

HRK-UKHH

1-10

AOI

AOI

## GENERAL

### Operational Hours

AD OPS Hours / AD ADMIN Hours: H24

### Airport Information

RFF: CAT 7

Fuel: TS-1

PCN: RWY 07/25: 56/R/C/X/T

### Operation

**Traffic Notes:** Entry of any traffic to critical ILS zone and ACFT taxiing without CLR of GND are strictly prohibited.

### RWY Restriction

Report the vaction of RWY and ILS critical area.

### TWY Restrictions

TWY A1, A2, A3, A4, B, B1, B2, C1, C2, C3, D width 18m / 59ft.

TWY D1 width 16m / 52ft.

Taxiing of ACFT between APN K, M and N on TWY D1 with follow-me only.

ACFT shall be led to main TWY by follow-me at night when VIS is at or below 400m.

Follow-me mandatory to/from stand from/to TWY C1-C3.

**Standard Taxi Routes:** See last page.

### Taxi/Parking

During winter conditions TWY markings may be invisible, request follow-me via TWR.

Taxiing and parking of ACFT at APN K, L, M, N and E through the adjacent stand with follow-me only.

Code 4D ACFT must taxi with MMN speed strictly along CL.

### Warnings

Birds in vicinity of AD.

## ARRIVAL

### Communication

**COM Failure:** See CRAR.

### Arrival Procedure

#### Continuous Descent Operations (CDO)

CDO AVBL O/R or by ATC.

Maintain MAX IAS 220KT at a distance of 20 track miles from touchdown.

#### Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

Exit RWY 25 via TWY A2 and RWY 07 via TWY A3.

#### Reverse

Reverse of ENG thrust is not to be used from 2100-0500‡, except cases when it is necessary for safety of FLT.

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### ARRIVAL

#### Non-standard GP Intercept Position on RWY 07

GP intercept RWY 07 at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 2174m / 7133ft.

### DEPARTURE

#### Take-off Minima

RWY	07/25		
All ACFT	ft - m/km	0 - 125R	-

### Communication

**COM Failure:** See CRAR.

### Departure Procedure

#### Noise Abatement Procedure

From TKOF to 600m / 1500ft AAL climb with TKOF PWR and TKOF flap at V2+20km/h (10KT).

From 600m / 1500ft AAL to 1200m / 3000ft AAL reduce PWR to enroute climb power, TKOF flap, V2+20km/h (10KT).

After reaching 1200m / 3000ft retract flaps according to AFM, climb to enroute height.

### ATC Slot, Clearance

Request ATC clearance from GND.

### De-Icing

AVBL.

## Standard Taxi Routes

**Arrival****RWY 07**

To stands 1-15 taxi via TWY A3, B, C1.  
 To stands 17-28 taxi via TWY A3, B, C2.  
 To stands 29-35, H2 taxi via TWY A3, B, C2, D1.  
 To stands 38-58 taxi via TWY A3, B, C3.  
 To stands 1-15 taxi via TWY A4, B2, B, C1.  
 To stands 17-28 taxi via TWY A4, B2, B, C2.  
 To stands 29-35, H2 taxi via TWY A4, B2, B, C2, D1.  
 To stands 38-58 taxi via A4, B2, B, C3

**RWY 25**

To stands 1-15 taxi via TWY A2, C1.  
 To stands 17-28 taxi via TWY A2, C2.  
 To stands 29-35, H2 taxi via TWY A2, C2, D1.  
 To stands 38-58 taxi via TWY A2, B, C3.  
 To stands 1-15 taxi via TWY A1, B1, C1  
 To stands 17-28 taxi via TWY A1, B1, C2.  
 To stands 29-35, H2 taxi via TWY A1, B1, C2, D1.  
 To stands 38-58 taxi via A1, B1, B, C3.

**Departure****RWY 07**

From stands 1-10 taxi via TWY C1, B1, A1.  
 From stands 11-28 taxi via TWY C2, B1, A1.  
 From stands 29-35, H2 taxi via TWY D1, C2, B1, A1.  
 From stands 38-58 taxi via TWY C3, B, B1, A1.

**RWY 25**

From stands 1-10 taxi via TWY C1, B, B2, A4.  
 From stands 11-28 taxi via TWY C2, B, B2, A4.  
 From stands 29-35, H2 taxi via D1, C2, B, B2, A4.  
 From stands 38-58 taxi via TWY C3, B, B2, A4.

05-JUL-2018

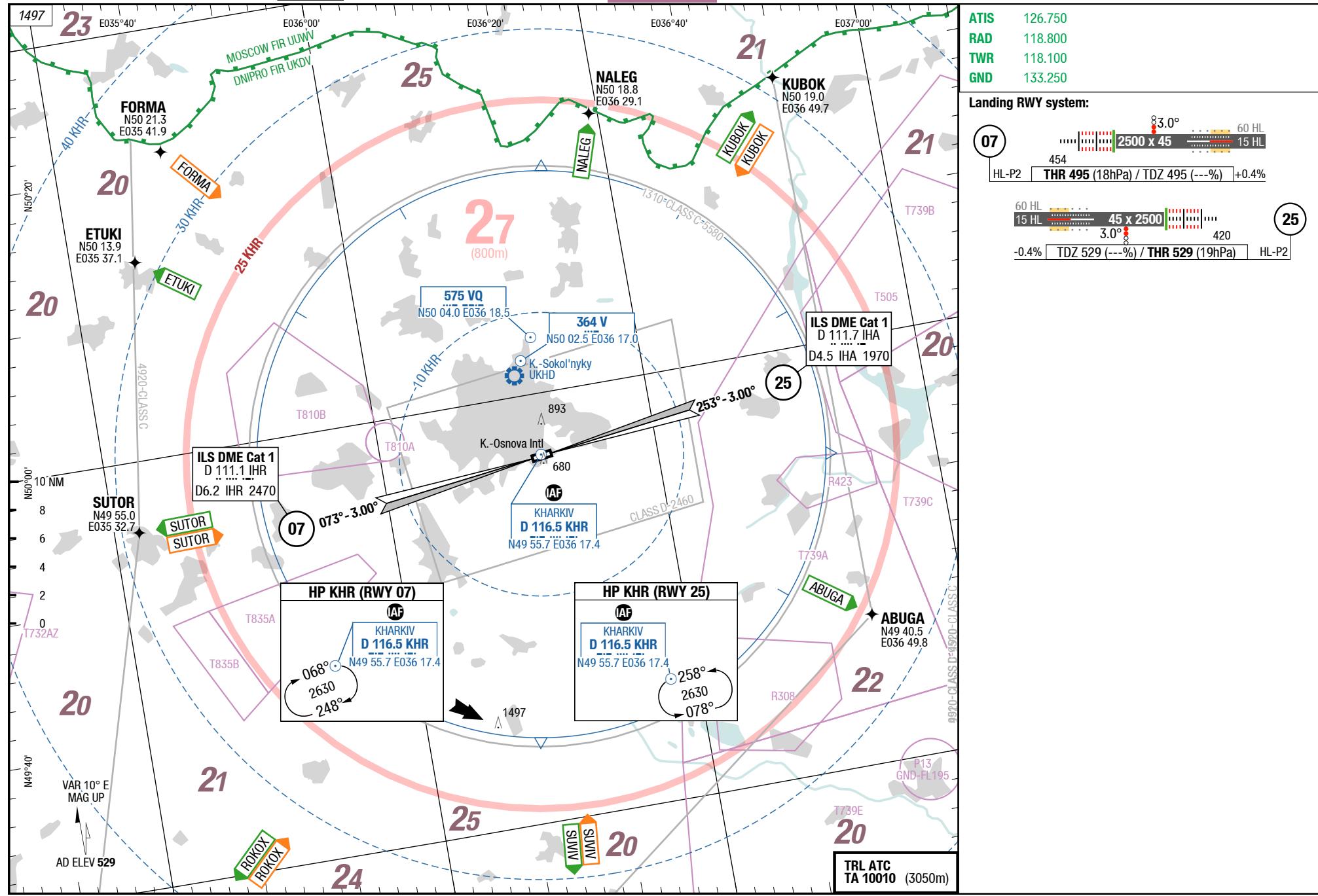
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AGC  
AFC

Osnova Intl **Kharkiv** Ukraine

AGC  
AFC

2-10



05-JUL-2018

HRK-UKHH

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AGC

Osnova Intl Kharkiv Ukraine

AGC

ATIS

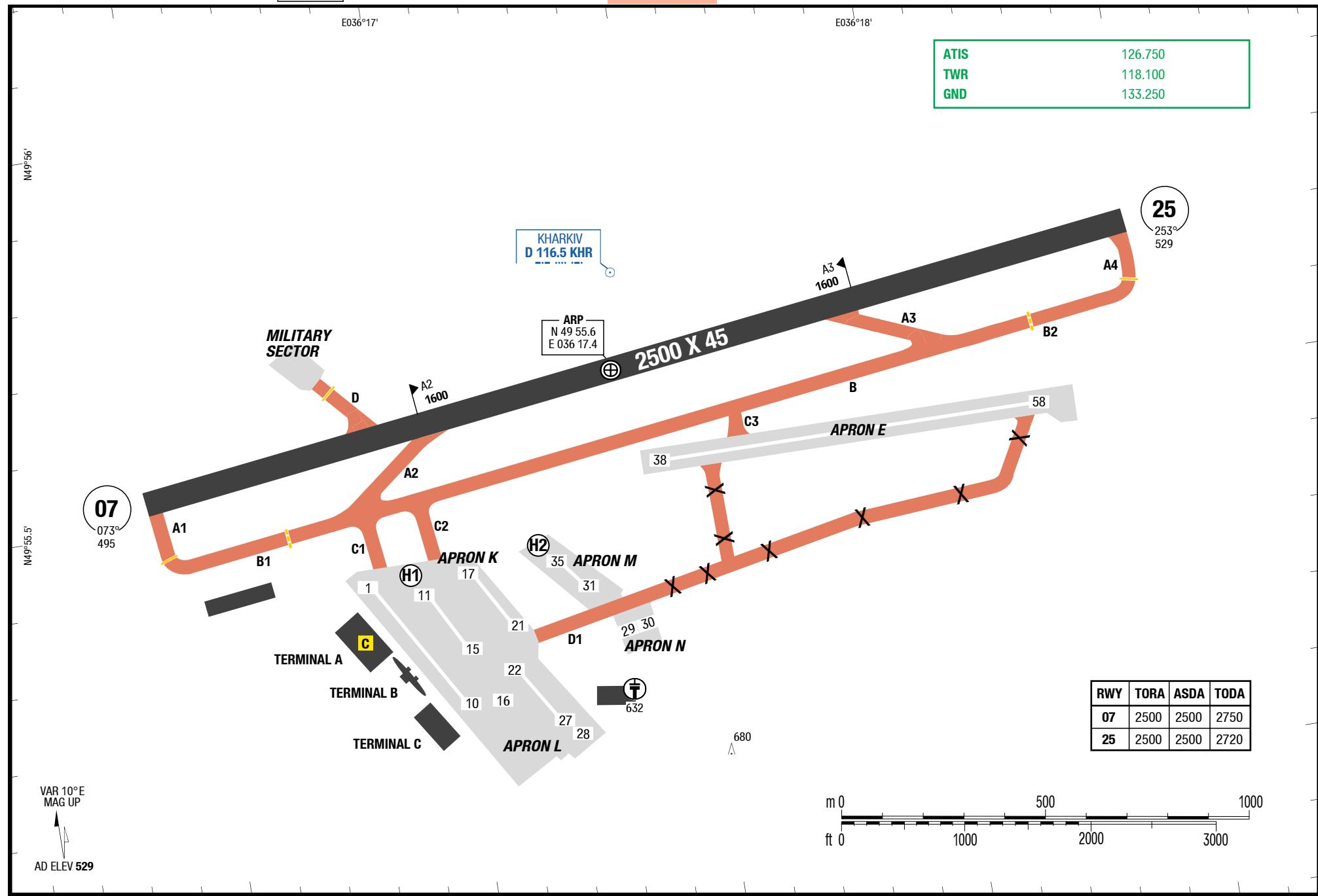
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TWR

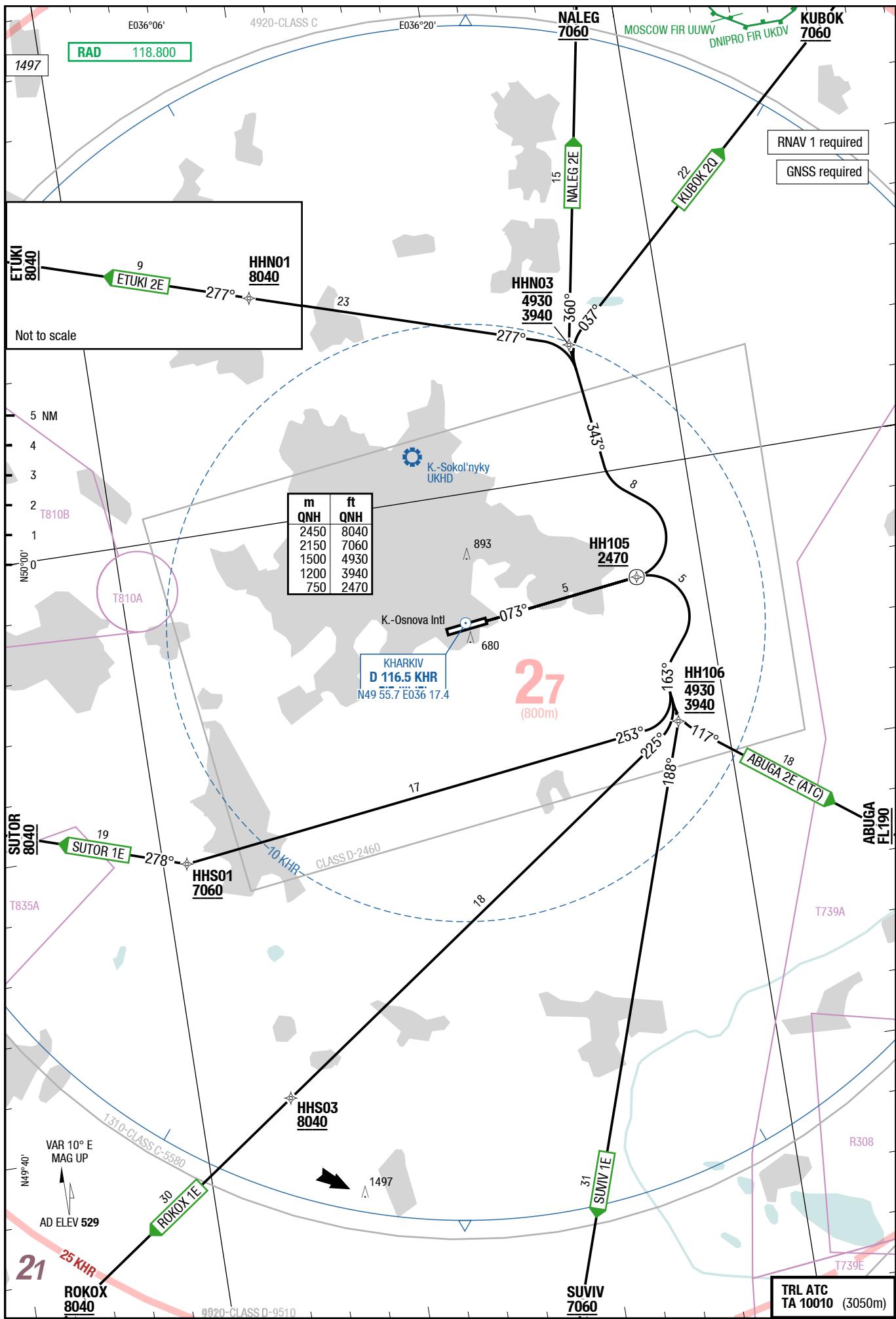
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GND

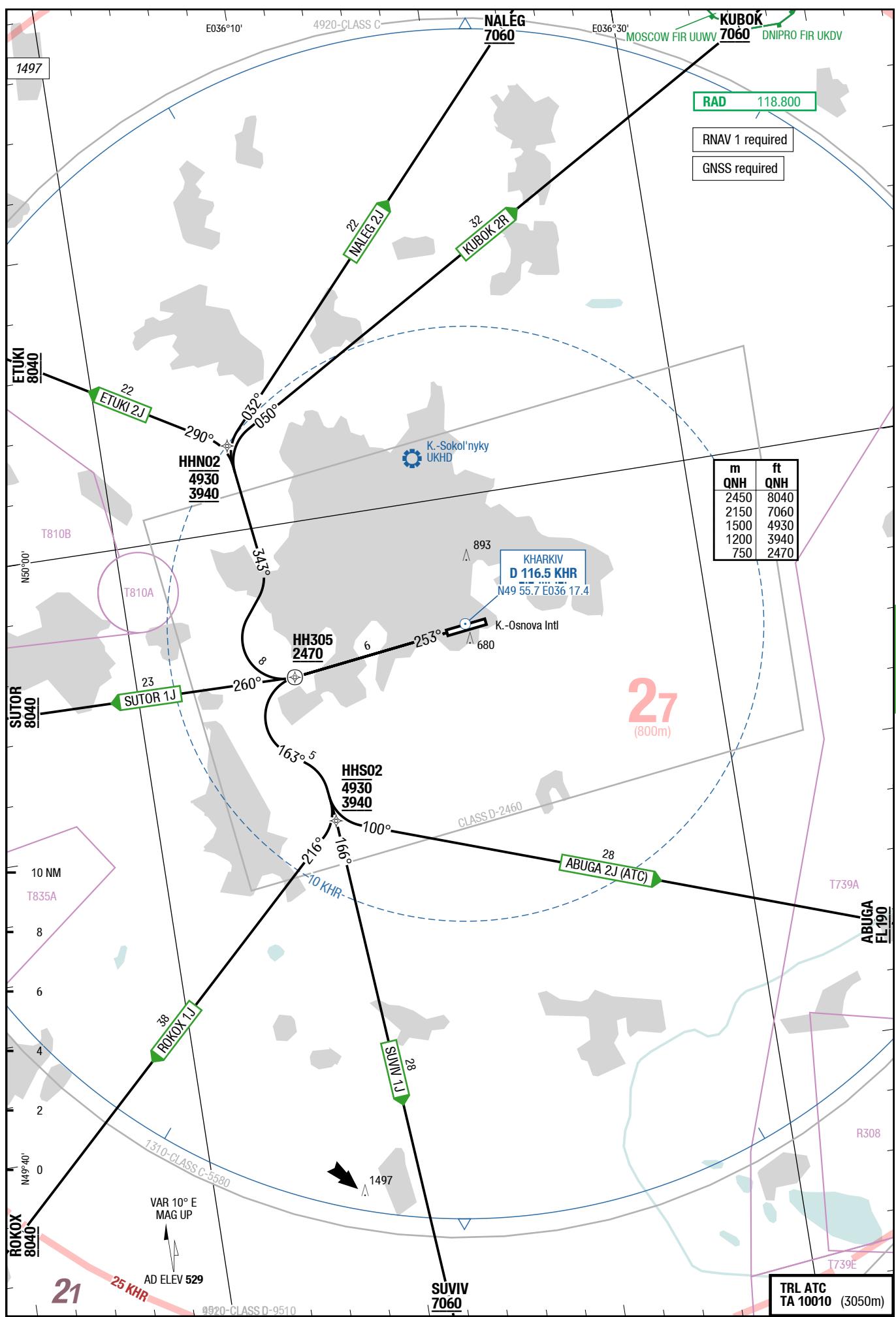
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## Changes: Track, PROC, OBST



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SIDs RWY 25

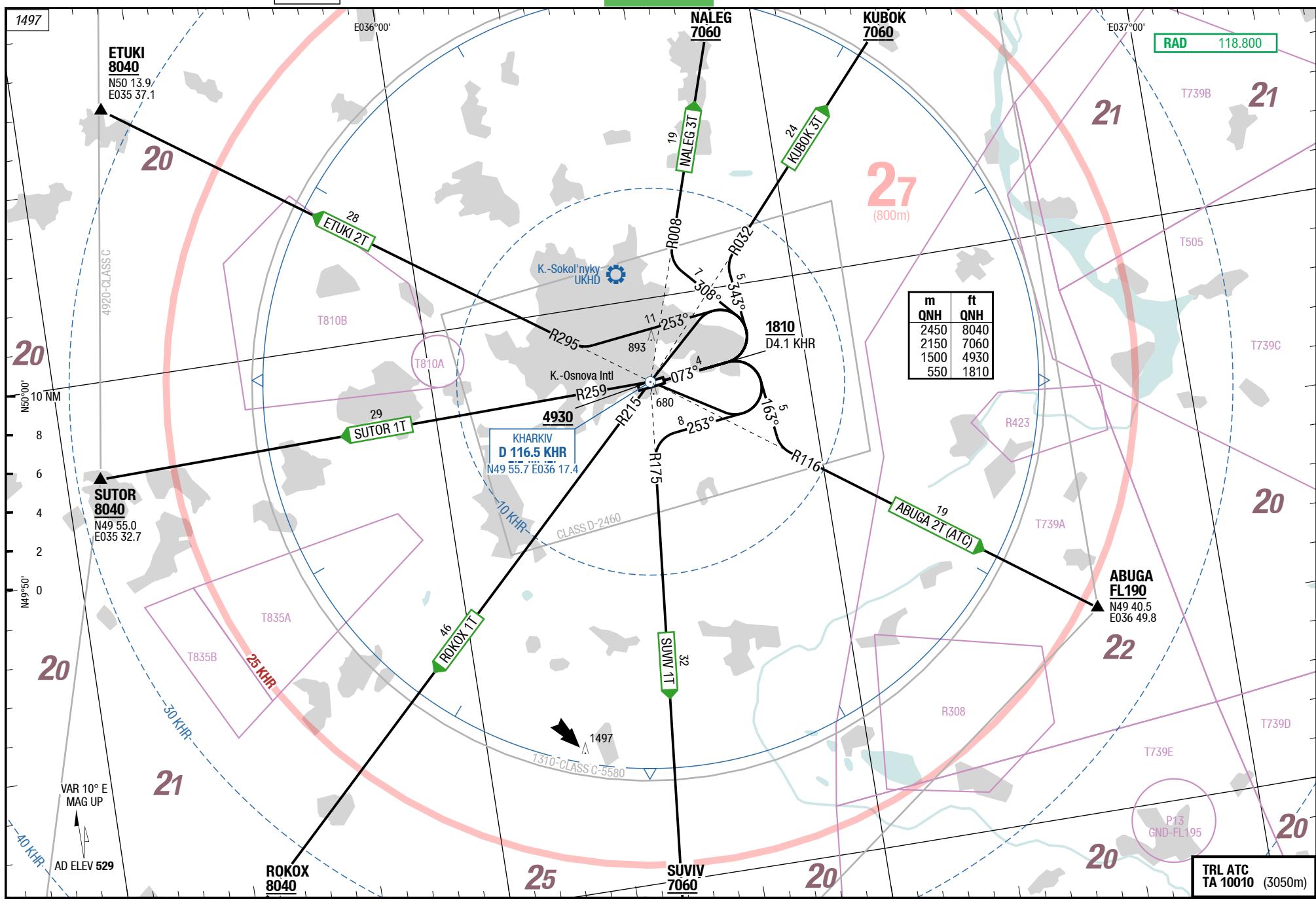
SIDs RWY 07

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SIDs RWY 25

SIDs RWY 07

4-30



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17-MAY-2018

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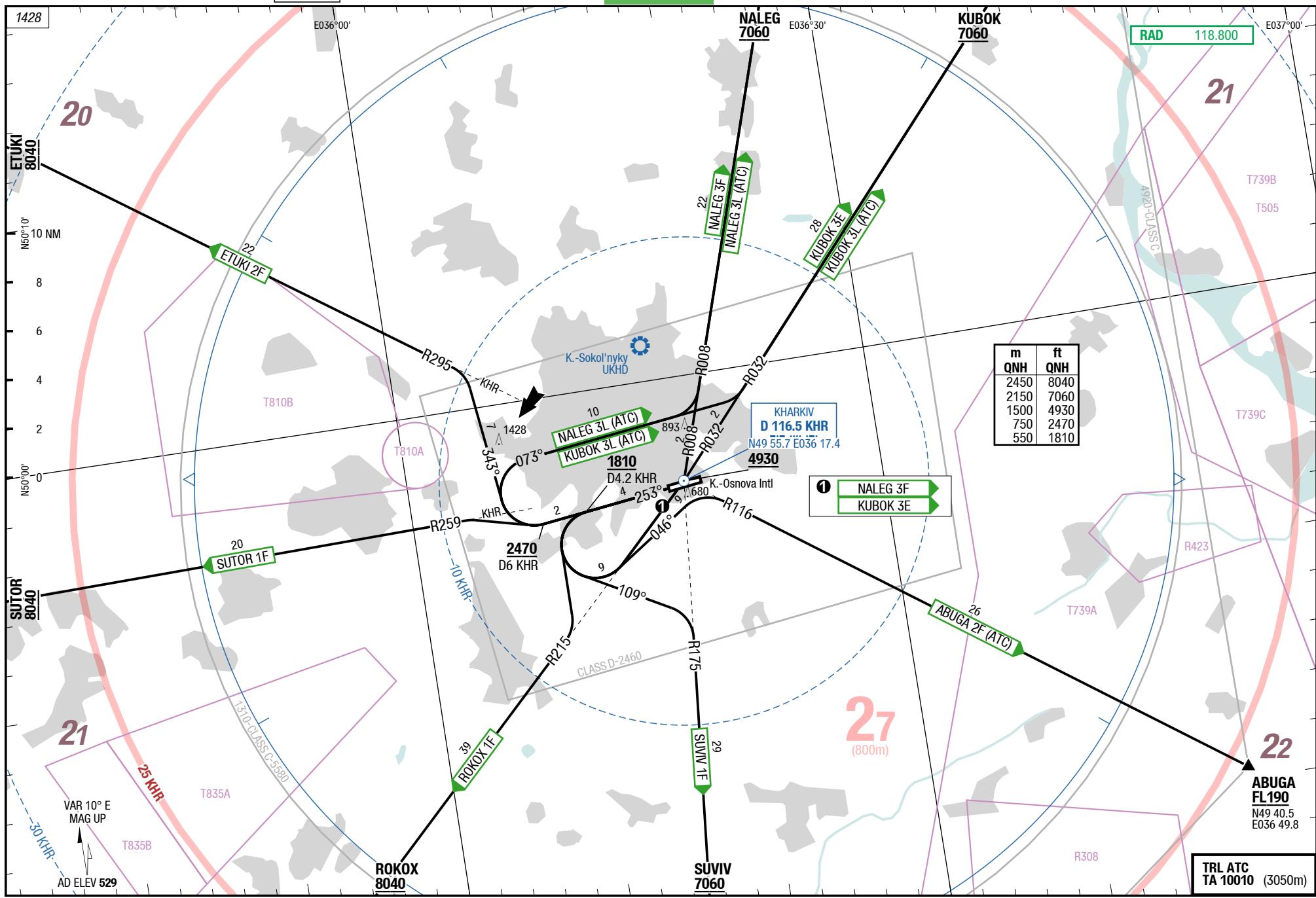
-40

**SIDs RWY 25**

SD

5

SIDs RWY 25



HRK-UKHH

5-10

RNAV SIDs RWY 07

SIDPT

**ABUGA 2E / ETUKI 2E / KUBOK 2Q / NALEG 2E / ROKOX 1E / SUTOR 1E / SUVIV 1E**  
**RWY 07 (073°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABUGA 2E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HH106 - ABUGA	HH105 MNM <b>2470</b> HH106 between <b>3940</b> and <b>4930</b> ABUGA MNM <b>FL190</b>
<b>ETUKI 2E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HHN03 - HHN01 - ETUKI	HH105 MNM <b>2470</b> HHN03 between <b>3940</b> and <b>4930</b> HHN01 MNM <b>8040</b> ETUKI MNM <b>8040</b>
<b>KUBOK 2Q</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HHN03 - KUBOK	HH105 MNM <b>2470</b> HHN03 between <b>3940</b> and <b>4930</b> KUBOK MNM <b>7060</b>
<b>NALEG 2E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HHN03 - NALEG	HH105 MNM <b>2470</b> HHN03 between <b>3940</b> and <b>4930</b> NALEG MNM <b>7060</b>
<b>ROKOX 1E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HH106 - HHS03 - ROKOX	HH105 MNM <b>2470</b> HH106 between <b>3940</b> and <b>4930</b> HHS03 MNM <b>8040</b> ROKOX MNM <b>8040</b>
<b>SUTOR 1E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HH106 - HHS01 - SUTOR	HH105 MNM <b>2470</b> HH106 between <b>3940</b> and <b>4930</b> HHS01 MNM <b>7060</b> SUTOR MNM <b>8040</b>
<b>SUVIV 1E</b> 6.0% to 2470 <b>118.800</b> ①	073° [A930+] - DCT <u>HH105</u> - HH106 - SUVIV	HH105 MNM <b>2470</b> HH106 between <b>3940</b> and <b>4930</b> SUVIV MNM <b>7060</b>

① If unable to comply with climb gradient, advise ATC

HRK-UKHH

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RNAV SIDs RWY 25

SIDPT

**ABUGA 2J / ETUKI 2J / KUBOK 2R / NALEG 2J / ROKOX 1J / SUTOR 1J / SUVIV 1J**  
**RWY 25 (253°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ABUGA 2J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHS02 - ABUGA	HH305 MNM <b>2470</b> HHS02 between <b>3940</b> and <b>4930</b> ABUGA MNM <b>FL190</b>
<b>ETUKI 2J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHN02 - ETUKI	HH305 MNM <b>2470</b> HHN02 between <b>3940</b> and <b>4930</b> ETUKI MNM <b>8040</b>
<b>KUBOK 2R</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHN02 - KUBOK	HH305 MNM <b>2470</b> HHN02 between <b>3940</b> and <b>4930</b> KUBOK MNM <b>7060</b>
<b>NALEG 2J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHN02 - NALEG	HH305 MNM <b>2470</b> HHN02 between <b>3940</b> and <b>4930</b> NALEG MNM <b>7060</b>
<b>ROKOX 1J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHS02 - ROKOX	HH305 MNM <b>2470</b> HHS02 between <b>3940</b> and <b>4930</b> ROKOX MNM <b>8040</b>
<b>SUTOR 1J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - SUTOR	HH305 MNM <b>2470</b> SUTOR MNM <b>8040</b>
<b>SUVIV 1J</b> 6.0% to 2470 <b>118.800</b> ①	253° [A930+] - DCT <u>HH305</u> - HHS02 - SUVIV	HH305 MNM <b>2470</b> HHS02 between <b>3940</b> and <b>4930</b> SUVIV MNM <b>7060</b>

① If unable to comply with climb gradient, advise ATC

**HRK-UKHH****5-30****SIDs RWY 07****ABUGA 2T / ETUKI 2T / KUBOK 3T / NALEG 3T / ROKOX 1T / SUTOR 1T / SUVIV 1T  
RWY 07 (073°)**

	GS	120	150	180	210	240	270
	6.0%	ft/MIN	800	1000	1100	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ABUGA 2T</b> (ATC) 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR RT</b> 163° - intercept R116 <b>KHR</b> to ABUGA	D4.1 <b>KHR MNM 1810</b> ABUGA MNM <b>FL190</b>
<b>ETUKI 2T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR LT</b> 253° - intercept R295 <b>KHR</b> to ETUKI	D4.1 <b>KHR MNM 1810</b> ETUKI MNM <b>8040</b>
<b>KUBOK 3T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR LT</b> 343° - intercept R032 <b>KHR</b> to KUBOK	D4.1 <b>KHR MNM 1810</b> KUBOK MNM <b>7060</b>
<b>NALEG 3T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR LT</b> 308° - intercept R008 <b>KHR</b> to NALEG	D4.1 <b>KHR MNM 1810</b> NALEG MNM <b>7060</b>
<b>ROKOX 1T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR LT</b> direct <b>KHR</b> - <b>RT</b> R215 <b>KHR</b> to ROKOX	D4.1 <b>KHR MNM 1810</b> <b>KHR MNM 4930</b> ROKOX MNM <b>8040</b>
<b>SUTOR 1T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR RT</b> direct <b>KHR</b> - <b>LT</b> R259 <b>KHR</b> to SUTOR	D4.1 <b>KHR MNM 1810</b> <b>KHR MNM 4930</b> SUTOR MNM <b>8040</b>
<b>SUVIV 1T</b> 6.0% to 1810 <b>118.800</b> ①	at D4.1 <b>KHR RT</b> 253° - intercept R175 <b>KHR</b> to SUVIV	D4.1 <b>KHR MNM 1810</b> SUVIV MNM <b>7060</b>

① If unable to comply with climb gradient, advise ATC

**HRK-UKHH****5-40****SIDs RWY 25**

SIDPT

**ABUGA 2F / ETUKI 2F / KUBOK 3E / KUBOK 3L / NALEG 3F / NALEG 3L / ROKOX 1F / SUTOR 1F****RWY 25 (253°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ABUGA 2F</b> (ATC) 6.0% to 1810 <b>118.800</b> ①	at D4.2 <b>KHR LT</b> 046° - intercept R116 <b>KHR</b> to ABUGA	D4.2 <b>KHR MNM 1810</b> ABUGA MNM <b>FL190</b>
<b>ETUKI 2F</b> 6.0% to 2470 <b>118.800</b> ①	at D6 <b>KHR RT</b> 343° - intercept R295 <b>KHR</b> to ETUKI	D6 <b>KHR MNM 2470</b> ETUKI MNM <b>8040</b>
<b>KUBOK 3E</b> 6.0% to 1810 <b>118.800</b> ①	at D4.2 <b>KHR LT</b> to <b>KHR</b> - R032 <b>KHR</b> to KUBOK	D4.2 <b>KHR MNM 1810</b> <b>KHR MNM 4930</b> KUBOK MNM <b>7060</b>
<b>KUBOK 3L</b> (ATC) 6.0% to 2470 <b>118.800</b> ①	at D6 <b>KHR RT</b> 073° - intercept R032 <b>KHR</b> to KUBOK	D6 <b>KHR MNM 2470</b> KUBOK MNM <b>7060</b>
<b>NALEG 3F</b> 6.0% to 1810 <b>118.800</b> ①	at D4.2 <b>KHR LT</b> to <b>KHR</b> - R008 <b>KHR</b> to NALEG	D4.2 <b>KHR MNM 1810</b> <b>KHR MNM 4930</b> NALEG MNM <b>7060</b>
<b>NALEG 3L</b> (ATC) 6.0% to 2470 <b>118.800</b> ①	at D6 <b>KHR RT</b> 073° - intercept R008 <b>KHR</b> to NALEG	D6 <b>KHR MNM 2470</b> NALEG MNM <b>7060</b>
<b>ROKOX 1F</b> 6.0% to 1810 <b>118.800</b> ①	at D4.2 <b>KHR LT</b> intercept R215 <b>KHR</b> to ROKOX	D4.2 <b>KHR MNM 1810</b> ROKOX MNM <b>8040</b>
<b>SUTOR 1F</b> 6.0% to 2470 <b>118.800</b> ①	at D6 <b>KHR RT</b> intercept R259 <b>KHR</b> to SUTOR	D6 <b>KHR MNM 2470</b> SUTOR MNM <b>8040</b>

① If unable to comply with climb gradient, advise ATC

**HRK-UKHH****5-50****SIDs RWY 25**

SIDPT

**SUVIV 1F**

RWY 25 (253°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>SUVIV 1F</b> 6.0% to 1810 <b>118.800</b> ①	at D4.2 <b>KHR LT 109°</b> - intercept R175 <b>KHR</b> to SUVIV	D4.2 <b>KHR MNM 1810</b> SUVIV MNM <b>7060</b>

① If unable to comply with climb gradient, advise ATC

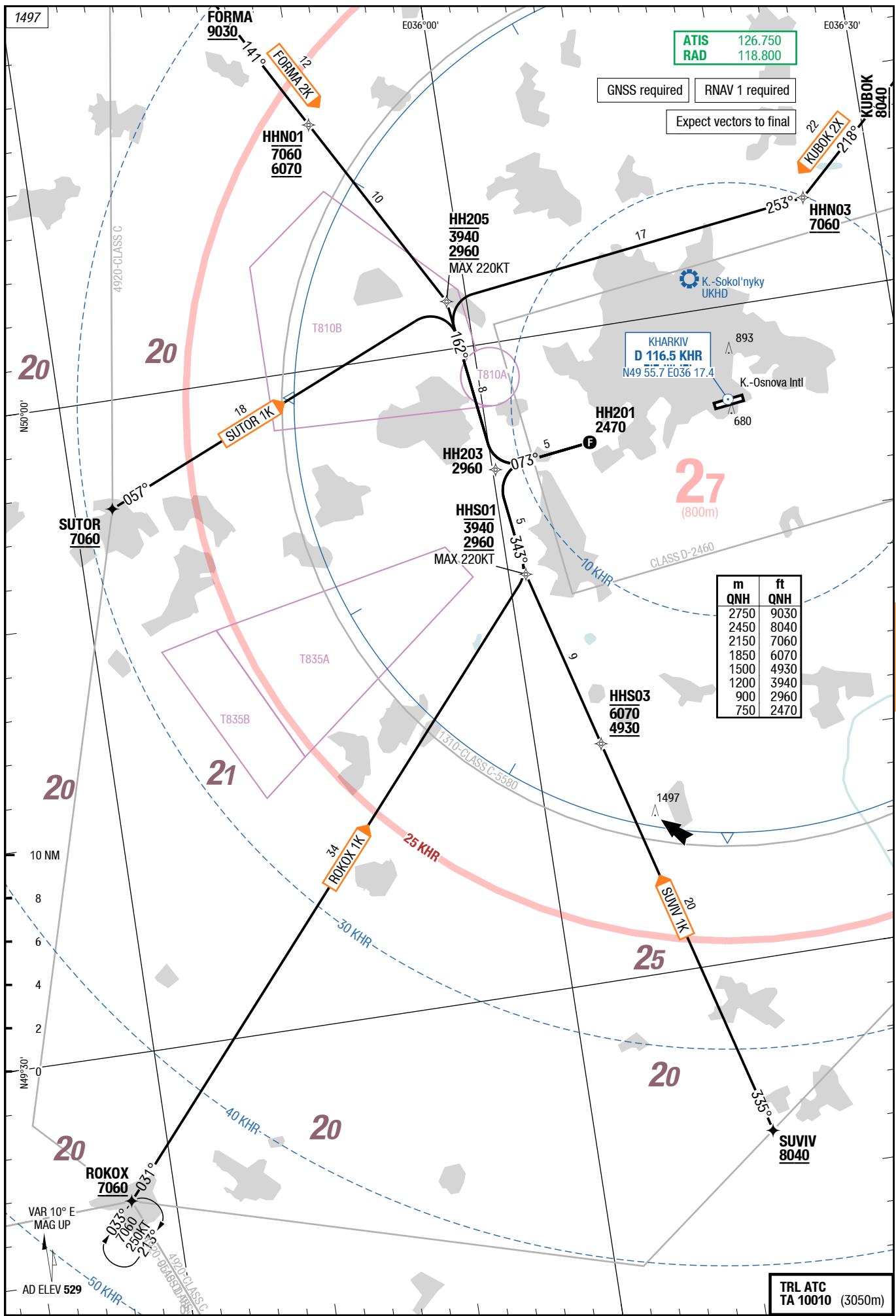
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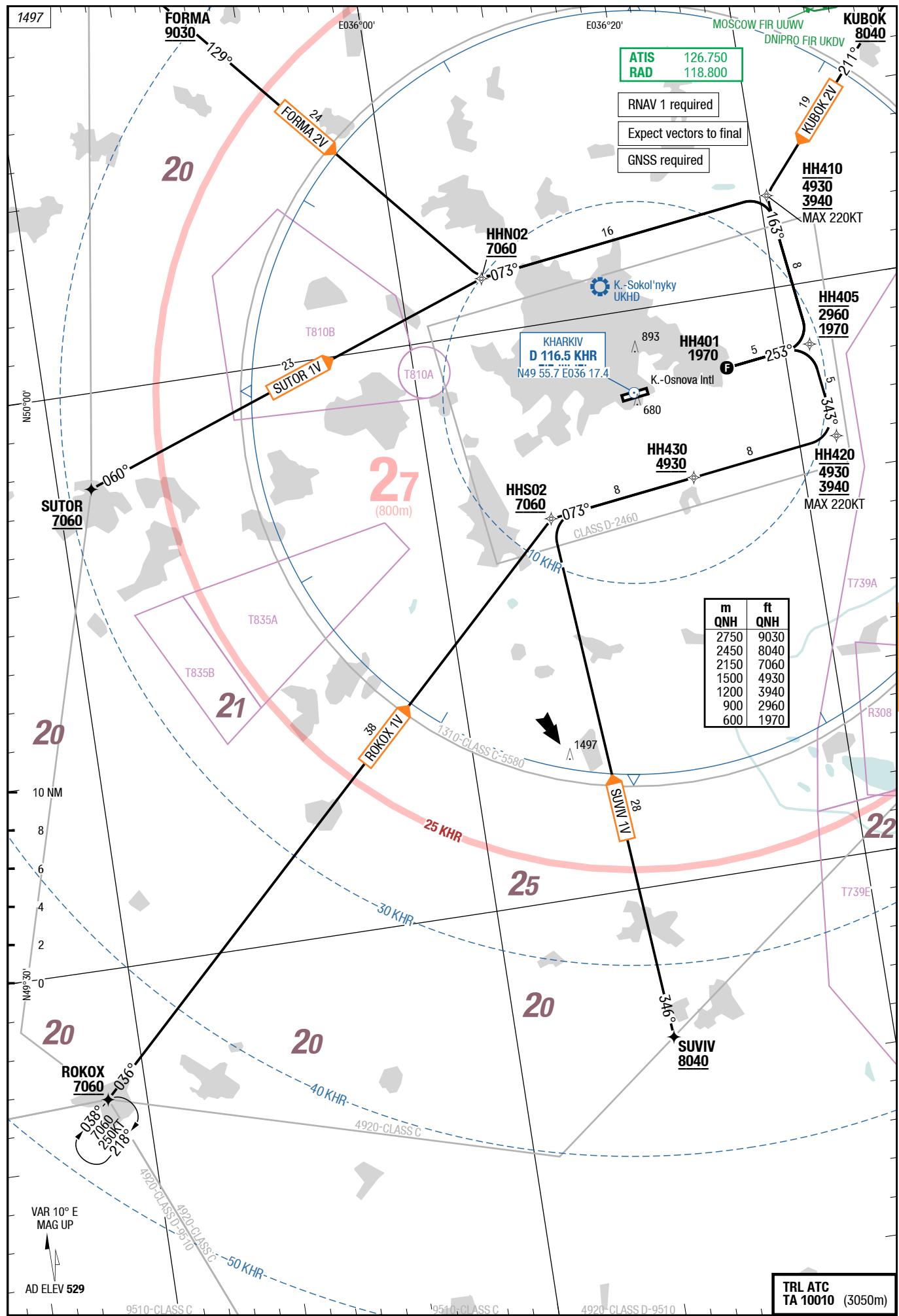
**HRK-UKHH**

**Ukraine Kharkiv Osnova Intl**  
**RNAV STARS RWY 25**

**STAR**

Osnova Intl **Kharkiv** Ukraine  
[RNAV STARS RWY 25] **RNAV STARS RWY 07**





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17-MAY-2018

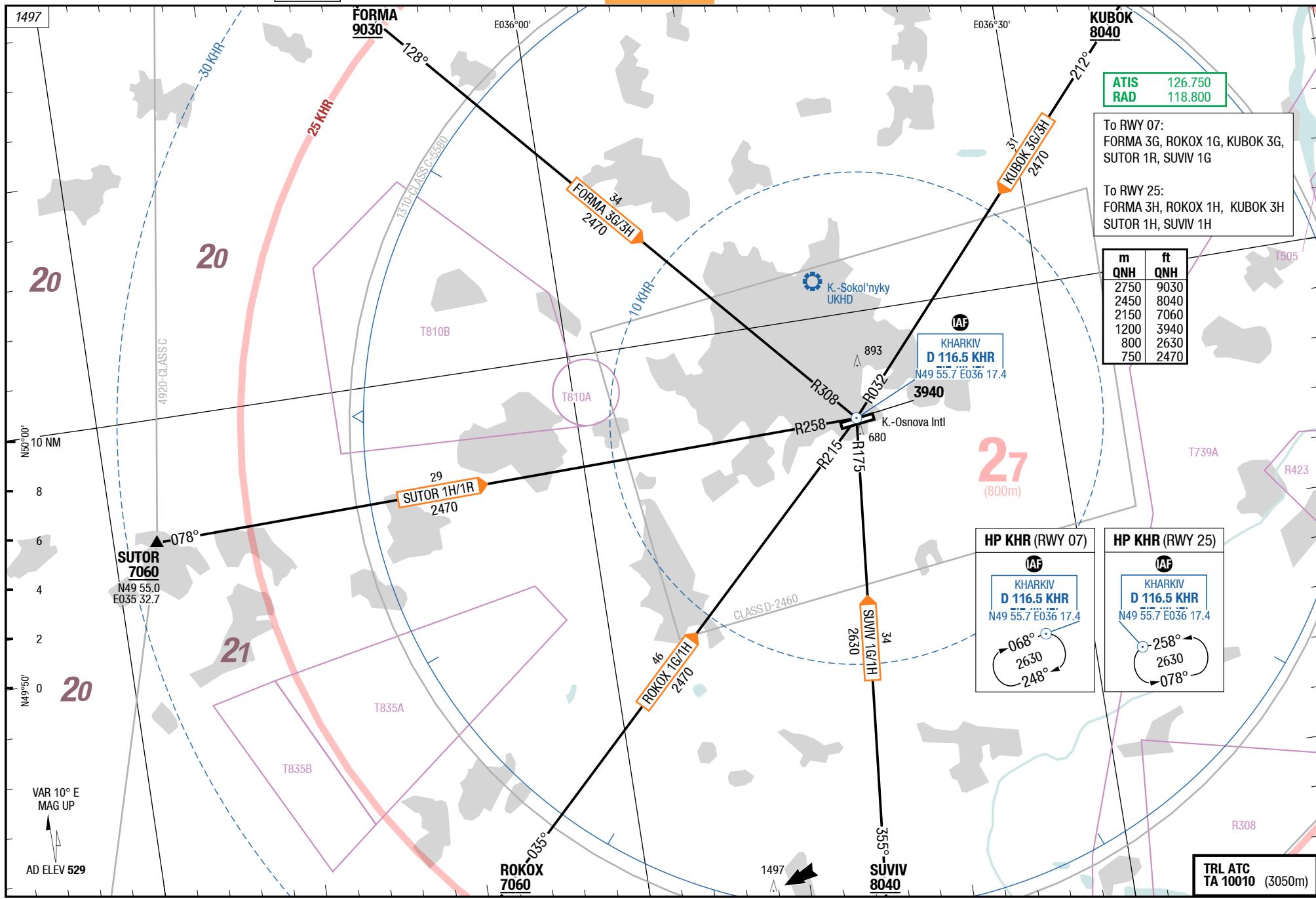
HRK-UKHH

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STAR  
STAR

Osnova Intl Kharkiv Ukraine

6-30



05-JUL-2018

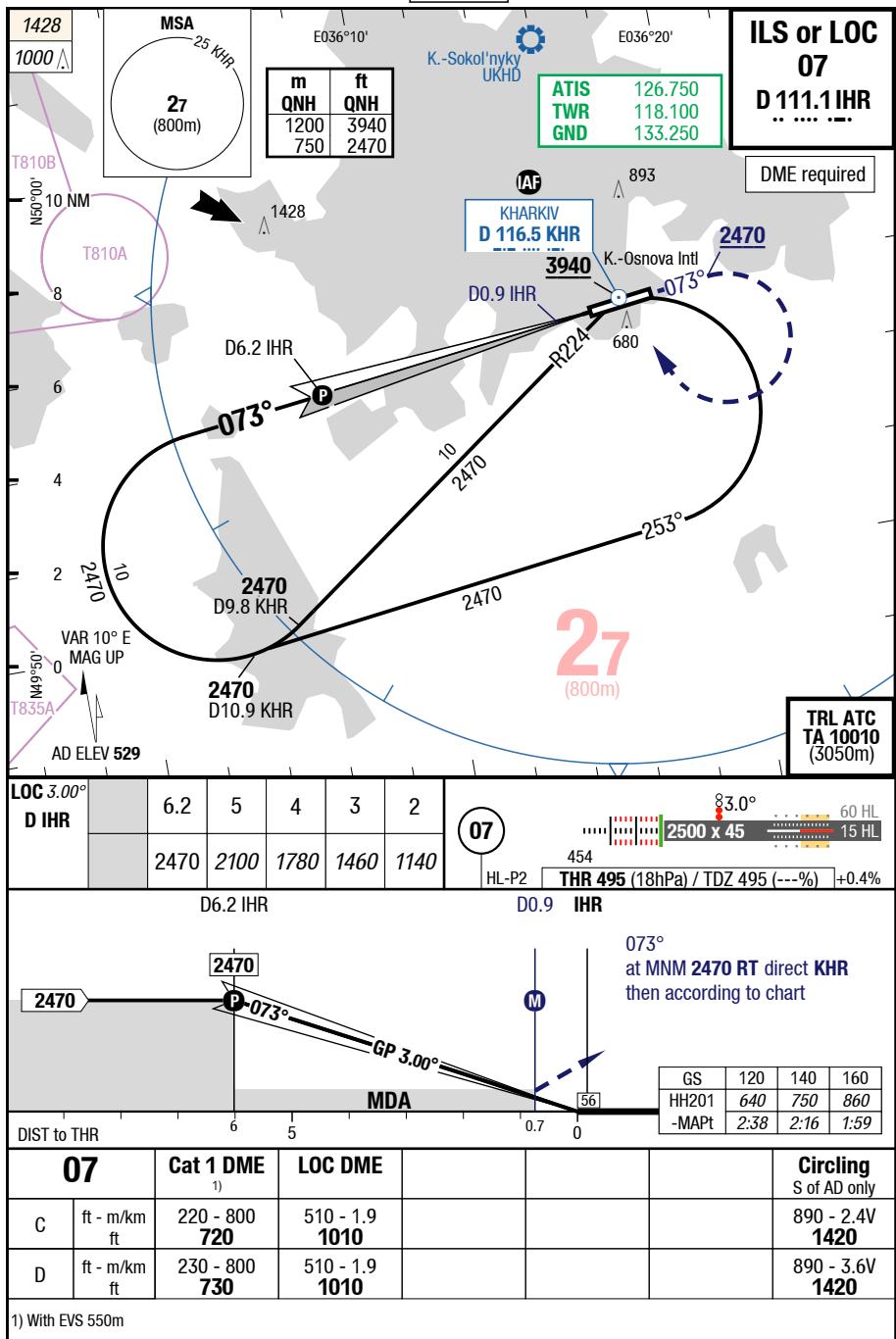
Ukraine Kharkiv Osnova Intl

IAC

HRK-UKHH

7-10

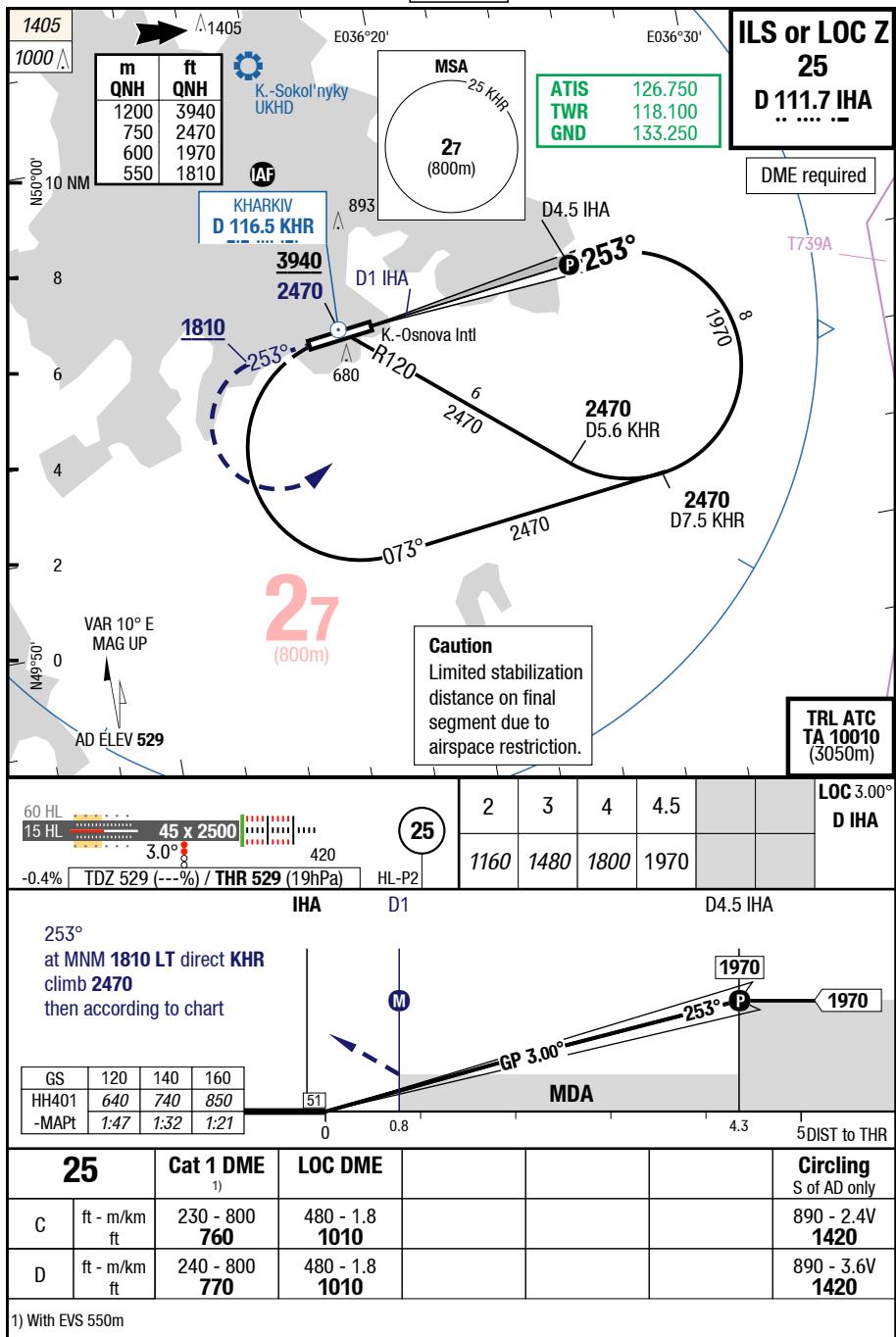
ILS or LOC 07



Changes: MIN

7-20

**ILS or LOC Z 25**



7-30

ILS or LOC Y 25

**ILS or LOC Y 25**  
**D 111.7 IHA**

**IAP available only during CTR CHUHUV and UK-T739A inactivity period.**

**ATIS**  
126.750  
118.100  
133.250

**DME required**

**K-Sokol'nyky UKHD**

**IAF**

**KHARKIV D 116.5 KHR**

**893**

**D1 IHA**

**P**

**253°**

**D6.1 IHA**

**T739A**

**1810**

**3940 2470**

**R101**

**680**

**9**

**2470**

**15**

**2470**

**073°**

**2470**

**D9.8 KHR**

**2470 D10.9 KHR**

**VAR 10° E**  
0 MAG UP

**AD ELEV 529**

**MSA 25 KHR**

**27 (800m)**

**27 (800m)**

**TRL ATC TA 10010 (3050m)**

**LOC 3.00° D IHA**

m	ft
QNH	QNH
1200	3940
750	2470
550	1810

**60 HL**  
15 HL **45 x 2500**  
3.0°  
-0.4% TDZ 529 (---%) / THR 529 (19hPa) HL-P2

	2	3	4	5	6.1	
	1160	1480	1800	2110	2460	

**IHA**   **D1**   **D6.1 IHA**

**253°**  
at MNM 1810 LT direct KHR  
climb 2470  
then according to chart

**GS**   120   140   160  
FFY25   640   740   850  
-MAPt   2.34   2.12   1.56

**M**

**GP 3.00°**

**MDA**

**2470**

**2470**

**DIST to THR**

<b>25</b>	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>				<b>Circling</b> S of AD only
<b>C</b>	ft - m/km ft	230 - 800 <b>760</b>	480 - 1.8 <b>1010</b>			890 - 2.4V <b>1420</b>
<b>D</b>	ft - m/km ft	240 - 800 <b>770</b>	480 - 1.8 <b>1010</b>			890 - 3.6V <b>1420</b>

1) With EVS 550m

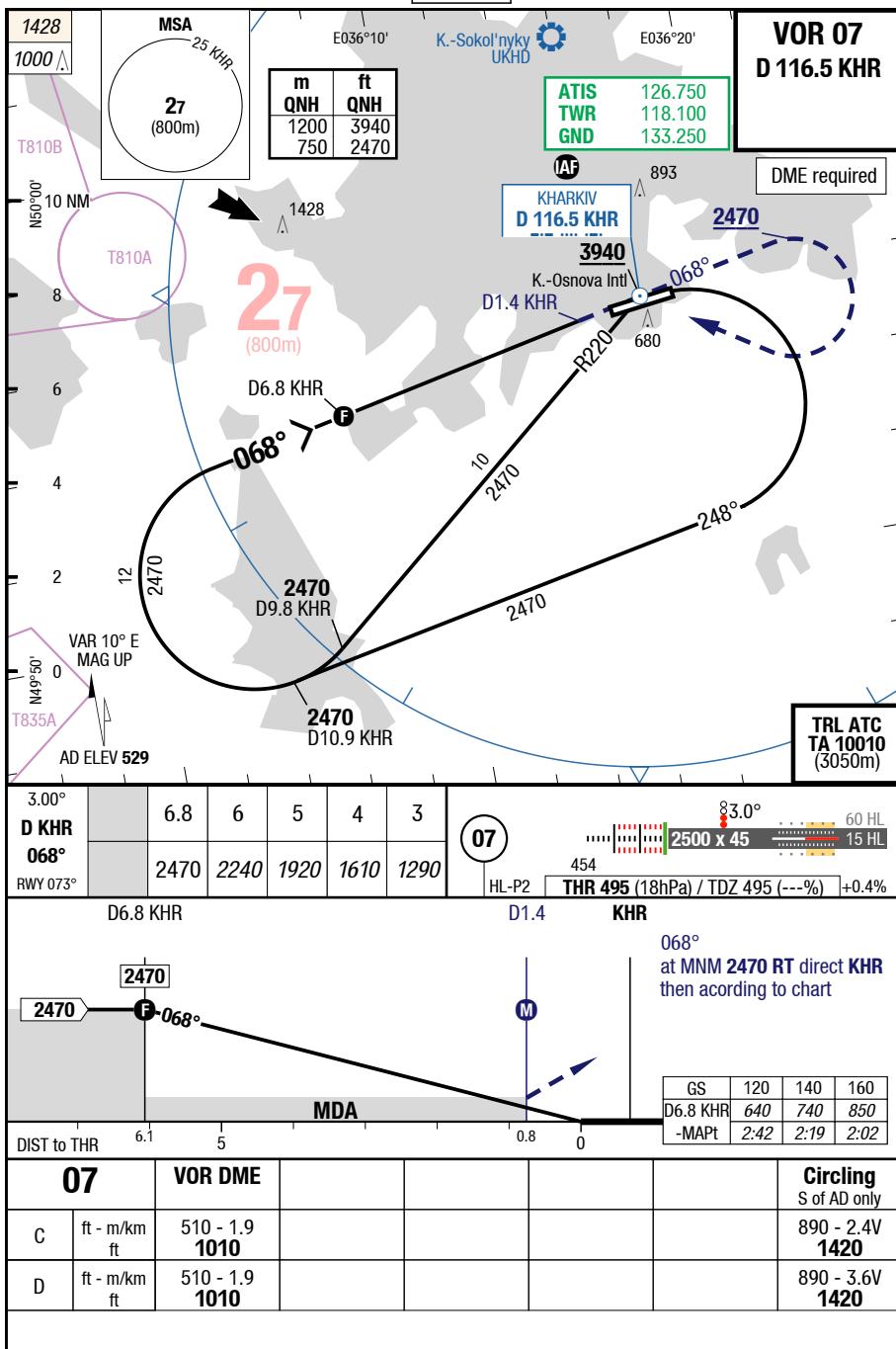
#### Changes: MIN

05-JUL-2018

HRK-UKHH

7-40

VOR 07

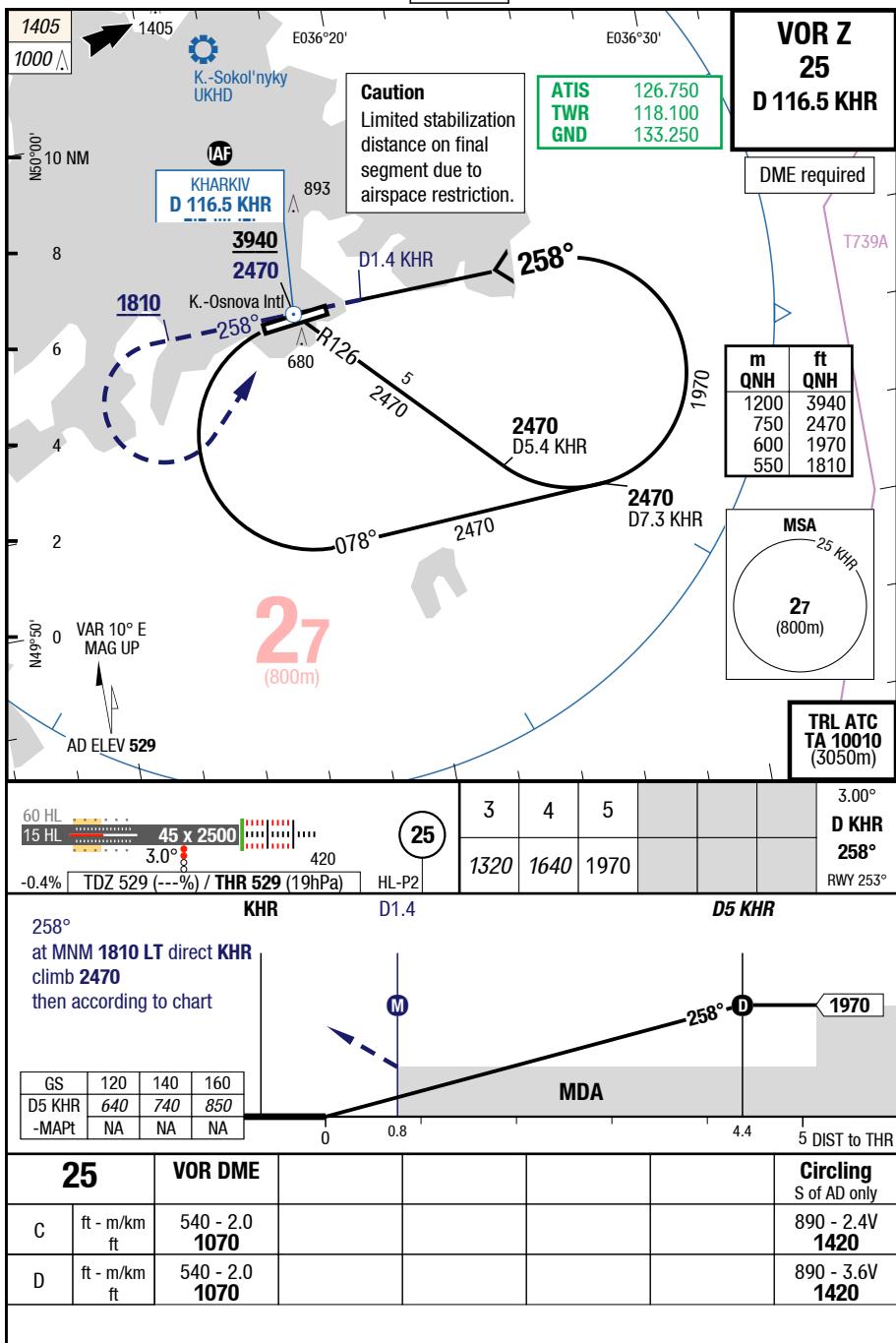


Changes: Nil

HRK-UKHH

7-50

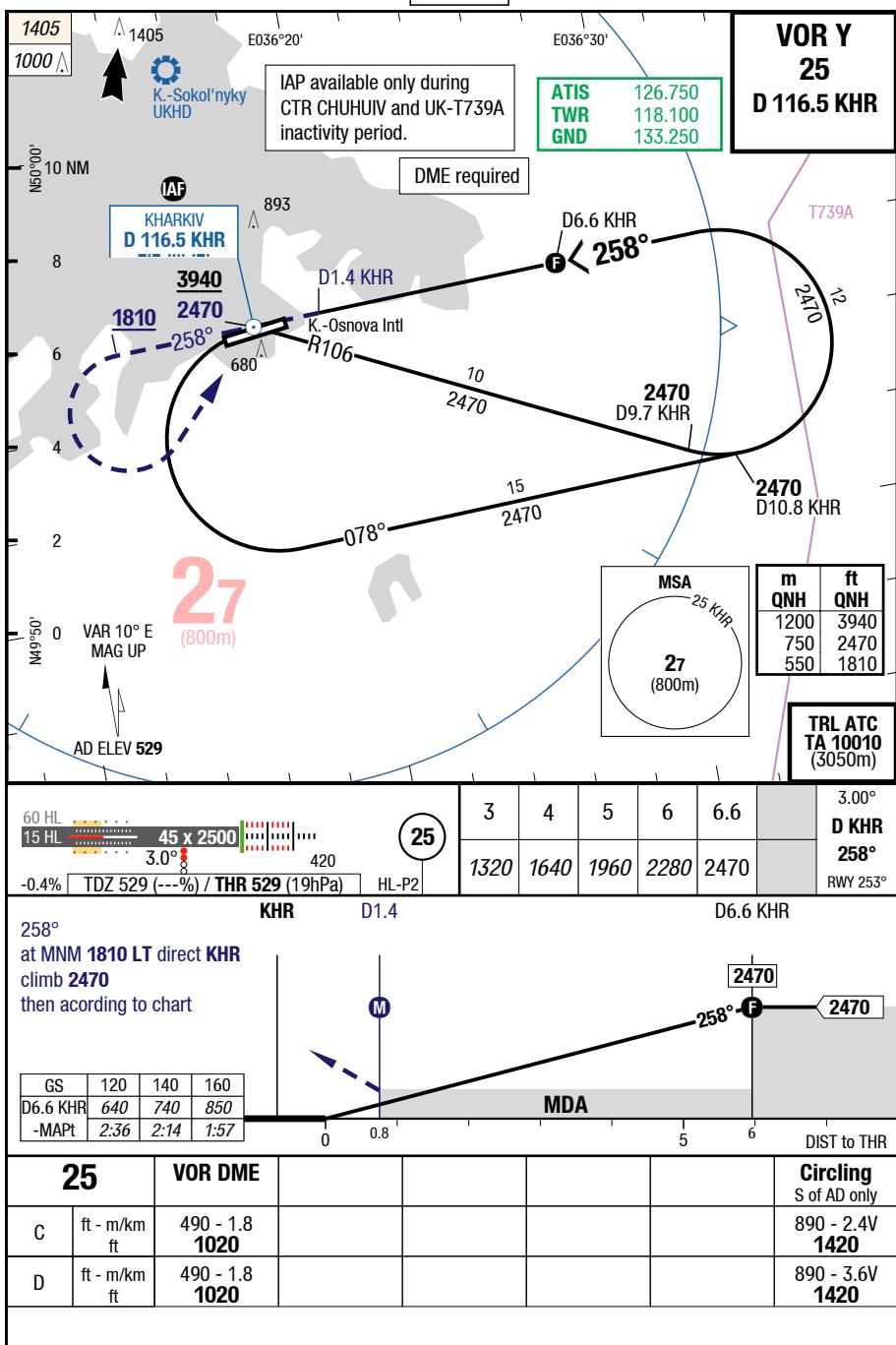
VOR Z 25



## HRK-UKHH

7-60

VOR Y 25



Changes: OBST

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17-MAY-2018

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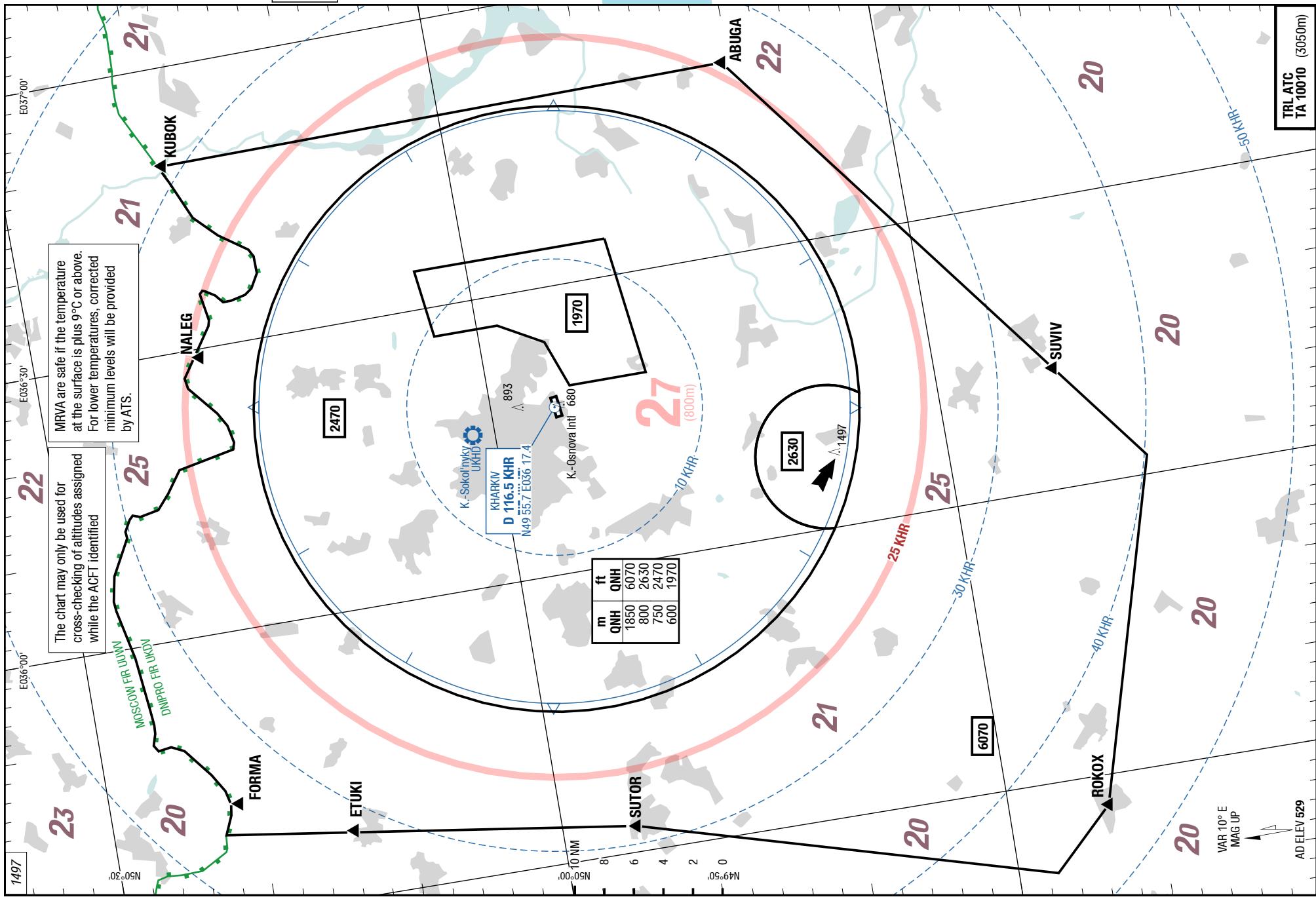
Ukraine Kharkiv Osnova Intl

MRC  
NIL

Osnova Intl Kharkiv Ukraine

MRC  
NIL

8-10



Changes: RADAR SECT, Navaid LI, GR