

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHHH

Terminal Charts For UHHH

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KHABAROVSK RUS
ICAO/IATA: UHHH / KHV
Lat/Long: N48° 31.7', E135° 11.3'
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: 1927 Z
Sunset: 1025 Z

Runway Information

Runway: 05L
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 225 ft
Lighting: Edge, ALS

Runway: 05R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 228 ft
Lighting: Edge, ALS, Centerline

Runway: 23L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 235 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23R
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 223 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.875
Khabarovsk Tower: 124.000 Secondary
Khabarovsk Tower: 129.000 Secondary
Khabarovsk Tower: 119.300
Khabarovsk Ground: 129.000 Secondary
Khabarovsk Ground: 124.000 Secondary
Khabarovsk Ground: 121.800
Khabarovsk Ramp/Taxi: 118.900
Khabarovsk Approach: 124.000 Secondary
Khabarovsk Approach: 129.000 Secondary
Khabarovsk Approach: 125.200
Khabarovsk Transit Operations: 131.800
Khabarovsk Radar: 124.000 Secondary
Khabarovsk Radar: 129.000 Secondary
Khabarovsk Radar: 120.300

UHHH/KHV
NOVY

JEPPESEN

15 MAR 19

10-1P

Eff 28 Mar

KHABAROVSK, RUSSIA

AIRPORT BRIEFING

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 maneuvering area shall be placed on the flight crew.

The following is prohibited during Low Visibility Procedures:

- Take-off not from the RWY 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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15 MAR 19

10-1P1

Eff 28 Mar

KHABAROVSK, RUSSIA

AIRPORT BRIEFING

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 33, 37 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.

UHHH/KHV
NOVY

JEPPESEN
29 DEC 17

10-1P2

Eff 4 Jan

KHABAROVSK, RUSSIA
AIRPORT BRIEFING

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 RELPI 4D, TROIC 4D, LATMA 4D, TIGMA 4D, NEBES 4D 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 $V_2 + 10$ 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.

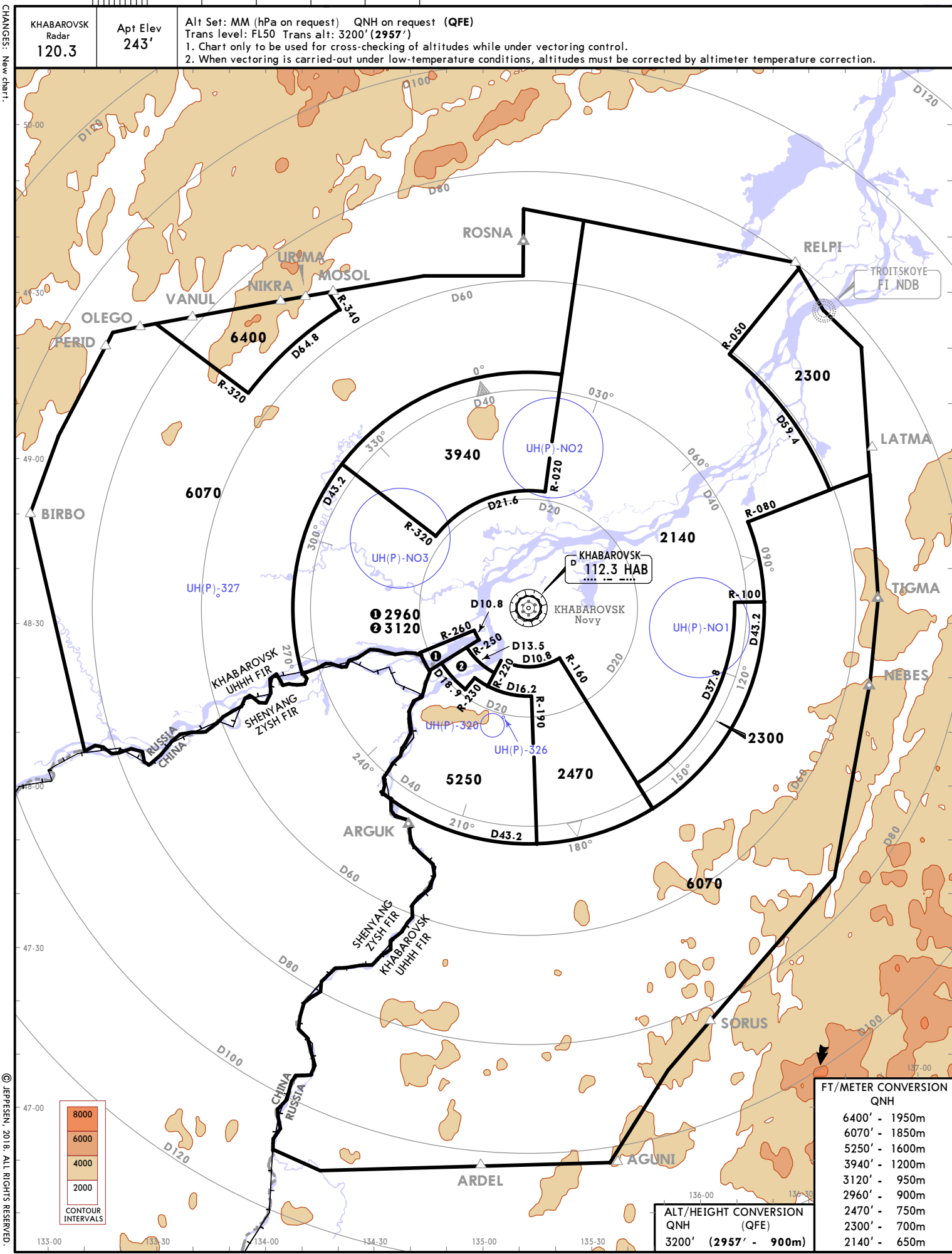
At or above 3200' (2957'): Accelerate to enroute climb speed.

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.

CHANGES: New chart.

UHHH/KHV
NOVY
JEPPESSEN
21 DEC 18
10-1R

KHABAROVSK, RUSSIA
RADAR MINIMUM ALTITUDES



UHHH/KHV
NOVY JEPPESEN

22 MAR 13

10-2

Eff 4 Apr

KHABAROVSK, RUSSIA

STAR

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

UHHH/KHV
NOVY

 **JEPPESEN**
22 MAR 13 **10-2A** **Eff 4 Apr**

KHABAROVSK, RUSSIA
STAR

STAR DESIGNATION	REFER TO CHART
NEBES 1S, TIGMA 1S	10-2F
NEBES 2S, TIGMA 2S	10-2G
NEBES 3S, TIGMA 3S	10-2H
NEBES 4S, TIGMA 4S	10-2J
LATMA 1V, RELPI 1V, TROIC 1V	10-2V5
NEBES 1V, TIGMA 1V	10-2V6
AGUNI 1V, SORUS 1V	10-2V7
ARDEL 1V, ARGUK 1V	10-2V8
BIRBO 1V, OLEGO 1V, PERID 1V	10-2W
MOSOL 1V, NIKRA 1V, URIMA 1V	10-2X
NEBES 2V, TIGMA 2V	10-2X1
AGUNI 2V, SORUS 2V	10-2X2
ARDEL 2V, ARGUK 2V	10-2X3
BIRBO 2V, OLEGO 2V	10-2X4
MOSOL 2V, NIKRA 2V, URIMA 2V VANUL 2V	10-2X5
SORUS 1H ARRIVAL & HOLDING EXIT PROCEDURE	10-2X6
SORUS 2H ARRIVAL & HOLDING EXIT PROCEDURE	10-2X7

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CHANGES: STAR PERID 2V withdrawn.

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19 MAY 17 10-2C Eff 25 May

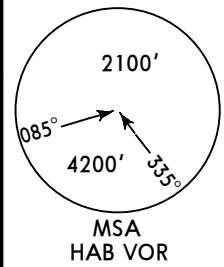
KHABAROVSK, RUSSIA

STAR

ATIS
124.875

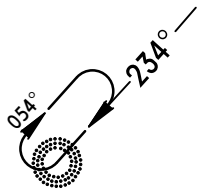
Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



LATMA 2S [LATM2S]
BY ATC
TROIC 2S [TROI2S]
RWYS 23L/R ARRIVALS
CAT A & B

HOLDING
OVER HI



TROITSKOYE
335 FI
N49 26.7 E136 34.1
At or above
FL100

TOMSU
(HAB R-056/D36.2)
Between
FL100 & FL80

URESA
(HAB R-055/D20.7)
At FL60

D9.6 HAB
(HAB R-055)
At 2220'
(1977')

(Rwy 23R)
D6.3 HAB
(HAB R-052)
(Rwy 23L)
D6.6 HAB
(HAB R-055)

At 2220'
(1977')

*469 HI
N48 34.1 E135 14.8

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

277°
37
LATMA 2S
D69.1
076°
LATMA
At or above
FL120



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

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JEPPESEN
19 MAY 17 10-2D Eff 25 May

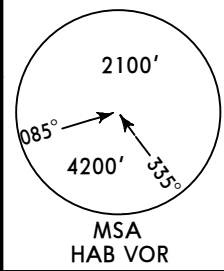
KHABAROVSK, RUSSIA

STAR

ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



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)

RELPI

At or above
FL100

DIBOS

TROITSKOYE
335 FI
N49 26.7 E136 34.1
At or above
FL100

ARBIT
Between
FL120 & FL100

KILMI

TOMSU

LATMA 3S

LATMA
At or above
FL120

*469 UF
N48 29.3 E135 08.2

D12.3 HAB
(HAB R-252)
At 2220'
(1977')

KHABAROVSK
112.3 HAB
N48 32.7 E135 12.6
At FL80

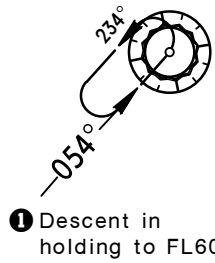
(Rwy 05L)
D9.1 HAB
(HAB R-234)
(Rwy 05R)
D9.2 HAB
(HAB R-233)

At 2220'
(1977')

D12.2 HAB
(HAB R-234)
At 2220' (1977')



HOLDING
OVER HAB



UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2E Eff 25 May

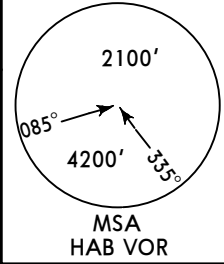
KHABAROVSK, RUSSIA

STAR

ATIS
124.875

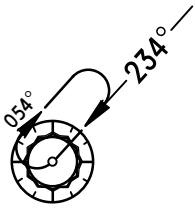
Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



LATMA 2S [LATM2S]
BY ATC
TROIC 2S [TROI2S]
RWYS 23L/R ARRIVALS
CAT C & D

HOLDING
OVER HAB



TROITSKOYE
335 FI
N49 26.7 E136 34.1
At or above
FL100

TOMSU
(HAB R-056/D36.2)
Between
FL100 & FL80

URESA
(HAB R-055/D20.7)
At FL60

D9.6 HAB
(HAB R-055)
At 2220'
(1977')

(Rwy 23R)
D6.3 HAB
(HAB R-052)
(Rwy 23L)
D6.6 HAB
(HAB R-055)
At 2220'
(1977')

KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

277°
LATMA
At or above
FL120



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

UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 (10-2F) Eff 25 May

KHABAROVSK, RUSSIA

STAR

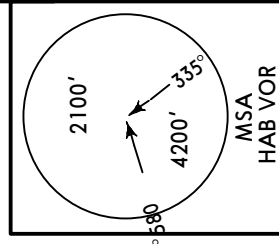
ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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

CAT A & B
BY ATC



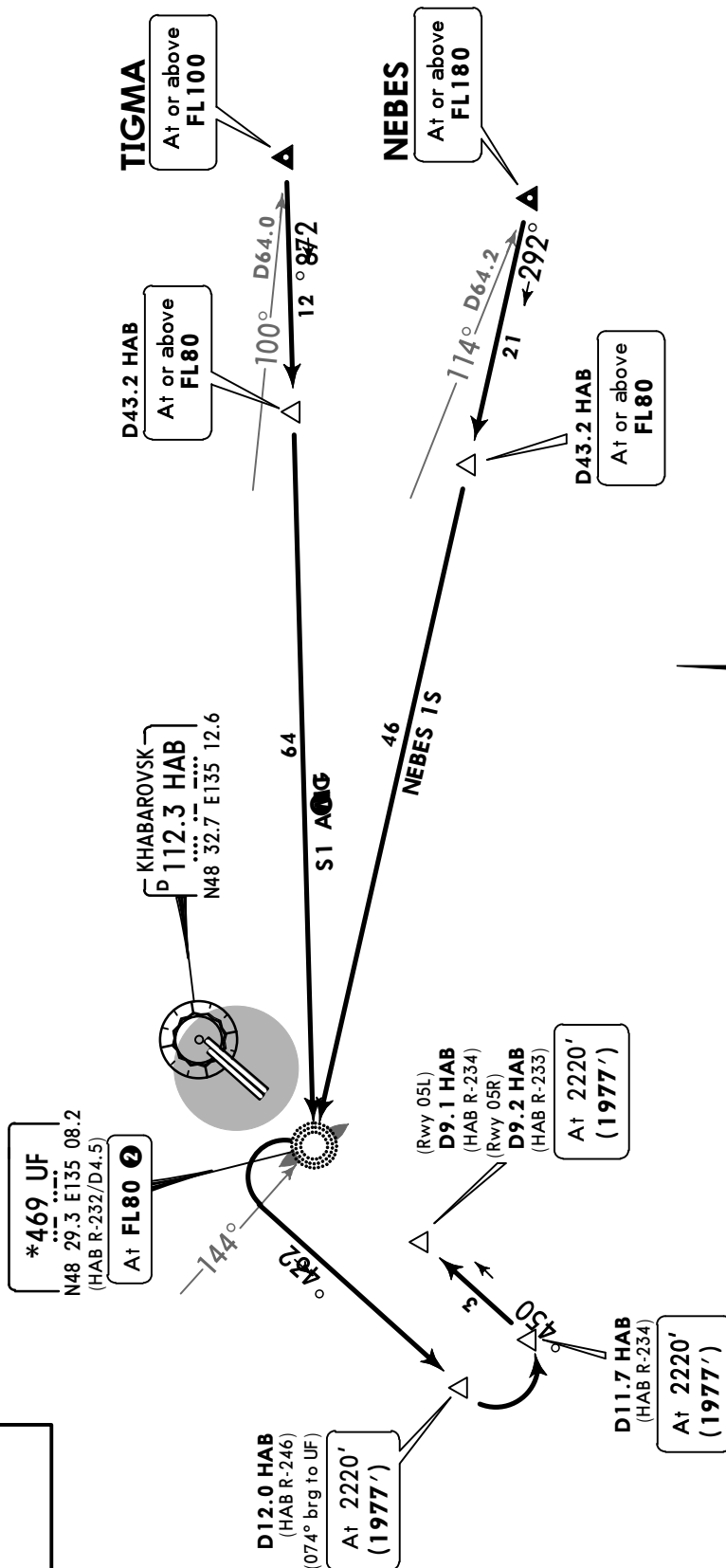
1 Only for Russian users of airspace.

Descent in holding to FL60.
After passing UF descent from FL60 to 2220' (1977') shall be carried out according to procedure.

HOLDING OVER UF



~~450~~



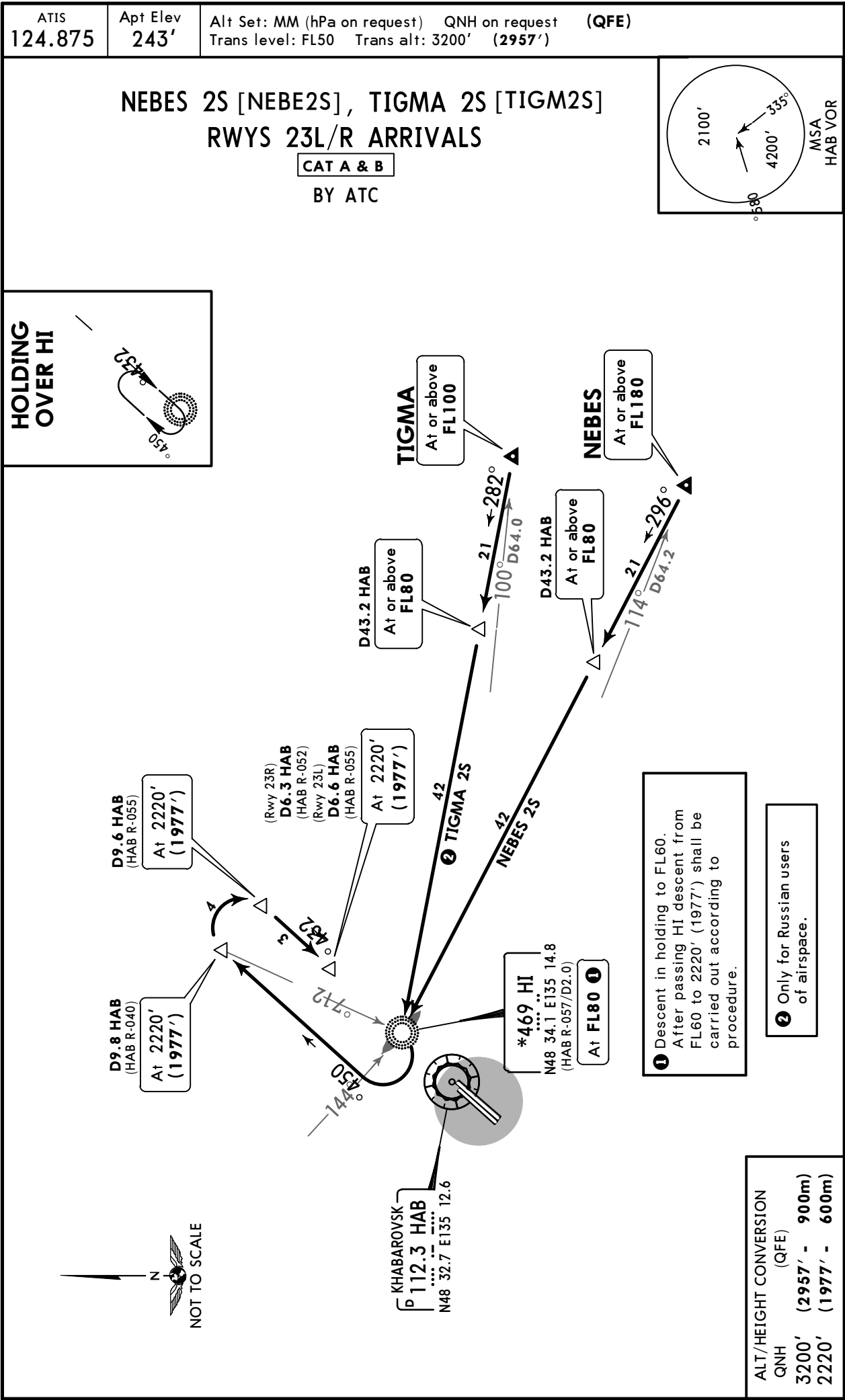
ALT/HEIGHT CONVERSION	QNH	(QFE)
3200'	(2957' -	900m
2220'	(1977' -	600m

UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2G Eff 25 May

KHABAROVSK, RUSSIA

STAR

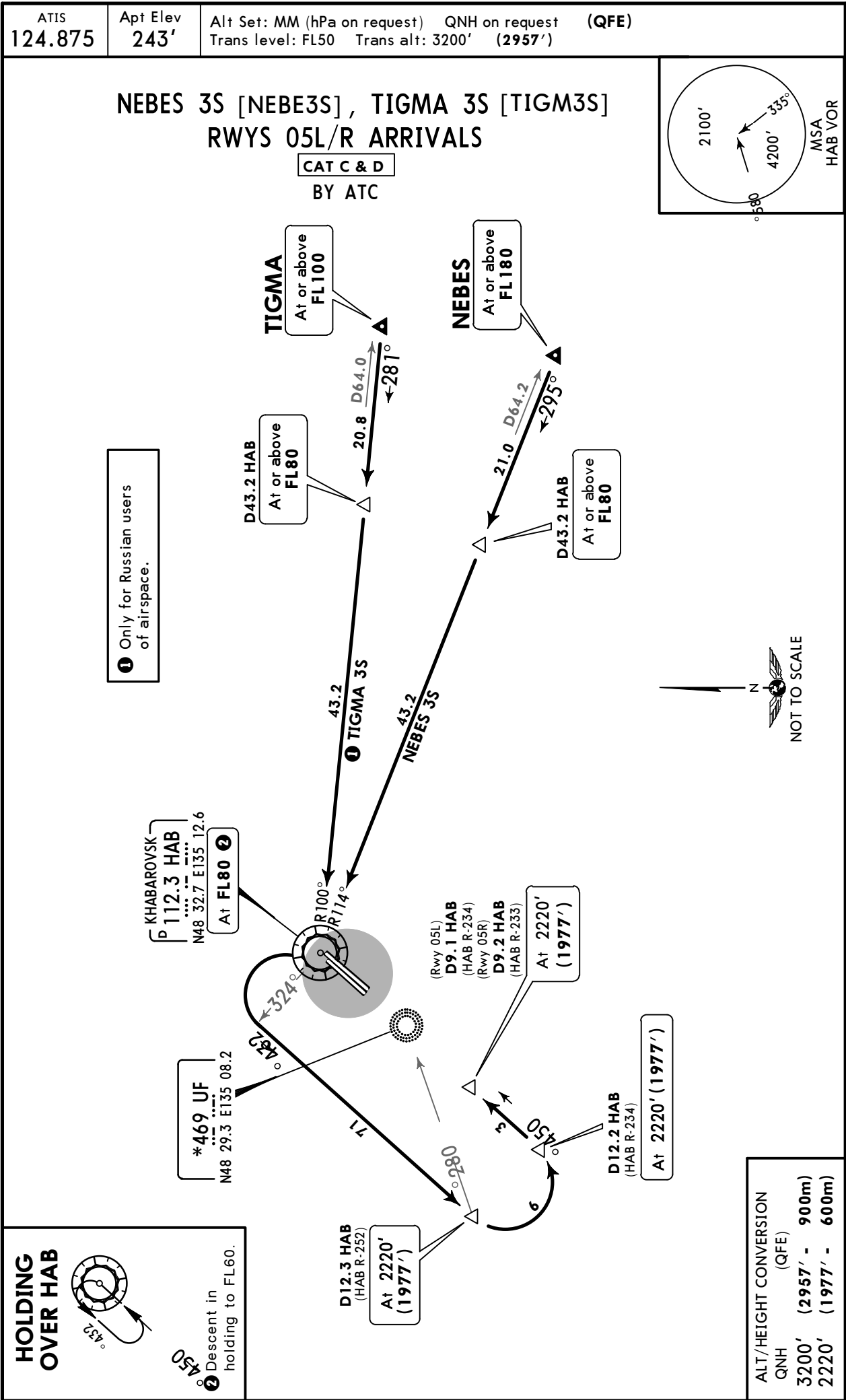


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JEPPESSEN
19 MAY 17 10-2H Eff 25 May

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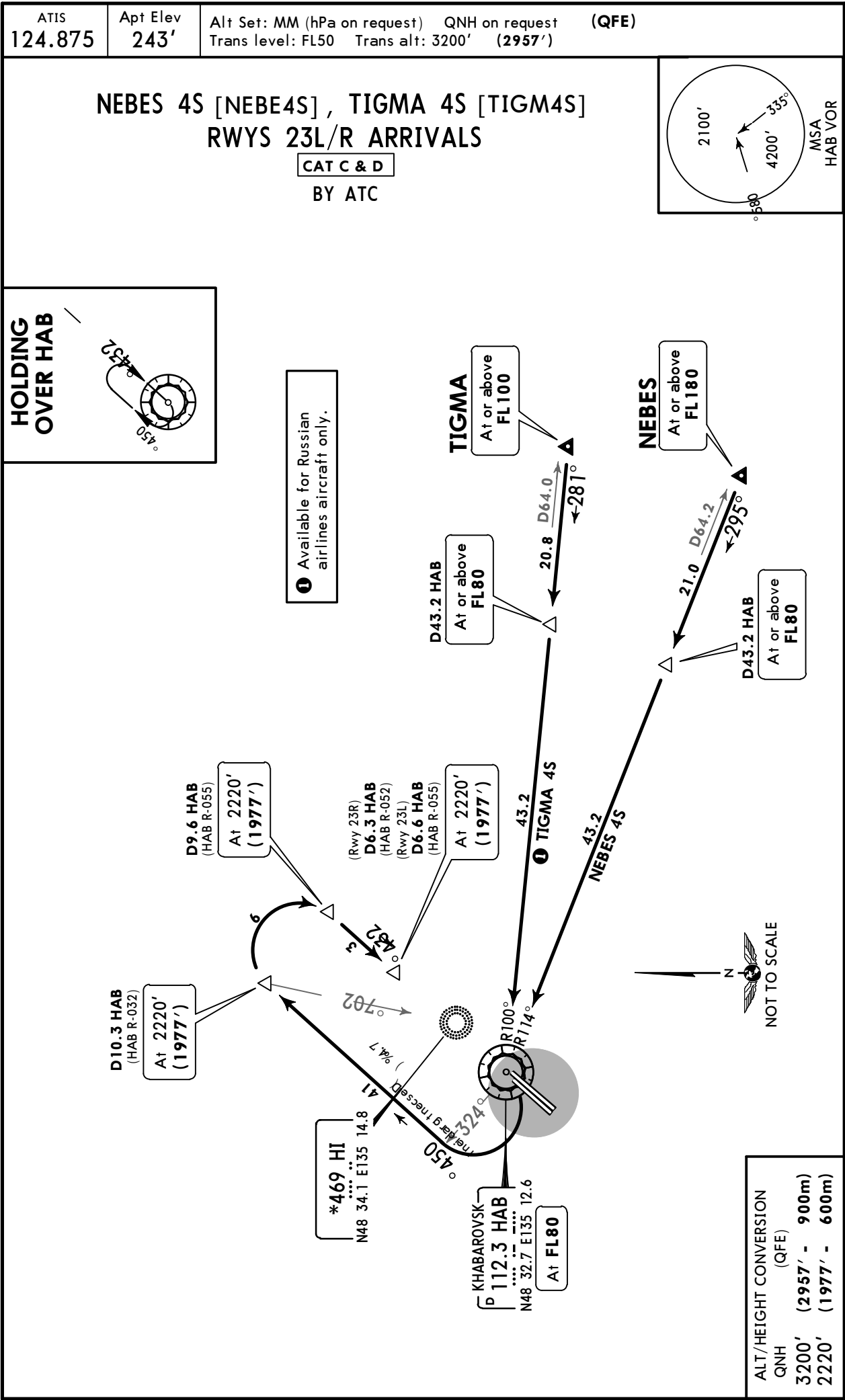


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NOVY

JEPPesen
19 MAY 17 10-2J Eff 25 May

KHABAROVSK, RUSSIA

STAR

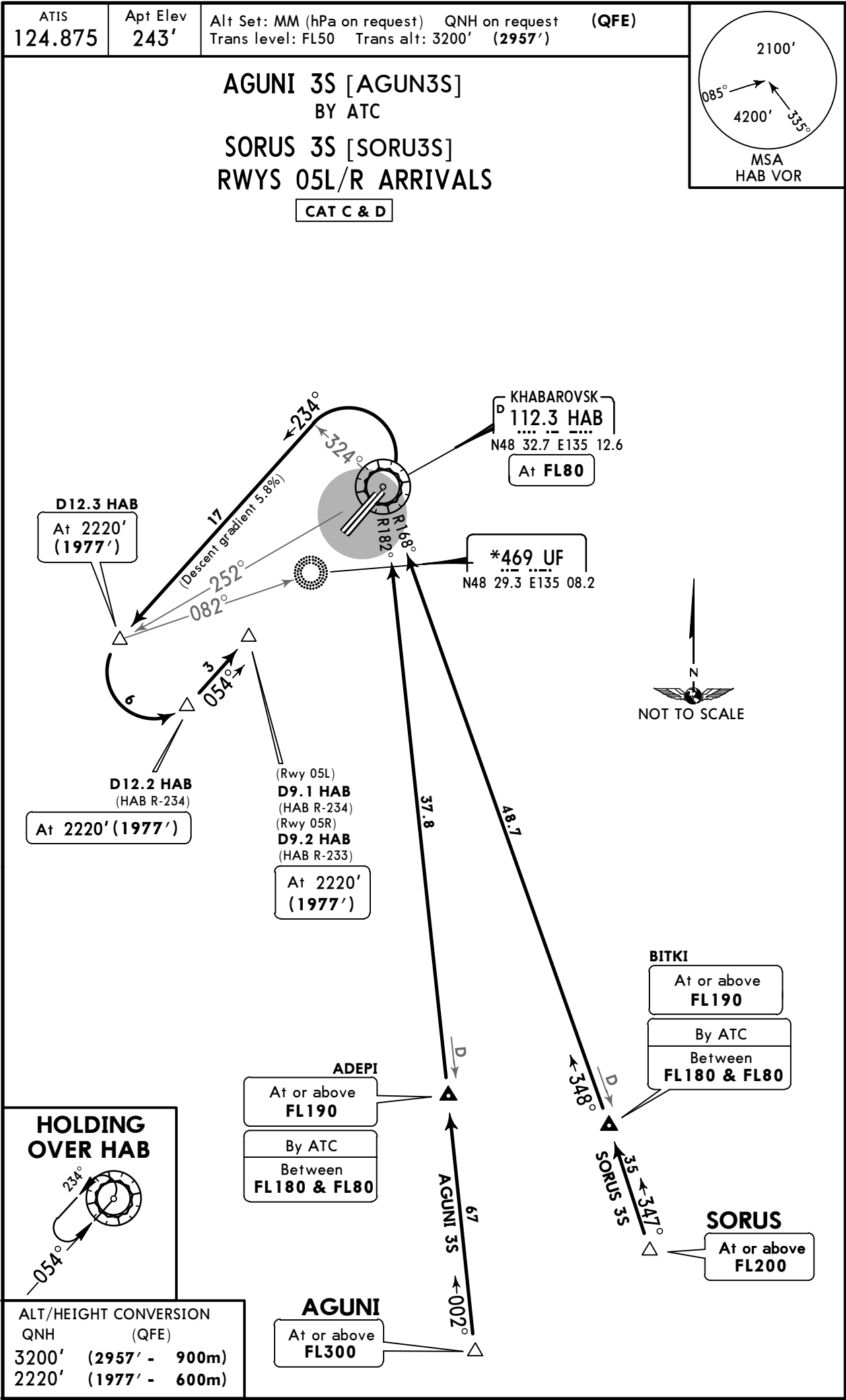


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19 MAY 17 10-2M Eff 25 May

KHABAROVSK, RUSSIA

STAR

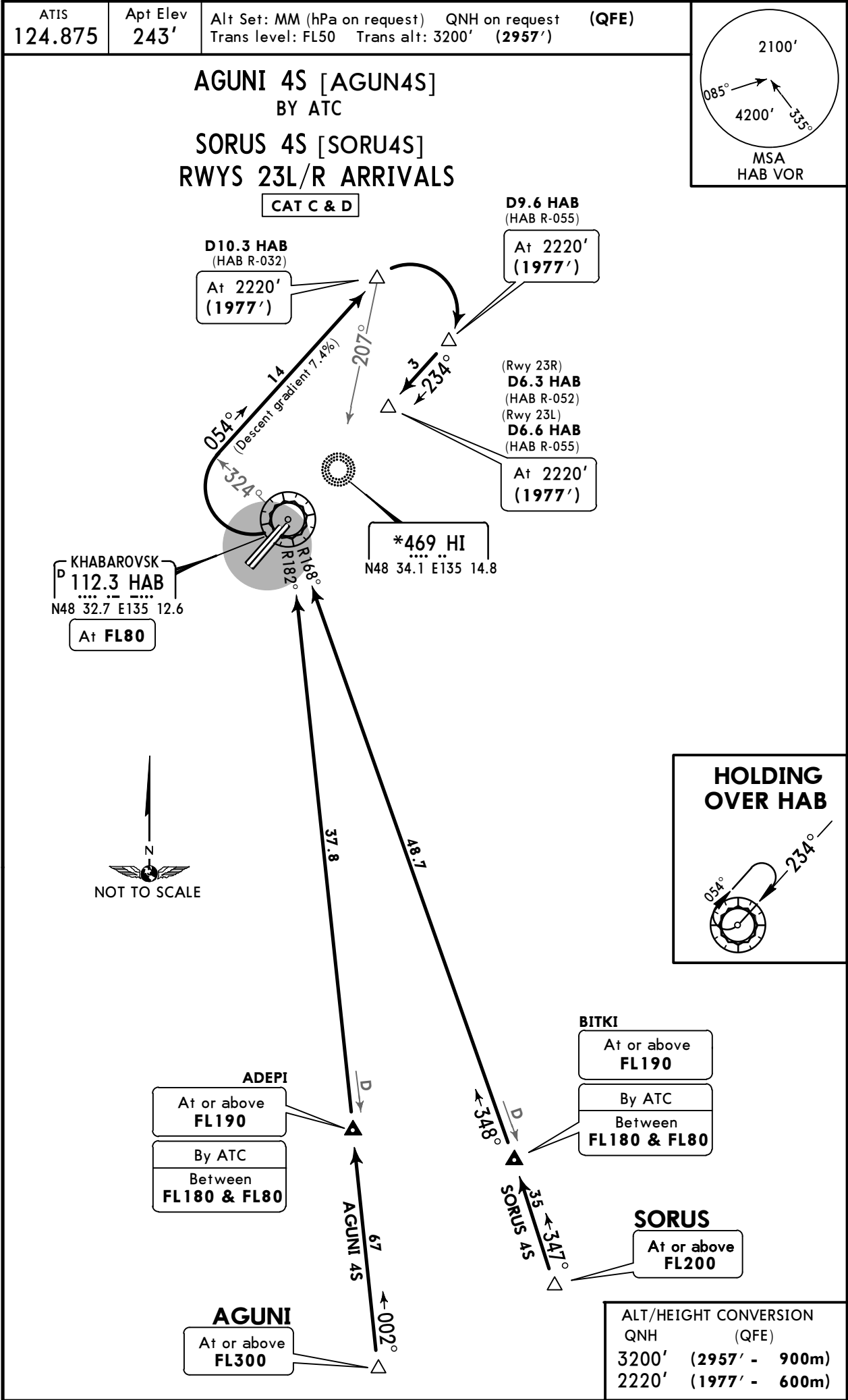


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NOVY

JEPPESSEN
19 MAY 17 **10-2N** Eff 25 May

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

JEPPESSEN
16 NOV 18 10-2P

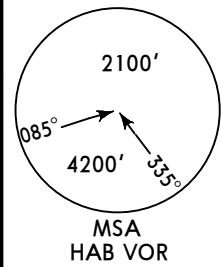
KHABAROVSK, RUSSIA

STAR

ATIS
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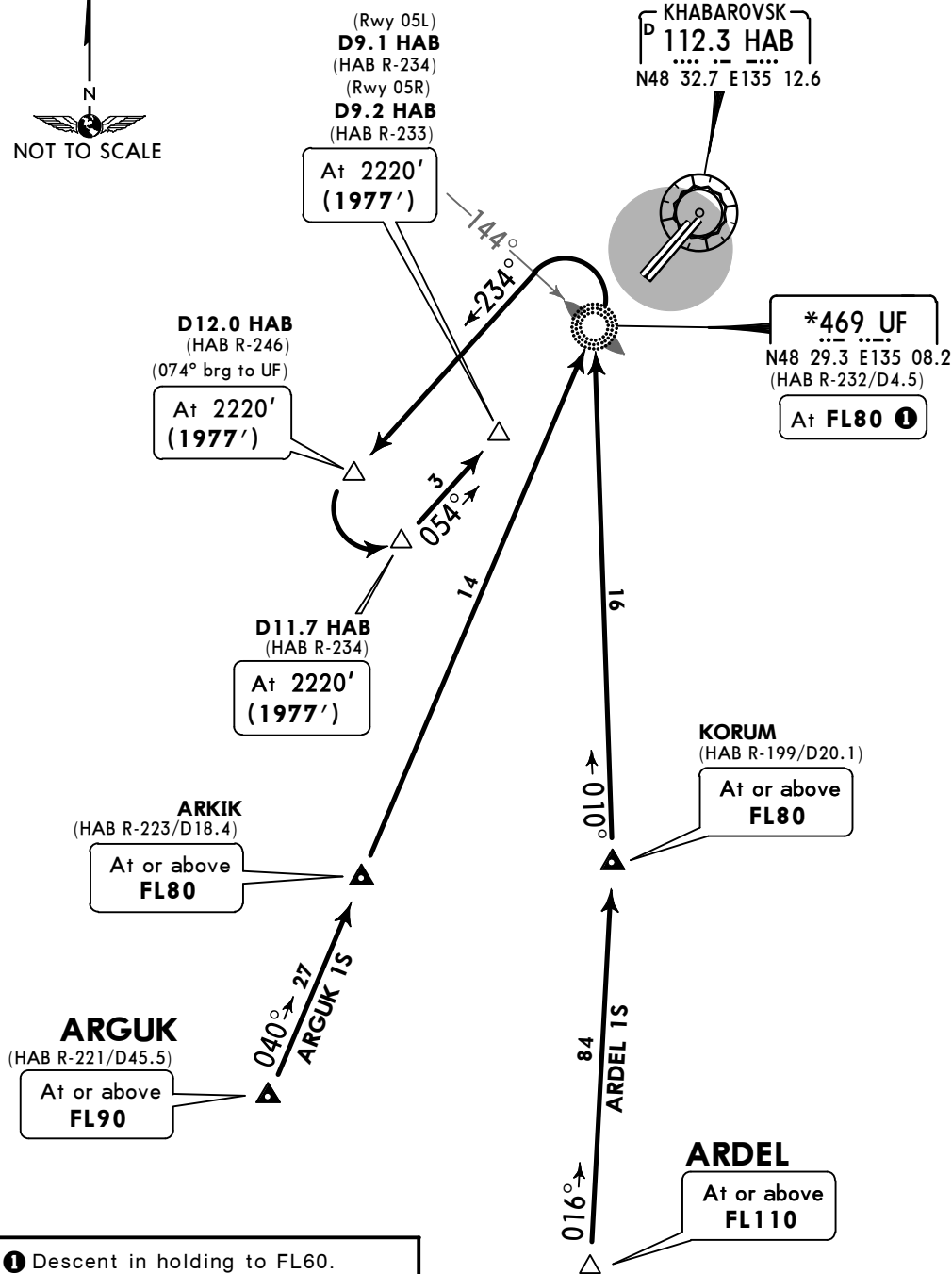
Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



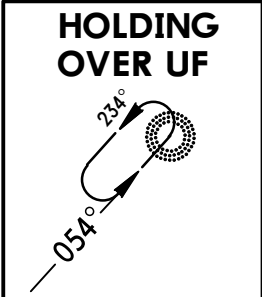
ARDEL 1S [ARDE1S], ARGUK 1S [ARGU1S]
RWYS 05L/R ARRIVALS

CAT A & B



① Descent in holding to FL60.
After passing UF descent from
FL60 to 2220' (1977') shall be
carried out according to
procedure.

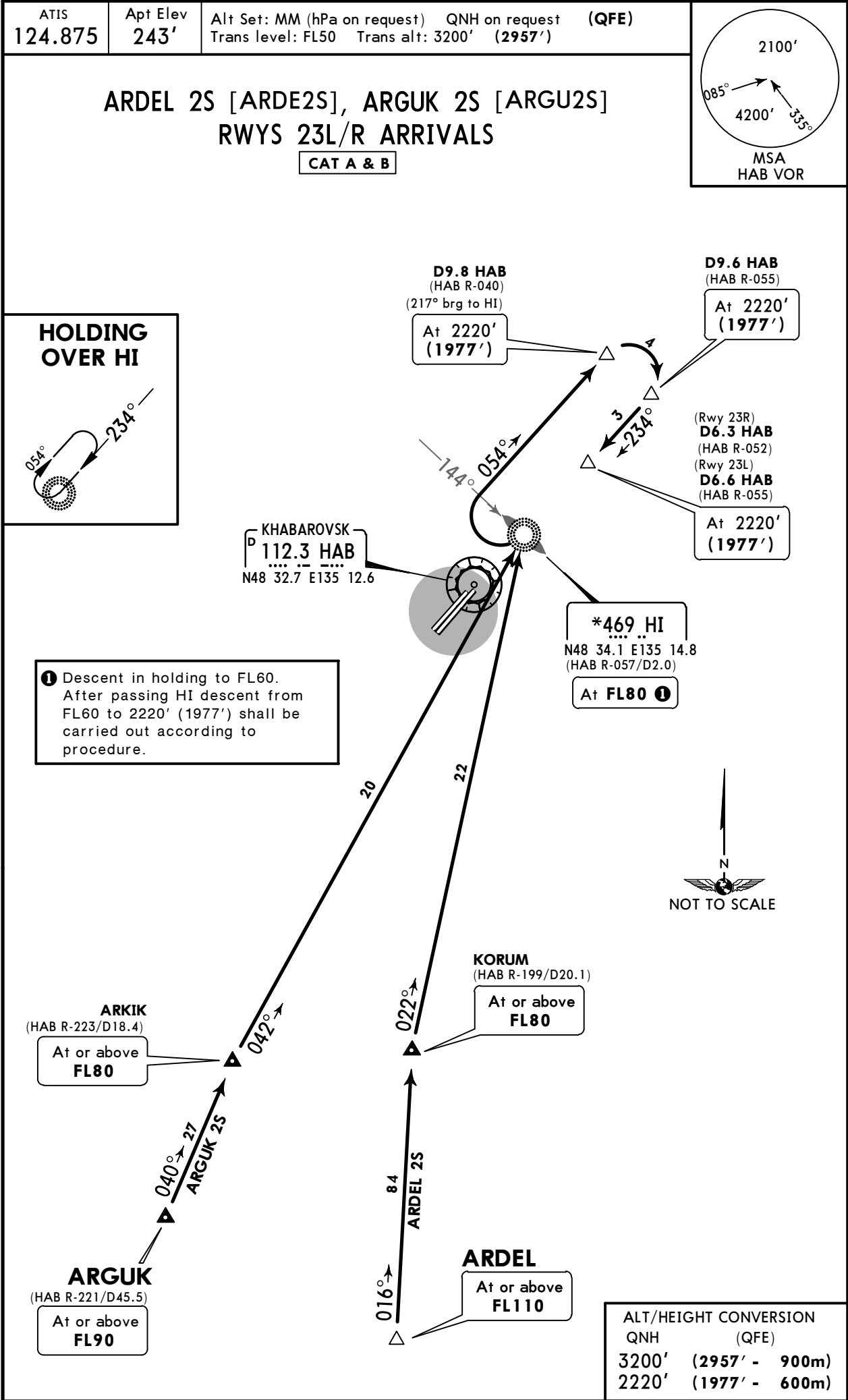
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2957' - 900m)
2220'	(1977' - 600m)



UHHH/KHV
NOVY

JEPPESEN
16 NOV 18 10-2Q

KHABAROVSK, RUSSIA
STAR



UHHH/KHV
NOVY

JEPPESSEN
16 NOV 18 10-2S

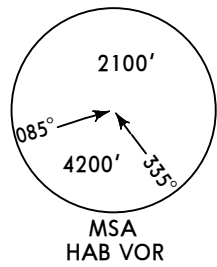
KHABAROVSK, RUSSIA

STAR

ATIS
124.875

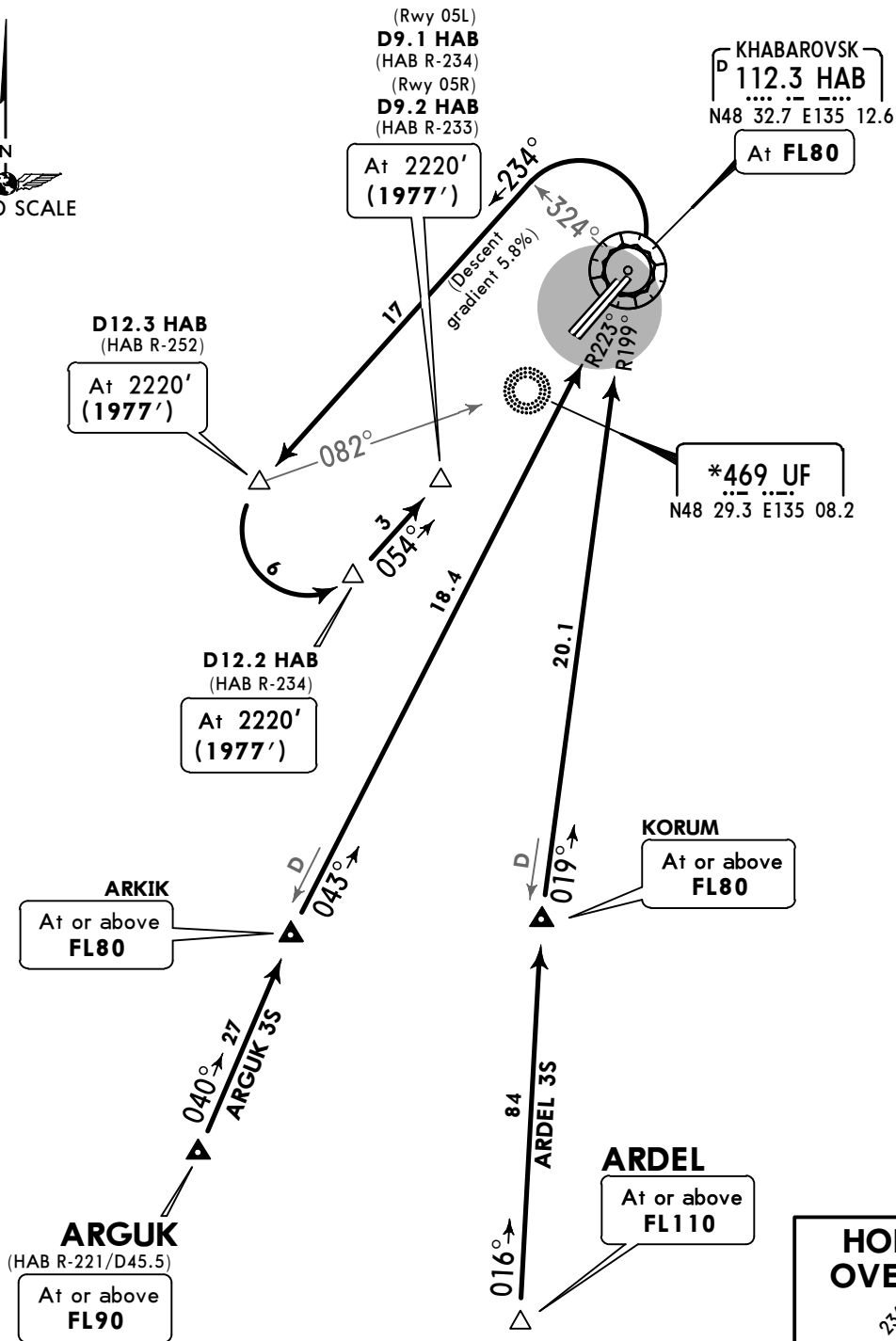
Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

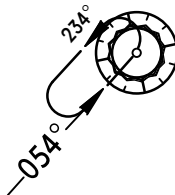


ARDEL 3S [ARDE3S] , ARGUK 3S [ARGU3S]
RWYS 05L/R ARRIVALS

CAT C & D



HOLDING
OVER HAB



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

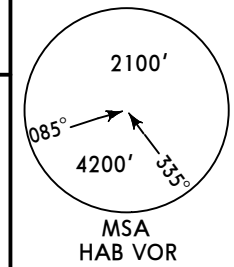
UHHH/KHV
NOVY

JEPPesen
16 NOV 18 (10-2T)

KHABAROVSK, RUSSIA

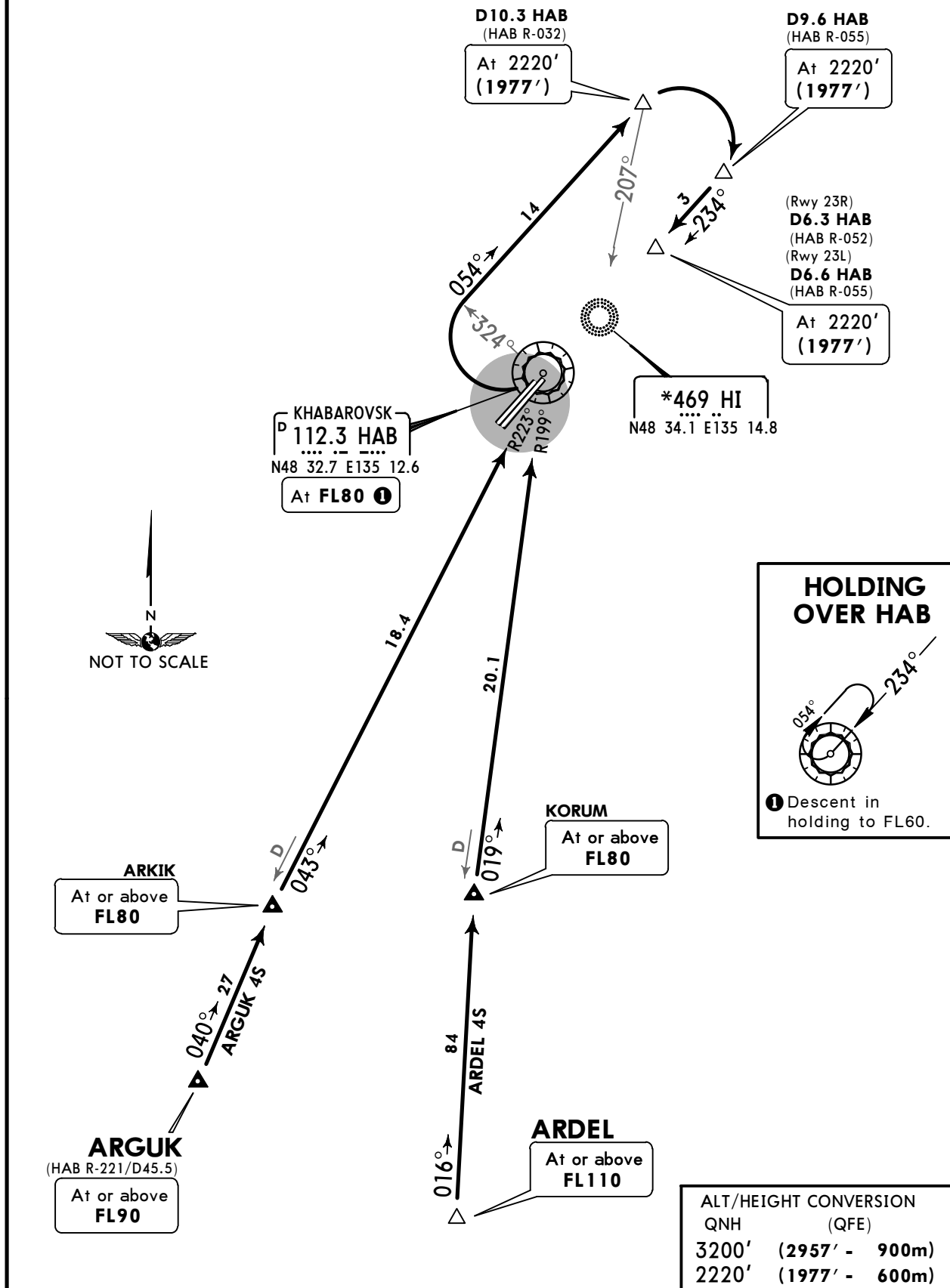
STAR

ATIS 124.875 Apt Elev 243' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



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

CAT C & D



CHANGES: MAKOT renamed ARKIK.

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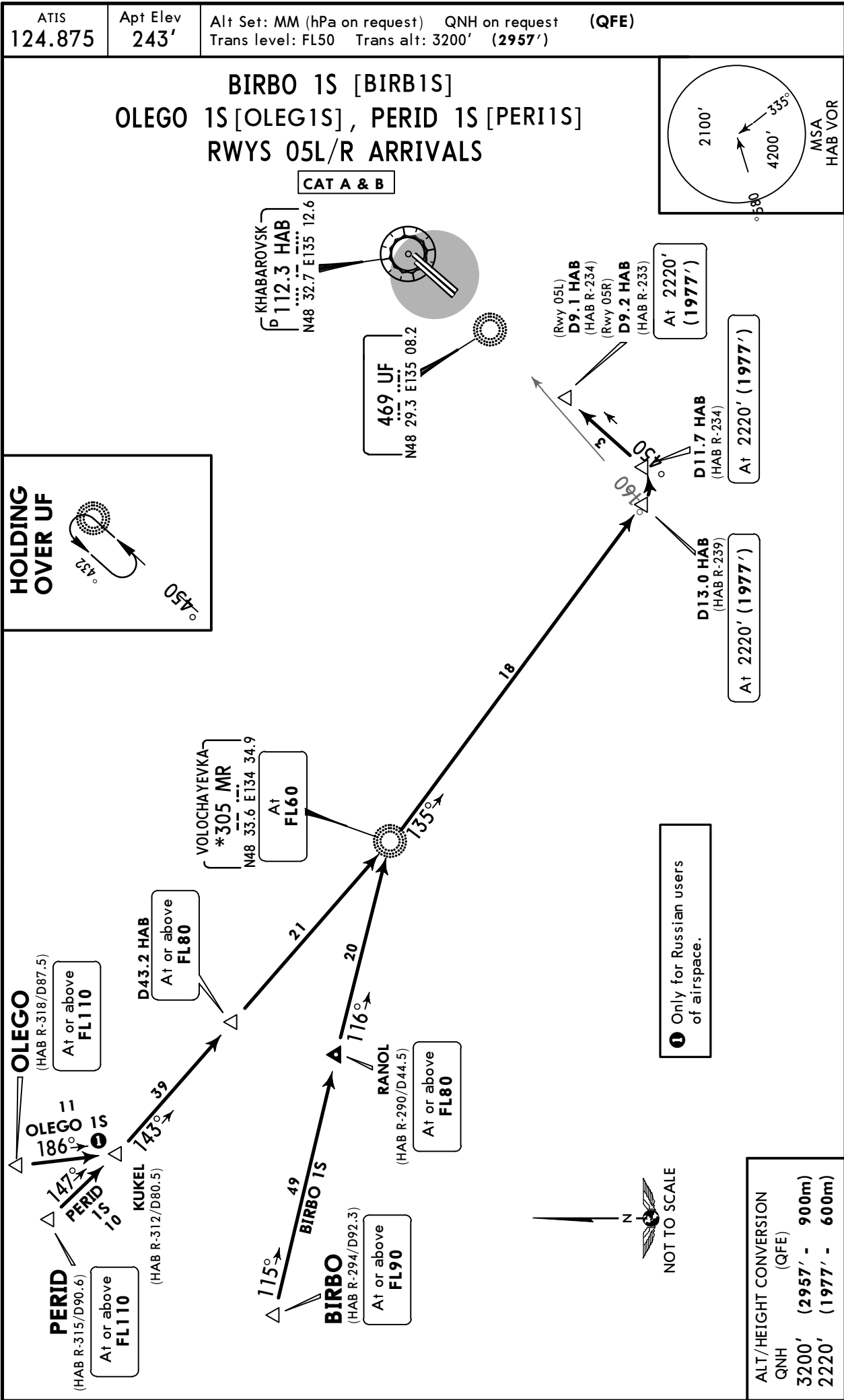
UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-2T1

Eff 14 Sep

KHABAROVSK, RUSSIA

STAR

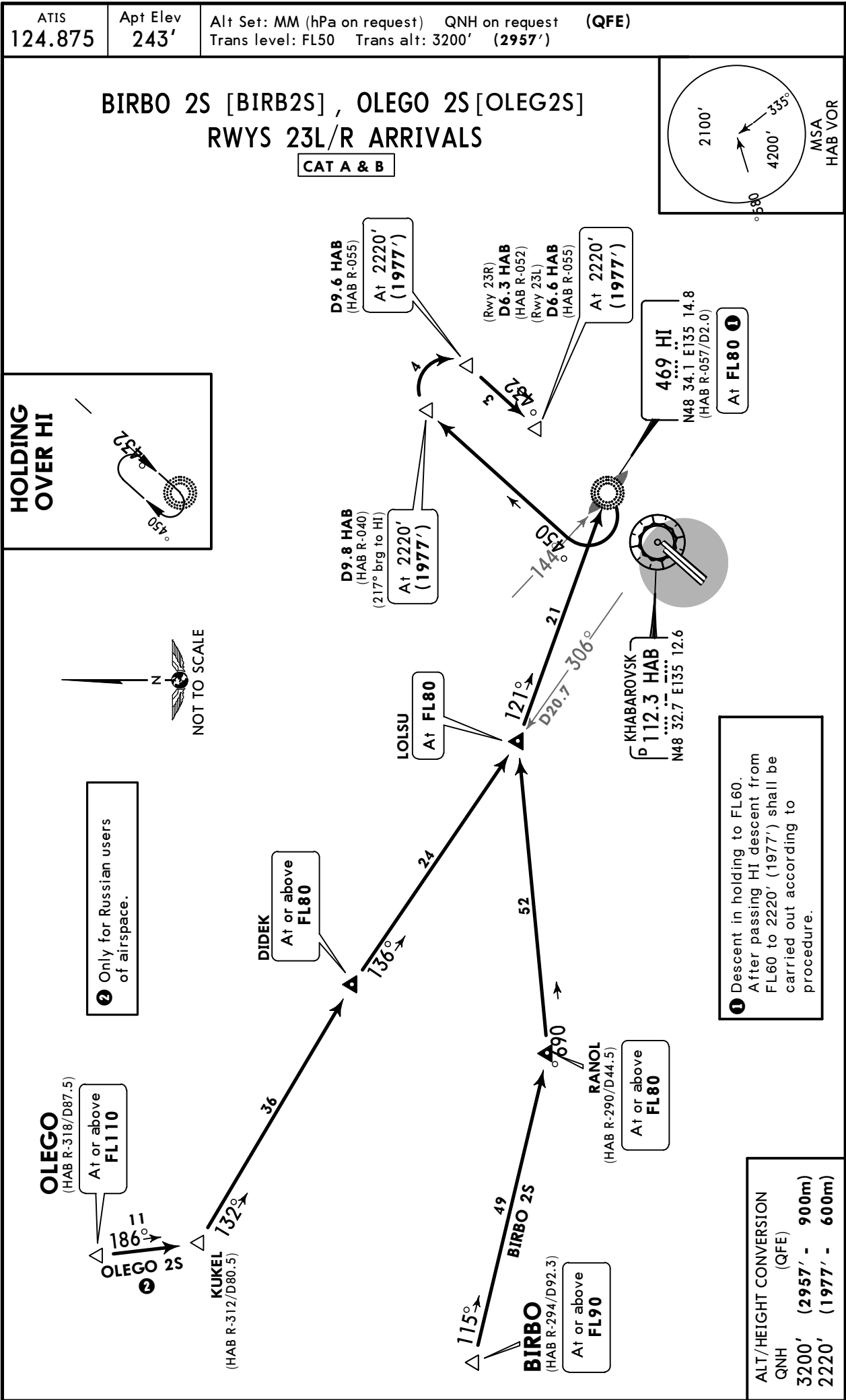


UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-2T2 Eff 14 Sep

KHABAROVSK, RUSSIA

STAR

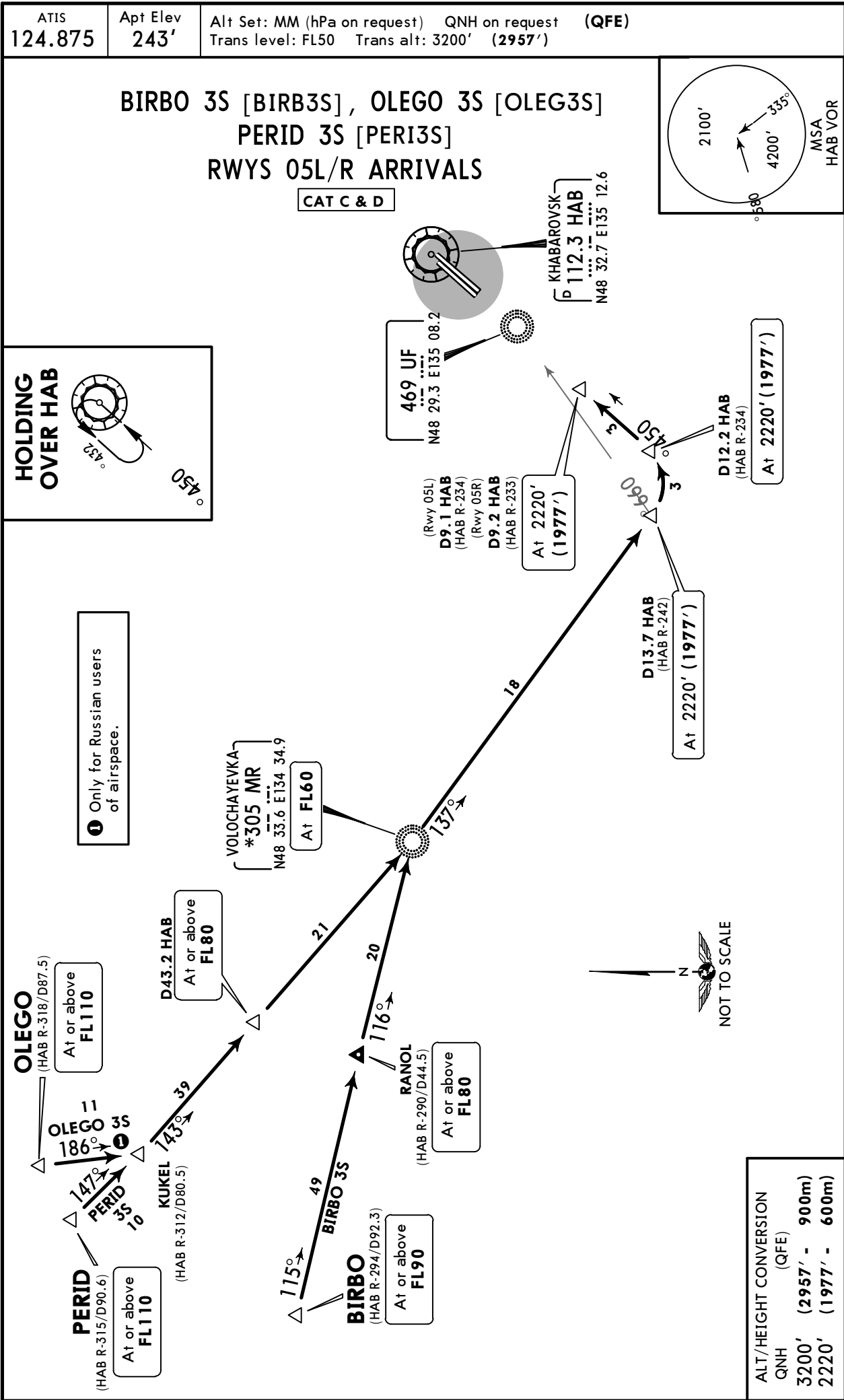


UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-2U Eff 14 Sep

KHABAROVSK, RUSSIA

STAR

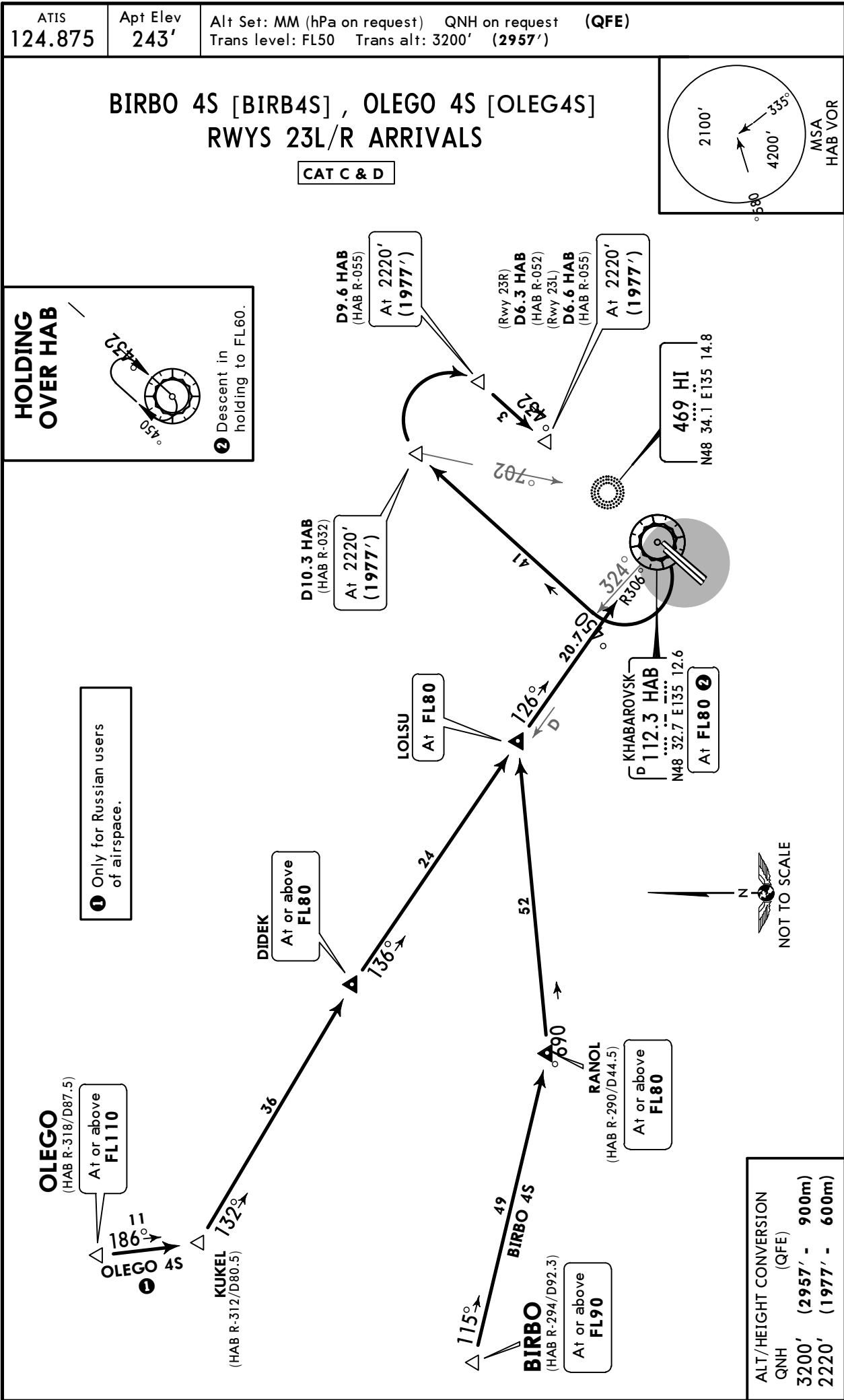


UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-2V Eff 14 Sep

KHABAROVSK, RUSSIA

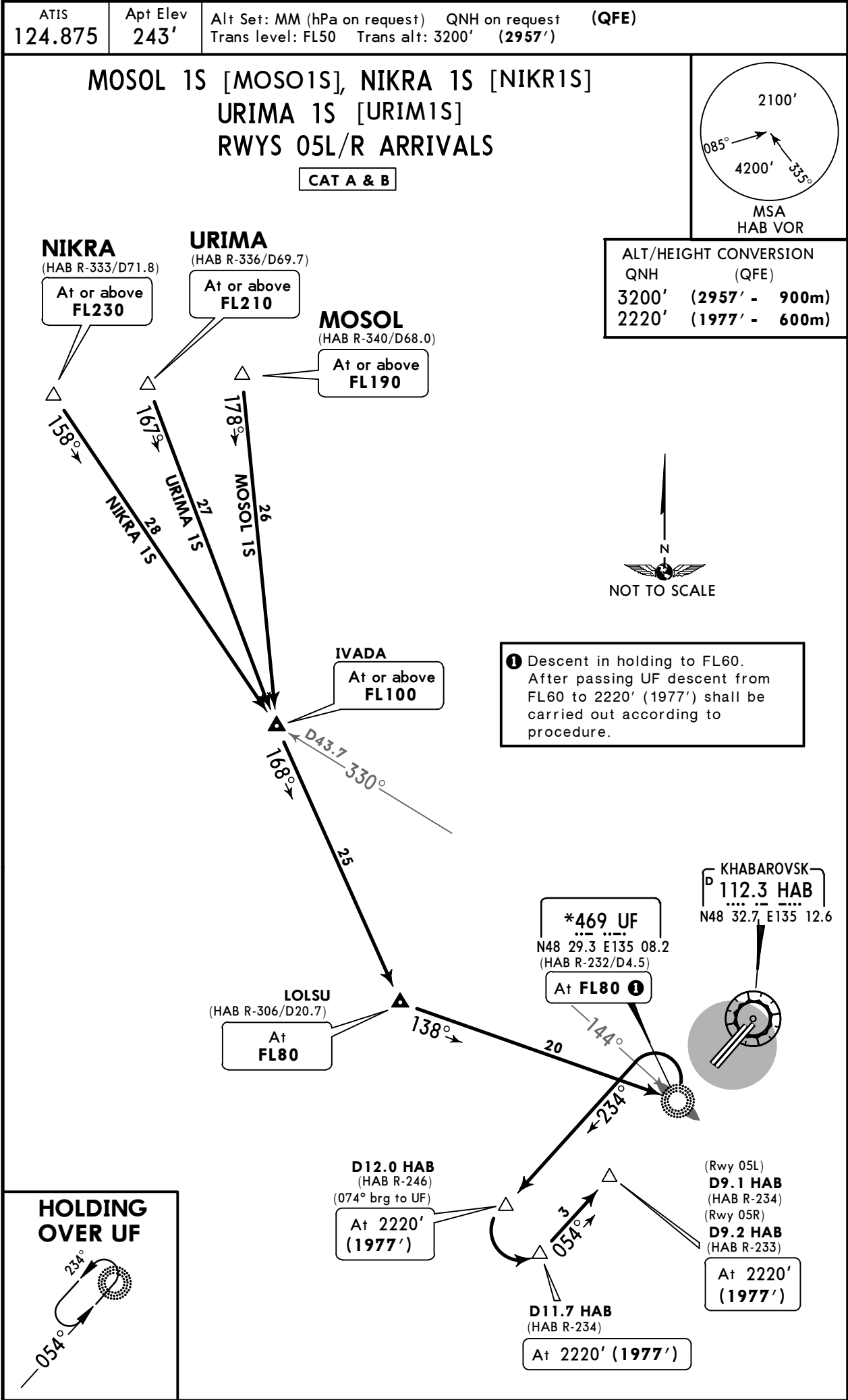
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UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2V1 Eff 25 May

KHABAROVSK, RUSSIA
STAR



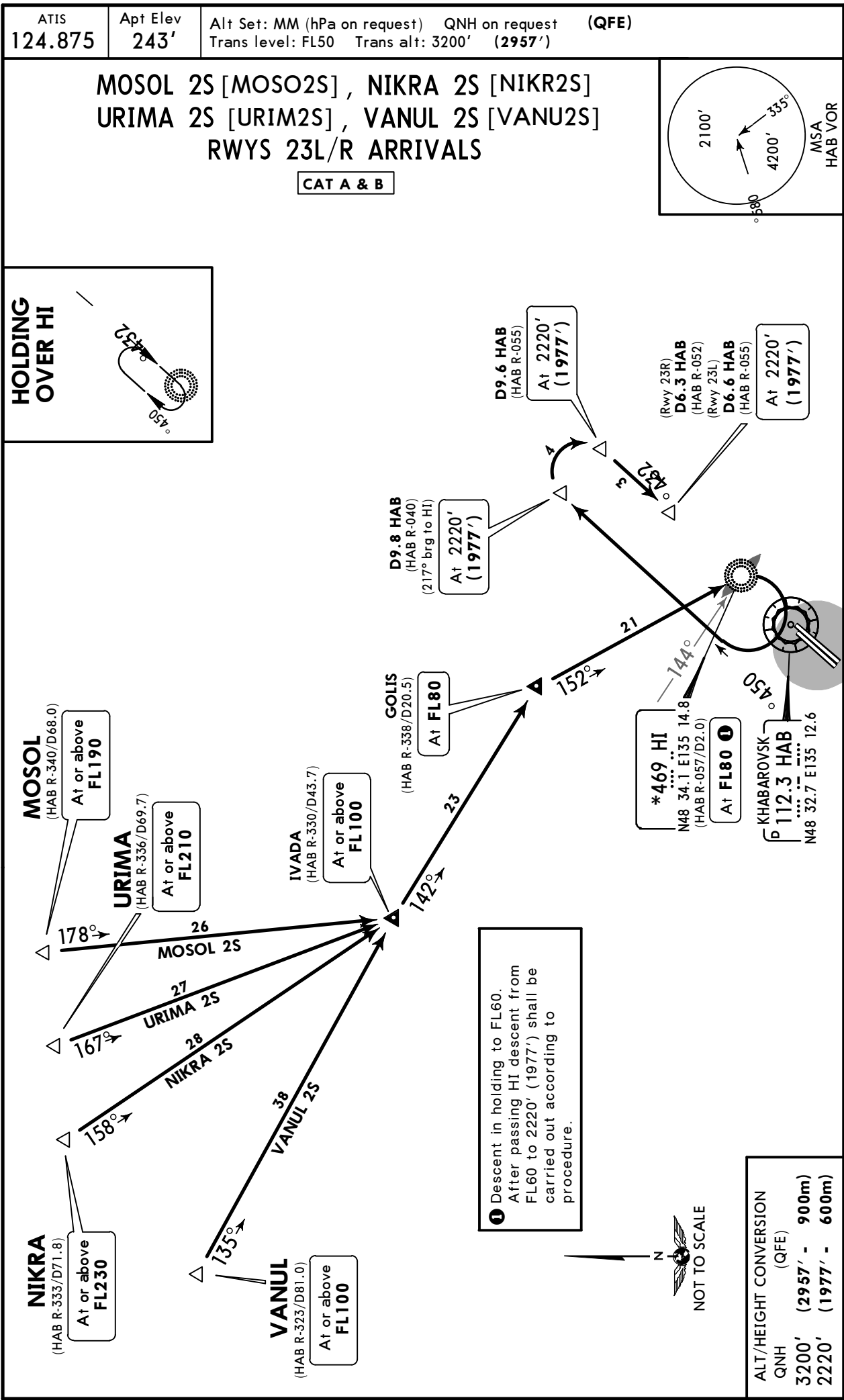
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NOVY

JEPPESSEN
19 MAY 17 10-2V2

Eff 25 May

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

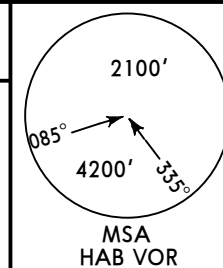
JEPPESEN KH
19 MAY 17 (10-2V3) Eff 25 May

KHABAROVSK, RUSSIA

STAR

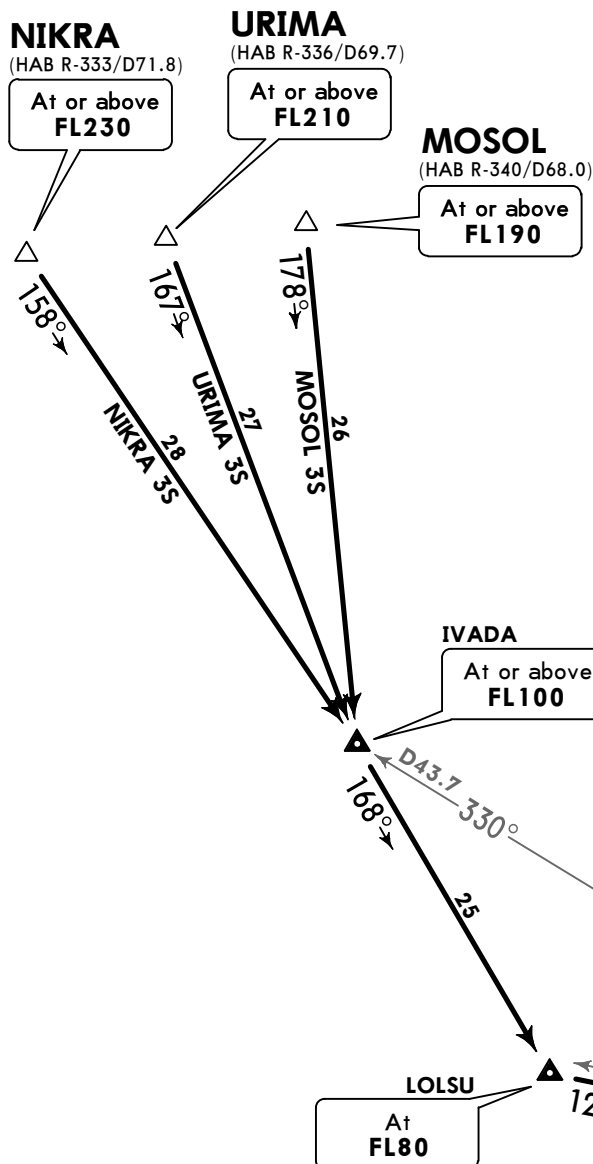
ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

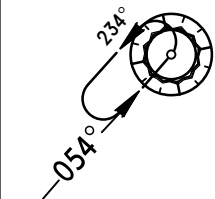
MOSOL 3S [MOSO3S] , NIKRA 3S [NIKR3S]
URIMA 3S [URIM3S]
RWYS 05L/R ARRIVALS

CAT C & D



KHABAROVSK
D 112.3 HAB
.... -
N48 32.7 E135 12.6
At FL80 ①

HOLDING OVER HAB



1 Descent in holding to FL60.

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

D12.3 HAB
(HAB R-252)

At 2220'
(1977')

D12.2 HAB
(HAB R-234)

At 2220' (1977')

*469 UF
N48 29.3 E135 08.2

(Rwy 05L)
D9.1 HAB
(HAB R-234)
(Rwy 05R)
D9.2 HAB
(HAB R-233)

At 2220'
(1977')

UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-2V4 Eff 25 May

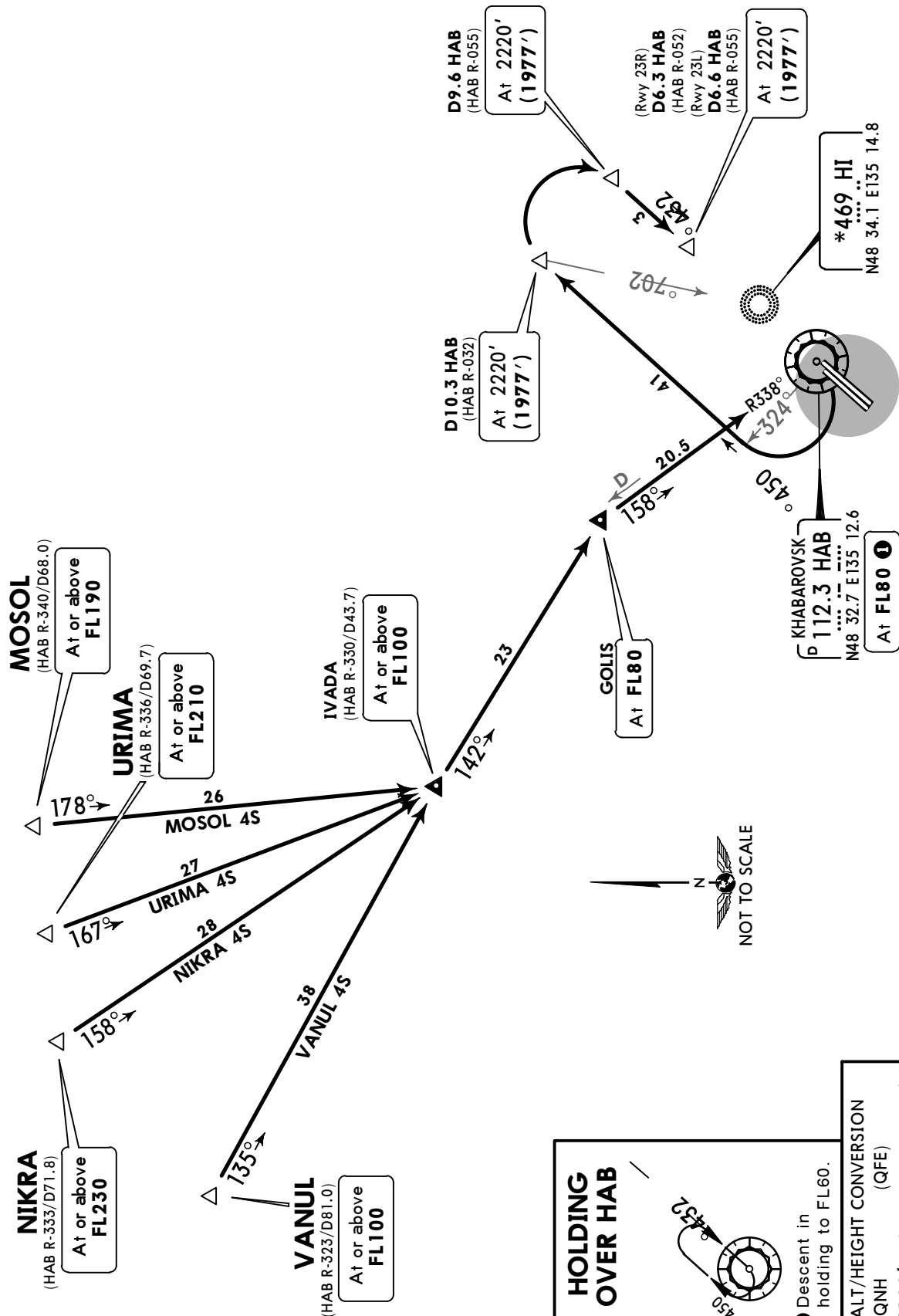
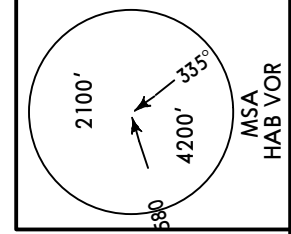
KHABAROVSK, RUSSIA

STAR

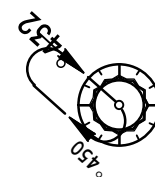
ATIS 124.875 Apt Elev 243' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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

CAT C & D



HOLDING
OVER HAB



① Descent in
holding to FL60.

ALT/HEIGHT CONVERSION
QNH (QFE)

3200' (2957' - 900m)
2220' (1977' - 600m)

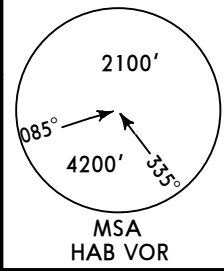
UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2V5 Eff 25 May

KHABAROVSK, RUSSIA

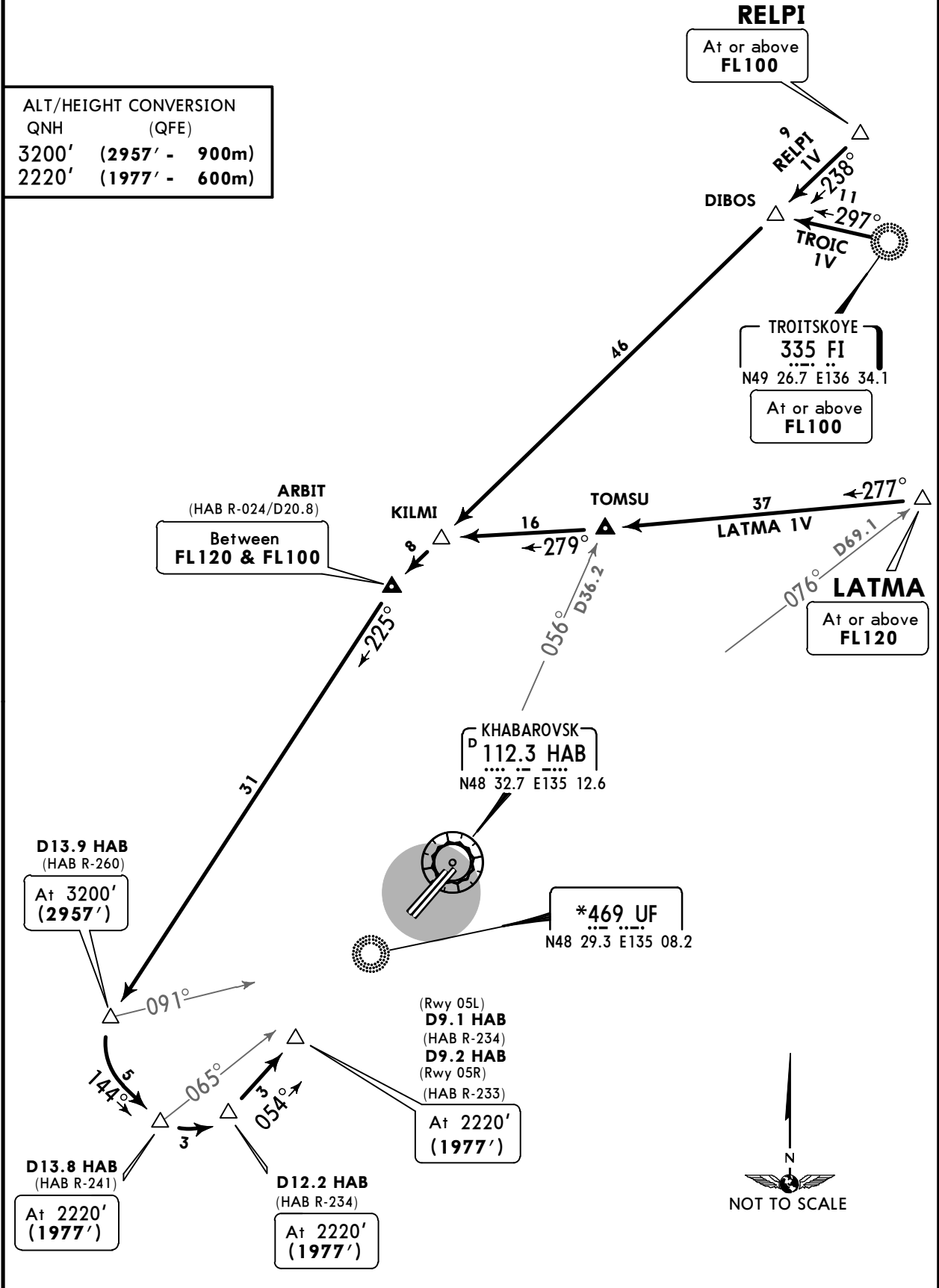
STAR

ATIS 124.875 Apt Elev 243' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')



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

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



UHHH/KHV
NOVY

JEPPESEN KH
19 MAY 17 (10-2V6) Eff 25 May

KHABAROVSK, RUSSIA

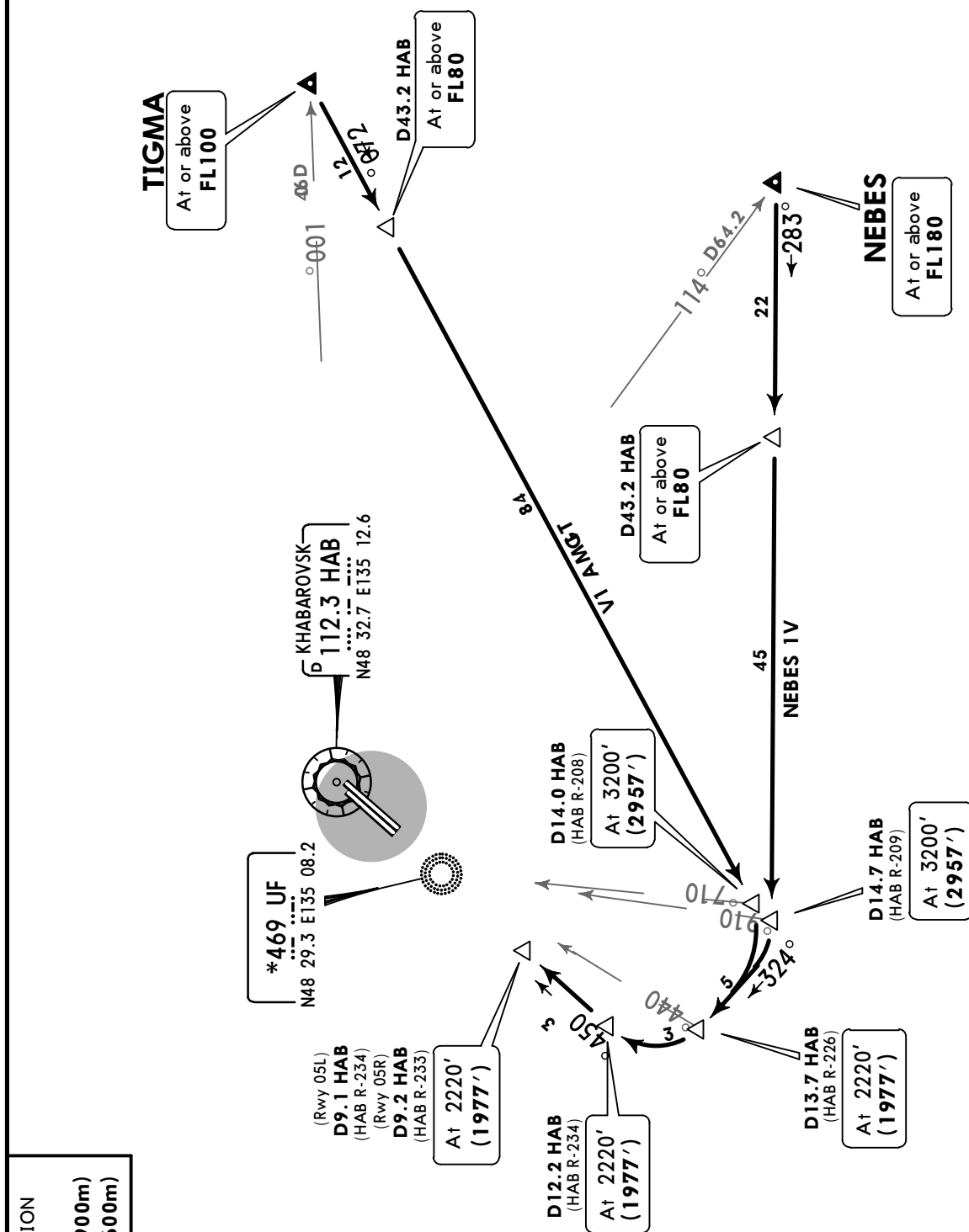
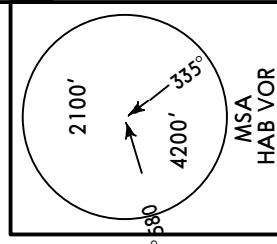
STAR

ATIS
124.875

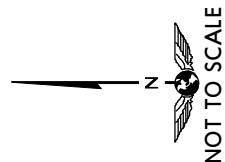
Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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



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



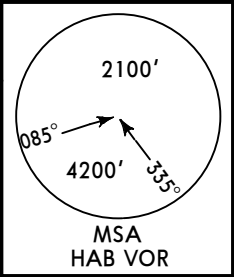
UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2V7 Eff 25 May

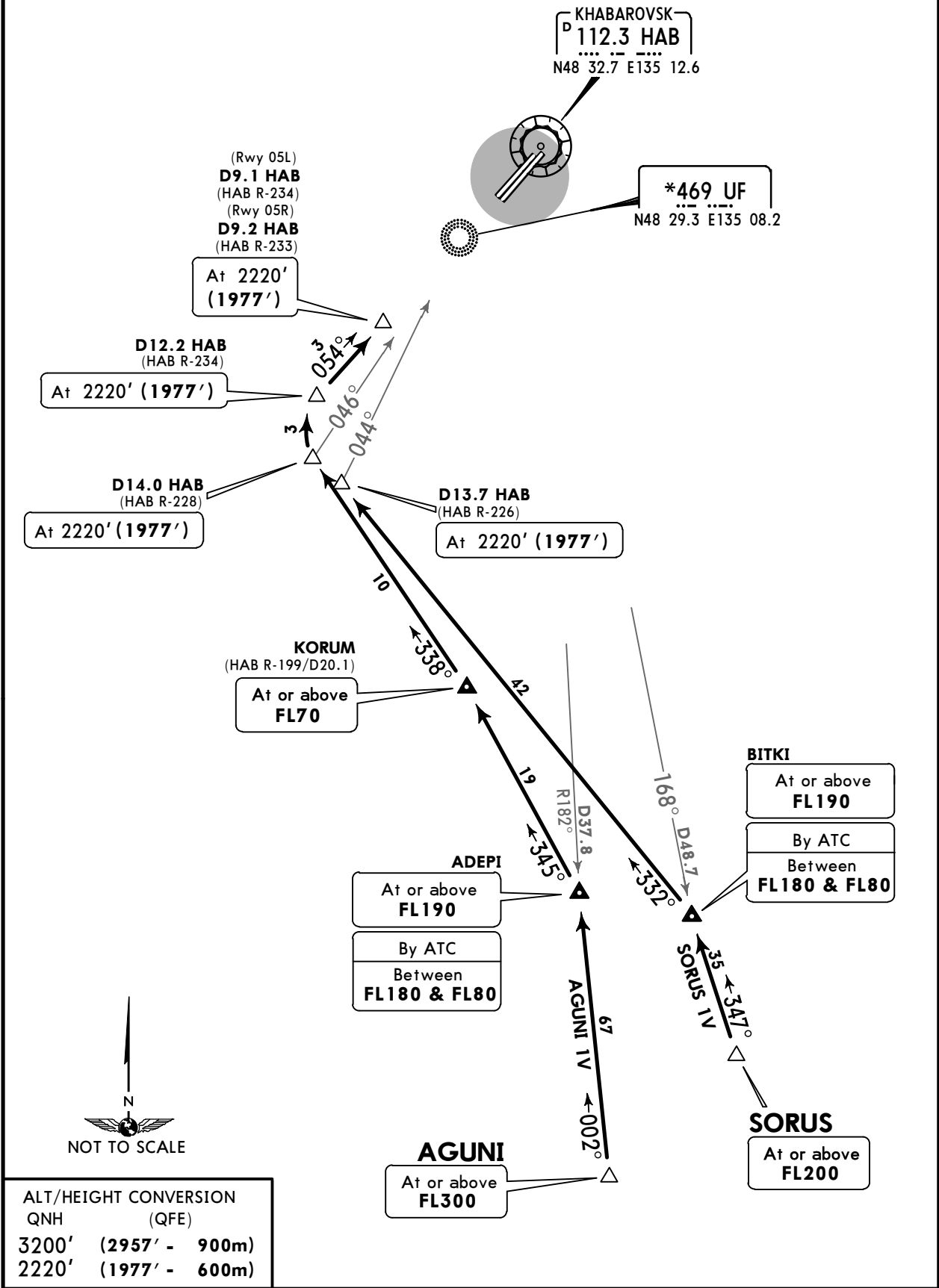
KHABAROVSK, RUSSIA

STAR

ATIS 124.875	Apt Elev 243'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3200' (2957')	(QFE)
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AGUNI 1V [AGUN1V] , SORUS 1V [SORU1V]
RWYS 05L/R ARRIVALS
BY ATC



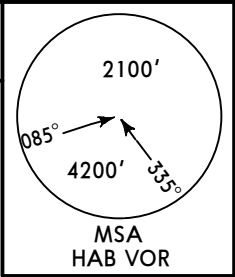
UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-2V8 Eff 25 May

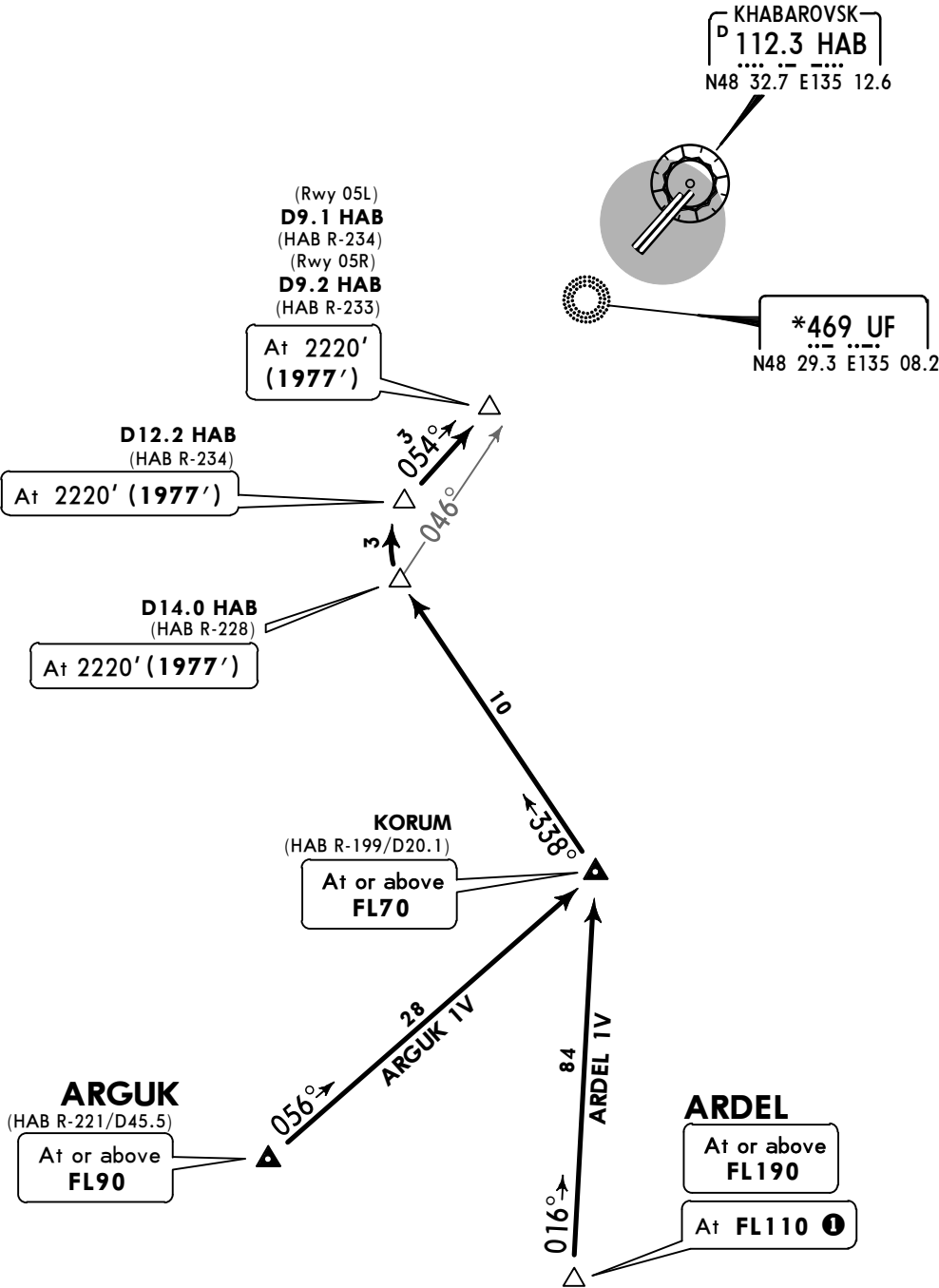
KHABAROVSK, RUSSIA

STAR

ATIS 124.875	Apt Elev 243'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3200' (2957')
-----------------	------------------	---



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



KHABAROVSK
D 112.3 HAB
N48 32.7 E135 12.6

*469 UF
N48 29.3 E135 08.2

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

❶ Only for Russian users of airspace.



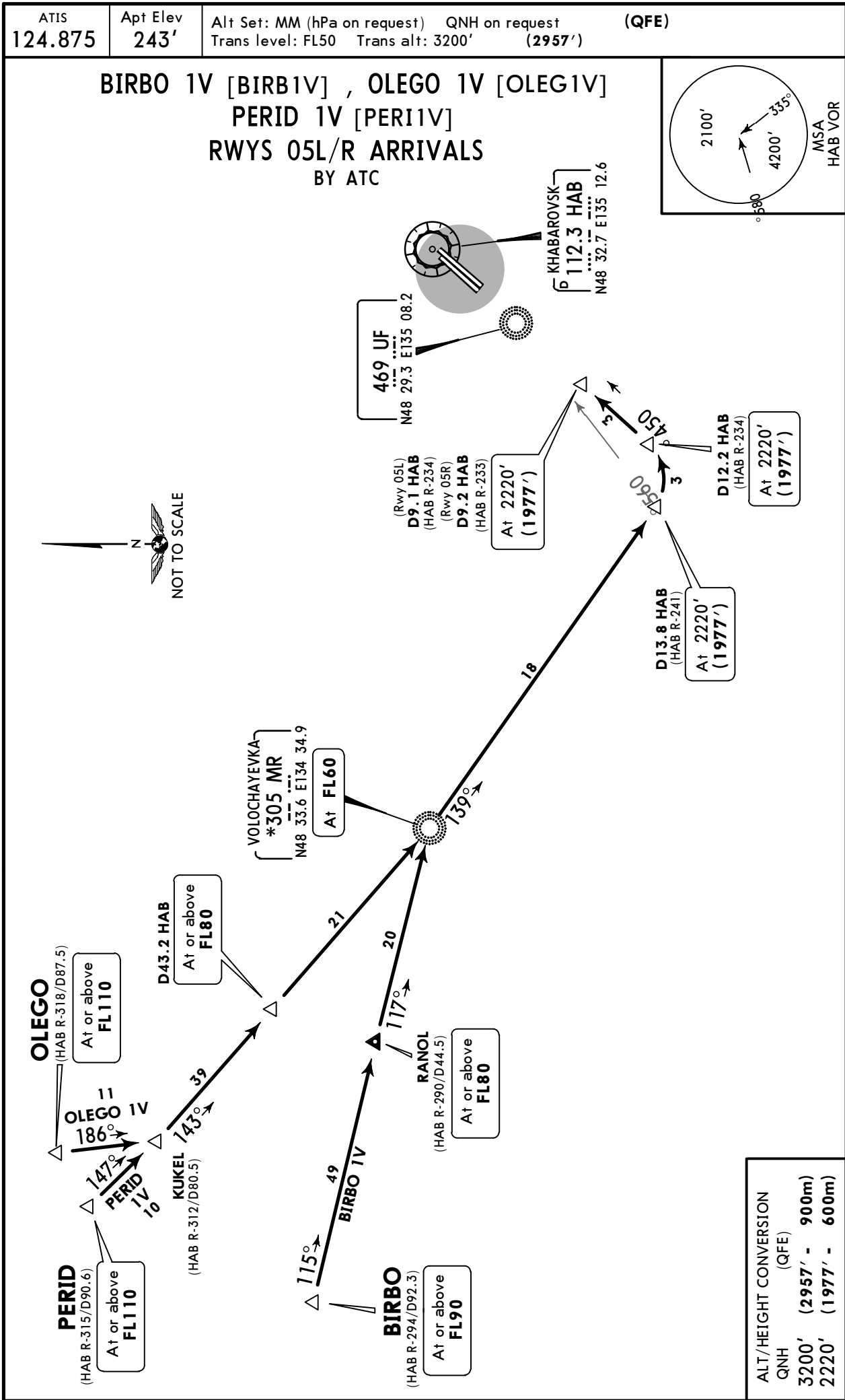
UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-2W

Eff 14 Sep

KHABAROVSK, RUSSIA

STAR



UHHH/KHV
NOVY

JEPPESEN

KHABAROVSK, RUSSIA

8 SEP 17

10-2X

Eff 14 Sep

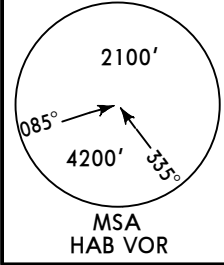
STAR

ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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



NIKRA
(HAB R-333/D71.8)

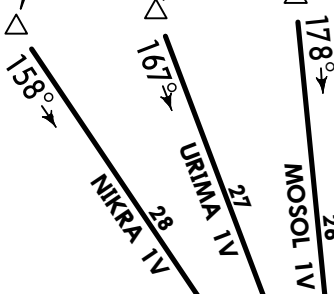
At or above
FL230

URIMA
(HAB R-336/D69.7)

At or above
FL210

MOSOL
(HAB R-340/D68.0)

At or above
FL190



IVADA
(HAB R-330/D43.7)

At or above
FL100

LOLSU
(HAB R-306/D20.7)

At FL60

D14.6 HAB
(HAB R-257)

At 3200'
(2957')

D13.8 HAB
(HAB R-241)

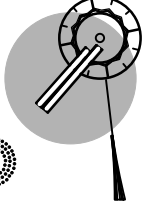
At 2220'
(1977')

(Rwy 05L)
D9.1 HAB
(HAB R-234)

(Rwy 05R)
D9.2 HAB
(HAB R-233)

At 2220'
(1977')

469 UF
N48 29.3 E135 08.2



D12.2 HAB
(HAB R-234)

At 2220'
(1977')

ALT/HEIGHT CONVERSION
QNH (QFE)

3200' (2957' - 900m)
2220' (1977' - 600m)

UHHH/KHV
NOVY

KHABAROVSK, RUSSIA

19 MAY 17

10-2X1

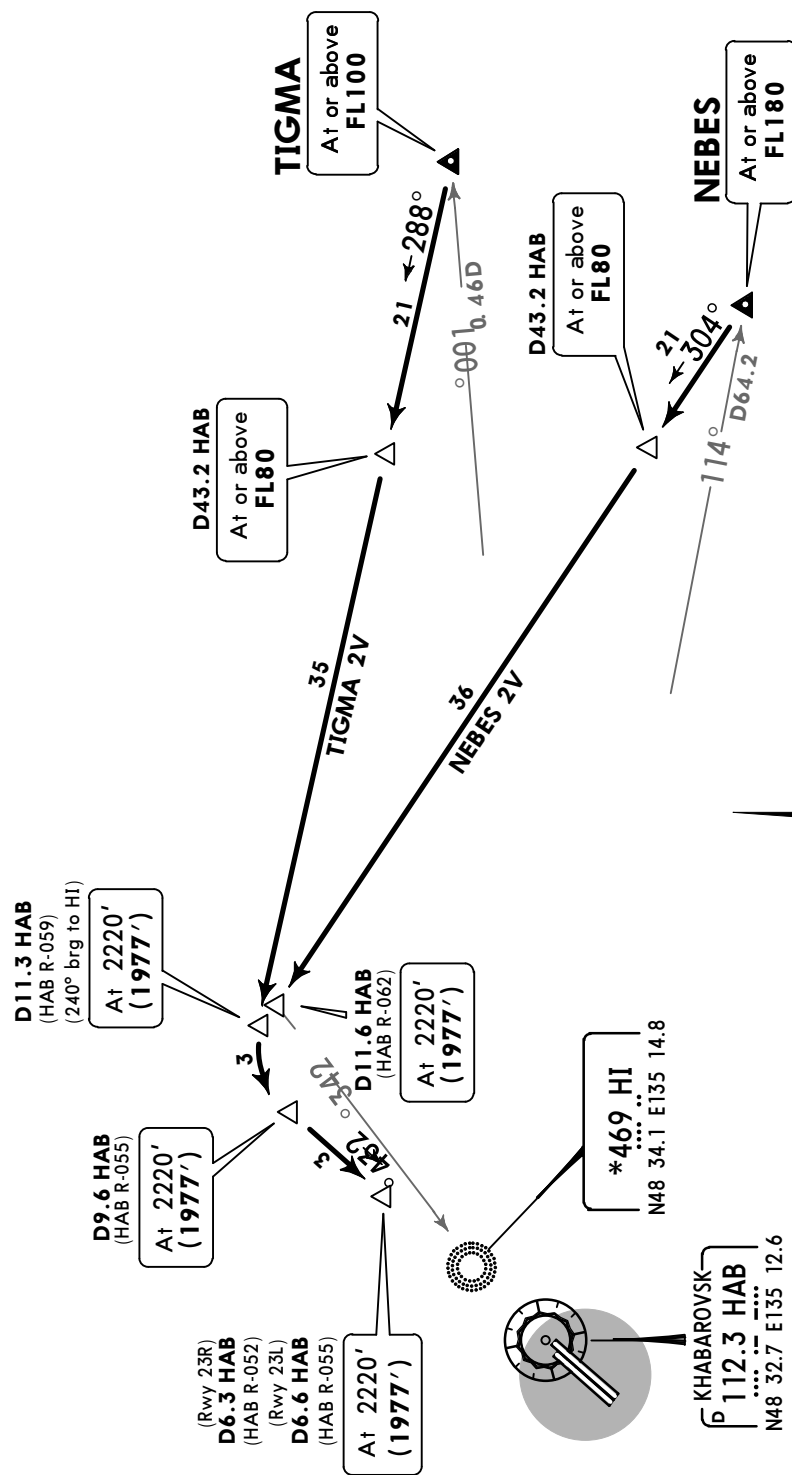
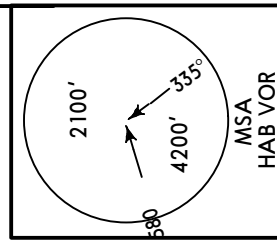
Eff 25 May**STAR**

ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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



ALT/HEIGHT CONVERSION

QNH (QFE)

3200' (2957' - 900m)

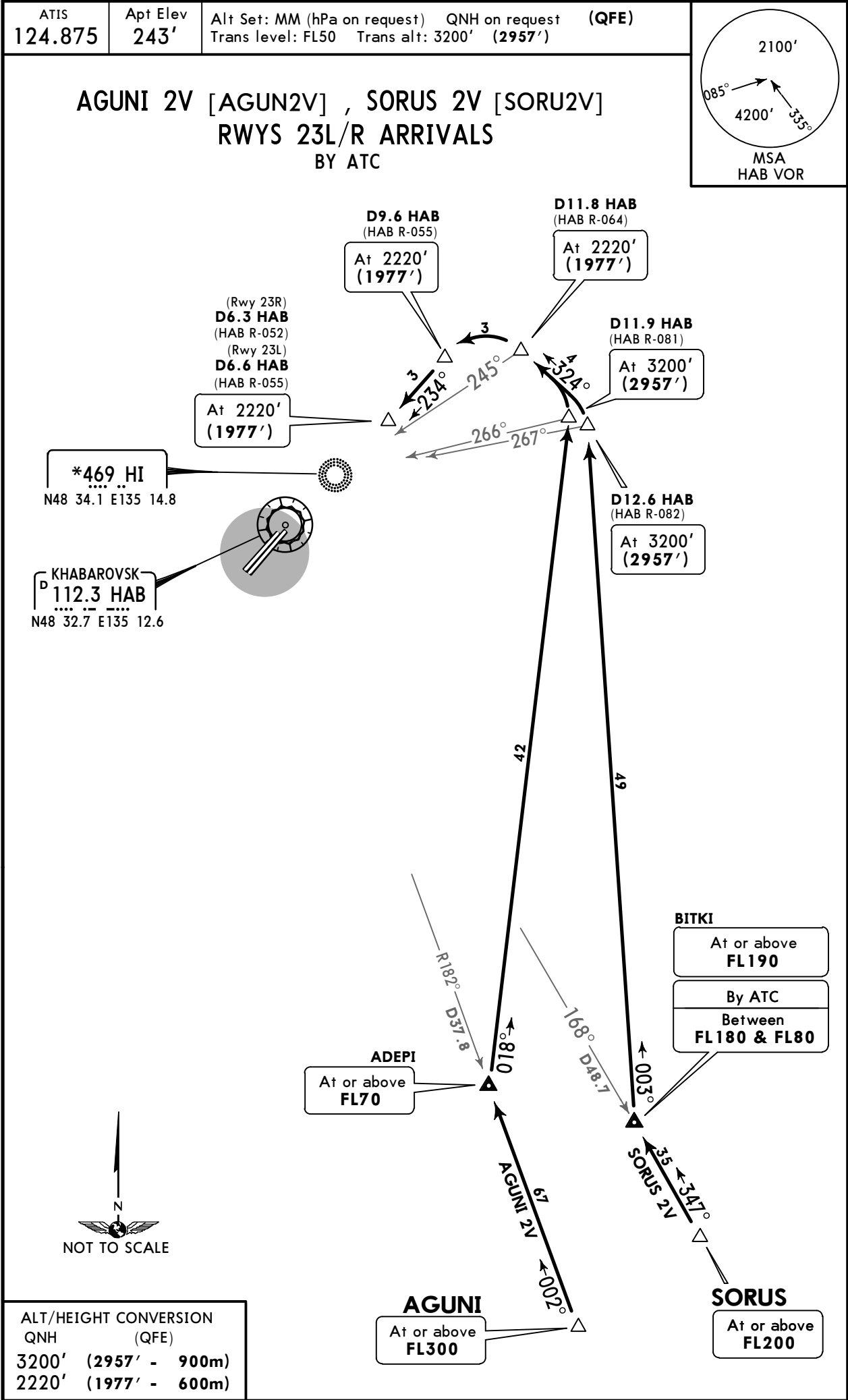
2220' (1977' - 600m)

UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-2X2 Eff 25 May

KHABAROVSK, RUSSIA

STAR

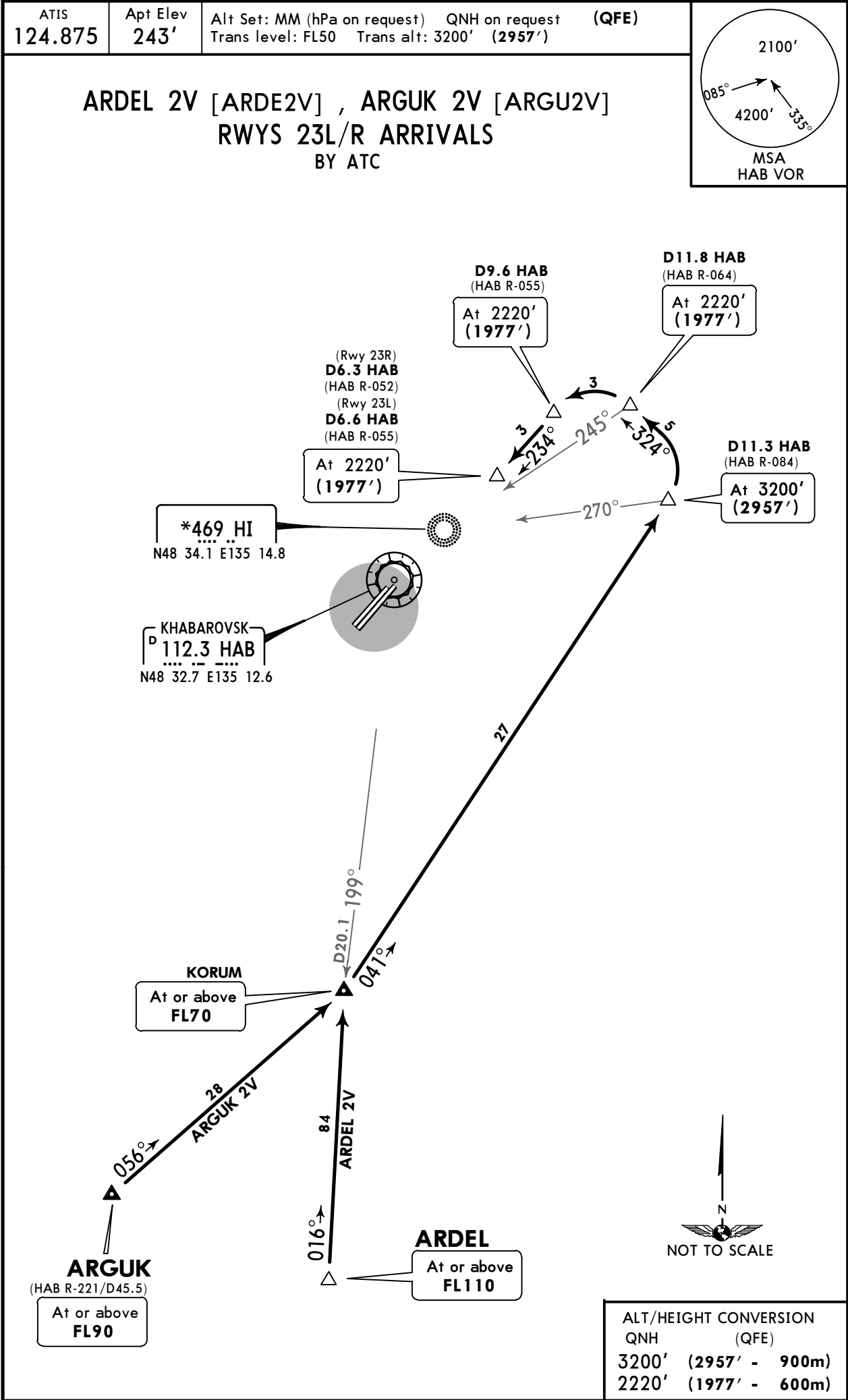


UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-2X3

Eff 25 May

KHABAROVSK, RUSSIA
STAR



UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 (10-2X4) E

KHABAROVSK, RUSSIA

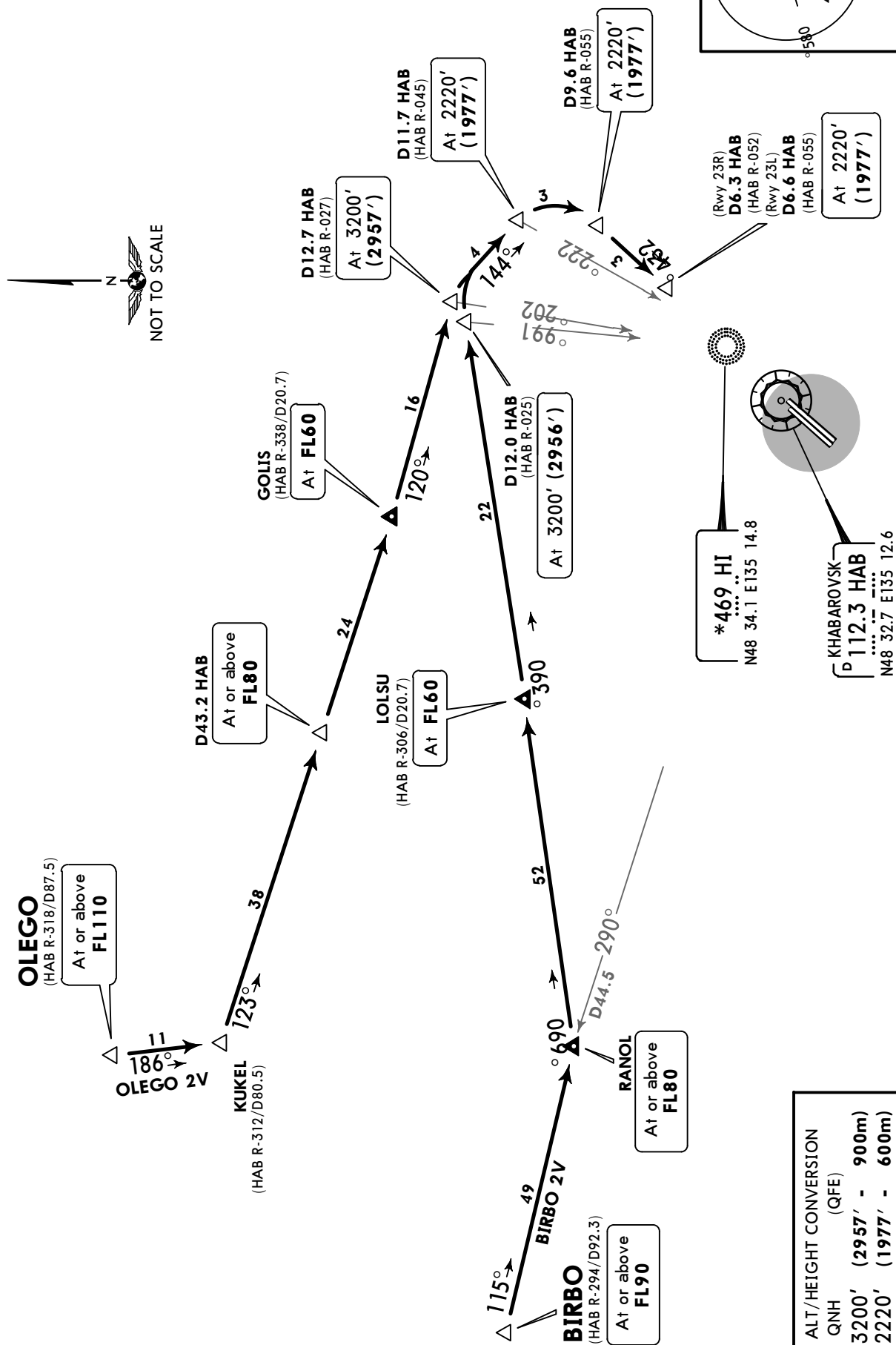
STAR

ATIS
124.875

Apt Elev
243'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3200' (2957')

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



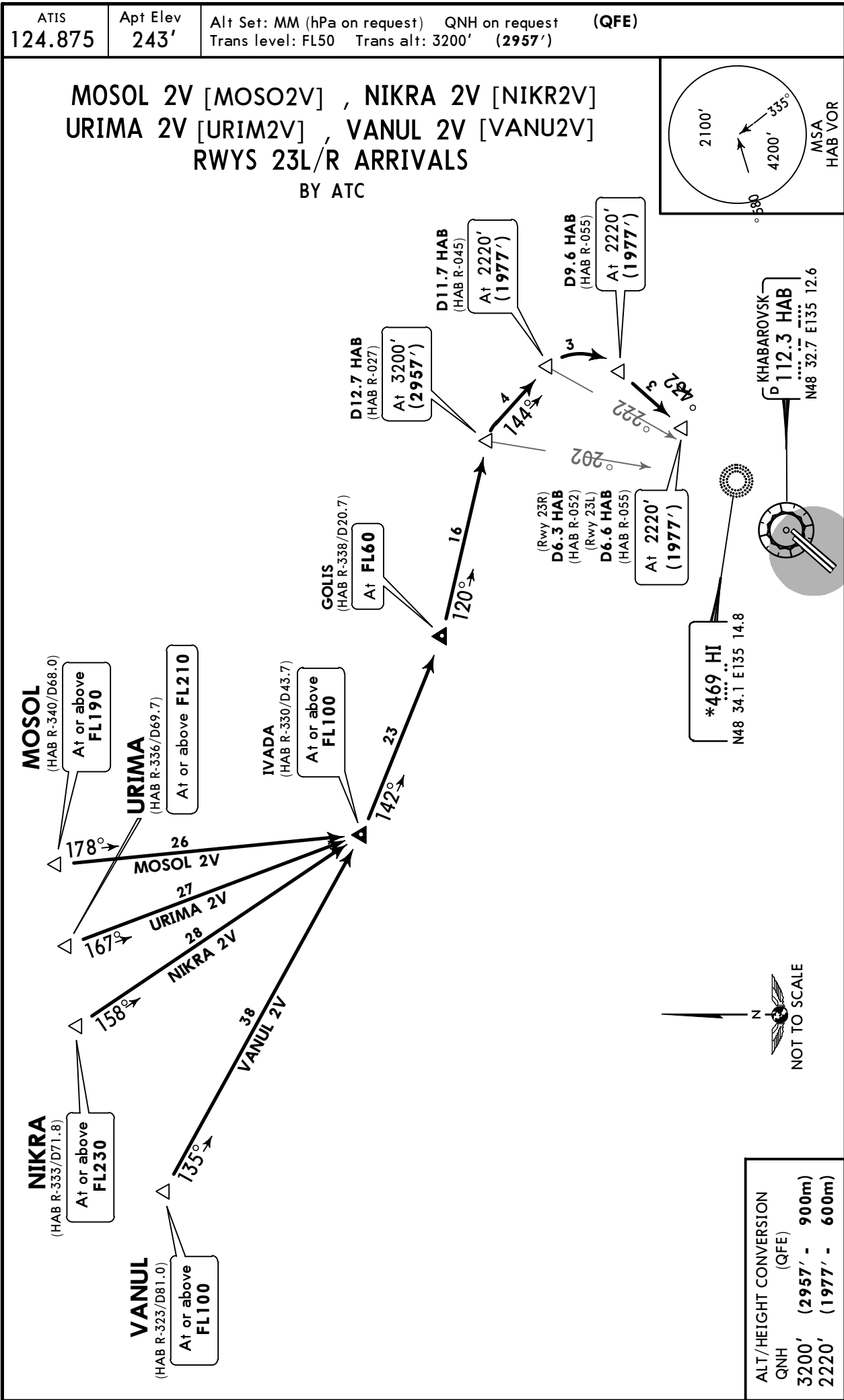
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NOVY

JEPPESSEN
19 MAY 17 10-2X5

Eff 25 May

KHABAROVSK, RUSSIA

STAR



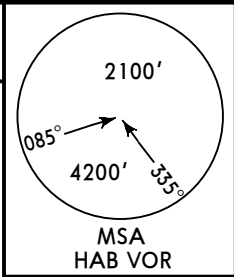
UHHH/KHV
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JEPPESSEN
19 MAY 17 10-2X6

Eff 25 May

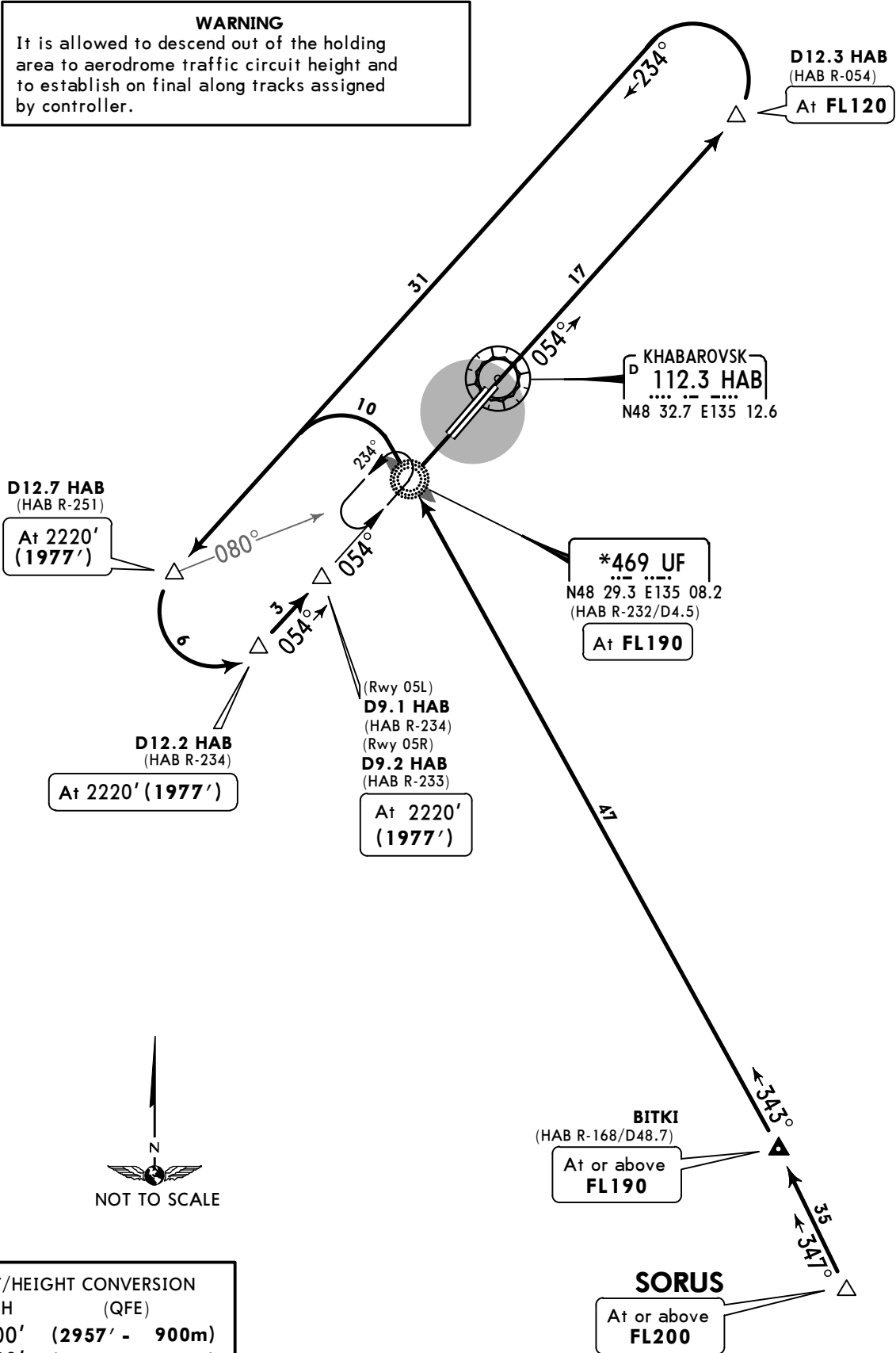
KHABAROVSK, RUSSIA
STAR

ATIS 124.875	Apt Elev 243'	Alt Set: MM (hPa on request) QNH on request (QFE) 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.



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

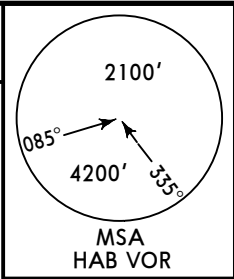
UHHH/KHV
NOVY

JEPPesen
19 MAY 17 10-2X7 Eff 25 May

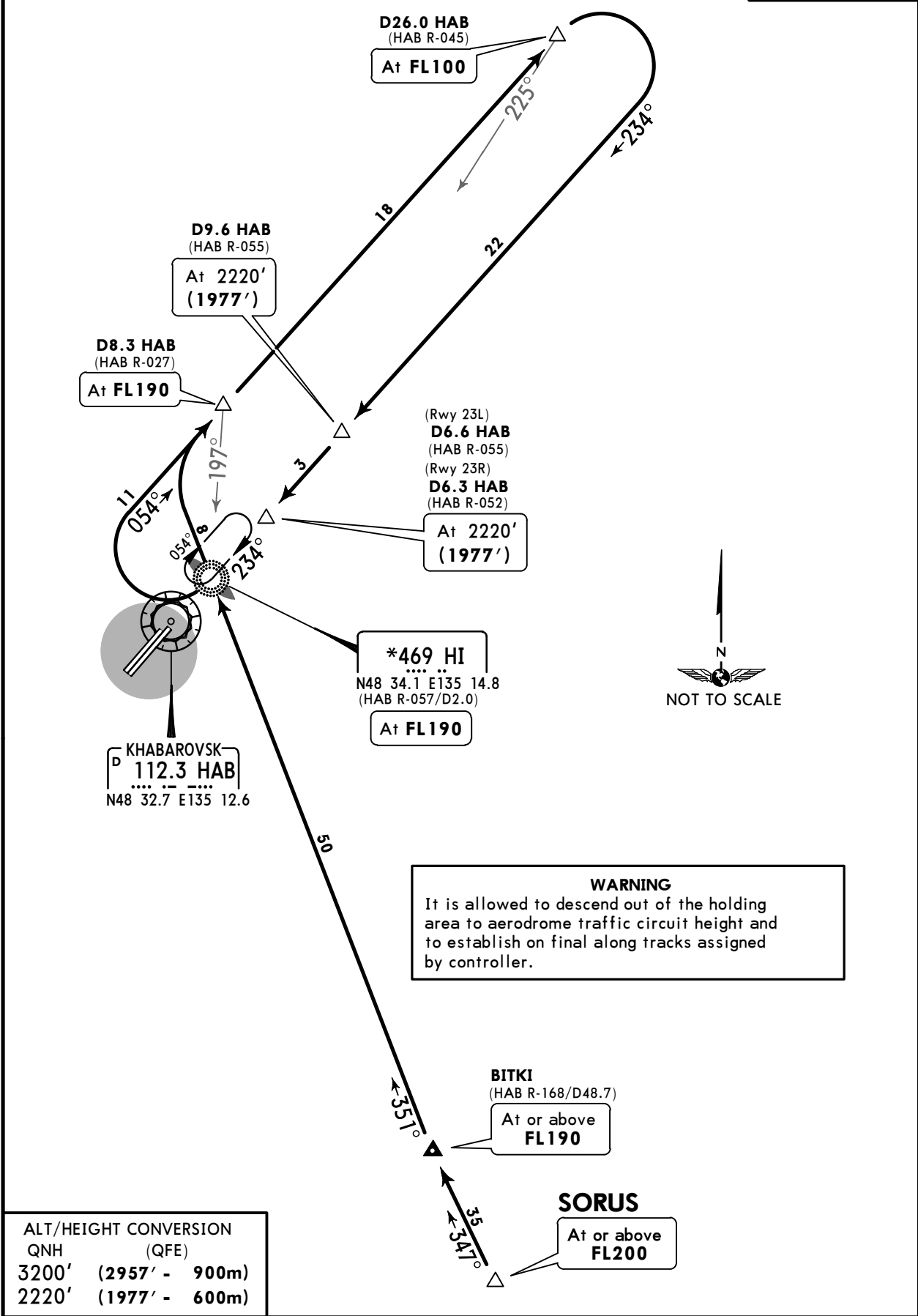
KHABAROVSK, RUSSIA

STAR

ATIS 124.875	Apt Elev 243'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3200' (2957')
-----------------	------------------	---



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

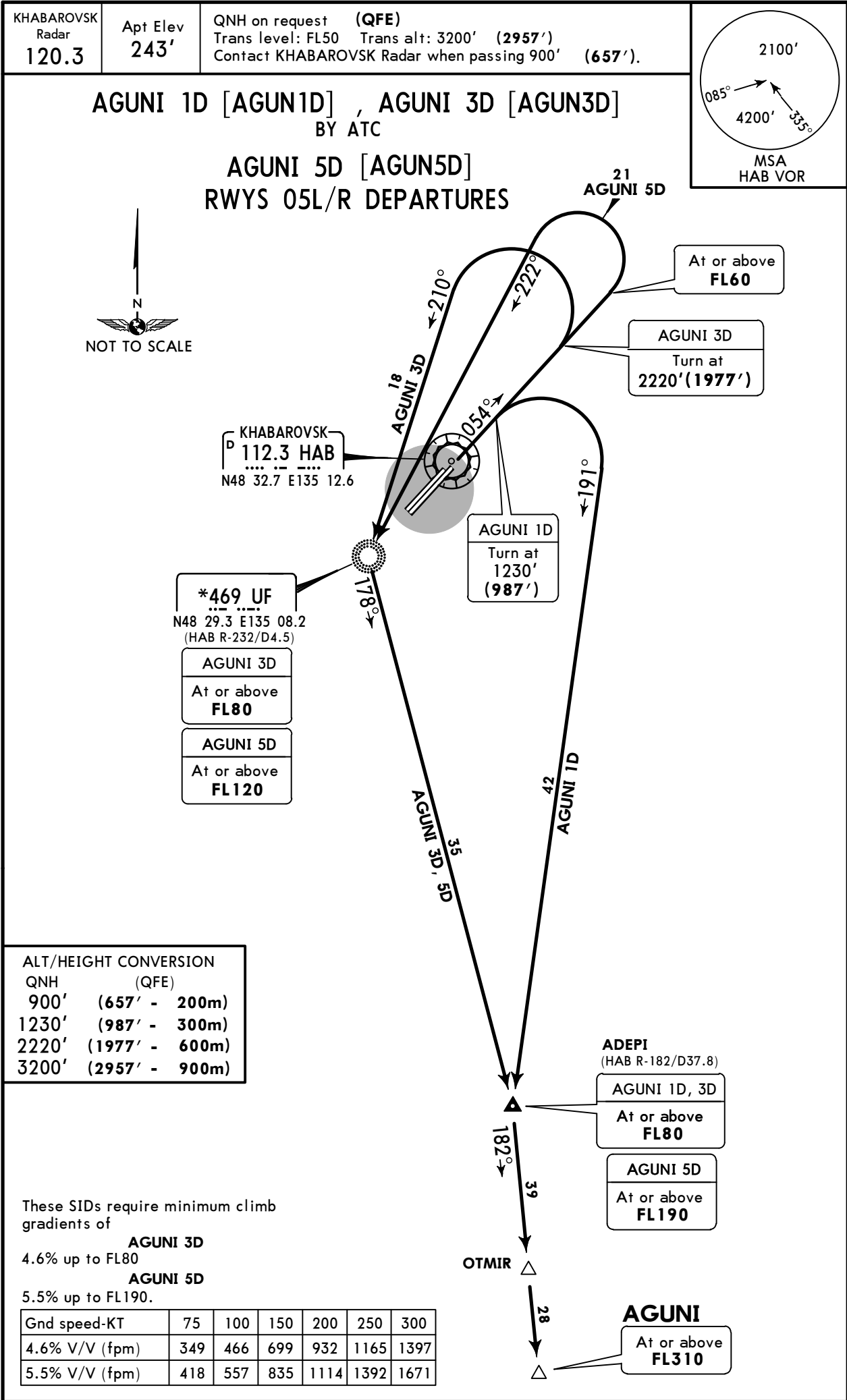


UHHH/KHV
NOVY

JEPPESEN
15 JUN 18 10-3 Eff 21 Jun

KHABAROVSK, RUSSIA

SID

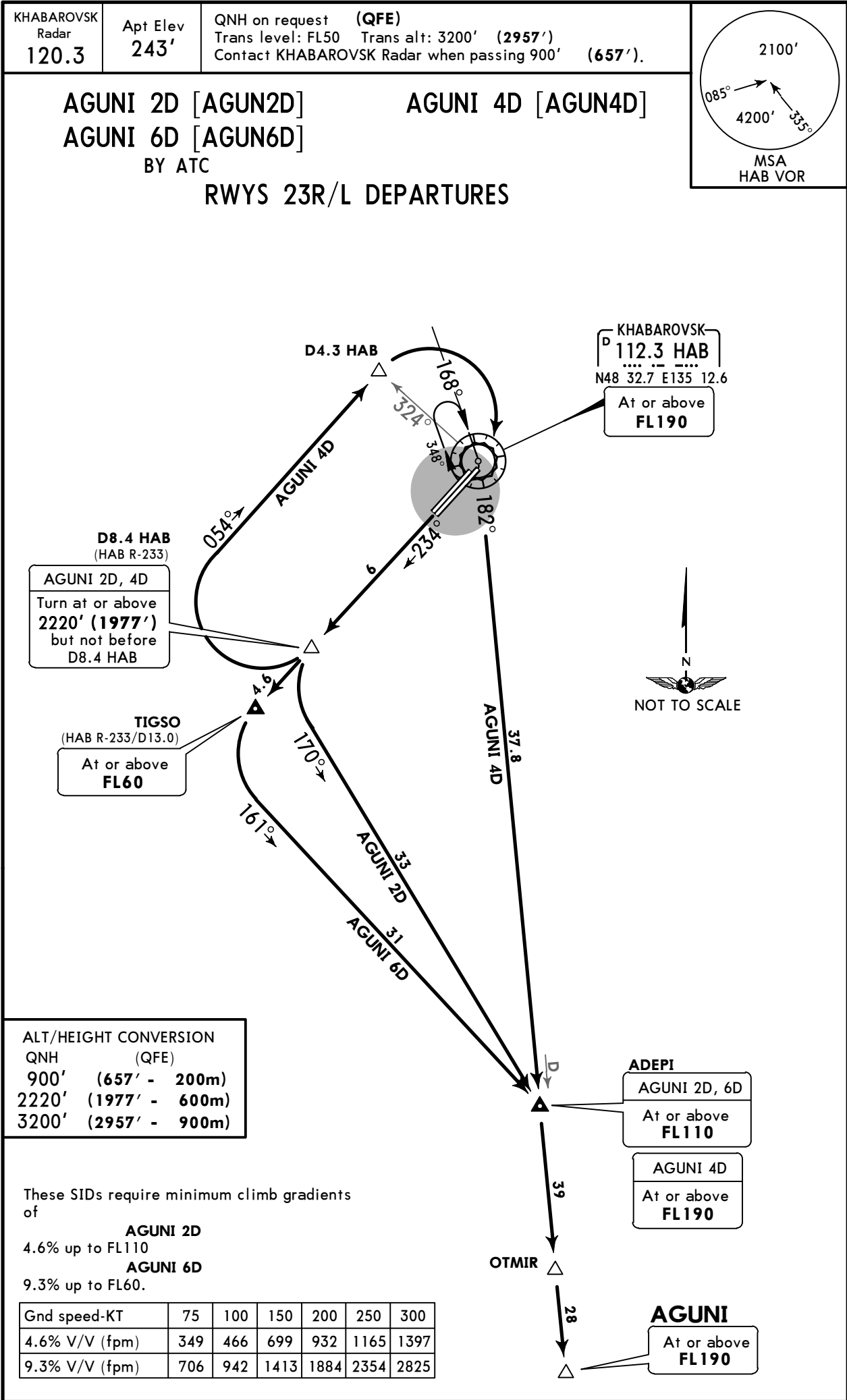


UHHH/KHV
NOVY

JEPPESEN
15 JUN 18 **(10-3A)** Eff 21 Jun

KHABAROVSK, RUSSIA

SID

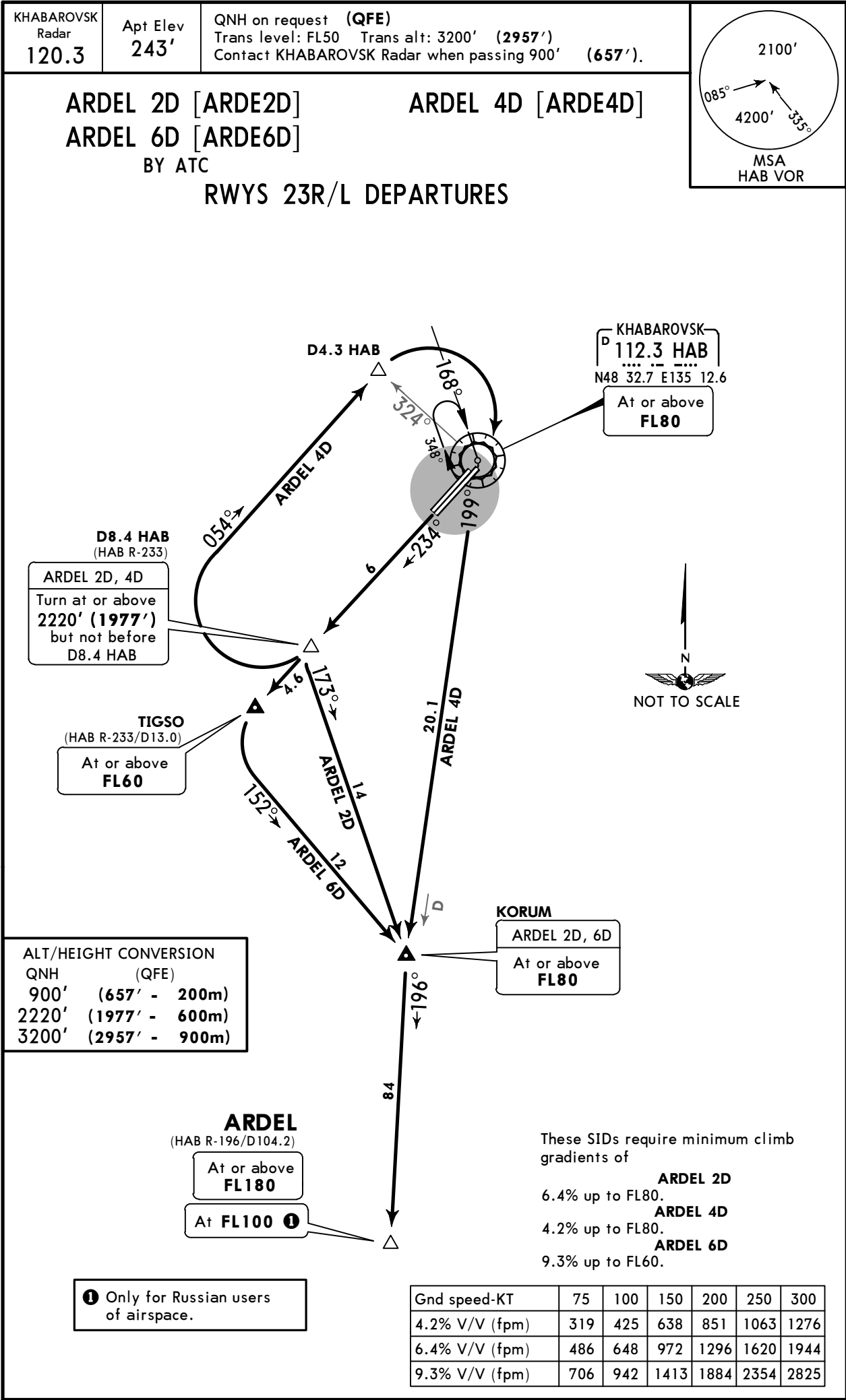


UHHH/KHV
NOVY

JEPPESEN
15 JUN 18 10-3C Eff 21 Jun

KHABAROVSK, RUSSIA

SID

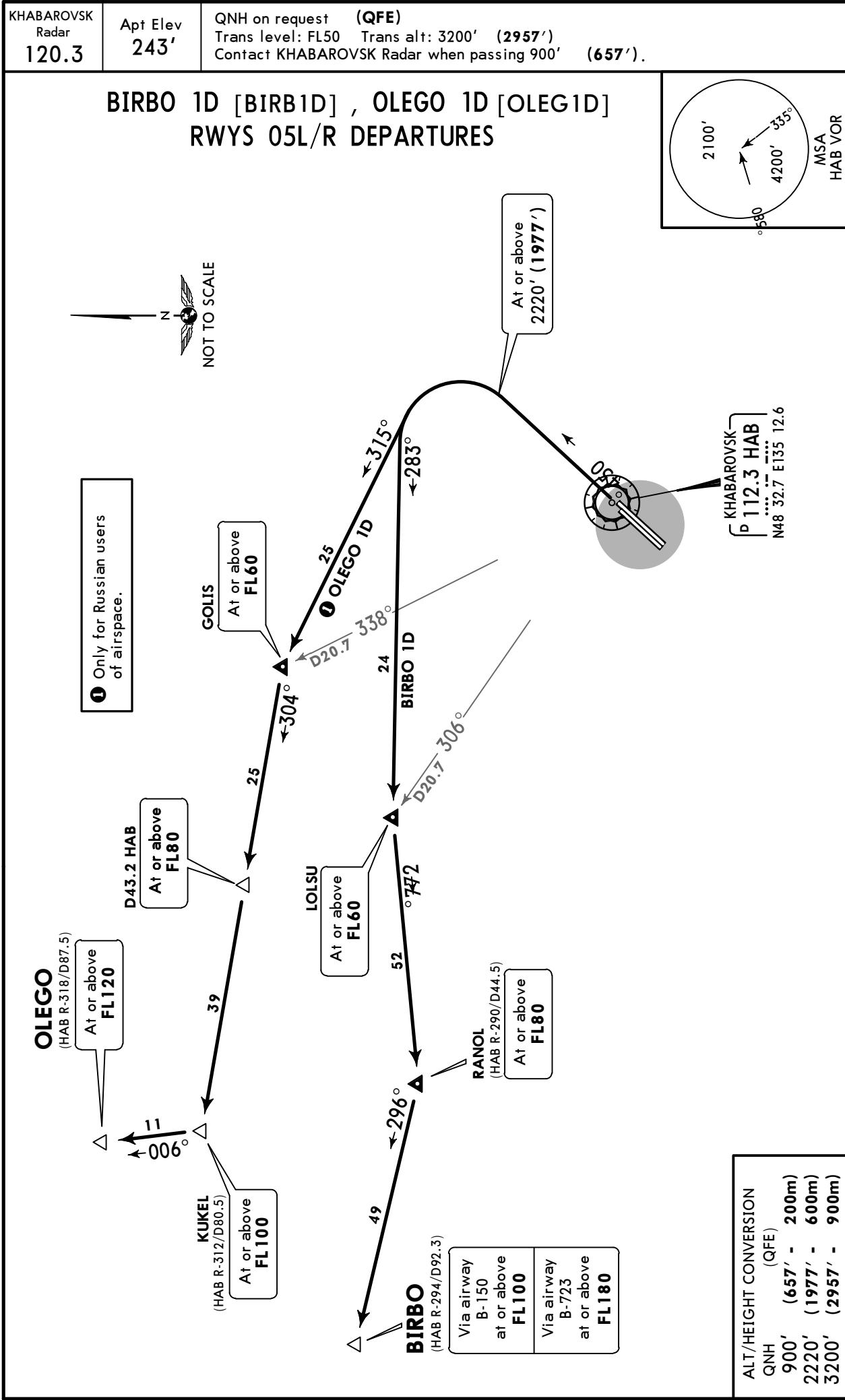


UHHH/KHV
NOVY

JEPPESEN
8 SEP 17 10-3D Eff 14 Sep

KHABAROVSK, RUSSIA

SID



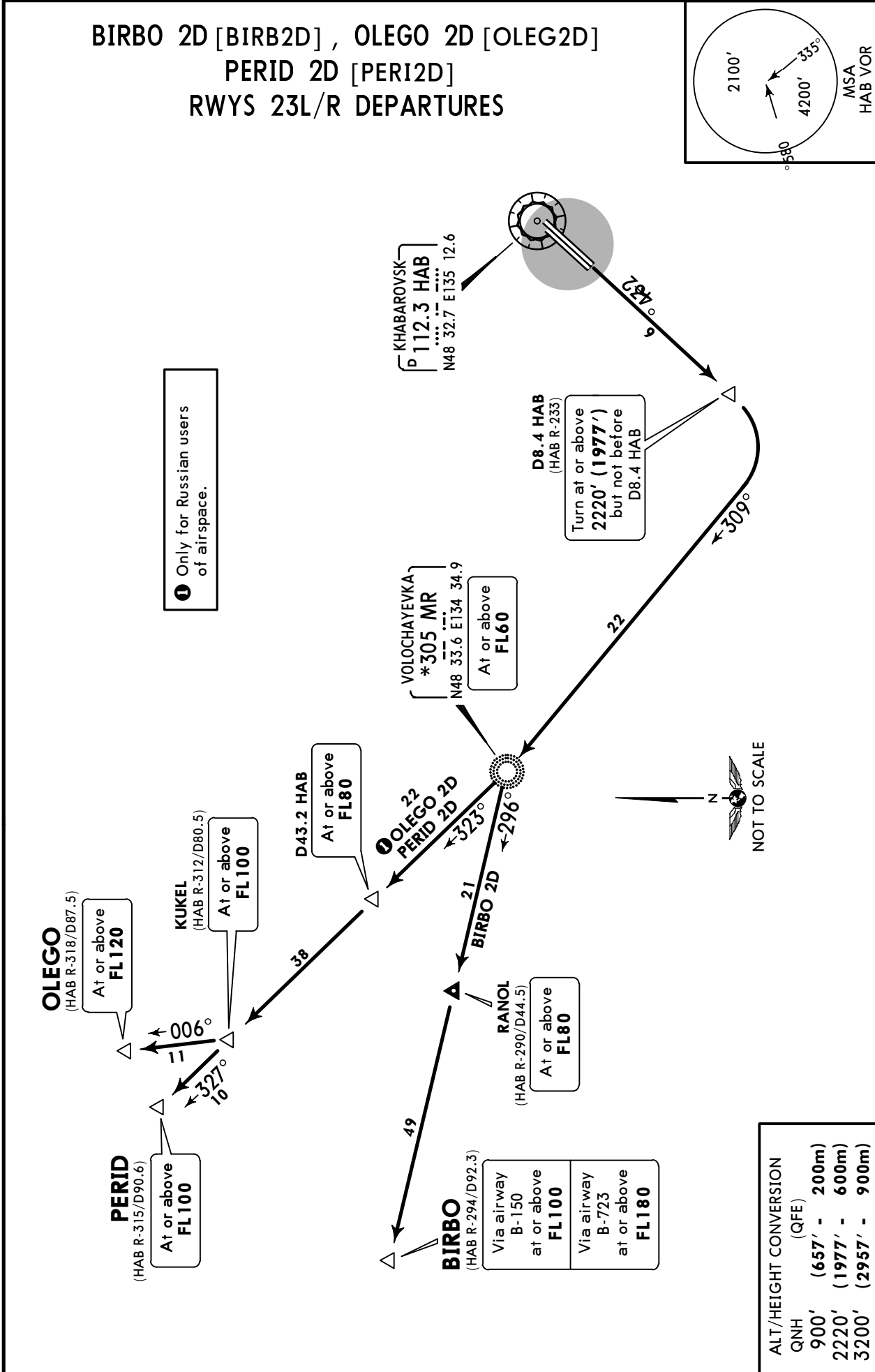
UHHH/KHV
NOVY

JEPPESSEN
8 SEP 17 10-3E Eff 14 Sep

KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar 120.3	Apt Elev 243'	QNH on request (QFE) Trans level: FL50 Trans alt: 3200' (2957') Contact KHABAROVSK Radar when passing 900' (657').
------------------------------	------------------	--



UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-3F Eff 25 May

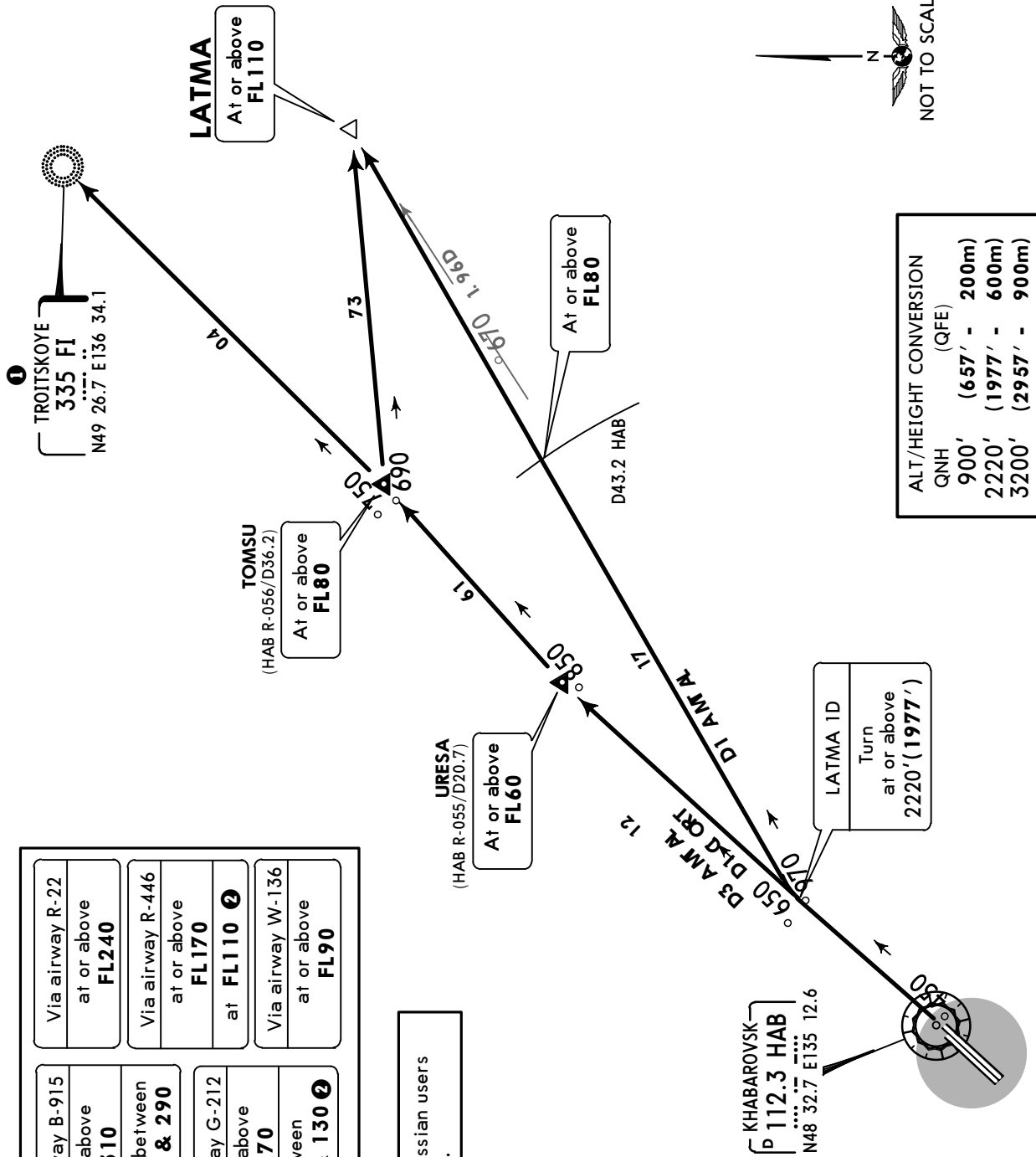
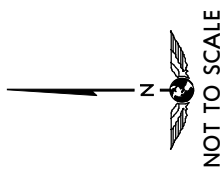
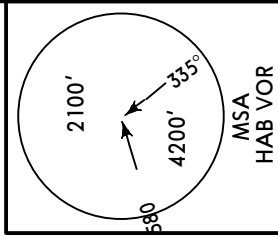
KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar 120.3	Apt Elev 243'	QNH on request (QFE) Trans level: FL50 Trans alt: 3200' (2957') Contact KHABAROVSK Radar when passing 900' (657').
------------------------------	------------------	--

LATMA 1D [LATM1D] , LATMA 3D [LATM3D]
BY ATC

TROIC 1D [TROI1D]
RWYS 05L/R DEPARTURES



ALT/HEIGHT CONVERSION (QFE)

QNH	(QFE)
900'	(657' - 200m)
2220'	(1977' - 600m)
3200'	(2957' - 900m)

1	Via airway B-915 at or above FL310	Via airway R-22 at or above FL240
	by ATC between FL130 & 290	Via airway R-446 at or above FL170
	Via airway G-212 at or above FL170 between FL90 & 130 2	Via airway W-136 at or above FL90

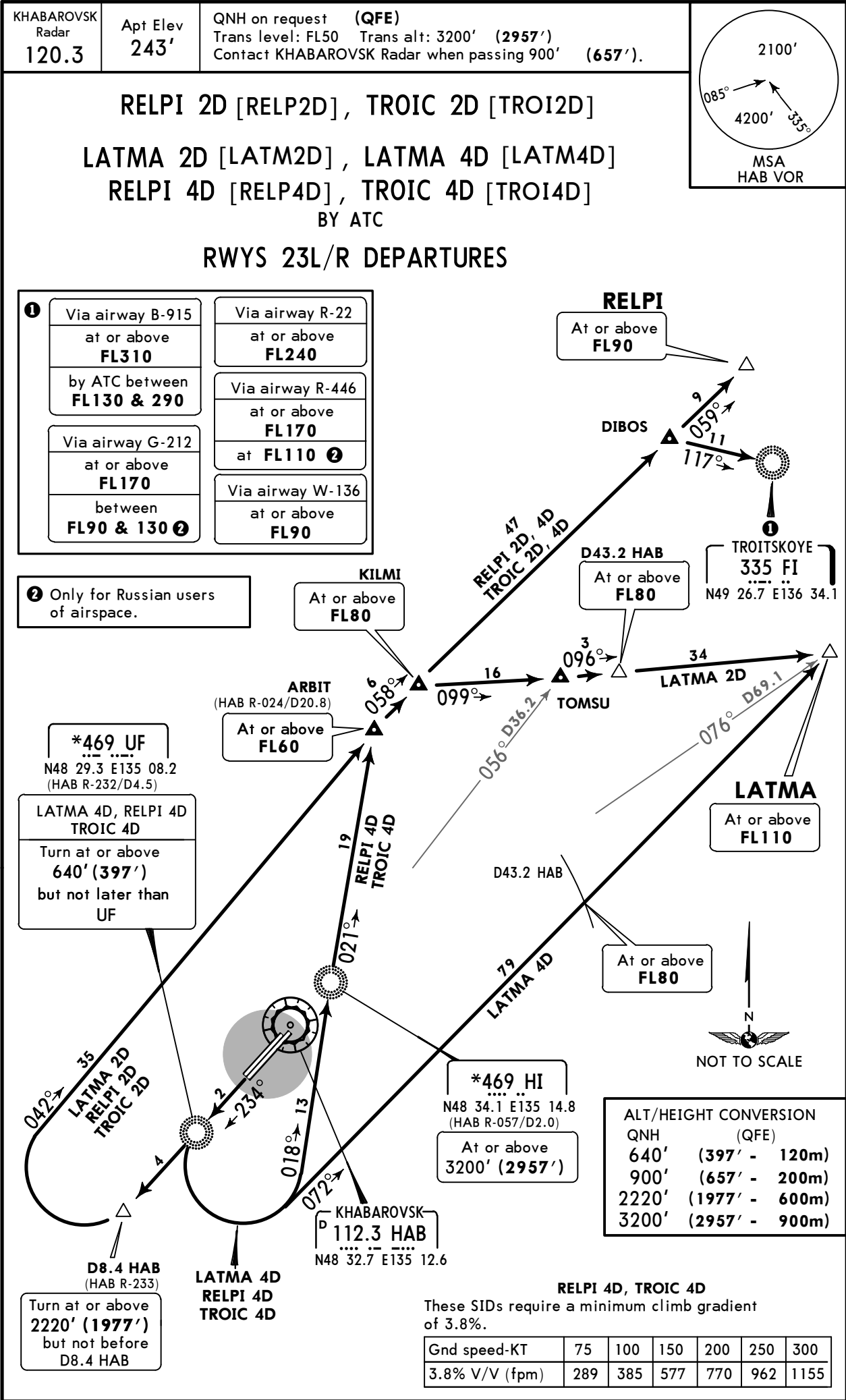
2 Only for Russian users of airspace.

UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-3G Eff 25 May

KHABAROVSK, RUSSIA

SID

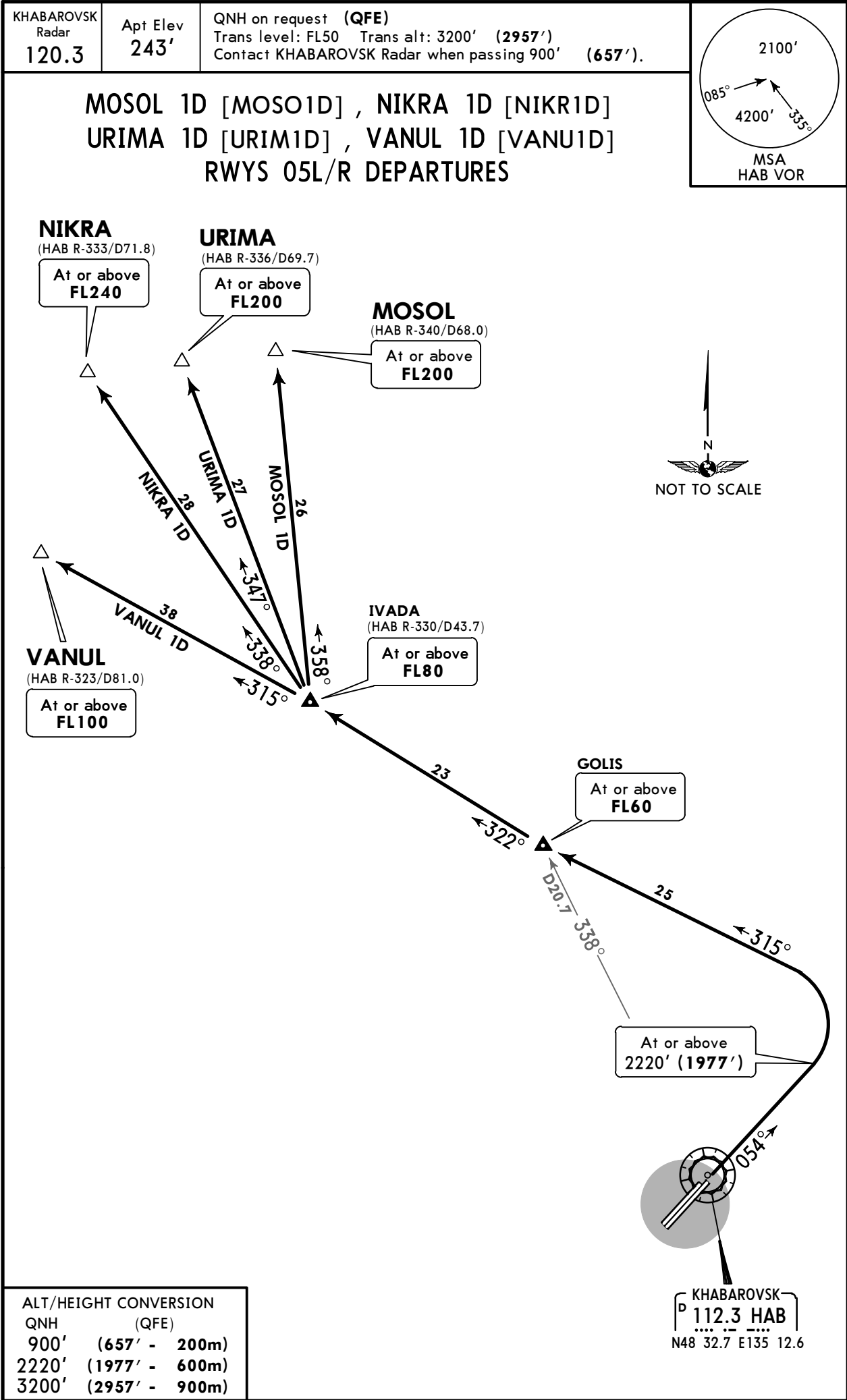


UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-3H Eff 25 May

KHABAROVSK, RUSSIA

SID



CHANGES: Availability; crossing at URIMA.

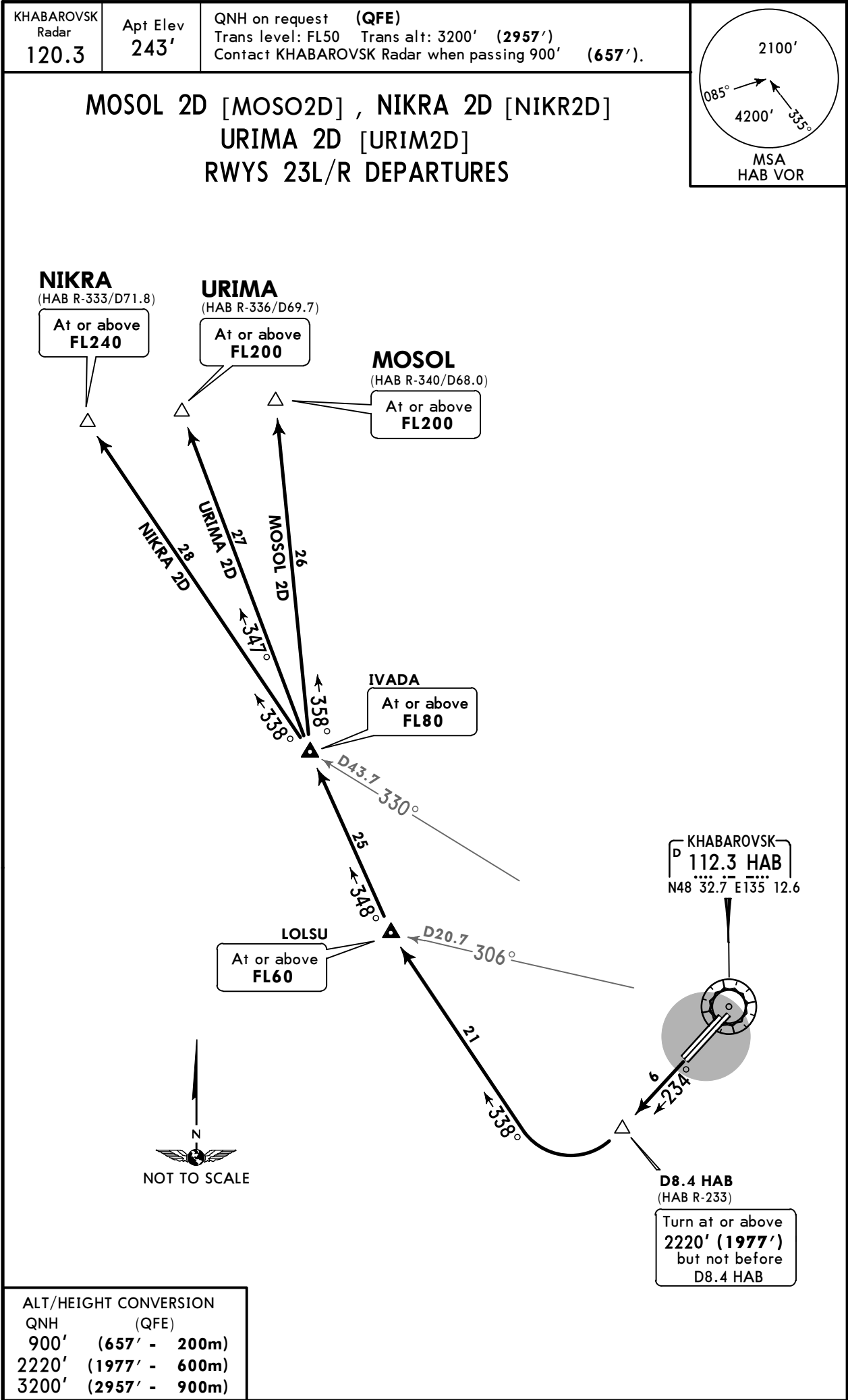
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UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 (10-3J) Eff 25 May

KHABAROVSK, RUSSIA

SID

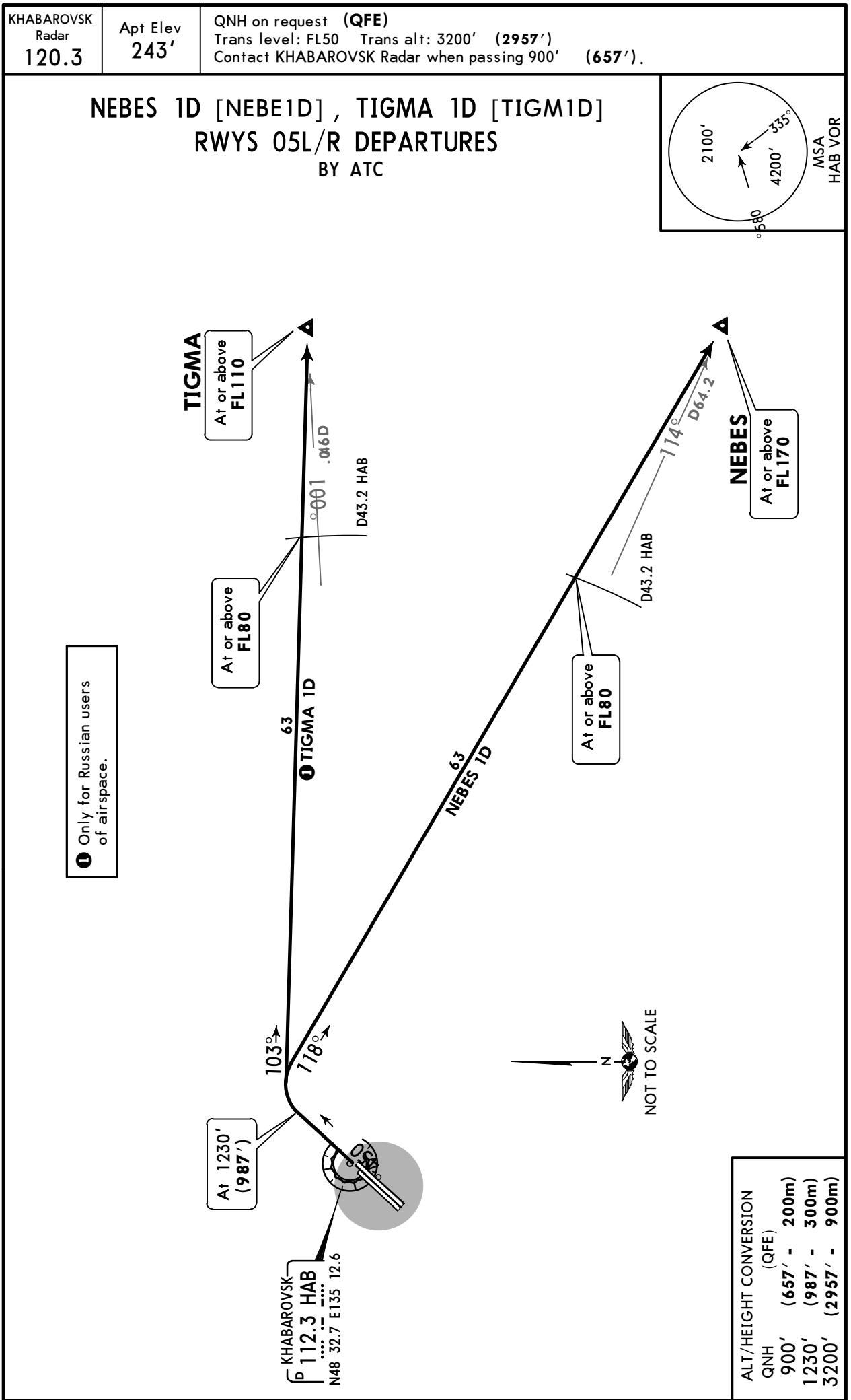


UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 10-3K Eff 25 May

KHABAROVSK, RUSSIA

SID

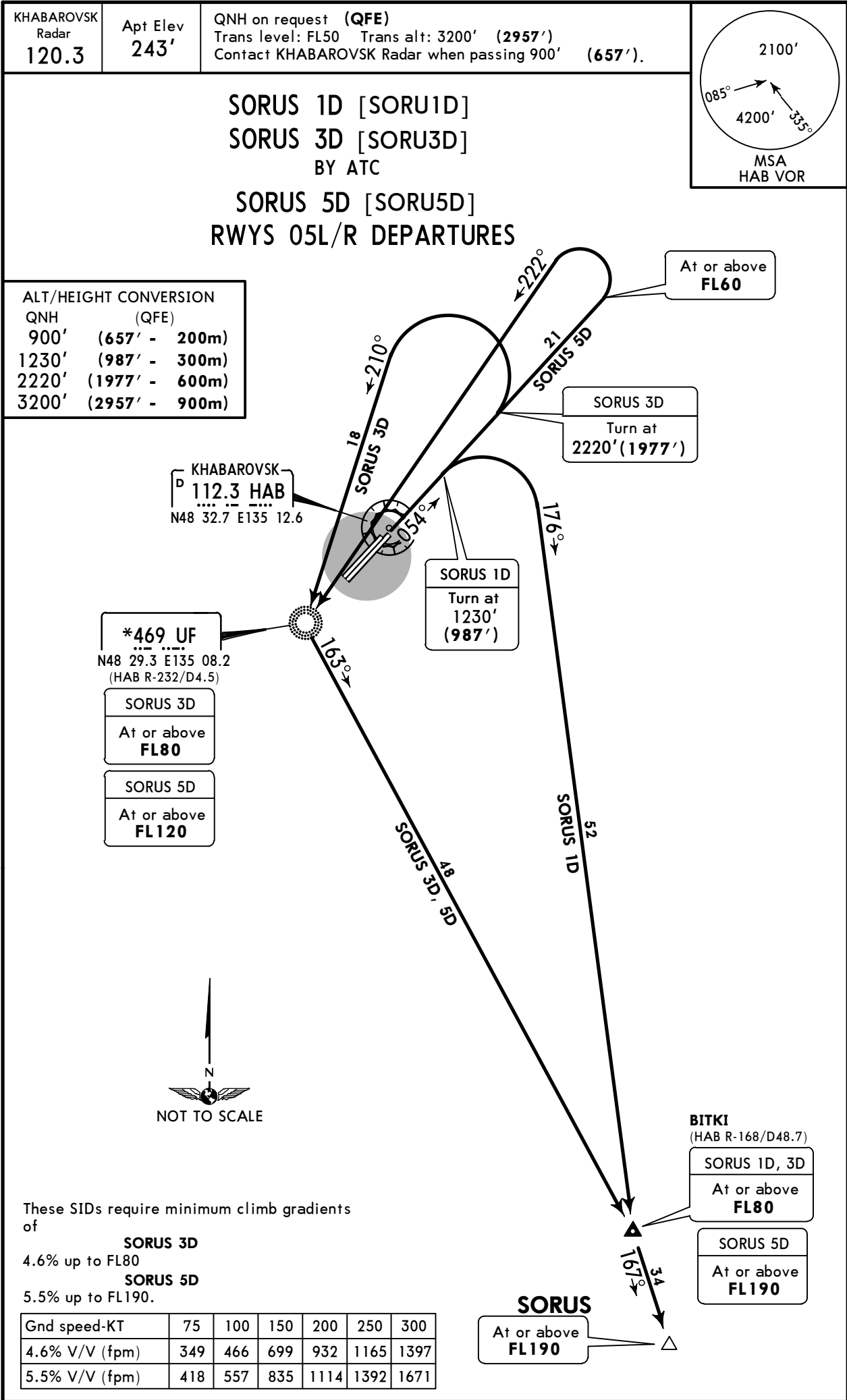


UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17 10-3M Eff 25 May

KHABAROVSK, RUSSIA

SID

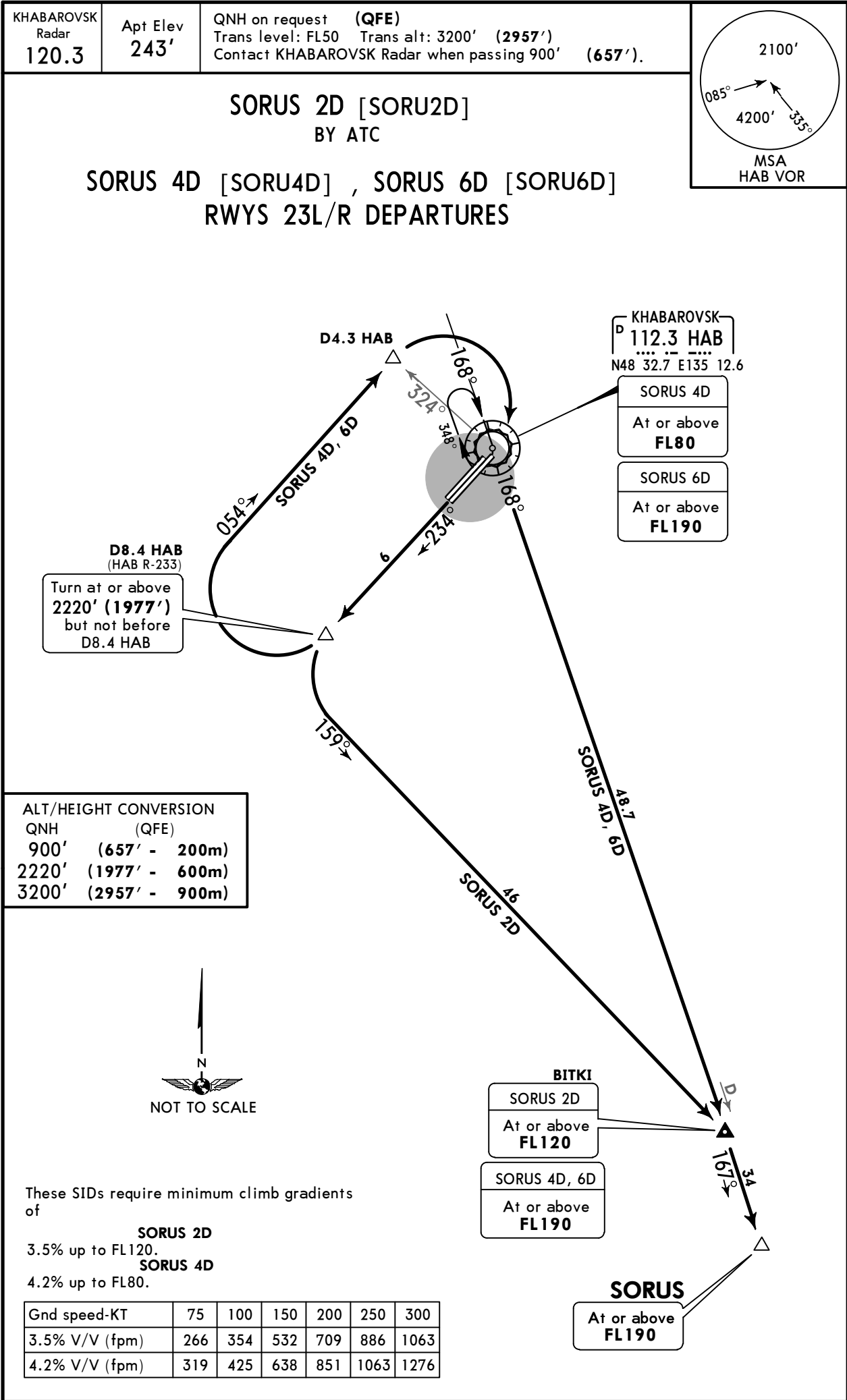


UHHH/KHV
NOVY

JEPPESEN
19 MAY 17 (10-3N) Eff 25 May

KHABAROVSK, RUSSIA

SID



UHHH/KHV

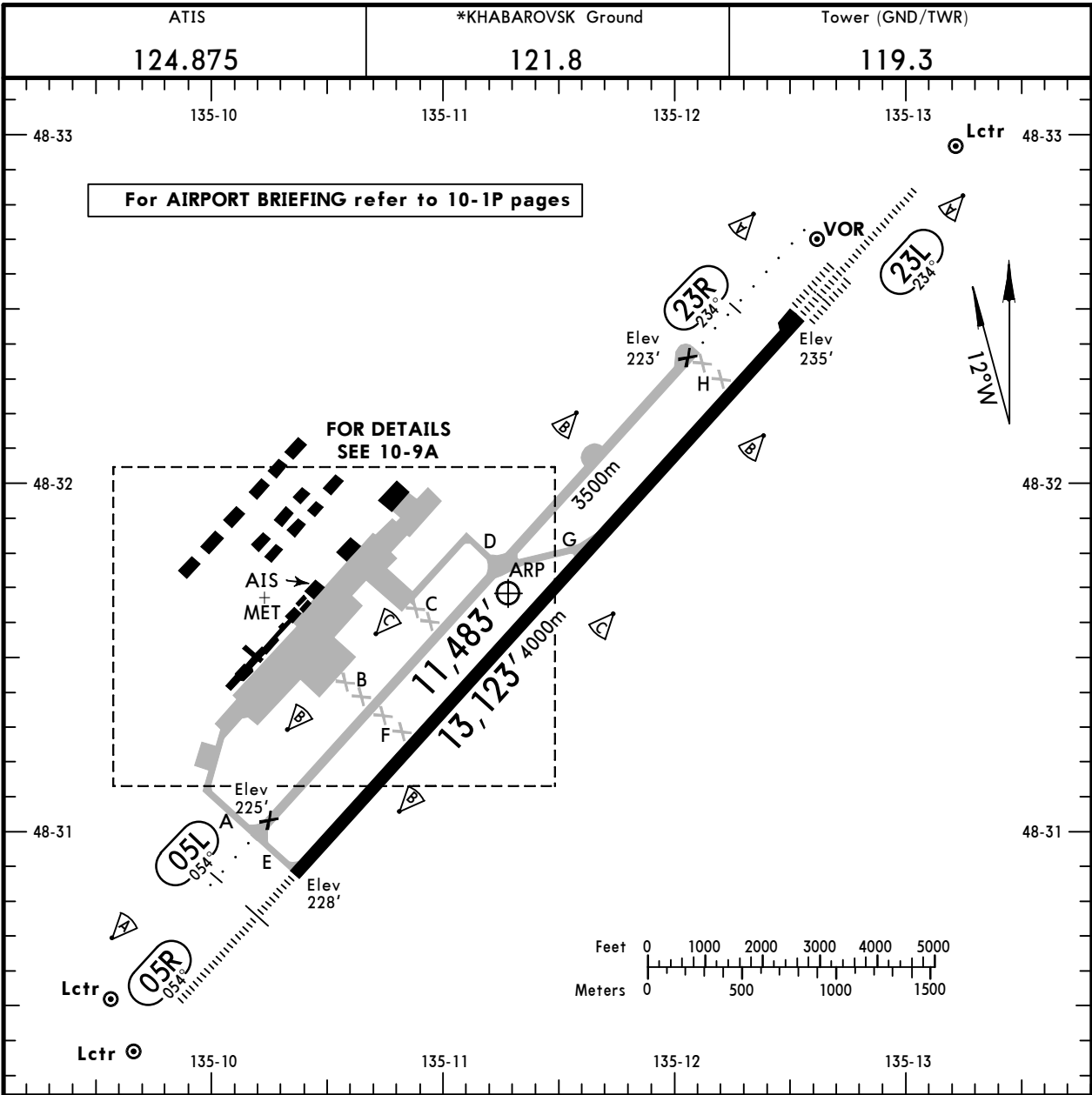
Apt Elev **243'**
N48 31.7 E135 11.3

JEPPesen

15 MAR 19 **(10-9)** Eff 28 Mar

KHABAROVSK, RUSSIA

NOVY



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

1 TAKE-OFF RUN AVAILABLE

RWY 05L:

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

RWY 23R:

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

05R	HIRL (60m) CL (15m) HIALS PAPI-L (2.67°)	RVR	12,090' 3685m	3	197' 60m
23L	HIRL (60m) CL (15m) HIALS-II TDZ 2	RVR	11,969' 3648m		

2 PAPI-L (2.67°)

3 TAKE-OFF RUN AVAILABLE

RWY 05R:

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

RWY 23L:

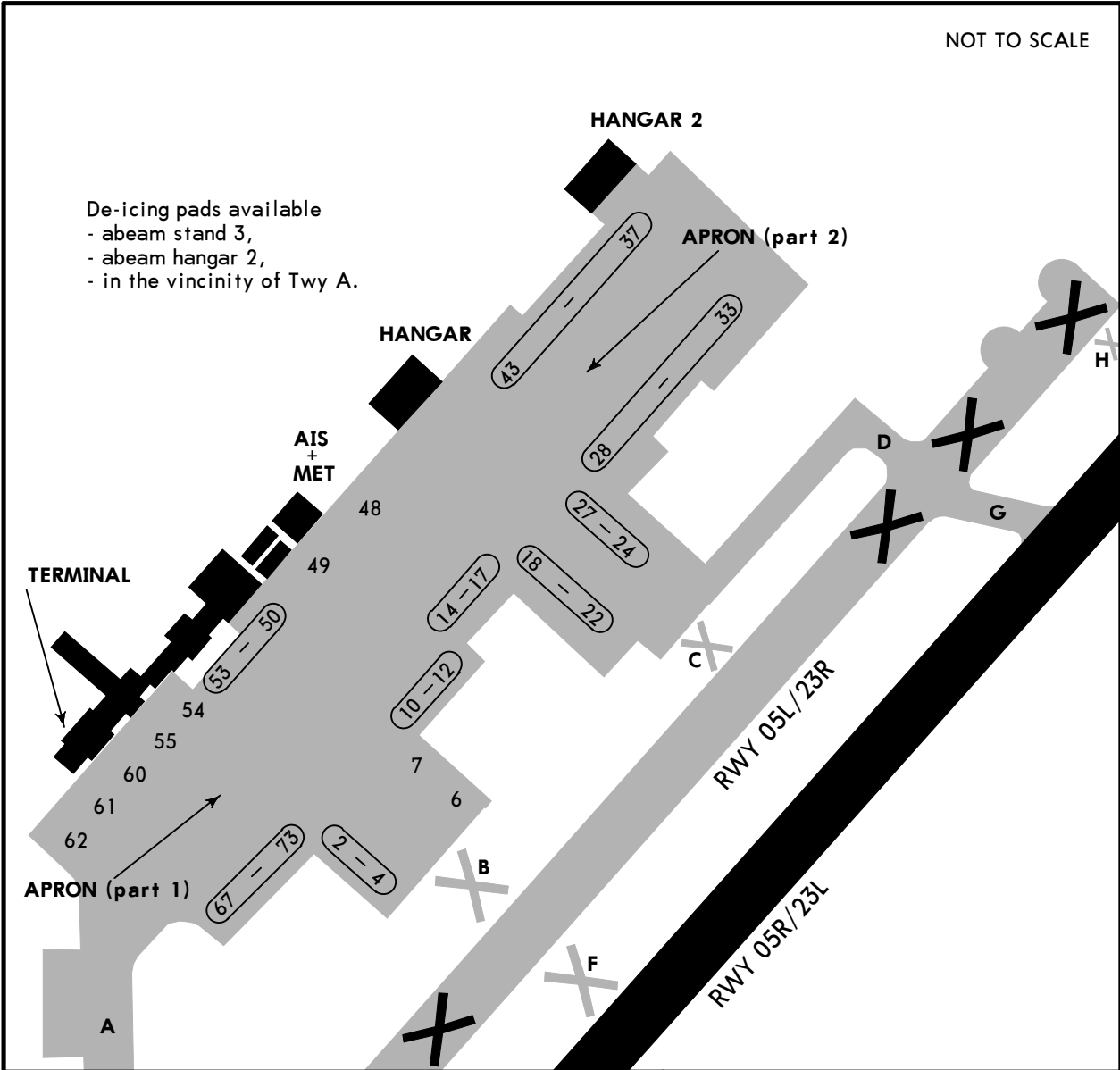
From rwy head	13,123' (4000m)
twy H int	11,483' (3500m)
twy G int	7546' (2300m)
twy F int	3133' (955m)

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.

UHHH/KHV

 **JEPPESSEN**
15 MAR 19 **10-9A** **Eff 28 Mar**

KHABAROVSK, RUSSIA
NOVY



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	All Rwys	
LVP must be in force	LVP must be in force	
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	200m	400m
C		
D	250m (200m)	

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

UHHH/KHV



JEPPesen

Standard

24 NOV 17

10-9S

Eff 7 Dec

Khabarovsk, Russia
NOVY

STRAIGHT-IN RWY		A	B	C	D
05L	① NDB with FAF	880' (655') R1500m	880' (655') R1500m	880' (655') R2400m	880' (655') R2400m
	NDB w/o FAF ALS out	880' (655') R3000m R3200m	880' (655') R3000m R3200m	880' (655') R3200m R3400m	880' (655') R3200m R3400m
	05R				
05R	ILS	428' (200') ② R550m	428' (200') ② R550m	428' (200') ② R550m	428' (200') ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	① 2 NDB with FAF ALS out	670' (442') R1400m R1500m	670' (442') R1400m R1500m	670' (442') R1400m R2100m	670' (442') R1400m R2100m
	2 NDB w/o FAF ALS out	1050' (822') R3300m R4000m	1050' (822') R3300m R4000m	1050' (822') R3500m R4200m	1050' (822') R3500m R4200m
	① UF NDB with FAF ALS out	660' (432') R1300m R1500m	660' (432') R1300m R1500m	660' (432') R1300m R2000m	660' (432') R1300m R2000m
	UF NDB w/o FAF ALS out	710' (482') R1700m R2500m	710' (482') R1700m R2500m	710' (482') R1900m R2700m	710' (482') R1900m R2700m
	① U Lctr with FAF ALS out	800' (572') R1500m R1500m	800' (572') R1500m R1500m	800' (572') R1900m R2400m	800' (572') R1900m R2400m
	U Lctr w/o FAF ALS out	850' (622') R2400m R3100m	850' (622') R2400m R3100m	850' (622') R2600m R3300m	850' (622') R2600m R3300m

① Continuous Descent Final Approach.

② W/o HUD/AP/FD: RVR 750m.

UHHH/KHV

**JEPPESSEN**
24 NOV 17
Eff 7 Dec

(10-9S1)

Standard

KHABAROVSK, RUSSIA
NOVY

STRAIGHT-IN RWY		A	B	C	D
23L	CAT 2 ILS	335'(100') RA 95'R350m	335'(100') RA 95'R350m	335'(100') RA 95'R350m	335'(100') RA 95'R350m
	ILS	435'(200')	435'(200')	435'(200')	435'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② 2 NDB with FAF	570'(335') R800m	570'(335') R800m	570'(335') R800m	570'(335') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB w/o FAF	570'(335') R1000m	570'(335') R1000m	570'(335') R1200m	570'(335') R1200m
	ALS out	R1700m	R1700m	R1900m	R1900m
	② HI NDB with FAF	570'(335') R800m	570'(335') R800m	570'(335') R800m	570'(335') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	HI NDB w/o FAF	570'(335') R1000m	570'(335') R1000m	570'(335') R1200m	570'(335') R1200m
	ALS out	R1700m	R1700m	R1900m	R1900m
	② H Lctr with FAF	570'(335') R800m	570'(335') R800m	570'(335') R800m	570'(335') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	H Lctr w/o FAF	580'(345') R1100m	580'(345') R1100m	580'(345') R1300m	580'(345') R1300m
	ALS out	R1800m	R1800m	R2000m	R2000m

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.

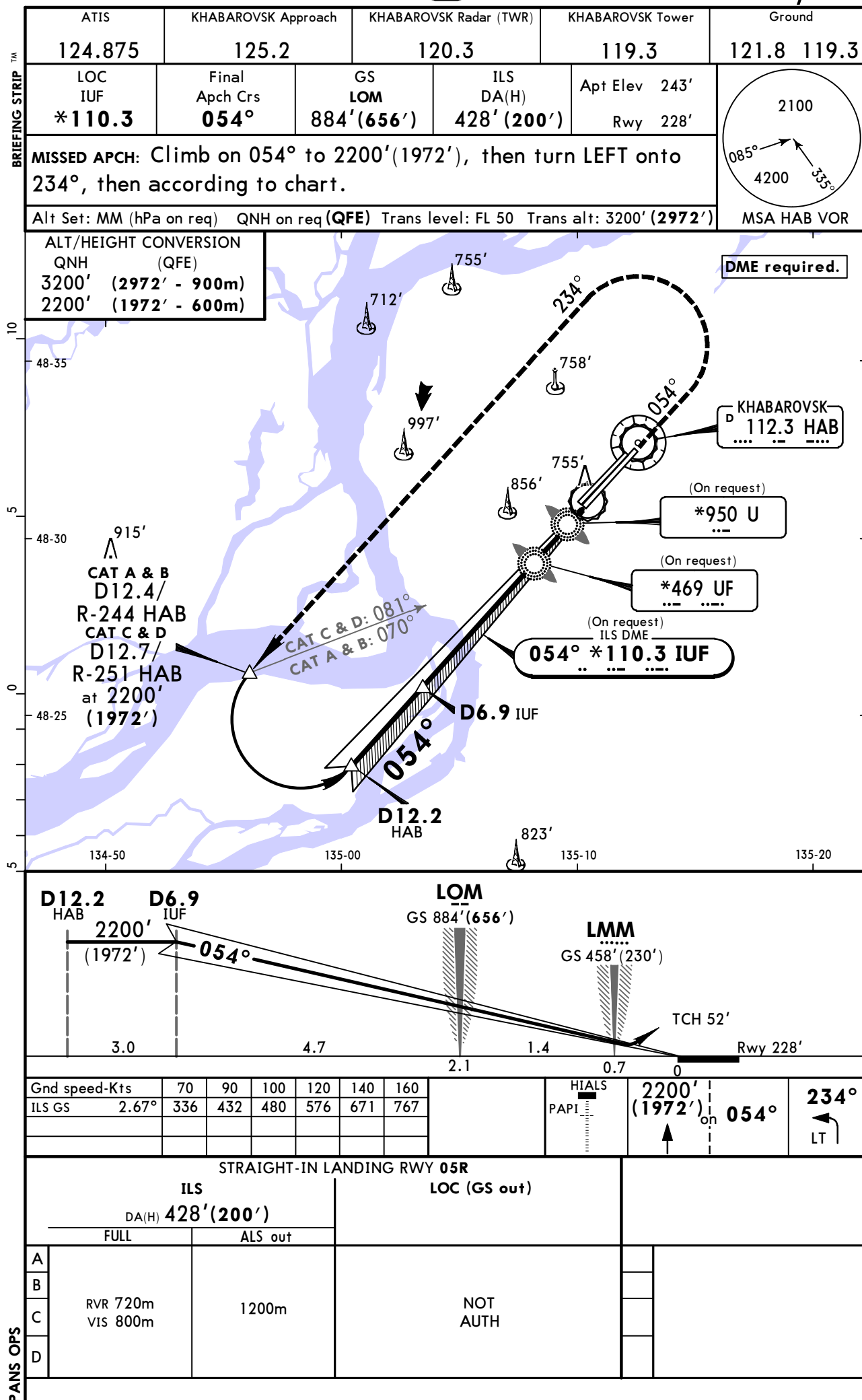
TAKE-OFF

	Low Visibility Take-off				Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A	RVR 200m			RVR 300m	400m
B					
C					
D					

UHHH/KHV
NOVY

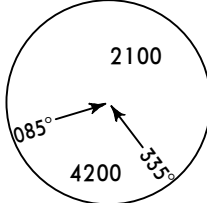
JEPPESSEN
19 MAY 17 **(11-1)** Eff 25 May

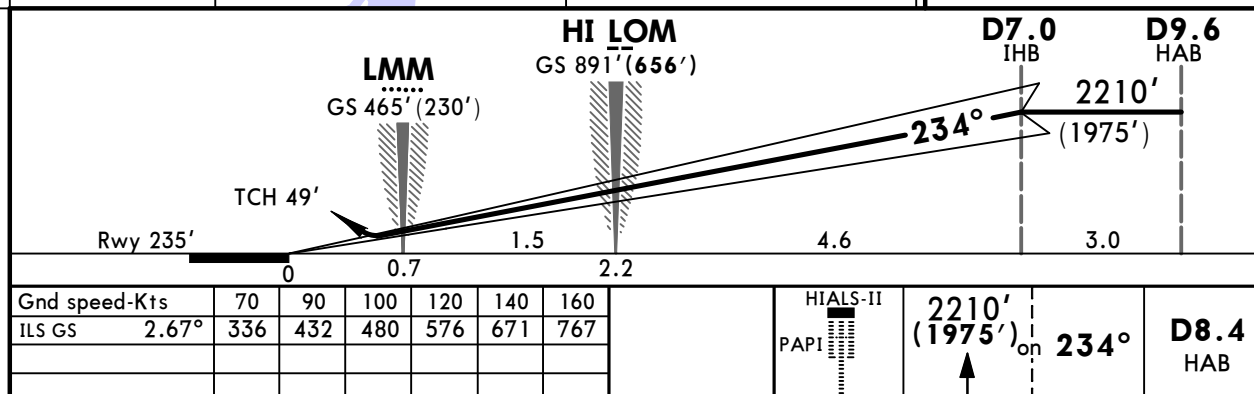
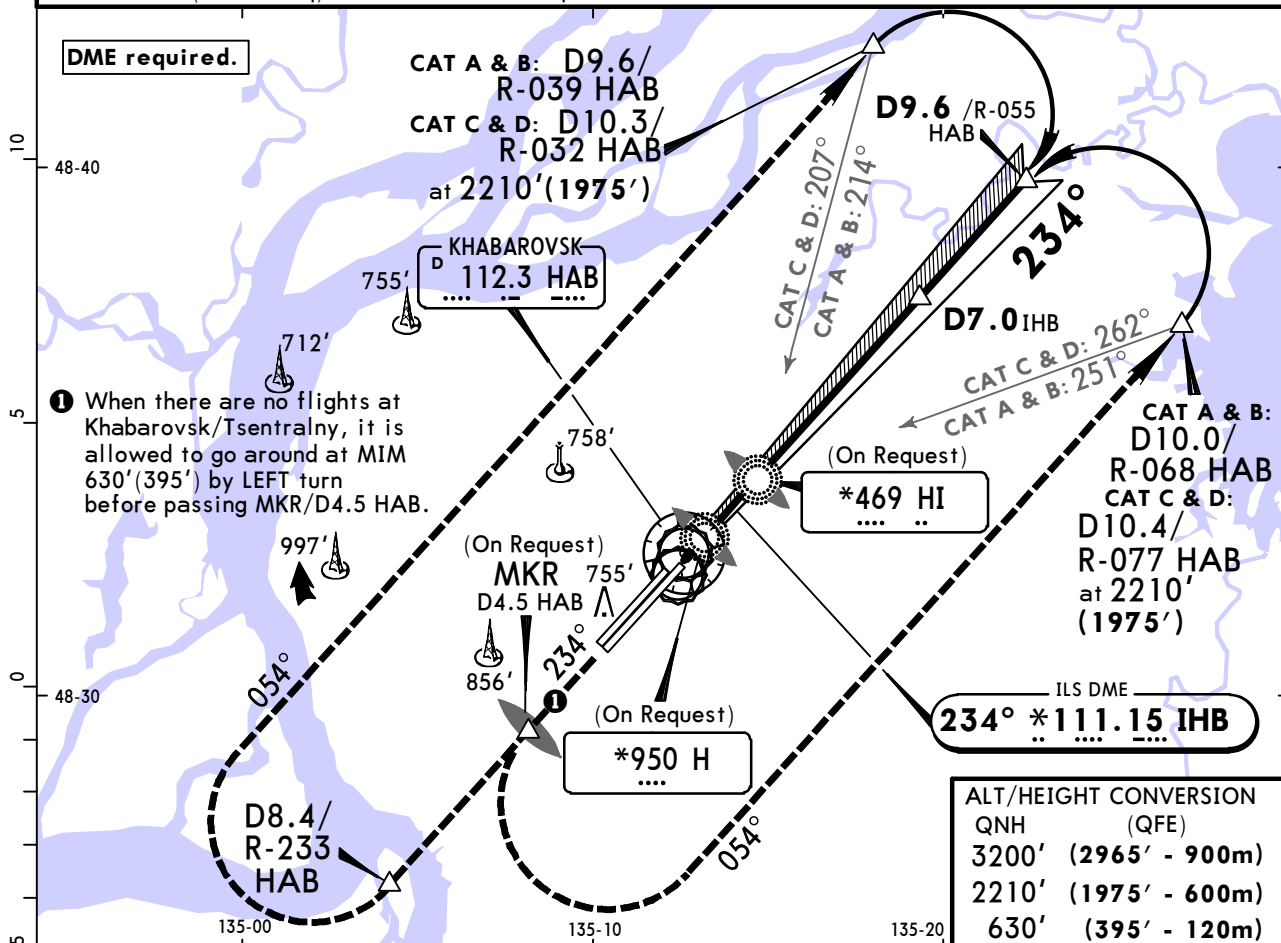
KHABAROVSK, RUSSIA
ILS Rwy 05R



UHHH/KHV
NOVY
JEPPESSEN
 19 MAY 17 **(11-2)** Eff 25 May

KHABAROVSK, RUSSIA
ILS Rwy 23L

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	KHABAROVSK Tower	Ground
124.875	125.2	120.3	119.3	121.8 119.3
LOC IHB *111.15	Final Apch Crs 234°	GS LOM 891' (656')	ILS DA(H) 435' (200')	Apt Elev 243' Rwy 235'
MISSED APCH ①: Climb on 234° to 2210' (1975') at D8.4 HAB, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing MKR/D4.5 HAB at MIM 2210' (1975').				 MSA HAB VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50
				Trans alt: 3200' (2965')

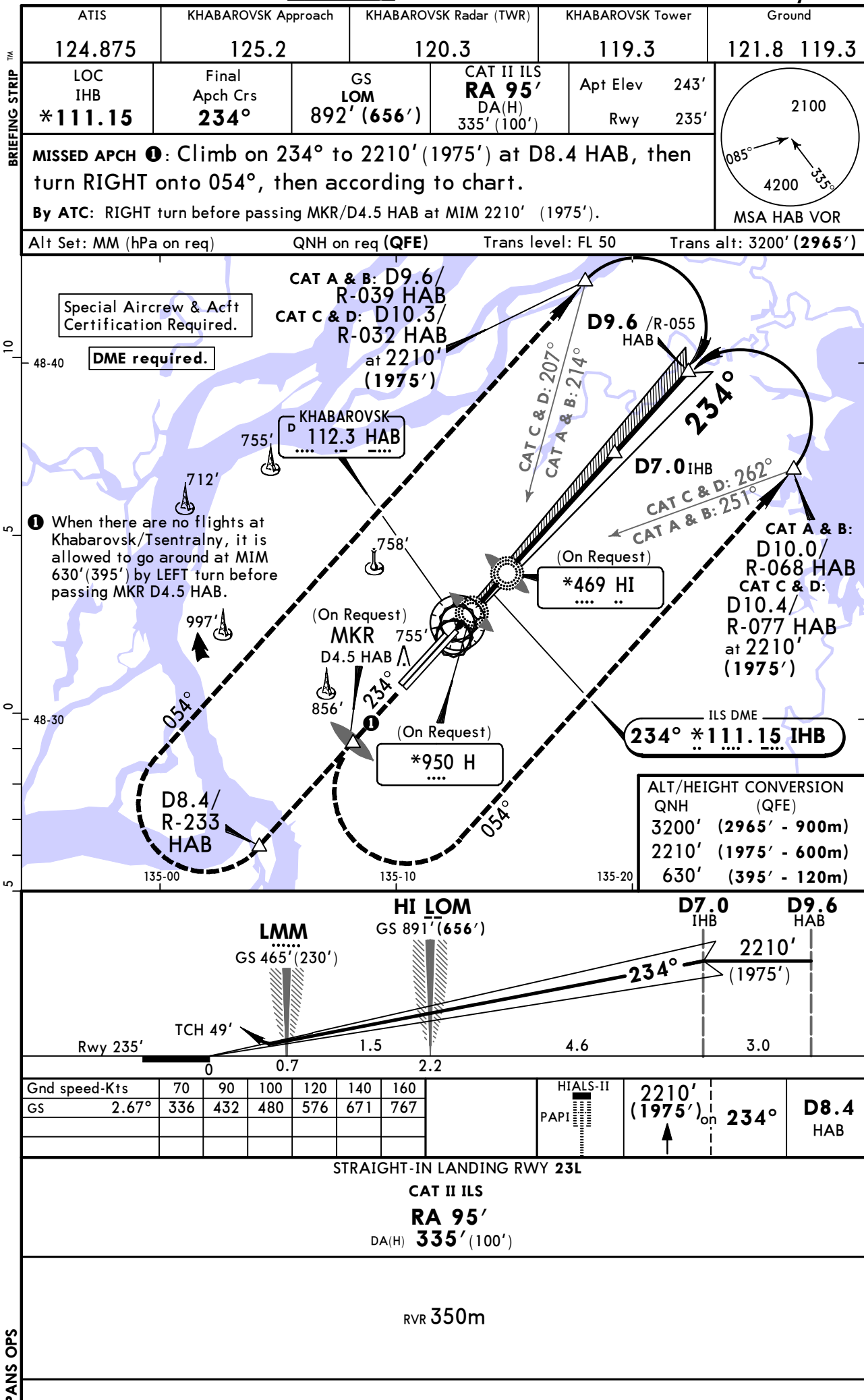


		STRAIGHT-IN LANDING RWY 23L																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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UHHH/KHV
NOVY

JEPPESSEN
19 MAY 17
Eff 25 May 11-2A

KHABAROVSK, RUSSIA
CAT II ILS Rwy 23L



UHHH/KHV
NOVY

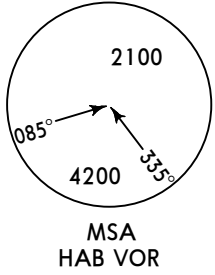
JEPPESSEN
24 NOV 17 (16-1) Eff 7 Dec

KHABAROVSK, RUSSIA
NDB Rwy 05L

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	KHABAROVSK Tower	Ground
124.875	125.2	120.3	119.3	121.8 119.3

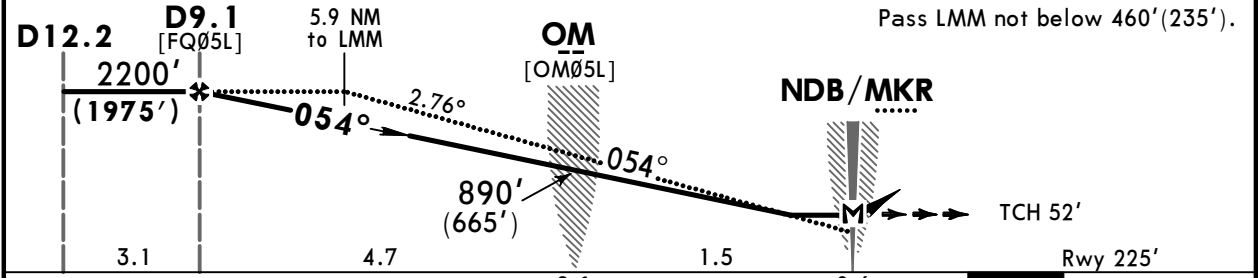
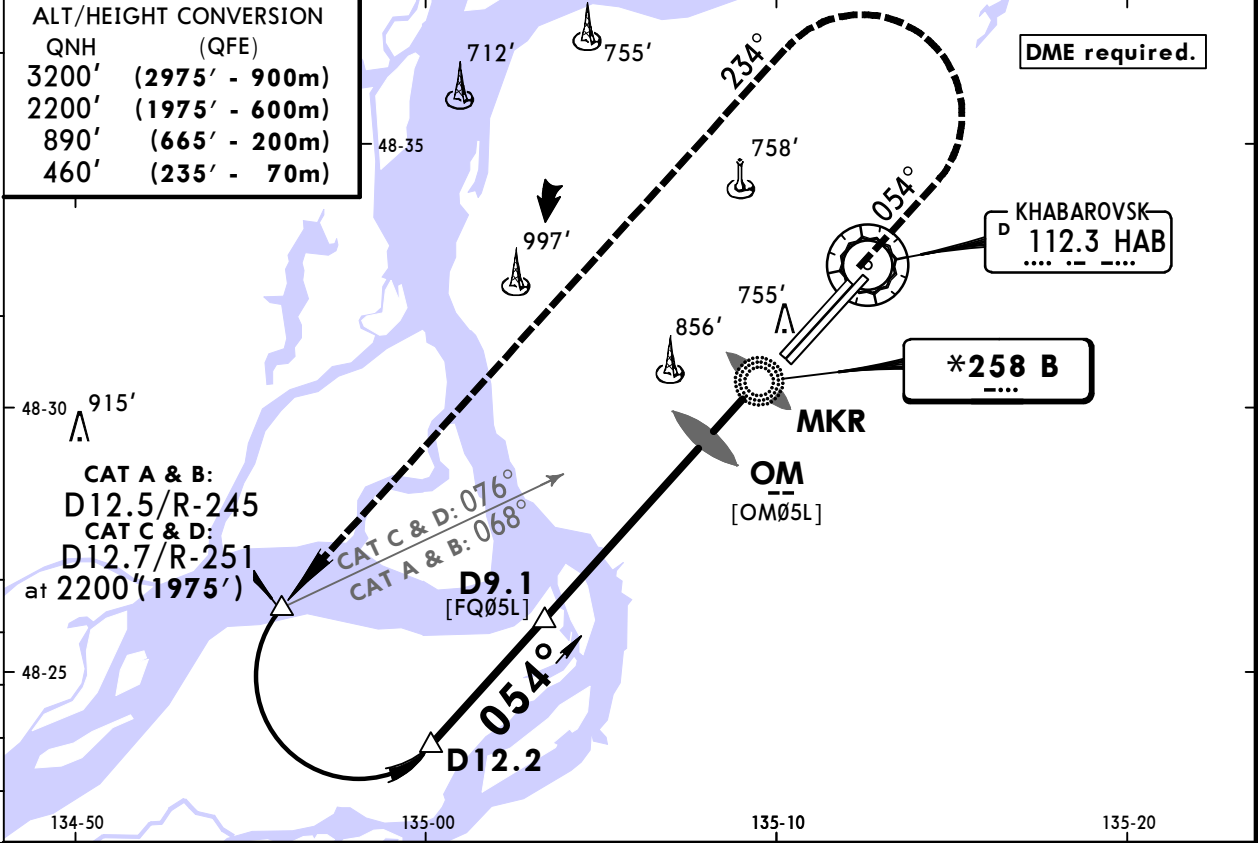
NDB B *258	Final Apch Crs 054°	Minimum Alt D9.1 2200' (1975')	MDA(H) 880' (655')	Apt Elev 243' Rwy 225'
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MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.



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

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



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1975') on 054°	234°
Descent Angle	2.76°	342	439	488	586	683	781	PAPI	LT
MAP at LMM									

STRAIGHT-IN LANDING RWY 05L		ALS out	
MDA(H) 880' (655')			
A	RVR 1500m		
B	VIS 1600m		
C	2800m		
D	3200m		

UHHH/KHV
NOVY
JEPPESSEN
24 NOV 17
Eff 7 Dec (16-2)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	KHABAROVSK Tower	Ground
124.875	125.2	120.3	119.3	121.8 119.3
NDB UF * 469	Final Apch Crs 054°	Minimum Alt D9.2 2200' (1972')	2 NDB MDA(H) (CONDITIONAL) 670' (442') NDB MDA(H) Refer to Minimums	Apt Elev 243' Rwy 228'
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.				 MSA HAB VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2972')

ALT/HEIGHT CONVERSION

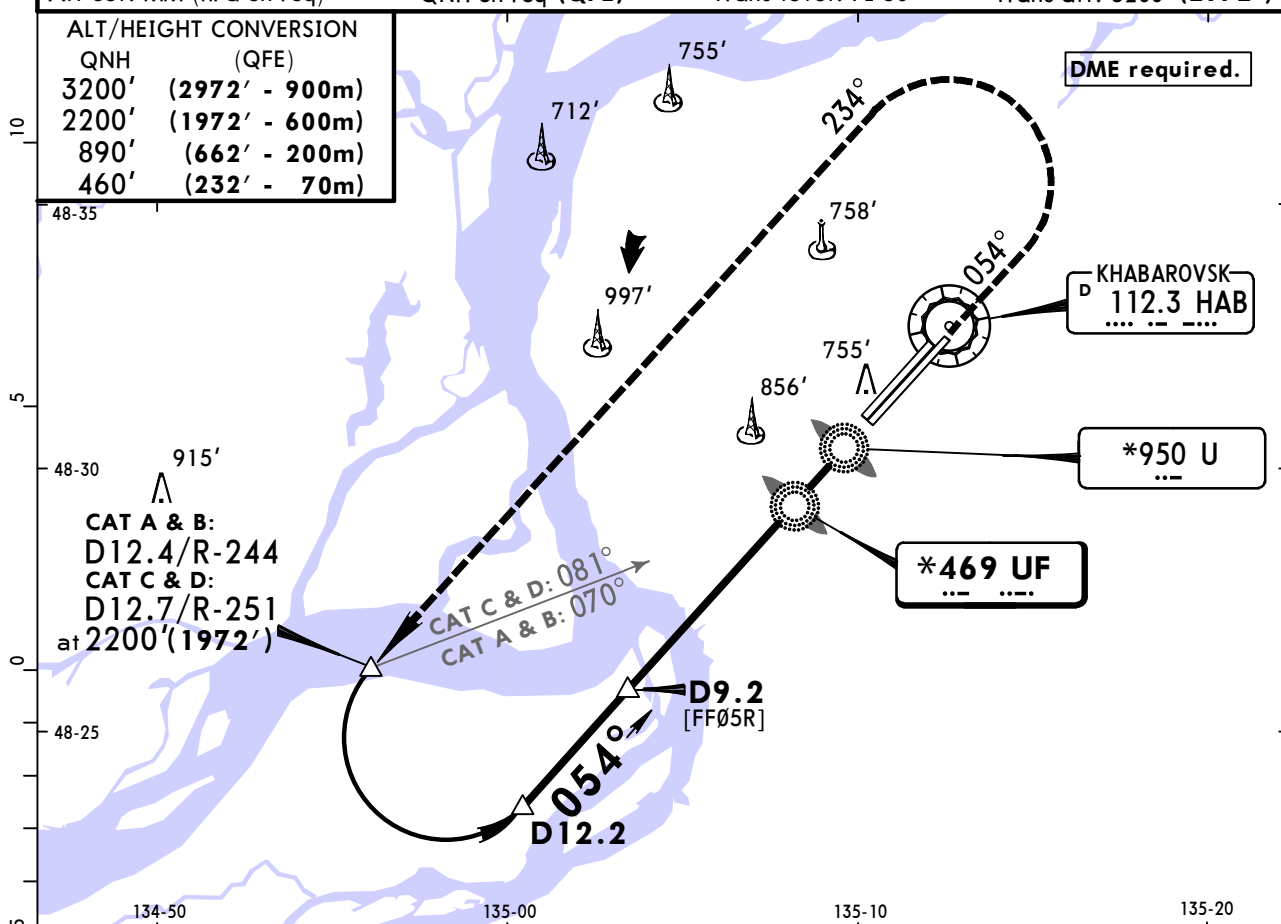
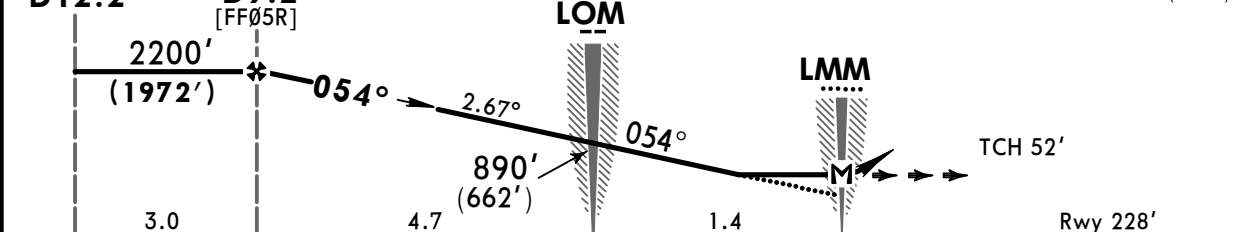
QNH (QFE)

3200' (2972' - 900m)

2200' (1972' - 600m)

890' (662' - 200m)

460' (232' - 70m)


D12.2 **D9.2** [FF05R] Pass LMM not below 460' (232').


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

STRAIGHT-IN LANDING RWY 05R

2 NDB		W/o FAF		UF NDB		U Lctr		W/o FAF	
With FAF	MDA(H)	With FAF	MDA(H)	With FAF	MDA(H)	With FAF	MDA(H)	With FAF	MDA(H)
670' (442')		1050' (822')		660' (432')		800' (572')		850' (622')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A	1200m	RVR1500m VIS 1600m	1200m	RVR1500m VIS 1600m	1200m	RVR1500m VIS 1600m	1200m	RVR1500m VIS 1600m	1200m
B	1200m	RVR1800m VIS 2000m	3200m	RVR1800m VIS 2000m	3200m	RVR1800m VIS 2000m	3200m	RVR1800m VIS 2000m	3200m
C	1200m	RVR1800m VIS 2000m	4000m	RVR1800m VIS 2000m	4000m	RVR1800m VIS 2000m	4000m	RVR1800m VIS 2000m	4000m
D	1200m	RVR1800m VIS 2000m	4400m	RVR1800m VIS 2000m	4400m	RVR1800m VIS 2000m	4400m	RVR1800m VIS 2000m	4400m

PANS OPS

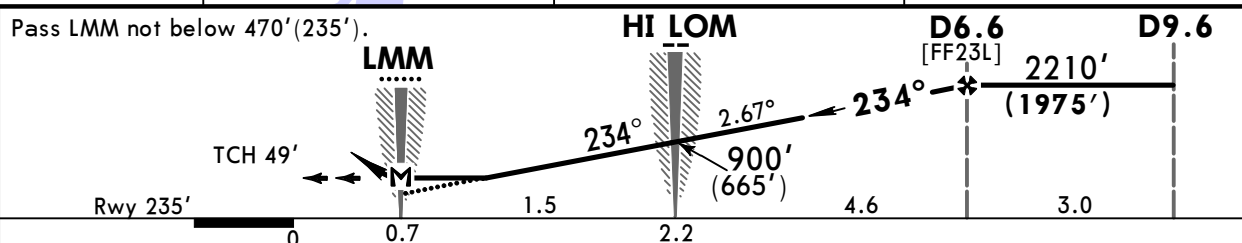
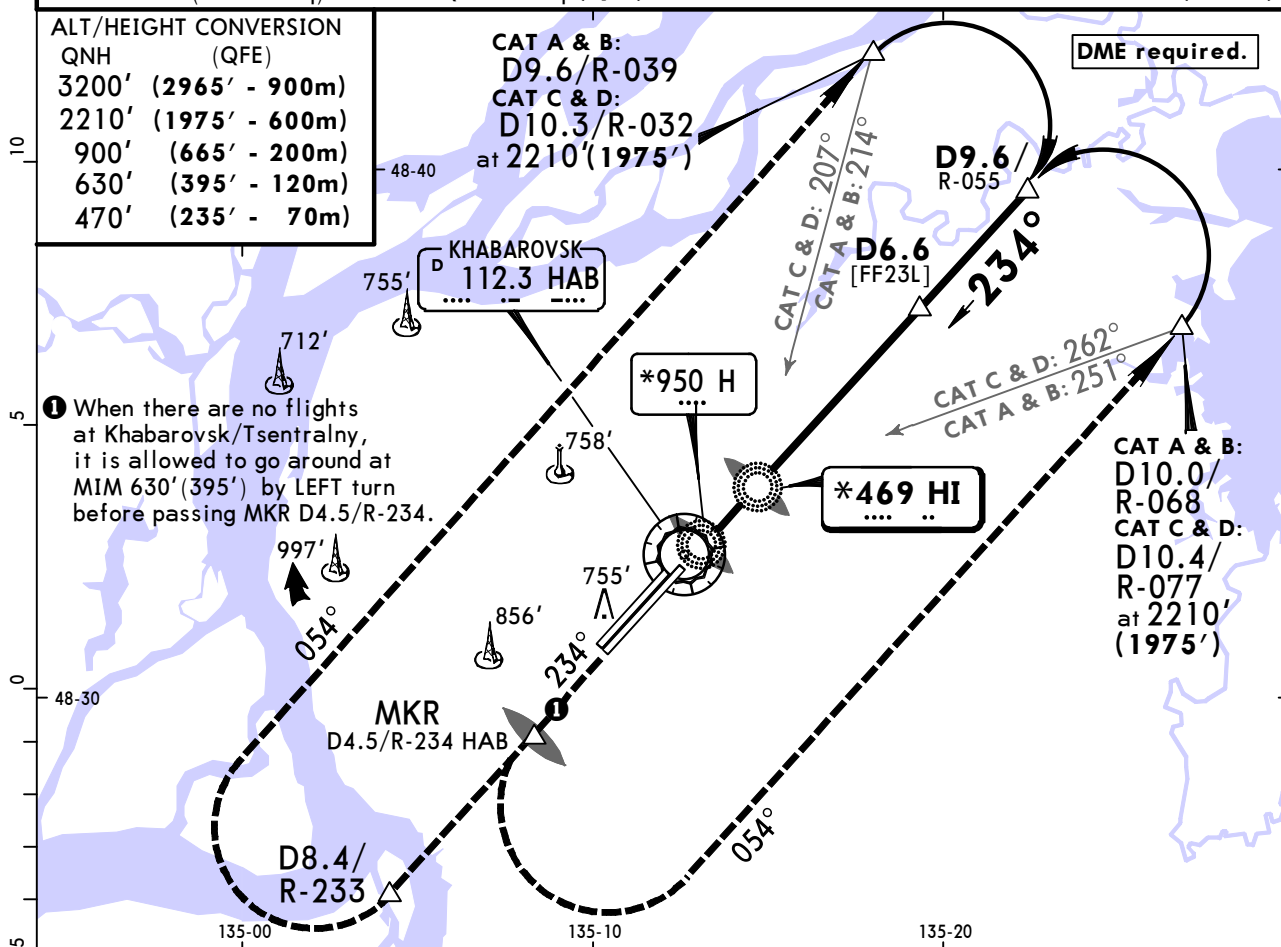
CHANGES: Nav aids. Minimums.

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UHHH/KHV
NOVY
JEPPESSEN
24 NOV 17
Eff 7 Dec (16-3)

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	KHABAROVSK Tower	Ground
124.875	125.2	120.3	119.3	121.8 119.3
NDB HI *469	Final Apch Crs 234°	Minimum Alt D6.6 2210' (1975')	2 NDB MDA(H) 570' (335') NDB MDA(H) Refer to Minimums	Apt Elev 243' Rwy 235'
MISSED APCH ①: Climb on 234° to 2210' (1975') at D8.4, then turn RIGHT onto 054°, then according to chart. By ATC: RIGHT turn before passing MKR D4.5/R-234 at MIM 2210' (1975').				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3200' (2965')				



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

2 NDB		HI NDB		With FAF		H Lctr	
MDA(H) 570' (335')		MDA(H) 570' (335')		MDA(H) 570' (335')		W/o FAF	
ALS out		ALS out		ALS out		ALS out	
A							
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
C							
D	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Nav aids. Minimums.

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KHABAROVSK, (NOVY - UHHH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHHH