

**List of pages in this Trip Kit**

Trip Kit Index

Airport Information For UKHH

Terminal Charts For UKHH

Revision Letter For Cycle 17-2013

Change Notices

Notebook

## **General Information**

Location: Kharkiv Ukr  
IATA Code: HRK  
Lat/Long: N49° 55.6' E036° 17.4'  
Elevation: 529 ft

Airport Use: Public  
Magnetic Variation: 8.0°E

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

Sunrise: 0240 Z  
Sunset: 1633 Z,

## **Runway Information**

Runway: 07  
Length x Width: 8202 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 495 ft  
Lighting: Edge, ALS, Centerline, TDZ

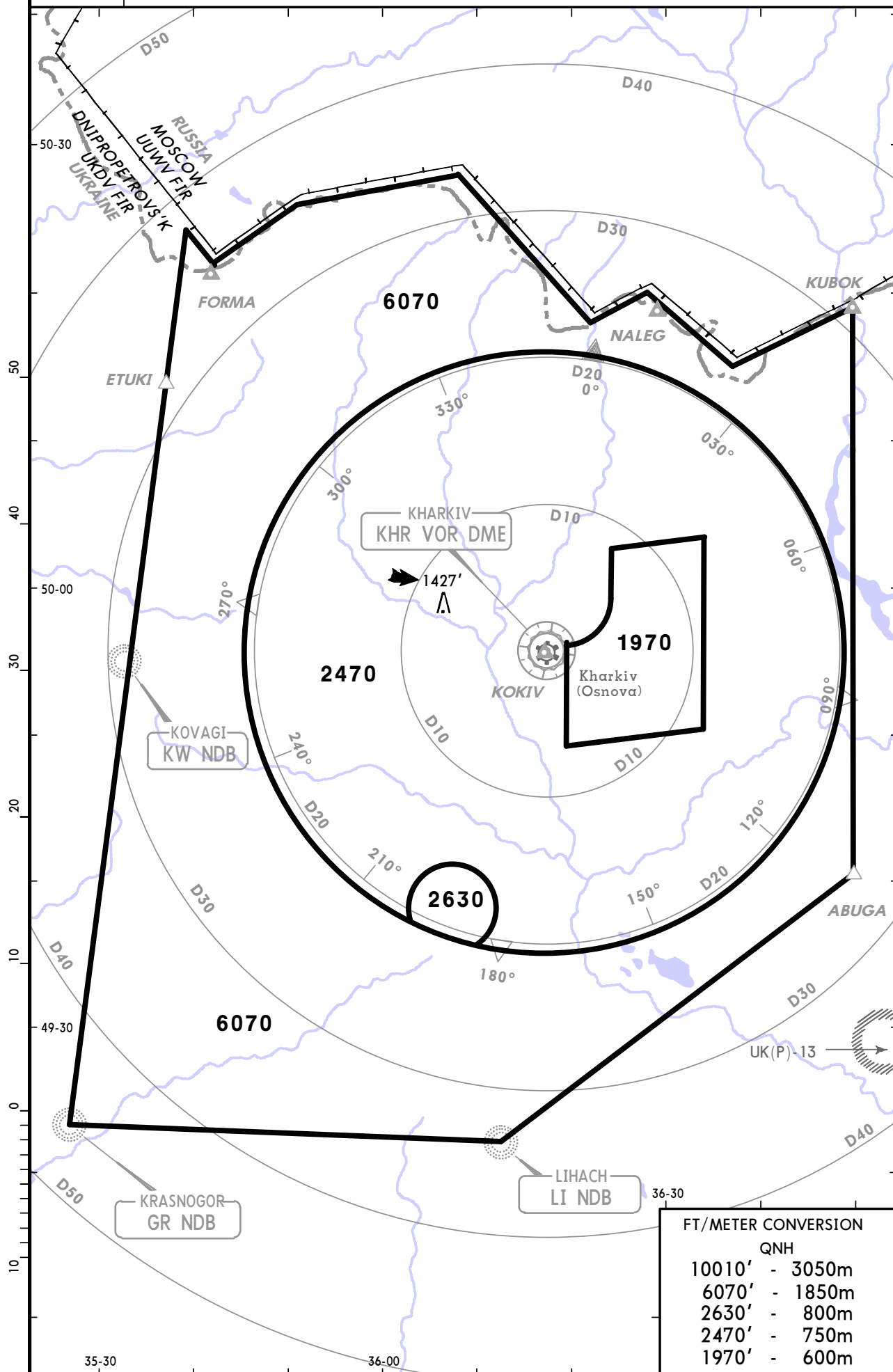
Runway: 25  
Length x Width: 8202 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 529 ft  
Lighting: Edge, ALS, Centerline, TDZ

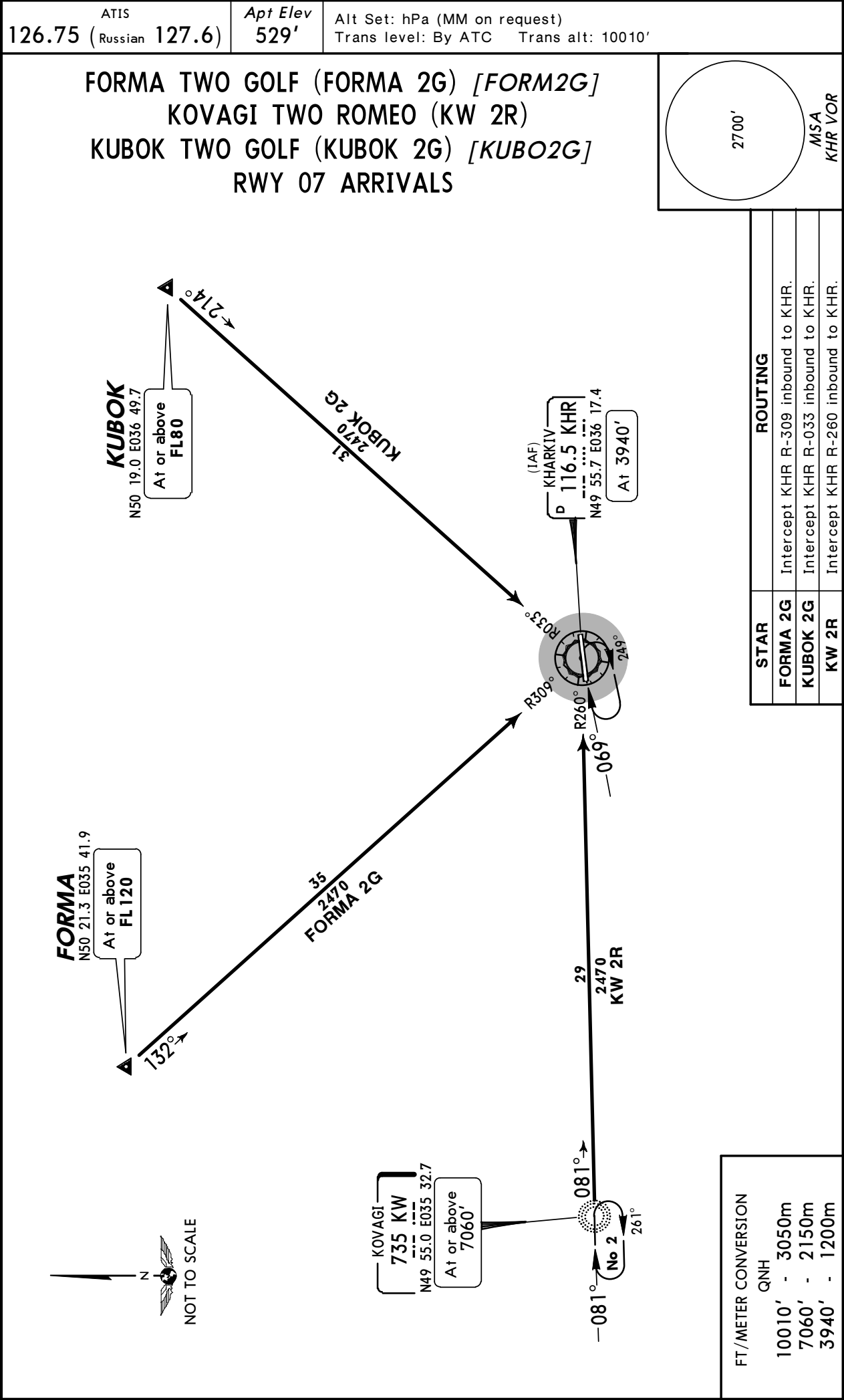
## **Communication Information**

ATIS 127.6 Non-English  
ATIS 126.75  
Kharkiv Tower 118.1 At or below 3900 ft  
Kharkiv Ground Control 133.25  
Kharkiv Approach Control 133.9  
Kharkiv Approach Control 132.125  
Kharkiv Approach Control 118.8

Apt Elev  
529'

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'  
This chart may only be used for cross-checking of altitudes assigned while under radar control.



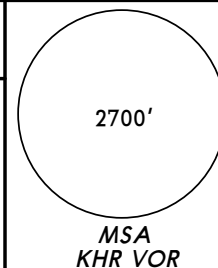


CHANGES: STARs completely revised. © JEPPESEN, 2012. ALL RIGHTS RESERVED.

ATIS  
126.75 (Russian 127.6)

Apt Elev  
529'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



KRASNOGOR TWO GOLF (GR 2G)  
LIHACH TWO GOLF (LI 2G)  
RWY 07 ARRIVALS

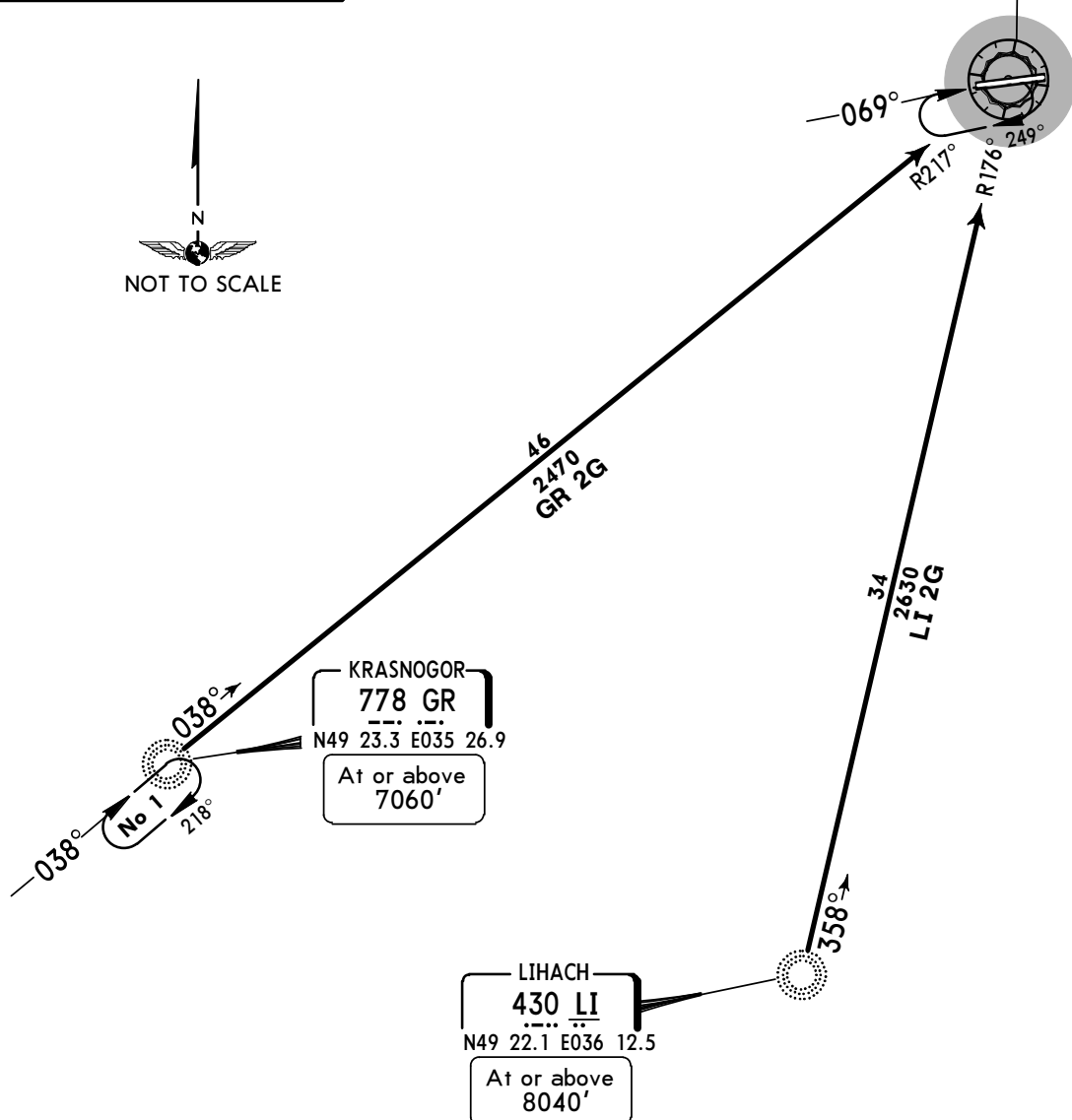
FT/METER CONVERSION

QNH

10010' - 3050m  
8040' - 2450m  
7060' - 2150m  
3940' - 1200m



(IAF)  
KHARKIV  
D 116.5 KHR  
N49 55.7 E036 17.4  
At 3940'

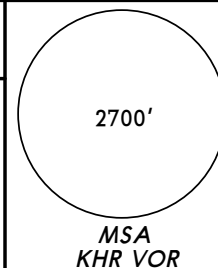


| STAR  | ROUTING                             |
|-------|-------------------------------------|
| GR 2G | Intercept KHR R-217 inbound to KHR. |
| LI 2G | Intercept KHR R-176 inbound to KHR. |

ATIS  
126.75 (Russian 127.6)

Apt Elev  
529'

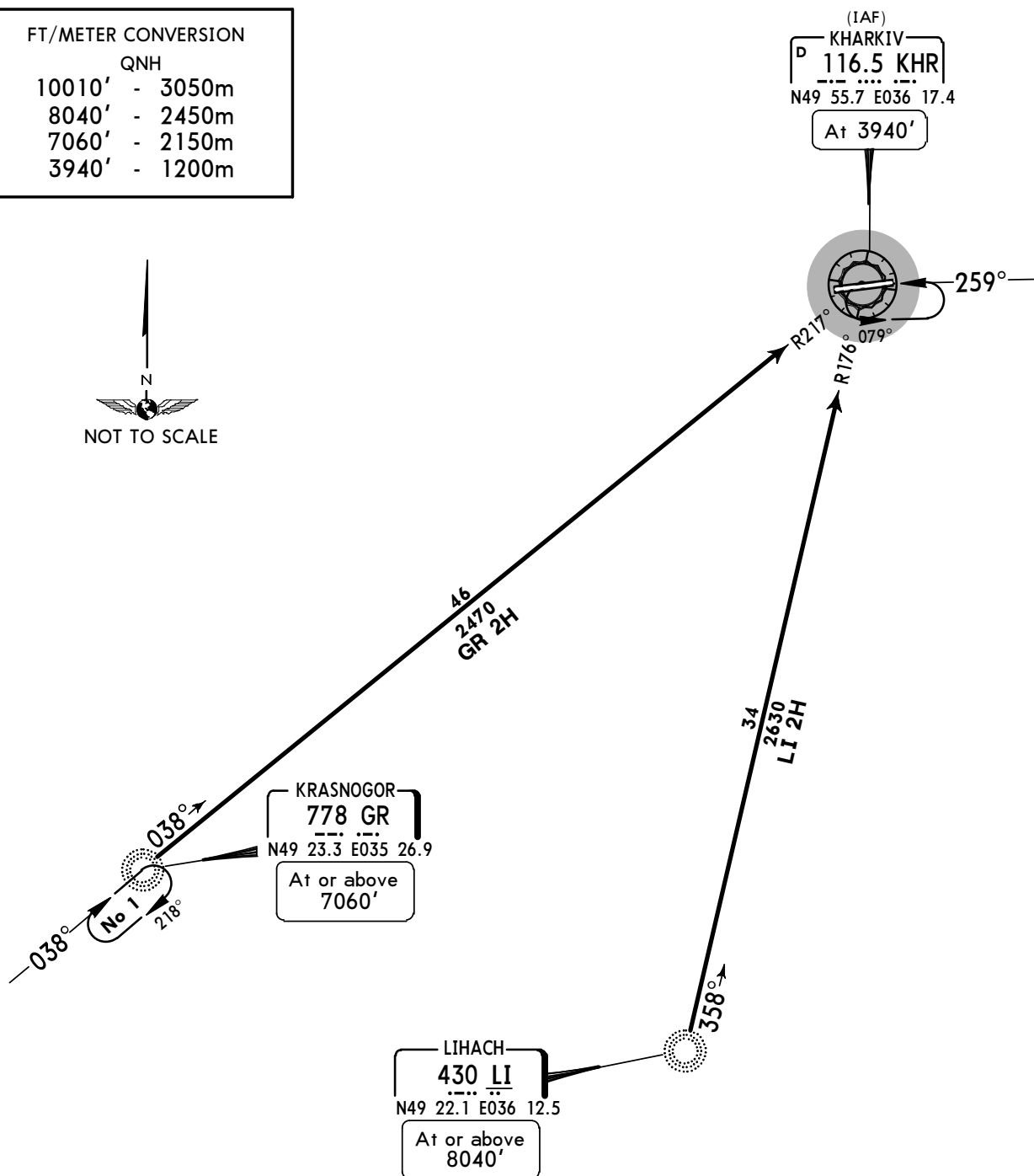
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



KRASNOGOR TWO HOTEL (GR 2H)  
LIHACH TWO HOTEL (LI 2H)  
RWY 25 ARRIVALS

FT/METER CONVERSION

|        | QNH     |
|--------|---------|
| 10010' | - 3050m |
| 8040'  | - 2450m |
| 7060'  | - 2150m |
| 3940'  | - 1200m |



| STAR  | ROUTING                             |
|-------|-------------------------------------|
| GR 2H | Intercept KHR R-217 inbound to KHR. |
| LI 2H | Intercept KHR R-176 inbound to KHR. |

126.75 (Russian 127.6) ATIS

*Apt Elev*  
529'

Alt Set: hPa (MM on request)  
Trans level: By ATC    Trans alt: 10010'  
EXPECT RADAR vectors to final.

FORMA ONE KILO (FORMA 1K) [FORM1K]  
KOVAGI ONE KILO (KW 1K)  
KUBOK ONE X-RAY (KUBOK 1X) [KUBO1X]  
RWY 07 RNAV TRANSITIONS

## RNAV (GNSS)

**RNAV 1 (P-RNAV) APPROVAL REQUIRED**

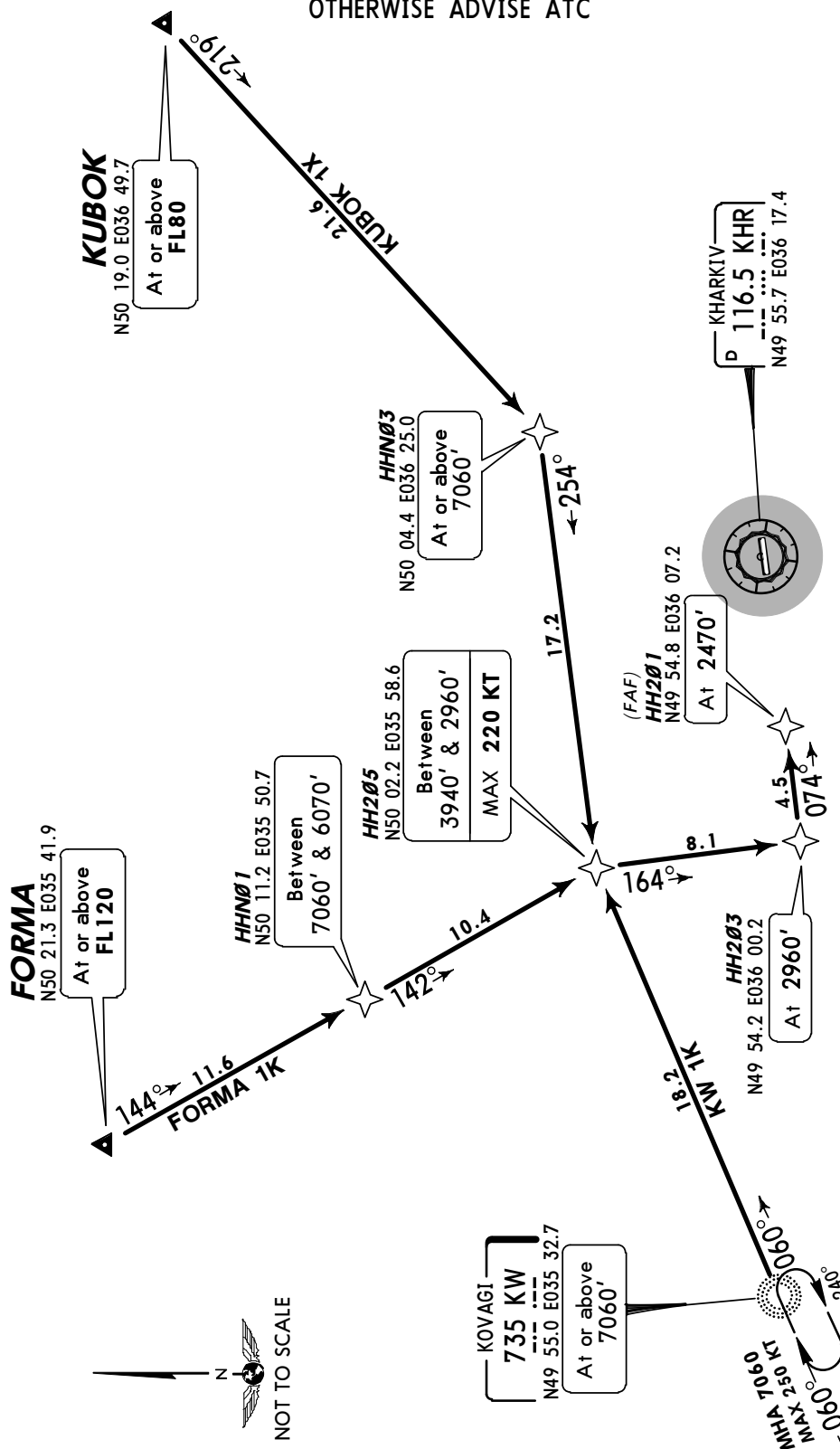
OTHERWISE ADVISE ATC

2700'

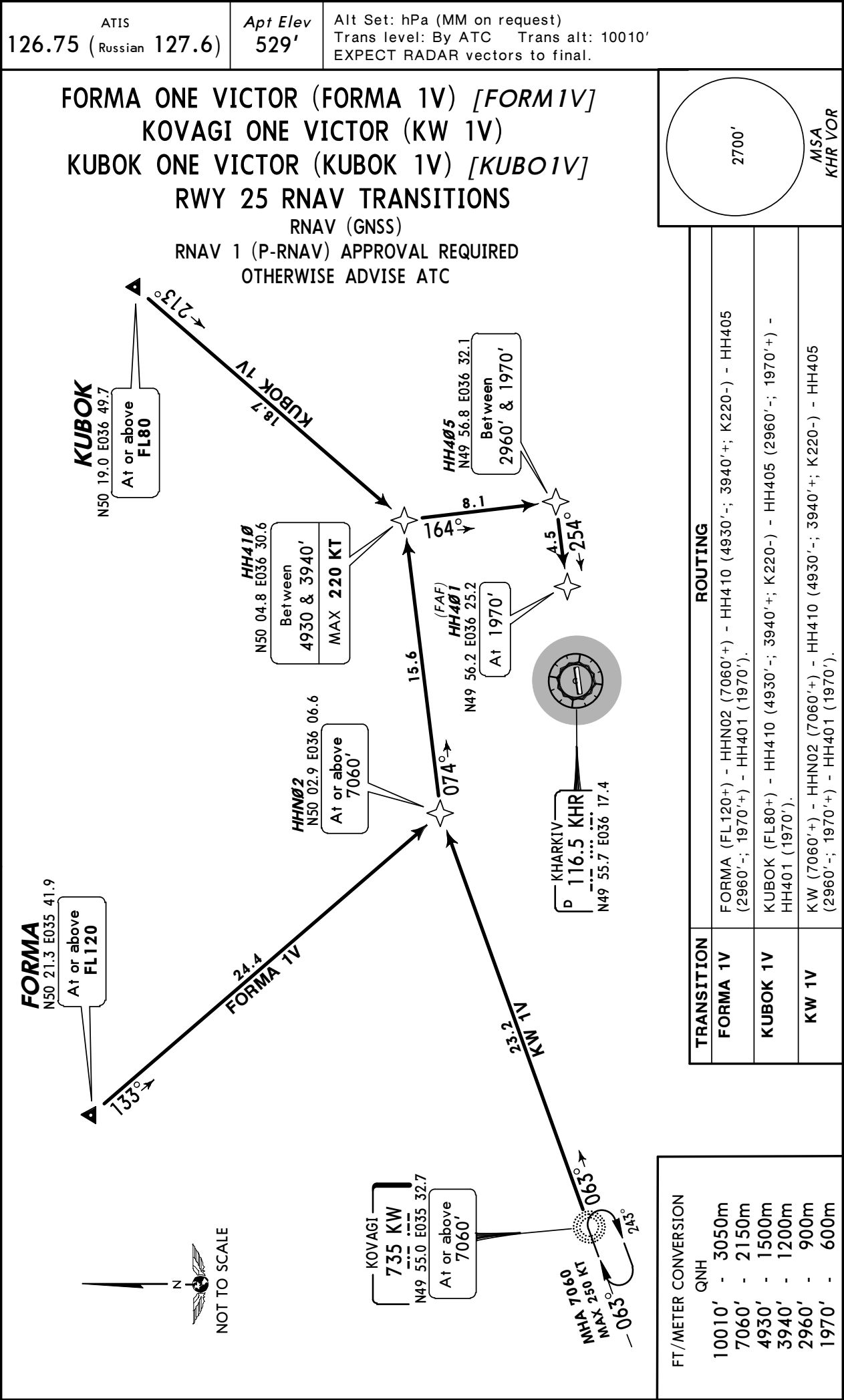
MSA  
KHR VOR

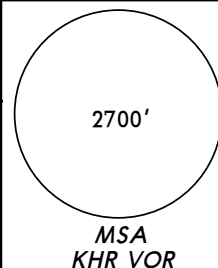
| TRANSITION | ROUTING                                                                          |
|------------|----------------------------------------------------------------------------------|
| FORMA 1K   | FORMA (FL120+) - HHN01 (7060'-; 6070'+) - HH20<br>HH203 (2960') - HH201 (2470'). |
| KUBOK 1X   | KUBOX (FL80+) - HHN03 (7060'+) - HH205 (3940'-<br>(2960') - HH201 (2470').       |
| KW 1K      | KW (7060'+) - HH205 (3940'-; 2960'+; K220-) - HH                                 |

| FT./METER CONVERSION | QNH     |
|----------------------|---------|
| 10010'               | - 3050m |
| 7060'                | - 2150m |
| 6070'                | - 1850m |
| 3940'                | - 1200m |
| 2960'                | - 900m  |
| 2470'                | - 750m  |







ATIS  
126.75 (Russian 127.6)Apt Elev  
529'Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT RADAR vectors to final.

KRASNOGOR ONE KILO (GR 1K)

LIHACH ONE KILO (LI 1K)

RWY 07 RNAV TRANSITIONS

RNAV (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC

## FT/METER CONVERSION

| QNH    |         |
|--------|---------|
| 10010' | - 3050m |
| 8040'  | - 2450m |
| 7060'  | - 2150m |
| 6070'  | - 1850m |
| 4930'  | - 1500m |
| 3940'  | - 1200m |
| 2960'  | - 900m  |
| 2470'  | - 750m  |

KRASNOGOR  
778 GR  
N49 23.3 E035 26.9At or above  
7060'HH203  
N49 54.2 E036 00.2

At 2960'

(FAF)  
HH201  
N49 54.8 E036 07.2

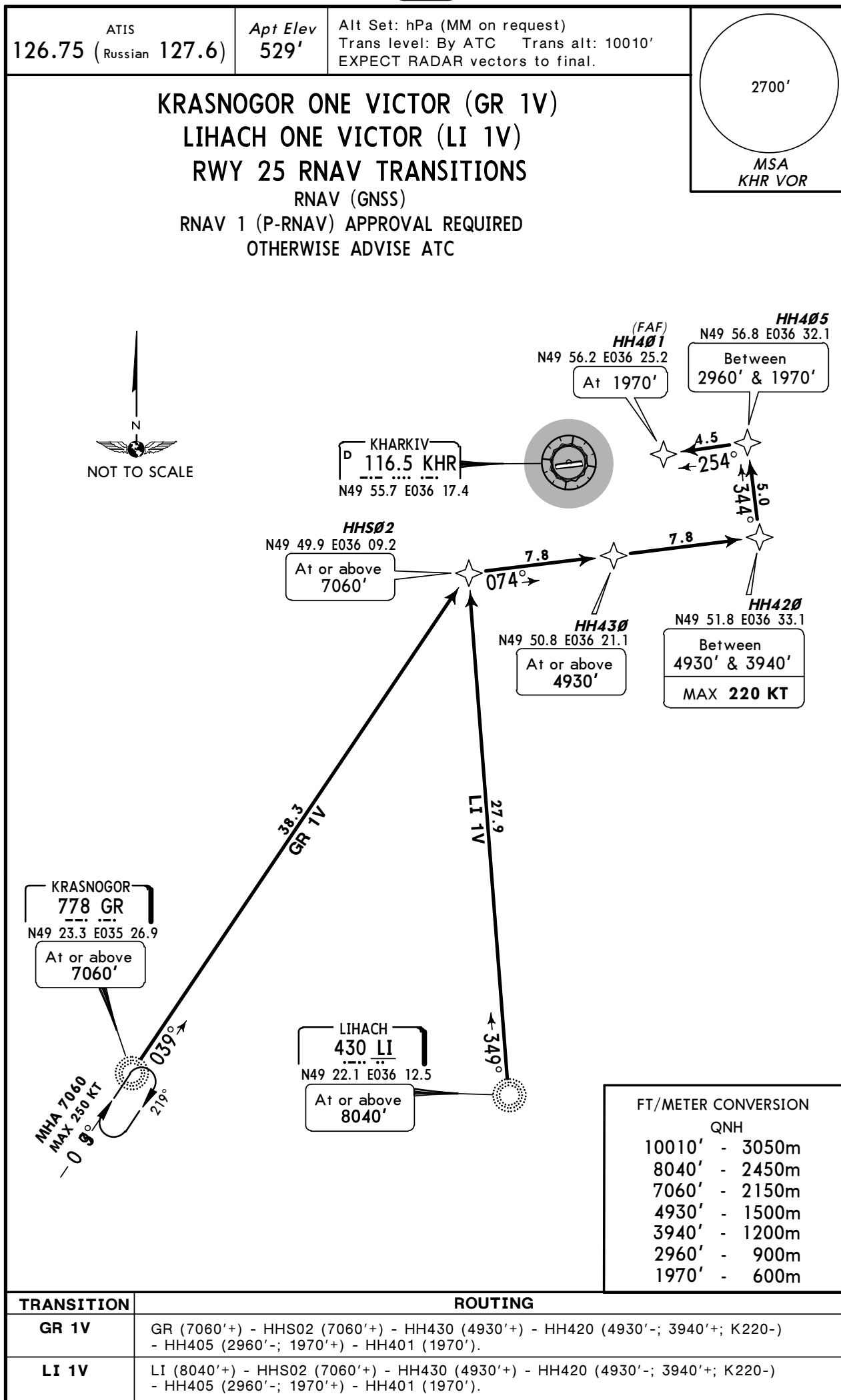
At 2470'

HHS01  
N49 49.2 E036 01.2Between  
3940' & 2960'

MAX 220 KT

HHS03  
N49 40.0 E036 04.7Between  
6070' & 4930'LIHACH  
430 LI  
N49 22.1 E036 12.5At or above  
8040'

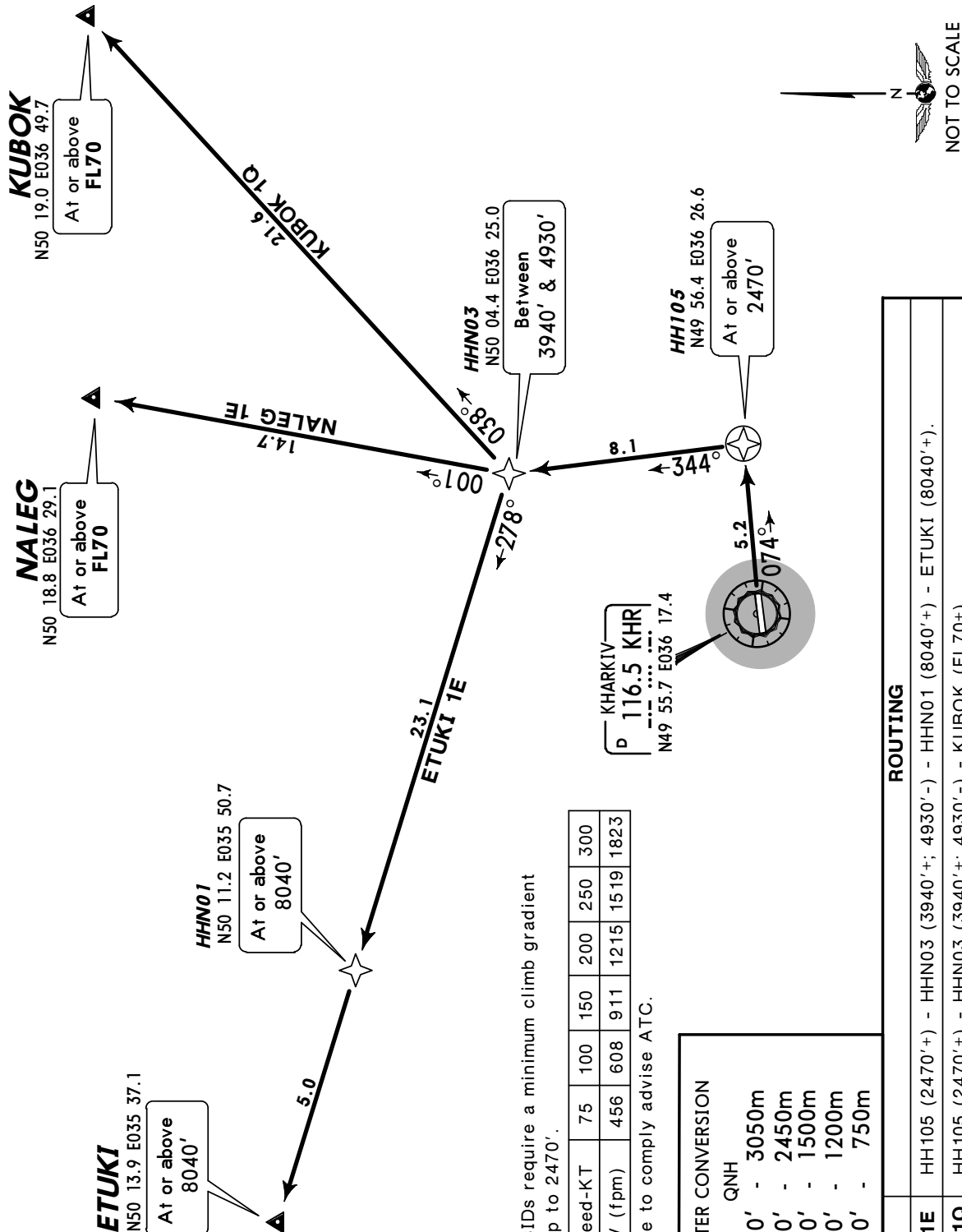
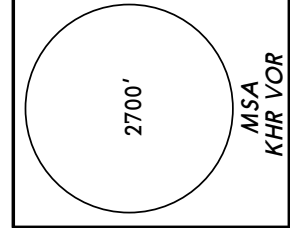
| TRANSITION | ROUTING                                                                                               |
|------------|-------------------------------------------------------------------------------------------------------|
| GR 1K      | GR (7060'+) - HHS01 (3940'-; 2960'+; K220-) - HH203 (2960') - HH201 (2470').                          |
| LI 1K      | LI (8040'+) - HHS03 (6070'-; 4930'+) - HS001 (3940'-; 2960'+; K220-) - HH203 (2960') - HH201 (2470'). |



Apt Elev  
529'

Trans level: By ATC    Trans alt: 10010'

ETUKI ONE ECHO (ETUKI 1E) [ETUK1E]  
KUBOK ONE QUEBEC (KUBOK 1Q) [KUBO1Q]  
NALEG ONE ECHO (NALEG 1E) [NALE1E]  
RWY 07 RNAV DEPARTURES  
RNAV (GNSS)  
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC



Apt Elev  
529'

Trans level: By ATC    Trans alt: 10010'

ETUKI ONE JULIETT (ETUKI 1J) [ETUK1J]  
KUBOK ONE ROMEO (KUBOK 1R) [KUBO1R]  
NALEG ONE JULIETT (NALEG 1J) [NALE1J]

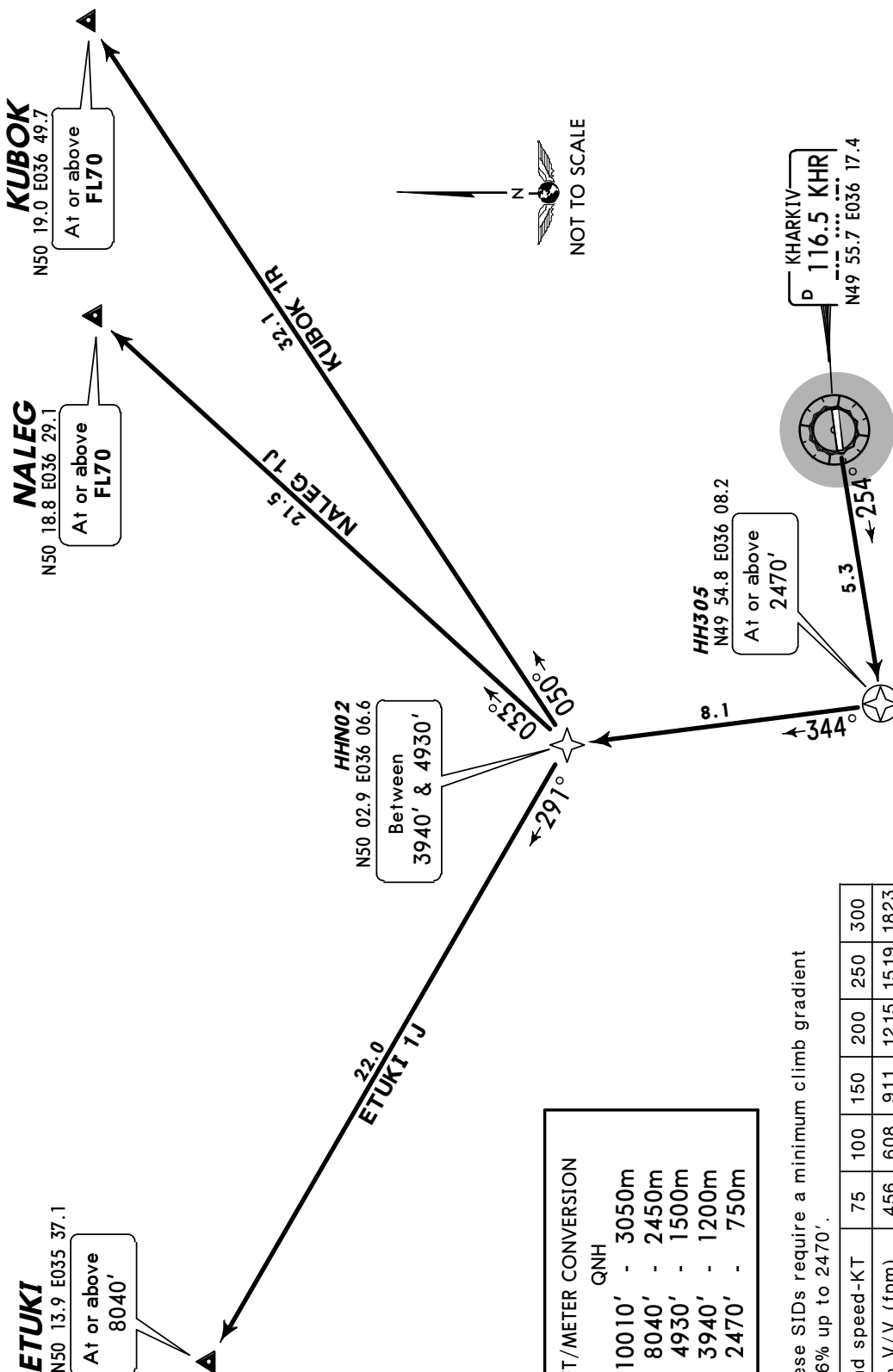
## RWY 25 RNAV DEPARTURES

RNAV (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC

2700'

MSA  
KHR VOR

Apt Elev  
529'

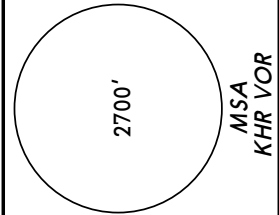
Trans level: By ATC Trans alt: 10010'

**ABUGA ONE ECHO (ABUGA 1E) [ABUG1E]  
KOVAGI ONE ECHO (KW 1E)  
KRASNOGOR ONE ECHO (GR 1E)  
LIHACH ONE ECHO (LI 1E)  
RWY 07 RNAV DEPARTURES**  
RNAV (GNSS)  
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC

These SIDs require a minimum climb gradient of 6% up to 2470'.

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

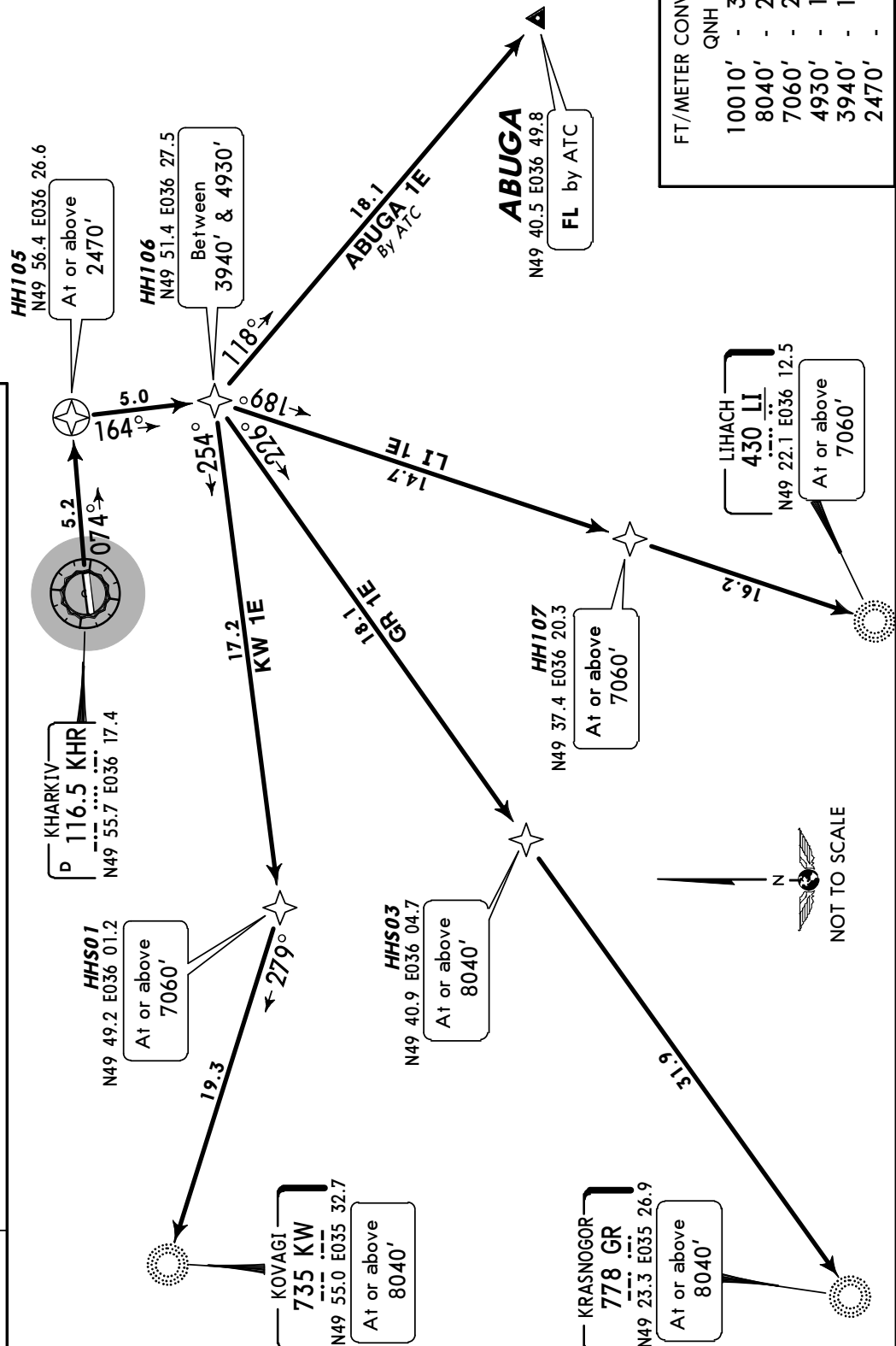
If unable to comply advise ATC.



| FT/METER CONVERSION | QNH |
|---------------------|-----|
| 10010' - 3050m      |     |
| 8040' - 2450m       |     |
| 7060' - 2150m       |     |
| 4930' - 1500m       |     |
| 3940' - 1200m       |     |
| 2470' - 750m        |     |

**ROUTING**

| SID                       | ROUTING                                                                 |
|---------------------------|-------------------------------------------------------------------------|
| <b>ABUGA 1E</b><br>By ATC | HH105 (2470'+) - HH106 (3940'+; 4930'-) - ABUGA (FL BY ATC).            |
| <b>GR 1E</b>              | HH105 (2470'+) - HH106 (3940'+; 4930'-) - HHS03 (8040'+) - GR (8040'+). |
| <b>KW 1E</b>              | HH105 (2470'+) - HH106 (3940'+; 4930'-) - HHS01 (7060'+) - KW (8040'+). |
| <b>LI 1E</b>              | HH105 (2470'+) - HH106 (3940'+; 4930'-) - HH107 (7060'+) - LI (7060'+). |



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Apt Elev  
529'

Trans level: By ATC    Trans alt: 10010'

2700'

MSA  
KHR VOR

ETUKI ONE FOXTROT (ETUKI 1F) [ETUK1F]  
KUBOK TWO ECHO (KUBOK 2E) [KUBO2E]  
KUBOK TWO LIMA (KUBOK 2L) [KUBO2L]  
NALEG TWO FOXTROT (NALEG 2F) [NALE2F]  
NALEG TWO LIMA (NALEG 2L) [NALE2L]  
RWY 25 DEPARTURES

**KUBOK**

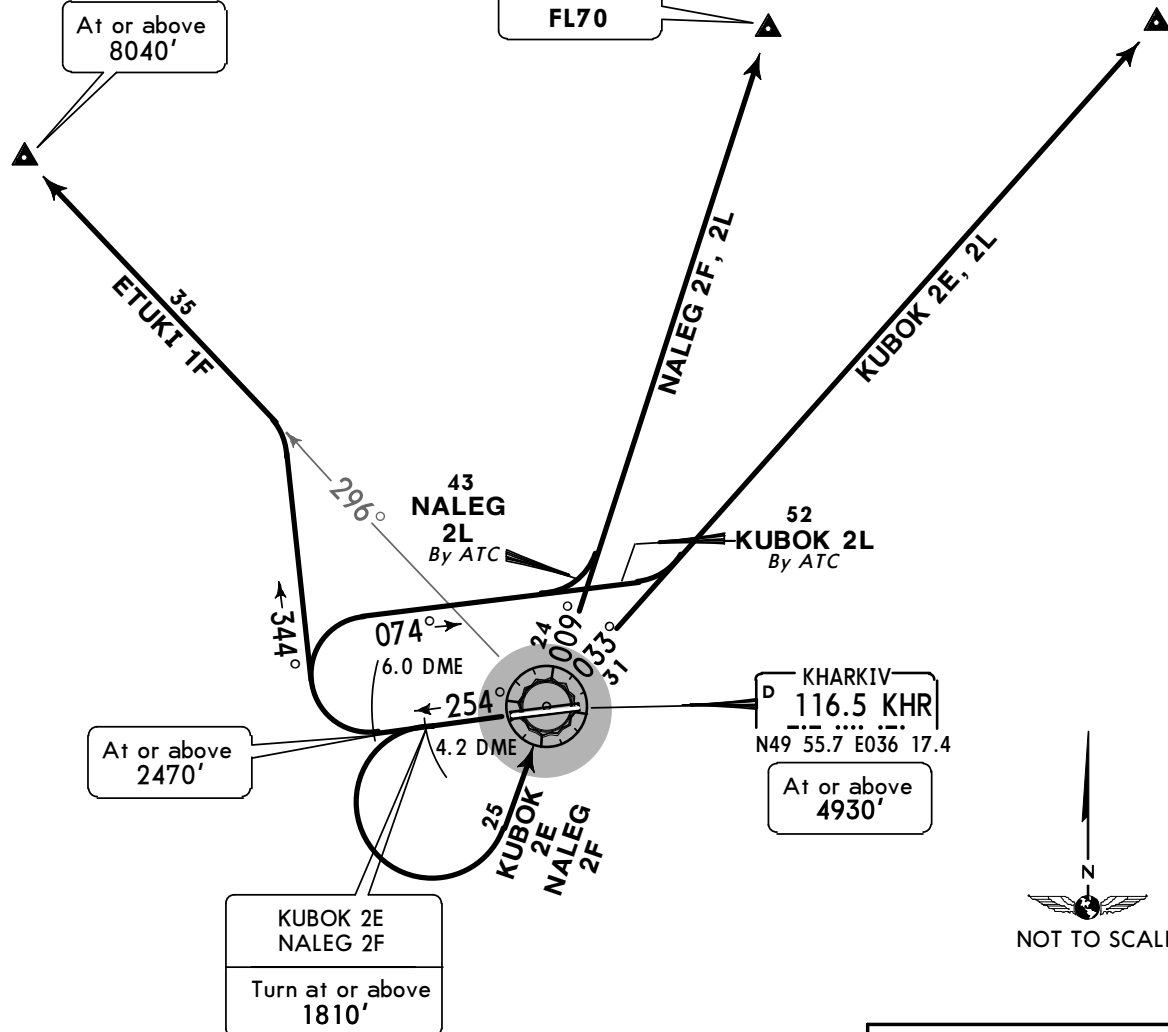
N50 19.0 E036 49.7

At or above  
FL70**ETUKI**

N50 13.9 E035 37.1

At or above  
8040'**NALEG**

N50 18.8 E036 29.1

At or above  
FL70

These SIDs require a minimum climb gradient  
of

**KUBOK 2E, NALEG 2F:** 6% up to 1810'.

**ETUKI 1F, KUBOK 2L, NALEG 2L:** 6% up to 2470'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply advise ATC.

## FT/METER CONVERSION

QNH

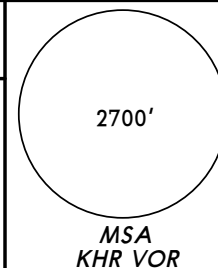
|        |   |       |
|--------|---|-------|
| 1810'  | - | 550m  |
| 2470'  | - | 750m  |
| 4930'  | - | 1500m |
| 8040'  | - | 2450m |
| 10010' | - | 3050m |

| SID                       | ROUTING                                                                                   |
|---------------------------|-------------------------------------------------------------------------------------------|
| <b>ETUKI 1F</b>           | Climb on 254° track to KHR 6.0 DME, turn RIGHT, 344° track, intercept KHR R-296 to ETUKI. |
| <b>KUBOK 2E</b>           | Climb on 254° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-033 to KUBOK.                 |
| <b>KUBOK 2L</b><br>By ATC | Climb on 254° track to KHR 6.0 DME, turn RIGHT, 074° track, intercept KHR R-033 to KUBOK. |
| <b>NALEG 2F</b>           | Climb on 254° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-009 to NALEG.                 |
| <b>NALEG 2L</b><br>By ATC | Climb on 254° track to KHR 6.0 DME, turn RIGHT, 074° track, intercept KHR R-009 to NALEG. |

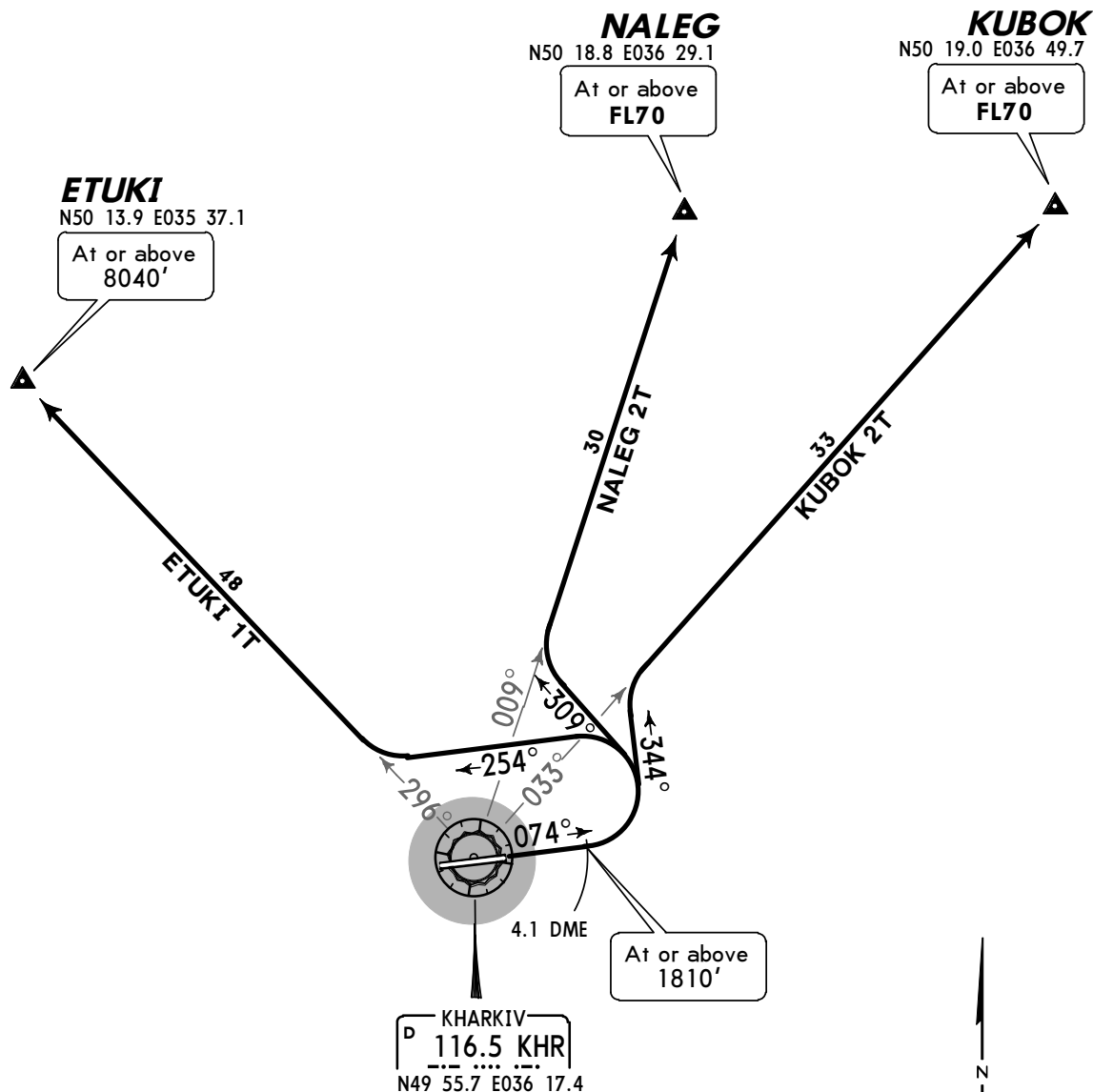


Apt Elev  
529'

Trans level: By ATC Trans alt: 10010'



ETUKI ONE TANGO (ETUKI 1T) [ETUK1T]  
KUBOK TWO TANGO (KUBOK 2T) [KUBO2T]  
NALEG TWO TANGO (NALEG 2T) [NALE2T]  
RWY 07 DEPARTURES



These SIDs require a minimum climb gradient of 6% up to 1810'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply advise ATC.

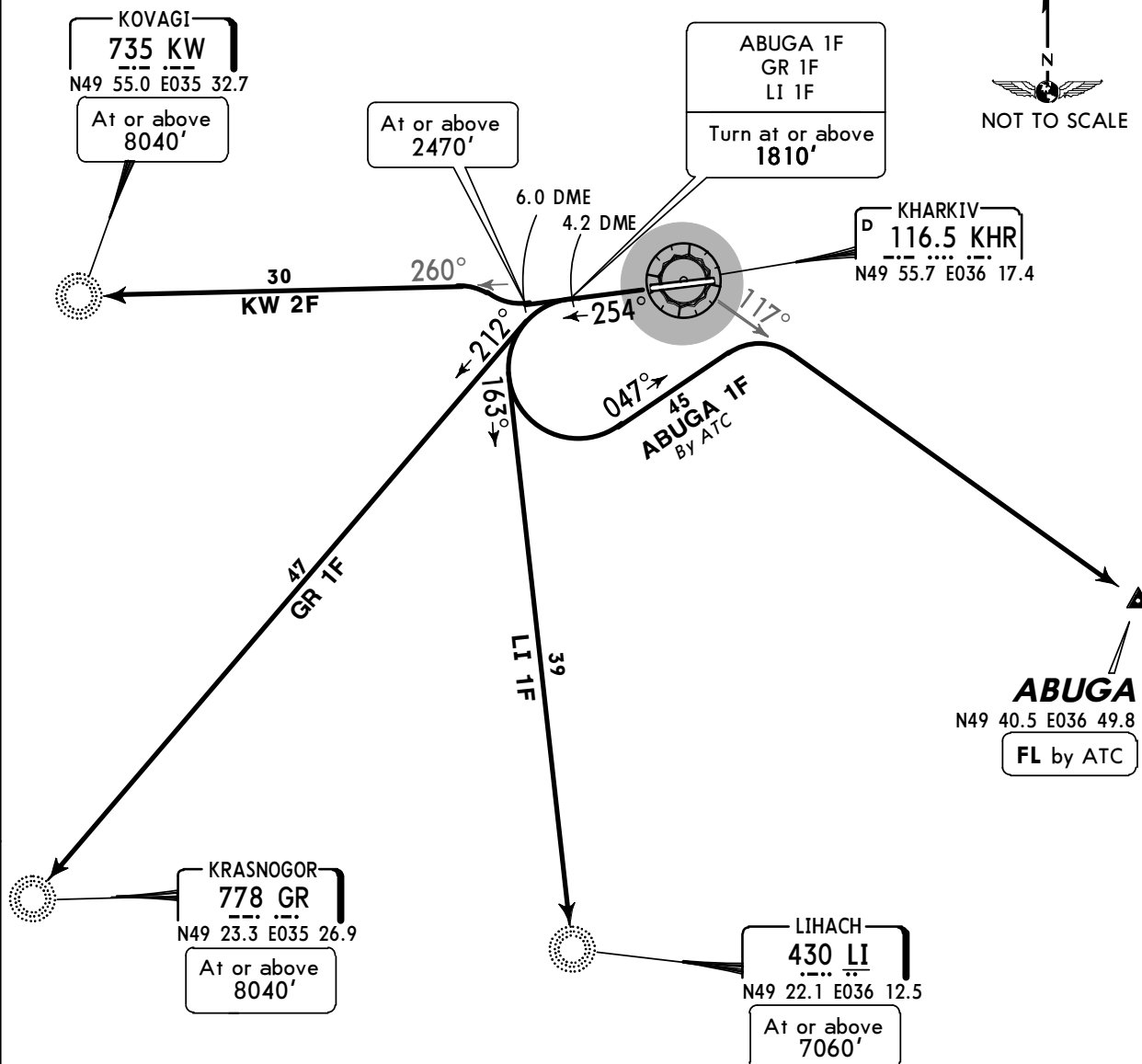
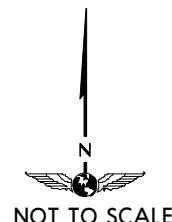
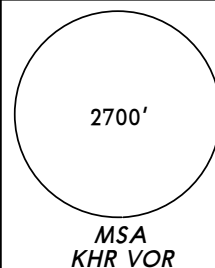
| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 1810'               | - 550m  |
| 8040'               | - 2450m |
| 10010'              | - 3050m |

| SID      | ROUTING                                                                                  |
|----------|------------------------------------------------------------------------------------------|
| ETUKI 1T | Climb on 074° track to KHR 4.1 DME, turn LEFT, 254° track, intercept KHR R-296 to ETUKI. |
| KUBOK 2T | Climb on 074° track to KHR 4.1 DME, turn LEFT, 344° track, intercept KHR R-033 to KUBOK. |
| NALEG 2T | Climb on 074° track to KHR 4.1 DME, turn LEFT, 309° track, intercept KHR R-009 to NALEG. |

Apt Elev  
529'

Trans level: By ATC Trans alt: 10010'

ABUGA ONE FOXTROT (ABUGA 1F) [ABUG1F]  
KOVAGI TWO FOXTROT (KW 2F)  
KRASNOGOR ONE FOXTROT (GR 1F)  
LIHACH ONE FOXTROT (LI 1F)  
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of

of **ABUGA 1F, GR 1F, LI 1F:** 6% up to 1810'.

**KW 2F:** 6% up to 2470'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply advise ATC.

## FT/METER CONVERSION

QNH

|        |   |       |
|--------|---|-------|
| 1810'  | - | 550m  |
| 2470'  | - | 750m  |
| 7060'  | - | 2150m |
| 8040'  | - | 2450m |
| 10010' | - | 3050m |

| SID                       | ROUTING                                                                                  |
|---------------------------|------------------------------------------------------------------------------------------|
| <b>ABUGA 1F</b><br>By ATC | Climb on 254° track to KHR 4.2 DME, turn LEFT, 047° track, intercept KHR R-117 to ABUGA. |
| <b>GR 1F</b>              | Climb on 254° track to KHR 4.2 DME, turn LEFT, intercept 212° bearing to GR.             |
| <b>KW 2F</b>              | Climb on 254° track to KHR 6.0 DME, turn RIGHT, intercept KHR R-260 to KW.               |
| <b>LI 1F</b>              | Climb on 254° track to KHR 4.2 DME, turn LEFT, intercept 163° bearing to LI.             |

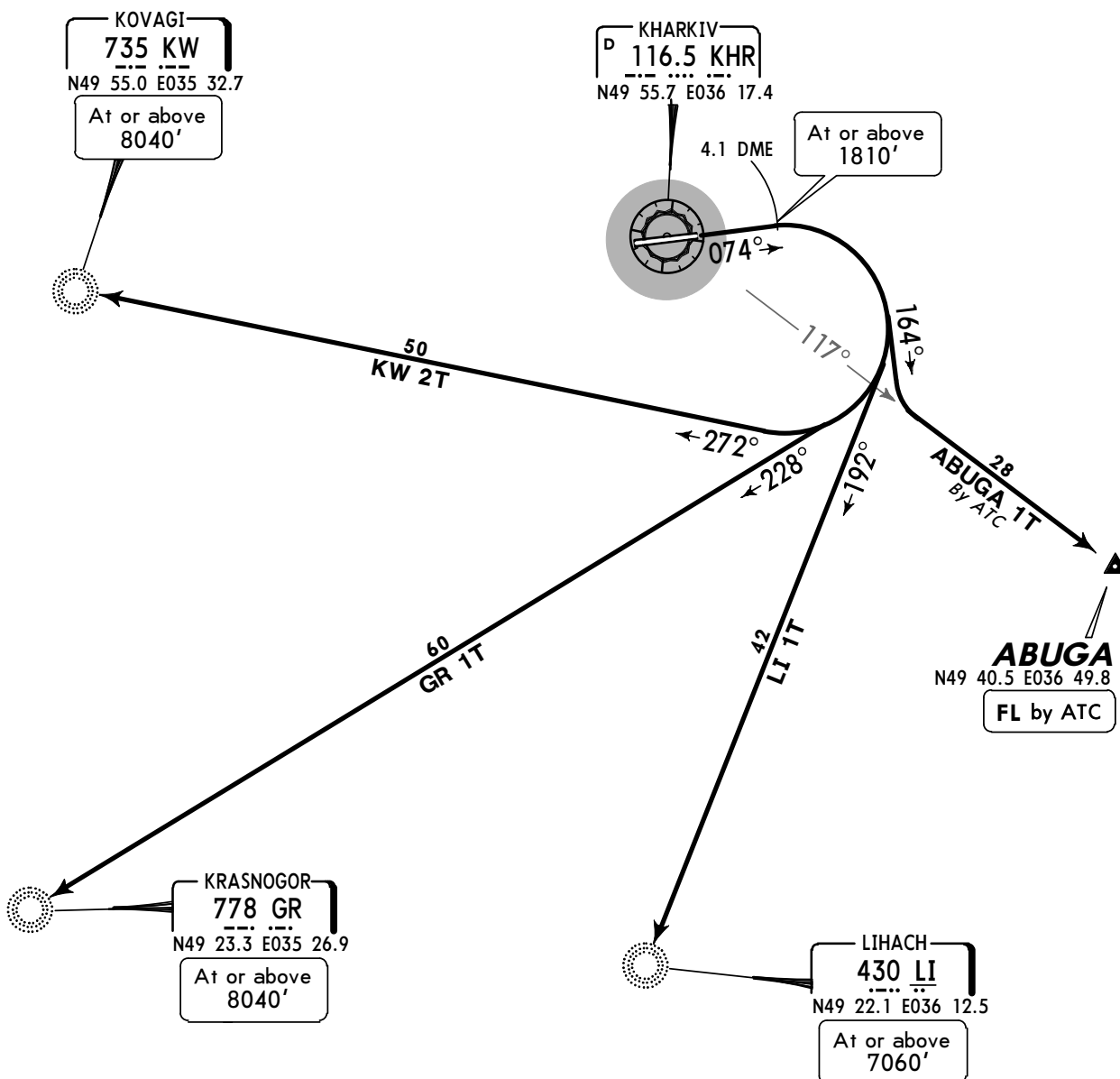
Apt Elev  
529'

Trans level: By ATC Trans alt: 10010'

2700'

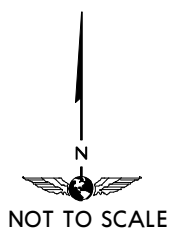
MSA  
KHR VOR

ABUGA ONE TANGO (ABUGA 1T) [ABUG1T]  
KOVAGI TWO TANGO (KW 2T)  
KRASNOGOR ONE TANGO (GR 1T)  
LIHACH ONE TANGO (LI 1T)  
RWY 07 DEPARTURES



## FT/METER CONVERSION

|        | QNH     |
|--------|---------|
| 1810'  | - 550m  |
| 7060'  | - 2150m |
| 8040'  | - 2450m |
| 10010' | - 3050m |

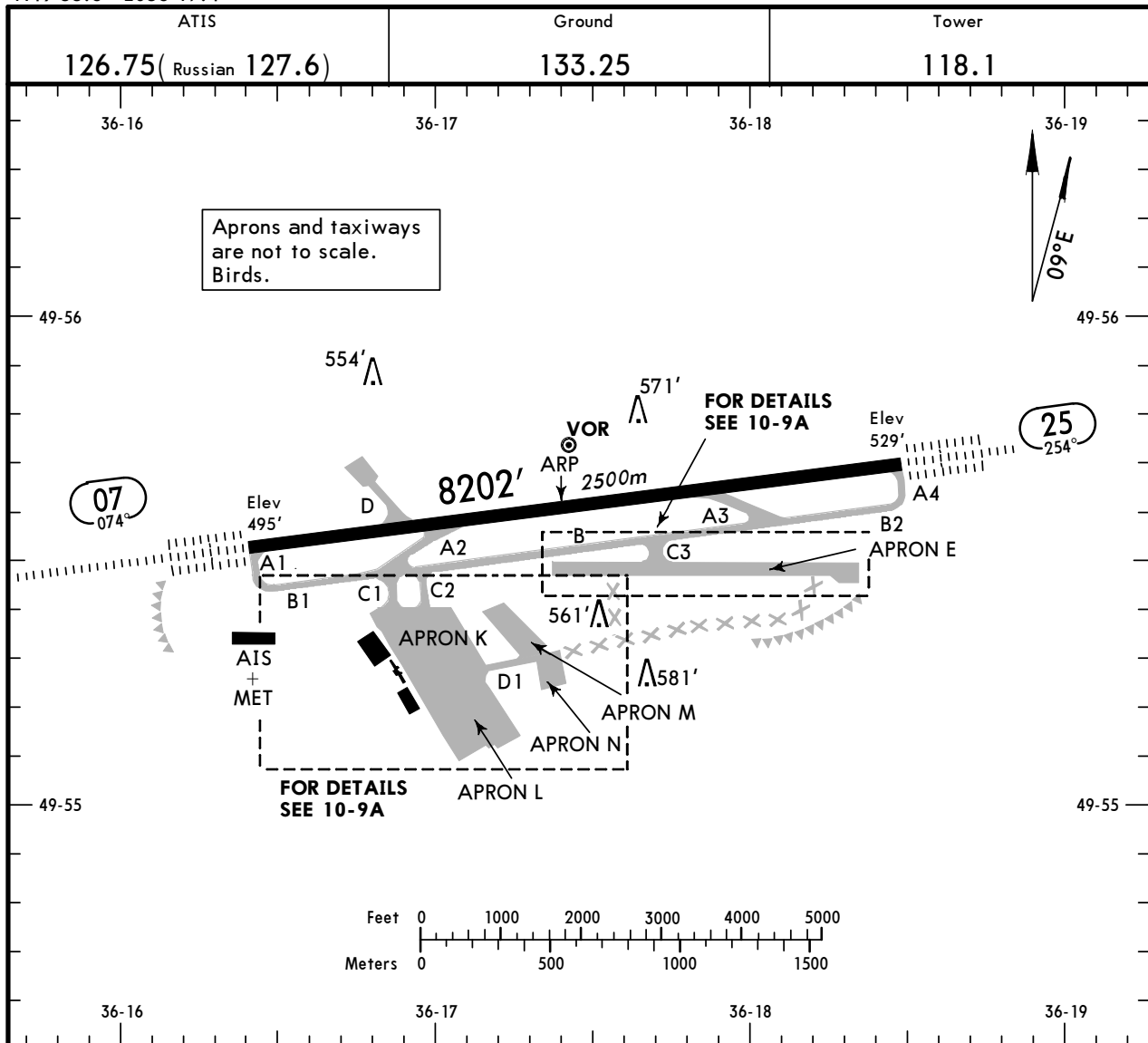


These SIDs require a minimum climb gradient of 6% up to 1810'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 6% V/V (fpm) | 456 | 608 | 911 | 1215 | 1519 | 1823 |

If unable to comply advise ATC.

| SID                | ROUTING                                                                                   |
|--------------------|-------------------------------------------------------------------------------------------|
| ABUGA 1T<br>By ATC | Climb on 074° track to KHR 4.1 DME, turn RIGHT, 164° track, intercept KHR R-117 to ABUGA. |
| GR 1T              | Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 228° bearing to GR.             |
| KW 2T              | Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 272° bearing to KW.             |
| LI 1T              | Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 192° bearing to LI.             |



#### ADDITIONAL RUNWAY INFORMATION

| RWY |  |                                               |  |  |  |  | USABLE LENGTHS |             | TAKE-OFF | WIDTH       |
|-----|--|-----------------------------------------------|--|--|--|--|----------------|-------------|----------|-------------|
|     |  |                                               |  |  |  |  | LANDING BEYOND |             |          |             |
|     |  |                                               |  |  |  |  | Threshold      | Glide Slope |          |             |
| 07  |  | HIRL (60m) CL (15m) HIALS-II TDZ ① HST-A3 RVR |  |  |  |  |                | 7108' 2167m | ②        | 148'<br>45m |
| 25  |  | HIRL (60m) CL (15m) HIALS-II TDZ ① HST-A2 RVR |  |  |  |  |                | 6987' 2130m |          |             |
|     |  |                                               |  |  |  |  |                |             |          |             |

① PAPI-L (3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head/twy A1 int 8202' (2500m)  
twy A2 int 5249' (1600m)

RWY 25:

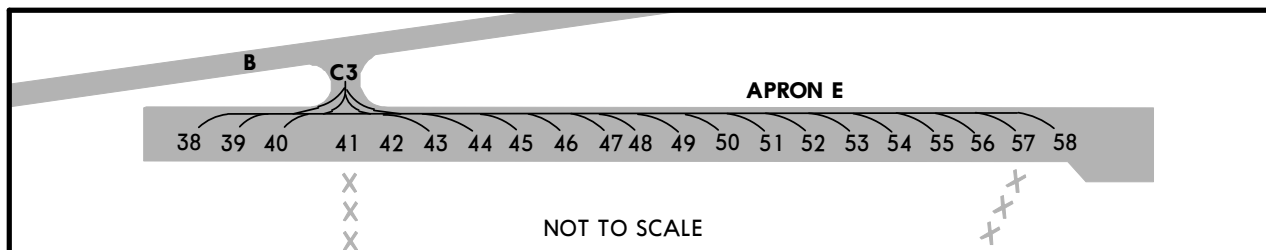
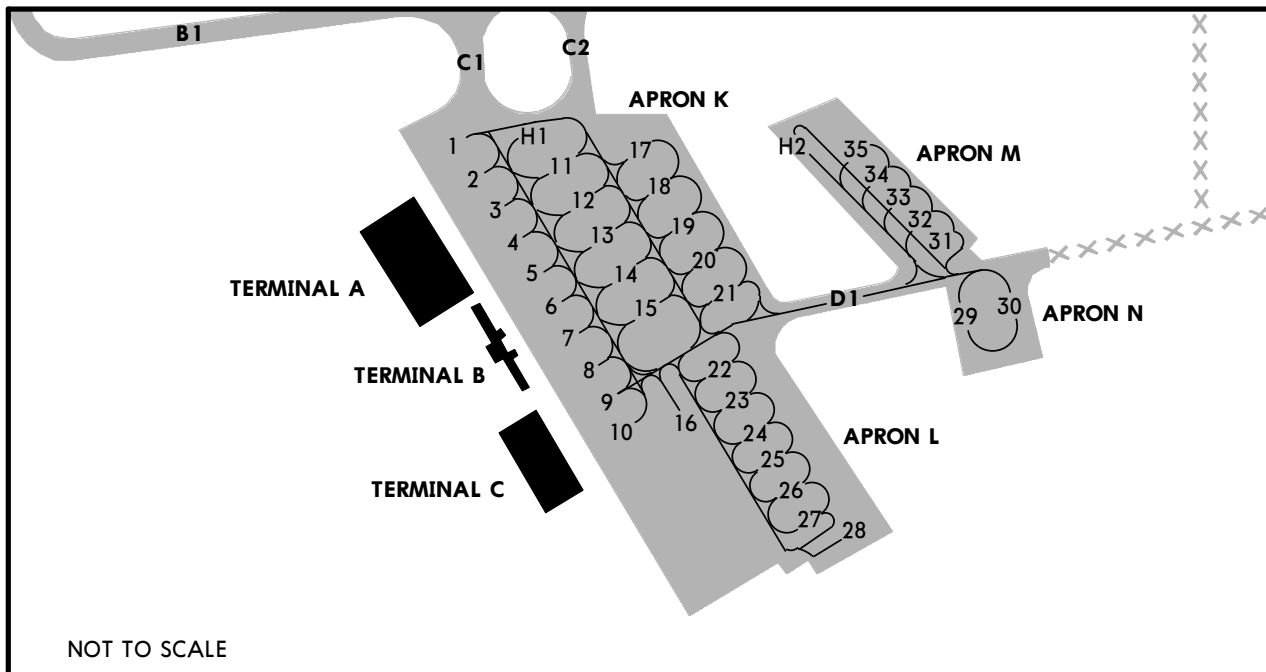
From rwy head/twy A4 int 8202' (2500m)  
twy A3 int 5249' (1600m)

#### JAR-OPS

#### TAKE-OFF ①

|   | All Rwys                                          |                           |         |                          |                          |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|
|   | LVP must be in force                              |                           |         |                          |                          |
|   | Approved Operators<br>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 |
| A |                                                   |                           |         |                          |                          |
| B | 125m                                              | 150m                      | 200m    | 250m                     | 400m                     |
| C |                                                   |                           |         |                          |                          |
| D | 150m                                              | 200m                      | 250m    | 300m                     | 500m                     |

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



Taxiing on aprons with Follow-me car.  
 Movement of acft are prohibited without controller's clearance.  
 Stands 7, H1 and H2 available for helicopter.  
 Stands 1 thru 10 with push back only.  
 Stands 29 and 30 available for run-up.  
 Stands 38 thru 58 facing North with push back only.

| STRAIGHT-IN RWY |         | A           | B           | C           | D           |
|-----------------|---------|-------------|-------------|-------------|-------------|
| 07              | ILS     | 712'(217')  | 722'(227')  | 731'(236')  | 741'(246')  |
|                 | FULL    | R550m       | R550m       | R550m       | R550m       |
|                 | Limited | R750m       | R750m       | R750m       | R750m       |
|                 | ALS out | R1200m      | R1200m      | R1200m      | R1300m      |
|                 | VOR ❶   | 940'(445')  | 940'(445')  | 940'(445')  | 940'(445')  |
| 25              | ALS out | R1500m      | R1500m      | C2100m      | C2100m      |
|                 | ILS     | 732'(203')  | 741'(212')  | 751'(222')  | 761'(232')  |
|                 | FULL    | R750m       | R800m       | R800m       | R800m       |
|                 | ALS out | R1200m      | R1200m      | R1200m      | R1200m      |
|                 | VOR     | 1070'(541') | 1070'(541') | 1070'(541') | 1070'(541') |
|                 | ALS out | C2300m      | C2300m      | C2500m      | C2500m      |
|                 | ALS out | C2700m      | C2700m      | C2900m      | C2900m      |

❶ Continuous Descent Final Approach.

| CIRCLE-TO-LAND ❷         | 100 KT      | 135 KT      | 180 KT      | 205 KT      |
|--------------------------|-------------|-------------|-------------|-------------|
| After ILS & VOR Rwy 07 ❸ | 1020'(525') | 1200'(705') | 1420'(925') | 1420'(925') |
| After ILS & VOR Rwy 25   | 1070'(541') | 1200'(671') | 1420'(891') | 1420'(891') |
|                          | V1500m ❹    | V1600m ❹    | V2400m ❹    | V3600m      |

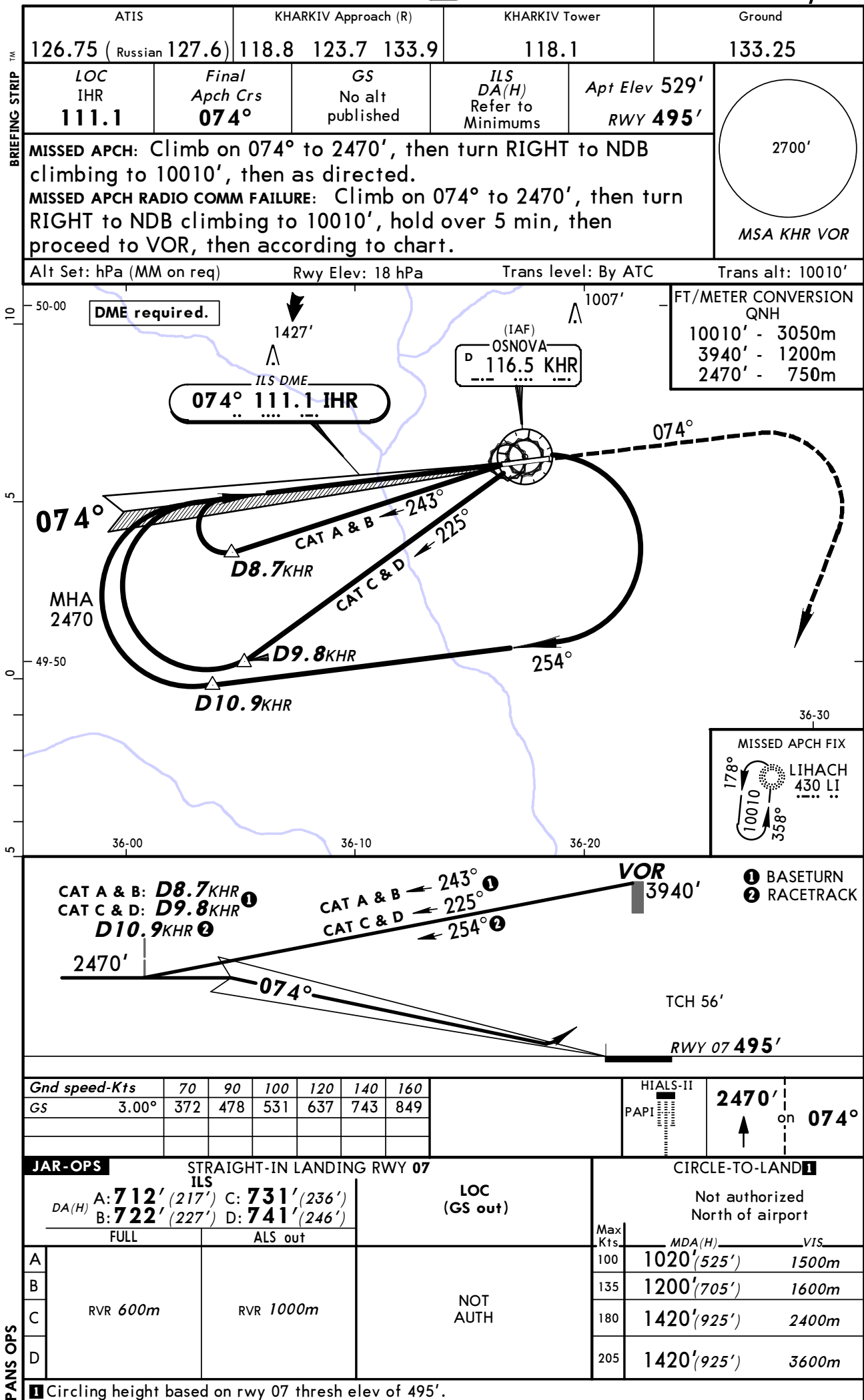
❷ Not authorized North of airport.

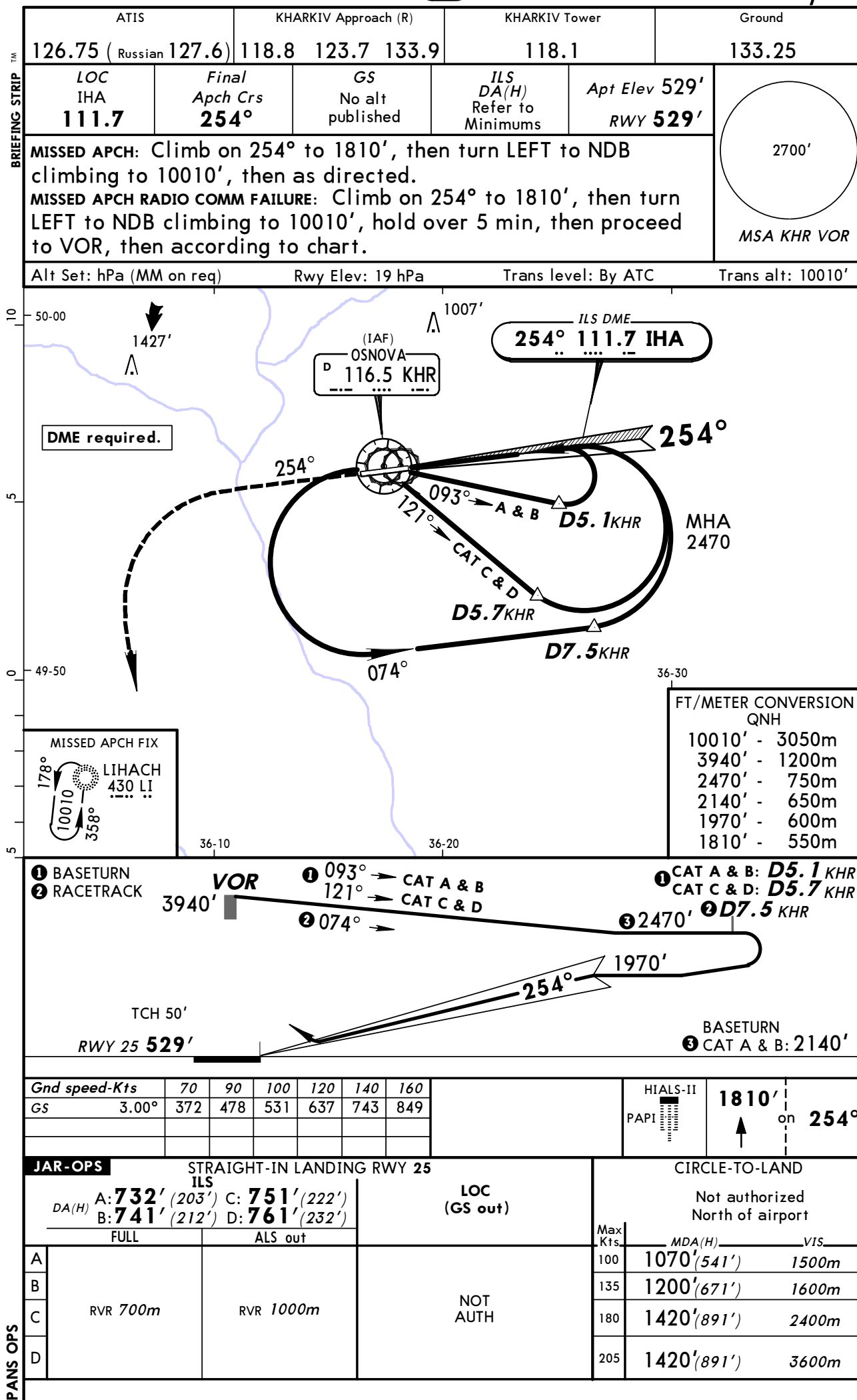
❸ Circling height based on rwy 07 thresh elev of 495'.

❹ or higher minimums of preceding straight-in approach.

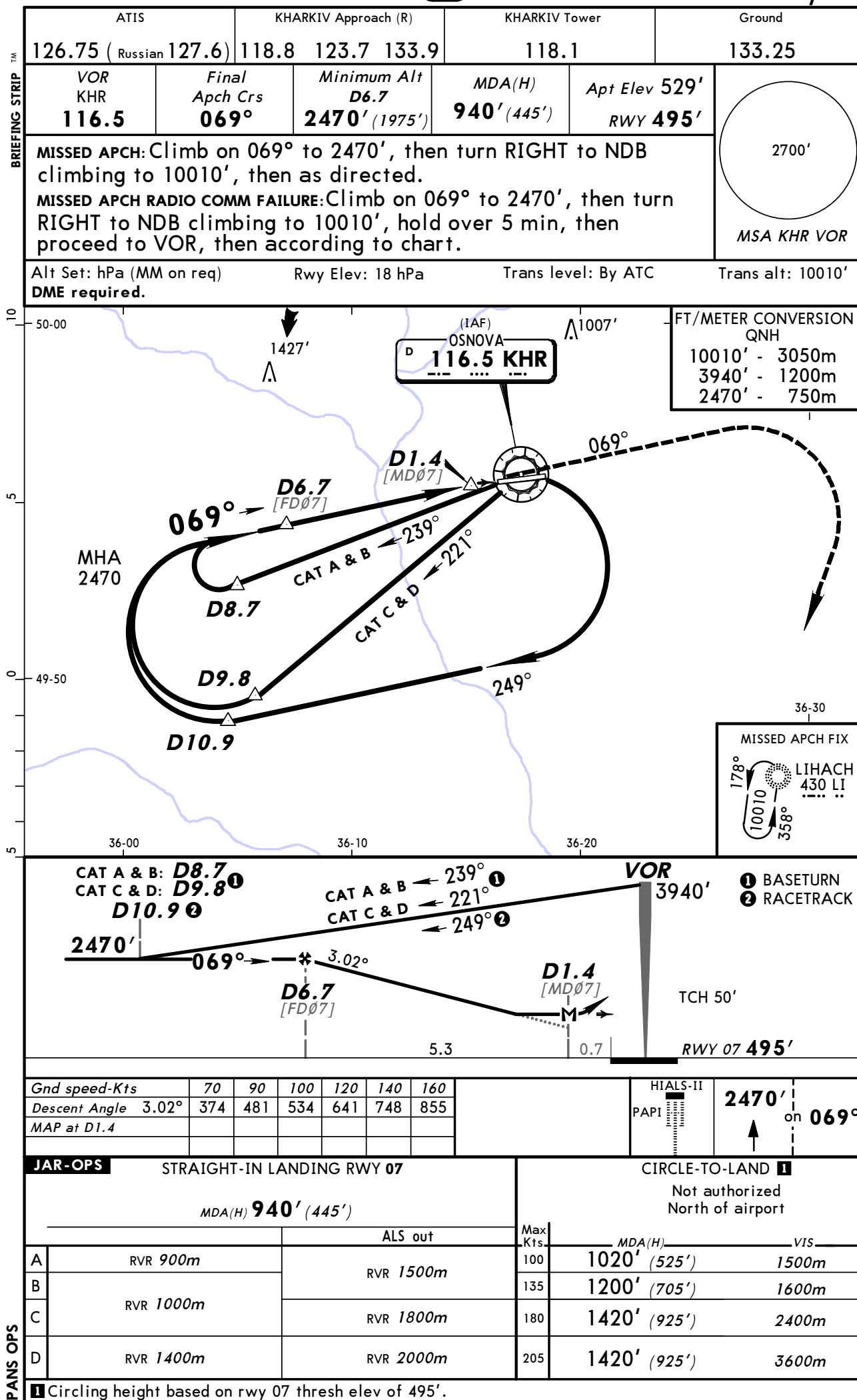
| TAKE-OFF RWY 07, 25 ❶ |                                                   |                           |         |                          |                   |
|-----------------------|---------------------------------------------------|---------------------------|---------|--------------------------|-------------------|
|                       | Approved Operators<br>HIRL, CL<br>& mult. RVR req | LVP must be in Force      |         |                          | 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              |
| C                     |                                                   |                           |         |                          |                   |
| D                     | 150m                                              | 200m                      | 250m    | 300m                     | 500m              |

❶ Operators applying U.S. Ops Specs: CL required below 300m;  
approved HUD required below 150m.



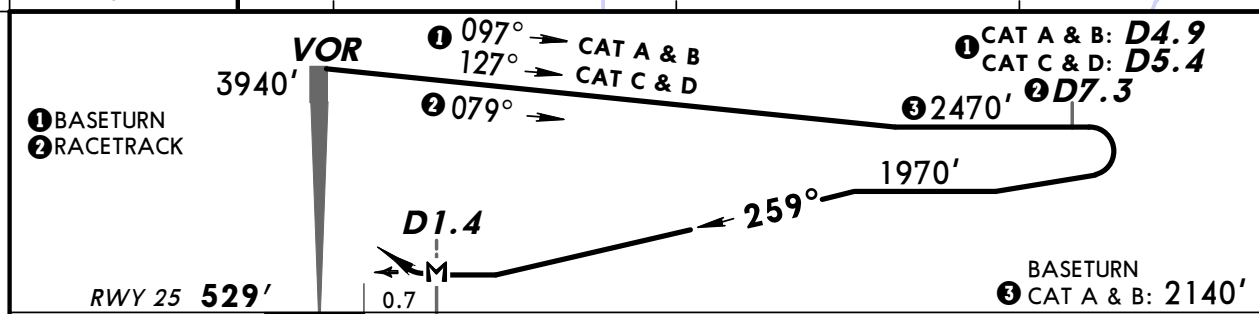
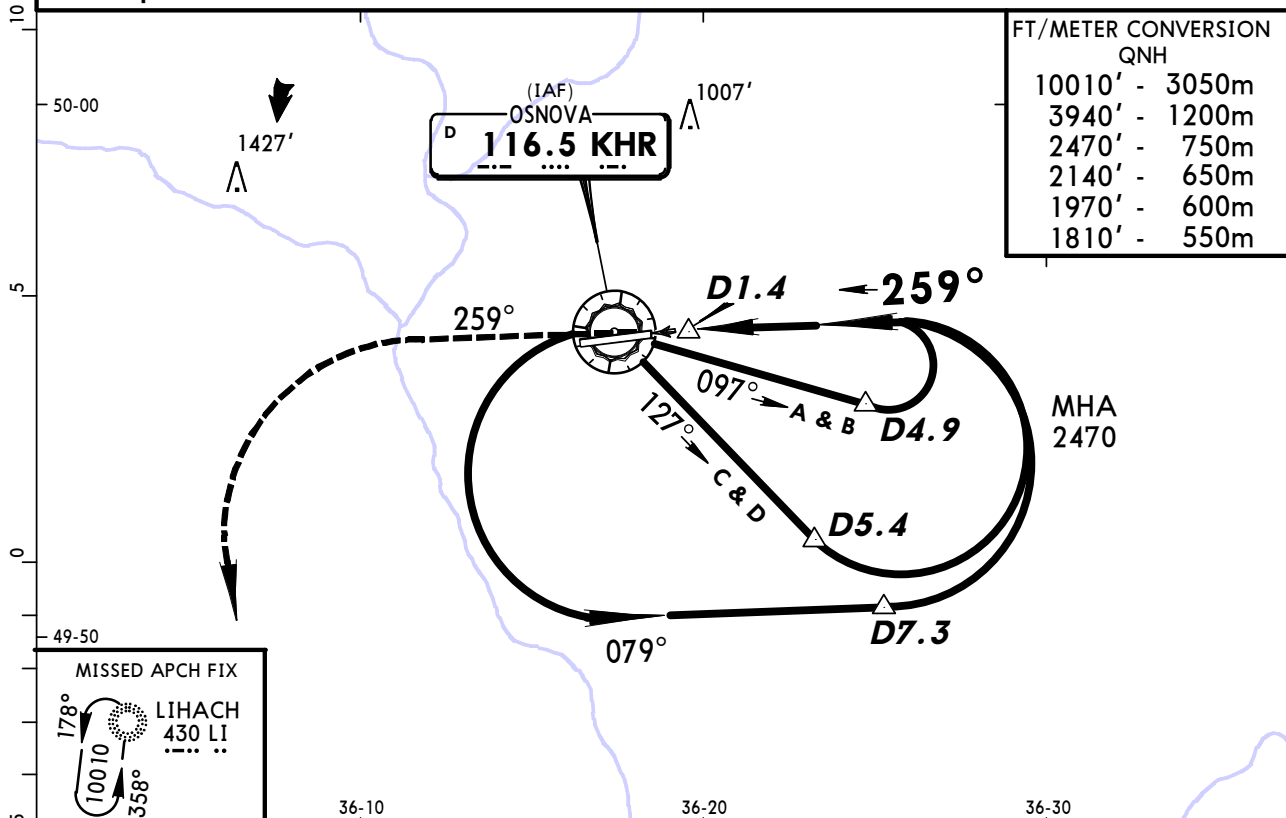




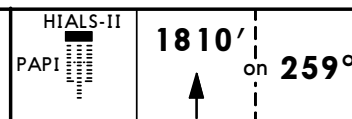


BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                         |                           |                       |       |                        |               |                           |        |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-------|------------------------|---------------|---------------------------|--------|-----------------------------------------|
| ATIS                                                                                                                                                                                                                                                                                    |                           | KHARKIV Approach (R)  |       |                        | KHARKIV Tower |                           | Ground |                                         |
| 126.75 ( Russian 127.6)                                                                                                                                                                                                                                                                 |                           | 118.8                 | 123.7 | 133.9                  | 118.1         |                           | 133.25 |                                         |
| VOR<br>KHR<br>116.5                                                                                                                                                                                                                                                                     | Final<br>Apch Crs<br>259° | Minimum Alt<br>No FAF |       | MDA(H)<br>1070' (541') |               | Apt Elev 529'<br>RWY 529' |        | <div>2700'</div> <div>MSA KHR VOR</div> |
| <div>MISSED APCH: Climb on 259° to 1810', then turn LEFT to NDB climbing to 10010', then as directed.</div> <div>MISSED APCH RADIO COMM FAILURE: Climb on 259° to 1810', then turn LEFT to NDB climbing to 10010', hold over 5 min, then proceed to VOR, then according to chart.</div> |                           |                       |       |                        |               |                           |        |                                         |
| Alt Set: hPa (MM on req)                                                                                                                                                                                                                                                                |                           | Rwy Elev: 19 hPa      |       | Trans level: By ATC    |               | Trans alt: 10010'         |        |                                         |
| DME required.                                                                                                                                                                                                                                                                           |                           |                       |       |                        |               |                           |        |                                         |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.4         |     |     |     |     |     |     |



| JAR-OPS |           | STRAIGHT-IN LANDING RWY 25 |  | CIRCLE-TO-LAND                     |                    |
|---------|-----------|----------------------------|--|------------------------------------|--------------------|
|         |           | MDA(H) <b>1070'</b> (541') |  | Not authorized<br>North of airport |                    |
|         |           | ALS out                    |  | Max<br>Kts.                        | MDA(H) VIS         |
| A       | RVR 1400m | RVR 1500m                  |  | 100                                | 1070' (541') 1500m |
| B       | RVR 1500m |                            |  | 135                                | 1200' (671') 1600m |
| C       | RVR 1600m | RVR 2000m                  |  | 180                                | 1420' (891') 2400m |
| D       | RVR 1800m |                            |  | 205                                | 1420' (891') 3600m |



**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**KHARKIV, (OSNOVA - UKHH)**

## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UKHH**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20131006

Rwy 07 ALS reduced to 545m. ILS DME (11-1) with lights RVR 700m.  
VOR (13-1) with lights CAT A RVR 1200m, B RVR 1300m, C RVR  
1400m, D RVR 1600m.