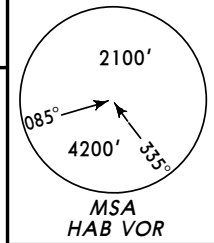


ATIS
124.87

Apt Elev
244'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)



ARBIT 3S, ARGUK 3S, BITKI 3S
RWYS 05L/R ARRIVALS
CAT C & D

FL CONVERSION

FL226 FL6900m
FL187 FL5700m
FL118 FL3600m
FL98 FL3000m
FL89 FL2700m
FL69 FL2100m
FL49 FL1500m

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight simulator
use ONLY!!!

ALT/HEIGHT CONVERSION
QNH (QFE)

4190' (3946' - 1200m)
3200' (2956' - 900m)
2220' (1976' - 600m)

ARBIT

N48 53.0 E135 19.3
Between
FL118 & FL98

KHABAROVSK

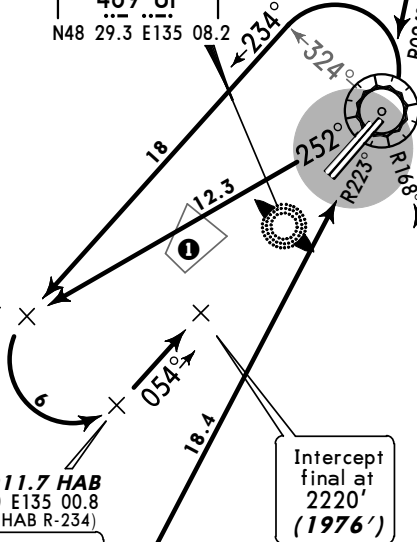
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

NOVY

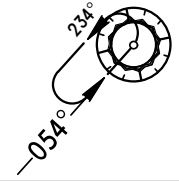
D 112.3 HAB
N48 32.7 E135 12.6

D12.3 HAB

N48 26.6 E134 56.6
(081° brg to BD/UF)
At 2220' (1976')



HOLDING
OVER HAB



D11.7 HAB

N48 24.0 E135 00.8
(HAB R-234)
At 2220' (1976')

ARGUK

N47 53.0 E134 39.5
(HAB R-221/D45.5)

Between
FL226 & FL187 or
FL89 & FL69 ②

MAKOT

N48 17.0 E134 58.3
At or above
FL69

BITKI

N47 48.0 E135 41.4

At or above
FL187



- ① Do not fly below 4190' (3946').
② Other FL by coordination with
Khabarovsk CTA/FIR.

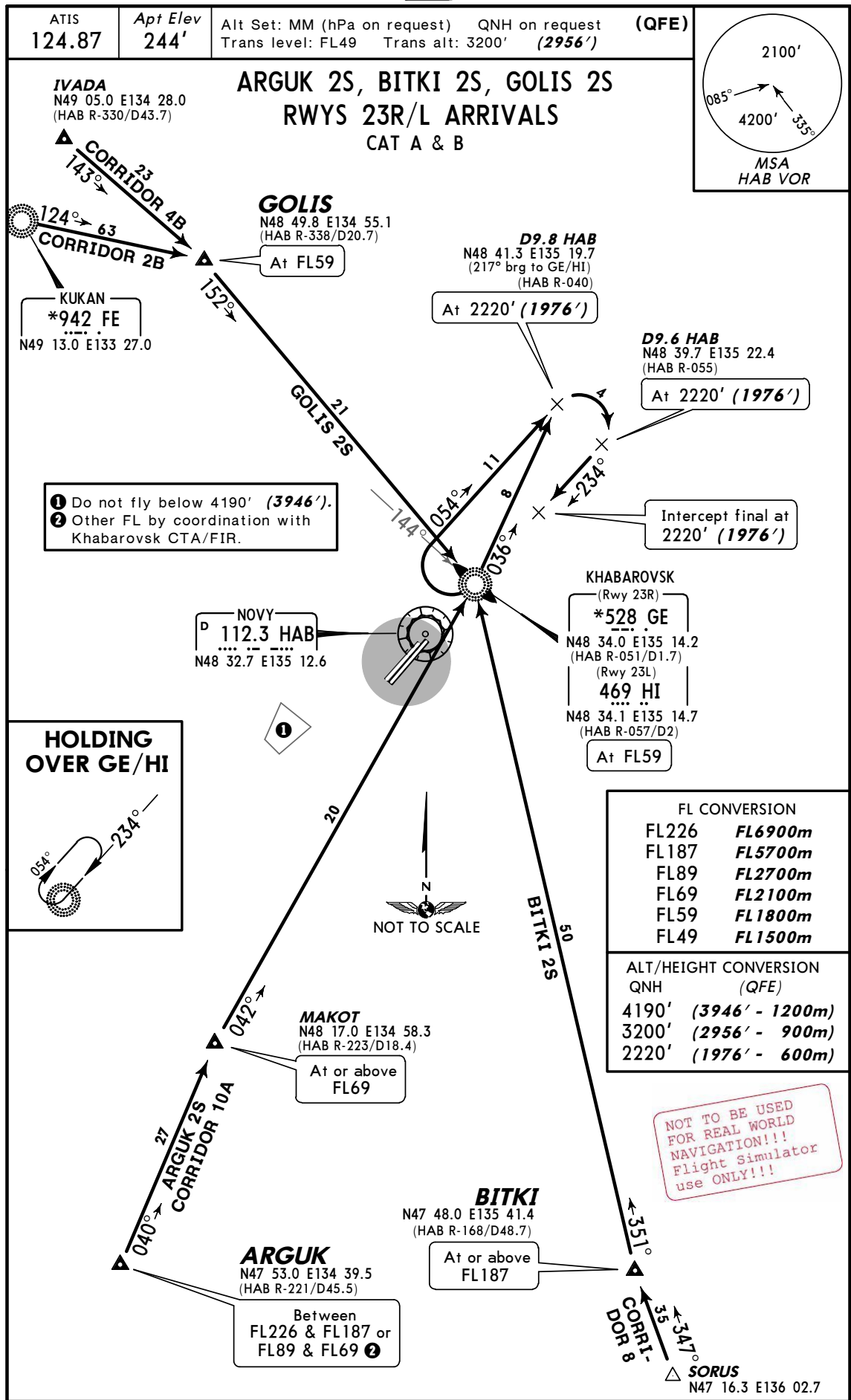
SORUS

N47 16.3 E136 02.7

UHHH/KHV
NOVY

JEPPesen 26 MAY 06 10-2B Eff 8 Jun

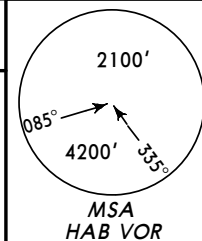
KHABAROVSK, RUSSIA
STAR



CHANGES: MSA center.

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(QFE)



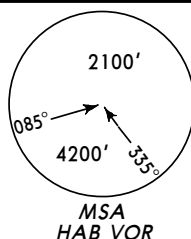
QNH	(QFE)
4190'	(3946' - 1200m)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
ONLY!!!

SORUS
N47 16.3 E136 02.7

ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

IVADA 1S [IVAD1S], KORUM 1S [KORU1S]
RWYS 05L/R ARRIVALS
CAT A & BHOLDING
OVER BD/UF

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
use ONLY!!!

- Do not fly below 4190' (3946').
- Except CORRIDOR 10B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

IVADA

N49 05.0 E134 28.0

Between
FL226 & FL148

(On Request)

KHABAROVSK

(Rwy 05L)

*528 BD

N48 29.4 E135 08.0

(HAB R-234/D4.5)

(Rwy 05R)

*469 UF

N48 29.3 E135 08.2

(HAB R-232/D4.5)

At FL59



NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D12 HAB

N48 25.6 E134 58.1

(071° brg to BD/UF)

(HAB R-246)

At 2220' (1976')

Intercept final

at 2220' (1976')

FL CONVERSION

FL226 FL6900m

FL148 FL4500m

FL108 FL3300m

FL69 FL2100m

FL59 FL1800m

FL49 FL1500m

D11.7 HAB

N48 24.0

E135 00.8

(HAB R-234)

At 2220'
(1976')

ALT/HEIGHT CONVERSION

QNH (QFE)

4190' (3946' - 1200m)

3200' (2956' - 900m)

2220' (1976' - 600m)

KORUM

N48 14.3 E135 05.3

(HAB R-207/D19)

Between
FL108 & FL69

ARGUK
N47 53.0 E134 39.5

ARDEL
N46 49.1 E134 59.3

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')

HOLDING OVER HAB

IVADA
N49 05.0 E134 28.0
Between
FL226 & FL148

- ❶ Do not fly below 4190' (**3946'**).
- ❷ Except CORRIDOR 10B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

D12.3 HAB
N48 26.6 E134 56.6
(081° brg to BD/UF)
2220' (1976')

NOVY
D 112.3 HAB
.... - ...
N48 32.7 E135 12.6

(On Request)
KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
*469 UF
N48 29.3 E135 08.2

Intercept final
at 2220' (1976')

D11.7 HAB
N48 24.0
E135 00.8
(HAB R-234)

At 2220'
(1976')

FL CONVERSION	
FL226	<i>FL6900m</i>
FL148	<i>FL4500m</i>
FL108	<i>FL3300m</i>
FL69	<i>FL2100m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION
QNH (QFE)

4190'	(3946' - 1200m)
3200'	(2956' - 900m)
2220'	(1976' - 600m)

KORUM
N48 14.3 E135 05.3
Between
FL108 & FL69

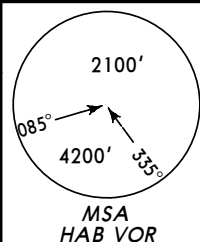
ARGUK
N47 53.0 E134 39.5

ARDEL
N46 49.1 E134 59.3

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
use ONLY!!!

ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

KORUM 2S [KORU2S], NEBES 2S [NEBE2S]
TIGMA 2S [TIGM2S]
RWYS 23R/L ARRIVALS
CAT A & BNOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
use ONLY!!!D9.8 HAB
N48 41.3 E135 19.7
(217° brg to GE/HI)
(HAB R-040)

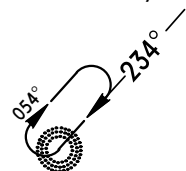
At 2220' (1976')

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)

At 2220' (1976')

Intercept final at
2220' (1976')TIGMA
N48 34.5 E136 48.9
(HAB R-100/D64)At or below
FL236NOVY
D 112.3 HAB
N48 32.7 E135 12.6(On Request)
KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(HAB R-051/D1.7)
(Rwy 23L)
*469 HI
N48 34.1 E135 14.7
(HAB R-057/D2)

At FL59

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)At or above
FL187Between
FL177 & FL69
by coordinationNEBES
N48 18.5 E136 46.6
(HAB R-114/D64.2)At or below
FL236HOLDING
OVER GE/HIARDEL
N46 49.1 E134 59.3

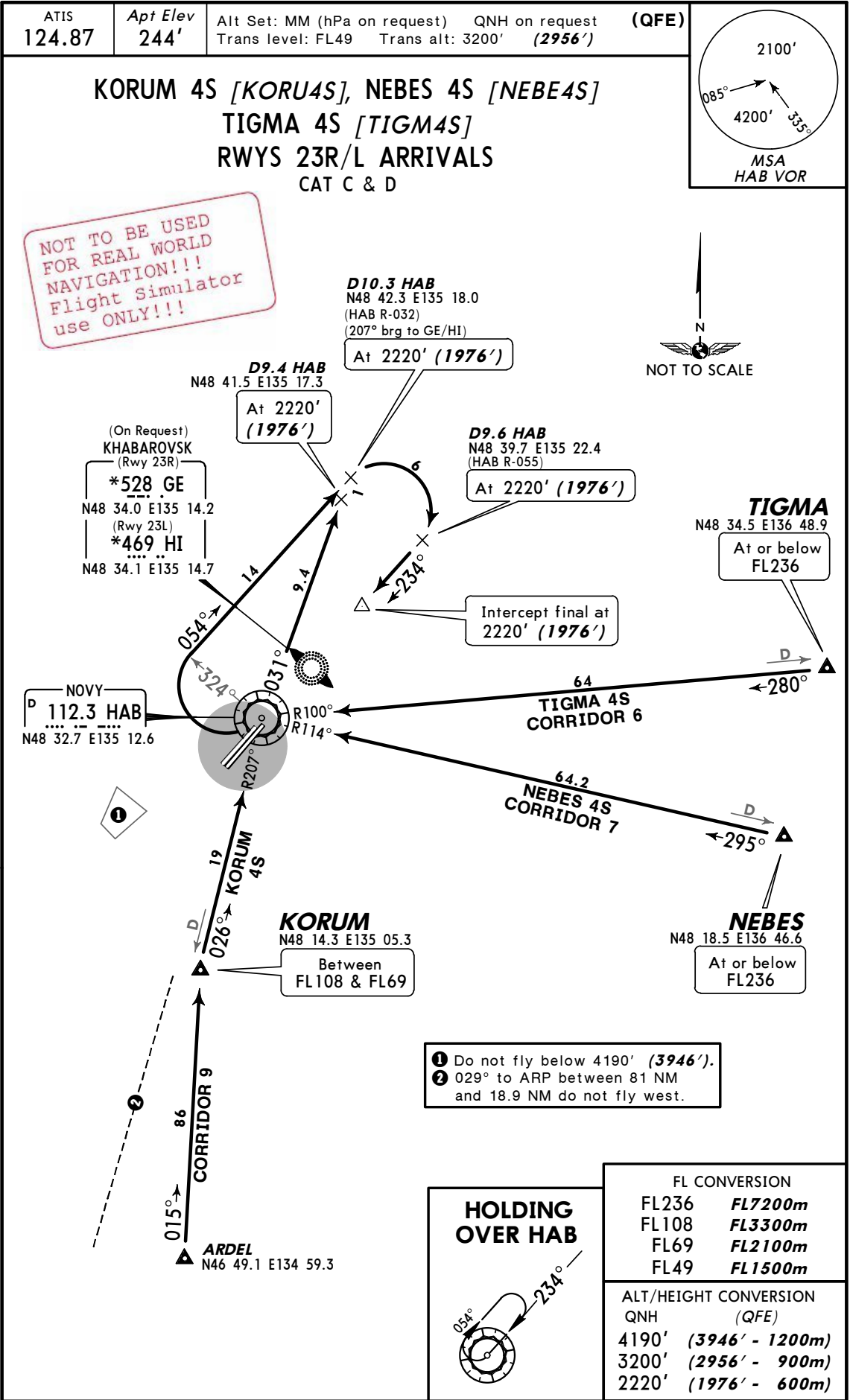
- 1 Do not fly below 4190' (3946').
- 2 029° to ARP between 81 NM and 18.9 NM do not fly west.

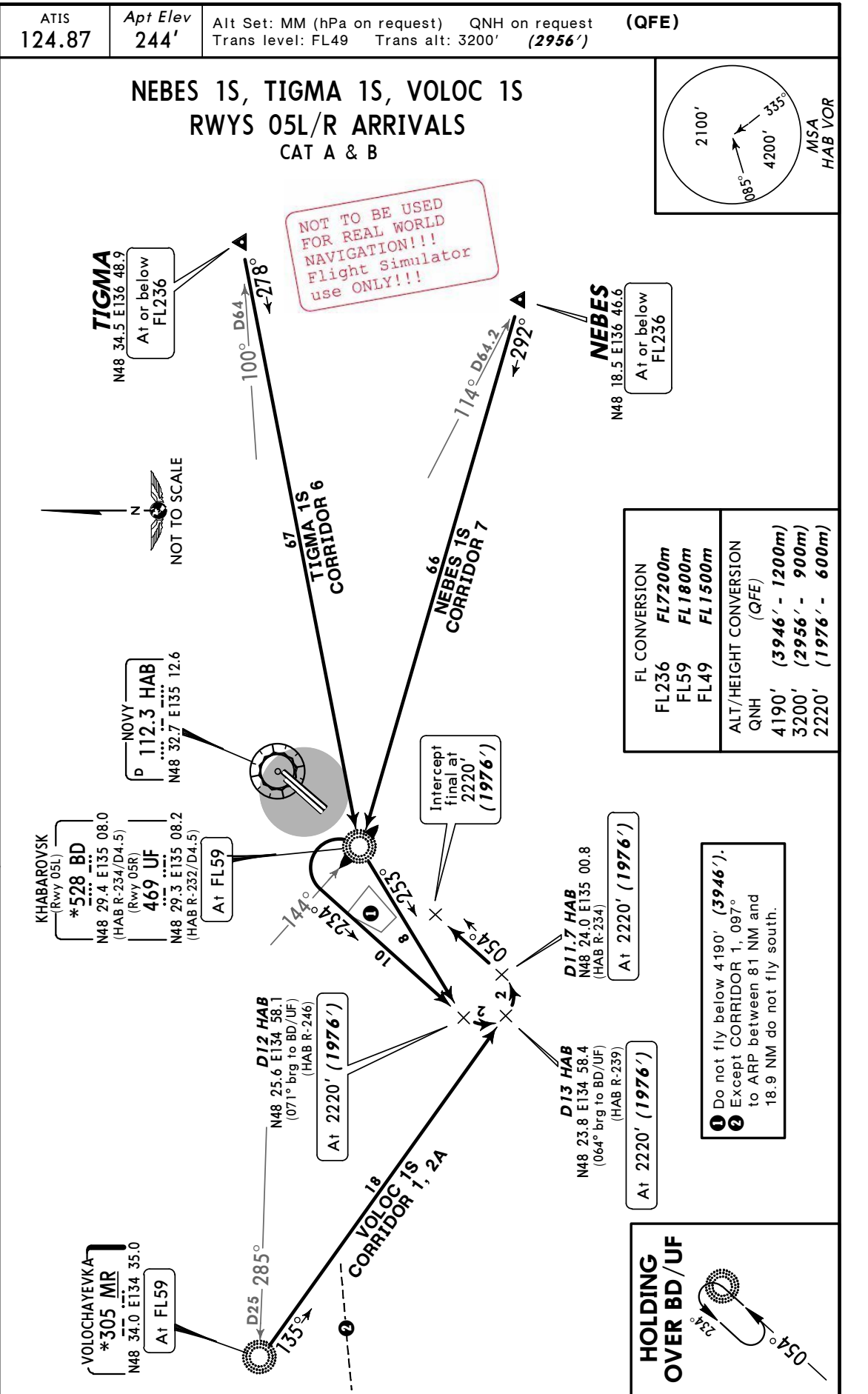
FL CONVERSION

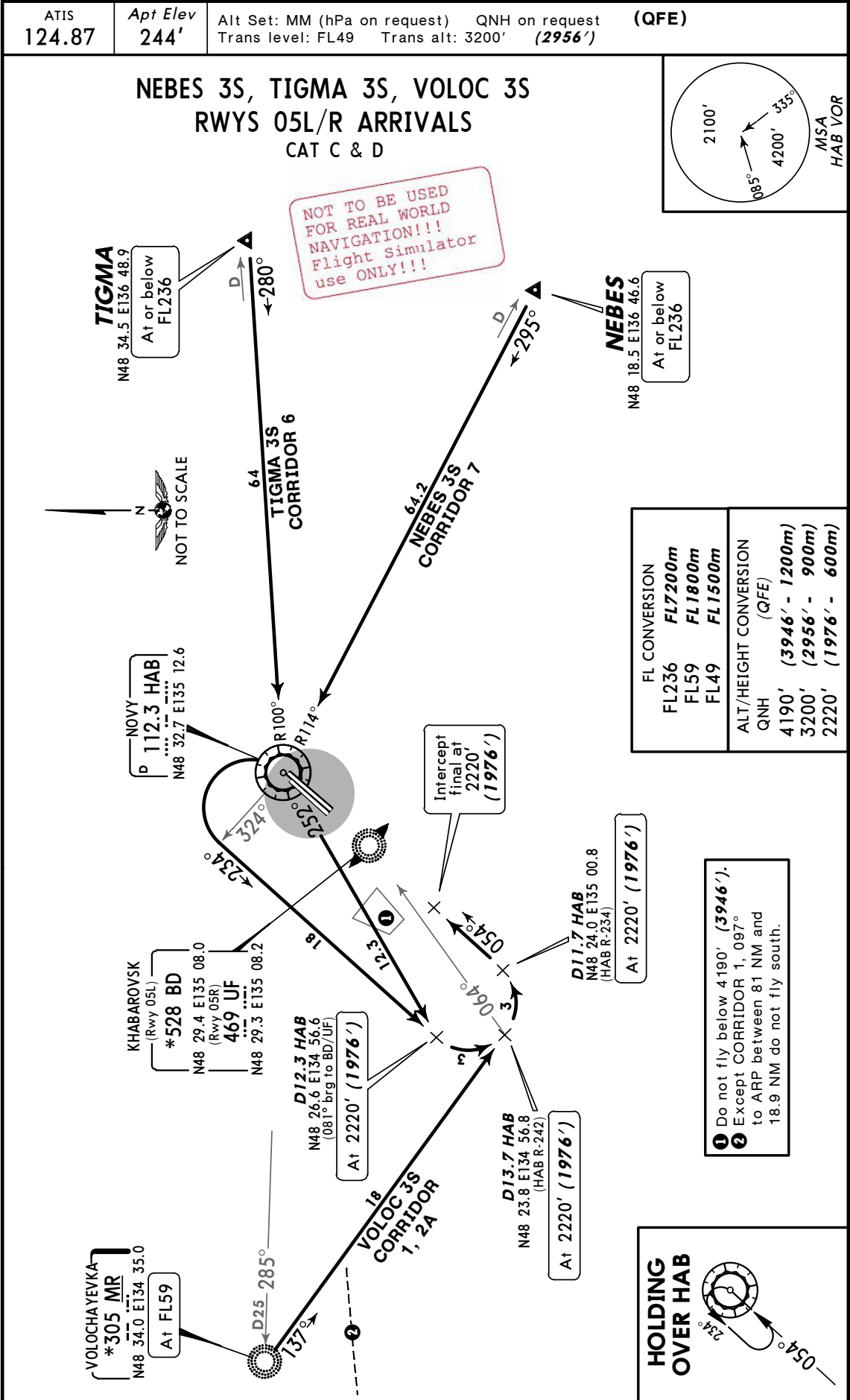
FL236	FL7200m
FL187	FL5700m
FL177	FL5400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

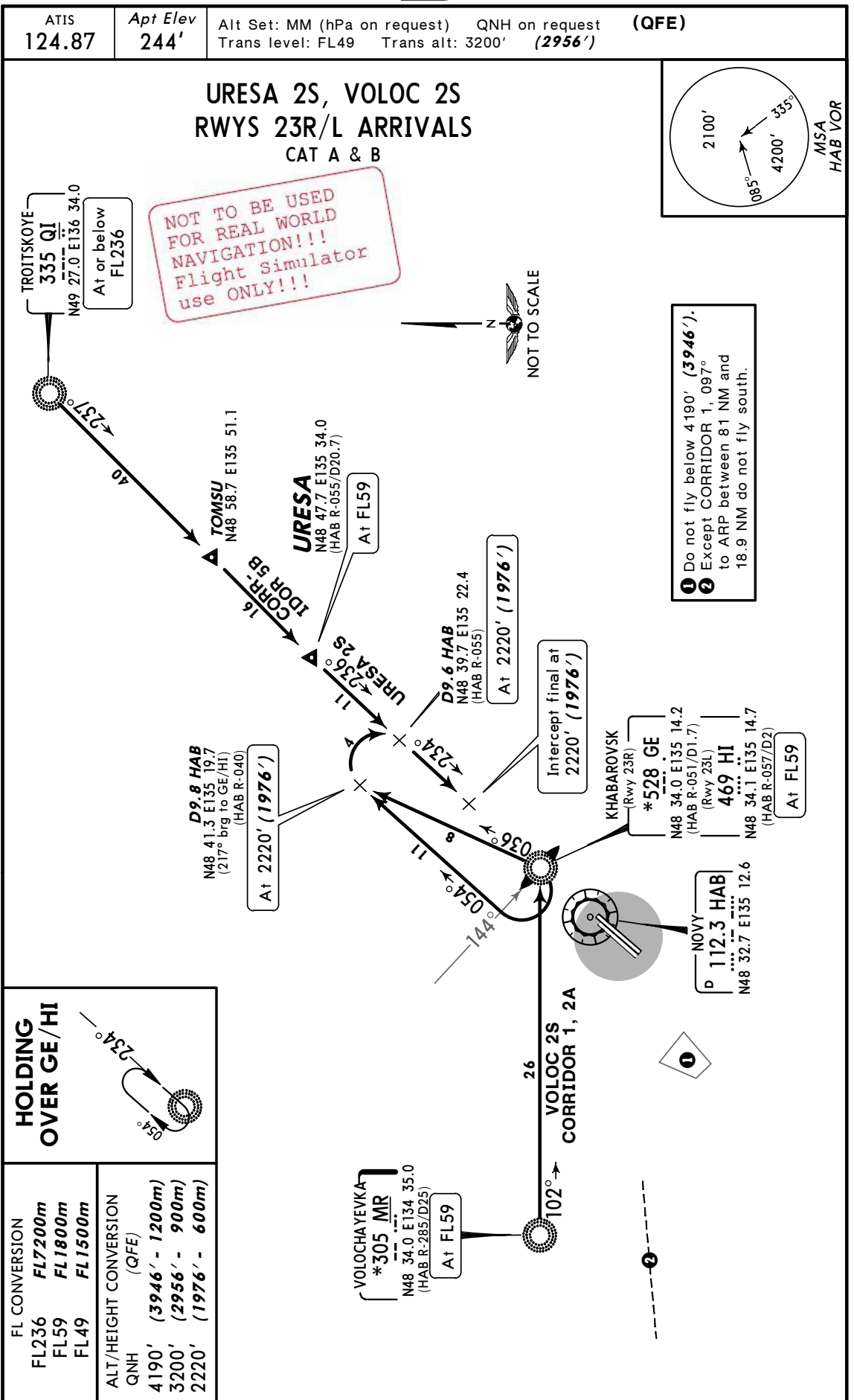
ALT/HEIGHT CONVERSION
(QFE)

4190'	(3946' - 1200m)
3200'	(2956' - 900m)
2220'	(1976' - 600m)









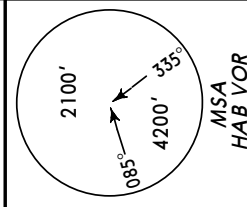
ATIS
124.87

Apt Elev
244'

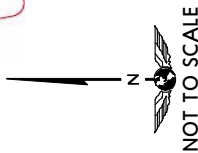
Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

URESA 4S, VOLOC 4S RWYS 23R/L ARRIVALS CAT C & D

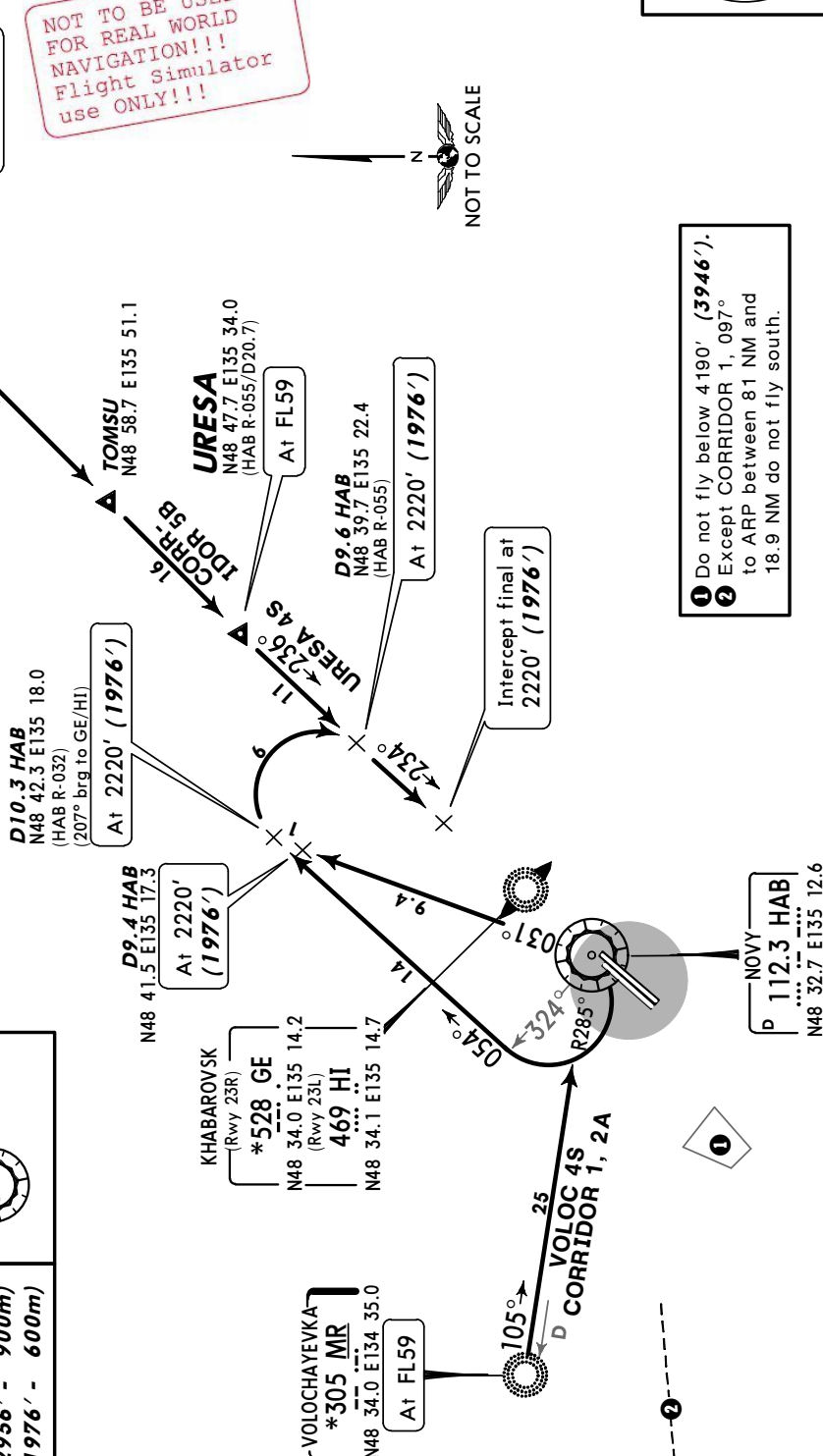
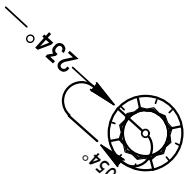


NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
use ONLY!!!



- 1 Do not fly below 4190' (3946').
- 2 Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.

HOLDING OVER HAB	
FL CONVERSION	
FL236	FL7200m
FL59	FL1800m
FL49	FL1500m
ALT/HEIGHT CONVERSION (QFE)	
QNH	
4190'	(3946' - 1200m)
3200'	(2956' - 900m)
2220'	(1976' - 600m)



2100'

085°

4200'

335°

MSA
HAB VOR

Between
FL118 & FL

ALT/HEIGHT CONVERSION
QNH (QFE)
4190' (3946' - 1200m)
3200' (2956' - 900m)
2220' (1976' - 600m)

1 Do not fly below
4190' (**3946'**).

NOVY
D 112.3 HAB
.... ..
N48 32.7 E135 12.6

(On Request)
Khabarovsk
(Rwy 05L)
*528 BD
8 29.4 E135 08.0
(Rwy 05R)
*469 UF
8 29.3 E135 08.2

D13.9 HAB
N48 27.5
E134 53.3
(HAB R-260)

At 3200
(2956')

D13.8 HAB
N48 23.7 E134 57.0
(HAB R-241)

At 2220
(1976')

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)

At 2220' (1976')

D13.7 HAB
N48 21.3 E135 00.5
(HAB R-226)

At 2220' (1976')

D14 HAB
N48 21.4 E135 00.0
(HAB R-228)

At 3200' (**2956'**)

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)

Between
FL226 & FL187 or
FL89 & FL69 ②

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)

At FL69

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)

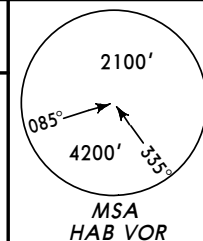
At or above
FL187

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight simulator
use ONLY!!!

SORUS
N47 16.3 E136 02.7

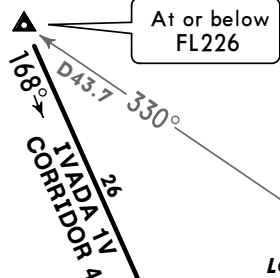
ATIS
124.87Apt Elev
244'Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

IVADA 1V [IVAD1V], KORUM 1V [KORU1V]
RWYS 05L/R ARRIVALS
BY ATC

IVADA

N49 05.0 E134 28.0

At or below
FL226

LOLSU

N48 41.2 E134 44.1

At FL59



D20.7 306°

- 1 Do not fly below 4190' (3946').
- 2 Except CORRIDOR 10B, 029° to ARP between 81 NM and 18.9 NM do not fly west.
- 3 Descent from KORUM with descent gradient of 8% until 3200' (2956').

(On Request)
KHABAROVSK
(Rwy 05L)

*528 BD

N48 29.4 E135 08.0

(Rwy 05R)

*469 UF

N48 29.3 E135 08.2

NOVY

D 112.3 HAB

N48 32.7 E135 12.6

D14.6 HAB

N48 26.5 E134 52.7
(HAB R-257)

At 3200' (2956')

D13.8 HAB

N48 23.7 E134 57.0
(HAB R-241)

At 2220' (1976')

086°

144°

4

3

064°

054°

047°

8

207°

D19

349°

86

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

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CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

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D45.5 221°

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015°

CORRIDOR 9

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D45.5 221°

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D45.5 221°

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CORRIDOR 10B

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D45.5 221°

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D45.5 221°

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D45.5 221°

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051°

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D45.5 221°

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D45.5 221°

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D45.5 221°

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D45.5 221°

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CORRIDOR 9

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D45.5 221°

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CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

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CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

051°

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CORRIDOR 9

CORRIDOR 10B

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D45.5 221°

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015°

CORRIDOR 9

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D45.5 221°

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CORRIDOR 10B

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D45.5 221°

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D45.5 221°

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D45.5 221°

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CORRIDOR 9

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D45.5 221°

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CORRIDOR 10B

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D45.5 221°

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CORRIDOR 9

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D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

D45.5 221°

051°

015°

CORRIDOR 9

CORRIDOR 10B

28

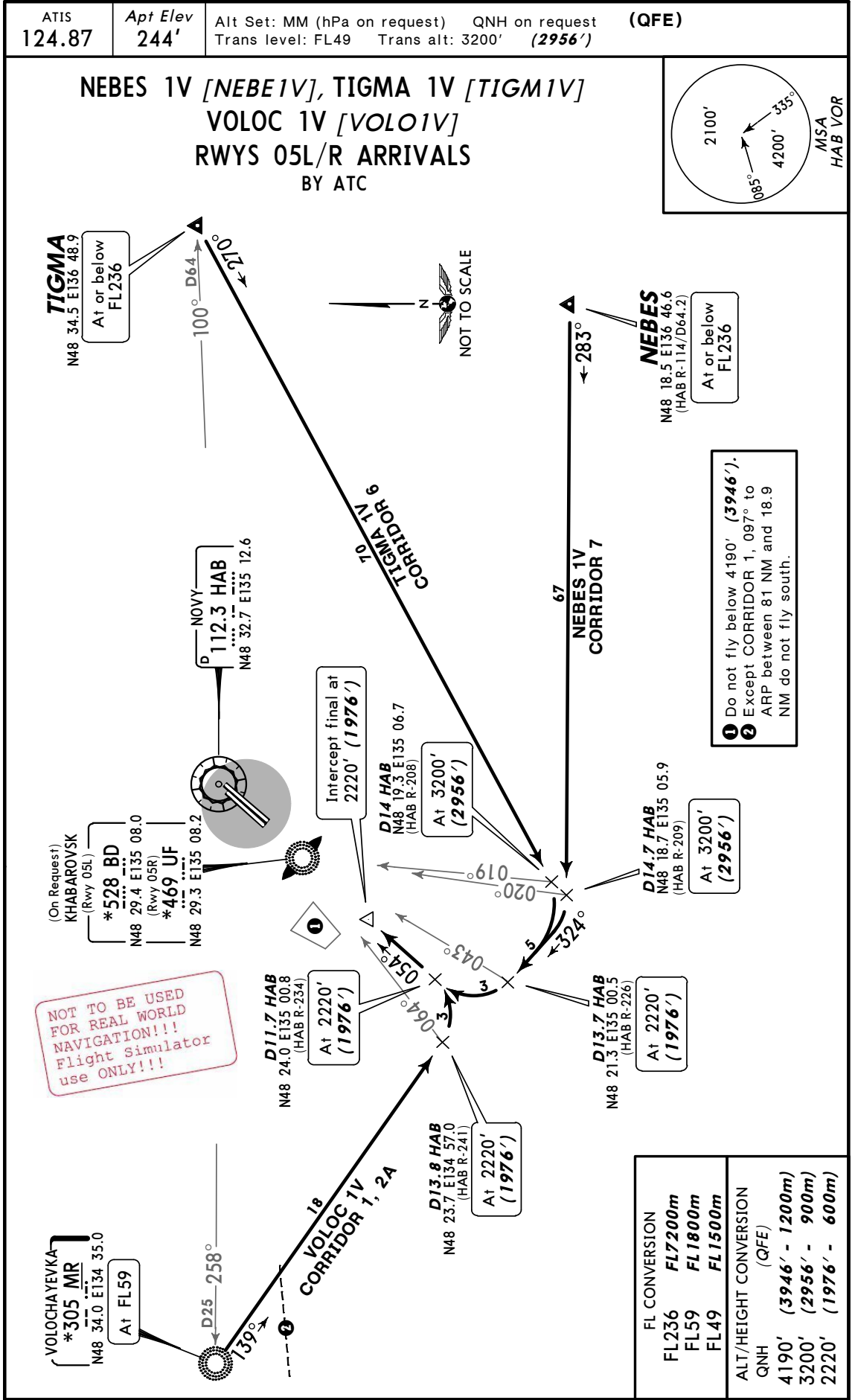
D45.5 221°

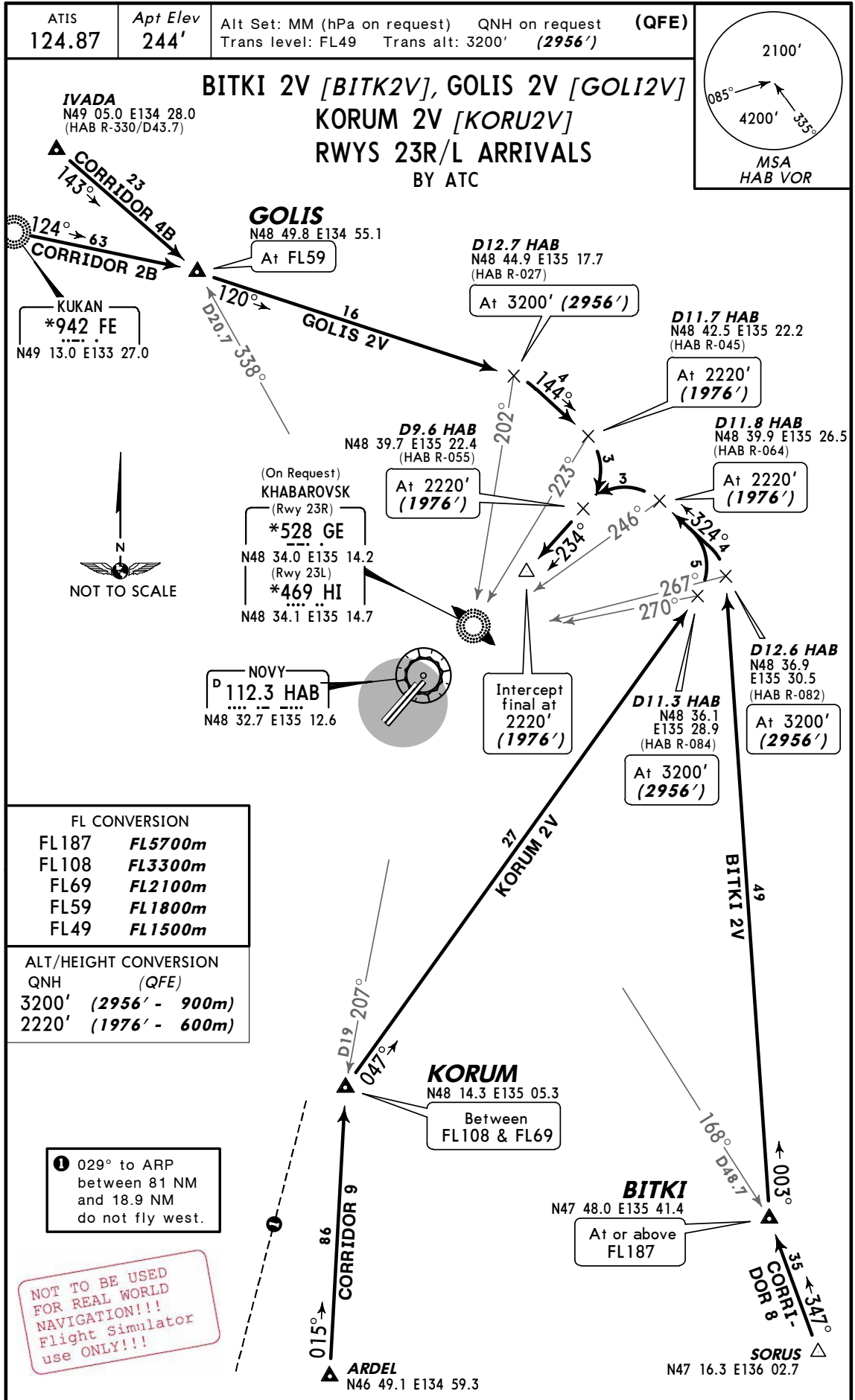
051°

015°

CORRIDOR 9

CORRIDOR 10B





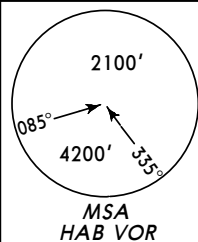
ATIS
124.87

Apt Elev
244'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

(QFE)

BITKI 1H [BITKI1H]
RWYS 05L/R ARRIVAL
HOLDING EXIT PROCEDURE



❶ Do not fly below
4190' (3946').

D12.7 HAB
N48 26.2
E134 56.1
(HAB R-251)

At 2220'
(1976')

D12.2 HAB
N48 23.6 E135 00.3
(HAB R-234)

At 2220' (1976')

Intercept
final at
2220'
(1976')

(On Request)
KHABAROVSK
(Rwy 05L)

*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
*469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

At FL187

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D12.3 HAB
N48 41.7
E135 24.9
(HAB R-054)

At FL118

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight Simulator
use ONLY!!!



BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)

At or above
FL187

343°
CORRIDOR 8
35
347°
SORUS
N47 16.3
E136 02.7

FL CONVERSION

FL187 FL5700m
FL118 FL3600m
FL49 FL1500m

ALT/HEIGHT CONVERSION

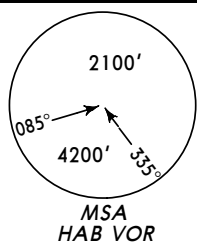
QNH (QFE)
4190' (3946' - 1200m)
3200' (2956' - 900m)
2220' (1976' - 600m)

ATIS
124.87

Apt Elev
244'

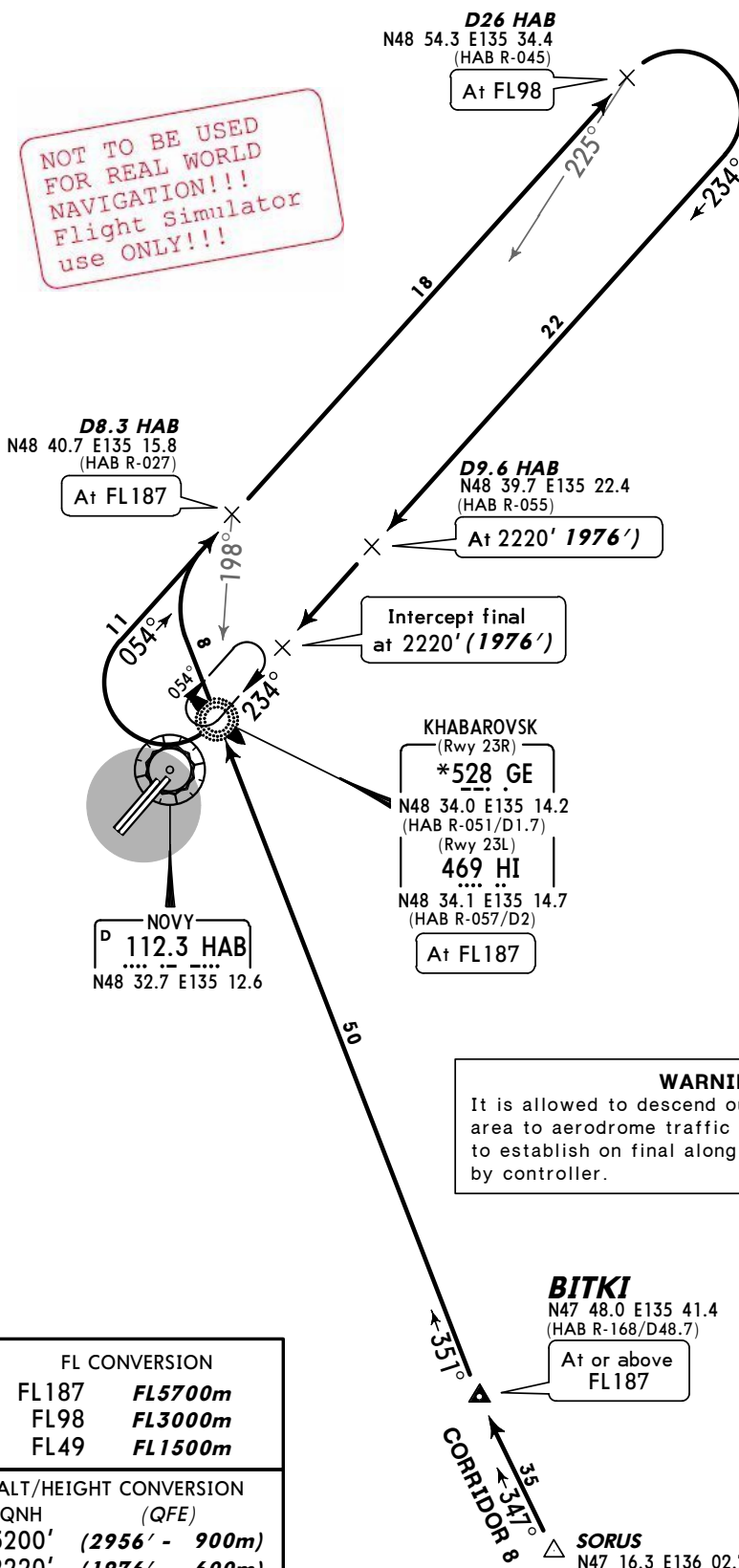
Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3200' (2956')

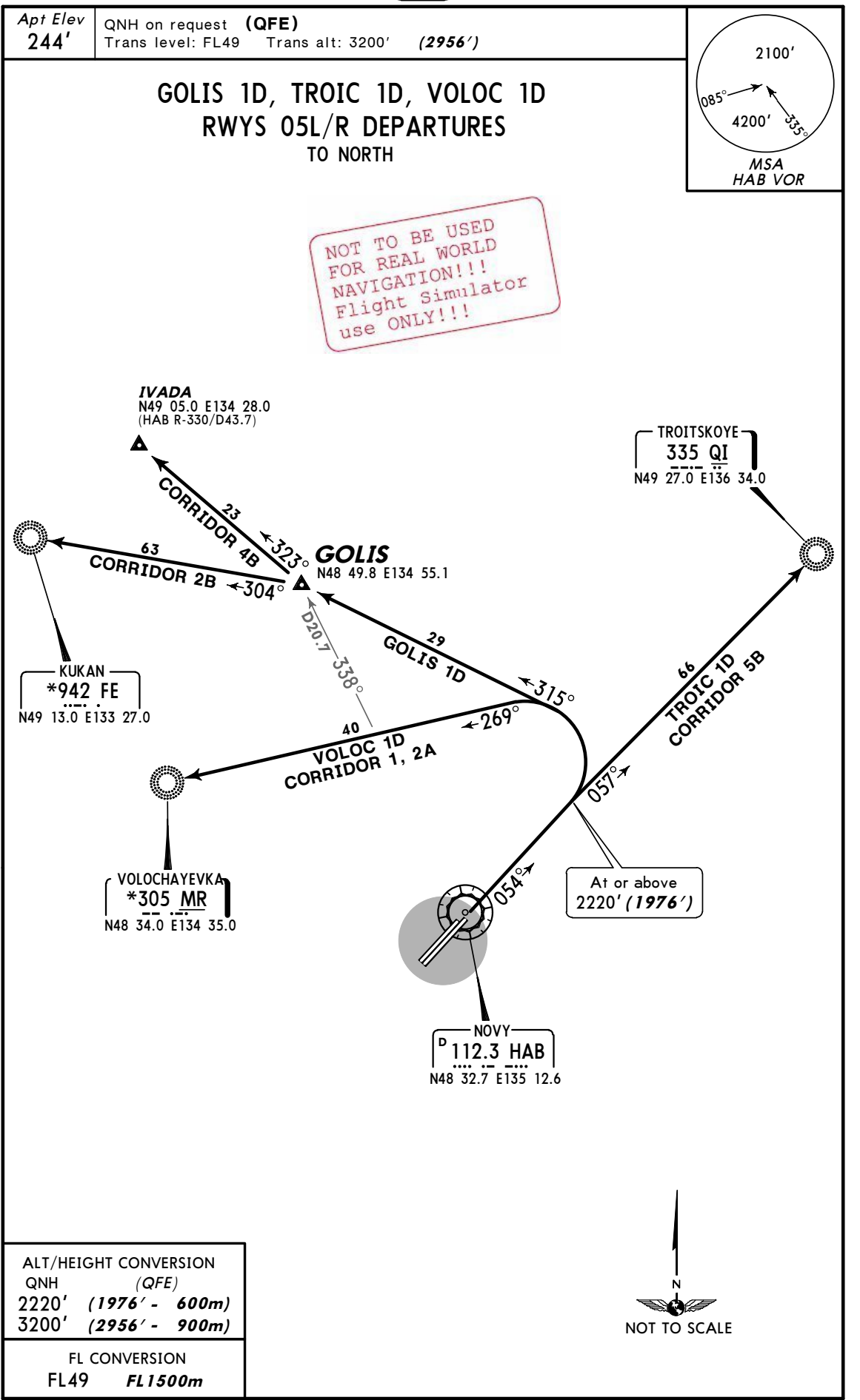
(QFE)



BITKI 2H RWYS 23R/L ARRIVAL HOLDING EXIT PROCEDURE

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight simulator
use ONLY!!!





Apt Elev
244'

QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')

2100'

085°

4200'

335°

MSA
HAB VOR

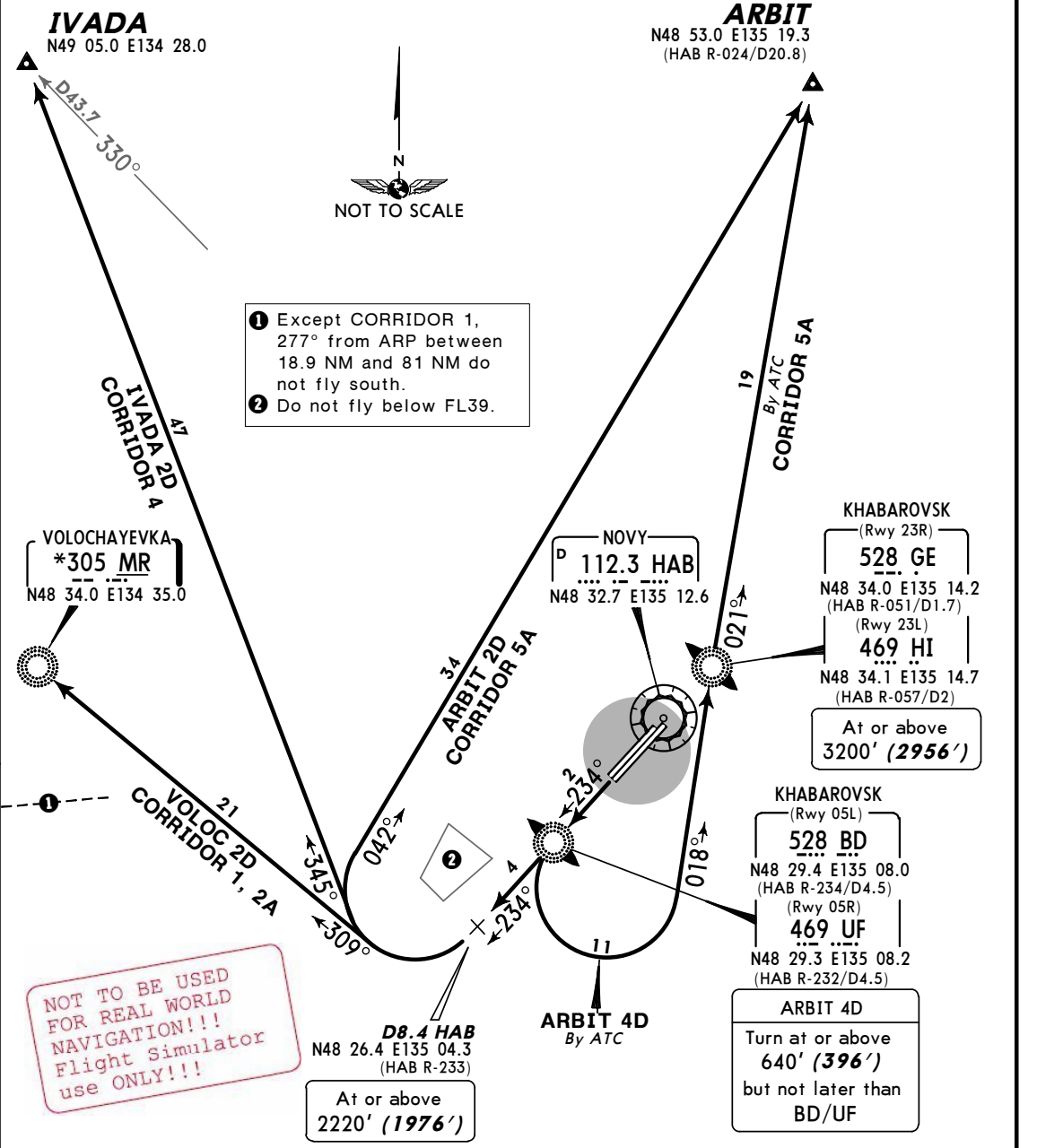
ARBIT 2D, IVADA 2D, VOLOC 2D

ARBIT 4D

BY ATC

RWYS 23R/L DEPARTURES

TO NORTH



ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(396' - 120m)
2220'	(1976' - 600m)
3200'	(2956' - 900m)

FL CONVERSION	
FL39	FL1200m
FL49	FL1500m

ARBIT 4D

This SID requires a minimum climb gradient of 231' per NM (3.8%) up to 3200' (2956').

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

If unable to comply advise ATC.

UHHH/KHV
NOVY

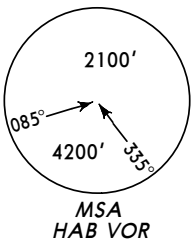
JEPPESEN

KHABAROVSK, RUSSIA

26 MAY 06 10-3B Eff 8 Jun

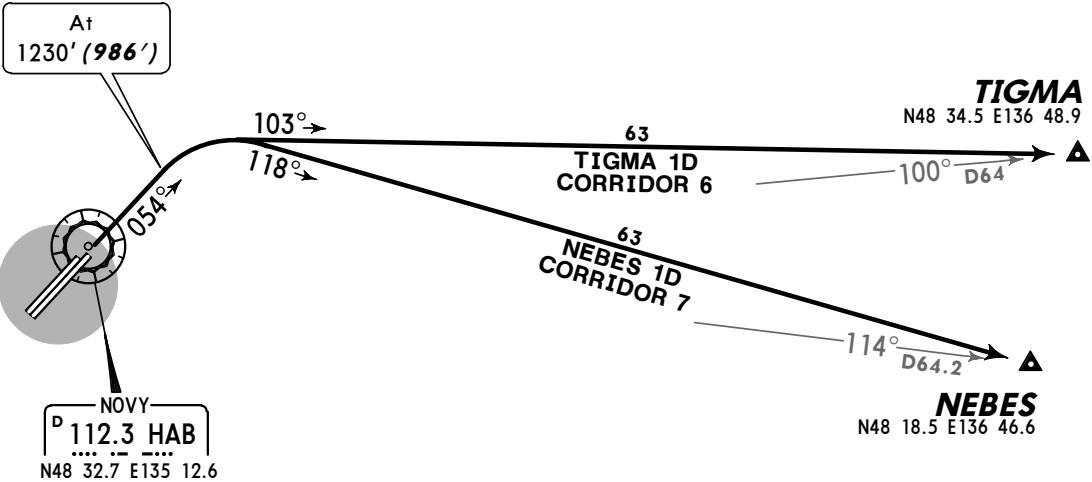
SID

Apt Elev 244' QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')



NEBES 1D, TIGMA 1D
RWYS 05L/R DEPARTURES
BY ATC
TO EAST

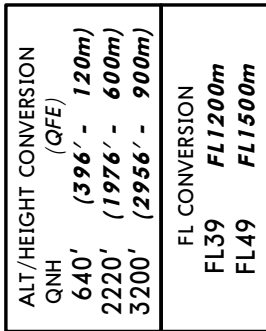
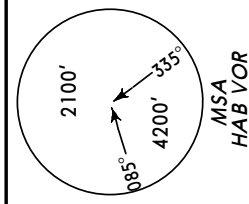
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Flight Simulator
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ALT/HEIGHT CONVERSION	
QNH	(QFE)
1230'	(986' - 300m)
3200'	(2956' - 900m)
FL CONVERSION	
FL49	FL1500m

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QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3200' **(2956')**



2 Do not fly below FL39.

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

TIGMA 4D	Turn at or above 640' (396') but not later than BD/UF
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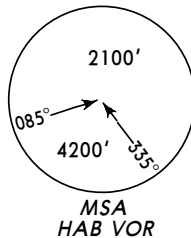
Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

TIGMA 4D
This SiD requires a minimum climb gradient of 231' per NM (3.8%) up to 3200' (2956').

If unable to comply advise ATC.

Apt Elev
244'

QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')



BITKI 3D, BITKI 5D

BITKI 1D
BY ATC

RWYS 05L/R DEPARTURES
TO SOUTH

ALT/HEIGHT CONVERSION

QNH (QFE)
1230' (986' - 300m)
2220' (1976' - 600m)
3200' (2956' - 900m)

FL CONVERSION

FL39 FL1200m
FL49 FL1500m
FL59 FL1800m
FL79 FL2400m
FL187 FL5700m

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

Do not fly below FL39.

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KHABAROVSK
(Rwy 05L)

*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

BITKI 3D
At FL59

BITKI 5D
At FL187

BITKI 3D, 5D
48

BITKI 1D
55
By ATC

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)

At or above
FL187

167° 35'
CORRIDOR 8

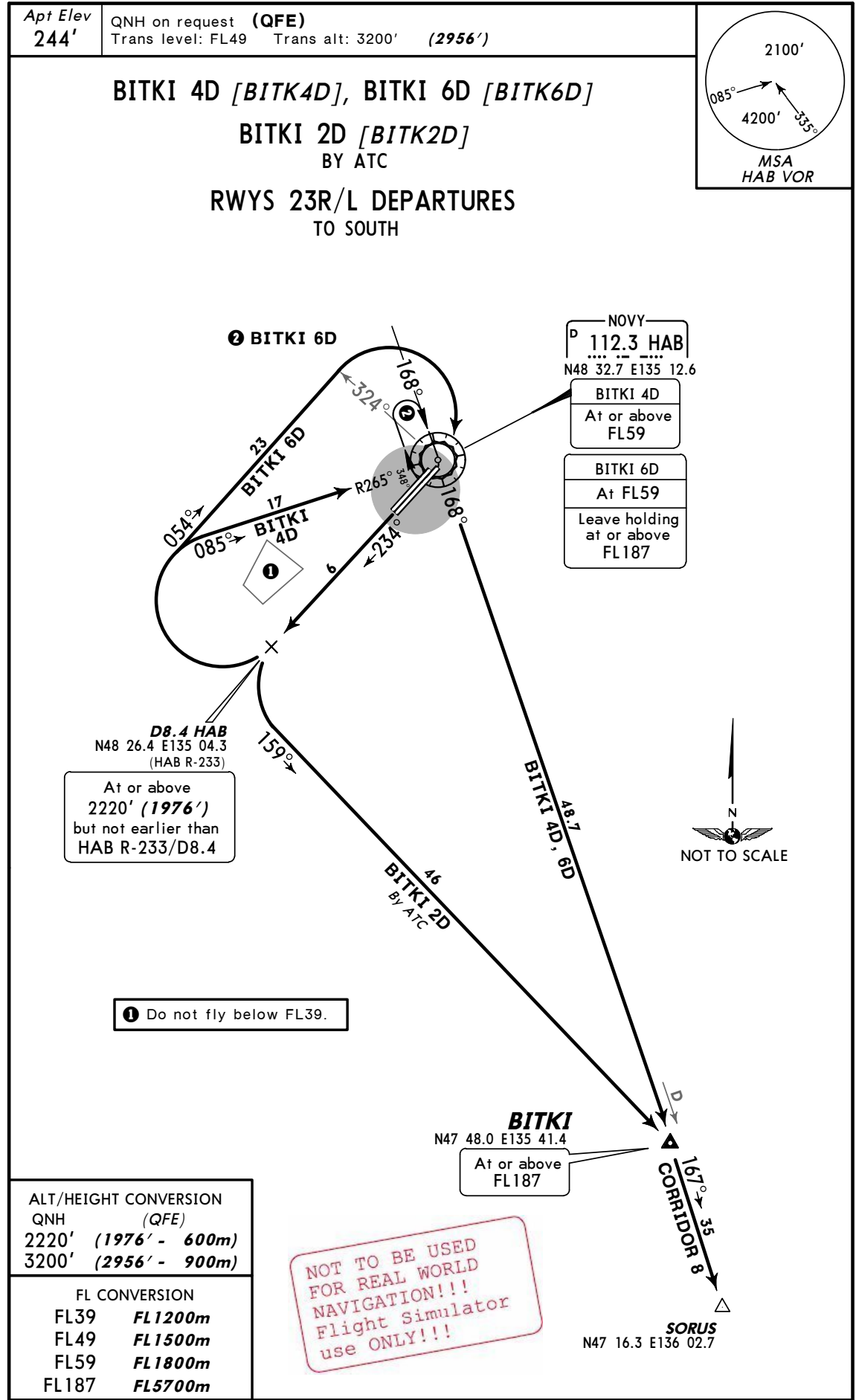
SORUS
N47 16.3 E136 02.7

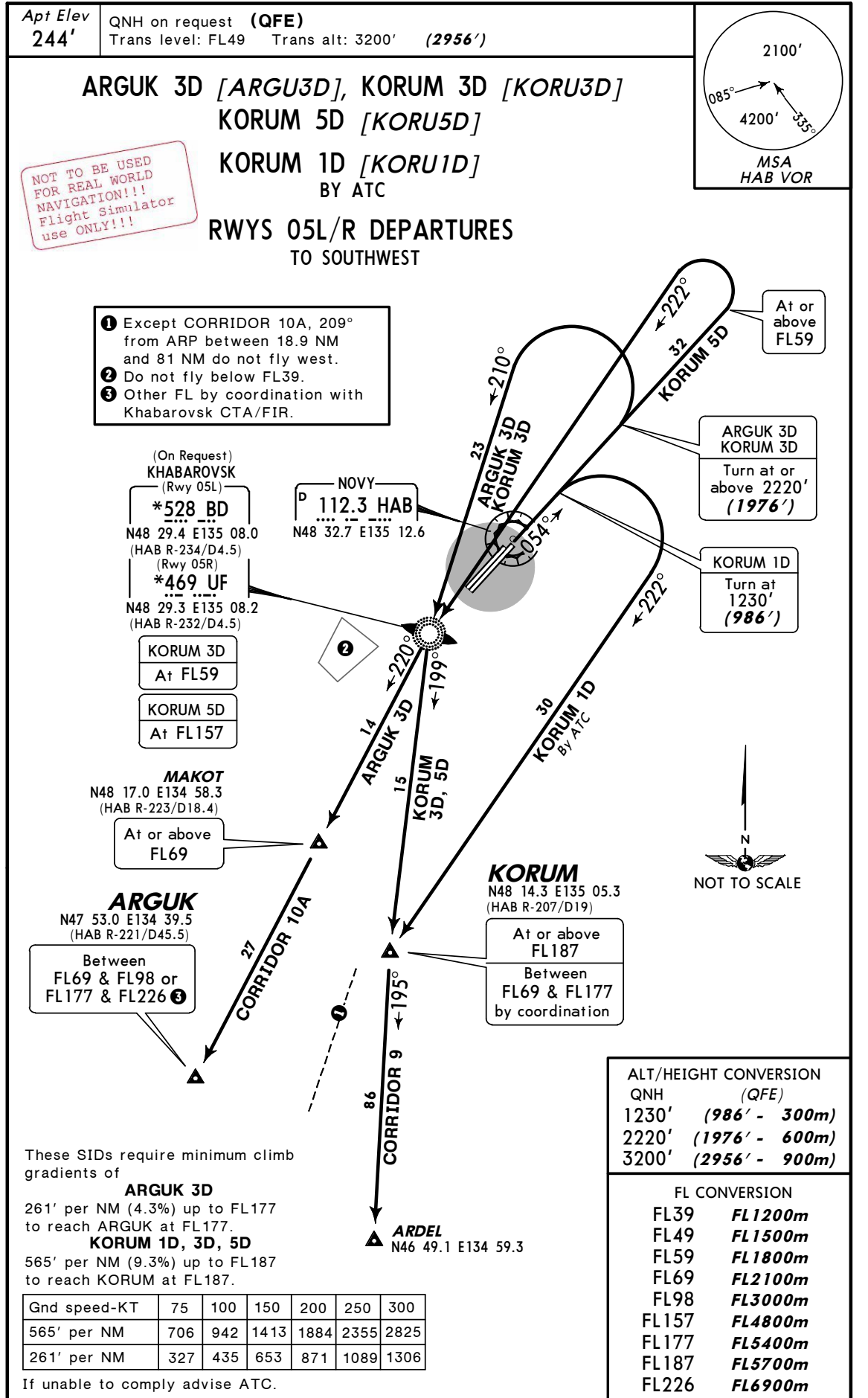
These SIDs require minimum climb
gradients of

BITKI 3D
213' per NM (3.5%) up to FL59.

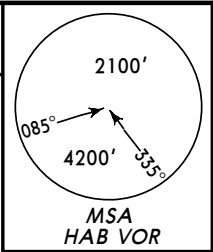
BITKI 5D
304' per NM (5%) up to FL187.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
213' per NM	266	354	532	709	886	1063





Apt Elev 244' QNH on request (QFE)
Trans level: FL49 Trans alt: 3200' (2956')



ARGUK 4D [ARGU4D]
ARGUK 2D [ARGU2D], KORUM 2D [KORU2D]
KORUM 6D [KORU6D]
BY ATC

RWYS 23R/L DEPARTURES
TO SOUTHWEST

ALT/HEIGHT CONVERSION	
QNH (QFE)	
2220'	(1976' - 600m)
3200'	(2956' - 900m)
FL CONVERSION	
FL39	FL1200m
FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL79	FL2400m
FL98	FL3000m
FL177	FL5400m
FL226	FL6900m

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)
ARGUK 2D
KORUM 2D
Turn at or above
2220' (1976')

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

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TIGSO
N48 23.0 E134 59.7
(HAB R-233/D13)
At or above
FL59
or after passing
TIGSO

- 1 Except CORRIDOR 10, 209° from ARP between 18.9 NM and 81 NM do not fly west.
- 2 Do not fly below FL39.
- 3 Other FL by coordination with Khabarovsk CTA/FIR.

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)
At or above
FL69

These SIDs require minimum climb gradients of

ARGUK 2D

316' per NM (5.2%) up to FL79 to reach ARGUK at FL79.
340' per NM (5.6%) up to FL98 to reach ARGUK at FL98.
407' per NM (6.7%) up to FL177 to reach ARGUK at FL177.

KORUM 2D

365' per NM (6%) up to FL69.

KORUM 6D

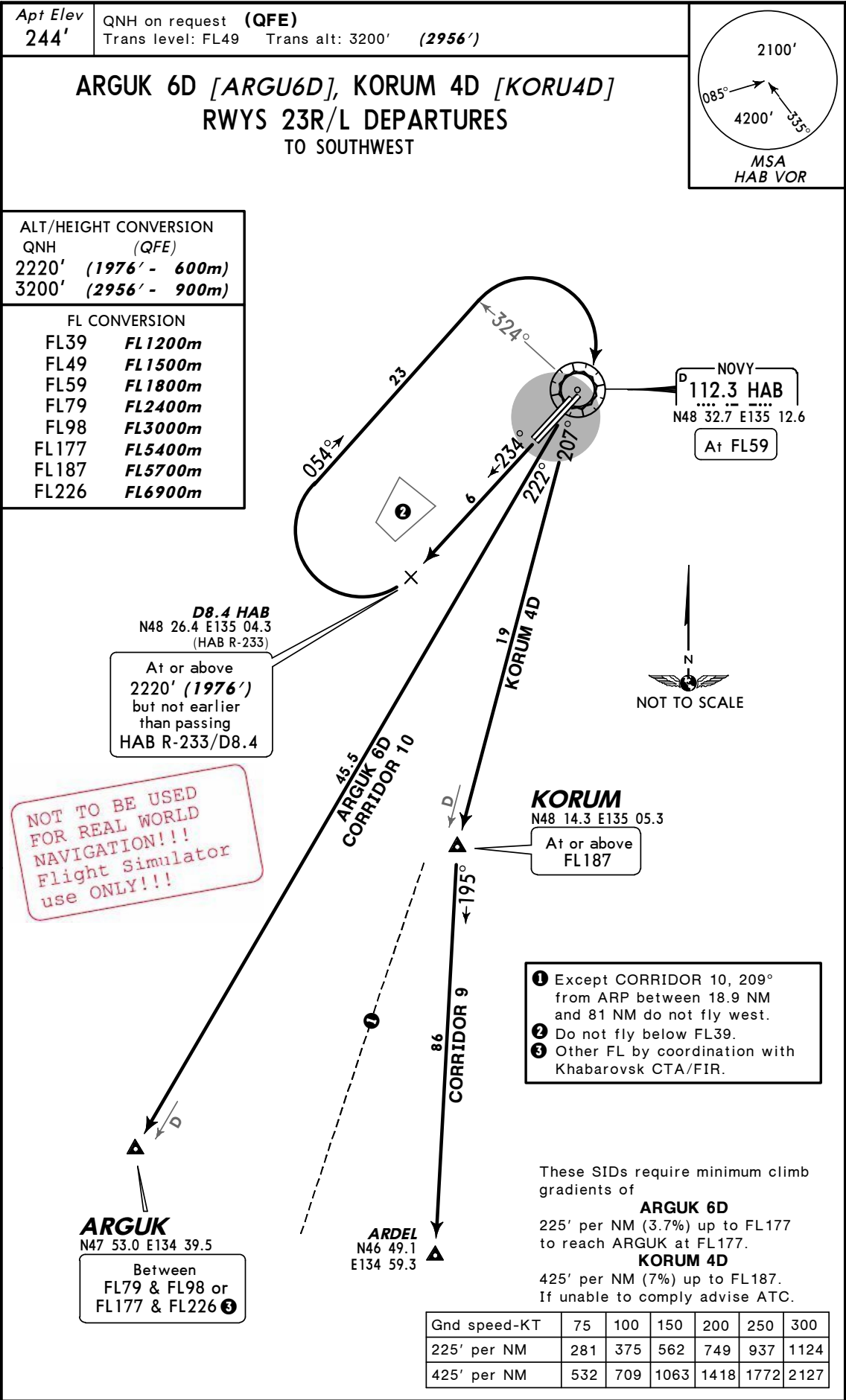
316' per NM (5.2%) up to FL69.
If unable to comply advise ATC.

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)

Between
FL79 & FL98 or
FL177 & FL226 3

ARDEL
N46 49.1
E134 59.3

Gnd speed-KT	75	100	150	200	250	300
407' per NM	509	679	1018	1357	1696	2036
365' per NM	456	608	911	1215	1519	1823
340' per NM	425	567	851	1134	1418	1701
316' per NM	395	527	790	1053	1317	1580



NOISE ABATEMENT

GENERAL

Airspace over central part of the city is prohibited for flights below FL39.
Take-off and landing in case of tail wind shall be carried out with a tail wind component not more than established by the Airplane Flight Manual for specified aircraft type (subject to friction coefficient).

PREFERENTIAL RUNWAY SYSTEM

Under specified wind and air traffic conditions runways are used as follows:

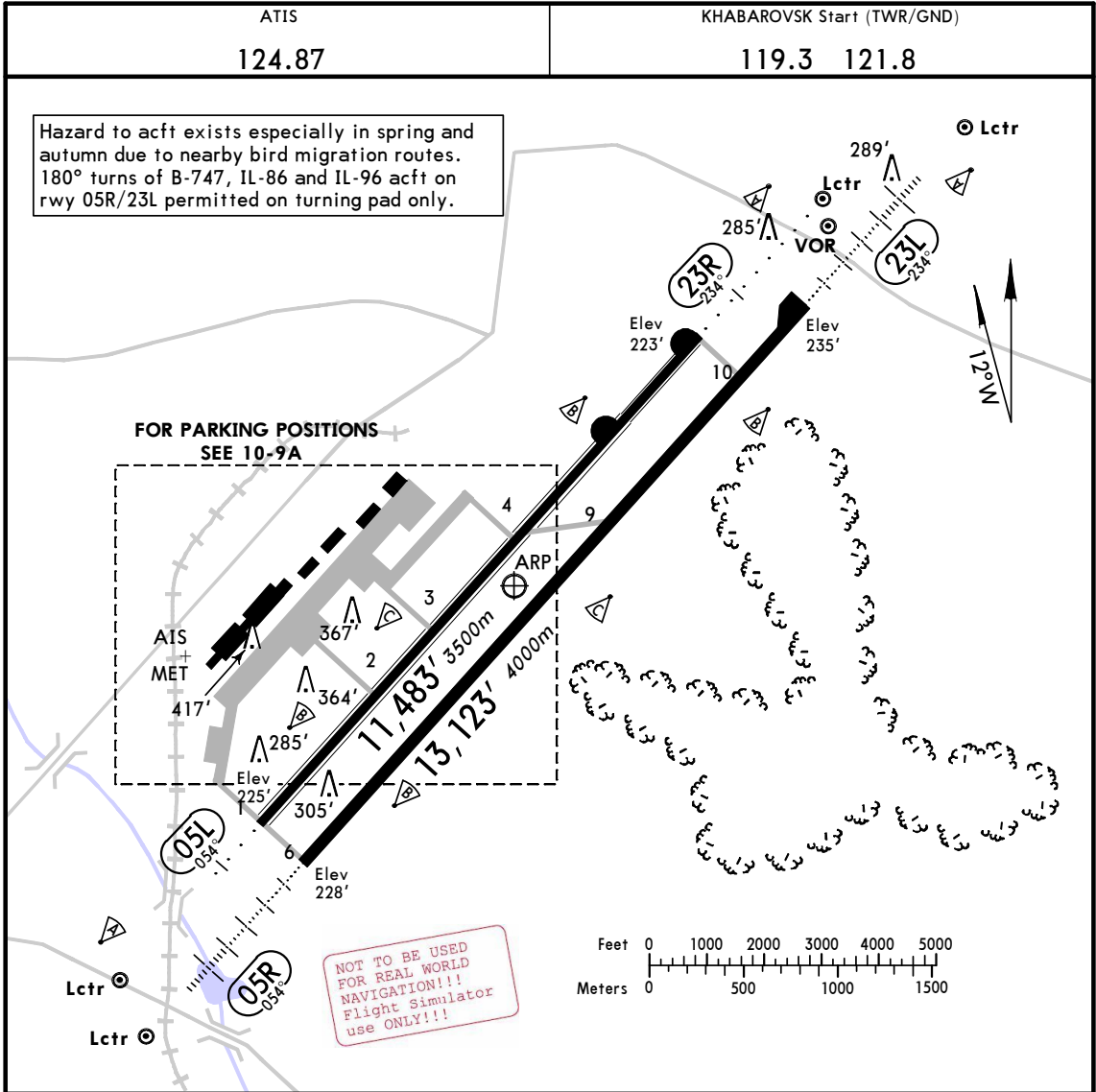
- runways 05L/R in preference for take-off;
- runways 23R/L in preference for landing.

DEPARTURES

Noise abatement procedures shall be carried out by all aircraft during take-off and climbing phase, except for safety reasons or in case of engine failure during take-off phase.

While carrying out take-off from runways 23R/L, initial turn on cross-wind leg commencement shall be at a distance not less than 6.5 NM from runway and at or above 2220' (1976').

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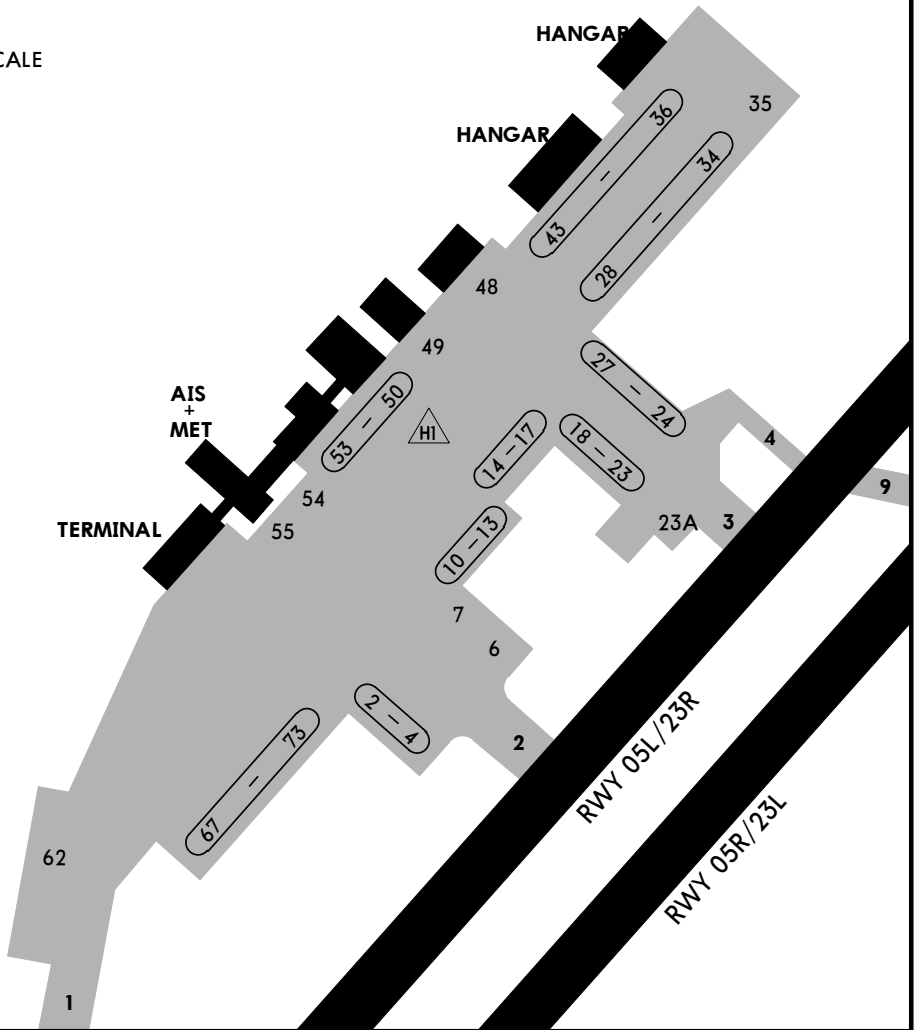


ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
				Threshold	Glide Slope	
05L 23R	RL (60m)	ALS	PAPI-L (2.67°)	RVR		148' 45m
05R 23L	HIRL (60m)	HIALS		RVR	12,132' 3698m 11,975' 3650m	197' 60m

- 1 TAKE-OFF RUN AVAILABLE
RWY 05L:
From rwy head 11,483'(3500m)
twy 3 int 6850'(2088m)
- RWY 23R:
From rwy head 11,483'(3500m)
twy 4 int 6463'(1970m)
- 2 For B-747, IL-86, IL-96 and AN-124 acft: 12,467'/3800m. First 656'/200m unusable for take-off.

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

NOT TO SCALE



Stands 49 & 50 avail as helipad 3 & 2.
 Enter stands 2 thru 22, 24 thru 34, 36 thru 43 and 67 thru 73 by towing.
 Exit stands 50 thru 53 and 67 by towing.

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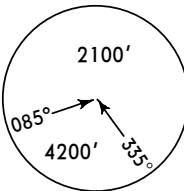
STRAIGHT-IN RWY		A	B	C	D
23R	PAR	423'(200')	433'(210')	443'(220')	453'(230')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
VOR DME		570'(347')	570'(347')	570'(347')	570'(347')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
2 NDB		560'(337')	560'(337')	560'(337')	560'(337')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
GE NDB		600'(377')	600'(377')	600'(377')	600'(377')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
G NDB		810'(587')	810'(587')	810'(587')	810'(587')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m

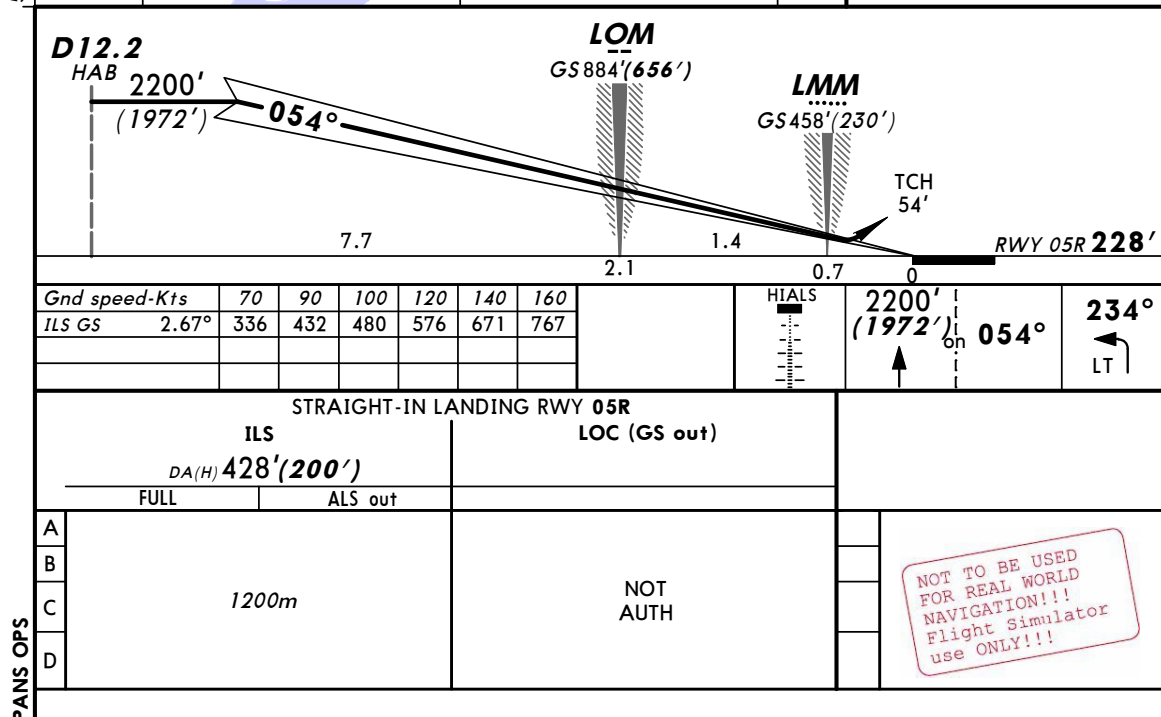
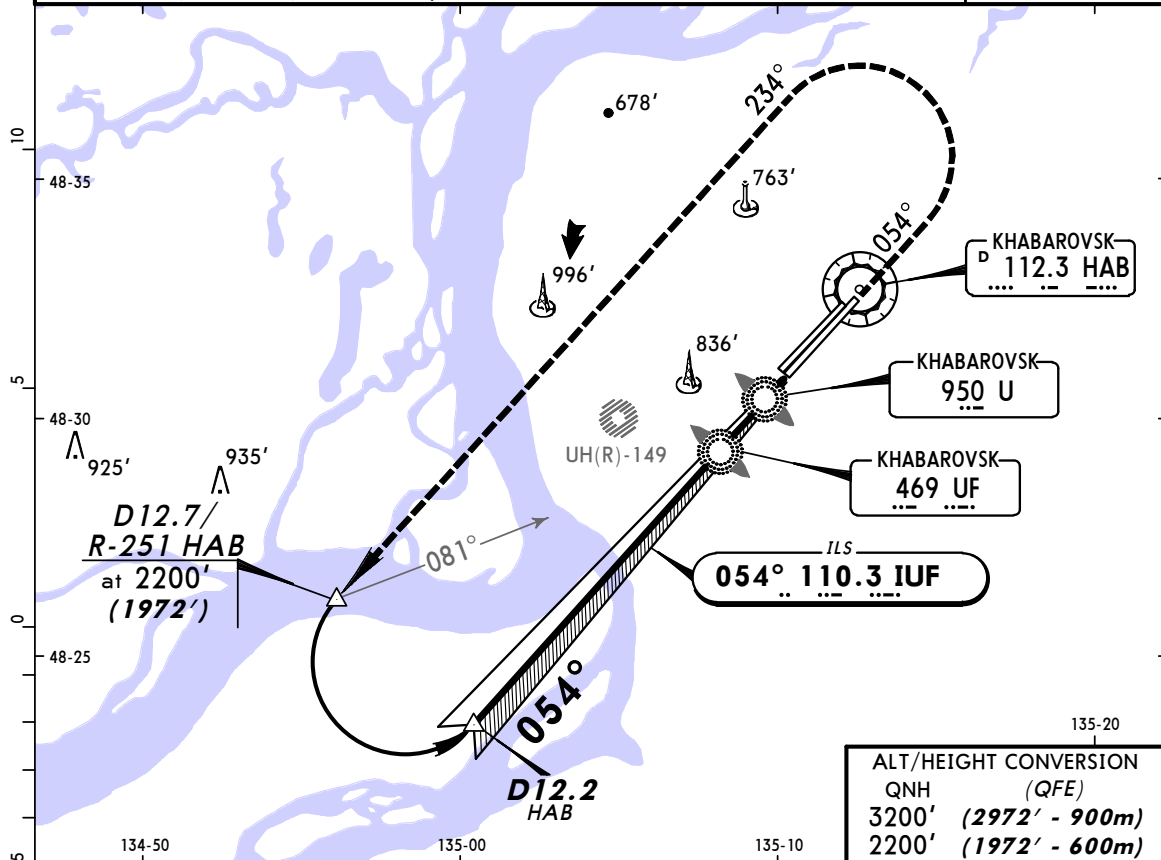
TAKE-OFF RWY 05L, 05R, 23L, 23R			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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STRAIGHT-IN RWY		A	B	C	D
05L	PAR	425' (200')	433' (208')	443' (218')	453' (228')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	1080' (855')	1080' (855')	1080' (855')	1080' (855')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	670' (445')	670' (445')	670' (445')	670' (445')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	BD NDB	1070' (845')	1070' (845')	1070' (845')	1070' (845')
		R1500m	R1500m	R2000m	R2000m
	B NDB	1130' (905')	1130' (905')	1130' (905')	1130' (905')
05R	ILS	428' (200')	428' (200')	428' (200')	428' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	428' (200')	433' (205')	443' (215')	453' (225')
		R550m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	1080' (852')	1080' (852')	1080' (852')	1080' (852')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	590' (362')	590' (362')	590' (362')	590' (362')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	UF NDB	760' (532')	760' (532')	760' (532')	760' (532')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	U NDB	850' (622')	850' (622')	850' (622')	850' (622')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
23L	ILS	435' (200')	435' (200')	435' (200')	435' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	435' (200')	435' (200')	443' (208')	453' (218')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	690' (455')	780' (545')	860' (625')	860' (625')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB or HI NDB	560' (325')	560' (325')	560' (325')	560' (325')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	H NDB	810' (575')	810' (575')	810' (575')	810' (575')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

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ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
LOC IUF 110.3	Final Apch Crs 054°	GS LOM 884'(656')	ILS DA(H) 428'(200')	Apt Elev 244' RWY 228'	
MISSED APCH: Climb on 054° to 2200'(1972'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200'(2972')					MSA Airport



KHABAROVSK, RUSSIA
ILS Rwy 23L

A diagram of a circular area with a radius of 2100' and a chord of 4200'. The central angle is 98.5 degrees.

MSA Airport

**D10.3/
R-032 HAB**
at 2210'
(1975')

D9.6 HAB

ILS
234° 110.9 IHI

KHABAROVSK
469 HI
.... ..

KHABAROVSK
950 H
.... ..

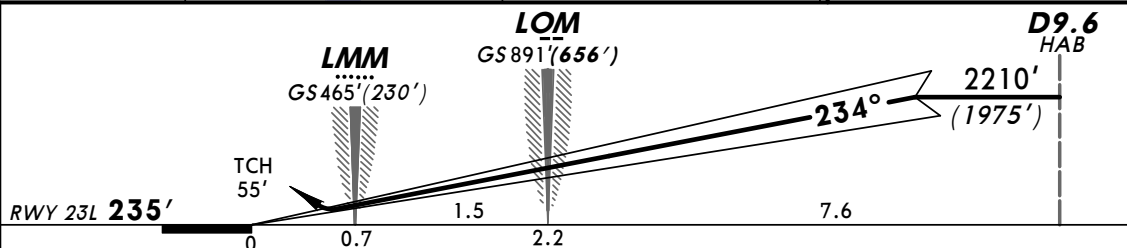
KHABAROVSK
D 112.3 HAB
.... ..

D8.9/R-233 HAB

UH(R)-149

ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2965' - 900m)
2210' (1975' - 600m)

ALT/HEIGHT CONVERSION
QNH (QFE)
3200' (2965' - 900m)
2210' (1975' - 600m)

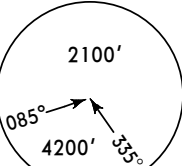


Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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STRAIGHT-IN LANDING RWY 23L			
ILS DA(H) 435'(200')		LOC (GS out)	
FULL		ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

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 FOR REAL WORLD
 NAVIGATION!!!
 Flight simulator
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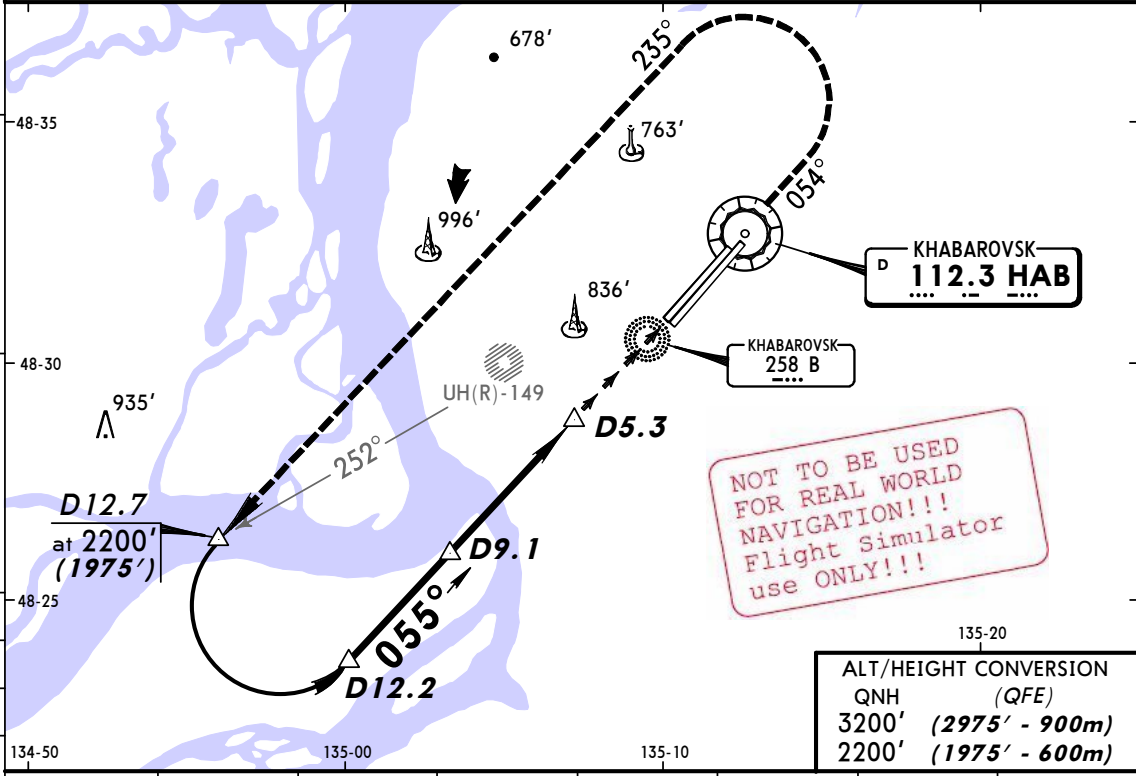
ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
VOR HAB 112.3	Final Apch Crs 055°	Minimum Alt D9.1 2200'(1975')	MDA(H) 1080'(855')	Apt Elev 244' RWY 225'	 MSA Airport
MISSED APCH: Climb on 054° to 2200'(1975'), then turn LEFT onto 235°, then according to chart.					

Alt Set: MM (hPa on req)

QNH on req (QFE)

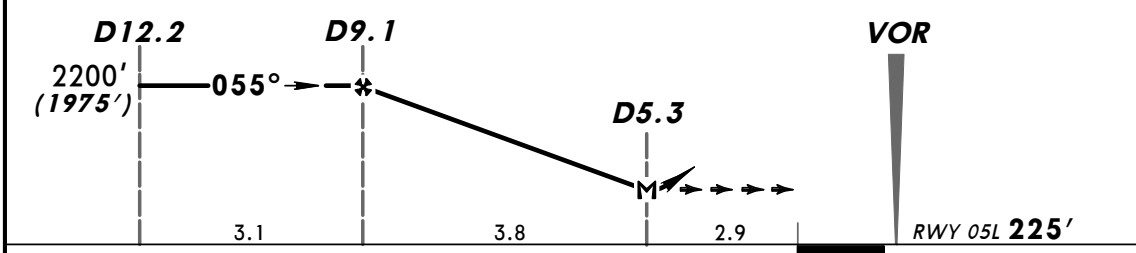
Trans level: FL 49

Trans alt: 3200' (2975')



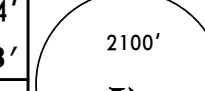
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200' (2975' - 900m)	
2200' (1975' - 600m)	

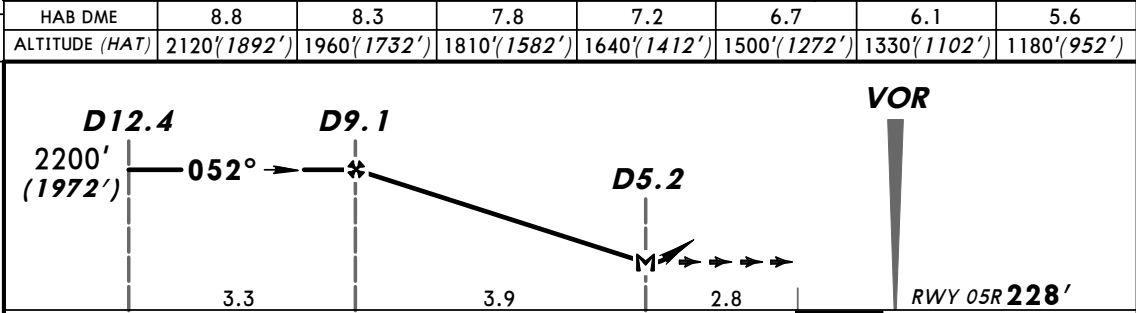
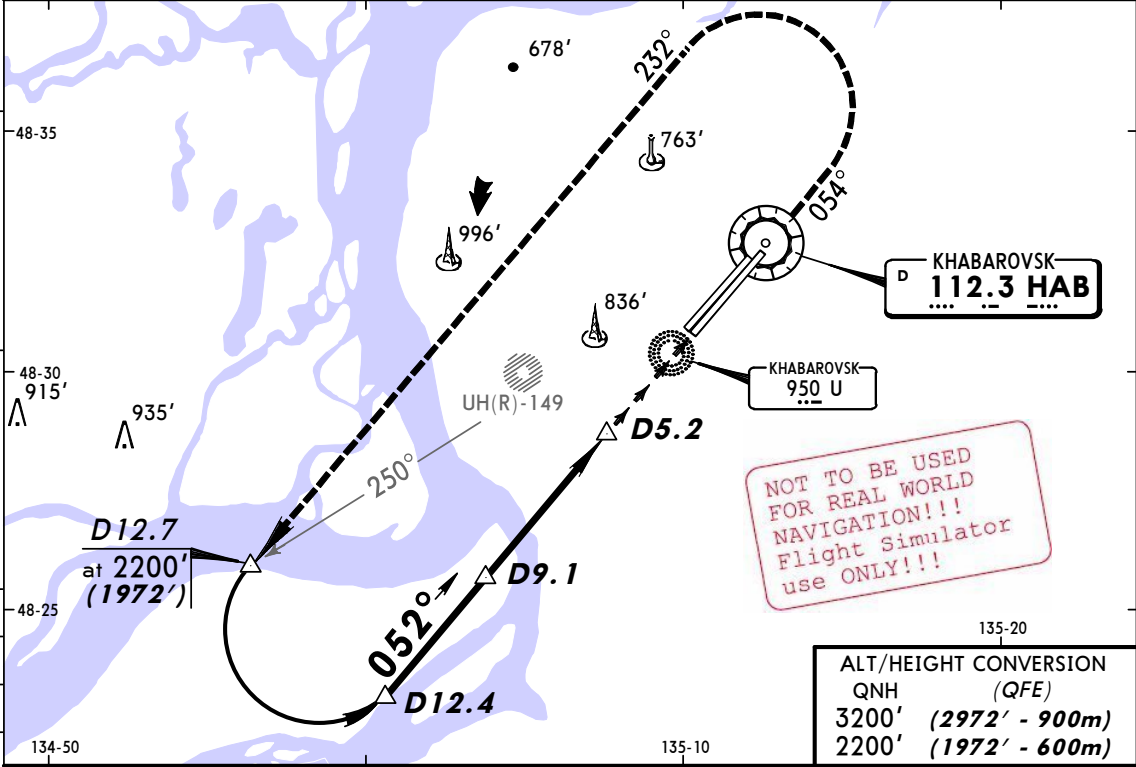
HAB DME	8.8	8.3	7.8	7.2	6.7	6.1	5.6
ALTITUDE (HAT)	2120'(1895')	1950'(1725')	1800'(1575')	1640'(1415')	1490'(1265')	1330'(1105')	1180'(955')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2200' (1975') on 054° 235° LT
Descent Gradient 4.7%	333	428	476	571	666	762	
MAP at D5.3							

STRAIGHT-IN LANDING RWY 05L			
MDA(H) 1080' (855')		ALS out	
A	3200m		
B			
C	4000m		
D	4400m		

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
VOR HAB 112.3	Final Apch Crs 052°	Minimum Alt D9.1 2200'(1972')	MDA(H) 1080'(852')	Apt Elev 244' RWY 228'	
MISSED APCH: Climb on 054° to 2200'(1972'), then turn LEFT onto 232°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
Trans alt: 3200'(2972')					

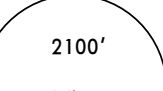


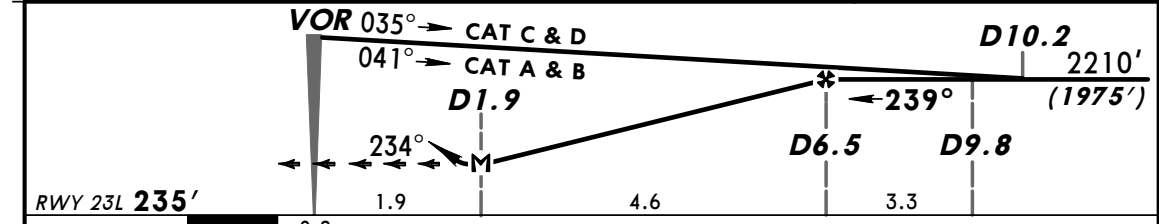
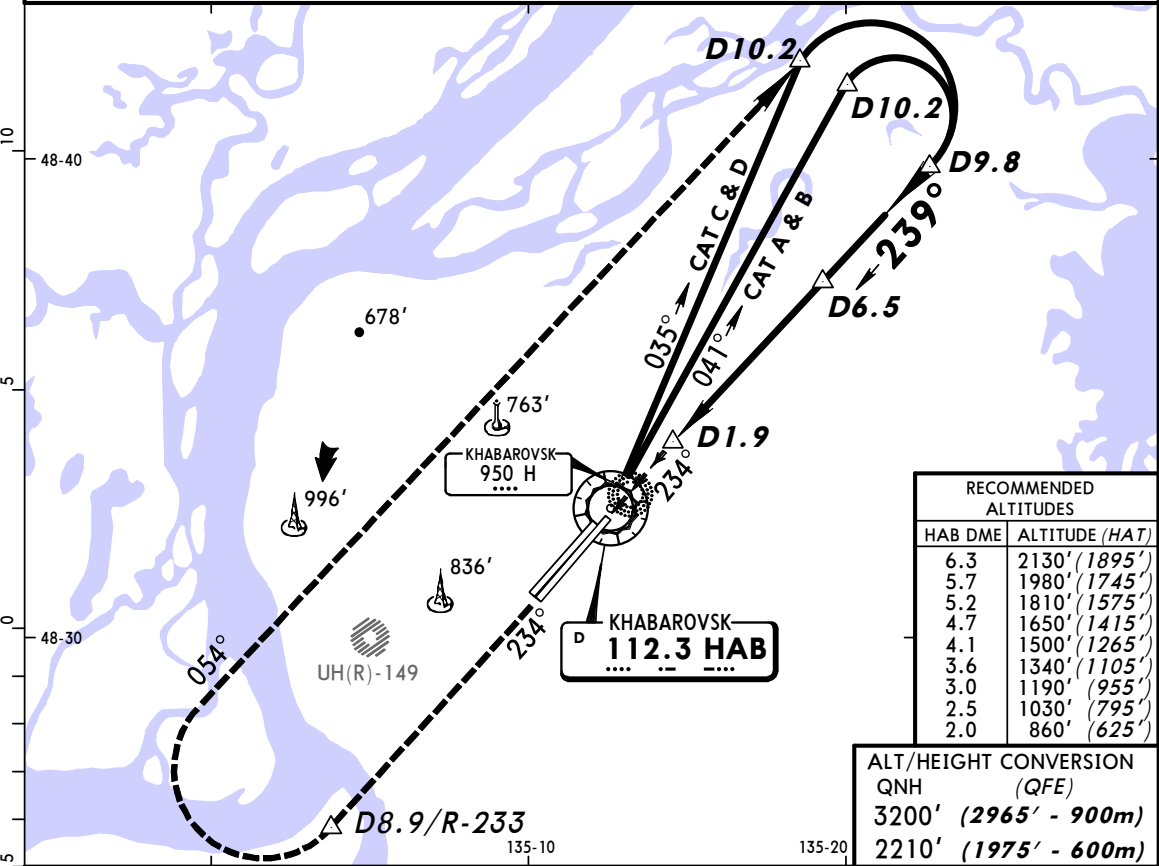
Gnd speed-Kts	70	90	100	120	140	160	HIALS 2200' (1972') on 054° 232° LT
Descent Gradient 4.7%	333	428	476	571	666	762	
MAP at D5.2							

STRAIGHT-IN LANDING RWY 05R				
MDA(H) 1080' (852')				
		ALS out		
A	3200m			
B				
C	3200m	4000m		
D	3600m	4400m		

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BRIEFING STRIP

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
VOR HAB 112.3	Final Apch Crs 239°	Minimum Alt D6.5 2210'(1975')	MDA(H) Refer to Minimums	Apt Elev 244' RWY 235'	 MSA HAB VOR
MISSED APCH: Climb on 234° to 2210' (1975') at D8.9, then turn RIGHT onto 054°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	Trans alt: 3200' (2965')



Gnd speed-Kts	70	90	100	120	140	160	 2210' (1975') on 234° D8.9	D8.9
Descent Gradient 4.7%	333	428	476	571	666	762		
MAP at D1.9								

STRAIGHT-IN LANDING RWY 23L		 2400m 3200m	NOT TO BE USED FOR REAL WORLD NAVIGATION!!! Flight simulator use ONLY!!!
MDA(H)	B: 780'(545')		
A: 690'(455')	CD: 860'(625')		

A	2400m 3200m	NOT TO BE USED FOR REAL WORLD NAVIGATION!!! Flight simulator use ONLY!!!
B		
C		
D		

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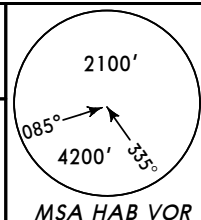
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KHABAROVSK, RUSSIA
VOR DME Rwy 23R

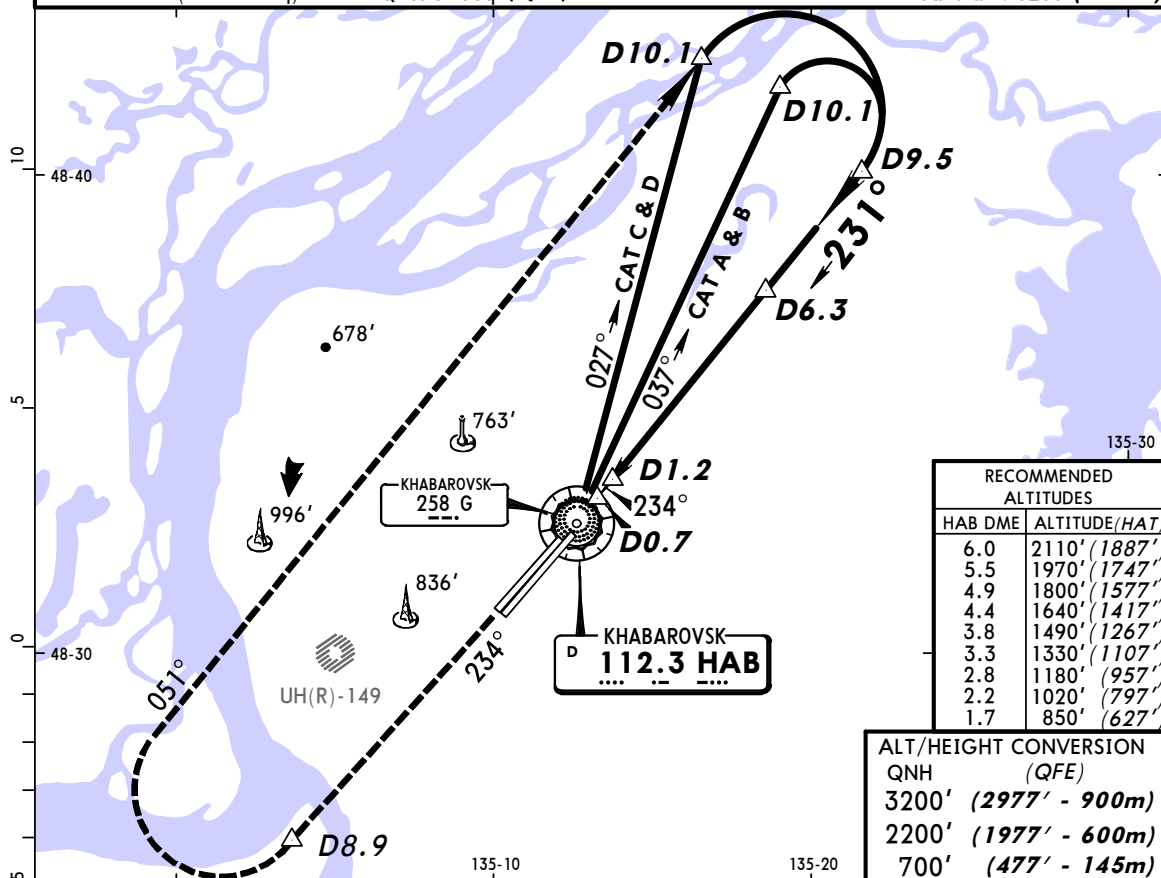
BRIEFING STRIP™

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
VOR HAB 112.3	Final Apch Crs 231°	Minimum Alt D6.3 2200'(1977')	MDA(H) 570'(347')	Apt Elev 244' RWY 223'	

MISSED APCH: Climb on 234° to 2200'(1977') at D8.9, then turn RIGHT onto 051°, then according to chart.

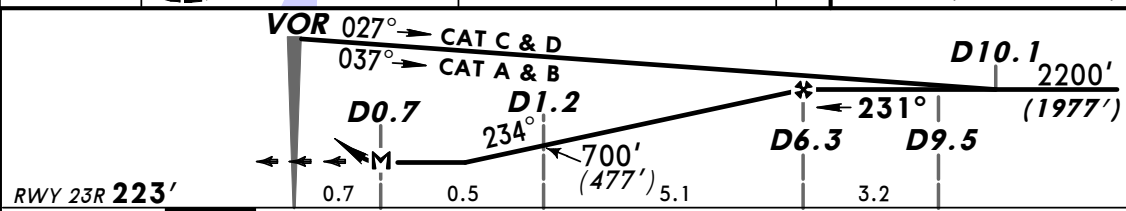


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200'(2977')



RECOMMENDED ALTITUDES	
HAB DME	ALTITUDE(HAT)
6.0	2110'(1887')
5.5	1970'(1747')
4.9	1800'(1577')
4.4	1640'(1417')
3.8	1490'(1267')
3.3	1330'(1107')
2.8	1180'(957')
2.2	1020'(797')
1.7	850'(627')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3200'	(2977' - 900m)
2200'	(1977' - 600m)
700'	(477' - 145m)



Gnd speed-Kts	70	90	100	120	140	160		ALS	2200'(1977')	234°	D8.9
Descent Gradient	4.7%	333	428	476	571	666	762	PAPI			
MAP at D0.7											

STRAIGHT-IN LANDING RWY 23R

MDA(H) 570'(347')

ALS out

2200m

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26 MAY 06
Eff 8 Jun

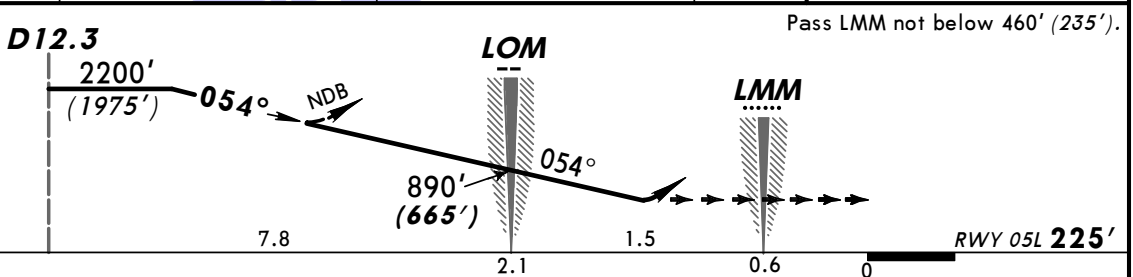
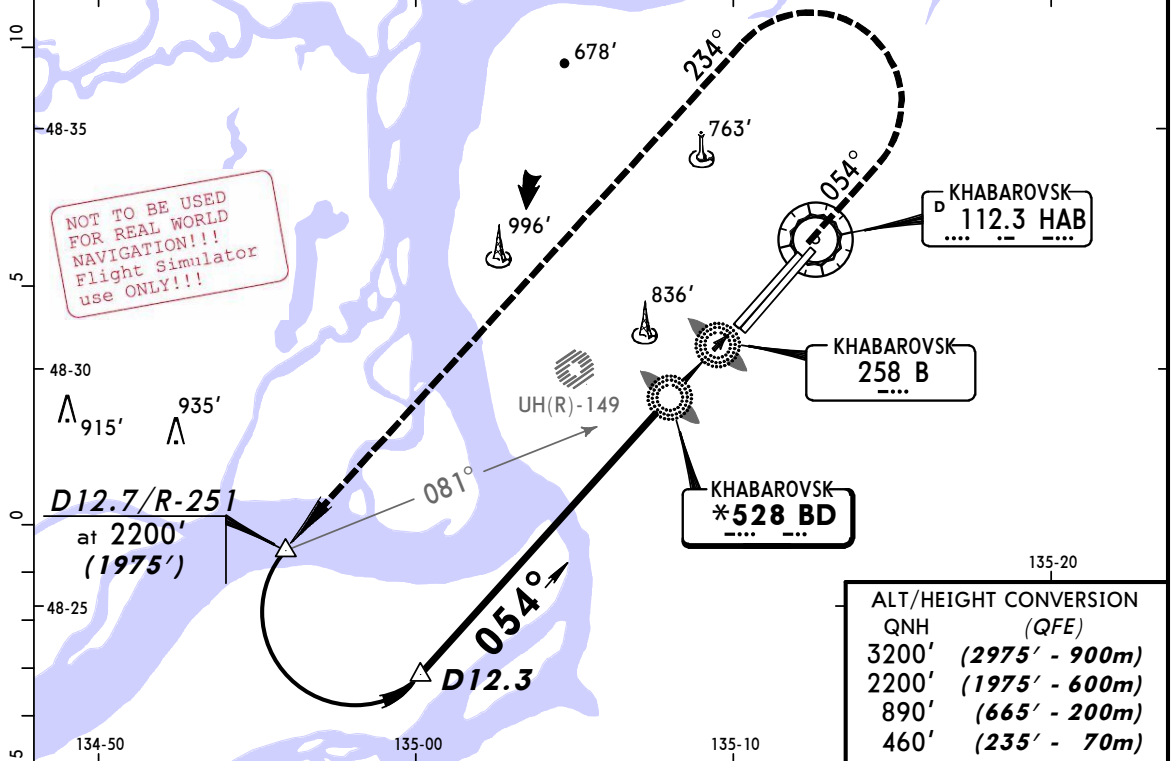
KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05L

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	(138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB BD 528	Final Apch Crs 054°	2 NDB Minimum Alt LOM 890' (665')	2 NDB MDA(H) 670' (445')	Apt Elev 244' RWY 225'	
		NDB No FAF	NDB MDA(H) Refer to Minimums		

MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.

*MSA
Airport*

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 49	Trans alt: 3200' (2975')
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Gnd speed-Kts	70	90	100	120	140	160	<div><div>ALS ● PAPI : : :</div><div><div>2200'</div><div>(1975')</div><div>↑</div><div>on</div></div><div>054°</div></div>	<div><div>234°</div><div>←</div><div>LT</div></div>
Descent Gradient 4.7%	333	428	476	571	666	762		

STRAIGHT-IN LANDING RWY 05L							
2 NDB <i>MDA(H)</i> 670'(445')		BD NDB <i>MDA(H)</i> 1070'(845')		B NDB <i>MDA(H)</i> 1130'(905')			
ALS out		ALS out		ALS out			
A	2500m		3200m		3200m		
B							
C			4000m		4400m		
D			4400m		4800m		

CHANGES: Procedure.

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NOVY

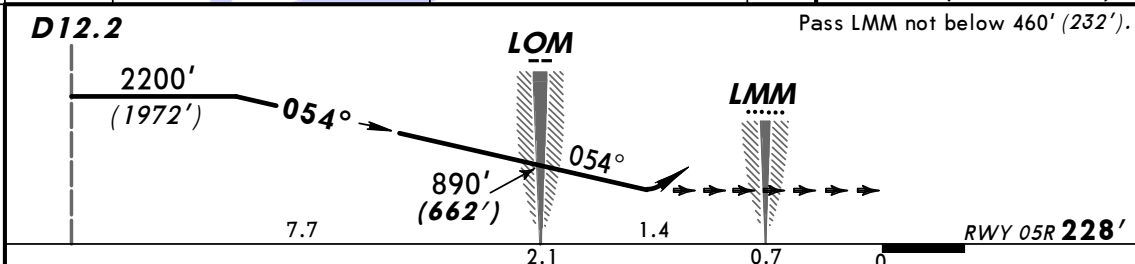
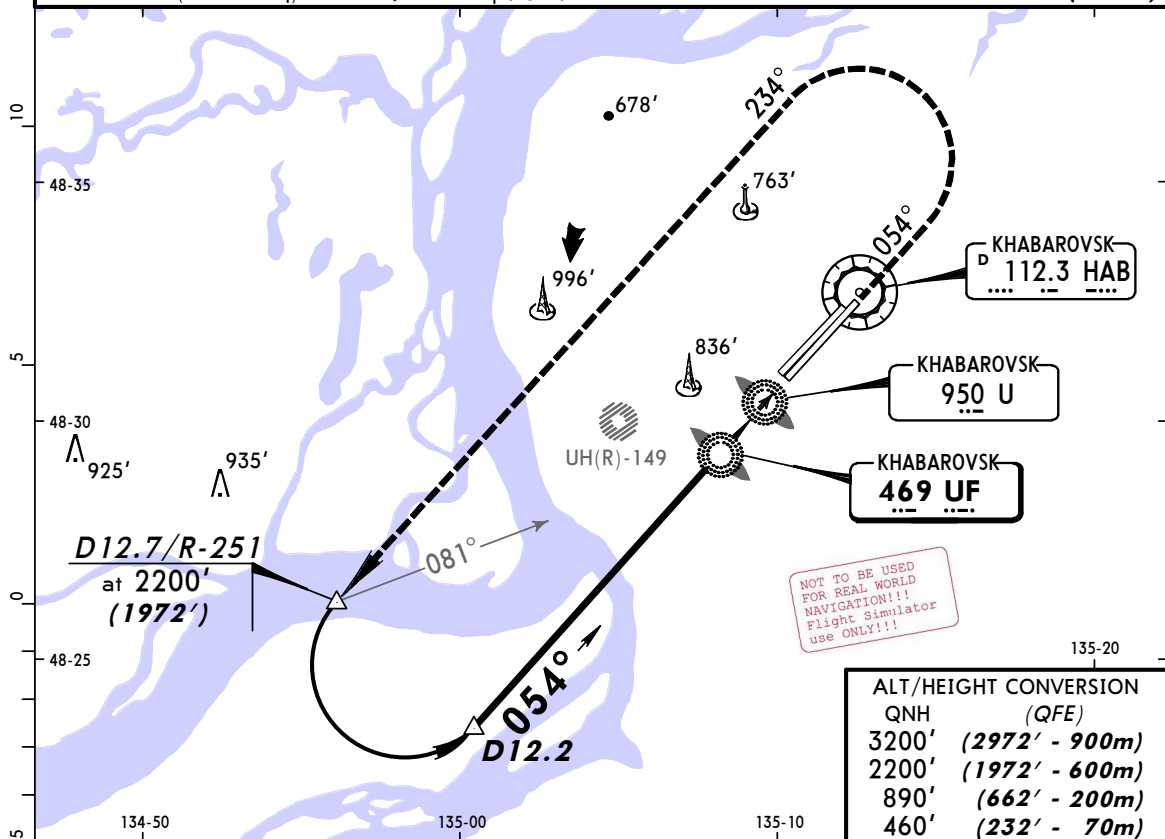
JEPPESEN
26 MAY 06
Eff 8 Jun (16-2)

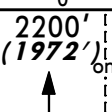
KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

TM

BRIEFING STRIP

ATIS		KHABAROVSK Approach (R) (360°-138°) (138°-360°)		*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87		125.2 129.3		120.3	119.3 121.8		119.3 121.8	
NDB UF 469	Final Apch Crs 054°	Minimum Alt LOM 890' (662')	2 NDB MDA(H) 590' (362')	Apt Elev 244' RWY 228'		<div><div>2100'</div><div><div>085°</div><div>4200'</div><div>335°</div></div><div>MSA Airport</div></div>		
			NDB MDA(H) Refer to Minimums					
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.								
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49				




Gnd speed-Kts	70	90	100	120	140	160		234° LT
Descent Gradient	4.7%	333	428	476	571	666		

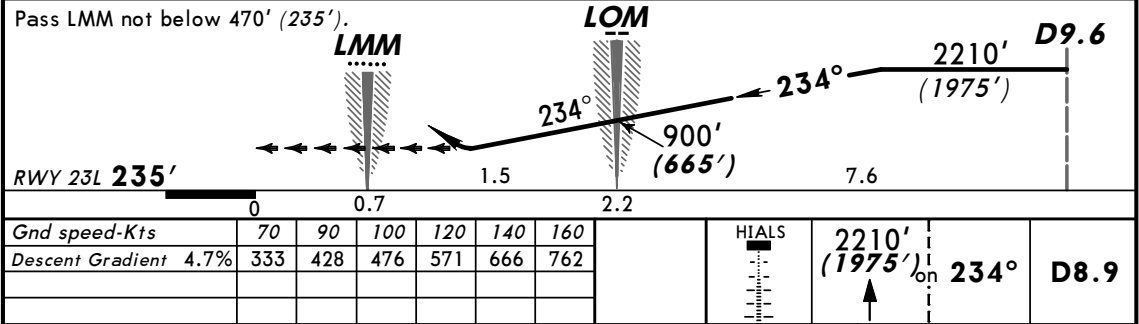
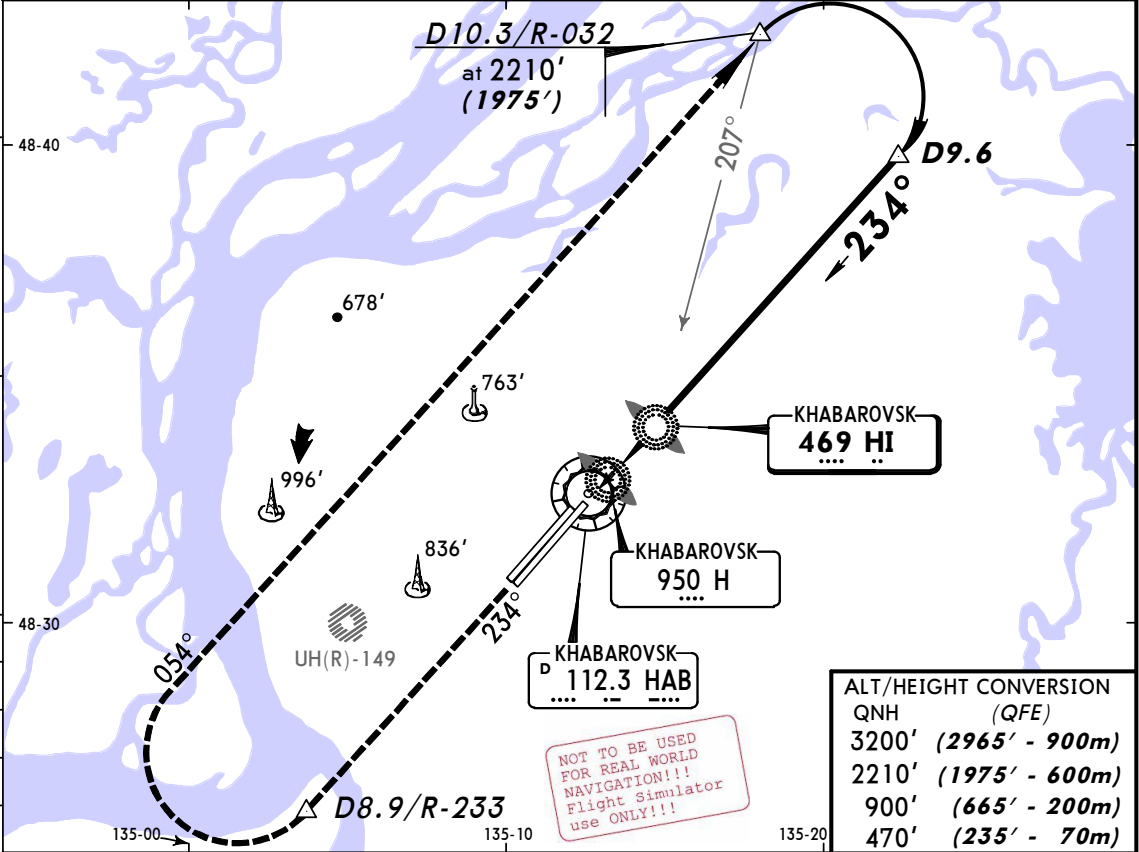
STRAIGHT-IN LANDING RWY 05R						
2 NDB MDA(H) 590' (362')		UF NDB MDA(H) 760' (532')		U NDB MDA(H) 850' (622')		
ALS out		ALS out		ALS out		
A						
B	1200m		2300m			
C		RVR 1800m VIS 2000m		3100m		
D	RVR 1500m VIS 1600m		2700m		3200m	

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NOVY

26 MAY 06
Eff 8 Jun
16-3

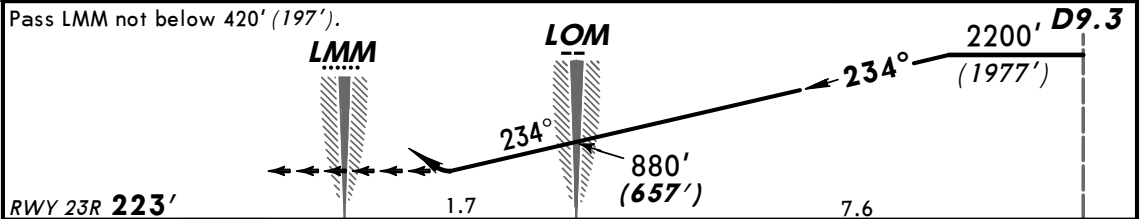
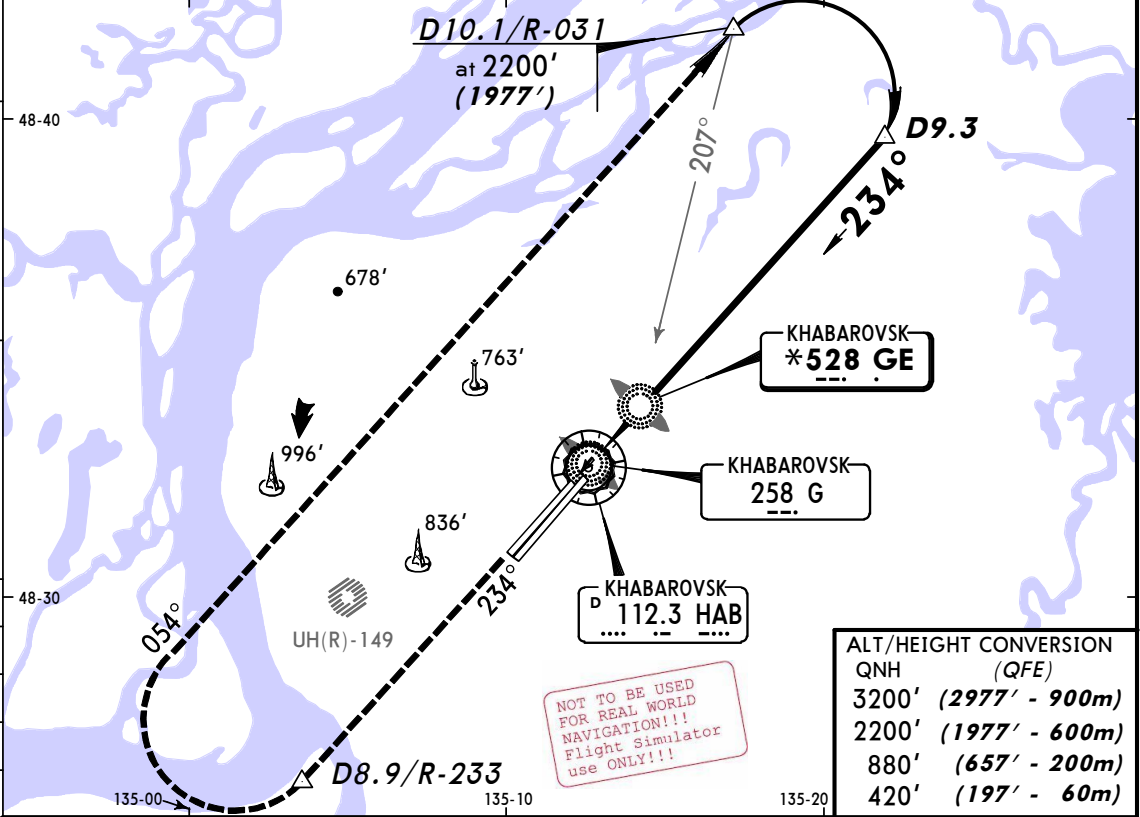
KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	Approach (R) (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8	
NDB HI 469	Final Apch Crs 234°	Minimum Alt LOM 900' (665')	2 NDB MDA(H) 560' (325')	Apt Elev 244'		
			NDB MDA(H) Refer to Minimums	RWY 235'		
MISSED APCH: Climb on 234° to 2210' (1975') at D8.9, then turn RIGHT onto 054°, then according to chart.						MSA Airport
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3200' (2965')



STRAIGHT-IN LANDING RWY 23L					
2 NDB or HI NDB			H NDB		
MDA(H) 560'(325')			MDA(H) 810'(575')		
		ALS out			ALS out
A	1200m	RVR 1500m VIS 1600m	3200m		
B					
C					
D	RVR 1500m VIS 1600m				

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	Approach (R) (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
NDB GE 528	Final Apch Crs 234°	Minimum Alt LOM 880' (657')	2 NDB MDA(H) 560' (337') NDB MDA(H) Refer to Minimums	Apt Elev 244' RWY 223'	<div><div>2100'</div><div>085°↗↖335°</div><div>4200'</div></div> <div>MSA Airport</div>
MISSED APCH: Climb on 234° to 2200' (1977') at D8.9, then turn RIGHT onto 054°, then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	
				Trans alt: 3200' (2977')	



Gnd speed-Kts	70	90	100	120	140	160	ALS	2200' (1977')	234°	D8.9
Descent Gradient 4.7%	333	428	476	571	666	762	PAPI			

STRAIGHT-IN LANDING RWY 23R									
2 NDB MDA(H) 560' (337')			GE NDB MDA(H) 600' (377')			G NDB MDA(H) 810' (587')			
ALS out			ALS out			ALS out			
A									
B									
C	1900m			2100m			3200m		
D									

ATIS
124.87

KHABAROVSK Approach (R)
(360°-138°) 125.2
(138°-360°) 129.3

*KHABAROVSK Krug (SRE)
120.3

KHABAROVSK Start (TWR)
119.3 121.8

Ground
119.3 121.8

RADAR

Final
Apch Crs
054°

PAR GS
LOM
882' (657')

PAR
DA(H)
Refer to
Minimums

Apt Elev 244'
RWY 225'

MISSED APCH: Climb on 054° to 2200' (1975'), then turn LEFT onto 234°, then according to chart.

2100'

085°↗↖335°

4200'

MSA Airport

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 49

Trans alt: 3200' (2975')

678'

234°

763'

996'

836'

UH(R)-149

081°

054°

915'

935'

D12.7/R-251

at 2200' (1975')

D12.3/R-234

134-50

135-00

135-10

135-20

KHABAROVSK
D 112.3 HAB
.... ..

KHABAROVSK
258 B
.... ..

KHABAROVSK
*528 BD
.... ..

ALT/HEIGHT CONVERSION

QNH (QFE)

3200' (2975' - 900m)

2200' (1975' - 600m)

D12.3

2200' (1975')

054°

7.8

2.1

1.5

0.6

0

RWY 05L 225'

LOM

PAR GS 882' (657')

LMM

PAR GS 455' (230')

Gnd speed-Kts

70

90

100

120

140

160

PAR GS

2.67°

336

432

480

576

671

767

ALS

PAPI

2200' (1975')

on 054°

234°

LT

STRAIGHT-IN LANDING RWY 05L

DA(H) A: 425' (200') C: 443' (218')

B: 433' (208') D: 453' (228')

ALS out

A

B

C

D

1200m

NOT TO BE USED
FOR REAL WORLD
NAVIGATION!!!
Flight simulator
use ONLY!!!

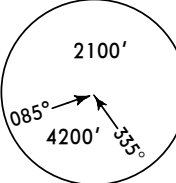
CHANGES: Procedure.

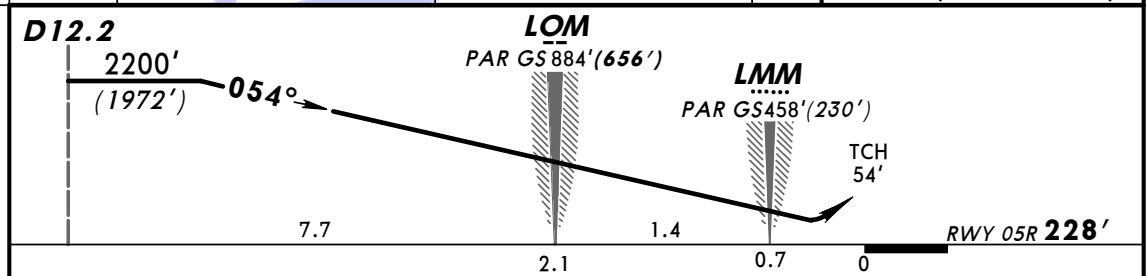
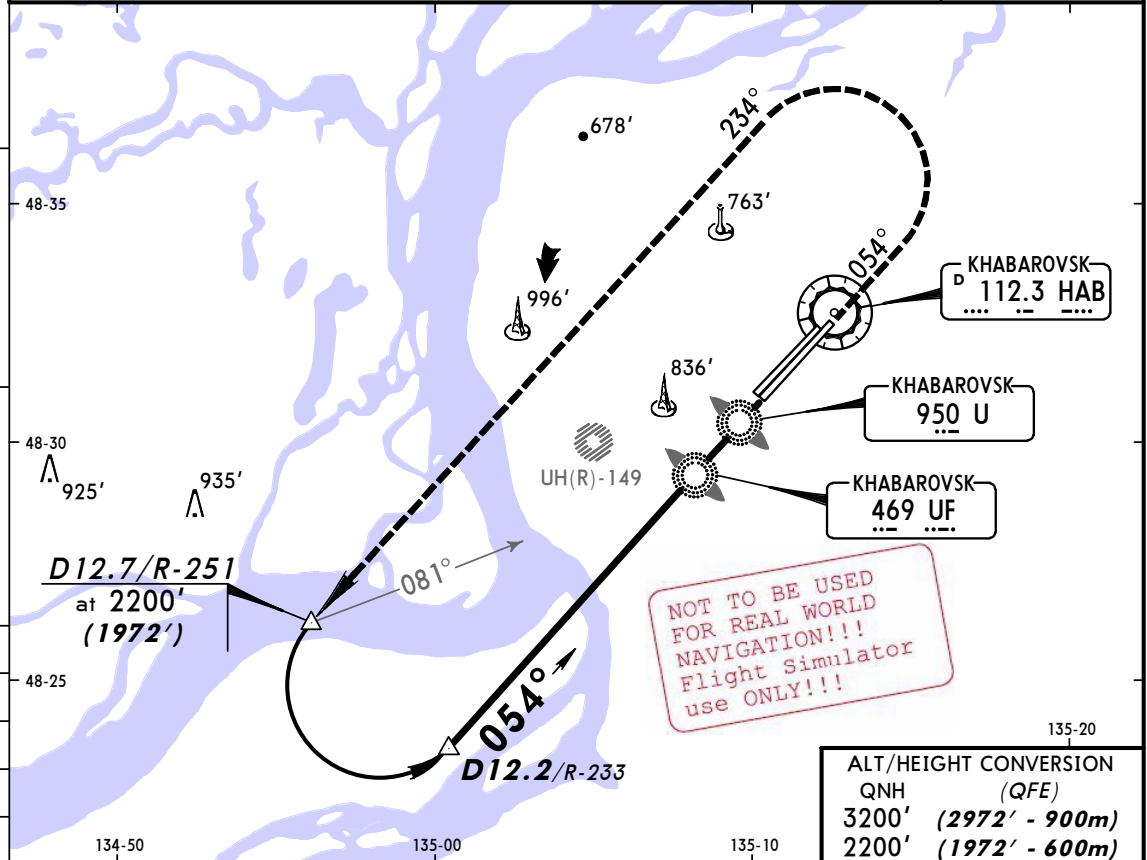
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JEPPESEN
26 MAY 06 (18-2) Eff 8 Jun

KHABAROVSK, RUSSIA
PAR Rwy 05R

ATIS 124.87	KHABAROVSK Approach (R) (360°-138°) 125.2	Approach (R) (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 054°	PAR GS LOM 884' (656')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 228'	
MISSED APCH: Climb on 054° to 2200' (1972'), then turn LEFT onto 234°, then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3190' (2972')					MSA Airport



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2200' (1972')	054°	234°
PAR GS	2.67°	336	432	480	576	767		↑	on	LT

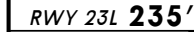
STRAIGHT-IN LANDING RWY 05R									
DA(H) A: 428' (200') C: 443' (215') B: 433' (205') D: 453' (225')									
ALS out									
A	1200m								
B									
C									
D									

CHANGES: Procedure.

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PAR Rwy 23L

APPEALING STYLING



<i>Gnd speed-Kts</i>	
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 $DA(H)$

AB: 435' (200') D: 453' (218')

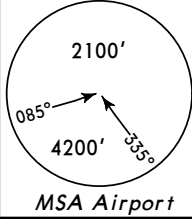
PANS OPS

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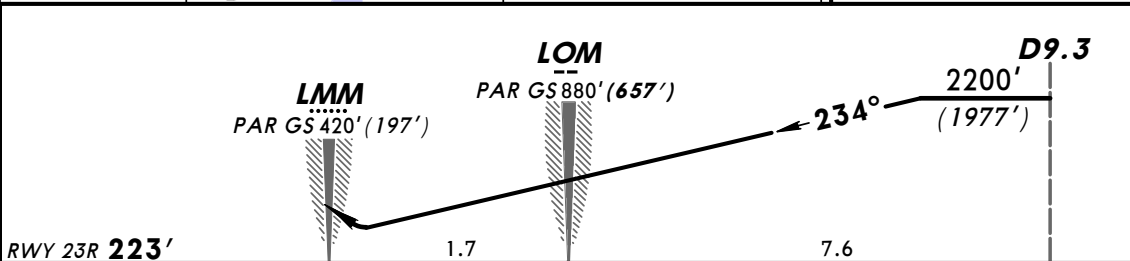
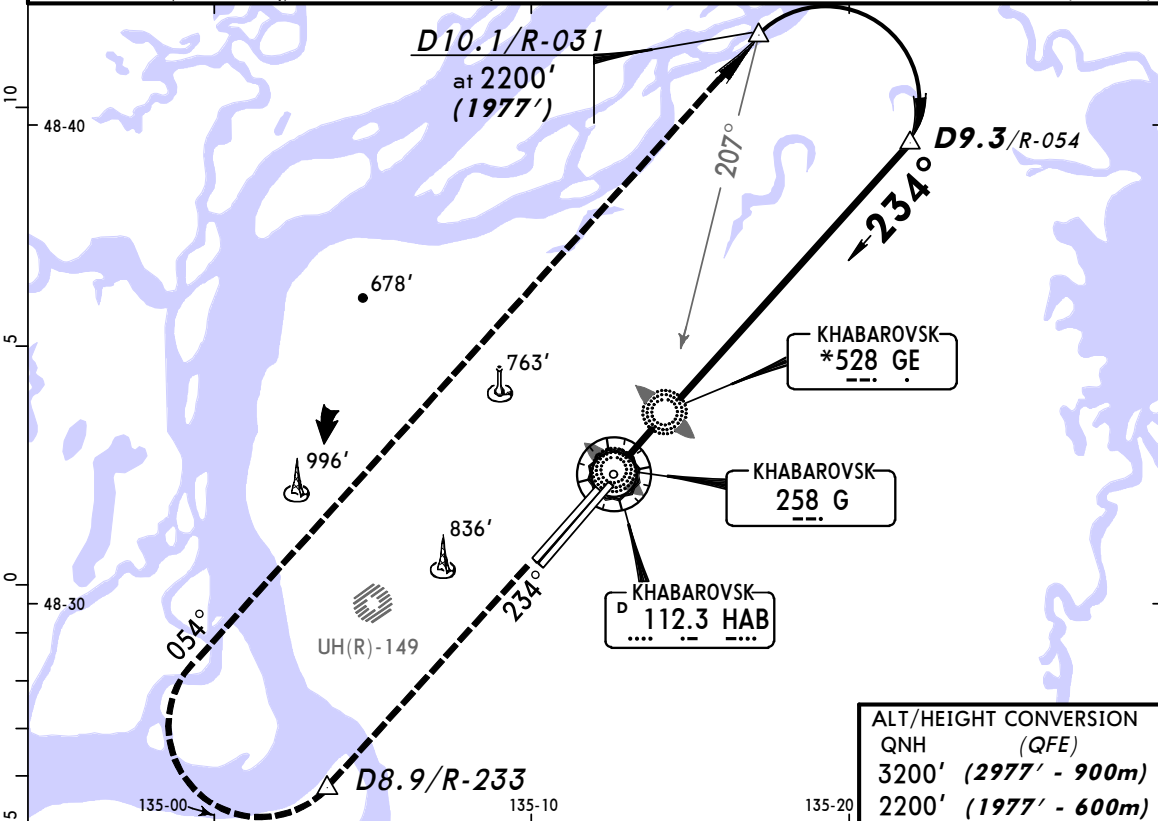
UHHH/KHV
NOVY

26 MAY 06 (18-4) Eff 8 Jun

KHABAROVSK, RUSSIA
PAR Rwy 23R

ATIS 124.87	KHABAROVSK (360°-138°) 125.2	Approach (R) (138°-360°) 129.3	*KHABAROVSK Krug (SRE) 120.3	KHABAROVSK Start (TWR) 119.3 121.8	Ground 119.3 121.8
RADAR	Final Apch Crs 234°	PAR GS LOM 880' (657')	PAR DA(H) Refer to Minimums	Apt Elev 244' RWY 223'	
MISSED APCH: Climb on 234° to 2200' (1977') at D8.9, then turn RIGHT onto 054°, then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200' (2977')



Gnd speed-Kts	70	90	100	120	140	160			
PAR GS	2.67°	336	432	480	576	671	767		

STRAIGHT-IN LANDING RWY 23R									
DA(H) A: 423'(200') C: 443'(220')									
B: 433'(210') D: 453'(230')									