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JEPPESEN
JeppView for Windows

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Terminal Charts For UHHH
Revision Letter For Cycle 13-2016
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Notebook

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## General Information

Location: KHABAROVSK RUS
ICAO/IATA: UHHH / KHV
Lat/Long: N48° 31.68', E135° 11.28'
Elevation: 243 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 12.0° 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: 1857 Z
Sunset: 1104 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

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ATIS: 124.875
Khabarovsk Radar Tower: 120.300
Khabarovsk Tower: 119.300
Khabarovsk Tower: 121.800
Khabarovsk Apron Ramp/Taxi: 118.900
Khabarovsk Approach: 129.300 Secondary
Khabarovsk Approach: 125.200
Khabarovsk Transit Operations: 131.800

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# 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

Procedures shall be applied when ceiling is less than 60m and RVR is less than 600m.

The flight crews shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures are in progress, check your minimum".

### 1.3.2. ARRIVAL

When conditions do not correspond with AOM, landing shall be carried out by decision of the pilot-in-command.

Taxiing of ACFT after landing on RWY 23L shall be carried out along one of the TWYs G, F and E by TWR controller's instruction.

RWY 23L/05R is considered to be vacant when the ACFT occupies RWY 23R/05L by flight crew's report. The flight crew shall report TWR controller about the vacation of RWY 23L only after the ACFT occupies RWY 23R/05L, that indicates to the vacation of ILS critical area. Taxi route of ACFT to the stand along TWYs A, B, C and D shall be assigned by TWR controller. Follow-me car shall be used compulsorily.

Flight crew shall report TWR controller about parking on stand using the following phraseology "ACFT call sign + on stand..".

### 1.3.3. DEPARTURE

Taxi route to the RWY-holding position along RWY 23R/05L in front of TWYs H, G and F shall be assigned by TWR controller. Follow-me car shall be used compulsorily.

The flight crew should read back all instructions of TWR controller on holding on RWY 23R/05L in front of TWYs H, G, F and E.

The responsibility for RWY incursions and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

The following is prohibited during Low Visibility Procedures:

- Take-off not from the runway beginning;
- Take-off without stop at the line-up position.

## 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.

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# 1. GENERAL

## 1.5. TAXI PROCEDURES

Taxiing and towing is prohibited without clearance from TWR controller. Foreign airlines ACFT are subject to mandatory escorting by special Follow-me car.

Surface beyond concrete edge in the vicinity of stands 50 thru 62 is not load-bearing for all ACFT types.

## 1.6. PARKING INFORMATION

Enter stands 2 thru 4, 6, 7, 10 thru 12, 14 thru 22, 24 thru 27, 31 thru 34, 36 thru 43 and 67 thru 73 by towing.

Exit of stands 2, 3, 50 thru 53 and 67 by towing.
Helipad 1 available on stand 51.
Helipad 2 available on stand 50.
Helipad 3 available on stand 49.

Parking of ACFT with dangerous goods on board is allowed on stand 62 and TWY D.

Parking of ACFT with passengers having especially dangerous infections on board shall be carried out on stands 7, 24 thru 26 and 62.

## 1.7. OTHER INFORMATION

Birds in vicinity of APT.

# 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.

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# 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

**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.

If unable to use SIDs 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).

Noise abatement shall be initiated at or above 1040′ (797′). The initial climb speed up to the noise abatement initiation point shall not be less than V2 + 10 KT.

At or above 1040′ (797′): Adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule. Climb at $V_2$ + 10 to 20 KT.
Flaps and slats in the take-off configuration.

At 3200′ (2957′): While maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule.

At or above 3200′ (2957′):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.

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| 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

*CHANGES:* None.

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| 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 |

*CHANGES:* STAR PERID 2V withdrawn.

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| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# ❶ LATMA 1S *[LATM1S]*

BY ATC

## RELPI 1S *[RELP1S]*, TROIC 1S *[TROI1S]*

## RWYS 05L/R ARRIVALS

CAT A & B

MSA HAB VOR
2100′
085°
4200′
335°

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

❶ Available for Russian airlines aircraft only.

**RELPI**
N49 35.4
E136 26.3

9 RELPI 1S 238°
11 297° TROIC 1S

**DIBOS**
N49 29.6 E136 17.0

TROITSKOYE
335 FI
N49 26.7 E136 34.1

46

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

Between
FL120 & FL100

**KILMI**
N48 57.8
E135 26.8

8

16 279°

**TOMSU**
N48 58.7
E135 51.2

056° D35.2

37 277°

❶ LATMA 1S
By ATC

D69.1 076°

**LATMA**
N49 02.1
E136 47.5

At or above
FL120

210°

25

(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)
(073° brg to BD)
(074° brg to UF)

At 2220′
*(1977′)*

253°

8

(Rwy 05L)
**D9.1 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′
*(1977′)*

3 054°

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

At 2220′ *(1977′)*

N
NOT TO SCALE

**HOLDING OVER BD/UF**
234°
054°

*CHANGES:* Bearings to LOMs at D12.0 HAB; RWY 05L FAF DME reading.

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| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

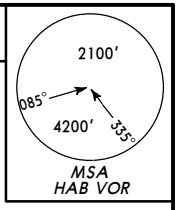
# ❶ LATMA 2S *[LATM2S]*

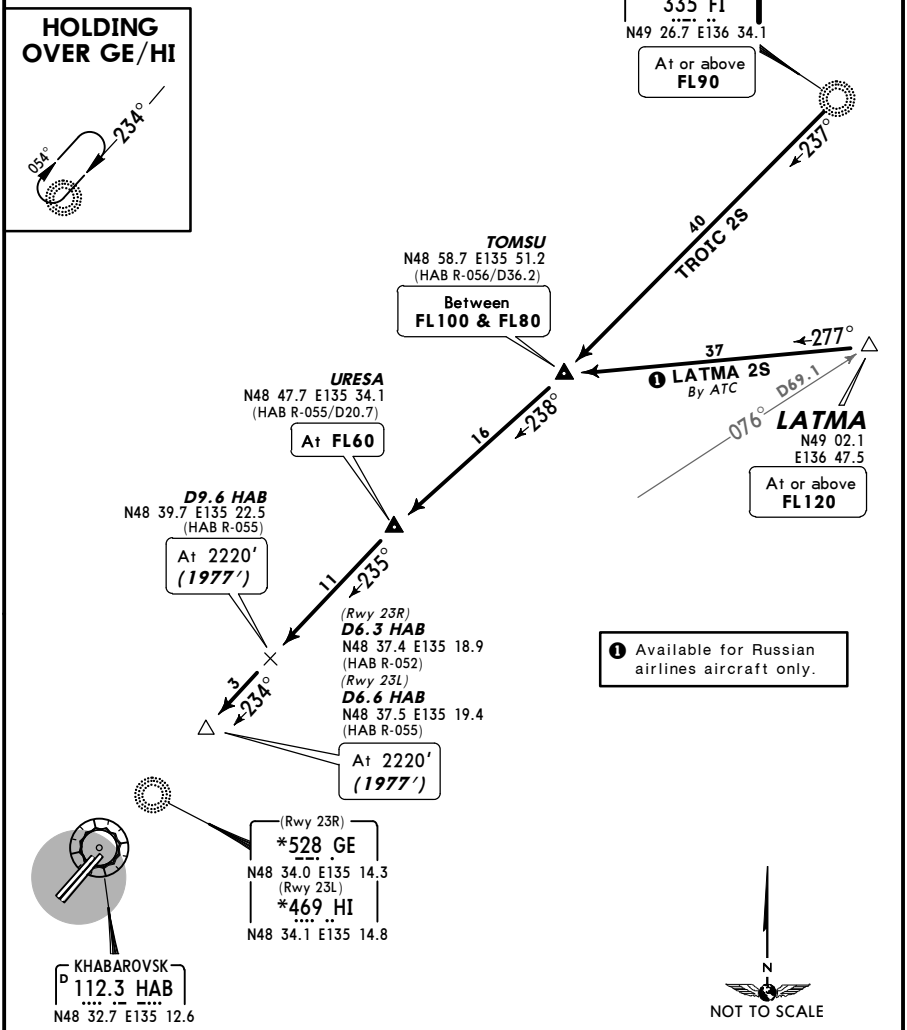
BY ATC

## TROIC 2S *[TROI2S]*

## RWYS 23L/R ARRIVALS

CAT A & B




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* None.

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| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

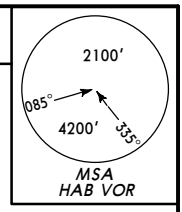
# ❶ LATMA 3S *[LATM3S]*

BY ATC

## RELPI 3S *[RELP3S]*, TROIC 3S *[TROI3S]*

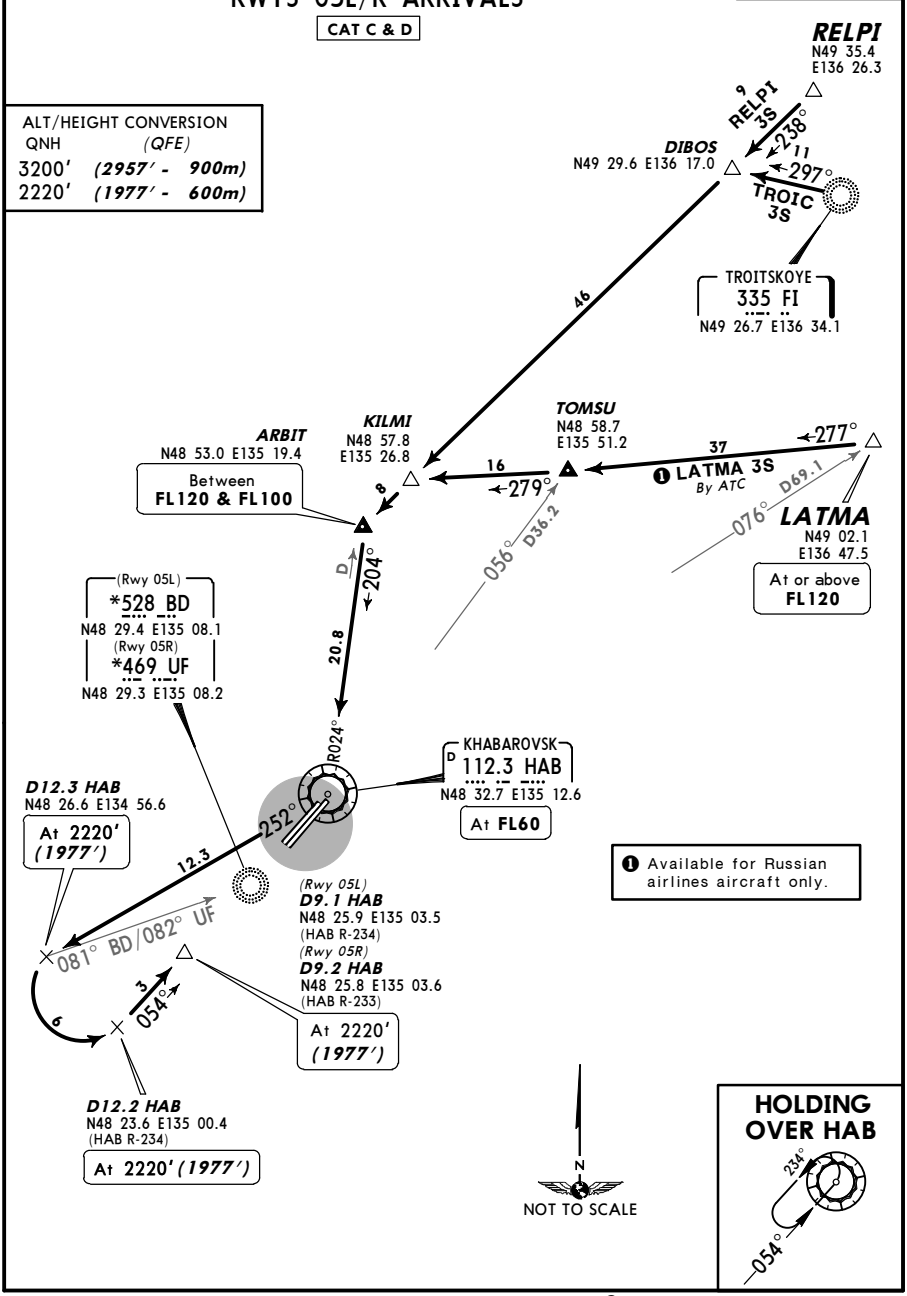
## RWYS 05L/R ARRIVALS

CAT C & D




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |




❶ Available for Russian airlines aircraft only.

*CHANGES:* Bearings to LOMs at D12.3 HAB; RWY 05L FAF DME reading.

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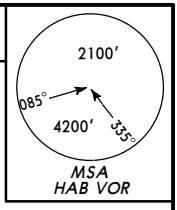
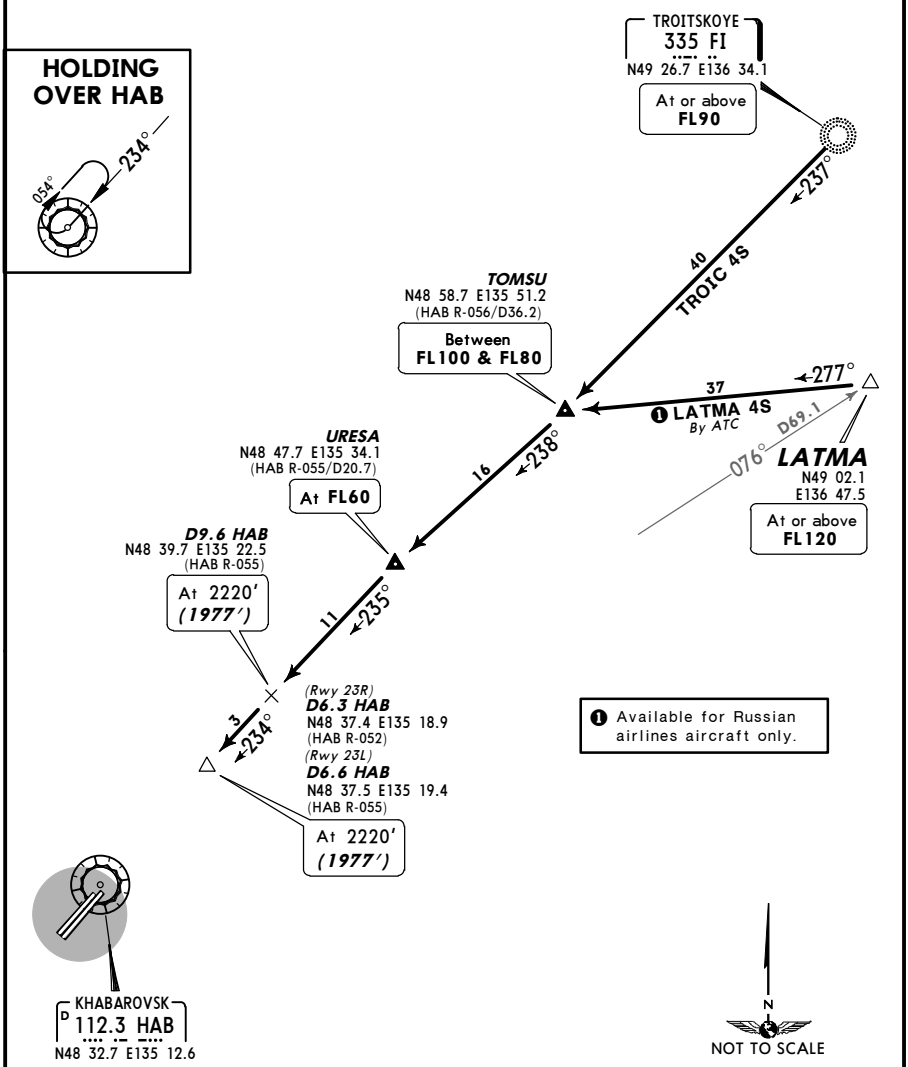
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




# ❶ LATMA 4S *[LATM4S]*
BY ATC

## TROIC 4S *[TROI4S]*
## RWYS 23L/R ARRIVALS
CAT C & D




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* None.

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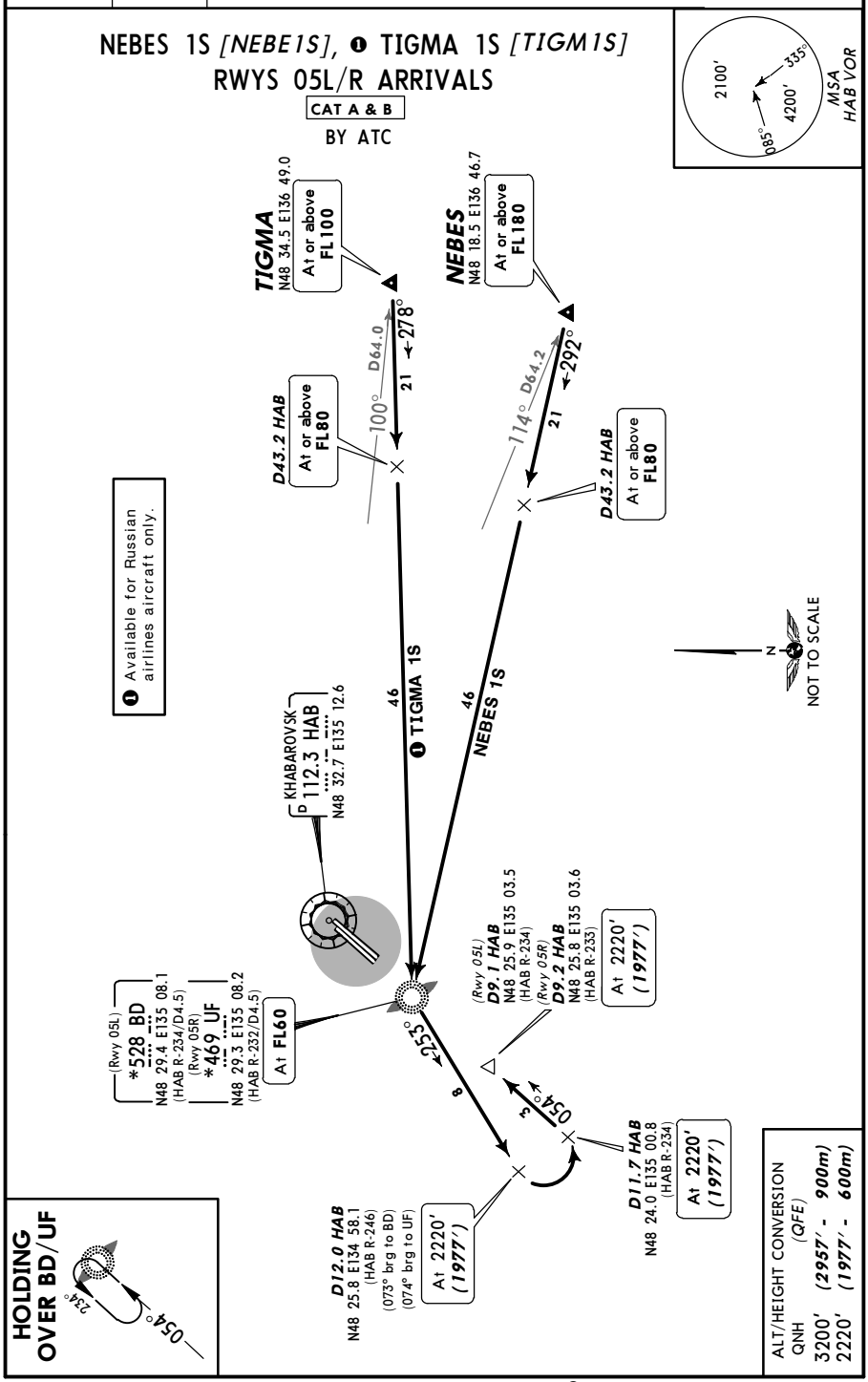
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT A & B
BY ATC




*CHANGES:* Bearings to LOMs at D12.0 HAB; RWY 05L FAF DME reading.

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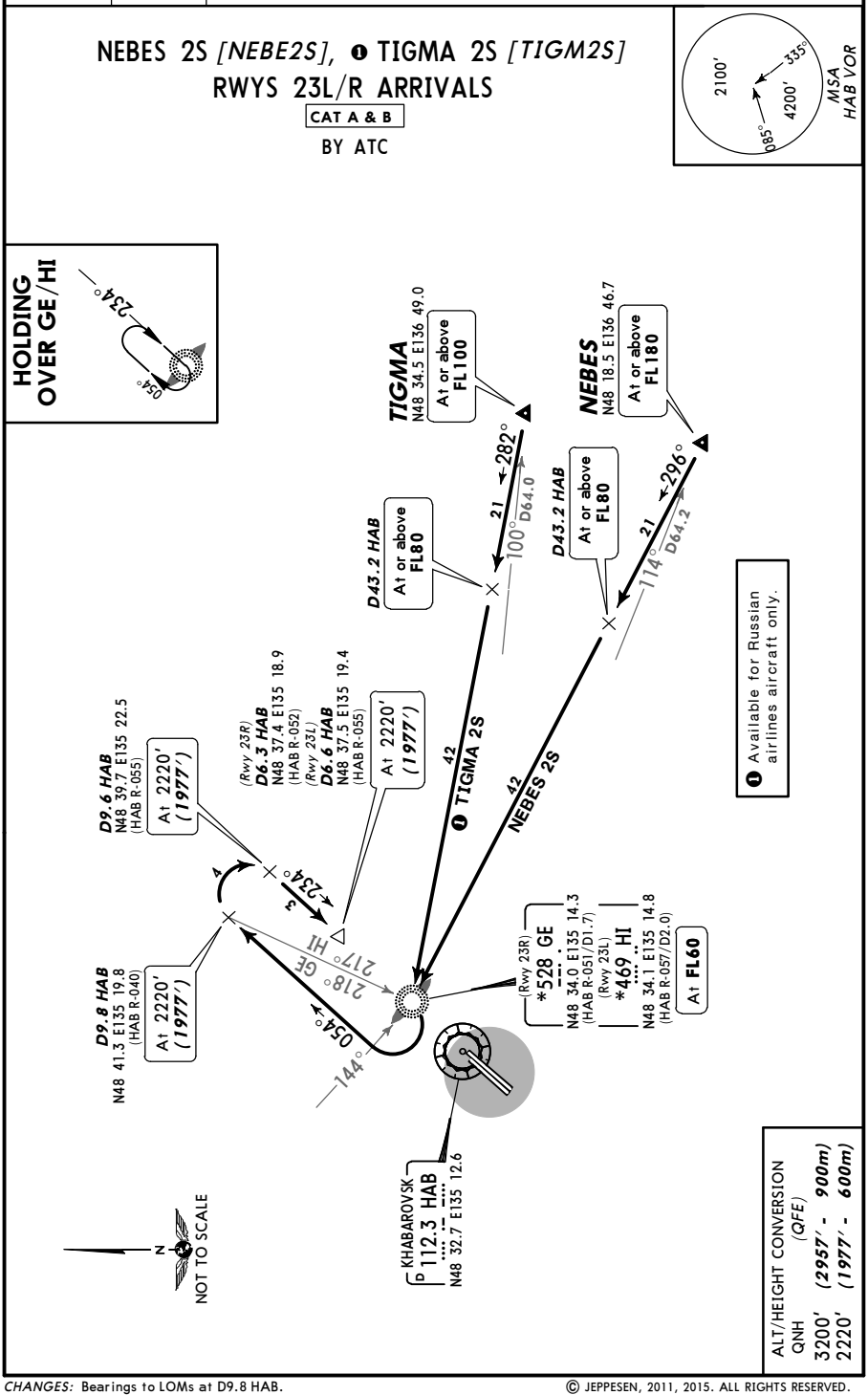
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT A & B

BY ATC




*CHANGES:* Bearings to LOMs at D9.8 HAB.

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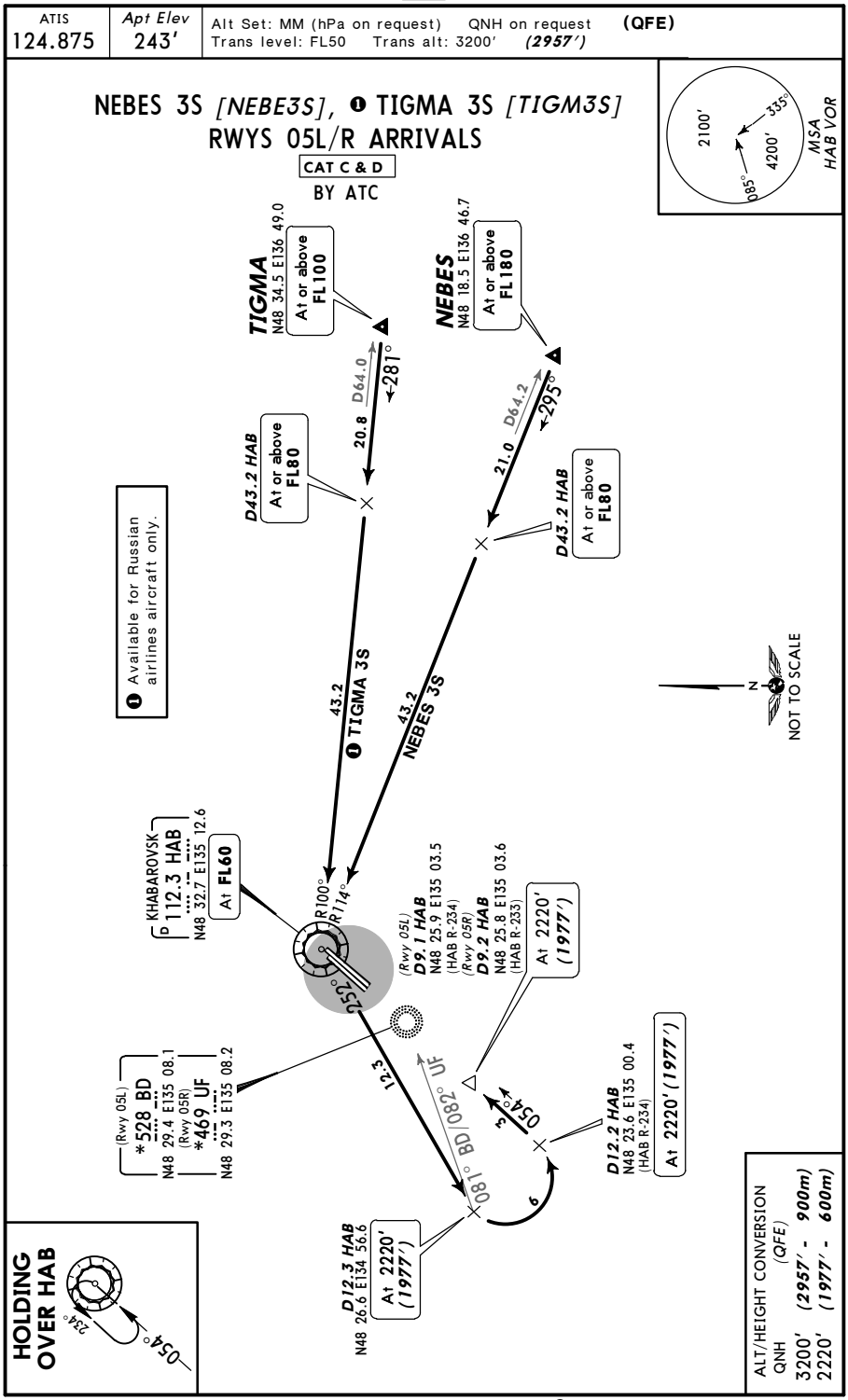
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# NEBES 3S *[NEBE3S]*, ❶ TIGMA 3S *[TIGM3S]*
## RWYS 05L/R ARRIVALS

CAT C & D
BY ATC




*CHANGES:* Bearings to LOMs at D12.3 HAB; RWY 05L FAF DME reading.

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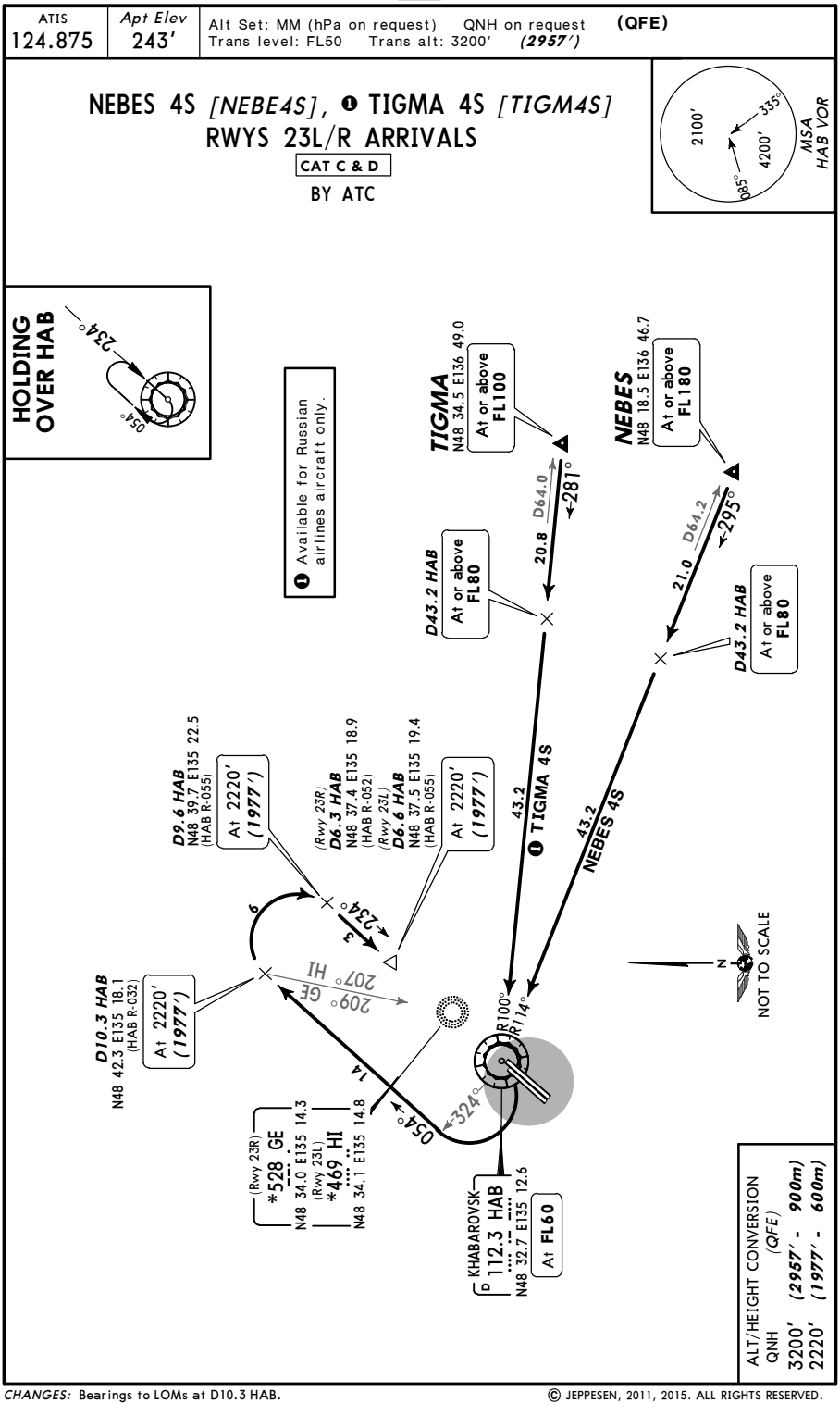
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT C & D

BY ATC




| ALT/HEIGHT CONVERSION (QFE) | |
|---|---|
| QNH | |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D10.3 HAB.

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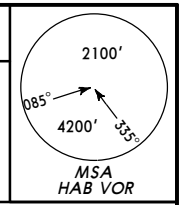
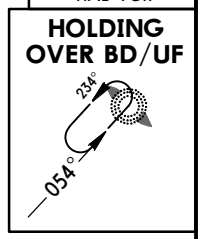
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# AGUNI 1S *[AGUN1S]*
BY ATC

# SORUS 1S *[SORU1S]*
# RWYS 05L/R ARRIVALS

CAT A & B




KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

144°
234°
073° BD
074° UF
3
054°

**D12.0 HAB**
N48 25.8 E134 58.1
(HAB R-246)
At 2220′ *(1977′)*

(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

**D11.7 HAB**
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1977′)*

*(Rwy 05L)*
**D9.1 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′ *(1977′)*

35
46
R182°
D37.8
357°
168°
D48.7
344°

**ADEPI**
N47 55.4 E135 21.8
At or above FL190

By ATC
Between FL180 & FL70

**BITKI**
N47 48.0
E135 41.5
At or above FL190

AGUNI 1S
By ATC
67
002°
35
347°
SORUS 1S

N
NOT TO SCALE

**AGUNI**
N46 49.6 E135 37.2
At or above FL300

**SORUS**
N47 16.3
E136 02.8
At or above FL200

| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D12.0 HAB; RWY 05L FAF DME reading.

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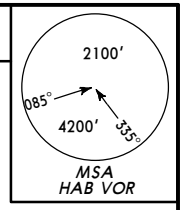
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




# AGUNI 2S *[AGUN2S]*

BY ATC

## SORUS 2S *[SORU2S]*

## RWYS 23L/R ARRIVALS

CAT A & B

***D9.6 HAB***
N48 39.7 E135 22.5
(HAB R-055)
At 2220′
*(1977′)*

***D9.8 HAB***
N48 41.3 E135 19.8
(HAB R-040)
(218° brg to GE)
(217° brg to HI)
At 2220′
*(1977′)*

*(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′
*(1977′)*

4
3
234°
8
036°

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

(Rwy 23R)
*528 GE
N48 34.0 E135 14.3
(HAB R-051/D1.7)
(Rwy 23L)
*469 HI
N48 34.1 E135 14.8
(HAB R-057/D2.0)
At **FL60**

N
NOT TO SCALE

**HOLDING OVER GE/HI**

234°
054°

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | ***(2957′ - 900m)*** |
| 2220′ | ***(1977′ - 600m)*** |

39
50

R182°
D37.8
168°
D48.7

***BITKI***
N47 48.0
E135 41.5
At or above
**FL190**

***ADEPI***
N47 55.4 E135 21.8
At or above
**FL190**
By ATC
Between
**FL180 & FL70**

005°
351°

67
AGUNI 2S
By ATC
002°

35
SORUS 2S
347°

***SORUS***
N47 16.3 E136 02.8
At or above
**FL200**

***AGUNI***
N46 49.6 E135 37.2
At or above
**FL300**

*CHANGES:* Bearings to LOMs at D9.8 HAB.

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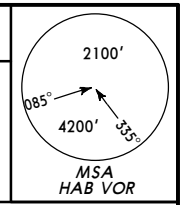
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

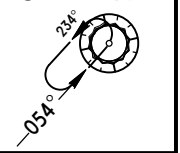
# AGUNI 3S *[AGUN3S]*
BY ATC

# SORUS 3S *[SORU3S]*
# RWYS 05L/R ARRIVALS

CAT C & D

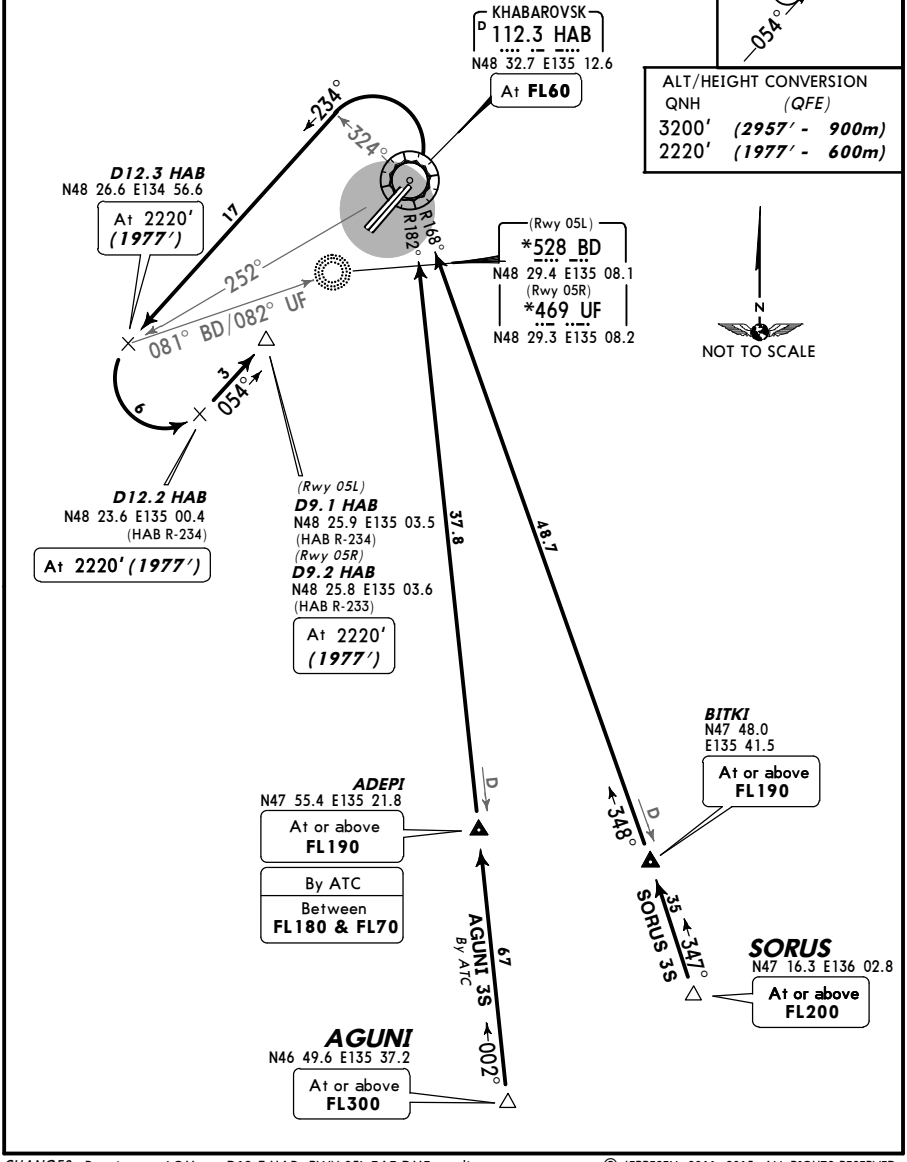



## HOLDING OVER HAB




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |




*CHANGES:* Bearings to LOMs at D12.3 HAB; RWY 05L FAF DME reading.

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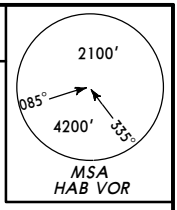
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




# AGUNI 4S *[AGUN4S]*
BY ATC

# SORUS 4S *[SORU4S]*
# RWYS 23L/R ARRIVALS
CAT C & D

***D9.6 HAB***
N48 39.7 E135 22.5
(HAB R-055)
At 2220′
*(1977′)*

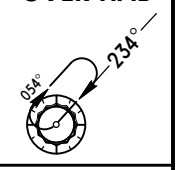
***D9.4 HAB***
N48 41.5 E135 17.3
At 2220′
*(1977′)*

*(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′
*(1977′)*

9.4
3
234°
031°
R182°
R168°

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At **FL60**

## HOLDING OVER HAB




| ALT/HEIGHT CONVERSION | | |
|---|---|---|
| QNH | *(QFE)* | |
| 3200′ | *(2957′ -* | *900m)* |
| 2220′ | *(1977′ -* | *600m)* |

N
NOT TO SCALE

37.8
48.7

***BITKI***
N47 48.0
E135 41.5
At or above
**FL190**

***ADEPI***
N47 55.4 E135 21.8
At or above
**FL190**

By ATC
Between
**FL180 & FL70**

D
D
348°
35
347°
SORUS 4S
67
AGUNI 4S
BY ATC
002°

***SORUS***
N47 16.3 E136 02.8
At or above
**FL200**

***AGUNI***
N46 49.6 E135 37.2
At or above
**FL300**

*CHANGES:* None.

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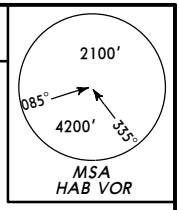
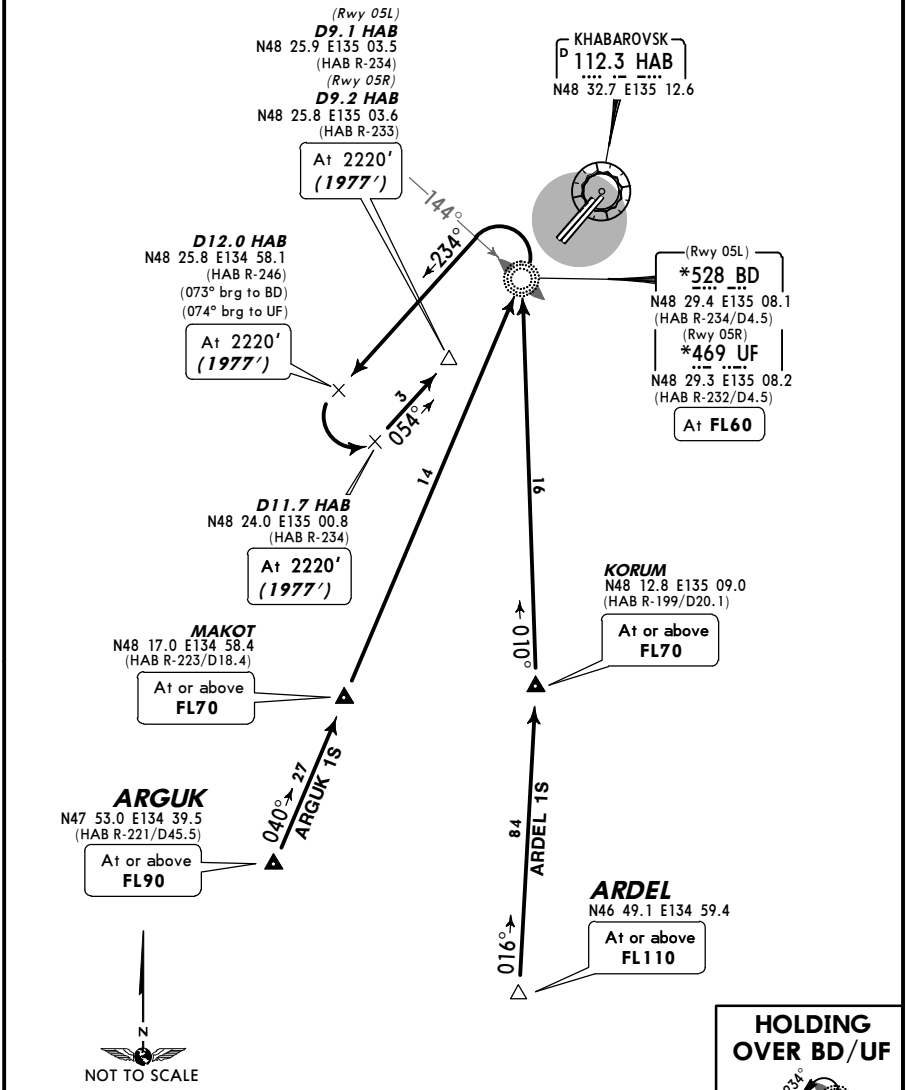
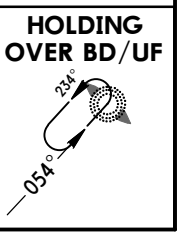
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




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

CAT A & B




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D12.0 HAB; RWY 05L FAF DME reading.

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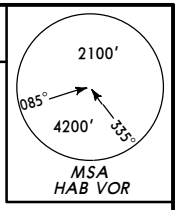
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT A & B




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

**HOLDING OVER GE/HI**

234°
054°

***D9.8 HAB***
N48 41.3 E135 19.8
(HAB R-040)
(218° brg to GE)
(217° brg to HI)
At 2220′ *(1977′)*

***D9.6 HAB***
N48 39.7
E135 22.5
(HAB R-055)
At 2220′ *(1977′)*

*(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′ *(1977′)*

4
3
234°
036°
8

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

(Rwy 23R)
*528 GE
N48 34.0 E135 14.3
(HAB R-051/D1.7)
(Rwy 23L)
*469 HI
N48 34.1 E135 14.8
(HAB R-057/D2.0)
At **FL60**

20
22

***KORUM***
N48 12.8 E135 09.0
(HAB R-199/D20.1)
At or above **FL70**

022°

***MAKOT***
N48 17.0 E134 58.4
(HAB R-223/D18.4)
At or above **FL70**

042°

040°
27
ARGUK 2S

84
ARDEL 2S

016°

***ARDEL***
N46 49.1 E134 59.4
At or above **FL110**

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

N
NOT TO SCALE

*CHANGES:* Bearings to LOMs at D9.8 HAB.

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| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT C & D

MSA
HAB VOR
2100′
085°
4200′
335°

**HOLDING OVER HAB**
234°
054°

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

N
NOT TO SCALE

*(Rwy 05L)*
***D9.1 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′
*(1977′)*

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At **FL60**

234°
324°
17
R223°
R199°

***D12.3 HAB***
N48 26.6 E134 56.6
(HAB R-252)
At 2220′
*(1977′)*

081° BD
082° UF

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

3
054°
6
18.4
20.1

***D12.2 HAB***
N48 23.6 E135 00.4
(HAB R-234)
At 2220′
*(1977′)*

***KORUM***
N48 12.8 E135 09.0
At or above
**FL70**

D
019°

***MAKOT***
N48 17.0 E134 58.4
At or above
**FL70**

D
043°

040°
27
ARGUK 3S

84
ARDEL 3S

***ARDEL***
N46 49.1 E134 59.4
At or above
**FL110**

016°

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

*CHANGES:* Bearings to LOMs at D12.3 HAB; RWY 05L FAF DME reading.

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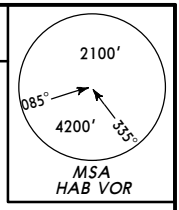
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




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

CAT C & D

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

N
NOT TO SCALE

***D9.4 HAB***
N48 41.5 E135 17.3
At 2220′
*(1977′)*

***D9.6 HAB***
N48 39.7 E135 22.5
(HAB R-055)
At 2220′
*(1977′)*

*(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′
*(1977′)*

9.4
3
234°
031°

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At **FL60**

R223°
R199°

18.4
20.1

***KORUM***
N48 12.8 E135 09.0
At or above
**FL70**

***MAKOT***
N48 17.0 E134 58.4
At or above
**FL70**

D
043°
D
019°

040°
27
ARGUK 4S

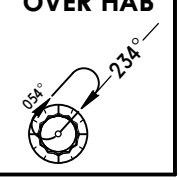
8.4
ARDEL 4S

016°

***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**




*CHANGES:* None.

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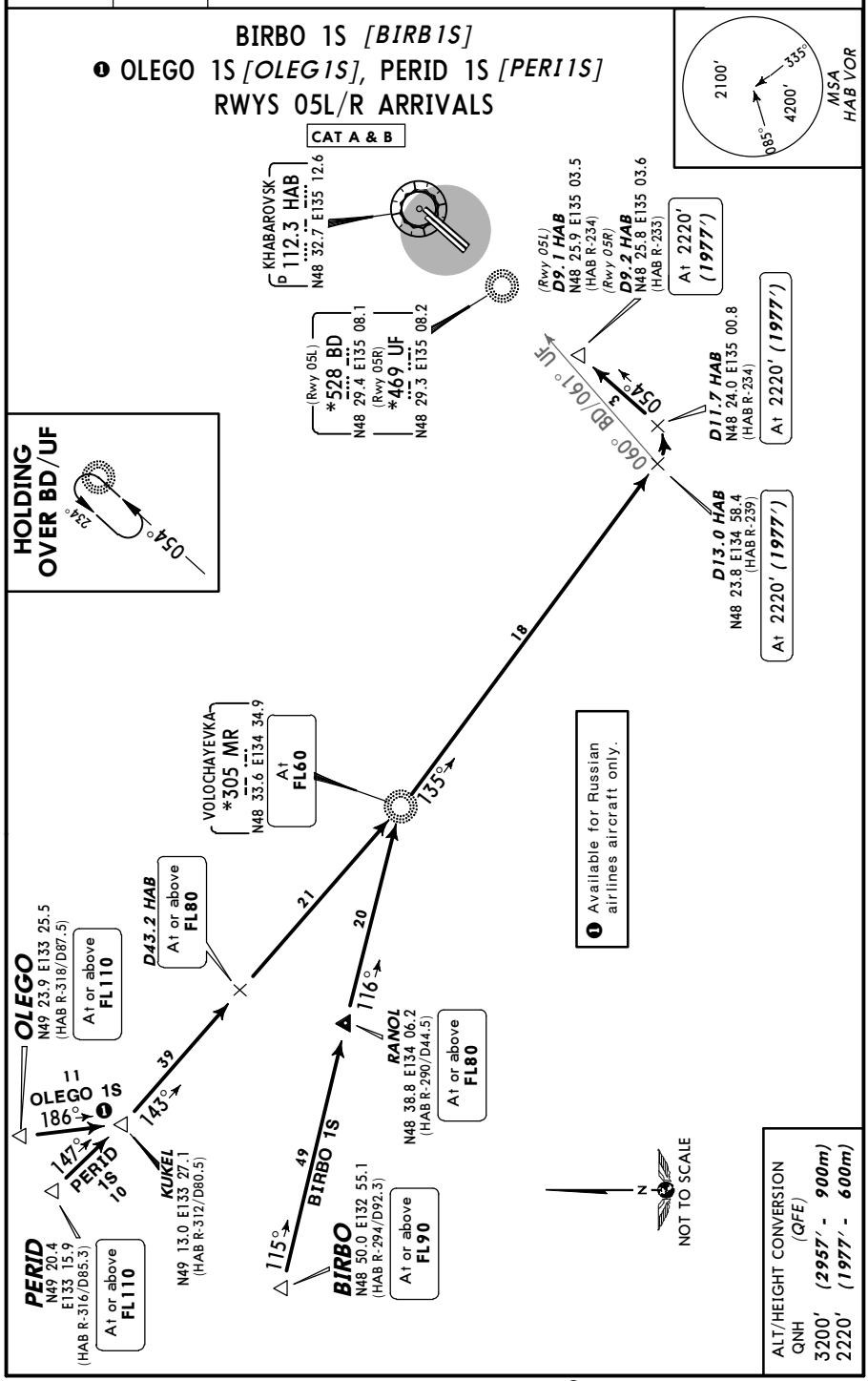
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# BIRBO 1S *[BIRB1S]*
# ❶ OLEGO 1S *[OLEG1S]*, PERID 1S *[PERI1S]*
# RWYS 05L/R ARRIVALS




*CHANGES:* Brgs to LOMs at D13.0 HAB; RWY 05L FAF DME reading; crossing at MR.

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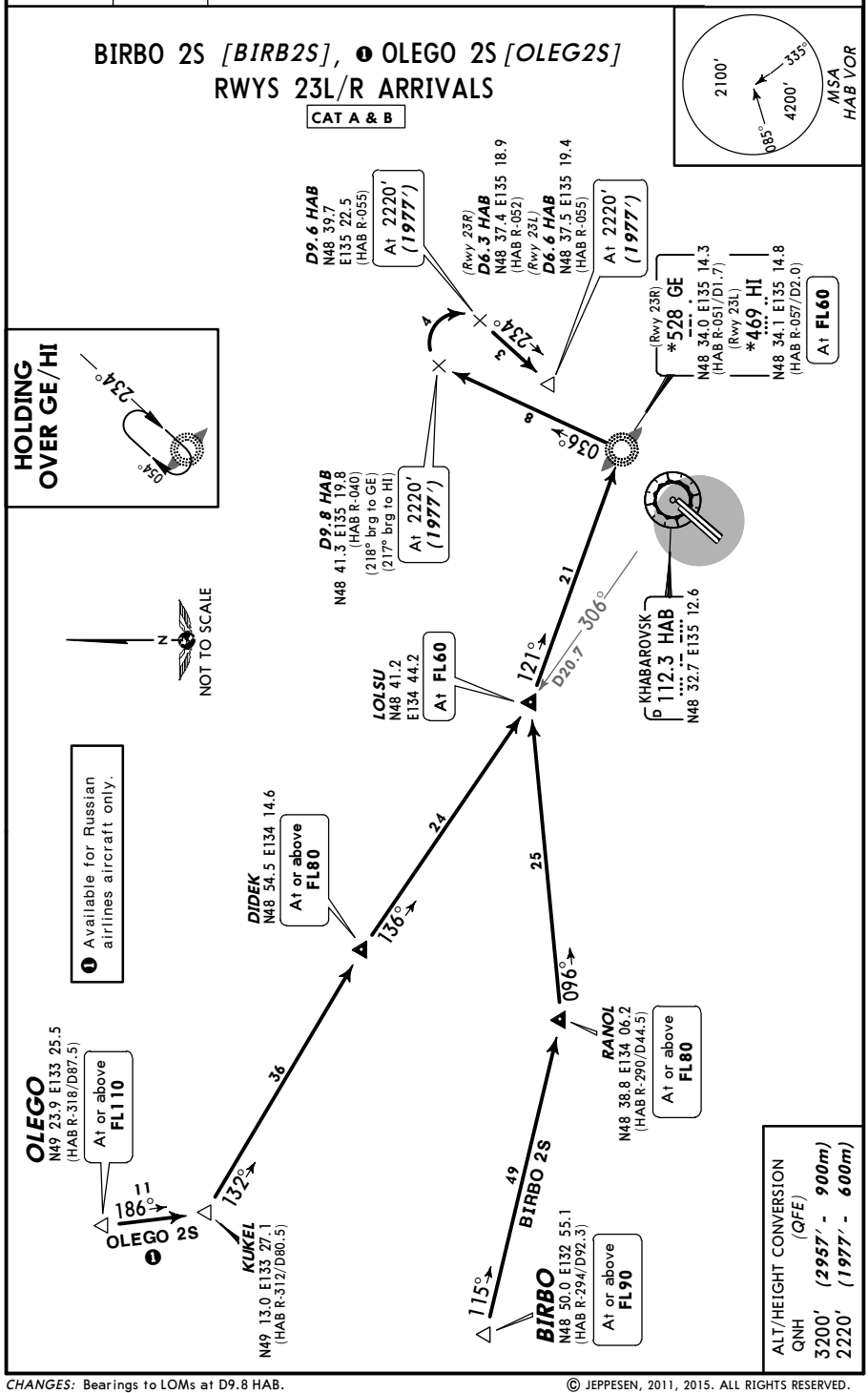
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# BIRBO 2S *[BIRB2S]*, ❶ OLEGO 2S *[OLEG2S]*
## RWYS 23L/R ARRIVALS

CAT A & B




*CHANGES:* Bearings to LOMs at D9.8 HAB.

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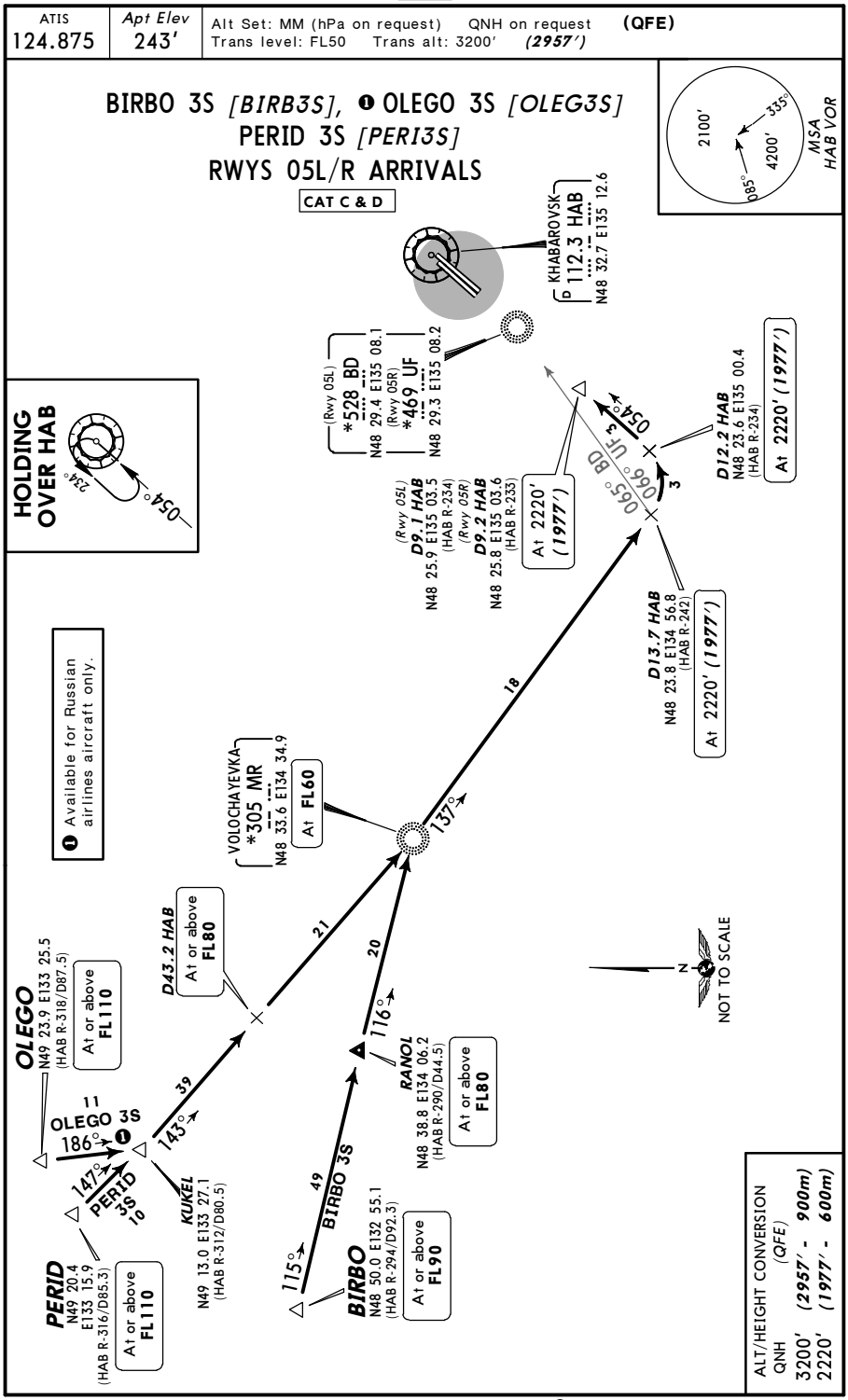
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT C & D




*CHANGES:* Bearings to LOMs at D13.7 HAB; RWY 05L FAF DME reading.

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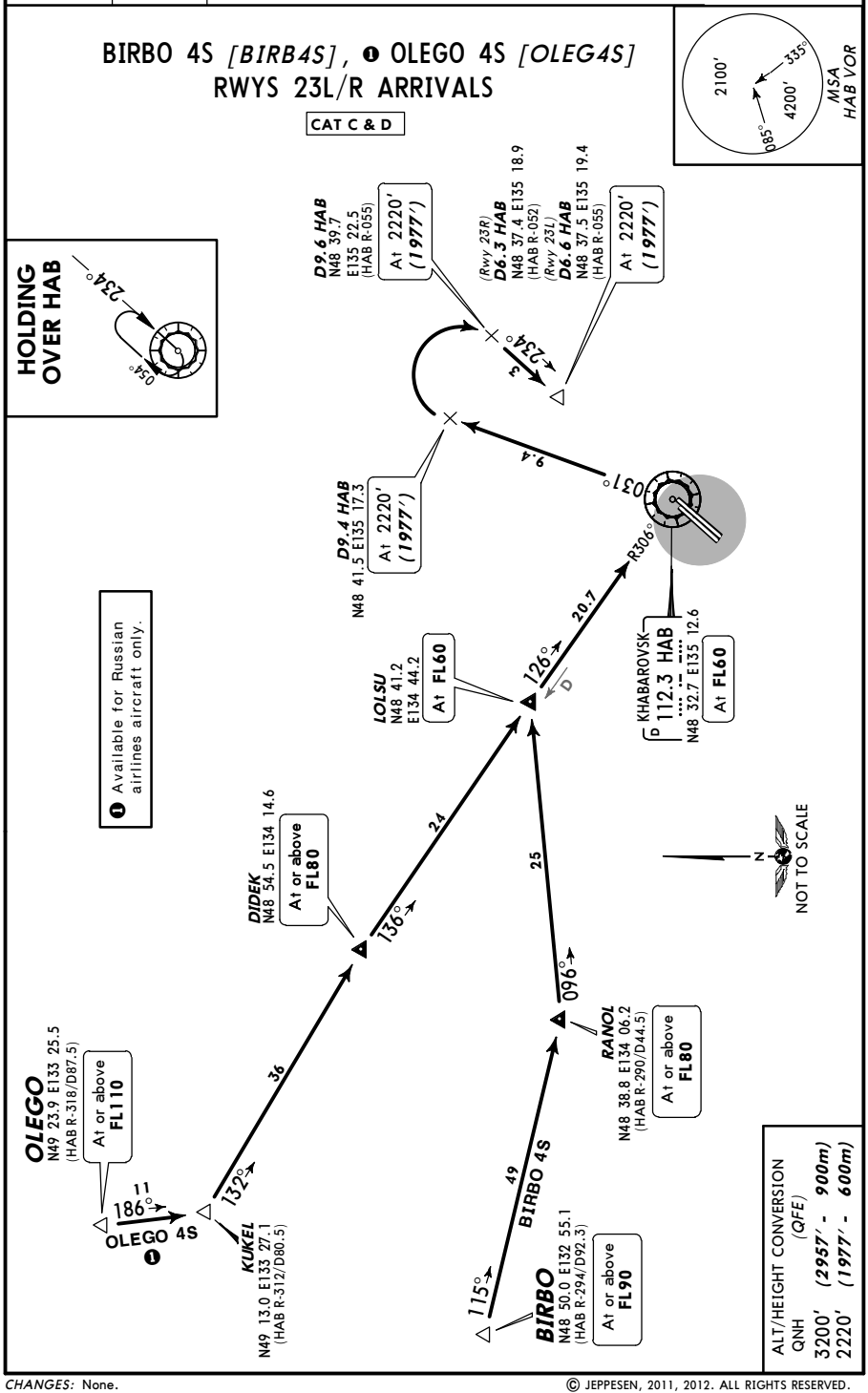
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

# BIRBO 4S *[BIRB4S]*, ❶ OLEGO 4S *[OLEG4S]*
## RWYS 23L/R ARRIVALS

CAT C & D




*CHANGES:* None.

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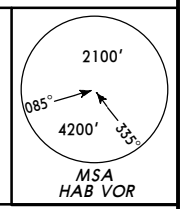
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT A & B




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 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**

158° NIKRA 1S 28
167° URIMA 1S 27
178° MOSOL 1S 26

N
NOT TO SCALE

***IVADA***
N49 05.0 E134 28.1
At or above **FL100**

D43.7 330°
168° 25

(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

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

138° 20

253° 8

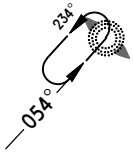
***D12.0 HAB***
N48 25.8 E134 58.1
(HAB R-246)
(073° brg to BD)
(074° brg to UF)
At 2220′ *(1977′)*

3 054°

*(Rwy 05L)*
***D9.1 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′ *(1977′)*

***D11.7 HAB***
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1977′)*

## HOLDING OVER BD/UF




*CHANGES:* Brgs to LOMs at D12.0 HAB; 05L FAF DME reading; crossing at LOLSU.

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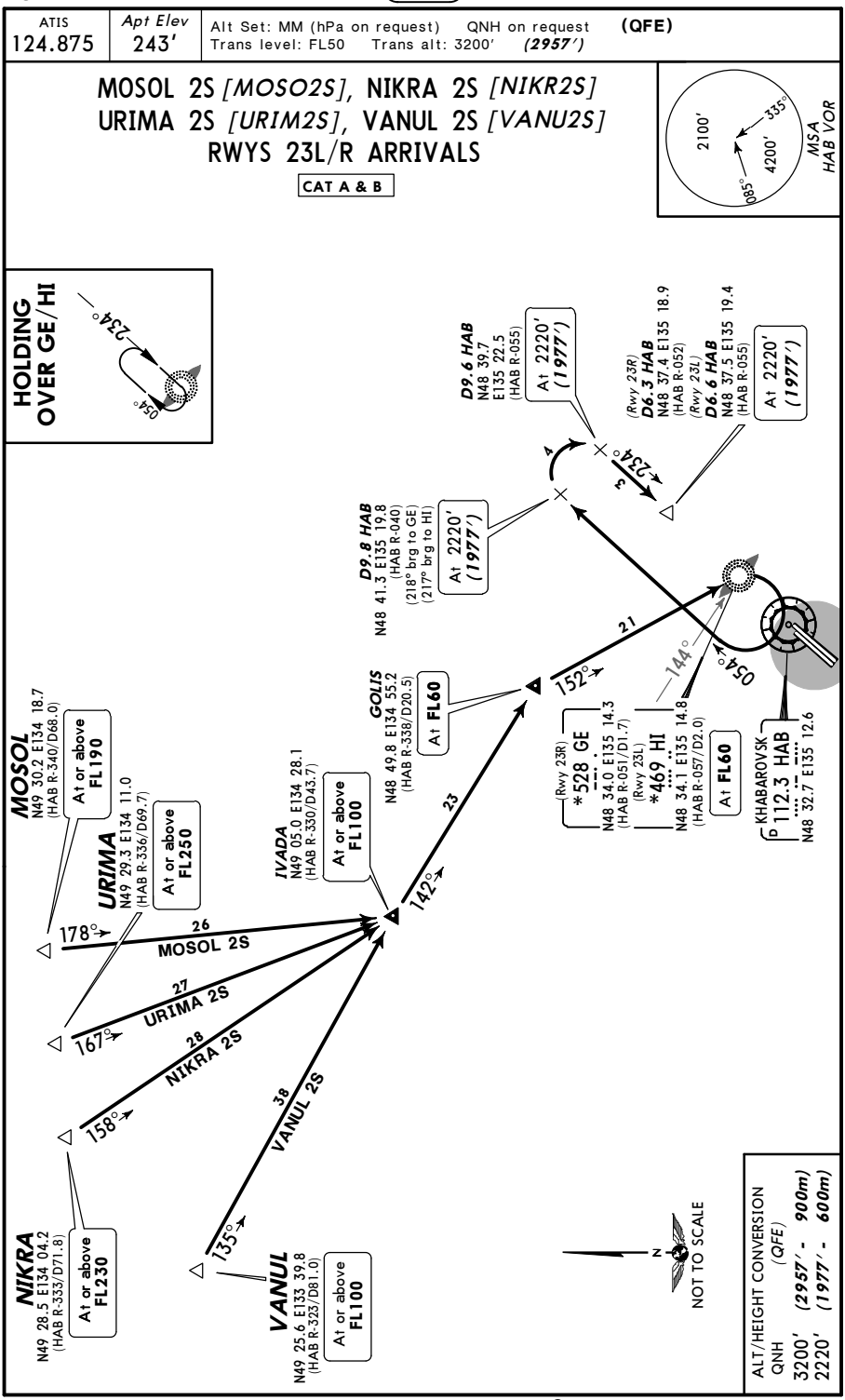
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT A & B




*CHANGES:* Bearings to LOMs at D9.8 HAB.

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| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

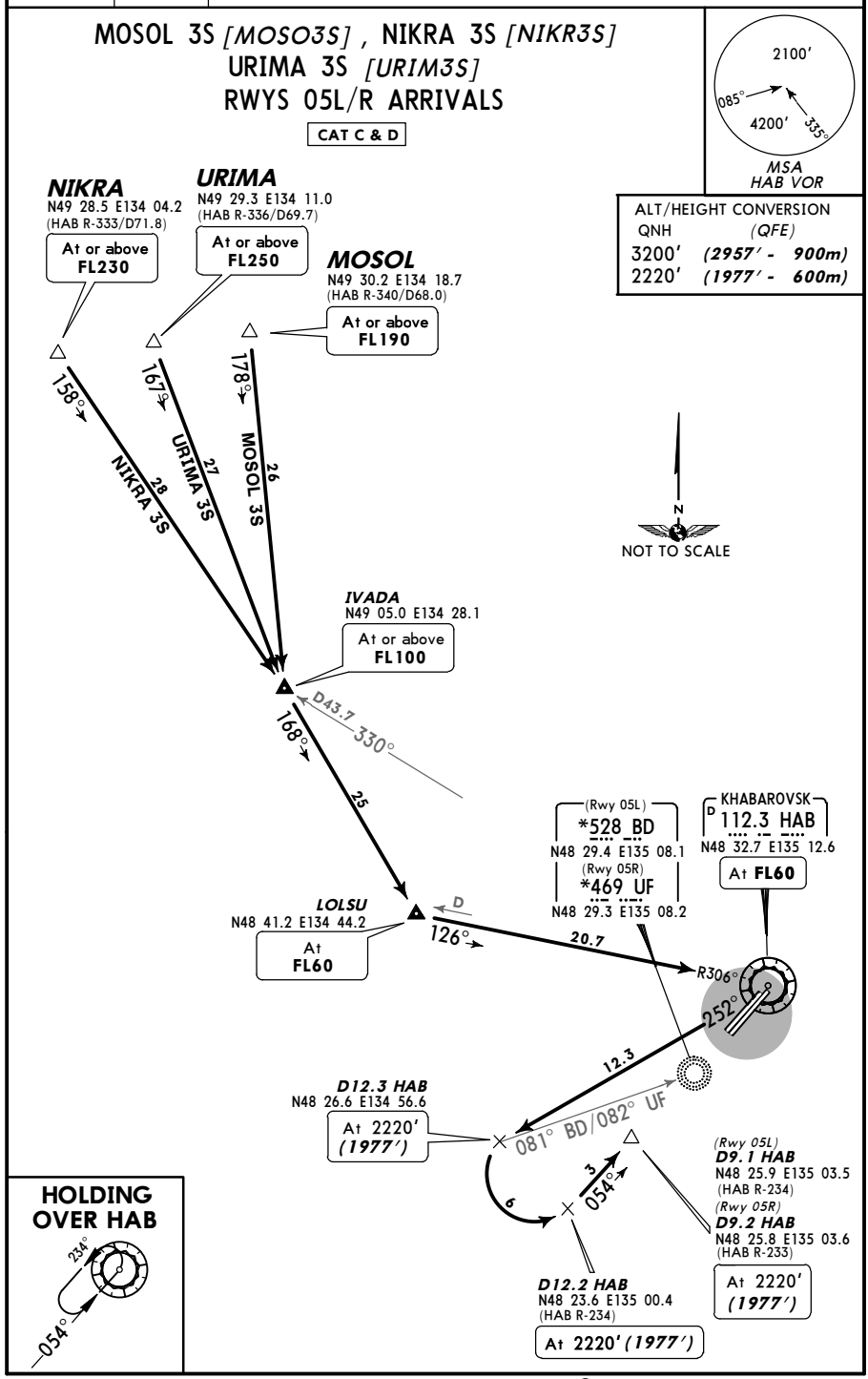
# MOSOL 3S *[MOSO3S]*, NIKRA 3S *[NIKR3S]*
# URIMA 3S *[URIM3S]*
# RWYS 05L/R ARRIVALS

CAT C & D




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |




*CHANGES:* Brgs to LOMs at D12.3 HAB; 05L FAF DME reading; crossing at LOLSU.

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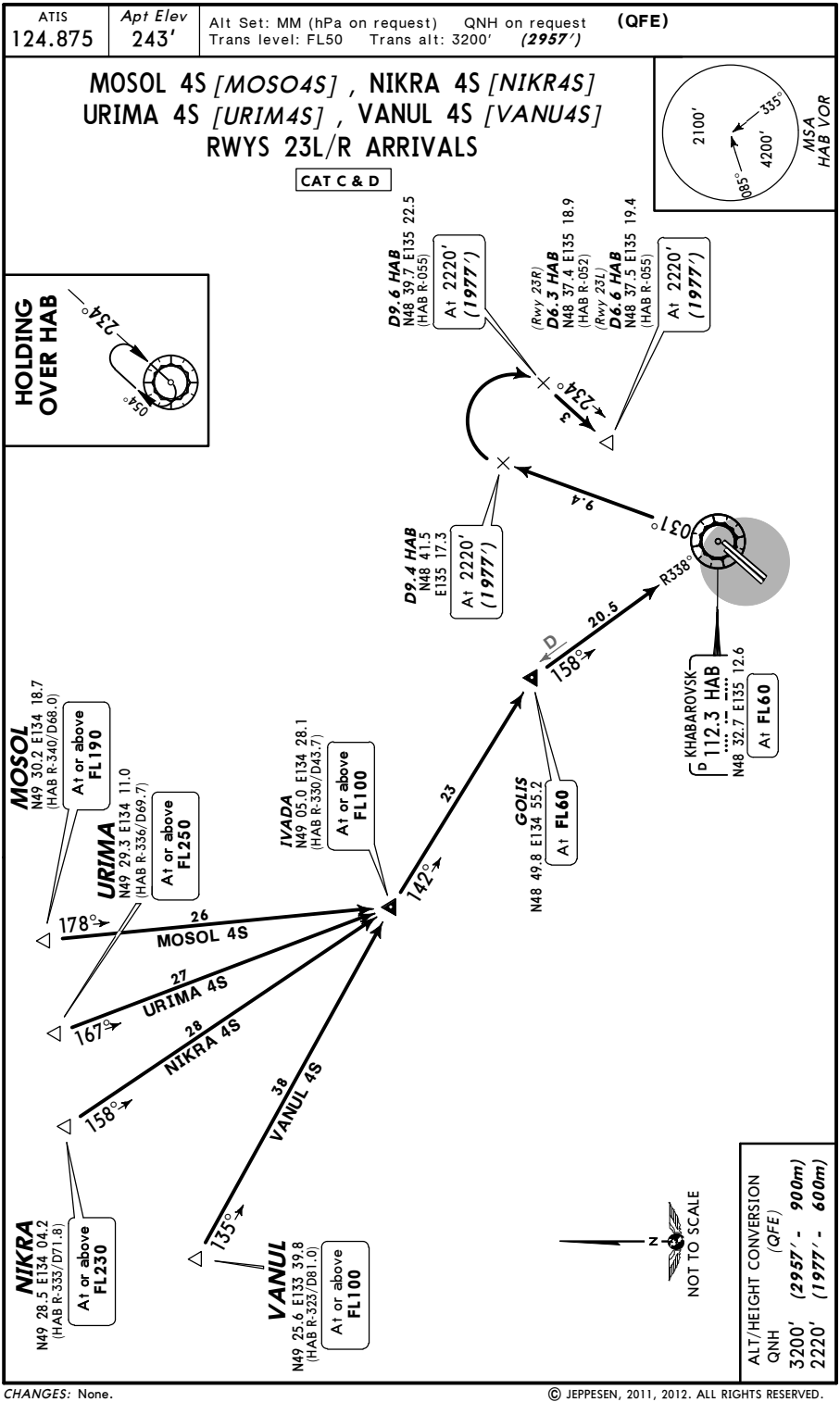
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

CAT C & D




*CHANGES:* None.

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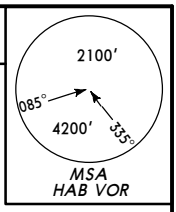
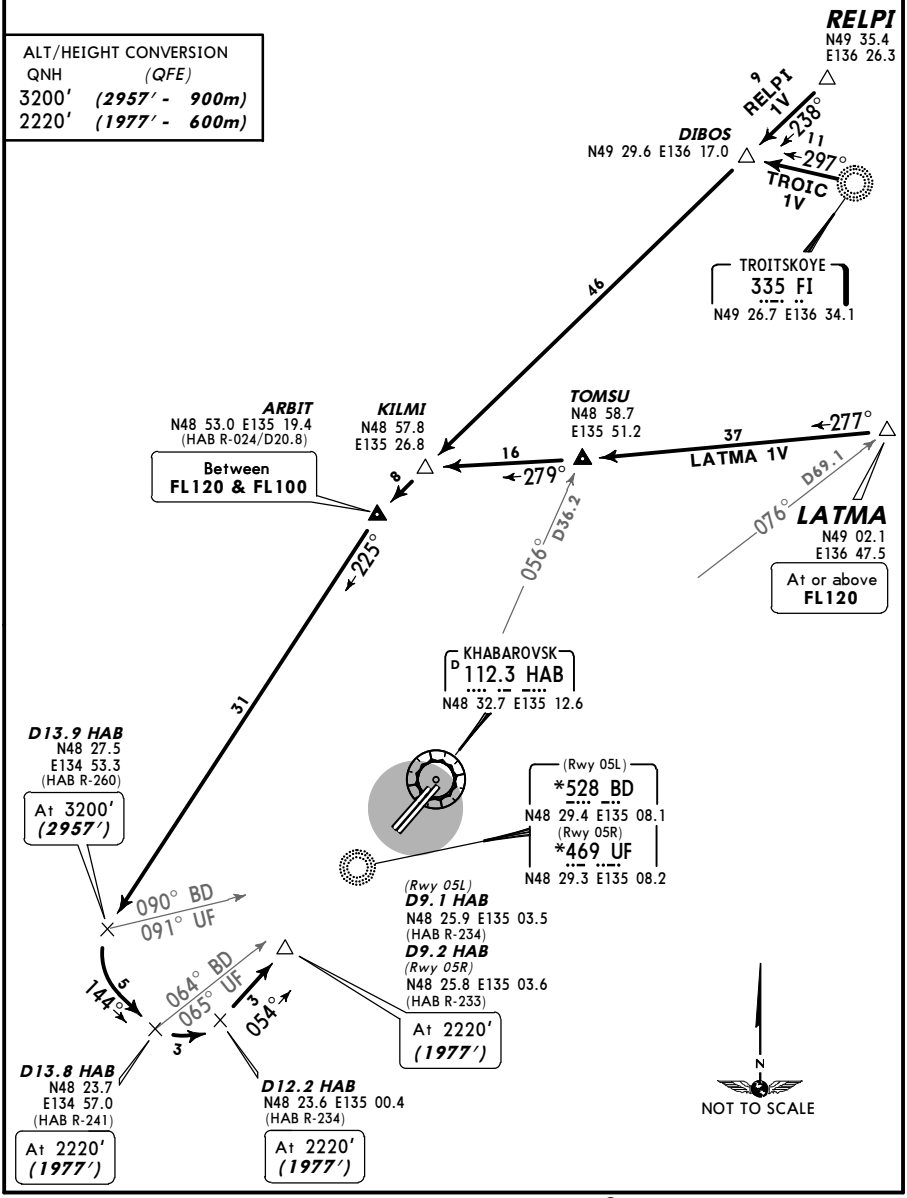
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




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

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |




*CHANGES:* Bearings to LOMs at D13.9 & D13.8 HAB; RWY 05L FAF DME reading.

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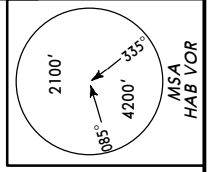
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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




**TIGMA**
N48 34.5 E136 49.0
At or above **FL100**

100° D64.0
21
270°
**D43.2 HAB**
At or above **FL80**

**NEBES**
N48 18.5 E136 46.7
At or above **FL180**

114° D64.2
283°
22
**D43.2 HAB**
At or above **FL80**

48 TIGMA 1V

45 NEBES 1V

KHABAROVSK
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

**D14.0 HAB**
N48 19.3 E135 06.7
(HAB R-208)
At 3200′ *(2957′)*

**D14.7 HAB**
N48 18.7 E135 05.9
(HAB R-209)
At 3200′ *(2957′)*

017°
019°
5
324°
3
043°
044° UF
BD
054°

*(Rwy 05L)* **D9.1 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′ *(1977′)*

**D12.2 HAB**
N48 23.6 E135 00.4
(HAB R-234)
At 2220′ *(1977′)*

**D13.7 HAB**
N48 21.3 E135 00.5
(HAB R-226)
At 2220′ *(1977′)*

N
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH *(QFE)*
3200′ *(2957′ - 900m)*
2220′ *(1977′ - 600m)*

*CHANGES:* Brgs to LOMs at D13.7, D14.0 & D14.7 HAB; RWY 05L FAF DME reading.

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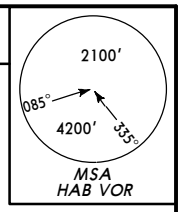
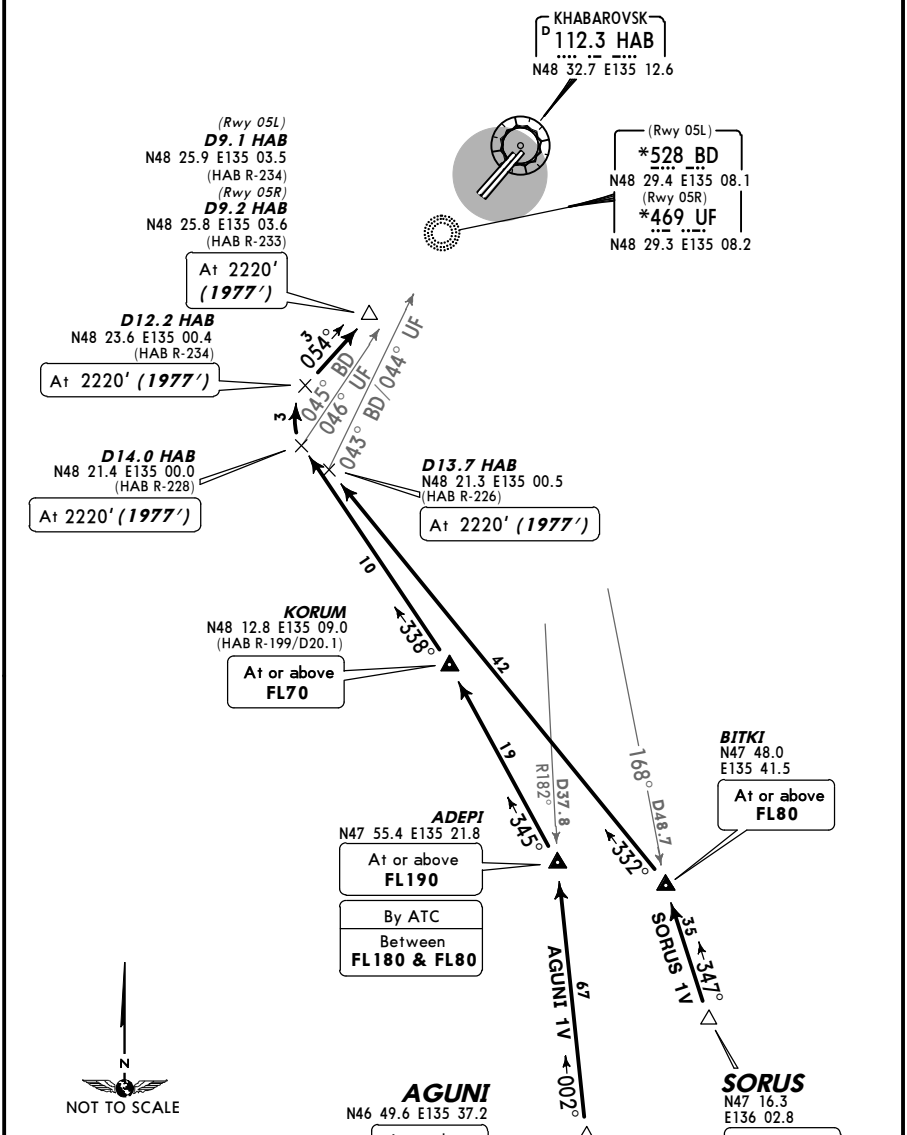
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




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




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D14.0 HAB; RWY 05L FAF DME reading.

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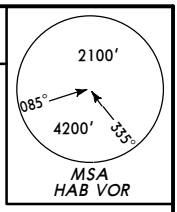
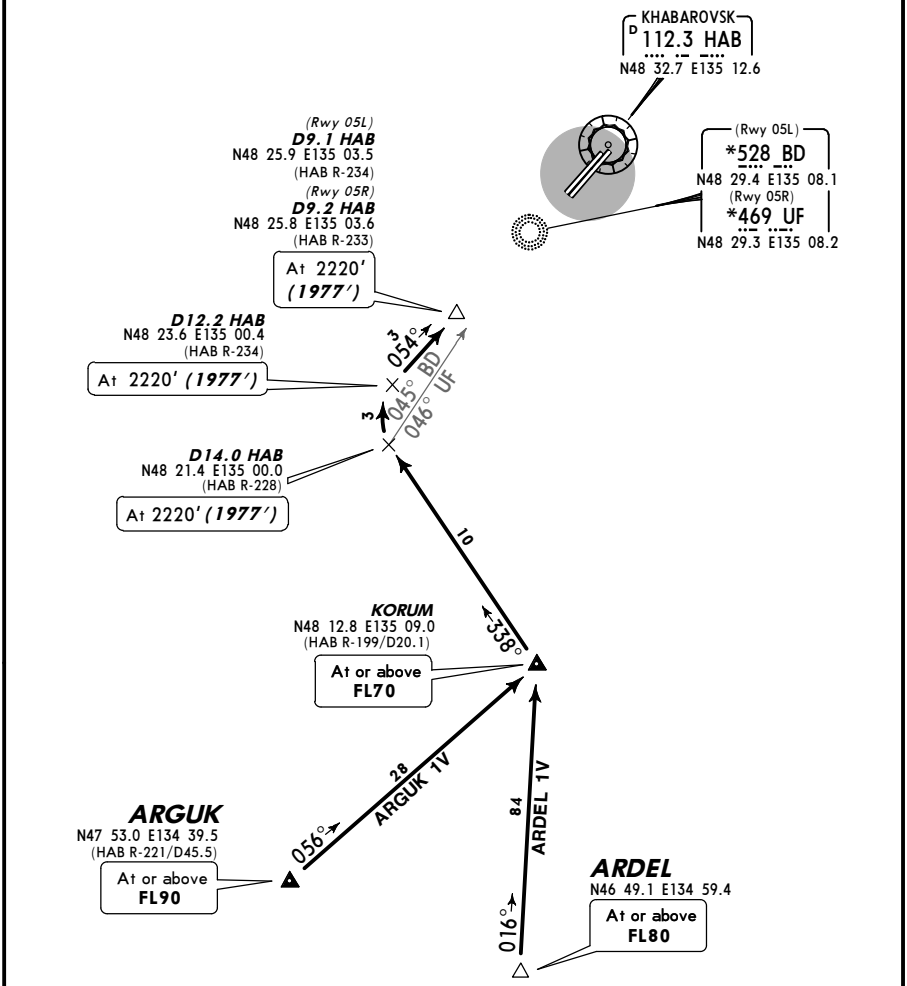
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




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




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D14.0 HAB; RWY 05L FAF DME reading.

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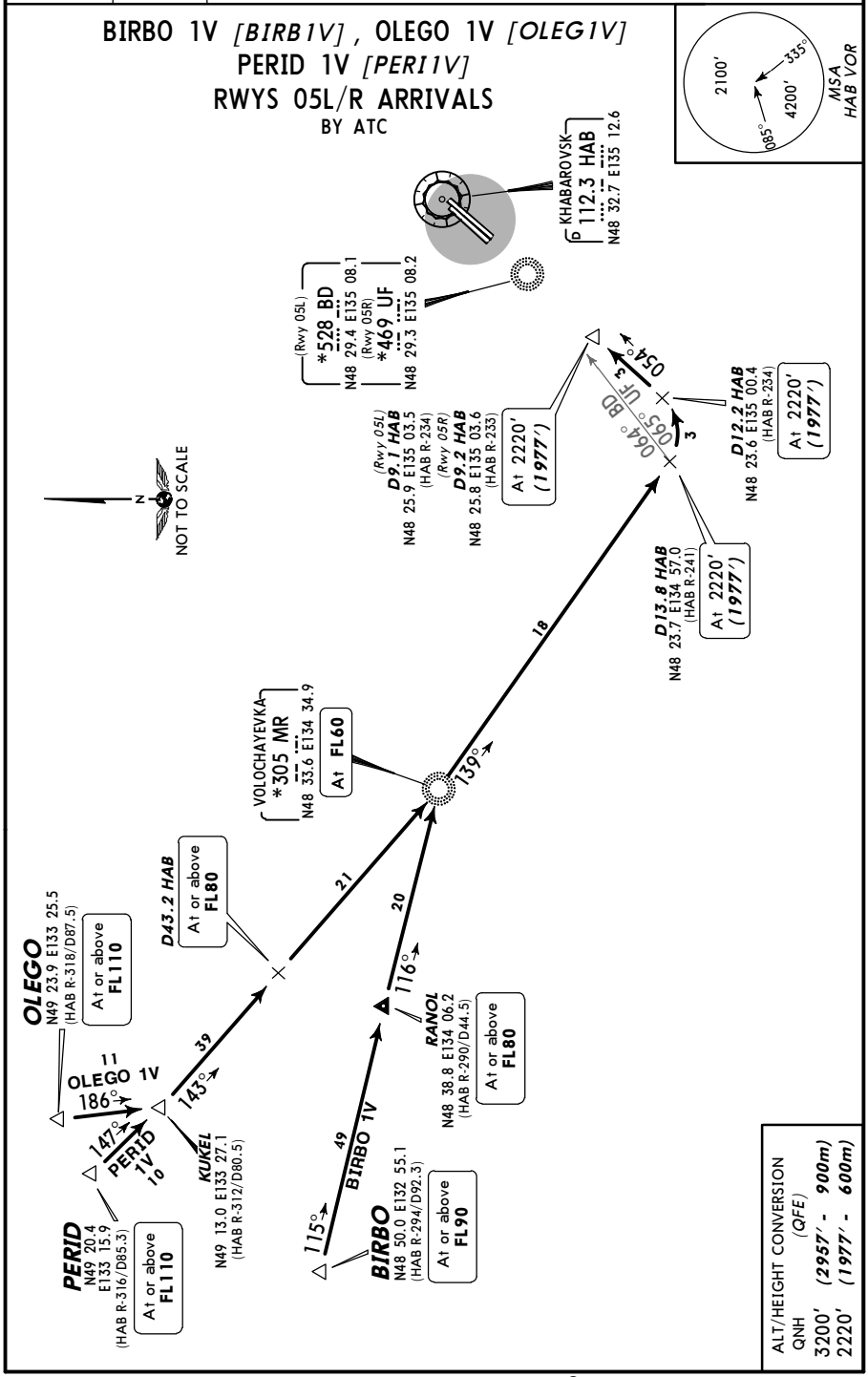
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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




*CHANGES:* RWY 05L FAF DME reading.

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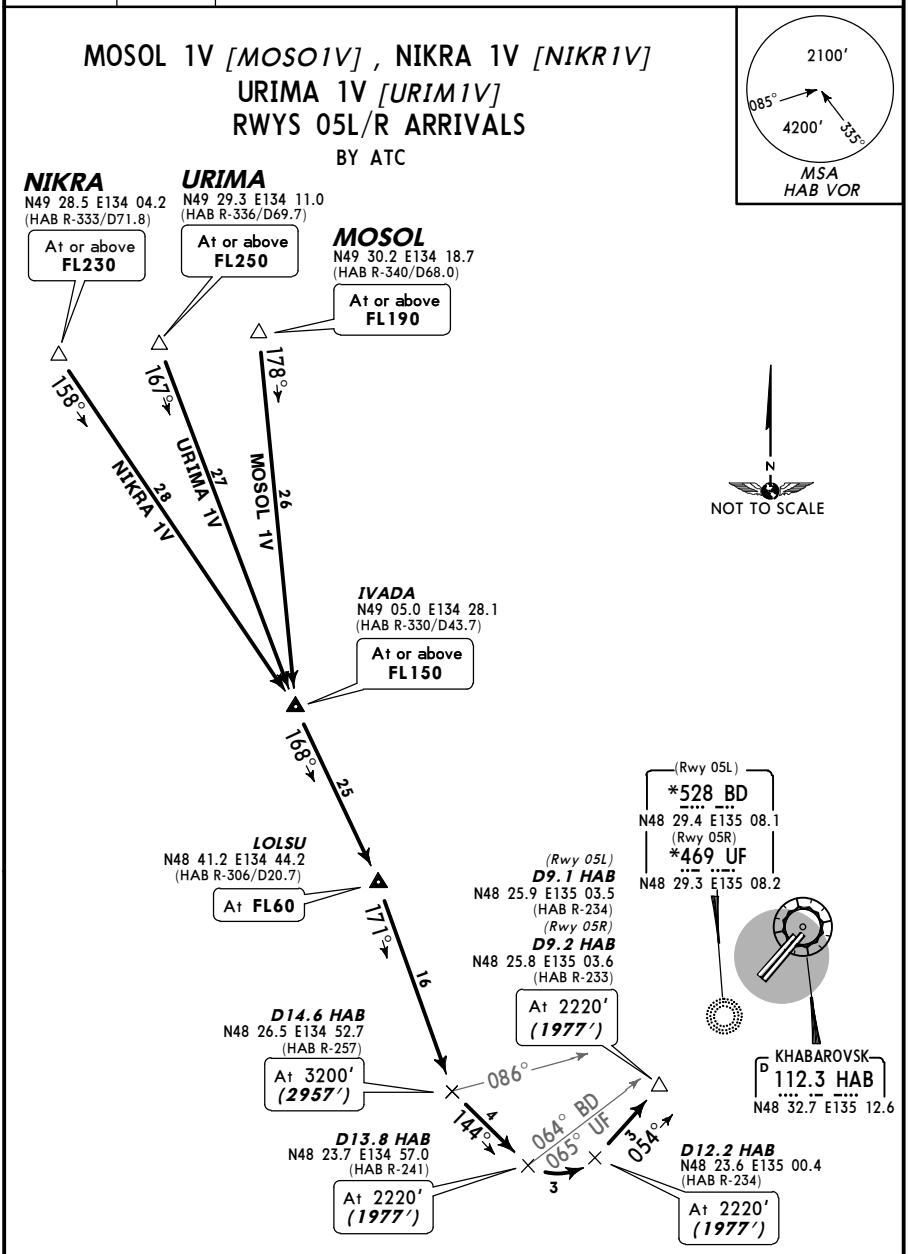
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D13.8 HAB; RWY 05L FAF DME reading.

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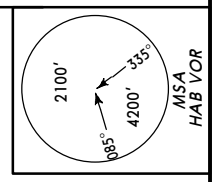
| ATIS | Apt Elev | |
|---|---|---|
| 124.87 | 244′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2956′)* |

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




**TIGMA**
N48 34.5 E136 49.0
At or above FL100

**NEBES**
N48 18.5 E136 46.7
At or above FL180

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

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

21 288°
100° D64.0
21 304°
114° D64.2
35 TIGMA 2V
36 NEBES 2V

**D11.6 HAB**
N48 40.1 E135 25.9
(HAB R-062)
At 2220′ *(1976′)*

**D11.3 HAB**
N48 40.3
E135 25.1
(HAB R-059)
(240° brg to GE/HI)
At 2220′ *(1976′)*

3 243°
3 234°

**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′)*

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

KHABAROVSK
112.3 HAB
N48 32.7 E135 12.6

N
NOT TO SCALE

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

*CHANGES:* None.

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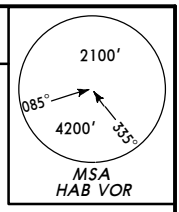
| ATIS | Apt Elev | |
|---|---|---|
| 124.87 | 244′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2956′)* |




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

**D11.8 HAB**
N48 39.9
E135 26.5
(HAB R-064)
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′)*

**D11.9 HAB**
N48 36.9
E135 29.3
(HAB R-081)
At 3200′
*(2956′)*

**D12.6 HAB**
N48 36.9
E135 30.5
(HAB R-082)
At 3200′
*(2956′)*

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

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

3 234° 246° 3 324° 266° 267°

42 49

**BITKI**
N47 48.0 E135 41.5
At
FL190
By ATC
Between
FL180 & FL150

R182° D37.8 018° 168° D48.7 003°

**ADEPI**
N47 55.4 E135 21.8
At or above
FL70

67 AGUNI 2V By ATC 002°

35 SORUS 2V 347°

**AGUNI**
N46 49.6 E135 37.2
At or above
FL300

**SORUS**
N47 16.3
E136 02.8
At or above
FL200

N
NOT TO SCALE

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

*CHANGES:* Crossing at BITKI.

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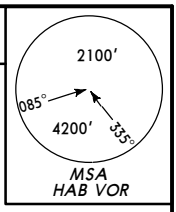
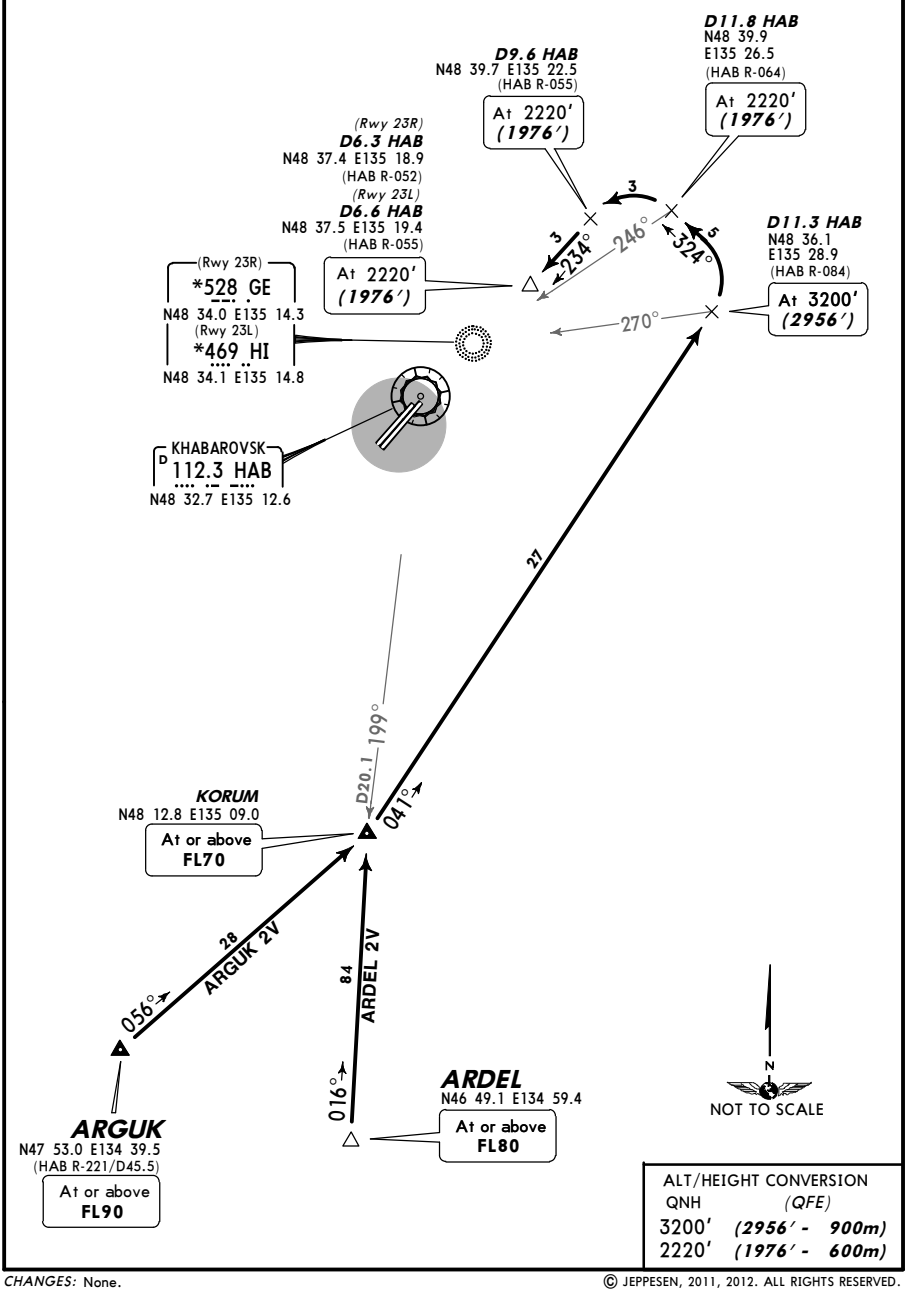
| ATIS | Apt Elev | |
|---|---|---|
| 124.87 | 244′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2956′)* |




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




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | *(2956′ - 900m)* |
| 2220′ | *(1976′ - 600m)* |

*CHANGES:* None.

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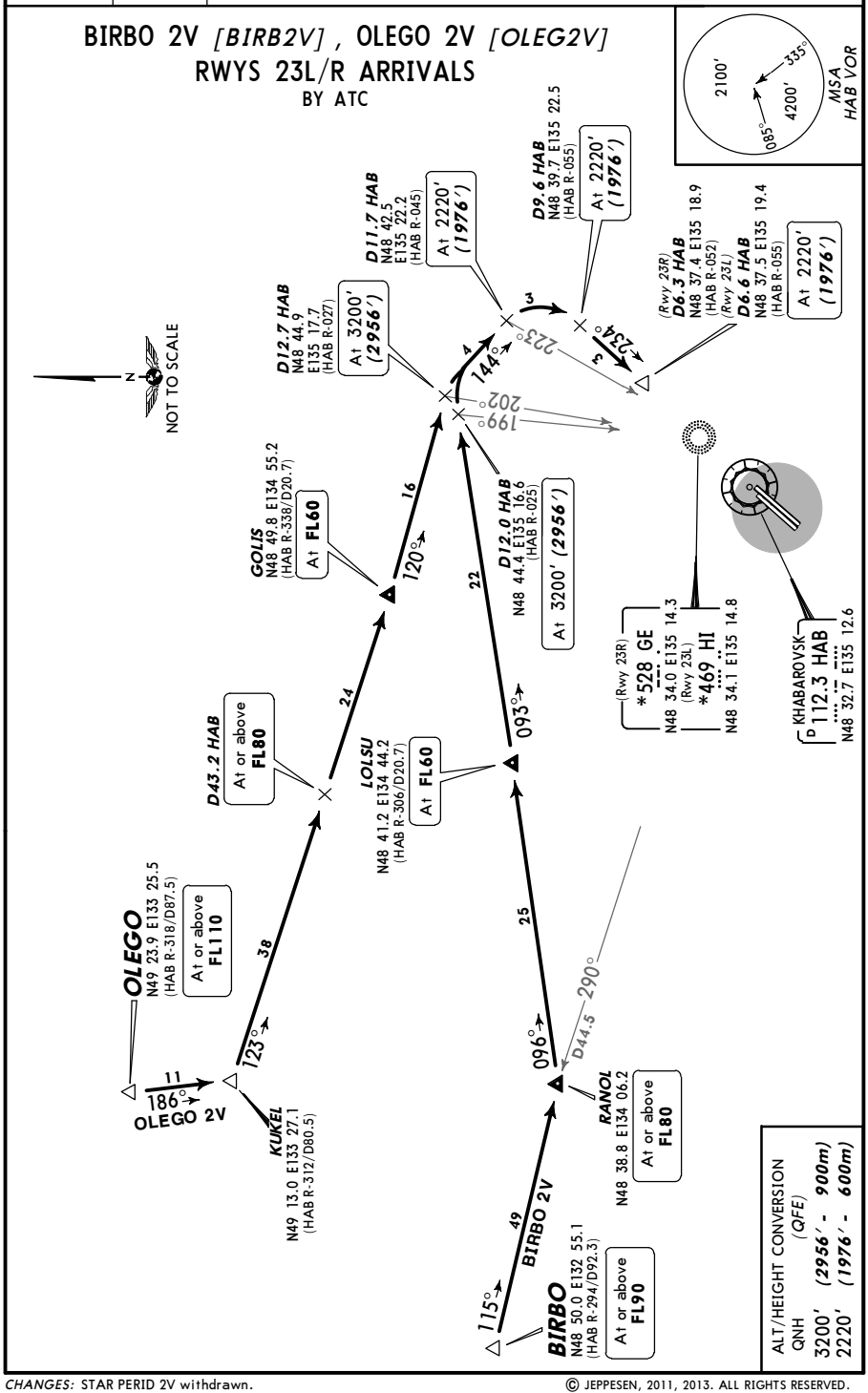
| ATIS | Apt Elev | |
|---|---|---|
| 124.87 | 244′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2956′)* |

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




*CHANGES:* STAR PERID 2V withdrawn.

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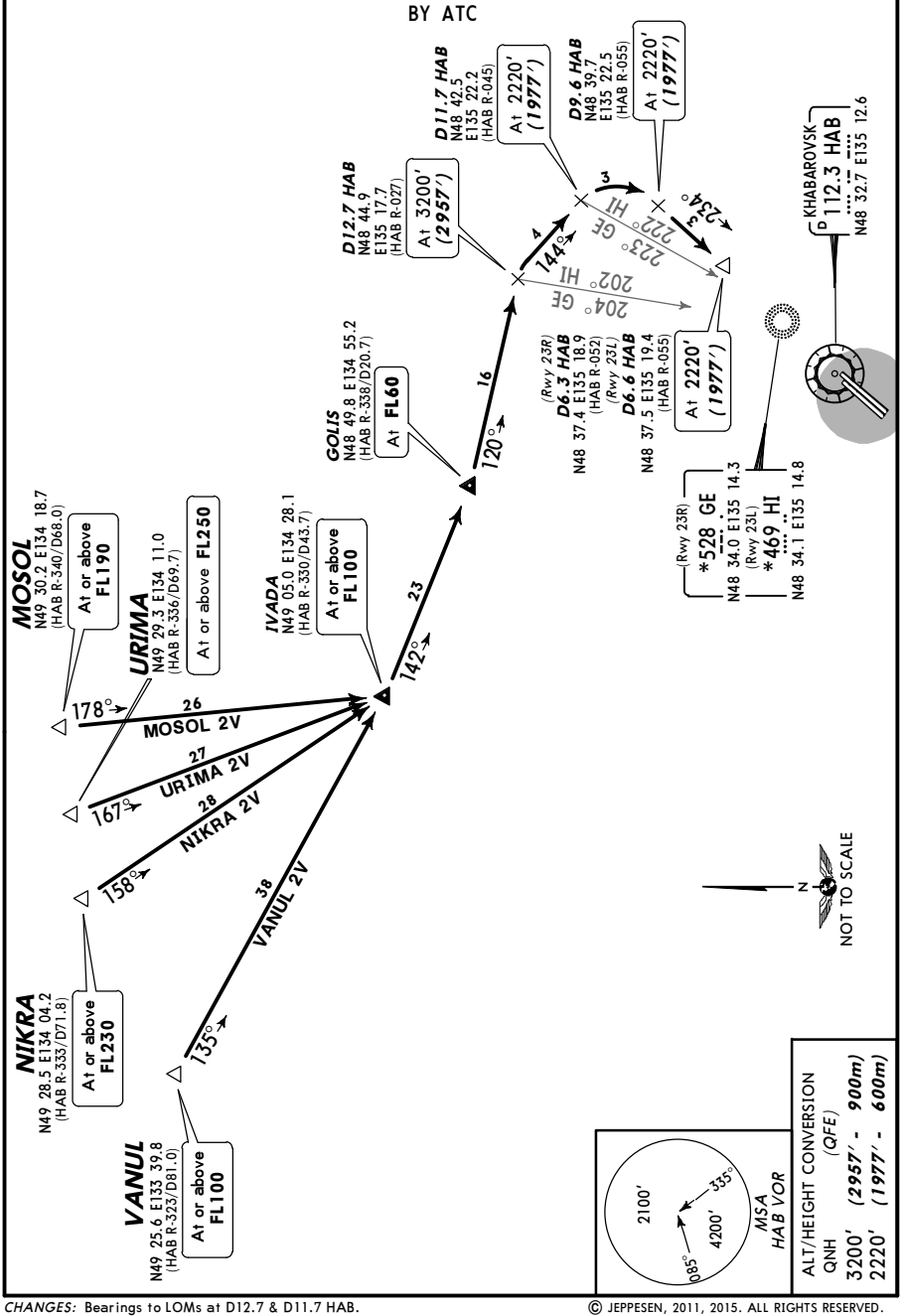
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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

BY ATC




*CHANGES:* Bearings to LOMs at D12.7 & D11.7 HAB.

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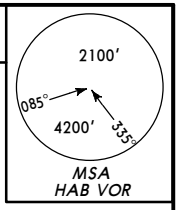
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |




# 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.

***D12.3 HAB***
N48 41.7
E135 24.9
(HAB R-054)
At **FL120**

234°
31
17
054°

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

10
234°

***D12.7 HAB***
N48 26.2
E134 56.2
(HAB R-251)
At 2220′
*(1977′)*

079° BD
080° UF
054°

(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 **FL190**

3
054°
6

***D12.2 HAB***
N48 23.6 E135 00.4
(HAB R-234)
At 2220′ *(1977′)*

*(Rwy 05L)*
***D9.1 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′
*(1977′)*

47
343°

***BITKI***
N47 48.0 E135 41.5
(HAB R-168/D48.7)
At or above
**FL190**

35
347°

***SORUS***
N47 16.3 E136 02.8
At or above
**FL200**

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Brgs to LOMs at D12.7 HAB; RWY 05L FAF DME reading; SORUS to NCRP.

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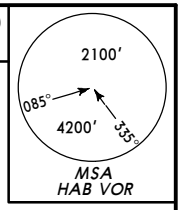
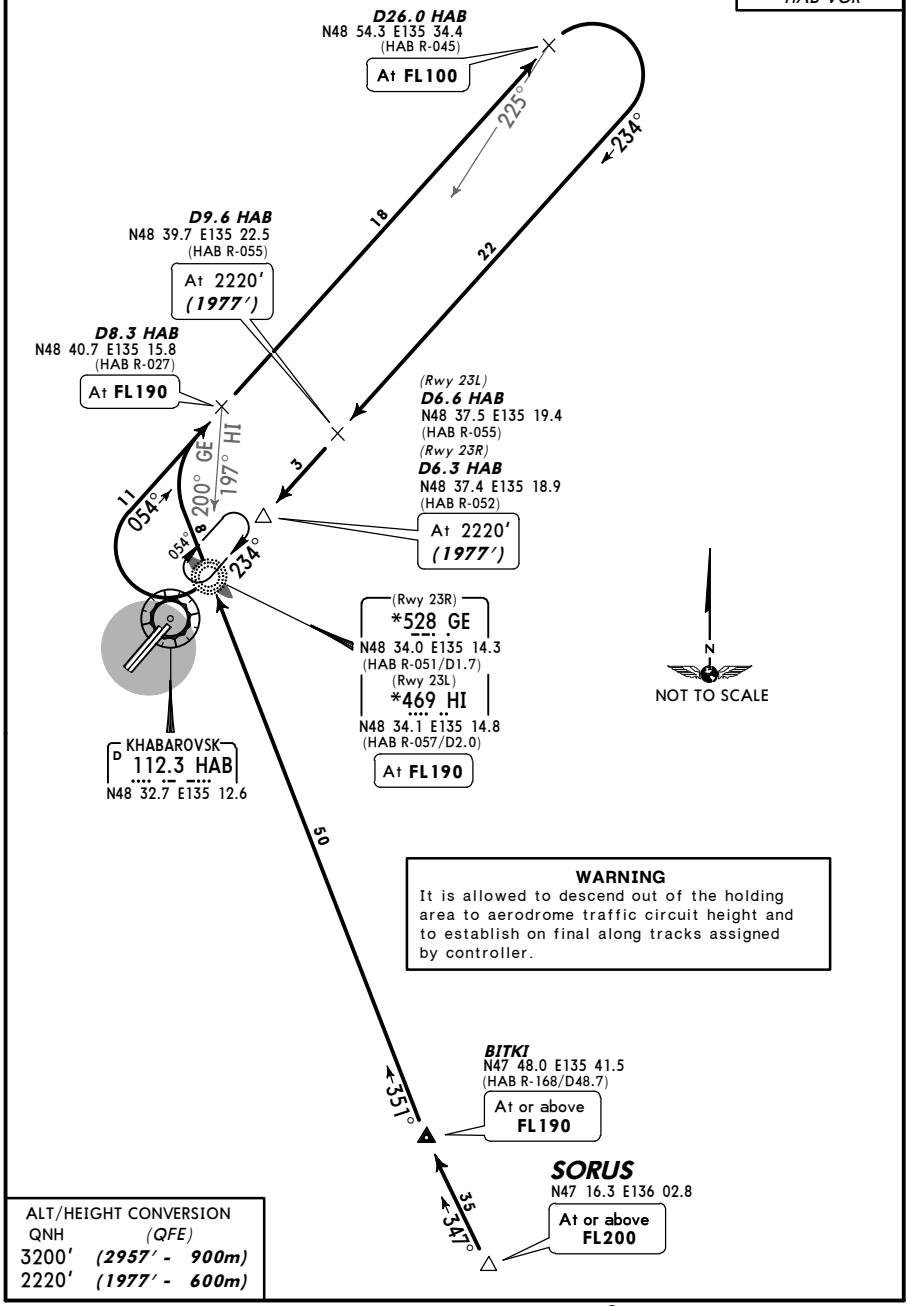
| ATIS | Apt Elev | |
|---|---|---|
| 124.875 | 243′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL50 Trans alt: 3200′ *(2957′)* |

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




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 3200′ | *(2957′ - 900m)* |
| 2220′ | *(1977′ - 600m)* |

*CHANGES:* Bearings to LOMs at D8.3 HAB; SORUS downgraded to NCRP.

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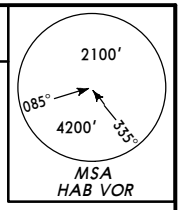
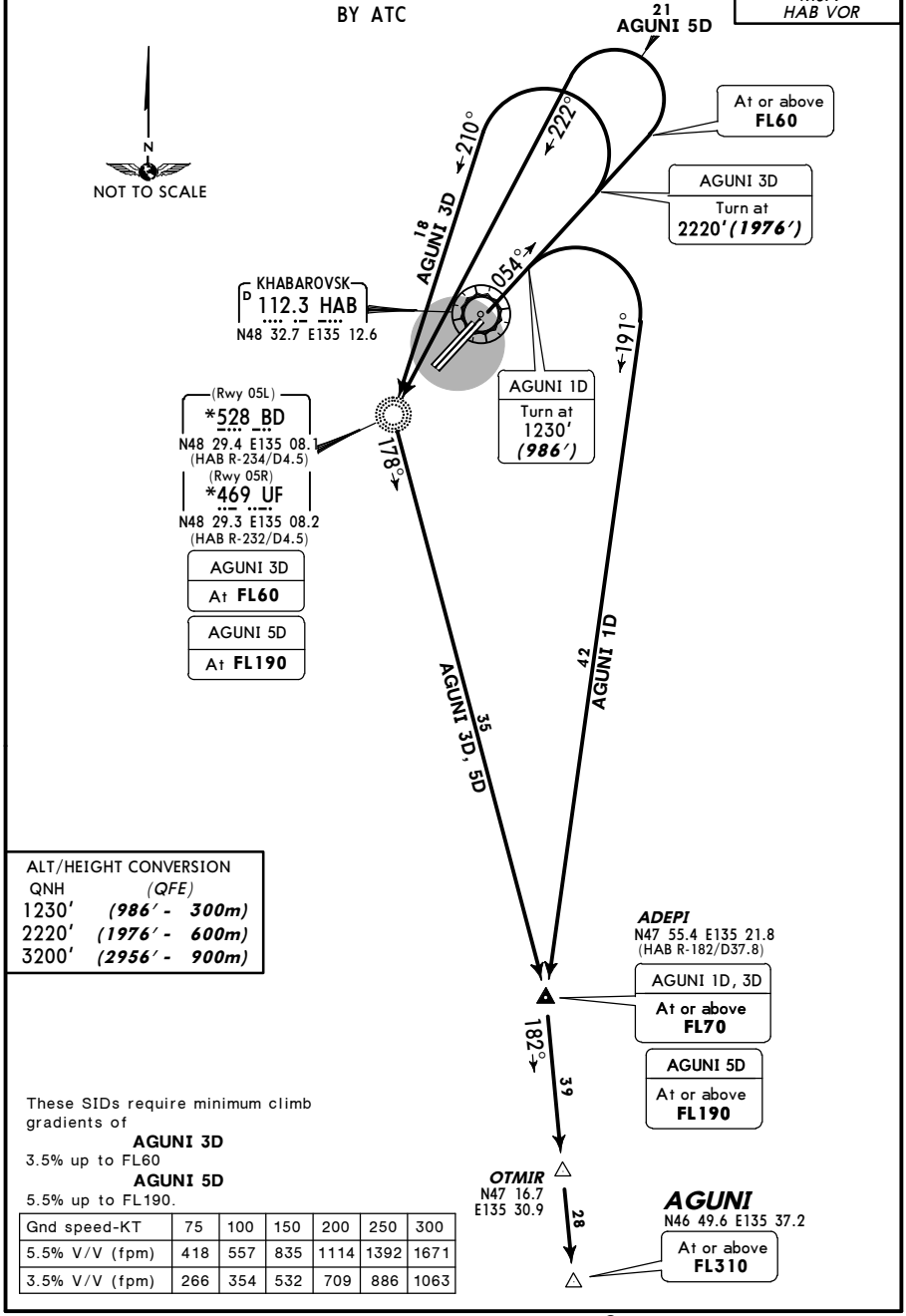
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




# 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 |

*CHANGES:* AGUNI 1D initial turn atitude; ADEPI crossing levels.

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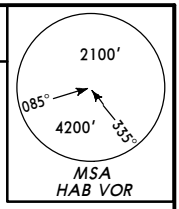
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




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

***D4.3 HAB***
N48 35.6
E135 07.8

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6
At or above
**FL190**

168°
324°
348°
182°
234°
6
AGUNI 4D
054°

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

AGUNI 2D, 4D
Turn at or above
**2220′ *(1976′)***

4

***TIGSO***
N48 23.0 E134 59.8
(HAB R-233/D13.0)
At or above
**FL60**

170°
161°
33
AGUNI 2D
31
AGUNI 6D
37.8
AGUNI 4D

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 2220′ | ***(1976′ - 600m)*** |
| 3200′ | ***(2956′ - 900m)*** |

D

***ADEPI***
N47 55.4 E135 21.8

AGUNI 2D, 6D
At or above
**FL70**

AGUNI 4D
At or above
**FL190**

39

***OTMIR***
N47 16.7
E135 30.9

28

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

**AGUNI 6D**
This SID requires a minimum climb gradient of
9.3% up to FL60.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|
| 9.3% V/V (fpm) | 706 | 942 | 1413 | 1884 | 2355 | 2825 |

*CHANGES:* ADEPI crossing levels revised; climb gradient.

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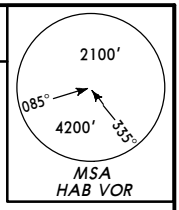
| Apt Elev | QNH on request **(QFE)** |
|---|---|
| 244′ | Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |

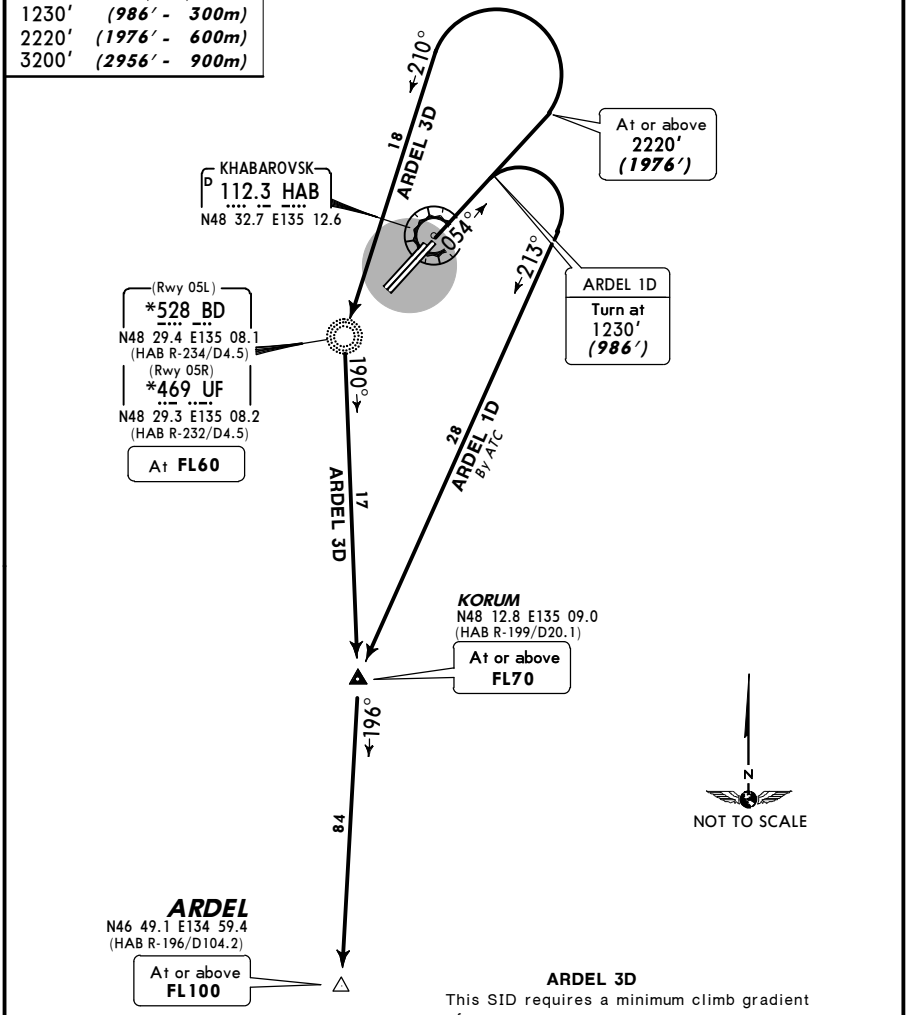



# ARDEL 1D *[ARDE1D]*
BY ATC

# 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 |

*CHANGES:* SID ARDEL 5D withdrawn.

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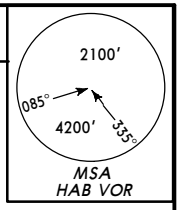
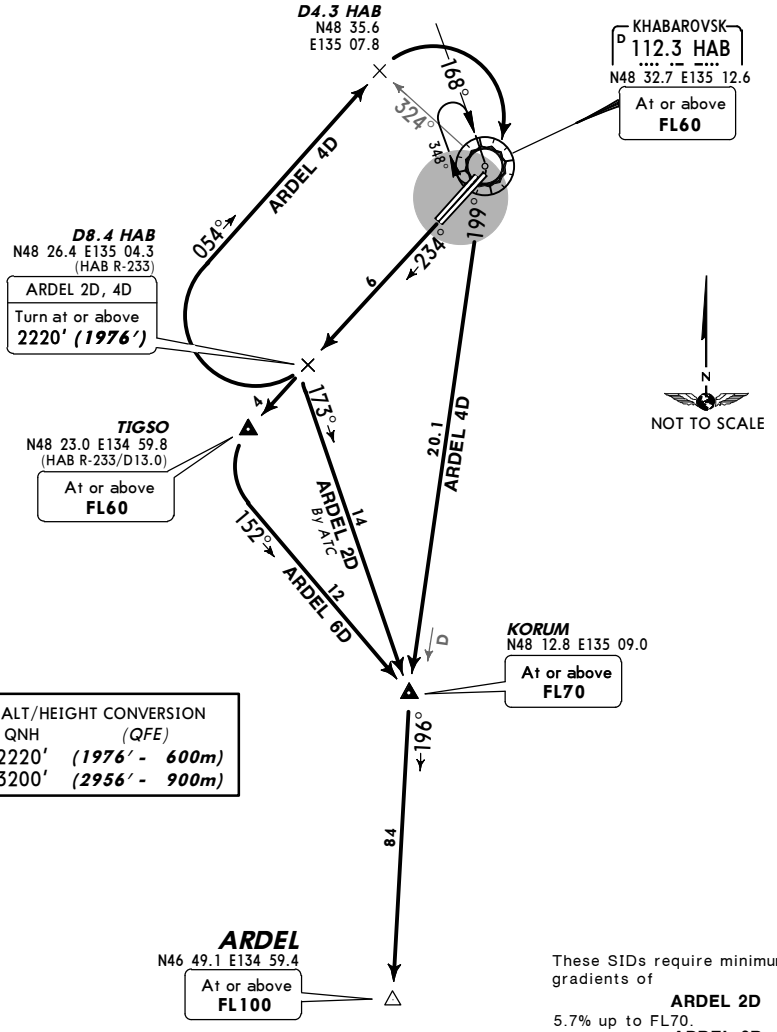
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




# ARDEL 2D *[ARDE2D]*
BY ATC

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




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

These SIDs require minimum climb gradients of

**ARDEL 2D**
5.7% up to FL70.

**ARDEL 6D**
9.3% up to FL60.

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

*CHANGES:* Climb gradients revised; SIDs availability.

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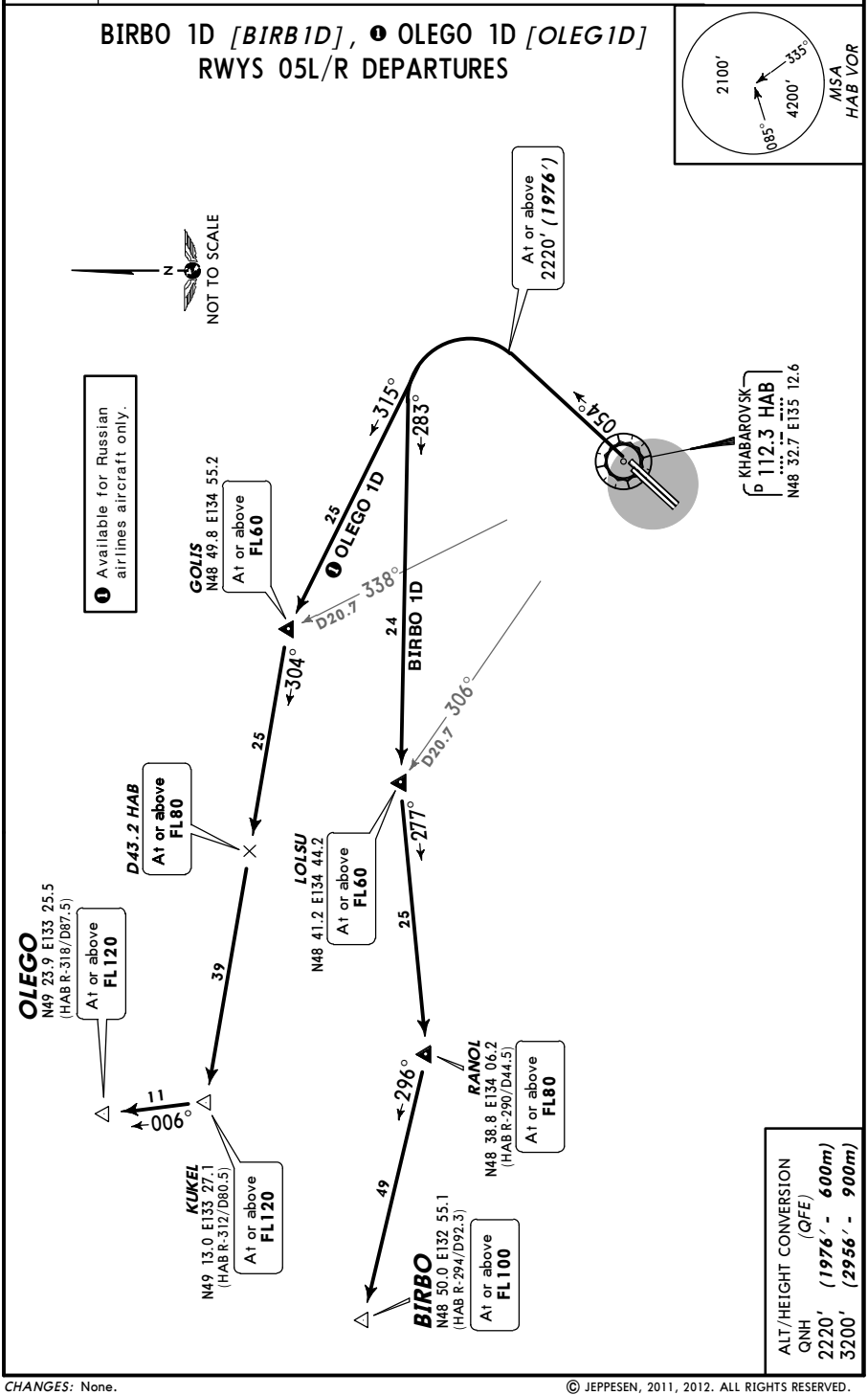
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ *(2956′)* |

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




*CHANGES:* None.

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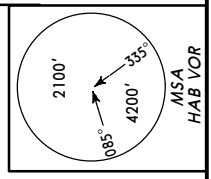
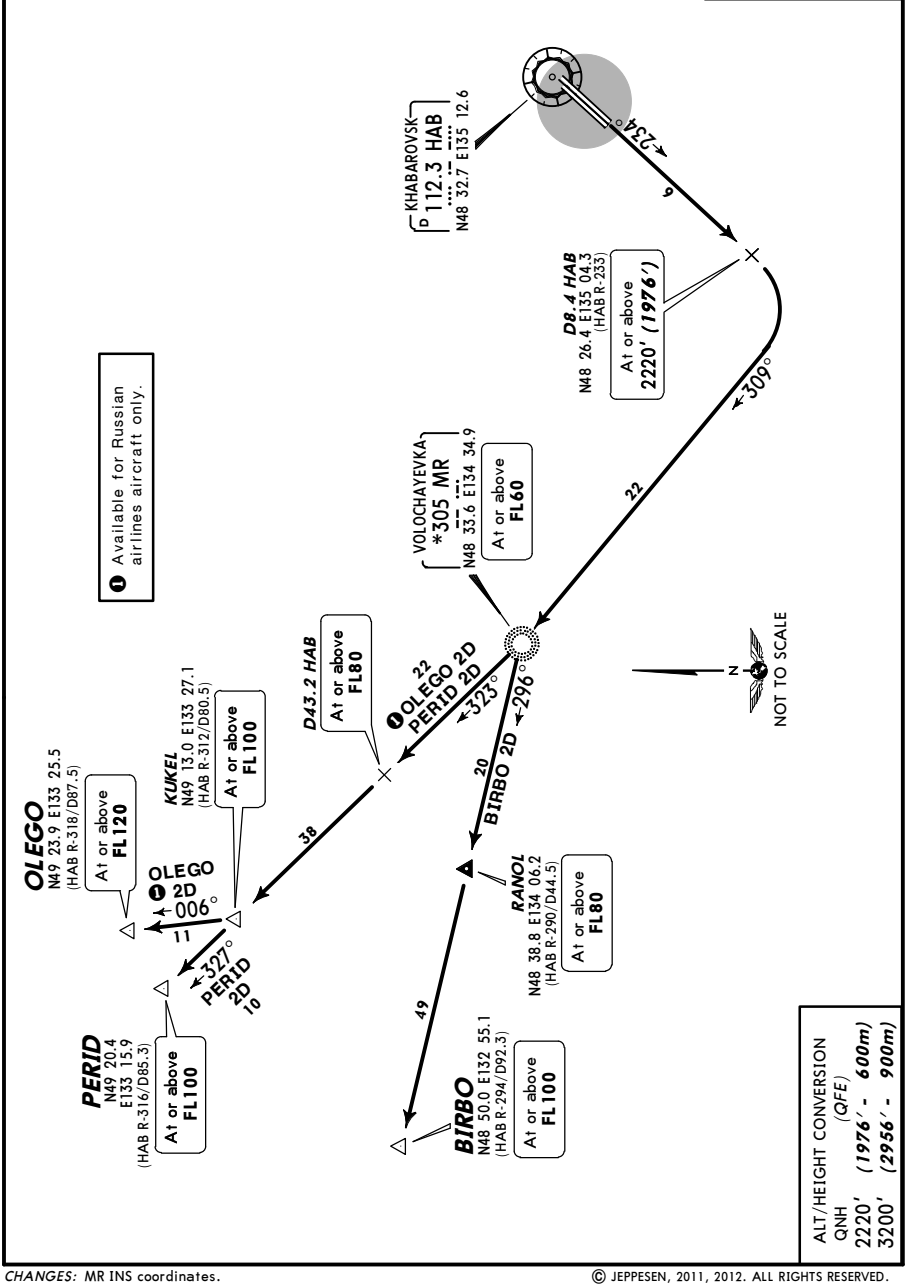
Apt Elev 244'

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

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




*CHANGES:* MR INS coordinates.

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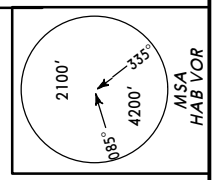
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |

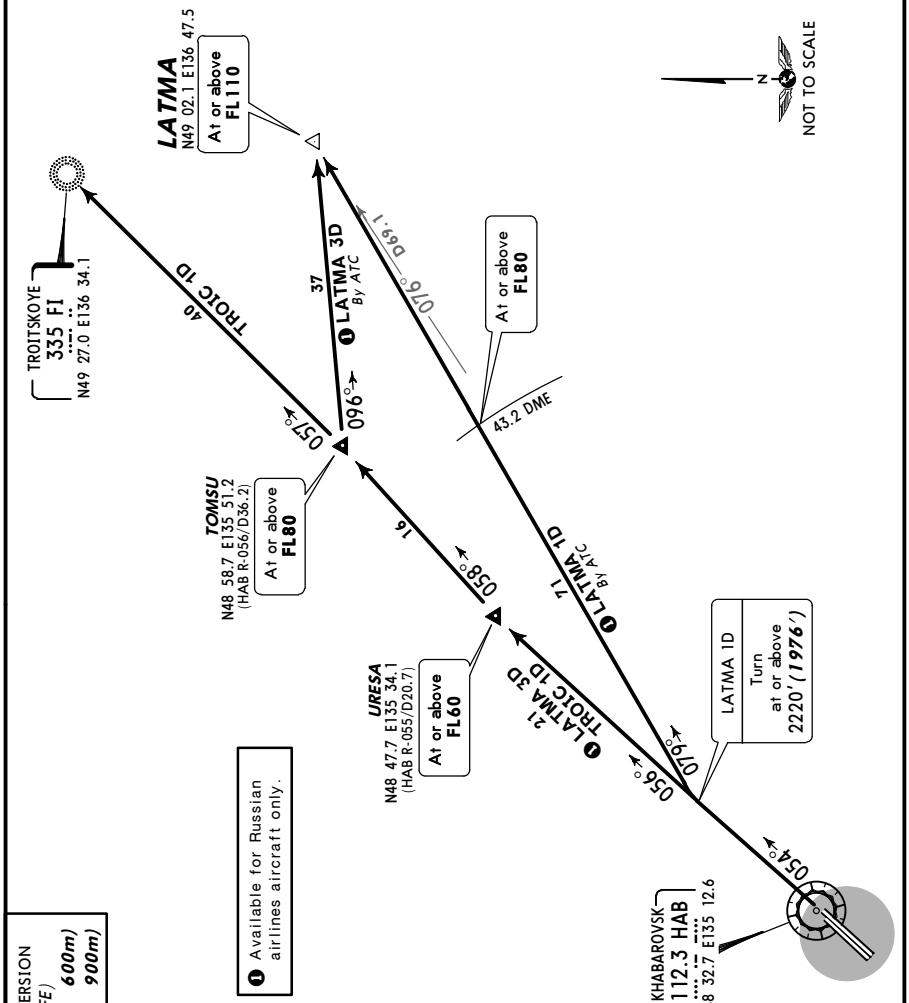
# ❶ LATMA 1D *[LATM1D]*, ❶ LATMA 3D *[LATM3D]*

BY ATC

## TROIC 1D *[TROI1D]*

## RWYS 05L/R DEPARTURES




ALT/HEIGHT CONVERSION
(QFE)

| | | |
|---|---|---|
| QNH | | |
| 2220′ | (1976′ - | 600m) |
| 3200′ | (2956′ - | 900m) |

*CHANGES:* LATMA SIDs availability; URESA crossing established.

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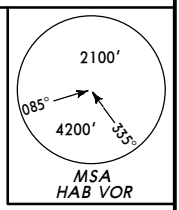
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |

# RELPI 2D*[RELPP2D]*, TROIC 2D*[TROI2D]*

# ❶ LATMA 2D *[LATM2D]*, ❶ 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)*** |

❶ Available for Russian airlines aircraft only.

***RELPI***
N49 35.4
E136 26.3

9 059° RELPI 2D, 4D

***DIBOS***
N49 29.6 E136 17.0

11 TROIC 2D, 4D 115°

TROITSKOYE
335 FI
N49 27.0 E136 34.1

47 RELPI 2D, 4D TROIC 2D, 4D

***KILMI***
N48 57.8 E135 26.8
At or above **FL80**

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

3 096°

34 ❶ LATMA 2D By ATC

16 099°

6 058°

***ARBIT***
N48 53.0 E135 19.4
(HAB R-024/D20.8)
At or above **FL60**

***TOMSU***
N48 58.7
E135 51.2

056° D36.2

076° D69.1

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

LATMA 4D, RELPI 4D
TROIC 4D
Turn at or above
640′ ***(396′)***
but not later than
BD/UF

***LATMA***
N49 02.1
E136 47.5
At or above **FL110**

19 RELPI 4D TROIC 4D By ATC

021°

43.2 DME

At or above **FL80**

79 ❶ LATMA 4D By ATC

35 042° ❶ LATMA 2D RELPI 2D TROIC 2D

2 234°

4

13 018°

072°

(Rwy 23R)
*528 GE
N48 34.0 E135 14.3
(HAB R-051/D1.7)
(Rwy 23L)
*469 HI
N48 34.1 E135 14.8
(HAB R-057/D2.0)
At or above
3200′ ***(2956′)***

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′)***

**LATMA 4D**
**RELPI 4D**
**TROIC 4D**
*By ATC*

N
NOT TO SCALE

**RELPI 4D, TROIC 4D**

These SIDs require a minimum climb gradient of 3.8%.

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

*CHANGES:* LATMA SIDs availability; ARBIT crossing established.

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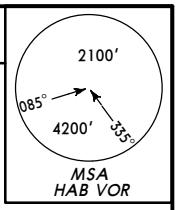
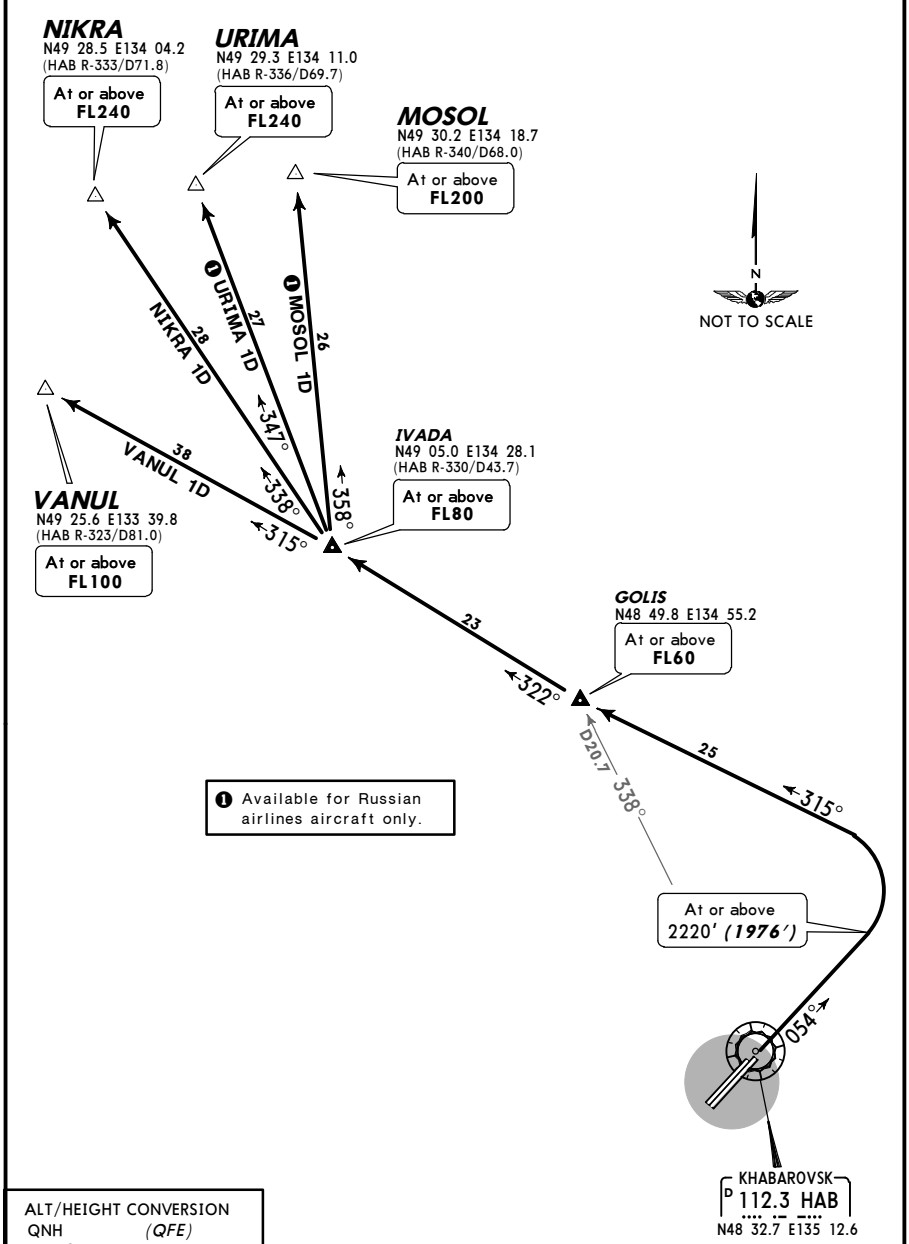
| Apt Elev | QNH on request (QFE) |
|---|---|
| 244′ | Trans level: FL50 Trans alt: 3200′ *(2956′)* |

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




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

*CHANGES:* MOSOL & URIMA SIDs availability; GOLIS crossing established.

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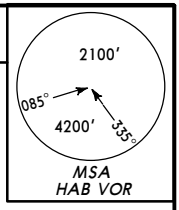
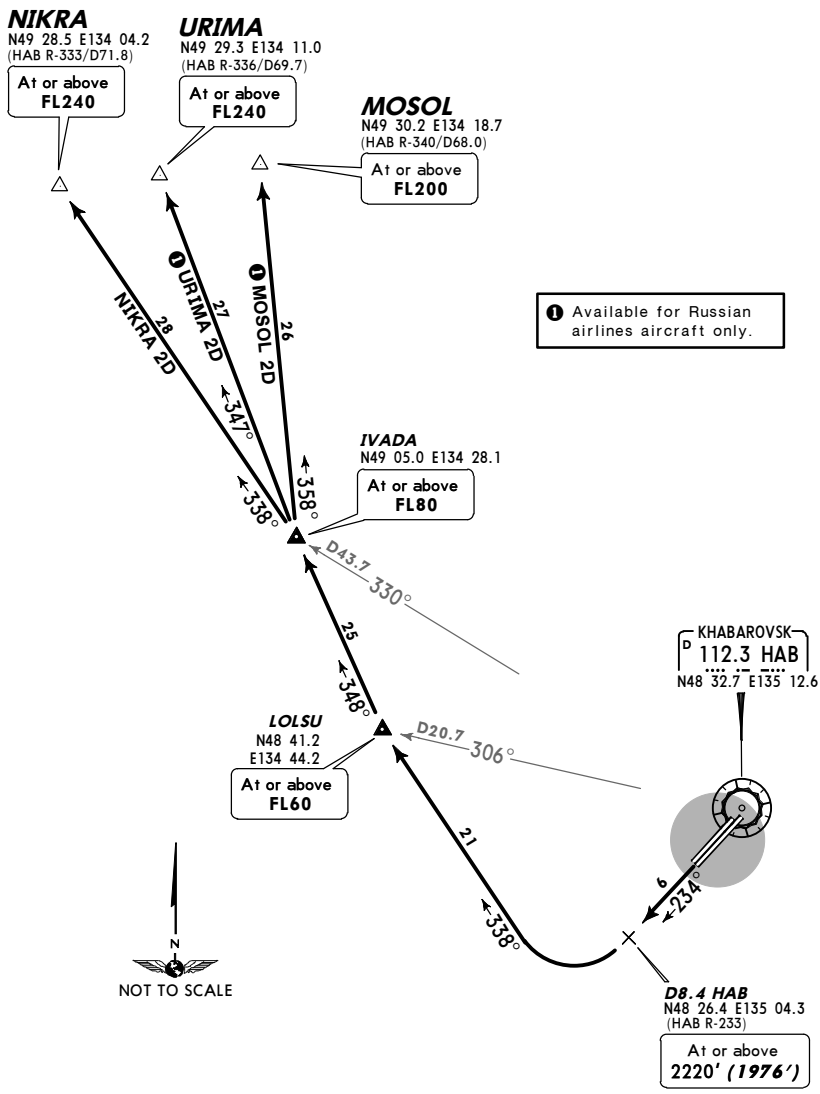
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




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




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

*CHANGES:* MOSOL & URIMA SIDs availability; LOLSU crossing established.

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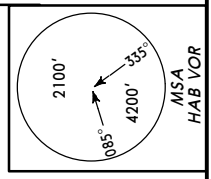
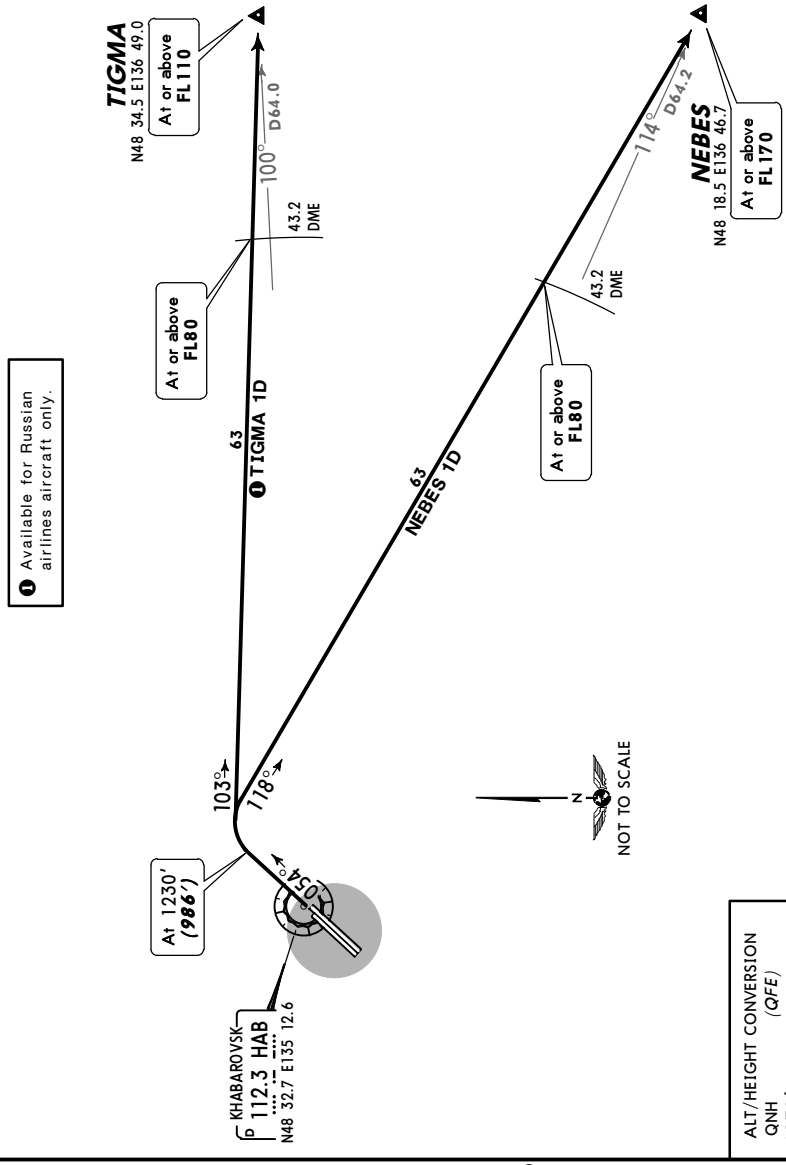
| Apt Elev 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |
|---|---|

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




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

*CHANGES:* SID TIGMA 1D availability; TIGMA crossing revised.

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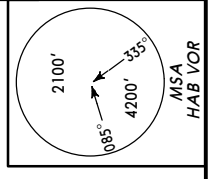
| Apt Elev | QNH on request **(QFE)** |
|---|---|
| 244′ | Trans level: FL50 Trans alt: 3200′ *(2956′)* |

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

BY ATC




**NEBES 4D, TIGMA 4D**

These SIDs require a minimum climb gradient of 3.8%.

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

❷ Available for Russian airlines aircraft only.

| NEBES 4D TIGMA 4D |
|---|
| Turn at or above 640′ *(396′)* but not later than BD/UF |

❶ (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)

KHABAROVSK 112.3 HAB N48 32.7 E135 12.6

**TIGMA** N48 34.5 E136 49.0 — At or above FL110

**NEBES** N48 18.5 E136 46.7 — At or above FL170

D64.0 — D64.2

20.8 — 21.0

D43.2 HAB — At or above FL80

43.2 DME — At or above FL80

D43.2 HAB — At or above FL80

43.2 DME — At or above FL80

43.2 ❷ TIGMA 6D

43.2 NEBES 6D

73 ❷ TIGMA 2D

69 ❷ TIGMA 4D

68 NEBES 4D

72 NEBES 2D

100° 114° 265° 234° 234° 234° 260° 109° 260° 106° 080° 19 TIGMA 6D NEBES 6D

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

NOT TO SCALE

| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 640′ | *(396′ - 120m)* |
| 2220′ | *(1976′ - 600m)* |
| 3200′ | *(2956′ - 900m)* |

*CHANGES:* TIGMA SIDs availability; TIGMA crossing level revised.

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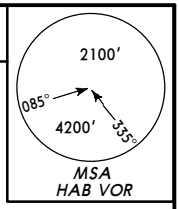
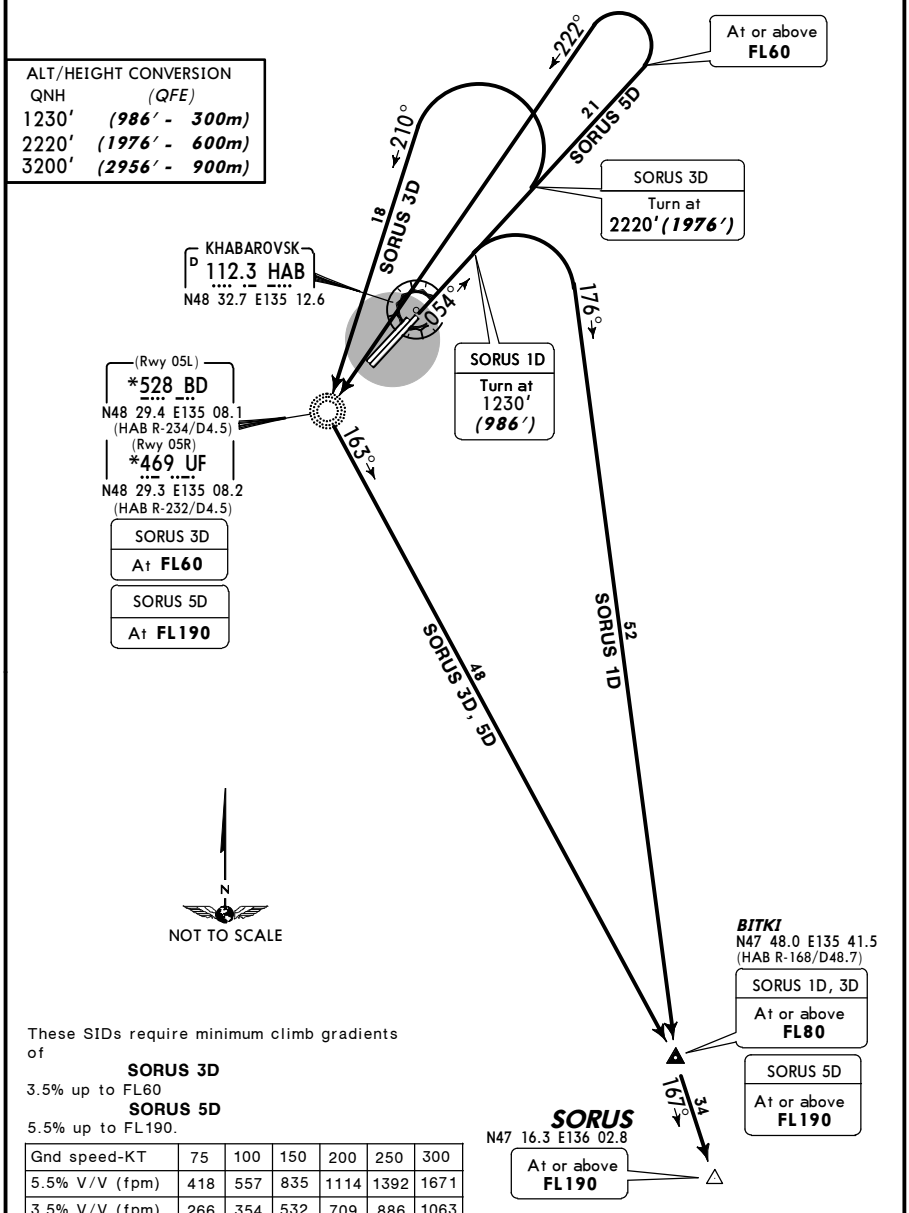
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




# 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 |

*CHANGES:* SORUS 1D initial turn revised; BITKI crossing levels revised.

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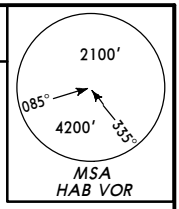
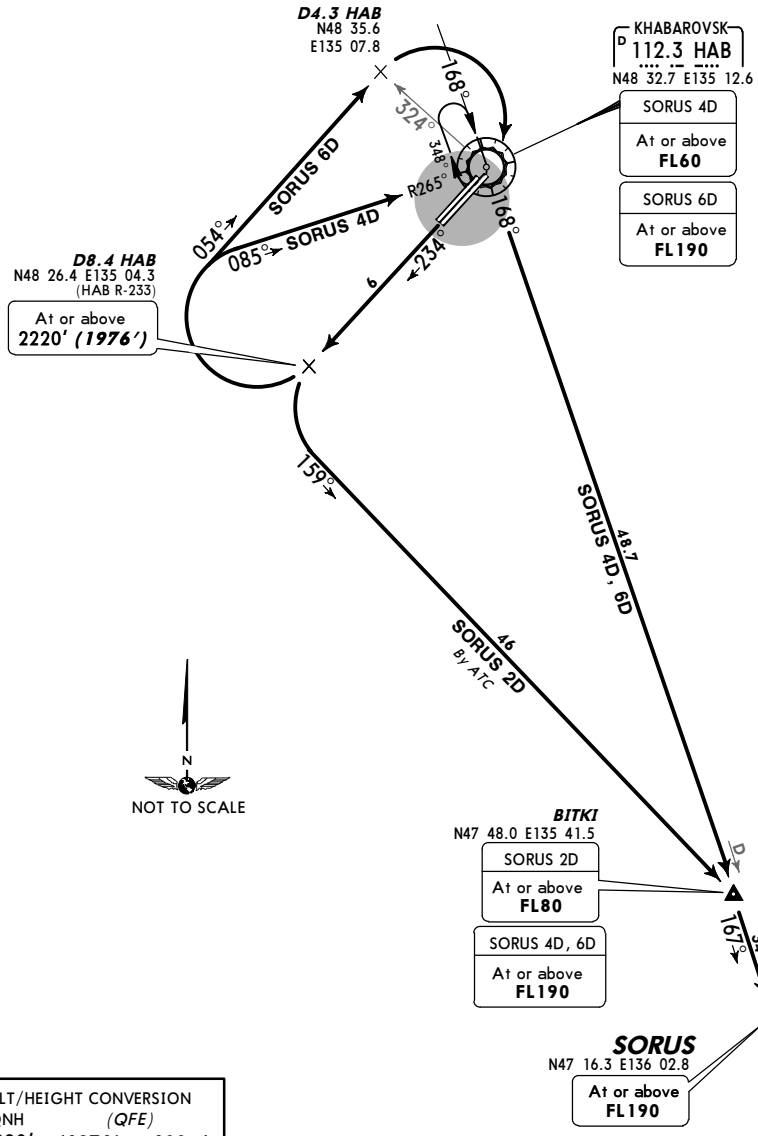
| Apt Elev | |
|---|---|
| 244′ | QNH on request **(QFE)**<br>Trans level: FL50 Trans alt: 3200′ ***(2956′)*** |




# 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)*** |

*CHANGES:* BITKI crossing levels revised.

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# UHHH/KHV

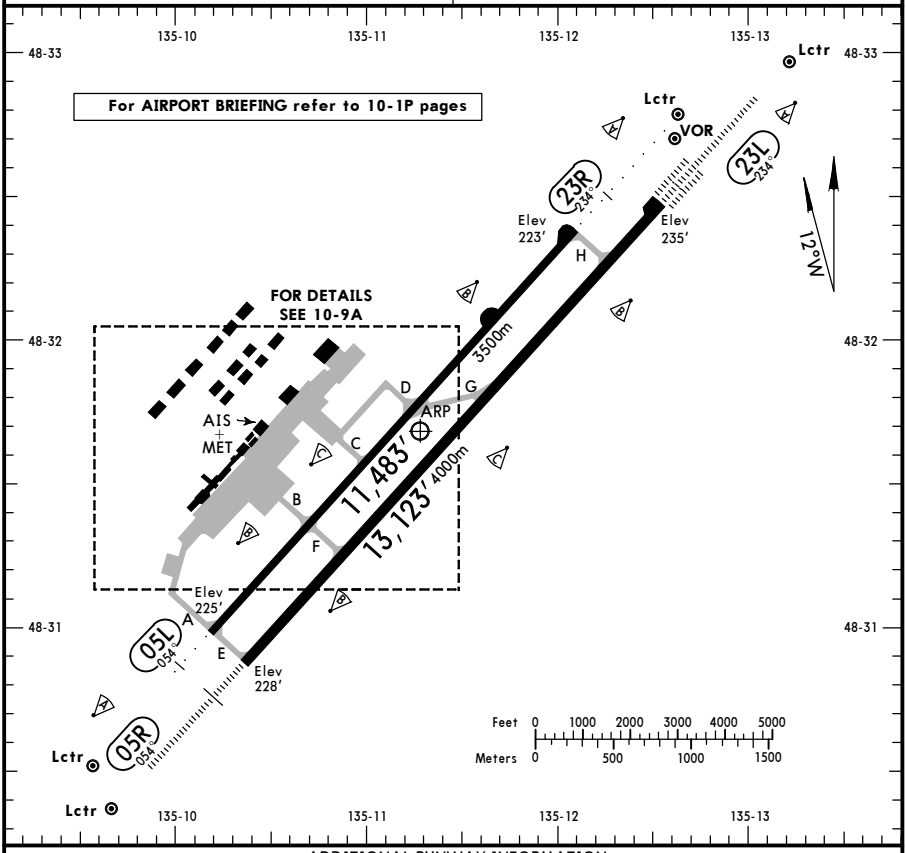
Apt Elev **243'**
N48 31.7 E135 11.3

JEPPESEN
15 APR 16 (10-9) **Eff 28 Apr**

# KHABAROVSK, RUSSIA

NOVY

| ATIS | KHABAROVSK Tower (GND) |
|---|---|
| 124.875 | 119.3 |




## ADDITIONAL RUNWAY INFORMATION

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

❶ 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<br>23L | HIRL (60m) CL (15m) HIALS PAPI-L (2.67°) RVR<br>HIRL (60m) CL (15m) HIALS-II TDZ ❷ RVR | | 12,090' 3685m<br>11,969' 3648m | ❸ | 197'<br>60m |

❷ PAPI-L (2.67°)

❸ TAKE-OFF RUN AVAILABLE

RWY 05R:

| | |
|---|---|
| From rwy head | 13,123'(4000m) |
| twy F int | 9843'(3000m) |
| twy G int | 5413'(1650m) |

RWY 23L:

| | |
|---|---|
| From rwy head | 13,123'(4000m) |
| twy H int | 11,483'(3500m) |
| twy G int | 7546'(2300m) |
| 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.

CHANGES: Usable lengths.

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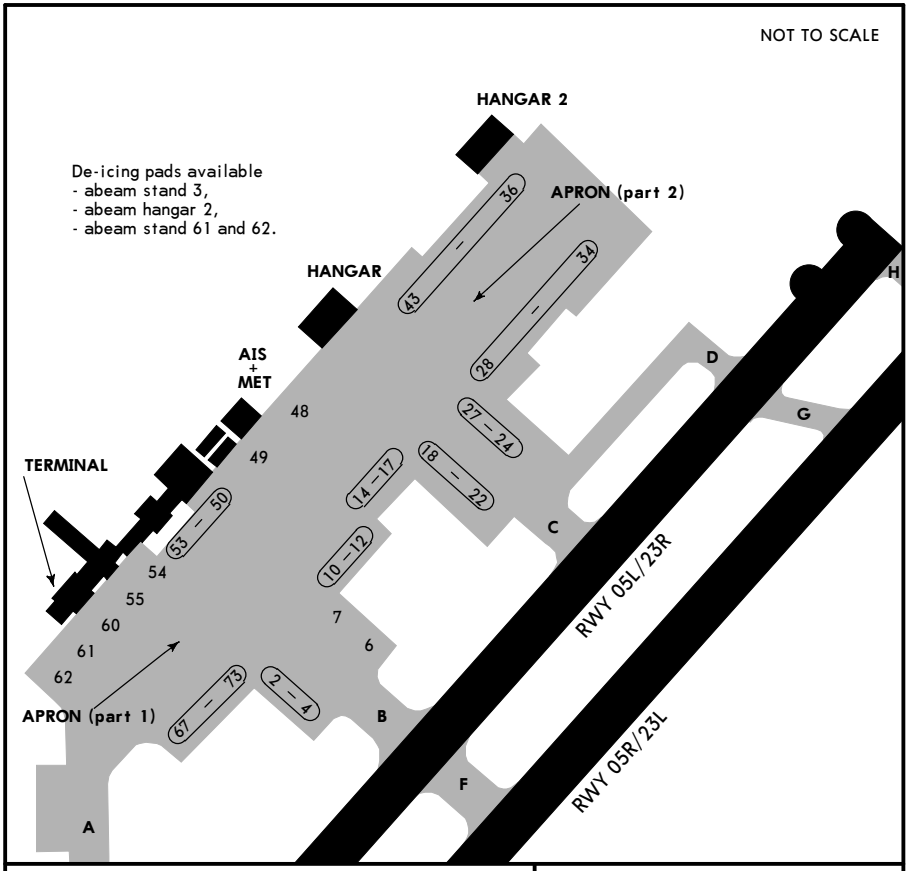
NOT TO SCALE




## INS COORDINATES

| STAND No. | COORDINATES |
|---|---|
| 2 | N48 31.5 E135 10.4 |
| 3 | N48 31.4 E135 10.4 |
| 4 | N48 31.4 E135 10.5 |
| 6, 7 | N48 31.5 E135 10.5 |
| 10, 11 | N48 31.6 E135 10.5 |
| 12 | N48 31.7 E135 10.6 |
| 48 | N48 31.7 E135 10.5 |
| 49 thru 51 | N48 31.6 E135 10.4 |
| 52 thru 54 | N48 31.5 E135 10.3 |
| 55 | N48 31.4 E135 10.2 |

TAKE-OFF

AIR CARRIER (JAA)

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

CHANGES: Apron designation. Note.

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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| **05L** | PAR | **426**′(200′)<br>**R1000m** | **427**′(201′)<br>**R1000m** | **436**′(210′)<br>**R1000m** | **446**′(220′)<br>**R1000m** |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | 2 NDB ❶ | **700**′(474′)<br>**R1500m** | **700**′(474′)<br>**R1500m** | **700**′(474′)<br>**R2000m** | **700**′(474′)<br>**R2000m** |
| | ALS out | R1500m | R1500m | C2200m | C2200m |
| | BD NDB ❶ | **850**′(624′)<br>**R1500m** | **850**′(624′)<br>**R1500m** | **850**′(624′)<br>**C2400m** | **850**′(624′)<br>**C2400m** |
| | B Lctr ❶ | **880**′(654′)<br>**R1500m** | **880**′(654′)<br>**R1500m** | **880**′(654′)<br>**C2400m** | **880**′(654′)<br>**C2400m** |
| **05R** | ILS<br>FULL<br>Limited<br>ALS out | **430**′(200′)<br>**R550m**<br>R750m<br>R1200m | **430**′(200′)<br>**R550m**<br>R750m<br>R1200m | **430**′(200′)<br>**R550m**<br>R750m<br>R1200m | **430**′(200′)<br>**R550m**<br>R750m<br>R1200m |
| | LOC | NOT<br>AUTH | NOT<br>AUTH | NOT<br>AUTH | NOT<br>AUTH |
| | PAR | **449**′(219′)<br>**R750m** | **459**′(229′)<br>**R750m** | **469**′(239′)<br>**R750m** | **479**′(249′)<br>**R750m** |
| | ALS out | R1200m | R1200m | R1200m | R1300m |
| | 2 NDB ❶ | **670**′(440′)<br>**R1300m** | **670**′(440′)<br>**R1300m** | **670**′(440′)<br>**R1300m** | **670**′(440′)<br>**R1300m** |
| | ALS out | R1500m | R1500m | R2000m | R2000m |
| | UF NDB ❶ | **660**′(430′)<br>**R1300m** | **660**′(430′)<br>**R1300m** | **660**′(430′)<br>**R1300m** | **660**′(430′)<br>**R1300m** |
| | ALS out | R1500m | R1500m | R2000m | R2000m |
| | U Lctr ❶ | **800**′(570′)<br>**R1500m** | **800**′(570′)<br>**R1500m** | **800**′(570′)<br>**R1900m** | **800**′(570′)<br>**R1900m** |
| | ALS out | R1500m | R1500m | C2400m | C2400m |

❶ Continuous Descent Final Approach.


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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| **23L** | CAT 2 ILS | **336**′(100′)<br>**RA 95′R350m** | **336**′(100′)<br>**RA 95′R350m** | **336**′(100′)<br>**RA 95′R350m** | **336**′(100′)<br>**RA 95′R350m** |
| | ILS<br>FULL | **436**′(200′)<br>**R550m** | **436**′(200′)<br>**R550m** | **436**′(200′)<br>**R550m** | **436**′(200′)<br>**R550m** |
| | Limited | R750m | R750m | R750m | R750m |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | PAR | **436**′(200′)<br>**R750m** | **436**′(200′)<br>**R750m** | **443**′(207′)<br>**R750m** | **453**′(217′)<br>**R750m** |
| | ALS out | R1200m | R1200m | R1200m | R1200m |
| | 2 NDB ❶ | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** |
| | ALS out | R1500m | R1500m | R1500m | R1500m |
| | HI NDB ❶ | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** |
| | ALS out | R1500m | R1500m | R1500m | R1500m |
| | H Lctr ❶ | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** | **570**′(334′)<br>**R800m** |
| | ALS out | R1500m | R1500m | R1500m | R1500m |
| **23R** | PAR | **436**′(213′)<br>**R1000m** | **446**′(223′)<br>**R1000m** | **456**′(233′)<br>**R1000m** | **466**′(243′)<br>**R1000m** |
| | ALS out | R1200m | R1200m | R1200m | R1300m |
| | 2 NDB ❶ | **600**′(377′)<br>**R1500m** | **600**′(377′)<br>**R1500m** | **600**′(377′)<br>**R1500m** | **600**′(377′)<br>**R1500m** |
| | ALS out | R1500m | R1500m | R1700m | R1700m |
| | GE NDB ❶ | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** |
| | ALS out | R1500m | R1500m | R1600m | R1600m |
| | G Lctr ❶ | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** | **570**′(347′)<br>**R1400m** |
| | ALS out | R1500m | R1500m | R1600m | R1600m |

❶ Continuous Descent Final Approach.

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

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



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# UHHH/KHV
NOVY

JEPPESEN

15 APR 16 (11-1) Eff 28 Apr

# KHABAROVSK, RUSSIA
## ILS DME Rwy 05R

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach | KHABAROVSK Radar (TWR) | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

| LOC IUF | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev 243' / Rwy 230' |
|---|---|---|---|---|
| *110.3 | 054° | 886'(656') | 430'(200') | |

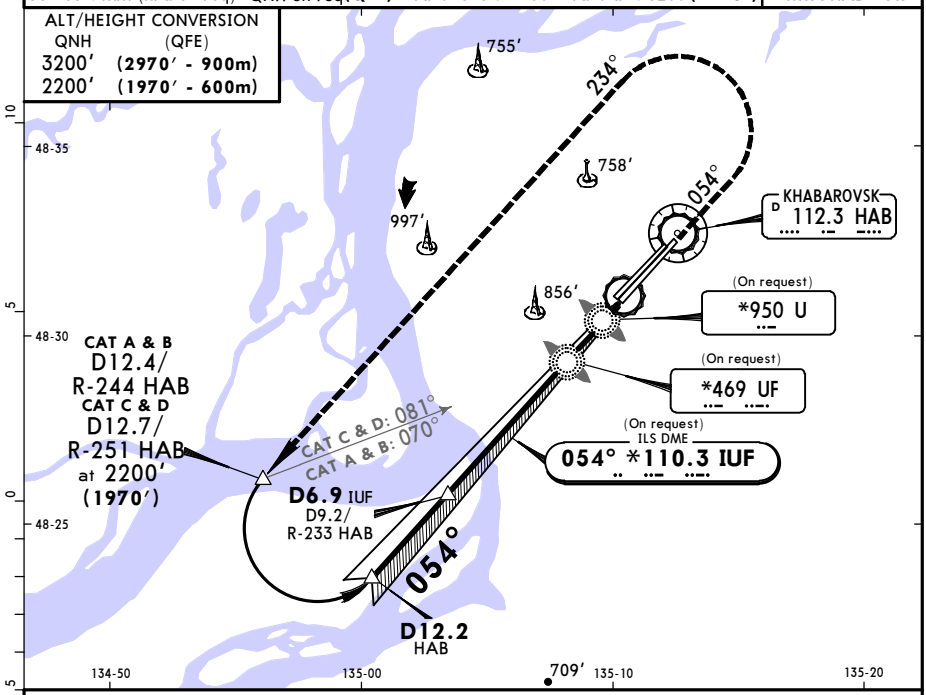
**MISSED APCH:** Climb on 054° to 2200'(1970'), then turn LEFT onto 234°, then according to chart.

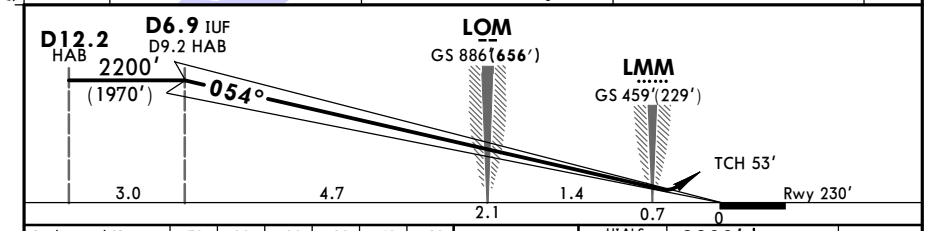
Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 Trans alt: 3200'(**2970'**)

2100'
085°
4200'
335°
MSA HAB VOR

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200' | (2970' - 900m) |
| 2200' | (1970' - 600m) |




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

HIALS
PAPI
2200' (1970') on 054°
234° LT

STRAIGHT-IN LANDING RWY **05R**

| | ILS DA(H) 430'(200') FULL | ILS DA(H) 430'(200') ALS out | LOC (GS out) |
|---|---|---|---|
| A | RVR 720m VIS 800m | 1200m | NOT AUTH |
| B | | | |
| C | | | |
| D | | | |

PANS OPS

CHANGES: Communications. Minimums.

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# UHHH/KHV
NOVY

JEPPESEN

8 JAN 16 (11-2)

# KHABAROVSK, RUSSIA
## ILS Rwy 23L

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

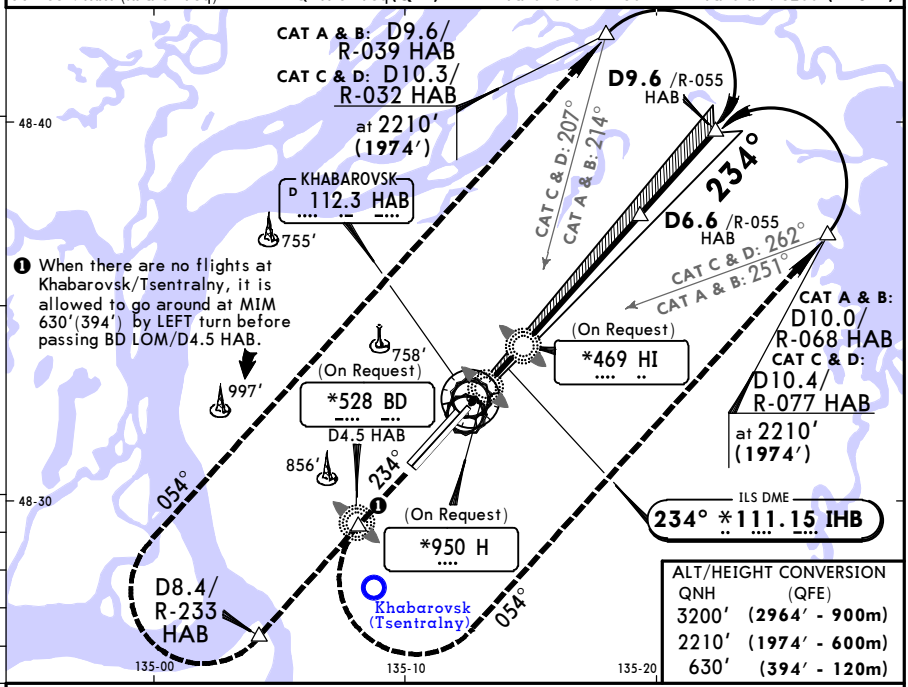
| LOC IHB | Final Apch Crs | GS LOM | ILS DA(H) | Apt Elev / Rwy |
|---|---|---|---|---|
| *111.15 | 234° | 892′(656′) | 436′(200′) | Apt Elev 243′ / Rwy 236′ |

**MISSED APCH ❶**: Climb on 234° to 2210′(1974′) at D8.4 HAB, then turn RIGHT onto 054°, then according to chart.

**By ATC**: RIGHT turn before passing BD LOM/D4.5 HAB at MIM 2210′(1974′).

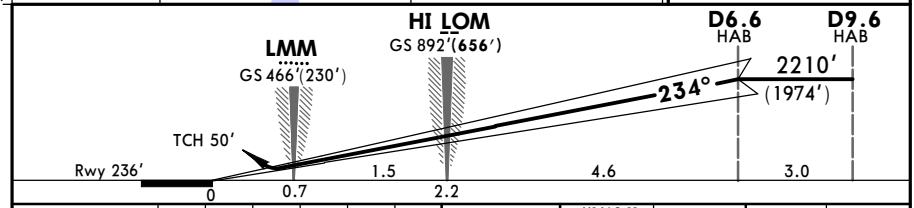
2100′ 085° 335° 4200′
MSA HAB VOR

Alt Set: MM (hPa on req) | QNH on req(**QFE**) | Trans level: FL 50 | Trans alt: 3200′(**2964′**)




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (**2964′ - 900m**) |
| 2210′ | (**1974′ - 600m**) |
| 630′ | (**394′ - 120m**) |




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

HIALS-II PAPI | 2210′ (1974′) on 234° | D8.4 HAB

STRAIGHT-IN LANDING RWY **23L**

| | ILS DA(H) 436′(200′) FULL | TDZ or CL out | ALS out | LOC (GS out) |
|---|---|---|---|---|
| A | RVR 550m VIS 800m | RVR 720m VIS 800m | 1200m | NOT AUTH |
| B | | | | |
| C | | | | |
| D | | | | |

PANS OPS

CHANGES: ILS ident & frequency. TCH.

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# UHHH/KHV
NOVY

JEPPESEN

8 JAN 16 (11-2A)

# KHABAROVSK, RUSSIA
# CAT II ILS Rwy 23L

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

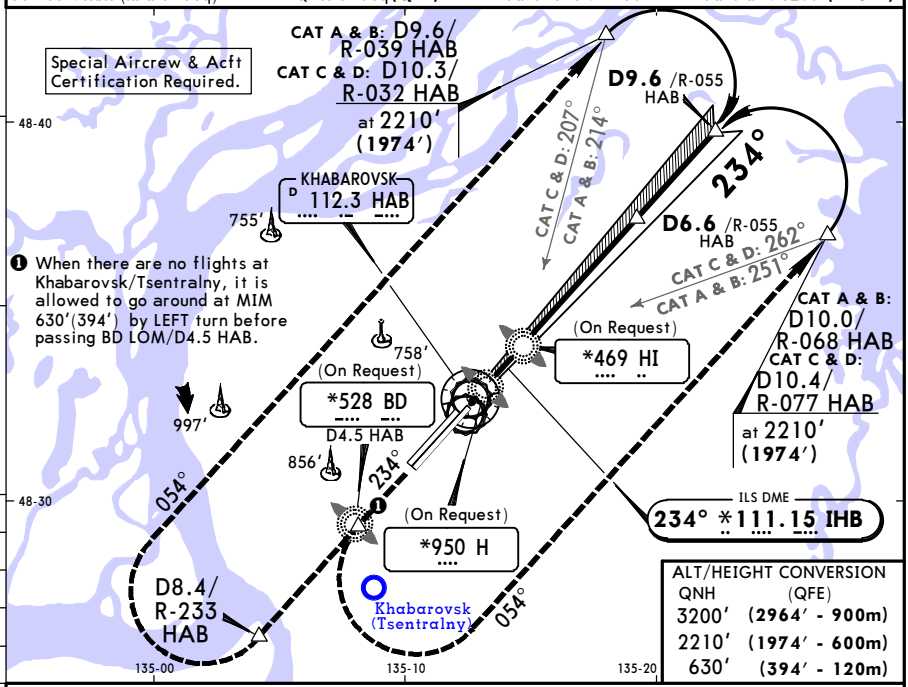
| LOC IHB | Final Apch Crs | GS LOM | CAT II ILS | Apt Elev / Rwy |
|---|---|---|---|---|
| *111.15 | 234° | 892′(656′) | RA 95′ DA(H) 336′(100′) | Apt Elev 243′ / Rwy 236′ |

**MISSED APCH ❶**: Climb on 234° to 2210′(1974′) at D8.4 HAB, then turn RIGHT onto 054°, then according to chart.

**By ATC**: RIGHT turn before passing BD LOM/D4.5 HAB at MIM 2210′ (1974′).

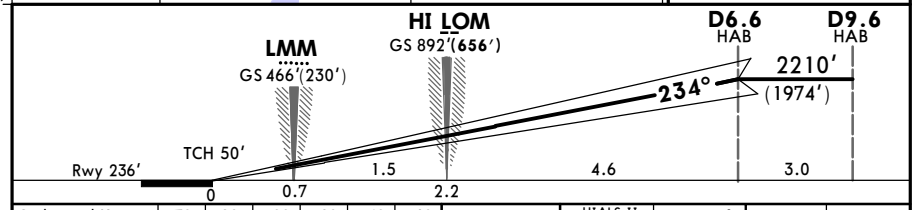
2100′ 085° 335° 4200′
MSA HAB VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 | Trans alt: 3200′(2964′)




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (2964′ - 900m) |
| 2210′ | (1974′ - 600m) |
| 630′ | (394′ - 120m) |




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

HIALS-II PAPI | 2210′ (1974′) on 234° | D8.4 HAB

STRAIGHT-IN LANDING RWY 23L
CAT II ILS
RA 95′
DA(H) 336′(100′)

RVR 350m

PANS OPS

CHANGES: ILS ident & frequency. TCH.

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# UHHH/KHV
NOVY

JEPPESEN
30 JAN 15
Eff 5 Feb
(16-1)

# KHABAROVSK, RUSSIA
## 2 NDB or NDB Rwy 05L

BRIEFING STRIP TM

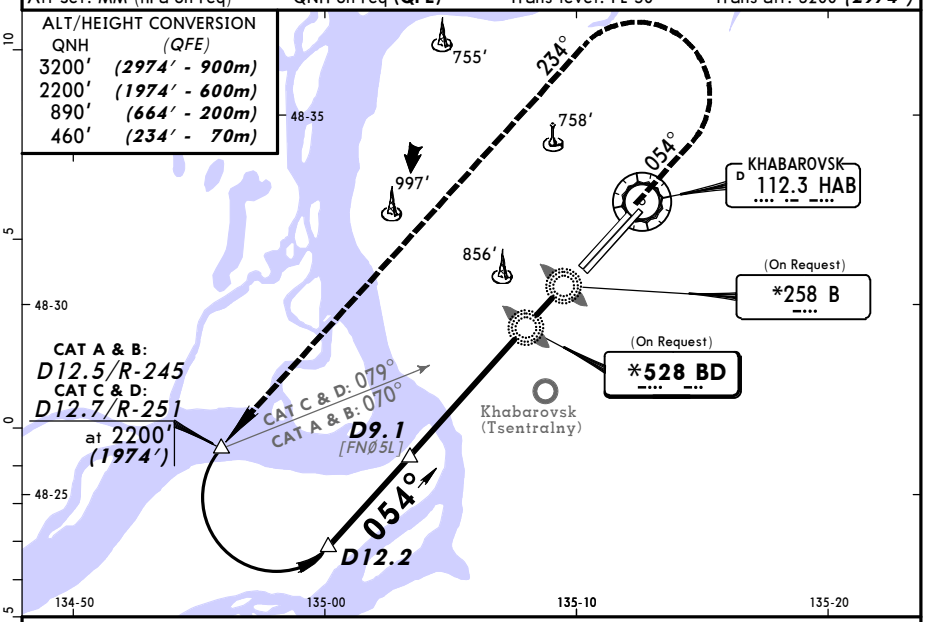
| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.87 | 125.2 | 120.3 | 119.3 | 119.3 |

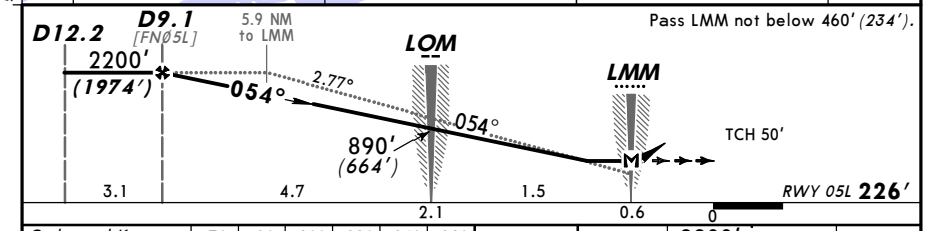
| NDB BD *528 | Final Apch Crs 054° | Minimum Alt D9.1 2200′(1974′) | 2 NDB MDA(H) 700′(474′) / NDB MDA(H) Refer to Minimums | Apt Elev 243′ / RWY 226′ |
|---|---|---|---|---|

MISSED APCH: Climb on 054° to 2200′ (1974′), then turn LEFT onto 234°, then according to chart.

2100′ 085° 335° 4200′
MSA HAB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200′(2974′)




Pass LMM not below 460′ (234′).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 2.77° | 343 | 441 | 490 | 588 | 686 | 784 |
| MAP at LMM | | | | | | |

ALS
PAPI

2200′ (1974′) on 054°

234° LT

STRAIGHT-IN LANDING RWY 05L

| | 2 NDB MDA(H) 700′(474′) ALS out | BD NDB MDA(H) 850′(624′) ALS out | B Lctr MDA(H) 880′(654′) ALS out |
|---|---|---|---|
| A | RVR 1500m VIS 1600m | RVR 1500m VIS 1600m | RVR 1500m VIS 1600m |
| B | | | |
| C | RVR 1800m VIS 2000m | 2800m | 2800m |
| D | 2400m | 3200m | 3200m |

PANS OPS

CHANGES: Apt & rwy elev. Fix. Bearings. FAF. MAP. Minimums.

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# UHHH/KHV
NOVY

JEPPESEN
30 JAN 15
Eff 5 Feb
(16-2)

# KHABAROVSK, RUSSIA
## 2 NDB or NDB Rwy 05R

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.87 | 125.2 | 120.3 | 119.3 | 119.3 |

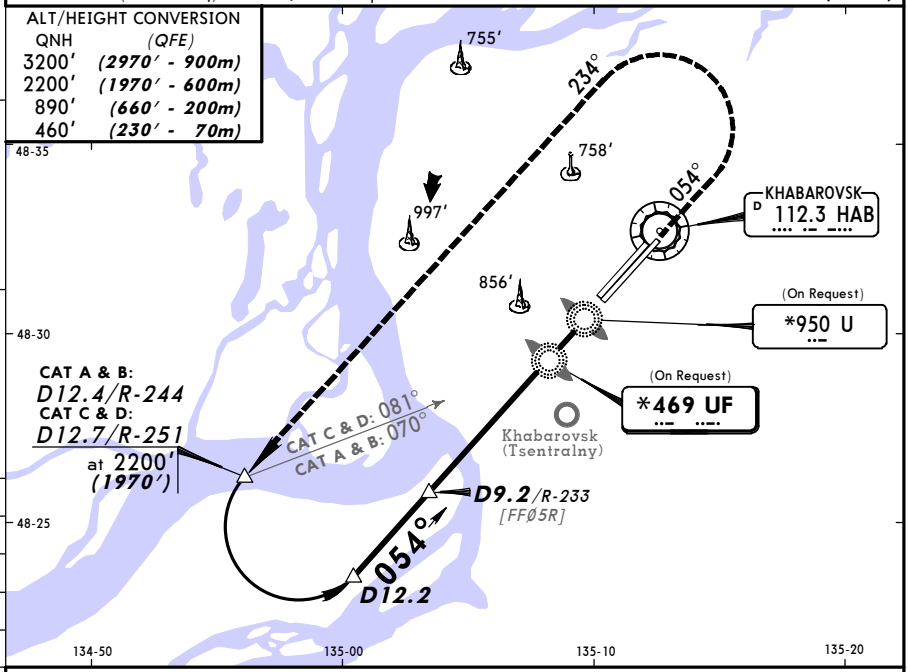
| NDB UF *469 | Final Apch Crs 054° | Minimum Alt D9.2 2200′ (1970′) | 2 NDB MDA(H) 670′ (440′) / NDB MDA(H) Refer to Minimums | Apt Elev 243′ RWY 230′ | 2100′ 085° 335° 4200′ MSA HAB VOR |
|---|---|---|---|---|---|

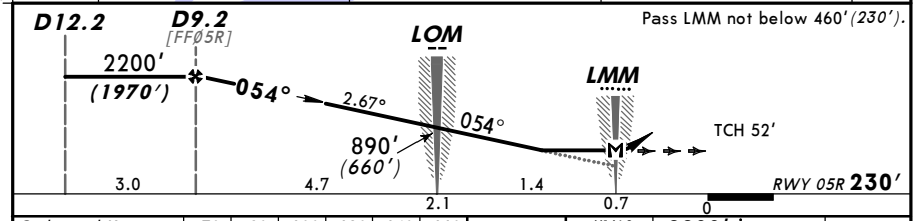
**MISSED APCH:** Climb on 054° to 2200′ (1970′), then turn LEFT onto 234°, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 3200′ (2970′)

ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (2970′ - 900m) |
| 2200′ | (1970′ - 600m) |
| 890′ | (660′ - 200m) |
| 460′ | (230′ - 70m) |




Pass LMM not below 460′ (230′).

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| MAP at LMM | | | | | | |

HIALS PAPI 2200′ (1970′) on 054° 234° LT

STRAIGHT-IN LANDING RWY **05R**

PANS OPS

| | 2 NDB MDA(H) 670′ (440′) | | UF NDB MDA(H) 660′ (430′) | | U Lctr MDA(H) 800′ (570′) | |
|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | | ALS out |
| A | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m | 1200m | RVR 1500m VIS 1600m |
| B | | | | | | |
| C | | RVR 1800m VIS 2000m | | RVR 1800m VIS 2000m | RVR 1500m VIS 1600m | 2400m |
| D | RVR 1800m VIS 2000m | 2400m | RVR 1800m VIS 2000m | 2400m | 2400m | 2800m |

*CHANGES:* Airport elevation. Fix. Bearings. Minimums.

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# UHHH/KHV
NOVY

JEPPESEN
12 JUN 15
Eff 25 Jun
(16-3)

# KHABAROVSK, RUSSIA
## 2 NDB or NDB Rwy 23L

BRIEFING STRIP ™

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

| NDB HI | Final Apch Crs | Minimum Alt | 2 NDB MDA(H) | Apt Elev 243′ |
|---|---|---|---|---|
| *469 | 234° | D6.6 2210′ (1974′) | 570′ (334′) | RWY 236′ |
| | | | NDB MDA(H) 570′ (334′) | |

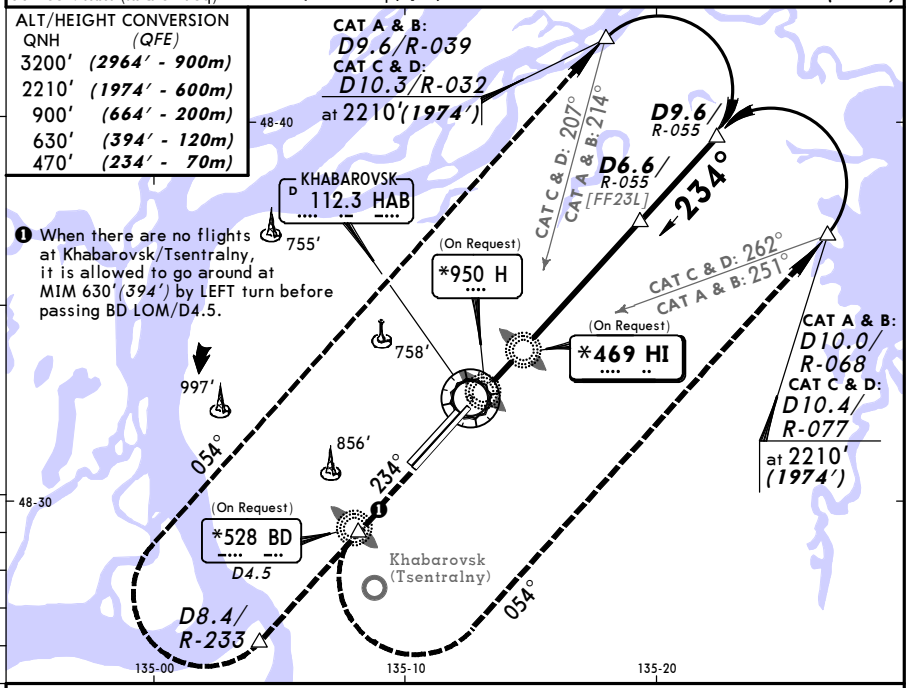
MISSED APCH ❶: Climb on 234° to 2210′ (1974′) at D8.4, then turn RIGHT onto 054°, then according to chart.
By ATC: RIGHT turn before passing BD LOM/D4.5 at MIM 2210′ (1974′).

2100′ 085° 335° 4200′
MSA HAB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200′ (2964′)

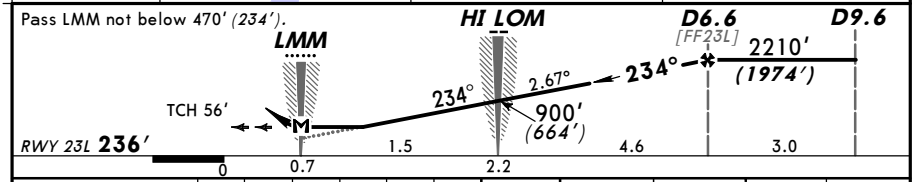
ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (2964′ - 900m) |
| 2210′ | (1974′ - 600m) |
| 900′ | (664′ - 200m) |
| 630′ | (394′ - 120m) |
| 470′ | (234′ - 70m) |




❶ When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630′ (394′) by LEFT turn before passing BD LOM/D4.5.

Pass LMM not below 470′ (234′).




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Angle | 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| MAP at LMM | | | | | | | |

HIALS-II
PAPI

2210′ (1974′) on 234° D8.4

STRAIGHT-IN LANDING RWY 23L

MDA(H) 570′ (334′)

ALS out

PANS OPS

| | | |
|---|---|---|
| A | 1200m | RVR 1500m VIS 1600m |
| B | | |
| C | | |
| D | RVR 1500m VIS 1600m | |

CHANGES: Arrival fix.

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# UHHH/KHV
NOVY

JEPPESEN
12 JUN 15
Eff 25 Jun
(16-4)

# KHABAROVSK, RUSSIA
## 2 NDB or NDB Rwy 23R

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

| NDB | Final Apch Crs | Minimum Alt | 2 NDB MDA(H) | Apt Elev 243′ |
|---|---|---|---|---|
| GE *528 | 234° | D6.3 2200′(1977′) | 600′(377′) | RWY 223′ |
| | | | NDB MDA(H) 570′(347′) | |

MSA HAB VOR: 2100′ 085° 335° 4200′

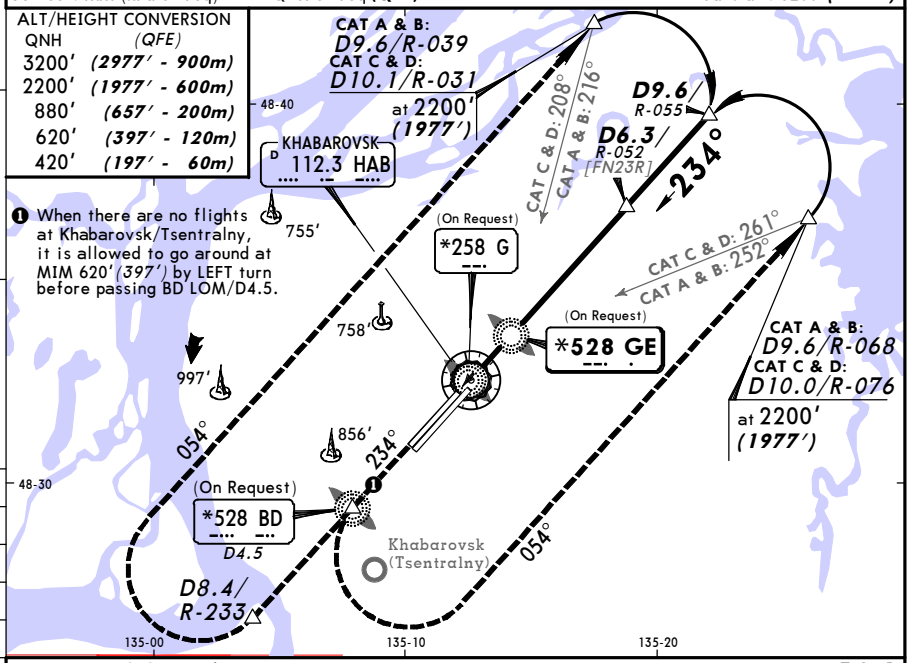
**MISSED APCH ❶:** Climb on 234° to 2200′ (1977′) at D8.4, then turn RIGHT onto 054°, then according to chart.

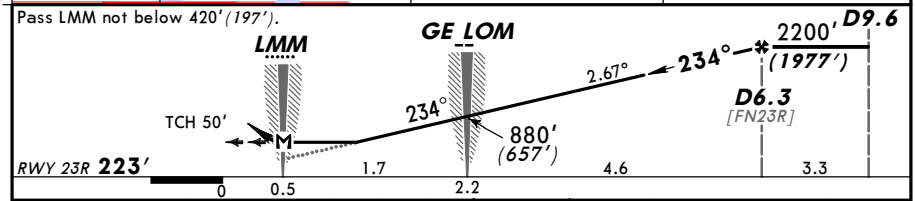
**By ATC:** RIGHT turn before passing BD LOM/D4.5 at MIM 2200′ (1977′).

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) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| MAP at LMM | | | | | | |

ALS PAPI | 2200′ (1977′) on 234° | D8.4

STRAIGHT-IN LANDING RWY 23R

| 2 NDB | GE NDB or G Lctr |
|---|---|
| MDA(H) 600′(377′) | MDA(H) 570′(347′) |
| ALS out | ALS out |

PANS OPS

| | |
|---|---|
| A | |
| B | RVR 1500m VIS 1600m |
| C | |
| D | RVR 1800m VIS 2000m |

CHANGES: None.

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# UHHH/KHV
NOVY

JEPPESEN

15 APR 16 (18-1) Eff 28 Apr

# KHABAROVSK, RUSSIA
## PAR Rwy 05L

BRIEFING STRIP TM

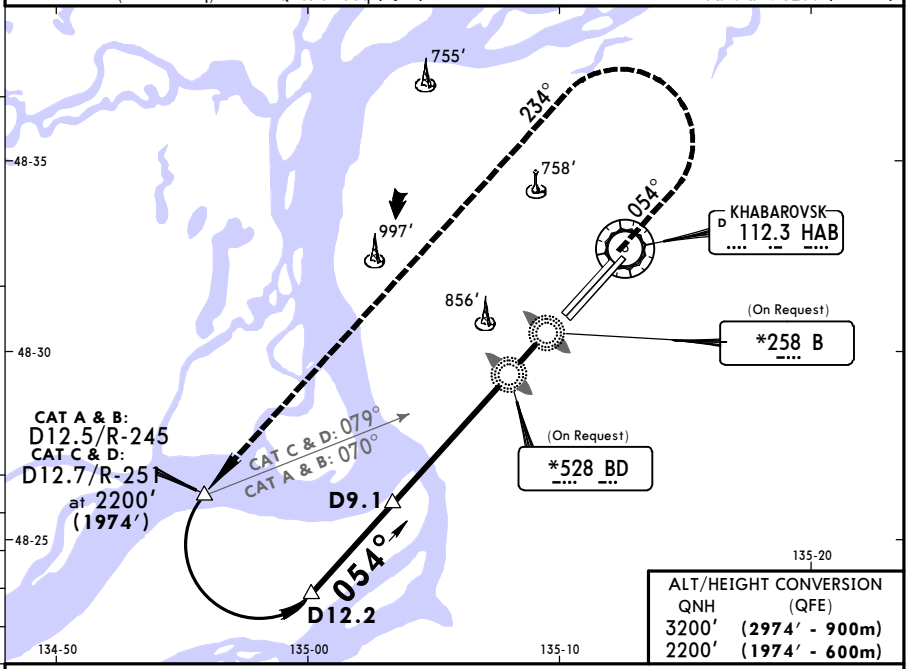
| ATIS | KHABAROVSK Approach | KHABAROVSK Radar (TWR) | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) Refer to Minimums | Apt Elev 243′ Rwy 226′ |
|---|---|---|---|---|
| | 054° | 883′(657′) | | |

**MISSED APCH:** Climb on 054° to 2200′(1974′), then turn LEFT onto 234°, then according to chart.

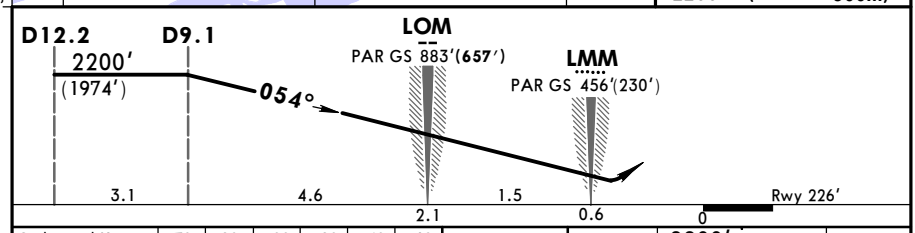
085° 2100′ 335° 4200′ MSA HAB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200′(2974′)




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (2974′ - 900m) |
| 2200′ | (1974′ - 600m) |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| PAR GS | 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |

ALS PAPI

2200′ (1974′) on 054°

234° LT

STRAIGHT-IN LANDING RWY 05L

DA(H) A: 426′(200′) B: 427′(201′) C: 436′(210′) D: 446′(220′)

ALS out

PANS OPS

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

CHANGES: Communications.

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# UHHH/KHV
NOVY

JEPPESEN

15 APR 16 (18-2) Eff 28 Apr

# KHABAROVSK, RUSSIA
## PAR Rwy 05R

BRIEFING STRIP ™

| ATIS | KHABAROVSK Approach | KHABAROVSK Radar (TWR) | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

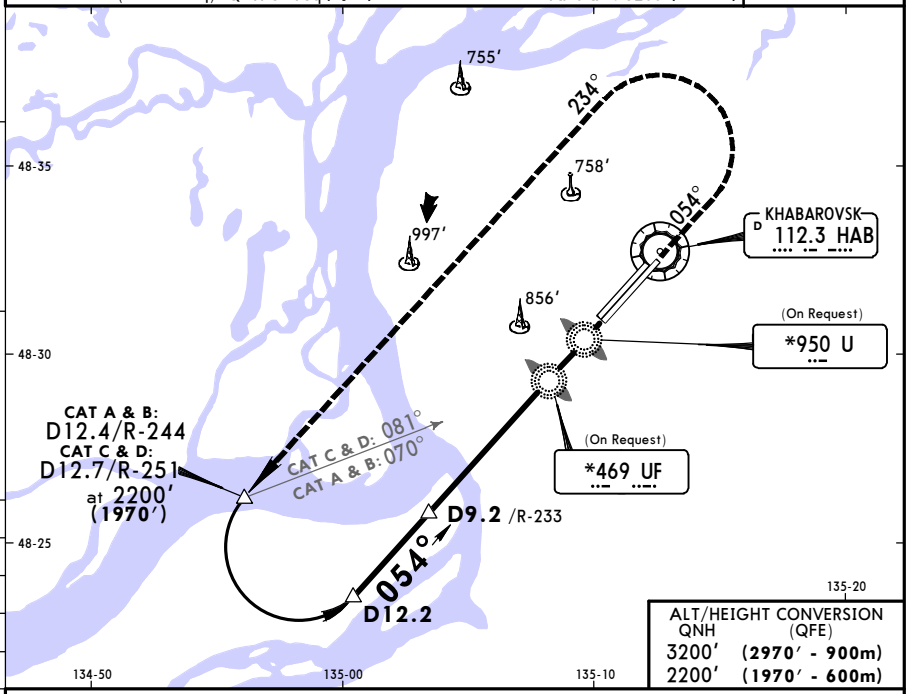
| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) Refer to Minimums | Apt Elev 243′ Rwy 230′ |
|---|---|---|---|---|
| | 054° | 886′(656′) | | |

**MISSED APCH:** Climb on 054° to 2200′(1970′), 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′(2970′)

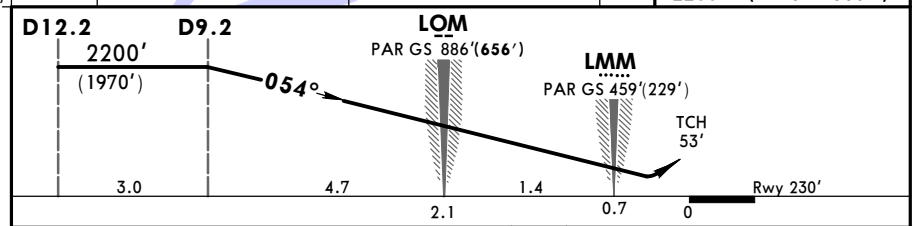
2100′ 085° 335° 4200′

MSA HAB VOR




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 3200′ | (2970′ - 900m) |
| 2200′ | (1970′ - 600m) |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| PAR GS | 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |

HIALS PAPI 2200′ (1970′) on 054° 234° LT

STRAIGHT-IN LANDING RWY **05R**

DA(H) A: 449′(219′) C: 469′(239′)
B: 459′(229′) D: 479′(249′)

ALS out

PANS OPS

| | | |
|---|---|---|
| A | RVR 720m VIS 800m | 1200m |
| B | | |
| C | | |
| D | | |

CHANGES: Communications. Minimums.

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# UHHH/KHV
NOVY

JEPPESEN

12 JUN 15 (18-3) Eff 25 Jun

# KHABAROVSK, RUSSIA
## PAR Rwy 23L

BRIEFING STRIP TM

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) Refer to Minimums | Apt Elev / RWY |
|---|---|---|---|---|
| | 234° | 892′(656′) | | 243′ / 236′ |

**MISSED APCH ❶:** Climb on 234° to 2210′(1974′) at D8.4, then turn RIGHT onto 054°, then according to chart.
**By ATC:** RIGHT turn before passing BD LOM/D4.5 at MIM 2210′(1974′).

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200′(2964′)

MSA HAB VOR: 2100′ 085° 335° 4200′

❶ When there are no flights at Khabarovsk/Tsentralny, it is allowed to go around at MIM 630′(394′) by LEFT turn before passing BD LOM/D4.5.

CAT A & B: D9.6/R-039
CAT C & D: D10.3/R-032
at 2210′ (1974′)

D9.6/ R-055

D6.6/ R-055

234°

CAT C & D: 207°
CAT A & B: 214°

CAT C & D: 262°
CAT A & B: 251°

CAT A & B: D10.0/ R-068
CAT C & D: D10.4/R-077
at 2210′ (1974′)

KHABAROVSK D 112.3 HAB

755′ 758′ 997′ 856′

(On Request) *469 HI

(On Request) *950 H

(On Request) *528 BD
D4.5

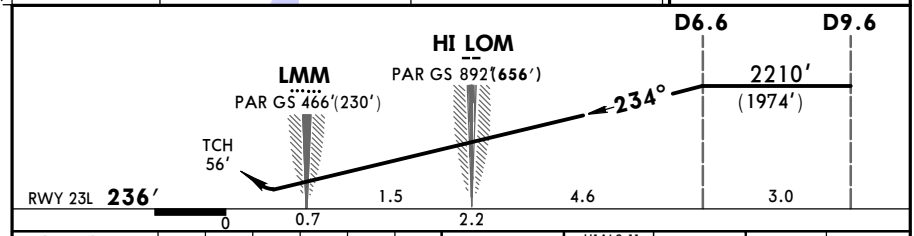
054°

D8.4/ R-233

Khabarovsk (Tsentralny)

48-40 48-30 135-00 135-10 135-20

| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | (QFE) |
| 3200′ | (2964′ - 900m) |
| 2210′ | (1974′ - 600m) |
| 630′ | (394′ - 120m) |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| PAR GS 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |

HIALS-II PAPI 2210′ (1974′) on 234° D8.4

STRAIGHT-IN LANDING RWY 23L

DA(H) AB: 436′(200′) C: 443′(207′) D: 453′(217′)

PANS OPS

| | | TDZ or CL out | ALS out |
|---|---|---|---|
| A | RVR 550m VIS 800m | RVR 720m VIS 800m | 1200m |
| B | | | |
| C | | | |
| D | | | |

CHANGES: Arrival fix.

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# UHHH/KHV
NOVY

JEPPESEN
12 JUN 15 (18-4) Eff 25 Jun

# KHABAROVSK, RUSSIA
## PAR Rwy 23R

BRIEFING STRIP

| ATIS | KHABAROVSK Approach (R) | KHABAROVSK Radar | KHABAROVSK Tower | Ground |
|---|---|---|---|---|
| 124.875 | 125.2 | 120.3 | 119.3 | 119.3 |

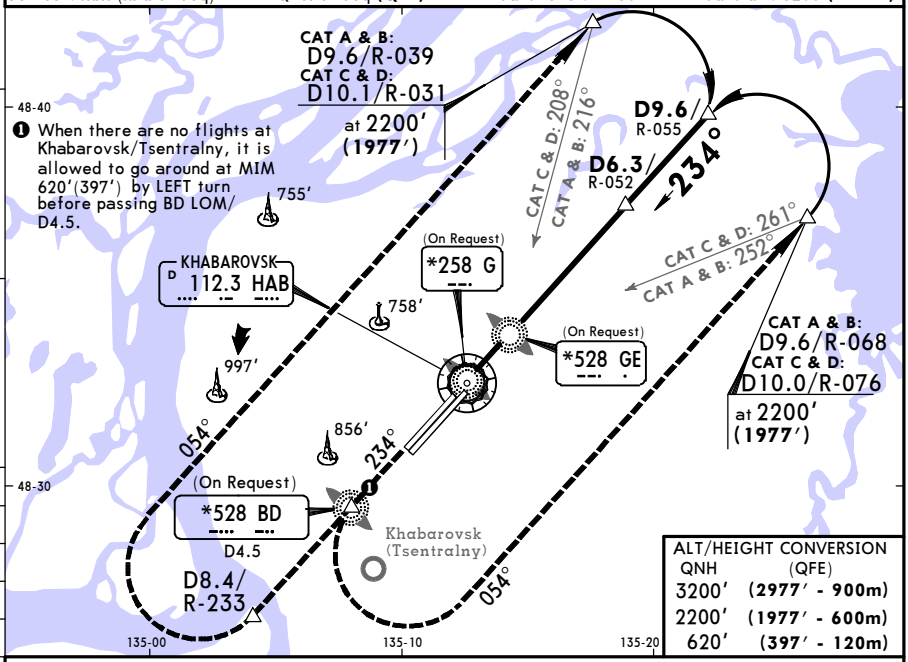
| RADAR | Final Apch Crs | PAR GS LOM | PAR DA(H) Refer to Minimums | Apt Elev 243′ RWY 223′ |
|---|---|---|---|---|
| | 234° | 880′(657′) | | |

**MISSED APCH ❶**: Climb on 234° to 2200′ (1977′) at D8.4, then turn RIGHT onto 054°, then according to chart.

**By ATC**: RIGHT turn before passing BD LOM/D4.5 at MIM 2200′(1977′).

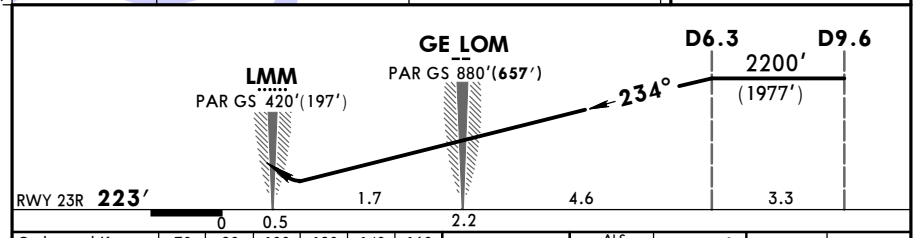
MSA HAB VOR: 2100′; 085°; 4200′; 335°

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) |
| 620′ | (397′ - 120m) |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| PAR GS | 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |

ALS PAPI | 2200′ (1977′) on 234° | D8.4

STRAIGHT-IN LANDING RWY 23R

DA(H) A: 436′(213′) C: 456′(233′)
B: 446′(223′) D: 466′(243′)

ALS out

PANS OPS

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

CHANGES: None.

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## Chart changes since cycle 12-2016

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**KHABAROVSK, (NOVY - UHHH)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport UHHH