

02-AUG-2018

UUS-UHSS

1-10

A0I**A0I****GENERAL****Operational Hours****ATS Hours:** H24**AD OPS Hours:** 2100-0330 and 0500-1200

AD CLSD 0330-0500 daily due to MAINT.

AD AVBL as ALTN between 1200-2100 without DEP service.

AD ADMIN Hours

MON-FRI 2200-0630

SAT SUN, HOL: U/S

Airport Information**RFF:** CAT 8 2100-0900, O/T CAT 7**Fuel:** TS-1 2100-1200**PCN:** RWY 01/19: 49/R/A/X/T (Winter), 43/R/A/X/T (Summer)**Customs:** 2100-1200**Operation****Low Visibility Procedure**

LVP in force when RVR at or below 600m.

Stop on line-up PSN for TKOF mandatory.

When VIS lower than 400m ACFT shall be towed to RWY holding PSN.

Preferential RWY: RWY 01 shall be used to the greatest extent possible.**RWY Restriction**

For ACFT B767, B777, A330 after landing:

- RWY 01: 180° turn shall be carried out on pad NR1.
- RWY 19: 180° turn shall be carried out on pads NR3 or NR4.

TWY Restriction

TWY 3 CLSD for CIV ACFT.

Route G MAX wingspan 52m / 171ft.

Taxi/Parking

Stand 1:

- Taxi into stand facing south PSN shall be carried out from TWY D via vacant stand 22; from TWY B along Route F via vacant stand 22.
- Taxi into stand facing north PSN shall be carried out from TWY B by making left turn; from TWY D along Route F.
- Taxi out of stand from facing north PSN shall be carried out via vacant stand 22 onto TWY D; along Route F onto TWY B; along Routes F, G onto TWY A.
- Taxi out of stand from facing south PSN shall be carried out by making a right turn onto TWY B; along Route F onto TWY D; along Route G onto TWY A when stand 22 is vacant.
- ACFT movement out of stand 1 when stand 22 is occupied, shall be carried out by towing or push-back to the suitable start-up points.

02-AUG-2018**UUS-UHSS****1-20****A01****A01****GENERAL****Stand 2:**

- Taxi into stand facing south PSN shall be carried out from TWY D via vacant stand 23; from TWY B along Route F via vacant stand 23; from TWY B along taxi routes via vacant stands 1, 22.
- Taxi into stand facing north PSN shall be carried out from TWY B along taxi routes.
- Taxi out of stand from facing north PSN shall be carried out by towing via vacant stand 23 to the suitable start-up points.
- ACFT movement out of stand 2 when stand 23 is occupied, shall be carried out by towing or push-back to the suitable start-up points.

Stand 3:

- Taxi into stand facing south PSN shall be carried out from TWY A along Route G; from TWY B along taxi routes; from TWY D along Route F. ACFT taxiing into stand 3 from TWY D along taxi routes via vacant stands 23, 2 shall be carried out with increased caution.
- When stands 1, 2 are occupied, taxi into stand facing north PSN shall be carried out by push-back along taxi routes from Routes G, F.
- ACFT movement out of stand 3 out of facing south PSN, when stands 1, 2, 4 are occupied, shall be carried out by push-back to the suitable start-up points. Movement of ACFT with TKOF mass above 90t / 198416lbs out of stand 3 from facing north PSN shall be carried out by towing to the suitable start-up points. Taxiing of ACFT with TKOF mass less than 90t / 198416lbs out of stand 3 from facing north PSN shall be carried out along taxi routes onto TWY B, Route F, Route G.

Stand 4:

- Taxi into stand facing south PSN shall be carried out from TWY B, Route G, Route F along taxi routes.
- Taxi (except A330 ACFT) into stand facing north PSN (when stand 5 is vacant) shall be carried out from TWY A, B along Route G; from TWY D along Routes F, G.
Parking of A330 ACFT onto stand 4 into facing north PSN shall be carried out by towing.
- Taxi out of stand from facing north PSN (except A330 ACFT) shall be carried out by making a right turn to Route G, then to TWY A, B, to Routes G, F, then to TWY D; when stand 5 is vacant, shall be carried out by making a left turn along taxi routes to TWY B, to Routes G, F.
- ACFT movement out of stand 4 when stand 5 is occupied, shall be carried out by towing or push-back to the suitable start-up points.
- Movement of A330 ACFT out of stand 4 shall be carried out by towing to the suitable start-up points.

Stands 5-17:

- Taxi into stands shall be carried out from TWY D along Routes F, G; from TWY A, B along Route G.
- Taxi out of stands from facing west PSN to TWY A, B shall be carried out along Route G; to TWY D along Routes G, F.

Stand 11A, 12:

- Taxiing to/from stands by towing only.

Stand 17:

- ACFT of size IL-76 and below shall taxi into stand via vacant stand 18 facing west.

Stands 9-18:

- Parking by towing only.
- Taxi out of stand 18 shall be carried out along taxi routes to TWY A, to TWY B along Route G; to TWY D along Routes G, F.

GENERAL

Stand 22:

- Taxi into stand facing north PSN shall be carried out from TWY B along taxi routes via vacant stand 1; from TWY D along Route F via vacant stand 1.
- Taxi into stand facing south PSN shall be carried out from TWY B along Route F.
- ACFT movement out of stand 22 when stand 1 is occupied, shall be carried out by towing or push-back to the suitable start-up points.

Stand 23:

- Taxi into stand facing south PSN shall be carried out from TWY D along taxi routes; from TWY B along Route F; from TWY B via vacant stand 2.
- Taxi into stand facing north PSN shall be carried out from TWY D along Route F via vacant stand 2 or via vacant stands 22, 1, 2.
- ACFT movement out of stand 23, shall be carried out by towing or push-back to the suitable start-up points.

Taxiing of low mounted ENG ACFT along TWY A shall be carried out by towing.

Taxiing of ACFT with 4 mounted ENG shall be carried out under inner ENG power.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR Russian Federation and in addition:

After entry into CTA

Continue flight at last assigned FL cleared by ATC towards LMM, LOM or at assigned FL150. Descending from LMM, LOM shall be commenced at the ETA or as close to this time as possible, to FL70 without leaving the HLDG area. Carry out APCH and land at AD.

Arrival Procedure**Non-standard GP intercept position on****RWY 01**

GP intercepts RWY 01 at *346m / 1137ft* after landing threshold.

Remaining LDG DIST beyond GP is *3055m / 10021ft*.

RWY 19

GP intercepts RWY 19 at *308m / 1011ft* after landing threshold.

Remaining LDG DIST beyond GP is *3093m / 10147ft*.

21-SEP-2017

UUS-UHSS**1-40****A0I****A0I****Departure****Take-off Minima**

RWY		01/19	
All ACFT	ft - m/km	0 - 300V	-

Communication**COM Failure:** See CRAR Russian Federation and in addition:

Continue climb to AD circuit height and land at AD of DEP. When landing is not possible proceed to HLDG area specified for this RWY direction climbing to FL70. After that leave the HLDG area for APCH or proceed to ALTN AD at FL140, FL150 or FL240, FL250 established for flights without radio COM depending on flight direction.

Departure Procedure**Start-up/Push-back**

ENG start-up points located on TWY A, B, D, Route G, Route F.

ENG start-up of ACFT with wingspan above 52m /171ft prohibited at start-up points 6, 7.

De-Icing

2100-1200.

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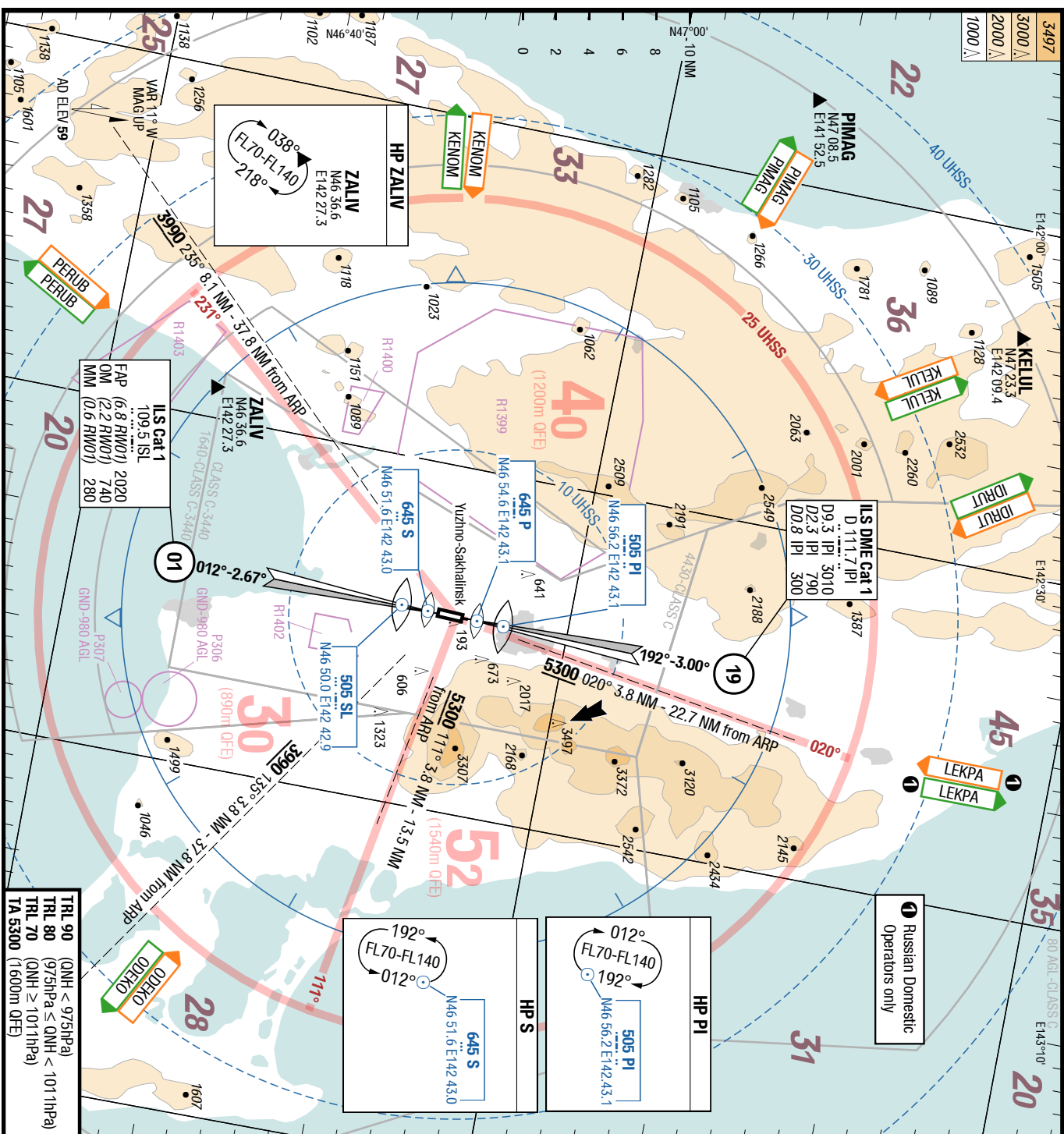
2-10

AFC

AFC

AFC

AFC



ATIS	126.200
RAD	120.600
TWR	122.000 Taxiing
APN	119.000
Transit	131.700

Landing RWY system:

01 82.7° 60 L

H-S THR 44 (2HPa) / TDZ (+0.1%)

60 L 45 x 3401 19 60 L

-0.1% TDZ (%) / THR 50 (2HPa) H-S

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AGC

AGC

AGC

AGC

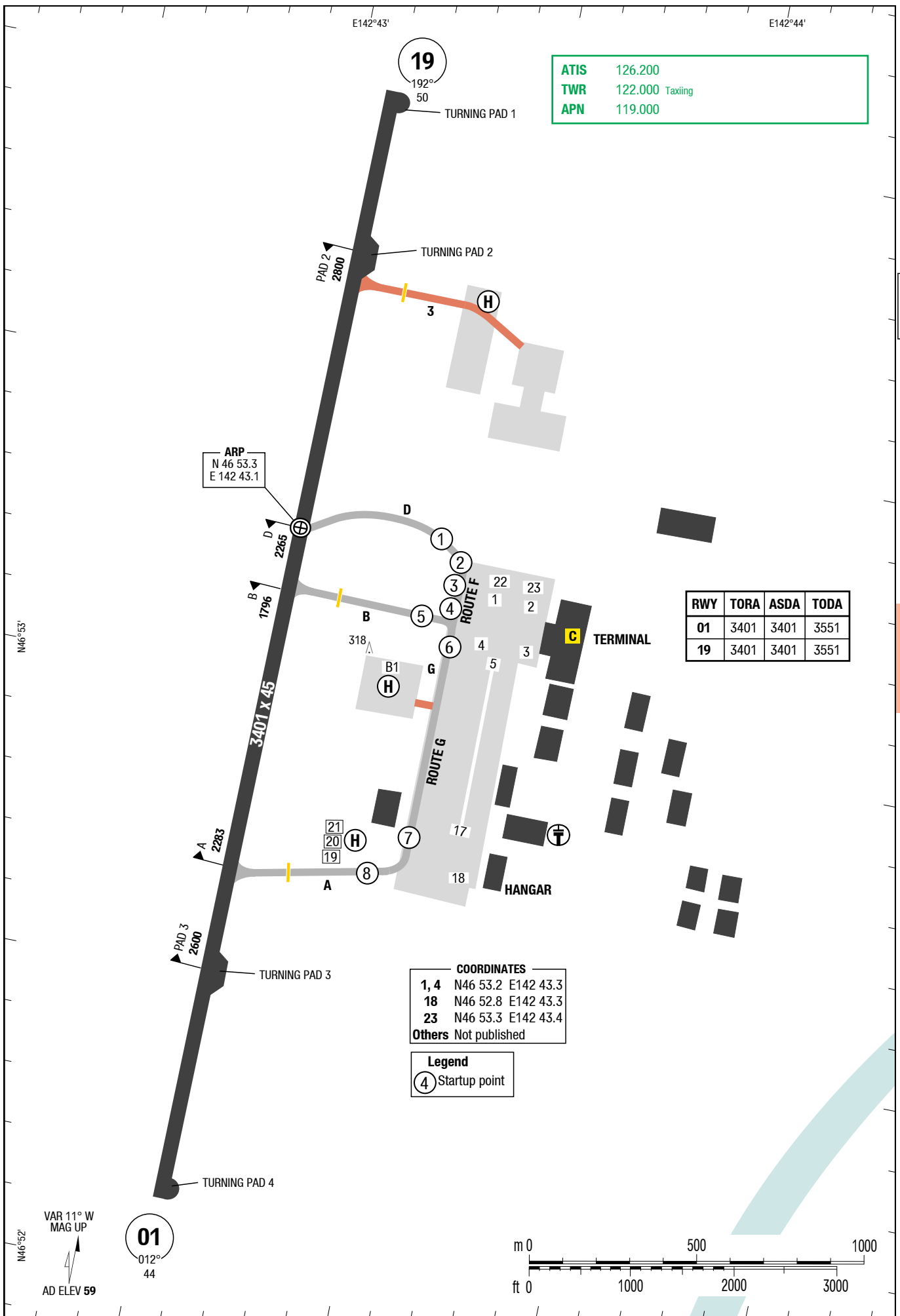
ATIS 126.200
TWR 122.000 Taxiing
APN 119.000

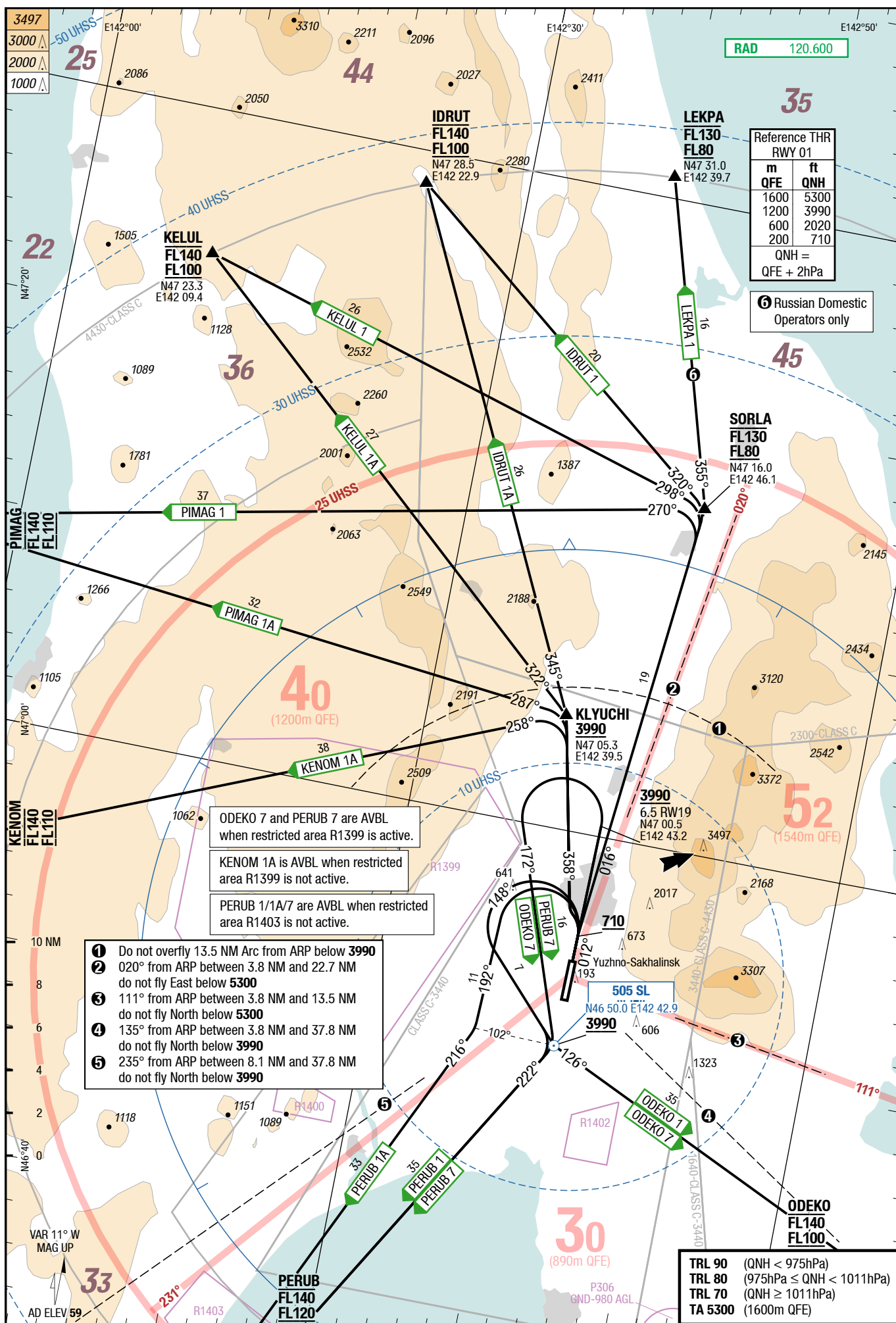
RWY	TORA	ASDA	TODA
01	3401	3401	3551
19	3401	3401	3551

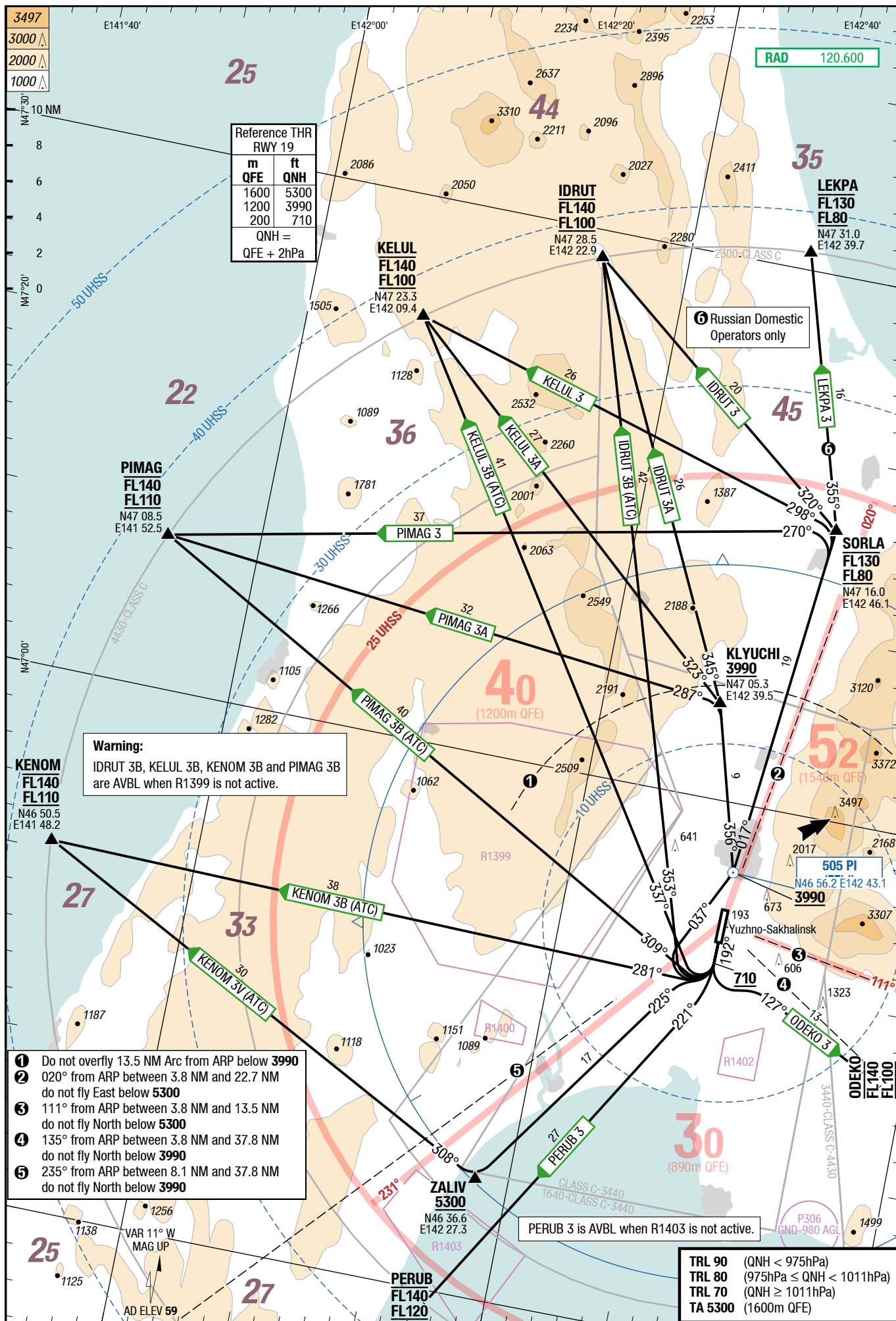
COORDINATES
1, 4 N46 53.2 E142 43.3
18 N46 52.8 E142 43.3
23 N46 53.3 E142 43.4
Others Not published

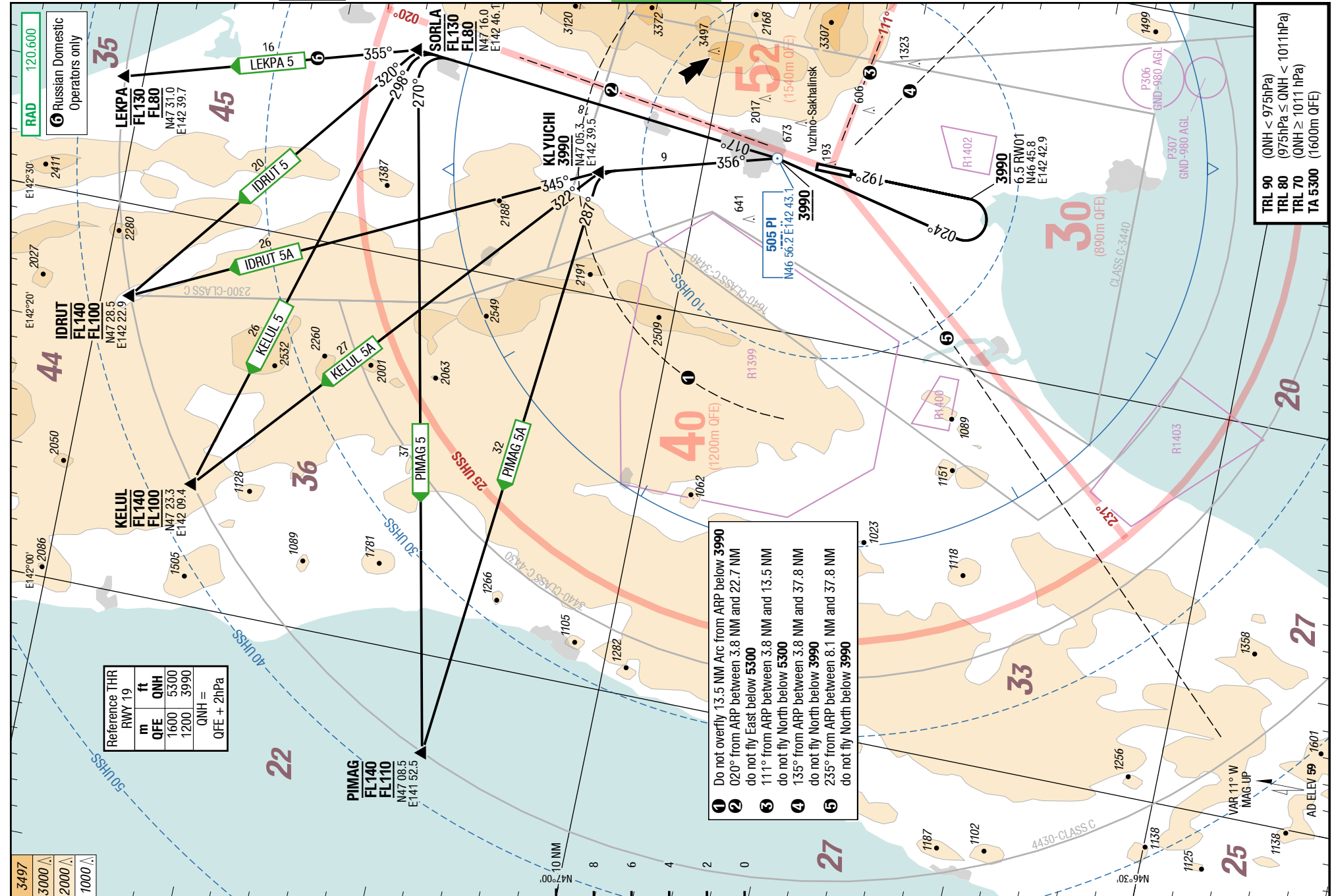
Legend
④ Startup point

Changes: COORD









IDRUT 1 / IDRUT 1A / KELUL 1 / KELUL 1A / KENOM 1A / LEKPA 1 / ODEKO 1 / ODEKO 7 /
PERUB 1 / PERUB 1A

RWY 01 (012°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
IDRUT 1 120.600	at MNM 710 RT 016° - at SORLA LT 320° to IDRUT	SORLA between FL80 and FL130 IDRUT between FL100 and FL140
IDRUT 1A 120.600	at MNM 710 LT 358° - at KLYUCHI LT 345° to IDRUT	KLYUCHI MNM 3990 IDRUT between FL100 and FL140
KELUL 1 120.600	at MNM 710 RT 016° - at SORLA LT 298° to KELUL	SORLA between FL80 and FL130 KELUL between FL100 and FL140
KELUL 1A 120.600	at MNM 710 LT 358° - at KLYUCHI LT 322° to KELUL	KLYUCHI MNM 3990 KELUL between FL100 and FL140
KENOM 1A 120.600 ①	at MNM 710 LT 358° - at KLYUCHI LT 258° to KENOM	KLYUCHI MNM 3990 KENOM between FL110 and FL140
LEKPA 1 120.600 ③	at MNM 710 RT 016° - at SORLA LT 355° to LEKPA	SORLA between FL80 and FL130 LEKPA between FL80 and FL130
ODEKO 1 120.600	at MNM 710 LT 148° to SL - LT 126° to ODEKO	SL MNM 3990 ODEKO between FL100 and FL140
ODEKO 7 120.600 ②	at MNM 3990 (6.5 RW19) LT 172° to SL - LT 126° to ODEKO	SL MNM 3990 ODEKO between FL100 and FL140
PERUB 1 120.600 ④	at MNM 710 LT 148° to SL - RT 222° to PERUB	SL MNM 3990 PERUB between FL120 and FL140
PERUB 1A 120.600 ④	at MNM 710 LT 192° - crossing abeam SL (QDM 102° SL) - RT 216° to PERUB	PERUB between FL120 and FL140

① PROC AVBL when restricted area R1399 is not active

② PROC AVBL when restricted area R1399 is active

③ Russian Domestic Operators only

④ AVBL when restricted area R1403 is not active

11-AUG-2016

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SIDs RWY 01

SIDPT

PERUB 7 / PIMAG 1 / PIMAG 1A

RWY 01 (012°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
PERUB 7 120.600 ①②	at MNM 3990 (6.5 RW19) LT 172° to SL - RT 222° to PERUB	SL MNM 3990 PERUB between FL120 and FL140
PIMAG 1 120.600	at MNM 710 RT 016° - at SORLA LT 270° to PIMAG	SORLA between FL80 and FL130 PIMAG between FL110 and FL140
PIMAG 1A 120.600	at MNM 710 LT 358° - at KLYUCHI LT 287° to PIMAG	KLYUCHI MNM 3990 PIMAG between FL110 and FL140

① PROC AVBL when restricted area R1399 is active

② AVBL when restricted area R1403 is not active

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SIDs RWY 19 (PROC 3)

IDRUT 3 / IDRUT 3A / IDRUT 3B / KELUL 3 / KELUL 3A / KELUL 3B / KENOM 3B / KENOM 3V

RWY 19 (192°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
IDRUT 3 120.600	at MNM 710 RT 037° to PI - LT 017° - at SORLA LT 320° to IDRUT	PI MNM 3990 SORLA between FL80 and FL130 IDRUT between FL100 and FL140
IDRUT 3A 120.600	at MNM 710 RT 037° to PI - LT 356° - at KLYUCHI LT 345° to IDRUT	PI MNM 3990 KLYUCHI MNM 3990 IDRUT between FL100 and FL140
IDRUT 3B (ATC) 120.600 ①	at MNM 710 RT 353° to IDRUT	IDRUT between FL100 and FL140
KELUL 3 120.600	at MNM 710 RT 037° to PI - LT 017° - at SORLA LT 298° to KELUL	PI MNM 3990 SORLA between FL80 and FL130 KELUL between FL100 and FL140
KELUL 3A 120.600	at MNM 710 RT 037° to PI - LT 356° - at KLYUCHI LT 323° to KELUL	PI MNM 3990 KLYUCHI MNM 3990 KELUL between FL100 and FL140
KELUL 3B (ATC) 120.600 ①	at MNM 710 RT 337° to KELUL	KELUL between FL100 and FL140
KENOM 3B (ATC) 120.600 ①	at MNM 710 RT 281° to KENOM	KENOM between FL110 and FL140
KENOM 3V (ATC) 120.600	at MNM 710 RT 225° - at ZALIV RT 308° to KENOM	ZALIV MNM 5300 KENOM between FL110 and FL140

① AVBL when restricted area R1399 is not active

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SIDs RWY 19 (PROC 3)

LEKPA 3 / ODEKO 3 / PERUB 3 / PIMAG 3 / PIMAG 3A / PIMAG 3B

RWY 19 (192°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
LEKPA 3 120.600 ①	at MNM 710 RT 037° to PI - LT 017° - at SORLA LT 355° to LEKPA	PI MNM 3990 SORLA between FL80 and FL130 LEKPA between FL80 and FL130
ODEKO 3 120.600	at MNM 710 LT 127° to ODEKO	ODEKO between FL100 and FL140
PERUB 3 120.600 ②	at MNM 710 RT 221° to PERUB	PERUB between FL120 and FL140
PIMAG 3 120.600	at MNM 710 RT 037° to PI - LT 017° - at SORLA LT 270° to PIMAG	PI MNM 3990 SORLA between FL80 and FL130 PIMAG between FL110 and FL140
PIMAG 3A 120.600	at MNM 710 RT 037° to PI - LT 356° - at KLYUCHI LT 287° to PIMAG	PI MNM 3990 KLYUCHI MNM 3990 PIMAG between FL110 and FL140
PIMAG 3B (ATC) 120.600 ③	at MNM 710 RT 309° to PIMAG	PIMAG between FL110 and FL140

① Russian Domestic Operators only

② AVBL when restricted area R1403 is not active

③ AVBL when restricted area R1399 is not active

IDRUT 5 / IDRUT 5A / KELUL 5 / KELUL 5A / LEKPA 5 / PIMAG 5 / PIMAG 5A
RWY 19 (192°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19	
IDRUT 5 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 017° - at SORLA LT 320° to IDRUT	PI MNM 3990 SORLA between FL80 and FL130 IDRUT between FL100 and FL140
IDRUT 5A 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 356° - at KLYUCHI LT 345° to IDRUT	PI MNM 3990 KLYUCHI MNM 3990 IDRUT between FL100 and FL140
KELUL 5 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 017° - at SORLA LT 298° to KELUL	PI MNM 3990 SORLA between FL80 and FL130 KELUL between FL100 and FL140
KELUL 5A 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 356° - at KLYUCHI LT 322° to KELUL	PI MNM 3990 KLYUCHI MNM 3990 KELUL between FL100 and FL140
LEKPA 5 120.600 ①	MNM 3990 (6.5 RW01) RT 024° to PI - LT 017° - at SORLA LT 355° to LEKPA	PI MNM 3990 SORLA between FL80 and FL130 LEKPA between FL80 and FL130
PIMAG 5 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 017° - at SORLA LT 270° to PIMAG	PI MNM 3990 SORLA between FL80 and FL130 PIMAG between FL110 and FL140
PIMAG 5A 120.600	MNM 3990 (6.5 RW01) RT 024° to PI - LT 356° - at KLYUCHI LT 287° to PIMAG	PI MNM 3990 KLYUCHI MNM 3990 PIMAG between FL110 and FL140

① Russian Domestic Operators only

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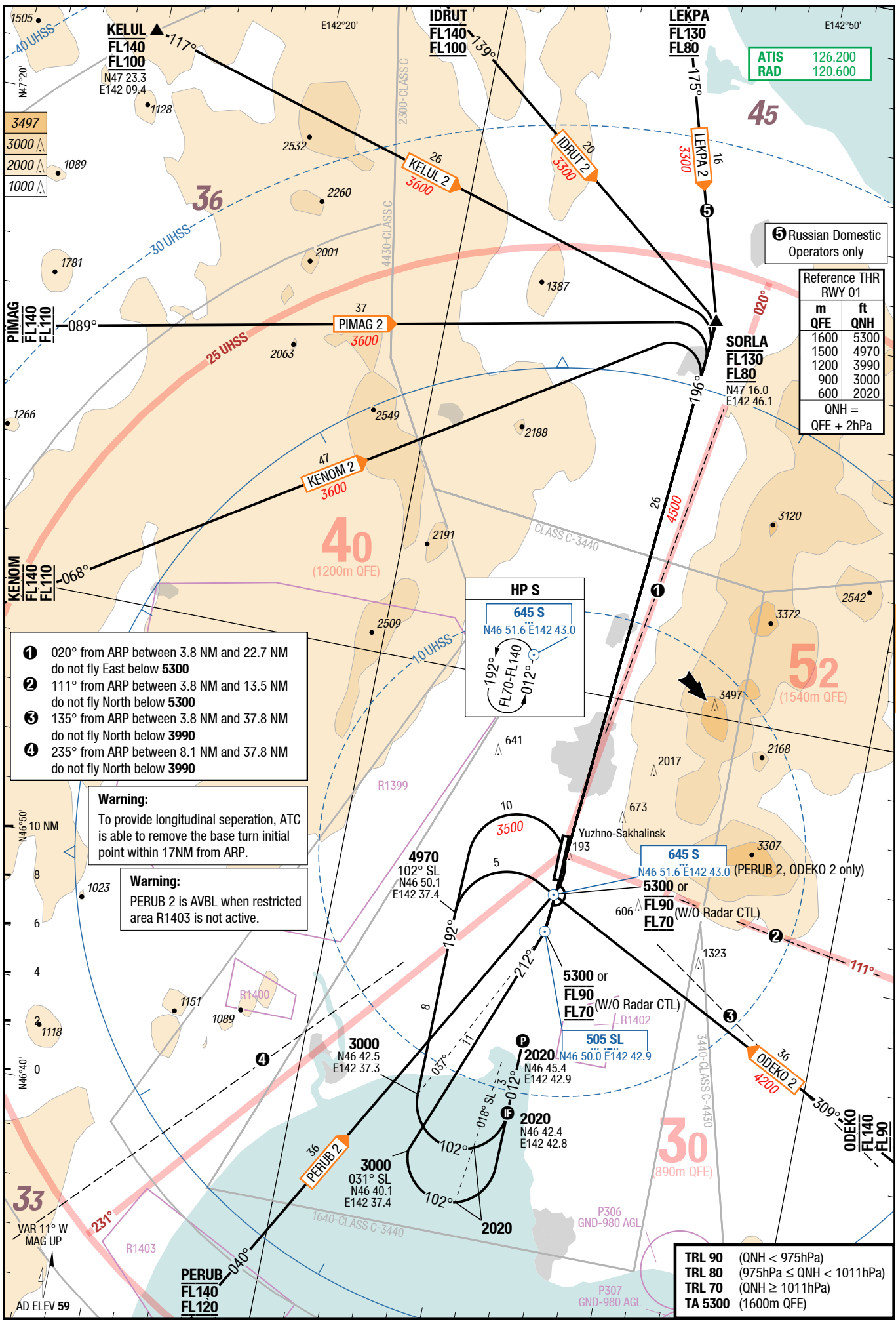
Russian Federation Yuzhno-Sakhalinsk Khomutovo

6-10 STARS RWY 01 (PROCs 2)

STAR
STAR

Yuzhno-Sakhalinsk Russian Federation

STARS RWY 01 (PROCs 2)



Changes: ASP, MGA, OBST

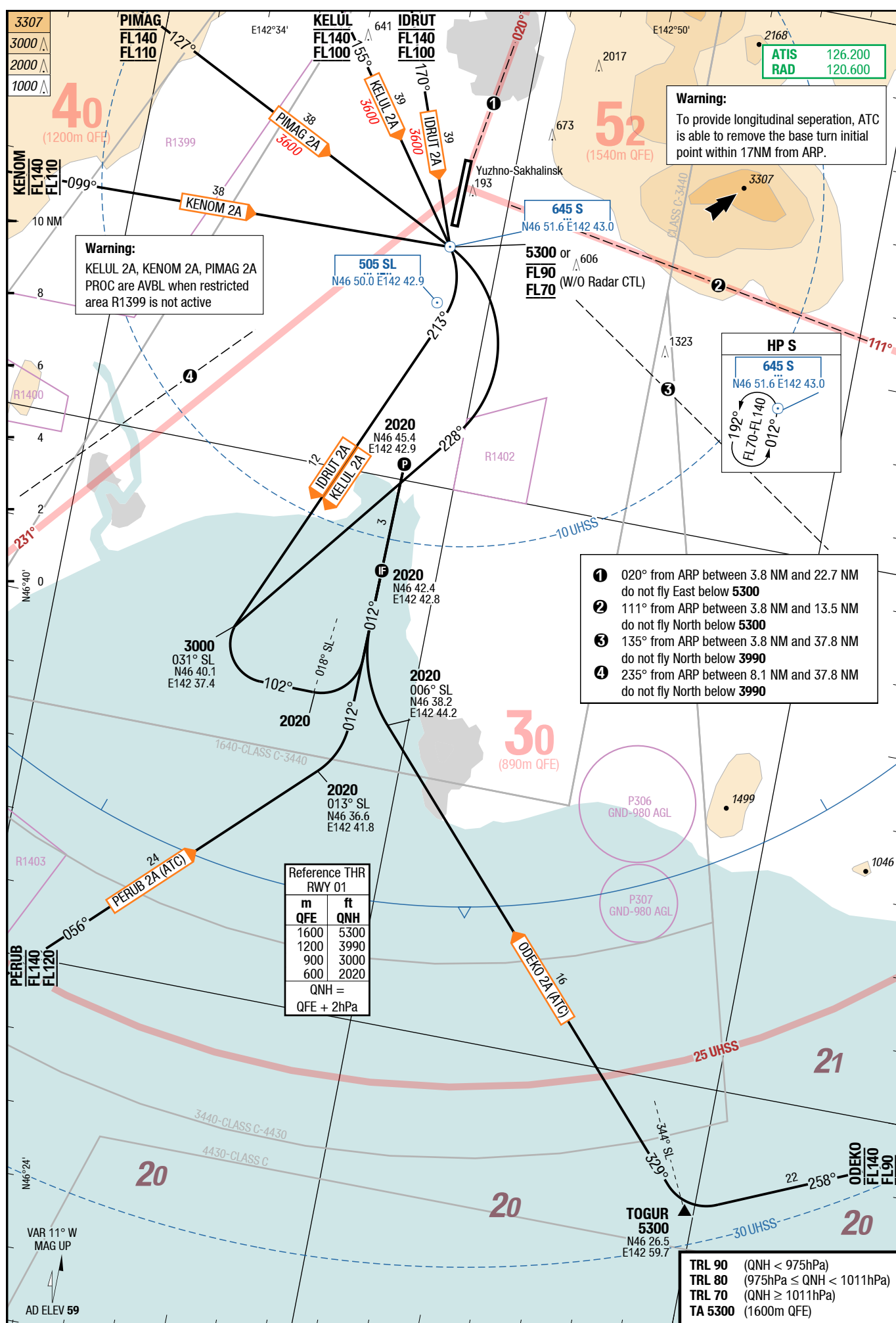
- ① 020° from ARP between 3.8 NM and 22.7 NM do not fly East below **5300**
- ② 111° from ARP between 3.8 NM and 13.5 NM do not fly North below **5300**
- ③ 135° from ARP between 3.8 NM and 37.8 NM do not fly North below **3990**
- ④ 235° from ARP between 8.1 NM and 37.8 NM do not fly North below **3990**

Warning:
To provide longitudinal separation, ATC is able to remove the base turn initial point within 17NM from ARP.

Warning:
PERUB 2 is AVBL when restricted area R1403 is not active.

Reference THR RWY 01	
m	ft
QFE	QNH
1600	5300
1500	4970
1200	3990
900	3000
600	2020
QNH = QFE + 2hPa	

TRL 90	(QNH < 975hPa)
TRL 80	(975hPa ≤ QNH < 1011hPa)
TRL 70	(QNH ≥ 1011hPa)
TA 5300	(1600m QFE)



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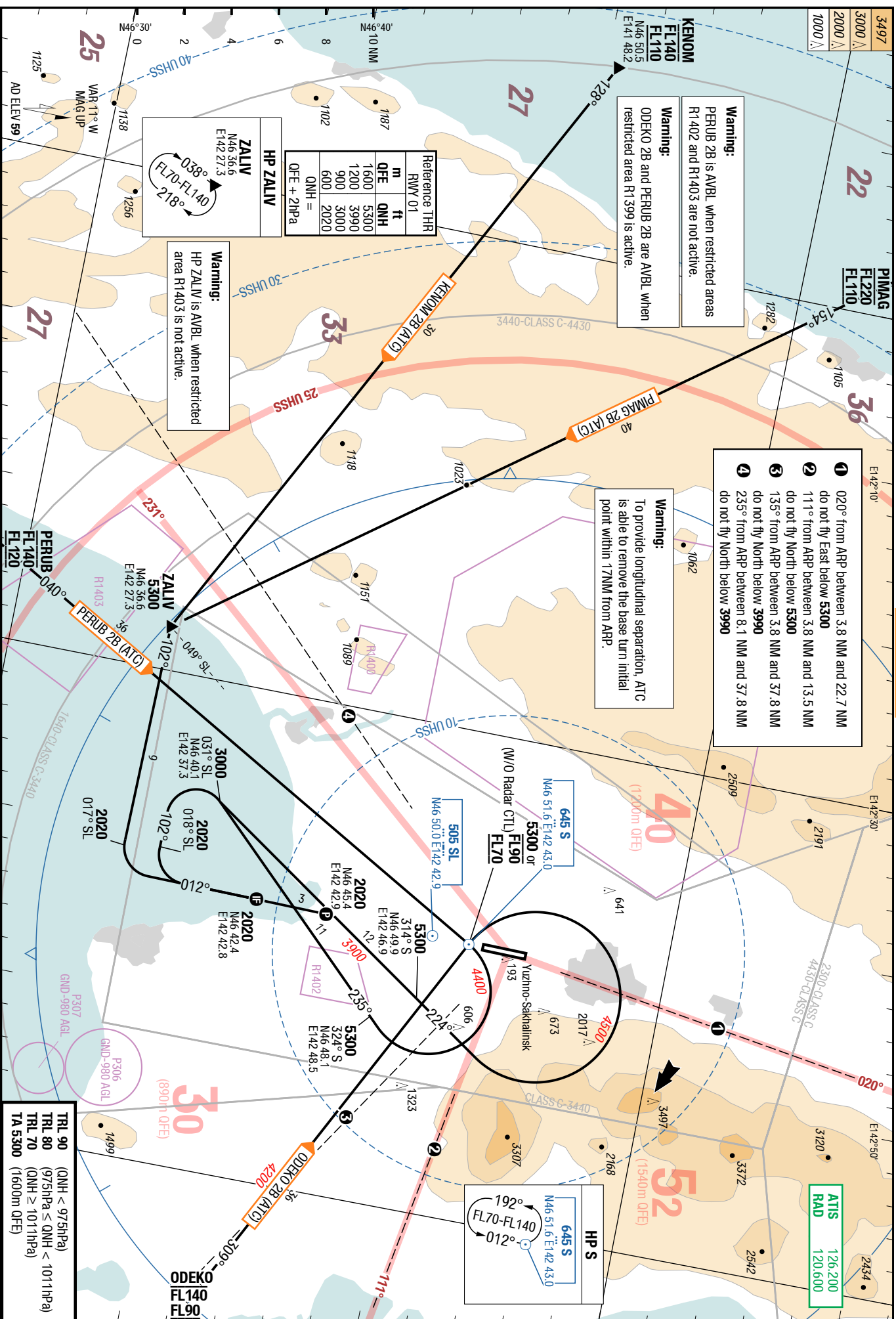
STARS Rwy 19 (PROCS 4/6)

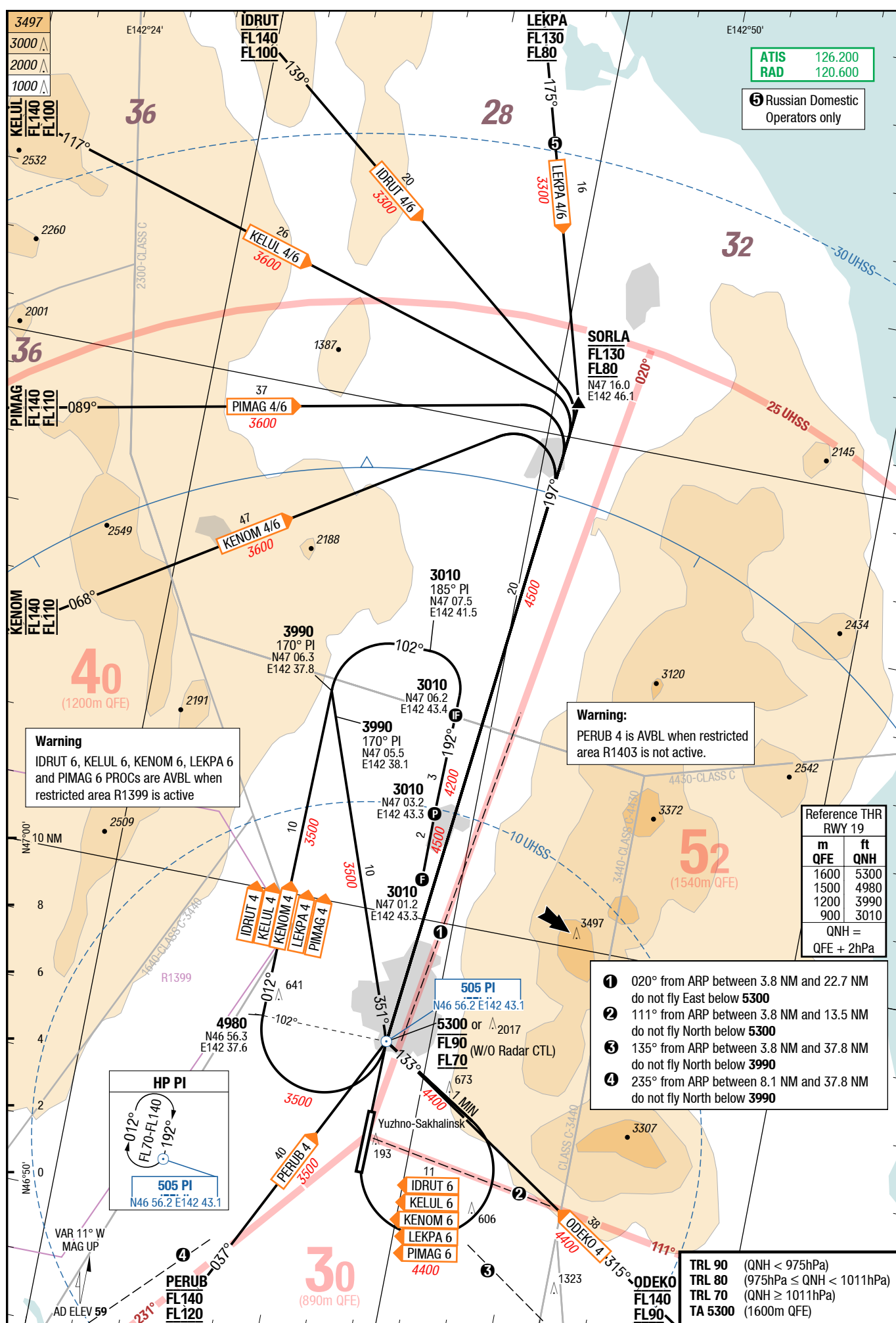
STARS RWY 01 (PROCS 2B)

STAR

5)

RWY 01 (PROGS 2B)





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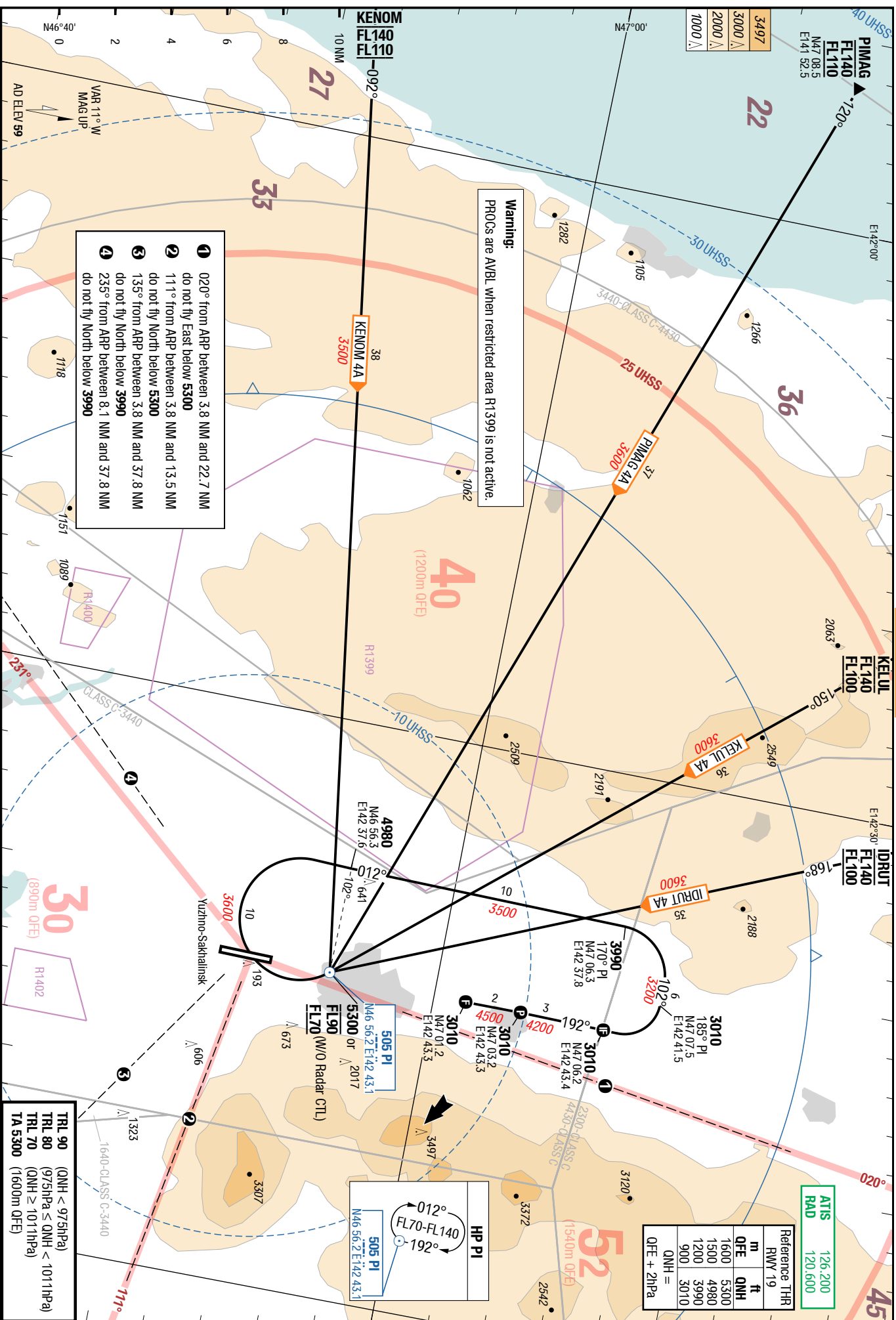
STARS RWY 19 (PROCS 4V)

STARS Rwy 19 (PROGS 4A)

STAR

▼

RWY 19 (PROCS 4A)



23-FEB-2017

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Russian Federation Yuzhno-Sakhalinsk Khomutovo

6-60 STARS RWY 19 (PROCs 4V)

STAR
STAR

Khomutovo Yuzhno-Sakhalinsk Russian Federation
STARS RWY 19 (PROCs 4V)

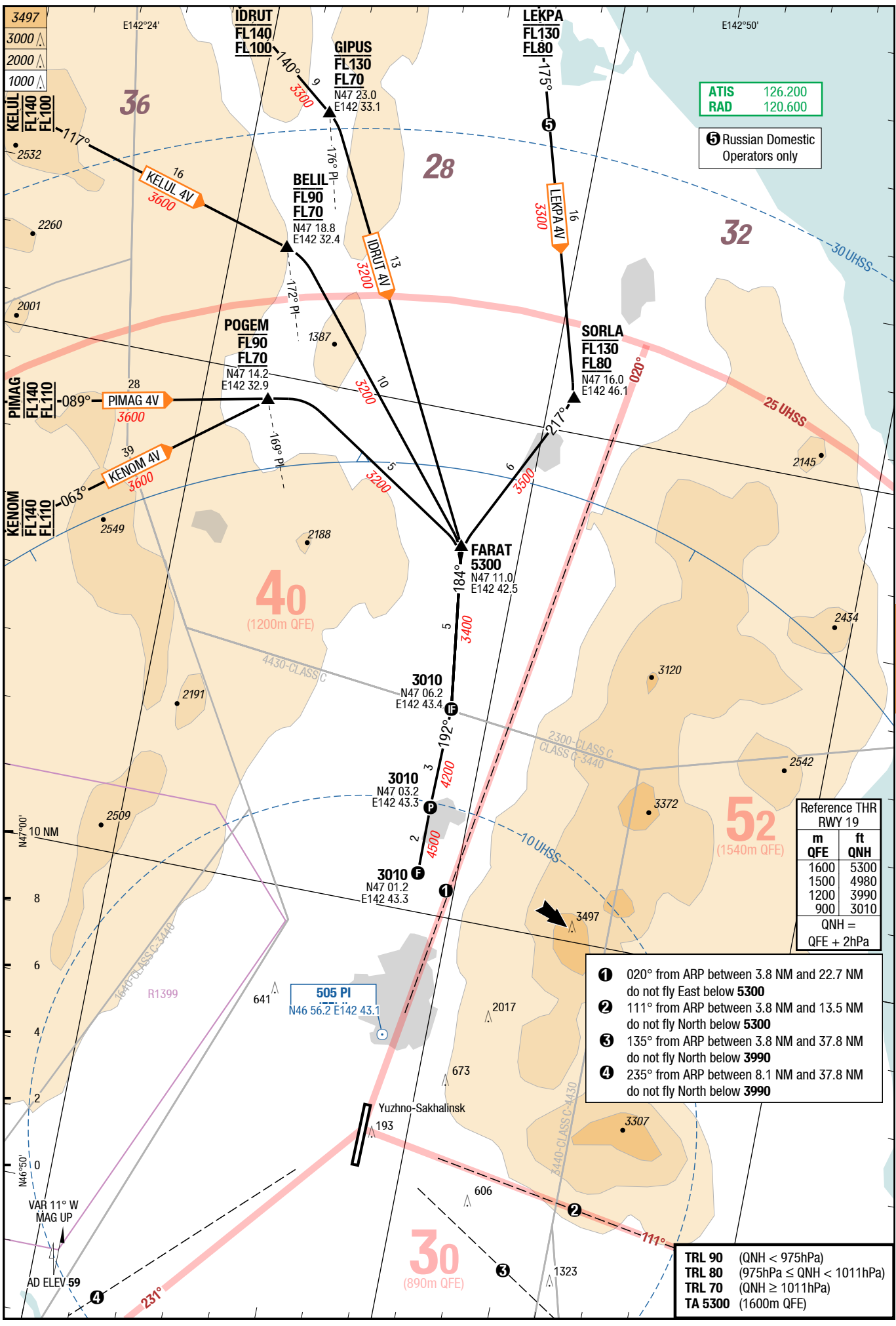
ATIS 126.200
RAD 120.600

⑥ Russian Domestic Operators only

Reference THR RWY 19	
m QFE	ft QNH
1600	5300
1500	4980
1200	3990
900	3010
QNH = QFE + 2hPa	

- ① 020° from ARP between 3.8 NM and 22.7 NM do not fly East below **5300**
- ② 111° from ARP between 3.8 NM and 13.5 NM do not fly North below **5300**
- ③ 135° from ARP between 3.8 NM and 37.8 NM do not fly North below **3990**
- ④ 235° from ARP between 8.1 NM and 37.8 NM do not fly North below **3990**

TRL 90 (QNH < 975hPa)
TRL 80 (975hPa ≤ QNH < 1011hPa)
TRL 70 (QNH ≥ 1011hPa)
TA 5300 (1600m QFE)

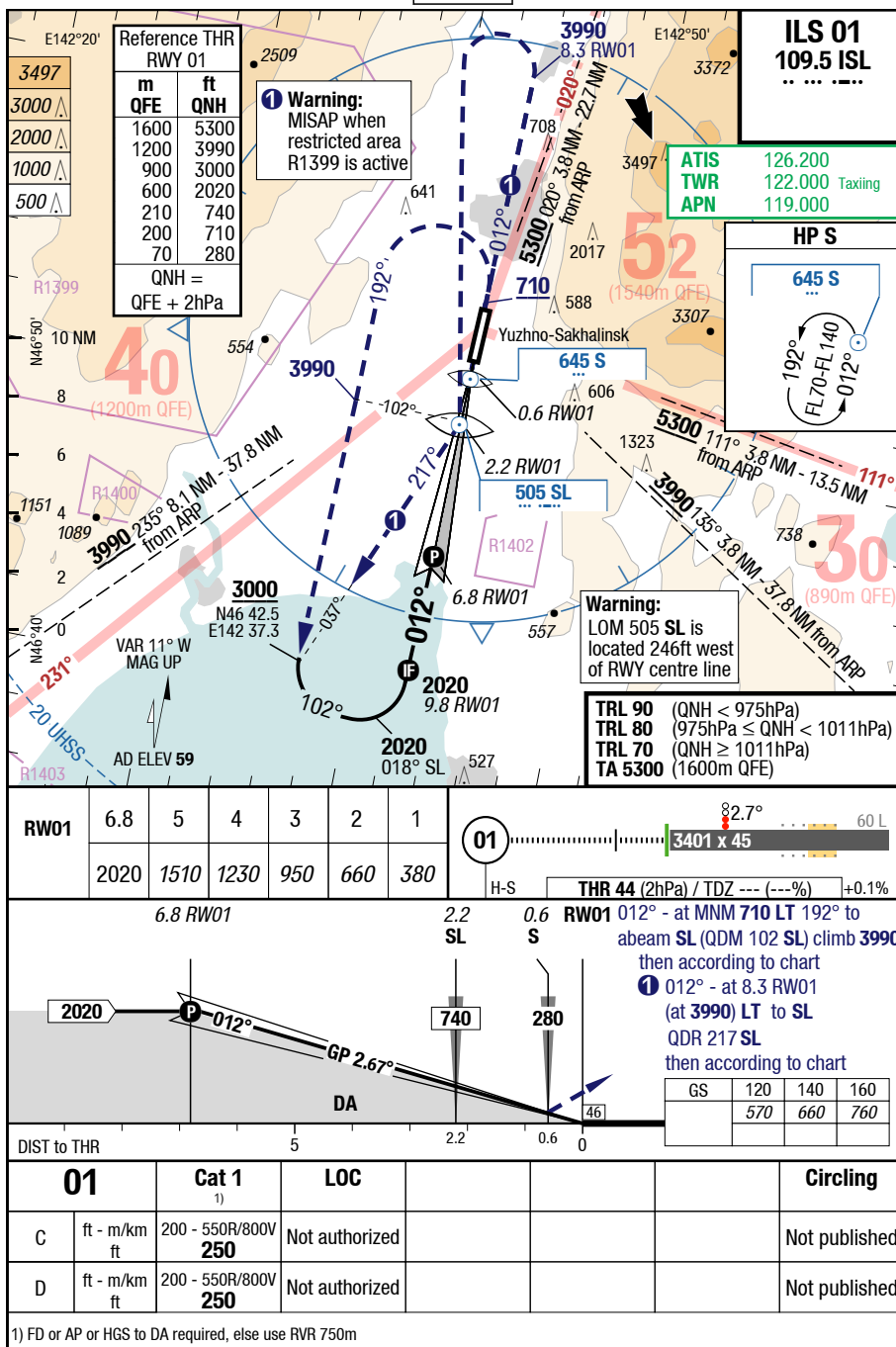


Changes: ASP, MICA, OBST

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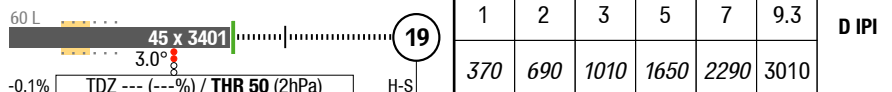
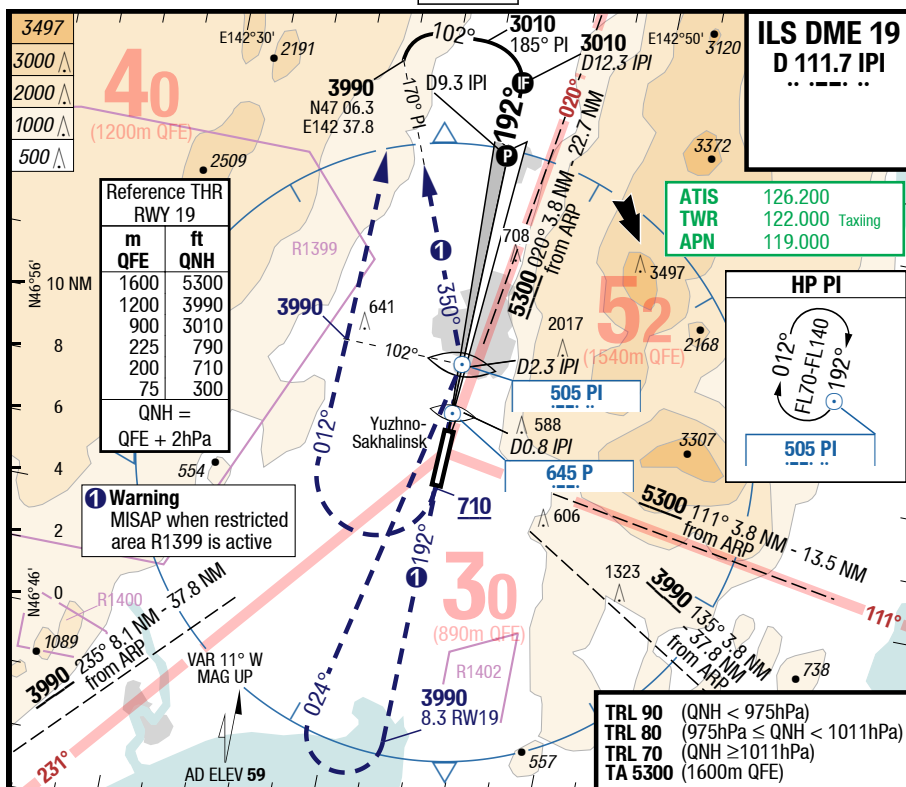
7-10

ILS 01



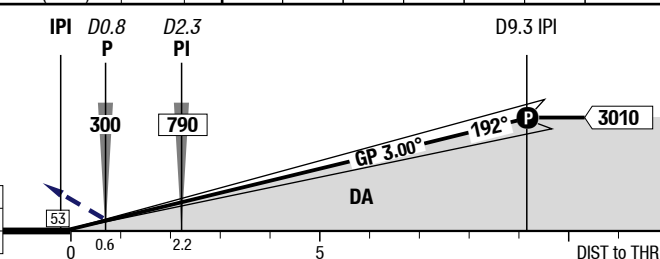
7-20

ILS DME 19



192° - at MNM **710 RT 012°**
to abeam **PI** (QDM 102 **PI**)
climb **3990**
then according to chart
① 192° - at 8.3 RW19
(at **3990**) RT to **PI**
QDR 350 **PI**
then according to chart

GS	120	140	160
	640	740	850



19		Cat 1 1)	LOC				Circling
C	ft - m/km ft	200 - 550R/800V 250	Not authorized				Not published
D	ft - m/km ft	200 - 550R/800V 250	Not authorized				Not published

1) FD or AP or HGS to DA required, else use RVR 750m

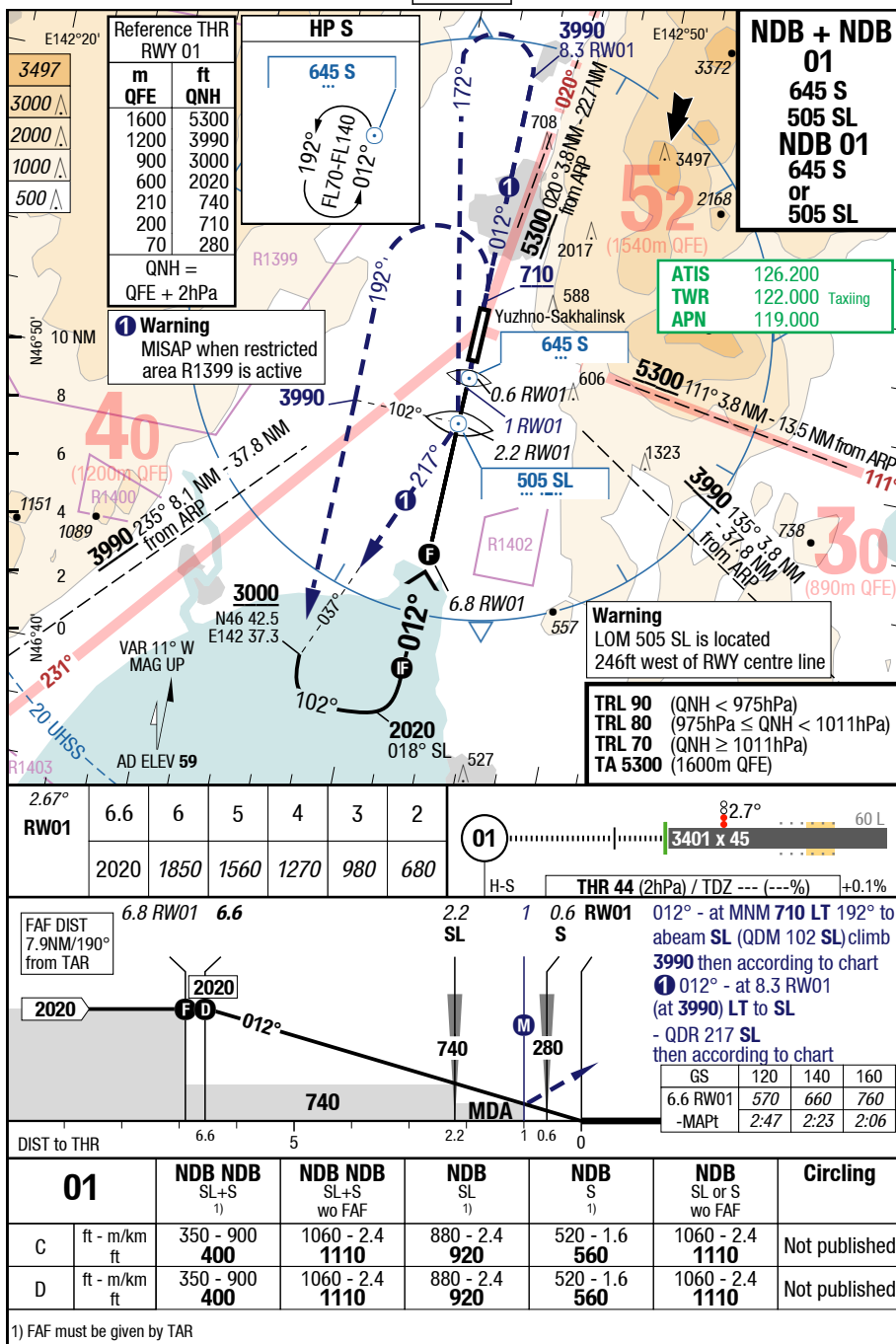
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7-30

NDB + NDB 01 / NDB 01

IAC

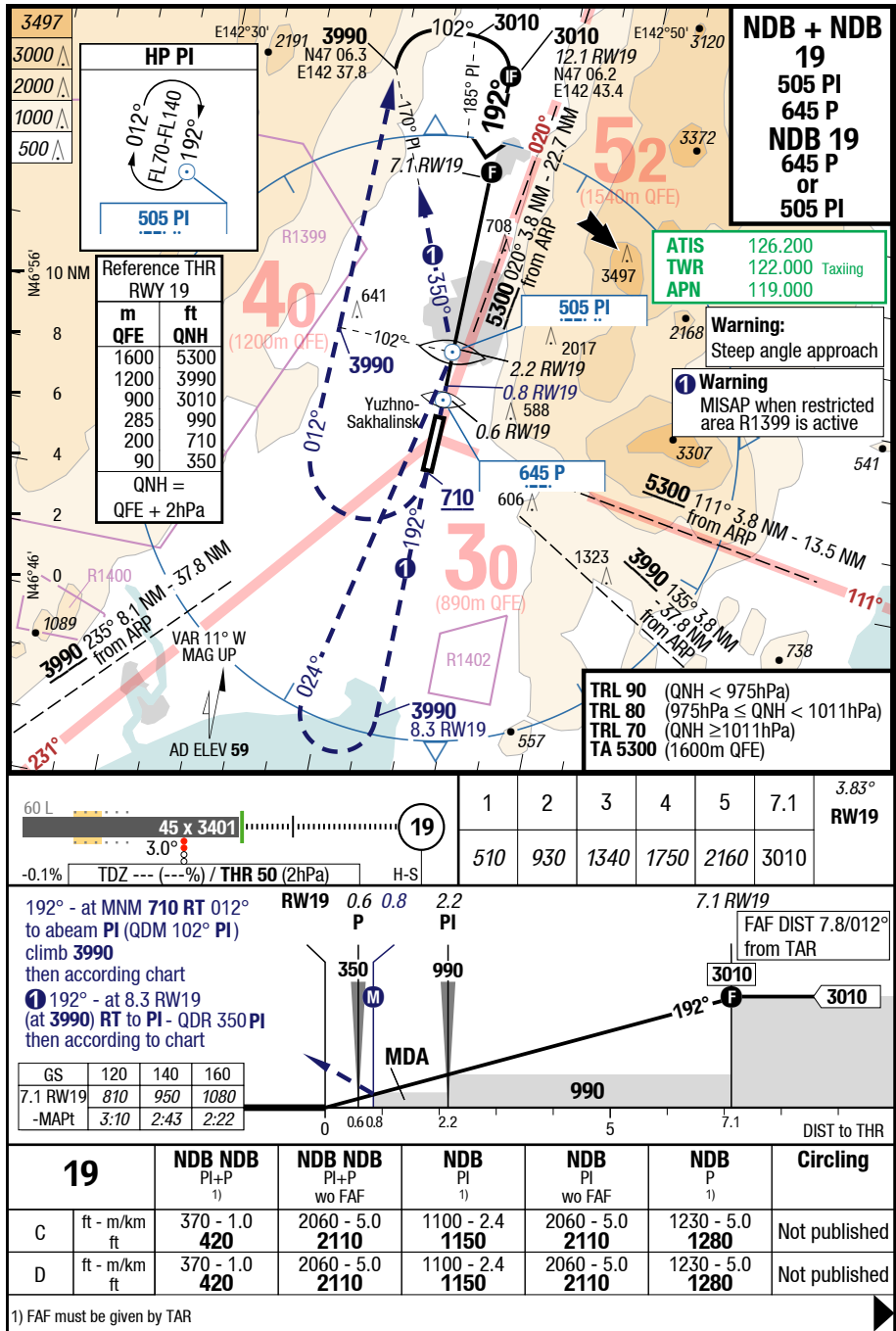


Changes: ALT, APL, MIN, OBST, MISAP text

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7-40

NDB + NDB 19 / NDB 19



UUS-UHSS

7-50

WxMinima Overflow

19		NDB P wo FAF					
C	ft - m/km ft	2070 - 5.0 2120					
D	ft - m/km ft	2070 - 5.0 2120					