

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKHH

Terminal Charts For UKHH

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Kharkiv Ukr
IATA Code: HRK
Lat/Long: N49° 55.6' E036° 17.4'
Elevation: 529 ft

Airport Use: Public
Magnetic Variation: 7.9°E

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

Sunrise: 0233 Z
Sunset: 1635 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: 08
Length x Width: 4921 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 506 ft
Lighting: Edge

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

Runway: 26
Length x Width: 4921 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 485 ft
Lighting: Edge, ALS

Communication Information

ATIS 127.6 Non-English

ATIS 126.75

Kharkiv Tower 118.1 At or below 3900 ft

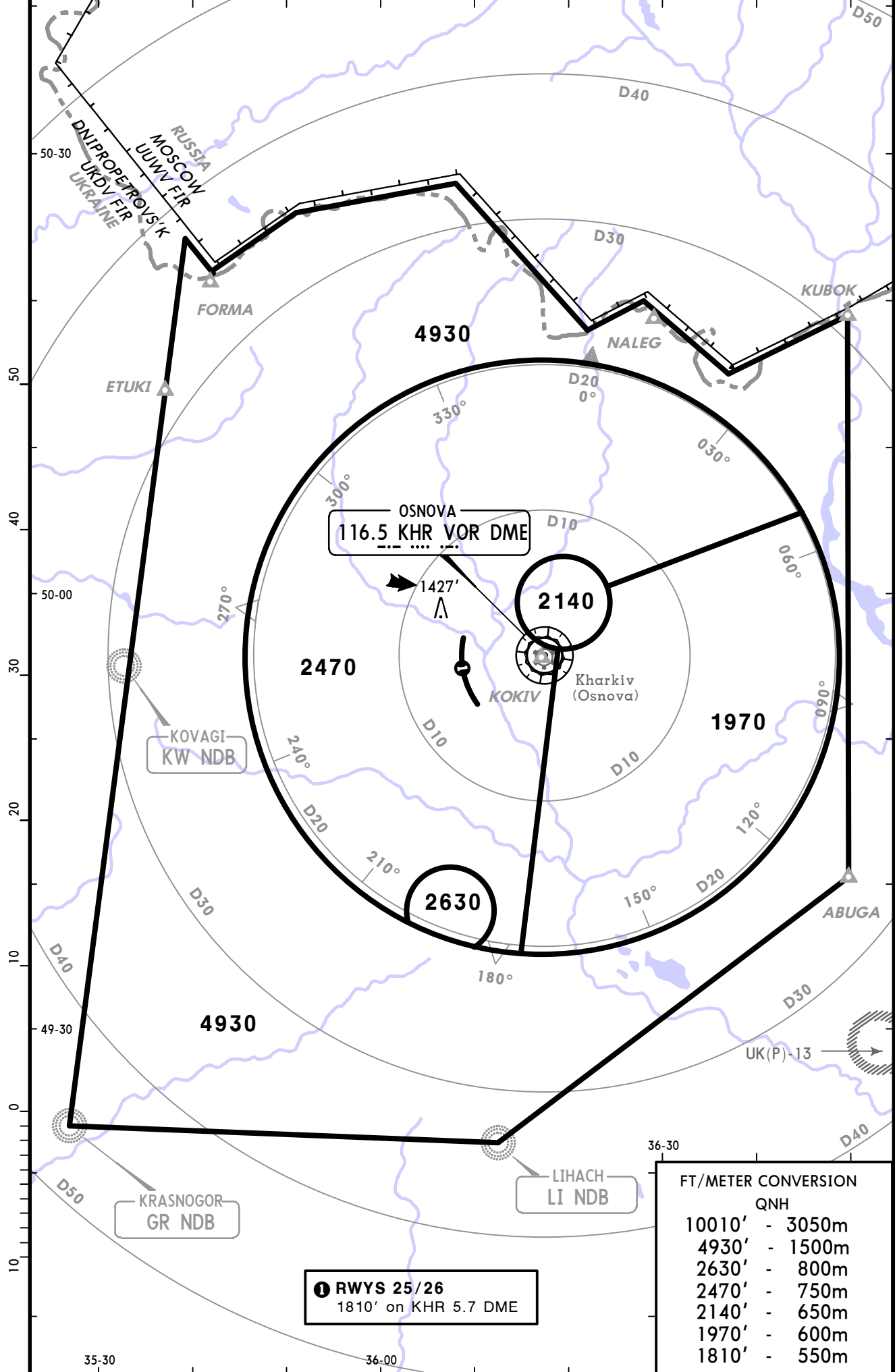
Kharkiv Ground Control 119.0

Kharkiv Approach Control 133.9

Kharkiv Approach Control 123.7

Kharkiv Approach Control 118.8

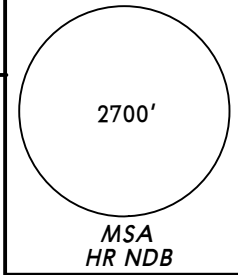
KHARKIV Approach (R) *Apt Elev* Alt Set: hPa (MM on request)
 118.8 123.7 133.9 529' Trans level: By ATC Trans alt: 10010'



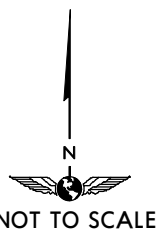
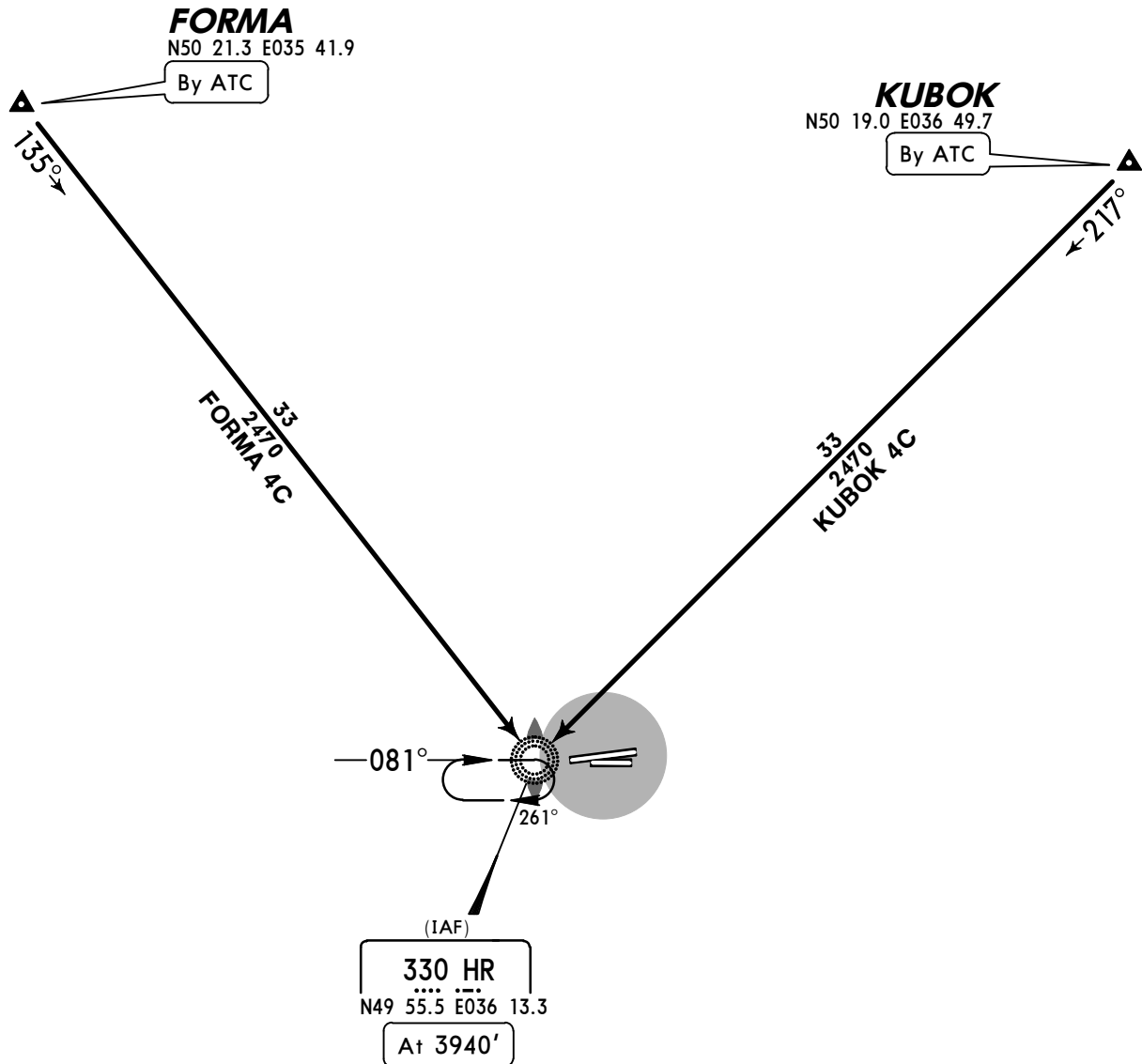
1 RWYS 25/26
1810' on KHR 5.7 DME

FT/METER CONVERSION	
QNH	
10010'	- 3050m
4930'	- 1500m
2630'	- 800m
2470'	- 750m
2140'	- 650m
1970'	- 600m
1810'	- 550m

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



FORMA FOUR CHARLIE (FORMA 4C) [FORM4C]
KUBOK FOUR CHARLIE (KUBOK 4C) [KUBO4C]
RWY 08 ARRIVALS

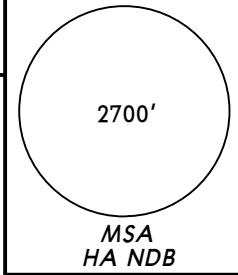


Direct distance to Osnova Apt from:
HR **3 NM**

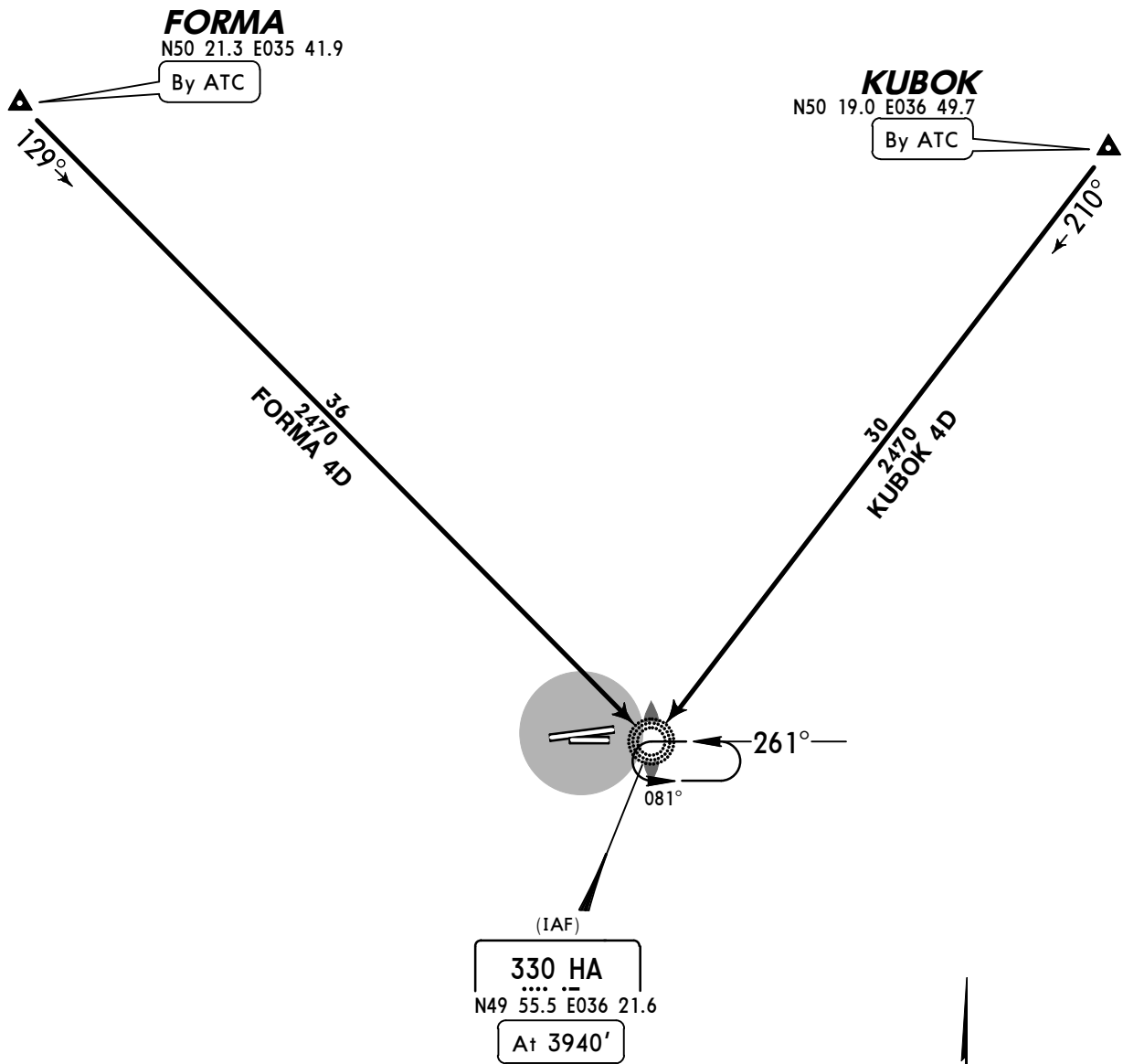
FT/METER CONVERSION	
QNH	
10010'	- 3050m
3940'	- 1200m

STAR	ROUTING
FORMA 4C	Intercept 135° bearing to HR.
KUBOK 4C	Intercept 217° bearing to HR.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



FORMA FOUR DELTA (FORMA 4D) [FORM4D]
KUBOK FOUR DELTA (KUBOK 4D) [KUBO4D]
RWY 26 ARRIVALS

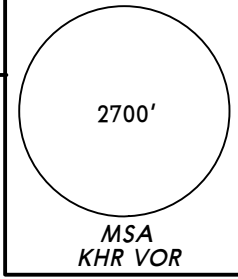


Direct distance to Osnova Apt from:
HA 3 NM

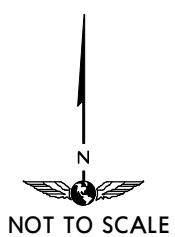
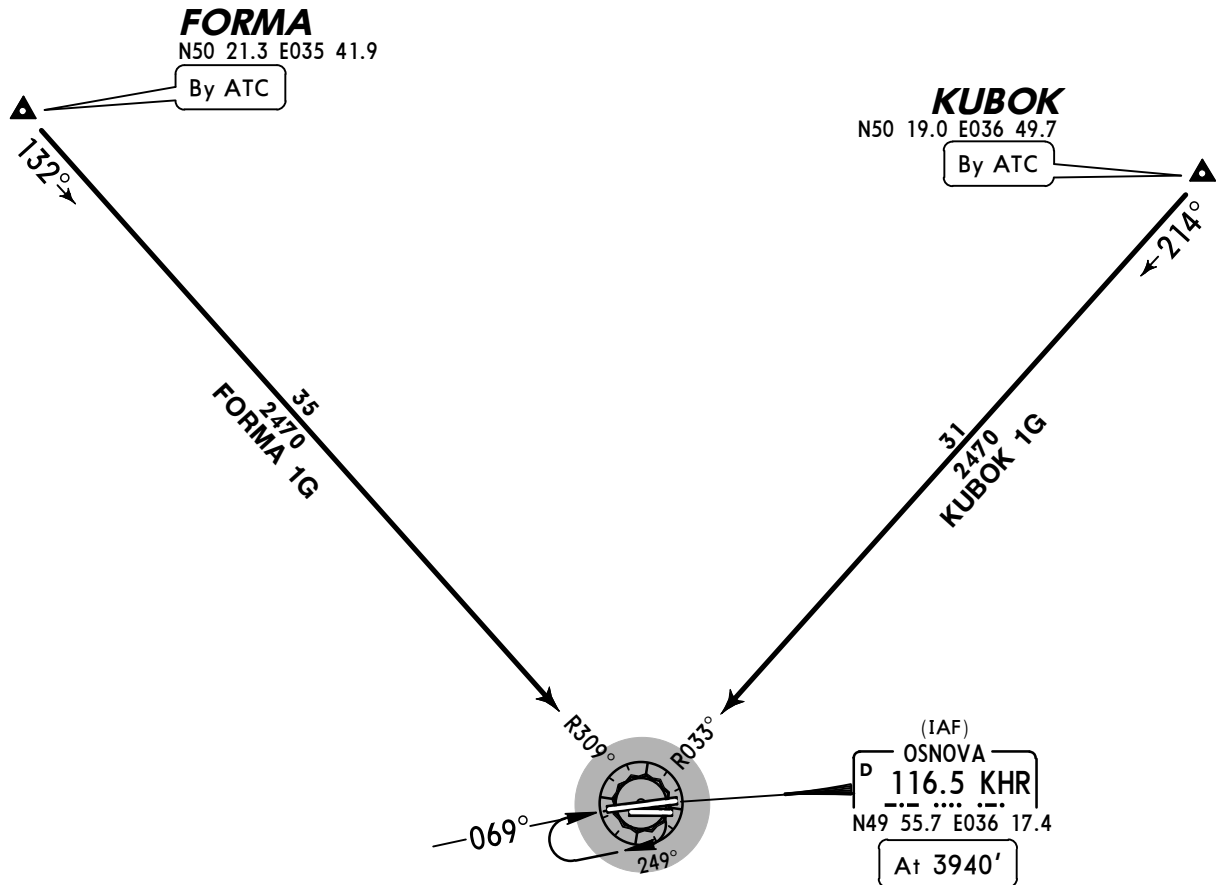
FT/METER CONVERSION	
QNH	
10010'	- 3050m
3940'	- 1200m

STAR	ROUTING
FORMA 4D	Intercept 129° bearing to HA.
KUBOK 4D	Intercept 210° bearing to HA.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



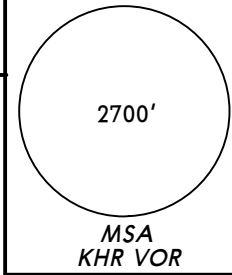
FORMA ONE GOLF (FORMA 1G) [FORM1G]
KUBOK ONE GOLF (KUBOK 1G) [KUBO1G]
RWYS 07, 08 ARRIVALS



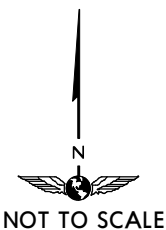
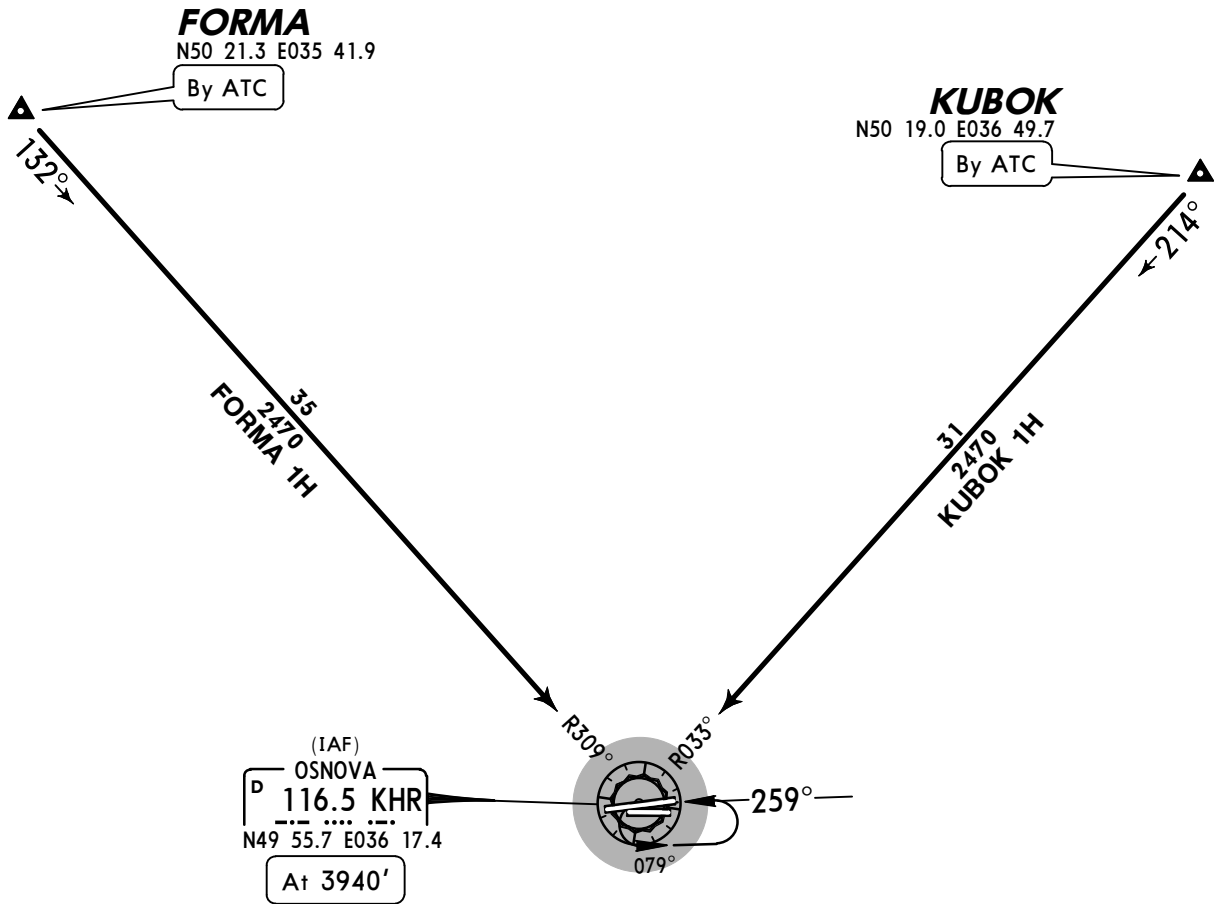
FT/METER CONVERSION	
QNH	
10010'	- 3050m
3940'	- 1200m

STAR	ROUTING
FORMA 1G	Intercept KHR R-309 inbound to KHR.
KUBOK 1G	Intercept KHR R-033 inbound to KHR.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



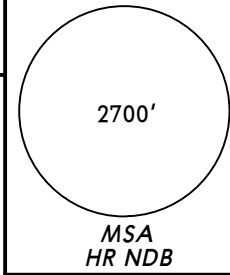
FORMA ONE HOTEL (FORMA 1H) [FORM1H]
KUBOK ONE HOTEL (KUBOK 1H) [KUBO1H]
RWYS 25, 26 ARRIVALS



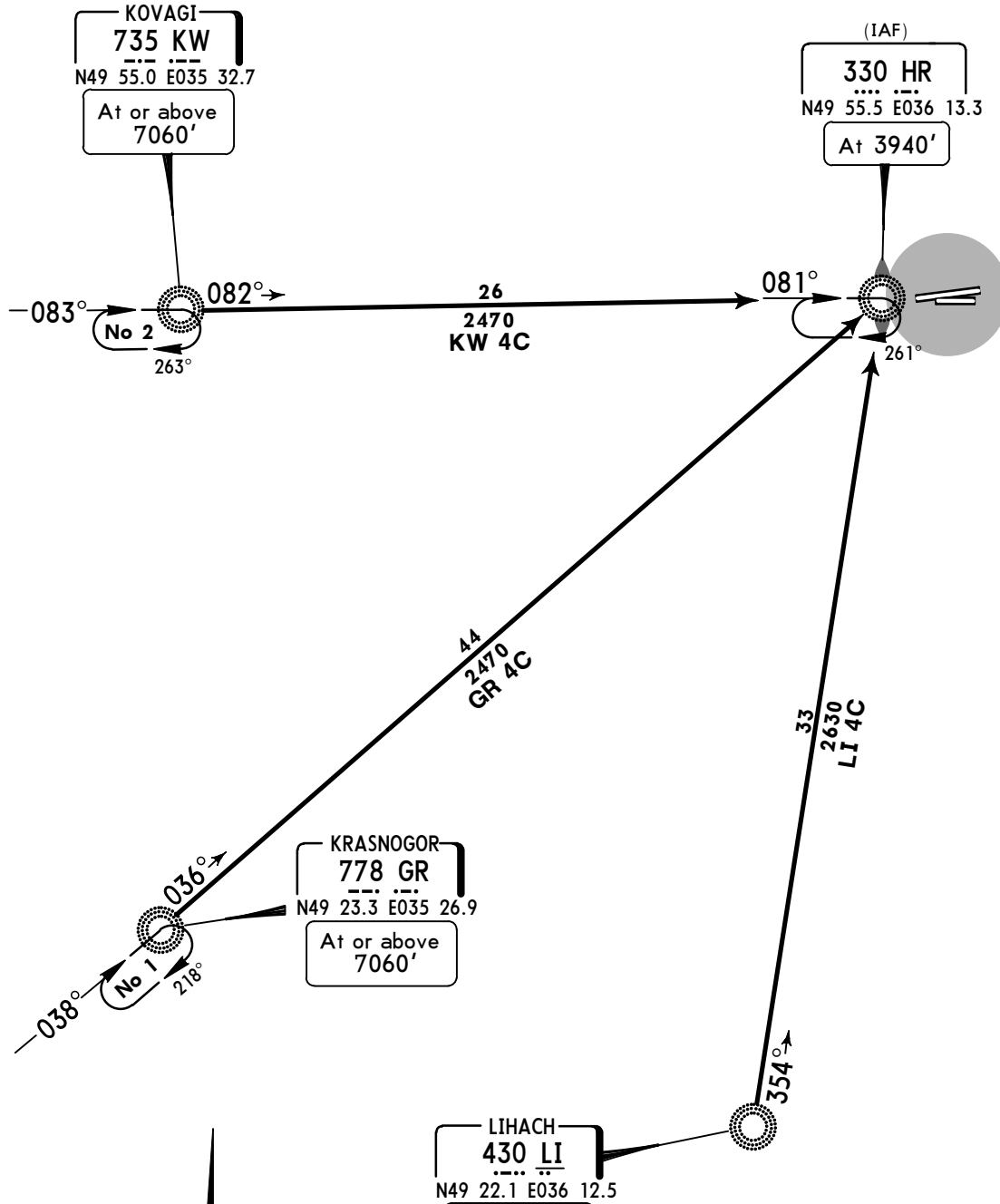
FT/METER CONVERSION	
QNH	
10010'	- 3050m
3940'	- 1200m

STAR	ROUTING
FORMA 1H	Intercept KHR R-309 inbound to KHR.
KUBOK 1H	Intercept KHR R-033 inbound to KHR.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



KOVAGI FOUR CHARLIE (KW 4C)
KRASNOGOR FOUR CHARLIE (GR 4C)
LIHACH FOUR CHARLIE (LI 4C)
RWY 08 ARRIVALS



KRASNOGOR
778 GR
N49 23.3 E035 26.9
At or above
7060'

LIHACH
430 LI
N49 22.1 E036 12.5
At or above
8040'

(IAF)
330 HR
N49 55.5 E036 13.3
At 3940'

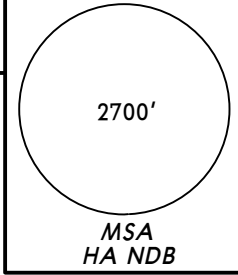
KOVAGI
735 KW
N49 55.0 E035 32.7
At or above
7060'

FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m

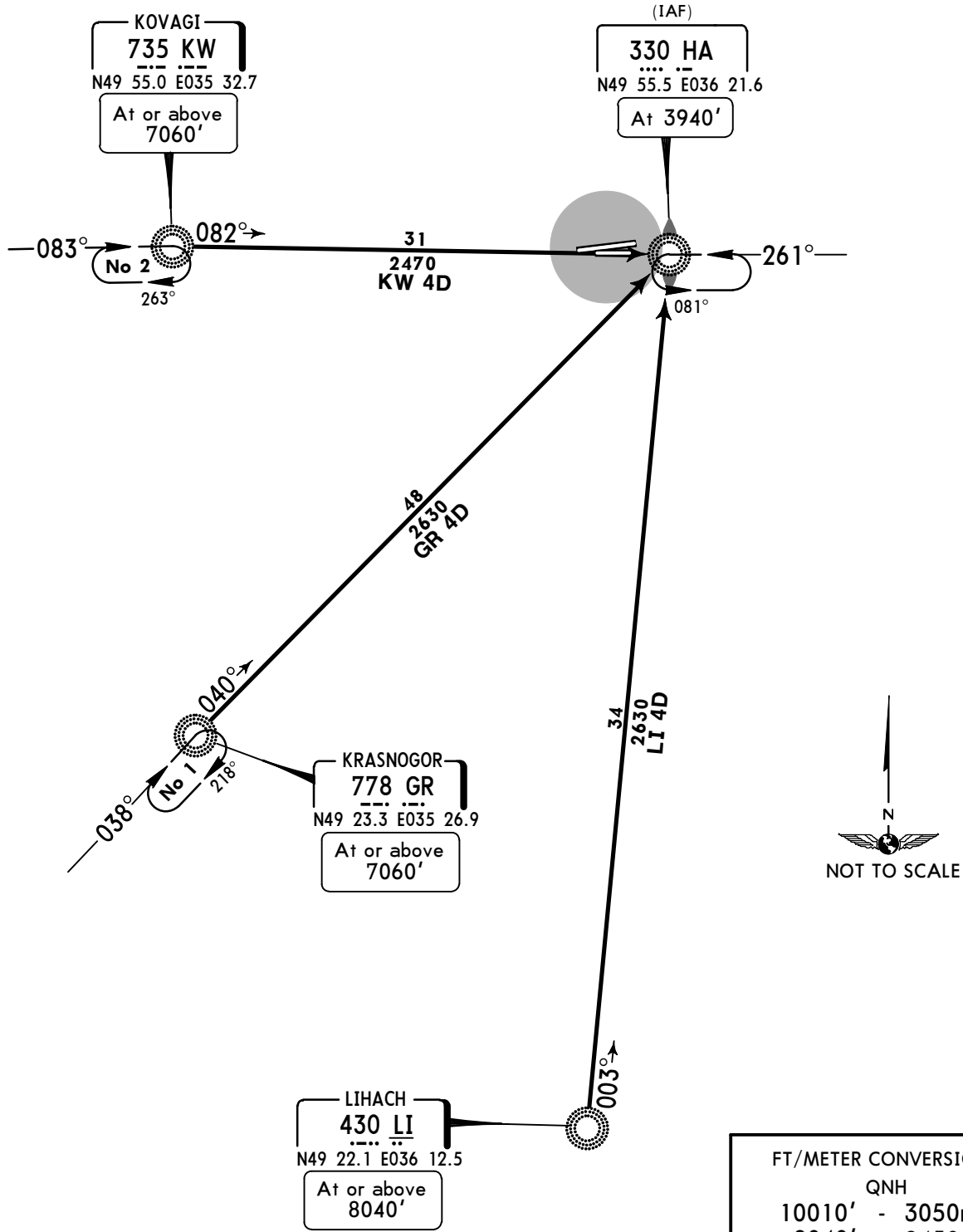
Direct distance to Osnova Apt from:
HR 3 NM

STAR	ROUTING
GR 4C	Intercept 036° bearing to HR.
KW 4C	Intercept 082° bearing to HR.
LI 4C	Intercept 354° bearing to HR.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



KOVAGI FOUR DELTA (KW 4D)
KRASNOGOR FOUR DELTA (GR 4D)
LIHACH FOUR DELTA (LI 4D)
RWY 26 ARRIVALS

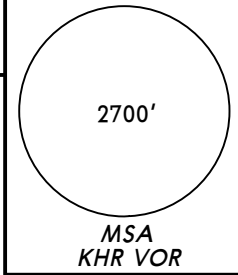


Direct distance to Osnova Apt from:
HA 3 NM

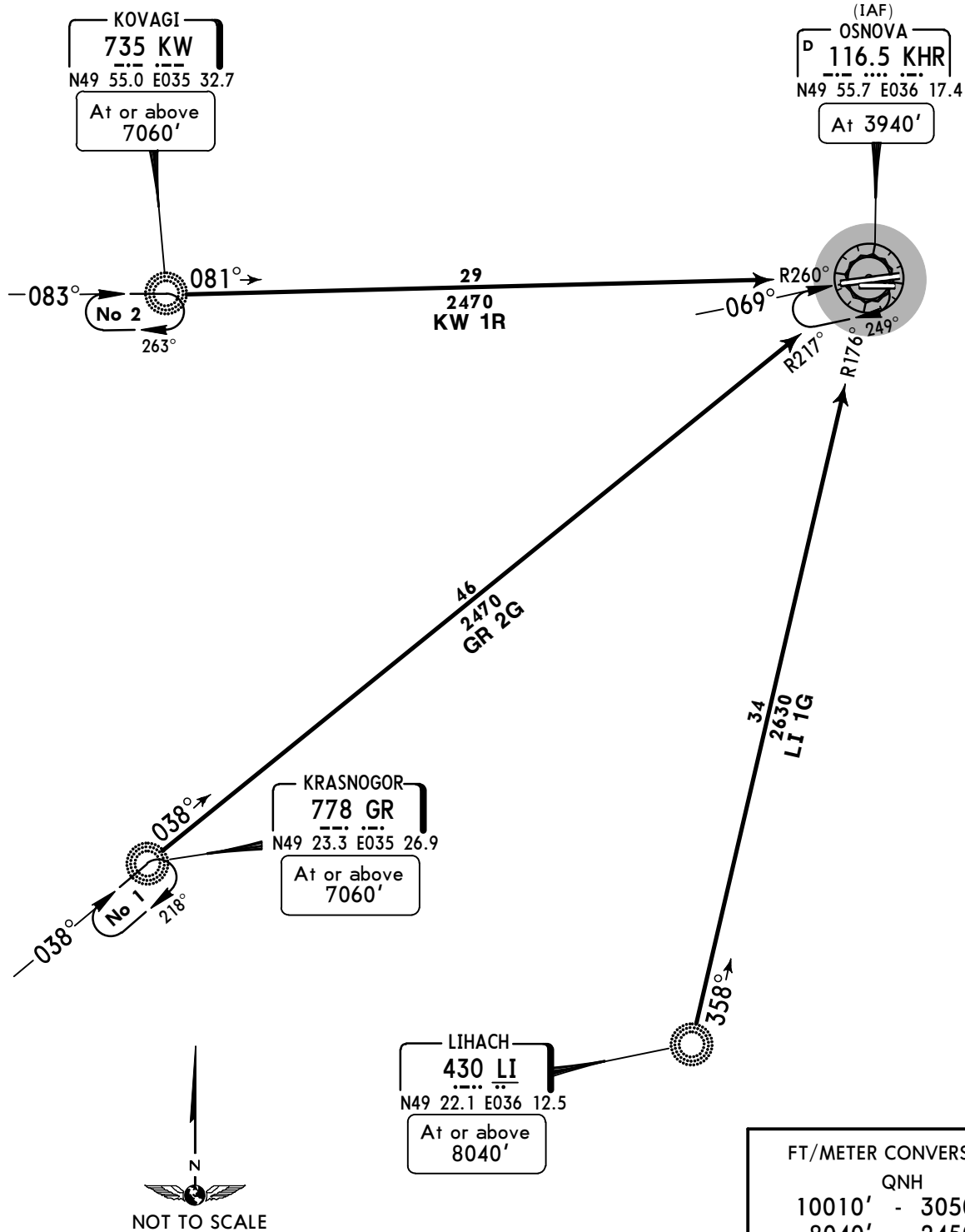
FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m

STAR	ROUTING
GR 4D	Intercept 040° bearing to HA.
KW 4D	Intercept 082° bearing to HA.
LI 4D	Intercept 003° bearing to HA.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



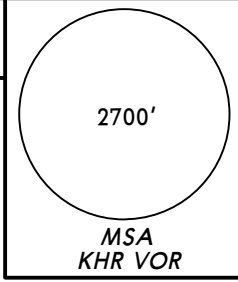
KOVAGI ONE ROMEO (KW 1R)
KRASNOGOR TWO GOLF (GR 2G)
LIHACH ONE GOLF (LI 1G)
RWYS 07, 08 ARRIVALS



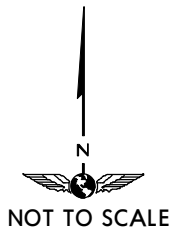
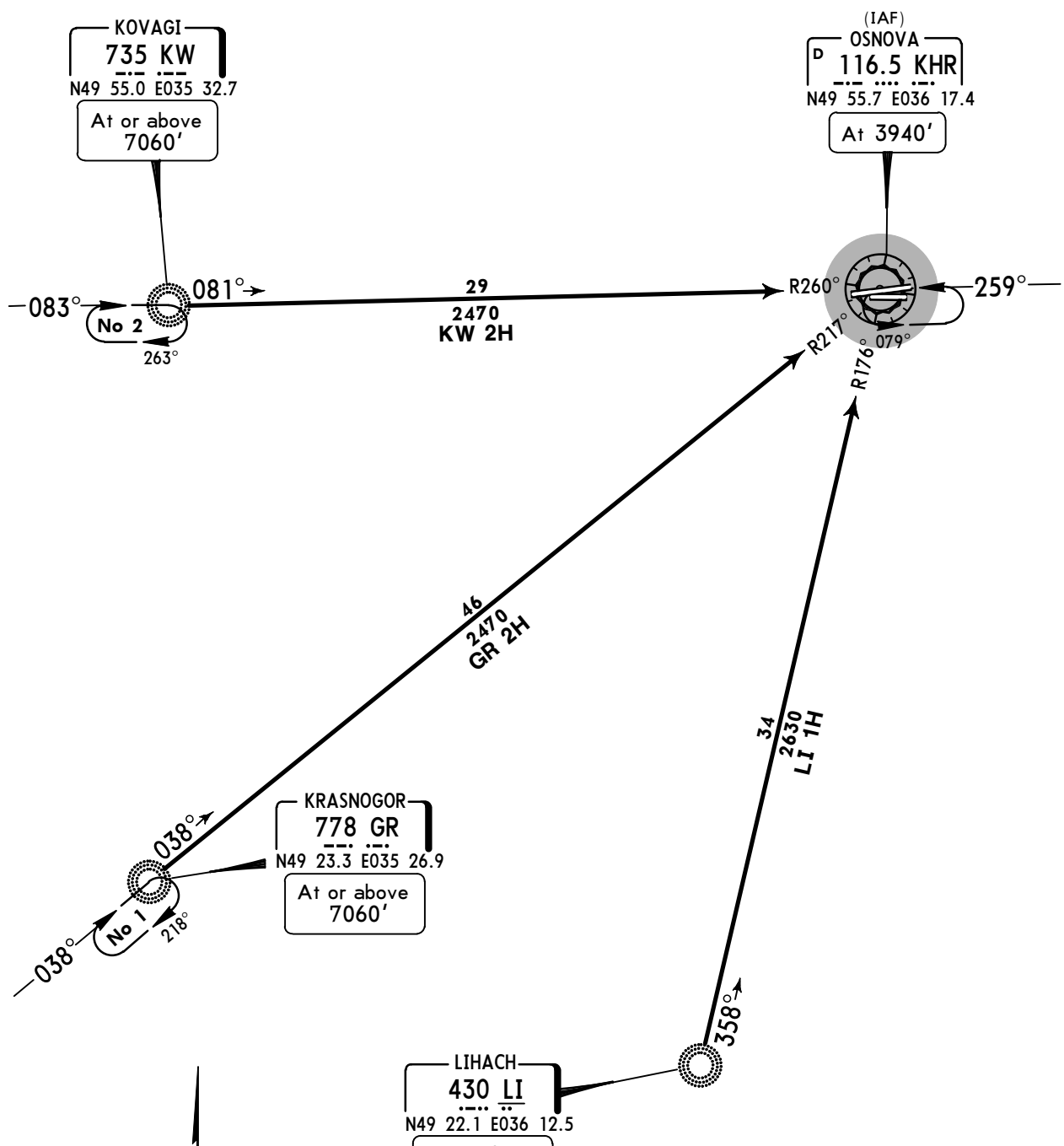
FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m

STAR	ROUTING
GR 2G	Intercept KHR R-217 inbound to KHR.
KW 1R	Intercept KHR R-260 inbound to KHR.
LI 1G	Intercept KHR R-176 inbound to KHR.

ATIS
126.75 (Russian 127.6) Apt Elev 529' Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



KOVAGI TWO HOTEL (KW 2H)
KRASNOGOR TWO HOTEL (GR 2H)
LIHACH ONE HOTEL (LI 1H)
RWYS 25, 26 ARRIVALS

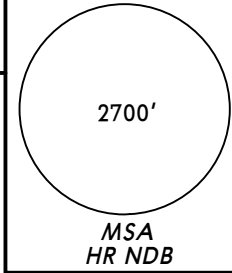


FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m

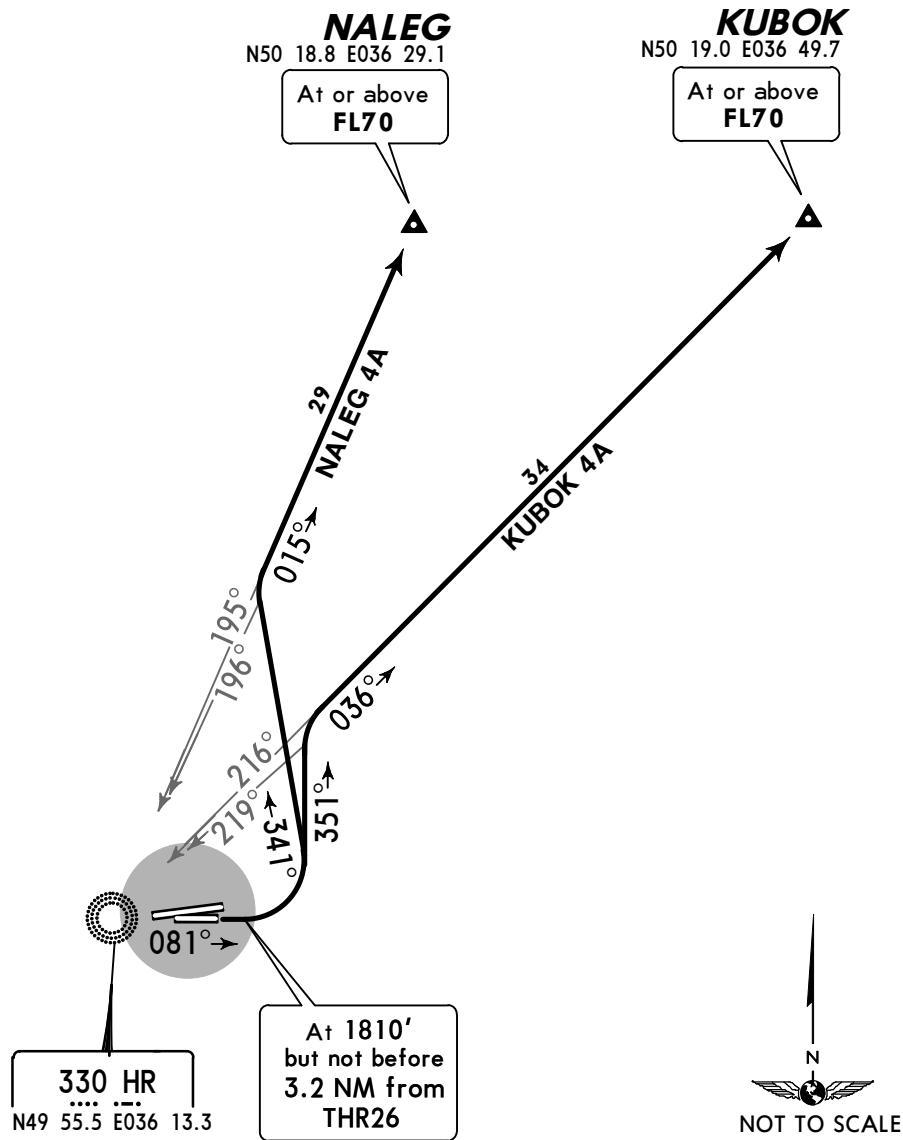
STAR	ROUTING
GR 2H	Intercept KHR R-217 inbound to KHR.
KW 2H	Intercept KHR R-260 inbound to KHR.
LI 1H	Intercept KHR R-176 inbound to KHR.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK FOUR ALFA (KUBOK 4A) [KUBO4A]
NALEG FOUR ALFA (NALEG 4A) [NALE4A]
RWY 08 DEPARTURES
BASED ON NDB



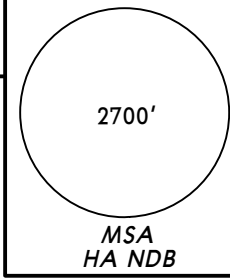
FT/METER CONVERSION	
	QNH
1810'	- 550m
10010'	- 3050m

SID	ROUTING
KUBOK 4A	Climb on 081° track to 1810', turn LEFT, 351° track, when passing 219° bearing to HR turn RIGHT, intercept 036° bearing from HR to KUBOK.
NALEG 4A	Climb on 081° track to 1810', turn LEFT, 341° track, when passing 196° bearing to HR turn RIGHT, intercept 015° bearing from HR to NALEG.

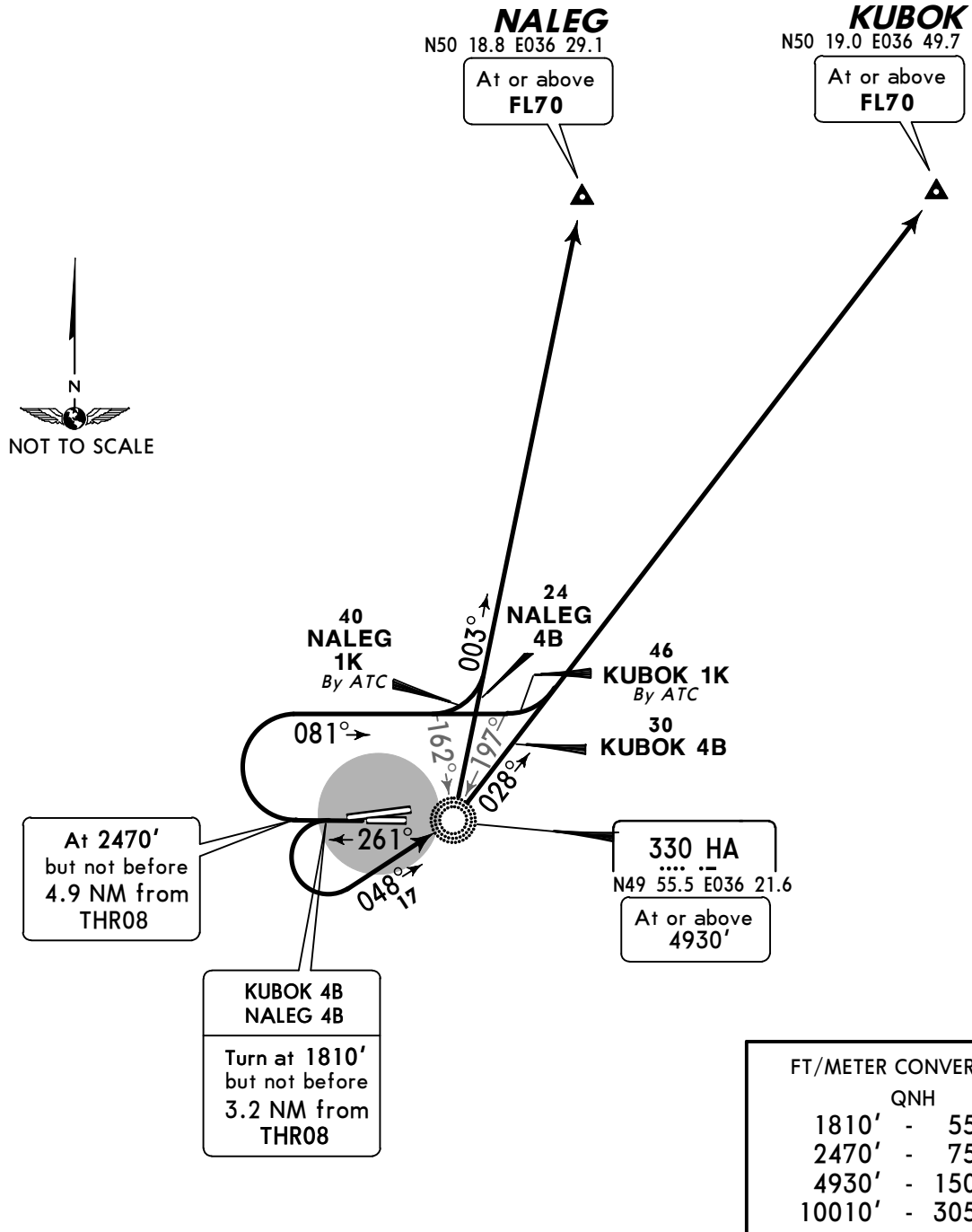
CHANGES: Crossings at NALEG & KUBOK revised.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK FOUR BRAVO (KUBOK 4B) [KUBO4B]
KUBOK ONE KILO (KUBOK 1K) [KUBO1K]
NALEG FOUR BRAVO (NALEG 4B) [NALE4B]
NALEG ONE KILO (NALEG 1K) [NALE1K]
RWY 26 DEPARTURES
BASED ON NDB

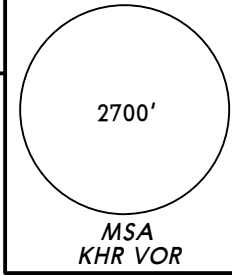


SID	ROUTING
KUBOK 4B	Climb on 261° track to 1810', turn LEFT, intercept 048° bearing to HA, turn LEFT, 028° bearing to KUBOK.
KUBOK 1K By ATC	Climb on 261° track to 2470', turn RIGHT, 081° track, when passing 197° bearing to HA turn LEFT, intercept 028° bearing to KUBOK.
NALEG 4B	Climb on 261° track to 1810', turn LEFT, intercept 048° bearing to HA, turn LEFT, 003° bearing to NALEG.
NALEG 1K By ATC	Climb on 261° track to 2470', turn RIGHT, 081° track, when passing 162° bearing to HA turn LEFT, intercept 003° bearing to NALEG.

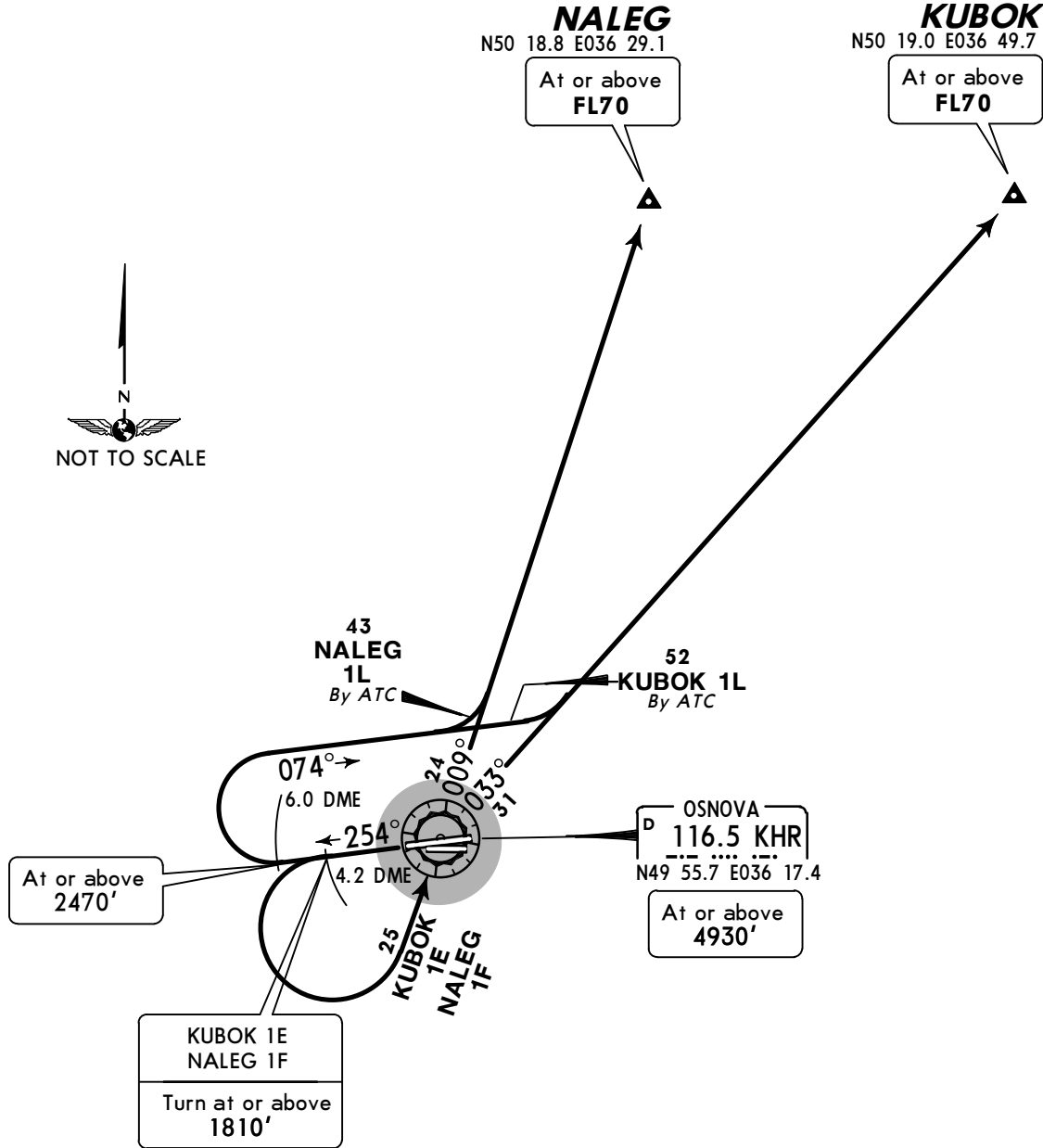
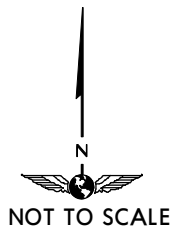
CHANGES: Crossings at NALEG & KUBOK revised.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK ONE ECHO (KUBOK 1E) [KUBO1E]
KUBOK ONE LIMA (KUBOK 1L) [KUBO1L]
NALEG ONE FOXTROT (NALEG 1F) [NALE1F]
NALEG ONE LIMA (NALEG 1L) [NALE1L]
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of
KUBOK 1E, NALEG 1F: 6% up to 1810'.
KUBOK 1L, NALEG 1L: 6% up to 2470'.

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

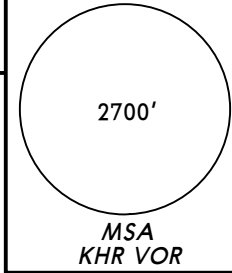
If unable to comply advise ATC.

FT/METER CONVERSION	
QNH	
1810'	- 550m
2470'	- 750m
4930'	- 1500m
10010'	- 3050m

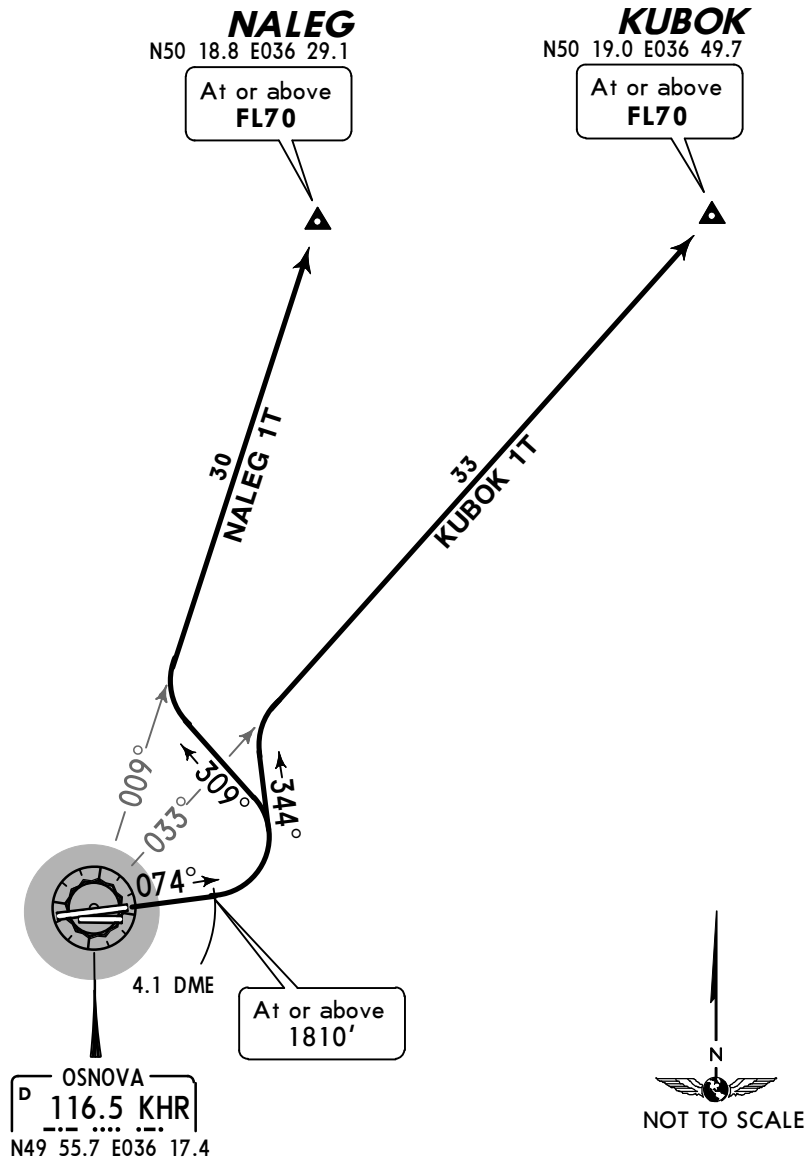
SID	ROUTING
KUBOK 1E	Climb on 254° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-033 to KUBOK.
KUBOK 1L By ATC	Climb on 254° track to KHR 6.0 DME, turn RIGHT, 074° track, intercept KHR R-033 to KUBOK.
NALEG 1F	Climb on 254° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-009 to NALEG.
NALEG 1L By ATC	Climb on 254° track to KHR 6.0 DME, turn RIGHT, 074° track, intercept KHR R-009 to NALEG.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK ONE TANGO (KUBOK 1T) [KUBO1T]
NALEG ONE TANGO (NALEG 1T) [NALE1T]
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

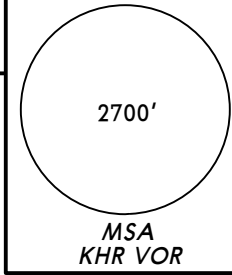
FT/METER CONVERSION	
QNH	
1810'	- 550m
10010'	- 3050m

If unable to comply advise ATC.

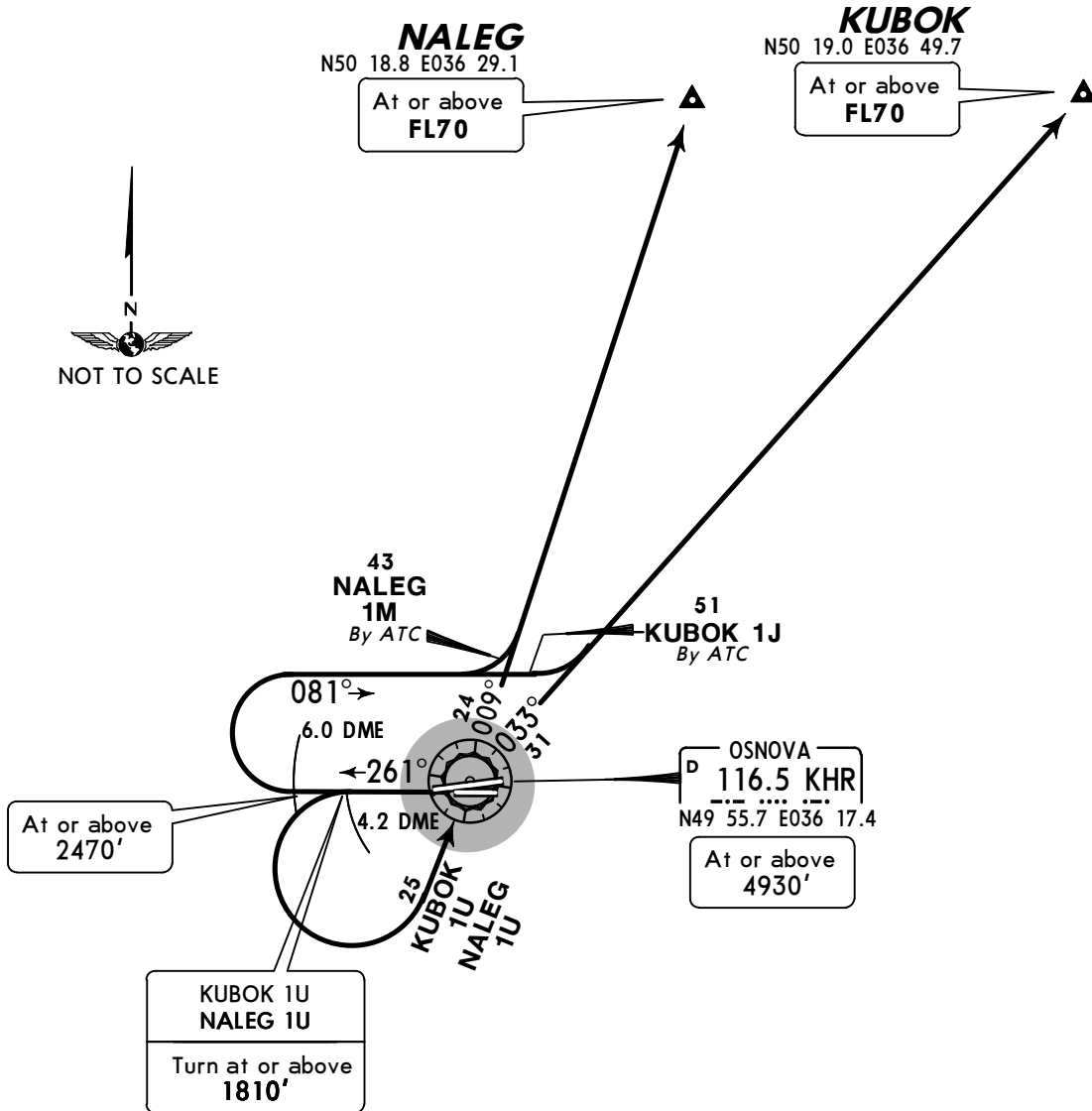
SID	ROUTING
KUBOK 1T	Climb on 074° track to KHR 4.1 DME, turn LEFT, 344° track, intercept KHR R-033 to KUBOK.
NALEG 1T	Climb on 074° track to KHR 4.1 DME, turn LEFT, 309° track, intercept KHR R-009 to NALEG.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK ONE JULIETT (KUBOK 1J) [KUBO1J]
KUBOK ONE UNIFORM (KUBOK 1U) [KUBO1U]
NALEG ONE MIKE (NALEG 1M) [NALE1M]
NALEG ONE UNIFORM (NALEG 1U) [NALE1U]
RWY 26 DEPARTURES
BASED ON VOR



These SIDs require a minimum climb gradient of
KUBOK 1J, NALEG 1M: 6% up to 2470'.
KUBOK 1U, NALEG 1U: 6% up to 1810'.

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

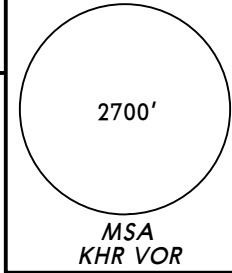
If unable to comply advise ATC.

FT/METER CONVERSION	
QNH	
1810'	- 550m
2470'	- 750m
4930'	- 1500m
10010'	- 3050m

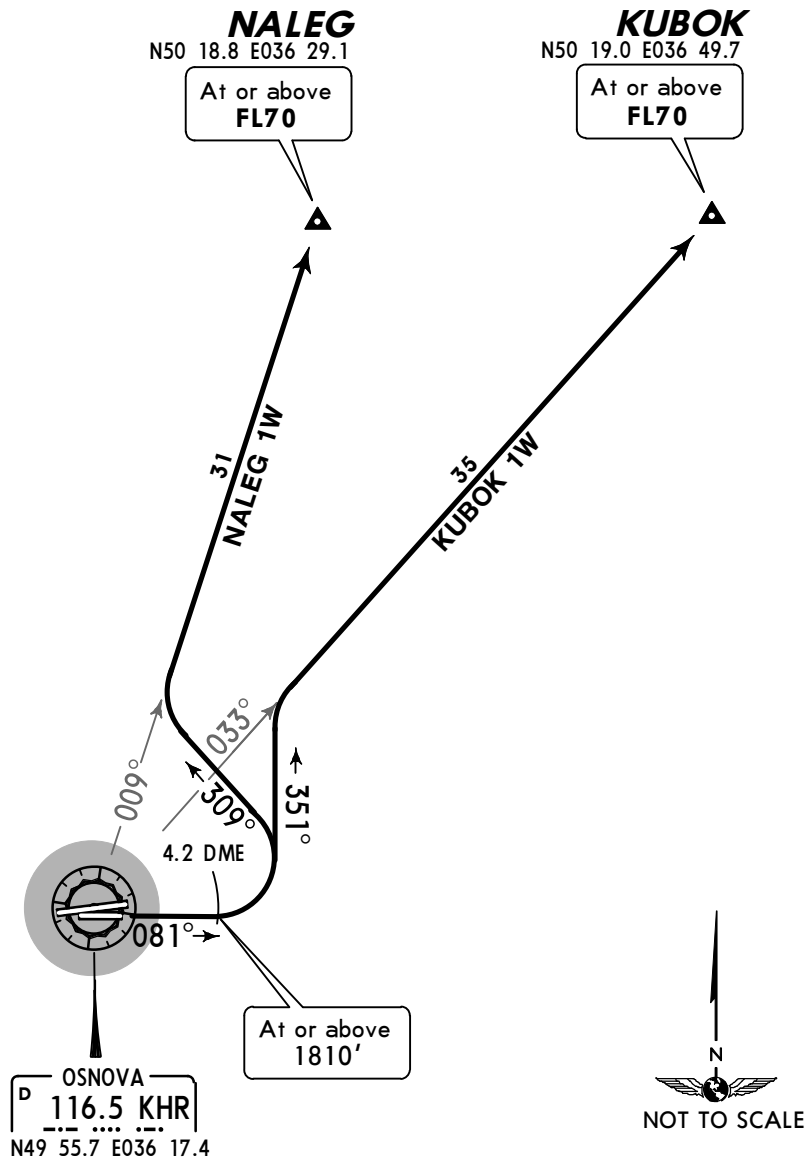
SID	ROUTING
KUBOK 1J By ATC	Climb on 261° track to KHR 6.0 DME, turn RIGHT, 081° track, intercept KHR R-033 to KUBOK.
KUBOK 1U	Climb on 261° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-033 to KUBOK.
NALEG 1M By ATC	Climb on 261° track to KHR 6.0 DME, turn RIGHT, 081° track, intercept KHR R-009 to NALEG.
NALEG 1U	Climb on 261° track to KHR 4.2 DME, turn LEFT to KHR, KHR R-009 to NALEG.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



KUBOK ONE WHISKEY (KUBOK 1W) [KUBO1W]
NALEG ONE WHISKEY (NALEG 1W) [NALE1W]
RWY 08 DEPARTURES
BASED ON VOR



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

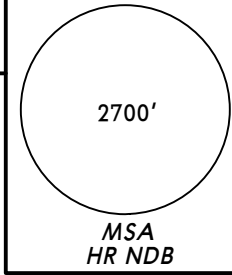
FT/METER CONVERSION	
QNH	
1810'	- 550m
10010'	- 3050m

If unable to comply advise ATC.

SID	ROUTING
KUBOK 1W	Climb on 081° track to KHR 4.2 DME, turn LEFT, 351° track, intercept KHR R-033 to KUBOK.
NALEG 1W	Climb on 081° track to KHR 4.2 DME, turn LEFT, 309° track, intercept KHR R-009 to NALEG.

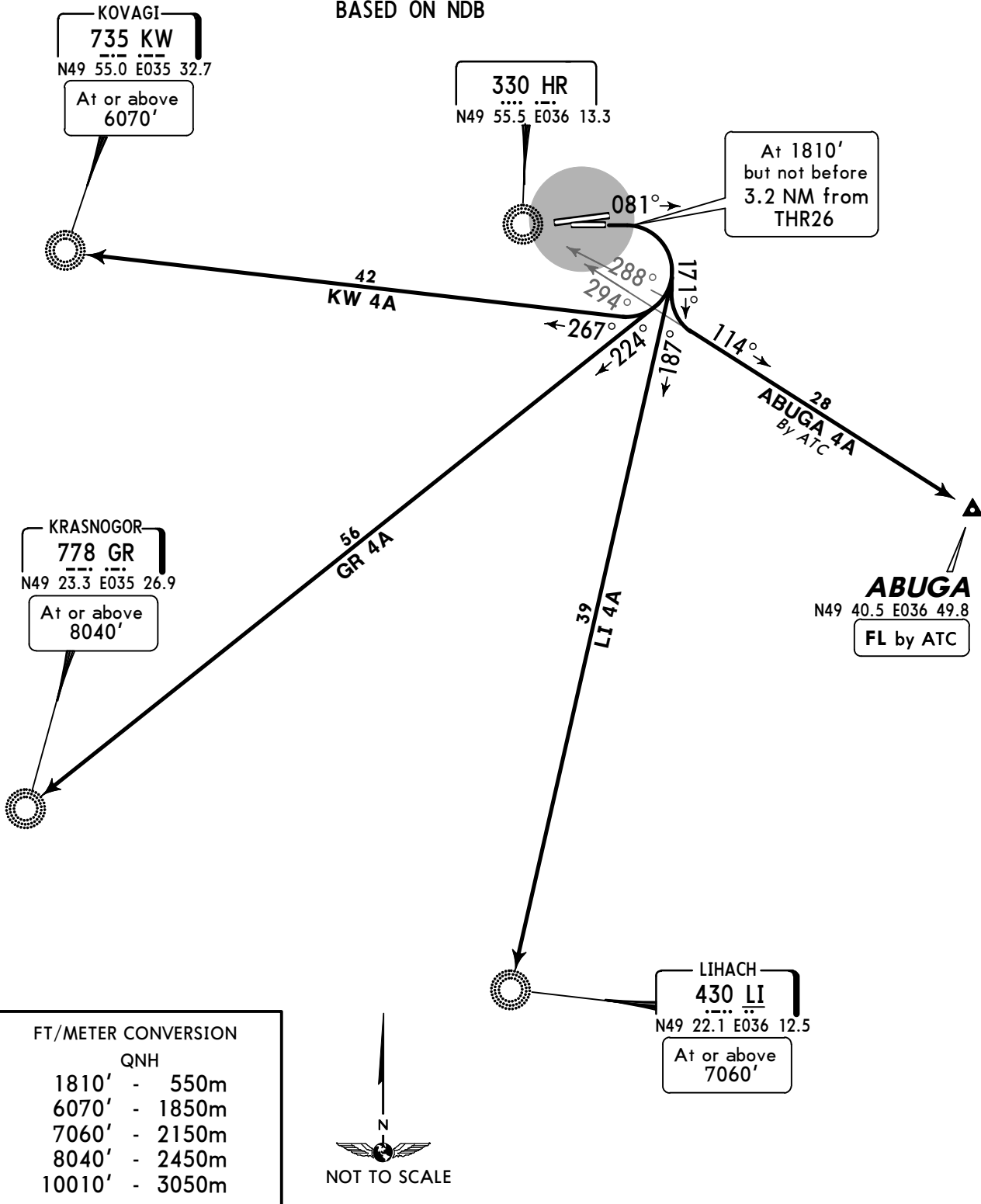
Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



**ABUGA FOUR ALFA (ABUGA 4A) [ABUG4A]
KOVAGI FOUR ALFA (KW 4A)
KRASNOGOR FOUR ALFA (GR 4A)
LIHACH FOUR ALFA (LI 4A)**

**RWY 08 DEPARTURES
BASED ON NDB**



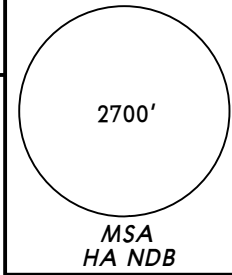
FT/METER CONVERSION	
	QNH
1810'	550m
6070'	1850m
7060'	2150m
8040'	2450m
10010'	3050m



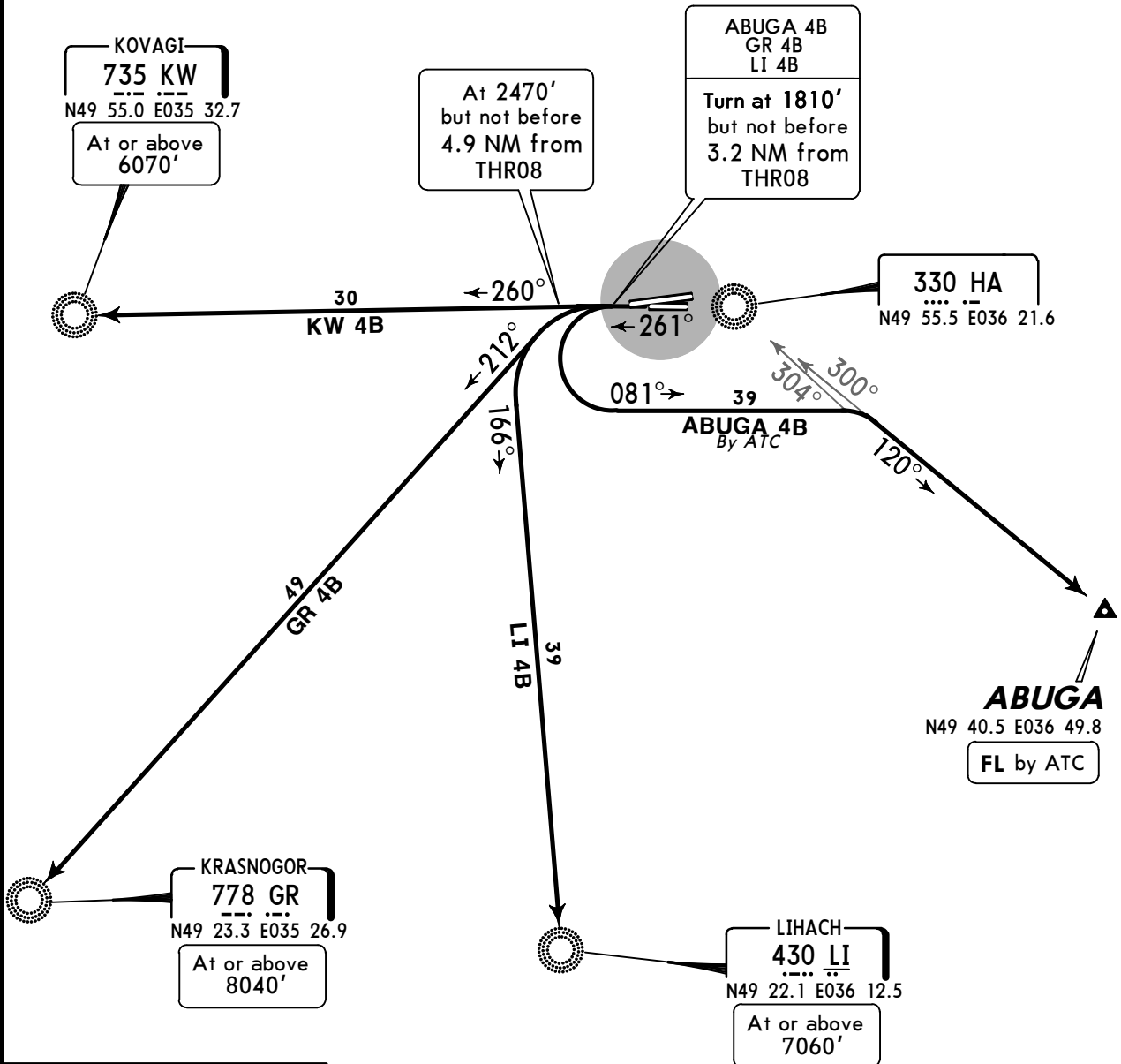
SID	ROUTING
ABUGA 4A By ATC	Climb on 081° track to 1810', turn RIGHT, 171° track, when passing 288° bearing to HR turn LEFT, intercept 114° bearing from HR to ABUGA.
GR 4A	Climb on 081° track to 1810', turn RIGHT, intercept 224° bearing to GR.
KW 4A	Climb on 081° track to 1810', turn RIGHT, intercept 267° bearing to KW.
LI 4A	Climb on 081° track to 1810', turn RIGHT, intercept 187° bearing to LI.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'

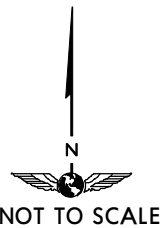


**ABUGA FOUR BRAVO (ABUGA 4B) [ABUG4B]
KOVAGI FOUR BRAVO (KW 4B)
KRASNOGOR FOUR BRAVO (GR 4B)
LIHACH FOUR BRAVO (LI 4B)
RWY 26 DEPARTURES
BASED ON NDB**



FT/METER CONVERSION

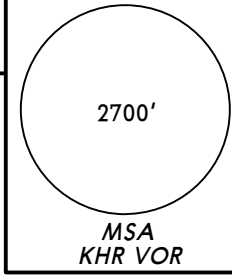
	QNH
1810'	550m
2470'	750m
6070'	1850m
7060'	2150m
8040'	2450m
10010'	3050m



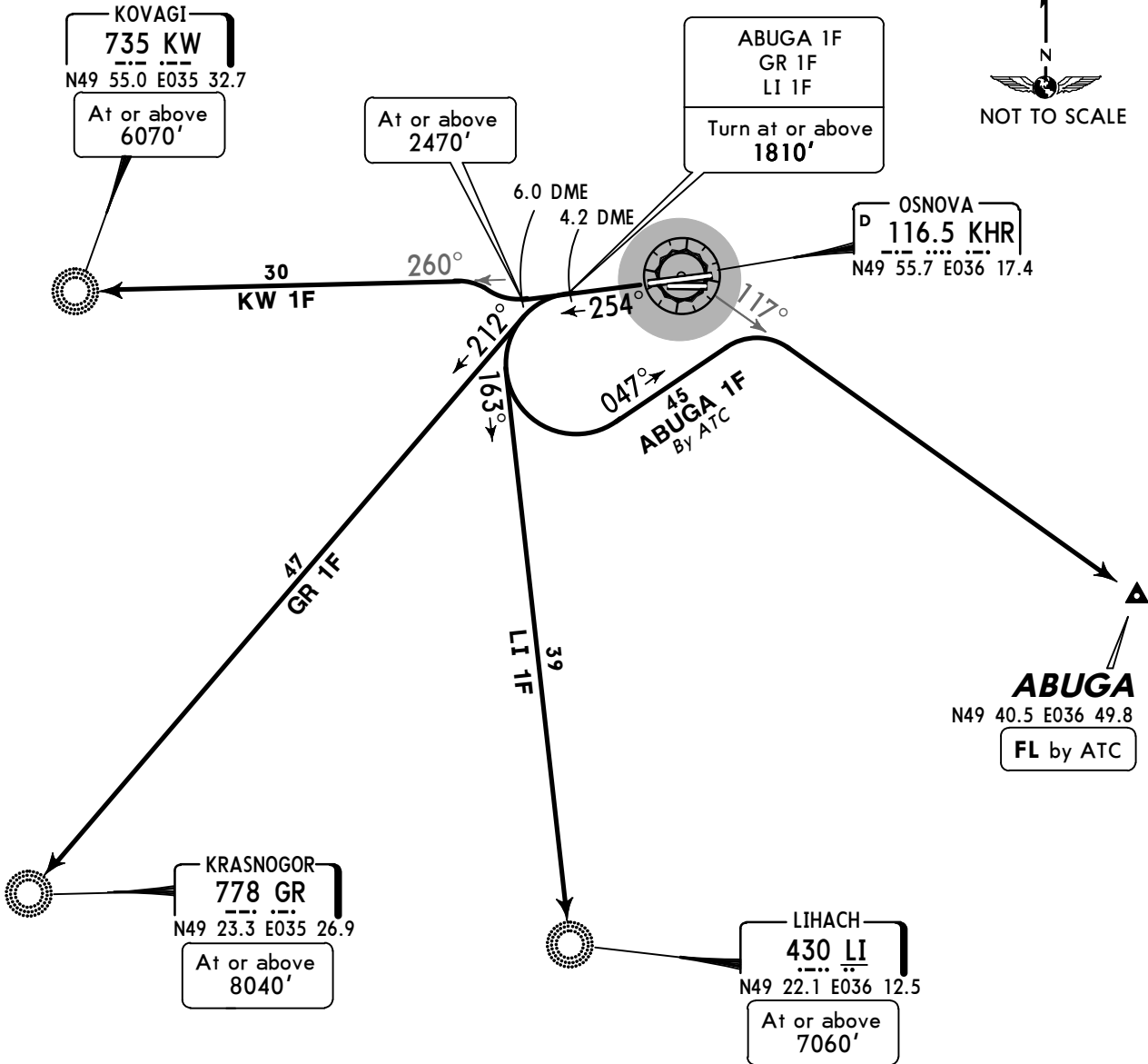
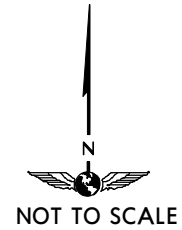
SID	ROUTING
ABUGA 4B By ATC	Climb on 261° track to 1810', turn LEFT, 081° track, when passing 304° bearing to HA turn RIGHT, intercept 120° bearing from HA to ABUGA.
GR 4B	Climb on 261° track to 1810', turn LEFT, intercept 212° bearing to GR.
KW 4B	Climb on 261° track to 2470', turn LEFT, intercept 260° bearing to KW.
LI 4B	Climb on 261° track to 1810', turn LEFT, intercept 166° bearing to LI.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



ABUGA ONE FOXTROT (ABUGA 1F) [ABUG1F]
KOVAGI ONE FOXTROT (KW 1F)
KRASNOGOR ONE FOXTROT (GR 1F)
LIHACH ONE FOXTROT (LI 1F)
RWY 25 DEPARTURES



These SIDs require a minimum climb gradient of
of
ABUGA 1F, GR 1F, LI 1F: 6% up to 1810'.
KW 1F: 6% up to 2470'.

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

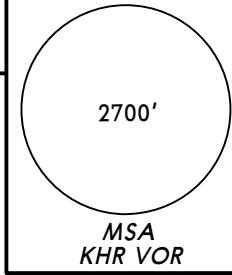
If unable to comply advise ATC.

FT/METER CONVERSION	
QNH	
1810'	- 550m
2470'	- 750m
6070'	- 1850m
7060'	- 2150m
8040'	- 2450m
10010'	- 3050m

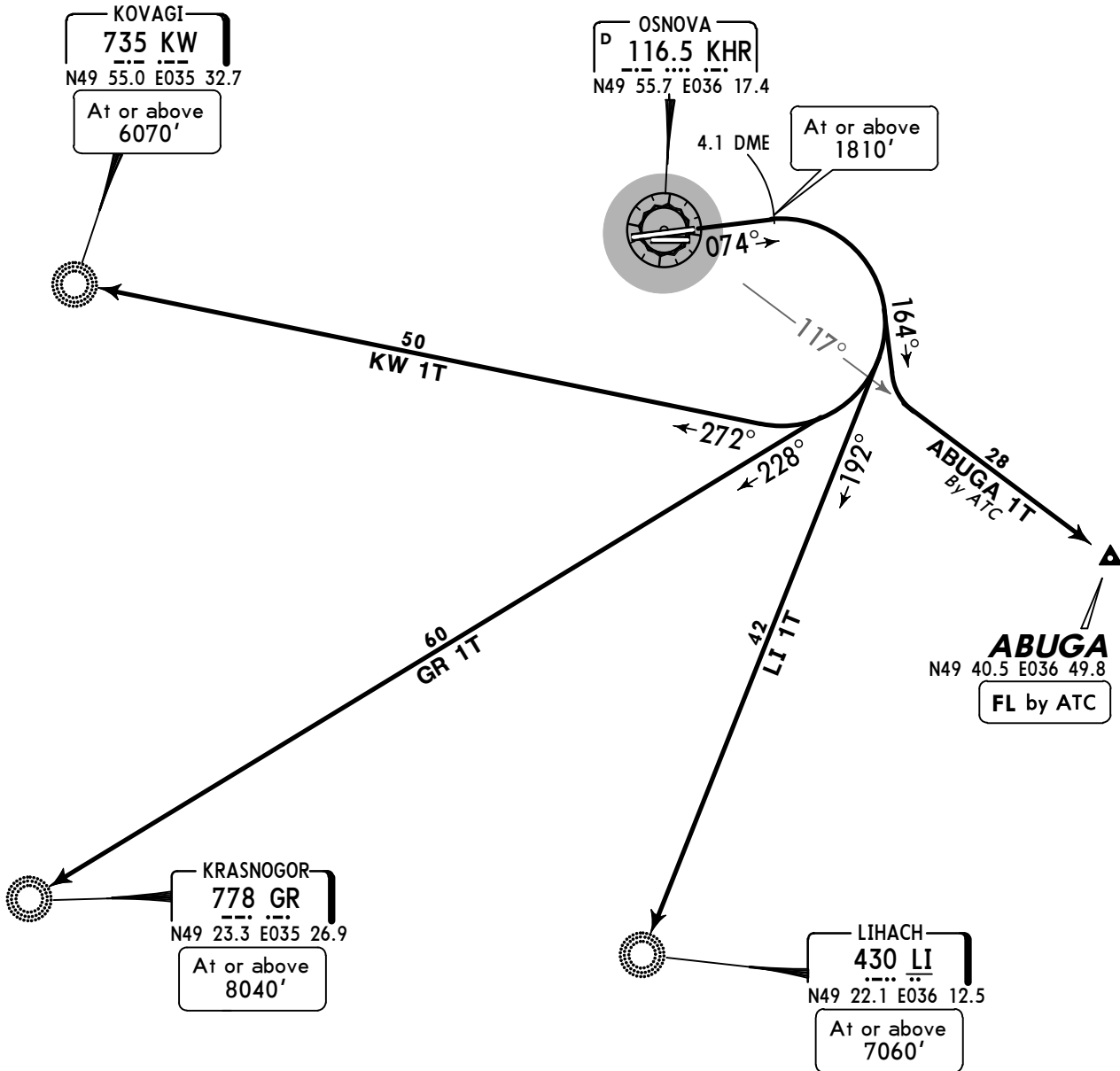
SID	ROUTING
ABUGA 1F By ATC	Climb on 254° track to KHR 4.2 DME, turn LEFT, 047° track, intercept KHR R-117 to ABUGA.
GR 1F	Climb on 254° track to KHR 4.2 DME, turn LEFT, intercept 212° bearing to GR.
KW 1F	Climb on 254° track to KHR 6.0 DME, turn RIGHT, intercept KHR R-260 to KW.
LI 1F	Climb on 254° track to KHR 4.2 DME, turn LEFT, intercept 163° bearing to LI.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



ABUGA ONE TANGO (ABUGA 1T) [ABUG1T]
KOVAGI ONE TANGO (KW 1T)
KRASNOGOR ONE TANGO (GR 1T)
LIHACH ONE TANGO (LI 1T)
RWY 07 DEPARTURES



FT/METER CONVERSION

	QNH
1810'	550m
6070'	1850m
7060'	2150m
8040'	2450m
10010'	3050m



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

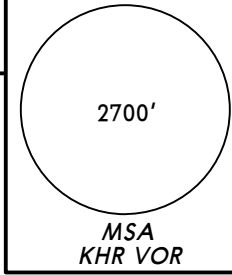
Gnd speed-KT	75	100	150	200	250	300
6% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.

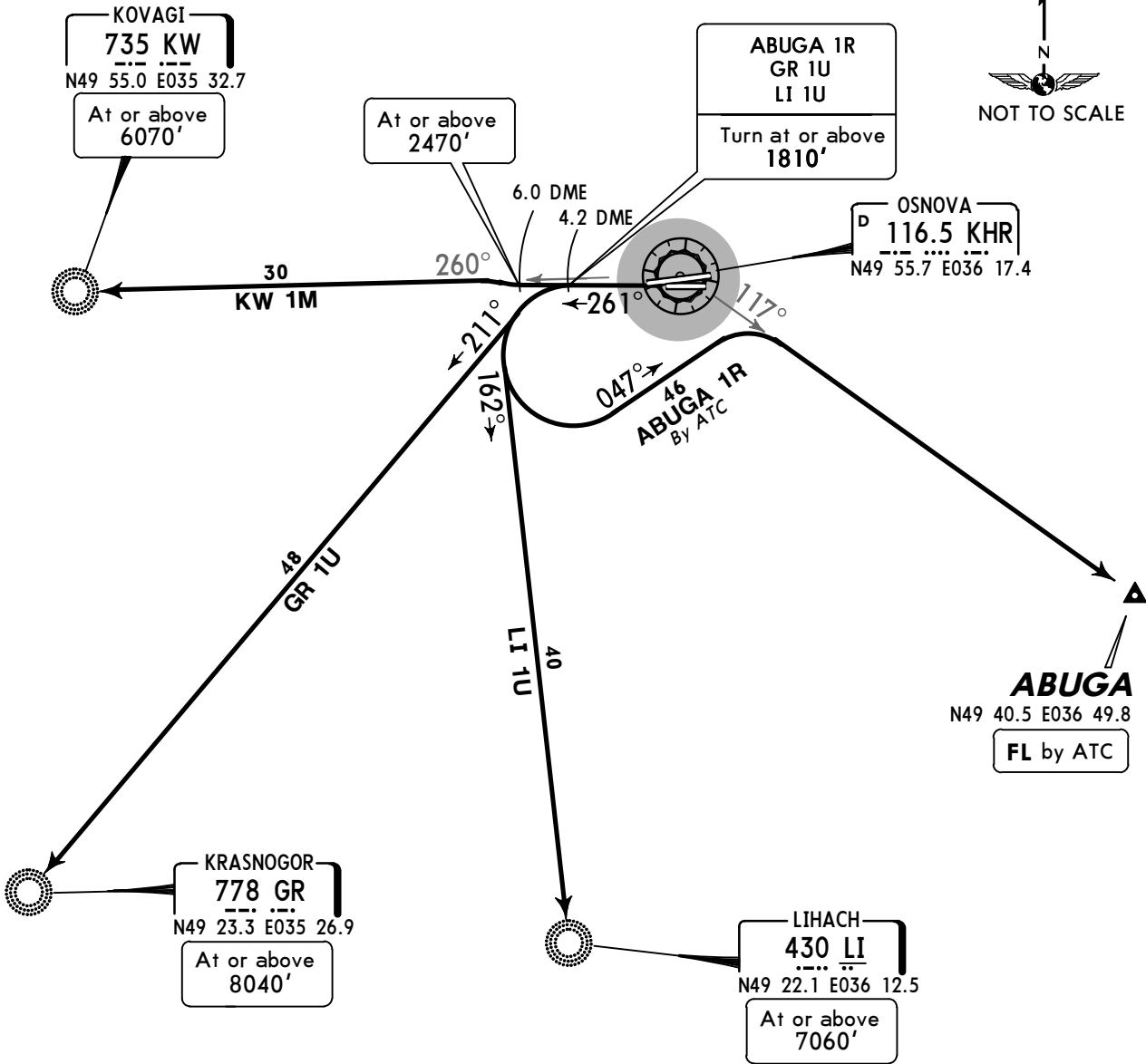
SID	ROUTING
ABUGA 1T By ATC	Climb on 074° track to KHR 4.1 DME, turn RIGHT, 164° track, intercept KHR R-117 to ABUGA.
GR 1T	Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 228° bearing to GR.
KW 1T	Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 272° bearing to KW.
LI 1T	Climb on 074° track to KHR 4.1 DME, turn RIGHT, intercept 192° bearing to LI.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



**ABUGA ONE ROMEO (ABUGA 1R) [ABUG1R]
KOVAGI ONE MIKE (KW 1M)
KRASNOGOR ONE UNIFORM (GR 1U)
LIHACH ONE UNIFORM (LI 1U)
RWY 26 DEPARTURES
BASED ON VOR**



These SIDs require a minimum climb gradient of
ABUGA 1R, GR 1U, LI 1U: 6% up to 1810'.
KW 1M: 6% up to 2470'.

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

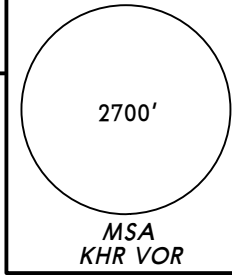
If unable to comply advise ATC.

FT/METER CONVERSION	
QNH	
1810'	- 550m
2470'	- 750m
6070'	- 1850m
7060'	- 2150m
8040'	- 2450m
10010'	- 3050m

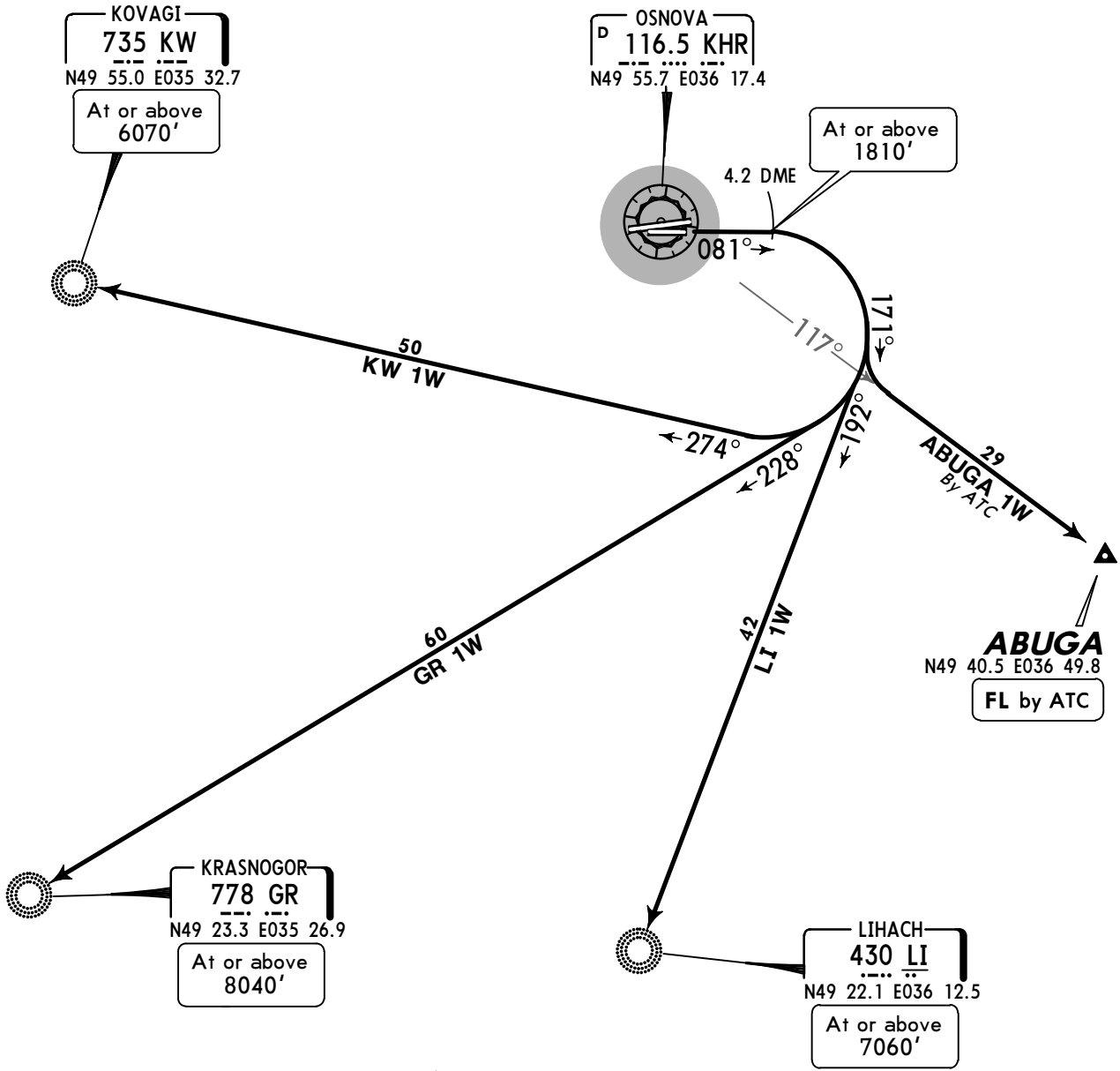
SID	ROUTING
ABUGA 1R By ATC	Climb on 261° track to KHR 4.2 DME, turn LEFT, 047° track, intercept KHR R-117 to ABUGA.
GR 1U	Climb on 261° track to KHR 4.2 DME, turn LEFT, intercept 211° bearing to GR.
KW 1M	Climb on 261° track to KHR 6.0 DME, turn RIGHT, intercept KHR R-260 to KW.
LI 1U	Climb on 261° track to KHR 4.2 DME, turn LEFT, intercept 162° bearing to LI.

Apt Elev
529'

Trans level: By ATC Trans alt: 10010'



**ABUGA ONE WHISKEY (ABUGA 1W) [ABUG1W]
KOVAGI ONE WHISKEY (KW 1W)
KRASNOGOR ONE WHISKEY (GR 1W)
LIHACH ONE WHISKEY (LI 1W)
RWY 08 DEPARTURES
BASED ON VOR**



FT/METER CONVERSION

	QNH
1810'	550m
6070'	1850m
7060'	2150m
8040'	2450m
10010'	3050m

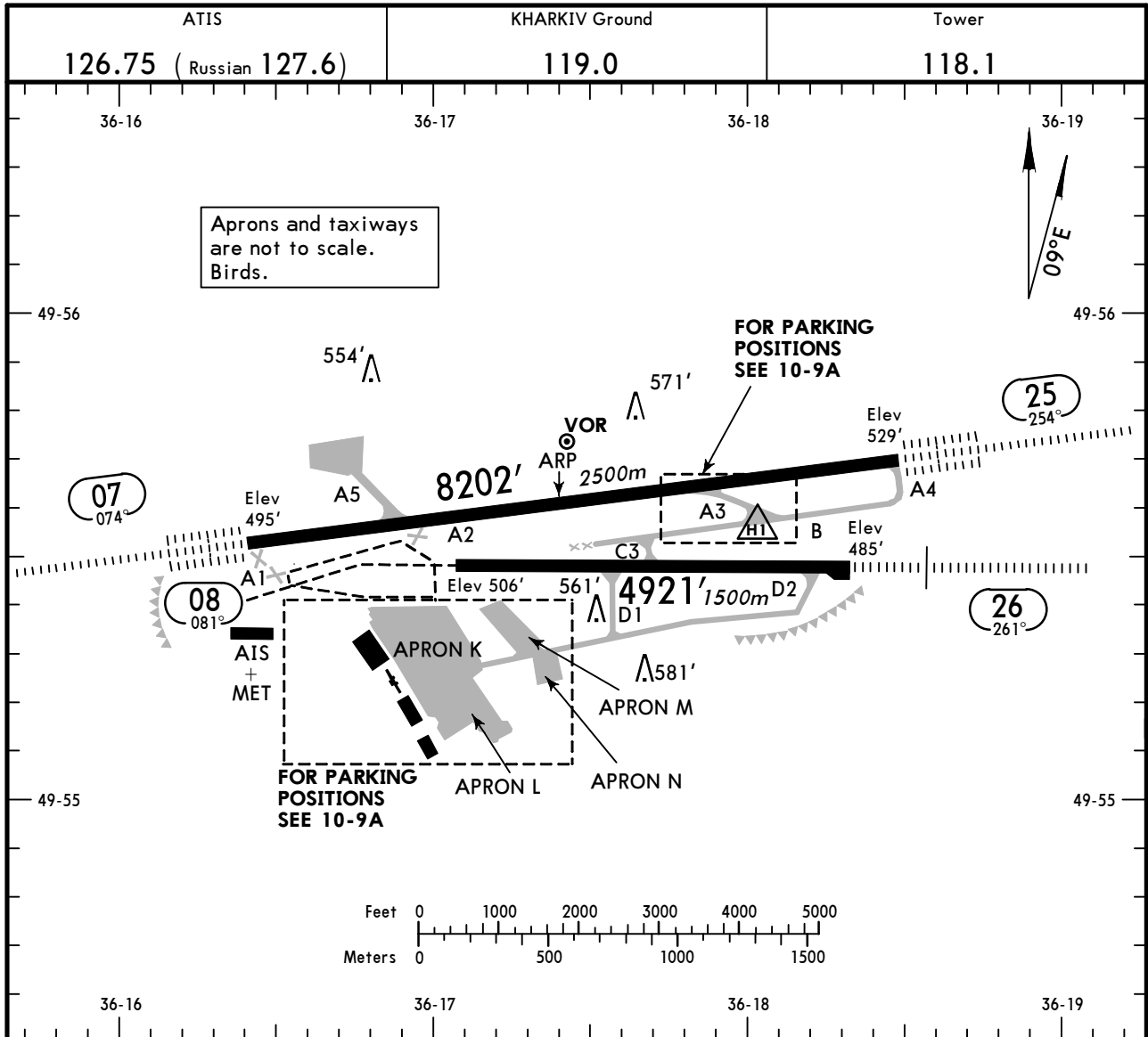


These SIDs require a minimum climb gradient of 6% up to 1810'.

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 1W By ATC	Climb on 081° track to KHR 4.2 DME, turn RIGHT, 171° track, intercept KHR R-117 to ABUGA.
GR 1W	Climb on 081° track to KHR 4.2 DME, turn RIGHT, intercept 228° bearing to GR.
KW 1W	Climb on 081° track to KHR 4.2 DME, turn RIGHT, intercept 274° bearing to KW.
LI 1W	Climb on 081° track to KHR 4.2 DME, turn RIGHT, intercept 192° bearing to LI.



ADDITIONAL RUNWAY INFORMATION

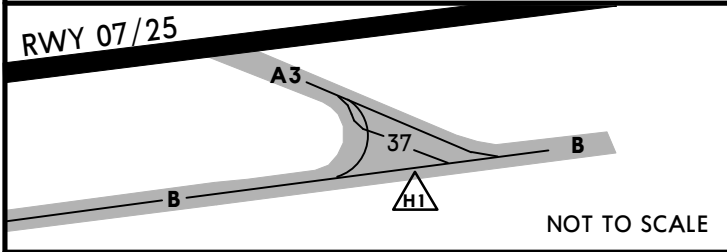
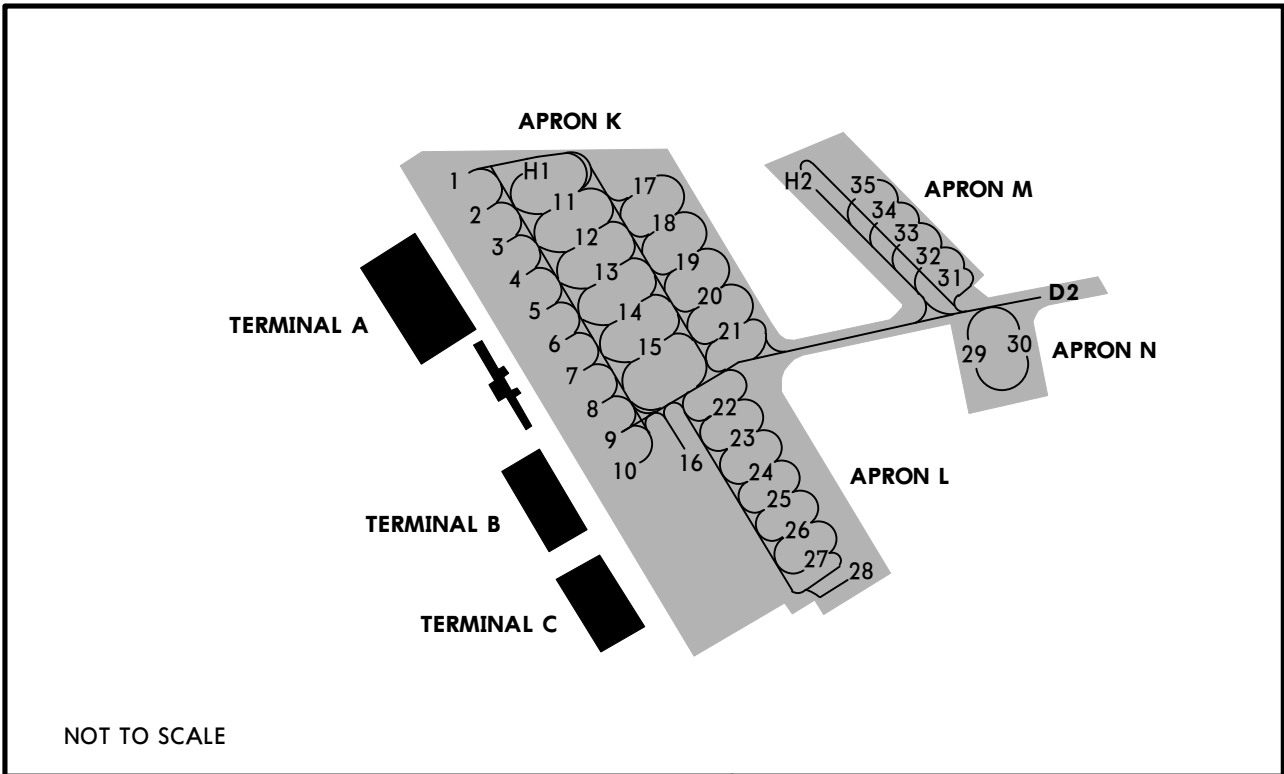
RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
07 25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR			148' 45m
08	HIRL (60m) RVR			148' 45m
26	HIRL (60m) HIALS RVR			148' 45m

JAR-OPS

TAKE-OFF 1

	Rwys 07/25 LVP must be in force			All Rwys		
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	LVP must be in force 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 guidance system required below 150m.



Taxiing on aprons K, L, M and N with Follow-me assistance.
Movement of acfts are prohibited without controller's clearance.
Stands 29 and 30 available for run-up.

STRAIGHT-IN RWY		A	B	C	D
07	VOR ❶	940'(445') R1400m	940'(445') R1400m	940'(445') R1400m	940'(445') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
08	VOR ❶	970'(464') R1500m	970'(464') R1500m	970'(464') C2200m	970'(464') C2200m
	NDB ❶ ❷ with SDF at LOM	940'(434') R1500m	940'(434') R1500m	940'(434') R2000m	940'(434') R2000m
	NDB ❶ ❸ with SDF at LOM	940'(434') R2000m	940'(434') R2000m	940'(434') R2000m	940'(434') R2000m
	NDB ❷ w/o SDF	1050'(544') C2700m	1050'(544') C2700m	1050'(544') C2900m	1050'(544') C2900m
	NDB ❸ w/o SDF	1050'(544') C2700m	1050'(544') C2700m	1050'(544') C2900m	1050'(544') C2900m
25	VOR ❶ ❷	1070'(541') R1500m	1070'(541') R1500m	1070'(541') R1800m	1070'(541') R1800m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❸	1070'(541') R2000m	1070'(541') R2000m	1070'(541') C2200m	1070'(541') C2200m
	ALS out	C2700m	C2700m	C2900m	C2900m
26	VOR ❶ ❷	1070'(585') R1500m	1070'(585') R1500m	1070'(585') R2000m	1070'(585') R2000m
	ALS out	R1500m	R1500m	C2700m	C2700m
	VOR ❸	1070'(585') C2200m	1070'(585') C2200m	1070'(585') C2400m	1070'(585') C2400m
	ALS out	C2900m	C2900m	C3100m	C3100m
	NDB ❶ ❷ with SDF at LOM	940'(455') R1400m	940'(455') R1400m	940'(455') R1400m	940'(455') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB ❶ ❸ with SDF at LOM	940'(455') R1400m	940'(455') R1400m	940'(455') R1400m	940'(455') R1400m
	ALS out	C2100m	C2100m	C2100m	C2100m
	NDB ❷ w/o SDF	1070'(585') C2200m	1070'(585') C2200m	1070'(585') C2400m	1070'(585') C2400m
	ALS out	C2900m	C2900m	C3100m	C3100m
NDB ❸ w/o SDF	1070'(585') C2200m	1070'(585') C2200m	1070'(585') C2400m	1070'(585') C2400m	
ALS out	C2900m	C2900m	C3100m	C3100m	

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
After VOR rwy 07 ❷	1020' (525')	1200' (705')	1420' (925')	1420' (925')
After VOR rwy 08 ❸	1020' (514')	1200' (694')	1420' (914')	1420' (914')
After VOR rwy 25	1070' (541')	1200' (671')	1420' (891')	1420' (891')
After VOR rwy 26 ❹	1070' (585')	1200' (715')	1420' (935')	1420' (935')
After NDB rwy 08 ❸	1050' (544')	1200' (694')	1420' (914')	1420' (914')
After NDB rwy 26 ❹	1070' (585')	1200' (715')	1420' (935')	1420' (935')
	V1500m ❺	V1600m ❺	V2400m ❺	V3600m

- ❶ Not authorized North at airport.
- ❷ Circling height based on rwy 07 thresh elev of 495'.
- ❸ Circling height based on rwy 08 thresh elev of 506'.
- ❹ Circling height based on rwy 26 thresh elev of 485'.
- ❺ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 07, 25 ❻

	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					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

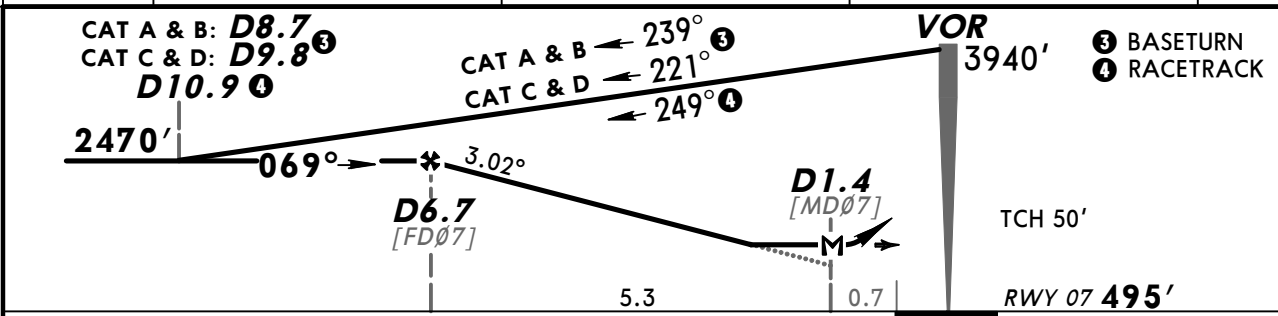
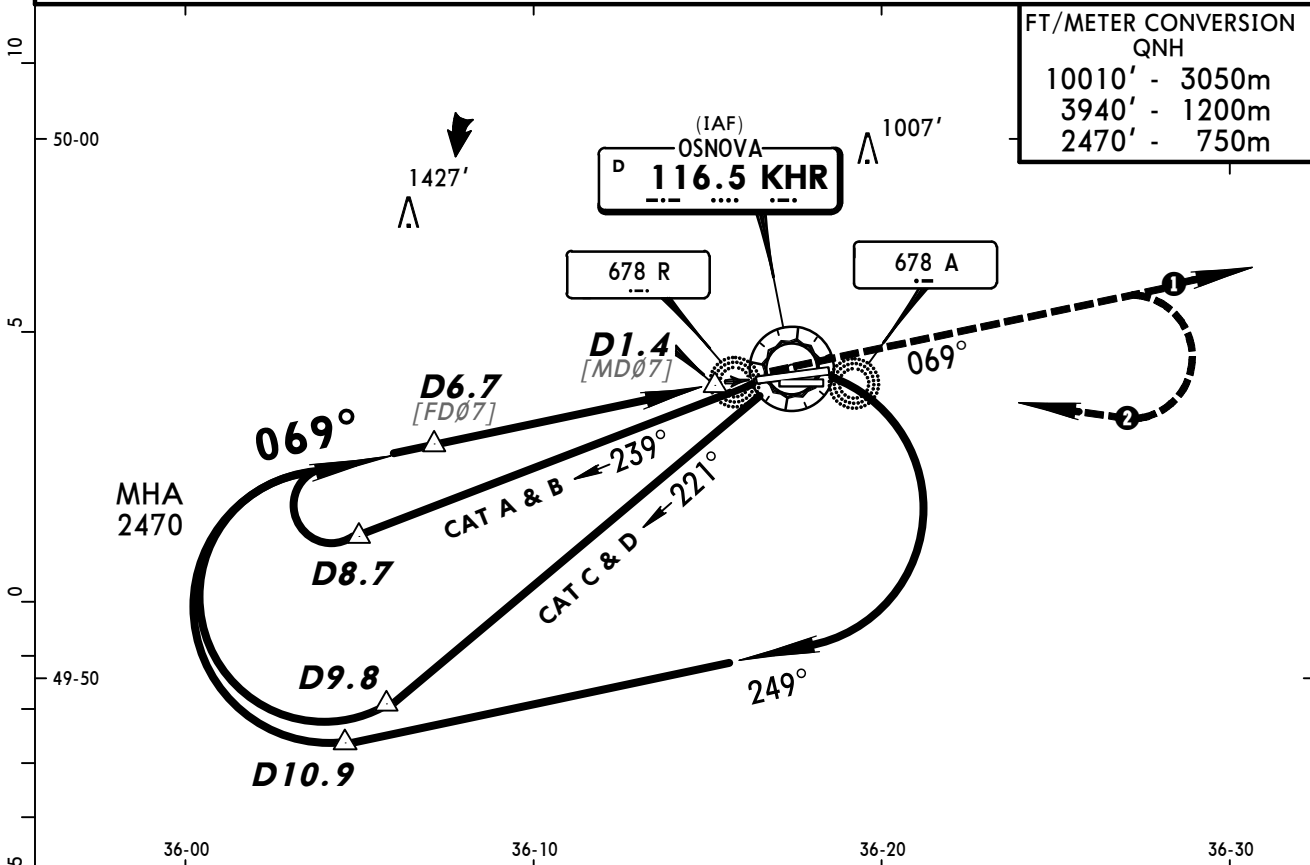
- ❻ Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

TAKE-OFF RWY 08, 26 ❼

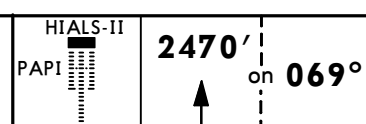
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			500m
B	250m	400m	
C			
D	300m		

- ❼ Operators applying U.S. Ops Specs: CL required below 300m.

BRIEFING STRIP™	ATIS 126.75 (Russian 127.6)		KHARKIV Approach (R) 118.8 123.7 133.9		KHARKIV Tower 118.1	Ground 119.0
	VOR KHR 116.5	Final Apch Crs 069°	Minimum Alt D6.7 2470' (1975')	MDA(H) 940' (445')	Apt Elev 529' RWY 495'	2700' MSA KHR VOR
MISSED APCH: ① Climb on 069° to 2470', then as directed. MISSED APCH RADIO COMM FAILURE ② Climb on 069° to 2470', then turn RIGHT to VOR climbing to 3940', then according to chart.						
Alt Set: hPa (MM on req) DME required.		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 10010'



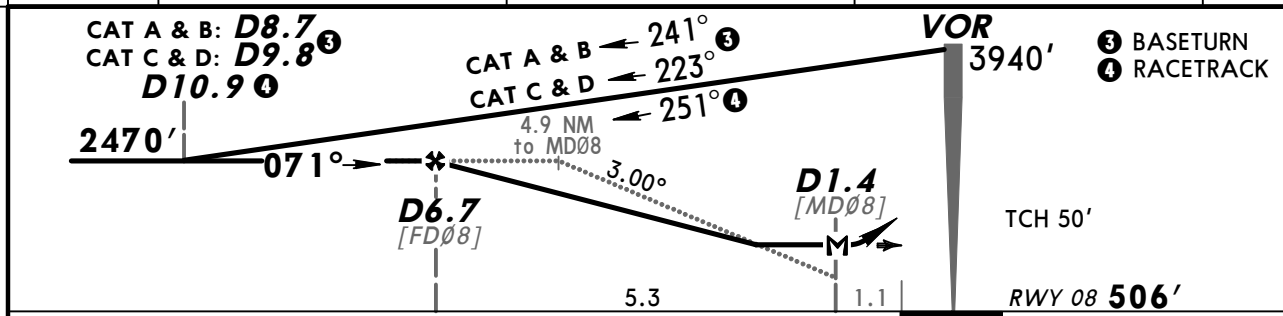
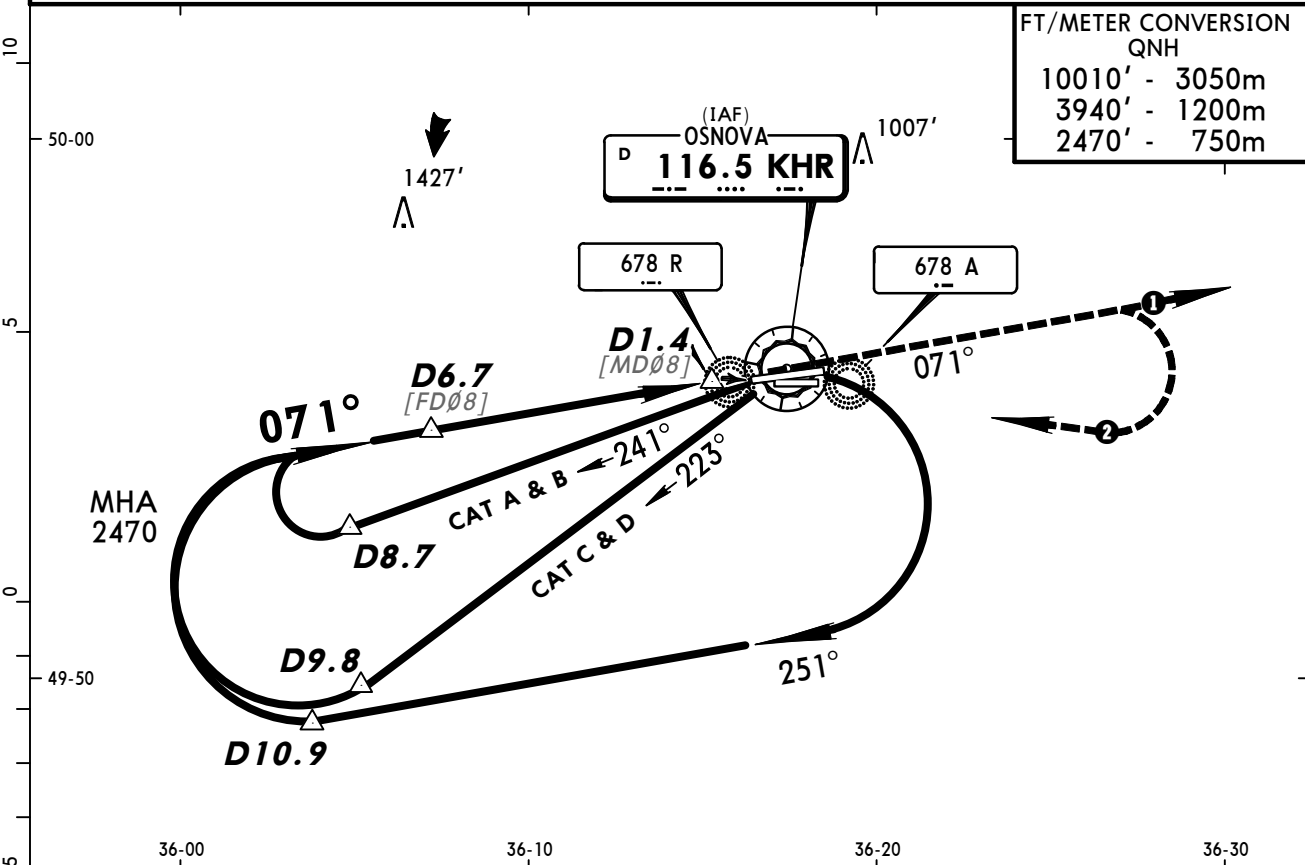
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.02°	374	481	534	641	748	855
MAP at D1.4						



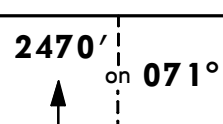
PANS OPS	JAR-OPS STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND ①		
	MDA(H) 940' (445')			Not authorized North of airport		
	ALS out			Max Kts.	MDA(H)	VIS
	A	RVR 900m	RVR 1500m	100	1020' (525')	1500m
	B	RVR 1000m	RVR 1800m	135	1200' (705')	1600m
C	RVR 1400m	RVR 2000m	180	1420' (925')	2400m	
D	RVR 1400m	RVR 2000m	205	1420' (925')	3600m	

① Circling height based on rwy 07 thresh elev of 495'.

BRIEFING STRIP™	ATIS	KHARKIV Approach (R)		KHARKIV Tower		Ground
	126.75 (Russian 127.6)	118.8	123.7	133.9	118.1	119.0
VOR KHR 116.5	Final Apch Crs 071°	Minimum Alt D6.7 2470' (1964')	MDA(H) 970' (464')	Apt Elev 529' RWY 506'		2700' MSA KHR VOR
<p>MISSED APCH: ❶ Climb on 071° to 2470', then as directed. MISSED APCH RADIO COMM FAILURE: ❷ Climb on 071° to 2470', then turn RIGHT to VOR climbing to 3940', then according to chart.</p>						
Alt Set: hPa (MM on req) DME required.		Rwy Elev: 18 hPa	Trans level: By ATC		Trans alt: 10010'	



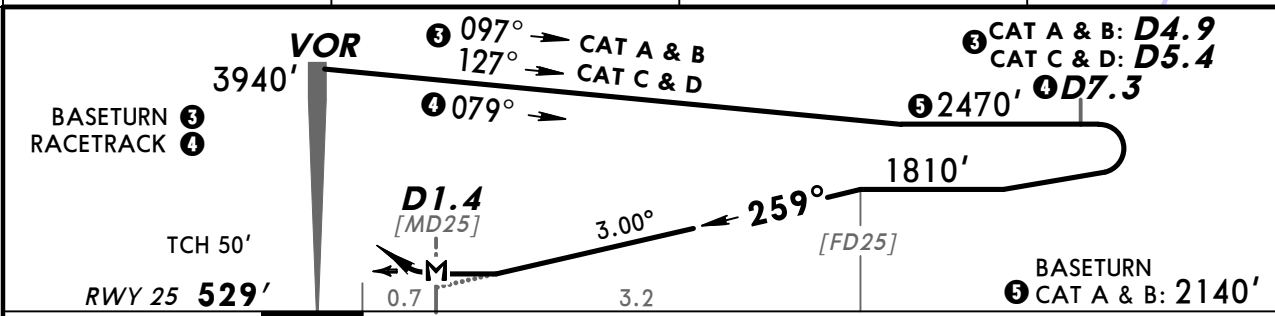
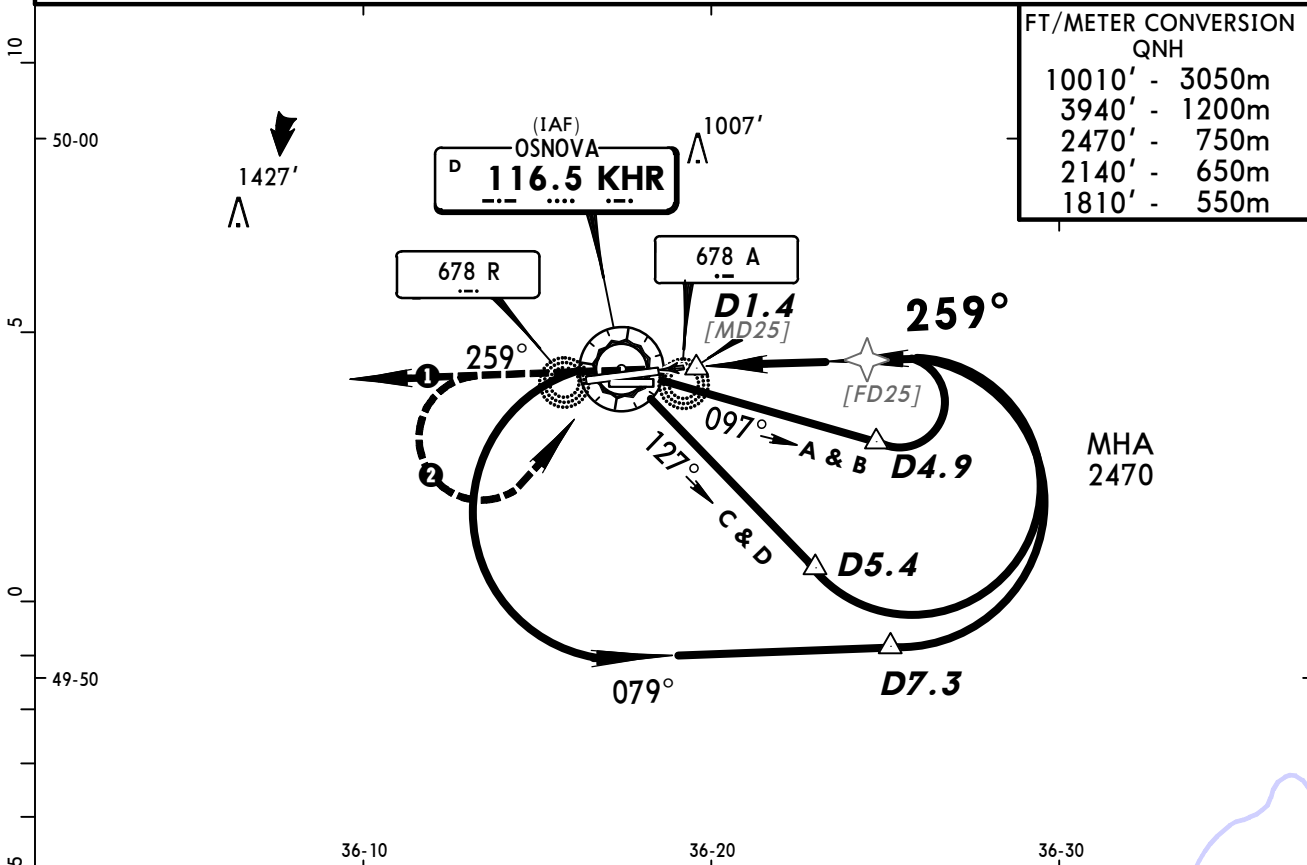
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						



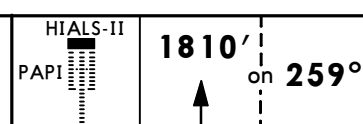
PANS OPS	JAR-OPS STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND ❶ Not authorized North of airport	
	MDA(H) 970' (464')		Max Kts.	MDA(H) VIS
	A	RVR 1500m	100	1020' (514') 1500m
	B		135	1200' (694') 1600m
	C	RVR 2000m	180	1420' (914') 2400m
D		205	1420' (914') 3600m	

❶ Circling height based on rwy 08 thresh elev of 506'.
 CHANGES: Approach frequency. © JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™	ATIS	KHARKIV Approach (R)		KHARKIV Tower		Ground
	126.75 (Russian 127.6)	118.8	123.7	133.9	118.1	119.0
VOR KHR 116.5	Final Apch Crs 259°	Minimum Alt No FAF	MDA(H) 1070' (541')	Apt Elev 529' RWY 529'		2700' MSA KHR VOR
<p>MISSED APCH: ① Climb on 259° to 1810', then as directed. MISSED APCH RADIO COMM FAILURE ② Climb on 259° to 1810', then turn LEFT to VOR climbing to 3940', then according to chart.</p>						
Alt Set: hPa (MM on req) DME required.		Rwy Elev: 19 hPa	Trans level: By ATC		Trans alt: 10010'	

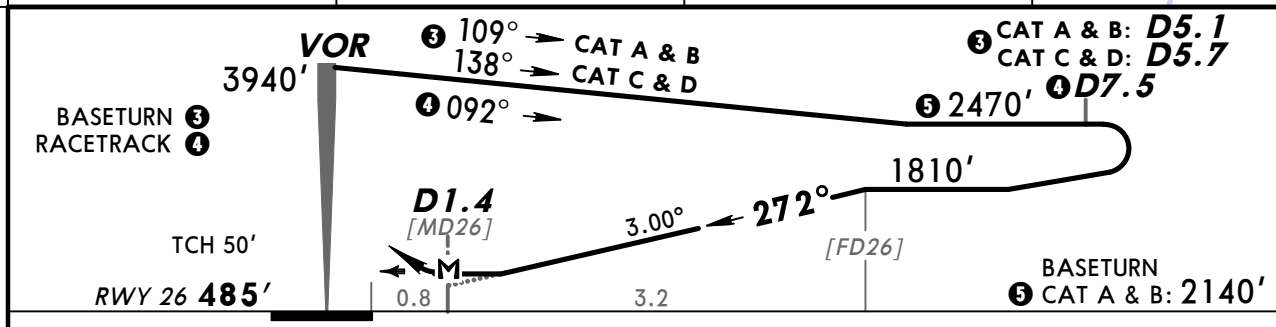
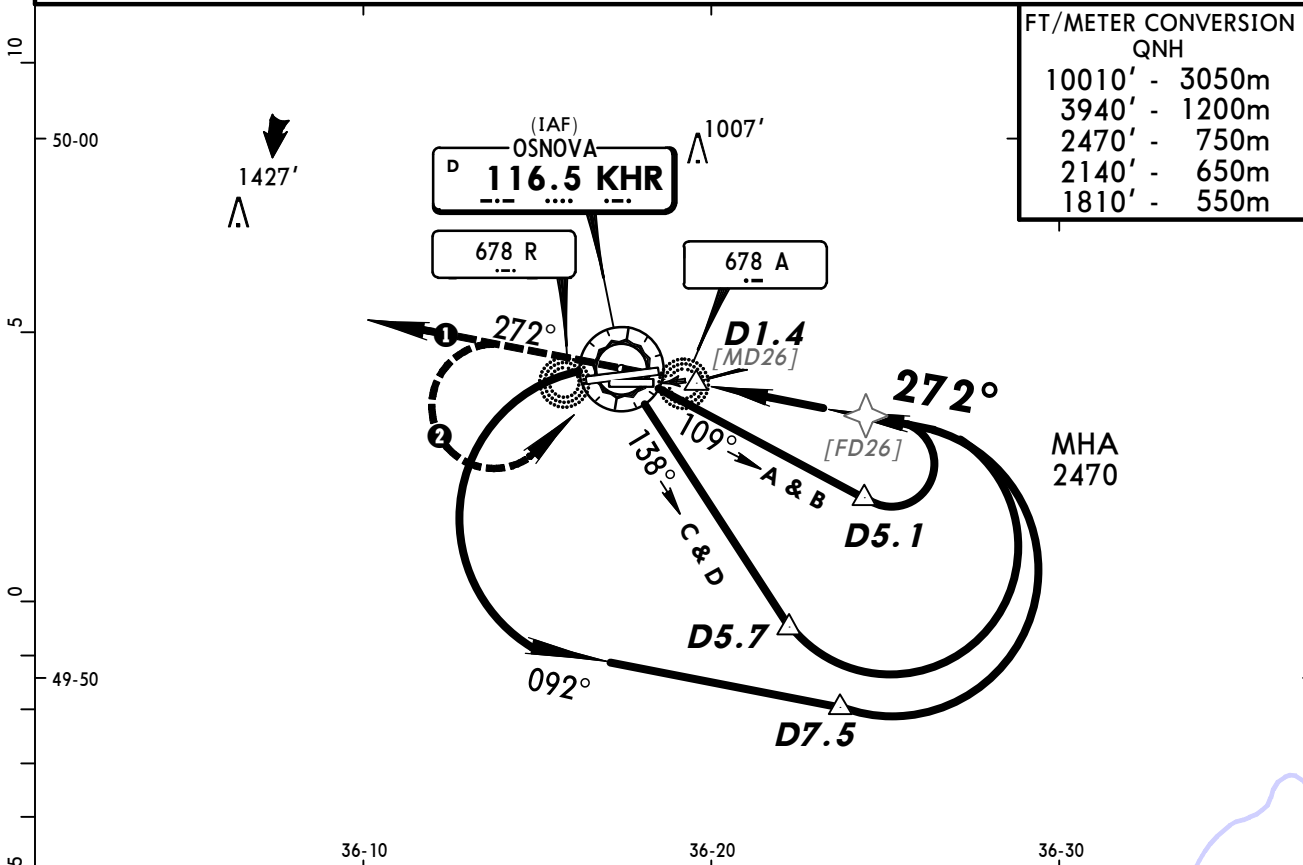


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						



PANS OPS	JAR-OPS STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND Not authorized North of airport		
	MDA(H) 1070' (541')				
	ALS out		Max Kts.	MDA(H)	VIS
	A	RVR 1000m	100	1070' (541')	1500m
	B	RVR 1200m	135	1200' (671')	1600m
C	RVR 1200m	180	1420' (891')	2400m	
D	RVR 1600m	205	1420' (891')	3600m	

ATIS 126.75 (Russian 127.6)		KHARKIV Approach (R) 118.8 123.7 133.9		KHARKIV Tower 118.1		Ground 119.0	
VOR KHR 116.5	Final Apch Crs 272°	Minimum Alt No FAF		MDA(H) 1070' (585')	Apt Elev 529' RWY 485'		2700' MSA KHR VOR
MISSED APCH: ① Climb on 272° to 1810', then as directed. MISSED APCH RADIO COMM FAILURE ② Climb on 272° to 1810', then turn LEFT to VOR climbing to 3940', then according to chart.							
Alt Set: hPa (MM on req) DME required.		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 10010'	

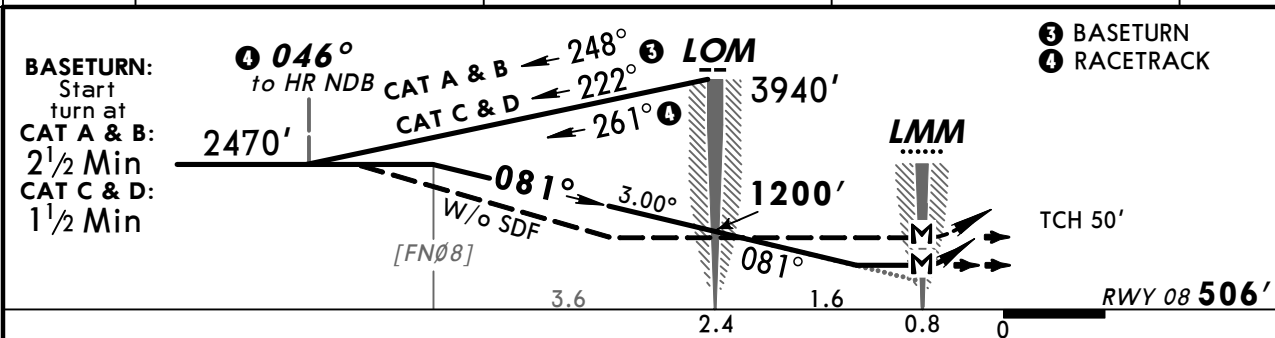
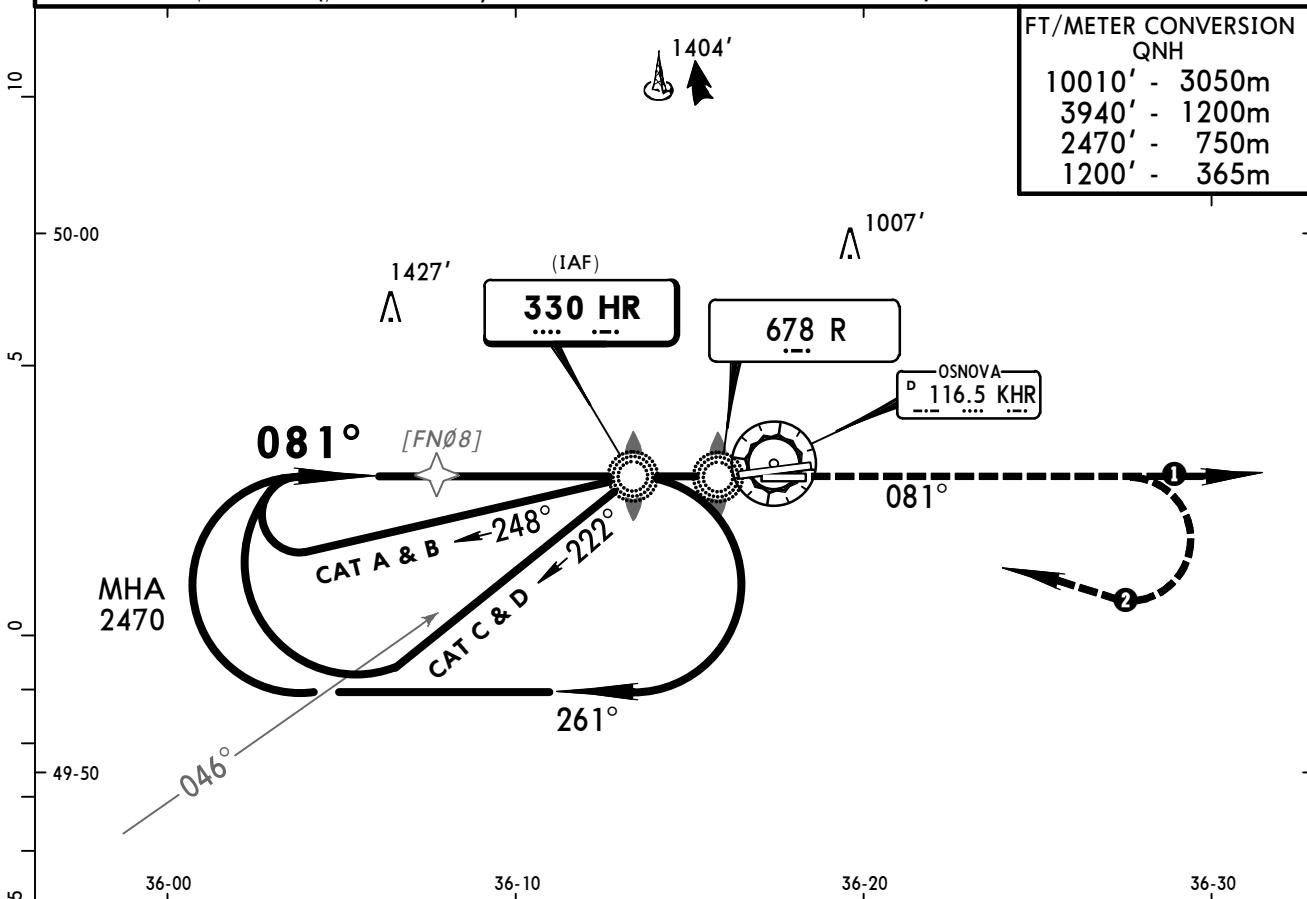


Gnd speed-Kts	70	90	100	120	140	160	HIALS 1810' on 272°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.4							

JAR-OPS STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND ①		
MDA(H) 1070' (585')			Not authorized North of airport		
		ALS out	Max Kts.	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	1070' (585')	1500m
B	RVR 1200m		135	1200' (715')	1600m
C	RVR 1600m	RVR 2000m	180	1420' (935')	2400m
D	RVR 1600m		205	1420' (935')	3600m

① Circling height based on rwy 26 thresh elev of 485'.
 CHANGES: Approach frequency. Lights. Minimums. © JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

ATIS 126.75 (Russian 127.6)		KHARKIV Approach (R) 118.8 123.7 133.9		KHARKIV Tower 118.1		Ground 119.0	
NDB HR 330	Final Apch Crs 081°	Minimum Alt LOM 1200' (694')	MDA(H) (CONDITIONAL) 940' (434')	Apt Elev 529' RWY 506'			
MISSED APCH: ① Climb on 081° to 2470', then as directed. MISSED APCH RADIO COMM FAILURE ② Climb on 081° to 2470', then turn RIGHT to HR NDB climbing to 3940', then according to chart.							
Alt Set: hPa (MM on req)		Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 10010'	

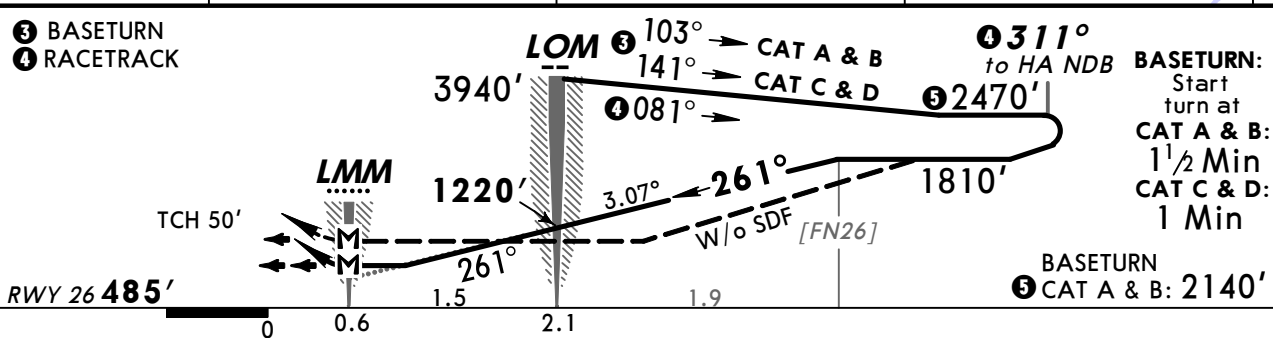
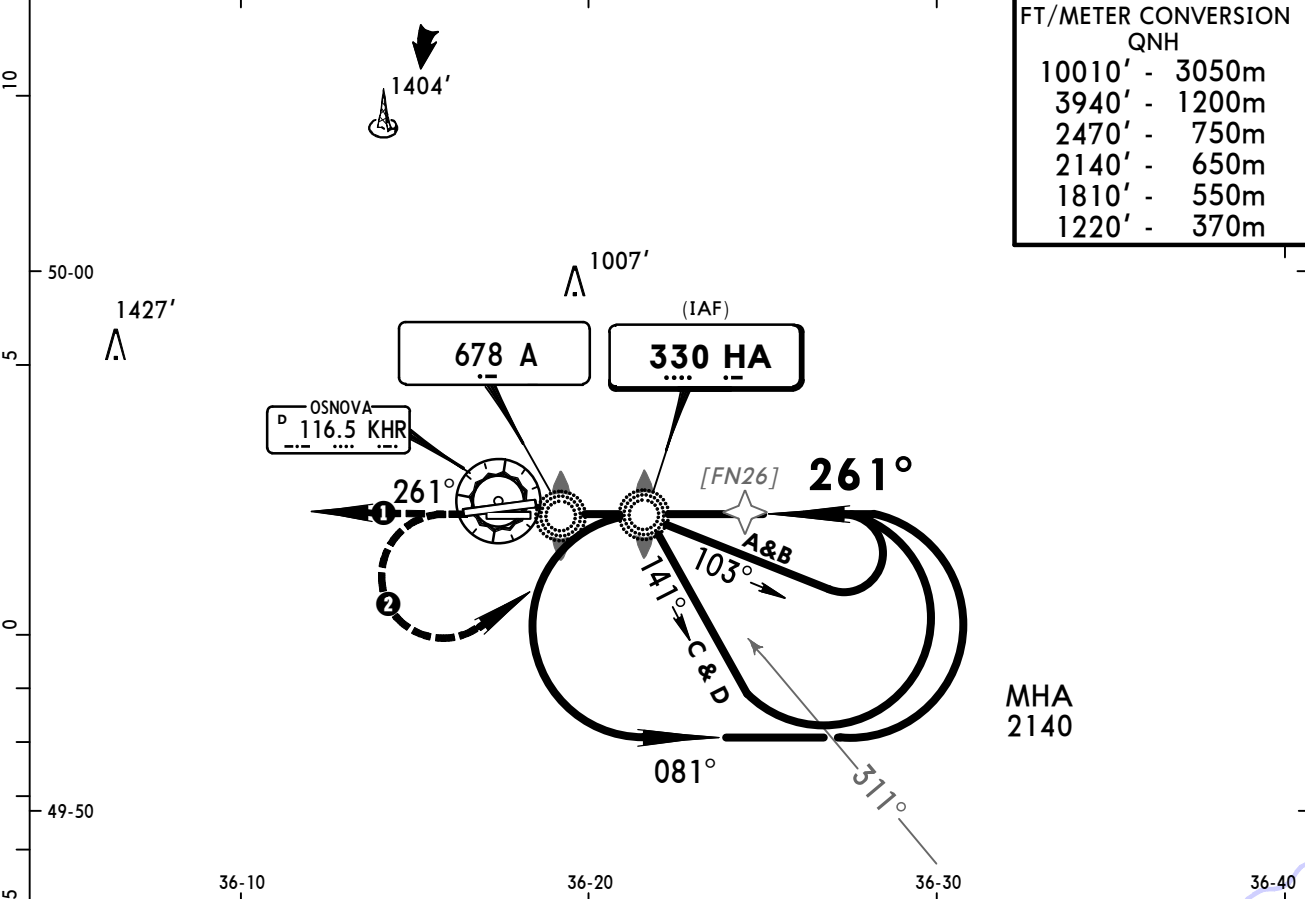


Gnd speed-Kts	70	90	100	120	140	160	2470' on 081°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

JAR-OPS		STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND ①	
with SDF at LOM MDA(H) 940' (434')		W/o SDF MDA(H) 1050' (544')		Not authorized North of airport	
A	RVR 1500m			Max Kts	MDA(H) VIS
B	RVR 1500m			100	1050' (544') 1500m
C	RVR 1800m			135	1200' (694') 1600m
D	RVR 2000m	RVR 2000m		180	1420' (914') 2400m
				205	1420' (914') 3600m

BRIEFING STRIP™	ATIS	KHARKIV Approach (R)			KHARKIV Tower	Ground
	126.75 (Russian 127.6)	118.8	123.7	133.9	118.1	119.0
	NDB HA 330	Final Apch Crs 261°	Minimum Alt LOM 1220' (735')	MDA(H) (CONDITIONAL) 940' (455')	Apt Elev 529' RWY 485'	<p>2700'</p> <p>MSA HA NDB</p>
<p>MISSED APCH: ❶ Climb on 261° to 1810', then as directed. MISSED APCH RADIO COMM FAILURE: ❷ Climb on 261° to 1810', then turn LEFT to HA NDB climbing to 3940', then according to chart.</p>						

Alt Set: hPa (MM on req) Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	<p>1810' on 261°</p>	
Descent Angle	3.07°	380	489	543	652	760		869
MAP at LMM								

JAR-OPS		STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
		with SDF at LOM		W/o SDF		Not authorized North of airport	
		MDA(H) 940' (455')		MDA(H) 1070' (585')			
		ALS out		ALS out		Max Kts.	
A	RVR 1000m	RVR 1500m		RVR 1000m		100	1070' (585') 1500m
B	RVR 1200m	RVR 1500m		RVR 1200m		135	1200' (715') 1600m
C	RVR 1600m	RVR 2000m		RVR 1600m		180	1420' (935') 2400m
D	RVR 1600m	RVR 2000m		RVR 1600m		205	1420' (935') 3600m

❶ Circling height based on rwy 26 thresh elev of 485'.

Chart changes since cycle 07-2012

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKHH