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Terminal Charts For UNAA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Abakan Rus
IATA Code: ABA
Lat/Long: N53° 44.4' E091° 23.1'
Elevation: 830 ft

Airport Use: Public
Magnetic Variation: 4.1 °E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2244 Z
Sunset: 1303 Z,

Runway Information

Runway: 02R
Length x Width: 10663 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 830 ft
Lighting: Edge, ALS
Displaced Threshold: 1640 ft

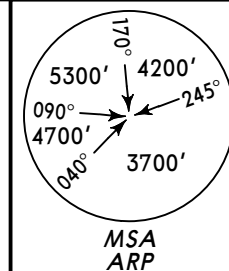
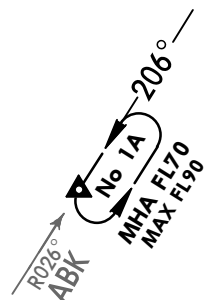
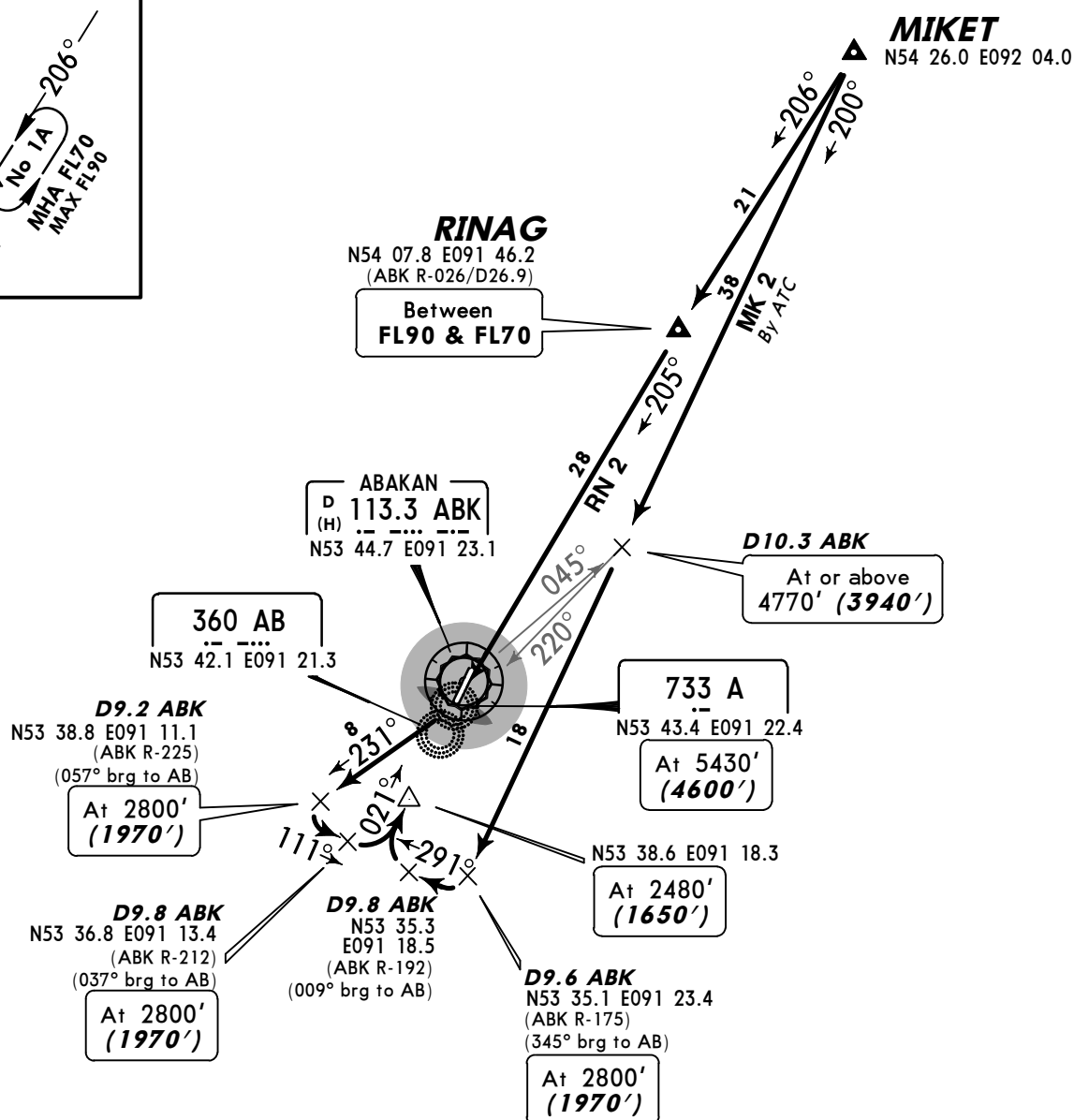
Runway: 20L
Length x Width: 10663 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 823 ft
Lighting: Edge, ALS
Displaced Threshold: 820 ft

Communication Information

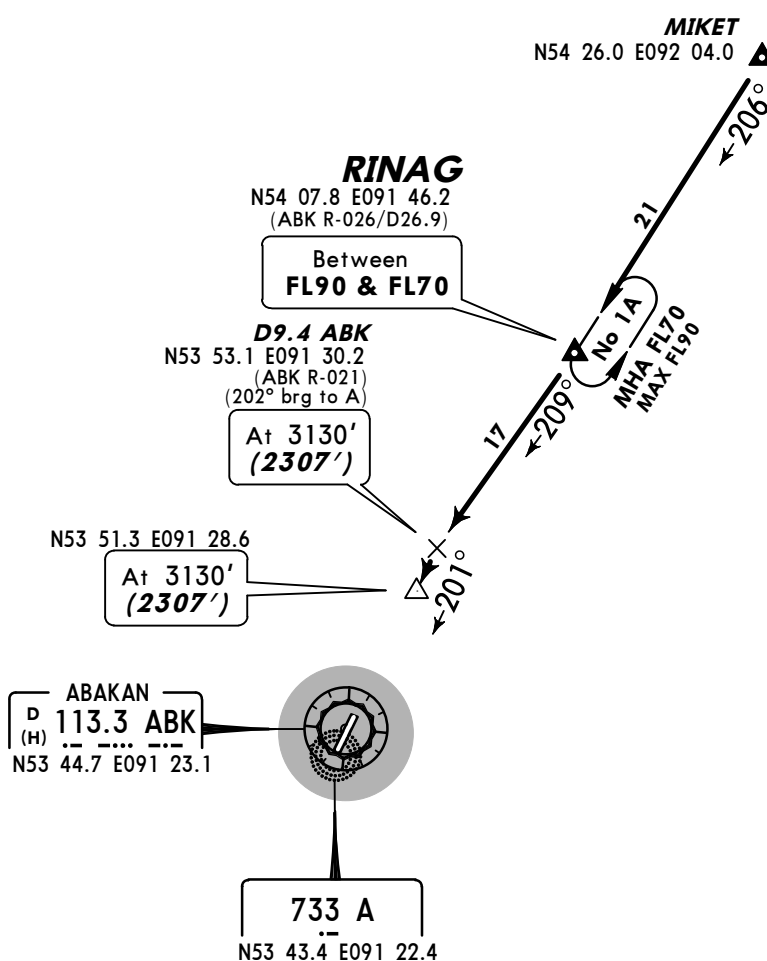
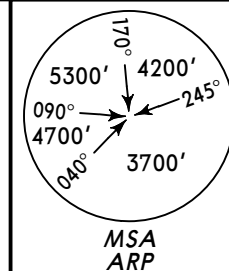
ATIS 126.2 Non-English
Abakan Start Tower 122.0
Abakan Radar Approach Control 134.3

ATIS
126.2Apt Elev
830'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4600')

MK 2, RN 2
RWY 02R ARRIVALSHOLDING
OVER RINAG**MIKET**
N54 26.0 E092 04.0

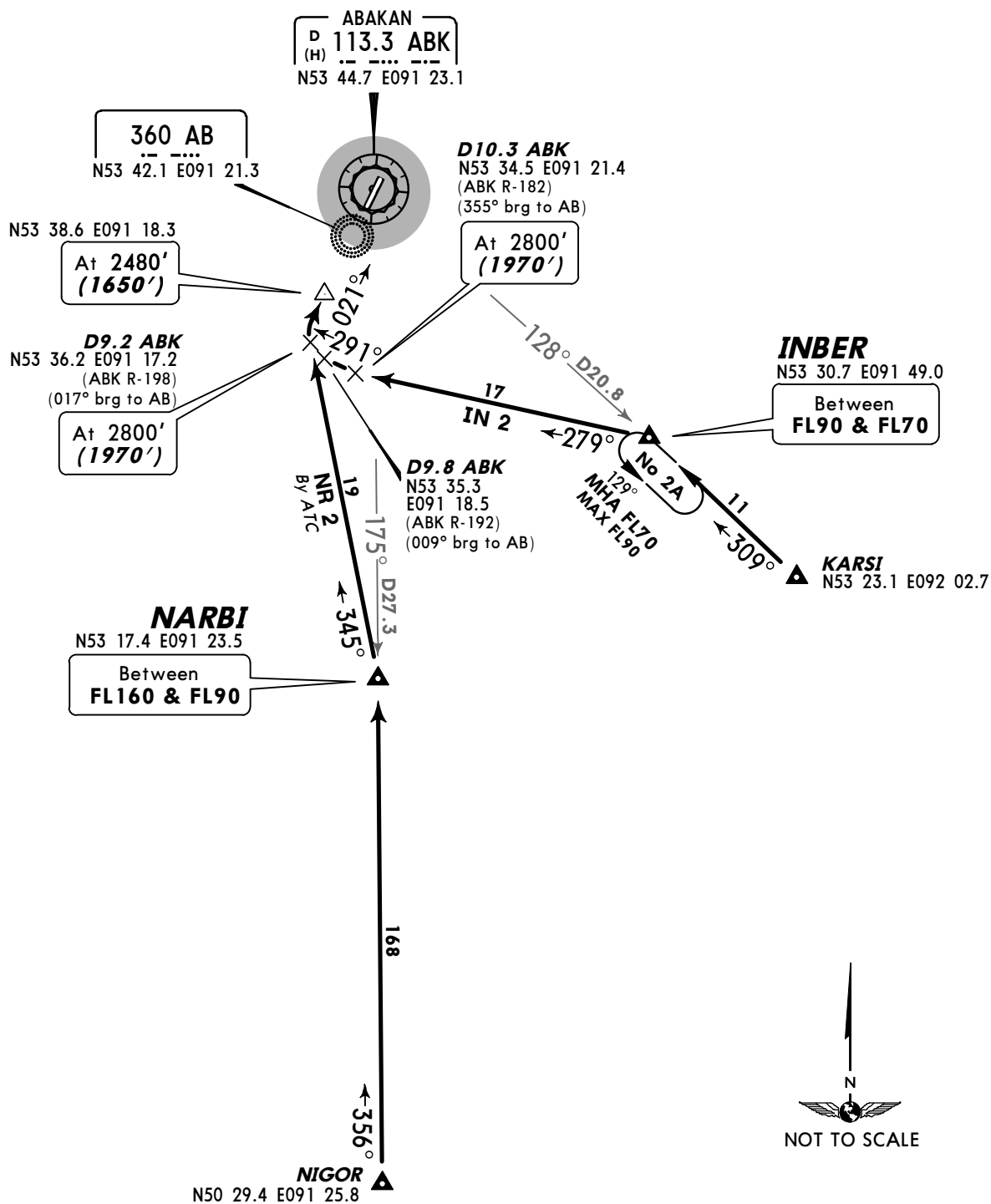
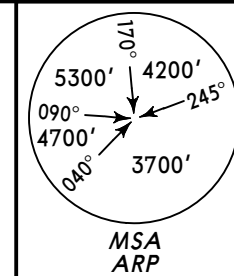
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4600' - 1400m)
4770'	(3940' - 1200m)
2800'	(1970' - 600m)
2480'	(1650' - 500m)

ATIS
126.2Apt Elev
830'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4607')RN 4
RWY 20L ARRIVAL

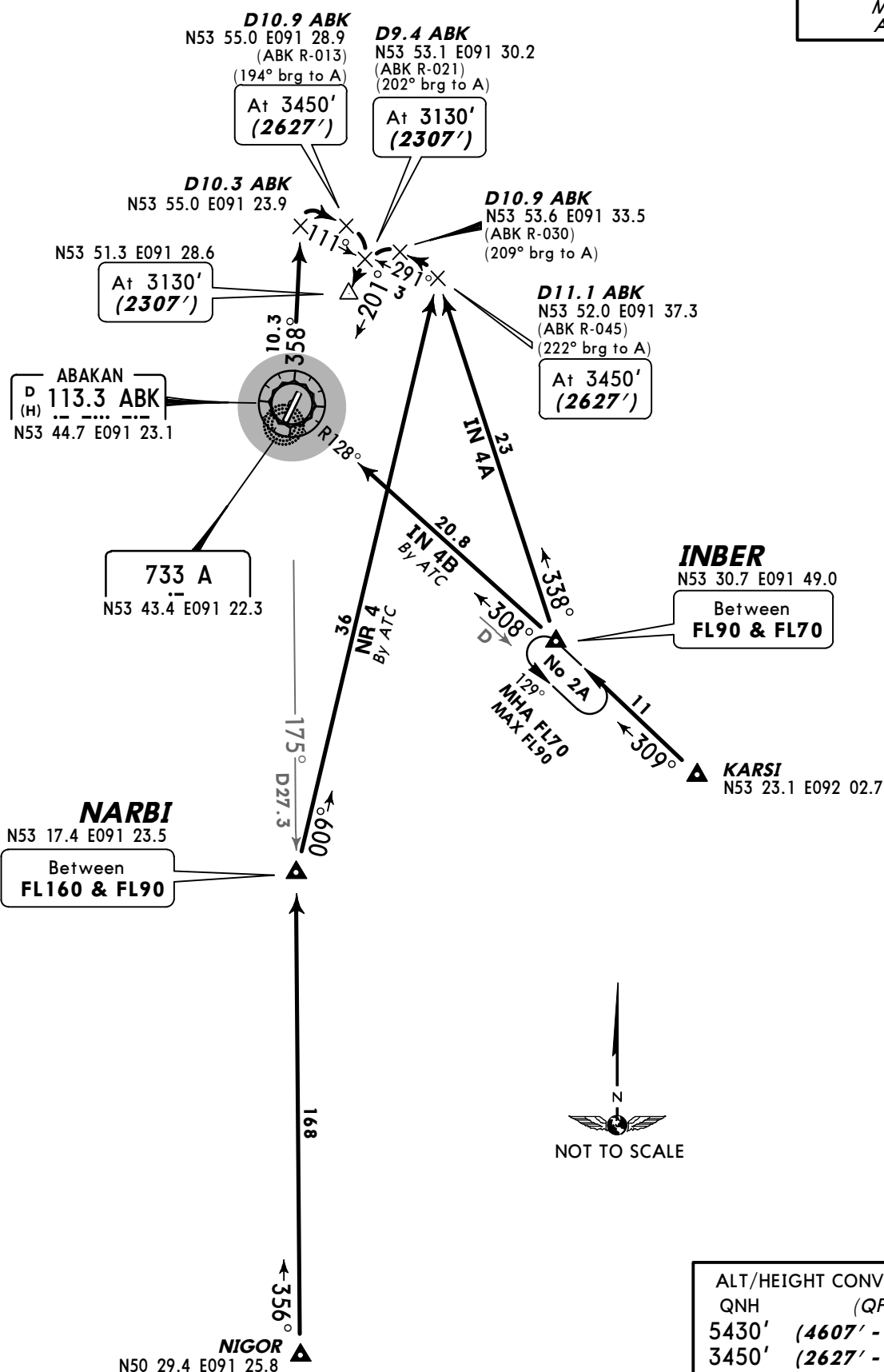
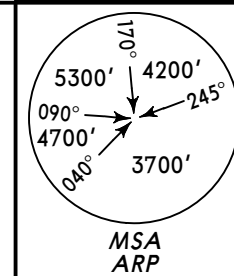
ALT/HEIGHT CONVERSION
QNH (QFE)
5430' (4607' - 1400m)
3130' (2307' - 700m)

ATIS
126.2Apt Elev
830'

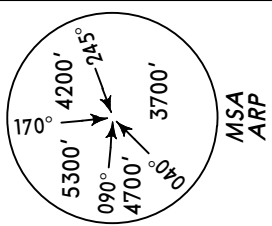
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4600')

IN 2, NR 2
RWY 02R ARRIVALS

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4600' - 1400m)
2800'	(1970' - 600m)
2480'	(1650' - 500m)

ATIS
126.2Apt Elev
830'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4607')IN 4A, IN 4B, NR 4
RWY 20L ARRIVALS

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' **(4600')**



KERAL
N53 45.9 E090 37.7
Between
FL120 & FL90

LOGRU
N53 48.2 E088 50.5
086° →

NEBON
N53 36.1 E090 40.0
Between
FL150 & FL90

No 3A
268°
088°
MHA FL90
MAX FL120

D10.2 ABK
N53 37.4 E091 11.1
(ABK R-220)
(048° brg to AB)
At 2800' (1970')

KR 2
22
D27.0 269°

D9.8 ABK
N53 36.8 E091 13.4
(ABK R-212)
(037° brg to AB)
At 2800' (1970')

D9.6 ABK
N53 36.6 E091 14.6
(ABK R-208)
(031° brg to AB)
At 2800' (1970')

360 AB
N53 42.1 E091 21.3

ABAKAN
D 113.3 ABK
(H) --- ---
N53 44.7 E091 23.1

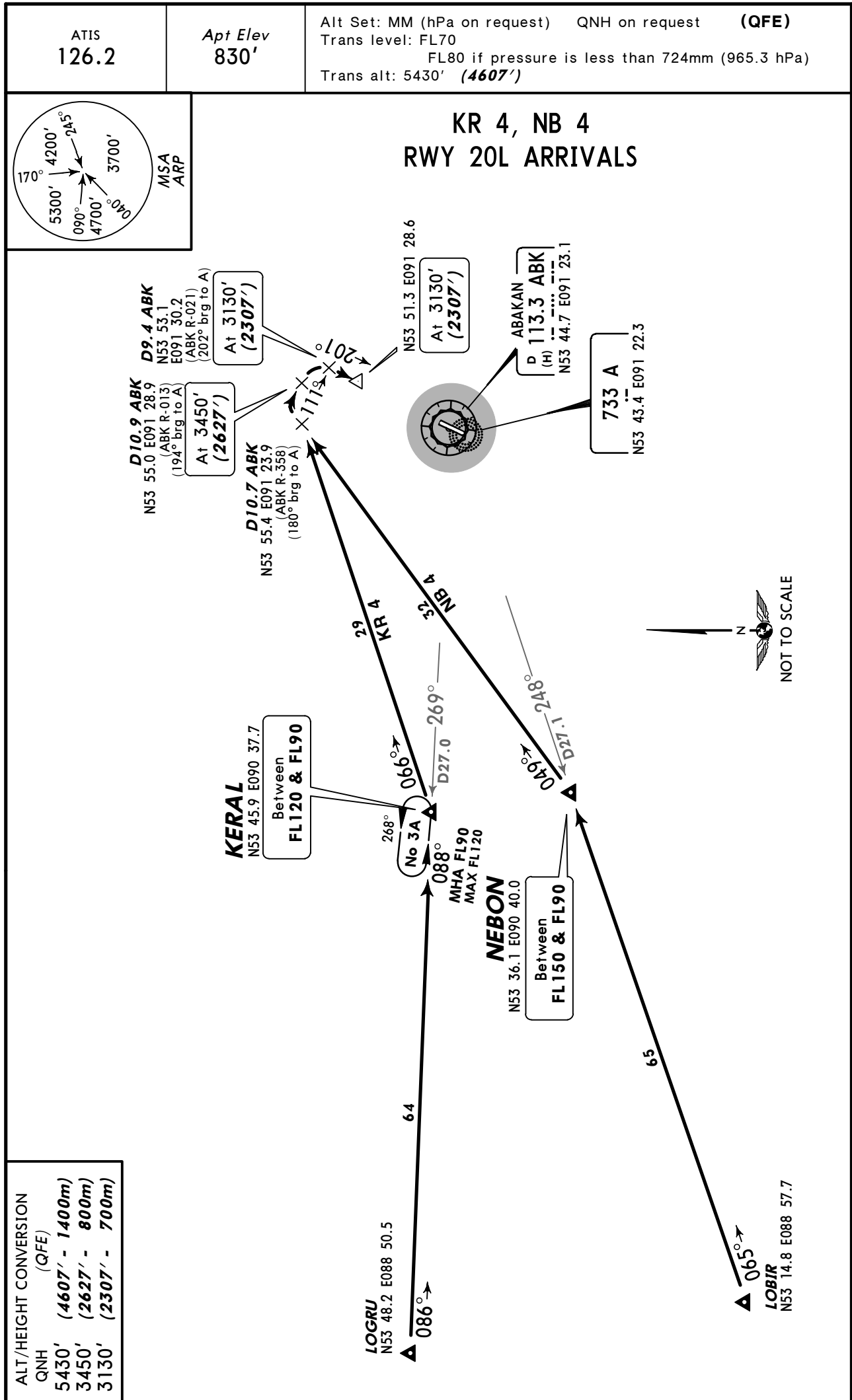
NB 2
20
D27.1 248°
083° →

At 2480' (1650')
N53 38.6 E091 18.3

65
→

5430' (4600' - 1400m)
2800' (1970' - 600m)
2480' (1650' - 500m)

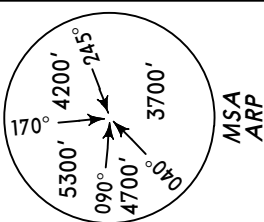
NOT TO SCALE



ATIS
126.2

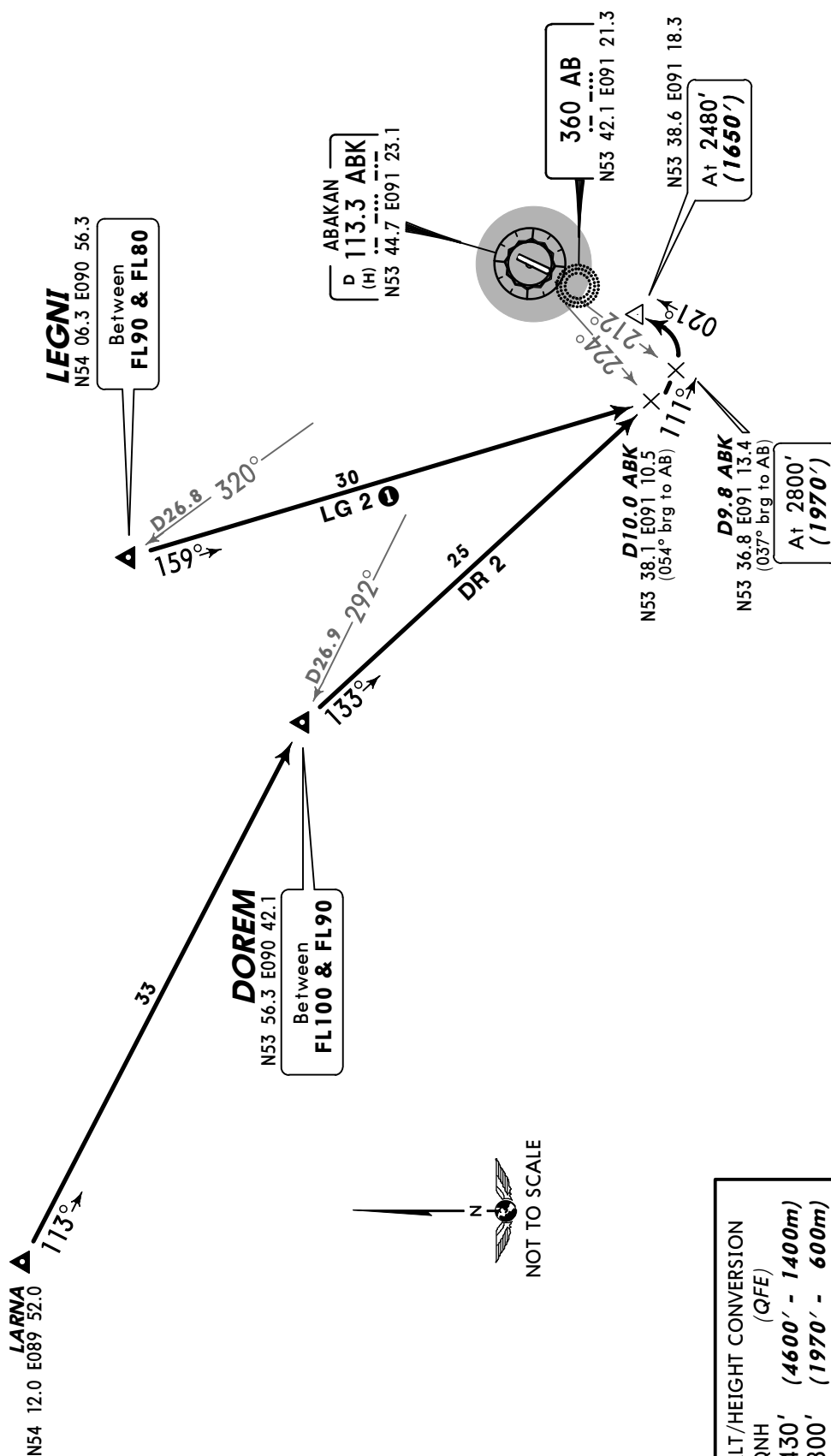
Apt Elev
830'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4600')



DR 2, LG 2 RWY 02R ARRIVALS

① Only for Russian users of airspace.

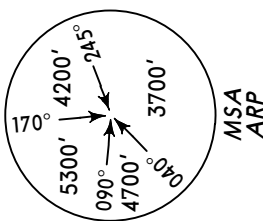


ALT/HEIGHT CONVERSION
QNH (QFE)
5430' (4600' - 1400m)
2800' (1970' - 600m)
2480' (1650' - 500m)

ATIS
126.2

Apt Elev
830'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4607')



DR 4, LG 4 RWY 20L ARRIVALS

① Only for Russian users of airspace.

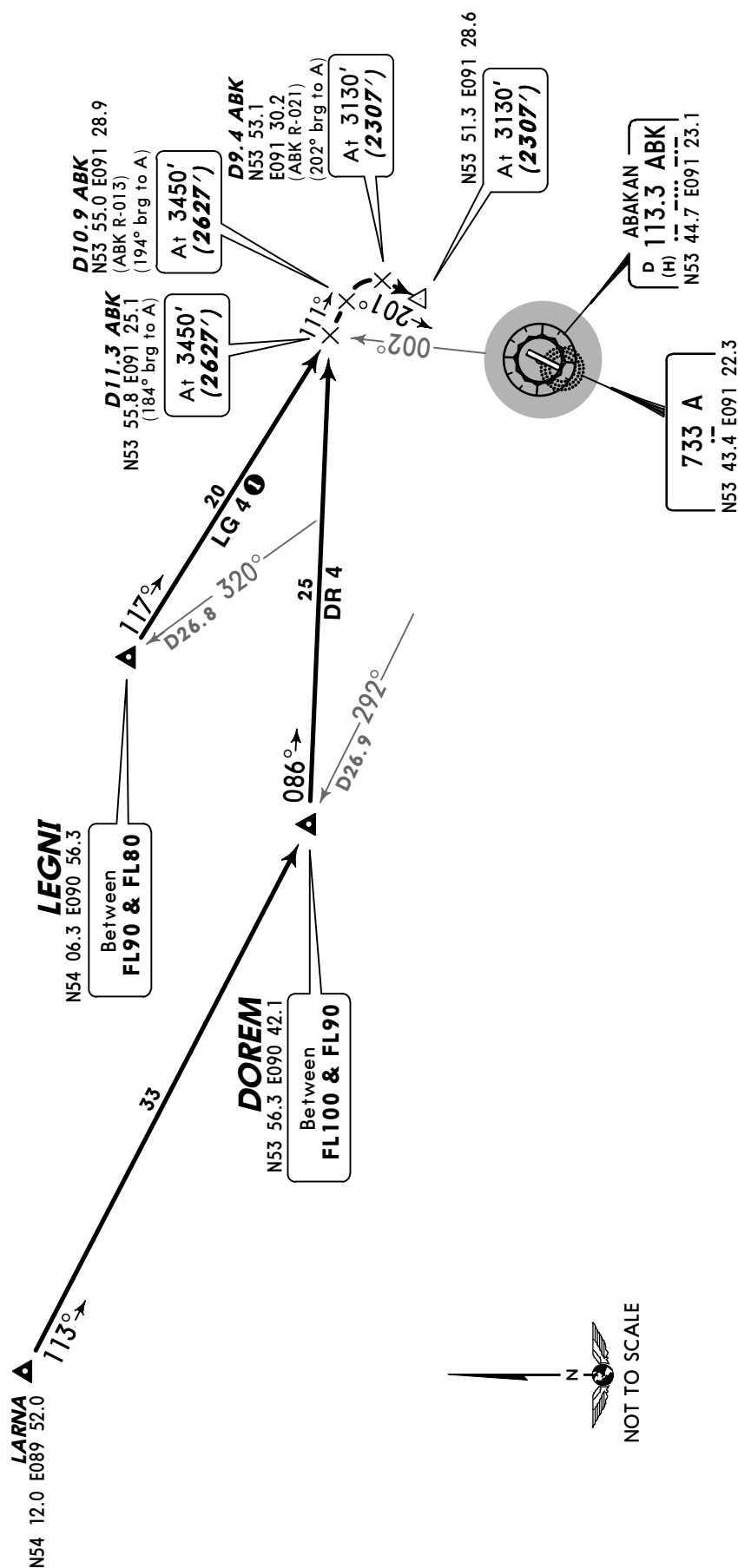
ALT/HEIGHT CONVERSION

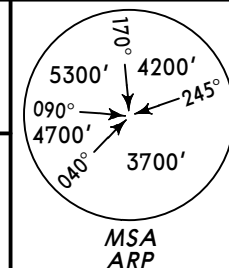
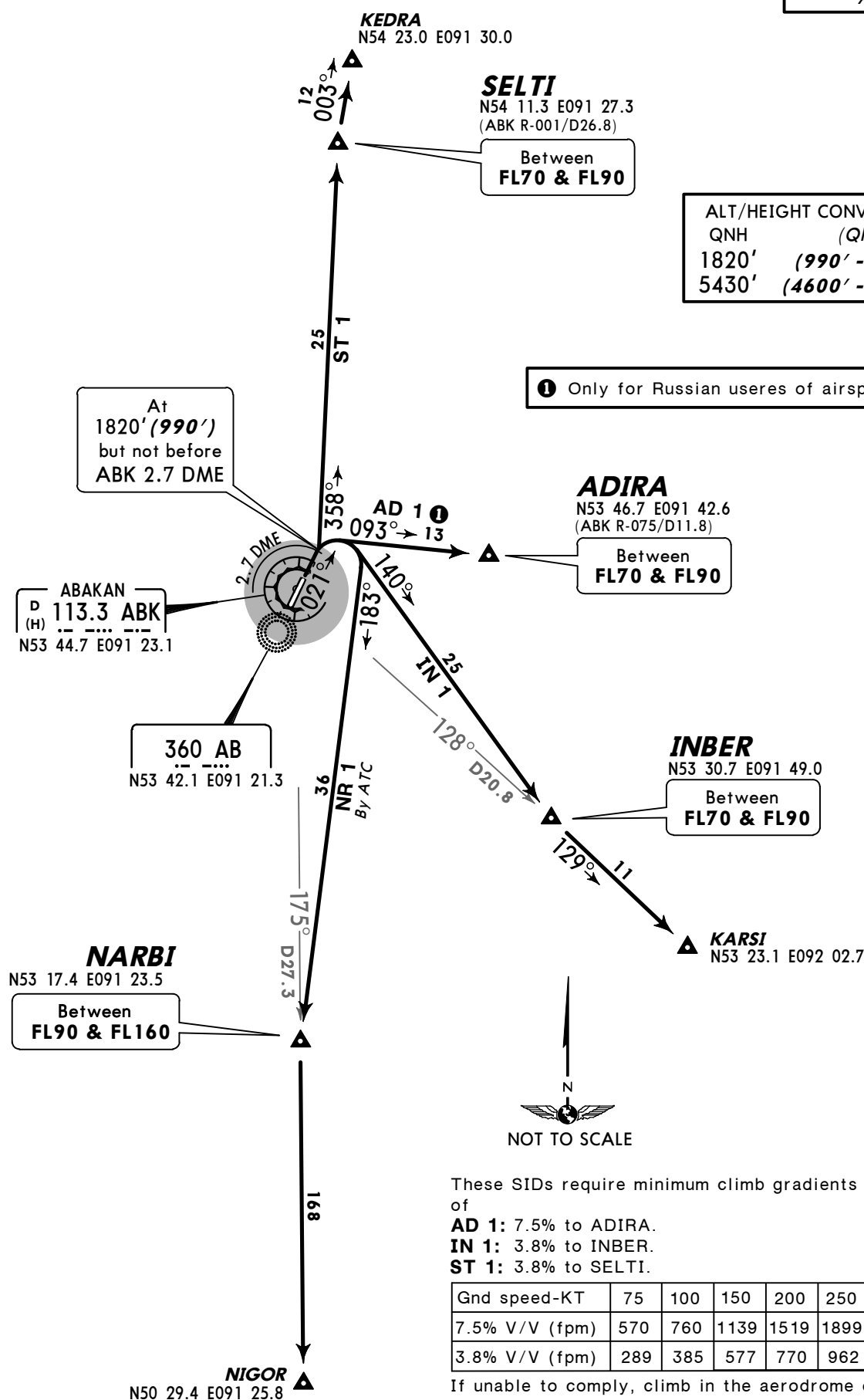
QNH (QFE)

5430' (4607' - 1400m)

3450' (2627' - 800m)

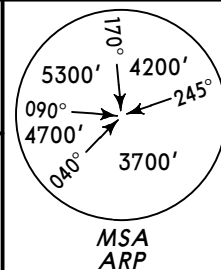
3130' (2307' - 700m)



Apt Elev
830'QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4600')AD 1, IN 1, NR 1, ST 1
RWY 02R DEPARTURES

Apt Elev
830'

QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4607')



AD 3, IN 3, NR 3, ST 3 RWY 20L DEPARTURES



KEDRA
N54 23.0 E091 30.0

SEITI
N54 11.3 E091 27.3
(ABK R-001/D26.8)

Between
FL70 & FL90

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1810'	(987' - 300m)
5430'	(4607' - 1400m)

ABAKAN
D 113.3 ABK
(H)
N53 44.7 E091 23.1

ADIRA
N53 46.7 E091 42.6

Between
FL70 & FL90

At 1810'
(987')

INBER
N53 30.7 E091 49.0

Between
FL70 & FL90

NARBI
N53 17.4 E091 23.5

Between
FL90 & FL160

KARSI
N53 23.1 E092 02.7

NIGOR
N50 29.4 E091 25.8

① Only for Russian users of airspace.

These SIDs require minimum climb gradients of

AD 3: 4.6% to ADIRA.

IN 3: 4.2% to INBER.

NR 3: 5.2% to NARBI.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580
4.6% V/V (fpm)	349	466	699	932	1165	1398
4.2% V/V (fpm)	319	425	638	851	1063	1276

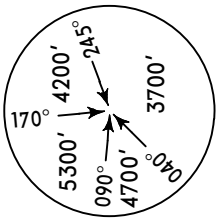
Apt Elev
830'

QNH on request (QFE)

Trans level: FL70

FL80 if pressure is less than 724mm (965.3 hPa)

Trans alt: 5430' (4607')



DR 3, KR 3, LG 3, NB 3
RWY 20L DEPARTURES

① Only for Russian users of airspace.

These SIDs require minimum climb gradients of

DR 3: 4.2% to DOREM.

KR 3: 4.6% to KERAL.

NB 3: 5.0% to NEBON.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
4.6% V/V (fpm)	349	466	699	932	1165	1398
4.2% V/V (fpm)	319	425	638	851	1063	1276

LARNA ▲
N54 12.0 E089 52.0

LEGNI
N54 06.3 E090 56.3

DOREM
N53 56.3 E090 42.1

KERAL
N53 45.9 E090 37.7

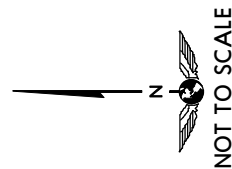
NEBON
N53 36.1 E090 40.0

LOGRU
N53 48.2 E088 50.5

LOBIR ▲
N53 14.8 E088 57.7

ABAKAN
D 113.3 ABK
(H) N53 44.7 E091 23.1

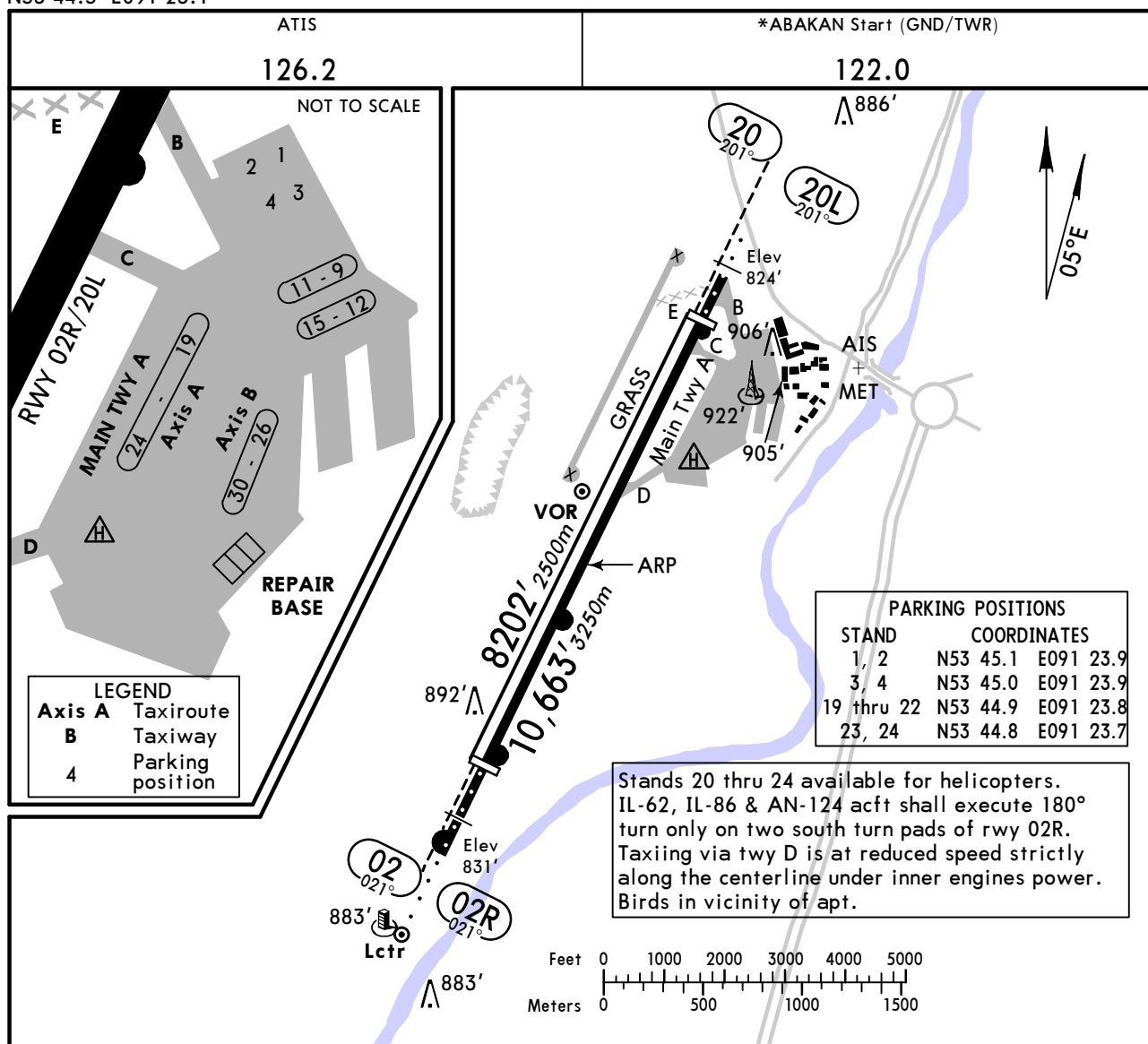
A+ 1810'
(987')



UNAA/ABA
Apt Elev 831'
N53 44.5 E091 23.1

JEPPesen
13 AUG 10 10-9 Eff 26 Aug

ABAKAN, RUSSIA
ABAKAN



ADDITIONAL RUNWAY INFORMATION

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

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

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

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

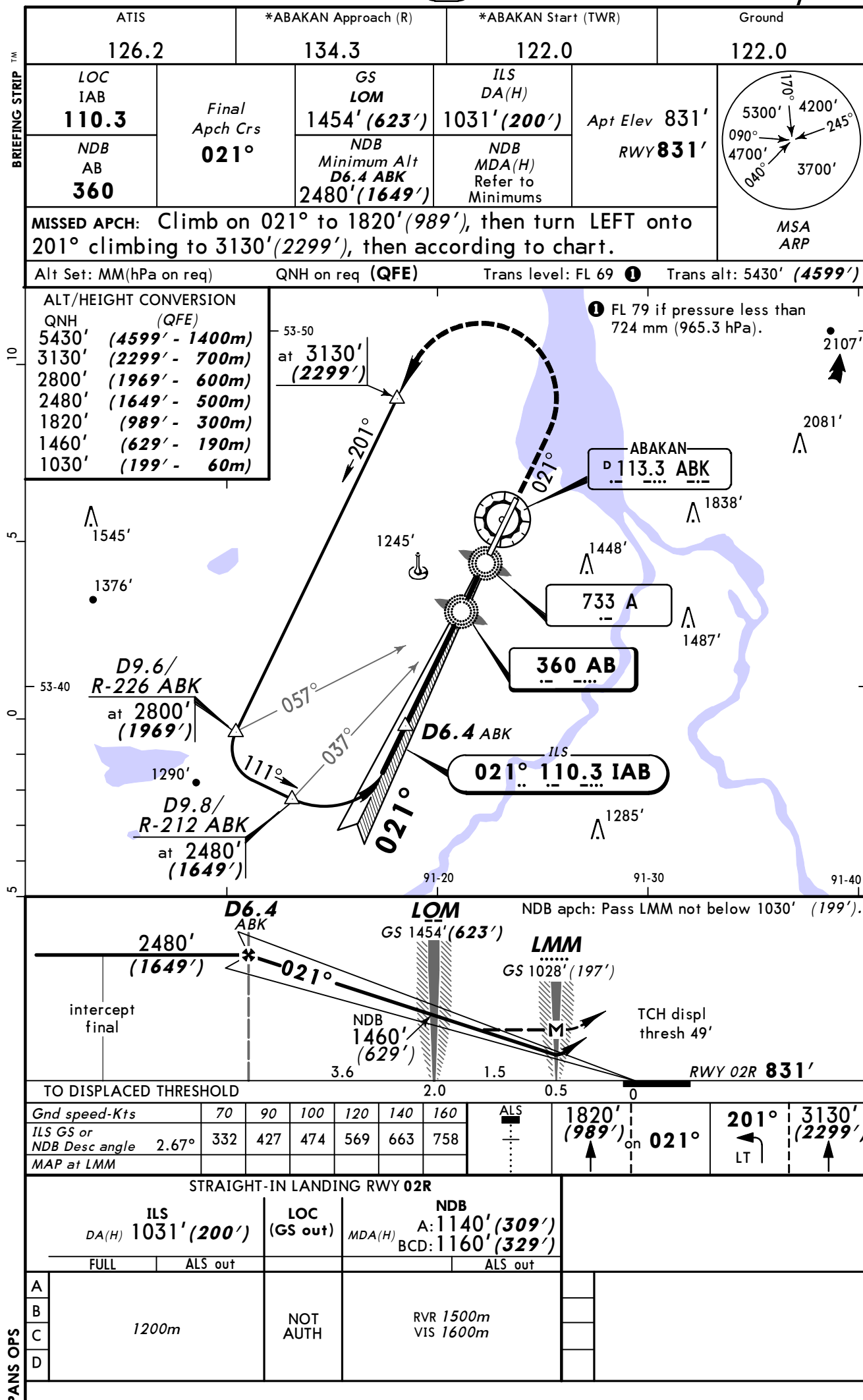
① Continuous Descent Final Approach.

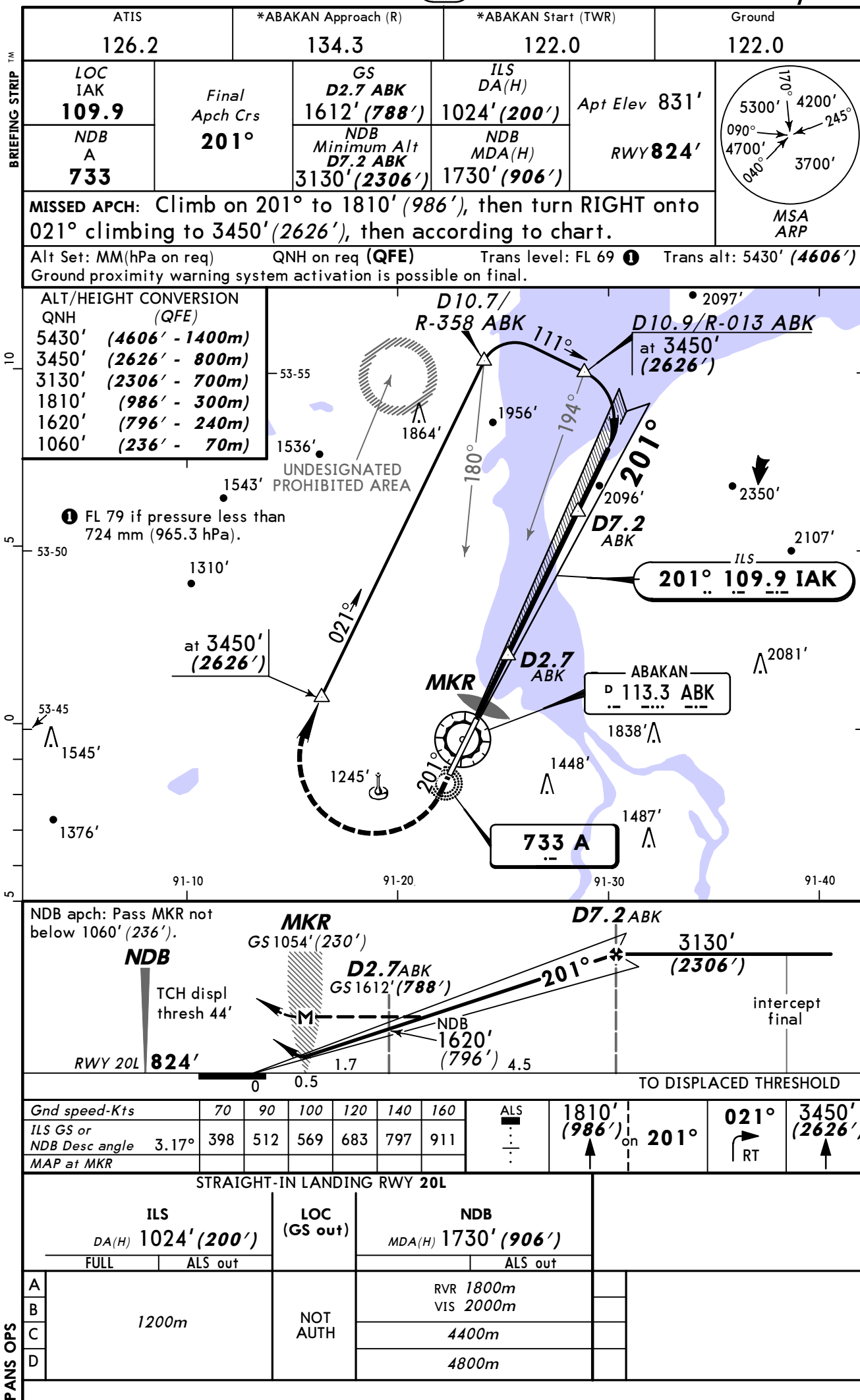
TAKE-OFF RWY 02, 02R, 20, 20L		
LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
		NIL (DAY only)
A		
B	250m	400m
C		500m
D	300m	

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		





ABAKAN, (ABAKAN - UNAA)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNAA

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-2) For NDB apch minima chgd as follows: with FAF MDA(H) 2160'(1336'), w/o FAF MDA(H) 2700'(1876'), CAT A RVR 1800m
VIS 2000m, CAT B 2400m, CAT C&D 4800m.

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.