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Terminal Charts For UEEE
Revision Letter For Cycle 08-2012
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Notebook

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General Information

Location: Yakutsk Rus
IATA Code: YKS
Lat/Long: N62° 05.6' E129° 46.3'
Elevation: 326 ft

Airport Use: Public
Magnetic Variation: 15.6°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: 1944 Z
Sunset: 1057 Z,

Runway Information

Runway: 05R
Length x Width: 11155 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 323 ft
Lighting: Edge, ALS, Centerline

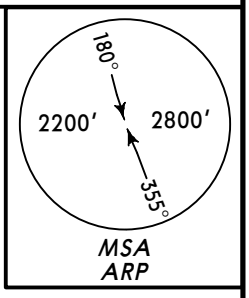
Runway: 23L
Length x Width: 11155 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 314 ft
Lighting: Edge, ALS, Centerline, TDZ

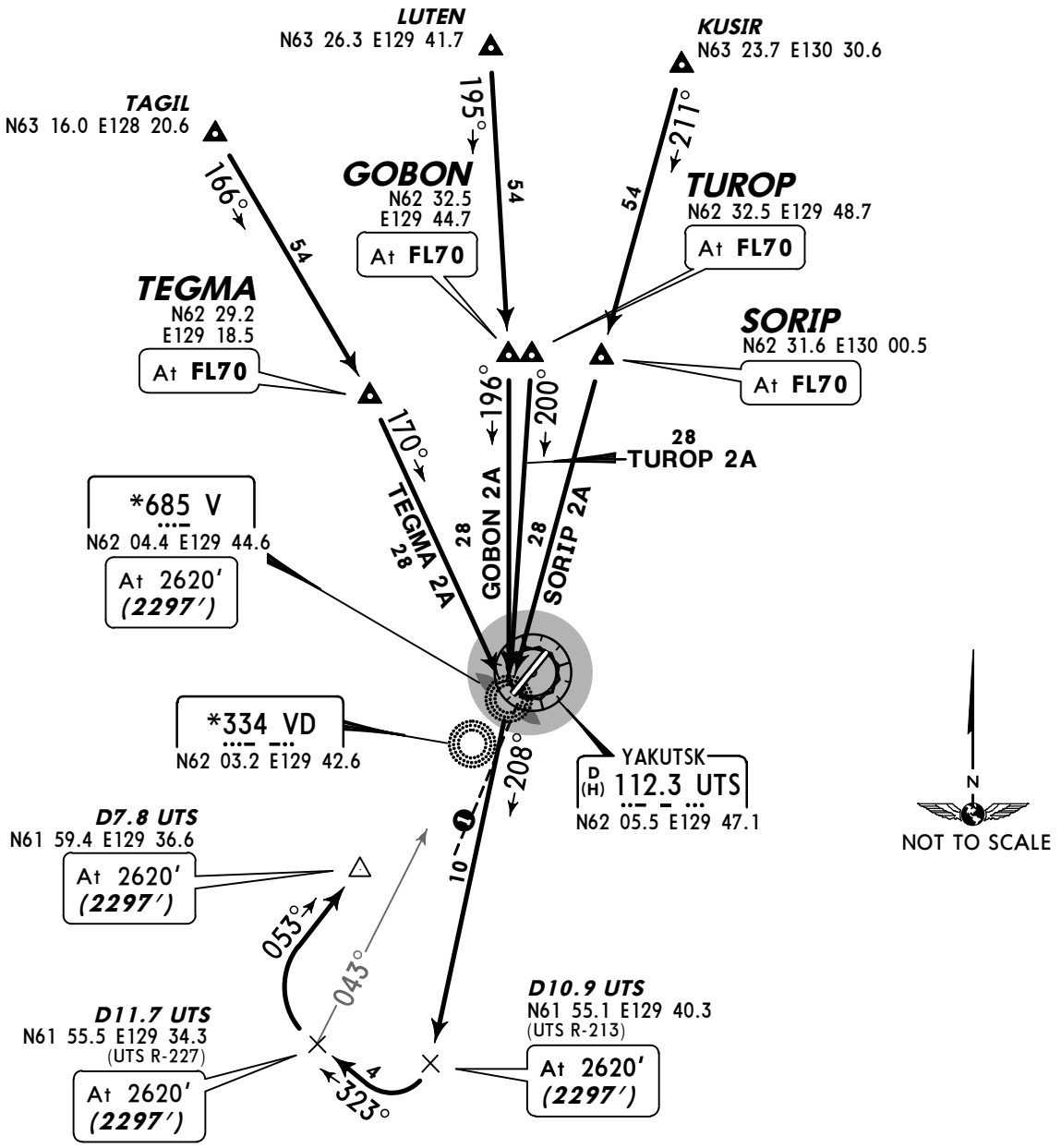
Communication Information

ATIS 126.2 Non-English
Yakutsk Start Tower 120.0
Yakutsk Taxiing Ground Control 121.7
Yakutsk Approach Control 129.3
Yakutsk Krug Radar 120.3

ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

GOBON 2A, SORIP 2A
TEGMA 2A, TUROP 2A
RWY 05R ARRIVALS





❶ 038° to ARP within 4.3 NM do not fly east below 2300′ ***(1977′).***

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

CHANGES: MSA; STARs established, revised & transferred.

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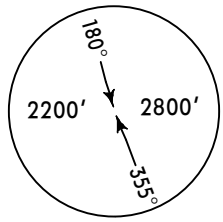
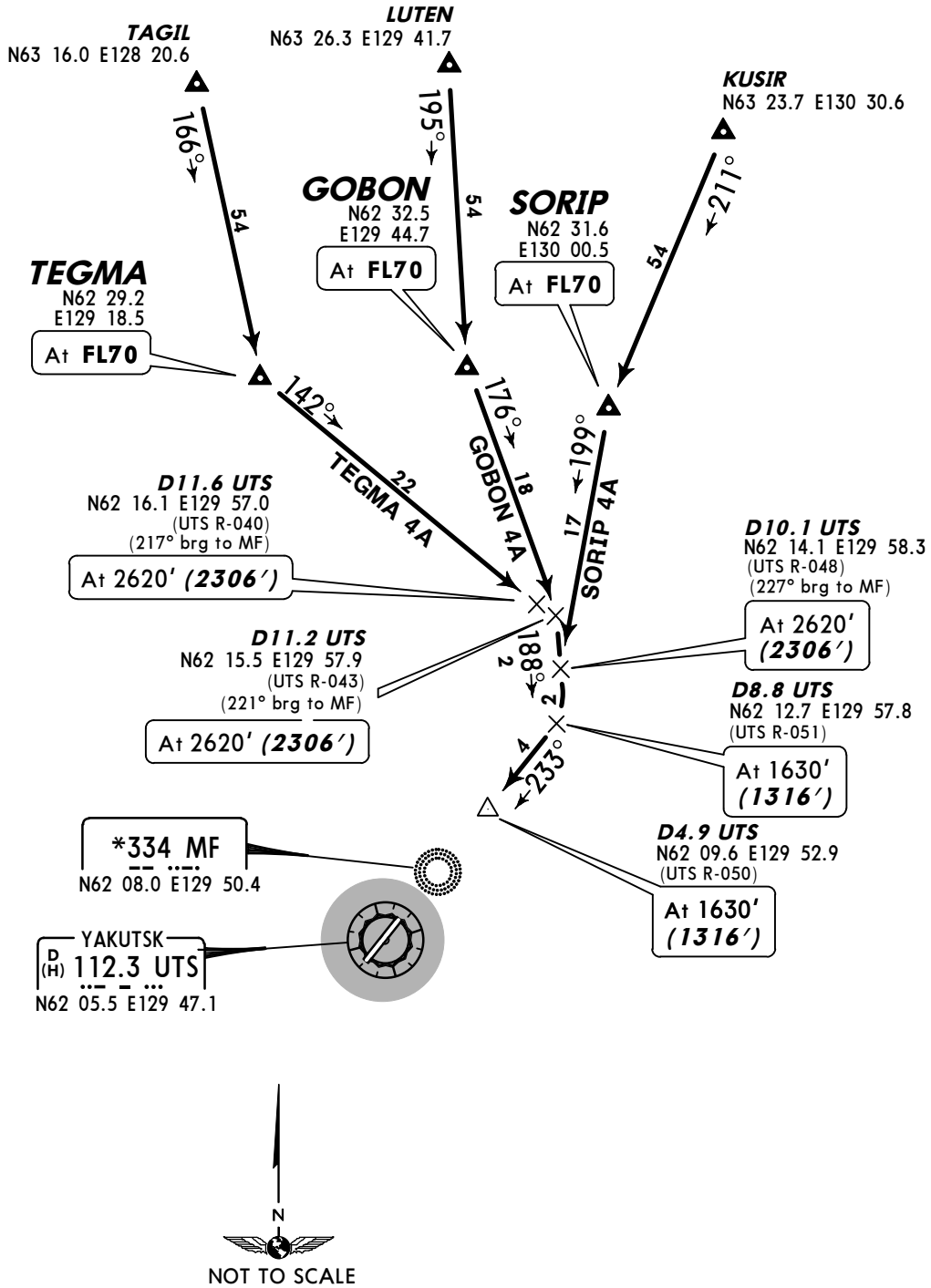
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

GOBON 4A
SORIP 4A, TEGMA 4A
RWY 23L ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***
1630′	***(1316′ - 400m)***

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ATIS	Apt Elev	
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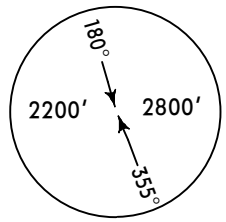
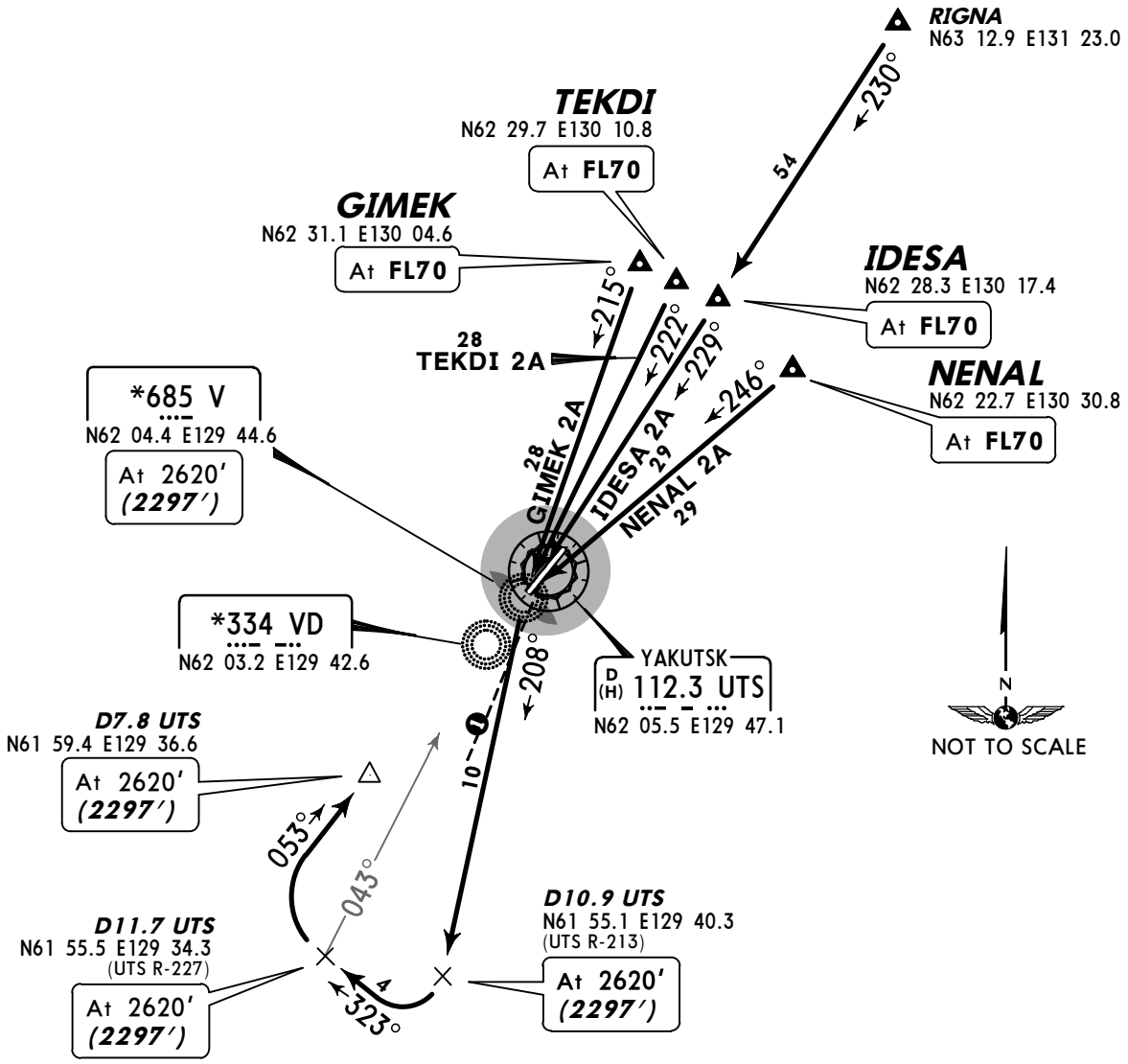
GIMEK 2A, IDESA 2A NENAL 2A, TEKDI 2A RWY 05R ARRIVALS





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ATIS	Apt Elev	
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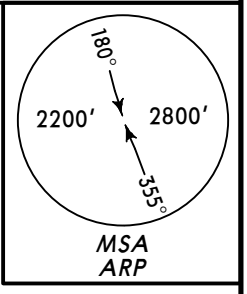
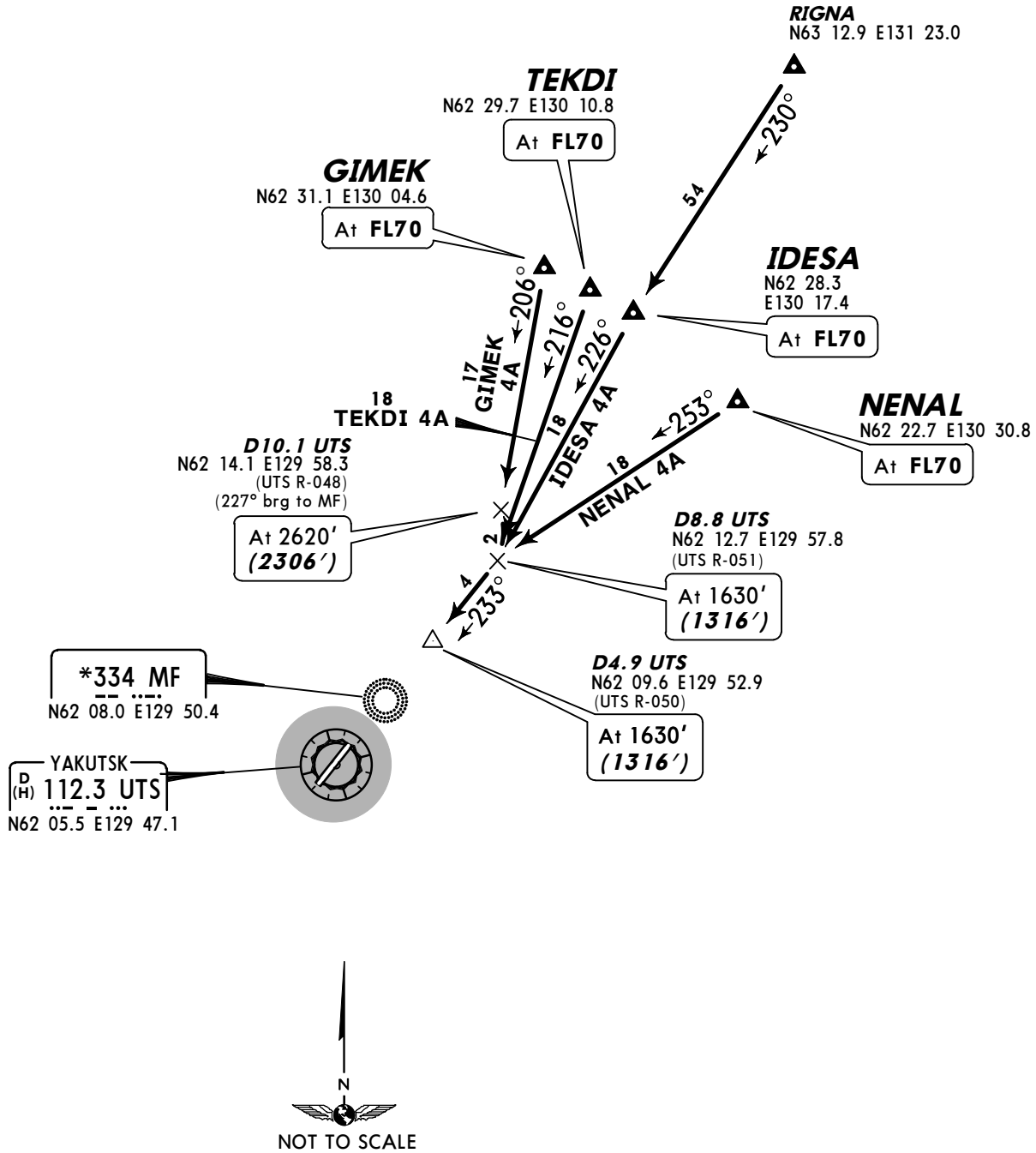
GIMEK 4A, IDESA 4A NENAL 4A, TEKDI 4A RWY 23L ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
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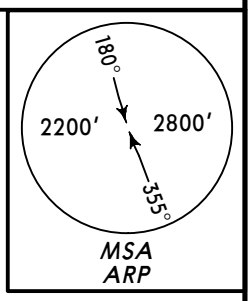
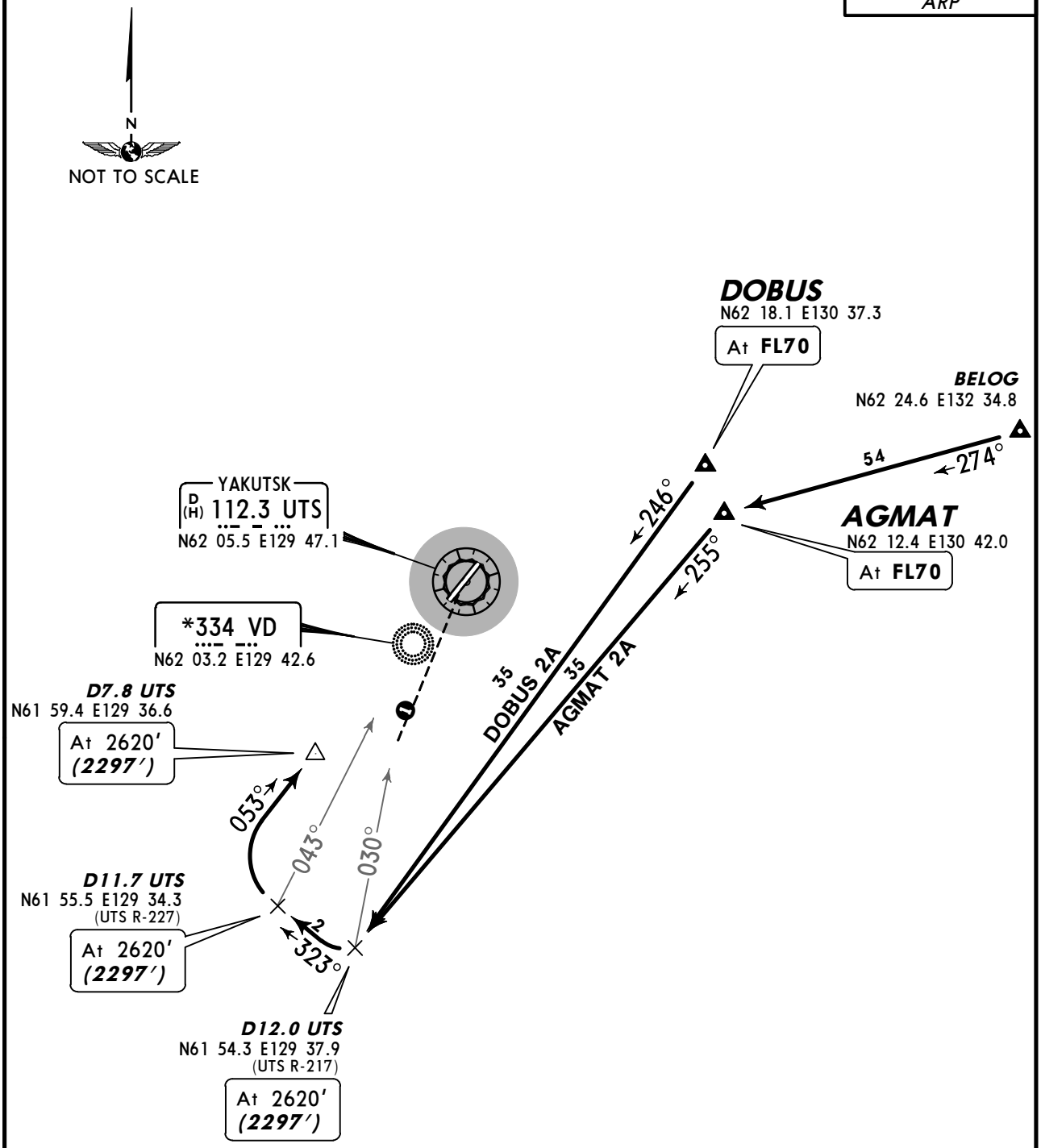
ATIS 126.2 Russian only	Apt Elev 326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

AGMAT 2A
DOBUS 2A
RWY 05R ARRIVALS





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ATIS	Apt Elev	
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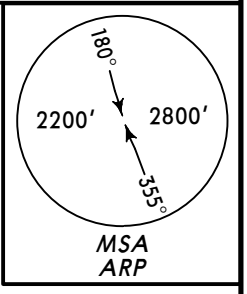
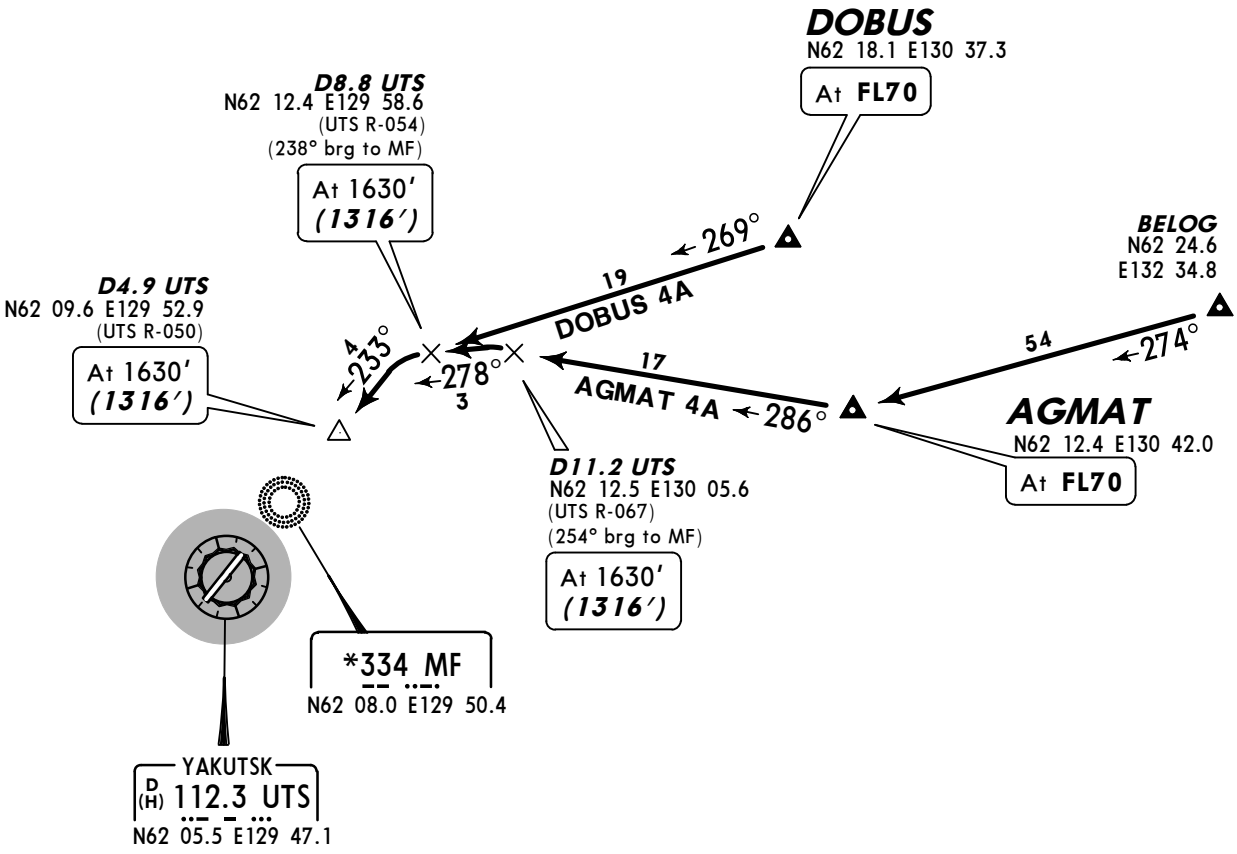
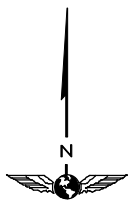
AGMAT 4A
DOBUS 4A
RWY 23L ARRIVALS







NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
1630′	***(1316′ - 400m)***

CHANGES: New chart (MSA; STARs established, revised & transferred).

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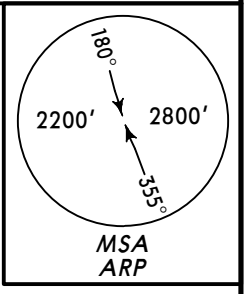
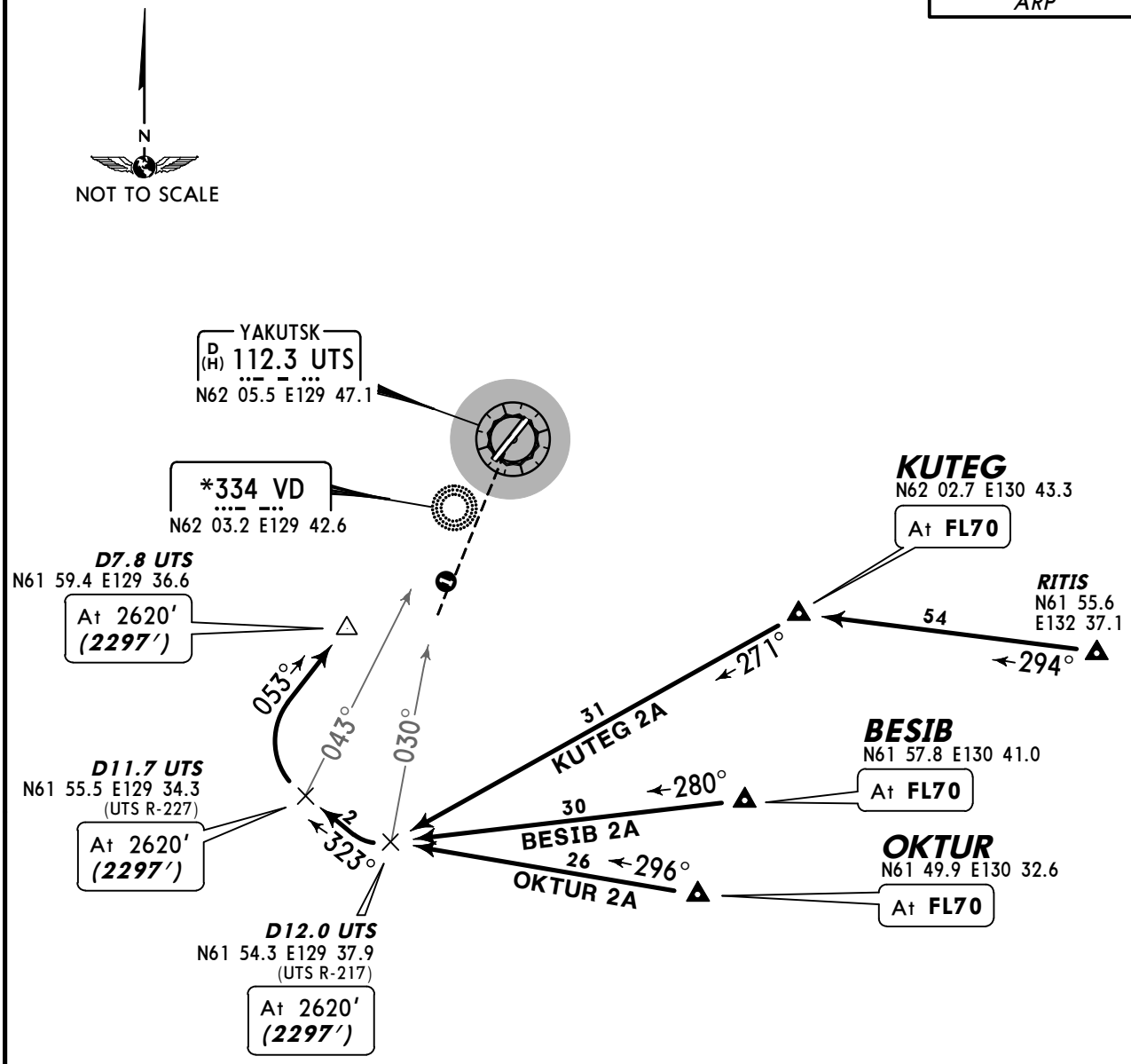
ATIS 126.2 Russian only	Apt Elev 326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

BESIB 2A
KUTEG 2A, OKTUR 2A
RWY 05R ARRIVALS





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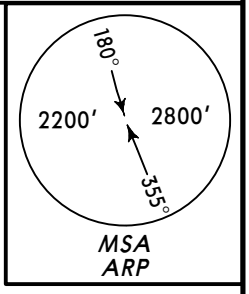
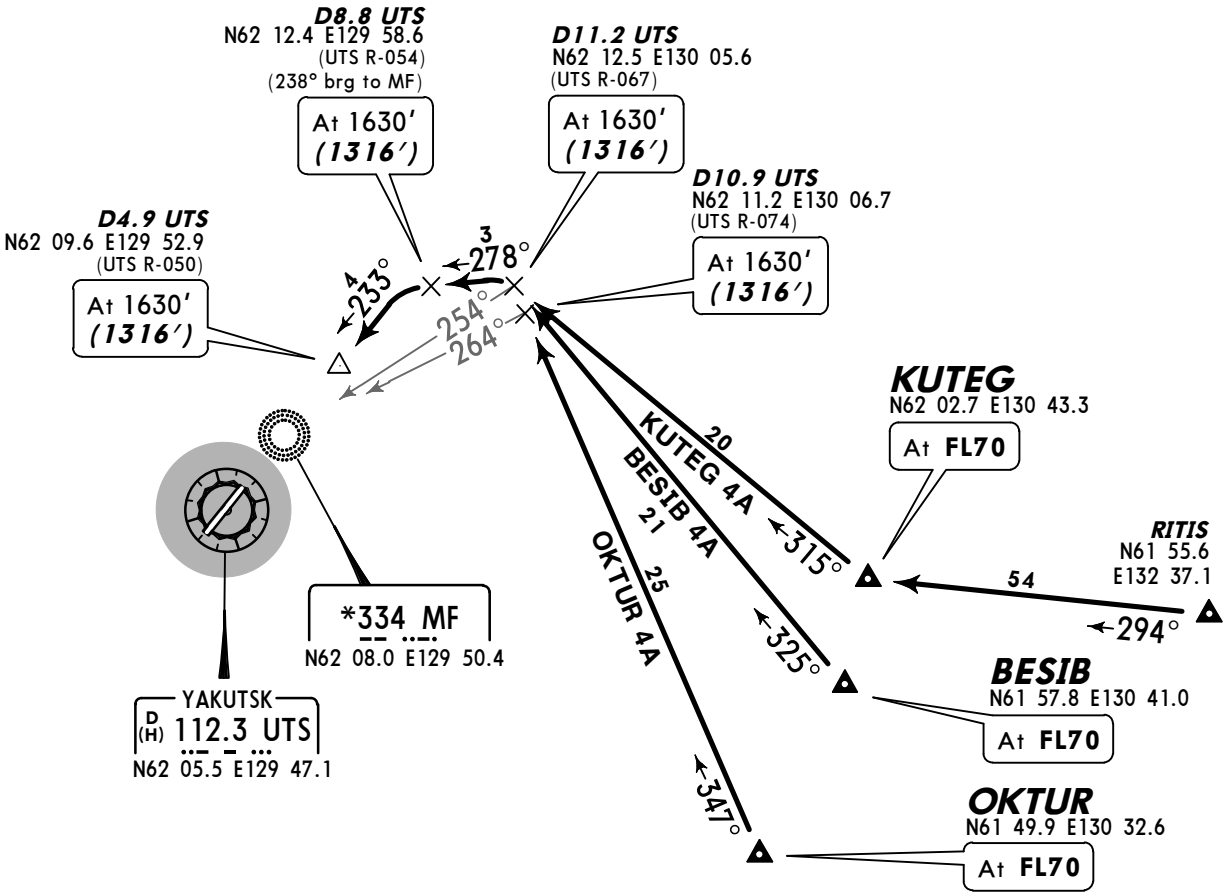
BESIB 4A
KUTEG 4A, OKTUR 4A
RWY 23L ARRIVALS





NOT TO SCALE

ALT/HEIGHT CONVERSION	
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3610′	***(3296′ - 1000m)***
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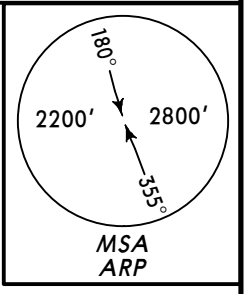
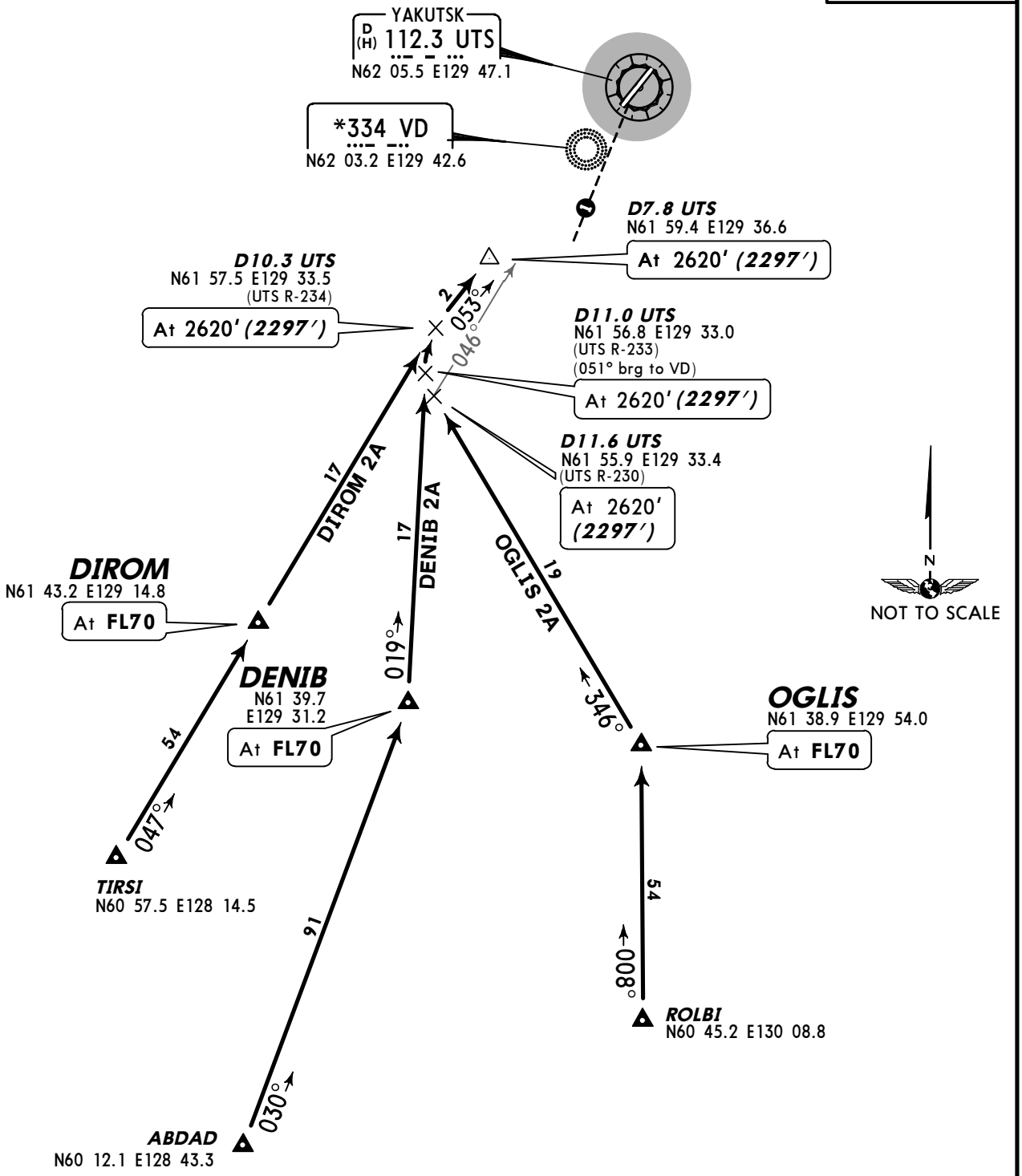
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

DENIB 2A
DIROM 2A, OGLIS 2A
RWY 05R ARRIVALS





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CHANGES: New chart (MSA; STARs revised).

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ATIS	Apt Elev	
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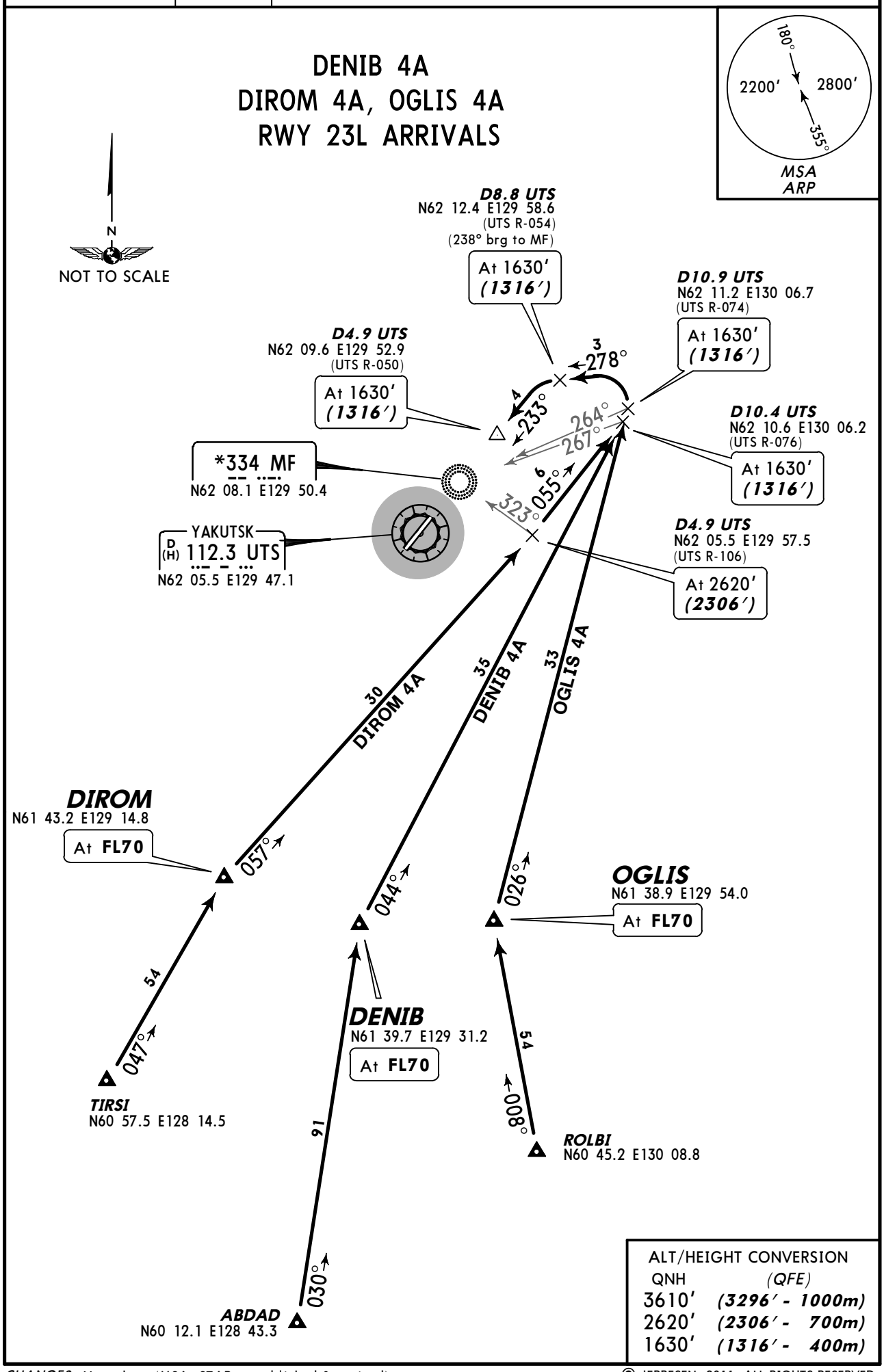
DENIB 4A
DIROM 4A, OGLIS 4A
RWY 23L ARRIVALS



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QNH	(QFE)
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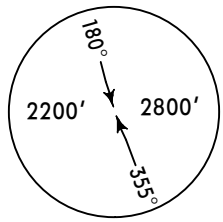
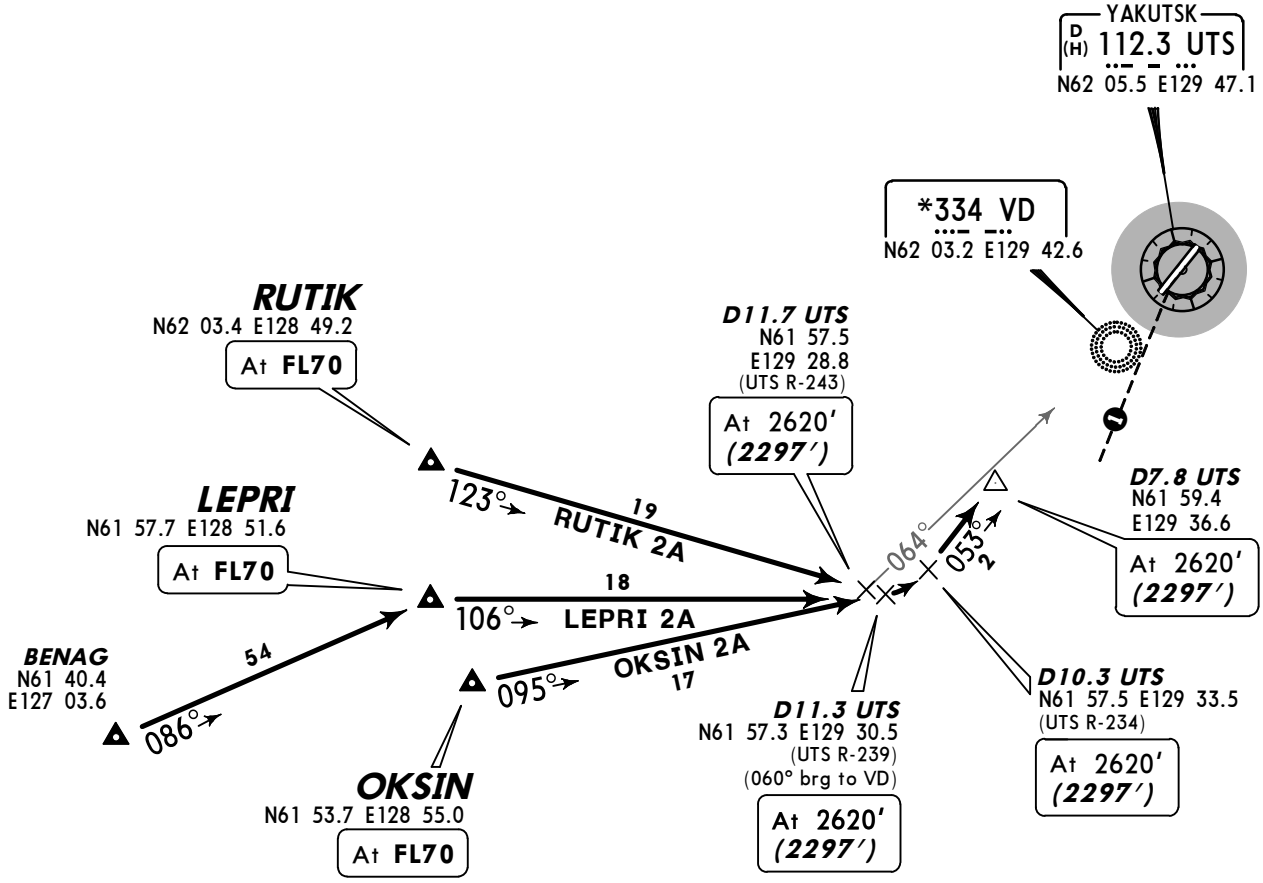
LEPRI 2A
OKSIN 2A, RUTIK 2A
RWY 05R ARRIVALS





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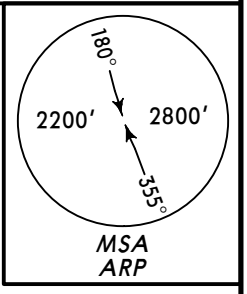
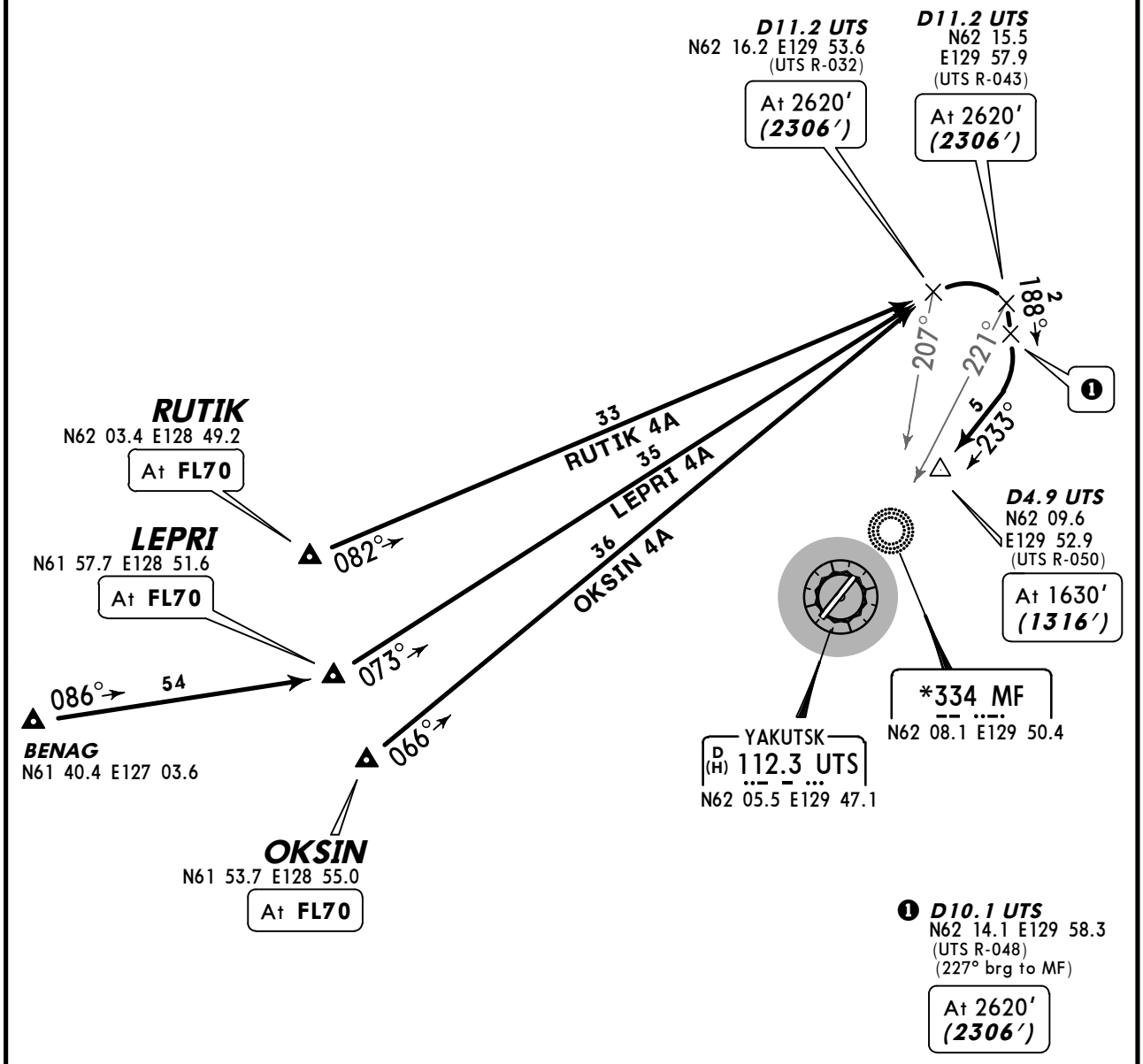
LEPRI 4A
OKSIN 4A, RUTIK 4A
RWY 23L ARRIVALS





N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
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ATIS	Apt Elev	
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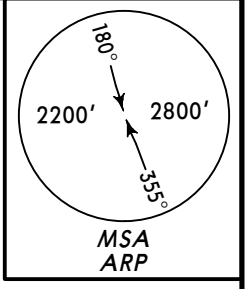
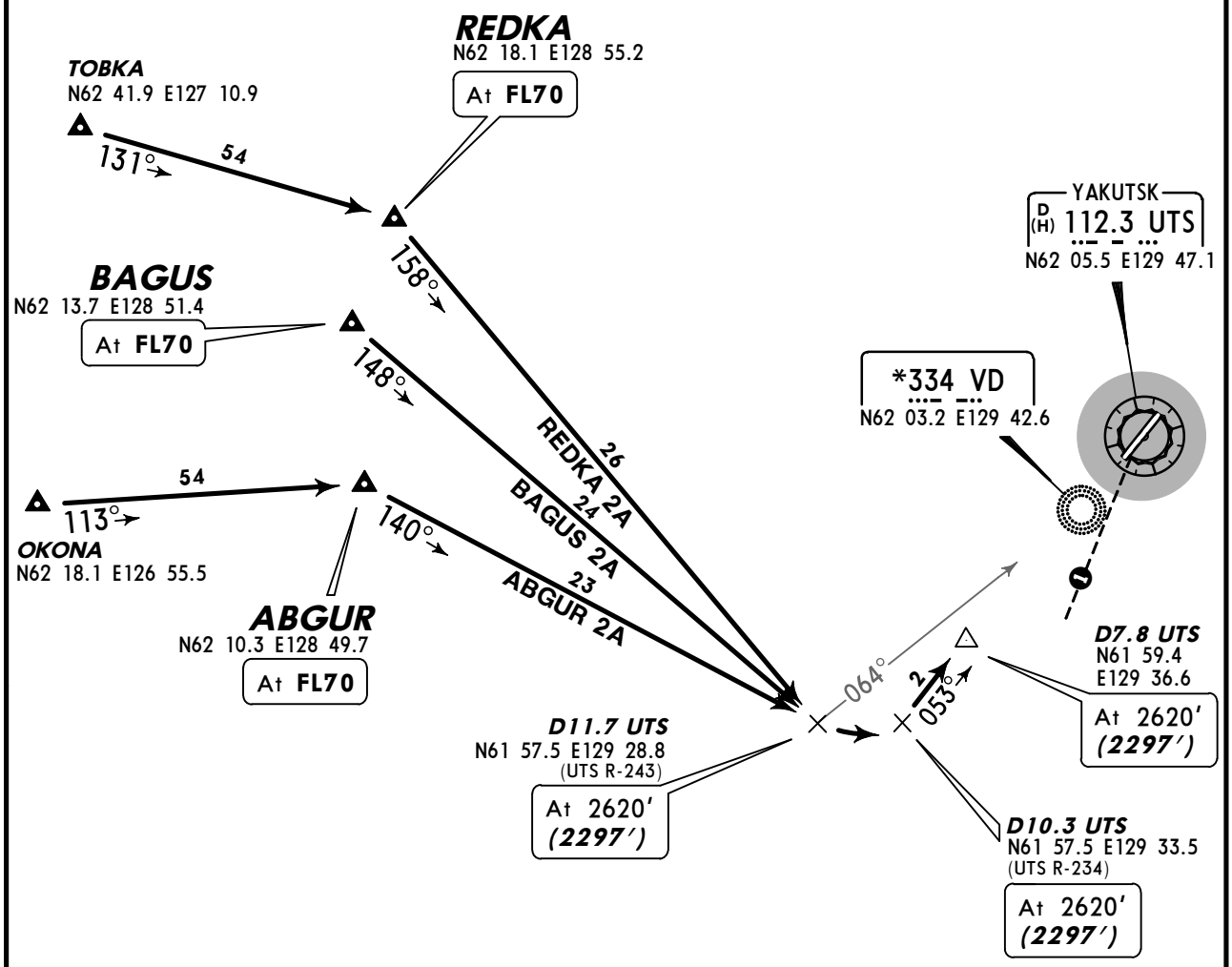
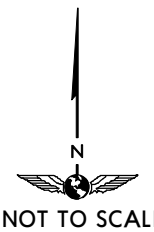
ABGUR 2A
BAGUS 2A, REDKA 2A
RWY 05R ARRIVALS







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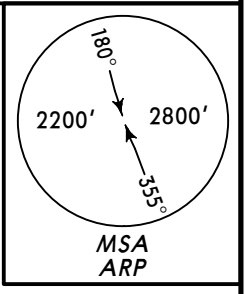
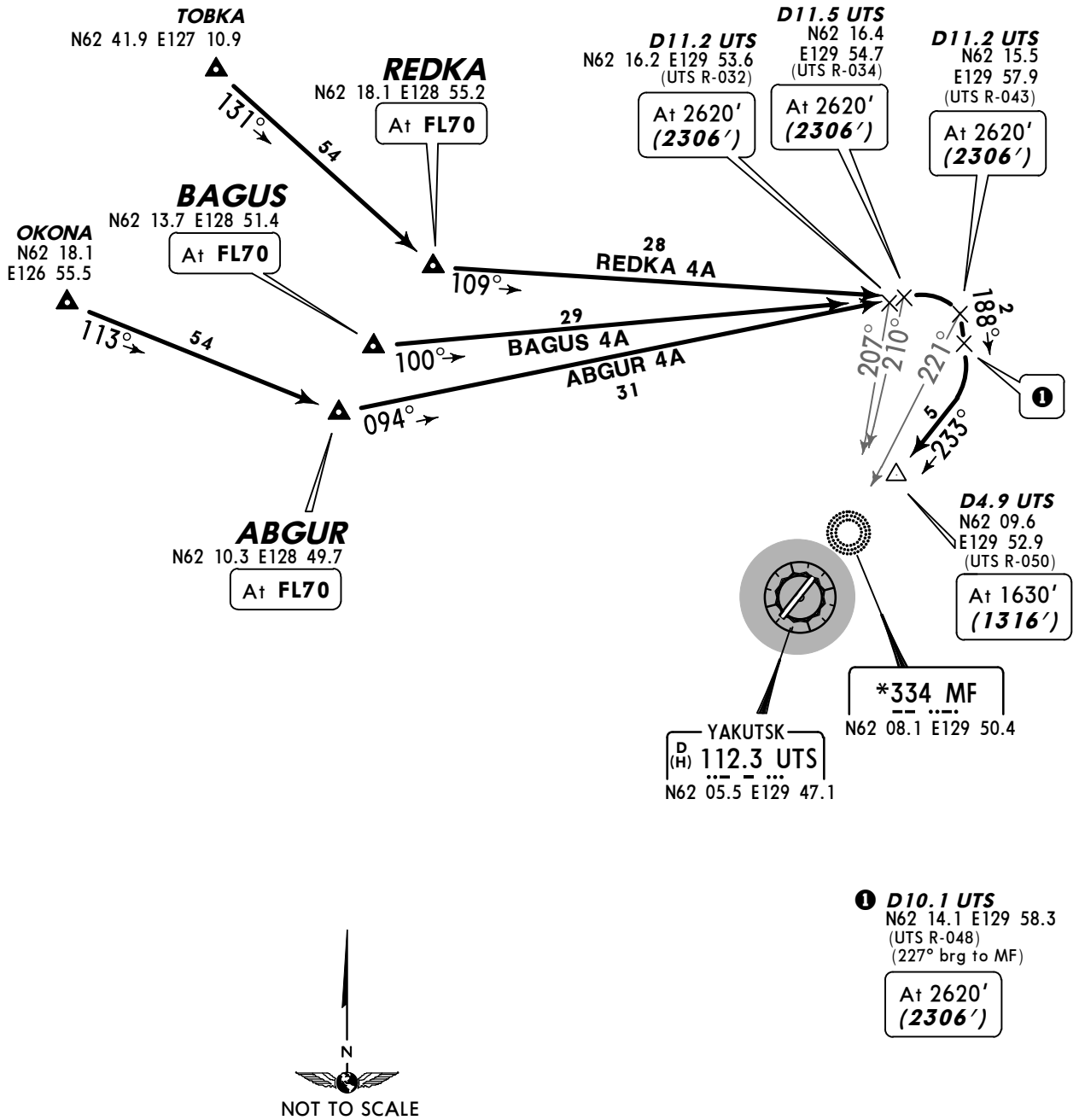
ABGUR 4A
BAGUS 4A, REDKA 4A
RWY 23L ARRIVALS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
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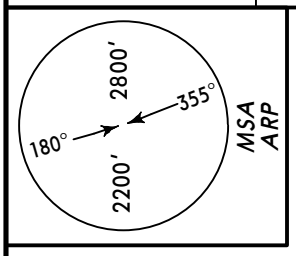
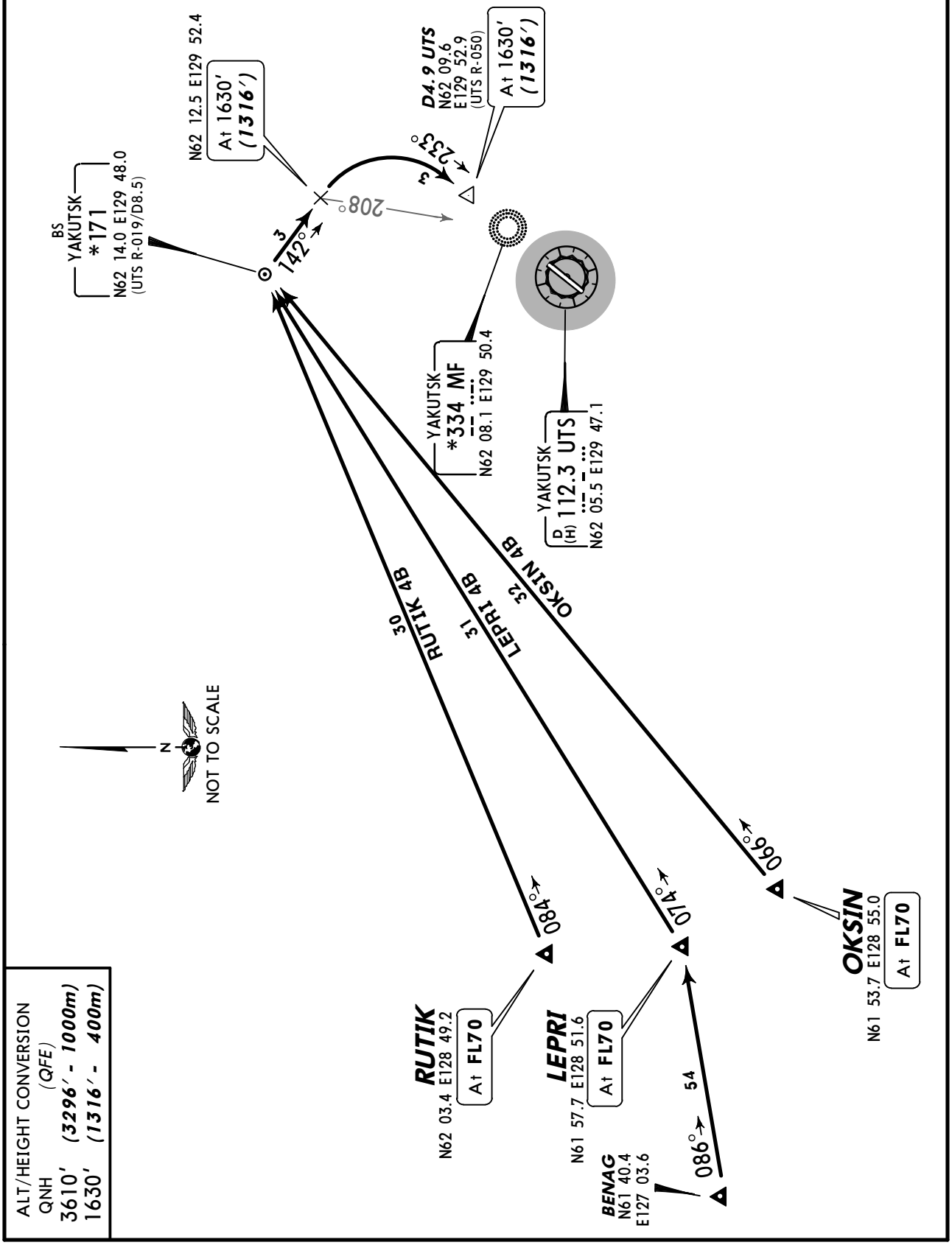


LEPRI 4B
OKSIN 4B, RUTIK 4B
RWY 23L ARRIVALS

CAT A & B



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3610′	***(3296′ - 1000m)***
1630′	***(1316′ - 400m)***

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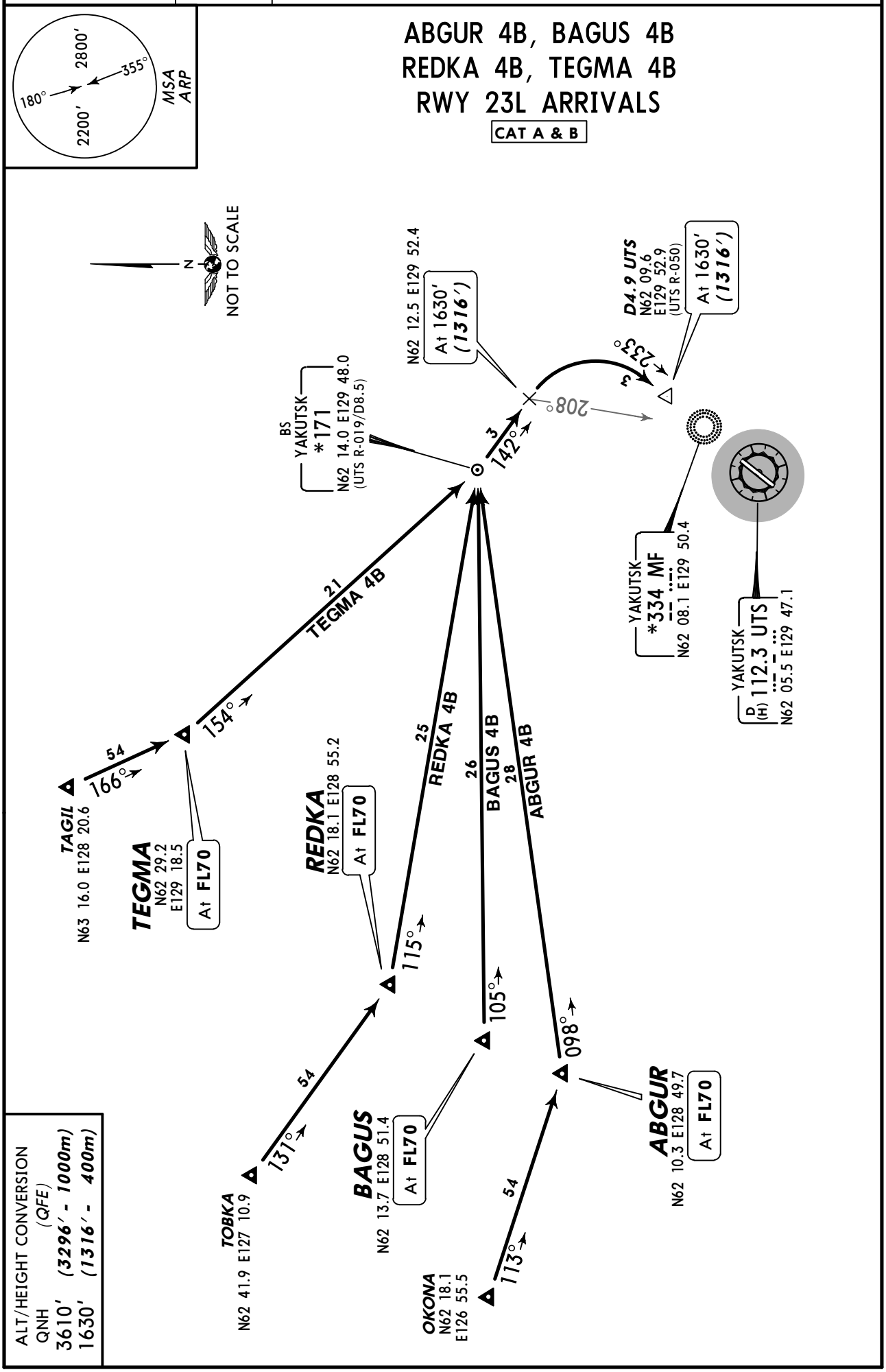
ATIS 126.2 Russian only	Apt Elev 326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

ABGUR 4B, BAGUS 4B REDKA 4B, TEGMA 4B RWY 23L ARRIVALS

CAT A & B



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3610′	***(3296′ - 1000m)***
1630′	***(1316′ - 400m)***

CHANGES: New chart (MSA; STARs revised & transferred).

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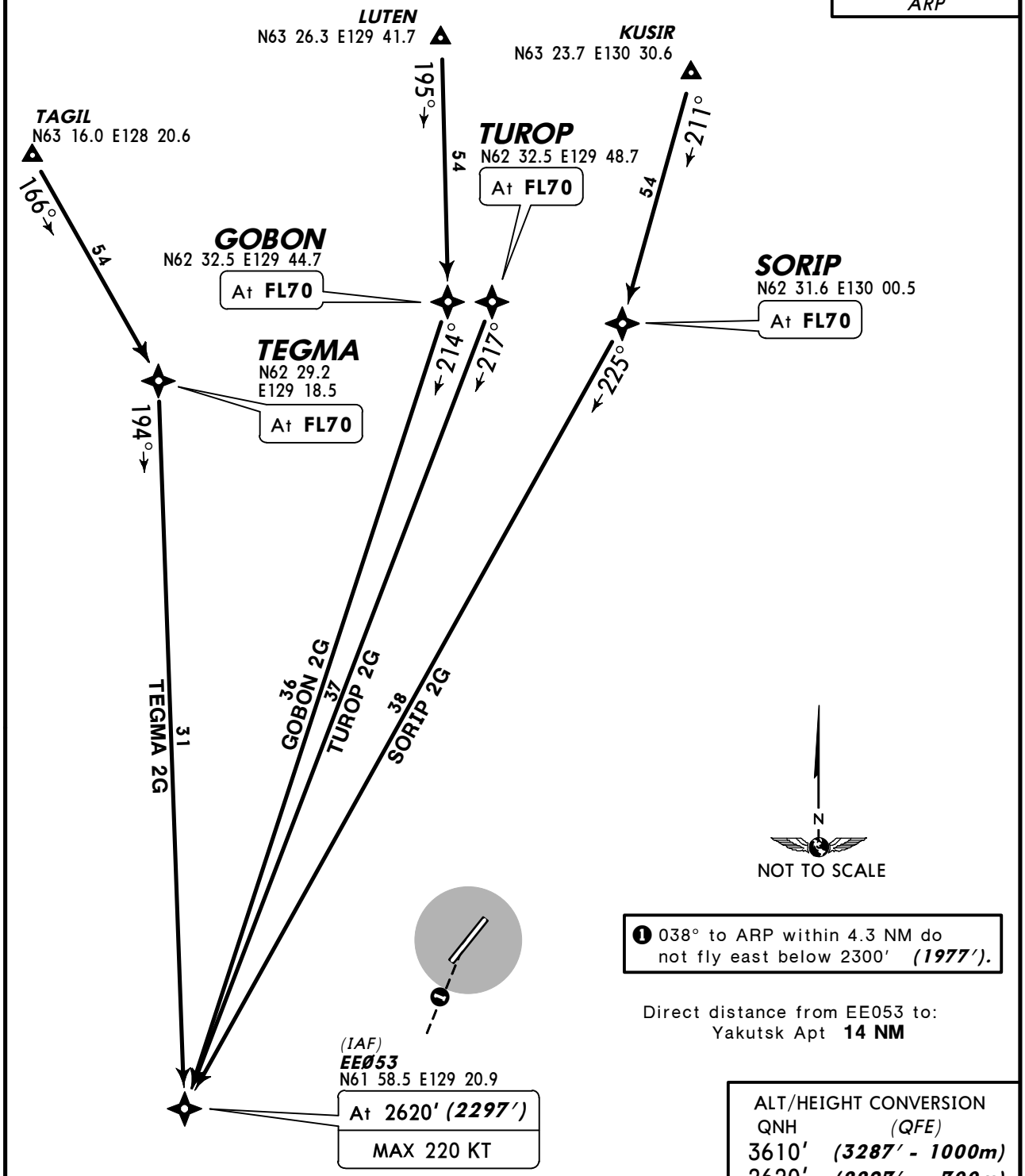
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

GOBON 2G, SORIP 2G
TEGMA 2G, TUROP 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)



Direct distance from EE053 to:
Yakutsk Apt **14 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

STAR	ROUTING
GOBON 2G	GOBON (FL70) - EE053 (2620′; K220-).
SORIP 2G	SORIP (FL70) - EE053 (2620′; K220-).
TEGMA 2G	TEGMA (FL70) - EE053 (2620′; K220-).
TUROP 2G	TUROP (FL70) - EE053 (2620′; K220-).

CHANGES: New chart.

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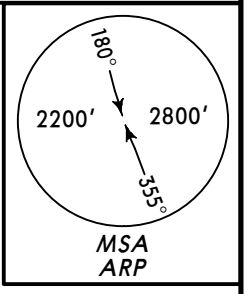
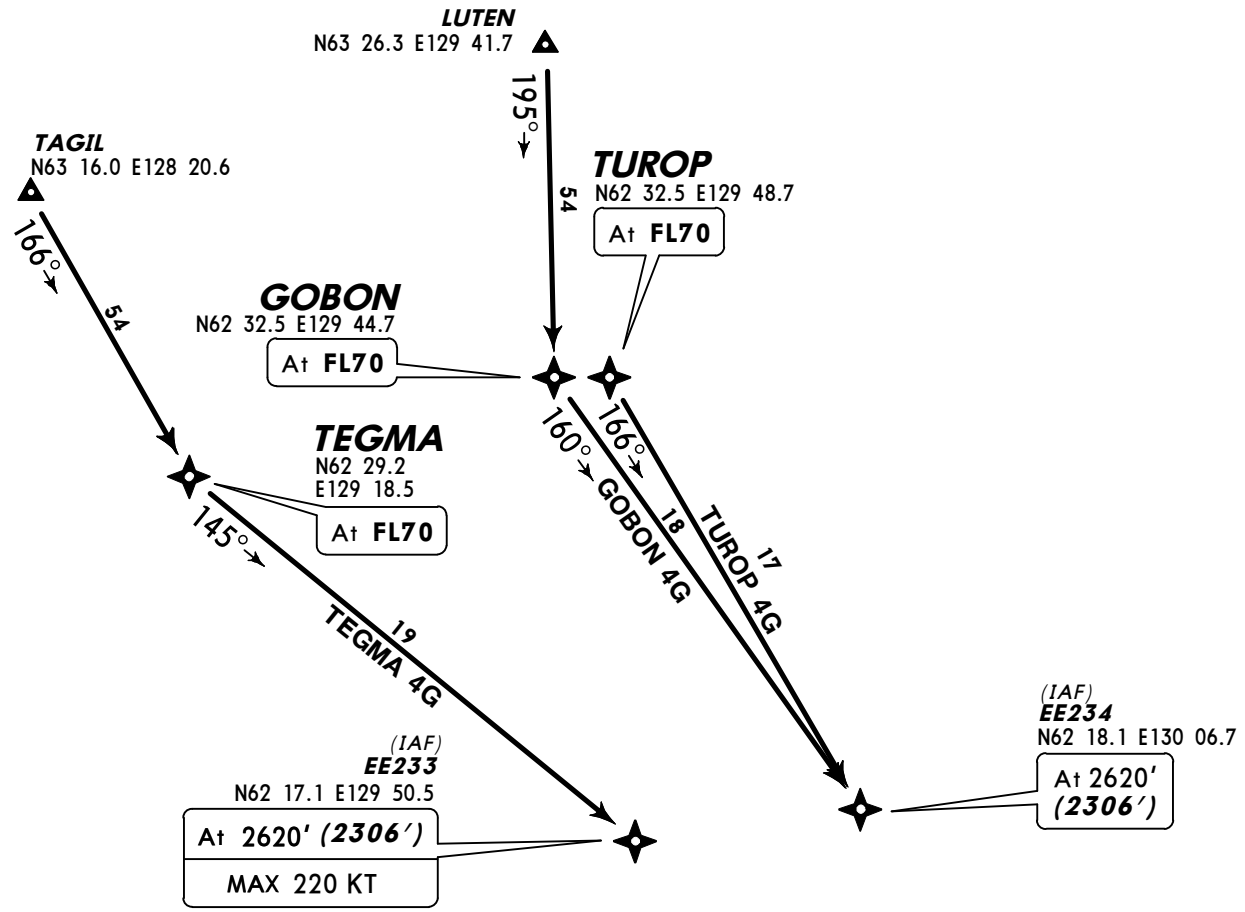
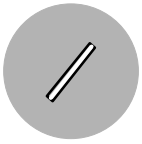
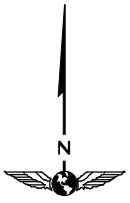
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

GOBON 4G
TEGMA 4G, TUROP 4G
RWY 23L RNAV ARRIVALS
RNAV (GNSS)









NOT TO SCALE

Direct distance to Yakutsk Apt from:
EE233 **12 NM**
EE234 **16 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***

STAR	ROUTING
GOBON 4G	GOBON (FL70) - EE234 (2620′).
TEGMA 4G	TEGMA (FL70) - EE233 (2620′; K220-).
TUROP 4G	TUROP (FL70) - EE234 (2620′).

CHANGES: New chart.

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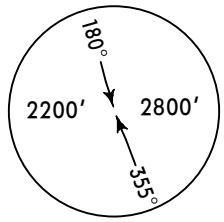
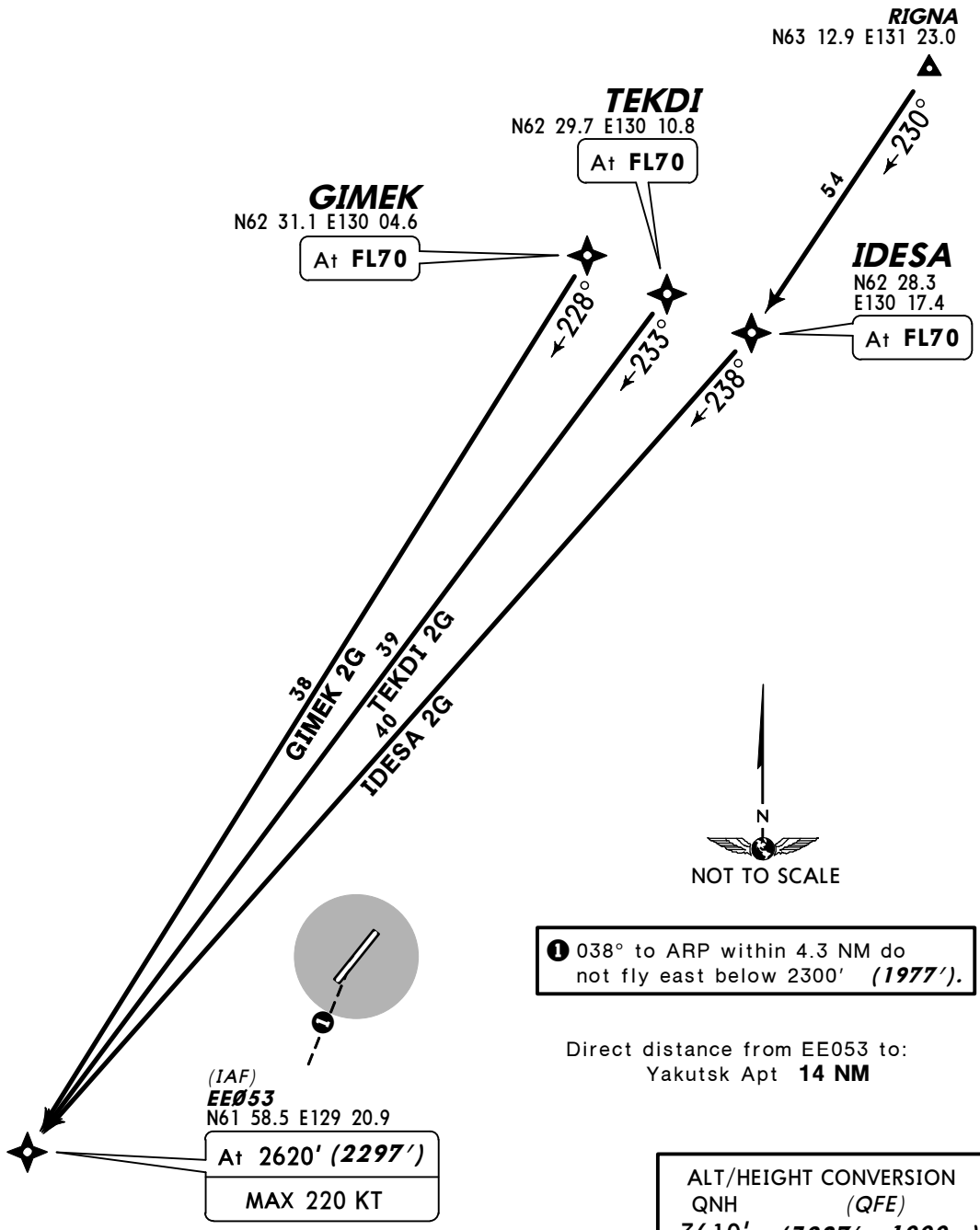
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

GIMEK 2G
IDESA 2G, TEKDI 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)





038° to ARP within 4.3 NM do not fly east below 2300′ *(1977′)*.

Direct distance from EE053 to:
Yakutsk Apt **14 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

STAR	ROUTING
GIMEK 2G	GIMEK (FL70) - EE053 (2620′; K220-).
IDESA 2G	IDESA (FL70) - EE053 (2620′; K220-).
TEKDI 2G	TEKDI (FL70) - EE053 (2620′; K220-).

CHANGES: New chart.

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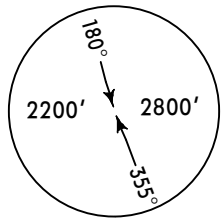
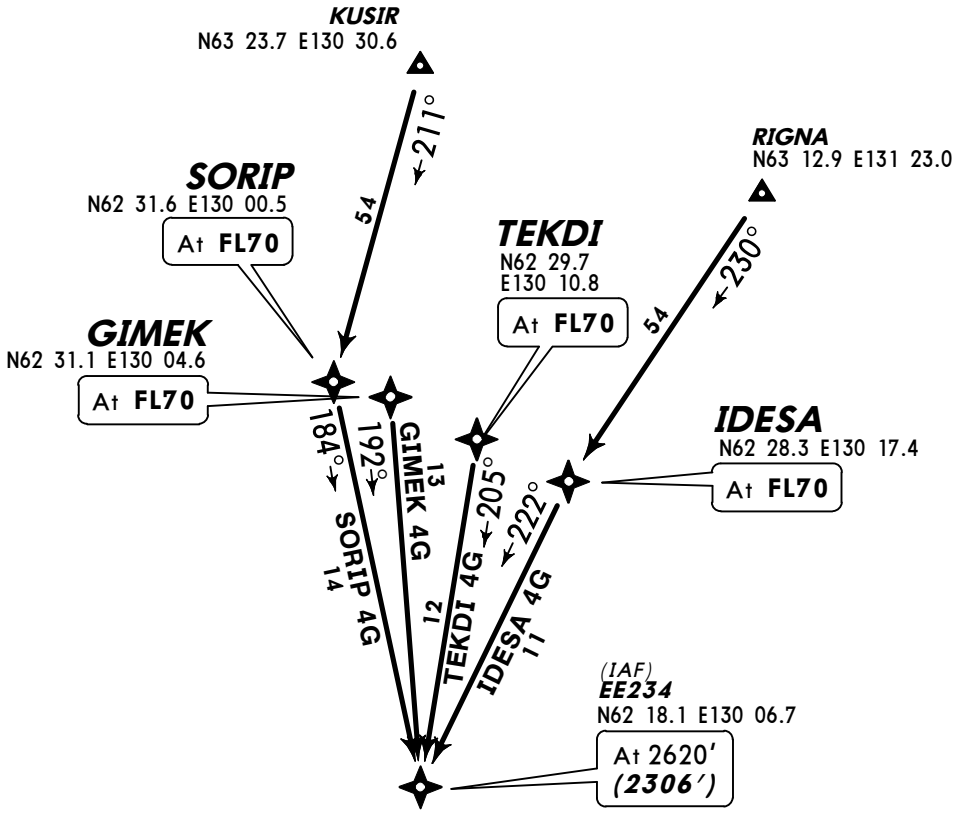
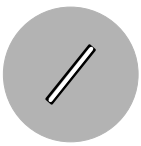
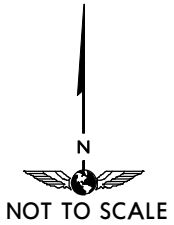
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

GIMEK 4G, IDESA 4G
SORIP 4G, TEKDI 4G
RWY 23L RNAV ARRIVALS
RNAV (GNSS)









Direct distance from EE234 to:
Yakutsk Apt **16 NM**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***

STAR	ROUTING
GIMEK 4G	GIMEK (FL70) - EE234 (2620′).
IDESA 4G	IDESA (FL70) - EE234 (2620′).
SORIP 4G	SORIP (FL70) - EE234 (2620′).
TEKDI 4G	TEKDI (FL70) - EE234 (2620′).

CHANGES: New chart.

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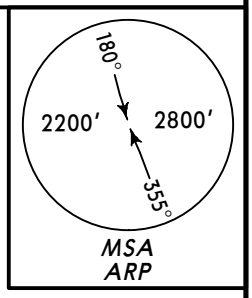
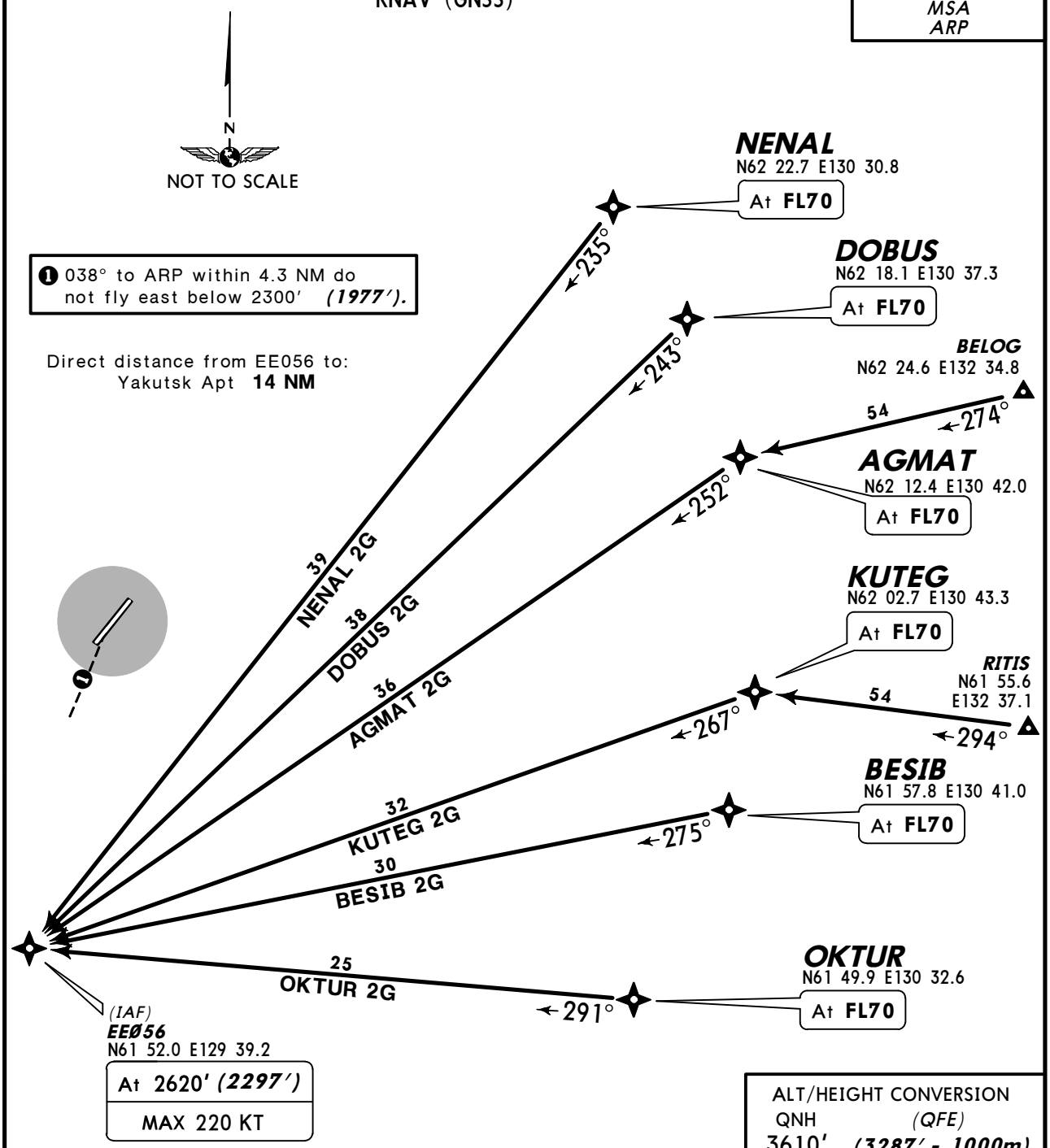
ATIS 126.2 Russian only	Apt Elev 326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

AGMAT 2G, BESIB 2G, DOBUS 2G KUTEG 2G, NENAL 2G, OKTUR 2G RWY 05R RNAV ARRIVALS

RNAV (GNSS)





ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

STAR	ROUTING
AGMAT 2G	AGMAT (FL70) - EE056 (2620′; K220-).
BESIB 2G	BESIB (FL70) - EE056 (2620′; K220-).
DOBUS 2G	DOBUS (FL70) - EE056 (2620′; K220-).
KUTEG 2G	KUTEG (FL70) - EE056 (2620′; K220-).
NENAL 2G	NENAL (FL70) - EE056 (2620′; K220-).
OKTUR 2G	OKTUR (FL70) - EE056 (2620′; K220-).

CHANGES: New chart.

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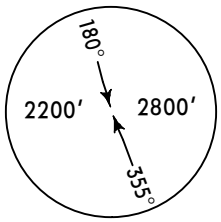
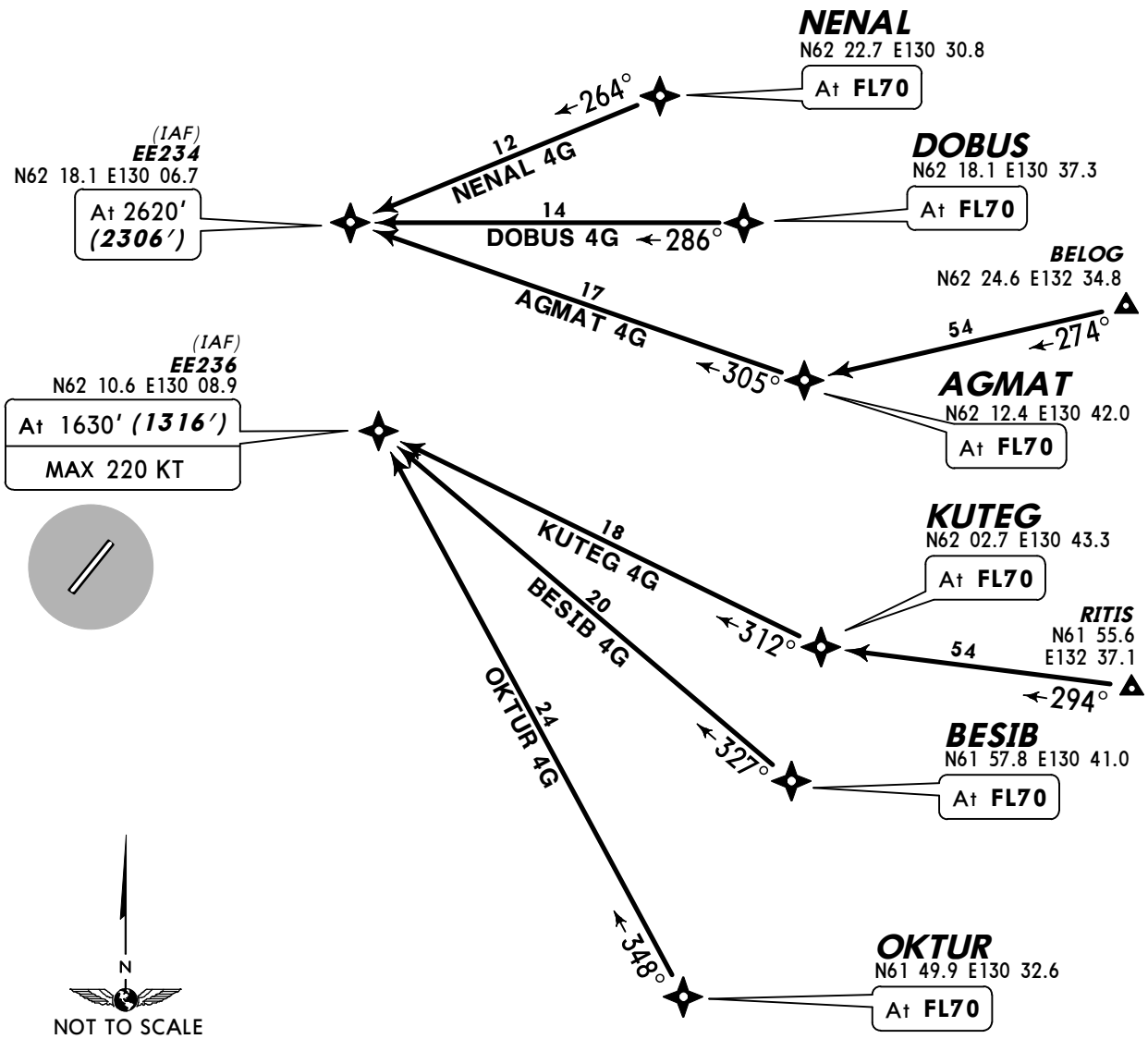
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

AGMAT 4G, BESIB 4G, DOBUS 4G KUTEG 4G, NENAL 4G, OKTUR 4G RWY 23L RNAV ARRIVALS

RNAV (GNSS)





ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***
1630′	***(1316′ - 400m)***

Direct distance to Yakutsk Apt from:
EE234 **16 NM**
EE236 **12 NM**

STAR	ROUTING
AGMAT 4G	AGMAT (FL70) - EE234 (2620′).
BESIB 4G	BESIB (FL70) - EE236 (1630′; K220-).
DOBUS 4G	DOBUS (FL70) - EE234 (2620′).
KUTEG 4G	KUTEG (FL70) - EE236 (1630′; K220-).
NENAL 4G	NENAL (FL70) - EE234 (2620′).
OKTUR 4G	OKTUR (FL70) - EE236 (1630′; K220-).

CHANGES: New chart.

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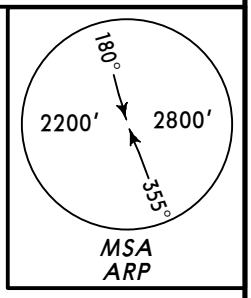
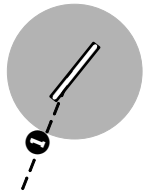
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

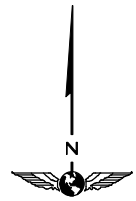
DENIB 2G, DIROM 2G, OGLIS 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)



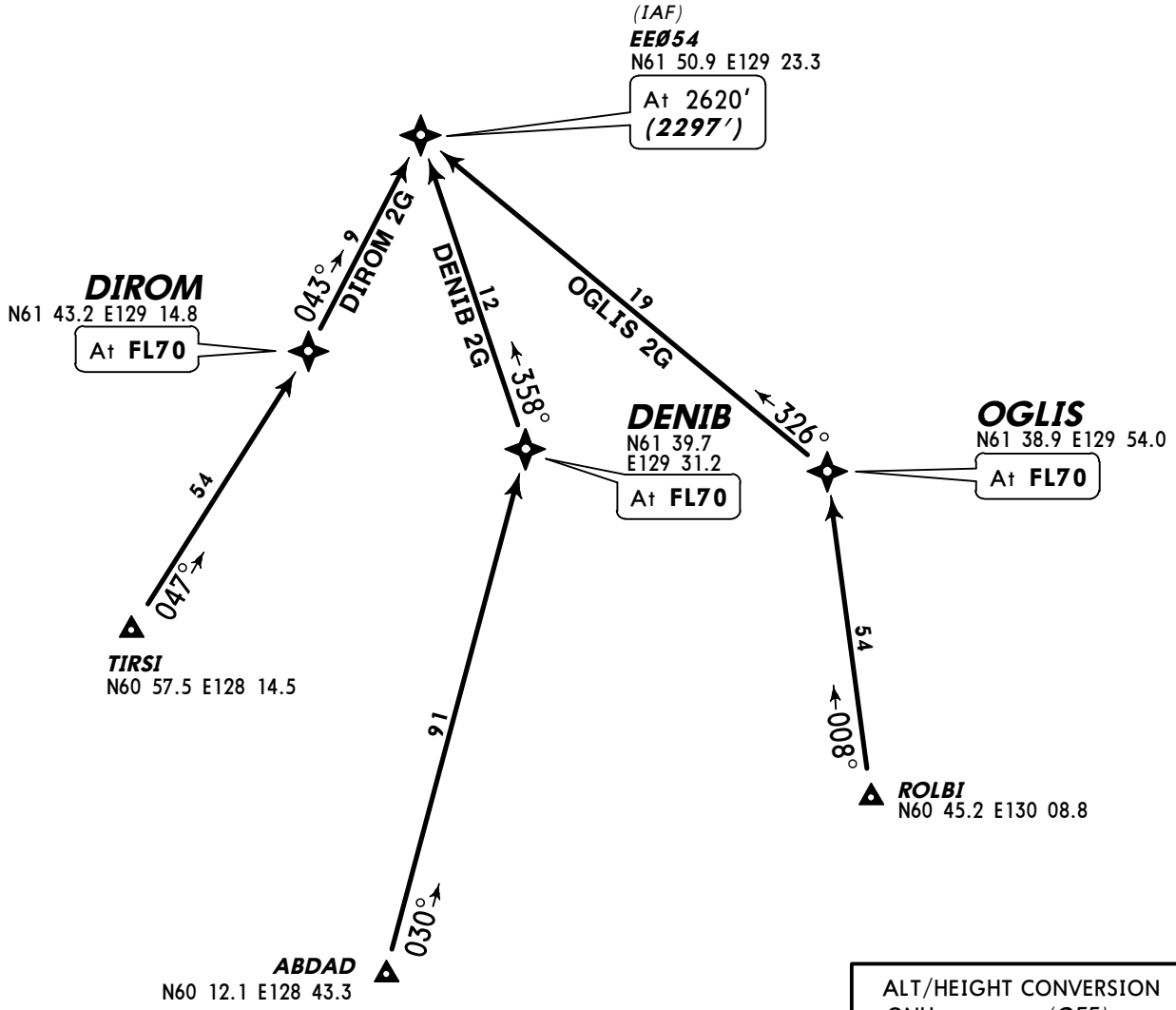
❶ 038° to ARP within 4.3 NM do not fly east below 2300′ ***(1977′).***

Direct distance from EE054 to:
Yakutsk Apt **18 NM**





NOT TO SCALE



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

STAR	ROUTING
DENIB 2G	DENIB (FL70) - EE054 (2620′).
DIROM 2G	DIROM (FL70) - EE054 (2620′).
OGLIS 2G	OGLIS (FL70) - EE054 (2620′).

CHANGES: New chart.

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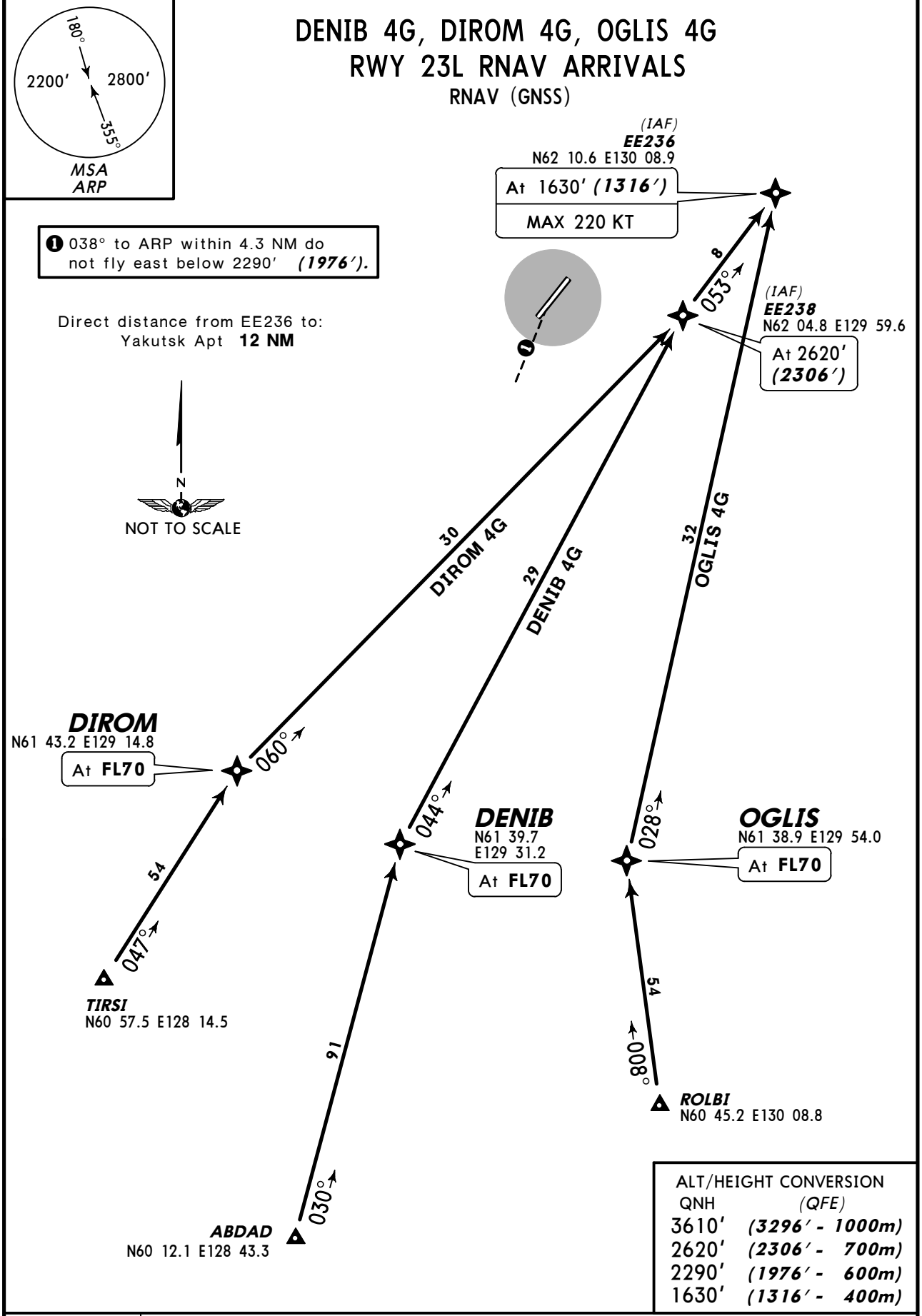
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

DENIB 4G, DIROM 4G, OGLIS 4G
RWY 23L RNAV ARRIVALS
RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***
2290′	***(1976′ - 600m)***
1630′	***(1316′ - 400m)***

STAR	ROUTING
DENIB 4G	DENIB (FL70) - EE238 (2620′) - EE236 (1630′; K220-).
DIROM 4G	DIROM (FL70) - EE238 (2620′) - EE236 (1630′; K220-).
OGLIS 4G	OGLIS (FL70) - EE236 (1630′; K220-).

CHANGES: New chart.

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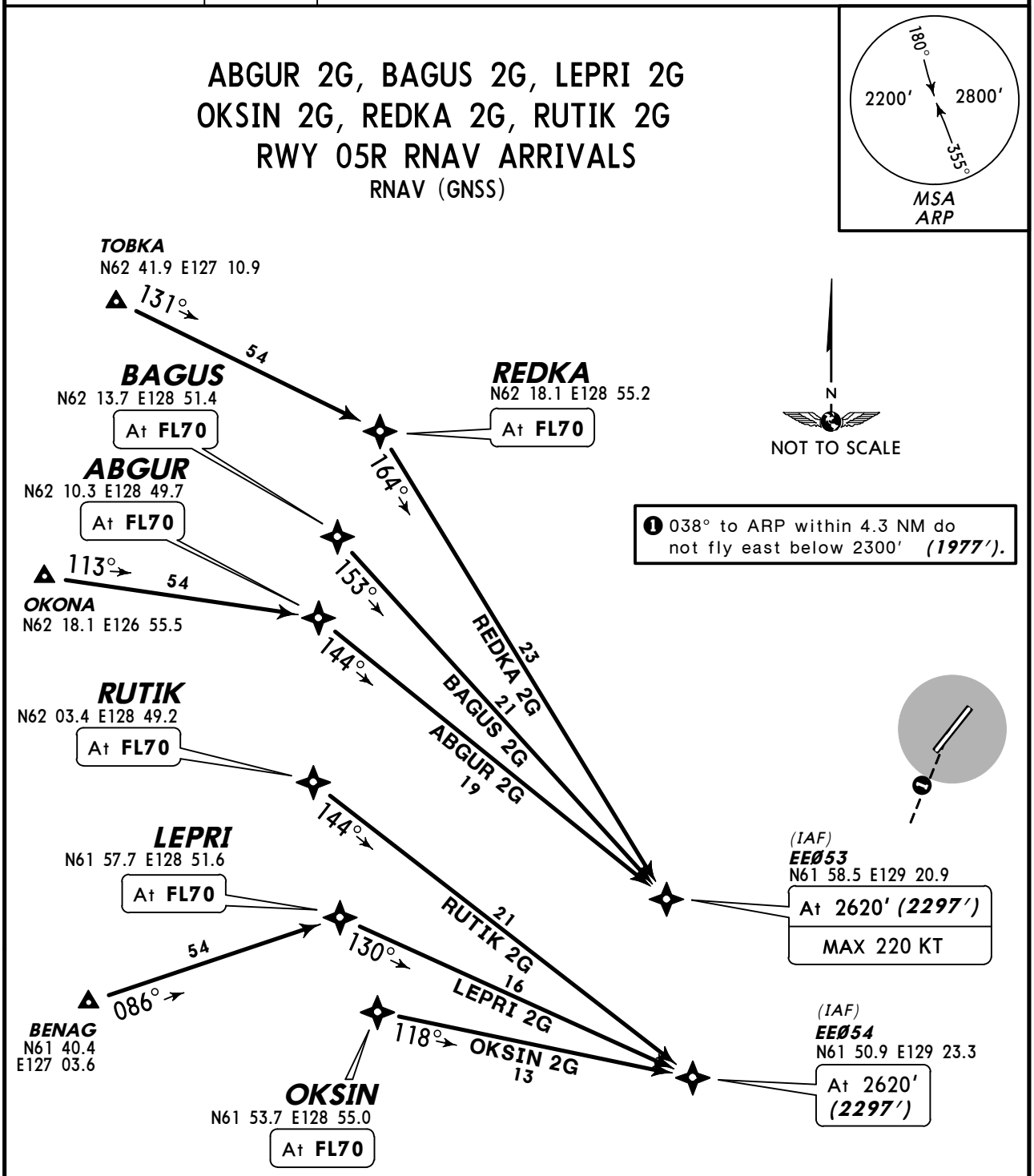
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)***

ABGUR 2G, BAGUS 2G, LEPRI 2G OKSIN 2G, REDKA 2G, RUTIK 2G RWY 05R RNAV ARRIVALS

RNAV (GNSS)



Direct distance to Yakutsk Apt from:
EE053 **14 NM**
EE054 **18 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	***(3287′ - 1000m)***
2620′	***(2297′ - 700m)***
2300′	***(1977′ - 600m)***

STAR	ROUTING
ABGUR 2G	ABGUR (FL70) - EE053 (2620′; K220-).
BAGUS 2G	BAGUS (FL70) - EE053 (2620′; K220-).
LEPRI 2G	LEPRI (FL70) - EE054 (2620′).
OKSIN 2G	OKSIN (FL70) - EE054 (2620′).
REDKA 2G	REDKA (FL70) - EE053 (2620′; K220-).
RUTIK 2G	RUTIK (FL70) - EE054 (2620′).

CHANGES: New chart.

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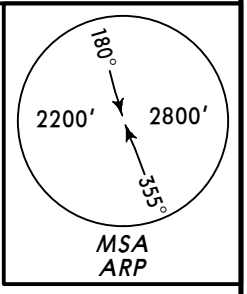
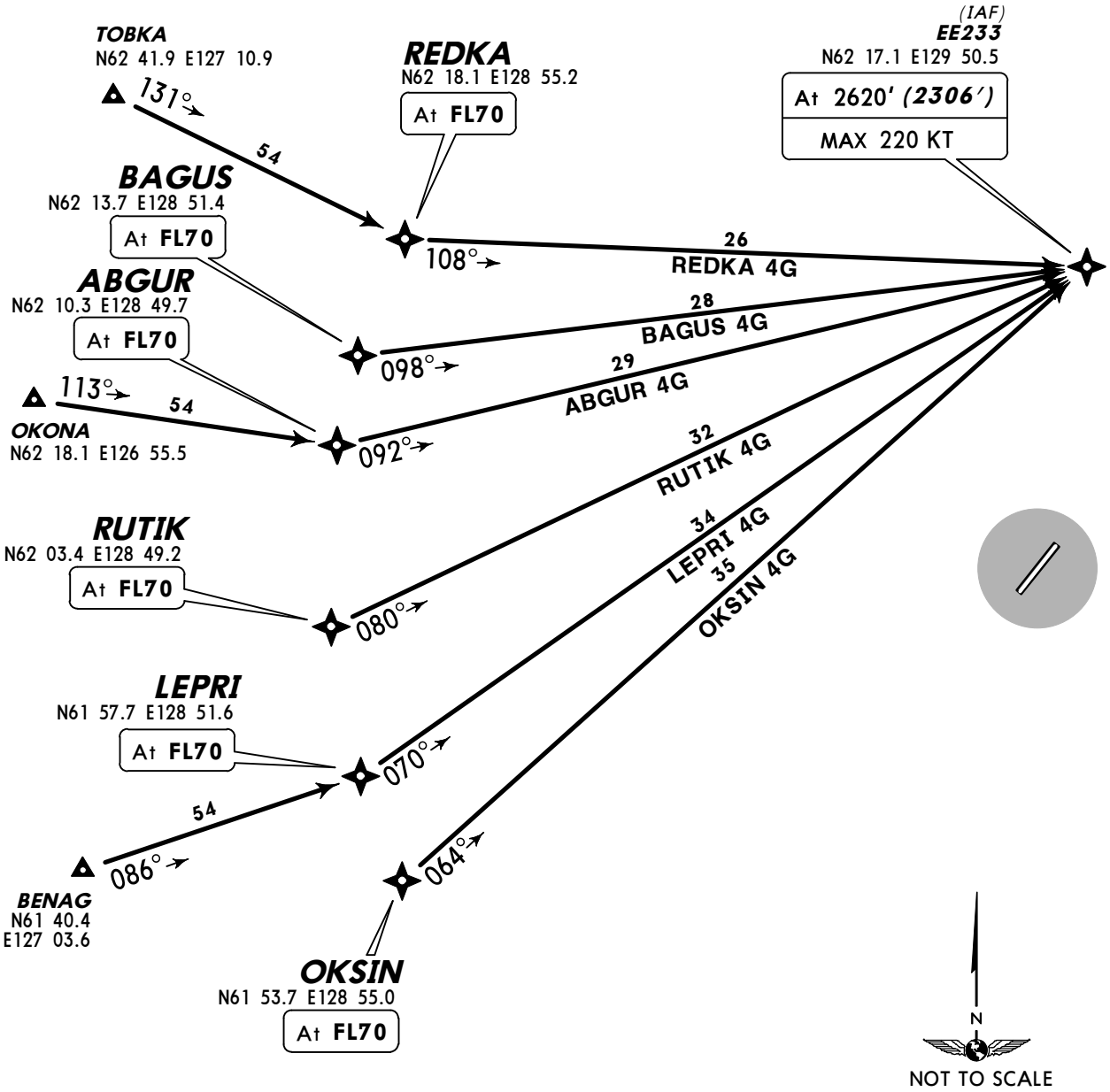
ATIS	Apt Elev	
126.2 Russian only	326′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)***

ABGUR 4G, BAGUS 4G, LEPRI 4G OKSIN 4G, REDKA 4G, RUTIK 4G RWY 23L RNAV ARRIVALS

RNAV (GNSS)





Direct distance from EE233 to:
Yakutsk Apt **12 NM**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3610′	***(3296′ - 1000m)***
2620′	***(2306′ - 700m)***

STAR	ROUTING
ABGUR 4G	ABGUR (FL70) - EE233 (2620′; K220-).
BAGUS 4G	BAGUS (FL70) - EE233 (2620′; K220-).
LEPRI 4G	LEPRI (FL70) - EE233 (2620′; K220-).
OKSIN 4G	OKSIN (FL70) - EE233 (2620′; K220-).
REDKA 4G	REDKA (FL70) - EE233 (2620′; K220-).
RUTIK 4G	RUTIK (FL70) - EE233 (2620′; K220-).

CHANGES: New chart.

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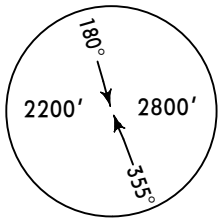
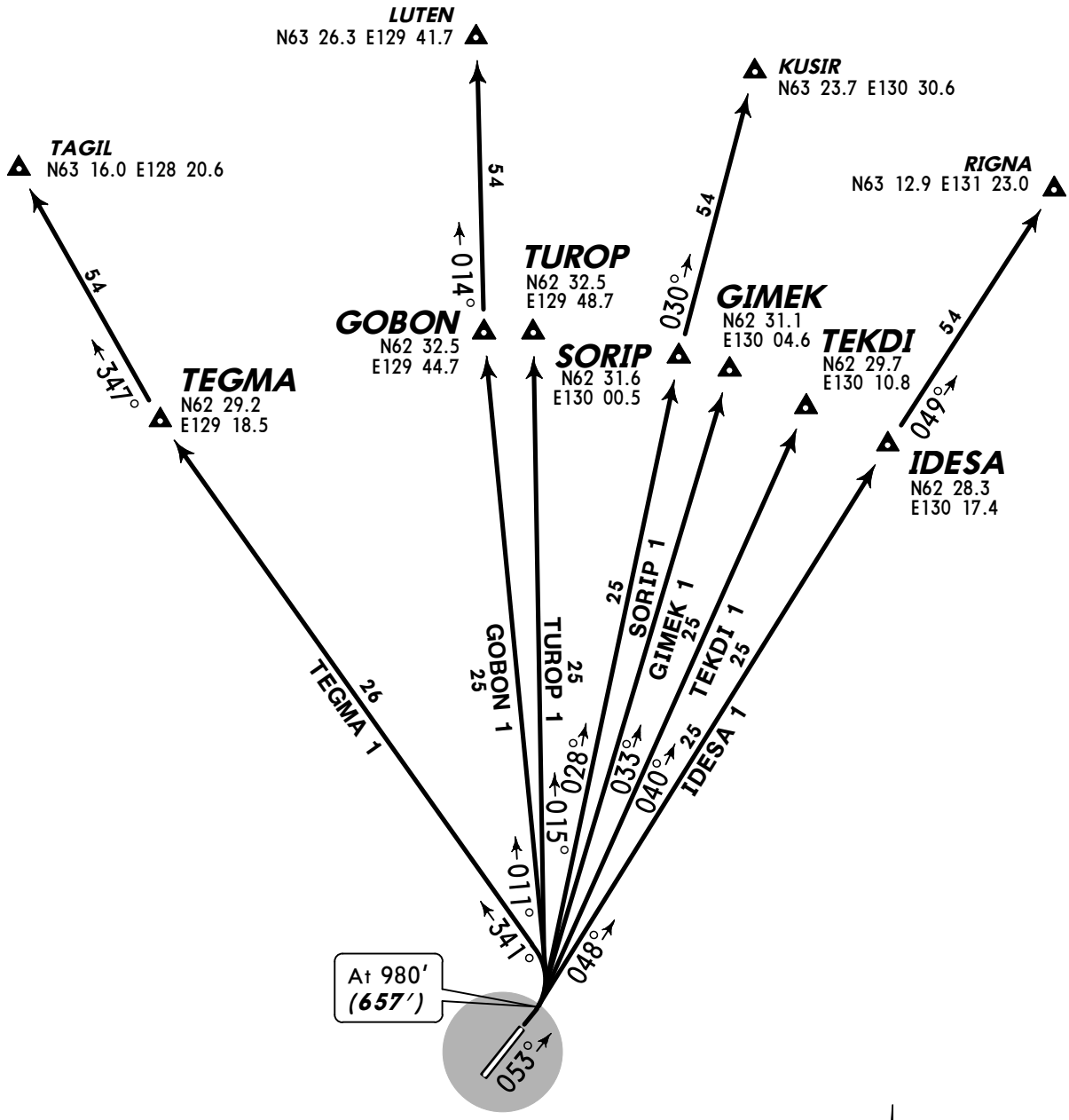
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



GIMEK 1, GOBON 1, IDESA 1
SORIP 1, TEGMA 1, TEKDI 1, TUROP 1
RWY 05R DEPARTURES

LEFT turns by ATC.

RIGHT turn to TEGMA by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

N

NOT TO SCALE

CHANGES: MSA; SIDs established, revised & transferred.

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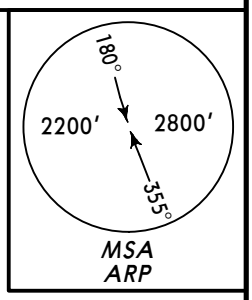
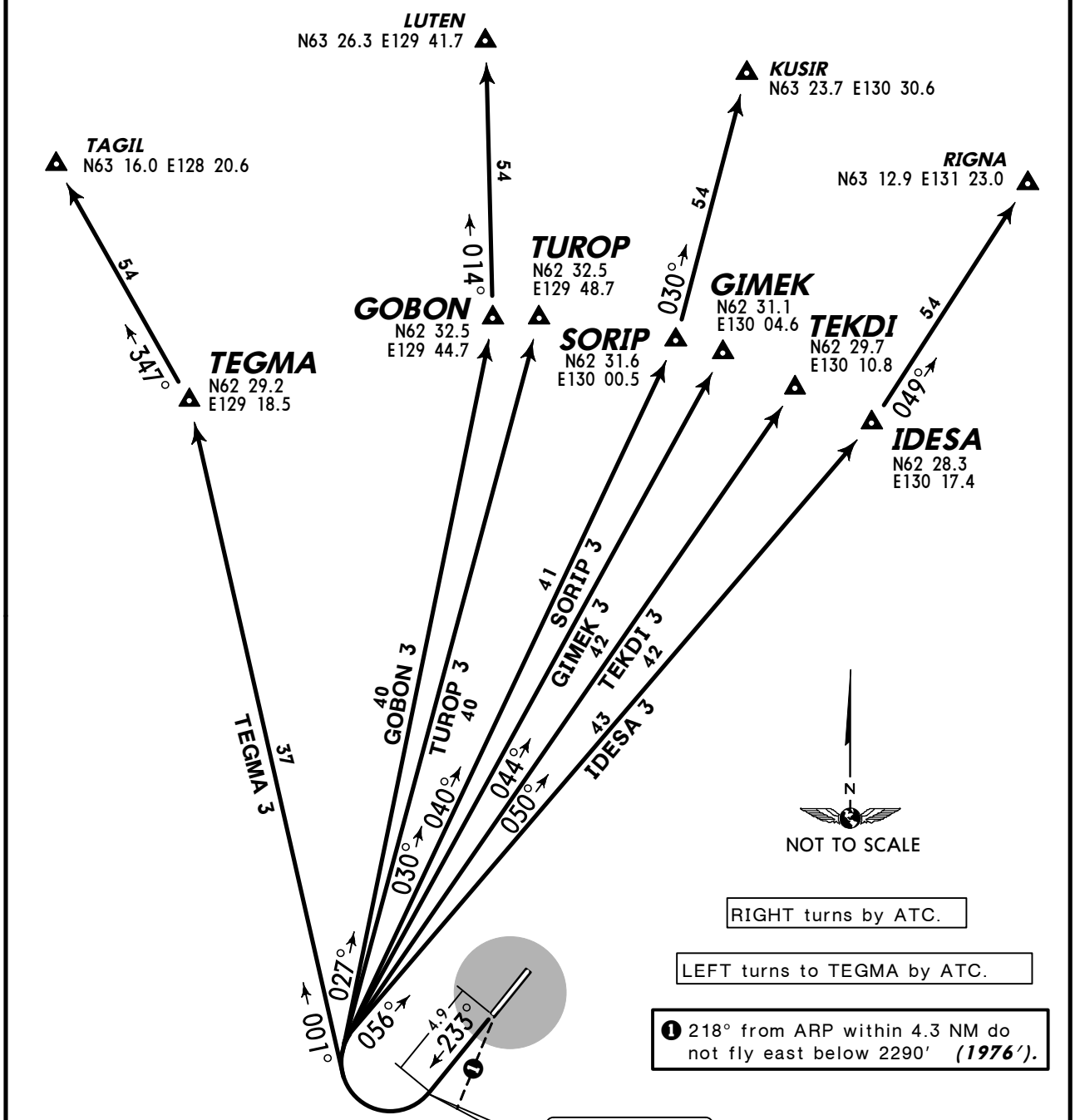
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** 1. Crossing altitudes at AWY entry points by ATC. 2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290′ ***(1976′).***

GIMEK 3, GOBON 3, IDESA 3
SORIP 3, TEGMA 3, TEKDI 3, TUROP 3
RWY 23L DEPARTURES





RIGHT turns by ATC.

LEFT turns to TEGMA by ATC.

218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

At 2290′ ***(1976′)*** but not before 4.9 NM from THR RWY 05R

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

CHANGES: MSA; SIDs established, revised & transferred.

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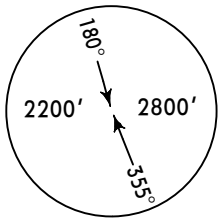
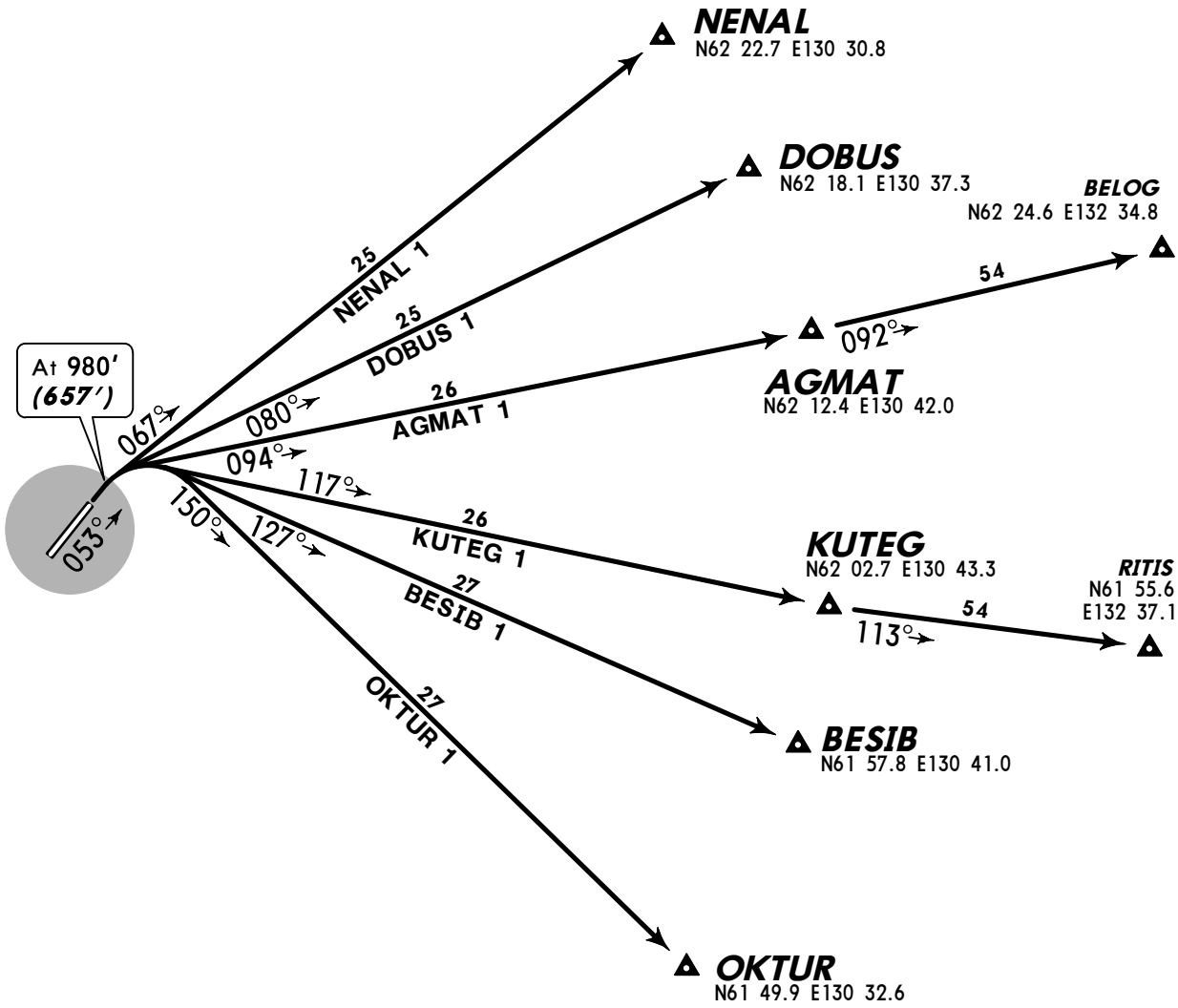
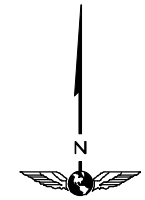
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



AGMAT 1, BESIB 1, DOBUS 1
KUTEG 1, NENAL 1, OKTUR 1
RWY 05R DEPARTURES





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

CHANGES: MSA; SIDs established, revised & transferred.

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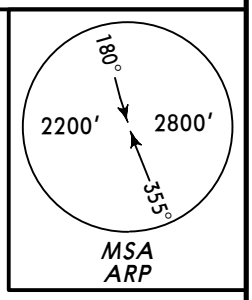
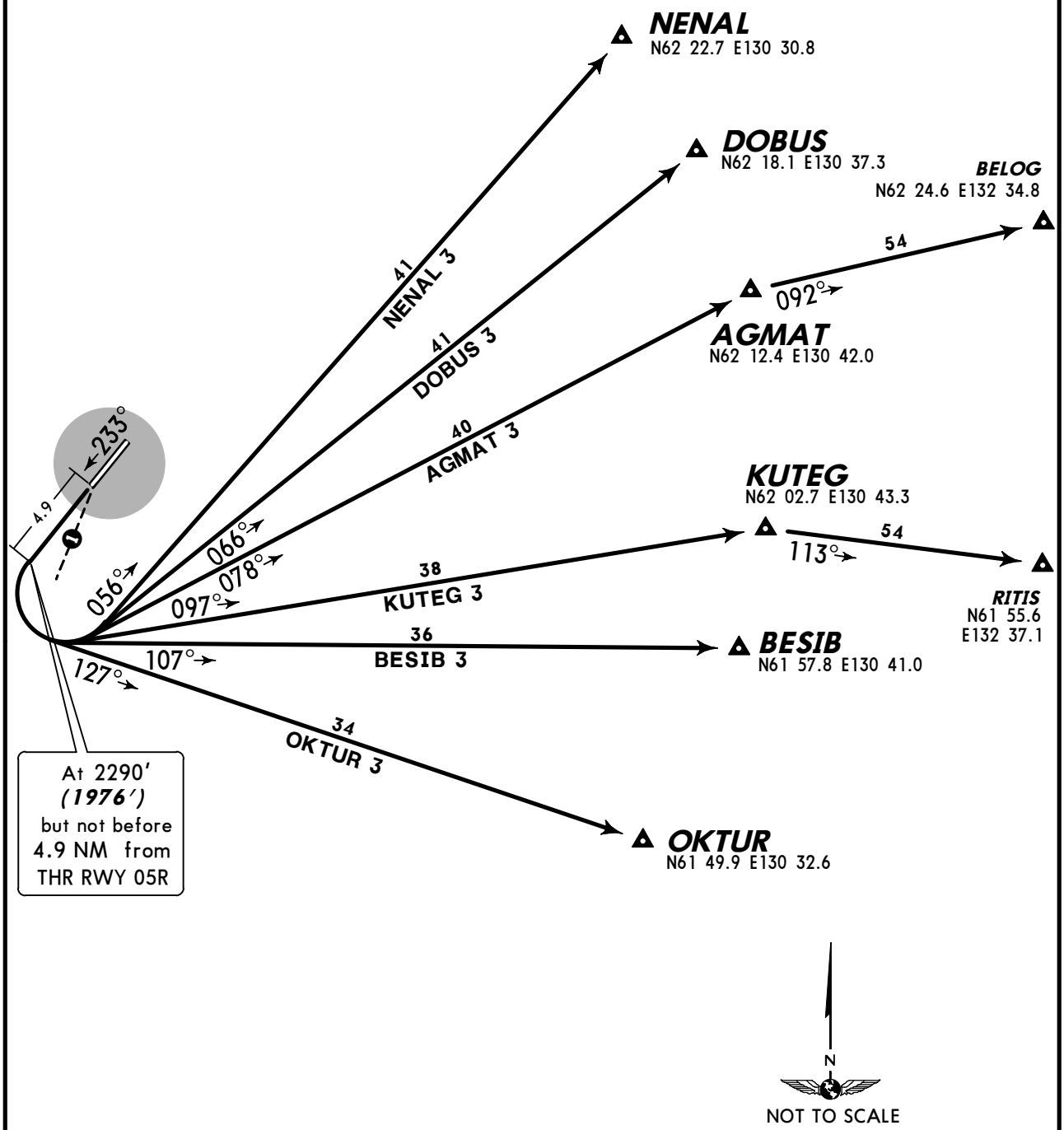
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** 1. Crossing altitudes at AWY entry points by ATC. 2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290′ ***(1976′).***

AGMAT 3, BESIB 3, DOBUS 3
KUTEG 3, NENAL 3, OKTUR 3
RWY 23L DEPARTURES





RIGHT turns by ATC.

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

CHANGES: MSA; SIDs established, revised & transferred.

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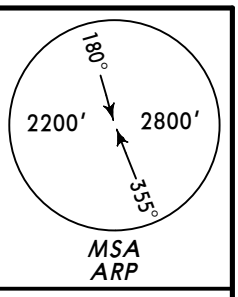
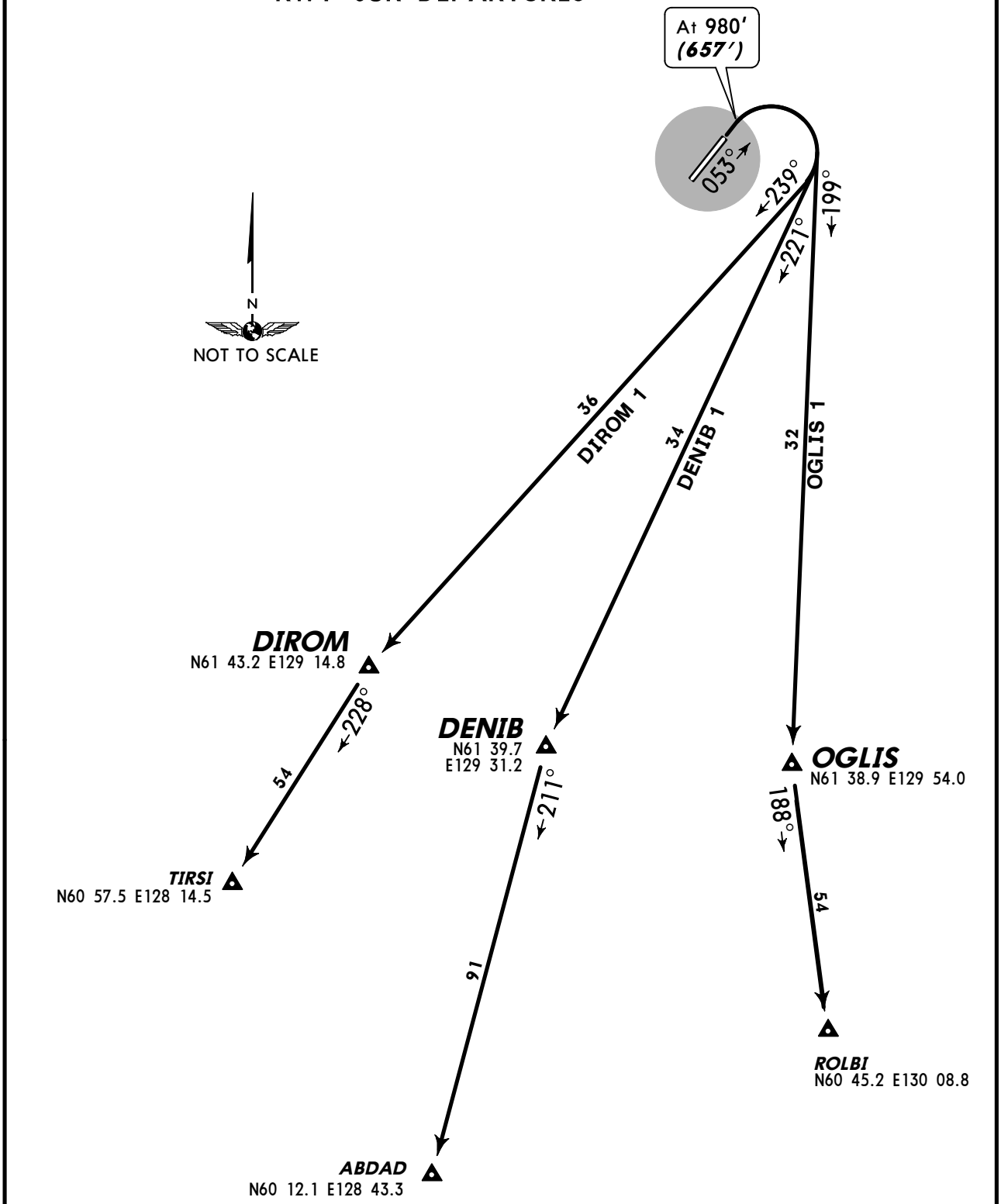
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



DENIB 1, DIROM 1, OGLIS 1
RWY 05R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

CHANGES: New chart (MSA; SIDs revised).

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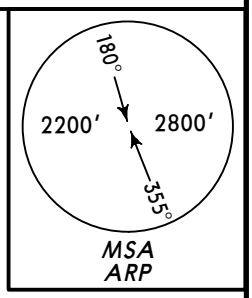
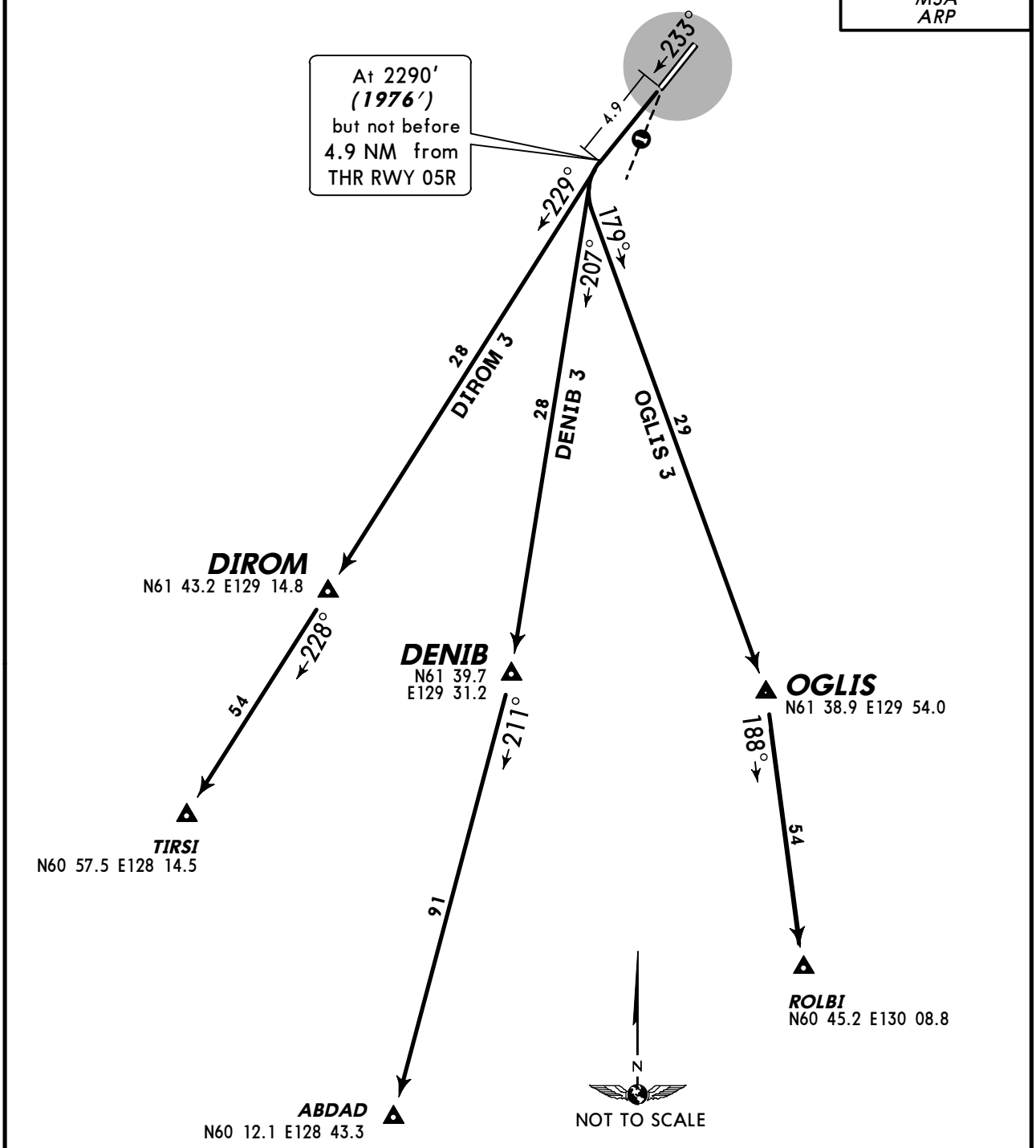
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** 1. Crossing altitudes at AWY entry points by ATC. 2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290′ ***(1976′).***

DENIB 3, DIROM 3, OGLIS 3
RWY 23L DEPARTURES





RIGHT turns by ATC.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

CHANGES: New chart (MSA; SIDs established, revised & transferred).

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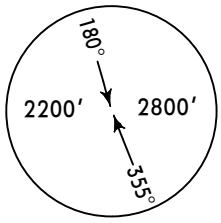
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



MSA ARP

ABGUR 1, BAGUS 1, LEPRI 1 OKSIN 1, REDKA 1, RUTIK 1 RWY 05R DEPARTURES

LEFT turns by ATC.

RIGHT turns to ABGUR, BAGUS, LEPRI, OKSIN, REDKA or RUTIK by ATC.

TOBKA
N62 41.9 E127 10.9

54
313°

REDKA
N62 18.1 E128 55.2

BAGUS
N62 13.7 E128 51.4

OKONA
N62 18.1 E126 55.5

54
295°

ABGUR
N62 10.3 E128 49.7

29 REDKA 1
294°
305°

30 BAGUS 1
31 ABGUR 1
286°
271°
259°
250°

32 RUTIK 1
33 LEPRI 1
33 OKSIN 1

At 980′
(657′)
053°

RUTIK
N62 03.4 E128 49.2

LEPRI
N61 57.7 E128 51.6

54
268°

BENAG
N61 40.4
E127 03.6

OKSIN
N61 53.7 E128 55.0

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

CHANGES: None.

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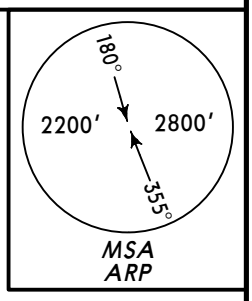
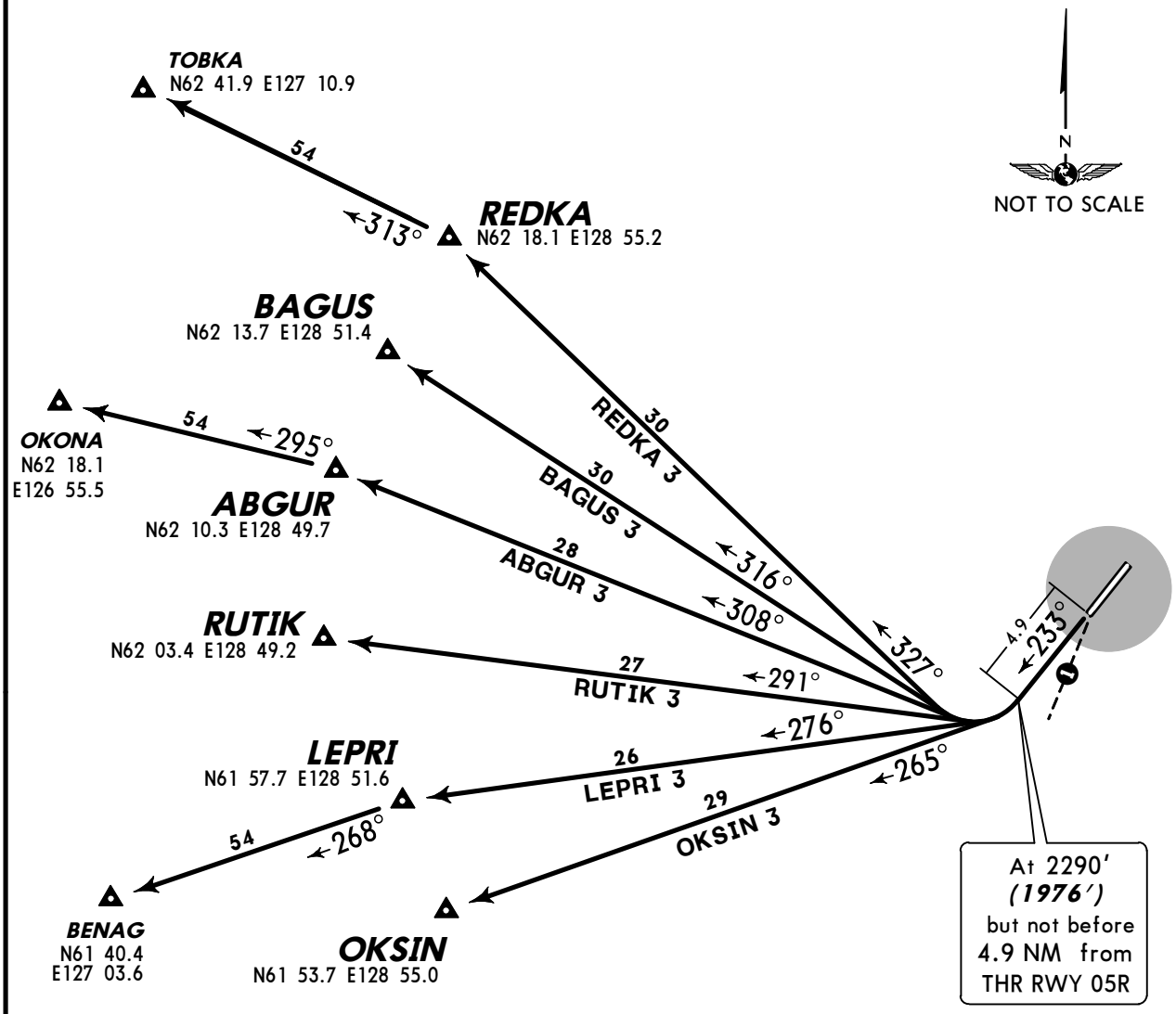
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** 1. Crossing altitudes at AWY entry points by ATC. 2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual. The initial turn shall be made at 2.2 NM from ARP or at 2290′ ***(1976′).***

ABGUR 3, BAGUS 3, LEPRI 3
OKSIN 3, REDKA 3, RUTIK 3
RWY 23L DEPARTURES





❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

RIGHT turns by ATC.

LEFT turns to ABGUR, BAGUS, LEPRI, OKSIN, REDKA or RUTIK by ATC.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

CHANGES: ABGUR 3 SID established.

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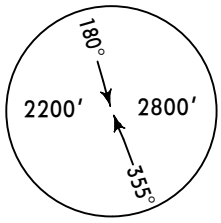
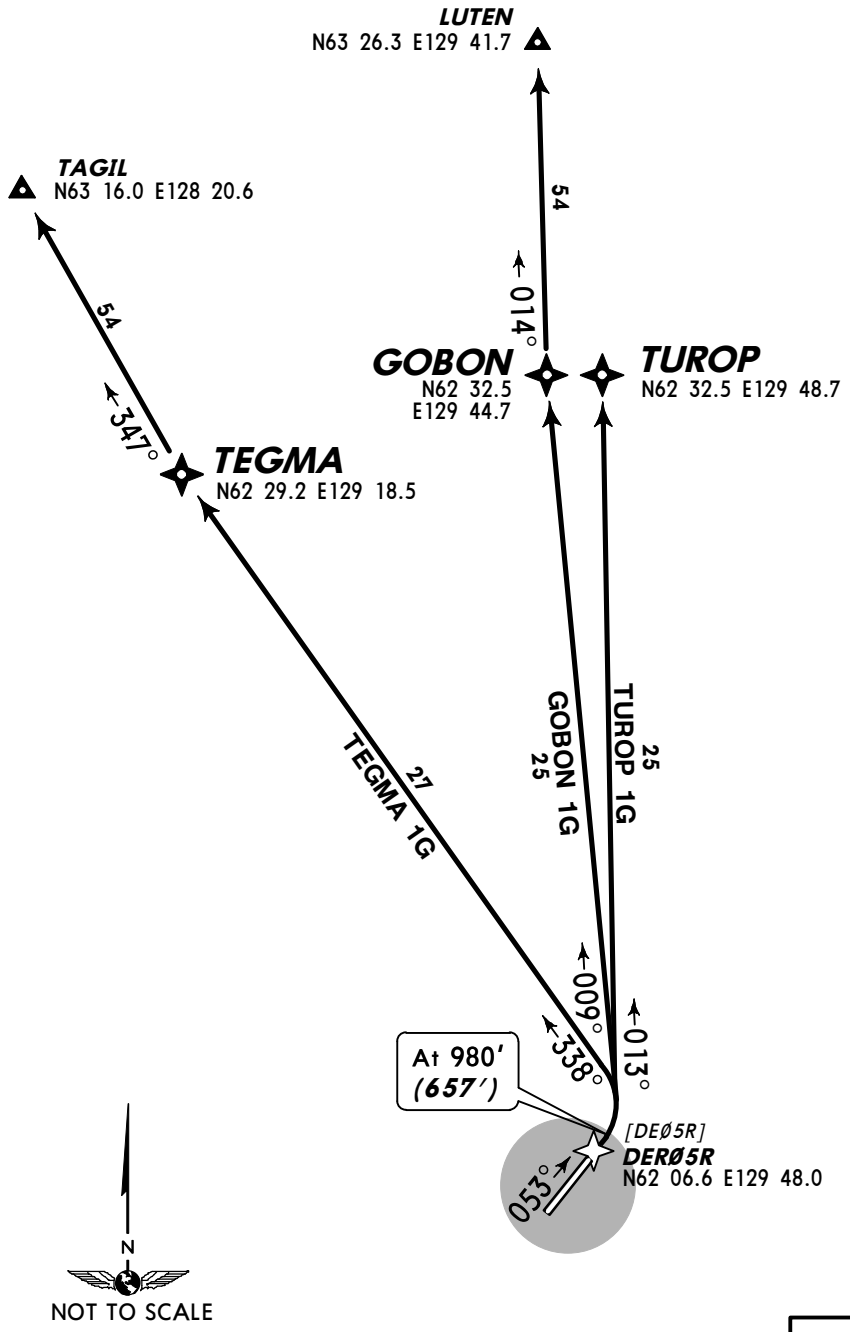
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



GOBON 1G
TEGMA 1G, TUROP 1G
RWY 05R RNAV DEPARTURES
RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER05R **1 NM**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

SID	ROUTING
GOBON 1G	DER05R - (980′) - GOBON.
TEGMA 1G	DER05R - (980′) - TEGMA.
TUROP 1G	DER05R - (980′) - TUROP.

CHANGES: New chart.

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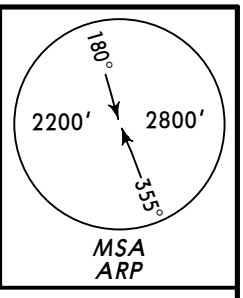
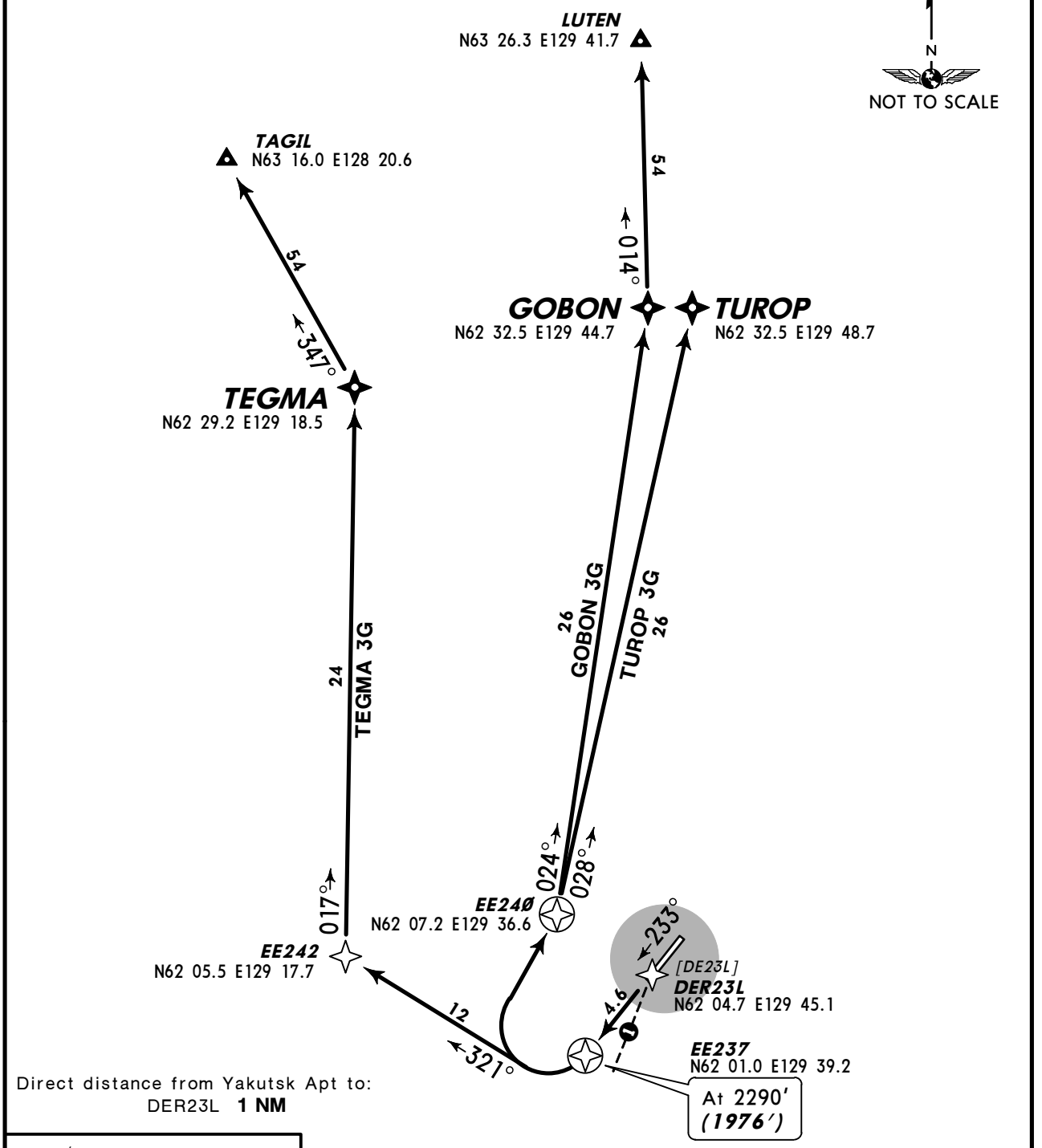
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** Crossing altitudes at AWY entry points by ATC.



GOBON 3G
TEGMA 3G, TUROP 3G
RWY 23L RNAV DEPARTURES
RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER23L **1 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

SID	ROUTING
GOBON 3G	DER23L - EE237 (2290′+) - EE240 - GOBON.
TEGMA 3G	DER23L - EE237 (2290′+) - EE242 - TEGMA.
TUROP 3G	DER23L - EE237 (2290′+) - EE240 - TUROP.

CHANGES: New chart.

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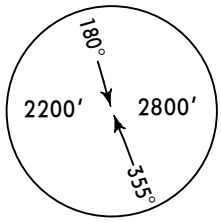
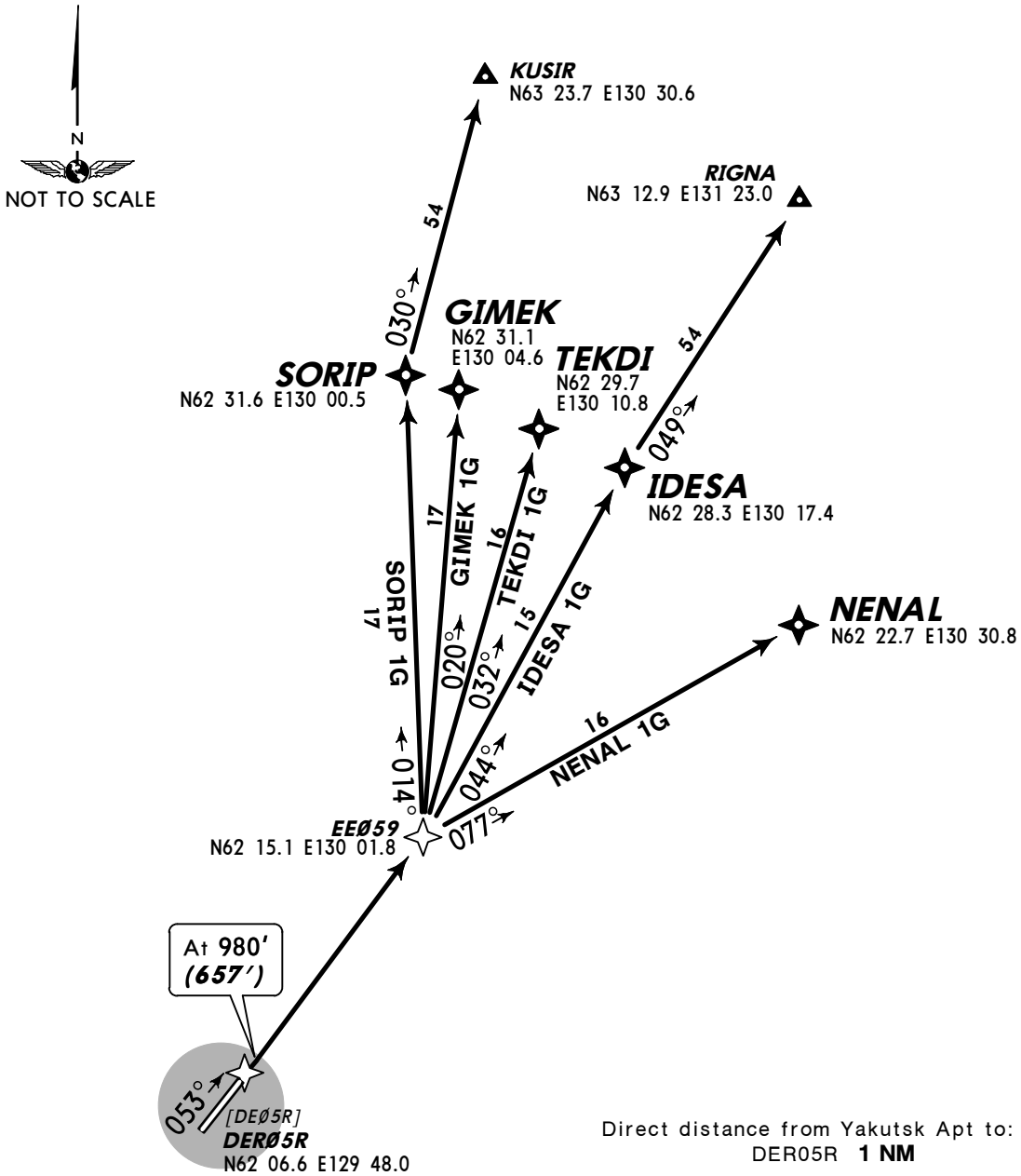
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



GIMEK 1G, IDESA 1G
NENAL 1G, SORIP 1G, TEKDI 1G
RWY 05R RNAV DEPARTURES
RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER05R **1 NM**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

SID	ROUTING
GIMEK 1G	DER05R - (980′) - EE059 - GIMEK.
IDESA 1G	DER05R - (980′) - EE059 - IDESA.
NENAL 1G	DER05R - (980′) - EE059 - NENAL.
SORIP 1G	DER05R - (980′) - EE059 - SORIP.
TEKDI 1G	DER05R - (980′) - EE059 - TEKDI.

CHANGES: New chart.

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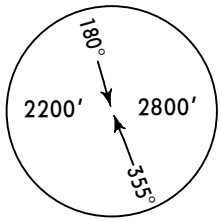
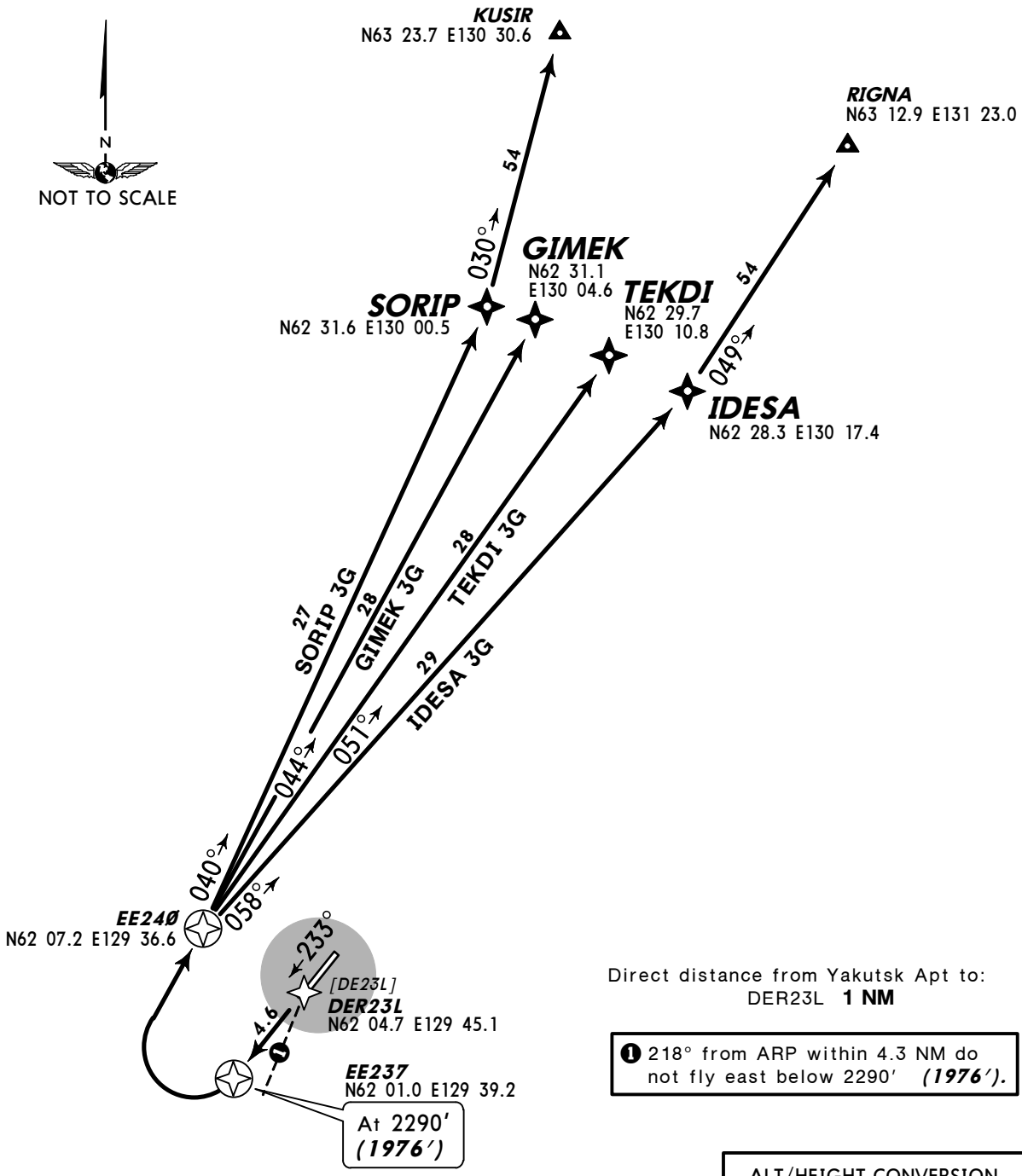
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** Crossing altitudes at AWY entry points by ATC.



GIMEK 3G, IDESA 3G
SORIP 3G, TEKDI 3G
RWY 23L RNAV DEPARTURES

RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER23L **1 NM**

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

SID	ROUTING
GIMEK 3G	DER23L - EE237 (2290′+) - EE240 - GIMEK.
IDESA 3G	DER23L - EE237 (2290′+) - EE240 - IDESA.
SORIP 3G	DER23L - EE237 (2290′+) - EE240 - SORIP.
TEKDI 3G	DER23L - EE237 (2290′+) - EE240 - TEKDI.

CHANGES: New chart.

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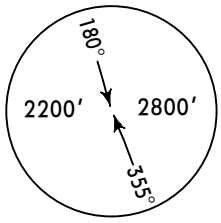
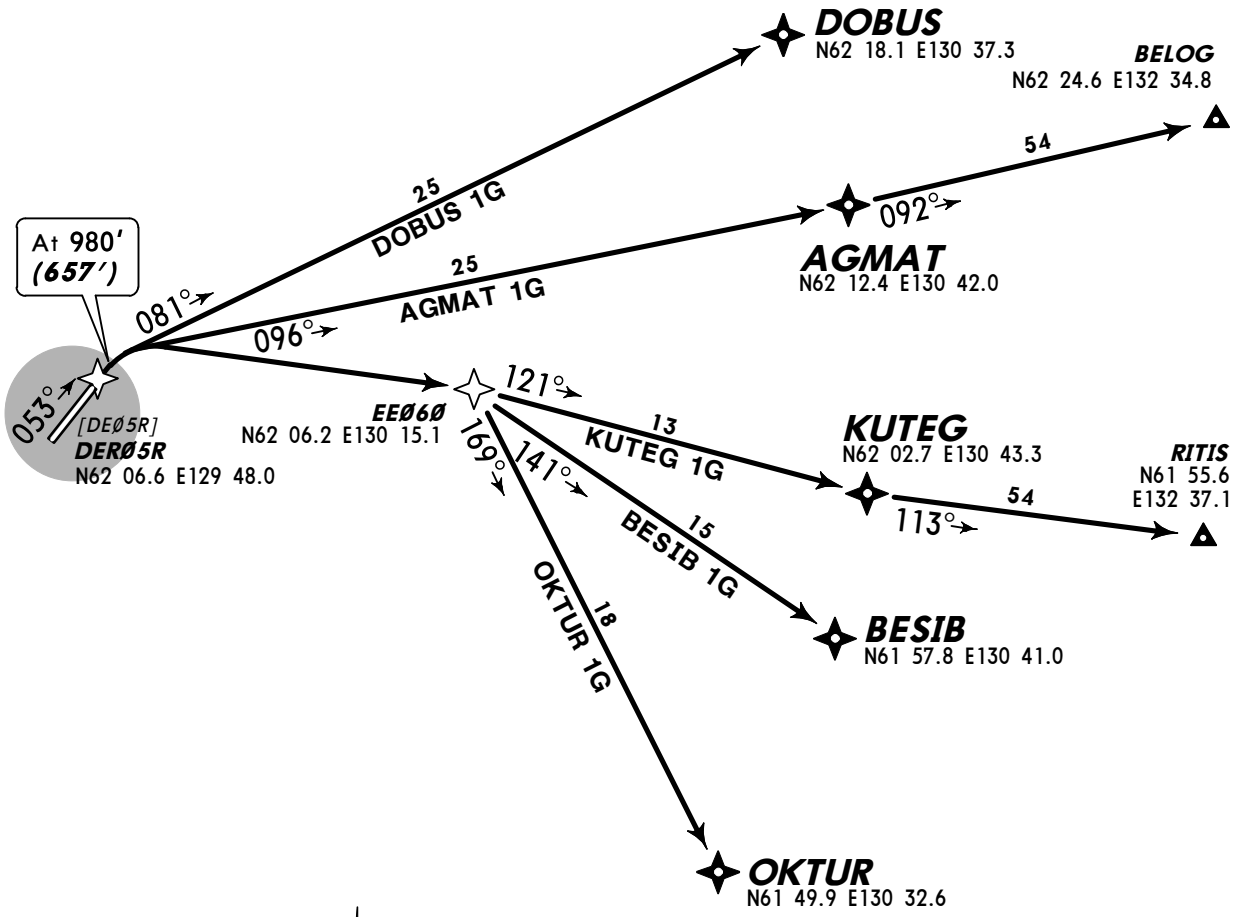
Apt Elev	
326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



MSA
ARP

AGMAT 1G, BESIB 1G, DOBUS 1G
KUTEG 1G, OKTUR 1G
RWY 05R RNAV DEPARTURES
RNAV (GNSS)



NOT TO SCALE

Direct distance from Yakutsk Apt to:
DER05R **1 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

SID	ROUTING
AGMAT 1G	DER05R - (980′) - AGMAT.
BESIB 1G	DER05R - (980′) - EE060 - BESIB.
DOBUS 1G	DER05R - (980′) - DOBUS.
KUTEG 1G	DER05R - (980′) - EE060 - KUTEG.
OKTUR 1G	DER05R - (980′) - EE060 - OKTUR.

CHANGES: New chart.

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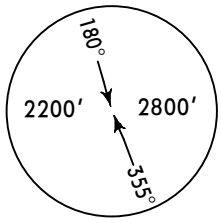
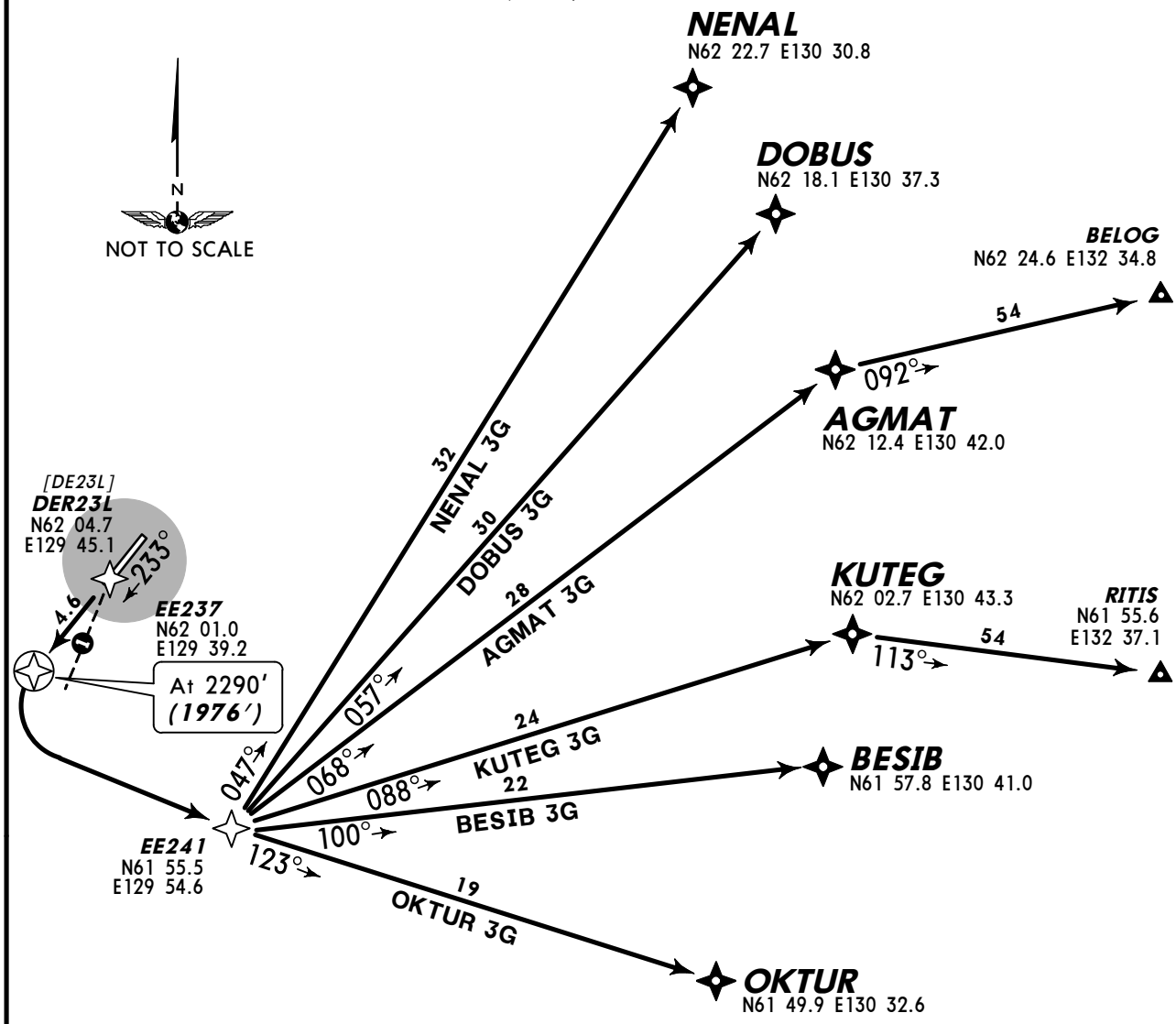
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** Crossing altitudes at AWY entry points by ATC.



AGMAT 3G, BESIB 3G, DOBUS 3G KUTEG 3G, NENAL 3G, OKTUR 3G RWY 23L RNAV DEPARTURES

RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER23L **1 NM**

ℹ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

SID	ROUTING
AGMAT 3G	DER23L - EE237 (2290′+) - EE241 - AGMAT.
BESIB 3G	DER23L - EE237 (2290′+) - EE241 - BESIB.
DOBUS 3G	DER23L - EE237 (2290′+) - EE241 - DOBUS.
KUTEG 3G	DER23L - EE237 (2290′+) - EE241 - KUTEG.
NENAL 3G	DER23L - EE237 (2290′+) - EE241 - NENAL.
OKTUR 3G	DER23L - EE237 (2290′+) - EE241 - OKTUR.

CHANGES: New chart.

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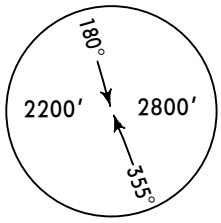
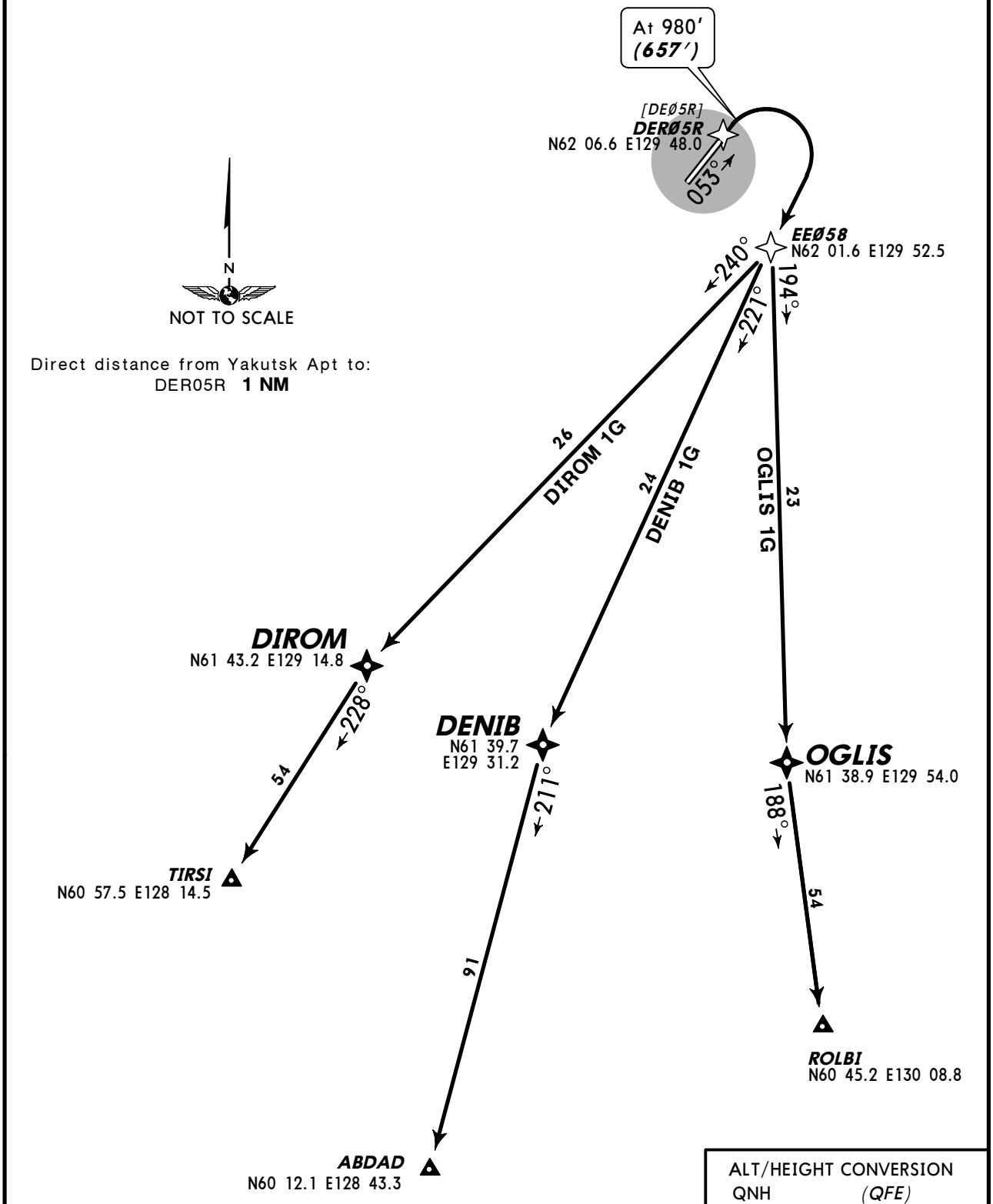
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



DENIB 1G, DIROM 1G, OGLIS 1G
RWY 05R RNAV DEPARTURES
RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

SID	ROUTING
DENIB 1G	DER05R - (980′) - EE058 - DENIB.
DIROM 1G	DER05R - (980′) - EE058 - DIROM.
OGLIS 1G	DER05R - (980′) - EE058 - OGLIS.

CHANGES: New chart.

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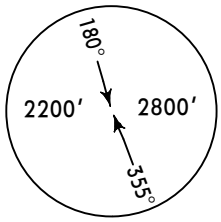
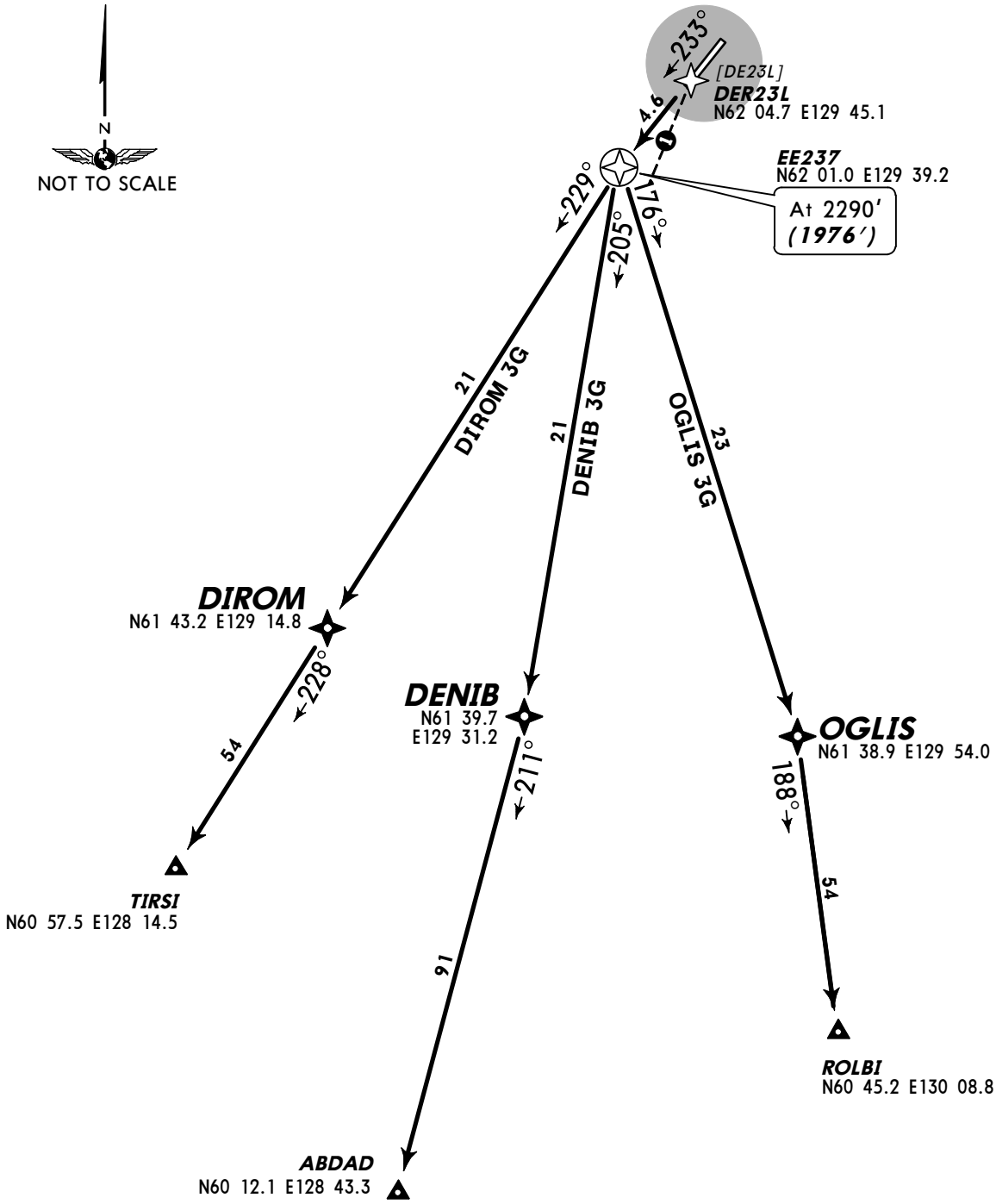
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** Crossing altitudes at AWY entry points by ATC.



DENIB 3G, DIROM 3G, OGLIS 3G
RWY 23L RNAV DEPARTURES
RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER23L **1 NM**

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

SID	ROUTING
DENIB 3G	DER23L - EE237 (2290′+) - DENIB.
DIROM 3G	DER23L - EE237 (2290′+) - DIROM.
OGLIS 3G	DER23L - EE237 (2290′+) - OGLIS

CHANGES: New chart.

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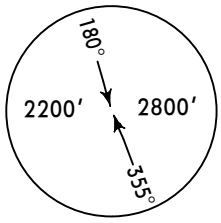
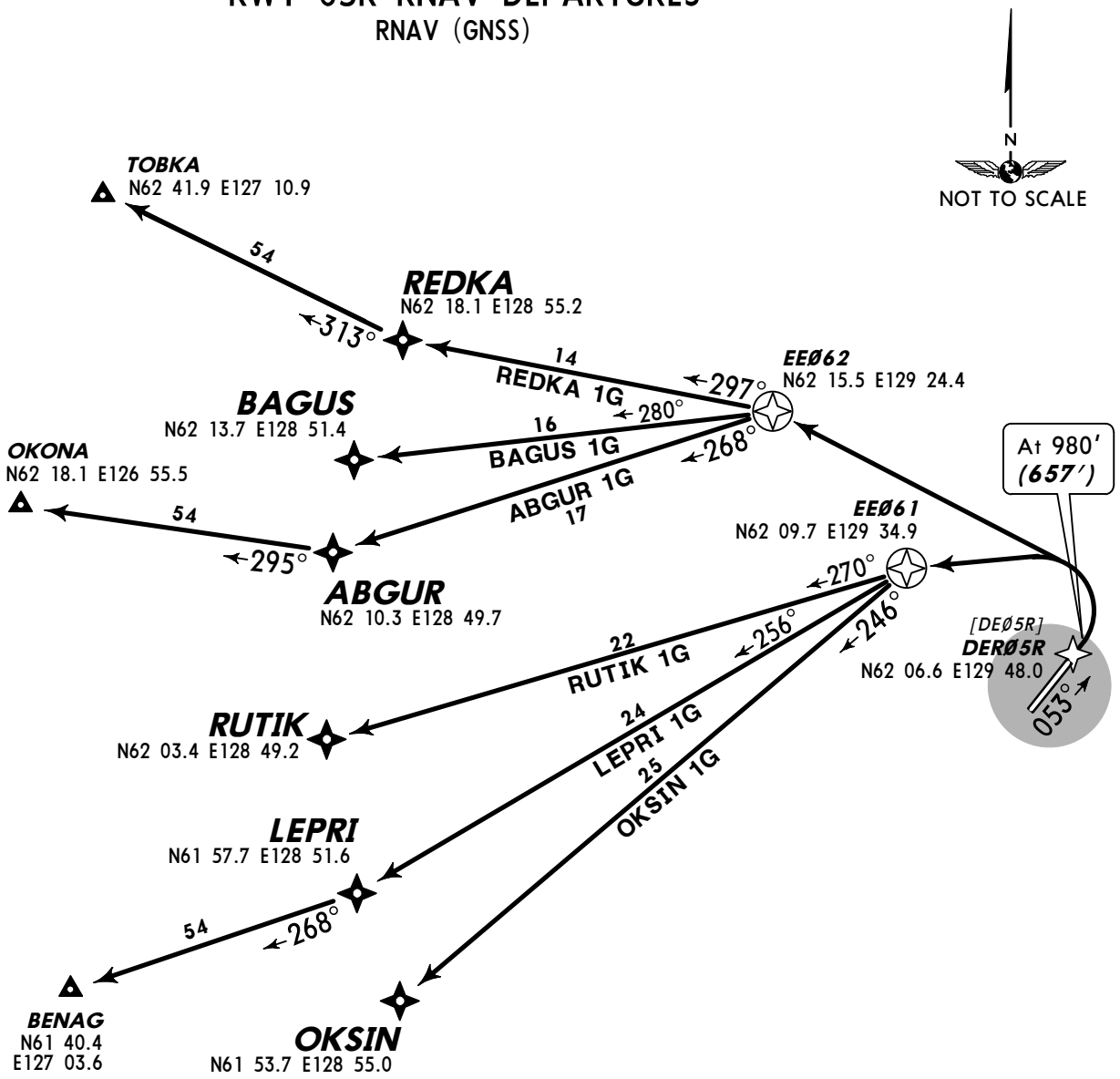
Apt Elev 326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3287′)*** Crossing altitudes at AWY entry points by ATC.



ABGUR 1G, BAGUS 1G, LEPRI 1G OKSIN 1G, REDKA 1G, RUTIK 1G RWY 05R RNAV DEPARTURES

RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER05R **1 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
980′	***(657′ - 200m)***
3610′	***(3287′ - 1000m)***

SID	ROUTING
ABGUR 1G	DER05R - (980′) - EE062 - ABGUR.
BAGUS 1G	DER05R - (980′) - EE062 - BAGUS.
LEPRI 1G	DER05R - (980′) - EE061 - LEPRI.
OKSIN 1G	DER05R - (980′) - EE061 - OKSIN.
REDKA 1G	DER05R - (980′) - EE062 - REDKA.
RUTIK 1G	DER05R - (980′) - EE061 - RUTIK.

CHANGES: New chart.

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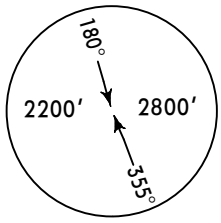
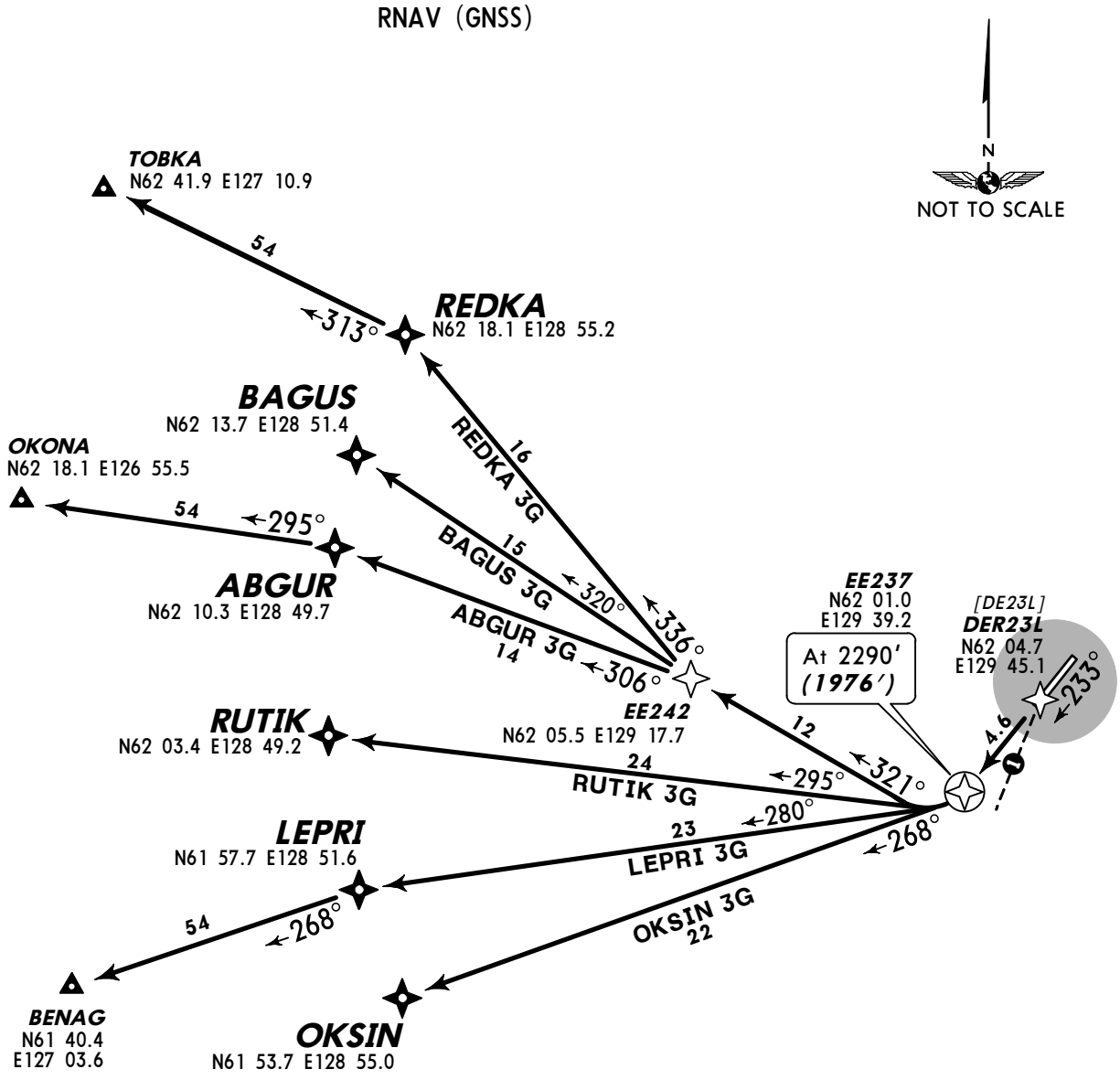
Apt Elev	
326′	QNH on request **(QFE)** Trans level: FL50 FL60, if pressure is less than 751 mm (1001.3 hPa) Trans alt: 3610′ ***(3296′)*** Crossing altitudes at AWY entry points by ATC.



MSA
ARP

ABGUR 3G, BAGUS 3G, LEPRI 3G
OKSIN 3G, REDKA 3G, RUTIK 3G
RWY 23L RNAV DEPARTURES

RNAV (GNSS)



Direct distance from Yakutsk Apt to:
DER23L **1 NM**

❶ 218° from ARP within 4.3 NM do not fly east below 2290′ ***(1976′).***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2290′	***(1976′ - 600m)***
3610′	***(3296′ - 1000m)***

SID	ROUTING
ABGUR 3G	DER23L - EE237 (2290′+) - EE242 - ABGUR.
BAGUS 3G	DER23L - EE237 (2290′+) - EE242 - BAGUS.
LEPRI 3G	DER23L - EE237 (2290′+) - LEPRI.
OKSIN 3G	DER23L - EE237 (2290′+) - OKSIN.
REDKA 3G	DER23L - EE237 (2290′+) - EE242 - REDKA.
RUTIK 3G	DER23L - EE237 (2290′+) - RUTIK.

CHANGES: New chart.

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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, up to 11.3 NM to touchdown proceed at not less than 3280′ (2957′-900m) and at aerodrome traffic circuit speed with wing devices and gear set into enroute position. At 11.3 NM descend to 2620′ (2297′-700m). Before touch-down lower gear and wing devices into intermediate position at 15°-30°.
While descending to 1640′ (1317′-400m) maintain 155-160 KT (± 15 KT), but not less than that established by the Aircraft Flight Manual. At 1640′ (1317′-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′ (334′-100m) to 990′ (664′-200m)	turns shall be carried out with 15° bank
At 990′ (664′-200m) or above	turns shall be carried out with 25° bank
At 1810′ (1484′-450m)	engine power shall be reduced to nominal maintaining positive speed of climb
At 1810′ (1484′-450m) to 3280′ (2954′-900m)	climb at V_2 + 10-20 KT
At 3280′ (2954′-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, runway 05 is preferential. When runway 23L is 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.

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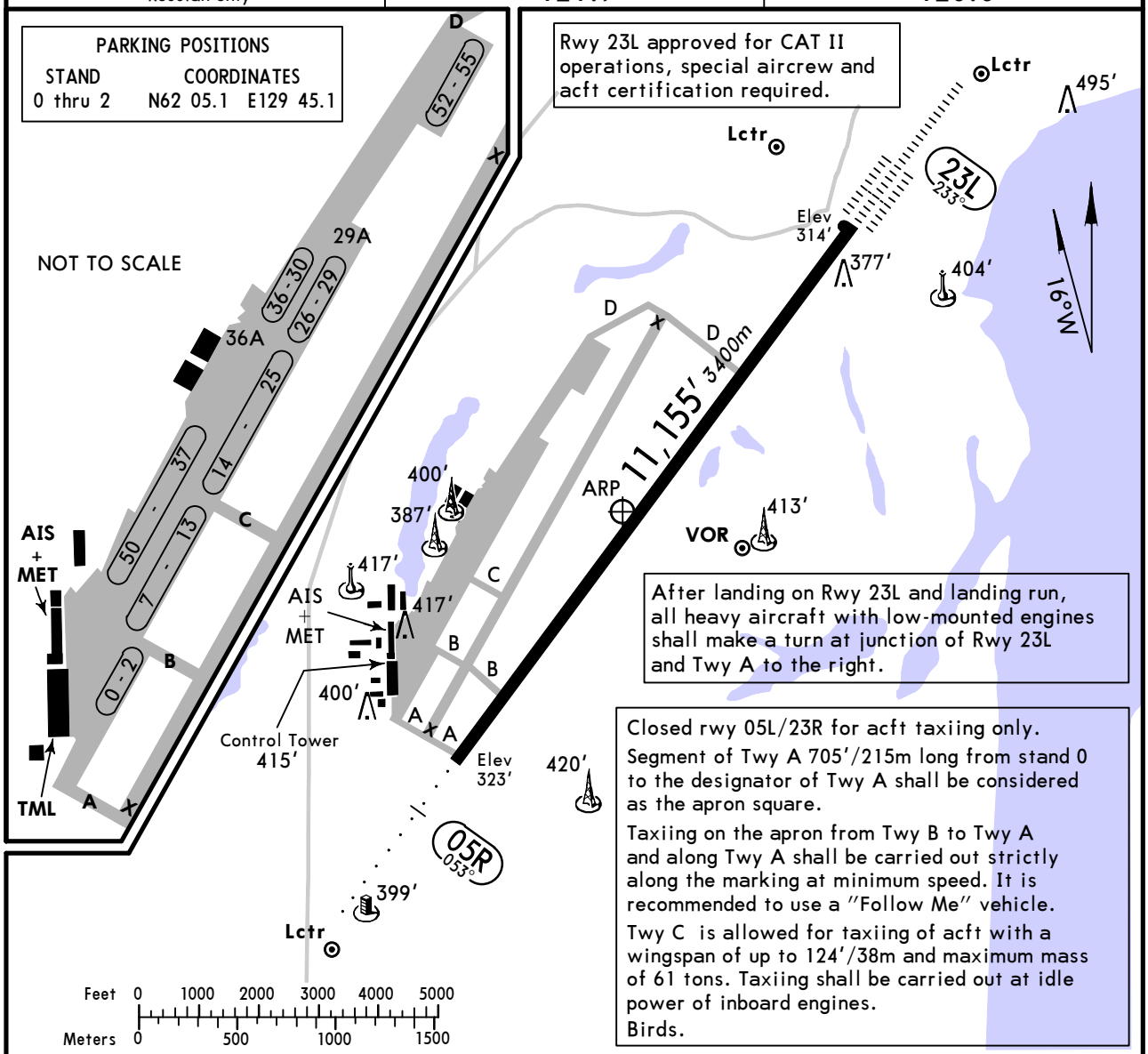
ATIS	*YAKUTSK Taxiing (GND)	*Start (TWR)
126.2 Russian only	121.7	120.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05R	HIRL *(60m)* CL *(15m)* ALS PAPI-L (3.17°) RVR			❷	197′ *60m*
23L	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❶ RVR		10,183′ *3104m*		

❶ PAPI-L (angle 3.00°)

❷ 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, C	*200m (150m)*	*250m*	*400m*
D	*250m (200m)*	*300m*	

CHANGES: Airport elev. Lights. Notes.

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STRAIGHT-IN RWY		A	B	C	D
05R	RNAV ❶	**700**′(377′)	**700**′(377′)	**700**′(377′)	**700**′(377′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶❷❸	**730**′(407′)	**730**′(407′)	**730**′(407′)	**730**′(407′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶❷❹	**980**′(657′)	**980**′(657′)	**980**′(657′)	**980**′(657′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB ❺	**1380**′(1057′)	**1380**′(1057′)	**1380**′(1057′)	**1380**′(1057′)
		C4800m	**C4800m**	**C5000m**	**C5000m**
	ALS out	C5000m	C5000m	C5000m	C5000m
23L	CAT 2 ILS ❸	**414**′(100′)	**414**′(100′)	**414**′(100′)	**414**′(100′)
		RA102′ R350m	**RA102′ R350m**	**RA102′ R350m**	**RA102′ R350m**
	CAT 2 ILS ❹	**462**′(148′)	**478**′(164′)	**491**′(177′)	**504**′(190′)
		RA159′ R450m	**RA174′ R450m**	**RA187′ R450m**	**RA201′ R450m**
	ILS ❸	**514**′(200′)	**514**′(200′)	**514**′(200′)	**514**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❹	**560**′(246′)	**570**′(256′)	**583**′(269′)	**599**′(285′)
	FULL	**R550m**	**R600m**	**R600m**	**R650m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**770**′(456′)	**770**′(456′)	**770**′(456′)	**770**′(456′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB ❶❸	**640**′(326′)	**640**′(326′)	**640**′(326′)	**640**′(326′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶❹	**980**′(666′)	**980**′(666′)	**980**′(666′)	**980**′(666′)
		C2400m	**C2400m**	**C2400m**	**C2400m**
	ALS out	C3100m	C3100m	C3100m	C3100m

❶ Continuous Descent Final Approach.
❷ with D7.8.
❸ with MET observation at LMM.
❹ w/o MET observation at LMM.
❺ w/o D7.8.

TAKE-OFF RWY 05R, 23L

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

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STRAIGHT-IN RWY		A	B	C	D
05R	RNAV	**700**′(377′)	**700**′(377′)	**700**′(377′)	**700**′(377′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB with FAF	**730**′(407′)	**730**′(407′)	**730**′(407′)	**730**′(407′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB with FAF ❶	**980**′(657′)	**980**′(657′)	**980**′(657′)	**980**′(657′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	NDB w/o FAF	**1380**′(1057′)	**1380**′(1057′)	**1380**′(1057′)	**1380**′(1057′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
23L	CAT 2 ILS	**414**′(100′)	**414**′(100′)	**414**′(100′)	**414**′(100′)
		RA102′R350m	**RA102′R350m**	**RA102′R350m**	**RA102′R350m**
	CAT 2 ILS ❶	**462**′(148′)	**478**′(164′)	**491**′(177′)	**504**′(190′)
		RA159′R450m	**RA174′R450m**	**RA187′R450m**	**RA201′R450m**
	ILS	**514**′(200′)	**514**′(200′)	**514**′(200′)	**514**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	ILS ❶	**560**′(246′)	**570**′(256′)	**583**′(269′)	**599**′(285′)
		R600m	**R650m**	**R650m**	**R650m**
	ALS out	R1000m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV	**770**′(456′)	**770**′(456′)	**770**′(456′)	**770**′(456′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**640**′(326′)	**640**′(326′)	**640**′(326′)	**640**′(326′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB ❶	**980**′(666′)	**980**′(666′)	**980**′(666′)	**980**′(666′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ w/o MET Observation at LMM.

TAKE-OFF RWY 05R, 23L

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

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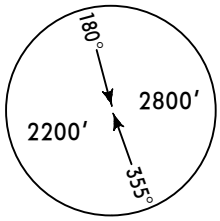
BRIEFING STRIP ™

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

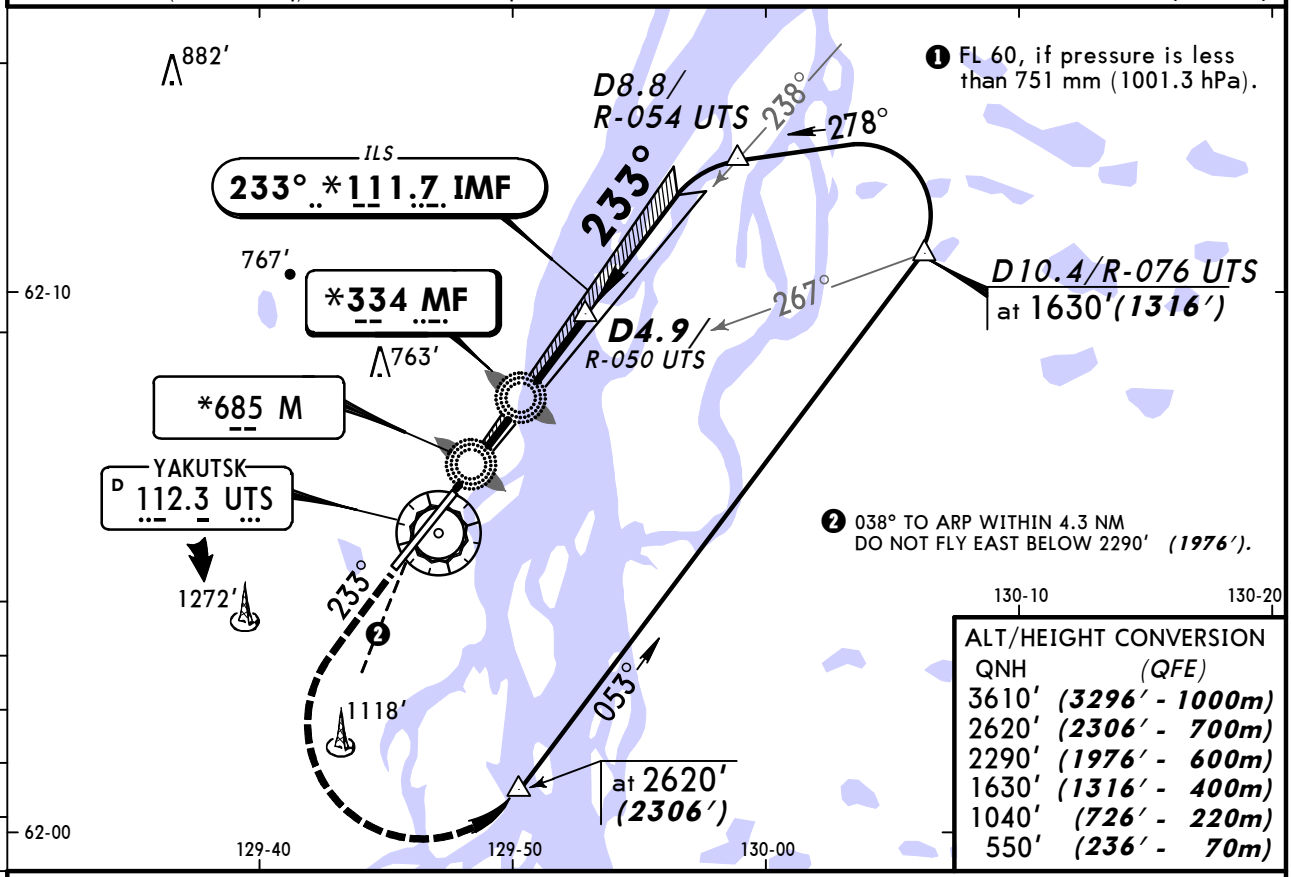
LOC IMF	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 326′
*111.7	233°	1036′(722′)	514′(200′)	RWY 314′
NDB MF		Minimum Alt D4.9 UTS	NDB MDA(H)	
*334		1630′(1316′)	640′(326′)	

MISSED APCH: Climb on 233° to 2290′(1976′), then turn LEFT onto 053° climbing to 2620′(2306′), then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3610′(3296′)



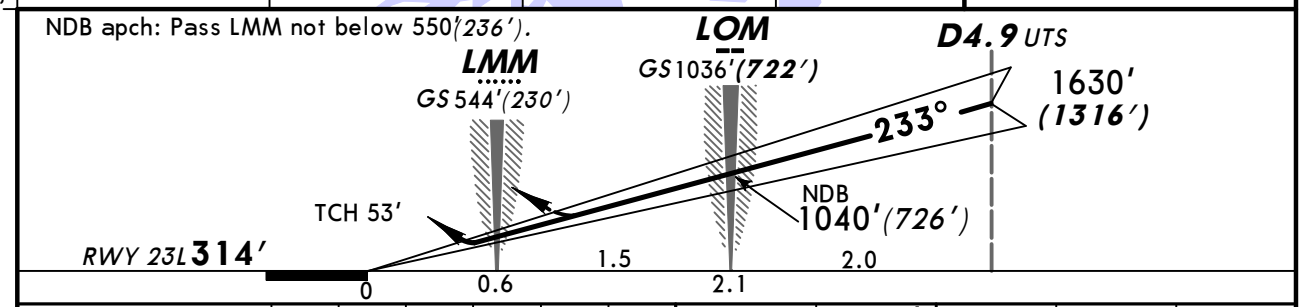
❶ FL 60, if pressure is less than 751 mm (1001.3 hPa).

❷ 038° TO ARP WITHIN 4.3 NM DO NOT FLY EAST BELOW 2290′ (1976′).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3296′ - 1000m)
2620′	(2306′ - 700m)
2290′	(1976′ - 600m)
1630′	(1316′ - 400m)
1040′	(726′ - 220m)
550′	(236′ - 70m)

NDB apch: Pass LMM not below 550′(236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849

HIALS-II PAPI | 2290′ (1976′) on 233° | 053° LT | 2620′ (2306′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

	ILS ❶ DA(H) 514′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	NDB ❷ MDA(H) 640′(326′)	NDB ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	

❶ w/o MET Observation at LMM: CAT A DA(H) 560′(246′), CAT B DA(H) 570′(256′), CAT C DA(H) 583′(269′),FULL 900m,ALS out 1300m,CAT D DA(H) 599′(285′),FULL 900m,ALS out 1300m.
❷ w/o MET Observation at LMM: MDA(H) 980′(666′) VIS 3200m.

CHANGES: MSA. Trans level. Rwy elevation.

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BRIEFING STRIP ™

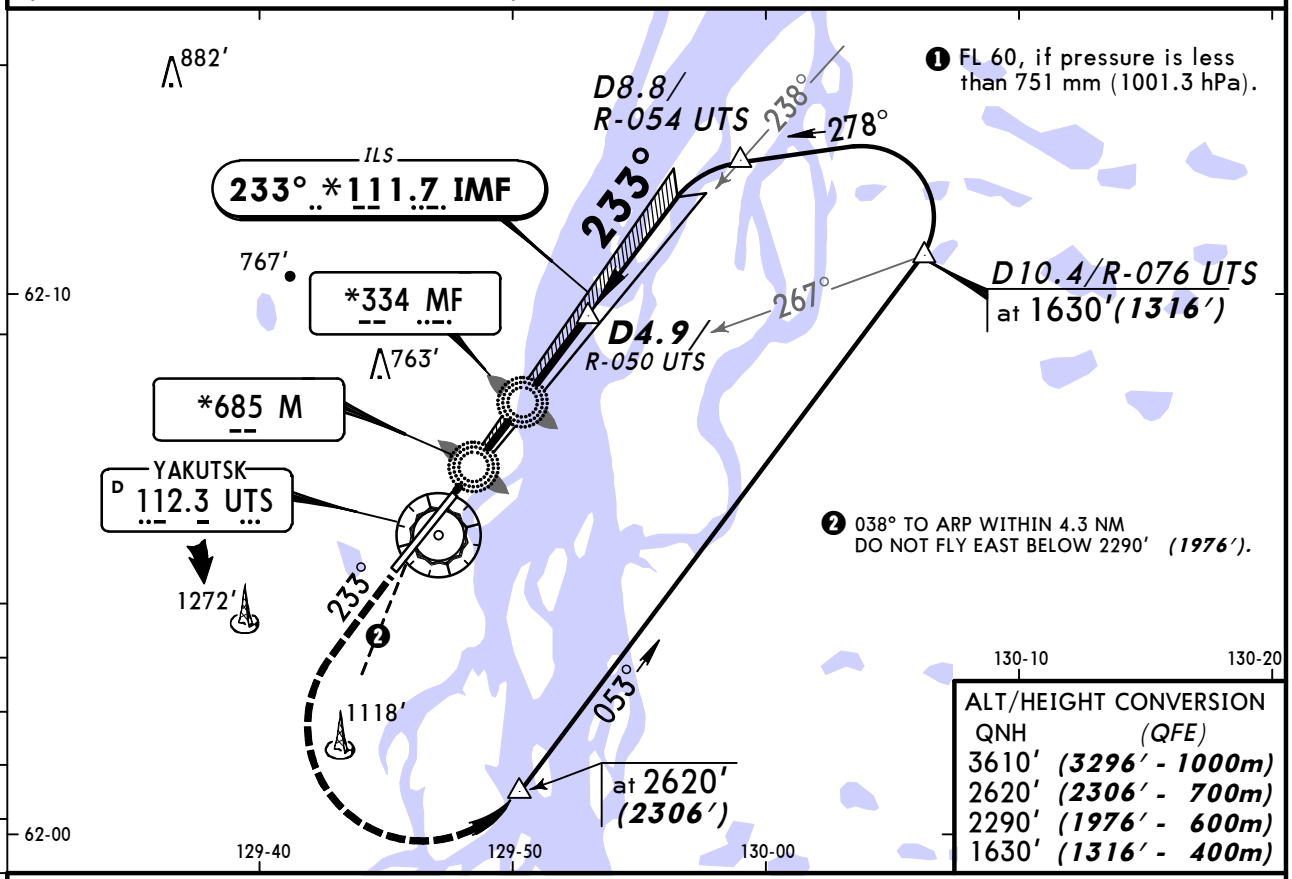
ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

LOC IMF	Final Apch Crs	GS LOM	CAT II ILS RA 102′ DA(H)	Apt Elev 326′ RWY 314′
*111.7	233°	1036′ (722′)	414′ (100′)	

MISSED APCH: Climb on 233° to 2290′ (1976′), then turn LEFT onto 053° climbing to 2620′ (2306′), then according to chart.

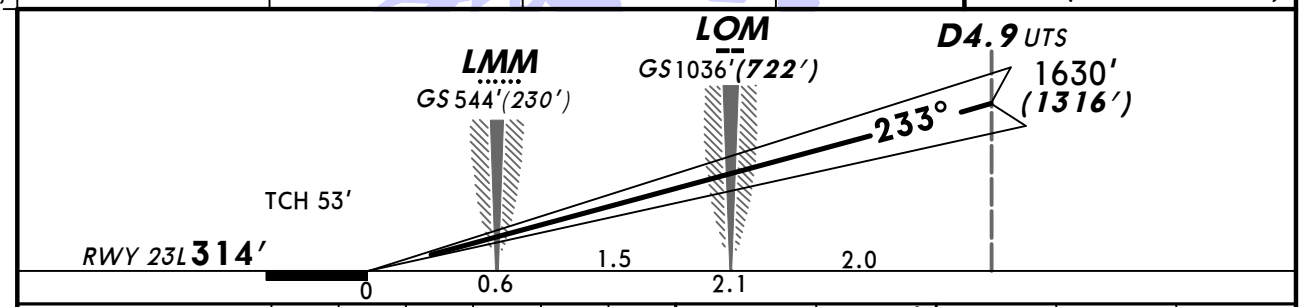
180° 2800′ 2200′ 355°
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3610′ (3296′)
Special Aircrew and Acft Certification Required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3296′ - 1000m)
2620′	(2306′ - 700m)
2290′	(1976′ - 600m)
1630′	(1316′ - 400m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI | 2290′ (1976′) on 233° | 053° LT | 2620′ (2306′)

STRAIGHT-IN LANDING RWY 23L
CAT II ILS ❶
ABCD
RA 102′
DA(H) 414′ (100′)

RVR 350m

PANS OPS

❶ w/o MET Observation at LMM: CAT A RA 159′, DA(H) 462′(148′), RVR 500m, CAT B RA 174′, DA(H) 478′(164′), RVR 500m, CAT C RA 187′, DA(H) 491′(177′), RVR 500m, CAT D RA 201′, DA(H) 504′(190′), RVR 500m.

CHANGES: MSA. Trans level. Rwy elevation.

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BRIEFING STRIP ™

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

RNAV	Final Apch Crs	Minimum Alt EEØ51	MDA(H)	Apt Elev 326′
	053°	2620′ (2297′)	700′ (377′)	RWY 323′

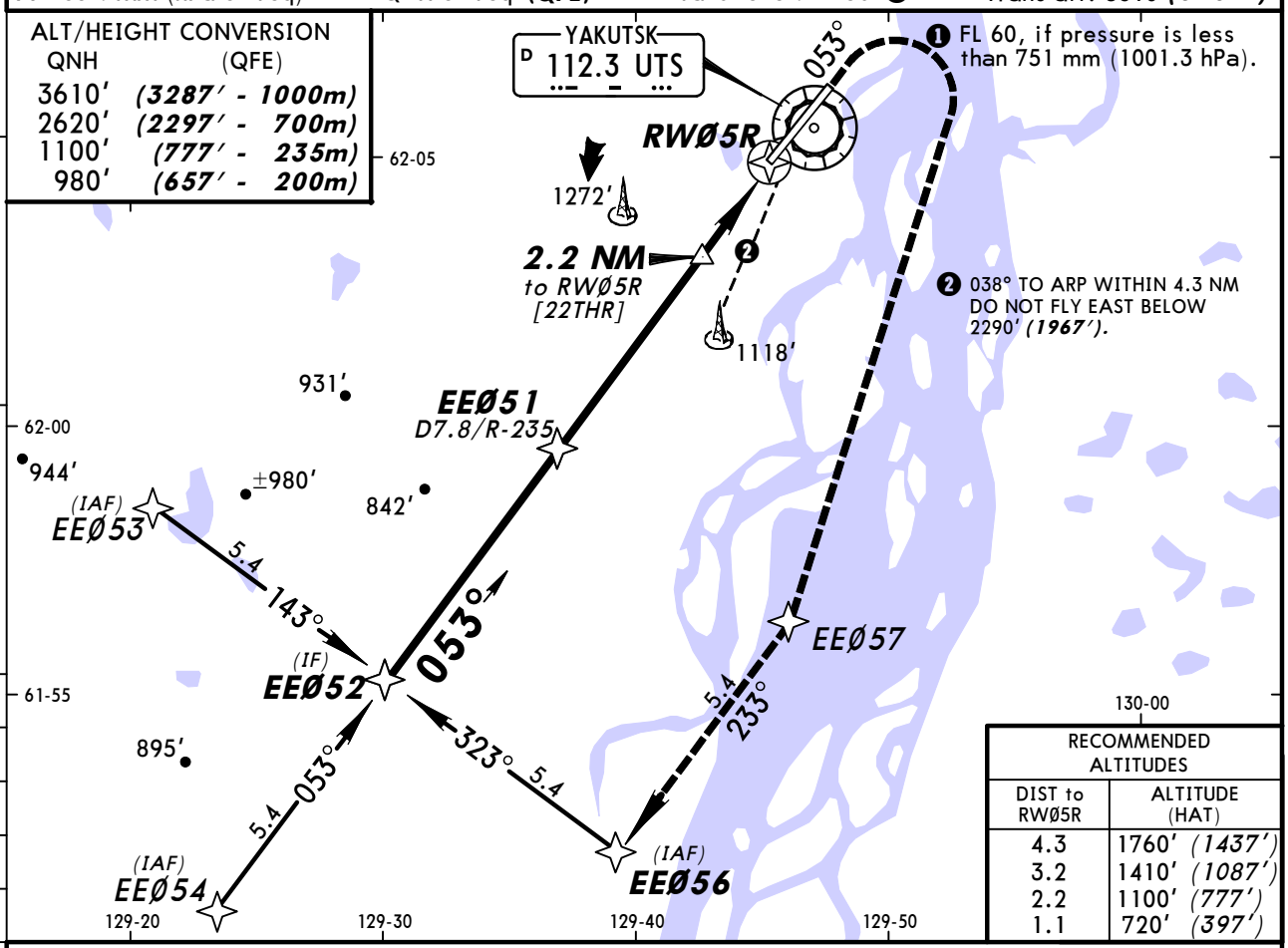
MISSED APCH: Climb on 053° to 980′ (657′), then turn RIGHT to EEØ57 climbing to 2620′ (2297′), then according to chart.

180° 2800′ 2200′ 355° MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3610′ (3287′)

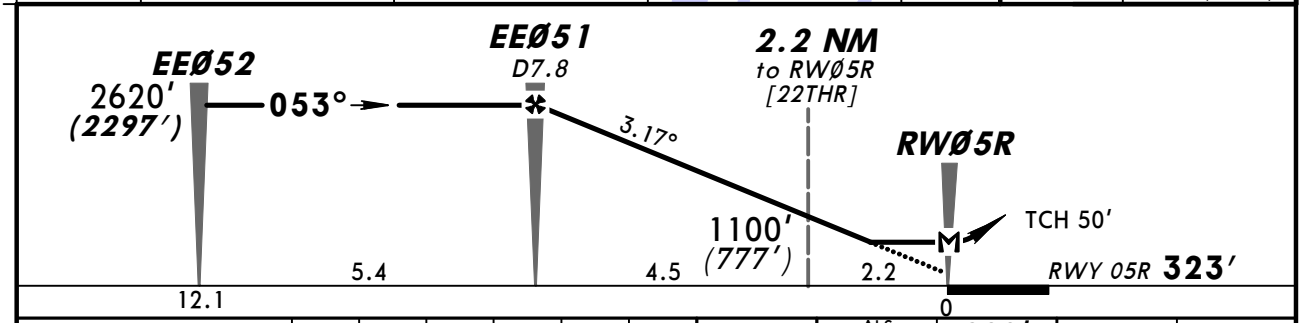
ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3287′ - 1000m)
2620′	(2297′ - 700m)
1100′	(777′ - 235m)
980′	(657′ - 200m)



RECOMMENDED ALTITUDES

DIST to RWØ5R	ALTITUDE (HAT)
4.3	1760′ (1437′)
3.2	1410′ (1087′)
2.2	1100′ (777′)
1.1	720′ (397′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.17°	393	505	561	673	785	897
MAP at RWØ5R							

ALS PAPI 980′ (657′) on 053° EEØ57 RT

STRAIGHT-IN LANDING RWY **05R**

MDA(H) 700′ (377′)

ALS out

PANS OPS

A	
B	RVR 1500m VIS 1600m
C	
D	RVR 1800m VIS 2000m

CHANGES: Missed approach.

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BRIEFING STRIP ™

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

RNAV	Final Apch Crs	Minimum Alt EE231	MDA(H)	Apt Elev 326′
	233°	1630′ (1316′)	770′ (456′)	RWY 314′

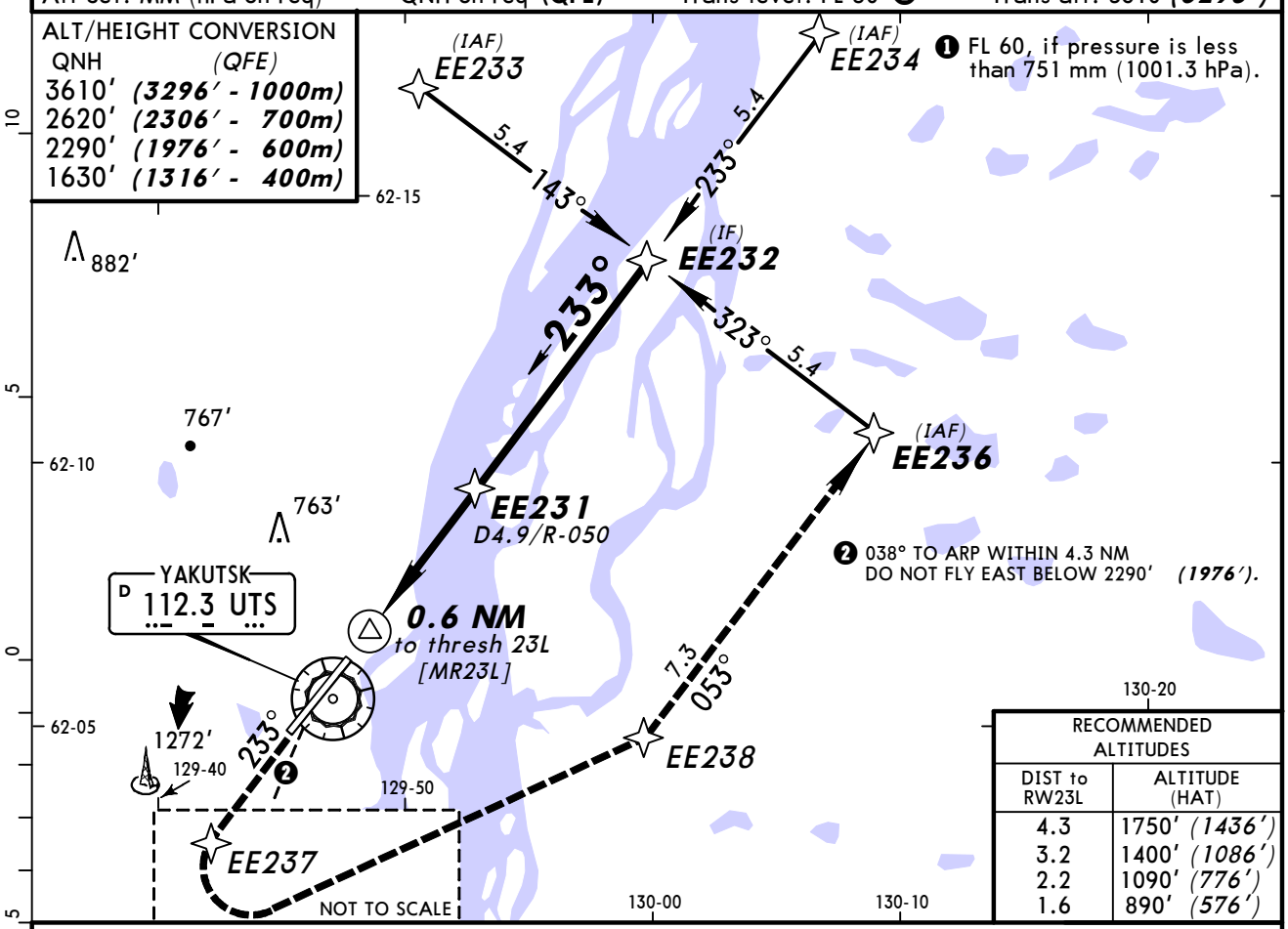
MISSED APCH: Climb on 233° to 2290′ (1976′), after passing EE237 turn LEFT to EE238 climbing to 2620′ (2306′), then according to chart.

MSA ARP: 180° 2800′; 2200′; 355°

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3610′ (3296′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3296′ - 1000m)
2620′	(2306′ - 700m)
2290′	(1976′ - 600m)
1630′	(1316′ - 400m)

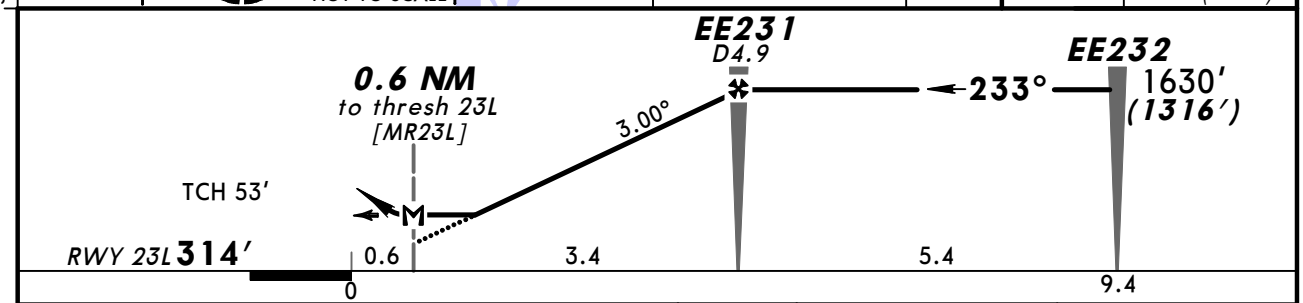


❶ FL 60, if pressure is less than 751 mm (1001.3 hPa).

❷ 038° TO ARP WITHIN 4.3 NM DO NOT FLY EAST BELOW 2290′ (1976′).

RECOMMENDED ALTITUDES

DIST to RW23L	ALTITUDE (HAT)
4.3	1750′ (1436′)
3.2	1400′ (1086′)
2.2	1090′ (776′)
1.6	890′ (576′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at 0.6 NM to thresh 23L							

HIALS-II PAPI 2290′ (1976′) on 233° EE237

STRAIGHT-IN LANDING RWY 23L

MDA(H) 770′ (456′)

		ALS out
A	RVR 720m	RVR 1500m
B	VIS 800m	VIS 1600m
C	1200m	2000m
D	RVR 1500m VIS 1600m	2400m

PANS OPS

CHANGES: Missed approach. Recommended altitudes.

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BRIEFING STRIP ™

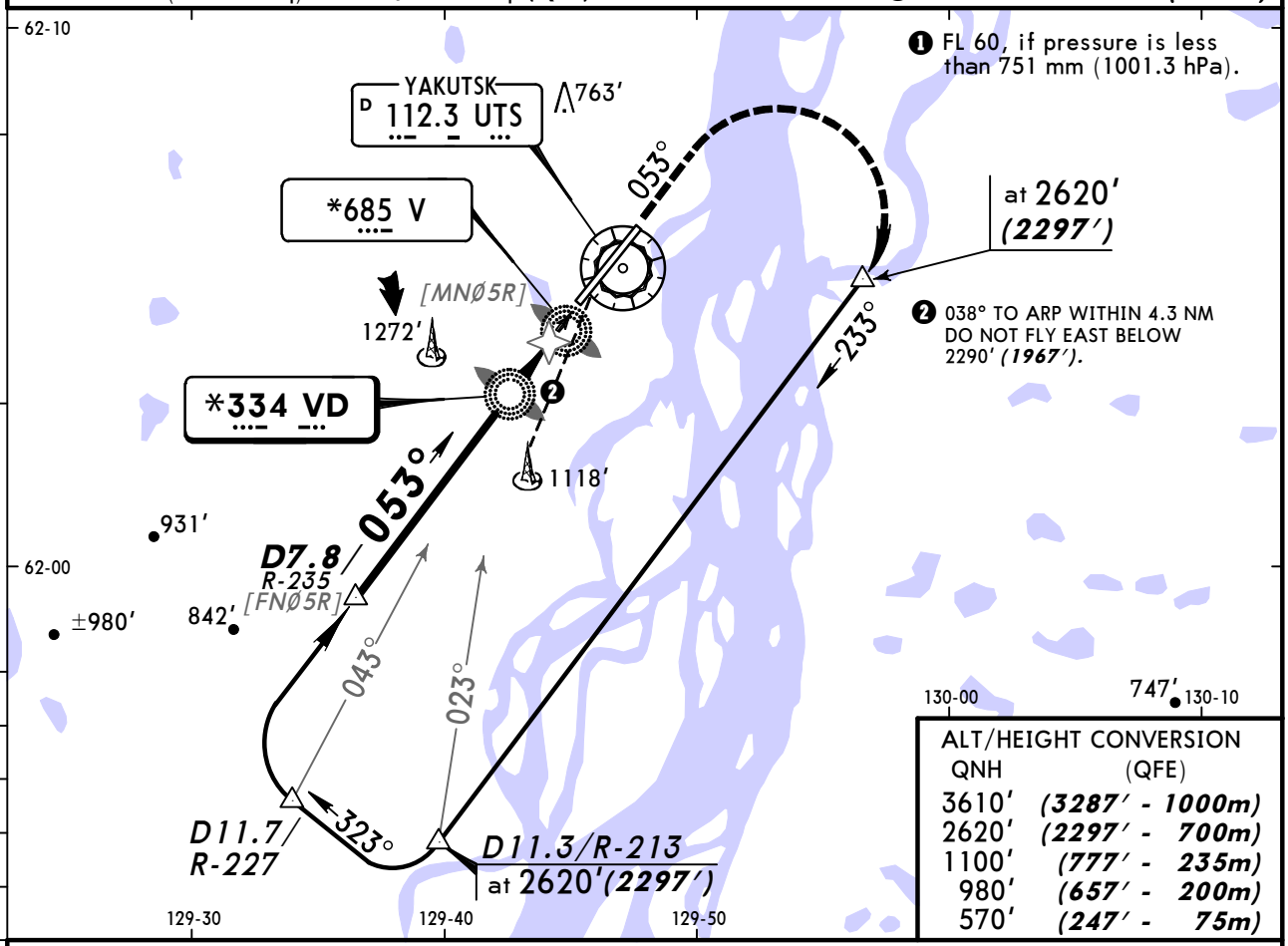
ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

NDB VD	Final Apch Crs	Minimum Alt D7.8	MDA(H) (CONDITIONAL)	Apt Elev 326'
*334	053°	2620' (2297')	730' (407')	RWY 323'

MISSED APCH: Climb on 053° to 980' (657'), then turn RIGHT onto 233° climbing to 2620' (2297'), then according to chart.

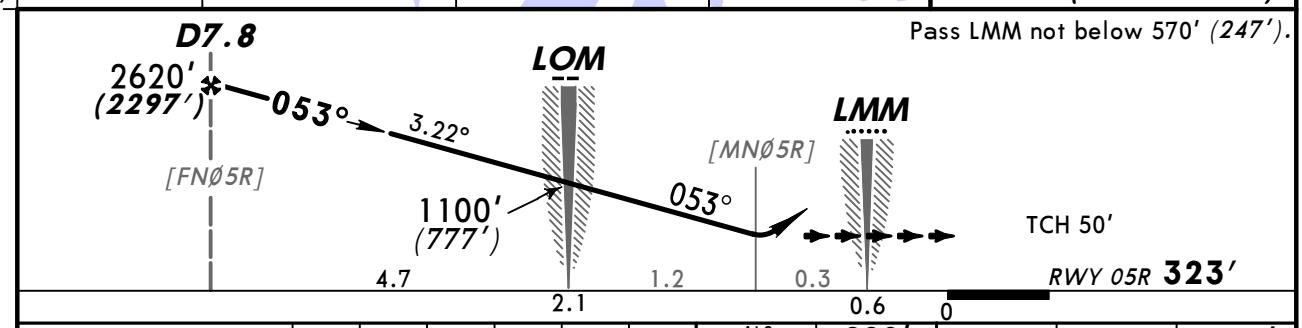
180° 2800' 2200' 355°
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3610' (3287')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610'	(3287' - 1000m)
2620'	(2297' - 700m)
1100'	(777' - 235m)
980'	(657' - 200m)
570'	(247' - 75m)



Pass LMM not below 570' (247').

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.22°	399	513	570	684	798	912

ALS PAPI | 980' (657') on 053° | 233° RT | 2620' (2297')

STRAIGHT-IN LANDING RWY 05R

	with FAF ❶	w/o FAF
	MDA(H) 730' (407')	MDA(H) 1380' (1057')
	ALS out	ALS out
A	1900m	3200m
B		
C	RVR 1800m VIS 2000m	4800m
D		

PANS OPS

❶ w/o MET Observation at LMM: MDA(H) 980' (657') VIS 3200m.

CHANGES: MSA. Trans level. Rwy elevation.

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

YAKUTSK, (YAKUTSK - UEEE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UEEE

Chart Change Notices for Country RUS

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011.Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.