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JEPPESEN
JeppView for Windows

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Terminal Charts For UKHH
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: KHARKIV UKR
ICAO/IATA: UKHH / HRK
Lat/Long: N49° 55.62', E036° 17.40'
Elevation: 528 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0125 Z
Sunset: 1747 Z

Runway Information

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

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

Communication Information

ATIS: 127.600 Non-English
ATIS: 126.750
Kharkiv Tower: 118.100
Kharkiv Ground: 119.000
Kharkiv Ground: 133.250
Kharkiv Radar Approach: 133.900
Kharkiv Radar Approach: 118.800
Kharkiv Radar Approach: 132.125
Kharkiv Information: 130.700 Flight Info Service

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1. GENERAL

1.1. ATIS

ATIS 126.750
127.6 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Reverse thrust shall not be used between 2300-0700LT, except for flight safety reasons.

1.3. TAXI PROCEDURES

Movement of ACFT are prohibited without controller's clearance.

Taxiing on apron with Follow-me car.

Towing on TWY D only.

1.4. PARKING INFORMATION

- Stands 7 (H3), H1 and H2 available for helicopter.
- Stands 1 thru 10 with push-back only.
- Stands 29 and 30 available for run-up.
- Stands 38 thru 58 facing North with push-back only.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATIONS

CDO are authorized only if there is no system degradation that may affect a GNSS or ILS operation.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance, the pilot is free to plan/optimize the vertical profile in order to apply the CDO technique up to the FAP.

Depending on the traffic situation, the CDO can start from the top-of-descent (TOD) or from lower levels.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" the pilot should maintain the cruising/last assigned level until the optimum descent point/TOD, as determined by the pilot (or by FMS), and then commence descent without any additional requests unless otherwise instructed by ATC.

Due to airspace structure ATC will initially instruct pilots to descend to the level(s) above the level of FAP. In doing so, ATC will issue further descent instruction prior to the CDO flight reaching 750m (2500ft) from the last assigned level so as to prevent leveling off.

Pilots shall maintain MAX IAS 220 KT at a distance of 20 track miles from touchdown.

Specified minimum levels must be adhered to unless specifically cancelled by ATC.

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2. ARRIVAL

2.2. TAXI PROCEDURES

2.2.1. STANDARD TAXI ROUTES

RWY 07:	Stands 1 thru 15:	TWY A3, B, C1
	Stands 17 thru 28:	TWY A3, B, C2
	Stands 29 thru 35, H-2:	TWY A3, B, C2, D1
	Stands 38 thru 58:	TWY A3, B, C3
	Stands 1 thru 15:	TWY A4, B2, B, C3
	Stands 17 thru 28:	TWY A4, B2, B, C2
	Stands 29 thru 35, H-2:	TWY A4, B2, B, C2, D1
	Stands 38 thru 58:	TWY A4, B2, B, C3
RWY 25:	Stands 1 thru 15:	TWY A2, C1
	Stands 17 thru 28:	TWY A2, C2
	Stands 29 thru 35, H-2:	TWY A2, C2, D1
	Stands 38 thru 58:	TWY A2, B, C3
	Stands 1 thru 15:	TWY A1, B1, C1
	Stands 17 thru 28:	TWY A1, B1, C2
	Stands 29 thru 35, H-2:	TWY A1, B1, C2, D1
	Stands 38 thru 58:	TWY A4, B2, B, C2, D1

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Take-off Restrictions

Following take-off and initial climb procedures should be performed:

- From take-off to 600m (2000ft) with take-off power, take-off flap at V2+10 KT or considering pitch limitation.
- From 600m (2000ft) to 1200m (4000ft) reduce power to en-route flight power.
- After 1200m (4000ft) retract flaps according to Flight Manual; climb to en-route height.

3.2. TAXI PROCEDURES

3.2.1. STANDARD TAXI ROUTES

RWY 07:	Stands 1 thru 10:	TWY C1, B1, A1
	Stands 11 thru 28:	TWY C2, B1, A1
	Stands 29 thru 35, H-2:	TWY D1, C2, B1, A1
	Stands 38 thru 58:	TWY C3, B, B1, A1
RWY 25:	Stands 1 thru 10:	TWY C1, B, B2, A4
	Stands 11 thru 28:	TWY C2, B, B2, A4
	Stands 29 thru 35, H-2:	TWY D1, C2, B, B2, A4
	Stands 38 thru 58:	TWY C3, B, B2, A4

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UKHH/HRK
OSNOVA

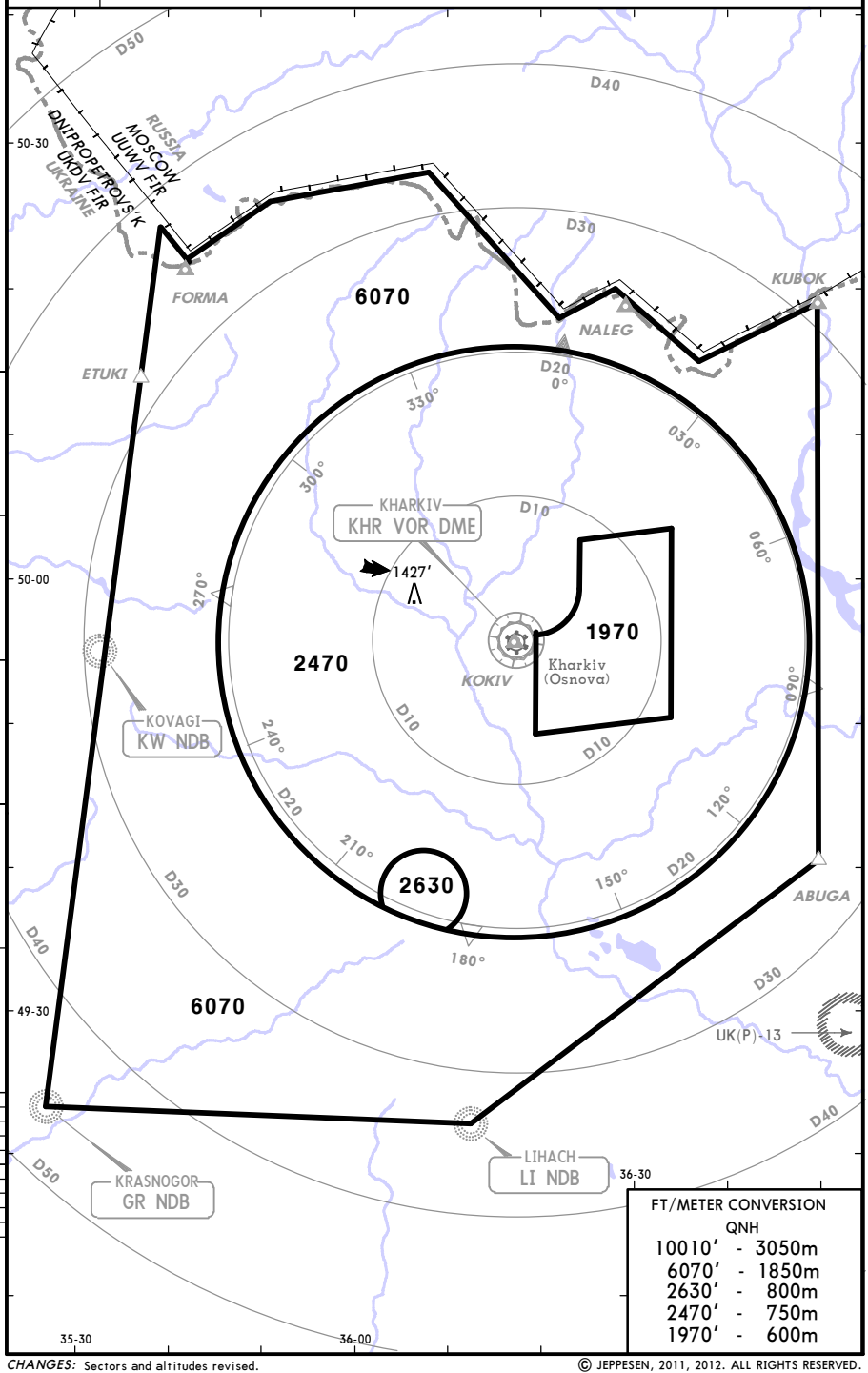
JEPPESEN

20 APR 12 (10-1R) Eff 3 May

KHARKIV, UKRAINE
RADAR MINIMUM ALTITUDES

Apt Elev 529′

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



FT/METER CONVERSION

QNH		
10010′	-	3050m
6070′	-	1850m
2630′	-	800m
2470′	-	750m
1970′	-	600m

CHANGES: Sectors and altitudes revised.

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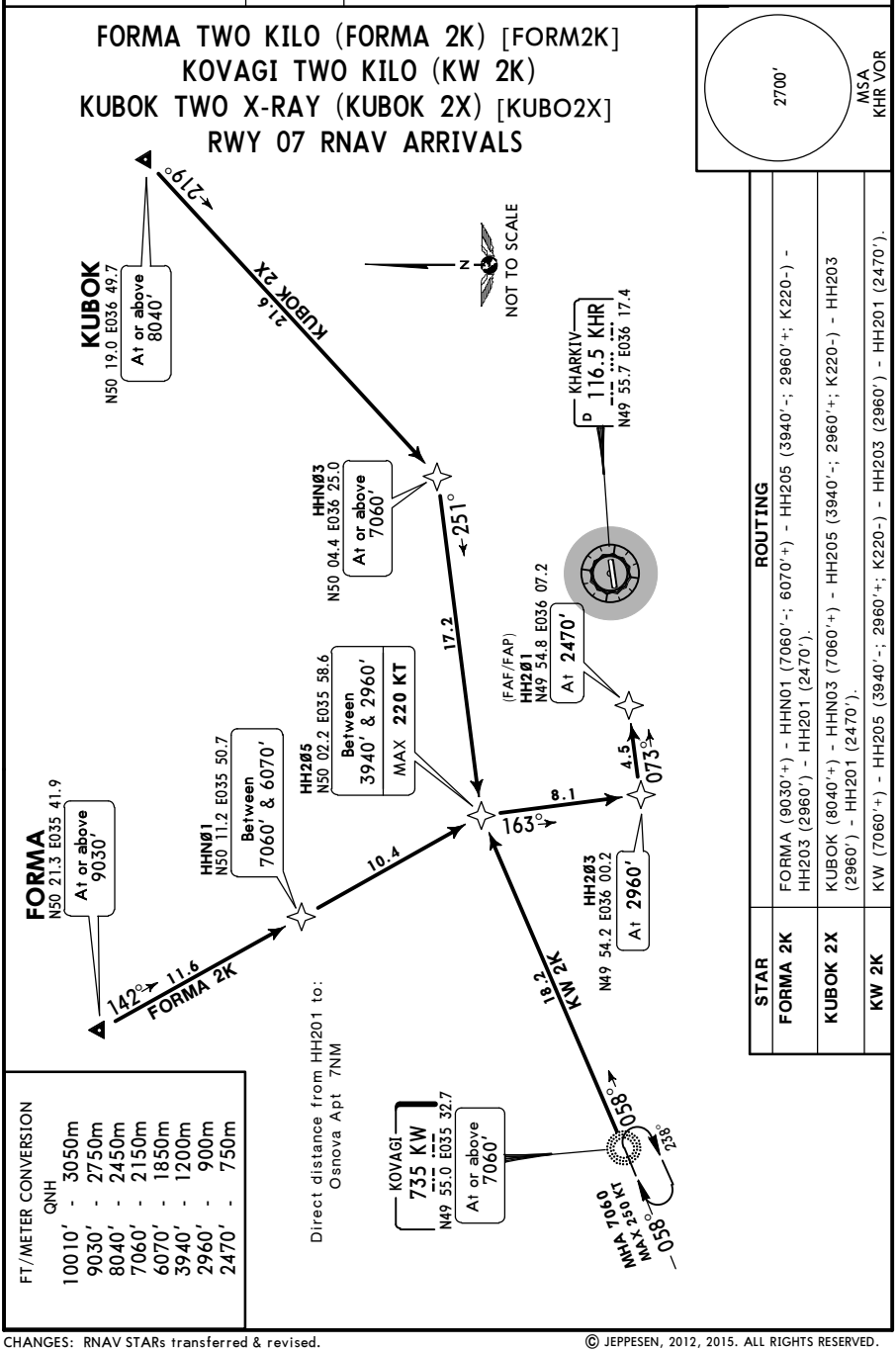
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT RADAR vectors to final. 4. For CDO instructions refer to 10-1P pages.

FORMA TWO KILO (FORMA 2K) [FORM2K]
KOVAGI TWO KILO (KW 2K)
KUBOK TWO X-RAY (KUBOK 2X) [KUBO2X]
RWY 07 RNAV ARRIVALS



STAR	ROUTING
FORMA 2K	FORMA (9030′+) - HHN01 (7060′-; 6070′+) - HH205 (3940′-; 2960′+; K220-) - HH203 (2960′) - HH201 (2470′).
KUBOK 2X	KUBOK (8040′+) - HHN03 (7060′+) - HH205 (3940′-; 2960′+; K220-) - HH203 (2960′) - HH201 (2470′).
KW 2K	KW (7060′+) - HH205 (3940′-; 2960′+; K220-) - HH203 (2960′) - HH201 (2470′).

FT/METER CONVERSION
QNH

10010′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
6070′	1850m
3940′	1200m
2960′	900m
2470′	750m

CHANGES: RNAV STARs transferred & revised.

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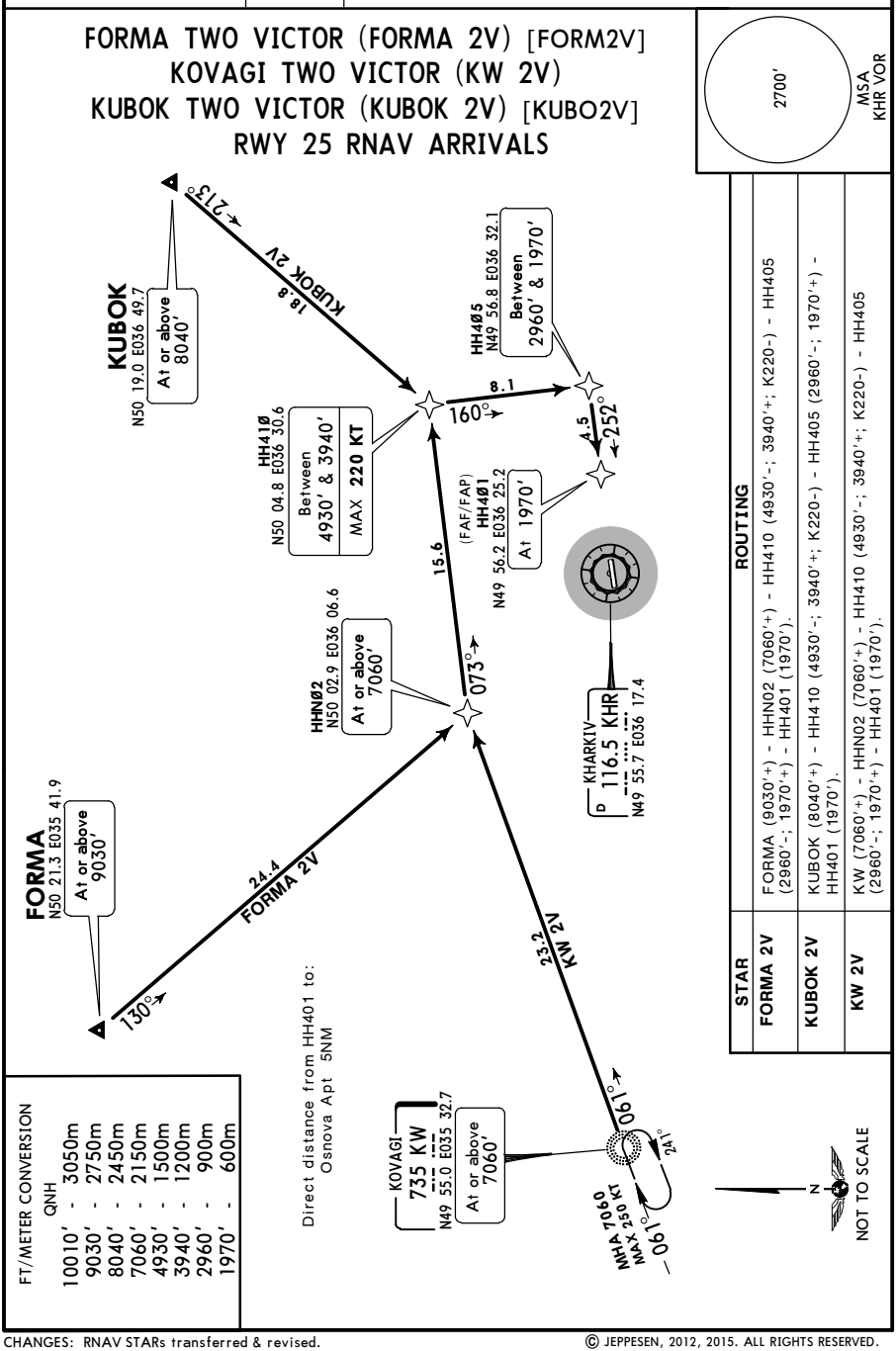
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT RADAR vectors to final. 4. For CDO instructions refer to 10-1P pages.

FORMA TWO VICTOR (FORMA 2V) [FORM2V]
KOVAGI TWO VICTOR (KW 2V)
KUBOK TWO VICTOR (KUBOK 2V) [KUBO2V]
RWY 25 RNAV ARRIVALS



STAR	ROUTING
FORMA 2V	FORMA (9030′+) - HHN02 (7060′+) - HH410 (4930′-; 3940′+; K220-) - HH405 (2960′-; 1970′+) - HH401 (1970′).
KUBOK 2V	KUBOK (8040′+) - HH410 (4930′-; 3940′+; K220-) - HH405 (2960′-; 1970′+) - HH401 (1970′).
KW 2V	KW (7060′+) - HHN02 (7060′+) - HH410 (4930′-; 3940′+; K220-) - HH405 (2960′-; 1970′+) - HH401 (1970′).

CHANGES: RNAV STARs transferred & revised.

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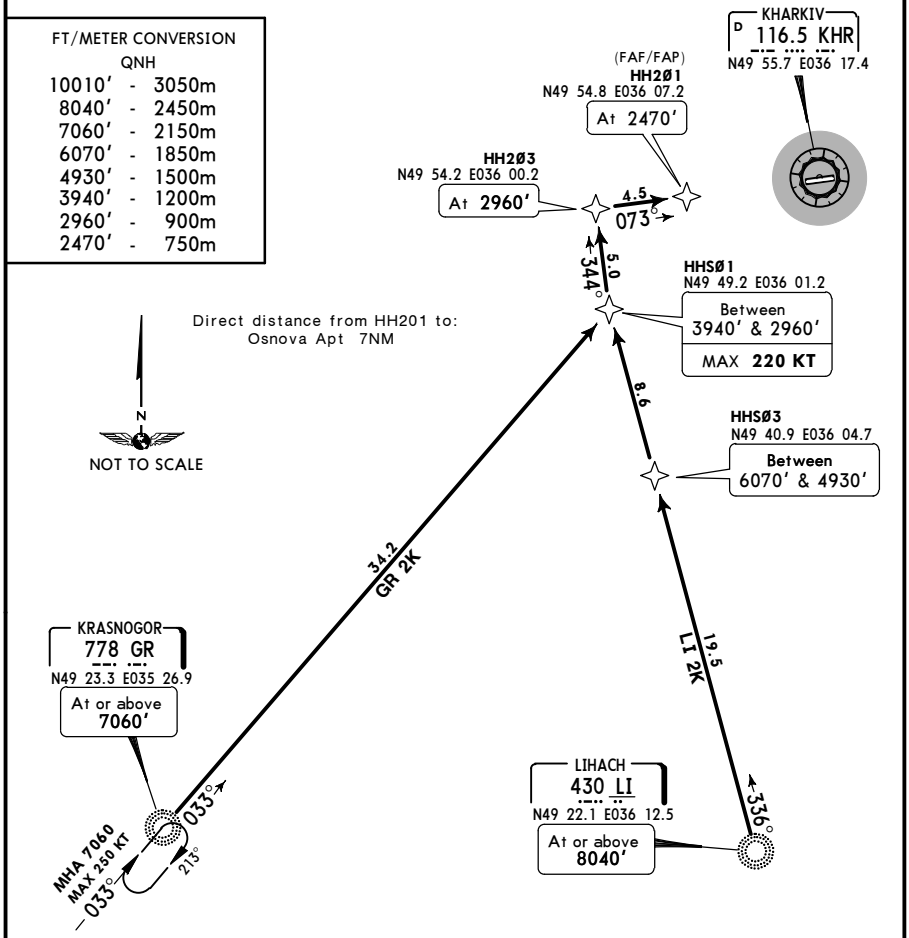
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT RADAR vectors to final. 4. For CDO instructions refer to 10-1P pages.

MSA
KHR VOR
2700′

KRASNOGOR TWO KILO (GR 2K)
LIHACH TWO KILO (LI 2K)
RWY 07 RNAV ARRIVALS

FT/METER CONVERSION
QNH

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



STAR	ROUTING
GR 2K	GR (7060′+) - HHS01 (3940′-; 2960′+; K220-) - HH203 (2960′) - HH201 (2470′).
LI 2K	LI (8040′+) - HHS03 (6070′-; 4930′+) - HS001 (3940′-; 2960+; K220-) - HH203 (2960′) - HH201 (2470′).

CHANGES: RNAV STARs transferred & revised.

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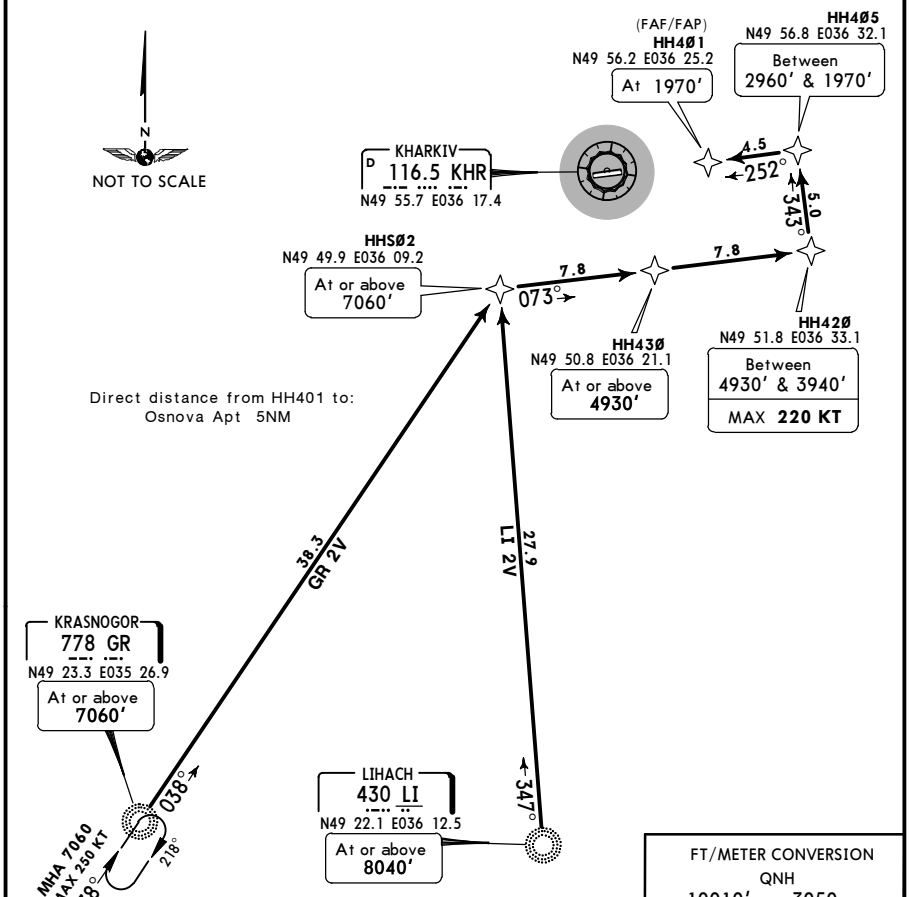
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. EXPECT RADAR vectors to final. 4. For CDO instructions refer to 10-1P pages.

2700′
MSA
KHR VOR

KRASNOGOR TWO VICTOR (GR 2V)
LIHACH TWO VICTOR (LI 2V)
RWY 25 RNAV ARRIVALS



FT/METER CONVERSION	
QNH	
10010′	3050m
8040′	2450m
7060′	2150m
4930′	1500m
3940′	1200m
2960′	900m
1970′	600m

STAR	ROUTING
GR 2V	GR (7060′+) - HHS02 (7060′+) - HH430 (4930′+) - HH420 (4930′-; 3940′+; K220-) - HH405 (2960′-; 1970′+) - HH401 (1970′).
LI 2V	LI (8040′+) - HHS02 (7060′+) - HH430 (4930′+) - HH420 (4930′-; 3940′+; K220-) - HH405 (2960′-; 1970′+) - HH401 (1970′).

CHANGES: RNAV STARs transferred & revised.

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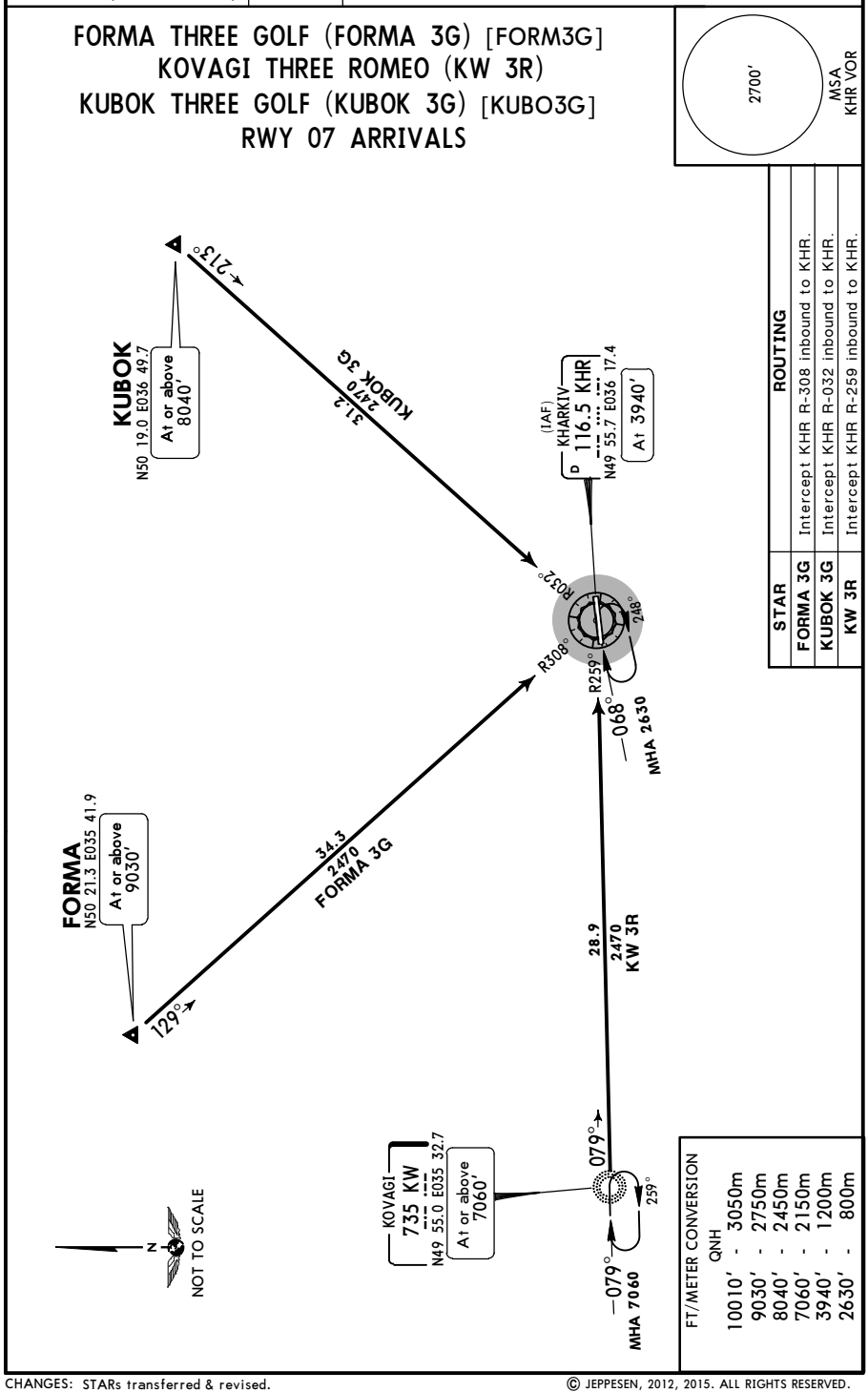
ATIS	Apt Elev	
126.750 (Russian 127.6)	528'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

FORMA THREE GOLF (FORMA 3G) [FORM3G]
KOVAGI THREE ROMEO (KW 3R)
KUBOK THREE GOLF (KUBOK 3G) [KUBO3G]
RWY 07 ARRIVALS



STAR	ROUTING
FORMA 3G	Intercept KHR R-308 inbound to KHR.
KUBOK 3G	Intercept KHR R-032 inbound to KHR.
KW 3R	Intercept KHR R-259 inbound to KHR.

FT/METER CONVERSION
QNH

10010'	3050m
9030'	2750m
8040'	2450m
7060'	2150m
3940'	1200m
2630'	800m

CHANGES: STARs transferred & revised.

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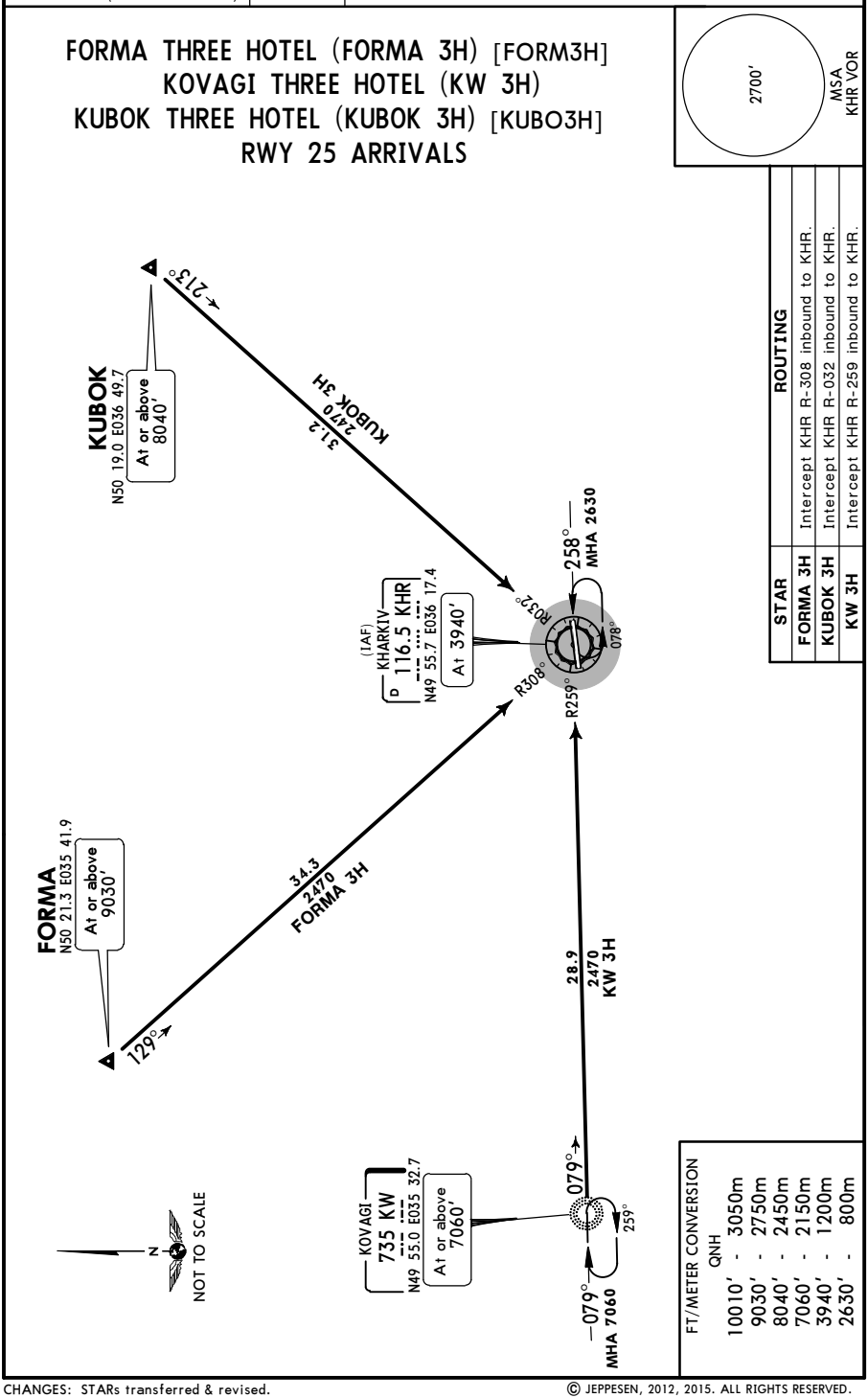
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

FORMA THREE HOTEL (FORMA 3H) [FORM3H]
KOVAGI THREE HOTEL (KW 3H)
KUBOK THREE HOTEL (KUBOK 3H) [KUBO3H]
RWY 25 ARRIVALS



STAR	ROUTING
FORMA 3H	Intercept KHR R-308 inbound to KHR.
KUBOK 3H	Intercept KHR R-032 inbound to KHR.
KW 3H	Intercept KHR R-259 inbound to KHR.

FT/METER CONVERSION
QNH

10010′	3050m
9030′	2750m
8040′	2450m
7060′	2150m
3940′	1200m
2630′	800m

CHANGES: STARs transferred & revised.

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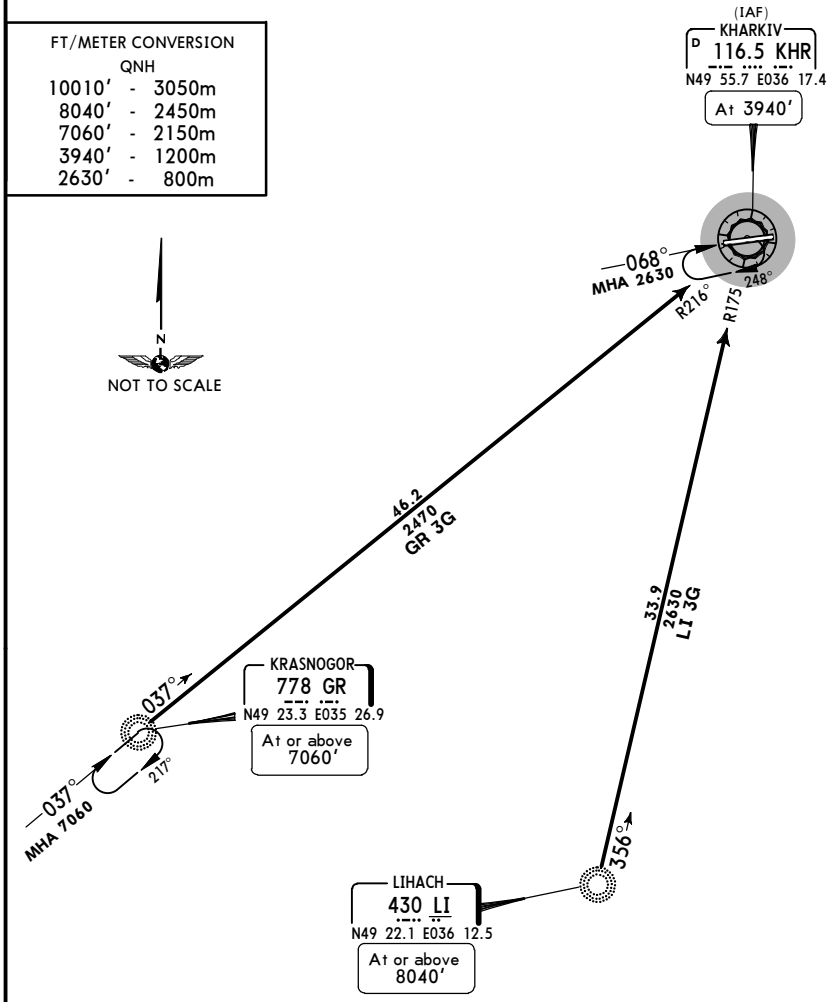
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

2700′
MSA
KHR VOR

KRASNOGOR THREE GOLF (GR 3G)
LIHACH THREE GOLF (LI 3G)
RWY 07 ARRIVALS

FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
7060′	-	2150m
3940′	-	1200m
2630′	-	800m



STAR	ROUTING
GR 3G	Intercept KHR R-216 inbound to KHR.
LI 3G	Intercept KHR R-175 inbound to KHR.

CHANGES: STARs transferred & revised.

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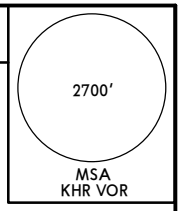
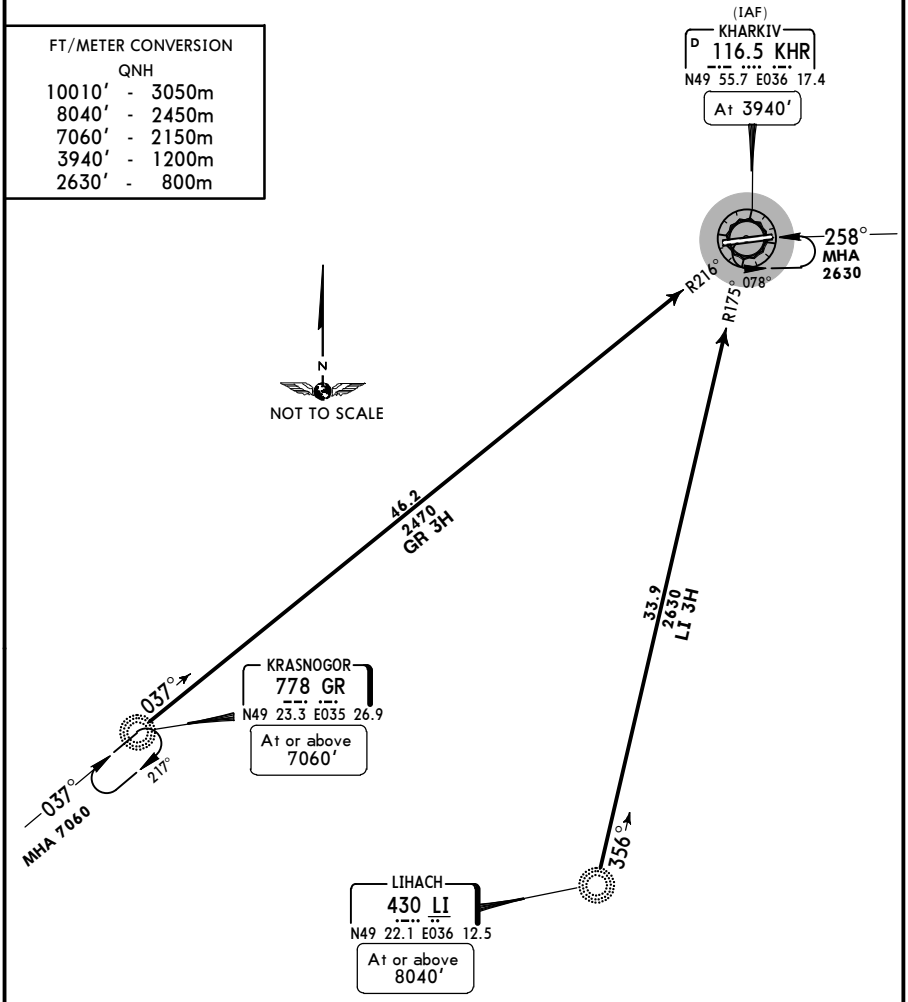
ATIS	Apt Elev	
126.750 (Russian 127.6)	528′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

KRASNOGOR THREE HOTEL (GR 3H)
LIHACH THREE HOTEL (LI 3H)
RWY 25 ARRIVALS



FT/METER CONVERSION	
QNH	
10010′ -	3050m
8040′ -	2450m
7060′ -	2150m
3940′ -	1200m
2630′ -	800m



STAR	ROUTING
GR 3H	Intercept KHR R-216 inbound to KHR.
LI 3H	Intercept KHR R-175 inbound to KHR.

CHANGES: STARs transferred & revised.

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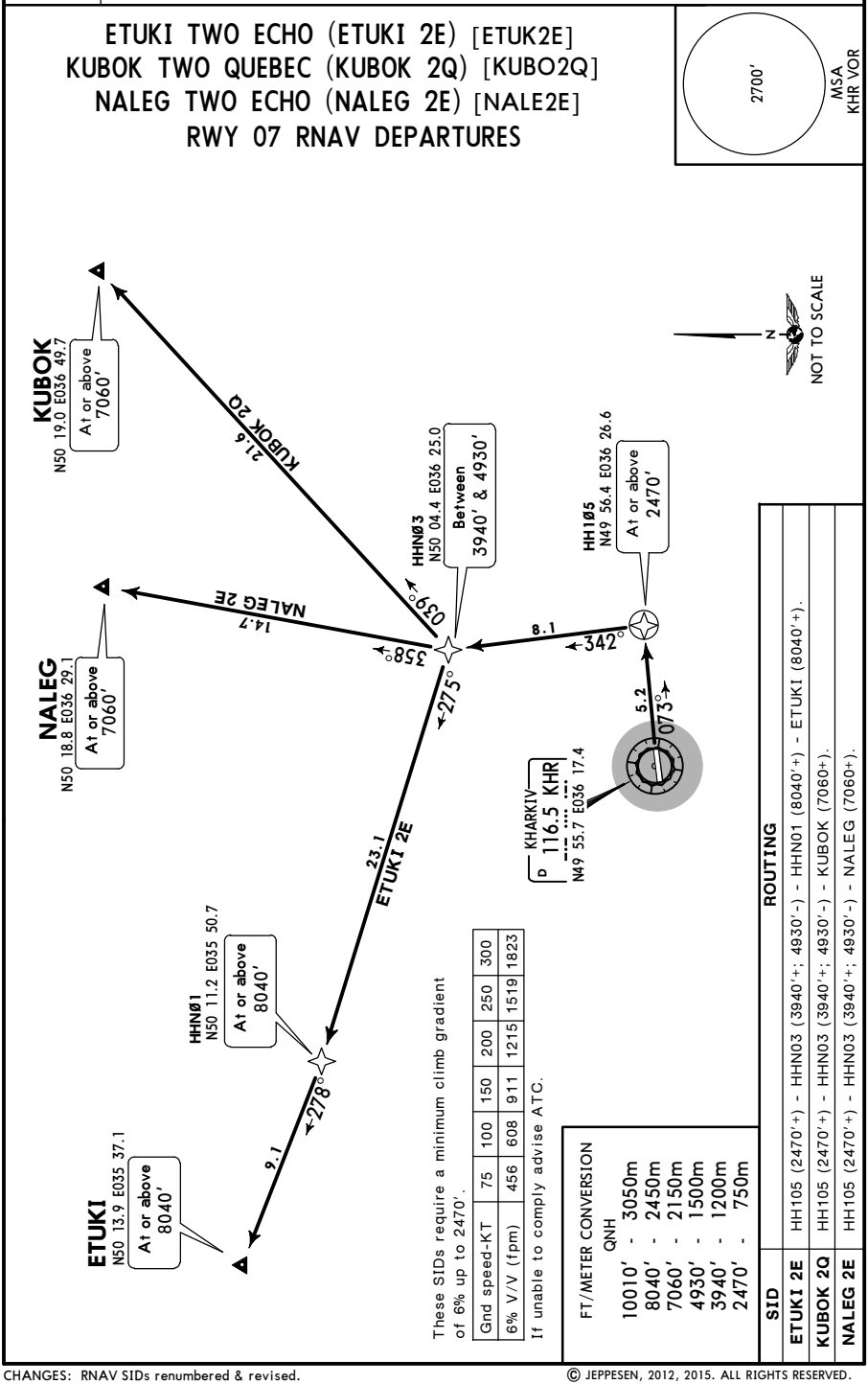
Apt Elev	
528′	Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

ETUKI TWO ECHO (ETUKI 2E) [ETUK2E]
KUBOK TWO QUEBEC (KUBOK 2Q) [KUBO2Q]
NALEG TWO ECHO (NALEG 2E) [NALE2E]
RWY 07 RNAV DEPARTURES



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

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

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

10010′	3050m
8040′	2450m
7060′	2150m
4930′	1500m
3940′	1200m
2470′	750m

SID	ROUTING
ETUKI 2E	HH105 (2470′+) - HHN03 (3940′+; 4930′-) - HHN01 (8040′+) - ETUKI (8040′+).
KUBOK 2Q	HH105 (2470′+) - HHN03 (3940′+; 4930′-) - KUBOK (7060+).
NALEG 2E	HH105 (2470′+) - HHN03 (3940′+; 4930′-) - NALEG (7060+).

CHANGES: RNAV SIDs renumbered & revised.

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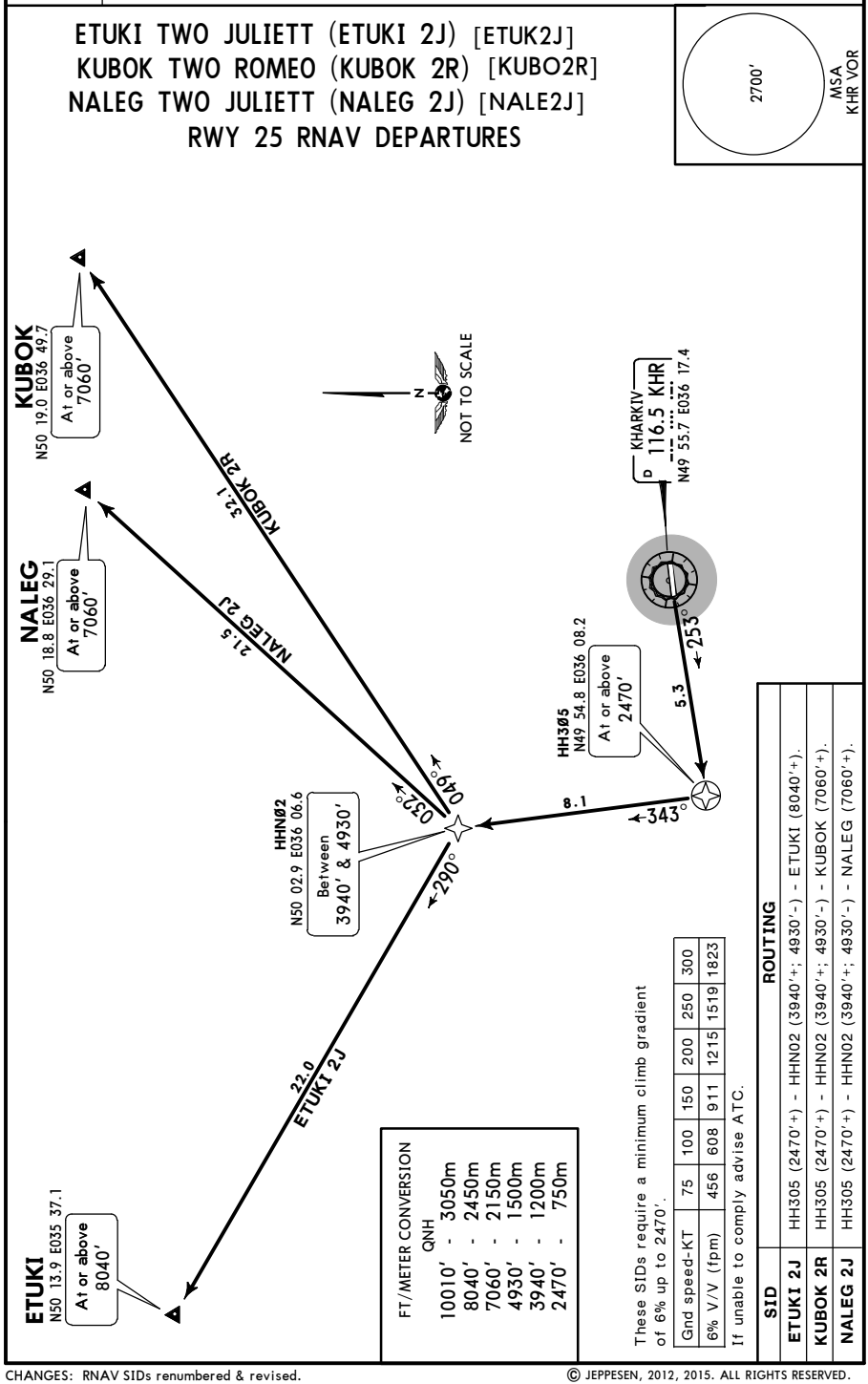
Apt Elev 528′

Trans level: By ATC Trans alt: 10010′
1. RNAV (GNSS)
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

ETUKI TWO JULIETT (ETUKI 2J) [ETUK2J]
KUBOK TWO ROMEO (KUBOK 2R) [KUBO2R]
NALEG TWO JULIETT (NALEG 2J) [NALE2J]
RWY 25 RNAV DEPARTURES



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

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

If unable to comply advise ATC.

SID	ROUTING
ETUKI 2J	HH305 (2470′+) - HHN02 (3940′+; 4930′-) - ETUKI (8040′+).
KUBOK 2R	HH305 (2470′+) - HHN02 (3940′+; 4930′-) - KUBOK (7060′+).
NALEG 2J	HH305 (2470′+) - HHN02 (3940′+; 4930′-) - NALEG (7060′+).

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Apt Elev 528′

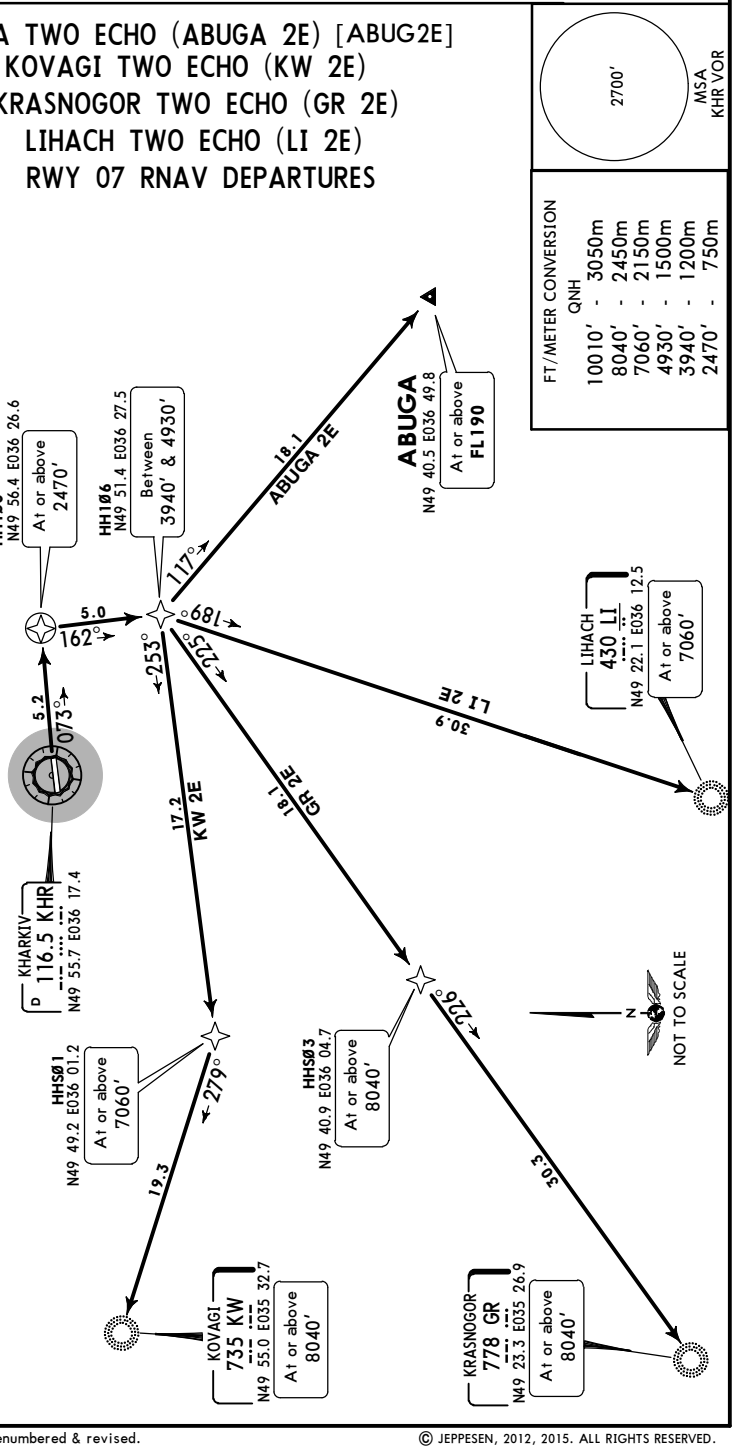
Trans level: By ATC Trans alt: 10010′
1. RNAV (GNSS)
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

ABUGA TWO ECHO (ABUGA 2E) [ABUG2E]
KOVAGI TWO ECHO (KW 2E)
KRASNOGOR TWO ECHO (GR 2E)
LIHACH TWO ECHO (LI 2E)
RWY 07 RNAV DEPARTURES

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

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.



FT/METER CONVERSION
QNH

10010′	3050m
8040′	2450m
7060′	2150m
4930′	1500m
3940′	1200m
2470′	750m

ROUTING

SID	ROUTING
ABUGA 2E By ATC	HH105 (2470′+) - HH106 (3940′+; 4930′-) - ABUGA (FL190+).
GR 2E	HH105 (2470′+) - HH106 (3940′+; 4930′-) - HHS03 (8040′+) - GR (8040′+).
KW 2E	HH105 (2470′+) - HH106 (3940′+; 4930′-) - HHS01 (7060′+) - KW (8040′+).
LI 2E	HH105 (2470′+) - HH106 (3940′+; 4930′-) - LI (7060′+).

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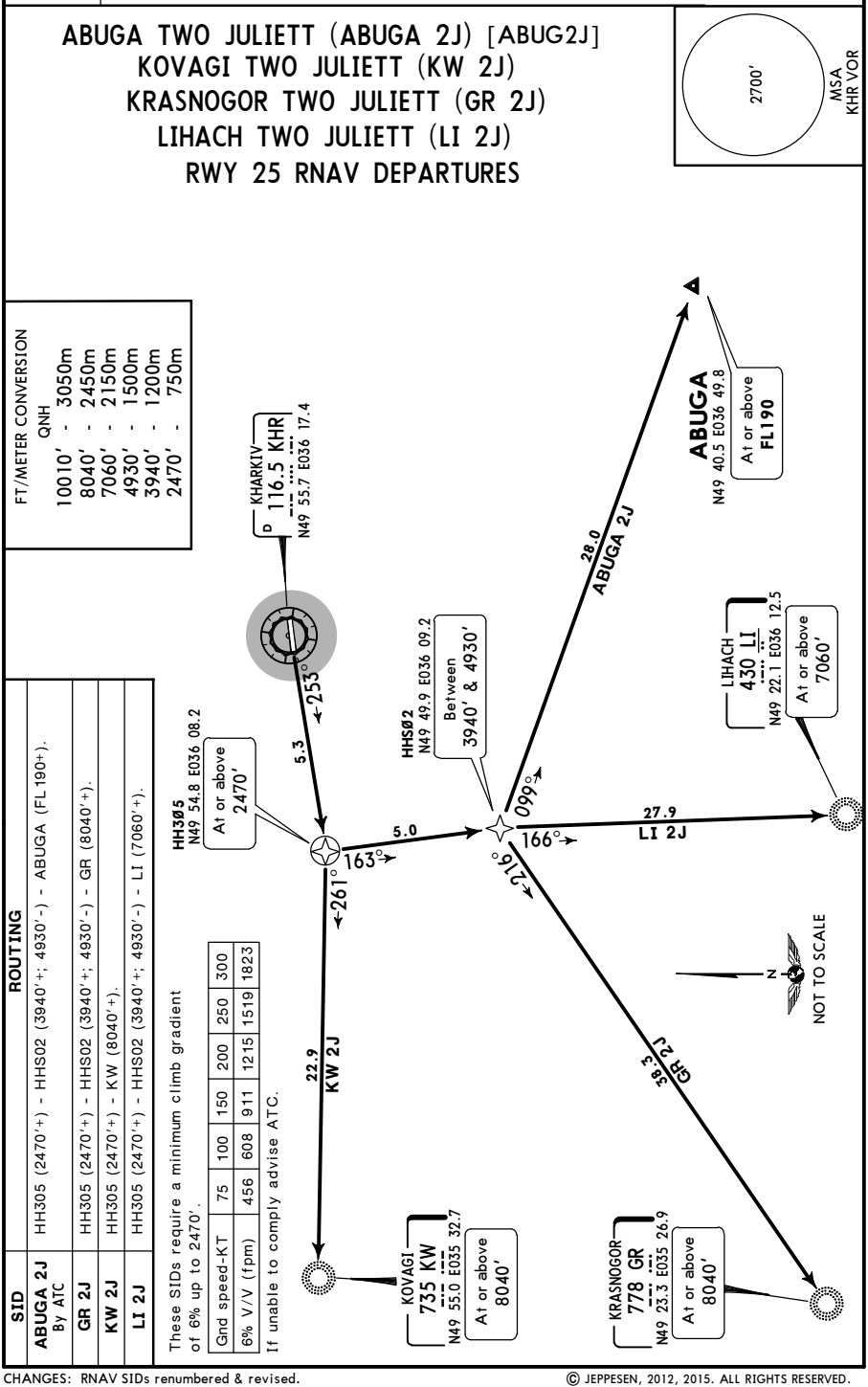
Apt Elev 528′

Trans level: By ATC Trans alt: 10010′
1. RNAV (GNSS)
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

ABUGA TWO JULIETT (ABUGA 2J) [ABUG2J]
KOVAGI TWO JULIETT (KW 2J)
KRASNOGOR TWO JULIETT (GR 2J)
LIHACH TWO JULIETT (LI 2J)
RWY 25 RNAV DEPARTURES



ROUTING

SID	
ABUGA 2J By ATC	HH305 (2470′+) - HHS02 (3940′+; 4930′-) - ABUGA (FL190+).
GR 2J	HH305 (2470′+) - HHS02 (3940′+; 4930′-) - GR (8040′+).
KW 2J	HH305 (2470′+) - KW (8040′+).
LI 2J	HH305 (2470′+) - HHS02 (3940′+; 4930′-) - LI (7060′+).

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

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

If unable to comply advise ATC.

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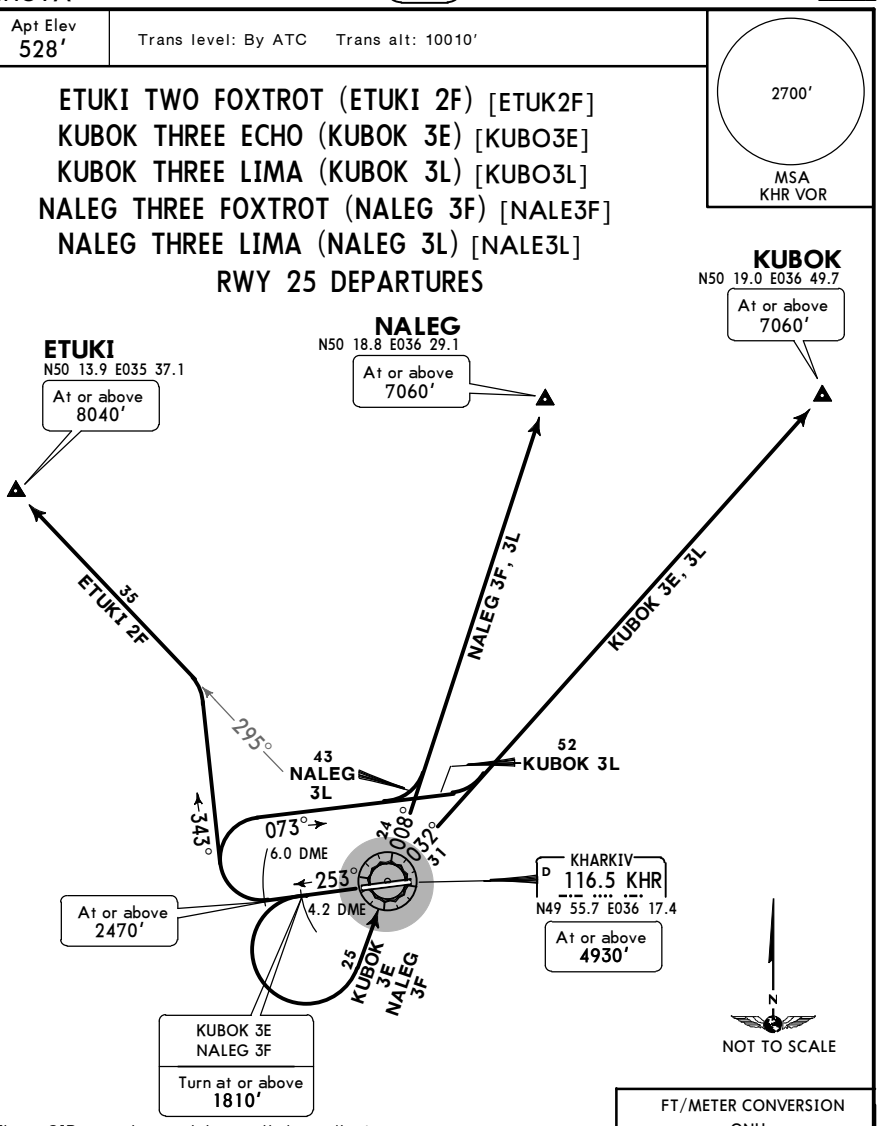
Apt Elev
528′

Trans level: By ATC Trans alt: 10010′

ETUKI TWO FOXTROT (ETUKI 2F) [ETUK2F]
KUBOK THREE ECHO (KUBOK 3E) [KUBO3E]
KUBOK THREE LIMA (KUBOK 3L) [KUBO3L]
NALEG THREE FOXTROT (NALEG 3F) [NALE3F]
NALEG THREE LIMA (NALEG 3L) [NALE3L]
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of
KUBOK 3E, NALEG 3F: 6% up to 1810′.
ETUKI 2F, KUBOK 3L, NALEG 3L: 6% up to 2470′.

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

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1810′	-	550m
2470′	-	750m
4930′	-	1500m
7060′	-	2150m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
ETUKI 2F	Climb on 253° track to KHR 6.0 DME, turn RIGHT, 343° track, intercept KHR R-295 to ETUKI.
KUBOK 3E	Climb on 253° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-032 to KUBOK.
KUBOK 3L By ATC	Climb on 253° track to KHR 6.0 DME, turn RIGHT, 073° track, intercept KHR R-032 to KUBOK.
NALEG 3F	Climb on 253° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-008 to NALEG.
NALEG 3L By ATC	Climb on 253° track to KHR 6.0 DME, turn RIGHT, 073° track, intercept KHR R-008 to NALEG.

CHANGES: SIDs renumbered & revised.

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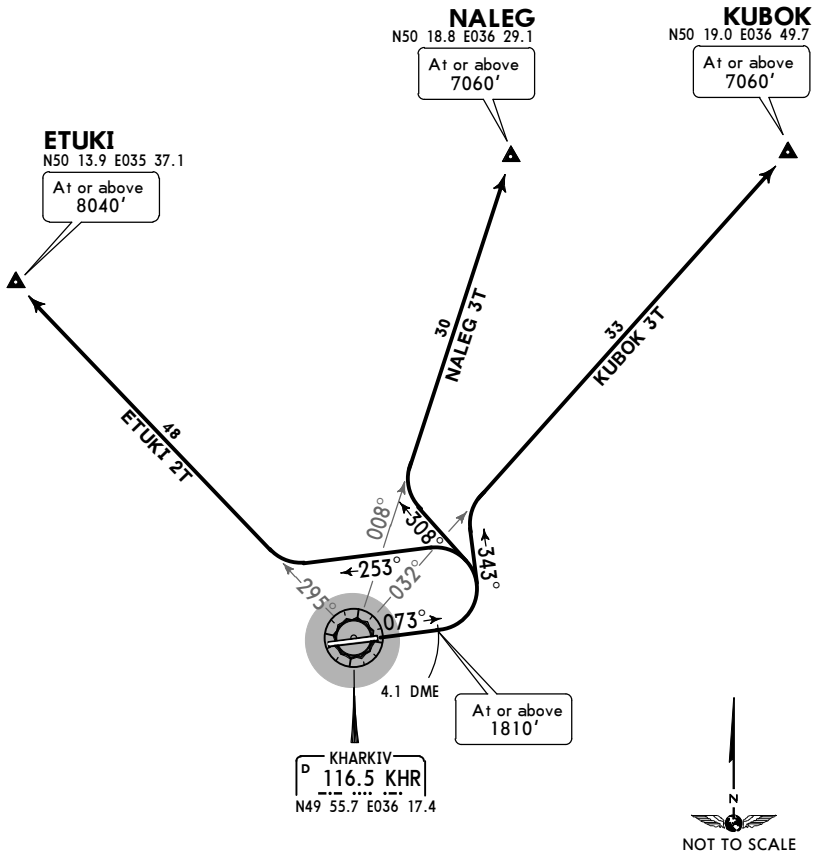
Apt Elev
528′

Trans level: By ATC Trans alt: 10010′

2700′
MSA
KHR VOR

ETUKI TWO TANGO (ETUKI 2T) [ETUK2T]
KUBOK THREE TANGO (KUBOK 3T) [KUBO3T]
NALEG THREE TANGO (NALEG 3T) [NALE3T]
RWY 07 DEPARTURES



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

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

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1810′	-	550m
8040′	-	2450m
7060′	-	2150m
10010′	-	3050m

SID	ROUTING
ETUKI 2T	Climb on 073° track to KHR 4.1 DME, turn LEFT, 253° track, intercept KHR R-295 to ETUKI.
KUBOK 3T	Climb on 073° track to KHR 4.1 DME, turn LEFT, 343° track, intercept KHR R-032 to KUBOK.
NALEG 3T	Climb on 073° track to KHR 4.1 DME, turn LEFT, 308° track, intercept KHR R-008 to NALEG.

CHANGES: SIDs renumbered & revised.

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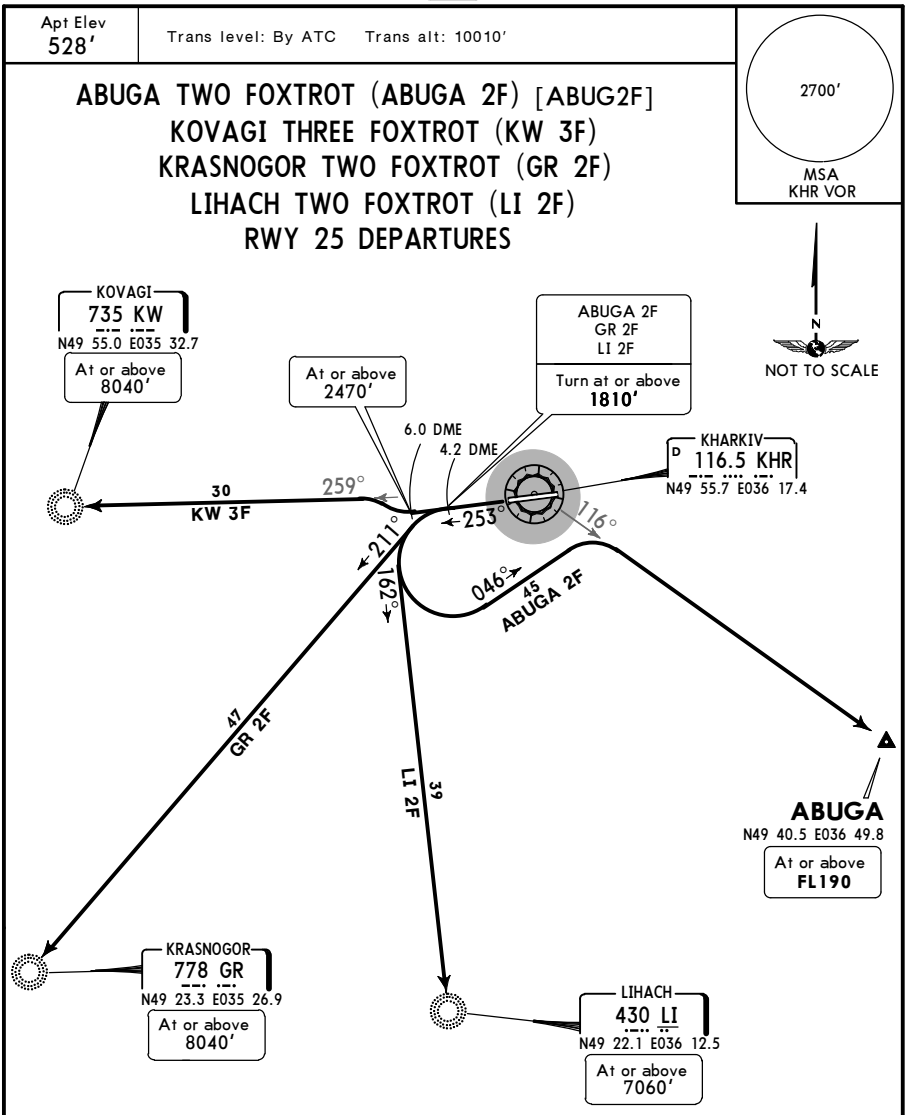
Apt Elev 528′

Trans level: By ATC Trans alt: 10010′

ABUGA TWO FOXTROT (ABUGA 2F) [ABUG2F]
KOVAGI THREE FOXTROT (KW 3F)
KRASNOGOR TWO FOXTROT (GR 2F)
LIHACH TWO FOXTROT (LI 2F)
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of
ABUGA 2F, GR 2F, LI 2F: 6% up to 1810′.
KW 3F: 6% up to 2470′.

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

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

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

SID	ROUTING
ABUGA 2F By ATC	Climb on 253° track to KHR 4.2 DME, turn LEFT, 046° track, intercept KHR R-116 to ABUGA.
GR 2F	Climb on 253° track to KHR 4.2 DME, turn LEFT, intercept 211° bearing to GR.
KW 3F	Climb on 253° track to KHR 6.0 DME, turn RIGHT, intercept KHR R-259 to KW.
LI 2F	Climb on 253° track to KHR 4.2 DME, turn LEFT, intercept 162° bearing to LI.

CHANGES: SIDs renumbered & revised.

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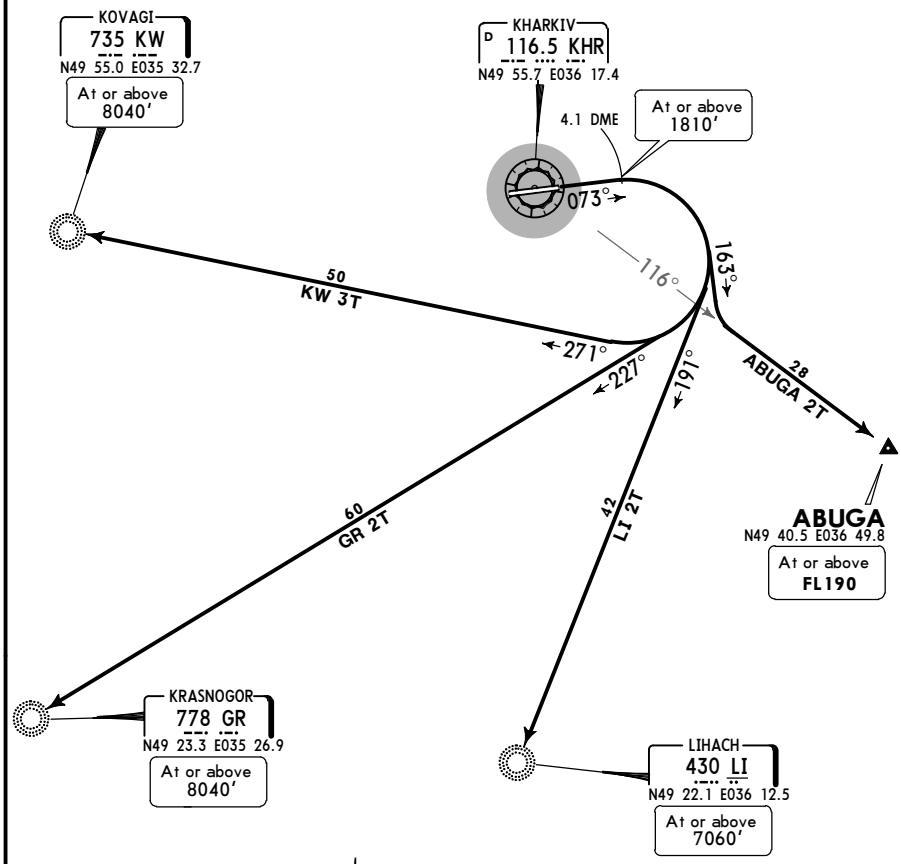
Apt Elev
528′

Trans level: By ATC Trans alt: 10010′

MSA
KHR VOR
2700′

ABUGA TWO TANGO (ABUGA 2T) [ABUG2T]
KOVAGI THREE TANGO (KW 3T)
KRASNOGOR TWO TANGO (GR 2T)
LIHACH TWO TANGO (LI 2T)
RWY 07 DEPARTURES



FT/METER CONVERSION	
QNH	
1810′ -	550m
7060′ -	2150m
8040′ -	2450m
10010′ -	3050m

N
NOT TO SCALE

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

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

If unable to comply advise ATC.

SID	ROUTING
ABUGA 2T By ATC	Climb on 073° track to KHR 4.1 DME, turn RIGHT, 163° track, intercept KHR R-116 to ABUGA.
GR 2T	Climb on 073° track to KHR 4.1 DME, turn RIGHT, intercept 227° bearing to GR.
KW 3T	Climb on 073° track to KHR 4.1 DME, turn RIGHT, intercept 271° bearing to KW.
LI 2T	Climb on 073° track to KHR 4.1 DME, turn RIGHT, intercept 191° bearing to LI.

CHANGES: SIDs renumbered & revised.

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UKHH/HRK

Apt Elev **528′**

N49 55.6 E036 17.4

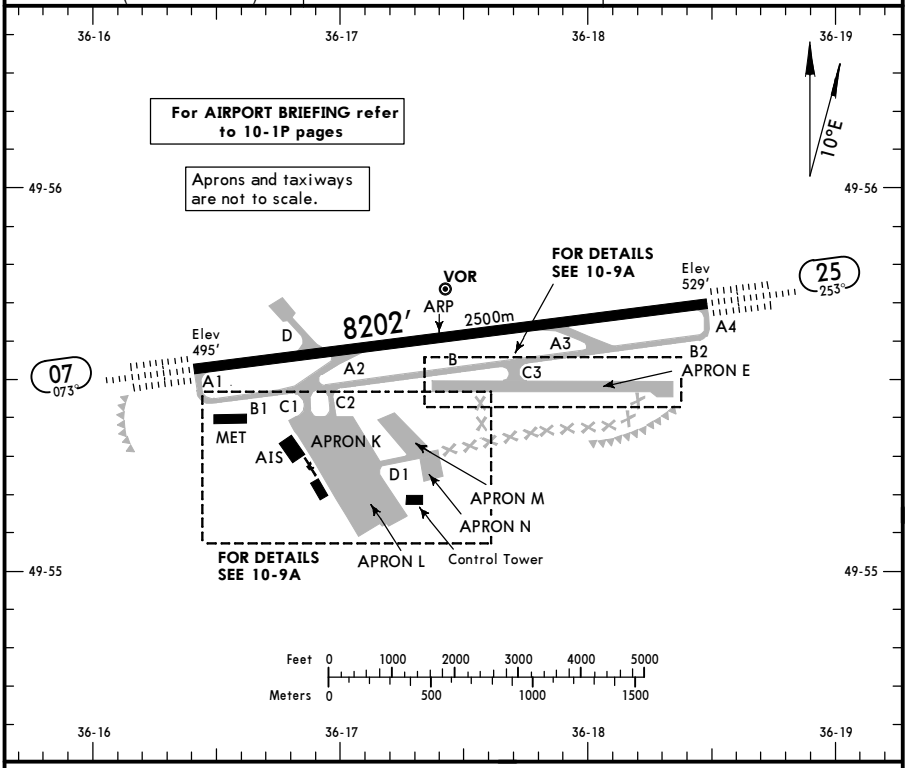
JEPPESEN

13 NOV 15 (10-9)

KHARKIV, UKRAINE

OSNOVA

ATIS	Ground	Tower
126.750 (Russian 127.6)	133.250	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	HIRL (60m) CL (15m) HIALS-II TDZ ❶ HST-A3 RVR		7108′ 2167m	❷	148′ 45m
25	HIRL (60m) CL (15m) HIALS-II TDZ ❶ HST-A2 RVR		6987′ 2130m		

❶ PAPI-L (3.0°)

❷ TAKE-OFF RUN AVAILABLE

RWY 07:
From rwy head/twy A1 int 8202′ (2500m)
twy A2 int 5249′ (1600m)

RWY 25:
From rwy head/twy A4 int 8202′ (2500m)
twy A3 int 5249′ (1600m)

JAR-OPS

TAKE-OFF ❶

	All Rwys LVP must be in force					
	Approved Operators 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	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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

CHANGES: Notes transferred to 10-1P pages.

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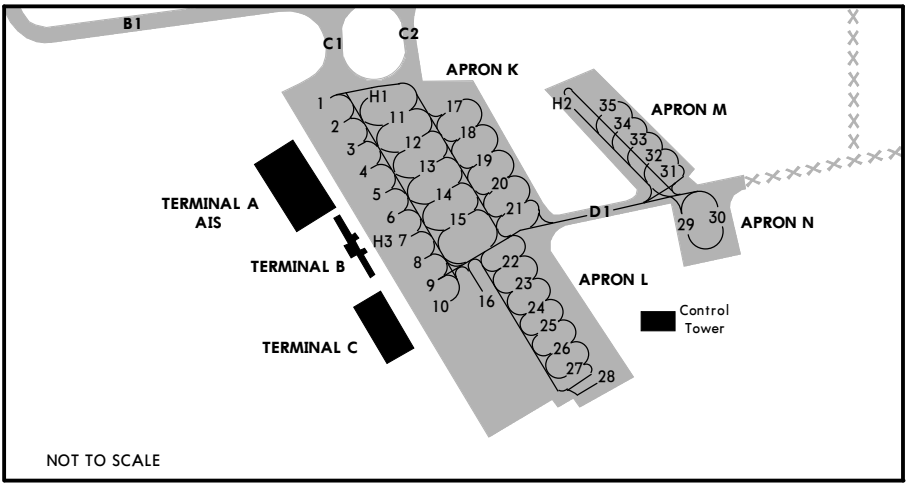

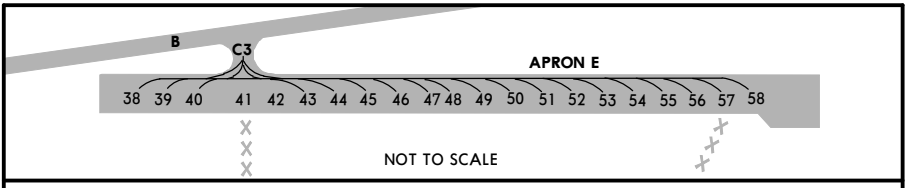

CHANGES: Notes transferred to 10-1P pages.

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STRAIGHT-IN RWY		A	B	C	D
07	CAT 2 ILS	**607**′(112′) **RA163 R300m**	**623**′(128′) **RA190 R400m**	**636**′(141′) **RA214 R450m**	**650**′(155′) **RA248 R450m**
	ILS	**695**′(200′) **R750m**	**705**′(210′) **R750m**	**715**′(220′) **R800m**	**725**′(230′) **R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**1010**′(515′) **R1500m**	**1010**′(515′) **R1500m**	**1010**′(515′) **R1900m**	**1010**′(515′) **R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❶	**1010**′(515′) **R1500m**	**1010**′(515′) **R1500m**	**1010**′(515′) **R1900m**	**1010**′(515′) **R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
25	CAT 2 ILS	**641**′(112′) **RA131 R300m**	**657**′(128′) **RA152 R400m**	**670**′(141′) **RA169 R450m**	**684**′(155′) **RA187 R450m**
	ILS	**729**′(200′) **R750m**	**739**′(210′) **R750m**	**749**′(220′) **R800m**	**759**′(230′) **R800m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**1010**′(481′) **R1500m**	**1010**′(481′) **R1500m**	**1010**′(481′) **R1800m**	**1010**′(481′) **R1800m**
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR Z ❶	**1070**′(541′) **R1500m**	**1070**′(541′) **R1500m**	**1070**′(541′) **C2100m**	**1070**′(541′) **C2100m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR Y ❶	**1020**′(491′) **R1500m**	**1020**′(491′) **R1500m**	**1020**′(491′) **R1800m**	**1020**′(491′) **R1800m**
	ALS out	R1500m	R1500m	C2300m	C2300m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
After ILS & VOR Rwy 07❸	**1020**′(525′)	**1200**′(705′)	**1420**′(925′)	**1420**′(925′)
After ILS & VOR Rwy 25	**1020**′(492′)❹	**1200**′(672′)	**1420**′(892′)	**1420**′(892′)
	V1500m	V1600m	V2400m	V3600m

❷ Not authorized North of airport.
❸ Circling height based on rwy 07 thresh elev of 495′.
❹ after VOR Z: 1070′ (542′).

TAKE-OFF RWY 07, 25 ❺

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	LVP must be in Force: RL & CL	LVP must be in Force: 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		

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

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15 (11-1) Eff 12 Nov

KHARKIV, UKRAINE
ILS or LOC Rwy 07

BRIEFING STRIP

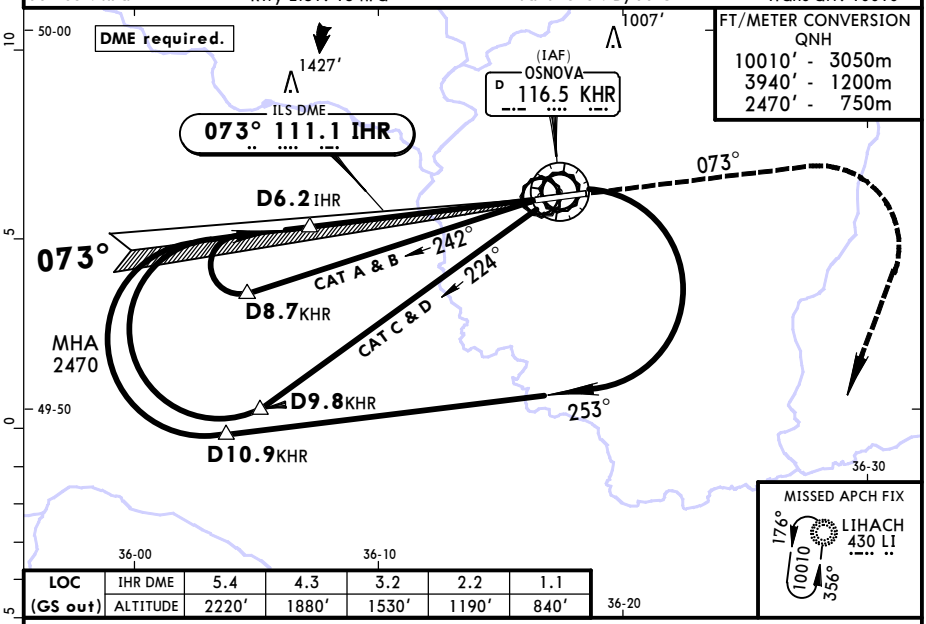
ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750(Russian 127.6)	118.8 132.125133.9	118.1	133.250

LOC IHR	Final Apch Crs	GS	ILS DA(H)	Apt Elev 528′
111.1	073°	No alt published	Refer to Minimums	Rwy 495′

MISSED APCH: Climb on 073° to 2470′, then turn RIGHT to NDB climbing to 10010′, then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 073° to 2470′, then turn RIGHT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

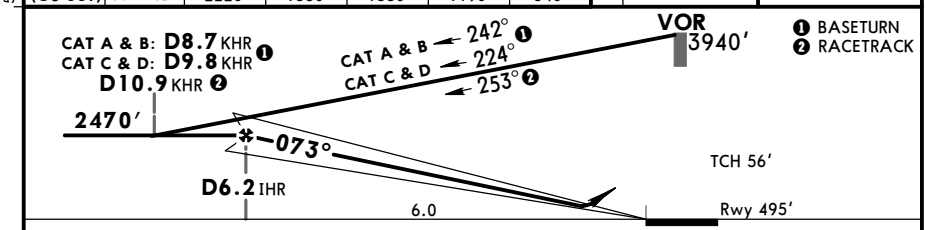
2700′
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION
QNH
10010′ - 3050m
3940′ - 1200m
2470′ - 750m

LOC (GS out)	IHR DME	5.4	4.3	3.2	2.2	1.1
	ALTITUDE	2220′	1880′	1530′	1190′	840′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
2470′ on 073°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 07

ILS
DA(H) A: 695′ (200′) C: 715′ (220′)
B: 705′ (210′) D: 725′ (230′)

LOC (GS out)
MDA(H) 1010′ (515′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC ALS out
A	RVR 700m	RVR 1000m	RVR 1400m	RVR 1500m
B			RVR 1500m	
C			RVR 1600m	RVR 2000m
D			RVR 1800m	

CIRCLE-TO-LAND ❶
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1020′(525′)	1500m
135	1200′(705′)	1600m
180	1420′(925′)	2400m
205	1420′(925′)	3600m

❶ Circling height based on rwy 07 thresh elev of 495′.

CHANGES: Procedure title. Apt elev. Procedure. TCH. Minimums.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-1A)

KHARKIV, UKRAINE
CAT II ILS Rwy 07

BRIEFING STRIP TM

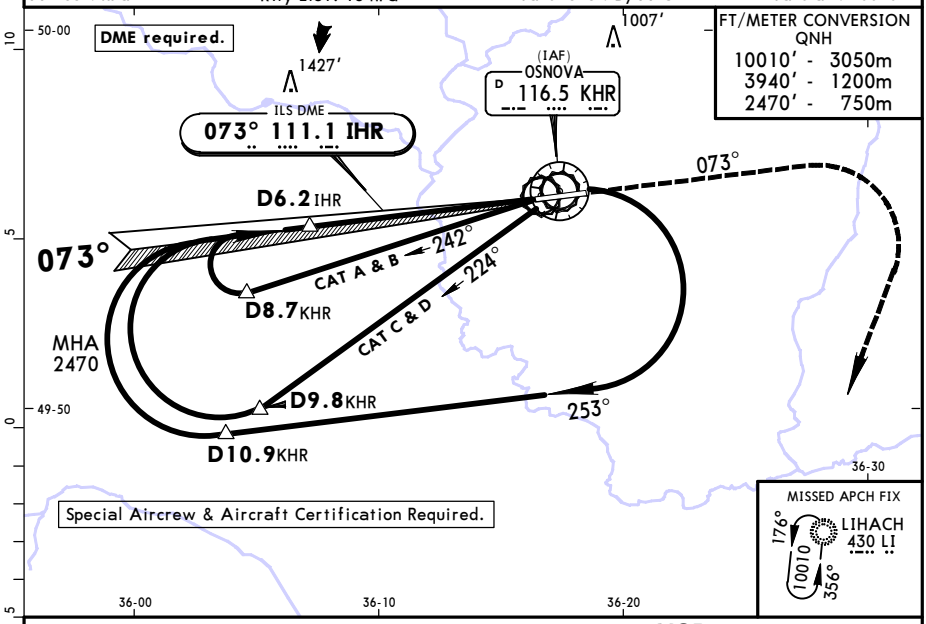
ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750 (Russian 127.6)	118.8 132.125 133.9	118.1	133.250

LOC IHR	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 528′
111.1	073°	No alt published		Rwy 495′

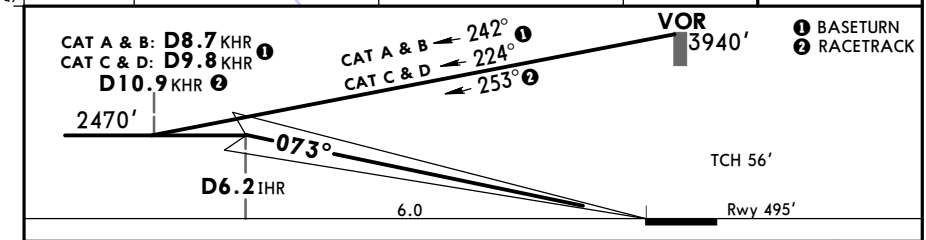
MISSED APCH: Climb on 073° to 2470′, then turn RIGHT to NDB climbing to 10010′, then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 073° to 2470′, then turn RIGHT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

2700′
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION
QNH
10010′ - 3050m
3940′ - 1200m
2470′ - 750m



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
2470′ on 073°

JAR-OPS

STRAIGHT-IN LANDING RWY 07
CAT II ILS

A	B	C	D
RA 163′	RA 190′	RA 214′	RA 248′
DA(H) 607′(112′)	DA(H) 623′(128′)	DA(H) 636′(141′)	DA(H) 650′(155′)
RVR 300m ❶	RVR 400m	RVR 450m	

PANS OPS

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Procedure title. Apt elev. Procedure. TCH. Minimums.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-2)

KHARKIV, UKRAINE
ILS Z or LOC Z Rwy 25

ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750 (Russian 127.6)	118.8 132.125 133.9	118.1	133.250

BRIEFING STRIP ™

LOC IHA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 528′
111.7	253°	No alt published	Refer to Minimums	Rwy 529′

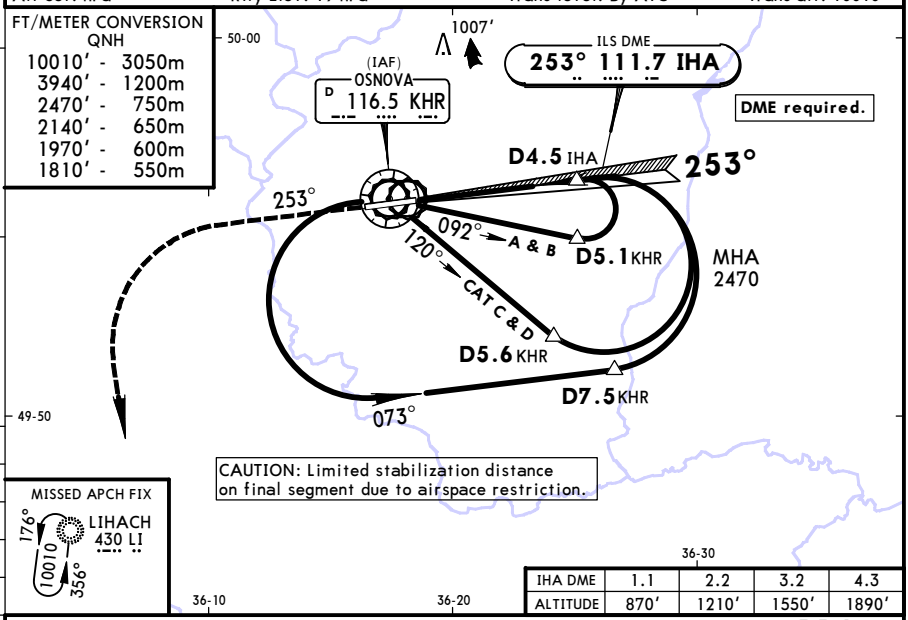
MISSED APCH: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

2700′
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 19 hPa | Trans level: By ATC | Trans alt: 10010′

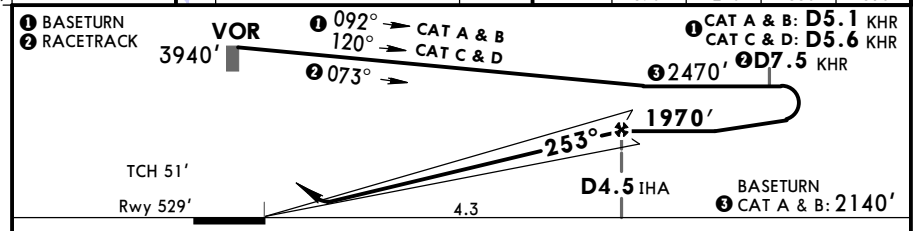
FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
2140′ -	650m
1970′ -	600m
1810′ -	550m



MISSED APCH FIX
LIHACH
430 LI
176°
10010
356°

IHA DME	1.1	2.2	3.2	4.3
ALTITUDE	870′	1210′	1550′	1890′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1810′ on 253°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 25

ILS DA(H) A: 729′ (200′) B: 739′ (210′) C: 749′ (220′) D: 759′ (230′)

LOC (GS out) MDA(H) 1010′ (481′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 700m	RVR 1000m	RVR 1400m	RVR 1500m
B			RVR 1500m	
C			RVR 1600m	RVR 2000m
D			RVR 1800m	

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1020′ (492′)	1500m
135	1200′ (672′)	1600m
180	1420′ (892′)	2400m
205	1420′ (892′)	3600m

CHANGES: Procedure title. Apt elev. Procedure. TCH. Minimums.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-2A)

KHARKIV, UKRAINE
CAT II ILS Z Rwy 25

BRIEFING STRIP

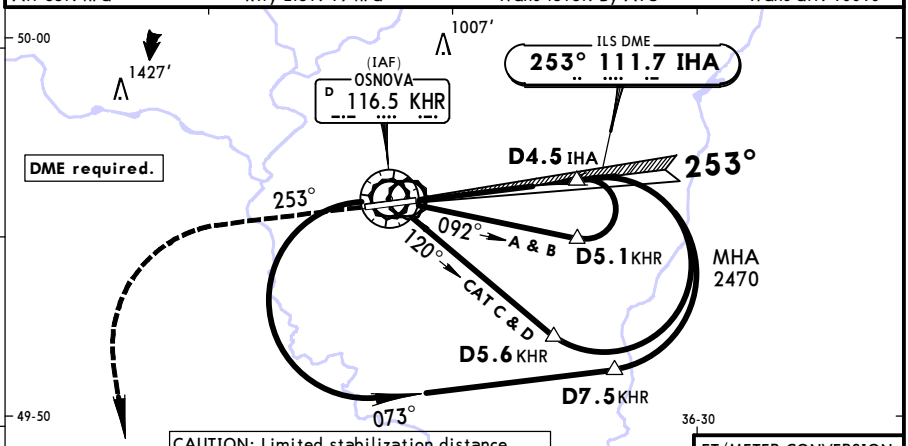
ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750(Russian 127.6)	118.8 132.125133.9	118.1	133.250

LOC IHA	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 528' Rwy 529'
111.7	253°	No alt published		

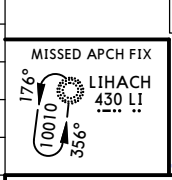
MISSED APCH: Climb on 253° to 1810', then turn LEFT to NDB climbing to 10010', then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 253° to 1810', then turn LEFT to NDB climbing to 10010', hold over 5 min, then proceed to VOR, then according to chart.

2700'
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 19 hPa | Trans level: By ATC | Trans alt: 10010'

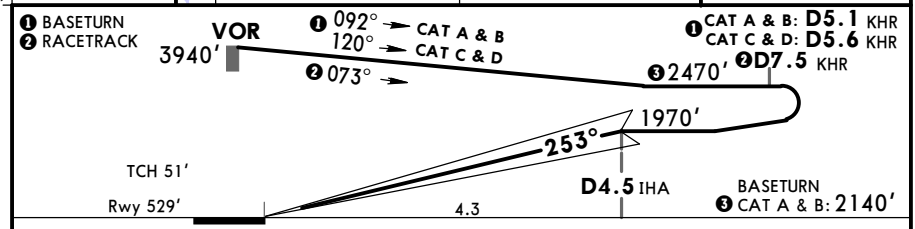


MISSED APCH FIX



FT/METER CONVERSION
QNH

10010' -	3050m
3940' -	1200m
2470' -	750m
2140' -	650m
1970' -	600m
1810' -	550m



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1810' on 253°

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 25
CAT II ILS

A	B	C	D
RA 131'	RA 152'	RA 169'	RA 187'
DA(H) 641'(112')	DA(H) 657'(128')	DA(H) 670'(141')	DA(H) 683'(154')
RVR 300m ❶	RVR 400m	RVR 450m	

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Procedure title. Apt elev. Procedure. Minimums.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-3)

KHARKIV, UKRAINE
ILS Y or LOC Y Rwy 25

BRIEFING STRIP

ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750(Russian 127.6)	118.8 132.125133.9	118.1	133.250

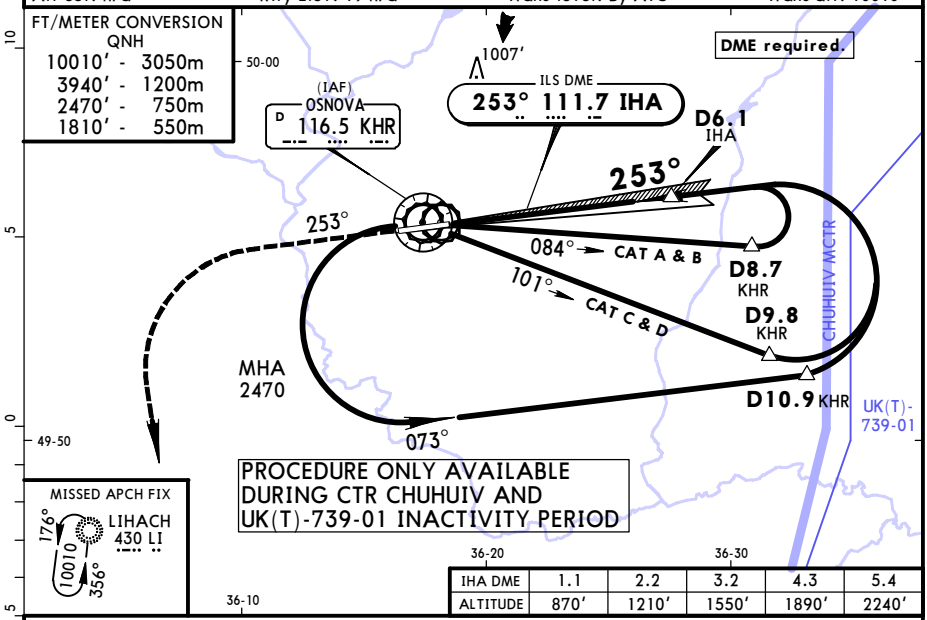
LOC IHA	Final Apch Crs	GS	ILS DA(H)	Apt Elev 528′
111.7	253°	No alt published	Refer to Minimums	Rwy 529′

MISSED APCH: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

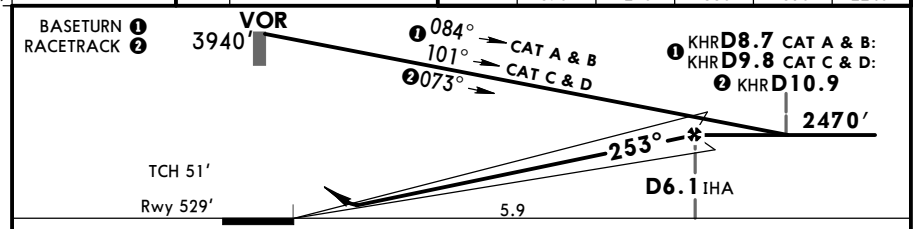
2700′
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 19 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION
QNH
10010′ - 3050m
3940′ - 1200m
2470′ - 750m
1810′ - 550m



IHA DME	1.1	2.2	3.2	4.3	5.4
ALTITUDE	870′	1210′	1550′	1890′	2240′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1810′ on 253°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 25

	ILS DA(H)	ILS FULL	ILS ALS out	LOC (GS out) MDA(H) 1010′(481′) FULL	LOC (GS out) ALS out
A	A: 729′(200′) B: 739′(210′)	RVR 700m	RVR 1000m	RVR 1400m	RVR 1500m
B	C: 749′(220′) D: 759′(230′)			RVR 1500m	
C				RVR 1600m	RVR 2000m
D				RVR 1800m	

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1020′(492′)	1500m
135	1200′(672′)	1600m
180	1420′(892′)	2400m
205	1420′(892′)	3600m

CHANGES: New procedure.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15
Eff 12 Nov
(11-3A)

KHARKIV, UKRAINE
CAT II ILS Y Rwy 25

BRIEFING STRIP TM

ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750(Russian 127.6)	118.8 132.125 133.9	118.1	133.250

LOC IHA	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 528′
111.7	253°	No alt published	Refer to Minimums	Rwy 529′

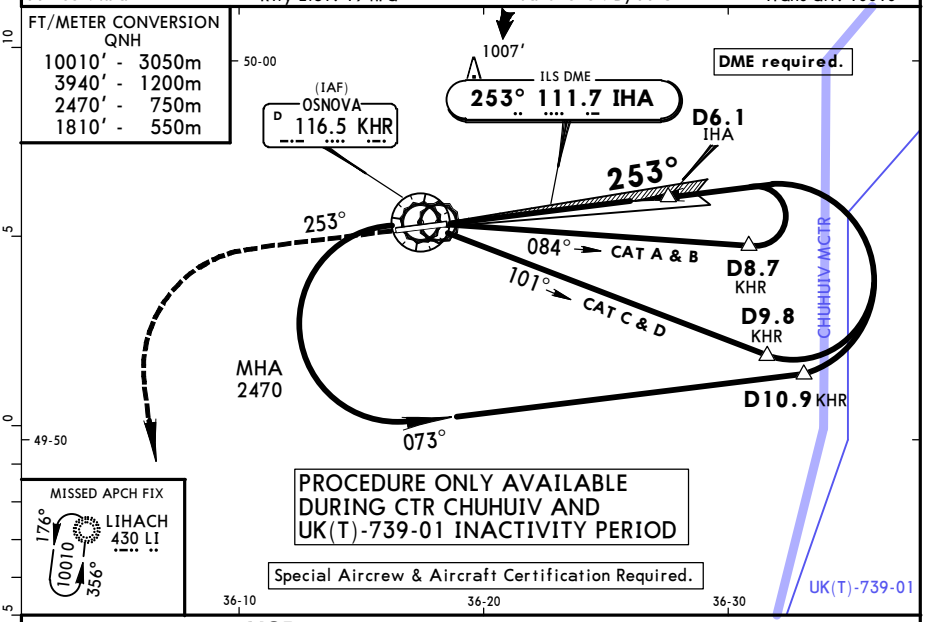
MISSED APCH: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 253° to 1810′, then turn LEFT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

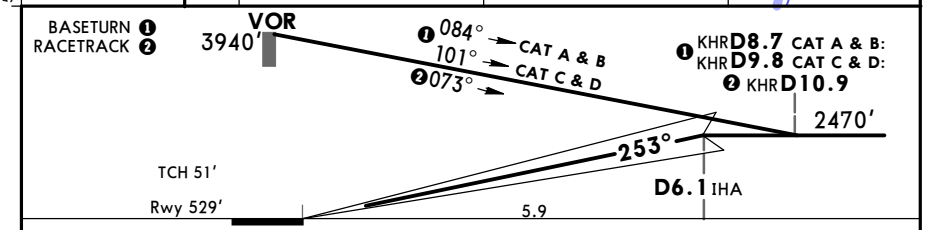
2700′
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 19 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
1810′ -	550m





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1810′ on 253°

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 25
CAT II ILS

A	B	C	D
RA 131′	RA 152′	RA 169′	RA 187′
DA(H) 641′(112′)	DA(H) 657′(128′)	DA(H) 670′(141′)	DA(H) 683′(154′)
RVR 300m ❶	RVR 400m	RVR 450m	

❶ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: New procedure.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15 (13-1) Eff 12 Nov

KHARKIV, UKRAINE
VOR Rwy 07

BRIEFING STRIP

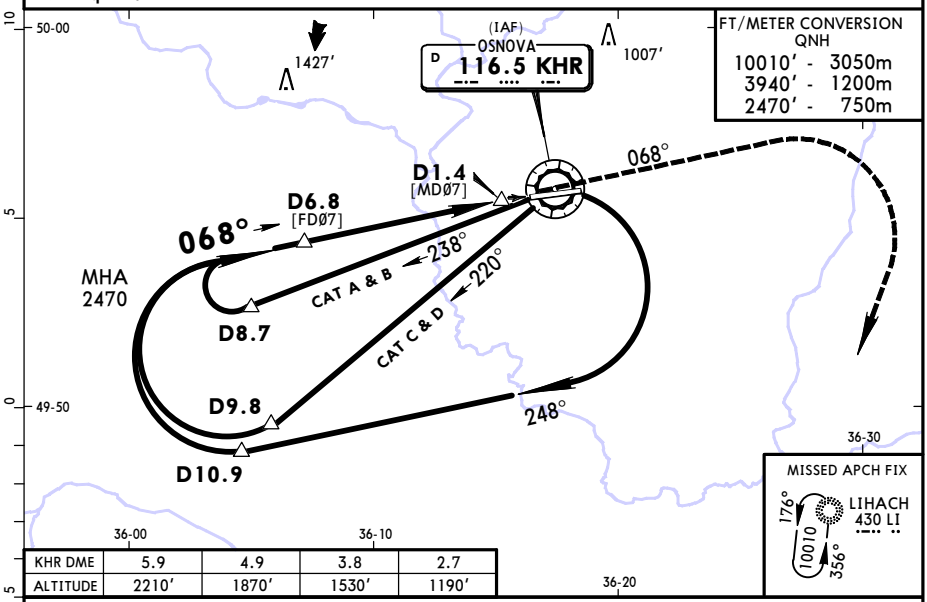
ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750 (Russian 127.6)	118.8 132.125 133.9	118.1	133.250

VOR KHR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 528'
116.5	068°	D6.8 2470' (1975')	1010' (515')	Rwy 495'

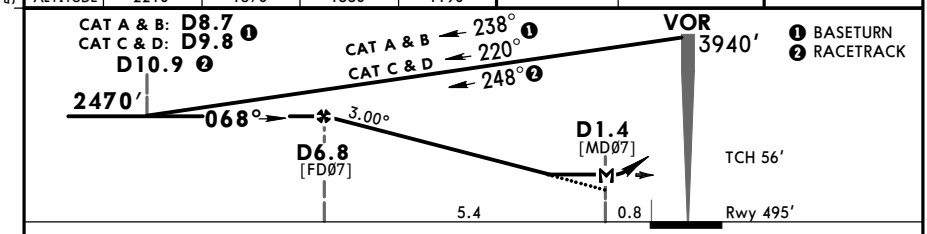
MISSED APCH: Climb on 068° to 2470', then turn RIGHT to NDB climbing to 10010', then as directed.
MISSED APCH RADIO COMM FAILURE: Climb on 068° to 2470', then turn RIGHT to NDB climbing to 10010', hold over 5 min, then proceed to VOR, then according to chart.

2700'
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 10010'
DME required.



KHR DME	5.9	4.9	3.8	2.7
ALTITUDE	2210'	1870'	1530'	1190'



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

HIALS-II
PAPI
2470' on 068°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **07**

MDA(H) **1010'** (515')

		ALS out
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C	RVR 1600m	RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND ❶
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1020' (525')	1500m
135	1200' (705')	1600m
180	1420' (925')	2400m
205	1420' (925')	3600m

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

CHANGES: Apt elev. Bearings. Descent angle. TCH. Minimums.

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UKHH/HRK
OSNOVA

JEPPESEN
6 NOV 15 (13-2) Eff 12 Nov

KHARKIV, UKRAINE
VOR Z Rwy 25

BRIEFING STRIP

ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750 (Russian 127.6)	118.8 132.125 133.9	118.1	133.250

VOR KHR	Final Apch Crs	Minimum Alt [FD25Z]	MDA(H)	Apt Elev 528′ Rwy 529′
116.5	258°	1970′(1441′)	1070′(541′)	

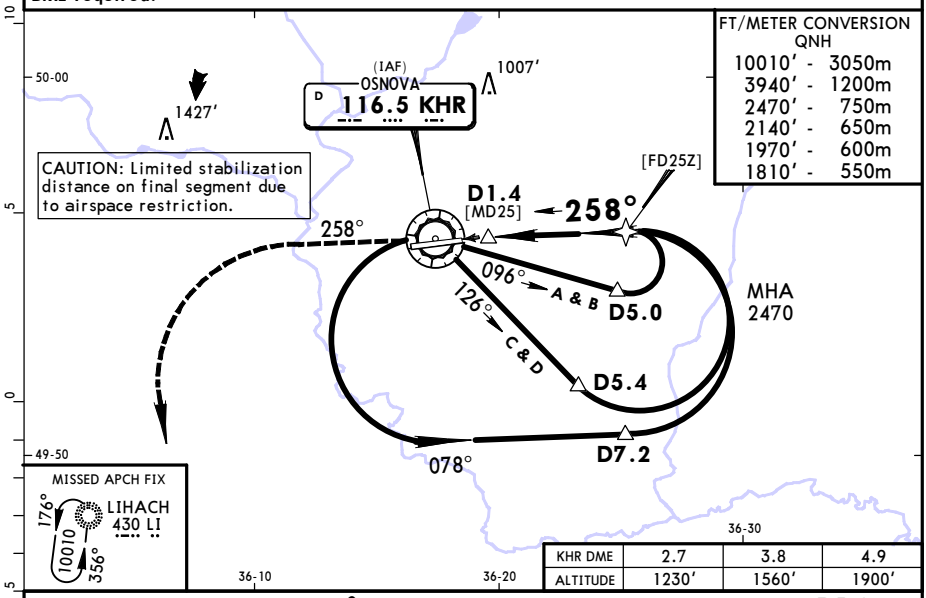
MISSED APCH: Climb on 258° to 1810′, then turn LEFT to NDB climbing to 10010′, then as directed.

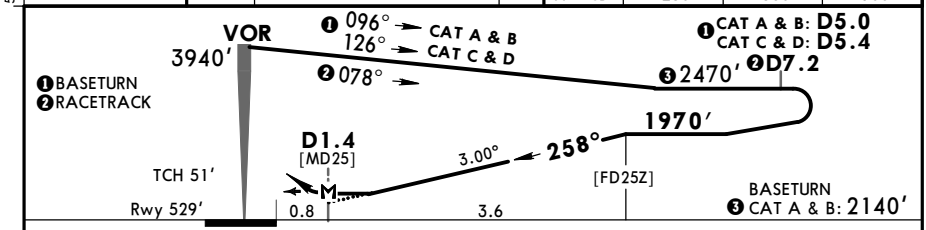
MISSED APCH RADIO COMM FAILURE: Climb on 258° to 1810′, then turn LEFT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

2700′
MSA KHR VOR

Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10010′

DME required.





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

HIALS-II
PAPI
1810′ on 258°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 25

MDA(H) 1070′(541′)

		ALS out
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C	RVR 1600m	RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1070′(542′)	1500m
135	1200′(672′)	1600m
180	1420′(892′)	2400m
205	1420′(892′)	3600m

CHANGES: Procedure title. Apt elev. Bearings. Descent angle. TCH.

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UKHH/HRK
OSNOVA

JEPPESEN

6 NOV 15 (13-3) Eff 12 Nov

KHARKIV, UKRAINE
VOR Y Rwy 25

BRIEFING STRIP TM

ATIS	KHARKIV Radar (APP)	KHARKIV Tower	Ground
126.750(Russian 127.6)	118.8 132.125 133.9	118.1	133.250

VOR KHR	Final Apch Crs	Minimum Alt D6.6	MDA(H)	Apt Elev 528′
116.5	258°	2470′(1941′)	1020′(491′)	Rwy 529′

MISSED APCH: Climb on 258° to 1810′, then turn LEFT to NDB climbing to 10010′, then as directed.

MISSED APCH RADIO COMM FAILURE: Climb on 258° to 1810′, then turn LEFT to NDB climbing to 10010′, hold over 5 min, then proceed to VOR, then according to chart.

2700′

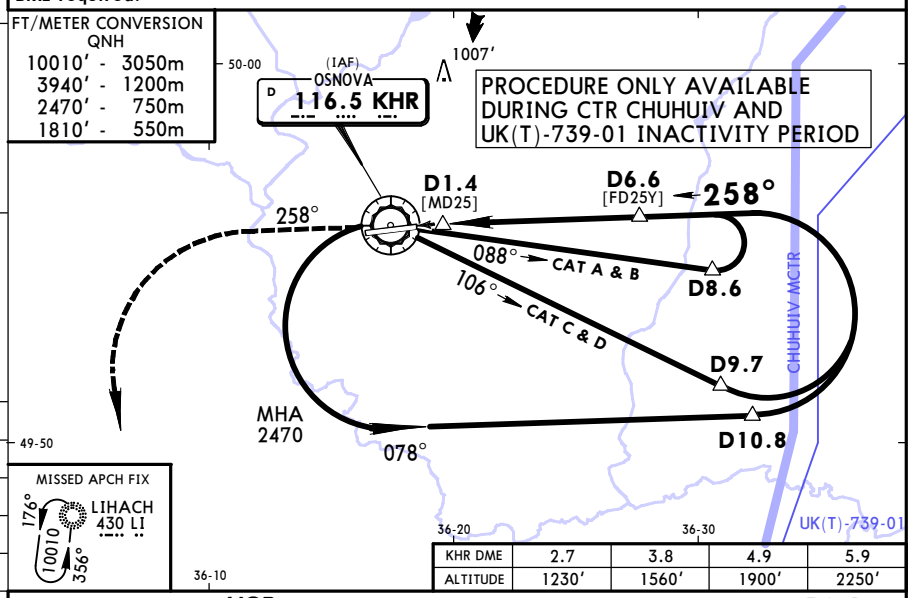
MSA KHR VOR

Alt Set: hPa | Rwy Elev: 19 hPa | Trans level: By ATC | Trans alt: 10010′

DME required.

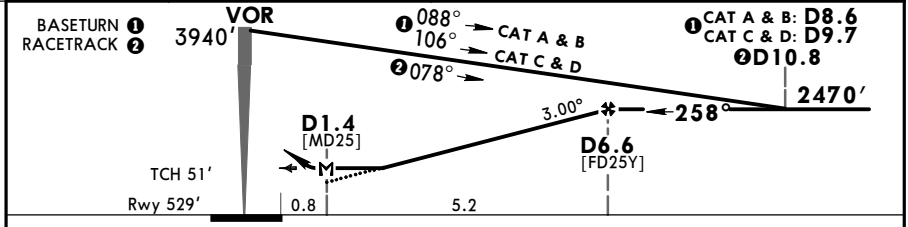
FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
1810′ -	550m



MISSED APCH FIX

KHR DME	2.7	3.8	4.9	5.9
ALTITUDE	1230′	1560′	1900′	2250′



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

HIALS-II
PAPI
1810′ on 258°

PANS OPS

JAR-OPS

STRAIGHT-IN LANDING RWY 25

MDA(H) 1020′(491′)

		ALS out
A	RVR 1400m	RVR 1500m
B	RVR 1500m	
C	RVR 1600m	RVR 2000m
D	RVR 1800m	

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1020′(492′)	1500m
135	1200′(672′)	1600m
180	1420′(892′)	2400m
205	1420′(892′)	3600m

CHANGES: New procedure.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KHARKIV, (OSNOVA - UKHH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKHH