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Terminal Charts For USHH
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Notebook

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General Information

Location: Khanty-Mansiysk Rus
IATA Code: HMA
Lat/Long: N61° 01.7' E069° 05.2'
Elevation: 140 ft

Airport Use: Public
Magnetic Variation: 17.3°E

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

Sunrise: 2350 Z
Sunset: 1455 Z,

Runway Information

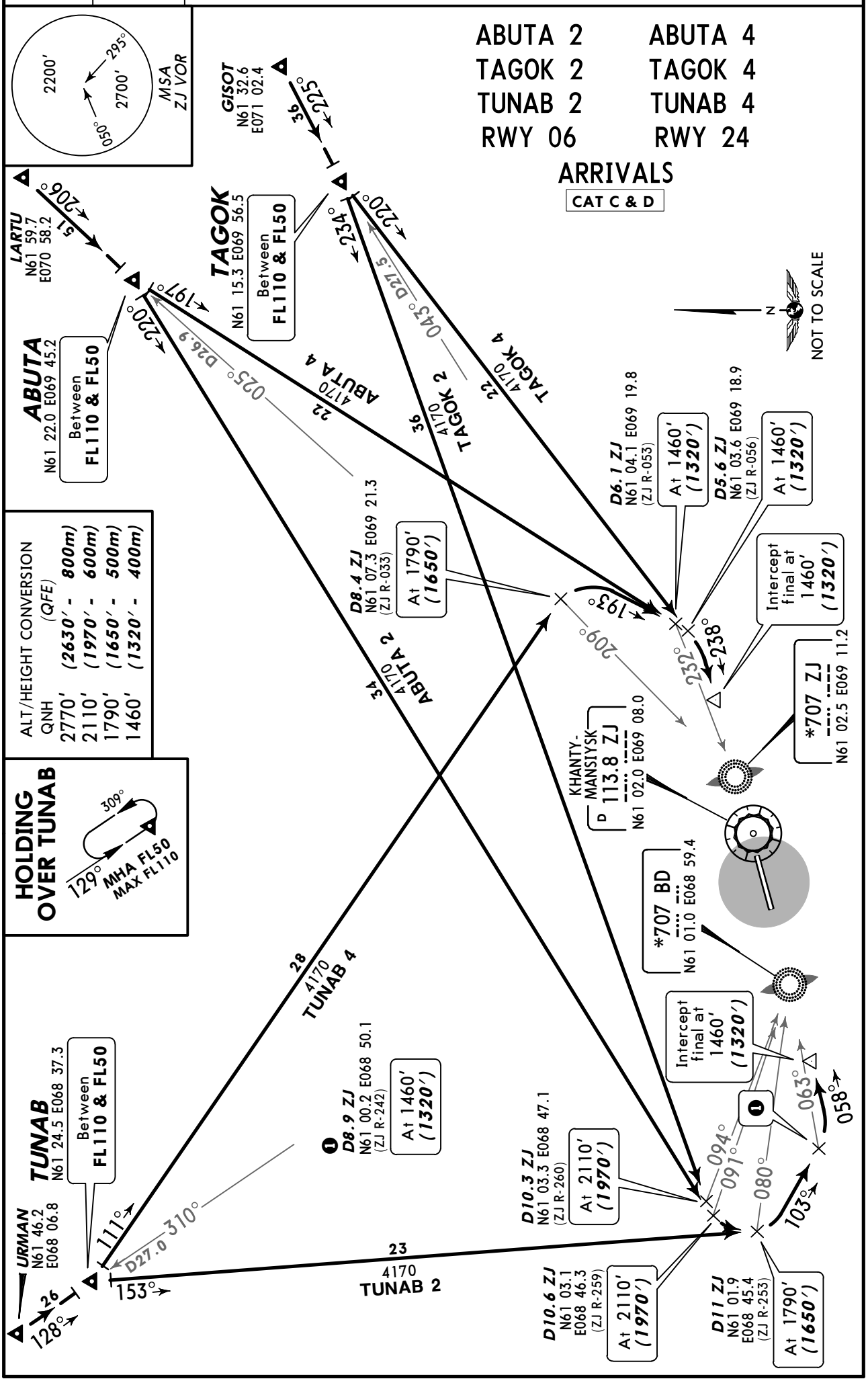
Runway: 06
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 9186 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 138 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.4
Khantym Tower 118.1
Khantym Radar 120.4

ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



CHANGES: Transition level & crossings.

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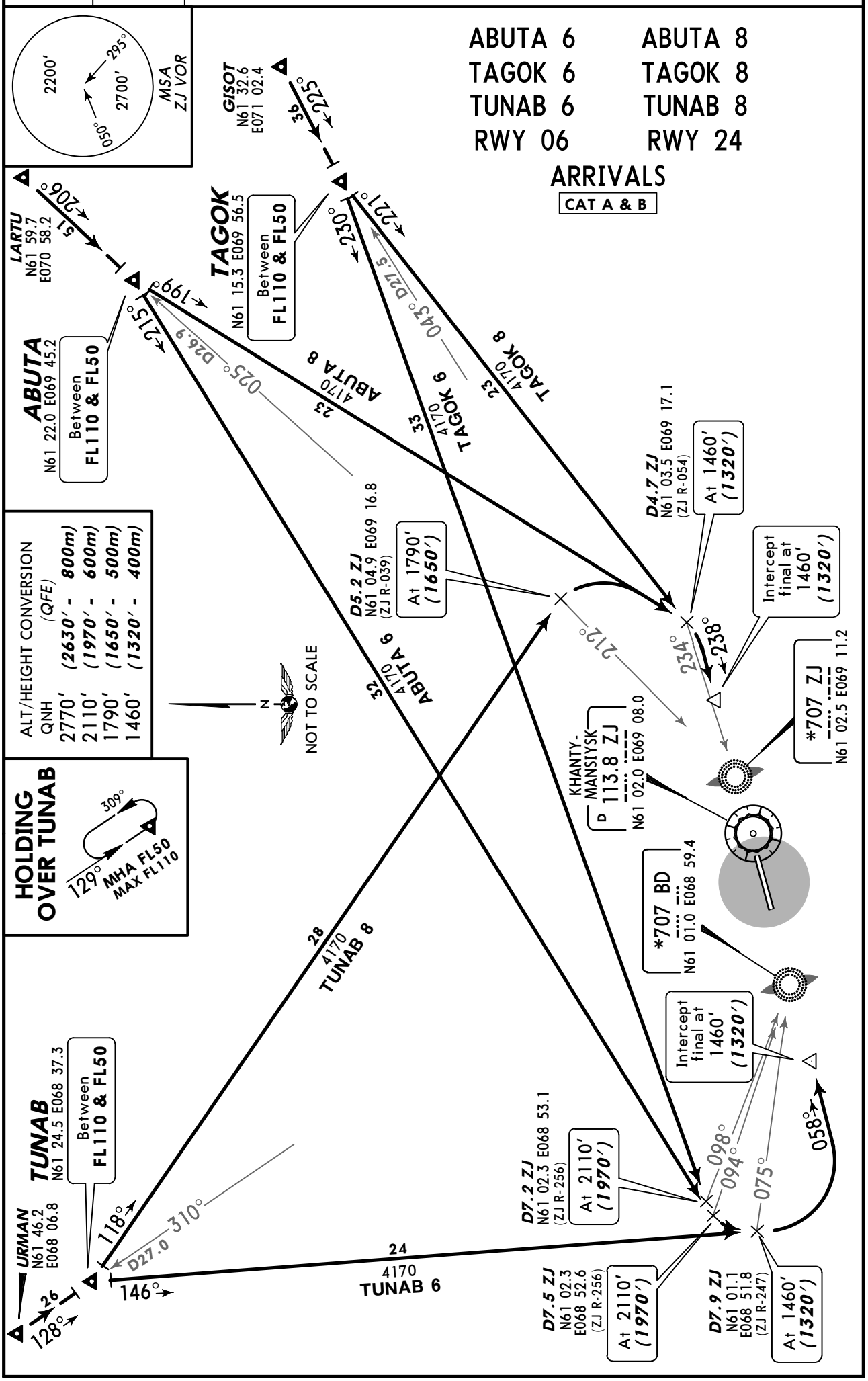
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 2770′ *(2630′)*



CHANGES: Transition level & crossings.

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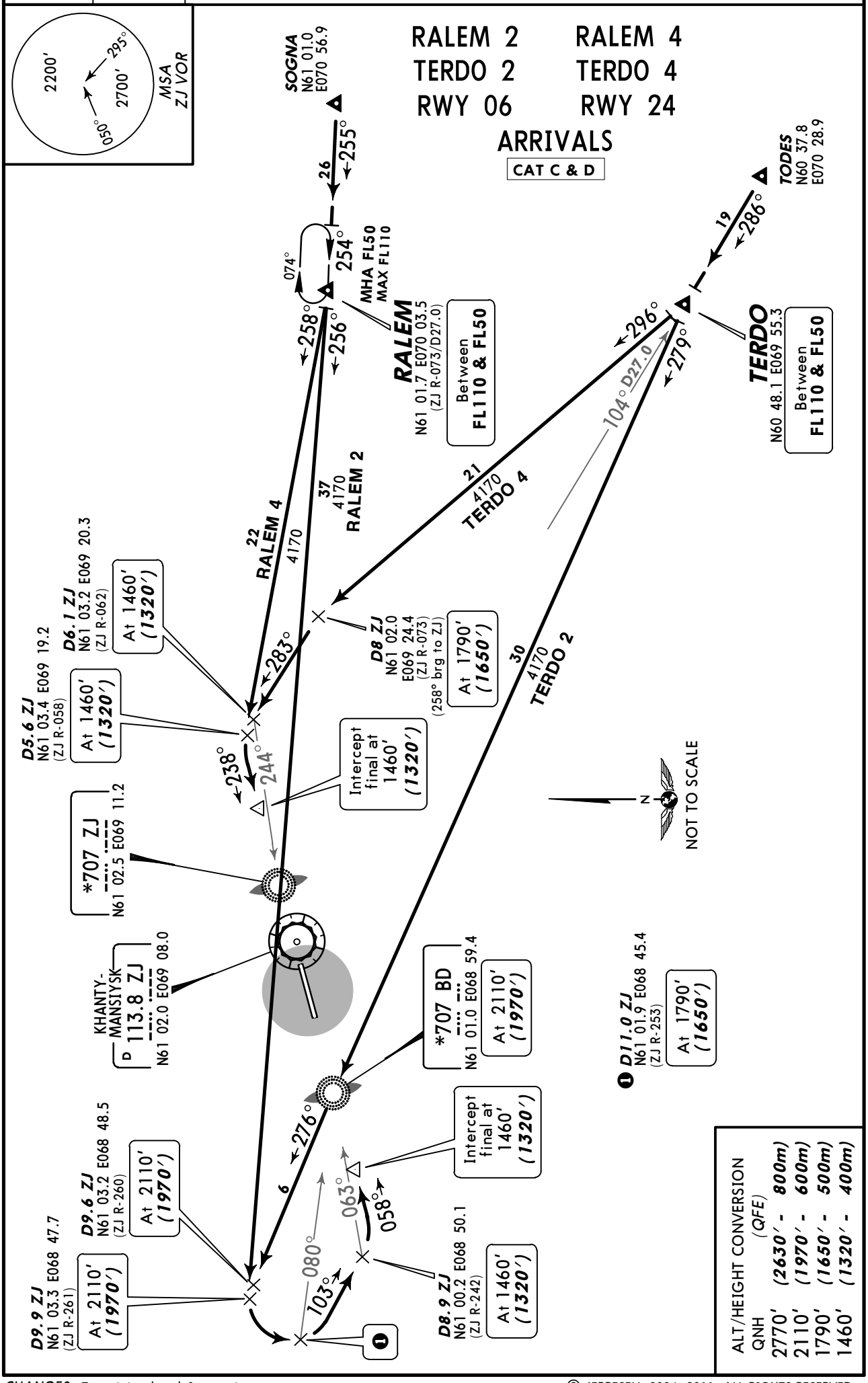
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



CHANGES: Transition level & crossings.

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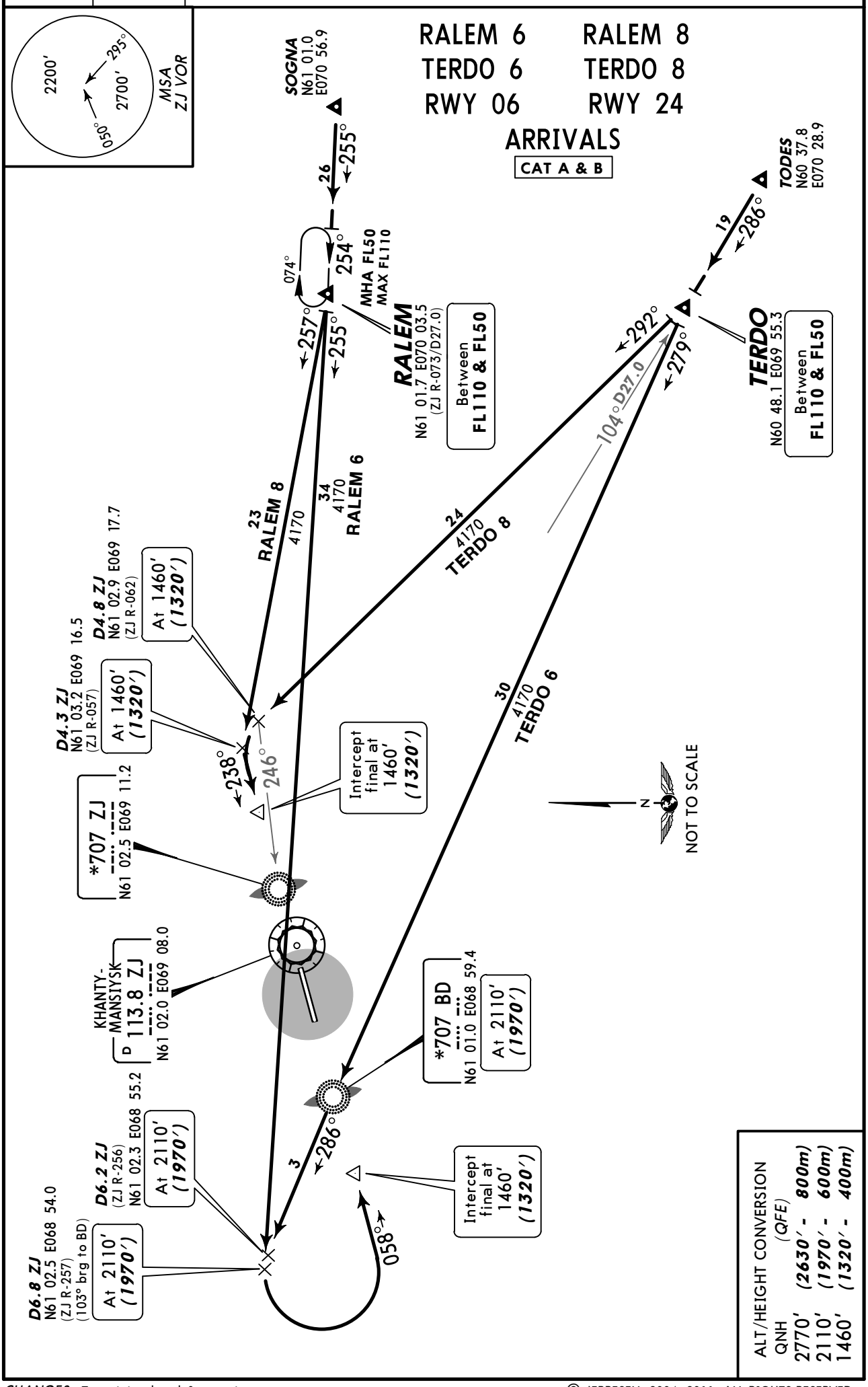
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 2770′ *(2630′)*



CHANGES: Transition level & crossings.

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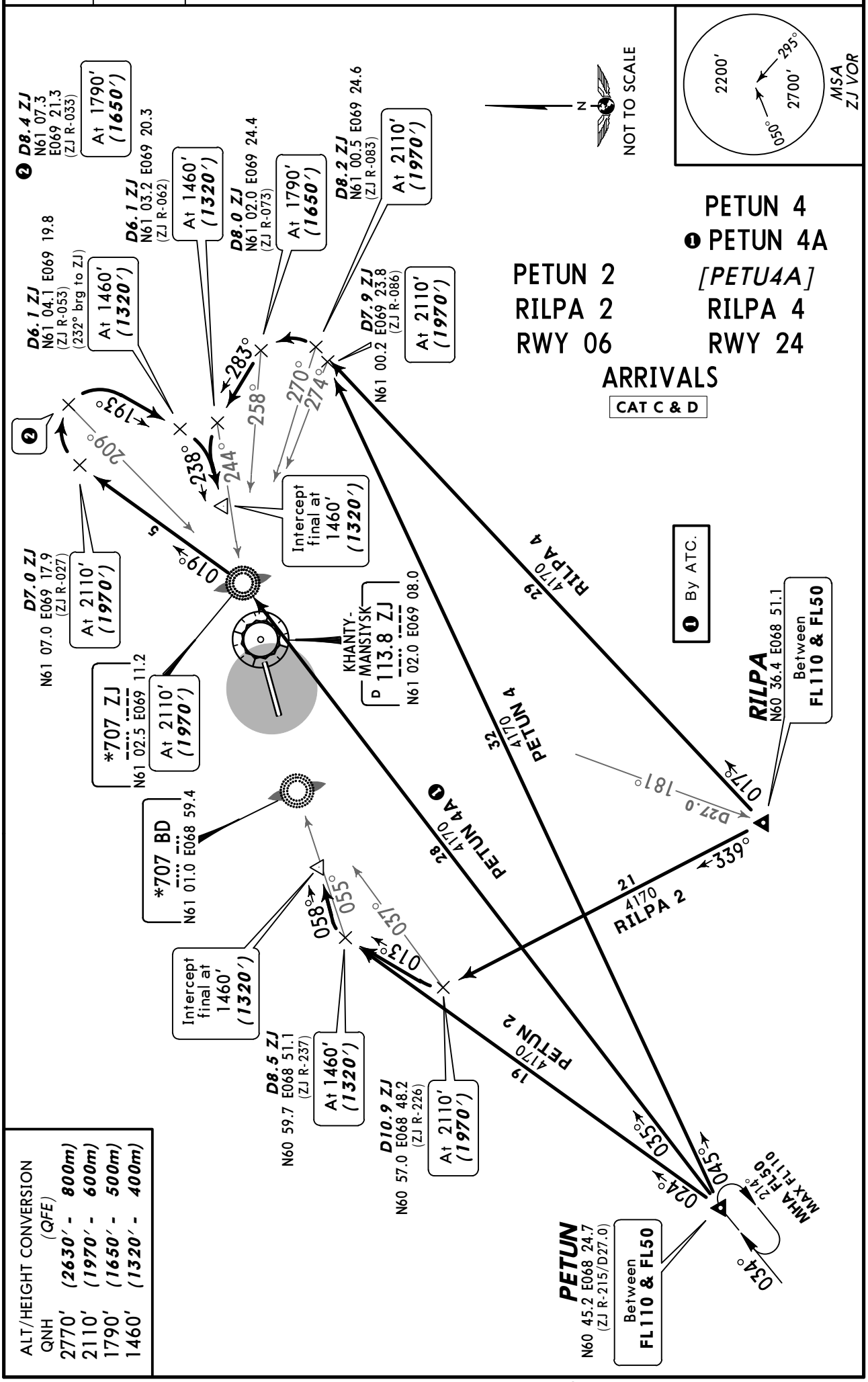
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



ALT/HEIGHT CONVERSION
(QFE)

QNH	
2770′	***(2630′ - 800m)***
2110′	***(1970′ - 600m)***
1790′	***(1650′ - 500m)***
1460′	***(1320′ - 400m)***

CHANGES: Transition level & crossings.

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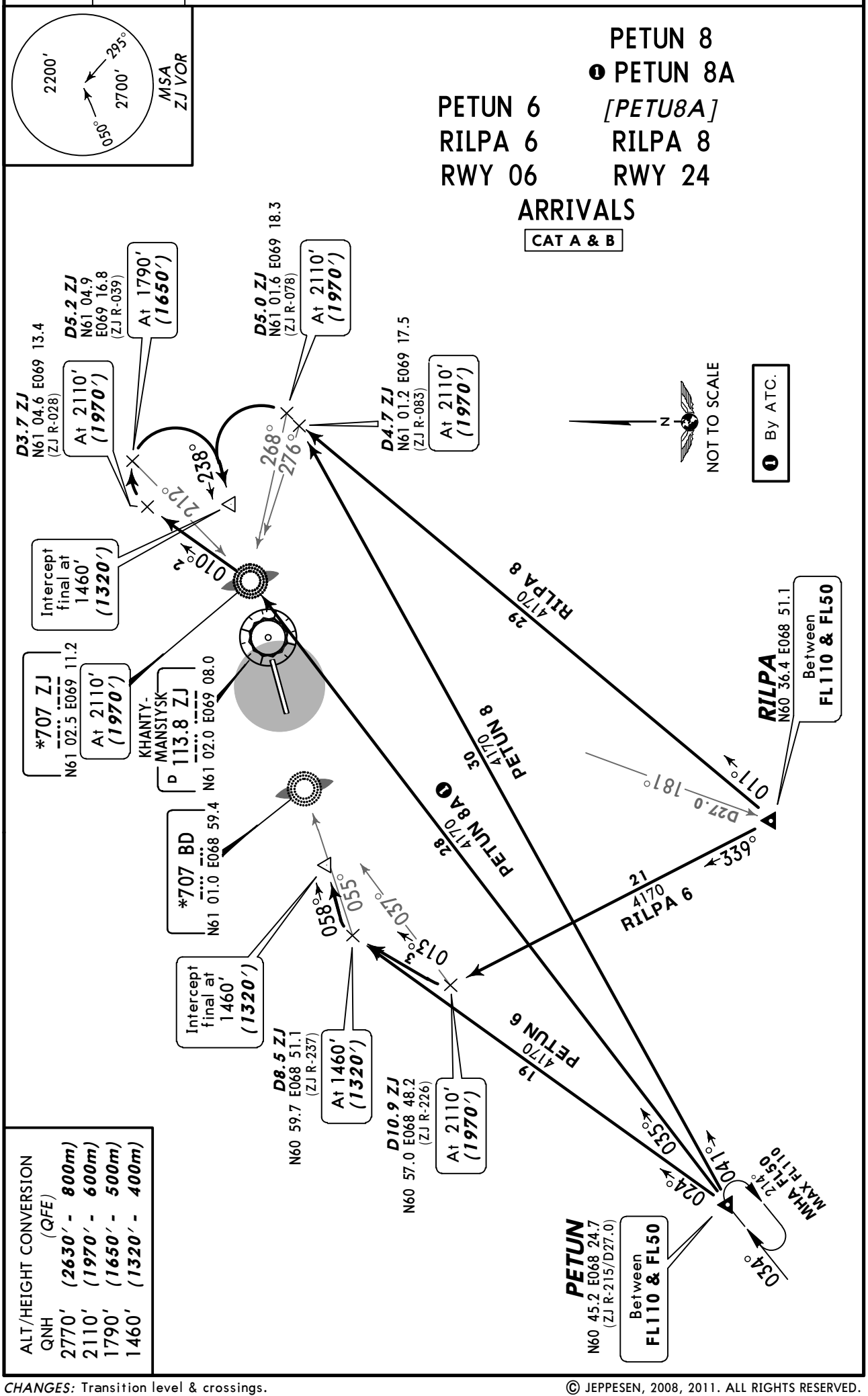
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



ALT/HEIGHT CONVERSION
(QFE)

QNH	
2770′	***(2630′ - 800m)***
2110′	***(1970′ - 600m)***
1790′	***(1650′ - 500m)***
1460′	***(1320′ - 400m)***

CHANGES: Transition level & crossings.

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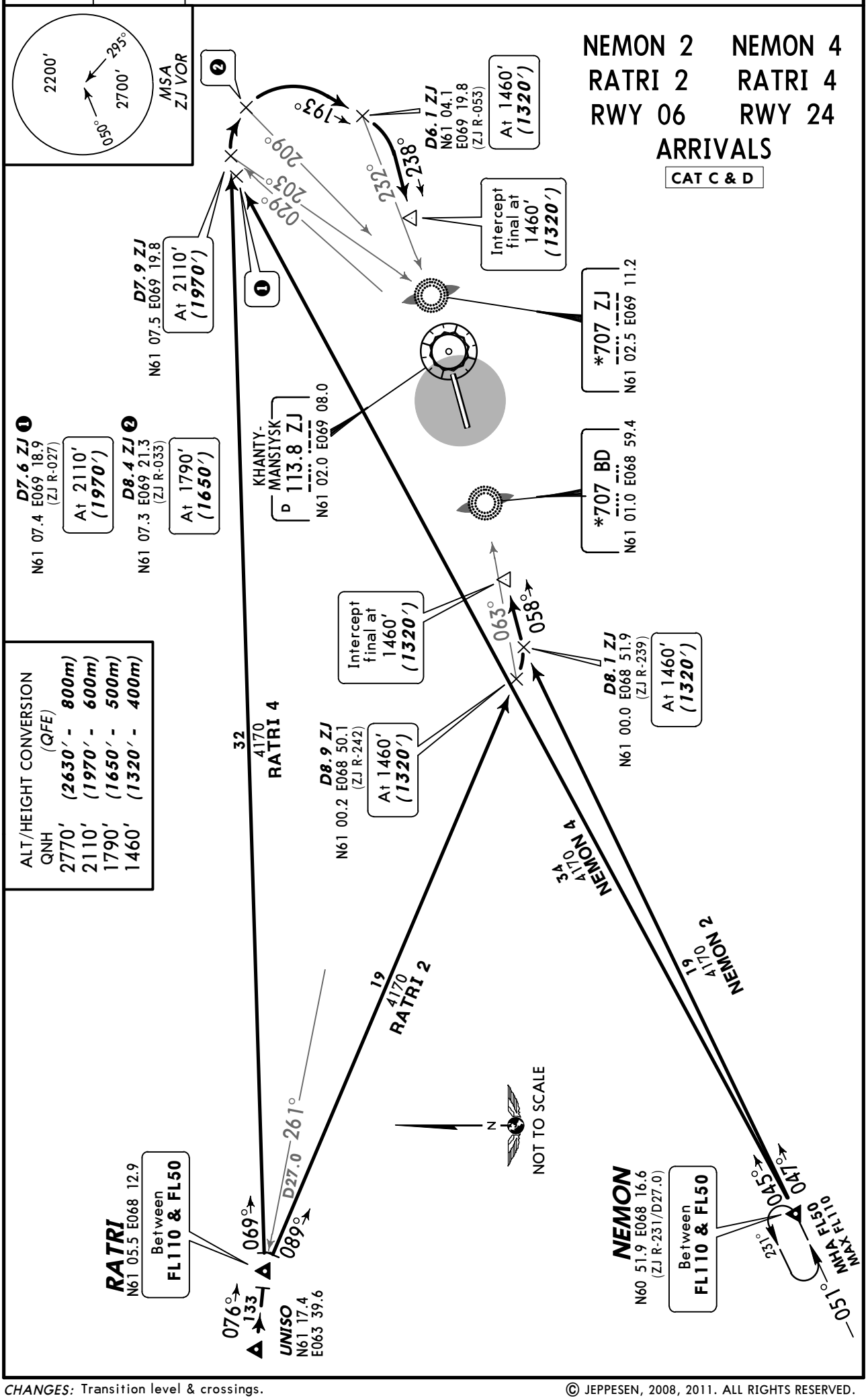
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



CHANGES: Transition level & crossings.

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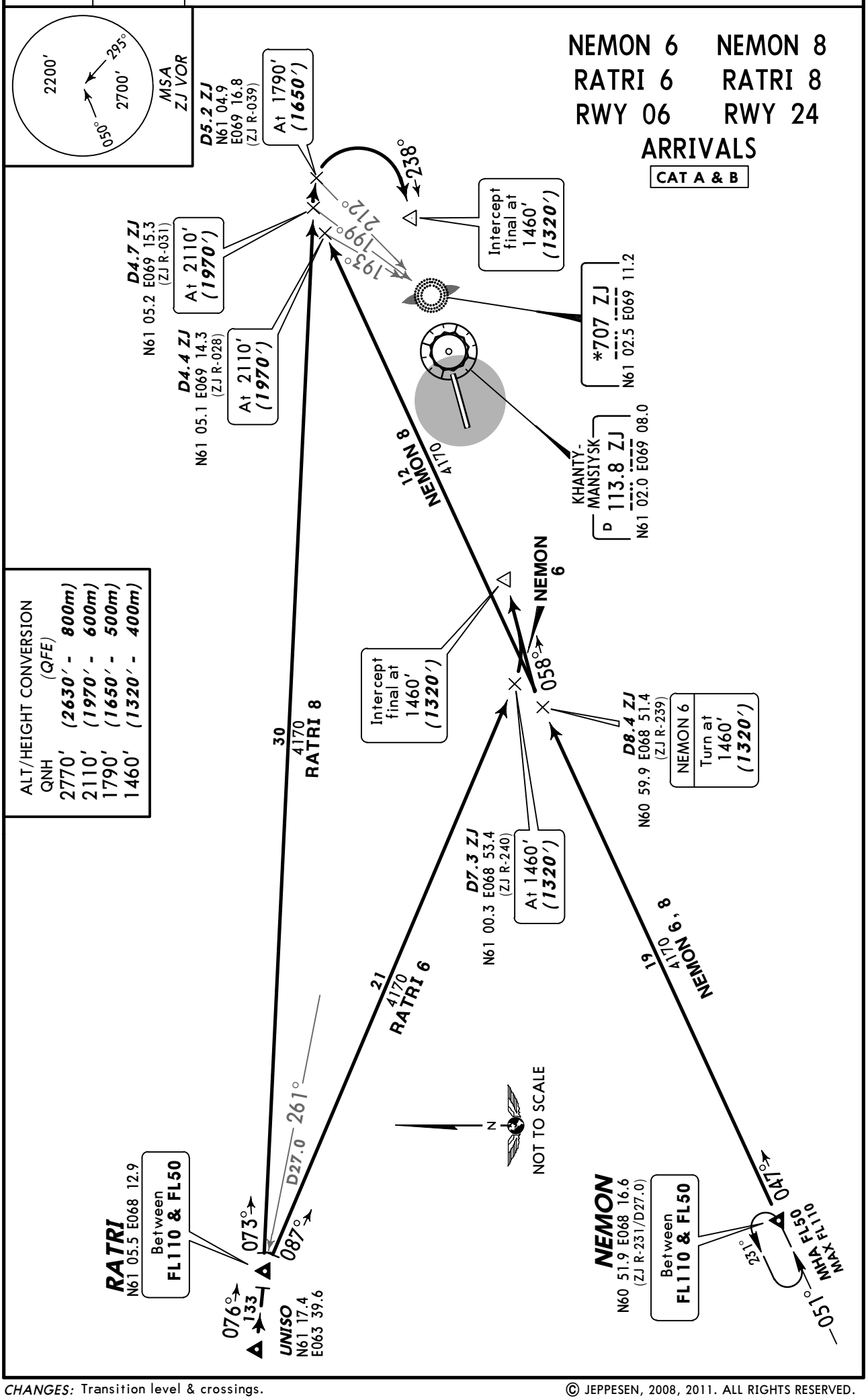
ATIS	Apt Elev	
126.4	140′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 Trans alt: 2770′ ***(2630′)***



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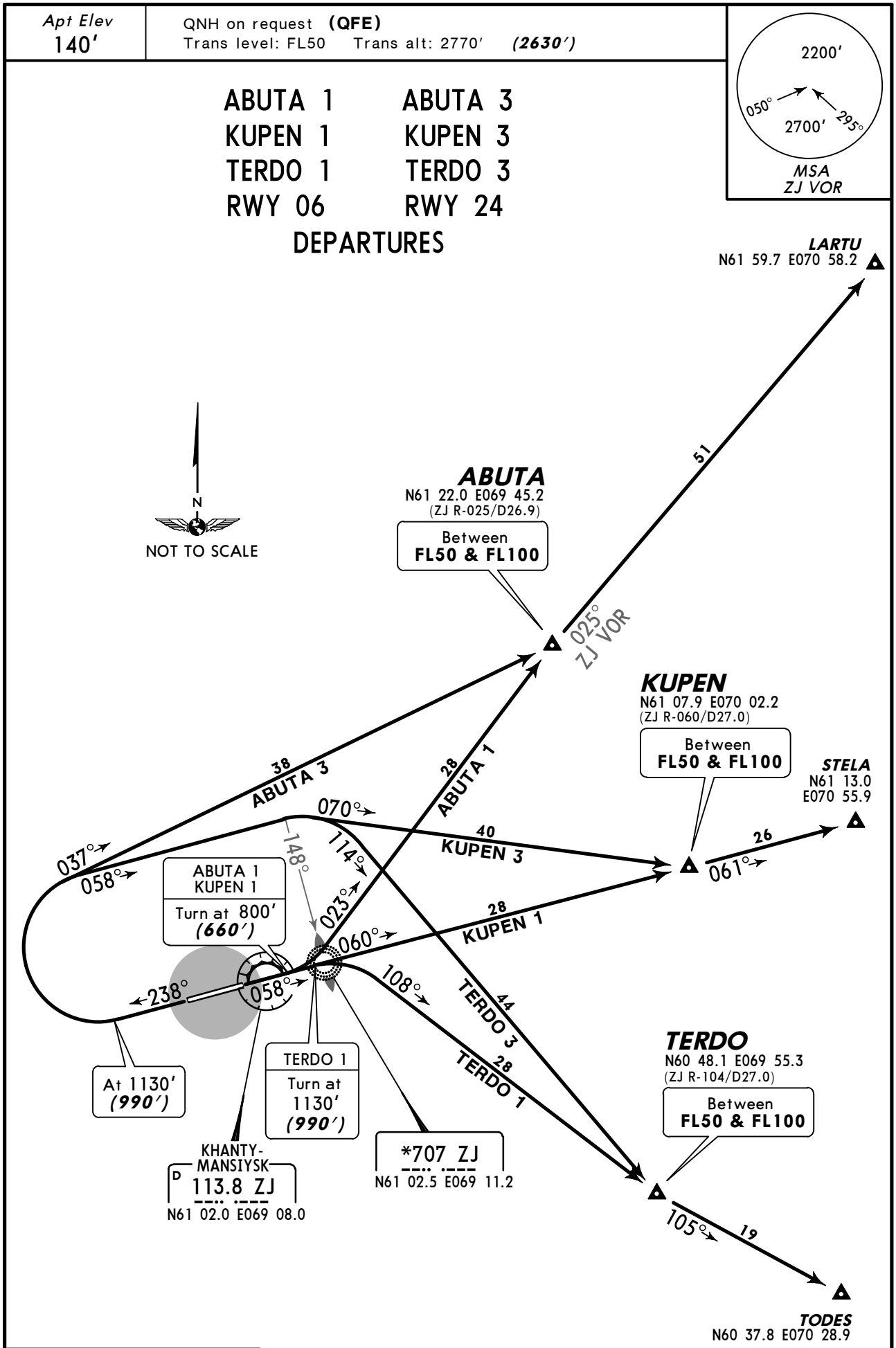
Apt Elev	QNH on request **(QFE)**
140′	Trans level: FL50 Trans alt: 2770′ ***(2630′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(660′ - 200m)***
1130′	***(990′ - 300m)***
2770′	***(2630′ - 800m)***

CHANGES: Transition level & crossings.

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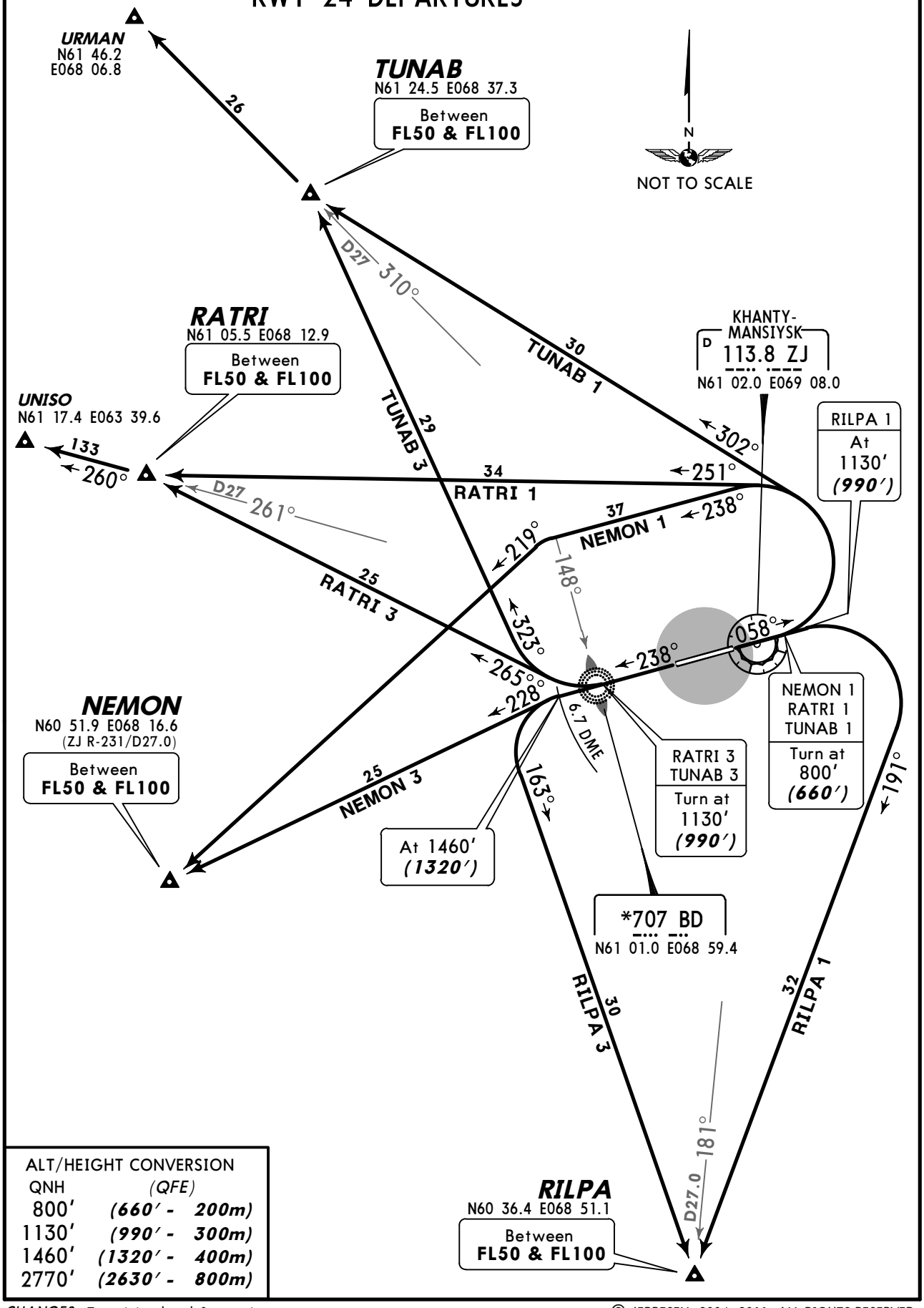
Apt Elev	QNH on request **(QFE)**
140′	Trans level: FL50 Trans alt: 2770′ ***(2630′)***

NEMON 1, RATRI 1, RILPA 1, TUNAB 1
RWY 06 DEPARTURES

NEMON 3, RATRI 3, RILPA 3, TUNAB 3
RWY 24 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	***(660′ - 200m)***
1130′	***(990′ - 300m)***
1460′	***(1320′ - 400m)***
2770′	***(2630′ - 800m)***

CHANGES: Transition level & crossings.

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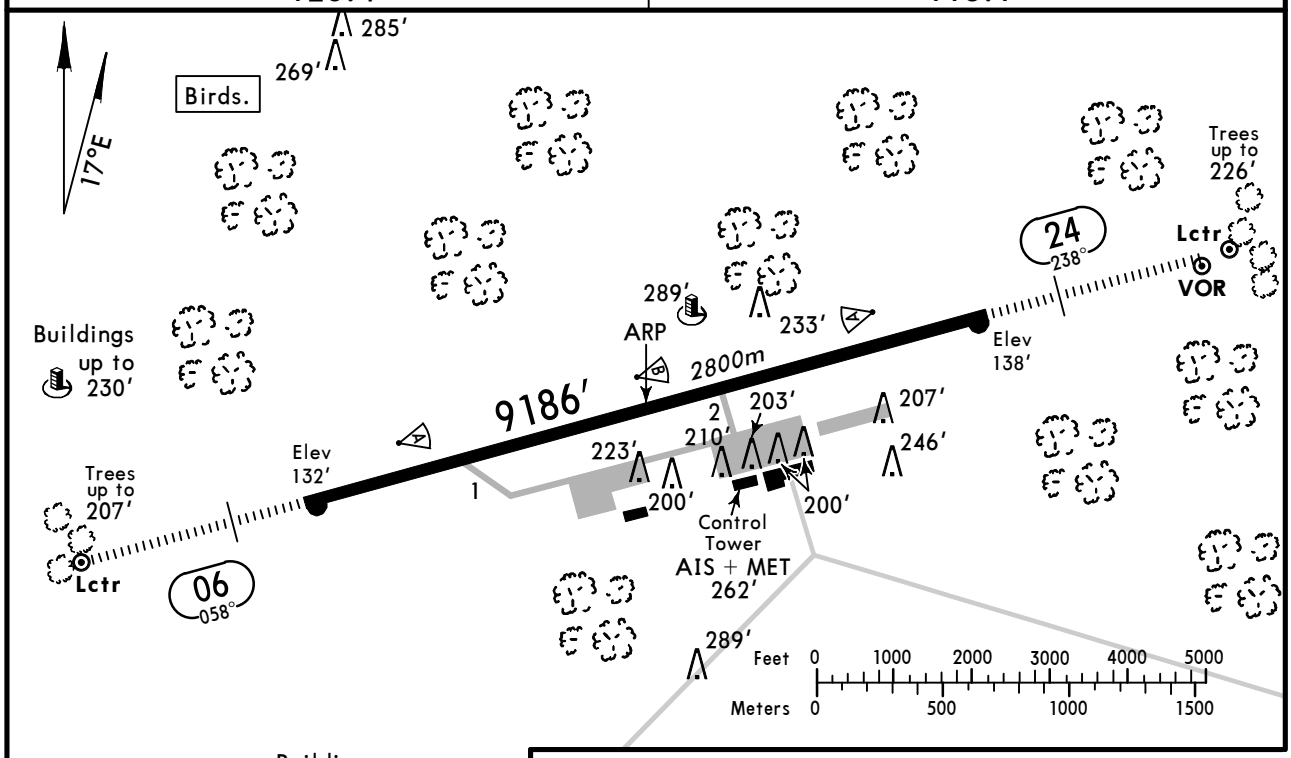
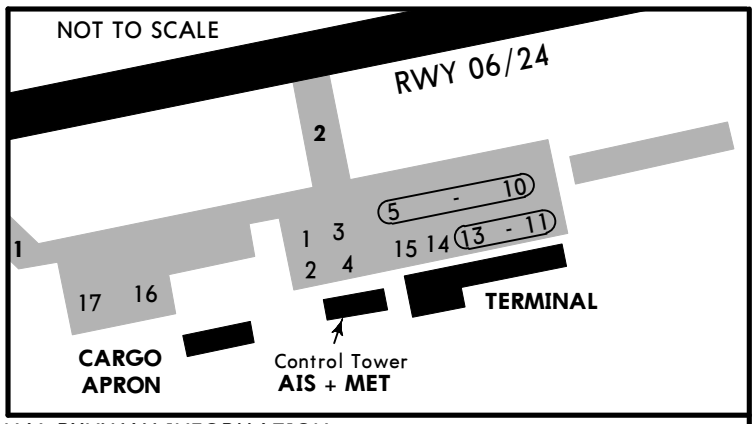
ATIS	KHANTYM Tower
126.4	118.1



Buildings up to 184′



Taxiing out of the stands 11 thru 15 is by towing only.
Taxiing into stands 14 and 15 is with "Follow-me" guidance.
Taxiing into stands 16 and 17 is by towing.
Stands 1 thru 3 and stands 16 and 17 also avbl for helicopters.
When towing engines start-up of ACFT is prohibited.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL *(60m)* HIALS PAPI-L (angle 3.0°) RVR		8153′ *2485m*		148′ *45m*

TAKE-OFF

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

CHANGES: ATIS. Apt & rwy elev. Notes. Stands. Usable lengths.

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KHANTY-MANSIYSK, RUSSIA

KHANTY-MANSIYSK

STRAIGHT-IN RWY		A	B	C	D
06	ILS	**332′**(200′)	**332′**(200′)	**332′**(200′)	**332′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**520′**(388′)	**520′**(388′)	**520′**(388′)	**520′**(388′)
		R1100m	**R1100m**	**R1200m**	**R1200m**
	ALS out	R1800m	R1800m	R1800m	R1800m
	BD LOM ❶	**760′**(628′)	**760′**(628′)	**760′**(628′)	**760′**(628′)
		C2200m	**C2200m**	**C2200m**	**C2200m**
	ALS out	C2900m	C2900m	C2900m	C2900m
	B LMM	**1010′**(878′)	**1010′**(878′)	**1010′**(878′)	**1010′**(878′)
		C3500m	**C3500m**	**C3700m**	**C3700m**
	ALS out	C4200m	C4200m	C4400m	C4400m
24	ILS	**338′**(200′)	**338′**(200′)	**338′**(200′)	**338′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**500′**(362′)	**500′**(362′)	**500′**(362′)	**500′**(362′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	R1700m	R1700m
	ZJ LOM ❶	**500′**(362′)	**500′**(362′)	**500′**(362′)	**500′**(362′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	R1700m	R1700m
	Z LMM	**810′**(672′)	**810′**(672′)	**810′**(672′)	**810′**(672′)
		C2600m	**C2600m**	**C2800m**	**C2800m**
	ALS out	C3300m	C3300m	C3500m	C3500m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

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KHANTY-MANSIYSK, RUSSIA

KHANTY-MANSIYSK

STRAIGHT-IN RWY		A	B	C	D
06	ILS	**332′**(200′)	**332′**(200′)	**332′**(200′)	**332′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	**520′**(388′)	**520′**(388′)	**520′**(388′)	**520′**(388′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	BD LOM	**760′**(628′)	**760′**(628′)	**760′**(628′)	**760′**(628′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	B LMM	**1010′**(878′)	**1010′**(878′)	**1010′**(878′)	**1010′**(878′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
24	ILS	**338′**(200′)	**338′**(200′)	**338′**(200′)	**338′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	**500′**(362′)	**500′**(362′)	**500′**(362′)	**500′**(362′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	ZJ LOM	**500′**(362′)	**500′**(362′)	**500′**(362′)	**500′**(362′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	Z LMM	**810′**(672′)	**810′**(672′)	**810′**(672′)	**810′**(672′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 06, 24

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

CHANGES: New page.

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USHH/HMA
KHANTY-MANSIYSK

JEPPESEN 04 NOV 11 (11-1) Eff 17 Nov

KHANTY-MANSIYSK, RUSSIA
ILS or 2 NDB Rwy 06

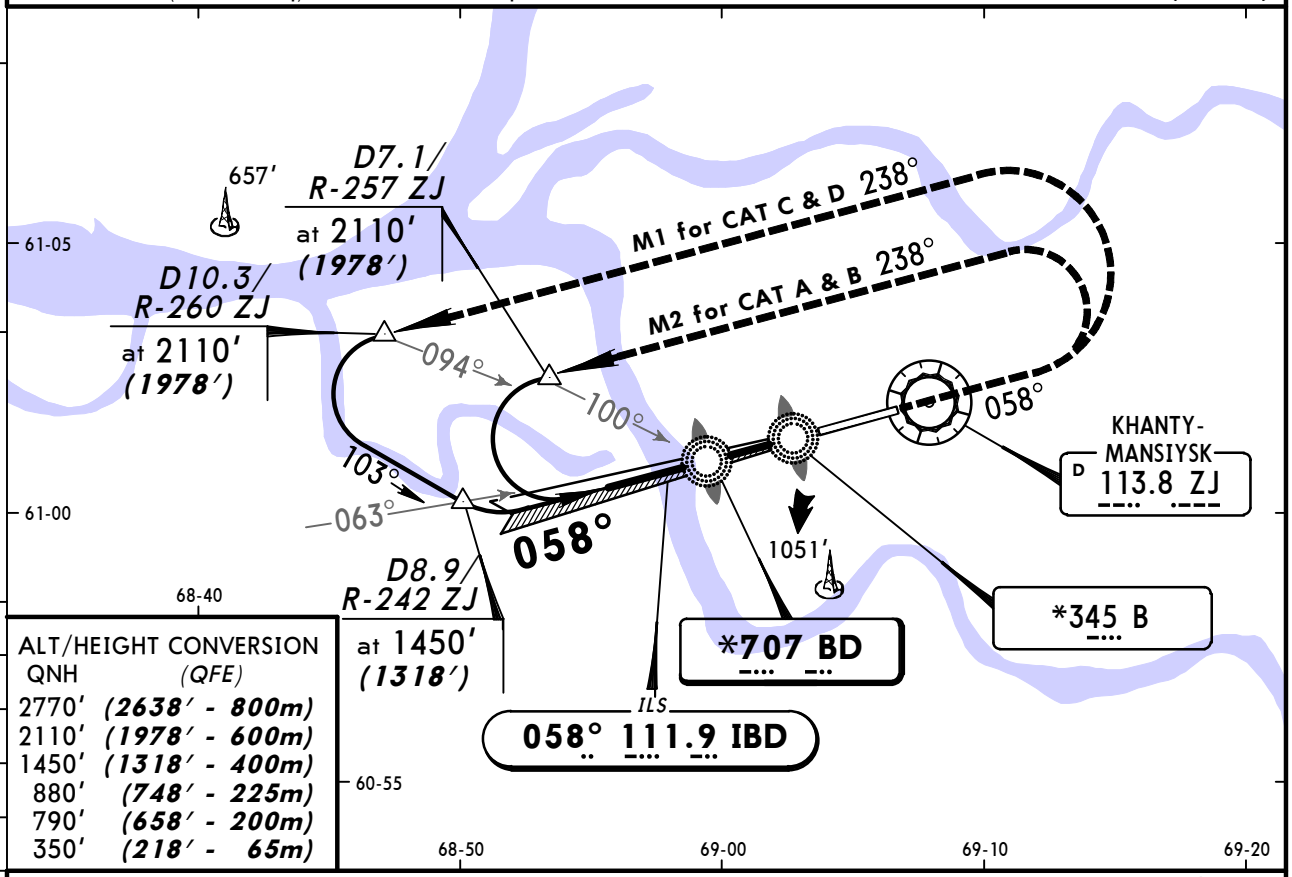
BRIEFING STRIP ™

ATIS	KHANTYM Radar	KHANTYM Tower
126.4	120.4	118.1

LOC IBD **111.9**	Final Apch Crs **058°**	GS LOM 871′ *(739′)*	ILS DA(H) 332′ *(200′)*	Apt Elev 140′	2200′ 050° 295° 2700′
NDB BD ***707**		Minimum Alt LOM 880′ *(748′)*	NDB MDA(H) Refer to Minimums	RWY **132′**	MSA ZJ VOR

MISSED APCH: Climb on 058° to 790′*(658′)*, then turn LEFT onto 238° climbing to 2110′ *(1978′)*, then according to chart.

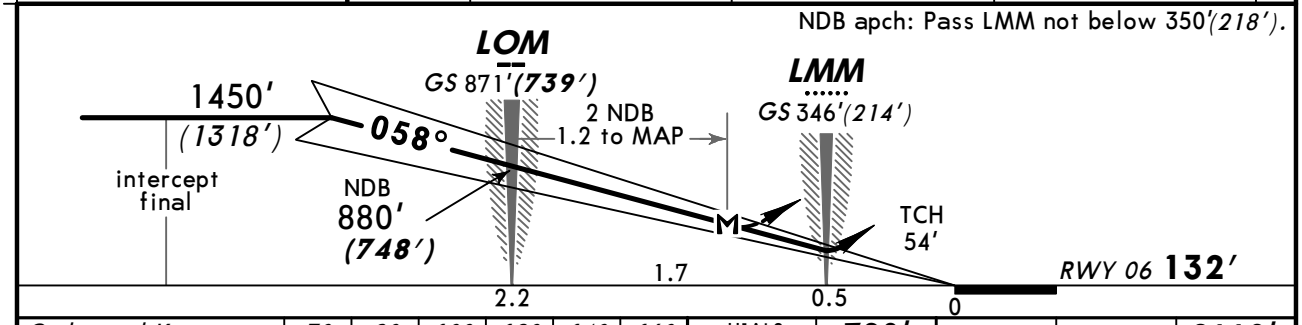
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 2770′***(2638′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
2770′	***(2638′ - 800m)***
2110′	***(1978′ - 600m)***
1450′	***(1318′ - 400m)***
880′	***(748′ - 225m)***
790′	***(658′ - 200m)***
350′	***(218′ - 65m)***

NDB apch: Pass LMM not below 350′*(218′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861
2 NDB: LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS PAPI 790′ *(658′)* on 058° 238° LT 2110′ *(1978′)*

STRAIGHT-IN LANDING RWY **06**

PANS OPS

	ILS DA(H) 332′*(200′)* FULL	ILS DA(H) 332′*(200′)* ALS out	LOC (GS out)	2 NDB MDA(H) 520′*(388′)*	2 NDB MDA(H) 520′*(388′)* ALS out	BD LOM MDA(H) 760′*(628′)*	B LMM MDA(H) 1010′*(878′)*	B LMM MDA(H) 1010′*(878′)* ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	1900m	3200m	3200m	3200m
B								
C								4000m
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		4000m	4400m

CHANGES: Trans level.

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BRIEFING STRIP ™

ATIS	KHANTYM Radar	KHANTYM Tower
126.4	120.4	118.1

LOC IZJ 110.1	Final Apch Crs 238°	GS/ Minimum Alt LOM 910′ (772′)	ILS DA(H) 338′ (200′)	Apt Elev 140′
NDB ZJ *707			NDB MDA(H) Refer to Minimums	RWY 138′

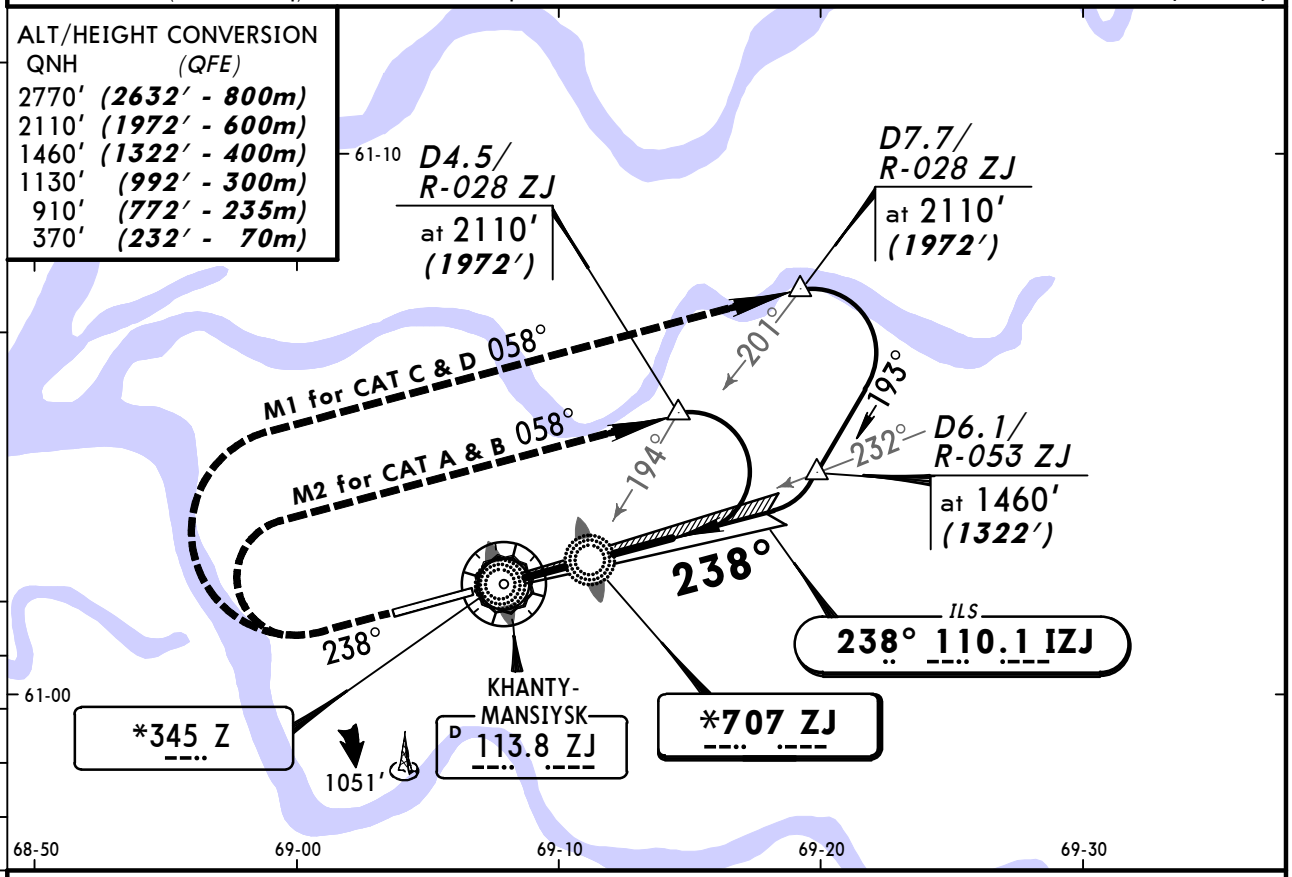
MISSED APCH: Climb on 238° to 1130′ (992′), then turn RIGHT onto 058° climbing to 2110′ (1972′), then according to chart.

MSA ZJ VOR: 2200′ (050°–295°), 2700′

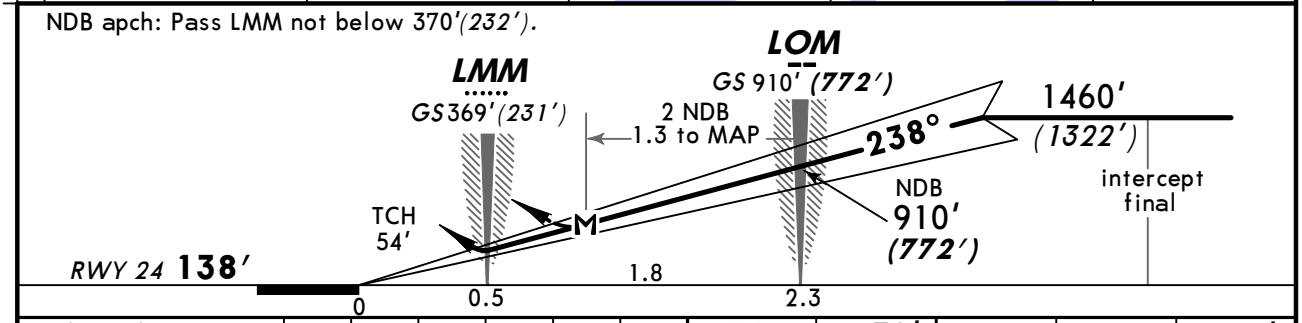
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 2770′ (2632′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2770′	(2632′ - 800m)
2110′	(1972′ - 600m)
1460′	(1322′ - 400m)
1130′	(992′ - 300m)
910′	(772′ - 235m)
370′	(232′ - 70m)



NDB apch: Pass LMM not below 370′ (232′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861
2 NDB: LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI 1130′ (992′) on 238° 058° RT 2110′ (1972′)

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 338′ (200′) FULL	ILS DA(H) 338′ (200′) ALS out	LOC (GS out)	2 NDB MDA(H) 500′ (362′)	2 NDB MDA(H) 500′ (362′) ALS out	ZJ LOM MDA(H) 500′ (362′)	ZJ LOM MDA(H) 500′ (362′) ALS out	Z LMM MDA(H) 810′ (672′)	Z LMM MDA(H) 810′ (672′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	1900m	1200m	RVR 1500m VIS 1600m	3200m	
B									
C									
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3200m	3600m

PANS OPS

CHANGES: Trans level.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KHANTY-MANSIYSK, (KHANTY-MANSIYSK - USHH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USHH

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.jeppesen.com/eurasiachange.