

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHSH

Terminal Charts For UHSH

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: OKHA RUS
ICAO/IATA: UHSH / OHH
Lat/Long: N53° 31.0', E142° 53.0'
Elevation: 125 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -11:00 = UTC
Magnetic Variation: 12.0° W

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

Sunrise: 1838 Z
Sunset: 1012 Z

Runway Information

Runway: 13
Length x Width: 4272 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 115 ft
Lighting: ALS

Runway: 31
Length x Width: 4272 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 112 ft
Lighting: ALS

Communication Information

Okha Vyshka Tower: 555.200 Secondary Non-English
Okha Vyshka Tower: 126.000 Non-English
Okha Vyshka Tower: 473.600 Non-English

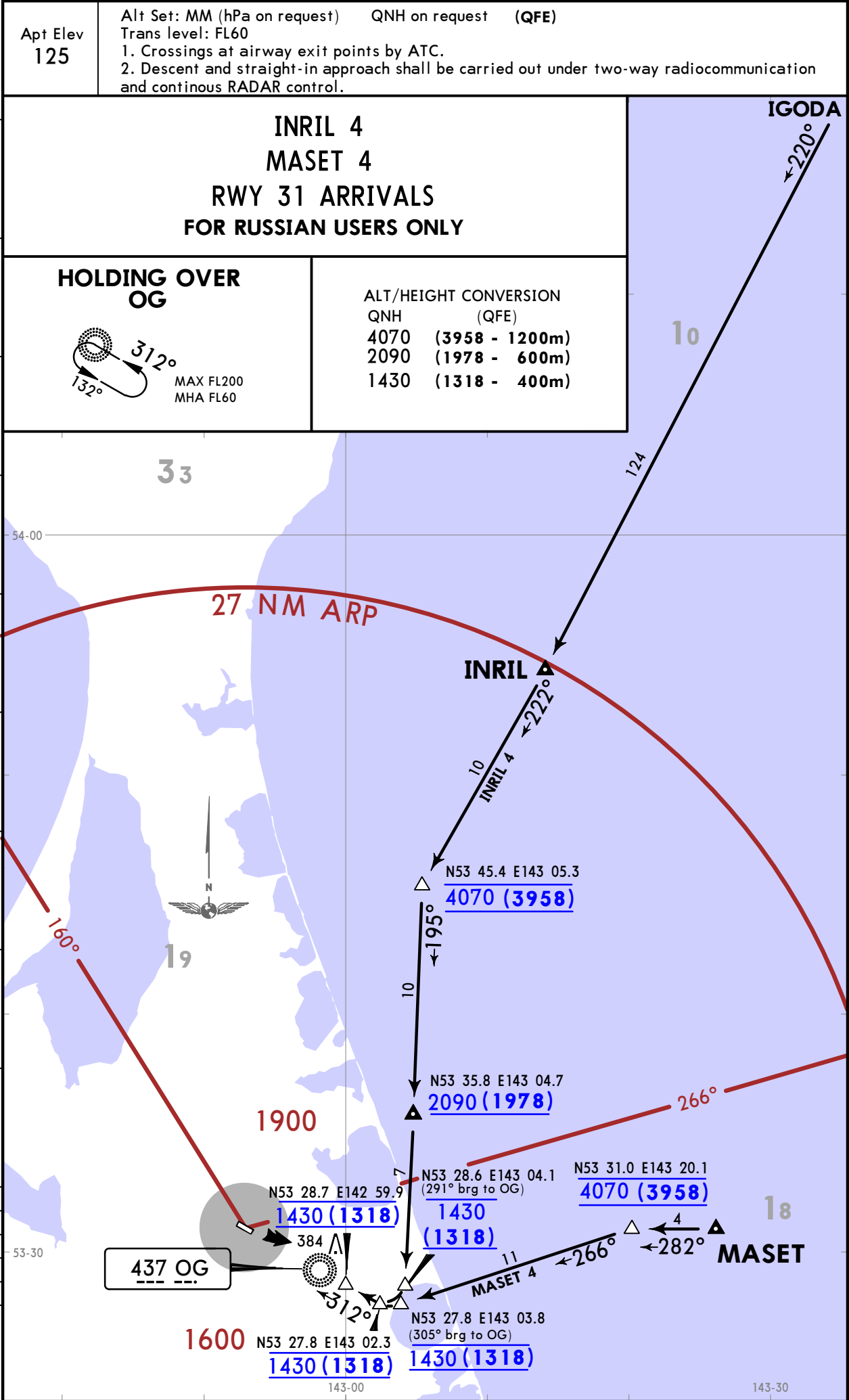
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60
1. Crossings at airway exit points by ATC.
2. Descent and straight-in approach shall be carried out under two-way radiocommunication and continuous RADAR control.



UHSH/OHH
NOVOSTROYKA

JEPPESSEN
12 APR 19 (10-2A)

OKHA, RUSSIA
STAR



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13 JUL 18 **(10-2C)** Eff 19 Jul

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Apt Elev
125

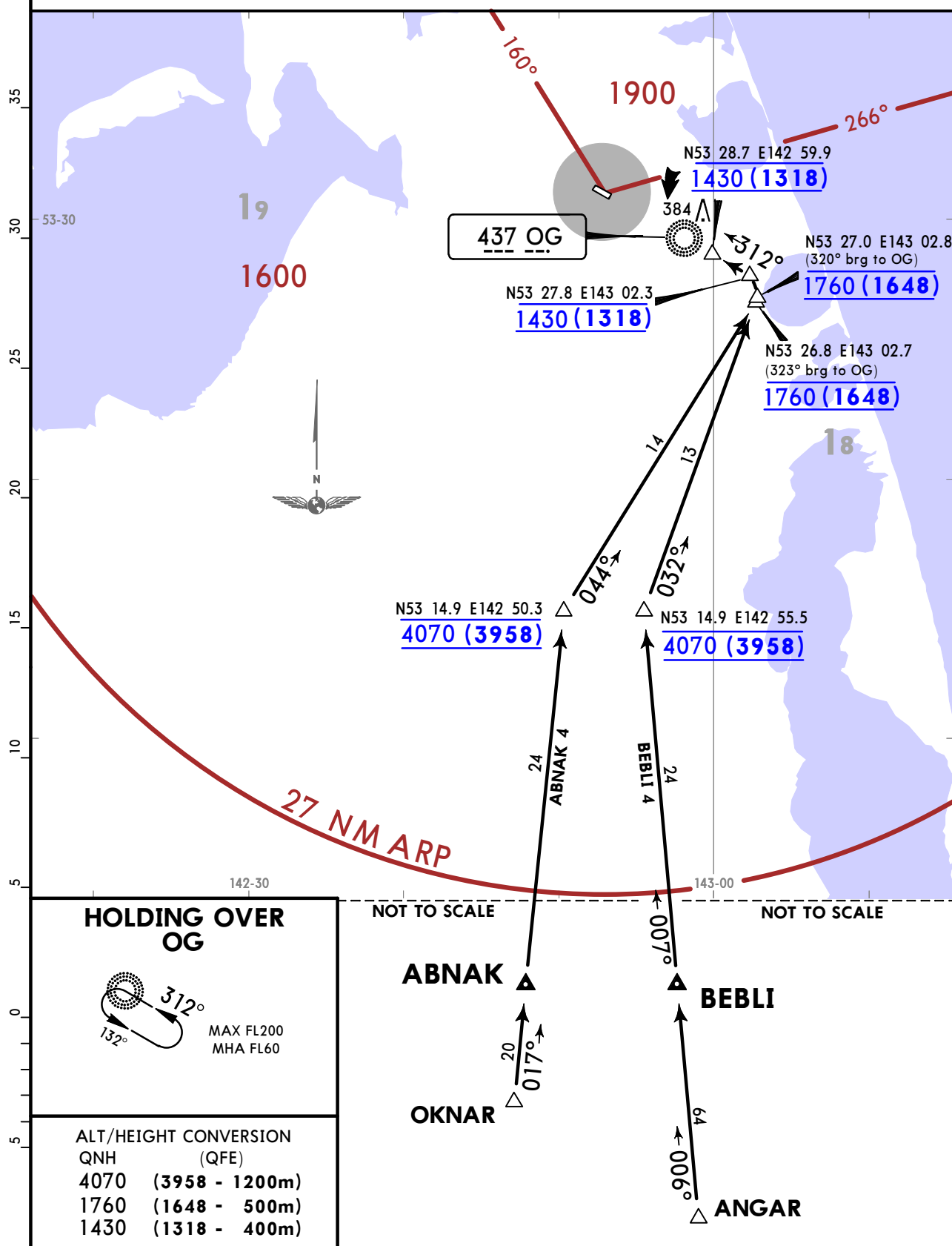
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL60

1. Crossings at airway exit points by ATC.

2. Descent and straight-in approach shall be carried out under two-way radiocommunication and continuous RADAR control.

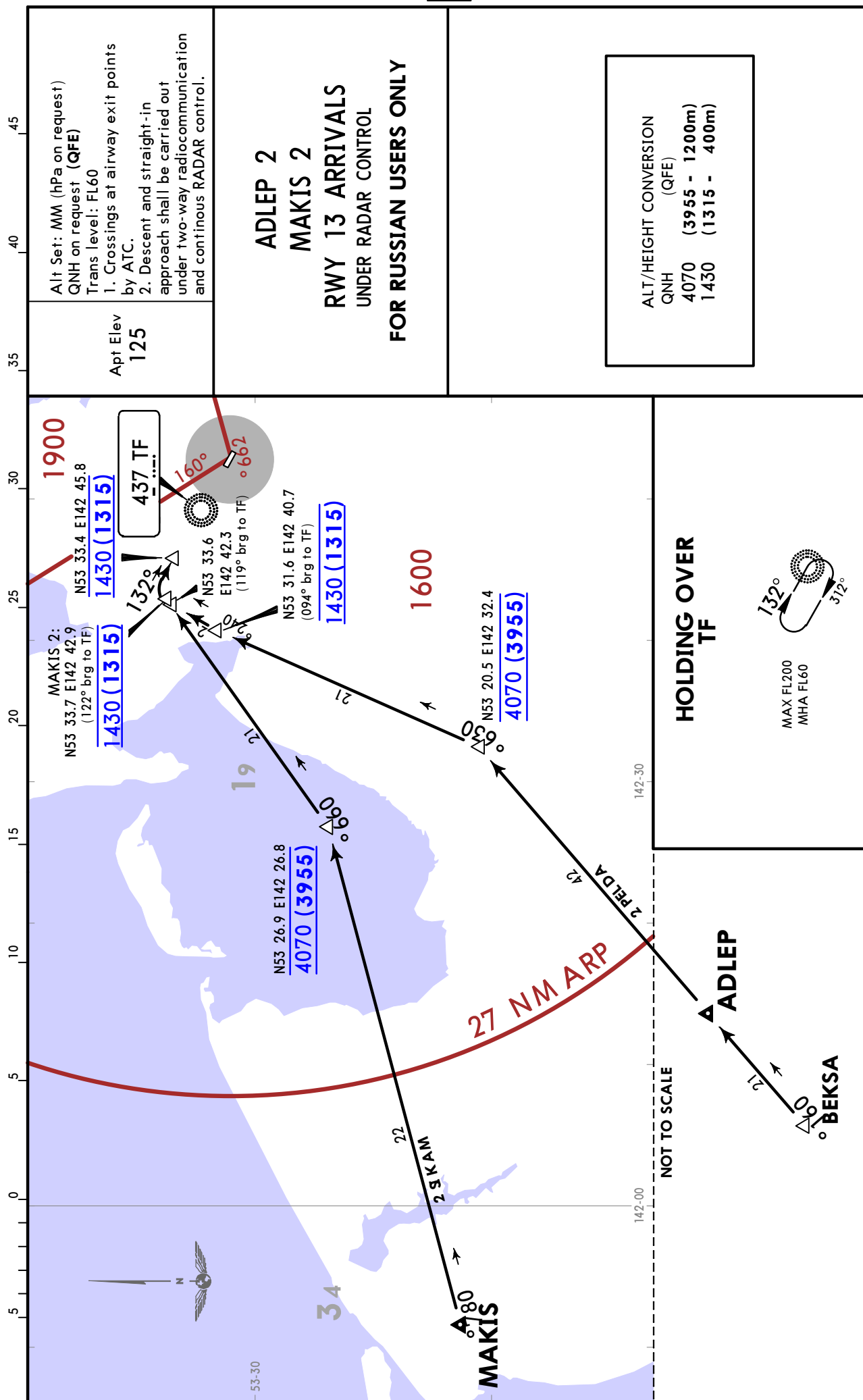
ABNAK 4, BEBLI 4
RWY 31 ARRIVALS
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



CHANGES: Genral notes (new format).

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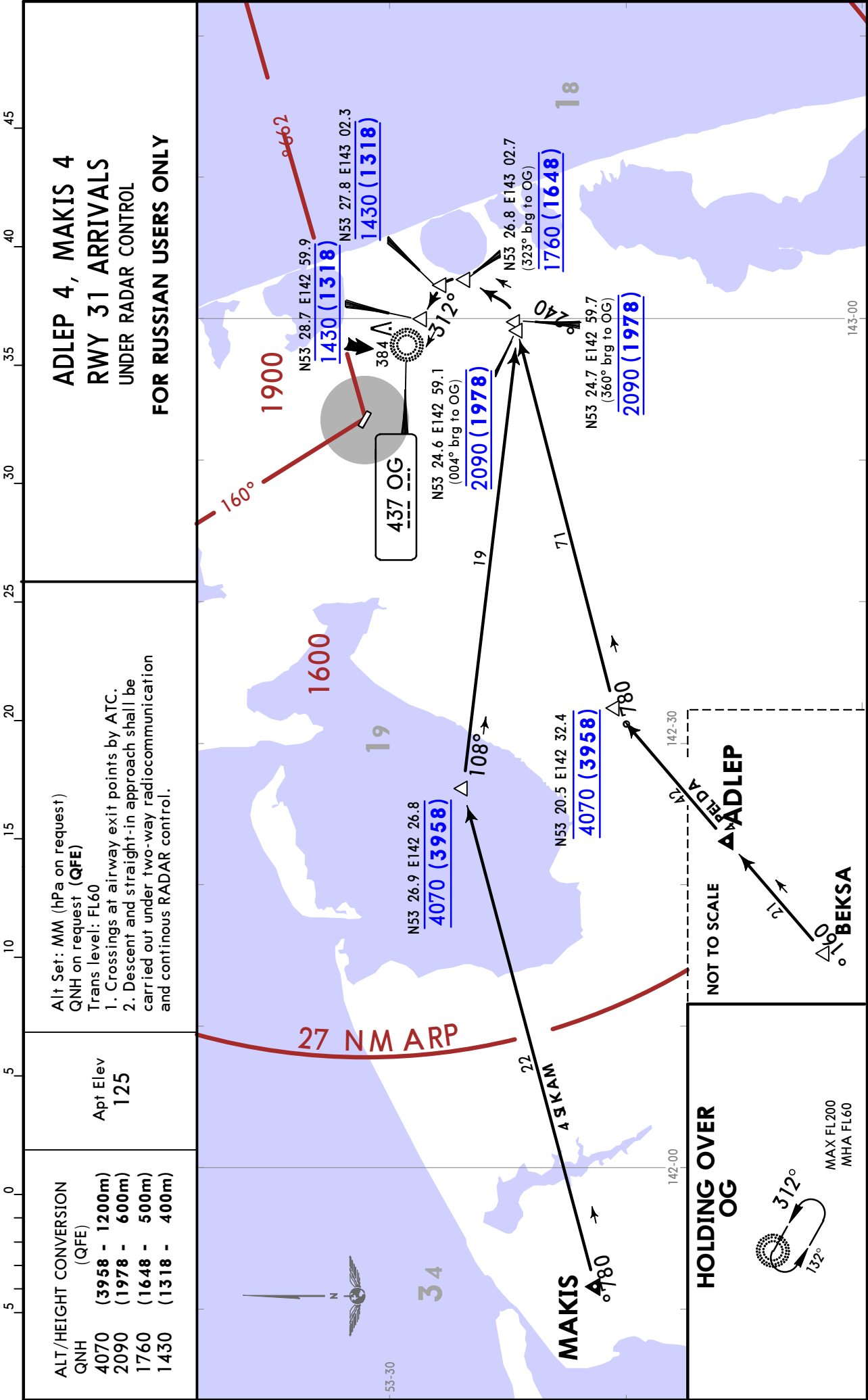
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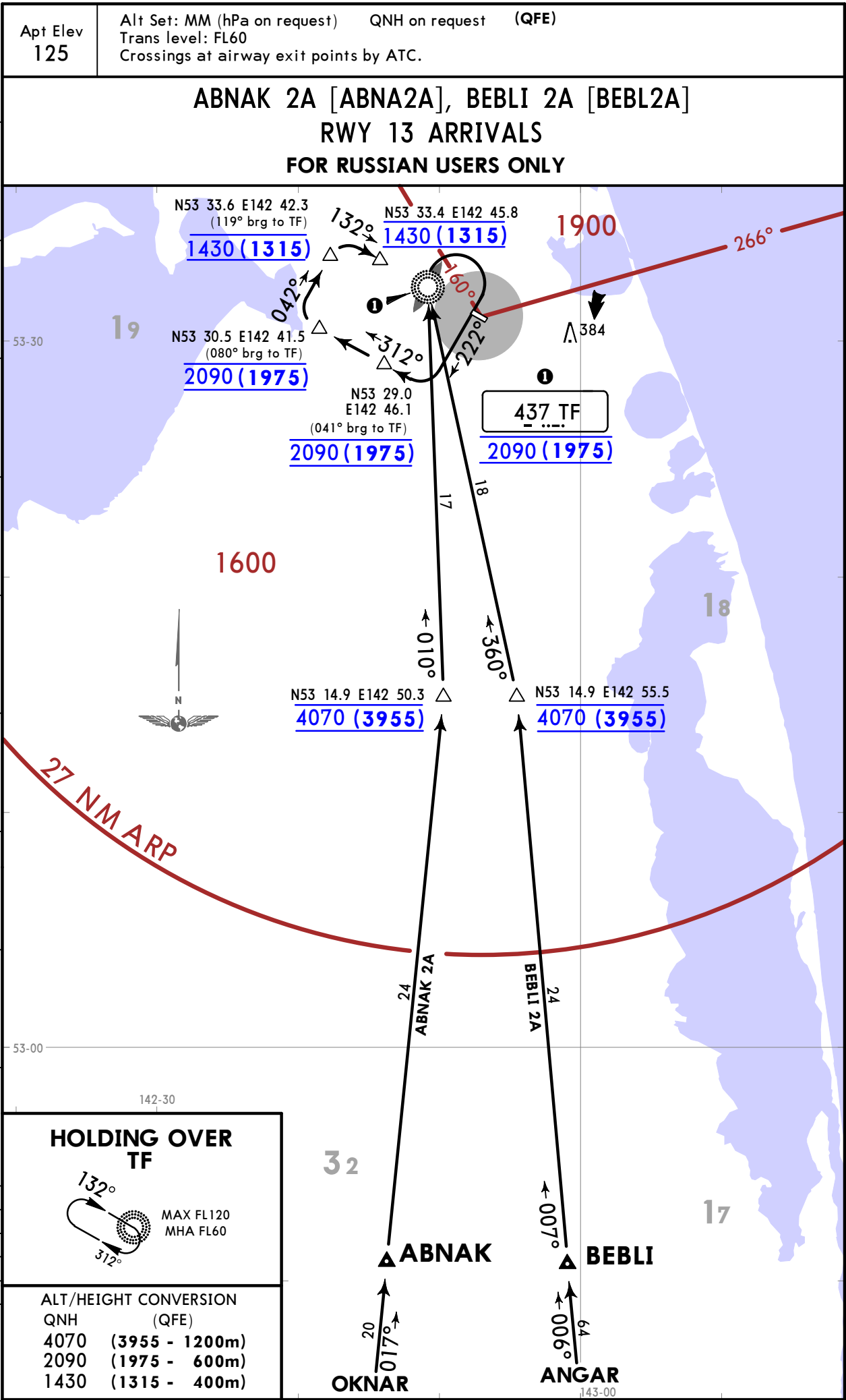


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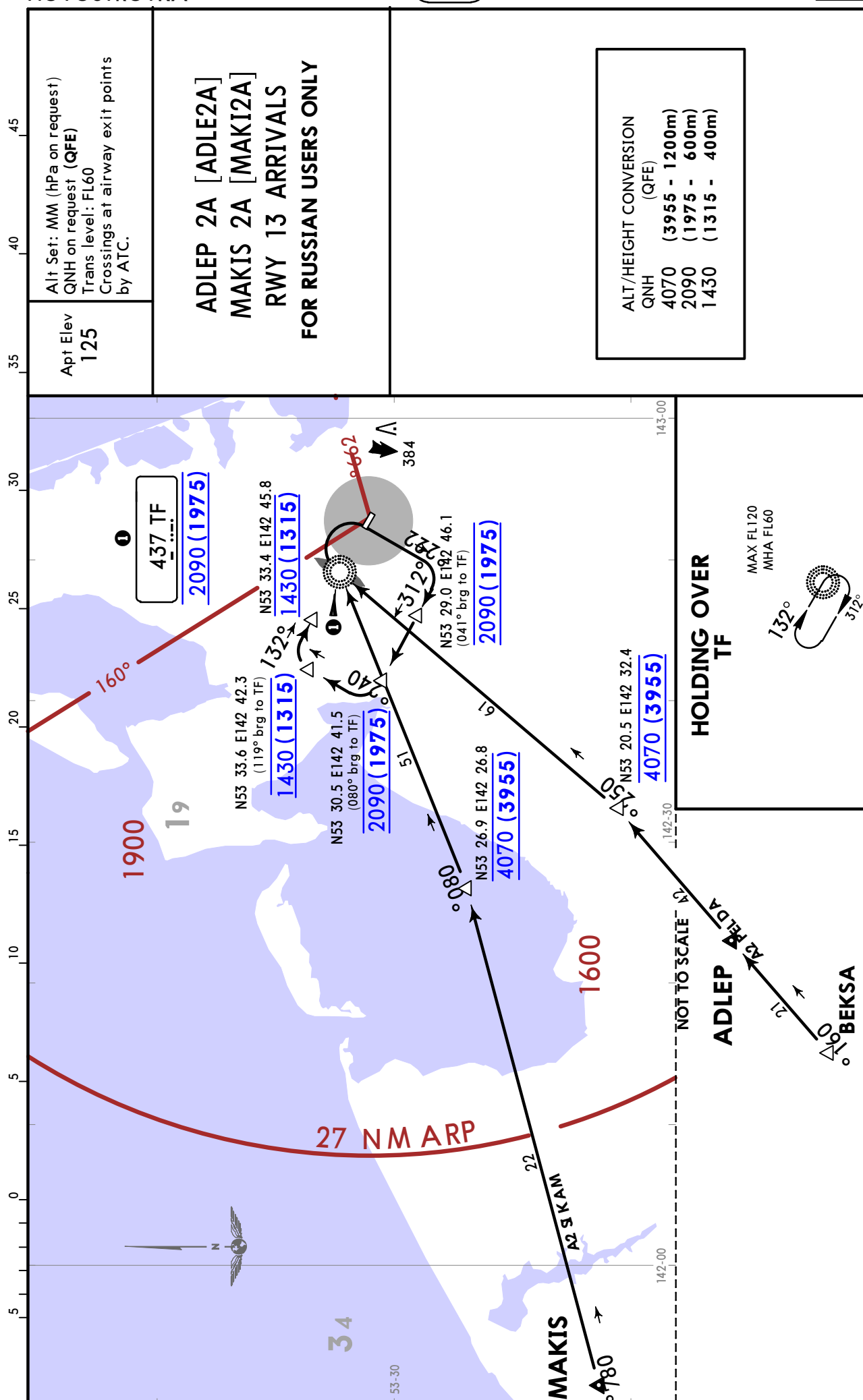
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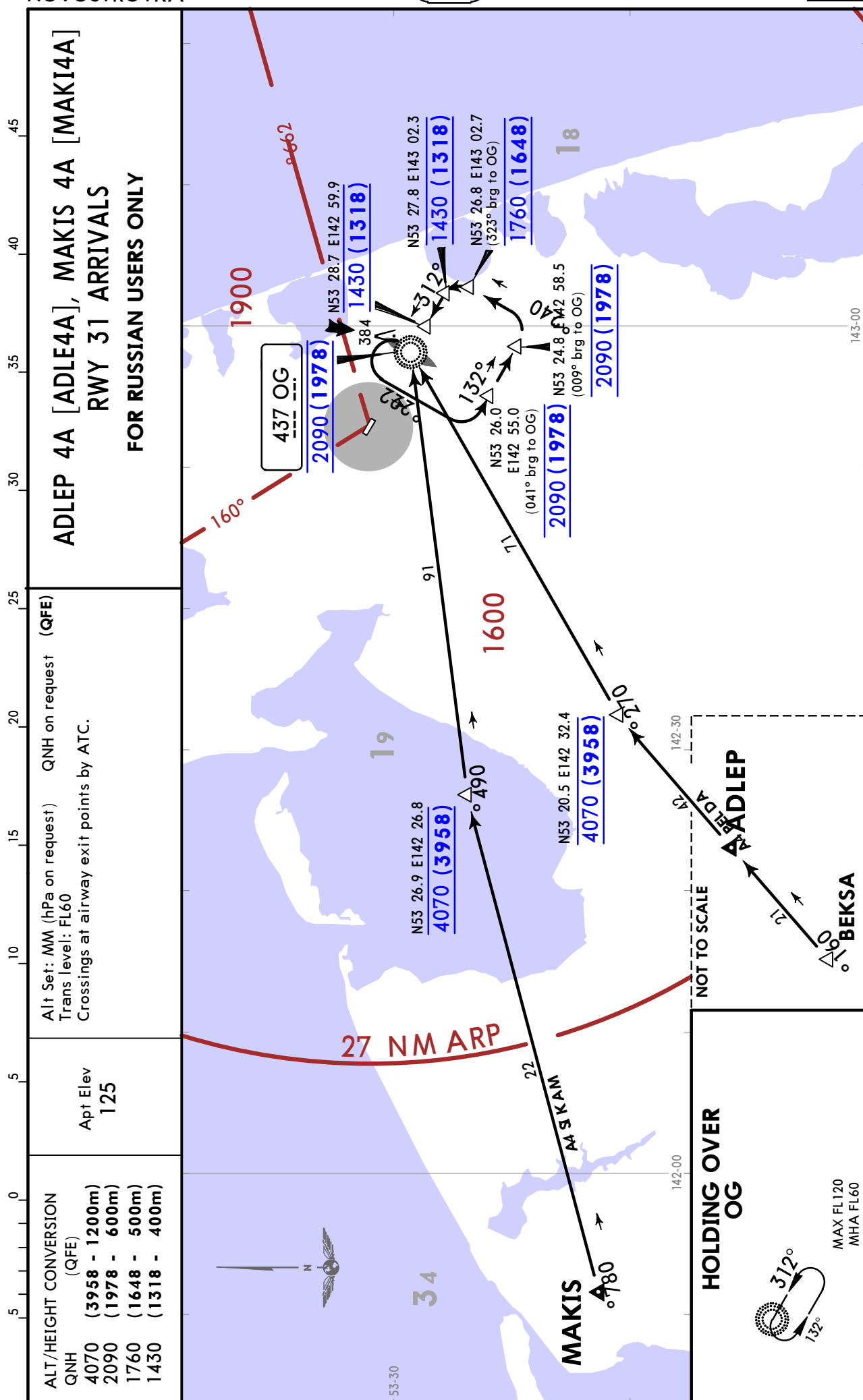
OKHA, RUSSIA
STAR



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OKHA, RUSSIA

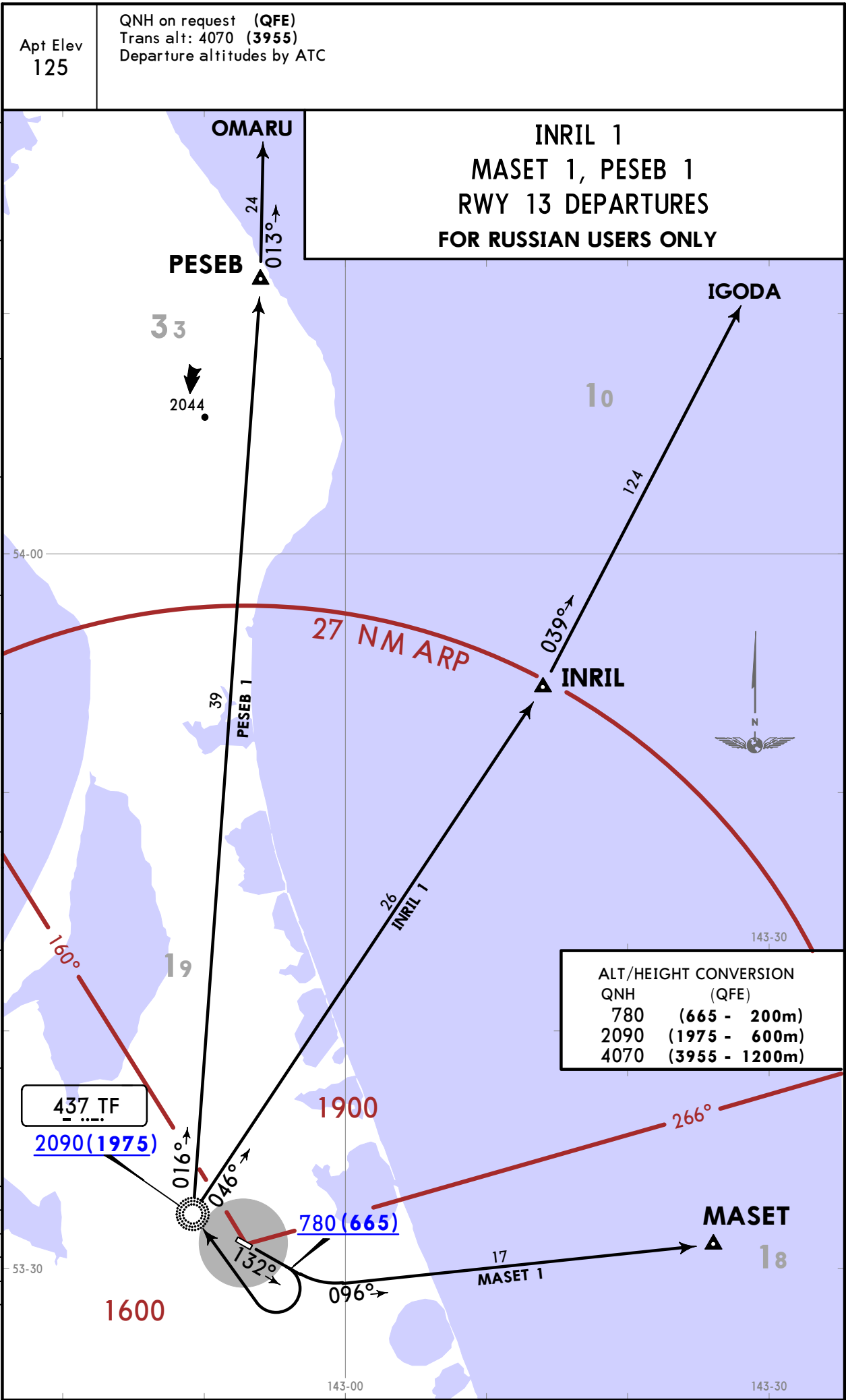


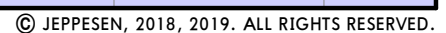
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12 APR 19 10-3

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SID

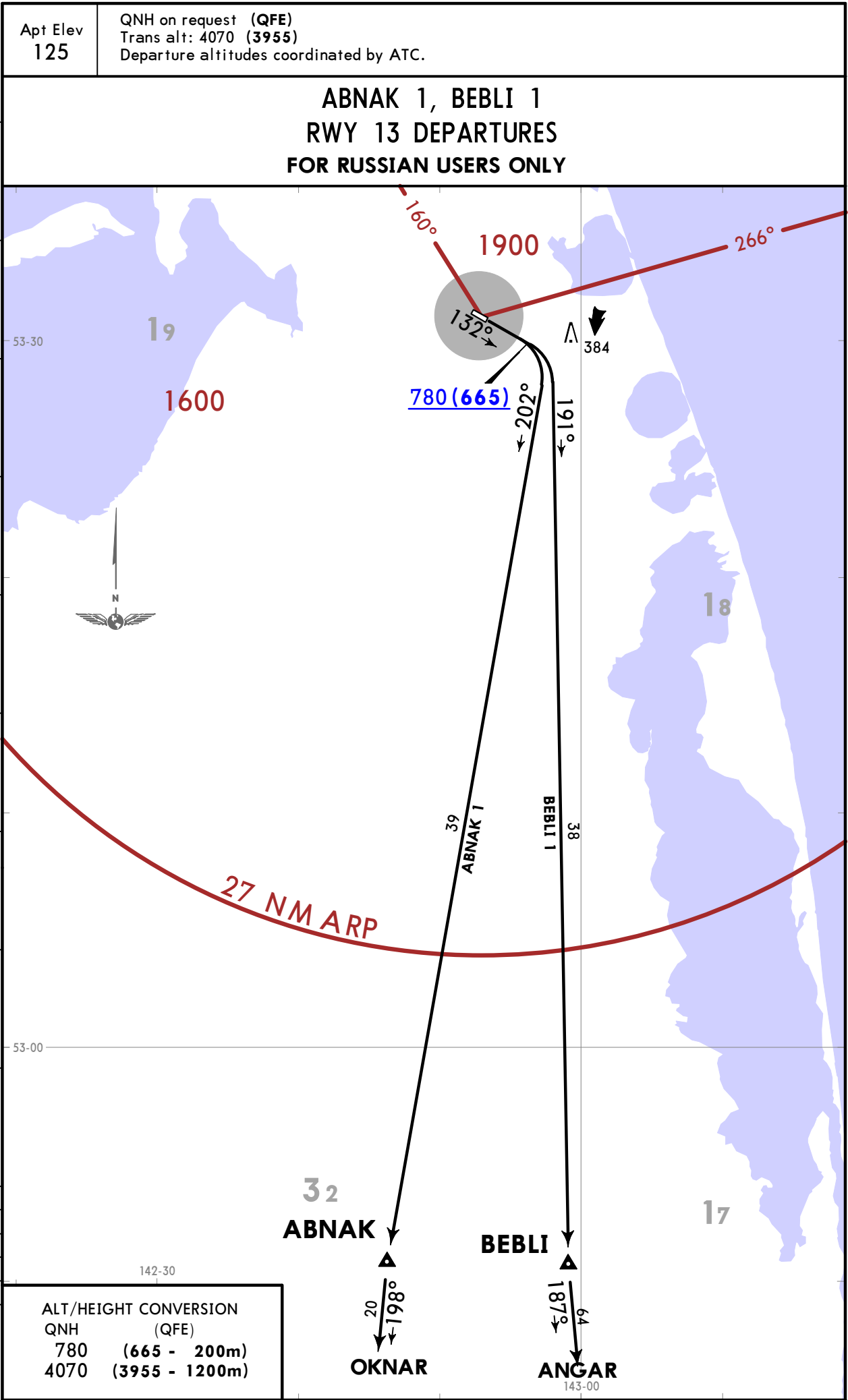




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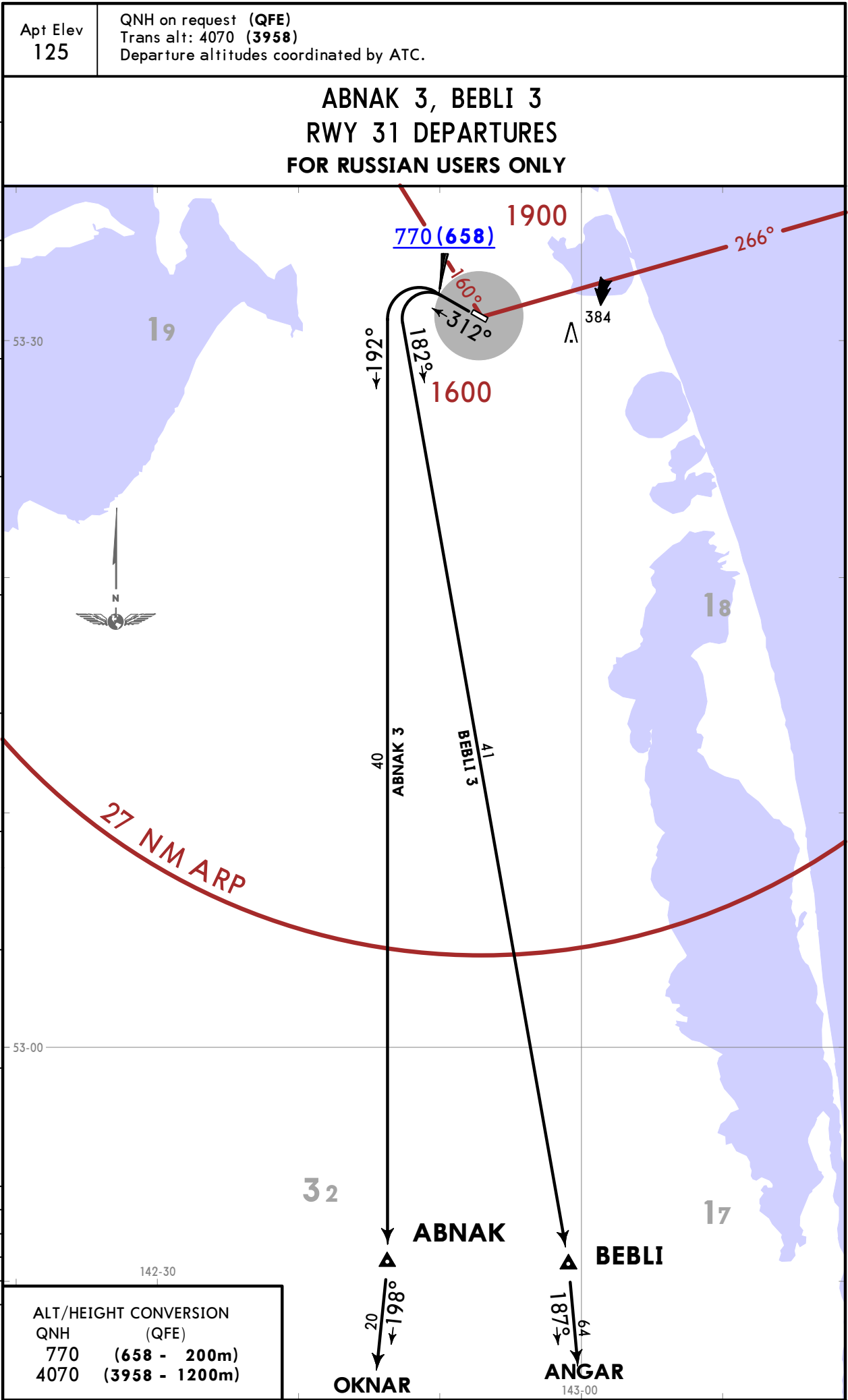
OKHA, RUSSIA
SID

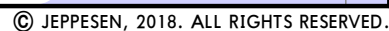


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OKHA, RUSSIA
SID

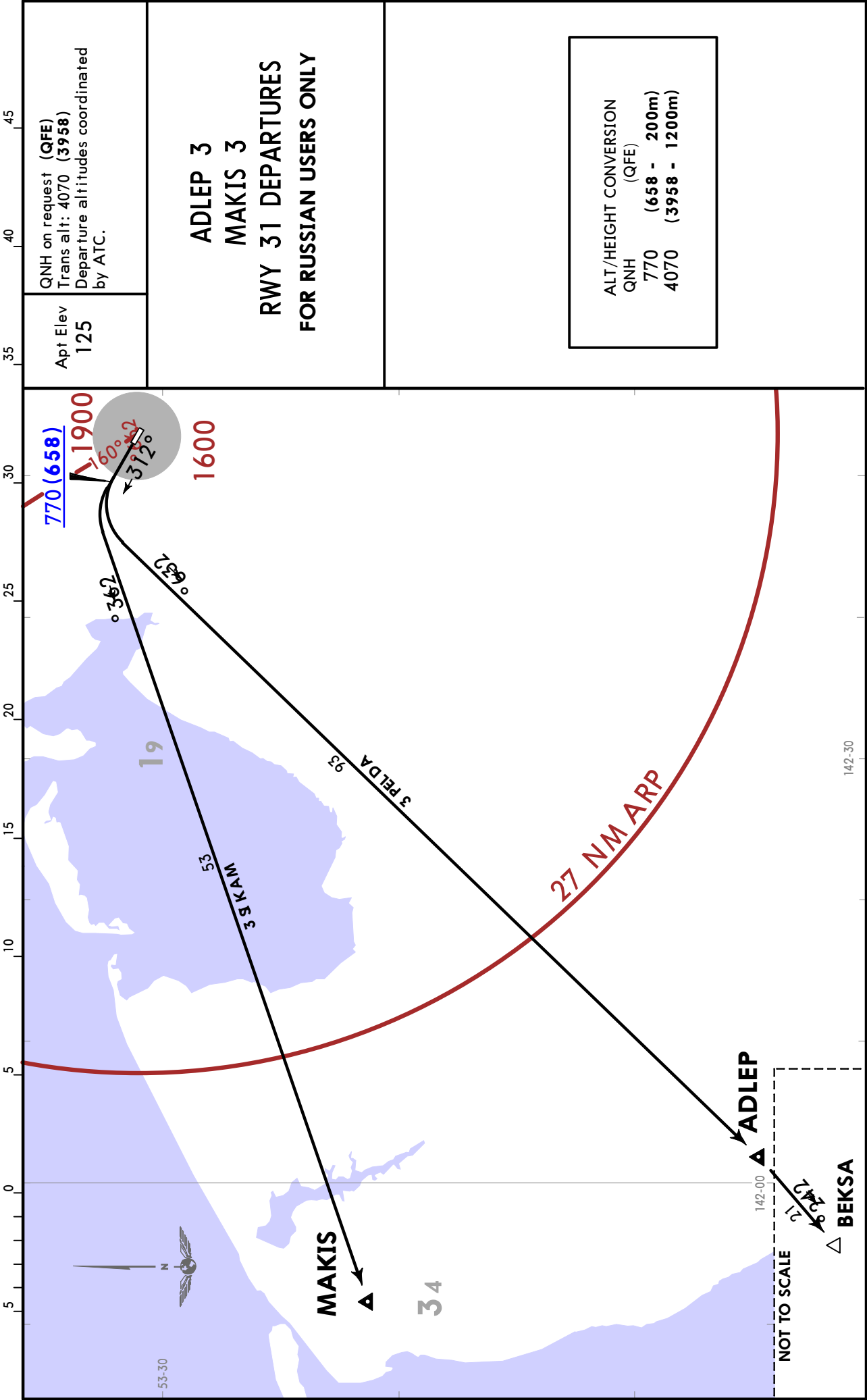




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JEPPESSEN
13 JUL 18 10-3E Eff 19 Jul

OKHA, RUSSIA
SID



UHSH/OHH

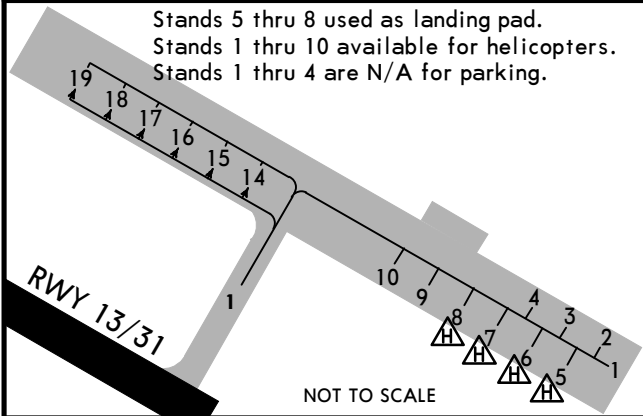
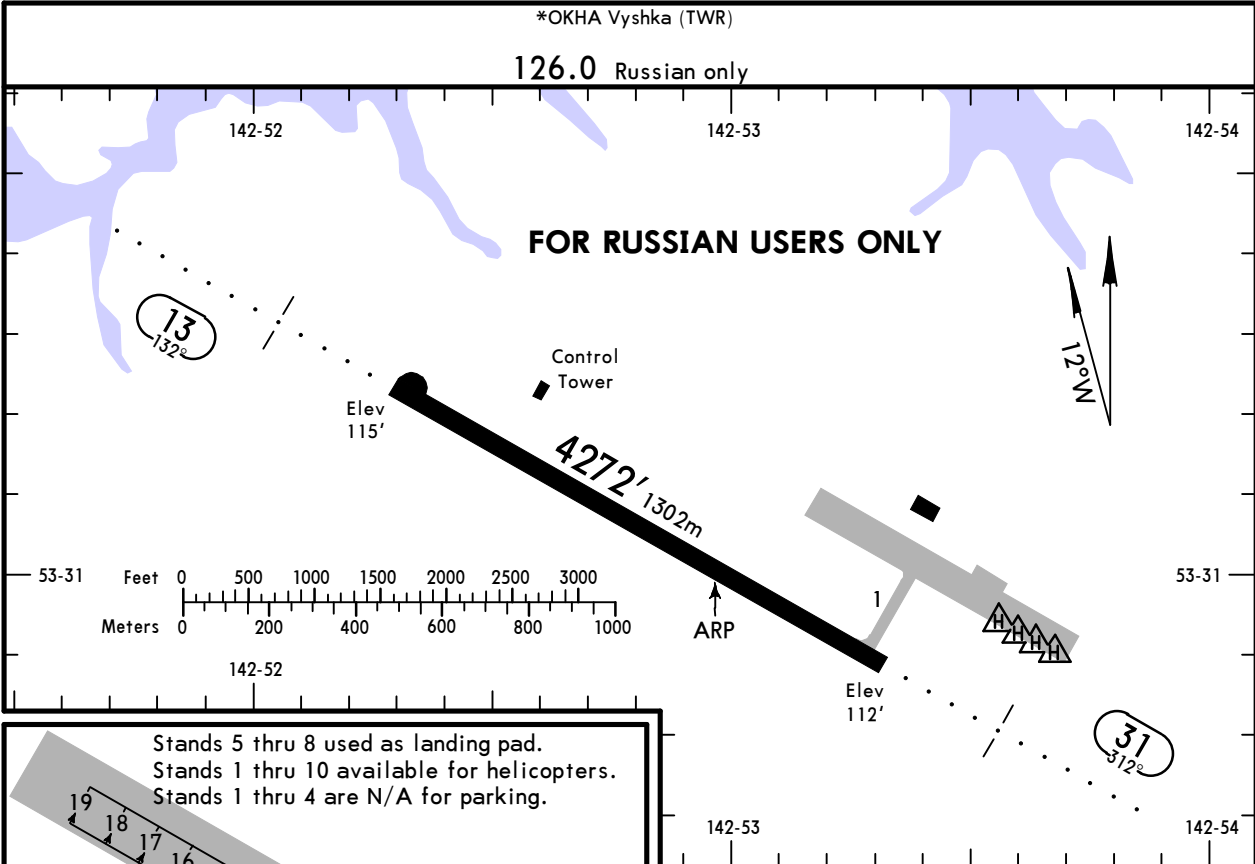
Apt Elev 125'
N53 31.0 E142 53.0

JEPPESEN

13 JUL 18 10-9 Eff 19 Jul

OKHA, RUSSIA

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INS COORDINATES	
STAND No.	COORDINATES
14, 15	N53 31.0 E142 53.4
16	N53 31.0 E142 53.3
17, 18	N53 31.1 E142 53.3
19	N53 31.1 E142 53.2

GENERAL

Taxiing and towing shall be carried out along TWY centerline.

Pilots are to take off not later than one minute after obtaining take off clearance. If not executed on time, request new clearance.

Birds.

ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING	BEYOND	
			Threshold	Glide Slope	TAKE-OFF
13	31	RL (60m) ALS TDZ			
					138' 42m

NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all aircraft crews.

Avoid flying over settlements lower than 330'/100m.

After take-off climb with maximum climb gradient. When overflying Aviagordok, reduce thrust to provide a climbing of 3-4m/sec.

Flaps should be set to take-off configuration, speed V2+20-40km/h.

On final approach, minimum flap retraction should be used for the given maximum landing mass according to the aeroplane flight manual.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
	LVP must be in force RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	RCLM (DAY only) or RL
	400m

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Standard
OKHA, RUSSIA
NOVOSTROYKA

STRAIGHT-IN RWY		A	B	C	D
13	2 NDB ①②	470' (355') R1400m R1500m	470' (355') R1400m R1500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	2 NDB ①③	470' (355') R1400m R1600m	470' (355') R1400m R1600m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	TF NDB ①	590' (475') R2000m C2200m	590' (475') R2000m C2200m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	T NDB ①②	500' (385') R1500m	500' (385') R1500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
31	T NDB ③	740' (625') C2900m C3100m	740' (625') C2900m C3100m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	O NDB ①②	590' (475') R2000m C2200m	590' (475') R2000m C2200m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	O NDB ③	830' (715') C3300m C3500m	830' (715') C3300m C3500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	2 NDB ①②	520' (408') R1500m	520' (408') R1500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	2 NDB ①③	520' (408') R1700m R1900m	520' (408') R1700m R1900m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	OG NDB ①②	560' (448') R1500m	560' (448') R1500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	OG NDB ①③	560' (448') R1900m C2100m	560' (448') R1900m C2100m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	O NDB ①②	620' (508') C2100m C2400m	620' (508') C2100m C2400m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	O NDB ③	970' (858') C4000m C4200m	970' (858') C4000m C4200m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	T NDB ①②	520' (408') R1500m	520' (408') R1500m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	T NDB ③	970' (858') C4000m C4200m	970' (858') C4000m C4200m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				

- ① Continuous Descent Final Approach.
- ② With FAF.
- ③ W/o FAF.

TAKE-OFF RWY 13, 31

LVP must be in Force RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UHSH/OHH
NOVOSTROYKA

13 JUL 18

Eff 19 Jul

16-1

CAT A & B

OKHA, RUSSIA
2 NDB Rwy 13

BRIEFING STRIP™

*OKHA Vyshka (TWR)

126.0 Russian only

NDB TF

*437

Final Apch Crs

132°

Minimum Alt

N53 33.4
E142 45.8
1430' (1315')

MDA(H)

Refer to
Minimums

Apt Elev 125'

Rwy 115'

MISSED APCH: Climb to 780' (665'), then turn RIGHT onto 312° climbing to 2090' (1975'), then according to chart.

1600'

MSA ARP within 27 NM

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 60

Trans alt: 4070' (3955')

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

QNH

(QFE)

4070'

(3955' - 1200m)

2090'

(1975' - 600m)

1430'

(1315' - 400m)

780'

(665' - 200m)

350'

(235' - 70m)

10

5

0

5

142-30

142-40

142-50

143-00

53-30

N53 33.4
E142 45.8

*437 TF

*885 T

748'

at 1430' (1315')

at 2090' (1975')

at 2090' (1975')

042°

179°

132°

080°

041°

312°

222°

N53 33.4
E142 45.8

1430' (1315')

intercept final

132°

780' (665')

LOM

LMM

2.3

2.1

1.4

0.7

0

Rwy 115'

Pass LMM not below 350' (235').

Gnd speed-Kts

70

90

100

120

140

160

Descent Angle

2.67°

331

425

472

567

661

756

ALS

780' (665')

312° RT

2090' (1975')

STRAIGHT-IN LANDING RWY 13

with FAF

2 NDB

w/o FAF

TF NDB

with FAF

T NDB

w/o FAF

MDA(H) 420' (305')

MDA(H) 470' (355')

MDA(H) 590' (475')

MDA(H) 500' (385')

MDA(H) 740' (625')

ALS out

ALS out

ALS out

ALS out

ALS out

A

1600m

1900m

2700m

2100m

3200m

B

C

D

NOT APPLICABLE

CHANGES: Communication.

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13 JUL 18
Eff 19 Jul

16-2

CAT A & B

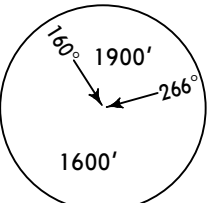
OKHA, RUSSIA
NDB Rwy 13

BRIEFING STRIP™

126.0 Russian only

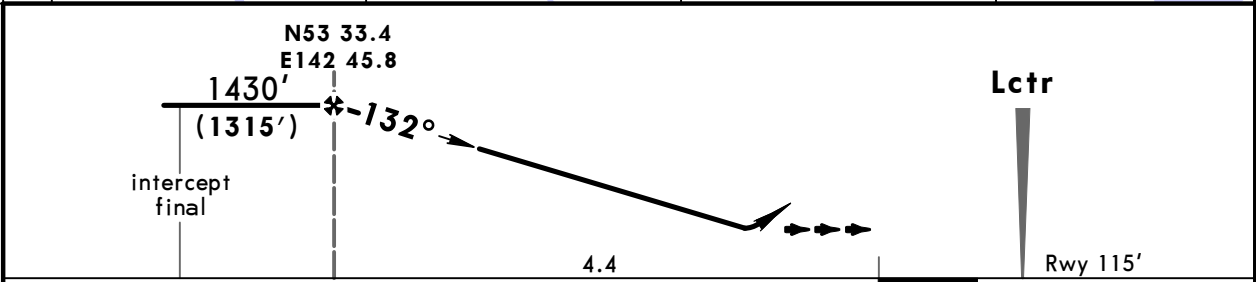
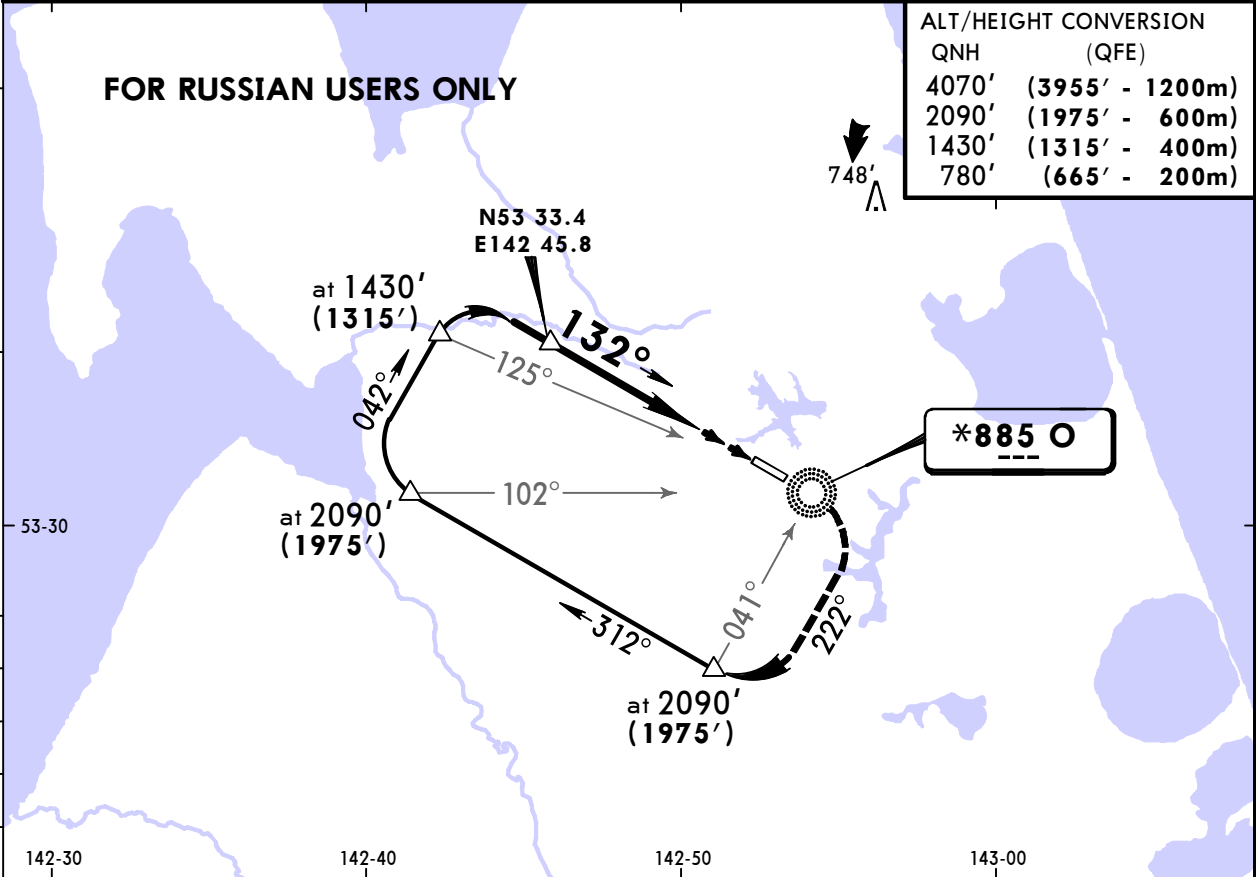
Lctr O *885	Final Apch Crs 132°	Minimum Alt N53 33.4 E142 45.8 1430' (1315')	MDA(H) (CONDITIONAL) 590' (475')	Apt Elev 125' Rwy 115'
-------------------	---------------------------	---	--	-------------------------------

MISSED APCH: Climb to 780' (665'), then turn RIGHT onto 312° climbing to 2090' (1975'), then according to chart.



MSA ARP
within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4070' (3955')



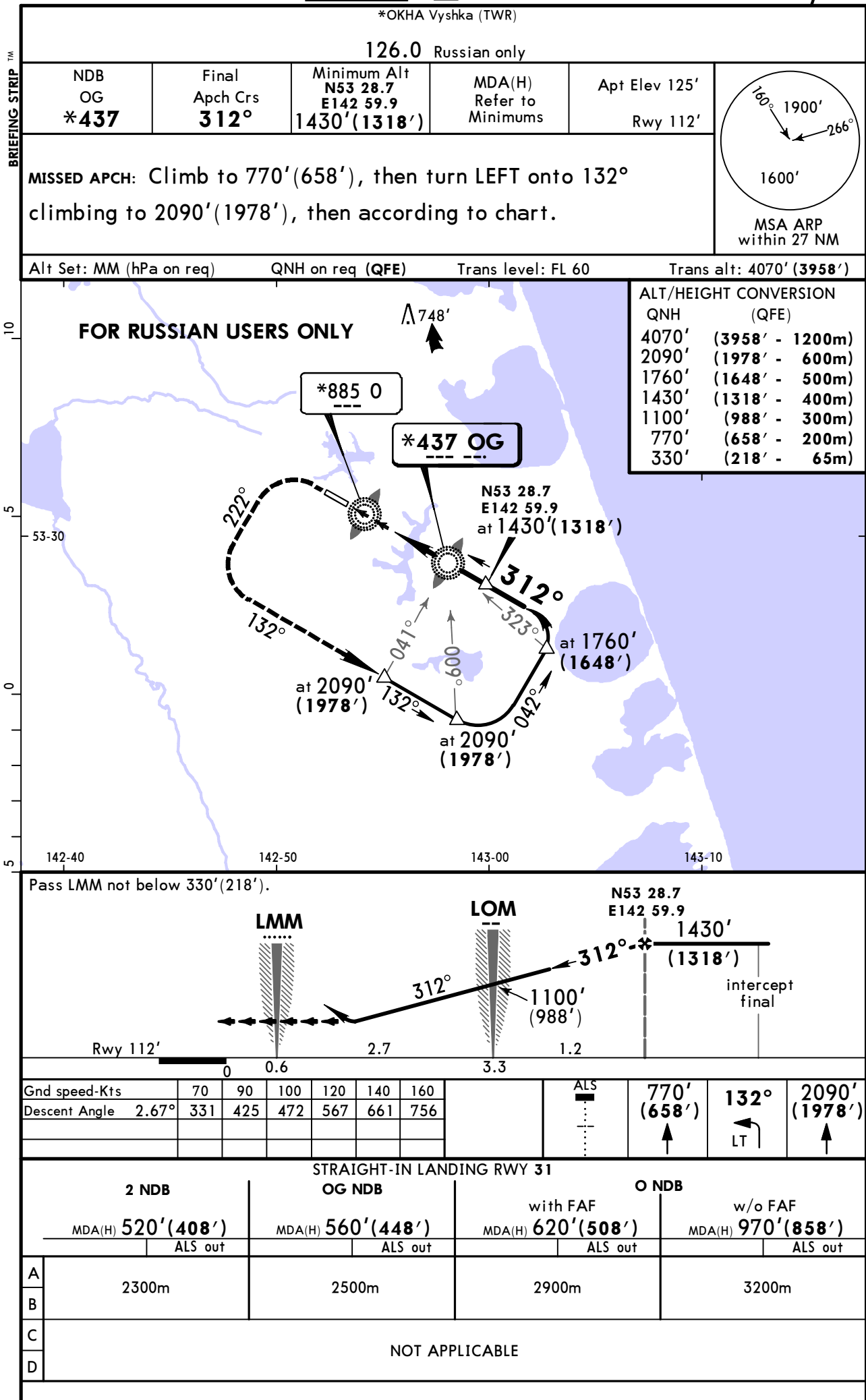
Gnd speed-Kts	70	90	100	120	140	160	ALS	780' (665')	312°	2090' (1975')
Descent Angle	2.67°	331	425	472	567	661		↑	RT	↑

STRAIGHT-IN LANDING RWY 13					
with FAF		w/o FAF			
MDA(H) 590' (475')		MDA(H) 830' (715')			
ALS out		ALS out			
A	2700m		3200m		
B					
C	NOT APPLICABLE				
D					

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JEPPesen
13 JUL 18
Eff 19 Jul 16-3 CAT A & B

OKHA, RUSSIA
2 NDB Rwy 31



UHSH/OHH
NOVOSTROYKA

JEPPESSEN

13 JUL 18

Eff 19 Jul

16-4

CAT A & B

OKHA, RUSSIA
NDB Rwy 31

*OKHA Vyshka (TWR)

126.0 Russian only

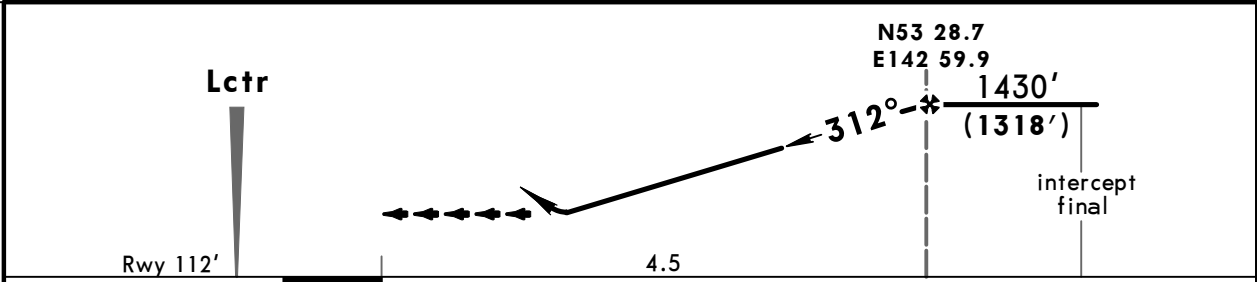
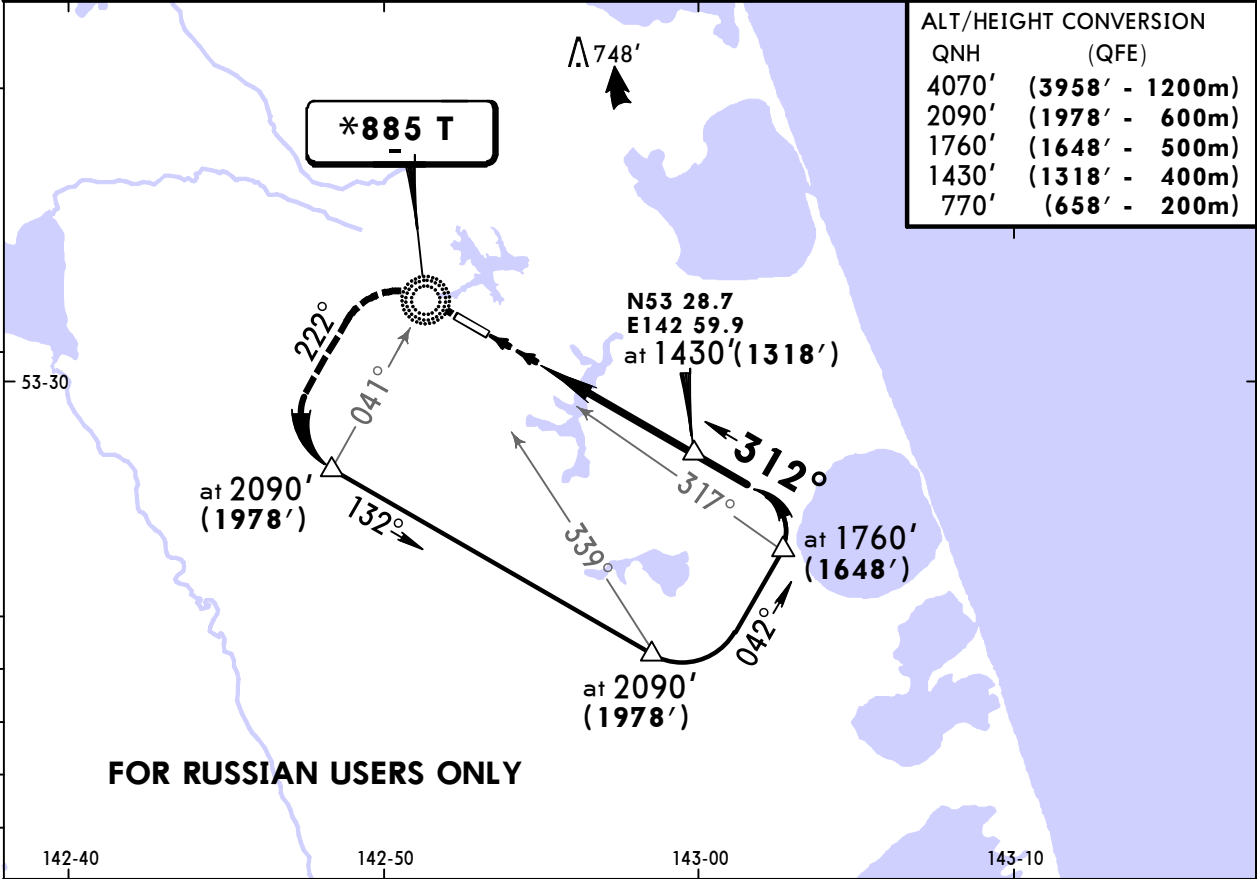
Lctr T *885	Final Apch Crs 312°	Minimum Alt N53 28.7 E142 59.9 1430'(1318')	MDA(H) (CONDITIONAL) 520'(408')	Apt Elev 125' Rwy 112'
-------------------	---------------------------	--	---------------------------------------	-------------------------------

MISSED APCH: Climb to 770'(658'), then turn LEFT onto 132° climbing to 2090'(1978'), then according to chart.

100° 1900'
266°
1600'

MSA ARP
within 27 NM

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4070' (3958')



Gnd speed-Kts	70	90	100	120	140	160		ALS	770' (658')	132° LT	2090' (1978')
Descent Angle 2.67°	331	425	472	567	661	756					

STRAIGHT-IN LANDING RWY 31			
with FAF		w/o FAF	
MDA(H) 520'(408')		MDA(H) 970'(858')	
ALS out		ALS out	
A	2300m	3200m	
B			
C	NOT APPLICABLE		
D			

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
OKHA, (NOVOSTROYKA - UHSH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHSH