

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNKL

Terminal Charts For UNKL

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Krasnoyarsk Rus
IATA Code: KJA
Lat/Long: N56° 10.3' E092° 29.6'
Elevation: 942 ft

Airport Use: Public
Magnetic Variation: 4.3°E

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: 2233 Z
Sunset: 1305 Z,

Runway Information

Runway: 11
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 942 ft
Lighting: Edge, ALS, Centerline

Runway: 29
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 942 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

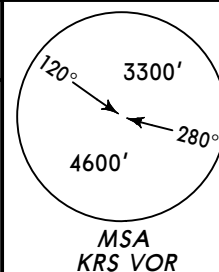
ATIS 126.8
Krasnoyarsk Start Tower 118.3
Krasnoyarsk Taxiing Ground Control 121.9
Krasnoyarsk Approach Control 127.7 TCA
Krasnoyarsk Krug Radar 122.0
Krasnoyarsk Transit Operations 131.9

ATIS
126.8

Apt Elev
942'

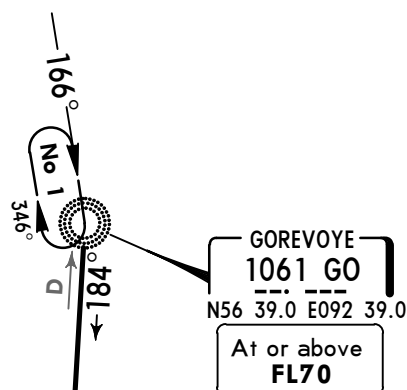
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)

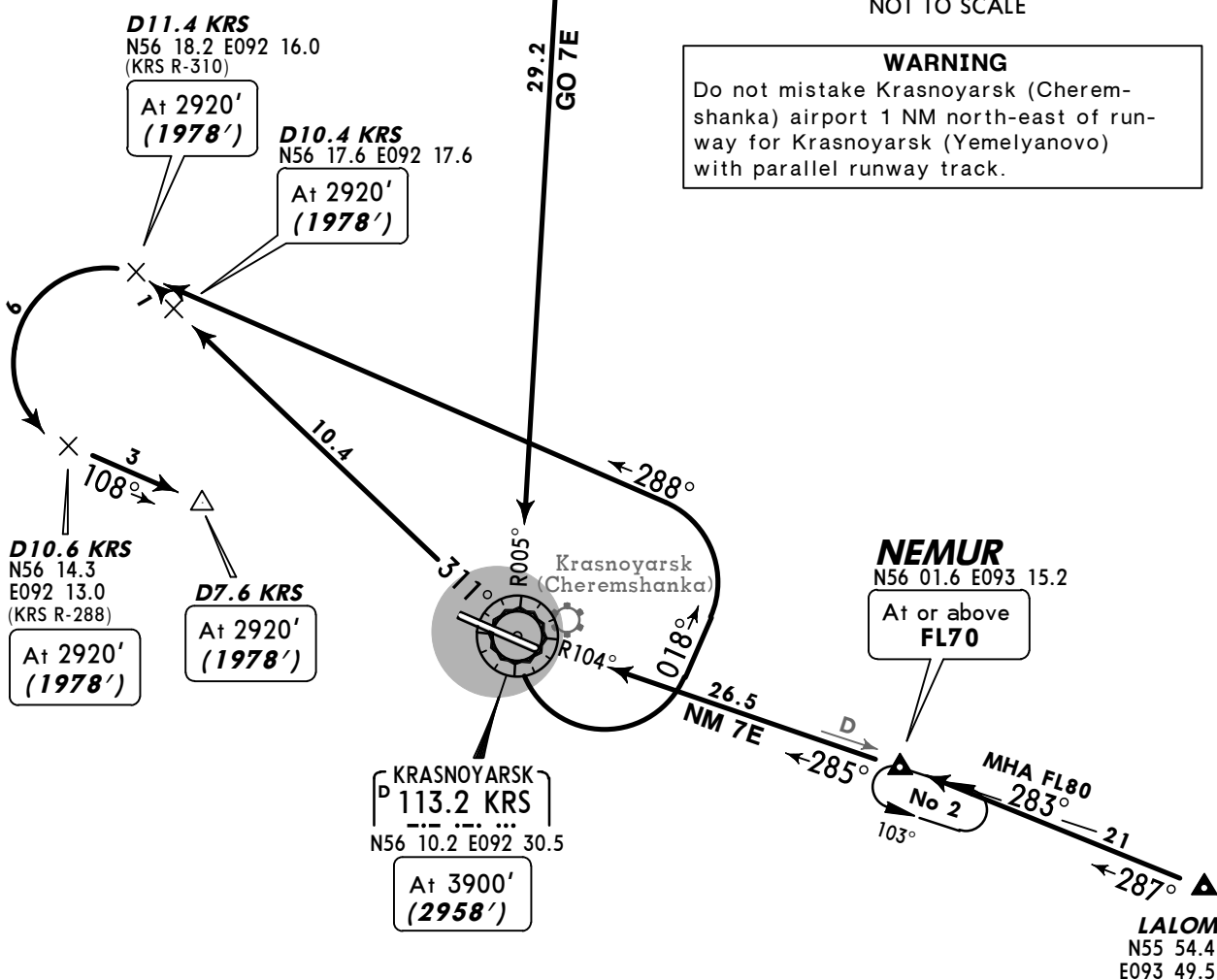


GO 7E
NM 7E
RWY 11 ARRIVALS
FOR VORDME APPROACH

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)



WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

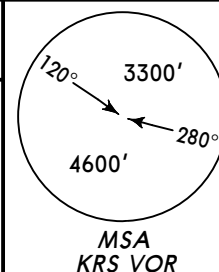


ATIS
126.8

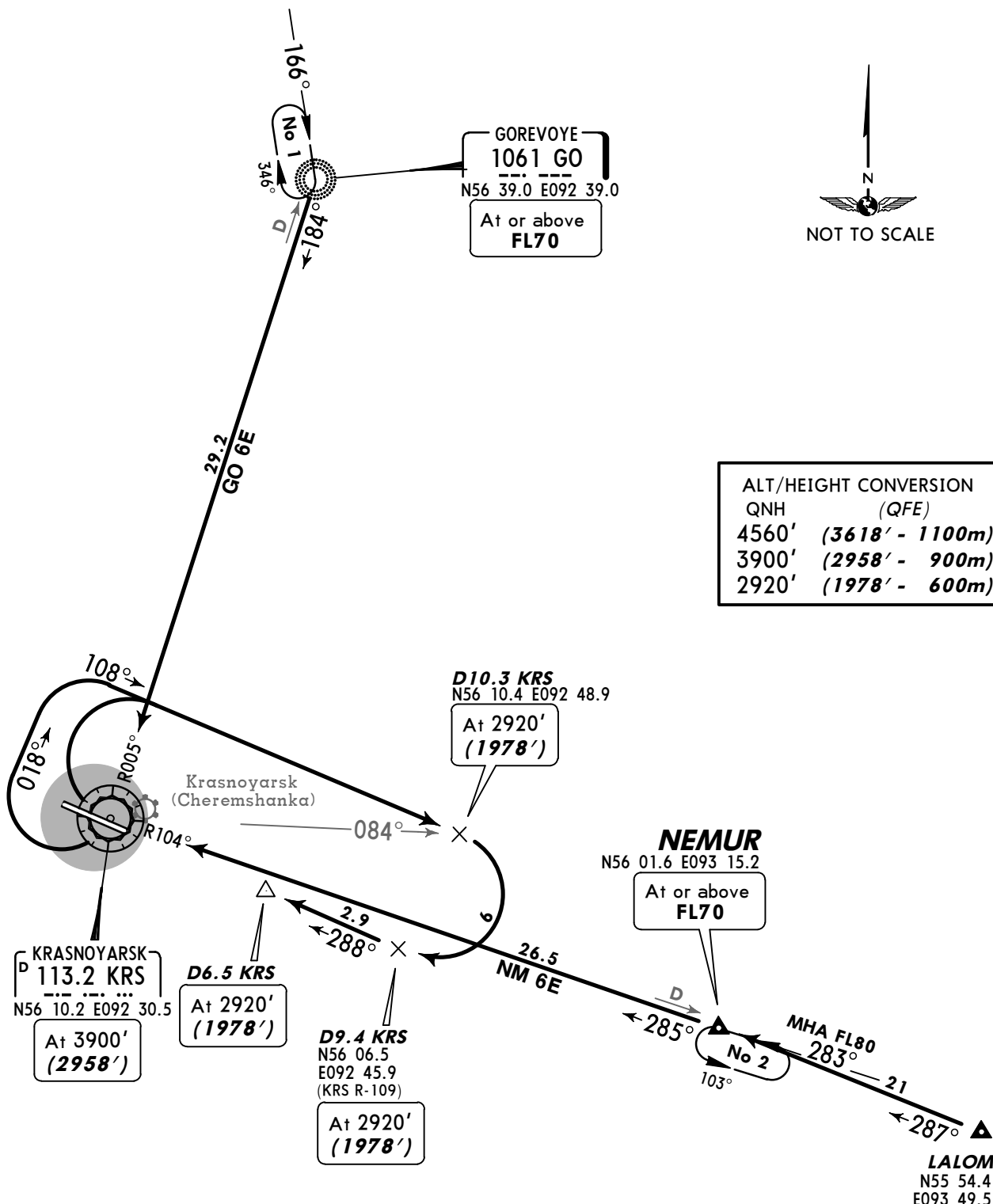
Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



GO 6E
NM 6E
RWY 29 ARRIVALS
FOR VORDME APPROACH

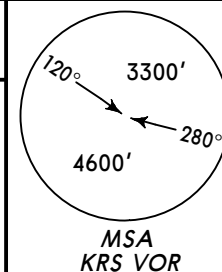


ATIS
126.8

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 7E
UJ 7E
RWY 11 ARRIVALS
FOR VORDME APPROACH

RANET
N56 17.0
E091 08.0

093° 19 265°
085° No 4

LAGEP
N56 14.3 E091 41.8
(KRS R-275/D27.5)

At or above
FL70

D19.3 KRS
N56 14.1
E091 56.7

At 3900'
(2958')

D10.6 KRS
N56 14.3
E092 13.0
(KRS R-288)

At 2920'
(1978')

D7.6 KRS
At 2920'
(1978')

D11.4 KRS
N56 18.2 E092 16.0
(KRS R-310)

At 2920'
(1978')

D10.4 KRS
N56 17.6 E092 17.6

At 2920'
(1978')

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5

At 3900'
(2958')

Krasnoyarsk
(Cheremshanka)

14 UJ 7E

No 3

UST-MANA
662 UJ
N55 56.0 E092 29.0

At or above
4560' (3618')

LOKSI
N55 45.7 E092 10.1

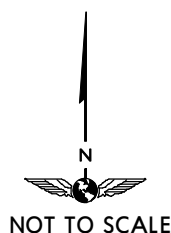
At or above
FL70

ROGMA
N55 25.0 E091 33.0

040°

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

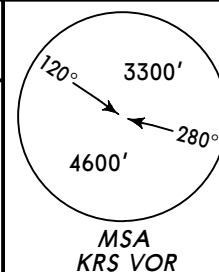


ATIS
126.8

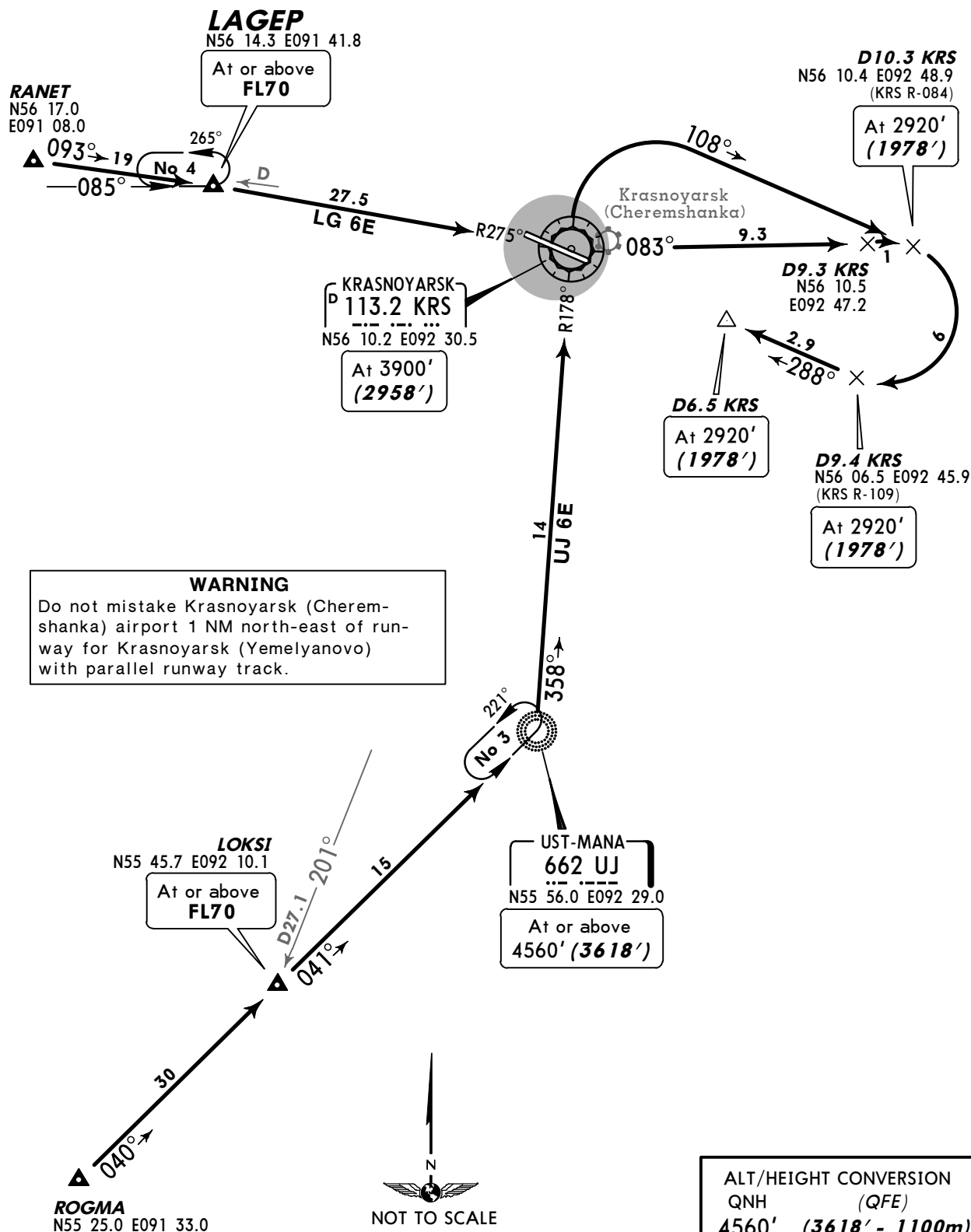
Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 6E
UJ 6E
RWY 29 ARRIVALS
FOR VORDME APPROACH



WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

ALT/HEIGHT CONVERSION
QNH (QFE)

4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above
FL70



WARNING

Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

N56 18.2 E092 16.0
(140° brg to AJ)

At 2920'
(1978')

N56 17.6
E092 17.6

N56	14.3
E092	13.0

At 2920'
(1978')

D7.6 KRS
At 2920'
(1978')

[KRASNOYARSK]
 [^D 113.2 KRS]
 N56 10.2 E092 30.5

Krasnoyarsk
Cheremshanka)

NEMUR

N56 01.6 E093 15.2
(KRS R-104/D26.5)

At or above
FL70

334 AJ
N56 11.6 E092 24.4
At 3900'
(2958')

30
NM 3E

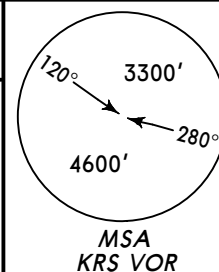
LALOM
N55 54.4
E093 49.5

ATIS
126.8

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



GO 2E
NM 2E
RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH

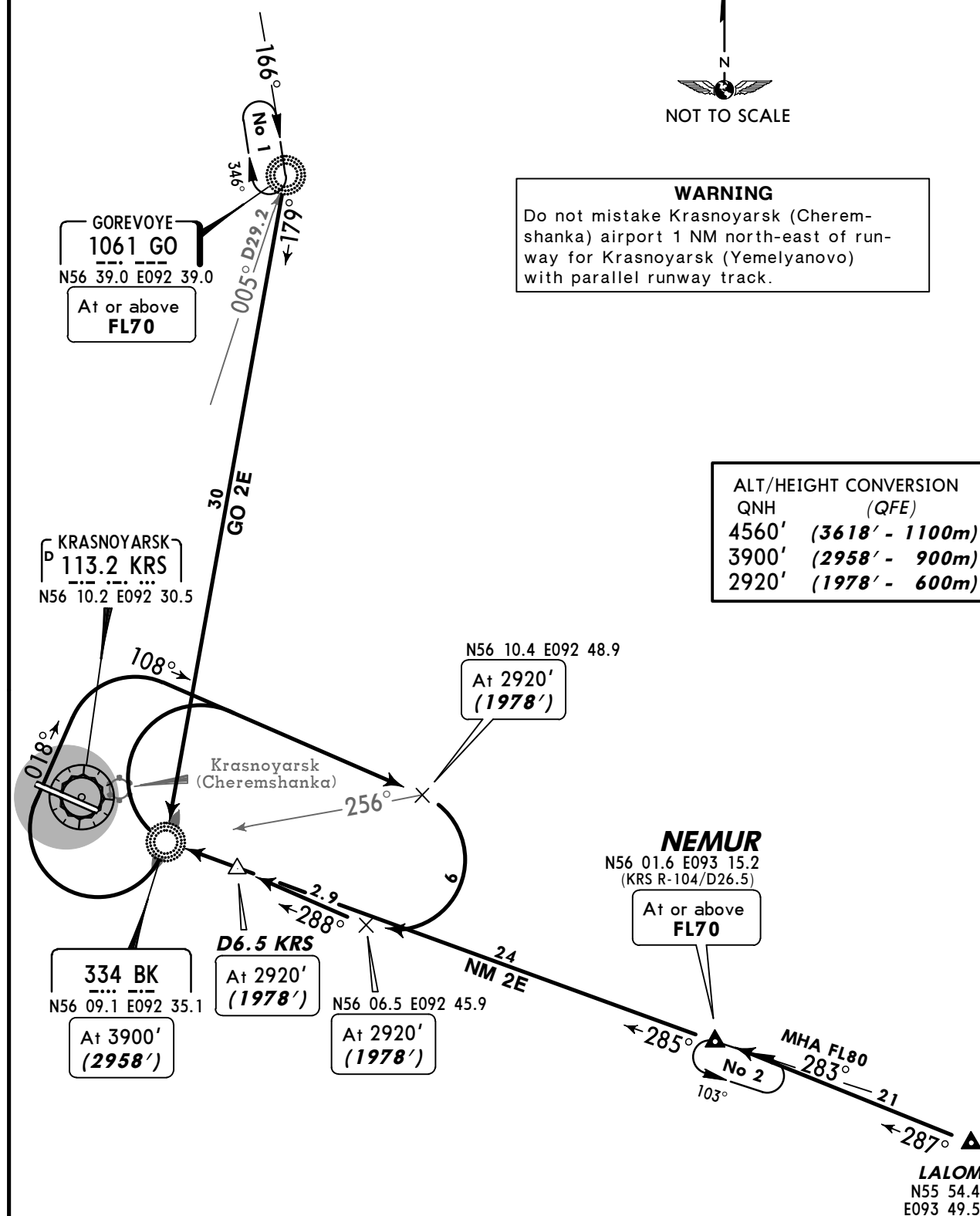


WARNING

Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

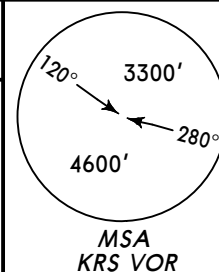


ATIS
126.8

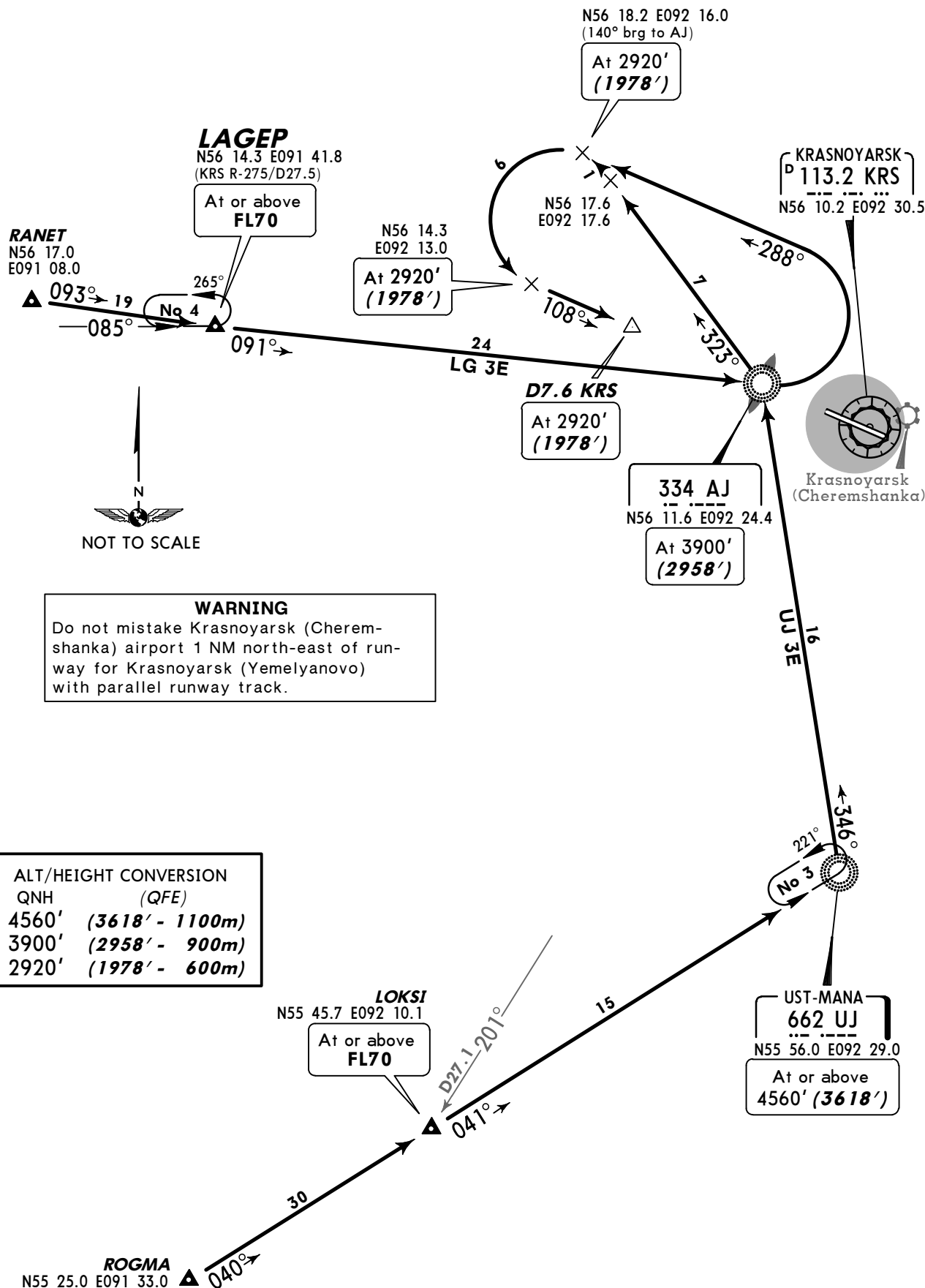
Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 3E
UJ 3E
RWY 11 ARRIVALS
FOR ILS OR 2 NDB APPROACH

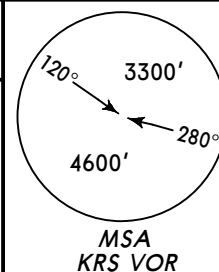


ATIS
126.8

Apt Elev
942'

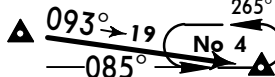
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 2E
UJ 2E
RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH

RANET
N56 17.0
E091 08.0



LAGEP

N56 14.3 E091 41.8
(KRS R-275/D27.5)

At or above
FL70

KRASNOYARSK
113.2 KRS
N56 10.2 E092 30.5

Krasnoyarsk
(Cheremshanka)

N56 10.5
E092 46.6
At 2920'
(1978')

30
LG 2E

072°

334 BK
N56 09.1 E092 35.1
At 3900'
(2958')

D6.5 KRS
At 2920'
(1978')

N56 06.5
E092 45.9
At 2920'
(1978')

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

13
UJ 2E

221°

UST-MANA
662 UJ
N55 56.0 E092 29.0
At or above
4560' (3618')

LOKSI
N55 45.7 E092 10.1
At or above
FL70

041°

ROGMA
N55 25.0 E091 33.0



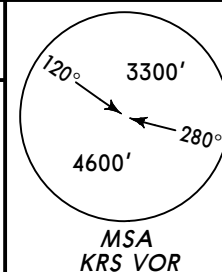
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

ATIS
126.8

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



GO 11E
NM 11E
RWY 11 ARRIVALS
BY ATC

ALT/HEIGHT CONVERSION
QNH (QFE)
4560' (3618' - 1100m)
2920' (1978' - 600m)

GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above
FL70



WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

D13.0 KRS
N56 17.7
E092 11.6
(126° brg to AJ)
At 2920'
(1978')

D11.4 KRS
N56 18.2 E092 16.0
(140° brg to AJ)
At 2920'
(1978')

D6.5 KRS
N56 16.0 E092 25.3
At 2920'
(1978')

D10.6 KRS
N56 14.3
E092 13.0
(KRS R-288)
At 2920'
(1978')

D10.6 KRS
At 2920'
(1978')

334 AJ
N56 11.6 E092 24.4

KRASNOYARSK
P 113.2 KRS
N56 10.2 E092 30.5

NEMUR
N56 01.6 E093 15.2
At or above
FL70

MHA FL80
283°
No 2
103°

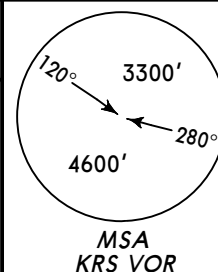
LALOM
N55 54.4
E093 49.5

ATIS
126.8

Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

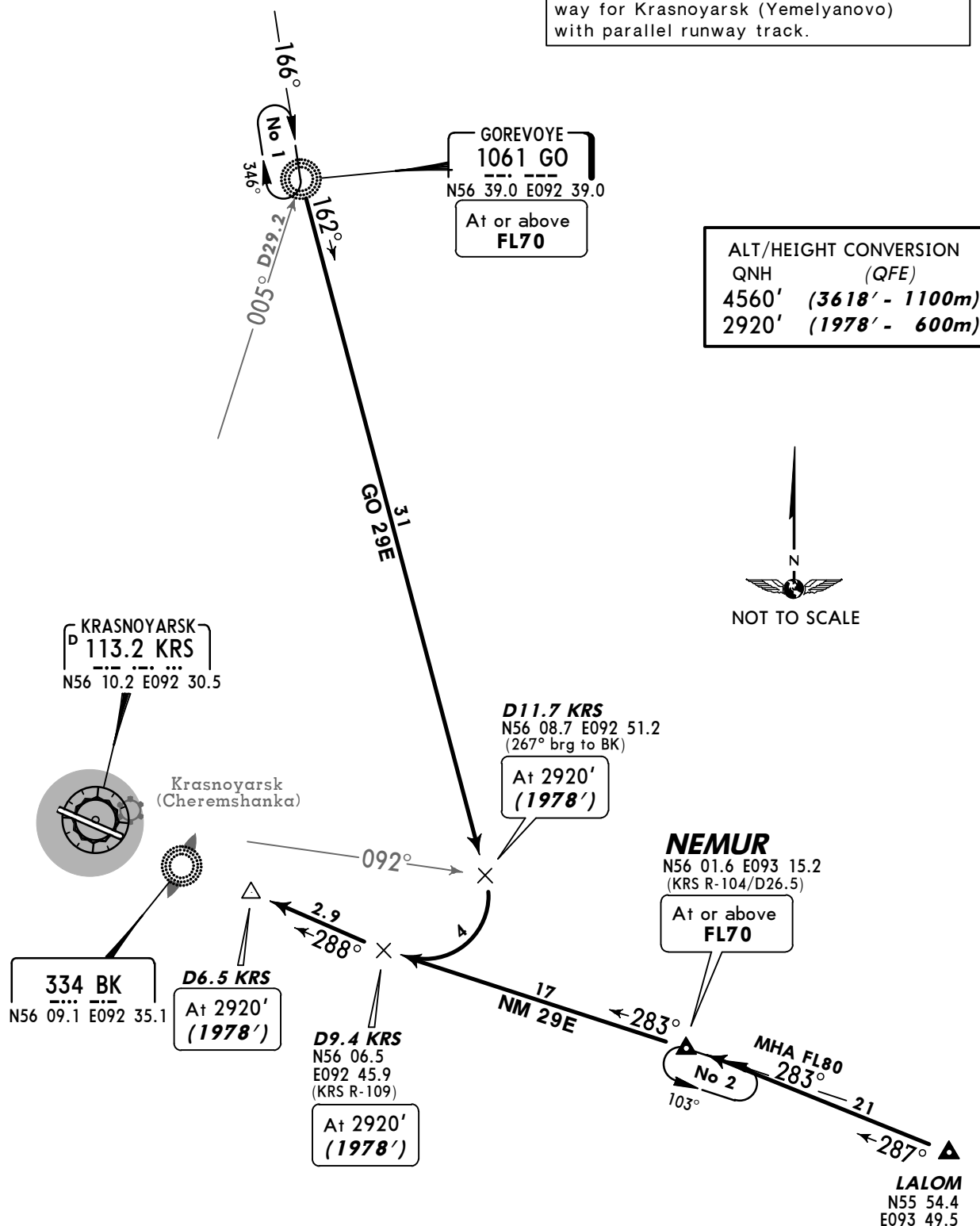
(QFE)



GO 29E
NM 29E
RWY 29 ARRIVALS
BY ATC

WARNING

Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

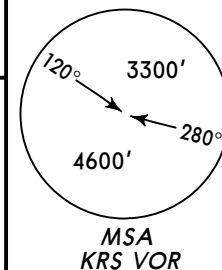


ATIS
126.8

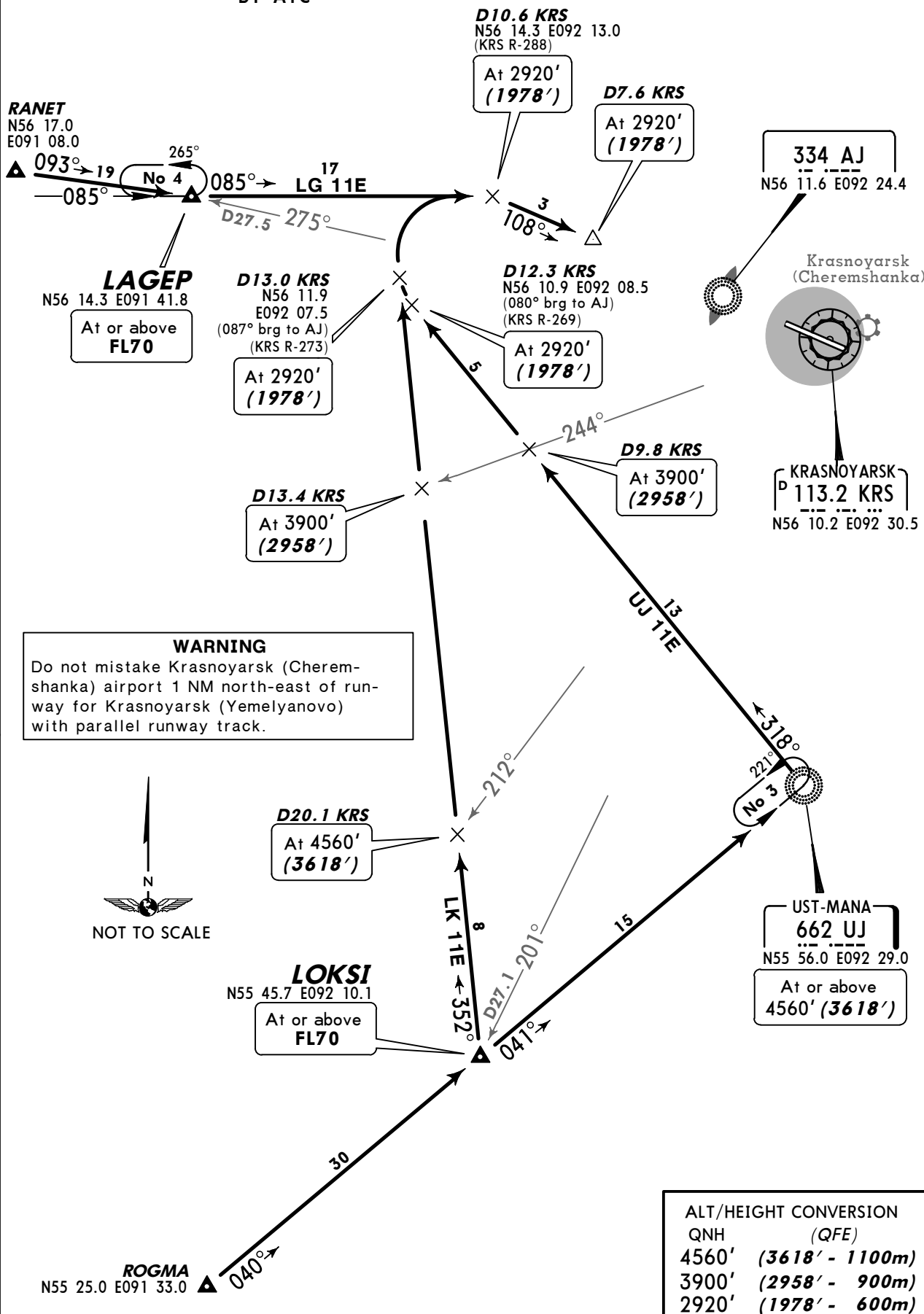
Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 11E, LK 11E
UJ 11E
RWY 11 ARRIVALS
BY ATC

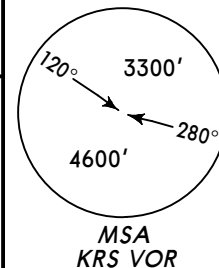


ATIS
126.8

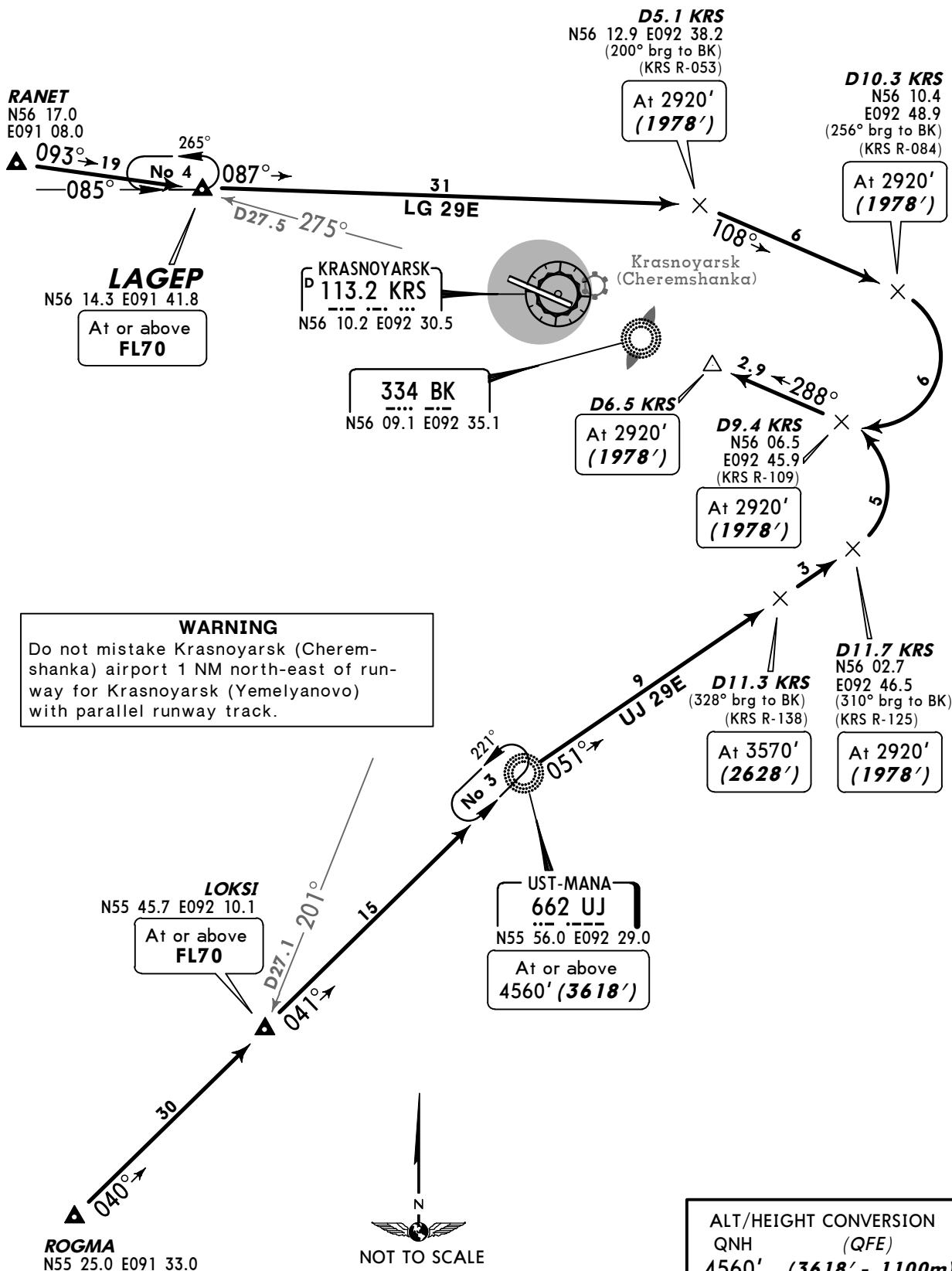
Apt Elev
942'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



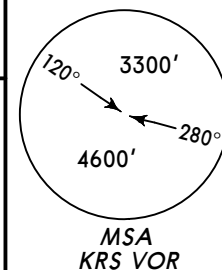
LG 29E
UJ 29E
RWY 29 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3570'	(2628' - 800m)
2920'	(1978' - 600m)

Apt Elev
942'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4560' (3618')



DR 1E, MN 1E
MN 3E
BY ATC
RWY 11 DEPARTURES

WARNING

Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

PAVLOVSHCHINA
776 PA
N56 45.0 E093 34.0

BASEL
N56 45.0 E091 43.0

MAMUN
N56 32.0 E092 00.8
At or above
FL70

DIRIB
N56 29.2 E093 04.3
At or above
FL70

334 AJ
N56 11.6 E092 24.4

KRASNOYARSK
113.2 KRS
N56 10.2 E092 30.5

Krasnoyarsk
(Cheremshanka)



DR 1E
MN 1E
At or above
1930' (988')
but not later than
KRS 3.5 DME
MN 3E
At 1930'
(988')

These SIDs require minimum climb gradients
of

DR 1E

316' per NM (5.2%) up to 1930' (988'), then
231' per NM (3.8%).

MN 1E

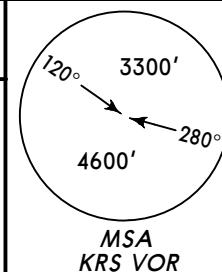
316' per NM (5.2%) up to 1930' (988').

Gnd speed-KT	75	100	150	200	250	300
316' per NM	395	527	790	1053	1317	1580
231' per NM	289	385	577	770	962	1155

ALT/HEIGHT CONVERSION
QNH (QFE)
1930' (988' - 300m)
4560' (3618' - 1100m)

Apt Elev
942'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4560' (3618')



DR 2E
MN 2E
RWY 29 DEPARTURES

WARNING

Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

BASEL
N56 45.0 E091 43.0

MAMUN
N56 32.0 E092 00.8
At or above
FL70

DIRIB
N56 29.2 E093 04.3
At or above
FL70

PAVLOVSHCHINA
776 PA
N56 45.0 E093 34.0

At or above
1930' (988')

KRASNOYARSK
P 113.2 KRS
N56 10.2 E092 30.5

Krasnoyarsk
(Cheremshanka)



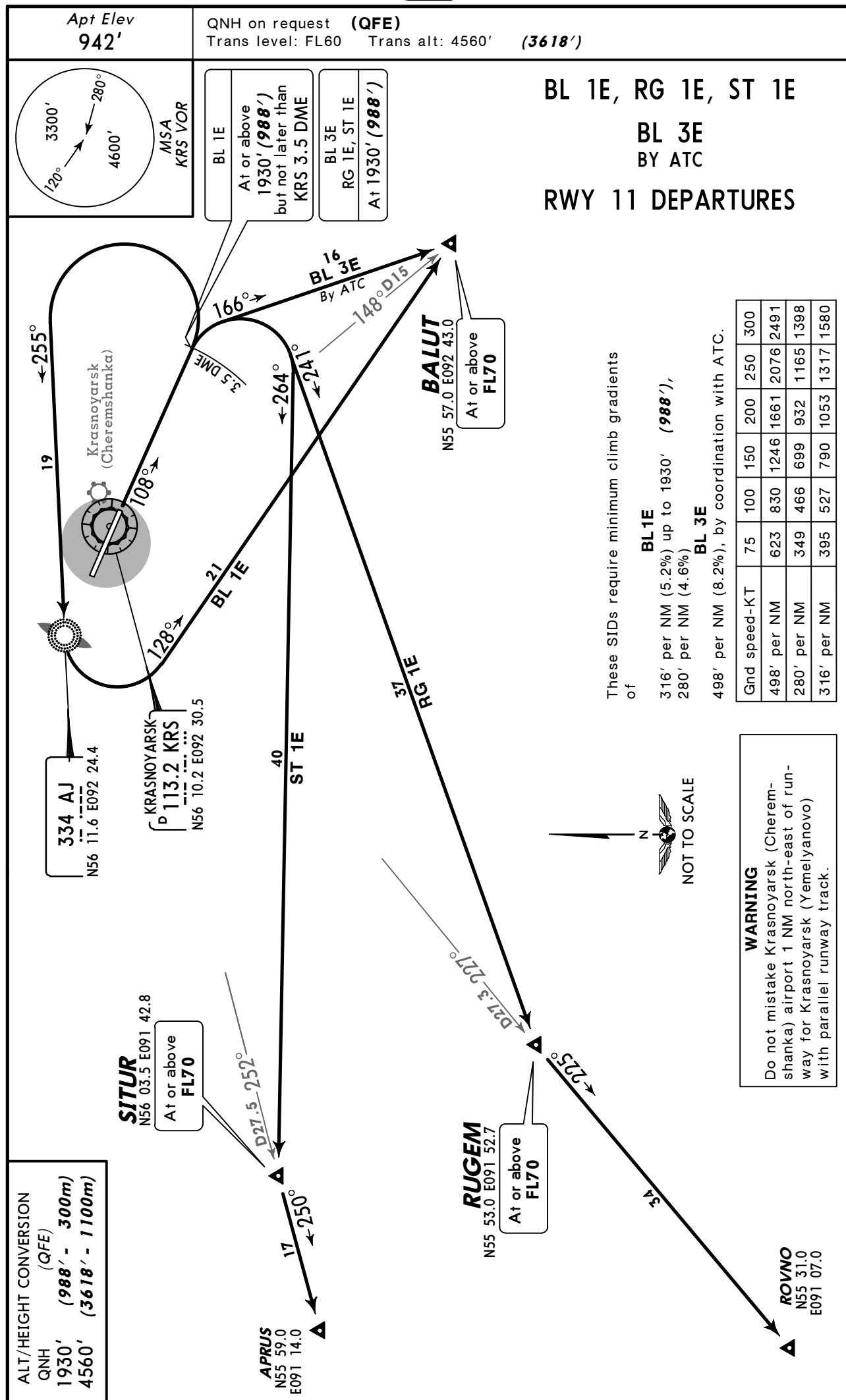
MN 2E

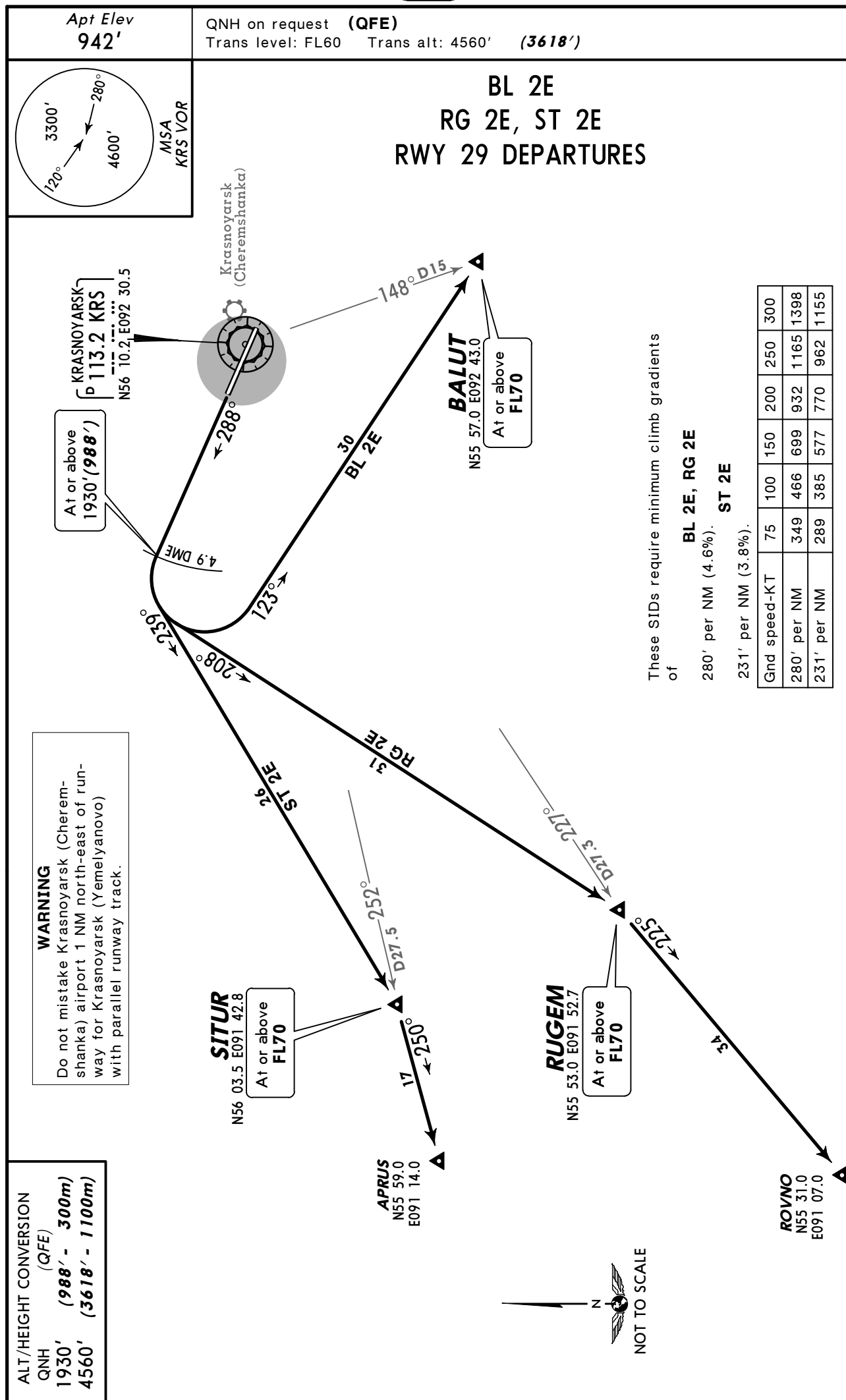
This SID requires a minimum climb gradient
of
231' per NM (3.8%).

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

ALT/HEIGHT CONVERSION

QNH (QFE)
1930' (988' - 300m)
4560' (3618' - 1100m)





UNKL/KJA

Apt Elev 942'
N56 10.3 E092 29.6

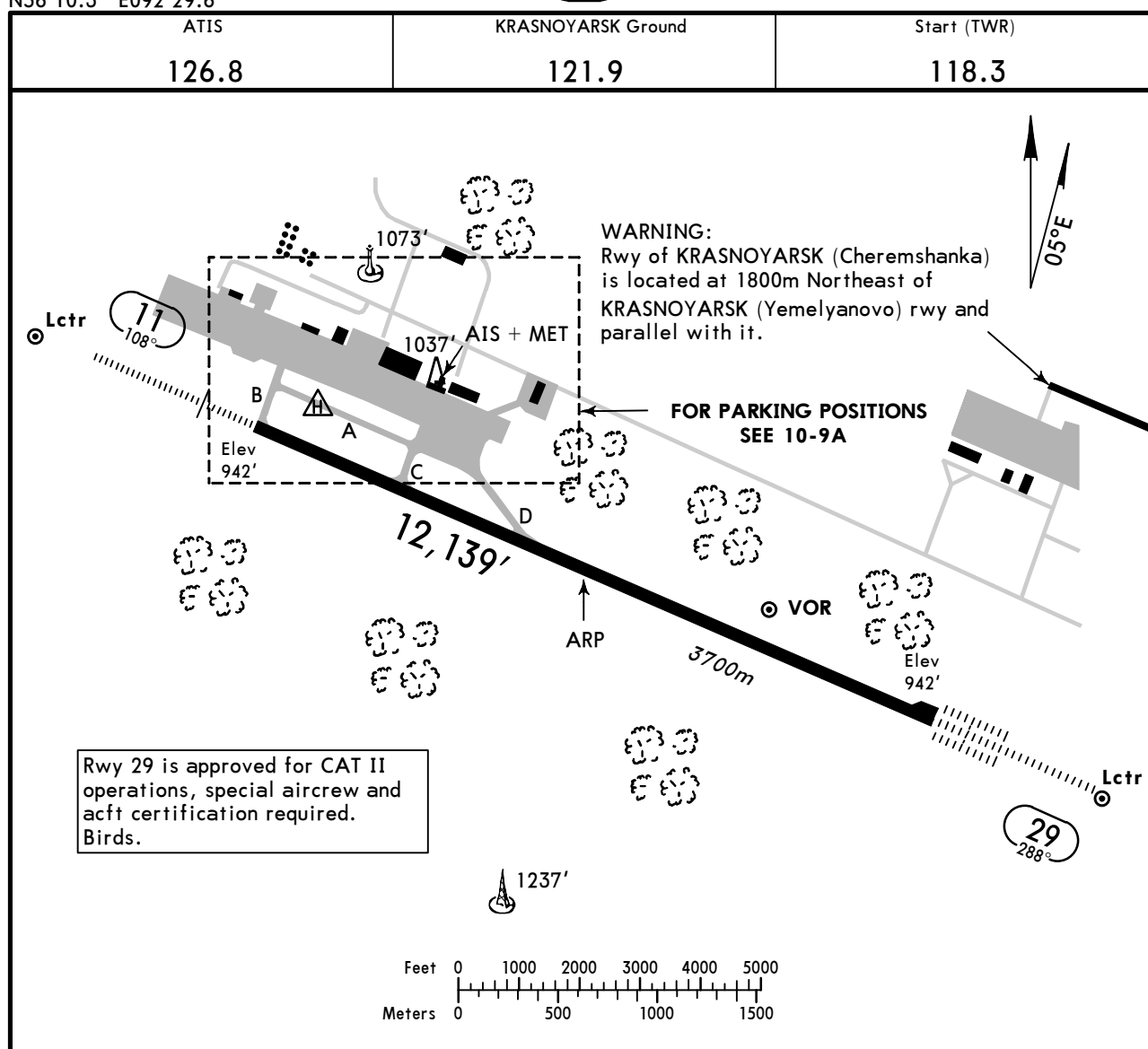
5 NOV 10

10-9

Eff 18 Nov

KRASNOYARSK, RUSSIA

YEMELYANOVO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
11	HIRL (60m) CL (15m) HIALS PAPI-L (3.00°)		11,288' 3441m		197'
29	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.00°)		11,007' 3355m		60m

TAKE-OFF

AIR CARRIER (JAA)

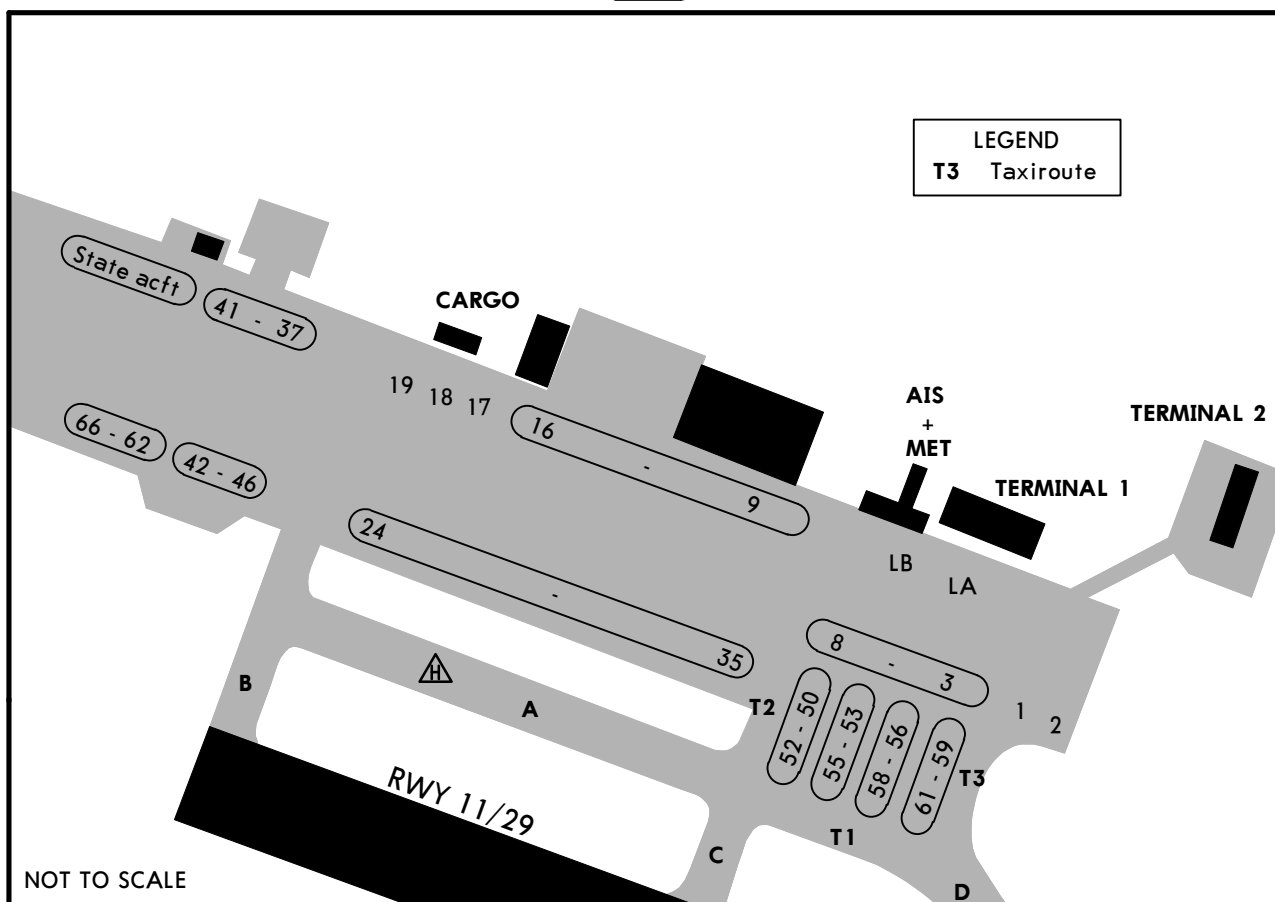
All Rwys

LVP must be in force

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

CHANGES: None.

© JEPPESEN, 1999, 2010. ALL RIGHTS RESERVED.



Engines start-up on stands 9 thru 16, 18, 19 and 36 thru 41 is prohibited.
Taxiing of AN-124 along the apron is prohibited and allowed only along
Twy A from Twy B to Twy C and along Route T1 from Twy C to Twy D.

STRAIGHT-IN RWY	A	B	C	D
11				
ILS	1142' (200')	1142' (200')	1142' (200')	1142' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC ❶	1320' (378')	1320' (378')	1320' (378')	1320' (378')
	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
VOR DME ❶	1830' (888')	1830' (888')	1830' (888')	1830' (888')
	R1500m	R1500m	C2400m	C2400m
VOR ❶ ❷	1830' (888')	1830' (888')	1830' (888')	1830' (888')
	R1500m	R1500m	C2400m	C2400m
VOR ❸	1830' (888')	1830' (888')	1830' (888')	1830' (888')
	C3500m	C3500m	C3700m	C3700m
<i>ALS out</i>	C4200m	C4200m	C4400m	C4400m
2 NDB ❶ ❹	1380' (438')	1380' (438')	1380' (438')	1380' (438')
	R1300m	R1300m	R1300m	R1300m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
2 NDB ❺	1920' (978')	1920' (978')	1920' (978')	1920' (978')
	C4000m	C4000m	C4200m	C4200m
<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m
NDB ❶ ❹	1750' (808')	1750' (808')	1750' (808')	1750' (808')
	R1500m	R1500m	C2400m	C2400m
NDB ❺	2100' (1158')	2100' (1158')	2100' (1158')	2100' (1158')
	C4800m	C4800m	C5000m	C5000m
<i>ALS out</i>	C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach

❷ with FMS

❸ w/o FMS

❹ with D7.6

❺ w/o D7.6

STRAIGHT-IN RWY		A	B	C	D
29	CAT 2 ILS	1042' (100') R98' R300m	1042' (100') R98' R300m	1042' (100') R98' R300m	1042' (100') R98' R300m
	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	1142' (200') R550m R750m R1200m	1142' (200') R550m R750m R1200m	1142' (200') R550m R750m R1200m	1142' (200') R550m R750m R1200m
	LOC ❶ <i>ALS out</i>	1310' (368') R1000m R1500m	1310' (368') R1000m R1500m	1310' (368') R1000m R1700m	1310' (368') R1000m R1700m
	VOR DME ❶ <i>ALS out</i>	1470' (528') R1500m R1500m	1470' (528') R1500m R1500m	1470' (528') R1700m C2400m	1470' (528') R1700m C2400m
	VOR ❶ ❷	1660' (718') R1500m	1660' (718') R1500m	1660' (718') C2400m	1660' (718') C2400m
	VOR ❸ <i>ALS out</i>	1660' (718') C2800m C3500m	1660' (718') C2800m C3500m	1660' (718') C3000m C3700m	1660' (718') C3000m C3700m
	2 NDB ❶ ❹ <i>ALS out</i>	1310' (368') R1000m R1500m	1310' (368') R1000m R1500m	1310' (368') R1000m R1700m	1310' (368') R1000m R1700m
	2 NDB ❺ <i>ALS out</i>	1880' (938') C3800m C4500m	1880' (938') C3800m C4500m	1880' (938') C4000m C4700m	1880' (938') C4000m C4700m
	NDB ❶ ❹	1750' (808') R1500m	1750' (808') R1500m	1750' (808') C2400m	1750' (808') C2400m
	NDB ❺ <i>ALS out</i>	2030' (1088') C4300m C5000m	2030' (1088') C4300m C5000m	2030' (1088') C4500m C5000m	2030' (1088') C4500m C5000m

❶ Continuous Descent Final Approach

❷ with FMS

❸ w/o FMS

❹ with D6.5

❺ w/o D6.5

TAKE-OFF RWY 11, 29

LVP must be in Force					
Approved Operators 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	125m	150m	200m	250m	400m
B					
C					
D	150m	200m	250m	300m	500m

STRAIGHT-IN RWY		A	B	C	D
11	ILS	1142' (200')	1142' (200')	1142' (200')	1142' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1320' (378')	1320' (378')	1320' (378')	1320' (378')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	1830' (888')	1830' (888')	1830' (888')	1830' (888')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	1830' (888')	1830' (888')	1830' (888')	1830' (888')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB with FAF	1380' (438')	1380' (438')	1380' (438')	1380' (438')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
29	CAT II ILS	1042' (100')	1042' (100')	1042' (100')	1042' (100')
		RA98' R300m	RA98' R300m	RA98' R300m	RA98' R300m
	ILS	1142' (200')	1142' (200')	1142' (200')	1142' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1310' (368')	1310' (368')	1310' (368')	1310' (368')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR DME	1470' (528')	1470' (528')	1470' (528')	1470' (528')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	1660' (718')	1660' (718')	1660' (718')	1660' (718')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB with FAF	1310' (368')	1310' (368')	1310' (368')	1310' (368')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o FAF	1880' (938')	1880' (938')	1880' (938')	1880' (938')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB with FAF	1750' (808')	1750' (808')	1750' (808')	1750' (808')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB w/o FAF	2030' (1088')	2030' (1088')	2030' (1088')	2030' (1088')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 11, 29

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

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
LOC IAJ 110.5	Final Apch Crs 108°	GS LOM 1680' (738')	ILS DA(H) 1142' (200')	Apt Elev 942' RWY 942'	 MSA KRS VOR
MISSED APCH: Climb on 108° to 1930' (988'), then turn LEFT onto 288° climbing to 2920' (1978') then according to chart.					

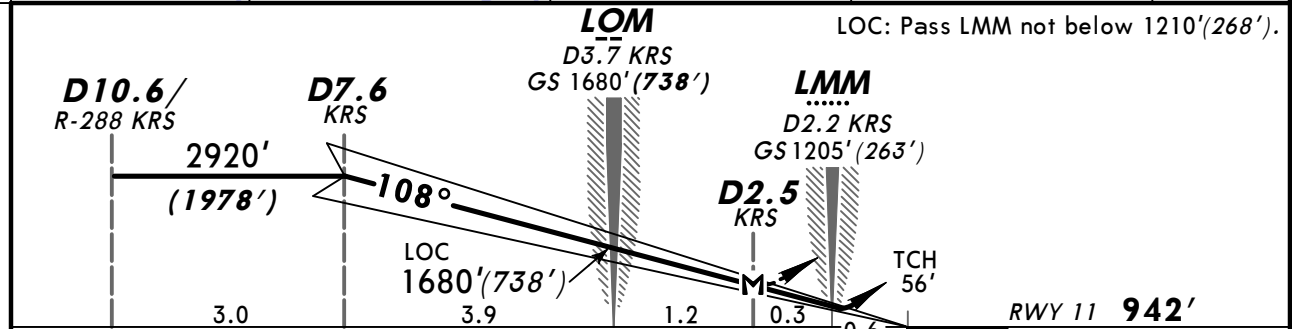
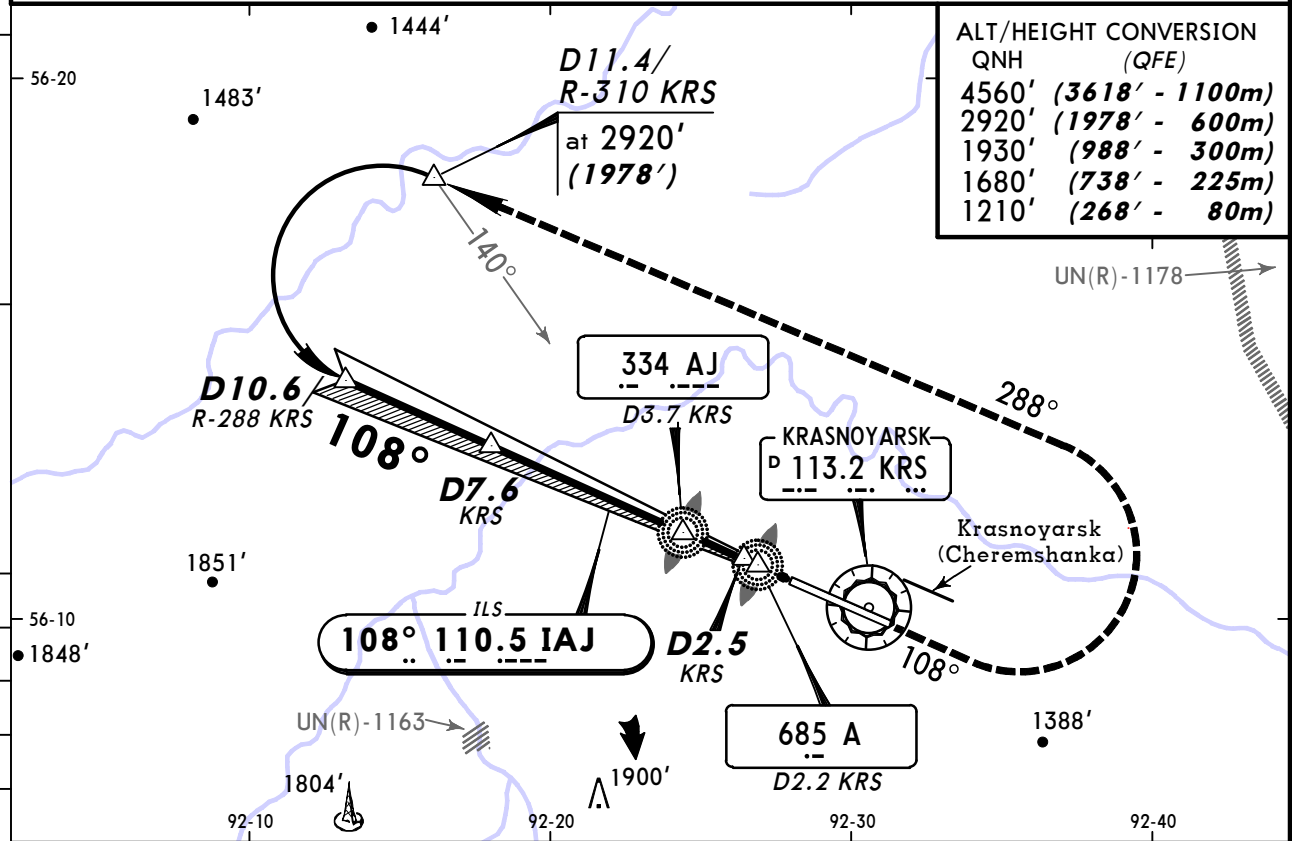
Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 60

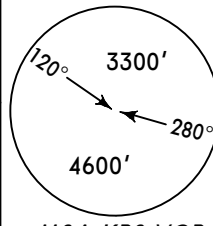
Trans alt: 4560'(3618')

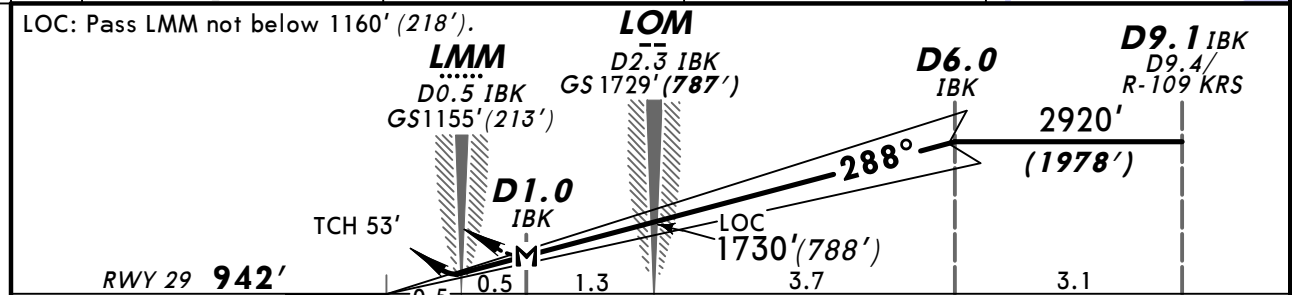
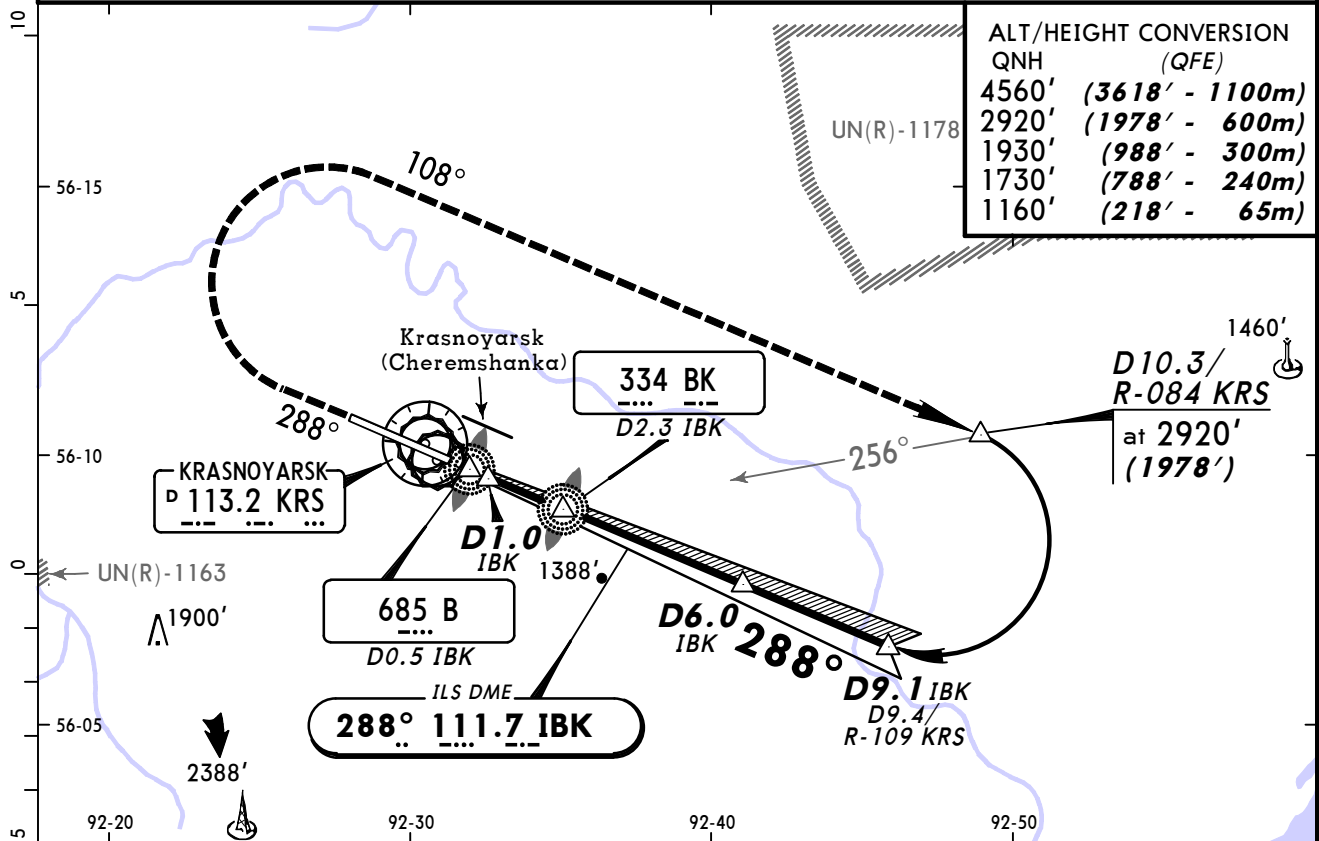
WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1930' (988')	on 108°	288°	2920' (1978')
ILS GS or	377	485	539	647	755	862	PAPI				
LOC Desc Angle	3.00°										
MAP at D2.5 KPS											

STRAIGHT-IN LANDING RWY 11							
ILS		LOC (GS out)					
DA(H) 1142'(200')		MDA(H) 1320'(378')					
FULL	ALS out		ALS out				
A							
B							
C	800m	1200m		800m	1600m		
D				1200m	2000m		

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
LOC IBK 111.7	Final Aptch Crs 288°	GS LOM 1729' (787')	ILS DA(H) 1142' (200')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.					
MSA KRS VOR					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')					
1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).					
2. Ground proximity warning system may be brought into operation for a short duration between LOM and LMM.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1930'(988')	on 288°	108°	2920'(1978')
ILS GS or	377	485	539	647	755	862	PAPI				
LOC Desc Angle	3.00°										
MAP at D1.0 IBK											

STRAIGHT-IN LANDING RWY 29					
ILS		LOC (GS out)			
DA(H) 1142'(200')		MDA(H) 1310'(368')			
FULL	ALS out		ALS out		
A					
B					
C	RVR 720m VIS 800m	1200m	1200m	RVR 1500m VIS 1600m	
D				RVR 1800m VIS 2000m	

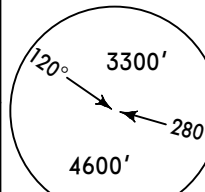
UNKL/KJA
YEMELYANOVO

JEPPESSEN
4 NOV 11
Eff 17 Nov

(11-2A)

KRASNOYARSK, RUSSIA
CAT II ILS Rwy 29

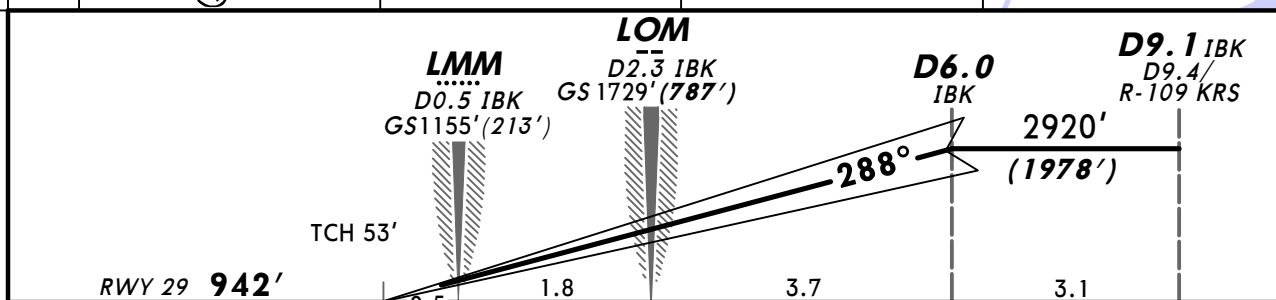
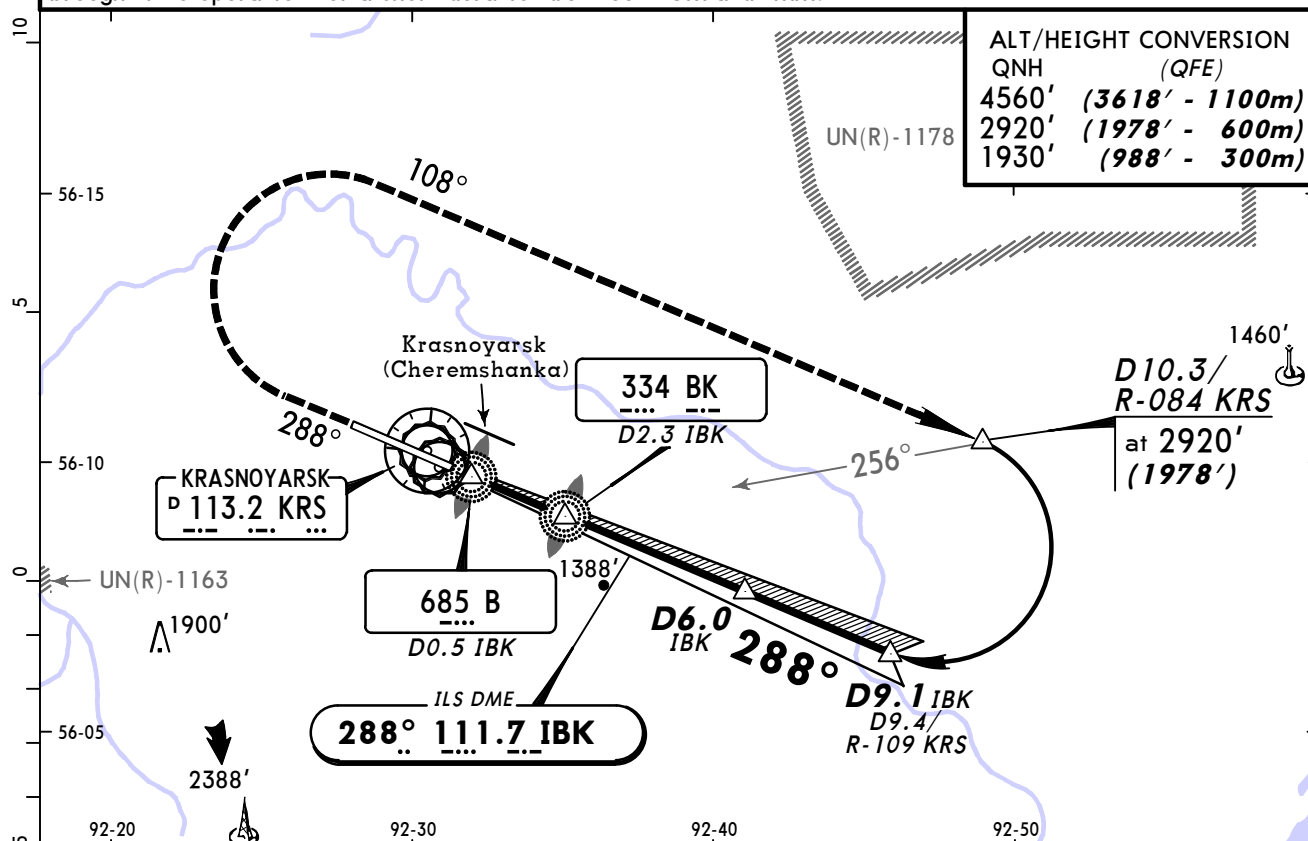
BRIEFING STRIP

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
LOC IBK 111.7	Final Apch Crs 288°	GS LOM 1729'(787')	CAT II ILS RA 98' DA(H) 1042'(100')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 288° to 1930'(988'), then turn RIGHT onto 108° climbing to 2920'(1978'), then according to chart.					

MSA KRS VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')

1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).
 2. Special Aircrew and Aircraft Certification Required. 3. Ground proximity warning system may be brought into operation for a short duration between LOM and LMM.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II				1930' (988')	288°	108°	2920' (1978')
GS	3.00°	377	485	539	647	755	862	PAPI				↑	RT	↑

STRAIGHT-IN LANDING RWY 29

CAT II ILS

ABCD

RA 98'

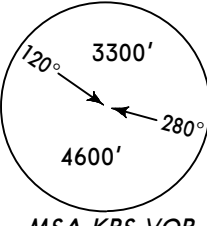
DA(H) 1042'(100')

RVR 350m

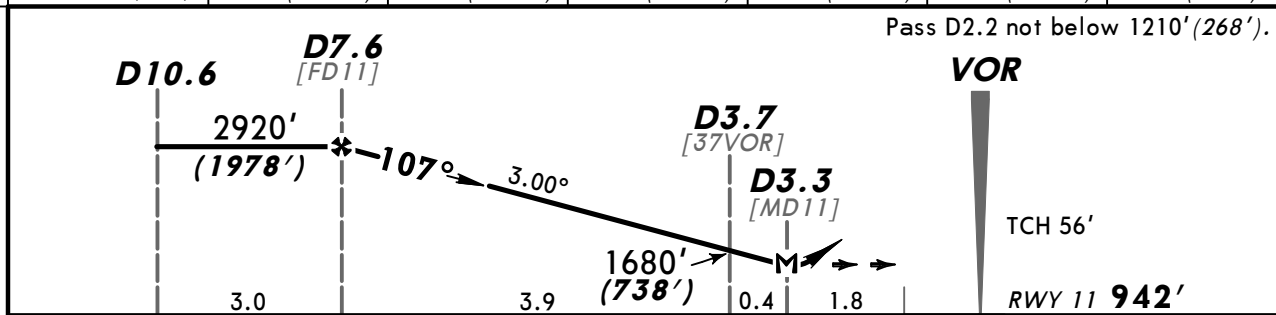
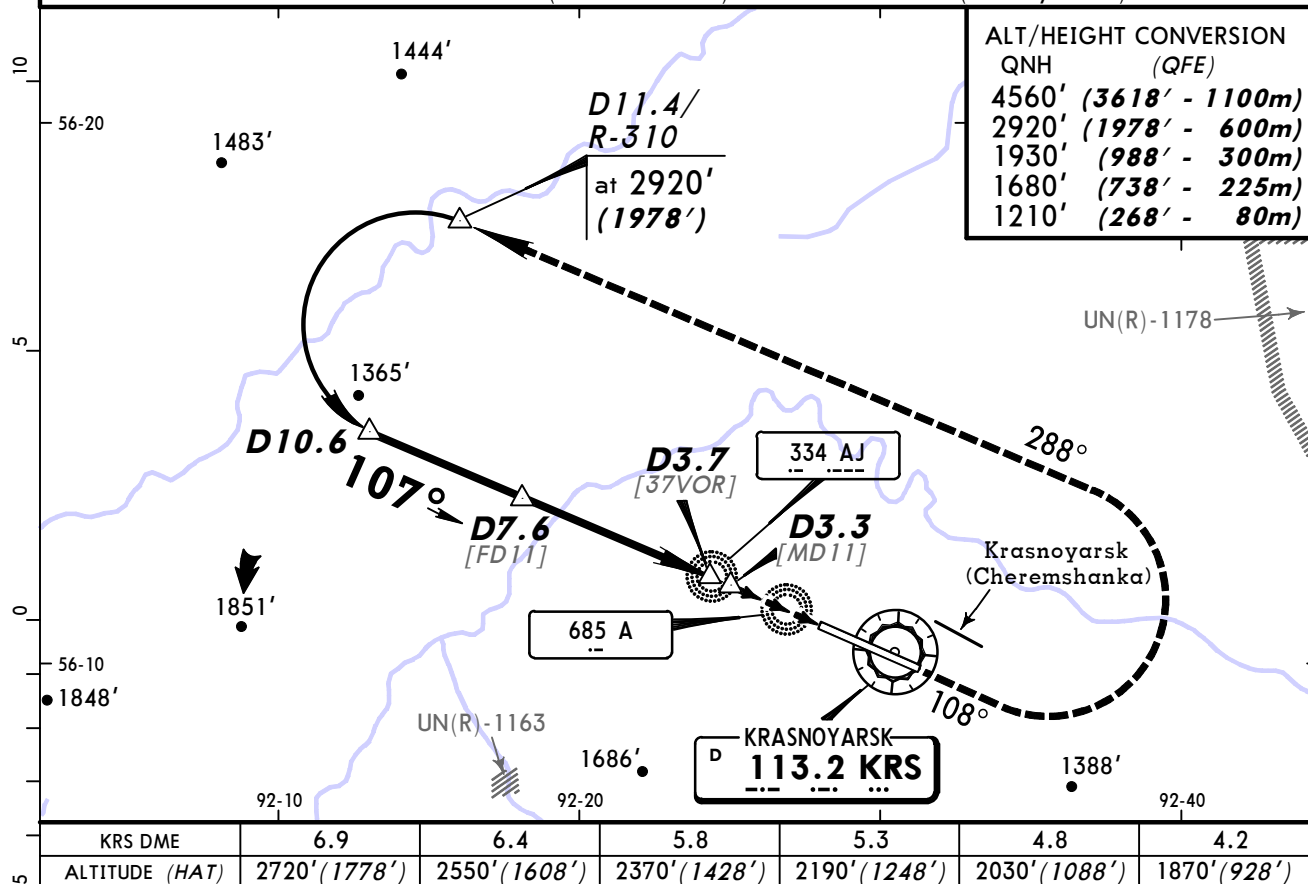
PANS OPS

CHANGES: Transition level.

© JEPPESSEN, 2009, 2011. ALL RIGHTS RESERVED.

ATIS 126.8	KRASNOYARSK Approach 127.7	KRASNOYARSK Radar 122.0	KRASNOYARSK Tower 118.3	KRASNOYARSK Start (TWR) 118.3	Ground 121.9
VOR KRS 113.2	Final Apch Crs 107°	Minimum Alt D7.6 2920'(1978')	MDA(H) (CONDITIONAL) 1830'(888')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 108° to 1930' (988'), then turn LEFT onto 288° climbing to 2920' (1978'), then according to chart.					MSA KRS VOR

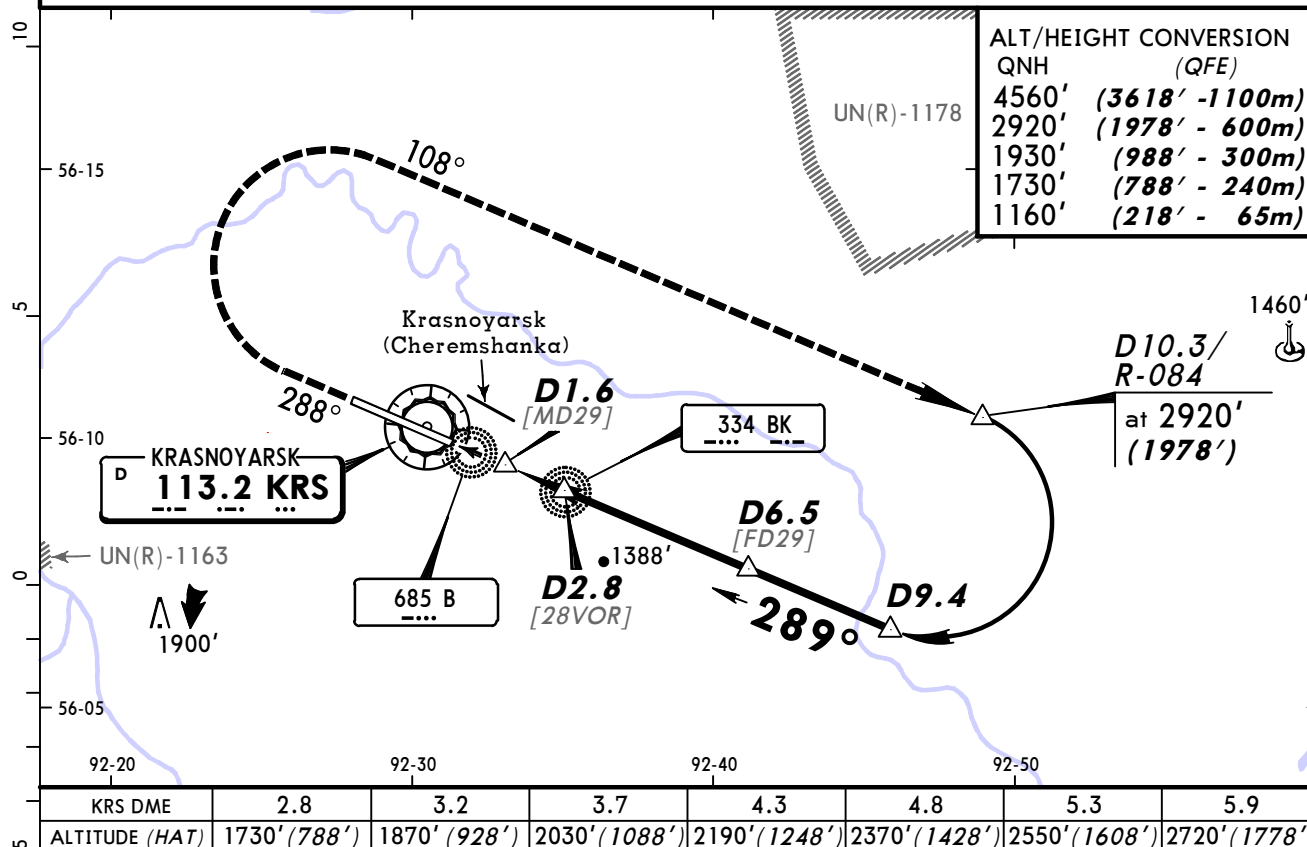
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')
 WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).



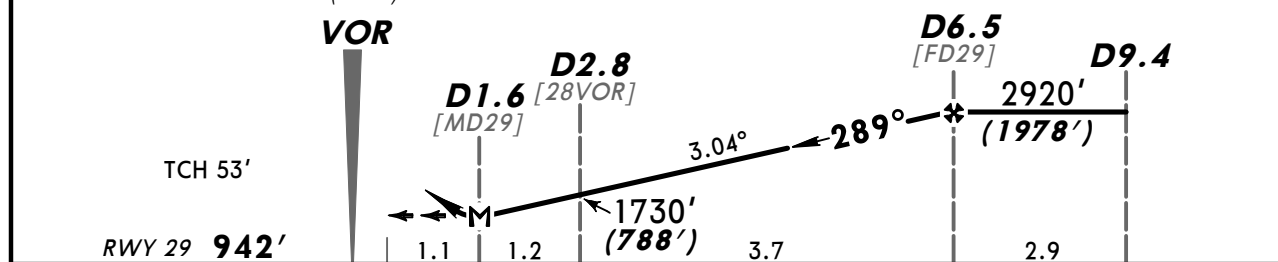
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1930' (988')	288°	2920' (1978')
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	on 108°	LT	
MAP at D3.3										

STRAIGHT-IN LANDING RWY 11			
VOR DME	VOR	VOR	VOR
MDA(H) 1830' (888')	MDA(H) 1830' (888')	MDA(H) 1830' (888')	MDA(H) 1830' (888')
ALS out	ALS out	ALS out	ALS out
A	3200m	3200m	3200m
B	3200m	3200m	3200m
C	3600m	4400m	3600m
D	4000m	4800m	4000m

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
VOR KRS 113.2	Final Apch Crs 289°	Minimum Alt D6.5 2920' (1978')	MDA(H) (CONDITIONAL) 1470' (528')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.					MSA KRS VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618') 1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo). 2. Ground proximity warning system may be brought into operation for a short duration between BK NDB and B Lctr.					



Pass D1.0 not below 1160' (218').

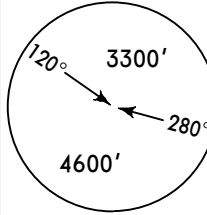


Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.04°	376	484	538	645	753	861
MAP at D1.6							

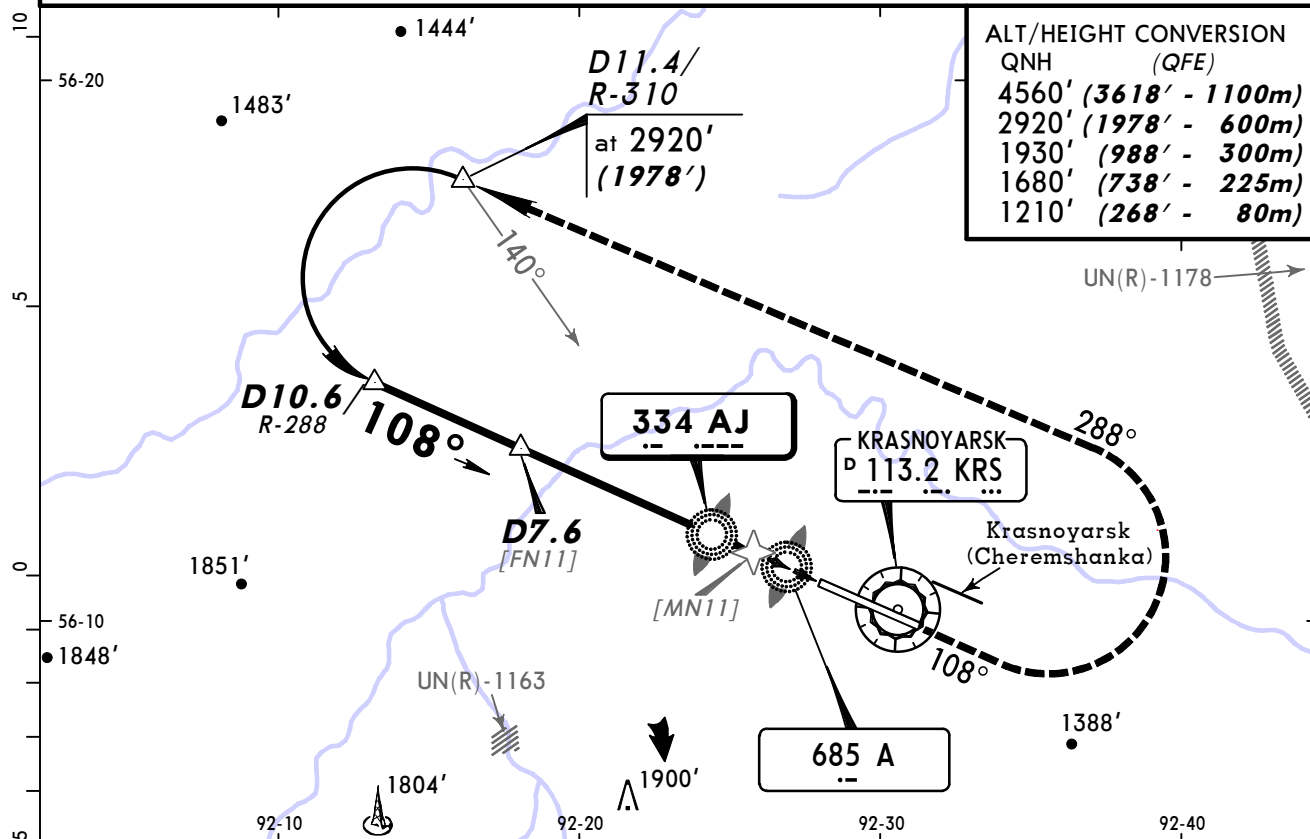
HIALS-II

PAPI

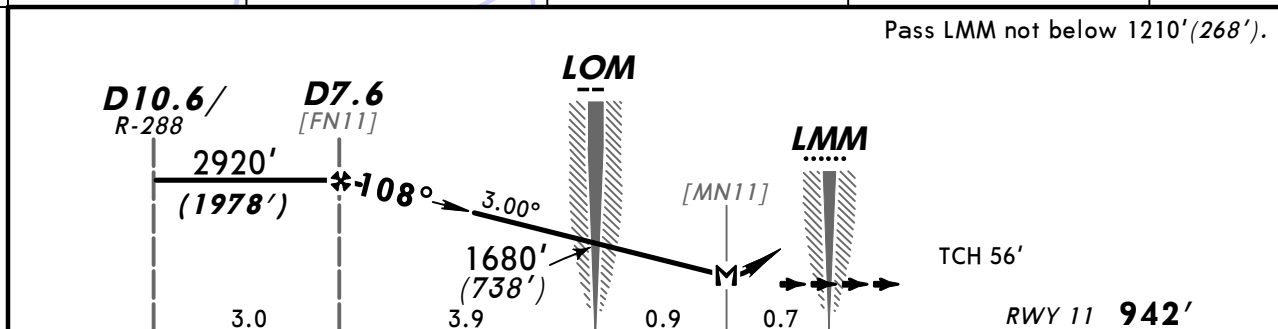
STRAIGHT-IN LANDING RWY 29				HIALS-II PAPI 1930' (988') on 288°	
VOR DME		VOR			
MDA(H) 1470' (528')		MDA(H) 1660' (718')			
ALS out		ALS out			
A	1200m	RVR 1800m VIS 2000m	1200m	RVR 1800m VIS 2000m	
B					
C	RVR 1500m VIS 1600m	2400m	2400m	3200m	
D	RVR 1800m VIS 2000m	2800m	2800m	3600m	

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
NDB AJ 334	Final Apch Crs 108°	Minimum Alt D7.6 2920' (1978')	2 NDB MDA(H) (CONDITIONAL) 1380' (438')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 108° to 1930' (988'), then turn LEFT onto 288° climbing to 2920' (1978') then according to chart.					MSA KRS VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')
 WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).



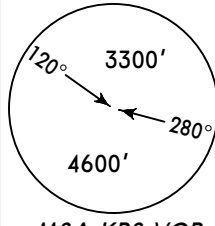
ALT/HEIGHT CONVERSION
QNH (QFE)
4560' (3618' - 1100m)
2920' (1978' - 600m)
1930' (988' - 300m)
1680' (738' - 225m)
1210' (268' - 80m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1930' (988') on 108°	288°	2920' (1978')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	LT	
FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

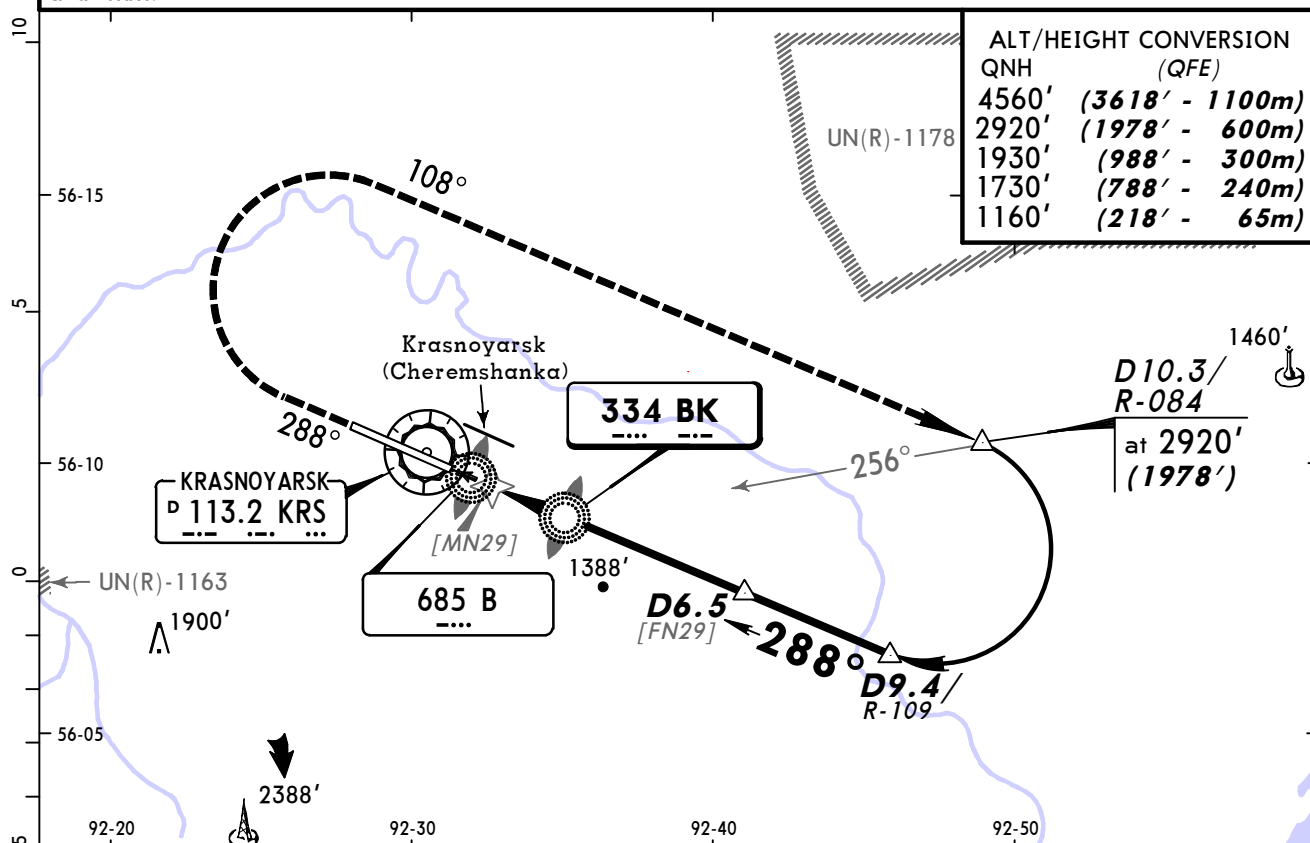
STRAIGHT-IN LANDING RWY 11

2 NDB				NDB			
With D7.6		W/o D7.6		With D7.6		W/o D7.6	
MDA(H) 1380' (438')		MDA(H) 1920' (978')		MDA(H) 1750' (808')		MDA(H) 2100' (1158')	
ALS out		ALS out		ALS out		ALS out	
A		3200m		3200m		3200m	
B	1600m						
C	2400m	4000m	4800m	3200m	3600m	4000m	4800m
D	2000m	4400m		3600m	4000m	4400m	

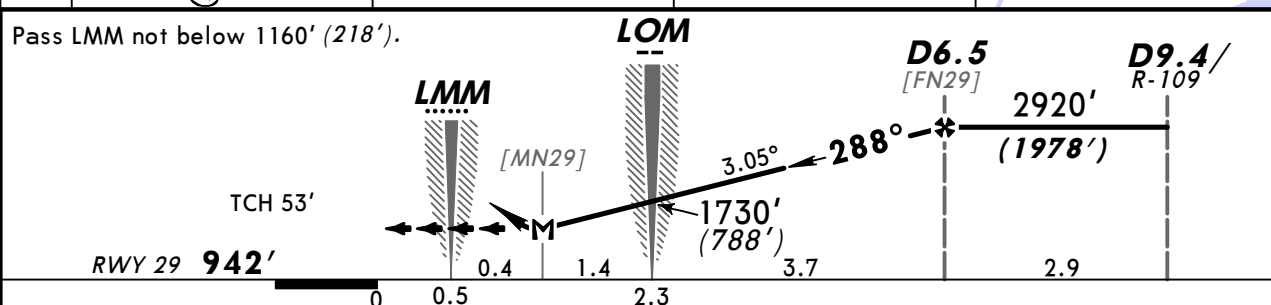
ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
NDB BK 334	Final Aptch Crs 288°	Minimum Alt D6.5 2920' (1978')	2 NDB MDA(H) (CONDITIONAL) 1310' (368')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')

1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).
2. Ground proximity warning system may be brought into operation for a short duration between LOM and LMM.



Pass LMM not below 1160' (218').



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1930' (988') on 288°	108° RT	2920' (1978')
Descent Angle	3.05°	378	486	540	648	755	863			
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			

STRAIGHT-IN LANDING RWY 29

2 NDB				NDB			
With D6.5		W/o D6.5		With D6.5		W/o D6.5	
MDA(H) 1310' (368')		MDA(H) 1880' (938')		MDA(H) 1750' (808')		MDA(H) 2030' (1088')	
ALS out		ALS out		ALS out		ALS out	
A		3200m		3200m		3200m	
B	1200m	RVR 1500m VIS 1600m		3200m		3200m	
C		4000m	4800m	3200m	3600m	4000m	4800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	3600m	4000m	4400m	4800m

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNKL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3/3A) KUDIR renamed DIRIB.

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.