

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNAA

General Info

Abakan, RUS

N 53° 44.5' E 91° 23.1' Mag Var: 5.3°E

Elevation: 831'

Public, IFR, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+7:00 uses DST

Runway Info

Runway 02-20 8202' x 262' grass

Runway 02R-20L 10663' x 148' asphalt

Runway 02 (21.0°M) TDZE 831'

Runway 02R (21.0°M) TDZE 831'

Lights: Edge, ALS

Displaced Threshold Distance 1640'

Runway 20 (201.0°M) TDZE 831'

Runway 20L (201.0°M) TDZE 824'

Lights: Edge, ALS

Displaced Threshold Distance 820'

Communications InfoATIS **126.2** Non-EnglishAbakan Approach Control **134.3**Abakan Start Radar **122.0****Notebook Info**

UNAA/ABA
ABAKAN

JEPPesen
10 SEP 10 **10-2** Eff 23 Sep

ABAKAN, RUSSIA

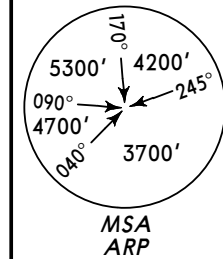
STAR

ATIS
126.2

Apt Elev
831'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69
FL79 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' **(4599')**

KESIS 2, MIKET 2
RWY 02R ARRIVALS
FROM NORTH



HOLDING
OVER KESIS



MIKET

N54 26.0 E092 04.0
(ABK R-026/D47.9)
(206° brg to AB)

MIKET 2
Between
FL138 & FL79

KESIS

N54 02.1 E091 40.0
(ABK R-026/D20.1)
(205° brg to AB)

At or above
FL69

ABAKAN
113.3 ABK
N53 44.7 E091 23.1

360 AB
N53 41.9 E091 20.9

D9.3 ABK
N53 38.8 E091 11.1
(ABK R-226)
(057° brg to AB)
At 2800'
(1969')

D9.8 ABK
N53 36.8 E091 13.4
(ABK R-212)
(037° brg to AB)
At 2800'
(1969')

D9.8 ABK
N53 35.3 E091 18.5
(ABK R-192)
(009° brg to AB)

D9.6 ABK
N53 35.1 E091 23.4
(ABK R-175)
(345° brg to AB)
At 2800'
(1969')

733 A
N53 43.2 E091 22.1
At 5430'
(4599')

(FAF)
N53 38.2 E091 18.0
At 2480'
(1649')

D10.3 ABK
At or above
4770' **(3939')**



FL CONVERSION	
FL138	FL4200m
FL79	FL2400m
FL69	FL2100m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4599' - 1400m)
4770'	(3939' - 1200m)
2800'	(1969' - 600m)
2480'	(1649' - 500m)

UNAA/ABA
ABAKAN

JEPPESEN
10 SEP 10 **10-2A** **Eff 23 Sep**

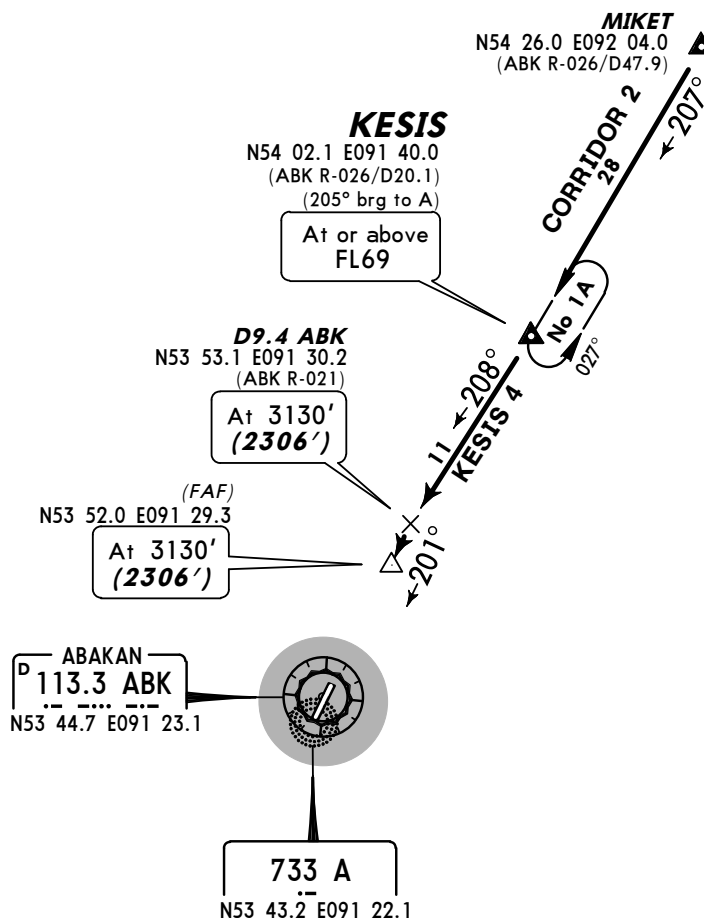
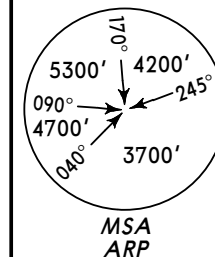
ABAKAN, RUSSIA
STAR

ATIS
126.2

Apt Elev
831'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69
FL79 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' **(4606')**

KESIS 4
RWY 20L ARRIVAL
FROM NORTH



FL CONVERSION	
FL79	FL2400m
FL69	FL2100m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4606' - 1400m)
3130'	(2306' - 700m)

UNAA/ABA
ABAKAN

JEPPESSEN
10 SEP 10 **10-2B** **Eff 23 Sep**

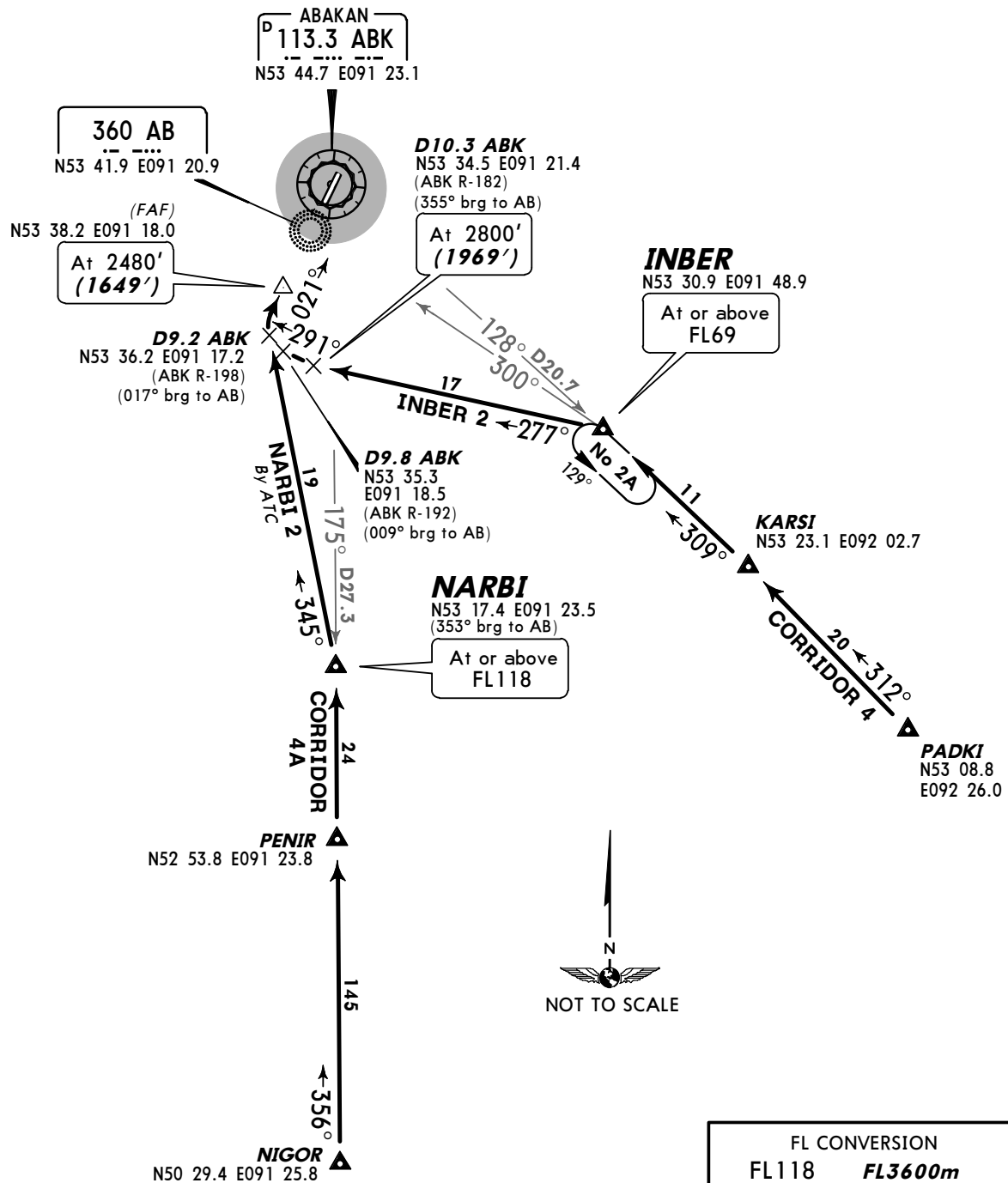
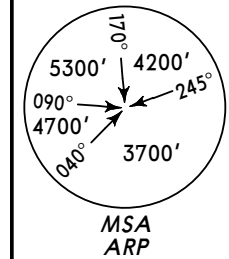
ABAKAN, RUSSIA
STAR

ATIS
126.2

Apt Elev
831'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL69
FL79 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' **(4599')**

INBER 2, NARBI 2
RWY 02R ARRIVALS
FROM SOUTH



FL CONVERSION	
FL118	FL3600m
FL79	FL2400m
FL69	FL2100m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4599' - 1400m)
2800'	(1969' - 600m)
2480'	(1649' - 500m)

UNAA/ABA
ABAKAN

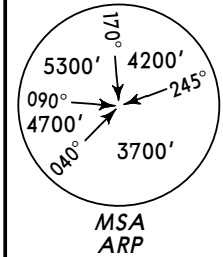
JEPPESEN
10 SEP 10 **10-2C** **Eff 23 Sep**

ABAKAN, RUSSIA

STAR

ATIS 126.2	<i>Apt Elev</i> 831'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL69 FL79 if pressure is less than 724mm (965.3 hPa) Trans alt: 5430' (4606')
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INBER 4A [INBE4A], INBER 4B [INBE4B]
NARBI 4
RWY 20L ARRIVALS
FROM SOUTH

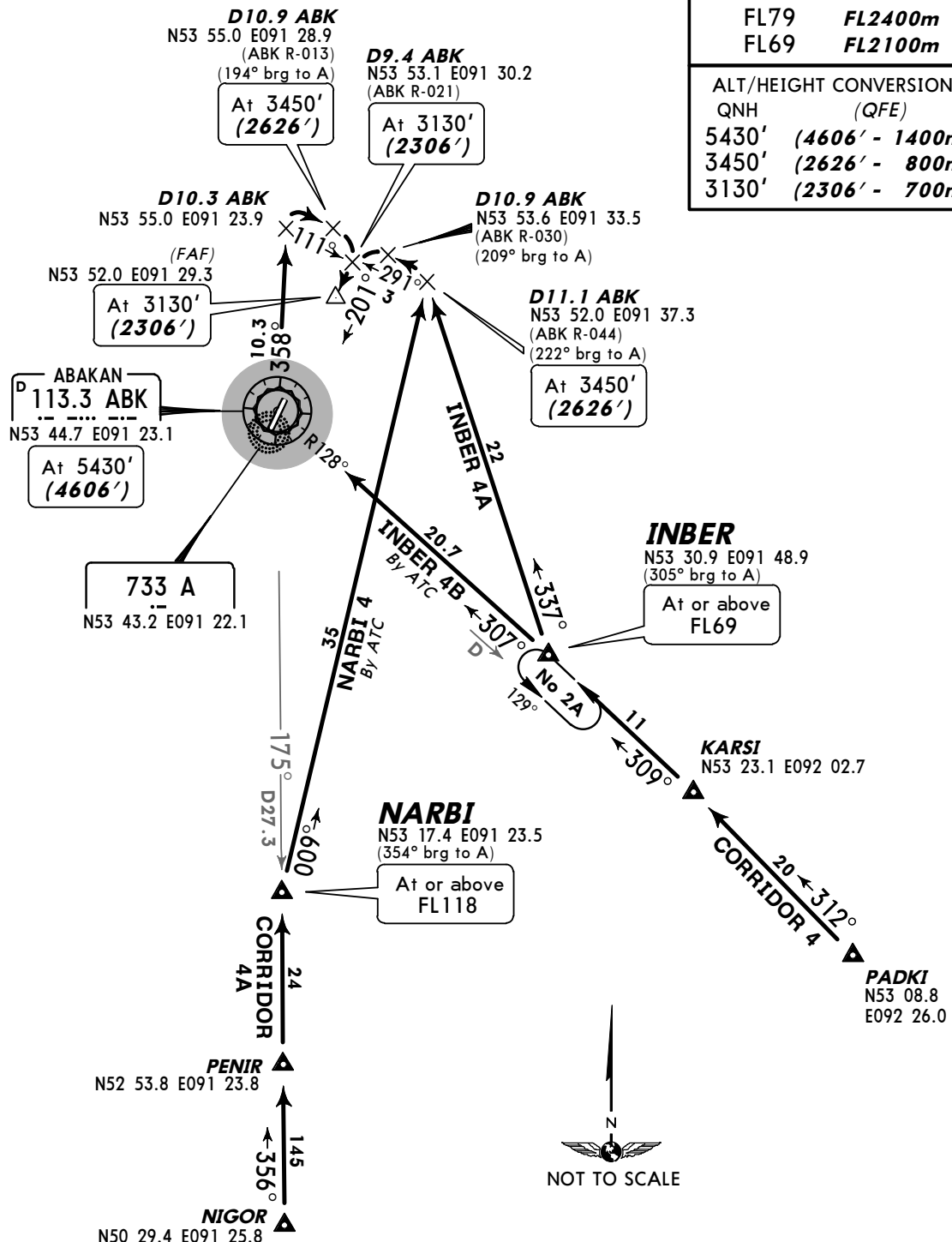


FL CONVERSION

FL118	<i>FL3600m</i>
FL79	<i>FL2400m</i>
FL69	<i>FL2100m</i>

ALT/HEIGHT CONVERSION

QNH	(QFE)
5430'	(4606' - 1400m)
3450'	(2626' - 800m)
3130'	(2306' - 700m)

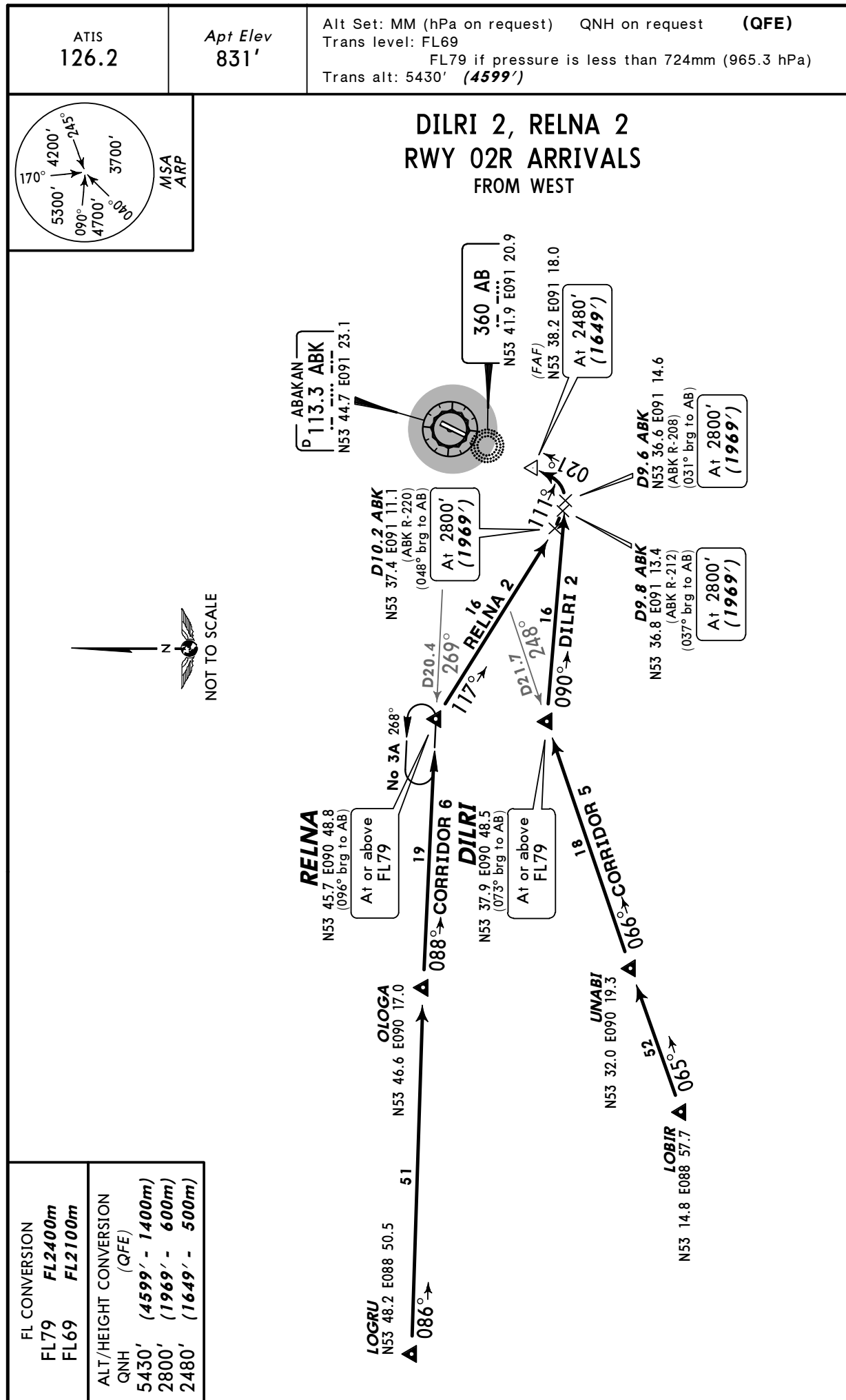


NOT TO SCALE

UNAA/ABA
ABAKAN

JEPPESSEN
 10 SEP 10 **10-2D** Eff 23 Sep

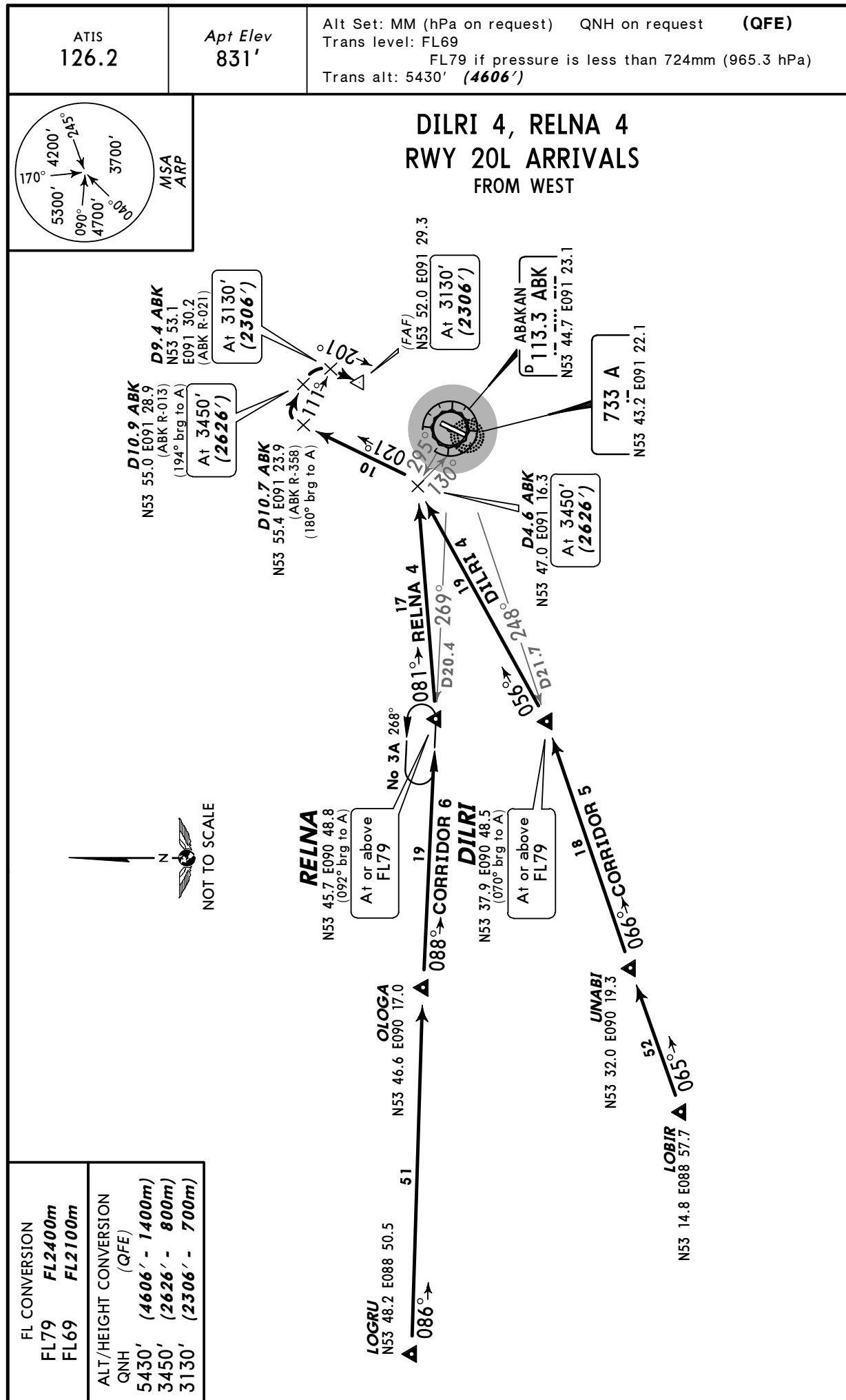
ABAKAN, RUSSIA
STAR



UNAA/ABA
ABAKAN

JEPPESSEN
 10 SEP 10 **10-2E** Eff 23 Sep

ABAKAN, RUSSIA
STAR

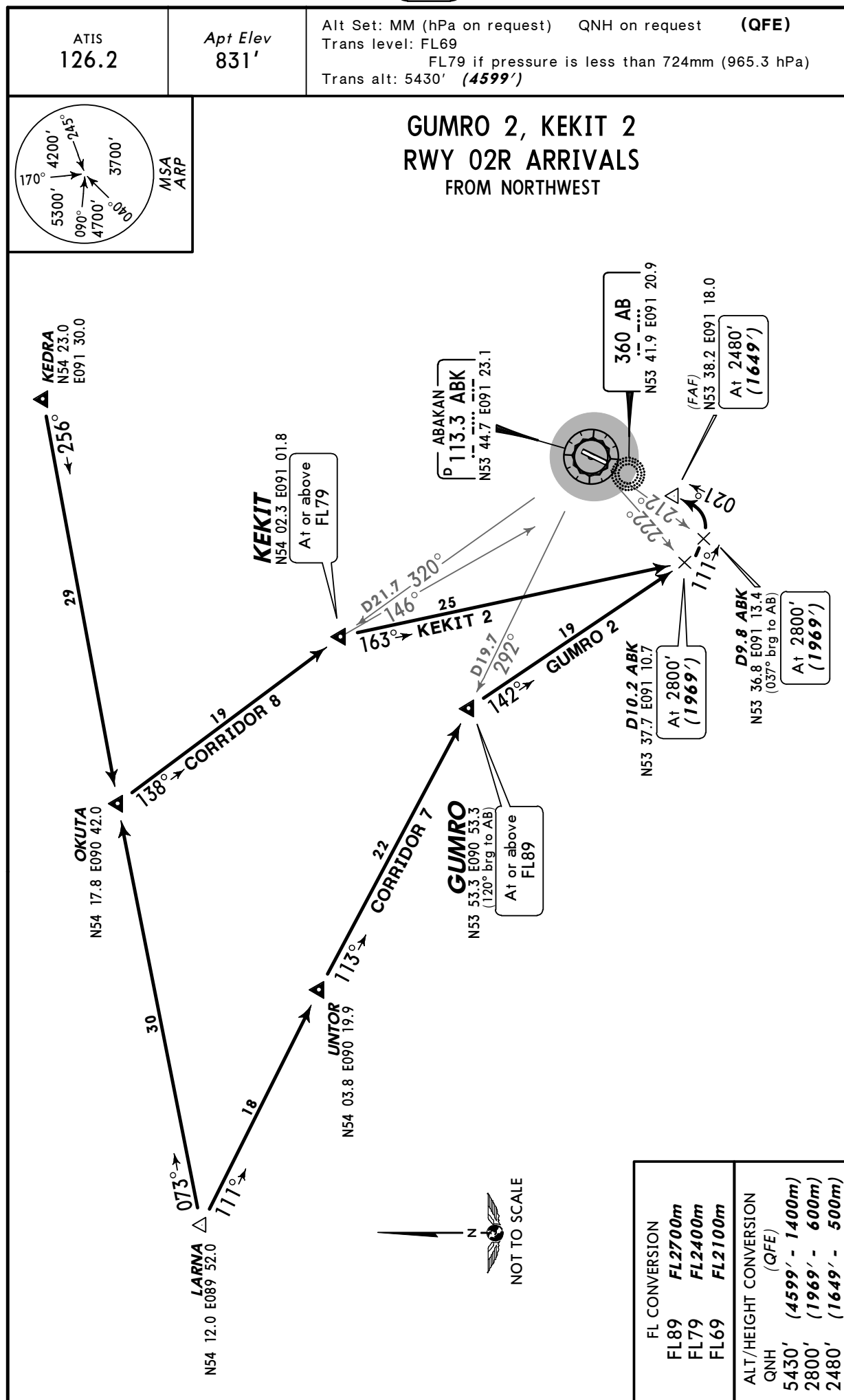


FL CONVERSION FL79 FL2400m FL69 FL2100m	ALT/HEIGHT CONVERSION (QFE) QNH 5430' (4606' - 1400m) 3450' (2626' - 800m) 3130' (2306' - 700m)
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UNAA/ABA
ABAKAN

JEPPESEN
 10 SEP 10 **10-2F** **Eff 23 Sep**

ABAKAN, RUSSIA
STAR

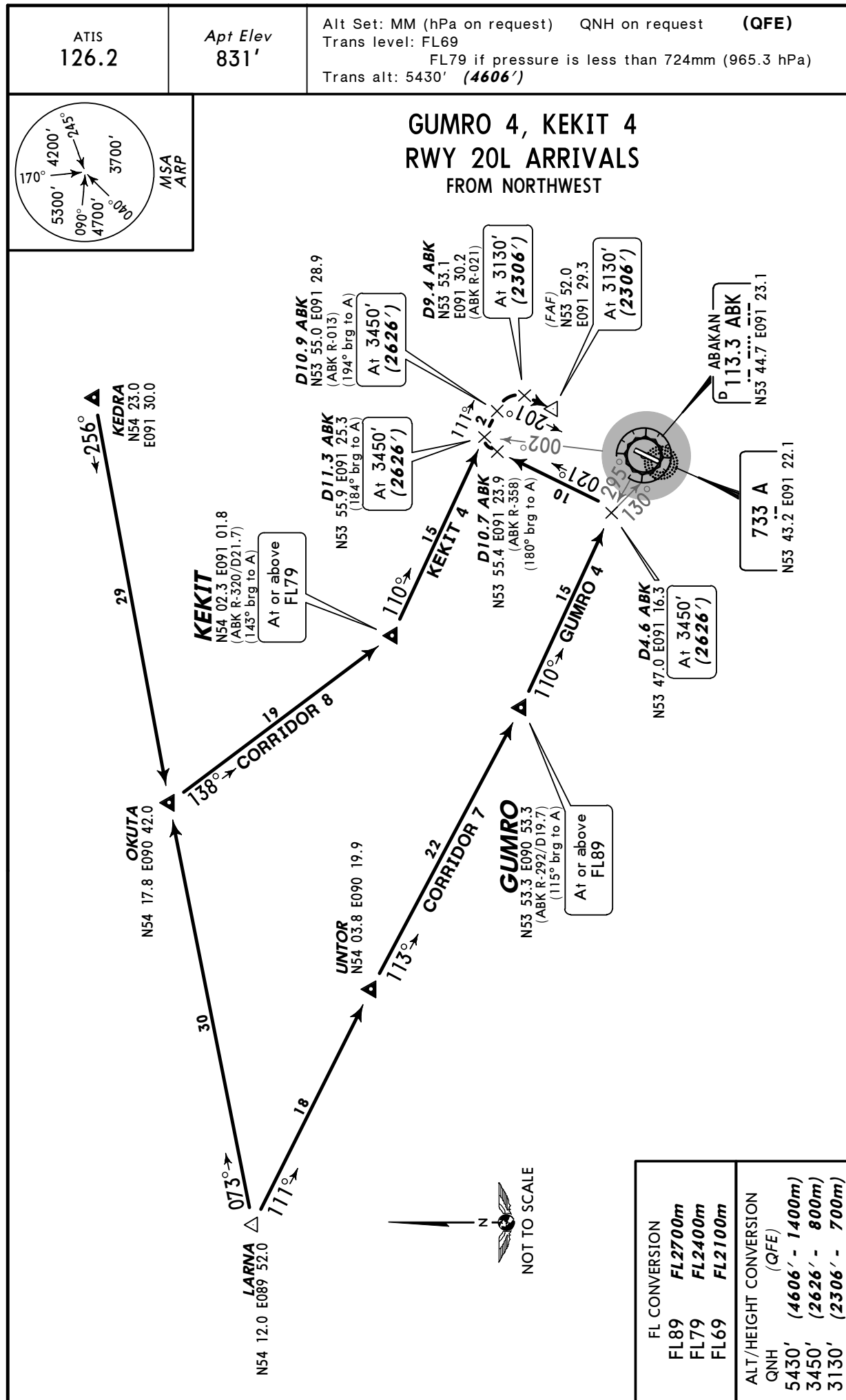


FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL89 FL2700m	QNH (4599' - 1400m)
FL79 FL2400m	2800' (1969' - 600m)
FL69 FL2100m	2480' (1649' - 500m)

UNAA/ABA
ABAKAN

JEPPESEN
 10 SEP 10 **10-2G** **Eff 23 Sep**

ABAKAN, RUSSIA
STAR



FL CONVERSION	
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m

ALT/HEIGHT CONVERSION (QFE)	
5430'	(4606' - 1400m)
3450'	(2626' - 800m)
3130'	(2306' - 700m)

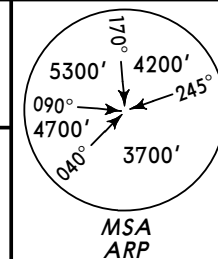
UNAA/ABA
ABAKAN

JEPPesen
 13 AUG 10 **10-3** Eff 26 Aug

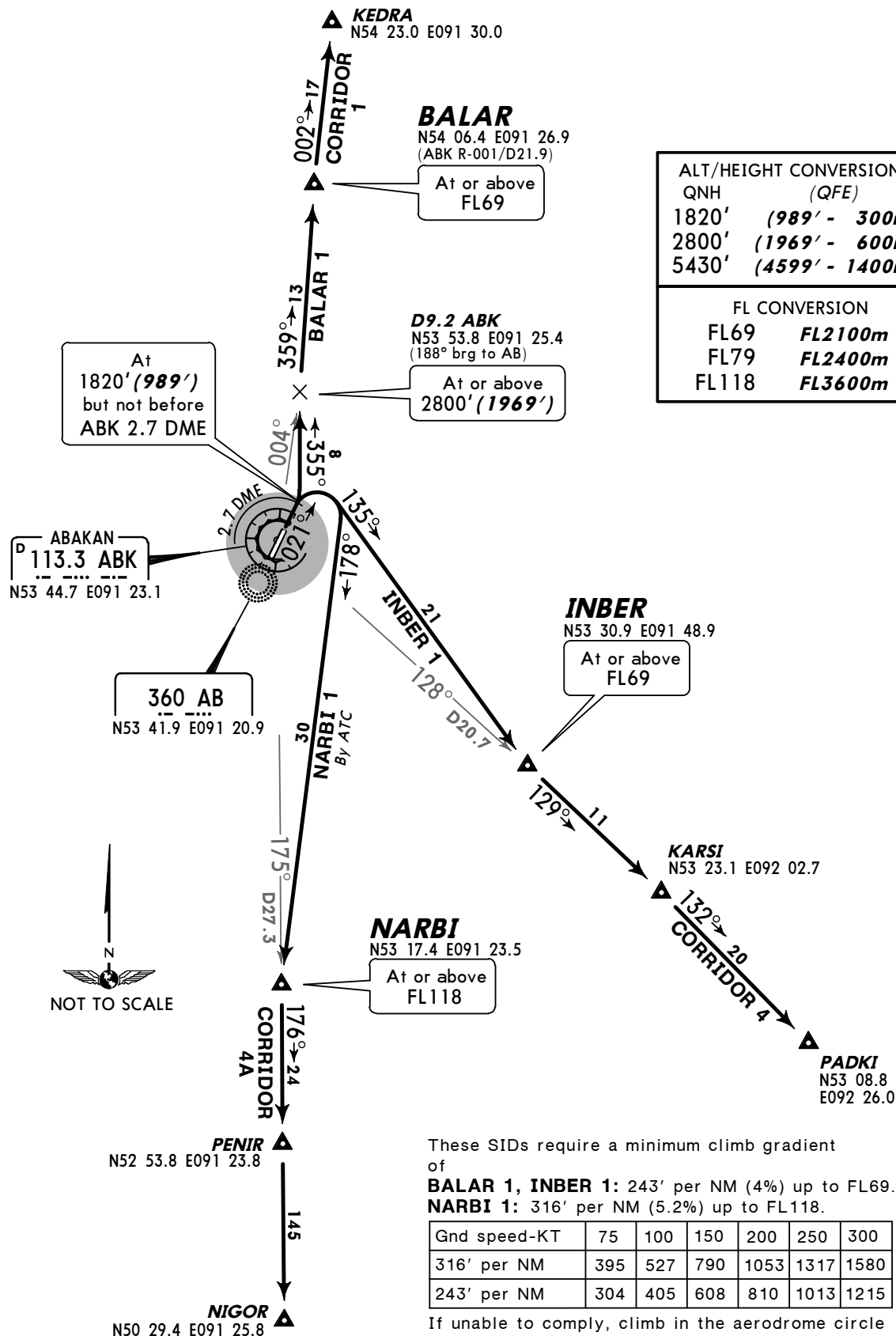
ABAKAN, RUSSIA
SID

Apt Elev
 831'

QNH on request (QFE)
 Trans level: FL69
 FL79 if pressure is less than 724mm (965.3 hPa)
 Trans alt: 5430' (4599')



BALAR 1, INBER 1, NARBI 1
RWY 02R DEPARTURES
 TO NORTH & SOUTH



ALT/HEIGHT CONVERSION
 QNH (QFE)

1820'	(989' - 300m)
2800'	(1969' - 600m)
5430'	(4599' - 1400m)

FL CONVERSION

FL69	FL2100m
FL79	FL2400m
FL118	FL3600m

These SIDs require a minimum climb gradient of
BALAR 1, INBER 1: 243' per NM (4%) up to FL69.
NARBI 1: 316' per NM (5.2%) up to FL118.

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
243' per NM	304	405	608	810	1013	1215

If unable to comply, climb in the aerodrome circle via AB, height as directed by ATC.

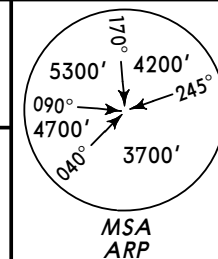
UNAA/ABA
ABAKAN

JEPPesen
 13 AUG 10 **10-3A** Eff 26 Aug

ABAKAN, RUSSIA
SID

Apt Elev
 831'

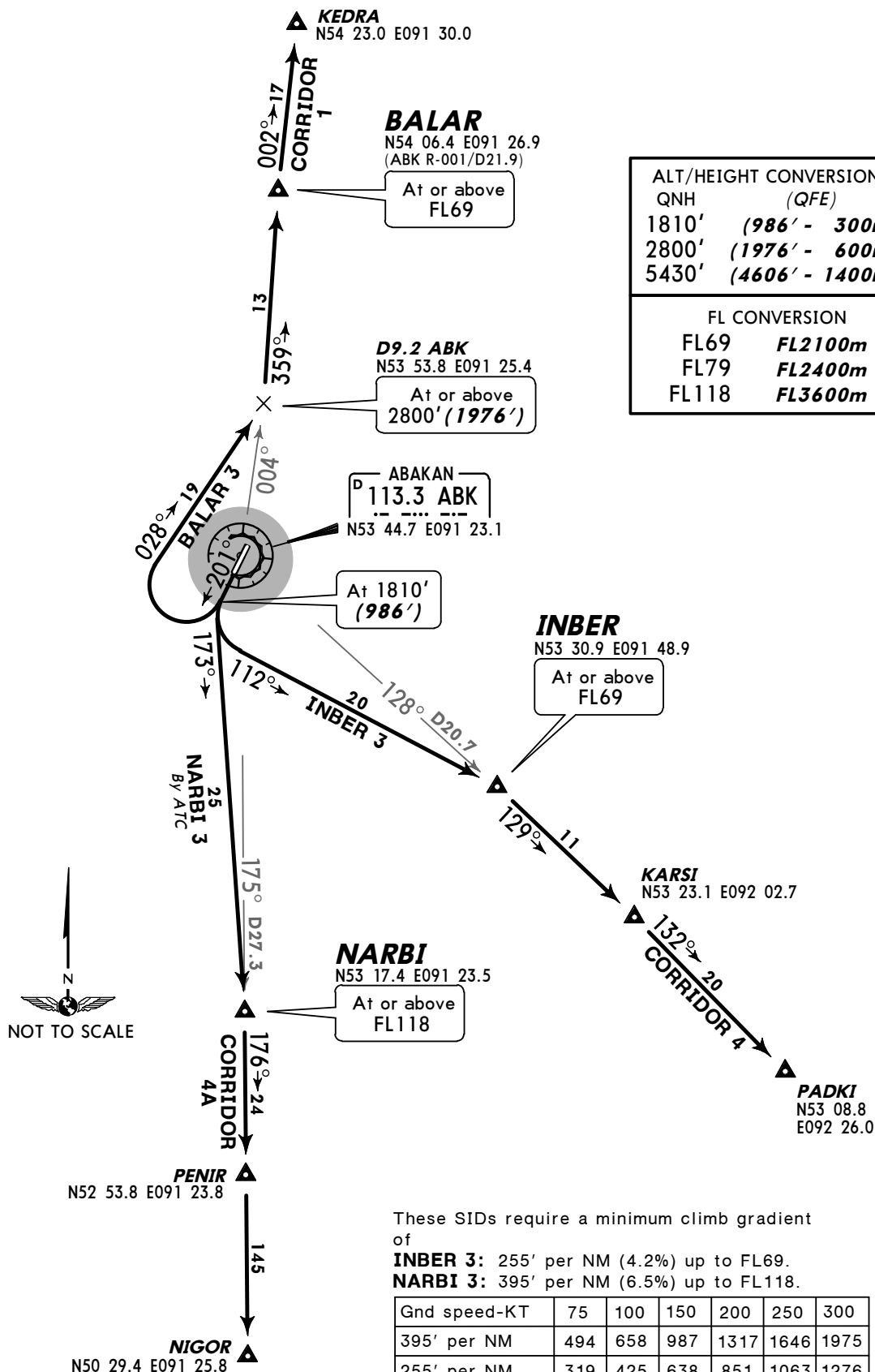
QNH on request (QFE)
 Trans level: FL69
 FL79 if pressure is less than 724mm (965.3 hPa)
 Trans alt: 5430' (4606')



BALAR 3, INBER 3, NARBI 3
RWY 20L DEPARTURES
 TO NORTH & SOUTH

QNH	(QFE)
1810'	(986' - 300m)
2800'	(1976' - 600m)
5430'	(4606' - 1400m)

FL	CONVERSION
FL69	FL2100m
FL79	FL2400m
FL118	FL3600m



These SIDs require a minimum climb gradient of
INBER 3: 255' per NM (4.2%) up to FL69.
NARBI 3: 395' per NM (6.5%) up to FL118.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
255' per NM	319	425	638	851	1063	1276

UNAA/ABA
ABAKAN

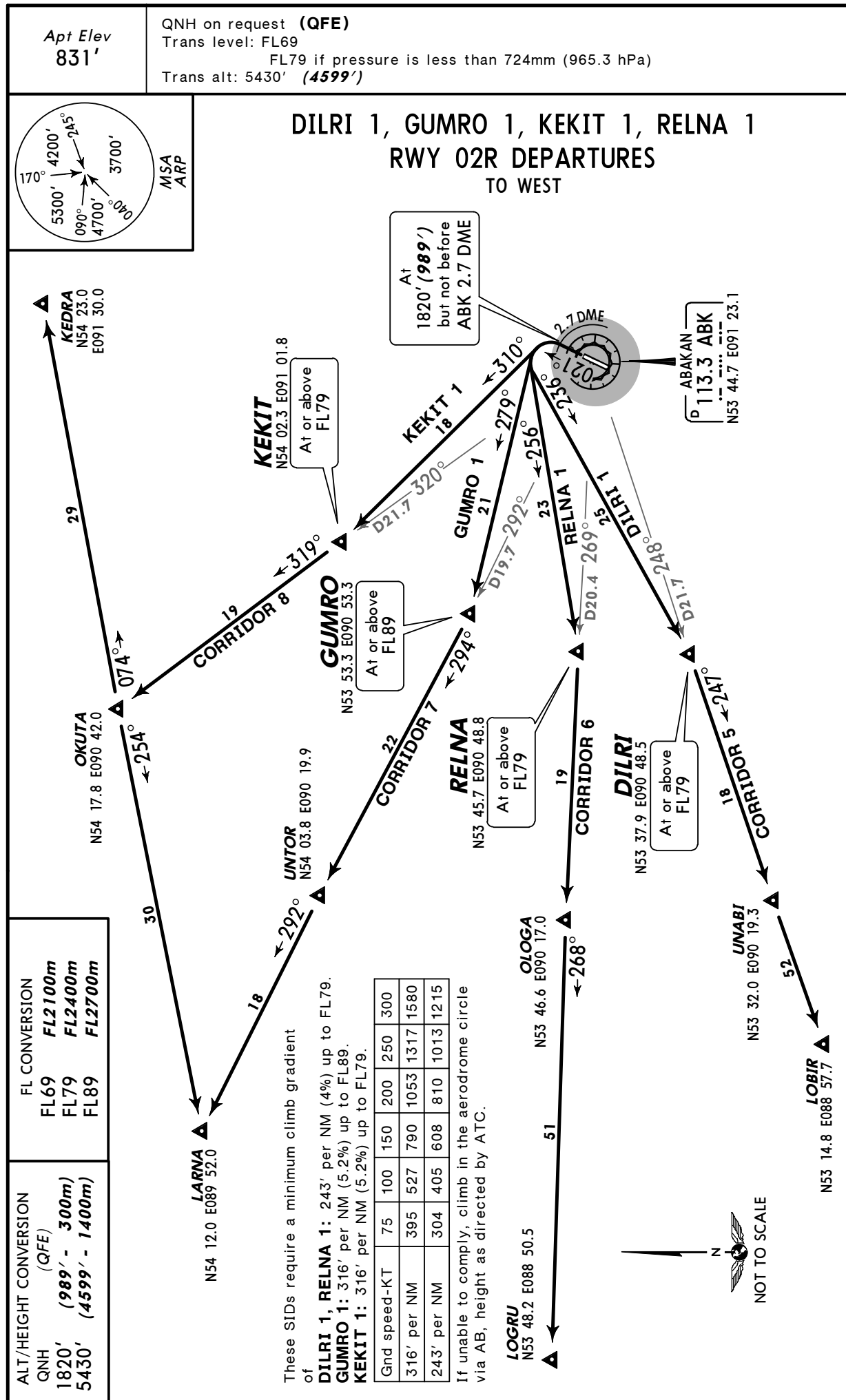
13 AUG 10

10-3B

Eff 26 Aug

ABAKAN, RUSSIA

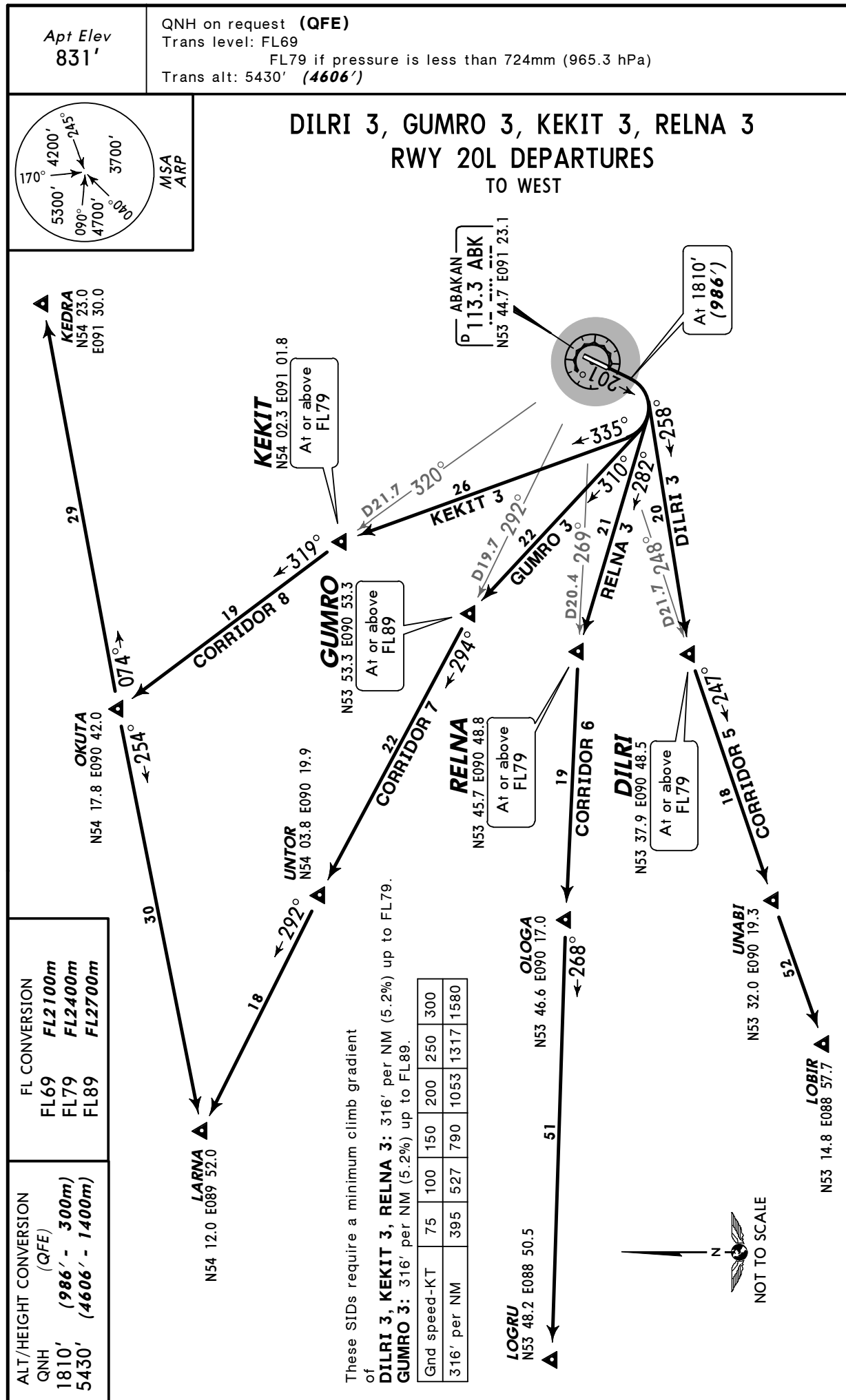
SID



UNAA/ABA
ABAKAN

JEPPESEN
 13 AUG 10 **10-3C** **Eff 26 Aug**

ABAKAN, RUSSIA
SID



UNAA/ABA

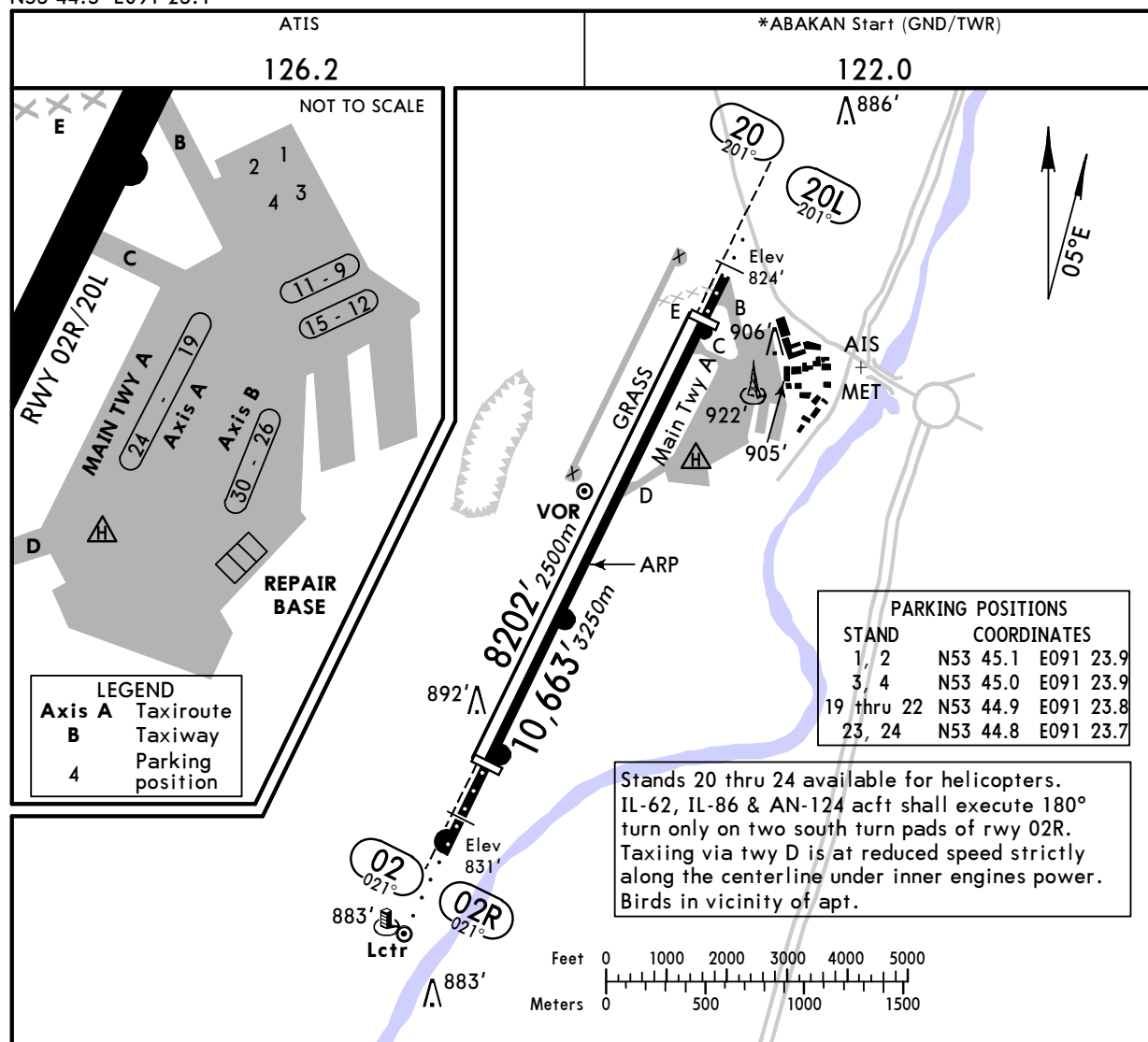
Apt Elev **831'**
N53 44.5 E091 23.1

JEPPESSEN

13 AUG 10 **(10-9)** Eff 26 Aug

ABAKAN, RUSSIA

ABAKAN



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
02	20	Grass runway				262' 80m
02R	20L	RL (60m) ALS	RVR	9022' 2750m 9843' 3000m	8005' 2440m 8859' 2700m 10,171' 3100m①	148' 45m

① First 492'/150m unusable for take-off.

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	

UNAA/ABA

 **JEPPESEN**
17 SEP 10 **10-9S****Standard**
ABAKAN, RUSSIA
ABAKAN

STRAIGHT-IN RWY		A	B	C	D
02R	ILS	1031' (200')	1031' (200')	1031' (200')	1031' (200')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1140' (309')	1160' (329')	1160' (329')	1160' (329')
		R1200m	R1300m	R1300m	R1300m
	<i>ALS out</i>	R1400m	R1500m	R1500m	R1500m
20L	ILS	1024' (200')	1024' (200')	1024' (200')	1024' (200')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1730' (906')	1730' (906')	1730' (906')	1730' (906')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	C2400m	C2400m	C2400m	C2400m

① Continuous Descent Final Approach.

TAKE-OFF RWY 02, 02R, 20, 20L

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UNAA/ABA

JEPPESEN
17 SEP 10 **10-9X**

JAA MINIMUMS
ABAKAN, RUSSIA
ABAKAN

STRAIGHT-IN RWY		A	B	C	D
02R	ILS	1031' (200')	1031' (200')	1031' (200')	1031' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	1140' (309')	1160' (329')	1160' (329')	1160' (329')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
20L	ILS	1024' (200')	1024' (200')	1024' (200')	1024' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	1730' (906')	1730' (906')	1730' (906')	1730' (906')
		R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 02, 02R, 20, 20L

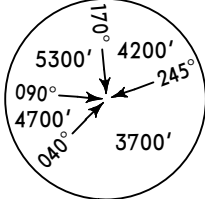
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UNAA/ABA ABAKAN

JEPPesen
17 SEP 10 **(11-1)**

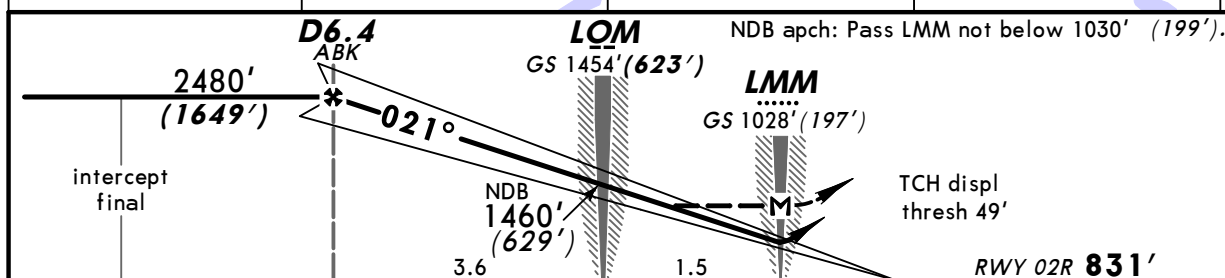
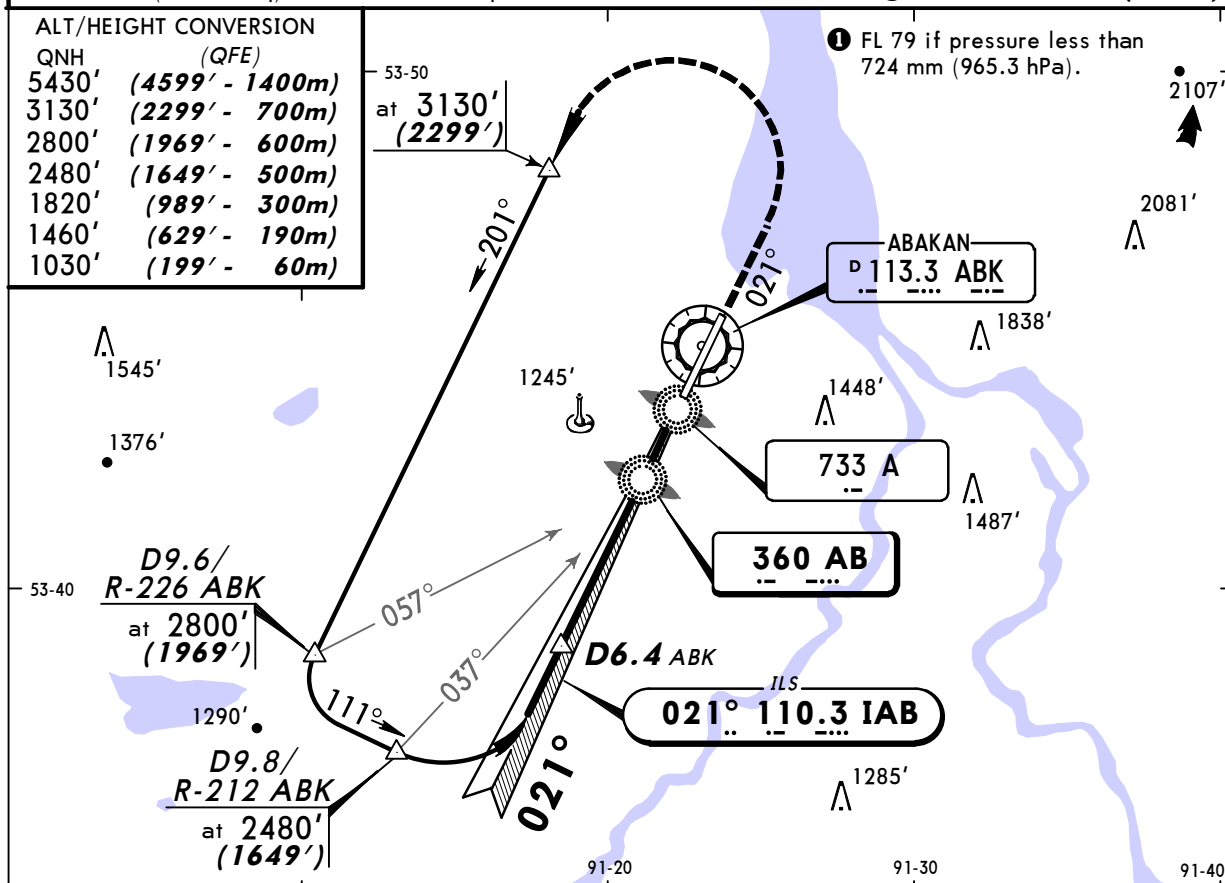
ABAKAN, RUSSIA ILS or 2 NDB Rwy 02R

BRIEFING STRIP

ATIS 126.2		*ABAKAN Approach (R) 134.3		*ABAKAN Start (TWR) 122.0		Ground 122.0	
LOC IAB 110.3	Final Apch Crs 021°	GS LOM 1454' (623')	ILS DA(H) 1031' (200')	Apt Elev 831' RWY 831'		 MSA ARP	
NDB AB 360		NDB Minimum Alt D6.4 ABK 2480' (1649')	NDB MDA(H) Refer to Minimums				
MISSED APCH: Climb on 021° to 1820'(989'), then turn LEFT onto 201° climbing to 3130'(2299'), then according to chart.							
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 69 1			

ALT/HEIGHT CONVERSION

QNH	(QFE)
5430' (4599' - 1400m)	
3130' (2299' - 700m)	
2800' (1969' - 600m)	
2480' (1649' - 500m)	
1820' (989' - 300m)	
1460' (629' - 190m)	
1030' (199' - 60m)	



TO DISPLACED THRESHOLD		3.6	2.0	1.5	0.5	0	RWY 02R 831'	
Gnd speed-Kts	70	90	100	120	140	160	ALS	1820' (989')
ILS GS or NDB Desc angle	2.67°	332	427	474	569	663	758	201°
MAP at LMM								3130' (2299')

STRAIGHT-IN LANDING RWY 02R							
ILS DA(H) 1031' (200')		LOC (GS out)	NDB A: 1140' (309') MDA(H) BCD: 1160' (329')				
FULL	ALS out			ALS out			
A	1200m		NOT AUTH		RVR 1500m VIS 1600m		
B							
C							
D							

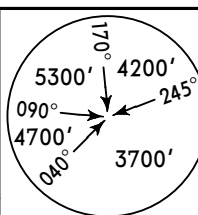
PANS OPS

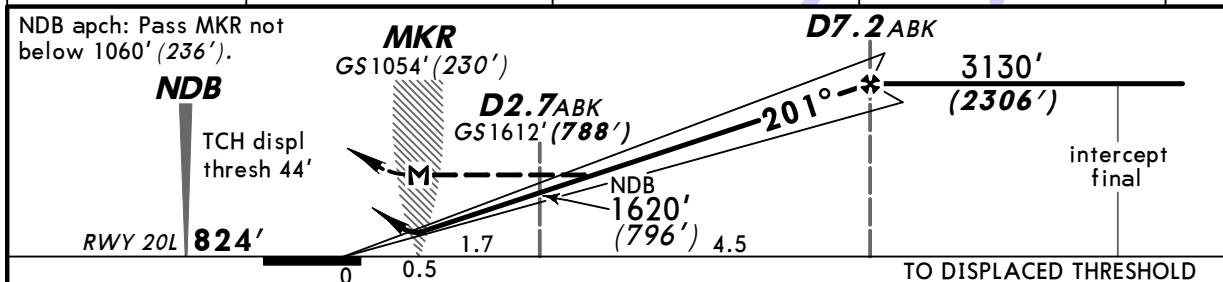
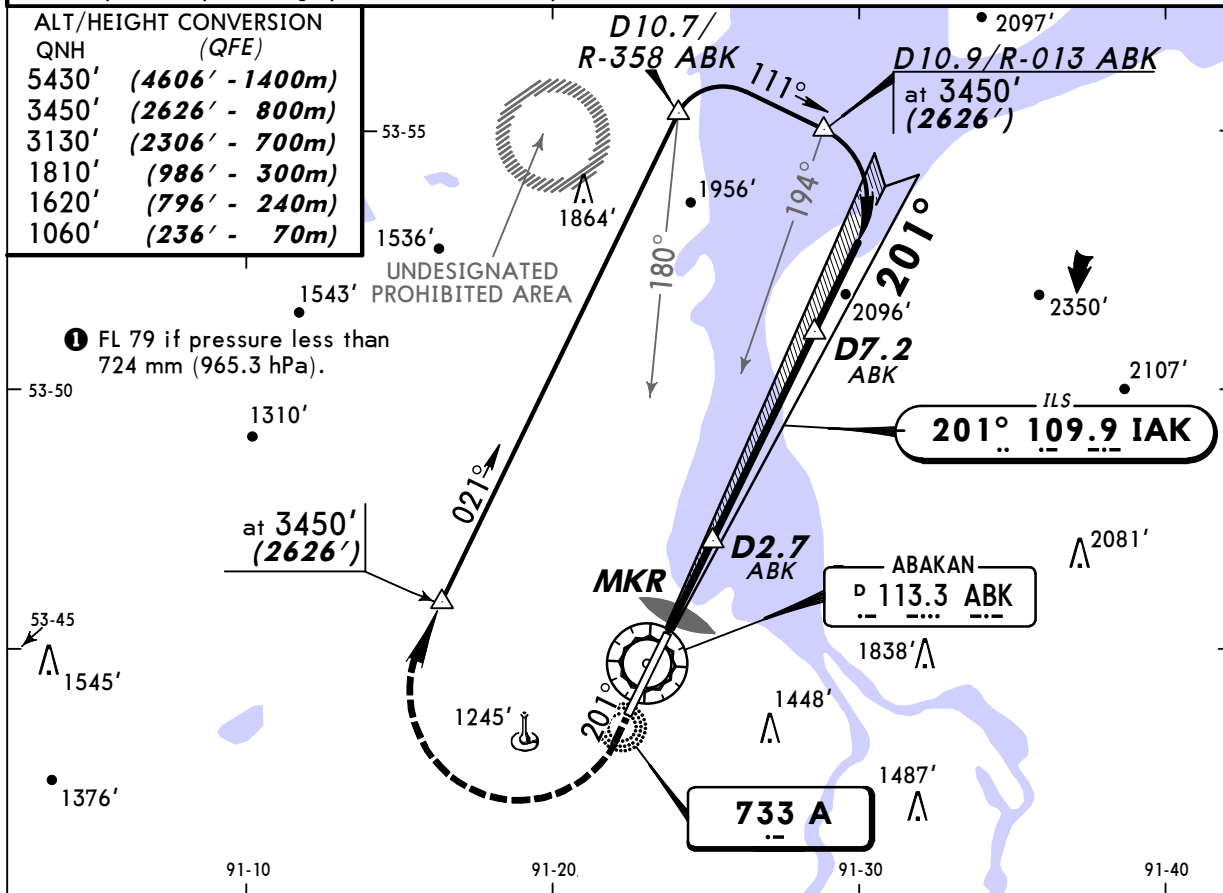
UNAA/ABA
ABAKAN

JEPPesen
17 SEP 10 **(11-2)**

ABAKAN, RUSSIA
ILS or NDB Rwy 20L

BRIEFING STRIP

ATIS 126.2		*ABAKAN Approach (R) 134.3		*ABAKAN Start (TWR) 122.0		Ground 122.0	
LOC IAK 109.9	Final Apch Crs 201°	GS D2.7 ABK 1612' (788')	ILS DA(H) 1024' (200')	Apt Elev 831' RWY 824'		 MSA ARP	
NDB A 733		NDB Minimum Alt D7.2 ABK 3130' (2306')	NDB MDA(H) 1730' (906')				
MISSED APCH: Climb on 201° to 1810' (986'), then turn RIGHT onto 021° climbing to 3450' (2626'), then according to chart.							
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 69 ① Trans alt: 5430' (4606') Ground proximity warning system activation is possible on final.							



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810' (986')	on 201°	021° RT	3450' (2626')
ILS GS or NDB Desc angle	3.17°	398	512	569	683	797	911				
MAP at MKR											

STRAIGHT-IN LANDING RWY 20L											
ILS <i>DA(H)</i> 1024' (200')				LOC (GS out)	NDB <i>MDA(H)</i> 1730' (906')						
FULL		ALS out					ALS out				
A	1200m				NOT AUTH	RVR 1800m					
B						VIS 2000m					
C						4400m					
D						4800m					

PANS OPS