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Trip Kit Index

Airport Information For UHHH

Terminal Charts For UHHH

Revision Letter For Cycle 17-2013

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: 2007 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 Tower/Start Tower 121.8
Khabarovsk Tower/Start Tower 119.3
Khabarovsk Apron Ramp/Taxi Control 118.9
Khabarovsk Approach Control 129.3 Secondary
Khabarovsk Approach Control 125.2
Khabarovsk Radar 120.3
Khabarovsk Transit Operations 131.8

1. GENERAL

1.1. ATIS

ATIS 124.87

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. PREFERENTIAL RUNWAY SYSTEM**

If meteorological conditions and air situation in CTA permit 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.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 23L is approved for CAT II operations.

2.2. NOISE ABATEMENT PROCEDURES

Noise abatement approach procedures shall be carried out by the flight crews of all ACFT.

Restrictions:

Immediately prior to the final approach flight crews should avoid (as far as possible) excessive vertical rates of descent.

The change of flight configuration and ACFT flight speed, connected with noise abatement procedures, shall be carried out according to the requirements of the Aeroplane Flight Manual for the given ACFT type.

Flying below the ILS glide path is prohibited during the instrument approach as well as the visual approach.

Noise abatement procedures shall not envisage the exceeding of the indicated rate of descent established by the Aeroplane Flight Manual.

A displacement of the RWY THR shall not be used as a noise abatement measure.

Radio communication should be kept to a minimum during the execution of noise abatement procedures.

3. DEPARTURE

3.1. START-UP PROCEDURES

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

3.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be applied during take-off from RWYs 23L/R and climbing phase and shall be carried out by the flight crews of all ACFT.

Noise abatement procedures shall not be carried out at the expense of reduction of flight safety

Restrictions:

After take-off from RWY 23L/R the flight crew must maintain SIDs for the purpose of excluding flights over the housing estates of the city at low height and excessive engines power.

When RWYs 23L/R are active, the flight crews of ACFT departing in the north-east and east directions can be assigned SIDs RELPI 4D, TROIC 4D, LATMA 4D, TIGMA 4D, NEBES 4D by ATS unit. The flight crew must estimate the possibility to carry out the assigned SIDs well in advance on the basis of the ACFT actual take-off mass and meteorological conditions and advise the ATS unit if the flight crew is ready or not ready for the execution of SIDs.

When executing all other SIDs from RWYs 23L/R, it is prohibited to make the initial turn before passing HAB R-233/D8.4.

Noise Abatement Procedure NADP 1

If unable to use SIDs listed above after take-off from RWY 23L/R, then take-off and climb procedure NADP 1 should be applied (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

NADP 1 shall be initiated at or above 1040' (796'). The initial climb speed up to the noise abatement initiation point shall not be less than $V_2 + 10$ KT.

3. DEPARTURE

At or above 1040' (796')

Adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule

Climb at $V_2 + 10$ to 20 KT

At 3200' (2956')

Flaps and slats in the take-off configuration

While maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule

At or above 3200' (2956')

Accelerate to enroute climb speed.

In any case the intermediate flap transitions required for specific performance-related issues may be initiated prior to the prescribed minimum altitude (height); however, no power reduction can be initiated prior to attaining the prescribed minimum altitude.

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 VANUL 2S	10-2V2
MOSOL 3S, NIKRA 3S, URIMA 3S	10-2V3
MOSOL 4S, NIKRA 4S, URIMA 4S 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	10-2X4
MOSOL 2V, NIKRA 2V, URIMA 2V VANUL 2V	10-2X5
SORUS 1H ARRIVAL & HOLDING EXIT PROCEDURE	10-2X6
SORUS 2H ARRIVAL & HOLDING EXIT PROCEDURE	10-2X7

CAT A & B

① Available for Russian airlines aircraft only.

46

At or above
FL120

At FL60

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

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

At 2220'
(1976')

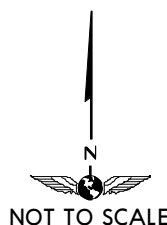
(Rwy 05L)
D9.2 HAB
N48 25.9 E135 03.5
(HAB R-234)

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

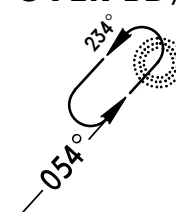
At 2220'
(1976')

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

At 2220' (1976')

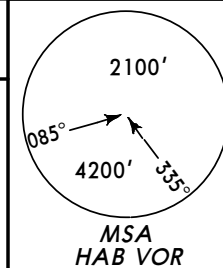


**HOLDING
OVER BD/UF**



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

(QFE)



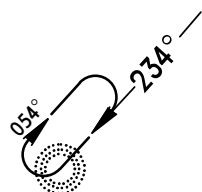
① LATMA 2S [LATM2S]

BY ATC

TROIC 2S [TROI2S]

RWYS 23L/R ARRIVALS

CAT A & 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 & FL80URESA
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')

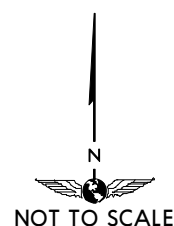
(Rwy 23R)

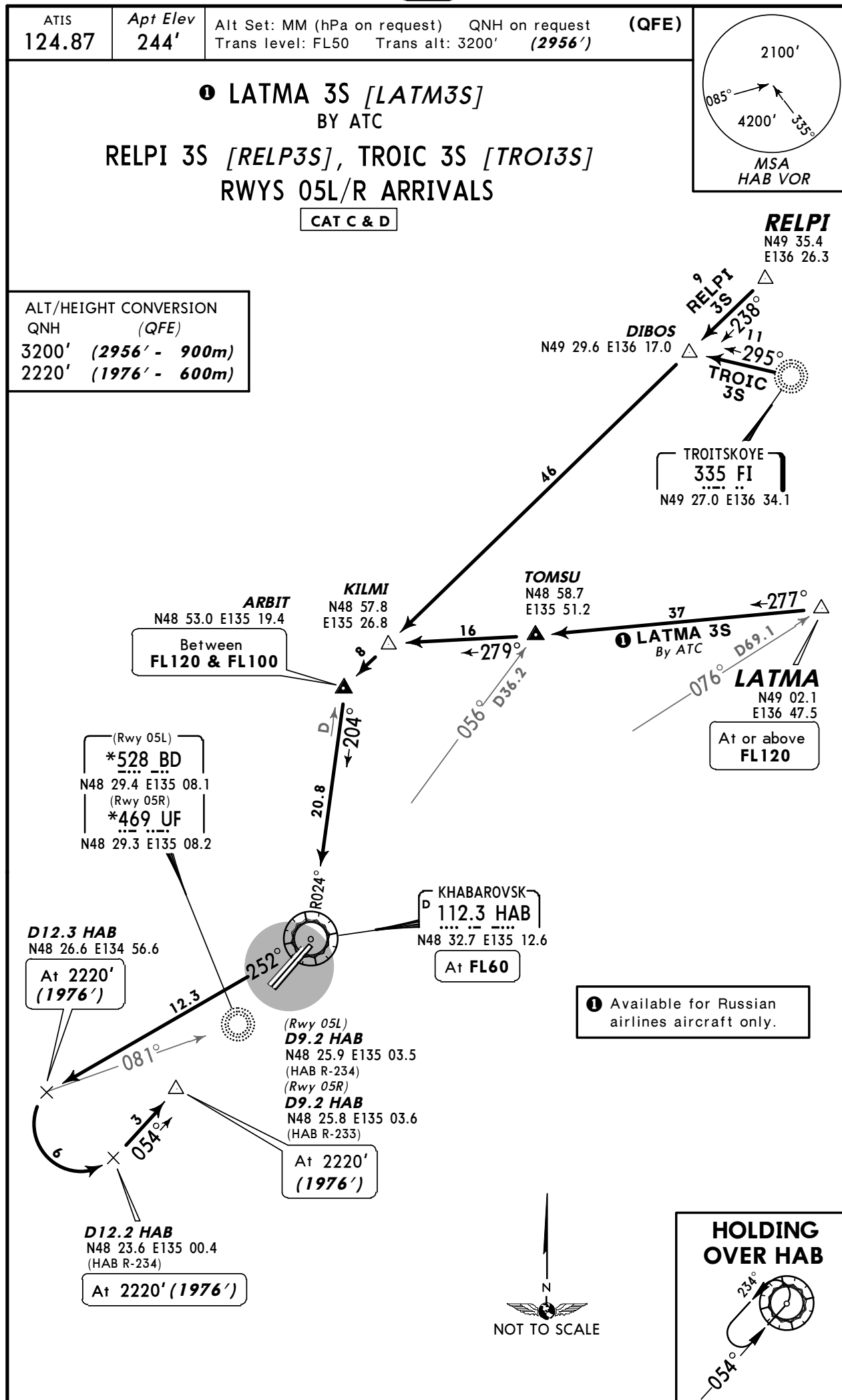
D6.3 HAB

N48 37.4 E135 18.9
(HAB R-052)

(Rwy 23L)

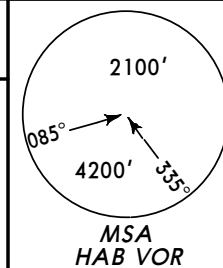
D6.6 HAB

N48 37.5 E135 19.4
(HAB R-055)At 2220'
(1976')LATMA
N49 02.1
E136 47.5
At or above
FL120① Available for Russian
airlines aircraft only.(Rwy 23R)
*528 GE
N48 34.0 E135 14.3
(Rwy 23L)
*469 HI
N48 34.1 E135 14.8ALT/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)



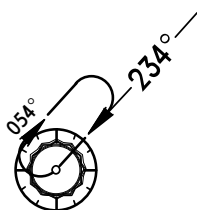
① LATMA 4S [LATM4S]

BY ATC

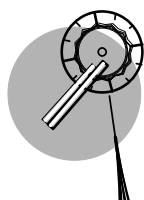
TROIC 4S [TROI4S]

RWYS 23L/R ARRIVALS

CAT C & D

HOLDING
OVER HABTROITSKOYE
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 & FL80URESА
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')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'

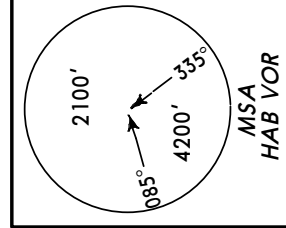
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Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

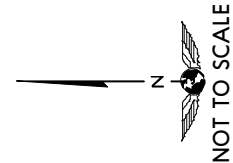
NEBES 1S [NEBE1S], 1 TIGMA 1S [TIGM1S]
RWYS 05L/R ARRIVALS

CAT A & B

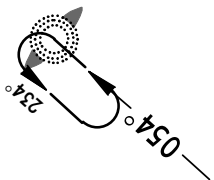
BY ATC



1 Available for Russian
airlines aircraft only.



HOLDING
OVER BD/UF



(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)

A1 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)

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')

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

ATIS
124.87

Apt Elev
244'

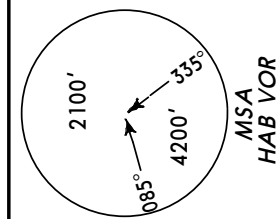
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

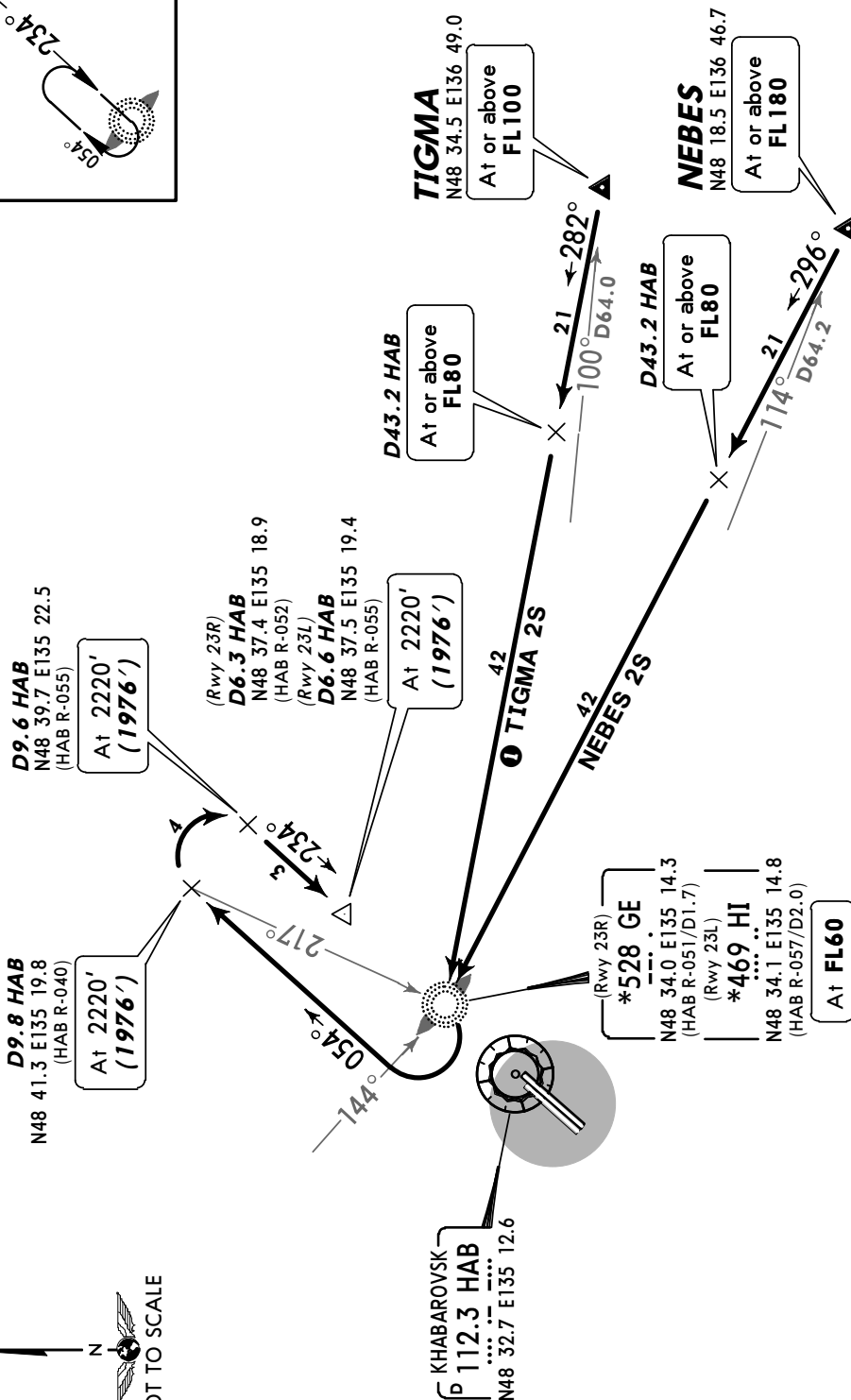
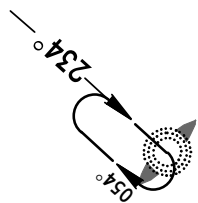
NEBES 2S [NEBE2S], TIGMA 2S [TIGM2S]
RWYS 23L/R ARRIVALS

CAT A & B

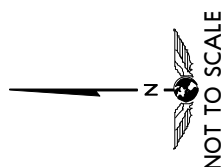
BY ATC



HOLDING
OVER GE/HI



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airlines aircraft only.



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

ATIS
124.87

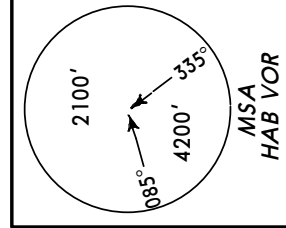
Apt Elev
244'

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

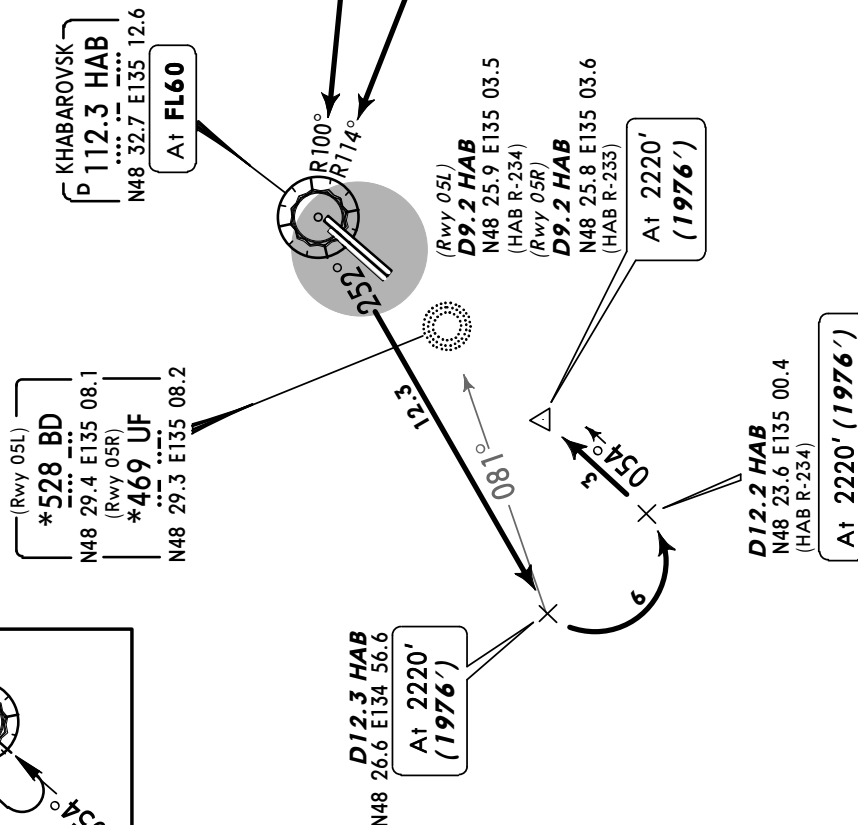
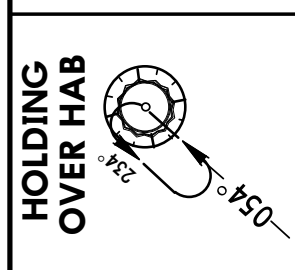
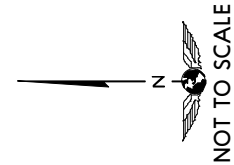
(QFE)

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

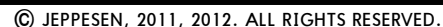
CAT C & D
BY ATC



① Available for Russian
airlines aircraft only.

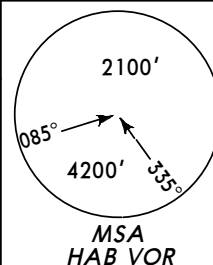


ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2956' - 900m)
2220' (1976' - 600m)



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

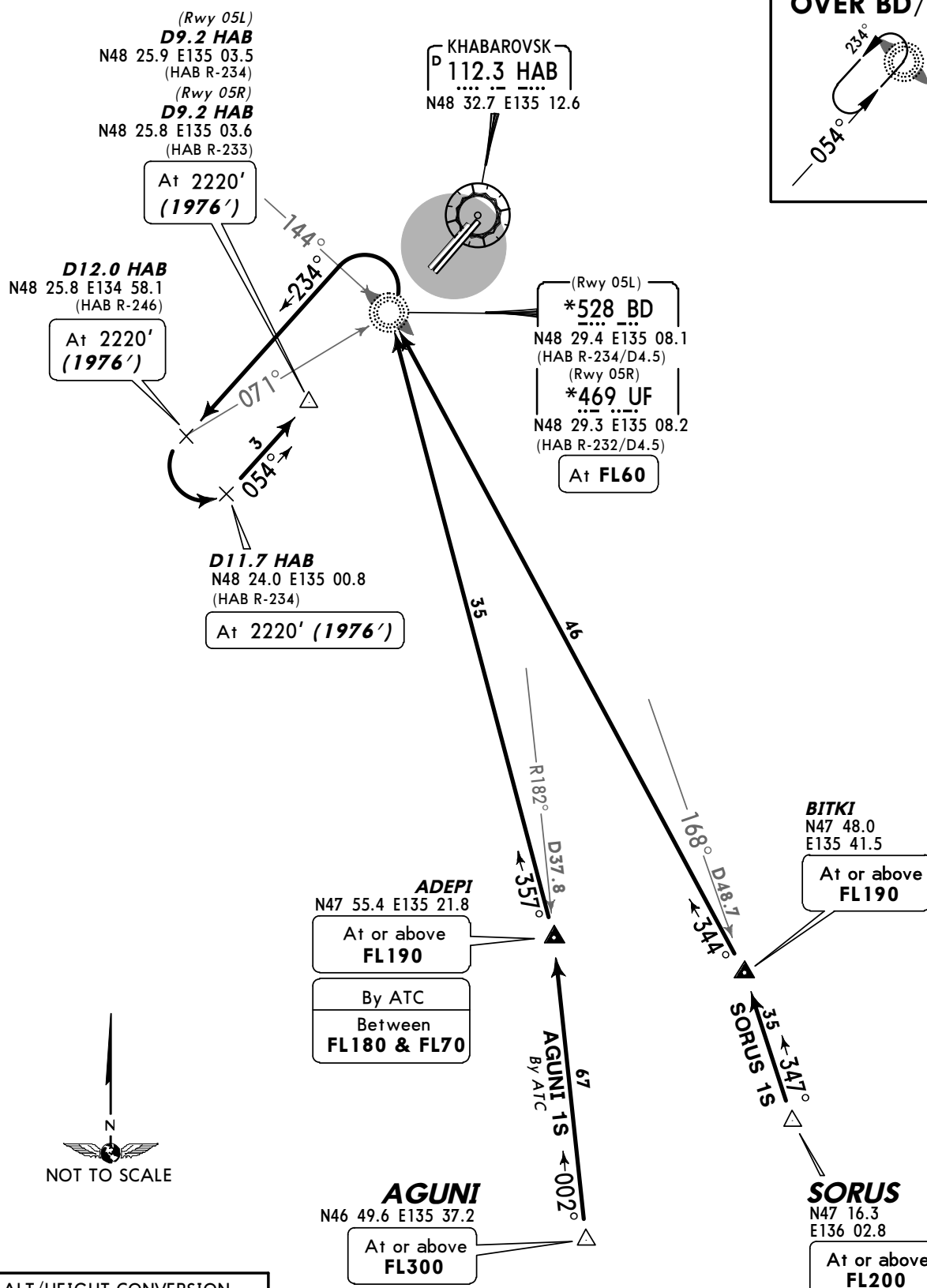
(QFE)



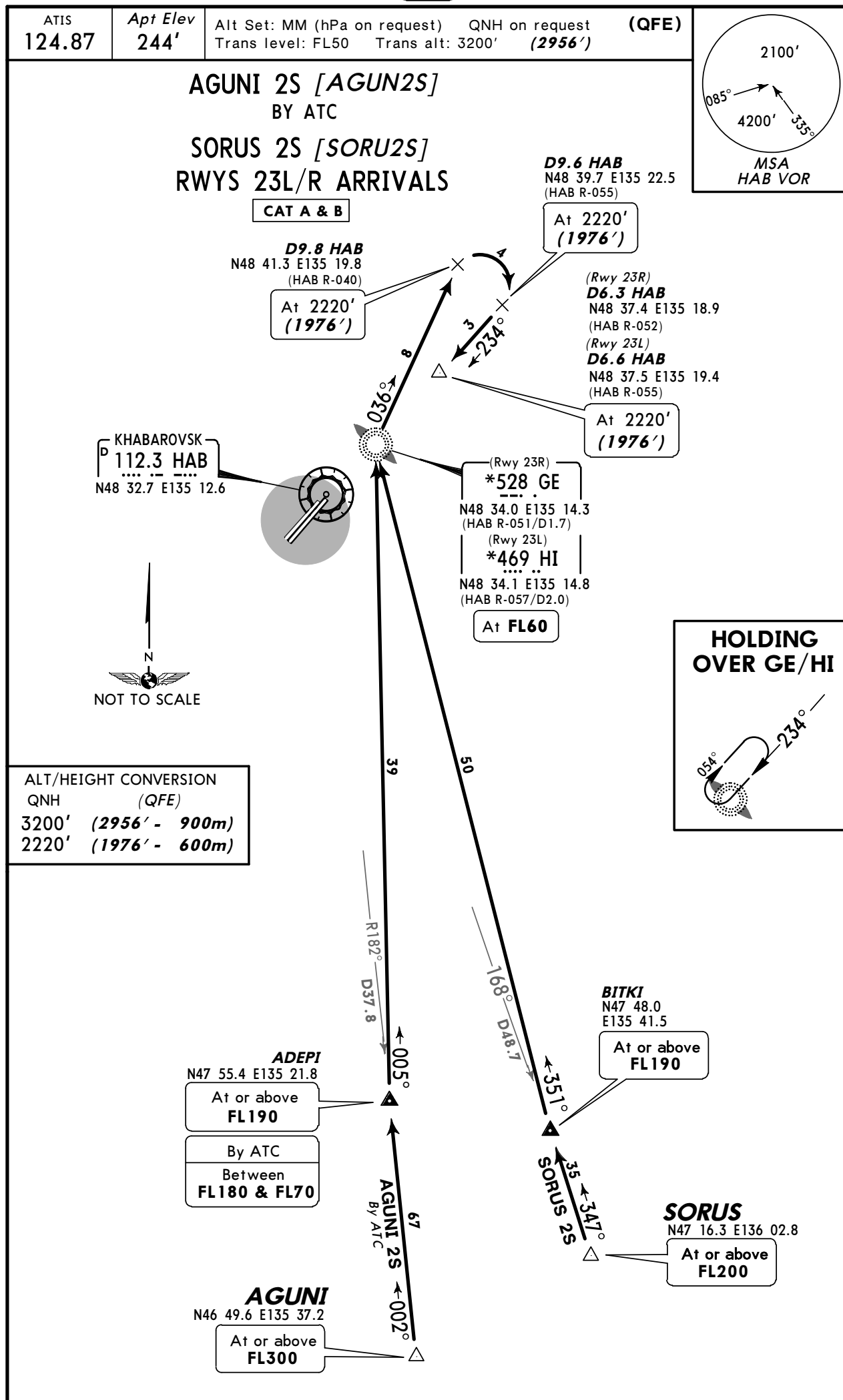
AGUNI 1S [AGUN1S]
BY ATC
SORUS 1S [SORU1S]
RWYS 05L/R ARRIVALS

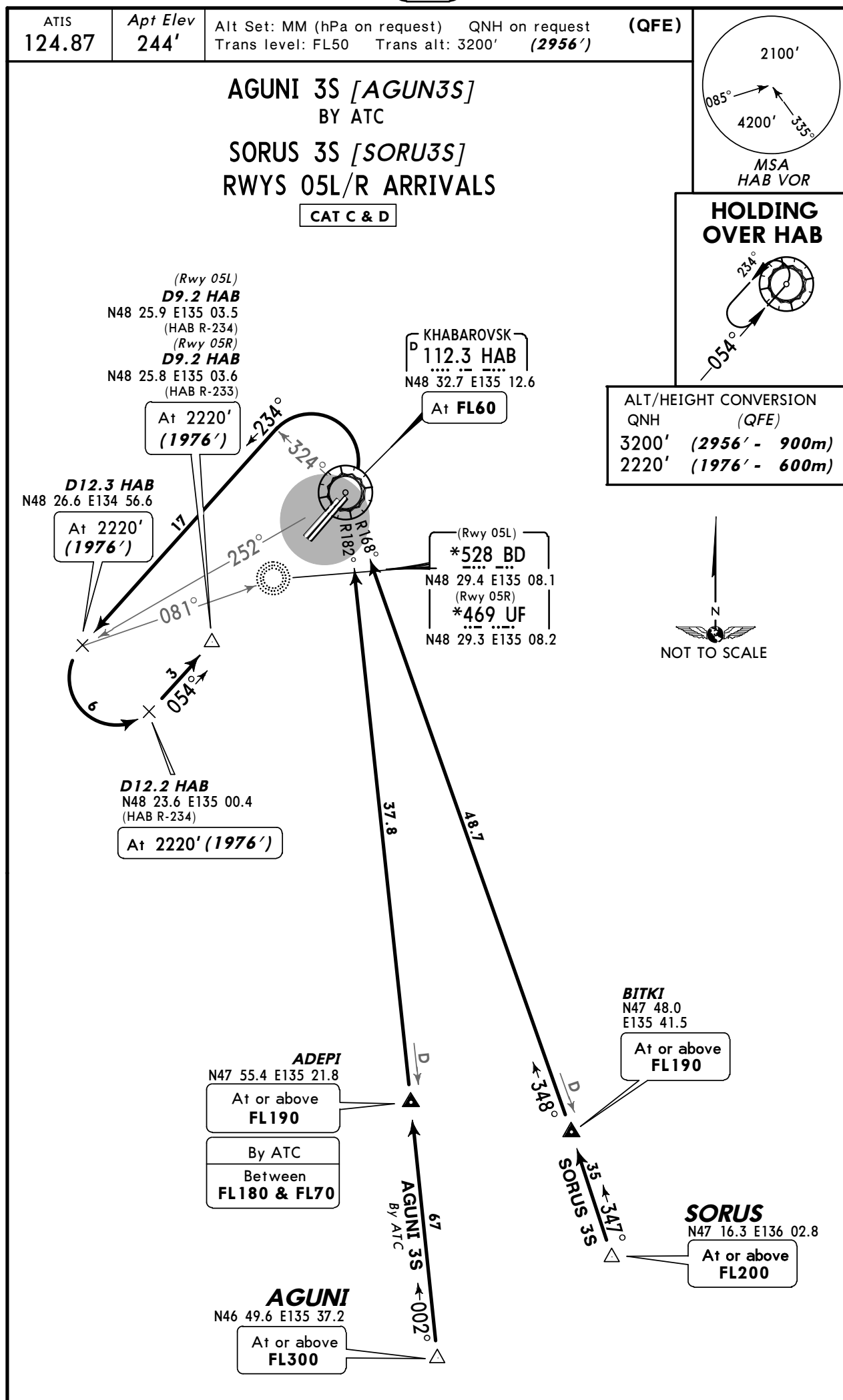
CAT A & B

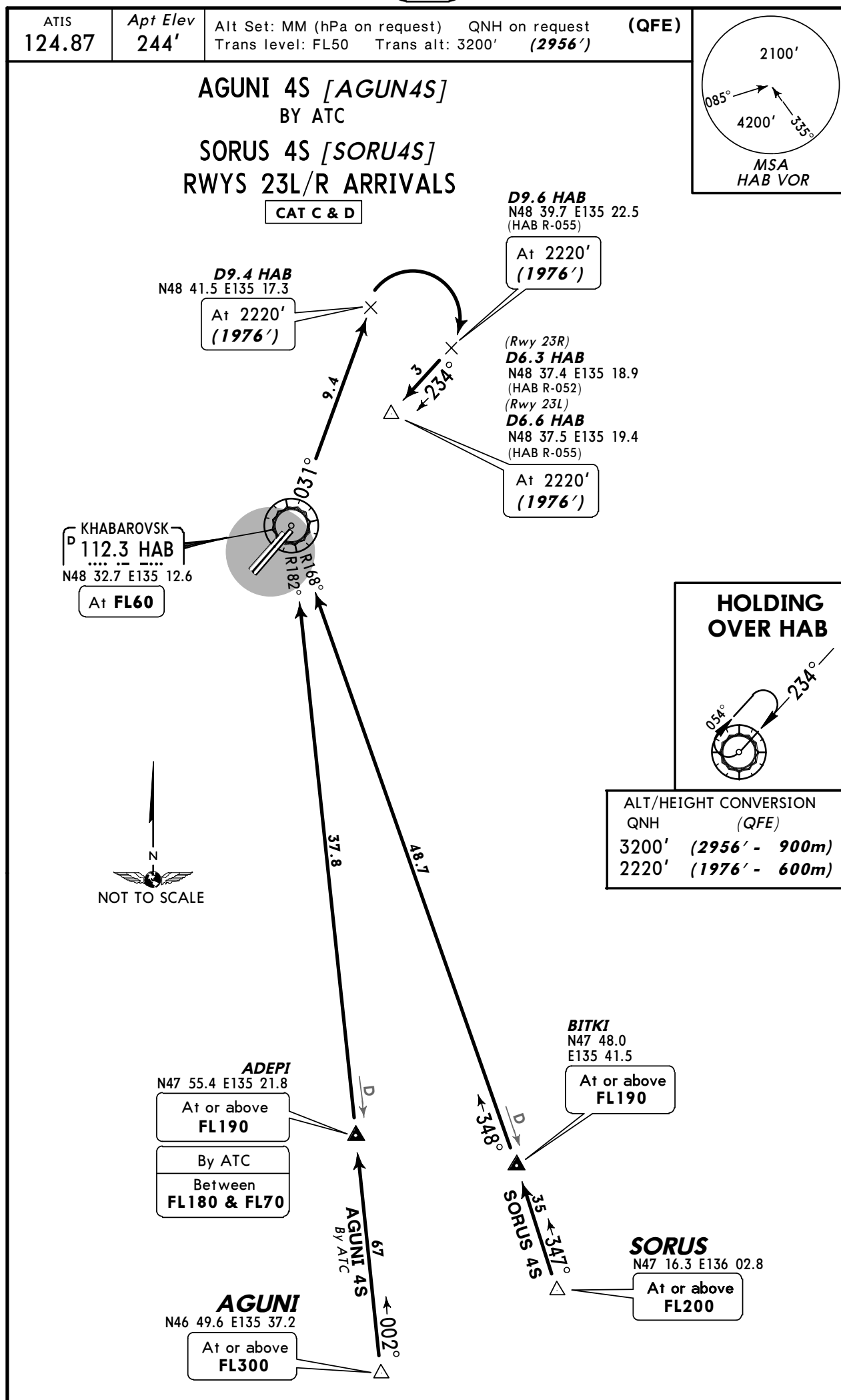
HOLDING
OVER BD/UF



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





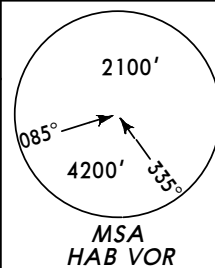


ATIS
124.87

Apt Elev
244'

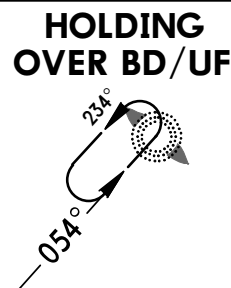
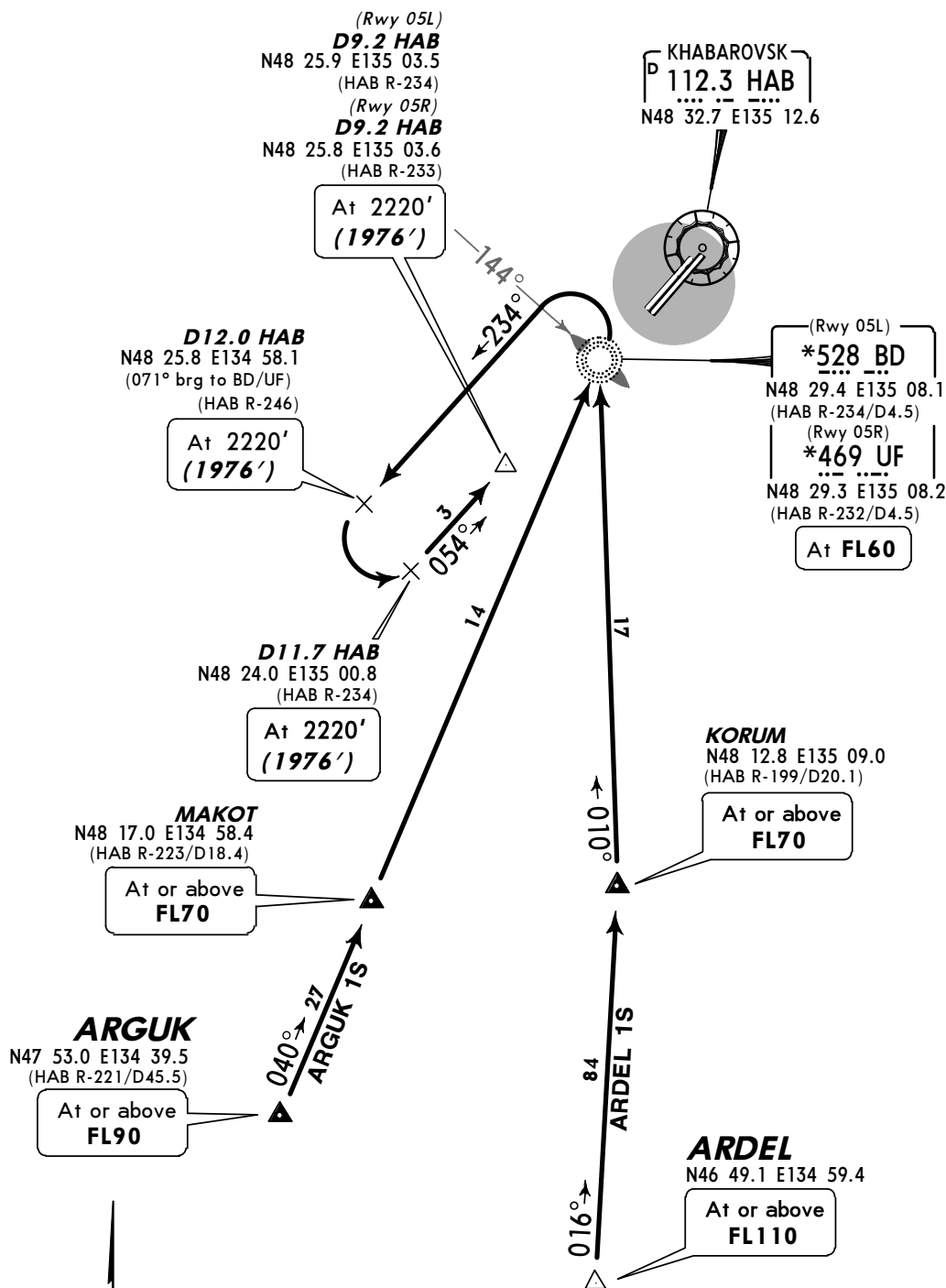
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



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

CAT A & B



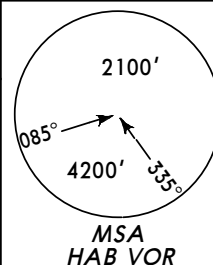
ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2956' - 900m)
2220' (1976' - 600m)

ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
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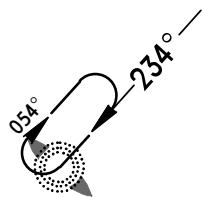
(QFE)

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

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')Khabarovsk
112.3 HAB
N48 32.7 E135 12.6D9.8 HAB
N48 41.3 E135 19.8
(HAB R-040)At 2220'
(1976')(Rwy 23R)
*528 GEN48 34.0 E135 14.3
(HAB R-051/D1.7)(Rwy 23L)
*469 HIN48 34.1 E135 14.8
(HAB R-057/D2.0)

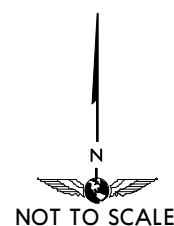
At FL60

KORUM

N48 12.8 E135 09.0
(HAB R-199/D20.1)At or above
FL70MAKOT
N48 17.0 E134 58.4
(HAB R-223/D18.4)At or above
FL70ARGUK
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

ATIS
124.87

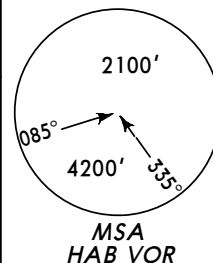
Apt Elev
244'

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

(QFE)

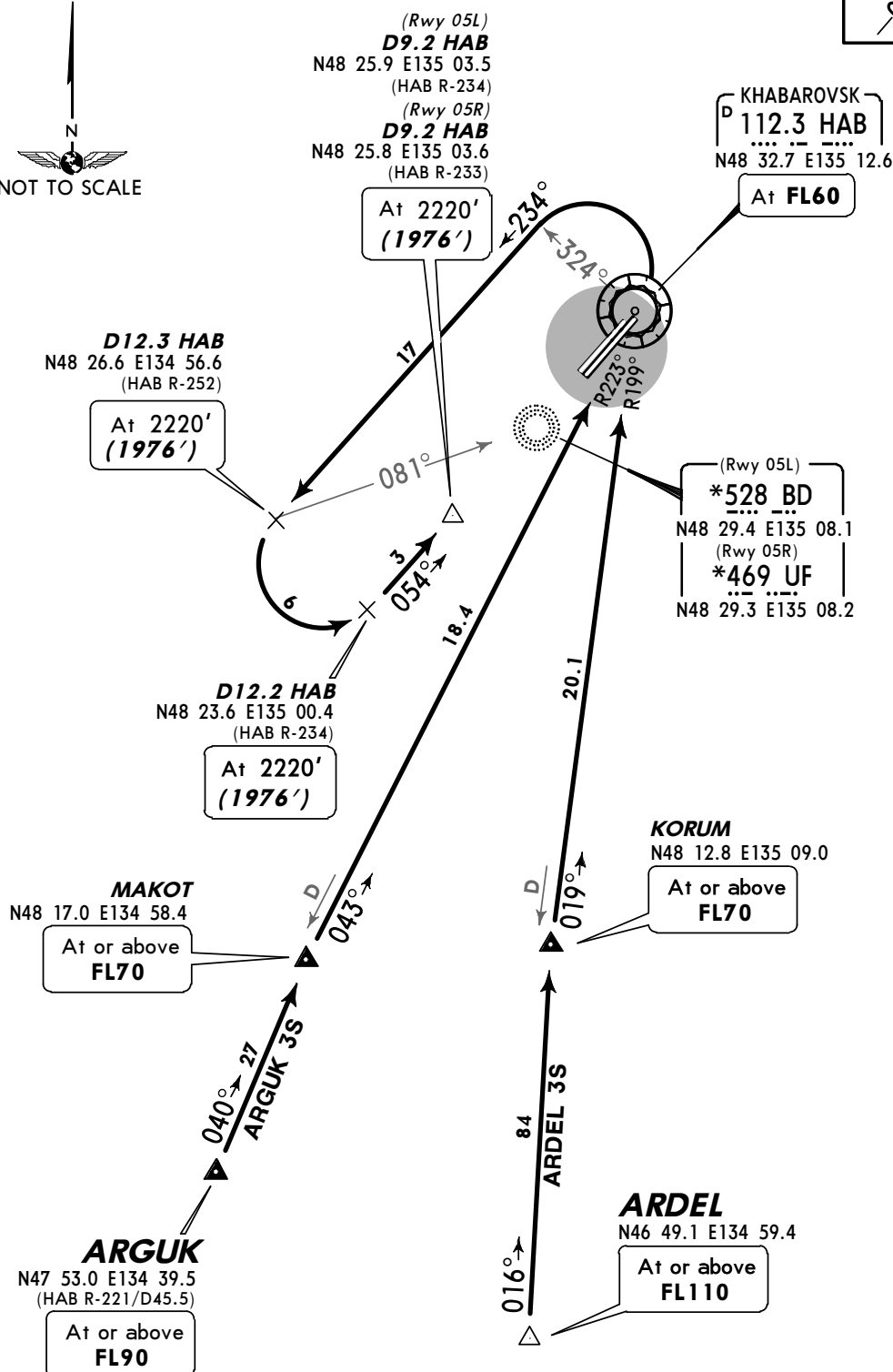
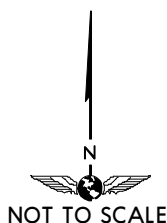
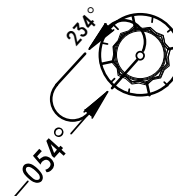
ARDEL 3S [ARDE3S], ARGUK 3S [ARGU3S]
RWYS 05L/R ARRIVALS

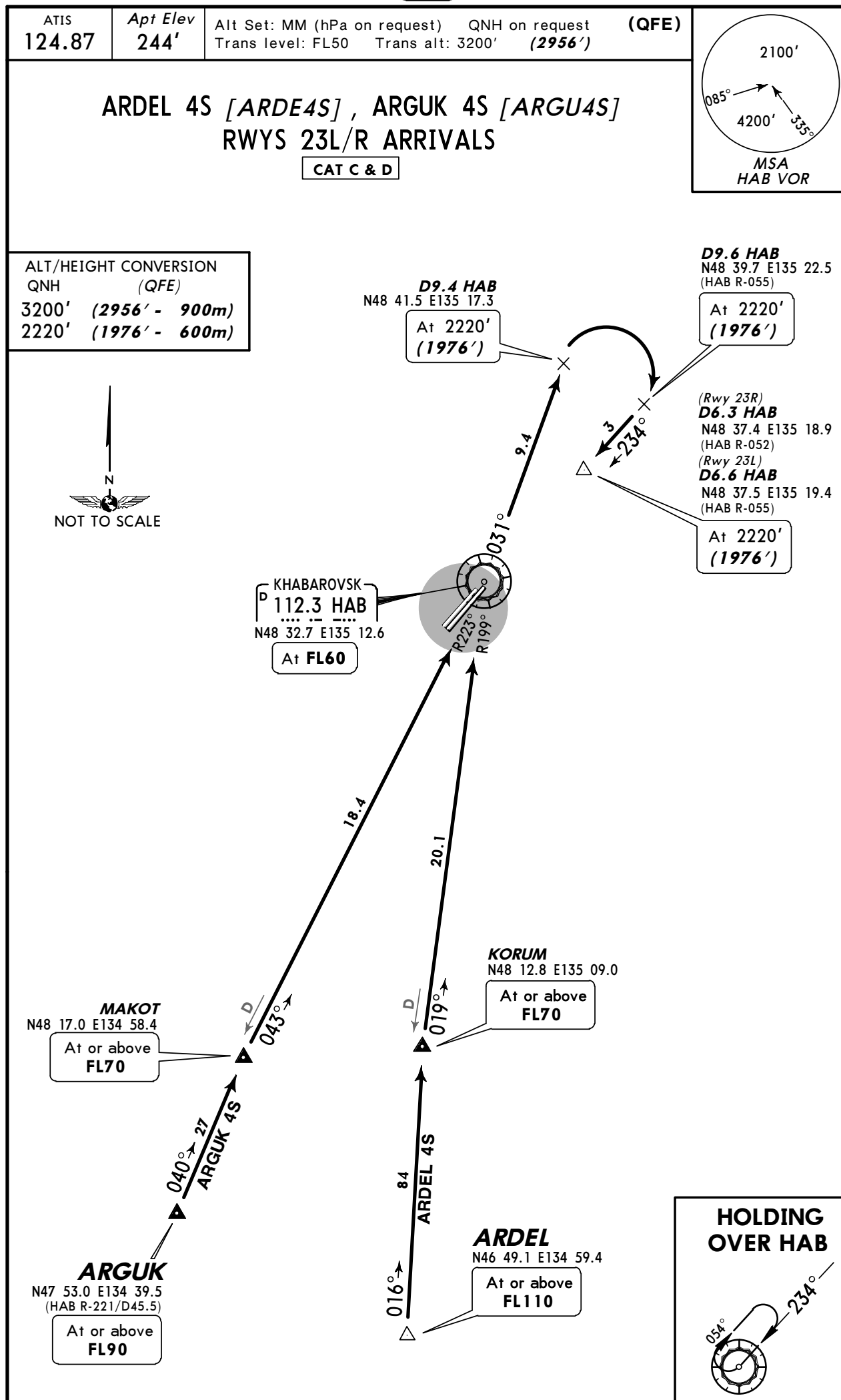
CAT C & D



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

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 1S [BIRB1S]

OLEGO 1S [OLEG1S], PERID 1S [PERI1S]

RWYS 05L/R ARRIVALS

CAT A & B

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

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

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

(Rwy 05L)
D8.8 HAB
N48 26.2 E135 03.6
(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')

D13.0 HAB
N48 23.8 E134 58.4
(HAB R-239)

A+ 2220' (1976')

VOLOCHAYEVKA
*305 MR
N48 33.6 E134 34.9
At or above
FL60

D43.2 HAB
At or above
FL80

OLEGO 1S

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

At or above
FL110

PERID 1S

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

At or above
FL110

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

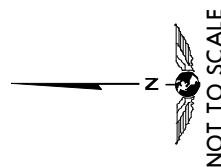
BIRBO 1S
N48 50.0 E132 55.1
(HAB R-294/D92.3)

At or above
FL90

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

At or above
FL80

Available for Russian
airlines aircraft only.

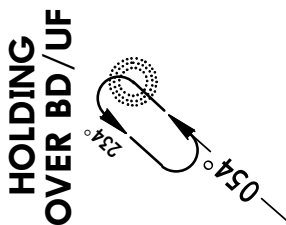
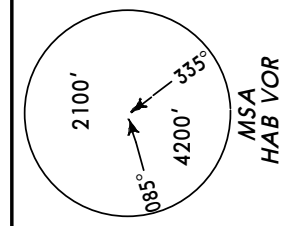


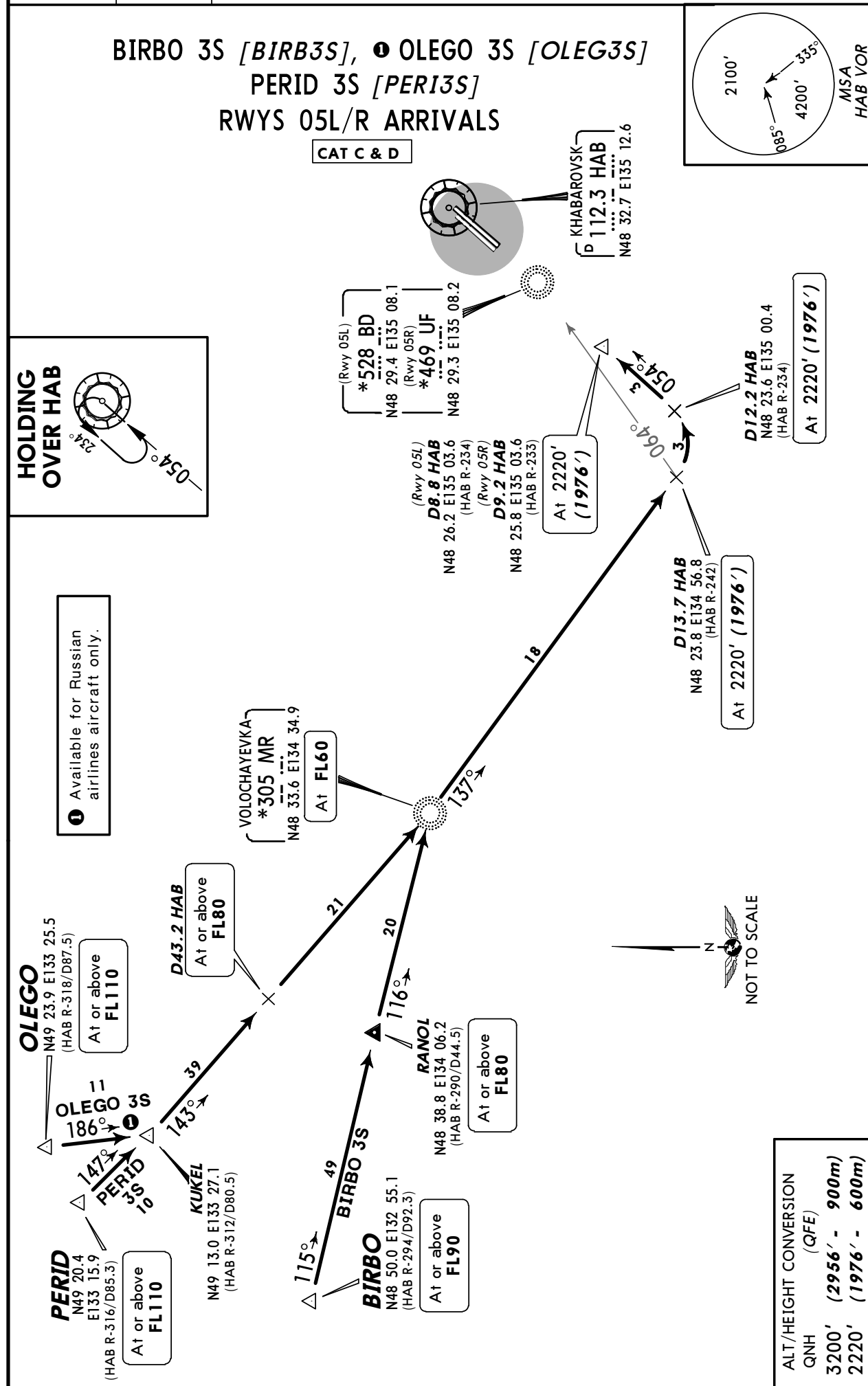
ALT/HEIGHT CONVERSION

QNH (QFE)

3200' (2956' - 900m)

2220' (1976' - 600m)





ATIS
124.87

Apt Elev
244'

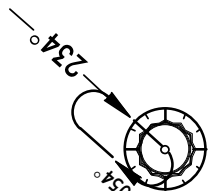
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

BIRBO 4S [BIRB4S], ① OLEGO 4S [OLEG4S]
RWYS 23L/R ARRIVALS

CAT C & D

HOLDING
OVER HAB

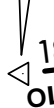


① Available for Russian
airlines aircraft only.

OLEGO

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

At or above
FL110



OLEGO 4S

DIDEK
N48 54.5 E134 14.6

At or above
FL80



DIDEK

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



KUKEL

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

At or above
FL90



BIRBO

BIRBO 4S

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

At or above
FL80



RANOL

LOLSU
N48 41.2
E134 44.2

At FL60



LOLSU

D9.4 HAB
N48 41.5 E135 17.3

At 2220'
(1976')



D9.4 HAB

(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')



D6.3 HAB



D6.6 HAB



KHABAROVSK

112.3 HAB

N48 32.7 E135 12.6

At FL60

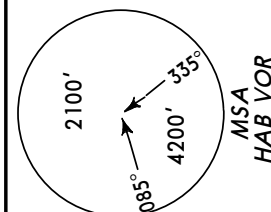


KHABAROVSK

112.3 HAB

N48 32.7 E135 12.6

At FL60



2100'

4200'

085°

335°

MSA

HAB VOR



NOT TO SCALE

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

ATIS
124.87

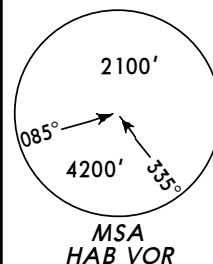
Apt Elev
244'

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

(QFE)

MOSOL 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)

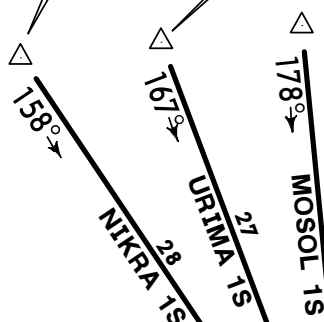
At or above
FL230

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



IVADA
N49 05.0 E134 28.1

At or above
FL100



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

At or above
FL60



(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



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')

**HOLDING
OVER BD/UF**



ATIS
124.87

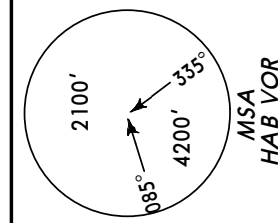
Apt Elev
244'

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

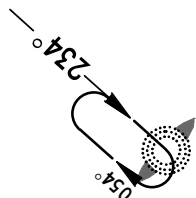
(QFE)

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

CAT A & B



HOLDING
OVER GE/HI



MOSOL

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

At or above
FL190

URIMA

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

At or above
FL250

IVADA

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

At or above
FL100

GOLIS

N48 49.8 E134 55.2
(HAB R-338/D20.5)

At FL60

D9.6 HAB

N48 39.7
E135 22.5
(HAB R-055)

At 2220'
(1976')

D6.3 HAB

N48 37.4 E135 18.9
(HAB R-052)

At 2220'
(1976')

D6.6 HAB

N48 37.5 E135 19.4
(HAB R-055)

At 2220'
(1976')

NIKRA

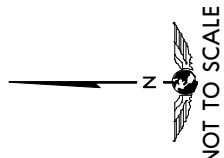
N49 28.5 E134 04.2
(HAB R-333/D71.8)

At or above
FL230

VANUL

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

At or above
FL100



ALT/HEIGHT CONVERSION
QNH (QFE)

3200' (2956' - 900m)
2220' (1976' - 600m)

ATIS
124.87

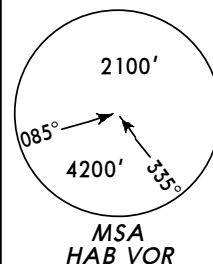
Apt Elev
244'

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)

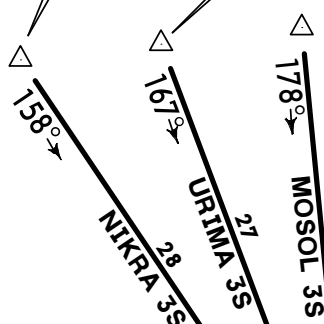
At or above
FL230

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

At or above
FL250

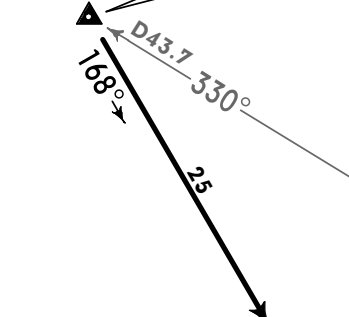
MOSOL
N49 30.2 E134 18.7
(HAB R-340/D68.0)

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')

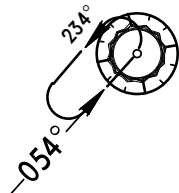
(Rwy 05L)
D9.2 HAB
N48 25.9 E135 03.5
(HAB R-234)
(Rwy 05R)
D9.2 HAB
N48 25.8 E135 03.6
(HAB R-233)

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'

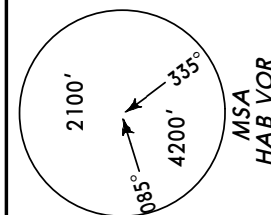
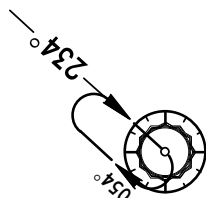
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

MOSOL 4S [MOSO4S] , NIKRA 4S [NIKR4S]
URIMA 4S [URIM4S] , VANUL 4S [VANU4S]
RWYS 23L/R ARRIVALS

CAT C & D

HOLDING
OVER HAB



MOSOL

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

At or above
FL190

URIMA

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

At or above
FL250

IVADA

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

At or above
FL100

GOLIS

N48 49.8 E134 55.2

At FL60

KHABAROVSK

N48 32.7 E135 12.6

At FL60

NIKRA

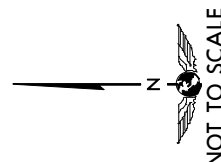
N49 28.5 E134 04.2
(HAB R-333/D71.8)

At or above
FL230

VANUL

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

At or above
FL100



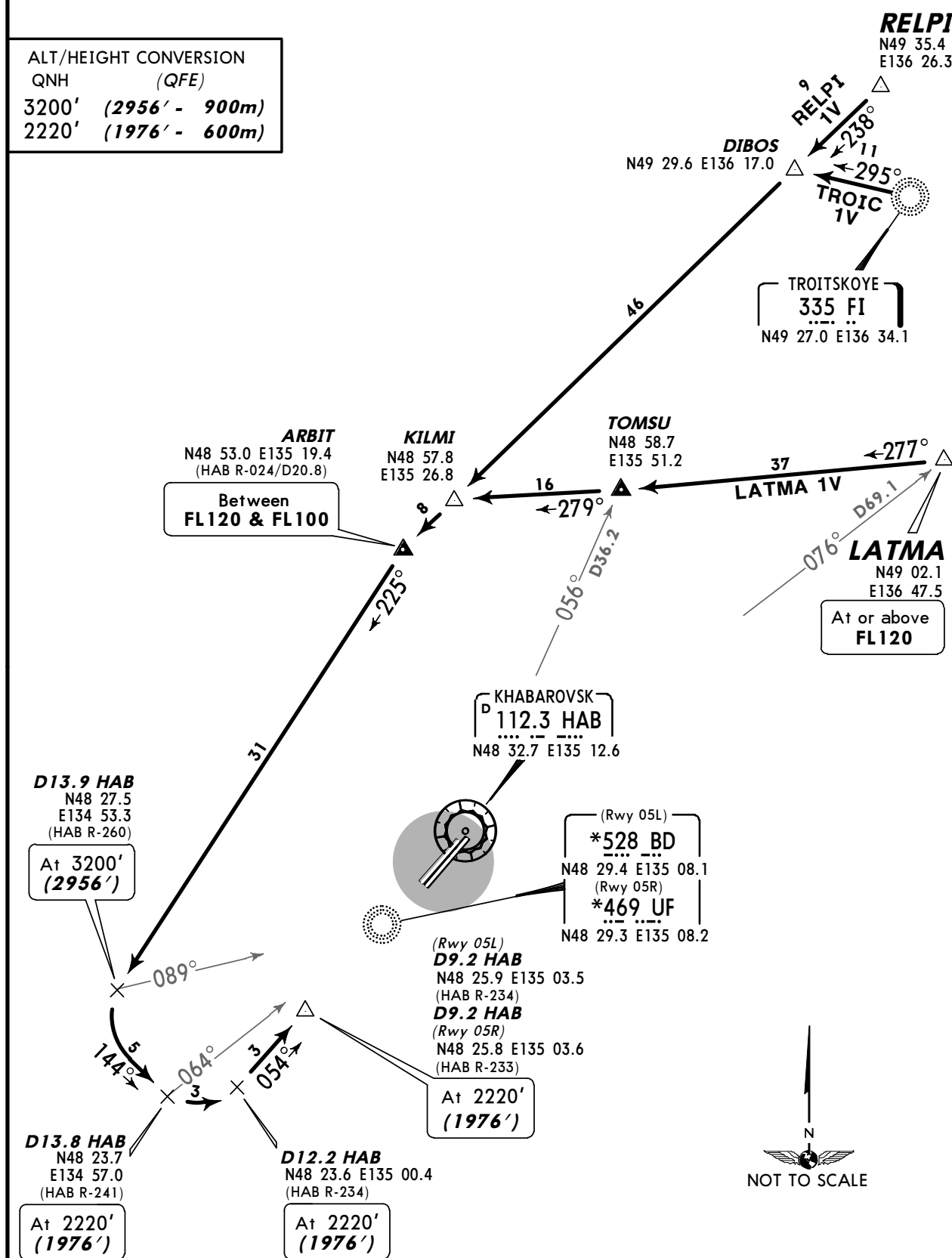
ALT/HEIGHT CONVERSION

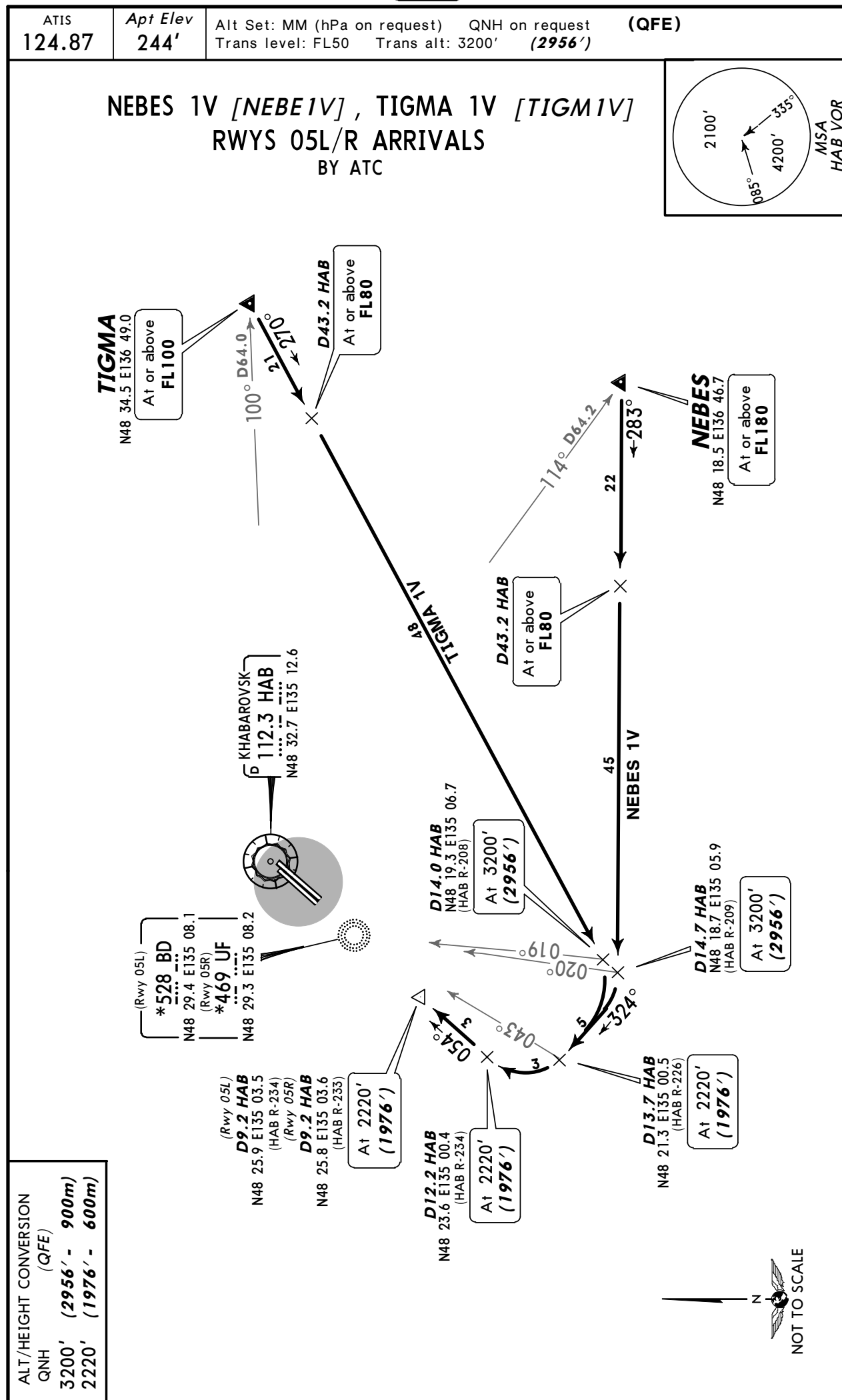
QNH (QFE)

3200' (2956' - 900m)

2220' (1976' - 600m)

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

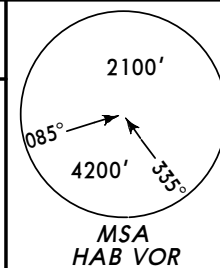
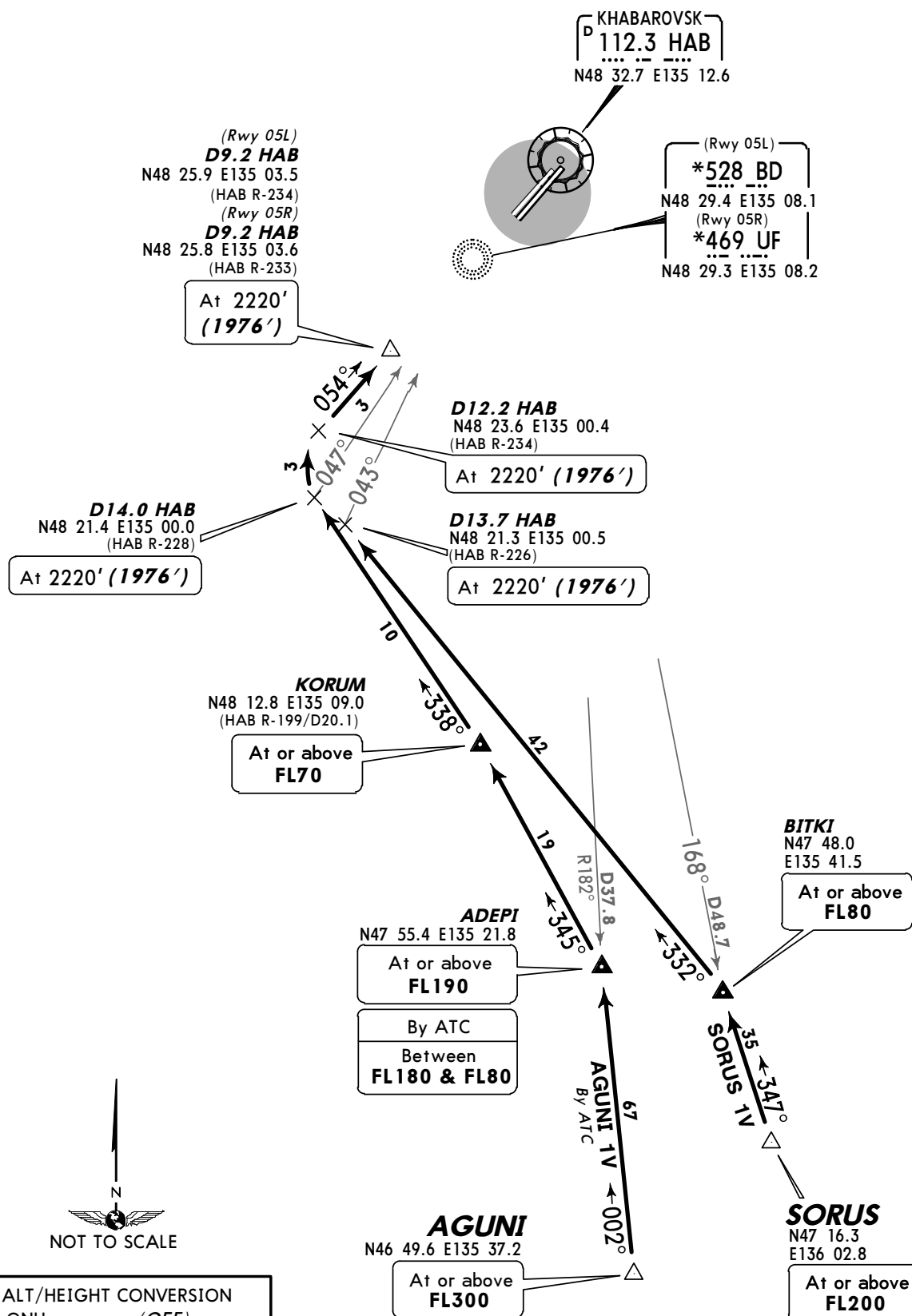




ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

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

(QFE)

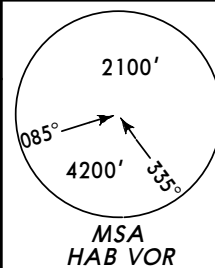
AGUNI 1V [AGUN1V], SORUS 1V [SORU1V]
RWYS 05L/R ARRIVALS
BY ATC

ATIS
124.87

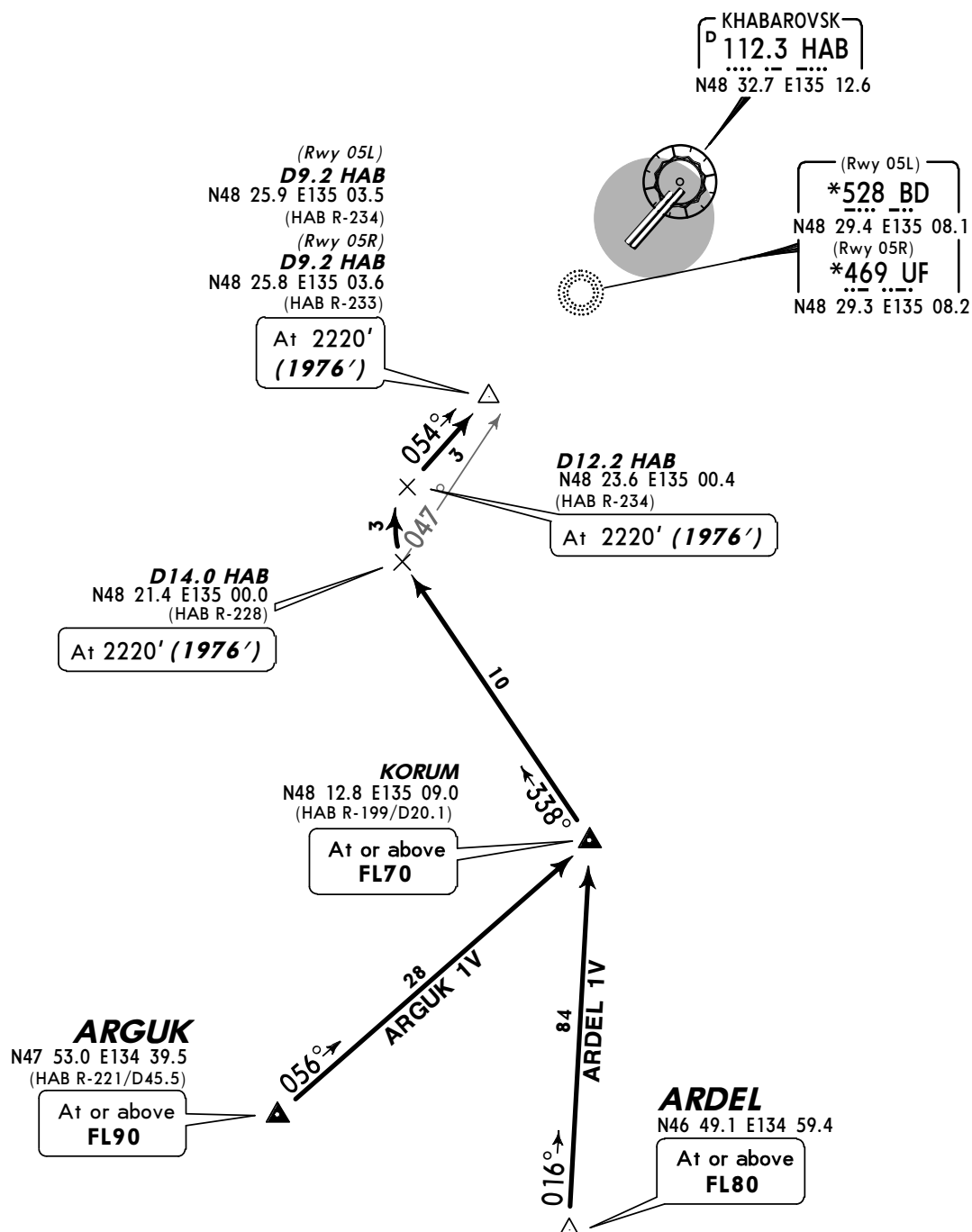
Apt Elev
244'

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

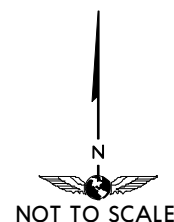
(QFE)



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



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



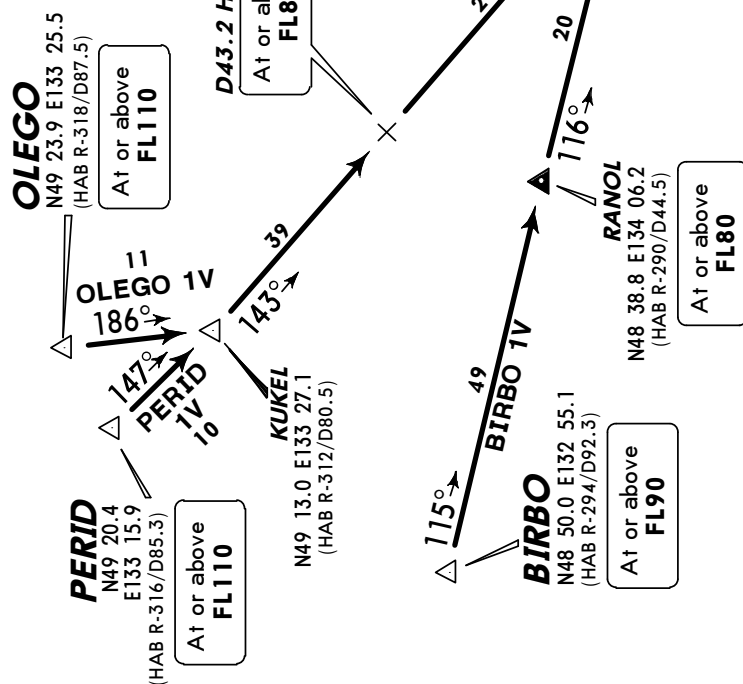
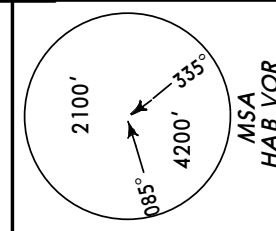
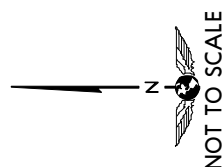
ATIS
124.87

Apt Elev
244'

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

(QFE)

BIRBO 1V [BIRB1V], OLEGO 1V [OLEG1V]
PERID 1V [PERI1V]
RWYS 05L/R ARRIVALS
BY ATC



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

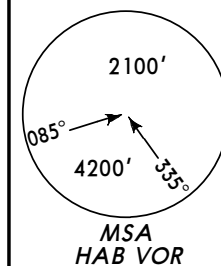
ATIS
124.87

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 [NIKRI1V]
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

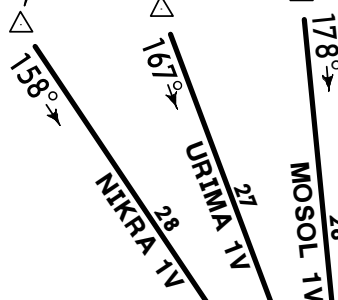
N49 29.3 E134 11.0
(HAB R-336/D69.7)

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)

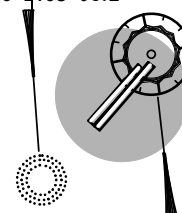
At 2220'
(1976')

(Rwy 05L)
D8.8 HAB
N48 26.2 E135 03.6
(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
D 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)

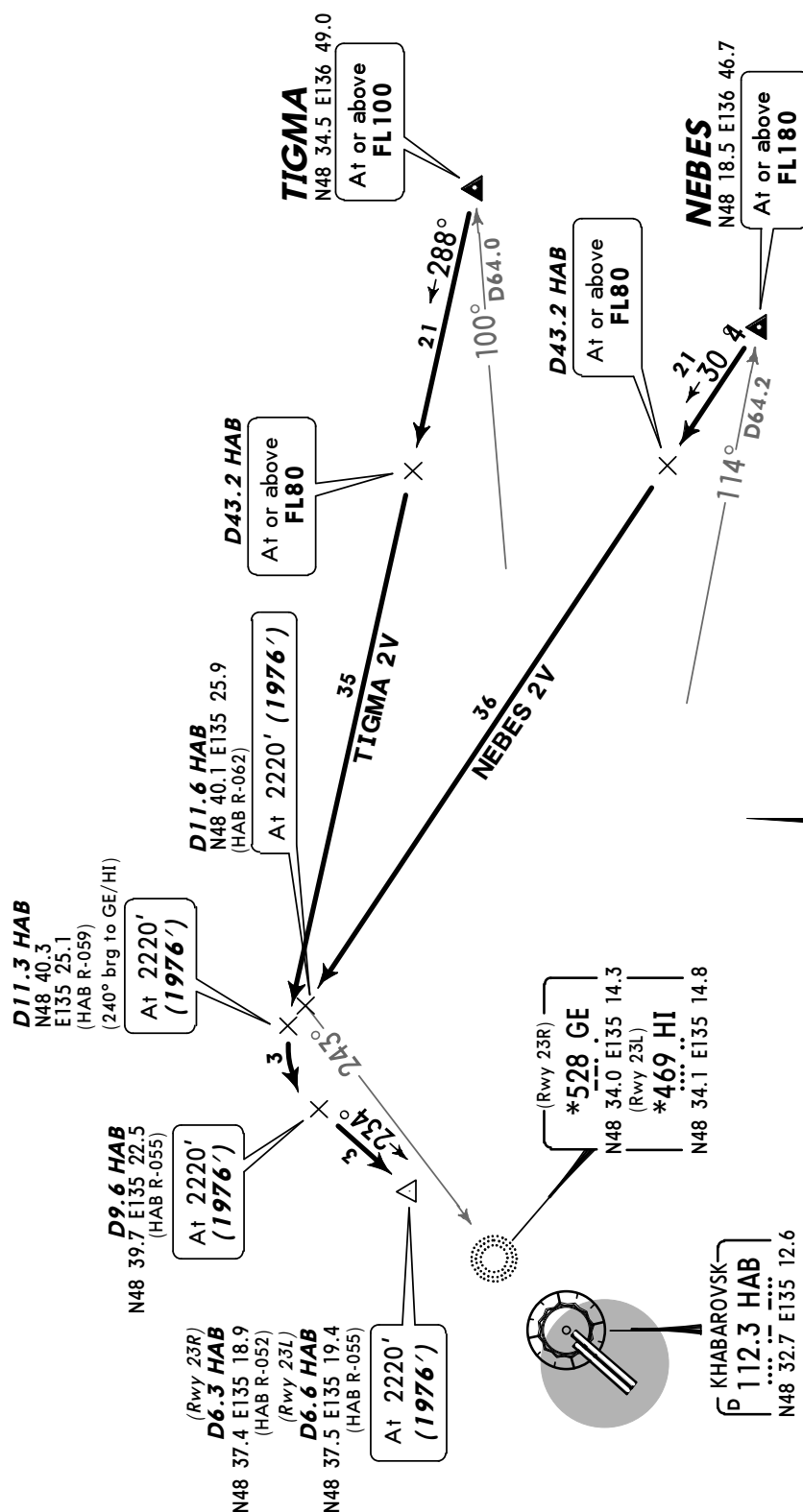
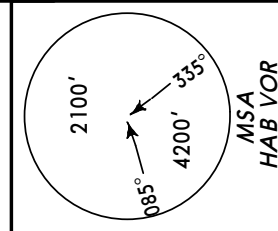
ATIS
124.87

Apt Elev
244'

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

(QFE)

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



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

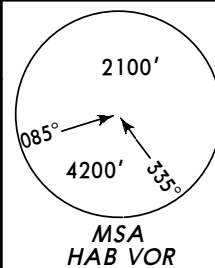
© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

ATIS
124.87

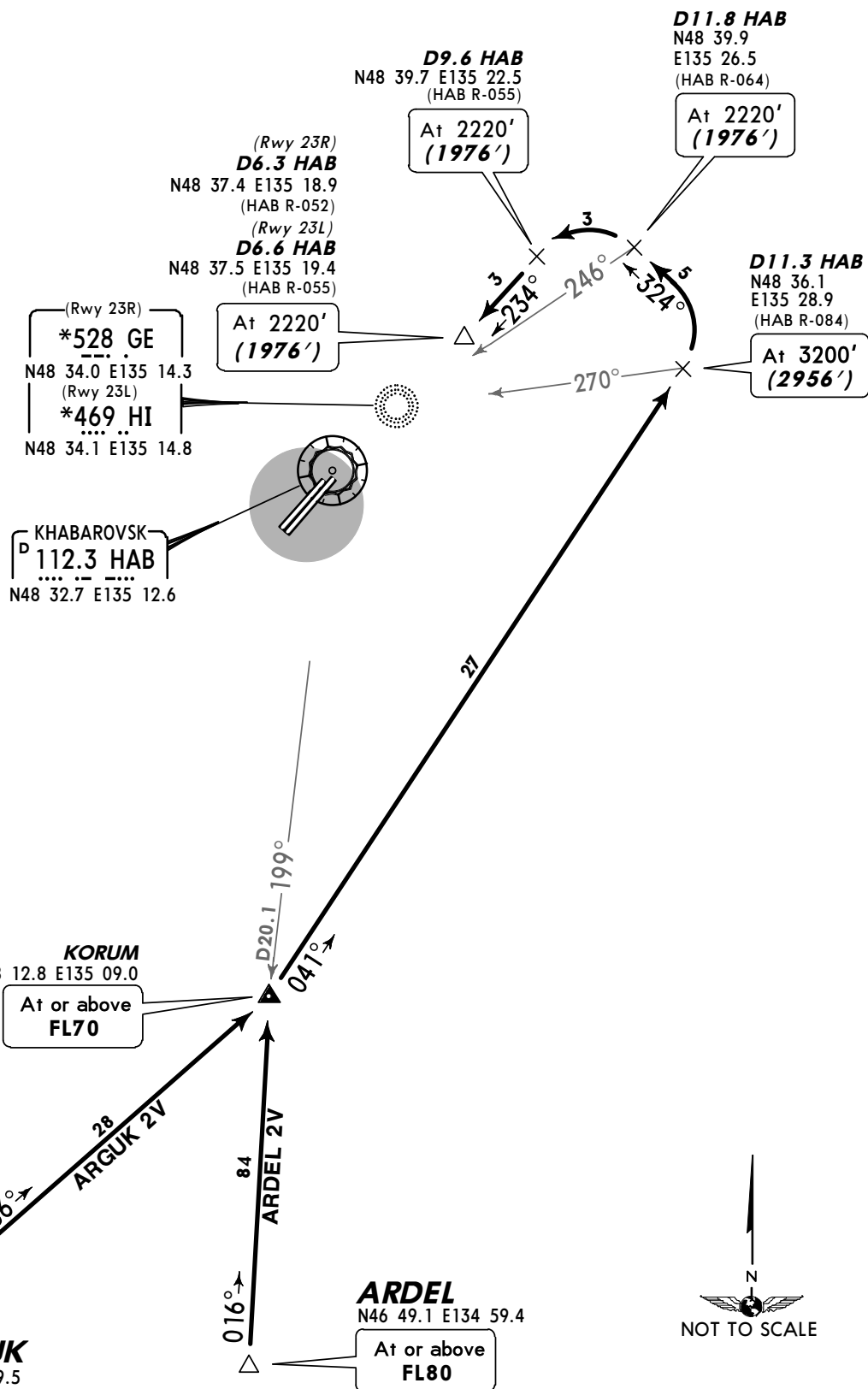
Apt Elev
244'

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



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

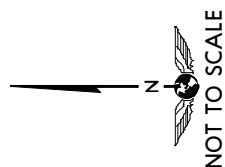
ATIS
124.87

Apt Elev
244'

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

(QFE)

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



OLEGO
N49 23.9 E133 25.5
(HAB R-318/D87.5)
At or above
FL110

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

OLEGO 2V
186°

BIRBO 2V
115°

BIRBO
N48 50.0 E132 55.1
(HAB R-294/D92.3)
At or above
FL90

RANOL
N48 38.8 E134 06.2
At or above
FL80

D43.2 HAB
At or above
FL80

LOLSU
N48 41.2 E134 44.2
(HAB R-306/D20.7)
At FL60

GOLIS
N48 49.8 E134 55.2
(HAB R-338/D20.7)
At FL60

D12.7 HAB
N48 44.9
E135 17.7
(HAB R-027)
At 3200' (2956')

D11.7 HAB
N48 42.5
E135 22.2
(HAB R-045)
At 2220' (1976')

D12.0 HAB
N48 44.4 E135 16.6
(HAB R-025)
At 3200' (2956')

D9.6 HAB
N48 39.7 E135 22.5
(HAB R-055)
At 2220' (1976')

D6.3 HAB
(Rwy 23R)
N48 37.4 E135 18.9
(HAB R-052)
At 2220' (1976')

D6.6 HAB
(Rwy 23L)
N48 37.5 E135 19.4
(HAB R-055)
At 2220' (1976')

***528 GE**
(Rwy 23R)
N48 34.0 E135 14.3

***469 HI**
(Rwy 23L)
N48 34.1 E135 14.8

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

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

MSA
HAB VOR

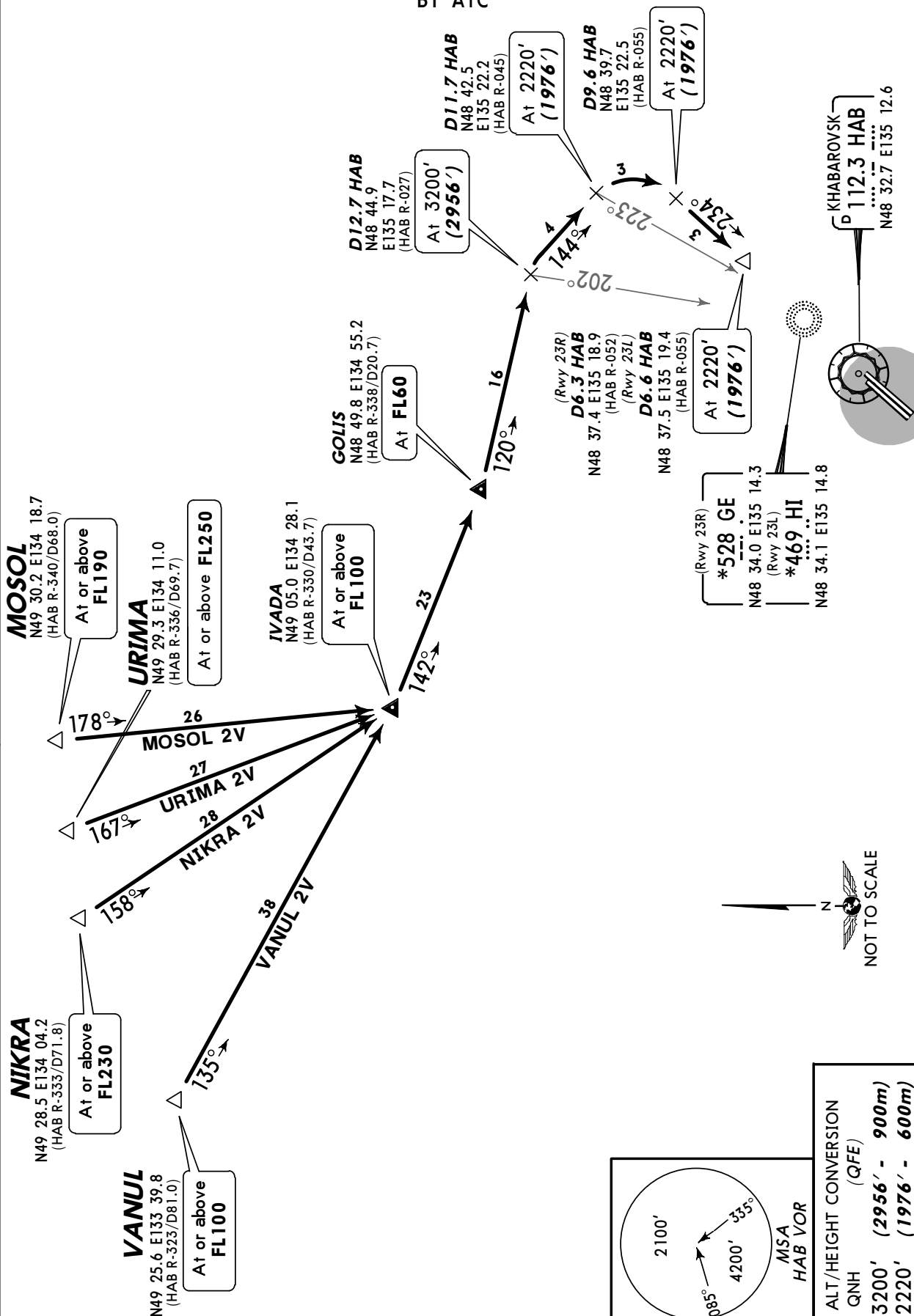
ATIS
124.87

Apt Elev
244'

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

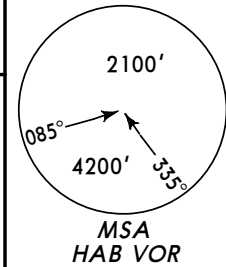
(QFE)

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



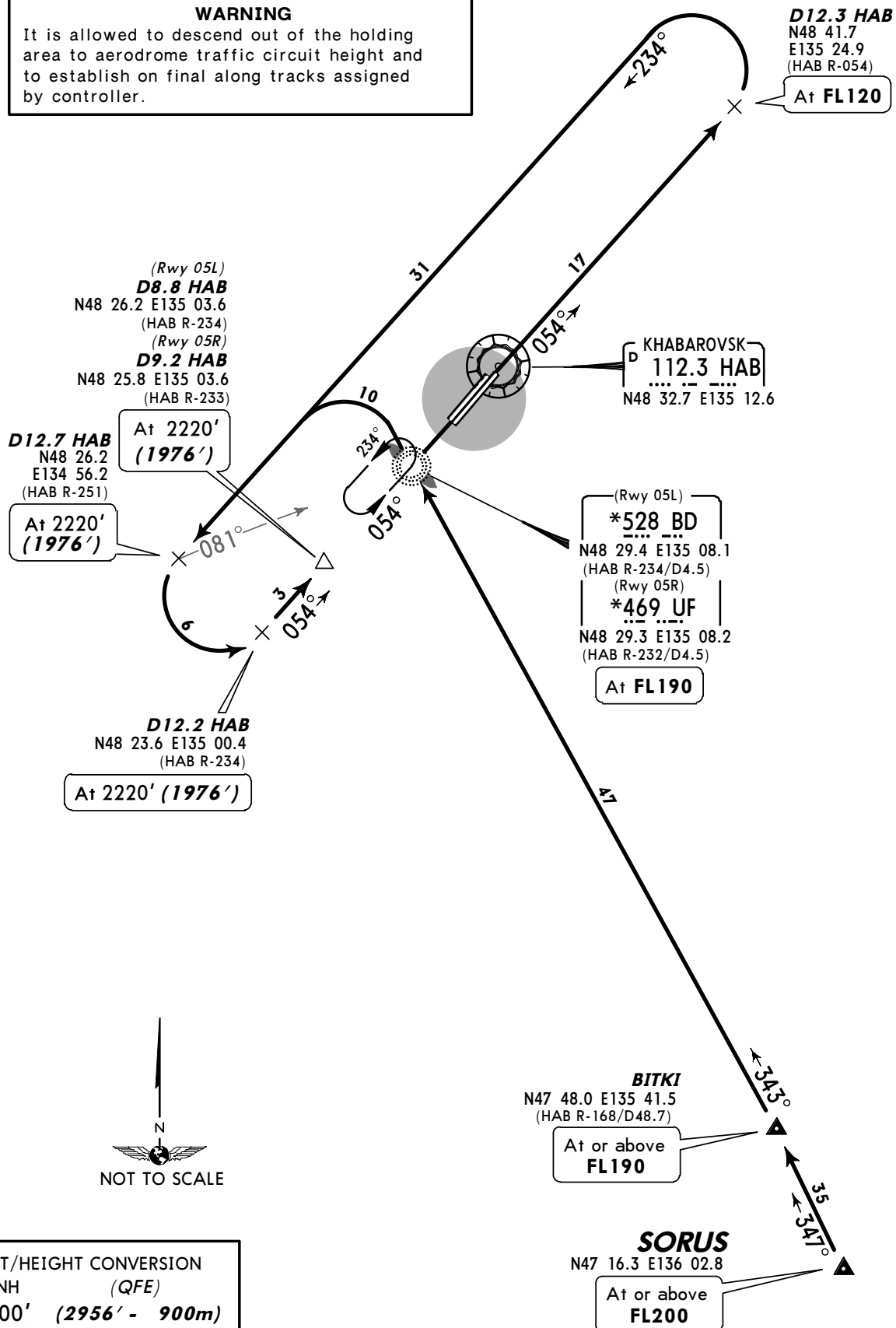
ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

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

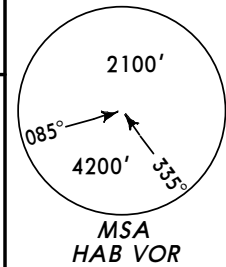
WARNING

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.

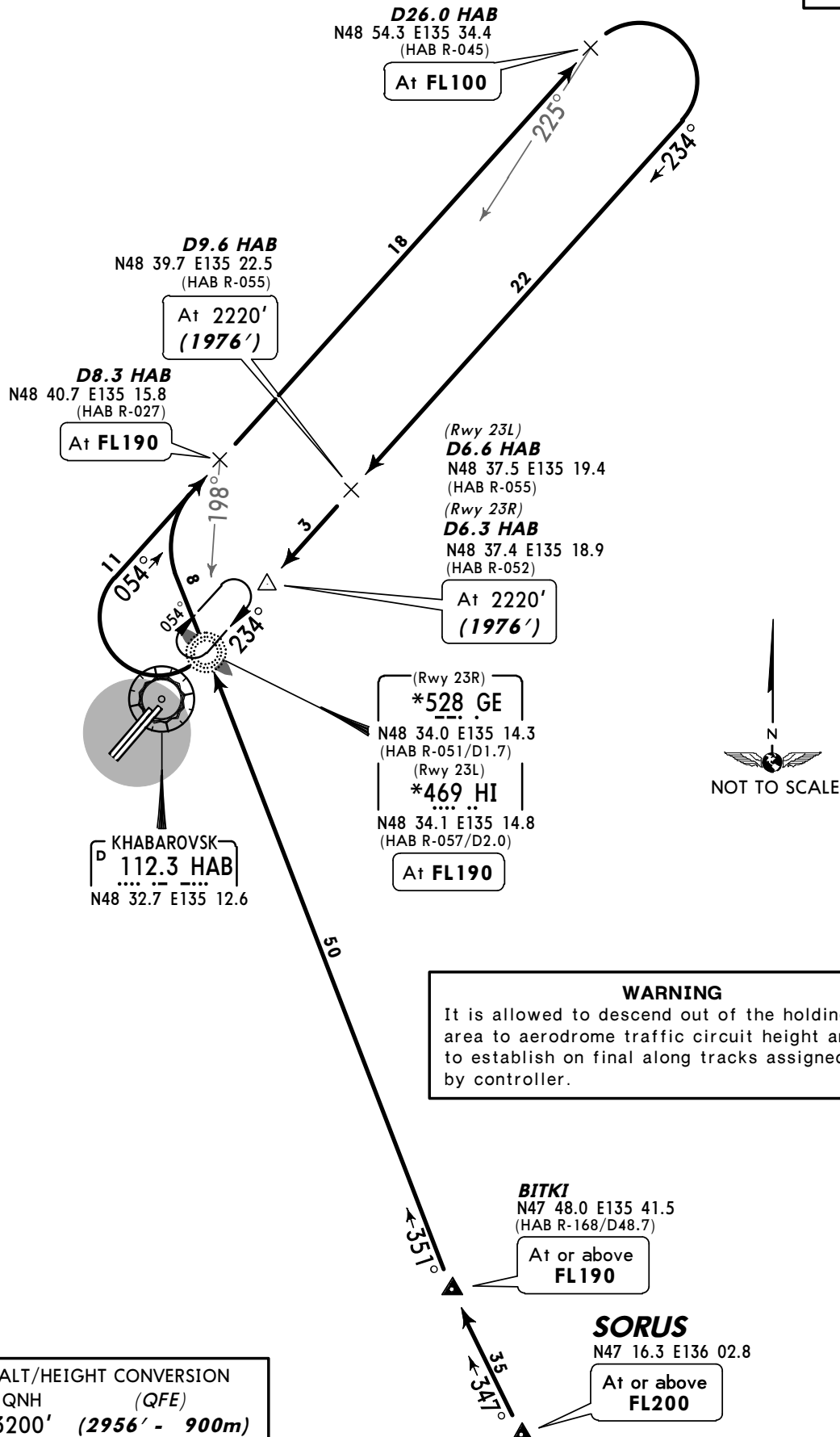


ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

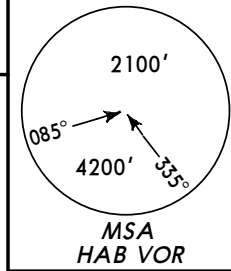
(QFE)



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



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
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**

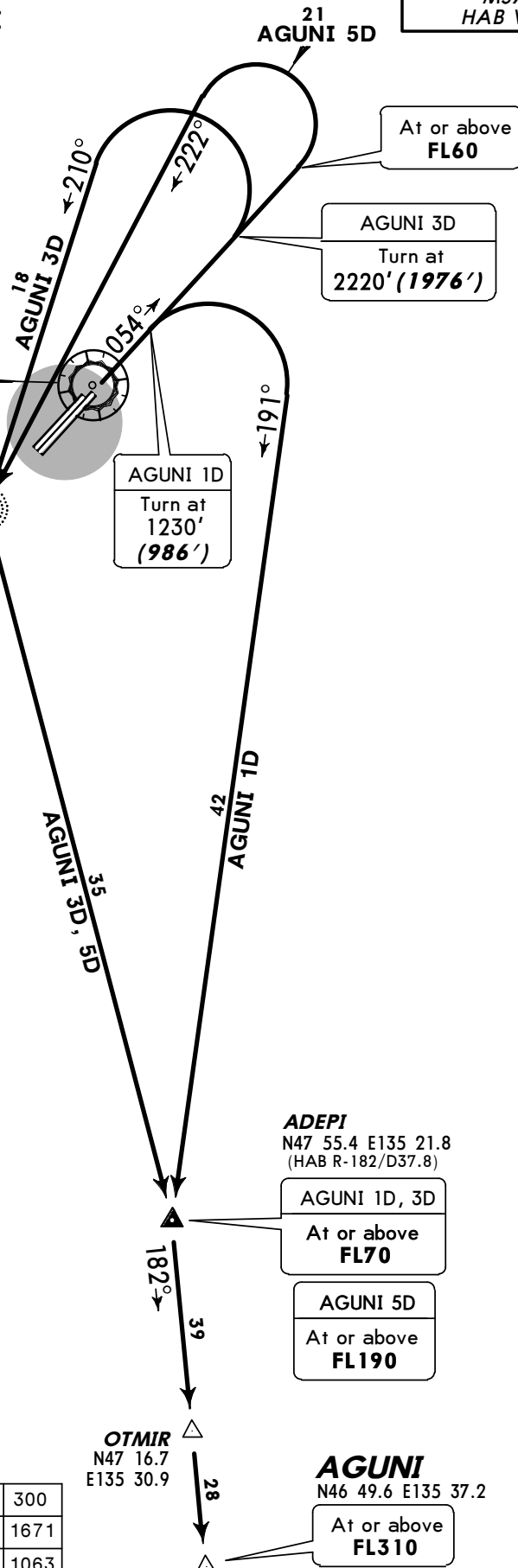
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1230'	(986' - 300m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

These SIDs require minimum climb gradients of

AGUNI 3D
3.5% up to FL60

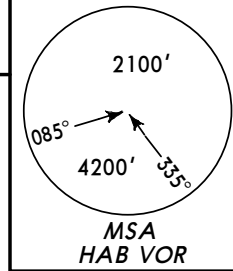
AGUNI 5D
5.5% up to FL190.

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

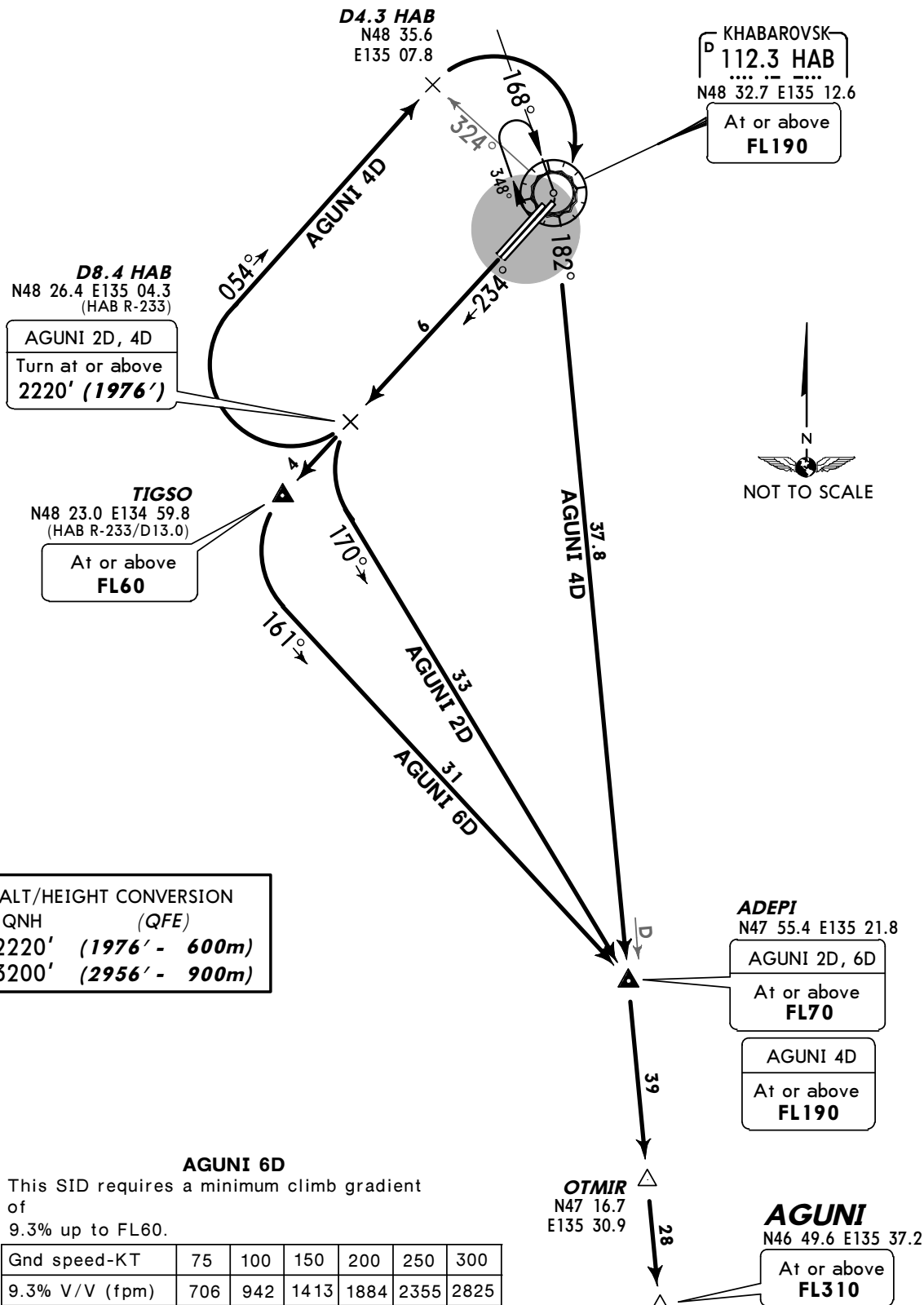


Apt Elev
244'

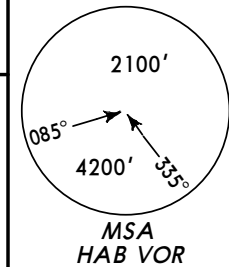
QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2956')



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')

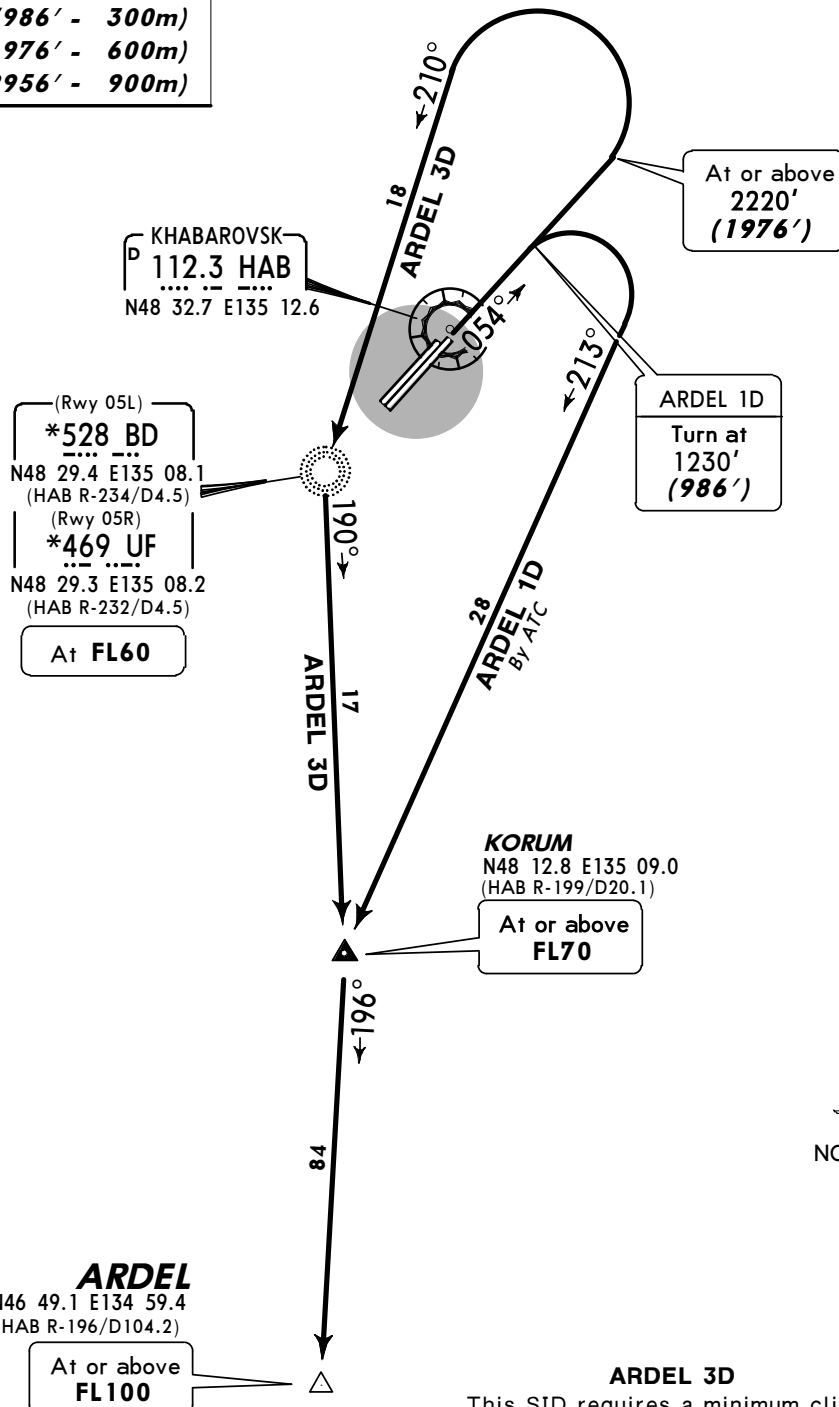


ARDEL 1D [ARDE1D]
BY ATC

ARDEL 3D [ARDE3D]
RWYS 05L/R DEPARTURES

ALT/HEIGHT CONVERSION

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

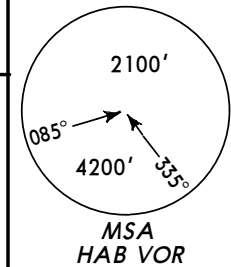


ARDEL 3D

This SID requires a minimum climb gradient
of
3.5% up to FL60.

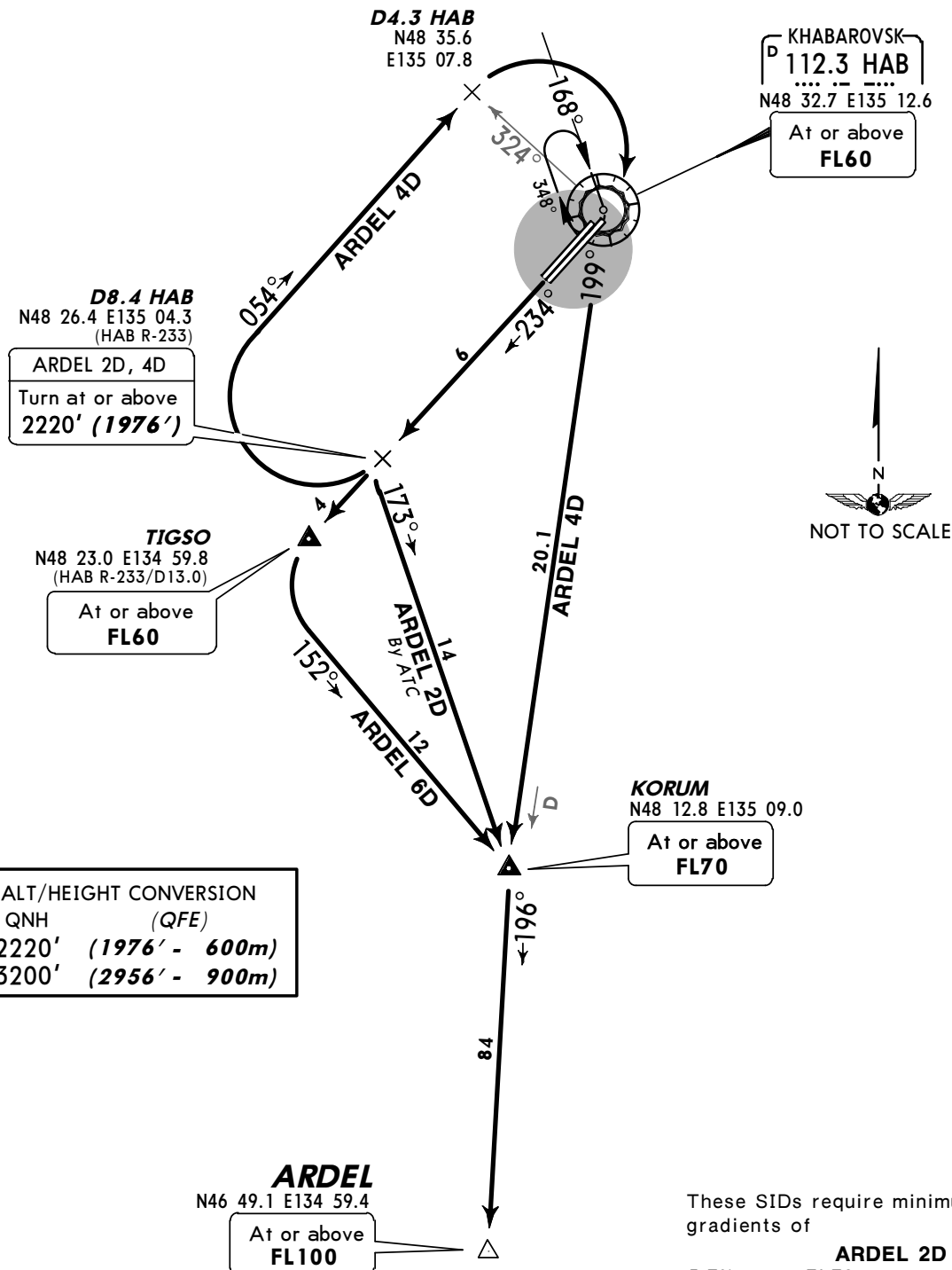
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

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



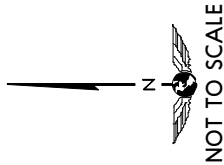
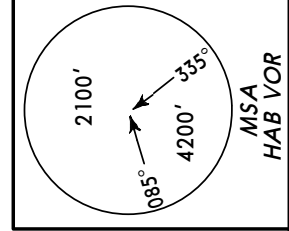
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

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], ● 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

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

GOLIS

N48 49.8 E134 55.2

At or above
FL60

● **OLEGO 1D**

25

315°

283°

At or above
2220' (1976')

054°

2100'

335°

4200'

085°

MSA

HAB VOR

KHABAROVSK

D 112.3 HAB

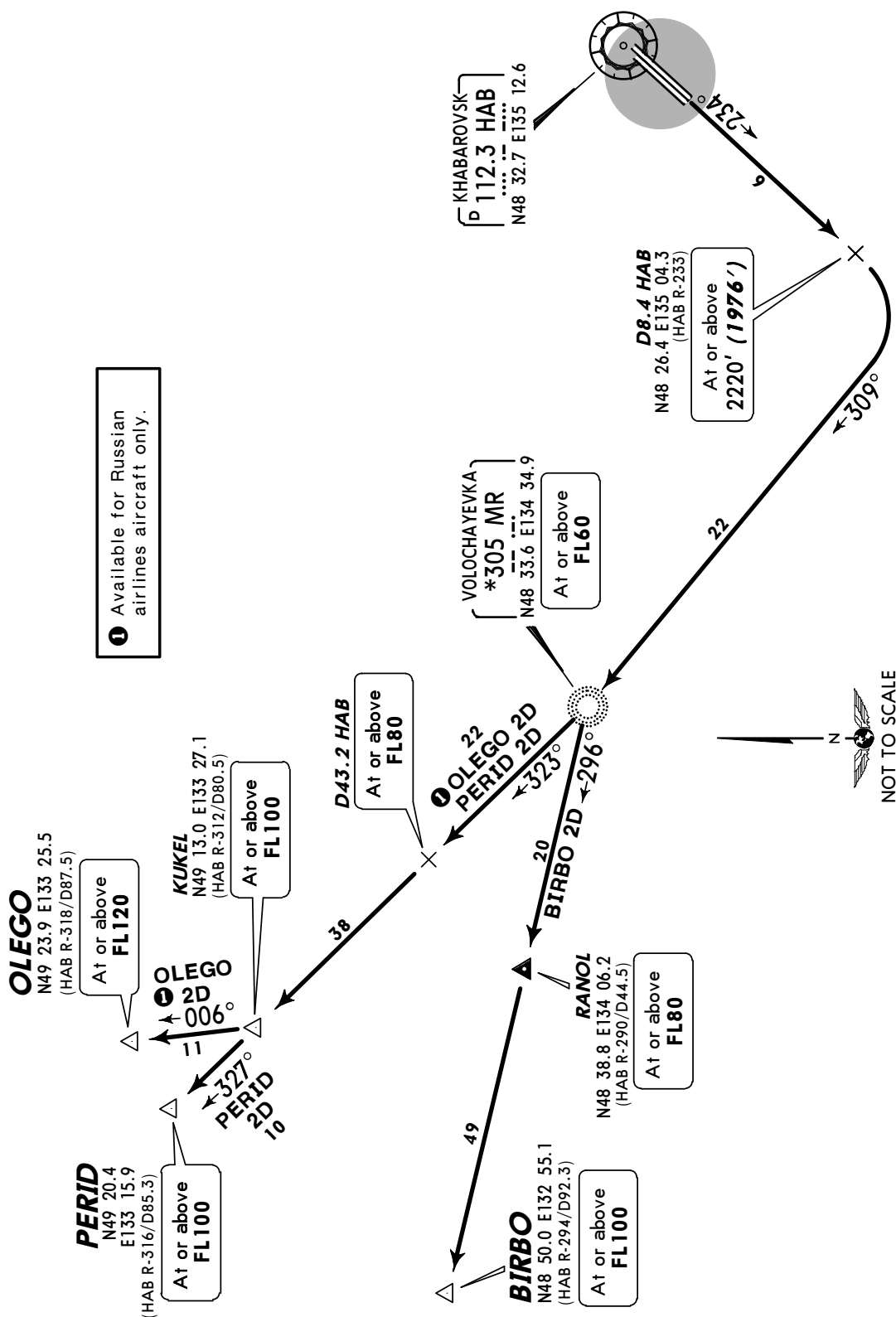
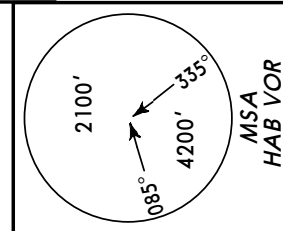
N48 32.7 E135 12.6

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



Available for Russian
airlines aircraft only.

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

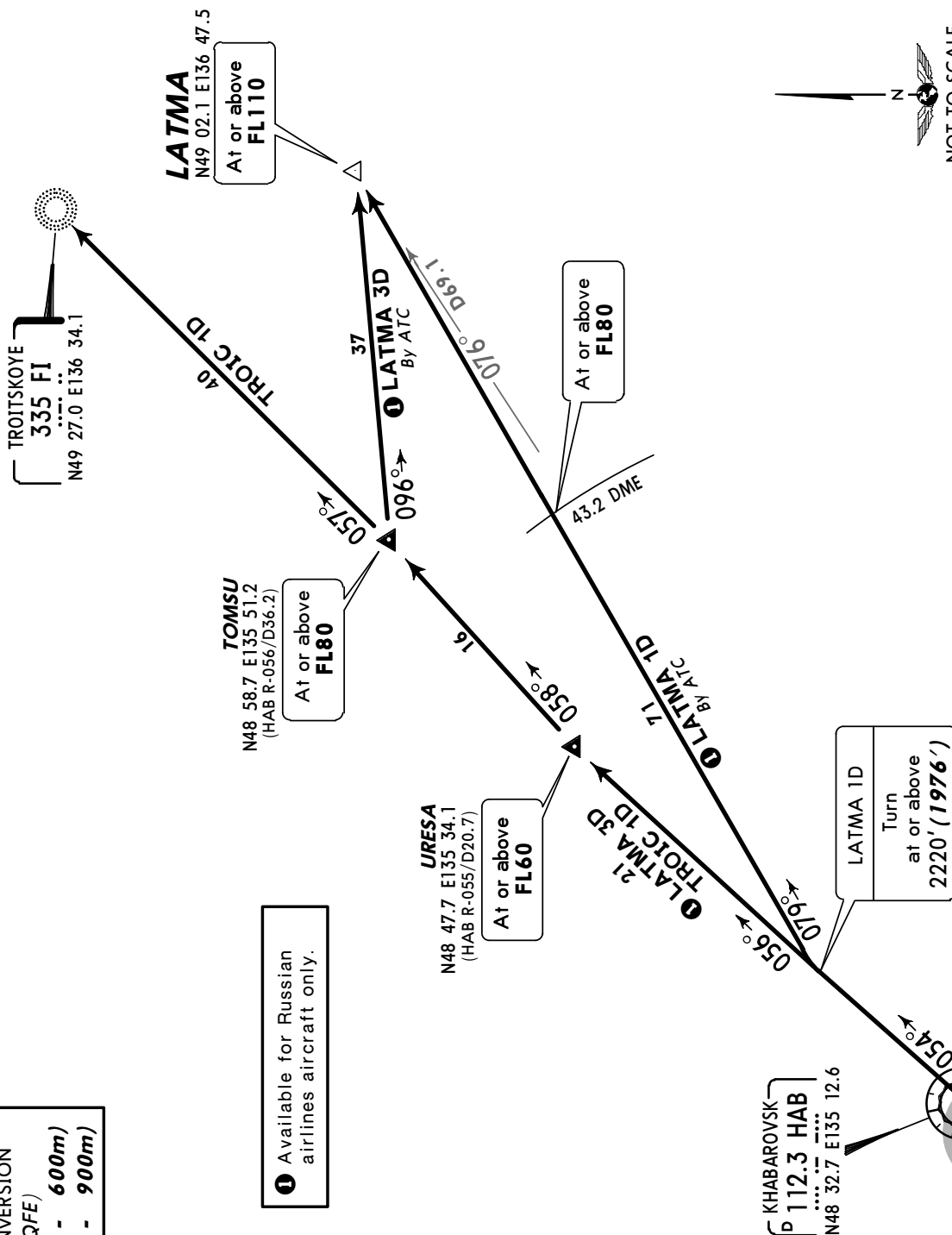
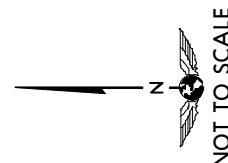
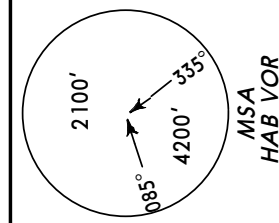
Apt Elev
244'

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.

Apt Elev
244'

QNH on request (QFE)

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

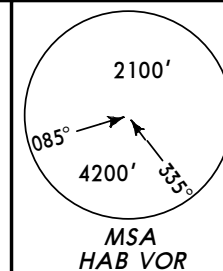
RELPI 2D[RELP2D], TROIC 2D[TROI2D]

● LATMA 2D [LATM2D], ● LATMA 4D[LATM4D]

RELPI 4D [RELP4D], TROIC 4D [TROI4D]

BY ATC

RWYS 23L/R DEPARTURES



ALT/HEIGHT CONVERSION

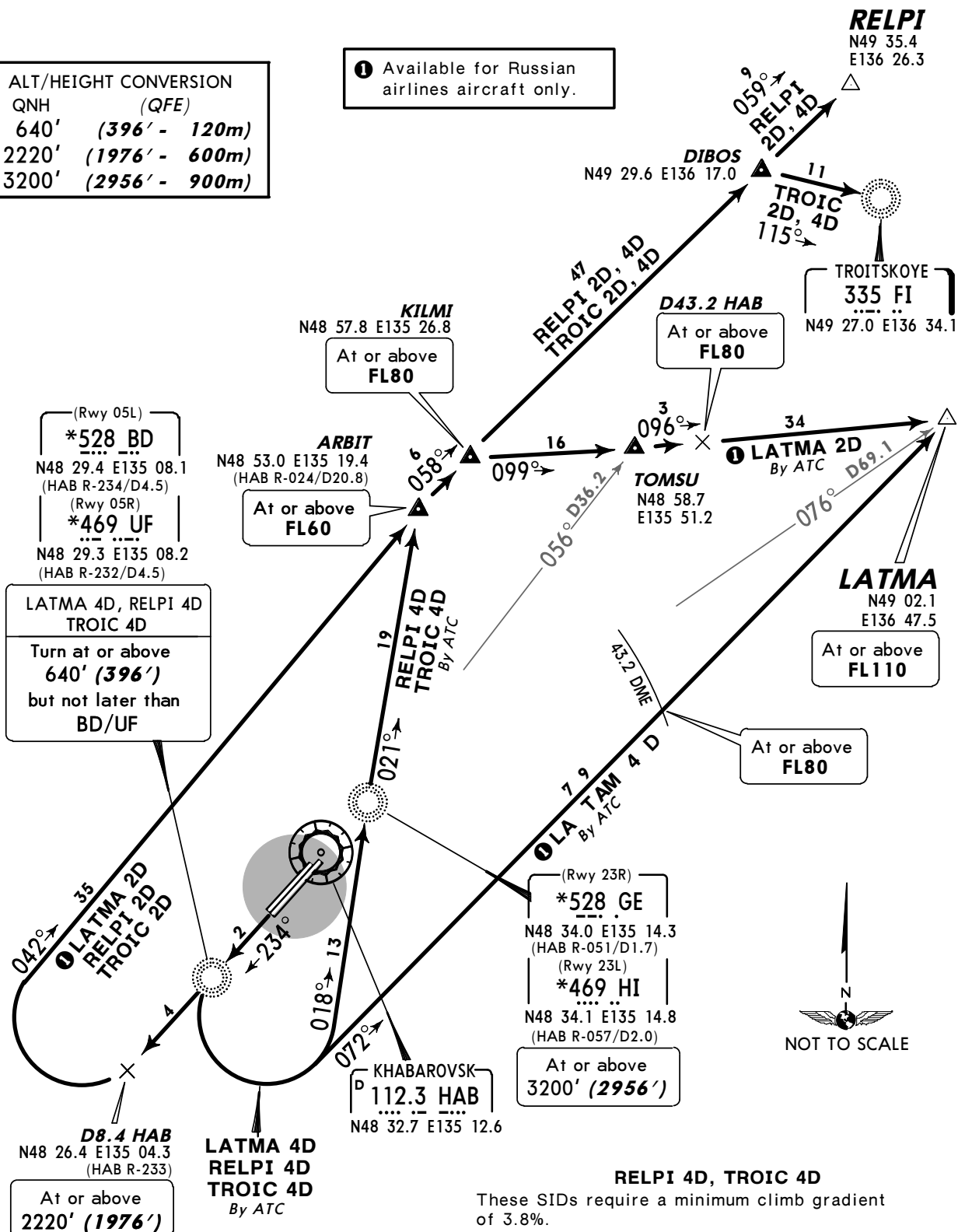
QNH (QFE)

640' (396' - 120m)

2220' (1976' - 600m)

3200' (2956' - 900m)

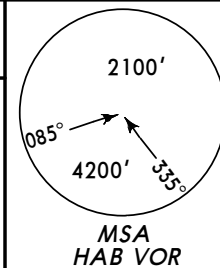
Available for Russian airlines aircraft only.



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

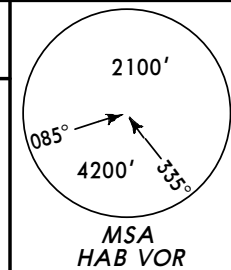
① Available for Russian
airlines aircraft only.

At or above
2220' (1976')

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)

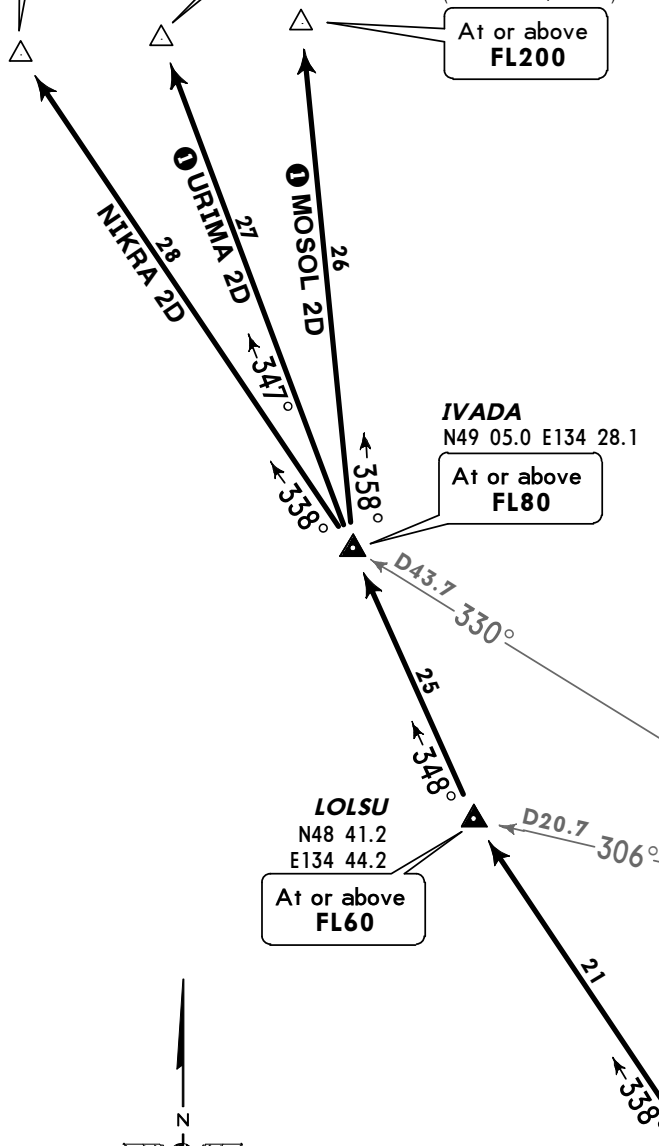
At or above
FL240

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.

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')

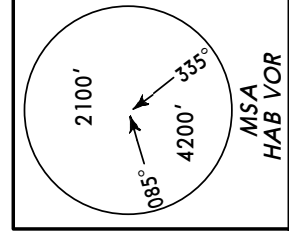


ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1976' - 600m)
3200' (2956' - 900m)

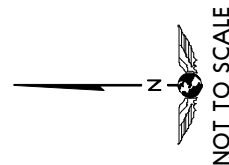
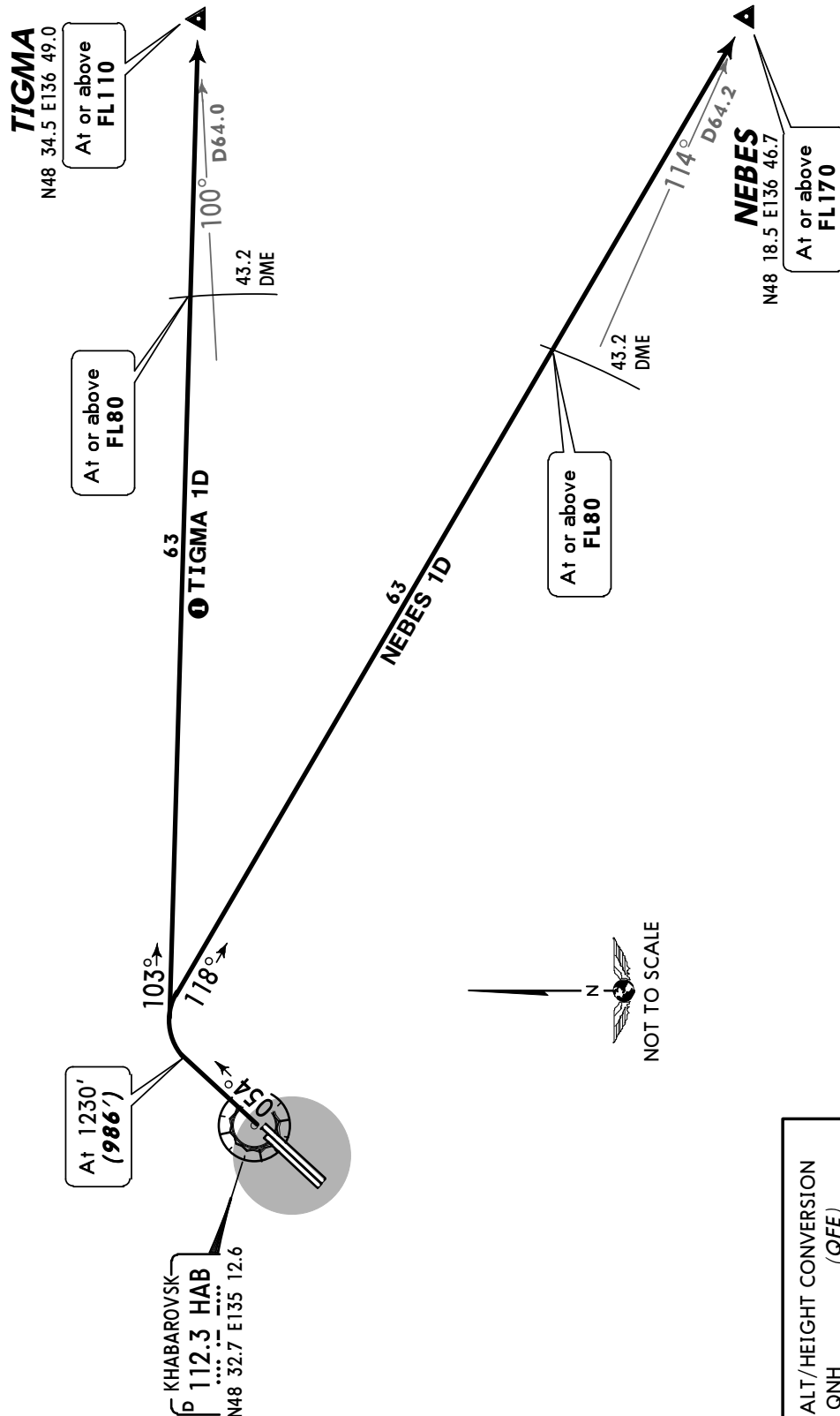
Apt Elev
244'

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

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

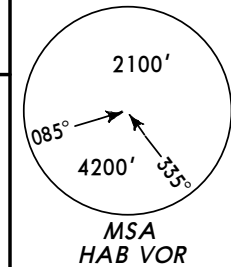


① Available for Russian
airlines aircraft only.



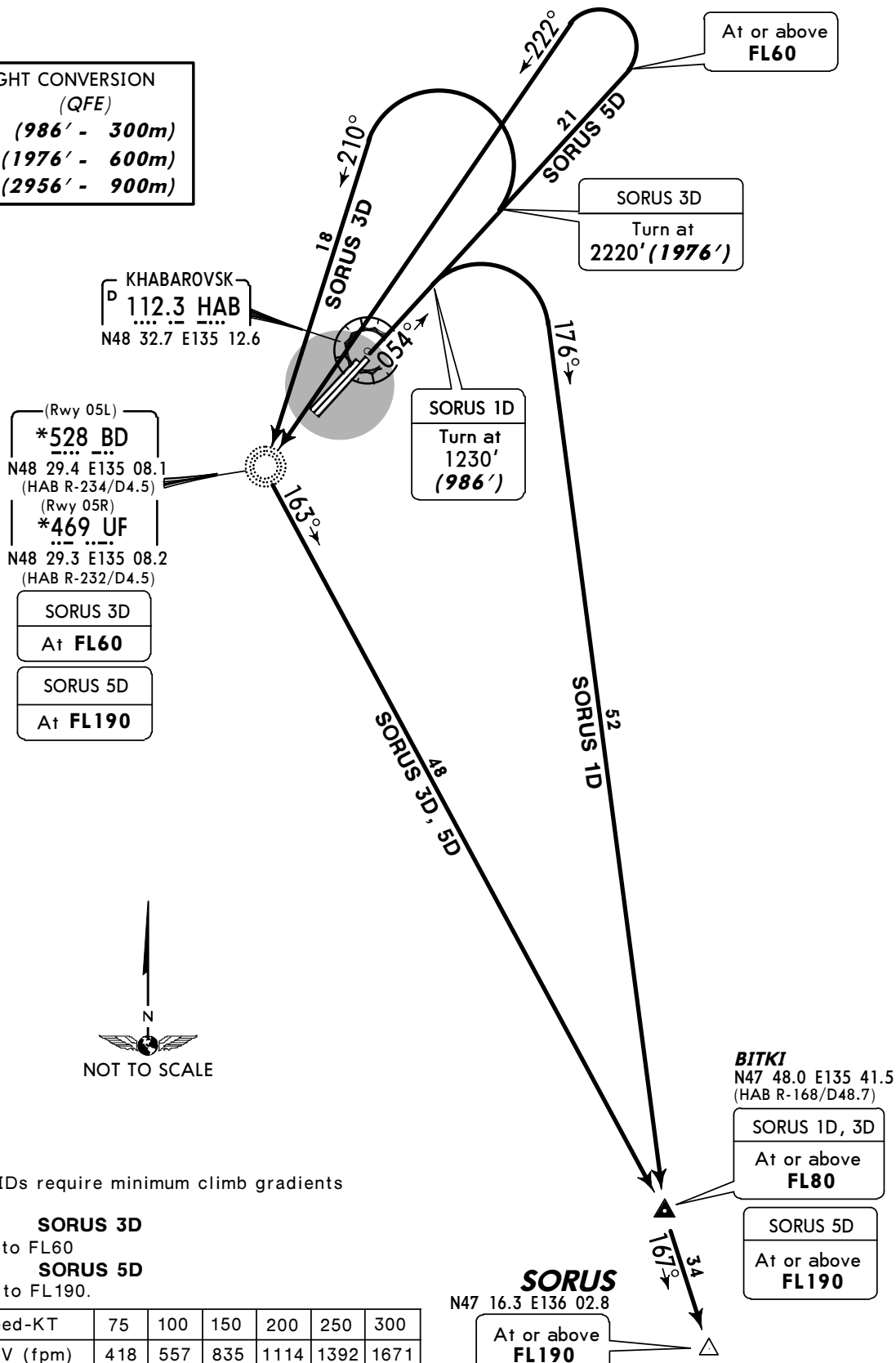
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1230'	(986' - 300m)
3200'	(2956' - 900m)

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



**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)



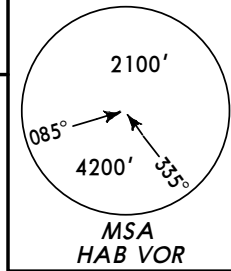
These SIDs require minimum climb gradients of

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

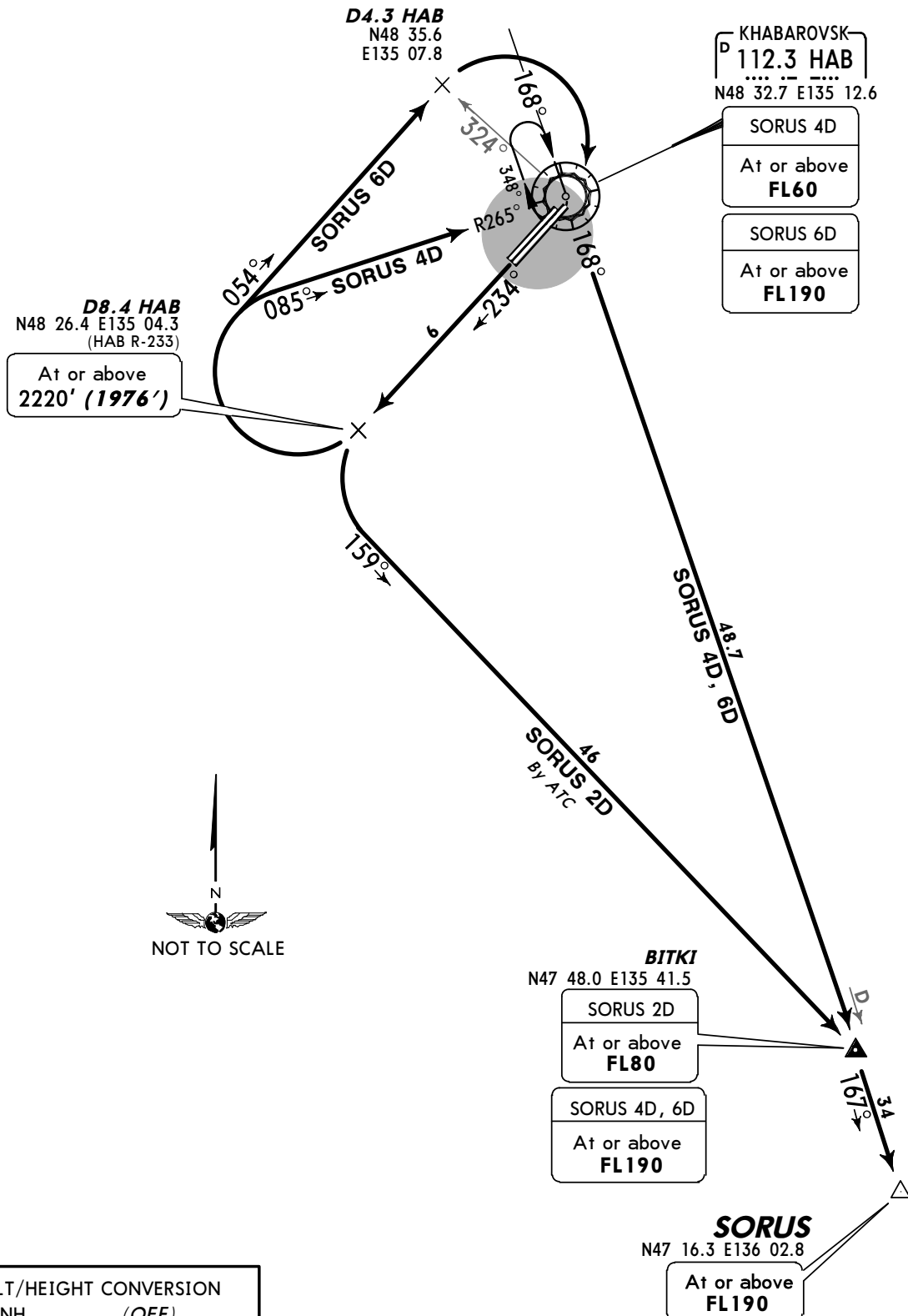
Apt Elev
244'

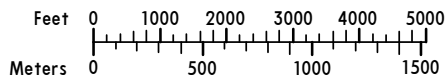
QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2956')



SORUS 2D [SORU2D]
BY ATC

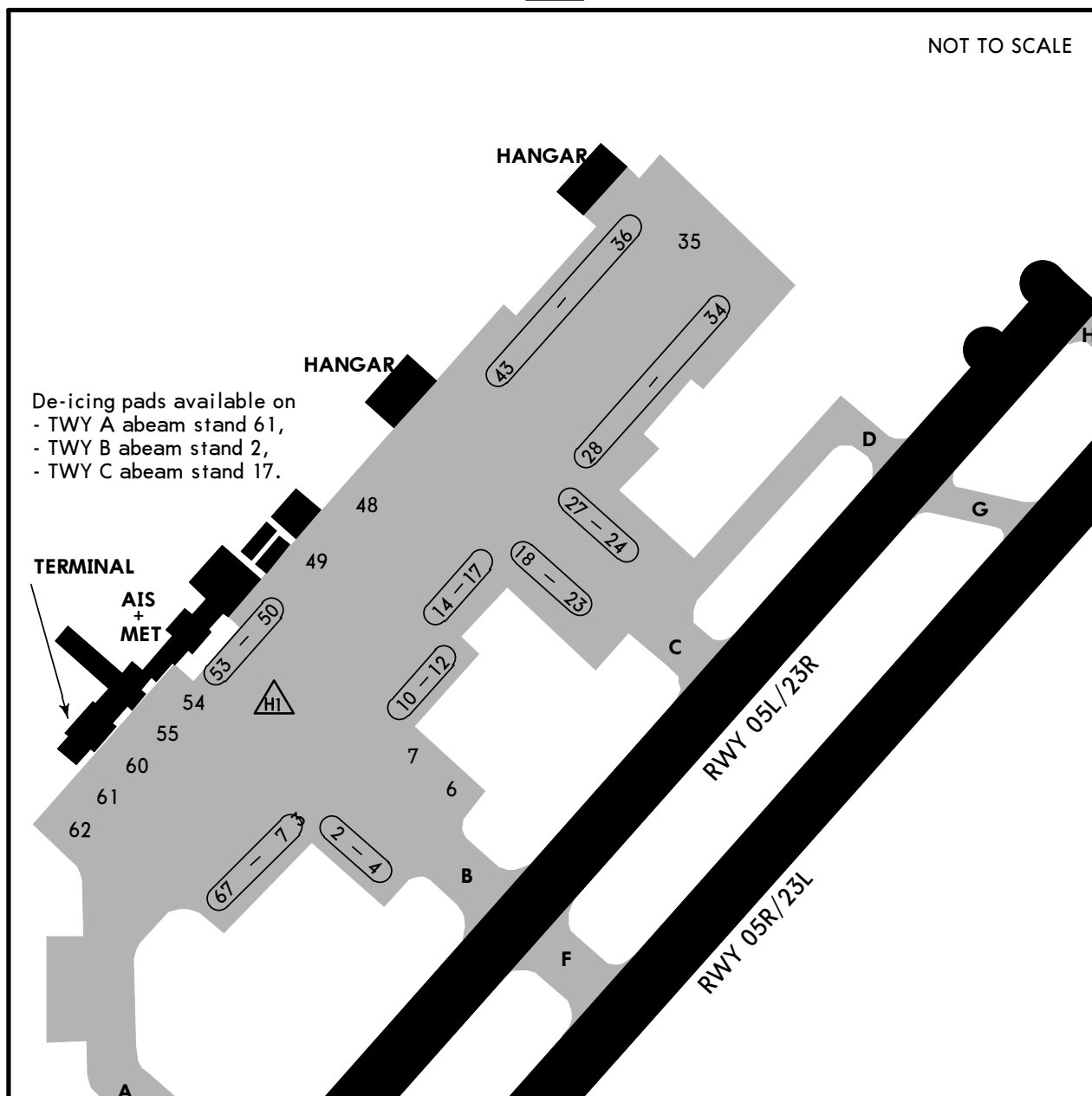
SORUS 4D [SORU4D] , SORUS 6D [SORU6D]
RWYS 23L/R DEPARTURES





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

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

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

① Continuous Descent Final Approach.

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

❶ Continuous Descent Final Approach.

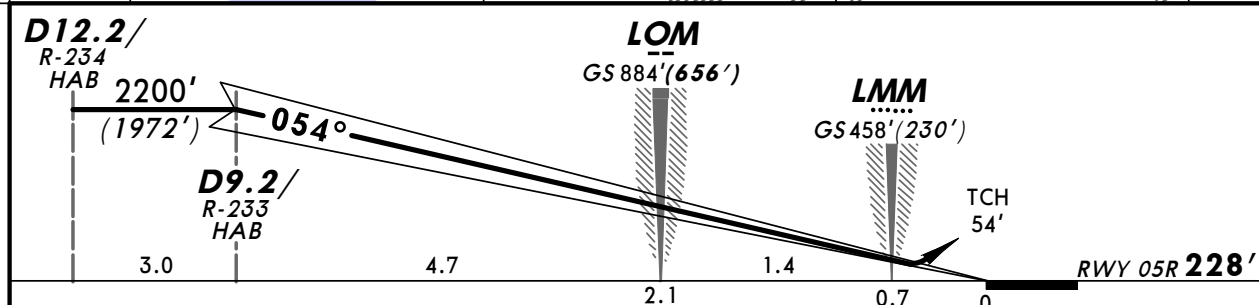
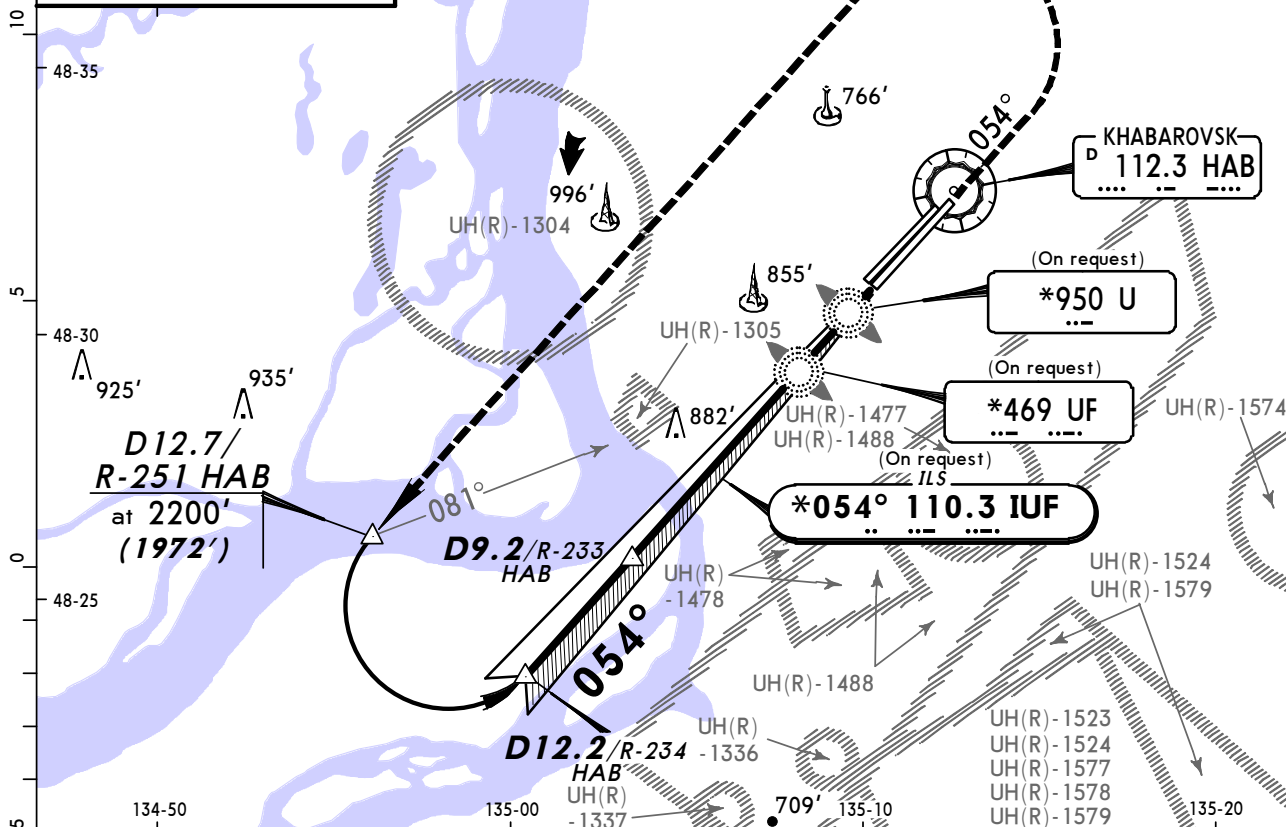
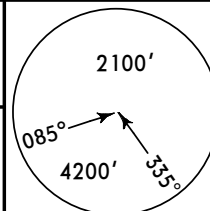
TAKE-OFF RWY 05L/R, 23L/R

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

BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) 125.2	KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3	Ground 119.3
LOC IUF 110.3	Final Apch Crs 054°	GS LOM 884' (656')	ILS DA(H) 428' (200')	Apt Elev 244' RWY 228'
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2972')				MSA Airport

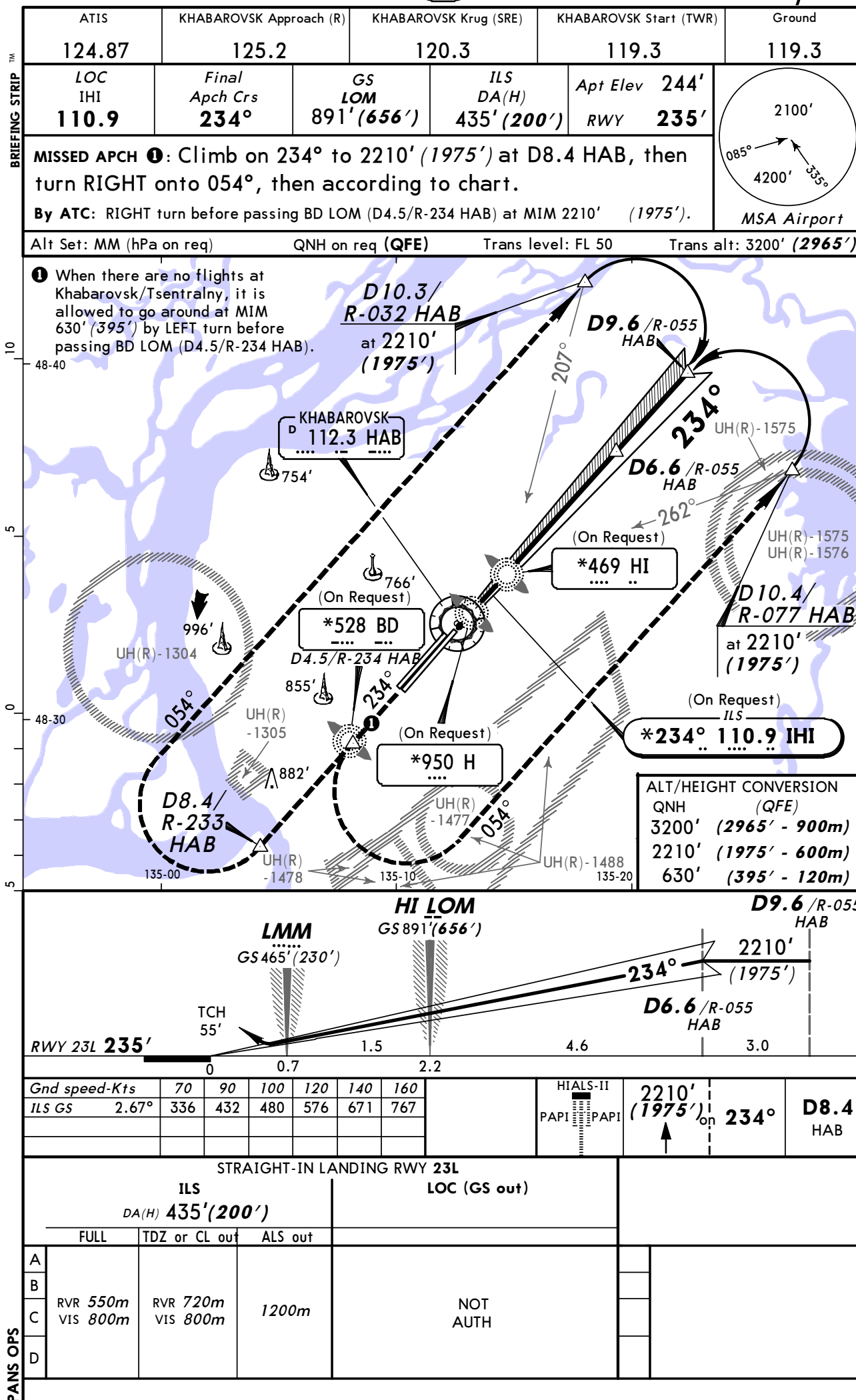
ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2972' - 900m)
2200' (1972' - 600m)

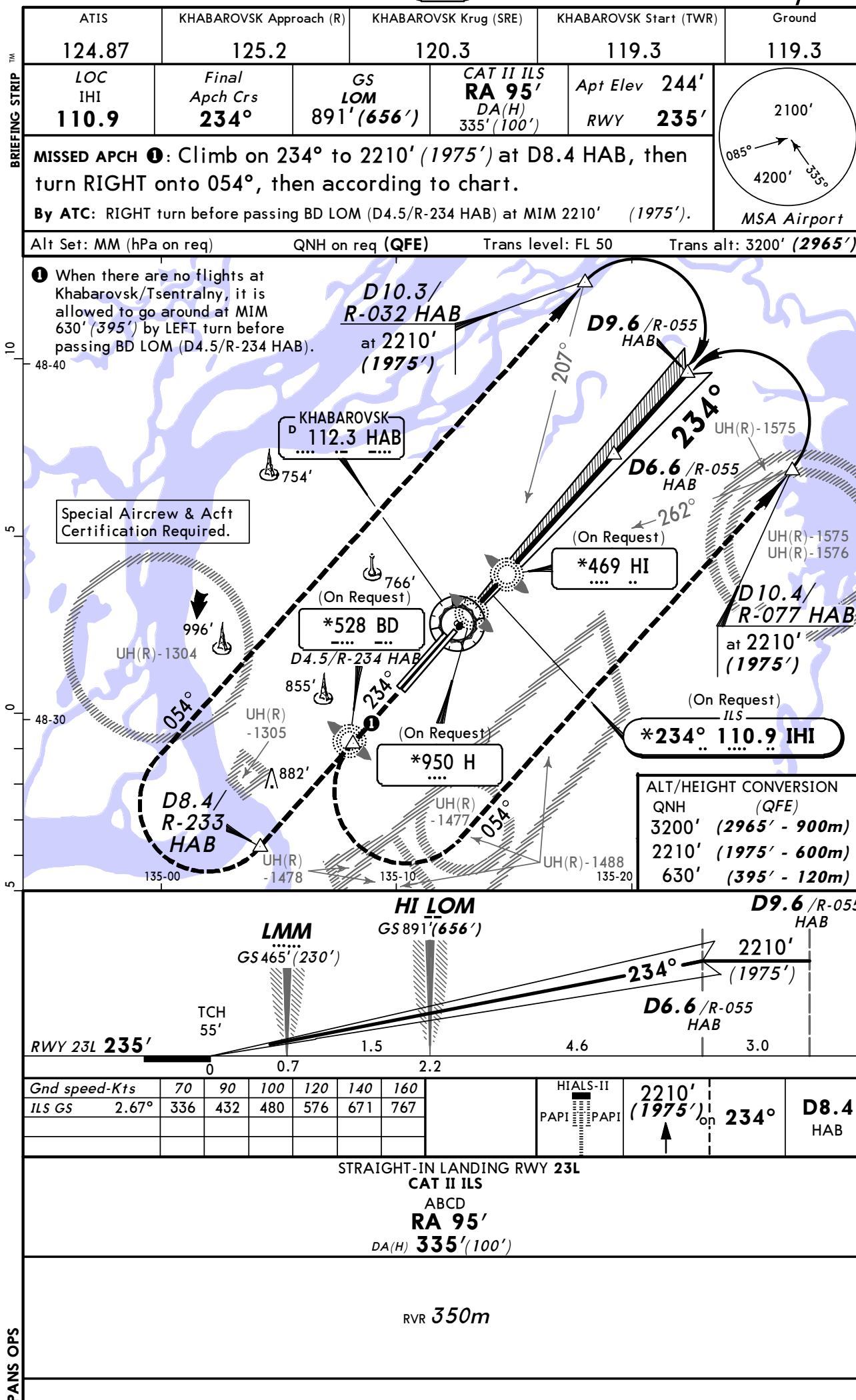


Gnd speed-Kts	70	90	100	120	140	160		HIALS	2200' (1972')	054°	234°
ILS GS	2.67°	336	432	480	576	671	767	PAPI	on		LT

STRAIGHT-IN LANDING RWY 05R					
ILS		LOC (GS out)			
DA(H) 428'(200')					
FULL		ALS out			
A	800m	1200m	NOT AUTH		
B					
C					
D					

PANS OPS





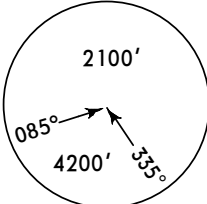
UHHH/KHV
NOVY

24 FEB 12

(16-1)

JEPPESSEN

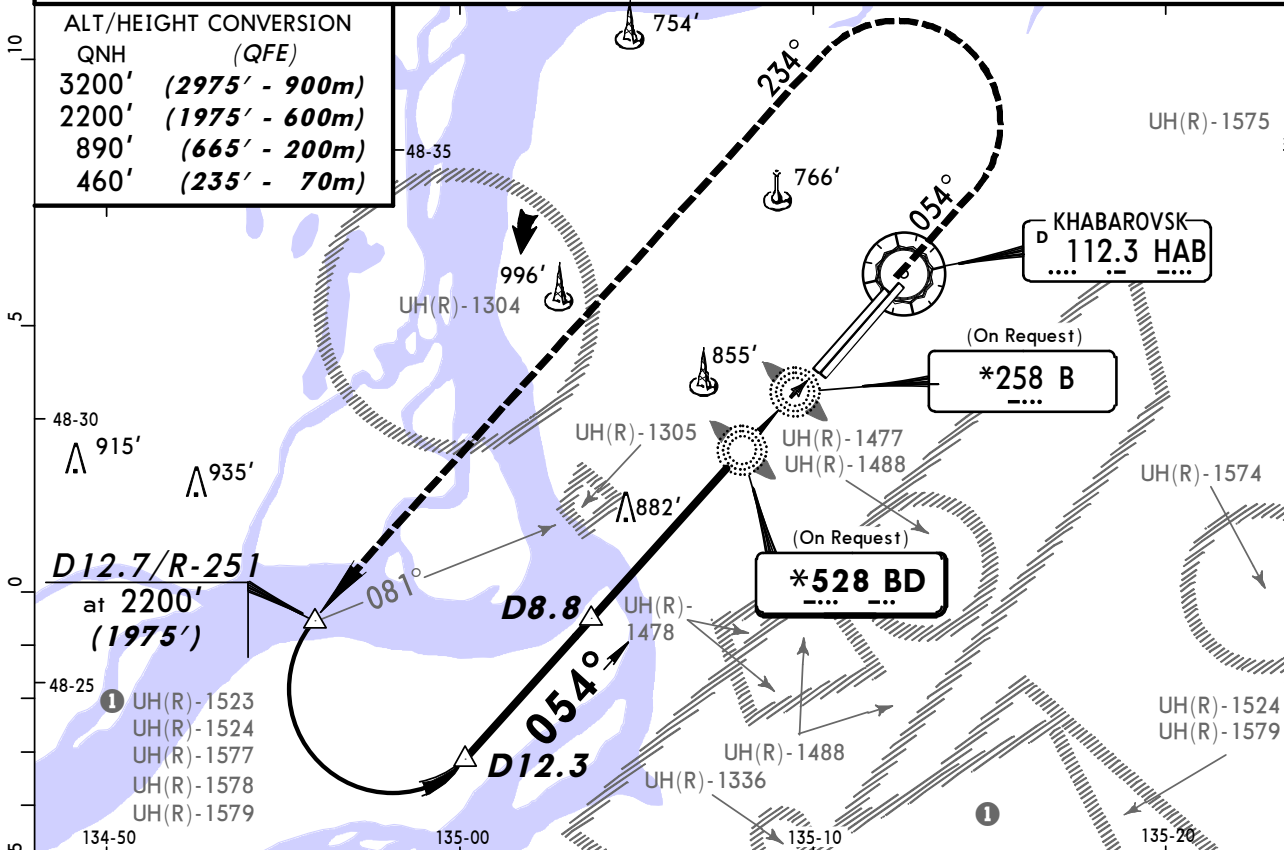
KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05L

ATIS	KHABAROVSK Approach (R)	KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	120.3	119.3	119.3
NDB BD *528	Final Apch Crs 054°	Minimum Alt D8.8 2200' (1975')	2 NDB MDA(H) 700' (475') NDB MDA(H) Refer to Minimums Apt Elev 244' RWY 225'	 MSA Airport
MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.				

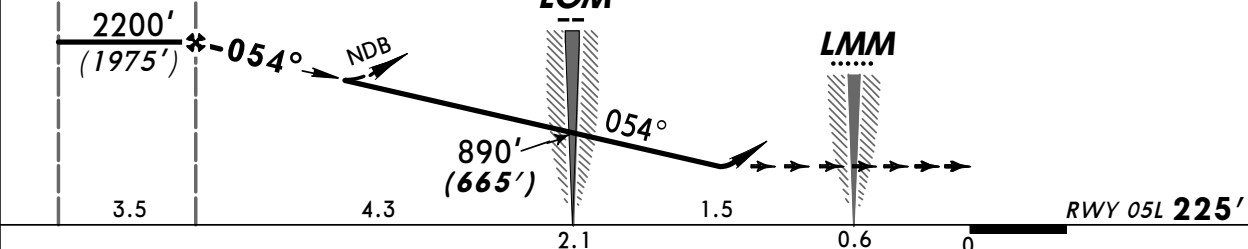
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2975')

ALT/HEIGHT CONVERSION

QNH	(QFE)
3200' (2975' - 900m)	
2200' (1975' - 600m)	
890' (665' - 200m)	
460' (235' - 70m)	



D12.3 D8.8



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1975')	054°	234°
Descent Angle 2.67°	331	425	472	567	661	756	PAPI	on		LT

STRAIGHT-IN LANDING RWY 05L

2 NDB	BD NDB	B NDB	
MDA(H) 700' (475')	MDA(H) 1080' (855')	MDA(H) 1150' (925')	
ALS out	ALS out	ALS out	
A			
B	3200m	3200m	
C	2800m	4400m	
D	4400m	4800m	

UHHH/KHV
NOVY

24 FEB 12

(16-2)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

BRIEFING STRIP

ATIS	KHABAROVSK Approach (R)	KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	120.3	119.3	119.3
NDB UF *469	Final Aptch Crs 054°	Minimum Alt D9.2 2200' (1972')	2 NDB MDA(H) 670' (442') NDB MDA(H) Refer to Minimums Apt Elev 244' RWY 228'	2100' 085° 4200' 335° MSA Airport
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2972')				

ALT/HEIGHT CONVERSION

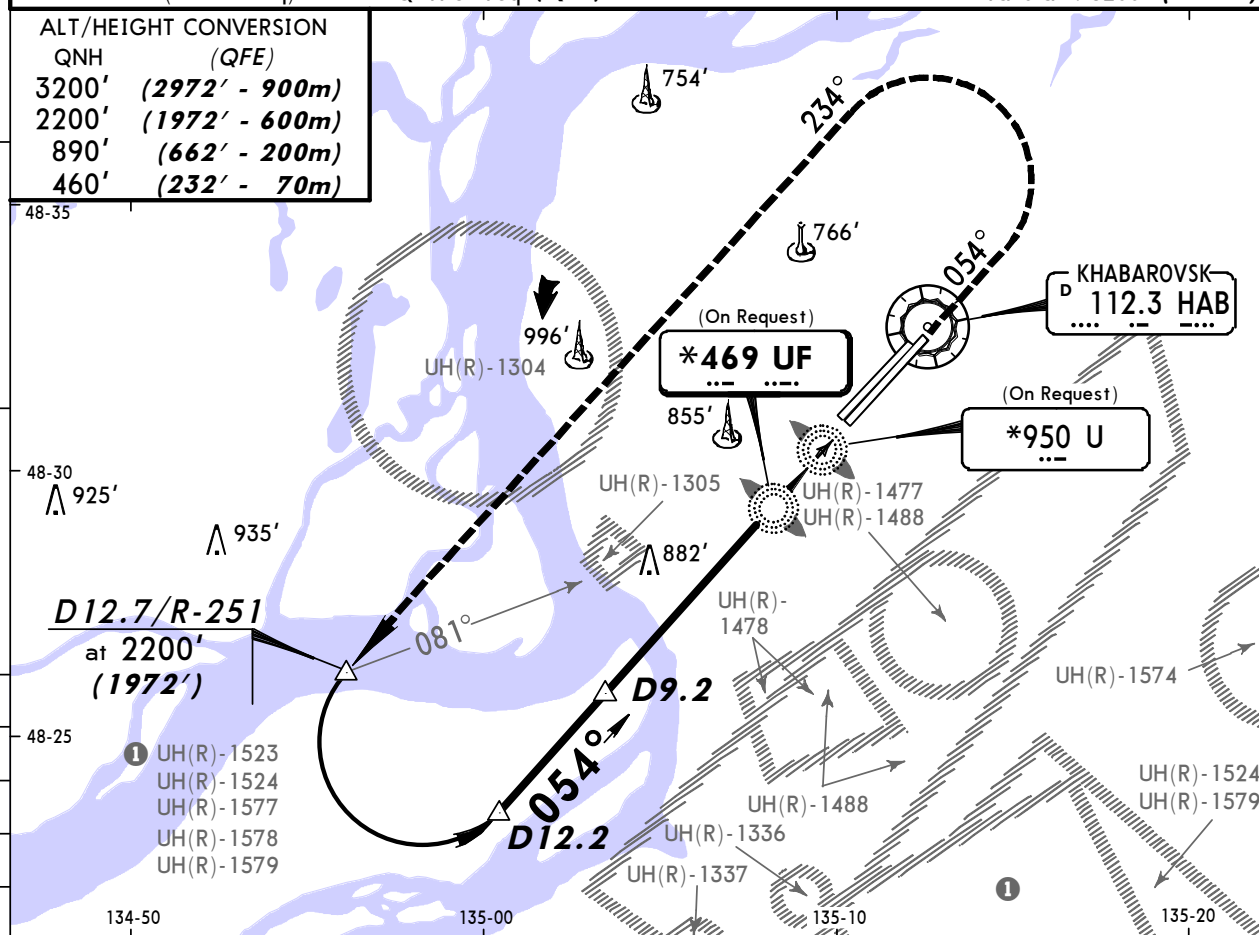
QNH	(QFE)
3200'	(2972' - 900m)
2200'	(1972' - 600m)
890'	(662' - 200m)
460'	(232' - 70m)

10

5

0

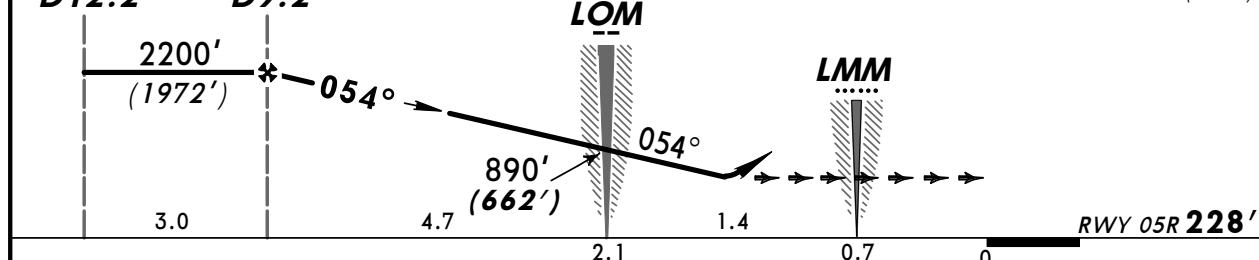
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D12.2

D9.2

Pass LMM not below 460' (232').



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

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		3200m	
C		2500m		3100m		3200m
D	2100m		2700m		3600m	

PANS OPS

CHANGES: None.

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UHHH/KHV
NOVY

3 FEB 12

Eff 9 Feb

16-3

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

BRIEFING STRIP

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

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 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)

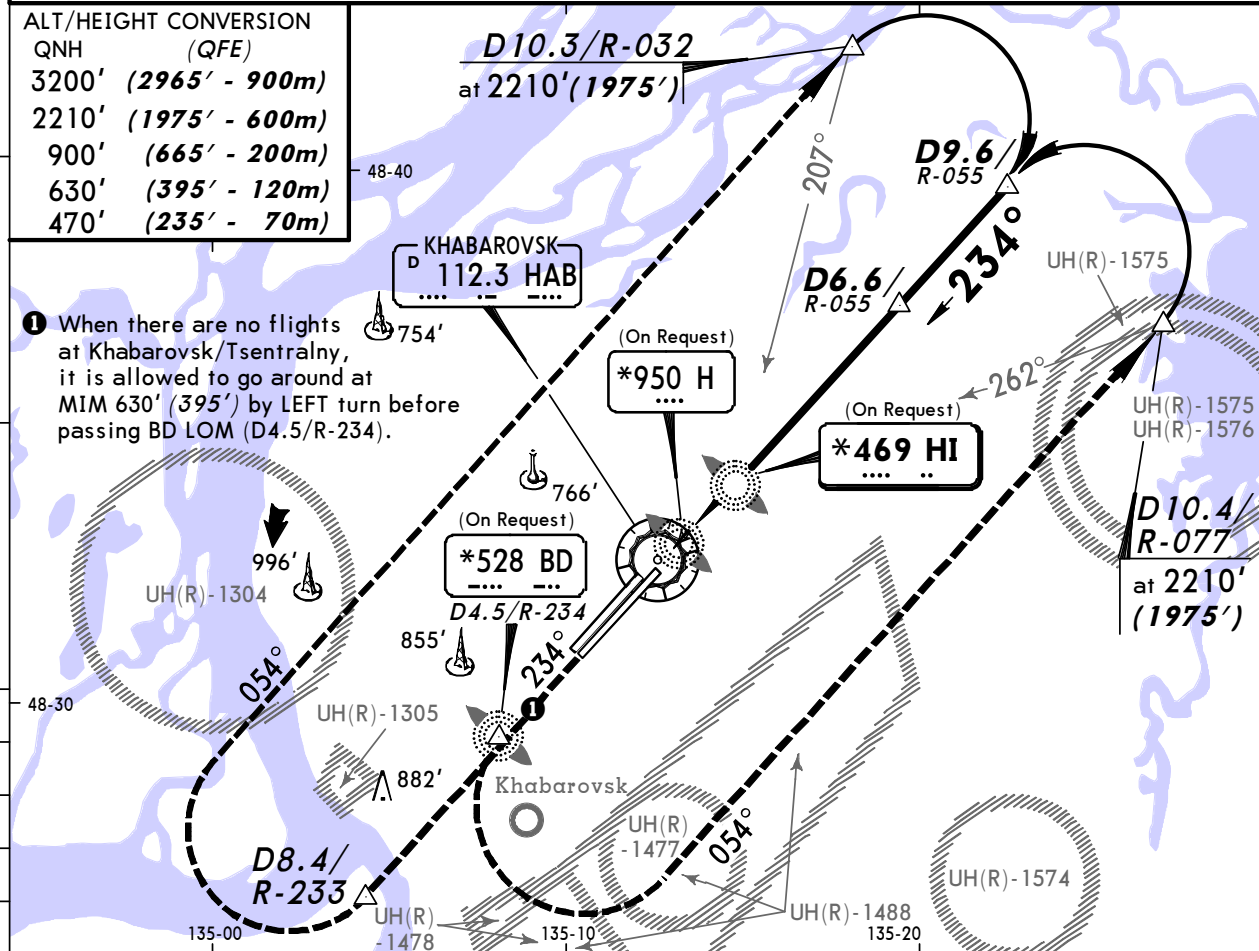
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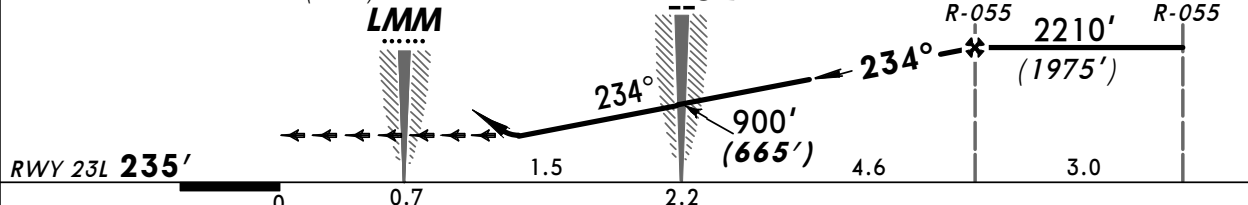
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① When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630' (395') by LEFT turn before passing BD LOM (D4.5/R-234).



Pass LMM not below 470' (235').



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2210' (1975')	234°	D8.4
Descent Angle	2.67°	331	425	472	567	661	756	PAPI	PAPI	

STRAIGHT-IN LANDING RWY 23L

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

PANS OPS

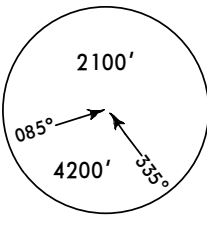
CHANGES: Communications. Navaid availability. DME fixes.

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UHHH/KHV
NOVY

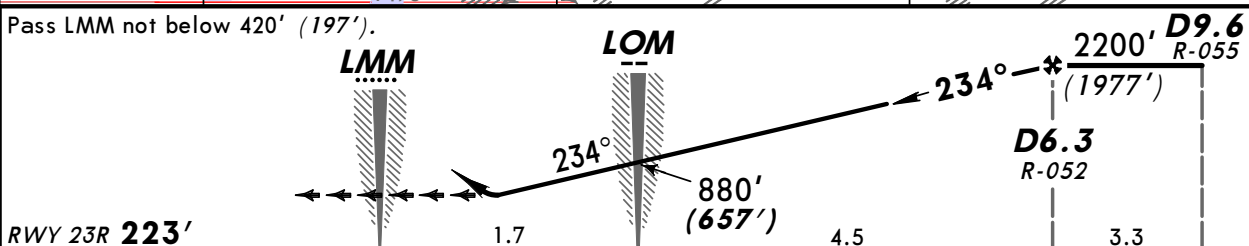
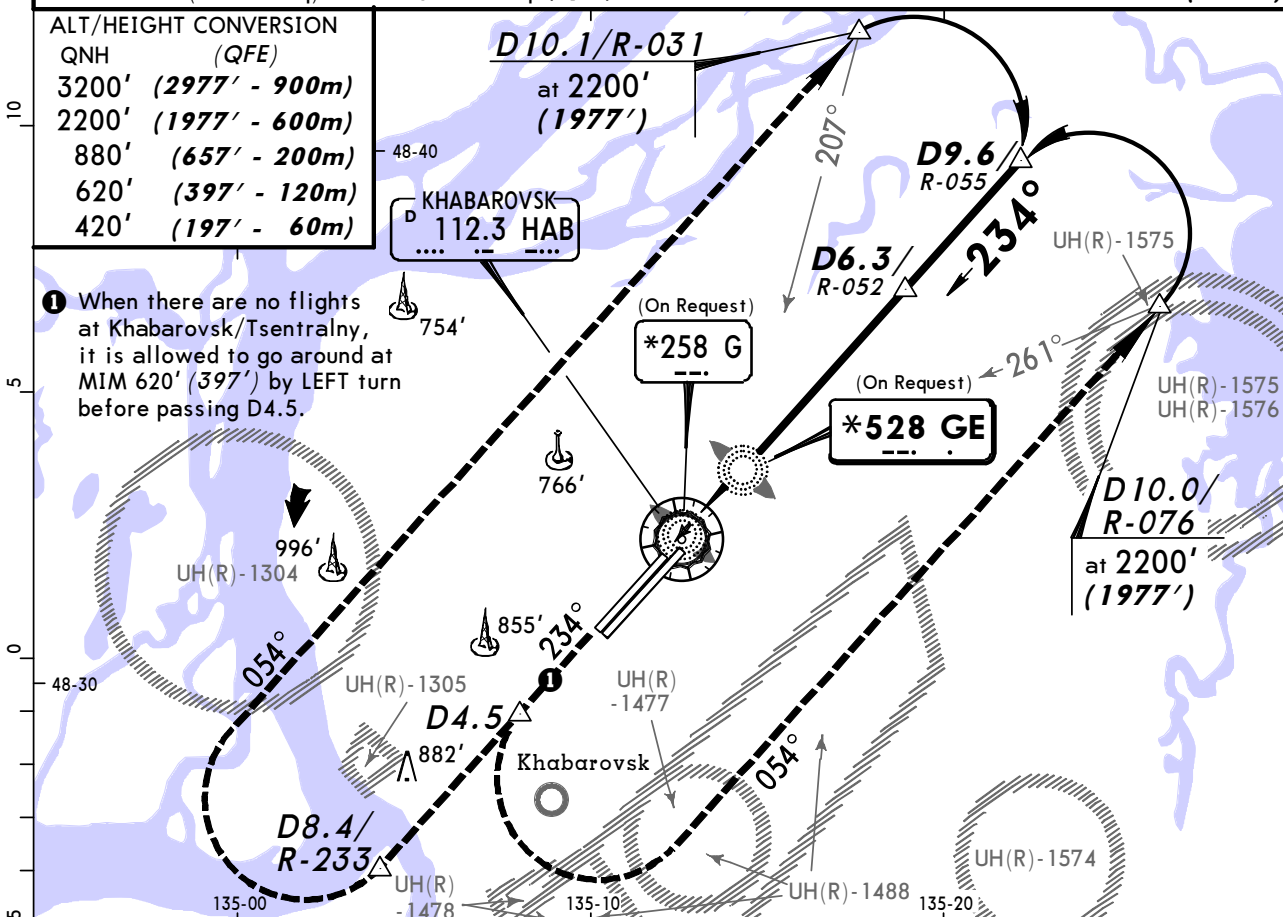
JEPPESSEN
3 FEB 12
Eff 9 Feb 16-4

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23R

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

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 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)



		0		0.5		2.2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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STRAIGHT-IN LANDING RWY 23R		
2 NDB MDA(H) 600' (377')	GE NDB MDA(H) 600' (377')	G NDB MDA(H) 850' (627')
ALS out	ALS out	ALS out

PANS OPS	A	B	C	D
	2100m	2100m	3200m	

UHHH/KHV
NOVY

24 FEB 12

(18-1)

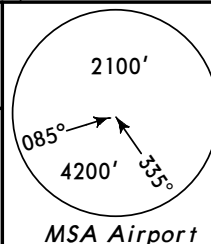
JEPPESSEN

KHABAROVSK, RUSSIA
PAR Rwy 05L

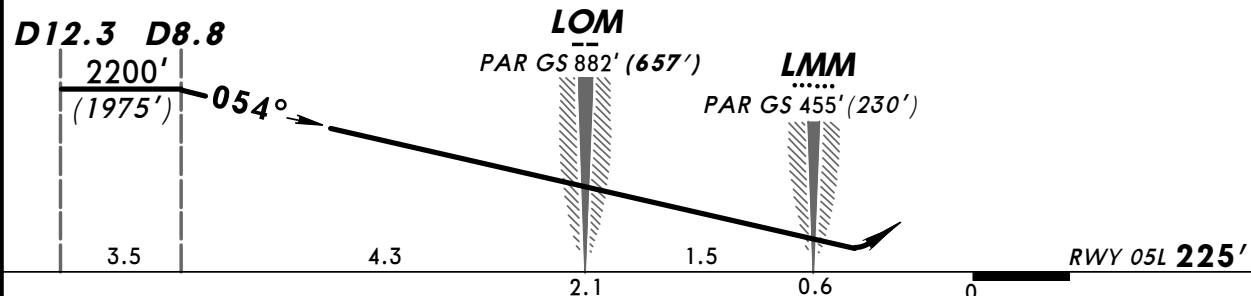
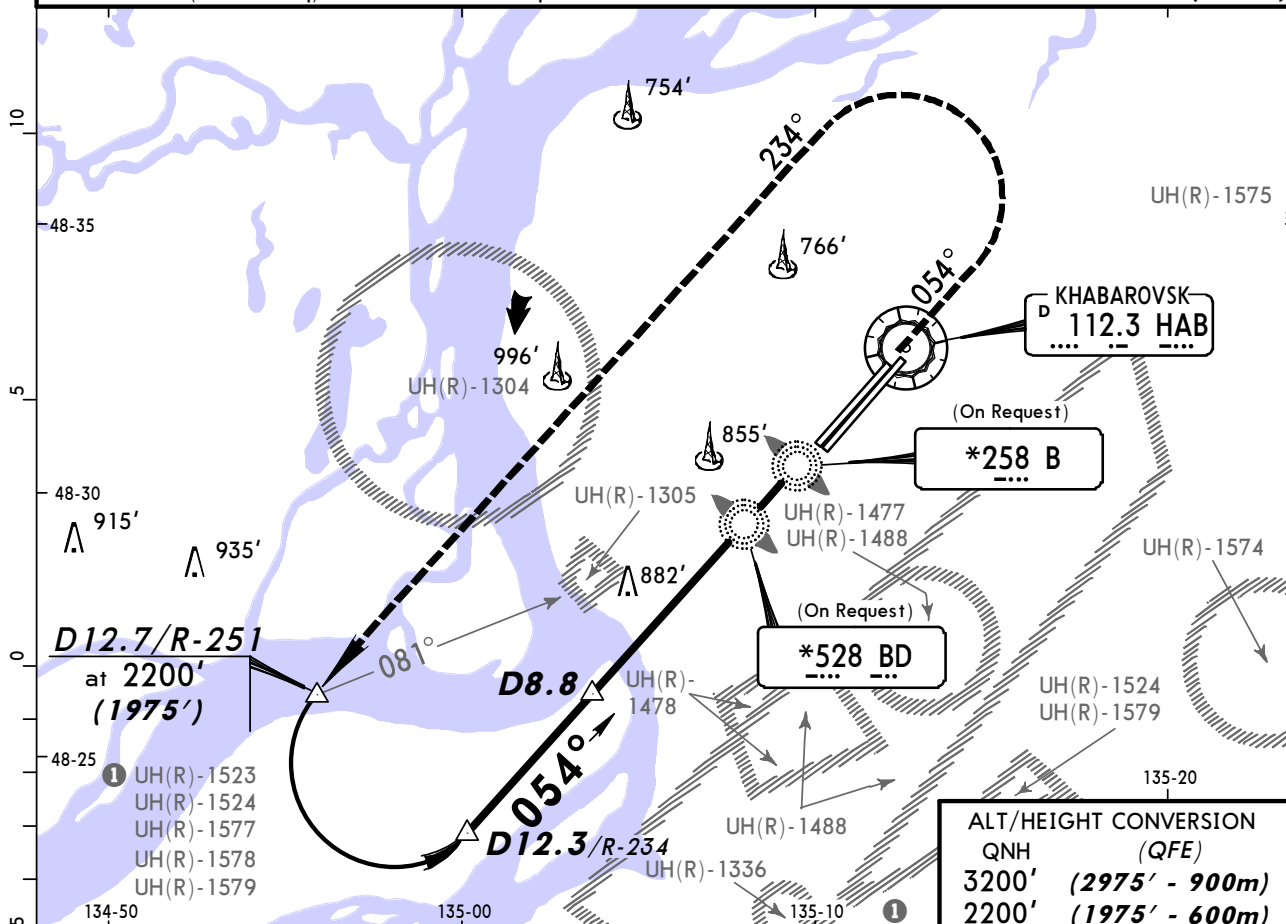
BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) 125.2	KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3	Ground 119.3
RADAR	Final Apch Crs 054°	PAR GS LOM 882' (657')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 225'

MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2975')



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

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

A	1200m		
B			
C			
D			

PANS OPS

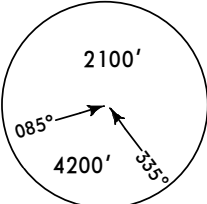
CHANGES: Procedure.

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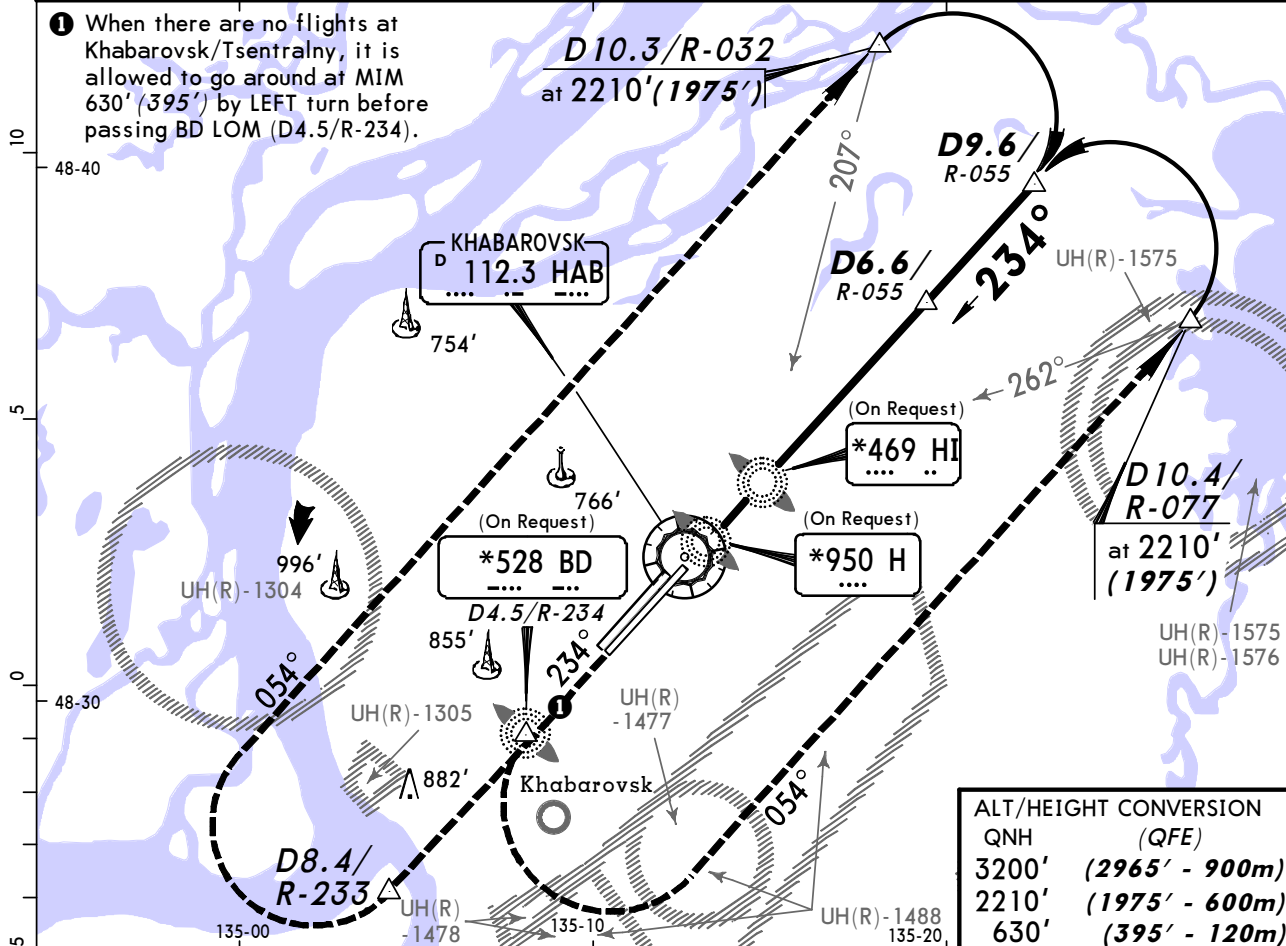
UHHH/KHV
NOVY

3 FEB 12
Eff 9 Feb (18-3)

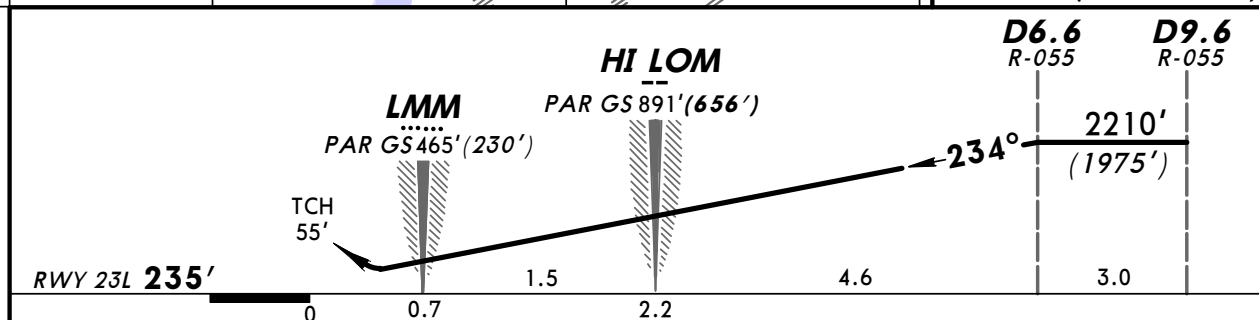
KHABAROVSK, RUSSIA
PAR Rwy 23L

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

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



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



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 VIS 800m		RVR 720m VIS 800m		1200m
D					

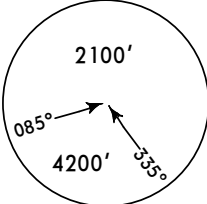
CHANGES: Communications. Navaid availability. DME fixes.

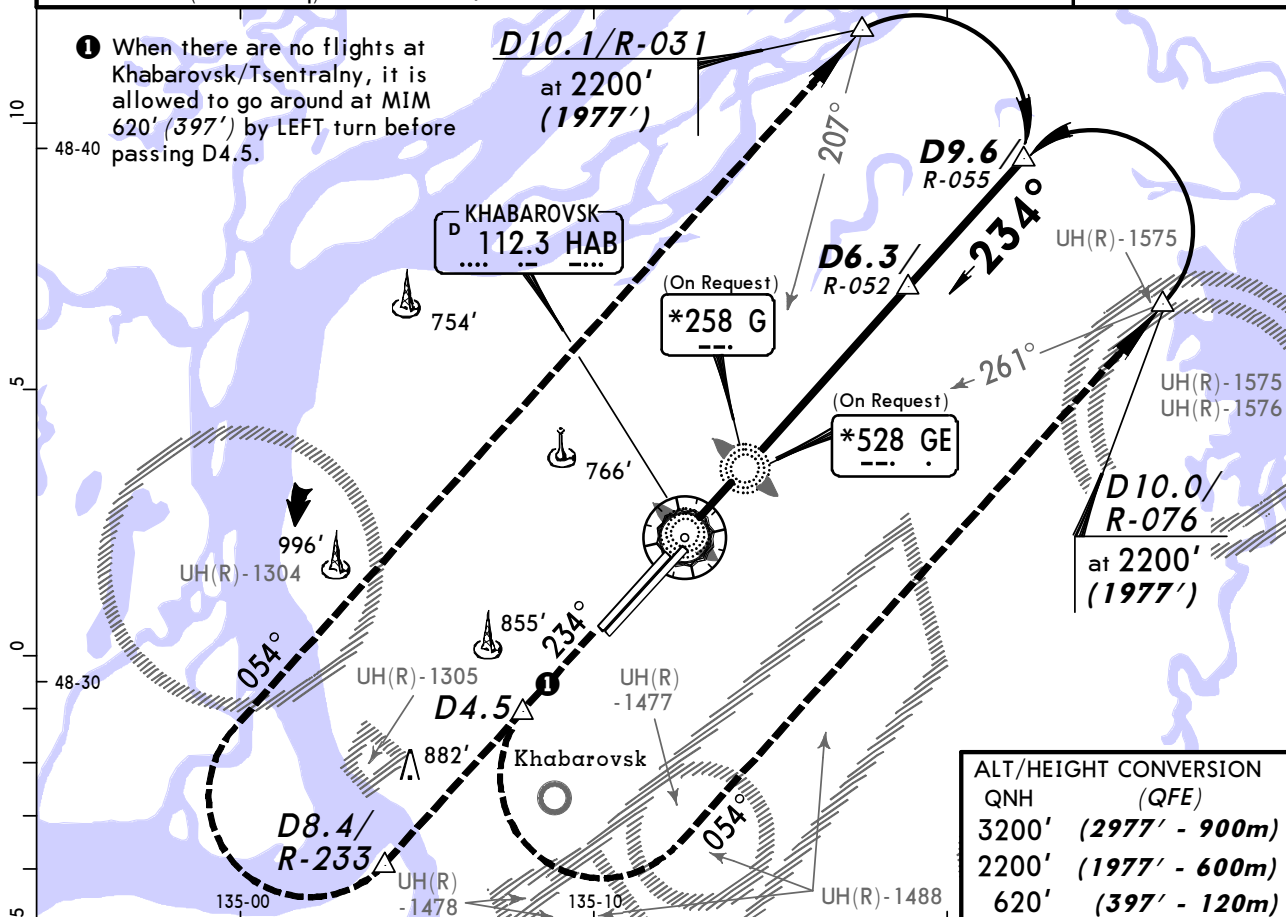
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UHHH/KHV
NOVY

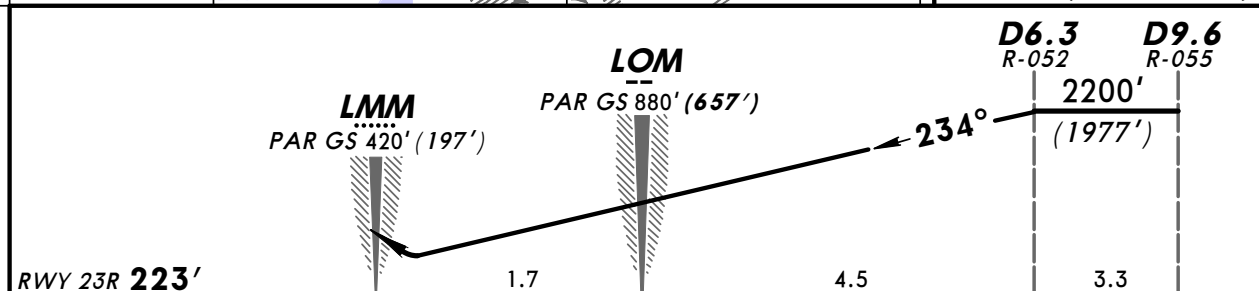
JEPPESSEN
3 FEB 12
Eff 9 Feb 18-4

KHABAROVSK, RUSSIA
PAR Rwy 23R

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



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



Gnd speed-Kts	70	90	100	120	140	160		ALS	2200' (1977')	234°	D8.4
PAR GS	2.67°	336	432	480	576	671	767	PAPI			

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											

CHANGES: Communications. Navaid availability. DME fixes.

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Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KHABAROVSK, (NOVY - UHHH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UHHH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2B, 2D, 2F, 2H, 2K, 2M, 2P, 2S, 2V1, 2V3, 2V5/V6, 2V7/V8)
FAP/FAF Rwy 05L changed to D8.8 HAB.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1 thru 18-4) For all Approach procedures MSA based on HAB
VOR.