

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UHHH

Terminal Charts For UHHH

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: KHABAROVSK RUS
ICAO/IATA: UHHH / KHV
Lat/Long: N48° 31.68', E135° 11.28'
Elevation: 244 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: 1934 Z
Sunset: 1018 Z

Runway Information

Runway: 05R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 236 ft
Lighting: Edge, ALS

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

Runway: 23R
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 242 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05L
Length x Width: 11483 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 241 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 129.300

ATIS: 124.875 Non-English

Khabarovsk Start/Precisio Tower: 124.000 Secondary

Khabarovsk Start/Precisio Tower: 119.300

Khabarovsk Ground: 121.800

Khabarovsk Ground: 124.000 Secondary

Khabarovsk Apron Ramp/Taxi: 118.900

Khabarovsk Approach: 125.200

Khabarovsk Approach: 124.000 Secondary

Khabarovsk Radar: 120.300

Khabarovsk Transit Operations: 131.800

Khabarovsk Radar: 124.000 Secondary

UHHH/KHV
NOVY

JEPPESEN

22 DEC 23

10-1P

Eff 28 Dec

KHABAROVSK, RUSSIA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS 129.3
124.875 (Russian)

1.2. COMMUNICATION FAILURE PROCEDURES

In all cases, mobile communication can be used.
Flight Control Officer: +7 (4212) 418-405.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

Procedures shall be applied when ceiling is less than 60m and/or RVR is less than 550m.

LVP are implemented using the phrase: "Low visibility procedures in progress, check your minima" by ATIS broadcast, or by ATC controllers, if ATIS does not contain this information.

Taxiing on APT is permitted only under assistance of Follow-me car.

The responsibility for RWY incursions and non-adherence to the assigned taxi routes on the maneuvering area shall be placed on the flight crew.

Control of ACFT position on the maneuvering area is provided by A-SMGCS (Advanced Surface Movement Guidance and Control System) Vega, through reports of flight crews or Follow-me service specialist.

1.3.2. ARRIVAL

RWY 05L/23R is considered vacant after pilot reports vacating RWY 05L/23R onto TWYs B, C, D to Start controller.

Flight crew shall report Start controller about parking on stand using the following phraseology "ACFT call sign + on stand..".

1.3.3. DEPARTURE

ACFT departing from RWY 05L/23R shall taxi to RWY 05L/23R RWY-holding positions marking on TWYs B, C, D at RWY 05L/23R stop-bar light.

The following is prohibited during LVP:

- Holding at RWY-holding position marking on TWYs E, F when RWY 05L is active and on TWY H, when RWY 23R is active;
- Take-off without stop at the line-up position.

1.4. RWY OPERATIONS

180° turns permitted at the beginning of RWY 05L using junctions of TWY A, E and RWY 05L along special marking (turn radius is 115'/35m). Flight crew must exercise extreme caution.

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.

1.5. TAXI PROCEDURES

Movement of ACFT about the APT by GND controller only.

Vacation of RWY 05R/23L along TWY G after landing on RWY 05R and taxiing into RWY 23L along TWY G shall be carried out strictly along centerline at low speed and with extreme caution.

Vacation of RWY 05R/23L along TWY G by ACFT with wingspan more than 138'/42m and TU-154 ACFT after landing on RWY 05R, as well as taxiing of these ACFT into RWY 23L for take-off from TWY G, is prohibited.

UHHH/KHV
NOVY

JEPPESEN

22 DEC 23

10-1P1

Eff 28 Dec

KHABAROVSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

Taxiing and towing to and from stands are prohibited without clearance from GND controller. Foreign airlines' ACFT are subject to mandatory escorting by special Follow-me car.

Pilot shall report parking on the stand to GND controller using the following phraseology: "ACFT call sign + on stand...".

Stands 12 thru 14 available for de-icing.

Stands 12A, 14A, 15 thru 17, 20, 21, 28 and 72 are available only during DAY-LIGHT hours.

Stand 62 and TWY D are available for parking of ACFT with dangerous goods on board.

Stand 62 is available for parking of ACFT with dangerous infections on board.

TWY D is available for parking of ACFT in malfunctional situations.

1.7. OTHER INFORMATION

Fuel dumping in sector 190°-340° at 8.6NM or less from aerodrome is prohibited.

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWYs 05L, 05R and 23R are approved for CAT II operations.

2.2. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure:

- execute approach in accordance with the established communication failure procedures;
- maintain listening watch on LOM FREQ of the active RWY for information and ATS unit instructions.

If radio communication failure occurred before entering Khabarovsk/Novy terminal area, continue the flight at FL last assigned by the ATS unit towards the navigation aid of the active RWY to the holding area. After that, ACFT shall descend in the holding area and execute priority approach.

If STAR was assigned by the ATS unit, proceed along the assigned STAR at the last height (FL) assigned by the controller and acknowledged. Descend to IAF at the established height after passing the navigation aid of the active RWY, employing navigation based on conventional methods, or after passing the published WPT of RNAV approach procedure, and after that execute landing.

If radio communication failure occurred, during vectoring, proceed via the shortest distance at the last height (FL) assigned by the controller and acknowledged to the navigation aid of the active RWY employing navigation based on conventional methods, or to the published WPT of RNAV approach procedure, then proceed to IAF at the established height, and after that execute landing.

If pilot plans to proceed to an alternate APT after missed approach, ACFT shall climb to FL140/FL150 or FL240/FL250 as prescribed in established communication failure procedures.

2.3. RWY OPERATIONS

After landing on RWY 05L and if unable to vacate RWY via one of TWYs B, C, D ACFT with wingspan of more than 138'/42m shall carry out a 180° turn only on turning pad at RWY 23R THR.

After landing on RWY 23R and if unable to vacate RWY via one of TWYs B, C, D ACFT with wingspan of more than 138'/42m shall carry out a 180° turn at RWY 05L THR using junction of RWY and adjoining parts of TWY A and E, along special marking (turn radius 115'/35m).

UHHH/KHV
NOVY

JEPPESEN

28 APR 23

10-1P2

KHABAROVSK, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing shall be requested not later than 40 minutes before departure time.
De-icing with running engines is not provided.

3.2. START-UP PROCEDURES

Before establishing radio communication for engine start-up request (towing), pilot must listen to ATIS broadcast and report its code letter on initial radio contact with GND/TWR controller.

If RWY occupation of more than 1 minute is necessary, pilot shall report needed time for take-off preparation to Start controller before RWY occupation. If more than 1 minute has passed since issue of clearance, pilot must request another take-off clearance.

If engine start-up is impossible on stand, start-up shall be carried out on the nearest TWY at position marked by T sign.

3.3. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after take-off, execute approach in accordance with the established procedure and land at the aerodrome of departure.

If the decision is made to proceed to the destination aerodrome or to an alternate aerodrome, proceed at the FL indicated in departure instructions or last assigned by the controller and acknowledged for 5 minutes, then climb to the cruising level according to flight plan, or climb to FL140/FL150 or FL240/FL250 as prescribed in the established communication failure procedures.

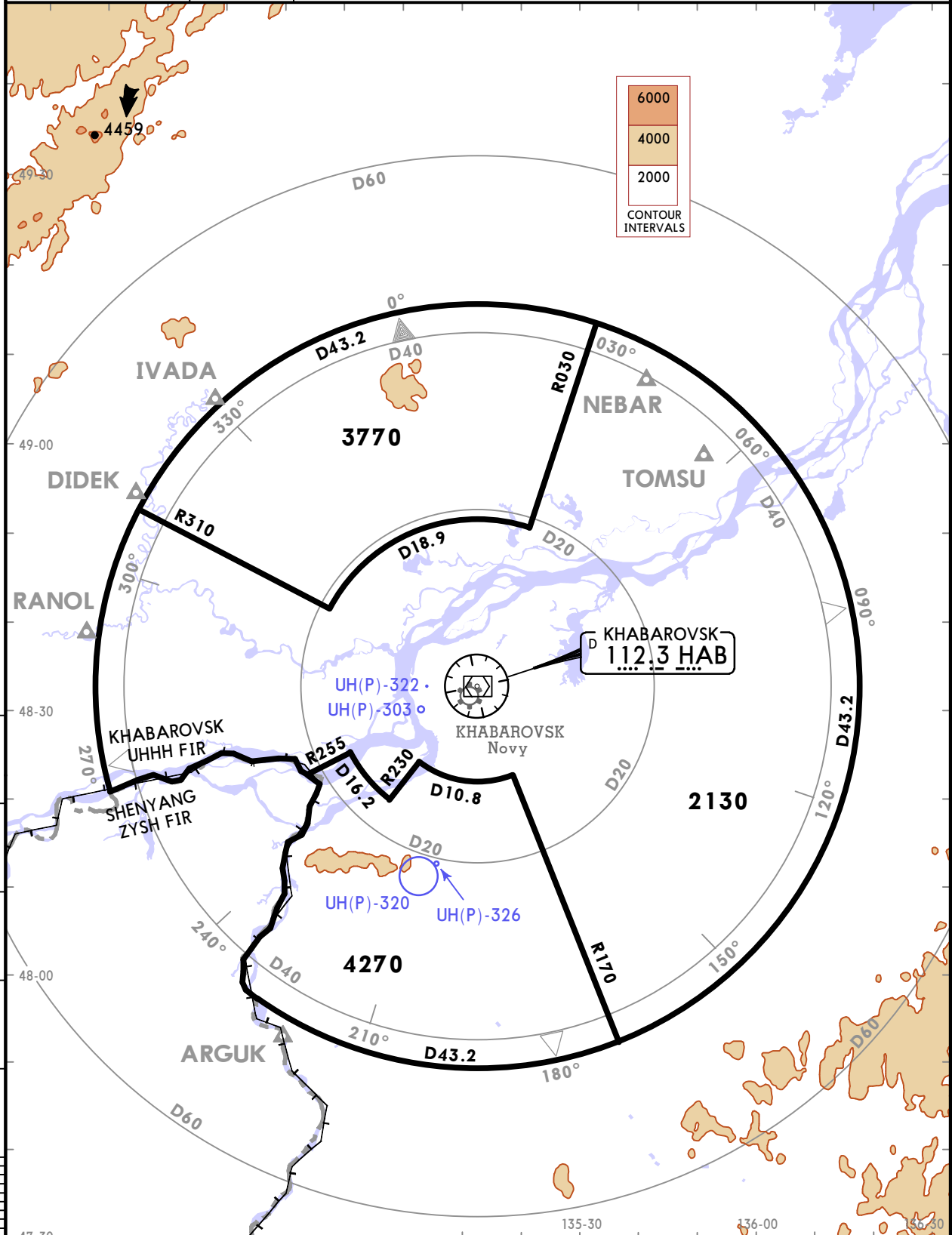
UHHH/KHV
NOVY

JEPPESSEN
22 DEC 23 **(10-1R)** Eff 28 Dec

KHABAROVSK, RUSSIA

RADAR MINIMUM ALTITUDES

KHABAROVSK Radar 120.3	Apt Elev 243	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL060 FL070 if pressure is less than 753 mm (1004 hPa) Trans alt: 4840 (4597) 1. Chart only to be used for cross-checking of altitudes while under vectoring control. 2. Altitude values are calculated for ISA conditions (+15°C). When vectoring is carried-out at or below 0°C, minimum vectoring altitudes must be corrected by altimeter temperature correction.
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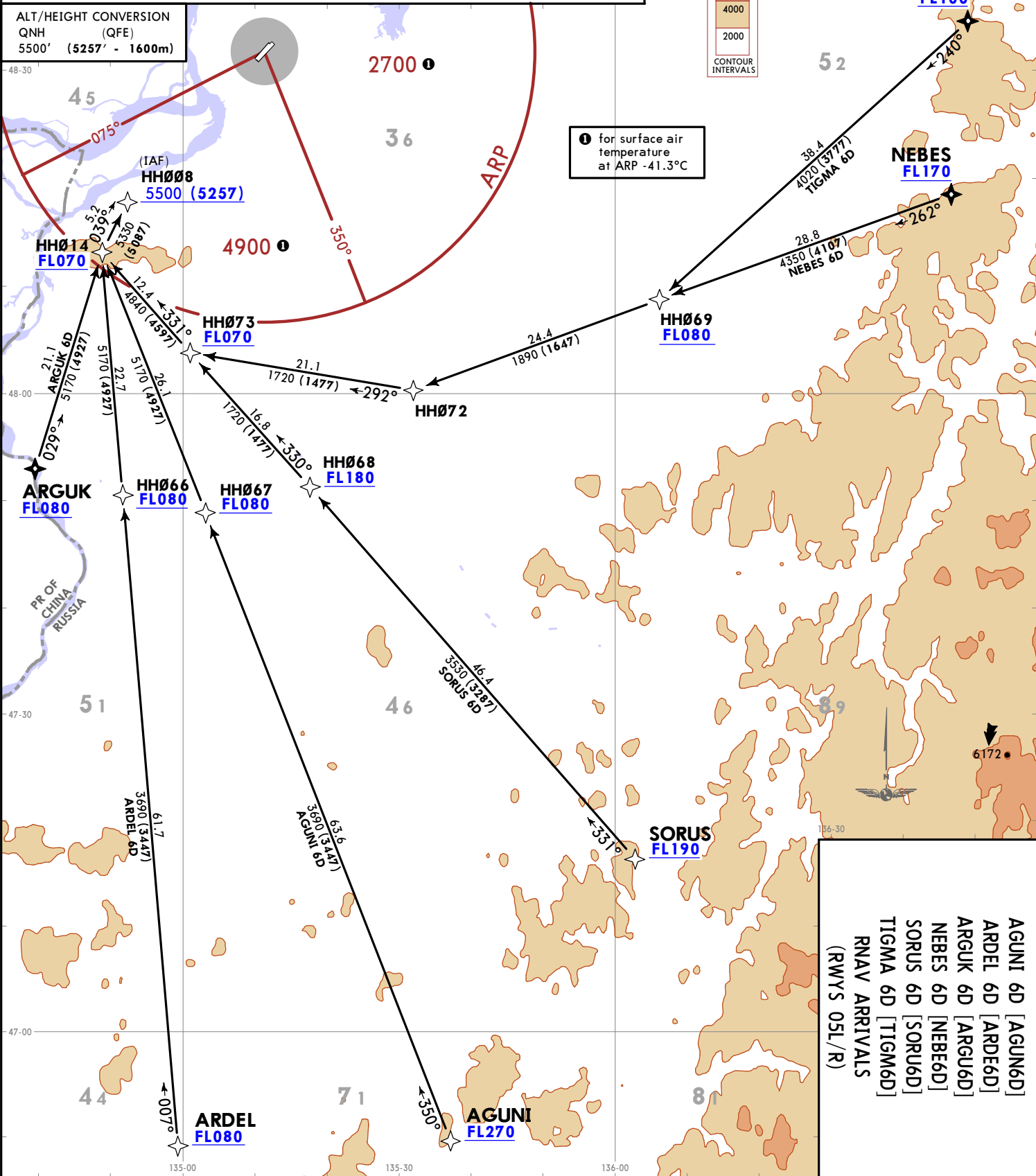


ALT/HEIGHT CONVERSION		FT/METER CONVERSION	
QNH	(QFE)	QNH	
4840'	(4597 - 1400m)	4270'	1300m
		3770'	1150m
		2130'	650m

CHANGES: Southern sector revised.

ATIS 129.3 (Russian 124.875)	KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Apt Elev 243	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL060 FL070 if pressure is less than 753mm (1004 hPa)	1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring. 2. EXPECT 'direct to' procedure and/or RADAR vectoring. 3. Descent shall only be executed to the FL/altitude cleared by ATS.
				RNAV 1 GNSS required	

**AGUNI 6D [AGUN6D], ARDEL 6D [ARDE6D], ARGUK 6D [ARGU6D]
 NEBES 6D [NEBE6D], SORUS 6D [SORU6D], TIGMA 6D [TIGM6D]
 RNAV ARRIVALS (RWYS 05L/R)**

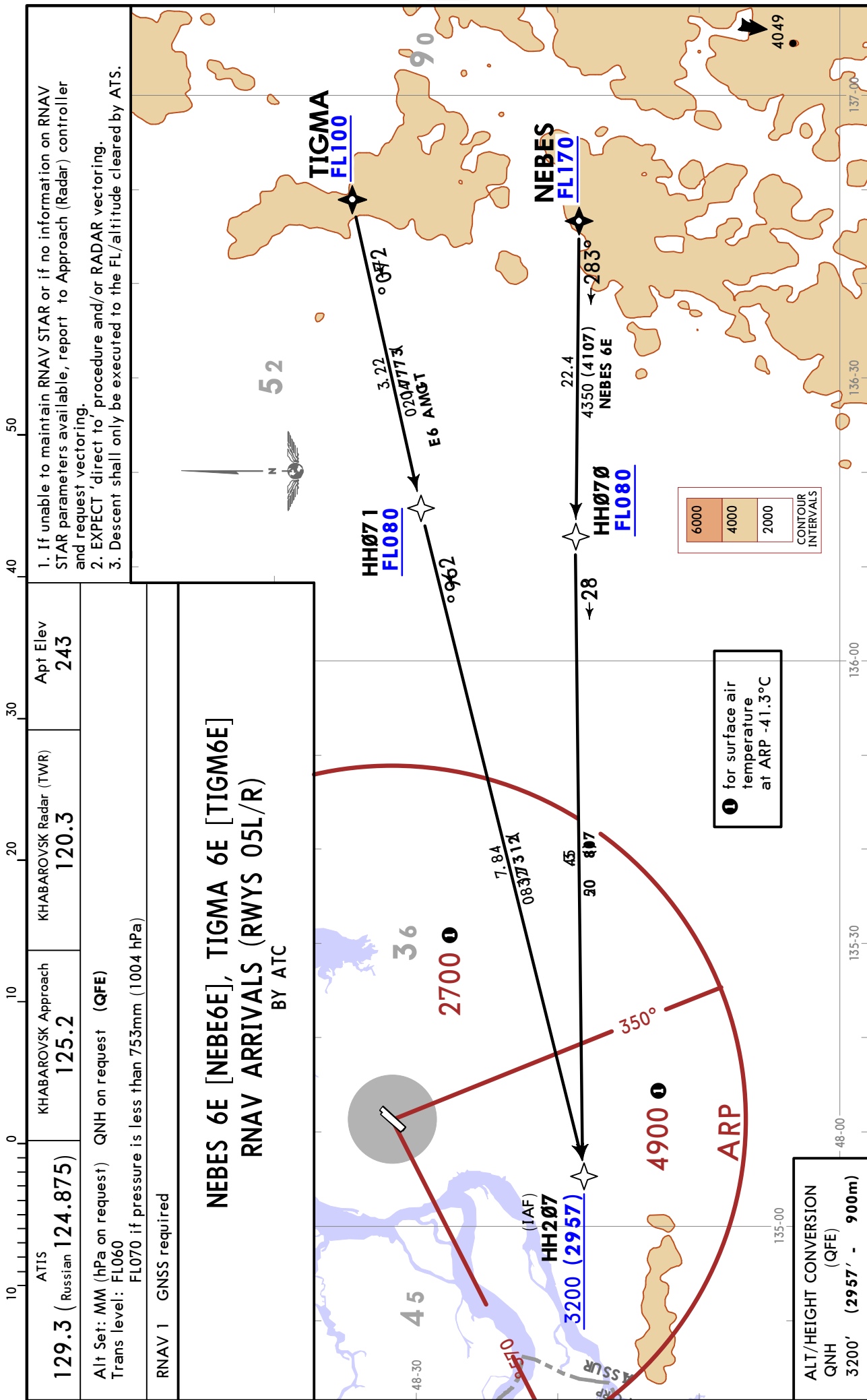


CHANGES: STARs renumbered, runway assignment, IAF altitude, MSA, chart reindexed.
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UHHH/KHV
NOVY

JEPPÉSEN
28 APR 23 (10-2A)

KHABAROVSK, RUSSIA
RNAV STAR



1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATIS.

ATIS 129.3 (Russian 124.875)	KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Apt Elev 243
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FLO60 FLO70 if pressure is less than 753mm (1004 hPa)			
RNAV 1 GNS required			

**NEBES 6E [NEBE6E], TIGMA 6E [TIGM6E]
RNAV ARRIVALS (RWYS 05L/R)
BY ATC**

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

① for surface air temperature at ARP -41.3°C

6000	4000	2000
CONTOUR INTERVALS		

KHABAROVSK, RUSSIA

RNAV STAR

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Apt Elev
129.3 (Russian 124.875)	125.2	120.3	243

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL060
 FL070 if pressure is less than 753mm (1004 hPa)

RNAV 1 GNSS required

1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
 2. EXPECT 'direct to' procedure and/or RADAR vectoring.
 3. Descent shall only be executed to the FL/altitude cleared by ATIS.

DIDEK 6D [DIDE6D]
 IVADA 6D [IVAD6D]
 NEBAR 6D [NEBA6D]
 RANOL 6D [RANO6D]
 TOMSU 6D [TOMS6D]
 RNAV ARRIVALS
 (RWYS 05L/R)

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

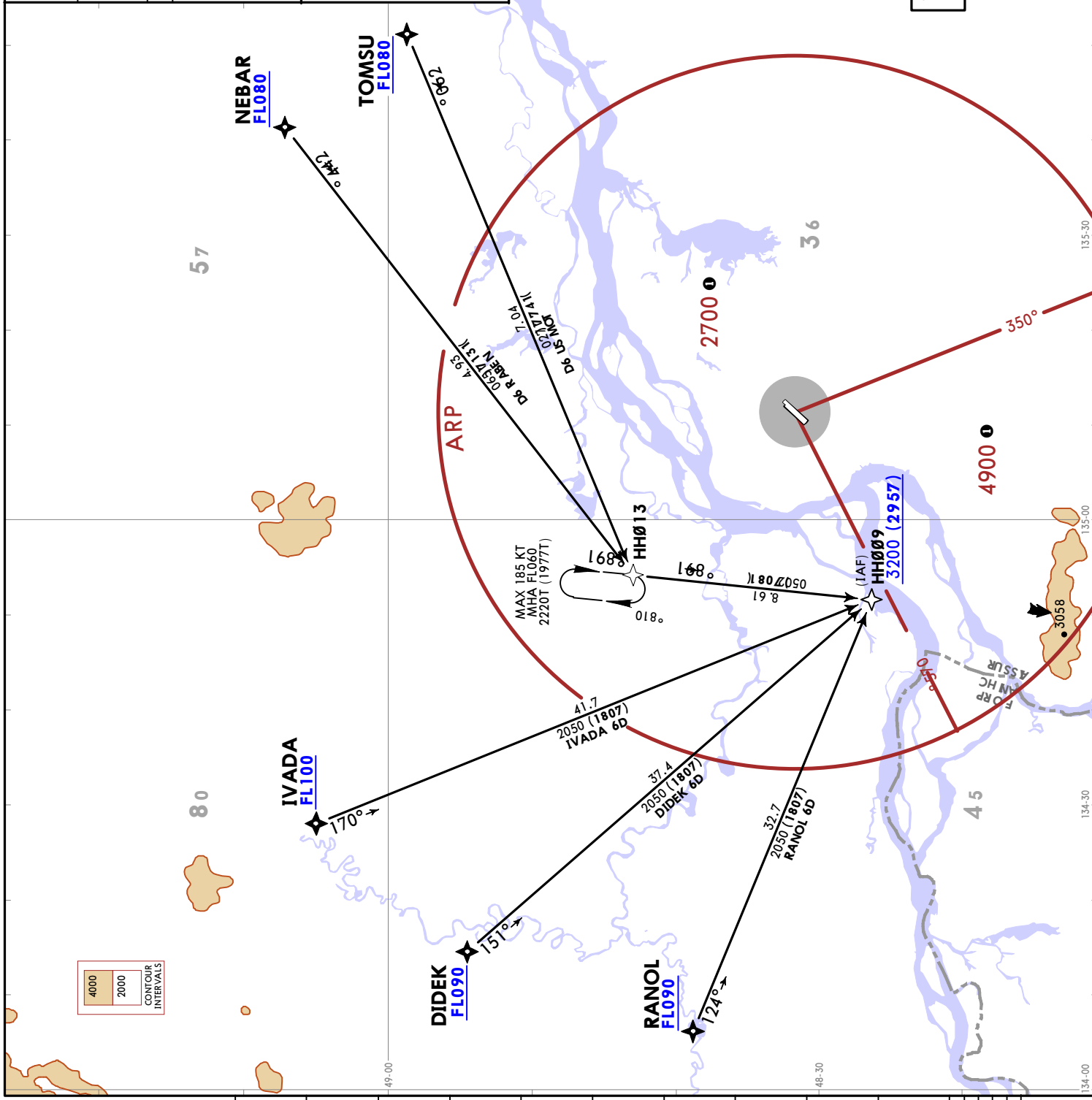
1 for surface air temperature at ARP -41.3°C

UHHH/KHV
NOVY

28 APR 23 (10-2B)



4000	CONTOUR INTERVALS
2000	



CHANGES: STARS renumbered, runway assignment, crossing altitudes, MSA, chart reindexed.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5500'	(5257' - 1600m)

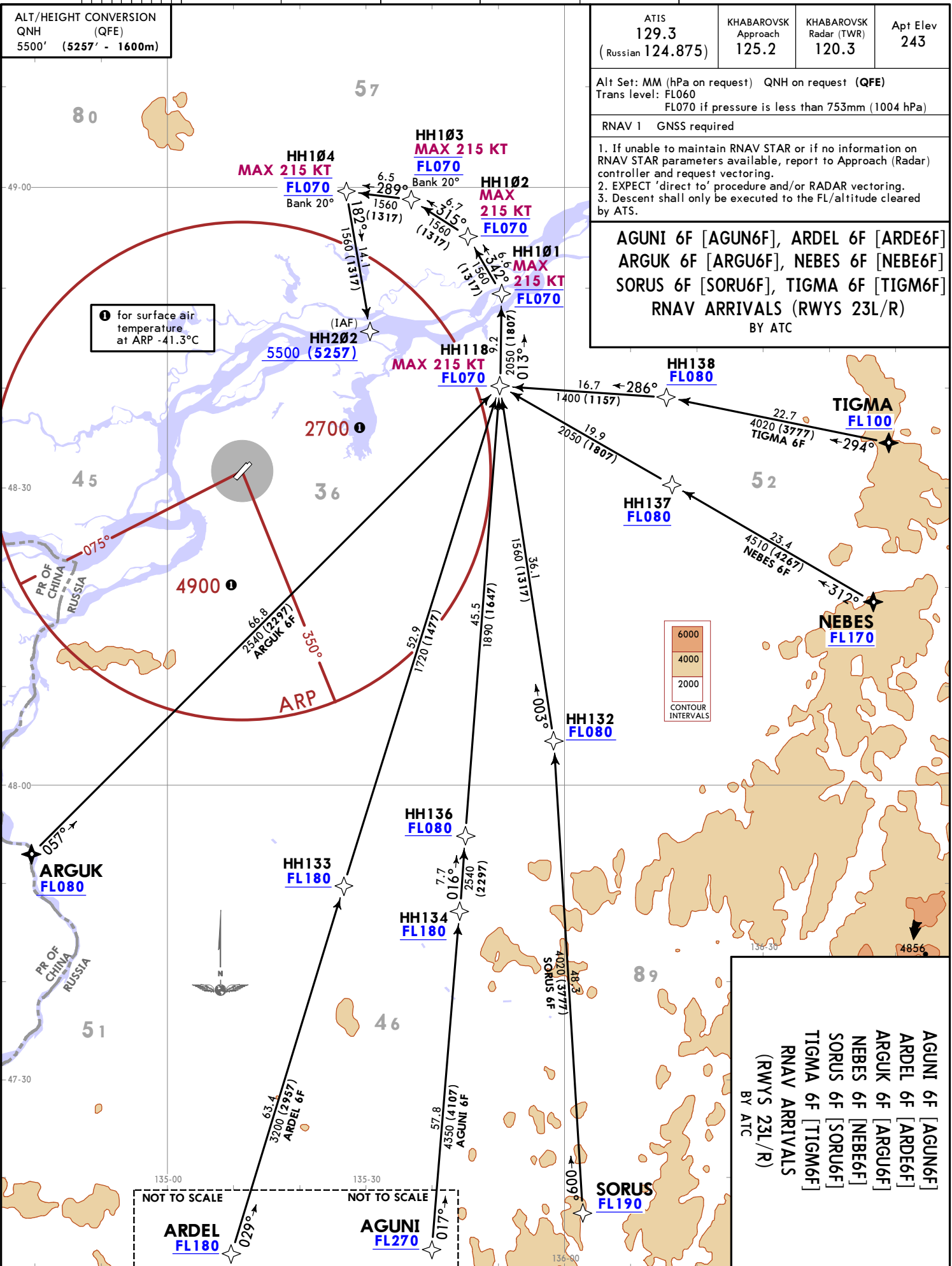
ATIS 129.3 (Russian 124.875)	KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Apt Elev 243
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Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL060
FL070 if pressure is less than 753mm (1004 hPa)

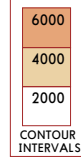
RNAV 1 GNSS required

1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATIS.

AGUNI 6F [AGUN6F], ARDEL 6F [ARDE6F]
ARGUK 6F [ARGU6F], NEBES 6F [NEBE6F]
SORUS 6F [SORU6F], TIGMA 6F [TIGM6F]
RNAV ARRIVALS (RWYS 23L/R)
BY ATC



① for surface air temperature at ARP -41.3°C



NOT TO SCALE

AGUNI 6F [AGUN6F]
ARDEL 6F [ARDE6F]
ARGUK 6F [ARGU6F]
NEBES 6F [NEBE6F]
SORUS 6F [SORU6F]
TIGMA 6F [TIGM6F]
RNAV ARRIVALS
(RWYS 23L/R)
BY ATC

UHHH/KHV
 28 APR 23
 JEPPESEN
 KHABAROVSK, RUSSIA
 RNAV STAR

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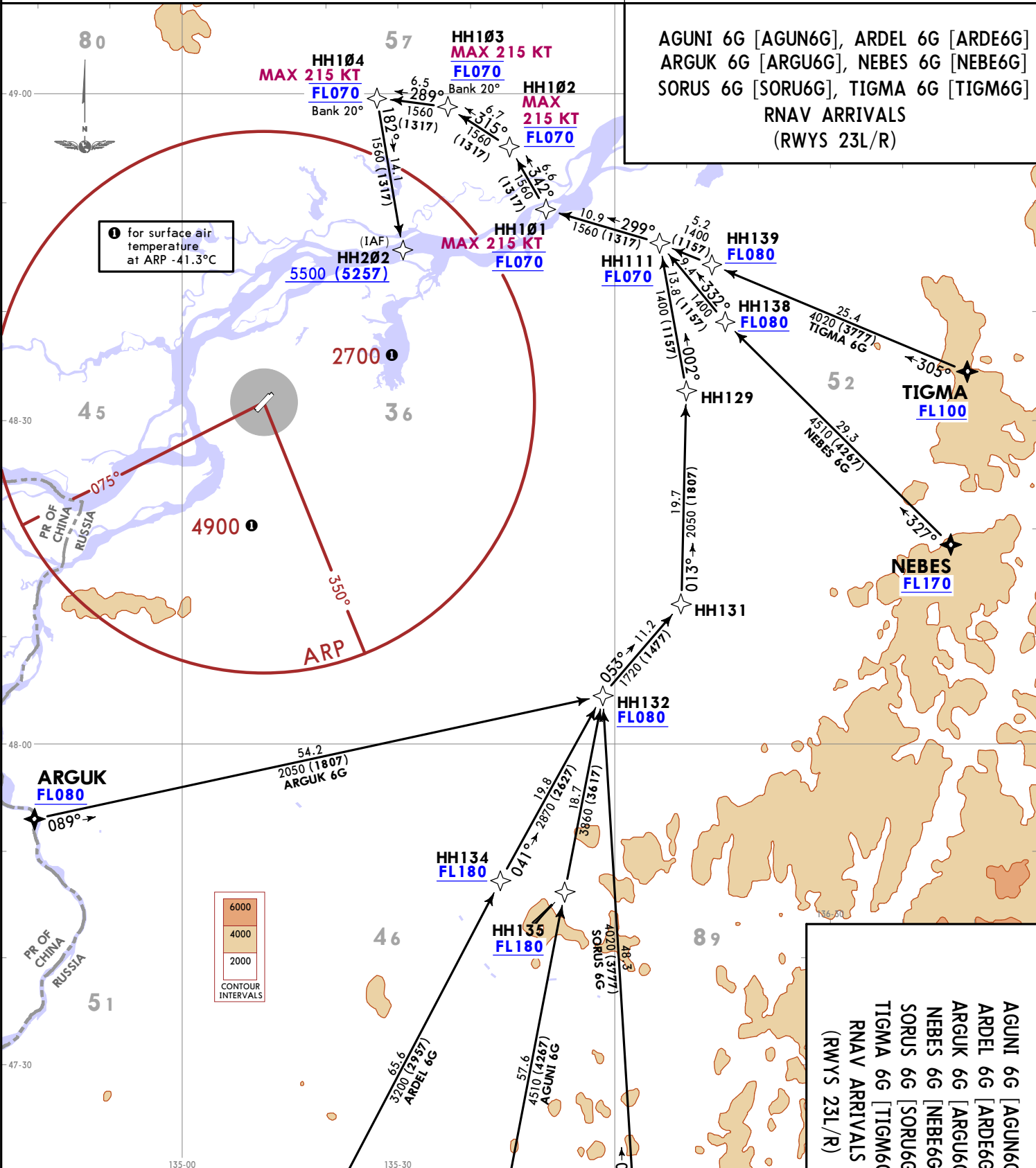
CHANGES: STARs renumbered, runway assignment, crossing altitudes, MSA, chart reindexed.

UHHH/KHV
NOVY
JEPPESSEN
28 APR 23
10-2D

ATIS 129.3 (Russian 124.875)	KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Apt Elev 243
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL060 FL070 if pressure is less than 753mm (1004 hPa)			
RNAV 1 GNSS required			

1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATS.

**AGUNI 6G [AGUN6G], ARDEL 6G [ARDE6G]
ARGUK 6G [ARGU6G], NEBES 6G [NEBE6G]
SORUS 6G [SORU6G], TIGMA 6G [TIGM6G]
RNAV ARRIVALS
(RWYS 23L/R)**



ALT/HEIGHT CONVERSION QNH (QFE) 5500' (5257' - 1600m)

NOT TO SCALE

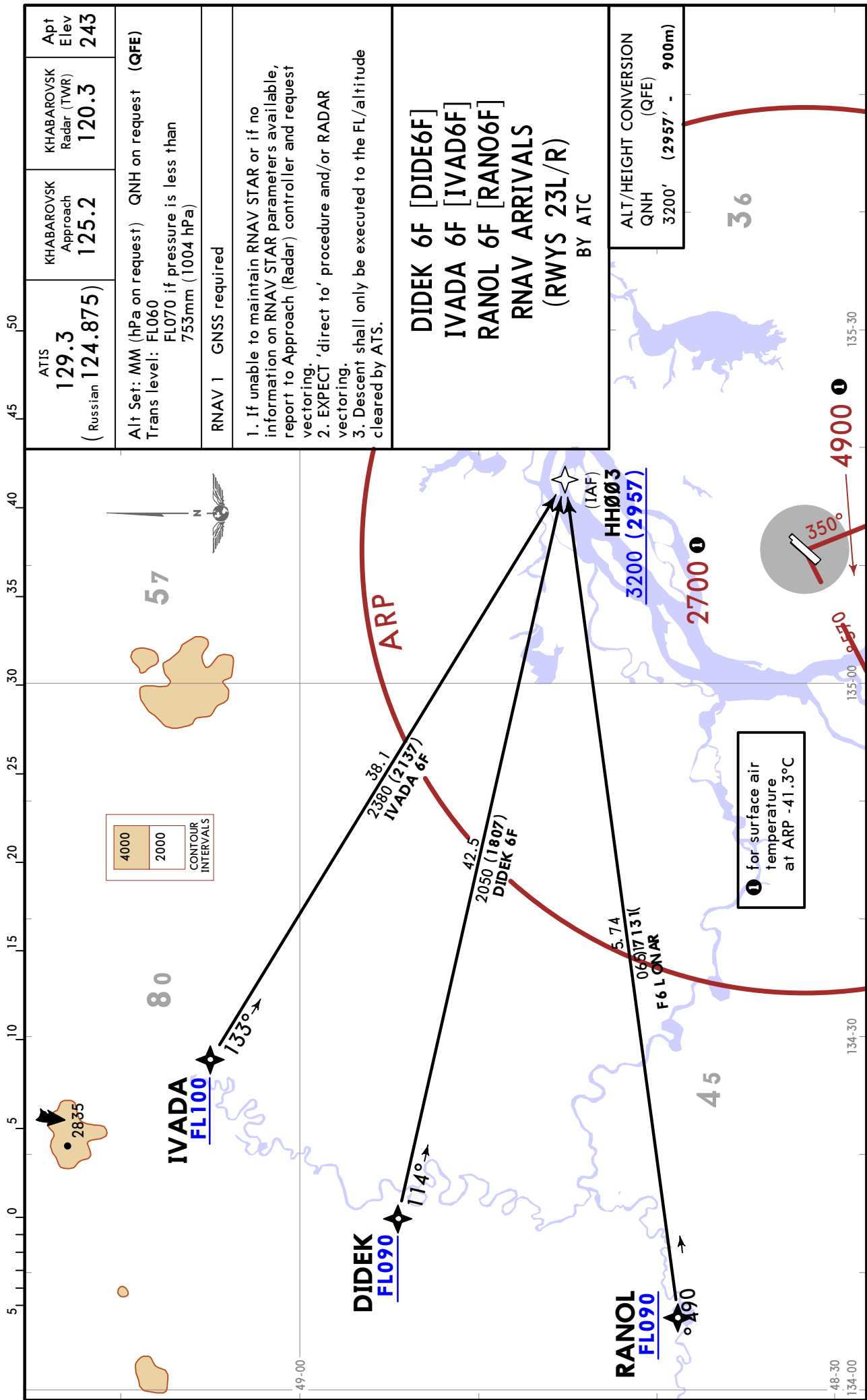
NOT TO SCALE

KHABAROVSK, RUSSIA
RNAV STAR

UHHH/KHV
NOVY

JEPPesen
28 APR 23 (10-2E)

KHABAROVSK, RUSSIA
RNAV STAR



ATIS 129.3 (Russian 124.875)	KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Apt Elev 243
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Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL060
FL070 if pressure is less than 753mm (1004 hPa)

RNAV 1 GNS required

1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATIS.

DIDEK 6F [DIDE6F]
IVADA 6F [IVAD6F]
RANOL 6F [RANO6F]
RNAV ARRIVALS
(RWYS 23L/R)
BY ATC

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

36

KHABAROVSK, RUSSIA

RNAV STAR

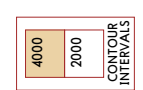
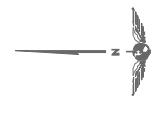
ATIS	129.3 (Russian 124.875)	KHABAROVSK Approach	125.2	KHABAROVSK Radar (TWR)	120.3	Apt Elev	243
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Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FLO60
 FLO70 if pressure is less than
 753mm (100.4 hPa)

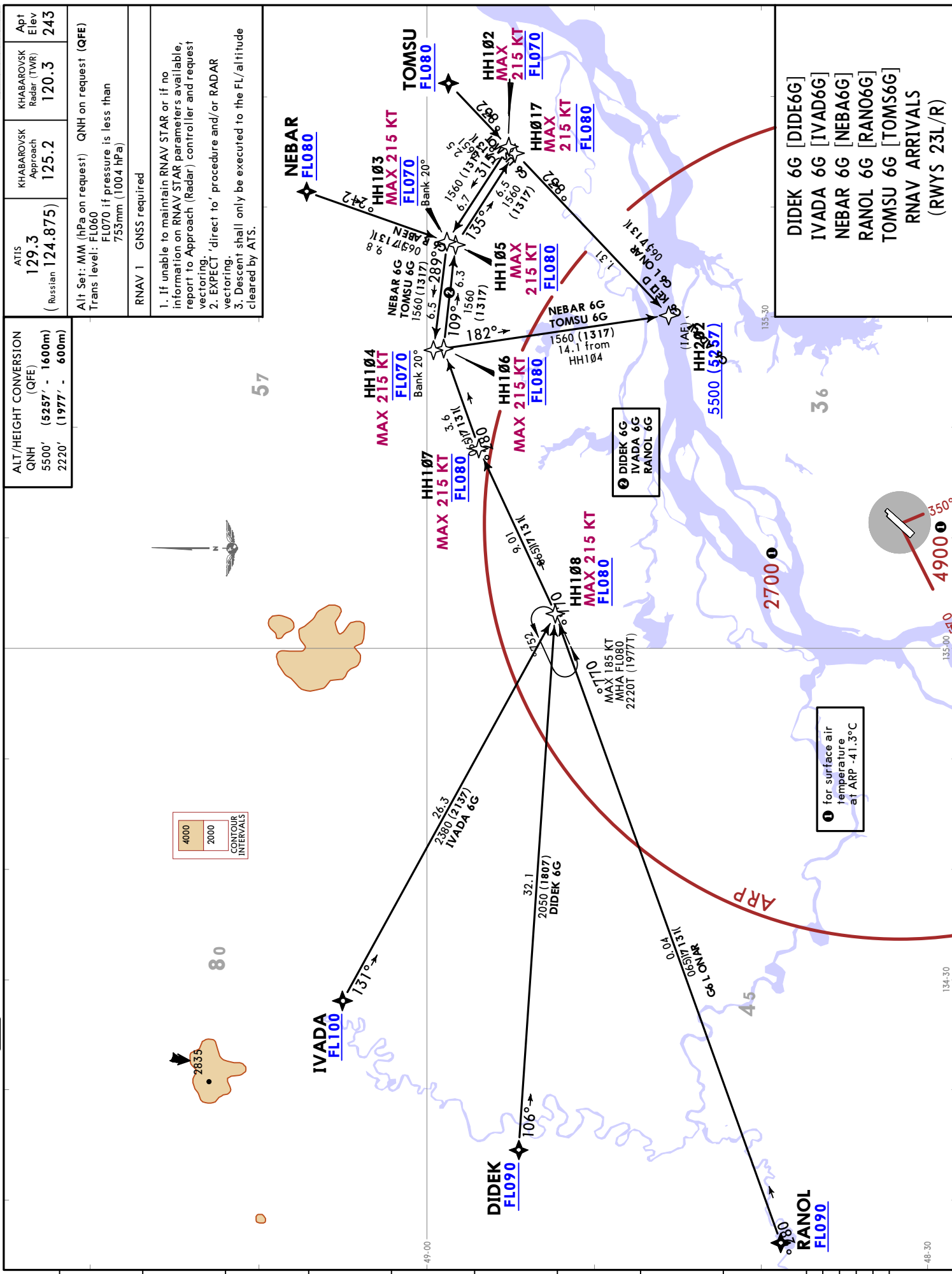
RNAV 1 GNSS required

1. If unable to maintain RNAV STAR or if no information on RNAV STAR parameters available, report to Approach (Radar) controller and request vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATIS.

ALT/HEIGHT CONVERSION	(QFE)
QNH	5500' (1680m)
	2220' (680m)



1 for surface air temperature at ARP -41.3°C



DIDEK 6G [DIDE6G]
 IVADA 6G [IVAD6G]
 NEBAR 6G [NEBA6G]
 RANOL 6G [RANO6G]
 TOMSU 6G [TOMS6G]
 RNAV ARRIVALS
 (RWYS 23L/R)

KHABAROVSK, RUSSIA

STAR

ATIS
129.3 (Russian 124.875)
 Apt Elev
243

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FLO60
 FLO70 if pressure is less than
 753mm (1004 hPa)

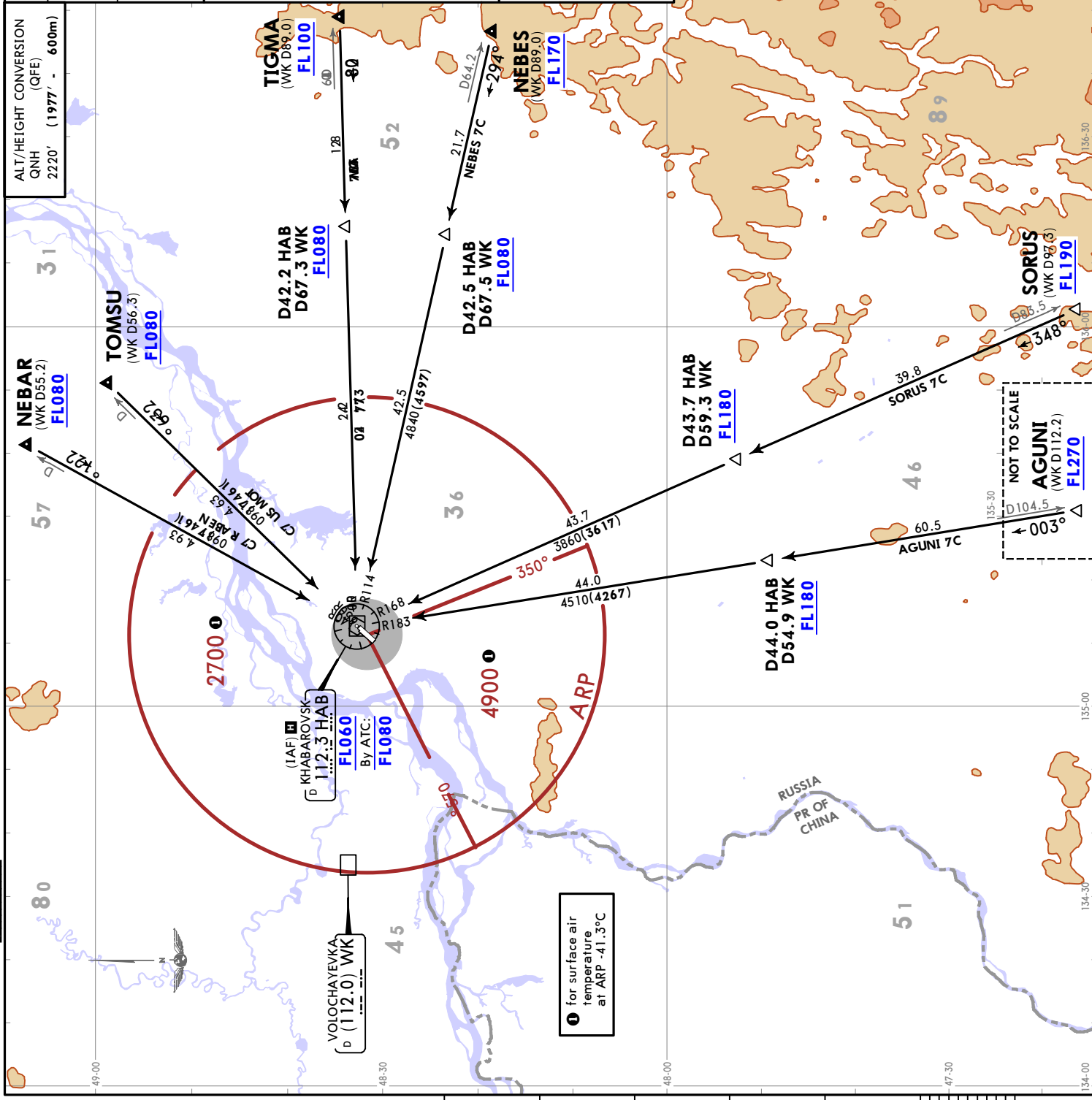
1. DME required.
2. EXPECT direct to procedure and/or RADAR vectoring.
3. Descent shall only be executed to the FL/altitude cleared by ATIS.

AGUNI 7C [AGUN7C]
NEBAR 7C [NEBA7C]
SORUS 7C [SORU7C]
TOMSU 7C [TOMS7C]
NEBES 7C [NEBE7C]
TIGMA 7C [TIGM7C]
 BY ATC

ARRIVALS
(ALL RWYS)

RWYS 05L/R
 MAX 185 KT
 MHA FLO60
 2220T (1977T)

RWYS 23L/R
 MAX 185 KT
 MHA FLO60
 2220T (1977T)



UHHH/KHV
 NOVY

JEPPESSEN
 9 JUN 23
 Eff 15 Jun
 (10-2H)

STAR
UHHH/KHV
 NOVY

28 APR 23
 10-2K
JEPPESEN

KHABAROVSK, RUSSIA

ATIS 129.3 (Russian 124.875)
 Apt Elev 243
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL060
 FLO70 if pressure is less than 753mm (1004 hPa)
 1. EXPECT 'direct' to procedure and/or RADAR vectoring.
 2. Descent shall only be executed to the FL/altitude cleared by ATS.

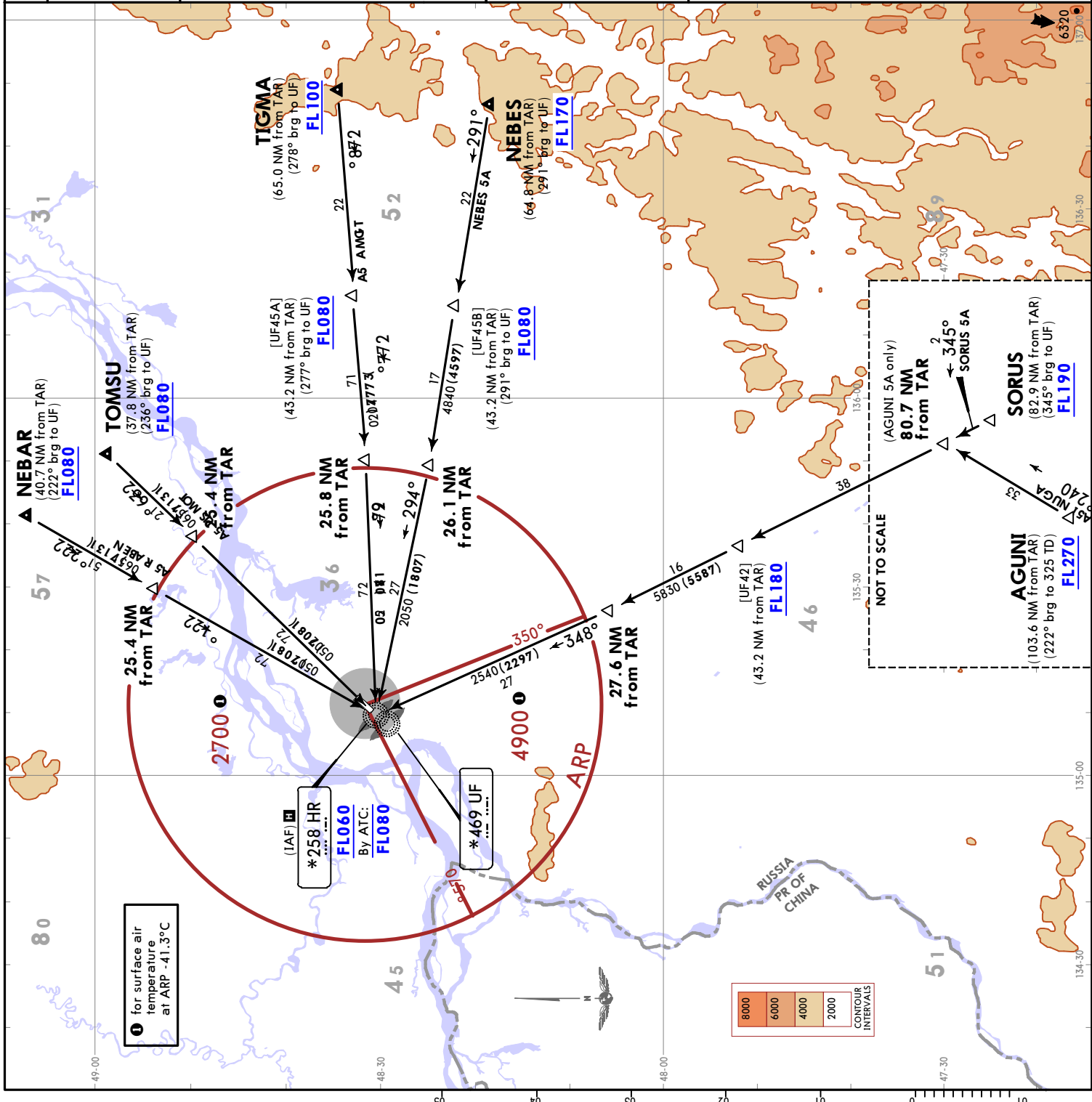
AGUNI 5A [AGUN5A]
NEBAR 5A [NEBA5A]
SORUS 5A [SORU5A]
TOMSU 5A [TOMS5A]
NEBES 5A [NEBE5A]
TIGMA 5A [TIGM5A]
 BY ATC

ARRIVALS
 (RWYS 05L/23R)
 UNDER RADAR CONTROL

RWY 05L
 MAX 185 KT
 MHA FLO60
 2220T (1975M)

RWY 23R
 MAX 185 KT
 MHA FLO60
 2220T (1977T)

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



ATIS
129.3 (Russian 124.875)
Apt Elev
243

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL060
FL070 if pressure is less than 753mm (1004 hPa)

1. EXPECT 'direct to' procedure and/or RADAR vectoring.
2. Descent shall only be executed to the FL/altitude cleared by ATIS.

ARRIVALS
(RWYS 05L/23R)
UNDER RADAR CONTROL

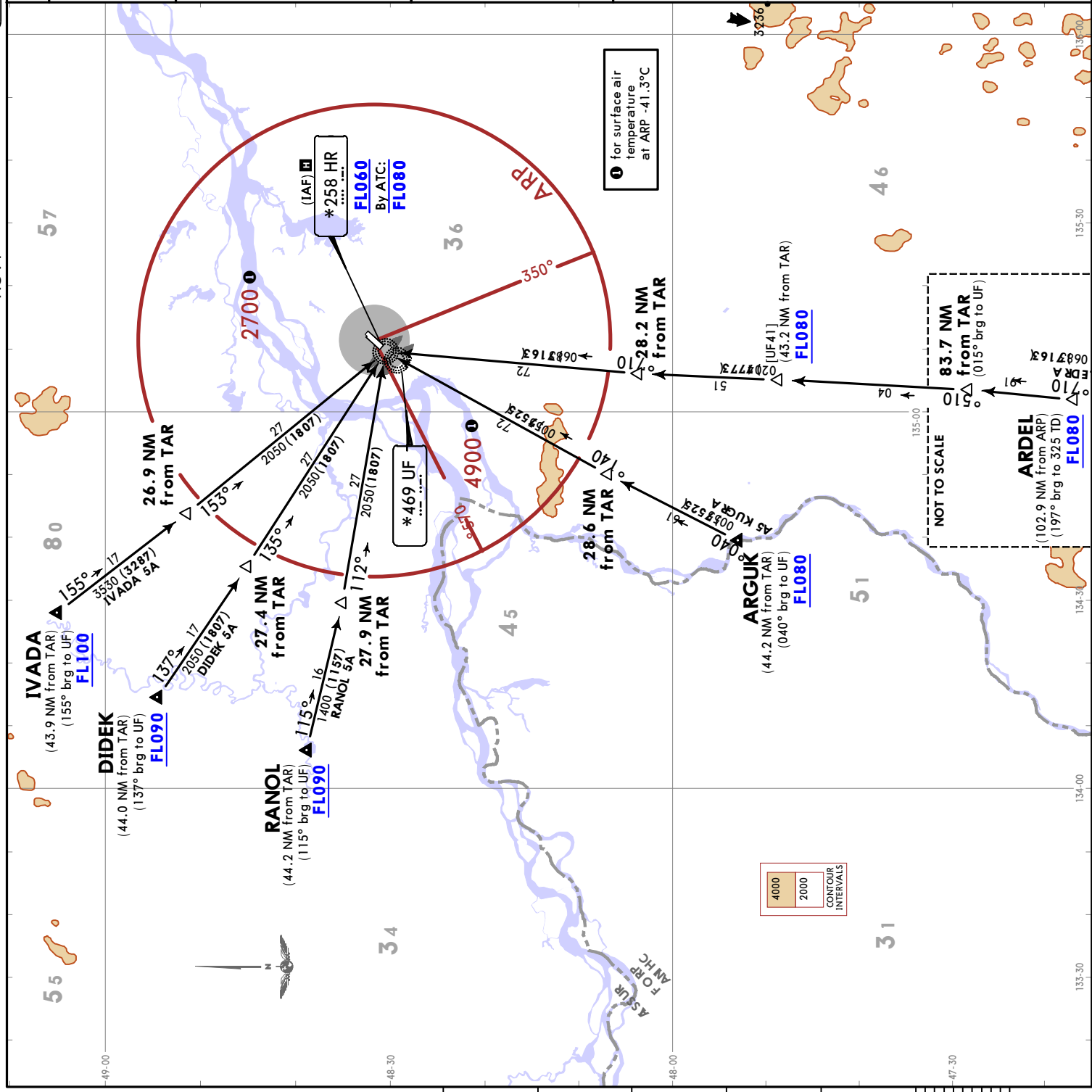
ARDEL 5A [ARDE5A]
ARGUK 5A [ARGU5A]
DIDEK 5A [DIDE5A]
IVADA 5A [IVAD5A]
RANOL 5A [RANO5A]

HR

RWY 05L
MAX 185 KT
MHA FL060
2220T (1977T)

RWY 23R
MAX 185 KT
MHA FL060
2220T (1977T)

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



UHHH/KHV
NOVY

JEPPESEN
28 APR 23 10-2P

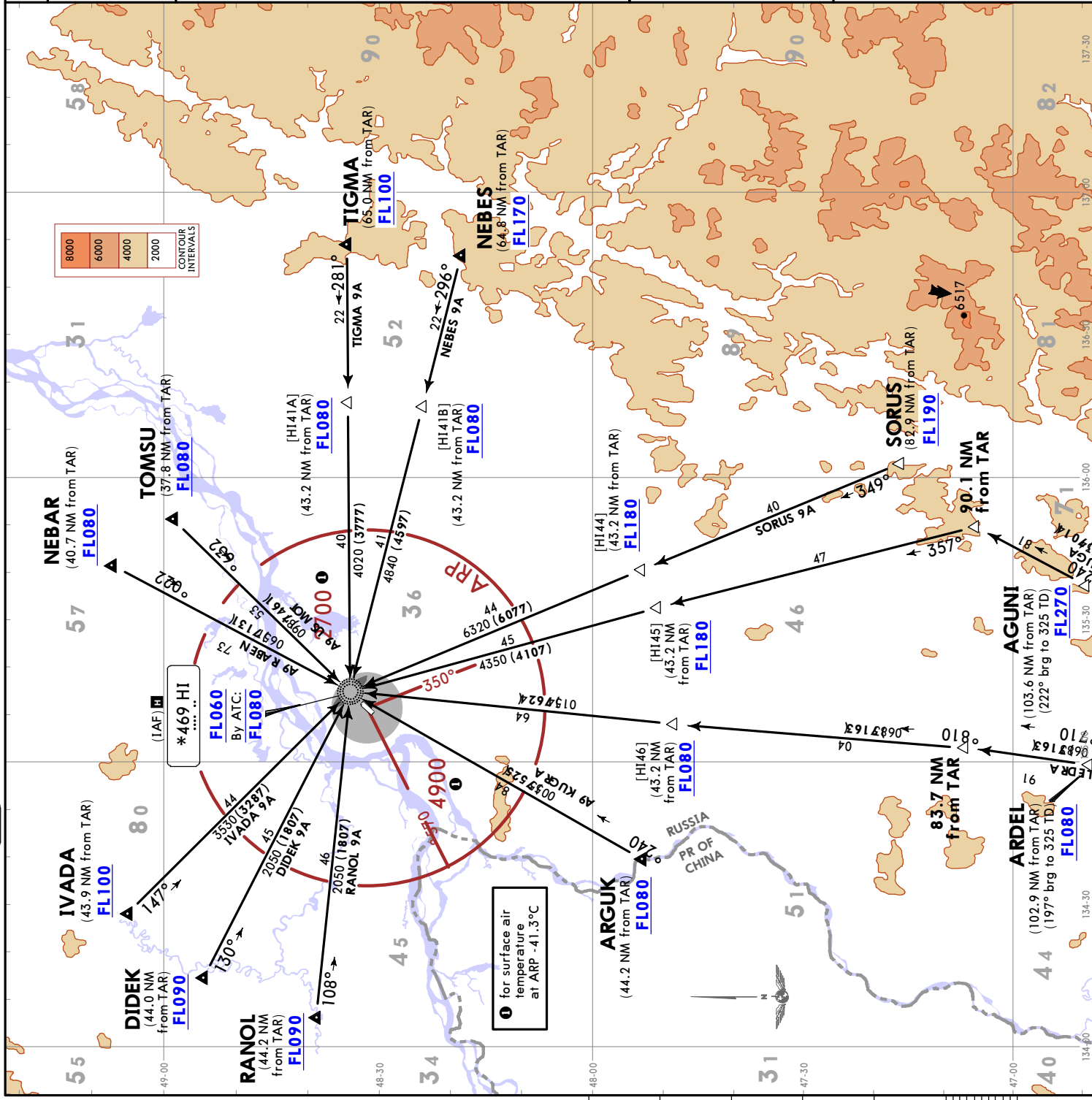
STAR

ATIS 129.3 (Russian 124.875)
Apt Elev 243
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL060
FL070 if pressure is less than 753mm (1004 hPa)
1. EXPECT 'direct to' procedure and/or RADAR vectoring.
2. Descent shall only be executed to the FL/altitude cleared by ATIS.

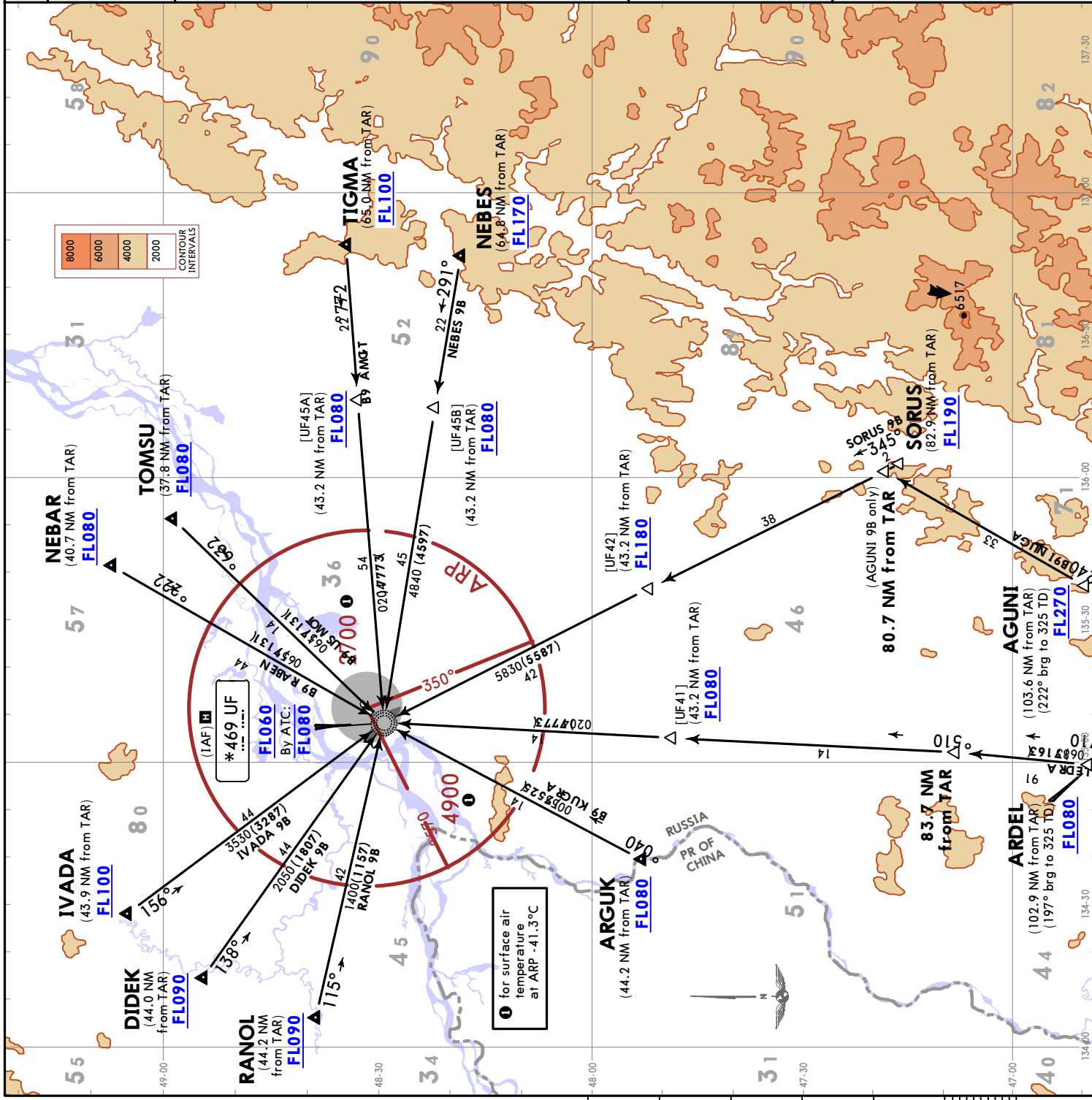
- AGUNI 9A [AGUN9A]
 - ARDEL 9A [ARDE9A]
 - ARGUK 9A [ARGU9A]
 - DIDEK 9A [DIDE9A]
 - IVADA 9A [IVAD9A]
 - NEBAR 9A [NEBA9A]
 - RANOL 9A [RANO9A]
 - SORUS 9A [SORU9A]
 - TOMSU 9A [TOMS9A]
 - NEBES 9A [NEBE9A]
 - TIGMA 9A [TIGM9A]
- BY ATC
- ARRIVALS
(RWY 23L)
UNDER RADAR CONTROL

HI
MAX 185 KT
MHA FL060
2220T (1977T)

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



ATIS 129.3 (Russian 124.875)	Apt Elev 243
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FLO60 FLO70 if pressure is less than 753mm (1004 hPa) 1. EXPECT 'direct' to procedure and/or RADAR vectoring. 2. Descent shall only be executed to the FL/altitude cleared by ATIS.	
AGUNI 9B [AGUN9B] ARDEL 9B [ARDE9B] ARGUK 9B [ARGU9B] DIDEK 9B [DIDE9B] IVADA 9B [IVAD9B] NEBAR 9B [NEBA9B] RANOL 9B [RANO9B] SORUS 9B [SORU9B] TOMSU 9B [TOMS9B] NEBES 9B [NEBE9B] TIGMA 9B [TIGM9B] BY ATC ARRIVALS (RWY 05R) UNDER RADAR CONTROL UF	
ALT/HEIGHT CONVERSION QNH (QFE) 2220' (1977' - 600m)	



KHABAROVSK, RUSSIA

UHHH/KHV
NOVY
28 APR 23 10-3
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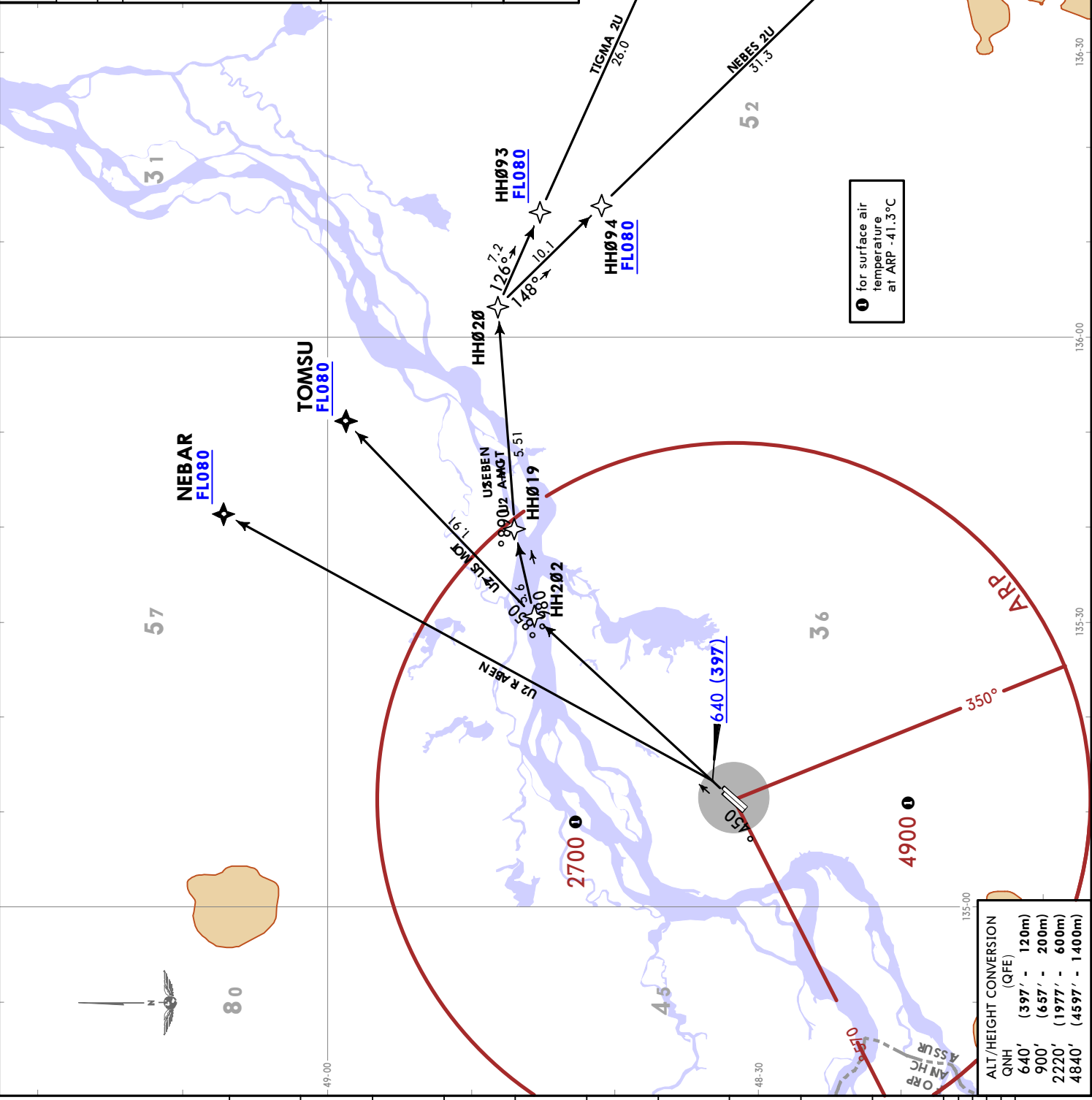
RNAV SID

KHABAROVSK Start (TWR)	119.3	*KHABAROVSK Ground	121.8	KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2
Apt Elev	243	Trans alt: 4840 (4597)		QNH on request (QFE)			
RNAV 1 GNSS required							

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT direct to procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

NEBAR 2U [NEBA2U]
NEBES 2U [NEBE2U]
TIGMA 2U [TIGM2U]
TOMSU 2U [TOMS2U]
RNAV DEPARTURES
(RWYS 05L/R)

Close-in Obstacles:
Trees located to the LEFT and RIGHT of takeoff heading at 0.1NM from DER RWY 05R with MAX elev 310 (67).

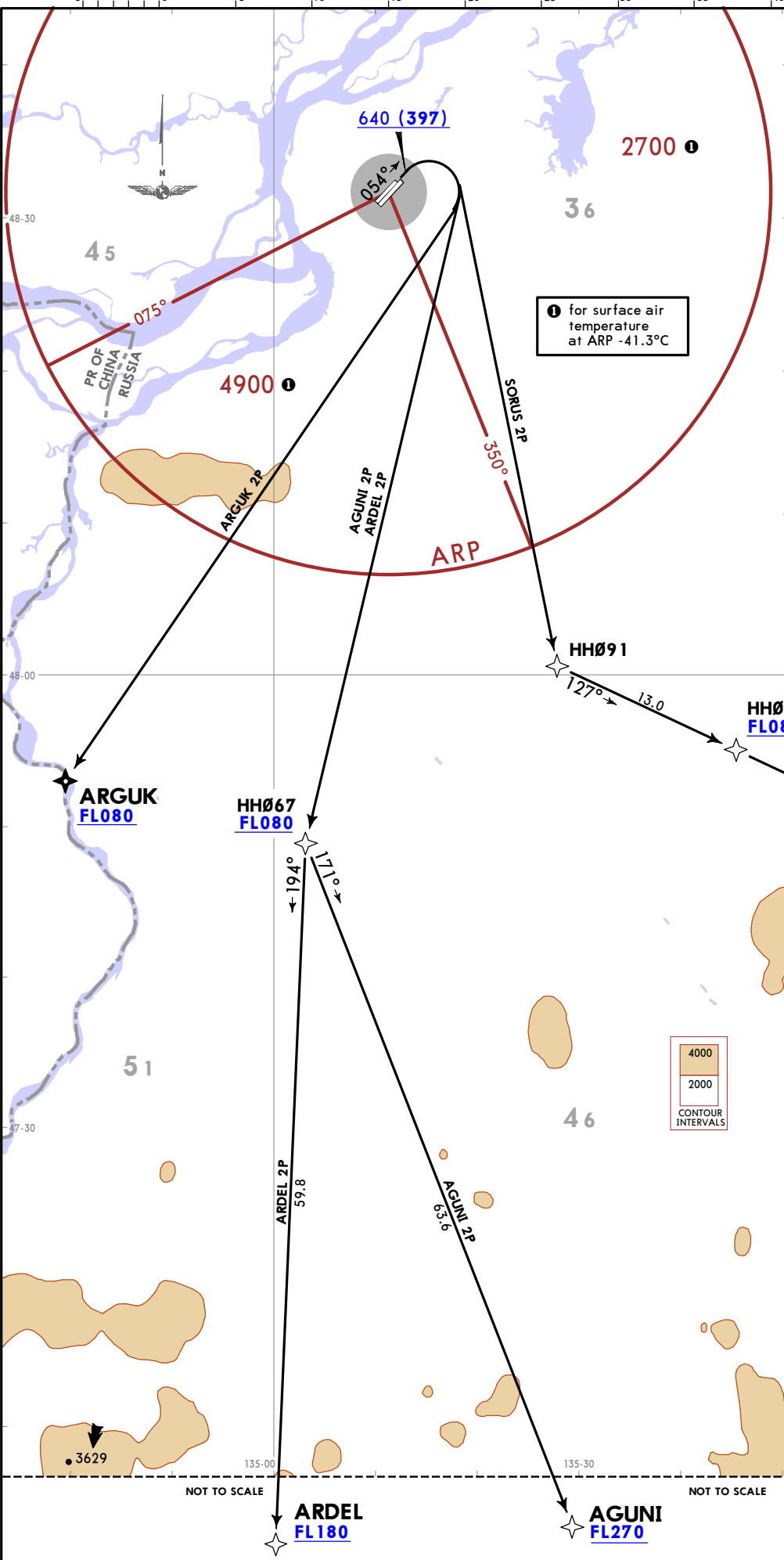


① for surface air temperature at ARP -41.3°C

ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(397' - 120m)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

CHANGES: SIDs renumbered, communications, general notes, MSA.

UHHH/KHV
NOVY
28 APR 23
JEPPesen
(10-3B)



KHABAROVSK Start (TWR) 119.3	*KHABAROVSK Ground 121.8	KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2
Apt Elev 243	Trans alt: 4840 (4597) QNH on request (QFE)		
RNAV 1 GNSS required			
<ol style="list-style-type: none"> 1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring. 2. EXPECT 'direct to' procedure and/or RADAR vectoring. 3. Climb shall only be executed to the FL/altitude cleared by ATIS. 4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached. 5. Turn before DER is prohibited. 			
AGUNI 2P [AGUN2P] ARDEL 2P [ARDE2P] ARGUK 2P [ARGU2P] SORUS 2P [SORU2P] RNAV DEPARTURES (RWYS 05L/R) BY ATC			
Close-in Obstacles: Trees located to the LEFT and RIGHT of takeoff heading at 0.1NM from DER RWY 05R with MAX elev 310 (67).			

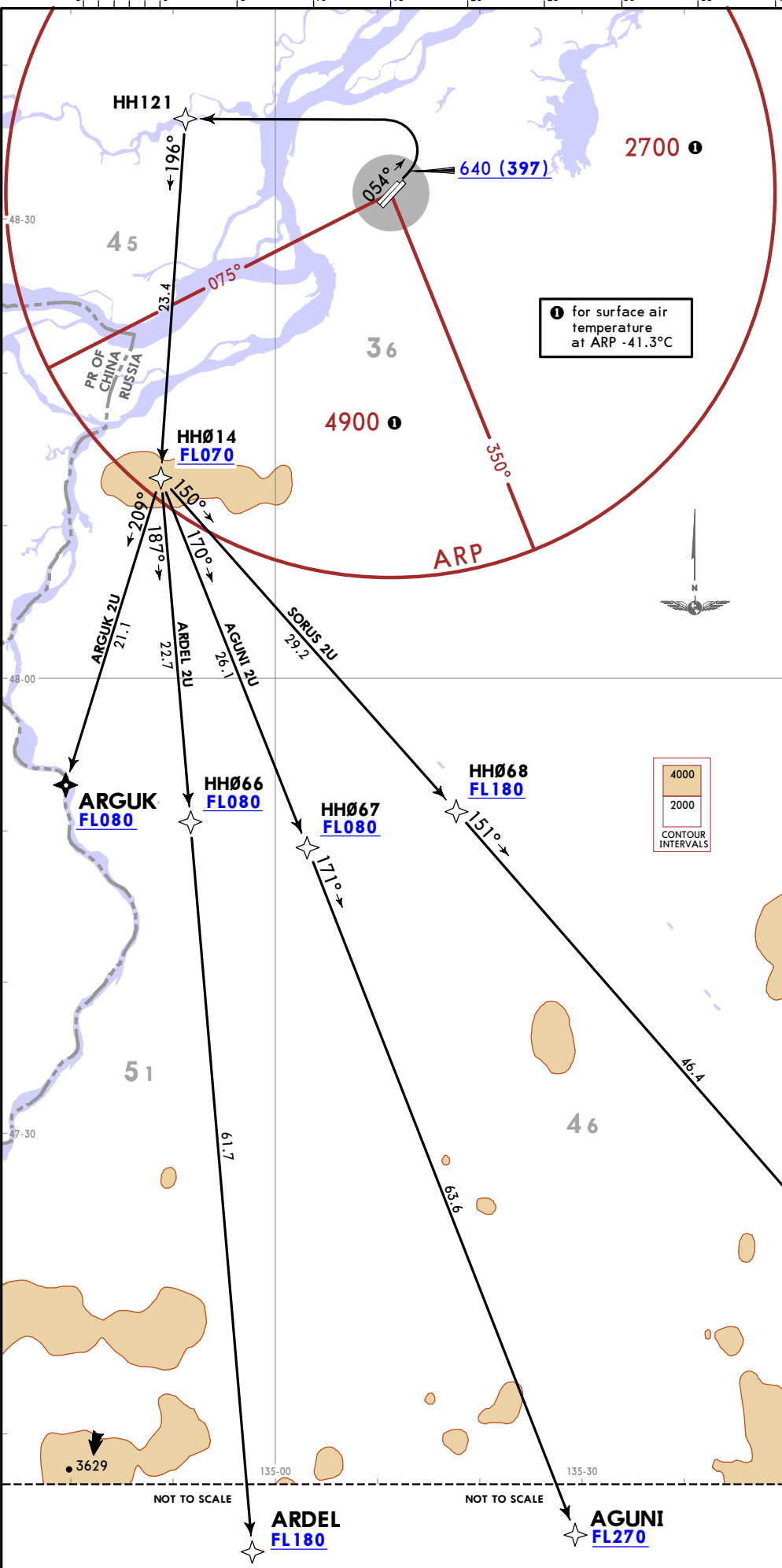
ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(397' - 120m)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

AGUNI 2P [AGUN2P]	AGUNI 2P [AGUN2P]
ARDEL 2P [ARDE2P]	ARDEL 2P [ARDE2P]
ARGUK 2P [ARGU2P]	ARGUK 2P [ARGU2P]
SORUS 2P [SORU2P]	SORUS 2P [SORU2P]
RNAV DEPARTURES	RNAV DEPARTURES
(RWYS 05L/R)	(RWYS 05L/R)
BY ATC	BY ATC

KHABAROVSK, RUSSIA
RNAV SID

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CHANGES: SIDs renumbered, communications, general notes, MSA.



KHABAROVSK Start (TWR)	*KHABAROVSK Ground	KHABAROVSK Radar (TWR)	KHABAROVSK Approach
119.3	121.8	120.3	125.2

Apt Elev 243	Trans alt: 4840 (4597) QNH on request (QFE)
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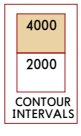
RNAV 1 GNSS required

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATIS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

AGUNI 2U [AGUN2U]
ARDEL 2U [ARDE2U]
ARGUK 2U [ARGU2U]
SORUS 2U [SORU2U]
RNAV DEPARTURES (RWYS 05L/R)

Close-in Obstacles:
 Trees located to the LEFT and RIGHT of takeoff heading at 0.1NM from DER RWY 05R with MAX elev 310 (67).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(397' - 120m)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)



AGUNI 2U [AGUN2U]
ARDEL 2U [ARDE2U]
ARGUK 2U [ARGU2U]
SORUS 2U [SORU2U]
RNAV DEPARTURES (RWYS 05L/R)

UHHH/KHV
 NOVY
 28 APR 23 (10-3C)
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 KHABAROVSK, RUSSIA
 RNAV SID

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KHABAROVSK, RUSSIA

RNAV SID

KHABAROVSK Start (TWR)	KHABAROVSK Ground	KHABAROVSK Radar (TWR)	KHABAROVSK Approach
119.3	121.8	120.3	125.2
Apt Elev 243	Trans alt: 4840 (4597) QNH on request (QFE)		

RNAV 1 GNSS required

- If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
- EXPECT direct to procedure and/or RADAR vectoring.
- Climb shall only be executed to the FL/altitude cleared by ATIS.
- Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
- Turn before DER is prohibited.

**DIDEK 2U [DIDE2U]
IVADA 2U [IVAD2U]
RANOL 2U [RANO2U]
RNAV DEPARTURES
(RWYS 05L/R)**

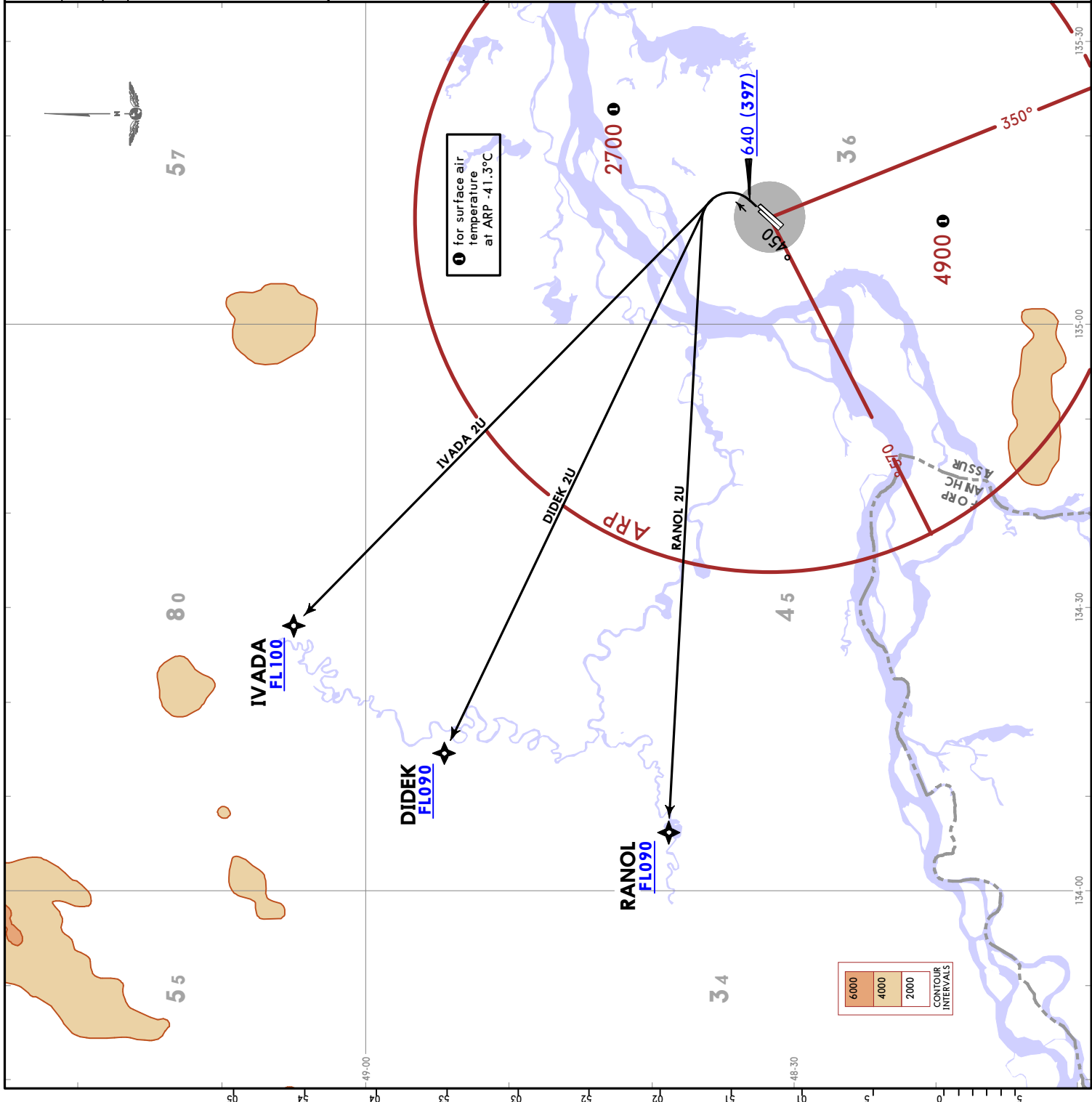
ALT/HEIGHT CONVERSION

QNH	(QFE)
640'	(397' - 120m)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

Close-in Obstacles:
Trees located to the LEFT and RIGHT of takeoff heading at 0.1NM from DER RWY 05R with MAX elev 310 (67).

IVADA 2U
This SID requires minimum climb gradients of
3.4% up to FL150 to join AWY A-333 due to airspace structure.
4.1% up to FL190 to join AWY B-912 due to airspace structure.
4.4% up to FL200 to join AWY B-152 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.4% V/V (fpm)	334	446	668	891	1114	1337

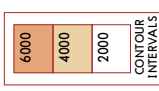
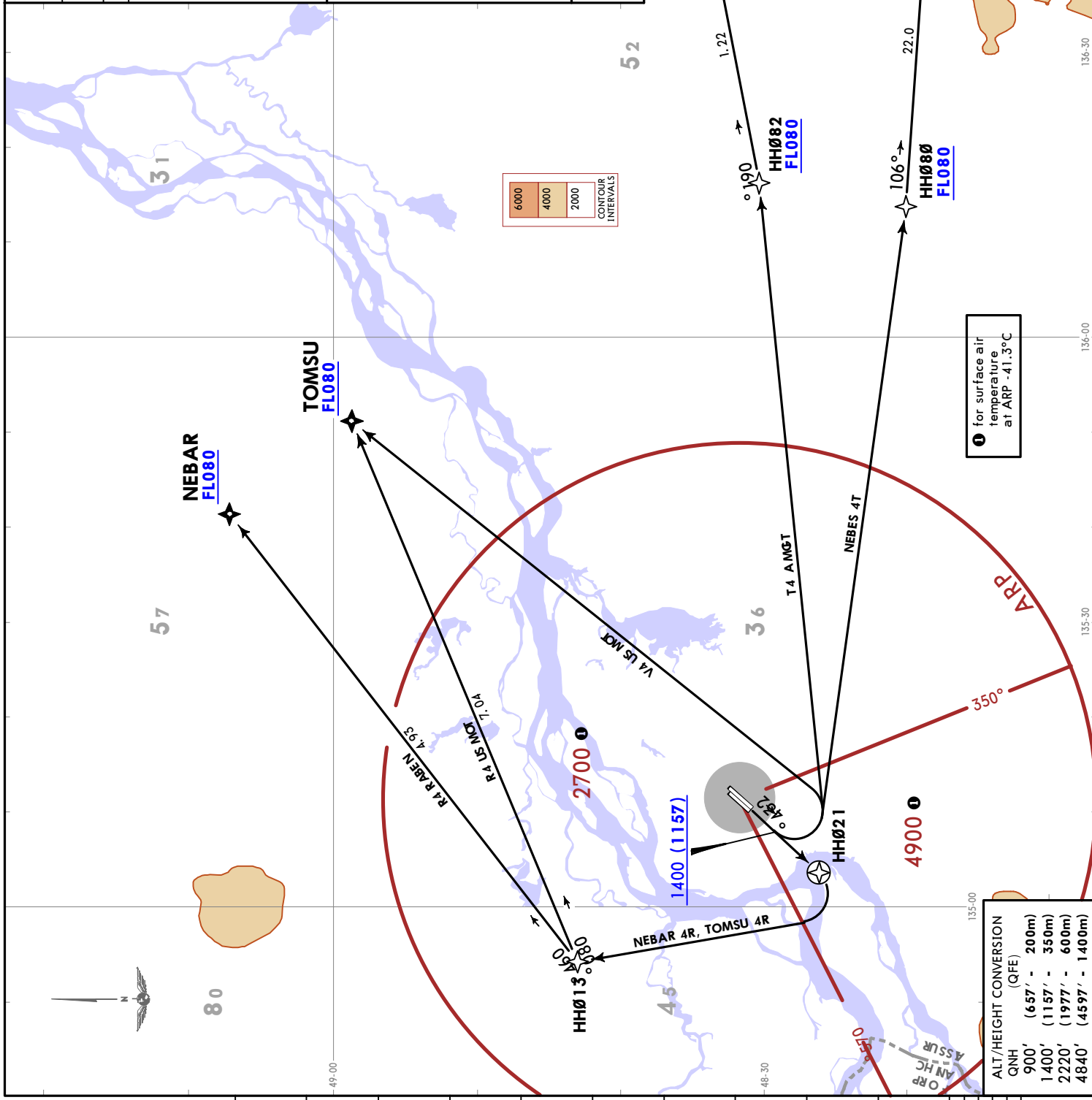


KHABAROVSK Start (TWR)	119.3	*KHABAROVSK Ground	121.8	KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2
Apt Elev	243	Trans alt: 4840 (4597)		QNH on request (QFE)			
RNNAV 1 GNSS required							
1. If unable to maintain RNNAV SID or if no information on RNNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring. 2. EXPECT direct to procedure and/or RADAR vectoring. 3. Climb shall only be executed to the FL/altitude cleared by ATS. 4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached. 5. Turn before DER is prohibited.							

NEBAR 4R [NEBA4R]
TOMSU 4R [TOMS4R]
NEBES 4T [NEBE4T]
TIGMA 4T [TIGM4T]
TOMSU 4V [TOMS4V]
BY ATC

RNAV DEPARTURES (RWYS 23L/R)

Close-in Obstacles:
Trees located to the RIGHT of takeoff heading at 0.1NM from DER with MAX elev 300 (57).



1 for surface air temperature at ARP -41.3°C

ALT/HEIGHT CONVERSION	
QNH	(QFE)
900' (657' - 200m)	
1400' (1157' - 350m)	
2220' (1977' - 600m)	
4840' (4597' - 1400m)	

KHABAROVSK, RUSSIA

RNAV SID

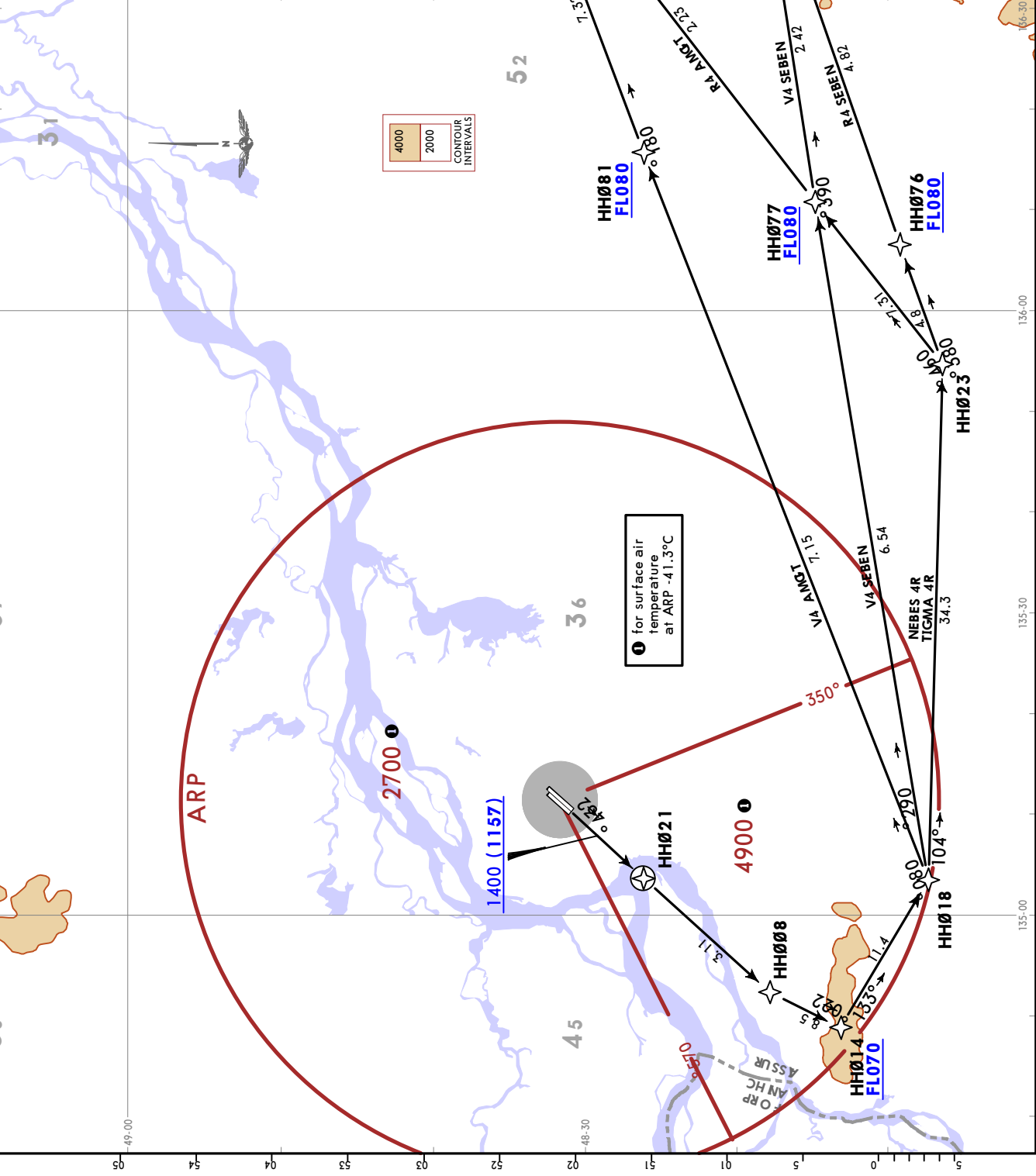
KHABAROVSK Start (TWR)	119.3	*KHABAROVSK Ground	121.8	KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2
Apt Elev	243	Trans alt: 4840 (4597)		QNH on request (QFE)			
RNAV 1 GNSS required							

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT direct to procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATIS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

**NEBES 4R [NEBE4R]
TIGMA 4R [TIGM4R]
NEBES 4V [NEBE4V]
TIGMA 4V [TIGM4V]
BY ATC**

**RNAV DEPARTURES
(RWYS 23L/R)**

ALT/HEIGHT CONVERSION (QFE)	
QNH	900' (657' - 200m)
	1400' (1157' - 350m)
	2220' (1977' - 600m)
	4840' (4597' - 1400m)

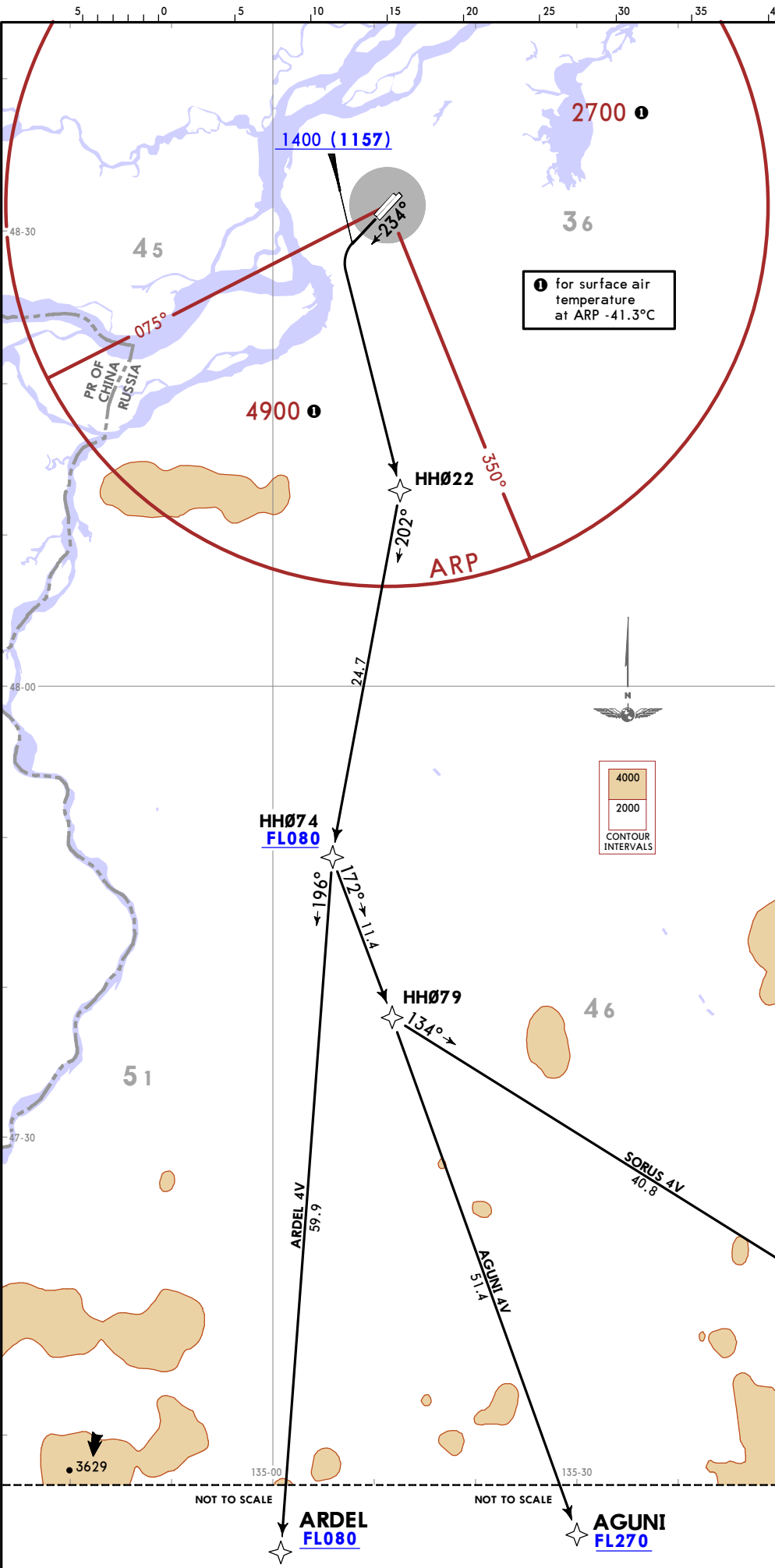


Close-in Obstacles:
Trees located to the RIGHT of takeoff heading at 0.1NM from DER with MAX elev 300 (57).

These SIDs require a minimum climb gradient of 3.7% up to FLO600 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

CHANGES: SIDs renumbered, communications, general notes, MSA.



① for surface air temperature at ARP -41.3°C

KHABAROVSK Start (TWR) 119.3	*KHABAROVSK Ground 121.8	KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2
Apt Elev 243	Trans alt: 4840 (4597) QNH on request (QFE)		

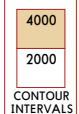
RNAV 1 GNSS required

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATIS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

**AGUNI 4V [AGUN4V]
ARDEL 4V [ARDE4V]
SORUS 4V [SORU4V]
RNAV DEPARTURES
(RWYS 23L/R)
BY ATC**

Close-in Obstacles:
Trees located to the RIGHT of takeoff heading at 0.1NM from DER with MAX elev 300 (57).

ALT/HEIGHT CONVERSION	QNH (QFE)
900'	(657' - 200m)
1400'	(1157' - 350m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)



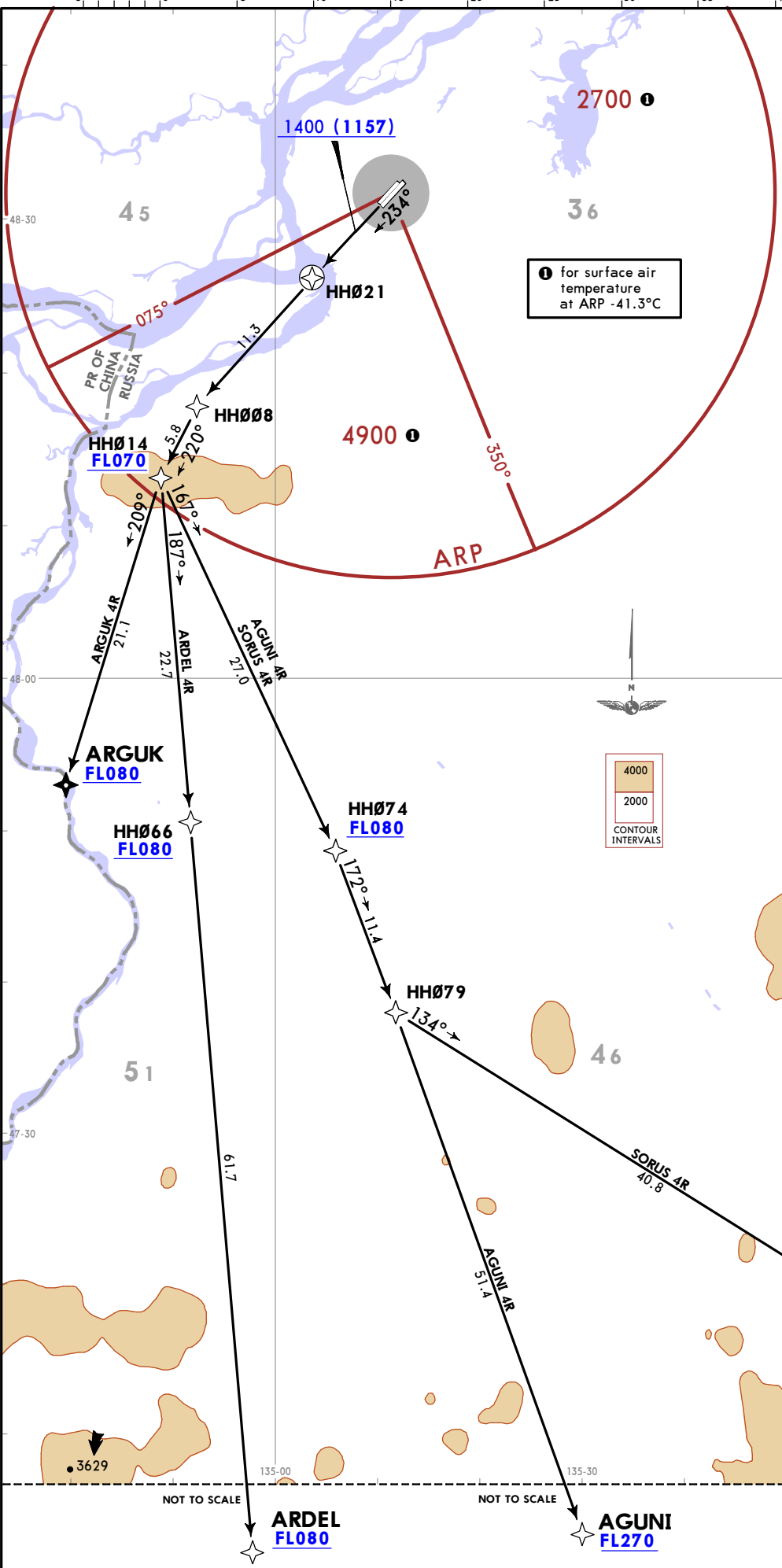
UHHH/KHV
NOVY
28 APR 23 10:30
JEPPesen
KHABAROVSK, RUSSIA
RNAV SID

**AGUNI 4V [AGUN4V]
ARDEL 4V [ARDE4V]
SORUS 4V [SORU4V]
RNAV DEPARTURES
(RWYS 23L/R)
BY ATC**

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CHANGES: SIDs renumbered, communications, general notes, MSA.

UHHH/KHV
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28 APR 23
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(10-3H)



① for surface air temperature at ARP -41.3°C

KHABAROVSK Start (TWR)	*KHABAROVSK Ground	KHABAROVSK Radar (TWR)	KHABAROVSK Approach
119.3	121.8	120.3	125.2

Apt Elev	Trans alt: 4840 (4597)
243	QNH on request (QFE)

RNAV 1 GNSS required

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT 'direct to' procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

AGUNI 4R [AGUN4R]
ARDEL 4R [ARDE4R]
ARGUK 4R [ARGU4R]
SORUS 4R [SORU4R]
RNAV DEPARTURES (RWYS 23L/R)

Close-in Obstacles:
 Trees located to the RIGHT of takeoff heading at 0.1NM from DER with MAX elev 300 (57).

These SIDs require a minimum climb gradient of 3.7% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(657' - 200m)
1400'	(1157' - 350m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

AGUNI 4R [AGUN4R]
ARDEL 4R [ARDE4R]
ARGUK 4R [ARGU4R]
SORUS 4R [SORU4R]
RNAV DEPARTURES (RWYS 23L/R)

KHABAROVSK, RUSSIA
RNAV SID

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KHABAROVSK Start (TWR)	KHABAROVSK Ground	KHABAROVSK Radar (TWR)	KHABAROVSK Approach
119.3	121.8	120.3	125.2
Apt Elev 243			
Trans alt: 4840 (4597) QNH on request (QFE)			
RNAV 1 GNSS required			

1. If unable to maintain RNAV SID or if no information on RNAV SID parameters available, report to Start (Ground) controller and request conventional SID or vectoring.
2. EXPECT direct to procedure and/or RADAR vectoring.
3. Climb shall only be executed to the FL/altitude cleared by ATS.
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with RADAR or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
5. Turn before DER is prohibited.

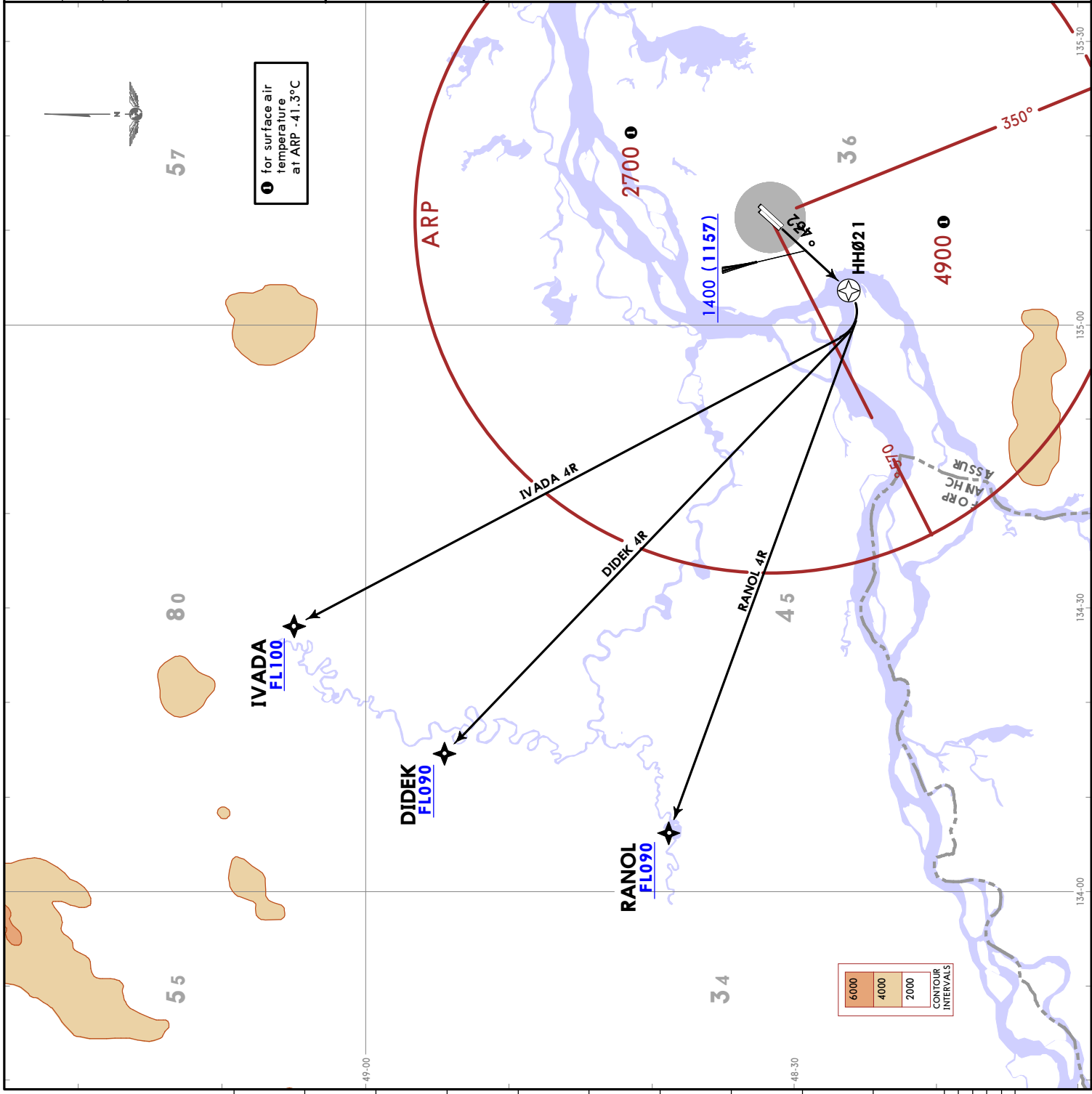
**DIDEK 4R [DIDE4R]
 IVADA 4R [IVAD4R]
 RANOL 4R [RANO4R]
 RNNAV DEPARTURES
 (RWYS 23L/R)**

ALT/HEIGHT CONVERSION QNH (QFE)	
900'	(657' - 200m)
1400'	(1157' - 350m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

Close-in Obstacles:
 Trees located to the RIGHT of takeoff heading at 0.1NM from DER with MAX elev 300 (57).

IVADA 4R
 This SID requires minimum climb gradients of 3.7% up to FL150 to join AWY A-333 due to airspace structure.
 3.8% up to FL190 to join AWY B-912 due to airspace structure.
 4.0% up to FL200 to join AWY B-152 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215



KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2	Apt Elev	243
Trans alt: 4840 (4597)					
QNH on request (QFE)					
1. EXPECT 'direct to' procedure and/or RADAR vectoring.					
2. Climb shall only be executed to the FL/altitude cleared by ATS.					
3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.					
4. Turn before DER is prohibited.					

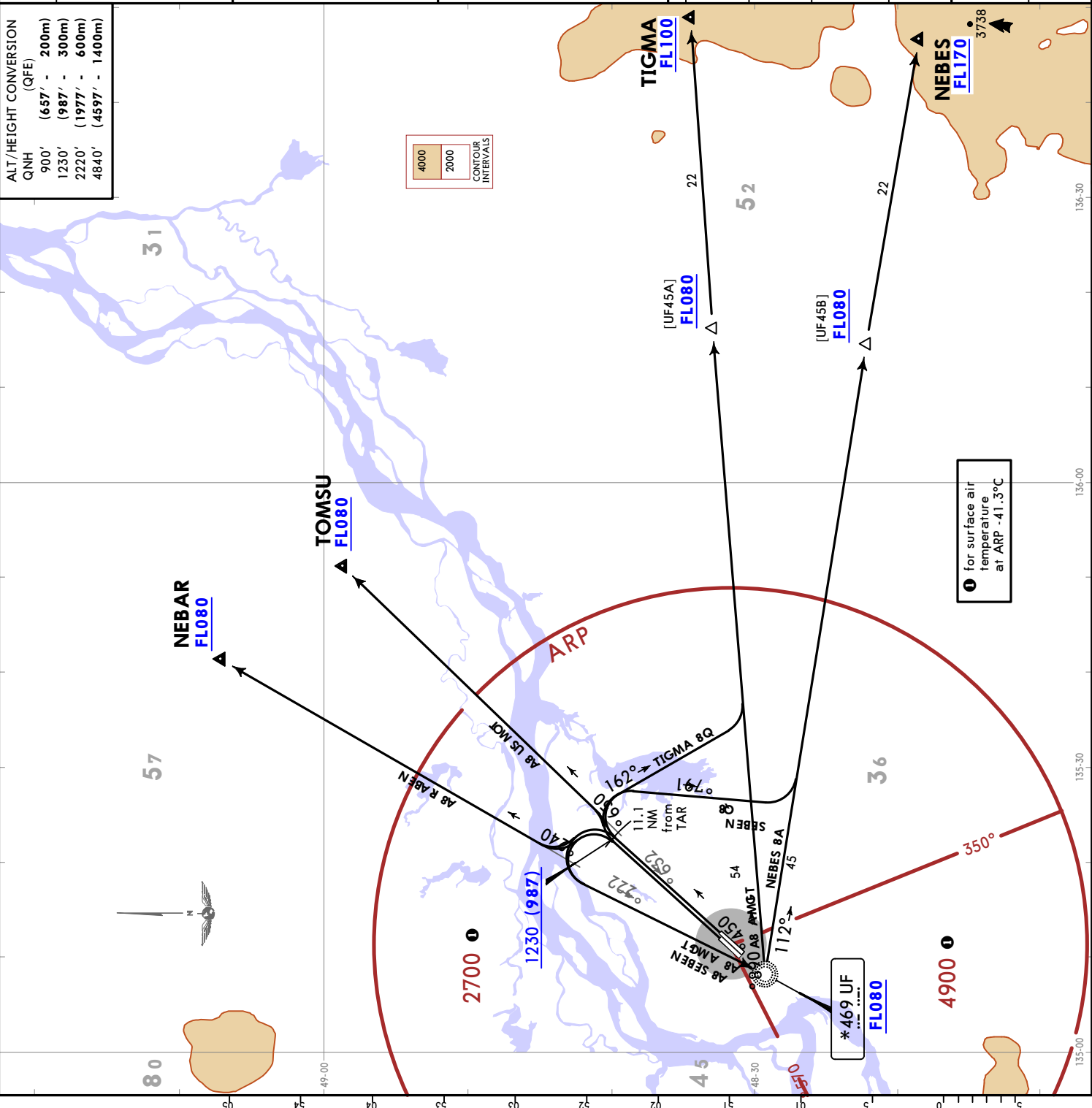
NEBAR 8A [NEBA8A]
NEBES 8A [NEBE8A]
NEBES 8Q [NEBE8Q]
TIGMA 8A [TIGM8A]
TIGMA 8Q [TIGM8Q]
TOMSU 8A [TOMS8A]
DEPARTURES (RWYS 05L/R)

Close-In Obstacles:
 Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67).

NEBES 8A, TIGMA 8A:
 These SIDs require a minimum climb gradient of 4.7% up to FLO80 due to airspace structure. If unable to comply, inform ATC. Climb to UF Lctr to FLO80 or above - coordination with ATC not required.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

SID	ROUTING
NEBAR 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to intercept 042° bearing from UF Lctr to NEBAR climbing to FLO80 or above.
NEBES 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to UF Lctr, 112° bearing to NEBES climbing to FL170 or above.
NEBES 8Q BY ATC	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn RIGHT, 197° track to intercept 112° bearing from UF Lctr to NEBES climbing to FL170 or above.
TIGMA 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to UF Lctr, 098° bearing to TIGMA climbing to FL100 or above.
TIGMA 8Q BY ATC	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn RIGHT, 162° track to intercept 098° bearing from UF Lctr to TIGMA climbing to FL100 or above.
TOMSU 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn RIGHT to intercept 056° bearing from UF Lctr to TOMSU climbing to FLO80 or above.



KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2	Apt Elev	243
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Trans alt: 4840 (4597)
 QNH on request (QFE)
 1. EXPECT 'direct to' procedure and/or RADAR vectoring.
 2. Climb shall only be executed to the FL/altitude cleared by ATIS.
 3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report 'take-off execution, assigned SID and altitude/FL to be reached.'
 4. Turn before DER is prohibited.

Close-in Obstacles:
 Trees located to the RIGHT of takeoff heading between 0.05-0.09 NM from DER with MAX elev 300 (57).

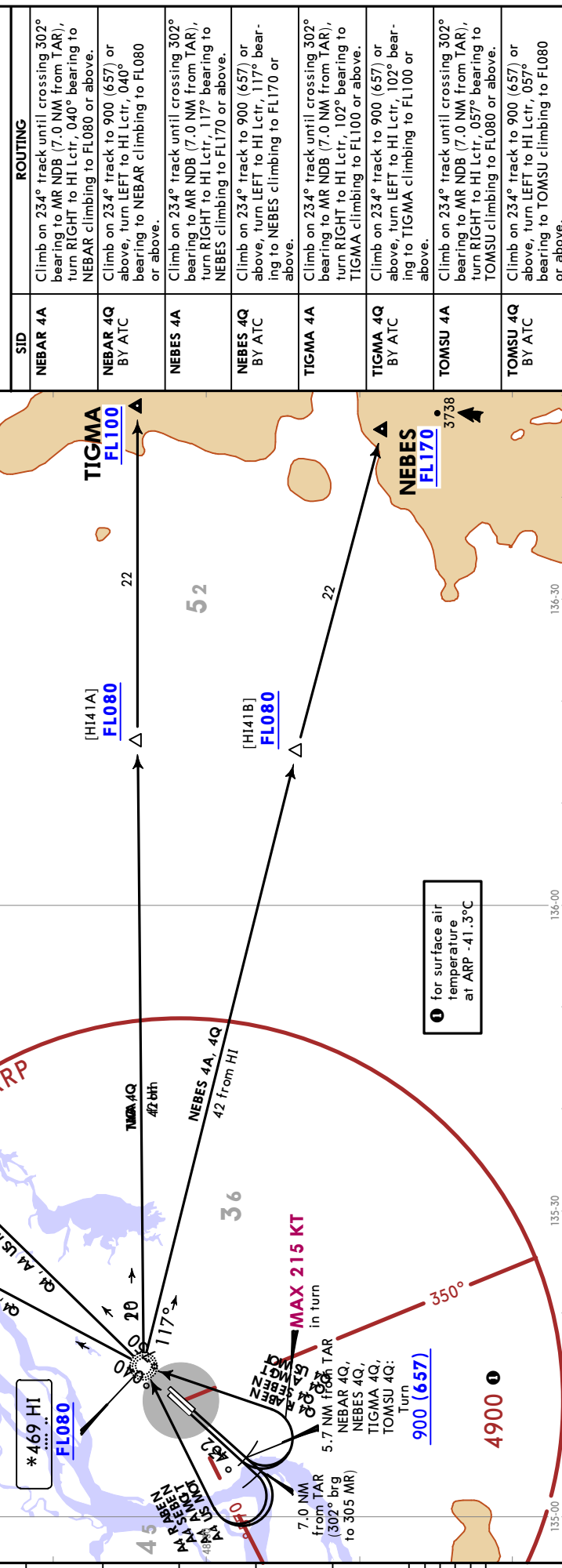
NEBAR 4A, NEBES 4A, TIGMA 4A, TOMSU 4A:
 These SIDs require a minimum climb gradient of 4.6% up to FL080 due to air-space structure. If unable to comply, inform ATC. Climb to HI Lctr to FL080 or above - coordination with ATC not required.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

SID	ROUTING
NEBAR 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 040° bearing to NEBAR climbing to FL080 or above.
NEBAR 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT to HI Lctr, 040° bearing to NEBAR climbing to FL080 or above.
NEBES 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 117° bearing to NEBES climbing to FL170 or above.
NEBES 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT to HI Lctr, 117° bearing to NEBES climbing to FL170 or above.
TIGMA 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 102° bearing to TIGMA climbing to FL100 or above.
TIGMA 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT to HI Lctr, 102° bearing to TIGMA climbing to FL100 or above.
TOMSU 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 057° bearing to TOMSU climbing to FL080 or above.
TOMSU 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT to HI Lctr, 057° bearing to TOMSU climbing to FL080 or above.

DEPARTURES (RWYS 23L/R)

ALT/HEIGHT CONVERSION (QFE)	
QNH	(657' - 200m)
	(1977' - 600m)
	(4840' - 1400m)



KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar (TWR)	120.3	KHABAROVSK Approach	125.2	Apt Elev	243
Trans alt: 4840 (4597)					
QNH on request (QFE)					
1. DME required.					
2. EXPECT 'direct to' procedure and/or RADAR vectoring.					
3. Climb shall only be executed to the FL/altitude cleared by ATS.					
4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.					
5. Turn before DER is prohibited.					

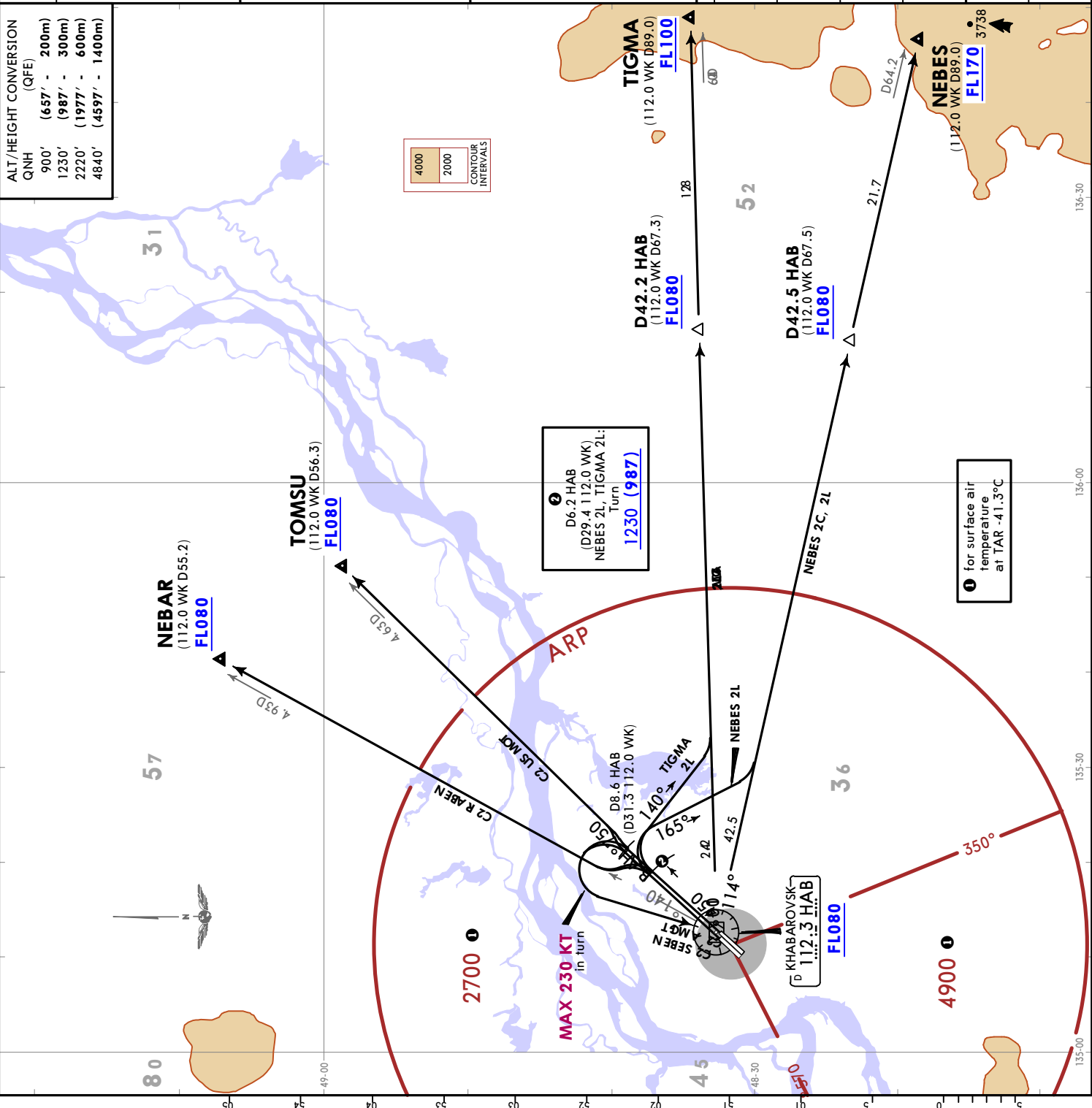
- NEBAR 2C [NEBA2C]**
NEBES 2C [NEBE2C]
NEBES 2L [NEBE2L]
TIGMA 2C [TIGM2C]
TIGMA 2L [TIGM2L]
TOMSU 2C [TOMS2C]
- DEPARTURES**
(RWYS 05L/R)

Close-in Obstacles:
 Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67).

NEBES 2C, TIGMA 2C:
 These SIDs require a minimum climb gradient of 4.3% up to FL080 due to airspace structure. If unable to comply, inform ATC. Climb to HAB VOR to FL080 or above - coordination with ATC not required.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
NEBAR 2C	Climb on 054° track to D6.2 HAB (D29.4 WK), turn LEFT to intercept HAB R041 to NEBAR climbing to FL080 or above.
NEBES 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R114 to NEBES climbing to FL170 or above.
NEBES 2L BY ATC	Climb on 054° track to 1230 (987) or above, turn RIGHT, 165° track to intercept HAB R114 to NEBES climbing to FL170 or above.
TIGMA 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R100 to TIGMA climbing to FL100 or above.
TIGMA 2L BY ATC	Climb on 054° track to 1230 (987) or above, turn RIGHT, 140° track to intercept HAB R100 to TIGMA climbing to FL100 or above.
TOMSU 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn RIGHT to intercept HAB R057 to TOMSU climbing to FL080 or above.



KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597)
 QNH on request (QFE)
 1. DME required.
 2. EXPECT direct to procedure and/or RADAR vectoring.
 3. Climb shall only be executed to the FL/altitude cleared by ATS.
 4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
 5. Turn before DER is prohibited.

Close-In Obstacles:
 Trees located to the RIGHT of takeoff heading between 0.05-0.09 NM from DER with MAX elev 300 (57).

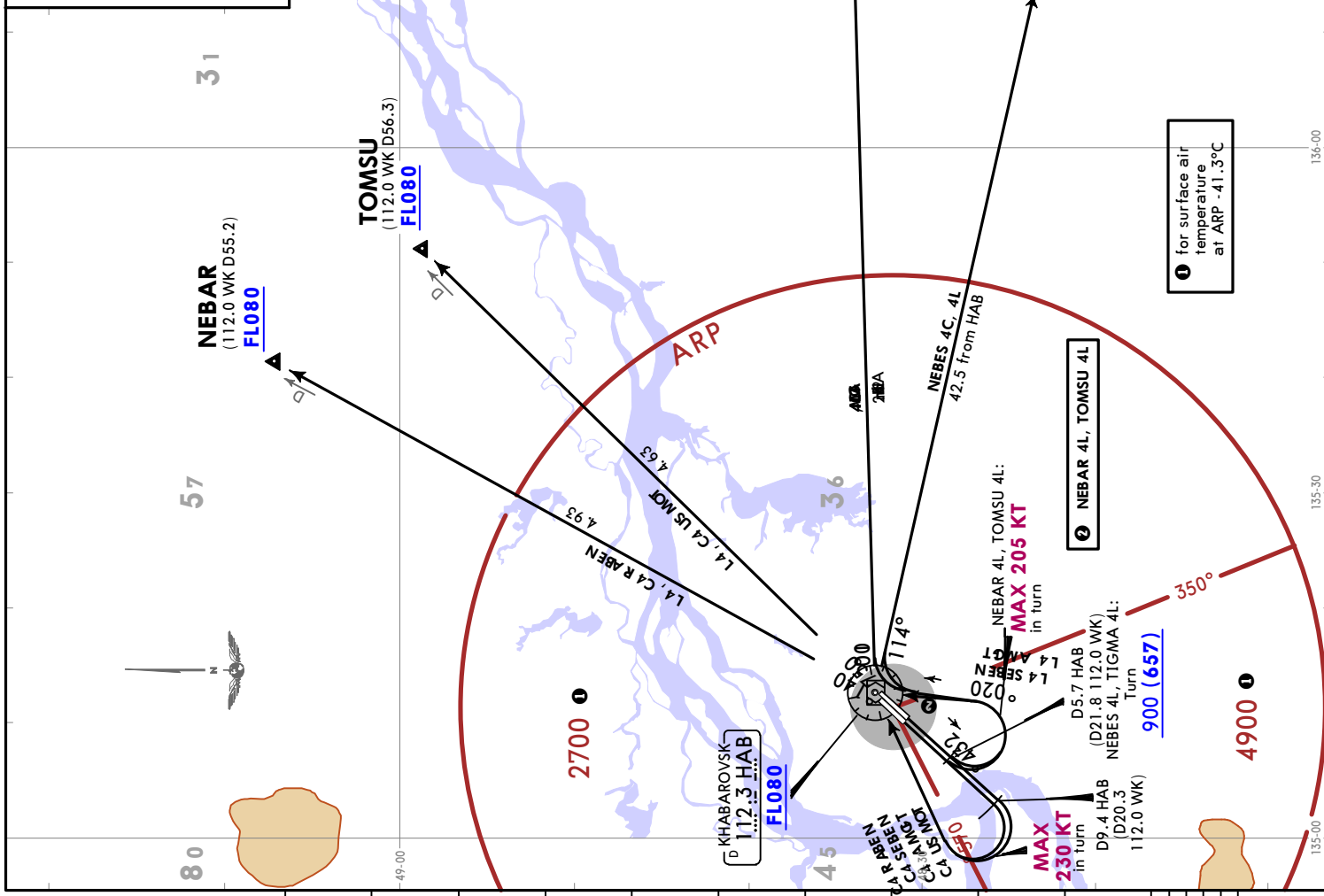
NEBAR 4C, NEBES 4C, TIGMA 4C, TOMSU 4C:
 These SIDs require a minimum climb gradient of 4.6% up to FL080 due to airspace structure.
 If unable to comply, inform ATC. Climb to HAB VOR to FL080 or above - coordination with ATC not required.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

ALT/HEIGHT CONVERSION (QFE)
 QNH (657' - 200m)
 2220' (1977' - 600m)
 4840' (4597' - 1400m)

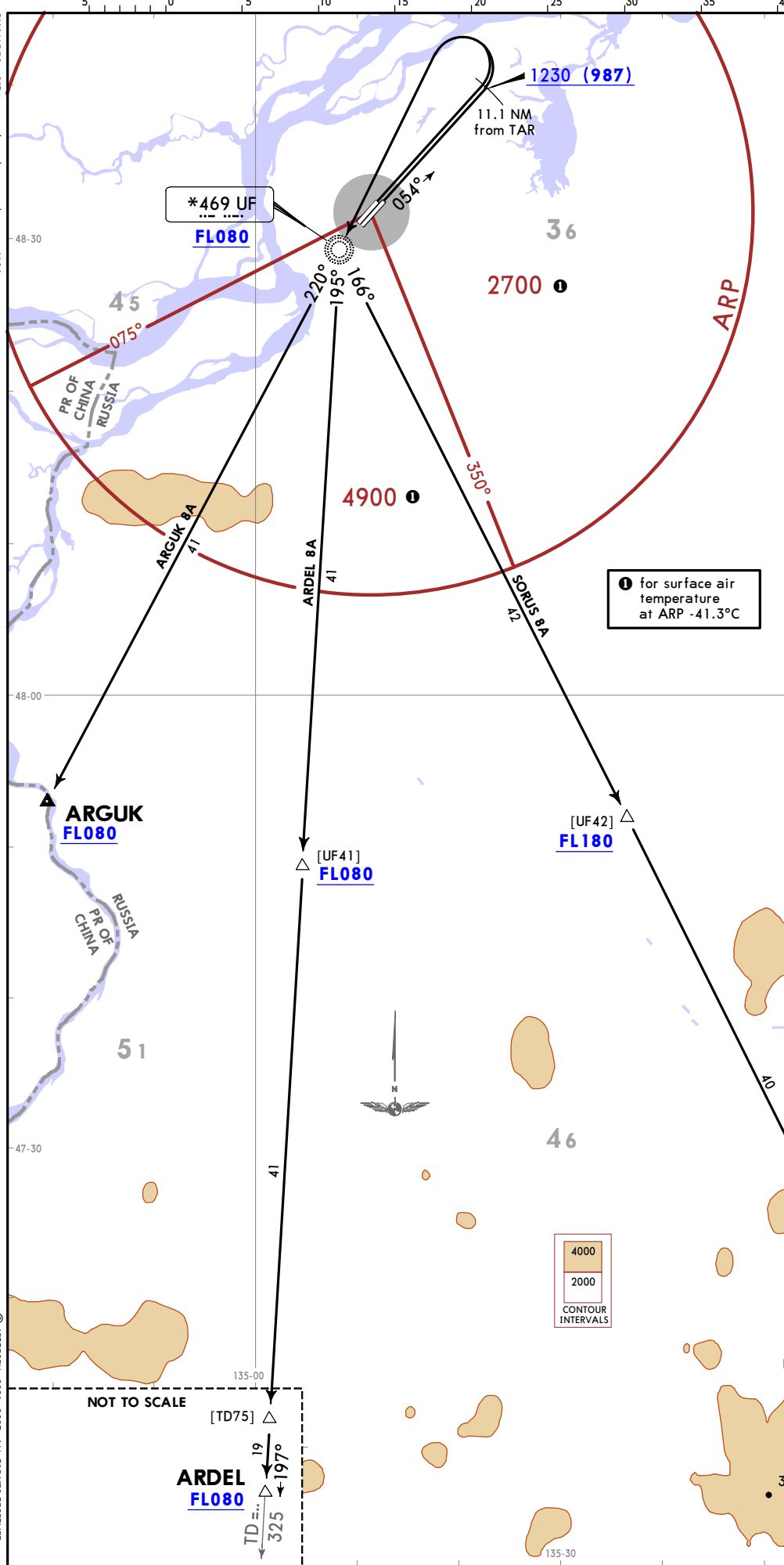
NEBAR 4C [NEBA4C]
NEBAR 4L [NEBA4L]
NEBES 4C [NEBE4C]
NEBES 4L [NEBE4L]
TIGMA 4C [TIGM4C]
TIGMA 4L [TIGM4L]
TOMSU 4C [TOMS4C]
TOMSU 4L [TOMS4L]
DEPARTURES
(RWYS 23L/R)

SID	ROUTING
NEBAR 4C	Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to HAB VOR, HAB R041 to NEBAR climbing to FL080 or above.
NEBAR 4L BY ATC	Climb on 234° track to D5.7 HAB (D21.8 WK), turn LEFT to HAB VOR, HAB R041 to NEBAR climbing to FL080 or above.
NEBES 4C	Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to HAB VOR, HAB R114 to NEBES climbing to FL170 or above.
NEBES 4L BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT, 020° track to intercept HAB R114 to NEBES climbing to FL170 or above.
TIGMA 4C	Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to HAB VOR, HAB R100 to TIGMA climbing to FL100 or above.
TIGMA 4L BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT, 020° track to intercept HAB R100 to TIGMA climbing to FL100 or above.
TOMSU 4C	Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to HAB VOR, HAB R057 to TOMSU climbing to FL080 or above.
TOMSU 4L BY ATC	Climb on 234° track to D5.7 HAB (D21.8 WK), turn LEFT to HAB VOR, HAB R057 to TOMSU climbing to FL080 or above.



CHANGES: SIDs renumbered, general notes, MSA.

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10-3P



KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597)
QNH on request (QFE)

1. EXPECT 'direct to' procedure and/or RADAR vectoring.
2. Climb shall only be executed to the FL/altitude cleared by ATIS.
3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
4. Turn before DER is prohibited.

ARDEL 8A [ARDE8A]
ARGUK 8A [ARGU8A]
SORUS 8A [SORU8A]
DEPARTURES
(RWYS 05L/R)

Close-In Obstacles:
Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67).

These SIDs require a minimum climb gradient of 4.7% up to FL080 due to airspace structure. If unable to comply, inform ATC. Climb to UF Lctr to FL080 or above - coordination with ATC not required.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

SID	ROUTING
ARDEL 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to UF Lctr, 195° bearing to 78.3 NM from TAR, intercept 197° bearing towards TD NDB to ARDEL climbing to FL080 or above.
ARGUK 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to UF Lctr, 220° bearing to ARGUK climbing to FL080 or above.
SORUS 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to UF Lctr, 166° bearing to SORUS climbing to FL190 or above.

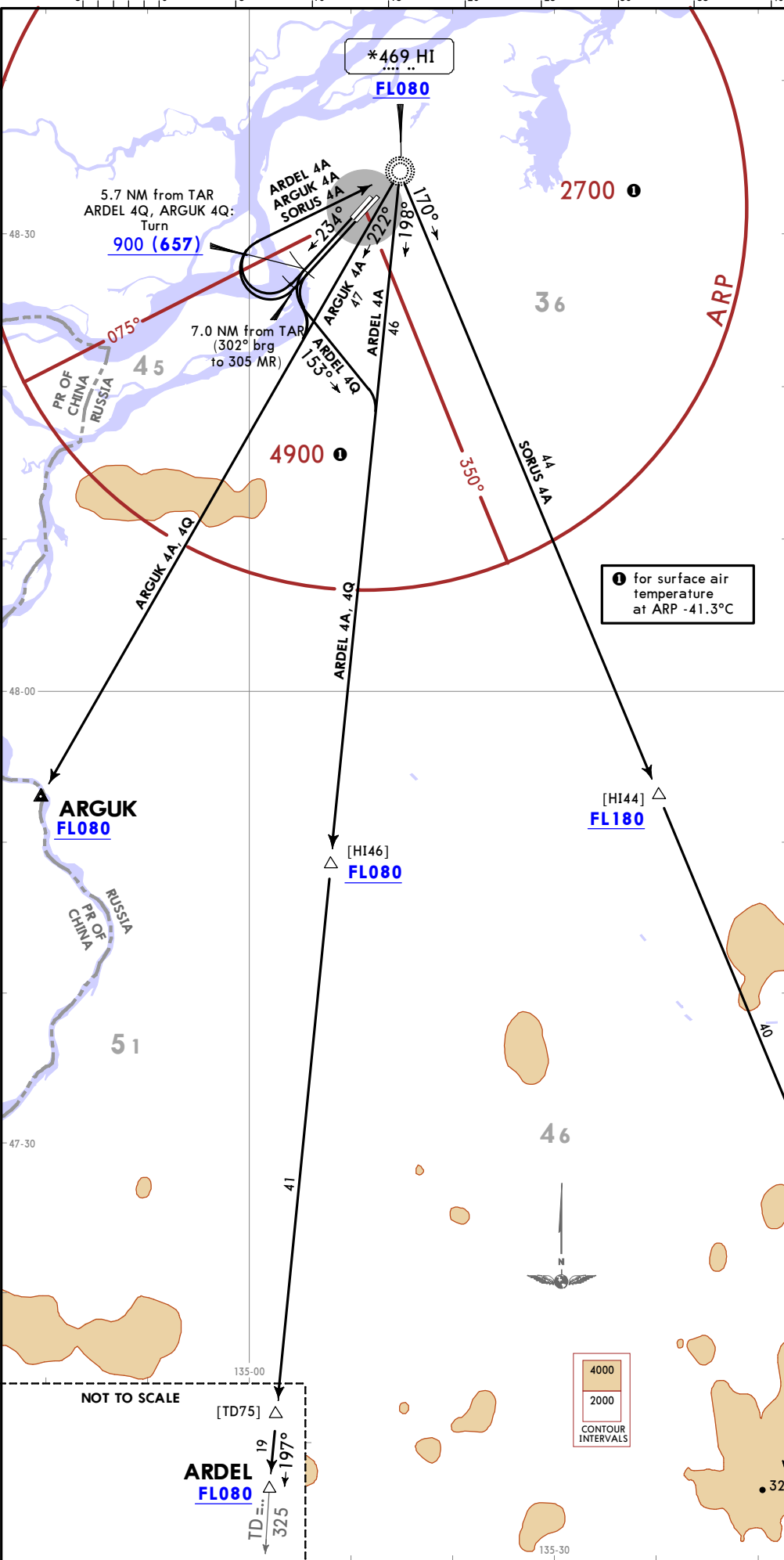
ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(657' - 200m)
1230'	(987' - 300m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

ARDEL 8A [ARDE8A]
ARGUK 8A [ARGU8A]
SORUS 8A [SORU8A]
DEPARTURES
(RWYS 05L/R)

KHABAROVSK, RUSSIA
SID

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CHANGES: SIDs renumbered, general notes, MSA.



KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597)
QNH on request (QFE)
1. EXPECT 'direct to' procedure and/or RADAR vectoring.
2. Climb shall only be executed to the FL/altitude cleared by ATIS.
3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
4. Turn before DER is prohibited.

- ARDEL 4A [ARDE4A]
 - ARDEL 4Q [ARDE4Q]
 - ARGUK 4A [ARGU4A]
 - ARGUK 4Q [ARGU4Q]
 - SORUS 4A [SORU4A]
- DEPARTURES (RWYS 23L/R)

Close-In Obstacles:
Trees located to the RIGHT of takeoff heading between 0.05-0.09 NM from DER with MAX elev 300 (57).

These SIDs require minimum climb gradients of ARDEL 4A, ARGUK 4A, SORUS 4A:
4.6% up to FL080 due to airspace structure.
If unable to comply, inform ATC. Climb to HI Lctr to FL080 or above - coordination with ATC not required.
ARGUK 4Q:
4.0% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397

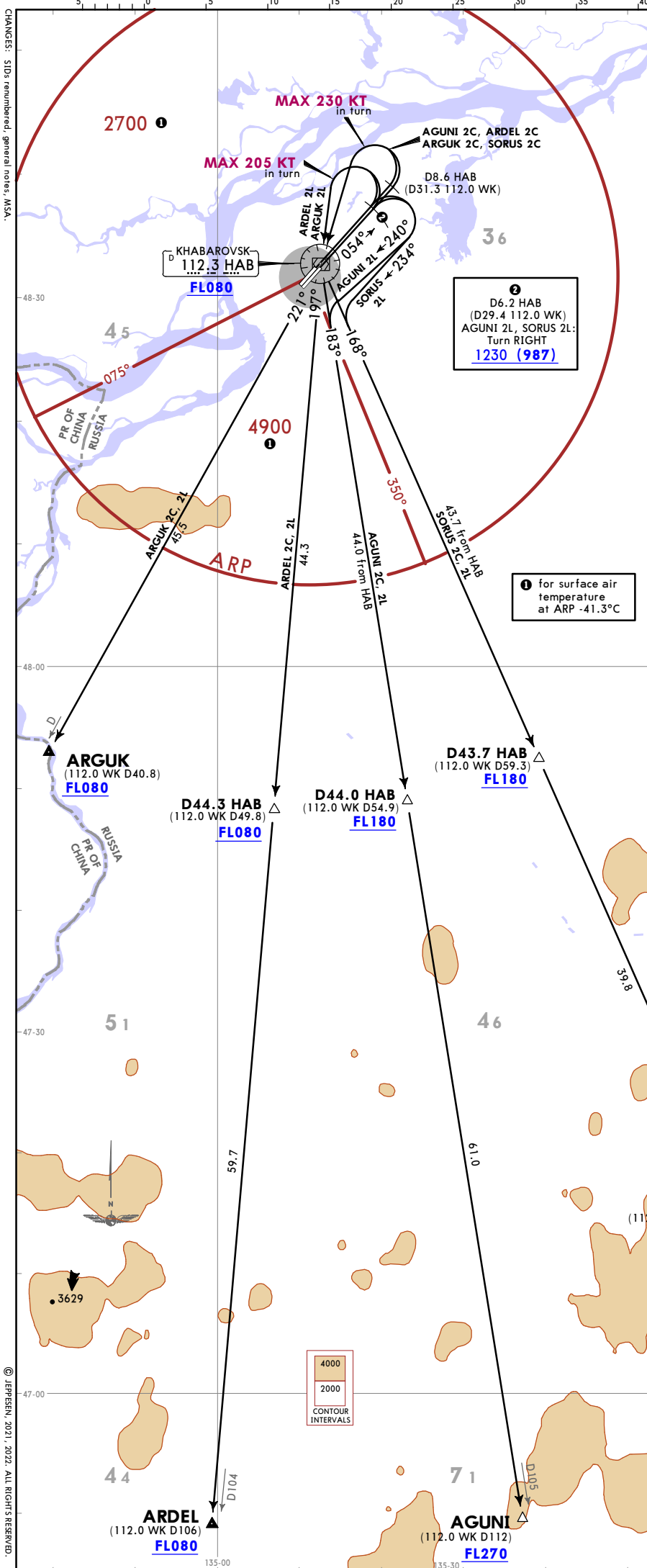
SID	ROUTING
ARDEL 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 198° bearing, intercept 197° bearing towards TD NDB to ARDEL climbing to FL080 or above.
ARDEL 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT, 153° track to intercept 198° bearing from HI Lctr to ARDEL climbing to FL080 or above.
ARGUK 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 222° bearing to ARGUK climbing to FL080 or above.
ARGUK 4Q BY ATC	Climb on 234° track to 900 (657) or above, turn LEFT, intercept 222° bearing from HI Lctr to ARGUK climbing to FL080 or above.
SORUS 4A	Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to HI Lctr, 170° bearing to SORUS climbing to FL190 or above.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

- ARDEL 4A [ARDE4A]
 - ARDEL 4Q [ARDE4Q]
 - ARGUK 4A [ARGU4A]
 - ARGUK 4Q [ARGU4Q]
 - SORUS 4A [SORU4A]
- DEPARTURES (RWYS 23L/R)

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 NOVY
 JEPPESEN
 28 APR 23 10:30
 KHABAROVSK, RUSSIA
 SID

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KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597) QNH on request (QFE)
 1. DME required. 2. EXPECT 'direct to' procedure and/or RADAR vectoring. 3. Climb shall only be executed to the FL/altitude cleared by ATIS. 4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached. 5. Turn before DER is prohibited.

- AGUNI 2C [AGUN2C]
 - AGUNI 2L [AGUN2L]
 - ARDEL 2C [ARDE2C]
 - ARDEL 2L [ARDE2L]
 - ARGUK 2C [ARGU2C]
 - ARGUK 2L [ARGU2L]
 - SORUS 2C [SORU2C]
 - SORUS 2L [SORU2L]
- DEPARTURES (RWYS 05L/R)

SID	ROUTING
AGUNI 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R183 to AGUNI climbing to FL270 or above.
AGUNI 2L BY ATC	Climb on 054° track to 1230 (987) or above, turn RIGHT, 240° track to intercept HAB R183 to AGUNI climbing to FL270 or above.
ARDEL 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R197 to ARDEL climbing to FLO80 or above.
ARDEL 2L BY ATC	Climb on 054° track to D6.2 HAB (D29.4 WK), turn LEFT to HAB VOR, HAB R197 to ARDEL climbing to FLO80 or above.
ARGUK 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R221 to ARGUK climbing to FLO80 or above.
ARGUK 2L BY ATC	Climb on 054° track to D6.2 HAB (D29.4 WK), turn LEFT to HAB VOR, HAB R221 to ARGUK climbing to FLO80 or above.
SORUS 2C	Climb on 054° track to D8.6 HAB (D31.3 WK), turn LEFT to HAB VOR, HAB R221 to SORUS climbing to FL190 or above.
SORUS 2L BY ATC	Climb on 054° track to 1230 (987) or above, turn RIGHT, 234° track to intercept HAB R168 to SORUS climbing to FL190 or above.

Close-In Obstacles:
 Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67).
 These SIDs require minimum climb gradients of AGUNI 2C, ARDEL 2C, ARGUK 2C, SORUS 2C:
 4.3% up to FLO80 due to airspace structure.
 If unable to comply, inform ATC. Climb to HAB VOR to FLO80 or above - coordination with ATC not required.
 AGUNI 2L, SORUS 2L:
 5.5% up to FL180 due to airspace structure.

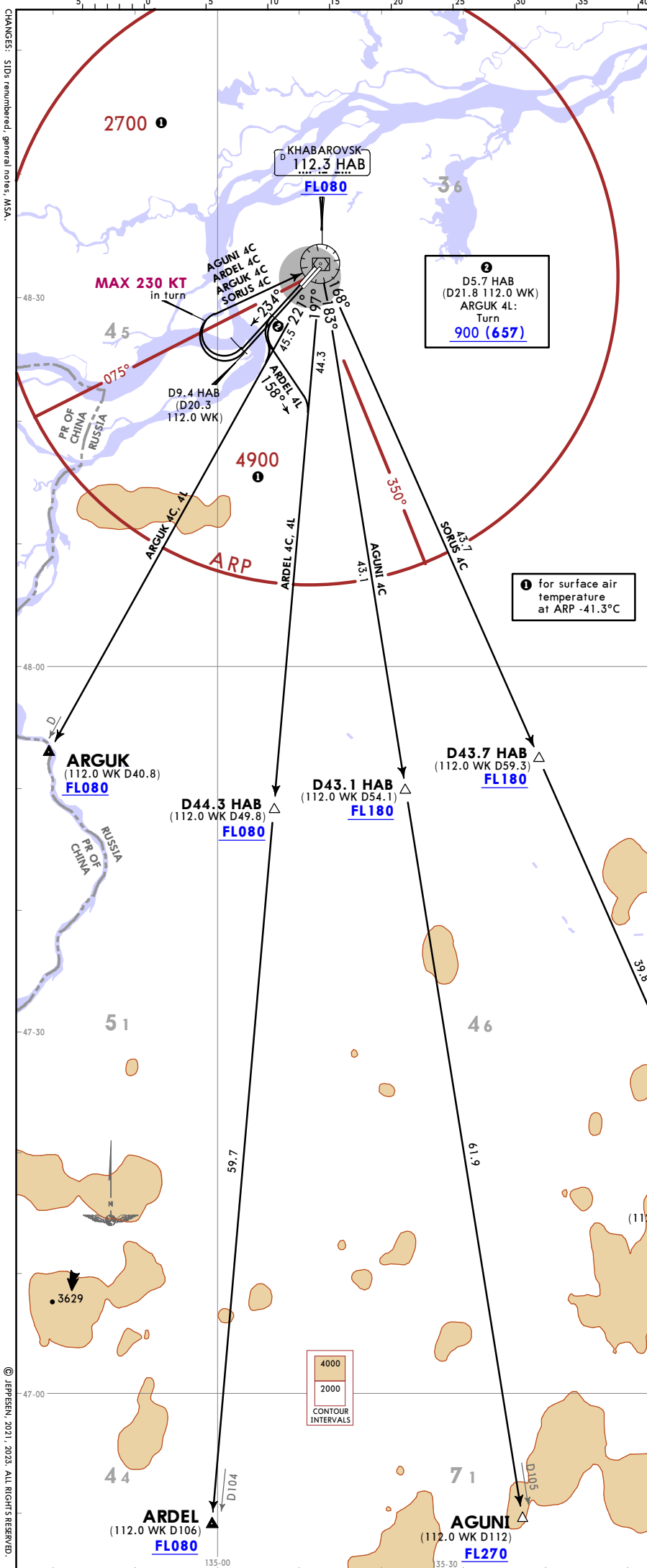
Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.5% V/V (fpm)	418	557	835	1114	1392	1671

ALT/HEIGHT CONVERSION

QNH (QFE)	
900'	(657' - 200m)
1230'	(987' - 300m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

- DEPARTURES (RWYS 05L/R)
- AGUNI 2C [AGUN2C], AGUNI 2L [AGUN2L]
 - ARDEL 2C [ARDE2C], ARDEL 2L [ARDE2L]
 - ARGUK 2C [ARGU2C], ARGUK 2L [ARGU2L]
 - SORUS 2C [SORU2C], SORUS 2L [SORU2L]

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 NOV 28 APR 23 (10-35)
 JEPPESSEN KHABAROVSK, RUSSIA
 SID



ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(657' - 200m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

UHHH/KHV
 NOV 28 APR 23 (10-3T)
 JEPPESSEN KHABAROVSK, RUSSIA
 SID
 AGUNI 4C [AGUN4C], ARDEL 4C [ARDE4C]
 ARDEL 4L [ARDE4L], ARGUK 4C [ARGU4C]
 ARGUK 4L [ARGU4L], SORUS 4C [SORU4C]
 DEPARTURES
 (RWYS 23L/R)

CHANGES: SIDs renumbered, general notes, MSA.
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KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597)
QNH on request (QFE)
1. EXPECT direct to procedure and/or RADAR vectoring.
2. Climb shall only be executed to the FL/altitude cleared by ATIS.
3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
4. Turn before DER is prohibited.

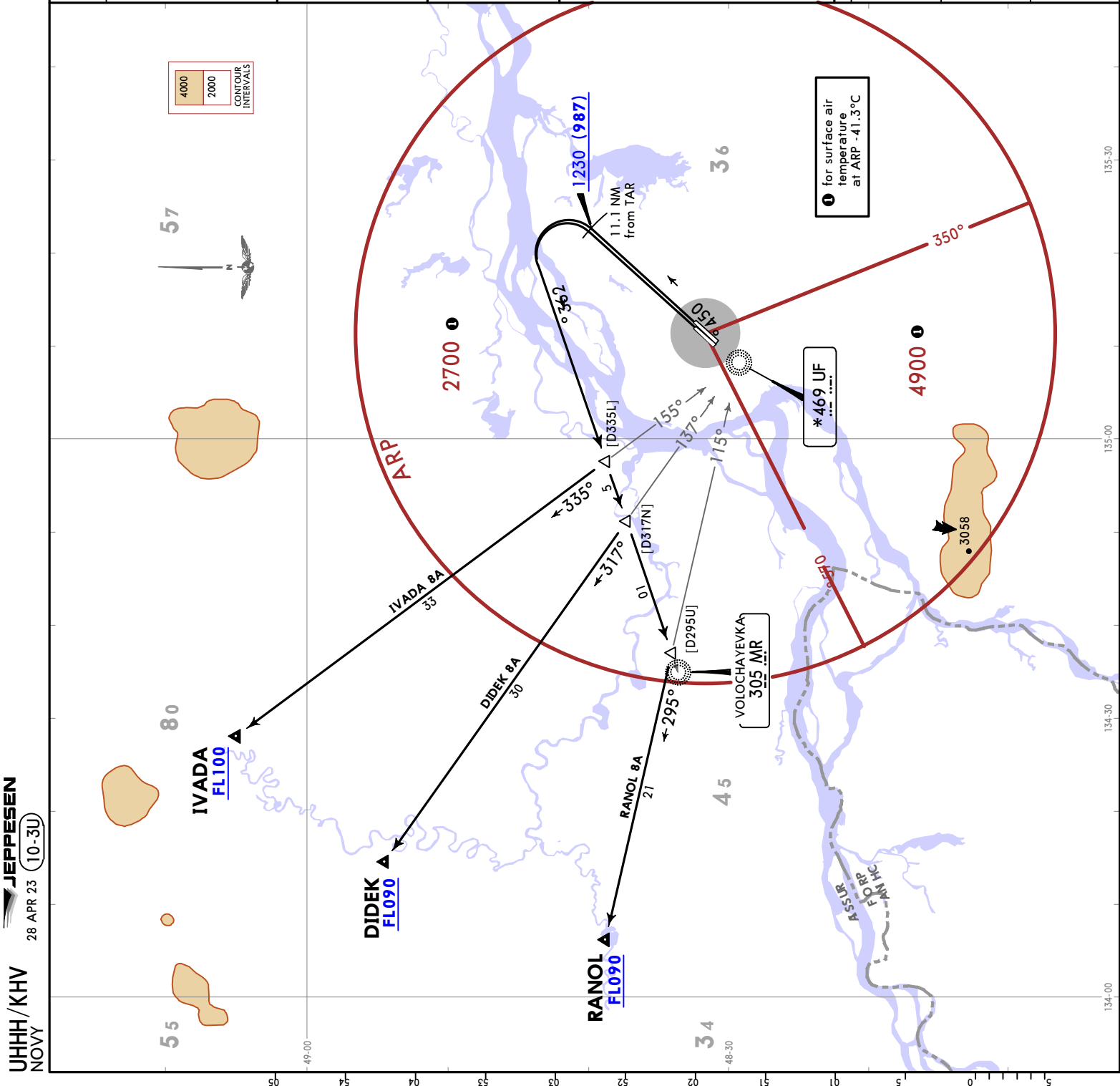
**DIDEK 8A [DIDE8A]
IVADA 8A [IVAD8A]
RANOL 8A [RAN08A]
DEPARTURES
(RWYS 05L/R)**

ALT/HEIGHT CONVERSION (QFE)	
QNH	900' (657' - 200m)
	1230' (987' - 300m)
	2220' (1977' - 600m)
	4840' (4597' - 1400m)

Close-in Obstacles:
Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67').
IVADA 8A:
This SID requires minimum climb gradients of
3.4% up to FL150 to join AWY A-333 due to airspace structure.
3.7% up to FL190 to join AWY B-912 due to airspace structure.
3.9% up to FL200 to join AWY B-152 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.7% V/V (fpm)	281	375	562	749	937	1124
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	ROUTING
DIDEK 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to intercept 263° bearing towards MR NDB, intercept 317° bearing from UF Lctr to DIDEK climbing to FL090 or above.
IVADA 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to intercept 263° bearing towards MR NDB, intercept 335° bearing from UF Lctr to IVADA climbing to FL100 or above.
RANOL 8A	Climb on 054° track to 1230 (987) or above (11.1 NM from TAR), turn LEFT to intercept 263° bearing towards MR NDB, intercept 295° bearing from UF Lctr to RANOL climbing to FL090 or above.



KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
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Trans alt: 4840 (4597)
QNH on request (QFE)
1. EXPECT direct to procedure and/or RADAR vectoring.
2. Climb shall only be executed to the FL/altitude cleared by ATIS.
3. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached.
4. Turn before DER is prohibited.

DIDEK 4A [DIDE4A]
IVADA 4A [IVAD4A]
RANOL 4A [RANO4A]
DEPARTURES
(RWYS 23L/R)

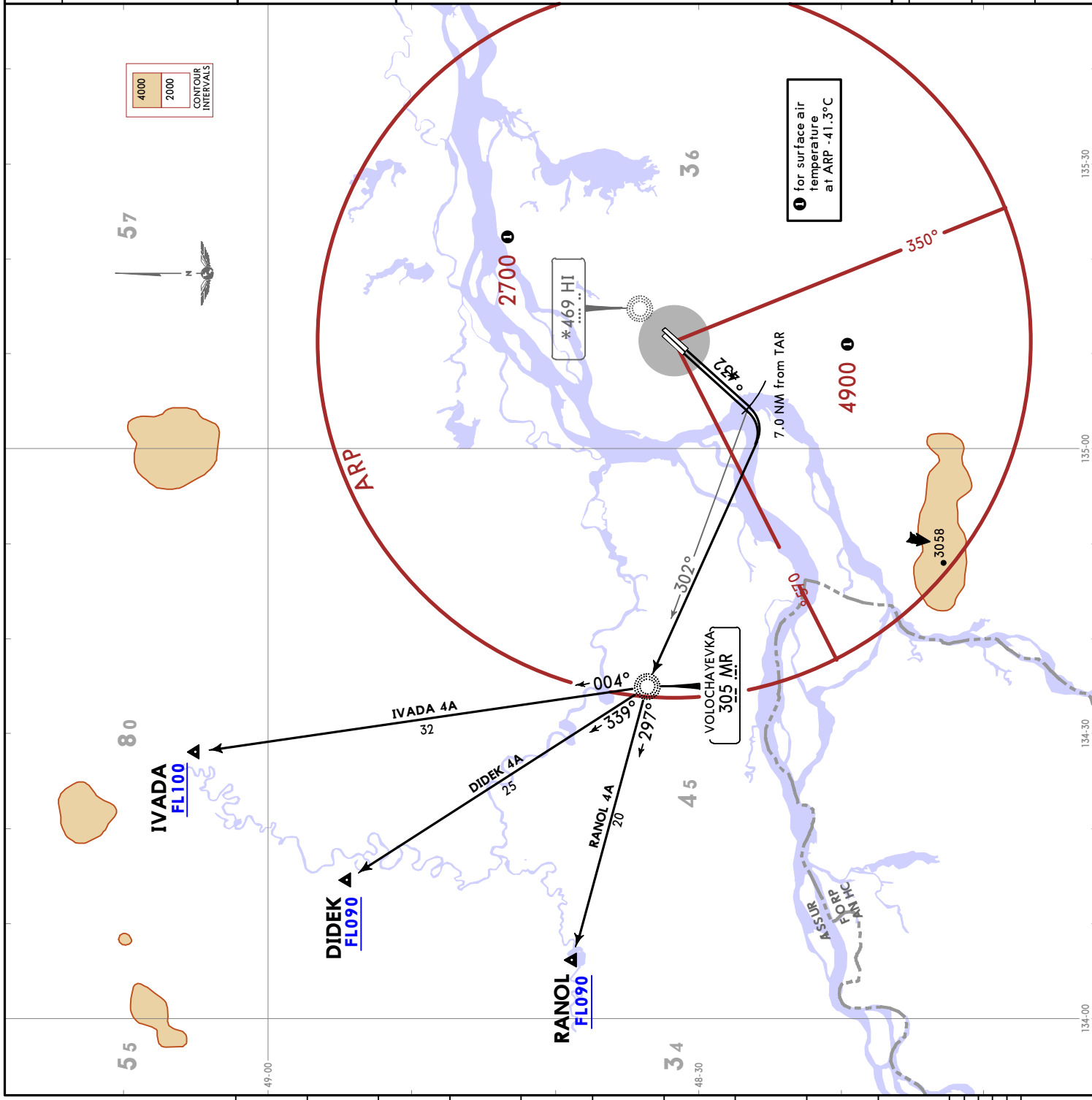
ALT/HEIGHT CONVERSION (QFE)	
QNH	(657' - 200m)
	(1977' - 600m)
	(4597' - 1400m)

Close-In Obstacles:
Trees located to the RIGHT of takeoff heading between 0.05-0.09 NM from DER with MAX elev 300 (57).

IVADA 4A:
This SID requires minimum climb gradients of 3.4% up to FL150 to join AWY A-333 due to airspace structure.
3.6% up to FL190 to join AWY B-912 due to airspace structure.
3.8% up to FL200 to join AWY B-152 due to airspace structure.

Grd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.6% V/V (fpm)	273	365	547	729	911	1094
3.8% V/V (fpm)	289	385	577	770	962	1154

SID		ROUTING
DIDEK 4A		Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to MR NDB, 339° bearing to DIDEK climbing to FL090 or above.
IVADA 4A		Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to MR NDB, 004° bearing to IVADA climbing to FL100 or above.
RANOL 4A		Climb on 234° track until crossing 302° bearing to MR NDB (7.0 NM from TAR), turn RIGHT to MR NDB, 297° bearing to RANOL climbing to FL090 or above.



KHABAROVSK, RUSSIA

SID

KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
Trans alt: 4840 (4597) QNH on request (QFE)		
<ol style="list-style-type: none"> DME required. EXPECT 'direct to' procedure and/or RADAR vectoring. Climb shall only be executed to the FL/altitude cleared by ATS. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached. Turn before DER is prohibited. 		

DIDEK 2C [DIDE2C]
IVADA 2C [IVAD2C]
RANOL 2C [RANO2C]
DEPARTURES
(RWYS 05L/R)

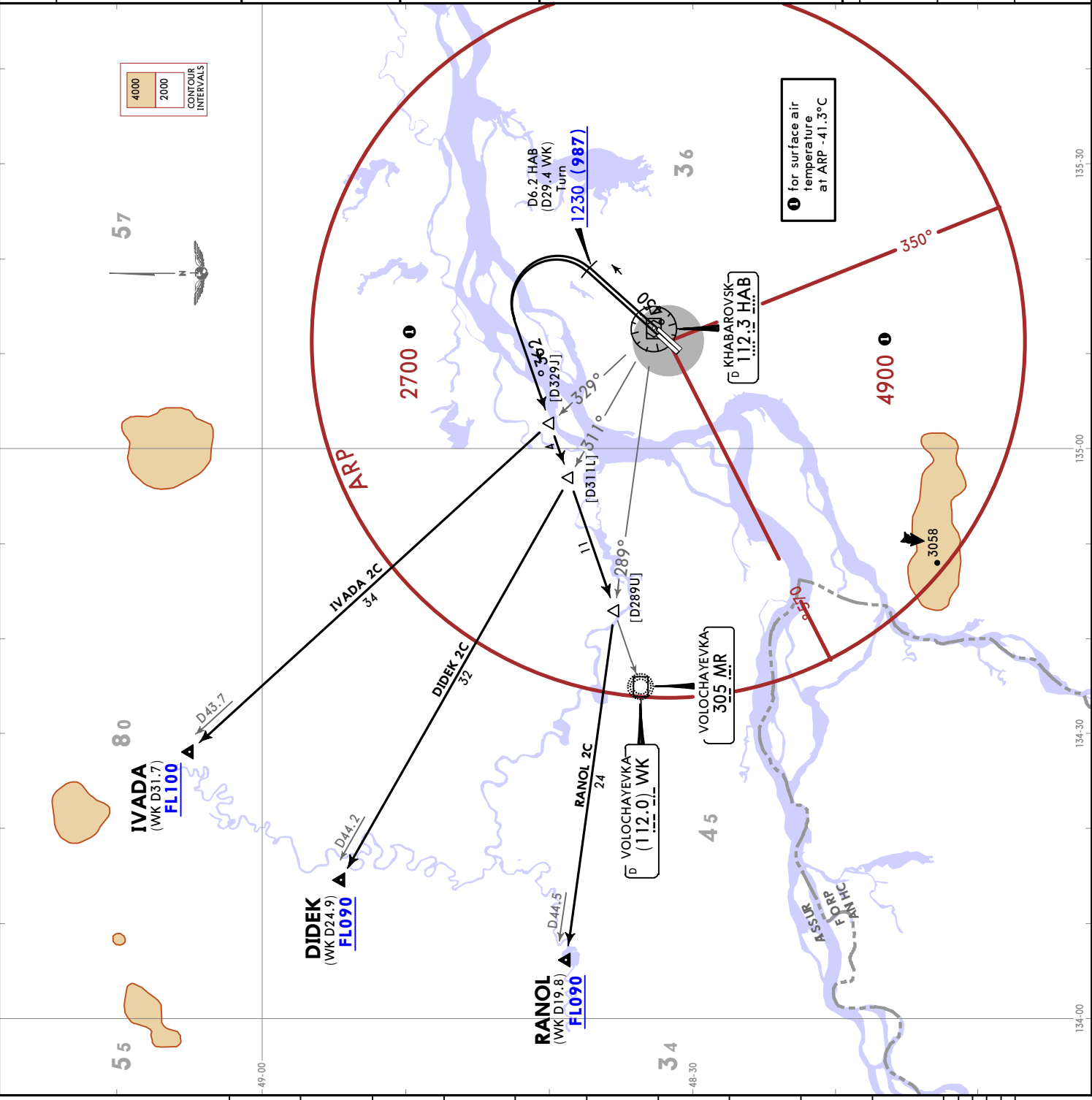
ALT/HEIGHT CONVERSION	
QNH	(QFE)
900'	(657' - 200m)
1230'	(987' - 300m)
2220'	(1977' - 600m)
4840'	(4597' - 1400m)

Close-in Obstacles:
 Trees located to the LEFT and RIGHT of takeoff heading between 0.06-0.12 NM from DER RWY 05R with MAX elev 310 (67).

IVADA 2C:
 This SID requires minimum climb gradients of 3.4% up to FL150 to join AWY A-333 due to airspace structure.
 3.7% up to FL190 to join AWY B-912 due to airspace structure.
 3.9% up to FL200 to join AWY B-152 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.7% V/V (fpm)	281	375	562	749	937	1124
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	ROUTING
DIDEK 2C	Climb on 054° track to 1230 (987) or above, turn LEFT to intercept 263° bearing towards MR NDB, intercept HAB R311 to DIDEK climbing to FL090 or above.
IVADA 2C	Climb on 054° track to 1230 (987) or above, turn LEFT to intercept 263° bearing towards MR NDB, intercept HAB R329 to IVADA climbing to FL100 or above.
RANOL 2C	Climb on 054° track to 1230 (987) or above, turn LEFT to intercept 263° bearing towards MR NDB, intercept HAB R289 to RANOL climbing to FL090 or above.



KHABAROVSK Radar (TWR) 120.3	KHABAROVSK Approach 125.2	Apt Elev 243
Trans alt: 4840 (4597) QNH on request (QFE) 1. DME required. 2. EXPECT 'direct' procedure and/or RADAR vectoring. 3. Climb shall only be executed to the FL/altitude cleared by ATS. 4. Unless otherwise instructed climb to 2220 (1977), at 900 (657) establish radio contact with Radar or Approach controller and report take-off execution, assigned SID and altitude/FL to be reached. 5. Turn before DER is prohibited.		

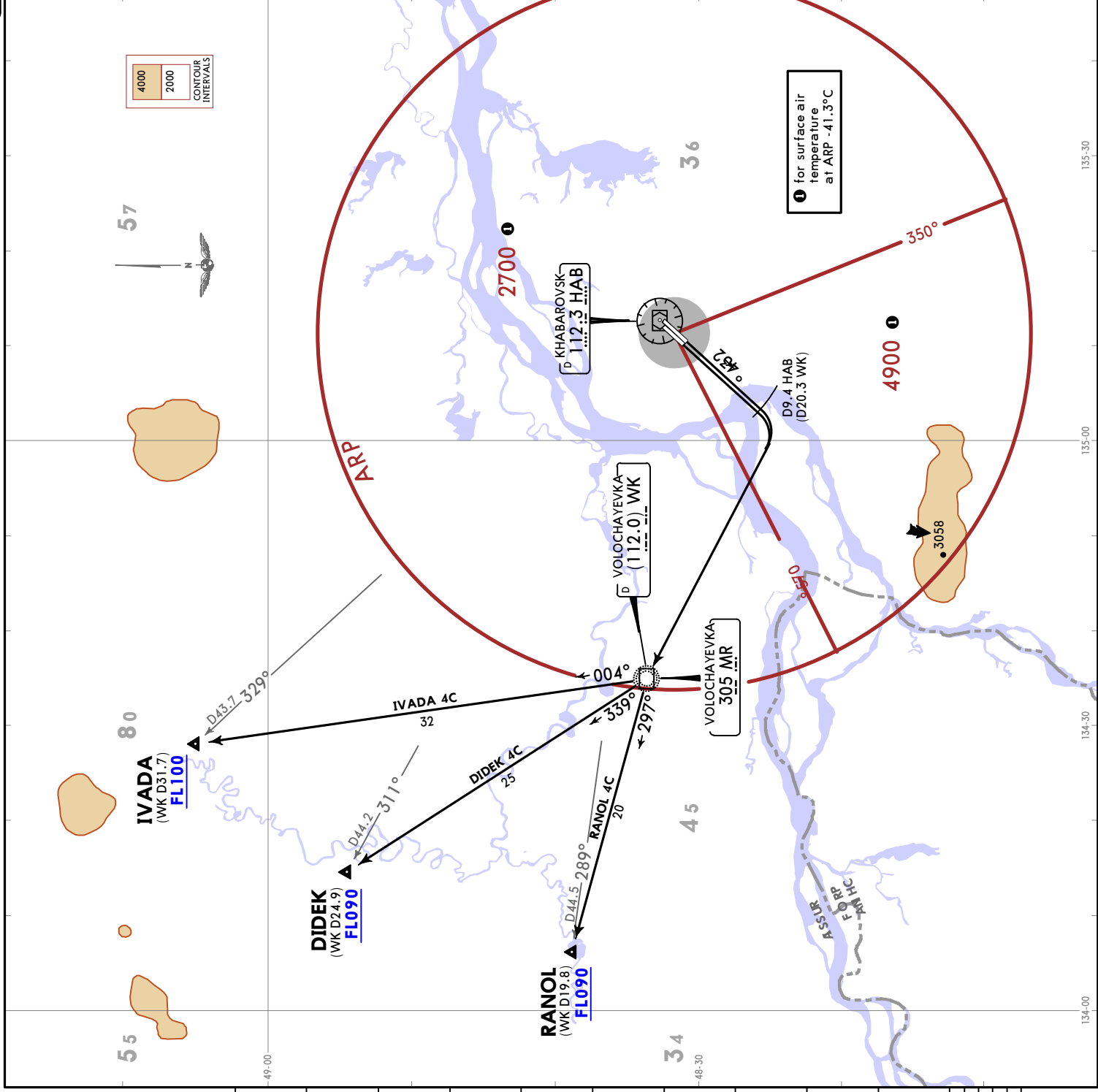
**DIDEK 4C [DIDE4C]
 IVADA 4C [IVAD4C]
 RANOL 4C [RANO4C]
 DEPARTURES
 (RWYS 23L/R)**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
900' (657' - 200m)	
2220' (1977' - 600m)	
4840' (4597' - 1400m)	

Close-In Obstacles:
 Trees located to the RIGHT of takeoff heading between 0.05-0.09 NM from DER with MAX elev 300 (57).
IVADA 4C:
 This SID requires minimum climb gradients of 3.4% up to FL150 to join AWY A-333 due to airspace structure.
 3.6% up to FL190 to join AWY B-912 due to airspace structure.
 3.8% up to FL200 to join AWY B-152 due to airspace structure.

Grd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.6% V/V (fpm)	273	365	547	729	911	1094
3.8% V/V (fpm)	289	385	577	770	962	1154

SID		ROUTING
DIDEK 4C		Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to MR NDB, 339° bearing to DIDEK climbing to FL090 or above.
IVADA 4C		Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to MR NDB, 004° bearing to IVADA climbing to FL100 or above.
RANOL 4C		Climb on 234° track to D9.4 HAB (D20.3 WK), turn RIGHT to MR NDB, 297° bearing to RANOL climbing to FL090 or above.



UHHH/KHV
NOVY


28 APR 23 (10-4)

KHABAROVSK, RUSSIA

NOISE

NOISE ABATEMENT

LT minus 10 HOURS = UTC (Z)

ARRIVALS

Arrivals from 2300LT and 0600LT should be avoided, this restriction is not applicable if executing SAR operation or medical tasks.

If meteorological phenomena in arrival and approach sectors make deviations from STAR route necessary, report it to ATS unit. In that case, join the assigned track immediately.

Restrictions

Rwys 23L/R are preferential runways and shall be used maximally, if meteorological conditions and air situation in terminal area permit. Noise abatement approach procedures shall be carried out by the flight crews of all aircraft.

Immediately prior to the final approach avoid (as far as possible) excessive vertical rates of descent.

The change of flight configuration and speed, connected with noise abatement procedures, shall be carried out according to the requirements of the Aeroplane Flight Manual.

Flying below the ILS GP 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.

DEPARTURES

Noise abatement procedures shall be applied by all ACFT after take-off from RWYs 23L/R but not at the expense of the reduction of flight safety or in case of one of the ACFTs engines failure.

Departures from 2300LT and 0600LT should be avoided, this restriction is not applicable if executing SAR operation or medical tasks.

Restrictions

After take-off from RWY 23R, maintain SIDs for the purpose of excluding flights over the housing estates of the city at low height and excessive engines power. When RWY 23R is active, ACFT departing in South, Southeast, Northeast and East directions can be assigned the following SIDs: NEBAR 4L, NEBAR 4Q, TOMSU 4L, TOMSU 4Q, TOMSU 4V, ARDEL 4L, ARDEL 4Q, ARDEL 4V, ARGUK 4L, ARGUK 4Q, NEBES 4L, NEBES 4Q, NEBES 4T, TIGMA 4L, TIGMA 4Q, TIGMA 4T for the purpose of reducing noise impact on the environment.

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 execution of SIDs are ready or not.

It is recommended to take-off at the rated power under the suitable conditions.

If unable to use the mentioned SIDs above after take-off from RWY 23R, take-off and climb procedure NADP 1 should be applied.

Radio communication should be reduced to a minimum during execution of noise abatement procedures.

PREFERENTIAL RWY SYSTEM

If meteorological conditions and air situation in terminal area permit, RWYs are used as follows:

- RWYs 05L/R in preference for take-off;
- RWYs 23R/L in preference for landing.

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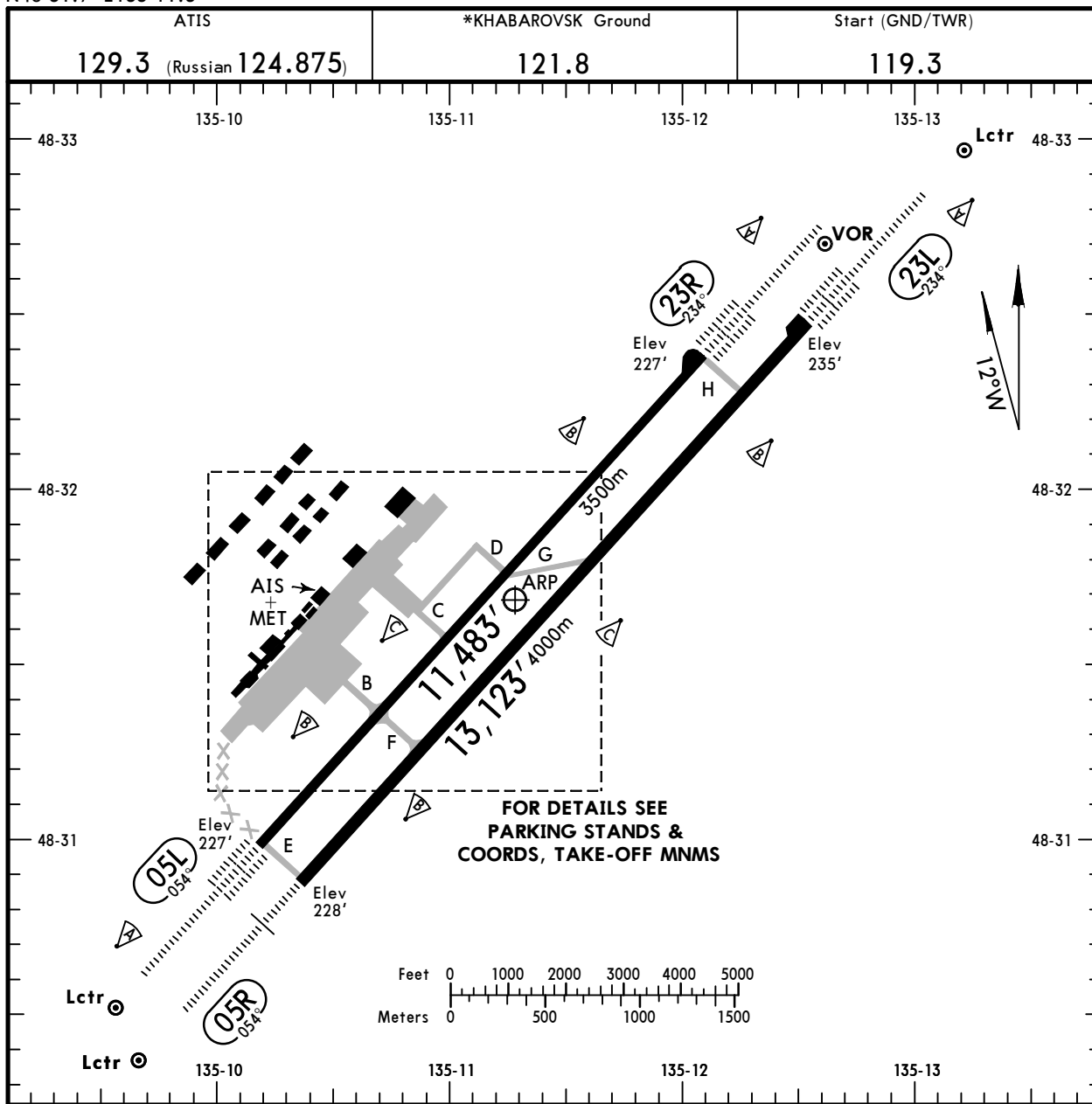
Apt Elev **243'**
N48 31.7 E135 11.3

JEPESEN

22 DEC 23 **(10-9)** Eff 28 Dec

KHABAROVSK, RUSSIA

NOVY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH		
					Threshold	Glide Slope		TAKE-OFF	
05L 23R	HIRL (60m)	CL (15m)	HIALS-II	TDZ ①	RVR		10,512' 3204m 10,450' 3185m	②	148' 45m

① PAPI-L (2.67°)

② TAKE-OFF RUN AVAILABLE

RWY 05L:

From rwy head	11,483' (3500m)
twy B int	8432' (2570m)
twy C int	6677' (2035m)
twy D int	5131' (1564m)

RWY 23R:

From rwy head	11,483' (3500m)
twy D int	6424' (1958m)
twy C int	4879' (1487m)
twy B int	3051' (930m)

05R 23L	HIRL (60m)	HIALS	PAPI-L (2.67°)	RVR		12,090' 3685m 11,969' 3648m	③	197' 60m
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③ TAKE-OFF RUN AVAILABLE

RWY 05R:

From rwy head	13,123' (4000m) ④
twy F int	10,075' (3071m)
twy G int	5692' (1735m)
twy H int	1640' (500m)

RWY 23L:

From rwy head	13,123' (4000m) ④
twy H int	11,483' (3500m)
twy G int	7644' (2330m)
twy F int	3120' (951m)

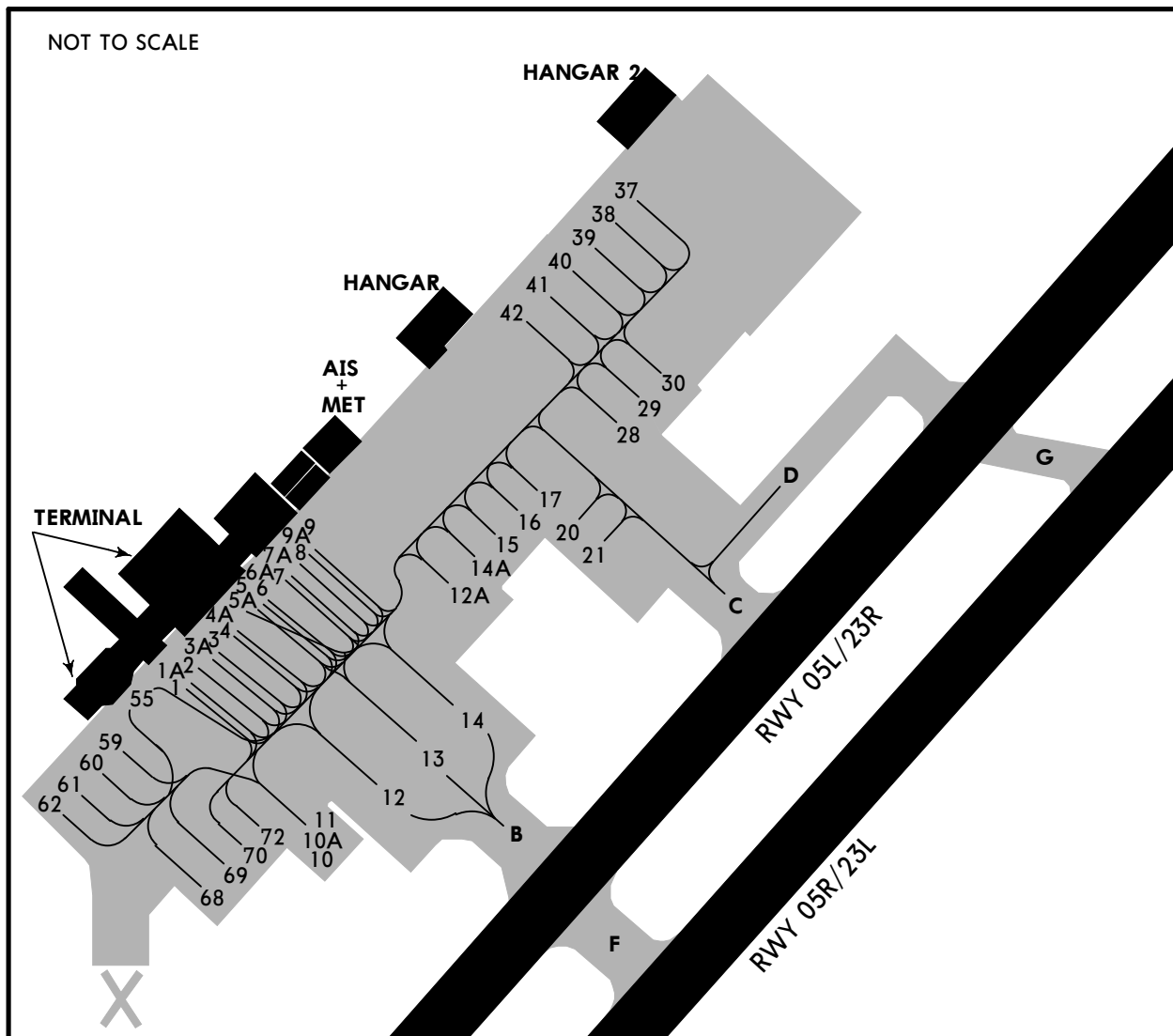
④ For An-124, B-747, B-777, A-330, IL-86 and IL-96 acft:
12,467' / 3800m. First 656' / 200m unusable for take-off.

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22 DEC 23 **10-9A** Eff 28 Dec

KHABAROVSK, RUSSIA

NOVY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A	N48 31.5 E135 10.2	30	N48 31.8 E135 10.8
2 thru 5A	N48 31.5 E135 10.3	37, 38	N48 31.9 E135 10.8
6 thru 8	N48 31.6 E135 10.4	55	N48 31.4 E135 10.2
9	N48 31.6 E135 10.5	59	N48 31.4 E135 10.1
9A	N48 31.6 E135 10.4	60 thru 62	N48 31.3 E135 10.1
10, 10A	N48 31.4 E135 10.3	68, 69	N48 31.4 E135 10.2
11	N48 31.4 E135 10.4	70, 72	N48 31.4 E135 10.3
12	N48 31.4 E135 10.5		
12A	N48 31.7 E135 10.6		
13	N48 31.5 E135 10.5		
14	N48 31.5 E135 10.6		
14A thru 16	N48 31.7 E135 10.6		
17, 20	N48 31.7 E135 10.7		
21	N48 31.7 E135 10.8		
28, 29	N48 31.8 E135 10.7		

Std TAKE-OFF							
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

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EASA AIR OPS MNMS
KHABAROVSK, RUSSIA
 NOVY

STRAIGHT-IN RWY		A	B	C	D
05L	CAT 2 ILS Z, Y or X	327' (100') RA109' R300m	327' (100') RA109' R300m	327' (100') RA109' R300m	329' (102') RA112' ①R300m
	ILS Z, Y or X	427' (200') R550m	427' (200') R550m	427' (200') R550m	427' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	GLS	427' (200') R550m	427' (200') R550m	427' (200') R550m	427' (200') R550m
	TDZ or CL out ALS out	② R550m R1200m	② R550m R1200m	② R550m R1200m	② R550m R1200m
	③ LOC Z, Y or X	630' (403') R1200m R1500m	630' (403') R1200m R1500m	630' (403') R1200m R1900m	630' (403') R1200m R1900m
	ALS out				
	RNP LNAV/VNAV	556' (329') R800m R1500m	572' (345') R900m R1500m	572' (345') R900m R1600m	588' (361') R1000m R1700m
	ALS out				
	③ RNP LNAV	790' (563') R1500m R1500m	790' (563') R1500m R1500m	790' (563') R1900m R2400m	790' (563') R1900m R2400m
ALS out					
⑤ VOR	920' (693') R1500m	920' (693') R1500m	920' (693') R2400m	920' (693') R2400m	
ALS out					
③ NDB X	890' (663') R1500m	890' (663') R1500m	890' (663') R2400m	890' (663') R2400m	
ALS out					
05R	ILS Z, Y or X	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m
	ALS out				
	GLS	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m	428' (200') ② R550m R1200m
ALS out					
23L	ILS Z, X or W	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m
	ALS out				
	GLS	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m	435' (200') ② R550m R1200m
	ALS out				
	③ LOC Z, X or W	560' (325') R800m R1500m	560' (325') R800m R1500m	560' (325') R800m R1500m	560' (325') R800m R1500m
	ALS out				
	RNP LNAV/VNAV	485' (250') ② R550m R1300m	485' (250') ② R550m R1300m	485' (250') ② R550m R1300m	498' (263') ② R600m R1300m
	ALS out				
	③ RNP LNAV	580' (345') R900m R1500m	580' (345') R900m R1500m	580' (345') R900m R1600m	580' (345') R900m R1600m
	ALS out				
③ VOR	590' (355') R900m R1500m	590' (355') R900m R1500m	590' (355') R900m R1600m	590' (355') R900m R1600m	
ALS out					

- ① CAT D requires autoland or HUDLS, otherwise: R350m.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ Continuous Descent Final Approach.

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27 FEB 26 (10-9S1)

EASA AIR OPS MNMS
KHABAROVSK, RUSSIA
NOVY

STRAIGHT-IN RWY	A	B	C	D
23R CAT 2 ILS Z, X or W	327' (100') RA 95'R300m	327' (100') RA 95'R300m	327' (100') RA 95'R300m	329' (102') RA 96'ⓀR300m
ILS Z, X or W	427' (200') R550m	427' (200') R550m	427' (200') R550m	427' (200') R550m
TDZ or CL out	Ⓚ R550m	Ⓚ R550m	Ⓚ R550m	Ⓚ R550m
ALS out	R1200m	R1200m	R1200m	R1200m
GLS	427' (200') R550m	427' (200') R550m	427' (200') R550m	437' (210') R550m
TDZ or CL out	Ⓚ R550m	Ⓚ R550m	Ⓚ R550m	Ⓚ R550m
ALS out	R1200m	R1200m	R1200m	R1200m
Ⓚ LOC Z, X or W	560' (333') R800m	560' (333') R800m	560' (333') R800m	560' (333') R800m
ALS out	R1500m	R1500m	R1500m	R1500m
RNP LNAV/VNAV	477' (250') Ⓚ R550m	477' (250') Ⓚ R550m	506' (279') Ⓚ R600m	523' (296') Ⓚ R650m
ALS out	R1300m	R1300m	R1300m	R1400m
Ⓚ RNP LNAV	580' (353') R900m	580' (353') R900m	580' (353') R900m	590' (363') R1000m
ALS out	R1500m	R1500m	R1600m	R1700m
Ⓚ VOR	610' (383') R1100m	640' (413') R1200m	660' (433') R1300m	680' (453') R1400m
ALS out	R1500m	R1500m	R2000m	R2100m
Ⓚ NDB X	890' (663') R1500m	890' (663') R1500m	890' (663') R2400m	890' (663') R2400m

- Ⓚ CAT D requires autoland or HUDLS, otherwise: R350m.
- Ⓚ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- Ⓚ Continuous Descent Final Approach.

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
R125m	R150m	R300m		R/V400m		R/V500m	NA

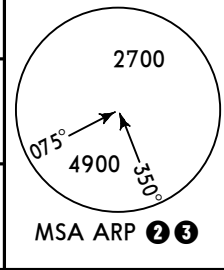
UHHH/KHV NOVY

27 FEB 26 **(11-1)**

KHABAROVSK, RUSSIA ILS Z or LOC Z Rwy 05L

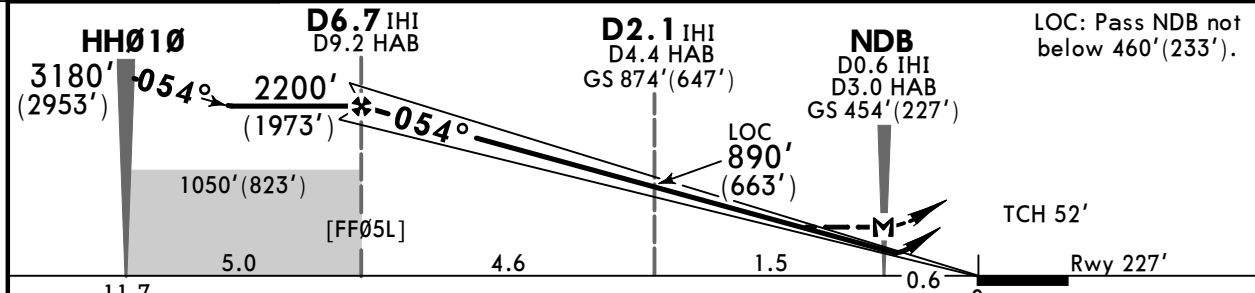
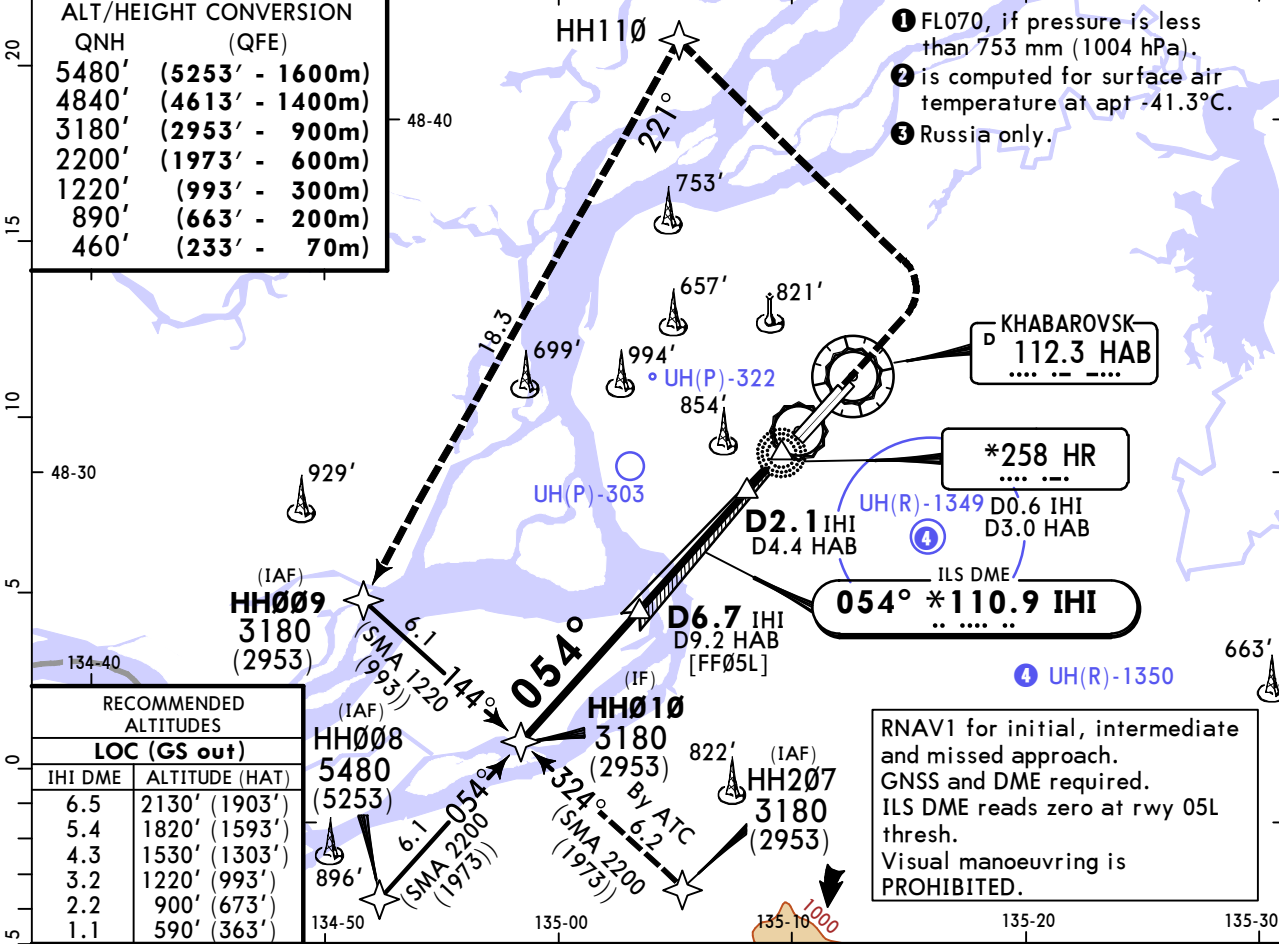
ATIS 129.3 (Russian) 124.875		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHI *110.9	Final Apch Crs 054°	D6.7 IHI 2200' (1973')	ILS DA(H) 427' (200')	Apt Elev 244'	Rwy 227'

MISSED APCH: Climb on 054° to 1220' (993') or above, turn LEFT (MAX 215 KT) to HH110 climbing to 2200' (1973') or above, then to HH009 climbing to 3180' (2953') or above by chart or by ATC. Turn before MAP is PROHIBITED.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 **1** Trans alt: 4840' (4613')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5480'	(5253' - 1600m)
4840'	(4613' - 1400m)
3180'	(2953' - 900m)
2200'	(1973' - 600m)
1220'	(993' - 300m)
890'	(663' - 200m)
460'	(233' - 70m)



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI 054° 1220' (993') or above	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		764
MAP at D0.6 IHI								

PANS OPS	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	DA(H) 427' (200')	TDZ or CL out	DA/MDA(H) 630' (403')	ALS out
A	R550m	1 R550m	R1200m	R1200m
B				R1500m
C				R1900m
D				

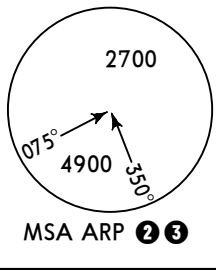
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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27 FEB 26 **(11-1A)**

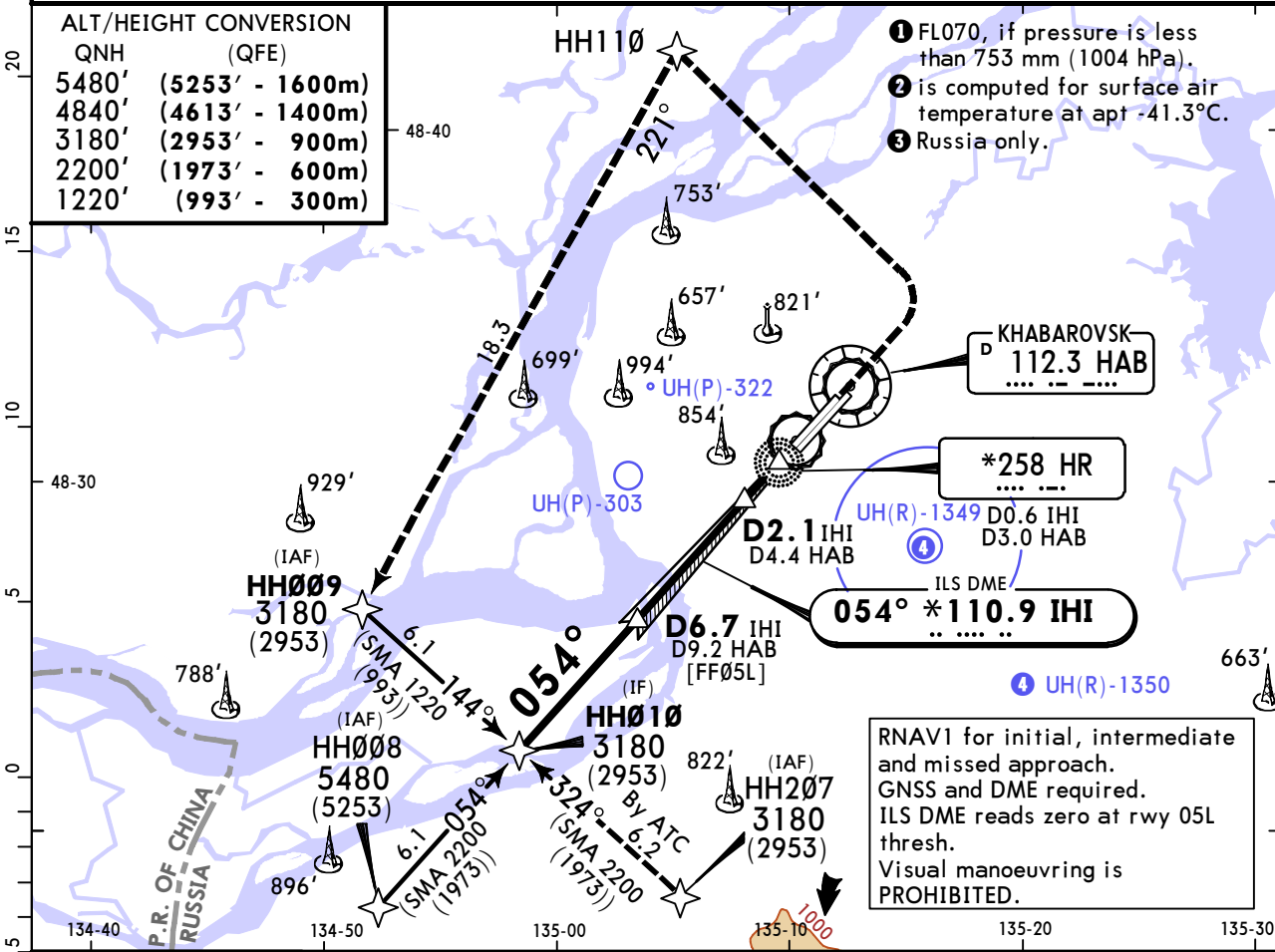
KHABAROVSK, RUSSIA
CAT II ILS Z Rwy 05L

BRIEFING STRIP™	ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground
	129.3 (Russian 124.875)	125.2	120.3	119.3	121.8
	LOC IHI	Final Apch Crs	D6.7 IHI	CAT II ILS	Apt Elev
	*110.9	054°	2200' (1973')	Refer to Minimums	244'
	MISSED APCH: Climb on 054° to 1220' (993') or above, turn LEFT (MAX 215 KT) to HH110 climbing to 2200' (1973') or above, then to HH009 climbing to 3180' (2953') or above by chart or by ATC. Turn before MAP is PROHIBITED.				Rwy 227'



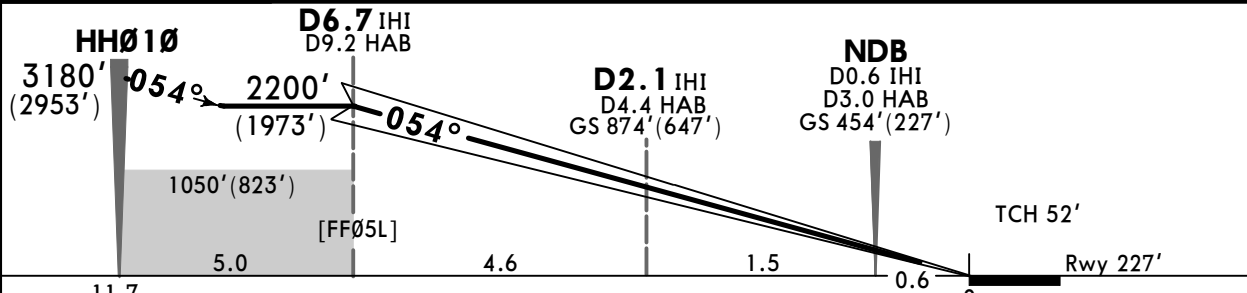
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 1 Trans alt: 4840' (4613')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5480'	(5253' - 1600m)
4840'	(4613' - 1400m)
3180'	(2953' - 900m)
2200'	(1973' - 600m)
1220'	(993' - 300m)



- 1 FL070, if pressure is less than 753 mm (1004 hPa).
- 2 is computed for surface air temperature at apt -41.3°C.
- 3 Russia only.

RNAV1 for initial, intermediate and missed approach. GNSS and DME required. ILS DME reads zero at rwy 05L thresh. Visual manoeuvring is PROHIBITED.



Gnd speed-KT	70	90	100	120	140	160	HIALS-II	054°	1220' (993') or above
GS	2.70°	334	430	478	573	669			

Std		STRAIGHT-IN LANDING	
CAT II ILS		CAT II ILS	
ABC	RA 109'	D	RA 112'
DA(H)	327' (100')	DA(H)	329' (102')
R300m		R300m	
PANS OPS			
1 CAT D without autoland: R350m.			

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27 FEB 26 **(11-2)**

KHABAROVSK, RUSSIA
ILS Y or LOC Y Rwy 05L

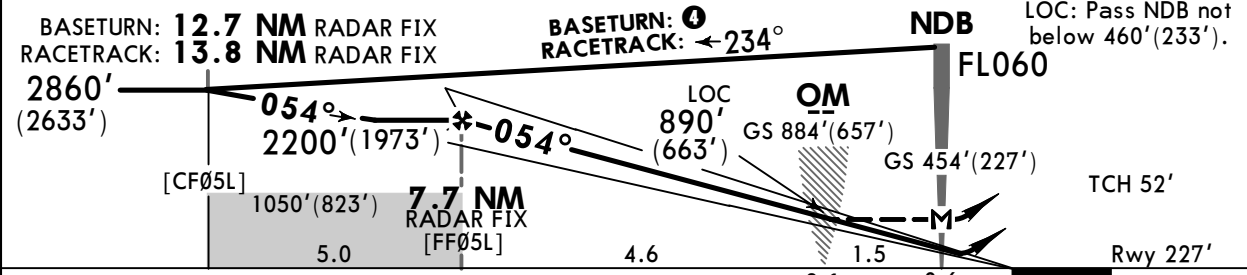
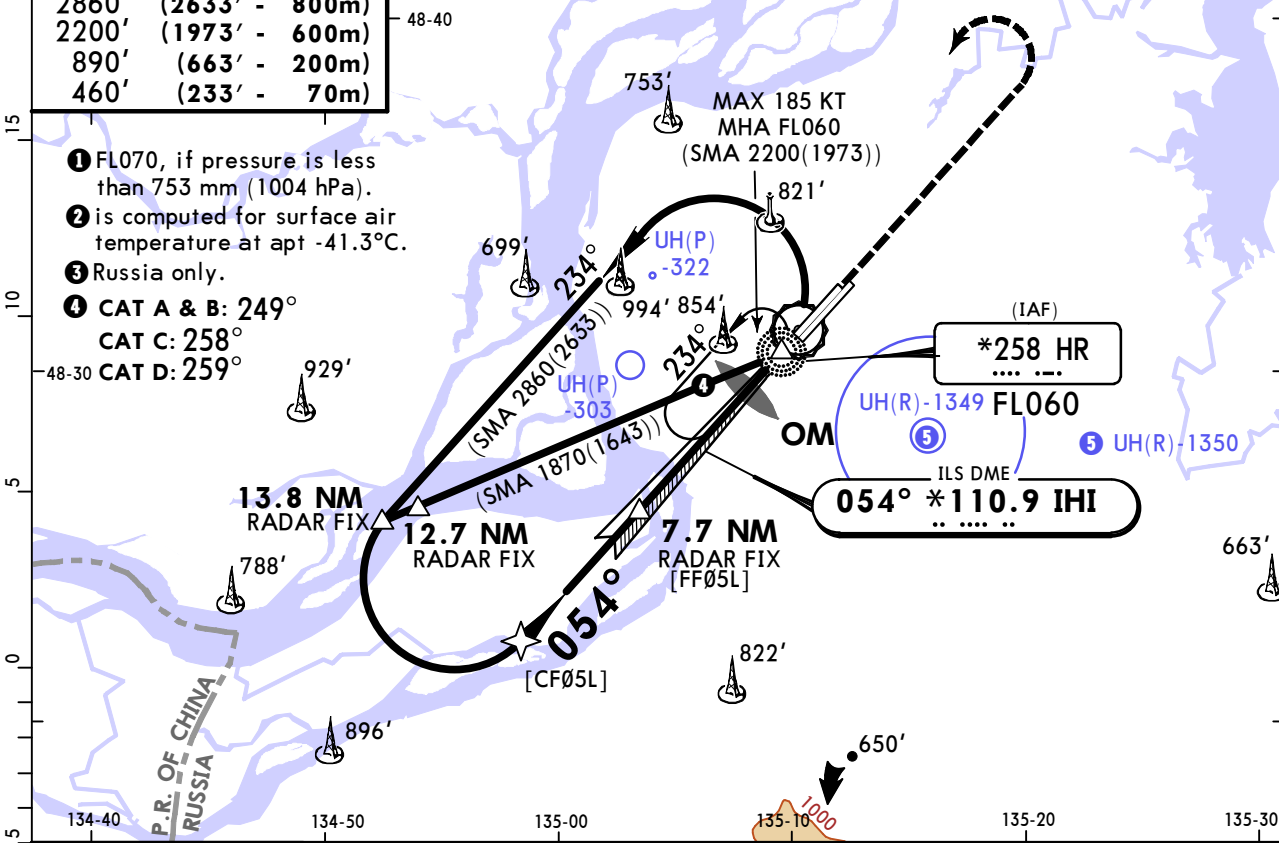
ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2		KHABAROVSK Radar (TWR) 120.3		Precision (TWR) 119.3		*Ground 121.8	
LOC IHI *110.9		Final Apch Crs 054°		7.7 NM RADAR FIX 2200'(1973')		ILS DA(H) 427'(200')		Apt Elev 244' Rwy 227'	
MISSED APCH: Climb on 054° to 2200'(1973') or above, turn LEFT to NDB climbing to 2860'(2633') or above by ATC. Turn before MAP is PROHIBITED.									
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 1 Trans alt: 4840'(4613')								MSA ARP 2 3	

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4840'	(4613' - 1400m)
2860'	(2633' - 800m)
2200'	(1973' - 600m)
890'	(663' - 200m)
460'	(233' - 70m)

Radar required. Visual manoeuvring is PROHIBITED.

It is PROHIBITED to execute approach without ATS surveillance systems and when two-way radio communication is not available.

- 1** FL070, if pressure is less than 753 mm (1004 hPa).
- 2** is computed for surface air temperature at apt -41.3°C.
- 3** Russia only.
- 4** CAT A & B: 249°
CAT C: 258°
CAT D: 259°



Gnd speed-KT	70	90	100	120	140	160	HIALS-II 	054° ↑ 2200'(1973') or above ↑
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		
MAP at NDB								

PANS OPS	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	DA(H) 427'(200')	TDZ or CL out	ALS out	ALS out
A				R1500m
B	R550m	1 R550m	R1200m	R1900m
C			R1200m	
D				

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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27 FEB 26 **(11-2A)**

KHABAROVSK, RUSSIA
CAT II ILS Y Rwy 05L

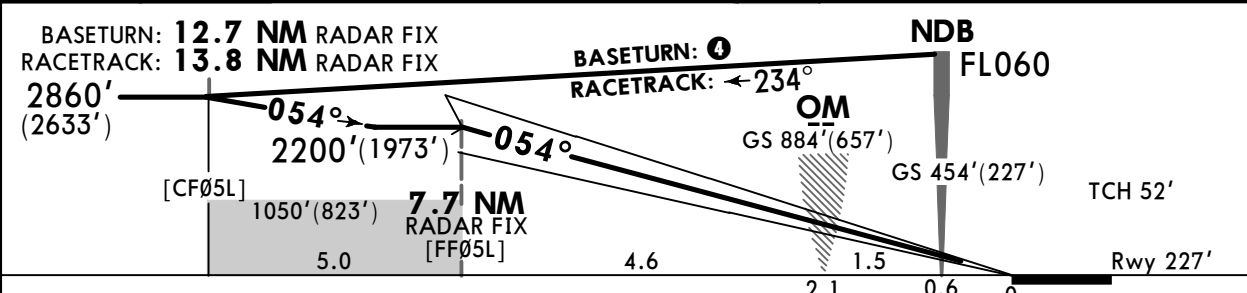
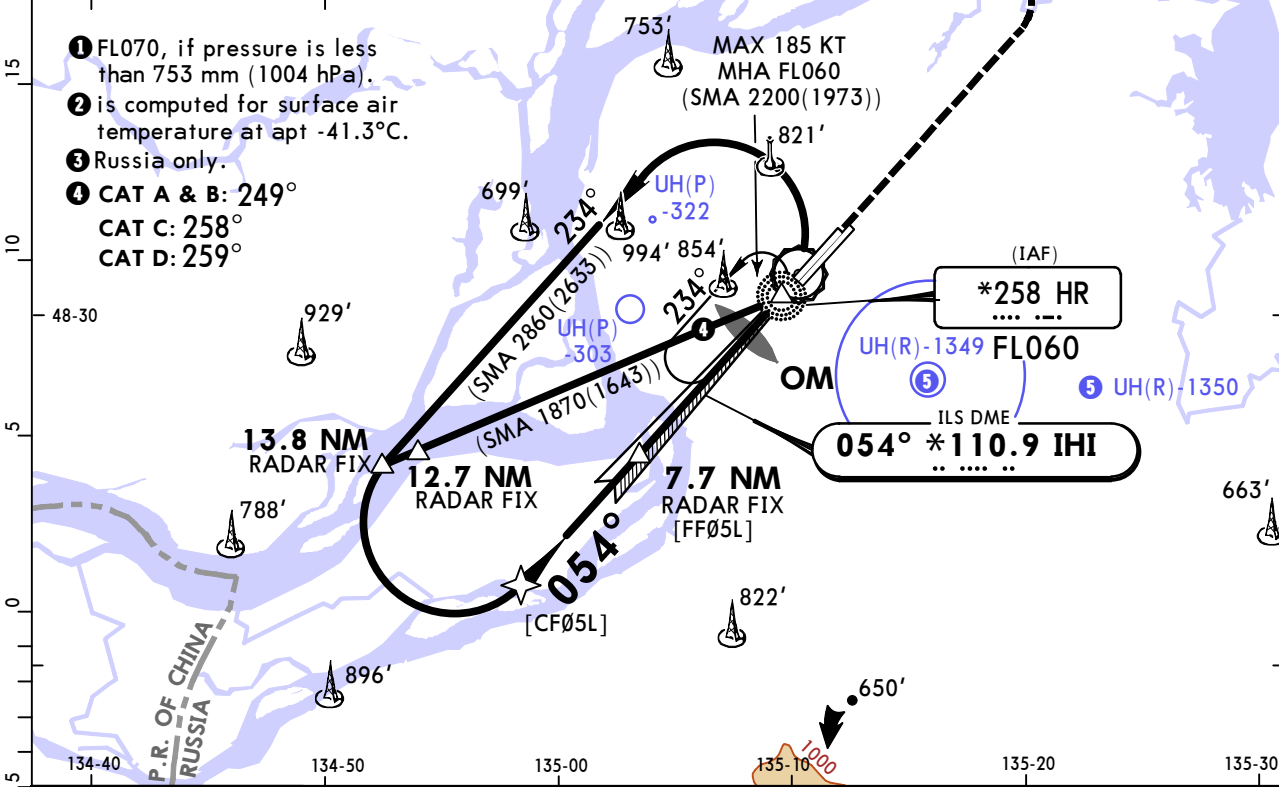
ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2		KHABAROVSK Radar (TWR) 120.3		Precision (TWR) 119.3		*Ground 121.8	
LOC IHI *110.9		Final Apch Crs 054°		7.7 NM RADAR FIX 2200'(1973')		CAT II ILS Refer to Minimums		Apt Elev 244' Rwy 227'	
MISSED APCH: Climb on 054° to 2200'(1973') or above, turn LEFT to NDB climbing to 2860'(2633') or above by ATC. Turn before MAP is PROHIBITED.									
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840'(4613')								MSA ARP ② ③	

ALT/HEIGHT CONVERSION

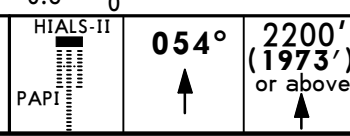
QNH	(QFE)
4840'	(4613' - 1400m)
2860'	(2633' - 800m)
2200'	(1973' - 600m)

Radar required. Visual manoeuvring is PROHIBITED.

It is PROHIBITED to execute approach without ATS surveillance systems and when two-way radio communication is not available.



Gnd speed-KT	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	764



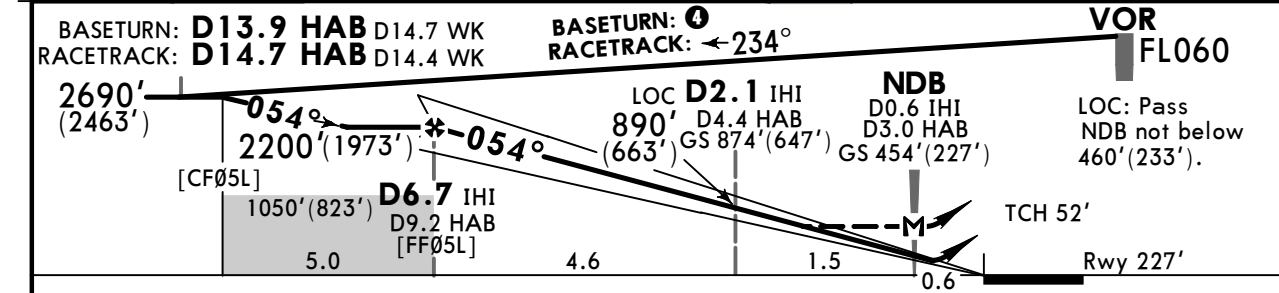
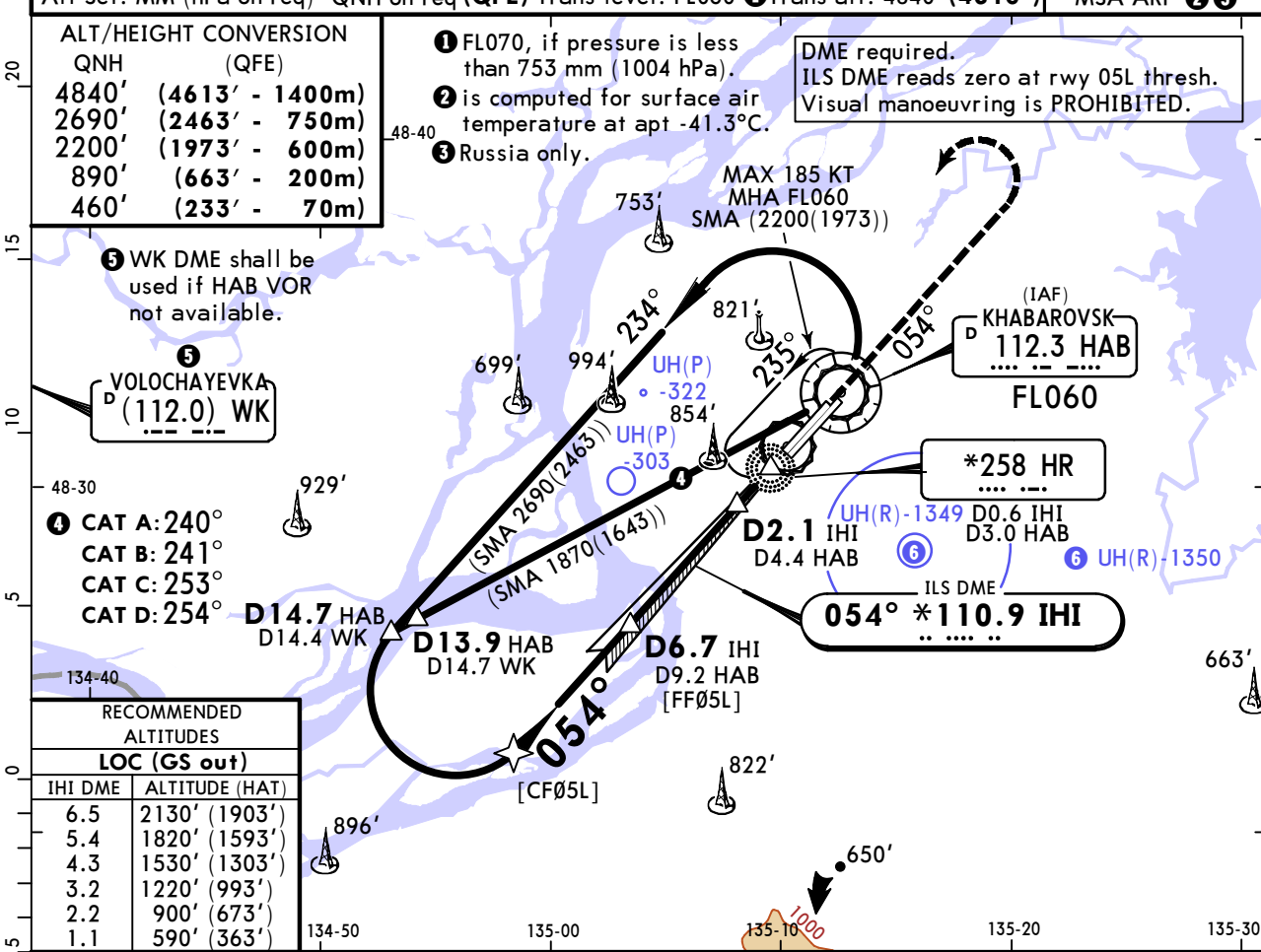
Std		STRAIGHT-IN LANDING	
CAT II ILS		CAT II ILS	
ABC RA 109' DA(H) 327'(100')	D RA 112' DA(H) 329'(102')		
R300m	R300m		
PANS OPS		① CAT D without autoland: R350m.	

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JEPPESEN
27 FEB 26 (11-3)

KHABAROVSK, RUSSIA
ILS X or LOC X Rwy 05L

BRIEFING STRIP™	ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground
	129.3 (Russian 124.875)	125.2	120.3	119.3	121.8
	LOC IHI *110.9	Final Apch Crs 054°	D6.7 IHI 2200' (1973')	ILS DA(H) 427' (200')	Apt Elev 244' Rwy 227'
MISSED APCH: Climb on 054° to 2200' (1973') or above, turn LEFT to HAB VOR climbing to 2690' (2463') or above by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')					MSA ARP ② ③



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI 054° 2200' (1973') or above
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	
MAP at D0.6 IHI							

PANS OPS	ILS STRAIGHT-IN LANDING		LOC (GS out) CDFA	
	DA(H) 427' (200')	TDZ or CL out	ALS out	DA/MDA(H) 630' (403')
A				R1500m
B	R550m	① R550m	R1200m	R1900m
C			R1200m	
D				

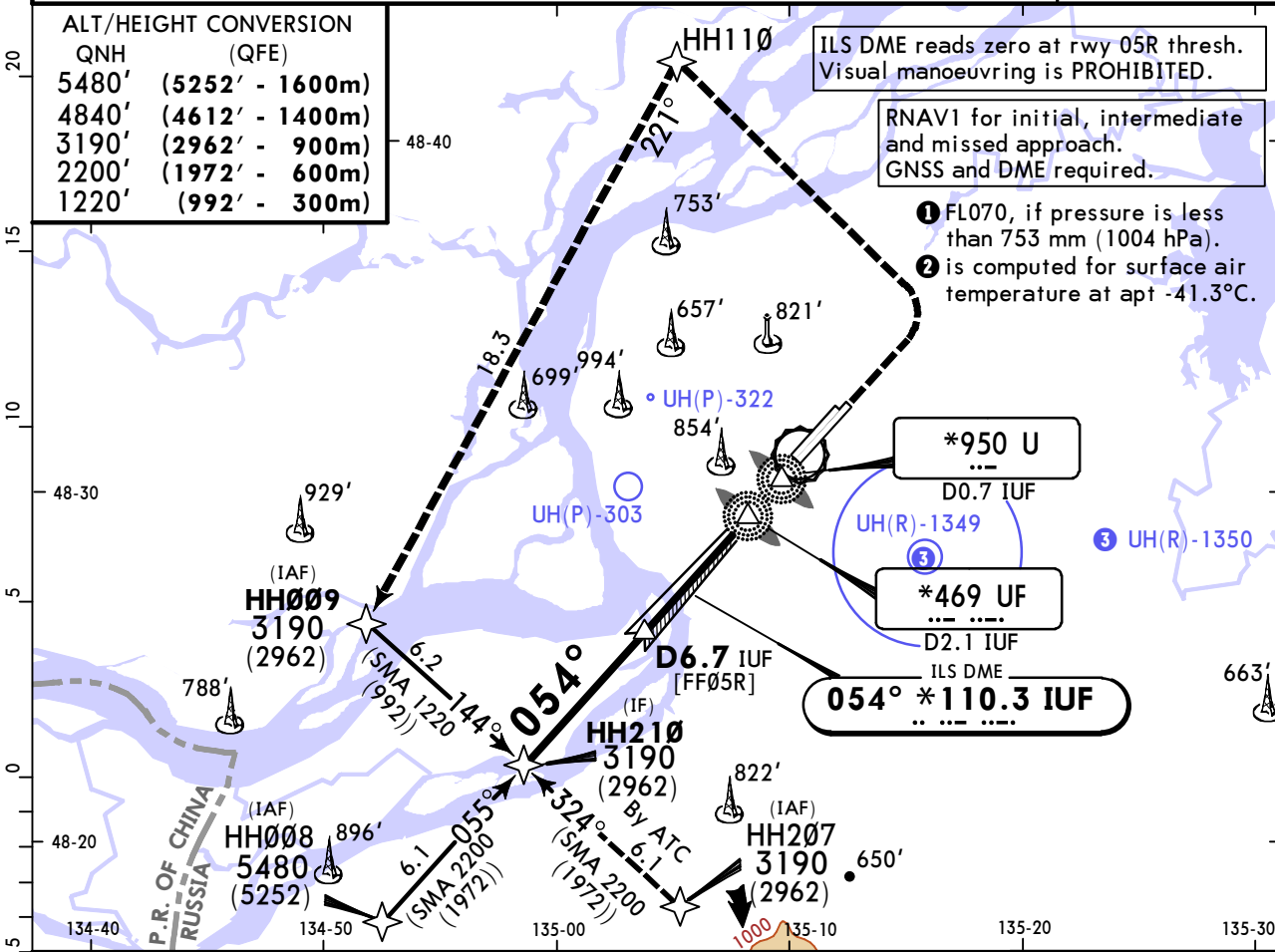
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESEN
28 APR 23 (11-4)

KHABAROVSK, RUSSIA
ILS Z Rwy 05R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IUF *110.3	Final Apch Crs 054°	D6.7 IUF MANDATORY 2200' (1972')	ILS DA(H) 428' (200')	Apt Elev 243' Rwy 228'	
MISSED APCH: Climb on 054° to 1220' (992') or above, turn LEFT (MAX 215 KT) to HH110 climbing to 2200' (1972') or above, then to HH009 climbing to 3190' (2962') or above, by chart or by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4612')					MSA ARP ②



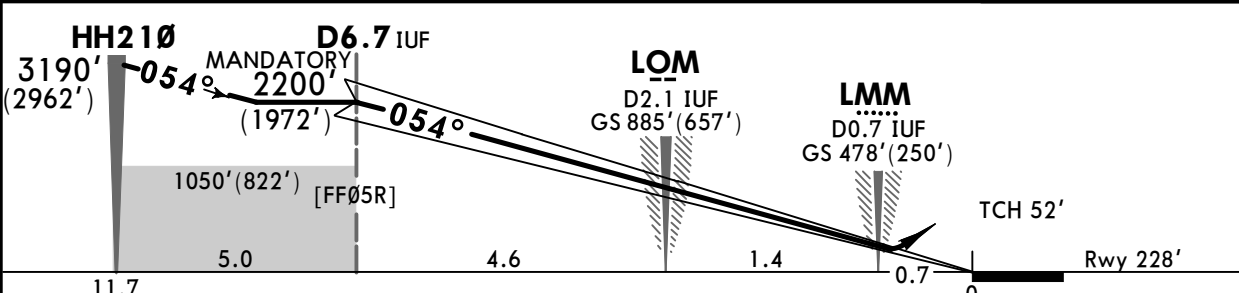
ALT/HEIGHT CONVERSION

QNH	(QFE)
5480'	(5252' - 1600m)
4840'	(4612' - 1400m)
3190'	(2962' - 900m)
2200'	(1972' - 600m)
1220'	(992' - 300m)

ILS DME reads zero at rwy 05R thresh. Visual manoeuvring is PROHIBITED.

RNAV1 for initial, intermediate and missed approach. GNSS and DME required.

- ① FL070, if pressure is less than 753 mm (1004 hPa).
- ② is computed for surface air temperature at apt -41.3°C.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
GS	2.70°	334	430	478	573	764	

Std STRAIGHT-IN LANDING

ILS

DA(H) **428'** (200')

ALS out

A	R550m	R1200m
B		
C		
D		

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

UHHH/KHV
NOVY

JEPPESEN
28 APR 23 (11-5)

KHABAROVSK, RUSSIA
ILS Y Rwy 05R

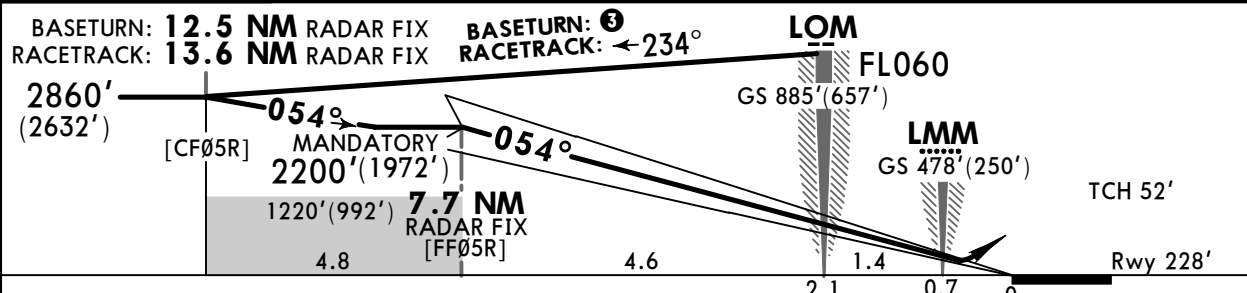
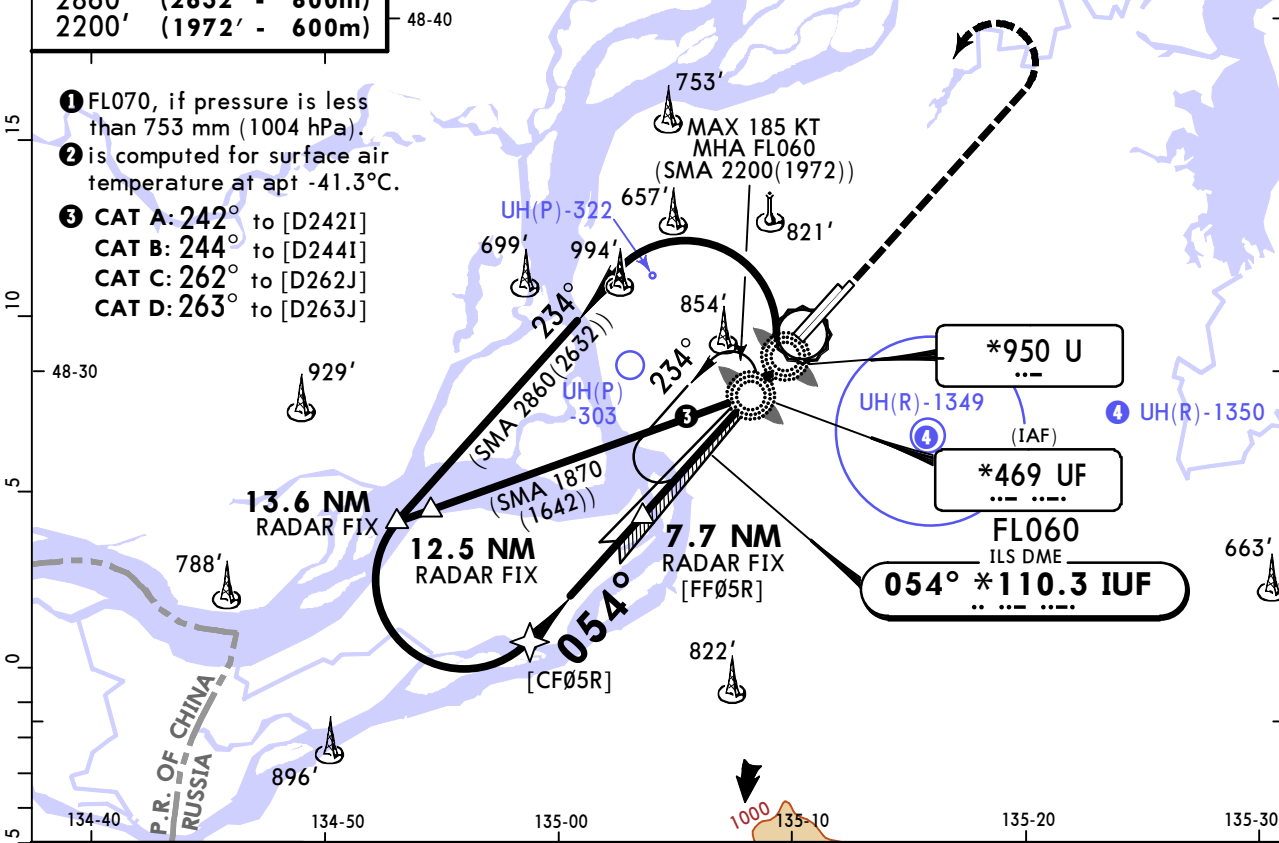
ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IUF *110.3	Final Apch Crs 054°	7.7 NM RADAR FIX MANDATORY 2200'(1972')	ILS DA(H) 428'(200')	Apt Elev 243' Rwy 228'	
MISSED APCH: Climb on 054° to 2200'(1972') or above, turn LEFT to UF NDB climbing to 2860'(2632') or above by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840'(4612')					MSA ARP ②

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4840'	(4612' - 1400m)
2860'	(2632' - 800m)
2200'	(1972' - 600m)

Visual manoeuvring is PROHIBITED.

It is PROHIBITED to execute approach without ATS surveillance systems and when two-way radio communication is not available.

- ① FL070, if pressure is less than 753 mm (1004 hPa).
- ② is computed for surface air temperature at apt -41.3°C.
- ③ CAT A: 242° to [D242I]
CAT B: 244° to [D244I]
CAT C: 262° to [D262J]
CAT D: 263° to [D263J]



Gnd speed-Kts	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	

Std STRAIGHT-IN LANDING

ILS
DA(H) **428'(200')**

ALS out

A	1 R550m	R1200m
B		
C		
D		

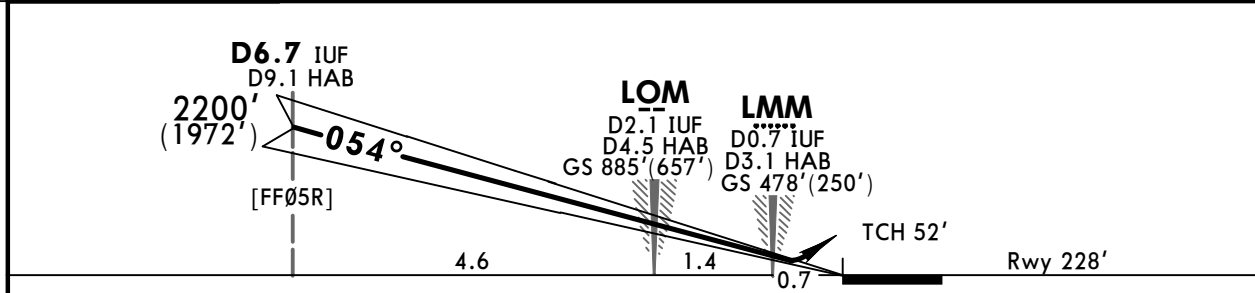
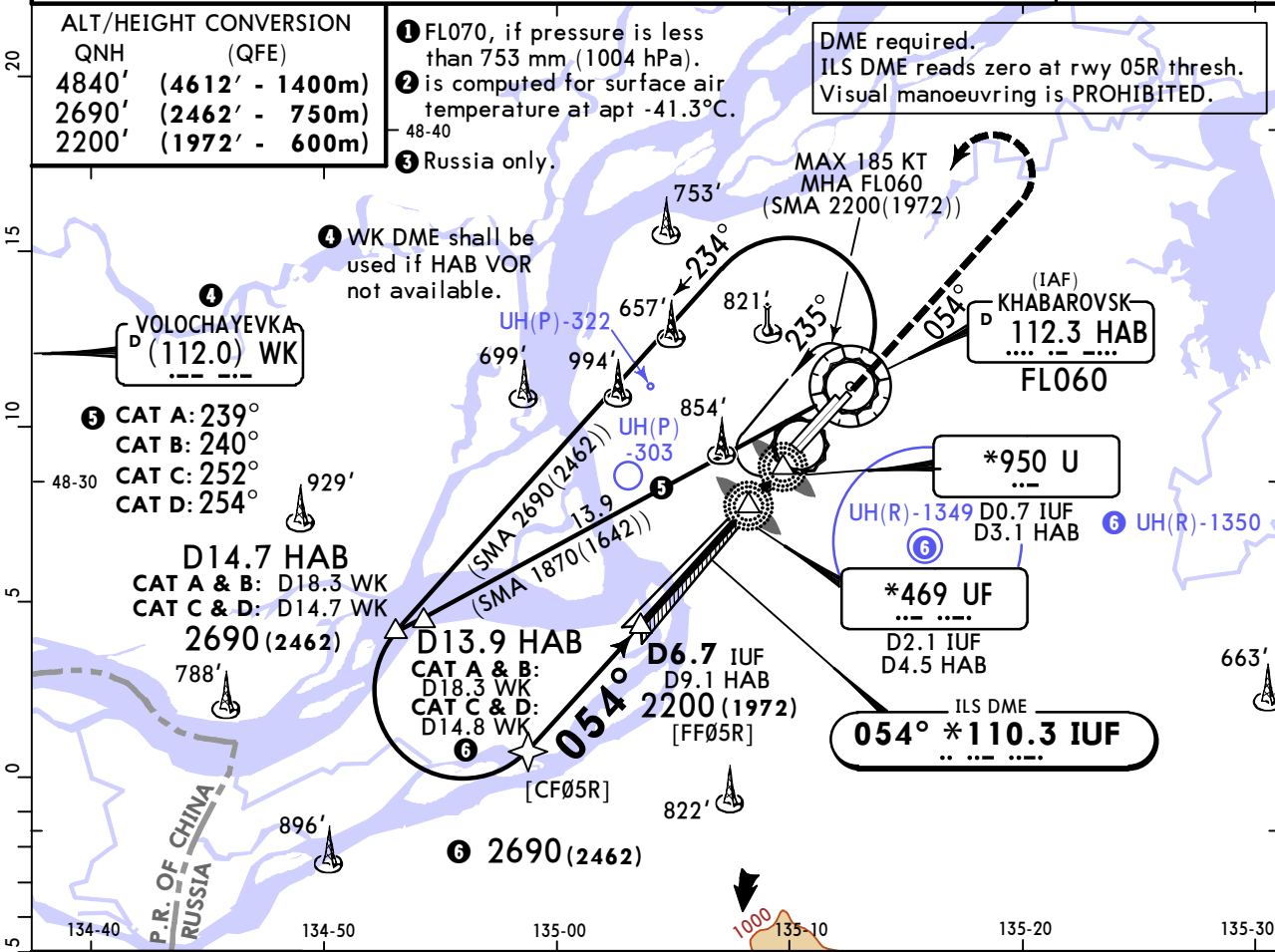
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 **(11-6)**

KHABAROVSK, RUSSIA
ILS X Rwy 05R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IUF *110.3	Final Apch Crs 054°	D6.7 IUF 2200' (1972')	ILS DA(H) 428' (200')	Apt Elev 244' Rwy 228'	
MISSED APCH: Climb on 054° to 2200' (1972') or above, turn LEFT to HAB VOR climbing to 2690' (2462') or above by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FLO60 ① Trans alt: 4840' (4612')					MSA ARP ② ③



Gnd speed-KT	70	90	100	120	140	160	HIALS PAPI 	054° ↑	2200' (1972') or above ↑
GS	2.70°	334	430	478	573	669			

Std		STRAIGHT-IN LANDING	
ILS			
DA(H) 428' (200')			
ALS out		ALS out	
A			
B			
C	1 R550m		R1200m
D			

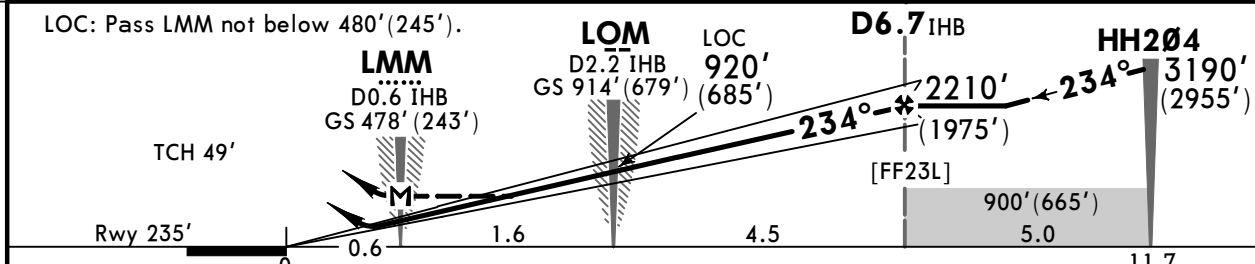
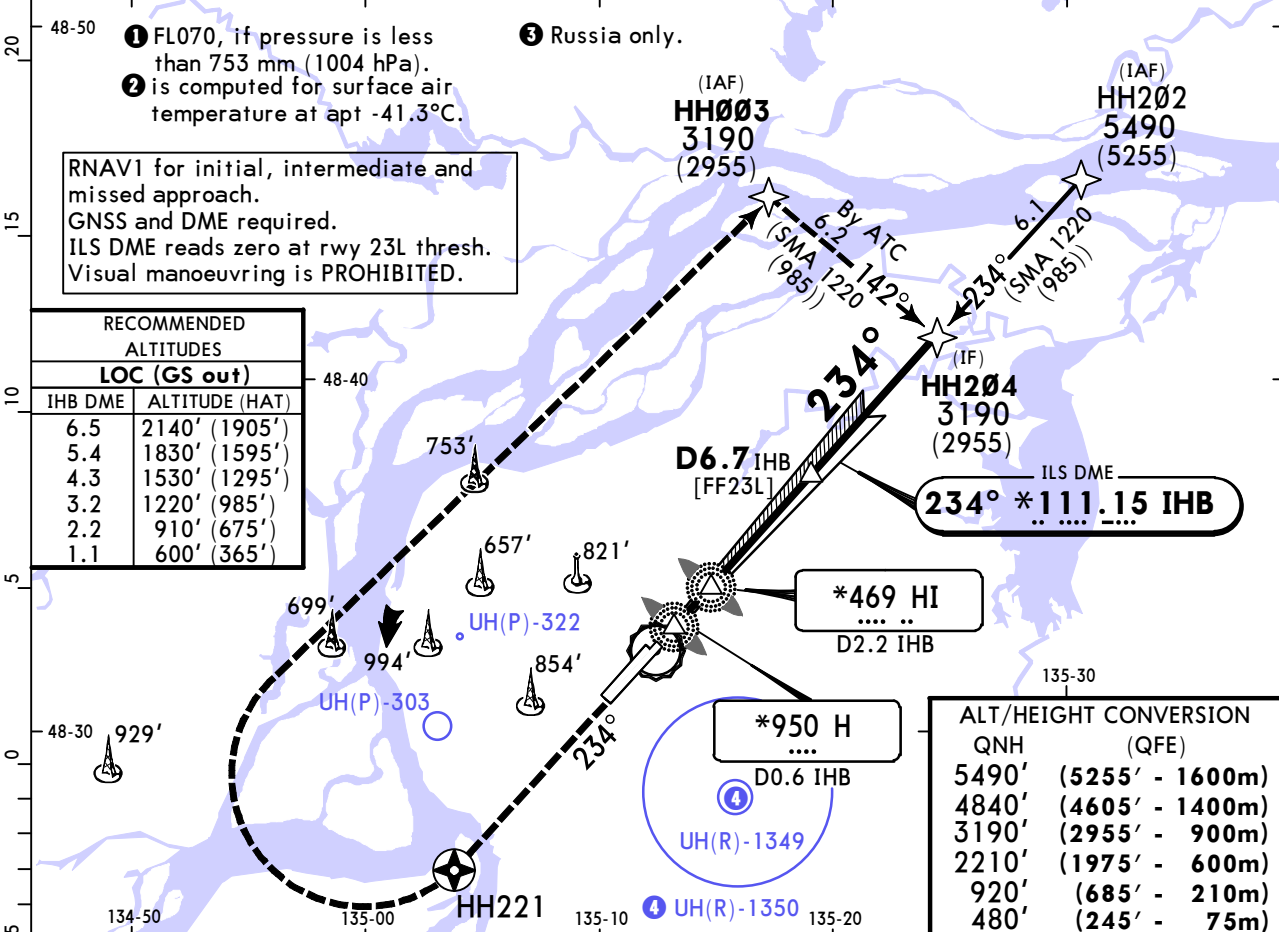
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: None. © JEPPESEN, 2021, 2023. ALL RIGHTS RESERVED.

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (11-7)

KHABAROVSK, RUSSIA
ILS Z or LOC Z Rwy 23L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHB *111.15	Final Apch Crs 234°	D6.7 IHB 2210' (1975')	ILS DA(H) 435' (200')	Apt Elev 244' Rwy 235'	<p>2700 075° 4900 330° MSA ARP 2 3</p>
<p>MISSED APCH: Climb on 234° to HH221 climbing to 2210' (1975') or above, then turn RIGHT to HH003 climbing to 3190' (2955') or above, by chart or by ATC.</p>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL060 1	Trans alt: 4840' (4605')



Gnd speed-KT	70	90	100	120	140	160	<p>HH221</p>
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	

PANS OPS	Std ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	DA(H) 435' (200')		CDFA		2 DA/MDA(H) 560' (325')	
	ALS out		ALS out		ALS out	
	A	1 R550m	R1200m	R800m	R1500m	
B						
C						
D						

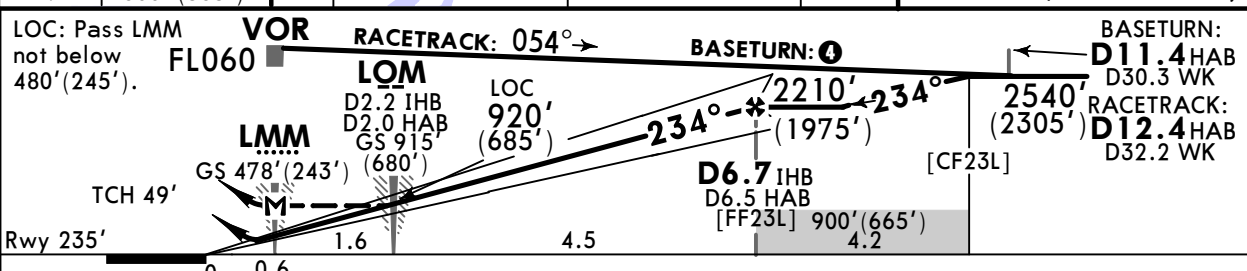
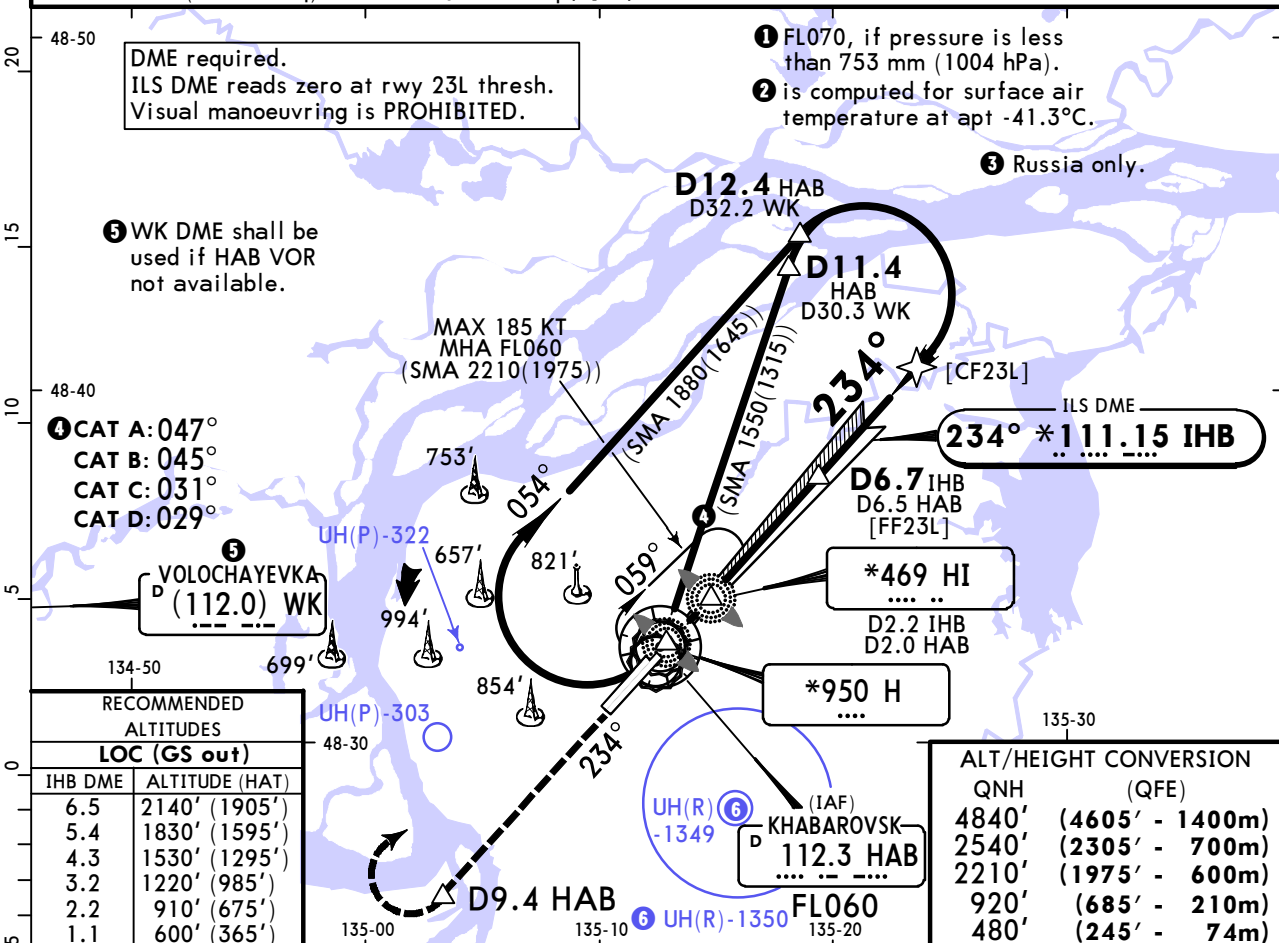
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (11-8)

KHABAROVSK, RUSSIA
ILS X or LOC X Rwy 23L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHB *111.15	Final Apch Crs 234°	D6.7 IHB 2210' (1975')	ILS DA(H) 435' (200')	Apt Elev 244' Rwy 235'	<p>MSA ARP 23</p>
<p>MISSED APCH: Climb on 234° to D9.4 HAB, turn RIGHT to HAB VOR climbing to 2210' (1975') or above by ATC.</p>					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL060 1	Trans alt: 4840' (4605')	



Gnd speed-KT	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	
MAP at LMM	<p>Std ILS STRAIGHT-IN LANDING LOC (GS out)</p>						

ILS		LOC (GS out)	
DA(H) 435' (200')		CDFA 2 DA/MDA(H) 560' (325')	
ALS out		ALS out	
A	1 R550m	R1200m	R800m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

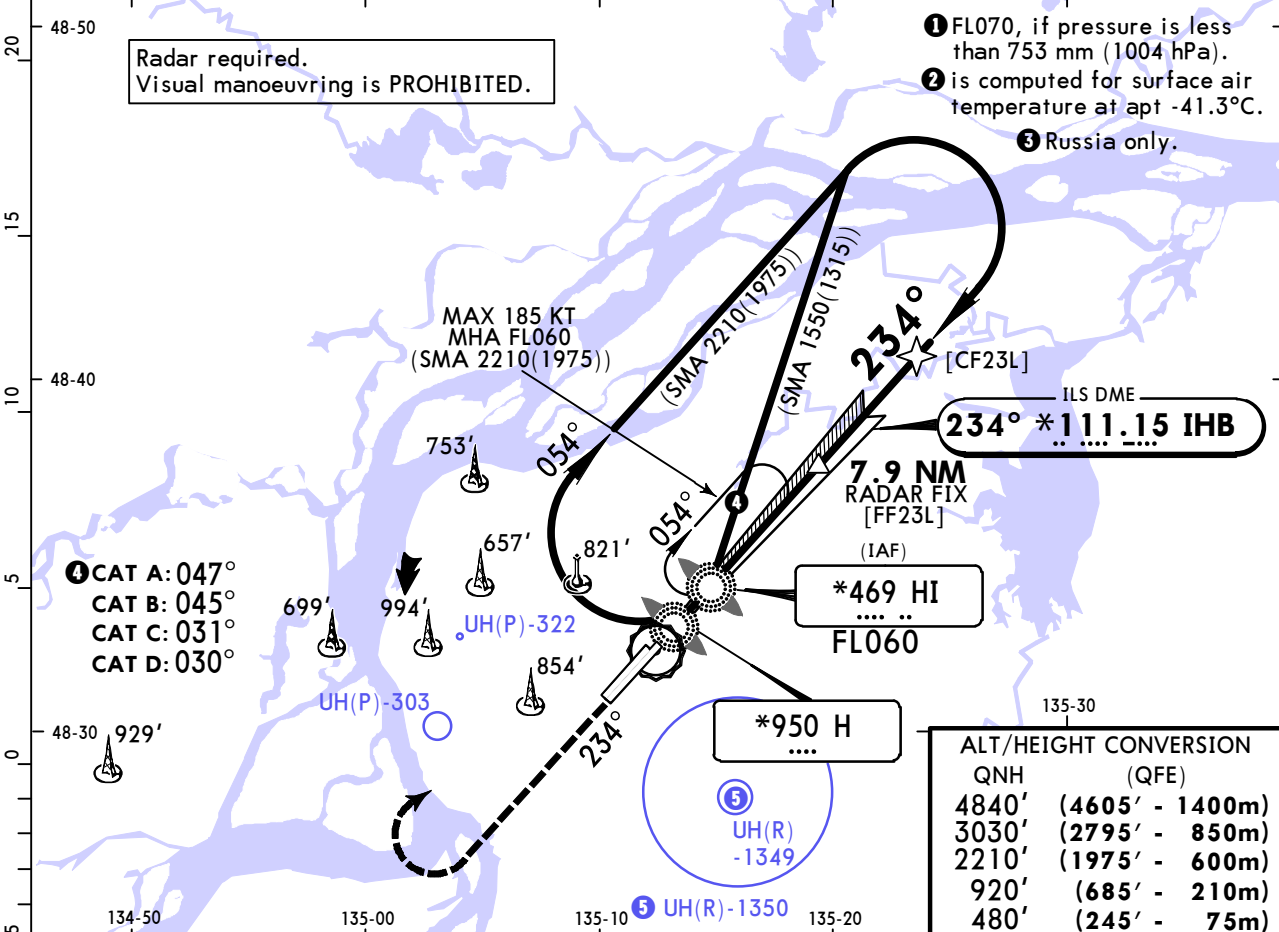
UHHH/KHV
NOVY

JEPPESSEN
27 FEB 26 **(11-9)**

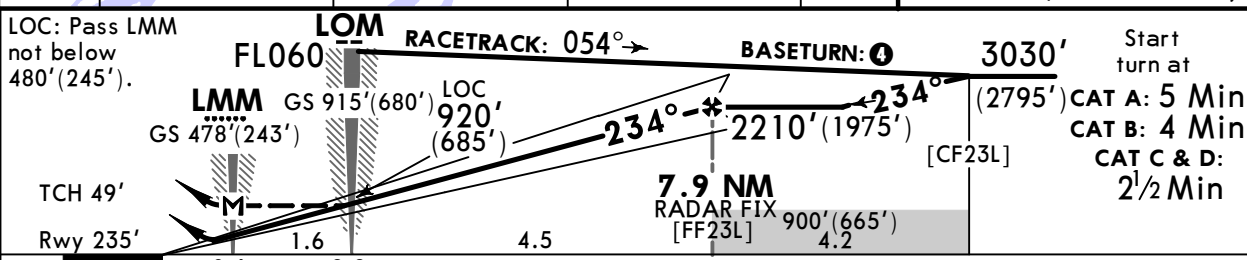
KHABAROVSK, RUSSIA
ILS W or LOC W Rwy 23L

BRIEFING STRIP™	ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground
	129.3 (Russian 124.875)	125.2	120.3	119.3	121.8
	LOC IHB *111.15	Final Apch Crs 234°	7.9 NM RADAR FIX 2210' (1975')	ILS DA(H) 435' (200')	Apt Elev 244' Rwy 235'
MISSED APCH: Climb on 234° to 2210' (1975') or above, turn RIGHT to LOM climbing to 2210' (1975') or above by ATC. Turn before MAP is PROHIBITED.					MSA ARP 2 3

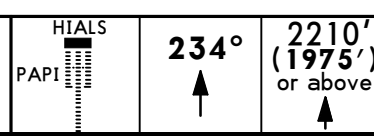
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 **1** Trans alt: 4840' (**4605'**)



QNH	(QFE)
4840'	(4605' - 1400m)
3030'	(2795' - 850m)
2210'	(1975' - 600m)
920'	(685' - 210m)
480'	(245' - 75m)



Gnd speed-KT	70	90	100	120	140	160
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669
MAP at LMM						



PANS OPS	Std ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	DA(H) 435' (200')		ALS out		CDFA 2 DA/MDA(H) 560' (325')	
A	ALS out		ALS out		ALS out	
B	R550m		R1200m		R800m	
C						
D						

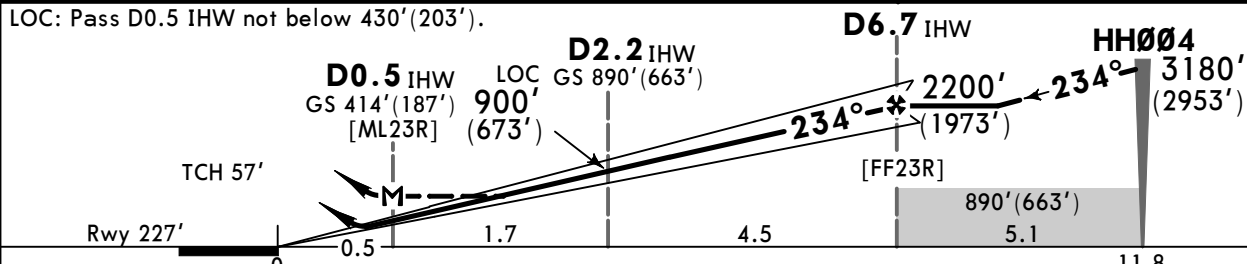
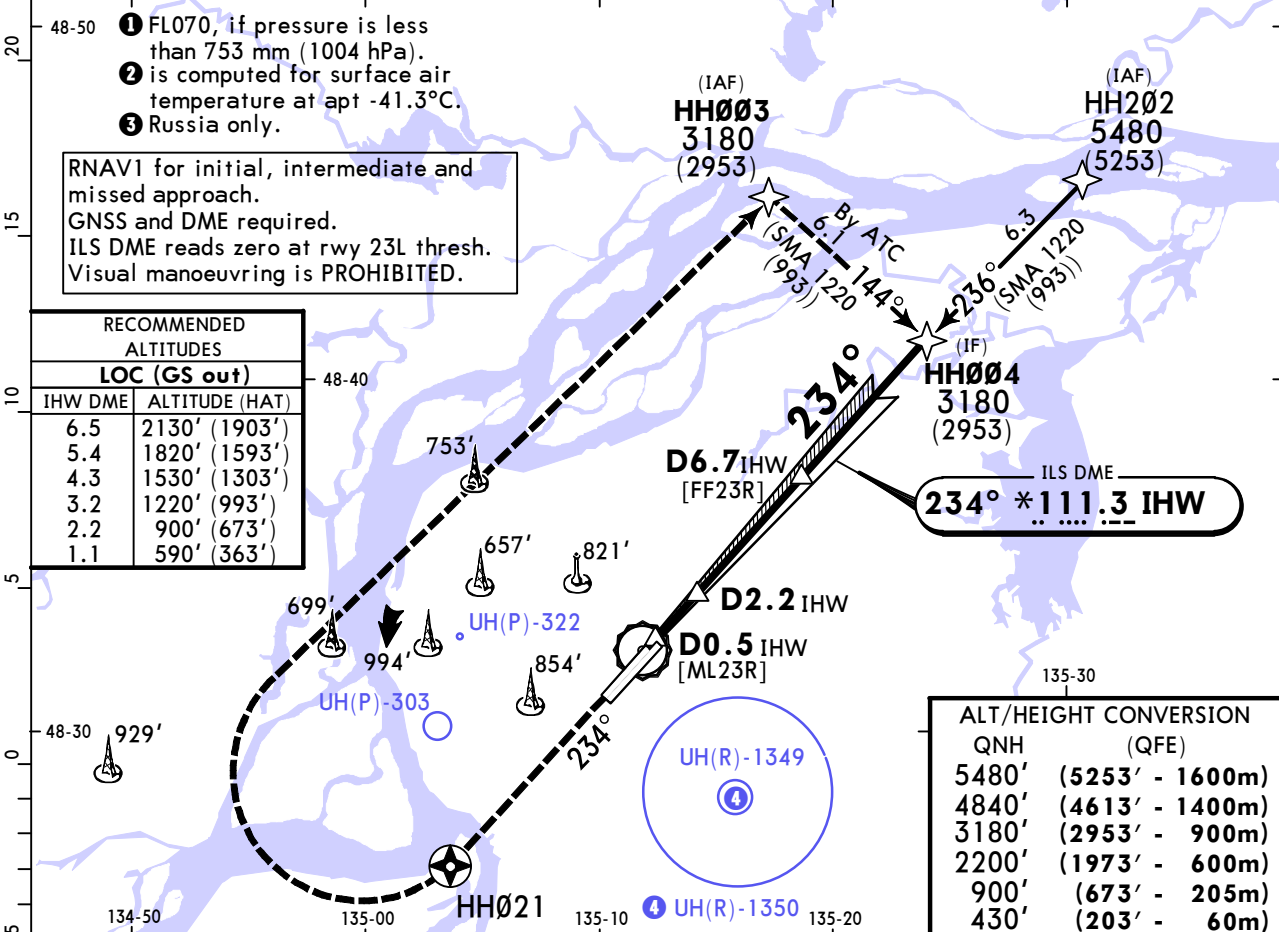
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESSEN
27 FEB 26 **(11-10)**

KHABAROVSK, RUSSIA
ILS Z or LOC Z Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHW *111.3	Final Apch Crs 234°	D6.7 IHW 2200' (1973')	ILS DA(H) 427' (200')	Apt Elev 244' Rwy 227'	<p>2700 075° 4900 330°</p> <p>MSA ARP 2 3</p>
<p>MISSED APCH: Climb on 234° to HH021 climbing to 2200' (1973') or above, turn RIGHT to HH003 climbing to 3180' (2953') or above by chart or by ATC.</p>					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL060 1	Trans alt: 4840' (4613')	



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI 234° HH021
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	
MAP at D0.5 IHW							

A	ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	DA(H) 427' (200')	TDZ or CL out	ALS out	CDFA 2 DA/MDA(H) 560' (333')	ALS out	ALS out
B	R550m	1 R550m	R1200m	R800m	R1500m	
C						
D						

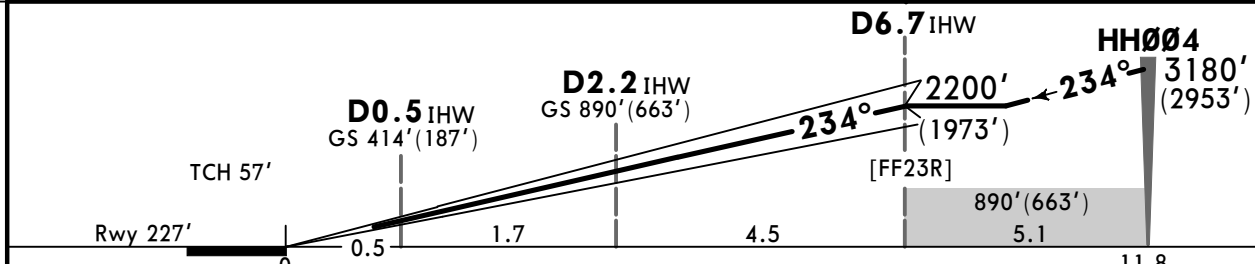
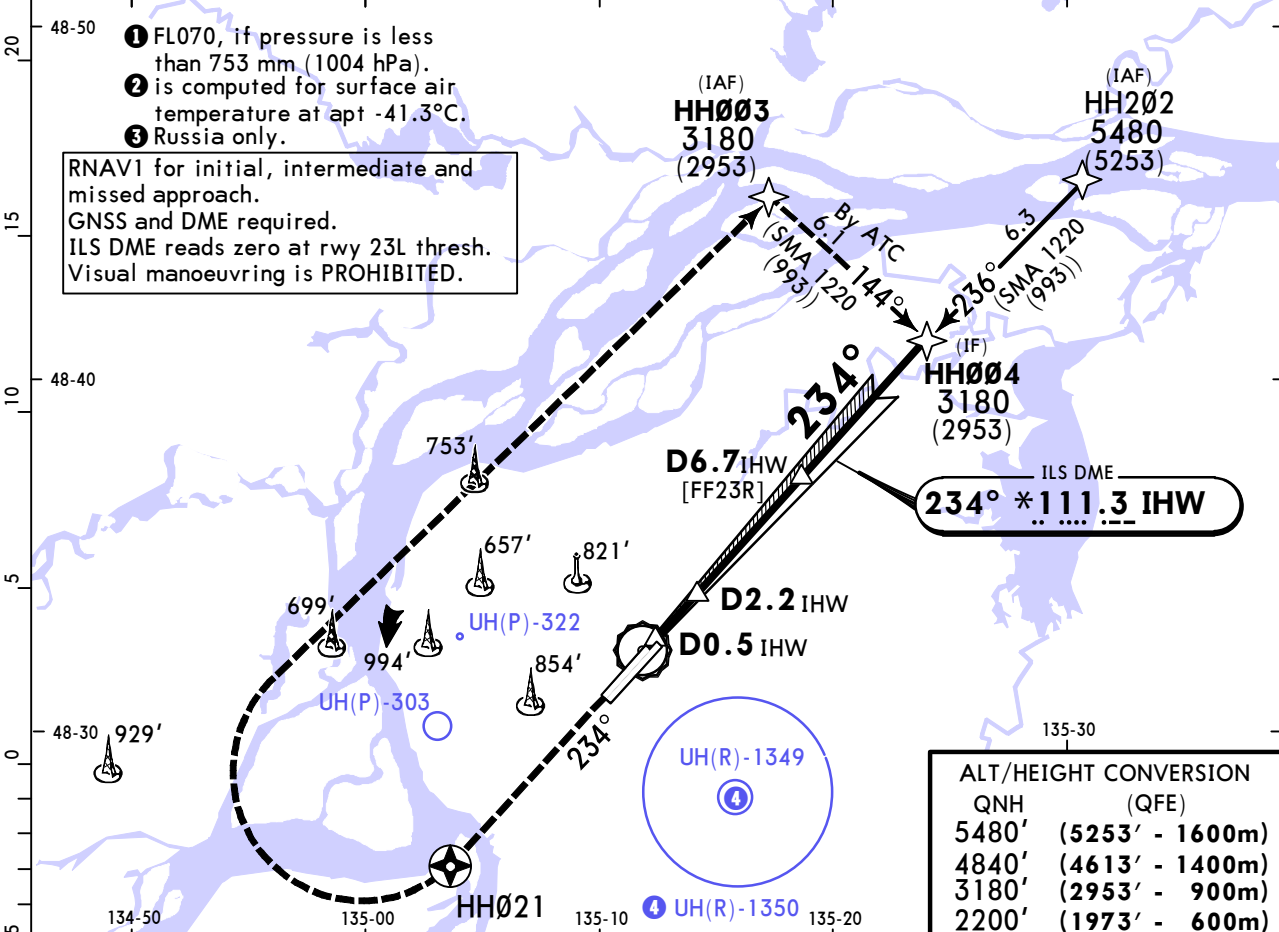
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESSEN
27 FEB 26 **11-10AA**

KHABAROVSK, RUSSIA
CAT II ILS Z Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2		KHABAROVSK Radar (TWR) 120.3		Precision (TWR) 119.3		*Ground 121.8	
LOC IHW *111.3		Final Apch Crs 234°		D6.7 IHW 2200' (1973')		CAT II ILS Refer to Minimums		Apt Elev 244' Rwy 227'	
MISSED APCH: Climb on 234° to HH021 climbing to 2200' (1973') or above, turn RIGHT to HH003 climbing to 3180' (2953') or above by chart or by ATC.									
Alt Set: MM (hPa on req)			QNH on req (QFE)			Trans level: FL060 ①		Trans alt: 4840' (4613')	



Gnd speed-KT	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	764

HIALS-II

Std		STRAIGHT-IN LANDING	
CAT II ILS			
ABC RA 95' DA(H) 327' (100')	D RA 96' DA(H) 329' (102')		
R300m	R300m		

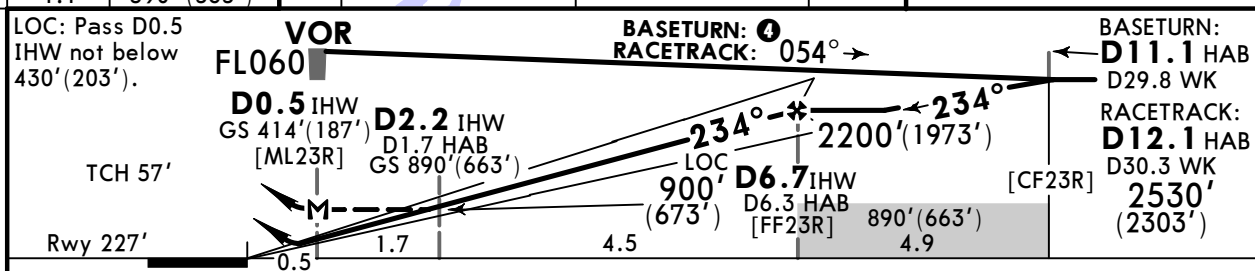
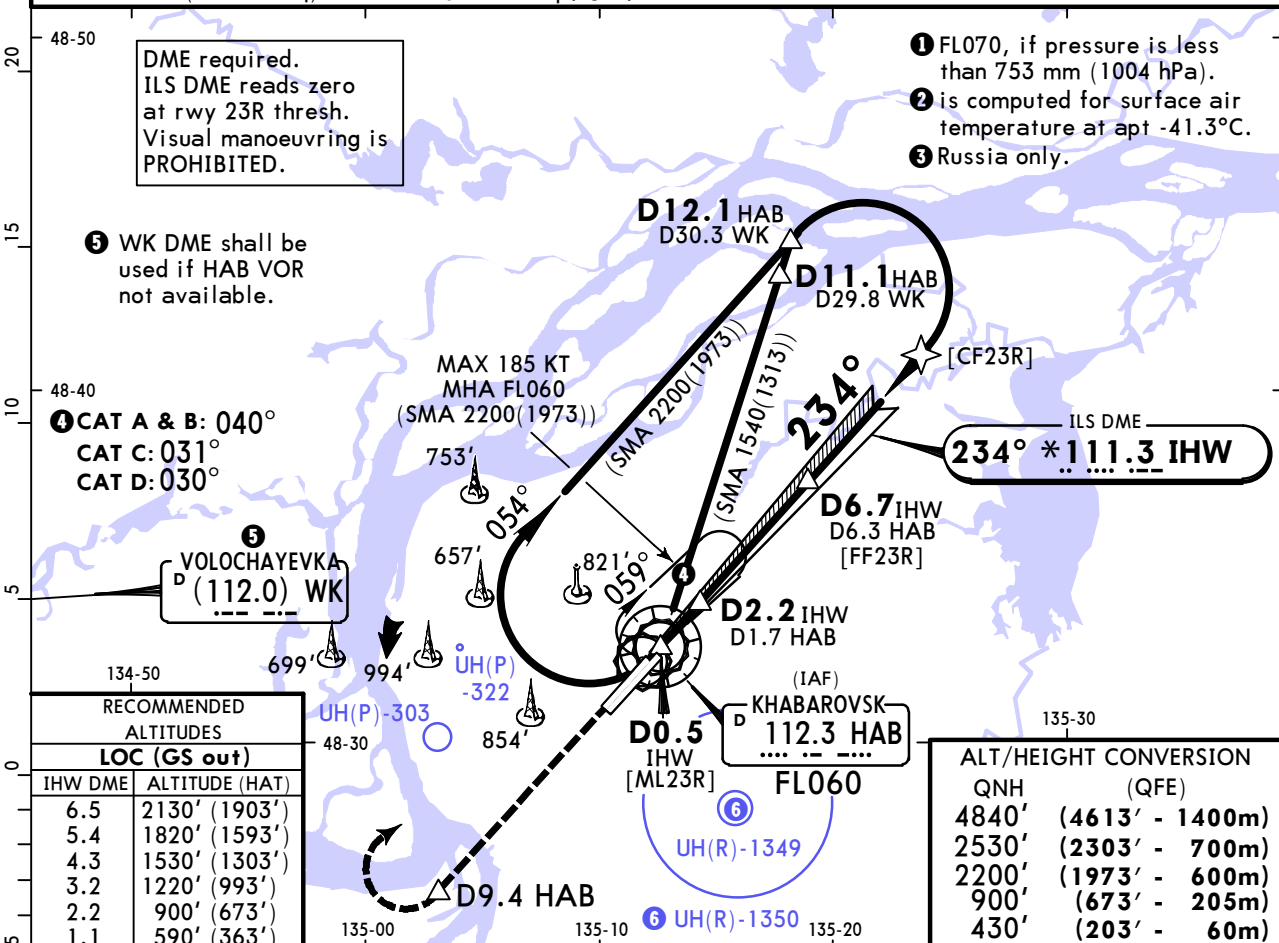
① CAT D without autoland: R350m.

UHHH/KHV
NOVY

JEPPESSEN
27 FEB 26 **(11-11)**

KHABAROVSK, RUSSIA
ILS X or LOC X Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHW *111.3	Final Apch Crs 234°	D6.7 IHW 2200' (1973')	ILS DA(H) 427' (200')	Apt Elev 244' Rwy 227'	
MISSED APCH: Climb on 234° to D9.4 HAB, turn RIGHT to HAB VOR climbing to 2200' (1973') or above by ATC. Turn before MAP is PROHIBITED.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL060 1 Trans alt: 4840' (4613')	



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI	234° ↑ D9.4 HAB ↑
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		
MAP at D0.5 IHW								

PANS OPS	ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	TDZ or CL out	ALS out	TDZ or CL out	ALS out	CDFA DA/MDA(H)	ALS out
A					2 DA/MDA(H) 560' (333')	
B	R550m	1 R550m	R1200m			
C						
D						

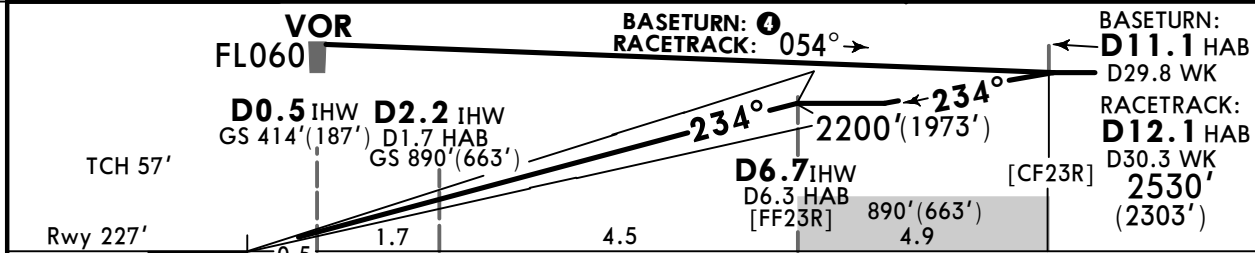
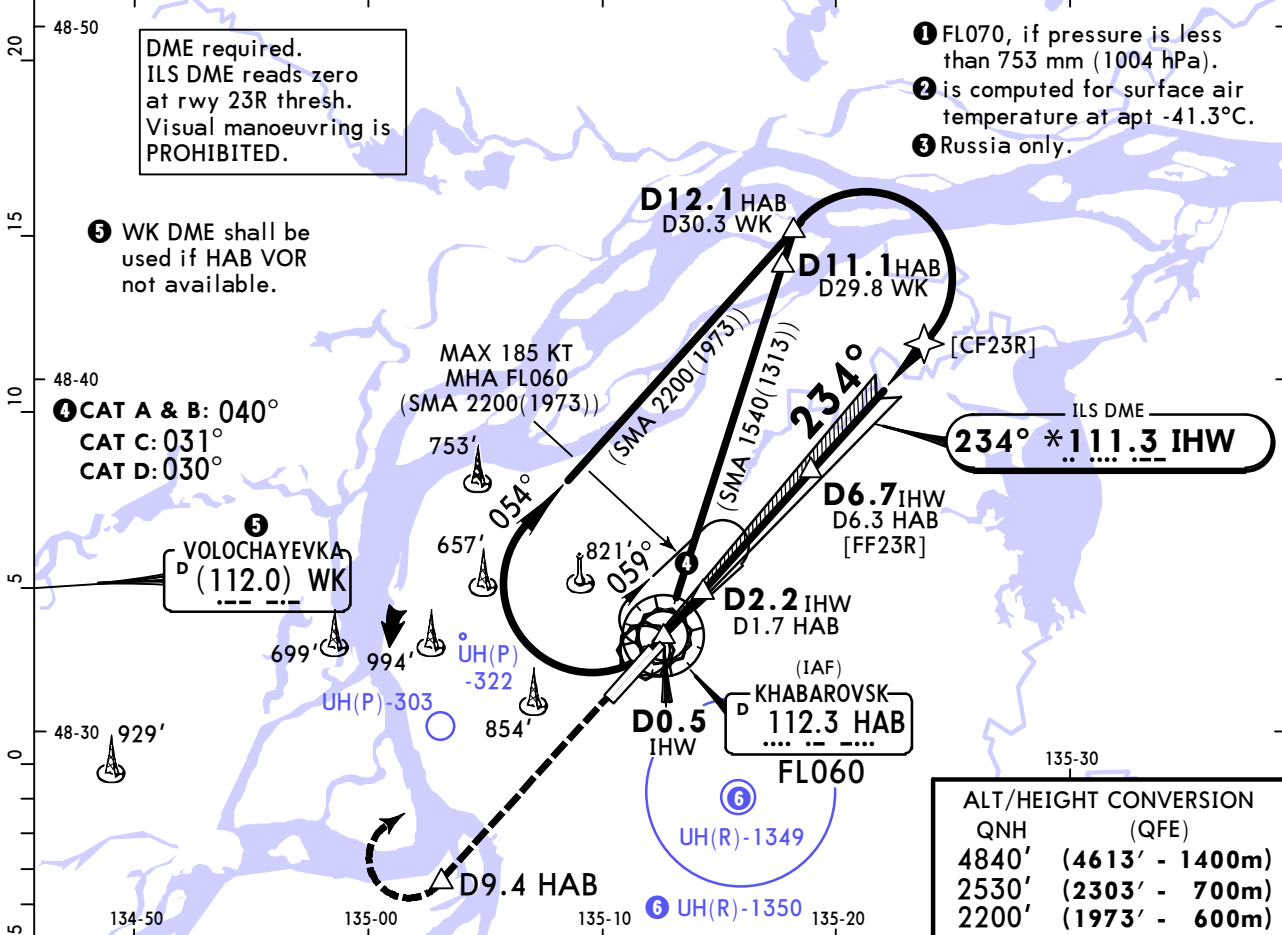
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Minimums.
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UHHH/KHV
NOVY

JEPPESSEN
27 FEB 26 **11-11AA**

KHABAROVSK, RUSSIA
CAT II ILS X Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2		KHABAROVSK Radar (TWR) 120.3		Precision (TWR) 119.3		*Ground 121.8	
LOC IHW *111.3		Final Apch Crs 234°		D6.7 IHW 2200' (1973')		CAT II ILS Refer to Minimums		Apt Elev 244' Rwy 227'	
MISSED APCH: Climb on 234° to D9.4 HAB, turn RIGHT to HAB VOR climbing to 2200' (1973') or above by ATC. Turn before MAP is PROHIBITED.								MSA ARP 2 3	
Alt Set: MM (hPa on req)			QNH on req (QFE)			Trans level: FL060 1		Trans alt: 4840' (4613')	



Gnd speed-KT	70	90	100	120	140	160
GS	2.70°	334	430	478	573	669

HIALS-II

PAPI

234°

D9.4 HAB

Std		STRAIGHT-IN LANDING	
CAT II ILS		CAT II ILS	
ABC RA 95' DA(H) 327' (100')		D RA 96' DA(H) 329' (102')	
1 R300m		1 R300m	

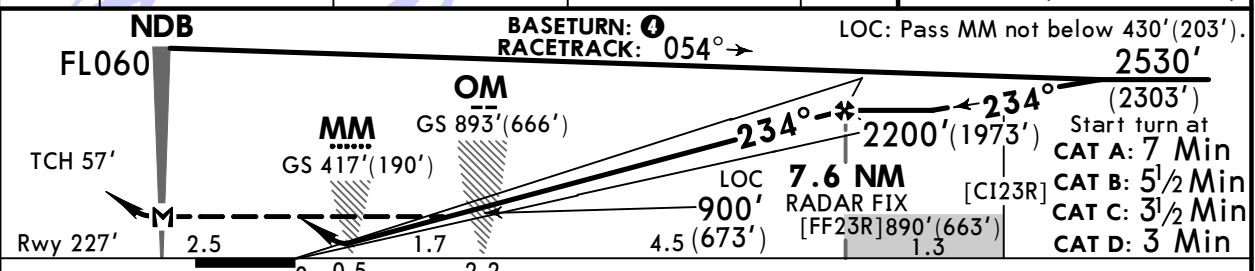
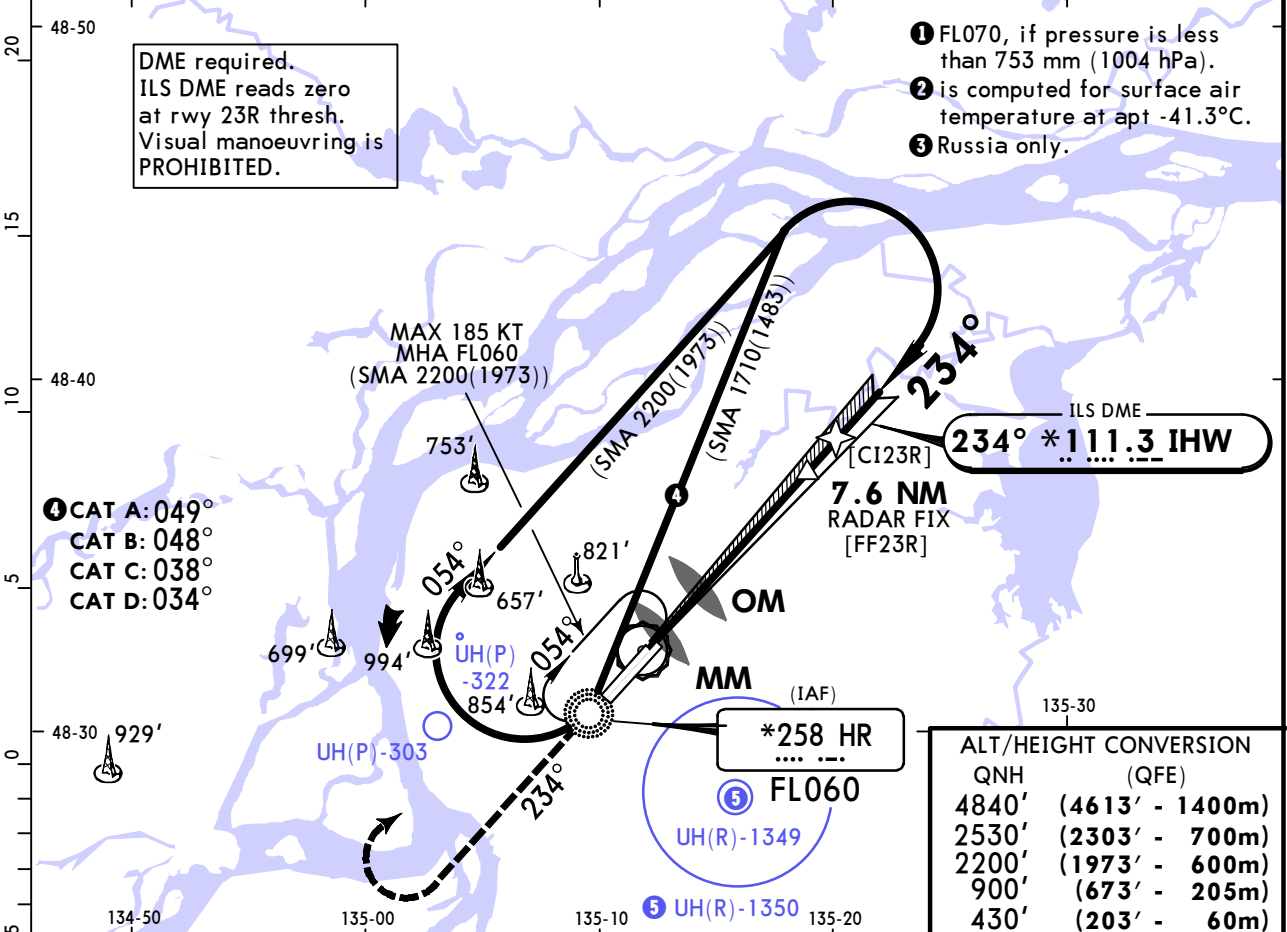
1 CAT D without autoland: R350m.

UHHH/KHV NOVY

JEPPESEN
27 FEB 26 **(11-12)**

KHABAROVSK, RUSSIA ILS W or LOC W Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
LOC IHW *111.3	Final Apch Crs 234°	7.6 NM RADAR FIX 2200' (1973')	ILS DA(H) 427' (200')	Apt Elev 244' Rwy 227'	<p>MSA ARP ② ③</p>
MISSED APCH: Climb on 234° to 2200' (1973') or above, turn RIGHT to HR NDB climbing to 2200' (1973') or above by ATC.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL060 ①	Trans alt: 4840' (4613')	



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI	234° ↑ 2200' (1973') or above ↑	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	764			
MAP at HR NDB									

PANS OPS	STRAIGHT-IN LANDING			
	ILS	LOC (GS out)		LOC (GS out)
	DA(H) 427' (200')	CDFA ② DA/MDA(H) 560' (333')		
	TDZ or CL out	ALS out	ALS out	ALS out
A				
B	R550m	① R550m	R1200m	R800m
C				R1500m
D				

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV NOVY

JEPPESEN
27 FEB 26 (12-1)

KHABAROVSK, RUSSIA RNP Rwy 05L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
RNAV	Final Apch Crs 054°	HH011 2200' (1973')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 244' Rwy 227'	

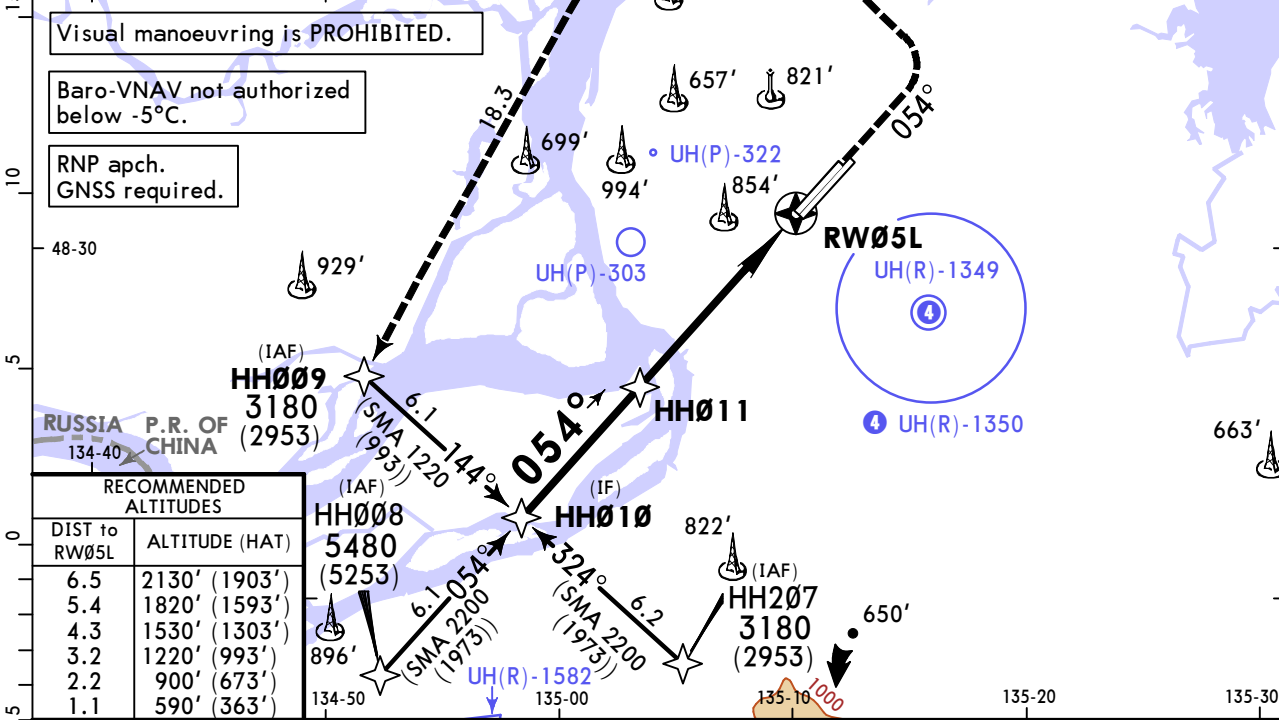
MISSED APCH: Climb on track 054° to 1220' (993') or above, turn LEFT (MAX 215 KT) climbing to 2200' (1973') or above to HH110, then to HH009 climbing to 3180' (2953') or above by chart or by ATC.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')

MSA ARP ②③

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5480'	(5253' - 1600m)
4840'	(4613' - 1400m)
3180'	(2953' - 900m)
2200'	(1973' - 600m)
1220'	(993' - 300m)

- ① FL070, if pressure is less than 753 mm (1004 hPa).
- ② is computed for surface air temperature at apt -41.3°C.
- ③ Russia only.

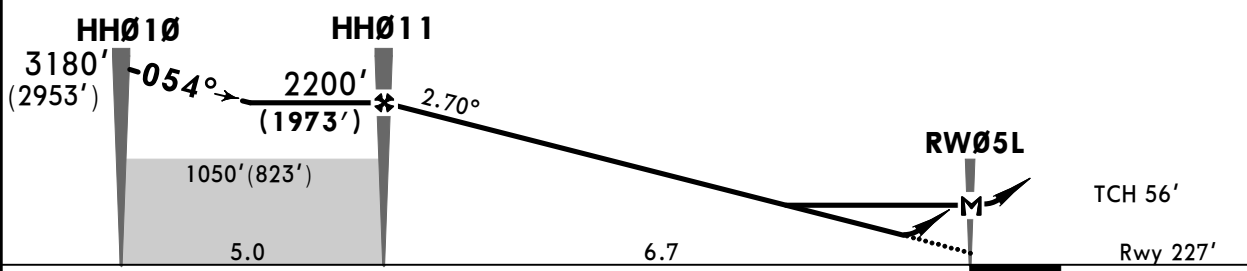


Visual manoeuvring is PROHIBITED.

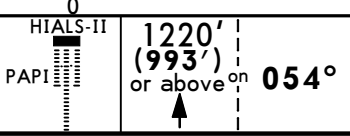
Baro-VNAV not authorized below -5°C.

RNP apch. GNSS required.

RECOMMENDED ALTITUDES	
DIST to RW05L	ALTITUDE (HAT)
6.5	2130' (1903')
5.4	1820' (1593')
4.3	1530' (1303')
3.2	1220' (993')
2.2	900' (673')
1.1	590' (363')



Gnd speed-KT	70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669
MAP at RW05L						



PANS OPS	LNAV/VNAV STRAIGHT-IN LANDING		LNAV CDFA	
	DA(H) A: 556' (329')	BC: 572' (345') D: 588' (361')	① DA/MDA(H) 790' (563')	
A	R800m	ALS out	ALS out	
B	R900m	R1500m	R1500m	
C		R1600m	R1900m	R2400m
D	R1000m	R1700m		

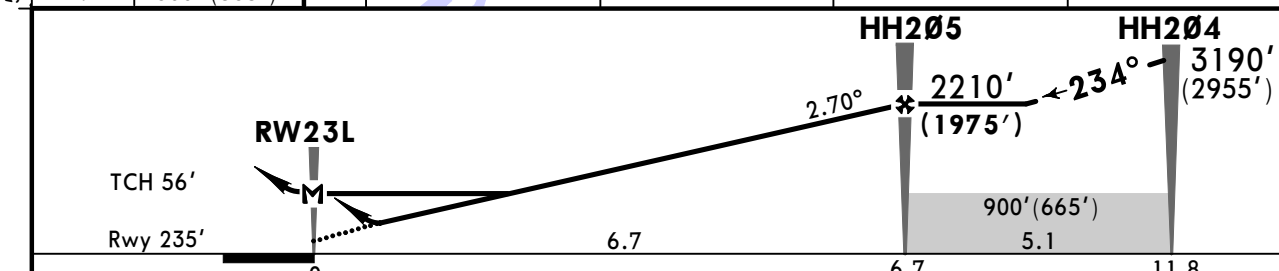
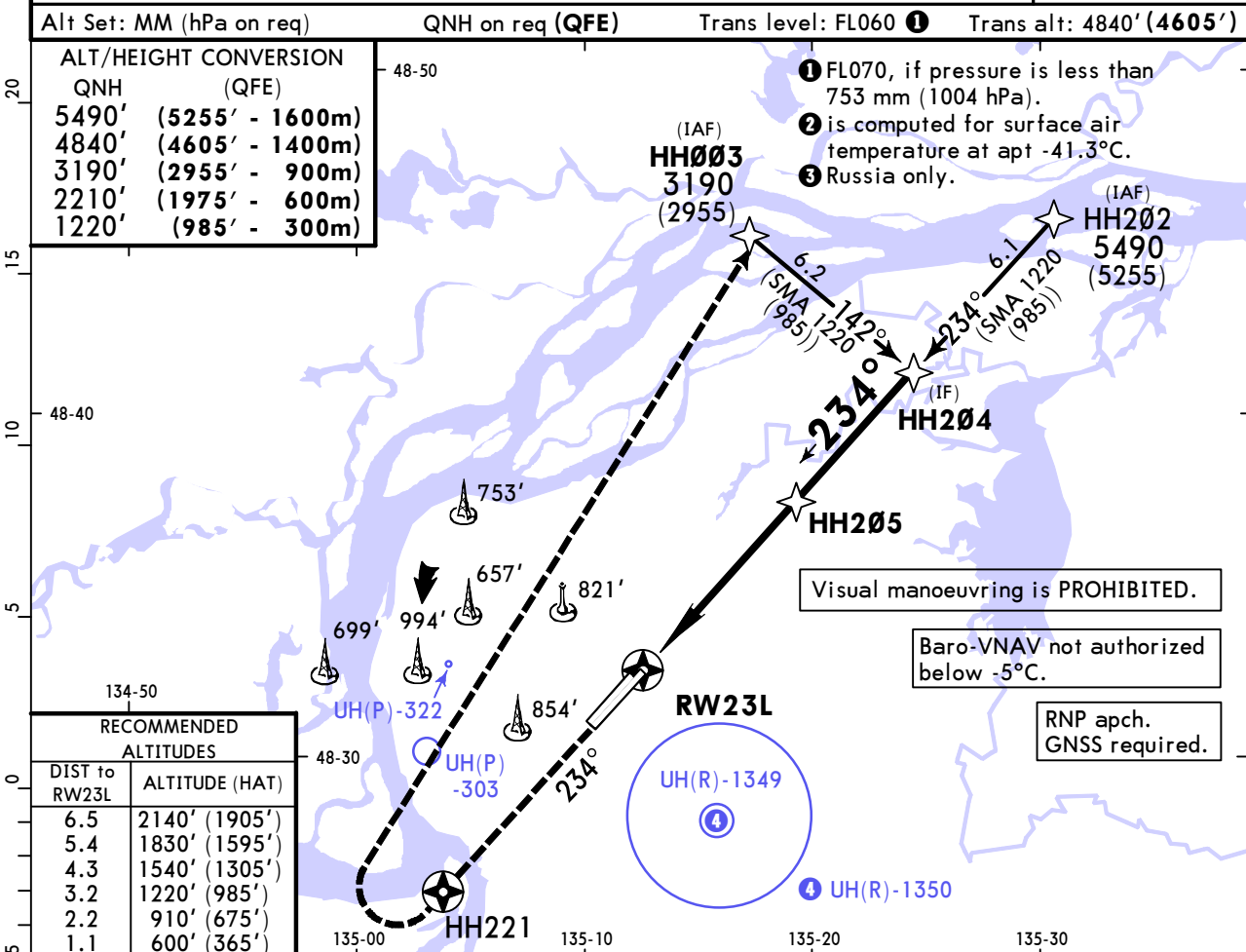
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (12-2)

KHABAROVSK, RUSSIA
RNP Rwy 23L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2		KHABAROVSK Radar (TWR) 120.3		Precision (TWR) 119.3		*Ground 121.8	
RNAV		Final Apch Crs 234°		HH205 2210' (1975')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 244' Rwy 235'	
MISSED APCH: Climb on track 234° to 2210' (1975') or above to HH221, turn RIGHT climbing to 3190' (2955') or above to HH003 by chart or by ATC.									
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL060 ①		Trans alt: 4840' (4605')			



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI 2210' (1975') or above on 234°
Glide Path Angle	2.70°	334	430	478	573	669	

PANS OPS	Std		LNAV/VNAV		STRAIGHT-IN LANDING		LNAV CDFA	
	DA(H) ABC: 485' (250') D: 498' (263')		ALS out		ALS out		DA/MDA(H) 580' (345')	
	A							R1500m
	B							R1600m
C	R750m		R1300m		R900m			
D								

UHHH/KHV
NOVY

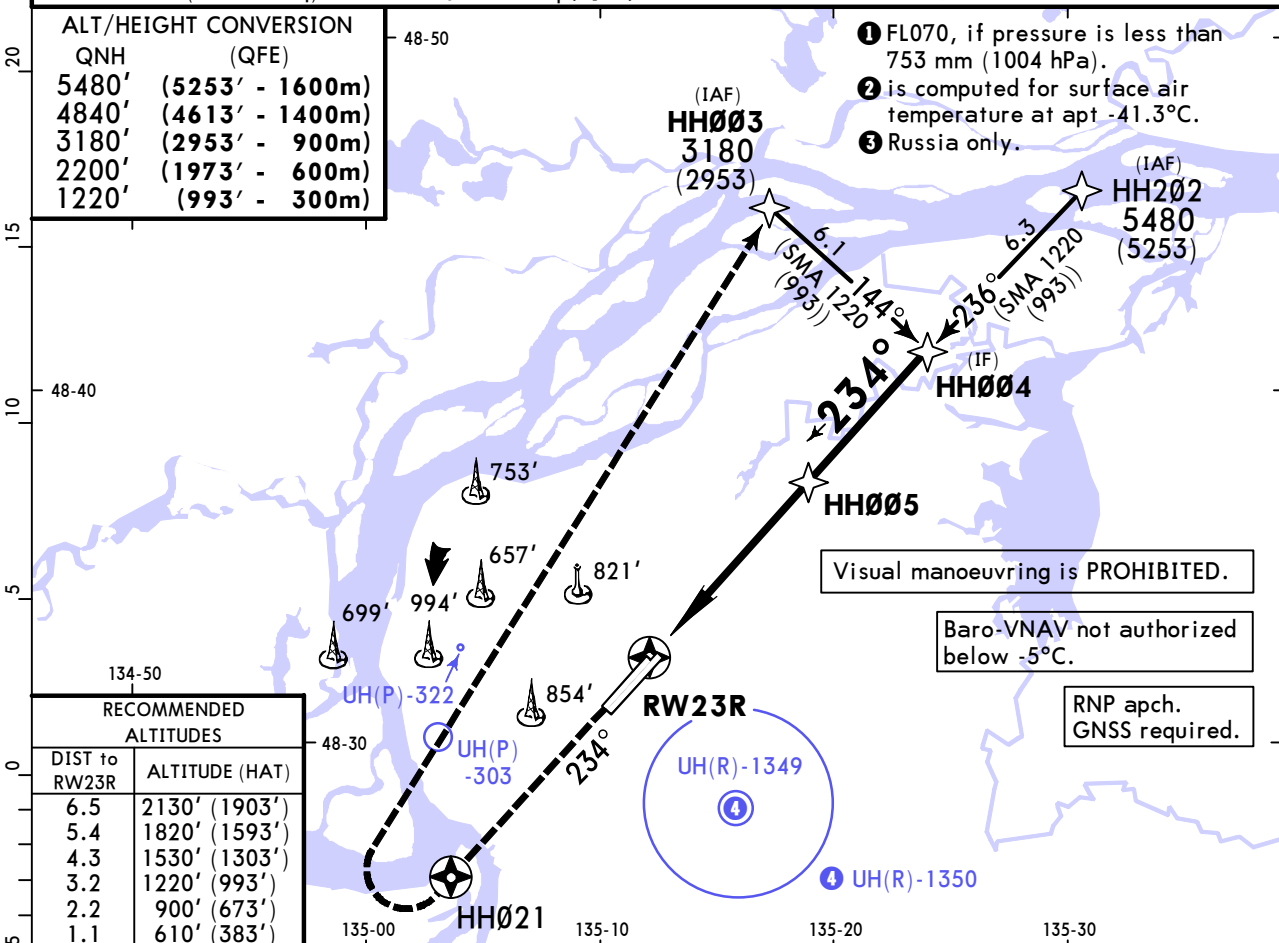
JEPPESEN
27 FEB 26 (12-3)

KHABAROVSK, RUSSIA
RNP Rwy 23R

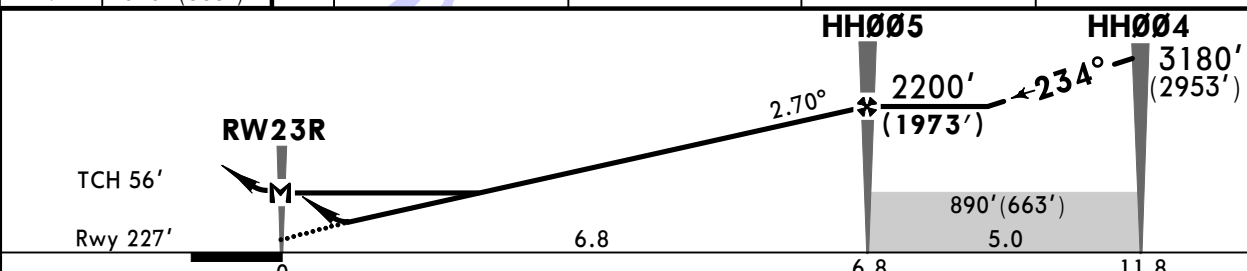
ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
RNAV	Final Apch Crs 234°	HH005 2200' (1973')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 244' Rwy 227'	<p>2700 4900 330° MSA ARP ②③</p>
<p>MISSED APCH: Climb on track 234° to 2200' (1973') or above to HH021, turn RIGHT climbing to 3180' (2953') or above to HH003 by chart or by ATC.</p>					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5480'	(5253' - 1600m)
4840'	(4613' - 1400m)
3180'	(2953' - 900m)
2200'	(1973' - 600m)
1220'	(993' - 300m)



RECOMMENDED ALTITUDES	
DIST to RW23R	ALTITUDE (HAT)
6.5	2130' (1903')
5.4	1820' (1593')
4.3	1530' (1303')
3.2	1220' (993')
2.2	900' (673')
1.1	610' (383')



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI
Glide Path Angle	2.70°	334	430	478	573	764	

PANS OPS	LNAV/VNAV STRAIGHT-IN LANDING		LNAV CDFA	
	C: 506' (279')	D: 523' (296')	① DA/MDA(H) ABC: 580' (353')	D: 590' (363')
A	R750m	ALS out	ALS out	R1500m
B		R1300m	R900m	R1600m
C		R1400m	R1000m	R1700m
D				

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UHHH/KHV
NOVY

JEPPESEN
28 APR 23 12-40

KHABAROVSK, RUSSIA
GLS Rwy 05L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
GBAS Ch 20665 G05A	Final Apch Crs 054°	HH011 MANDATORY 2200' (1973')	DA(H) 427' (200')	Apt Elev 243' Rwy 227'	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')					

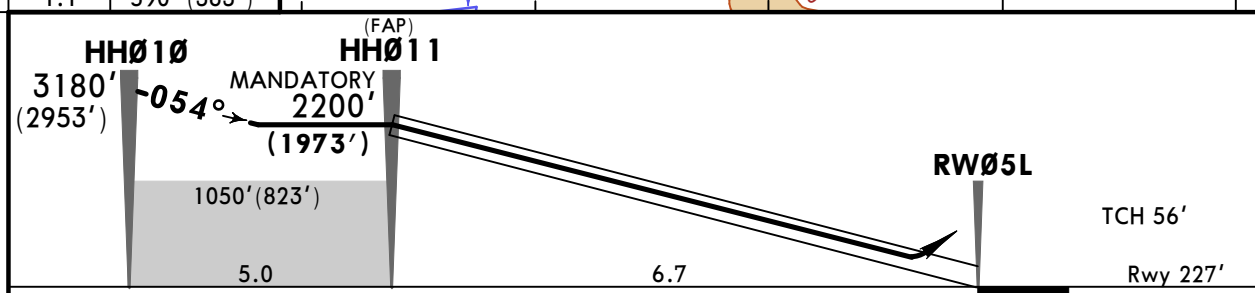
ALT/HEIGHT CONVERSION

QNH	(QFE)
5480'	(5253' - 1600m)
4840'	(4613' - 1400m)
3180'	(2953' - 900m)
2200'	(1973' - 600m)
1220'	(993' - 300m)

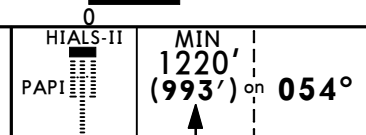


RECOMMENDED ALTITUDES

DIST to RW05L	ALTITUDE (HAT)
6.5	2130' (1903')
5.4	1820' (1593')
4.3	1530' (1303')
3.2	1220' (993')
2.2	900' (673')
1.1	590' (363')



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	2.70°	334	430	478	573	669



Std STRAIGHT-IN LANDING GLS

DA(H) **427' (200')**

	TDZ or CL out	ALS out
A		
B		
C	R550m	R1200m
D	R750m	R1200m

■ R750m when a Flight Director or Autopilot or HUD to DA is not used.

UHHH/KHV
NOVY

JEPPESEN
28 APR 23 12-41

KHABAROVSK, RUSSIA
GLS Rwy 05R

ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground
129.3 (Russian 124.875)	125.2	120.3	119.3	121.8

GBAS Ch 21076 G05B	Final Apch Crs 054°	HH211 MANDATORY 2200'(1972')	DA(H) 428'(200')	Apt Elev 243' Rwy 228'	
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MISSED APCH: Climb on track 054° to 1220'(992') or above, turn LEFT (MAX 215 KT) climbing to 2200'(1972') or above to HH110, then to HH009 climbing to 3190'(2962') or above by chart or by ATC.

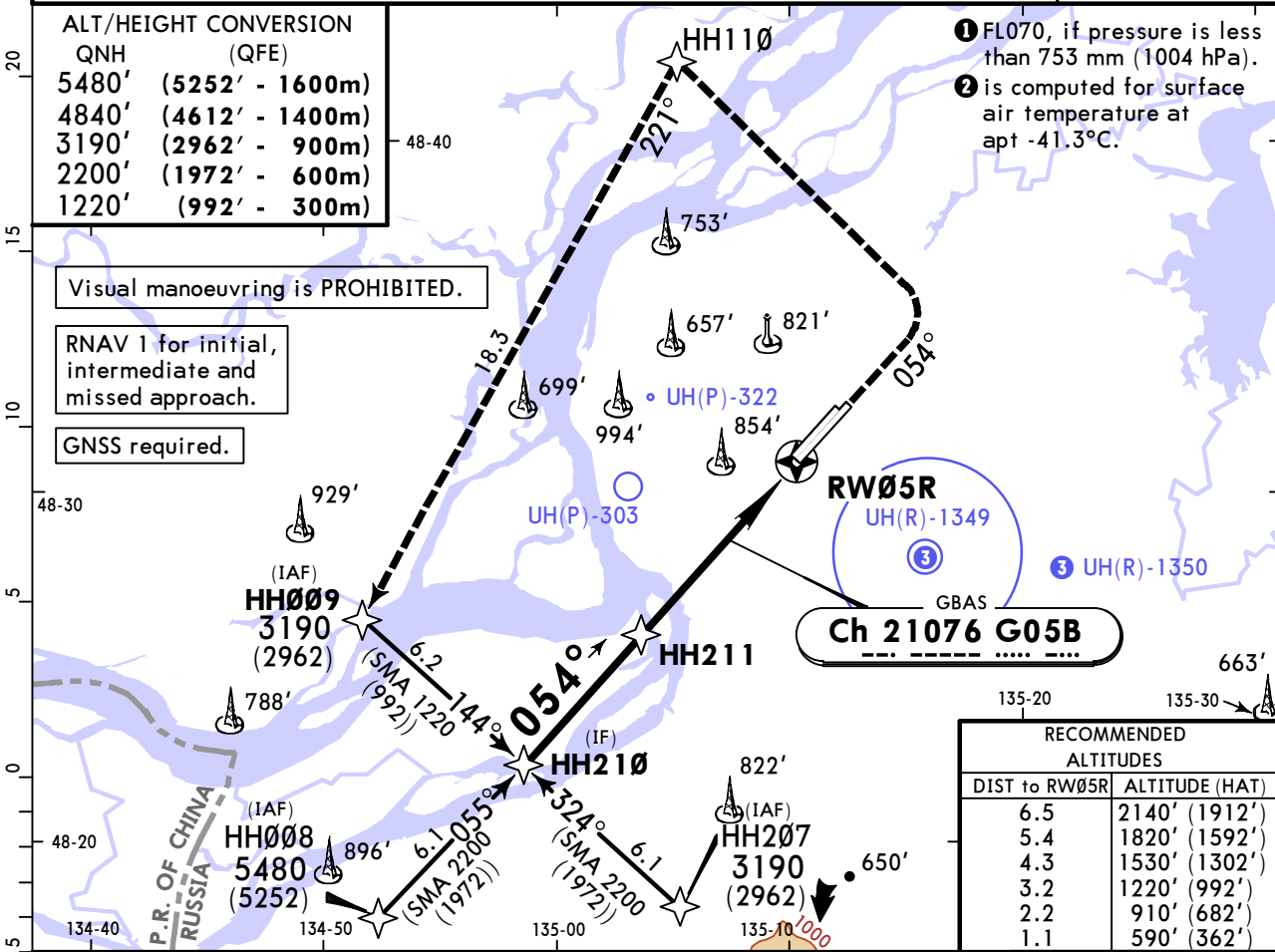
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840'(4612')

MSA ARP ②

ALT/HEIGHT CONVERSION

QNH	(QFE)
5480'	(5252' - 1600m)
4840'	(4612' - 1400m)
3190'	(2962' - 900m)
2200'	(1972' - 600m)
1220'	(992' - 300m)

- ① FL070, if pressure is less than 753 mm (1004 hPa).
- ② is computed for surface air temperature at apt -41.3°C.



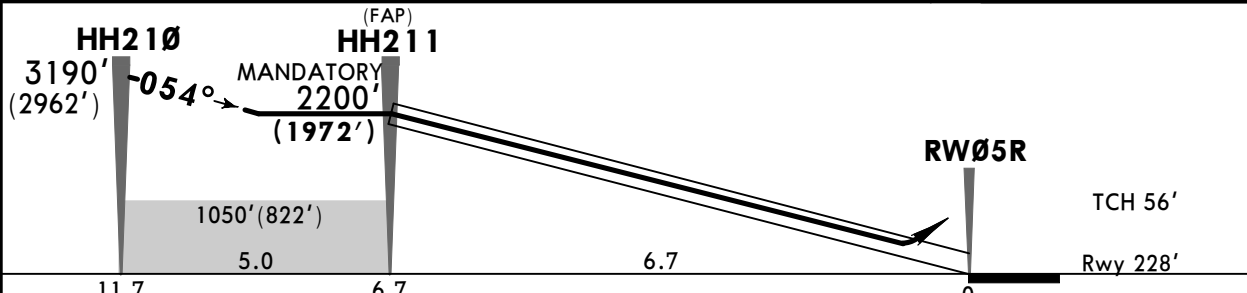
Visual manoeuvring is PROHIBITED.

RNAV 1 for initial, intermediate and missed approach.

GNSS required.

RECOMMENDED ALTITUDES

DIST to RW05R	ALTITUDE (HAT)
6.5	2140' (1912')
5.4	1820' (1592')
4.3	1530' (1302')
3.2	1220' (992')
2.2	910' (682')
1.1	590' (362')



Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	2.70°	334	430	478	573	669	

Std STRAIGHT-IN LANDING

GLS DA(H) **428'(200')** ALS out

A	<p>① R550m</p>	<p>R1200m</p>
B		
C		
D		

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

UHHH/KHV
NOVY

JEPPESSEN
28 APR 23 (12-42)

KHABAROVSK, RUSSIA
GLS Rwy 23L

BRIEFING STRIP™	ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground	
	129.3 (Russian 124.875)	125.2	120.3	119.3	121.8	
	GBAS Ch 21898 G23B	Final Apch Crs 234°	HH205 MANDATORY 2210' (1975')	DA(H) 435' (200')	Apt Elev 243' Rwy 235'	<p>MSA ARP ②</p>
<p>MISSED APCH: Climb on track 234° to 2210' (1975') or above to HH221, turn RIGHT climbing to 3190' (2955') or above to HH003 by chart or by ATC.</p>						

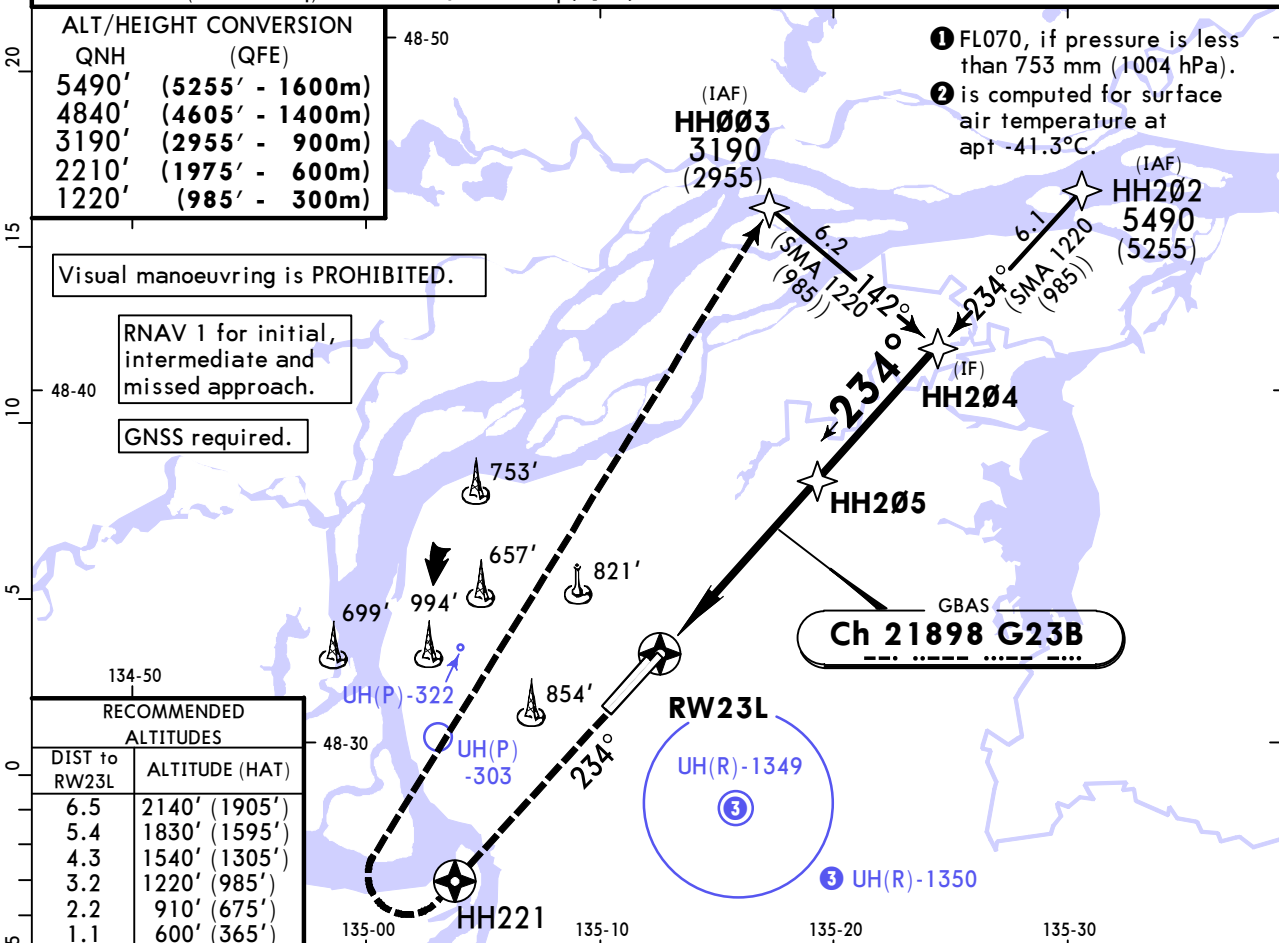
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4605')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5490'	(5255' - 1600m)
4840'	(4605' - 1400m)
3190'	(2955' - 900m)
2210'	(1975' - 600m)
1220'	(985' - 300m)

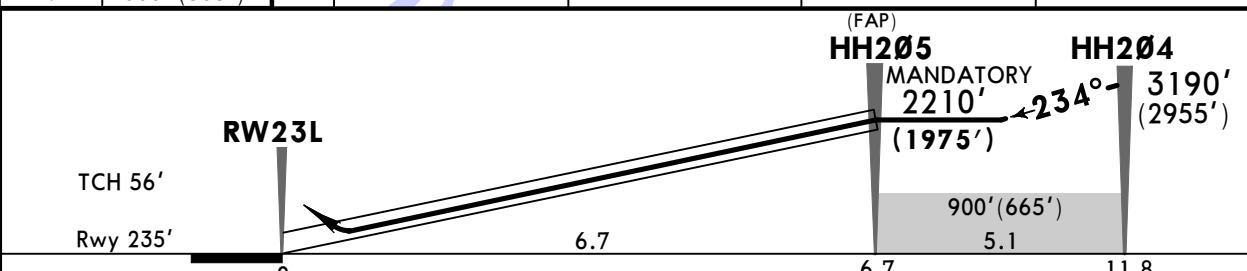
Visual manoeuvring is PROHIBITED.

RNAV 1 for initial, intermediate and missed approach.

GNSS required.



RECOMMENDED ALTITUDES	
DIST to RW23L	ALTITUDE (HAT)
6.5	2140' (1905')
5.4	1830' (1595')
4.3	1540' (1305')
3.2	1220' (985')
2.2	910' (675')
1.1	600' (365')



Gnd speed-Kts	70	90	100	120	140	160		MIN 2210' (1975') on 234°
Glide Path Angle	2.70°	334	430	478	573	669		

Std STRAIGHT-IN LANDING
GLS DA(H) **435'** (200')

A		ALS out
B		
C	1 R550m	R1200m
D		

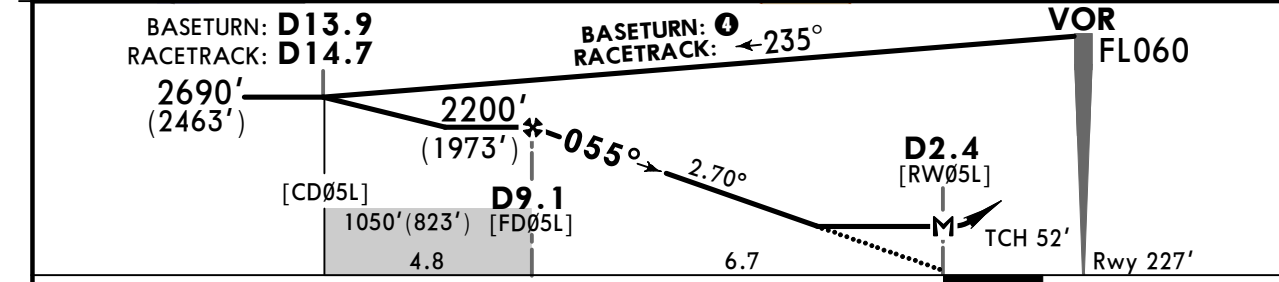
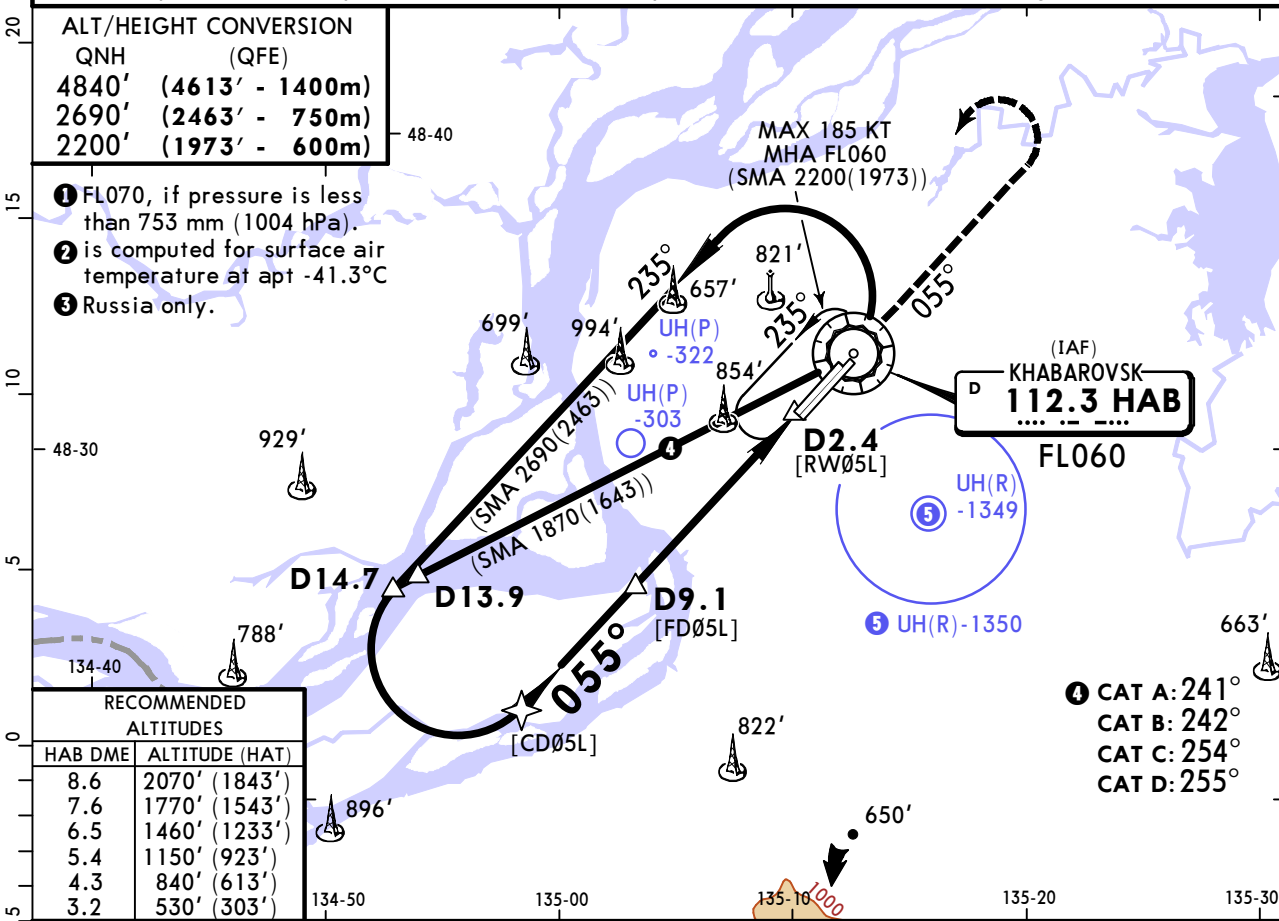
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (13-1)

KHABAROVSK, RUSSIA
VOR Rwy 05L

BRIEFING STRIP™	ATIS	KHABAROVSK Approach	KHABAROVSK Radar (TWR)	Precision (TWR)	*Ground
	129.3 (Russian 124.875)	125.2	120.3	119.3	121.8
	VOR HAB 112.3	Final Apch Crs 055°	D9.1 2200'(1973')	DA/MDA(H) 920' (693')	Apt Elev 244' Rwy 227'
MISSED APCH: Climb STRAIGHT AHEAD on 055° to 2200'(1973') or above, turn LEFT to VOR climbing to 2690'(2463') or above by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840'(4613')					MSA ARP ② ③
1. DME required. 2. Final apch track offset 1° from rwy centerline. 3. Visual manoeuvring is PROHIBITED.					



Gnd speed-KT	70	90	100	120	140	160	HIALS-II 	055° 	2200' (1973') or above
Descent Angle	2.70°	334	430	478	573	764			
MAP at D2.4							PAPI 		

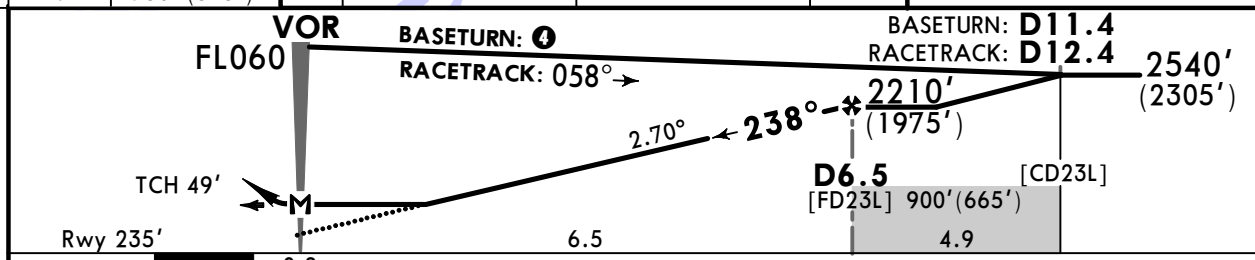
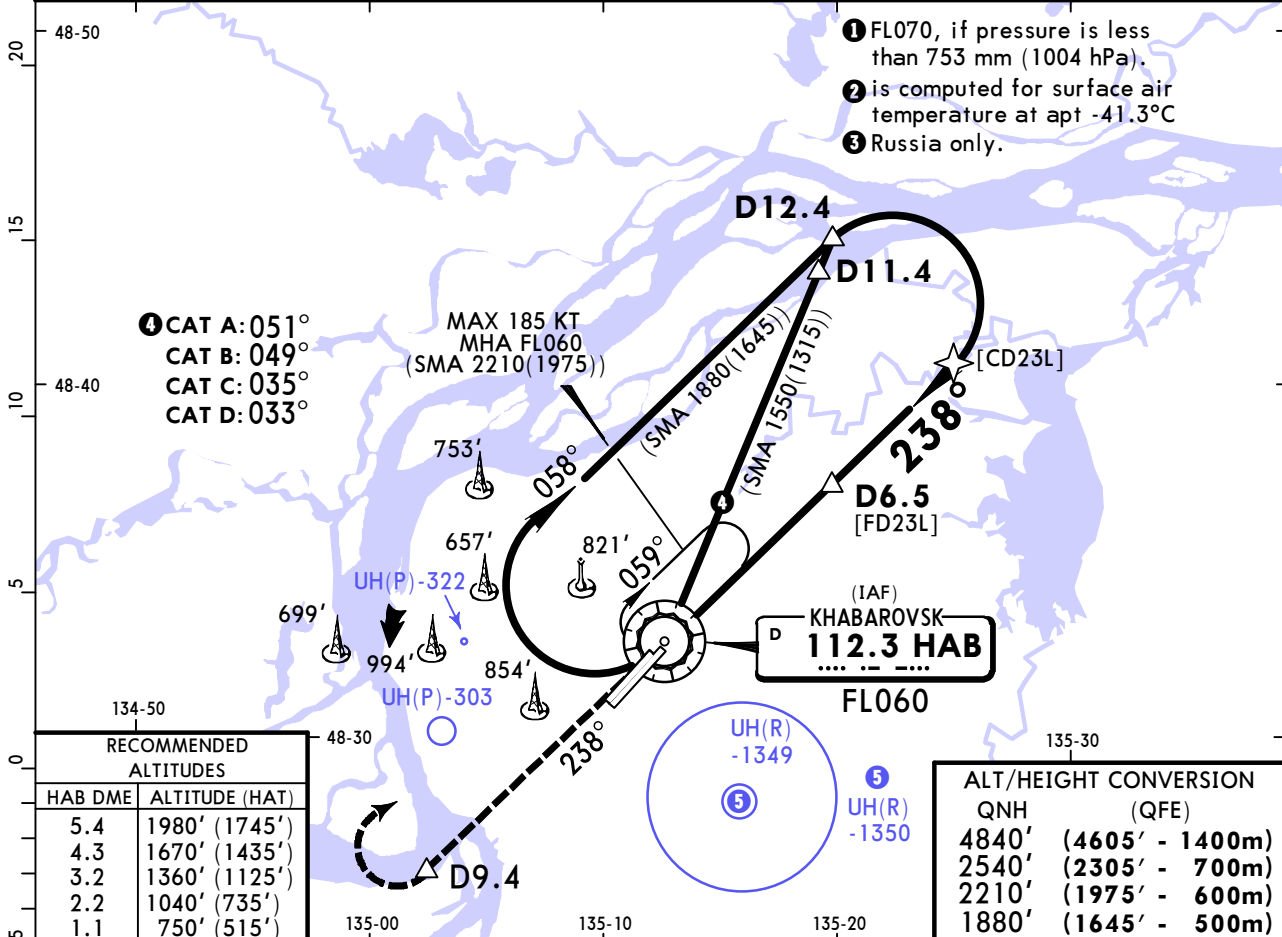
PANS OPS	Std	STRAIGHT-IN LANDING	
		CDFA	
		① DA/MDA(H) 920' (693')	ALS out
	A	R1500m	
B			
C	R2400m		
D			
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (13-2)

KHABAROVSK, RUSSIA
VOR Rwy 23L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
VOR HAB 112.3	Final Apch Crs 238°	D6.5 2210' (1975')	DA/MDA(H) 590' (355')	Apt Elev 244' Rwy 235'	
MISSED APCH: Climb STRAIGHT AHEAD on 238° to D9.4, turn RIGHT to VOR climbing to 2210' (1975') or above by ATC.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4605')					MSA ARP ②③
1. DME required. 2. Final apch track offset 4° from rwy centerline. 3. Visual manoeuvring is PROHIBITED.					



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI 	D9.4 on 238°
Descent Angle 2.70°	334	430	478	573	669	764		

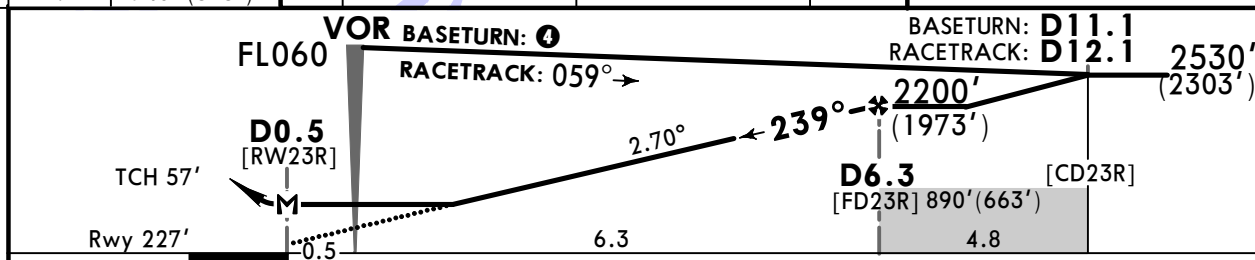
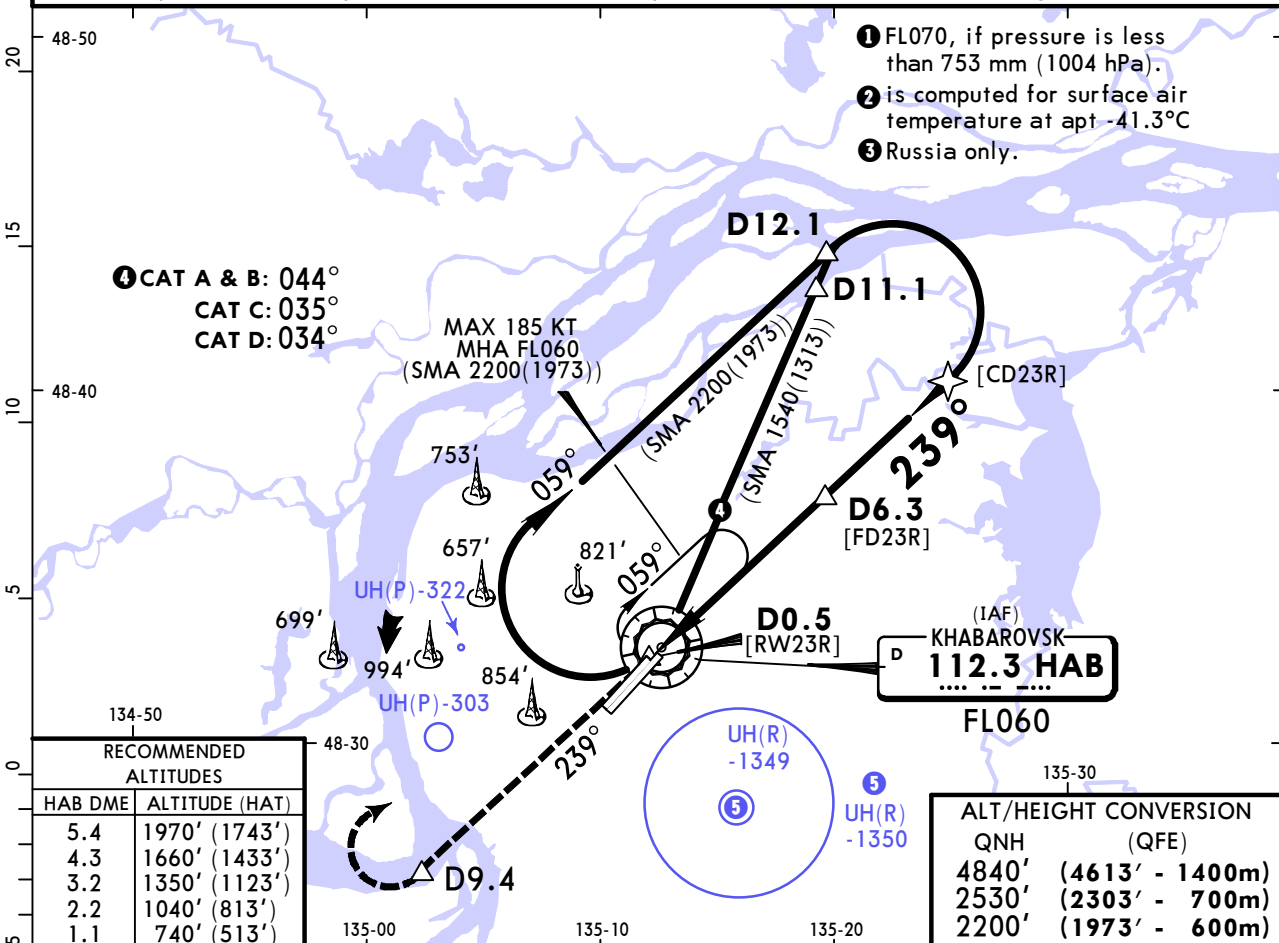
MAP at VOR		STRAIGHT-IN LANDING	
Std		CDFA	
DA/MDA(H) 590' (355')		ALS out	
A	R900m	R1500m	
B		R1600m	
C			
D			
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (13-3)

KHABAROVSK, RUSSIA
VOR Rwy 23R

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
VOR HAB 112.3	Final Apch Crs 239°	D6.3 2200'(1973')	DA/MDA(H) Refer to Minimums	Apt Elev 244' Rwy 227'	
MISSED APCH: Climb STRAIGHT AHEAD on 239° to D9.4, turn RIGHT to VOR climbing to 2200'(1973') or above by ATC. Turn before MAP is PROHIBITED.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')					MSA ARP ②③
1. DME required. 2. Final apch track offset 5° from rwy centerline. 3. Visual manoeuvring is PROHIBITED.					



Gnd speed-KT	70	90	100	120	140	160	HIALS-II PAPI	D9.4 on 238°	
Descent Angle	2.70°	334	430	478	573	669			764
MAP at D0.5									

Std		STRAIGHT-IN LANDING	
CDFA			
A: 610'(383')		C: 660'(433')	
① DA/MDA(H) B: 640'(413')		D: 680'(453')	
ALS out			
A	R1100m	R1500m	
B	R1200m		
C	R1300m	R2000m	
D	R1400m	R2100m	

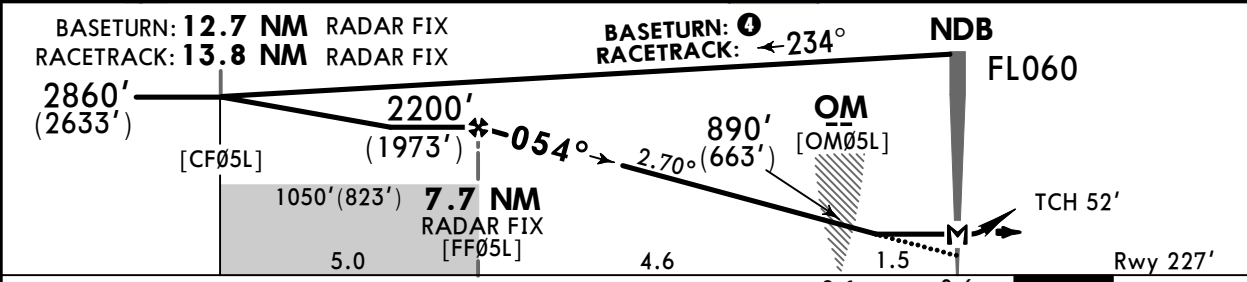
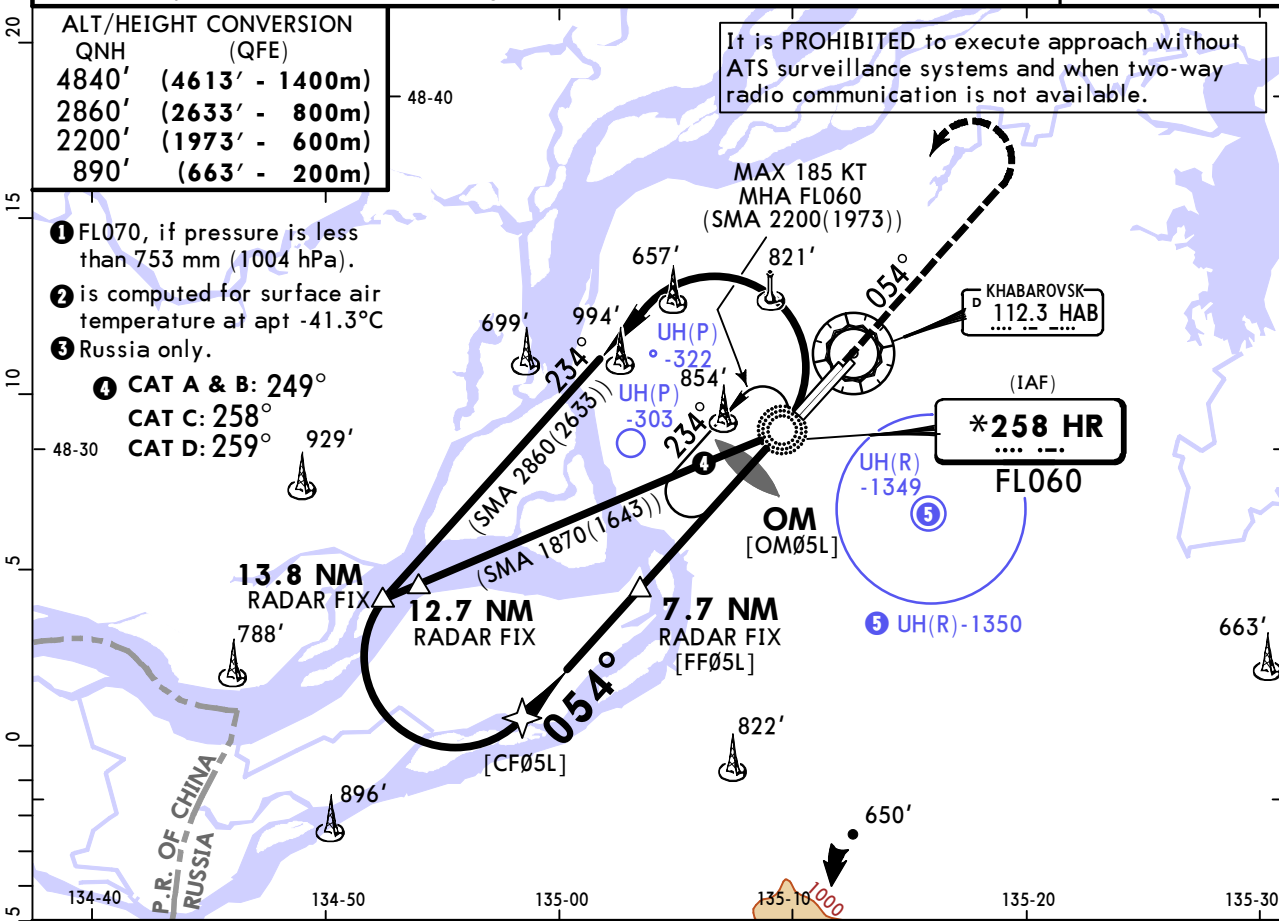
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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UHHH/KHV
NOVY

JEPPESEN
27 FEB 26 (16-1)

KHABAROVSK, RUSSIA
NDB X Rwy 05L

ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
NDB HR *258	Final Apch Crs 054°	7.7 NM RADAR FIX 2200' (1973')	DA/MDA(H) 890' (663')	Apt Elev 244' Rwy 227'	<p>MSA ARP 23</p>
MISSED APCH: Climb STRAIGHT AHEAD on 054° to 2200' (1973') or above, turn LEFT to NDB climbing to 2860' (2633') or above by ATC. Turn before MAP is PROHIBITED.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL060 ① Trans alt: 4840' (4613')					
1. Radar required. 2. Visual manoeuvring is PROHIBITED.					



Gnd speed-KT	70	90	100	120	140	160	HIALS-II 2200' (1973') or above on 054°
Descent Angle 2.70°	334	430	478	573	669	764	

MAP at NDB

Std STRAIGHT-IN LANDING

CDFA
 ① DA/MDA(H) **890' (663')**

ALS out

A	R1500m
B	
C	R2400m
D	

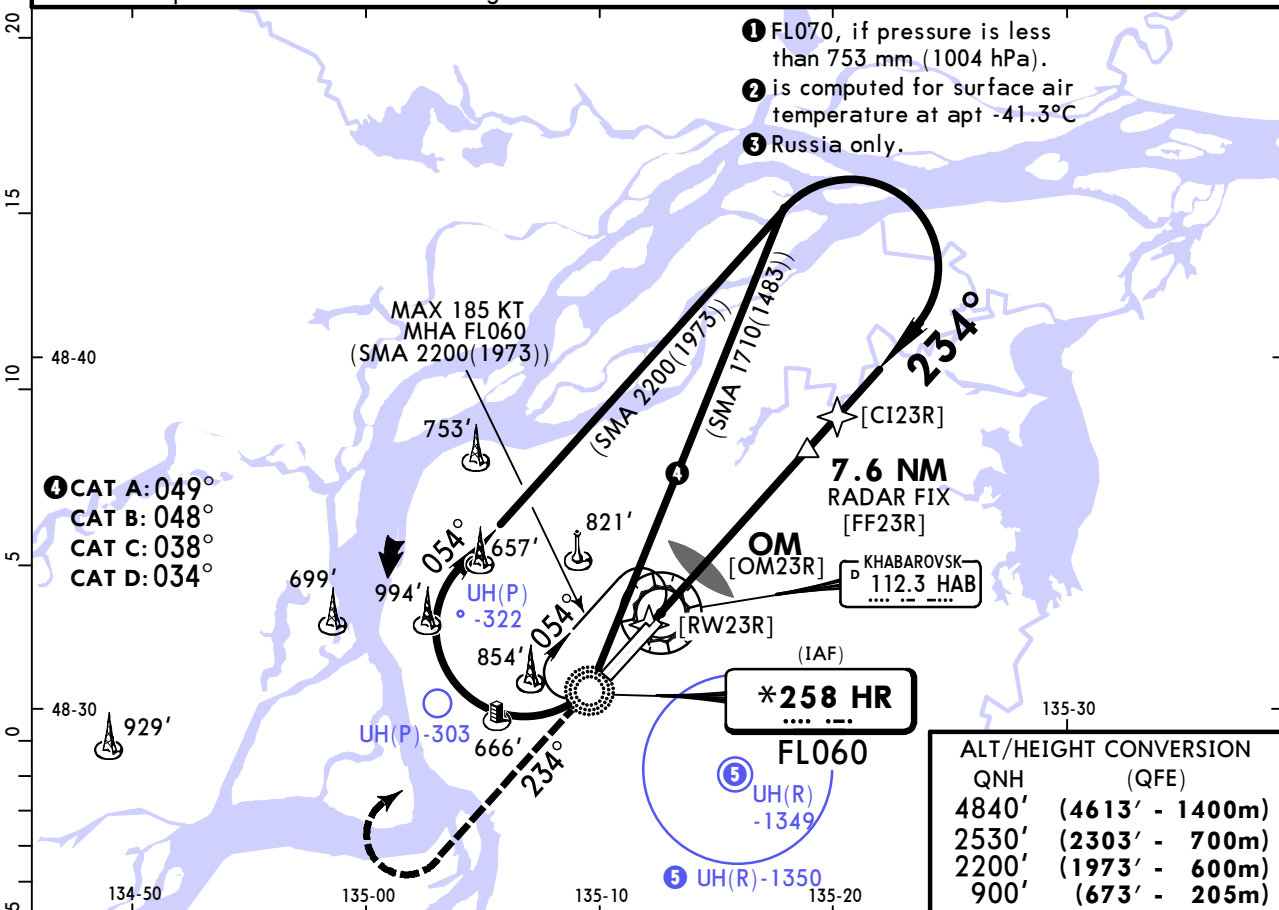
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Minimums. © JEPPESEN, 2021, 2026. ALL RIGHTS RESERVED.

UHHH/KHV
NOVY

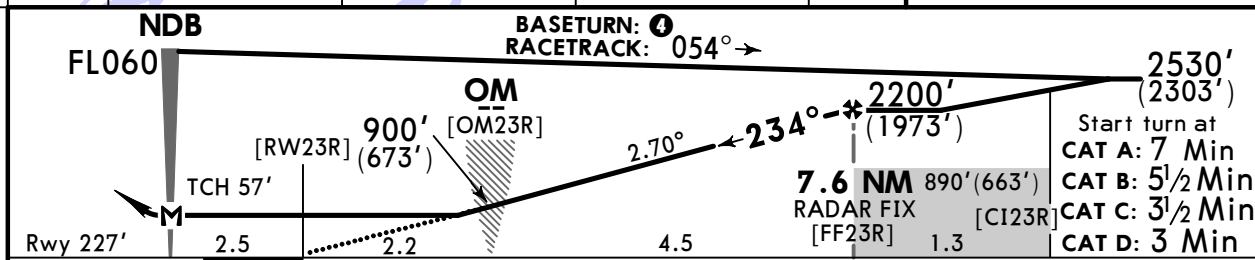
JEPPESEN
27 FEB 26 **(16-2)**

KHABAROVSK, RUSSIA
NDB X Rwy 23R

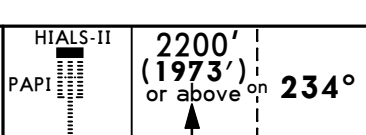
ATIS 129.3 (Russian 124.875)		KHABAROVSK Approach 125.2	KHABAROVSK Radar (TWR) 120.3	Precision (TWR) 119.3	*Ground 121.8
NDB HR *258	Final Apch Crs 234°	7.6 NM RADAR FIX 2200' (1973')	DA/MDA(H) 890' (663')	Apt Elev 244' Rwy 227'	<p>MSA ARP 2 3</p>
MISSED APCH: Climb STRAIGHT AHEAD on 234° to 2200' (1973') or above, turn RIGHT to NDB climbing to 2200' (1973') or above by ATC. Turn before MAP is PROHIBITED.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL060 1	Trans alt: 4840' (4613')	
1. Radar required. 2. Visual manoeuvring is PROHIBITED.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4840'	(4613' - 1400m)
2530'	(2303' - 700m)
2200'	(1973' - 600m)
900'	(673' - 205m)



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764



Std		STRAIGHT-IN LANDING	
CDFA		ALS out	
1 DA/MDA(H) 890' (663')			
A	R1500m		
B			
C	R2400m		
D			

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 07-2026

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UHHH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

LOC Z, Y, X RWY 05L (11-1, 11-2, 11-3): DA/MDA(H) 620'(393'). RVR CAT ABCD 1100m. RVR ALS out CAT AB 1500m, CAT CD 1800m. CAT II ILS Z, Y, X RWY 05L (11-1A, 11-2A, 11-3A): DA(H) CAT D 329'(102'). LOC Z, X, W RWY 23R (11-10, 11-11, 11-12): DA/MDA(H) 550'(323'). CAT II ILS Z, X, W RWY 23R (11-10AA, 11-11AA, 11-12AA): DA(H) CAT D 329'(102'). RNP RWY 05L (12-1): LNAV/VNAV DA(H) CAT A 551'(324'), CAT B 561'(334'), CAT C 571'(344'), CAT D 581'(354'). RVR CAT AB 800m, CAT CD 900m. RVR ALS out CAT AB 1500m, CAT CD 1600m. LNAV DA/MDA(H) 770'(543'). RNP RWY 23L (12-2): LNAV/VNAV DA(H) CAT BC 485'(250'), CAT D 489'(254'). LNAV DA/MDA(H) 570'(335'). RVR 800m. RVR ALS out 1500m. RNP RWY 23R (12-3): LNAV/VNAV DA(H) CAT B 477'(250'), CAT C 502'(275'), CAT D 512'(285'). LNAV DA/MDA(H) CAT ABC 570'(343'), CATD 580'(353'). RVR CAT ABCD 900m. RVR ALS out CAT AB 1500m, CAT CD 1600m.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

VOR RWY 05L (13-1): DA/MDA(H) 920'(693'). VOR RWY 23L (13-2): DA/MDA(H) 570'(335'), RVR 800m, RVR ALS out 1500m. VOR RWY 23R (13-3): DA/MDA(H) CAT A 610'(383'), CAT B 630'(403'), CAT C 650'(423'), CAT D 670'(443'). RVR CAT A 1100m, CAT B 1200m, CAT C 1300m CAT D 1400m. RVR ALS out CAT AB 1500m, CAT C 2000m, CAT D 2100m. NDB X RWY 05L (16-1): DA/MDA(H) 880'(653'). NDB X RWY 23R (16-2): DA/MDA(H) 880'(653'). RVR CAT AB 1500m, CAT CD 2300. RVR ALS out CAT AB 1500m, CAT CD 2400m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20231228

End Date: No end date

MSA based on ARP: Add note - In russian airspace only.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

LOC Z, Y, X RWY 05L (11-1, 11-2, 11-3): DA/MDA(H) 620'(393'). RVR CAT ABCD 1100m. RVR ALS out CAT AB 1500m, CAT CD 1800m. CAT II ILS Z, Y, X RWY 05L (11-1A, 11-2A, 11-3A): DA(H) CAT D 329'(102'). LOC Z, X, W RWY 23R (11-10, 11-11, 11-12): DA/MDA(H) 550'(323'). CAT II ILS Z, X, W RWY 23R (11-10AA, 11-11AA, 11-12AA): DA(H) CAT D 329'(102'). RNP RWY 05L (12-1): LNAV/VNAV DA(H) CAT A 551'(324'), CAT B 561'(334'), CAT C 571'(344'), CAT D 581'(354'). RVR CAT AB 800m, CAT CD 900m. RVR ALS out CAT AB 1500m, CAT CD 1600m. RNP RWY 23L (12-2): LNAV/VNAV DA(H) CAT BC 485'(250'), CAT D 489'(254'). LNAV DA/MDA(H) 570'(335'). RVR 800m. RVR ALS out 1500m. RNP RWY 23R (12-3): LNAV/VNAV DA(H) CAT C 502'(275'), CAT D 512'(285'). LNAV DA/MDA(H) CAT ABC 570'(343'), CATD 580'(353'). RVR CAT ABCD 900m. RVR ALS out CAT AB 1500m, CAT CD 1600m.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

VOR RWY 05L (13-1): DA/MDA(H) 920'(693'). VOR RWY 23L (13-2): DA/MDA(H) 570'(335'), RVR 800m, RVR ALS out 1500m. VOR RWY 23R (13-3): DA/MDA(H) CAT A 610'(383'), CAT B 630'(403'), CAT C 650'(423'), CAT D 670'(443'). RVR CAT A 1100m, CAT B 1200m, CAT C 1300m CAT D 1400m. RVR ALS out CAT AB 1500m, CAT C 2000m, CAT D 2100m. NDB X RWY 05L (16-1): DA/MDA(H) 880'(653'). NDB X RWY 23R (16-2): DA/MDA(H) 800'(653'). RVR CAT AB 1500m, CAT CD 2300. RVR ALS out CAT AB 1500m, CAT CD 2400m.