

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 MNM 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.

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

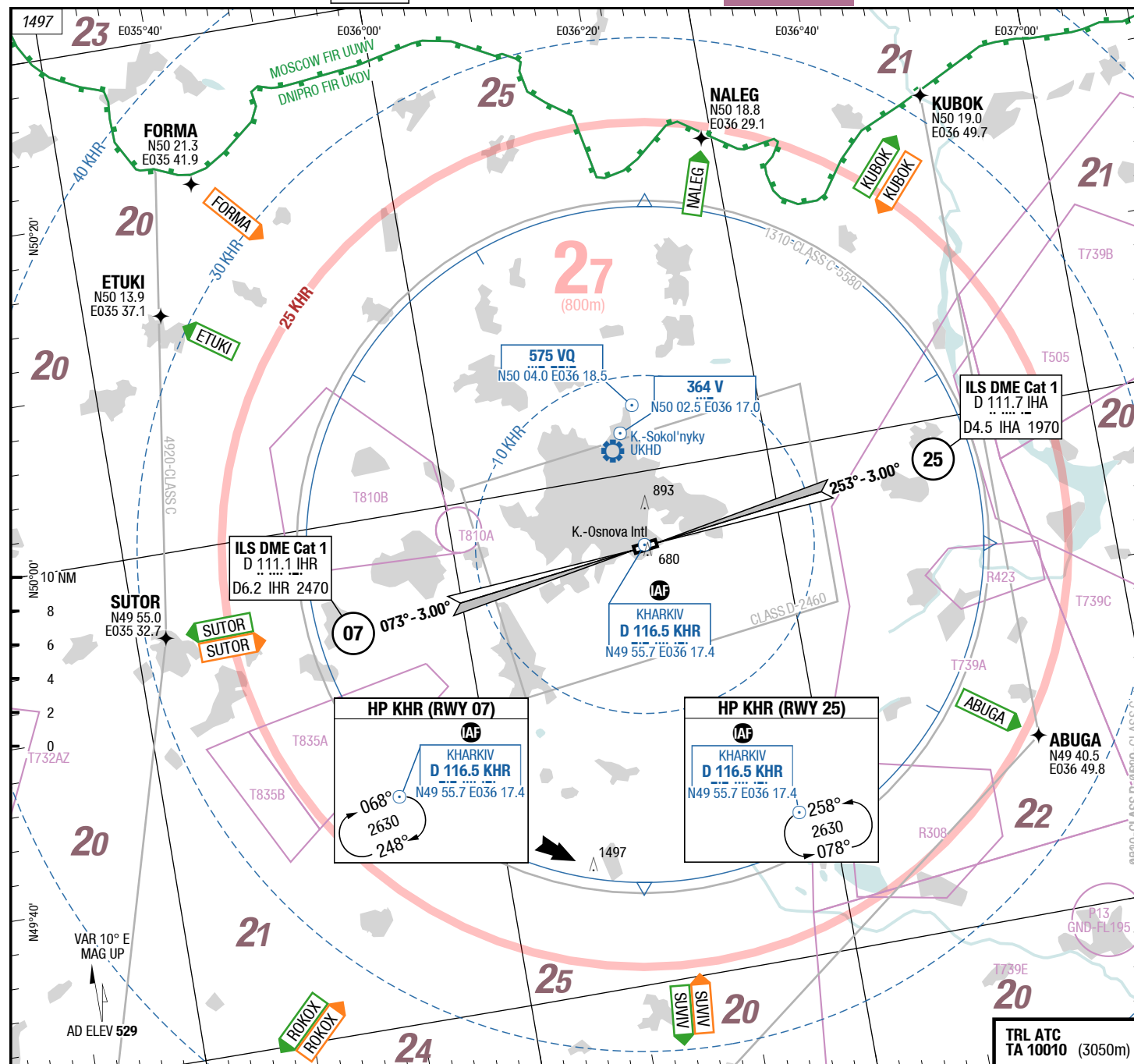
AFC

AFC

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AGC
AFC

2-10



ATIS 126.750
RAD 118.800
TWR 118.100
GND 133.250

Landing RWY system:

07 8.3.0° 2500 x 45 60 HL 15 HL
454
HL-P2 THR 495 (18hPa) / TDZ 495 (---%) +0.4%

60 HL 45 x 2500 3.0° 420 25
-0.4% TDZ 529 (---%) / THR 529 (19hPa) HL-P2

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AGC

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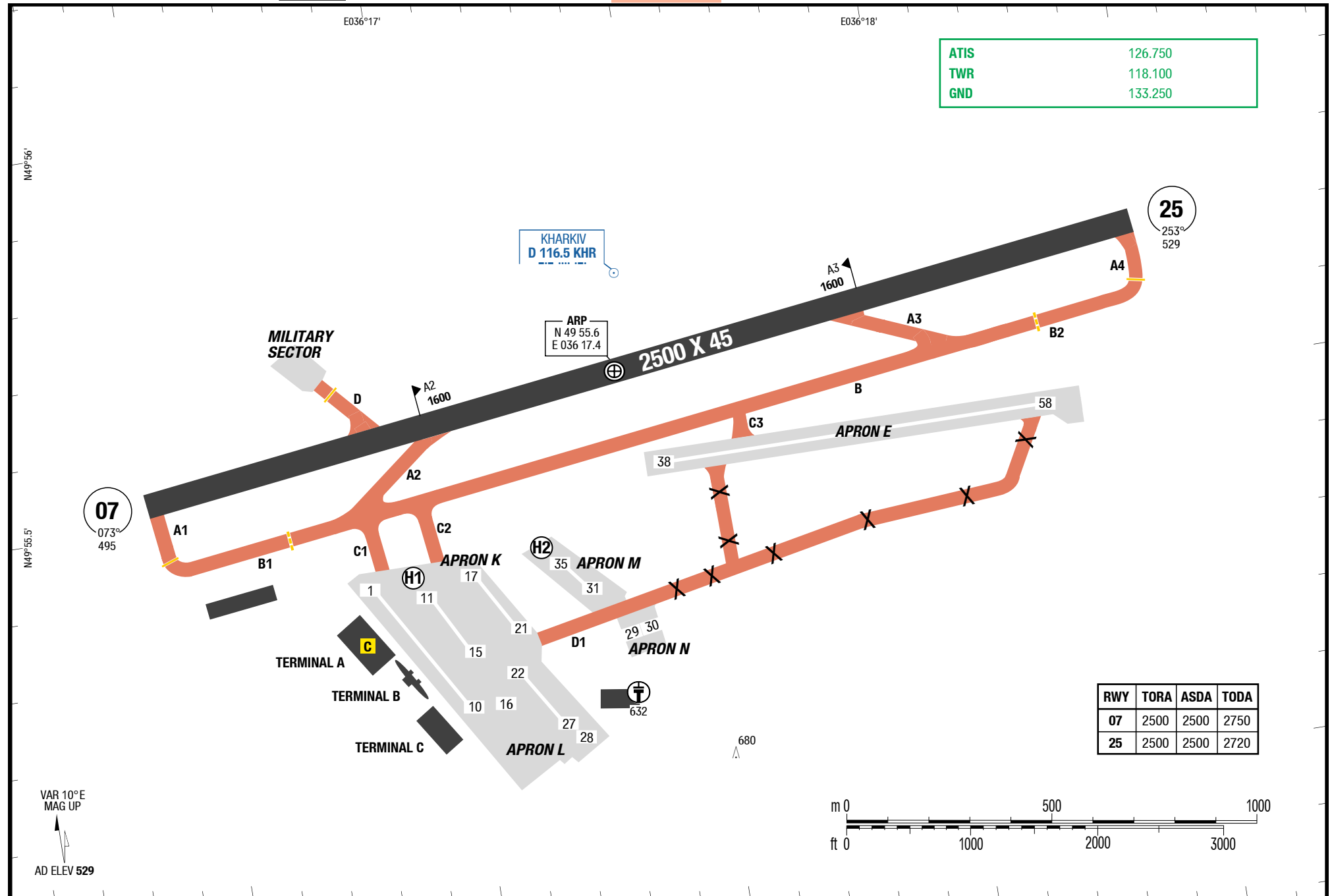
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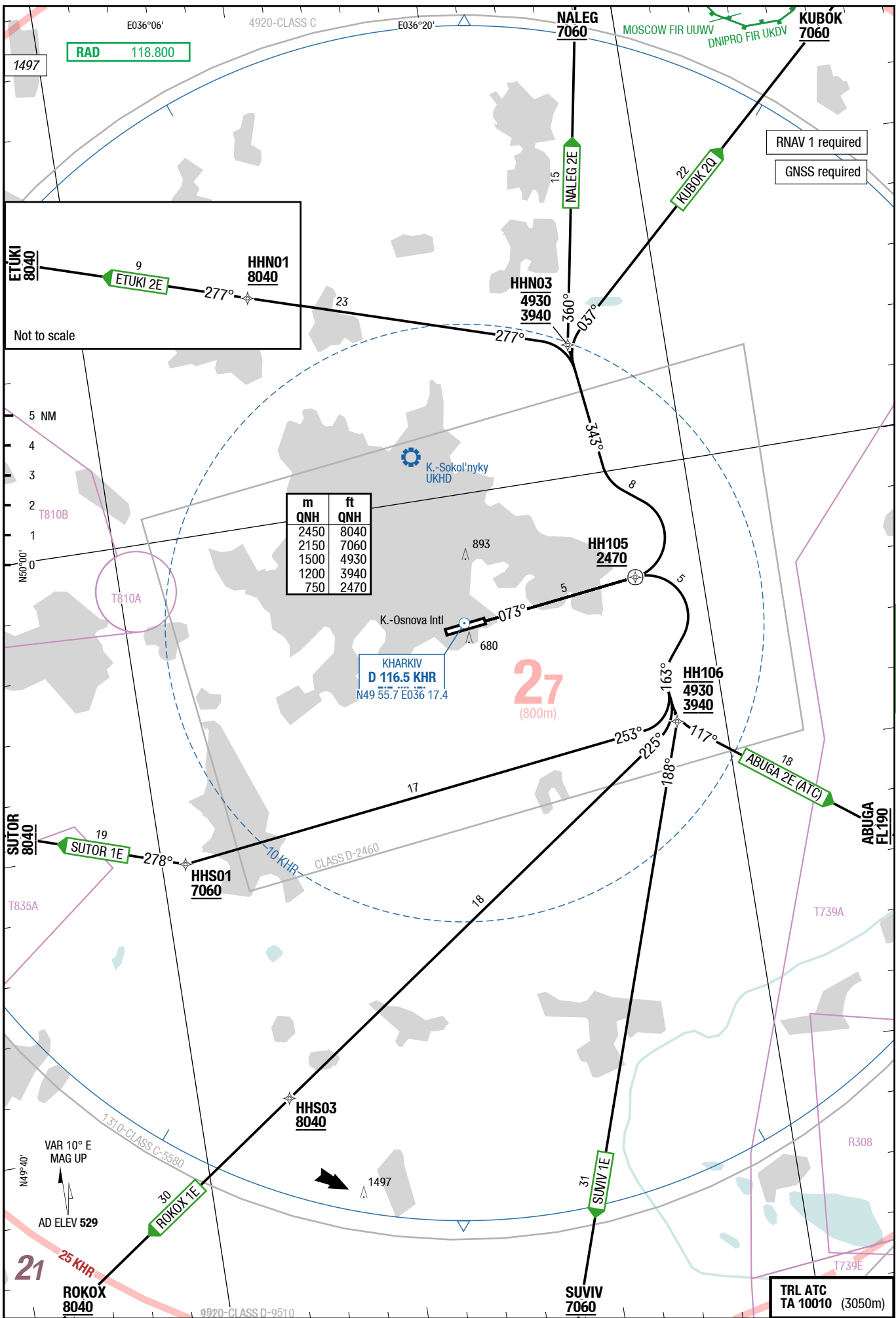
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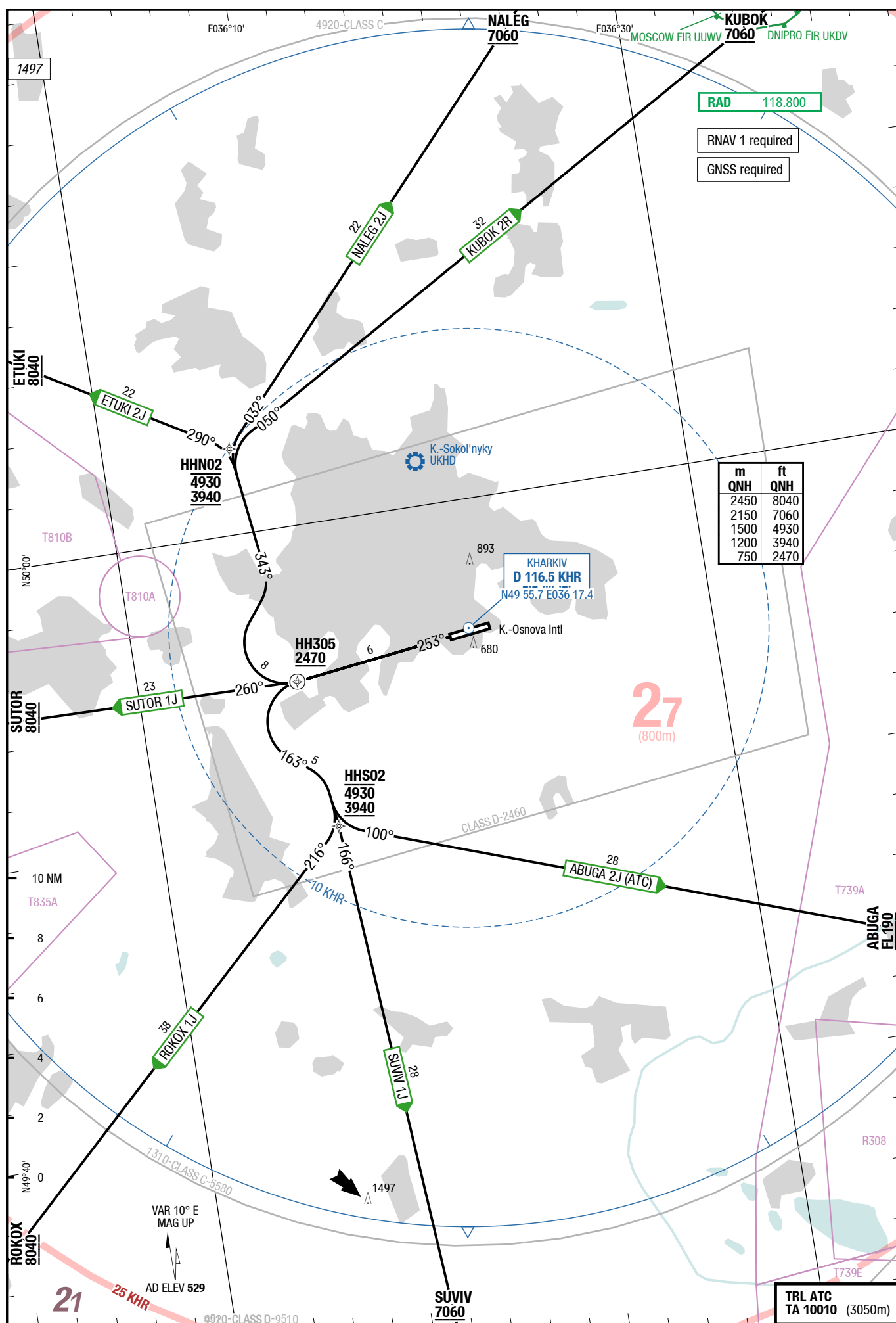
3-20

ATIS	126.750
TWR	118.100
GND	133.250



Changes: Nil





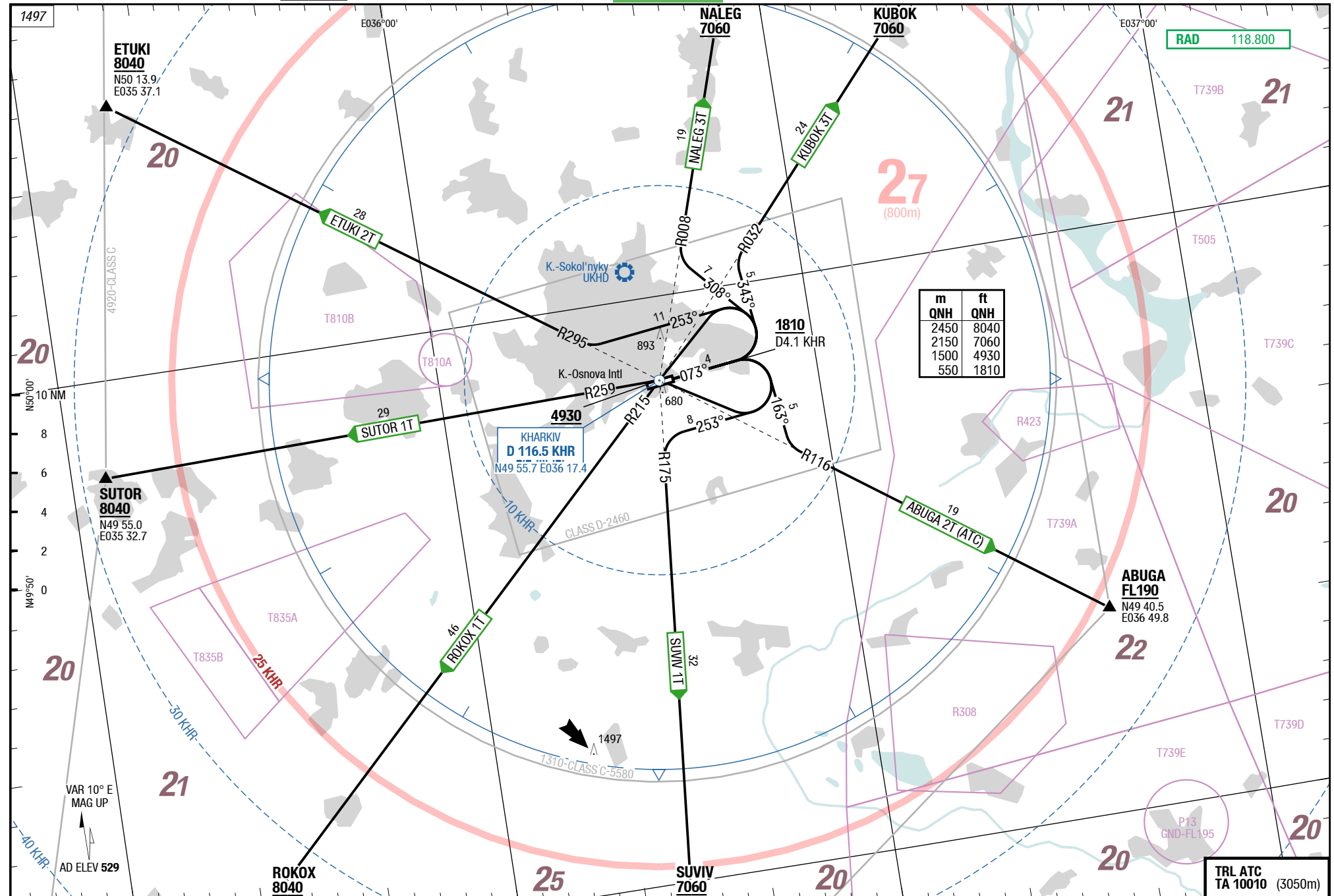
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SIDs RWY 07

SID

SIDs RWY 07

4-30



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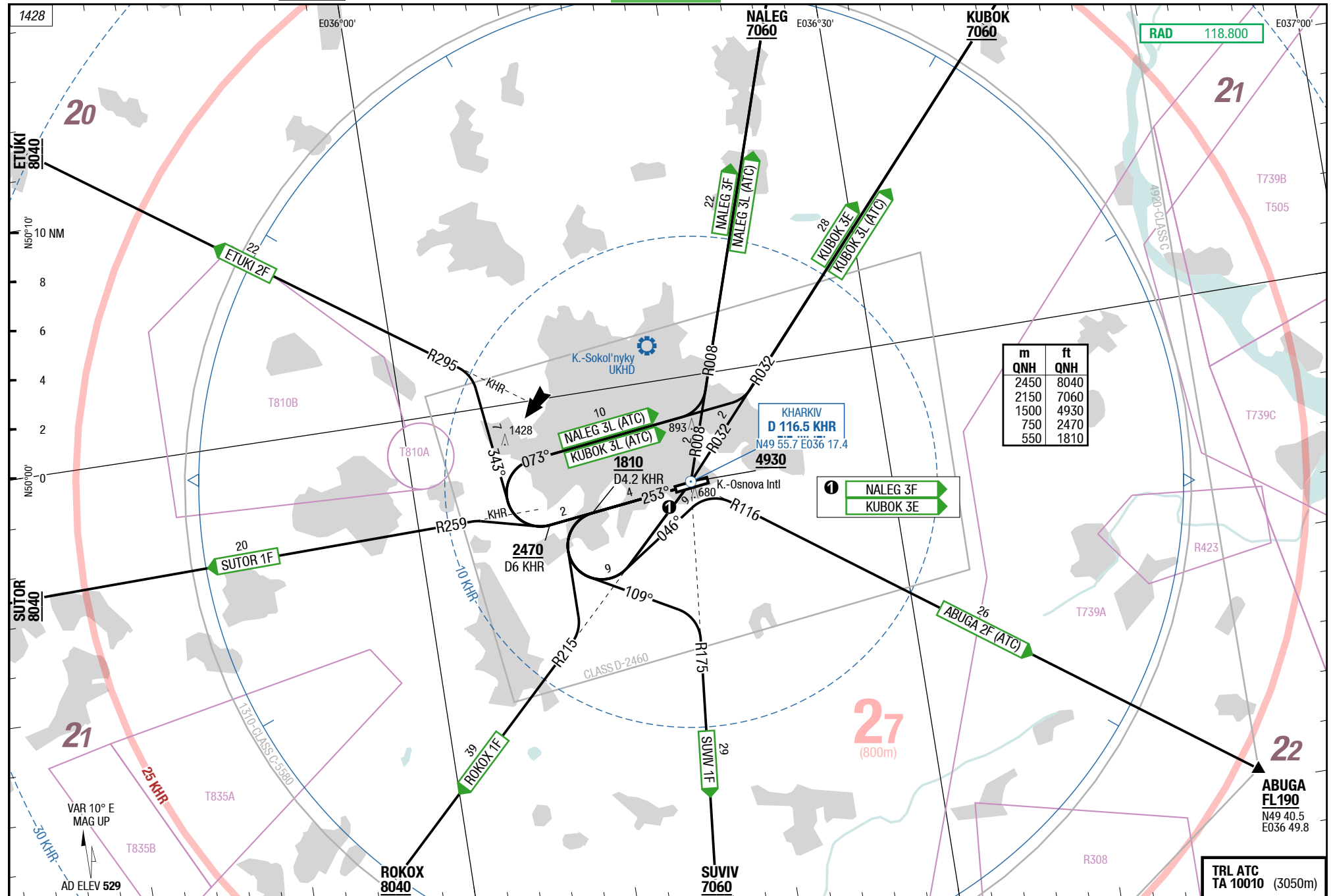
4-40

SIDs RWY 25

SID

SID

SIDs RWY 25



Changes: PROC, OBST, DIST

17-MAY-2018

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

① If unable to comply with climb gradient, advise ATC

17-MAY-2018

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5-20

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

① If unable to comply with climb gradient, advise ATC

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5-30

SIDs RWY 07

SIDPT

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	1700

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

① If unable to comply with climb gradient, advise ATC

17-MAY-2018

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

① If unable to comply with climb gradient, advise ATC

Changes: PROC

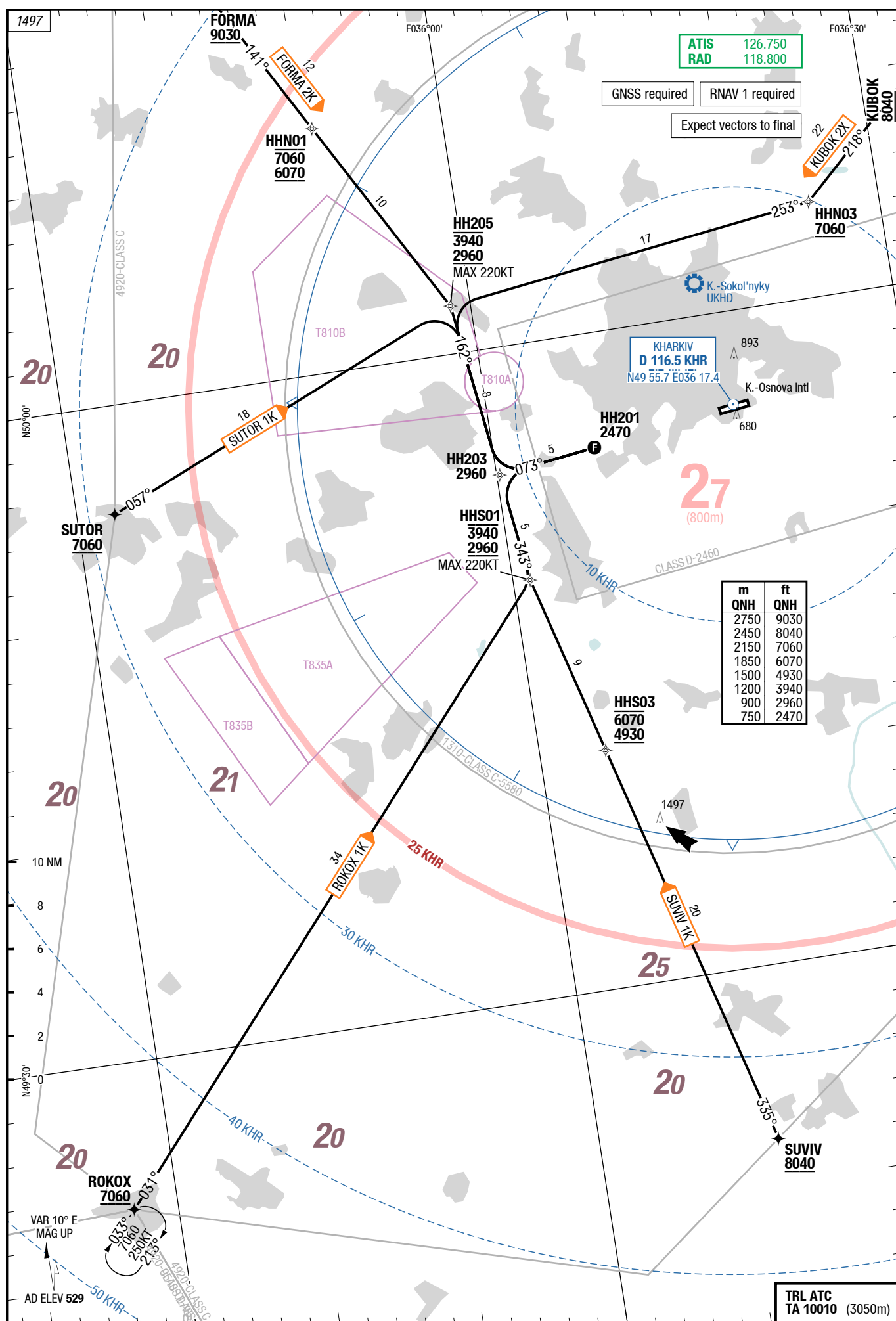
SUVIV 1F

RWY 25 (253°)

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

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

① If unable to comply with climb gradient, advise ATC



Effective 24-MAY-2018

17-MAY-2018

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6-20

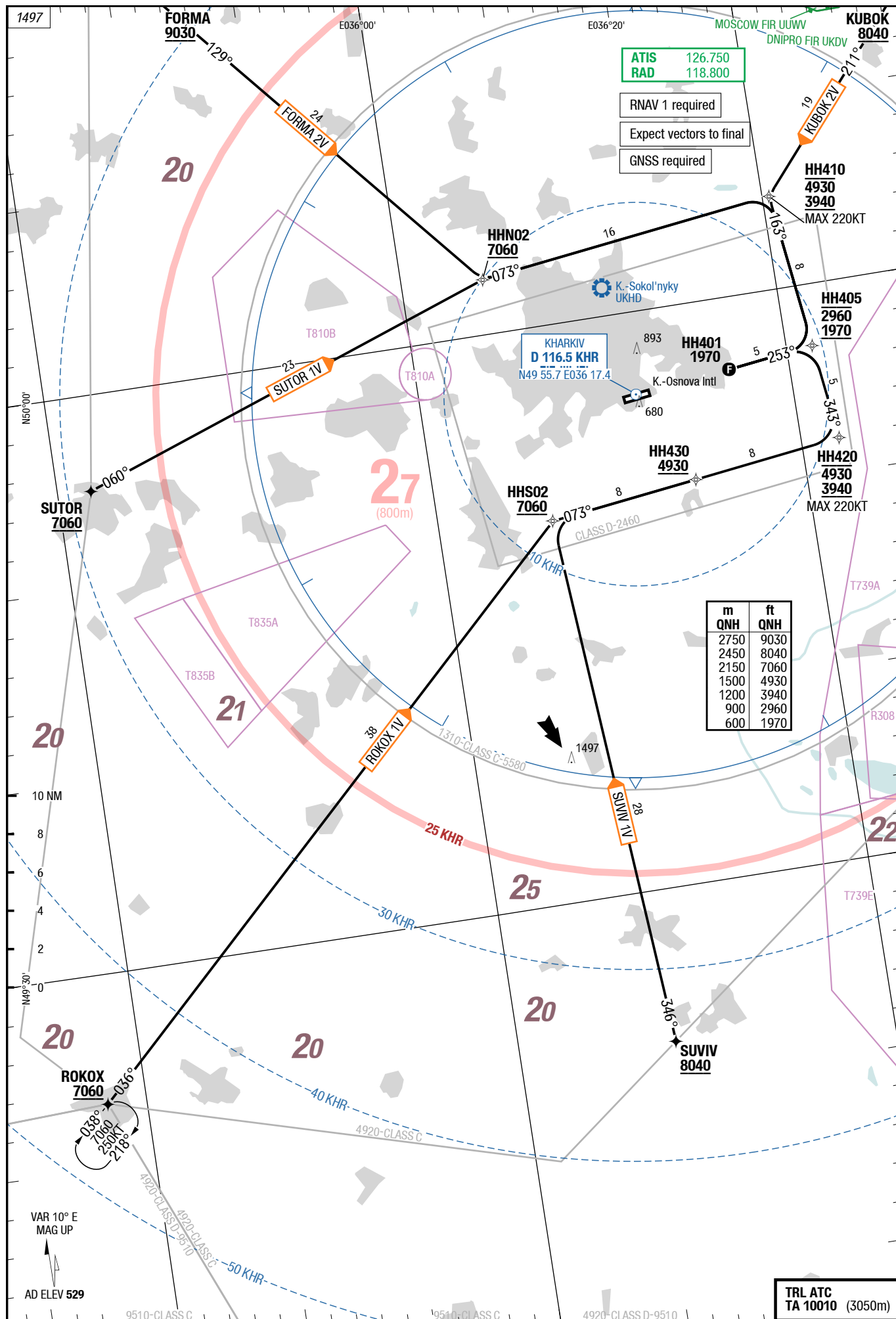
RNAV STARS RWY 25

STAR

STAR

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RNAV STARS RWY 25



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NIL

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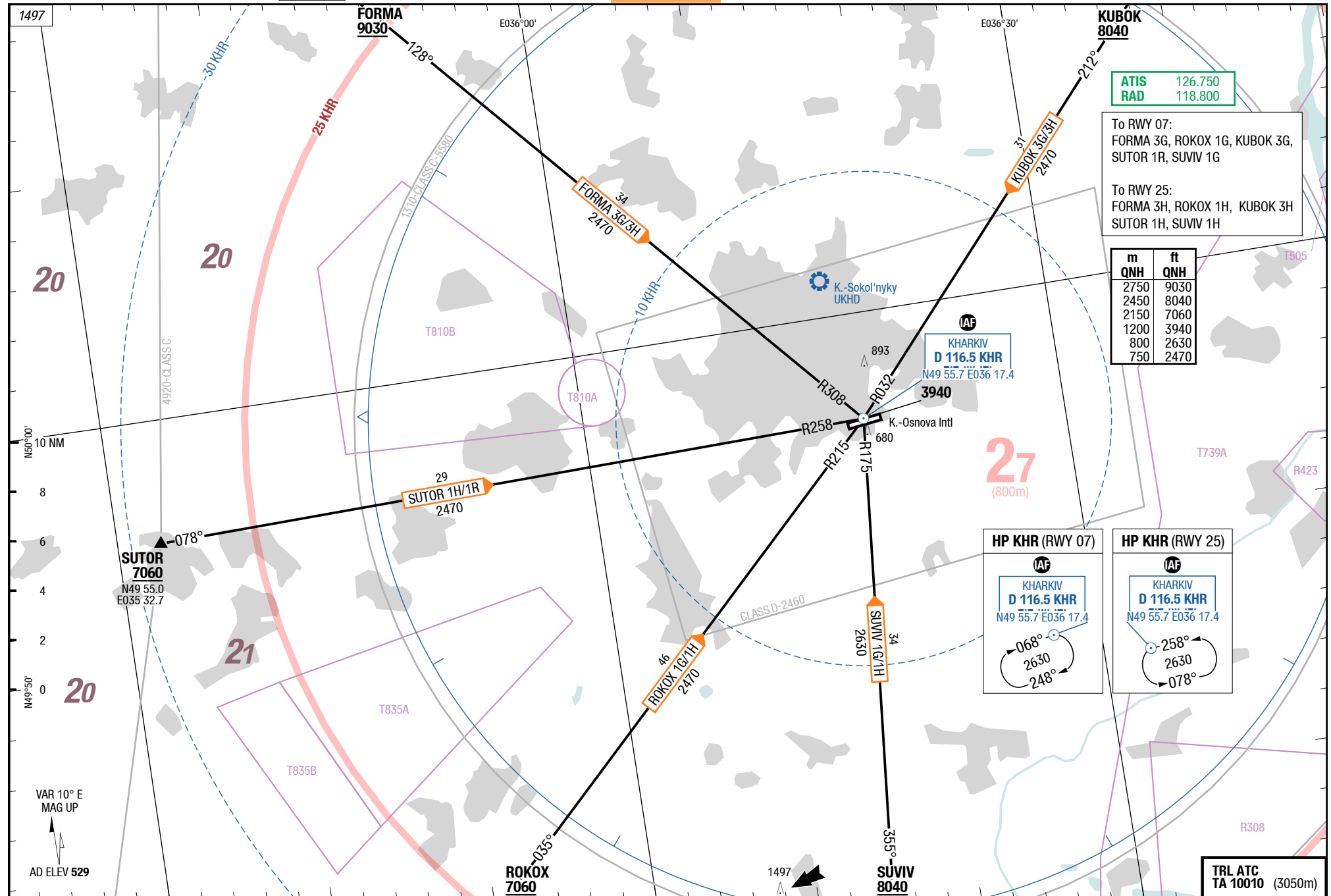
STAR

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NIL

STARs

6-30



Changes: Track, PROC, OBST

05-JUL-2018

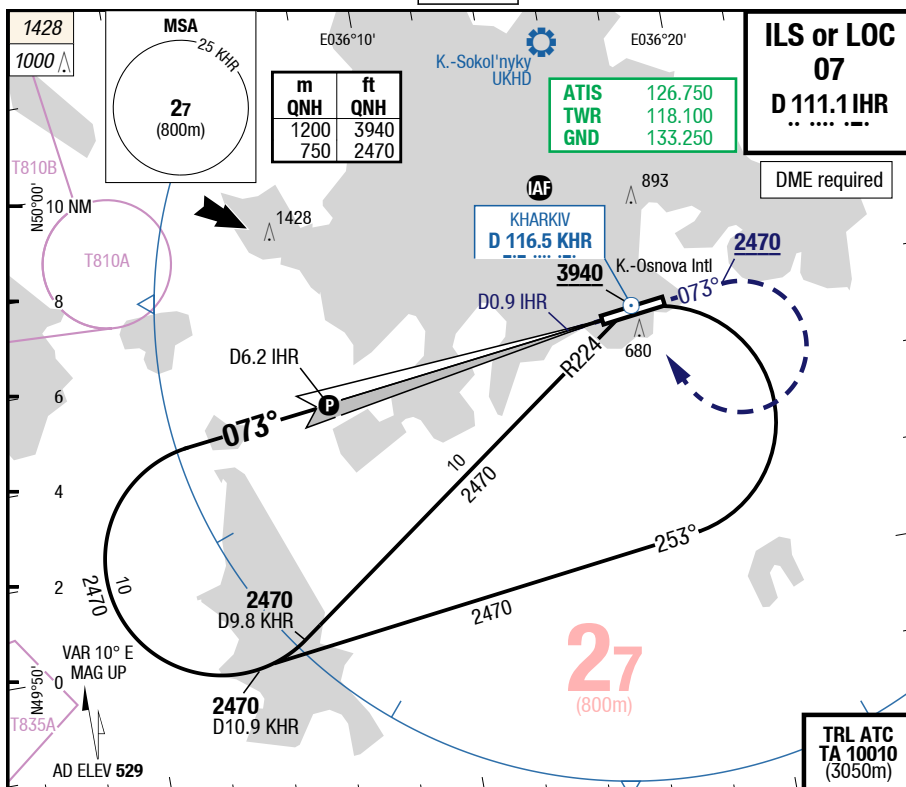
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IAC

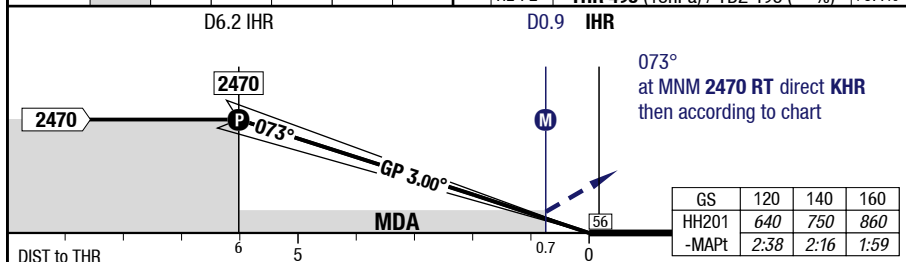
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7-10

ILS or LOC 07



LOC 3.00° D IHR	6.2	5	4	3	2	07	83.0°	60 HL	15 HL
	2470	2100	1780	1460	1140	HL-P2	2500 x 45		
	THR 495 (18hPa) / TDZ 495 (---%) +0.4%								

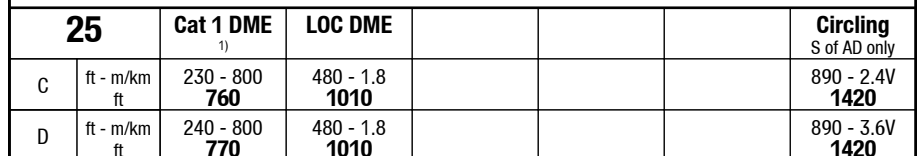


07	Cat 1 DME ¹⁾	LOC DME				Circling S of AD only
C	ft - m/km ft	220 - 800 720	510 - 1.9 1010			890 - 2.4V 1420
D	ft - m/km ft	230 - 800 730	510 - 1.9 1010			890 - 3.6V 1420

1) With EVS 550m

Changes: MIN

ILS or LOC Z 25



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Changes: MIN

ILS or LOC Y 25



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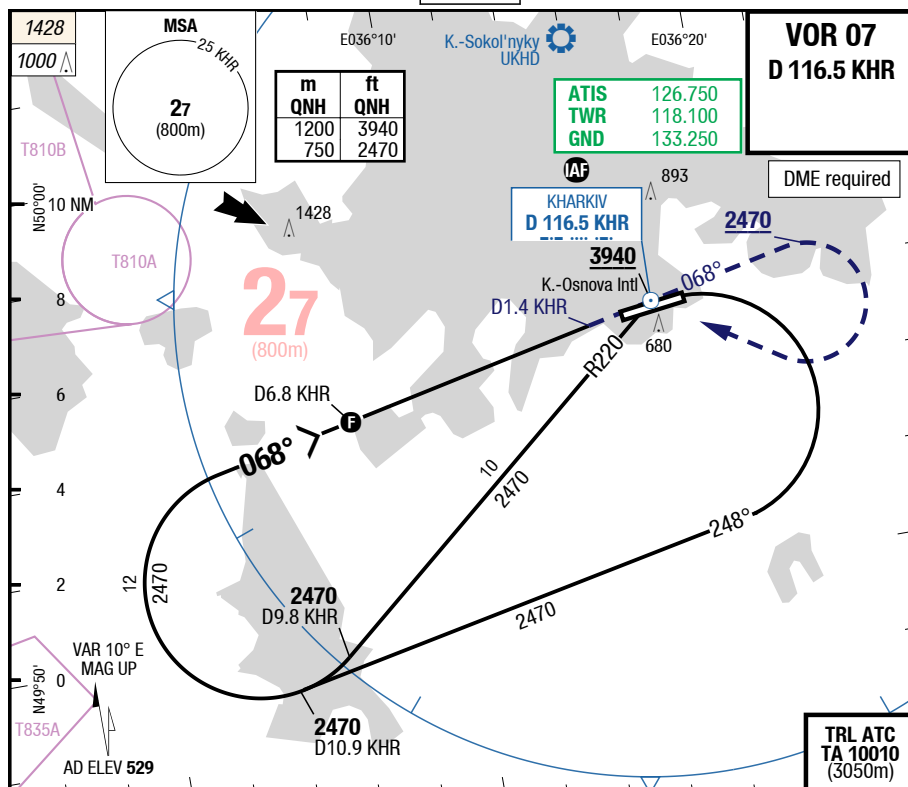
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IAC

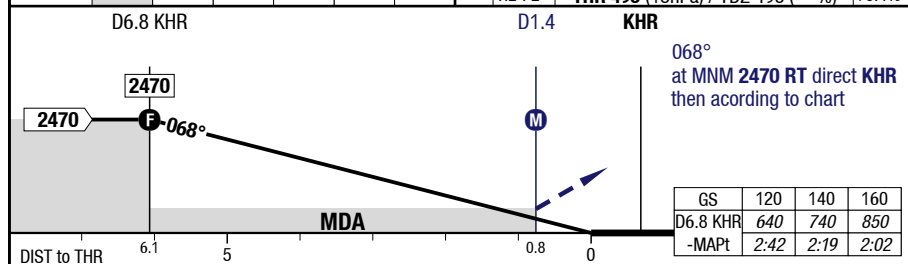
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7-40

VOR 07



3.00° D KHR 068° RWY 073°	6.8	6	5	4	3	07	83.0° 2500 x 45 60 HL 15 HL	454	THR 495 (18hPa) / TDZ 495 (---%) +0.4%
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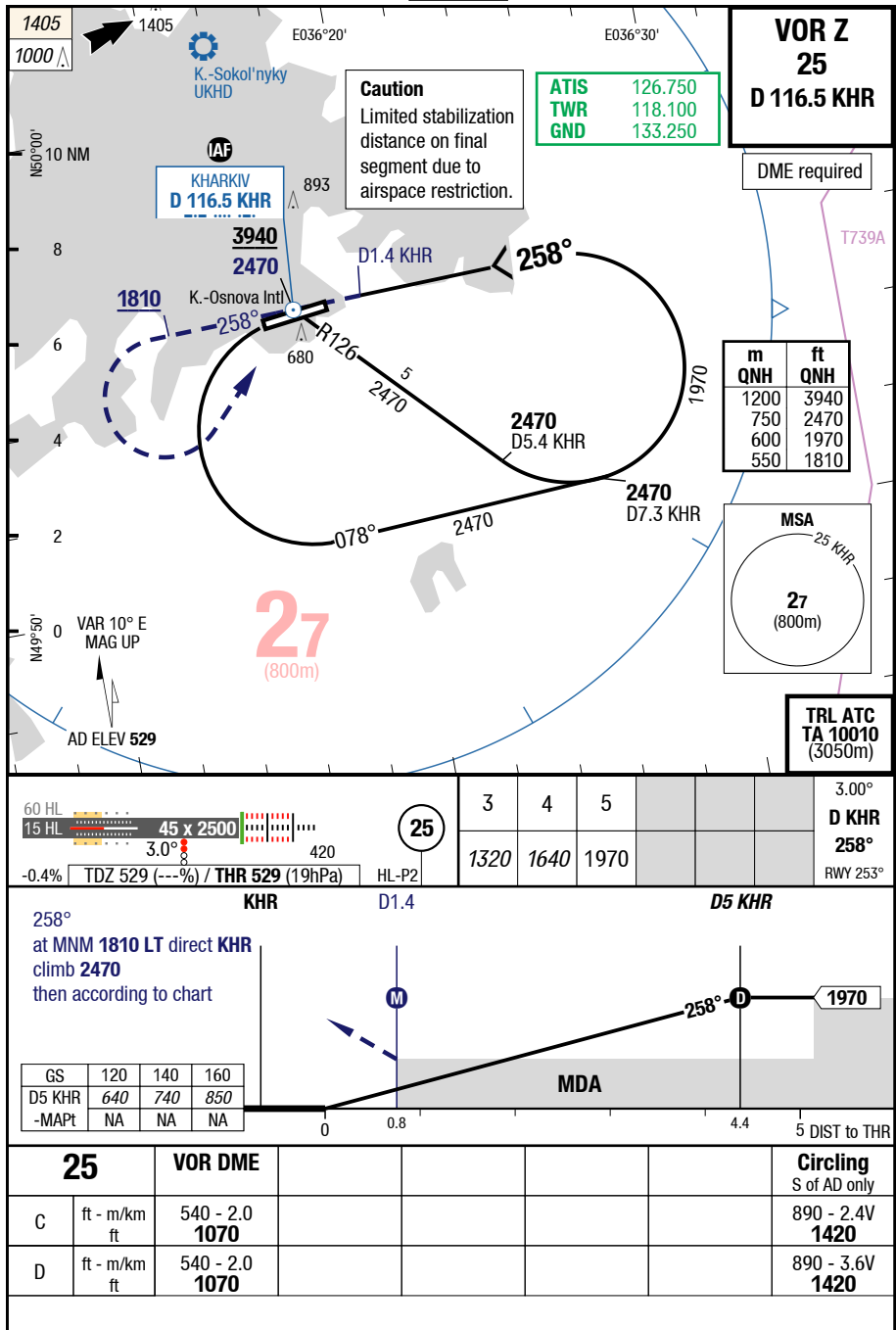
07	VOR DME					Circling S of AD only
C	ft - m/km ft	510 - 1.9 1010				890 - 2.4V 1420
D	ft - m/km ft	510 - 1.9 1010				890 - 3.6V 1420

Changes: Nil

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7-50

VOR Z 25

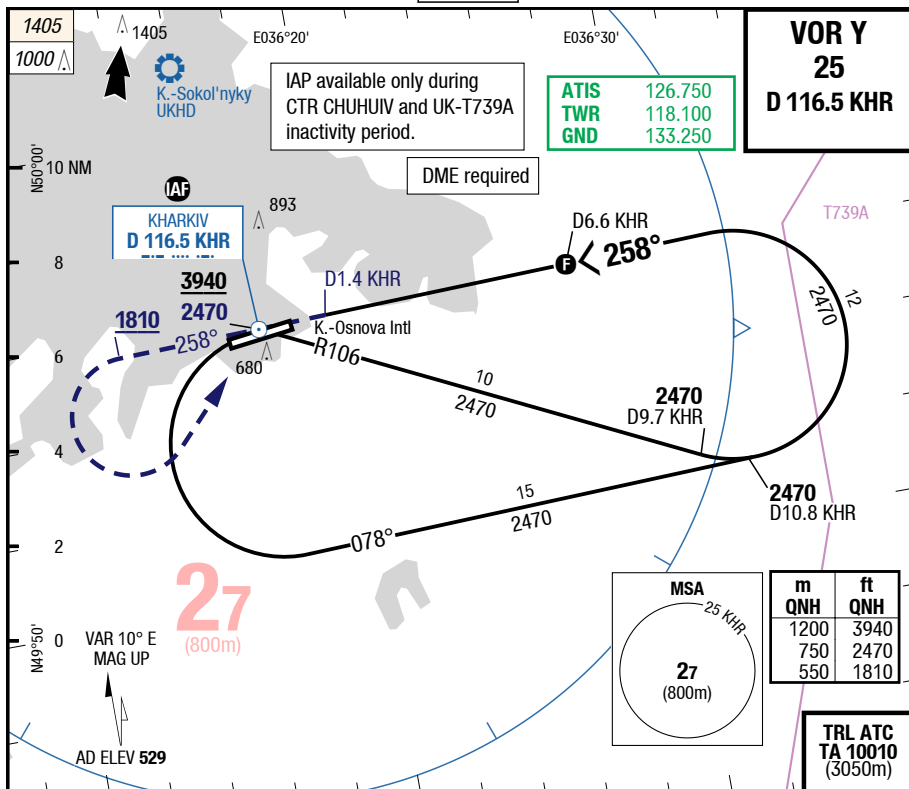


Changes: OBST, ROD

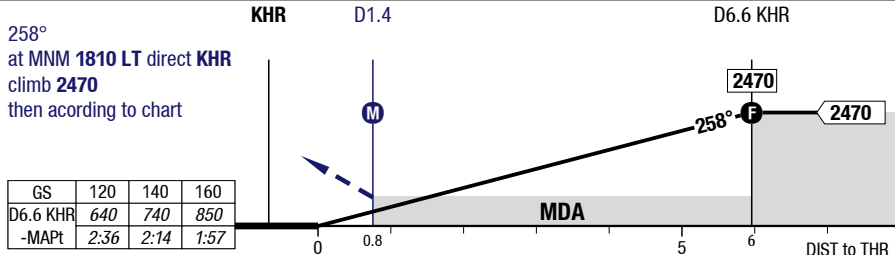
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7-60

VOR Y 25



60 HL	45 x 2500	3.0°	420	25	3	4	5	6	6.6	3.00°
15 HL					1320	1640	1960	2280	2470	D KHR
-0.4%	TDZ 529 (---%)	THR 529 (19hPa)	HL-P2							258°
										RWY 253°



25	VOR DME						Circling S of AD only
C	ft - m/km ft	490 - 1.8 1020					890 - 2.4V 1420
D	ft - m/km ft	490 - 1.8 1020					890 - 3.6V 1420

