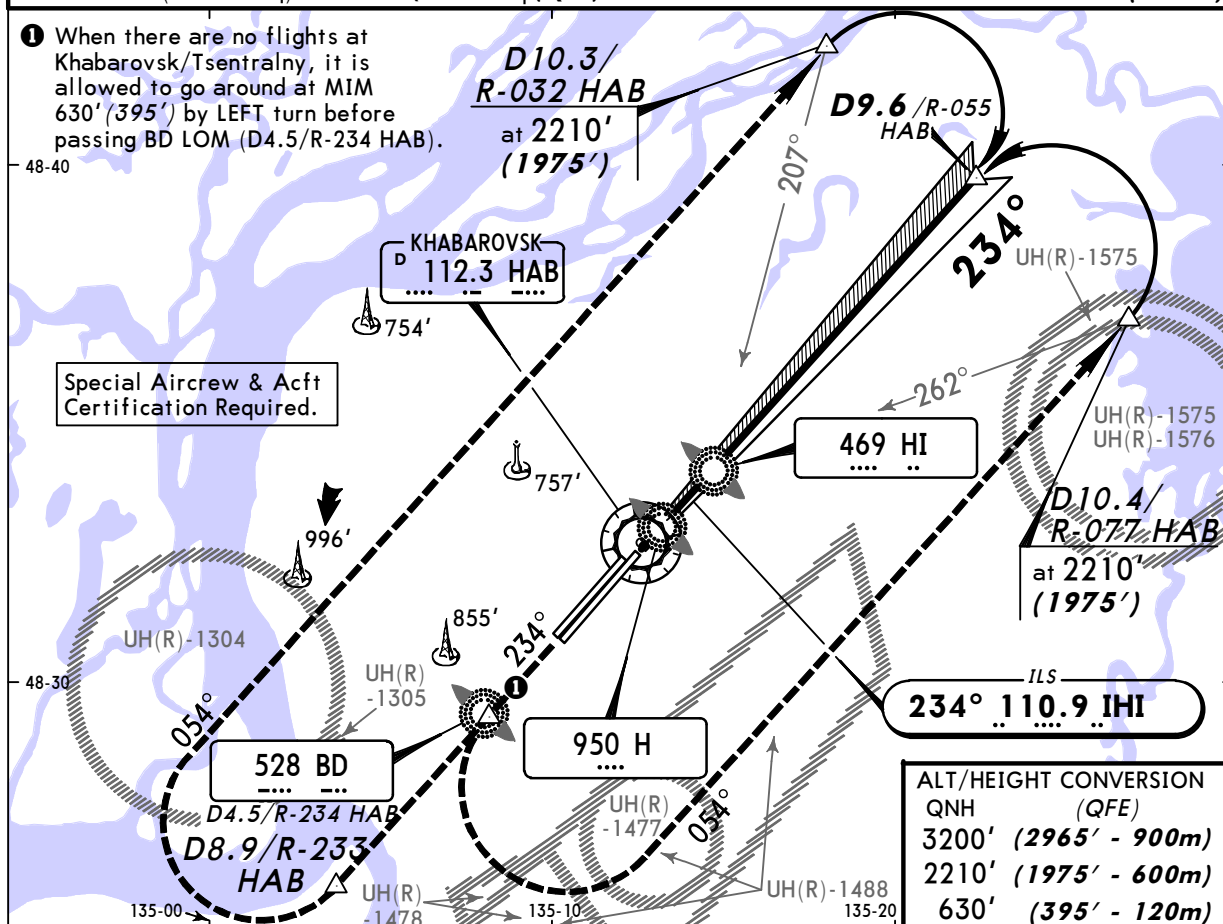
KHABAROVSK, RUSSIA
CAT II ILS Rwy 23L

BRIEFING STRIP

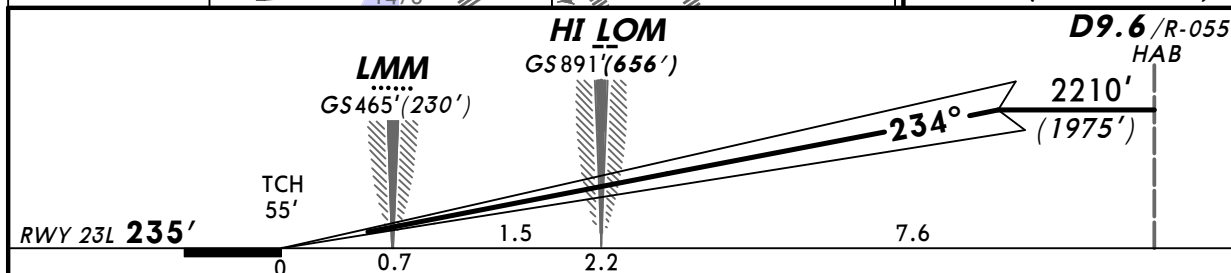
ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
LOC IHI 110.9	Final Apch Crs 234°	GS LOM 891'(656')	CAT II ILS RA 95' DA(H) 335'(100')	Apt Elev 244' RWY 235'	
MISSED APCH ①: Climb on 234° to 2210'(1975') at D8.9 HAB, then turn RIGHT onto 054°, then according to chart.					
By ATC: RIGHT turn before passing BD LOM (D4.5/R-234 HAB) at MIM 2210' (1975').					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2965')					

① When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630' (395') by LEFT turn before passing BD LOM (D4.5/R-234 HAB).

48-40



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200' (2965' - 900m)	
2210' (1975' - 600m)	
630' (395' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		2210' (1975')	234°	D8.9 HAB
ILS GS	2.67°	336	432	480	576	671	767	PAPI	PAPI	↑	

STRAIGHT-IN LANDING RWY 23L

CAT II ILS

ABCD

RA **95'**

DA(H) **335'(100')**

RVR **350m**

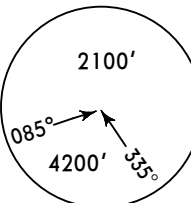
PANS OPS

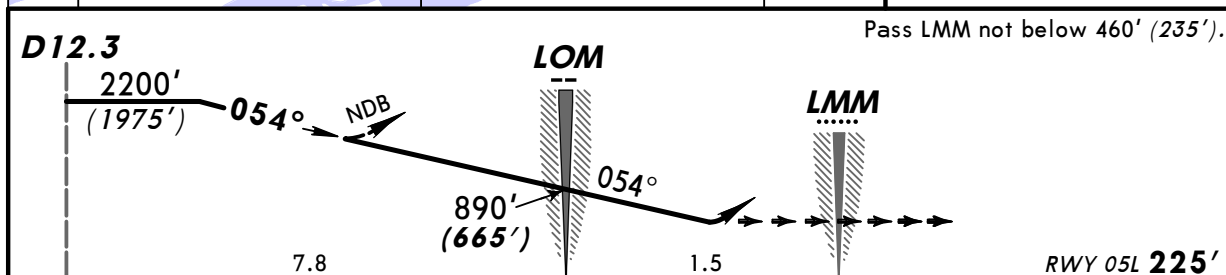
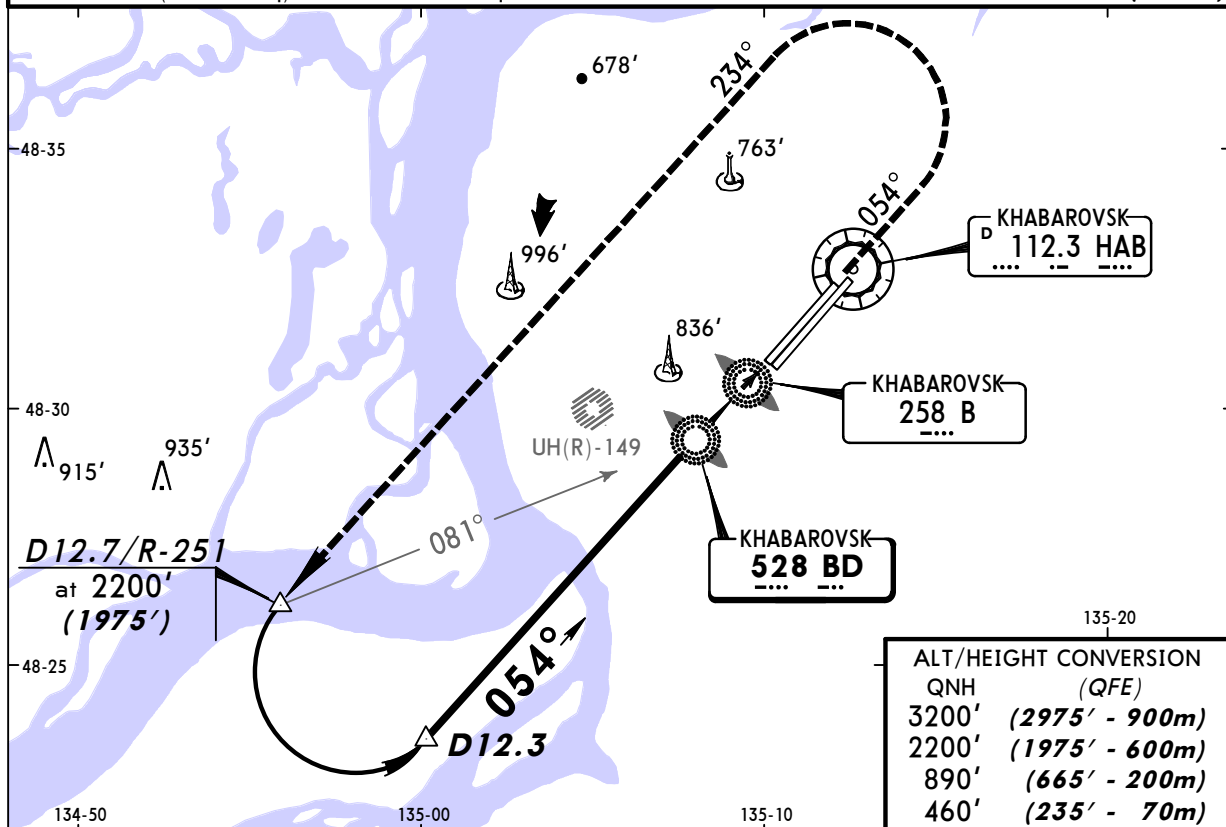
UHHH/KHV
NOVY

JEPPesen
20 NOV 09 (16-1)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05L

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB BD 528	Final Apch Crs 054°	2 NDB Minimum Alt LOM 890' (665') NDB No FAF	2 NDB MDA(H) 700' (475') NDB MDA(H) Refer to Minimums	Apt Elev 244' RWY 225'	 MSA HAB VOR
MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3200' (2975')	



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1975')	054°	234°
Descent Gradient	4.7%	333	428	476	571	666	762	PAPI	on	LT

STRAIGHT-IN LANDING RWY 05L			
2 NDB	BD NDB	B NDB	
MDA(H) 700' (475')	MDA(H) 1080' (855')	MDA(H) 1150' (925')	
ALS out	ALS out	ALS out	
A			
B	3200m	3200m	
C	2800m	4400m	
D	4400m	4800m	

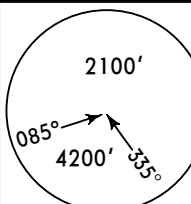
PANS OPS

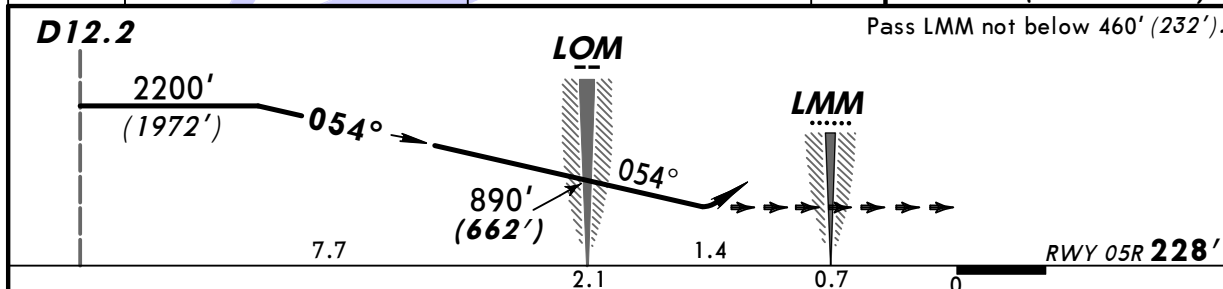
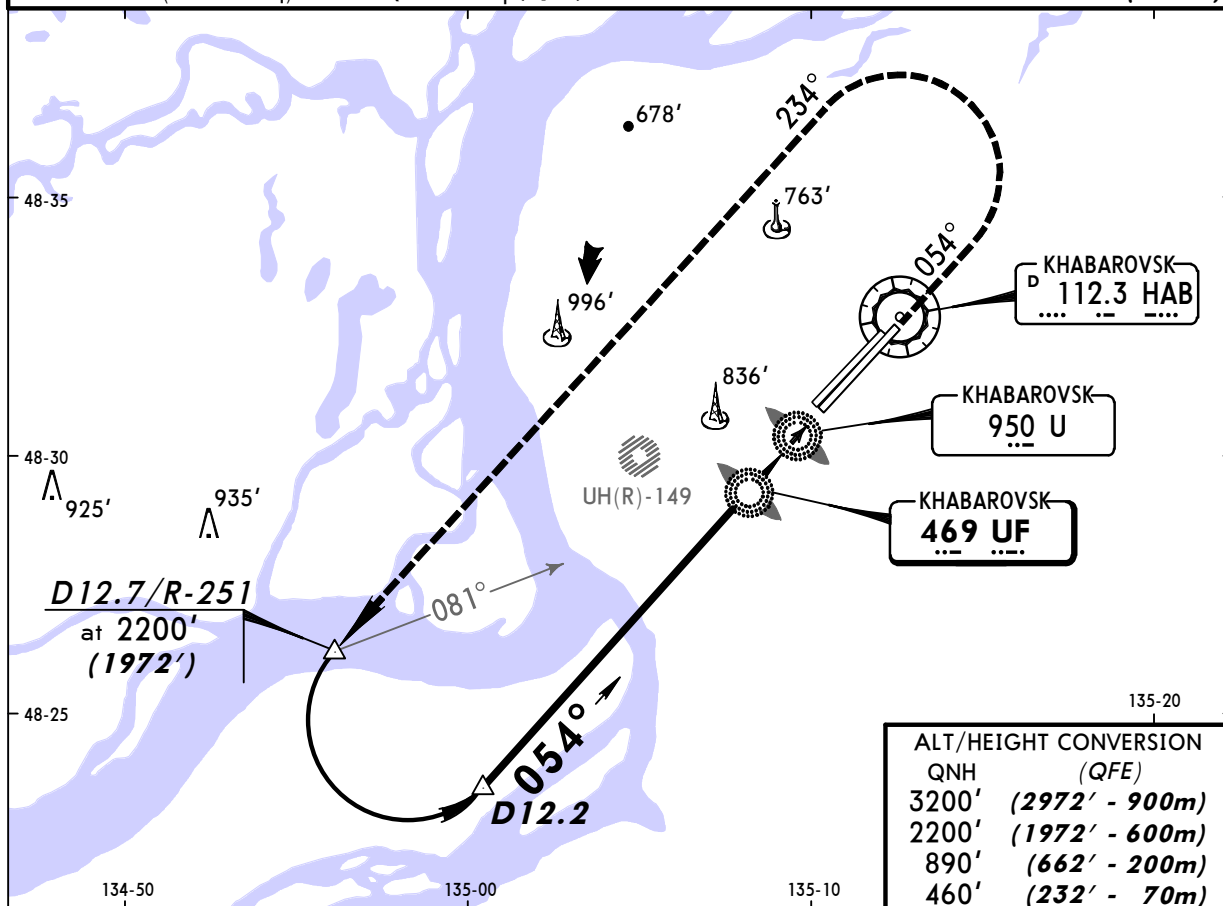
UHHH/KHV
NOVY

JEPPesen
20 NOV 09 **(16-2)**

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB UF 469	Final Apch Crs 054°	Minimum Alt LOM 890' (662')	2 NDB MDA(H) 670' (442') NDB MDA(H) Refer to Minimums	Apt Elev 244' RWY 228'	 MSA HAB VOR
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3200' (2972')	



Gnd speed-Kts	70	90	100	120	140	160		HIALS	2200' (1972')	054°	234°
Descent Gradient	4.7%	333	428	476	571	666	762				LT

STRAIGHT-IN LANDING RWY 05R					
2 NDB MDA(H) 670' (442')		UF NDB MDA(H) 760' (532')		U NDB MDA(H) 960' (732')	
ALS out		ALS out		ALS out	
A					
B	1700m	2300m	3100m	3200m	3200m
C	2500m				
D	2100m	2700m		3600m	

PANS OPS

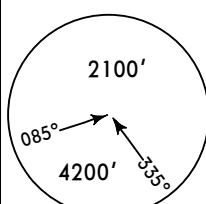
UHHH/KHV
NOVY

JEPPESEN

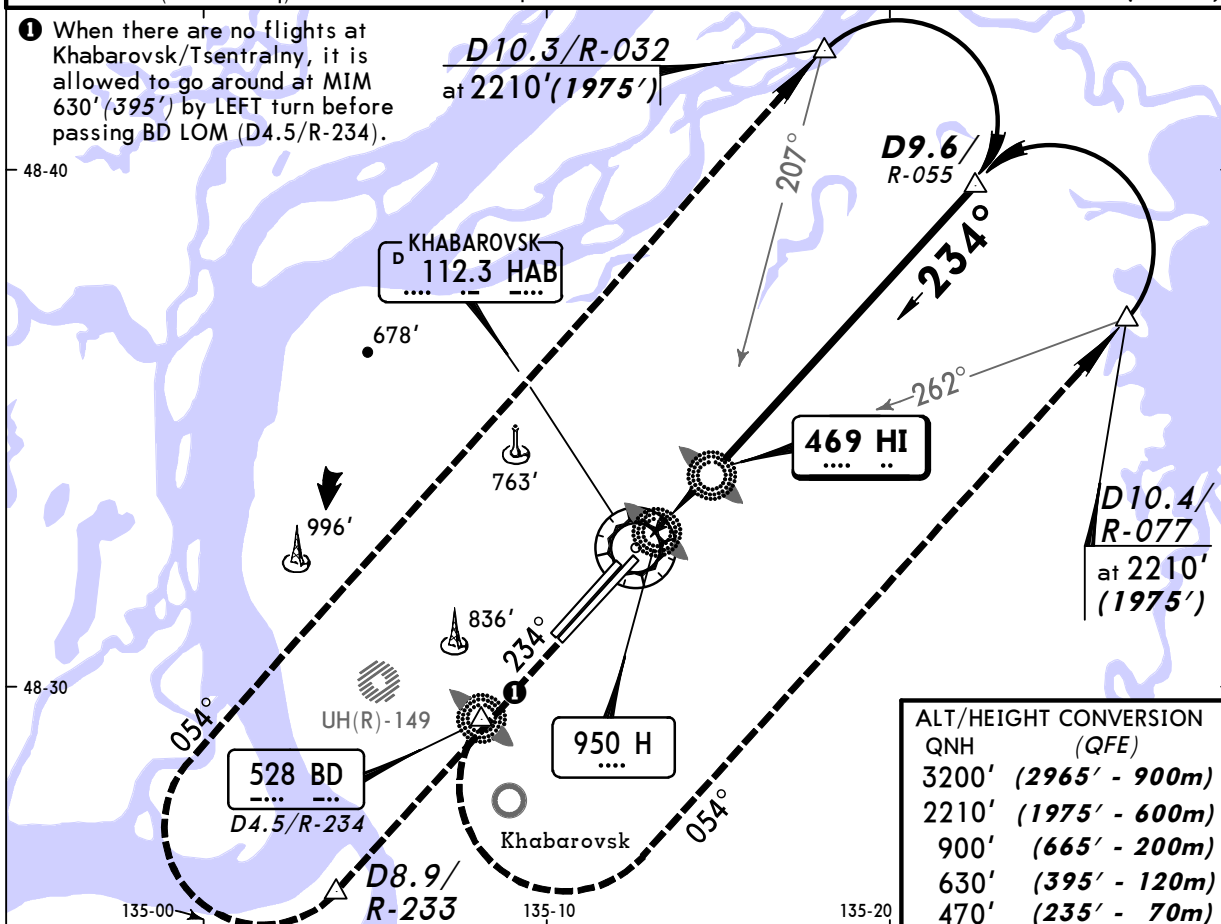
17 SEP 10
Eff 23 Sep (16-3)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

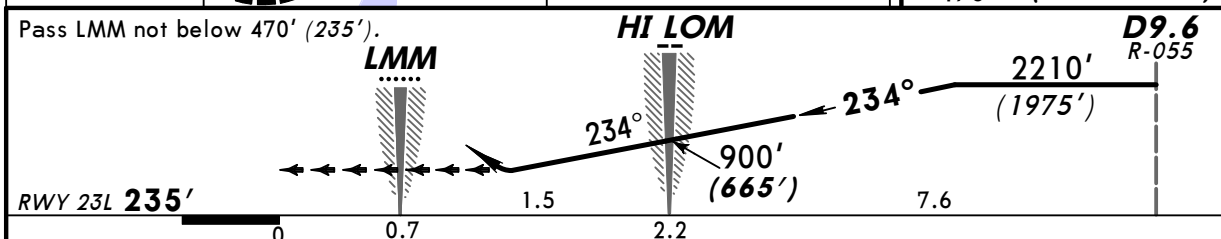
BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB HI 469	Final Apch Crs 234°	Minimum Alt LOM 900'(665')	2 NDB MDA(H) 560'(325')	Apt Elev 244' RWY 235'	 MSA HAB VOR
			NDB MDA(H) Refer to Minimums		
MISSED APCH 1: Climb on 234° to 2210' (1975') at D8.9, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing BD LOM at MIM 2210' (1975').					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	

1 When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630' (395') by LEFT turn before passing BD LOM (D4.5/R-234).



Pass LMM not below 470' (235').



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		2210' (1975')	on 234°	D8.9
Descent Angle	2.67°	331	425	472	567	661	756	PAPI	PAPI		

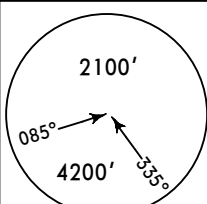
PANS OPS

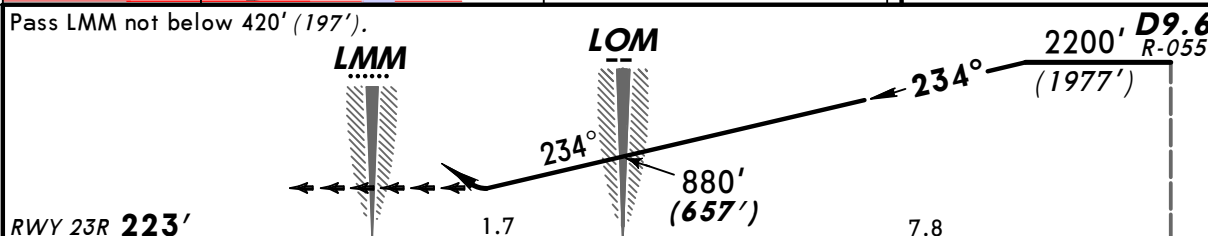
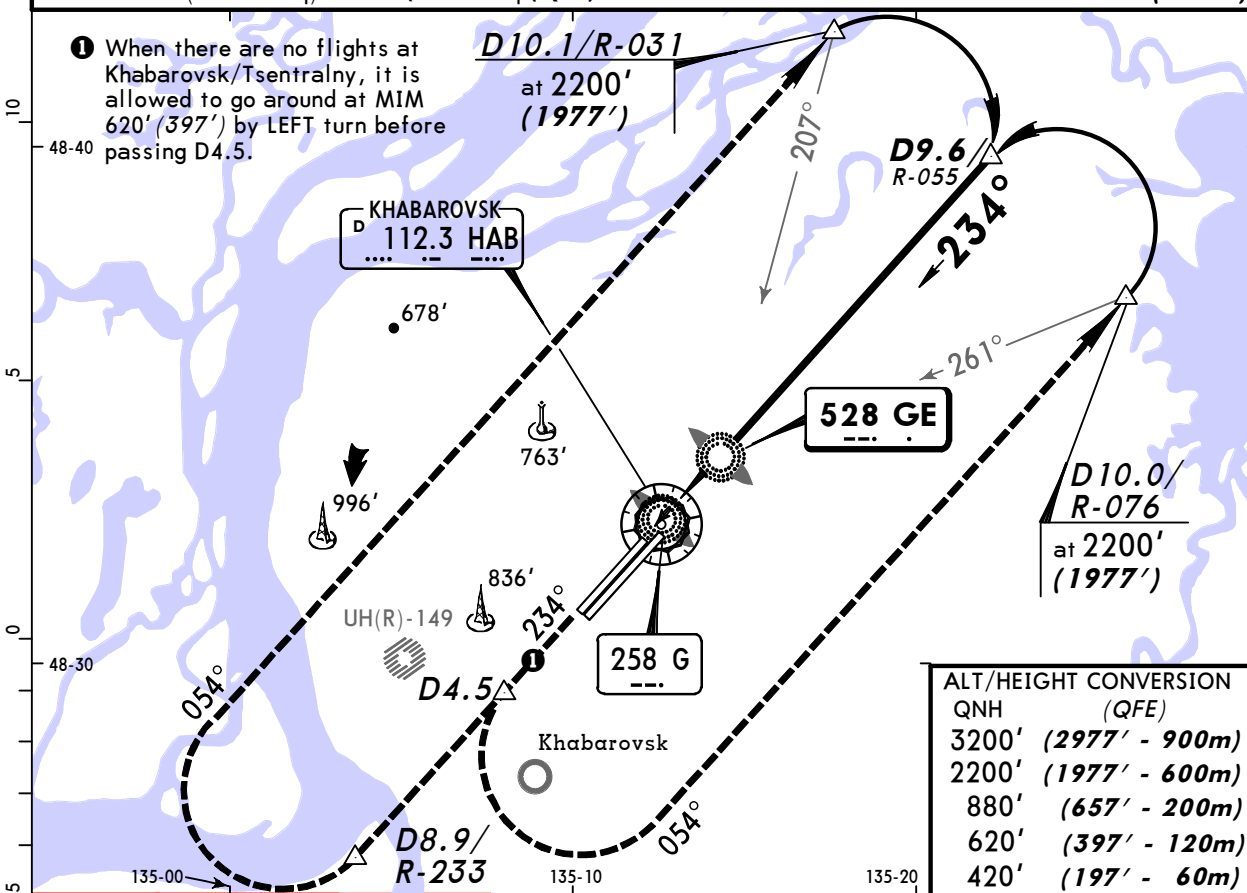
STRAIGHT-IN LANDING RWY 23L					
2 NDB		HI NDB		H NDB	
MDA(H) 560'(325')		MDA(H) 580'(345')		MDA(H) 820'(585')	
ALS out		ALS out		ALS out	
A					
B	1200m	RVR 1500m VIS 1600m	1200m	1900m	
C					3200m
D	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	2000m		

UHHH/KHV
NOVY

JEPPesen
17 SEP 10
Eff 23 Sep (16-4)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23R

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	KHABAROVSK (R) (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB GE 528	Final Apch Crs 234°	Minimum Alt LOM 880' (657')	2 NDB MDA(H) 600' (377') NDB MDA(H) Refer to Minimums	Apt Elev 244' RWY 223'	 MSA HAB VOR
MISSED APCH ①: Climb on 234° to 2200' (1977') at D8.9, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing D4.5 at MIM 2200' (1977').					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3200' (2977')	



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1977')	on 234°	D8.9
Descent Angle	2.69°	333	428	476	571	666	762	PAPI		

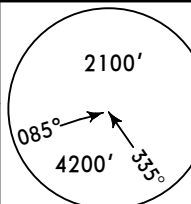
STRAIGHT-IN LANDING RWY 23R					
2 NDB MDA(H) 600' (377')	GE NDB MDA(H) 600' (377')	G NDB MDA(H) 850' (627')			
ALS out	ALS out	ALS out			
A					
B					
C	2100m	2100m	3200m		
D					

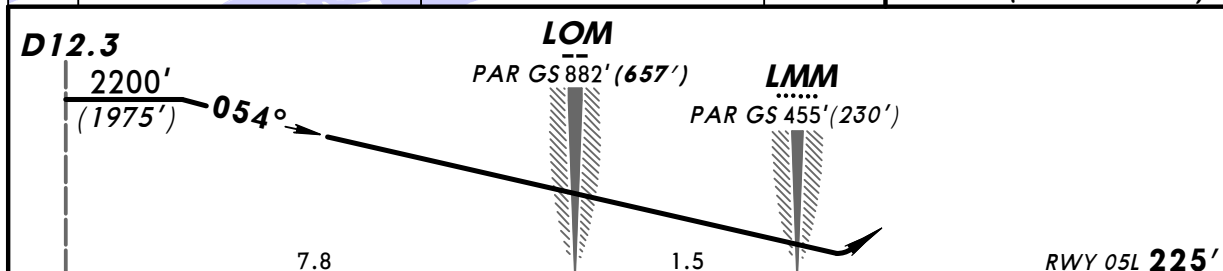
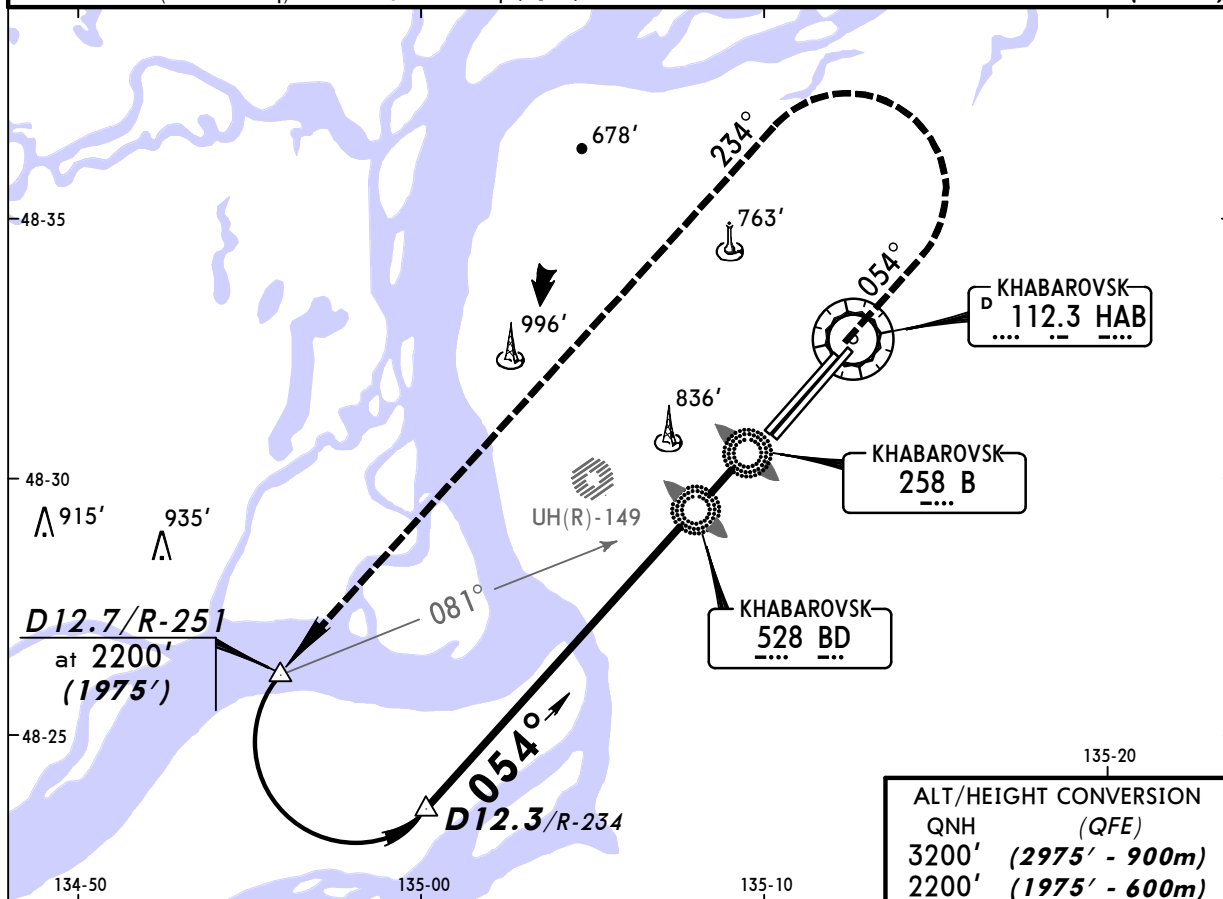
UHHH/KHV
NOVY

JEPPesen
20 NOV 09 (18-1)

KHABAROVSK, RUSSIA
PAR Rwy 05L

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 054°	PAR GS LOM 882' (657')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 225'	 MSA HAB VOR
MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3200' (2975')	



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1975')	054°	234°
PAR GS	2.67°	336	432	480	576	671	767	PAPI	on	LT

STRAIGHT-IN LANDING RWY 05L			
DA(H)	A: 427' (202') C: 447' (222')		
	B: 437' (212') D: 457' (232')		
ALS out			
A			
B			
C	1200m		
D			

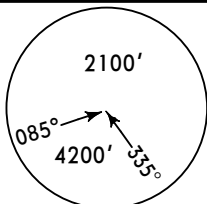
PANS OPS

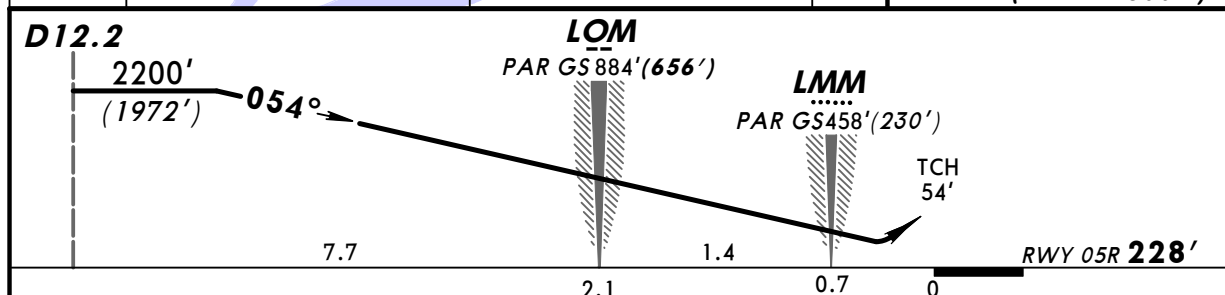
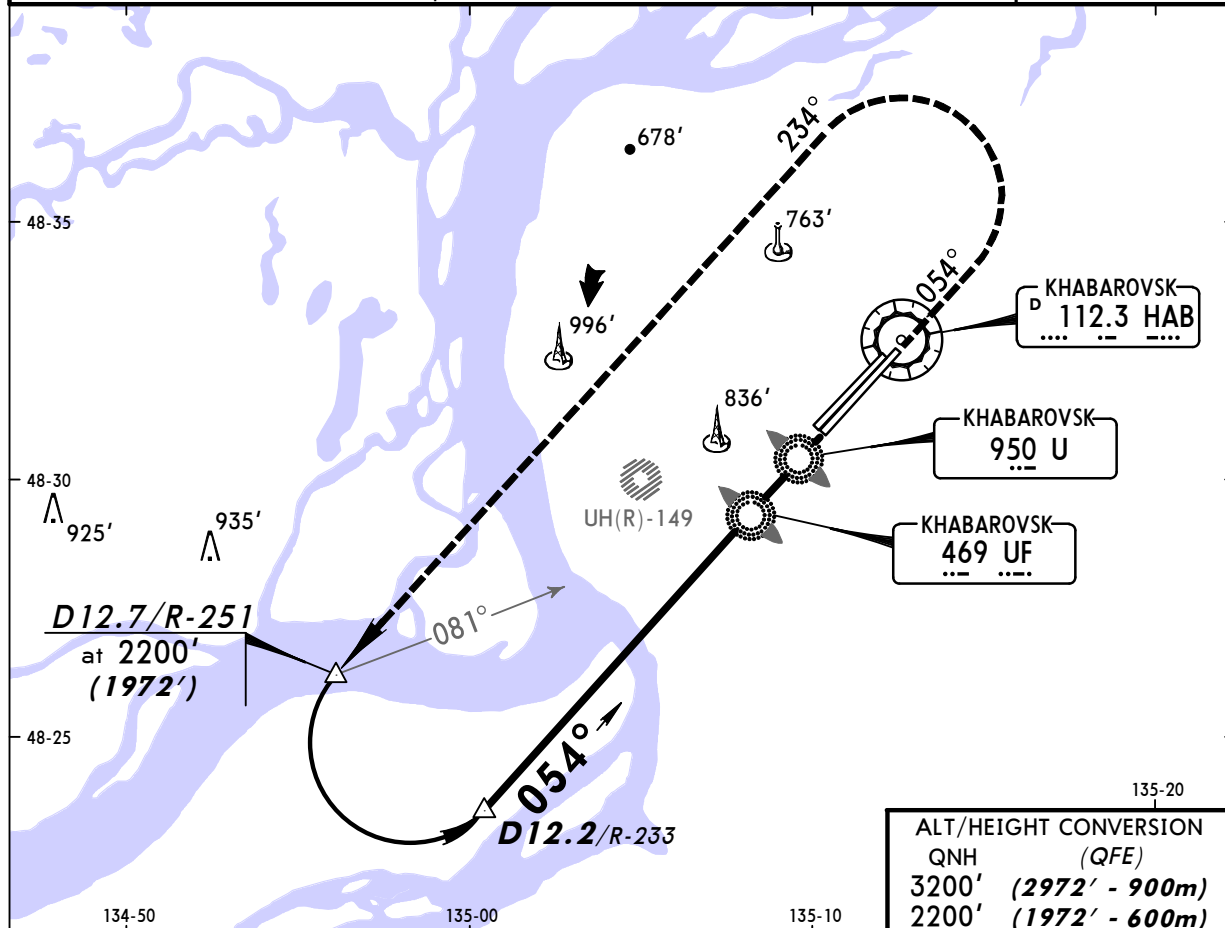
UHHH/KHV
NOVY

JEPPesen
20 NOV 09 (18-2)

KHABAROVSK, RUSSIA
PAR Rwy 05R

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 054°	PAR GS LOM 884' (656')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 228'	
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2972') MSA HAB VOR					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2200' (1972')	054°	234°
PAR GS	2.67°	336	432	480	576	671	767	↑	on	LT

STRAIGHT-IN LANDING RWY 05R				ALS out	
A: 449' (221') C: 469' (241')					
B: 459' (231') D: 479' (251')					
A					
B	RVR 720m			1200m	
C	VIS 800m				
D	900m			1300m	

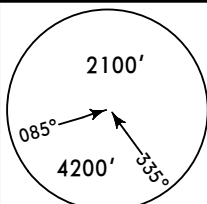
PANS OPS

UHHH/KHV
NOVY

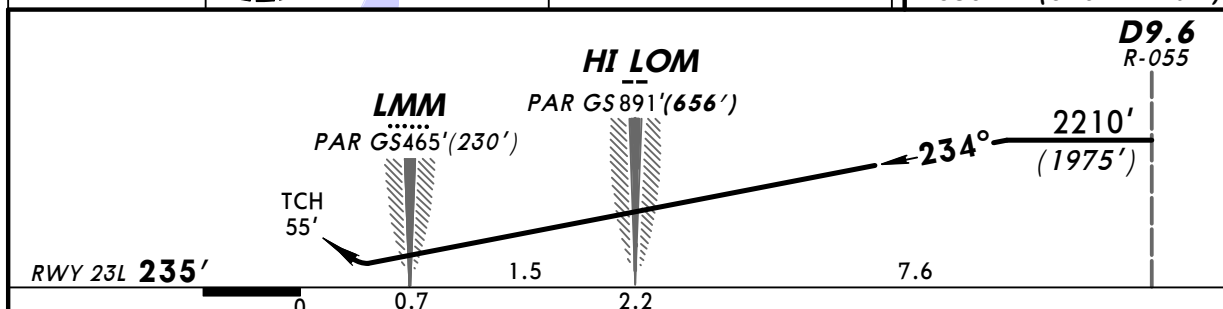
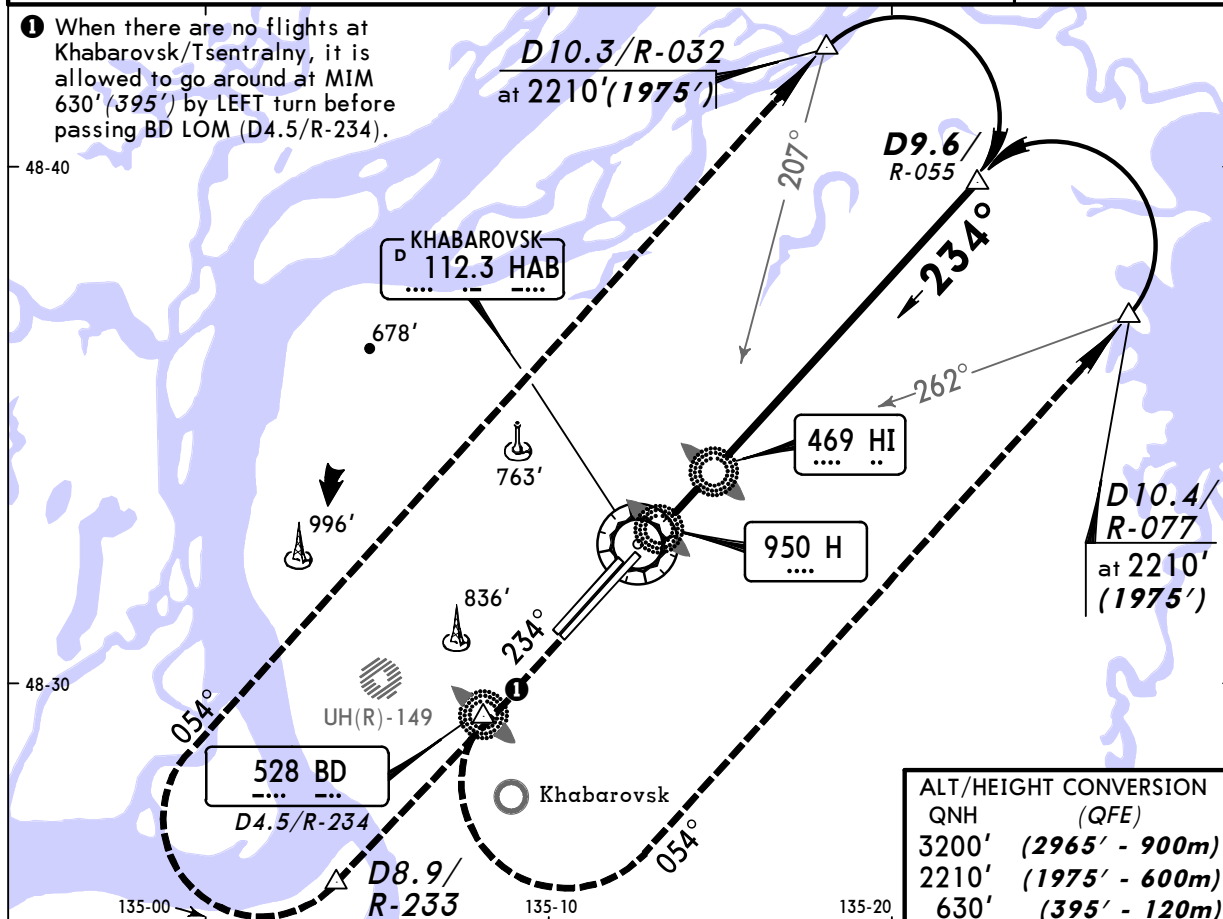
JEPPesen
17 SEP 10 **(18-3)** Eff 23 Sep

KHABAROVSK, RUSSIA
PAR Rwy 23L

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 234°	PAR GS LOM 891' (656')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 235'	
MISSED APCH ①: Climb on 234° to 2210' (1975') at D8.9 , then turn RIGHT onto 054° , then according to chart. By ATC: RIGHT turn before passing BD LOM at MIM 2210' (1975') . Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2965')					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2965')					MSA HAB VOR

① When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM **630' (395')** by **LEFT** turn before passing BD LOM (D4.5/R-234).



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2210' (1975')	234°	D8.9
PAR GS	2.67°	336	432	480	576	671	PAPI			

STRAIGHT-IN LANDING RWY 23L					
DA(H) C: 440' (205')					
AB: 435' (200') D: 450' (215')					
TDZ or CL out		ALS out			
A					
B					
C					
D					
RVR 550m VIS 800m		RVR 720m VIS 800m		1200m	

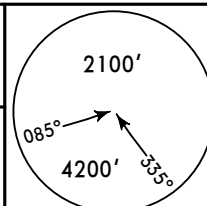
PANS OPS

UHHH/KHV
NOVY

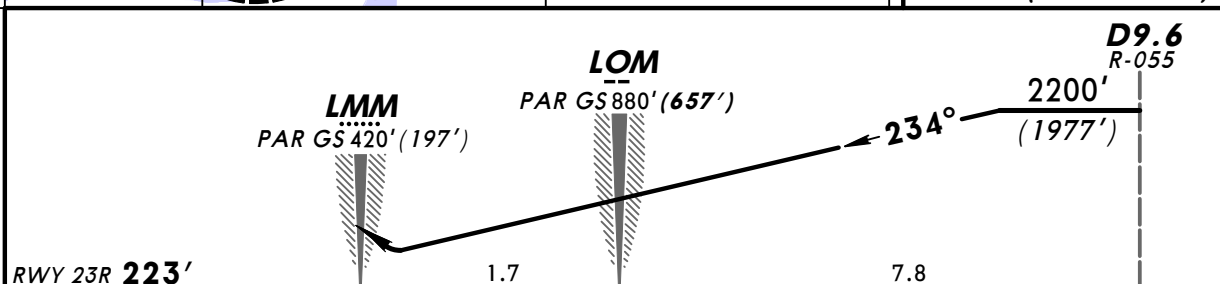
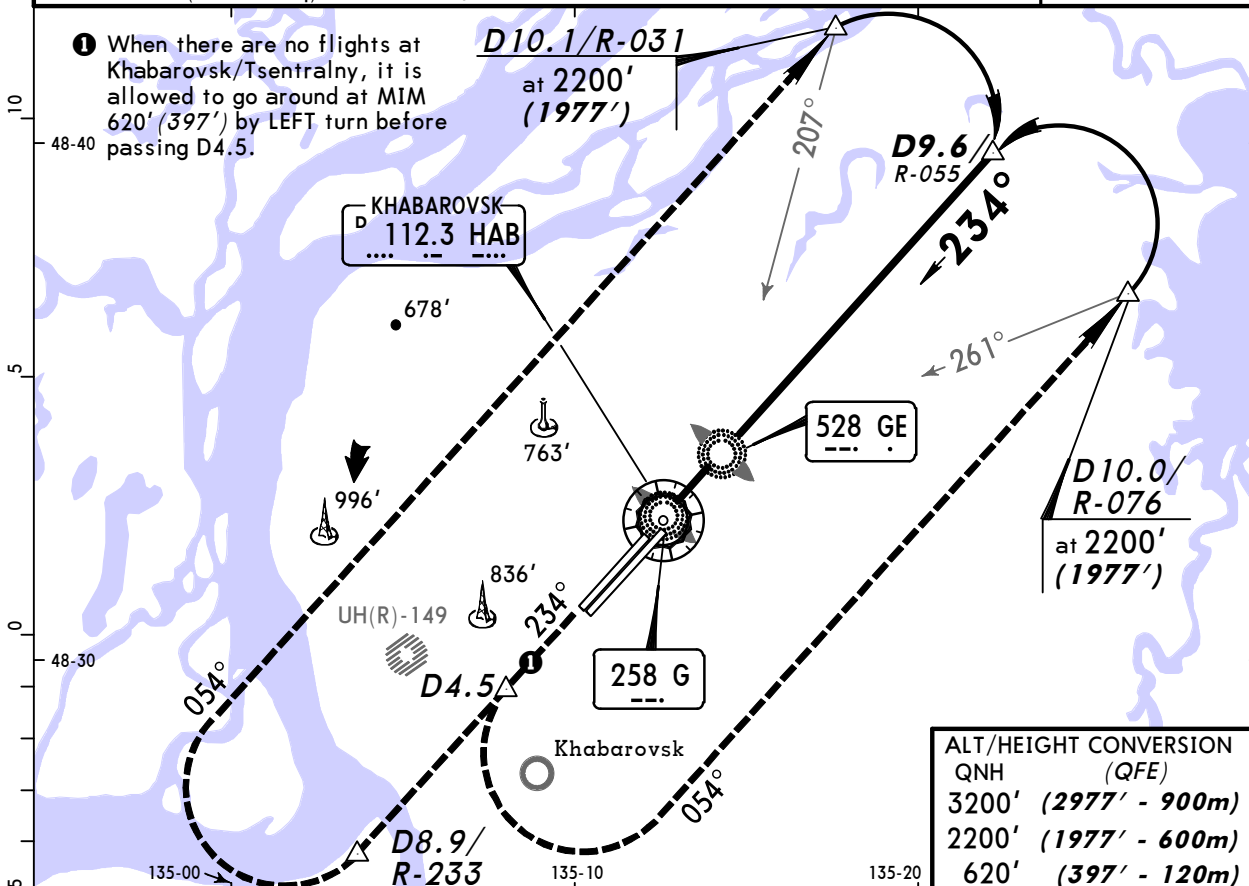
JEPPESEN
17 SEP 10 **(18-4)** Eff 23 Sep

KHABAROVSK, RUSSIA
PAR Rwy 23R

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2 (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 234°	PAR GS LOM 880' (657')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 223'
MISSED APCH ①: Climb on 234° to 2200' (1977') at D8.9, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing D4.5 at MIM 2200' (1977').				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2977')				



MSA
HAB VOR



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

STRAIGHT-IN LANDING RWY 23R		ALS out	
DA(H)	A: 433' (210') B: 443' (220')	C: 453' (230') D: 463' (240')	

A	1200m		
B			
C			
D			