

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UEEE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Ufn twy A closed.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-9) Intersection TORA from twy B 9350'(2850m), twy D 8038'(2450m).

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 10 FEB 11 PAPI 05R/23L angles 3.17°/3°.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(16-1) Ufn IAP 2 NDB rwy 05R MDA(H) raised to 740'(418'), CAT C RVR 1800m, VIS 2000m.

General Info

Yakutsk, RUS

N 62° 05.6' E129° 46.3' Mag Var: 15.7°W

Elevation: 326'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 05R-23L 11155' x 197' asphalt

Runway 05R (53.0°M) TDZE 322'

Lights: Edge, ALS, Centerline

Runway 23L (233.0°M) TDZE 315'

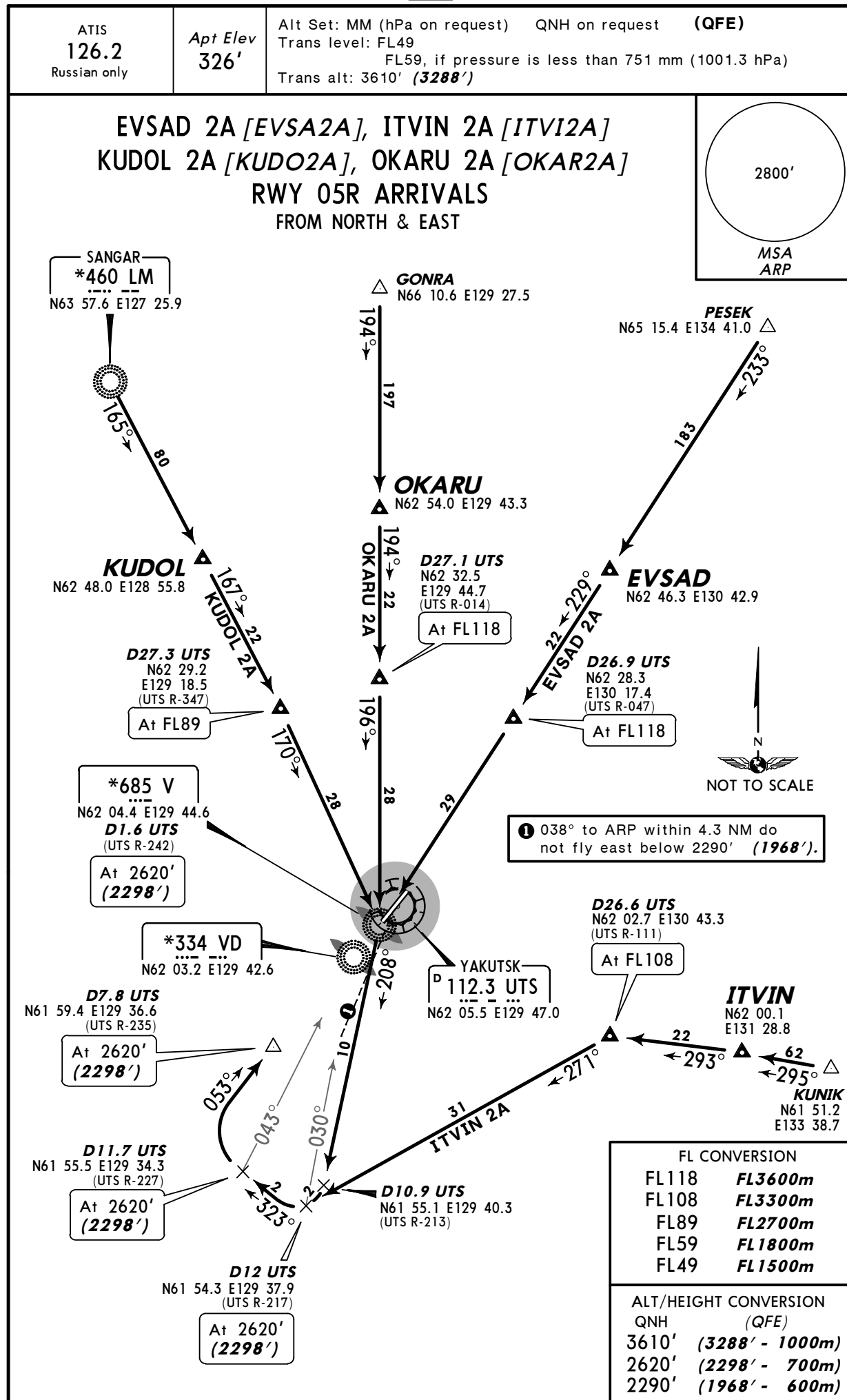
Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **126.2** Non-EnglishYakutsk Start Tower **120.0**Yakutsk Taxiing Ground Control **121.7**Yakutsk Approach Control **129.3**Yakutsk Krug Radar **120.3****Notebook Info**

UEEE/YKS
YAKUTSK

JEPPESSEN
28 JAN 11 **10-2** **Eff 10 Feb**

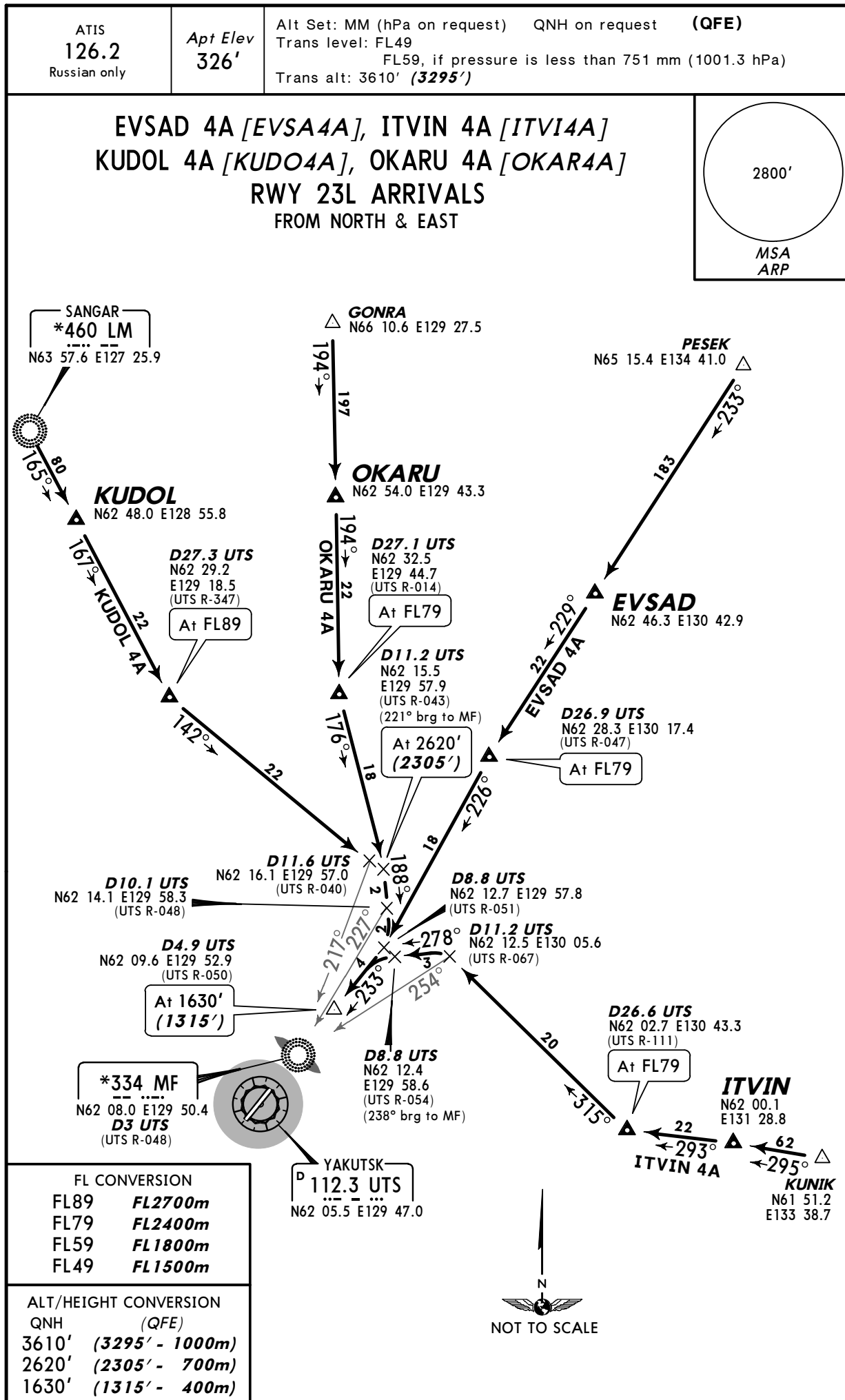
YAKUTSK, RUSSIA
STAR



UEEE/YKS
YAKUTSK

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28 JAN 11 **(10-2A)** Eff 10 Feb

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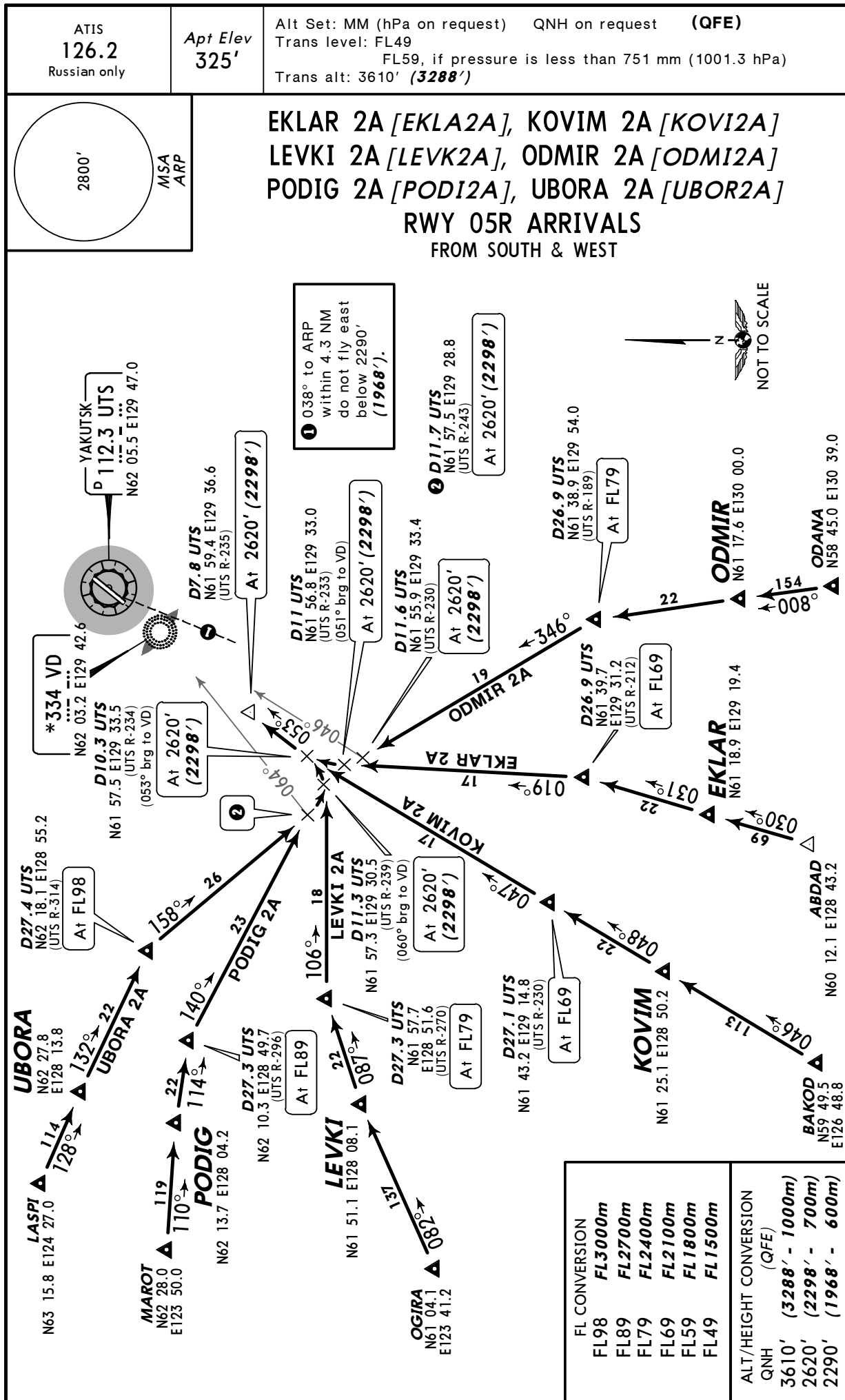


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YAKUTSK

JEPPESSEN
13 AUG 10 **(10-2B)** **Eff 26 Aug**

YAKUTSK, RUSSIA

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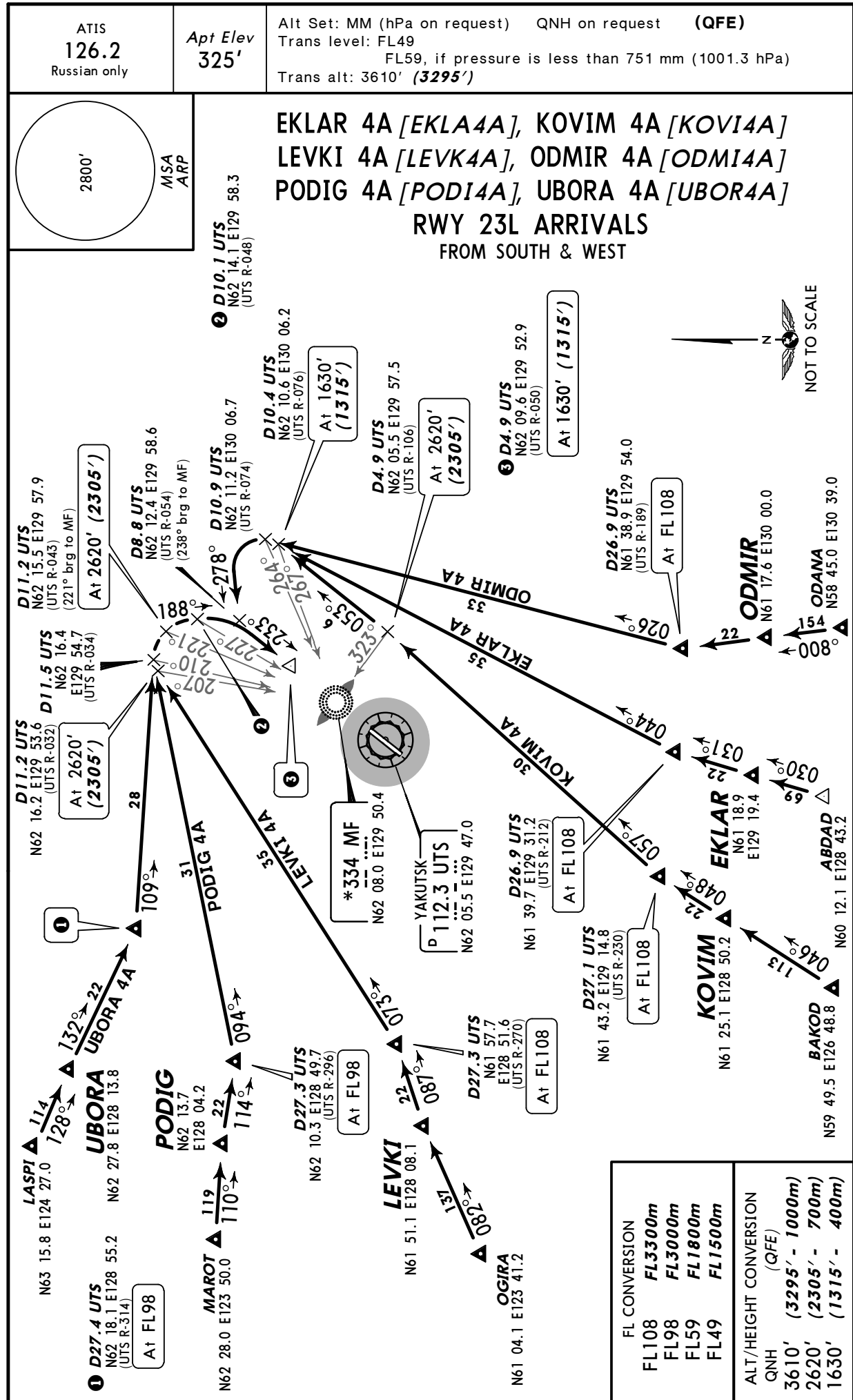


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YAKUTSK

JEPPesen
13 AUG 10 **10-2C** Eff 26 Aug

YAKUTSK, RUSSIA

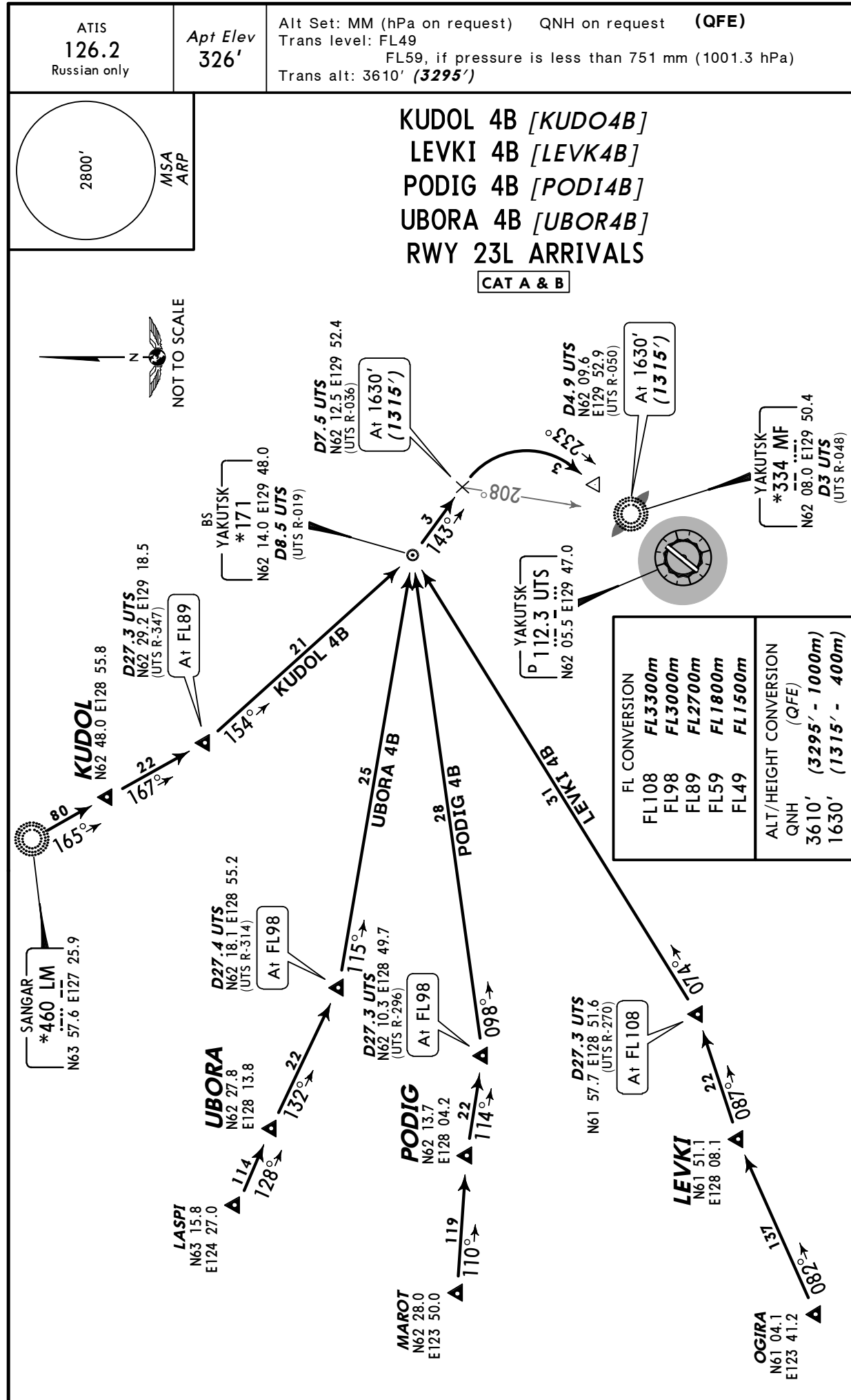
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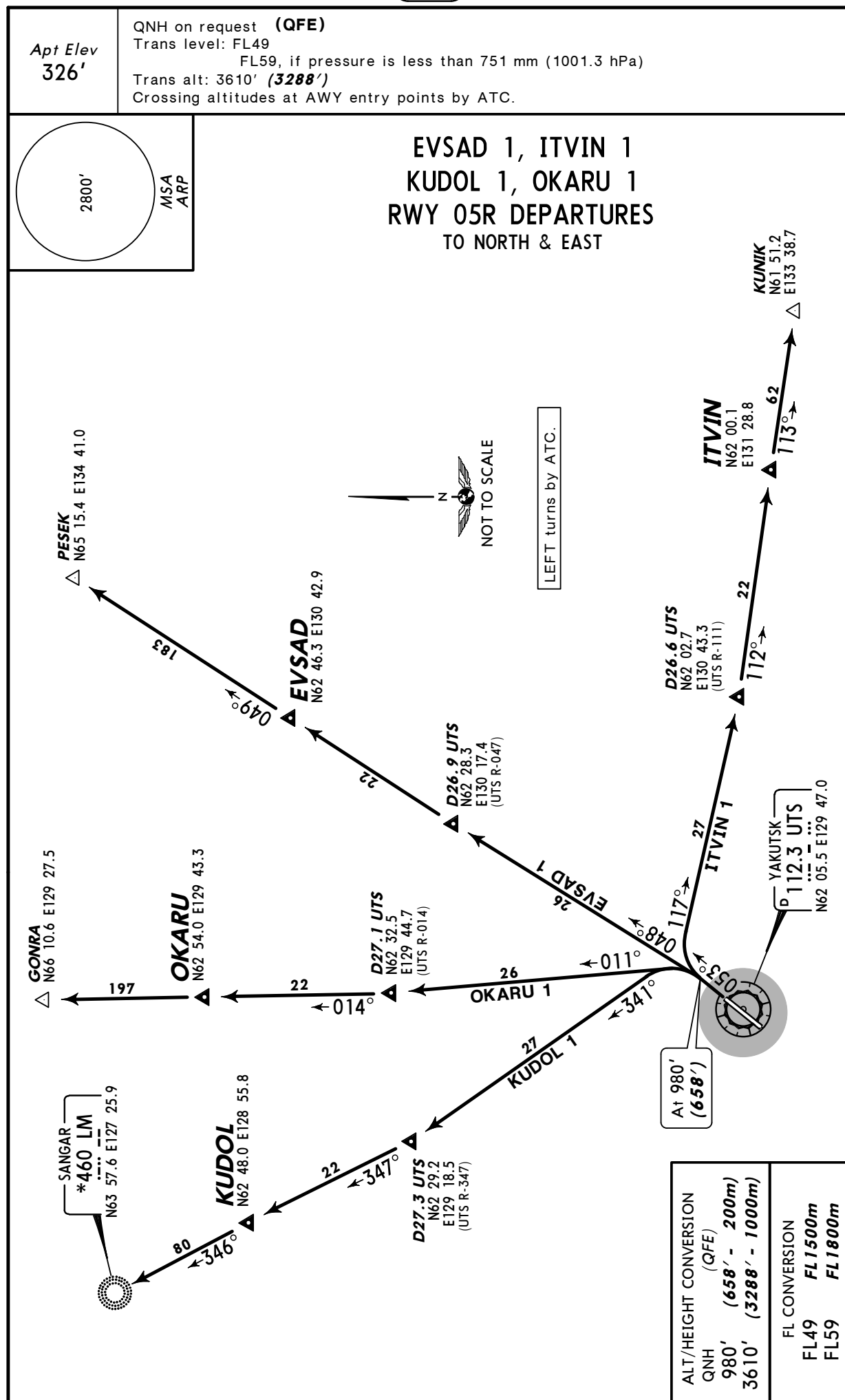
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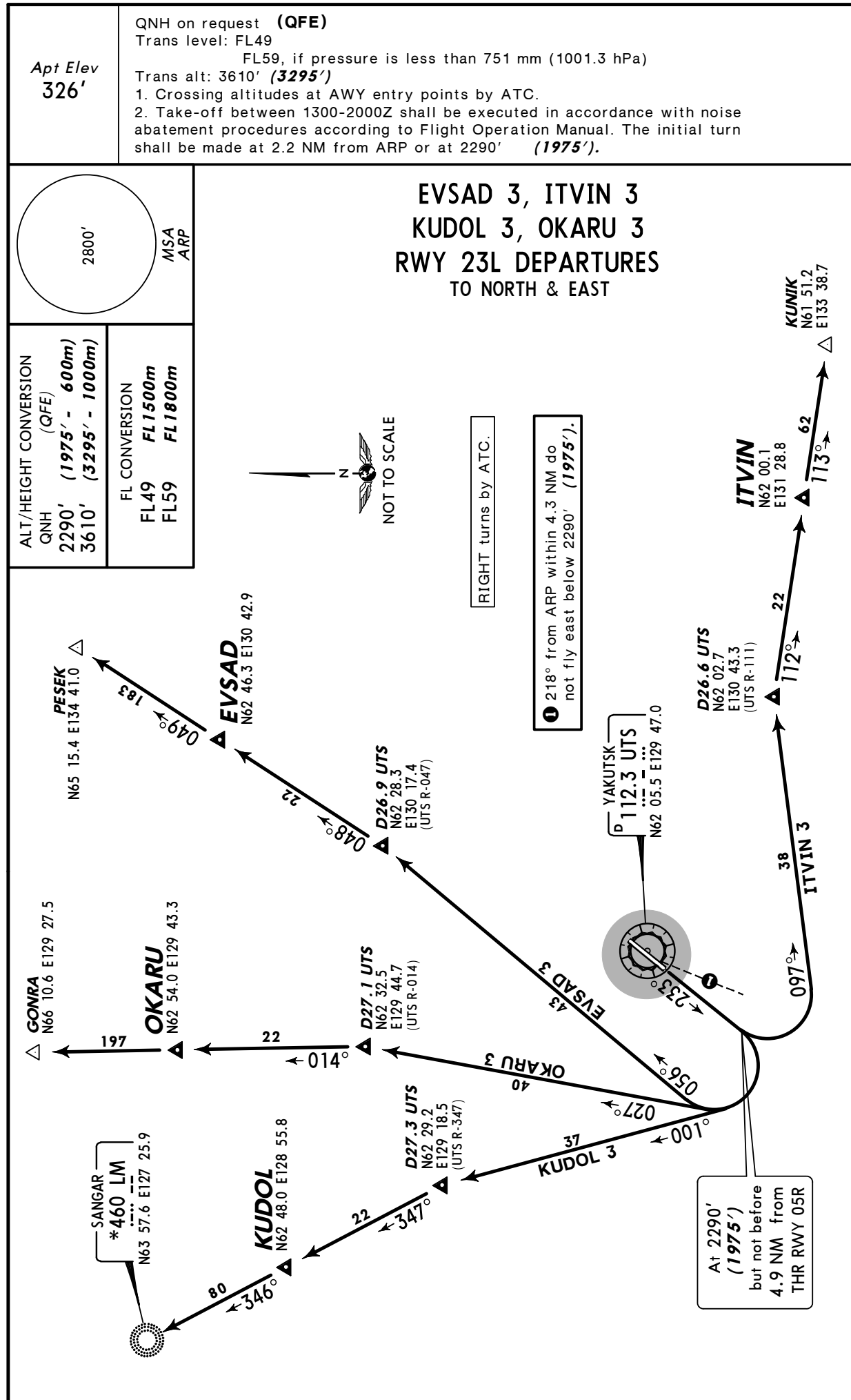
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28 JAN 11 **10-3A** Eff 10 Feb

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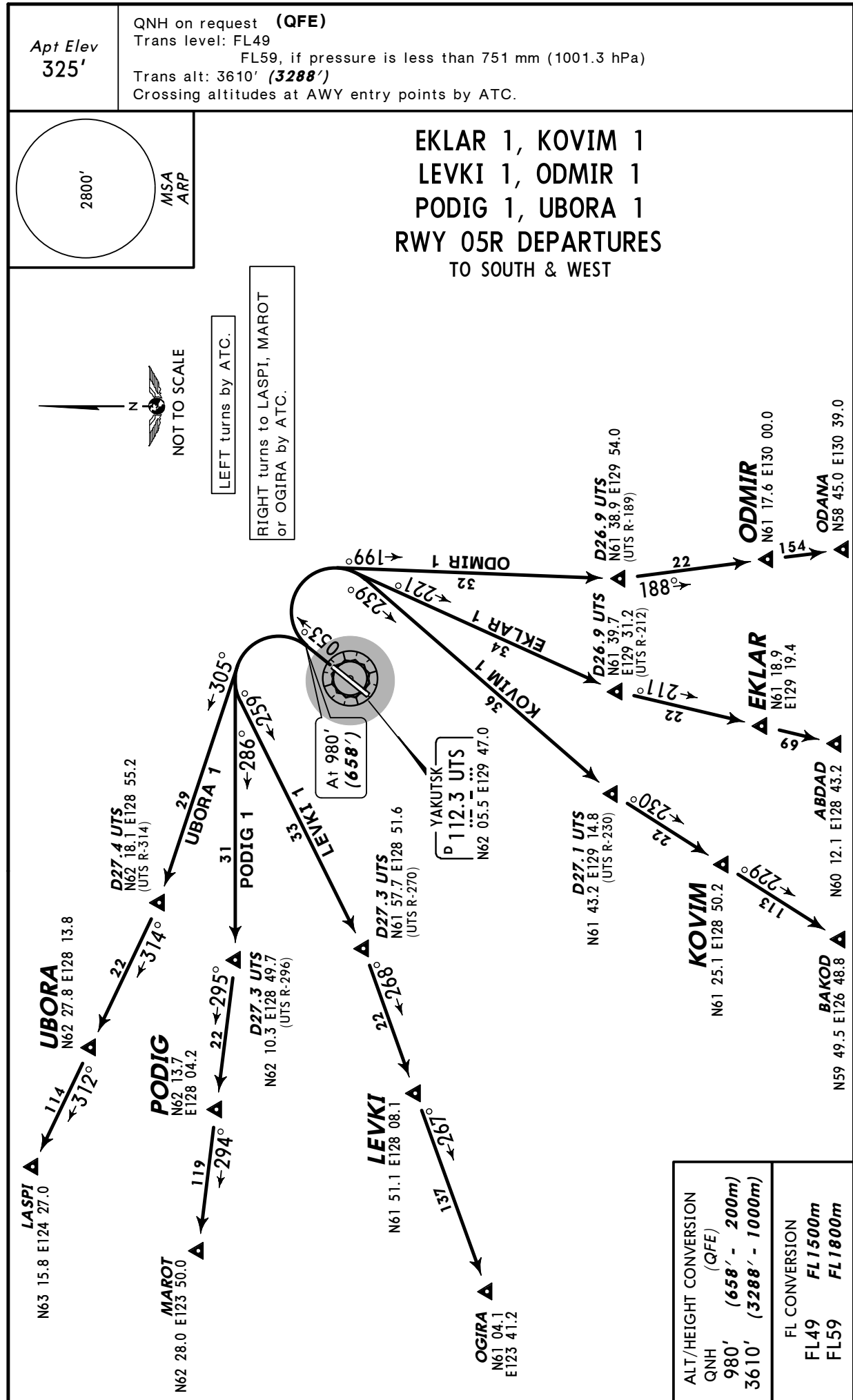


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YAKUTSK

20 NOV 09 **10-3B**

YAKUTSK, RUSSIA

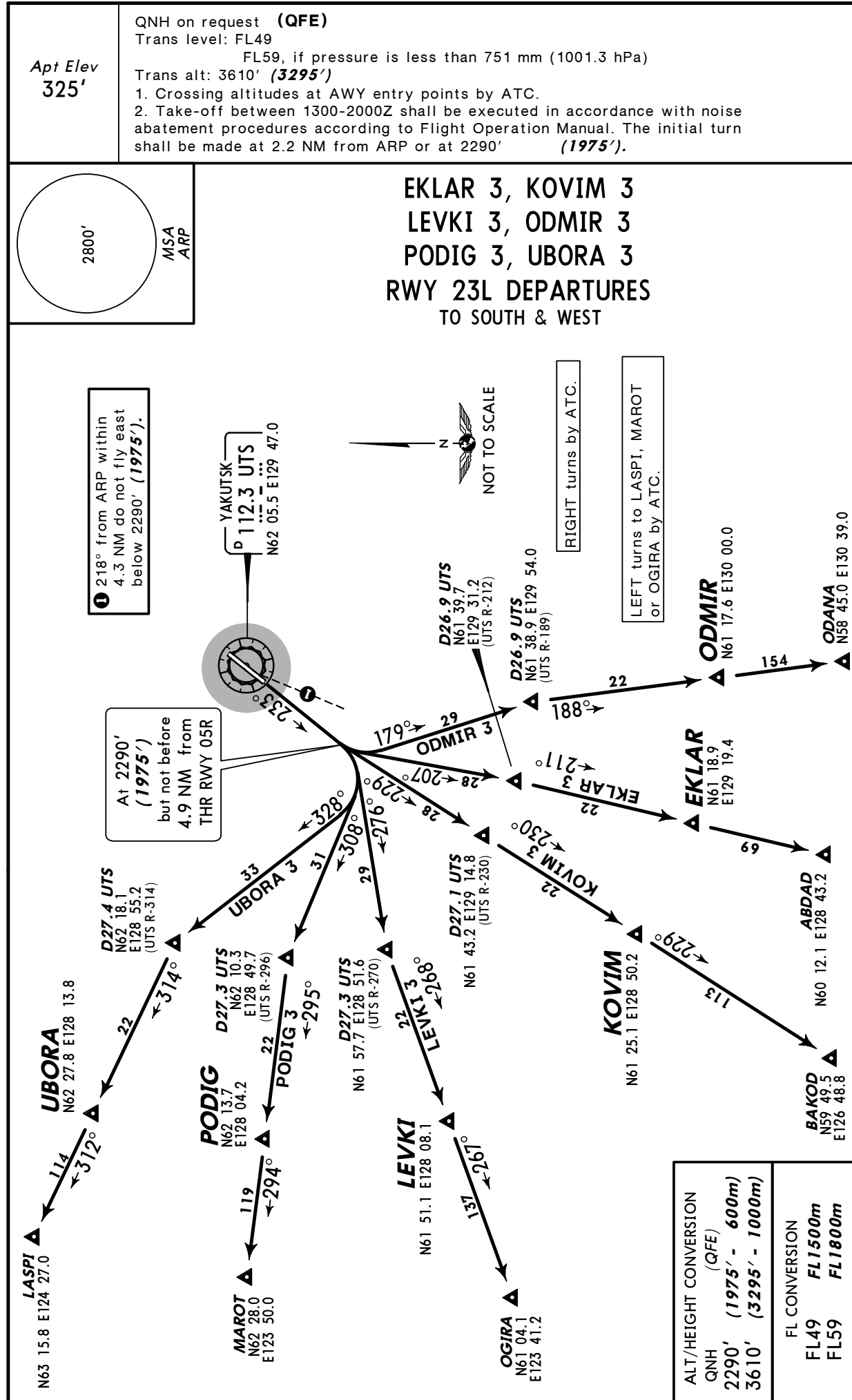
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YAKUTSK

JEPPESSEN
20 NOV 09 **(10-3C)**

YAKUTSK, RUSSIA
SID



UEEE/YKS
YAKUTSK**JEPPESEN**

23 JAN 04

10-4

YAKUTSK, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft from 1300-2000 Z. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Aircraft Flight Manual for specified aircraft.

Engines running and warming shall be carried out on specified sites.

ARRIVALS

During approach to runway 05R/L, up to 11.3 NM to touchdown proceed at not less than 3280' (2955'-900m) and at aerodrome traffic circuit speed with wing devices and gear set into enroute position.

At 11.3 NM descend to 2630' (2305'-700m).

Before touchdown lower gear and wing devices into intermediate position at 15°-30°.

While descending to 1640' (1315'-400m) maintain 155-160 KT (± 15 KT), but not less than that established by the Aircraft Flight Manual. At 1640' (1315'-400m) the crew shall finish to set flaps into landing position and set up speed of final approach taking into account aircraft landing mass.

Finishing of setting flaps into landing position and of aircraft stabilization shall be completed before crossing LOM.

DEPARTURES

During take-off and climbing phase:

Take-off

Take-off power of all engines

take-off flaps

climb at $V_2 + 10-20$ KT

At 660' (335'-100m) to
990' (665'-200m)

turns shall be carried out with 15° bank

At 990' (665'-200m) or above

turns shall be carried out with 25° bank

At 1810' (1485'-450m)

engine power shall be reduced to nominal maintaining positive speed of climb

At 1810' (1485'-450m) to
3280' (2955'-900m)

climb at $V_2 + 10-20$ KT

At 3280' (2955'-900m)

Accelerate smoothly to enroute climb speed with flap retraction on schedule

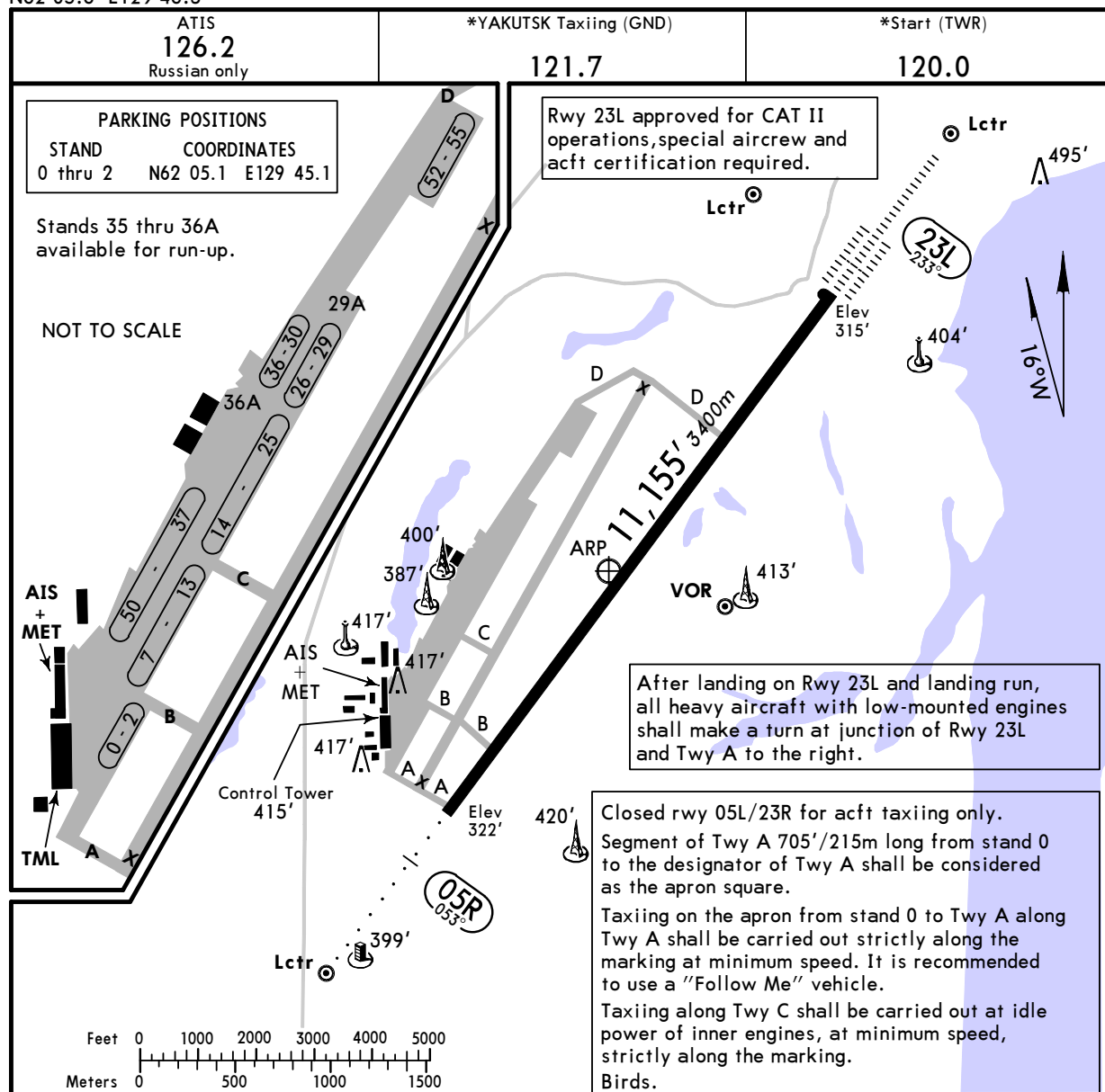
Further climb shall be carried out at a speed recommended by the Aircraft Flight Manual

Taking into account aeronautical and meteorological conditions, runways 05R/L are preferential. When runways 23L/R are used, CAT C and D aircraft shall carry out take-off from the beginning of the runway according to noiseless take-off procedures recommended by the Aircraft Flight Manual.

UEEE/YKS

 Apt Elev **325'**
 N62 05.6 E129 46.3

JEPPesen

 24 SEP 10 **(10-9)**
YAKUTSK, RUSSIA
YAKUTSK

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS				
RWY						LANDING BEYOND		TAKE-OFF	WIDTH
						Threshold	Glide Slope		
05R	HIRL (60m)	CL (15m)	ALS	PAPI-L	RVR			①	197' 60m
23L	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI-L	RVR	10,183' $\geq$ 104m		

1 TAKE-OFF RUN AVAILABLE
RWY 05R

 From rwy head 11155' (3400m)
 twy B int 9350' (2850m)

RWY 23L

 From rwy head 11155' (3400m)
 twy D int 8038' (2450m)

TAKE-OFF
AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A			
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UEEE/YKS



24 SEP 10

10-9X

JAA MINIMUMS**YAKUTSK, RUSSIA**
YAKUTSK

STRAIGHT-IN RWY		A	B	C	D
05R	NDB with FAF	730' (408')	730' (408')	730' (408')	730' (408')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB w/o FAF	1380' (1058')	1380' (1058')	1380' (1058')	1380' (1058')
		R1500m	R1500m	R2000m	R2000m
23L	CAT 2 ILS	415' (100')	415' (100')	415' (100')	415' (100')
		RA 102'R350m	RA 102'R350m	RA 102'R350m	RA 102'R350m
	ILS	515' (200')	515' (200')	515' (200')	515' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	640' (325')	640' (325')	640' (325')	640' (325')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05R, 23L

	Approved Operators HIRL, CL & multi. RVR req	LVP must be in force				NIL (DAY only)
		RL & CL & multi. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

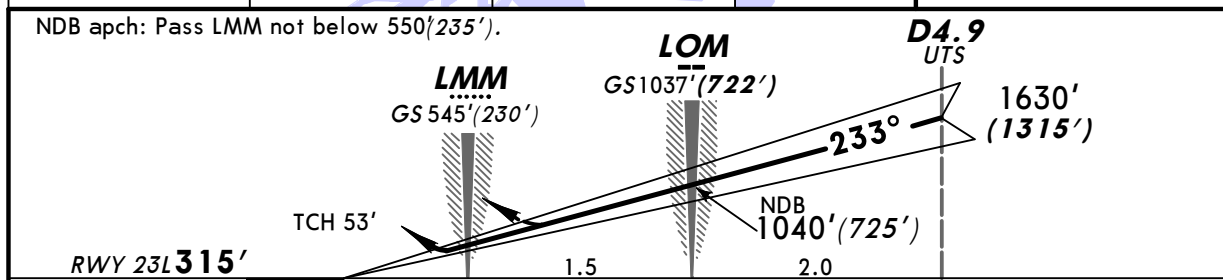
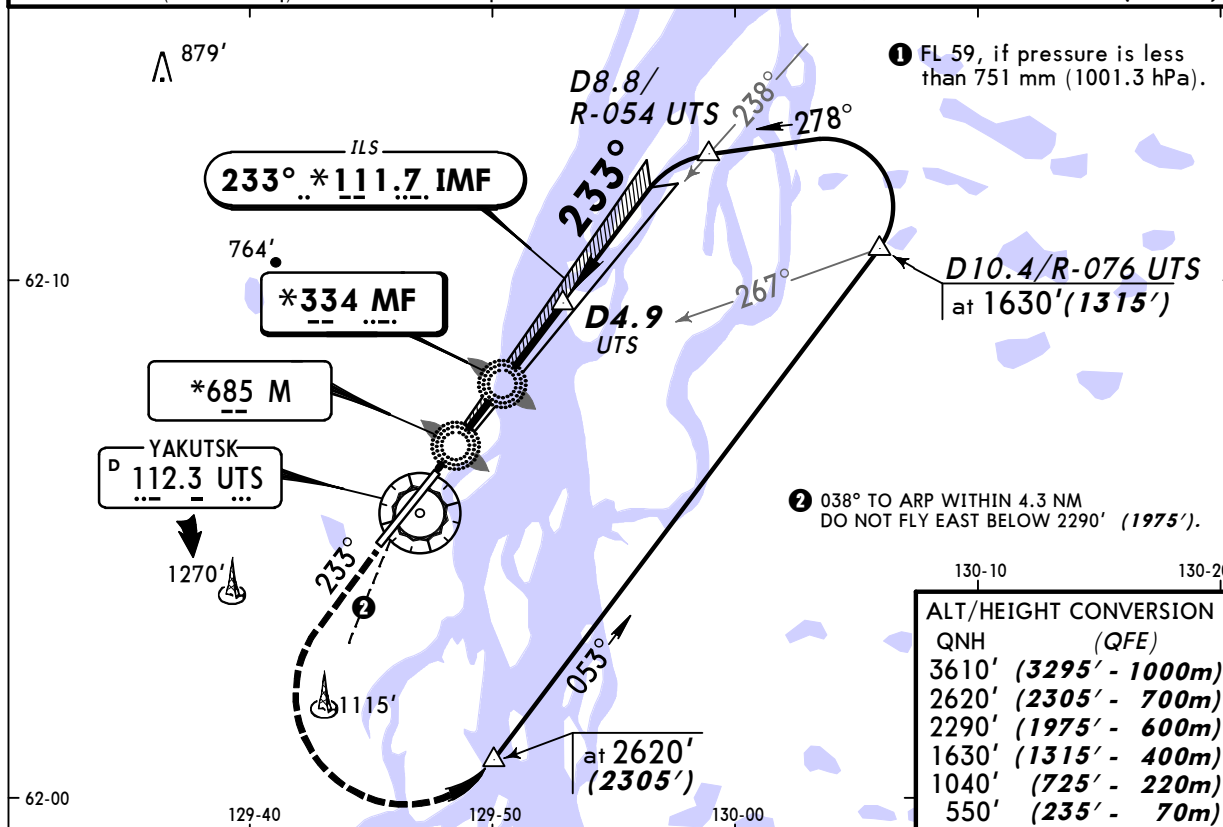
UEEE/YKS
YAKUTSK

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24 SEP 10 **(11-1)**

YAKUTSK, RUSSIA
ILS or 2 NDB Rwy 23L

BRIEFING STRIP

ATIS 126.2 Russian only		*YAKUTSK Approach 129.3		*YAKUTSK Krug (Radar) 120.3		*YAKUTSK Start (TWR) 120.0		*Ground 121.7				
LOC IMF *111.7	Final Apch Crs 233°		GS LOM 1037' (722')	ILS DA(H) 515' (200')	Apt Elev 325' RWY 315'		2800' MSA ARP					
NDB MF *334			Minimum Alt D4.9 UTS 1630' (1315')	NDB MDA(H) 640' (325')								
MISSED APCH: Climb on 233° to 2290' (1975'), then turn LEFT onto 053° climbing to 2620' (2305'), then according to chart.												
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 1		Trans alt: 3610' (3295')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2290' (1975')	on 233°	053°	2620' (2305')
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861	PAPI	↑	↑	LT	↑

STRAIGHT-IN LANDING RWY 23L					
ILS		LOC (GS out)		NDB	
DA(H) 515' (200')				MDA(H) 640' (325')	
FULL	TDZ or CL out	ALS out			ALS out
A					
B	RVR 550m	RVR 720m	1200m	1200m	RVR 1500m
C	VIS 800m	VIS 800m			VIS 1600m
D				RVR 1500m	VIS 1600m

CHANGES: Minimums.

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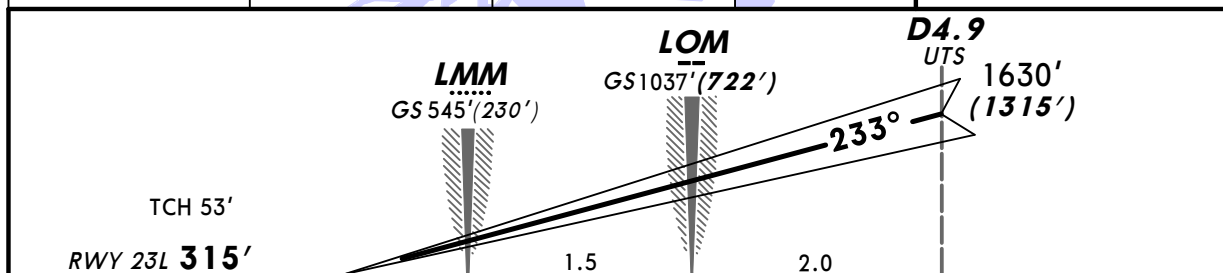
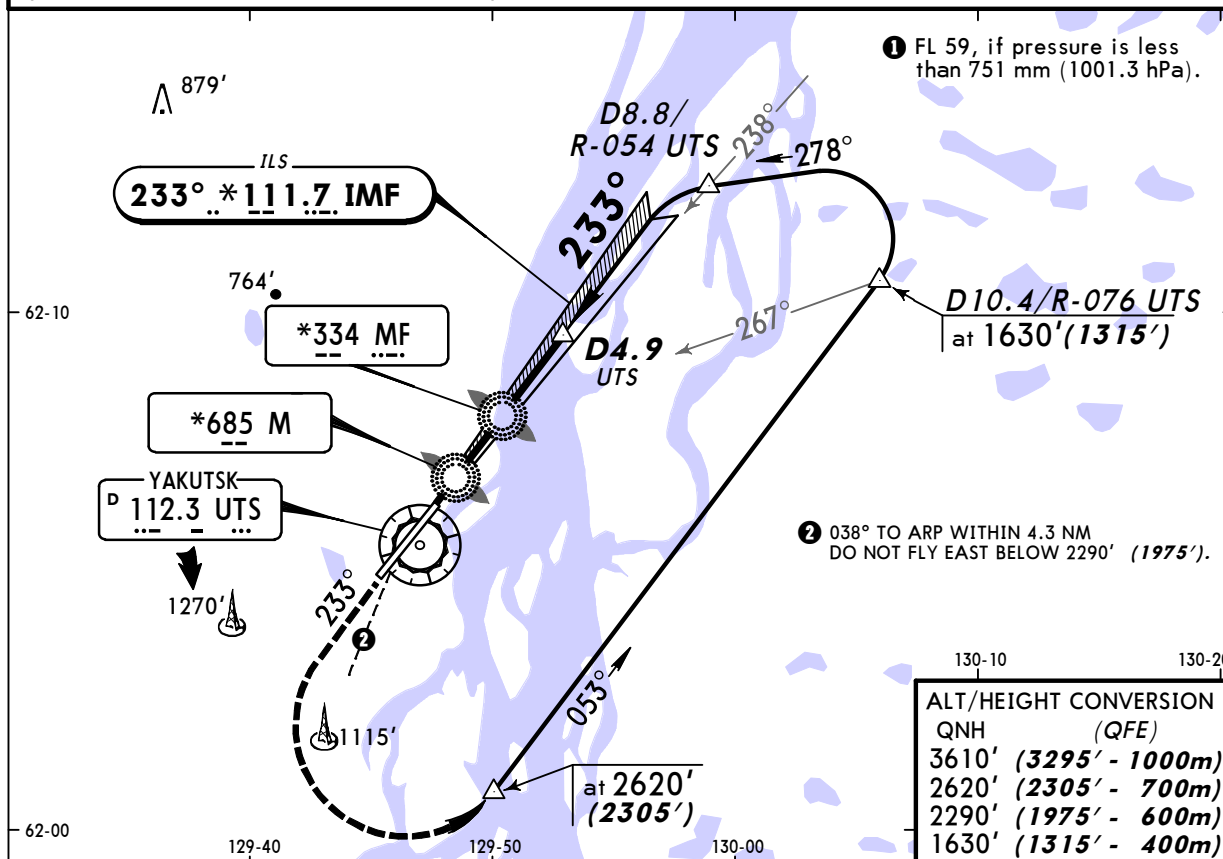
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24 SEP 10 **(11-1A)**

YAKUTSK, RUSSIA
CAT II ILS Rwy 23L

BRIEFING STRIP

ATIS 126.2 Russian only	*YAKUTSK Approach 129.3	*YAKUTSK Krug (Radar) 120.3	*YAKUTSK Start (TWR) 120.0	*Ground 121.7
LOC IMF *111.7	Final Apch Crs 233°	GS LOM 1037' (722')	CAT II ILS RA 102' DA(H) 415' (100')	Apt Elev 325' RWY 315'
MISSED APCH: Climb on track 233° to 2290' (1975') , then turn LEFT on track 053° climbing to 2620' (2305') , then according to chart.				2800' MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3610' (3295') Special Aircrew and Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2290' (1975') on 233°	053° LT	2620' (2305')
GS	3.00°	377	484	538	646	753				

STRAIGHT-IN LANDING RWY 23L
CAT II ILS
ABCD
RA 102'
DA(H) **415' (100')**

RVR **350m**

PANS OPS

UEEE/YKS
YAKUTSK

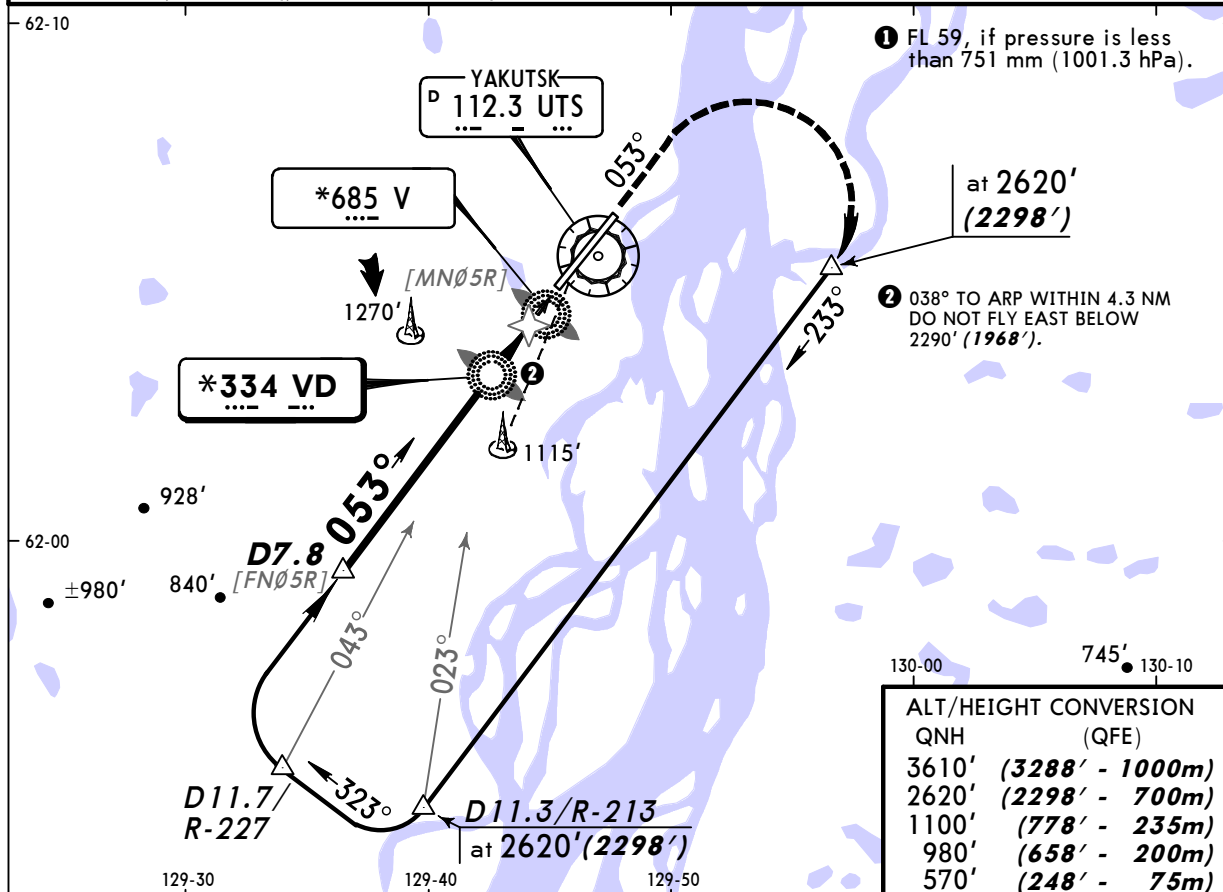
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24 SEP 10 **(16-1)**

YAKUTSK, RUSSIA
2 NDB Rwy 05R

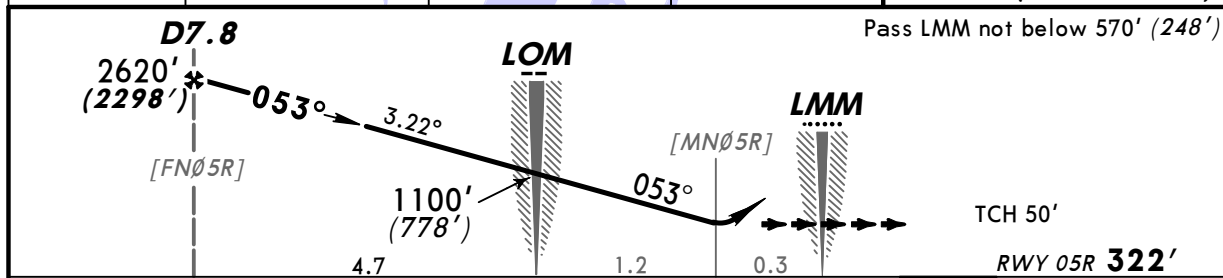
BRIEFING STRIP

ATIS 126.2 Russian only	*YAKUTSK Approach 129.3	*YAKUTSK Krug (Radar) 120.3	*YAKUTSK Start (TWR) 120.0	*Ground 121.7
NDB VD *334	Final Apch Crs 053°	Minimum Alt D7.8 2620' (2298')	MDA(H) (CONDITIONAL) 730' (408') Apt Elev 325' RWY 322'	2800' MSA ARP
MISSED APCH: Climb on 053° to 980' (658'), then turn RIGHT onto 233° climbing to 2620' (2298'), then according to chart.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 **①** Trans alt: 3610' (**3288'**)



ALT/HEIGHT CONVERSION	QNH (QFE)
3610'	(3288' - 1000m)
2620'	(2298' - 700m)
1100'	(778' - 235m)
980'	(658' - 200m)
570'	(248' - 75m)



Gnd speed-Kts	70	90	100	120	140	160	ALS	980' (658') on 053°	233° RT	2620' (2298')
Descent Angle	3.22°	399	513	570	684	798	912	PAPL		

STRAIGHT-IN LANDING RWY 05R			
with FAF		w/o FAF	
MDA(H) 730' (408')		MDA(H) 1380' (1058')	
ALS out		ALS out	
A	1900m	3200m	
B			
C	RVR 1800m VIS 2000m	4800m	
D			

PANS OPS