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Trip Kit Index

Airport Information For UHHH

Terminal Charts For UHHH

Revision Letter For Cycle 01-2014

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: 2251 Z
Sunset: 0719 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 vacation 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

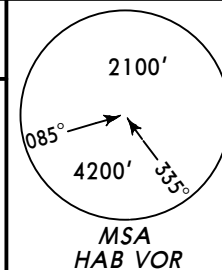
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ATIS
124.87

Apt Elev
244'

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

(QFE)



① LATMA 1S [LATM1S]

BY ATC

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

RWYS 05L/R ARRIVALS

CAT A & B

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

① Available for Russian airlines aircraft only.

RELPI

N49 35.4
E136 26.3

DIBOS
N49 29.6 E136 17.0

TROITSKOYE
335 FI

N49 27.0 E136 34.1

TOMSU
N48 58.7
E135 51.2

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

Between
FL120 & FL100

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

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

At 2220'
(1976')

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

At 2220'
(1976')

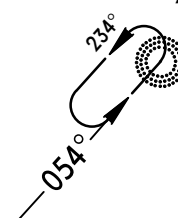
D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)

At 2220' (1976')

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

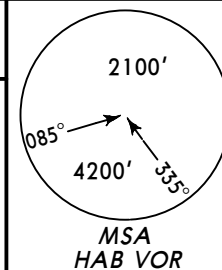


**HOLDING
OVER BD/UF**



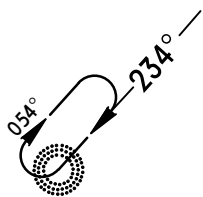
ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



① LATMA 2S [LATM2S]
BY ATC
TROIC 2S [TROI2S]
RWYS 23L/R ARRIVALS

CAT A & B

**HOLDING
OVER GE/HI**

TROITSKOYE
335 FI
N49 27.0 E136 34.1
At or above
FL90

TOMSU
N48 58.7 E135 51.2
(HAB R-056/D36.2)
Between
FL100 & FL80

URES A
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.



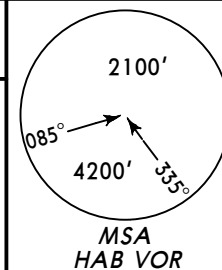
(Rwy 23R)
***528 GE**
N48 34.0 E135 14.3
(Rwy 23L)
***469 HI**
N48 34.1 E135 14.8



ALT/HEIGHT CONVERSION
QNH (QFE)

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

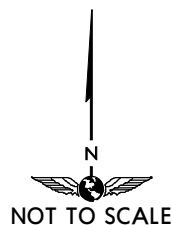
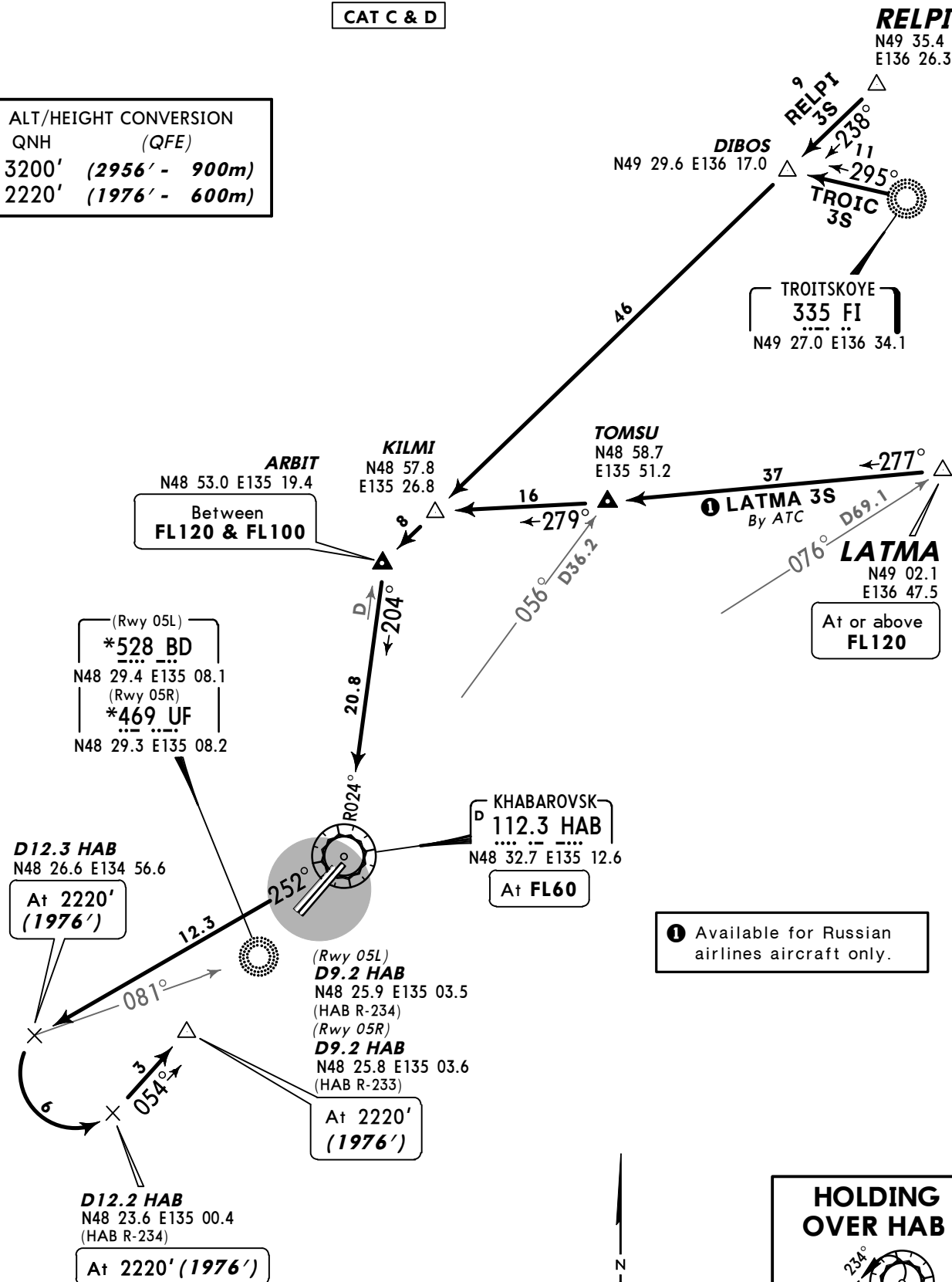
ATIS 124.87	Apt Elev 244'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3200' (2956')	(QFE)
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① LATMA 3S [LATM3S]
BY ATC
RELPI 3S [RELP3S], TROIC 3S [TROI3S]
RWYS 05L/R ARRIVALS

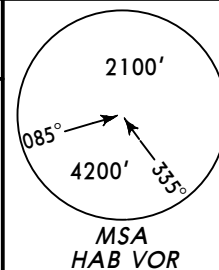
CAT C & D

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



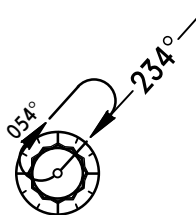
ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



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

CAT C & D

HOLDING
OVER HAB

TROITSKOYE
335 FI
N49 27.0 E136 34.1
At or above
FL90

TOMSU
N48 58.7 E135 51.2
(HAB R-056/D36.2)
Between
FL100 & FL80

URES
N48 47.7 E135 34.1
(HAB R-055/D20.7)
At FL60

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

(Rwy 23R)
D6.3 HAB
N48 37.4 E135 18.9
(HAB R-052)
(Rwy 23L)
D6.6 HAB
N48 37.5 E135 19.4
(HAB R-055)
At 2220'
(1976')

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

① Available for Russian
airlines aircraft only.

Khabarovsk
P 112.3 HAB
N48 32.7 E135 12.6



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

ATIS
124.87

Apt Elev
244'

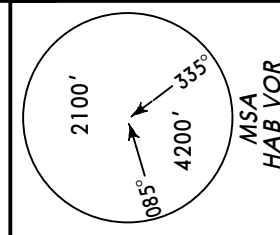
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Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

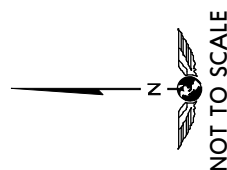
NEBES 1S [NEBE1S], 1 TIGMA 1S [TIGM1S] RWYS 05L/R ARRIVALS

CAT A & B

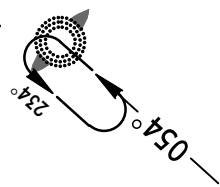
BY ATC



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)

A+ FL60

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

TIGMA
N48 34.5 E136 49.0

At or above
FL100

D43.2 HAB
At or above
FL80

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

A+ 2220'
(1976')

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

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

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

A+ 2220'
(1976')

NEBES
N48 18.5 E136 46.7

At or above
FL180

D43.2 HAB
At or above
FL80

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

ATIS
124.87

Apt Elev
244'

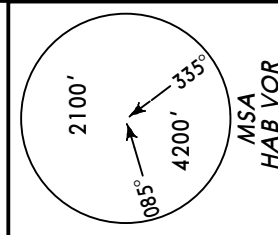
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Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

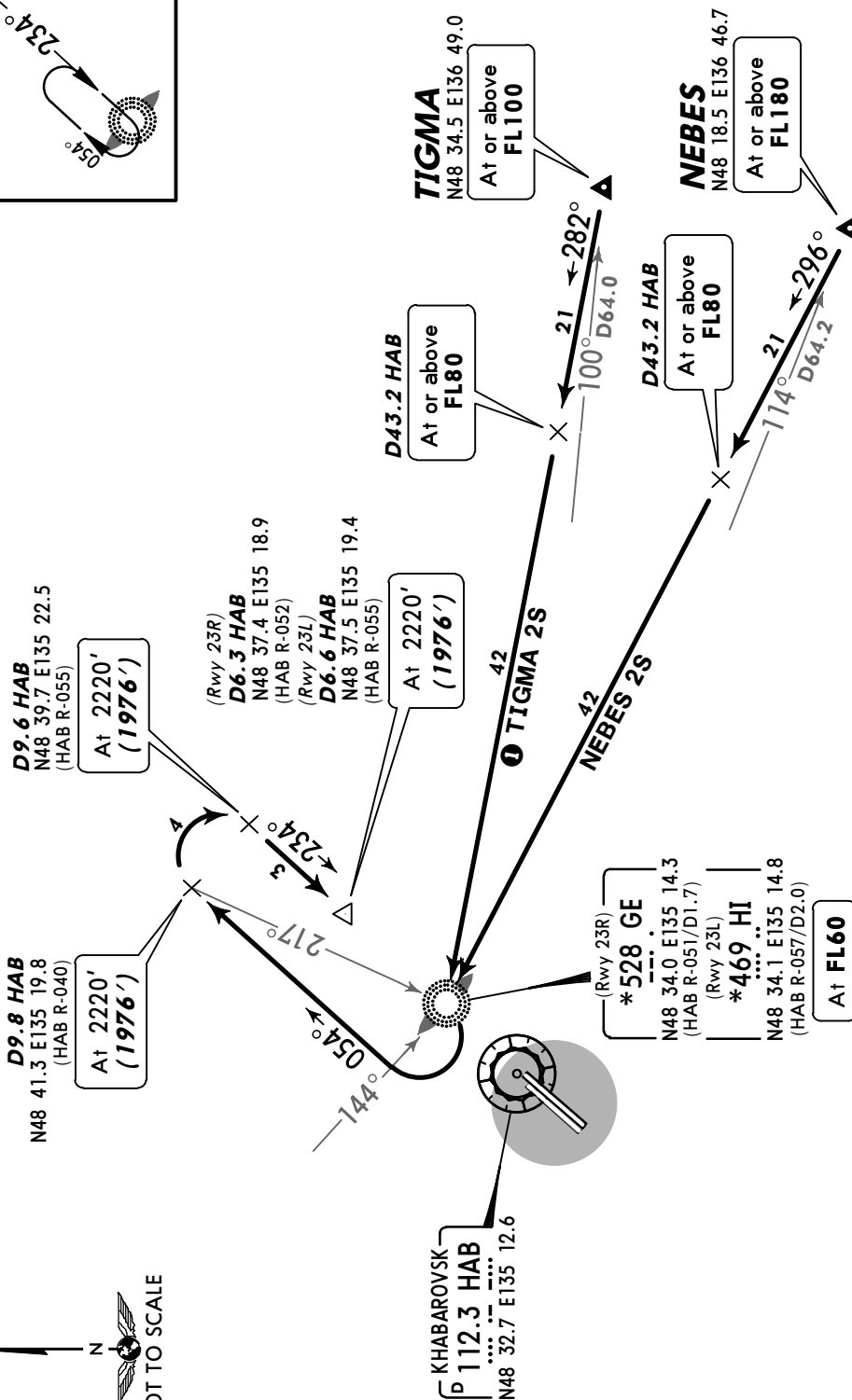
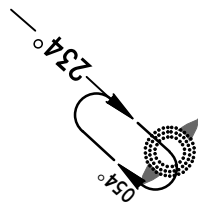
NEBES 2S [NEBE2S], TIGMA 2S [TIGM2S]
RWYS 23L/R ARRIVALS

CAT A & B

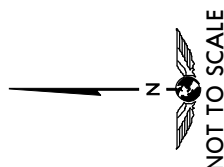
BY ATC



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

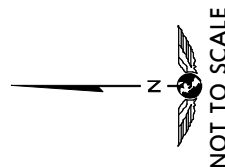
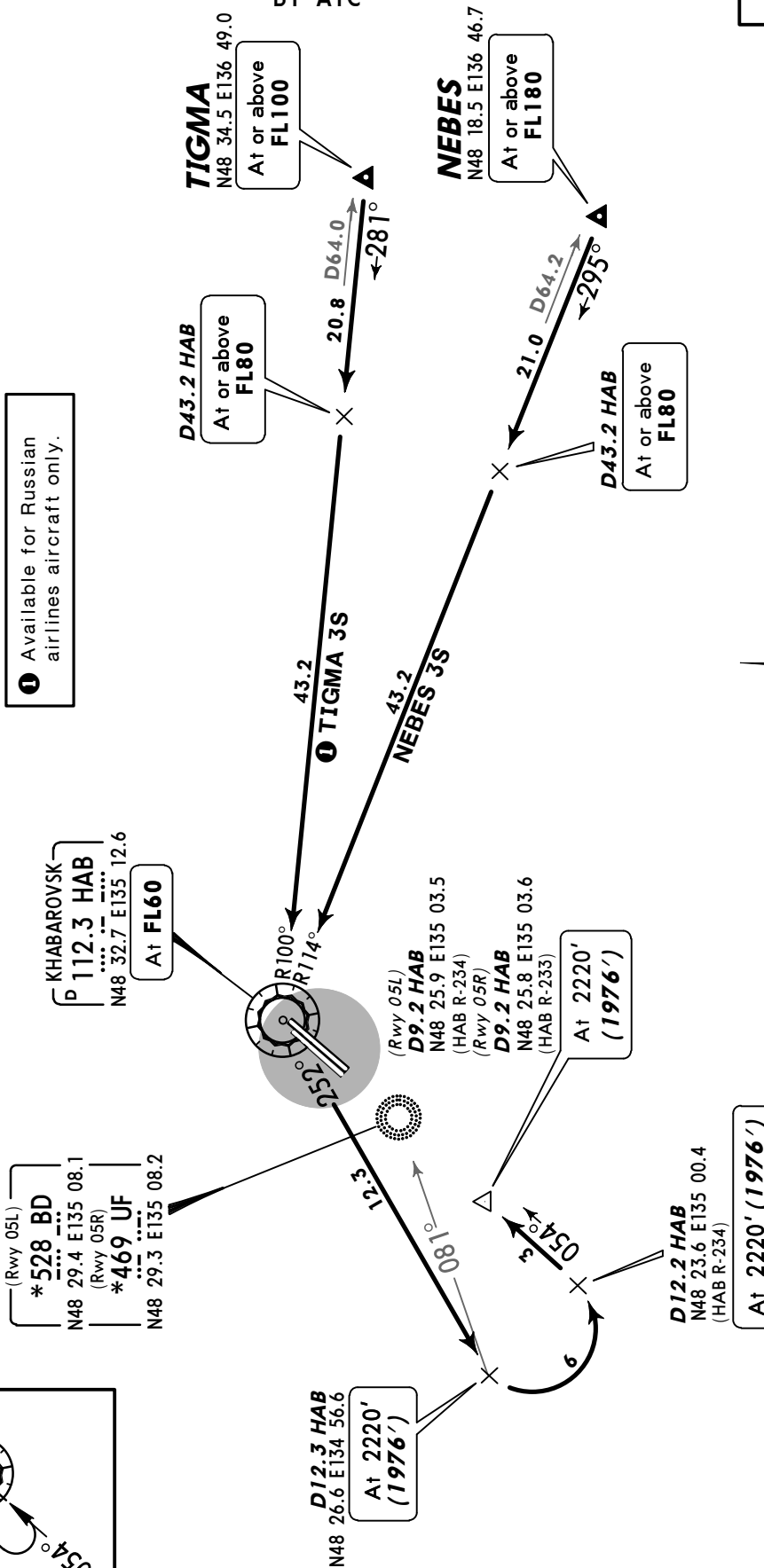
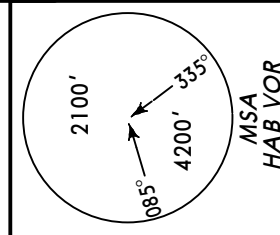
Apt Elev
244'

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

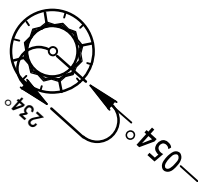
(QFE)

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

CAT C & D
BY ATC



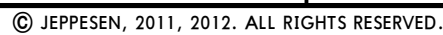
HOLDING
OVER HAB



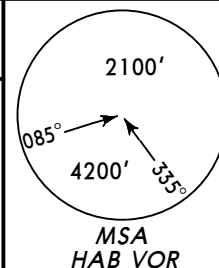
ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2956' - 900m)
2220' (1976' - 600m)

(QFE)

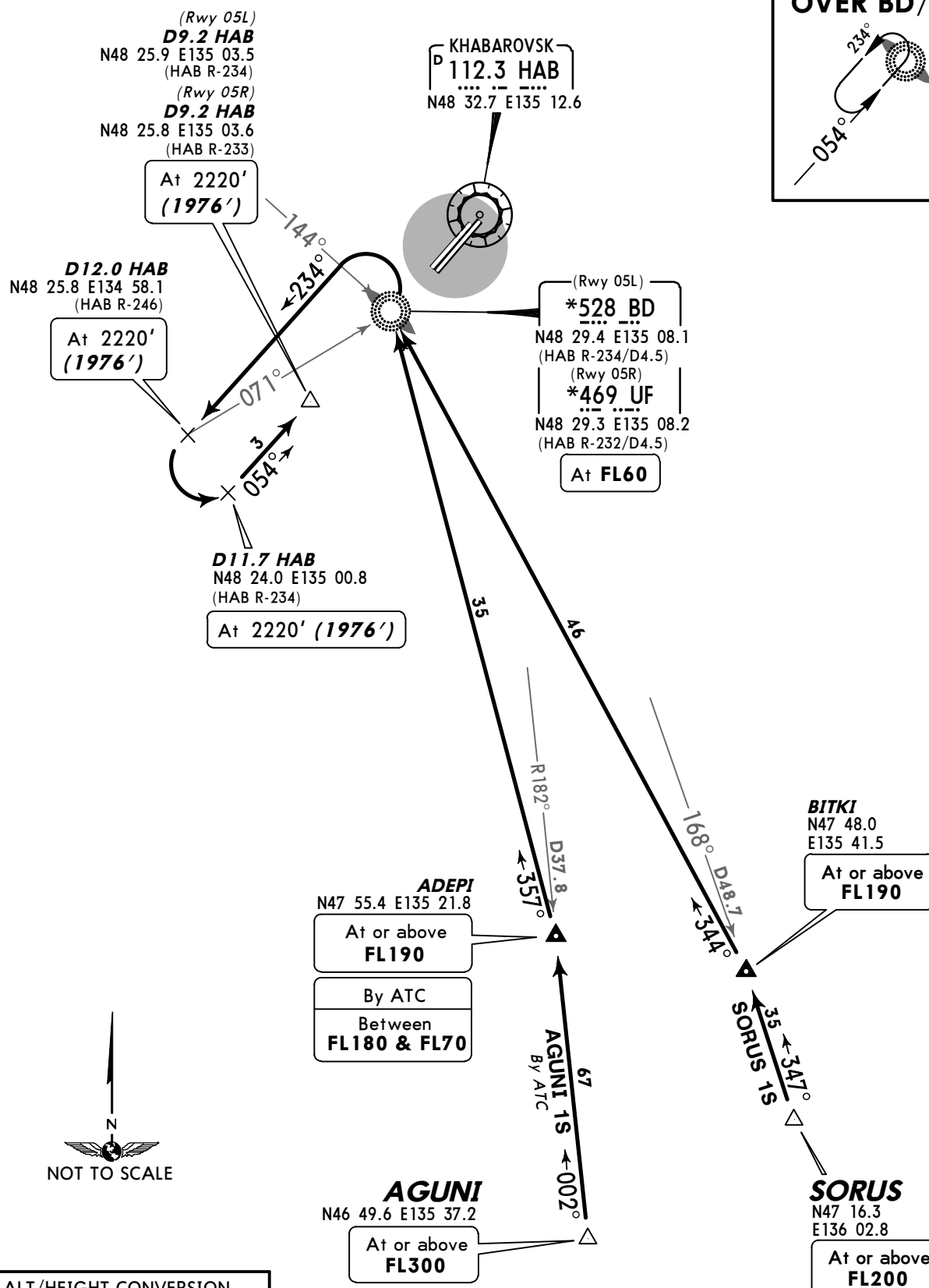
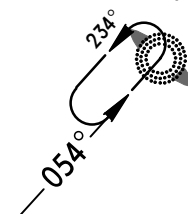
BY ATC



(QFE)

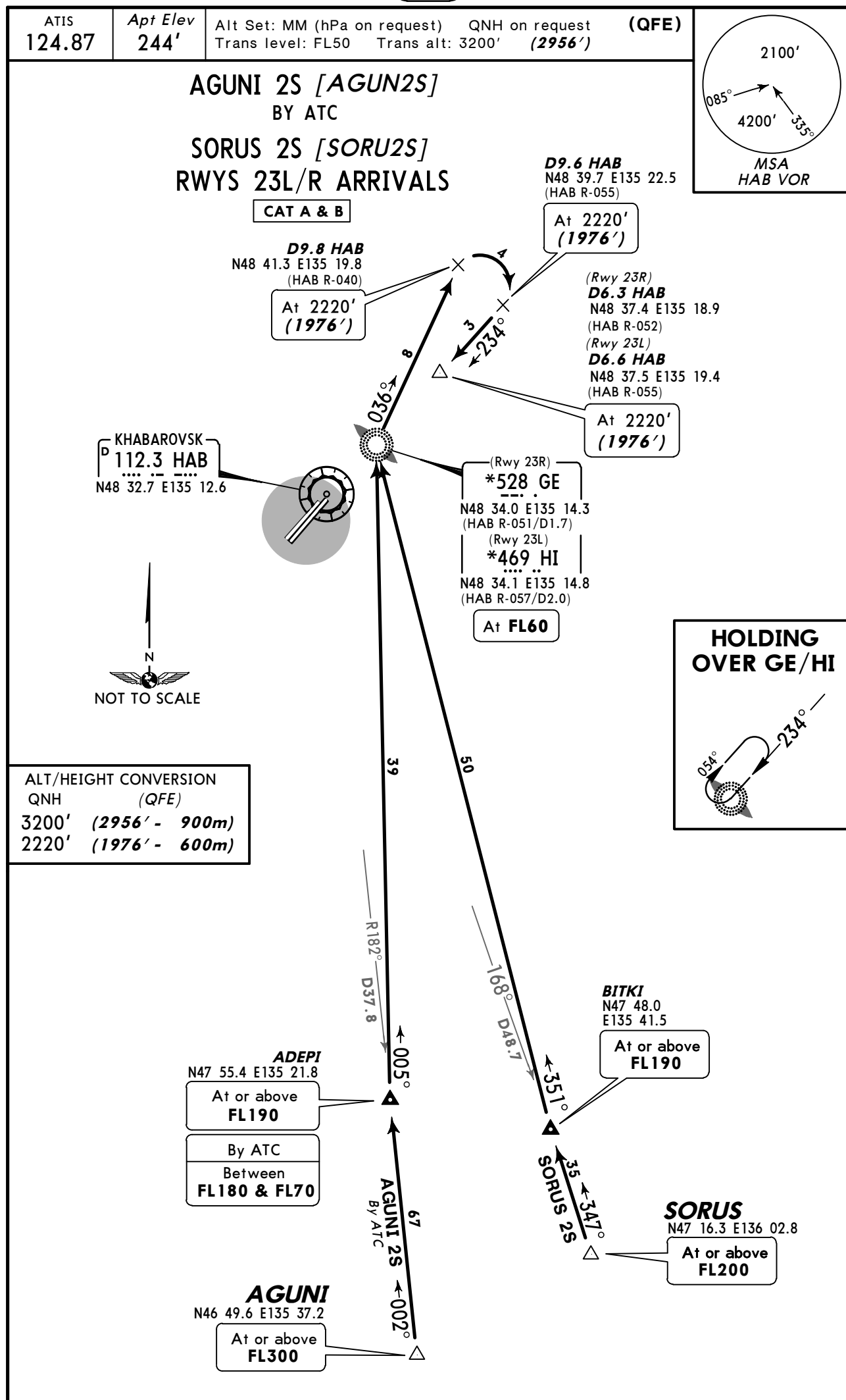
**CAT A & B**

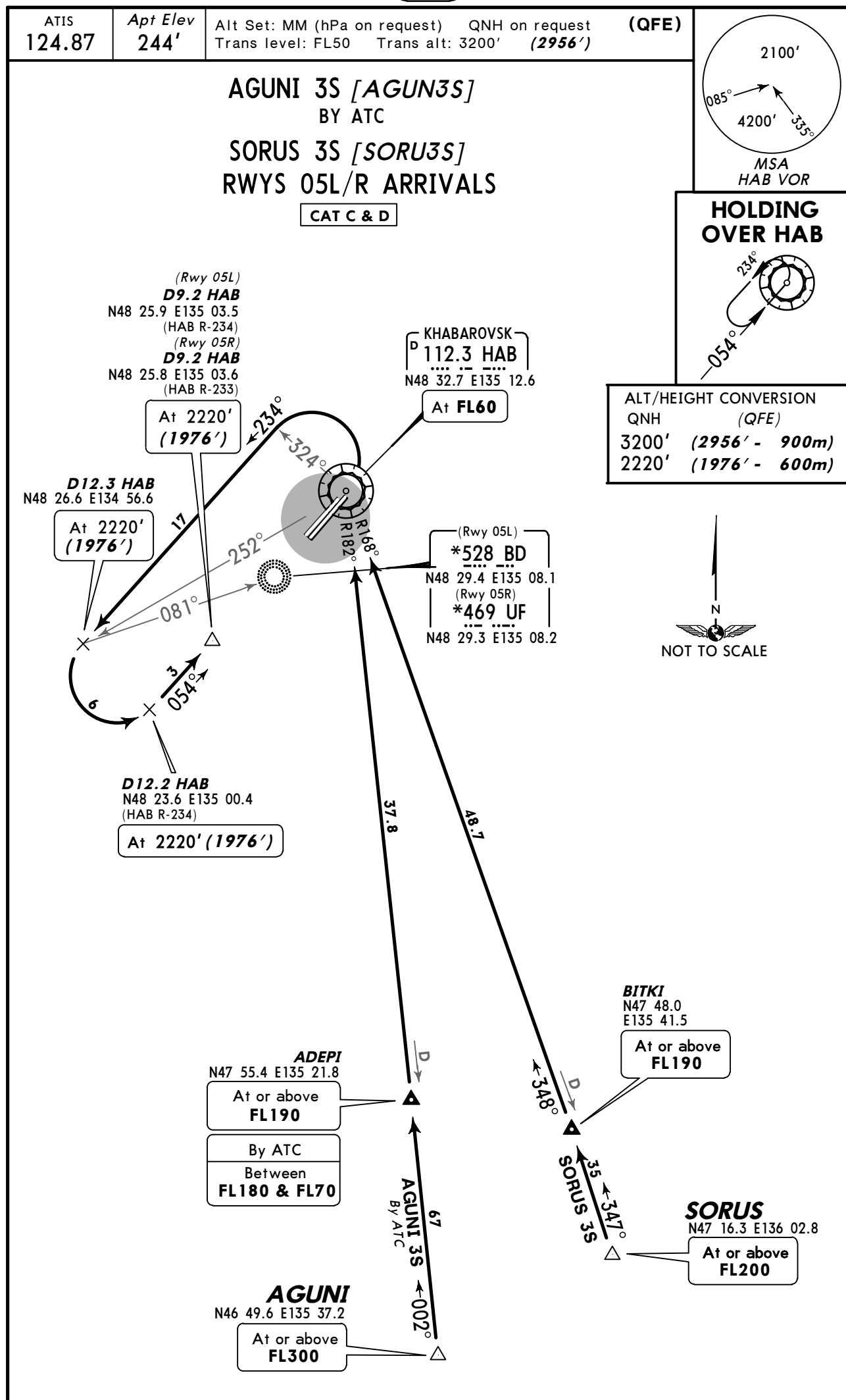
**HOLDING
OVER BD/UF**



NOT TO SCALE

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



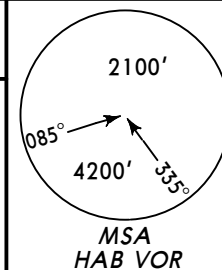


ATIS
124.87

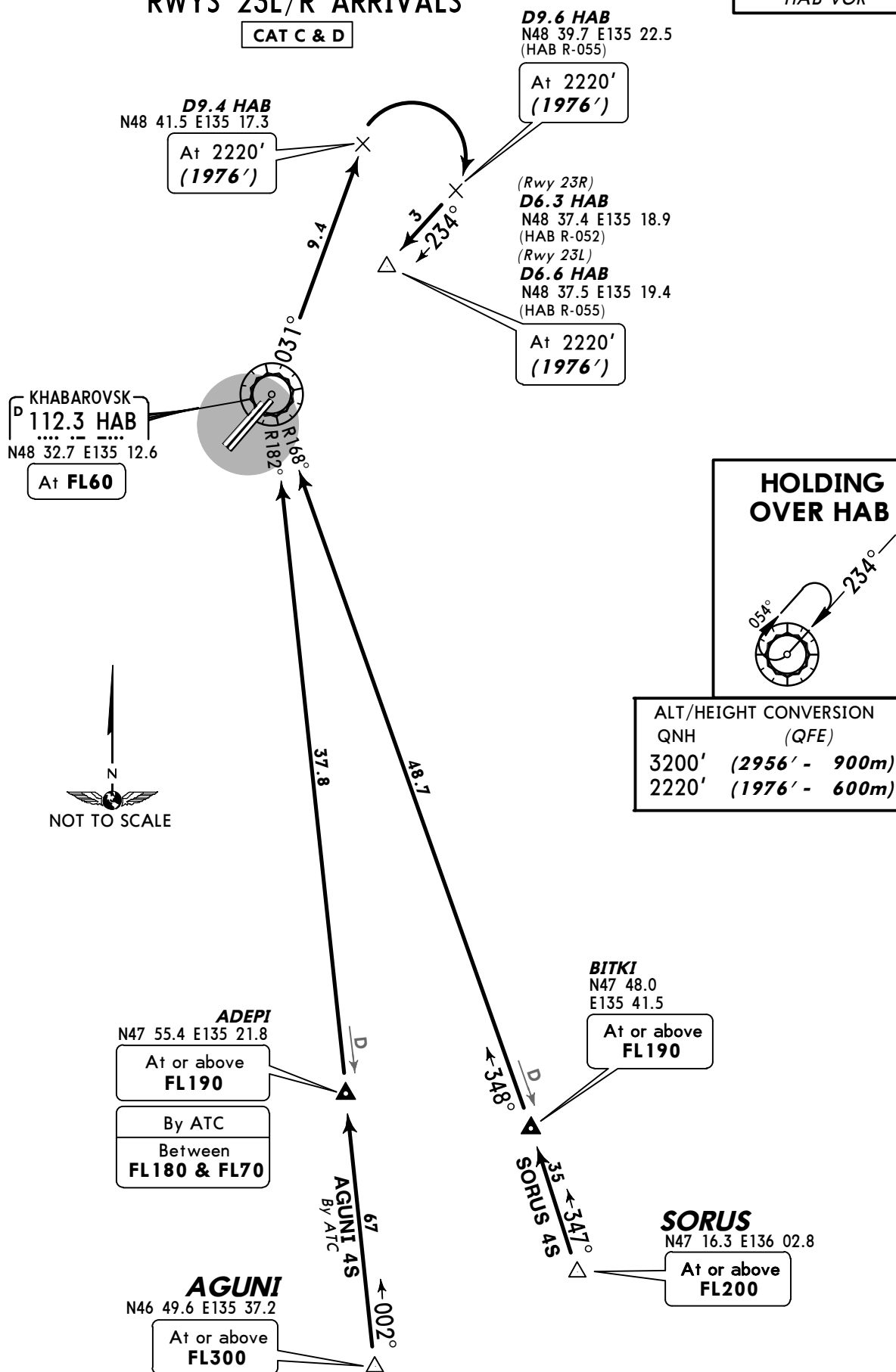
Apt Elev
244'

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

(QFE)



AGUNI 4S [AGUN4S]
BY ATC
SORUS 4S [SORU4S]
RWYS 23L/R ARRIVALS
CAT C & D

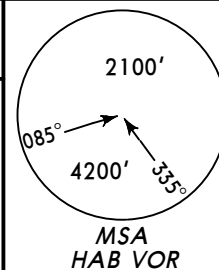


ATIS
124.87

Apt Elev
244'

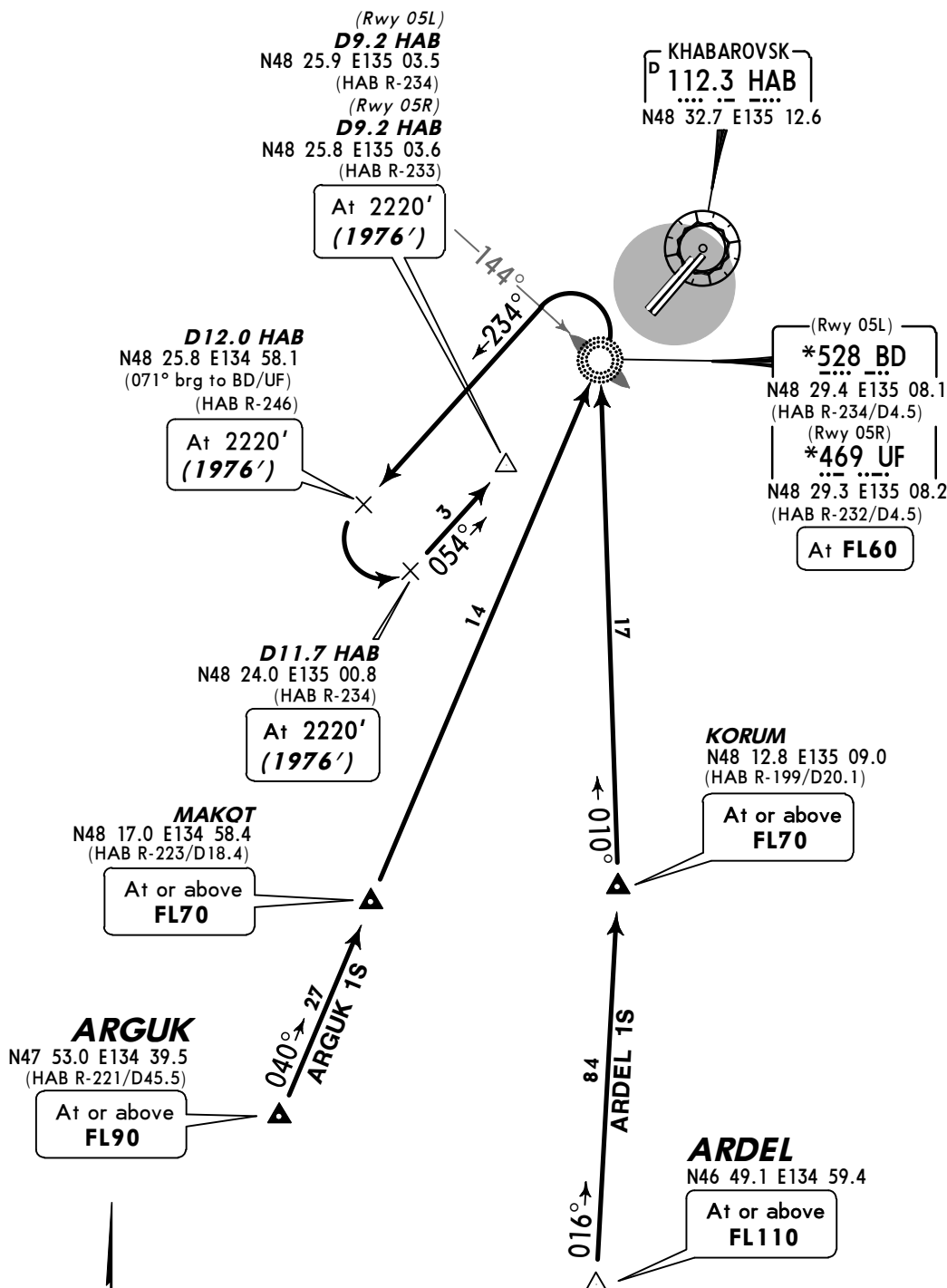
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



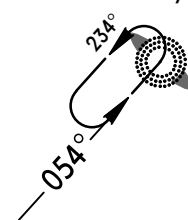
ARDEL 1S [ARDE1S], ARGUK 1S [ARGU1S] RWYS 05L/R ARRIVALS

CAT A & B

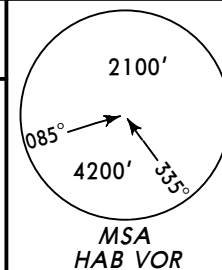


ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2956' - 900m)
2220' (1976' - 600m)

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)
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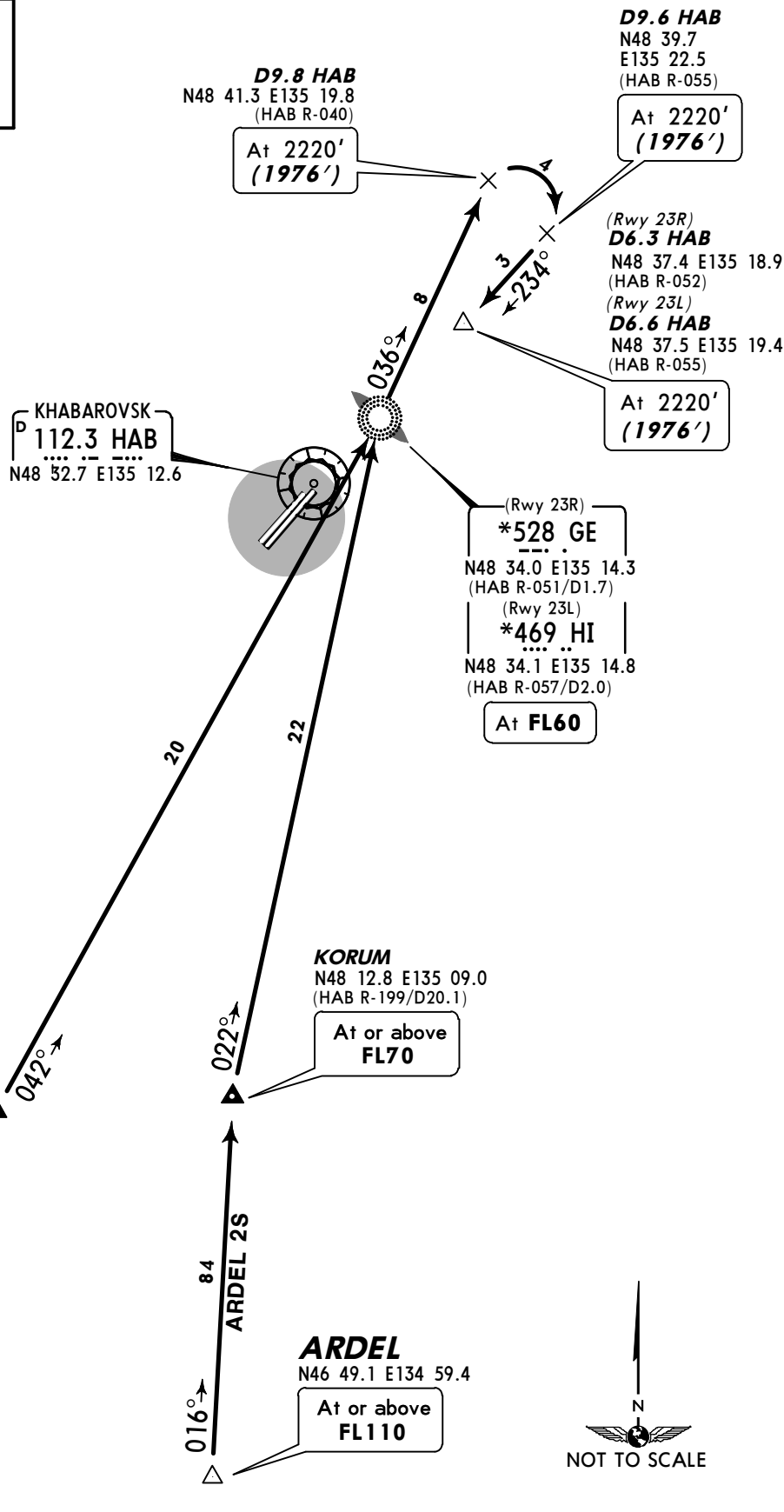
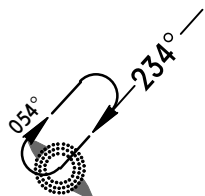


ARDEL 2S [ARDE2S], ARGUK 2S [ARGU2S] RWYS 23L/R ARRIVALS

CAT A & B

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

HOLDING OVER GE/HI



ATIS
124.87

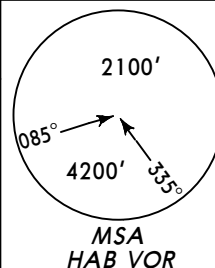
Apt Elev
244'

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

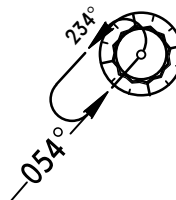
(QFE)

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

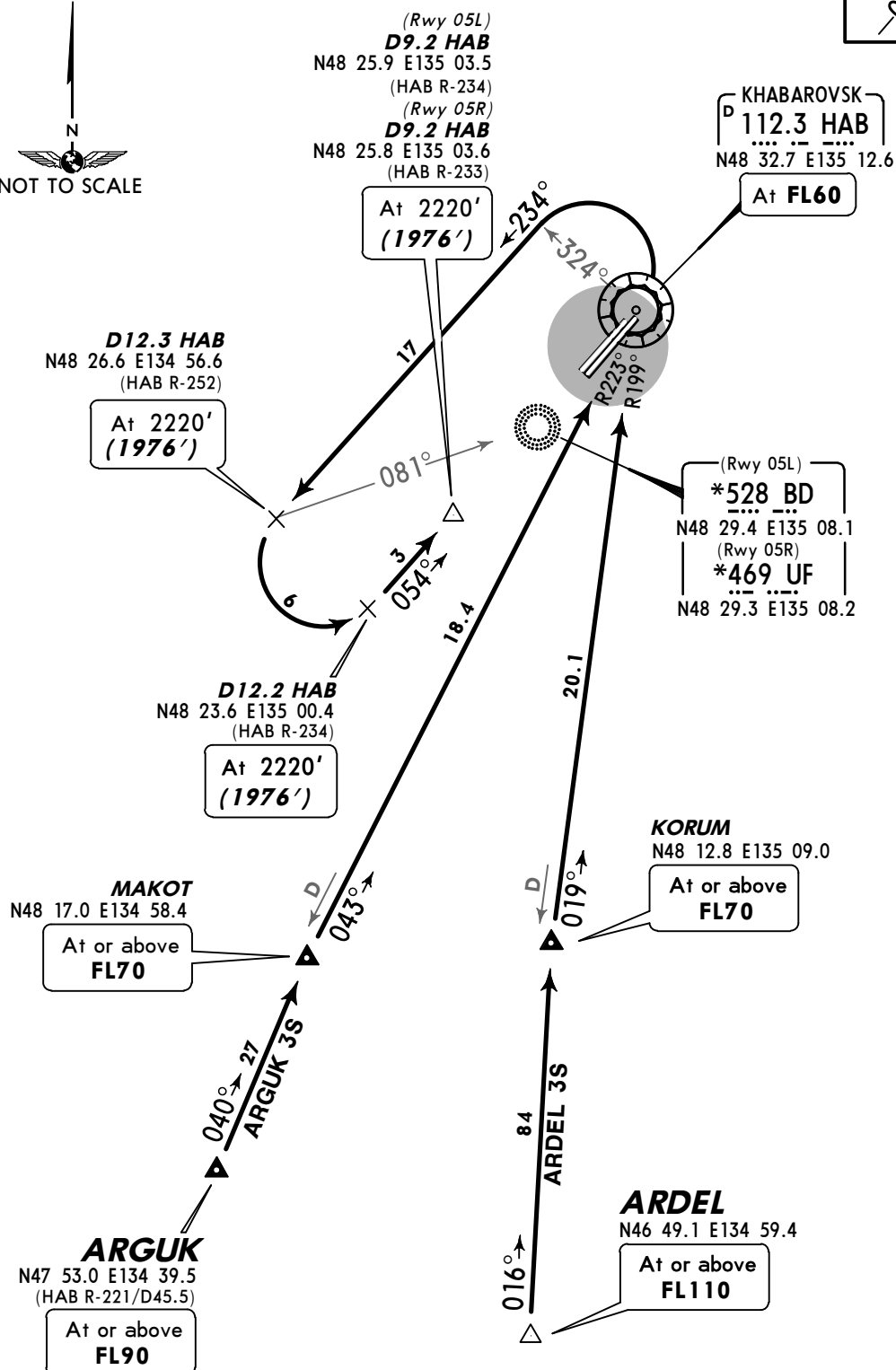
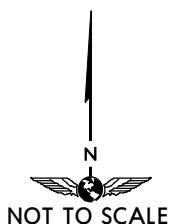
CAT C & D



HOLDING OVER HAB



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



ATIS
124.87

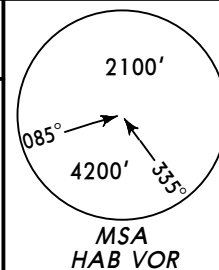
Apt Elev
244'

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

(QFE)

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

CAT C & D



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



D9.4 HAB
N48 41.5 E135 17.3

At 2220'
(1976')

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

At 2220'
(1976')

(Rwy 23R)
D6.3 HAB
N48 37.4 E135 18.9
(HAB R-052)

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

At 2220'
(1976')

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At FL60

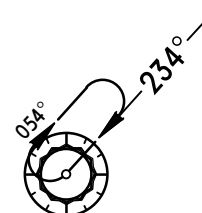
KORUM
N48 12.8 E135 09.0
At or above
FL70

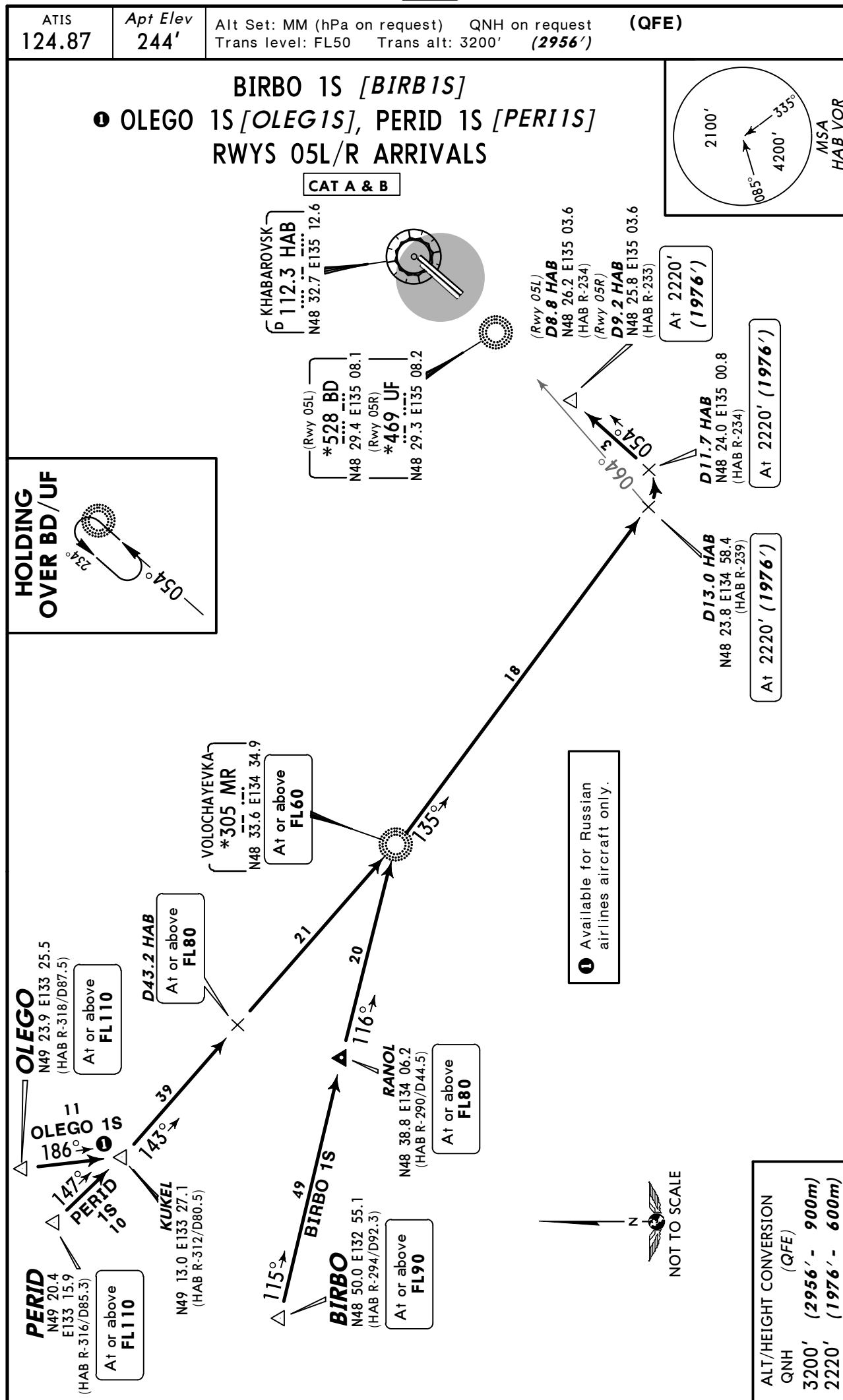
MAKOT
N48 17.0 E134 58.4
At or above
FL70

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

ARDEL
N46 49.1 E134 59.4
At or above
FL110

HOLDING
OVER HAB





ATIS
124.87

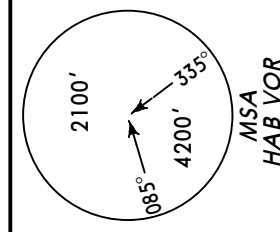
Apt Elev
244'

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

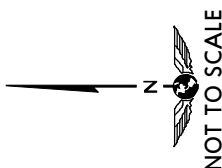
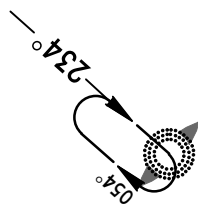
(QFE)

BIRBO 2S [BIRB2S], ● OLEGO 2S [OLEG2S]
RWYS 23L/R ARRIVALS

CAT A & B



HOLDING
OVER GE/HI



① Available for Russian
airlines aircraft only.

OLEGO

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

At or above
FL110

OLEGO 2S

DIDEK

N48 54.5 E134 14.6

At or above
FL80

KUKEL

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

LOLSU

N48 41.2
E134 44.2

At FL60

D9.8 HAB

N48 41.3 E135 19.8
(HAB R-040)

At 2220'
(1976')

D9.6 HAB

N48 39.7
E135 22.5
(HAB R-055)

At 2220'
(1976')

BIRBO

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

At or above
FL90

BIRBO 2S

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

At or above
FL80

RANOL

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

At or above
FL80

KHABAROVSK

N48 32.7 E135 12.6

At FL60

D9.3 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')

D6.3 HAB

N48 34.0 E135 14.3
(HAB R-051/D1.7)

At 2220'
(1976')

*528 GE

N48 34.1 E135 14.8
(HAB R-057/D2.0)

At FL60

*469 HI

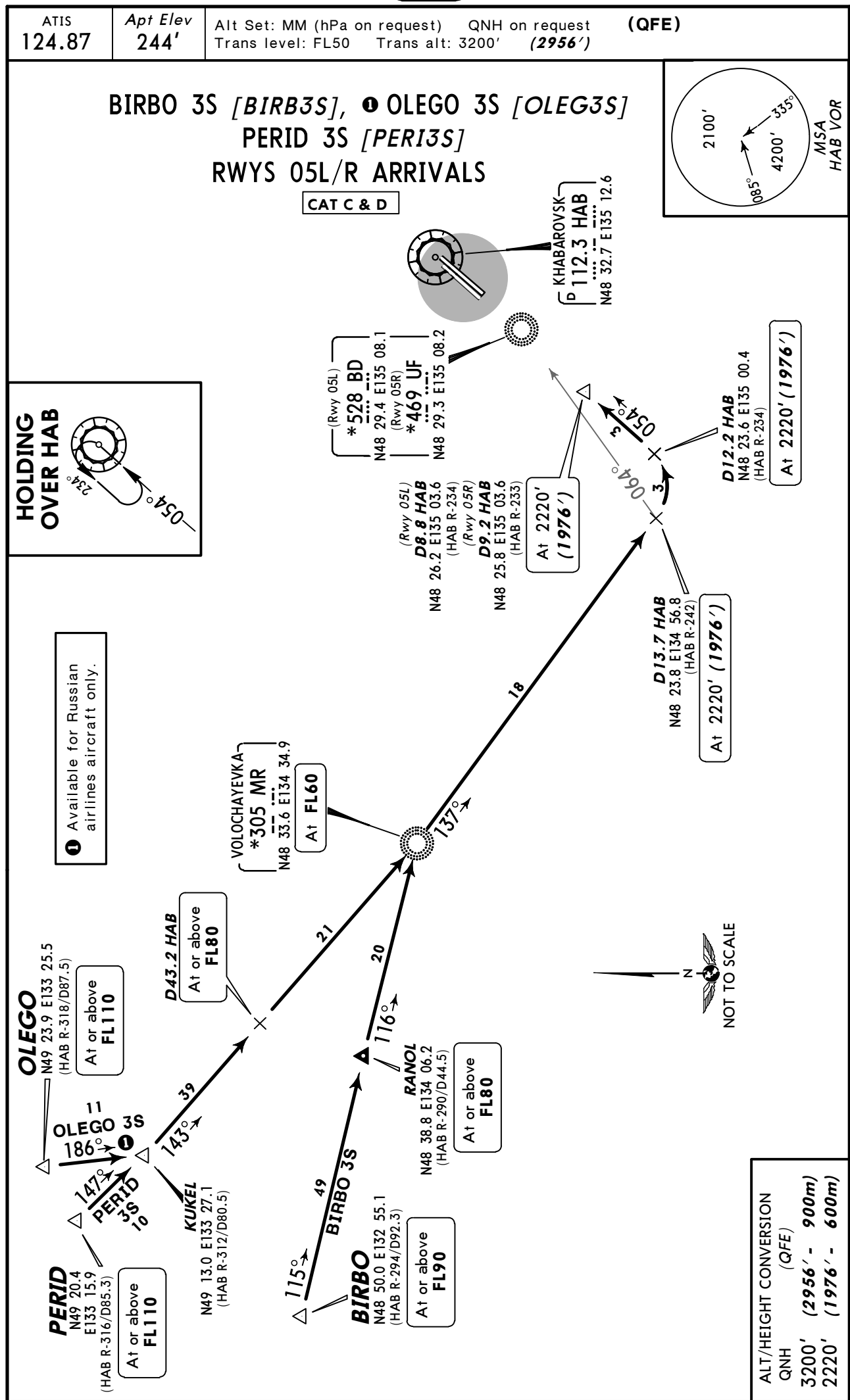
N48 34.1 E135 14.8
(HAB R-057/D2.0)

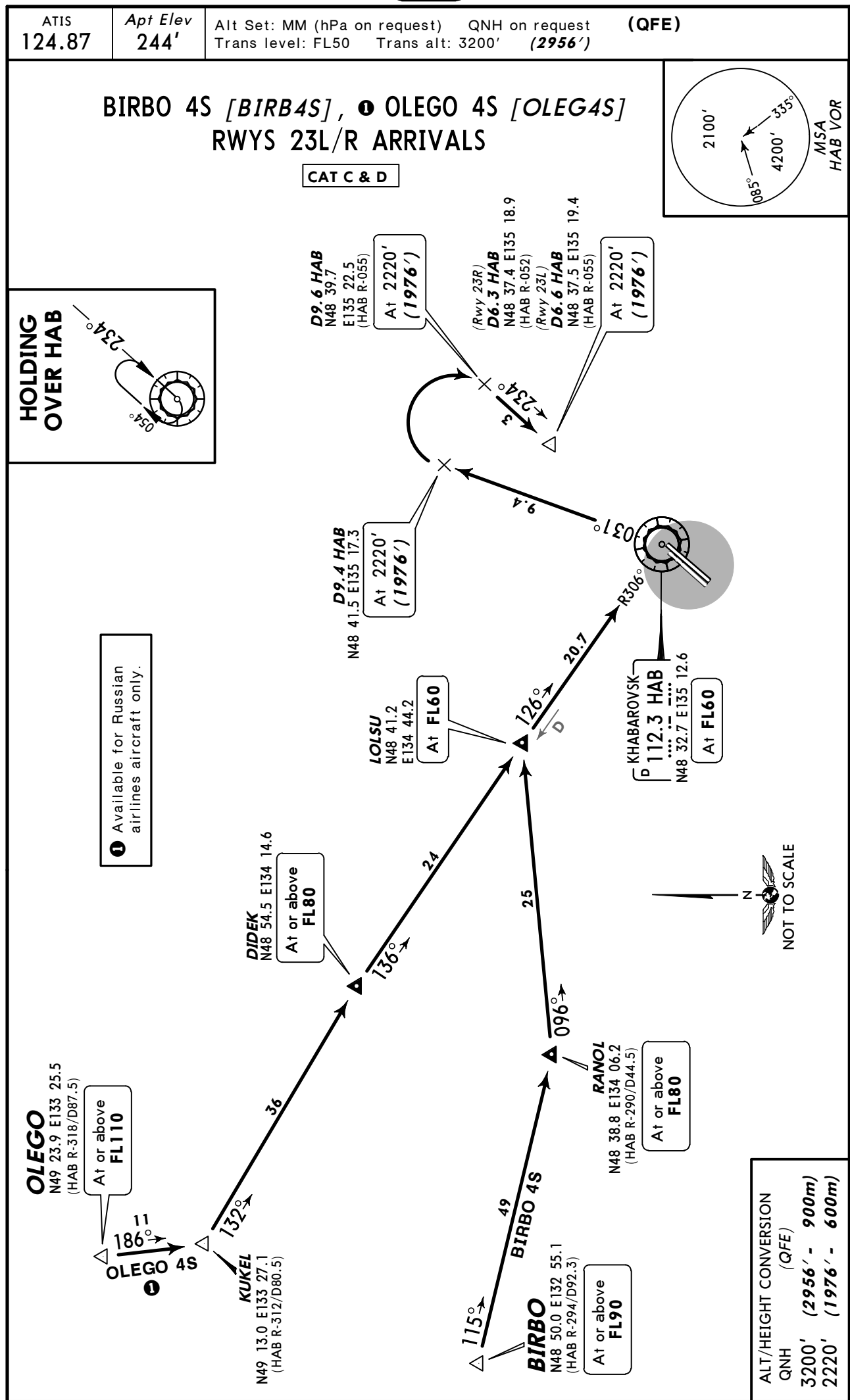
At FL60

ALT/HEIGHT CONVERSION
QNH (QFE)

3200' (2956' - 900m)

2220' (1976' - 600m)





ATIS
124.87

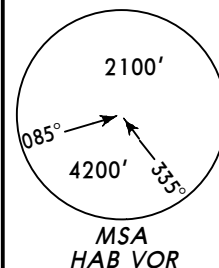
Apt Elev
244'

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)

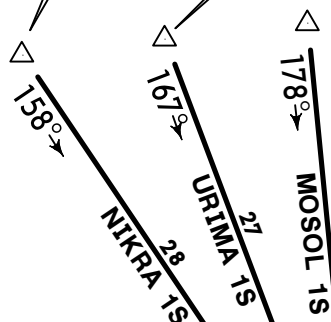
At or above
FL230

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

At or above
FL250

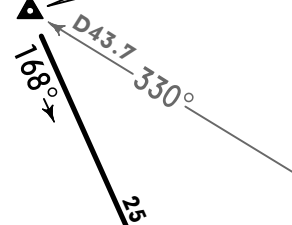
MOSOL
N49 30.2 E134 18.7
(HAB R-340/D68.0)

At or above
FL190



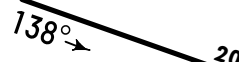
IVADA
N49 05.0 E134 28.1

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')

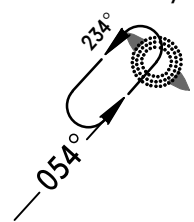
(Rwy 05L)
D9.2 HAB
N48 25.9 E135 03.5
(HAB R-234)
(Rwy 05R)
D9.2 HAB
N48 25.8 E135 03.6
(HAB R-233)

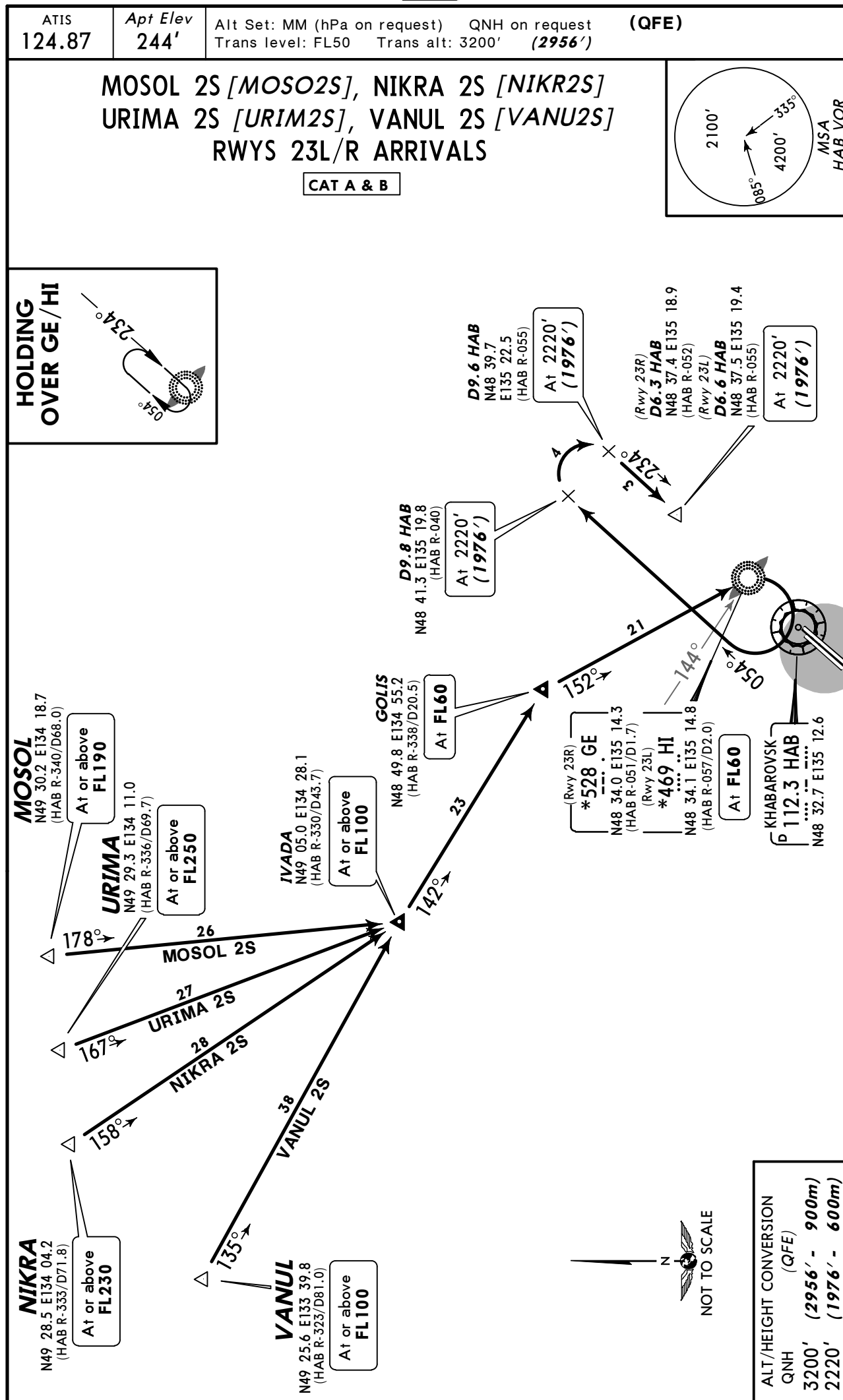
At 2220'
(1976')

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

At 2220' (1976')

**HOLDING
OVER BD/UF**





ATIS
124.87

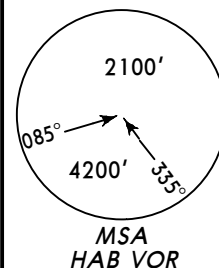
Apt Elev
244'

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

(QFE)

MOSOL 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)

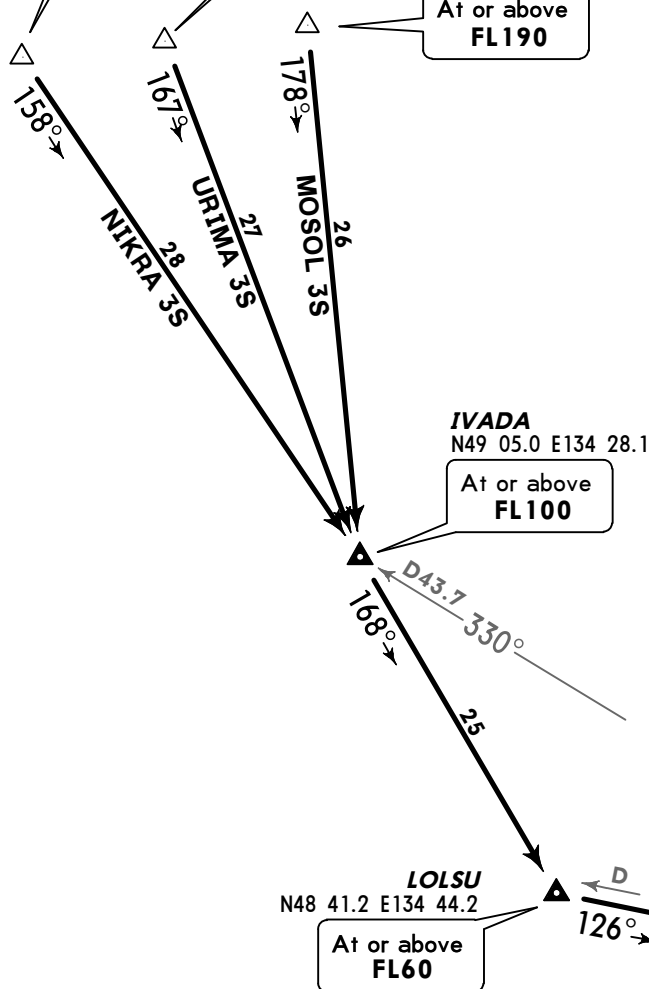
At or above
FL230

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



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

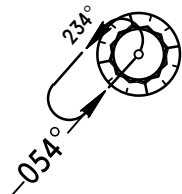
KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At FL60

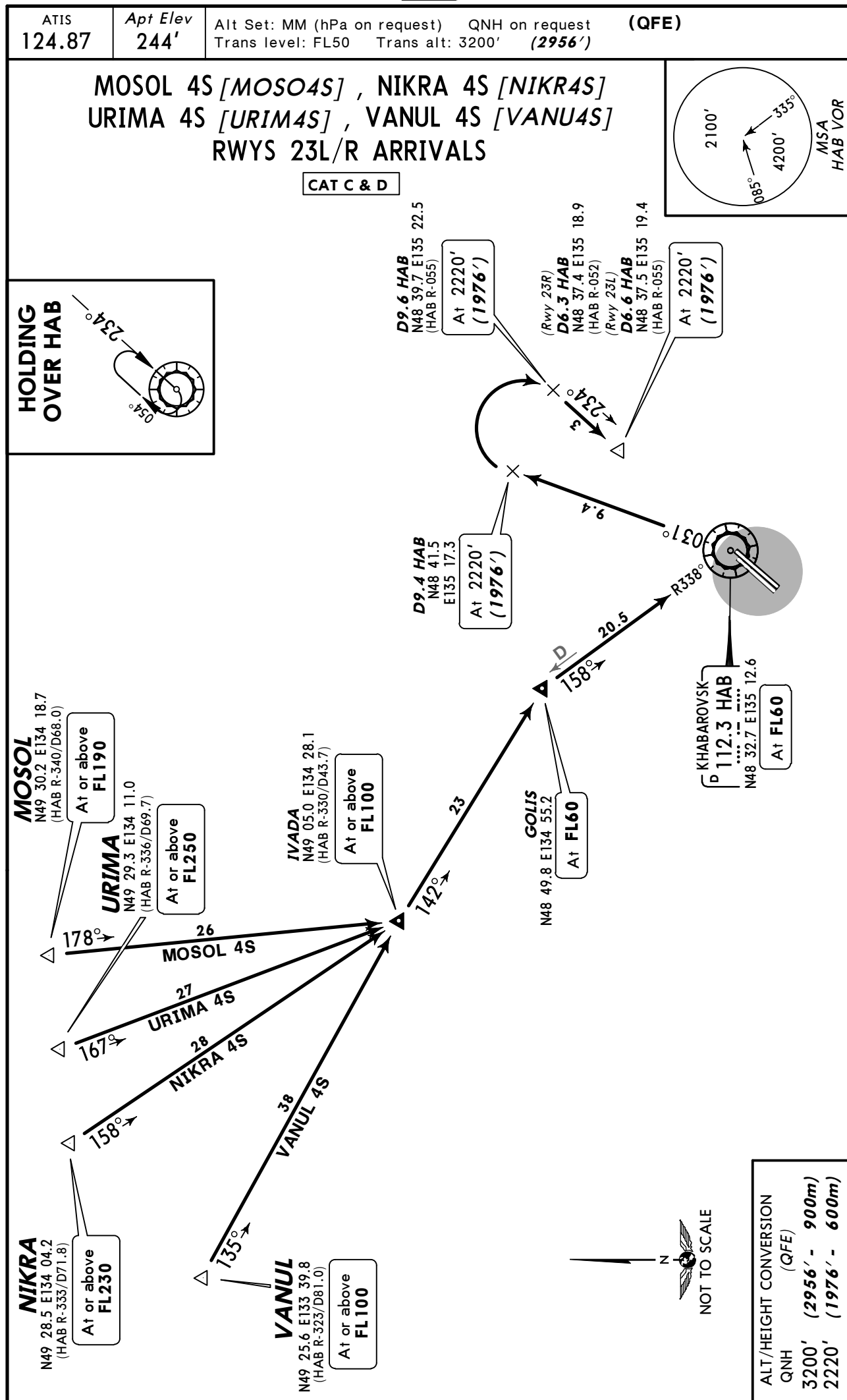
D12.3 HAB
N48 26.6 E134 56.6
At 2220'
(1976')

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

HOLDING
OVER HAB



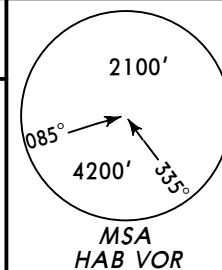


ATIS
124.87

Apt Elev
244'

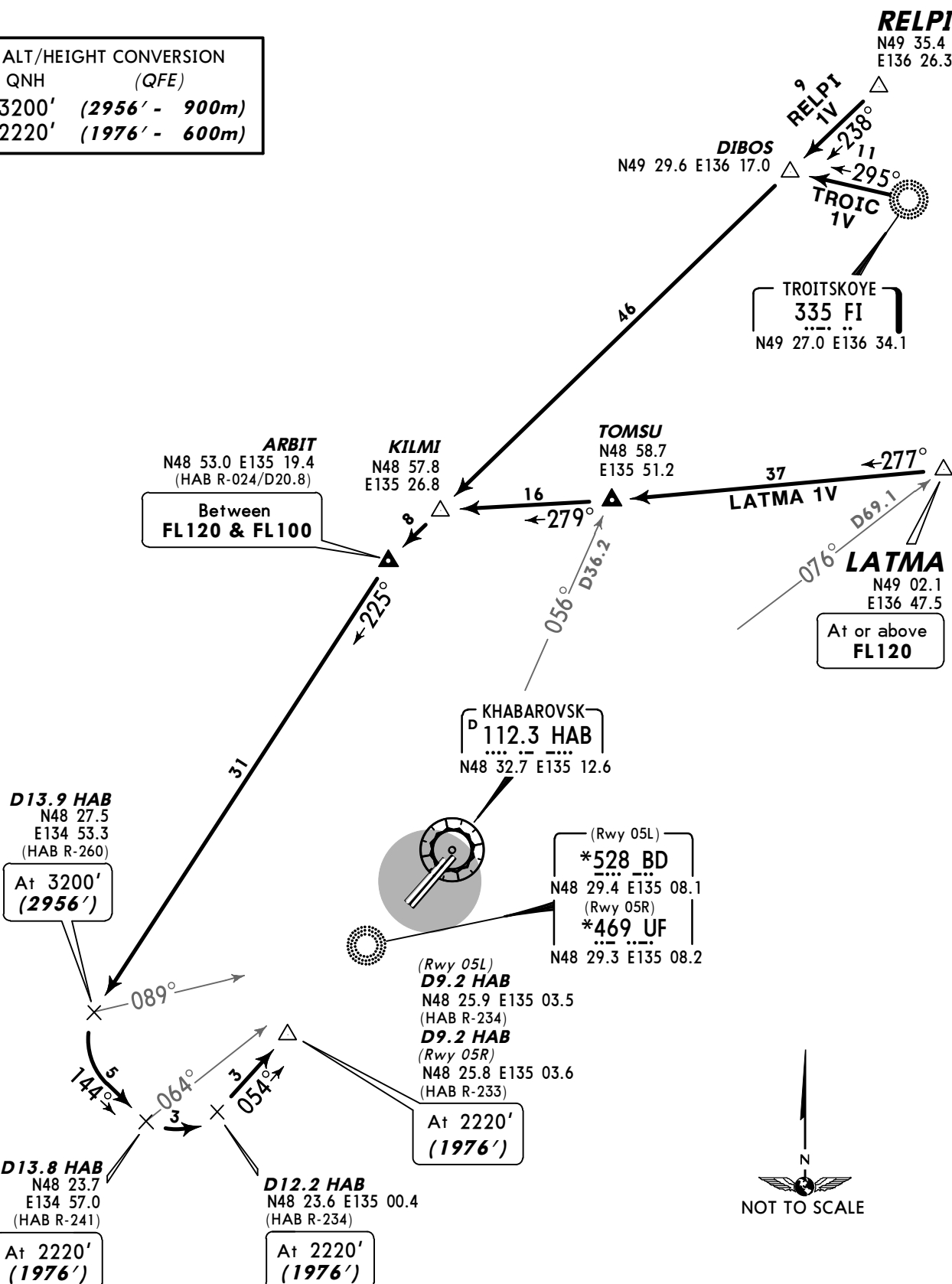
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)



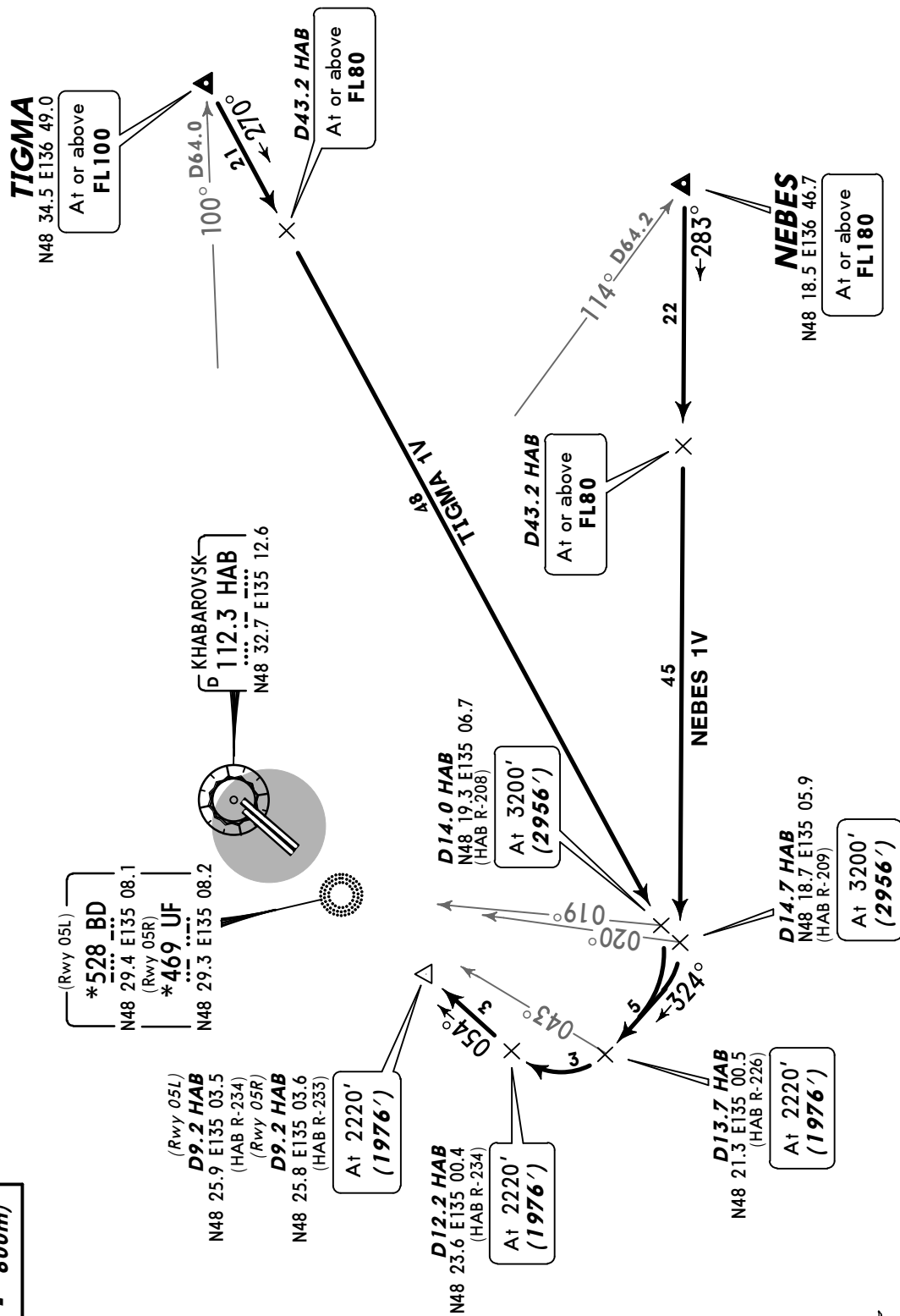
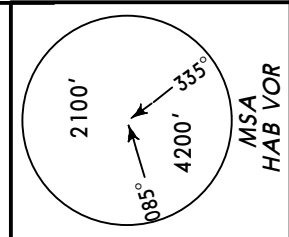
LATMA 1V [LATM1V], RELPI 1V [RELP1V]
TROIC 1V [TROI1V]
RWYS 05L/R ARRIVALS
BY ATC

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



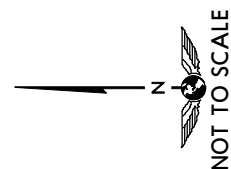
ATIS 124.87	Apt Elev 244'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3200' (2956')	(QFE)
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NEBES 1V [NEBE1V], TIGMA 1V [TIGM1V]
RWYS 05L/R ARRIVALS
BY ATC

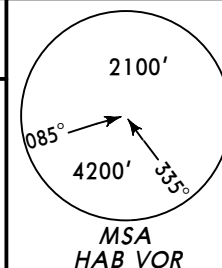


ALT/HEIGHT CONVERSION
(QFE)

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



(QFE)



Khabarovsk
 112.3 HAB
 N48 32.7 E135 12.6

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

At 2220'
(1976')

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

D14.0 HAB
N48 21.4 E135 00.0
(HAB R-228)

At 2220' (1976')

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

At 2220' (1976')

D13.7 HAB
N48 21.3 E135 00.5
□(HAB R-226)

At 2220' (1976')

KORUM
N48 12.8 E135 09.0
(HAB R-199/D20.1)

At or above
FL70

ADEPT
N47 55.4 E135 21.8
At or above
FL190

By ATC
Between
80 & FL80

AGUNI
N46 49.6 E135 37.2

At or above
FL300

BITKI
N47 48.0
E135 41.5

At or above
FL80

SORUS 1W $\xrightarrow{35}$ $\leftarrow 347$

SORUS
N47 16.3
E136 02.8

At or above
FL200



ALT/HEIGHT CONVERSION
QNH (QFE)

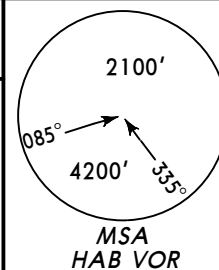
3200'	(2956' - 900m)
2220'	(1976' - 600m)

ATIS
124.87

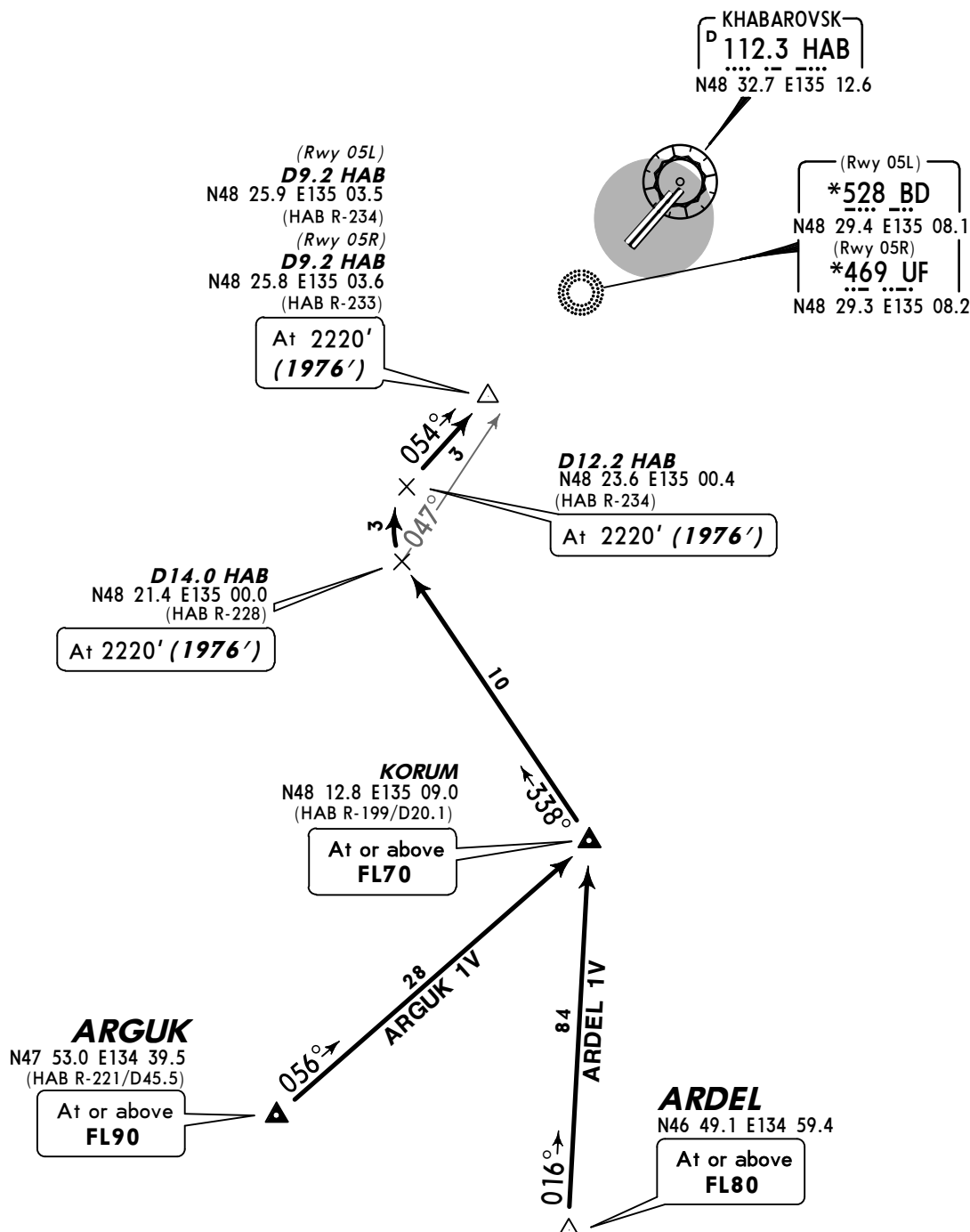
Apt Elev
244'

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

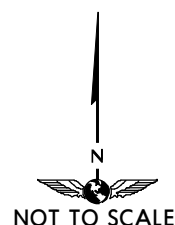
(QFE)



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



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



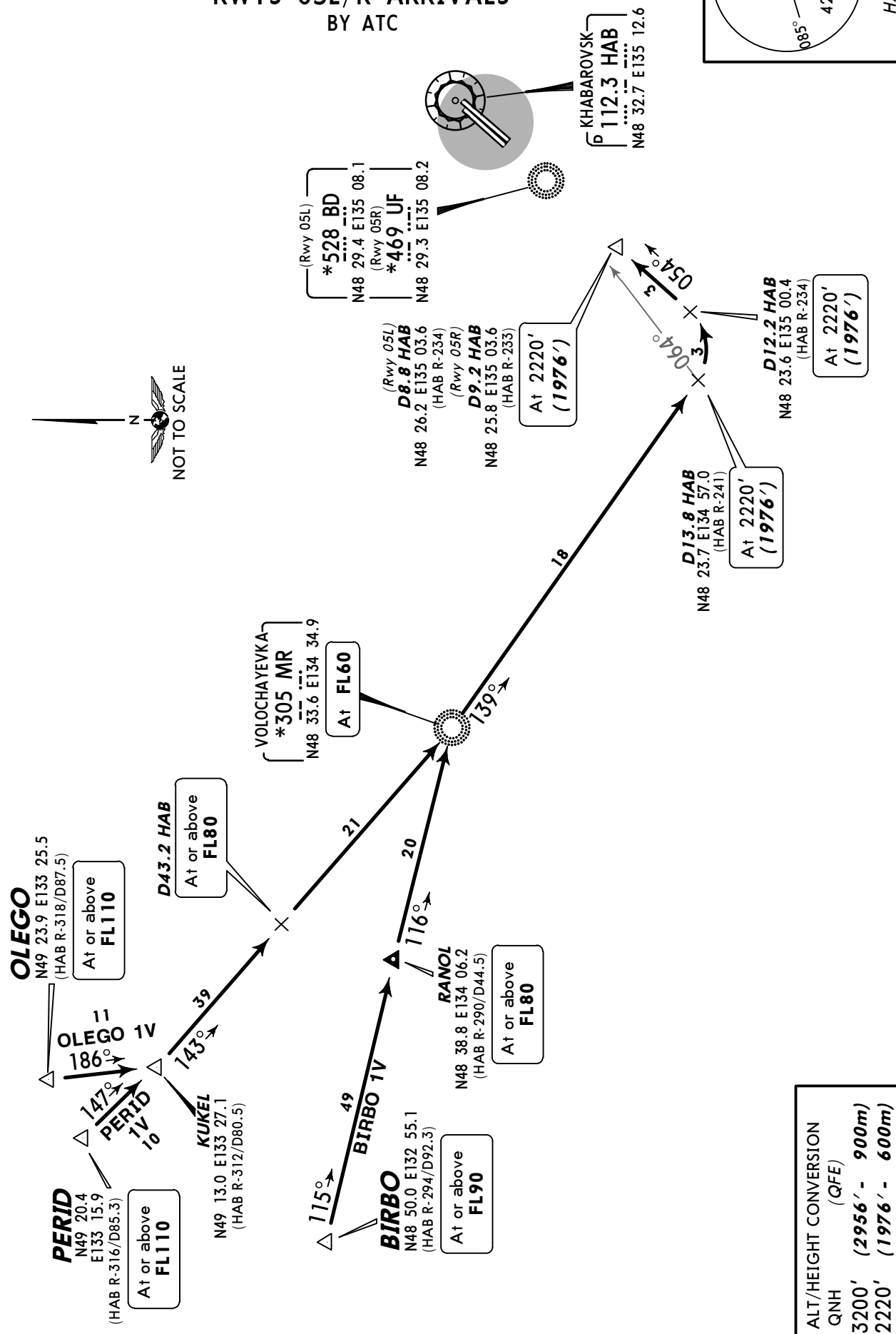
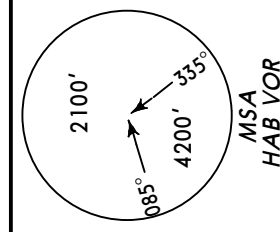
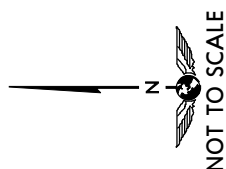
ATIS
124.87

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**



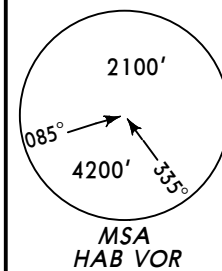
ATIS
124.87

Apt Elev
244'

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

(QFE)

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



NIKRA

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

At or above
FL230

URIMA

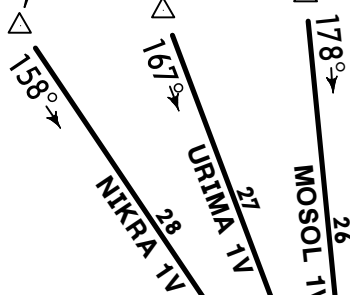
N49 29.3 E134 11.0
(HAB R-336/D69.7)

At or above
FL250

MOSOL

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

At or above
FL190



IVADA

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

At or above
FL150

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

At FL60

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

At 3200'
(2956')

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

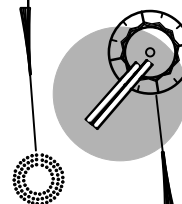
At 2220'
(1976')

(Rwy 05L)
D8.8 HAB
N48 26.2 E135 03.6
(HAB R-234)

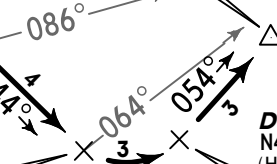
(Rwy 05R)
D9.2 HAB
N48 25.8 E135 03.6
(HAB R-233)

At 2220'
(1976')

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



KHABAROVSK
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)

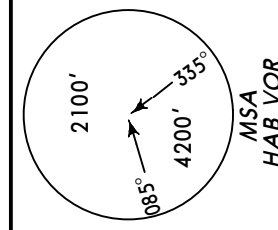
ATIS
124.87

Apt Elev
244'

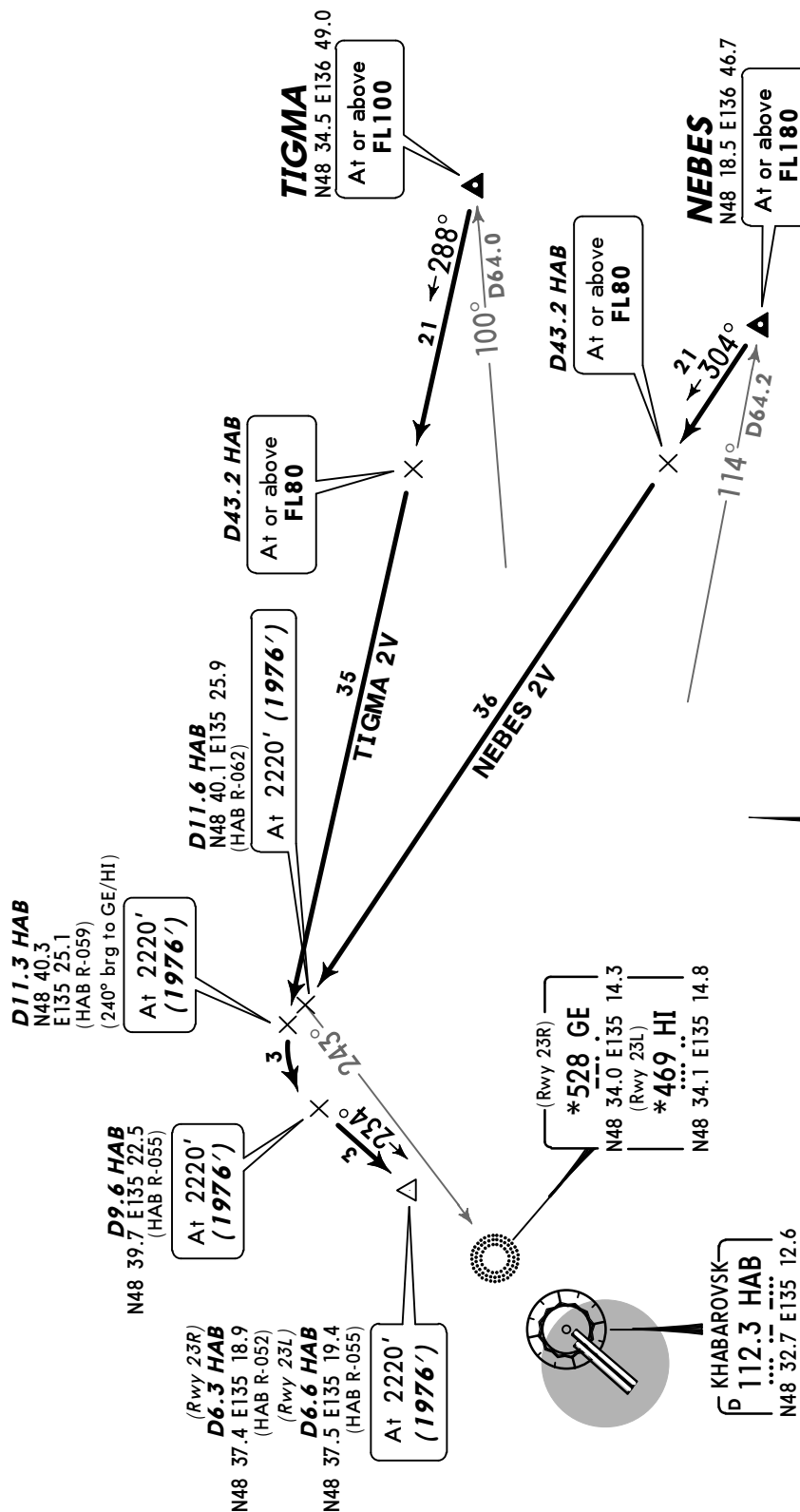
Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3200' (2956')

(QFE)

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



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

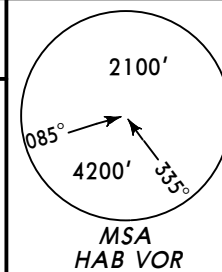


ATIS
124.87

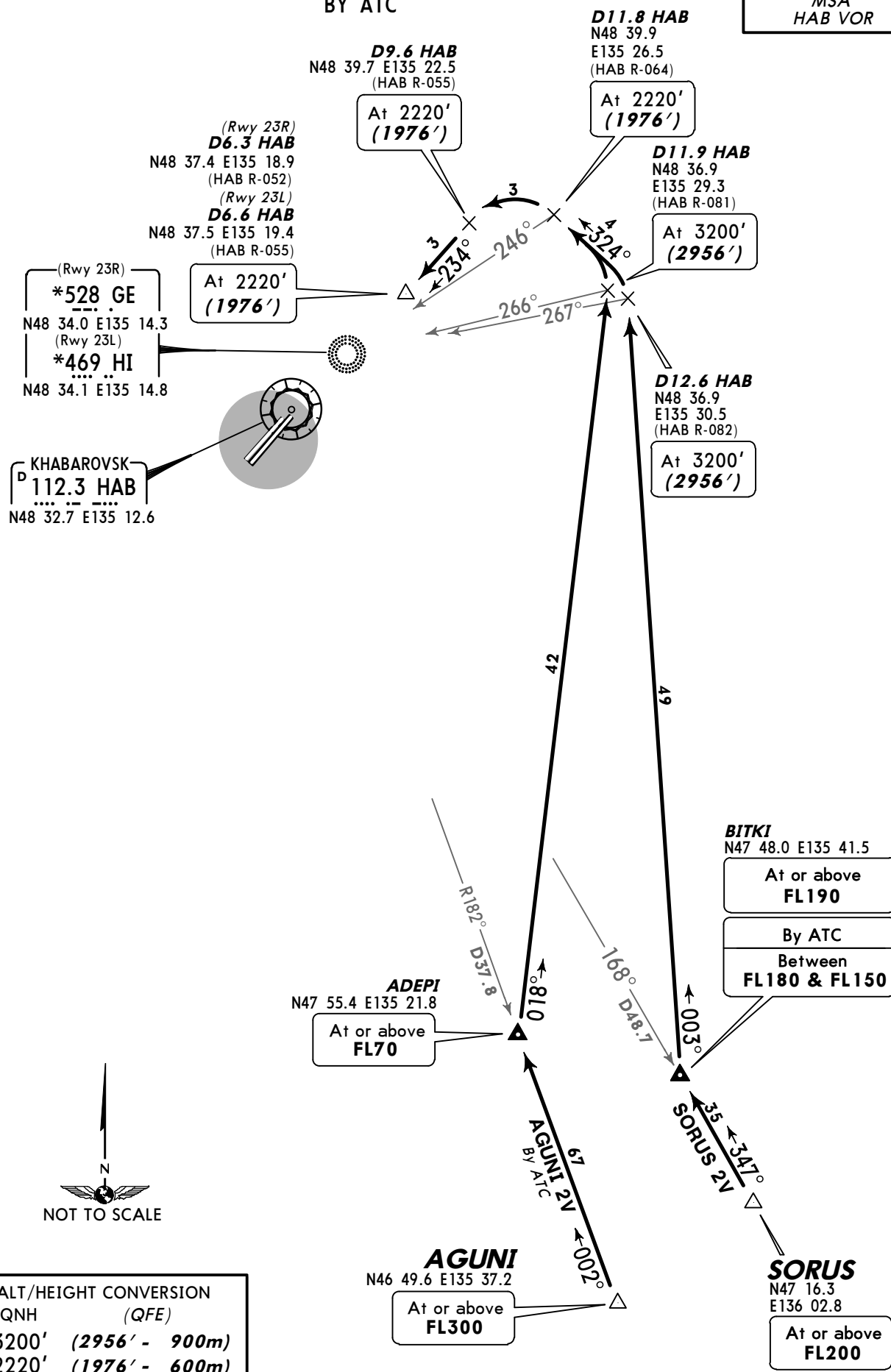
Apt Elev
244'

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

(QFE)



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

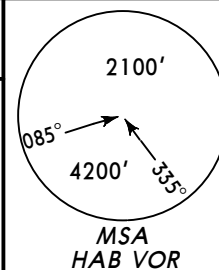


ATIS
124.87

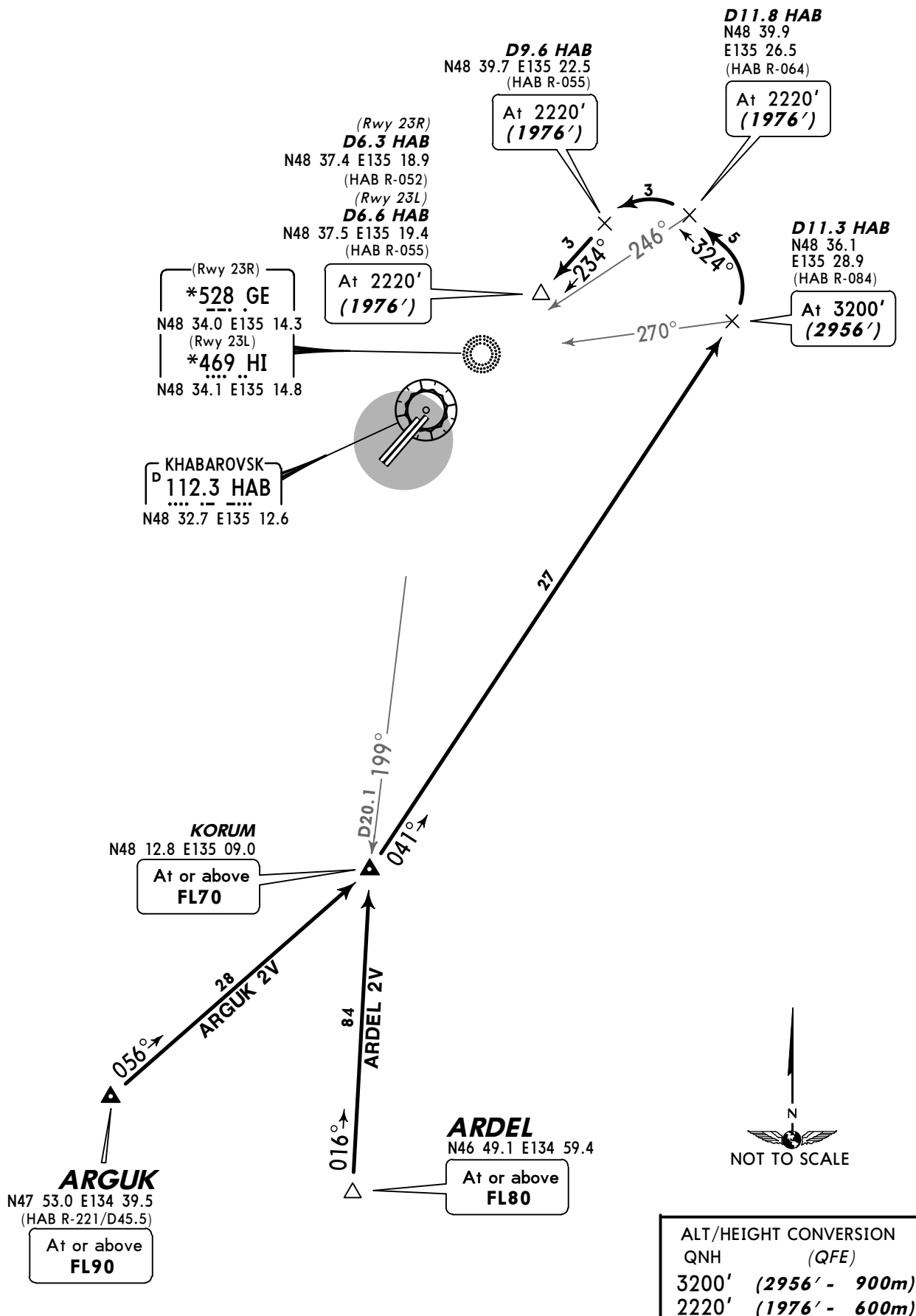
Apt Elev
244'

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

(QFE)



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



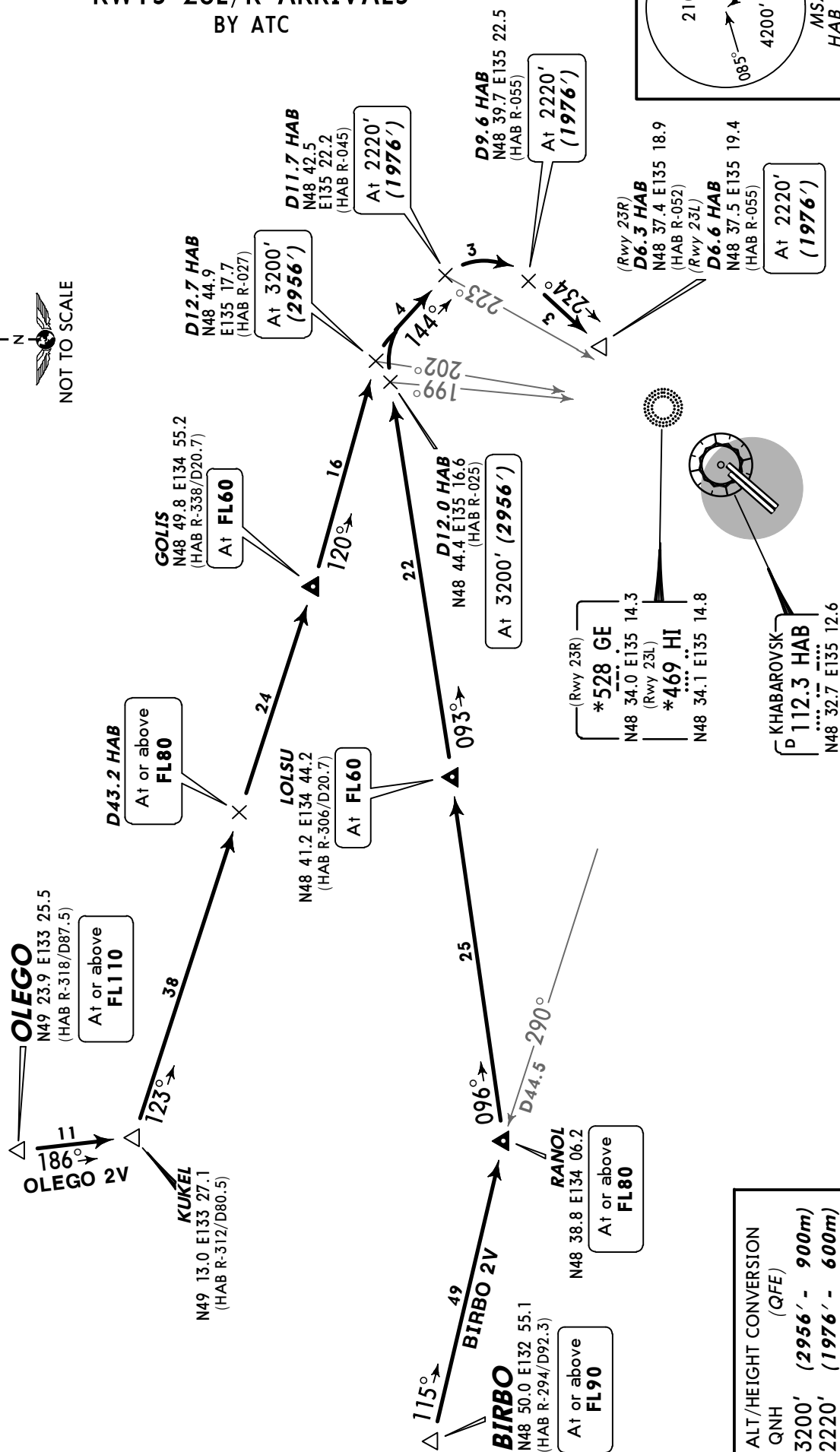
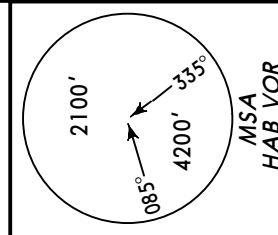
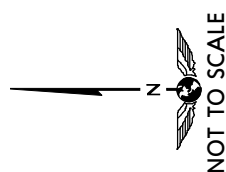
ATIS
124.87

Apt Elev
244'

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

(QFE)

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



ATIS
124.87

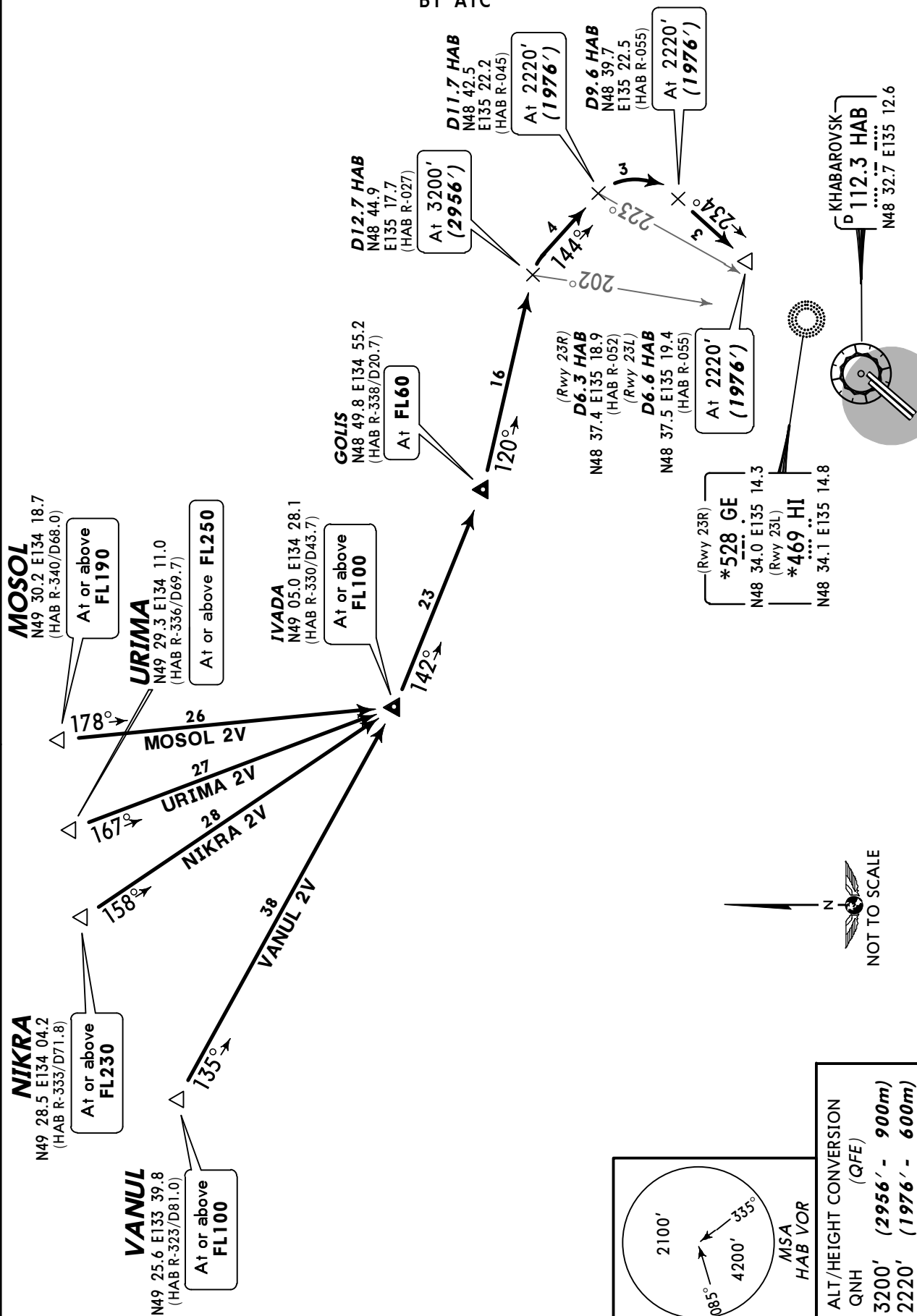
Apt Elev
244'

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

(QFE)

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

BY ATC

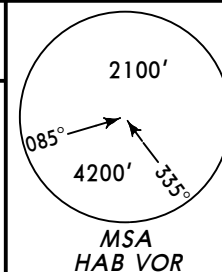


ATIS
124.87

Apt Elev
244'

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

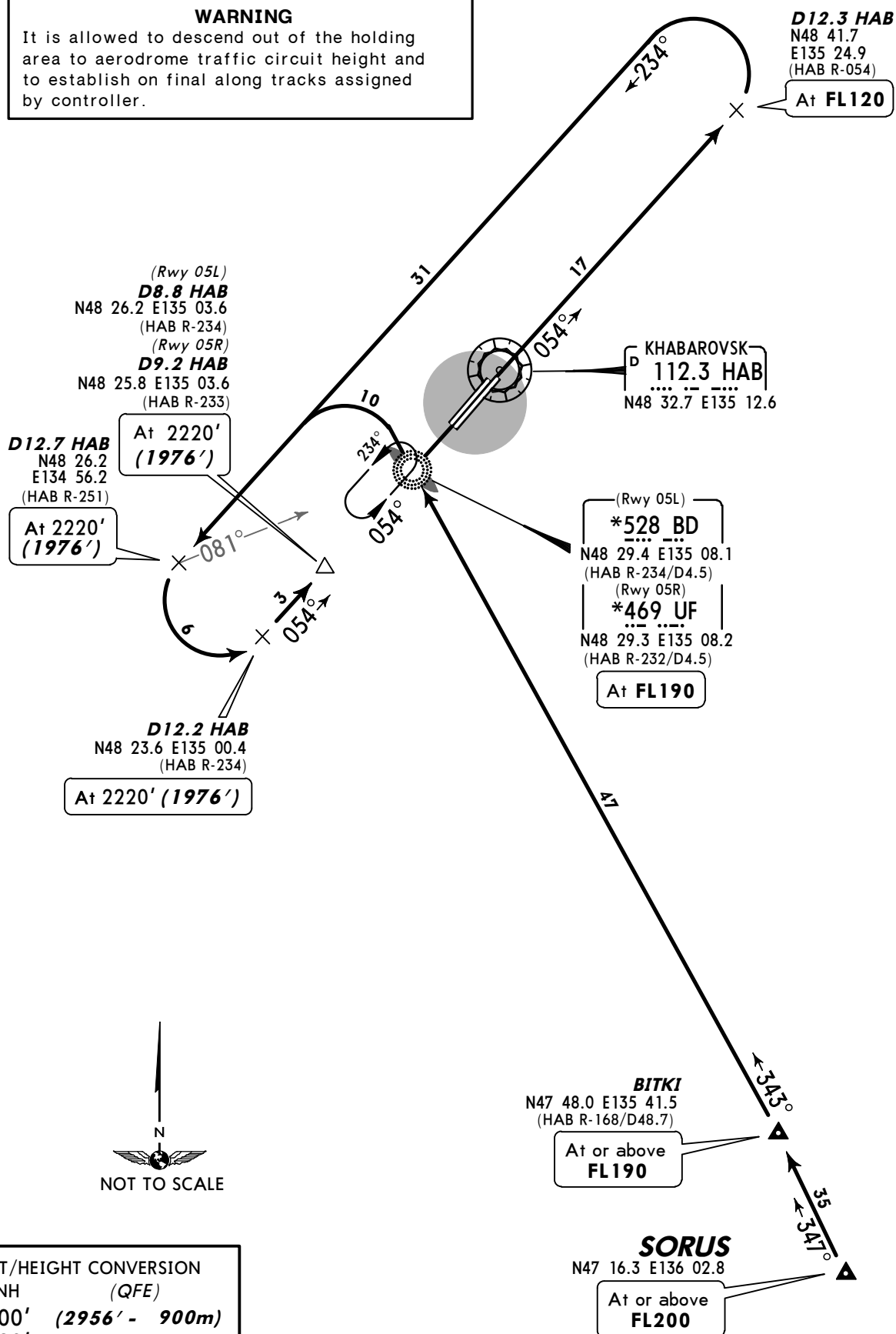
(QFE)



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.

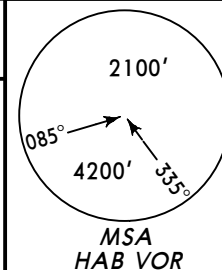


ATIS
124.87

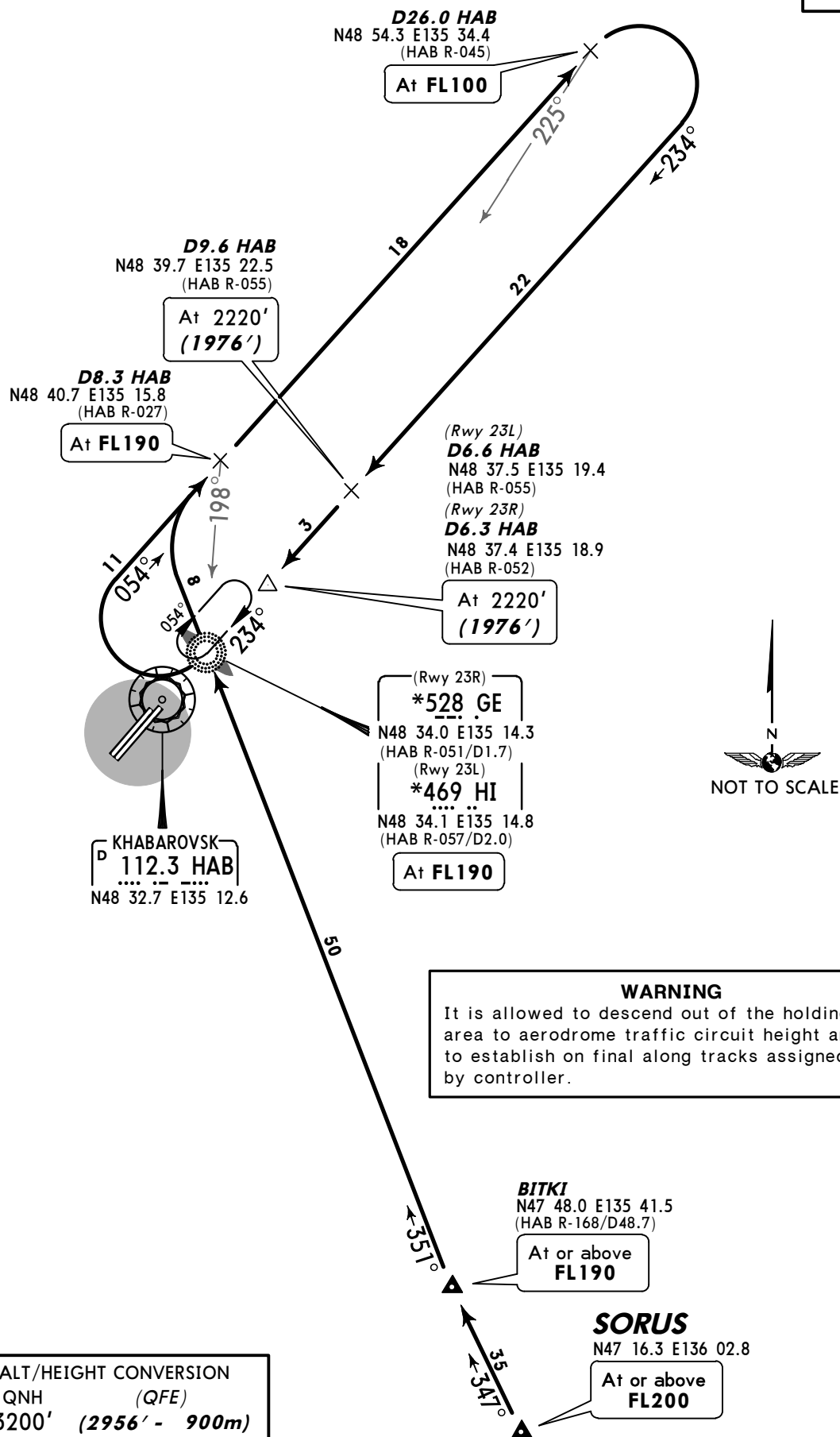
Apt Elev
244'

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

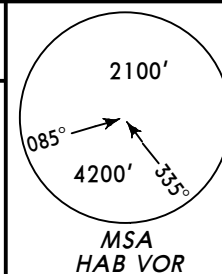
(QFE)



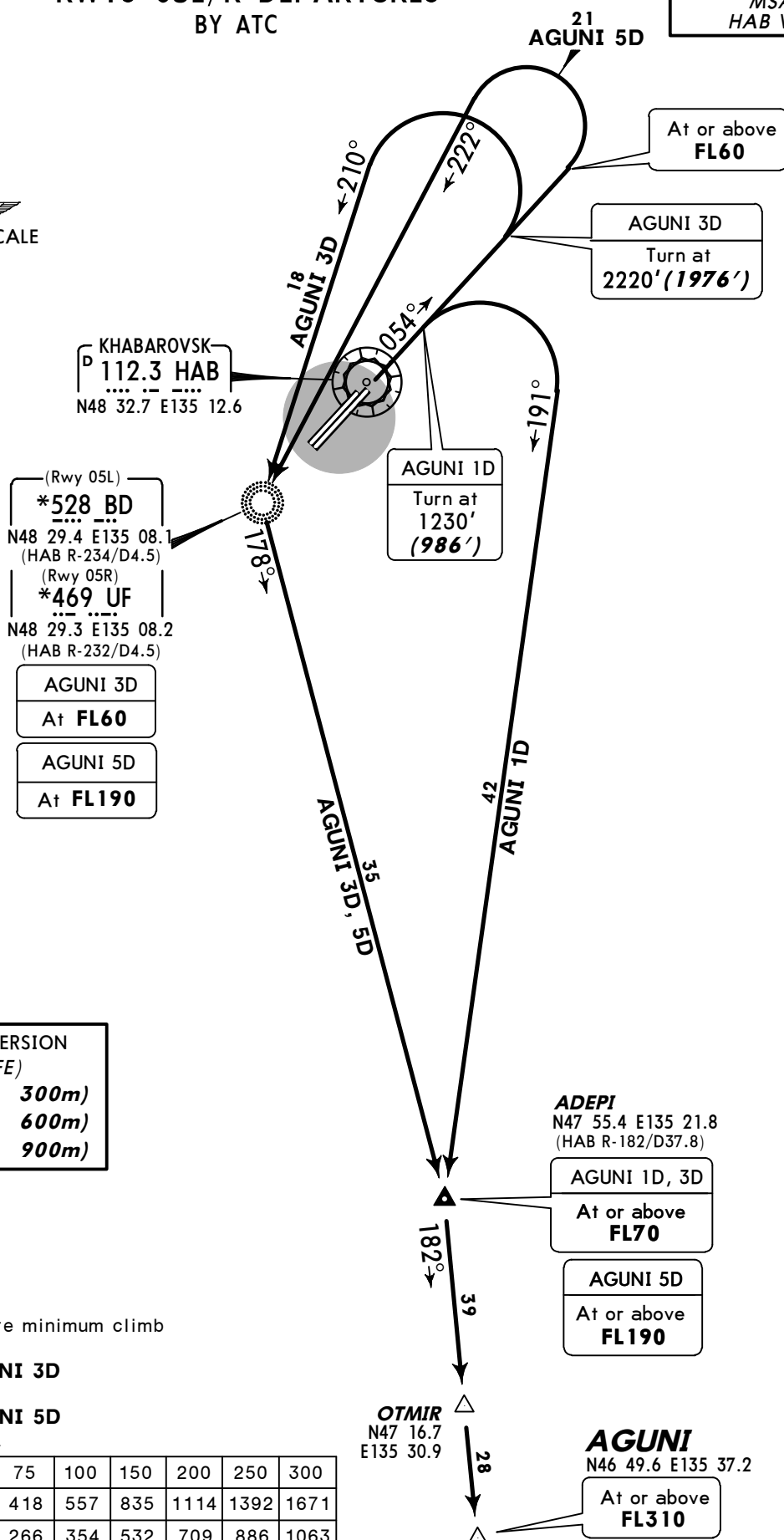
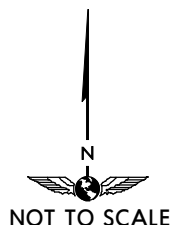
SORUS 2H [SORU2H] RWYS 23L/R ARRIVAL AND HOLDING EXIT PROCEDURE



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**



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

These SIDs require minimum climb gradients of

AGUNI 3D

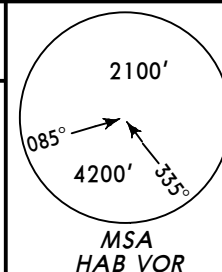
3.5% up to FL60

AGUNI 5D

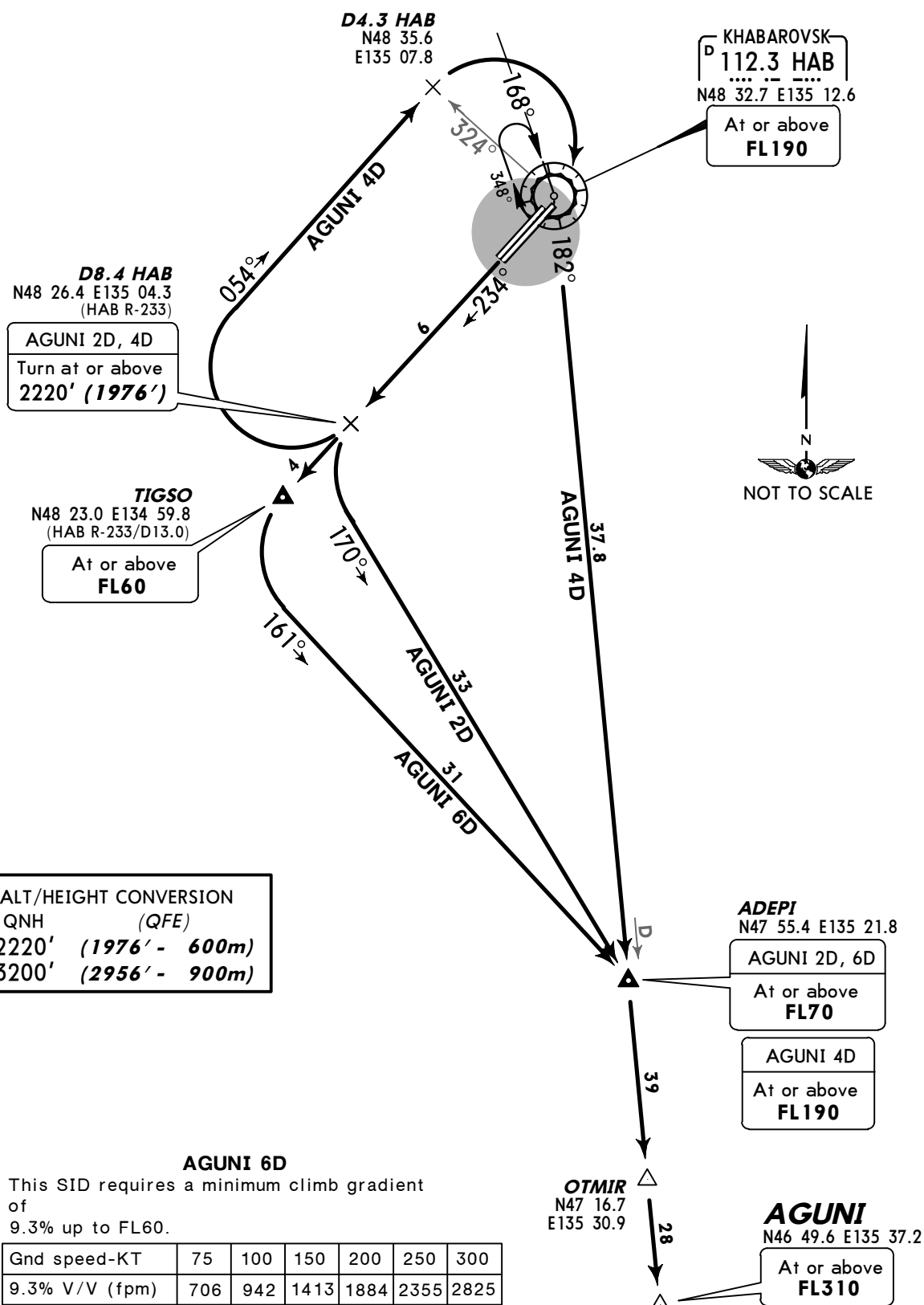
5.5% up to FL190.

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

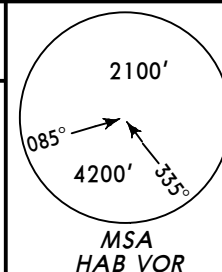
Apt Elev
244'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2956')



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



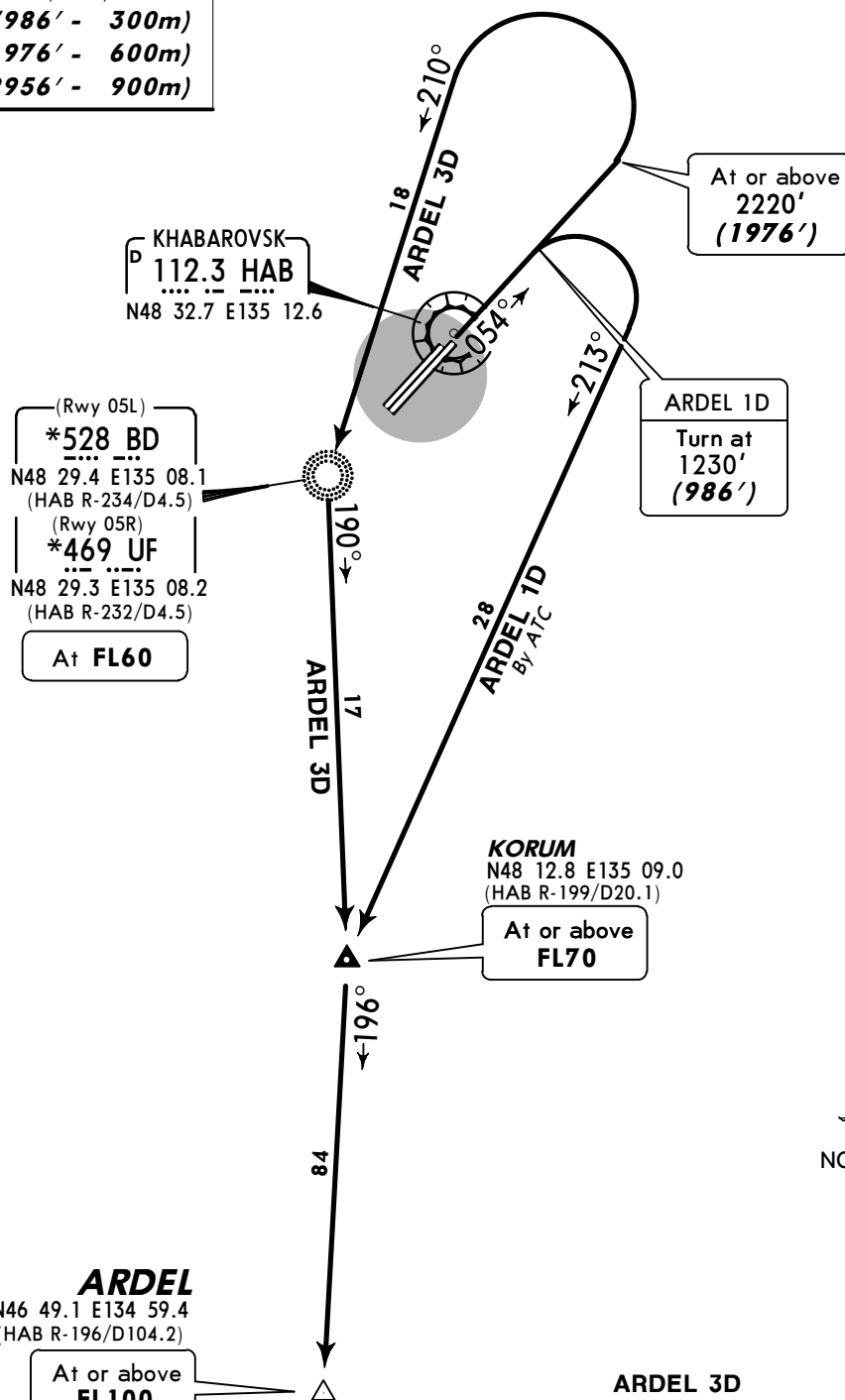
Apt Elev
244'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2956')



ARDEL 1D [ARDE1D]
BY ATC

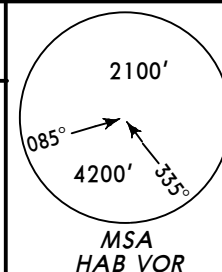
ARDEL 3D [ARDE3D]
RWYS 05L/R DEPARTURES

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



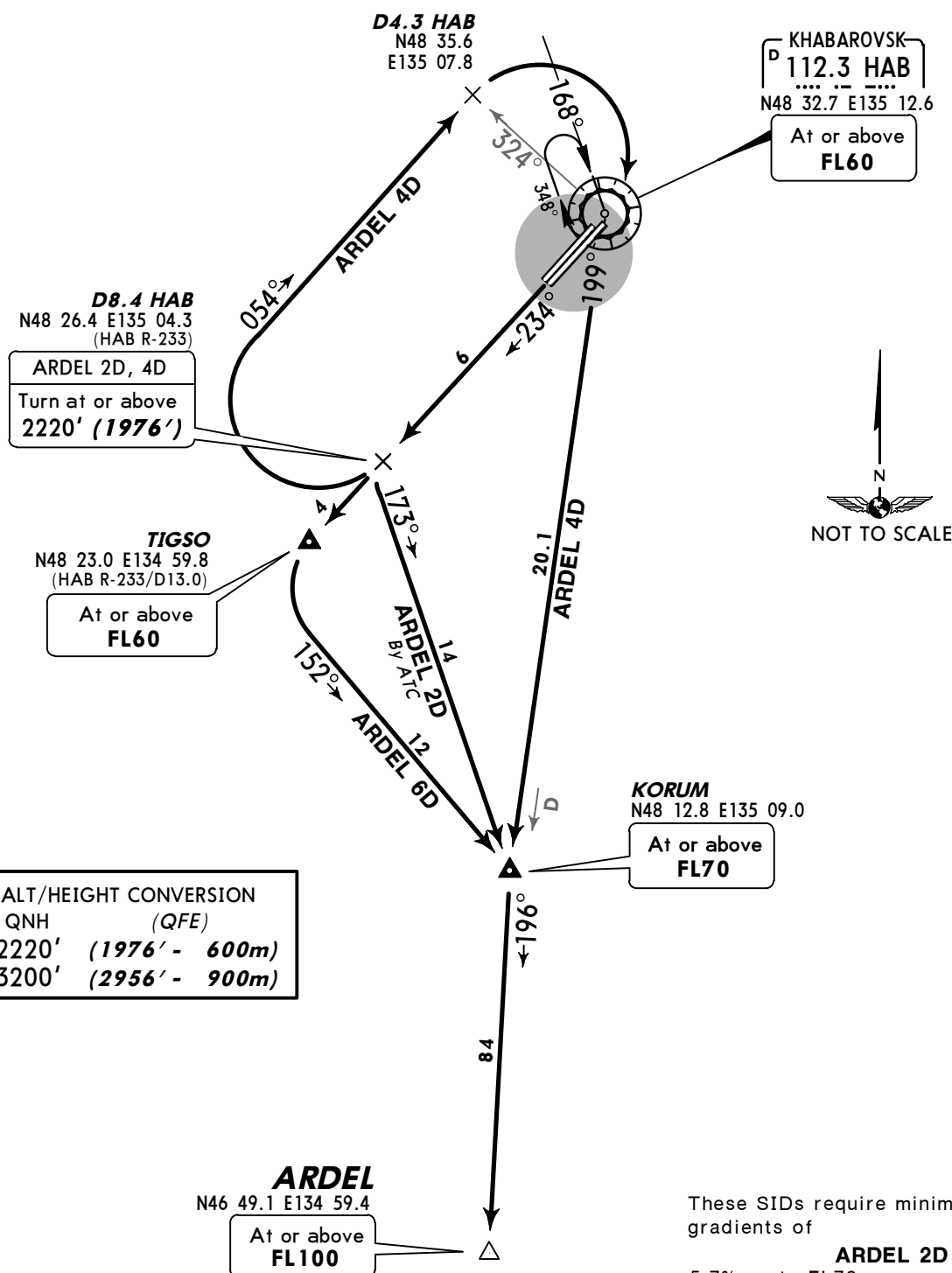
Apt Elev
244'

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

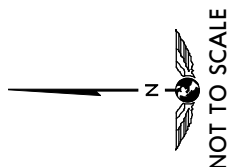
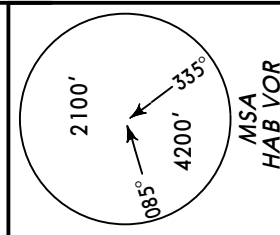


Gnd speed-KT	75	100	150	200	250	300
9.3% V/V (fpm)	706	942	1413	1884	2355	2825
5.7% V/V (fpm)	433	577	866	1155	1443	1732

Apt Elev
244'

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

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



1 Available for Russian
airlines aircraft only.

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

At or above
FL120

D43.2 HAB

At or above
FL80

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

At or above
FL120

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

At or above
FL60

BIRBO 1D

At or above
FL60

At or above
2220' (1976')

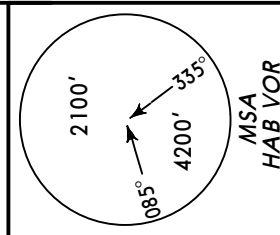
KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

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



① Available for Russian
airlines aircraft only.

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

At or above
FL120

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

At or above
FL100

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

At or above
FL100

D43.2 HAB

At or above
FL80

OLEGO 2D
PERID 2D

VOLOCHAYEVKA
*305 MR
N48 33.6 E134 34.9

At or above
FL60

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

At or above
2220' (1976')

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

At or above
FL80

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

At or above
FL100

NOT TO SCALE

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

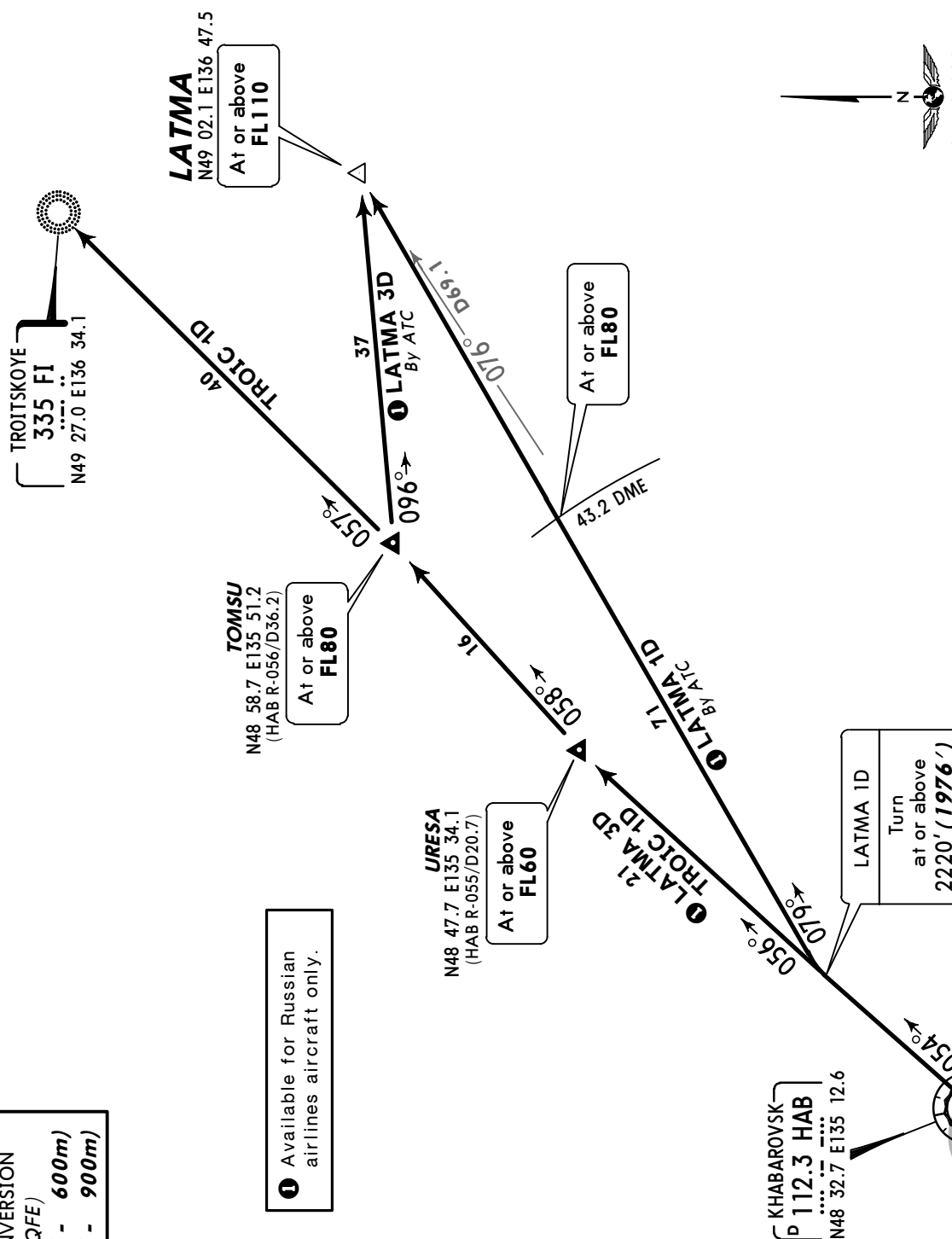
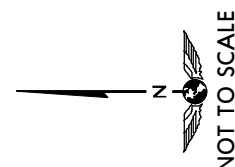
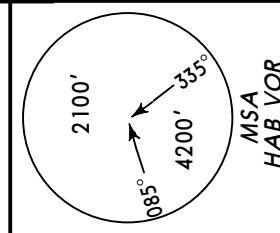
Apt Elev
244'

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')

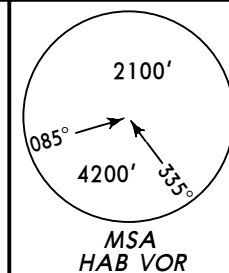
RELPI 2D[RELPI2D], TROIC 2D[TROI2D]

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

RELPI 4D [RELPI4D], TROIC 4D [TROI4D]

BY ATC

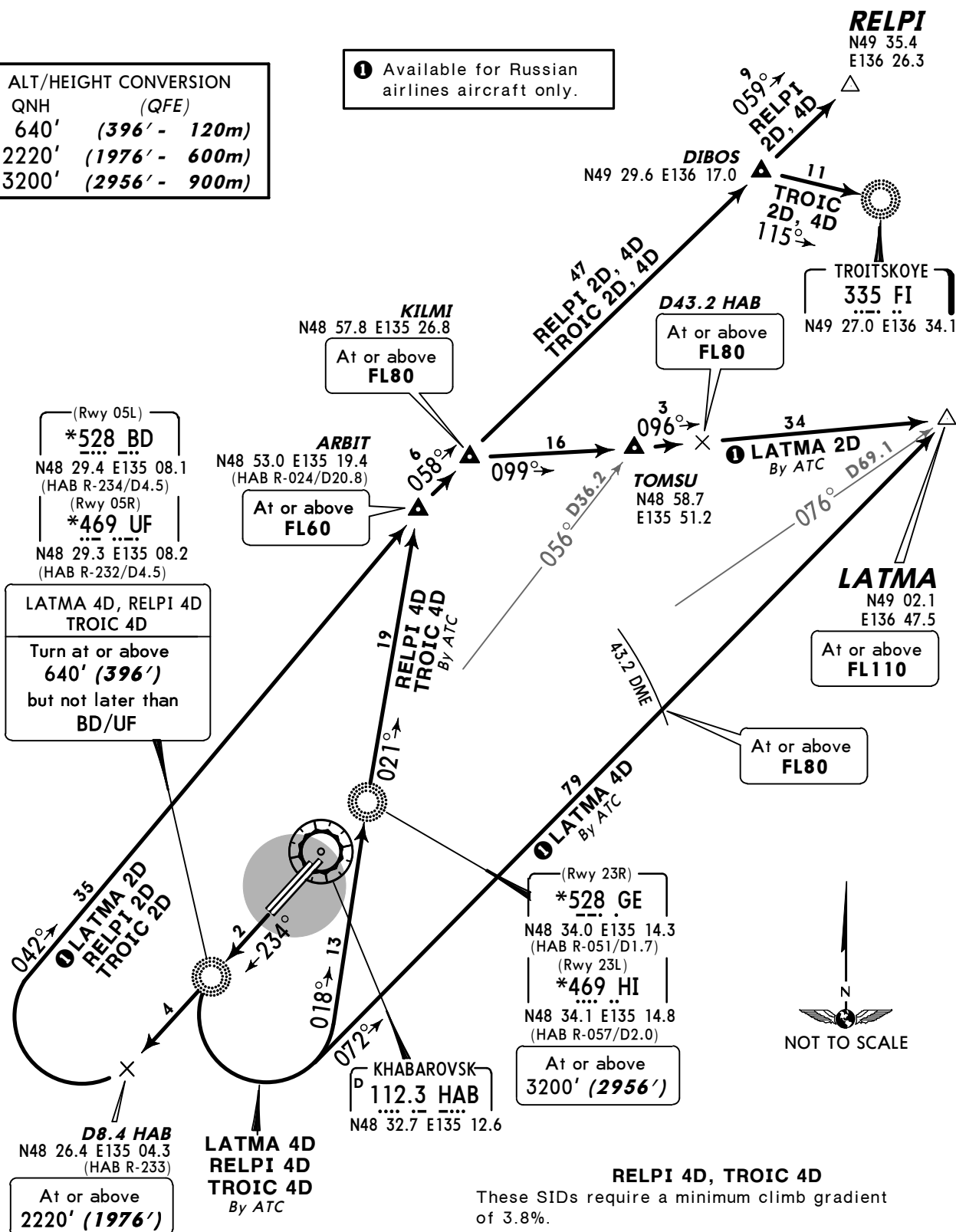
RWYS 23L/R DEPARTURES



ALT/HEIGHT CONVERSION

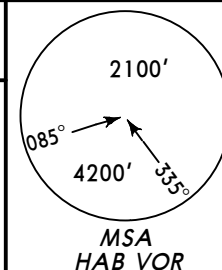
QNH	(QFE)
640'	(396' - 120m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

● Available for Russian airlines aircraft only.



Apt Elev
244'

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



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

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

At or above
FL240

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

At or above
FL240

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

At or above
FL200

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

At or above
FL100

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

At or above
FL80

GOLIS
N48 49.8 E134 55.2

At or above
FL60

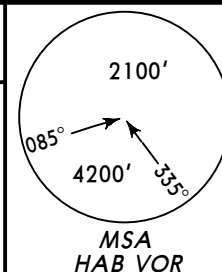
① Available for Russian
airlines aircraft only.

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

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

Apt Elev
244'

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



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

NIKRA

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

At or above
FL240

URIMA

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

At or above
FL240

MOSOL

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

At or above
FL200

① Available for Russian
airlines aircraft only.

IVADA

N49 05.0 E134 28.1

At or above
FL80

LOLSU

N48 41.2 E134 44.2

At or above
FL60

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

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

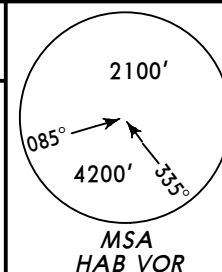
At or above
2220' (1976')



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

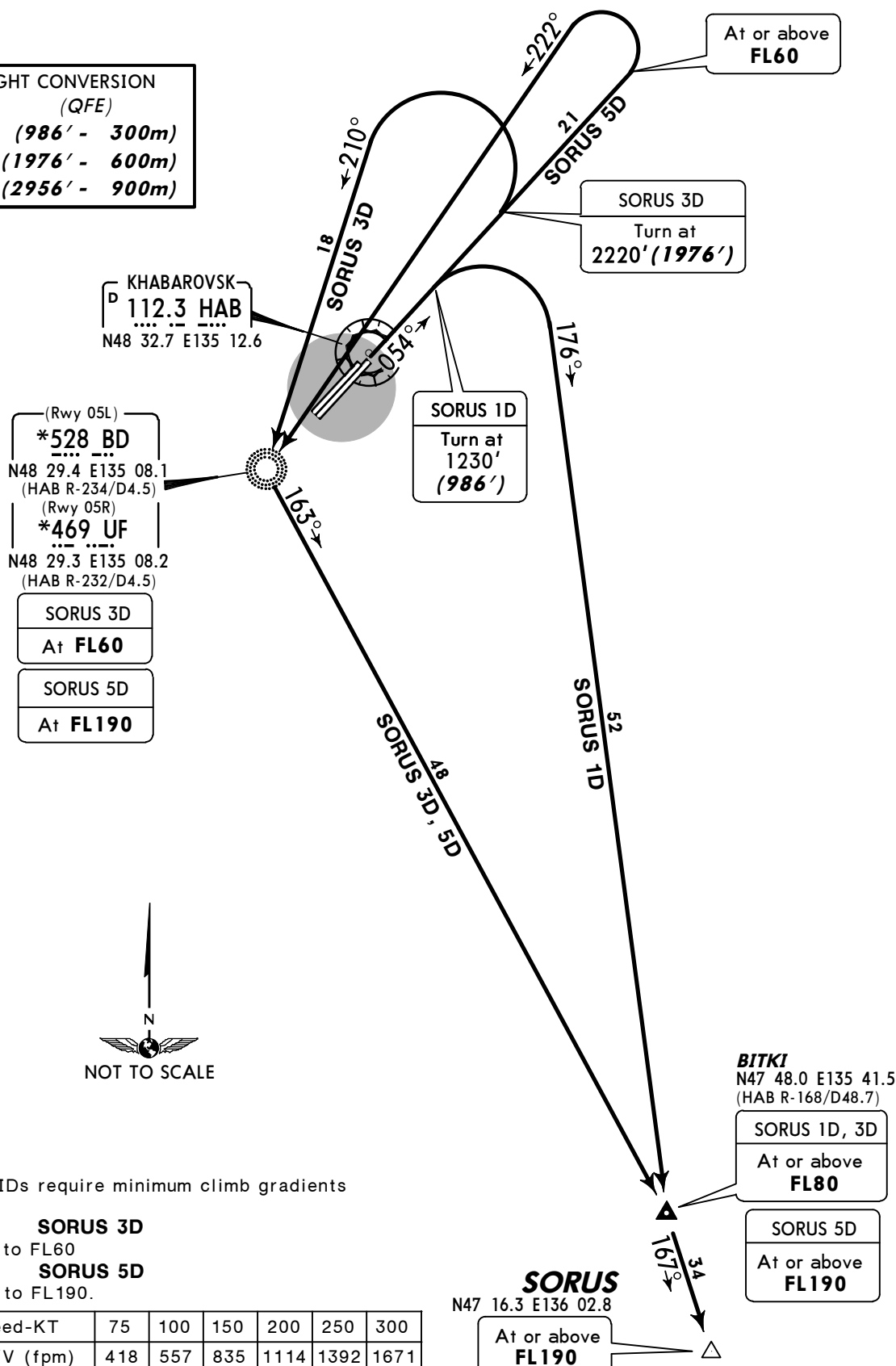
ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
1230'	(986' - 300m)
3200'	(2956' - 900m)

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

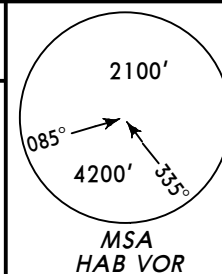
SORUS 5D

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

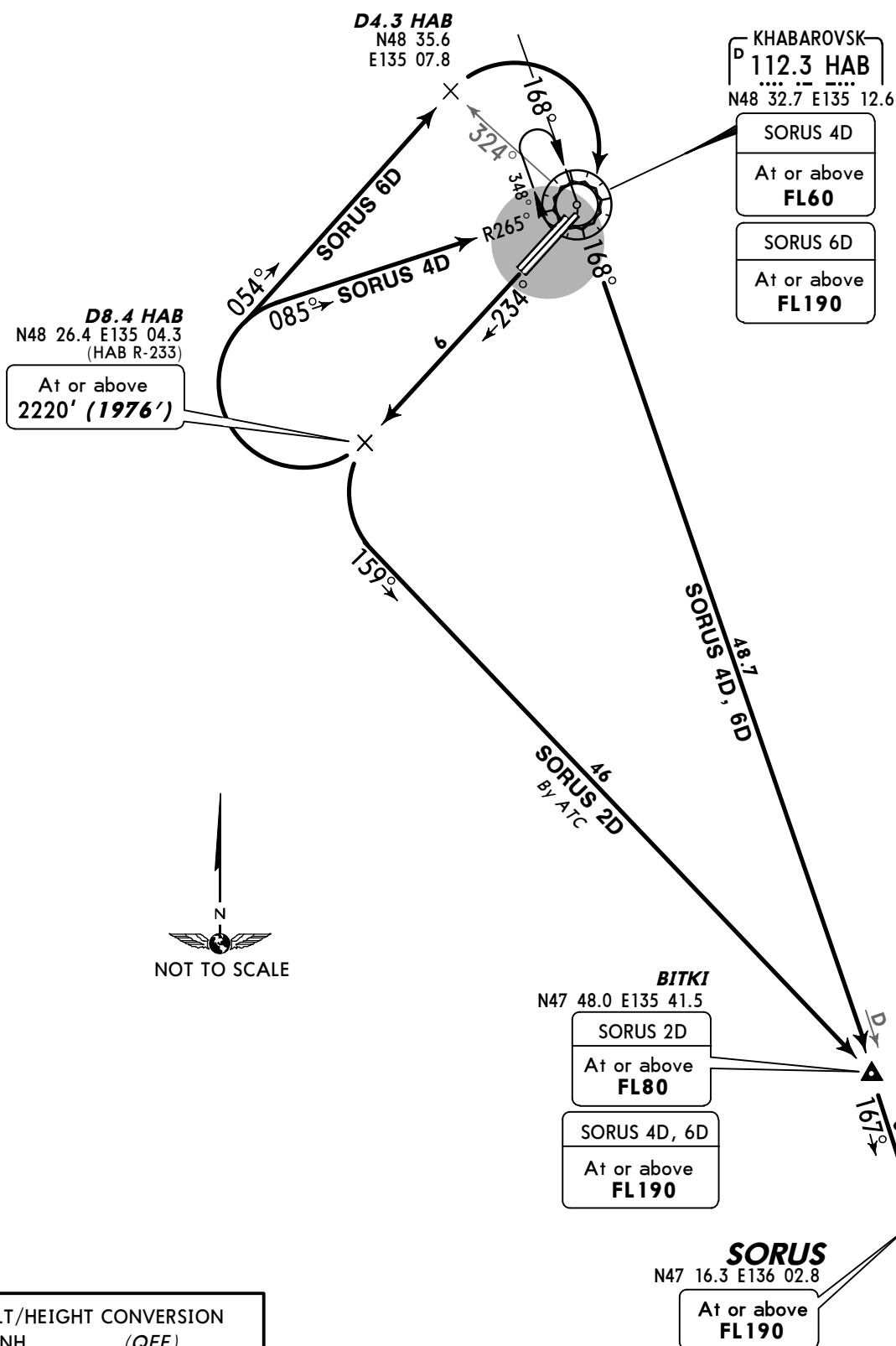
Apt Elev
244'

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

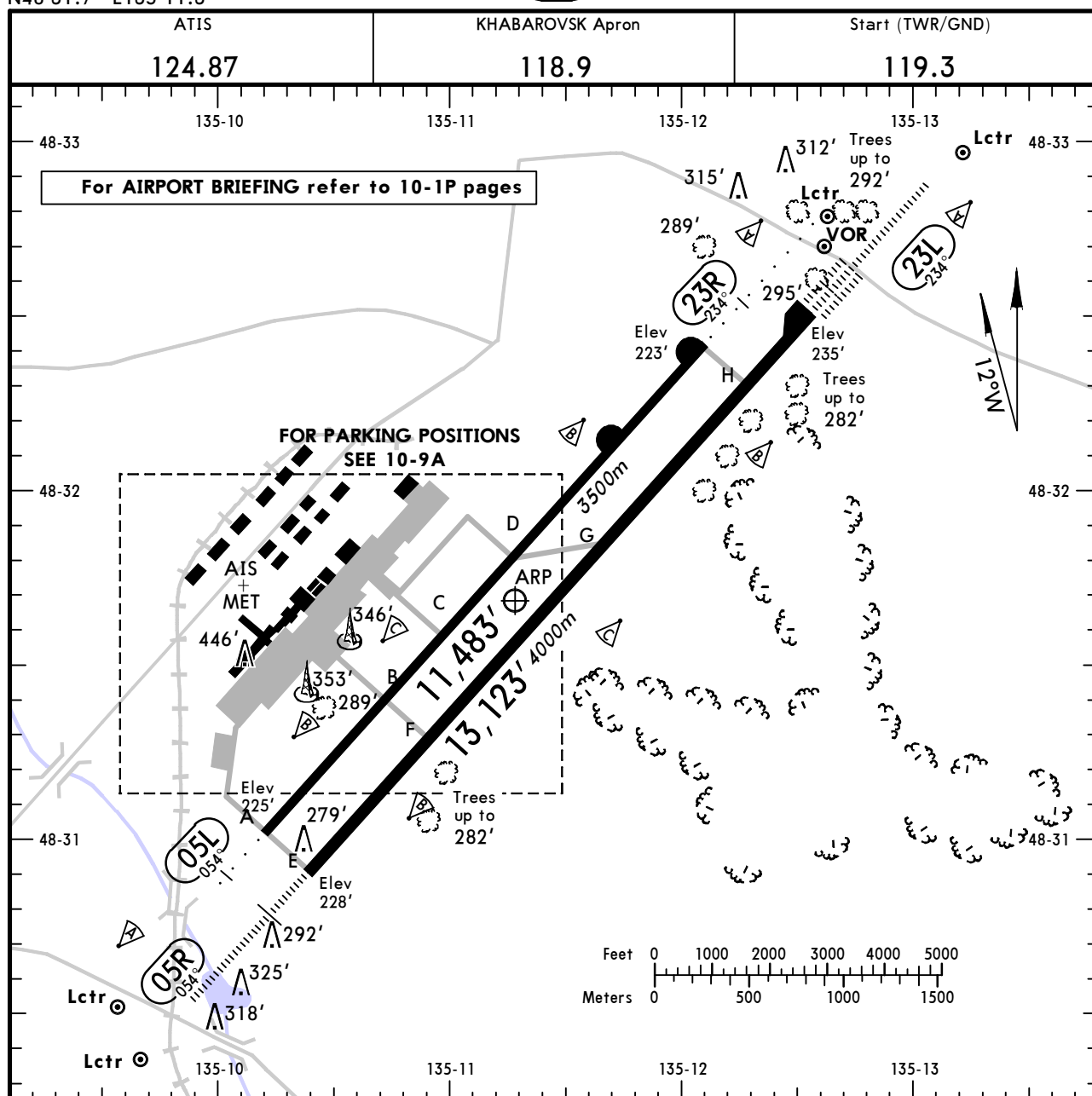


ALT/HEIGHT CONVERSION
QNH (QFE)
2220' (1976' - 600m)
3200' (2956' - 900m)

UHHH/KHV
Apt Elev 244'
N48 31.7 E135 11.3

JEPPESEN
3 FEB 12 10-9 Eff 9 Feb

KHABAROVSK, RUSSIA
NOVY



ADDITIONAL RUNWAY INFORMATION

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

① TAKE-OFF RUN AVAILABLE

RWY 05L:

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

RWY 23R:

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

05R	HIRL (60m) CL (15m) HIALS	PAPI-L (2.67°)	RVR	12,212' 3722m	③	197' 60m
23L	HIRL (60m) CL (15m) HIALS-II	TDZ ②	RVR	11,847' 3611m		

② PAPI-L (2.67°)

③ TAKE-OFF RUN AVAILABLE

RWY 05R:

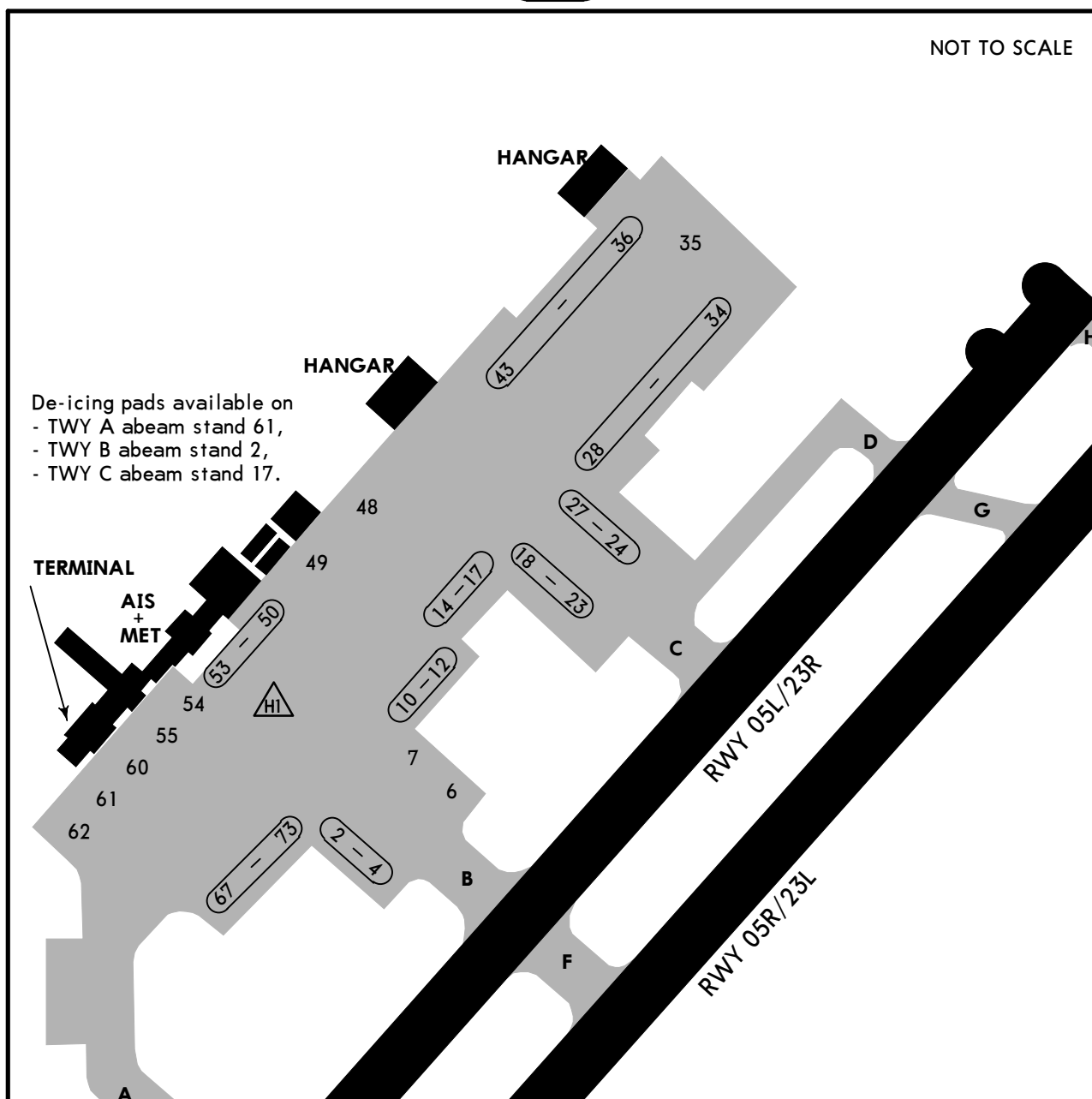
From rwy head	13,123' (4000m)
twy F int	9990' (3045m)
twy G int	5413' (1650m)

RWY 23L:

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

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

NOT TO SCALE



INS COORDINATES

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

TAKE-OFF

	AIR CARRIER (JAA)		
	Rwy 05R/23L LVP must be in force RL & CL	All Rwys LVP must be in force RCLM (DAY only) or RL	All Rwys 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') RA 95'R350m	335' (100') RA 95'R350m	335' (100') RA 95'R350m	335' (100') RA 95'R350m
	ILS	435' (200') R550m	435' (200') R550m	435' (200') R550m	435' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	435' (200') R750m	435' (200') R750m	440' (205') R750m	450' (215') R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	560' (325') R800m	560' (325') R800m	560' (325') R800m	560' (325') R800m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	HI NDB ❶	590' (355') R900m	590' (355') R900m	590' (355') R900m	590' (355') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	H NDB ❶	820' (585') R1500m	820' (585') R1500m	820' (585') R2000m	820' (585') R2000m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
23R	PAR	433' (210') R1000m	443' (220') R1000m	453' (230') R1000m	463' (240') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	600' (377') R1500m	600' (377') R1500m	600' (377') R1500m	600' (377') R1500m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	GE NDB ❶	600' (377') R1500m	600' (377') R1500m	600' (377') R1500m	600' (377') R1500m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	G NDB ❶	850' (627') R1500m	850' (627') R1500m	850' (627') C2400m	850' (627') C2400m

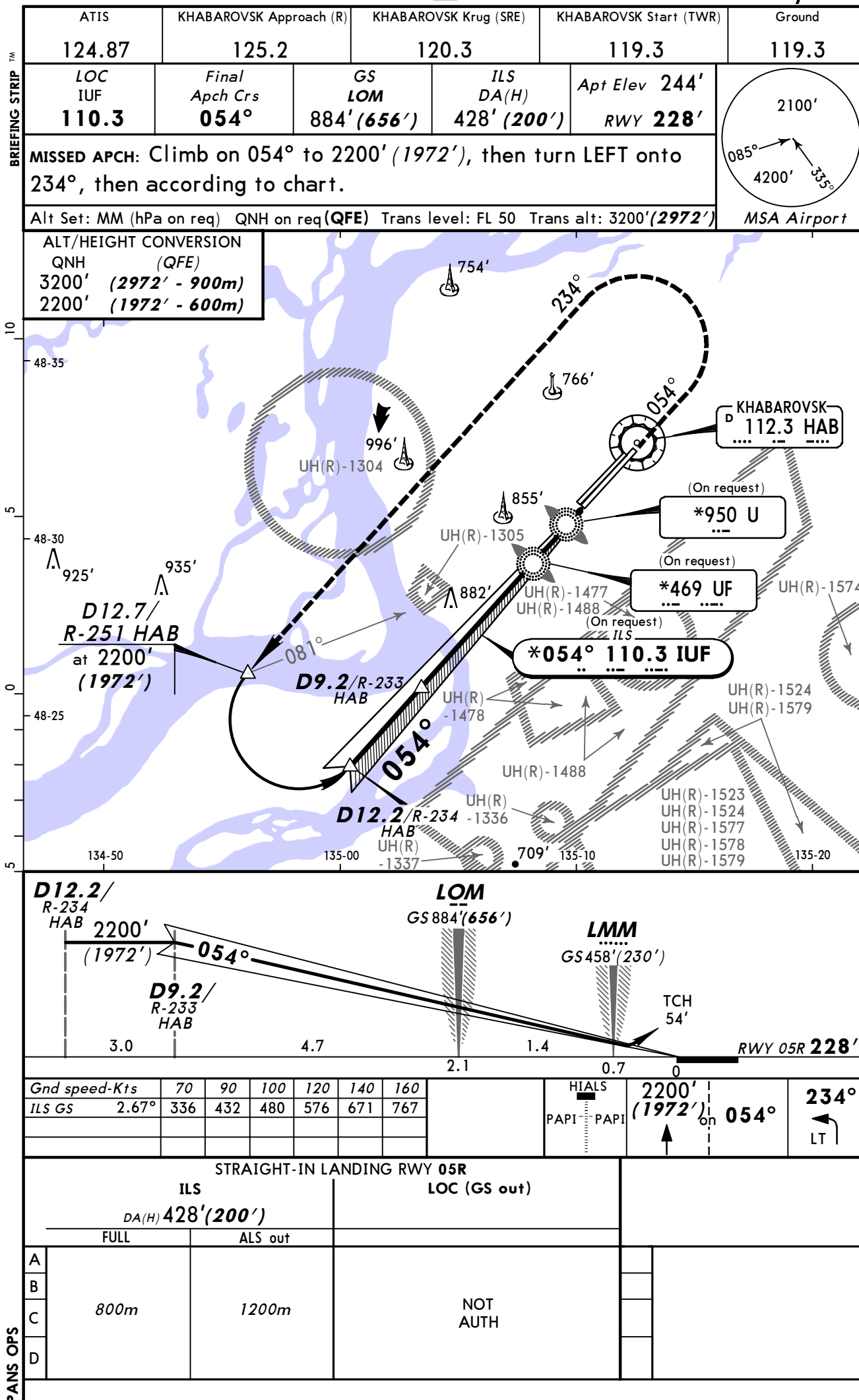
❶ Continuous Descent Final Approach.

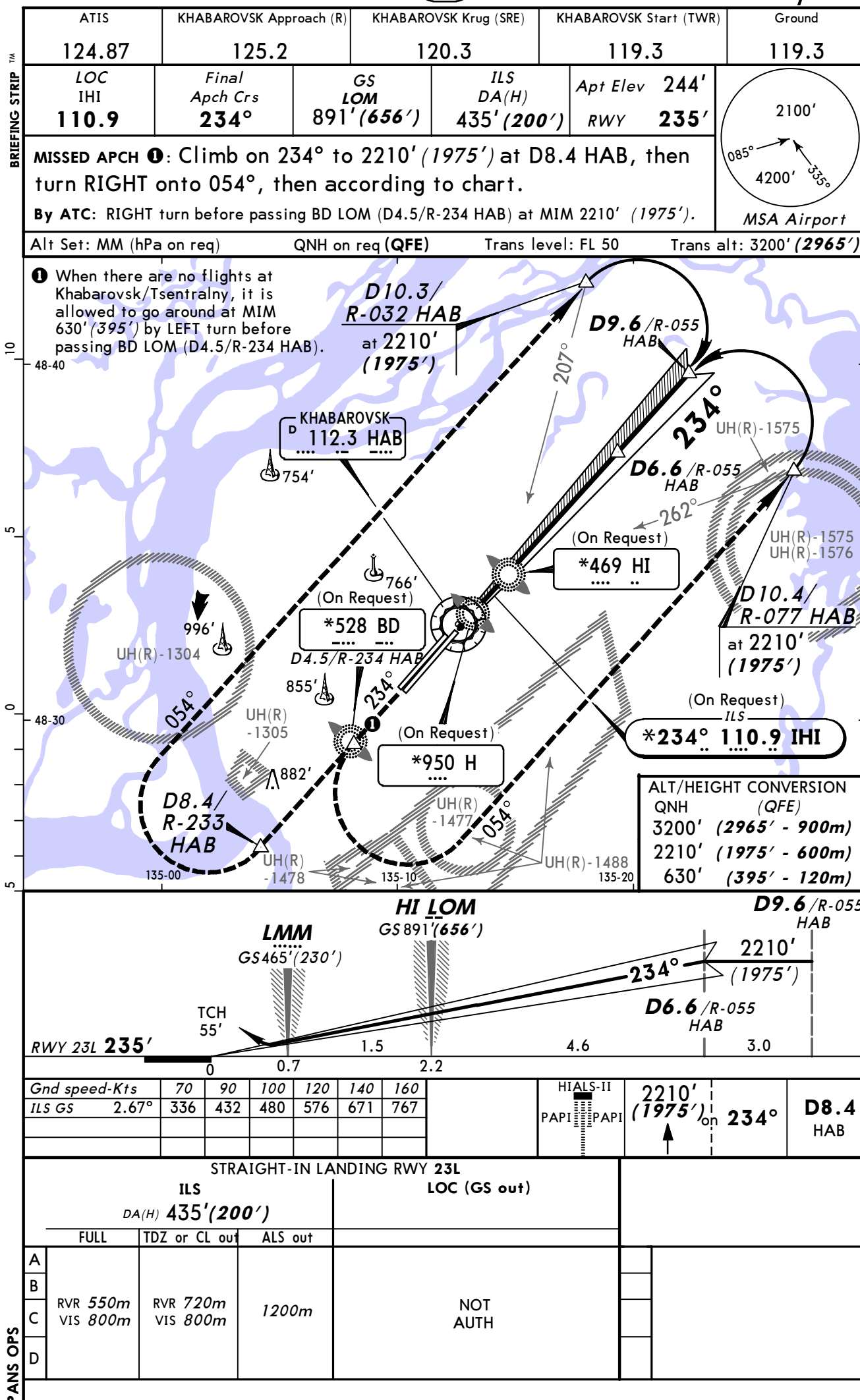
TAKE-OFF RWY 05L/R, 23L/R						
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

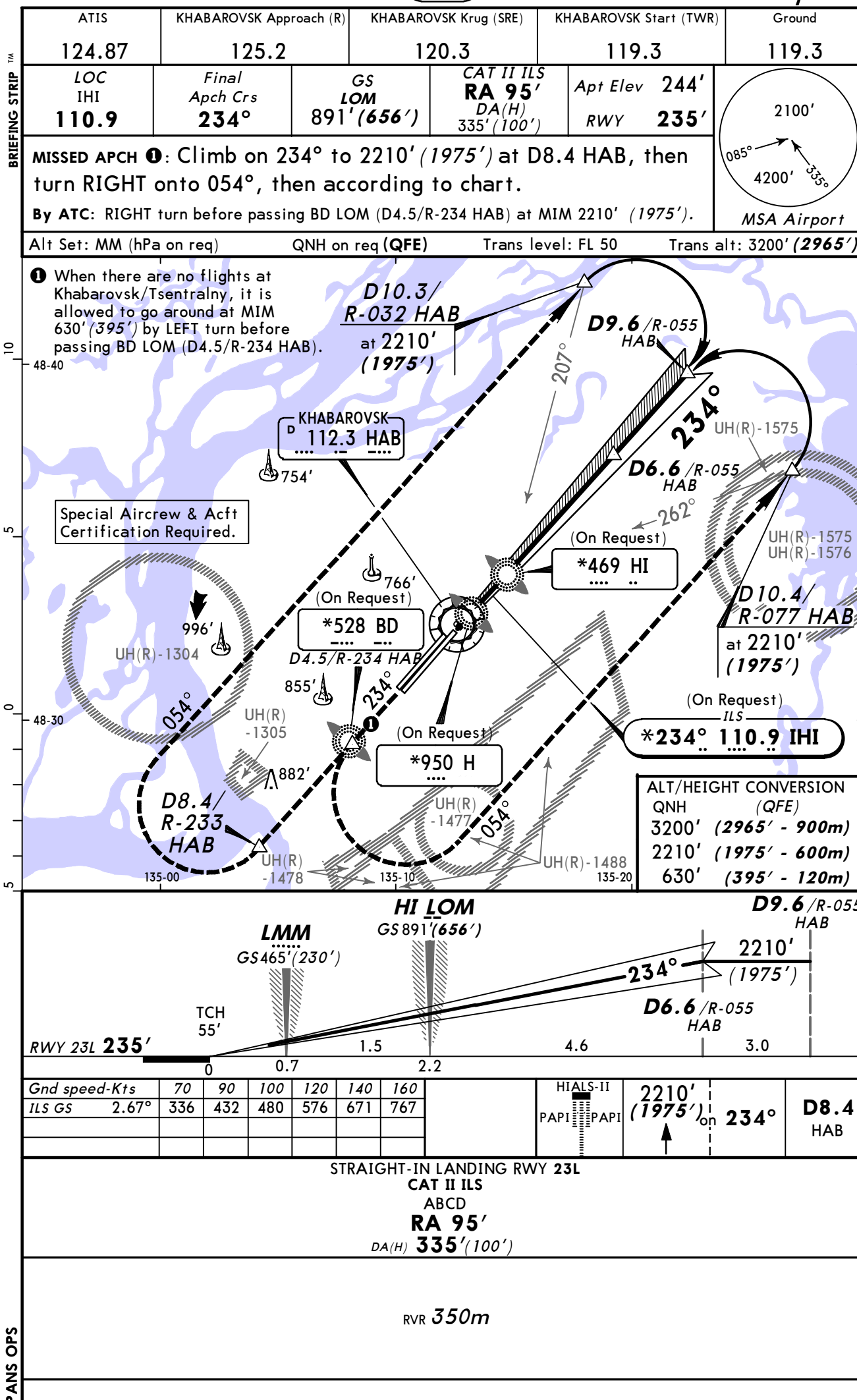
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NOVY

JEPPESEN
23 MAR 12 11-1 Eff 5 Apr

KHABAROVSK, RUSSIA
ILS Rwy 05R



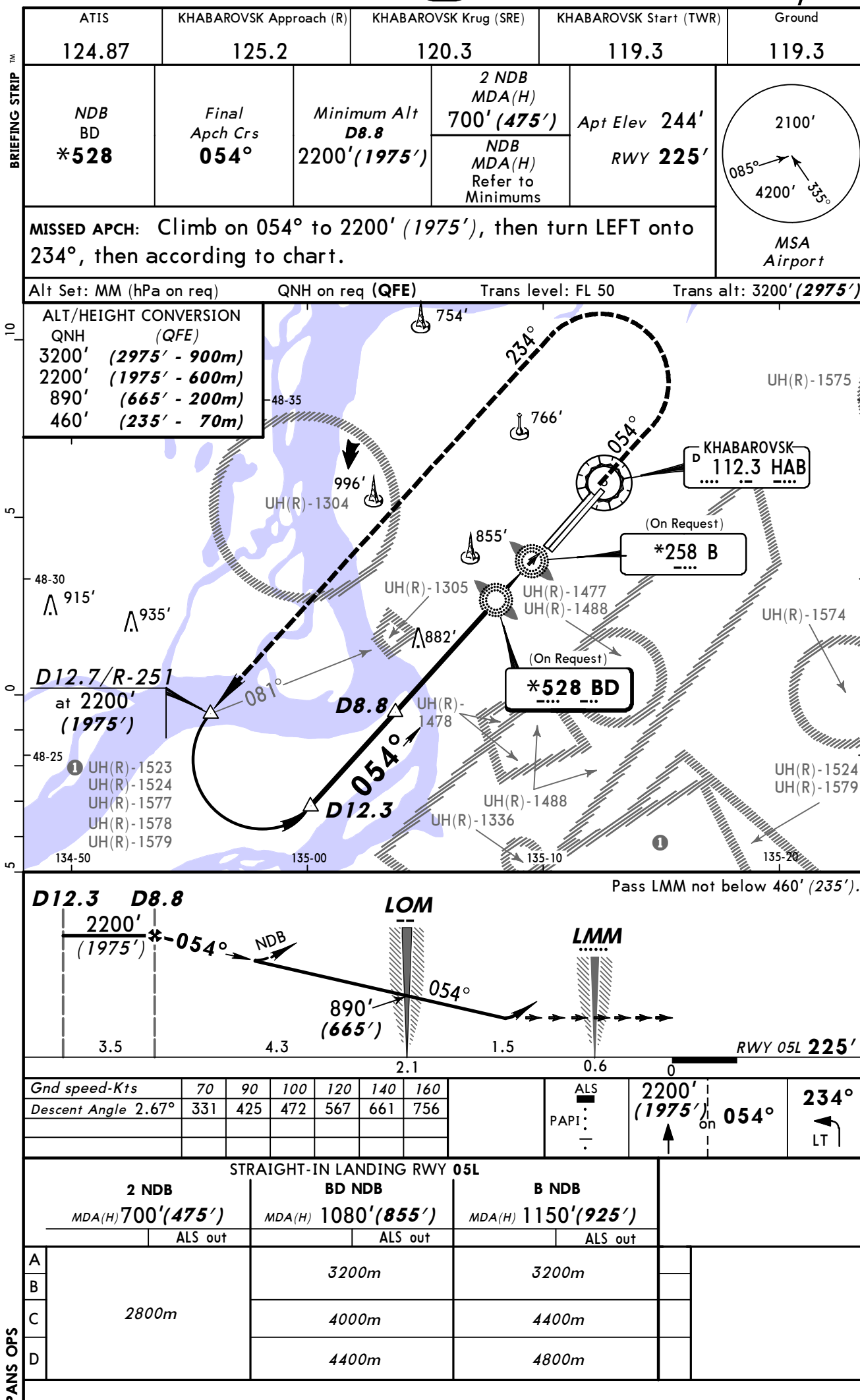




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24 FEB 12 (16-1)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05L



CHANGES: Procedure.

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JEPPESEN
24 FEB 12 (16-2)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

ATIS	KHABAROVSK Approach (R)	KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	120.3	119.3	119.3
NDB UF *469	Final Apch 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

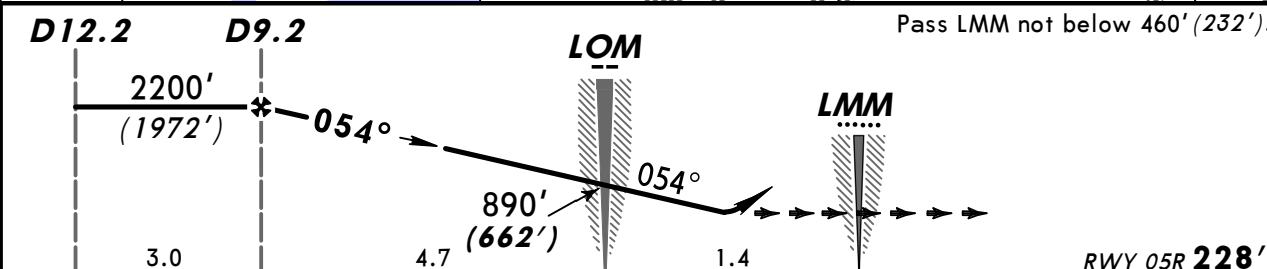
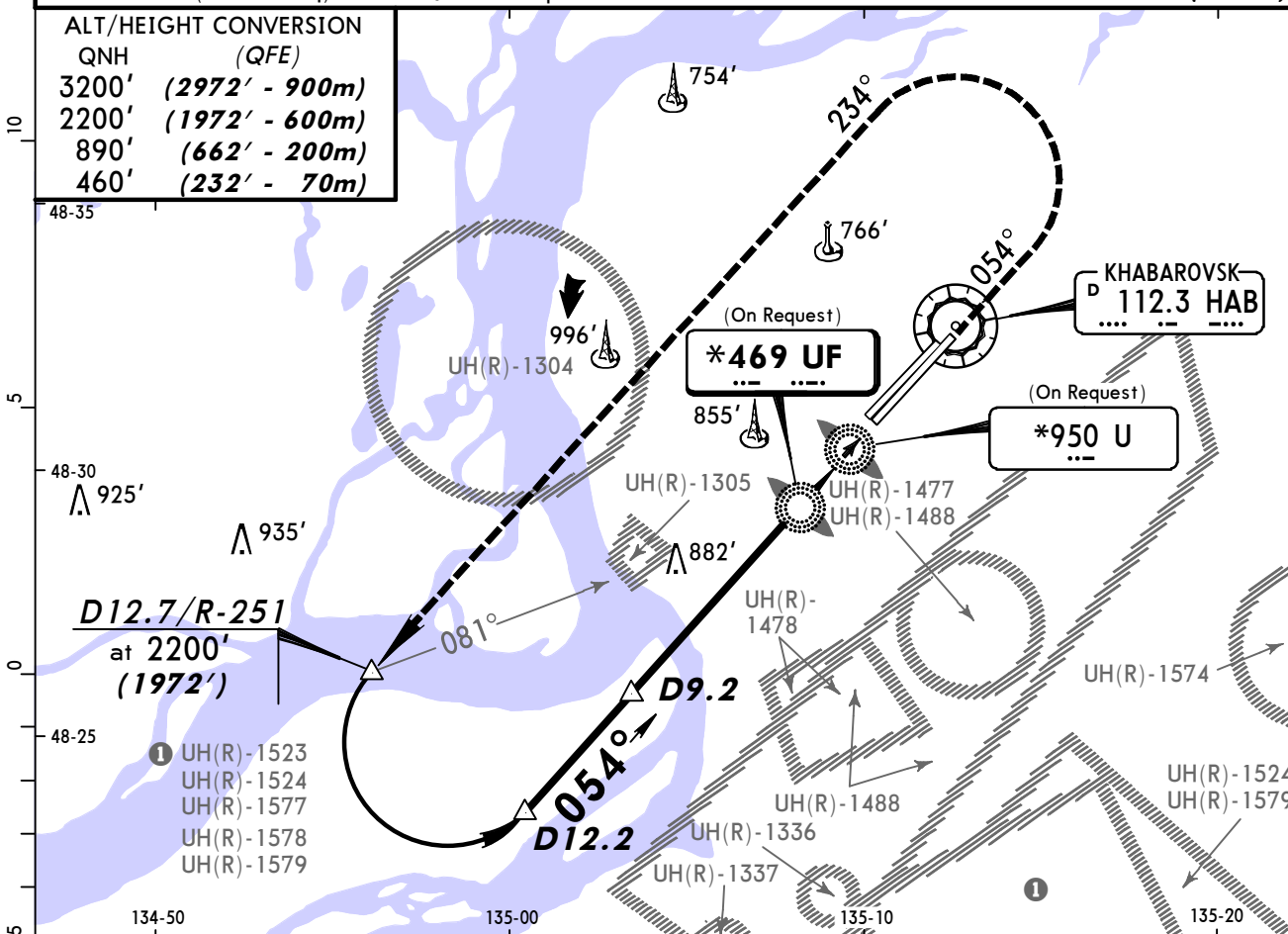
QNH (QFE)

3200' (2972' - 900m)

2200' (1972' - 600m)

890' (662' - 200m)

460' (232' - 70m)



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 MDA(H) 670' (442')		UF NDB MDA(H) 760' (532')		U NDB MDA(H) 960' (732')	
ALS out		ALS out		ALS out	
A					
B	1700m	2300m	3100m	3200m	3200m
C	2500m				
D	2100m	2700m		3600m	

CHANGES: None.

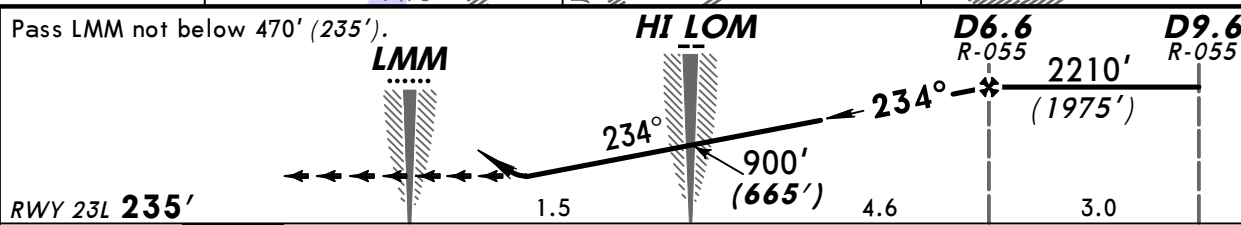
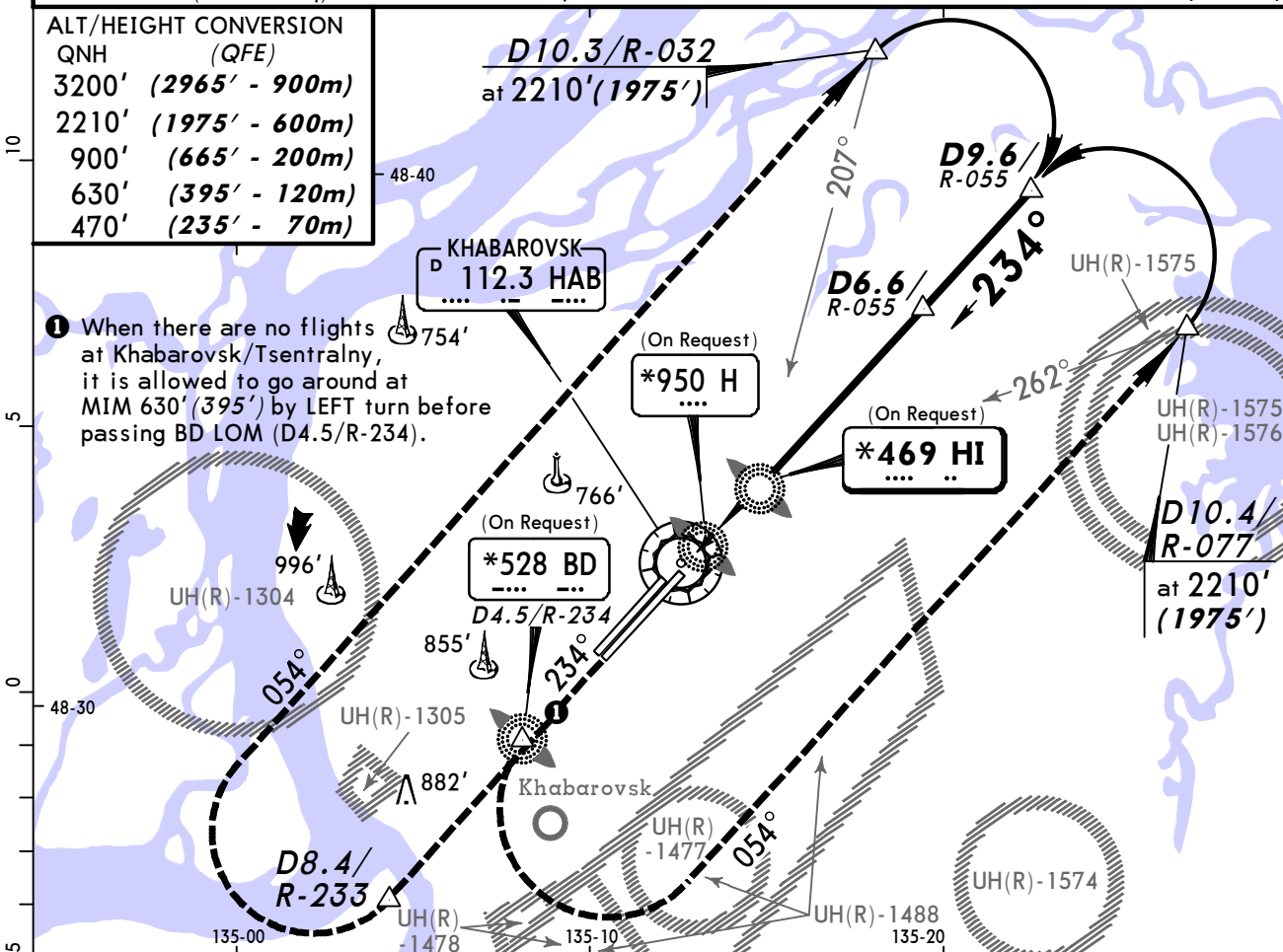
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NOVY

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

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

ATIS	KHABAROVSK Approach (R)	KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	120.3	119.3	119.3
NDB HI 469	Final Aptch 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')	



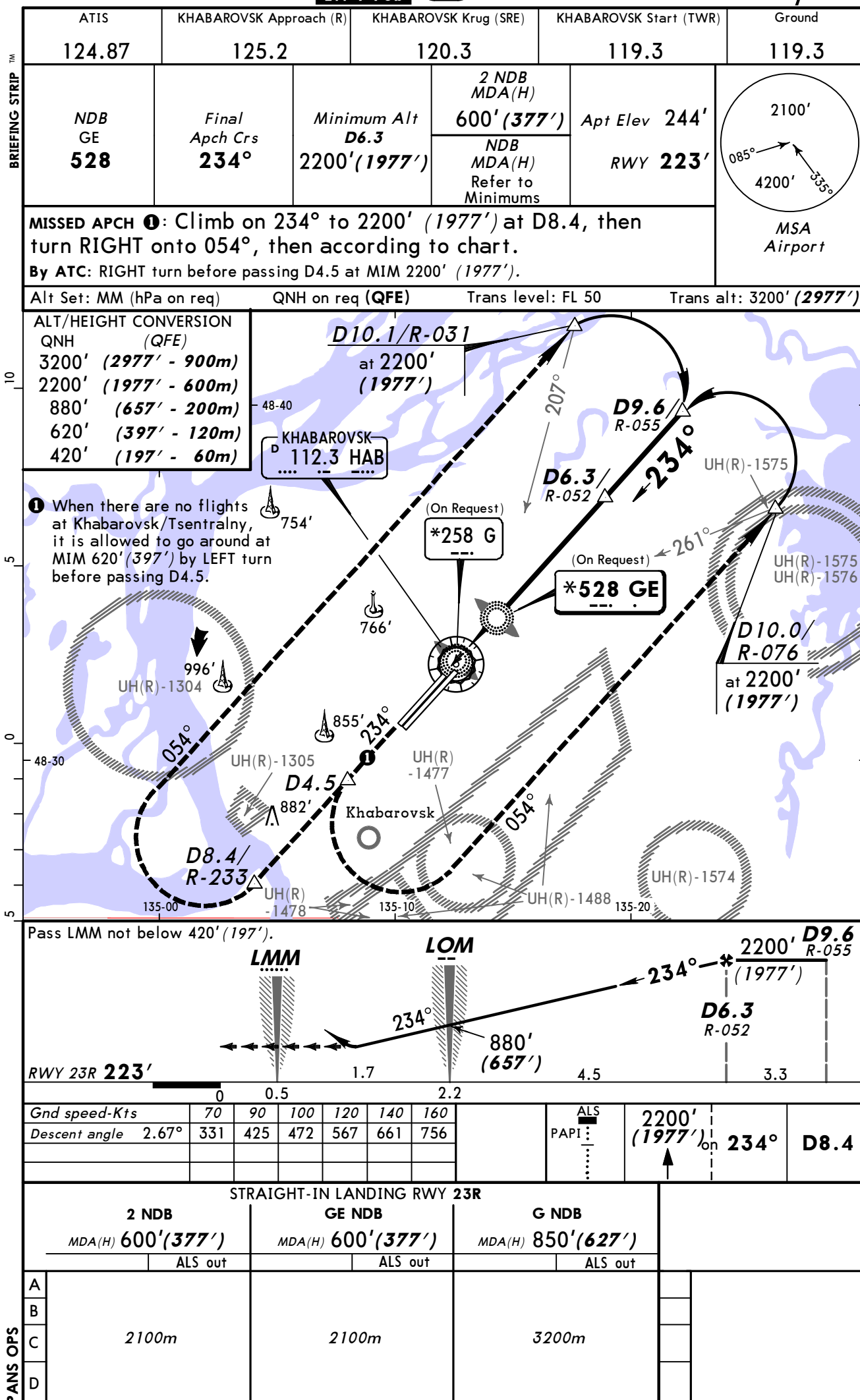
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2210' (1975')	234°	D8.4
Descent Angle	2.67°	331	425	472	567	661	756	PAPI	PAPI	

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						
D	RVR 1500m	VIS 1600m	RVR 1500m VIS 1600m	2000m		

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NOVY

JEPPESSEN
3 FEB 12
Eff 9 Feb 16-4

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23R



KHABAROVSK, RUSSIA
PAR Rwy 05L

2100'

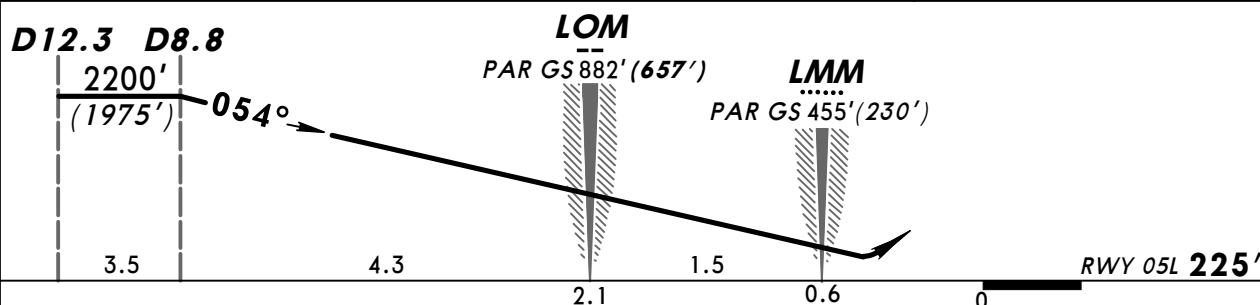
085°

4200'

335°

MSA Airport

MSA Airport

[illegible]

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

ALS  PAPI 	2200' (1975')  on	054° 234°  LT
---	--	---

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

ALS out

A
B
C
D

1200m

UHHH/KHV
NOVY

24 FEB 12

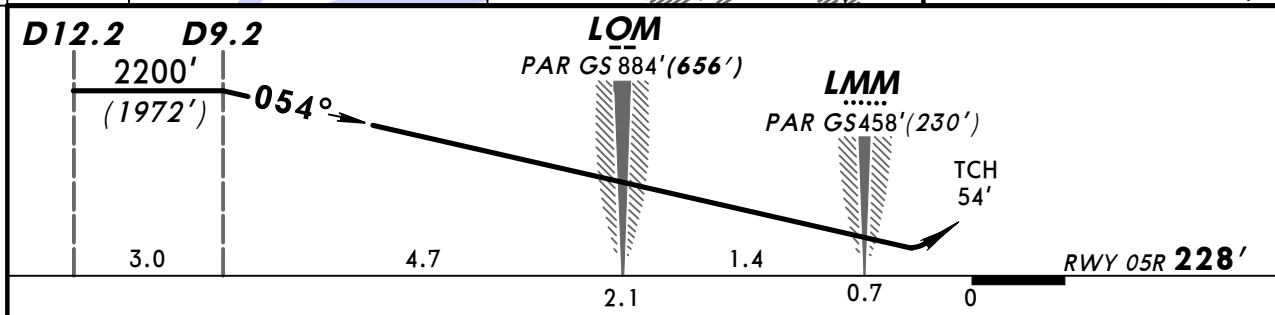
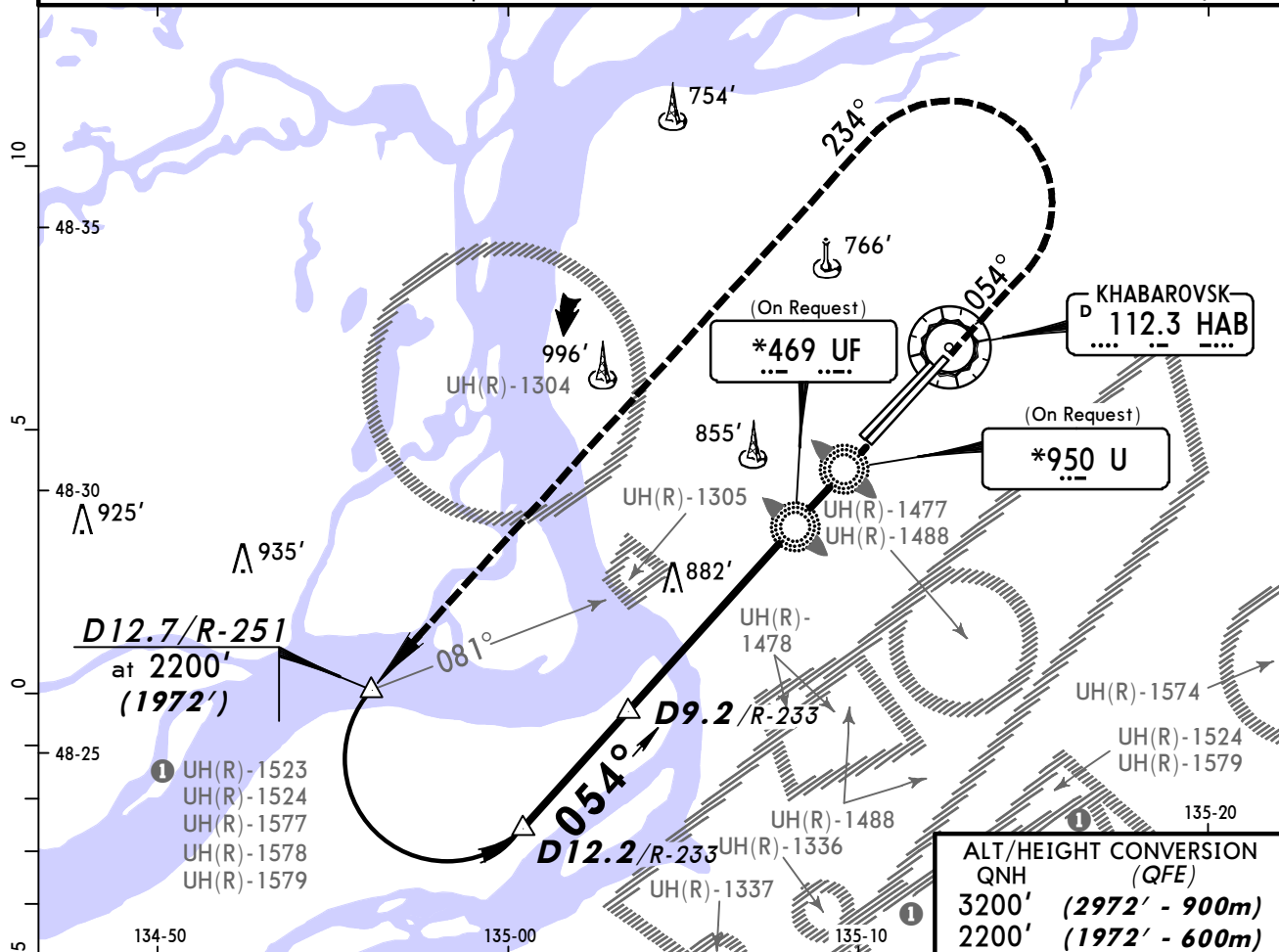
(18-2)

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KHABAROVSK, RUSSIA
PAR Rwy 05R

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 884' (656')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 228'
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2972')				MSA Airport



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

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

PANS OPS

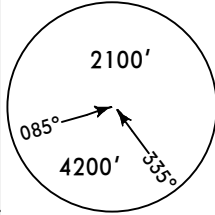
CHANGES: None.

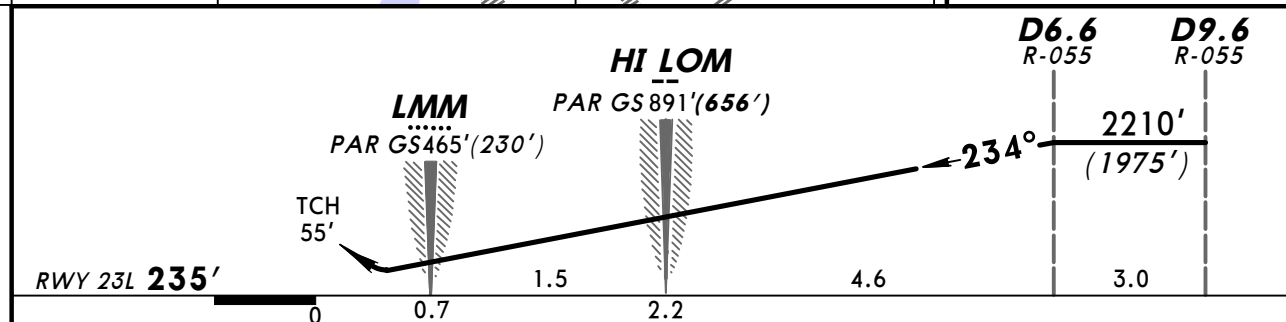
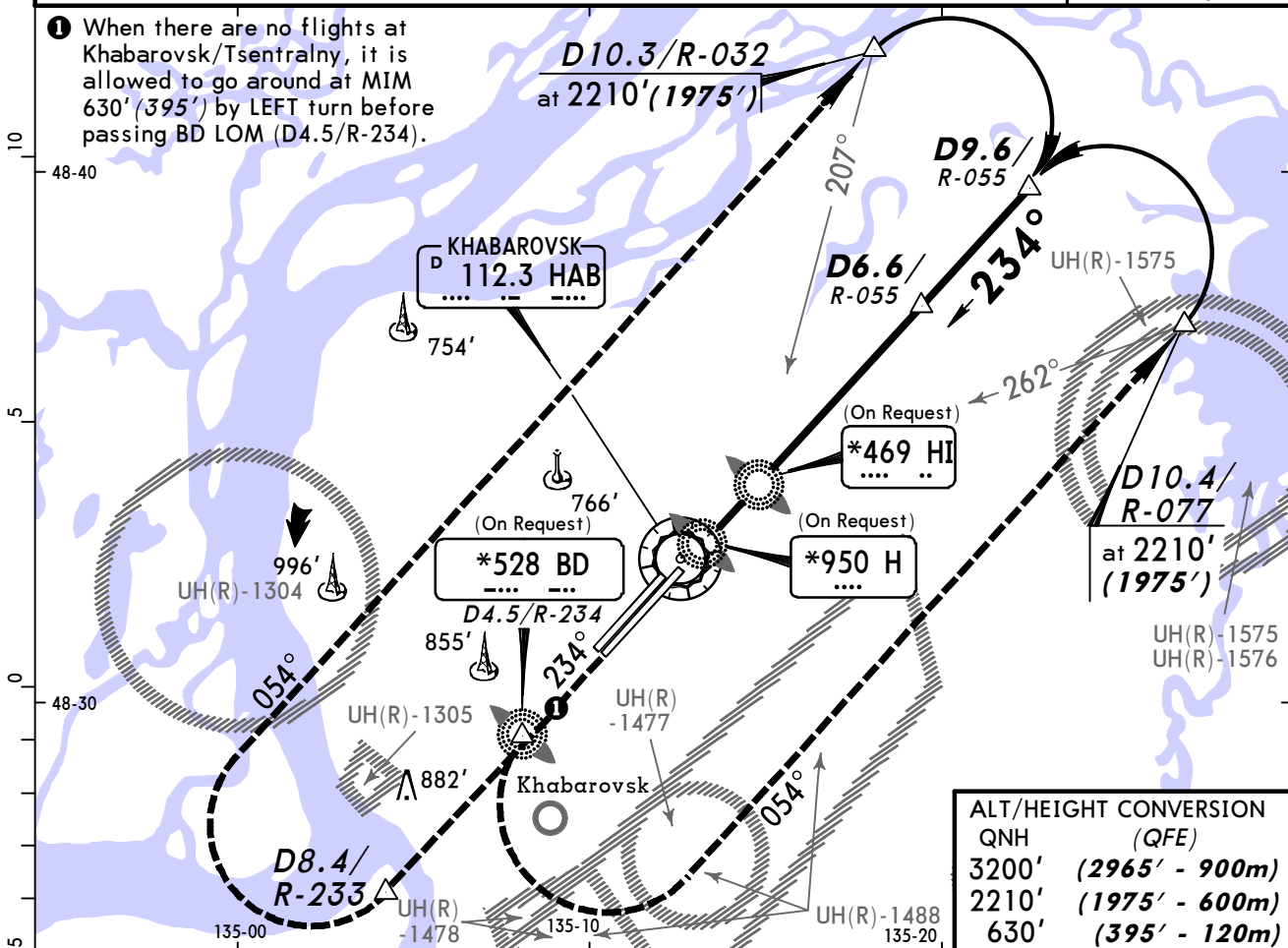
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UHHH/KHV
NOVY

JEPPESSEN
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



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	PAPI	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					

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NOVY

JEPPESSEN
3 FEB 12
Eff 9 Feb 18-4

KHABAROVSK, RUSSIA
PAR Rwy 23R

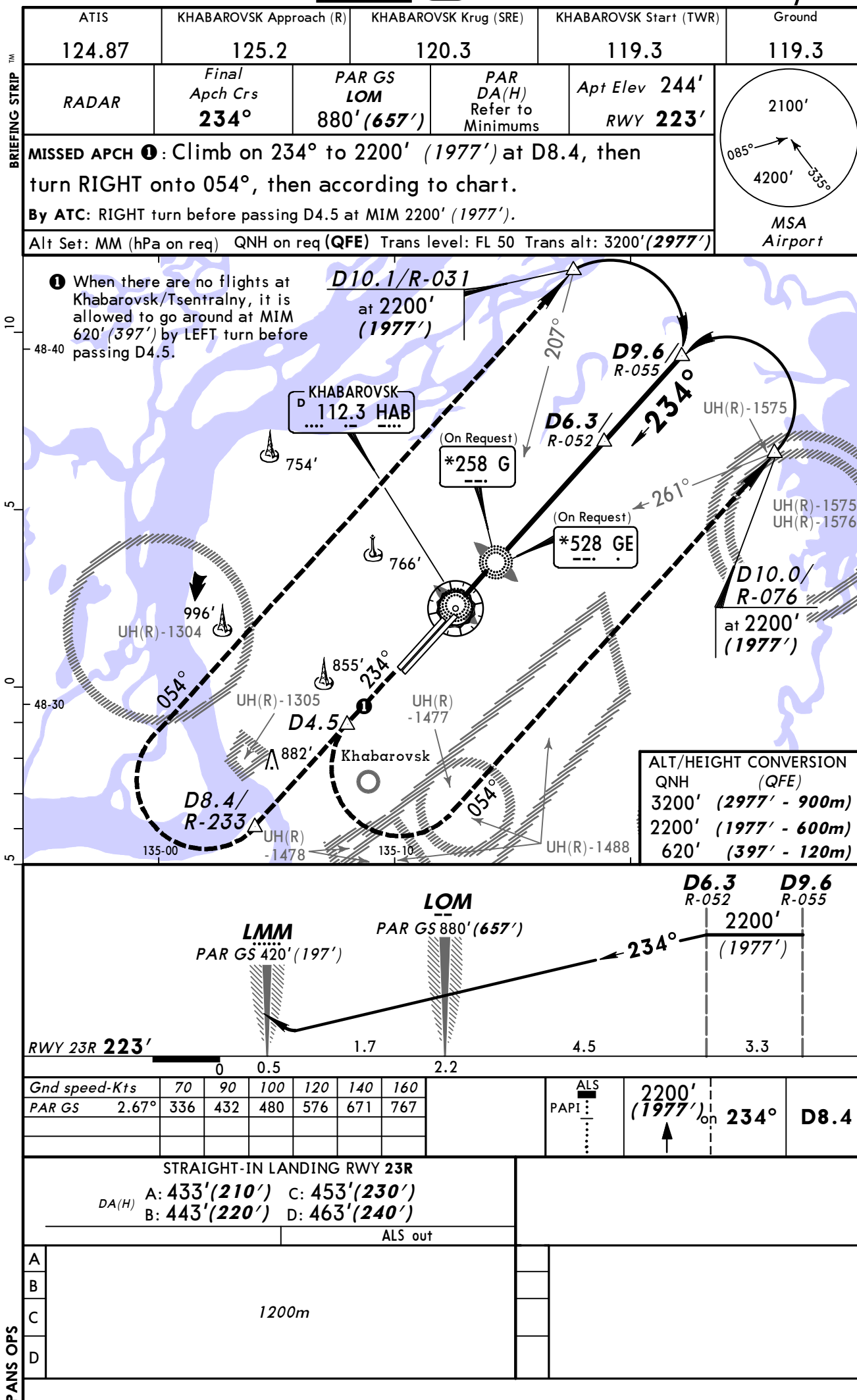


Chart changes since cycle 26-2013

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.