

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHHH

Terminal Charts For UHHH

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Khabarovsk Rus  
IATA Code: KHV  
Lat/Long: N48° 31.7' E135° 11.3'  
Elevation: 244 ft

Airport Use: Public  
Magnetic Variation: 11.7°W

Fuel Types: Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 2001 Z  
Sunset: 0956 Z,

## Runway Information

Runway: 05L  
Length x Width: 11483 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 225 ft  
Lighting: Edge, ALS

Runway: 05R  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 228 ft  
Lighting: Edge, ALS, Centerline

Runway: 23L  
Length x Width: 13123 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 235 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23R  
Length x Width: 11483 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 223 ft  
Lighting: Edge, ALS

## Communication Information

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  
Khabarovsk Approach Control 125.2  
Khabarovsk Krug Radar 120.3

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**1. GENERAL**

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**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 4190' (3946'). 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.

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## **2. ARRIVAL**

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### **2.1. CAT II OPERATIONS**

RWY 23L is approved for CAT II operations.

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## **3. DEPARTURE**

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### **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').

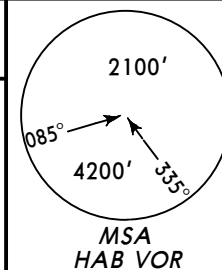
| STAR DESIGNATION                         | REFER TO CHART |
|------------------------------------------|----------------|
| LATMA 1S, RELPI 1S, TROIC 1S             | 10-2B          |
| LATMA 2S, TROIC 2S                       | 10-2C          |
| LATMA 3S, RELPI 3S, TROIC 3S             | 10-2D          |
| LATMA 4S, TROIC 4S                       | 10-2E          |
| AGUNI 1S, SORUS 1S                       | 10-2K          |
| AGUNI 2S, SORUS 2S                       | 10-2L          |
| AGUNI 3S, SORUS 3S                       | 10-2M          |
| AGUNI 4S, SORUS 4S                       | 10-2N          |
| ARDEL 1S, ARGUK 1S                       | 10-2P          |
| ARDEL 2S, ARGUK 2S                       | 10-2Q          |
| ARDEL 3S, ARGUK 3S                       | 10-2S          |
| ARDEL 4S, ARGUK 4S                       | 10-2T          |
| BIRBO 1S, OLEGO 1S, PERID 1S             | 10-2T1         |
| BIRBO 2S, OLEGO 2S                       | 10-2T2         |
| BIRBO 3S, OLEGO 3S, PERID 3S             | 10-2U          |
| BIRBO 4S, OLEGO 4S                       | 10-2V          |
| MOSOL 1S, NIKRA 1S, URIMA 1S             | 10-2V1         |
| MOSOL 2S, NIKRA 2S, URIMA 2S<br>VANUL 2S | 10-2V2         |
| MOSOL 3S, NIKRA 3S, URIMA 3S             | 10-2V3         |
| MOSOL 4S, NIKRA 4S, URIMA 4S<br>VANUL 4S | 10-2V4         |

FOR STARs AVAILABLE 'BY ATC' AND HOLDING EXIT PROCEDURES  
REFER TO PAGE 10-2A

| STAR DESIGNATION                             | REFER TO CHART |
|----------------------------------------------|----------------|
| NEBES 1S, TIGMA 1S                           | 10-2F          |
| NEBES 2S, TIGMA 2S                           | 10-2G          |
| NEBES 3S, TIGMA 3S                           | 10-2H          |
| NEBES 4S, TIGMA 4S                           | 10-2J          |
| LATMA 1V, RELPI 1V, TROIC 1V                 | 10-2V5         |
| NEBES 1V, TIGMA 1V                           | 10-2V6         |
| AGUNI 1V, SORUS 1V                           | 10-2V7         |
| ARDEL 1V, ARGUK 1V                           | 10-2V8         |
| BIRBO 1V, OLEGO 1V, PERID 1V                 | 10-2W          |
| MOSOL 1V, NIKRA 1V, URIMA 1V                 | 10-2X          |
| NEBES 2V, TIGMA 2V                           | 10-2X1         |
| AGUNI 2V, SORUS 2V                           | 10-2X2         |
| ARDEL 2V, ARGUK 2V                           | 10-2X3         |
| BIRBO 2V, OLEGO 2V, PERID 2V                 | 10-2X4         |
| MOSOL 2V, NIKRA 2V, URIMA 2V<br>VANUL 2V     | 10-2X5         |
| SORUS 1H ARRIVAL &<br>HOLDING EXIT PROCEDURE | 10-2X6         |
| SORUS 2H ARRIVAL &<br>HOLDING EXIT PROCEDURE | 10-2X7         |

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|                |                  |                                                                                           |       |
|----------------|------------------|-------------------------------------------------------------------------------------------|-------|
| ATIS<br>124.87 | Apt Elev<br>244' | Alt Set: MM (hPa on request) QNH on request<br>Trans level: FL50 Trans alt: 3200' (2956') | (QFE) |
|----------------|------------------|-------------------------------------------------------------------------------------------|-------|



# **① LATMA 1S [LATM1S]**

BY ATC

RELPI 1S [RELPI1S], TROIC 1S [TROI1S]

RWYS 05L/R ARRIVALS

CAT A & B

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

① Available for Russian airlines aircraft only.

**RELPI**  
N49 35.4  
E136 26.3

**DIBOS**  
N49 29.6 E136 17.0

**TROITSKOYE**  
335 FI  
N49 27.0 E136 34.1

**TOMSU**  
N48 58.7  
E135 51.2

**ARBIT**  
N48 53.0 E135 19.4  
(HAB R-024/D20.8)

Between  
FL120 & FL100

(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 FL60

**D12.0 HAB**  
N48 25.8 E134 58.1  
(HAB R-246)

At 2220'  
(1976')

(Rwy 05L)  
**D9.2 HAB**  
N48 25.9 E135 03.5  
(HAB R-234)  
(Rwy 05R)  
**D9.2 HAB**  
N48 25.8 E135 03.6  
(HAB R-233)

At 2220'  
(1976')

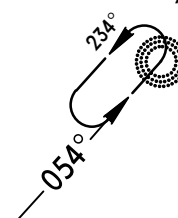
**D11.7 HAB**  
N48 24.0 E135 00.8  
(HAB R-234)

At 2220' (1976')

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



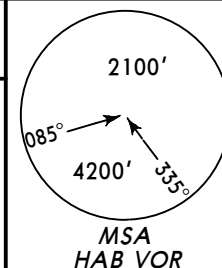
**HOLDING  
OVER BD/UF**



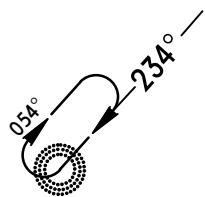


ATIS  
124.87Apt Elev  
244'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

LATMA 2S [LATM2S]  
BY ATCTROIC 2S [TROI2S]  
RWYS 23L/R ARRIVALS

CAT A &amp; B

HOLDING  
OVER GE/HITROITSKOYE  
335 FI  
N49 27.0 E136 34.1  
At or above  
FL90TOMSU  
N48 58.7 E135 51.2  
(HAB R-056/D36.2)  
Between  
FL100 & FL80URES  
N48 47.7 E135 34.1  
(HAB R-055/D20.7)  
At FL60D9.6 HAB  
N48 39.7 E135 22.5  
(HAB R-055)  
At 2220'  
(1976')(Rwy 23R)  
D6.3 HAB  
N48 37.4 E135 18.9  
(HAB R-052)  
(Rwy 23L)  
D6.6 HAB  
N48 37.5 E135 19.4  
(HAB R-055)At 2220'  
(1976')(Rwy 23R)  
\*528 GE  
N48 34.0 E135 14.3  
(Rwy 23L)  
\*469 HI  
N48 34.1 E135 14.8Khabarovsk  
P 112.3 HAB  
N48 32.7 E135 12.6① Available for Russian  
airlines aircraft only.

ALT/HEIGHT CONVERSION

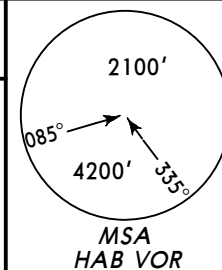
QNH (QFE)

3200' (2956' - 900m)

2220' (1976' - 600m)

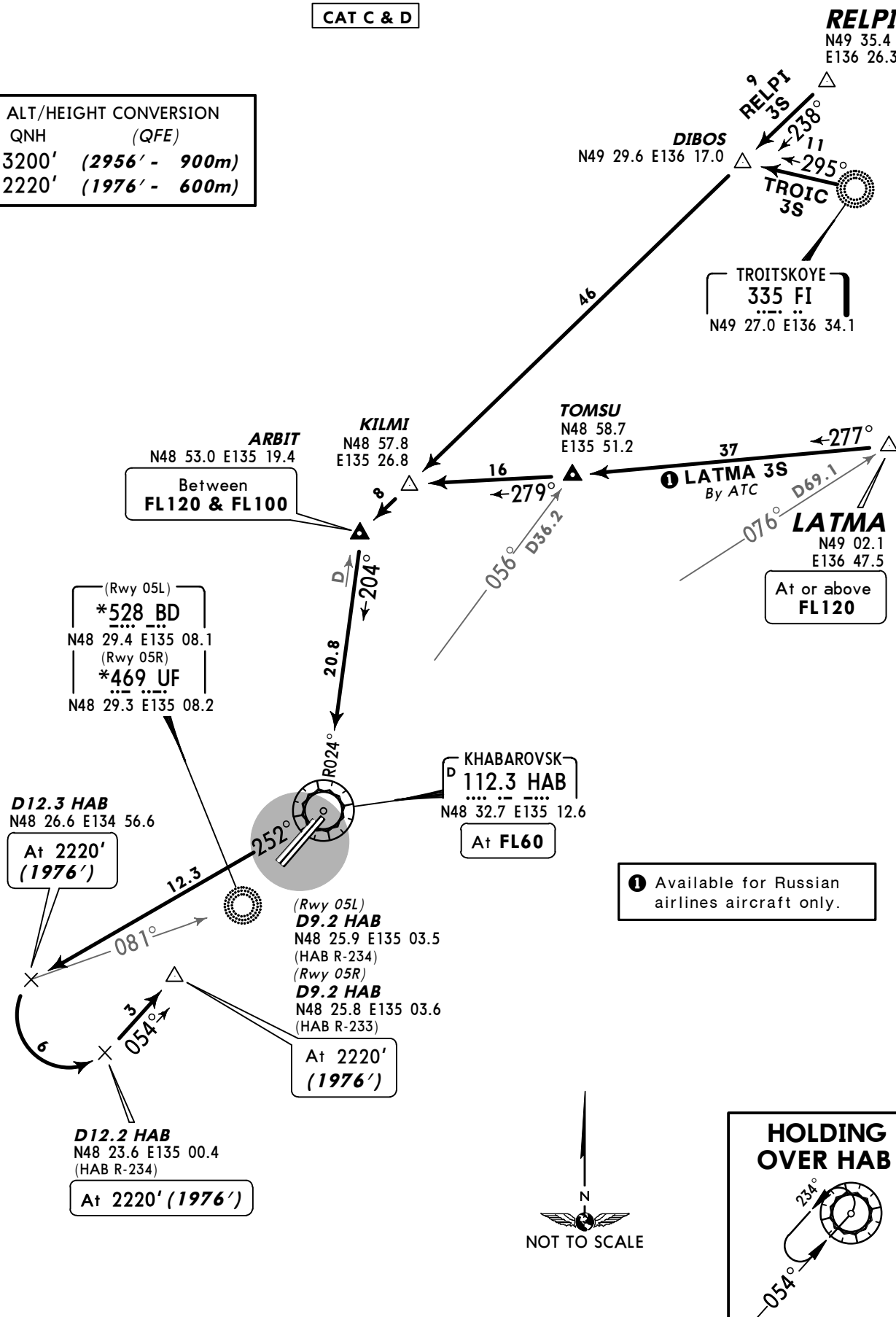
ATIS  
124.87Apt Elev  
244'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

**① LATMA 3S [LATM3S]**  
BY ATCRELPI 3S [RELP3S], TROIC 3S [TROI3S]  
RWYS 05L/R ARRIVALS

CAT C &amp; D

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

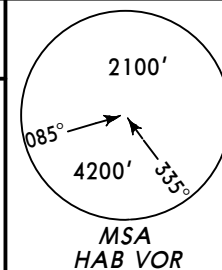


ATIS  
124.87

Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

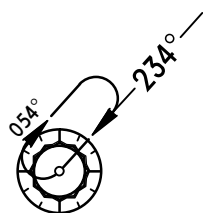
(QFE)



① LATMA 4S [LATM4S]  
BY ATC  
TROIC 4S [TROI4S]  
RWYS 23L/R ARRIVALS

CAT C & D

HOLDING  
OVER HAB



TROITSKOYE  
335 FI  
N49 27.0 E136 34.1  
At or above  
FL90

TOMSU  
N48 58.7 E135 51.2  
(HAB R-056/D36.2)

Between  
FL100 & FL80

URES  
N48 47.7 E135 34.1  
(HAB R-055/D20.7)

At FL60

D9.6 HAB  
N48 39.7 E135 22.5  
(HAB R-055)

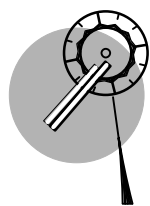
At 2220'  
(1976')

(Rwy 23R)  
D6.3 HAB  
N48 37.4 E135 18.9  
(HAB R-052)  
(Rwy 23L)  
D6.6 HAB  
N48 37.5 E135 19.4  
(HAB R-055)

At 2220'  
(1976')

37  
LATMA 4S  
By ATC  
277°  
D69.1  
LATMA  
N49 02.1  
E136 47.5  
At or above  
FL120

① Available for Russian  
airlines aircraft only.



KHABAROVSK  
P 112.3 HAB  
N48 32.7 E135 12.6



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

ATIS  
124.87

Apt Elev  
244'

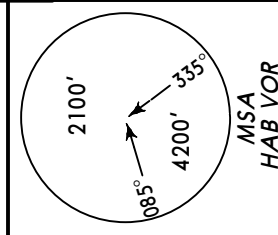
Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

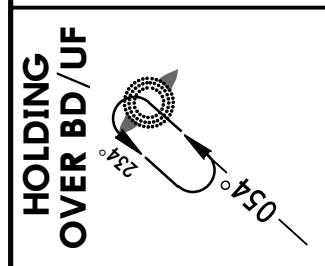
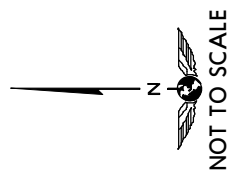
# NEBES 1S [NEBE1S], 1 TIGMA 1S [TIGM1S] RWYS 05L/R ARRIVALS

CAT A & B

BY ATC



1 Available for Russian airlines aircraft only.



(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)

A+ FL60

KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6

TIGMA  
N48 34.5 E136 49.0

At or above  
FL100

D43.2 HAB

At or above  
FL80

D12.0 HAB  
N48 25.8 E134 58.1  
(HAB R-246)

A+ 2220'  
(1976')

(Rwy 05L)  
D9.2 HAB  
N48 25.9 E135 03.5  
(HAB R-234)

(Rwy 05R)  
D9.2 HAB  
N48 25.8 E135 03.6  
(HAB R-233)

A+ 2220'  
(1976')

D11.7 HAB  
N48 24.0 E135 00.8  
(HAB R-234)

A+ 2220'  
(1976')

NEBES  
N48 18.5 E136 46.7

At or above  
FL180

D43.2 HAB

At or above  
FL80

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

ATIS  
124.87

Apt Elev  
244'

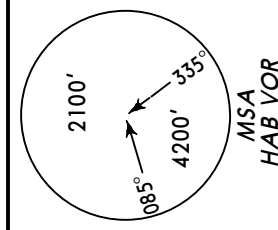
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Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

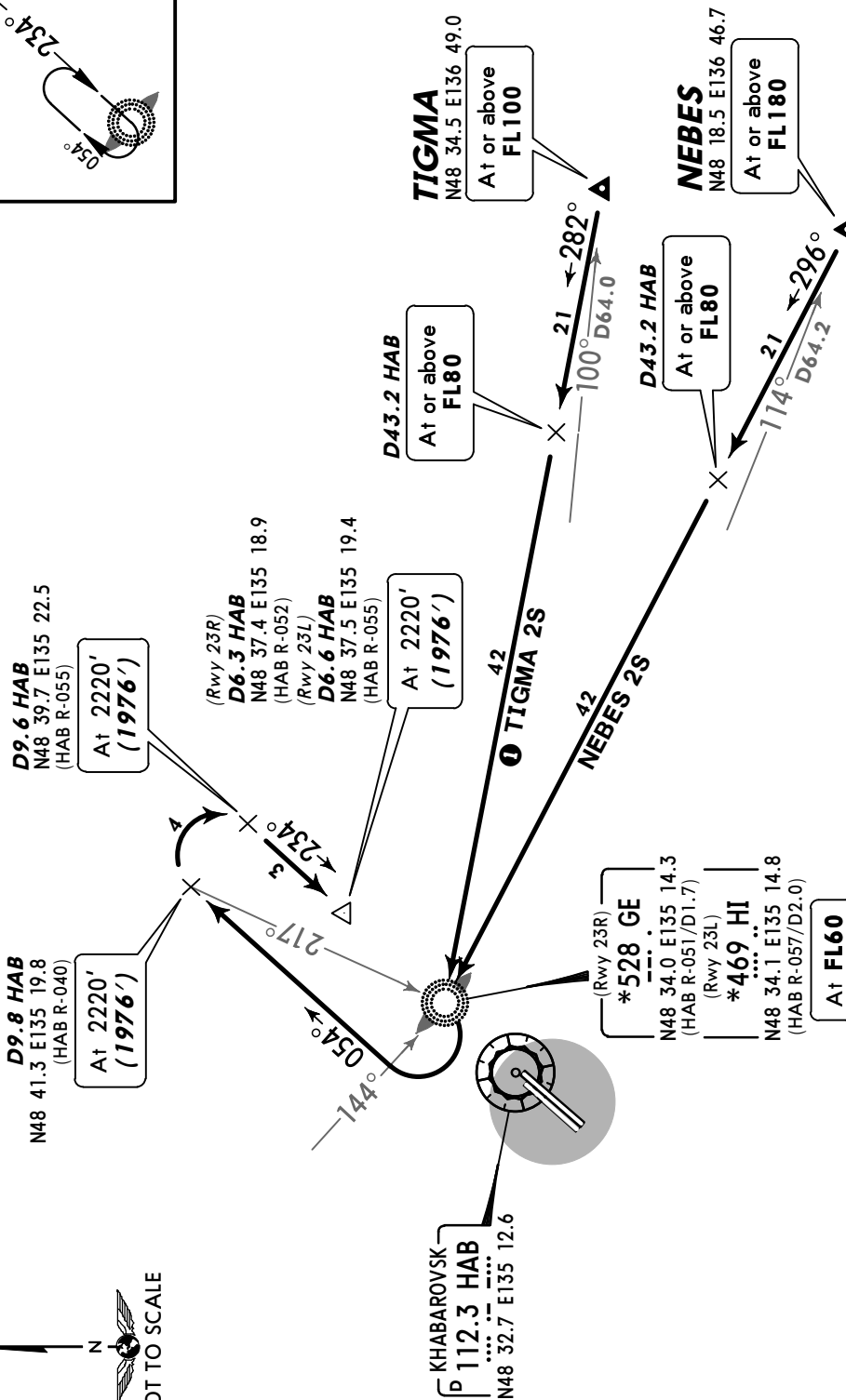
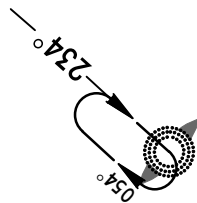
NEBES 2S [NEBE2S], TIGMA 2S [TIGM2S]  
RWYS 23L/R ARRIVALS

CAT A & B

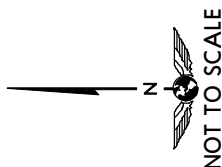
BY ATC



HOLDING  
OVER GE/HI



Available for Russian  
airlines aircraft only.



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

ATIS  
124.87

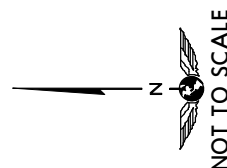
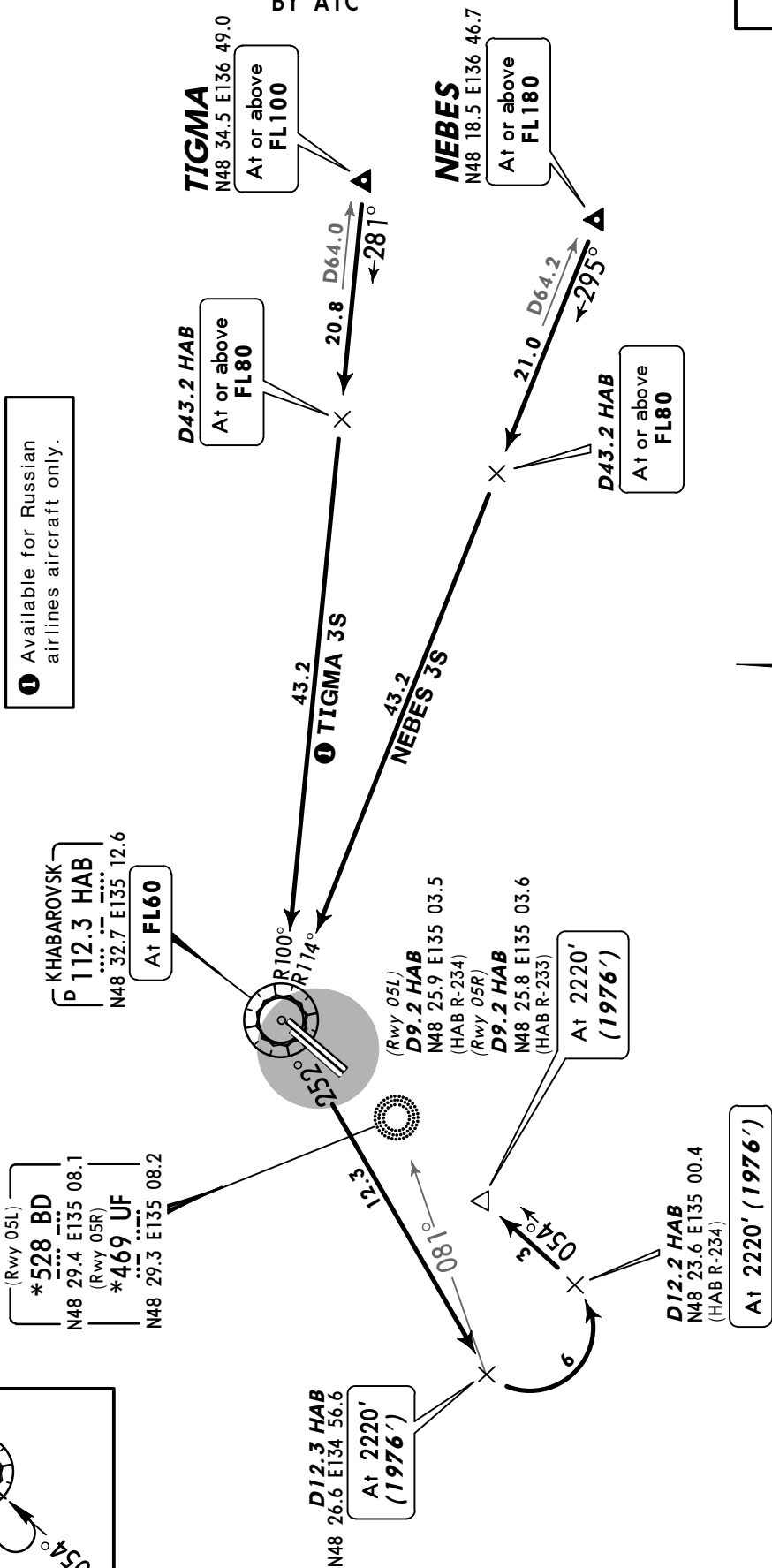
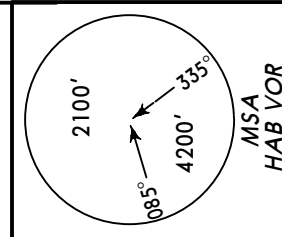
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

NEBES 3S [NEBE3S], ① TIGMA 3S [TIGM3S]  
RWYS 05L/R ARRIVALS

CAT C & D  
BY ATC



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

ATIS  
124.87

Apt Elev  
244'

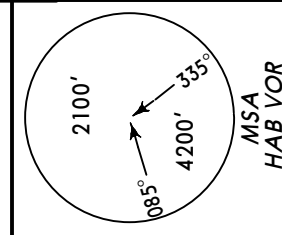
Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

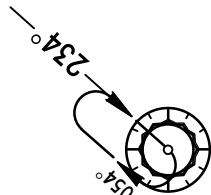
NEBES 4S [NEBE4S], TIGMA 4S [TIGM4S]  
RWYS 23L/R ARRIVALS

CAT C & D

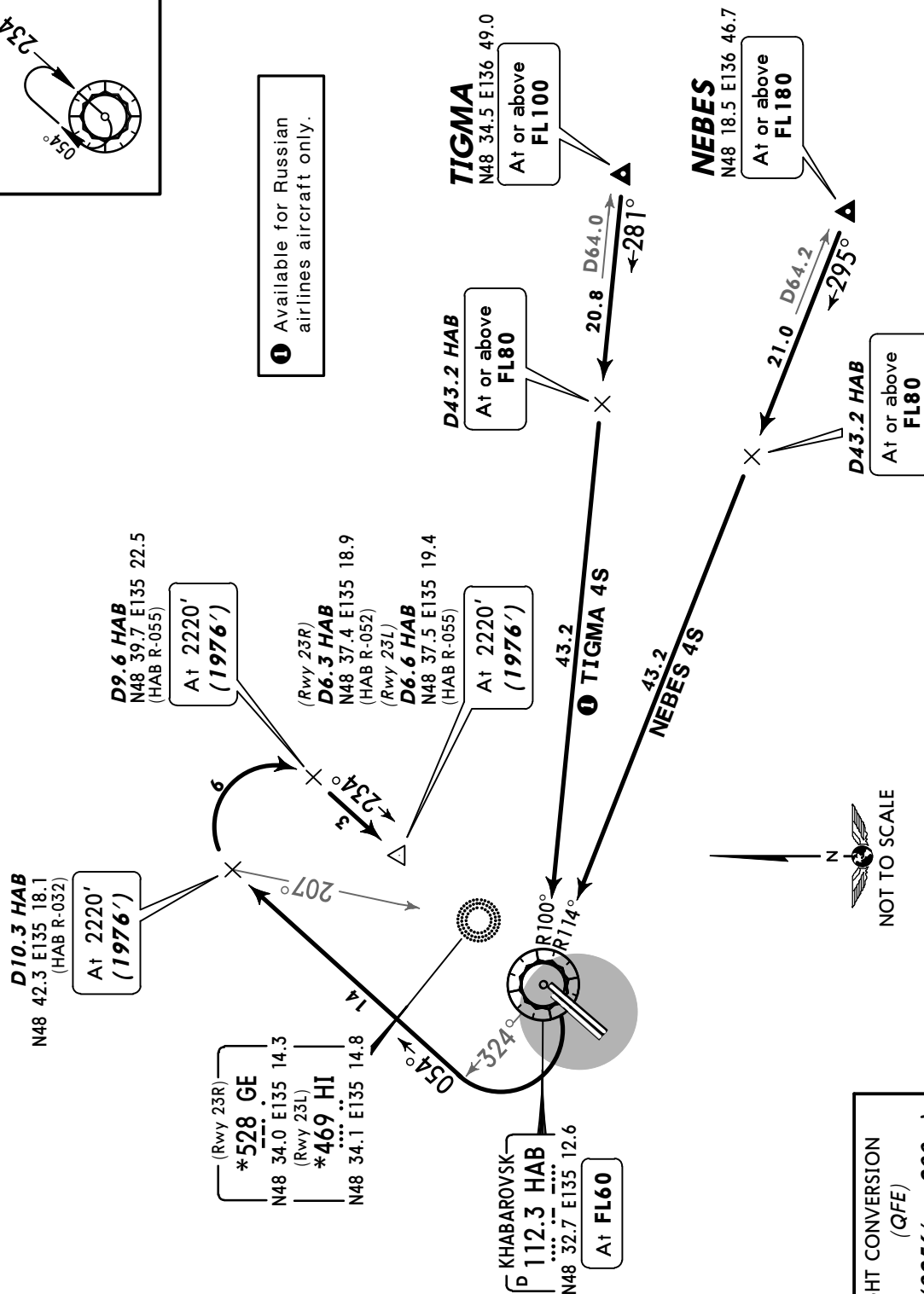
BY ATC



HOLDING  
OVER HAB

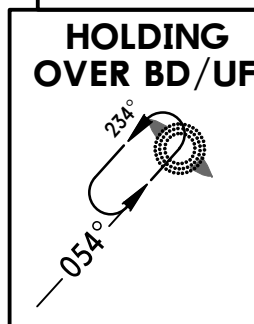
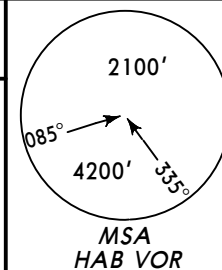


Available for Russian  
airlines aircraft only.



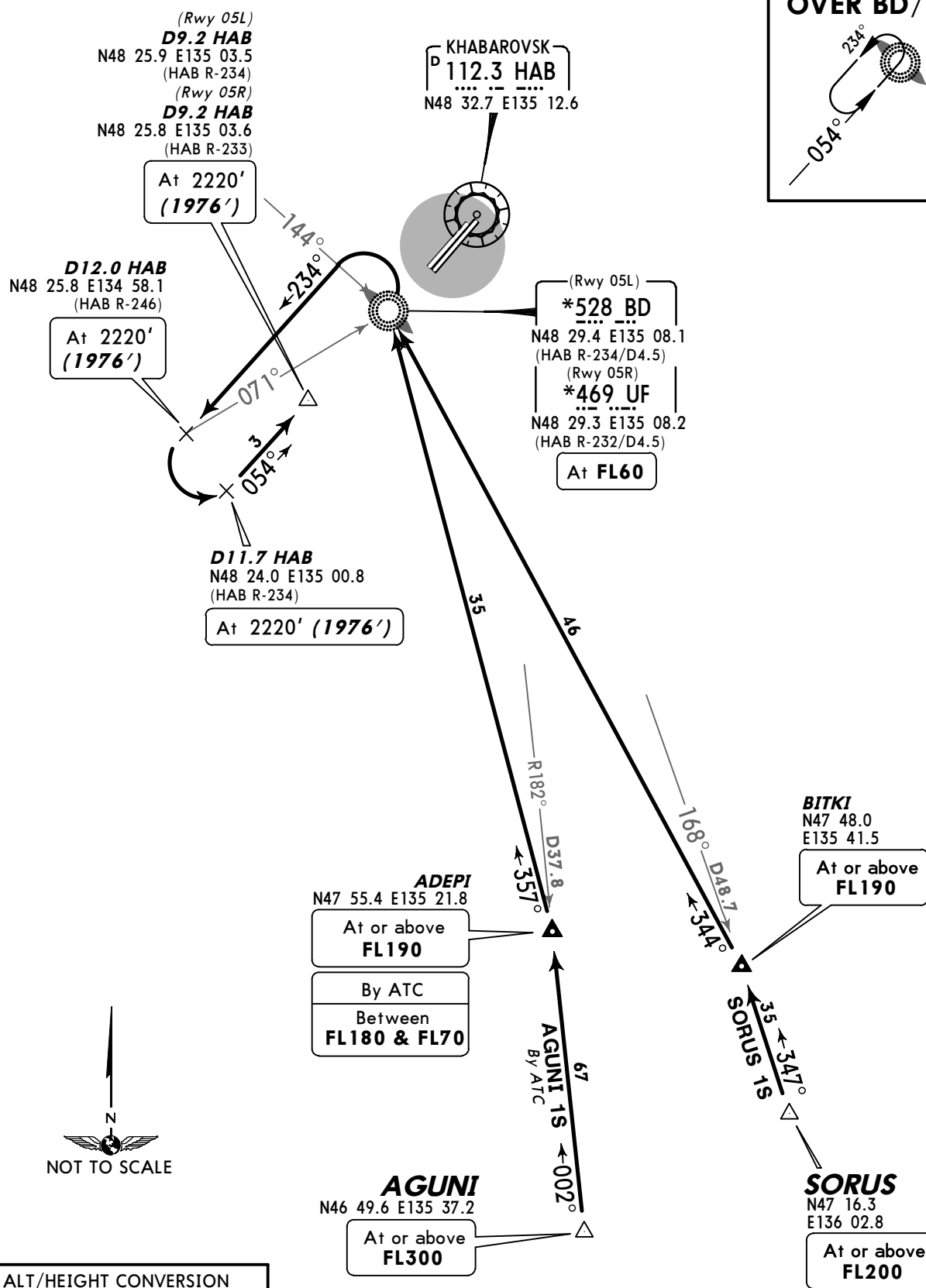
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3200' (2956' - 900m)  
2220' (1976' - 600m)

|                |                  |                                                                                           |       |
|----------------|------------------|-------------------------------------------------------------------------------------------|-------|
| ATIS<br>124.87 | Apt Elev<br>244' | Alt Set: MM (hPa on request) QNH on request<br>Trans level: FL50 Trans alt: 3200' (2956') | (QFE) |
|----------------|------------------|-------------------------------------------------------------------------------------------|-------|



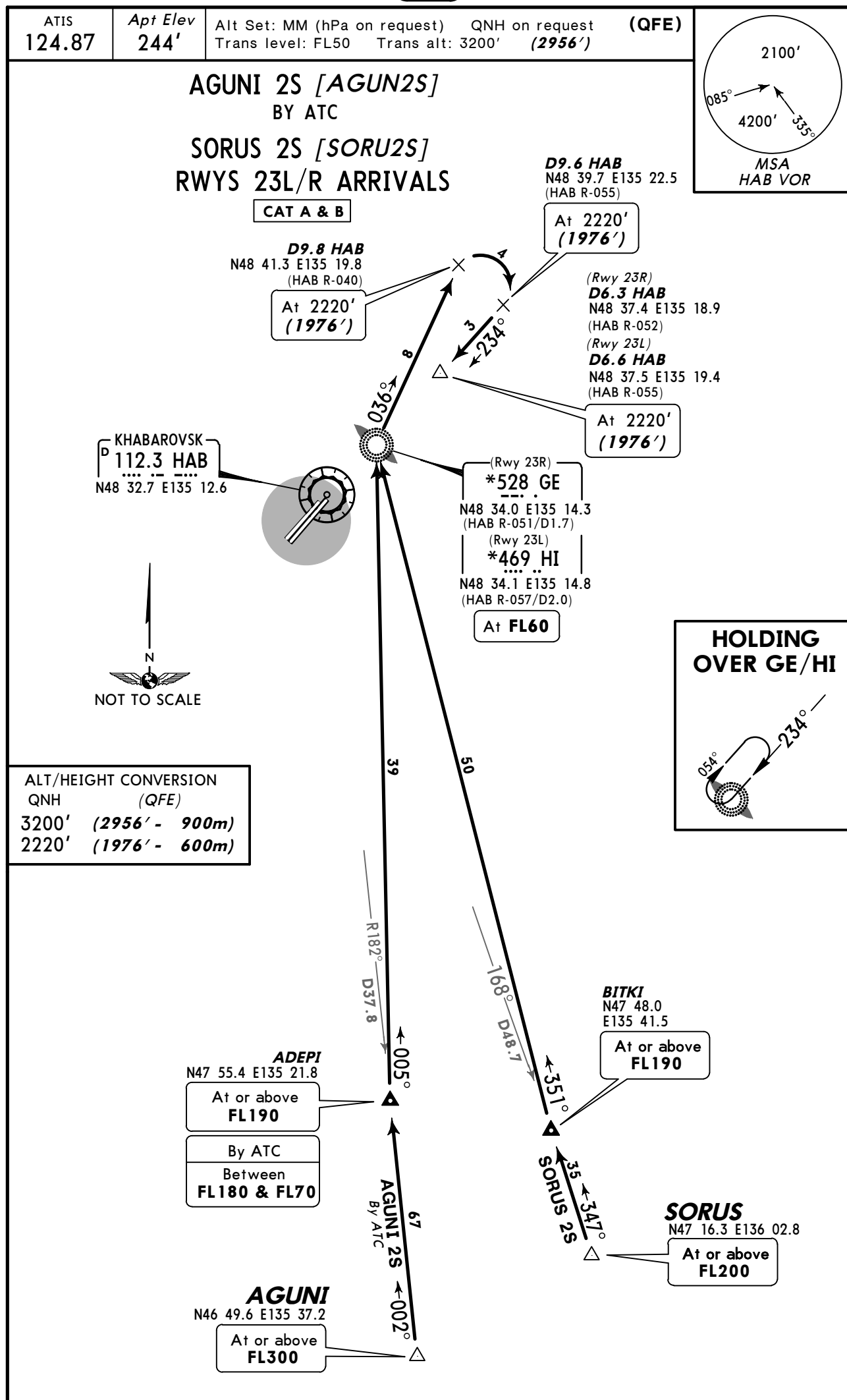
AGUNI 1S [AGUN1S]  
BY ATC  
SORUS 1S [SORU1S]  
RWYS 05L/R ARRIVALS

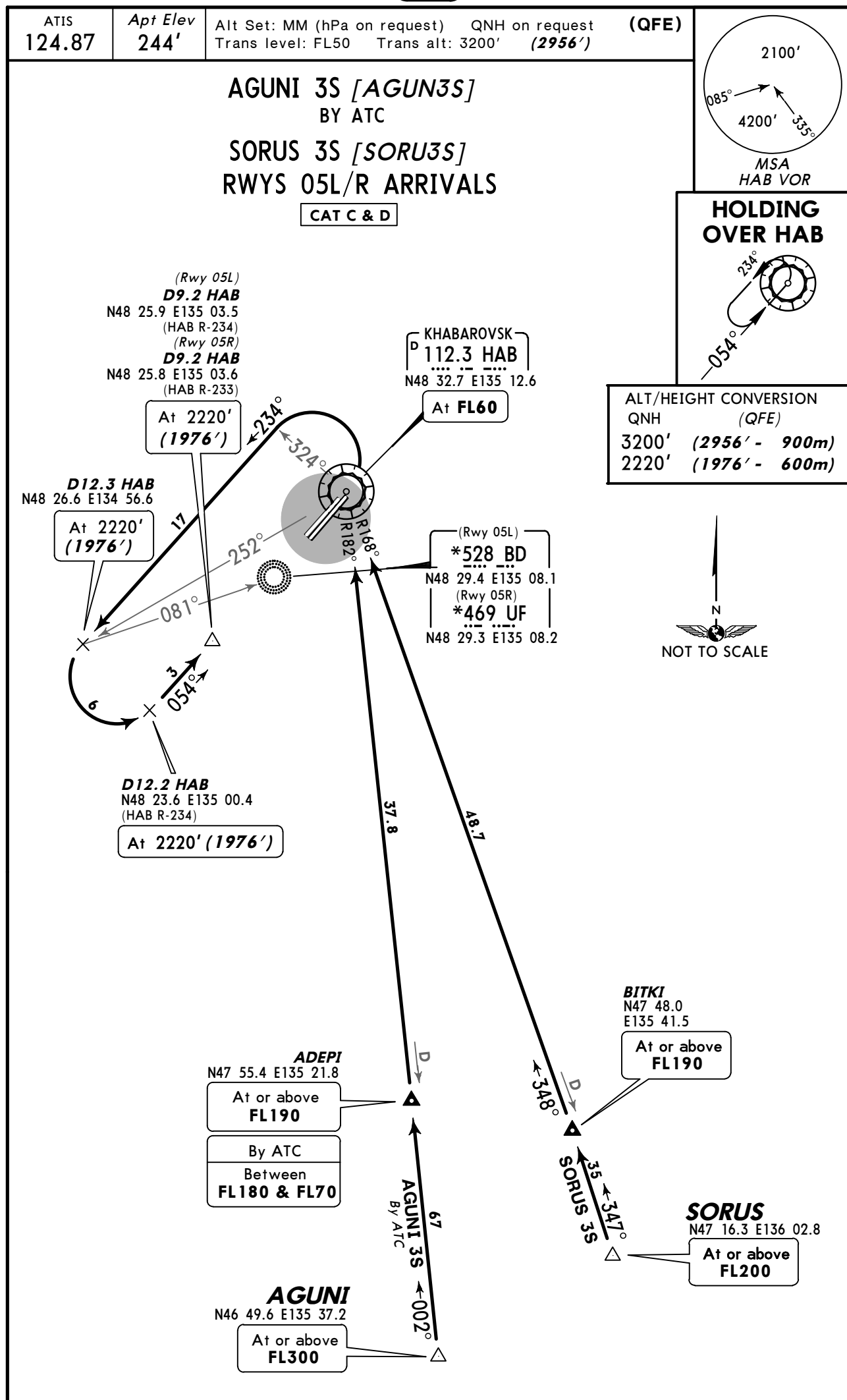
CAT A & B

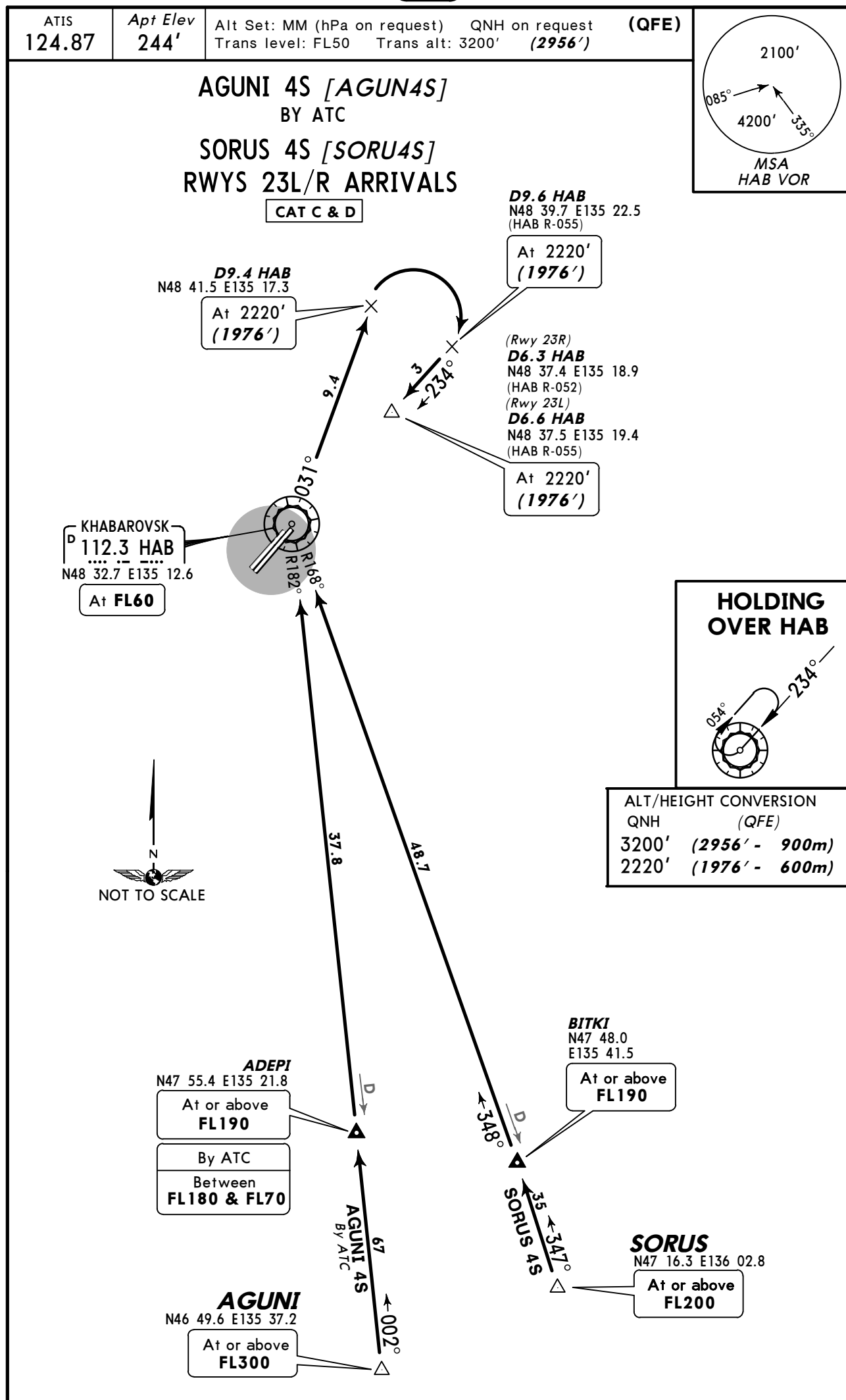


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3200'                 | (2956' - 900m) |
| 2220'                 | (1976' - 600m) |







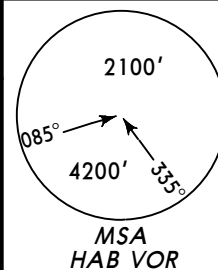


ATIS  
124.87

Apt Elev  
244'

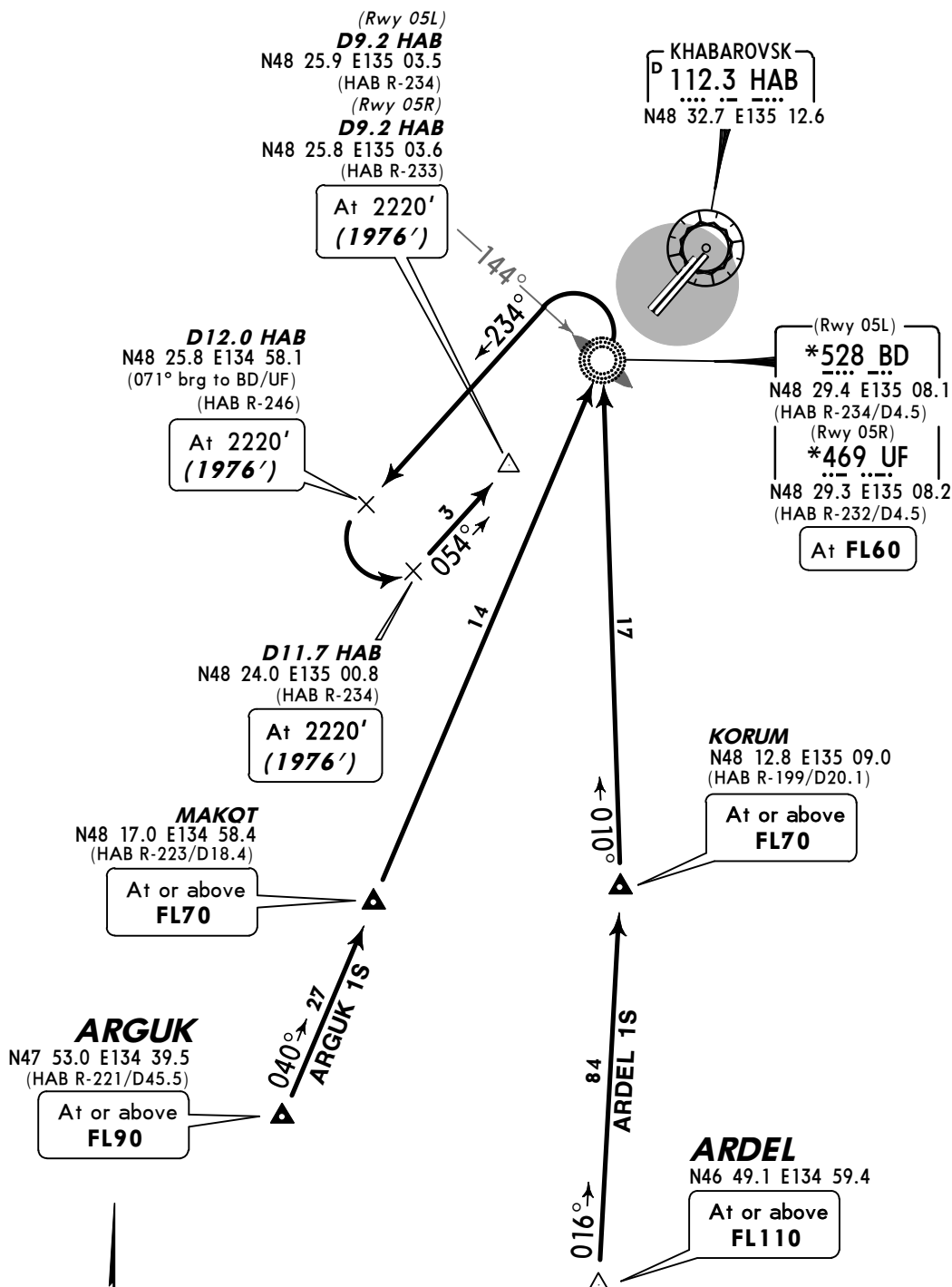
Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

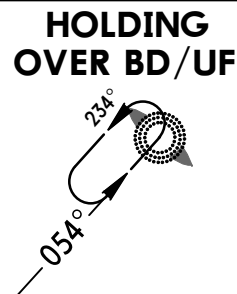


# ARDEL 1S [ARDE1S], ARGUK 1S [ARGU1S] RWYS 05L/R ARRIVALS

CAT A & B



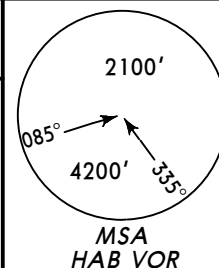
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3200' (2956' - 900m)  
2220' (1976' - 600m)



|                       |                         |                                                                                                  |       |
|-----------------------|-------------------------|--------------------------------------------------------------------------------------------------|-------|
| ATIS<br><b>124.87</b> | Apt Elev<br><b>244'</b> | Alt Set: MM (hPa on request) QNH on request<br>Trans level: FL50 Trans alt: 3200' <b>(2956')</b> | (QFE) |
|-----------------------|-------------------------|--------------------------------------------------------------------------------------------------|-------|

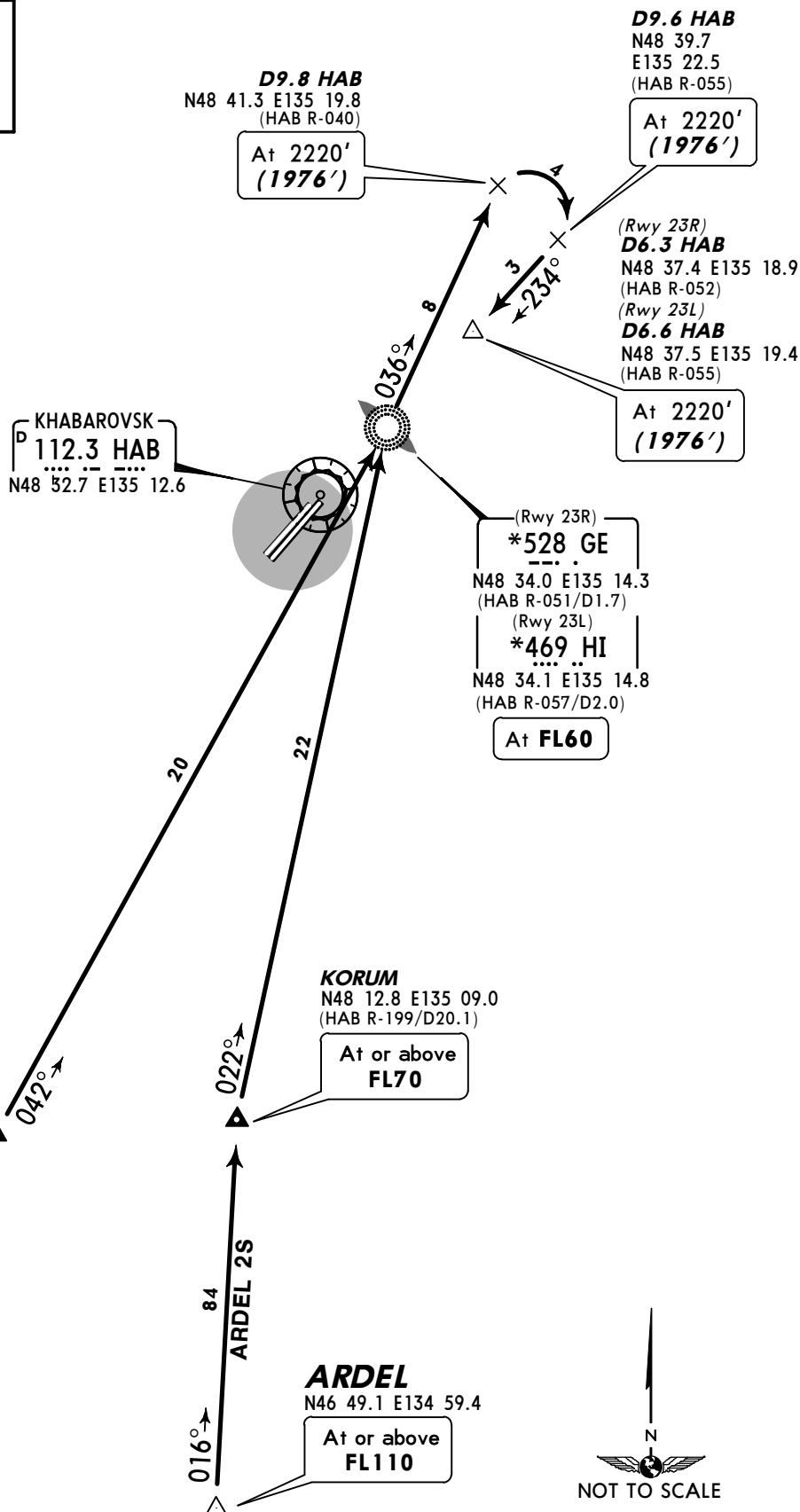
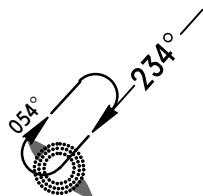
# ARDEL 2S [ARDE2S], ARGUK 2S [ARGU2S] RWYS 23L/R ARRIVALS

CAT A & B



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

## HOLDING OVER GE/HI



ATIS  
124.87

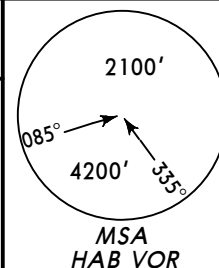
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

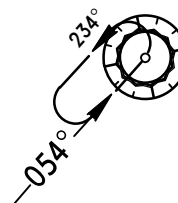
(QFE)

# ARDEL 3S [ARDE3S], ARGUK 3S [ARGU3S] RWYS 05L/R ARRIVALS

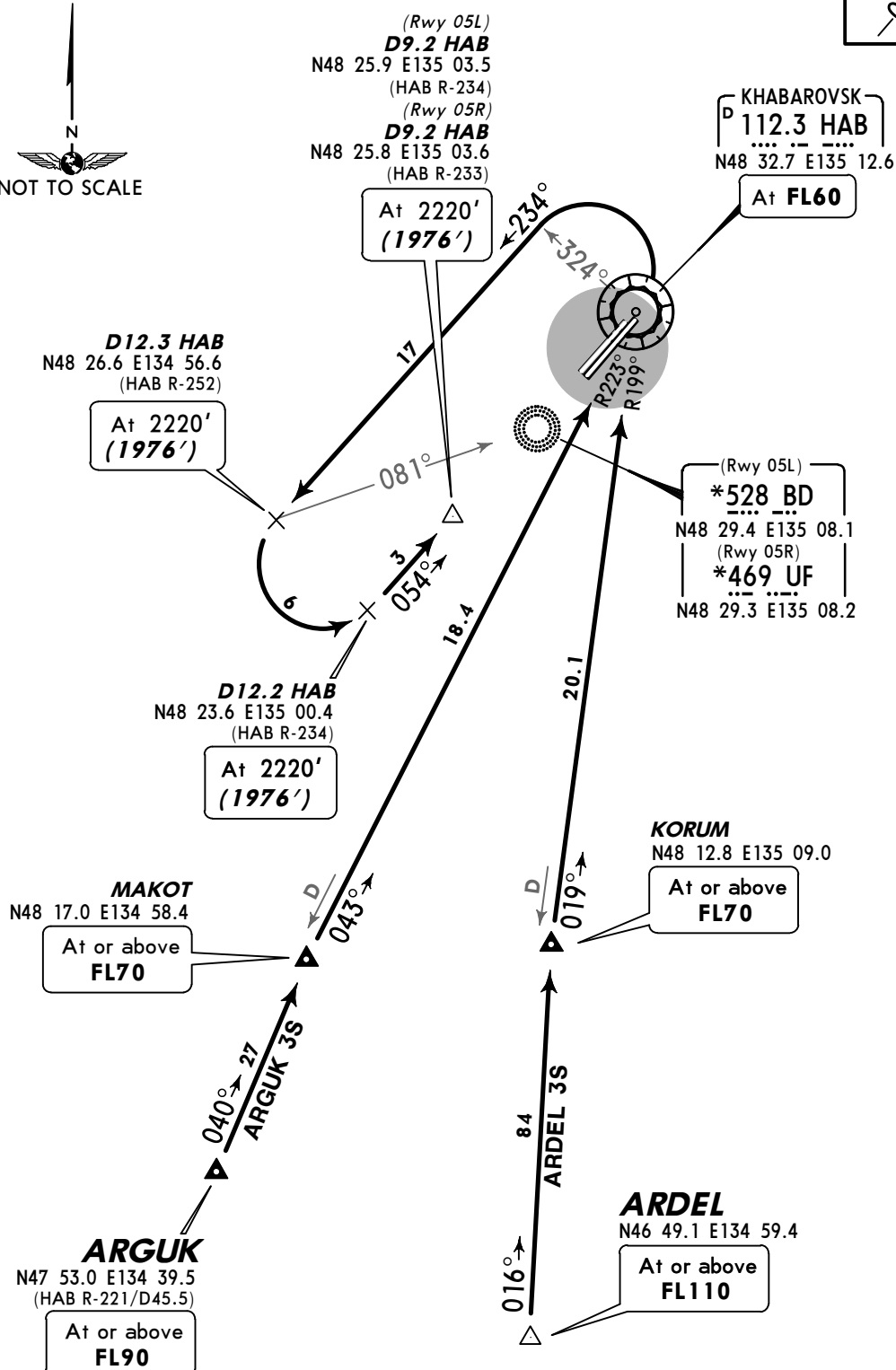
CAT C & D



## HOLDING OVER HAB



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

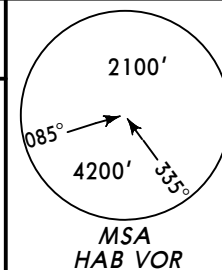


ATIS  
124.87

Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



# ARDEL 4S [ARDE4S], ARGUK 4S [ARGU4S] RWYS 23L/R ARRIVALS

CAT C & D

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



KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6  
At FL60

D9.4 HAB  
N48 41.5 E135 17.3  
At 2220'  
(1976')

D9.6 HAB  
N48 39.7 E135 22.5  
(HAB R-055)

At 2220'  
(1976')

(Rwy 23R)  
D6.3 HAB  
N48 37.4 E135 18.9  
(HAB R-052)  
(Rwy 23L)  
D6.6 HAB  
N48 37.5 E135 19.4  
(HAB R-055)

At 2220'  
(1976')

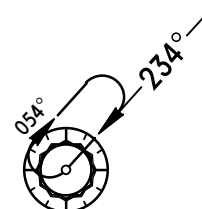
MAKOT  
N48 17.0 E134 58.4  
At or above  
FL70

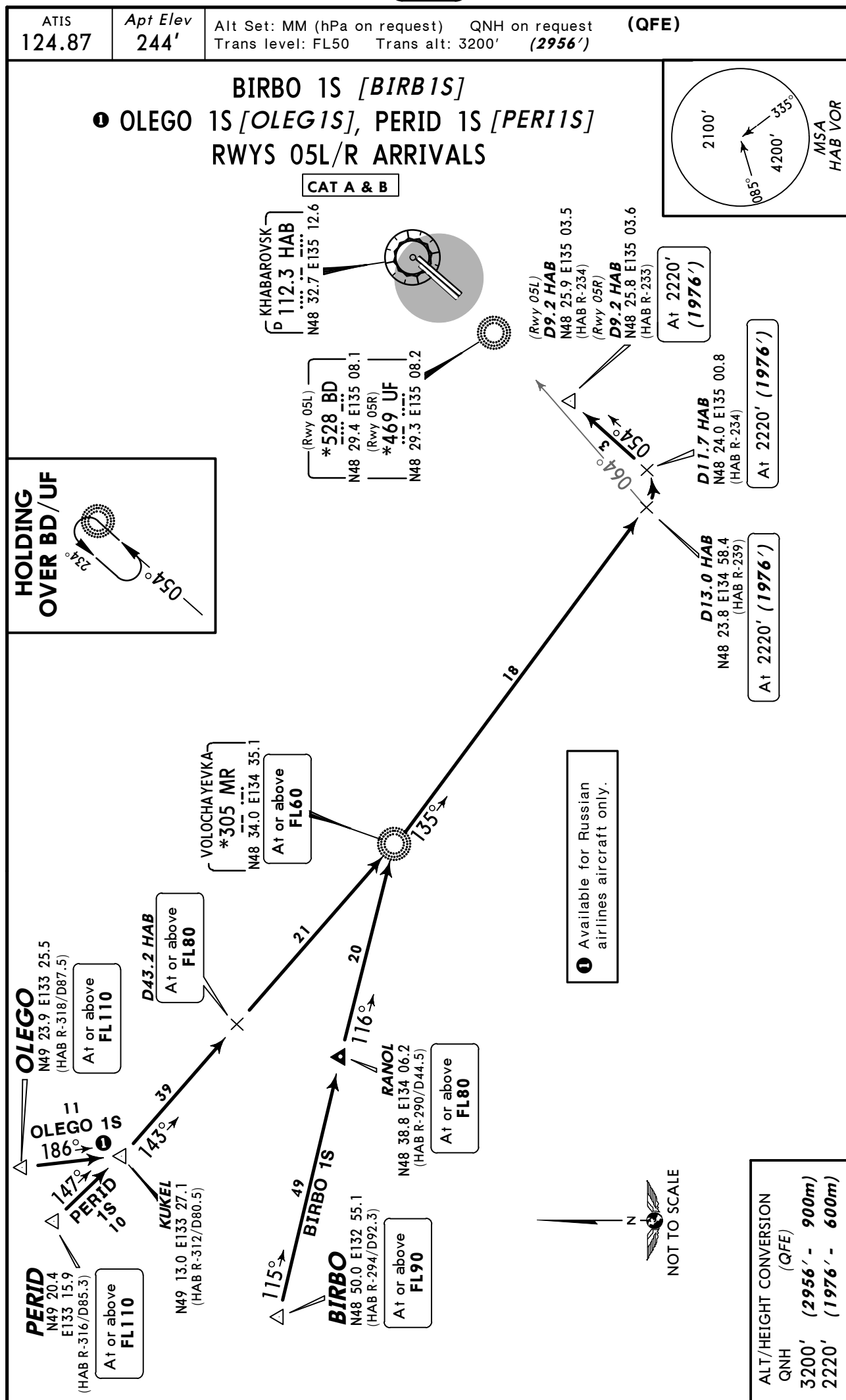
KORUM  
N48 12.8 E135 09.0  
At or above  
FL70

ARGUK  
N47 53.0 E134 39.5  
(HAB R-221/D45.5)  
At or above  
FL90

ARDEL  
N46 49.1 E134 59.4  
At or above  
FL110

HOLDING  
OVER HAB









ATIS  
124.87

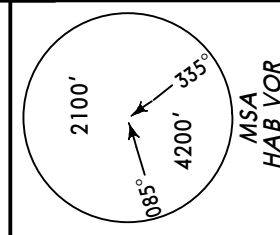
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

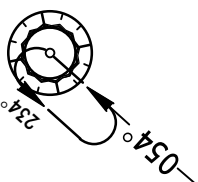
(QFE)

BIRBO 3S [BIRB3S], OLEGO 3S [OLEG3S]  
PERID 3S [PERI3S]  
RWYS 05L/R ARRIVALS

CAT C & D



HOLDING  
OVER HAB



① Available for Russian  
airlines aircraft only.

OLEGO  
N49 23.9 E133 25.5  
(HAB R-318/D87.5)

At or above  
FL110

OLEGO 3S  
11  
186°

PERID 3S  
10  
147°

PERID  
N49 20.4  
E133 15.9  
(HAB R-316/D85.3)

At or above  
FL110

D43.2 HAB

At or above  
FL80

KUKEL  
N49 13.0 E133 27.1  
(HAB R-312/D80.5)

VOLOCHAYEVKA  
\*305 MR  
N48 34.0 E134 35.1

At FL60

BIRBO  
N48 50.0 E132 55.1  
(HAB R-294/D92.3)

At or above  
FL90

RANOL  
N48 38.8 E134 06.2  
(HAB R-290/D44.5)

At or above  
FL80

(Rwy 05L)  
\*528 BD  
N48 29.4 E135 08.1

(Rwy 05R)  
\*469 UF  
N48 29.3 E135 08.2

(Rwy 05L)  
D9.2 HAB  
N48 25.9 E135 03.5  
(HAB R-234)

(Rwy 05R)  
D9.2 HAB  
N48 25.8 E135 03.6  
(HAB R-233)

At 2220'  
(1976')

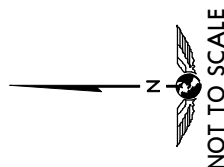
D13.7 HAB  
N48 23.8 E134 56.8  
(HAB R-242)

At 2220' (1976')

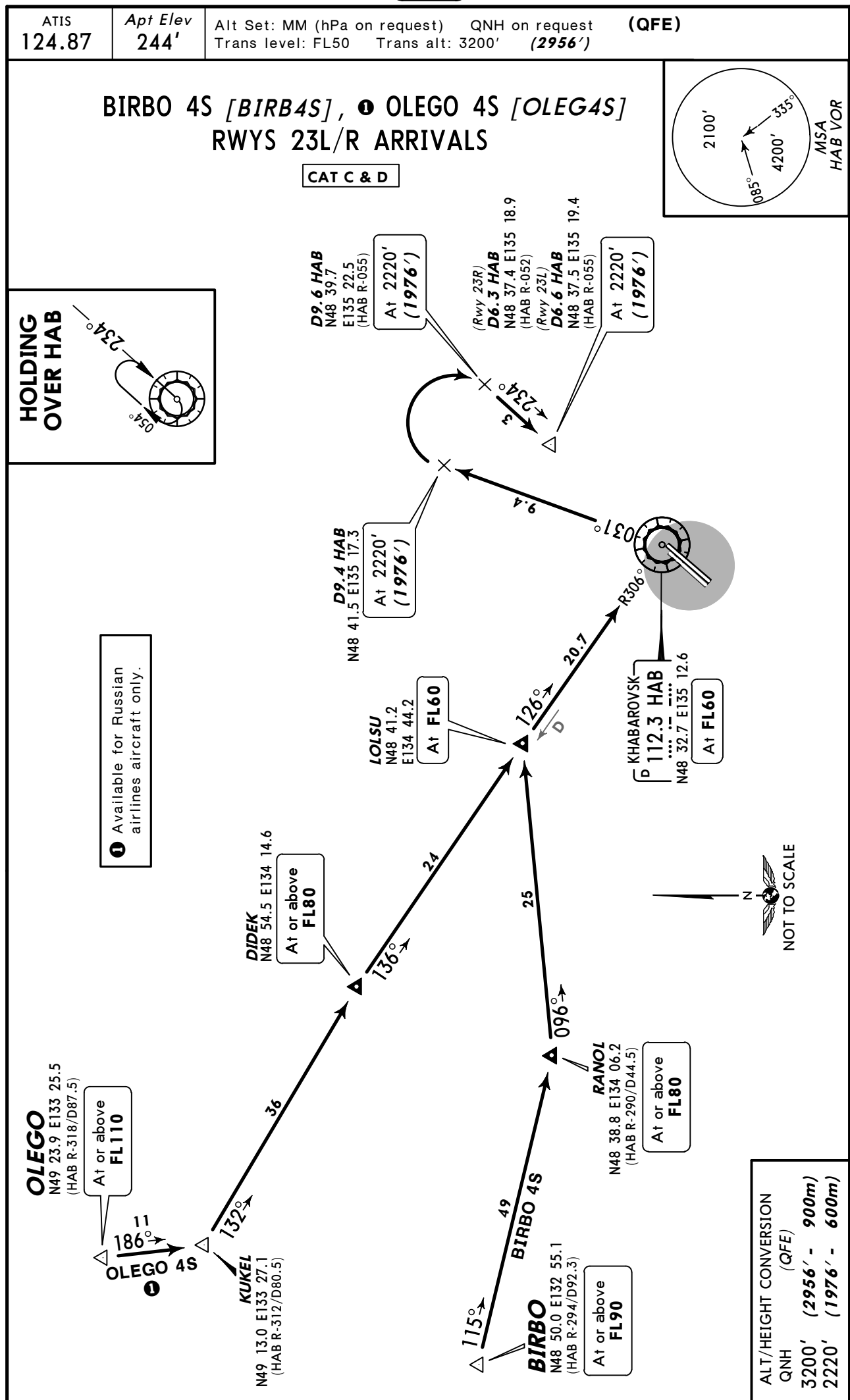
D12.2 HAB  
N48 23.6 E135 00.4  
(HAB R-234)

At 2220' (1976')

KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6



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



ATIS  
124.87

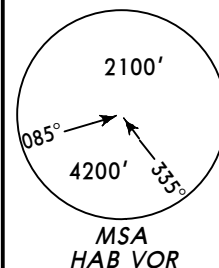
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

MOSOL 1S [MOSO1S] NIKRA 1S [NIKR1S]  
URIMA 1S [URIM1S]  
RWYS 05L/R ARRIVALS

CAT A & B



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

**NIKRA**  
N49 28.5 E134 04.2  
(HAB R-333/D71.8)

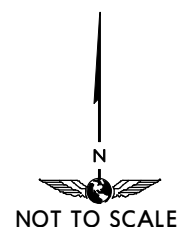
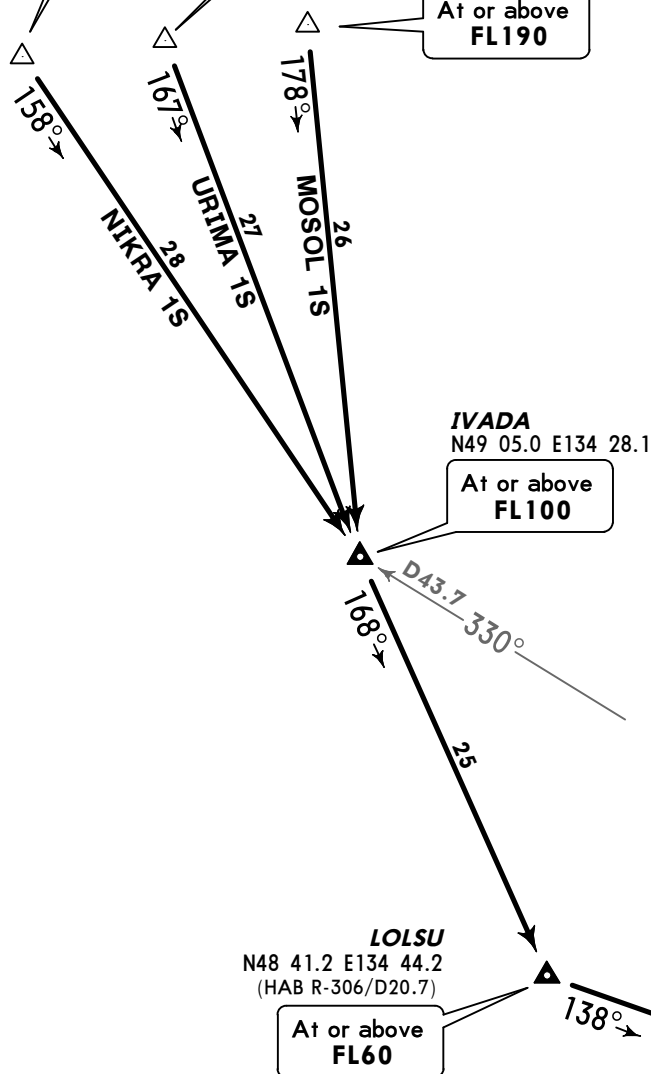
At or above  
FL230

**URIMA**  
N49 29.3 E134 11.0  
(HAB R-336/D69.7)

At or above  
FL250

**MOSOL**  
N49 30.2 E134 18.7  
(HAB R-340/D68.0)

At or above  
FL190

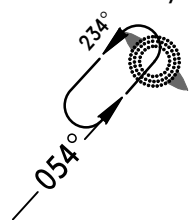


(Rwy 05L)  
\*528 BD  
N48 29.4 E135 08.1  
(HAB R-234/D4.5)  
(Rwy 05R)  
\*469 UF  
N48 29.3 E135 08.2  
(HAB R-232/D4.5)  
At FL60

KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6



HOLDING  
OVER BD/UF



D12.0 HAB  
N48 25.8 E134 58.1  
(HAB R-246)

At 2220'  
(1976')

(Rwy 05L)  
D9.2 HAB  
N48 25.9 E135 03.5  
(HAB R-234)  
(Rwy 05R)  
D9.2 HAB  
N48 25.8 E135 03.6  
(HAB R-233)  
At 2220'  
(1976')

D11.7 HAB  
N48 24.0 E135 00.8  
(HAB R-234)

At 2220' (1976')

ATIS  
124.87

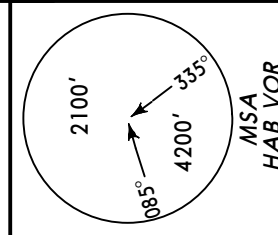
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

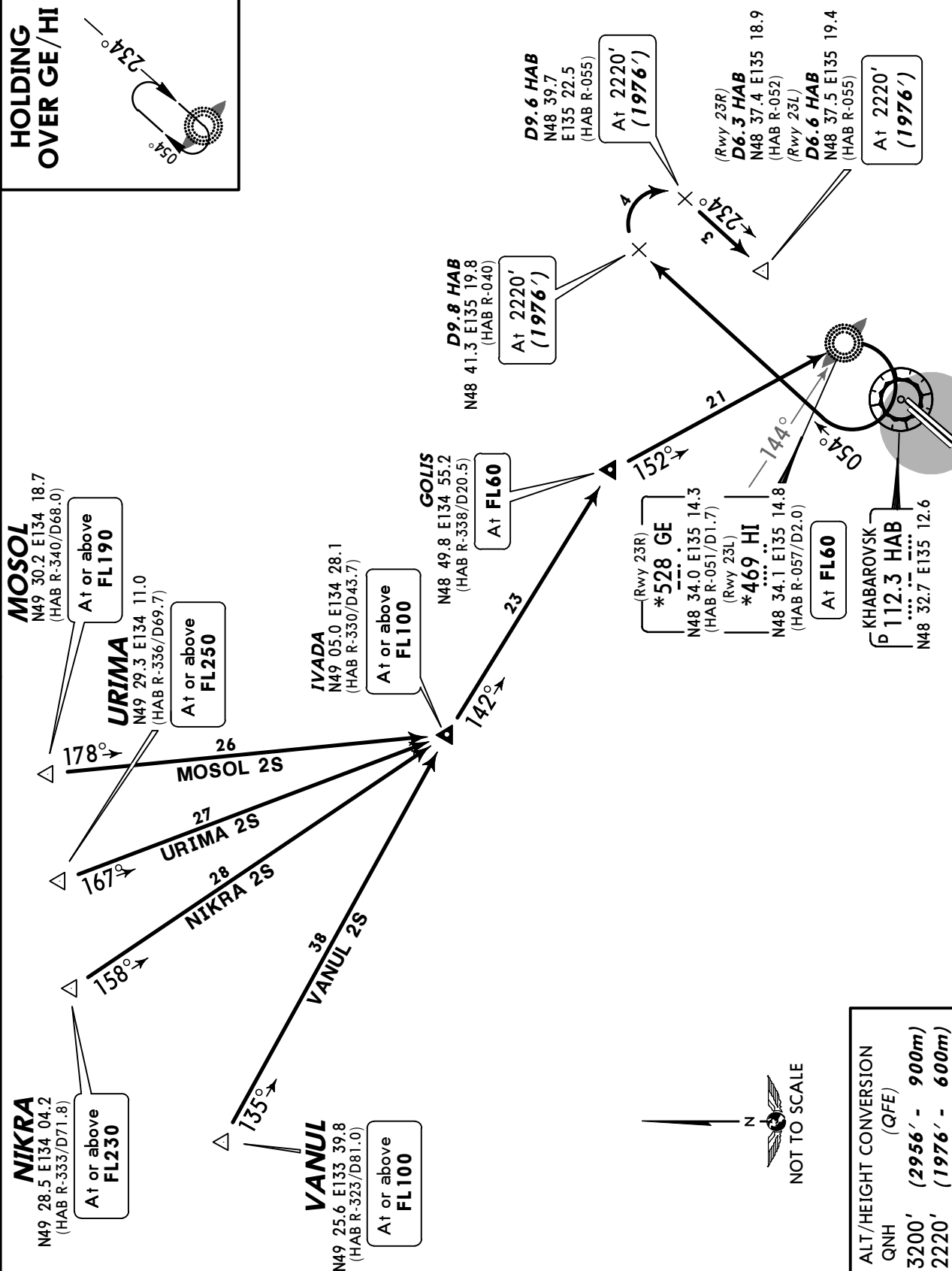
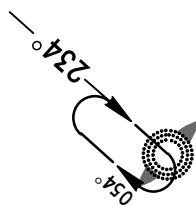
(QFE)

MOSOL 2S [MOSO2S], NIKRA 2S [NIKR2S]  
URIMA 2S [URIM2S], VANUL 2S [VANU2S]  
RWYS 23L/R ARRIVALS

CAT A & B



HOLDING  
OVER GE/HI



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

ATIS  
124.87

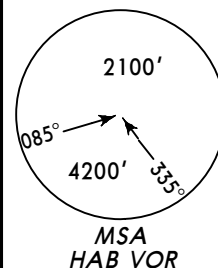
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

MOSOL 3S [MOSO3S], NIKRA 3S [NIKR3S]  
URIMA 3S [URIM3S]  
RWYS 05L/R ARRIVALS

CAT C & D



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

**NIKRA**  
N49 28.5 E134 04.2  
(HAB R-333/D71.8)

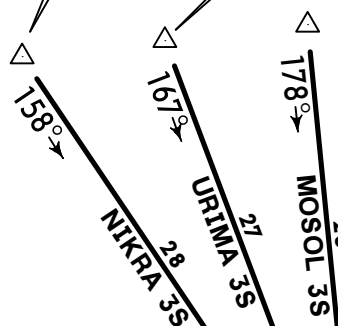
At or above  
FL230

**URIMA**  
N49 29.3 E134 11.0  
(HAB R-336/D69.7)

At or above  
FL250

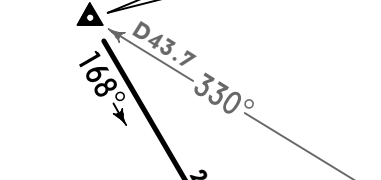
**MOSOL**  
N49 30.2 E134 18.7  
(HAB R-340/D68.0)

At or above  
FL190



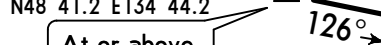
**IVADA**  
N49 05.0 E134 28.1

At or above  
FL100



**LOLSU**  
N48 41.2 E134 44.2

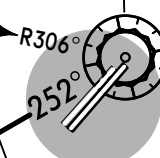
At or above  
FL60



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

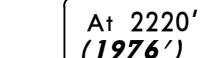
**KHABAROVSK**  
N48 32.7 E135 12.6

At FL60



**D12.3 HAB**  
N48 26.6 E134 56.6

At 2220'  
(1976')

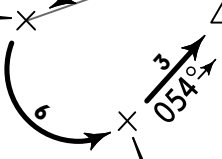


(Rwy 05L)  
**D9.2 HAB**  
N48 25.9 E135 03.5  
(HAB R-234)  
(Rwy 05R)  
**D9.2 HAB**  
N48 25.8 E135 03.6  
(HAB R-233)

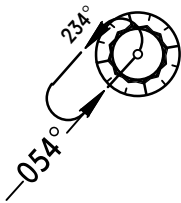
At 2220'  
(1976')

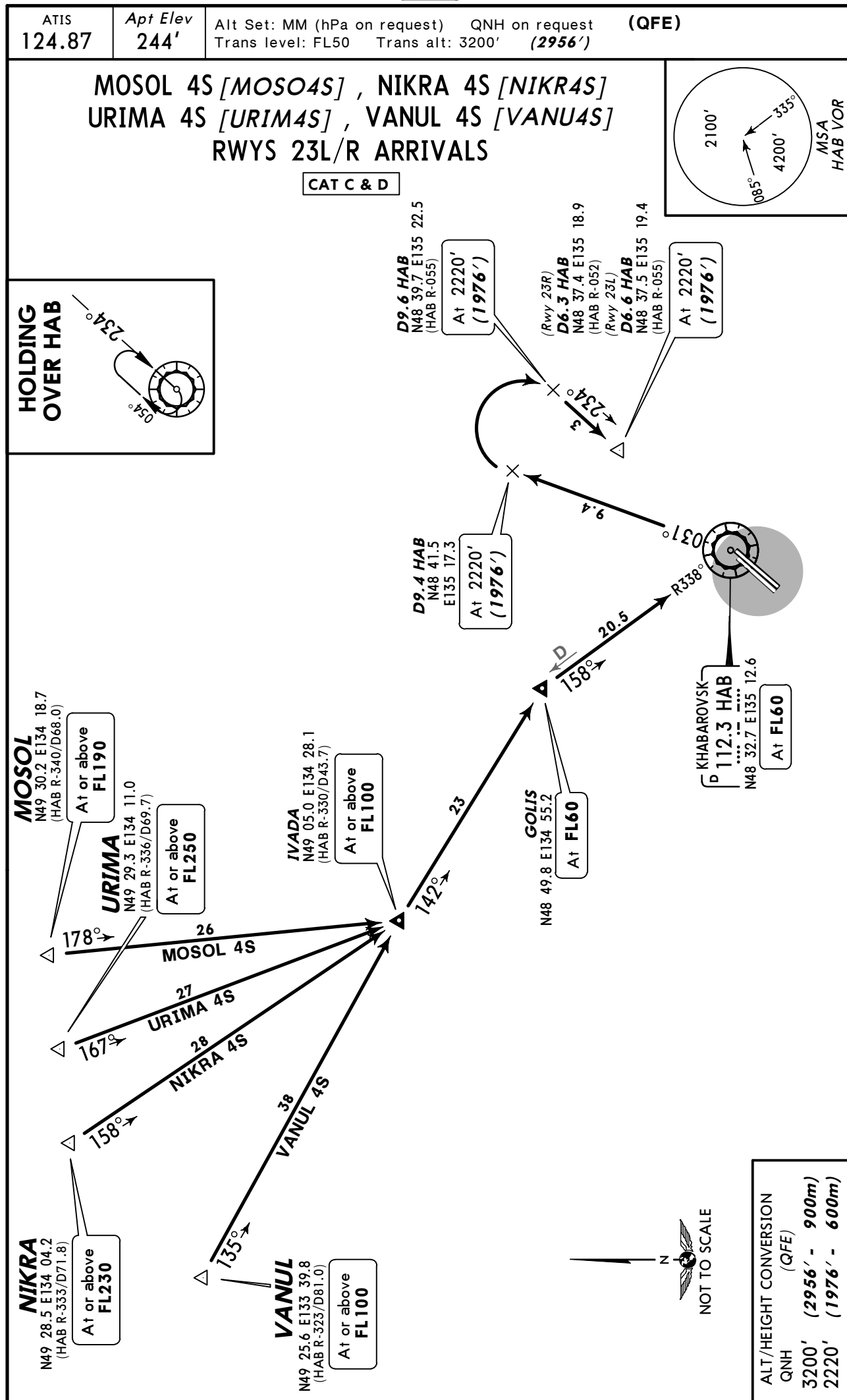
**D12.2 HAB**  
N48 23.6 E135 00.4  
(HAB R-234)

At 2220' (1976')

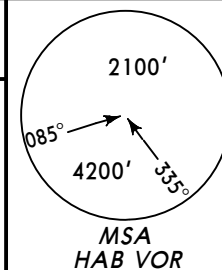


HOLDING  
OVER HAB



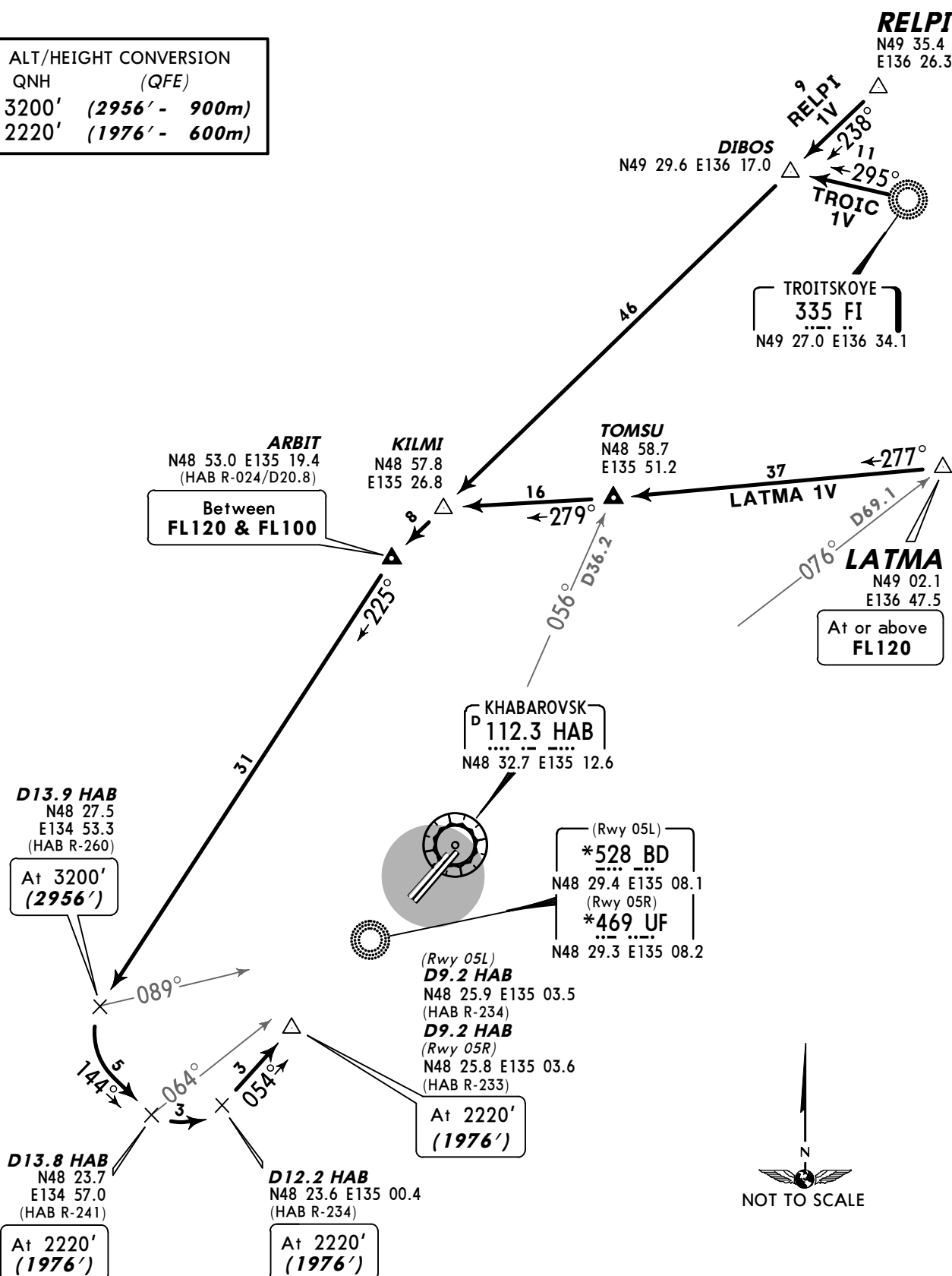


ATIS 124.87 Apt Elev 244' Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



LATMA 1V [LATM1V], RELPI 1V [RELP1V]  
TROIC 1V [TROI1V]  
RWYS 05L/R ARRIVALS  
BY ATC

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





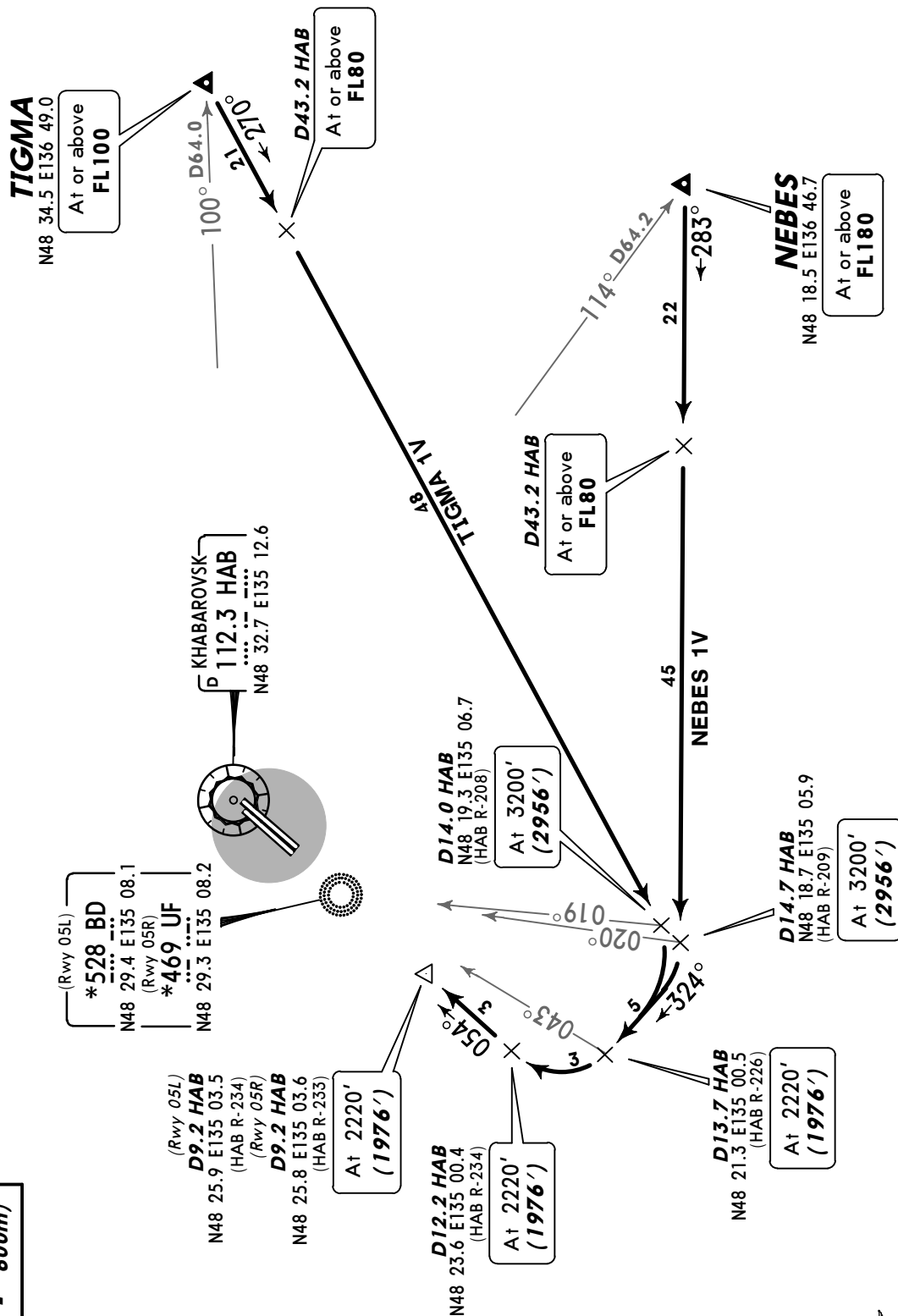
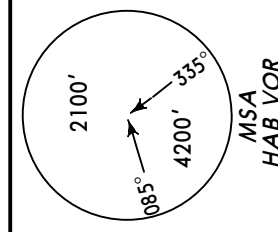
ATIS  
124.87

Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

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



ALT/HEIGHT CONVERSION

QNH (QFE)

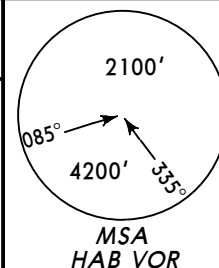
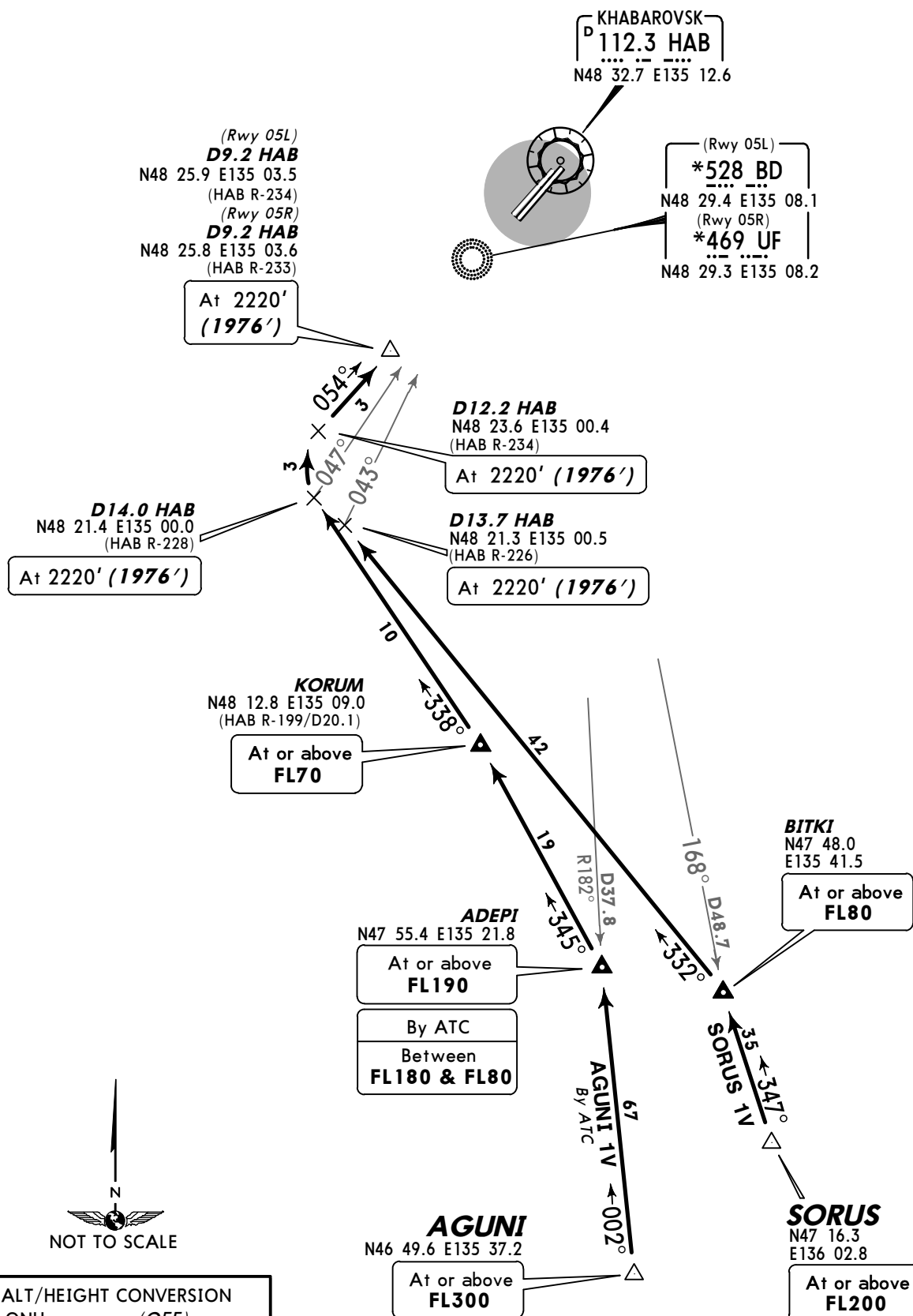
3200' (2956') - 900m

2220' (1976') - 600m

NOT TO SCALE

ATIS  
124.87Apt Elev  
244'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

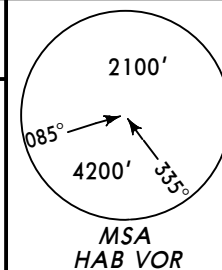
AGUNI 1V [AGUN1V], SORUS 1V [SORU1V]  
RWYS 05L/R ARRIVALS  
BY ATCALT/HEIGHT CONVERSION  
QNH (QFE)  
3200' (2956' - 900m)  
2220' (1976' - 600m)

ATIS  
124.87

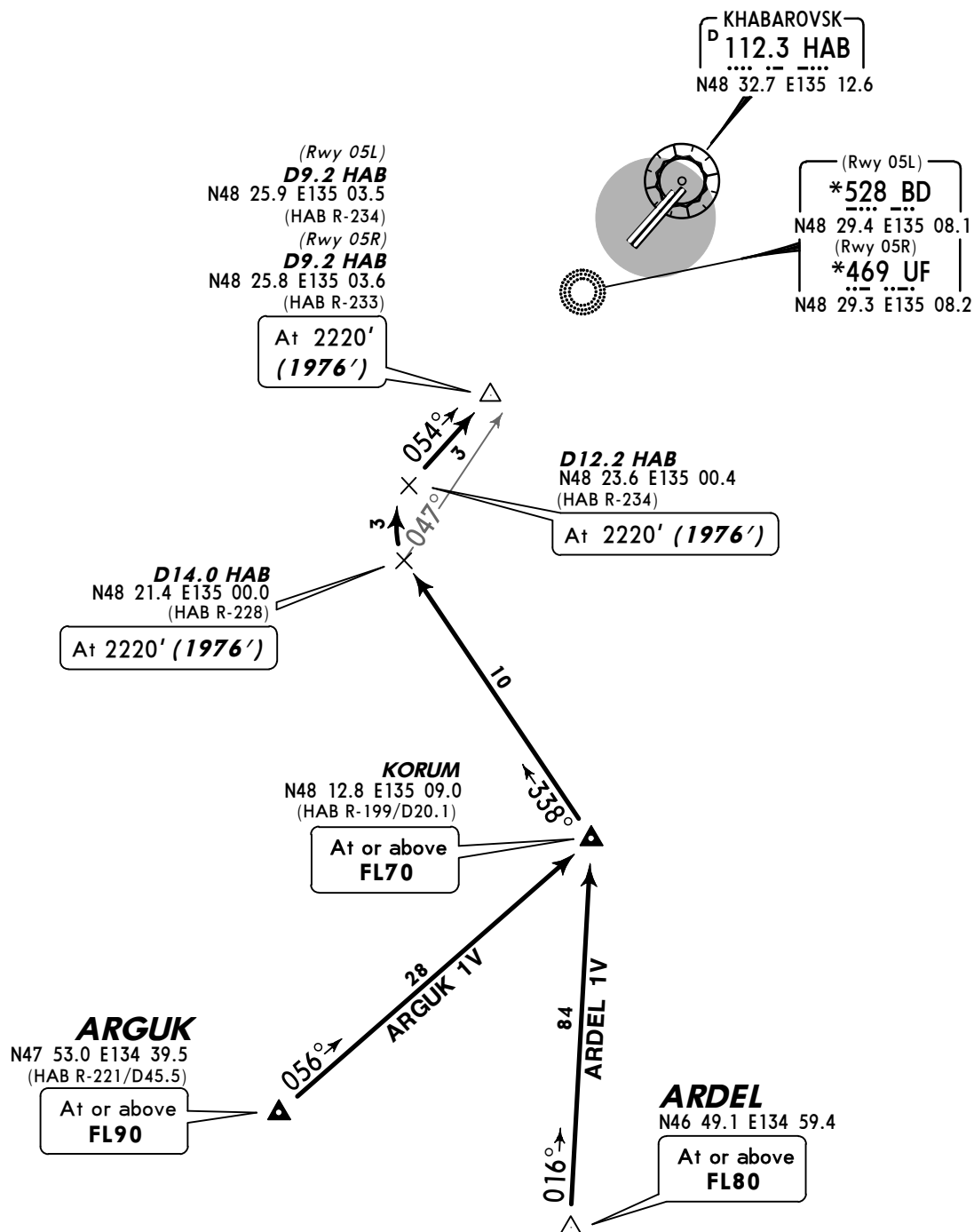
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

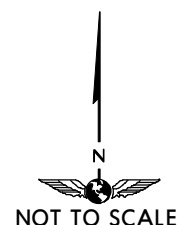
(QFE)

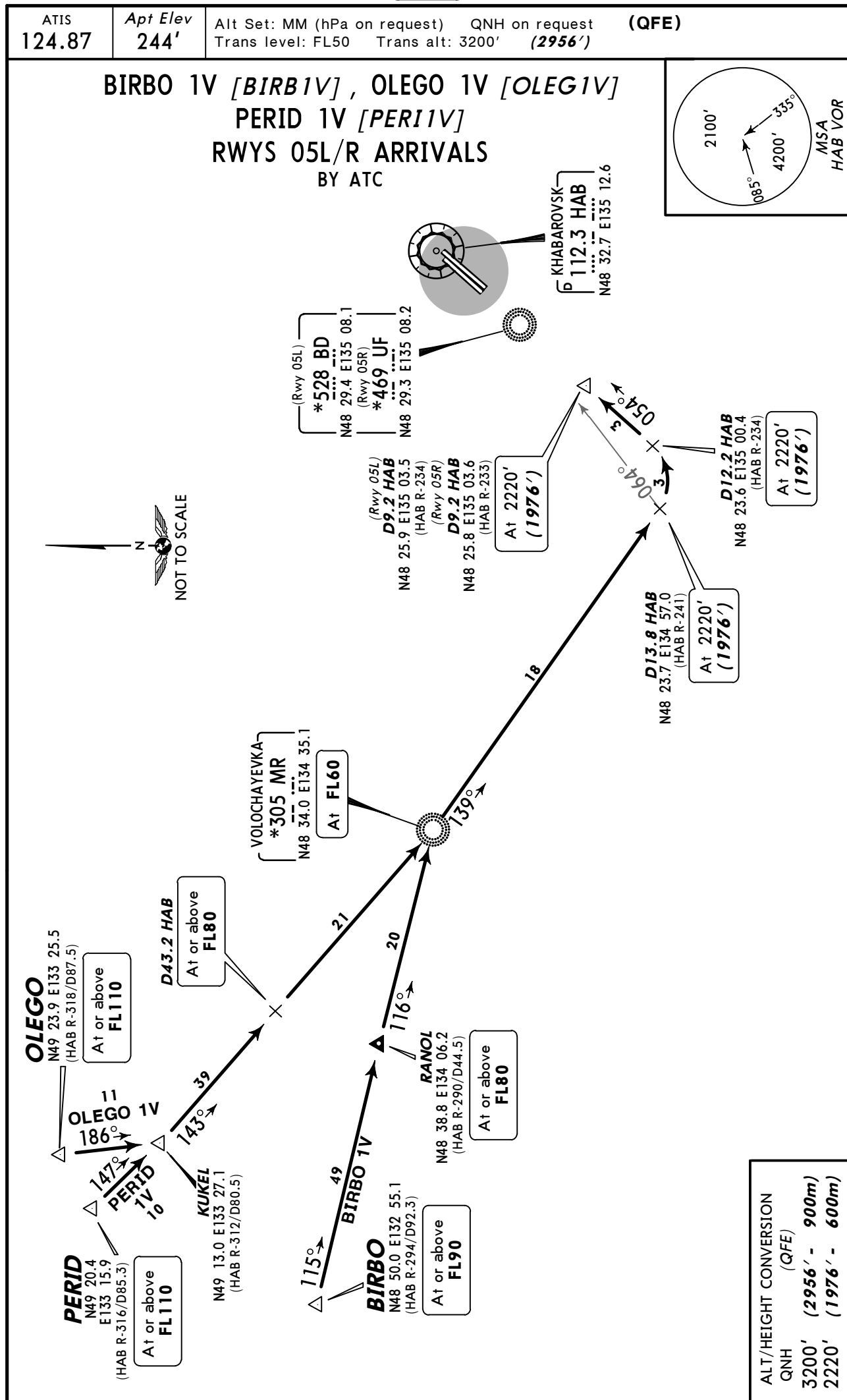


ARDEL 1V [ARDE1V], ARGUK 1V [ARGU1V]  
RWYS 05L/R ARRIVALS  
BY ATC



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





ATIS  
124.87

Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

MOSOL 1V [MOSO1V] , NIKRA 1V [NIKR1V]  
URIMA 1V [URIM1V]  
RWYS 05L/R ARRIVALS

BY ATC

**NIKRA**

N49 28.5 E134 04.2  
(HAB R-333/D71.8)

At or above  
FL230

**URIMA**

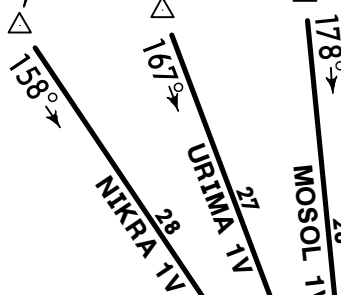
N49 29.3 E134 11.0  
(HAB R-336/D69.7)

At or above  
FL250

**MOSOL**

N49 30.2 E134 18.7  
(HAB R-340/D68.0)

At or above  
FL190



**IVADA**

N49 05.0 E134 28.1  
(HAB R-330/D43.7)

At or above  
FL150

**LOLSU**  
N48 41.2 E134 44.2  
(HAB R-306/D20.7)

At FL60

**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)

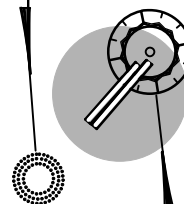
At 2220'  
(1976')

(Rwy 05L)  
**D9.2 HAB**  
N48 25.9 E135 03.5  
(HAB R-234)

(Rwy 05R)  
**D9.2 HAB**  
N48 25.8 E135 03.6  
(HAB R-233)

At 2220'  
(1976')

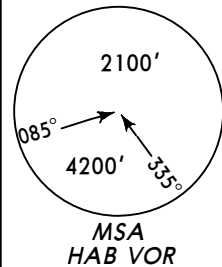
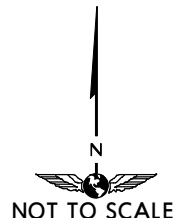
(Rwy 05L)  
**\*528 BD**  
N48 29.4 E135 08.1  
(Rwy 05R)  
**\*469 UF**  
N48 29.3 E135 08.2



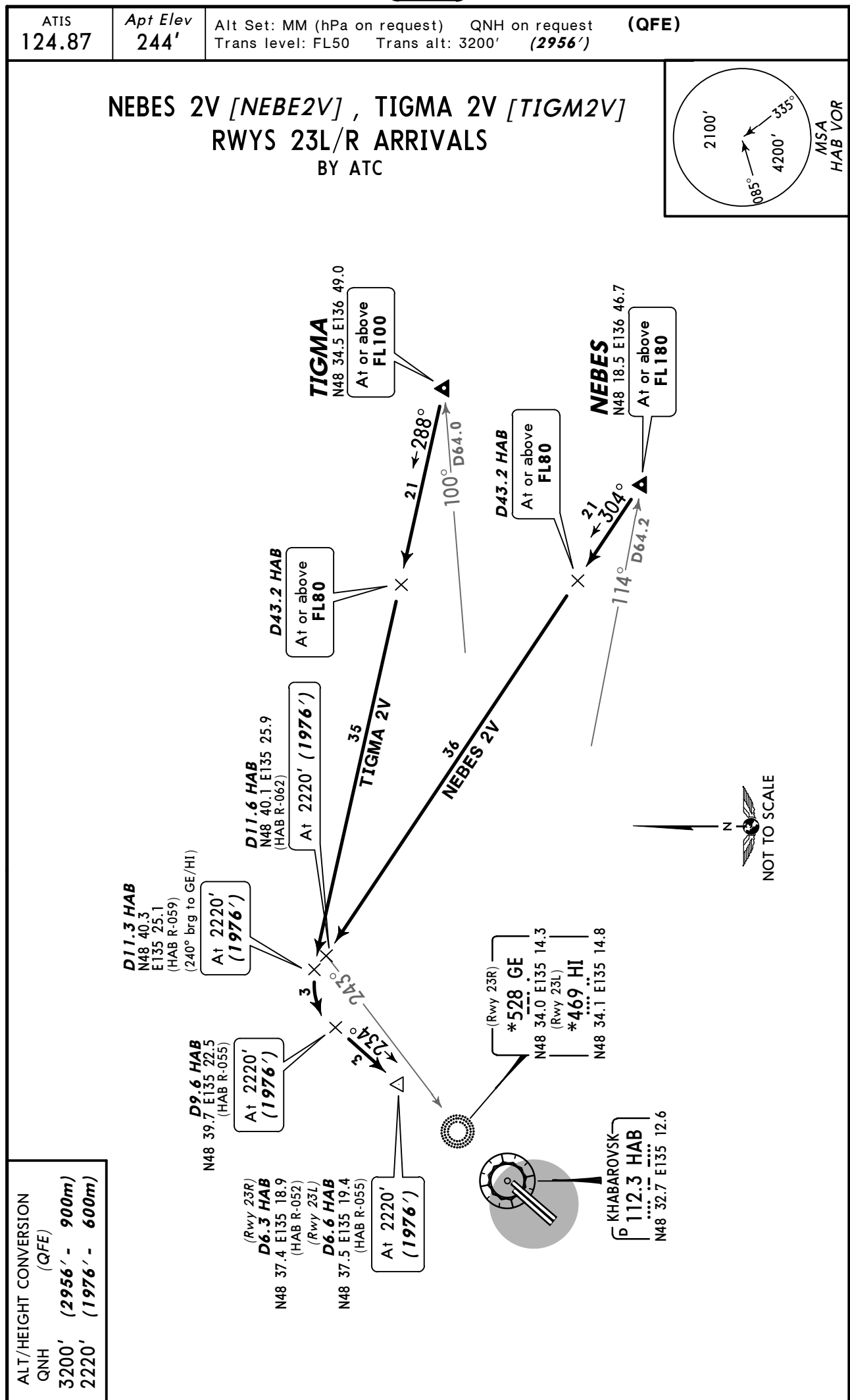
**KHABAROVSK**  
112.3 HAB  
N48 32.7 E135 12.6

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

At 2220'  
(1976')

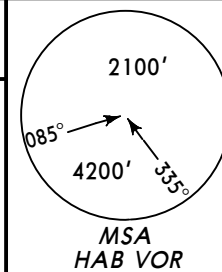
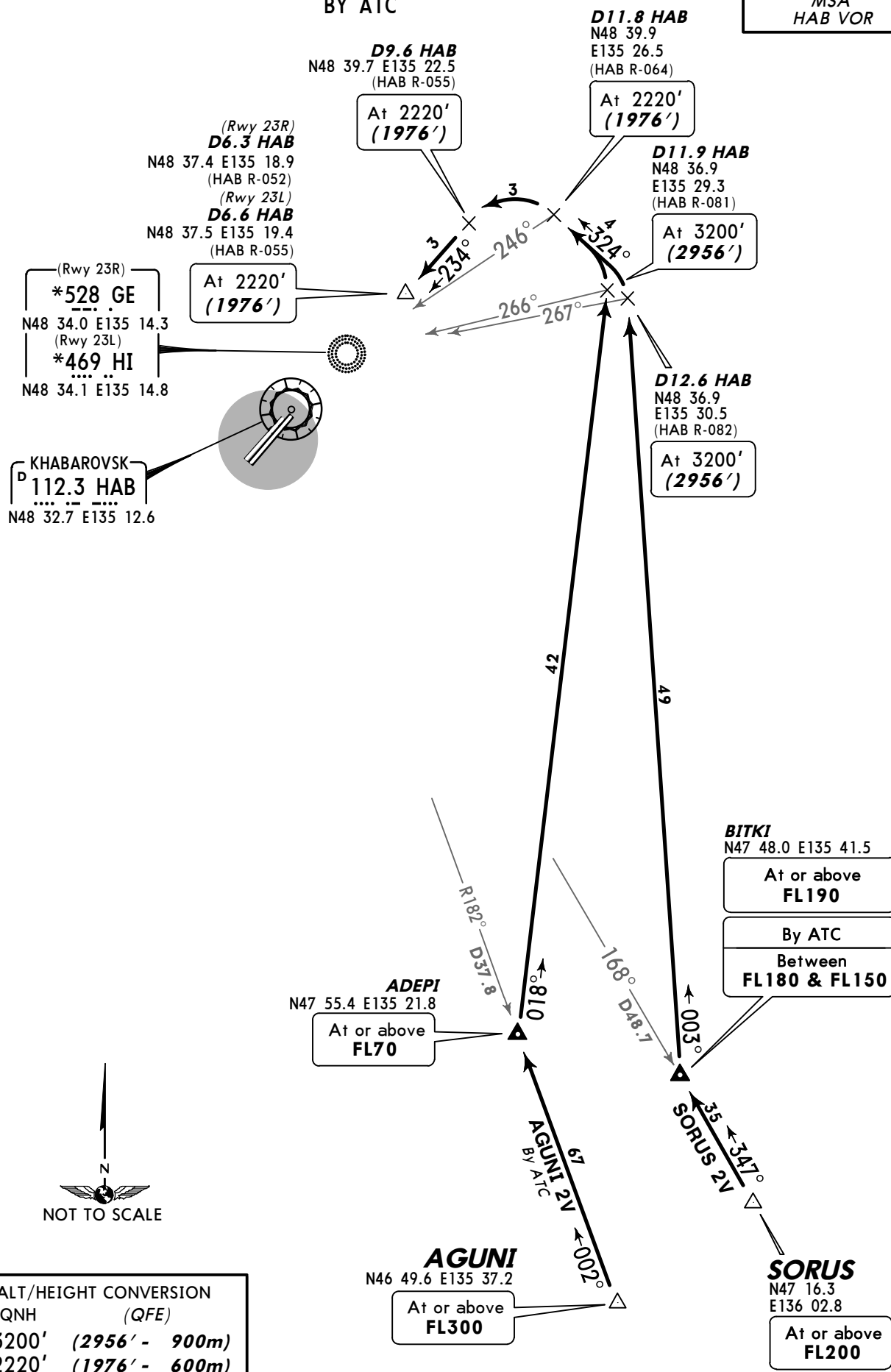


| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3200'                 | (2956' - 900m) |
| 2220'                 | (1976' - 600m) |



ATIS  
124.87Apt Elev  
244'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

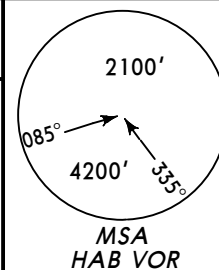
AGUNI 2V [AGUN2V], SORUS 2V [SORU2V]  
RWYS 23L/R ARRIVALS  
BY ATC

ATIS  
124.87

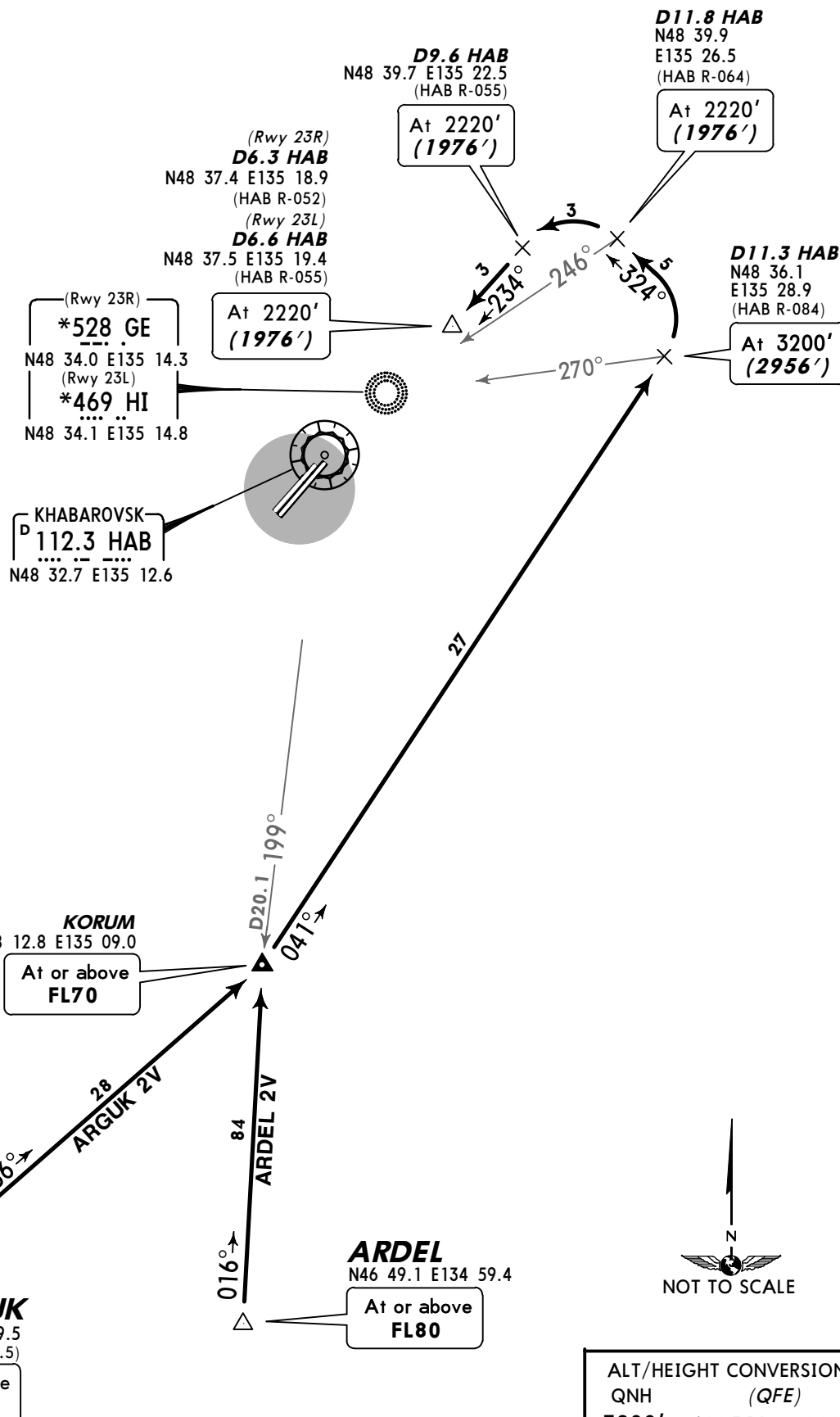
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



ARDEL 2V [ARDE2V], ARGUK 2V [ARGU2V]  
RWYS 23L/R ARRIVALS  
BY ATC





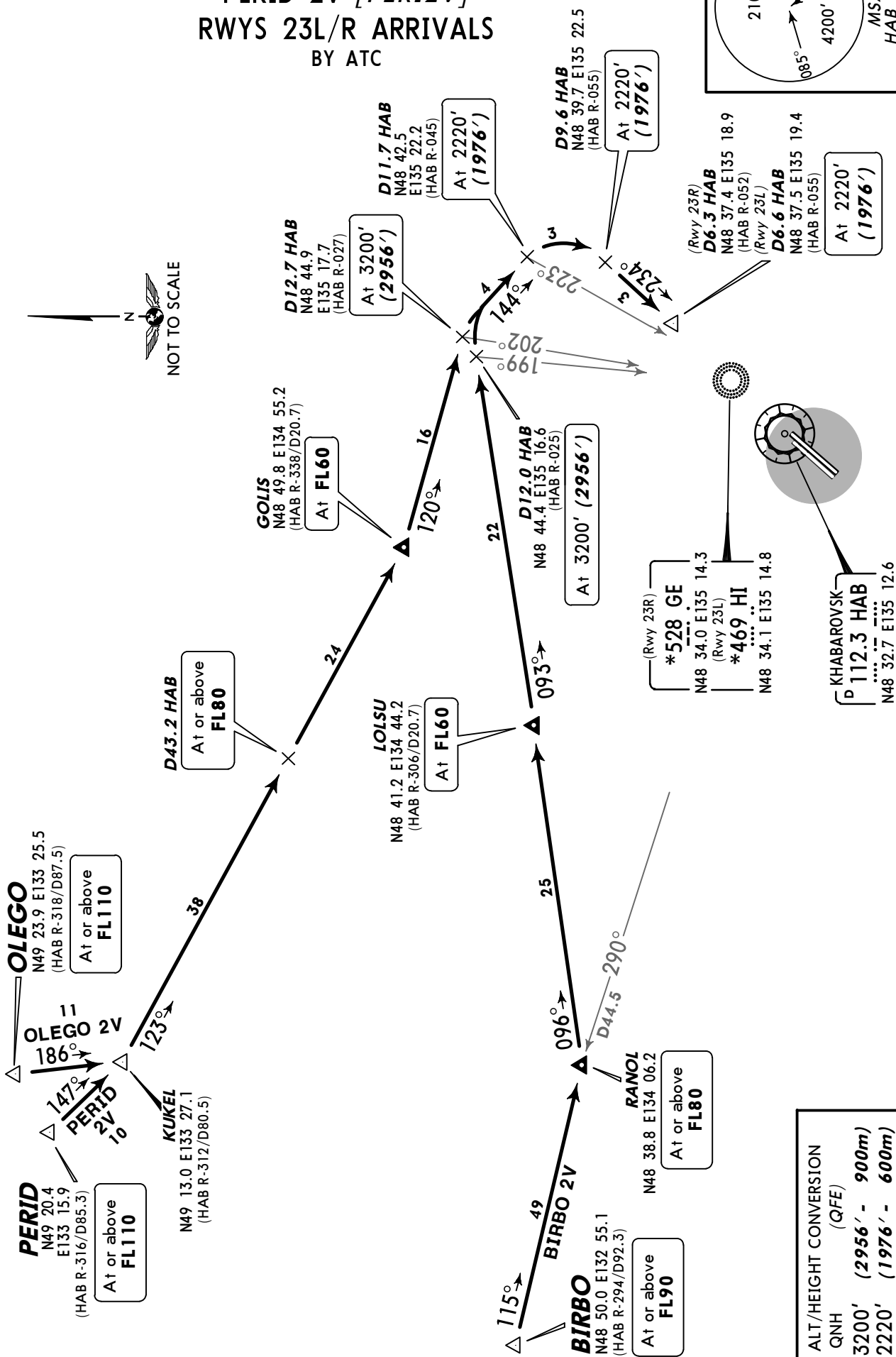
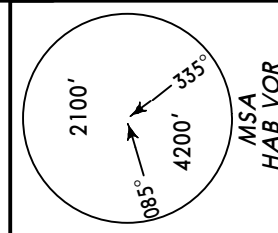
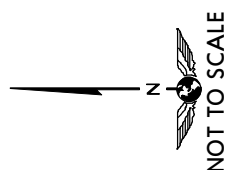
ATIS  
124.87

Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

**BIRBO 2V [BIRB2V], OLEGO 2V [OLEG2V]  
PERID 2V [PERI2V]  
RWYS 23L/R ARRIVALS  
BY ATC**



ATIS  
124.87

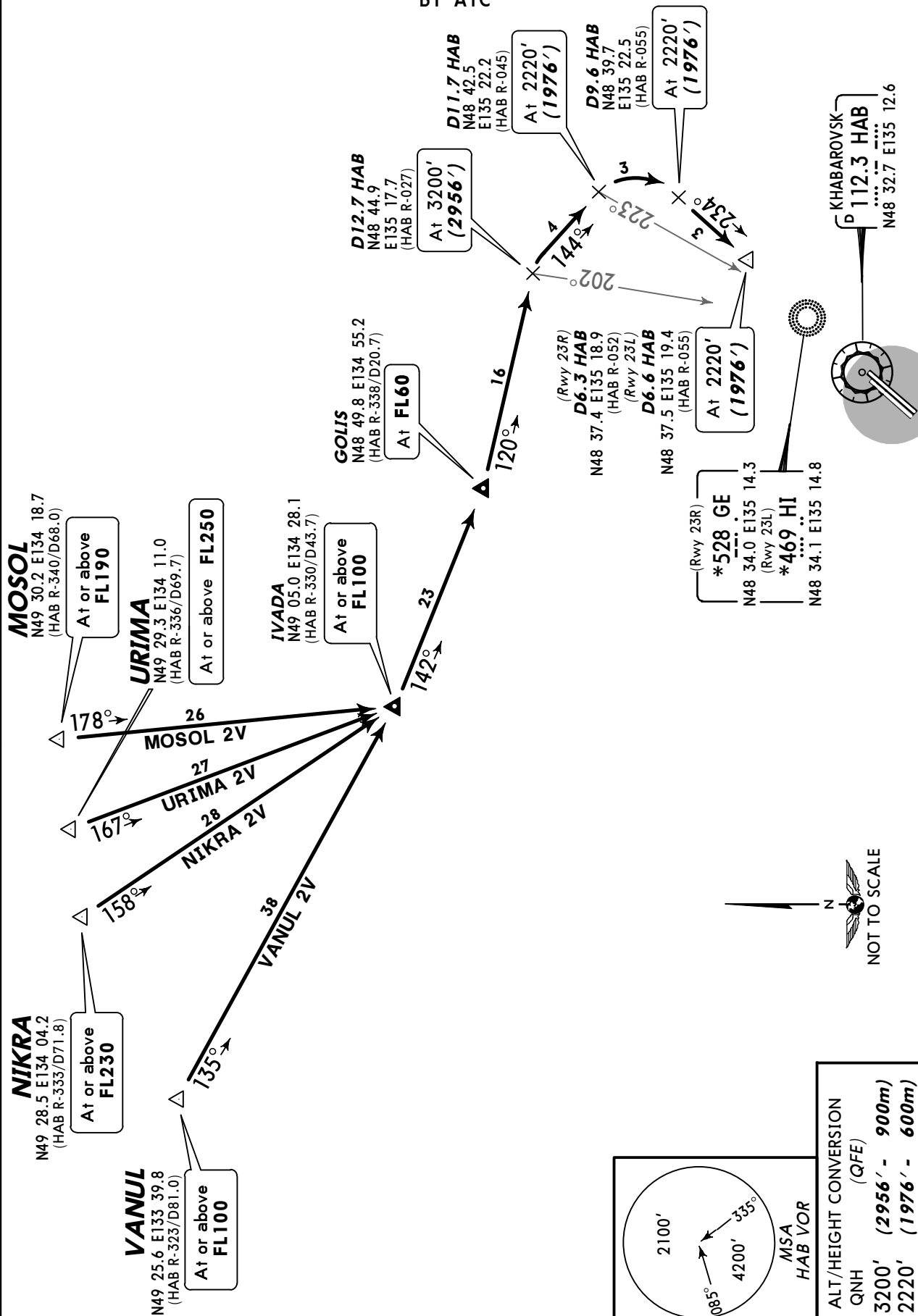
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

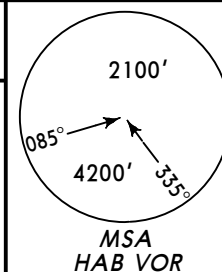
MOSOL 2V [MOSO2V] , NIKRA 2V [NIKR2V]  
URIMA 2V [URIM2V] , VANUL 2V [VANU2V]  
RWYS 23L/R ARRIVALS

BY ATC



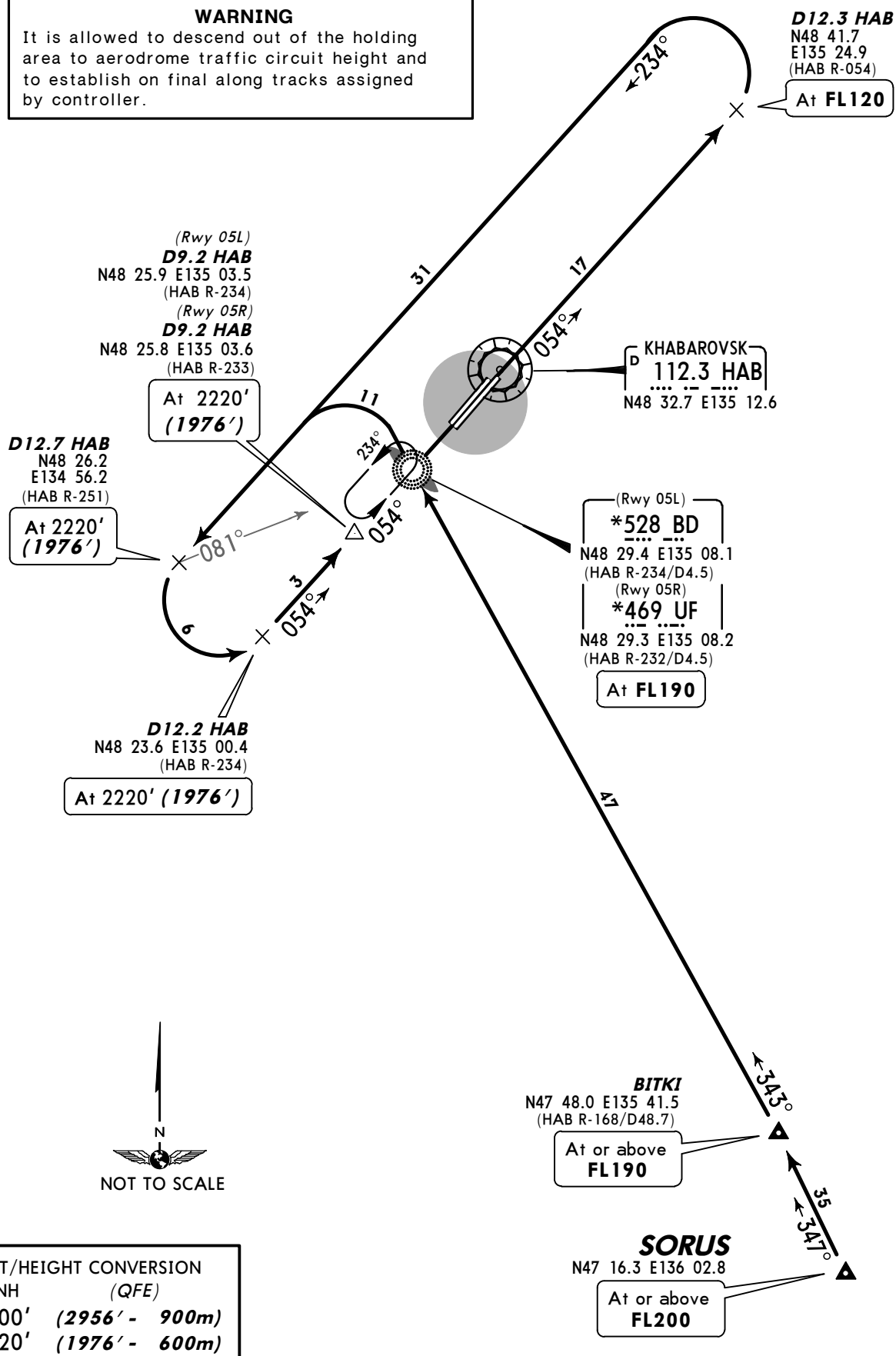
ATIS  
124.87Apt Elev  
244'Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

SORUS 1H [SORU1H]  
RWYS 05L/R ARRIVAL AND  
HOLDING EXIT PROCEDURE

## WARNING

It is allowed to descend out of the holding area to aerodrome traffic circuit height and to establish on final along tracks assigned by controller.



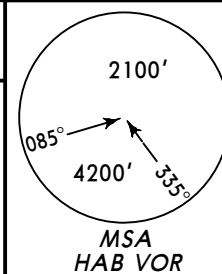
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3200' (2956' - 900m)  
2220' (1976' - 600m)

ATIS  
124.87

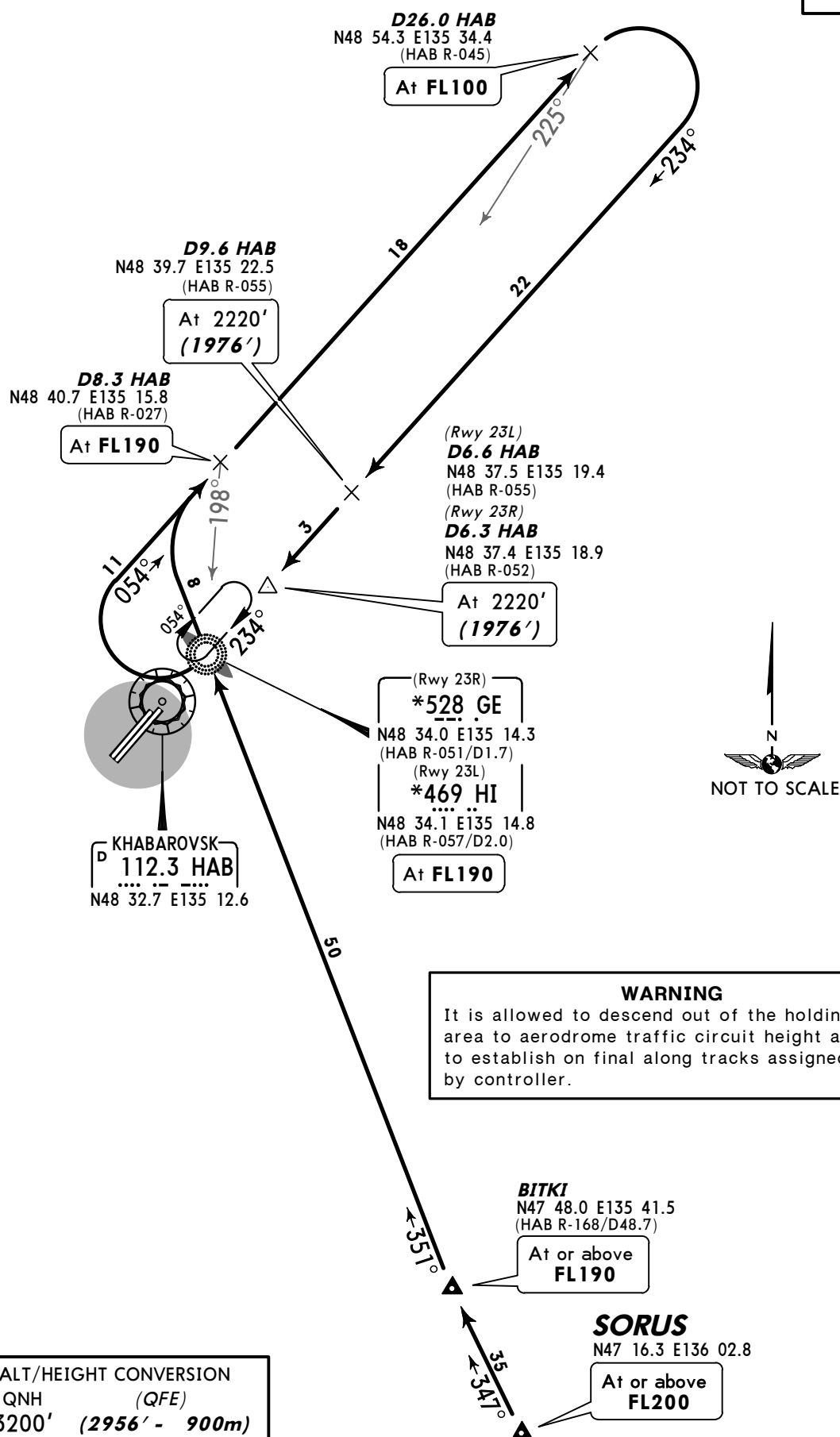
Apt Elev  
244'

Alt Set: MM (hPa on request) QNH on request  
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



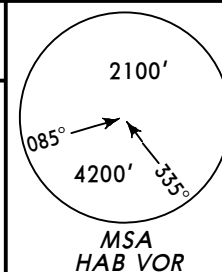
# SORUS 2H [SORU2H] RWYS 23L/R ARRIVAL AND HOLDING EXIT PROCEDURE



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

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



AGUNI 1D [AGUN1D], AGUNI 3D [AGUN3D]  
AGUNI 5D [AGUN5D]  
RWYS 05L/R DEPARTURES  
BY ATC



KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6

(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)

AGUNI 3D  
At FL60  
AGUNI 5D  
At FL190

AGUNI 1D  
Turn at  
1230'  
(986')

At or above  
FL60

AGUNI 3D  
Turn at  
2220' (1976')

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

These SIDs require minimum climb gradients of

**AGUNI 3D**  
3.5% up to FL60

**AGUNI 5D**  
5.5% up to FL190.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 3.5% V/V (fpm) | 266 | 354 | 532 | 709  | 886  | 1063 |

OTMIR  
N47 16.7  
E135 30.9

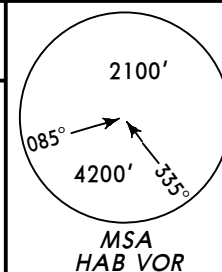
ADEPI  
N47 55.4 E135 21.8  
(HAB R-182/D37.8)

AGUNI 1D, 3D  
At or above  
FL70

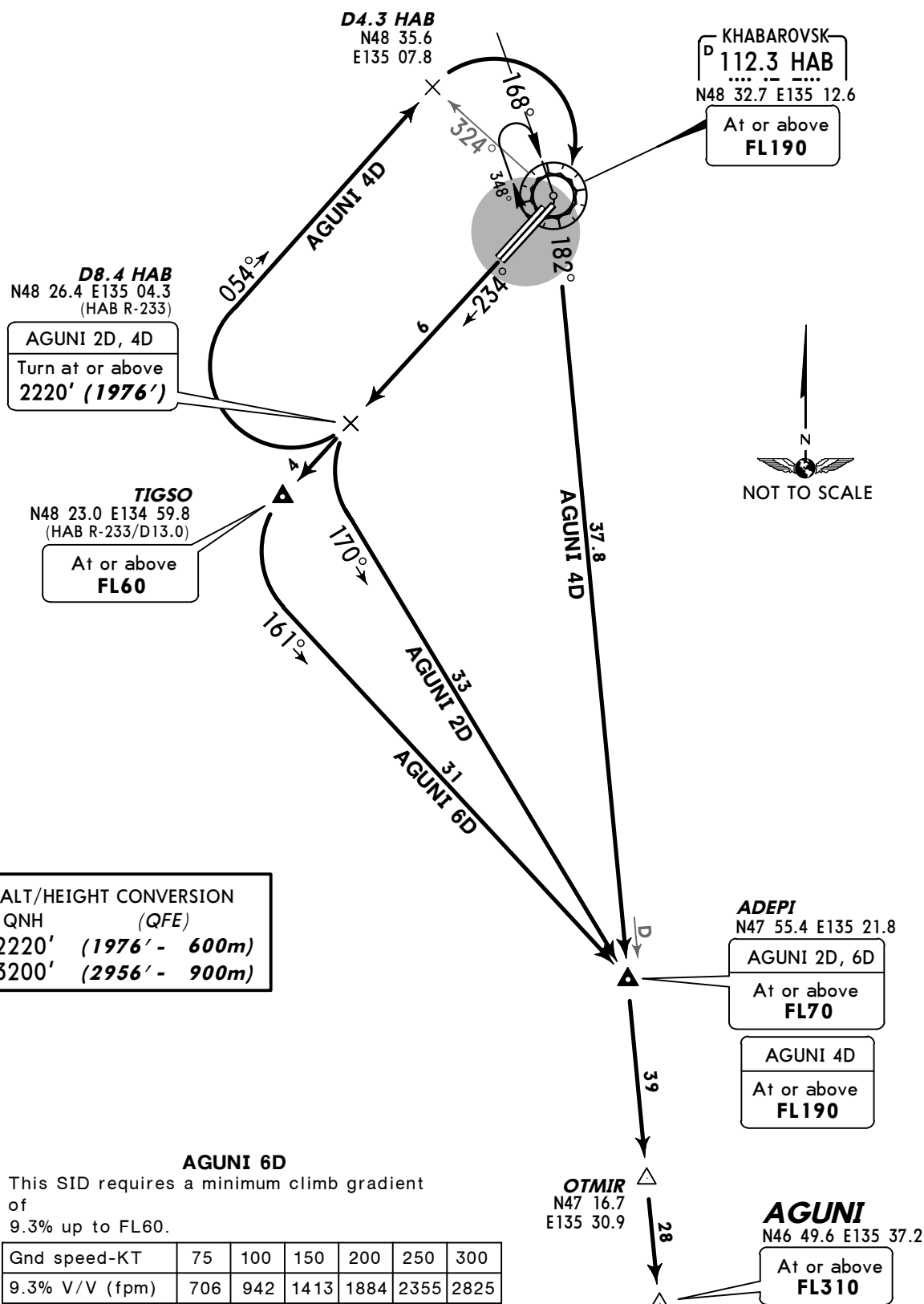
AGUNI 5D  
At or above  
FL190

**AGUNI**  
N46 49.6 E135 37.2  
At or above  
FL310

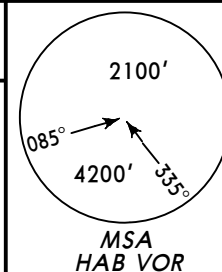
Apt Elev  
**244'**  
QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



AGUNI 2D [AGUN2D]  
AGUNI 4D [AGUN4D]  
AGUNI 6D [AGUN6D]  
RWYS 23R/L DEPARTURES  
BY ATC

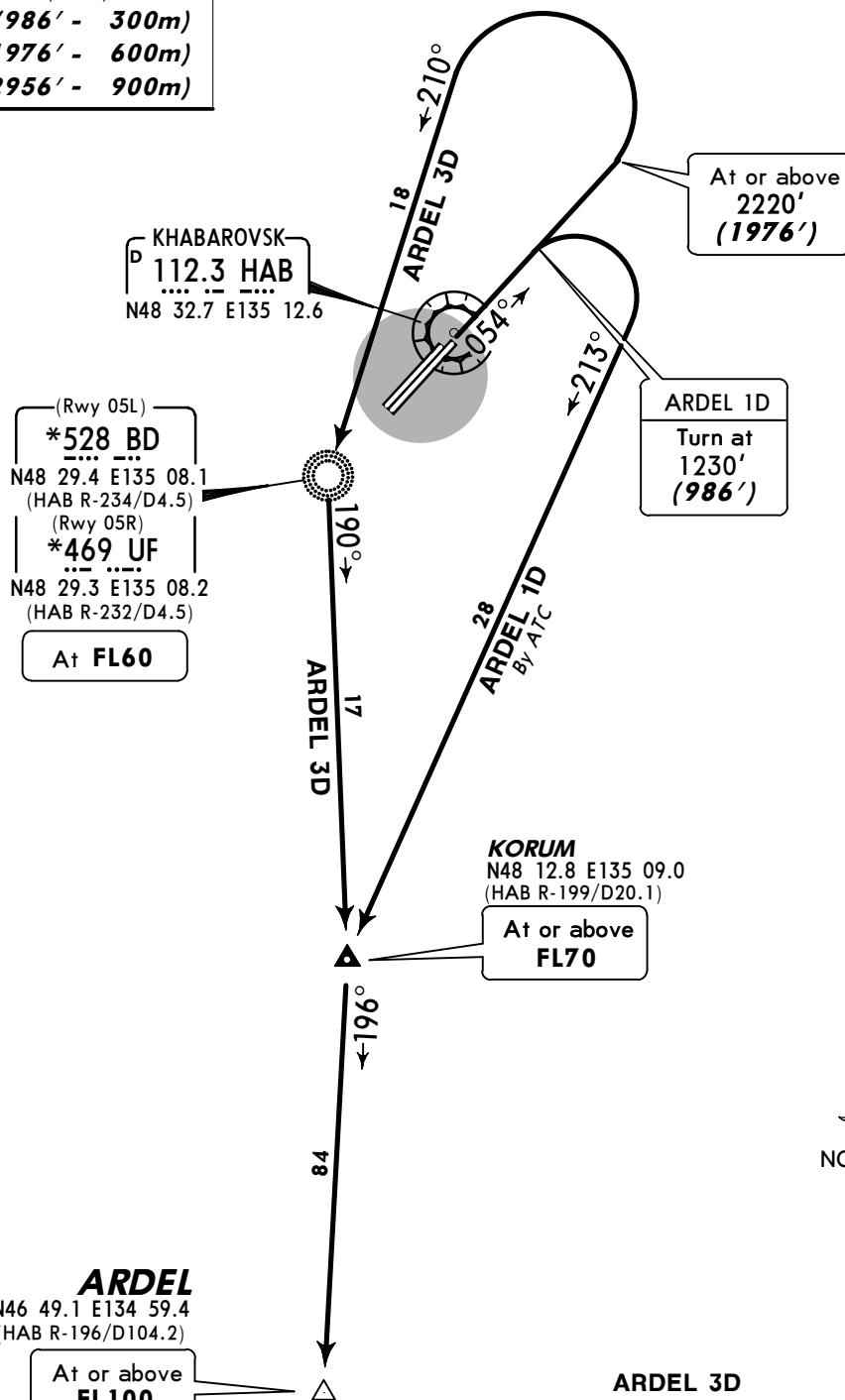


Apt Elev  
**244'**  
QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



**ARDEL 1D [ARDE1D]**  
BY ATC  
**ARDEL 3D [ARDE3D]**  
RWYS 05L/R DEPARTURES

| QNH   | (QFE)          |
|-------|----------------|
| 1230' | (986' - 300m)  |
| 2220' | (1976' - 600m) |
| 3200' | (2956' - 900m) |

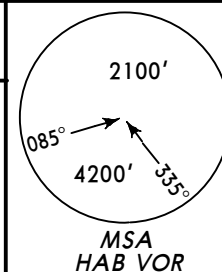


**ARDEL 3D**  
This SID requires a minimum climb gradient of 3.5% up to FL60.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
|----------------|-----|-----|-----|-----|-----|------|
| 3.5% V/V (fpm) | 266 | 354 | 532 | 709 | 886 | 1063 |

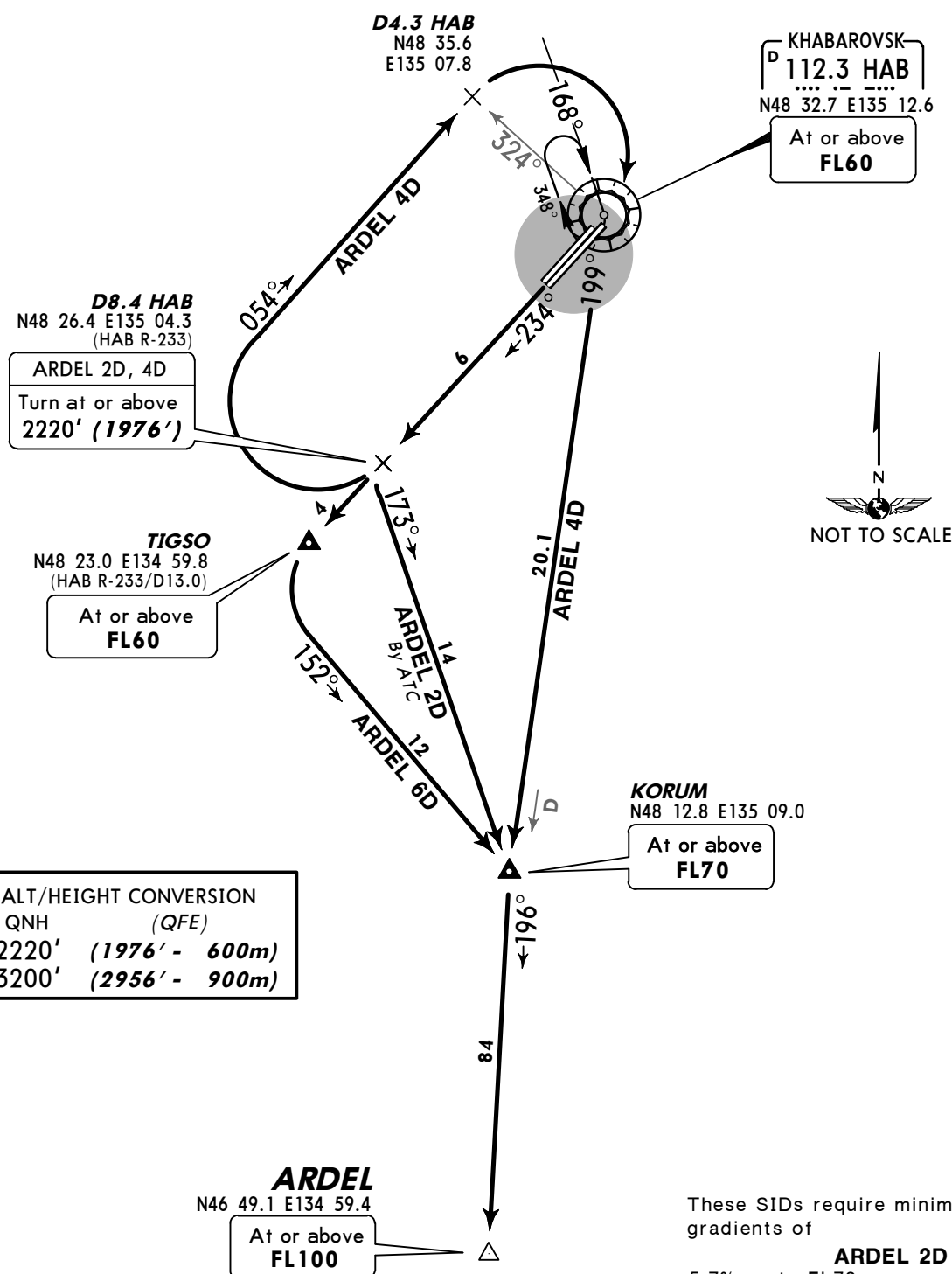
Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



**ARDEL 2D [ARDE2D]**  
BY ATC

**ARDEL 4D [ARDE4D], ARDEL 6D [ARDE6D]**  
RWYS 23R/L DEPARTURES



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

These SIDs require minimum climb gradients of

**ARDEL 2D**

5.7% up to FL70.

**ARDEL 6D**

9.3% up to FL60.

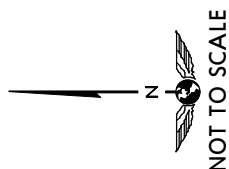
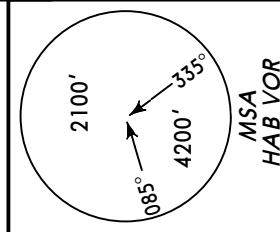
| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 9.3% V/V (fpm) | 706 | 942 | 1413 | 1884 | 2355 | 2825 |
| 5.7% V/V (fpm) | 433 | 577 | 866  | 1155 | 1443 | 1732 |



Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')

BIRBO 1D [BIRB1D], 1 OLEGO 1D [OLEG1D]  
RWYS 05L/R DEPARTURES



1 Available for Russian  
airlines aircraft only.

**OLEGO**  
N49 23.9 E133 25.5  
(HAB R-318/D87.5)

At or above  
FL120

D43.2 HAB

At or above  
FL80

**KUKEL**  
N49 13.0 E133 27.1  
(HAB R-312/D80.5)

At or above  
FL120

**GOLIS**  
N48 49.8 E134 55.2

At or above  
FL60

**LOLSU**  
N48 41.2 E134 44.2

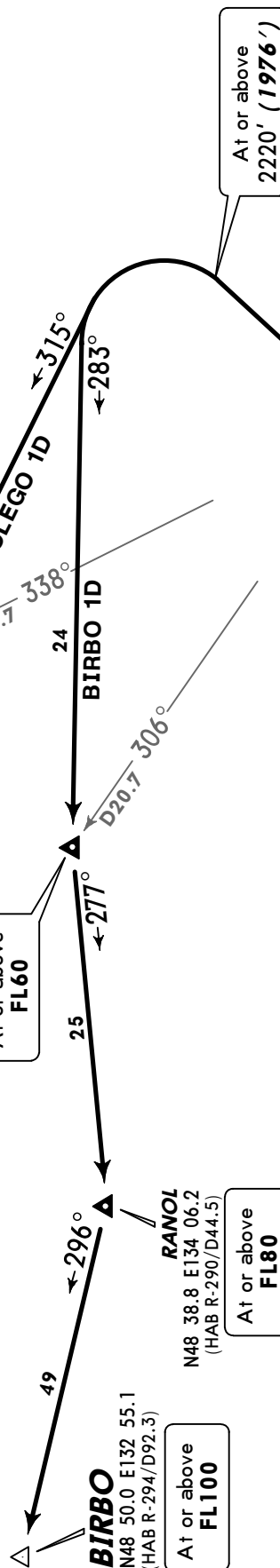
At or above  
FL60

**BIRBO**  
N48 50.0 E132 55.1  
(HAB R-294/D92.3)

At or above  
FL100

**RANOL**  
N48 38.8 E134 06.2  
(HAB R-290/D44.5)

At or above  
FL80



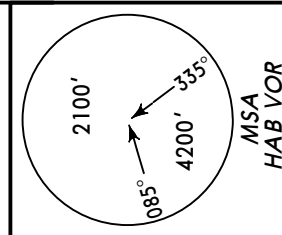
KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6

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

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')

BIRBO 2D [BIRB2D], ● OLEGO 2D [OLEG2D]  
PERID 2D [PERI2D]  
RWYS 23L/R DEPARTURES



**OLEGO**  
N49 23.9 E133 25.5  
(HAB R-318/D87.5)

At or above  
FL120

**KUKEL**  
N49 13.0 E133 27.1  
(HAB R-312/D80.5)

At or above  
FL100

**PERID**  
N49 20.4  
E133 15.9  
(HAB R-316/D85.3)

At or above  
FL100

**OLEGO 2D**  
N49 20.4  
E133 15.9  
(HAB R-316/D85.3)

At or above  
FL100

**D43.2 HAB**  
At or above  
FL80

**OLEGO 2D**  
N48 34.0 E134 35.1  
(HAB R-233)

At or above  
FL60

**VOLOCHAYEVKA**  
\*305 MR  
N48 34.0 E134 35.1  
(HAB R-233)

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

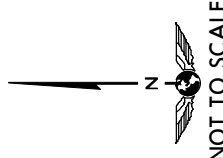
At or above  
2220' (1976')

**RANOL**  
N48 38.8 E134 06.2  
(HAB R-290/D44.5)

At or above  
FL80

**BIRBO**  
N48 50.0 E132 55.1  
(HAB R-294/D92.3)

At or above  
FL100

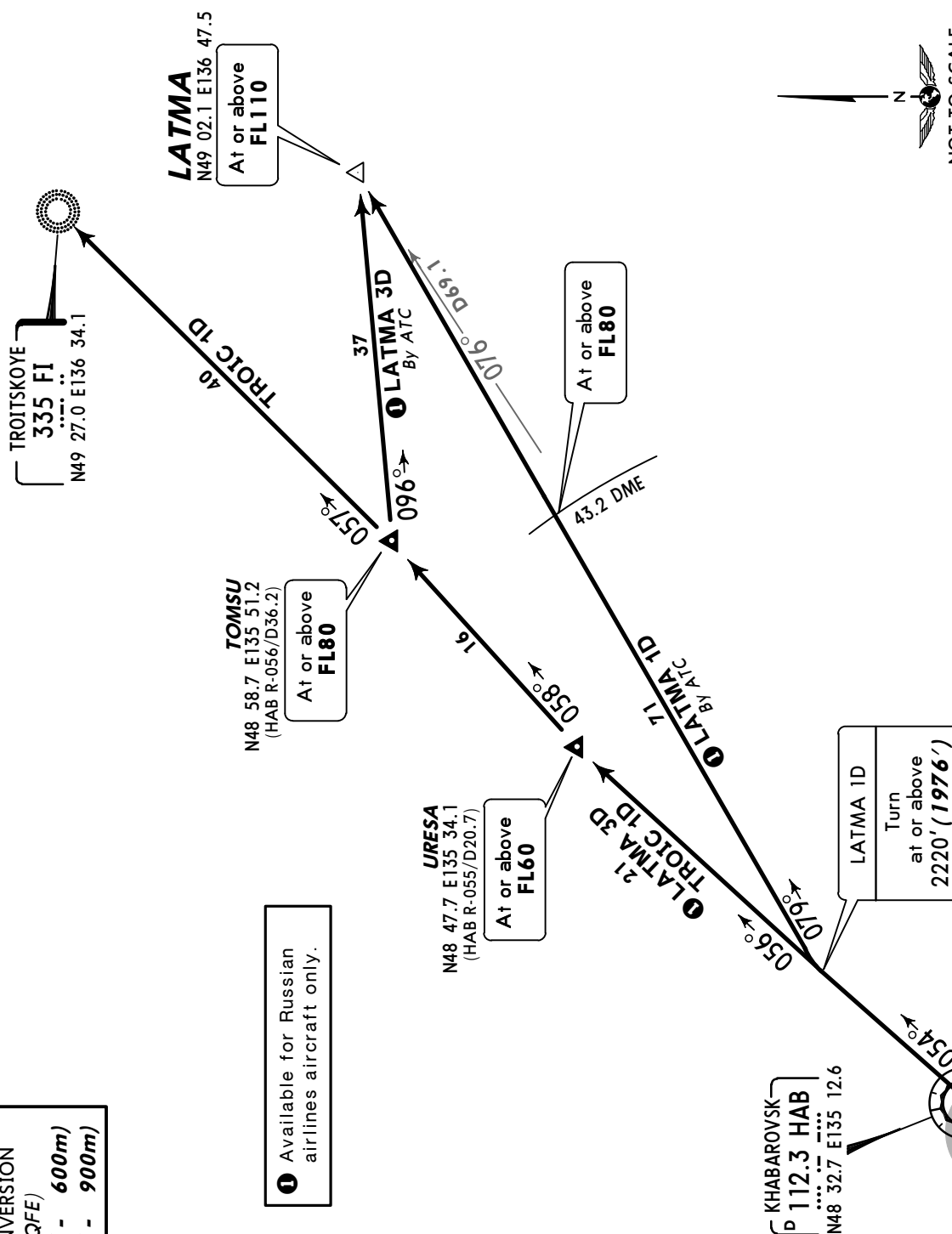
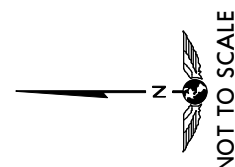
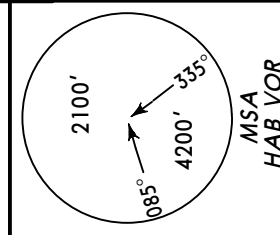


ALT/HEIGHT CONVERSION  
QNH (QFE)  
2220' (1976' - 600m)  
3200' (2956' - 900m)

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')

① LATMA 1D [LATM1D], ① LATMA 3D [LATM3D]  
BY ATC  
TROIC 1D [TROI1D]  
RWYS 05L/R DEPARTURES



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

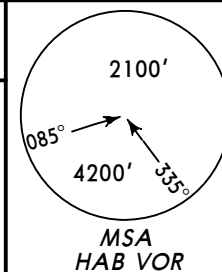
① Available for Russian airlines aircraft only.

QNH on request **(QFE)**  
Trans level: FL50    Trans alt: 3200' **(2956')**

|                |     |     |     |     |     |      |
|----------------|-----|-----|-----|-----|-----|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770 | 962 | 1155 |

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



- ① MOSOL 1D [MOSO1D], NIKRA 1D [NIKR1D]
  - ① URIMA 1D [URIM1D], VANUL 1D [VANU1D]
- RWYS 05L/R DEPARTURES

**NIKRA**  
N49 28.5 E134 04.2  
(HAB R-333/D71.8)

At or above  
FL240

**URIMA**  
N49 29.3 E134 11.0  
(HAB R-336/D69.7)

At or above  
FL240

**MOSOL**  
N49 30.2 E134 18.7  
(HAB R-340/D68.0)

At or above  
FL200

**VANUL**  
N49 25.6 E133 39.8  
(HAB R-323/D81.0)

At or above  
FL100

**IVADA**  
N49 05.0 E134 28.1  
(HAB R-330/D43.7)

At or above  
FL80

**GOLIS**  
N48 49.8 E134 55.2

At or above  
FL60

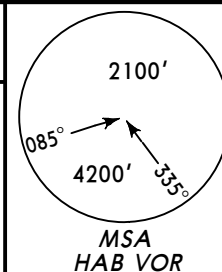
① Available for Russian  
airlines aircraft only.

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

KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



① MOSOL 2D [MOSO2D], NIKRA 2D [NIKR2D]  
① URIMA 2D [URIM2D]  
RWYS 23L/R DEPARTURES

**NIKRA**

N49 28.5 E134 04.2  
(HAB R-333/D71.8)

At or above  
FL240

**URIMA**

N49 29.3 E134 11.0  
(HAB R-336/D69.7)

At or above  
FL240

**MOSOL**

N49 30.2 E134 18.7  
(HAB R-340/D68.0)

At or above  
FL200

① Available for Russian  
airlines aircraft only.

**IVADA**

N49 05.0 E134 28.1

At or above  
FL80

**LOLSU**

N48 41.2 E134 44.2

At or above  
FL60

KHABAROVSK  
D 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')

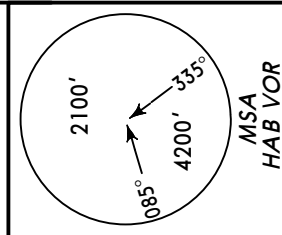


ALT/HEIGHT CONVERSION  
QNH (QFE)  
2220' (1976' - 600m)  
3200' (2956' - 900m)

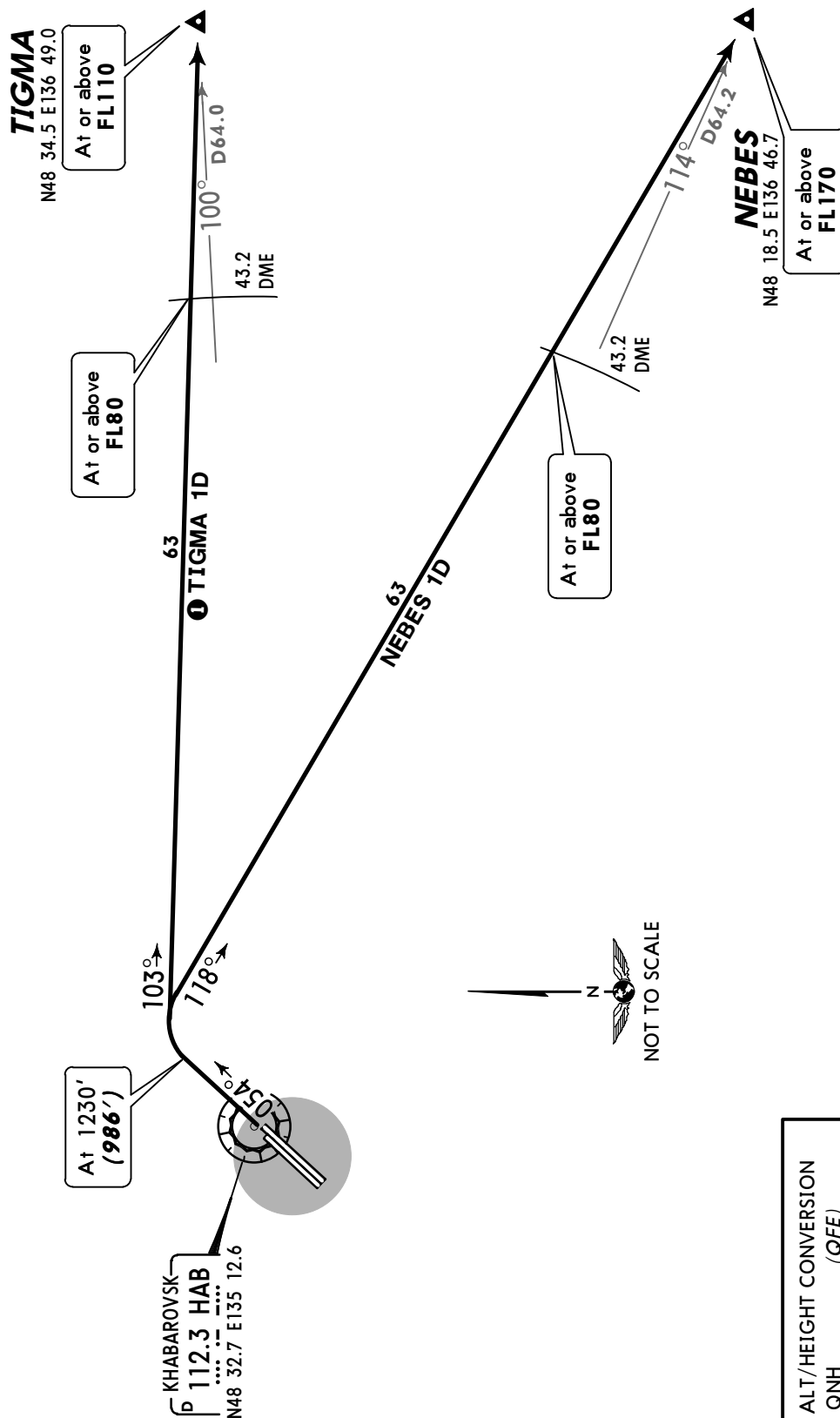
Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')

NEBES 1D [NEBE1D], ① TIGMA 1D [TIGM1D]  
RWYS 05L/R DEPARTURES  
BY ATC



① Available for Russian  
airlines aircraft only.

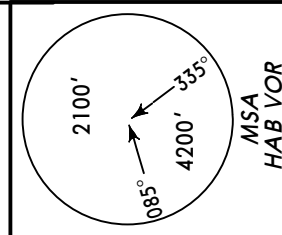


ALT/HEIGHT CONVERSION  
QNH (QFE)  
1230' (986' - 300m)  
3200' (2956' - 900m)

Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')

NEBES 2D [NEBE2D], NEBES 4D [NEBE4D]  
NEBES 6D [NEBE6D], ② TIGMA 2D [TIGM2D]  
② TIGMA 4D [TIGM4D], ② TIGMA 6D [TIGM6D]  
RWYS 23L/R DEPARTURES  
BY ATC



# NEBES 4D, TIGMA 4D

These SIDs require a minimum climb gradient of 3.8%.

| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250 | 300  |
|----------------|-----|-----|-----|-----|-----|------|
| 3.8% V/V (fpm) | 289 | 385 | 577 | 770 | 962 | 1155 |

① (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)

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

② Available for Russian  
airlines aircraft only.

TIGMA  
N48 34.5 E136 49.0  
At or above  
FL110

D43.2 HAB  
At or above  
FL80

D64.0  
20.8

② TIGMA 6D  
43.2

43.2 DME

At or above  
FL80

D43.2 HAB  
At or above  
FL80

NEBES 6D  
43.2

② TIGMA 2D  
73

② TIGMA 4D  
69

NEBES 4D  
68

NEBES 2D  
72

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

NEBES  
N48 18.5 E136 46.7  
At or above  
FL170

D64.2  
21.0

At or above  
FL80

At or above  
FL80

At or above  
FL80

At or above  
FL80

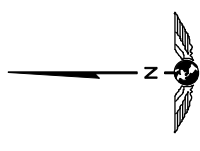
At or above  
FL80

At or above  
FL80

## ALT/HEIGHT CONVERSION

QNH (QFE)

640' (396' - 120m)  
2220' (1976' - 600m)  
3200' (2956' - 900m)

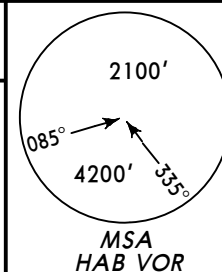


NOT TO SCALE

KHABAROVSK  
D 112.3 HAB  
N48 32.7 E135 12.6

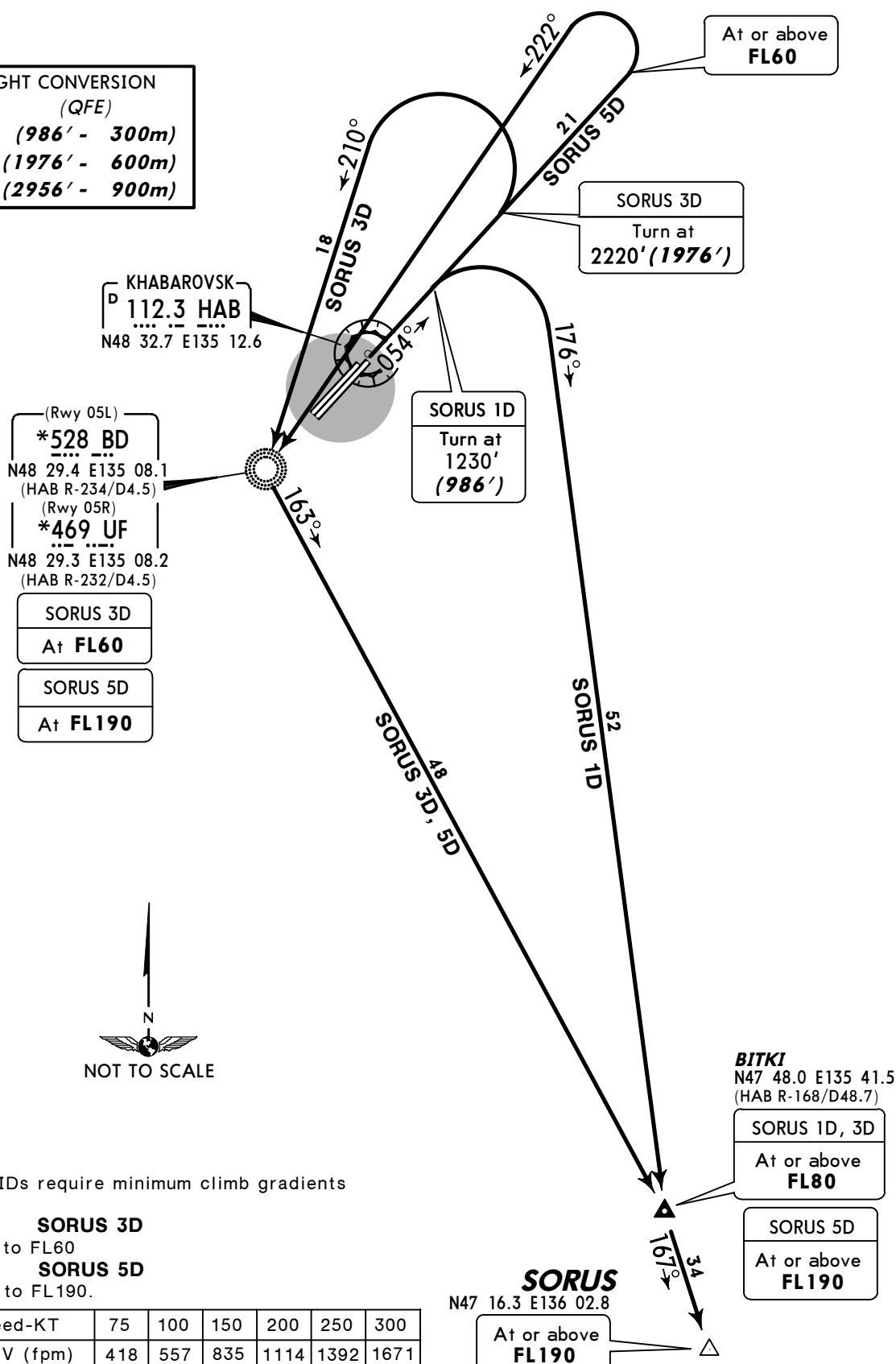


Apt Elev  
**244'**  
QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



**SORUS 1D [SORU1D]  
SORUS 3D [SORU3D]  
SORUS 5D [SORU5D]  
RWYS 05L/R DEPARTURES  
BY ATC**

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



These SIDs require minimum climb gradients of

**SORUS 3D**

3.5% up to FL60

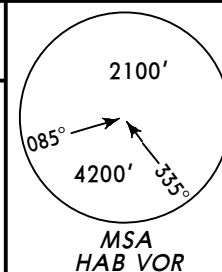
**SORUS 5D**

5.5% up to FL190.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 3.5% V/V (fpm) | 266 | 354 | 532 | 709  | 886  | 1063 |

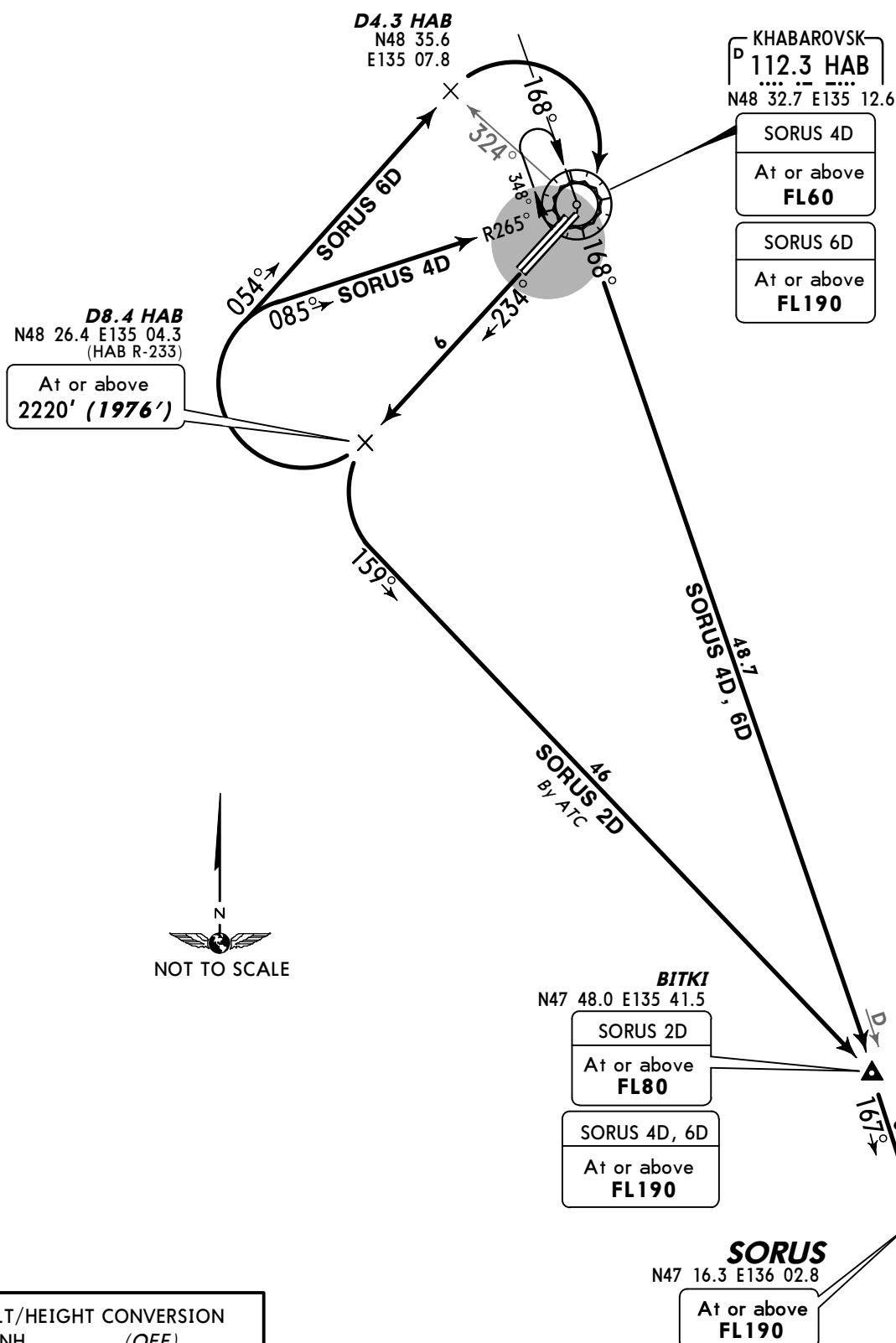
Apt Elev  
244'

QNH on request (QFE)  
Trans level: FL50 Trans alt: 3200' (2956')



SORUS 2D [SORU2D]  
BY ATC

SORUS 4D [SORU4D] , SORUS 6D [SORU6D]  
RWYS 23L/R DEPARTURES

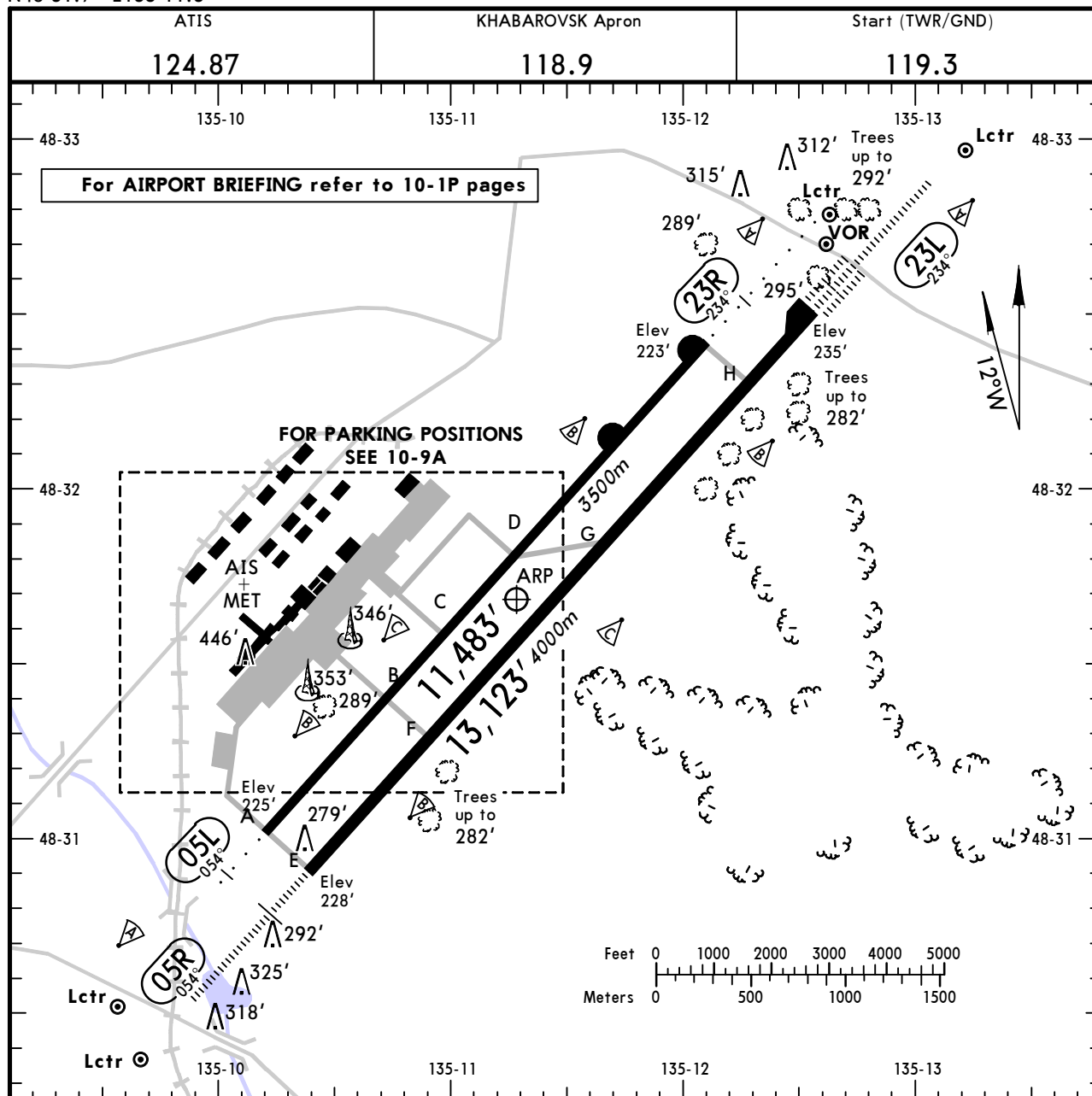


ALT/HEIGHT CONVERSION  
QNH (QFE)  
2220' (1976' - 600m)  
3200' (2956' - 900m)

UHHH/KHV  
Apt Elev 244'  
N48 31.7 E135 11.3

JEPPESEN  
3 FEB 12 10-9 Eff 9 Feb

KHABAROVSK, RUSSIA  
NOVY



ADDITIONAL RUNWAY INFORMATION

|     |     |          |     |                | USABLE LENGTHS |             |          |             |
|-----|-----|----------|-----|----------------|----------------|-------------|----------|-------------|
| RWY |     |          |     |                | LANDING BEYOND |             | TAKE-OFF | WIDTH       |
|     |     |          |     |                | Threshold      | Glide Slope |          |             |
| 05L | 23R | RL (60m) | ALS | PAPI-L (2.67°) | RVR            |             | ①        | 148'<br>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 | HIRL (60m) CL (15m) HIALS PAPI-L (2.67°) | RVR | 12,212' 3722m | ③ | 197'<br>60m |
| 23L | HIRL (60m) CL (15m) HIALS-II TDZ ②       | RVR | 11,847' 3611m |   |             |

② PAPI-L (2.67°)

③ TAKE-OFF RUN AVAILABLE

RWY 05R:

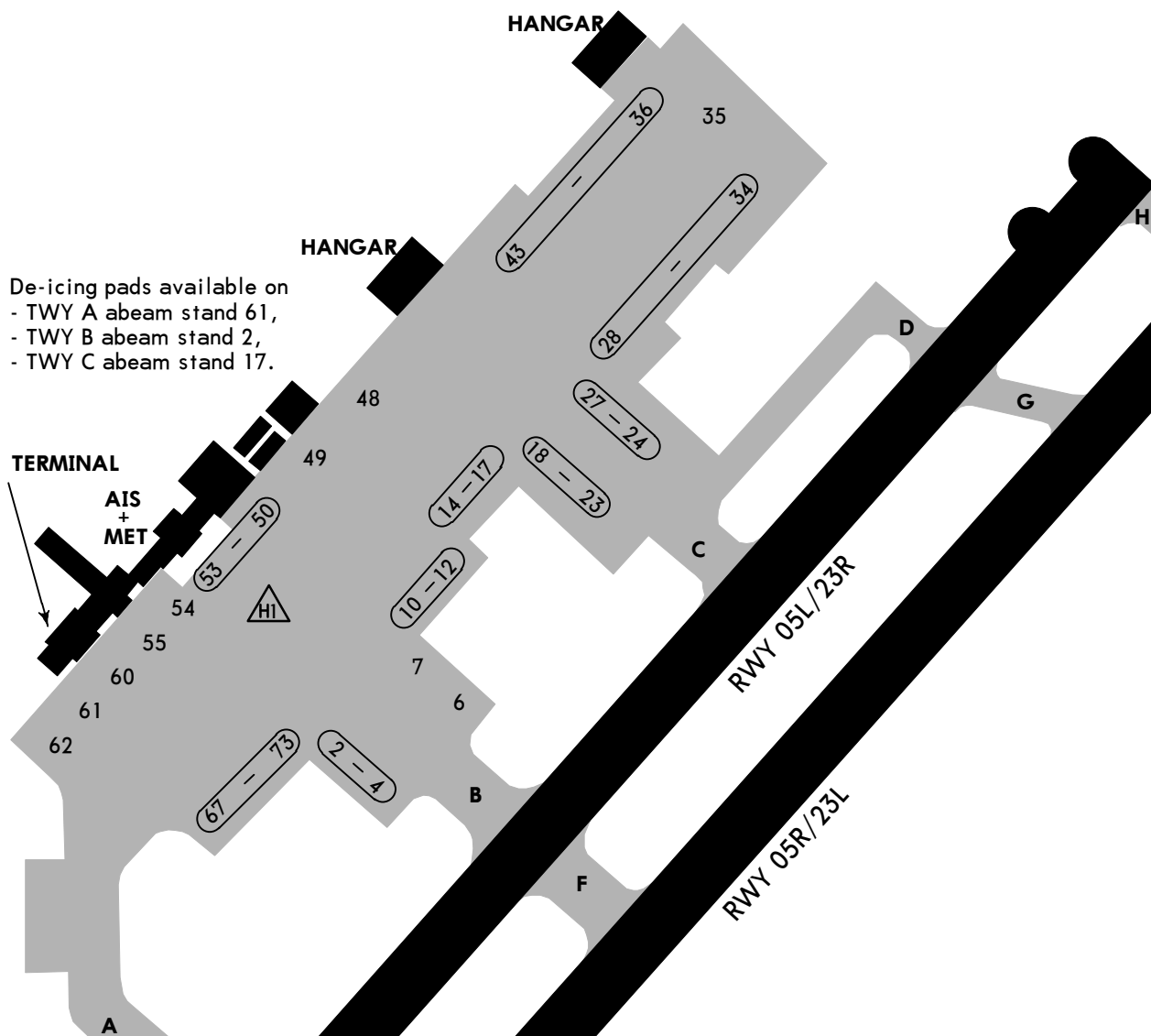
|               |                 |
|---------------|-----------------|
| From rwy head | 13,123' (4000m) |
| twy F int     | 9990' (3045m)   |
| twy G int     | 5413' (1650m)   |

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.

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

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

| STRAIGHT-IN RWY |                | A                                    | B                                    | C                                    | D                                    |
|-----------------|----------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| <b>05L</b>      | PAR            | <b>427'</b> (202')<br><b>R1000m</b>  | <b>437'</b> (212')<br><b>R1000m</b>  | <b>447'</b> (222')<br><b>R1000m</b>  | <b>457'</b> (232')<br><b>R1000m</b>  |
|                 | <i>ALS out</i> | R1200m                               | R1200m                               | R1200m                               | R1200m                               |
|                 | 2 NDB ①        | <b>700'</b> (475')<br><b>R1500m</b>  | <b>700'</b> (475')<br><b>R1500m</b>  | <b>700'</b> (475')<br><b>R2000m</b>  | <b>700'</b> (475')<br><b>R2000m</b>  |
|                 | <i>ALS out</i> | R1500m                               | R1500m                               | C2200m                               | C2200m                               |
|                 | BD NDB ①       | <b>1080'</b> (855')<br><b>R1500m</b> | <b>1080'</b> (855')<br><b>R1500m</b> | <b>1080'</b> (855')<br><b>C2400m</b> | <b>1080'</b> (855')<br><b>C2400m</b> |
|                 | B NDB ①        | <b>1150'</b> (925')<br><b>R1500m</b> | <b>1150'</b> (925')<br><b>R1500m</b> | <b>1150'</b> (925')<br><b>C2400m</b> | <b>1150'</b> (925')<br><b>C2400m</b> |
| <b>05R</b>      | ILS            | <b>428'</b> (200')<br><b>R800m</b>   | <b>428'</b> (200')<br><b>R800m</b>   | <b>428'</b> (200')<br><b>R800m</b>   | <b>428'</b> (200')<br><b>R800m</b>   |
|                 | <i>ALS out</i> | R1200m                               | R1200m                               | R1200m                               | R1200m                               |
|                 | LOC            | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          |
|                 | PAR            | <b>449'</b> (221')<br><b>R750m</b>   | <b>459'</b> (231')<br><b>R750m</b>   | <b>469'</b> (241')<br><b>R750m</b>   | <b>479'</b> (251')<br><b>R750m</b>   |
|                 | <i>ALS out</i> | R1200m                               | R1200m                               | R1300m                               | R1300m                               |
|                 | 2 NDB ①        | <b>670'</b> (442')<br><b>R1400m</b>  | <b>670'</b> (442')<br><b>R1400m</b>  | <b>670'</b> (442')<br><b>R1400m</b>  | <b>670'</b> (442')<br><b>R1400m</b>  |
|                 | <i>ALS out</i> | R1500m                               | R1500m                               | C2100m                               | C2100m                               |
|                 | UF NDB ①       | <b>760'</b> (532')<br><b>R1500m</b>  | <b>760'</b> (532')<br><b>R1500m</b>  | <b>760'</b> (532')<br><b>R1700m</b>  | <b>760'</b> (532')<br><b>R1700m</b>  |
|                 | <i>ALS out</i> | R1500m                               | R1500m                               | C2400m                               | C2400m                               |
|                 | U NDB ①        | <b>960'</b> (732')<br><b>R1500m</b>  | <b>960'</b> (732')<br><b>R1500m</b>  | <b>960'</b> (732')<br><b>C2400m</b>  | <b>960'</b> (732')<br><b>C2400m</b>  |

① Continuous Descent Final Approach.

| STRAIGHT-IN RWY |                | A                                        | B                                        | C                                        | D                                        |
|-----------------|----------------|------------------------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| 23L             | CAT 2 ILS      | <b>335'</b> (100')<br><b>RA 95'R350m</b> | <b>335'</b> (100')<br><b>RA 95'R350m</b> | <b>335'</b> (100')<br><b>RA 95'R350m</b> | <b>335'</b> (100')<br><b>RA 95'R350m</b> |
|                 | ILS            | <b>435'</b> (200')<br><b>R550m</b>       | <b>435'</b> (200')<br><b>R550m</b>       | <b>435'</b> (200')<br><b>R550m</b>       | <b>435'</b> (200')<br><b>R550m</b>       |
|                 | <i>FULL</i>    | R750m                                    | R750m                                    | R750m                                    | R750m                                    |
|                 | <i>Limited</i> | R1200m                                   | R1200m                                   | R1200m                                   | R1200m                                   |
|                 | <i>ALS out</i> |                                          |                                          |                                          |                                          |
|                 | LOC            | NOT<br>AUTH                              | NOT<br>AUTH                              | NOT<br>AUTH                              | NOT<br>AUTH                              |
|                 | PAR            | <b>435'</b> (200')<br><b>R750m</b>       | <b>435'</b> (200')<br><b>R750m</b>       | <b>440'</b> (205')<br><b>R750m</b>       | <b>450'</b> (215')<br><b>R750m</b>       |
|                 | <i>ALS out</i> | R1200m                                   | R1200m                                   | R1200m                                   | R1200m                                   |
|                 | 2 NDB ❶        | <b>560'</b> (325')<br><b>R800m</b>       | <b>560'</b> (325')<br><b>R800m</b>       | <b>560'</b> (325')<br><b>R800m</b>       | <b>560'</b> (325')<br><b>R800m</b>       |
|                 | <i>ALS out</i> | R1500m                                   | R1500m                                   | R1500m                                   | R1500m                                   |
|                 | HI NDB ❶       | <b>590'</b> (355')<br><b>R900m</b>       | <b>590'</b> (355')<br><b>R900m</b>       | <b>590'</b> (355')<br><b>R900m</b>       | <b>590'</b> (355')<br><b>R900m</b>       |
|                 | <i>ALS out</i> | R1500m                                   | R1500m                                   | R1600m                                   | R1600m                                   |
|                 | H NDB ❶        | <b>820'</b> (585')<br><b>R1500m</b>      | <b>820'</b> (585')<br><b>R1500m</b>      | <b>820'</b> (585')<br><b>R2000m</b>      | <b>820'</b> (585')<br><b>R2000m</b>      |
|                 | <i>ALS out</i> | R1500m                                   | R1500m                                   | C2400m                                   | C2400m                                   |
| 23R             | PAR            | <b>433'</b> (210')<br><b>R1000m</b>      | <b>443'</b> (220')<br><b>R1000m</b>      | <b>453'</b> (230')<br><b>R1000m</b>      | <b>463'</b> (240')<br><b>R1000m</b>      |
|                 | <i>ALS out</i> | R1200m                                   | R1200m                                   | R1200m                                   | R1200m                                   |
|                 | 2 NDB ❶        | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      |
|                 | <i>ALS out</i> | R1500m                                   | R1500m                                   | R1700m                                   | R1700m                                   |
|                 | GE NDB ❶       | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      | <b>600'</b> (377')<br><b>R1500m</b>      |
|                 | <i>ALS out</i> | R1500m                                   | R1500m                                   | R1700m                                   | R1700m                                   |
|                 | G NDB ❶        | <b>850'</b> (627')<br><b>R1500m</b>      | <b>850'</b> (627')<br><b>R1500m</b>      | <b>850'</b> (627')<br><b>C2400m</b>      | <b>850'</b> (627')<br><b>C2400m</b>      |

❶ Continuous Descent Final Approach.

| TAKE-OFF RWY 05L/R, 23L/R |                                                      |                           |         |                          |                          |                   |
|---------------------------|------------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|
|                           | Approved<br>Operators<br>HIRL, CL<br>& mult. RVR req | LVP must be in force      |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|                           |                                                      | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL |                          |                   |
| A                         |                                                      |                           |         |                          |                          |                   |
| B                         | 125m                                                 | 150m                      | 200m    | 250m                     | 400m                     | 500m              |
| C                         |                                                      |                           |         |                          |                          |                   |
| D                         | 150m                                                 | 200m                      | 250m    | 300m                     |                          |                   |

| STRAIGHT-IN RWY |           | A                 | B            | C            | D            |
|-----------------|-----------|-------------------|--------------|--------------|--------------|
| 05L             | PAR       | 427' (202')       | 437' (212')  | 447' (222')  | 457' (232')  |
|                 |           | R800m             | R800m        | R800m        | R800m        |
|                 | ALS out   | R1000m            | R1000m       | R1000m       | R1000m       |
|                 | 2 NDB     | 700' (475')       | 700' (475')  | 700' (475')  | 700' (475')  |
|                 |           | R1500m            | R1500m       | R1800m       | R2000m       |
|                 | ALS out   | 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       |
| 05R             | ILS       | 428' (200')       | 428' (200')  | 428' (200')  | 428' (200')  |
|                 |           | R800m             | R800m        | R800m        | R800m        |
|                 | ALS out   | R1000m            | R1000m       | R1000m       | R1000m       |
|                 | LOC       | NOT<br>AUTHORIZED |              |              |              |
|                 | PAR       | 449' (221')       | 459' (231')  | 469' (241')  | 479' (251')  |
|                 |           | R600m             | R600m        | R600m        | R650m        |
|                 | ALS out   | R1000m            | R1000m       | R1000m       | R1200m       |
|                 | 2 NDB     | 670' (442')       | 670' (442')  | 670' (442')  | 670' (442')  |
|                 |           | R900m             | R1000m       | R1000m       | R1400m       |
|                 | ALS out   | R1500m            | R1500m       | R1800m       | R2000m       |
|                 | UF NDB    | 760' (532')       | 760' (532')  | 760' (532')  | 760' (532')  |
|                 |           | R1000m            | R1200m       | R1200m       | R1600m       |
|                 | ALS out   | R1500m            | R1500m       | R2000m       | R2000m       |
|                 | U NDB     | 960' (732')       | 960' (732')  | 960' (732')  | 960' (732')  |
|                 |           | R1200m            | R1400m       | R1400m       | R1800m       |
|                 | ALS out   | R1500m            | R1500m       | R2000m       | R2000m       |
| 23L             | CAT 2 ILS | 335' (100')       | 335' (100')  | 335' (100')  | 335' (100')  |
|                 |           | RA 95'R350m       | RA 95'R350m  | RA 95'R350m  | RA 95'R350m  |
|                 | ILS       | 435' (200')       | 435' (200')  | 435' (200')  | 435' (200')  |
|                 |           | R550m             | R550m        | R550m        | R550m        |
|                 | ALS out   | R1000m            | R1000m       | R1000m       | R1000m       |
|                 | LOC       | NOT<br>AUTHORIZED |              |              |              |
|                 | PAR       | 435' (200')       | 435' (200')  | 440' (205')  | 450' (215')  |
|                 |           | R550m             | R550m        | R600m        | R600m        |
|                 | ALS out   | R1000m            | R1000m       | R1000m       | R1000m       |
|                 | 2 NDB     | 560' (325')       | 560' (325')  | 560' (325')  | 560' (325')  |
|                 |           | R900m             | R1000m       | R1000m       | R1400m       |
|                 | ALS out   | R1500m            | R1500m       | R1800m       | R2000m       |
|                 | HI NDB    | 580' (345')       | 580' (345')  | 580' (345')  | 580' (345')  |
|                 |           | R900m             | R1000m       | R1000m       | R1400m       |
|                 | ALS out   | R1500m            | R1500m       | R1800m       | R2000m       |
|                 | H NDB     | 820' (585')       | 820' (585')  | 820' (585')  | 820' (585')  |
|                 |           | R1000m            | R1200m       | R1200m       | R1600m       |
|                 | ALS out   | R1500m            | R1500m       | R2000m       | R2000m       |

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

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

| LVP must be in Force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |

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

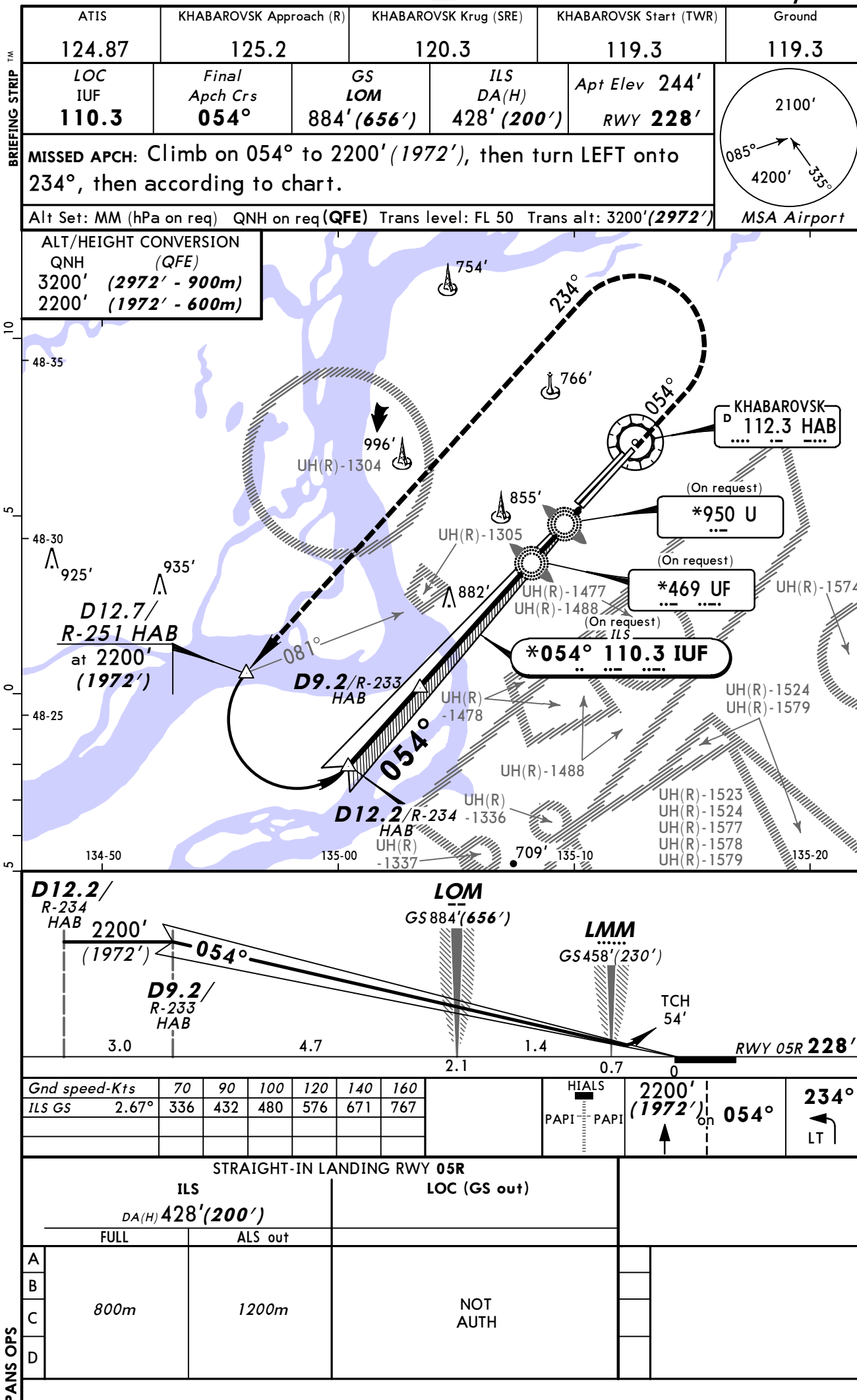
| Approved Operators          |                           | LVP must be in Force |                          |                          |                   |
|-----------------------------|---------------------------|----------------------|--------------------------|--------------------------|-------------------|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



UHHH/KHV  
NOVY

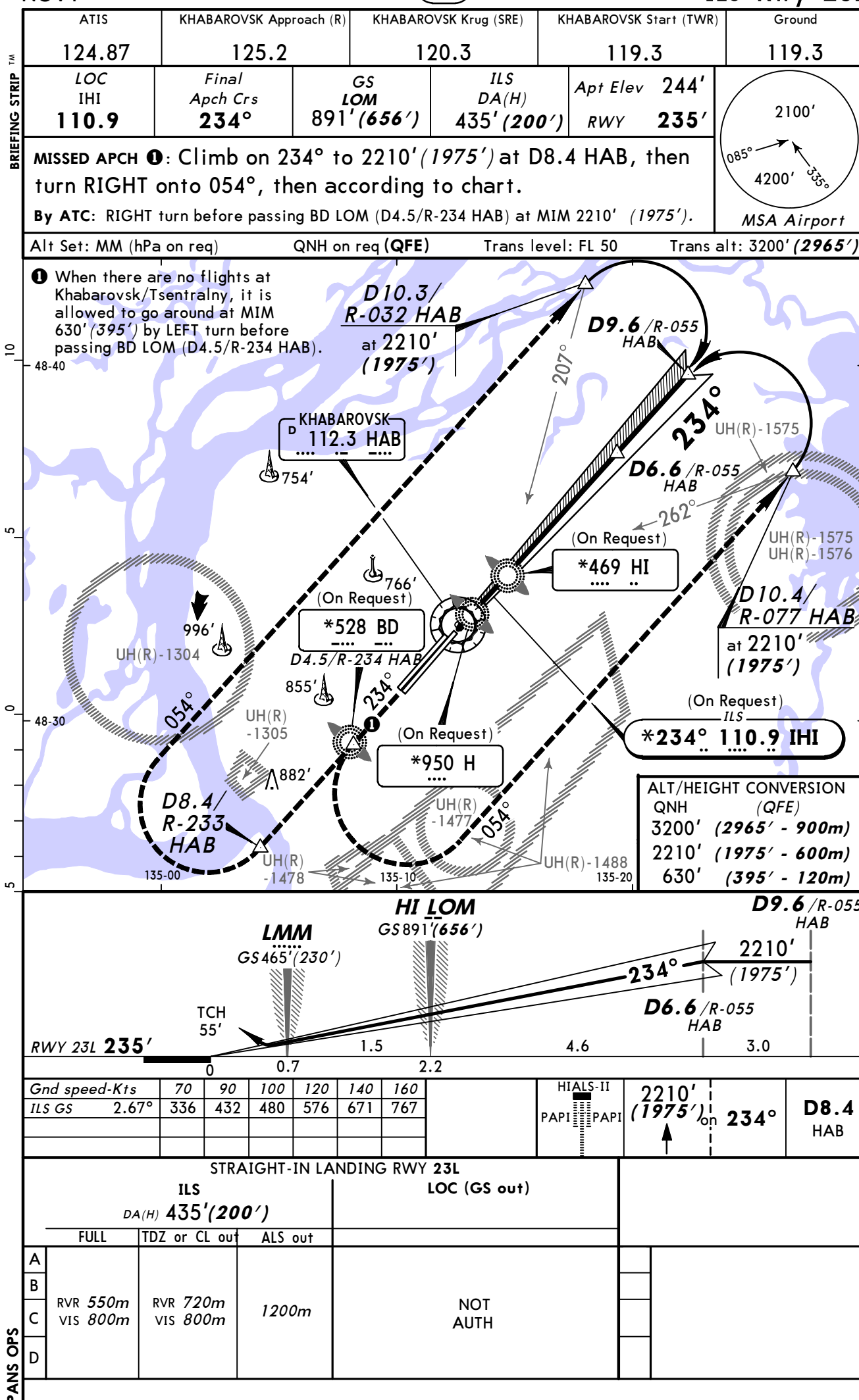
JEPPESSEN  
23 MAR 12 11-1 Eff 5 Apr

KHABAROVSK, RUSSIA  
ILS Rwy 05R



CHANGES: Minimums.

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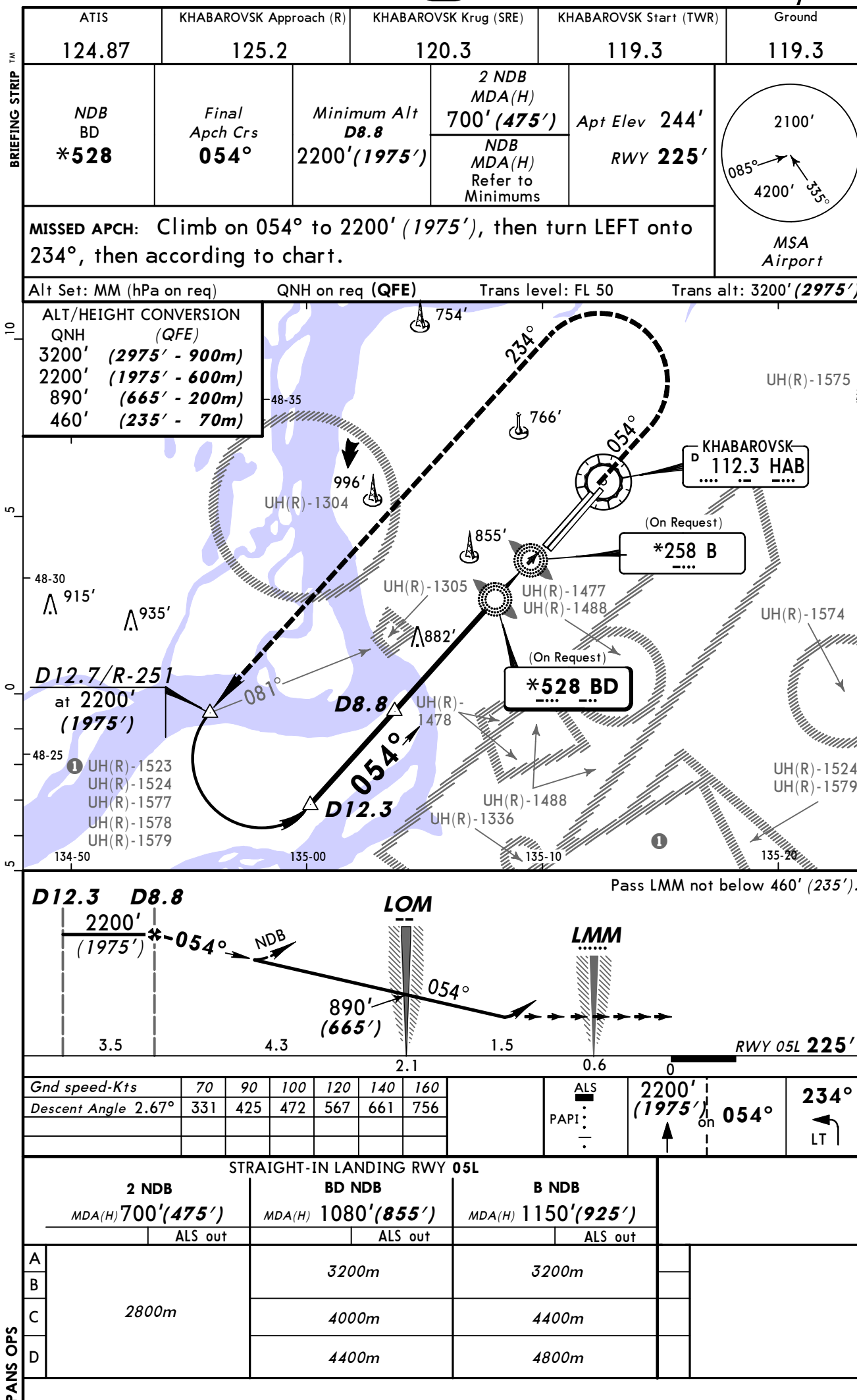




UHHH/KHV  
NOVY

JEPPesen  
24 FEB 12 (16-1)

KHABAROVSK, RUSSIA  
2 NDB or NDB Rwy 05L





UHHH/KHV  
NOVY

JEPPesen  
24 FEB 12 (16-2)

KHABAROVSK, RUSSIA  
2 NDB or NDB Rwy 05R

| ATIS                                                                                                   | KHABAROVSK Approach (R)   | KHABAROVSK Krug (SRE)                | KHABAROVSK Start (TWR)                                                                               | Ground                                                                                      |
|--------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| 124.87                                                                                                 | 125.2                     | 120.3                                | 119.3                                                                                                | 119.3                                                                                       |
| NDB<br>UF<br>*469                                                                                      | Final<br>Apch Crs<br>054° | Minimum Alt<br>D9.2<br>2200' (1972') | 2 NDB<br>MDA(H)<br>670' (442')<br>NDB<br>MDA(H)<br>Refer to<br>Minimums<br>Apt Elev 244'<br>RWY 228' | <div> <div>2100'</div> <div>085°<br/>4200'<br/>335°</div> </div> <div>MSA<br/>Airport</div> |
| <b>MISSED APCH:</b> 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 50 Trans alt: 3200' (2972')

ALT/HEIGHT CONVERSION

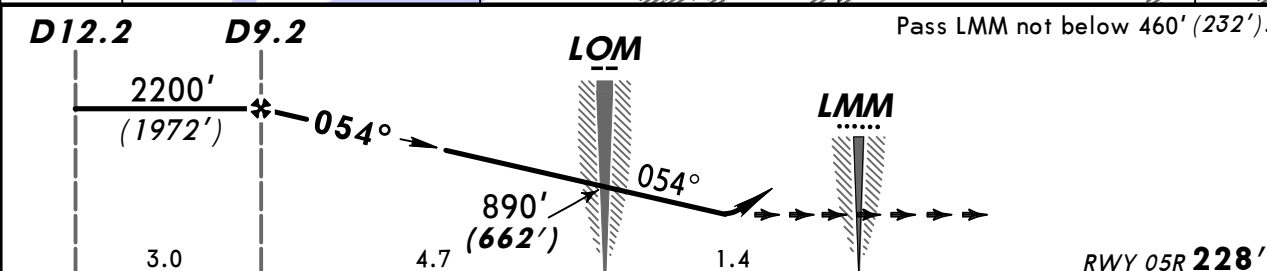
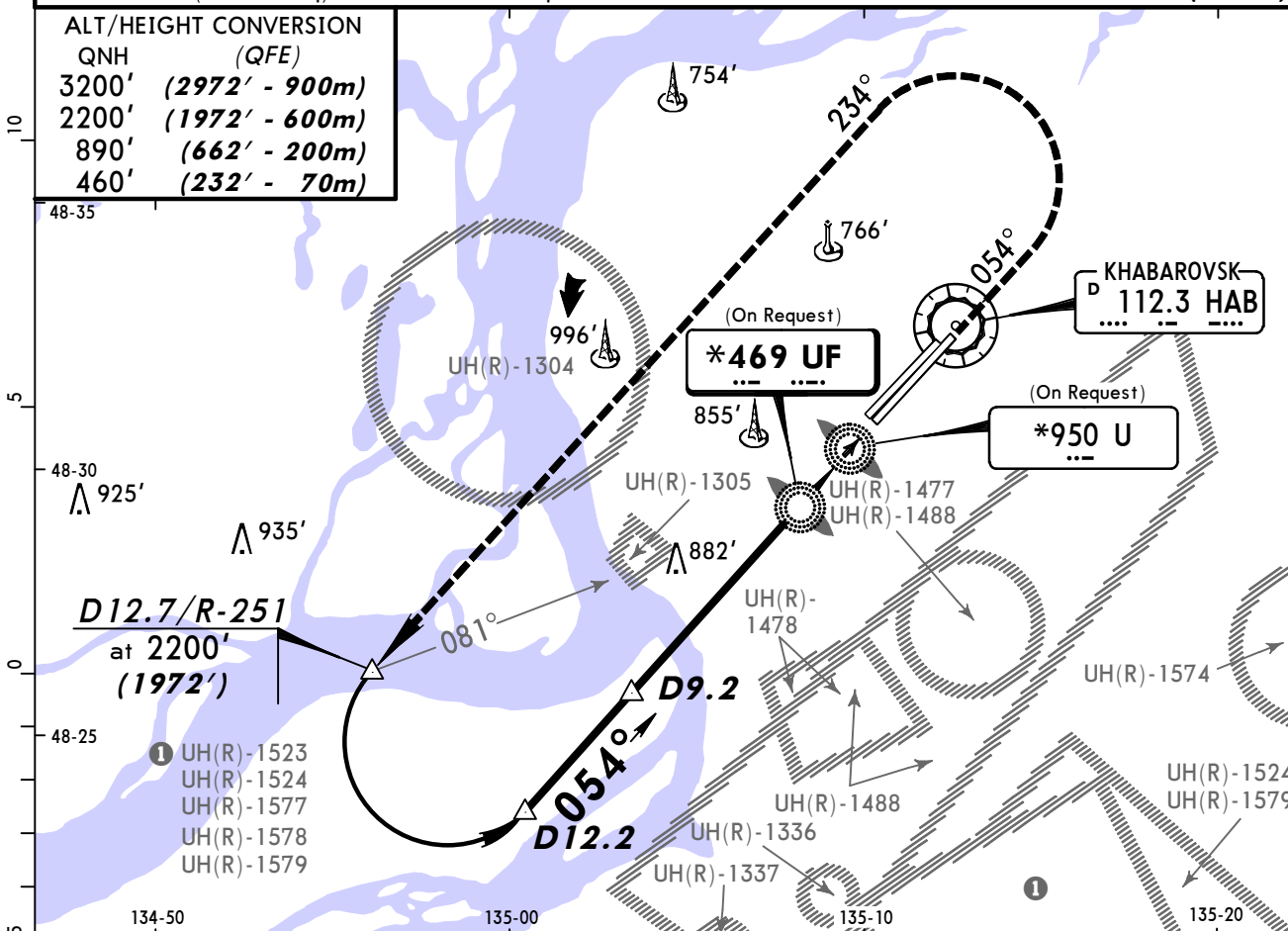
QNH (QFE)

3200' (2972' - 900m)

2200' (1972' - 600m)

890' (662' - 200m)

460' (232' - 70m)



| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS | 2200' (1972') | 054° | 234° |
|---------------------|-----|-----|-----|-----|-----|-----|-------|---------------|------|------|
| Descent Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |       |               |      | LT   |

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

CHANGES: None.

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NOVY

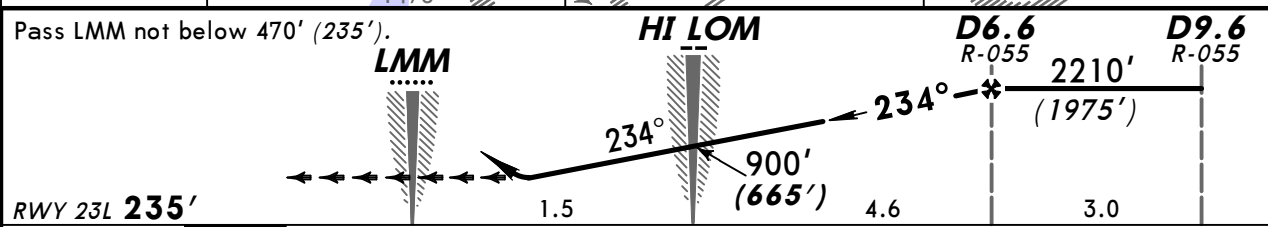
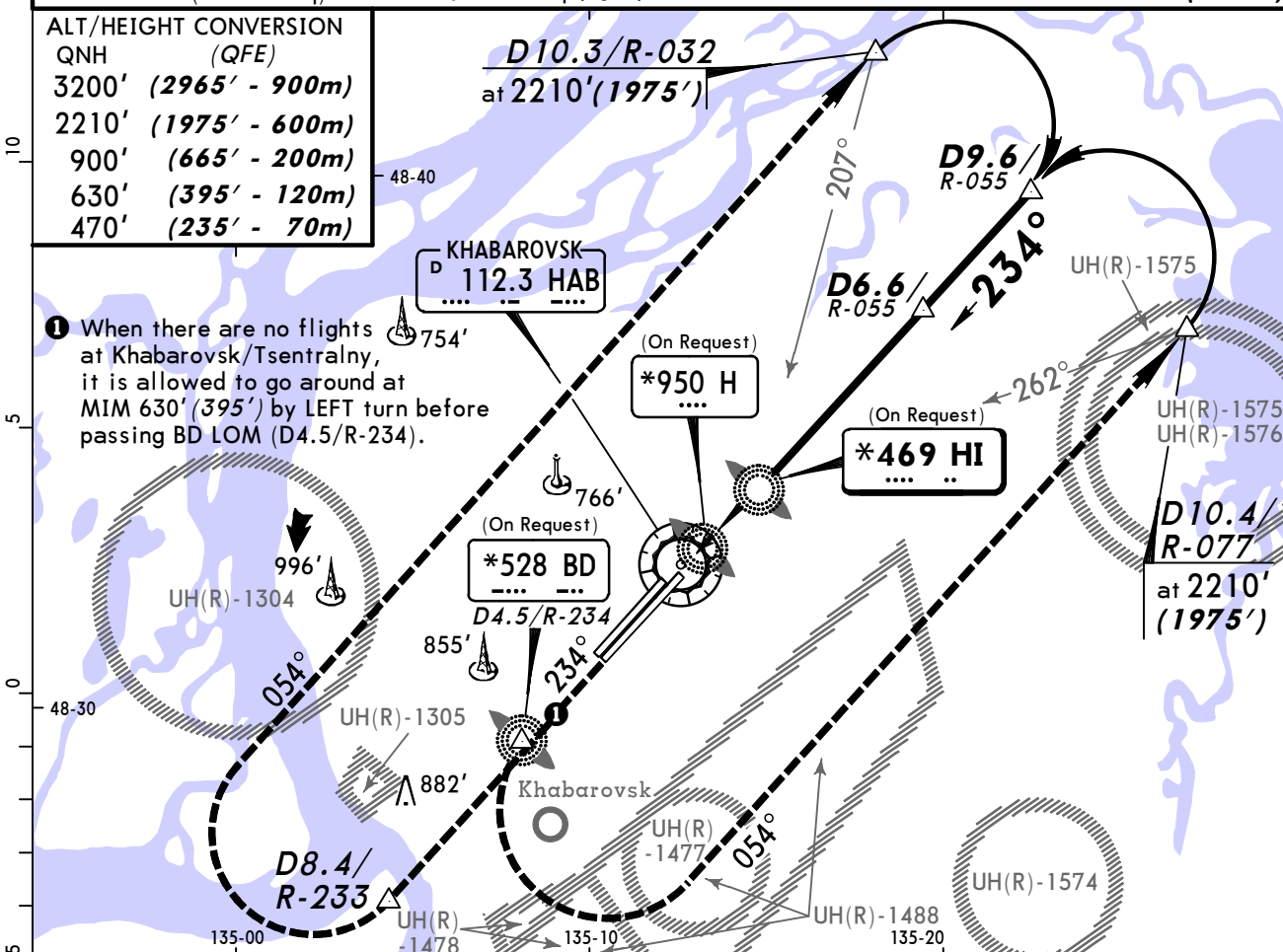
JEPPESSEN  
3 FEB 12  
Eff 9 Feb (16-3)

KHABAROVSK, RUSSIA  
2 NDB or NDB Rwy 23L

| ATIS                                                                                                                                                                                       | KHABAROVSK Approach (R)    | KHABAROVSK Krug (SRE)                | KHABAROVSK Start (TWR)                                                                               | Ground                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 124.87                                                                                                                                                                                     | 125.2                      | 120.3                                | 119.3                                                                                                | 119.3                                                                                      |
| NDB<br>HI<br>469                                                                                                                                                                           | Final<br>Aptch Crs<br>234° | Minimum Alt<br>D6.6<br>2210' (1975') | 2 NDB<br>MDA(H)<br>560' (325')<br>NDB<br>MDA(H)<br>Refer to<br>Minimums<br>Apt Elev 244'<br>RWY 235' | <div> <div>2100'</div> <div>085° 335°</div> <div>4200'</div> </div> <div>MSA Airport</div> |
| <b>MISSED APCH ①:</b> Climb on 234° to 2210' (1975') at D8.4, then turn RIGHT onto 054°, then according to chart.<br><b>By ATC:</b> RIGHT turn before passing BD LOM at MIM 2210' (1975'). |                            |                                      |                                                                                                      |                                                                                            |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2965')

| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 3200' (2965' - 900m)  |
| 2210' (1975' - 600m)  |
| 900' (665' - 200m)    |
| 630' (395' - 120m)    |
| 470' (235' - 70m)     |



|                     |  |     |     |     |     |     |     |  |  |
|---------------------|--|-----|-----|-----|-----|-----|-----|--|--|
|                     |  | 0   |     | 0.7 |     | 2.2 |     |  |  |
| Gnd speed-Kts       |  | 70  | 90  | 100 | 120 | 140 | 160 |  |  |
| Descent Angle 2.67° |  | 331 | 425 | 472 | 567 | 661 | 756 |  |  |
|                     |  |     |     |     |     |     |     |  |  |
|                     |  |     |     |     |     |     |     |  |  |

HIALS-II

PAPI

| STRAIGHT-IN LANDING RWY 23L |                        |                              |       | HIALS-II                    |       | 2210' (1975') on 234° |  | D8.4 |  |
|-----------------------------|------------------------|------------------------------|-------|-----------------------------|-------|-----------------------|--|------|--|
| 2 NDB<br>MDA(H) 560' (325') |                        | HI NDB<br>MDA(H) 580' (345') |       | H NDB<br>MDA(H) 820' (585') |       |                       |  |      |  |
| ALS out                     |                        | ALS out                      |       | ALS out                     |       |                       |  |      |  |
| A                           |                        |                              |       |                             |       |                       |  |      |  |
| B                           | 1200m                  | RVR 1500m<br>VIS 1600m       | 1200m | 1900m                       |       |                       |  |      |  |
| C                           |                        |                              |       |                             | 3200m |                       |  |      |  |
| D                           | RVR 1500m<br>VIS 1600m | RVR 1500m<br>VIS 1600m       |       | 2000m                       |       |                       |  |      |  |

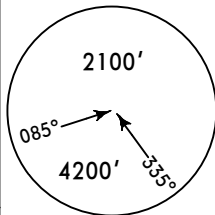
CHANGES: Communications. Navaid availability. DME fixes.

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UHHH/KHV  
NOVY

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3 FEB 12  
Eff 9 Feb 16-4

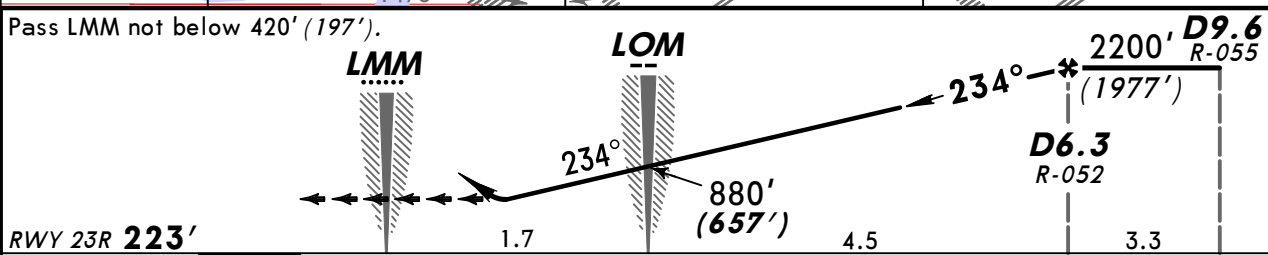
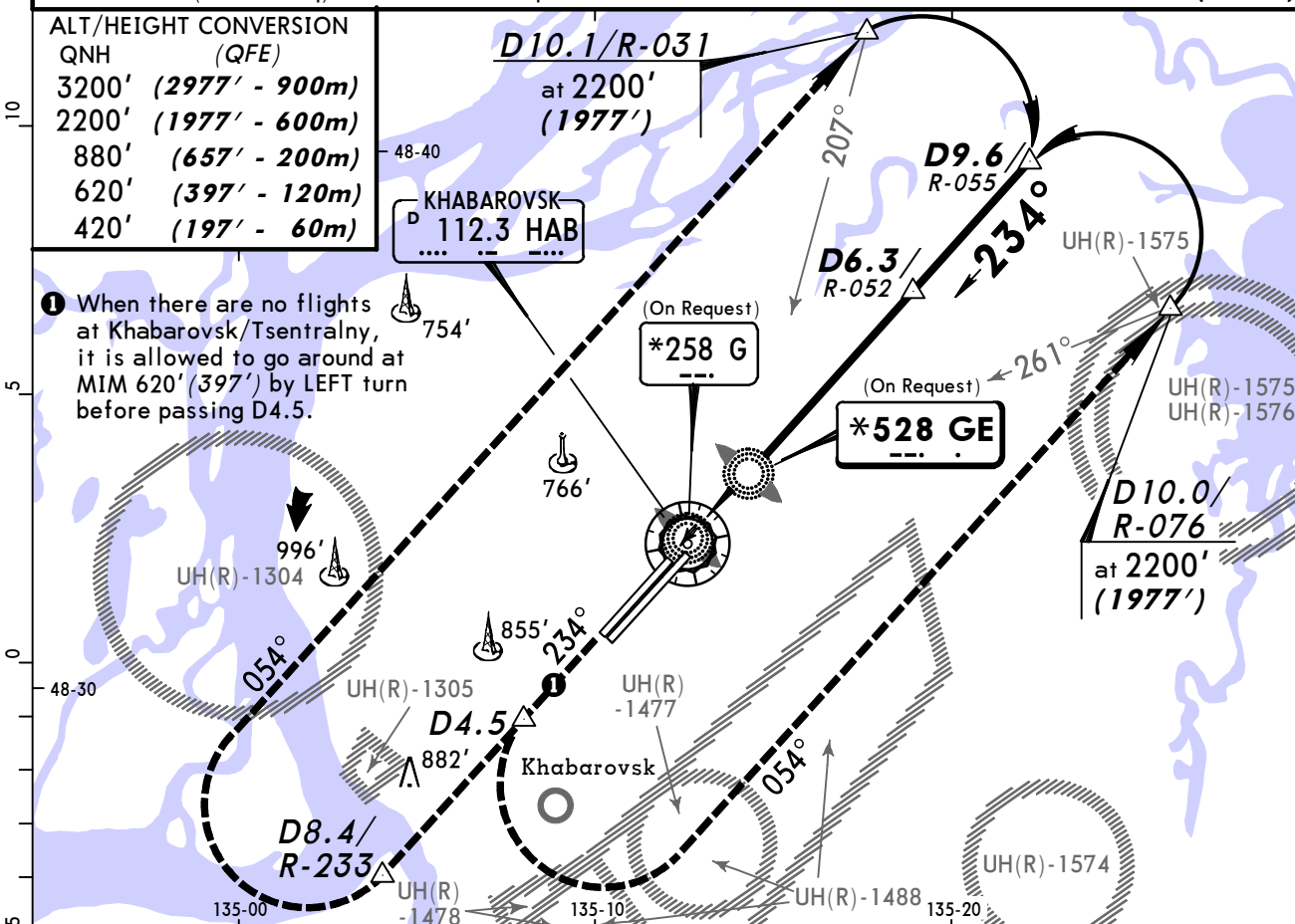
KHABAROVSK, RUSSIA  
2 NDB or NDB Rwy 23R

|                                                                                                                                                                                          |                                  |                                      |                                                                                                      |                                                                                                            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| ATIS<br>124.87                                                                                                                                                                           | KHABAROVSK Approach (R)<br>125.2 | KHABAROVSK Krug (SRE)<br>120.3       | KHABAROVSK Start (TWR)<br>119.3                                                                      | Ground<br>119.3                                                                                            |
| NDB<br>GE<br>528                                                                                                                                                                         | Final<br>Apch Crs<br>234°        | Minimum Alt<br>D6.3<br>2200' (1977') | 2 NDB<br>MDA(H)<br>600' (377')<br>NDB<br>MDA(H)<br>Refer to<br>Minimums<br>Apt Elev 244'<br>RWY 223' |  <p>MSA<br/>Airport</p> |
| <b>MISSED APCH ①:</b> Climb on 234° to 2200' (1977') at D8.4, then turn RIGHT onto 054°, then according to chart.<br><b>By ATC:</b> RIGHT turn before passing D4.5 at MIM 2200' (1977'). |                                  |                                      |                                                                                                      |                                                                                                            |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2977')

| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 3200' (2977' - 900m)  |
| 2200' (1977' - 600m)  |
| 880' (657' - 200m)    |
| 620' (397' - 120m)    |
| 420' (197' - 60m)     |

① When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 620' (397') by LEFT turn before passing D4.5.



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |
|---------------|-------|-----|-----|-----|-----|-----|
| Descent angle | 2.67° | 331 | 425 | 472 | 567 | 661 |
|               |       |     |     |     |     |     |
|               |       |     |     |     |     |     |

| STRAIGHT-IN LANDING RWY 23R |                              |                             |
|-----------------------------|------------------------------|-----------------------------|
| 2 NDB<br>MDA(H) 600' (377') | GE NDB<br>MDA(H) 600' (377') | G NDB<br>MDA(H) 850' (627') |
| ALS out                     | ALS out                      | ALS out                     |

| PANS OPS | A | B | C | D |
|----------|---|---|---|---|
|          |   |   |   |   |
|          |   |   |   |   |
|          |   |   |   |   |
|          |   |   |   |   |

KHABAROVSK, RUSSIA  
PAR Rwy 05L

2100'

085°

4200'

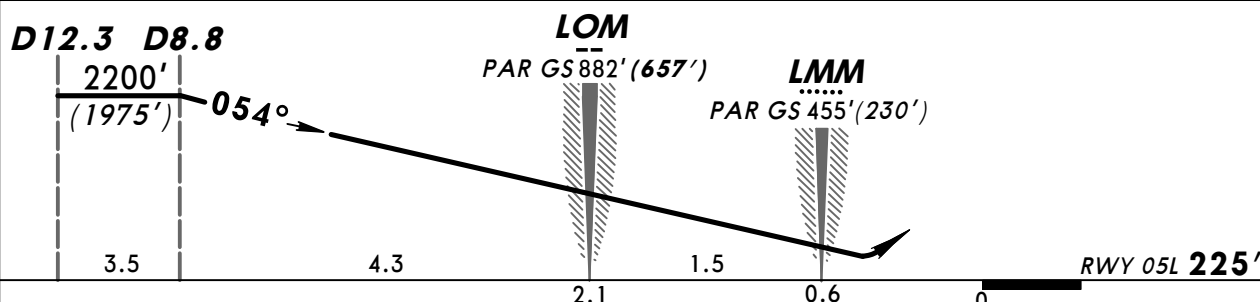
335°

*MSA Airport*

MSA Airport

**ALT/HEIGHT CONVERSION**

| QNH   | (QFE)          |
|-------|----------------|
| 3200' | (2975' - 900m) |
| 2200' | (1975' - 600m) |



|                                                                                                                                                                                               |                                                                                                           |                                                                                                  |                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| ALS<br><br>PAPI<br> | 2200'<br>(1975')<br> | on 054°<br> | 234°<br><br>LT |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|

$DA(H)$  A: 427'(202') C: 447'(222')  
B: 437'(212') D: 457'(232')

|   |       |  |
|---|-------|--|
| A | 1200m |  |
| B |       |  |
| C |       |  |
| D |       |  |

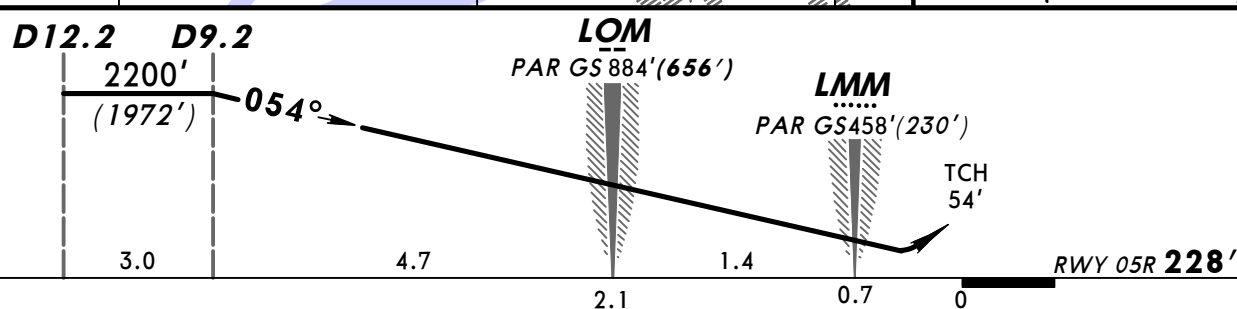
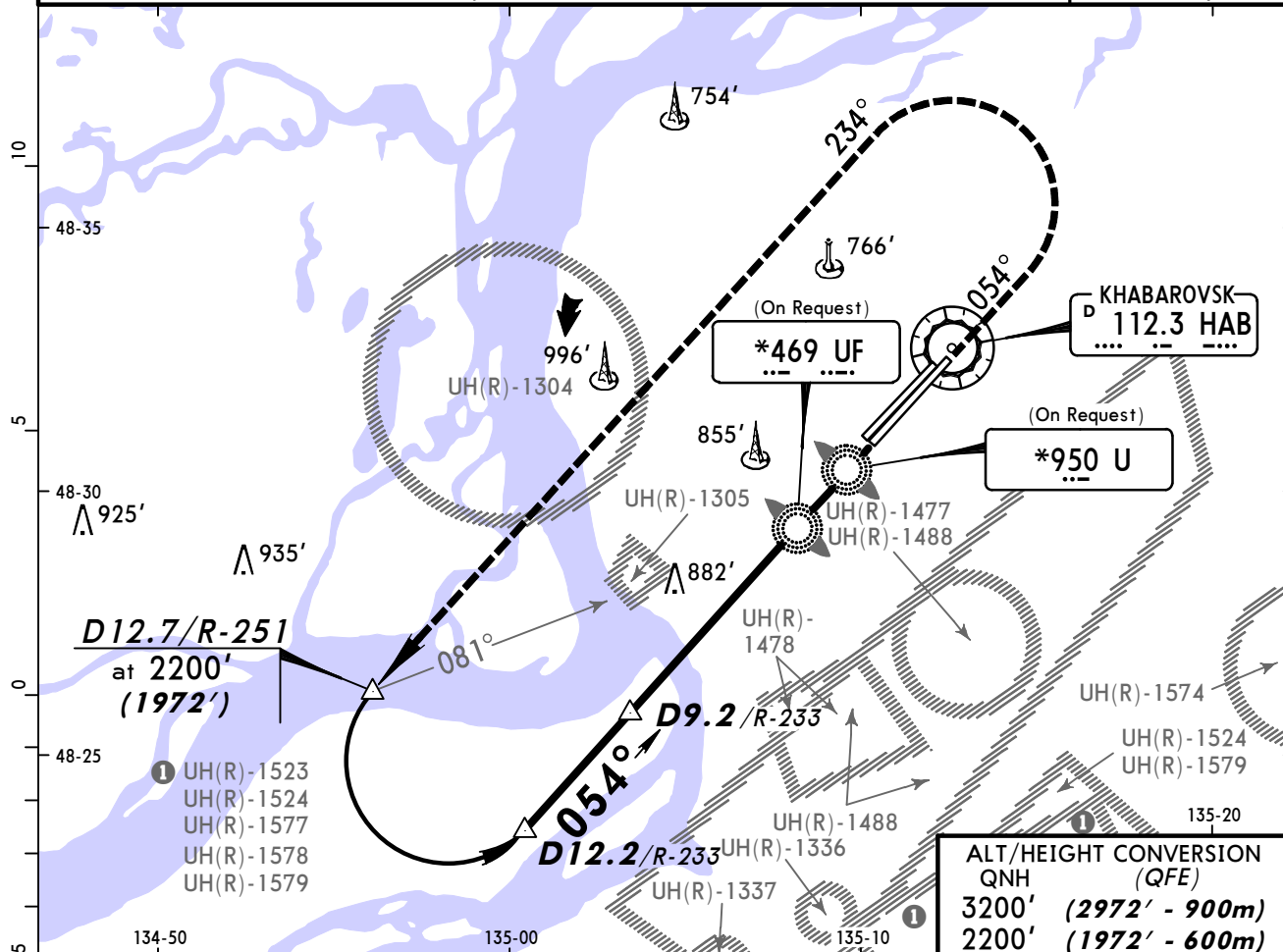


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NOVY

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24 FEB 12 (18-2)

KHABAROVSK, RUSSIA  
PAR Rwy 05R

|                                                                                                        |                                  |                                |                                      |                           |
|--------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------|--------------------------------------|---------------------------|
| ATIS<br>124.87                                                                                         | KHABAROVSK Approach (R)<br>125.2 | KHABAROVSK Krug (SRE)<br>120.3 | KHABAROVSK Start (TWR)<br>119.3      | Ground<br>119.3           |
| RADAR                                                                                                  | Final<br>Apch Crs<br><b>054°</b> | PAR GS<br>LOM<br>884' (656')   | PAR<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 244'<br>RWY 228' |
| <b>MISSED APCH:</b> 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 50 Trans alt: 3200' (2972')                  |                                  |                                |                                      | MSA Airport               |



|               |      |      |
|---------------|------|------|
| 2200' (1972') | 054° | 234° |
| ↑             | LT   |      |

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

CHANGES: None.

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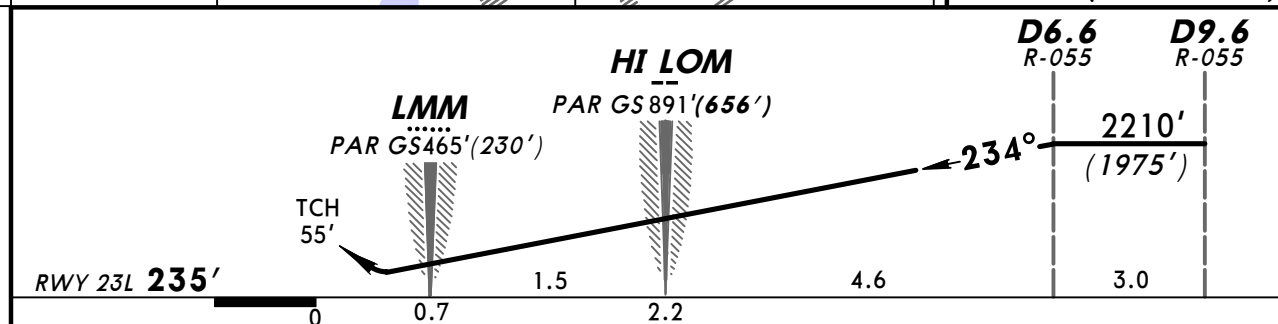
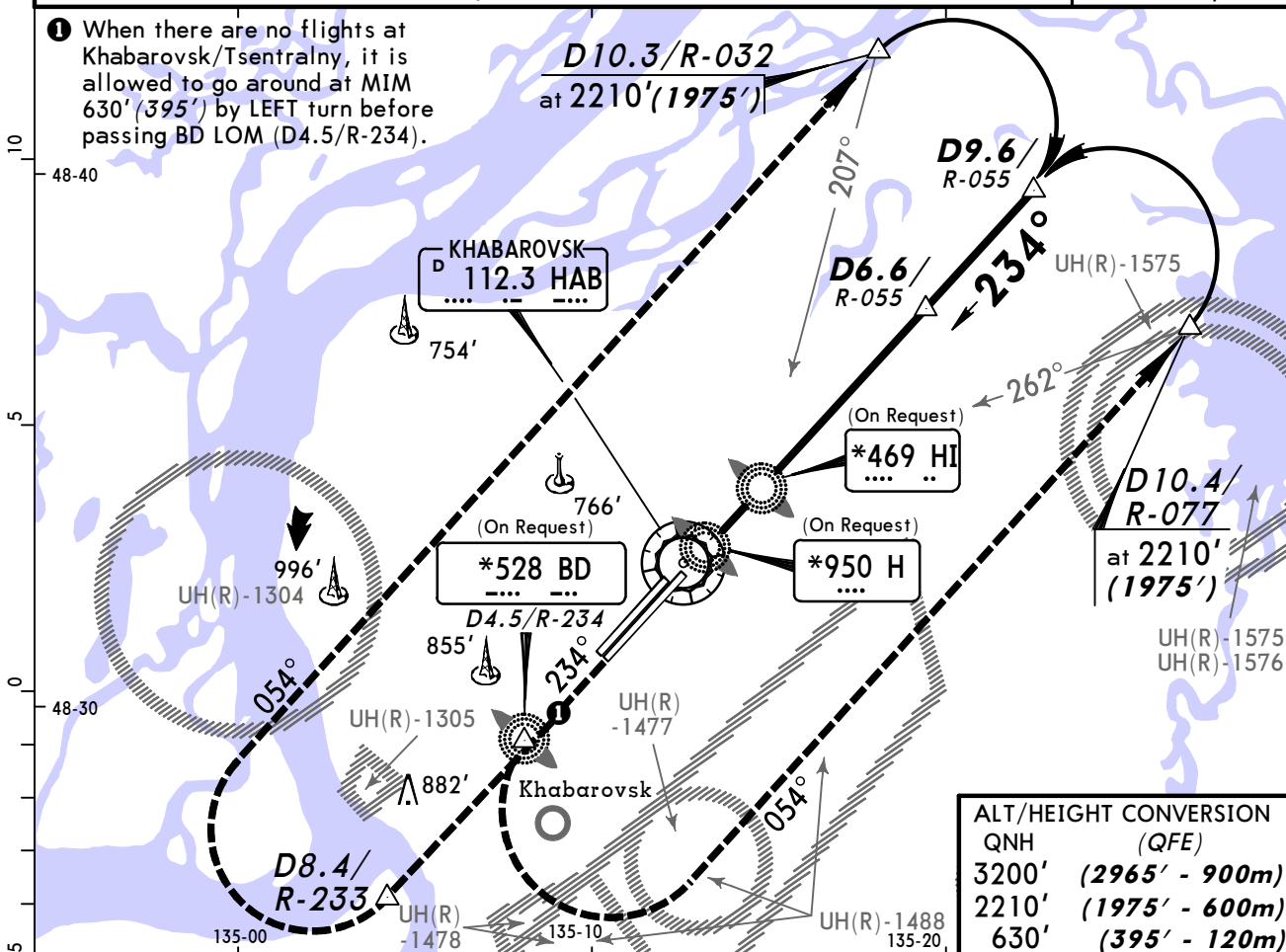
UHHH/KHV  
NOVY

3 FEB 12  
Eff 9 Feb

(18-3)

KHABAROVSK, RUSSIA  
PAR Rwy 23L

|                                                                                                                                                                                                                                                                                     |                                  |                                |                                      |                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------|--------------------------------------|----------------------------------|
| ATIS<br>124.87                                                                                                                                                                                                                                                                      | KHABAROVSK Approach (R)<br>125.2 | KHABAROVSK Krug (SRE)<br>120.3 | KHABAROVSK Start (TWR)<br>119.3      | Ground<br>119.3                  |
| RADAR                                                                                                                                                                                                                                                                               | Final<br>Apch Crs<br><b>234°</b> | PAR GS<br>LOM<br>891' (656')   | PAR<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 244'<br>RWY <b>235'</b> |
| <b>MISSED APCH ①:</b> Climb on 234° to 2210' (1975') at D8.4, then turn RIGHT onto 054°, then according to chart.<br><b>By ATC:</b> RIGHT turn before passing BD LOM at MIM 2210' (1975').<br>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2965') |                                  |                                |                                      |                                  |
| MSA Airport                                                                                                                                                                                                                                                                         |                                  |                                |                                      |                                  |



|               |       |     |     |     |     |     |     |          |               |      |      |
|---------------|-------|-----|-----|-----|-----|-----|-----|----------|---------------|------|------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     | HIALS-II | 2210' (1975') | 234° | D8.4 |
| PAR GS        | 2.67° | 336 | 432 | 480 | 576 | 671 | 767 | PAPI     |               |      |      |

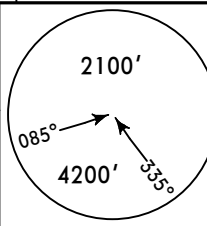
|                             |  |                |  |  |
|-----------------------------|--|----------------|--|--|
| STRAIGHT-IN LANDING RWY 23L |  |                |  |  |
| DA(H)                       |  | C: 440' (205') |  |  |
| AB: 435' (200')             |  | D: 450' (215') |  |  |
| TDZ or CL out               |  | ALS out        |  |  |

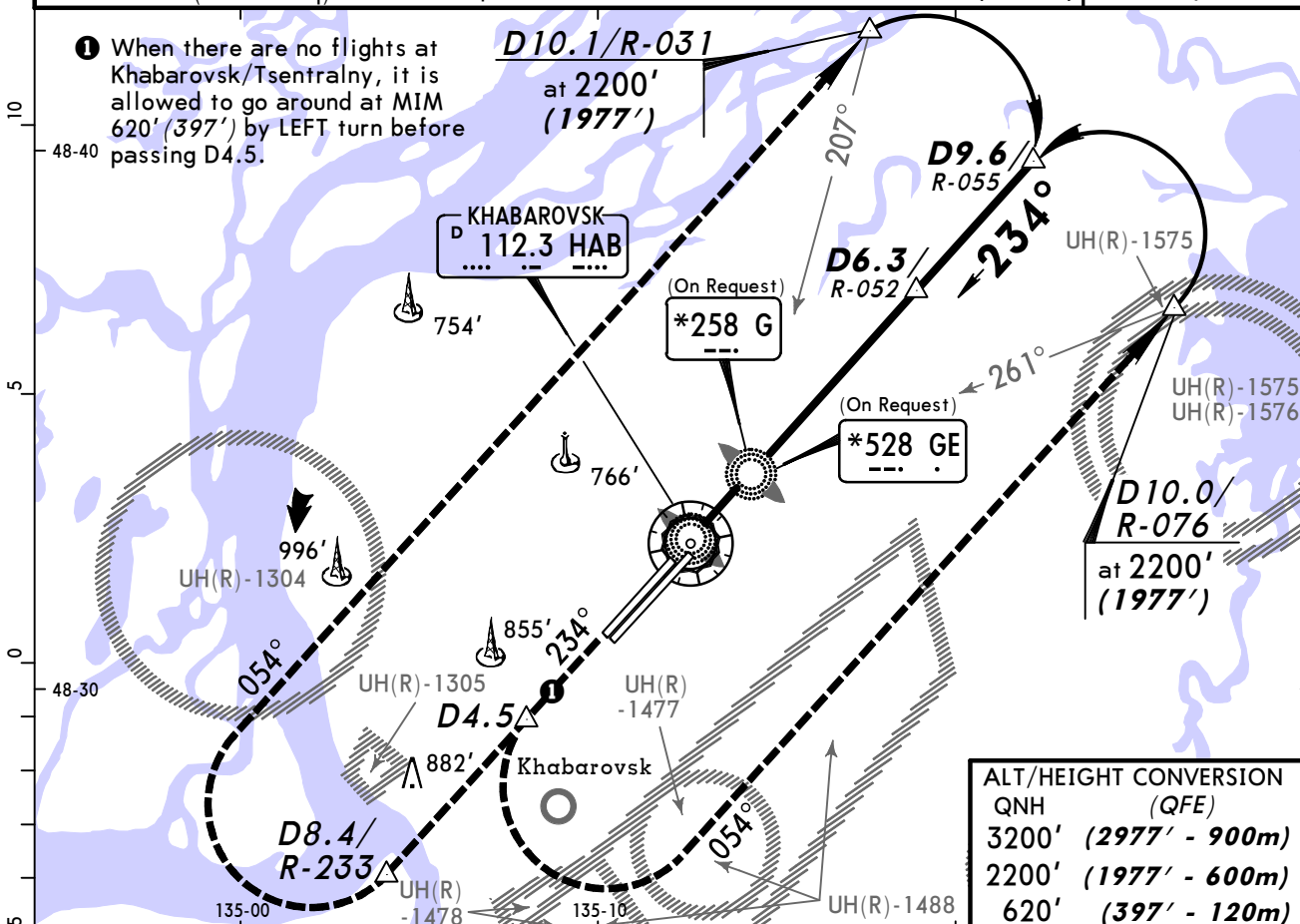
|   |                      |                      |       |
|---|----------------------|----------------------|-------|
| A |                      |                      |       |
| B |                      |                      |       |
| C | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m |
| D |                      |                      |       |

UHHH/KHV  
NOVY

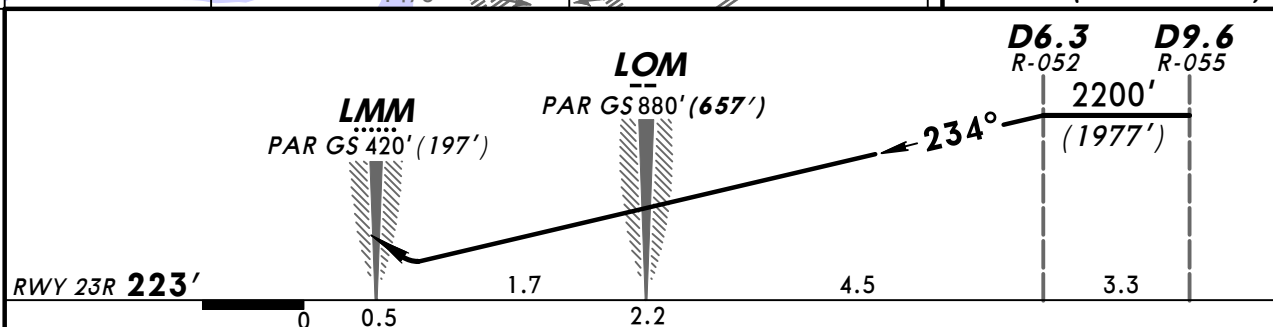
JEPPesen  
3 FEB 12  
Eff 9 Feb 18-4

KHABAROVSK, RUSSIA  
PAR Rwy 23R

|                                                                                                                                                                                                                                                                                      |                                  |                                |                                      |                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------|--------------------------------------|-------------------------------------------------------------------------------------------------------|
| ATIS<br>124.87                                                                                                                                                                                                                                                                       | KHABAROVSK Approach (R)<br>125.2 | KHABAROVSK Krug (SRE)<br>120.3 | KHABAROVSK Start (TWR)<br>119.3      | Ground<br>119.3                                                                                       |
| RADAR                                                                                                                                                                                                                                                                                | Final<br>Apch Crs<br>234°        | PAR GS<br>LOM<br>880' (657')   | PAR<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 244'<br>RWY 223'                                                                             |
| <b>MISSED APCH ①:</b> Climb on 234° to 2200' (1977') at D8.4, then<br>turn RIGHT onto 054°, then according to chart.<br><b>By ATC:</b> RIGHT turn before passing D4.5 at MIM 2200' (1977').<br>Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2977') |                                  |                                |                                      |                                                                                                       |
|                                                                                                                                                                                                                                                                                      |                                  |                                |                                      | <br>MSA<br>Airport |



| ALT/HEIGHT CONVERSION | QNH (QFE) |
|-----------------------|-----------|
| 3200' (2977' - 900m)  |           |
| 2200' (1977' - 600m)  |           |
| 620' (397' - 120m)    |           |



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

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

|   |  |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|--|
| A |  |  |  |  |  |  |  |  |  |  |
| B |  |  |  |  |  |  |  |  |  |  |
| C |  |  |  |  |  |  |  |  |  |  |
| D |  |  |  |  |  |  |  |  |  |  |

**Chart changes since cycle 07-2012**

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

| ACT                              | PROCEDURE IDENT     | INDEX  | REV DATE    | EFF DATE    |
|----------------------------------|---------------------|--------|-------------|-------------|
| <b>KHABAROVSK, (NOVY - UHHH)</b> |                     |        |             |             |
| REV                              | STANDARD MNMS       | 10-9S  | 23 Mar 2012 | 05 Apr 2012 |
| REV                              | STANDARD MNMS CONTD | 10-9S1 | 23 Mar 2012 | 05 Apr 2012 |
| REV                              | JAA MNMS            | 10-9X  | 23 Mar 2012 | 05 Apr 2012 |
| REV                              | JAA MNMS CONTD      | 10-9X1 | 23 Mar 2012 | 05 Apr 2012 |
| REV                              | ILS RWY 05R         | 11-1   | 23 Mar 2012 | 05 Apr 2012 |

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UHHH

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

FAP Rwy 05L changed to D8.8 HAB.

### Chart Change Notices for Country RUS

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. [www.jepesen.com/eurasiachange](http://www.jepesen.com/eurasiachange).