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Trip Kit Index

Airport Information For UHSS

Terminal Charts For UHSS

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: YUZHNO-SAKHALINSK RUS

ICAO/IATA: UHSS / UUS

Lat/Long: N46° 53.32', E142° 43.05'

Elevation: 59 ft

Airport Use: Public

Daylight Savings: Not Observed

UTC Conversion: -11:00 = UTC

Magnetic Variation: 11.0° W

Fuel Types: Jet A-1

Repair Types: Minor Airframe, Minor Engine

Customs: Yes

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: No

LLWS Alert: No

Beacon: No

Sunrise: 1909 Z

Sunset: 0943 Z

Runway Information

Runway: 01

Length x Width: 11158 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 44 ft

Lighting: Edge, ALS

Runway: 19

Length x Width: 11158 ft x 148 ft

Surface Type: concrete

TDZ-Elev: 50 ft

Lighting: Edge, ALS

Communication Information

ATIS: 126.200

Yuzhno-Sakhalinsk Tower: 122.000

Yuzhno-Sakhalinsk Apron Ramp/Taxi: 119.000

Yuzhno-Sakhalinsk Radar: 120.600

Yuzhno-Sakhalinsk Transit Operations: 131.700

UHSS/UUS
KHOMUTOVO

JEPPESEN

YUZHNO-SAKHALINSK, RUSSIA

16 FEB 24

10-1P

Eff 22 Feb

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.2

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR 550m or less. ATC will inform pilots using phraseology:

"Low visibility procedures in progress. Check your minimum."

Flight crew should read back all TWR controller's instructions. Flight crew should bear responsibility for RWY incursion and non-adherence to the assigned taxi route in the maneuvering area.

When LVP in progress, take-off without stop at line-up position is prohibited.

When VIS is less than 400m, ACFT will be towed to RWY holding position.

1.3. RWY OPERATIONS

Taxiing at 180° turn on RWY 01/19 turn pads 1 and 4 using daytime marking shall be executed strictly along marking lines at reduced speed and with increased caution of flight crew.

1.4. TAXI PROCEDURES

TWY 3 is not available for civil ACFT.

Taxiing of ACFT with a wingspan of MAX 262'/80m is permitted via TWY A, B or D to routes F and G.

Taxiing to/from hangar only by towing.

1.5. PARKING INFORMATION

Stands 1 thru 3 equipped with visual docking guidance system.

Stands B1, 17 thru 19, 21, 22 and 24 available for helicopters.

Taxiing into and out of stands shall be executed via the TWY guidance line marked by the stand number.

Enter stands 1 thru 3B "facing West" is prohibited.

Enter stands 4 thru 16 "facing West" by push-back only.

Enter stands 25 and 26 "facing West" by push-back only.

Enter stands 27 and 28 "facing East" by push-back only.

Exit stands 1 thru 16 only by towing to start-up point, de-icing areas 1 and 2.

Exit stands 17 and 18 "facing East" only by push-back to start-up point, de-icing areas 1 and 2.

1.6. OTHER INFORMATION

Birds.

UHSS/UUS
KHOMUTOVO

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YUZHNO-SAKHALINSK, RUSSIA

16 FEB 24

10-1P1

Eff 22 Feb

AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after entry to Yuzhno-Sakhalinsk/Khomutovo TMA, ACFT shall continue the flight at flight level, assigned by the latest obtained instruction of ATS unit controller or at the assigned FL150 to the holding area over LMM 01 or over LOM 19.

After passing LMM 01 (or LOM 19), ACFT commence descent at ETA (or as close to it as possible) in the appropriate holding area down to FL070. After that approach and landing shall be executed according to instrument approach procedure for selected navigation aid of landing track in use.

ACFT landing must be executed not later than 30 minutes after ETA of ACFT to LMM 01 (LOM 19).

In case of radio communication failure during IFR flight, if unable to change to VFR flight, ACFT shall maintain the assigned flight level until crossing radio navigation facility of AD of planned landing and commence descent at ETA or as close as possible to the time indicated in the flight plan.

Approach shall be carried out by reference to instruments according to the procedure established for this navigation facility. Landing, if possible, shall be carried out within 30 minutes after ETA.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. LANDING RESTRICTIONS

Noise abatement procedures during approach phase shall be executed by the flight crews of all ACFT.

If special meteorological conditions, such as strong wind, cumulo-nimbus clouds and etc. are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from in the provisions below if deemed necessary for safety reasons.

RWY 01 shall be the preferential RWY for use.

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- If there are ice, slush, water or mud, oil and etc. on RWY and friction coefficient is 0.4 or less;
- Under meteorological conditions, the height of cloud base is lower than 150m (500') or horizontal VIS is less than 1800m;
- When a cross-wind component on RWY (including gusts) exceeds 7m/s (14 KT);
- When a tail-wind component on RWY exceeds 2.5m/s (5 KT);
- when wind shear is forecast or reported, or it is expected that unfavorable weather conditions (for example thunderstorms) may influence ACFT approach and landing.

No noise abatement procedures shall envisage increasing of indicated air speed during descent.

A displacement of THR shall not be used as a noise abatement measure.

Not to distract the flight crew's attention during the execution of noise abatement procedures, air-ground communication shall be reduced to a minimum.

UHSS/UUS
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YUZHNO-SAKHALINSK, RUSSIA

16 FEB 24

10-1P2

Eff 22 Feb

AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT is executed on de-icing areas 1 and 2.

3.2. START-UP PROCEDURES

Possibility of engine start-up shall be coordinated by pilot-in-command with person in charge of towing.

Responsibility for safety of towing with running engine is placed on the person in charge of towing and pilot-in-command.

ACFT towing with running propeller engines is PROHIBITED.

Start-up and run-up prohibited on stands 6 thru 16.

Engine start-up permitted on taxi route G between de-icing area 2 and start-up point 4 and on de-icing areas 1 and 2.

Parking on start-up points shall be executed as follows:

- on start-up points 1, 3 and 5 - facing West;
- on start-up points 2 and 4 - facing South;
- on start-up point 6 - facing North.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. TAKE-OFF RESTRICTIONS

Noise abatement procedures during take-off and climbing phase shall be executed by all ACFT.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Noise abatement procedures shall not be executed in case of failure of one of the aircraft engines during take-off phase.

3.4. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure after take-off pilot shall continue climbing to aerodrome traffic circuit and fly in accordance with the instrument approach procedure and land at Yuzhno-Sakhalinsk aerodrome depending on meteorological conditions and ACFT landing weight.

If unable to land at Yuzhno-Sakhalinsk due to meteorological conditions or ACFT landing weight, the ACFT shall proceed to the holding area specified for this RWY direction climbing to FL 70. Thereafter the pilot shall leave the holding area for the approach procedure at Yuzhno-Sakhalinsk or proceed to the alternate aerodrome at FL140, FL150 or FL240, FL250 established for flights without radio communication depending on flight direction.

CHANGES: New chart.

UHSS/UUS
KHOMUTOVO

JEPPESSEN
13 MAR 26
10-1R
EFF 19 Mar

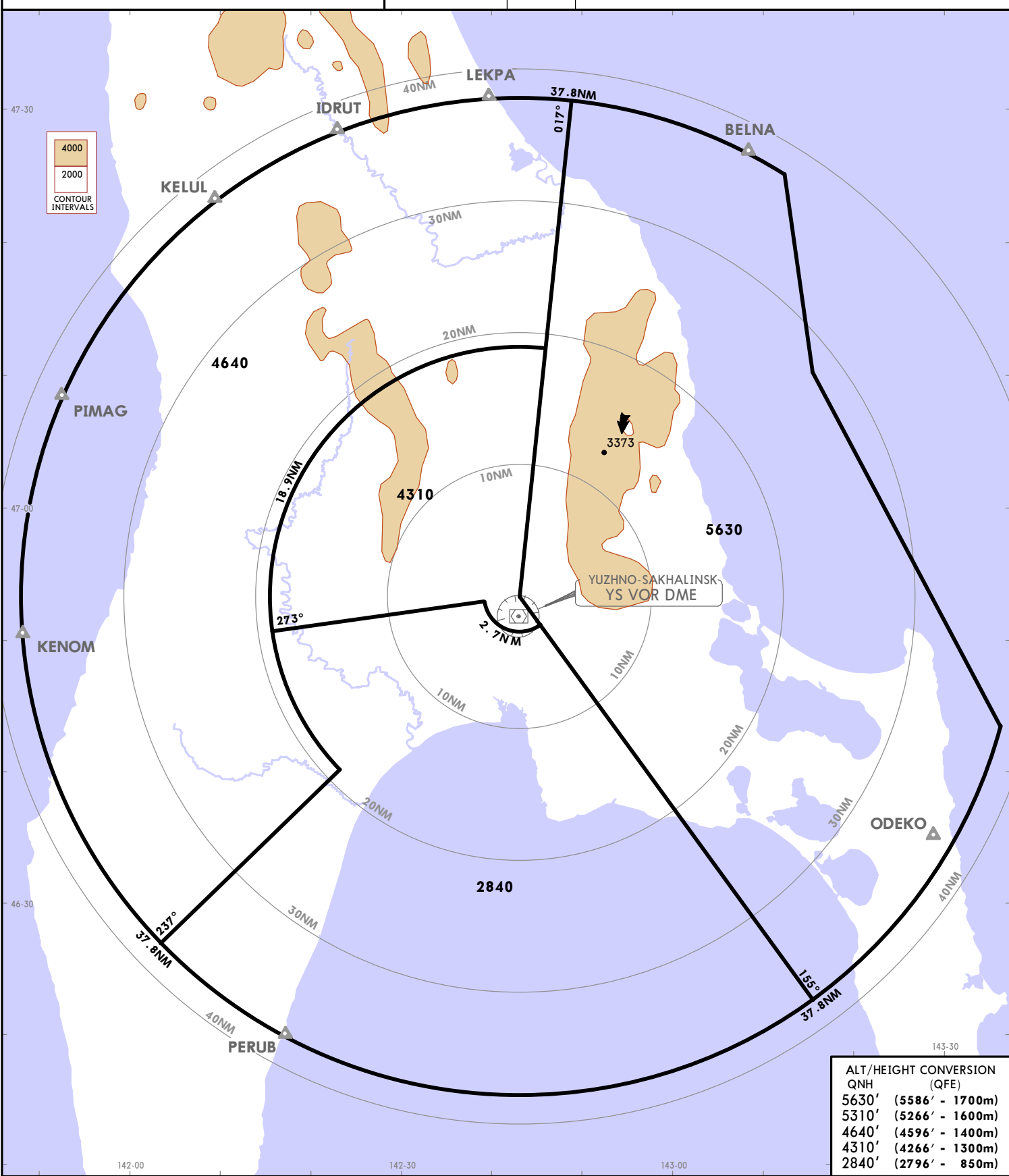
YUZHNO-SAKHALINSK, RUSSIA
RADAR MINIMUM ALTITUDES

LOST COMMS
Refer to 10-1P Pages.

YUZHNO-SAKHALINSK
Radar (TWR)
120.6

Apt Elev
59

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).
Trans alt: 5310 (5266)
1. Chart only to be used for cross-checking of altitudes while under RADAR control.
2. In low temperature conditions, minimum vectoring altitudes for IFR flight must include correction for low temperature effect.
3. Height is given relative to Rwy 01 THR.



4000
2000
CONTOUR INTERVALS

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5630'	(5586' - 1700m)
5310'	(5266' - 1600m)
4640'	(4596' - 1400m)
4310'	(4266' - 1300m)
2840'	(2796' - 850m)

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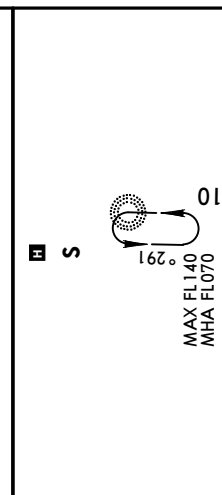
YUZHNO-SAKHALINSK, RUSSIA
STAR

ATIS
 126.2
 Apt Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

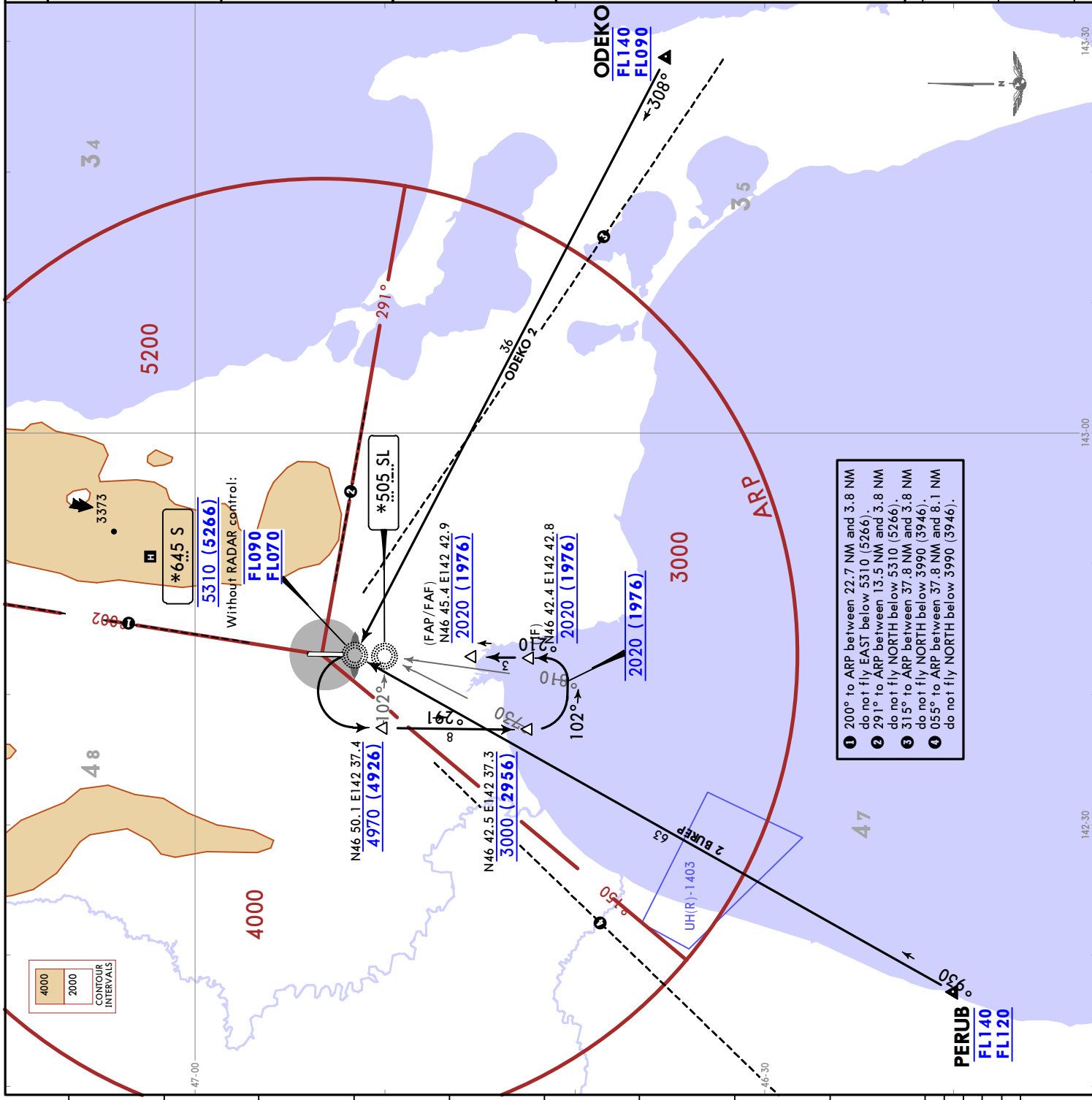
Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

ODEKO 2
PERUB 2
ARRIVALS
(RWY 01)
[CAT C & D]



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5266' - 1600m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)
3000'	(2956' - 900m)
2020'	(1976' - 600m)

STAR	ROUTING
ODEKO 2	On 308° track to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PERUB 2	On 039° track to S, turn LEFT, 192° track to N46 42.5 E142 37.3 (037° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.



- 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

ATIS
126.2

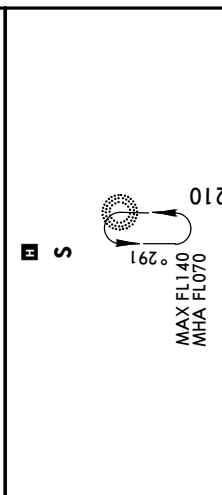
Apl Elev
59

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using Direct to procedure or via RADAR vectoring at altitudes not below 10-IR altitudes, taking into account low temperature effect.

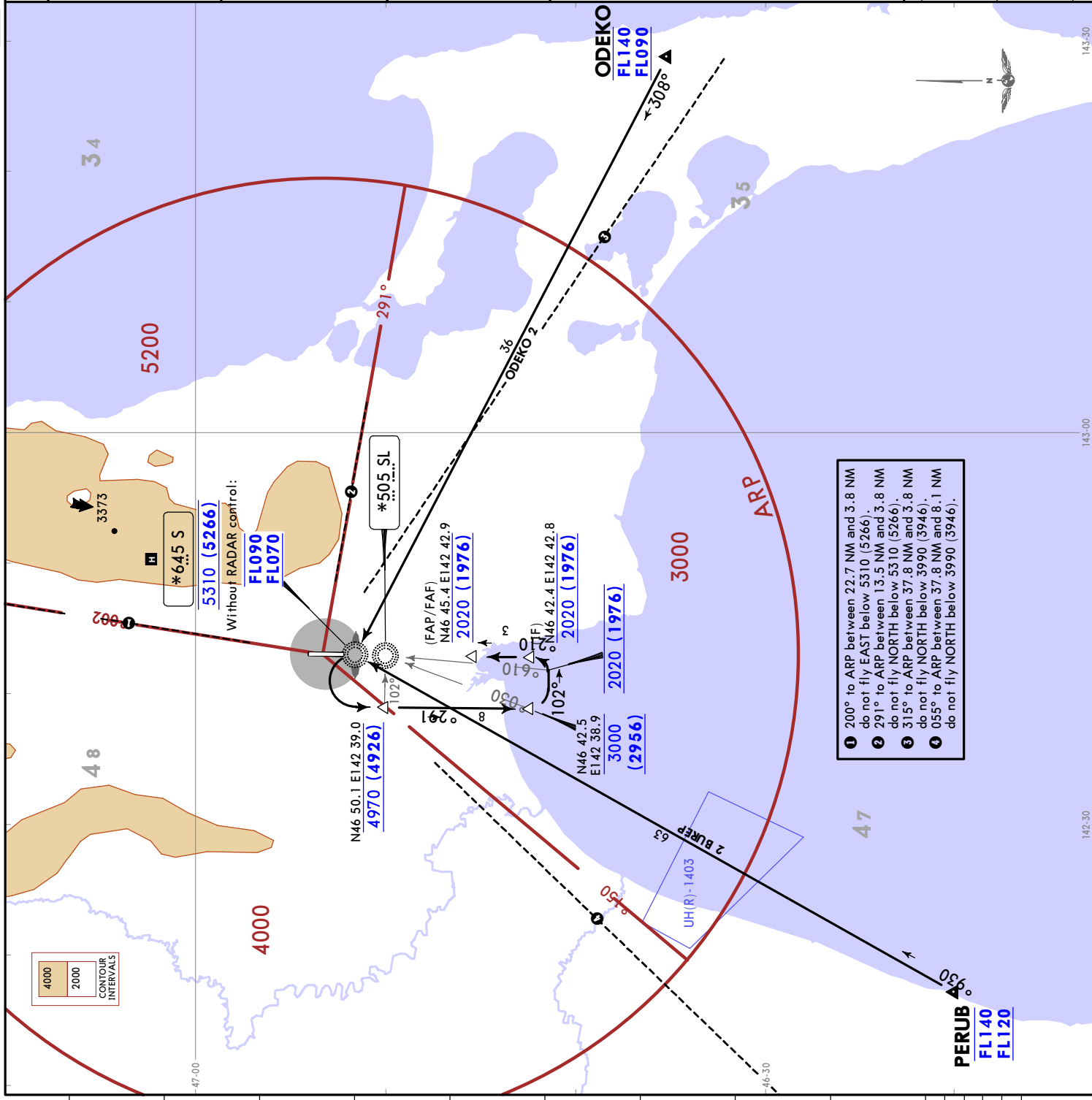
ODEKO 2
PERUB 2
ARRIVALS
(RWY 01)

CAT A & B



ALT/HEIGHT CONVERSION	
QNH (QFE)	(QFE)
5310'	(5266' - 1600m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)
3000'	(2956' - 900m)
2020'	(1976' - 600m)

STAR	ROUTING
ODEKO 2	On 308° track to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PERUB 2	On 039° track to S, turn LEFT, 192° track to N46 42.5 E142 38.9 (030° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.



- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

YUZHNO-SAKHALINSK, RUSSIA
STAR

ATIS
 126.2

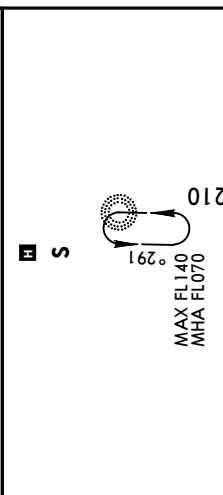
Apt Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

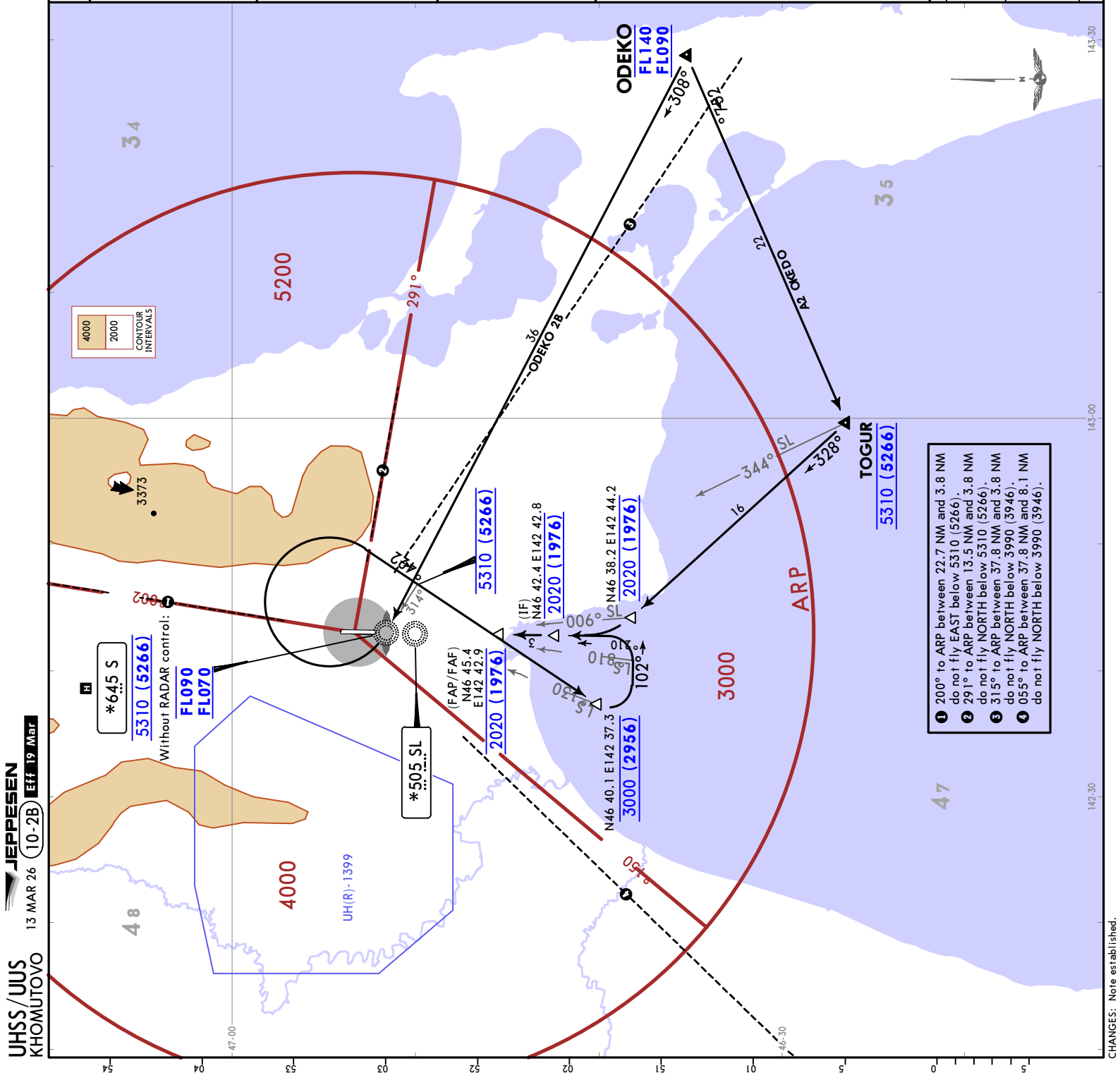
ODEKO 2A [ODEK2A]
ODEKO 2B [ODEK2B]
ARRIVALS
(RWY 01)

CAT C & D



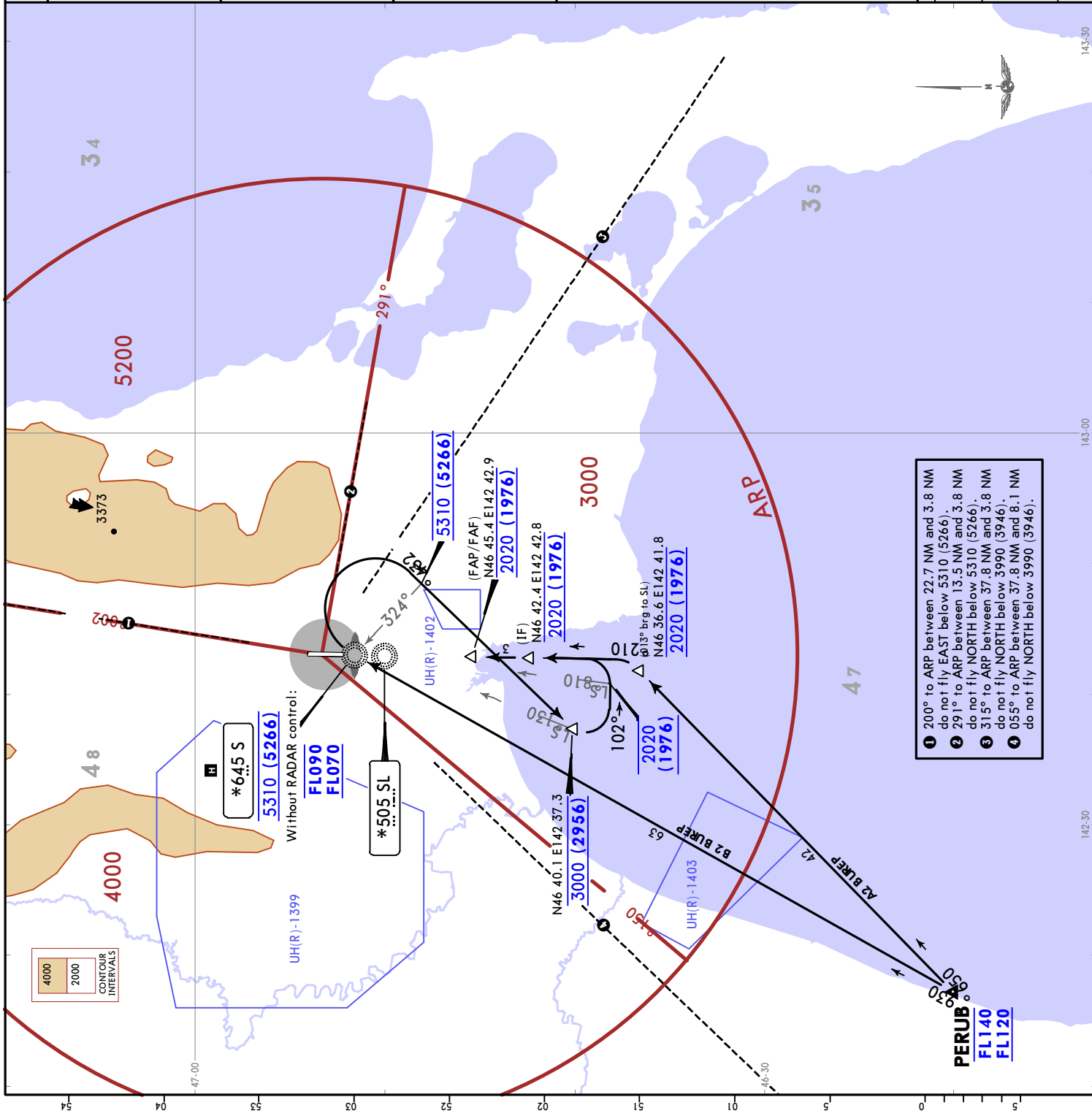
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5266' - 1600m)
3990'	(3946' - 1200m)
3000'	(2956' - 900m)
2020'	(1976' - 600m)

STAR	ROUTING
ODEKO 2A BY ATC	On 257° track to TOGUR, turn RIGHT, 328° track to N46 38.2 E142 44.2 (006° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.
ODEKO 2B BY ATC	On 308° track to S, turn RIGHT, 224° track to N46 40.1 E142 37.3 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.



- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

ATIS 126.2	Apt Elev 59
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa).	
Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.	
<p>PERUB 2A [PERU2A] PERUB 2B [PERU2B] ARRIVALS (RWY 01)</p> <p>CAT C & D</p>	
<p>H S</p> <p>MAX EL 140 MHA FL070</p>	
<p>ALT/HEIGHT CONVERSION QNH (QFE) 5310' (5266' - 1600m) 3990' (3946' - 1200m) 3000' (2956' - 900m) 2020' (1976' - 600m)</p>	
STAR	ROUTING
PERUB 2A BY ATC	On 056° track to N46 36.6 E142 41.8 (013° bearing to SL), turn on 012° track to N46 45.4 E142 42.9.
PERUB 2B BY ATC	On 039° track to S, turn RIGHT, 234° track to N46 40.1 E142 37.3 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL, turn on 012° track to N46 45.4 E142 42.9.
<p>Available when UH(R)-1399, UH(R)-1402 & UH(R)-1403 are not active.</p>	



- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

YUZHNO-SAKHALINSK, RUSSIA
STAR

ATIS
 126.2

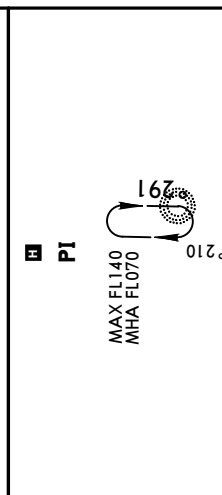
Apt Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using "Direct to" procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

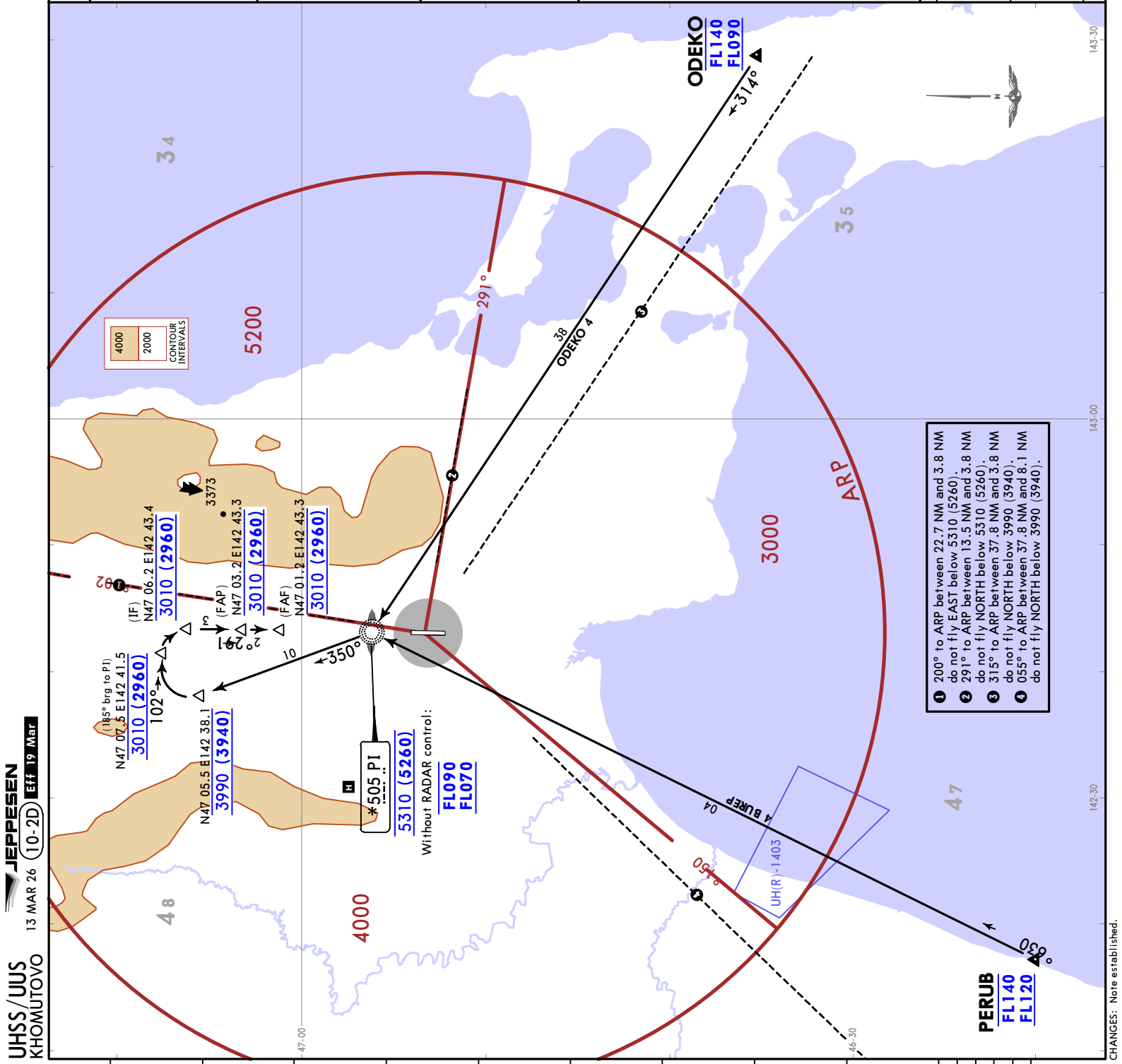
ODEKO 4
PERUB 4
ARRIVALS
(RWY 19)

CAT C & D



ALT/HEIGHT CONVERSION	
QNH (QFE)	
5310' (5260m)	
3990' (3940m)	
3010' (2960m)	

STAR	ROUTING
ODEKO 4	On 314° track to PI, 350° track to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAF or FAF.
PERUB 4	On 036° track to PI, 350° track to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAF or FAF.



- 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5260).
- 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5260).
- 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3940).
- 035° to ARP between 37.8 NM and 6.1 NM do not fly NORTH below 3990 (3940).

ATIS
126.2

Apt Elev
59

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

ODEKO 4
PERUB 4
ARRIVALS
(RWY 19)

CAT A & B

PI

MAX FL140
MHA FL070

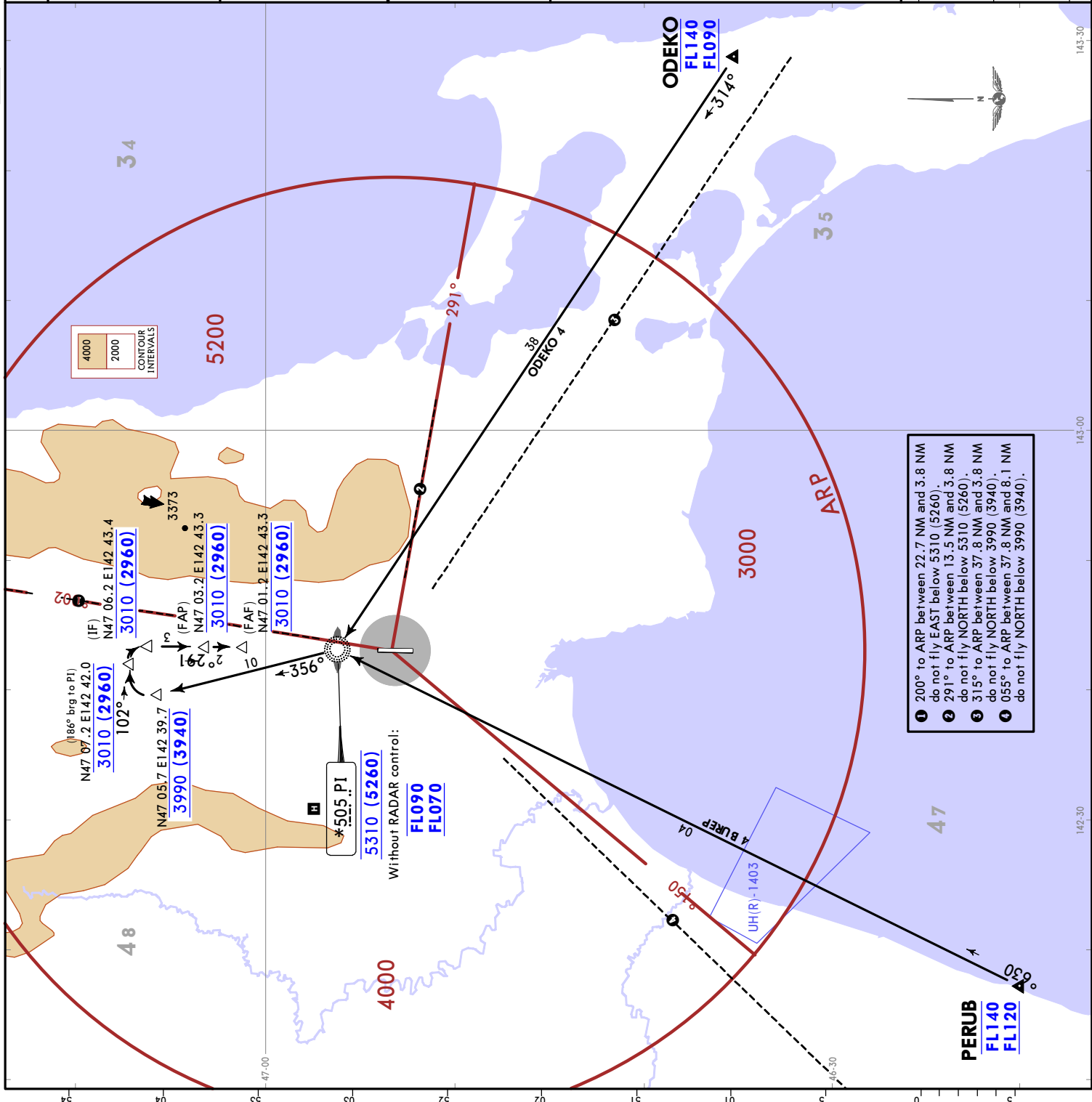
ALT/HEIGHT CONVERSION
QNH (QFE)
5310' (5260' - 1600m)
3990' (3940' - 1200m)
3010' (2960' - 900m)

STAR

ODEKO 4
On 314° track to PI, 356° track to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.

PERUB 4
On 036° track to PI, 356° track to N47 05.7 E142 39.7, turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.

Available when UH(R)-1403 is not active.



STAR
YUZHNO-SAKHALINSK, RUSSIA

ATIS
126.2

Apt Elev
59

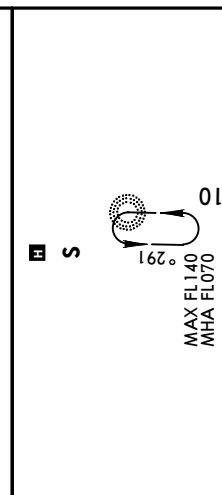
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070

FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

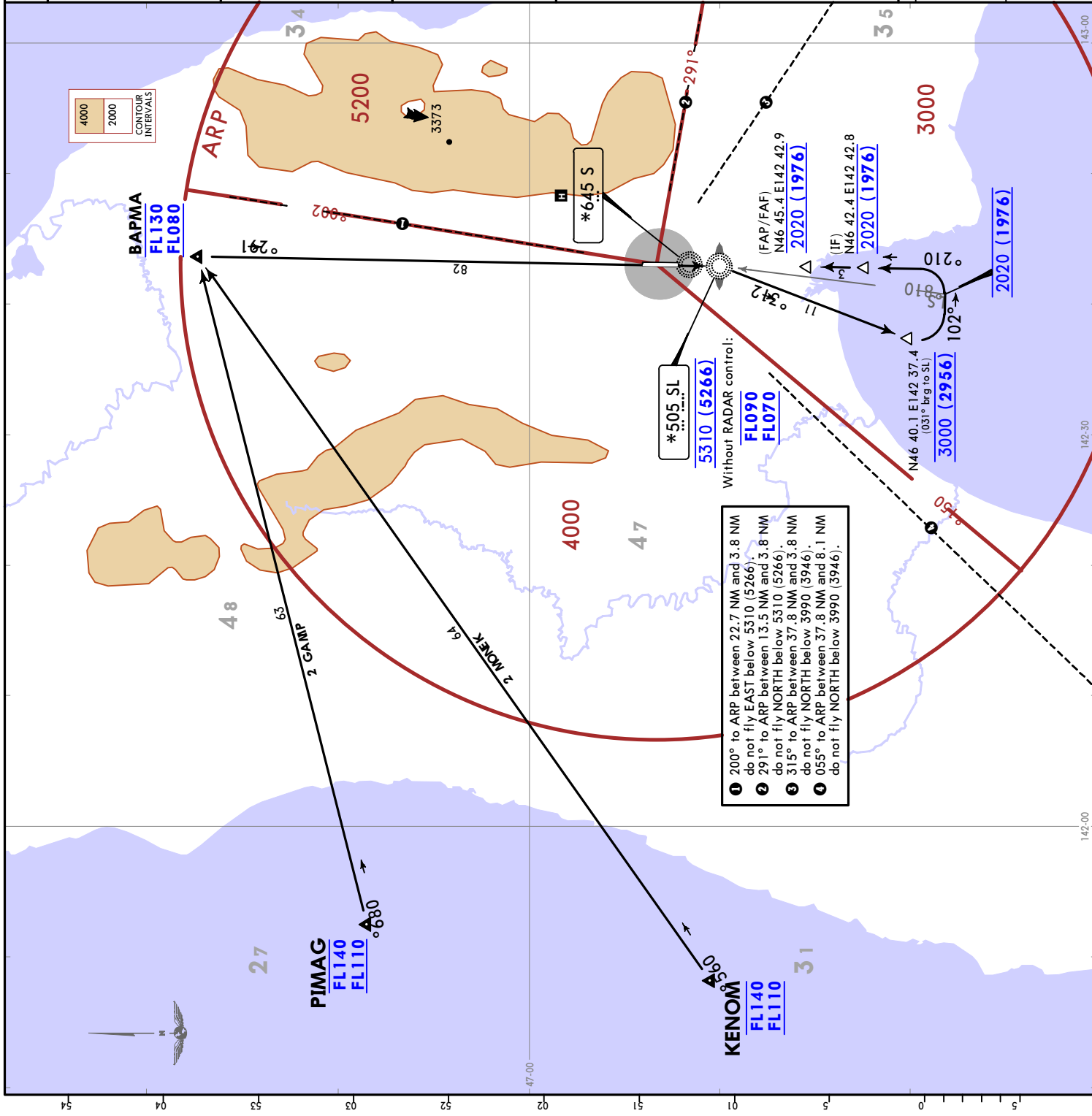
**KENOM 2
PIMAG 2
ARRIVALS
(RWY 01)**

CAT C & D



STAR	ROUTING
KENOM 2	On 065° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 086° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.

ALT./HEIGHT CONVERSION (QNE)
5310' (5266' - 1600m)
3990' (3946' - 1200m)
3000' (2956' - 900m)
2020' (1976' - 600m)



ATIS
126.2

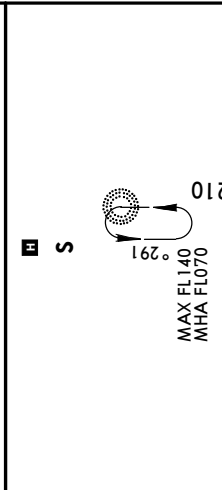
Apl Elev
59

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct' to procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

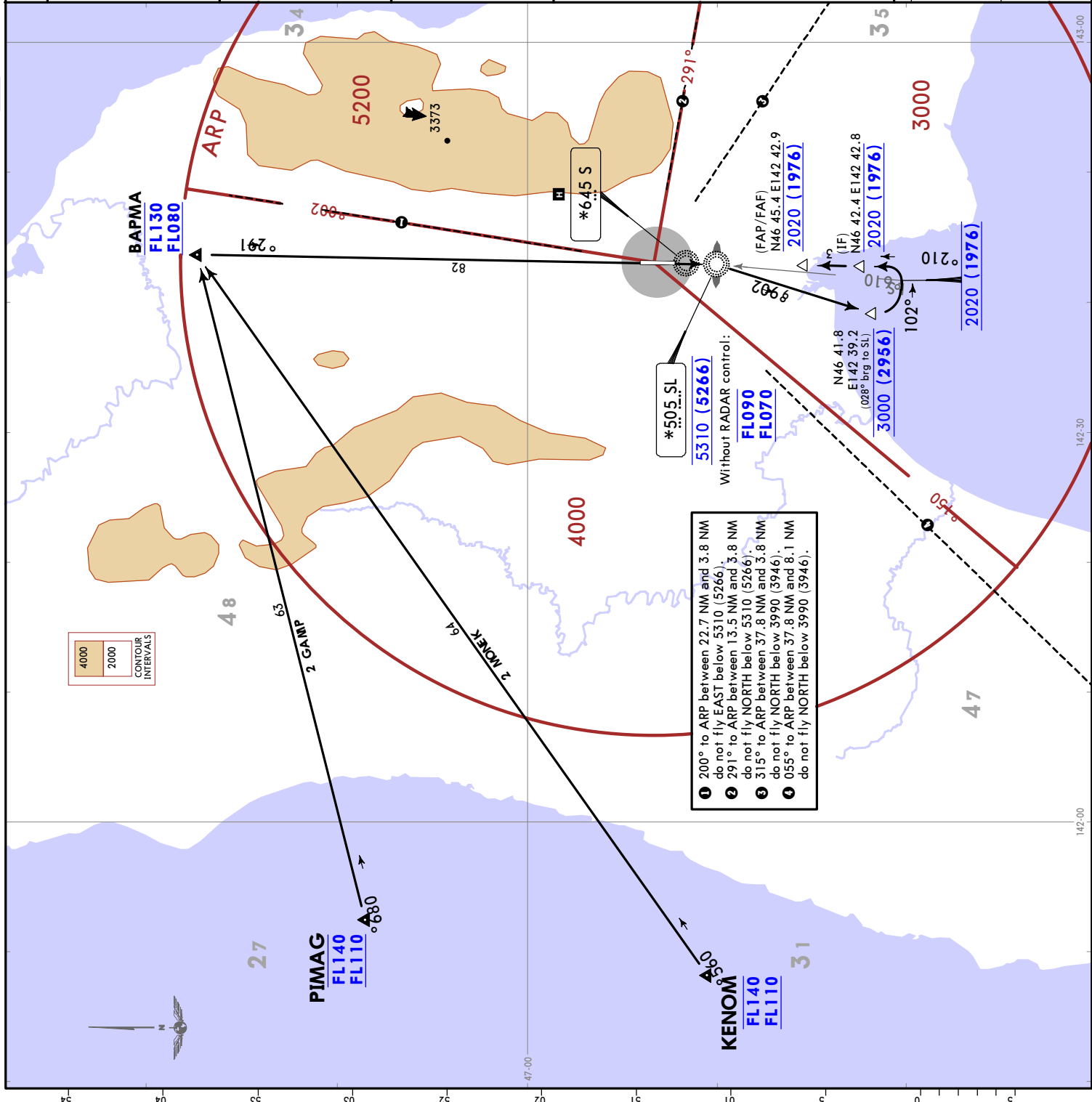
KENOM 2
PIMAG 2
ARRIVALS
(RWY 01)

CAT A & B



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5266' - 1600m)
3990'	(3946' - 1200m)
3000'	(2956' - 900m)
2020'	(1976' - 600m)

STAR	ROUTING
KENOM 2	On 065° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2	On 086° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2, (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.



- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

ATIS
 126.2

Apt Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

KENOM 2B
PIMAG 2B
ARRIVALS
(RWY 01)

CAT A & B

ZALIV
 Available when UH(R)-1403 is not active.

MAX FL140
 MHA FL070

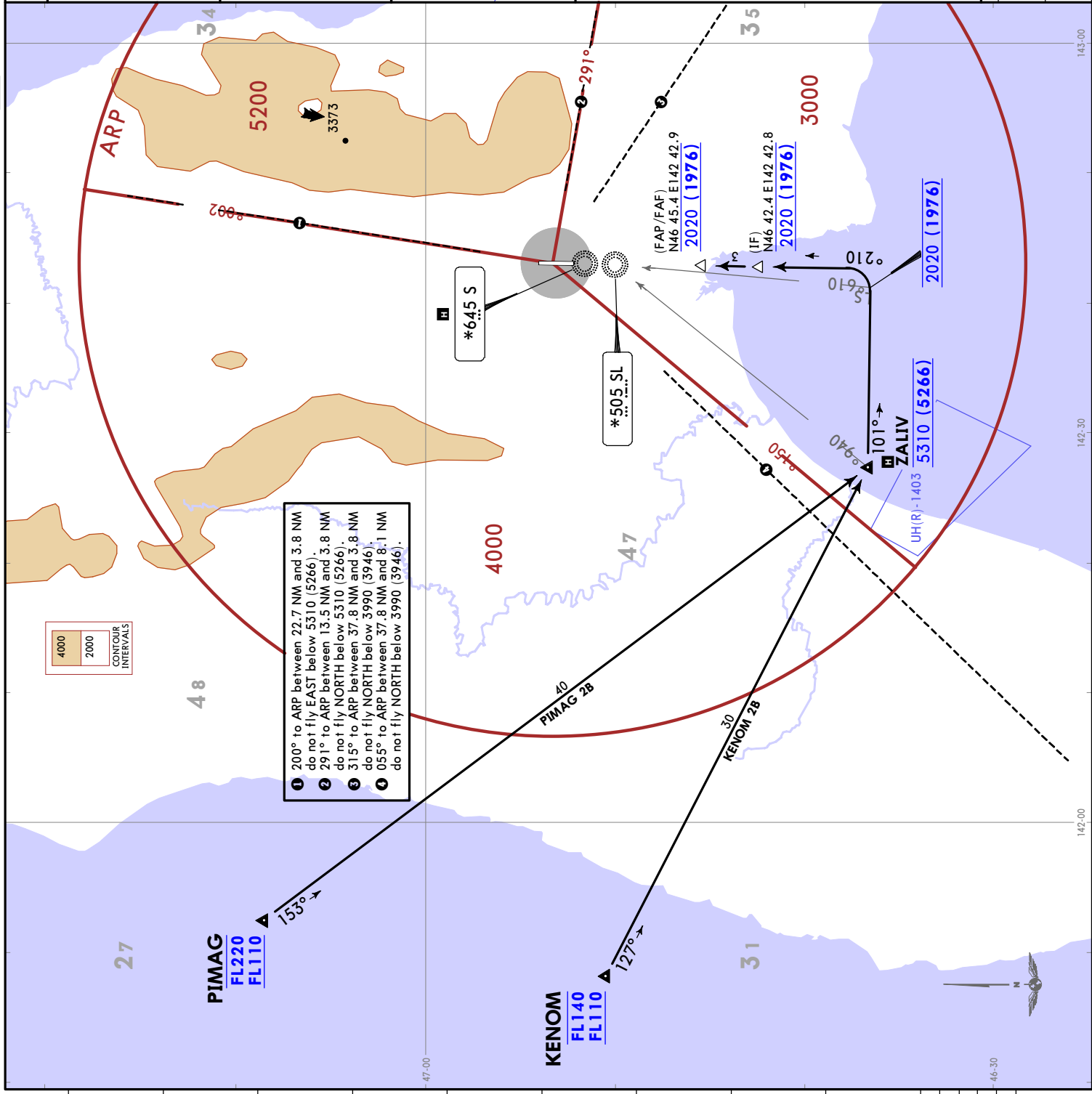
UH(R)-1403

MAX FL140
 MHA FL070

UH(R)-1403

ALT/HEIGHT CONVERSION
 QNH (QFE)
 5310' (5266' - 1600m)
 3990' (3946' - 1200m)
 2020' (1976' - 600m)

STAR	ROUTING
KENOM 2B BY ATC	On 127° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
PIMAG 2B BY ATC	On 153° track to ZALIV, turn LEFT, 101° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.



YUZHNO-SAKHALINSK, RUSSIA
STAR

ATIS
 126.2

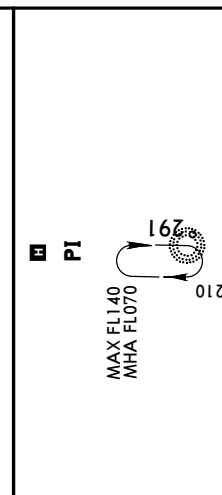
Apl Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using Direct to procedure or via RADAR vectoring at altitudes not below 10-IR altitudes, taking into account low temperature effect.

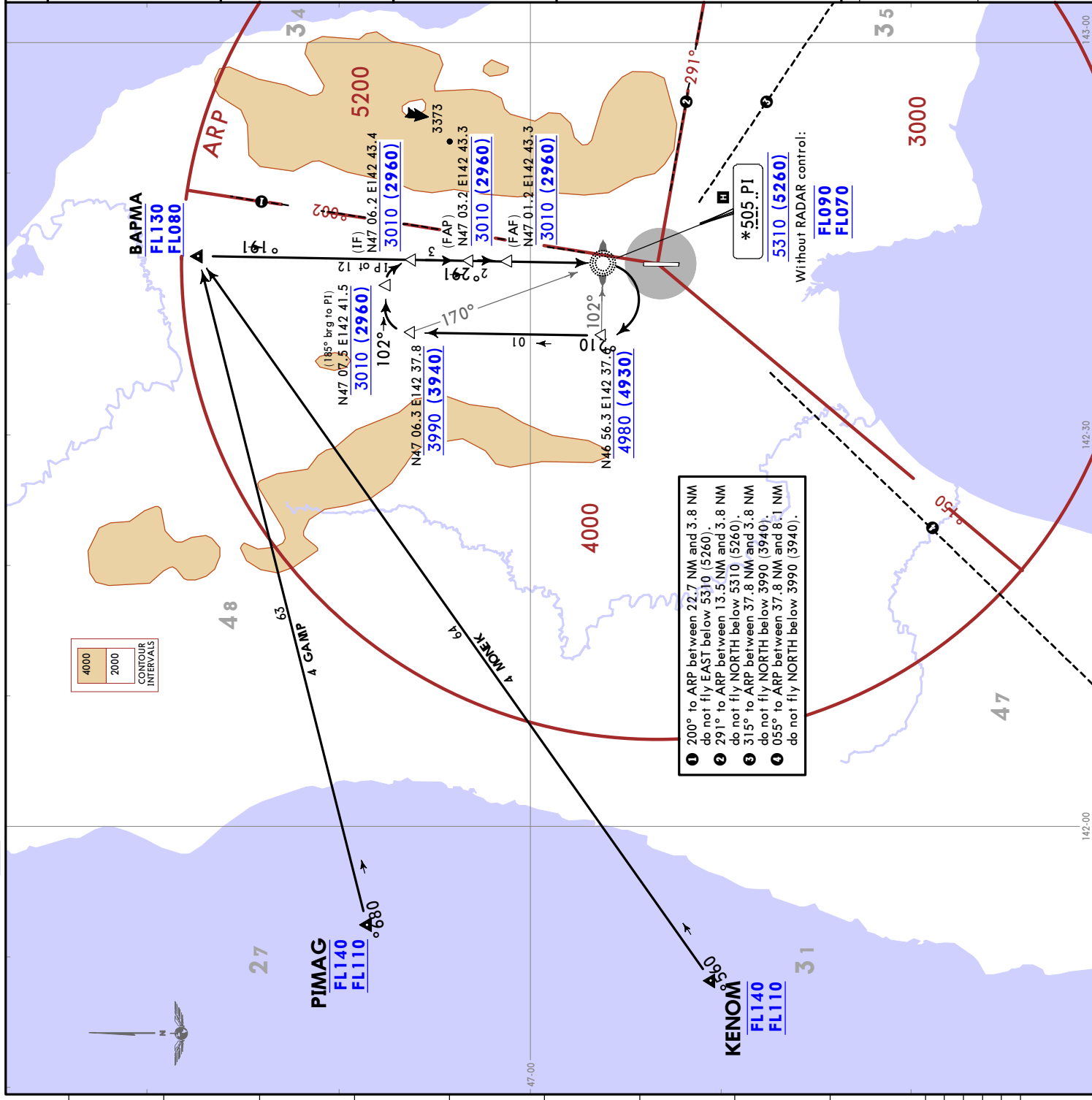
KENOM 4
PIMAG 4
ARRIVALS
(RWY 19)

CAT C & D



ALT./HEIGHT CONVERSION (QFE)	
QNH	5310' (5260m) - 1600m
	4980' (4930m) - 1500m
	3990' (3940m) - 1200m
	3010' (2960m) - 900m

STAR	ROUTING
KENOM 4	On 065° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAF or FAF.
PIMAG 4	On 086° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAF or FAF.



- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5260).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5260).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3940).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3940).

STAR
YUZHNO-SAKHALINSK, RUSSIA

JEPPesen
 13 MAR 26 (10-2N) Eff 19 Mar

UHSS/UUS
 KHOMUTOVO

ATIS
 126.2

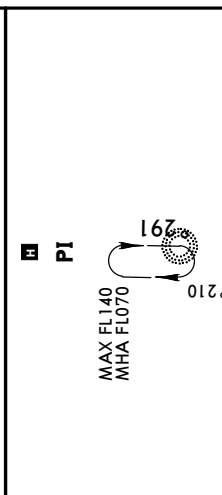
Apt Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using Direct to procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

KENOM 4
PIMAG 4
ARRIVALS
(RWY 19)

CAT A & B



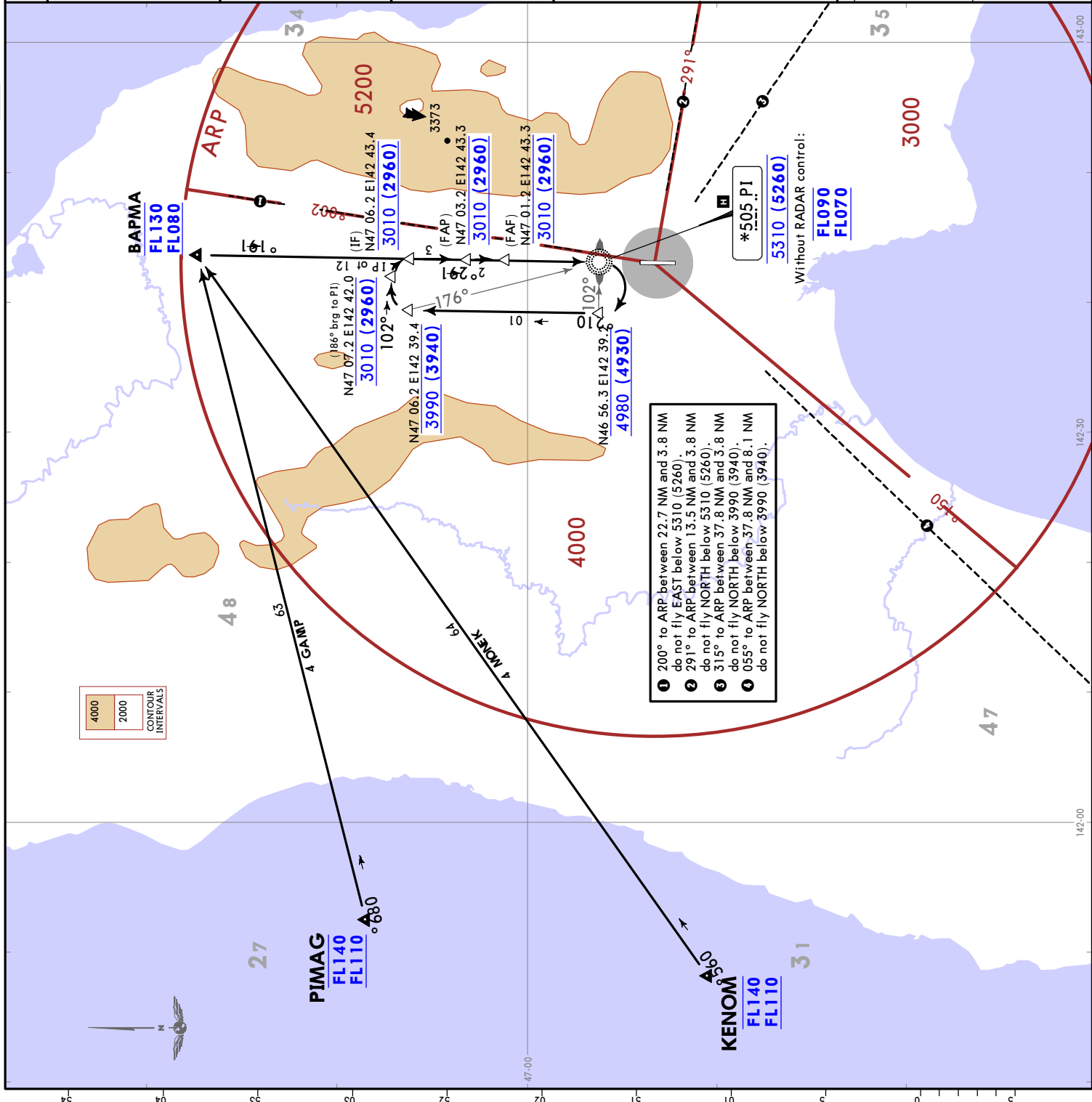
ALT/HEIGHT CONVERSION (QFE)	
QNH	(5260' - 1600m)
4980'	(4930' - 1500m)
3990'	(3940' - 1200m)
3010'	(2960' - 900m)

STAR
KENOM 4

ROUTING
 On 065° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0), turn RIGHT 192° track to FAP or FAF.

STAR
PIMAG 4

ROUTING
 On 086° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0), turn RIGHT 192° track to FAP or FAF.

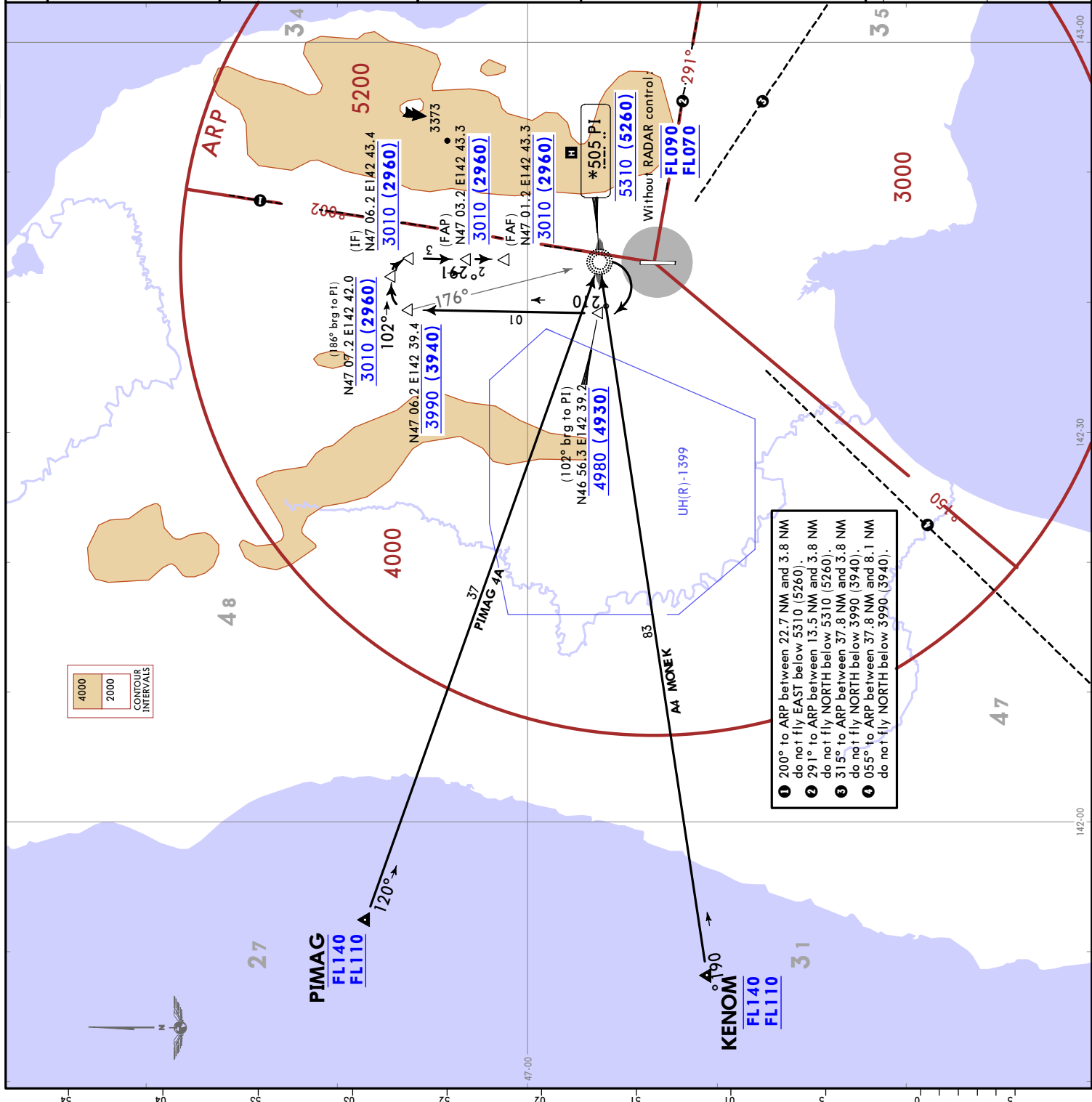


STAR
YUZHNO-SAKHALINSK, RUSSIA

JEPPesen
 13 MAR 26 (10-2Q) Eff 19 Mar

UHSS/UUS
 KHOMUTOVO

ATIS 126.2 Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa). Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.	Apl Elev 59
KENOM 4A PIMAG 4A ARRIVALS (RWY 19) [CAT A & B]	AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE
H PI MAX FL140 MHA FL070 	ALT/HEIGHT CONVERSION QNH (QFE) 5310' (5260' - 1600m) 4980' (4930' - 1500m) 3990' (3940' - 1200m) 3010' (2960' - 900m)
STAR KENOM 4A PIMAG 4A	ROUTING On 091° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF. On 120° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.



ATIS
126.2
Apl Elev
59

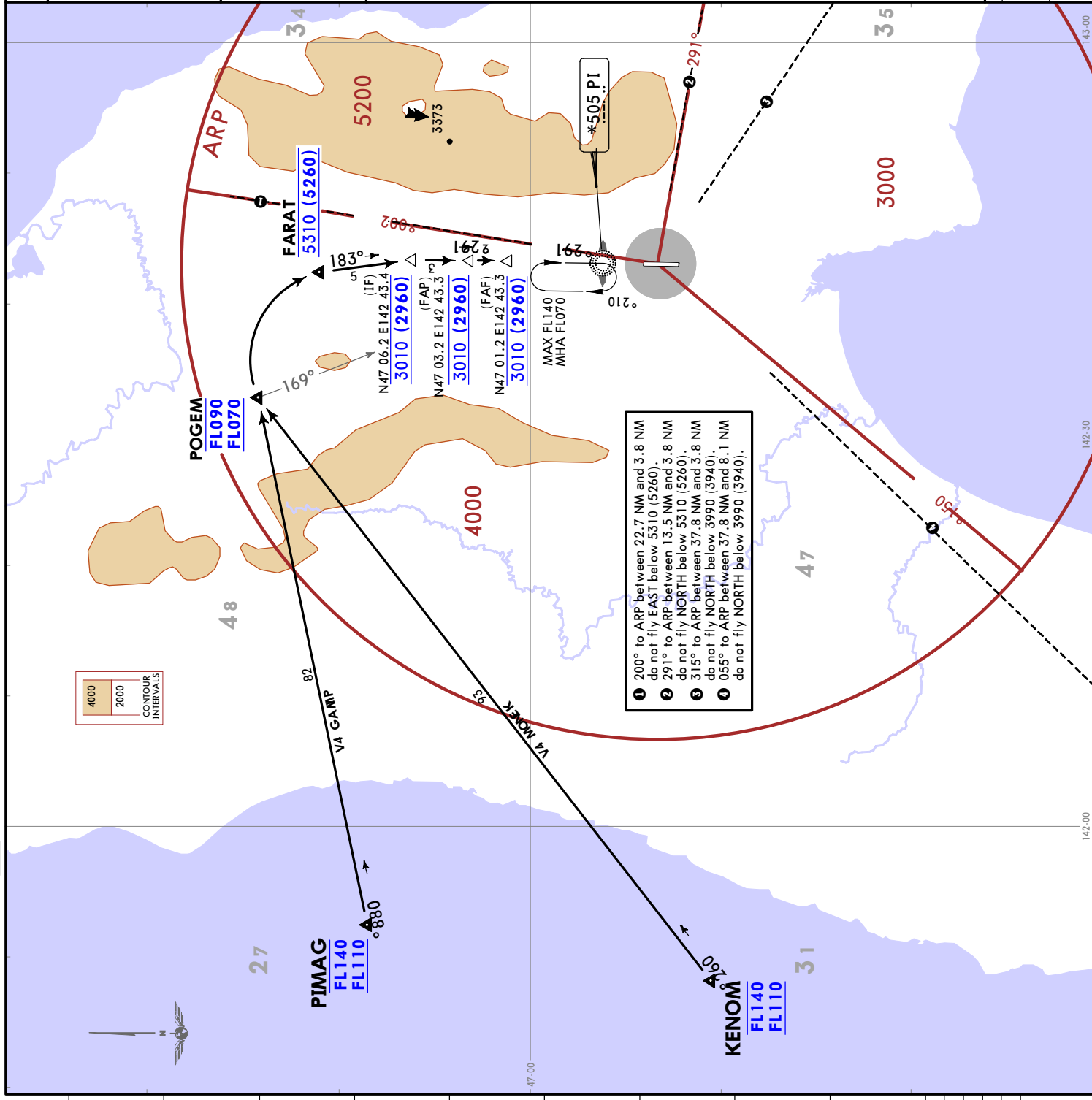
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using Direct to procedure or via RADAR vectoring at altitudes not below 10-IR altitudes, taking into account low temperature effect.

KENOM 4V [KENO4V]
PIMAG 4V [PIMA4V]
ARRIVALS
(RWY 19)

STAR	ROUTING
KENOM 4V	On 062° track to POGEM, turn RIGHT to FARAT, 183° track to IF (N47 06.2 E142 43.4), 192° track to FAP or FAF.
PIMAG 4V	On 088° track to POGEM, turn RIGHT to FARAT, 183° track to IF (N47 06.2 E142 43.4), 192° track to FAP or FAF.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5260m)
3990'	(3940m)
3010'	(2960m)

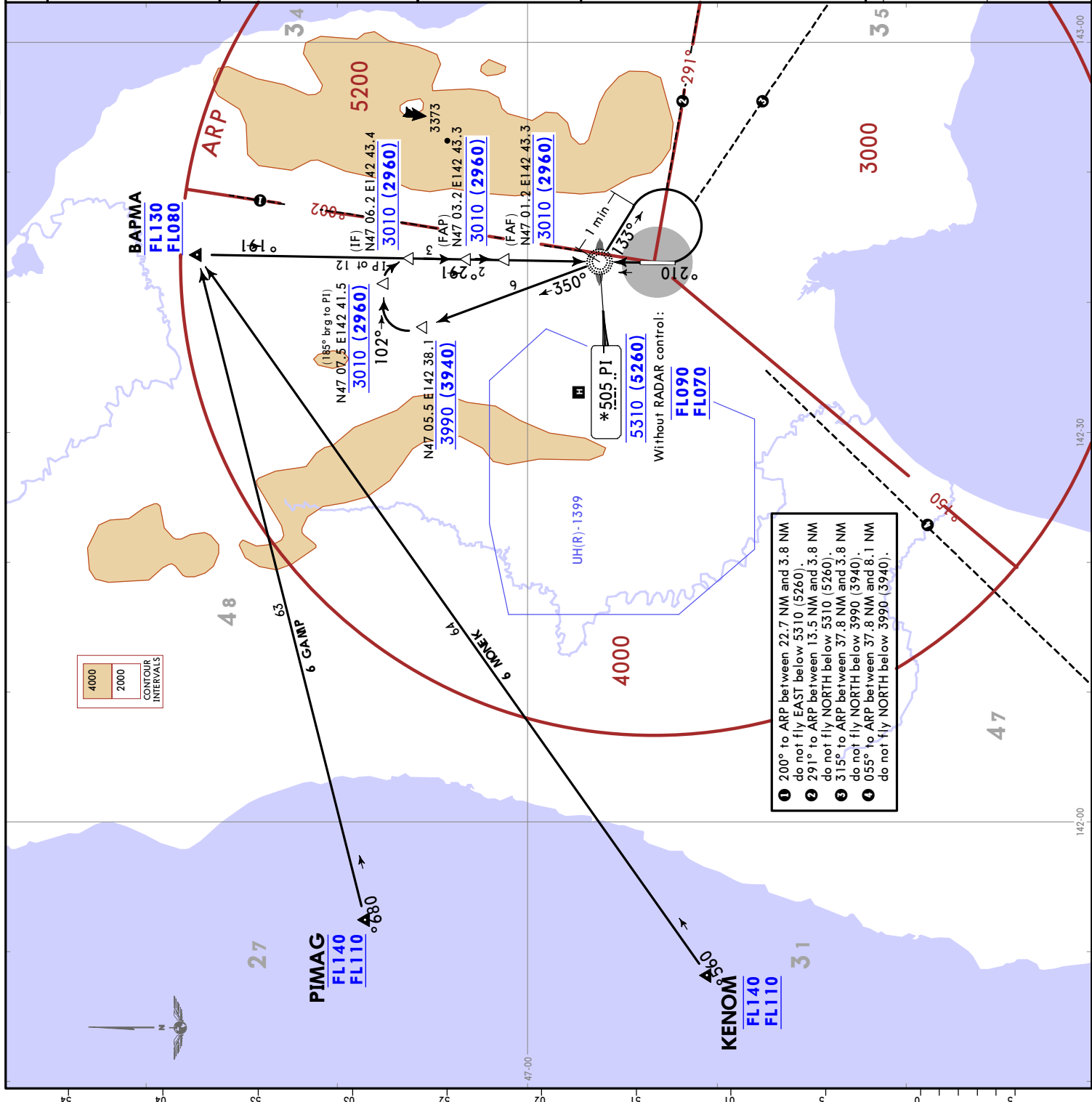


STAR
YUZHNO-SAKHALINSK, RUSSIA

JEPPESSEN
 13 MAR 26 (10-2T) Eff. 19 Mar

UHSS/UUS
 KHOMUTOVO

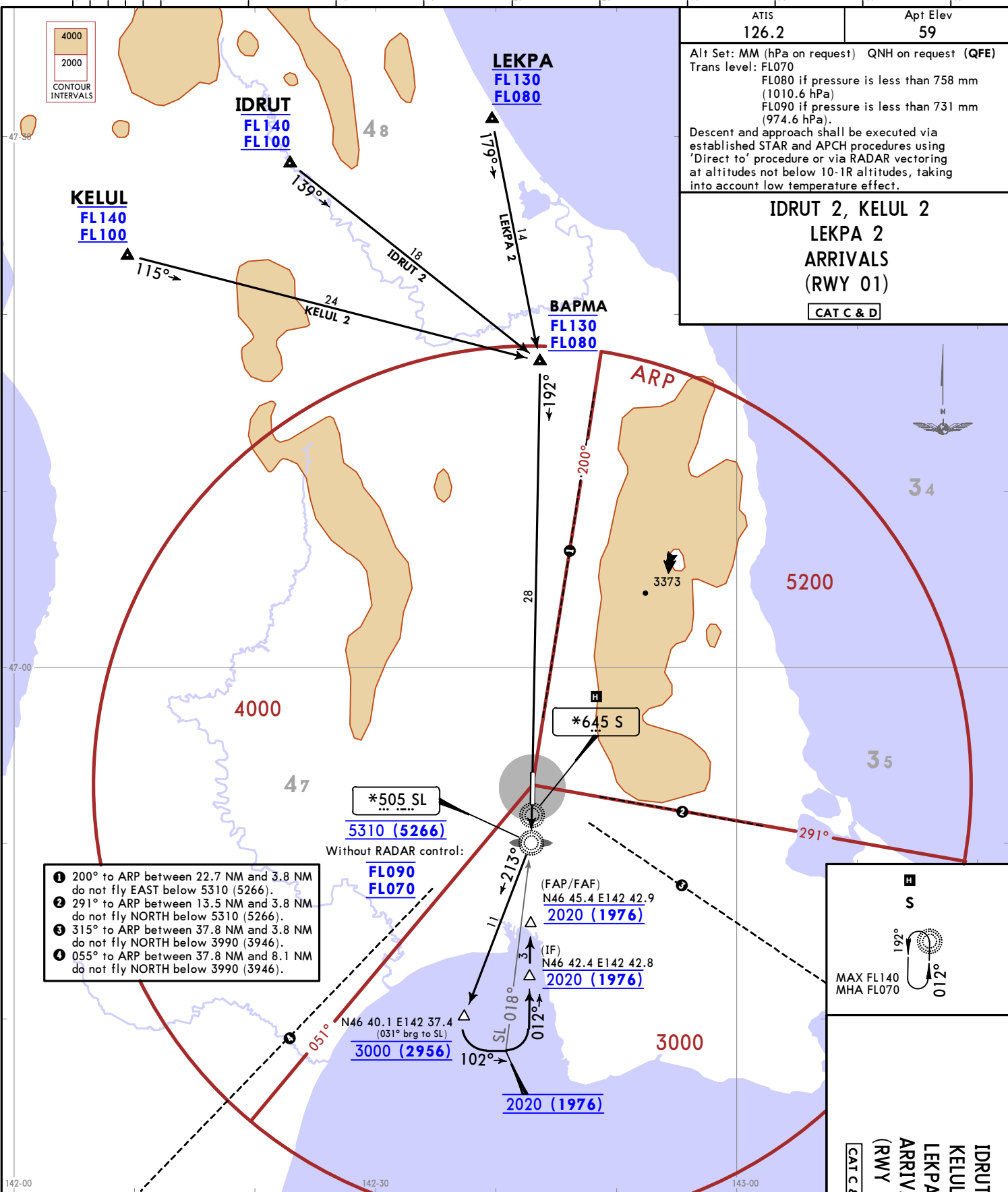
ATIS 126.2	Apl Elev 59
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa).	
Descent and approach shall be executed via established STAR and APCH procedures using 'Direct' to procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.	
KENOM 6 PIMAG 6 ARRIVALS (RWY 19) AVAILABLE WHEN UH(R)-1399 IS ACTIVE CAT C & D	
PI MAX FL140 MHA FL070 	
ALT/HEIGHT CONVERSION QNH (QFE) 5310' (5260') - 1600m 3990' (3940') - 1200m 3010' (2960') - 900m	
STAR KENOM 6	ROUTING
PIMAG 6	On 065° track to BAPMA, turn RIGHT, 191° track to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
PIMAG 6	On 086° track to BAPMA, turn RIGHT, 191° track to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° bearing to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAP or FAF.



- 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5260).
- 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5260).
- 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3940).
- 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3940).

CHANGES: Note established.

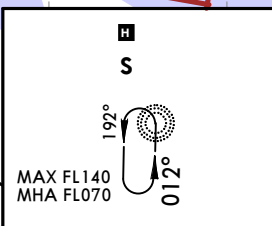
UJSS/US
KHOMUTOVO
13 MAR 26
JEPPESSEN
10-20
EFF 19 Mar



ATIS 126.2	Apt Elev 59
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa).	
Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.	

**IDRUT 2, KELUL 2
LEKPA 2
ARRIVALS
(RWY 01)**
CAT C & D

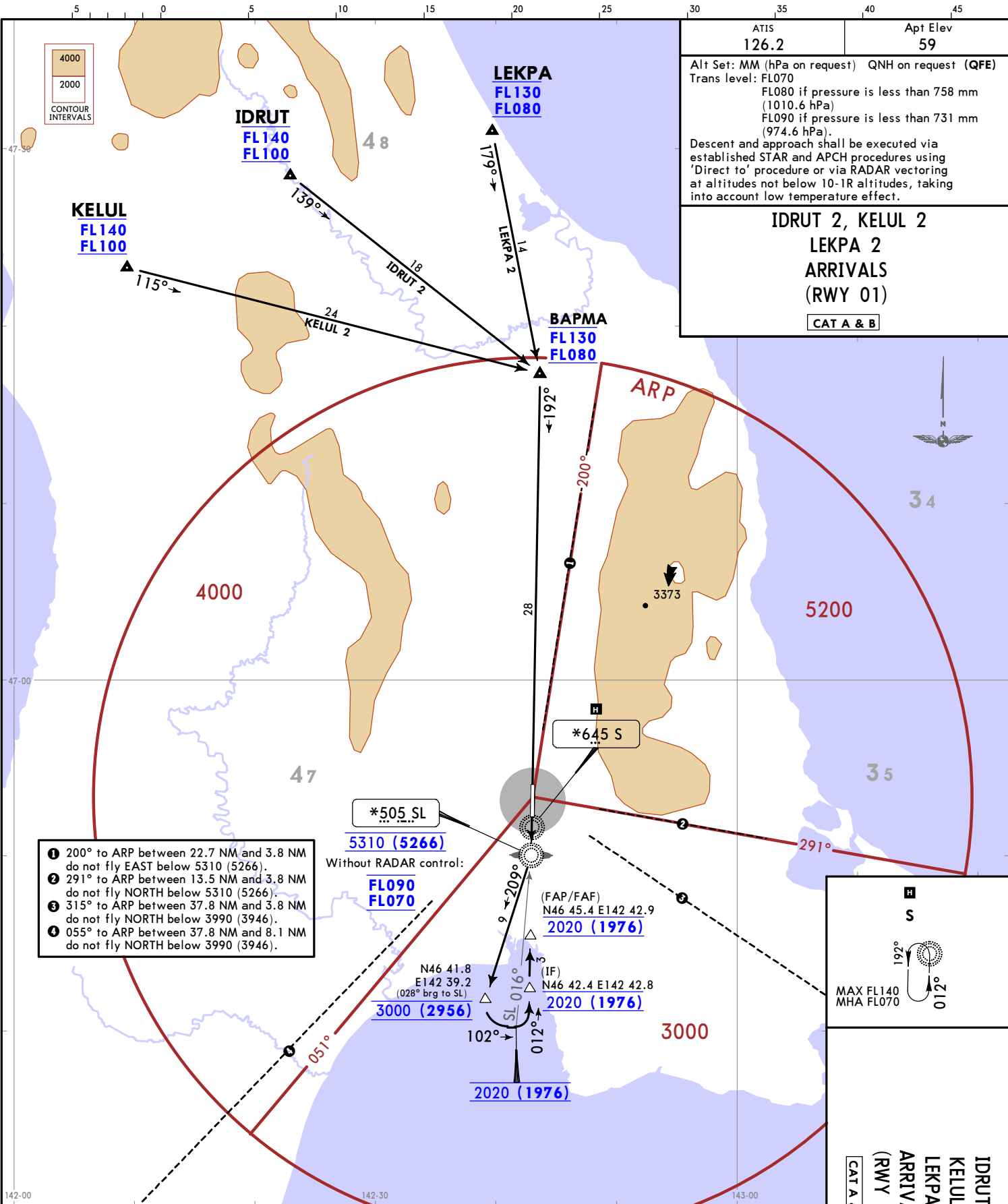
- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).



ALT/HEIGHT CONVERSION QNH (QFE)	STAR	ROUTING
5310' (5266' - 1600m)	IDRUT 2	On 139° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
3990' (3946' - 1200m)	KELUL 2	On 115° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
3000' (2956' - 900m)	LEKPA 2	On 179° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 213° track to N46 40.1 E142 37.4 (031° bearing to SL), turn LEFT, 102° track, when passing 018° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
2020' (1976' - 600m)		

YUZHNO-SAKHALINSK, RUSSIA
STAR

CHANGES: Note established.



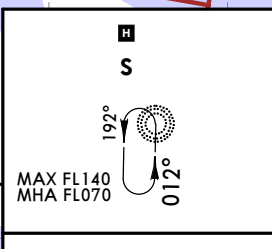
ATIS 126.2	Apt Elev 59
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa).	
Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.	

**IDRUT 2, KELUL 2
LEKPA 2
ARRIVALS
(RWY 01)**

CAT A & B

- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

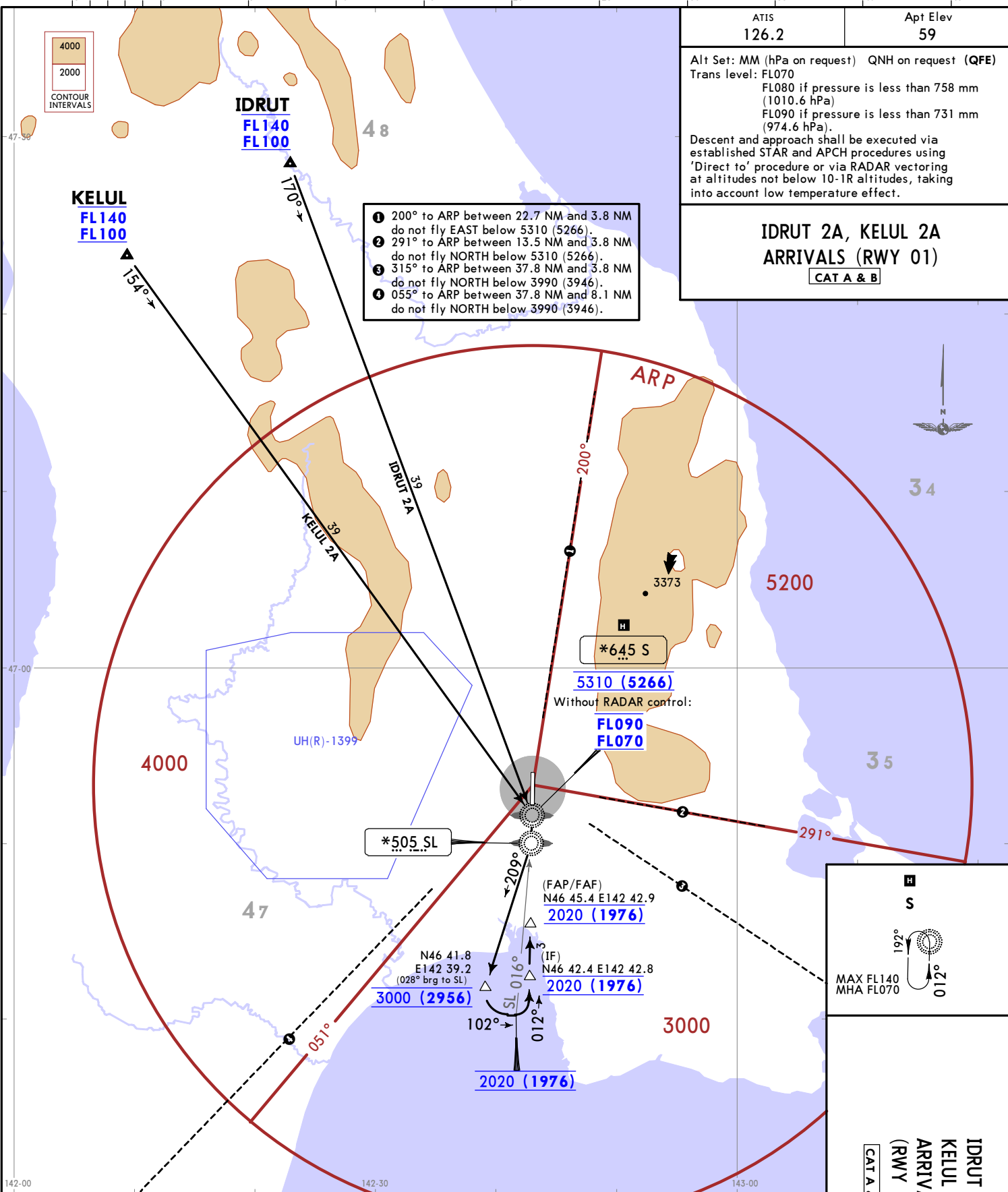
Without RADAR control:
5310 (5266)
FL090
FL070



ALT/HEIGHT CONVERSION QNH (QFE)	STAR		ROUTING	
	IDRUT 2	KELUL 2	IDRUT 2	KELUL 2
5310' (5266' - 1600m)			On 139° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn RIGHT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.	On 115° track to BAPMA, turn RIGHT, 192° track to SL, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
3990' (3946' - 1200m)				
3000' (2956' - 900m)				
2020' (1976' - 600m)				

UHS/US
KHOMUTOVO
13 MAR 26 10:27
JEPPESSEN
EFF 19 Mar
YUZHNO-SAKHALINSK, RUSSIA
STAR

CHANGES: Note established.



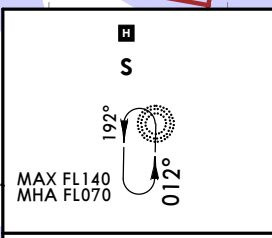
ATIS 126.2	Apt Elev 59
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 FL080 if pressure is less than 758 mm (1010.6 hPa) FL090 if pressure is less than 731 mm (974.6 hPa). Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-IR altitudes, taking into account low temperature effect.	

IDRUT 2A, KELUL 2A ARRIVALS (RWY 01)
CAT A & B

- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5266).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5266).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3946).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3946).

ALT/HEIGHT CONVERSION	QNH (QFE)
5310'	(5266' - 1600m)
3990'	(3946' - 1200m)
3000'	(2956' - 900m)
2020'	(1976' - 600m)

STAR	ROUTING
IDRUT 2A	On 170° to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
KELUL 2A ⑤	On 154° to S, turn RIGHT, 209° track to N46 41.8 E142 39.2 (028° bearing to SL), turn LEFT, 102° track, when passing 016° bearing to SL turn on 012° track to N46 45.4 E142 42.9.
⑤ Available when UH(R)-1399 is not active.	



**IDRUT 2A
KELUL 2A
ARRIVALS
(RWY 01)**
CAT A & B

UHSS/UUS KHOMUTOVO
 13 MAR 26 10-2X
 JEPPESSEN Eff 19 Mar
 YUZHNO-SAKHALINSK, RUSSIA
 STAR

STAR
YUZHNO-SAKHALINSK, RUSSIA

ATIS
126.2

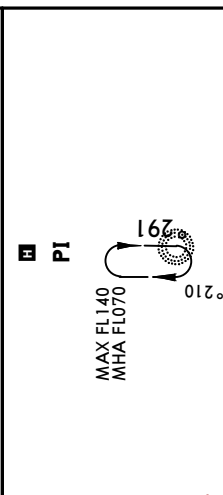
Apt Elev
59

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct' to procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

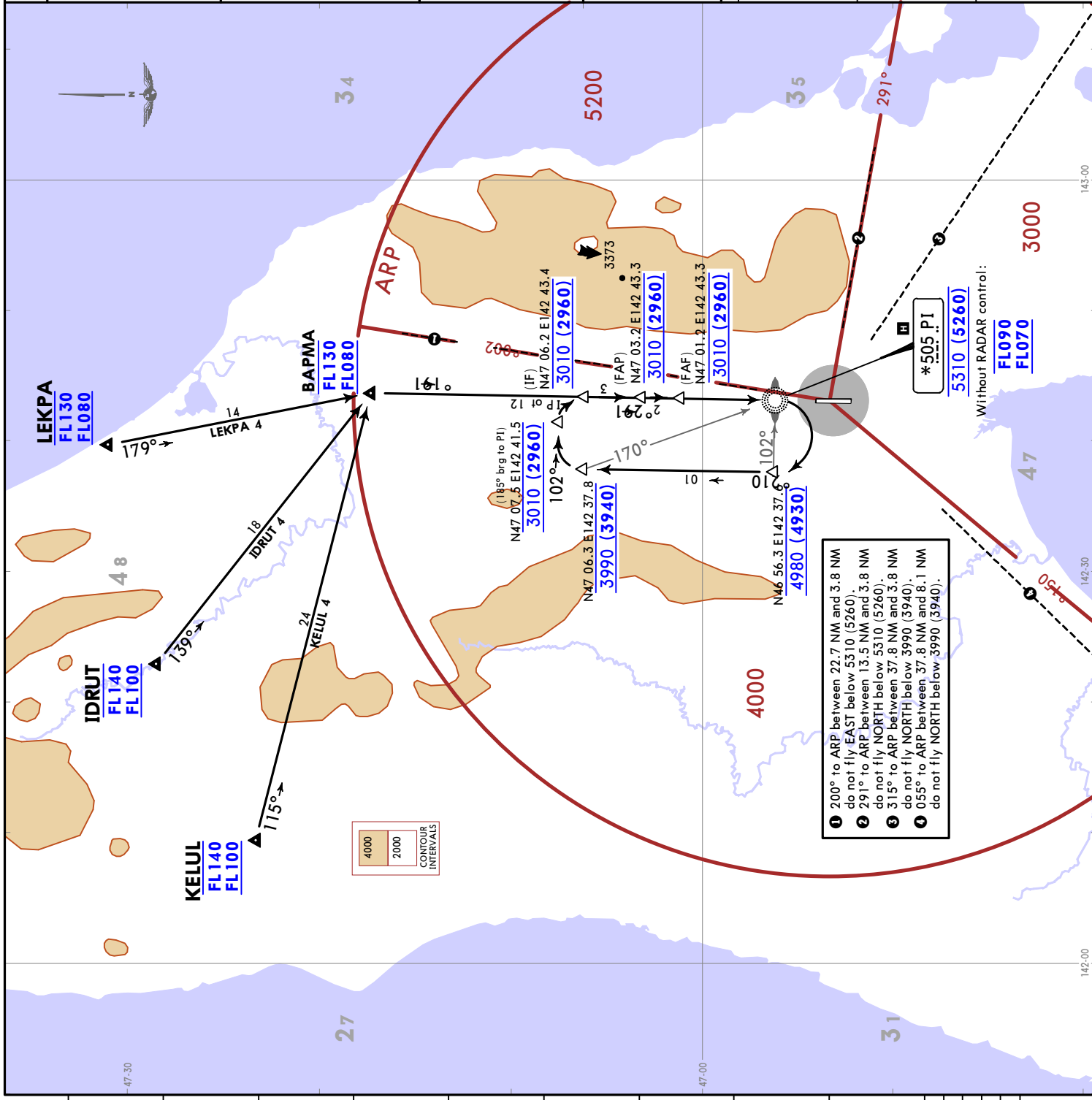
IDRUT 4
KELUL 4
LEKPA 4
ARRIVALS
(RWY 19)

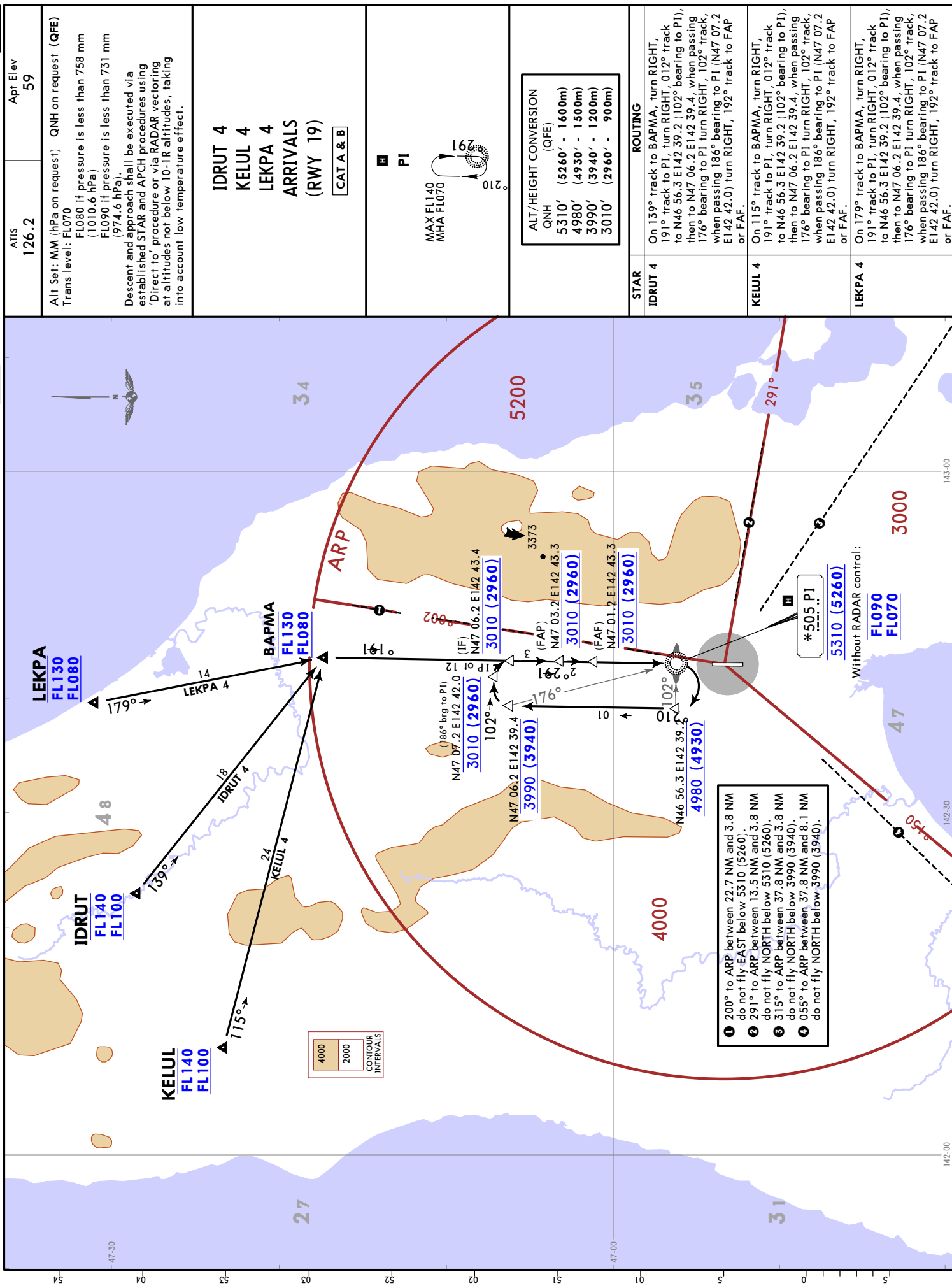
CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5260' - 1600m)
4980'	(4930' - 1500m)
3990'	(3940' - 1200m)
3010'	(2960' - 900m)

ROUTING	
IDRUT 4	On 139° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
KELUL 4	On 115° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
LEKPA 4	On 179° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAP or FAF.





ATIS
 126.2

Apl Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080, if pressure is less than 758 mm (1010.6 hPa)
 FL090, if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct' to procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

IDRUT 4
KELUL 4
LEKPA 4
ARRIVALS (RWY 19)

CAT A & B

MAX FL140
 MHA FL070

PI

ALT/HEIGHT CONVERSION
 QNH (QFE)

5310'	(5260' - 1600m)
4980'	(4930' - 1500m)
3990'	(3940' - 1200m)
3010'	(2960' - 900m)

ROUTING

IDRUT 4	On 139° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.
KELUL 4	On 115° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.
LEKPA 4	On 179° track to BAPMA, turn RIGHT, 191° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.

LEKPA
 FL130
 FL080

14
 LEKPA 4
 179°

BAPMA
 FL130
 FL080

18
 IDRUT 4
 179°

24
 KELUL 4
 115°

3010 (2960)
 (IF) N47 06.2 E142 43.4
 (FAP) N47 03.2 E142 43.3
 (FAF) N47 01.2 E142 43.3

3010 (2960)
 (IF) N47 07.2 E142 42.0
 (FAP) N47 06.2 E142 39.4
 (FAF) N47 05.2 E142 39.3

3010 (2960)
 (IF) N47 06.2 E142 43.4
 (FAP) N47 03.2 E142 43.3
 (FAF) N47 01.2 E142 43.3

4980 (4930)
 N46 56.3 E142 39.6

*505 PI
 5310 (5260)

Without RADAR control:
 FL090
 FL070

- 1 200° to ARP between 22.7 NM and 3.8 NM do not fly EAST below 5310 (5260).
- 2 291° to ARP between 13.5 NM and 3.8 NM do not fly NORTH below 5310 (5260).
- 3 315° to ARP between 37.8 NM and 3.8 NM do not fly NORTH below 3990 (3940).
- 4 055° to ARP between 37.8 NM and 8.1 NM do not fly NORTH below 3990 (3940).

4000
 2000
 CONTOUR INTERVALS

STAR
YUZHNO-SAKHALINSK, RUSSIA

ATIS
 126.2

Apl Elev
 59

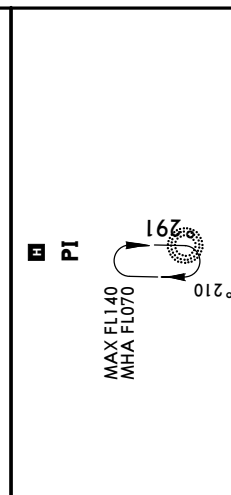
Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-IR altitudes, taking into account low temperature effect.

IDRUT 4A [IDRU4A]
KELUL 4A [KELU4A]
ARRIVALS
(RWY 19)

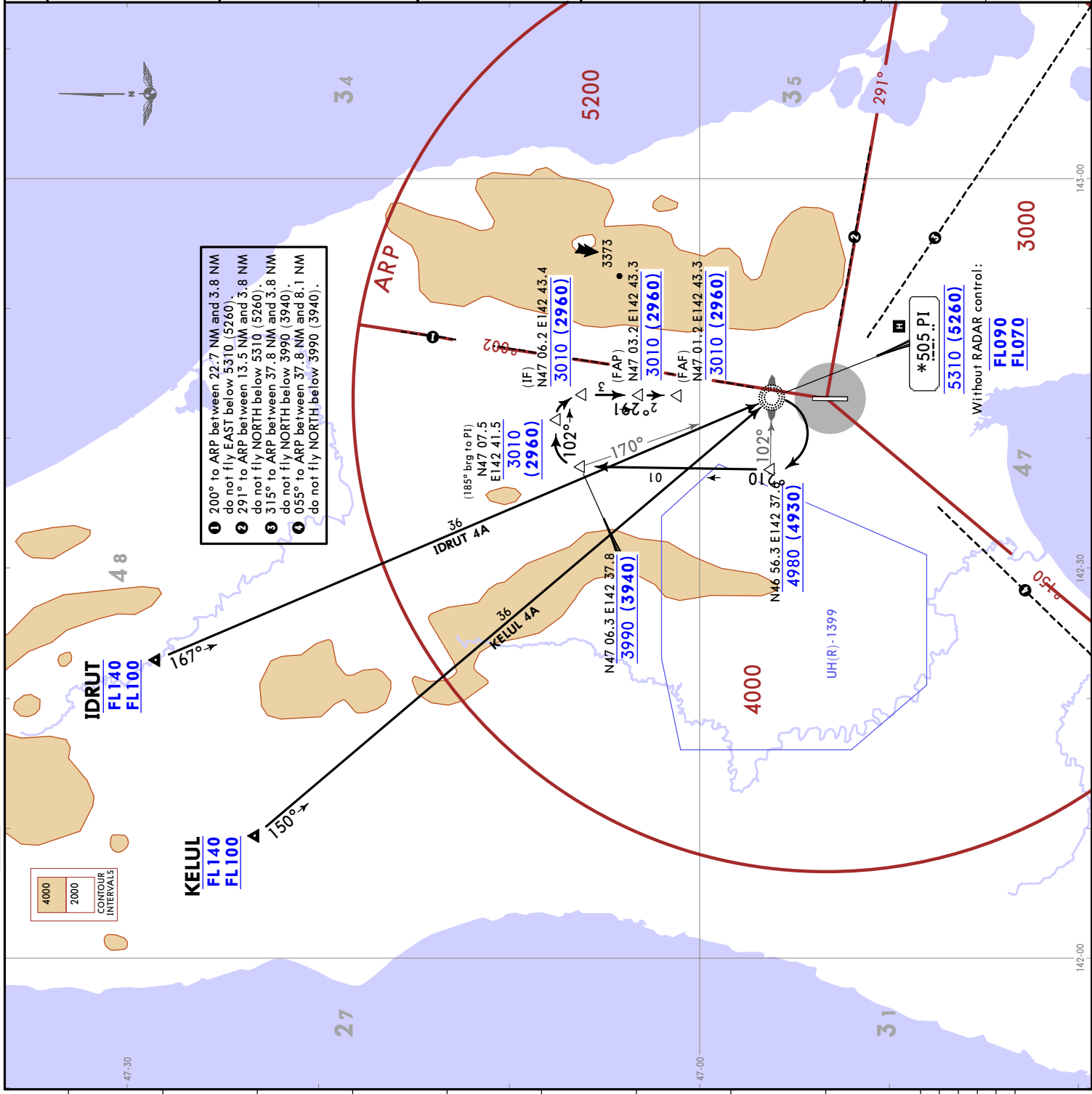
CAT C & D

AVAILABLE WHEN UH(R)-1399 IS NOT ACTIVE



ALT/HEIGHT CONVERSION	
QNH (QFE)	(QFE)
5310' (5260' - 1600m)	
4980' (4930' - 1500m)	
3990' (3940' - 1200m)	
3010' (2960' - 900m)	

STAR	ROUTING
IDRUT 4A	On 167° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
KELUL 4A	On 150° track to PI, turn RIGHT, 012° track to N46 56.3 E142 37.6 (102° bearing to PI), then to N47 06.3 E142 37.8, when passing 170° bearing to PI turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.6 E142 41.5) turn RIGHT, 192° track to FAP or FAF.



STAR
YUZHNO-SAKHALINSK, RUSSIA

JEPPESEN
 13 MAR 26 (10-2X4) Eff. 19 Mar

UHSS/UUS
 KHOMUTOVO

ATIS
 126.2

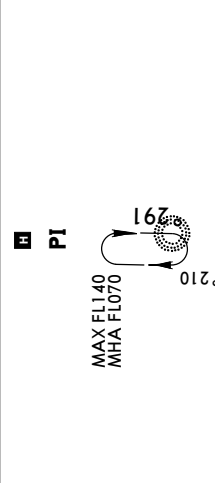
Apl Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

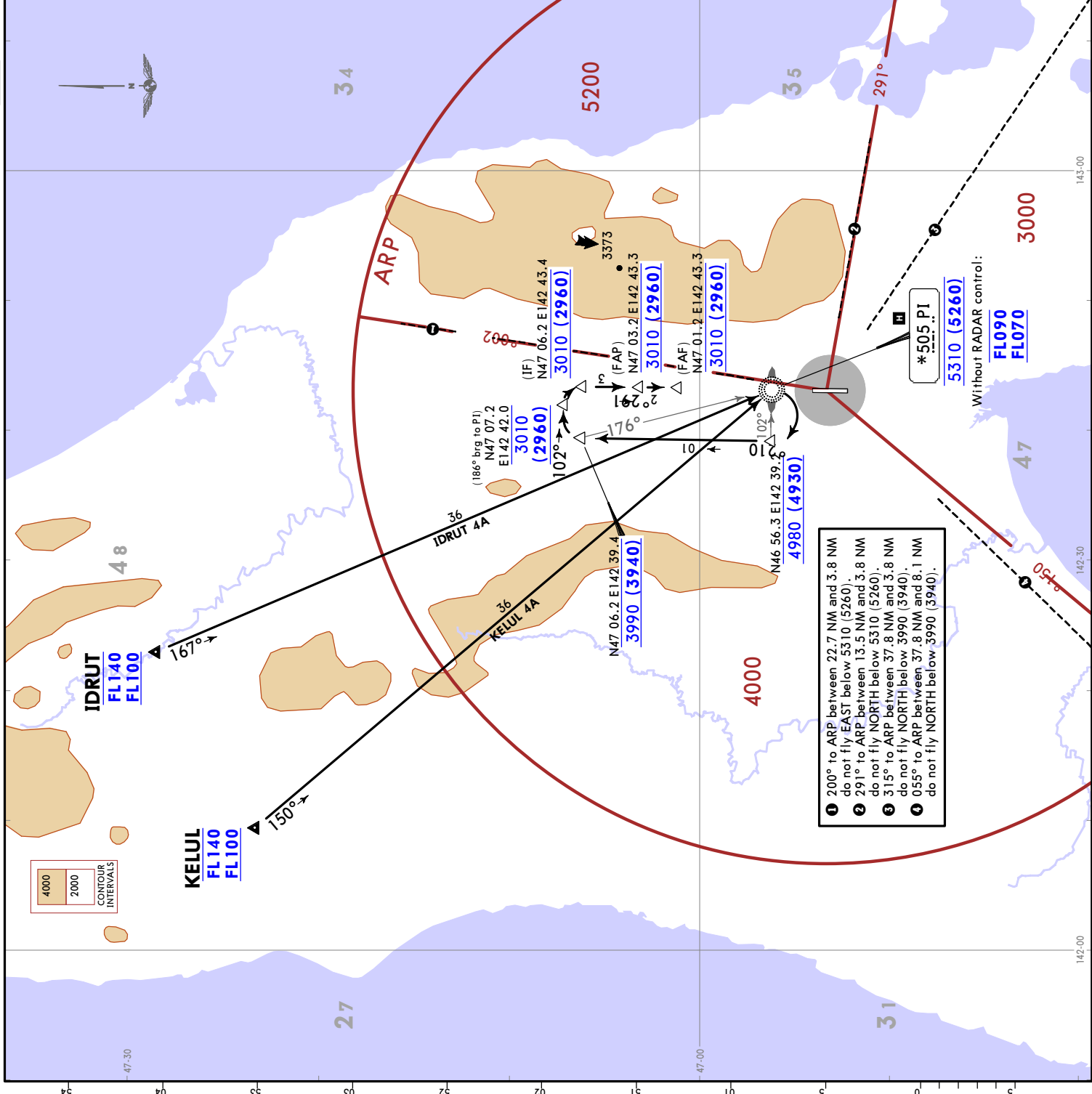
IDRUT 4A
KELUL 4A
ARRIVALS
(RWY 19)

CAT A & B



ALT./HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5260m)
4980'	(4930' - 1500m)
3990'	(3940' - 1200m)
3010'	(2960' - 900m)

STAR	ROUTING
IDRUT 4A	On 167° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.
KELUL 4A	On 150° track to PI, turn RIGHT, 012° track to N46 56.3 E142 39.2 (102° bearing to PI), then to N47 06.2 E142 39.4, when passing 176° bearing to PI turn RIGHT, 102° track, when passing 186° bearing to PI (N47 07.2 E142 42.0) turn RIGHT, 192° track to FAP or FAF.



YUZHNO-SAKHALINSK, RUSSIA
STAR

ATIS
126.2
Apl Elev
59

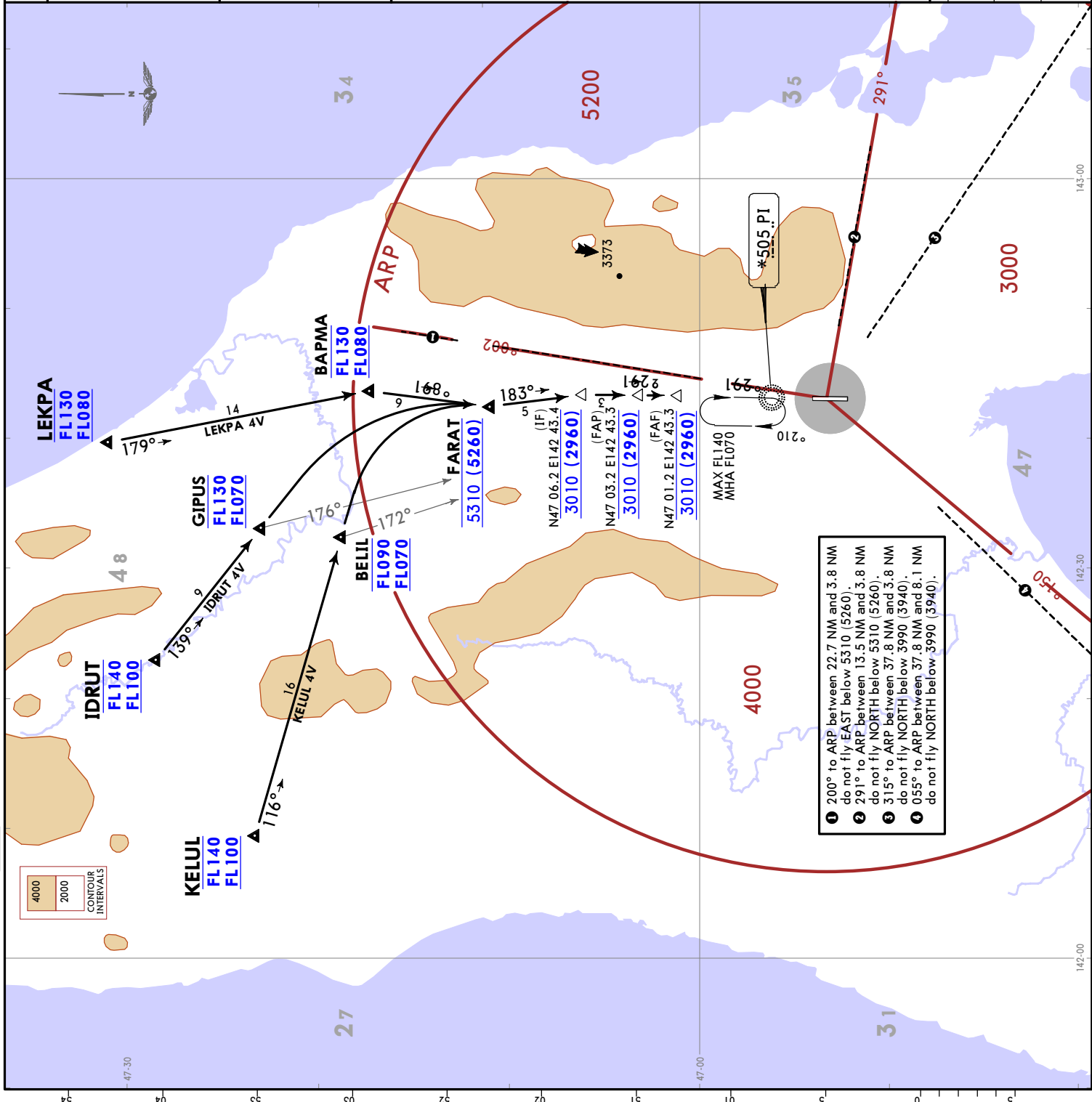
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
FL080 if pressure is less than 758 mm (1010.6 hPa)
FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

IDRUT 4V [IDRU4V]
KELUL 4V [KELU4V]
LEKPA 4V [LEKP4V]
ARRIVALS
(RWY 19)

ALT/HEIGHT CONVERSION	
QNH (QFE)	
5310' (5260')	1600m
3990' (3940')	1200m
3010' (2960')	900m

STAR	ROUTING
IDRUT 4V	On 139° track to GIPUS, turn RIGHT to FARAT, 183° track to IF (N47 06.2 E142 43.4), 192° track to FAP or FAF.
KELUL 4V	On 116° track to BELL, turn RIGHT to FARAT, 183° track to IF (N47 06.2 E142 43.4), 192° track to FAP or FAF.
LEKPA 4V	On 179° track to BAPMA, turn RIGHT, 198° track to FARAT, 183° track to IF (N47 06.2 E142 43.4), 192° track to FAP or FAF.



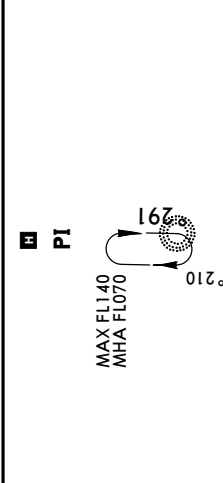
ATIS
 126.2
 Apl Elev
 59

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL070
 FL080 if pressure is less than 758 mm (1010.6 hPa)
 FL090 if pressure is less than 731 mm (974.6 hPa).

Descent and approach shall be executed via established STAR and APCH procedures using 'Direct to' procedure or via RADAR vectoring at altitudes not below 10-1R altitudes, taking into account low temperature effect.

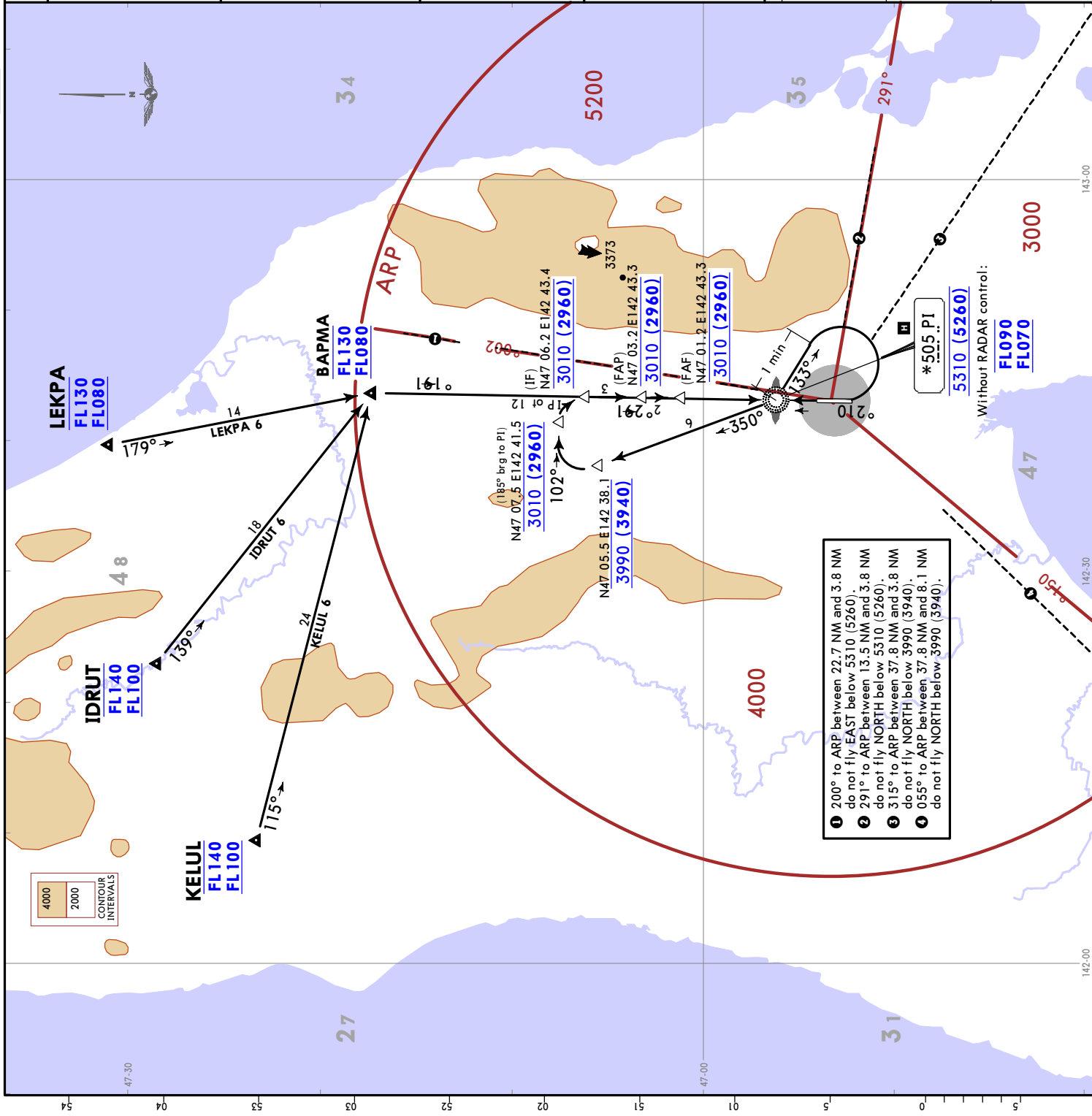
IDRUT 6
KELUL 6
LEKPA 6
ARRIVALS (RWY 19)

CAT C & D



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5310'	(5260' - 1600m)
3990'	(3940' - 1200m)
3010'	(2960' - 900m)

STAR	ROUTING
IDRUT 6	On 139° track to BAPMA, turn RIGHT 191° track to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° track to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
KELUL 6	On 115° track to BAPMA, turn RIGHT 191° track to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° track to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAP or FAF.
LEKPA 6	On 179° track to BAPMA, turn RIGHT 191° track to PI, turn LEFT, 133° track, after 1 minute turn RIGHT to PI, 350° track to N47 05.5 E142 38.1, turn RIGHT, 102° track, when passing 185° bearing to PI (N47 07.5 E142 41.5) turn RIGHT, 192° track to FAP or FAF.



YUZHNO-SAKHALINSK, RUSSIA

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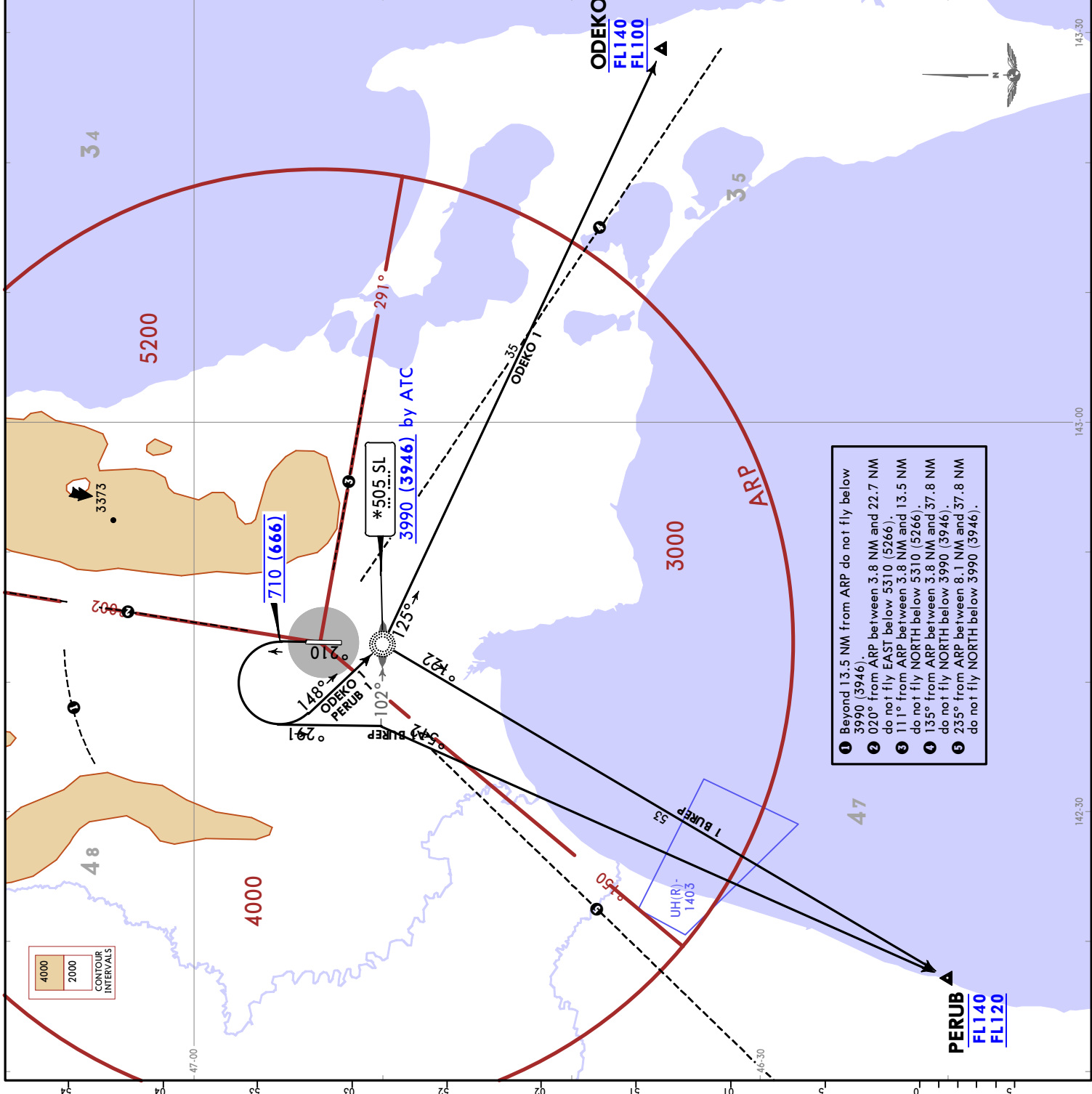
13 OCT 23 10-3

JEPPesen

SID

QNH on request (QFE)
Trans alt: 5310 (5266)

ODEKO 1 [ODEKO1]
PERUB 1 [PERUB1]
PERUB 1A [PERUB1A]
DEPARTURES
(RWY 01)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
710'	(666' - 200m)
3990'	(3946' - 1200m)
5310'	(5266' - 1600m)

SID	ROUTING
ODEKO 1	Climb on take-off heading, at 710 (666) turn LEFT, 148° track to Sl, turn LEFT, 125° track to ODEKO.
PERUB 1	Climb on take-off heading, at 710 (666) turn LEFT, 148° track to Sl, turn RIGHT, 221° track to PERUB.
PERUB 1A	Climb on take-off heading, at 710 (666) turn LEFT, 192° track, when crossing 102° bearing to Sl, turn RIGHT, 215° track to PERUB.

6 Available when UH(R)-1403 is not active.

- Beyond 13.5 NM from ARP do not fly below 3990 (3946).
- 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310 (5266).
- 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310 (5266).
- 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990 (3946).
- 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990 (3946).

YUZHNO-SAKHALINSK, RUSSIA

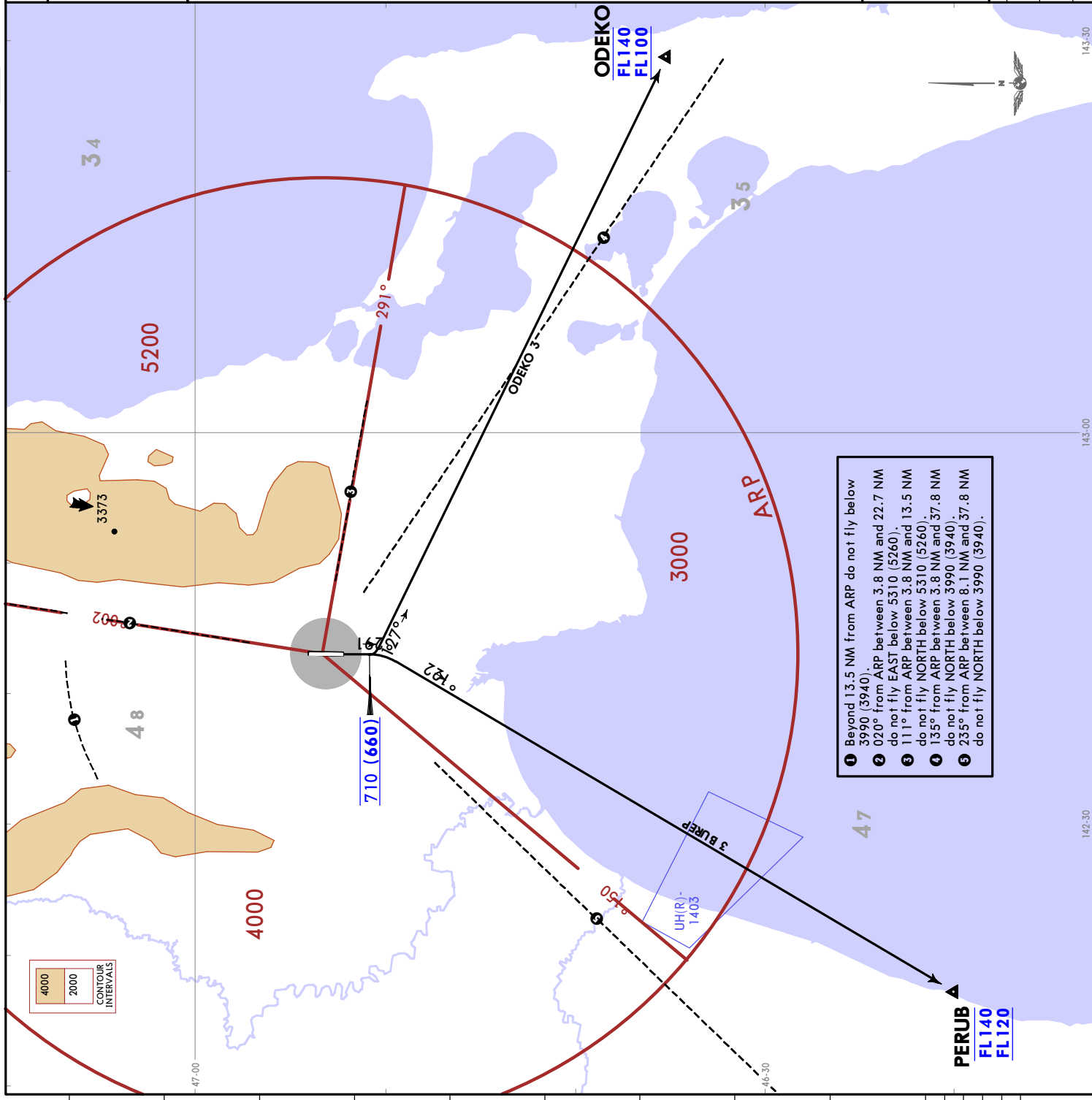
JEPPESEN
13 OCT 23 (10-3A)

UHSS/UUS
KHOMUTOVO

SID

Apt Elev 59	GNH on request (QFE) Trans alt: 5310 (5260)
ODEKO 3 PERUB 3 DEPARTURES (RWY 19)	

ALT/HEIGHT CONVERSION QNH (QFE) 710' (660' - 200m) 3990' (3940' - 1200m) 5310' (5260' - 1600m)	
SID	ROUTING
ODEKO 3	Climb on take-off heading, at 710 (660) turn LEFT, 127° track to ODEKO.
PERUB 3	Climb on take-off heading, at 710 (660) turn RIGHT, 221° track to PERUB.
6 Available when UH(R)-1403 is not active.	



- 1 Beyond 13.5 NM from ARP do not fly below 3990 (3940).
- 2 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310 (5260).
- 3 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310 (5260).
- 4 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990 (3940).
- 5 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990 (3940).

4000
2000
CONTOUR
INTERVALS

PERUB
FL140
FL120

ODEKO
FL140
FL100

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev
59

GNH on request (QFE)
Trans alt: 5310 (5266)

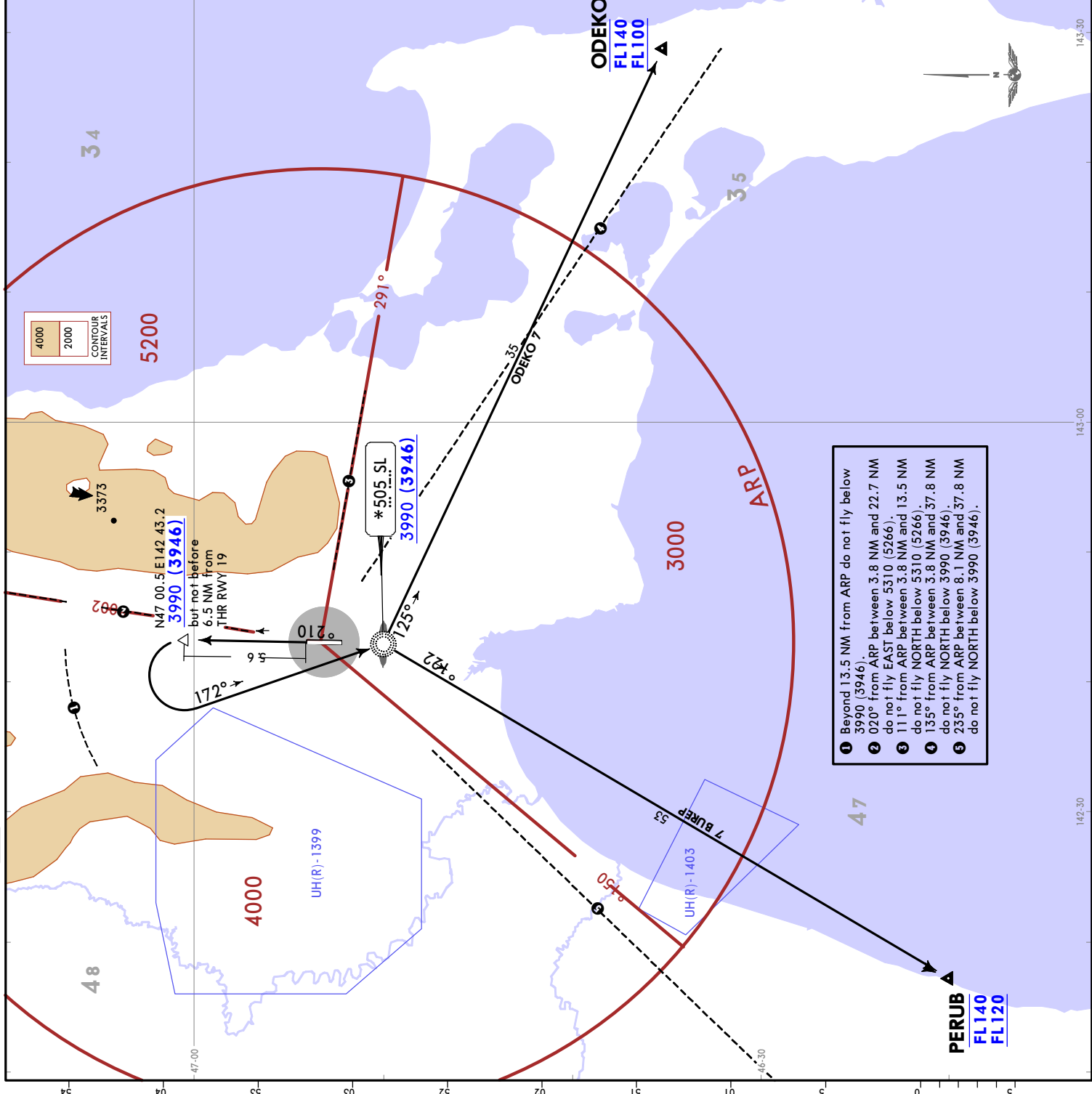
ODEKO 7
PERUB 7
DEPARTURES
(RWY 01)

CAT C & D

AVAILABLE WHEN UH(R)-1399 IS ACTIVE

SID	ROUTING
ODEKO 7	Climb on take-off heading, at or above 3990 (3946) but not before 6.5 NM from THR RWY 19 turn LEFT, 172° track to SL, turn LEFT, 125° track to ODEKO.
PERUB 7	Climb on take-off heading, at or above 3990 (3946) but not before 6.5 NM from THR RWY 19 turn LEFT, 172° track to SL, turn RIGHT, 221° track to PERUB.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990'	(3946' - 1200m)
5310'	(5266' - 1600m)



- Beyond 13.5 NM from ARP do not fly below 3990 (3946).
- 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310 (5266).
- 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310 (5266).
- 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990 (3946).
- 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990 (3946).

JEPPesen
13 OCT 23 (10-3B)

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YUZHNO-SAKHALINSK, RUSSIA

JEPPESEN
13 OCT 23 (10-3C)

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KHOMUTOVO

10-3C

10-3C

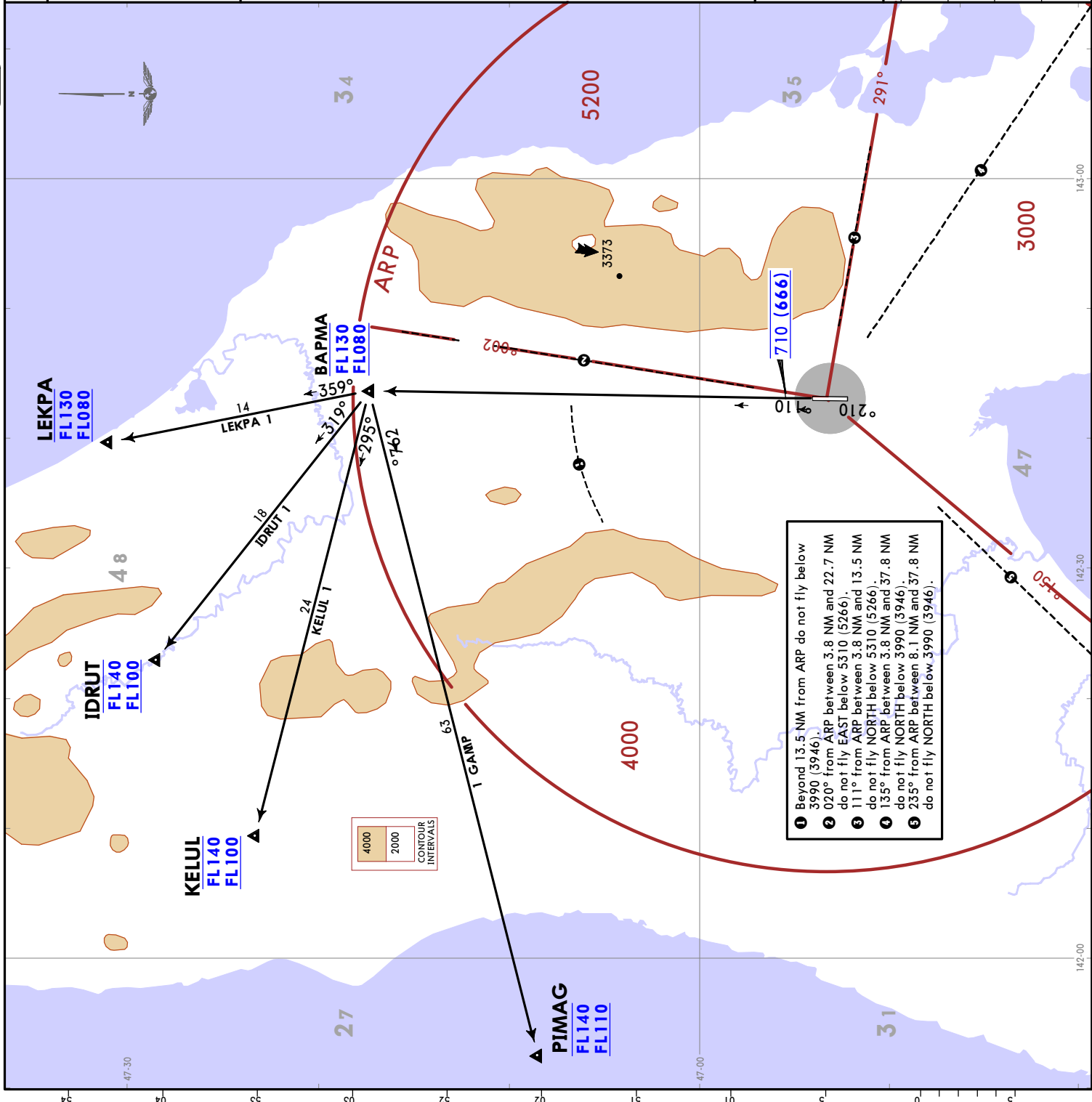
10-3C

10-3C

10-3C

10-3C

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5266)
IDRUT 1 KELUL 1 LEKPA 1 PIMAG 1 DEPARTURES (RWY 01)	
ALT/HEIGHT CONVERSION QNH (QFE) 710' (666' - 200m) 3990' (3946' - 1200m) 5310' (5266' - 1600m)	
SID	ROUTING
IDRUT 1	Climb on take-off heading, at 710 (660) turn LEFT, 011° track to BAPMA turn LEFT, 319° track to IDRUT.
KELUL 1	Climb on take-off heading, at 710 (660) turn LEFT, 011° track to BAPMA turn LEFT, 295° track to KELUL.
LEKPA 1	Climb on take-off heading, at 710 (660) turn LEFT, 011° track to BAPMA turn LEFT, 359° track to LEKPA.
PIMAG 1	Climb on take-off heading, at 710 (660) turn LEFT, 011° track to BAPMA turn LEFT, 267° track to PIMAG.



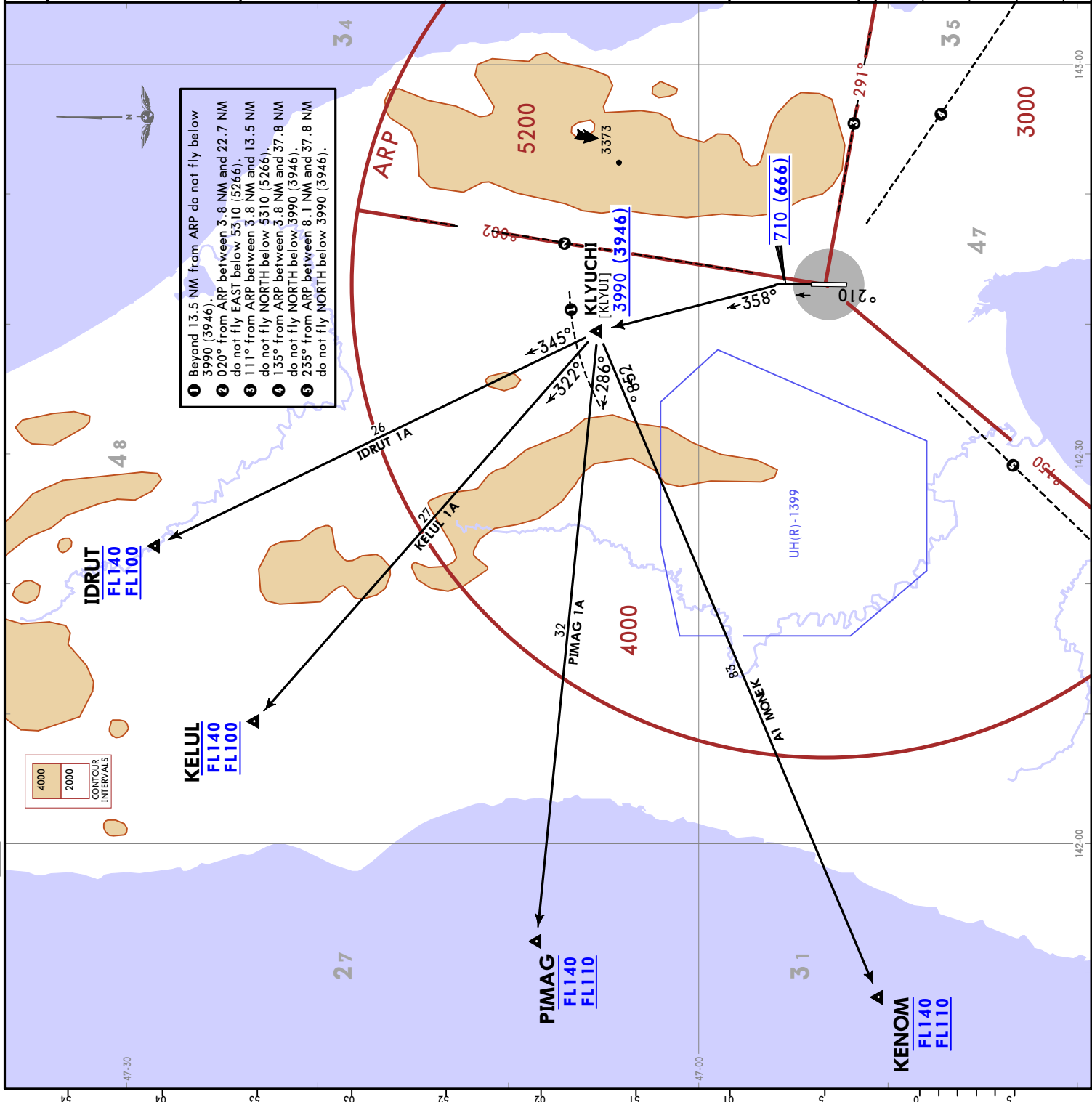
YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5266)
IDRUT 1A [IDRU1A] KELUL 1A [KELU1A] KENOM 1A [KENO1A] PIMAG 1A [PIMA1A] DEPARTURES (RWY 01)	

SID	ROUTING
IDRUT 1A	Climb on take-off heading, at 710 (666) turn LEFT, 358° track to KLYUCHI turn LEFT, 345° track to IDRUT.
KELUL 1A	Climb on take-off heading, at 710 (666) turn LEFT, 358° track to KLYUCHI turn LEFT, 322° track to KELUL.
KENOM 1A	Climb on take-off heading, at 710 (666) turn LEFT, 358° track to KLYUCHI turn LEFT, 258° track to KENOM.
PIMAG 1A	Climb on take-off heading, at 710 (666) turn LEFT, 358° track to KLYUCHI turn LEFT, 286° track to PIMAG.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710'	(666' - 200m)
3990'	(3946' - 1200m)
5310'	(5266' - 1600m)



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JEPPESSEN
13 OCT 23 (10-3D)

YUZHNO-SAKHALINSK, RUSSIA

JEPPesen
13 OCT 23 10-3E

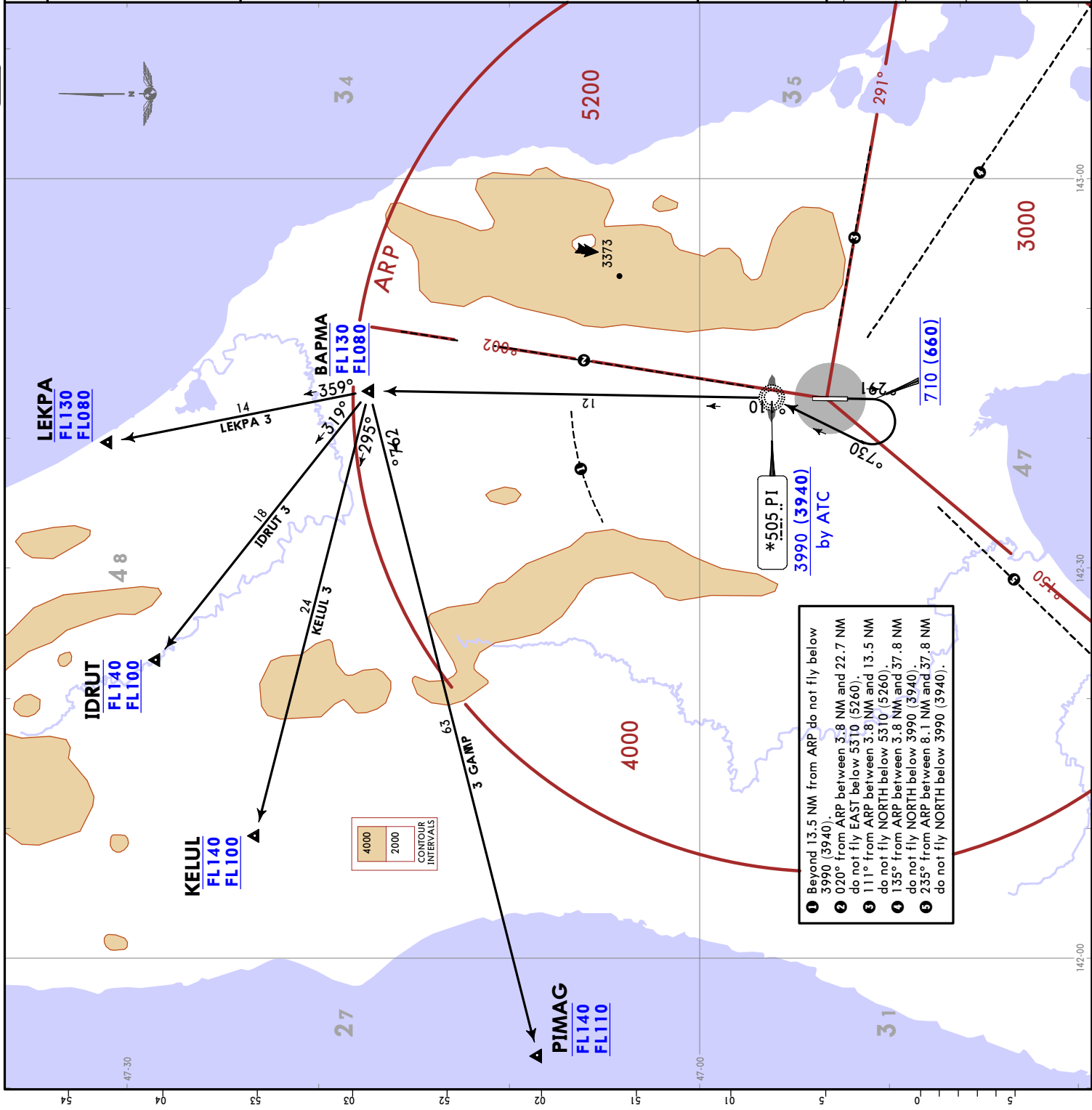
UHSS/UUS
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SID

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5260)
IDRUT 3 KELUL 3 LEKPA 3 PIMAG 3 DEPARTURES (RWY 19)	

SID	ROUTING
IDRUT 3	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 319° track to IDRUT.
KELUL 3	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 295° track to KELUL.
LEKPA 3	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 359° track to LEKPA.
PIMAG 3	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 267° track to PIMAG.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
710'	(660' - 200m)
3990'	(3940' - 1200m)
5310'	(5260' - 1600m)



- 1 Beyond 13.5 NM from ARP do not fly below 3990 (3940).
- 2 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310 (5260).
- 3 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310 (5260).
- 4 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990 (3940).
- 5 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990 (3940).

4000
2000
CONTOUR
INTERVALS

YUZHNO-SAKHALINSK, RUSSIA

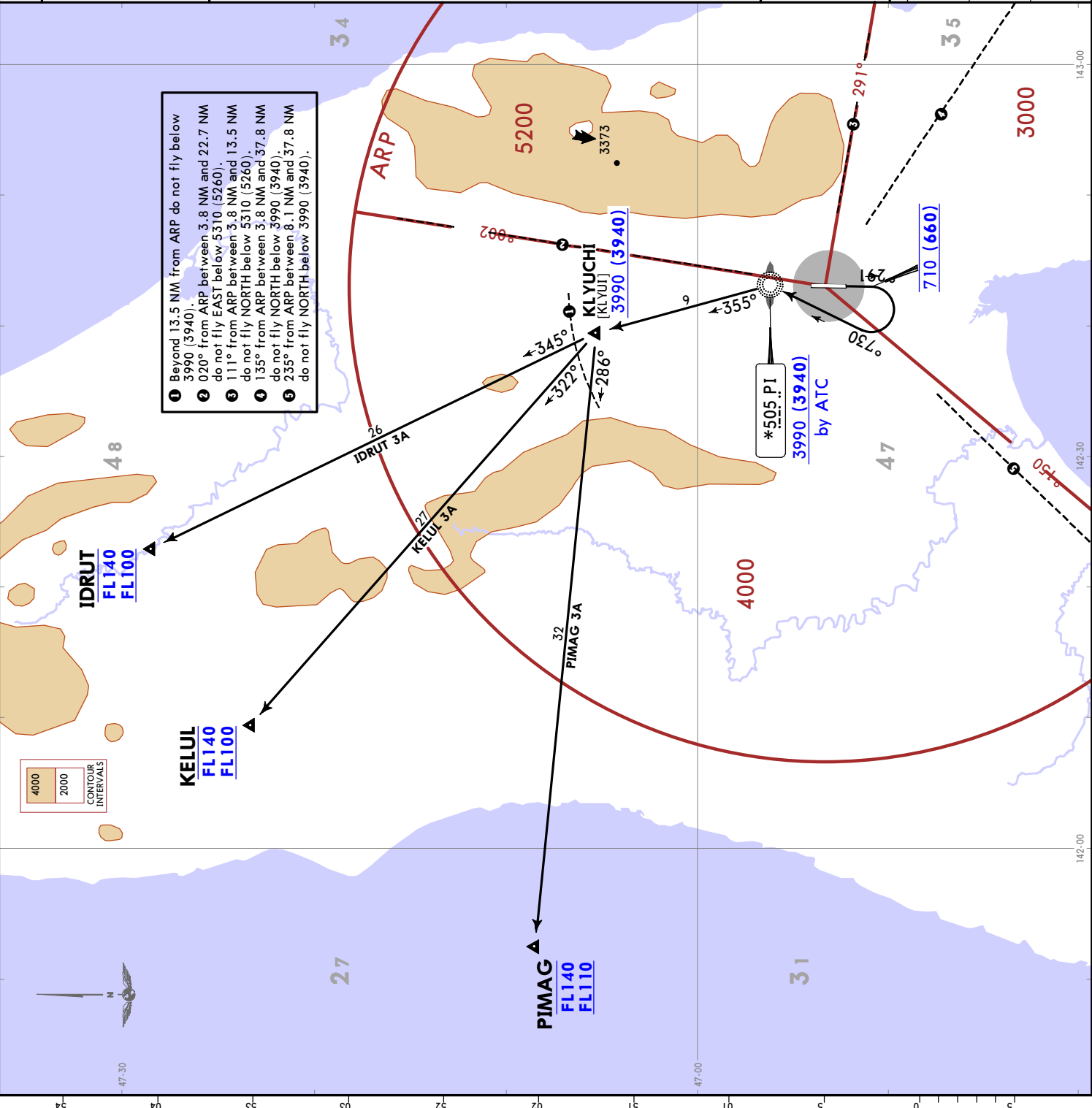
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KHOMUTOVO

JEPPesen
13 OCT 23 10-3F

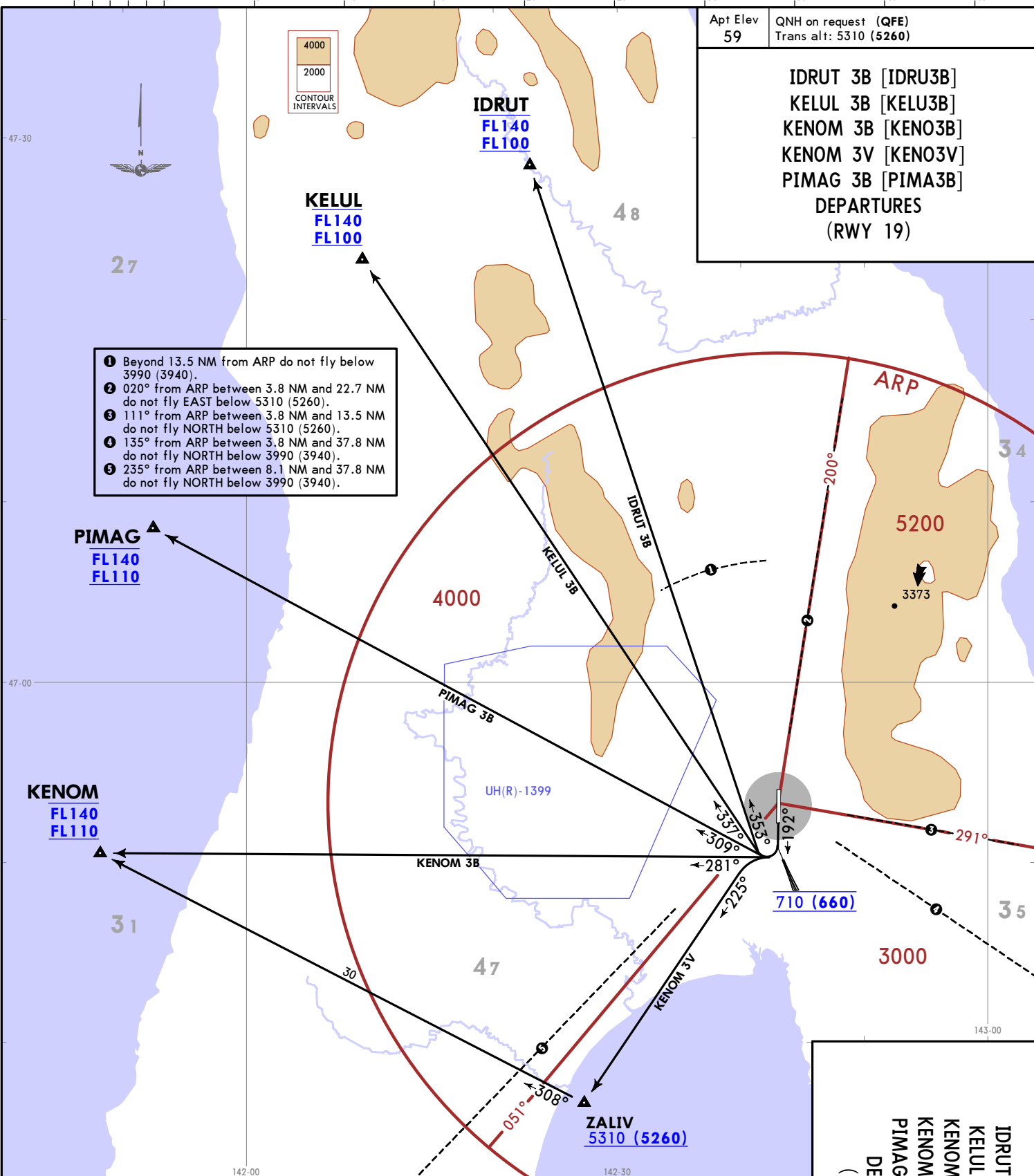
SID

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5260)
IDRUT 3A [IDRU3A] KELUL 3A [KELU3A] PIMAG 3A [PIMA3A] DEPARTURES (RWY 19)	

ALT/HEIGHT CONVERSION QNH (QFE) 710' (660' - 200m) 3990' (3940' - 1200m) 5310' (5260' - 1600m)	
SID	ROUTING
IDRUT 3A	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 345° track to IDRUT.
KELUL 3A	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 322° track to KELUL.
PIMAG 3A	Climb on take-off heading, at 710 (660) turn RIGHT, 037° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 286° track to PIMAG.



CHANGES: Distances withdrawn.



Apt Elev 59 QNH on request (QFE)
Trans alt: 5310 (5260)

IDRUT 3B [IDRU3B]
KELUL 3B [KELU3B]
KENOM 3B [KENO3B]
KENOM 3V [KENO3V]
PIMAG 3B [PIMA3B]
DEPARTURES
(RWY 19)

- 1 Beyond 13.5 NM from ARP do not fly below 3990 (3940).
- 2 020° from ARP between 3.8 NM and 22.7 NM do not fly EAST below 5310 (5260).
- 3 111° from ARP between 3.8 NM and 13.5 NM do not fly NORTH below 5310 (5260).
- 4 135° from ARP between 3.8 NM and 37.8 NM do not fly NORTH below 3990 (3940).
- 5 235° from ARP between 8.1 NM and 37.8 NM do not fly NORTH below 3990 (3940).

ALT/HEIGHT CONVERSION
QNH (QFE)

710'	(660' - 200m)
3990'	(3940' - 1200m)
5310'	(5260' - 1600m)

SID	ROUTING
IDRUT 3B ⑥ BY ATC	Climb on take-off heading, at 710 (660) turn RIGHT, 353° track to IDRUT.
KELUL 3B ⑥ BY ATC	Climb on take-off heading, at 710 (660) turn RIGHT, 337° track to KELUL.
KENOM 3B ⑥ BY ATC	Climb on take-off heading, at 710 (660) turn RIGHT, 281° track to KENOM.
KENOM 3V BY ATC	Climb on take-off heading, at 710 (660) turn RIGHT, 225° track to ZALIV, turn RIGHT, 308° track to KENOM.
PIMAG 3B ⑥ BY ATC	Climb on take-off heading, at 710 (660) turn RIGHT, 309° track to PIMAG.

⑥ Available when UH(R)-1399 is not active.

IDRUT 3B [IDRU3B]
KELUL 3B [KELU3B]
KENOM 3B [KENO3B]
KENOM 3V [KENO3V]
PIMAG 3B [PIMA3B]
DEPARTURES
(RWY 19)

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 Kholmutovo
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 JEPPESSEN
 10-3G
 YUZHNO-SAKHALINSK, RUSSIA
 SID

YUZHNO-SAKHALINSK, RUSSIA

UHSS/USU
KHOMUTOVO

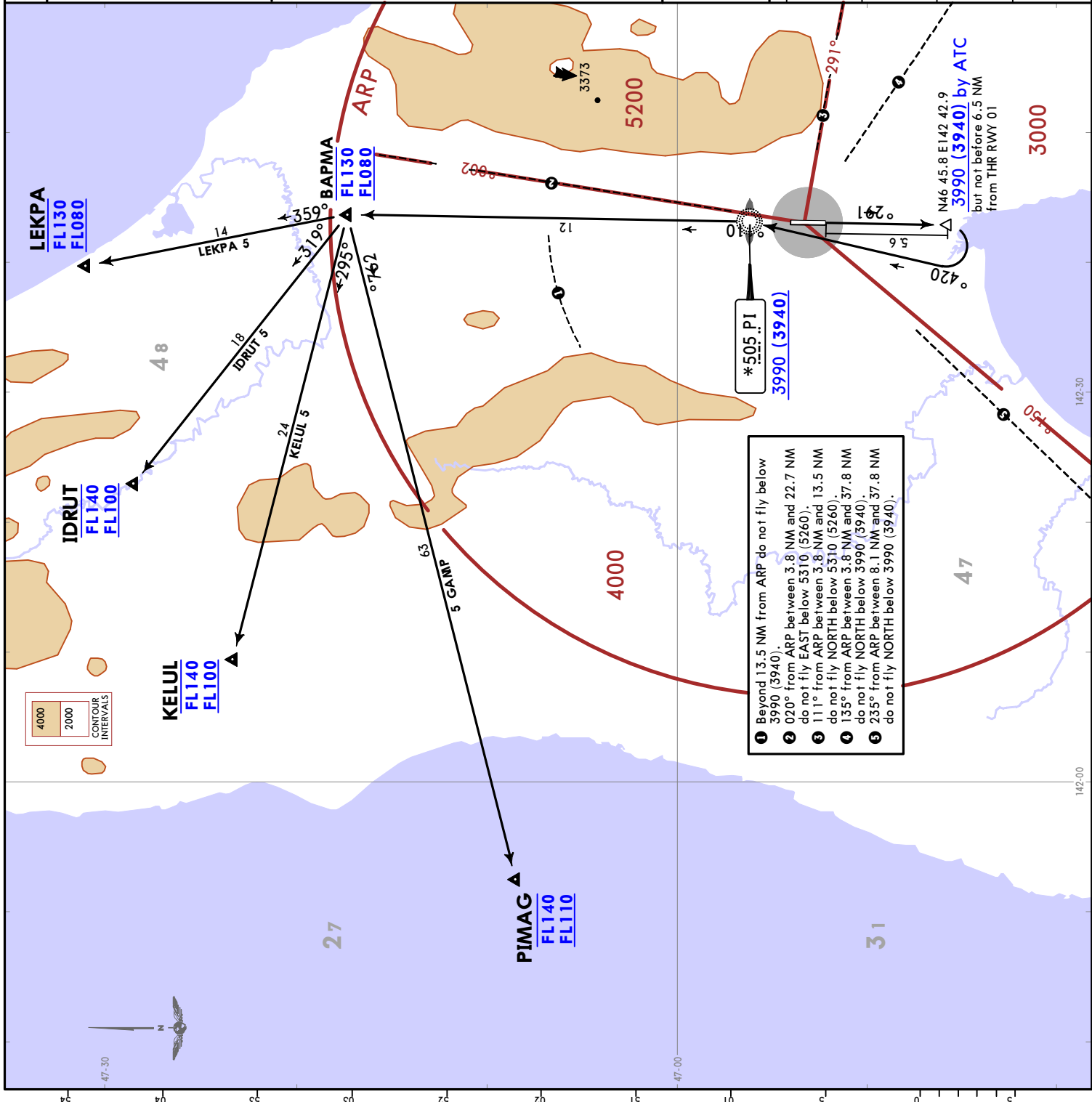
JEPPESSEN
13 OCT 23 (10-3H)

13 OCT 23 (10-3H)

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5260)
IDRUT 5 KELUL 5 LEKPA 5 PIMAG 5 DEPARTURES (RWY 19) CAT C & D	

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990'	(3940' - 1200m)
5310'	(5260' - 1600m)

SID	ROUTING
IDRUT 5	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 319° track to IDRUT.
KELUL 5	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 295° track to KELUL.
LEKPA 5	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 359° track to LEKPA.
PIMAG 5	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 011° track to BAPMA turn LEFT, 267° track to PIMAG.



YUZHNO-SAKHALINSK, RUSSIA

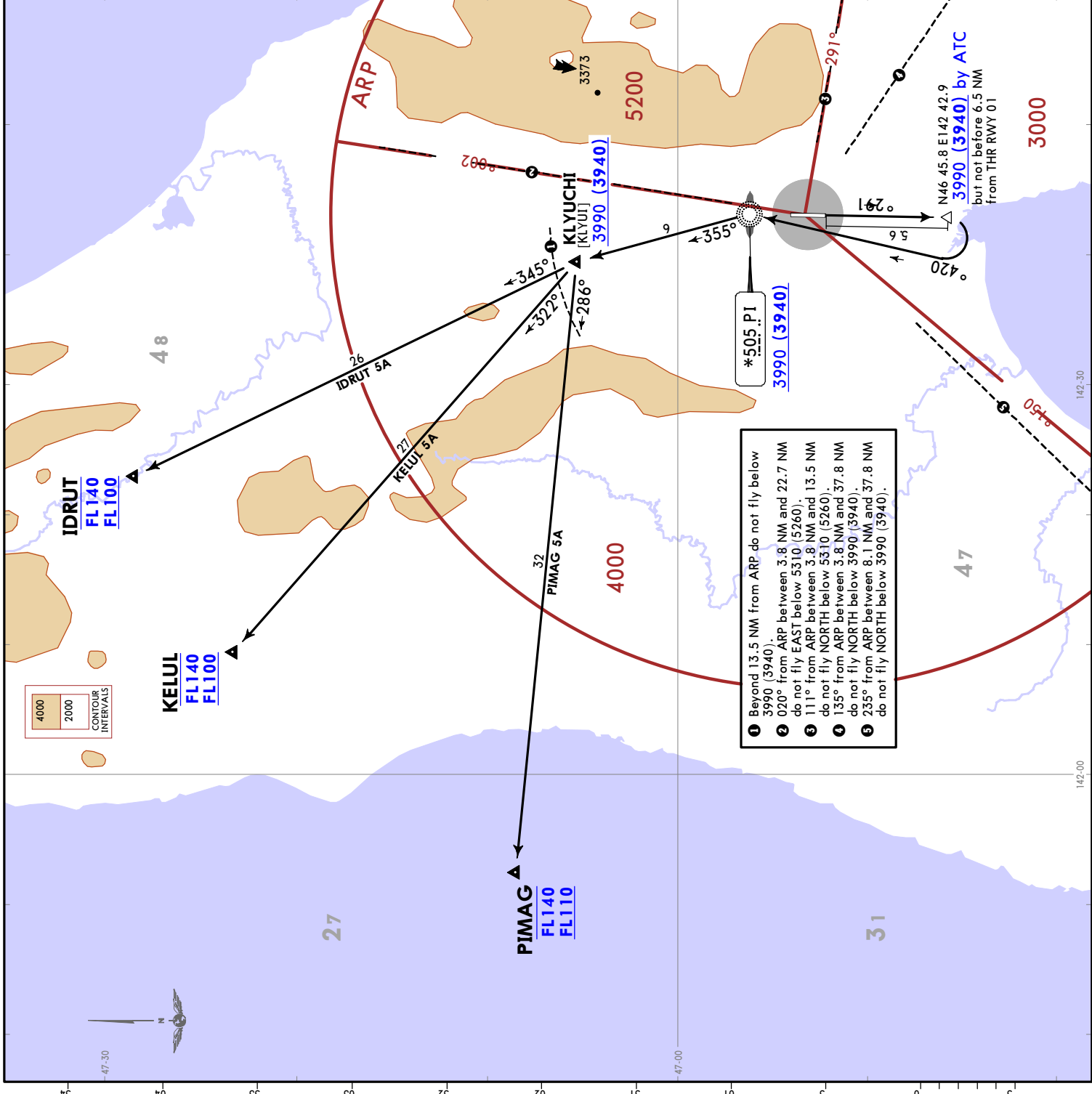
JEPPesen
13 OCT 23 (10-3J)

UHSS/UIUS
KHOMUTOVO

SID

Apt Elev 59	QNH on request (QFE) Trans alt: 5310 (5260)
IDRUT 5A [IDRU5A] KELUL 5A [KELU5A] PIMAG 5A [PIMA5A] DEPARTURES (RWY 19) [CAT C & D]	

ALT/HEIGHT CONVERSION (QFE) 3990' (3940' - 1200m) 5310' (5260' - 1600m)	
SID	ROUTING
IDRUT 5A	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 345° track to IDRUT.
KELUL 5A	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 322° track to KELUL.
PIMAG 5A	Climb on take-off heading, at or above 3990 (3940) (by ATC), but not before 6.5 NM from THR RWY 01 turn RIGHT, 024° track to PI, turn LEFT, 355° track to KLYUCHI turn LEFT, 286° track to PIMAG.



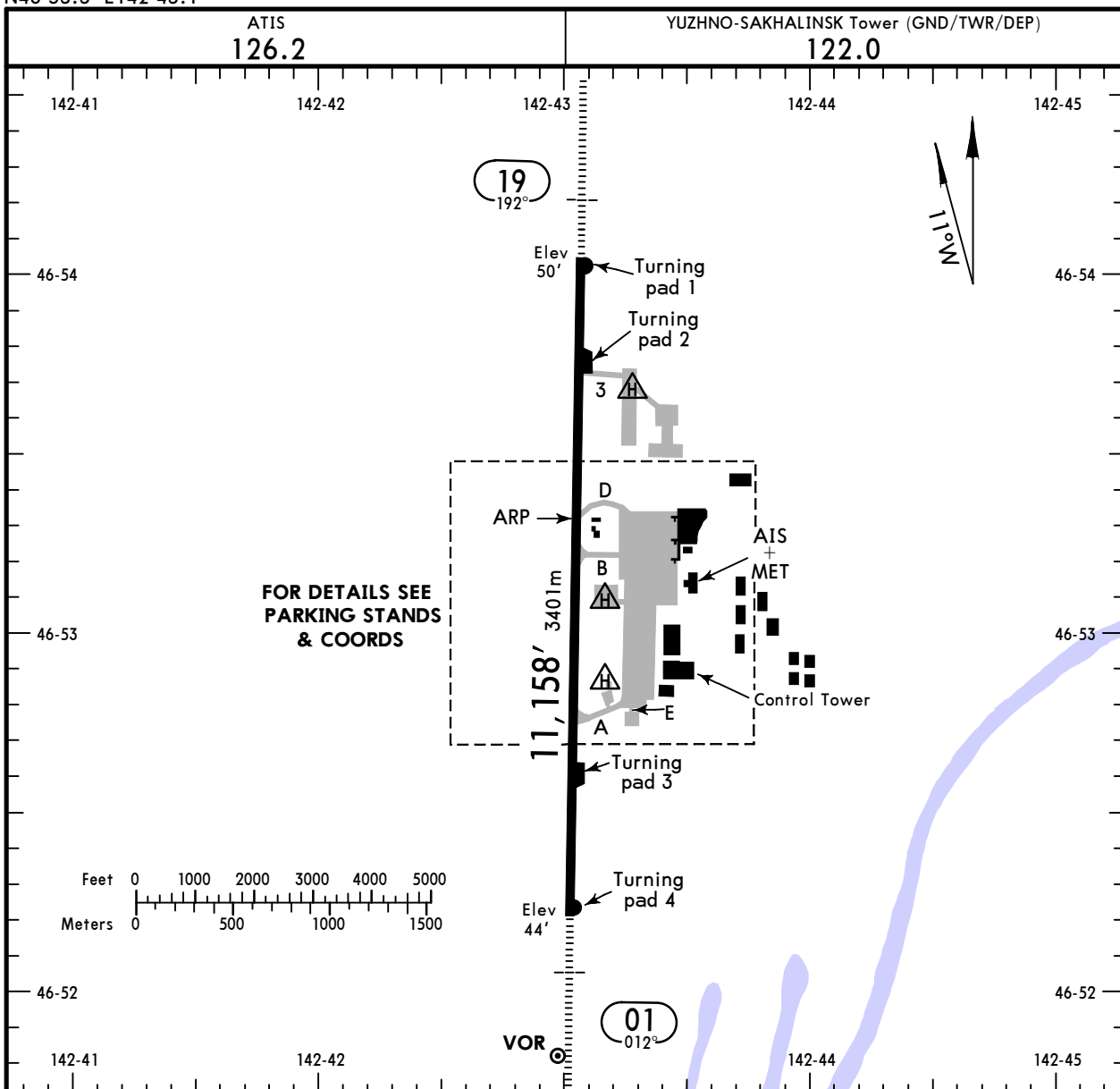
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Apt Elev 59'
N46 53.3 E142 43.1

JEPPesen YUZHNO-SAKHALINSK, RUSSIA

16 FEB 24 (10-9) Eff 22 Feb

KHOMUTOVO



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) ① HIALS PAPI-L (angle 2.67°) ② RVR	USABLE LENGTHS		TAKE-OFF ③	WIDTH
		Threshold	Glide Slope		
01	HIRL (60m) ① HIALS PAPI-L (angle 2.67°) ② RVR		10,186' 3105m	③	148' 45m
19	HIRL (60m) ① HIALS PAPI-L (angle 3.0°) ② RVR		10,125' 3086m		

① Length 900m.

② Except B777-300 and its modifications.

③ TAKE-OFF RUN AVAILABLE

RWY 01:	From rwy head	11,158' (3401m)	RWY 19:	From rwy head	11,158' (3401m)
	turning pad 3	8881' (2707m)		turning pad 2	9554' (2912m)
	twy A int	7858' (2395m)		twy D int	7592' (2314m)
	twy B int	5062' (1543m)		twy B int	6168' (1880m)
	twy D int	3661' (1116m)		twy A int	3412' (1040m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

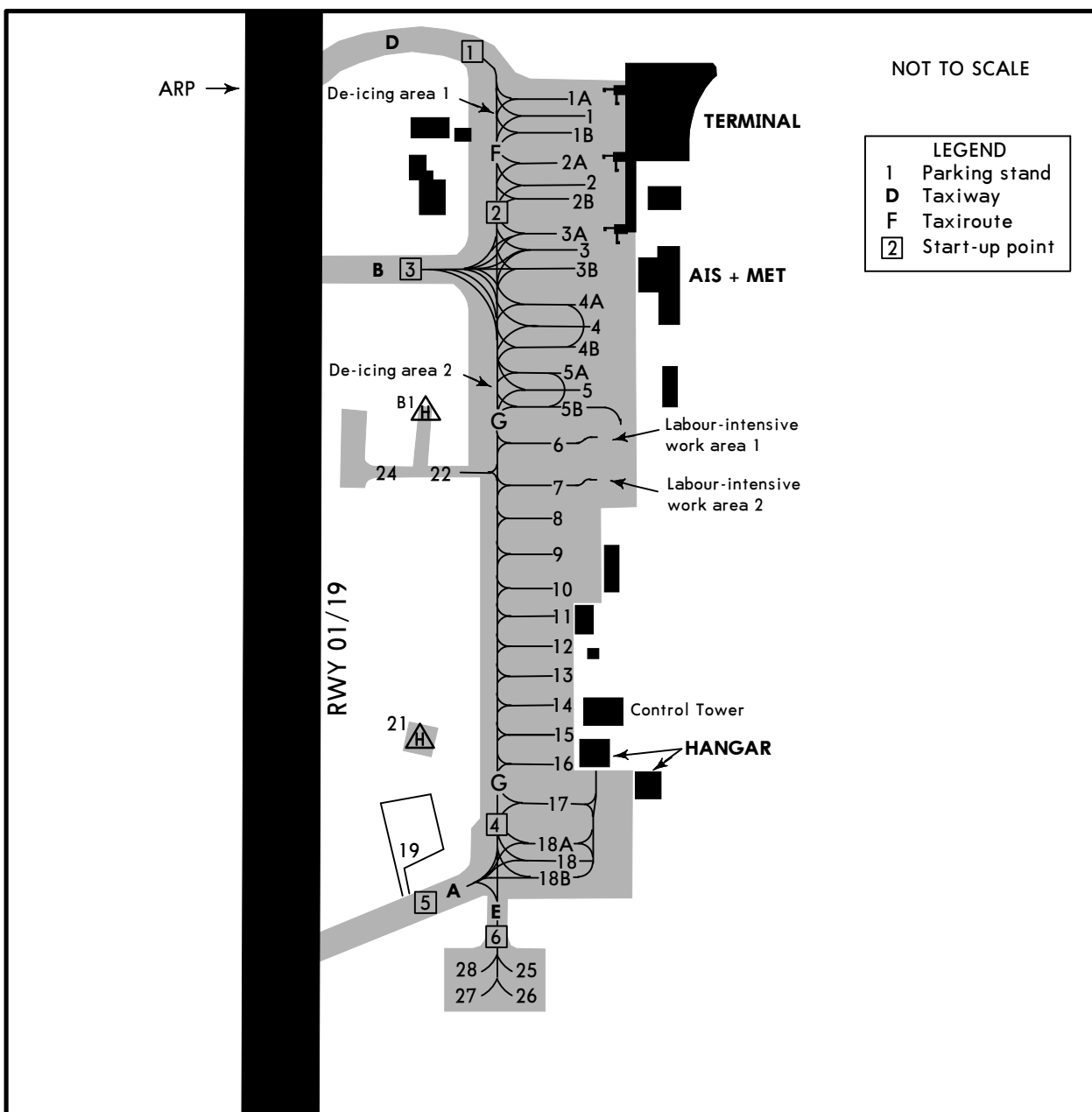
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UHSS/UUS

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 FEB 24 (10-9A) Eff 22 Feb

KHOMUTOVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
5 thru 7	N46 53.1 E142 43.3	21	N46 52.9 E142 43.2
8 thru 12	N46 53.0 E142 43.3	24, B1	N46 53.1 E142 43.2
13 thru 17	N46 52.9 E142 43.3		
18 thru 18B	N46 52.8 E142 43.3		
19	N46 52.8 E142 43.2		

UHSS/UUS

3 MAY 19

JEPPESEN

Standard

10-9S YUZHNO-SAKHALINSK, RUSSIA
KHOMUTOVO

STRAIGHT-IN RWY		A	B	C	D
01	ILS	244'(200')	244'(200')	244'(200')	244'(200')
	FULL	R550m①	R550m①	R550m①	R550m①
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ②③	400'(356')	400'(356')	400'(356')	400'(356')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
	2 NDB ④	1040'(996')	1040'(996')	1040'(996')	1040'(996')
ALS out	R4000m R4700m	R4000m R4700m	R4200m R4900m	R4200m R4900m	
S Lctr ②③		480'(436')	480'(436')	480'(436')	480'(436')
	ALS out	R1300m R1500m	R1300m R1500m	R1300m R2000m	R1300m R2000m
	S Lctr ④	870'(826')	870'(826')	900'(856')	900'(856')
ALS out	R3300m R4000m	R3300m R4000m	R3700m R4400m	R3700m R4400m	
19	ILS	250'(200')	250'(200')	250'(200')	250'(200')
	FULL	R550m①	R550m①	R550m①	R550m①
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ②③	450'(400')	450'(400')	550'(500')	550'(500')
	ALS out	R1100m R1500m	R1100m R1500m	R1500m R2300m	R1500m R2300m
	2 NDB ④	2120'(2070')	2120'(2070')	2120'(2070')	2120'(2070')
ALS out	R5000m	R5000m	R5000m	R5000m	
P Lctr ②③		1050'(1000')	1050'(1000')	1050'(1000')	1050'(1000')
	ALS out	R3800m R4500m	R3800m R4500m	R3800m R4500m	R3800m R4500m
P Lctr ④	1810'(1760')	1810'(1760')	1810'(1760')	1810'(1760')	
ALS out	R5000m	R5000m	R5000m	R5000m	

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.
- ③ With FAF.
- ④ W/o FAF.

TAKE-OFF

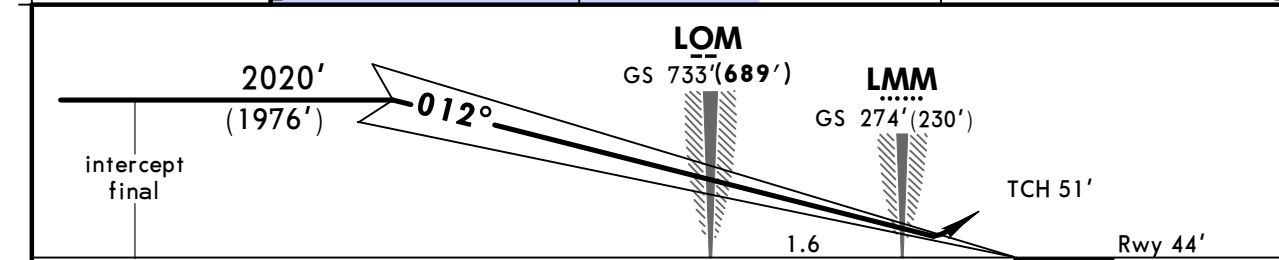
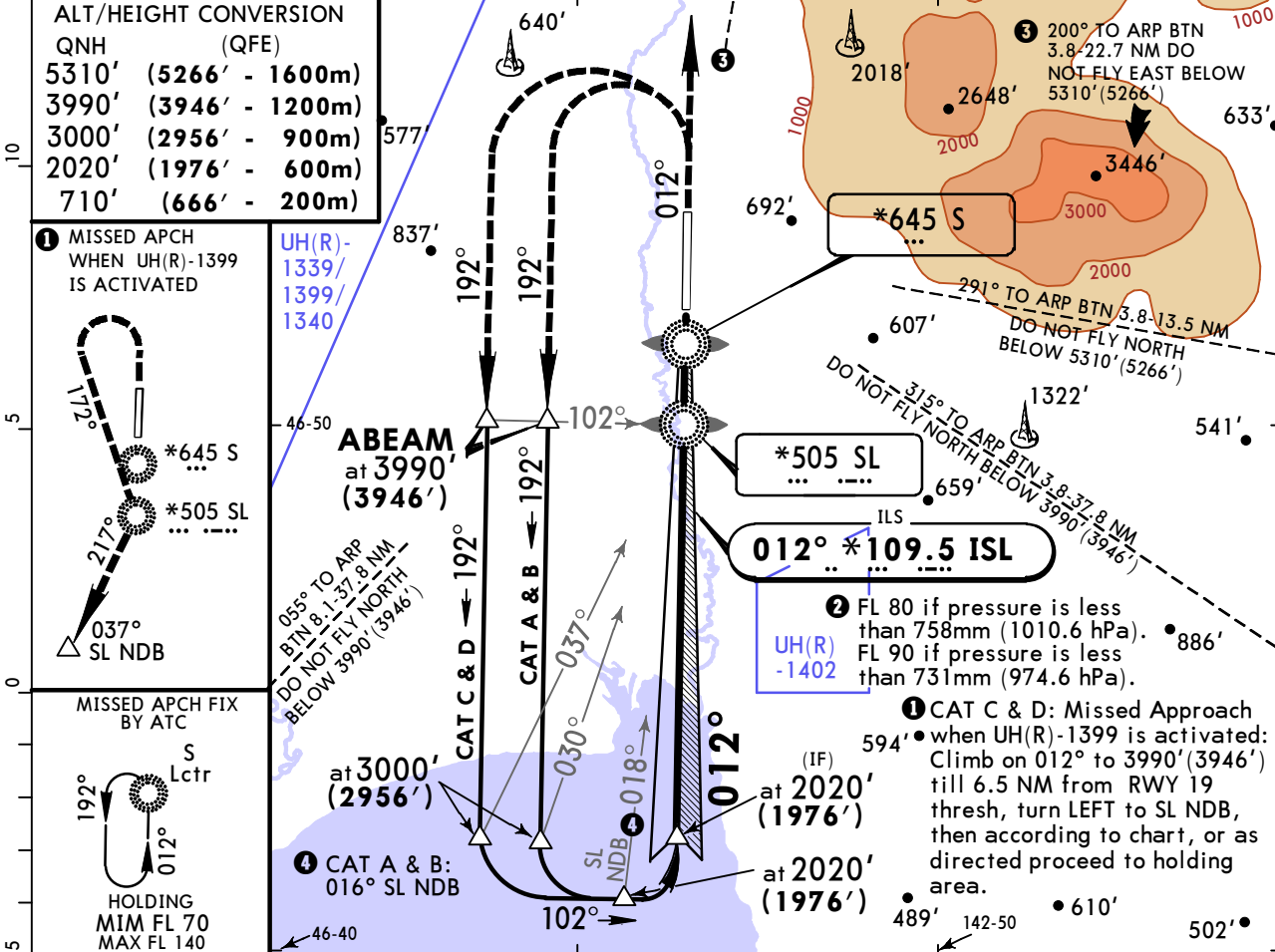
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	R300m	400m	500m
D			

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**JEPPESEN YUZHNO-SAKHALINSK, RUSSIA
29 SEP 23 (11-1) Eff 5 Oct ILS Rwy 01**

ATIS 126.2	YUZHNO-SAKHALINSK Tower (APP) 122.0	YUZHNO-SAKHALINSK Radar (TWR) 120.6	YUZHNO-SAKHALINSK Tower 122.0	Ground 122.0
LOC ISL *109.5	Final Apch Crs 012°	GS LOM 733'(689')	ILS DA(H) 244'(200')	Apt Elev 59' Rwy 44'
MISSED APCH: Climb on 012° to 710'(666') (MAX 220 KT), then turn LEFT onto 192° climbing to 3990'(3946') to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ①				<p>MSA ARP</p>

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ② Trans alt: 5310'(5266')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
GS	2.67°	331	425	472	567	756		

STRAIGHT-IN LANDING RWY 01		LOC (GS out)	
ILS DA(H) 244'(200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

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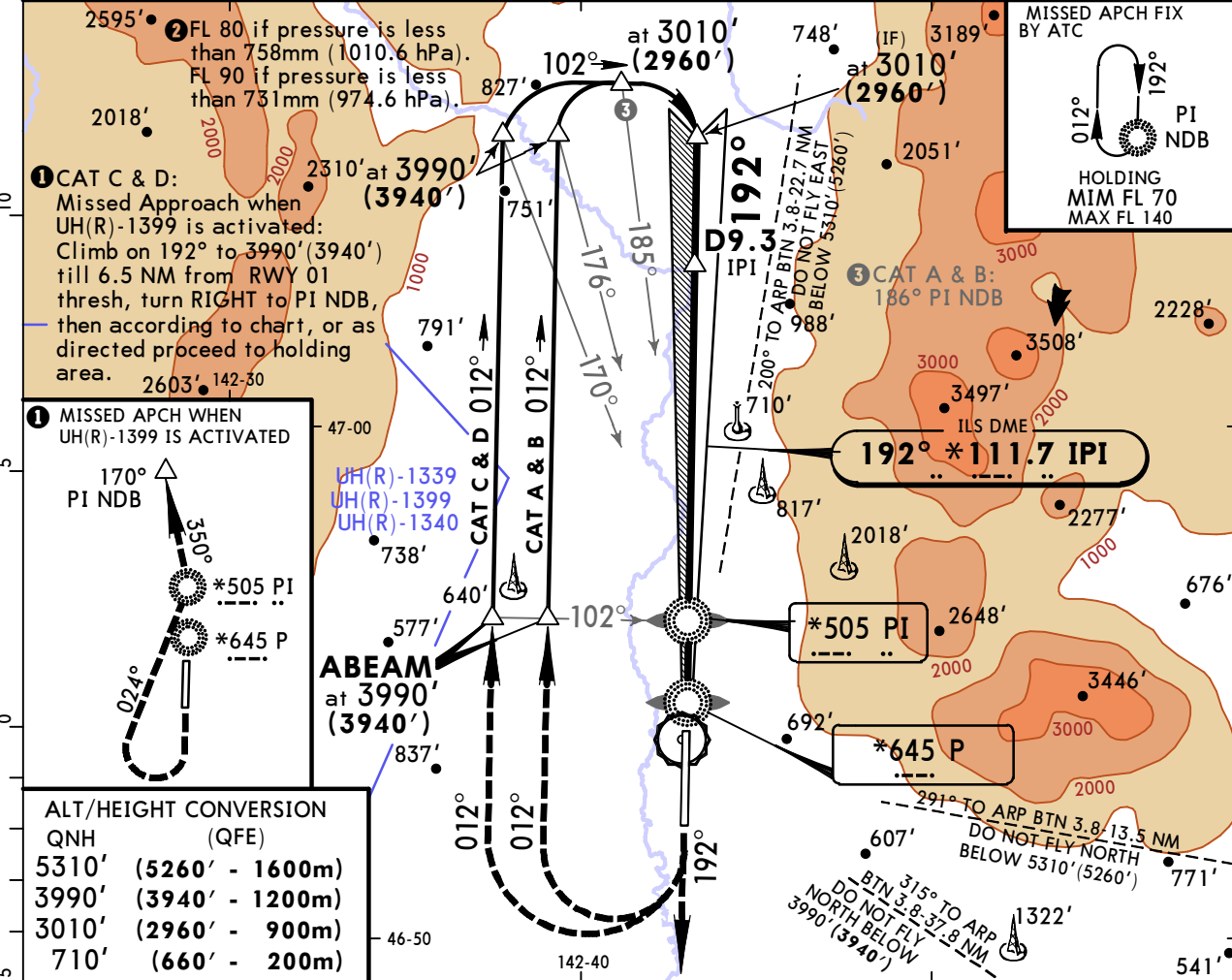
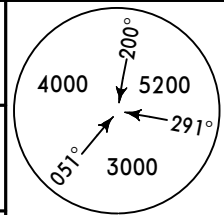
JEPPESSEN YUZHNO-SAKHALINSK, RUSSIA ILS Rwy 19

29 SEP 23 **11-2** Eff 5 Oct

ATIS 126.2	YUZHNO-SAKHALINSK Tower (APP) 122.0	YUZHNO-SAKHALINSK Radar (TWR) 120.6	YUZHNO-SAKHALINSK Tower 122.0	Ground 122.0
LOC IPI *111.7	Final Apch Crs 192°	GS LOM 788'(738')	ILS DA(H) 250'(200')	Apt Elev 59' Rwy 50'

MISSED APCH: Climb on 192° to 710' (660'), then turn RIGHT onto 012° climbing to 3990' (3940') to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. **1**

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: FL 70 **2** Trans alt: 5310' (**5260'**)



1 MISSED APCH WHEN UH(R)-1399 IS ACTIVATED

170° PI NDB

350°

*505 PI

*645 P

024°

ALT/HEIGHT CONVERSION

QNH	(QFE)
5310' (5260' - 1600m)	
3990' (3940' - 1200m)	
3010' (2960' - 900m)	
710' (660' - 200m)	

Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
GS	3.00°	372	478	531	637	849		

STRAIGHT-IN LANDING RWY 19

ILS		LOC (GS out)	
DA(H) 250'(200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			

UHSS/UUS KHOMUTOVO

JEPPESSEN YUZHNO-SAKHALINSK, RUSSIA

29 SEP 23 (16-1) Eff 5 Oct 2 NDB or NDB Rwy 01

ATIS 126.2	YUZHNO-SAKHALINSK Tower (APP) 122.0	YUZHNO-SAKHALINSK Radar (TWR) 120.6	YUZHNO-SAKHALINSK Tower 122.0	Ground 122.0
NDB SL *505	Final Apch Crs 012°	Minimum Alt 7.9 NM RADAR FIX 2020' (1976')	MDA(H) Refer to Minimums	Apt Elev 59' Rwy 44'

MISSED APCH: Climb on 012° to 2 NDB: 710' (666')/NDB: 870' (826') (MAX 220 KT), then turn LEFT onto 192° climbing to 3990' (3946') to ABEAM SL NDB, then according to chart, or as directed proceed to holding area. ①

MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ② Trans alt: 5310' (5266')

ALT/HEIGHT CONVERSION	UH(R)-
QNH (QFE)	1339/1399/1340
5310' (5266' - 1600m)	
3990' (3946' - 1200m)	
3000' (2956' - 900m)	
2020' (1976' - 600m)	
870' (826' - 250m)	
740' (696' - 210m)	
710' (666' - 200m)	
280' (236' - 70m)	

① MISSED APCH WHEN UH(R)-1399 IS ACTIVATED

② FL 80 if pressure is less than 758mm (1010.6 hPa). FL 90 if pressure is less than 731mm (974.6 hPa).

③ CAT C & D: Missed Approach when UH(R)-1399 is activated: Climb on 012° to 3990' (3946') till 6.5 NM from RWY 19, then turn LEFT to SL NDB, then according to chart, or as directed proceed to holding area.

Pass LMM not below 280' (236').

Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent Angle 2.69°	333	428	476	571	666	761	

2 NDB STRAIGHT-IN LANDING RWY 01							
with FAF		w/o FAF		with FAF		w/o FAF	
MDA(H) 400' (356')		MDA(H) 1040' (996')		MDA(H) 480' (436')		MDA(H) AB: 870' (826') CD: 900' (856')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 1800m VIS 2000m	3200m		1700m		3200m	
B							
C		4000m		4800m		4000m	
D		4400m		2100m		4400m	

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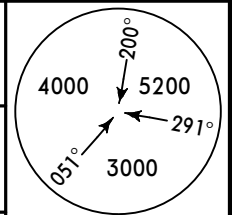
JEPPESSEN YUZHNO-SAKHALINSK, RUSSIA

29 SEP 23 **16-2** Eff 5 Oct 2 NDB or NDB Rwy 19

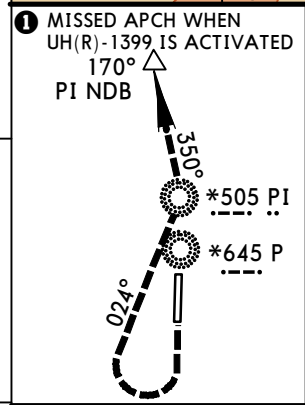
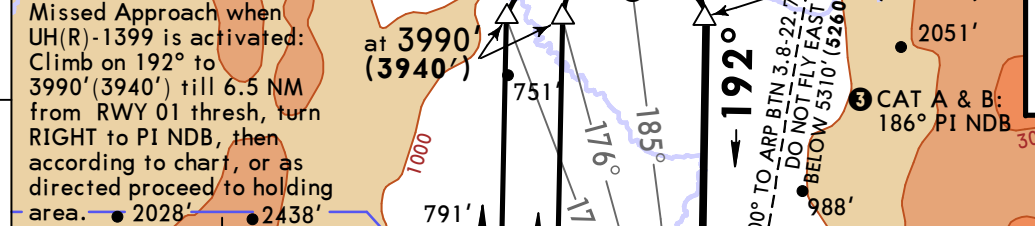
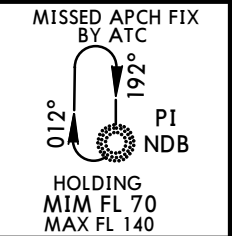
ATIS 126.2	YUZHNO-SAKHALINSK Tower (APP) 122.0	YUZHNO-SAKHALINSK Radar (TWR) 120.6	YUZHNO-SAKHALINSK Tower 122.0	Ground 122.0
NDB PI *505	Final Apch Crs 192°	Minimum Alt 7.8 NM RADAR FIX 3010' (2960')	MDA(H) Refer to Minimums	Apt Elev 59' Rwy 50'

MISSED APCH: Climb on 192° to 710' (660'), then turn RIGHT onto 012° climbing to 3990' (3940') to ABEAM PI NDB, then according to chart, or as directed proceed to holding area. **1**

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 70 **2** Trans alt: 5310' (5260')

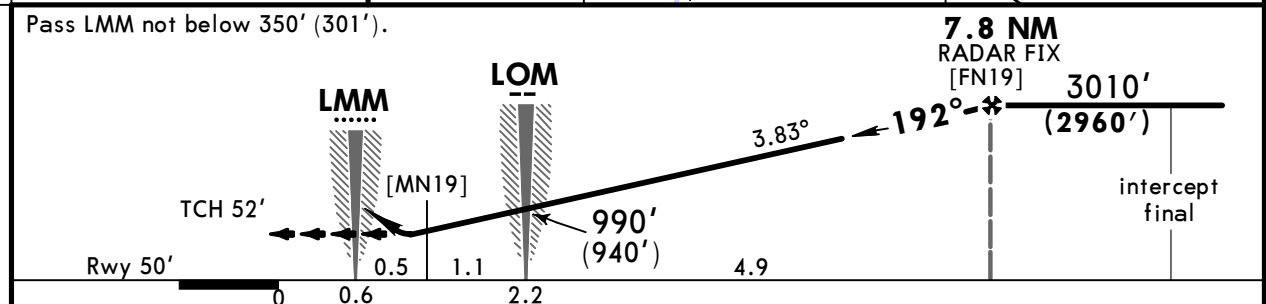


1 CAT C & D:
Missed Approach when UH(R)-1399 is activated: Climb on 192° to 3990' (3940') till 6.5 NM from RWY 01 thresh, turn RIGHT to PI NDB, then according to chart, or as directed proceed to holding area.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5310' (5260' - 1600m)	
3990' (3940' - 1200m)	
3010' (2960' - 900m)	
990' (940' - 285m)	
710' (660' - 200m)	
350' (300' - 90m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent Angle 3.83°	475	610	678	814	949	1085		

		STRAIGHT-IN LANDING RWY 19			
		2 NDB		P Lctr	
		with FAF	w/o FAF	with FAF	w/o FAF
MDA(H)		AB: 450' (400') CD: 550' (500')	MDA(H) 2120' (2070')	MDA(H) 1050' (1000')	MDA(H) 1810' (1760')
		ALS out	ALS out	ALS out	ALS out
A	1200m	R1500m V1600m	3200m	3200m	3200m
B		R1800m V2000m			
C	R1500m V1600m	2400m	4000m	4000m	4000m
D		4400m	4800m	4400m	4800m

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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YUZHNO-SAKHALINSK, (KHOMUTOVO - UHSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHSS