

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKHH

Terminal Charts For UKHH

Revision Letter For Cycle 02-2021

Change Notices

Notebook

## General Information

Location: KHARKIV UKR  
ICAO/IATA: UKHH / HRK  
Lat/Long: N49° 55.62', E036° 17.40'  
Elevation: 529 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 10.0° E

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

Sunrise: 0523 Z  
Sunset: 1408 Z

## Runway Information

Runway: 07  
Length x Width: 8202 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 495 ft  
Lighting: Edge, ALS, Centerline, TDZ

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

## Communication Information

ATIS: 127.600 Non-English  
ATIS: 126.750  
Kharkiv Tower: 118.100  
Kharkiv Ground: 133.250  
Kharkiv Radar: 133.900  
Kharkiv Information: 130.700  
Kharkiv Transit Operations: 131.800  
Kharkiv Radar: 118.800

UKHH/HRK  
OSNOVA

JEPPESEN

27 JAN 17

10-1P

KHARKIV, UKRAINE  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 126.750  
127.6 (Russian)

### 1.2. NOISE ABATEMENT PROCEDURES

Reverse thrust shall not be used between 2300-0700LT, except for flight safety reasons.

### 1.3. TAXI PROCEDURES

Movement of ACFT are prohibited without controller's clearance.

Taxiing on apron with Follow-me car.

Towing on TWY D only.

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

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

### 1.4. PARKING INFORMATION

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

### 1.5. OTHER INFORMATION

Birds.

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## 2. ARRIVAL

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### 2.1. CONTINUOUS DESCENT OPERATIONS

CDO are authorized only if there is no system degradation that may affect a GNSS or ILS operation.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance, the pilot is free to plan/optimize the vertical profile in order to apply the CDO technique up to the FAP.

Depending on the traffic situation, the CDO can start from the top-of-descent (TOD) or from lower levels.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" the pilot should maintain the cruising/last assigned level until the optimum descent point/TOD, as determined by the pilot (or by FMS), and then commence descent without any additional requests unless otherwise instructed by ATC.

Due to airspace structure ATC will initially instruct pilots to descend to the level(s) above the level of FAP. In doing so, ATC will issue further descent instruction prior to the CDO flight reaching 700m (2300ft) from the last assigned level so as to prevent leveling off.

Pilots shall maintain MAX IAS 220 KT at a distance of 20 track miles from touchdown.

Specified minimum levels must be adhered to unless specifically cancelled by ATC.

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27 JAN 17

10-1P1

KHARKIV, UKRAINE  
AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.2. TAXI PROCEDURES

#### 2.2.1. STANDARD TAXI ROUTES

<b>RWY 07:</b>	Stands 1 thru 15:	TWY A3, B, C1
	Stands 17 thru 28:	TWY A3, B, C2
	Stands 29 thru 35, H-2:	TWY A3, B, C2, D1
	Stands 38 thru 58:	TWY A3, B, C3
	Stands 1 thru 15:	TWY A4, B2, B, C3
	Stands 17 thru 28:	TWY A4, B2, B, C2
<b>RWY 25:</b>	Stands 29 thru 35, H-2:	TWY A4, B2, B, C2, D1
	Stands 38 thru 58:	TWY A4, B2, B, C3
	Stands 1 thru 15:	TWY A2, C1
	Stands 17 thru 28:	TWY A2, C2
	Stands 29 thru 35, H-2:	TWY A2, C2, D1
	Stands 38 thru 58:	TWY A2, B, C3
	Stands 1 thru 15:	TWY A1, B1, C1
	Stands 17 thru 28:	TWY A1, B1, C2
	Stands 29 thru 35, H-2:	TWY A1, B1, C2, D1
	Stands 38 thru 58:	TWY A4, B2, B, C2, D1

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## 3. DEPARTURE

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### 3.1. NOISE ABATEMENT PROCEDURES

#### Take-off Restrictions

Following take-off and initial climb procedures should be performed:

- From take-off to 600m (2000ft) with take-off power, take-off flap at V2+10 KT or considering pitch limitation.
- From 600m (2000ft) to 1200m (4000ft) reduce power to en-route flight power.
- After 1200m (4000ft) retract flaps according to Flight Manual; climb to en-route height.

### 3.2. START-UP & TAXI PROCEDURES

#### 3.2.1. START-UP

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

#### 3.2.2. TAXI PROCEDURES

<b>RWY 07:</b>	Stands 1 thru 10:	TWY C1, B1, A1
	Stands 11 thru 28:	TWY C2, B1, A1
	Stands 29 thru 35, H-2:	TWY D1, C2, B1, A1
	Stands 38 thru 58:	TWY C3, B, B1, A1
<b>RWY 25:</b>	Stands 1 thru 10:	TWY C1, B, B2, A4
	Stands 11 thru 28:	TWY C2, B, B2, A4
	Stands 29 thru 35, H-2:	TWY D1, C2, B, B2, A4
	Stands 38 thru 58:	TWY C3, B, B2, A4

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**OSNOVA**

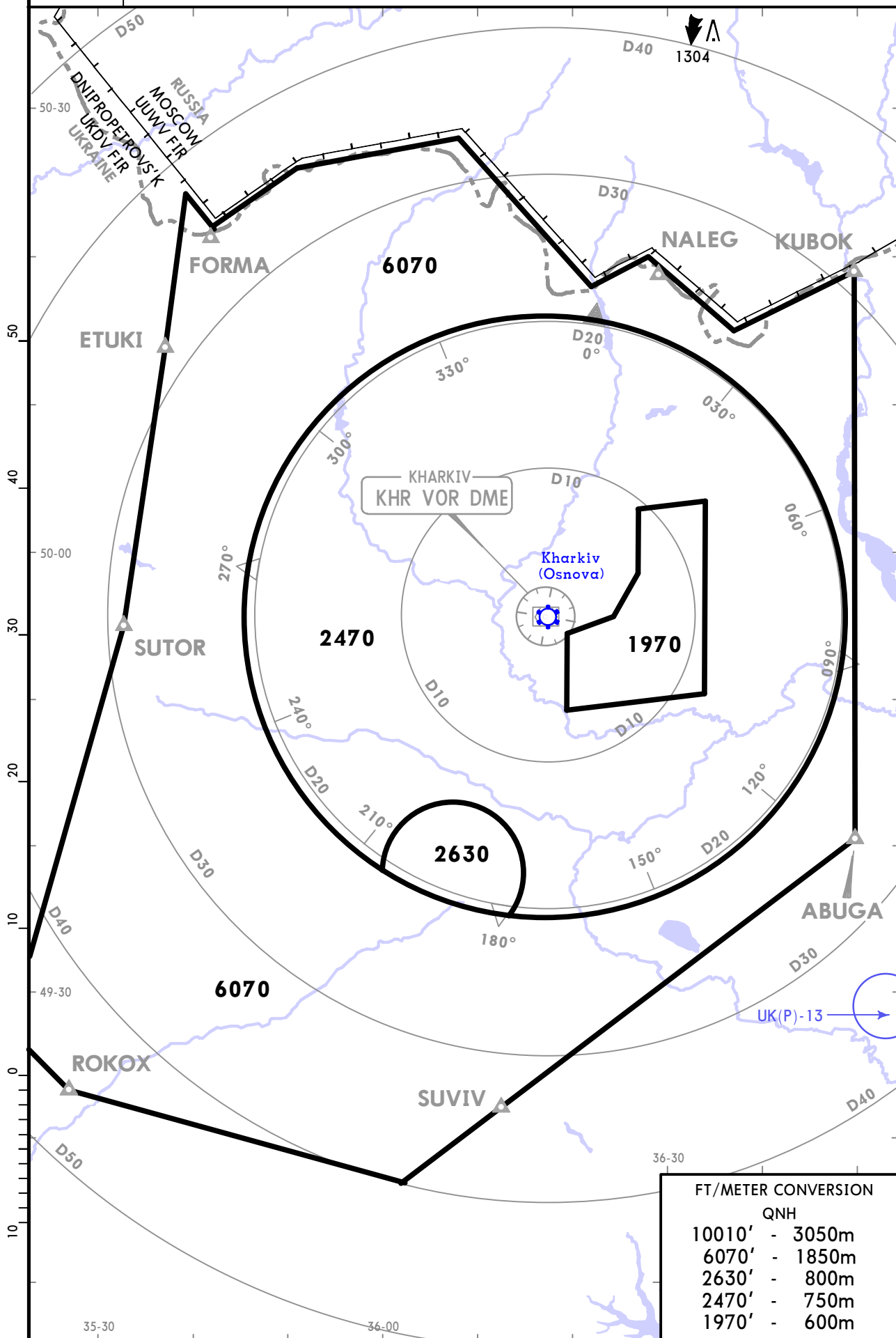
**JEPPESEN**  
18 MAY 18 **(10-1R)**

**KHARKIV, UKRAINE**

**Eff 24 May RADAR MINIMUM ALTITUDES**

Apt Elev  
**529**

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

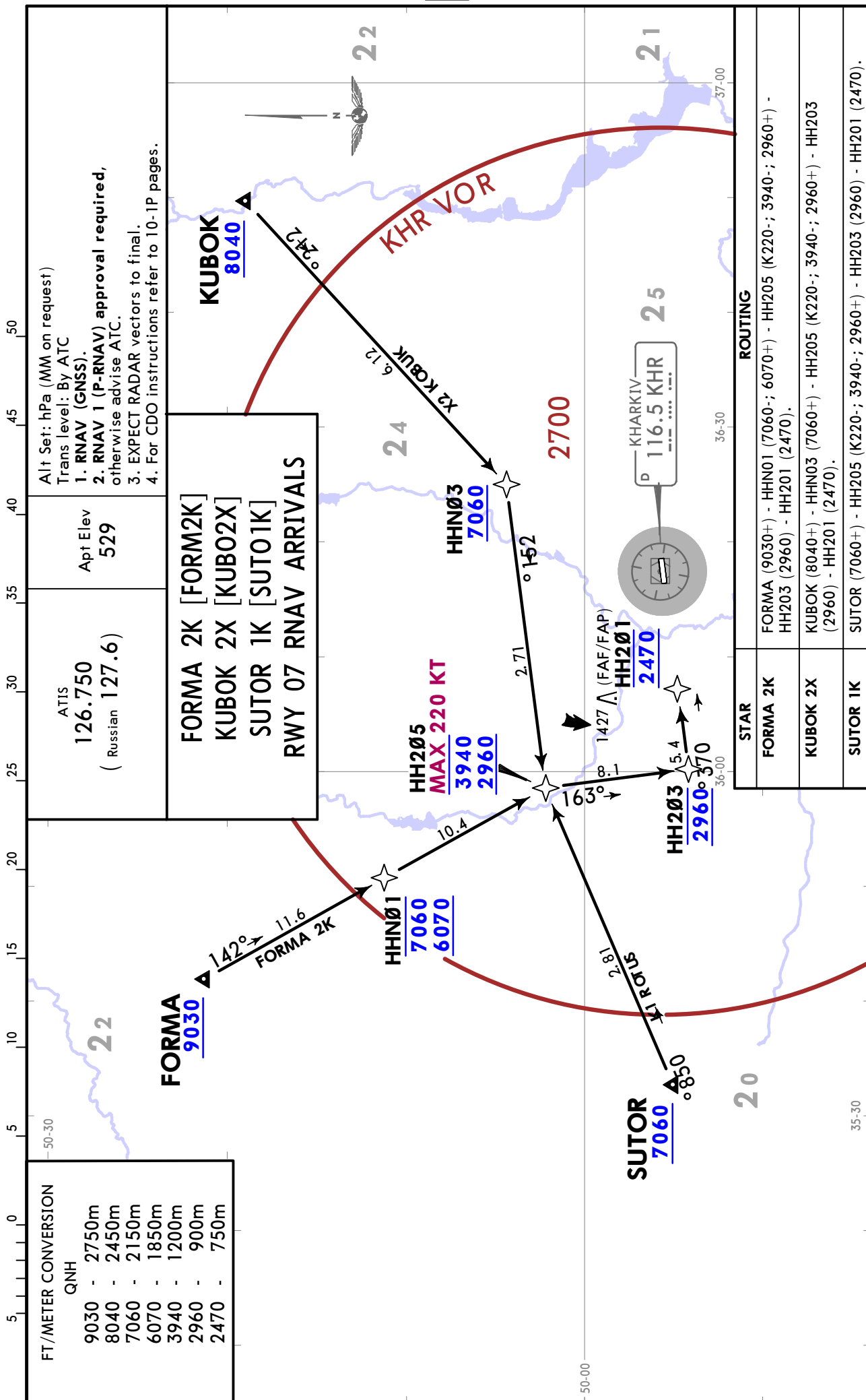


FT/METER CONVERSION	
QNH	
10010'	- 3050m
6070'	- 1850m
2630'	- 800m
2470'	- 750m
1970'	- 600m

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JEPPESEN  
19 JAN 18 10-2

KHARKIV, UKRAINE  
RNAV STAR



Alt Set: hPa (MM on request)  
Trans level: By ATC  
1. RNAV (GNSS).  
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
3. EXPECT RADAR vectors to final.  
4. For CDO instructions refer to 10-1P pages.

ATIS  
126.750  
(Russian 127.6)

Apt Elev  
529

FORMA 2K [FORM2K]  
KUBOK 2X [KUBO2X]  
SUTOR 1K [SUTO1K]  
RWY 07 RNAV ARRIVALS

FT/METER CONVERSION

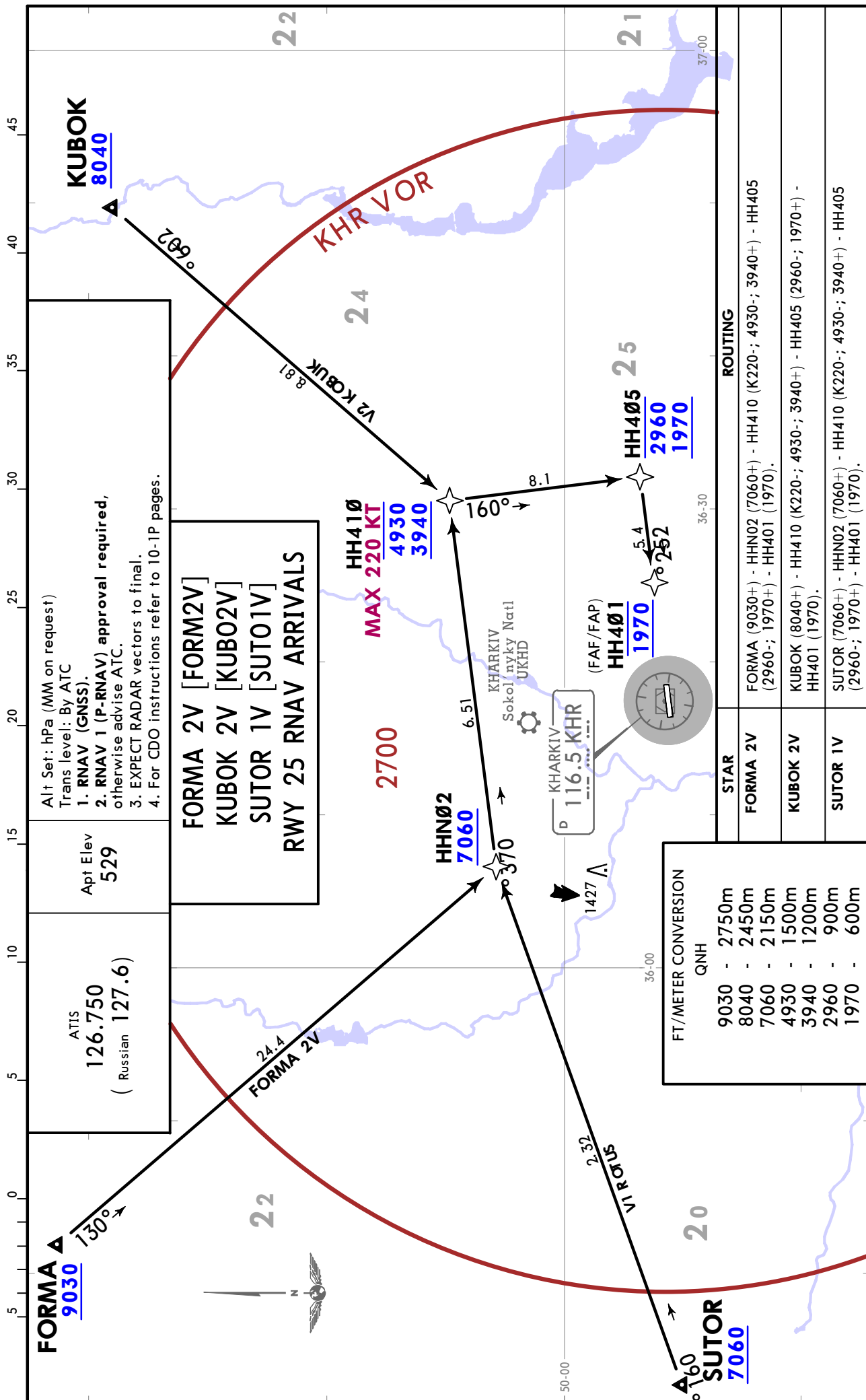
QNH	
9030	- 2750m
8040	- 2450m
7060	- 2150m
6070	- 1850m
3940	- 1200m
2960	- 900m
2470	- 750m

STAR	ROUTING
FORMA 2K	FORMA (9030+) - HHN01 (7060+; 6070+) - HH205 (K220-; 3940-; 2960+) - HH203 (2960) - HH201 (2470).
KUBOK 2X	KUBOK (8040+) - HHN03 (7060+) - HH205 (K220-; 3940-; 2960+) - HH203 (2960) - HH201 (2470).
SUTOR 1K	SUTOR (7060+) - HH205 (K220-; 3940-; 2960+) - HH203 (2960) - HH201 (2470).

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19 JAN 18 **10-2A**

**KHARKIV, UKRAINE**  
**RNAV STAR**



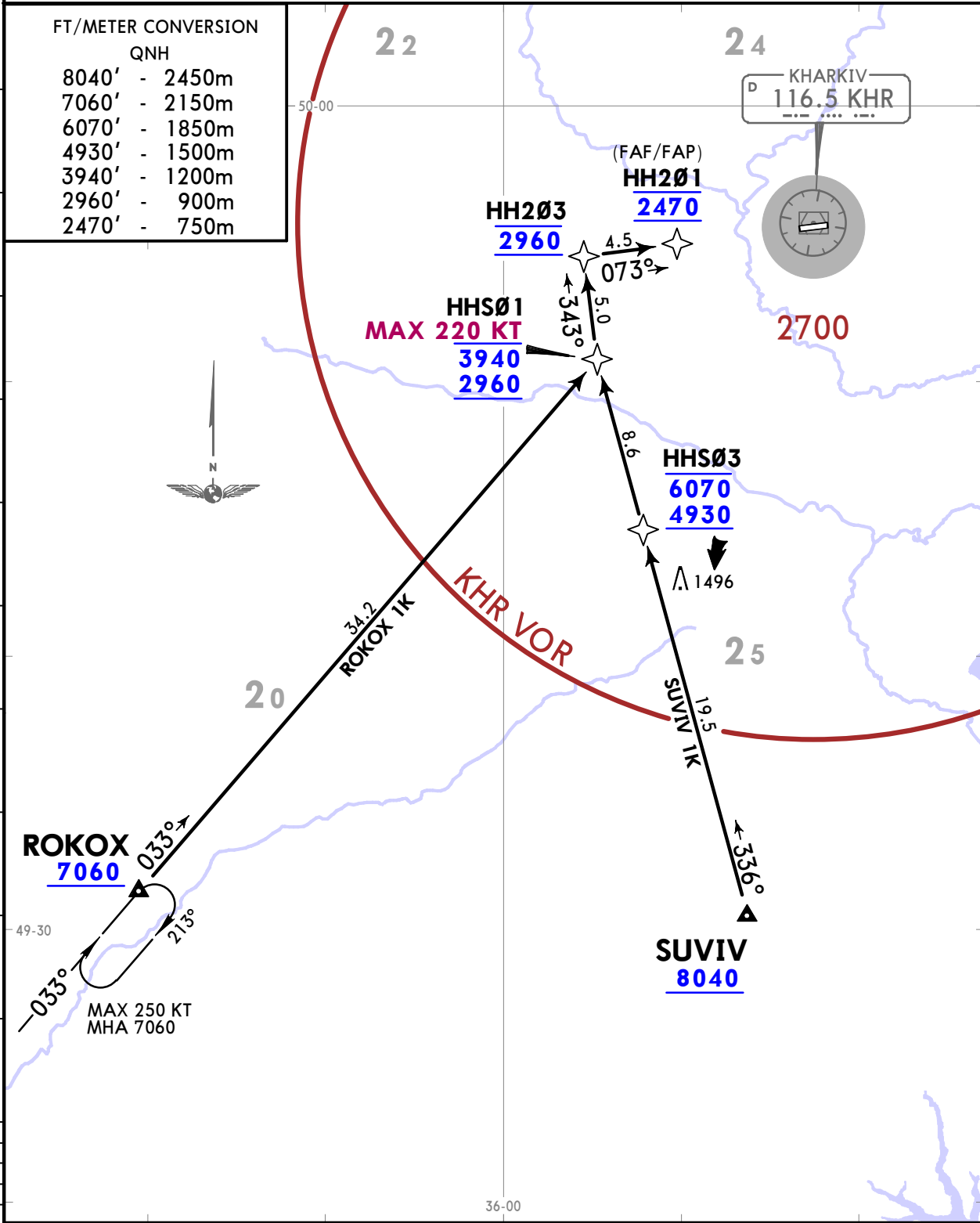
**UKHH/HRK**  
**OSNOVA**

**JEPPESEN**  
18 MAY 18 **10-2B** Eff 24 May

**KHARKIV, UKRAINE**  
**RNAV STAR**

ATIS <b>126.750</b> ( Russian 127.6)	Apt Elev <b>529</b>	Alt Set: hPa (MM on request) Trans level: By ATC 1. RNAV (GNSS). 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT RADAR vectors to final. 4. For CDO instructions refer to 10-1P pages.
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**ROKOX 1K [ROK01K]**  
**SUVIV 1K [SUVI1K]**  
**RWY 07 RNAV ARRIVALS**



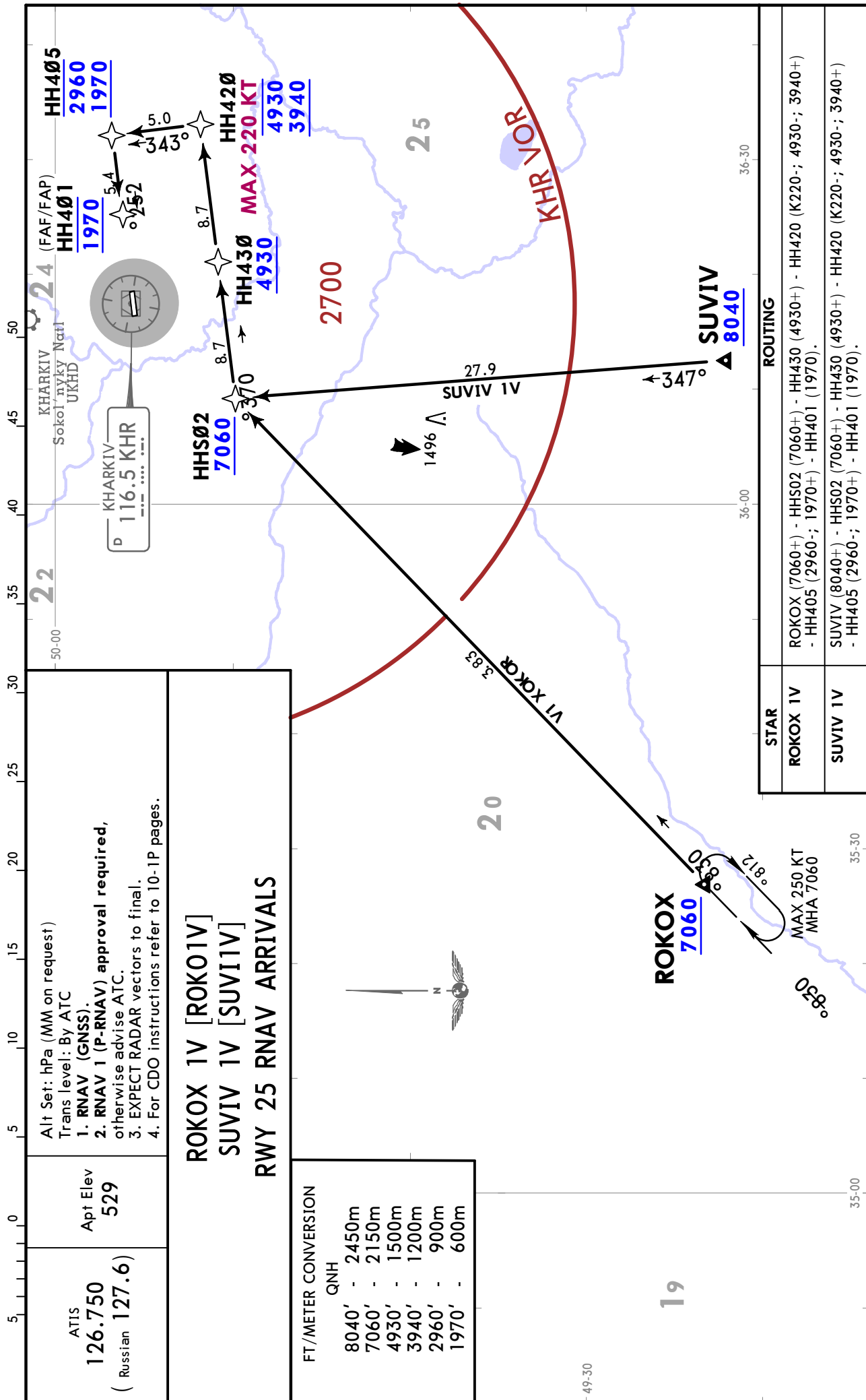
STAR	ROUTING
<b>ROKOX 1K</b>	ROKOX (7060+) - HHS01 (K220-; 3940-; 2960+) - HH203 (2960) - HH201 (2470).
<b>SUVIV 1K</b>	SUVIV (8040+) - HHS03 (6070-; 4930+) - HHS01 (K220-; 3940-; 2960+) - HH203 (2960) - HH201 (2470).



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JEPPESEN  
18 MAY 18 10-2C Eff 24 May

KHARKIV, UKRAINE  
RNAV STAR



ATIS  
**126.750**  
( Russian 127.6 )

Apt Elev  
**529**

FT/METER CONVERSION

QNH	FT	METER
8040'	-	2450m
7060'	-	2150m
4930'	-	1500m
3940'	-	1200m
2960'	-	900m
1970'	-	600m

**ROKOX 1V [ROK01V]**  
**SUVIV 1V [SUVI1V]**  
**RWY 25 RNAV ARRIVALS**

Alt Set: hPa (MM on request)  
Trans level: By ATC  
1. RNAV (GNSS).  
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
3. EXPECT RADAR vectors to final.  
4. For CDO instructions refer to 10-1P pages.

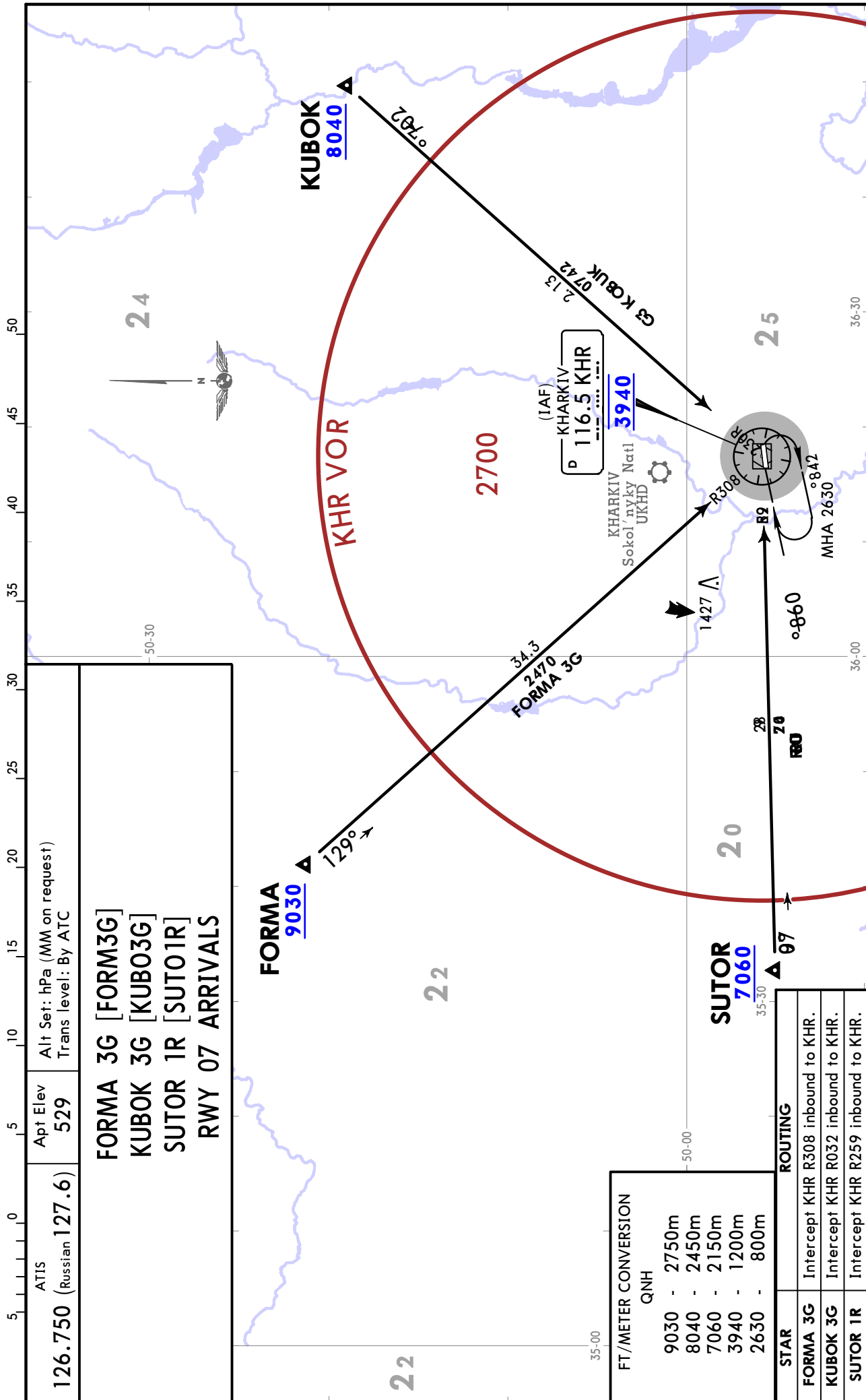
STAR	ROUTING
<b>ROKOX 1V</b>	ROKOX (7060+) - HHS02 (7060+) - HH430 (4930+) - HH420 (K220-; 4930-; 3940+) - HH405 (2960-; 1970+) - HH401 (1970).
<b>SUVIV 1V</b>	SUVIV (8040+) - HHS02 (7060+) - HH430 (4930+) - HH420 (K220-; 4930-; 3940+) - HH405 (2960-; 1970+) - HH401 (1970).

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19 JAN 18 10-2D

KHARKIV, UKRAINE

STAR



ATIS <b>126.750</b> (Russian 127.6)	Apt Elev <b>529</b>	Alt Set: hPa (MM on request) Trans level: By ATC
<b>FORMA 3G [FORM3G]</b> <b>KUBOK 3G [KUBO3G]</b> <b>SUTOR 1R [SUTO1R]</b> <b>RWY 07 ARRIVALS</b>		

FT/METER CONVERSION	
QNH	
9030 -	2750m
8040 -	2450m
7060 -	2150m
3940 -	1200m
2630 -	800m

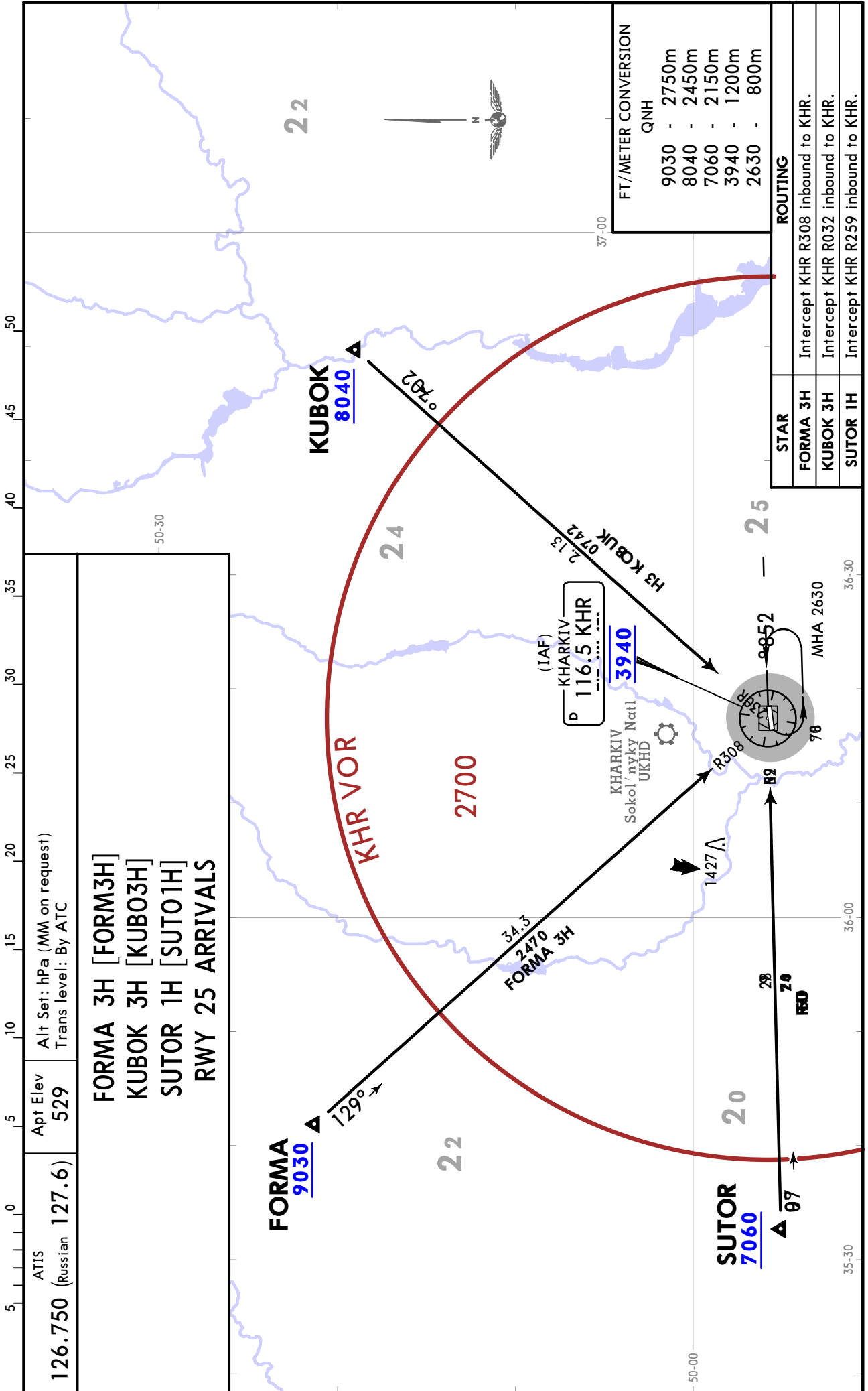
STAR	ROUTING
FORMA 3G	Intercept KHR R308 inbound to KHR.
KUBOK 3G	Intercept KHR R032 inbound to KHR.
SUTOR 1R	Intercept KHR R259 inbound to KHR.

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JEPPESEN  
19 JAN 18 (10-2E)

KHARKIV, UKRAINE

STAR



FT./METER CONVERSION QNH

9030	-	2750m
8040	-	2450m
7060	-	2150m
3940	-	1200m
2630	-	800m

STAR	ROUTING
FORMA 3H	Intercept KHR R308 inbound to KHR.
KUBOK 3H	Intercept KHR R032 inbound to KHR.
SUTOR 1H	Intercept KHR R259 inbound to KHR.

CHANGES: New format.

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**UKHH/HRK**  
OSNOVA

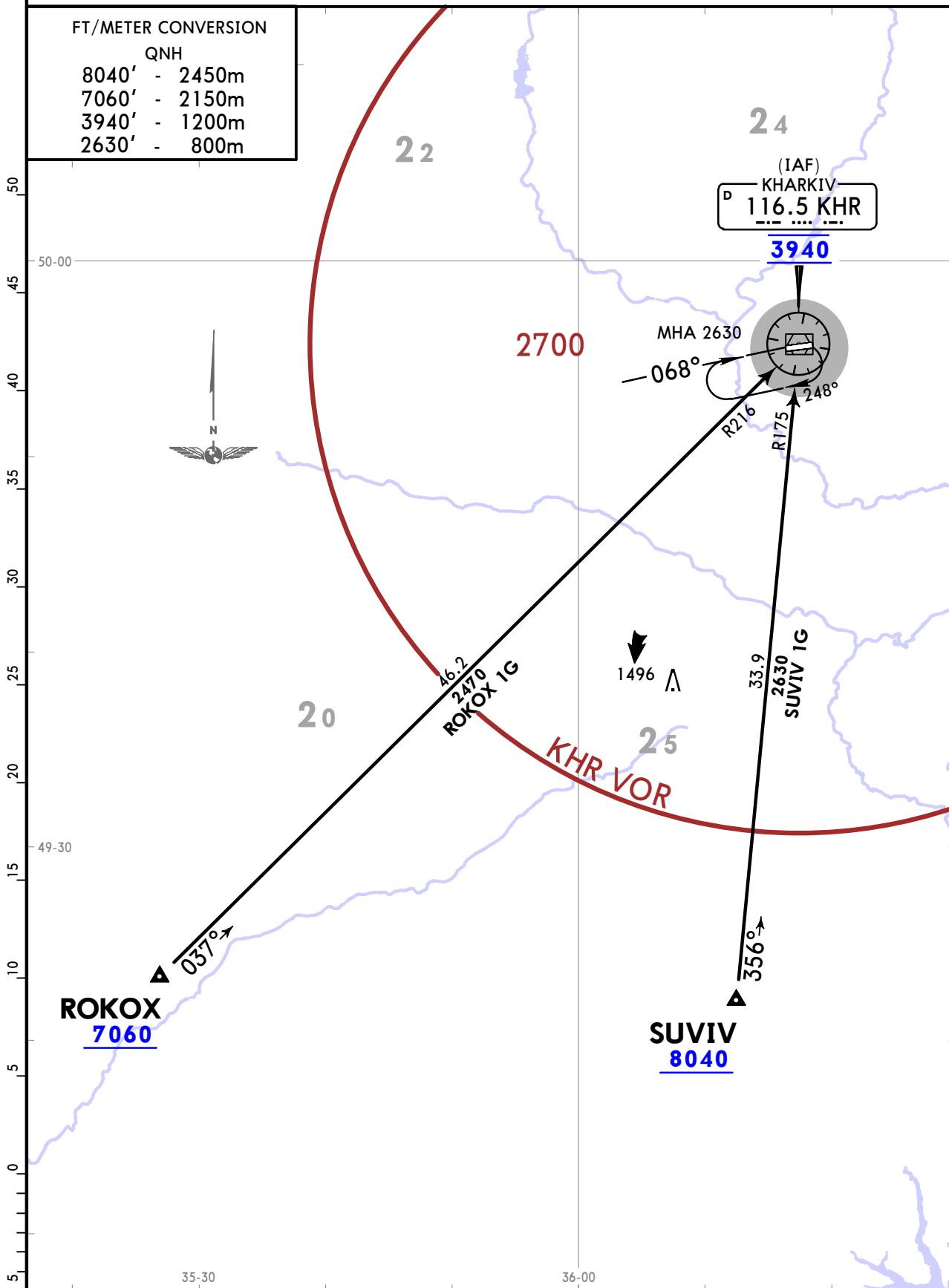
**JEPPESEN**  
18 MAY 18 **10-2F** Eff 24 May

**KHARKIV, UKRAINE**  
**STAR**

ATIS **126.750** (Russian 127.6) Apt Elev **529** Alt Set: hPa (MM on request) Trans level: By ATC

**ROKOX 1G [ROK01G]**  
**SUVIV 1G [SUVI1G]**  
**RWY 07 ARRIVALS**

FT/METER CONVERSION	
QNH	
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m
2630'	- 800m



STAR	ROUTING
<b>ROKOX 1G</b>	Intercept KHR R216 inbound to KHR.
<b>SUVIV 1G</b>	Intercept KHR R175 inbound to KHR.

CHANGES: STARs GR 3G & LI 3G replaced by ROKOX 1G & SUVIV 1G.

**UKHH/HRK**  
OSNOVA

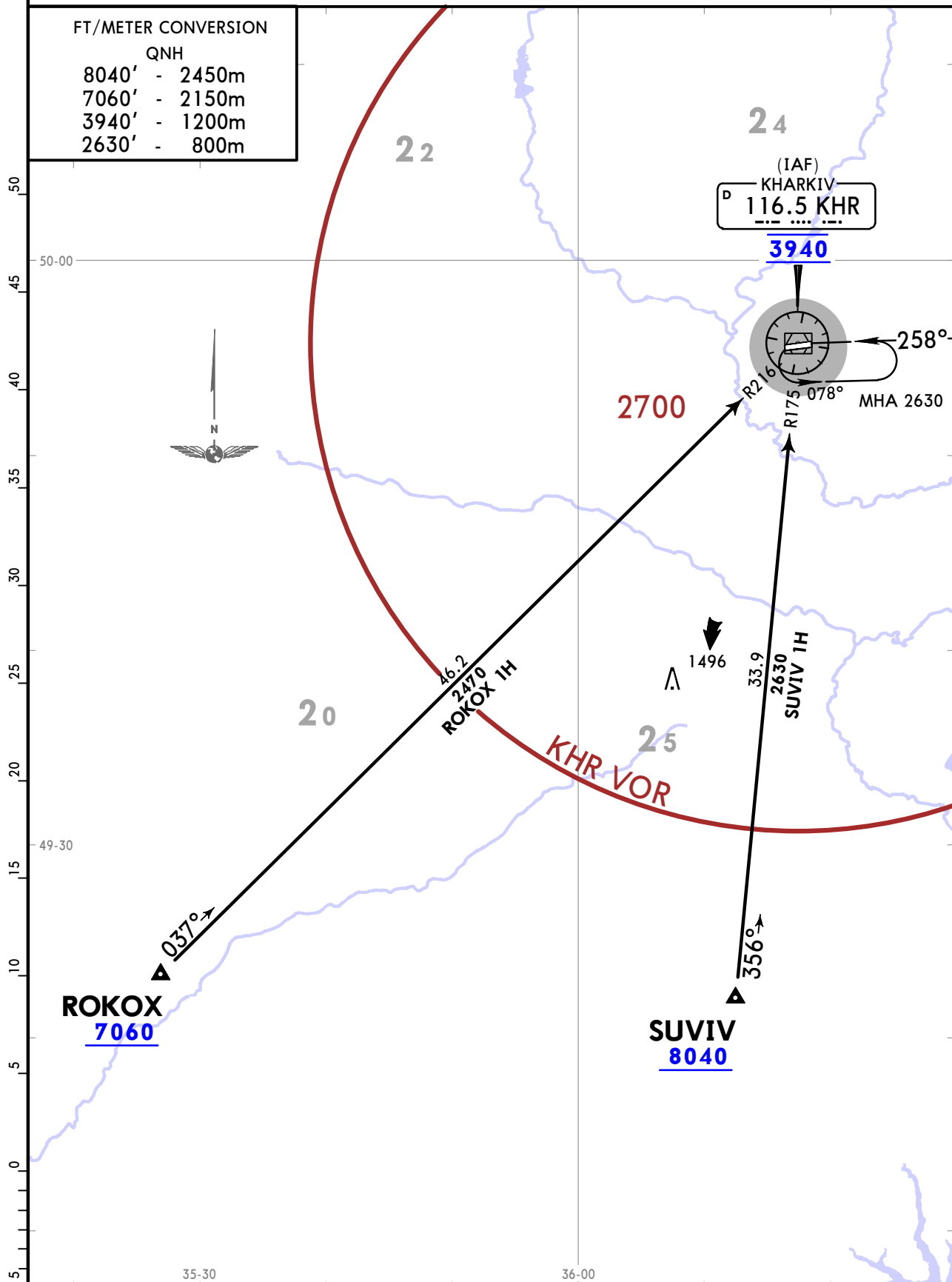
**JEPPESEN**  
18 MAY 18 **10-2G** Eff 24 May

**KHARKIV, UKRAINE**  
**STAR**

ATIS **126.750** (Russian 127.6) Apt Elev **529** Alt Set: hPa (MM on request) Trans level: By ATC

**ROKOX 1H [ROK01H]**  
**SUVIV 1H [SUVI1H]**  
**RWY 25 ARRIVALS**

FT/METER CONVERSION	
QNH	
8040'	- 2450m
7060'	- 2150m
3940'	- 1200m
2630'	- 800m

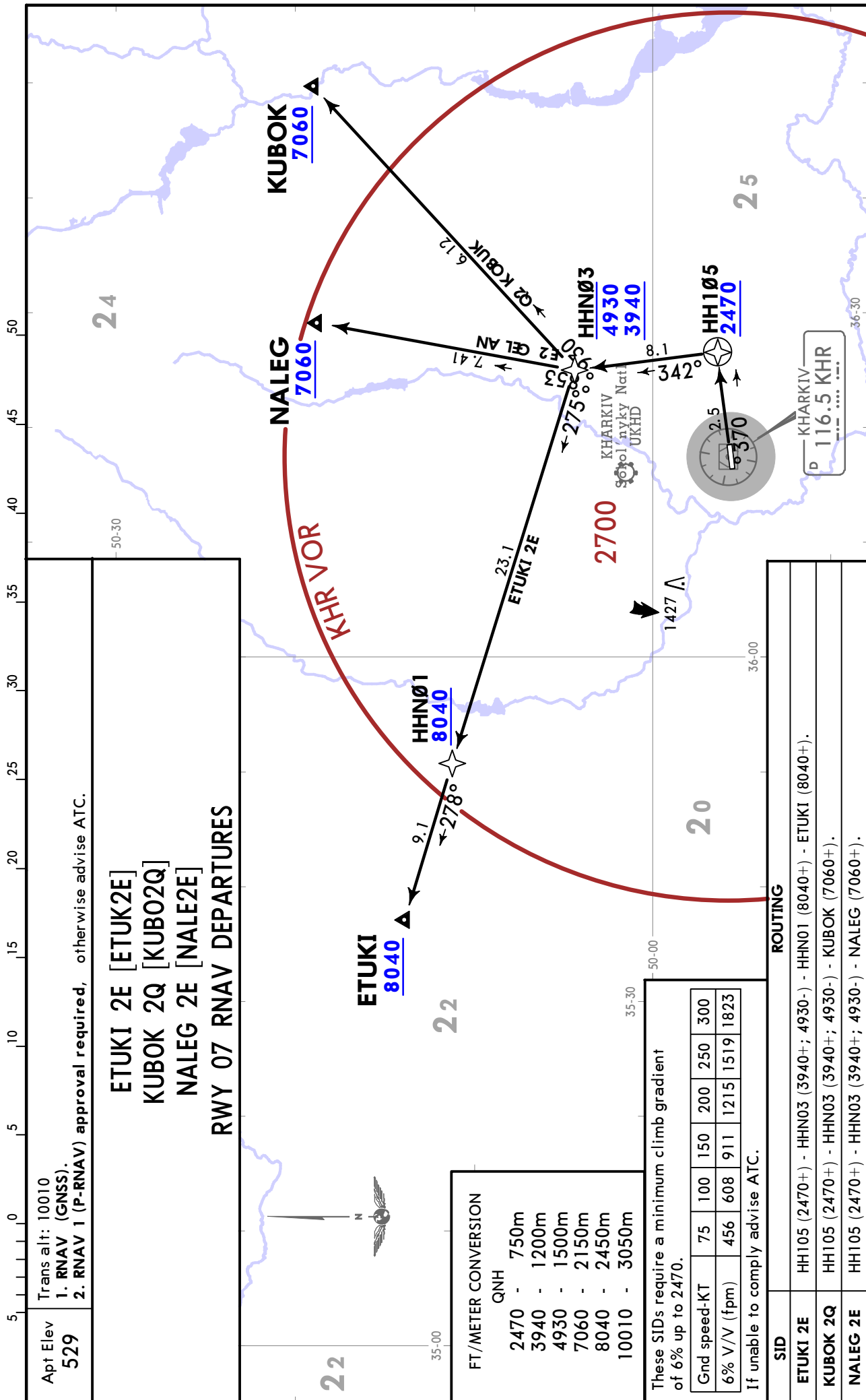


STAR	ROUTING
<b>ROKOX 1H</b>	Intercept KHR R216 inbound to KHR.
<b>SUVIV 1H</b>	Intercept KHR R175 inbound to KHR.

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JEPPESEN  
19 JAN 18 10-3

KHARKIV, UKRAINE  
RNAV SID



Trans alt: 10010  
 1. RNAV (GNSS).  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

**ETUKI 2E [ETUK2E]**  
**KUBOK 2Q [KUBO2Q]**  
**NALEG 2E [NALE2E]**  
**RWY 07 RNAV DEPARTURES**

**FT/METER CONVERSION**

QNH	2470 -	750m
3940 -	1200m	
4930 -	1500m	
7060 -	2150m	
8040 -	2450m	
10010 -	3050m	

These SIDs require a minimum climb gradient of 6% up to 2470.

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

If unable to comply advise ATC.

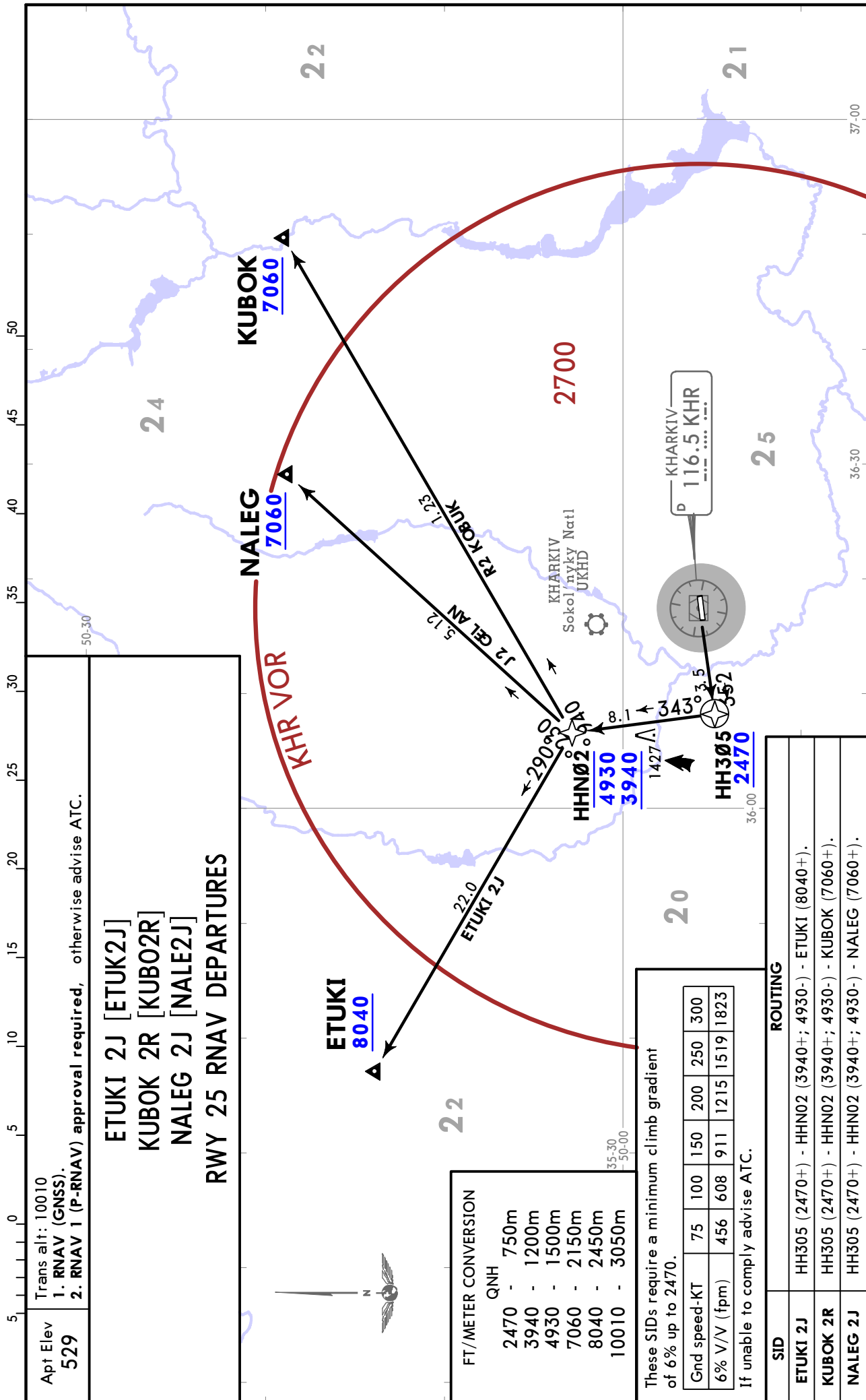
**ROUTING**

SID	HH105 (2470+) - HHN03 (3940+; 4930-) - HHN01 (8040+) - ETUKI (8040+).
<b>ETUKI 2E</b>	HH105 (2470+) - HHN03 (3940+; 4930-) - HHN01 (8040+) - ETUKI (8040+).
<b>KUBOK 2Q</b>	HH105 (2470+) - HHN03 (3940+; 4930-) - KUBOK (7060+).
<b>NALEG 2E</b>	HH105 (2470+) - HHN03 (3940+; 4930-) - NALEG (7060+).

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JEPPESSEN  
19 JAN 18 10-3A

KHARKIV, UKRAINE  
RNAV SID



Trans alt: 10010  
**1. RNAV (GNSS).**  
**2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.**

**ETUKI 2J [ETUK2J]**  
**KUBOK 2R [KUBO2R]**  
**NALEG 2J [NALE2J]**

**RWY 25 RNAV DEPARTURES**

**FT/METER CONVERSION**

QNH	FT	METER
2470	-	750m
3940	-	1200m
4930	-	1500m
7060	-	2150m
8040	-	2450m
10010	-	3050m

These SIDs require a minimum climb gradient of 6% up to 2470.

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

If unable to comply advise ATC.

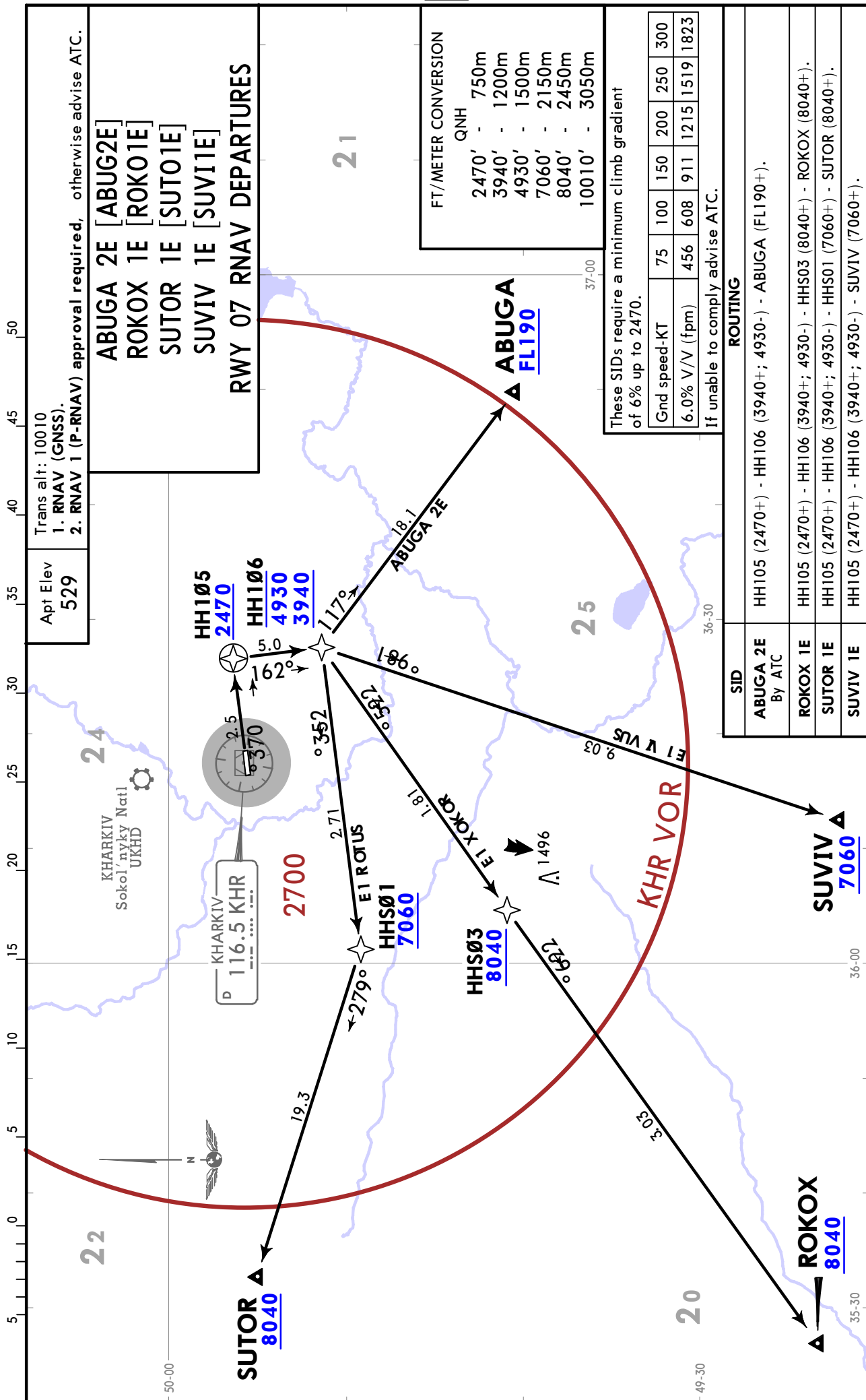
SID	ROUTING
<b>ETUKI 2J</b>	HH305 (2470+) - HHN02 (3940+; 4930-) - ETUKI (8040+).
<b>KUBOK 2R</b>	HH305 (2470+) - HHN02 (3940+; 4930-) - KUBOK (7060+).
<b>NALEG 2J</b>	HH305 (2470+) - HHN02 (3940+; 4930-) - NALEG (7060+).

UKHH/HRK  
OSNOVA

JEPPESSEN  
18 MAY 18 10-3B Eff 24 May

KHARKIV, UKRAINE

RNAV SID



Trans alt: 10010  
1. RNAV (GNSS).  
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

**RWY 07 RNAV DEPARTURES**  
ABUGA 2E [ABUG2E]  
ROKOX 1E [ROK01E]  
SUTOR 1E [SUTO1E]  
SUVIV 1E [SUVI1E]

FT/METER CONVERSION  
QNH

2470'	-	750m
3940'	-	1200m
4930'	-	1500m
7060'	-	2150m
8040'	-	2450m
10010'	-	3050m

These SIDs require a minimum climb gradient of 6% up to 2470.  
If unable to comply advise ATC.

Grnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

**ROUTING**

SID	HH105 (2470+) - HH106 (3940+; 4930-) - ABUGA (FL190+).
ABUGA 2E By ATC	HH105 (2470+) - HH106 (3940+; 4930-) - HHS03 (8040+) - ROKOX (8040+).
ROKOX 1E	HH105 (2470+) - HH106 (3940+; 4930-) - HHS01 (7060+) - SUTOR (8040+).
SUTOR 1E	HH105 (2470+) - HH106 (3940+; 4930-) - SUVIV (7060+).

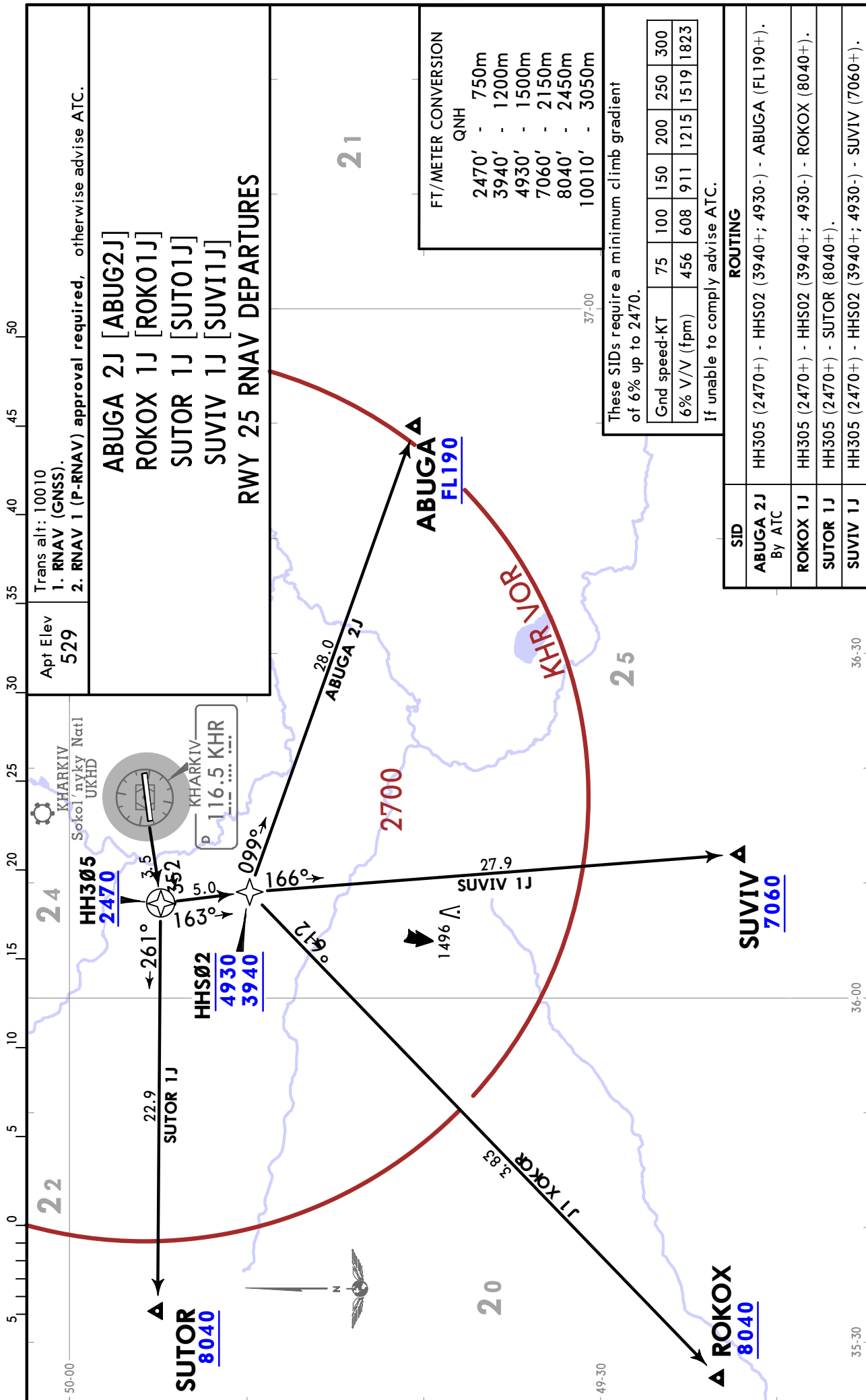


UKHH/HRK  
OSNOVA

JEPPESEN  
18 MAY 18 10-3C Eff 24 May

KHARKIV, UKRAINE

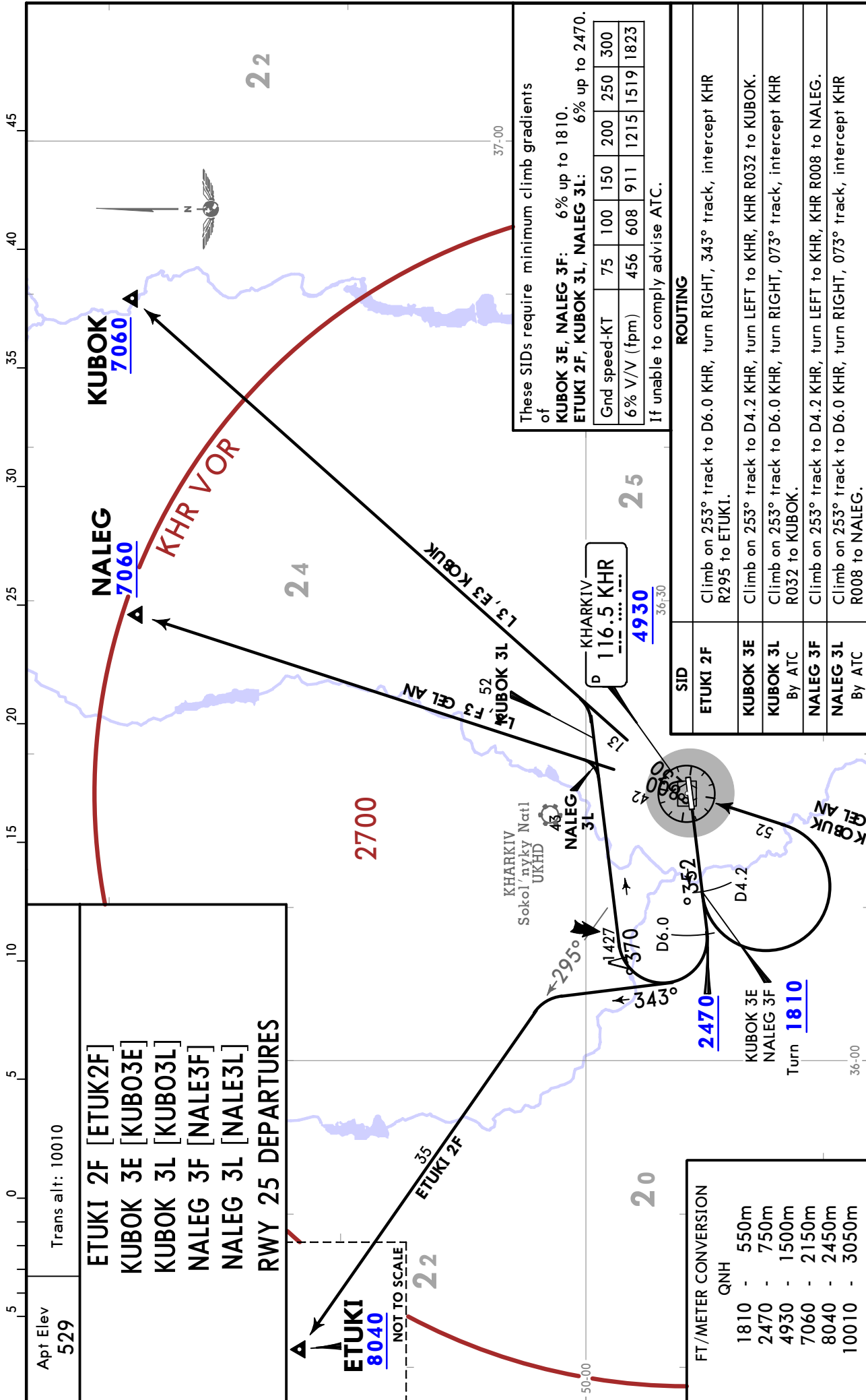
RNAV SID



UKHH/HRK  
OSNOVA

JEPPESSEN  
19 JAN 18 (10-3D)

KHARKIV, UKRAINE  
SID



Apt Elev 529  
Trans alt: 10010

ETUKI 2F [ETUK2F]  
KUBOK 3E [KUBO3E]  
KUBOK 3L [KUBO3L]  
NALEG 3F [NALE3F]  
NALEG 3L [NALE3L]  
RWY 25 DEPARTURES

NOT TO SCALE

FT/METER CONVERSION

QNH	FT	METER
1810	-	550m
2470	-	750m
4930	-	1500m
7060	-	2150m
8040	-	2450m
10010	-	3050m

These SIDs require minimum climb gradients of

KUBOK 3E, NALEG 3F: 6% up to 1810.  
ETUKI 2F, KUBOK 3L, NALEG 3L: 6% up to 2470.

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

If unable to comply advise ATC.

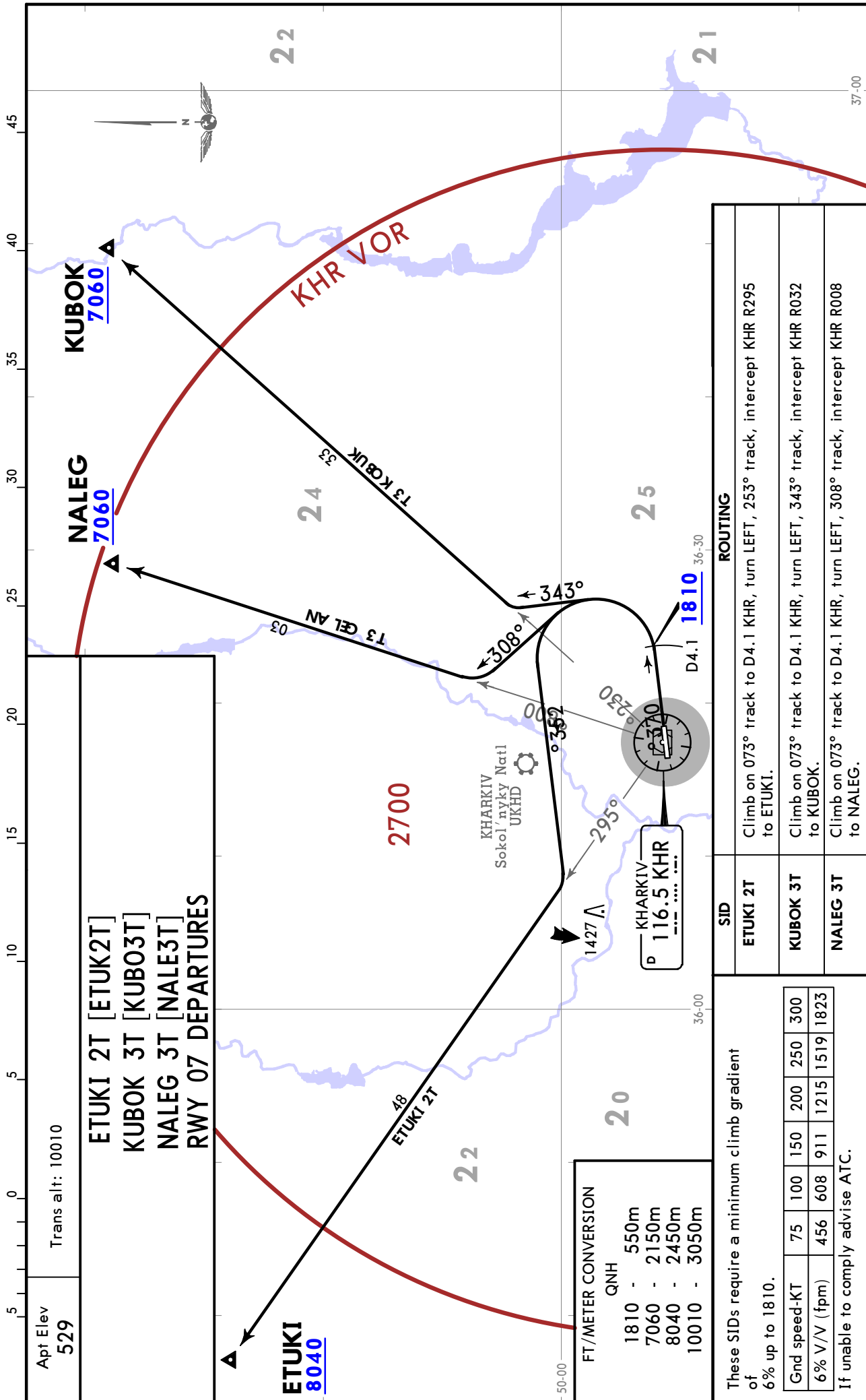
ROUTING

SID	ROUTING
ETUKI 2F	Climb on 253° track to D6.0 KHR, turn RIGHT, 343° track, intercept KHR R295 to ETUKI.
KUBOK 3E	Climb on 253° track to D4.2 KHR, turn LEFT to KHR, KHR R032 to KUBOK.
KUBOK 3L By ATC	Climb on 253° track to D6.0 KHR, turn RIGHT, 073° track, intercept KHR R032 to KUBOK.
NALEG 3F	Climb on 253° track to D4.2 KHR, turn LEFT to KHR, KHR R008 to NALEG.
NALEG 3L By ATC	Climb on 253° track to D6.0 KHR, turn RIGHT, 073° track, intercept KHR R008 to NALEG.

UKHH/HRK  
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JEPPESEN  
19 JAN 18 10-3E

KHARKIV, UKRAINE  
SID



Apt Elev 529 Trans alt: 10010

ETUKI 2T [ETUK2T]  
KUBOK 3T [KUBO3T]  
NALEG 3T [NALE3T]  
RWY 07 DEPARTURES

FT/METER CONVERSION

QNH	1810	550m
7060	2150m	
8040	2450m	
10010	3050m	

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

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

If unable to comply advise ATC.

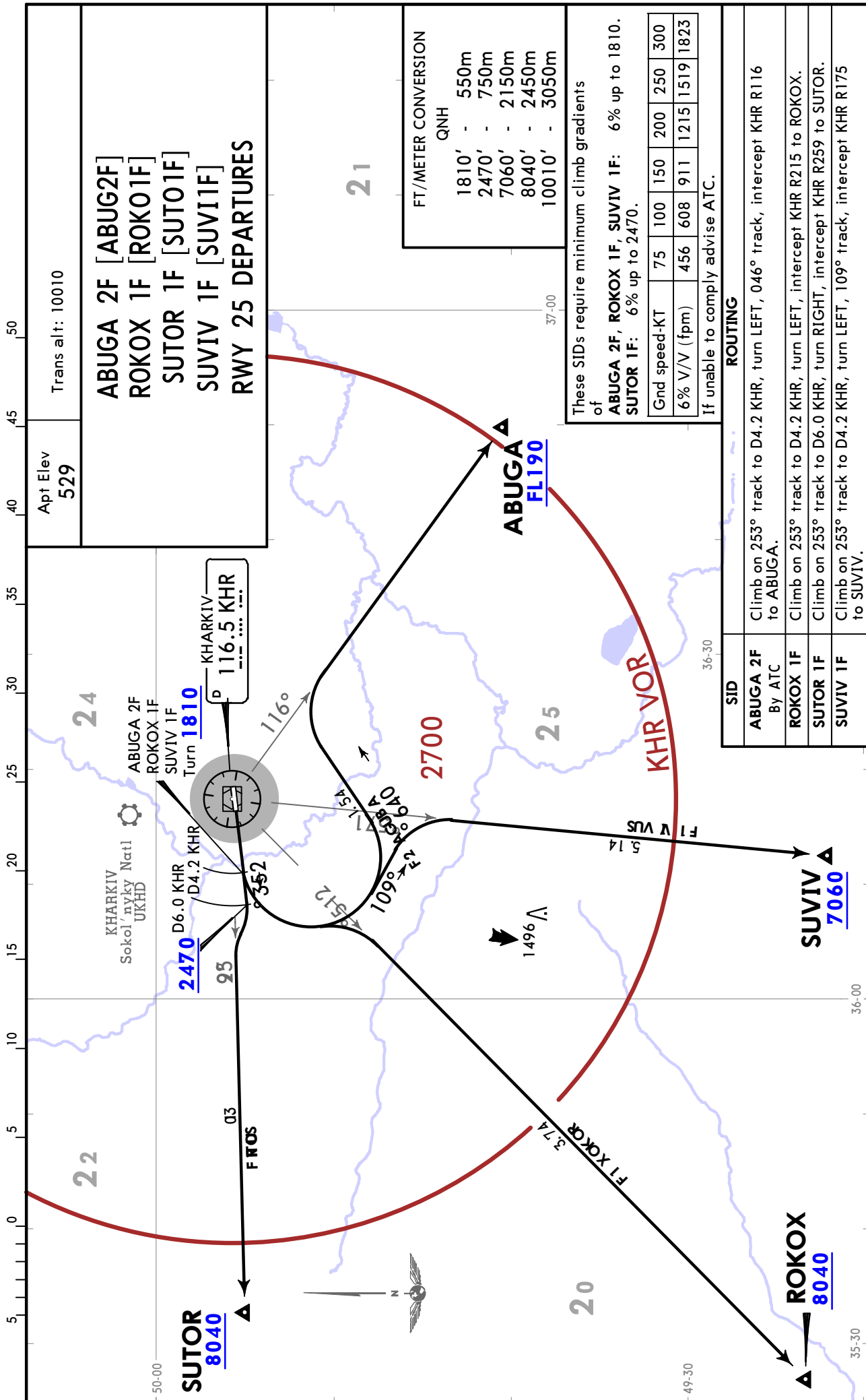
SID	ROUTING
ETUKI 2T	Climb on 073° track to D4.1 KHR, turn LEFT, 253° track, intercept KHR R295 to ETUKI.
KUBOK 3T	Climb on 073° track to D4.1 KHR, turn LEFT, 343° track, intercept KHR R032 to KUBOK.
NALEG 3T	Climb on 073° track to D4.1 KHR, turn LEFT, 308° track, intercept KHR R008 to NALEG.

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18 MAY 18 **10-3F** Eff 24 May

**KHARKIV, UKRAINE**

**SID**

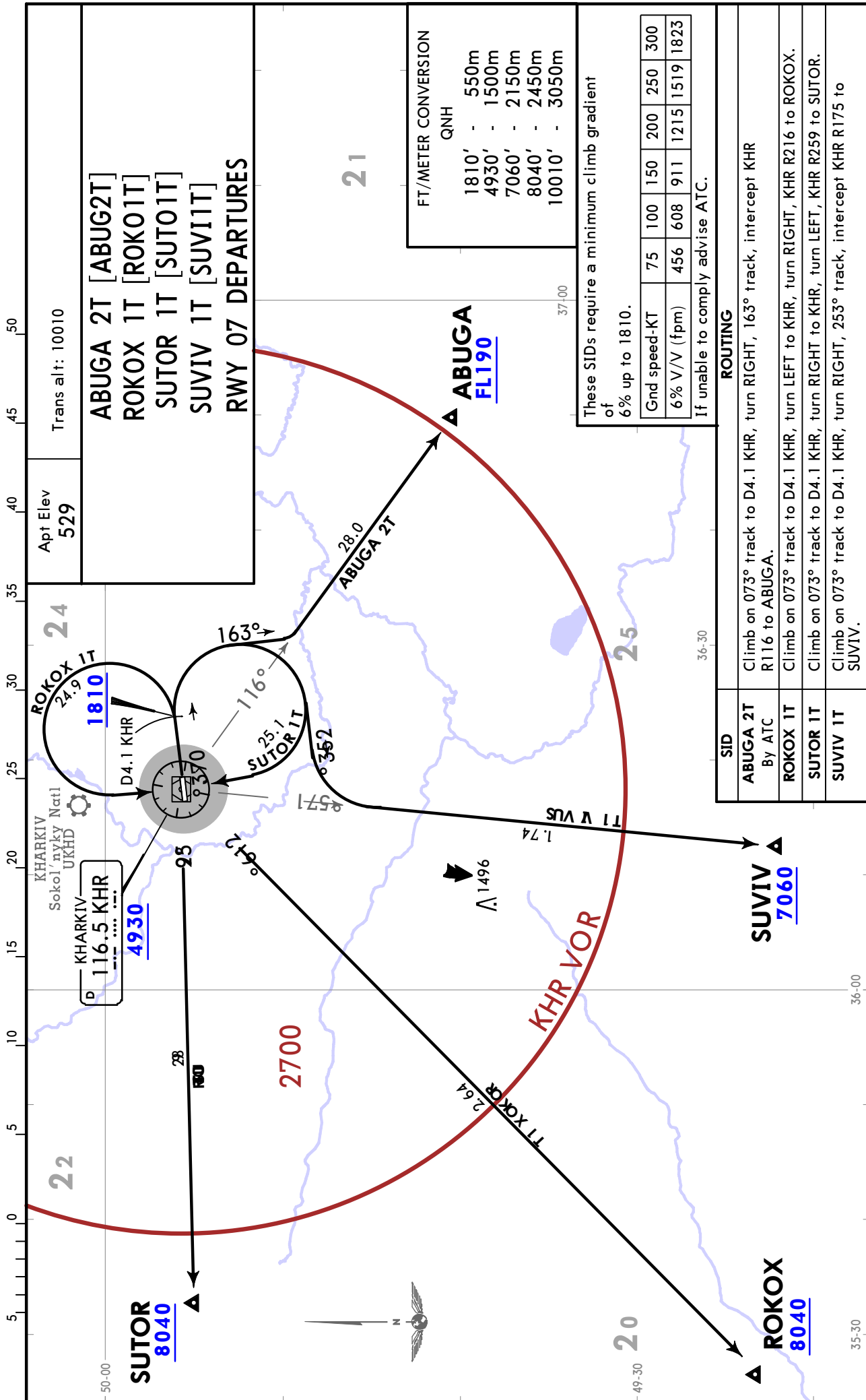


UKHH/HRK  
OSNOVA

JEPPESEN  
18 MAY 18 10-3G Eff 24 May

KHARKIV, UKRAINE

SID



**UKHH/HRK**

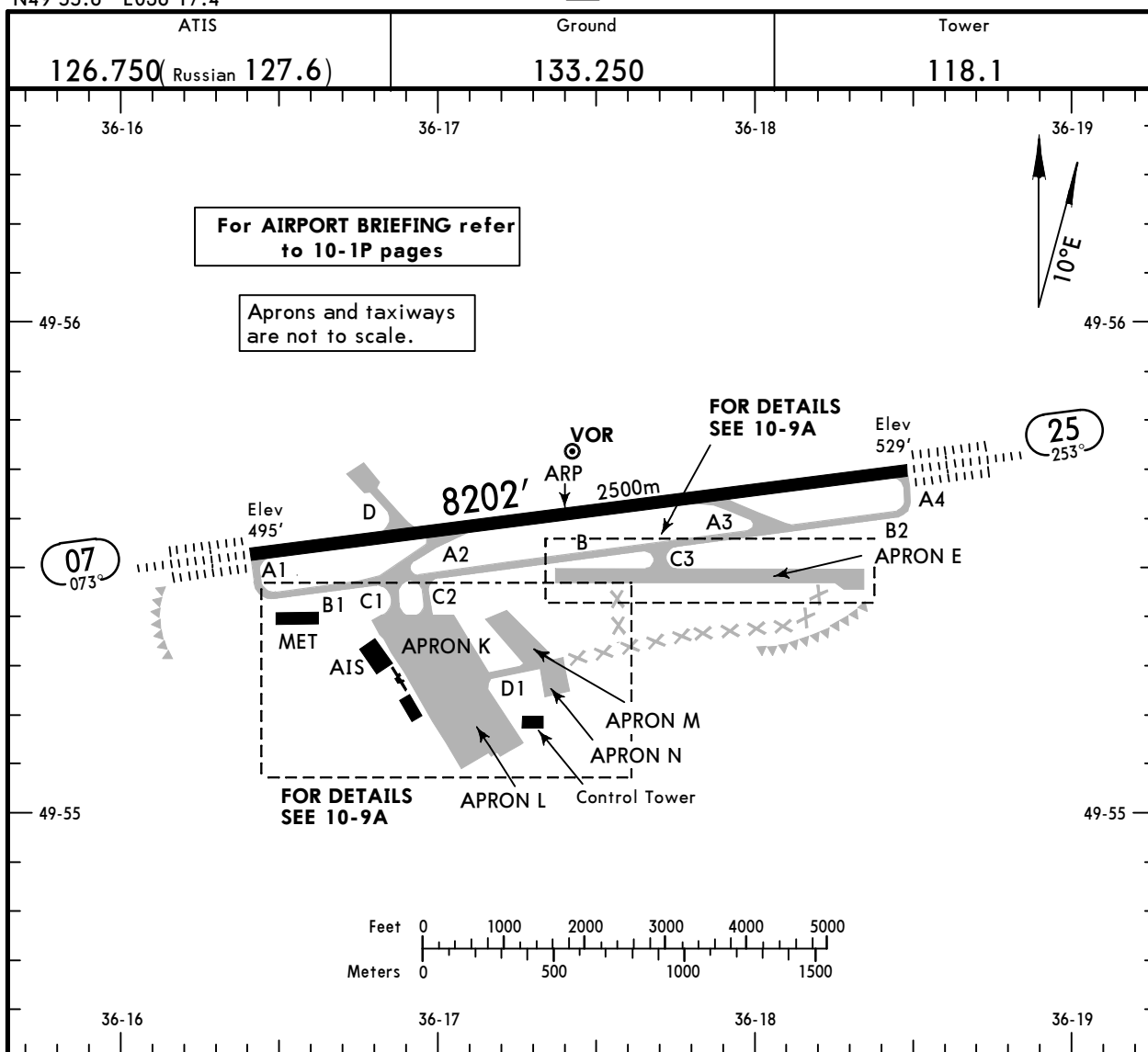
Apt Elev **528'**  
N49 55.6 E036 17.4

**JEPPESSEN**

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

**KHARKIV, UKRAINE**

**OSNOVA**



**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL (60m) CL (15m) HIALS-II TDZ ① HST-A3 RVR	USABLE LENGTHS		
		Threshold	Glide Slope	TAKE-OFF
07	HIRL (60m) CL (15m) HIALS-II TDZ ① HST-A3 RVR		7108' 2167m	②
25	HIRL (60m) CL (15m) HIALS-II TDZ ① HST-A2 RVR		6987' 2130m	
				148'
				45m

① PAPI-L (3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head/twy A1 int 8202' (2500m)  
twy A2 int 5249' (1600m)

RWY 25:

From rwy head/twy A4 int 8202' (2500m)  
twy A3 int 5249' (1600m)

**JAR-OPS**

**TAKE-OFF ①**

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

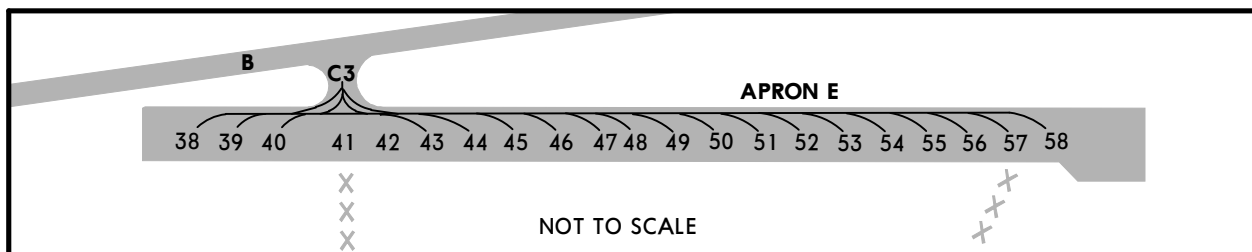
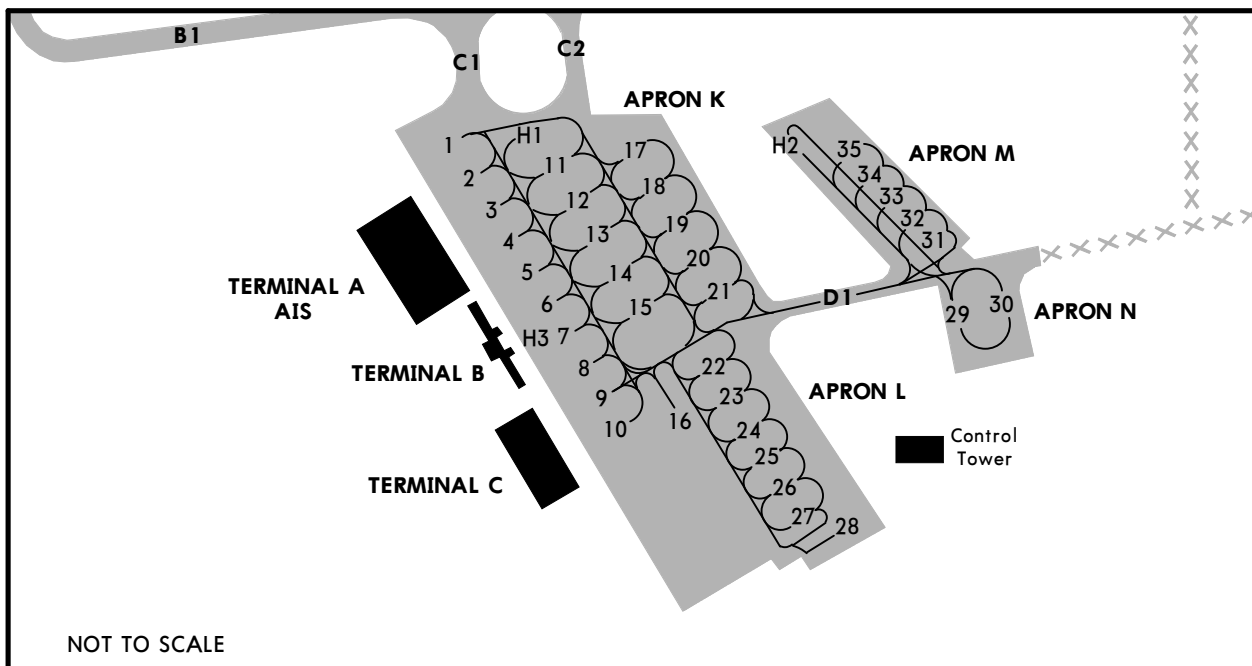
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

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13 NOV 15 **JEPPESEN** 10-9A

**KHARKIV, UKRAINE**

OSNOVA



UKHH/HRK



6 NOV 15

10-9S

Eff 12 Nov

Standard  
KHARKIV, UKRAINE  
OSNOVA

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

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
After ILS & VOR Rwy 07 ③	1020'(525')	1200'(705')	1420'(925')	1420'(925')
After ILS & VOR Rwy 25	1020'(492') ④ V1500m	1200'(672') V1600m	1420'(892') V2400m	1420'(892') V3600m

② Not authorized North of airport.

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

④ after VOR Z: 1070' (542').

TAKE-OFF RWY 07, 25 ⑤

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

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

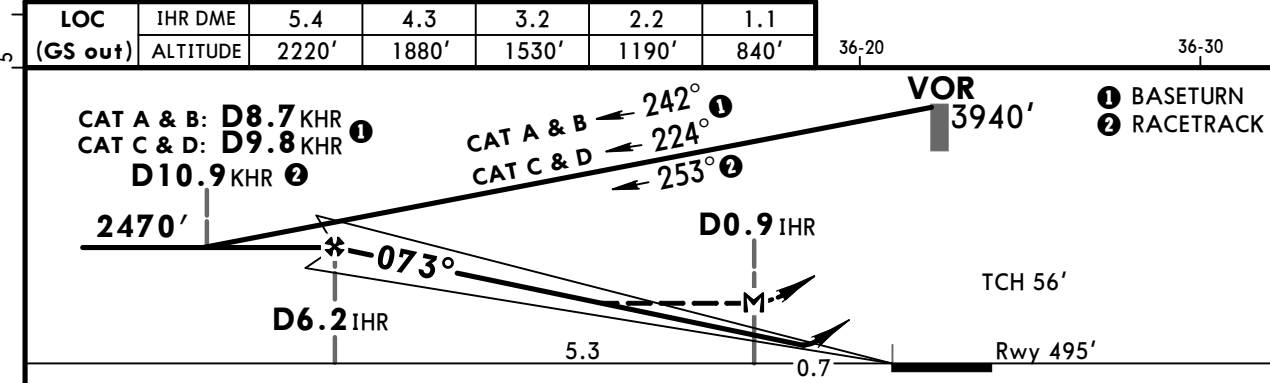
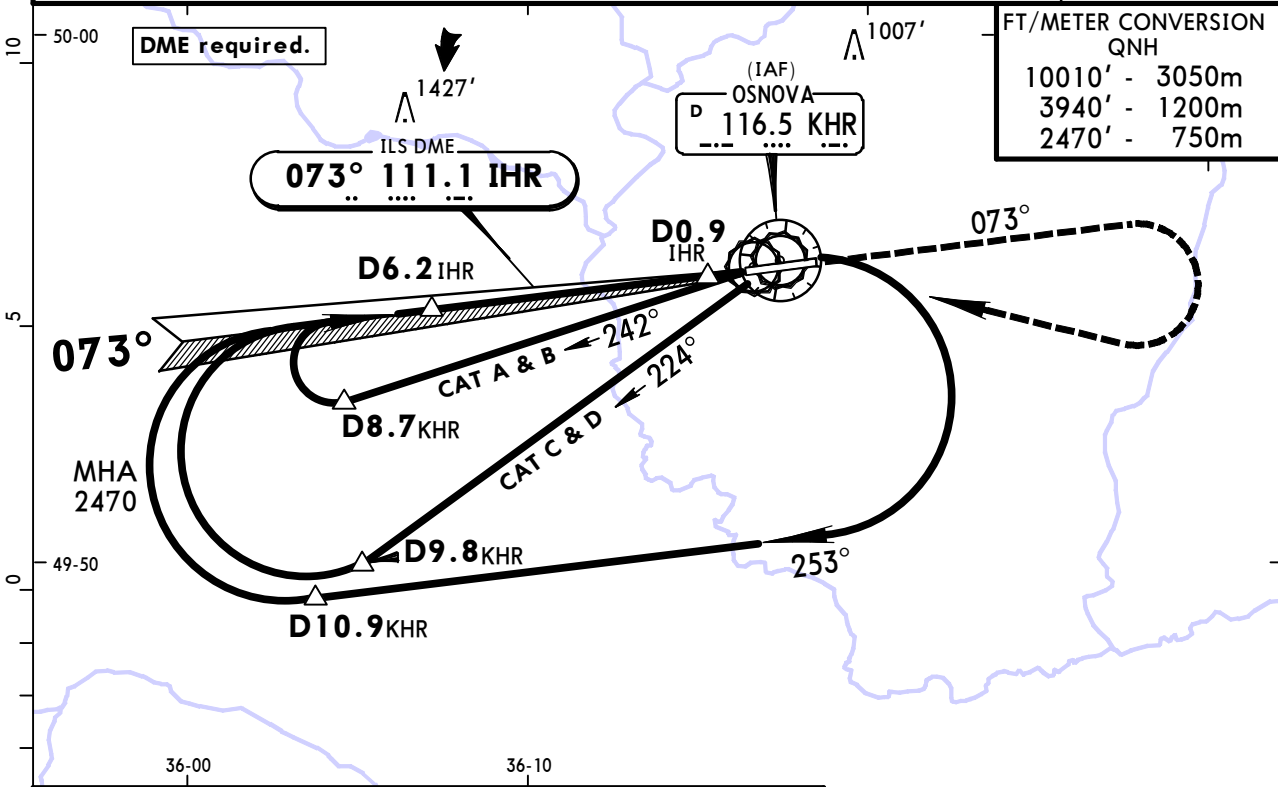


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JEPPESEN  
11 MAY 18 (11-1) Eff 24 May

KHARKIV, UKRAINE  
ILS or LOC Rwy 07

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	
ILS GS or	3.00°	372	478	531	637	743		849
LOC Descent Angle								
MAP at D0.9 IHR								

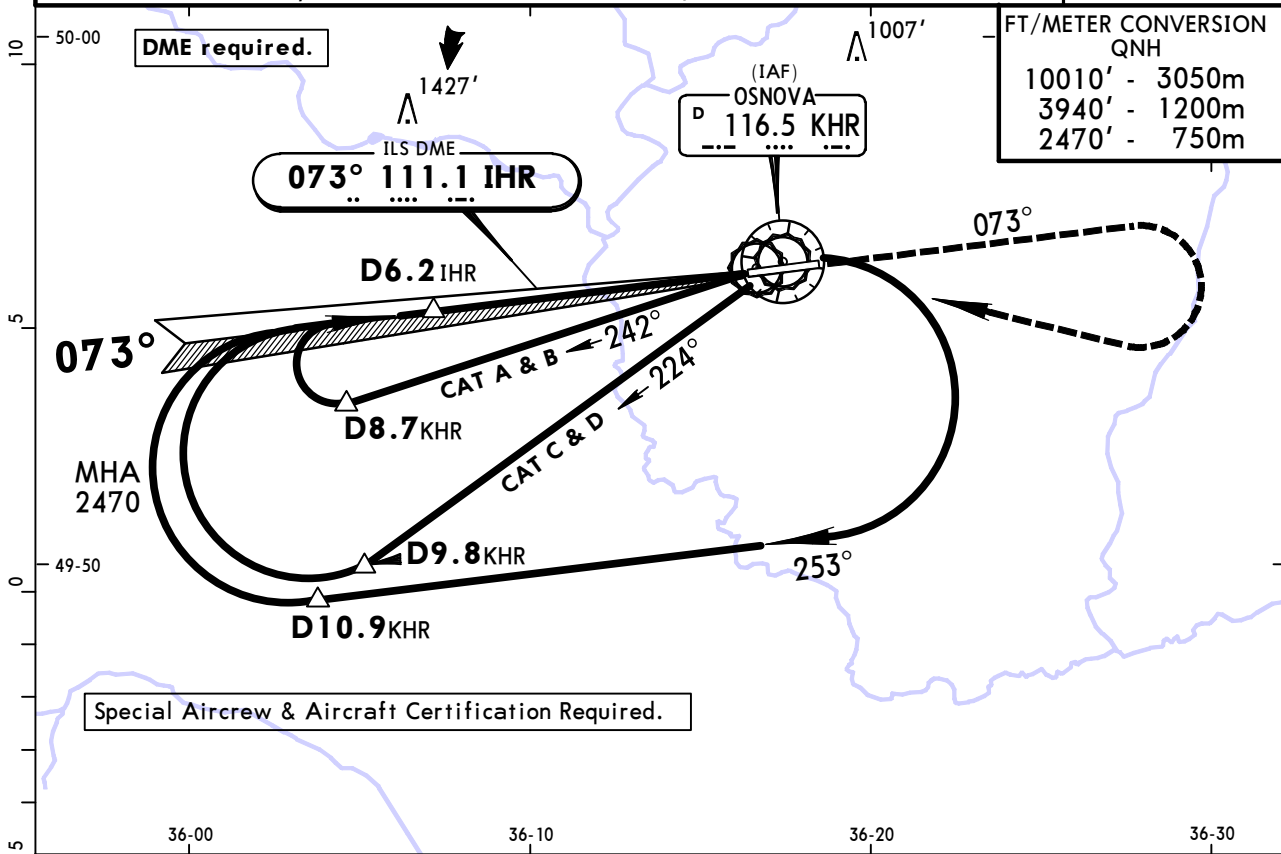
<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 07</b>		<b>CIRCLE-TO-LAND 1</b>	
ILS		LOC (GS out)		Max Kts		Not authorized North of airport	
DA(H) A: <b>695'</b> (200') C: <b>715'</b> (220') B: <b>705'</b> (210') D: <b>725'</b> (230')		MDA(H) <b>1010'</b> (515')					
FULL		ALS out		ALS out		MDA(H) VIS	
A			RVR 1400m	RVR 1500m	100	<b>1020'</b> (525')	1500m
B			RVR 1500m	RVR 1500m	135	<b>1200'</b> (705')	1600m
C	RVR 700m	RVR 1000m	RVR 1600m	RVR 2000m	180	<b>1420'</b> (925')	2400m
D			RVR 1800m		205	<b>1420'</b> (925')	3600m

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JEPPESEN  
11 MAY 18 (11-1A) Eff 24 May

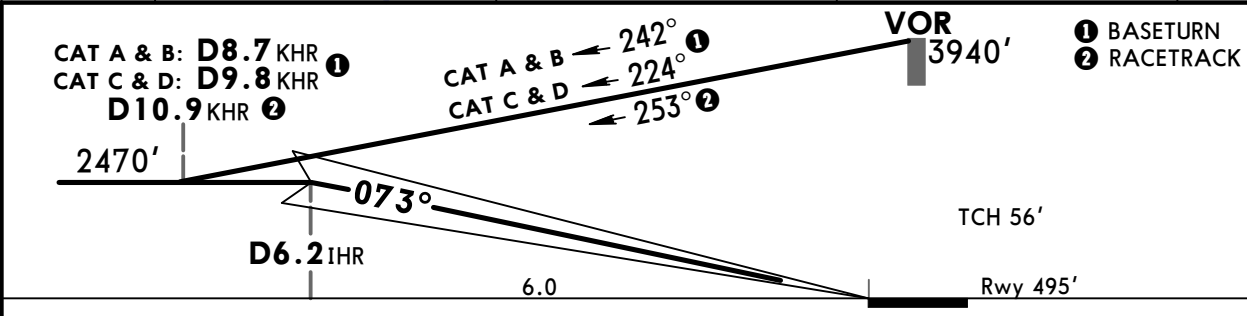
KHARKIV, UKRAINE  
CAT II ILS Rwy 07

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

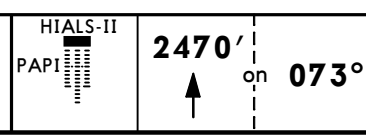


FT/METER CONVERSION QNH

10010'	3050m
3940'	1200m
2470'	750m



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



JAR-OPS STRAIGHT-IN LANDING RWY 07

CAT II ILS			
A RA 163' DA(H) 607'(112')	B RA 190' DA(H) 623'(128')	C RA 214' DA(H) 636'(141')	D RA 248' DA(H) 650'(155')
RVR 300m	RVR 400m	RVR 450m	

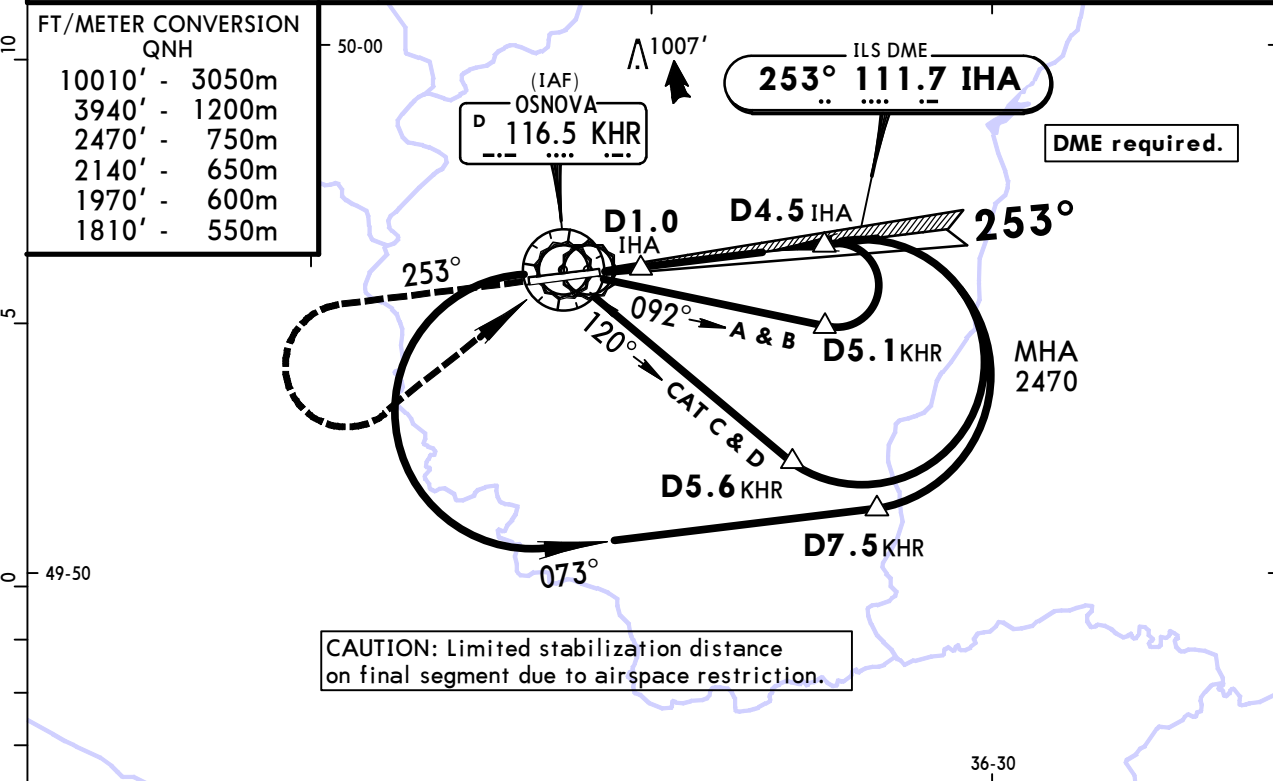
Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

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OSNOVA

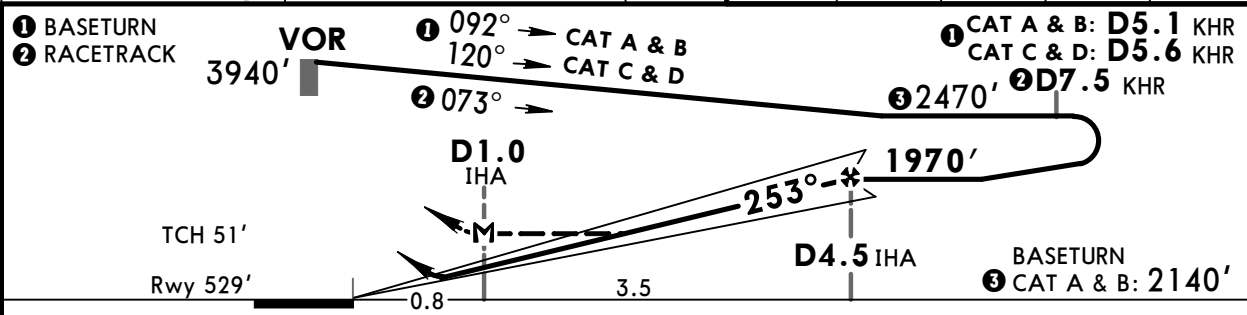
**JEPPESEN**  
11 MAY 18  
Eff 24 May (11-2)

**KHARKIV, UKRAINE**  
ILS Z or LOC Z Rwy 25

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



IHA DME	1.1	2.2	3.2	4.3
ALTITUDE	870'	1210'	1550'	1890'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1810' on 253°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.0 IHA								

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

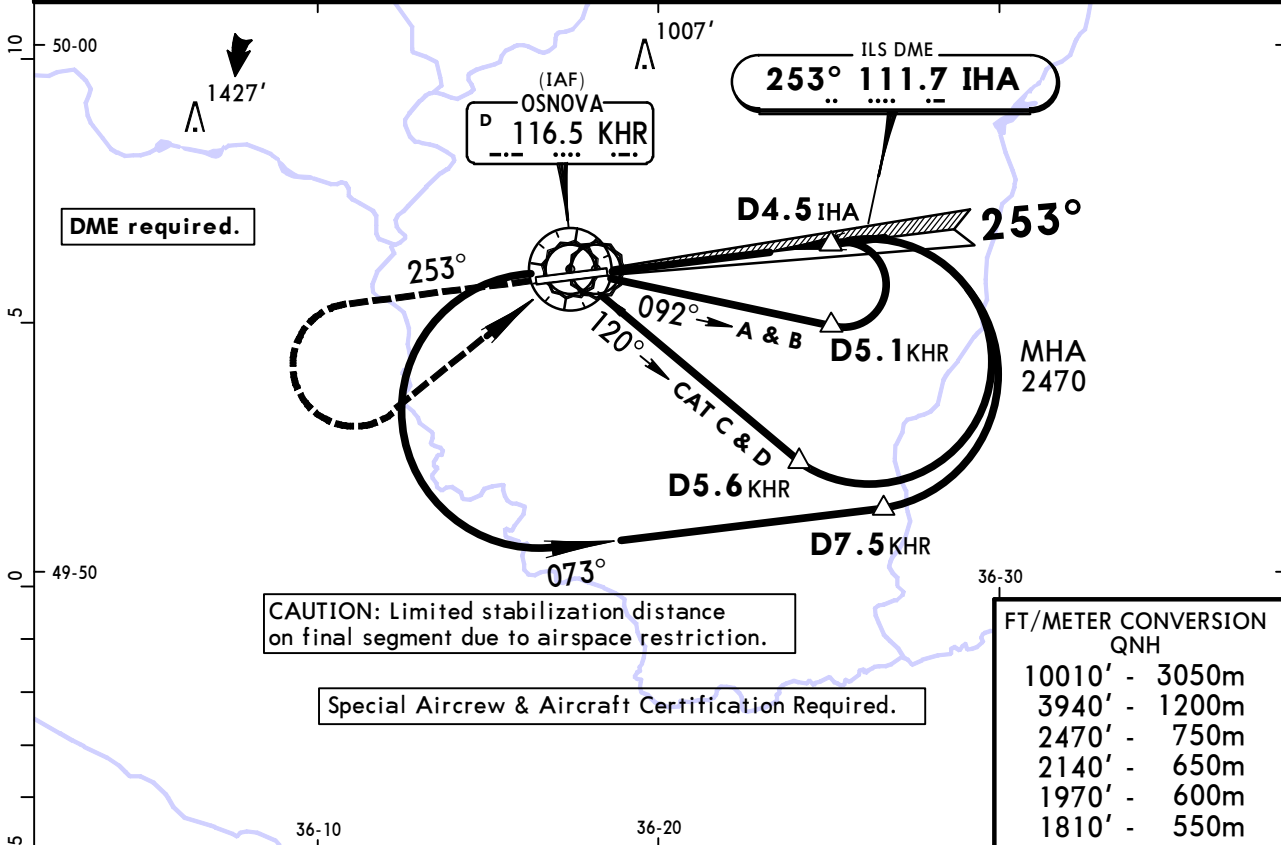
PANS OPS

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OSNOVA

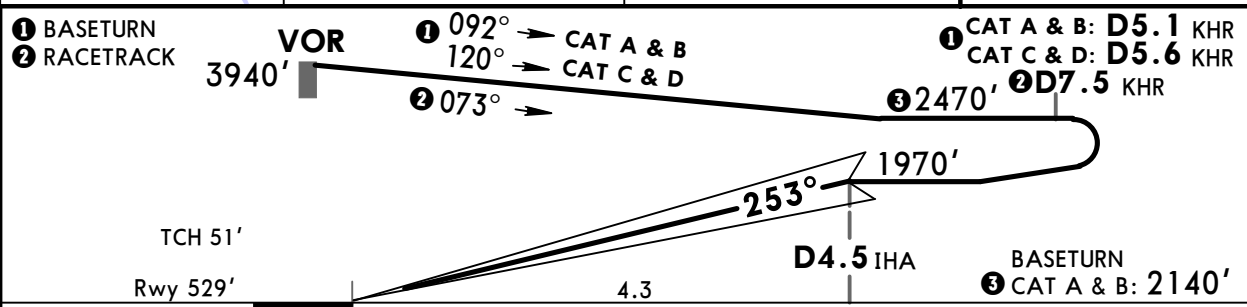
**JEPPESEN**  
11 MAY 18  
Eff 24 May (11-2A)

**KHARKIV, UKRAINE**  
CAT II ILS Z Rwy 25

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



10010'	-	3050m
3940'	-	1200m
2470'	-	750m
2140'	-	650m
1970'	-	600m
1810'	-	550m



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

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

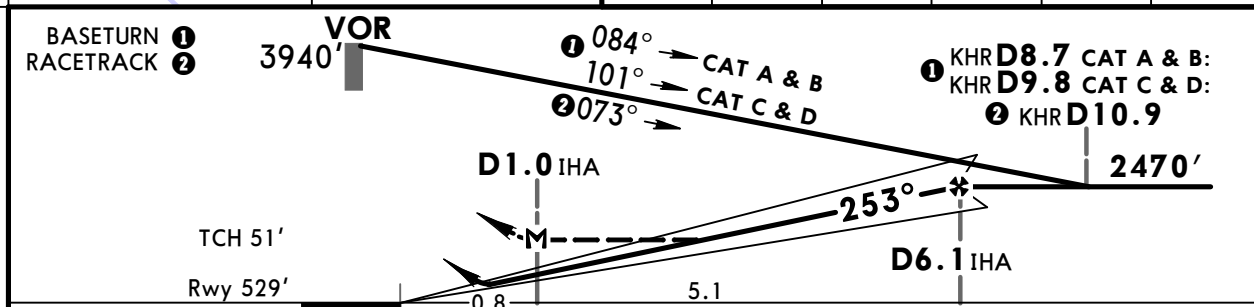
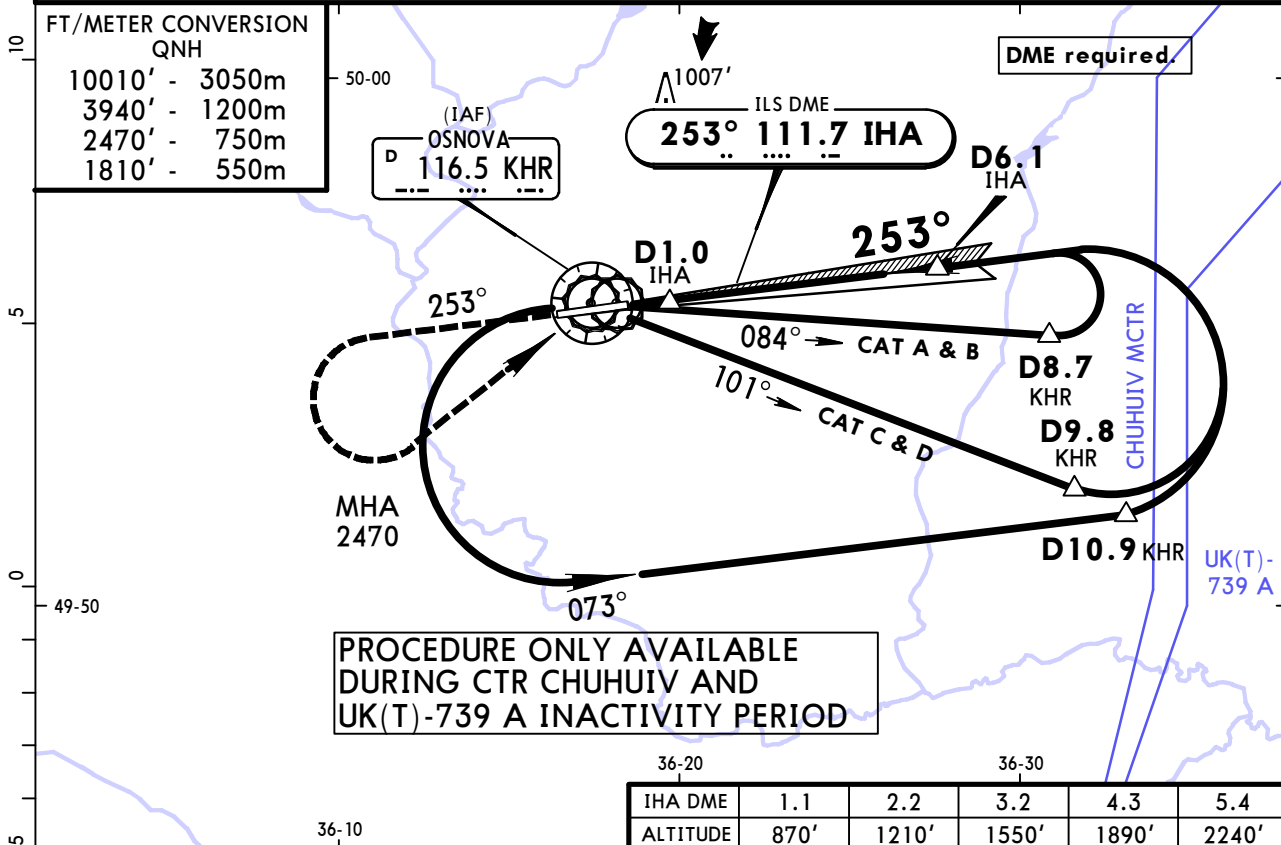
**PANS OPS** Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.  
 CHANGES: Missed apch radio comm failure withdrawn. © JEPPESEN, 2013, 2018. ALL RIGHTS RESERVED.

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

KHARKIV, UKRAINE  
ILS Y or LOC Y Rwy 25

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



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

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

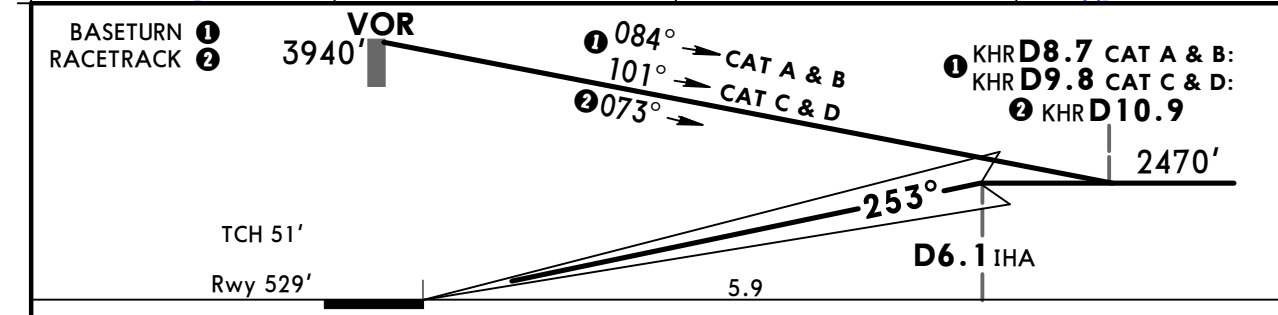
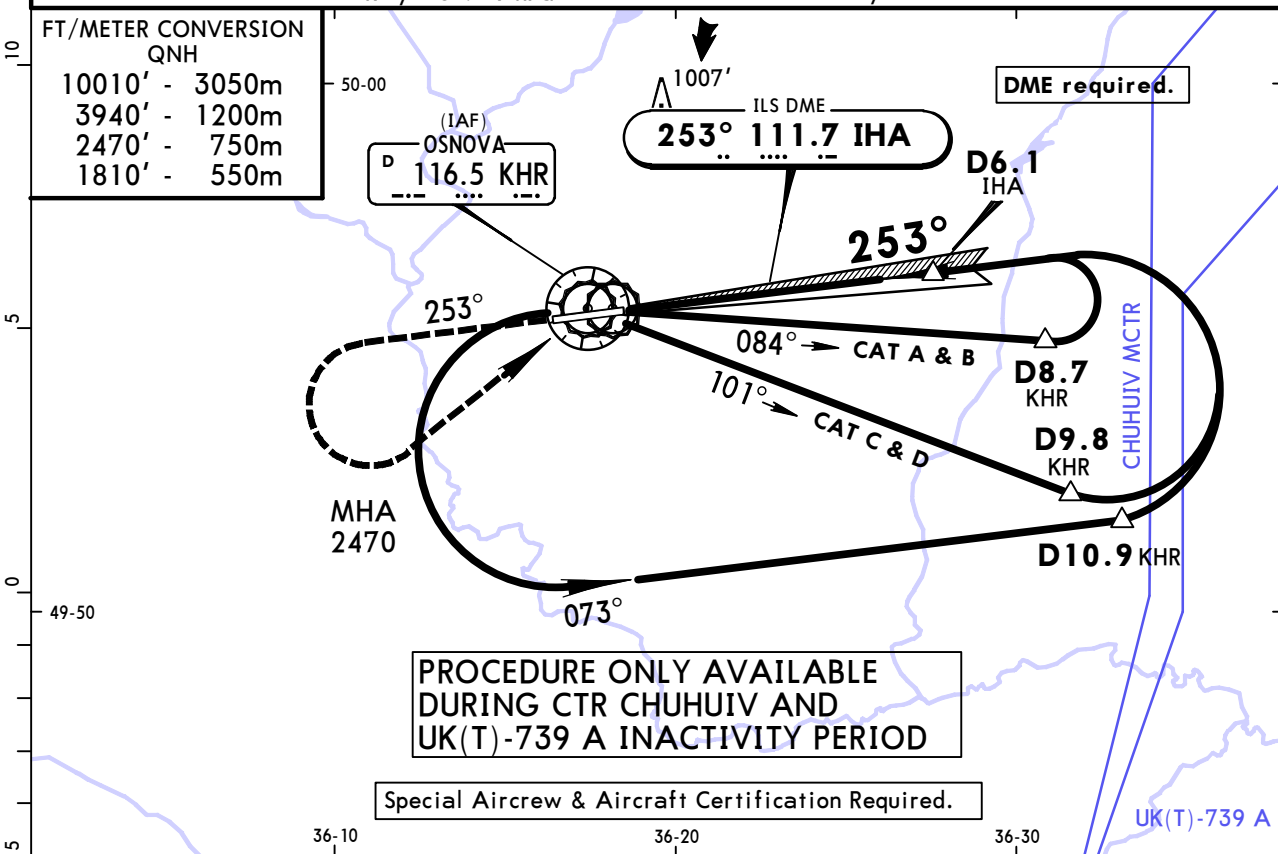
PANS OPS

**UKHH/HRK**  
OSNOVA

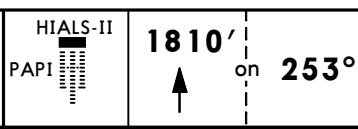
**JEPPESEN**  
11 MAY 18  
Eff 24 May **(11-3A)**

**KHARKIV, UKRAINE**  
**CAT II ILS Y Rwy 25**

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



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



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

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

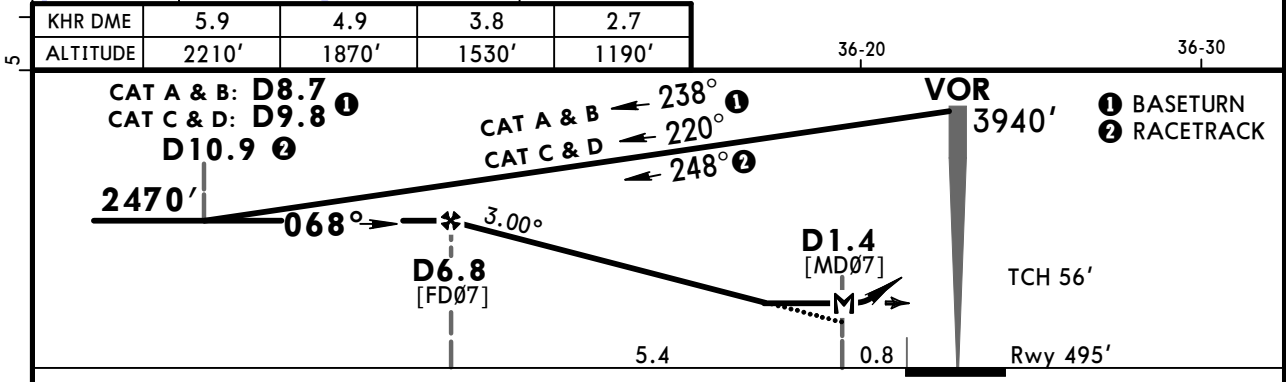
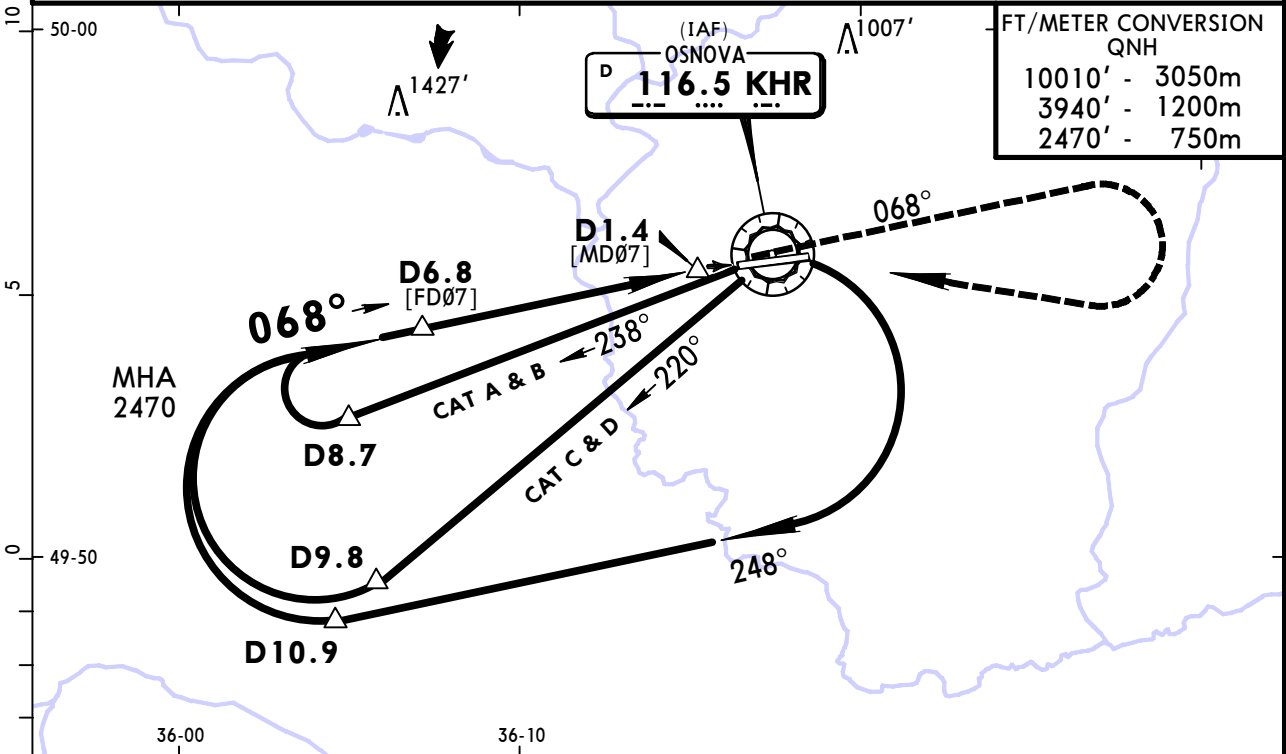


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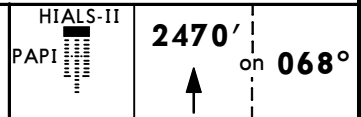
**JEPPESEN**  
11 MAY 18 (13-1) Eff 24 May

**KHARKIV, UKRAINE**  
VOR Rwy 07

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



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



**JAR-OPS** STRAIGHT-IN LANDING RWY 07

MDA(H) <b>1010'</b> (515')	
	ALS out
A	RVR 1400m
B	RVR 1500m
C	RVR 1600m
D	RVR 1800m

**CIRCLE-TO-LAND** ①

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1020' (525')	1500m
135	1200' (705')	1600m
180	1420' (925')	2400m
205	1420' (925')	3600m

PANS OPS

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

CHANGES: Missed apch radio comm failure withdrawn.

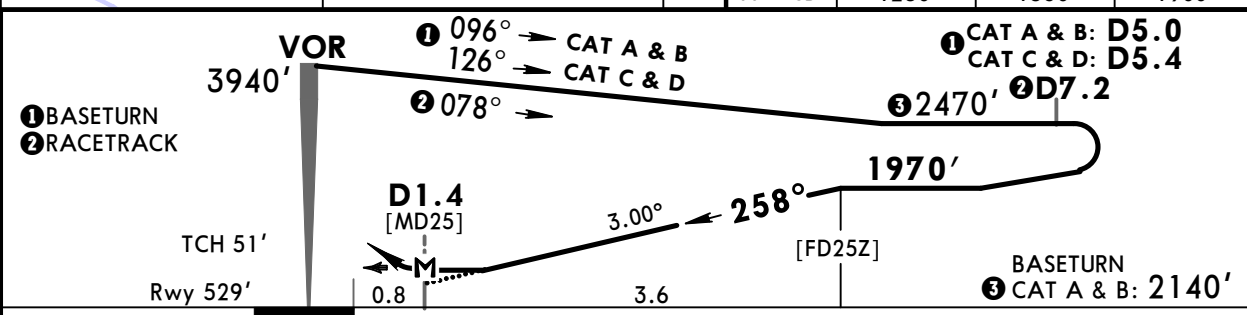
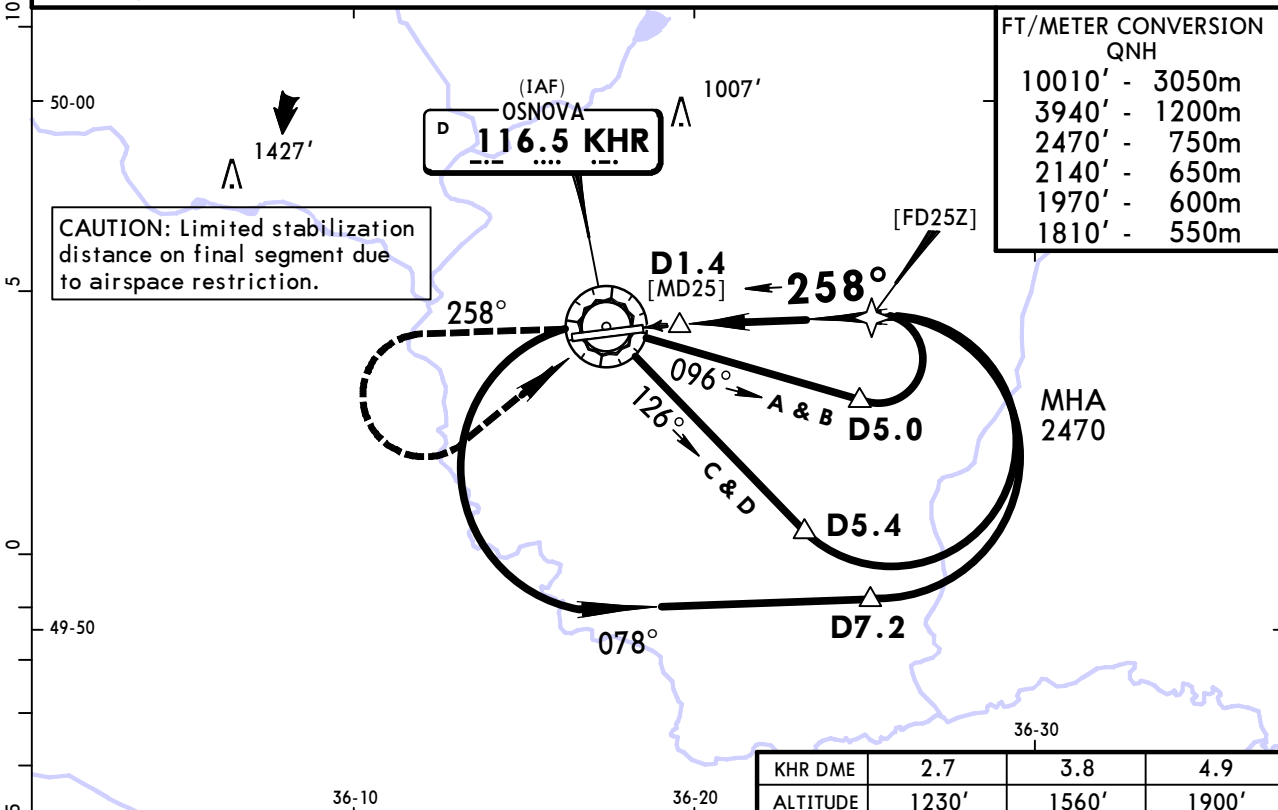
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**JEPPESEN**  
11 MAY 18 (13-2) Eff 24 May

**KHARKIV, UKRAINE**  
**VOR Z Rwy 25**

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1810' on 258°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.4							

PANS OPS	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND		
	MDA(H) <b>1070'</b> (541')			Not authorized North of airport		
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1400m	RVR 1500m	100	<b>1070'</b> (541')	1500m
	B	RVR 1500m	RVR 1500m	135	<b>1200'</b> (671')	1600m
C	RVR 1600m	RVR 2000m	180	<b>1420'</b> (891')	2400m	
D	RVR 1800m		205	<b>1420'</b> (891')	3600m	

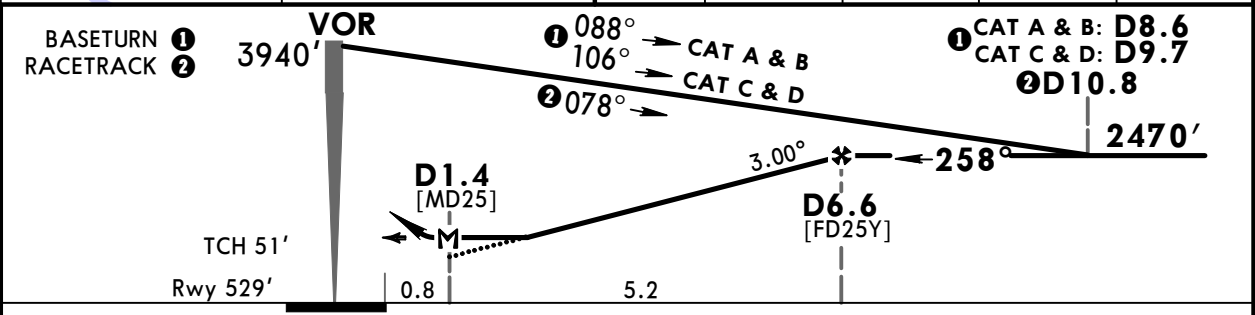
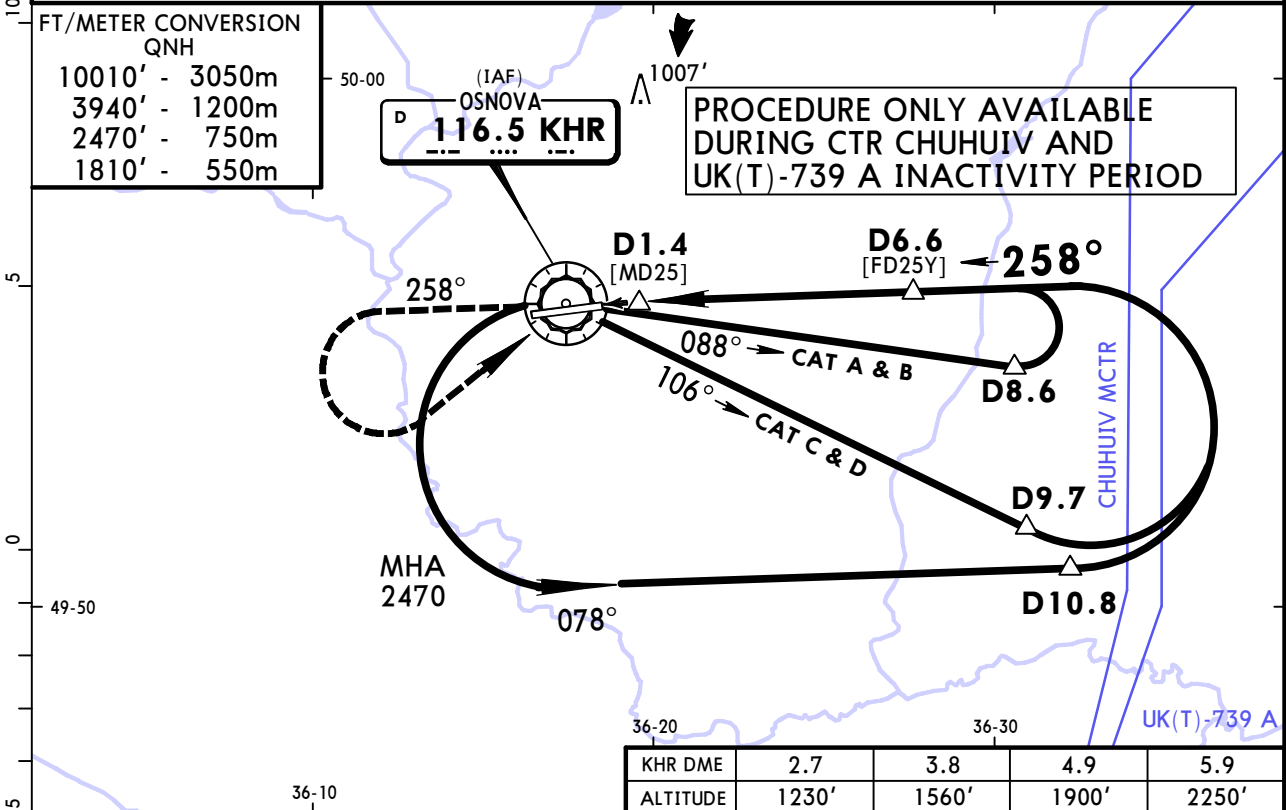


UKHH/HRK  
OSNOVA

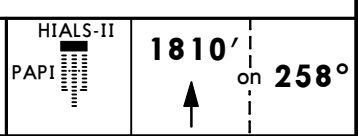
**JEPPESEN**  
11 MAY 18 **(13-3)** Eff 24 May

**KHARKIV, UKRAINE**  
**VOR Y Rwy 25**

BRIEFING STRIP™	ATIS 126.750 (Russian 127.6)		KHARKIV Radar 118.8      133.9		KHARKIV Tower 118.1	Ground 133.250
	VOR KHR <b>116.5</b>	Final Apch Crs <b>258°</b>	Minimum Alt D6.6 <b>2470'</b> (1941')	MDA(H) <b>1020'</b> (491')	Apt Elev 529' Rwy 529'	2700  MSA KHR VOR
MISSED APCH: Climb on 258° to 1810', then turn LEFT to VOR climbing to 2470', then according to chart.						
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 19 hPa	Trans level: By ATC		Trans alt: 10010'	



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



**JAR-OPS** STRAIGHT-IN LANDING RWY 25

MDA(H) <b>1020'</b> (491')	
ALS out	
A	RVR 1400m
B	RVR 1500m
C	RVR 1600m
D	RVR 1800m

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1020' (491')	1500m
135	1200' (671')	1600m
180	1420' (891')	2400m
205	1420' (891')	3600m

**PANS OPS**

A	RVR 1400m	RVR 1500m	100	1020' (491')	1500m
B	RVR 1500m		135	1200' (671')	1600m
C	RVR 1600m	RVR 2000m	180	1420' (891')	2400m
D	RVR 1800m		205	1420' (891')	3600m

## Chart changes since cycle 01-2021

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

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

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKHH