

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0300-1200, SAT, SUN, HOL CLSD**Airport Information****RFF:** CAT 7**Fuel:** TS-1, RT**PCN:** RWY 06/24: 38/F/B/X/T**Operation****Preferential RWY**

TKOF: RWY 06.

Low Visibility Procedures

LVP in force when RVR below 550m.

Follow-me mandatory when RVR below 400m.

Movement area is restricted to one ACFT at a time.

TKOF without stop at line-up position is prohibited.

Taxi/ParkingAfter LDG pilot shall vacate RWY immediately and report when vacating.
Marshaller AVBL O/R.

Stand 1-4:

- Taxiing in and out of stands under own ENG PWR.

Stand 11-13:

- Parking onto stands under own ENG PWR.
- Taxiing out of stands by towing.

Stand 14, 15:

- Parking onto stands under own ENG PWR after the follow-me.
- Taxiing out of stands by towing.

Stand 5-10, 21, 22:

- Taxiing in and out of stands under own ENG PWR.

Stand 16, 17:

- Parking onto stands by towing.
- Taxiing out of stands under own ENG PWR.

Taxi route for ACFT with wingspan 42m / 138ft and above:

- After LDG: RWY - TWY A - towing to stands 16-17.
- Before TKOF: From stands 16-17 under own ENG PWR - turn left to TWY A - RWY.

Engine Run-up Area

ENG run-up prohibited between 1700-0200.

WarningsIn winter conditions APN and TWY marking signs may be not visible and covered with compacted snow.
Birds in vicinity of AD.

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1-20

A01

ARRIVAL

Speed

MAX IAS 243KT below FL100 in airspace class G.

Communication

COM Failure: See CRAR.

Arrival Procedure

**Non-standard GP intercept position on
RWY 06/24**

GP intercepts RWY 06/24 at 320m / 1049ft after landing threshold.
Remaining DIST beyond GP is 2480m / 8137ft.

Warnings

Visual manoeuvring over housing areas to the north of RWY and over the city is prohibited.

DEPARTURE

Take-off Minima

RWY		06/24	
All ACFT	ft - m/km	0 - 300R/300V	-

Speed

MAX IAS 243KT below FL100 in airspace class G.

Communication

COM Failure: See CRAR and in addition;

- Enter the holding area and hold at the lower safe flight level till fuel burning-out.
- Commence descending for APCH to land after passing LOM.
- During APCH on final identify itself if possible, by periodical switching LDG lights on or by ACFT lights flashing.
- Land at AD.

Departure Procedure

Start-up/Push-back

ENG start-up in the process of towing is prohibited.

TKOF must be executed not later than 1 min after obtaining the CLR.

Noise Abatement Procedures

During TKOF on RWY 24 the initial turn shall be carried out strictly at height indicated on DEP charts.

De-icing

AVBL.

Inform TWR not less than 10 min prior to the holdover time termination by the following phrase: "De-icing fluid holdover time terminates in 10 min".

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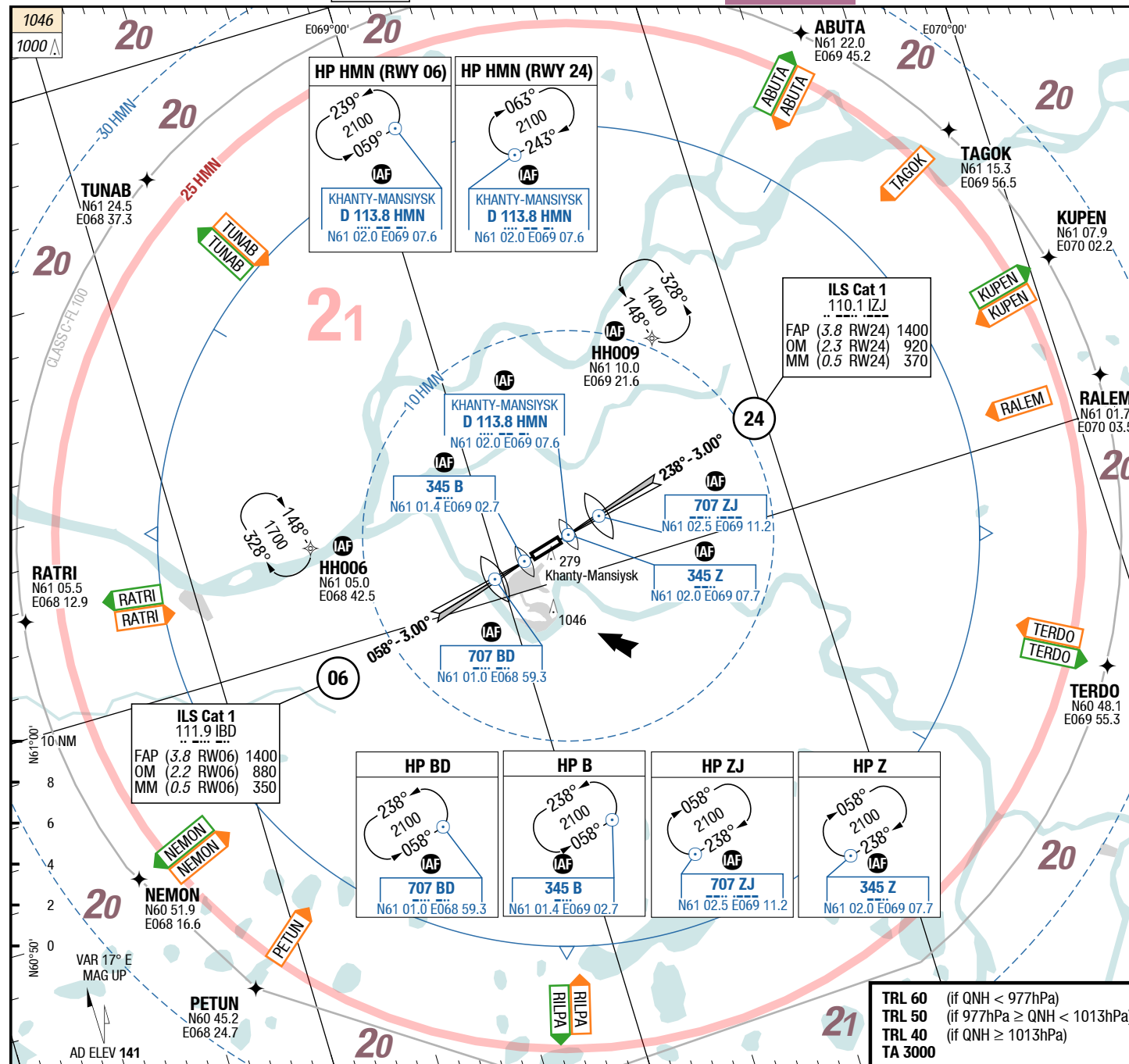
AGC
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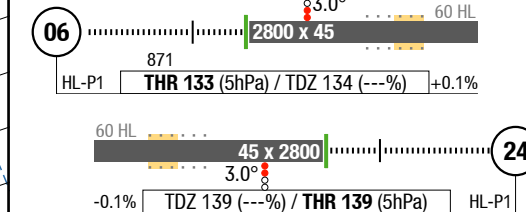
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AGC
AFC



ATIS 126.400
Khantym RAD 120.400
Khantym TWR 118.100 RAD by ATC
Khantym GND 119.000 Start-up and Towing
Reserve FREQ 129.000 For all ATC units

Landing RWY system:



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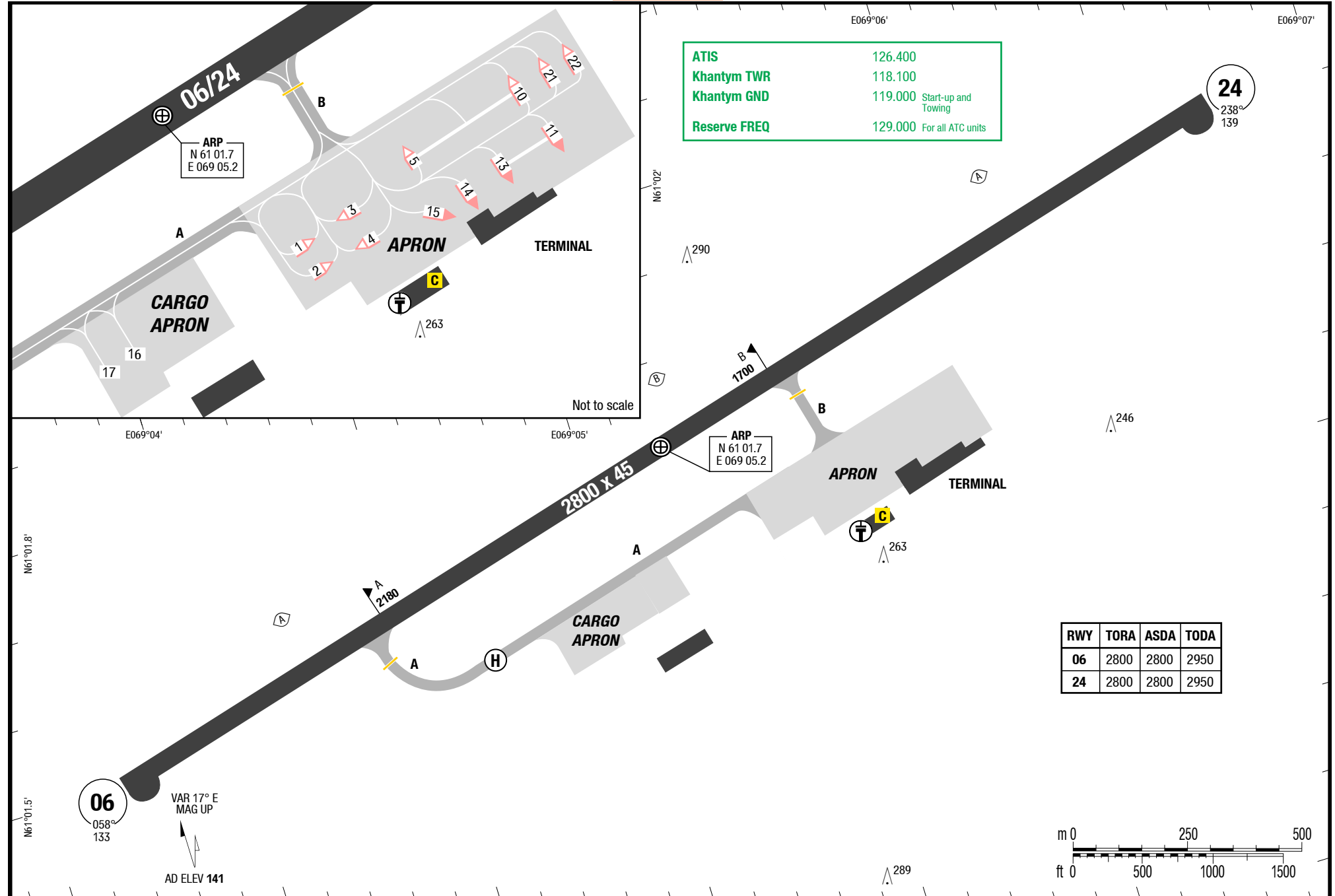
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AGC



Changes: Nil

Effective 28-MAR-2019

21-MAR-2019

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RNAV SIDs RWY 24

4-10

RNAV SIDs RWY 06

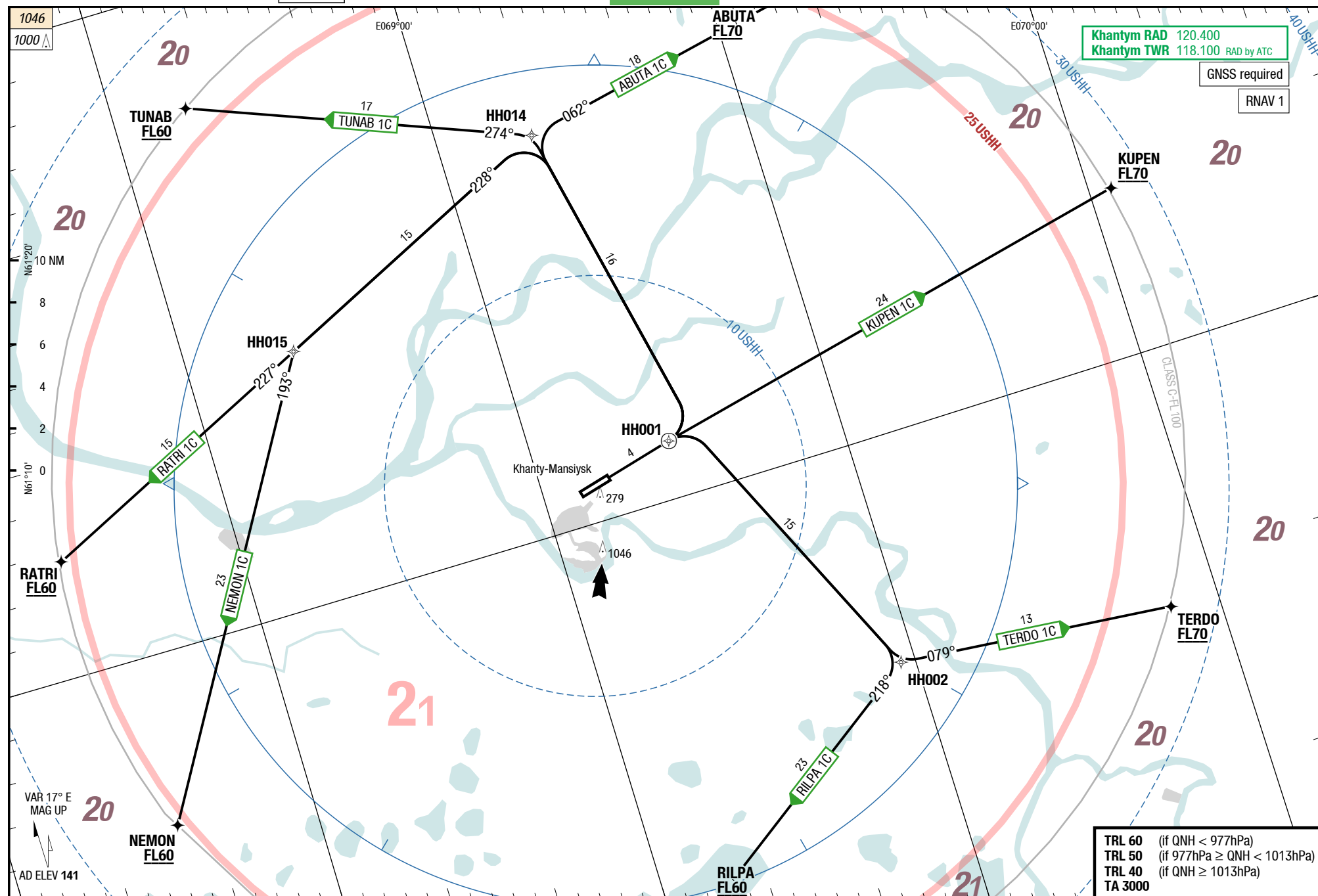
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RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: new

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4-20

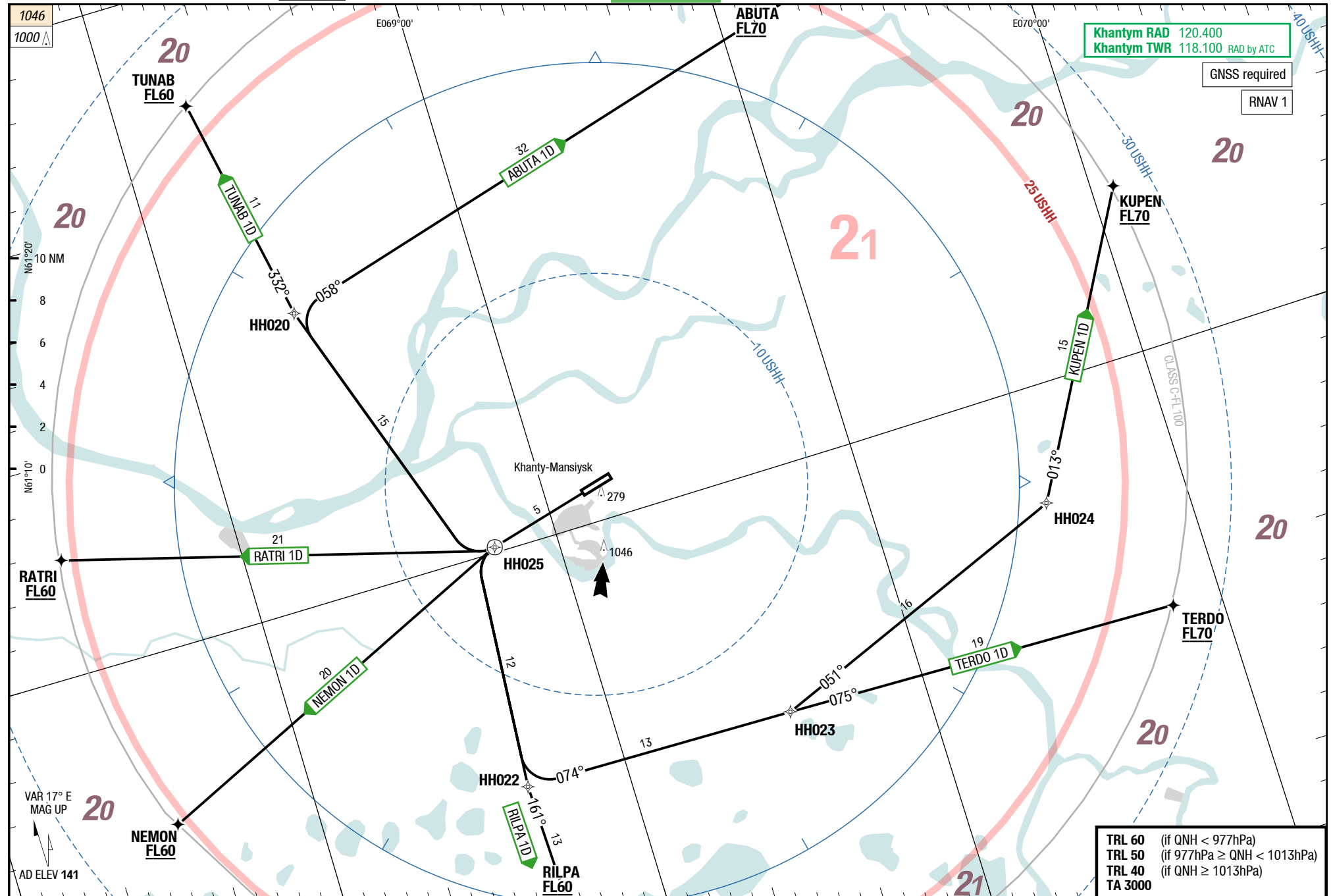
RNAV SIDs RWY 24

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RNAV SIDs RWY 24



Changes: new

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SIDs RWY 06 (PROCs T)

4-30

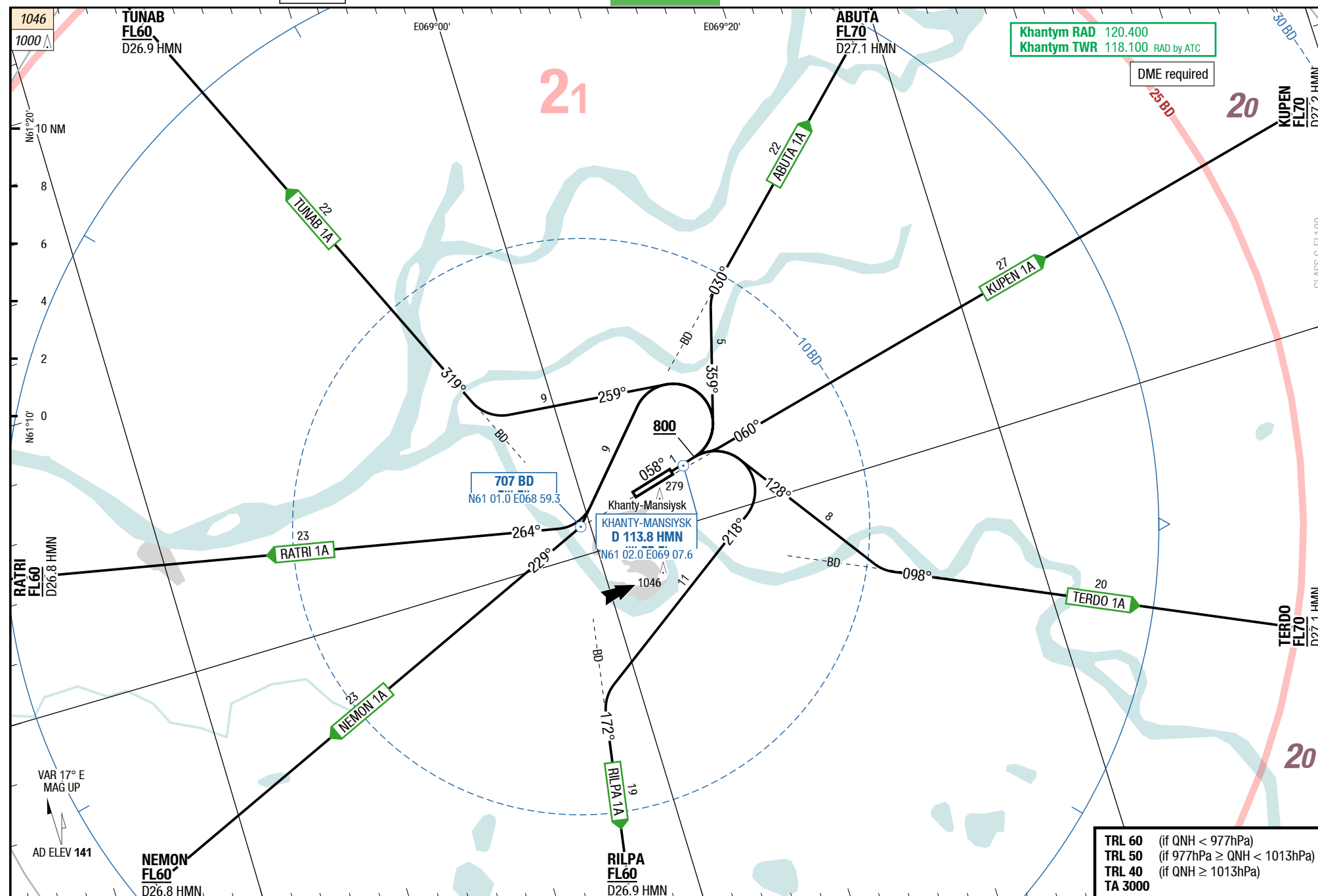
SIDs RWY 06 (PROCs A)

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SIDs RWY 06 (PROCs T)

SIDs RWY 06 (PROCs A)



Changes: Completely revised

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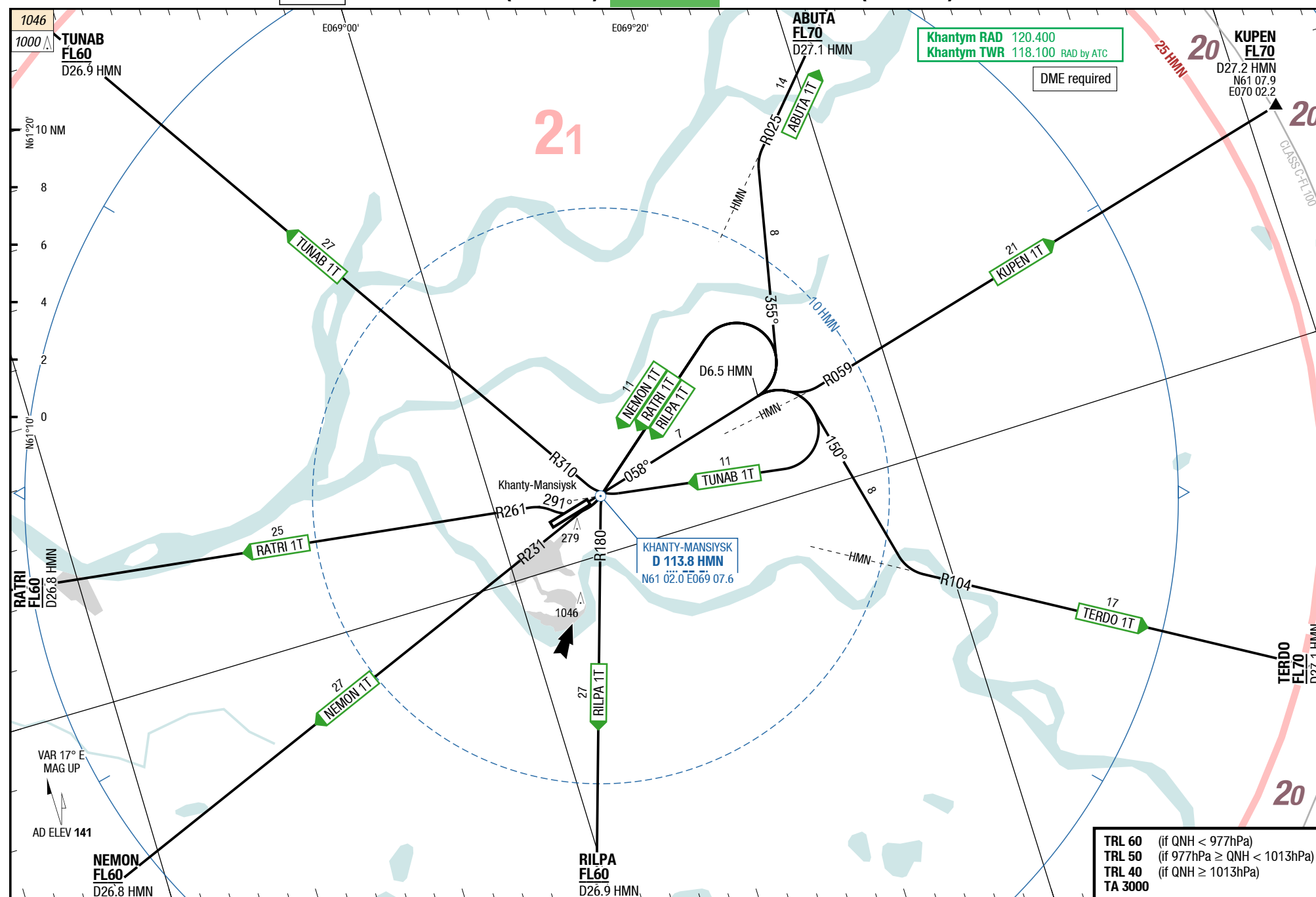
4-40

SIDs RWY 06 (PROCs T)

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SIDs RWY 06 (PROCs T)



Changes: Completely revised

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SIDs RWY 24 (PROCs U)

4-50

SIDs RWY 24 (PROCs B)

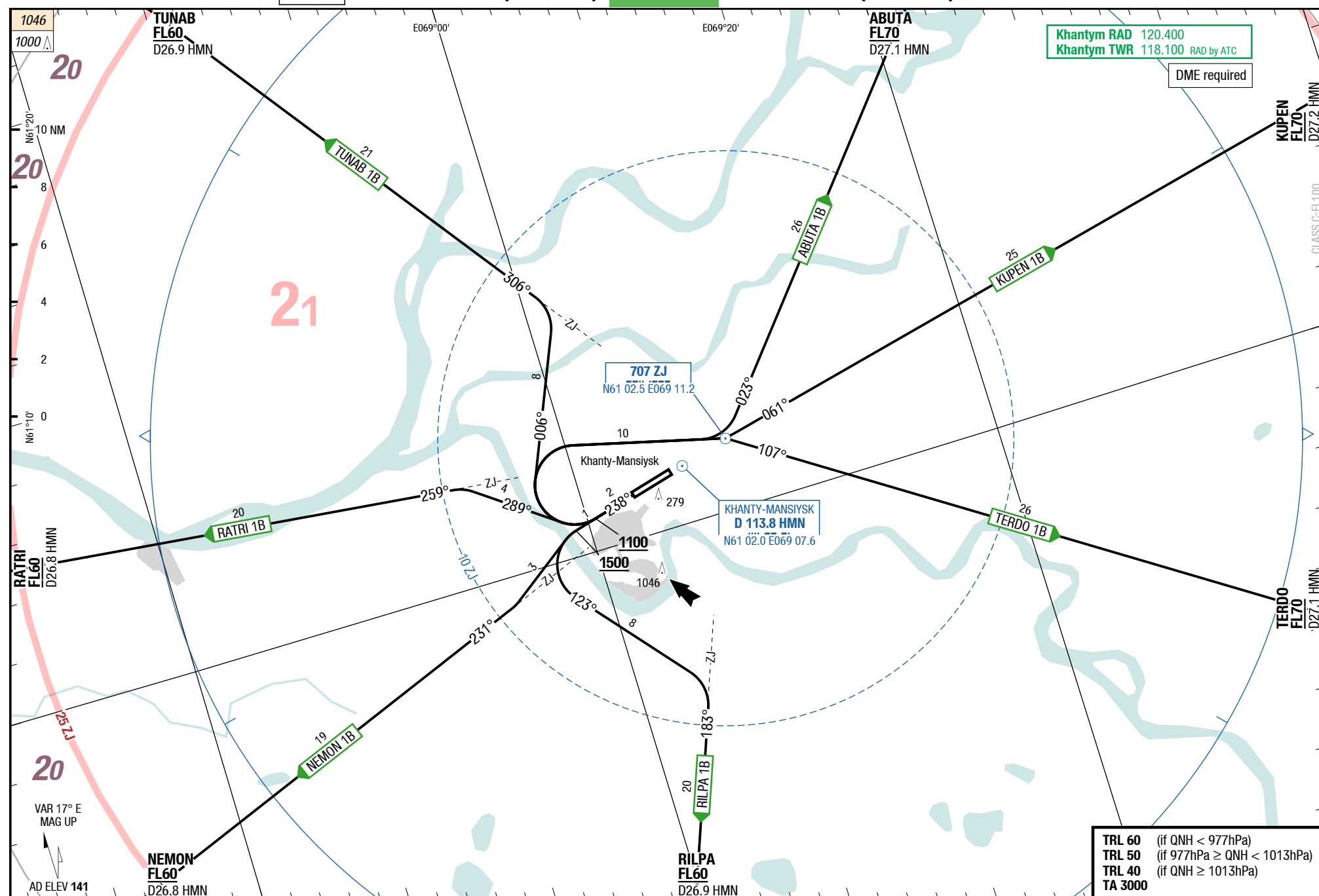
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SIDs RWY 24 (PROCs U)

SIDs RWY 24 (PROCs B)



Changes: Completely revised

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4-60

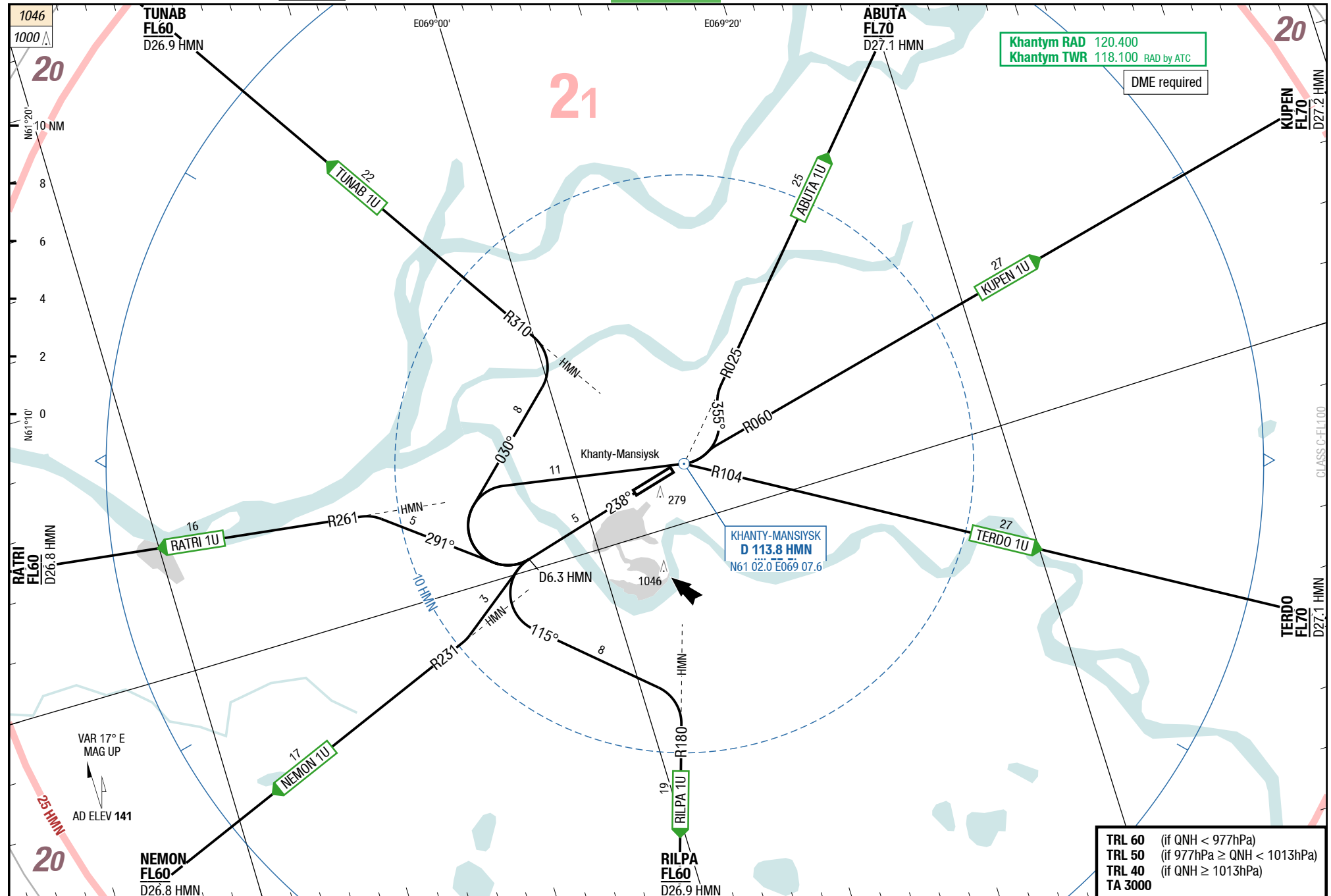
SIDs RWY 24 (PROCs U)

SID

SID

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SIDs RWY 24 (PROCs U)



Changes: Completely revised

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5-10

RNAV SIDs RWY 06

ABUTA 1C / KUPEN 1C / NEMON 1C / RATRI 1C / RILPA 1C / TERDO 1C / TUNAB 1C
RWY 06 (058°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ABUTA 1C 120.400	DCT <u>HH001</u> - DCT HH014 - ABUTA	ABUTA MNM FL70
KUPEN 1C 4.1% to FL70 120.400 ①	DCT <u>HH001</u> - DCT KUPEN	KUPEN MNM FL70
NEMON 1C 120.400	DCT <u>HH001</u> - DCT HH014 - HH015 - NEMON	NEMON MNM FL60
RATRI 1C 120.400	DCT <u>HH001</u> - DCT HH014 - HH015 - RATRI	RATRI MNM FL60
RILPA 1C 120.400	DCT <u>HH001</u> - DCT HH002 - RILPA	RILPA MNM FL60
TERDO 1C 120.400	DCT <u>HH001</u> - DCT HH002 - TERDO	TERDO MNM FL70
TUNAB 1C 120.400	DCT <u>HH001</u> - DCT HH014 - TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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5-20

RNAV SIDs RWY 24

ABUTA 1D / KUPEN 1D / NEMON 1D / RATRI 1D / RILPA 1D / TERDO 1D / TUNAB 1D
RWY 24 (238°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ABUTA 1D 120.400	DCT <u>HH025</u> - DCT HH020 - ABUTA	ABUTA MNM FL70
KUPEN 1D 120.400	DCT <u>HH025</u> - DCT HH022 - HH023 - HH024 - KUPEN	KUPEN MNM FL70
NEMON 1D 3.9% to FL60 120.400 ①	DCT <u>HH025</u> - DCT NEMON	NEMON MNM FL60
RATRI 1D 3.9% to FL60 120.400 ①	DCT <u>HH025</u> - DCT RATRI	RATRI MNM FL60
RILPA 1D 120.400	DCT <u>HH025</u> - DCT HH022 - RILPA	RILPA MNM FL60
TERDO 1D 120.400	DCT <u>HH025</u> - DCT HH022 - HH023 - TERDO	TERDO MNM FL70
TUNAB 1D 120.400	DCT <u>HH025</u> - DCT HH020 - TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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5-30

SIDs RWY 06 (PROCs A)

ABUTA 1A / KUPEN 1A / NEMON 1A / RATRI 1A / RILPA 1A / TERDO 1A / TUNAB 1A
RWY 06 (058°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ABUTA 1A 4.1% to FL70 120.400 ①	058° to MNM 800 - 359° - intercept bearing 030° from BD to ABUTA	ABUTA MNM FL70
KUPEN 1A 4.1% to FL70 120.400 ①	058° to MNM 800 - bearing 060° from BD to KUPEN	KUPEN MNM FL70
NEMON 1A 120.400	058° to MNM 800 - LT direct to BD - bearing 229° from BD to NEMON	NEMON MNM FL60
RATRI 1A 120.400	058° to MNM 800 - LT direct to BD - bearing 264° from BD to RATRI	RATRI MNM FL60
RILPA 1A 120.400	058° to MNM 800 - RT 218° - intercept bearing 172° from BD to RILPA	RILPA MNM FL60
TERDO 1A 4.1% to FL70 120.400 ①	058° to MNM 800 - 128° - intercept bearing 098° from BD to TERDO	TERDO MNM FL70
TUNAB 1A 120.400	058° to MNM 800 - LT 259° - intercept bearing 319° from BD to TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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5-40

SIDs RWY 06 (PROCs T)

ABUTA 1T / KUPEN 1T / NEMON 1T / RATRI 1T / RILPA 1T / TERDO 1T / TUNAB 1T
RWY 06 (058°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
3.9%	ft/MIN	500	600	800	900	1000	1100
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ABUTA 1T 3.9% to FL70 120.400 ①	058° to R058/D6.5 HMN - 355° - intercept R025 HMN to ABUTA	ABUTA MNM FL70
KUPEN 1T 4.4% to FL70 120.400 ①	058° to R058/D6.5 HMN - intercept R059 HMN to KUPEN	KUPEN MNM FL70
NEMON 1T 120.400	058° to R058/D6.5 HMN - LT direct to HMN - intercept R231 HMN to NEMON	NEMON MNM FL60
RATRI 1T 120.400	058° to R058/D6.5 HMN - LT direct to HMN - 291° - intercept R261 HMN to RATRI	RATRI MNM FL60
RILPA 1T 120.400	058° to R058/D6.5 HMN - LT direct to HMN - R180 HMN to RILPA	RILPA MNM FL60
TERDO 1T 3.7% to FL70 120.400 ①	058° to R058/D6.5 HMN - 150° - intercept R104 HMN to TERDO	TERDO MNM FL70
TUNAB 1T 120.400	058° to R058/D6.5 HMN - RT direct to HMN - R310 HMN to TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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5-50

SIDs RWY 24 (PROCs B)

ABUTA 1B / KUPEN 1B / NEMON 1B / RATRI 1B / RILPA 1B / TERDO 1B / TUNAB 1B
RWY 24 (238°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ABUTA 1B 120.400	238° to MNM 1100 - RT direct to ZJ - bearing 023° from ZJ to ABUTA	ABUTA MNM FL70
KUPEN 1B 120.400	238° to MNM 1100 - RT direct to ZJ - bearing 061° from ZJ to KUPEN	KUPEN MNM FL70
NEMON 1B 3.9% to FL60 120.400 ①	238° to MNM 1500 - intercept bearing 231° from ZJ to NEMON	NEMON MNM FL60
RATRI 1B 3.9% to FL60 120.400 ①	238° to MNM 1100 - 289° - intercept bearing 259° from ZJ to RATRI	RATRI MNM FL60
RILPA 1B 3.4% to FL60 120.400 ①	238° to MNM 1500 - LT 123° - intercept bearing 183° from ZJ to RILPA	RILPA MNM FL60
TERDO 1B 120.400	238° to MNM 1100 - RT direct to ZJ - bearing 107° from ZJ to TERDO	TERDO MNM FL70
TUNAB 1B 3.4% to FL60 120.400 ①	238° to MNM 1100 - RT 006° - intercept bearing 306° from ZJ to TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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5-60

SIDs RWY 24 (PROCs U)

ABUTA 1U / KUPEN 1U / NEMON 1U / RATRI 1U / RILPA 1U / TERDO 1U / TUNAB 1U
RWY 24 (238°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ABUTA 1U 120.400	238° to R238/D6.3 HMN - RT direct to HMN - 355° - intercept R025 HMN to ABUTA	ABUTA MNM FL70
KUPEN 1U 120.400	238° to R238/D6.3 HMN - RT direct to HMN - intercept R060 HMN to KUPEN	KUPEN MNM FL70
NEMON 1U 4.0% to FL60 120.400 ①	238° to R238/D6.3 HMN - intercept R231 HMN to NEMON	NEMON MNM FL60
RATRI 1U 3.8% to FL60 120.400 ①	238° to R238/D6.3 HMN - 291° - intercept R261 HMN to RATRI	RATRI MNM FL60
RILPA 1U 120.400	238° to R238/D6.3 HMN - LT 115° - intercept R180 HMN to RILPA	RILPA MNM FL60
TERDO 1U 120.400	238° to R238/D6.3 HMN - RT direct to HMN - R104 HMN to TERDO	TERDO MNM FL70
TUNAB 1U 120.400	238° to R238/D6.3 HMN - RT 030° - intercept R310 HMN to TUNAB	TUNAB MNM FL60

① Climb gradient due to airspace limitation.

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RNAV STARs RWY 24

6-10

RNAV STARs RWY 06

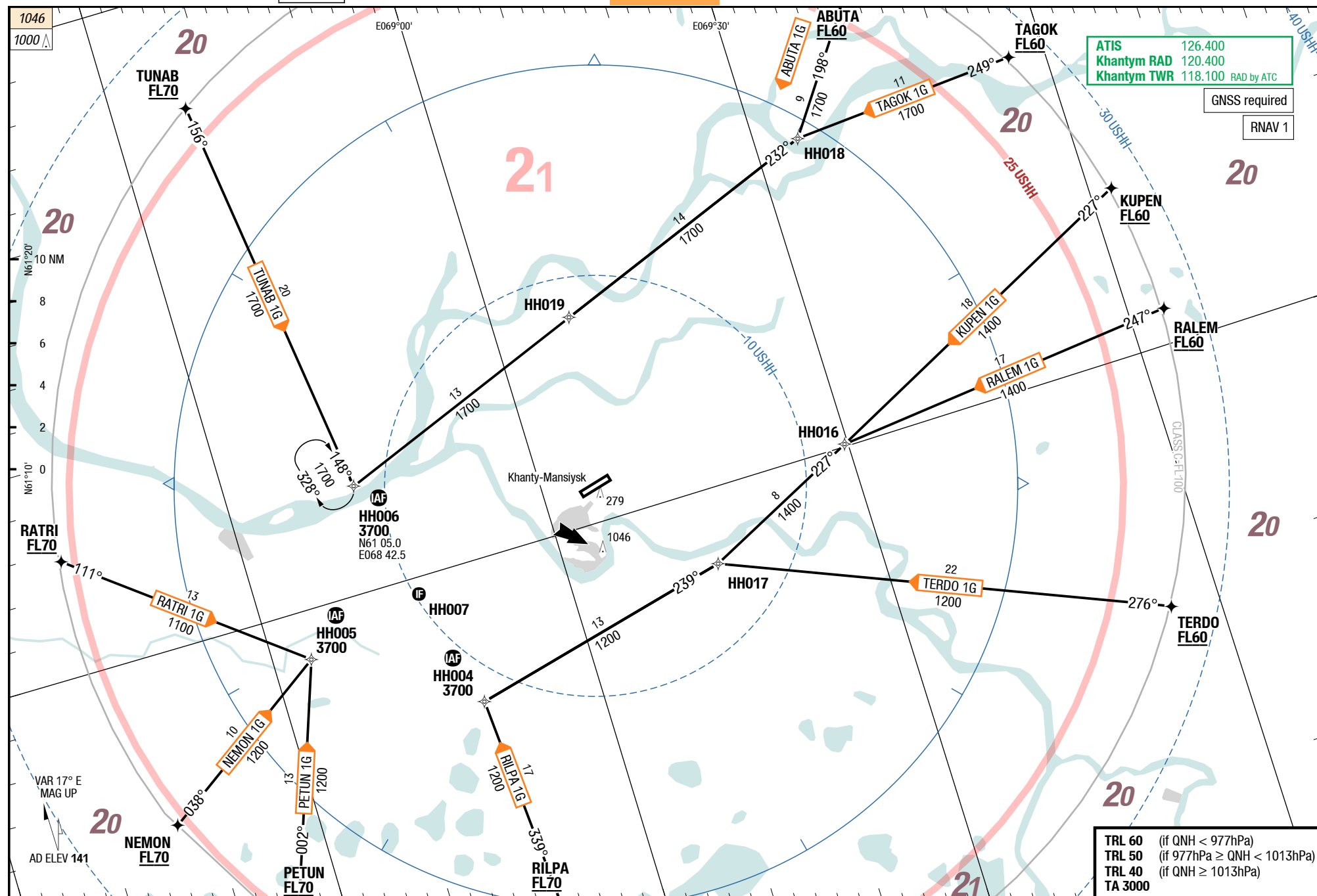
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RNAV STARs RWY 24

RNAV STARs RWY 06



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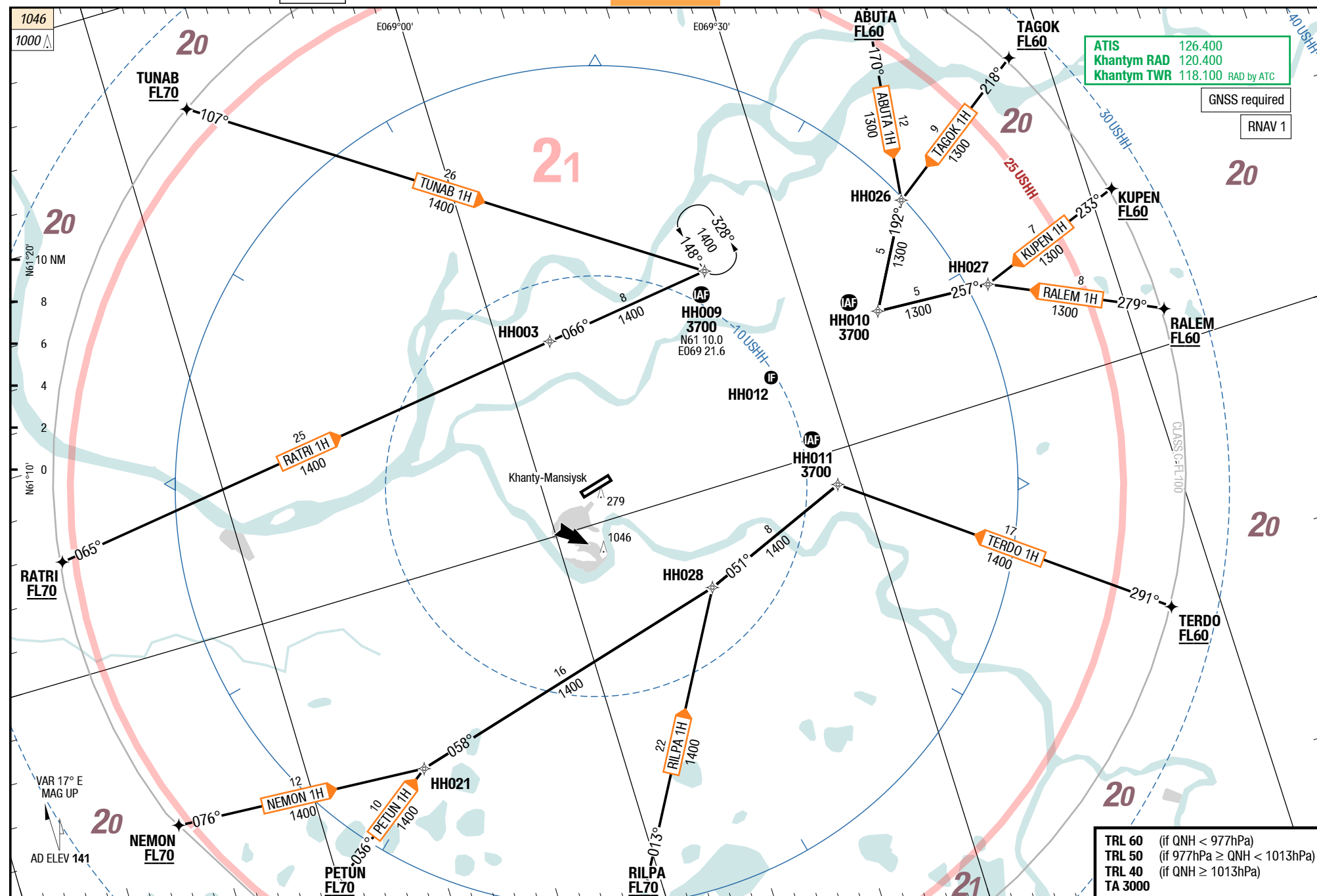
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HMA-USHH

6-20

RNAV STARs RWY 24

RNAV STARs RWY 24



Changes: new

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STARs RWY 06 (PROCs J)

6-30

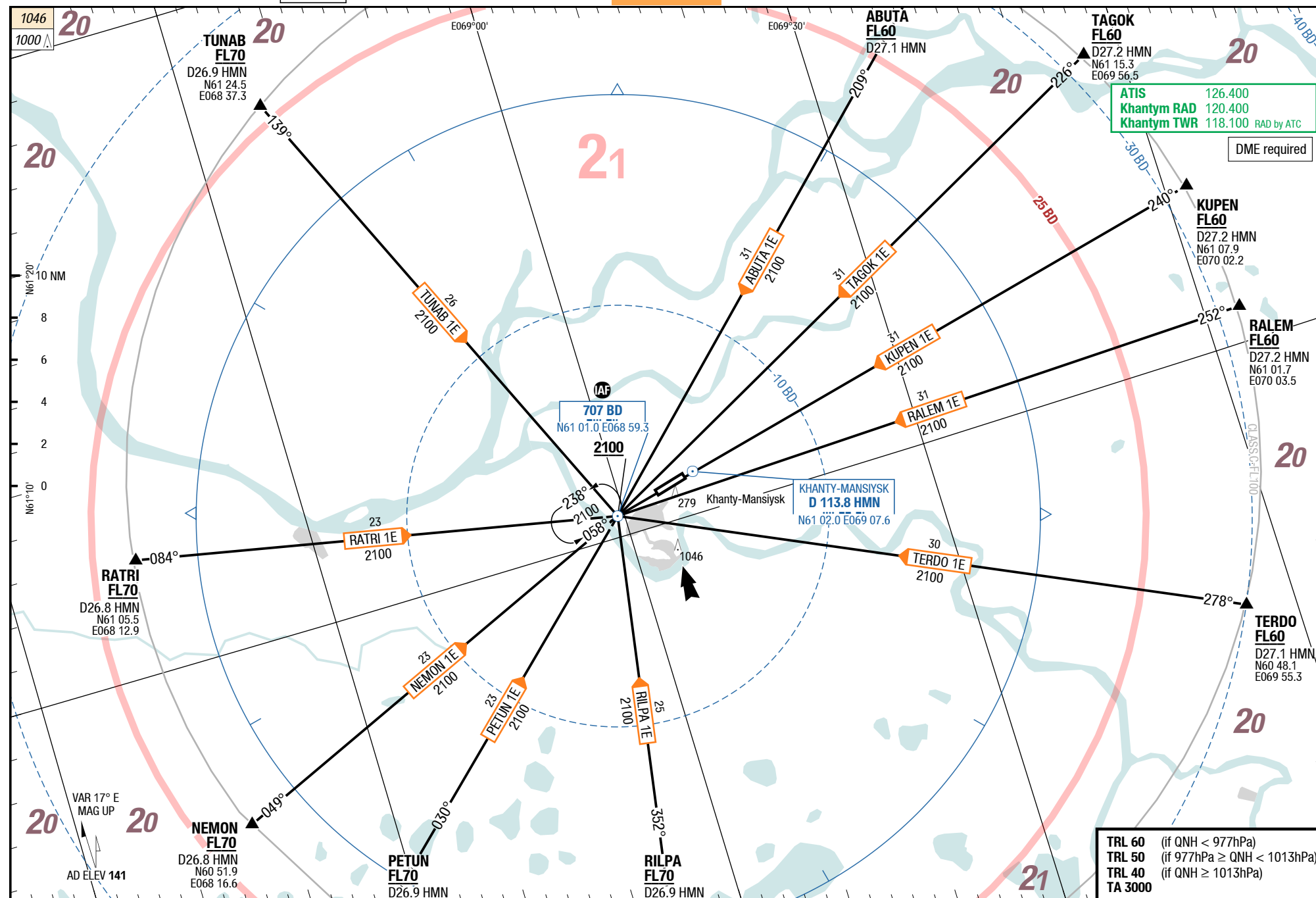
STARs RWY 06 (PROCs E)

STAR

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STARs RWY 06 (PROCs J)

STARs RWY 06 (PROCs E)



Changes: new

Effective 28-MAR-2019

21-MAR-2019

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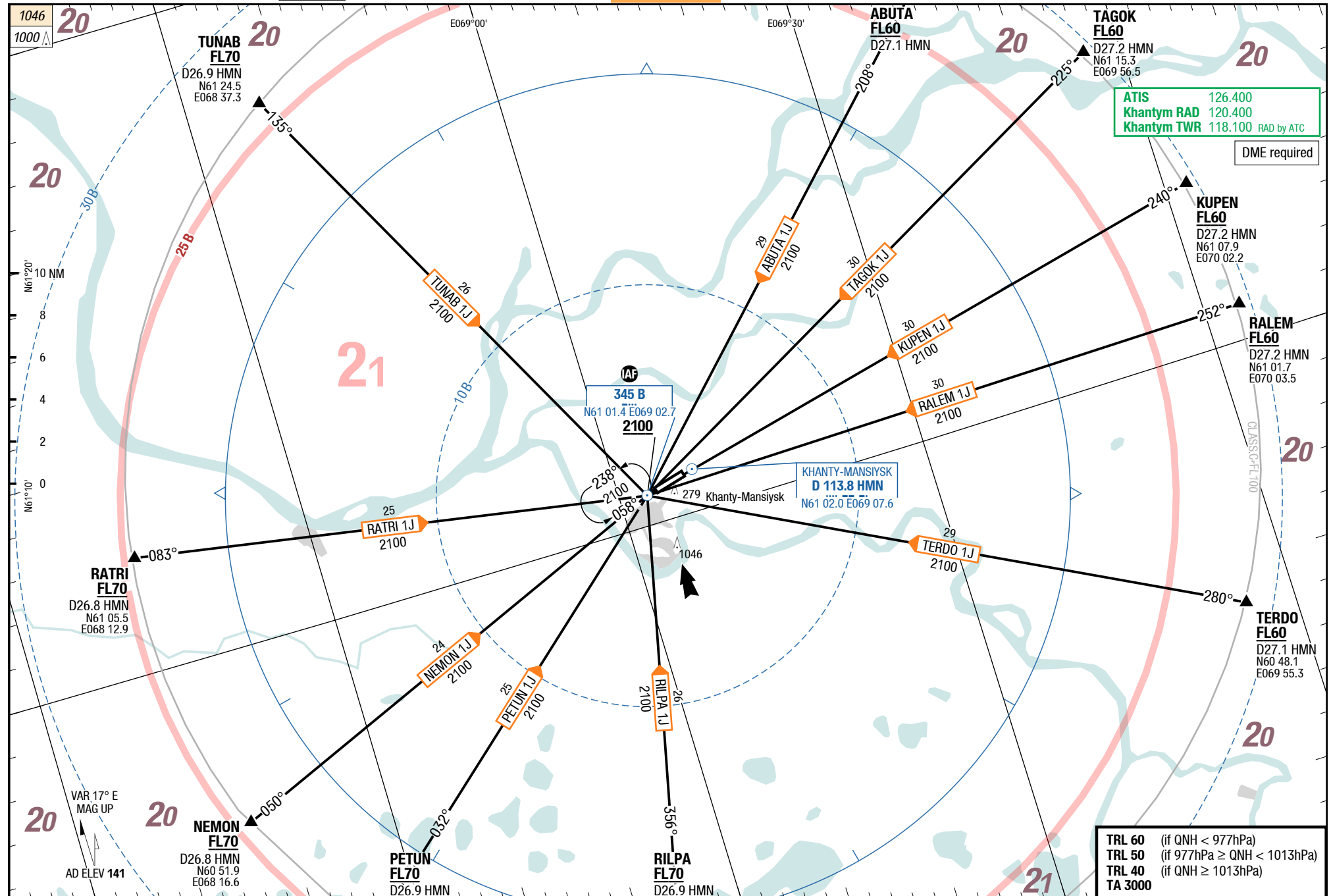
6-40 STARs RWY 06 (PROCs J)

STAR

STAR

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STARs RWY 06 (PROCs J)



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STARs RWY 24 (PROCs K)

6-50

STARs RWY 24 (PROCs F)

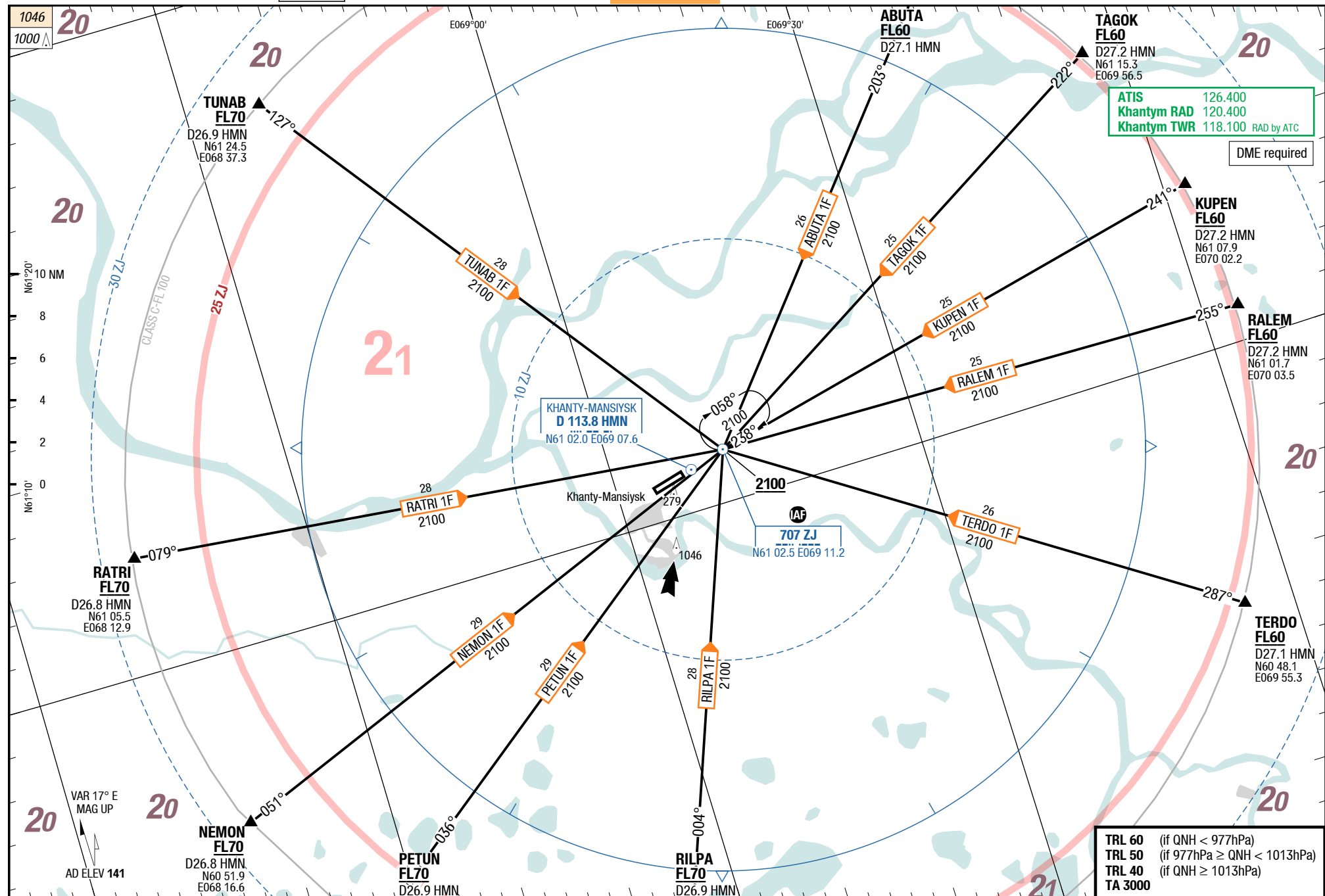
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STARs RWY 24 (PROCs K)

STARs RWY 24 (PROCs F)



Changes: New

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6-60

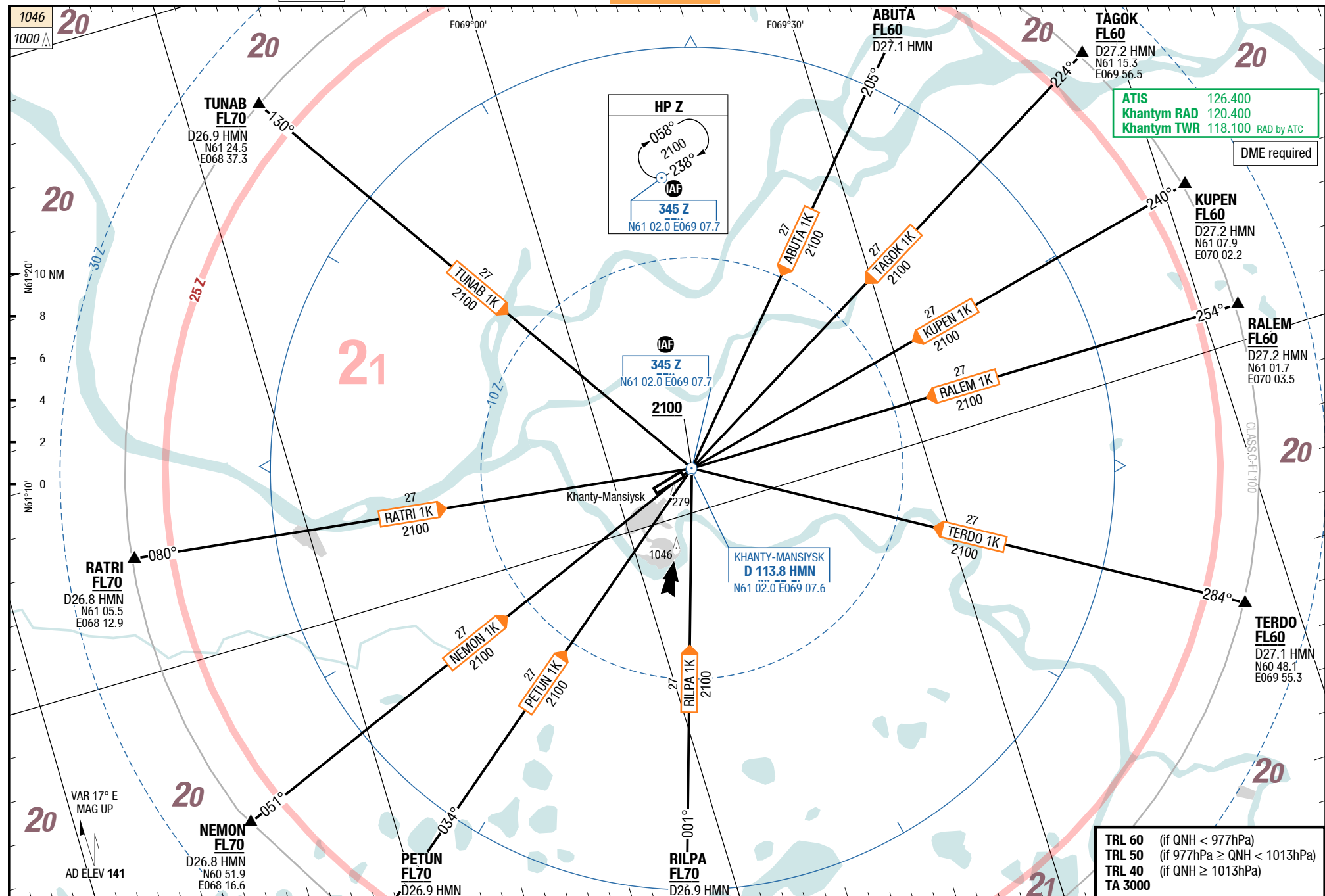
STARs RWY 24 (PROCs K)

STAR

STAR

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STARs RWY 24 (PROCs K)



Changes: new

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21-MAR-2019

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NIL

6-70

STARs (PROC S)

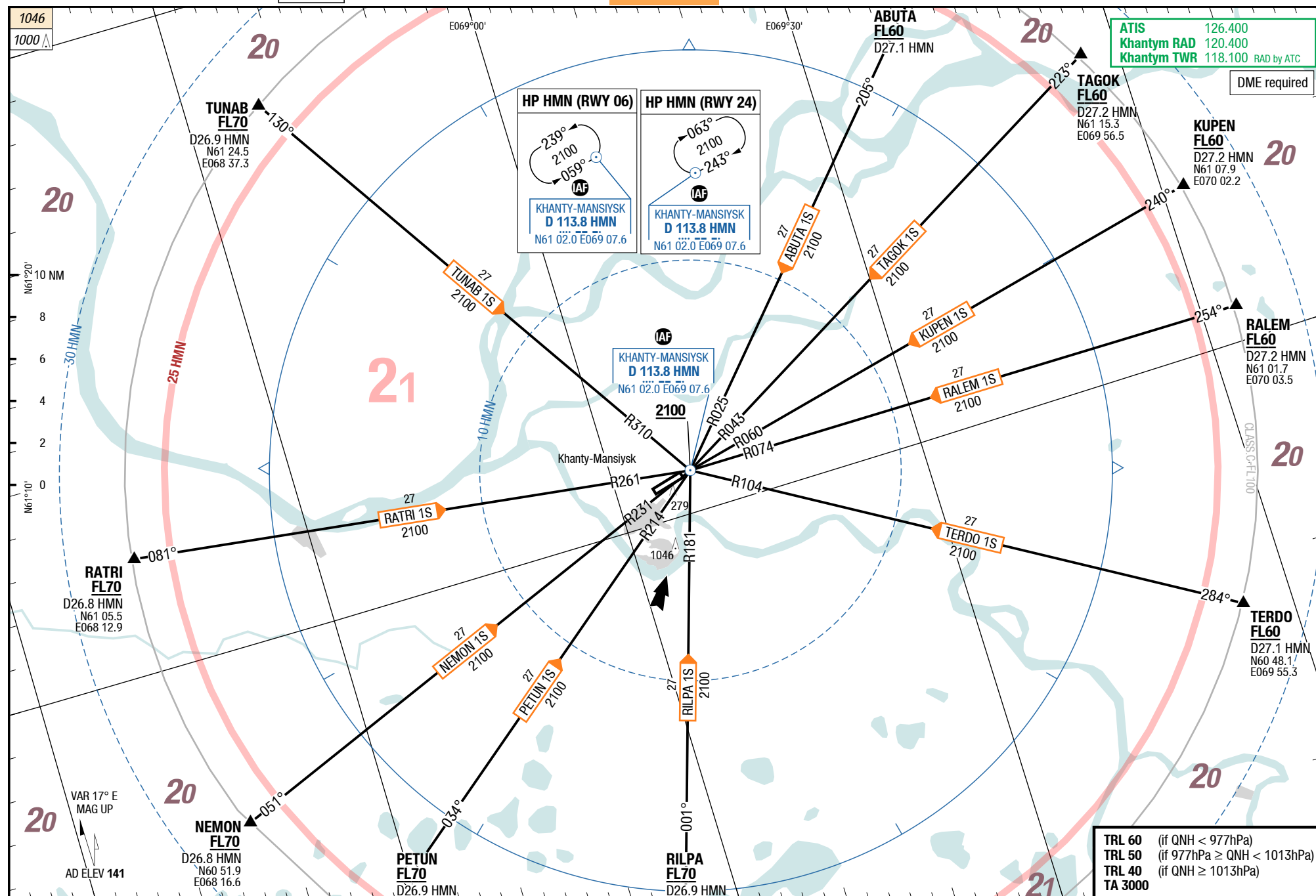
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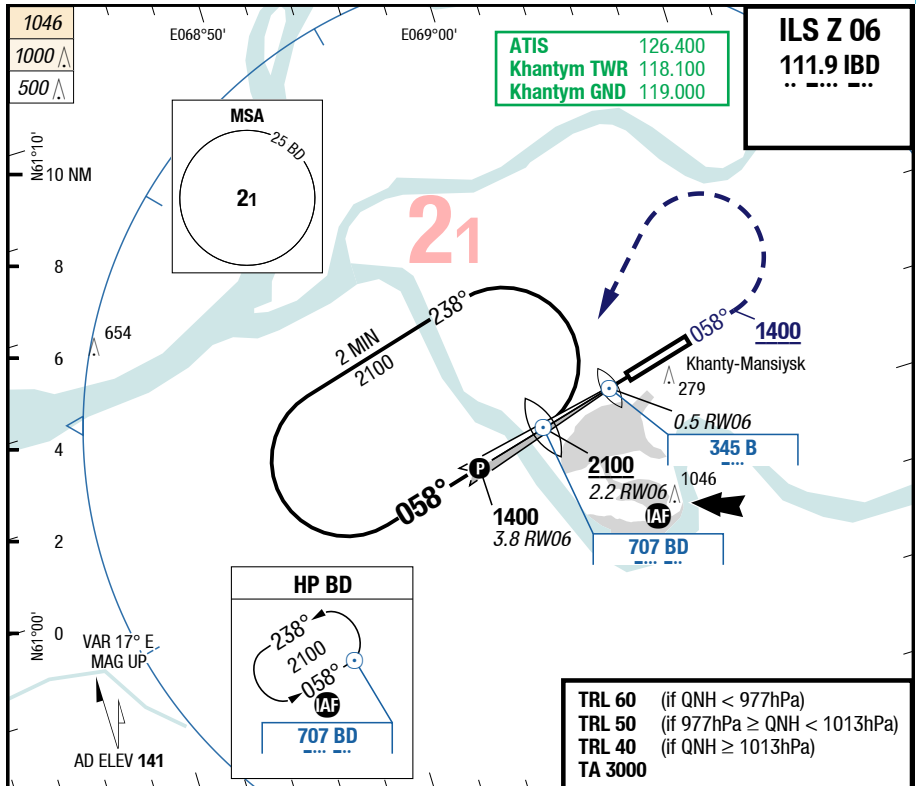
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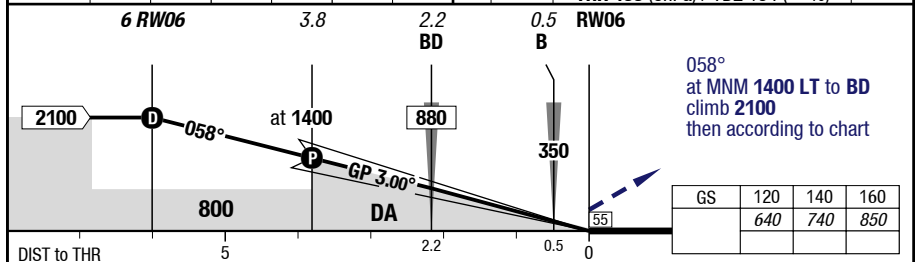
Changes: new

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HMA-USHH**7-10****ILS Z 06**

RW06	6	5	4	3	2	1	
	2100	1780	1470	1150	830	510	

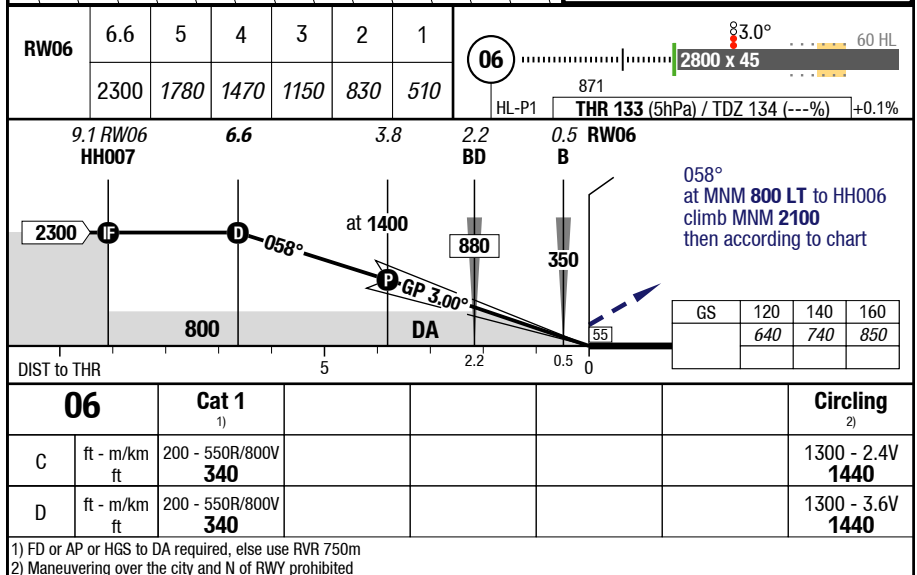
06 871 HL-P1 **THR 133** (5hPa) / TDZ 134 (---%) +0.1%



06	Cat 1 1)				Circling 2)
C	ft - m/km ft	200 - 550R/800V 340			1300 - 2.4V 1440
D	ft - m/km ft	200 - 550R/800V 340			1300 - 3.6V 1440

1) FD or AP or HGS to DA required, else use RVR 750m
2) Maneuvering over the city and N of RWY prohibited

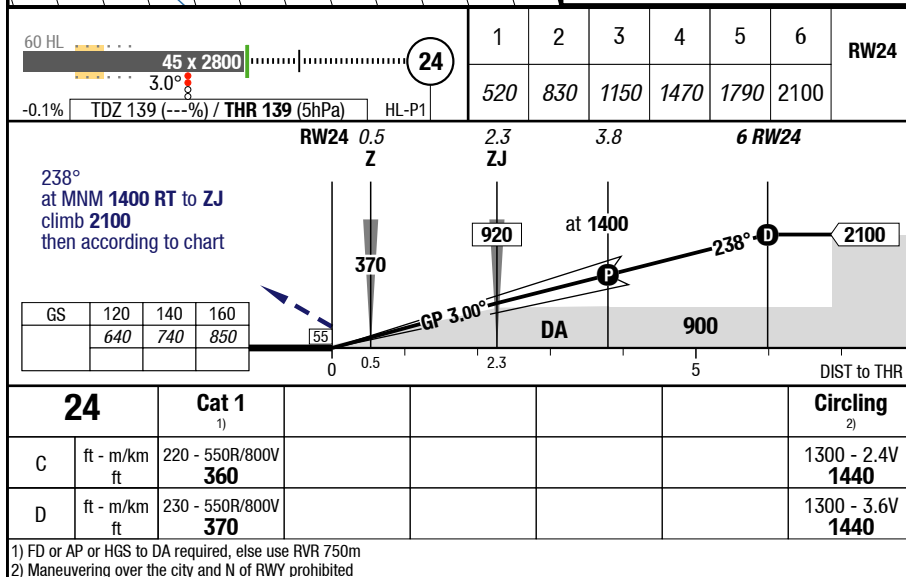
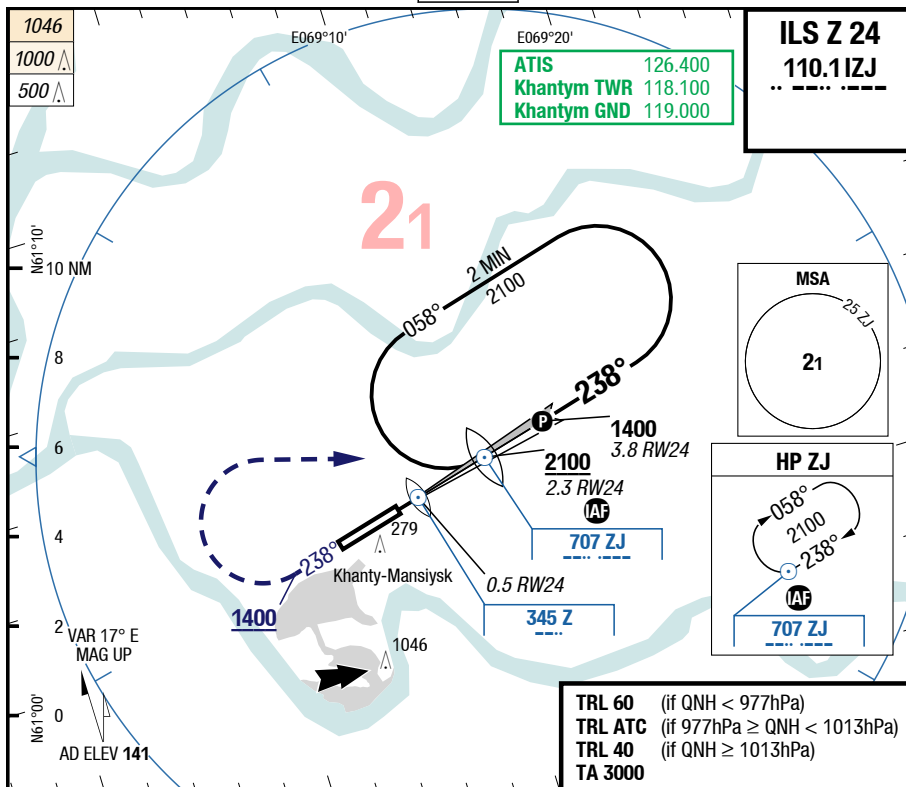
Changes: ALT

ILS Y 06

30-JUL-2020

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HMA-USHH**7-30****ILS Z 24**

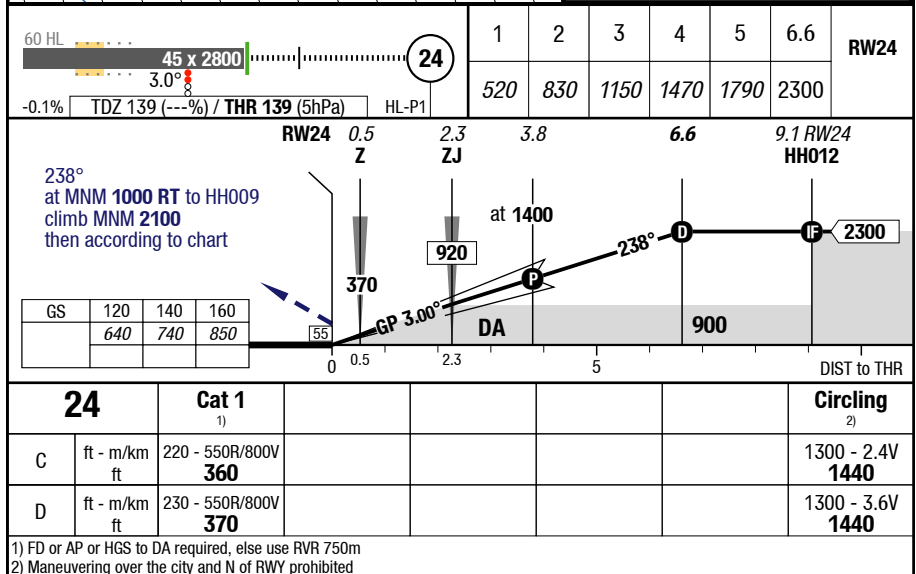
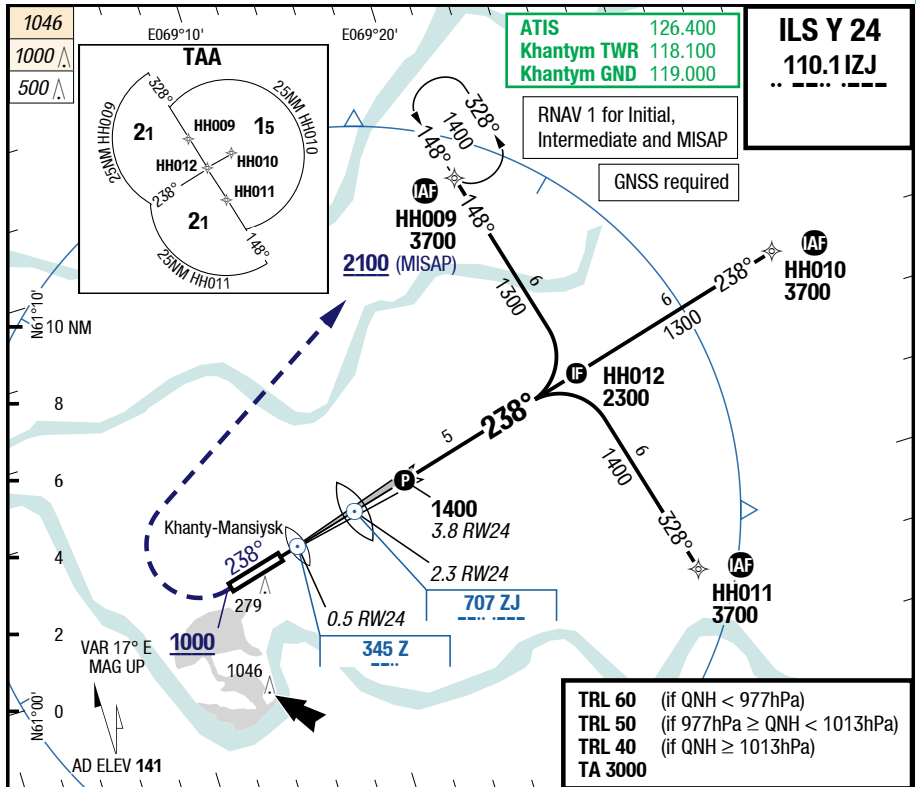
Changes: ALT

30-JUL-2020

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7-40

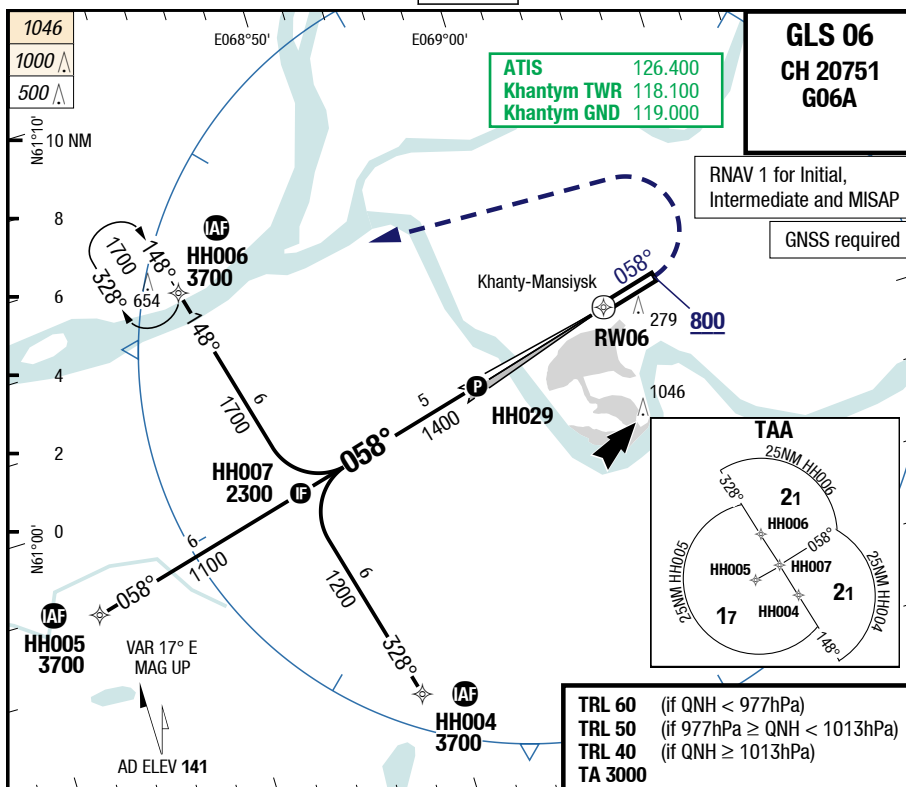
ILS Y 24



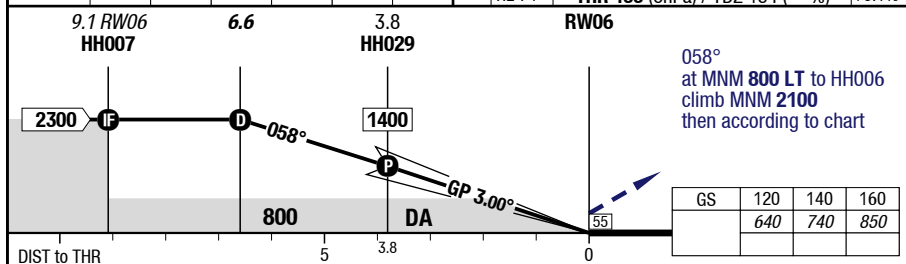
HMA-USHH

7-50

GLS 06



RW06	6.6	5	4	3	2	1	
	2300	1800	1480	1160	830	510	



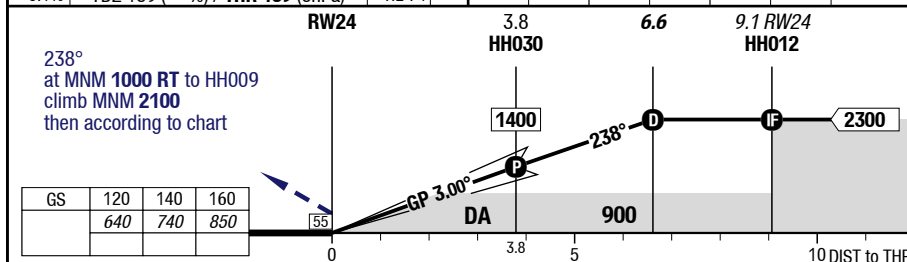
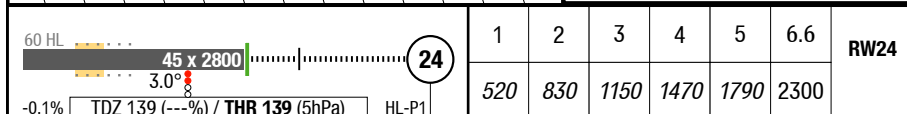
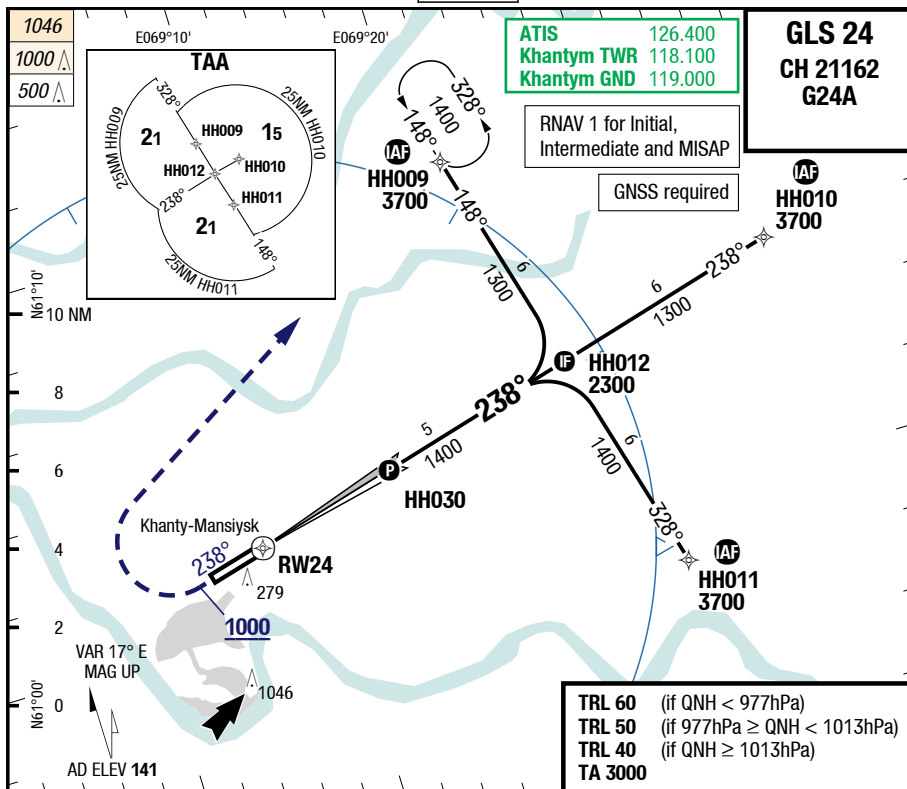
06		Cat 1 1)				Circling 2)
C	ft - m/km ft	200 - 550R/800V 340				1300 - 2.4V 1440
D	ft - m/km ft	200 - 550R/800V 340				1300 - 3.6V 1440

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

7-60

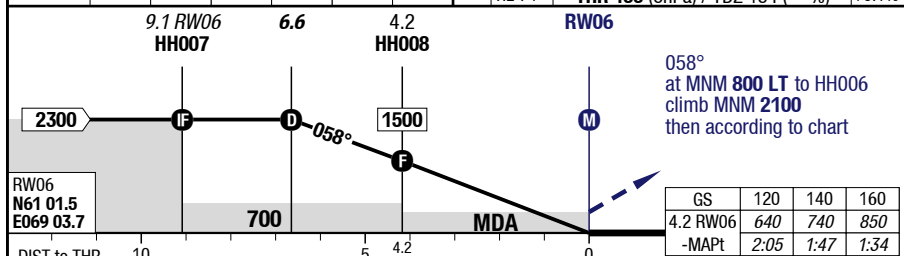
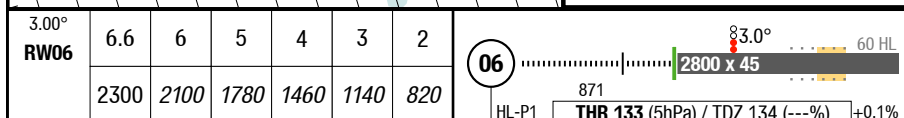
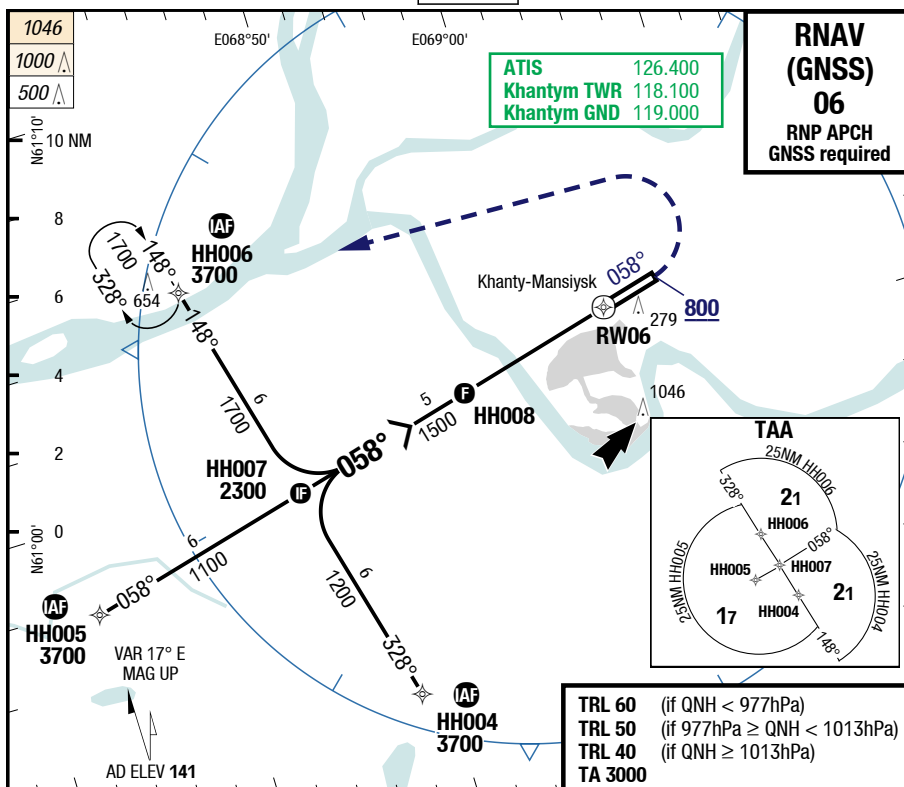
GLS 24



24	Cat 1					Circling
	1)					2)
C	ft - m/km ft	220 - 550R/800V 360				1300 - 2.4V 1440
D	ft - m/km ft	230 - 550R/800V 370				1300 - 3.6V 1440

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

2) Maneuvering over the city and N of RWY prohibited



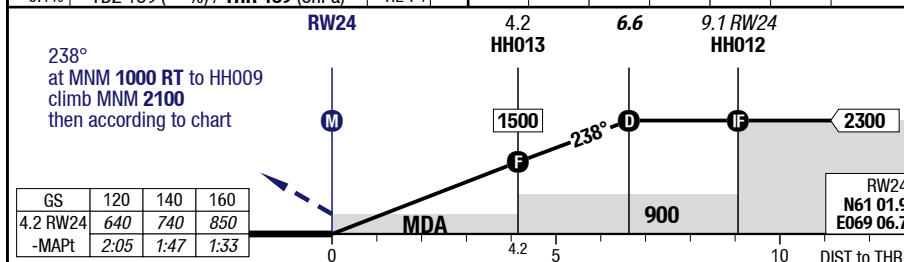
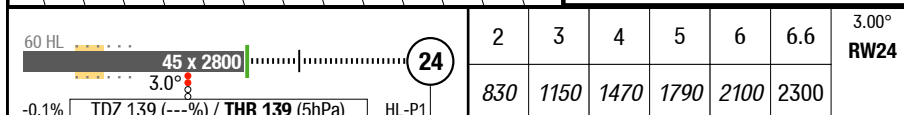
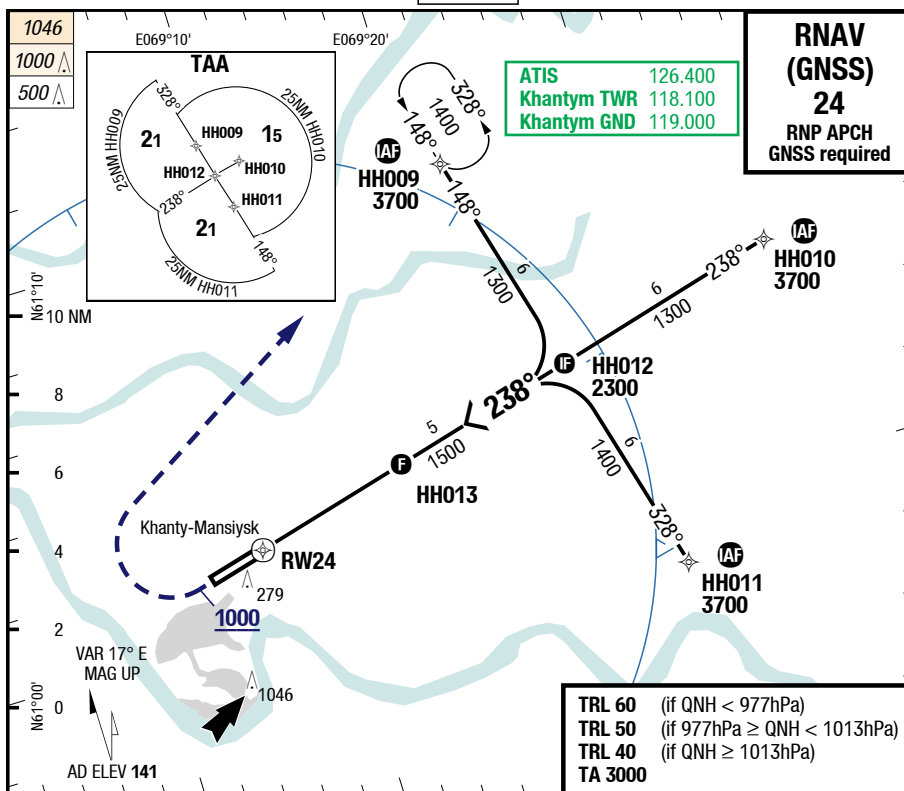
06		RNAV GNSS LNAV				Circling 1)
C	ft - m/km ft	410 - 1.2 540				1300 - 2.4V 1440
D	ft - m/km ft	410 - 1.2 540				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

HMA-USHH

7-80

RNAV (GNSS) 24



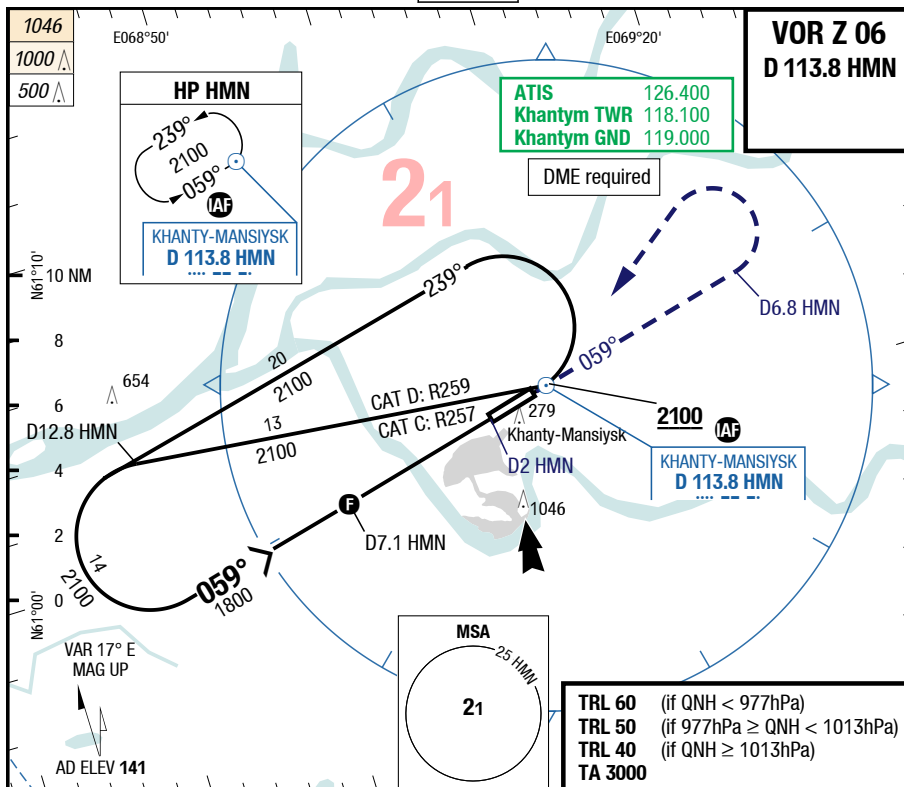
24		RNAV GNSS LNAV					Circling 1)
C	ft - m/km ft	390 - 1.1 520					1300 - 2.4V 1440
D	ft - m/km ft	390 - 1.1 520					1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

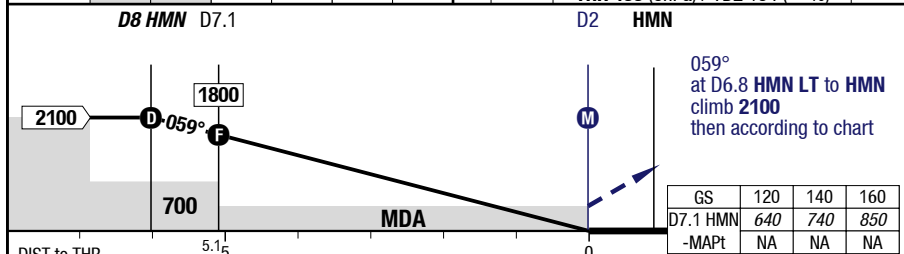
HMA-USHH

7-90

VOR Z 06



3.00°			8	6	5	4		06	83.0°	60 HL
D HMN										
059°			2100	1470	1150	830				
RWY 058°								HL-P1	871	
									THR 133 (5hPa) / TDZ 134 (---%)	+0.1%



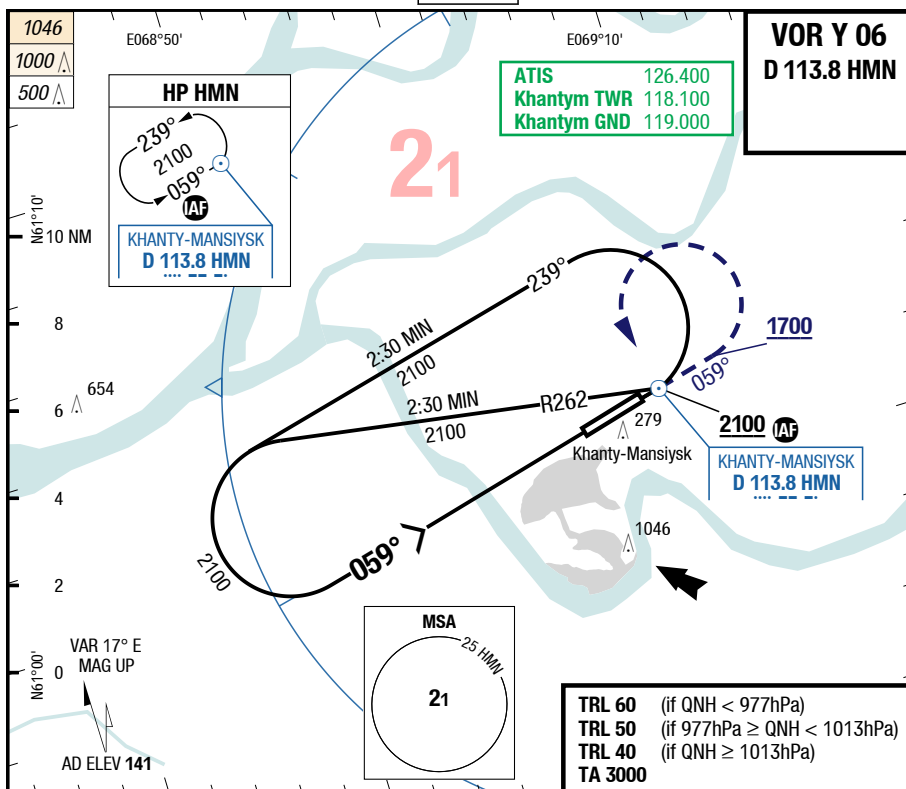
06	VOR DME					Circling ¹⁾
C	ft - m/km ft	440 - 1.3 570				1300 - 2.4V 1440
D	ft - m/km ft	440 - 1.3 570				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

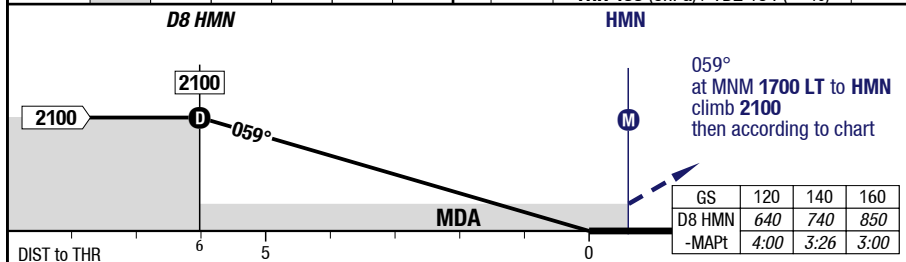
HMA-USHH

7-100

VOR Y 06

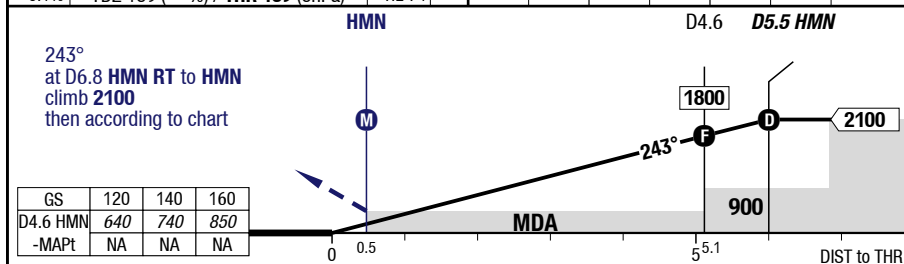
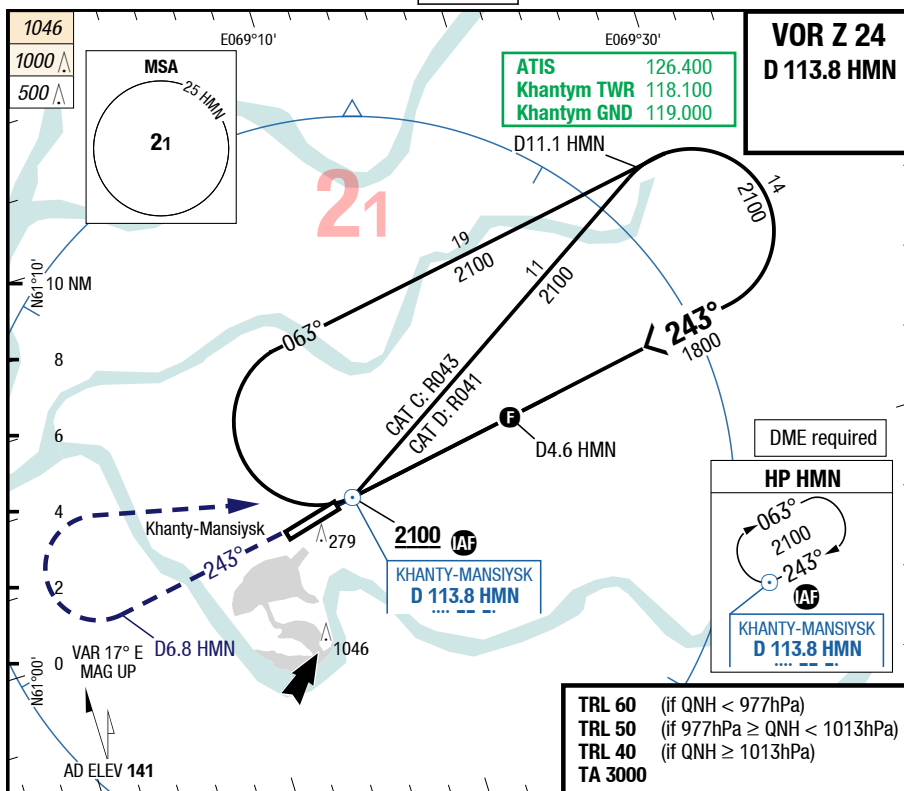


3.00°		8	7	6	5	4		83.0°	60 HL
D HMN								2800 x 45	
059°									
RWY 058°		2100	1780	1470	1150	830	HL-P1	THR 133 (5hPa) / TDZ 134 (---%)	+0.1%



06	VOR					Circling ¹⁾
C	ft - m/km ft	480 - 1.5 610				1300 - 2.4V 1440
D	ft - m/km ft	480 - 1.5 610				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited



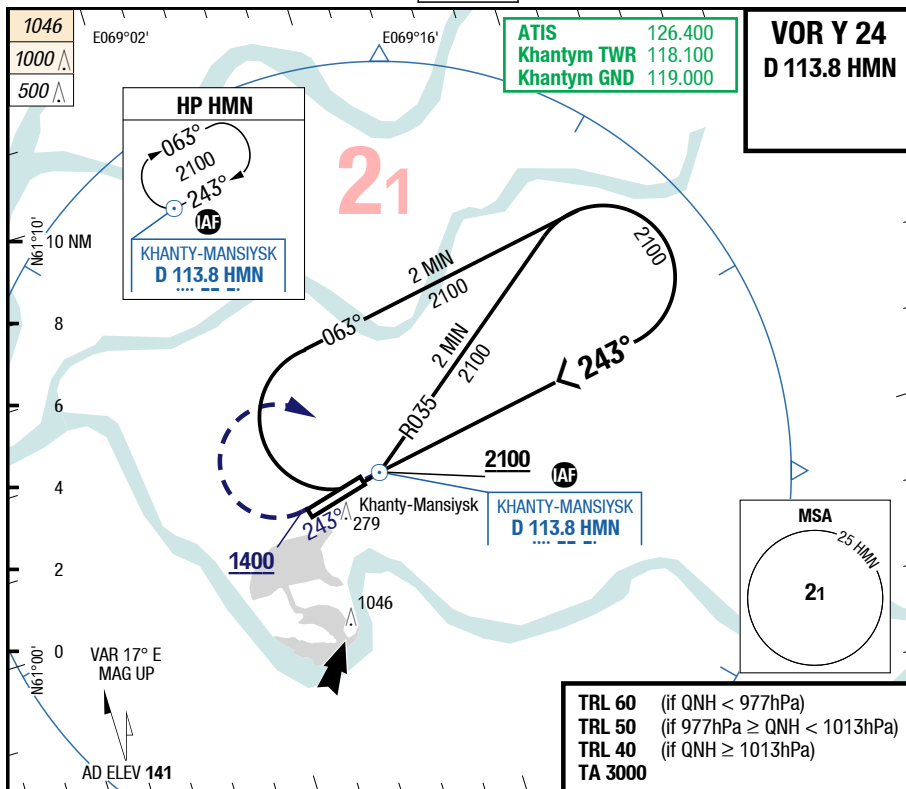
24		VOR DME					Circling 1)
C	ft - m/km ft	390 - 1.1 520					1300 - 2.4V 1440
D	ft - m/km ft	390 - 1.1 520					1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

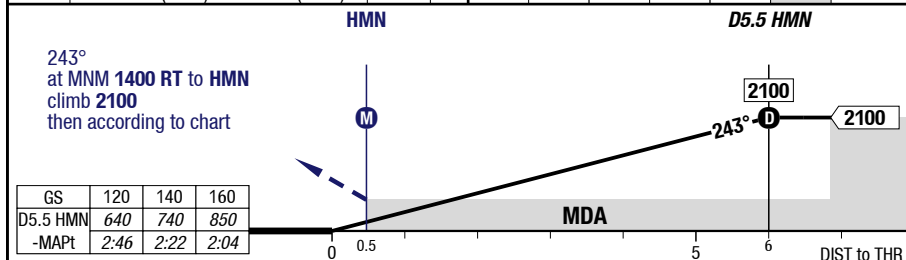
HMA-USHH

7-120

VOR Y 24



60 HL	45 x 2800	24	2	3	4	5	5.5	3.00°
-0.1%	TDZ 139 (---%) / THR 139 (5hPa)	HL-P1	980	1300	1620	1940	2100	D HMN 243° RWY 238°



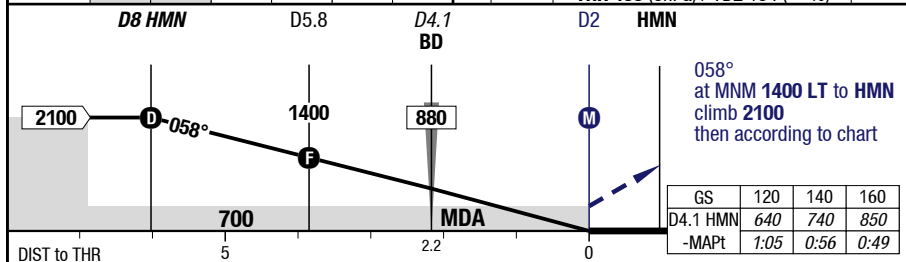
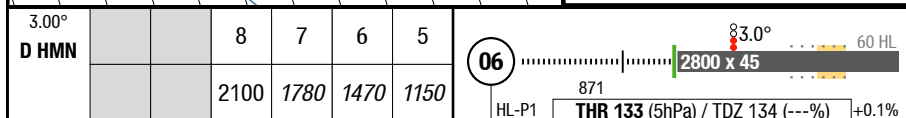
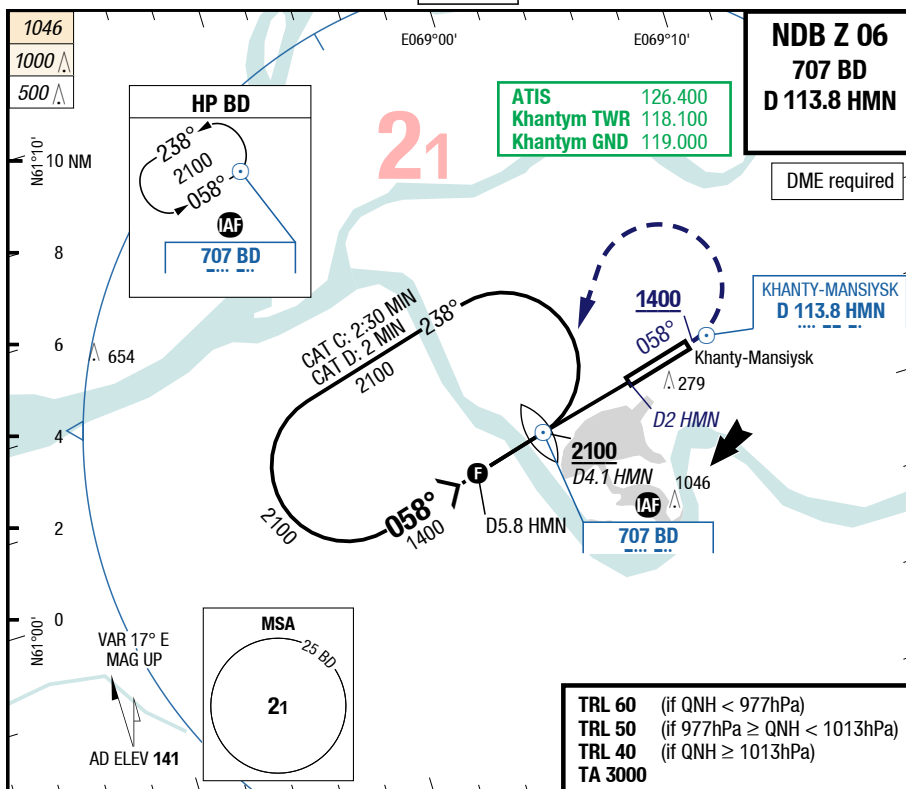
24	VOR						Circling 1)
C	ft - m/km ft	550 - 1.8 680					1300 - 2.4V 1440
D	ft - m/km ft	550 - 1.8 680					1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

HMA-USHH

7-130

NDB Z 06



06		NDB DME HMN				Circling ¹⁾
C	ft - m/km ft	440 - 1.3 570				1300 - 2.4V 1440
D	ft - m/km ft	440 - 1.3 570				1300 - 3.6V 1440

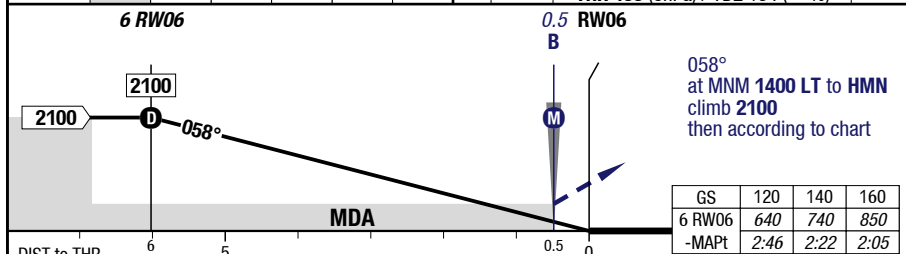
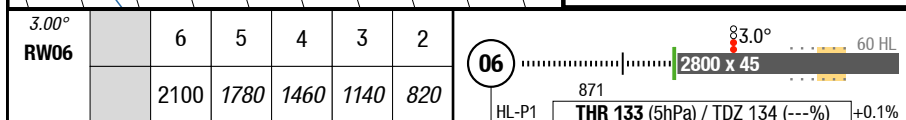
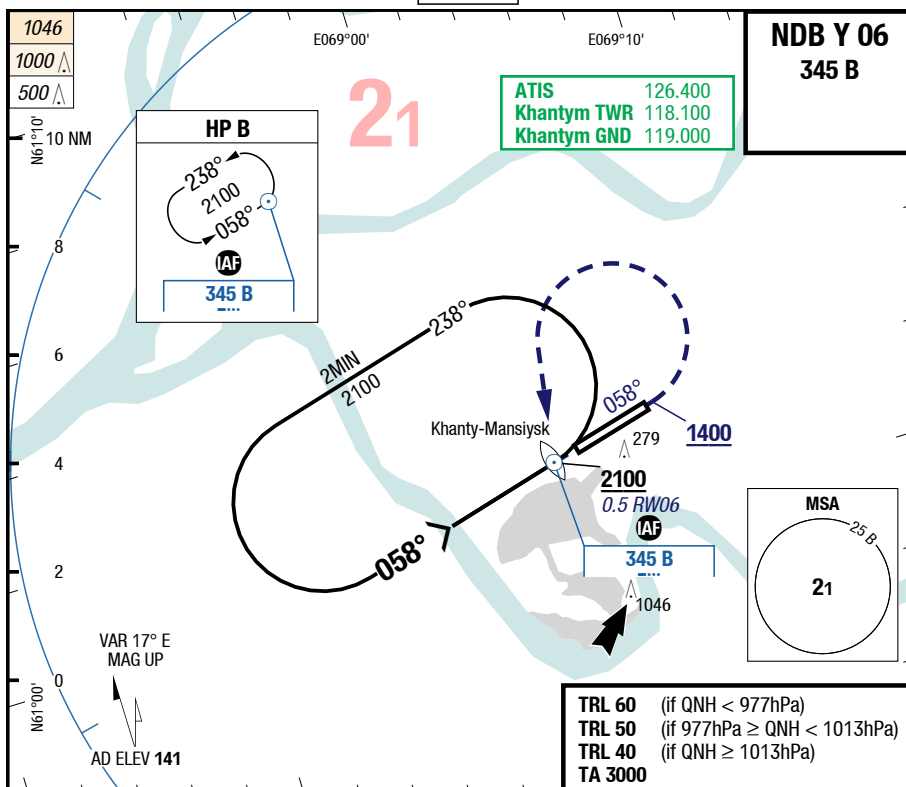
1) Maneuvering over the city and N of RWY prohibited

Changes: Nil

HMA-USHH

7-140

NDB Y 06



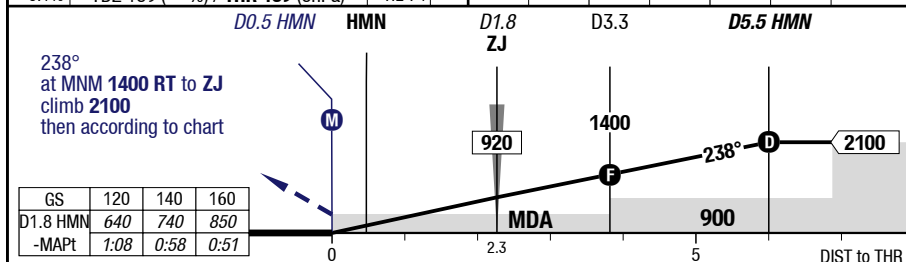
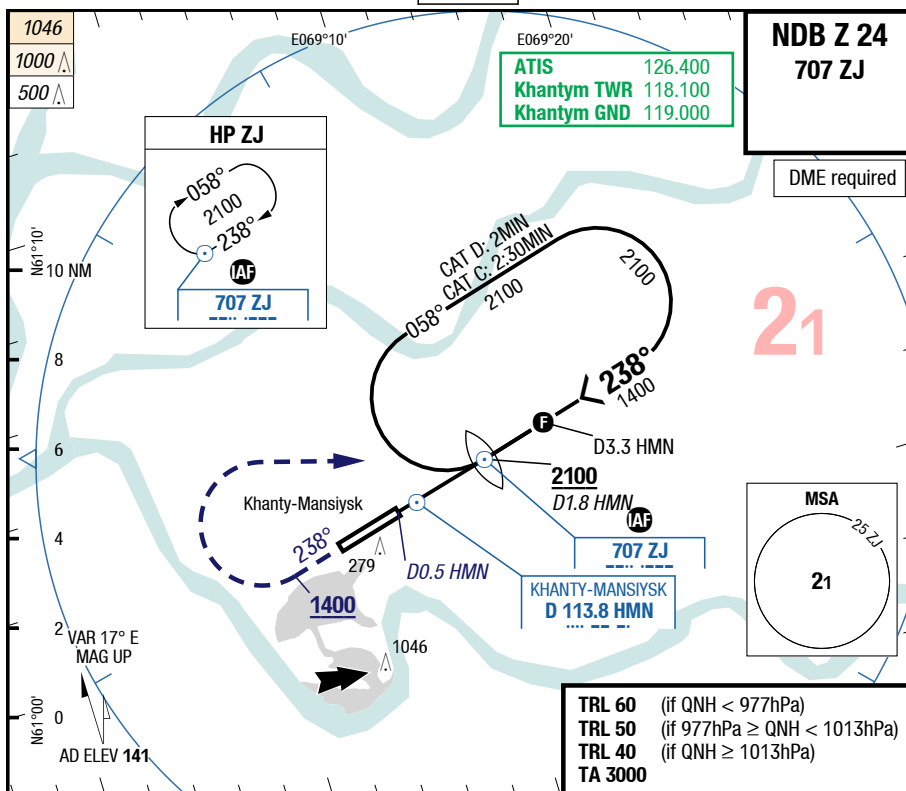
06		NDB				Circling 1)
C	ft - m/km ft	480 - 1.5 610				1300 - 2.4V 1440
D	ft - m/km ft	480 - 1.5 610				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

HMA-USHH

7-150

NDB Z 24



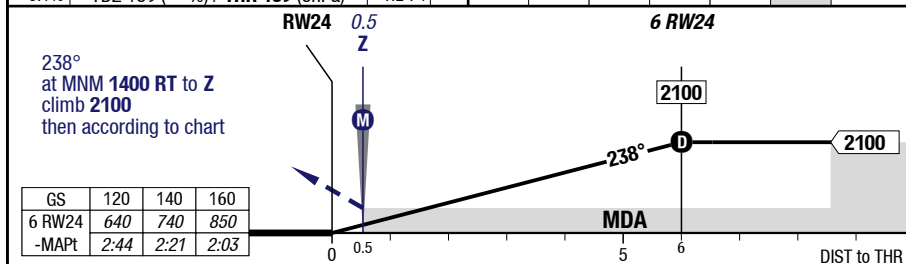
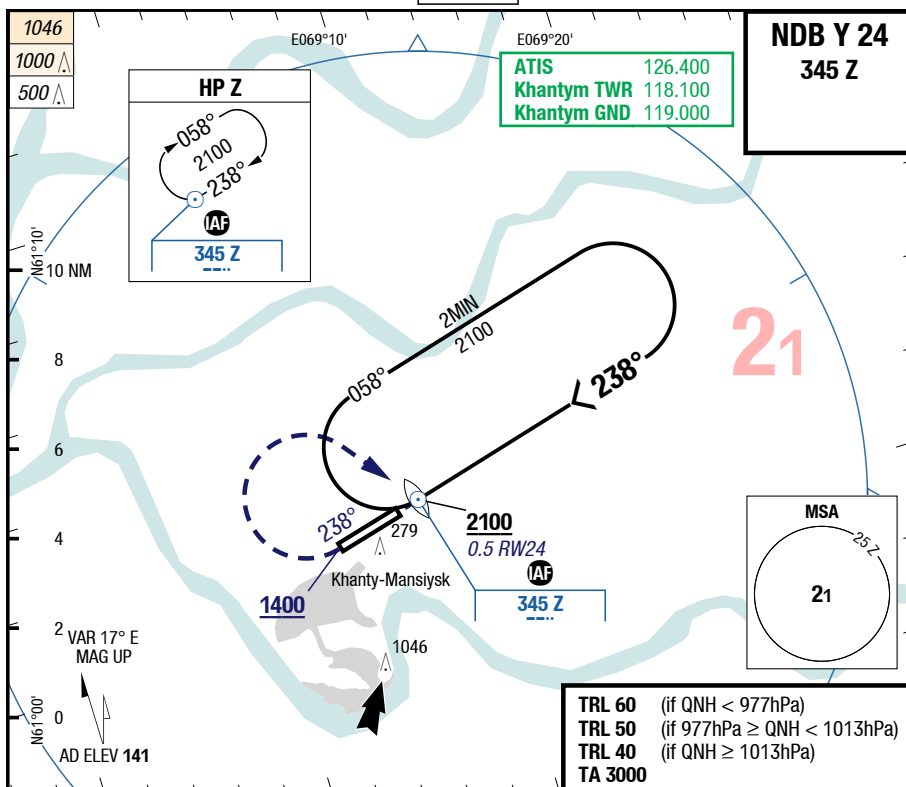
24	NDB DME HMN					Circling ¹⁾
C	ft - m/km ft	410 - 1.2 540				1300 - 2.4V 1440
D	ft - m/km ft	410 - 1.2 540				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

HMA-USHH

7-160

NDB Y 24



24	NDB					Circling ¹⁾
C	ft - m/km ft	550 - 1.8 680				1300 - 2.4V 1440
D	ft - m/km ft	550 - 1.8 680				1300 - 3.6V 1440

1) Maneuvering over the city and N of RWY prohibited

Changes: ALT

HMA-USHH

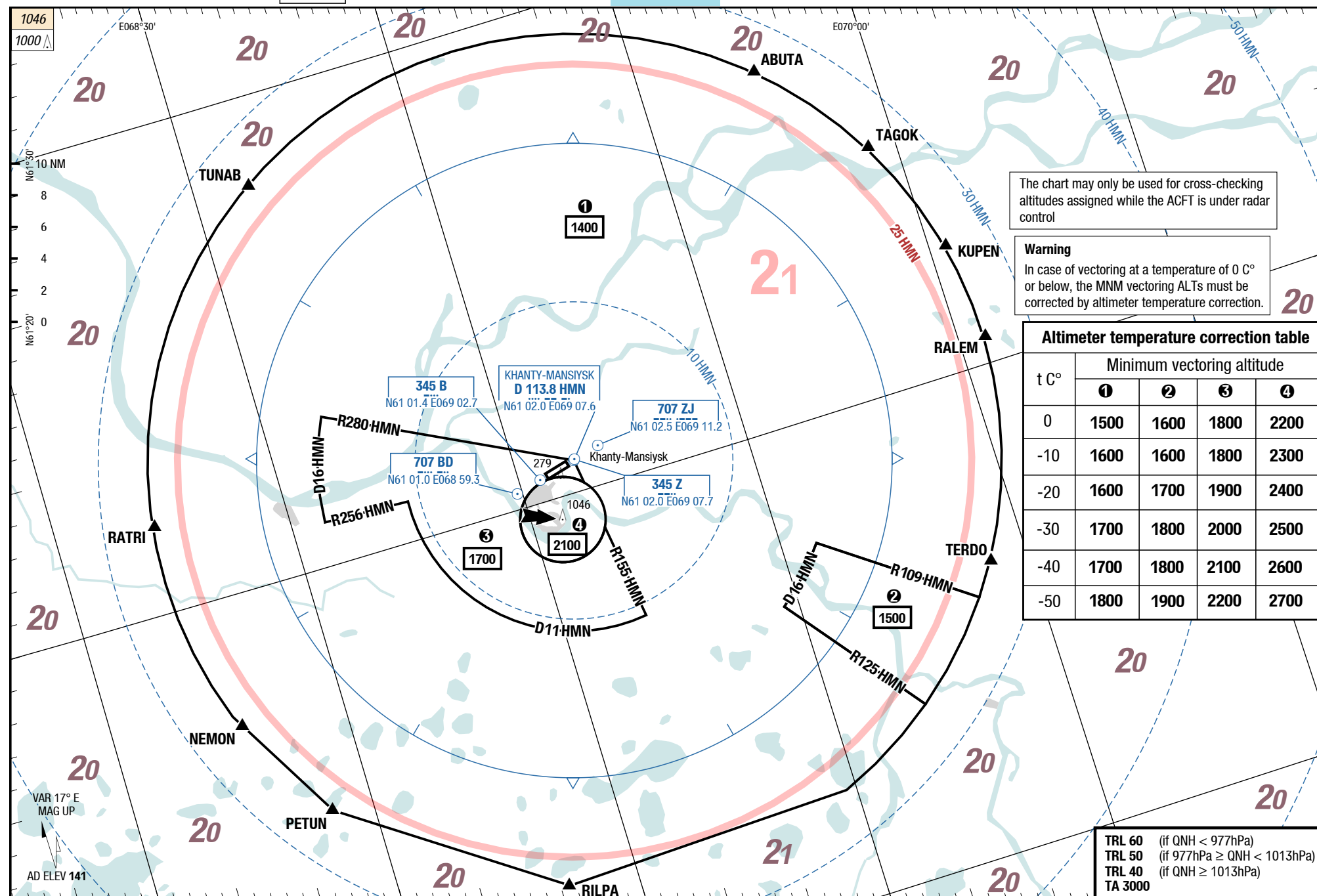
MRC

MRC

MRC

NIL
MRC

8-10



Changes: new

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