

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKHH

Terminal Charts For UKHH

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: KHARKIV UKR
ICAO/IATA: UKHH / HRK
Lat/Long: N49° 55.6', E036° 17.4'
Elevation: 529 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: 0157 Z
Sunset: 1705 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: 126.750
ATIS: 127.600 Non-English
Kharkiv Tower: 118.100
Kharkiv Ground: 133.250
Kharkiv Radar Approach: 118.800
Kharkiv Radar Approach: 133.900
Kharkiv Information: 130.700 Flight Info Service

UKHH/HRK
OSNOVA

JEPPESEN

27 JAN 17

10-1P

KHARKIV, UKRAINE
AIRPORT BRIEFING

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.

When VIS is 400m or lower: Follow-me car can be obtained by crew requirement or by ATC clearance to lead ACFT from stand to main TWY at night.

In order to reduce RWY Occupancy Time, pilots should leave RWY via high-speed turn-offs (A2 for RWY 25 or A3 for RWY 07).

1.4. PARKING INFORMATION

- Stands 7 (H3), H1 and H2 available for helicopter.
- Stands 1 thru 10 with nose to terminal and push-back only.
- Stands 17-21 facing East with push-back only.
- Stands 29 and 30 available for run-up.
- Stands 38 thru 58 facing North with push-back only.
- Handling on stands 39, 40, 42-54, 57 and 58 is prohibited.

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 700m (2300ft) 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.

UKHH/HRK
OSNOVA

JEPPESEN
27 JAN 17
(10-1P1)

KHARKIV, UKRAINE
AIRPORT BRIEFING

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. START-UP & TAXI PROCEDURES

3.2.1. START-UP

Before start-up, ACFT crew monitors ATIS on FREQ 126.750 MHz (Eng) or 127.6 MHz (Rus), contact ATC on FREQ 133.250 MHz for ATC clearance.

3.2.2. TAXI PROCEDURES

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

UKHH/HRK
OSNOVA

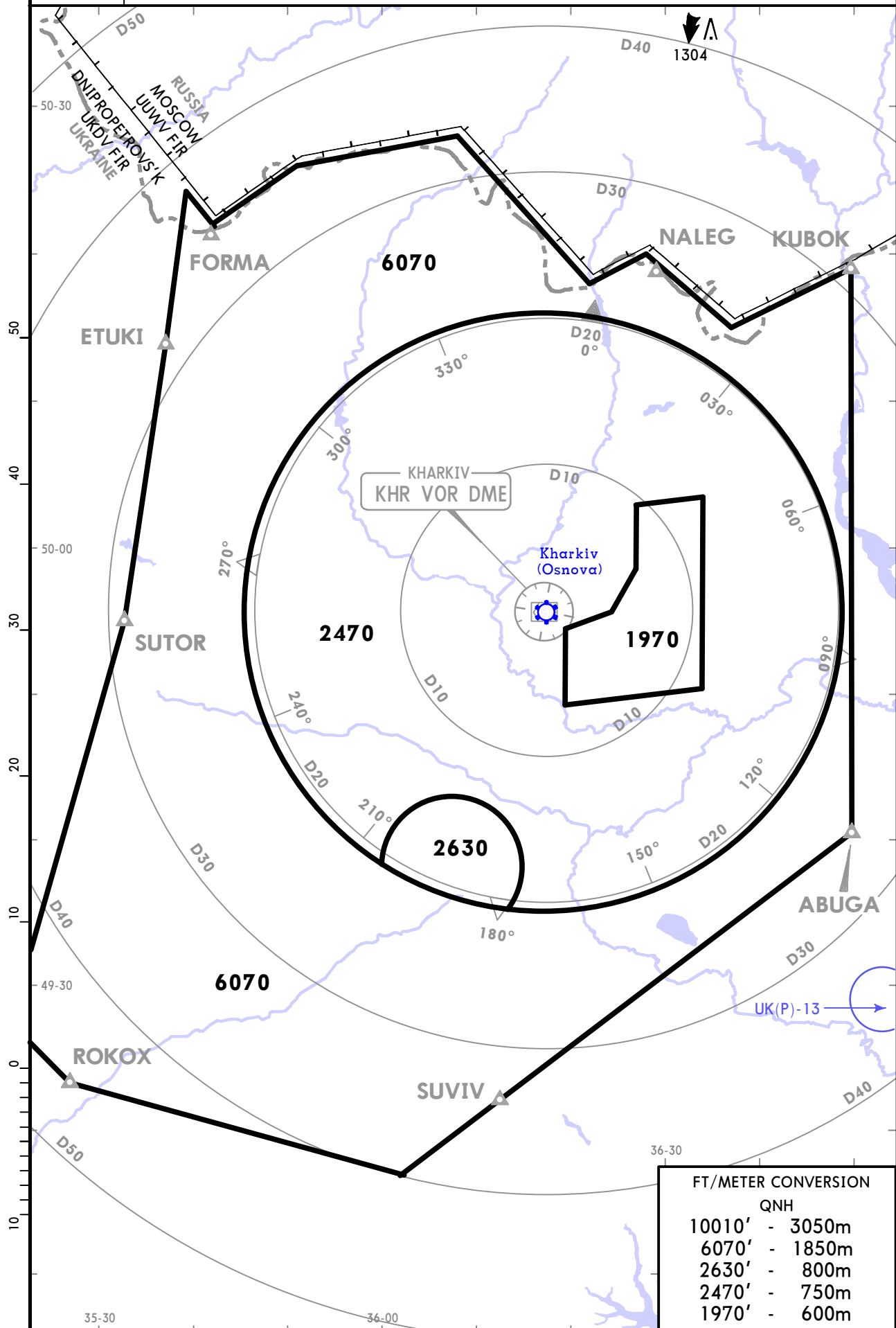
JEPPESSEN
18 MAY 18 (10-1R)

KHARKIV, UKRAINE

Eff 24 May RADAR MINIMUM ALTITUDES

Apt Elev
529

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010
1. This chart may only be used for cross-checking of altitudes assigned while under radar control.
2. MRVA are safe if the temperature at the surface is plus 9° or above. For lower temperatures, corrected minimum levels will be provided by ATC.



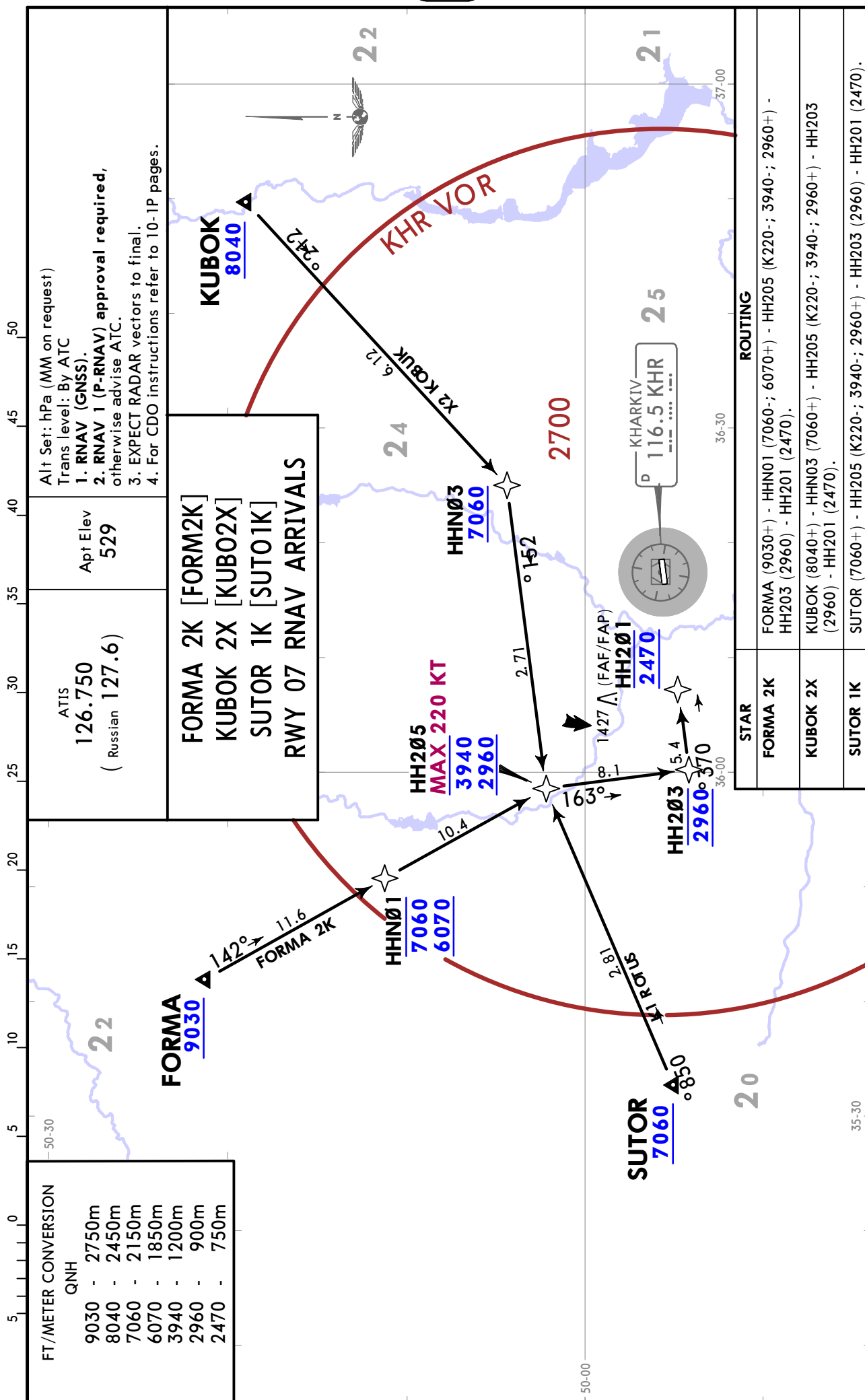
CHANGES: Sectors revised; GR & LI replaced by ROKUX & SUVIV.

© JEPPESEN, 2011, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

JEPPESSEN
19 JAN 18 10-2

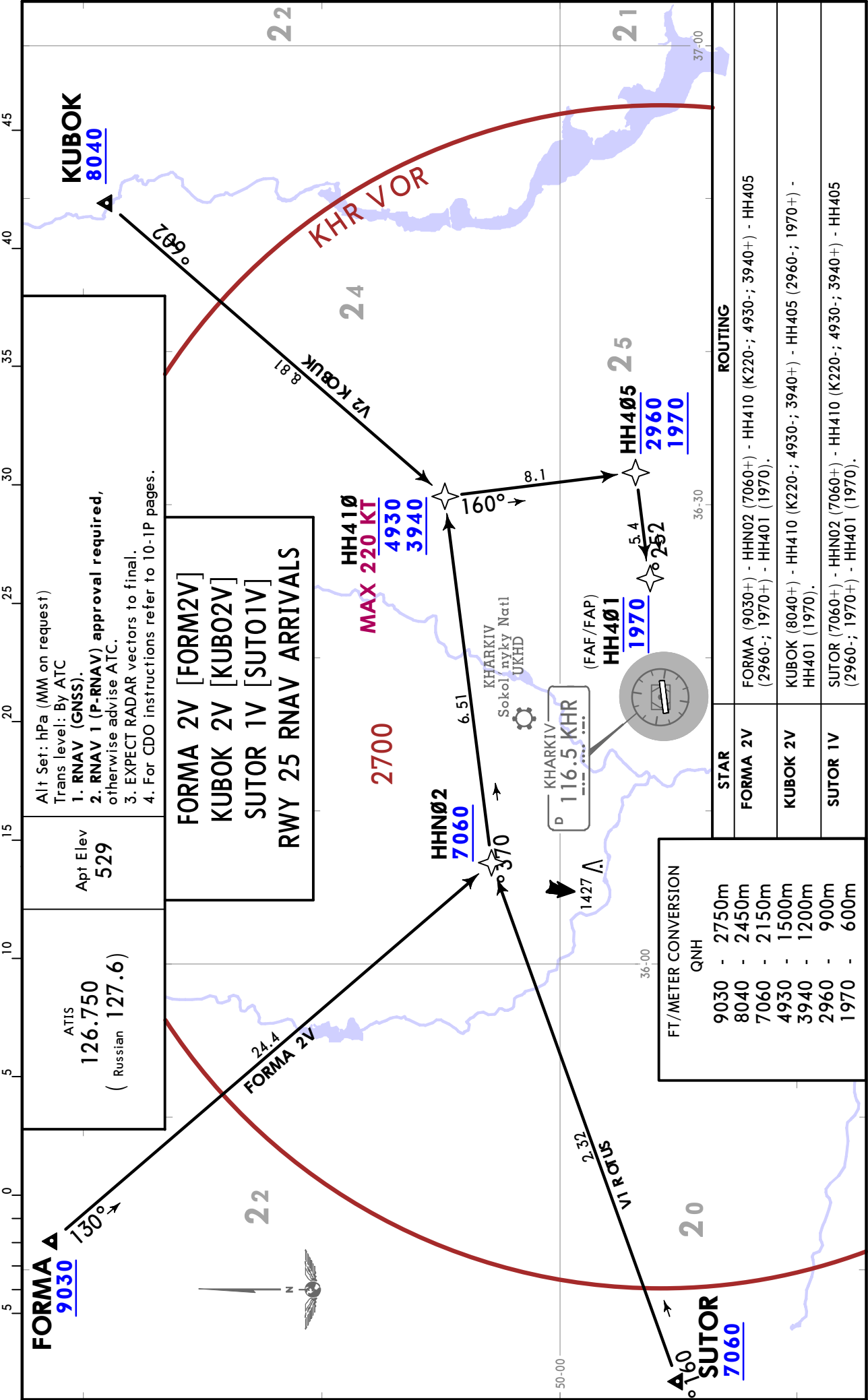
KHARKIV, UKRAINE
RNAV STAR



UKHH/HRK
OSNOVA

JEPPESSEN
19 JAN 18 10-2A

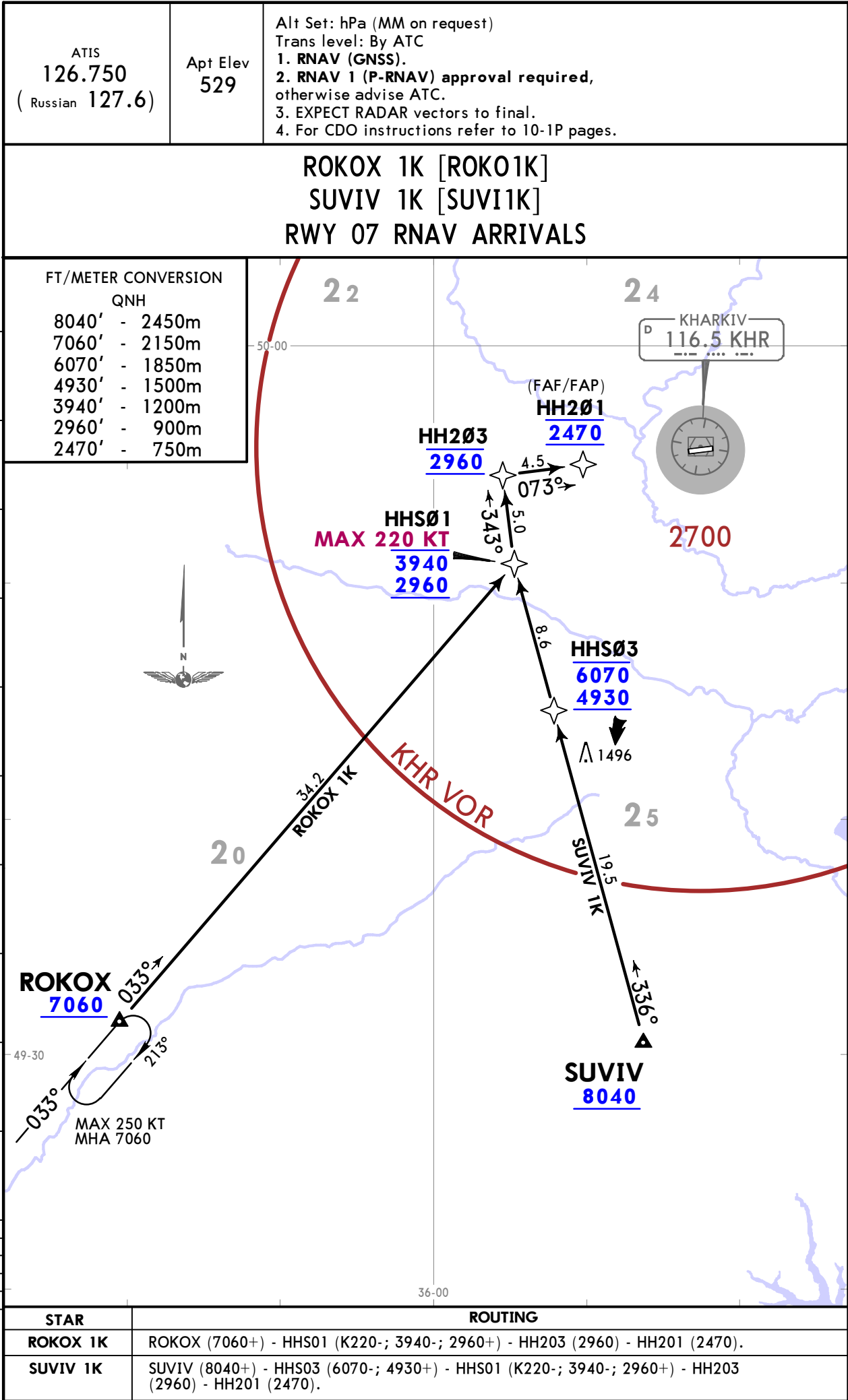
KHARKIV, UKRAINE
RNAV STAR



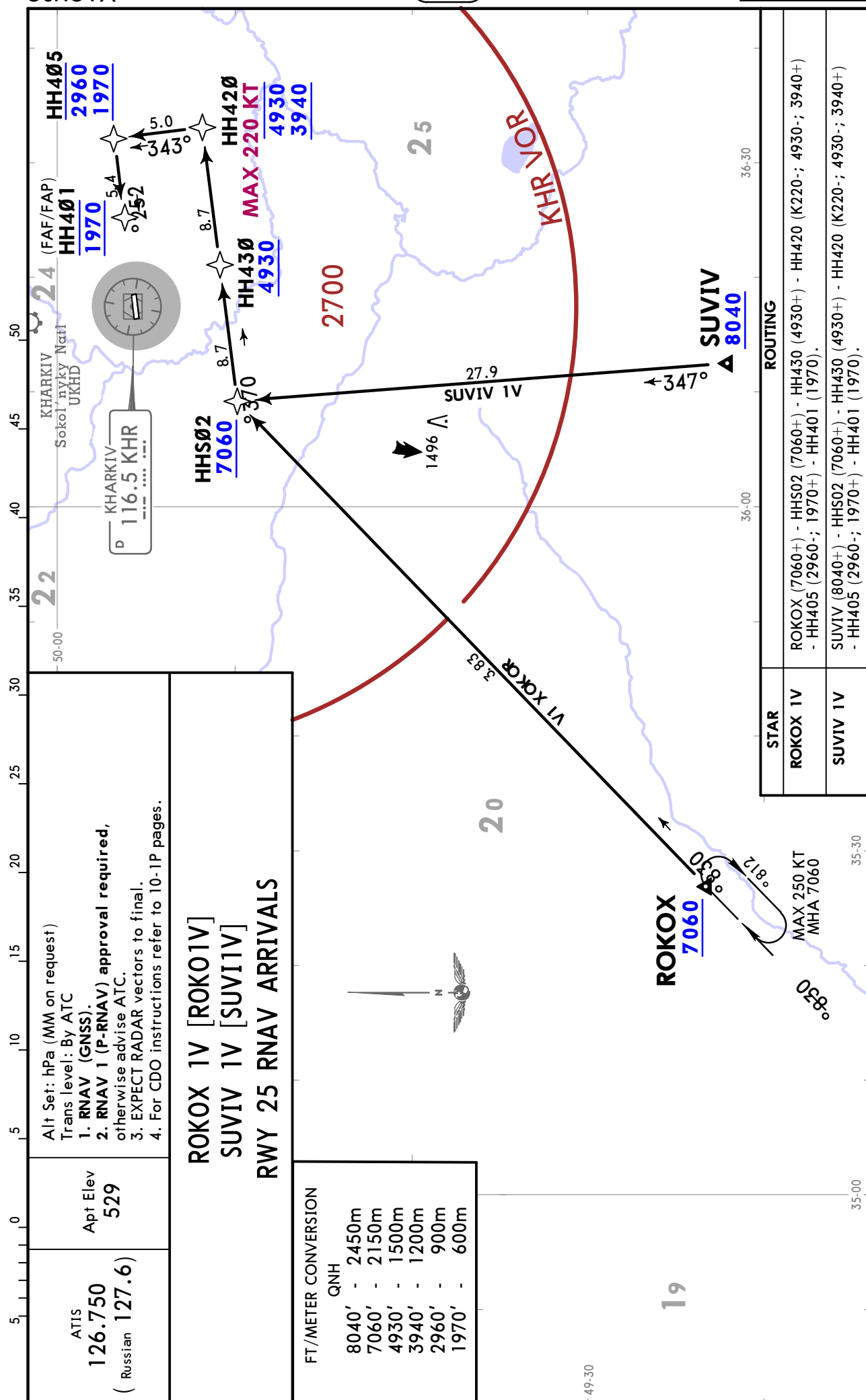
UKHH/HRK
OSNOVA

JEPPESEN
18 MAY 18 10-2B Eff 24 May

KHARKIV, UKRAINE
RNAV STAR



KHARKIV, UKRAINE



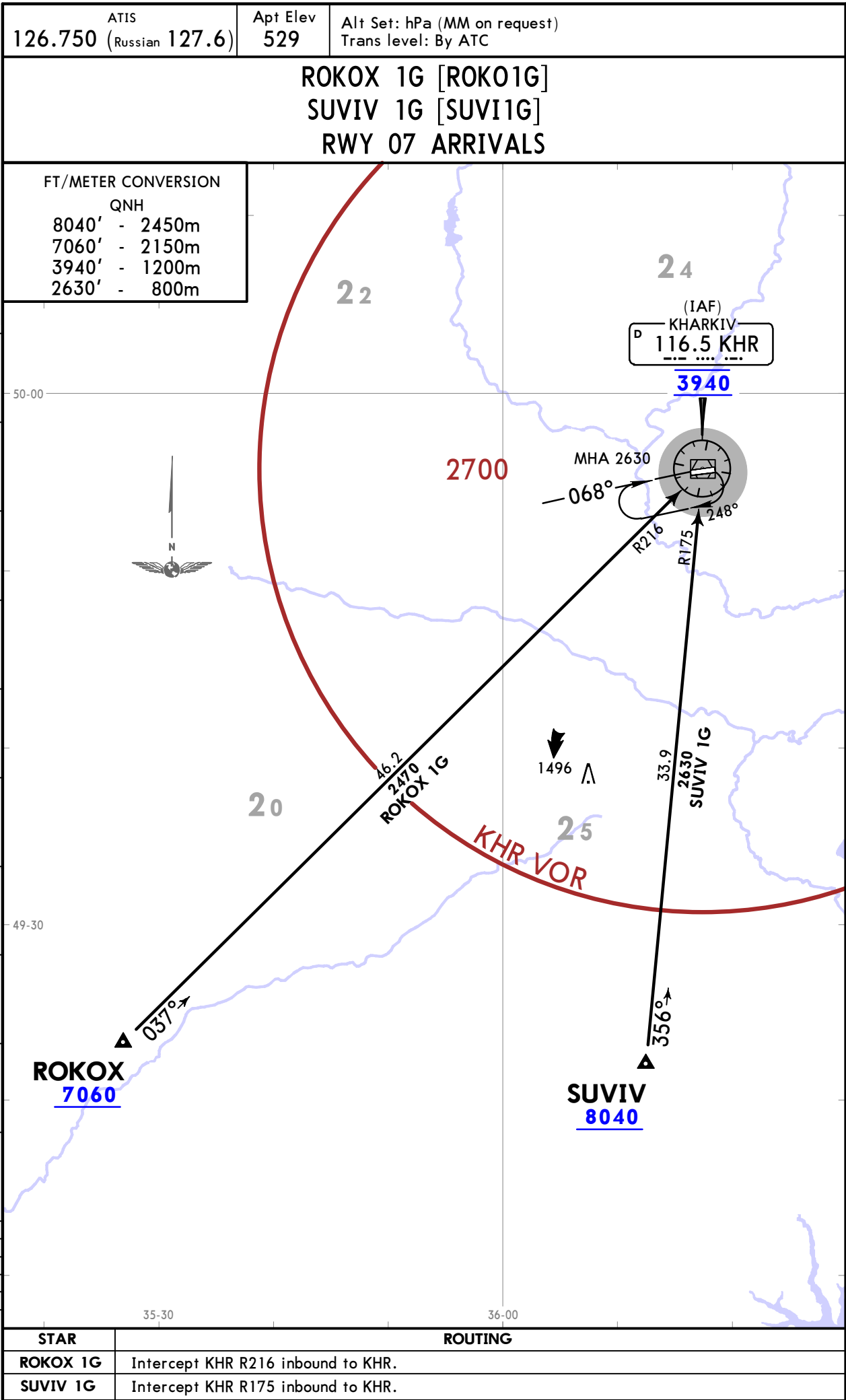
© JEPPESEN, 2018. ALL RIGHTS RESERVED.



UKHH/HRK
OSNOVA

JEPPESSEN
18 MAY 18 10-2F Eff 24 May

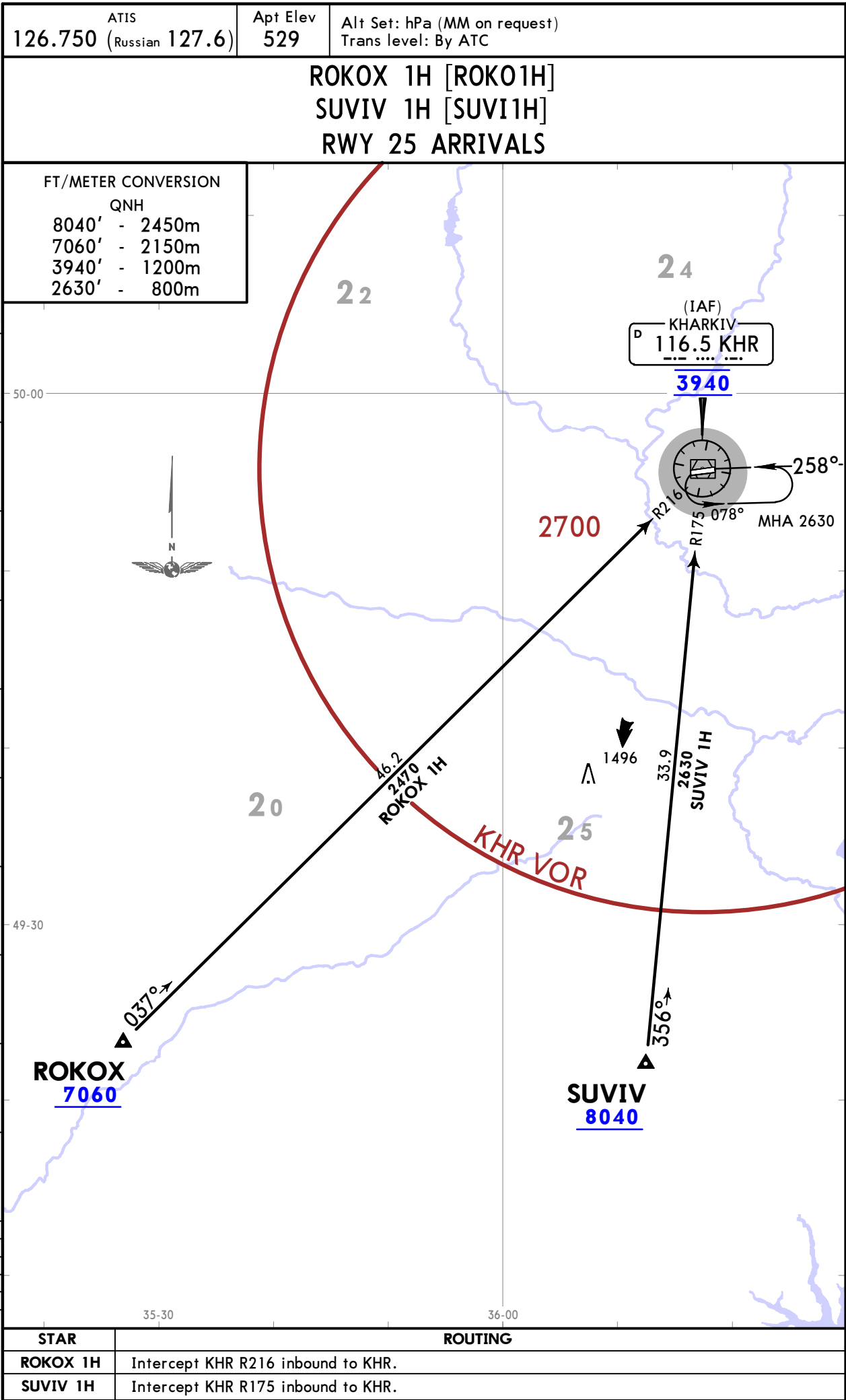
KHARKIV, UKRAINE
STAR



UKHH/HRK
OSNOVA

JEPPESSEN
18 MAY 18 10-2G Eff 24 May

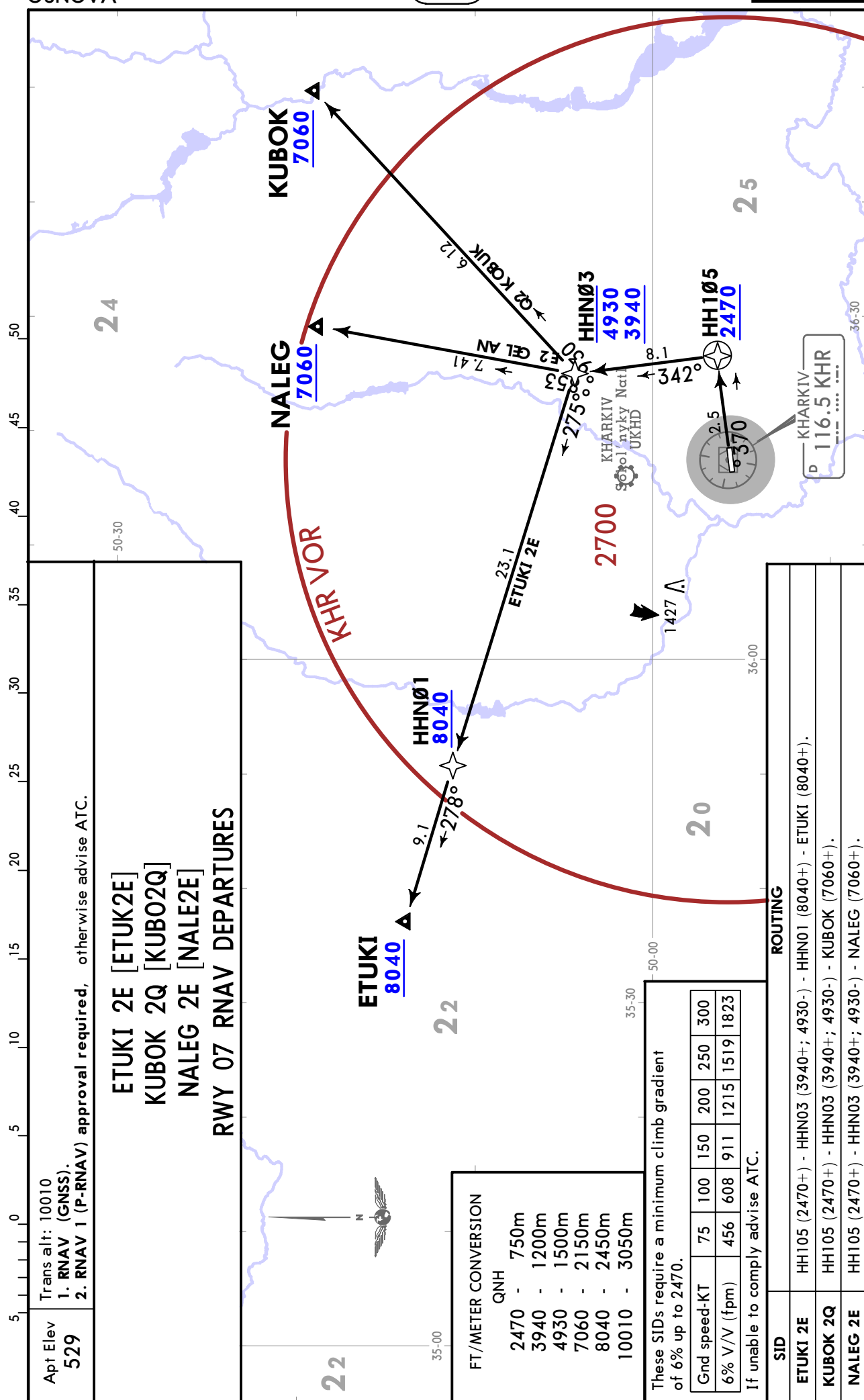
KHARKIV, UKRAINE
STAR



**UKHH/HRK
OSNOVA**

JEPPESSEN
19 JAN 18 10-3

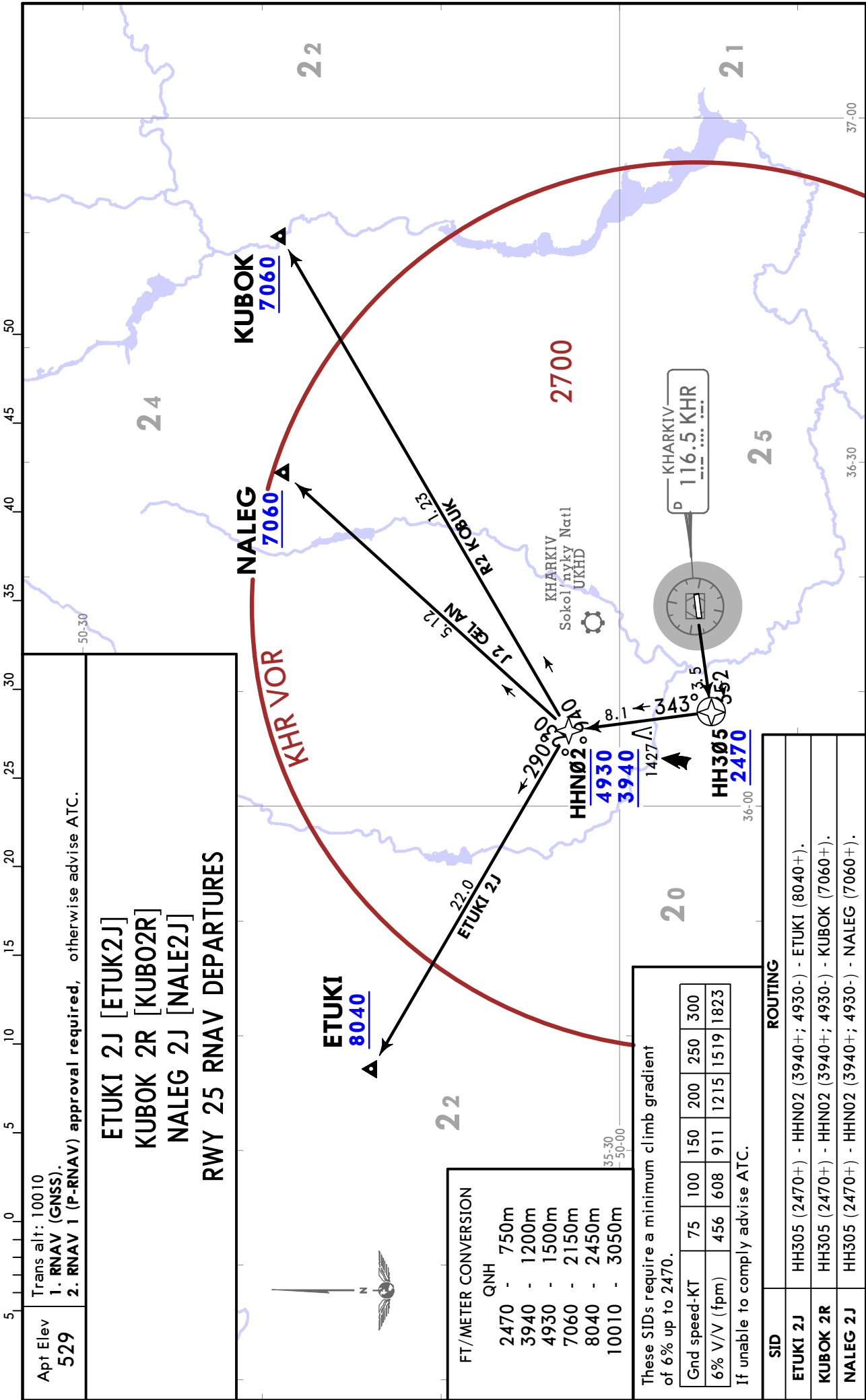
KHARKIV, UKRAINE



UKHH/HRK
OSNOVA

JEPPESSEN
19 JAN 18 10-3A

KHARKIV, UKRAINE
RNAV SID

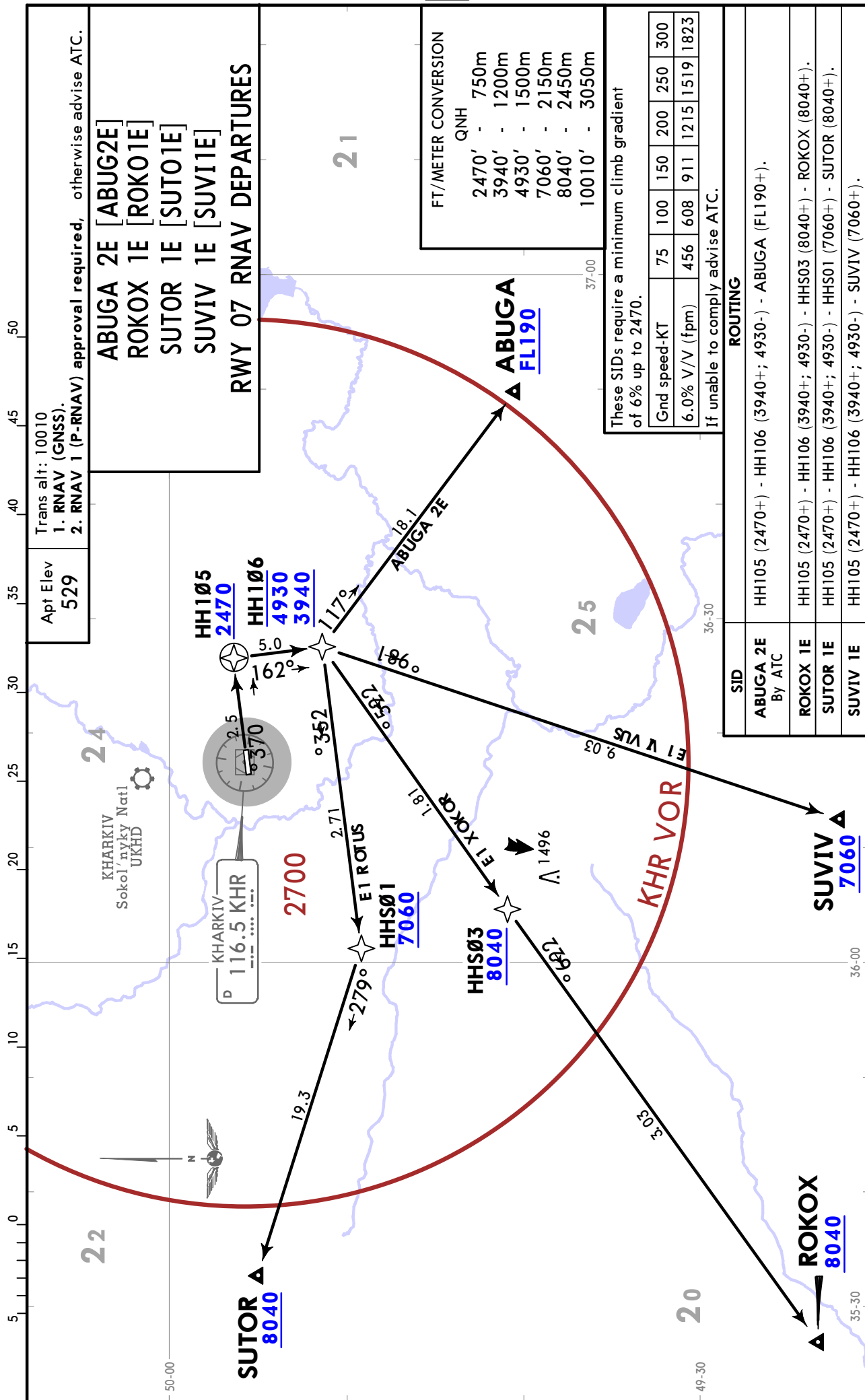


UKHH/HRK
OSNOVA

JEPPESSEN
18 MAY 18 10-3B Eff 24 May

KHARKIV, UKRAINE

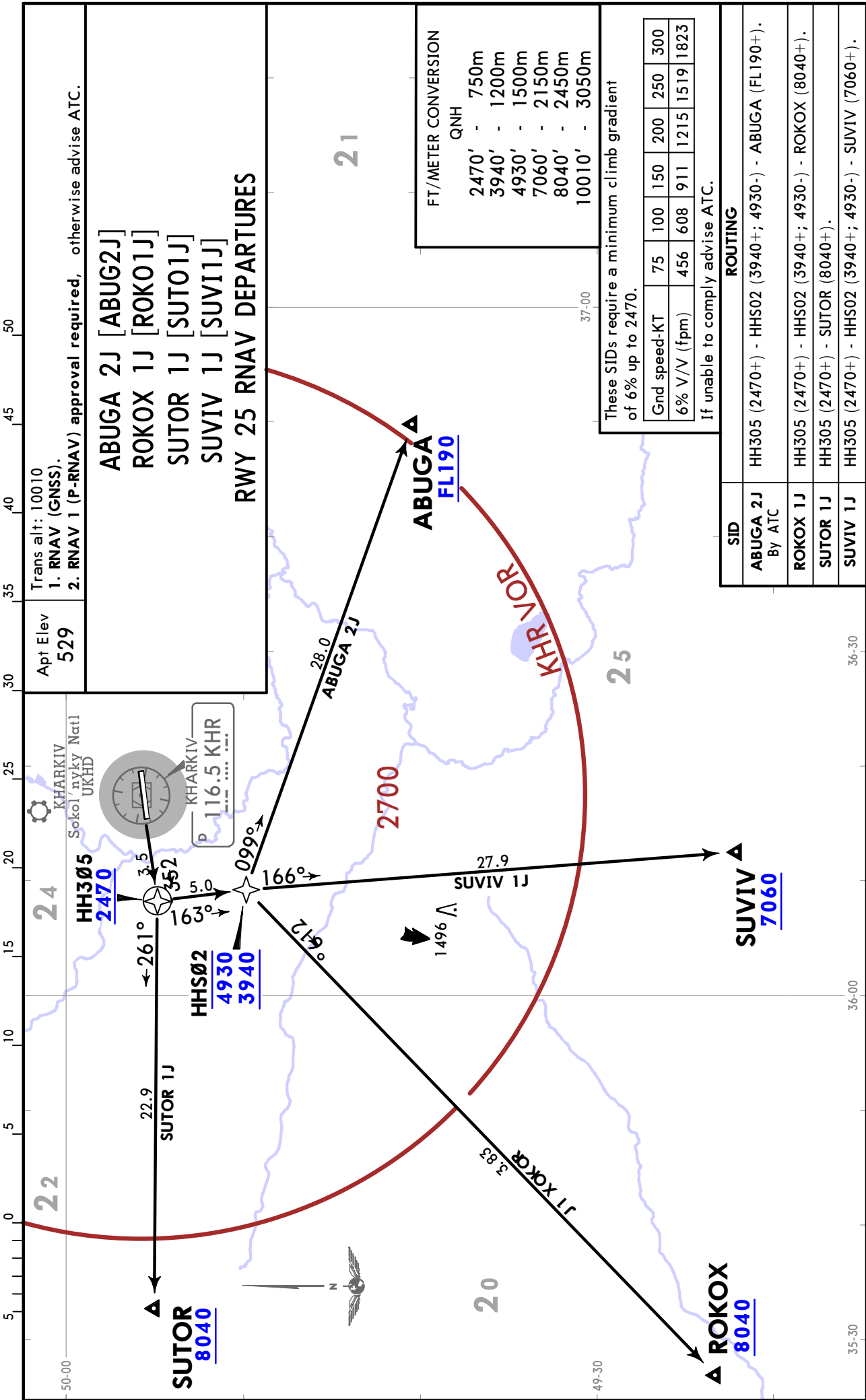
RNAV SID



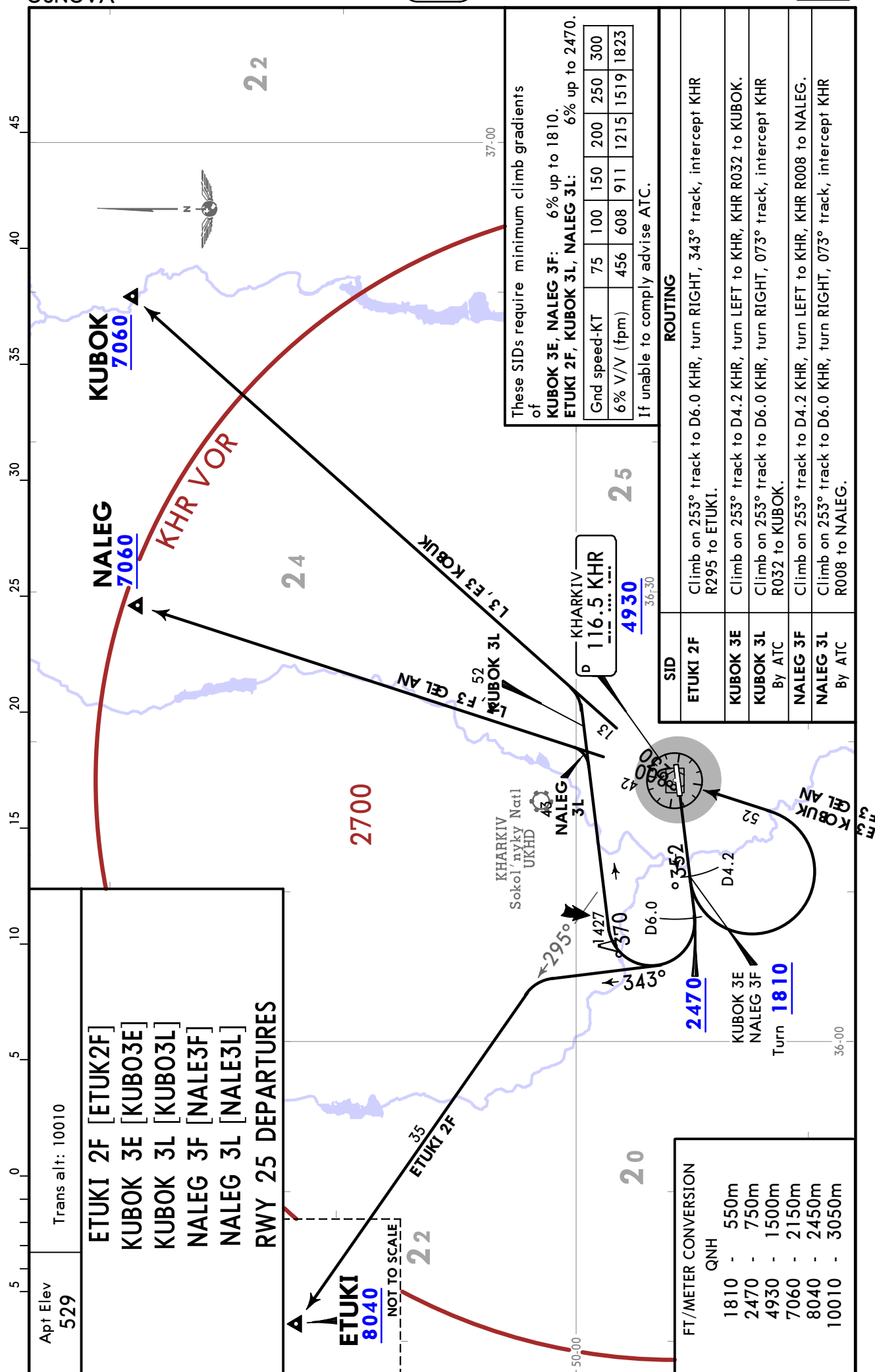
UKHH/HRK
OSNOVA

JEPPESSEN
18 MAY 18 10-3C Eff 24 May

KHARKIV, UKRAINE
RNAV SID



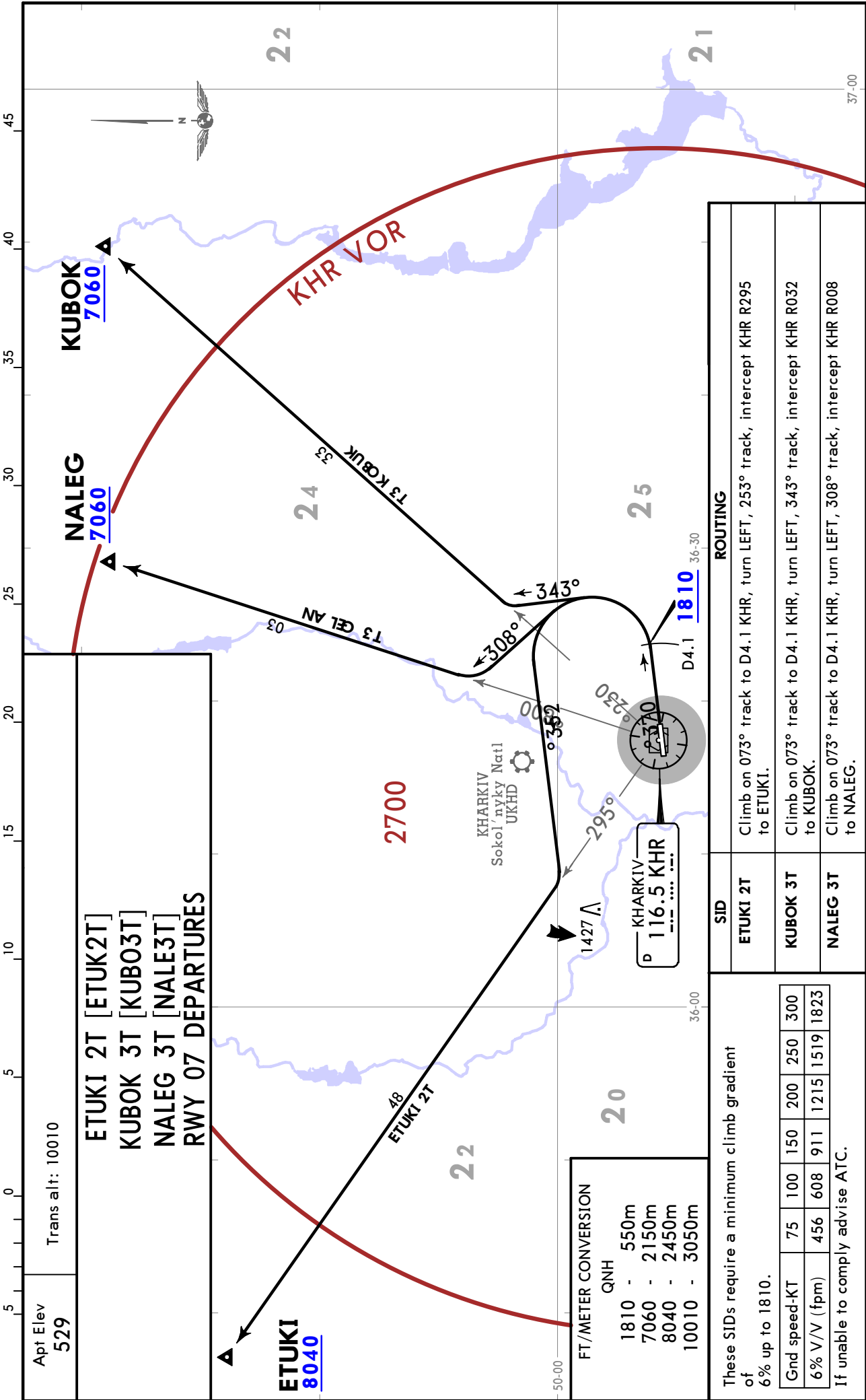
KHARKIV, UKRAINE



UKHH/HRK
OSNOVA

JEPPESEN
19 JAN 18 10-3E

KHARKIV, UKRAINE
SID

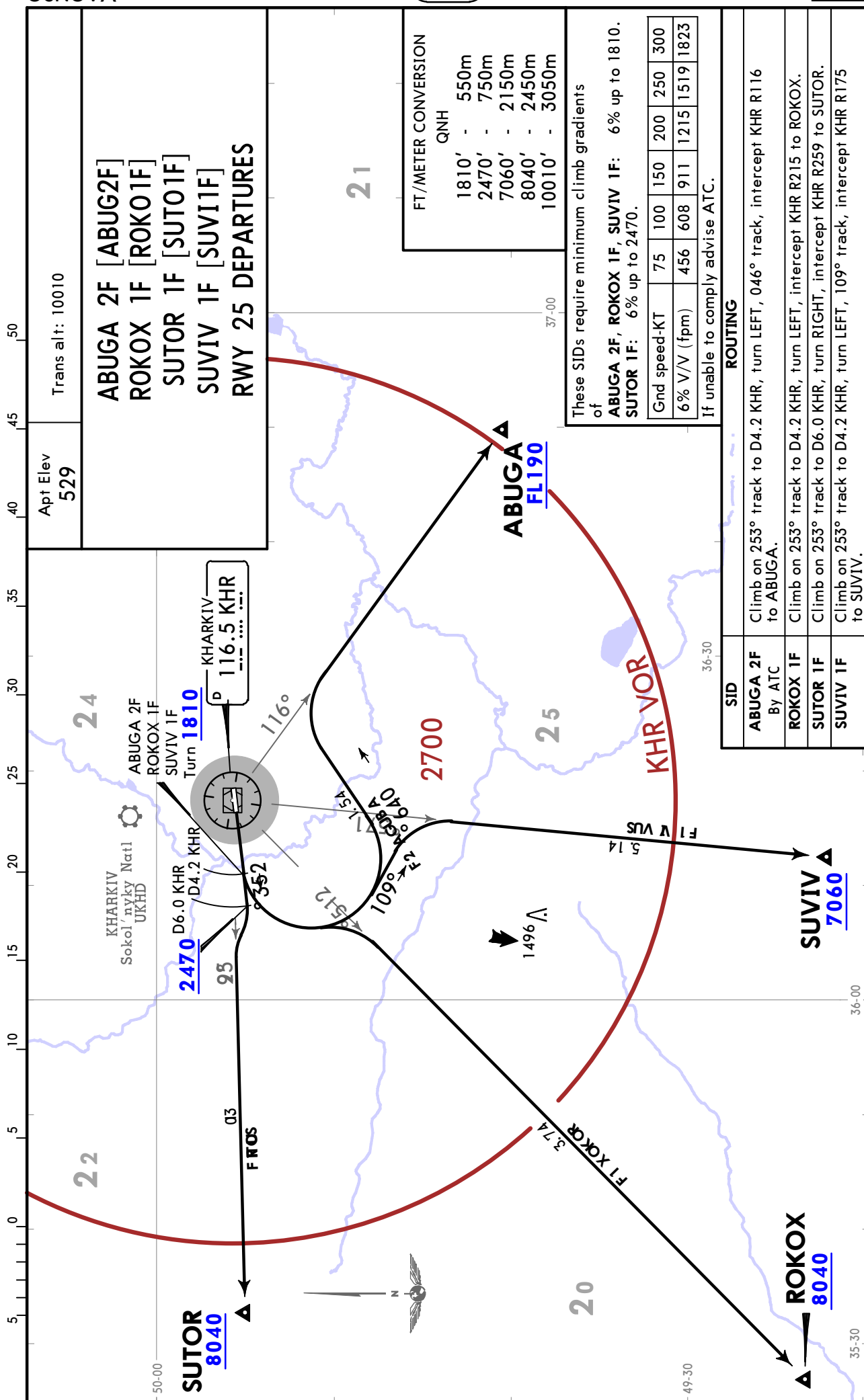


UKHH/HRK
OSNOVA

JEPPesen
18 MAY 18 10-3F Eff 24 May

KHARKIV, UKRAINE

SID



UKHH/HRK

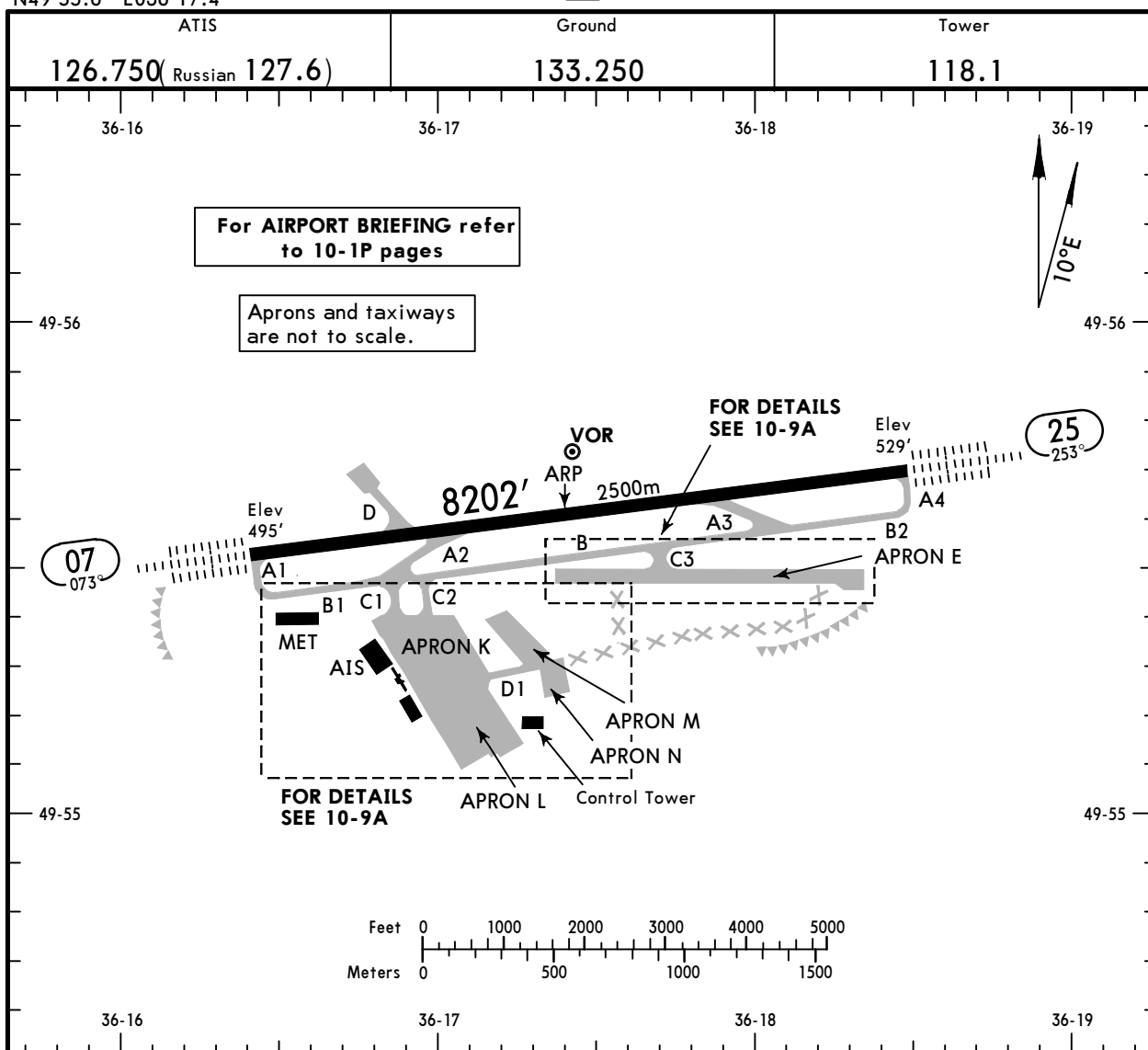
Apt Elev **528'**
N49 55.6 E036 17.4

JEPPESSEN

13 NOV 15 (10-9)

KHARKIV, UKRAINE

OSNOVA



ADDITIONAL RUNWAY INFORMATION

[illegible]

❶ PAPI-L (3.0°)

2 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 1

	All Rwy's					
	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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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

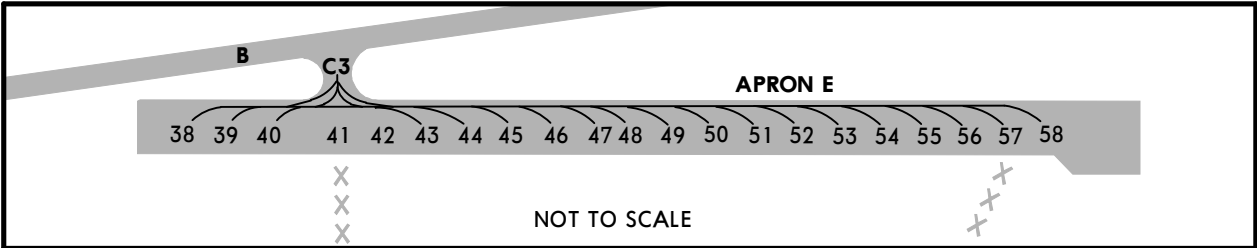
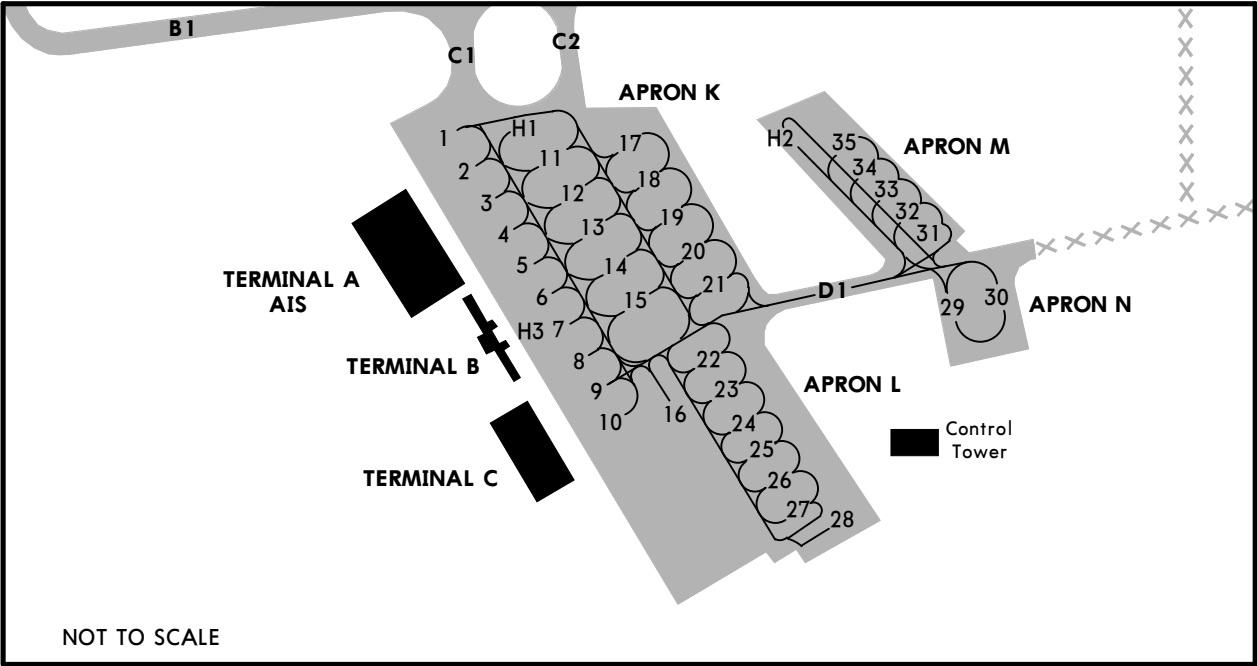
UKHH/HRK

 **JEPPesen**

KHARKIV, UKRAINE

13 NOV 15 **(10-9A)**

OSNOVA



UKHH/HRK

JEPPesen

6 NOV 15

10-9S

Eff 12 Nov

KHARKIV, UKRAINE
OSNOVA

Standard

STRAIGHT-IN RWY		A	B	C	D
07	CAT 2 ILS	607'(112') RA 163 R300m	623'(128') RA 190 R400m	636'(141') RA 214 R450m	650'(155') RA 248 R450m
	ILS	695'(200') R750m	705'(210') R750m	715'(220') R800m	725'(230') R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1010'(515') R1500m	1010'(515') R1500m	1010'(515') R1900m	1010'(515') R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ①	1010'(515') R1500m	1010'(515') R1500m	1010'(515') R1900m	1010'(515') R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
25	CAT 2 ILS	641'(112') RA 131 R300m	657'(128') RA 152 R400m	670'(141') RA 169 R450m	684'(155') RA 187 R450m
	ILS	729'(200') R750m	739'(210') R750m	749'(220') R800m	759'(230') R800m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1010'(481') R1500m	1010'(481') R1500m	1010'(481') R1800m	1010'(481') R1800m
	ALS out	R1500m	R1500m	C2300m	C2300m
	VOR Z ①	1070'(541') R1500m	1070'(541') R1500m	1070'(541') C2100m	1070'(541') C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR Y ①	1020'(491') R1500m	1020'(491') R1500m	1020'(491') R1800m	1020'(491') R1800m
	ALS out	R1500m	R1500m	C2300m	C2300m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
After ILS & VOR Rwy 07③	1020'(525')	1200'(705')	1420'(925')	1420'(925')
After ILS & VOR Rwy 25	1020'(492')④ V1500m	1200'(672') V1600m	1420'(892') V2400m	1420'(892') V3600m

② Not authorized North of airport.

③ Circling height based on rwy 07 thresh elev of 495'.

④ after VOR Z: 1070' (542').

TAKE-OFF RWY 07, 25 ⑤

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

⑤ Operators applying U.S. Ops Specs: CL required below 300m;
approved HUD required below 150m.

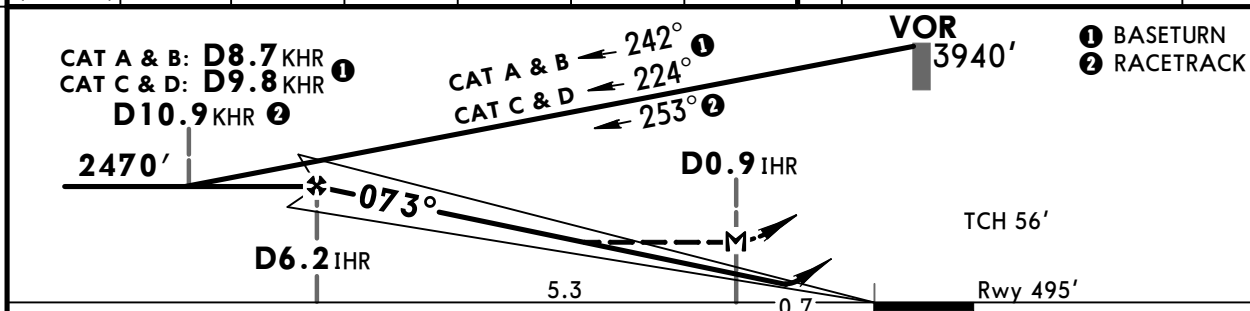
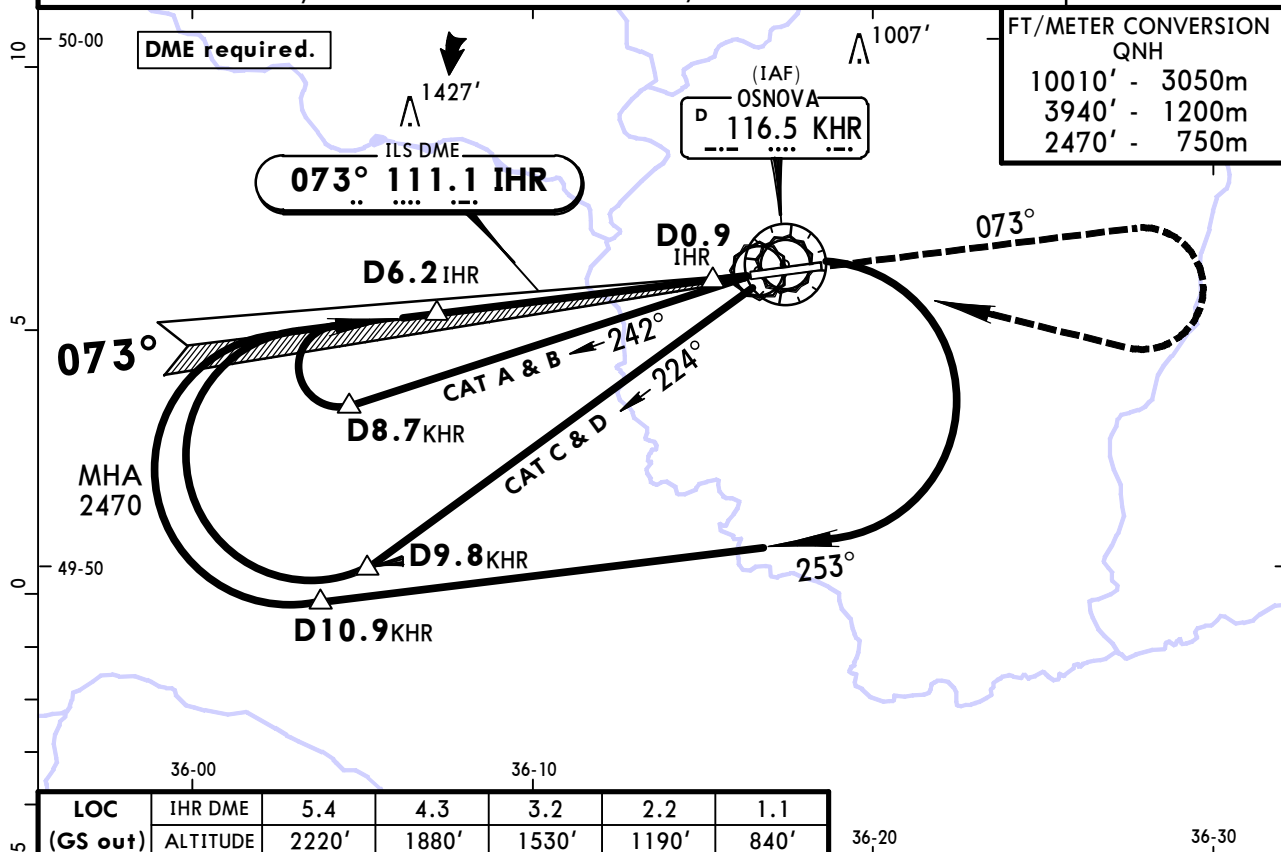
UKHH/HRK
OSNOVA

JEPPESSEN
11 MAY 18 **(11-1)** **Eff 24 May**

KHARKIV, UKRAINE
ILS or LOC Rwy 07

BRIEFING STRIP™

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750 (Russian 127.6)		118.8	133.9	118.1		133.250	
LOC IHR 111.1	Final Apch Crs 073°	GS No alt published	ILS DA(H) Refer to Minimums	Apt Elev 529' Rwy 495'		2700 MSA KHR VOR	
MISSED APCH: Climb on 073° to 2470', then turn RIGHT to VOR, then according to chart.							
Alt Set: hPa		Rwy Elev: 18 hPa		Trans level: By ATC			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2470' on 073°
ILS GS or	3.00°	372	478	531	637	743		
LOC Descent Angle								
MAP at D0.9 IHR								

JAR-OPS				STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND 1			
ILS				LOC (GS out)				Not authorized North of airport			
A: 695' (200') C: 715' (220')				DA(H) B: 705' (210') D: 725' (230')				MDA(H) 1010' (515')			
FULL				ALS out				Max Kts			
A				RVR 1400m				100 1020' (525') 1500m			
B				RVR 1500m				135 1200' (705') 1600m			
C				RVR 1600m				180 1420' (925') 2400m			
D				RVR 1800m				205 1420' (925') 3600m			

CHANGES: Missed apch radio comm failure withdrawn. MAP position.

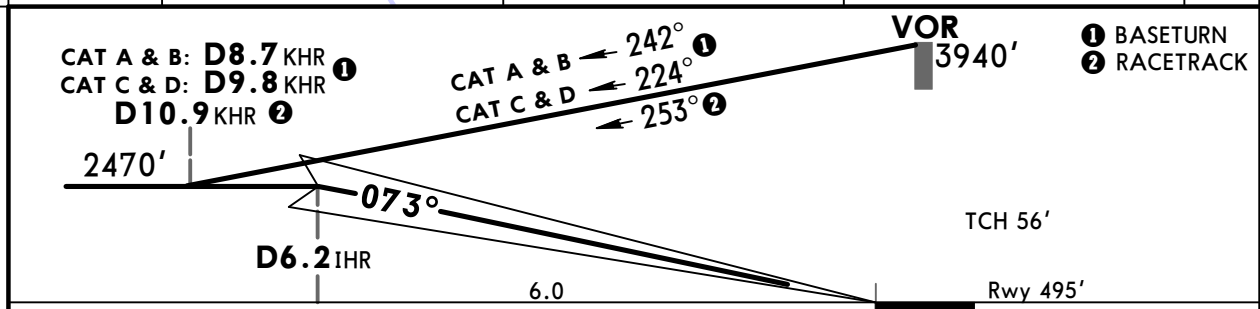
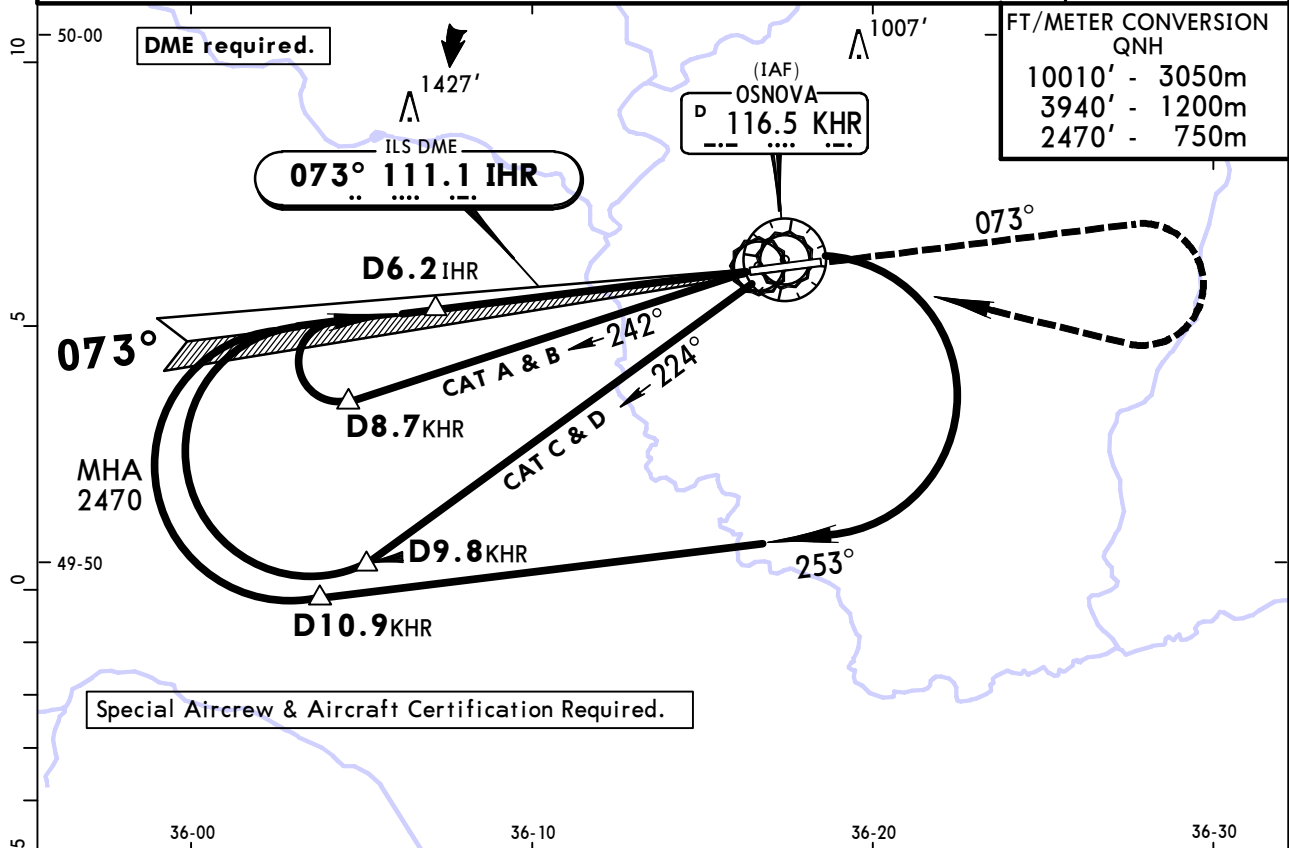
© JEPPESSEN, 2012, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

JEPPESSEN
11 MAY 18 **(11-1A)** Eff 24 May

KHARKIV, UKRAINE
CAT II ILS Rwy 07

BRIEFING STRIP TM	ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
	126.750(Russian 127.6)		118.8 133.9		118.1		133.250	
	LOC IHR 111.1	Final Apch Crs 073°	GS No alt published	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 529' Rwy 495'		2700 MSA KHR VOR
	MISSED APCH: Climb on 073° to 2470', then turn RIGHT to VOR, then according to chart.							
	Alt Set: hPa		Rwy Elev: 18 hPa	Trans level: By ATC		Trans alt: 10010'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	372	478	531	637	743	849	2470' on 073°

JAR-OPS		STRAIGHT-IN LANDING RWY 07	
CAT II ILS			
A RA 163' DA(H) 607'(112')	B RA 190' DA(H) 623'(128')	C RA 214' DA(H) 636'(141')	D RA 248' DA(H) 650'(155')
RVR 300mI	RVR 400m	RVR 450m	
I Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.			

CHANGES: Missed apch radio comm failure withdrawn.

© JEPPESSEN, 2013, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

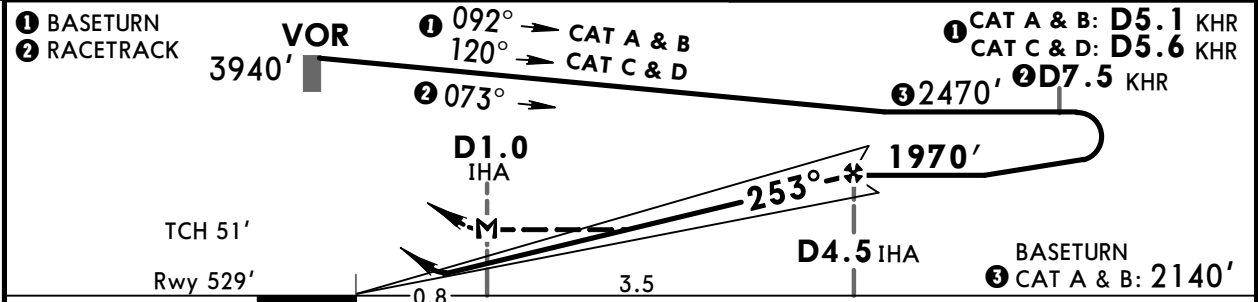
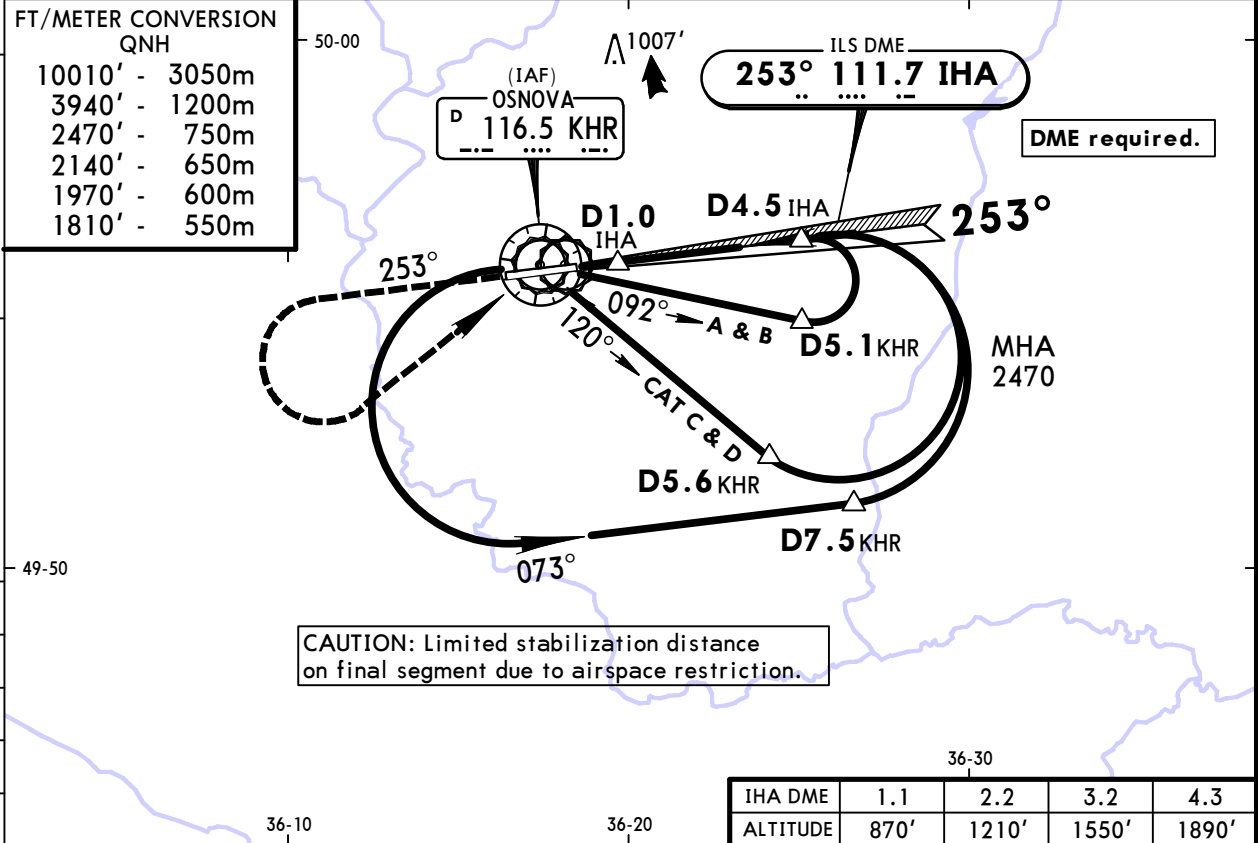
JEPPESEN
11 MAY 18
Eff 24 May 11-2

KHARKIV, UKRAINE
ILS Z or LOC Z Rwy 25

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750(Russian 127.6)		118.8 133.9		118.1		133.250	
LOC IHA 111.7	Final Apch Crs 253°	GS No alt published	ILS DA(H) Refer to Minimums	Apt Elev 529' Rwy 529'		2700 MSA KHR VOR	
MISSED APCH: Climb on 253° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.							

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1810' on 253°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 IHA							

JAR-OPS		STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
ILS				LOC (GS out)		Not authorized North of airport			
A: 729' (200') C: 749' (220')				MDA(H) 1010' (481')					
DA(H) B: 739' (210') D: 759' (230')									
FULL		ALS out				ALS out		Max Kts	
A	RVR 700m	RVR 1000m	RVR 1400m	RVR 1500m	100	MDA(H) 1020' (491')		VIS 1500m	
B			RVR 1500m			1200' (671')		1600m	
C			RVR 1600m	RVR 2000m		180	1420' (891')		2400m
D			RVR 1800m			205	1420' (891')		3600m

CHANGES: Missed apch radio comm failure withdrawn. MAP position.

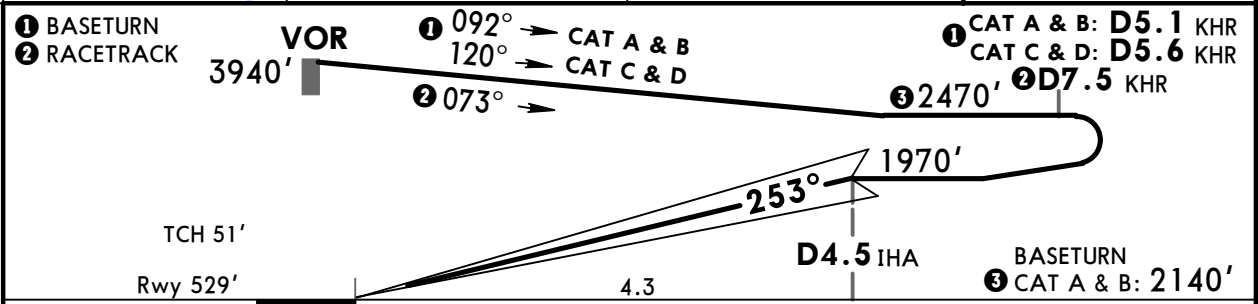
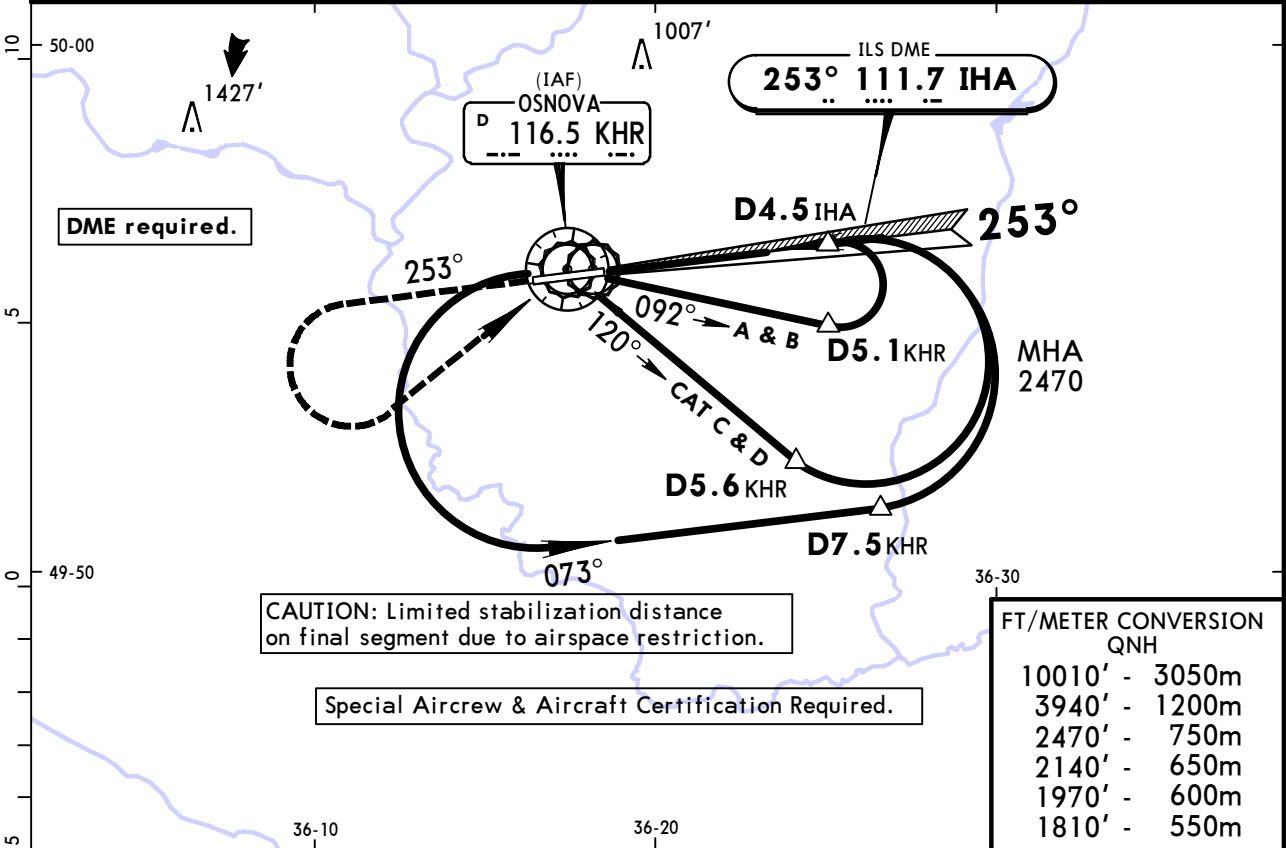
© JEPPESEN, 2012, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

JEPPESEN
11 MAY 18
Eff 24 May 11-2A

KHARKIV, UKRAINE
CAT II ILS Z Rwy 25

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750(Russian 127.6)		118.8	133.9	118.1		133.250	
LOC IHA 111.7	Final Apch Crs 253°	GS No alt published	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 529' Rwy 529'	2700 MSA KHR VOR	
MISSED APCH: Climb on 253° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.							
Alt Set: hPa Rwy Elev: 19 hPa Trans level: By ATC Trans alt: 10010'							



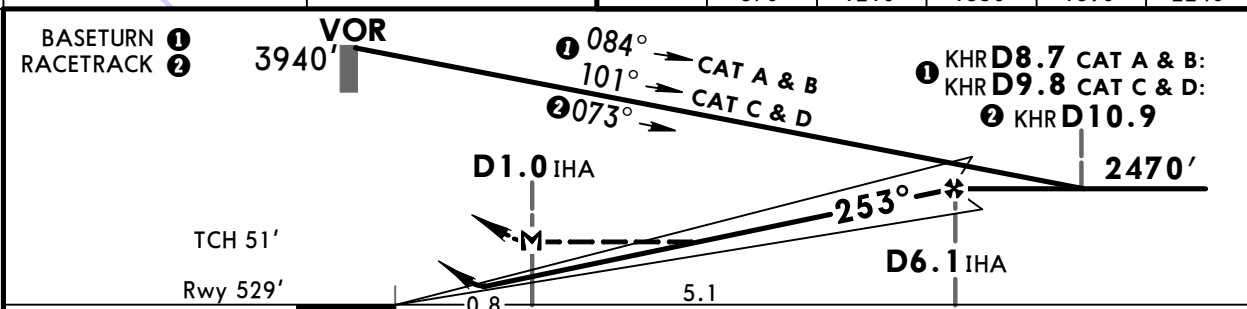
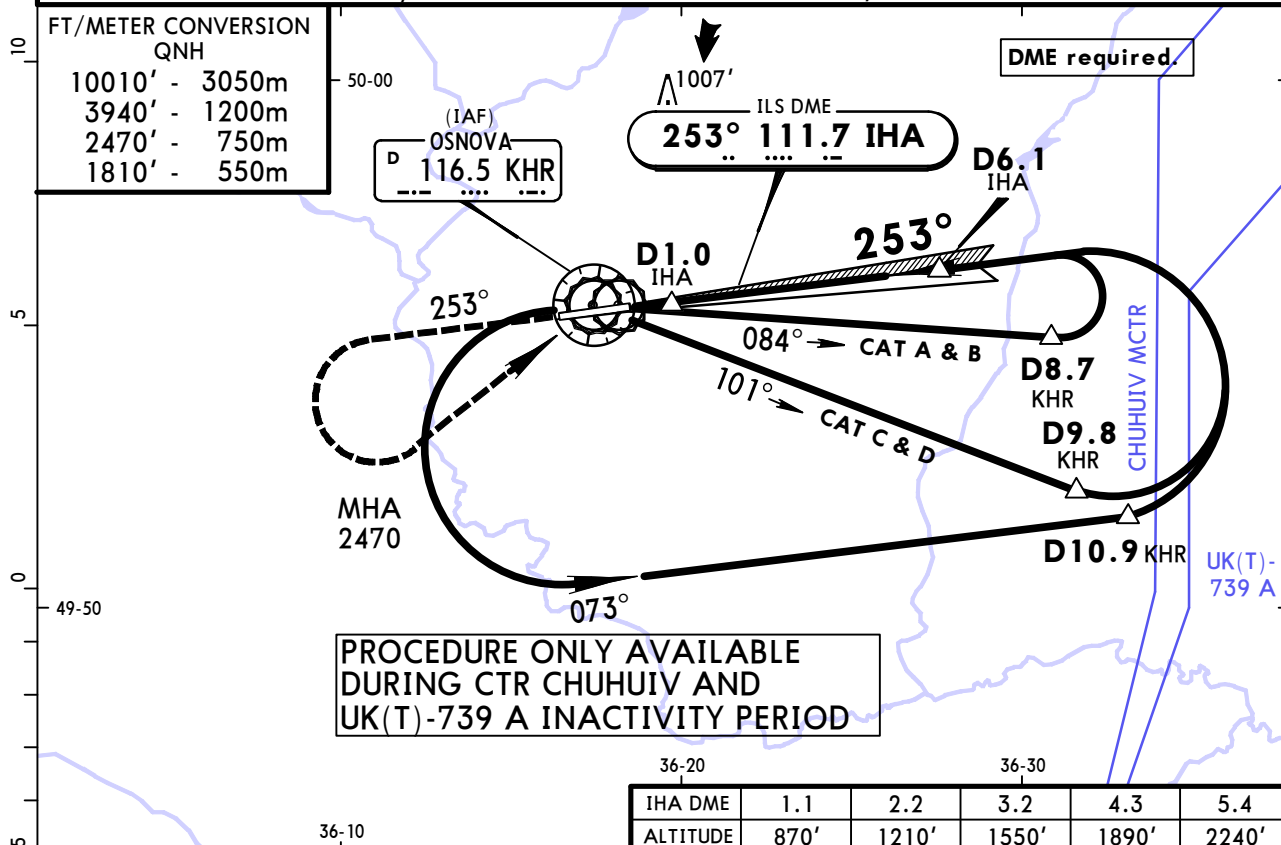
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1810' on 253°
GS	3.00°	372	478	531	637	743		

JAR-OPS				STRAIGHT-IN LANDING RWY 25 CAT II ILS			
A RA 131' DA(H) 641'(112')		B RA 152' DA(H) 657'(128')		C RA 169' DA(H) 670'(141')		D RA 187' DA(H) 683'(154')	
RVR 300m		RVR 400m		RVR 450m			

KHARKIV, UKRAINE
ILS Y or LOC Y Rwy 25

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750 (Russian 127.6)		118.8 133.9		118.1		133.250	
LOC IHA 111.7	Final Apch Crs 253°	GS No alt published	ILS DA(H) Refer to Minimums	Apt Elev 529' Rwy 529'		 2700 MSA KHR VOR	
MISSED APCH: Climb on 253° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.							
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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 IHA						

	1810' 	on 253°
---	---	----------------

JAR-OPS		STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND		
ILS		LOC (GS out)				Not authorized North of airport		
DA(H) A: 729' (200') C: 749' (220') B: 739' (210') D: 759' (230')		MDA(H) 1010' (481')						
FULL		ALS out		ALS out		Max Kts	MDA(H)	VIS
A	RVR 700m	RVR 1000m	RVR 1400m	RVR 1500m	100	1020' (491')	1500m	
B			RVR 1500m		135	1200' (671')	1600m	
C			RVR 1600m	RVR 2000m	180	1420' (891')	2400m	
D			RVR 1800m		205	1420' (891')	3600m	

CHANGES: Missed apch radio comm failure withdrawn. MAP position.

© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

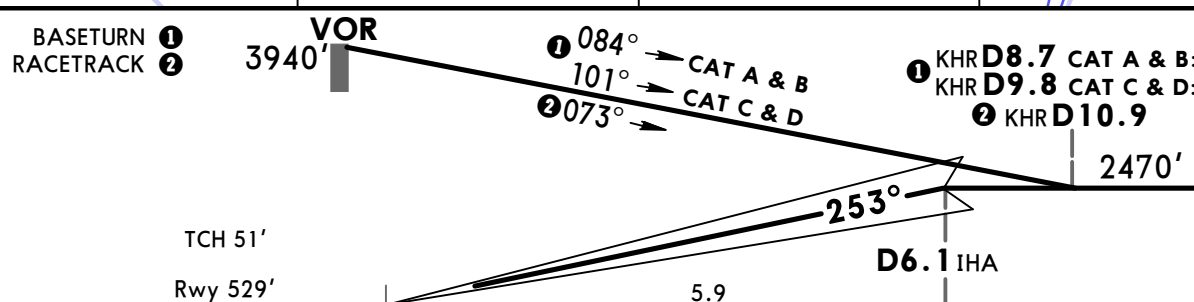
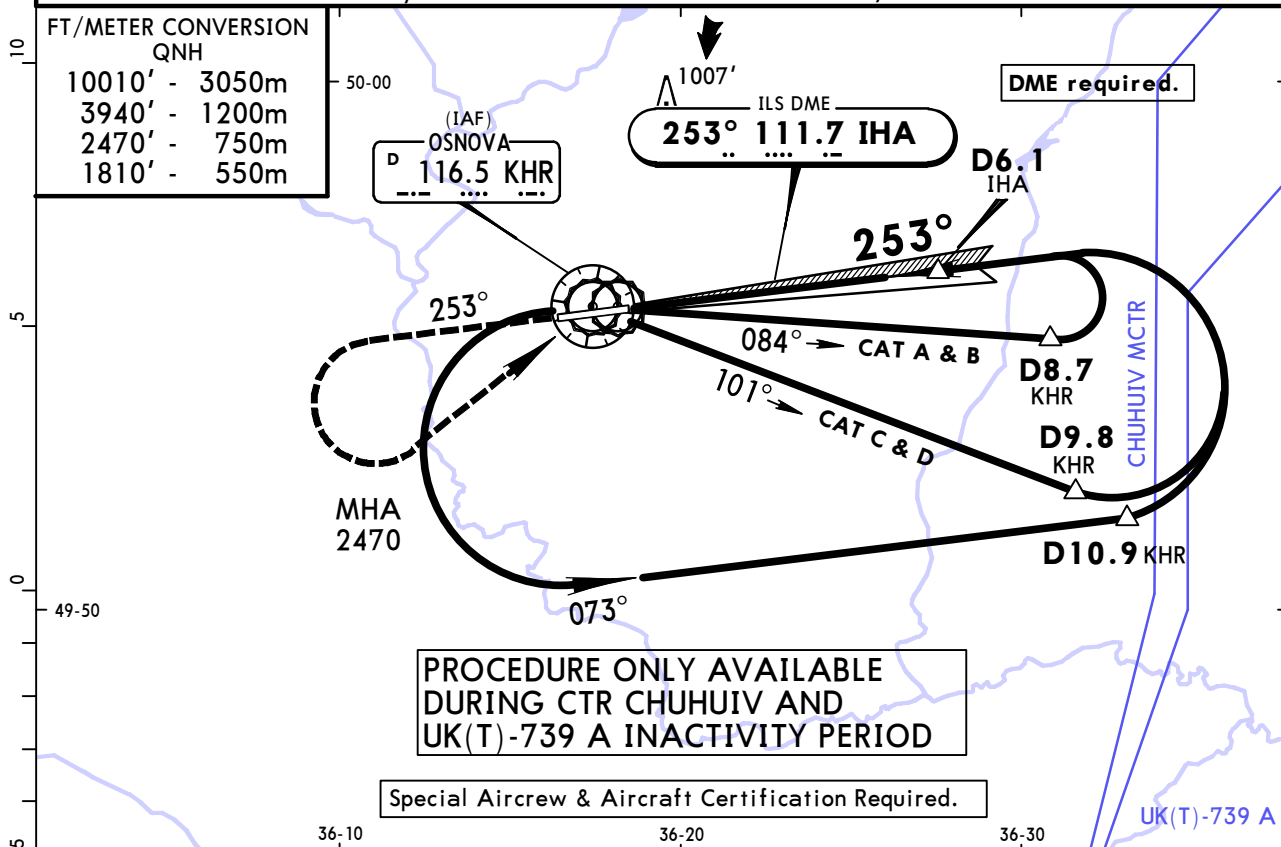
UKHH/HRK
OSNOVA

JEPPESEN
11 MAY 18
Eff 24 May (11-3A)

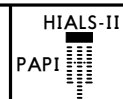
KHARKIV, UKRAINE
CAT II ILS Y Rwy 25

BRIEFING STRIP™

ATIS		KHARKIV Radar		KHARKIV Tower		Ground				
126.750(Russian 127.6)		118.8		133.9		118.1		133.250		
LOC IHA 111.7		Final Apch Crs 253°		GS No alt published		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 529' Rwy 529'		2700 MSA KHR VOR
MISSED APCH: Climb on 253° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.										
Alt Set: hPa		Rwy Elev: 19 hPa		Trans level: By ATC			Trans alt: 10010'			



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



1810' on 253°

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 ①	RVR 400m	RVR 450m	

① Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Missed apch radio comm failure withdrawn.

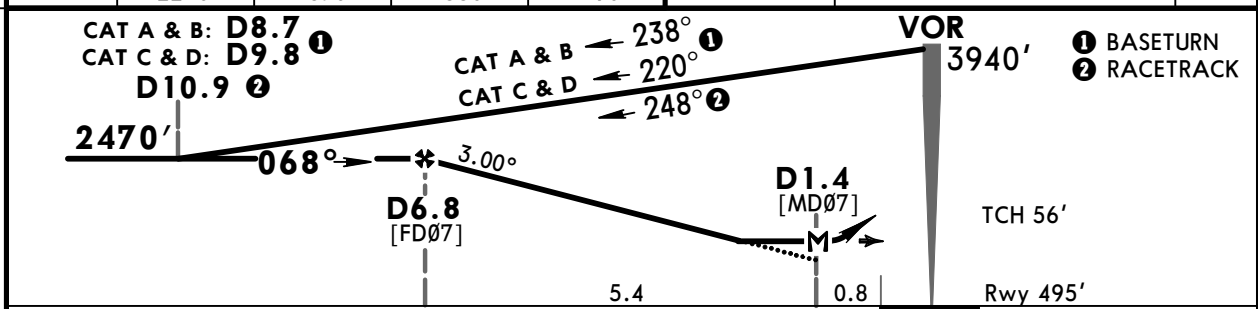
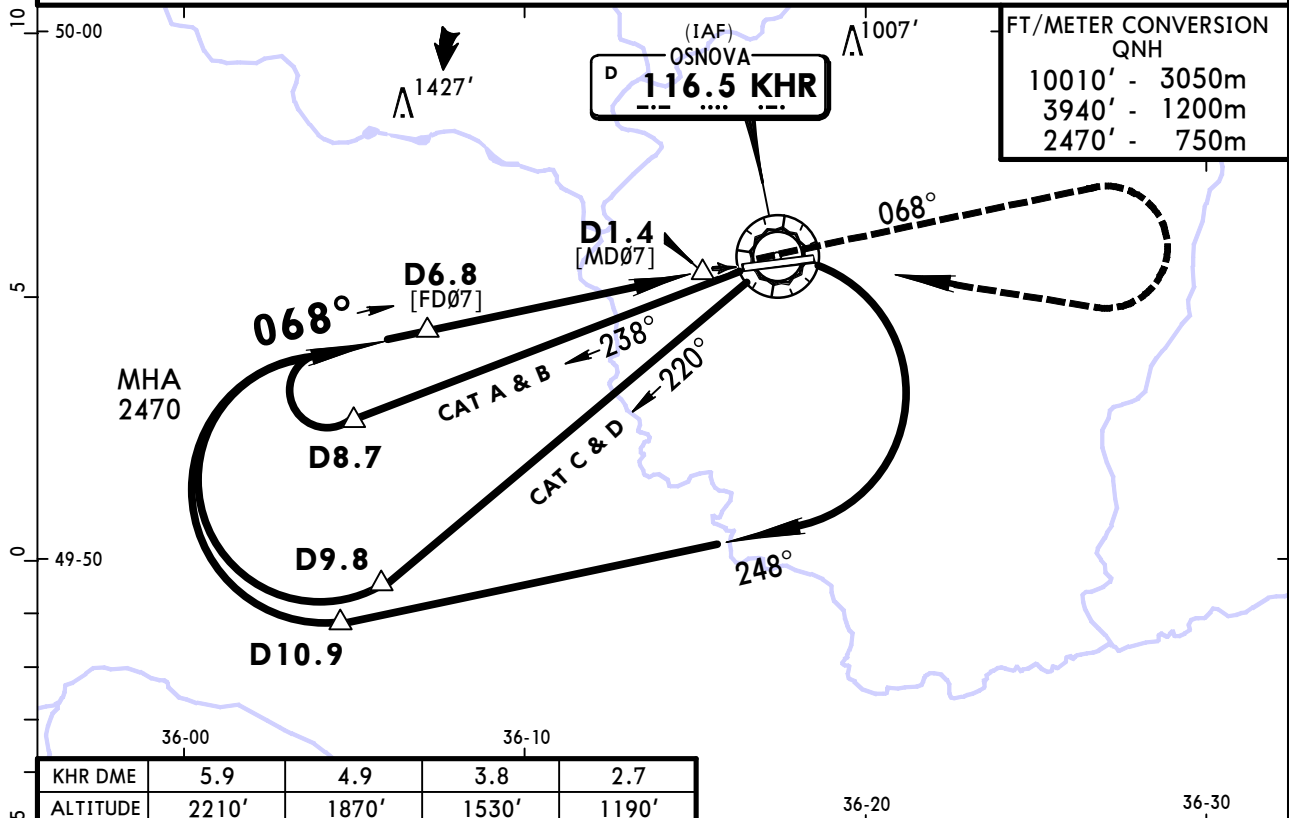
© JEPPESEN, 2015, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

JEPPESSEN
11 MAY 18 **(13-1)** Eff 24 May

KHARKIV, UKRAINE
VOR Rwy 07

BRIEFING STRIP™	ATIS	KHARKIV Radar		KHARKIV Tower		Ground
	126.750 (Russian 127.6)	118.8	133.9	118.1		133.250
	VOR KHR 116.5	Final Apch Crs 068°	Minimum Alt D6.8 2470' (1975')	MDA(H) 1010' (515')	Apt Elev 529' Rwy 495'	2700 MSA KHR VOR
MISSED APCH: Climb on 068° to 2470', then turn RIGHT to VOR, then according to chart.						
Alt Set: hPa DME required.		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2470' on 068°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.4								

JAR-OPS			STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND 1		
					Not authorized North of airport		
MDA(H) 1010' (515')			ALS out		Max Kts	MDA(H)	VIS
A	RVR 1400m		RVR 1500m		100	1020' (525')	1500m
B	RVR 1500m				135	1200' (705')	1600m
C	RVR 1600m		RVR 2000m		180	1420' (925')	2400m
D	RVR 1800m				205	1420' (925')	3600m
1 Circling height based on rwy 07 thresh elev of 495'.							

CHANGES: Missed apch radio comm failure withdrawn.

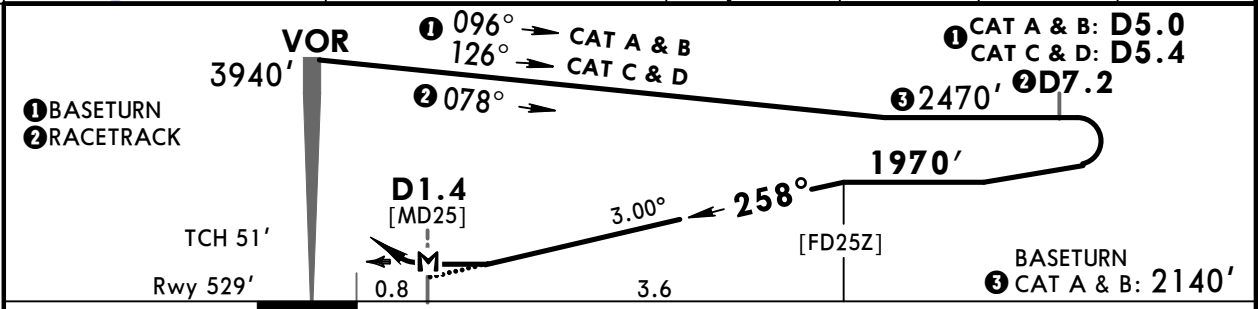
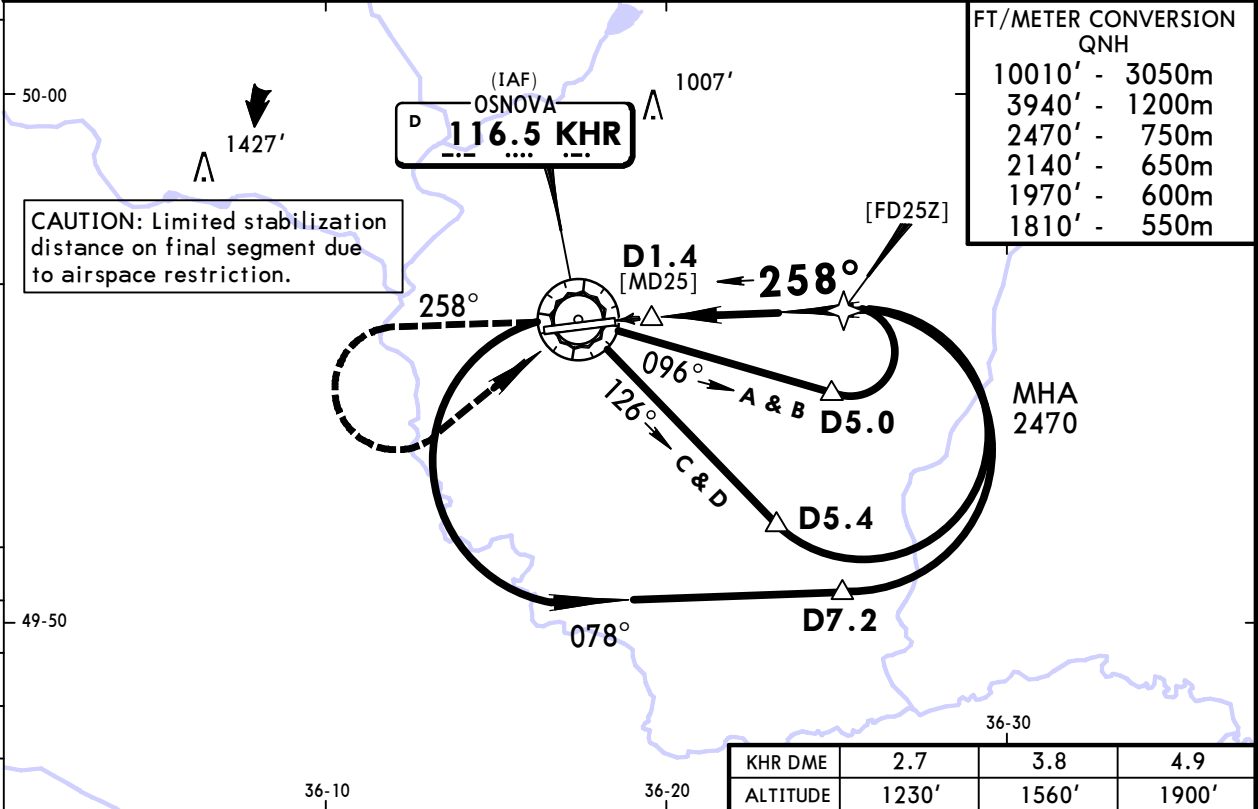
© JEPPESSEN, 2011, 2018. ALL RIGHTS RESERVED.

UKHH/HRK
OSNOVA

JEPPESEN
11 MAY 18 (13-2) Eff 24 May

KHARKIV, UKRAINE
VOR Z Rwy 25

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750(Russian 127.6)		118.8 133.9		118.1		133.250	
VOR KHR 116.5	Final Apch Crs 258°	Minimum Alt No FAF	MDA(H) 1070'(541')	Apt Elev 529' Rwy 529'		2700 MSA KHR VOR	
MISSED APCH: Climb on 258° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.							
Alt Set: hPa DME required.		Rwy Elev: 19 hPa		Trans level: By ATC		Trans alt: 10010'	



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

JAR-OPS			STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
			MDA(H) 1070' (541')			Not authorized North of airport		
			ALS out			Max Kts		
A	RVR 1400m		RVR 1500m			100	1070' (541')	1500m
B	RVR 1500m					135	1200' (671')	1600m
C	RVR 1600m					180	1420' (891')	2400m
D	RVR 1800m					205	1420' (891')	3600m

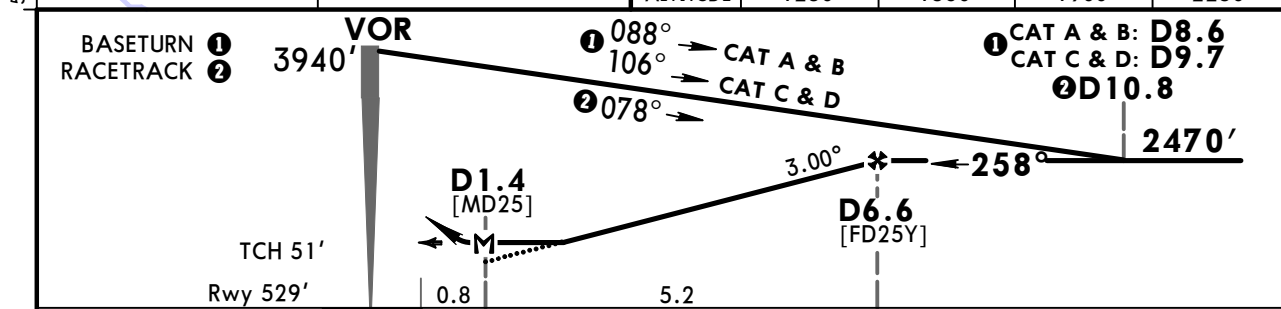
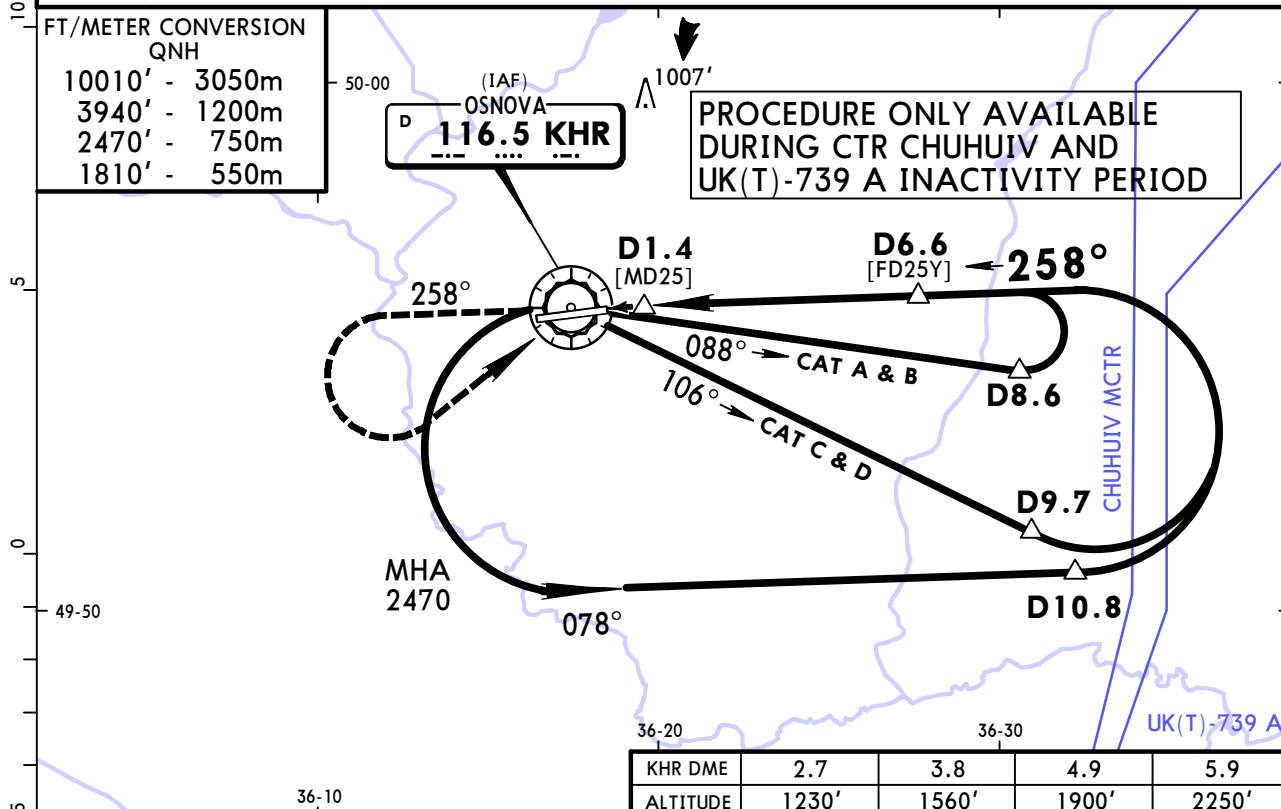
UKHH/HRK
OSNOVA

JEPPESSEN
11 MAY 18 **(13-3)** Eff 24 May

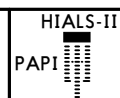
KHARKIV, UKRAINE
VOR Y Rwy 25

BRIEFING STRIP™

ATIS		KHARKIV Radar		KHARKIV Tower		Ground	
126.750(Russian 127.6)		118.8		133.9		118.1	
133.250							
VOR KHR 116.5		Final Apch Crs 258°		Minimum Alt D6.6 2470'(1941')		MDA(H) 1020'(491')	
Apt Elev 529'		Rwy 529'					
MISSED APCH: Climb on 258° to 1810', then turn LEFT to VOR climbing to 2470', 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						



1810' on 258°

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' (491')	1500m
135	1200' (671')	1600m
180	1420' (891')	2400m
205	1420' (891')	3600m

PANS OPS

CHANGES: Missed apch radio comm failure withdrawn.

© JEPPESSEN, 2015, 2018. ALL RIGHTS RESERVED.

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KHARKIV, (OSNOVA - UKHH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKHH