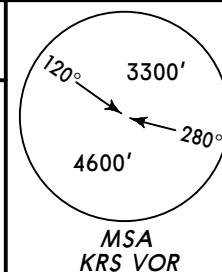


ATIS
126.8

Apt Elev
942'

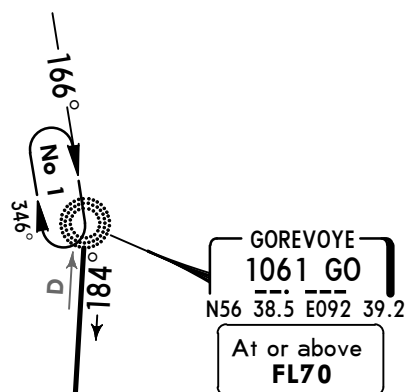
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)

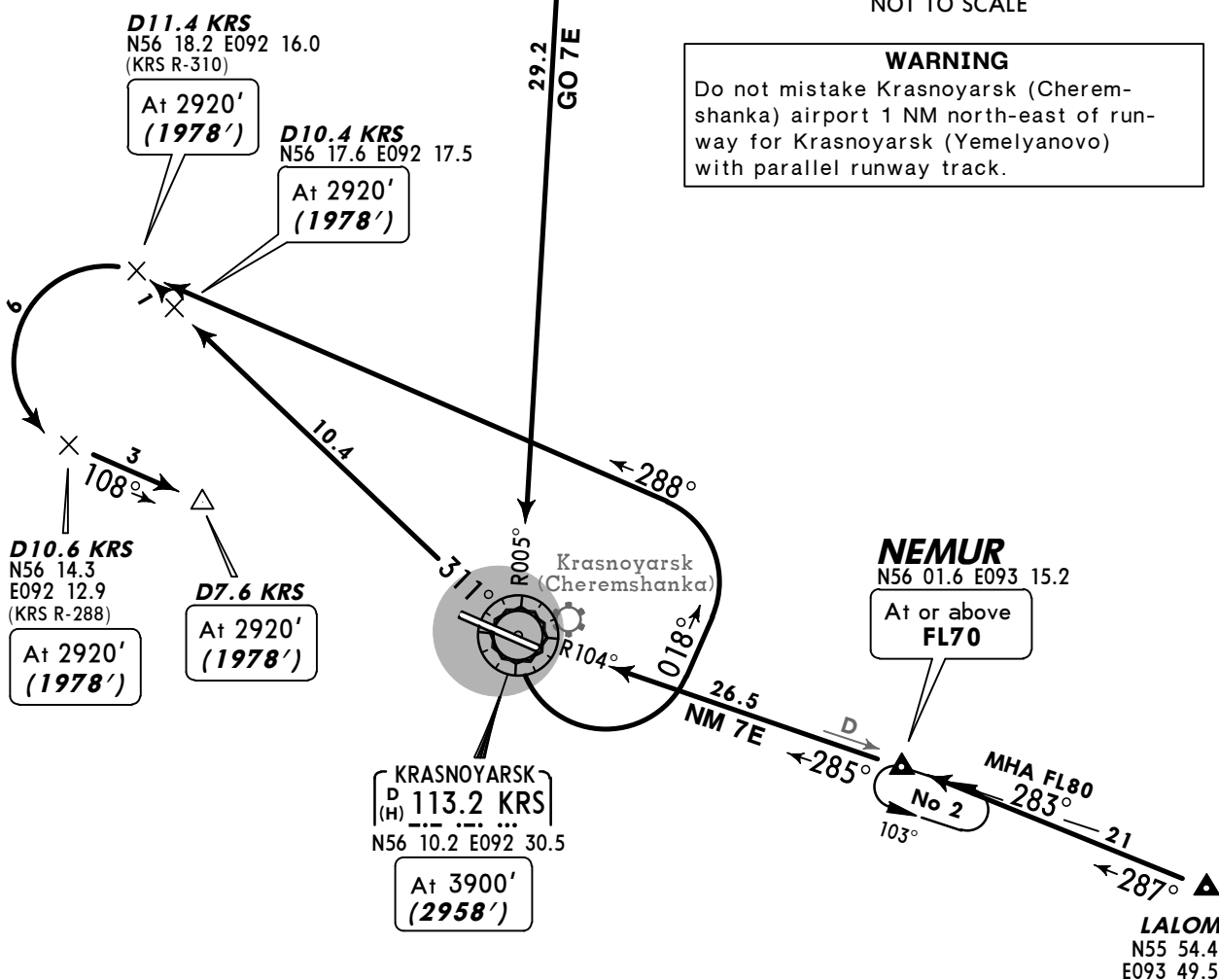


GO 7E
NM 7E
RWY 11 ARRIVALS
FOR VORDME APPROACH

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.

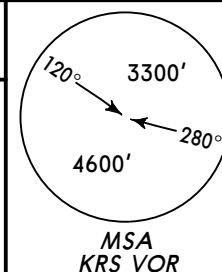


ATIS
126.8

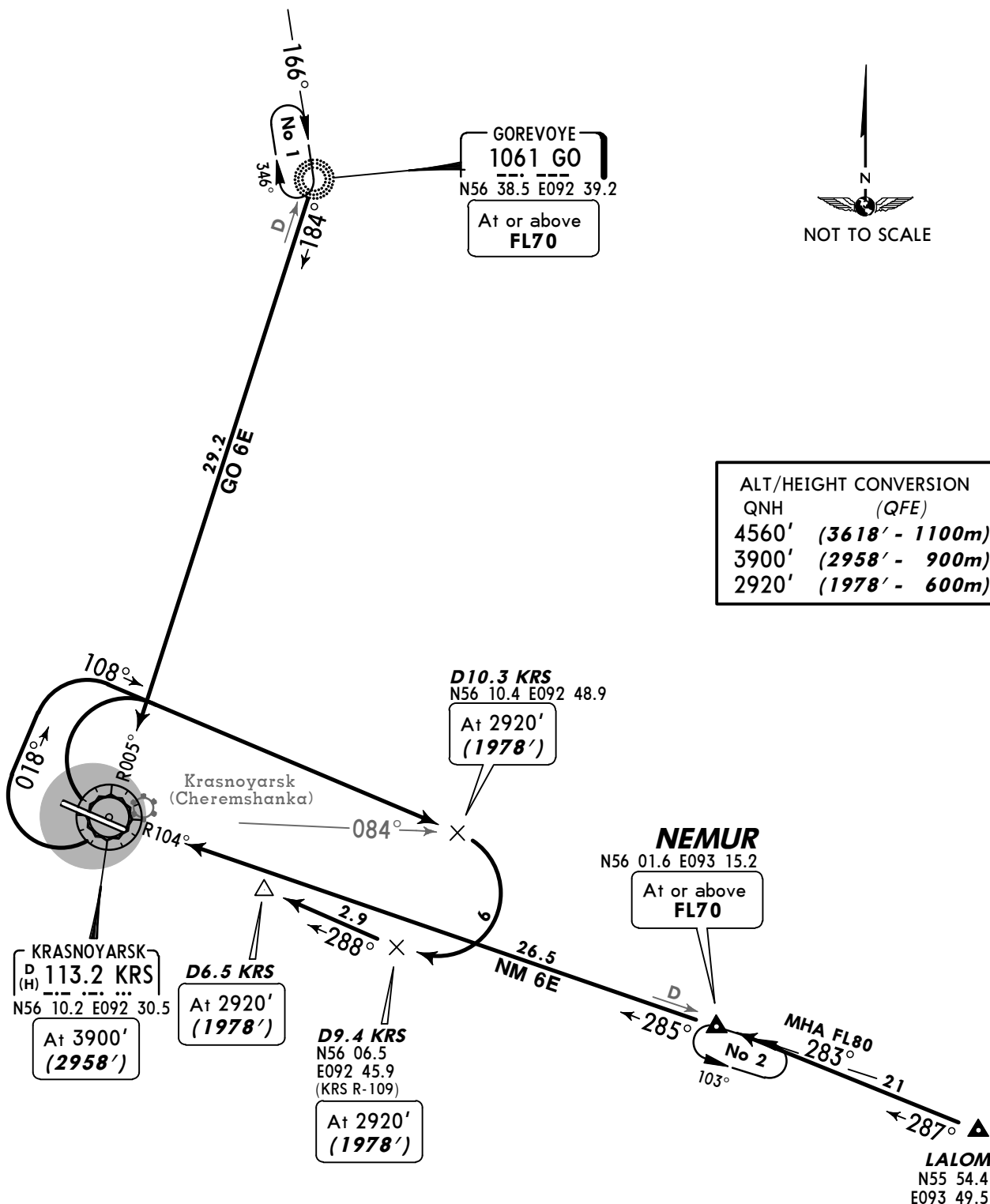
Apt Elev
942'

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



WARNING

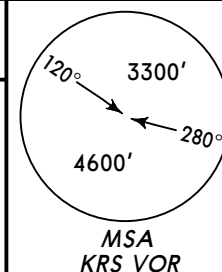
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

ATIS
126.8

Apt Elev
942'

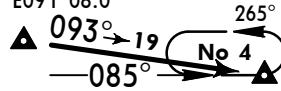
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



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

RANET
N56 17.0
E091 08.0



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

At or above
FL70

D19.3 KRS
N56 14.1
E091 56.6

At 3900'
(2958')

D10.6 KRS
N56 14.3
E092 12.9
(KRS R-288)

At 2920'
(1978')

D7.6 KRS
At 2920'
(1978')

D10.4 KRS
N56 17.6 E092 17.5

At 2920'
(1978')

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

At 2920'
(1978')

KRASNOYARSK
D (H) 113.2 KRS
N56 10.2 E092 30.5

At 3900'
(2958')

Krasnoyarsk
(Cheremshanka)

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



LOKSI
N55 45.0 E092 10.1

At or above
FL70

UST-MANA
662 UJ
N55 56.9 E092 29.3

At or above
4560' (3618')

ROGMA
N55 25.0 E091 33.0

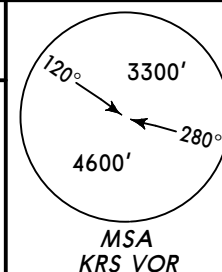
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

ATIS
126.8

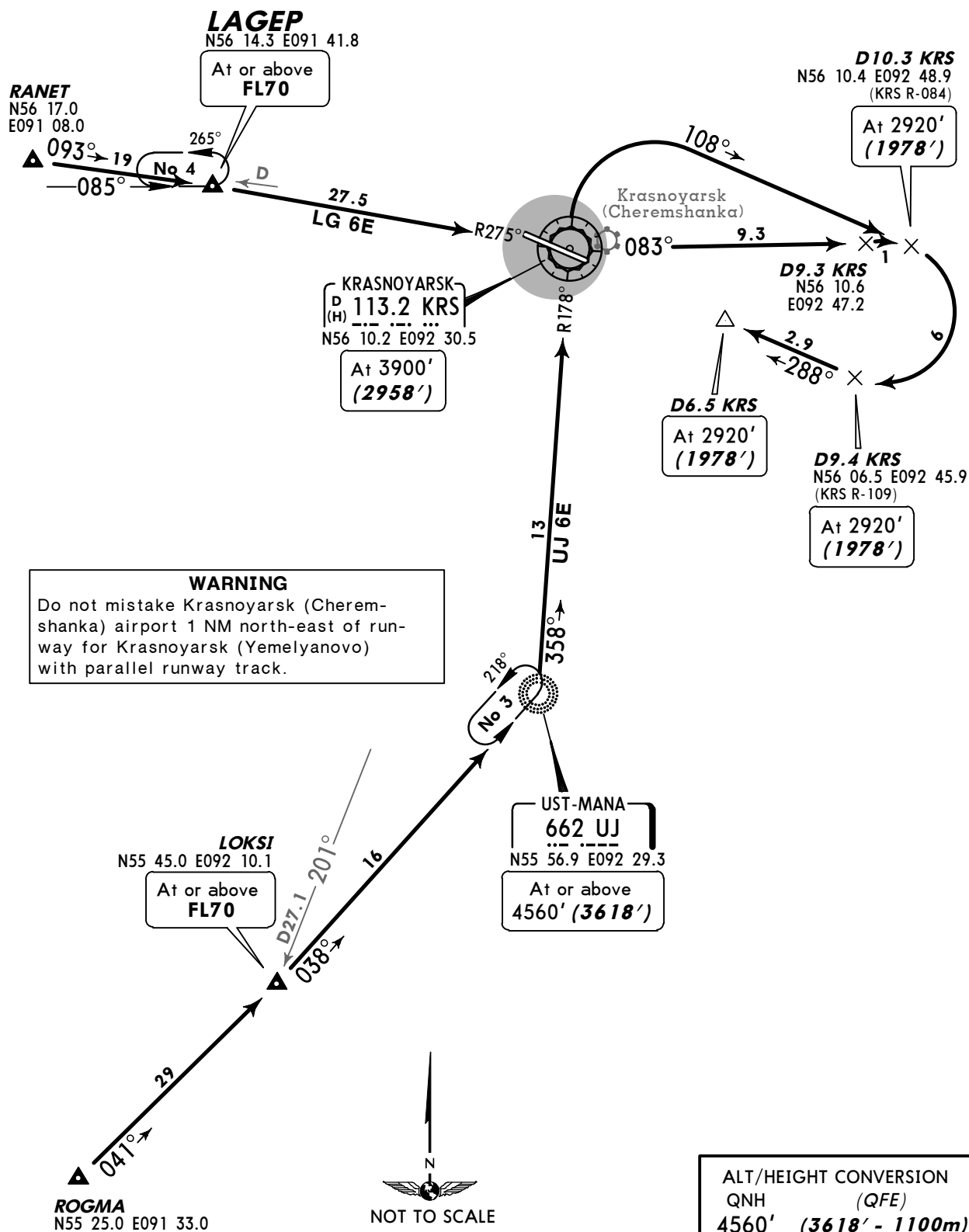
Apt Elev
942'

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

(QFE)



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



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

GOREVOYE
1061 GO
N56 38.5 E092 39.2
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 17.5

N56	14.3
E092	12.9

At 2920'
(1978')

D7.6 KRS
At 2920'
(1978')

[KRASNOYARSK
 [^D_(H) 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

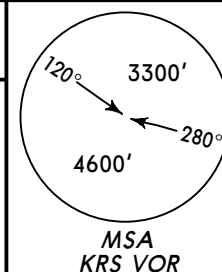
334 AJ
N56 11.6 E092 24.4
At 3900'
(2958')

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

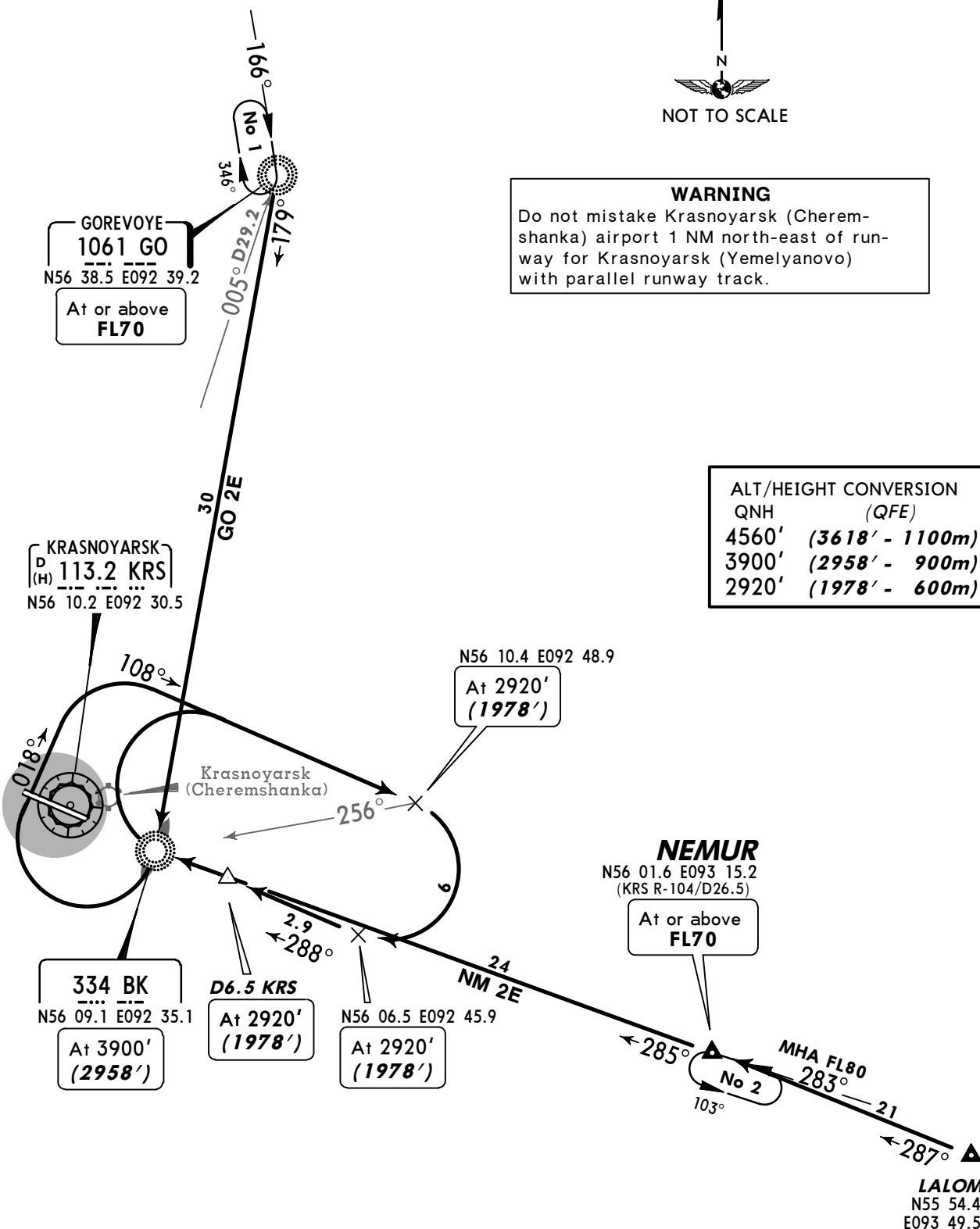


WARNING

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)

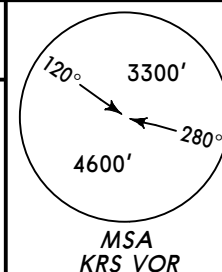


ATIS
126.8

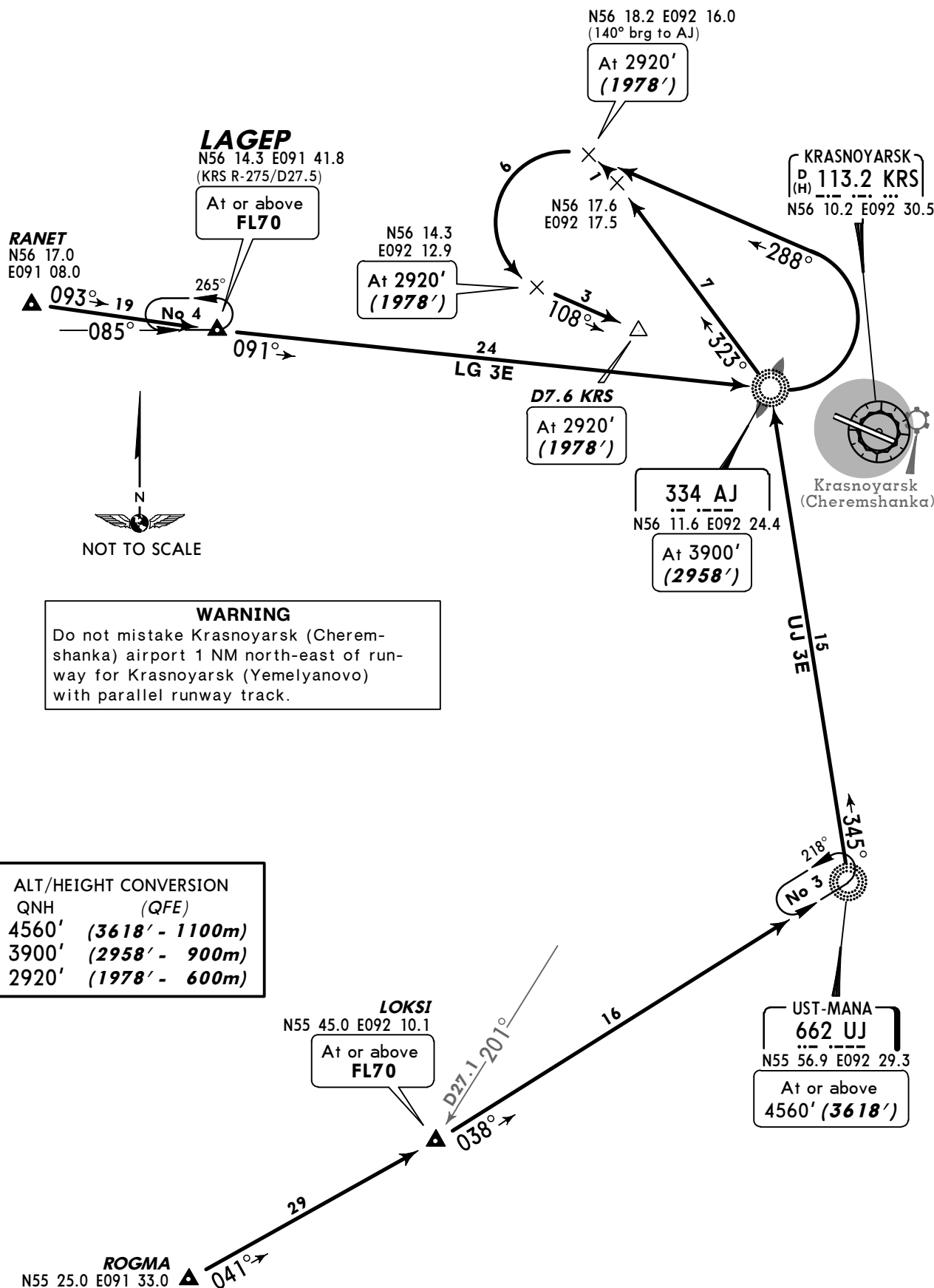
Apt Elev
942'

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



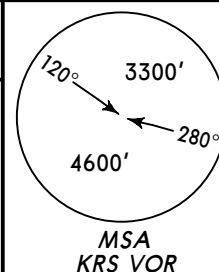
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

ATIS
126.8

Apt Elev
942'

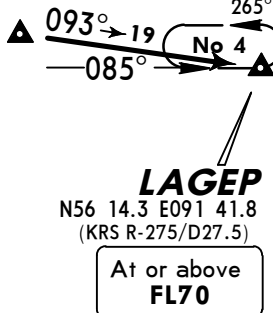
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 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
D 113.2 KRS
(H) N56 10.2 E092 30.5

LG 2E

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

UJ 2E

Krasnoyarsk
(Cheremshanka)

D6.5 KRS
At 2920'
(1978')

N56 10.6
E092 47.2

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.

LOKSI
N55 45.0 E092 10.1
At or above
FL70

UST-MANA
662 UJ
N55 56.9 E092 29.3
At or above
4560' (3618')



ROGMA
N55 25.0 E091 33.0

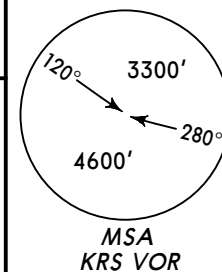
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

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 38.5 E092 39.2
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 17.8
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 25.2
At 2920' (1978')

D10.6 KRS
N56 14.3
E092 12.9
(KRS R-288)
At 2920' (1978')

D7.6 KRS
At 2920' (1978')

334 AJ
N56 11.6 E092 24.4

KRASNOYARSK
P(H) 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°

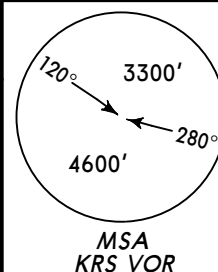
LALOM
N55 54.4
E093 49.5

ATIS
126.8

Apt Elev
942'

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

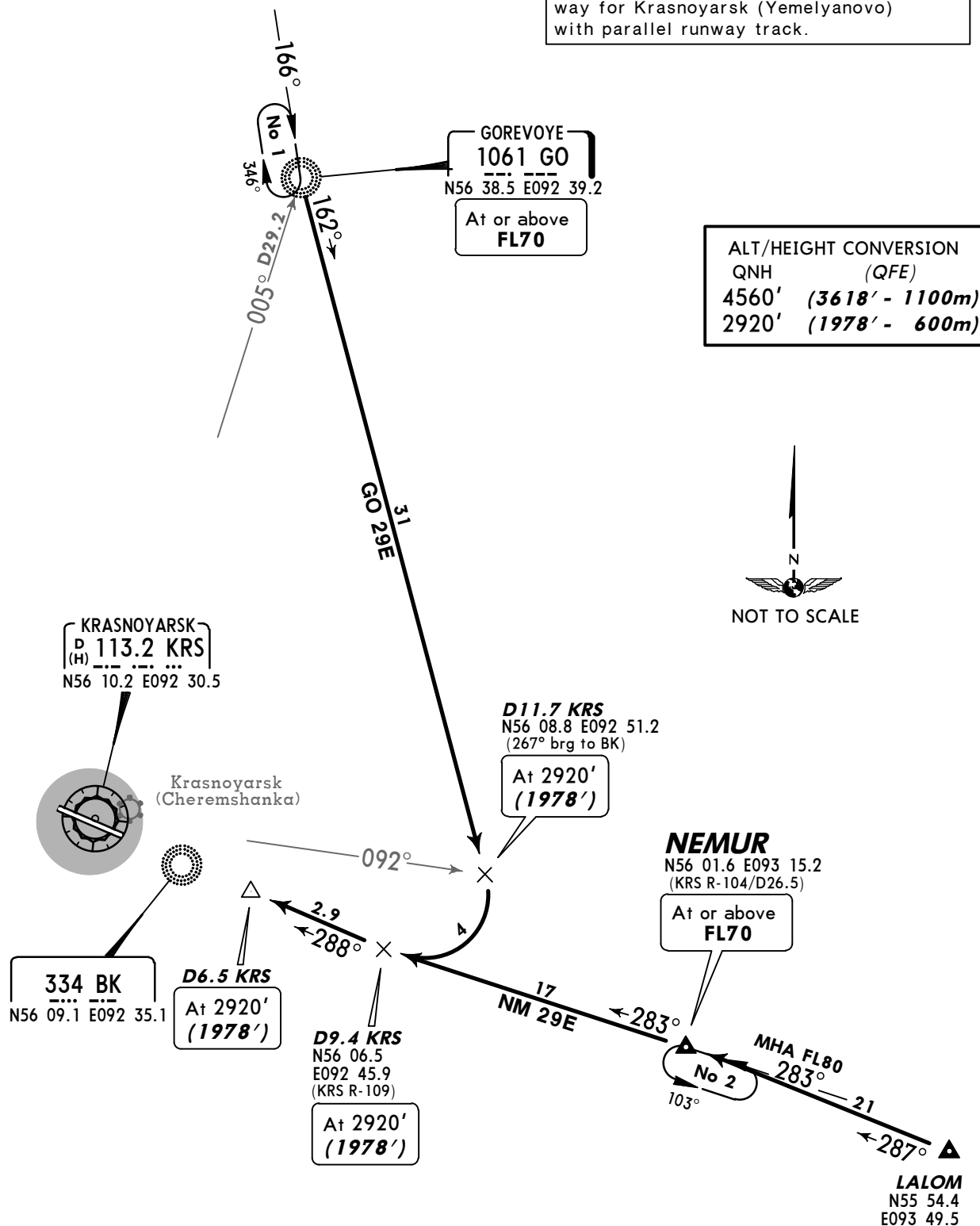
(QFE)



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.

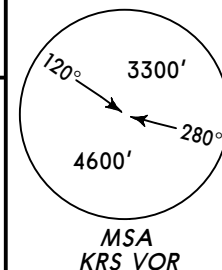


ATIS
126.8

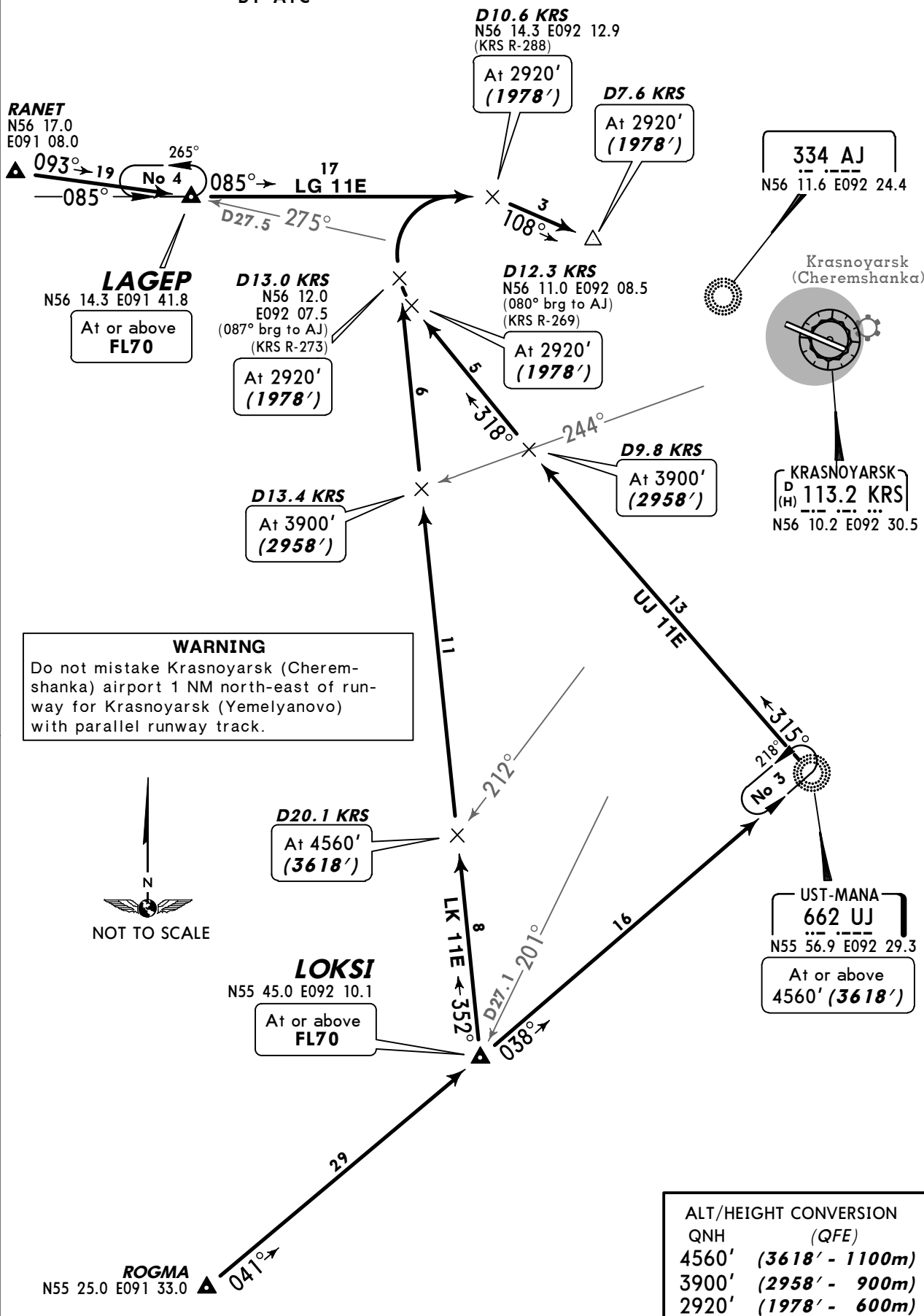
Apt Elev
942'

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

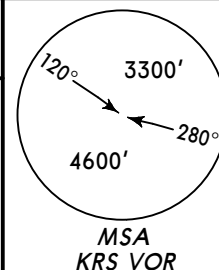


ATIS
126.8

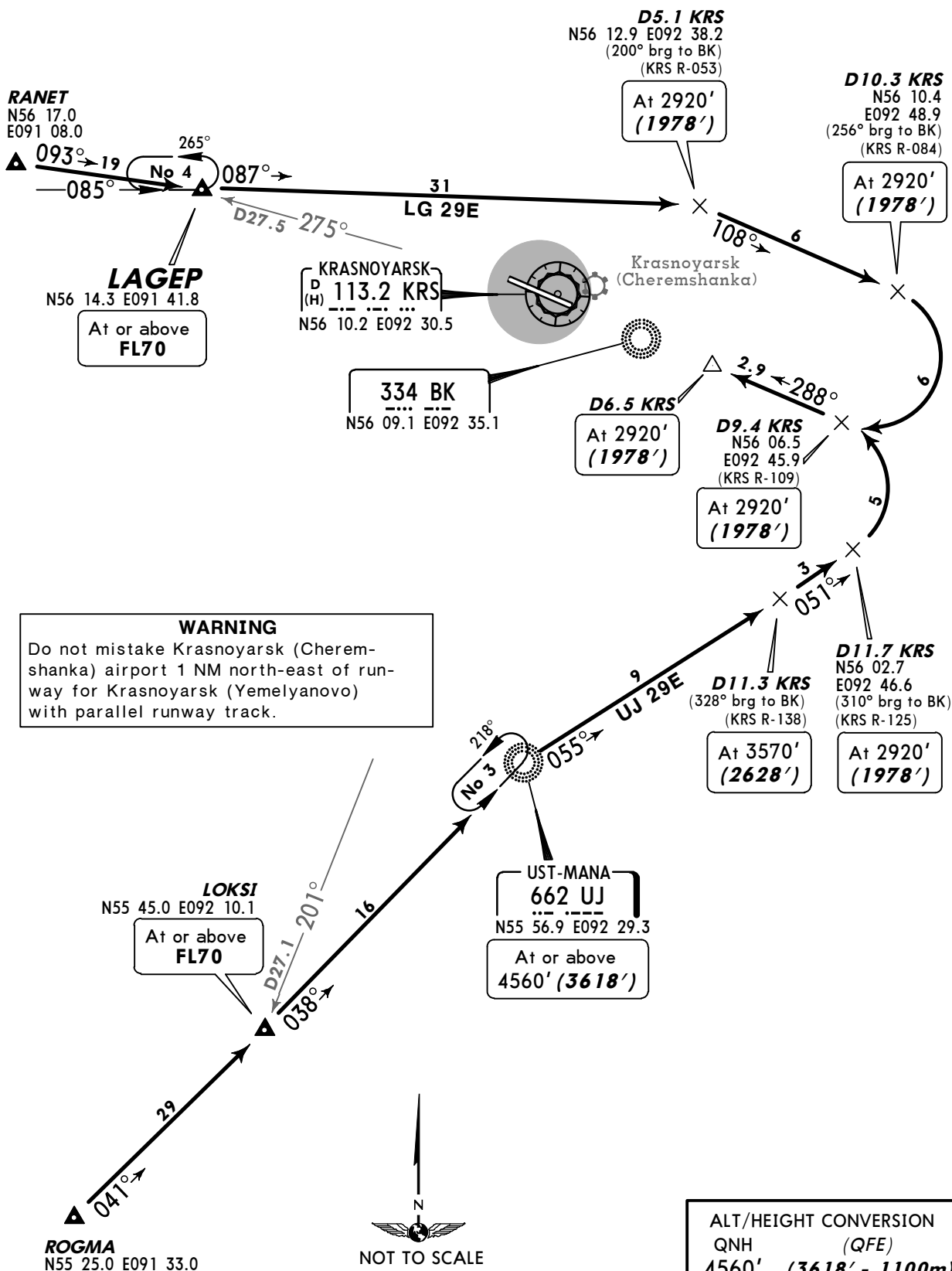
Apt Elev
942'

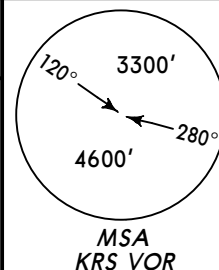
Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4560' (3618')

(QFE)



LG 29E
UJ 29E
RWY 29 ARRIVALS
BY ATC



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.

BASEL
N56 45.0 E091 43.0

MAMUN

N56 32.0 E092 00.8

At or above
FL70

DIRIB

N56 29.2 E093 04.2

At or above
FL70PENAP
N56 44.2 E093 33.1334 AJ
N56 11.6 E092 24.4KRASNOYARSK
D 113.2 KRS
(H) N56 10.2 E092 30.5Krasnoyarsk
(Cheremshanka)

NOT TO SCALE

These SIDs require minimum climb gradients
of

DR 1E
5.2% up to 1930' (988'), then 3.8%.

MN 1E
5.2% up to 1930' (988').

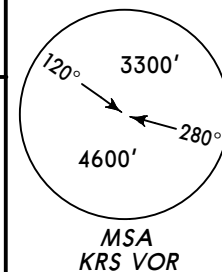
Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580
3.8% V/V (fpm)	289	385	577	770	962	1155

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

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

PENAP
N56 44.2 E093 33.1

MAMUN
N56 32.0 E092 00.8
At or above
FL70

DIRIB
N56 29.2 E093 04.2
At or above
FL70

At or above
1930' (988')

Krasnoyarsk
(Cheremshanka)

KRASNOYARSK
D 113.2 KRS
(H)
N56 10.2 E092 30.5



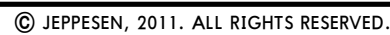
MN 2E

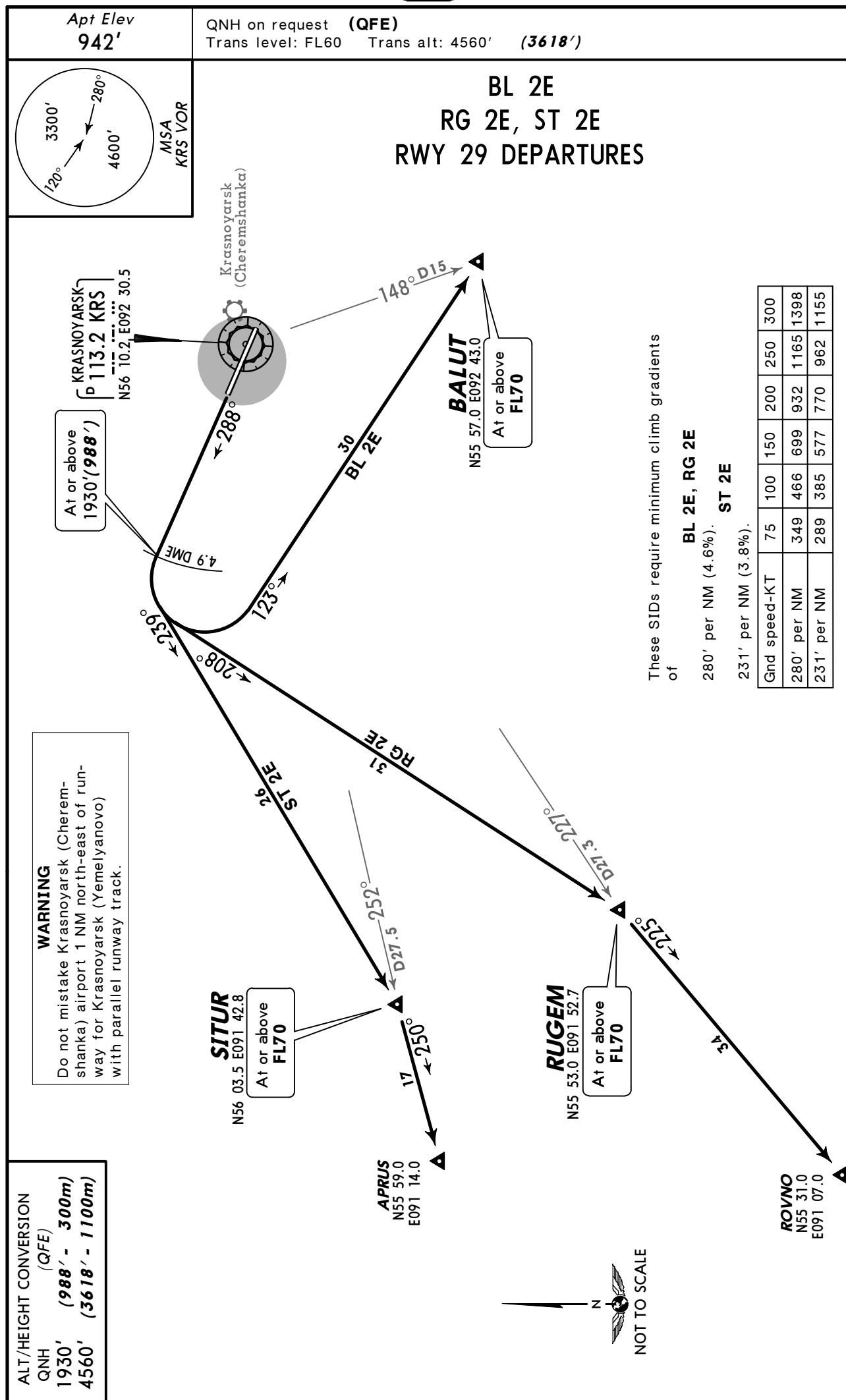
This SID requires a minimum climb gradient of 3.8%.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1155

ALT/HEIGHT CONVERSION

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

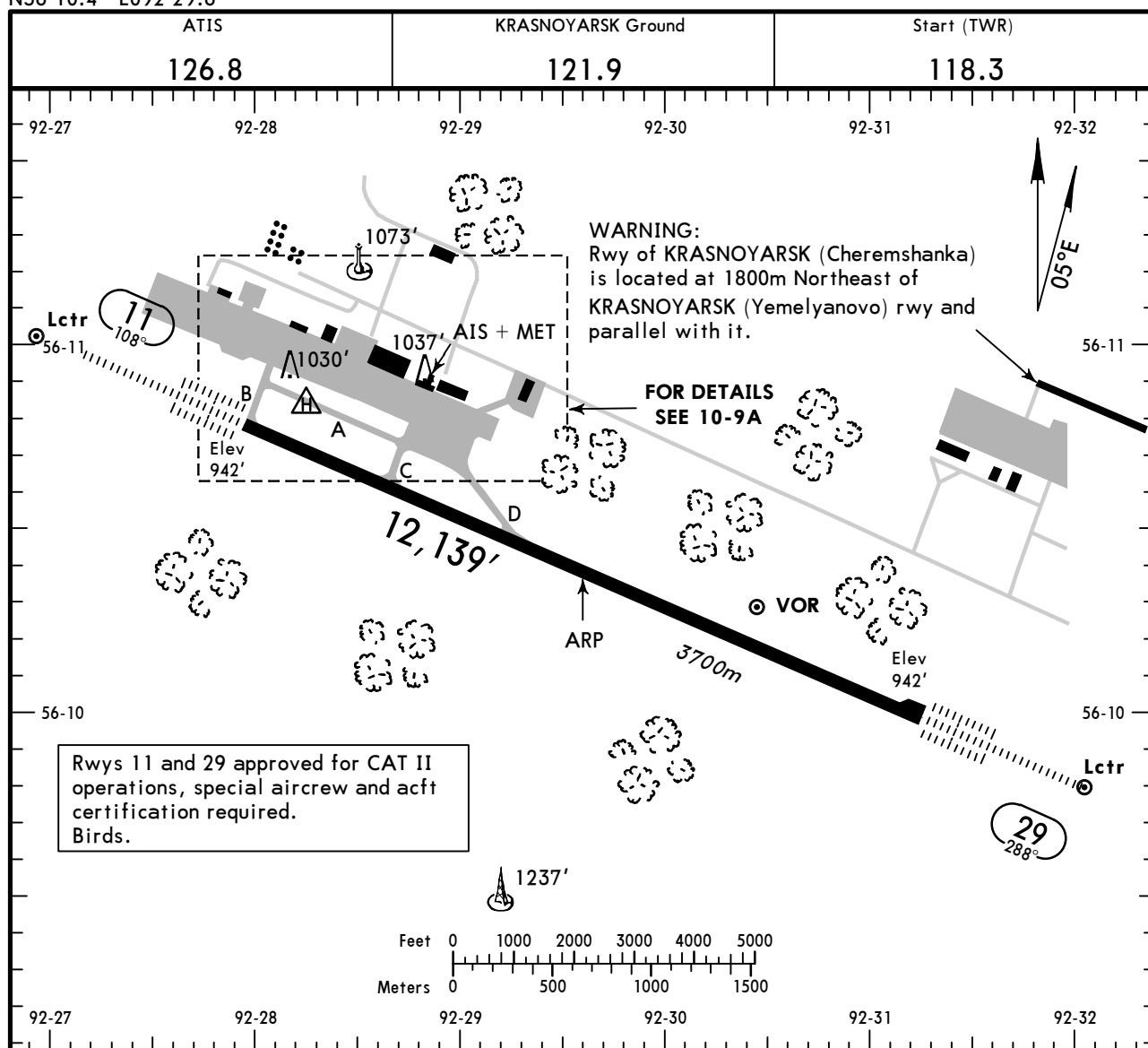




UNKL/KJA
Apt Elev 942'
N56 10.4 E092 29.6

JEPPesen
2 NOV 12 10-9

KRASNOYARSK, RUSSIA
YEMELYANOVO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
11	HIRL (60m) CL (15m) HIALS-II PAPI-L (3.00°)		10,924' 3330m		197'
29	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.00°)		10,985' 3348m		60m

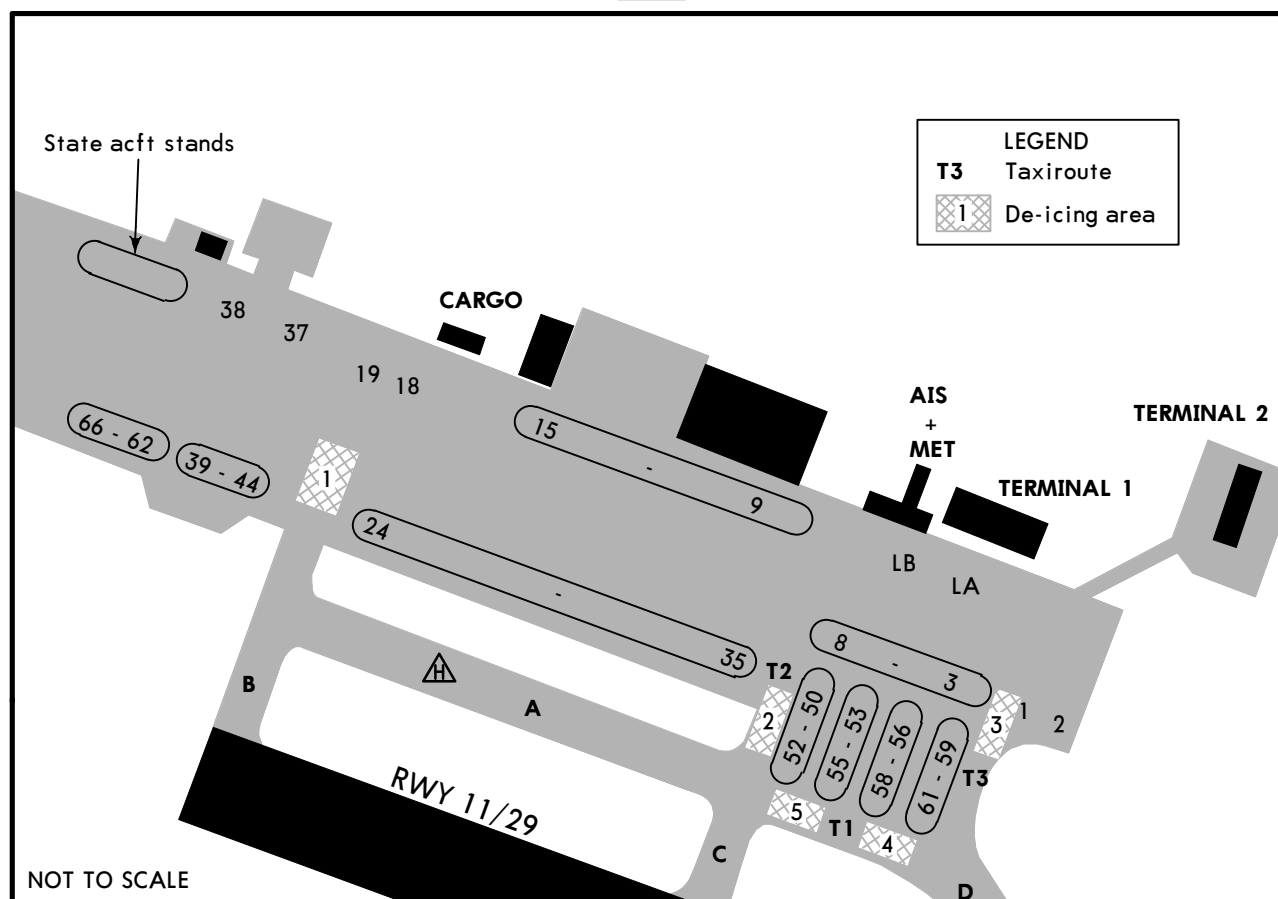
TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

	LVP must be in force		RCLM (DAY only) or RL
	RL & CL	RCLM (DAY only) or RL	
A			400m
B	200m	250m	
C			
D	250m	300m	

CHANGES: None.

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Engines start-up on stands 9 thru 19, 37 and 38 is prohibited.
 Engines start-up and taxiing out of stands 1, 2, 24 thru 35 and 62 thru 66 are allowed on condition that the engines power is not above 0.4 of the rated power.
 Enter stands 24, 25 and 37 thru 39 only by towing.
 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.
 Taxiing of B747-8/8F and B777-200/300 ACFT along Taxi Route T1, Taxi Route T2, Taxi Route T3, Twy D and along the apron is prohibited.
 Taxiing of B747 ACFT along apron from Twy B to stand 34 with Follow-me car only.
 Taxiing of B747-8/8F and B777-200/300 ACFT to stand 39 as follows: After vacation of Twy B taxi to the RIGHT, stop ABEAM stands 18 and 19, then by towing.
 Taxiing of B747-200/300/400 ACFT with Follow-me car only to stands 38 and 39 as follows: After vacation of Twy B taxi to the RIGHT, stop ABEAM stands 18 and 19, then by towing.
 Taxiing of B747-200/300/400 and B777-200/300 ACFT along taxi route ABEAM stands 24 thru 35 with Follow-me car only.
 Taxiing and towing of B747-8/8F ACFT along taxi route ABEAM stands 24 thru 35 prohibited.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N56 10.7 E092 29.2	33	N56 10.8 E092 28.6
2	N56 10.8 E092 29.2	34, 35	N56 10.8 E092 28.7
3	N56 10.8 E092 29.1	37, 38	N56 11.0 E092 28.1
4, 5	N56 10.8 E092 29.0	LA	N56 10.8 E092 29.1
6	N56 10.8 E092 28.9	LB	N56 10.8 E092 28.9
24	N56 10.9 E092 28.2		
25, 26	N56 10.9 E092 28.3		
27, 28	N56 10.9 E092 28.4		
29 thru 31	N56 10.9 E092 28.5		
32	N56 10.9 E092 28.6		

STRAIGHT-IN RWY	A	B	C	D
11 CAT 2 ILS	1042'(100') R100' R350m	1042'(100') R100' R350m	1042'(100') R100' R350m	1042'(100') R100' R350m
ILS FULL Limited ALS out	1142'(200') R550m R750m R1200m	1142'(200') R550m R750m R1200m	1142'(200') R550m R750m R1200m	1142'(200') R550m R750m R1200m
LOC ❶ ALS out	1320'(378') R1000m R1500m	1320'(378') R1000m R1500m	1320'(378') R1000m R1700m	1320'(378') R1000m R1700m
VOR DME ❶	1830'(888') R1500m	1830'(888') R1500m	1830'(888') C2400m	1830'(888') C2400m
VOR ❶ ❷	1830'(888') R1500m	1830'(888') R1500m	1830'(888') C2400m	1830'(888') C2400m
VOR ❸ ALS out	1830'(888') C3500m C4200m	1830'(888') C3500m C4200m	1830'(888') C3700m C4400m	1830'(888') C3700m C4400m
2 NDB ❶ ❷ ALS out	1380'(438') R1300m R1500m	1380'(438') R1300m R1500m	1380'(438') R1300m R2000m	1380'(438') R1300m R2000m
2 NDB ❸ ALS out	1920'(978') C4000m C4700m	1920'(978') C4000m C4700m	1920'(978') C4200m C4900m	1920'(978') C4200m C4900m
NDB ❶ ❷	1750'(808') R1500m	1750'(808') R1500m	1750'(808') C2400m	1750'(808') C2400m
NDB ❸ ALS out	2100'(1158') C4800m C5000m	2100'(1158') C4800m C5000m	2100'(1158') C5000m C5000m	2100'(1158') 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' R350m	1042'(100') R98' R350m	1042'(100') R98' R350m	1042'(100') R98' R350m
	ILS	1142'(200') R550m	1142'(200') R550m	1142'(200') R550m	1142'(200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC ❶	1310'(368') R1000m	1310'(368') R1000m	1310'(368') R1000m	1310'(368') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR DME ❶	1470'(528') R1500m	1470'(528') R1500m	1470'(528') R1700m	1470'(528') R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❶ ❷	1660'(718') R1500m	1660'(718') R1500m	1660'(718') C2400m	1660'(718') C2400m
	VOR ❸	1660'(718') C2800m	1660'(718') C2800m	1660'(718') C3000m	1660'(718') C3000m
	ALS out	C3500m	C3500m	C3700m	C3700m
29	2 NDB ❶ ❹	1310'(368') R1000m	1310'(368') R1000m	1310'(368') R1000m	1310'(368') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❺	1880'(938') C3800m	1880'(938') C3800m	1880'(938') C4000m	1880'(938') C4000m
	ALS out	C4500m	C4500m	C4700m	C4700m
	NDB ❶ ❹	1750'(808') R1500m	1750'(808') R1500m	1750'(808') C2400m	1750'(808') C2400m
	NDB ❺	2030'(1088') C4300m	2030'(1088') C4300m	2030'(1088') C4500m	2030'(1088') C4500m
	ALS out	C5000m	C5000m	C5000m	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					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

STRAIGHT-IN RWY		A	B	C	D
11	CAT 2 ILS	1042'(100')	1042'(100')	1042'(100')	1042'(100')
		RA100' R350m	RA100' R350m	RA100' R350m	RA100' R350m
	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	1380'(438')	1380'(438')	1380'(438')	1380'(438')
	with FAF	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	1920'(978')	1920'(978')	1920'(978')	1920'(978')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1750'(808')	1750'(808')	1750'(808')	1750'(808')
	with FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	2100'(1158')	2100'(1158')	2100'(1158')	2100'(1158')
	w/o FAF	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

29	CAT 2 ILS	1042' (100')	1042' (100')	1042' (100')	1042' (100')
		RA98' R350m	RA98' R350m	RA98' R350m	RA98' R350m
	ILS	1142' (200')	1142' (200')	1142' (200')	1142' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	1310' (368')	1310' (368')	1310' (368')	1310' (368')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	1470' (528')	1470' (528')	1470' (528')	1470' (528')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	1660' (718')	1660' (718')	1660' (718')	1660' (718')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB	1310' (368')	1310' (368')	1310' (368')	1310' (368')
		R900m	R1000m	R1000m	R1400m
	with FAF <i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	1880' (938')	1880' (938')	1880' (938')	1880' (938')
		R1200m	R1400m	R1400m	R1800m
	w/o FAF <i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	1750' (808')	1750' (808')	1750' (808')	1750' (808')
		R1200m	R1400m	R1400m	R1800m
	with FAF <i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	2030' (1088')	2030' (1088')	2030' (1088')	2030' (1088')
		R1200m	R1400m	R1400m	R1800m
	w/o FAF <i>ALS out</i>	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	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
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.					

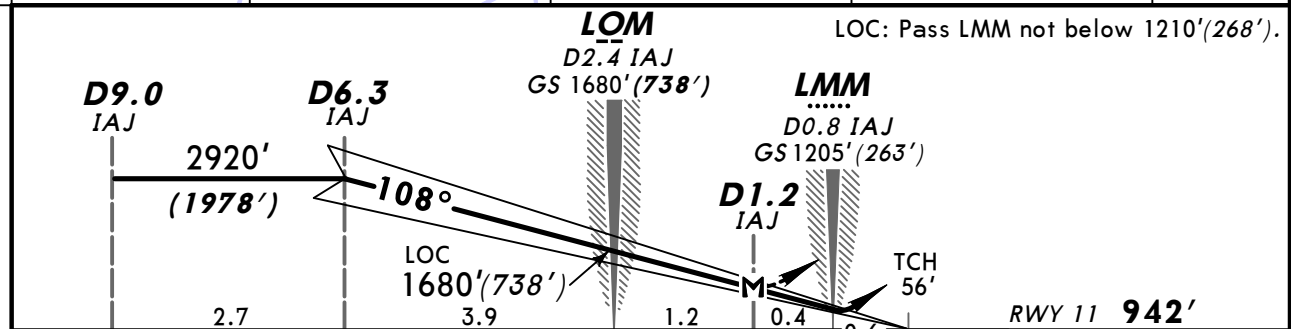
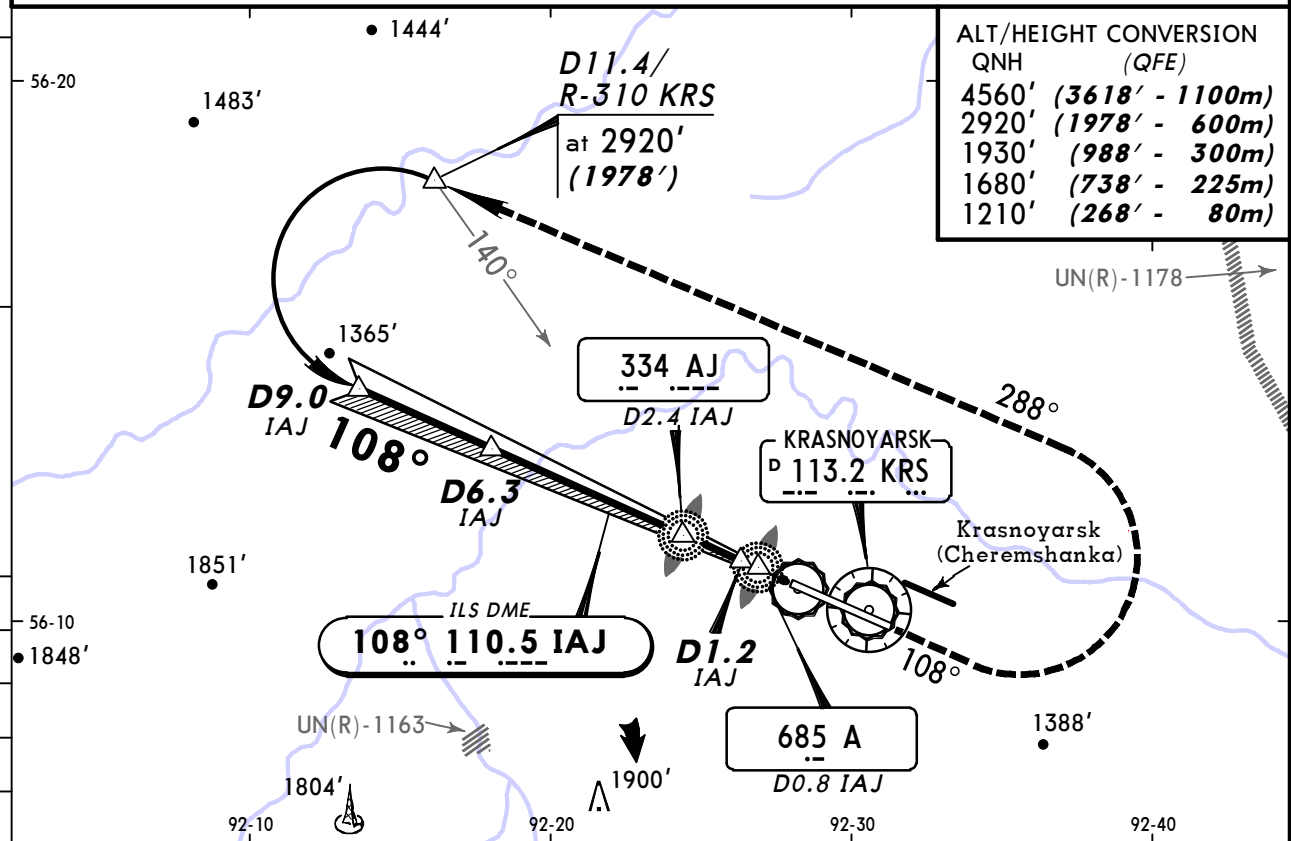
Alt Set: MM (hPa on req)

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-II	1930' (988')	288°	2920' (1978')
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	PAPI	on 108°	LT	
MAP at D1.2 IAJ										

STRAIGHT-IN LANDING RWY 11						
ILS			LOC (GS out)			
DA(H) 1142'(200')			MDA(H) 1320'(378')			
FULL		ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
B						
C						
D				1200m	RVR 1800m VIS 2000m	

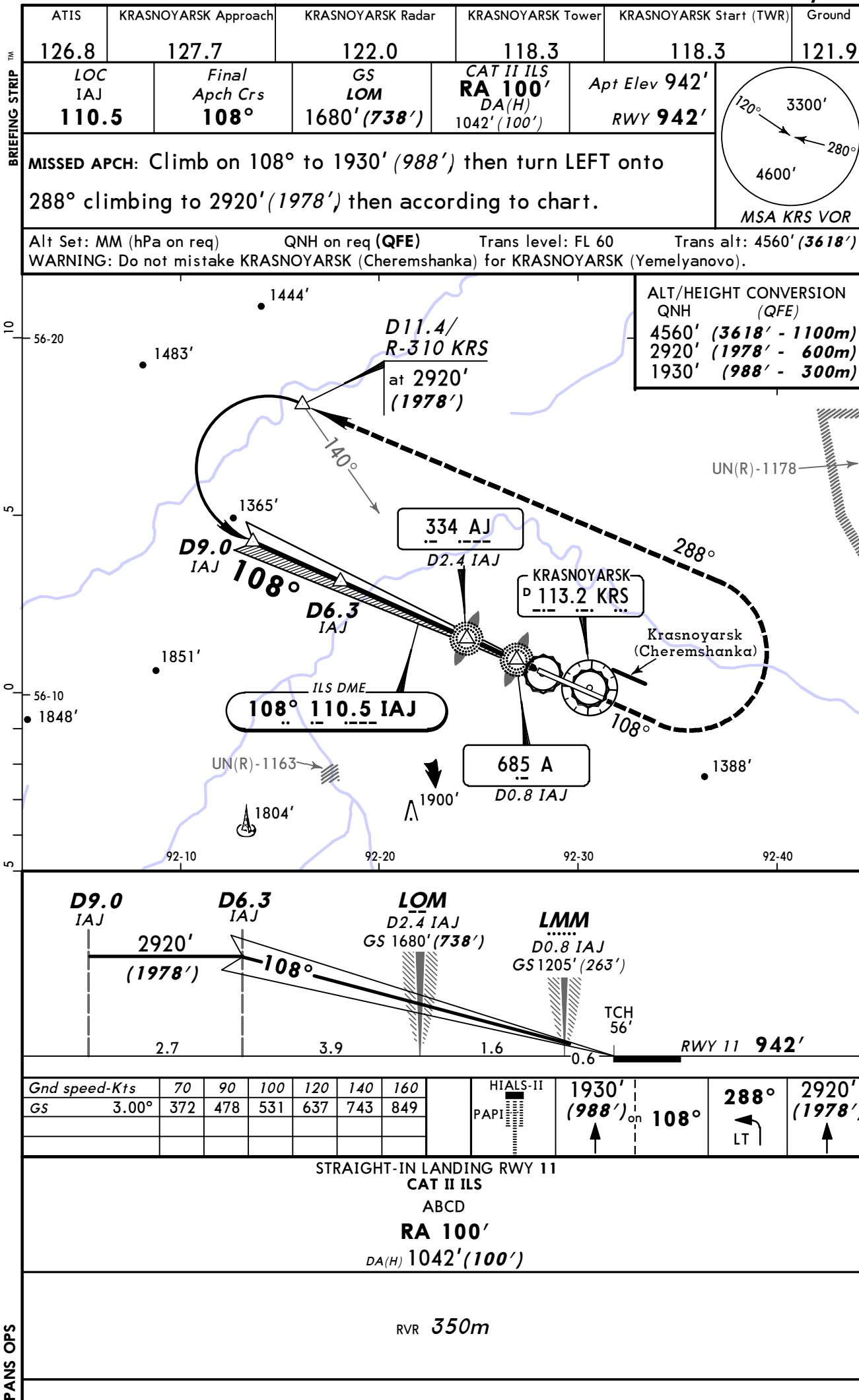
UNKL/KJA
YEMELYANOVO

20 JUL 12

(11-1A)

Eff 26 Jul

KRASNOYARSK, RUSSIA
CAT II ILS Rwy 11



PANS OPS

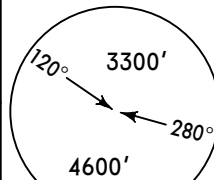
CHANGES: New procedure.

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UNKL/KJA
YEMELYANOVO

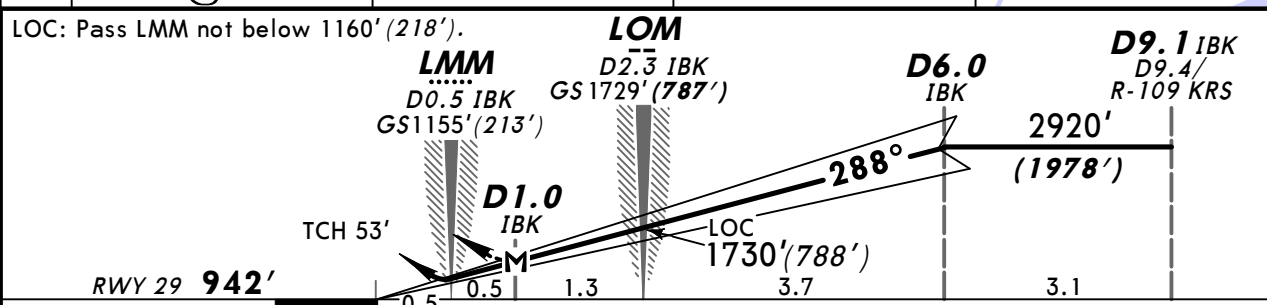
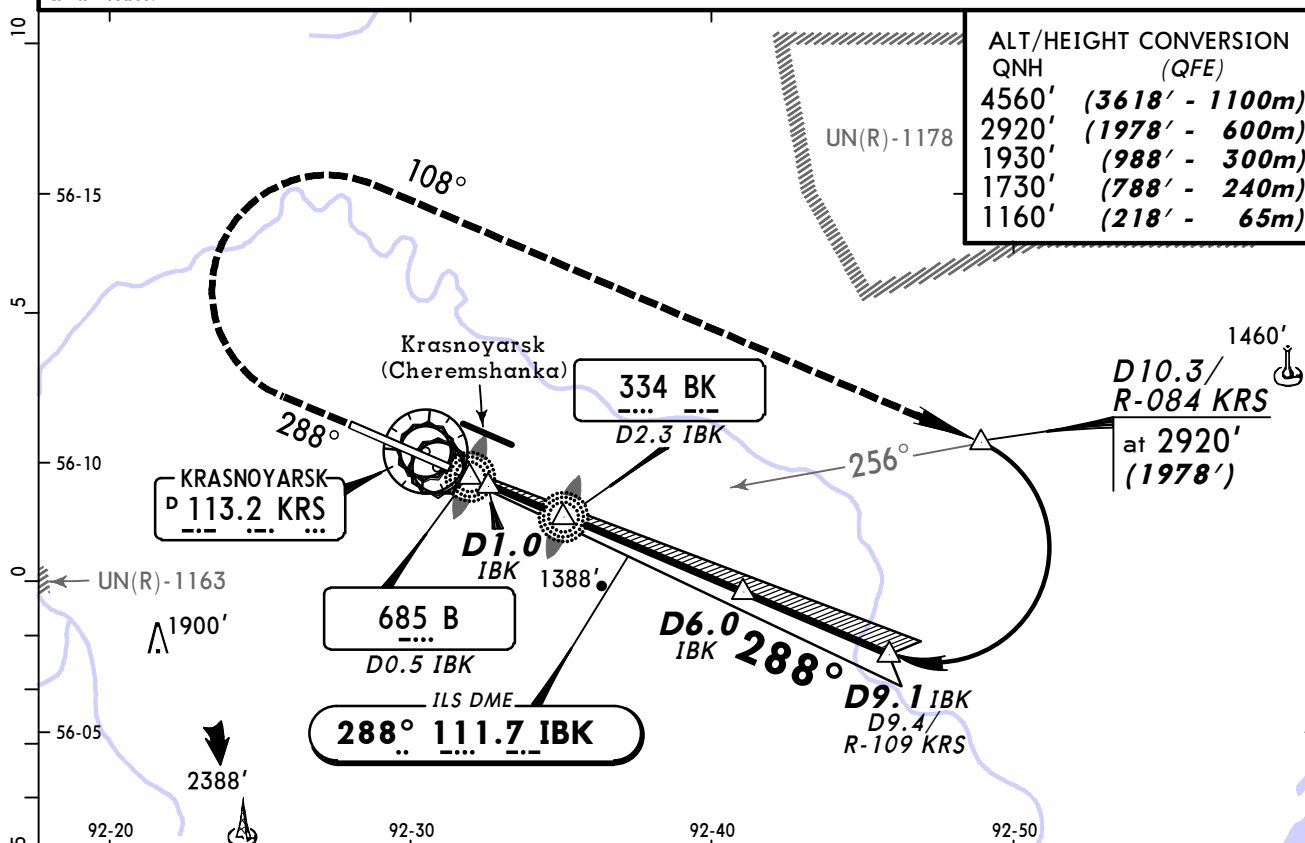
JEPPESSEN
20 JUL 12
Eff 26 Jul (11-2)

KRASNOYARSK, RUSSIA
ILS or LOC DME Rwy 29

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')	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.					

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')	288°	108°	2920' (1978')
ILS GS or LOC Desc Angle 3.00°	377	485	539	647	755	862	PAPI				
MAP at D1.0 IBK											

STRAIGHT-IN LANDING RWY 29					
ILS			LOC (GS out)		
DA(H) 1142' (200')			MDA(H) 1310' (368')		
FULL	TDZ or CL out	ALS out	ALS out		
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
D				1200m	RVR 1800m VIS 2000m

CHANGES: Minimums.

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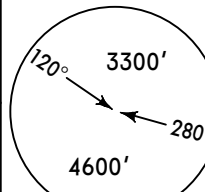
UNKL/KJA
YEMELYANOVO

20 JUL 12
Eff 26 Jul

11-2A

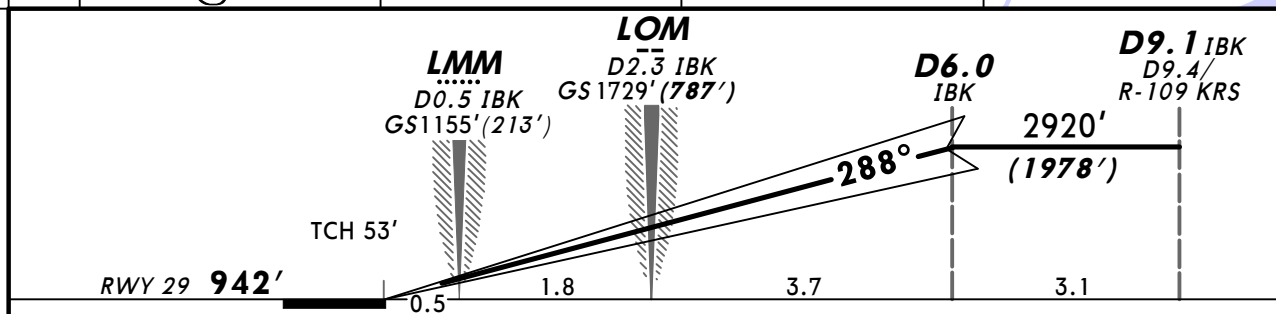
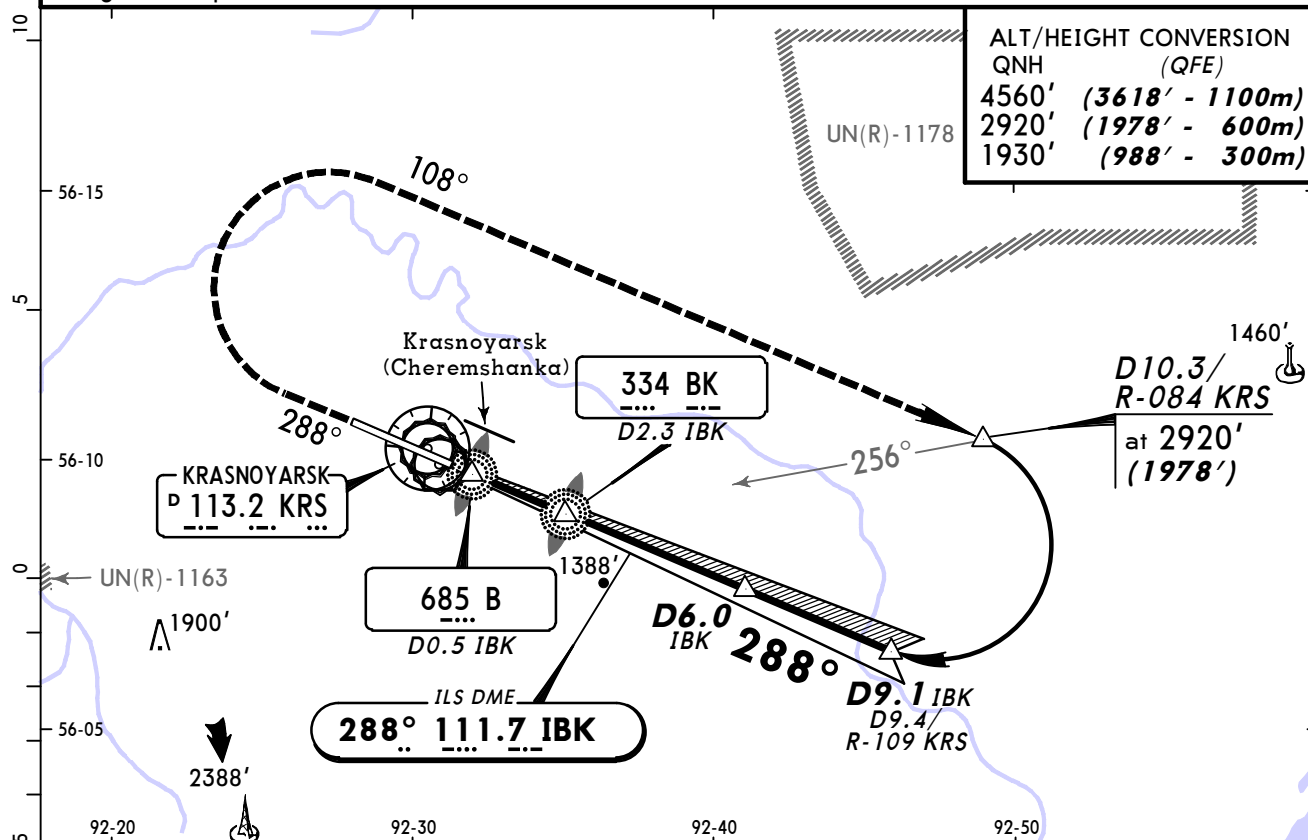
KRASNOYARSK, RUSSIA
CAT II ILS Rwy 29

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'	 MSA KRS VOR
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. 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')	on 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'

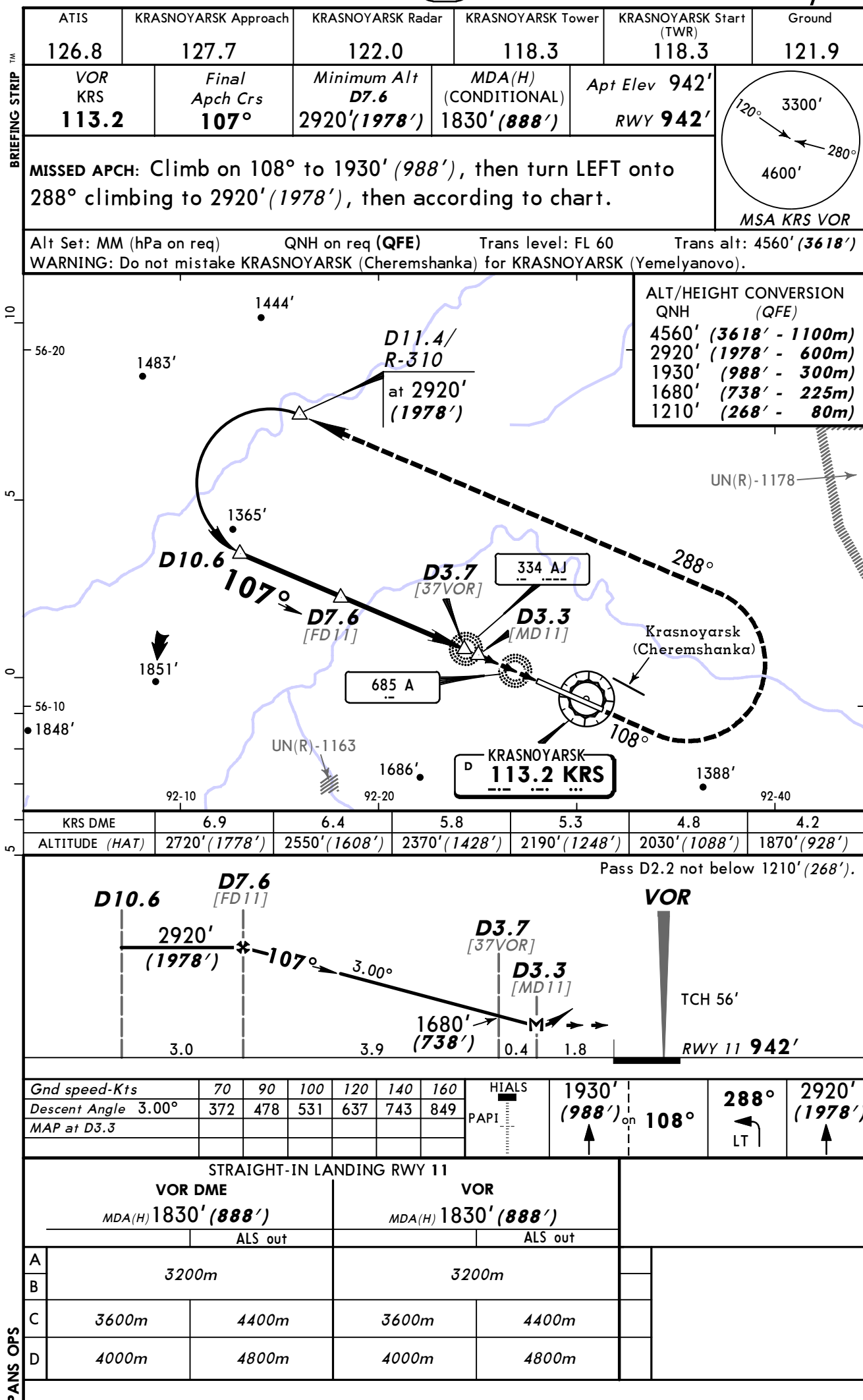
DA(H) 1042' (100')

RVR 350m

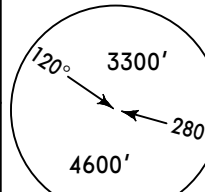
PANS OPS

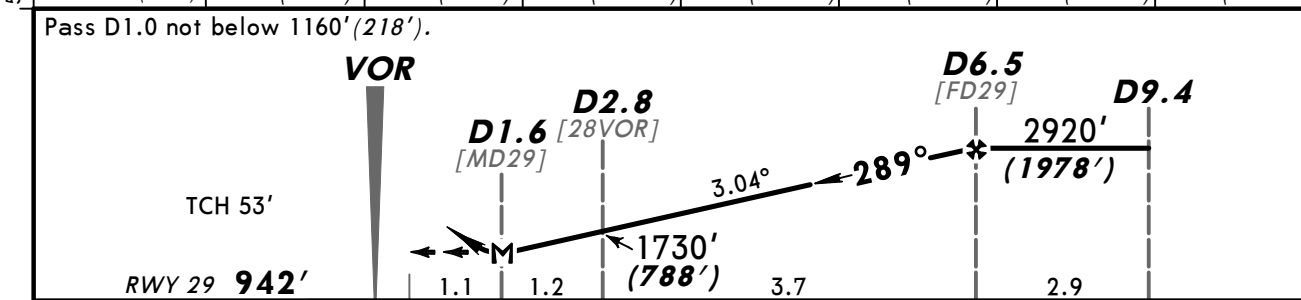
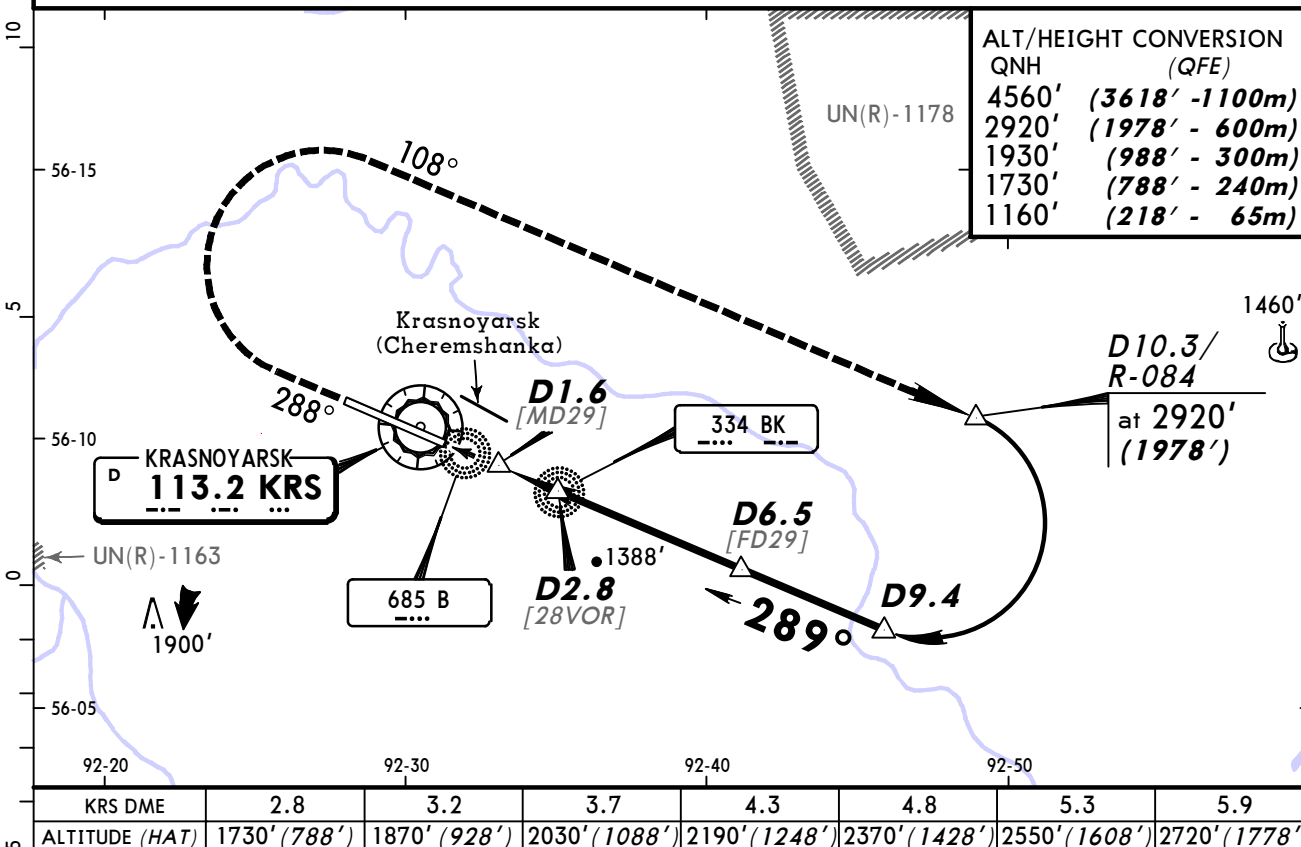
CHANGES: None.

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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
VOR KRS 113.2	Final Apch Crs 289°	Minimum Alt D6.5 2920' (1978')	MDA(H) (CONDITIONAL) 1470' (528')	Apt Elev 942' RWY 942'	 MSA KRS VOR
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 BK NDB and B Lctr.					



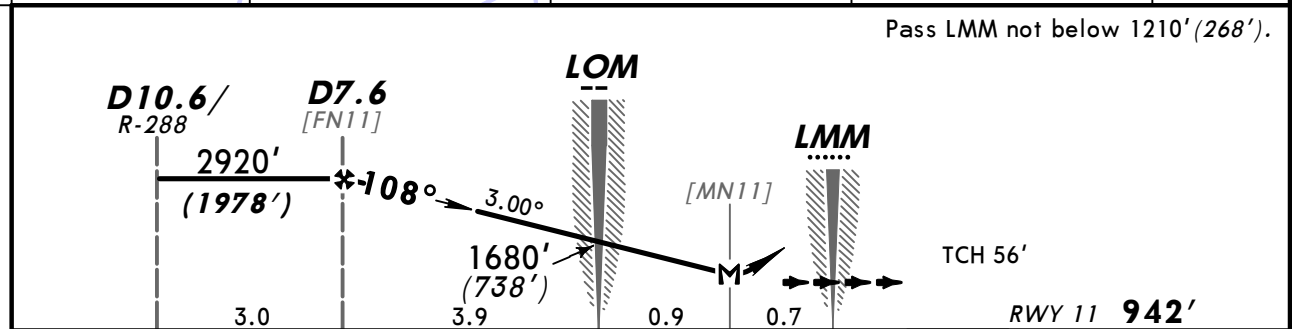
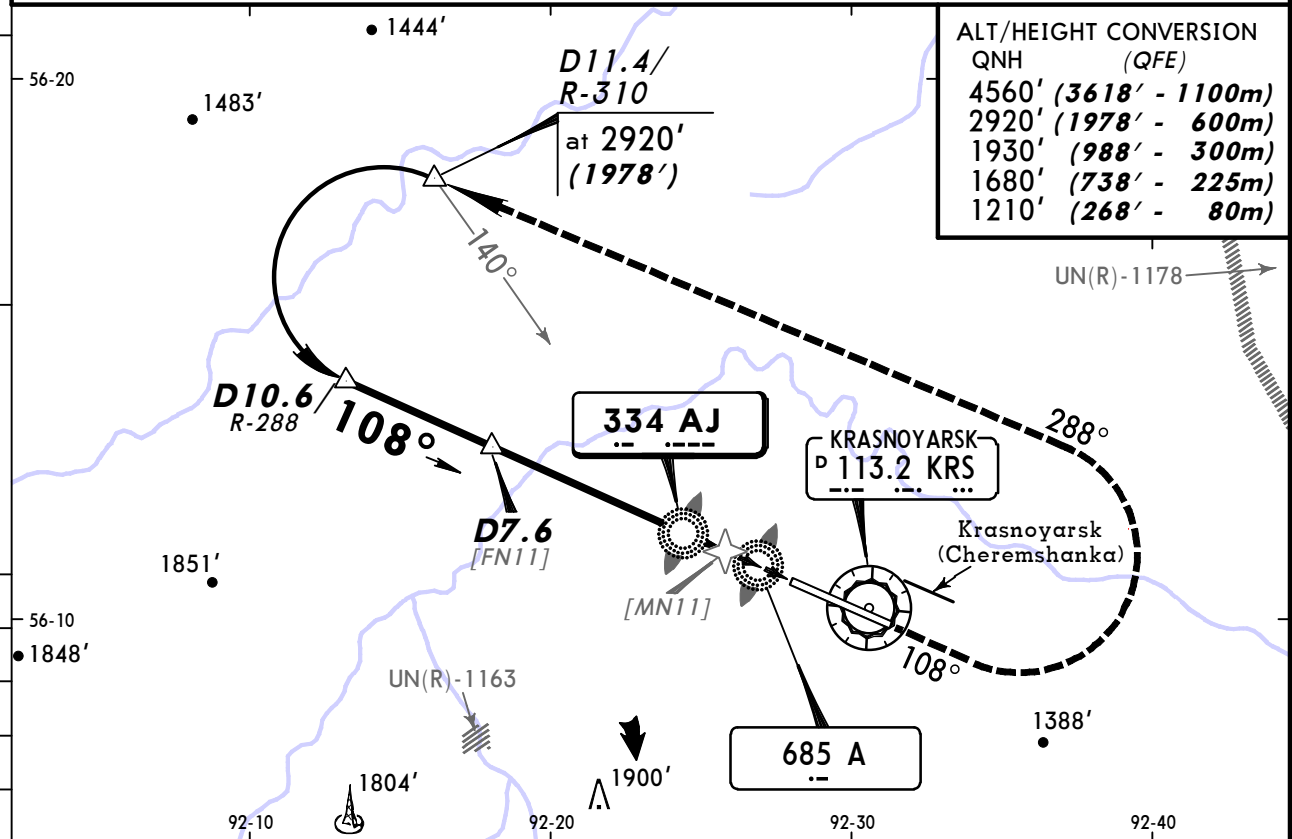
Gnd speed-Kts	70	90	100	120	140	160	HI-ALS-II PAPI 1930' (988') on 288°
Descent Angle	3.04°	376	484	538	645	753	
MAP at D1.6							

STRAIGHT-IN LANDING RWY 29			
VOR DME		VOR	
MDA(H) 1470' (528')		MDA(H) 1660' (718')	
ALS out		ALS out	
A	1200m	RVR 1800m VIS 2000m	1200m
B			RVR 1800m VIS 2000m
C	RVR 1500m VIS 1600m	2400m	2400m
D	RVR 1800m VIS 2000m	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'	120° 3300' 280° 4600' MSA KRS VOR
MISSED APCH: Climb on 108° to 1930' (988') then turn LEFT onto 288° climbing to 2920' (1978') then according to chart.					

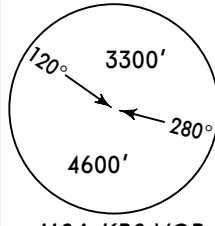
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')

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



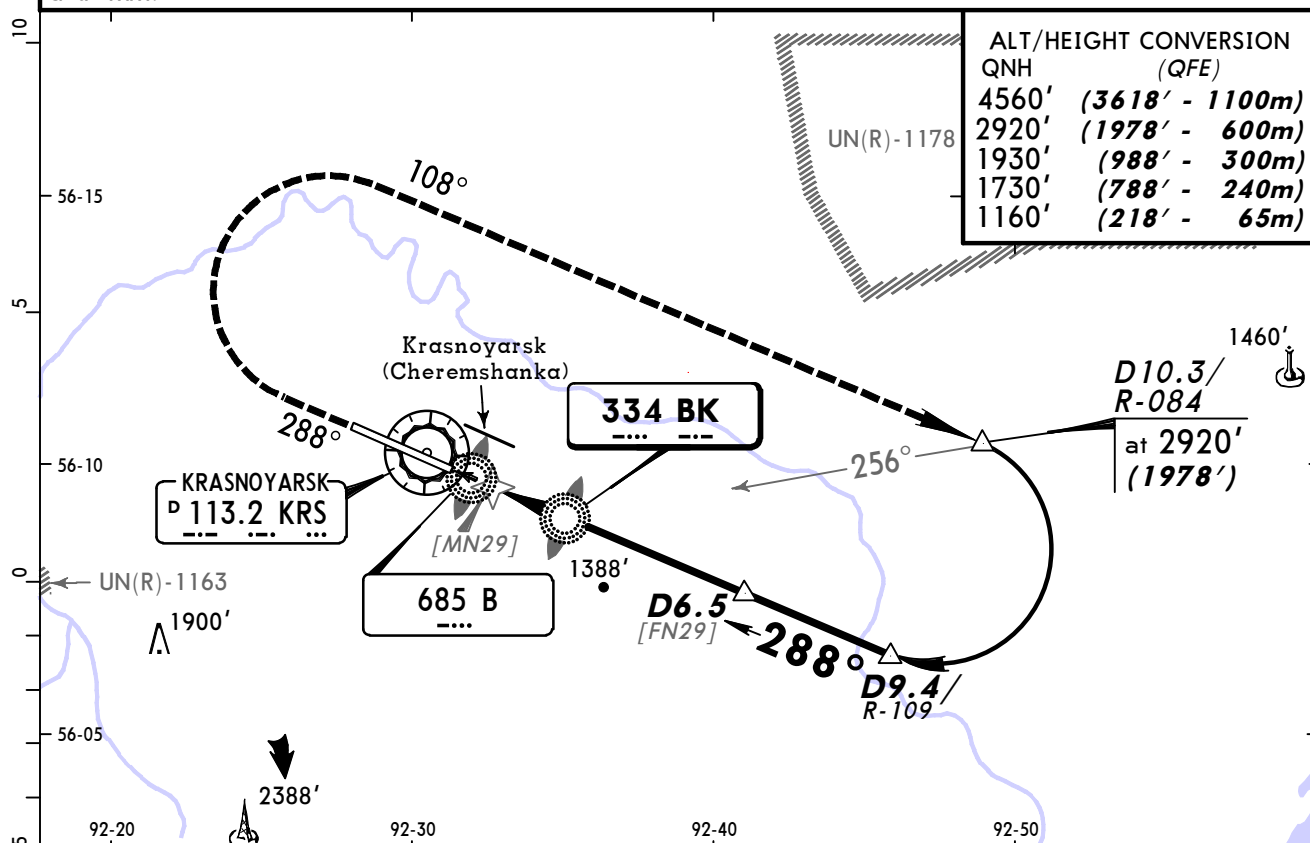
Gnd speed-Kts	70	90	100	120	140	160	HIALS	1930' (988')	288°	2920' (1978')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	on 108°	LT
FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

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	2400m		3200m		3200m	
C		4000m	4800m	3200m	3600m	4000m	4800m
D	2000m	4400m		3600m	4000m	4400m	

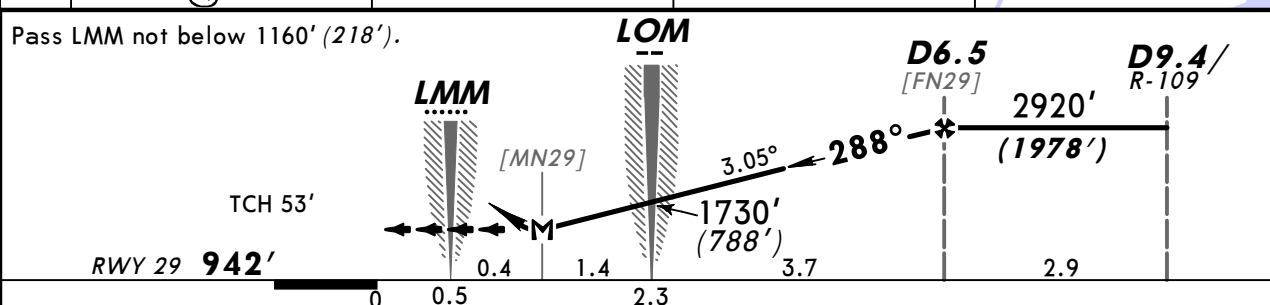
ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
NDB BK 334	Final Apch Crs 288°	Minimum Alt D6.5 2920' (1978')	2 NDB MDA(H) (CONDITIONAL) 1310' (368')	Apt Elev 942' RWY 942'	
MISSED APCH: Climb on 288° to 1930' (988'), then 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	1200m	RVR 1500m VIS 1600m	3200m	3200m	3200m	3200m	
B							
C			4000m	4800m	3200m	3600m	4000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	4800m	3600m	4000m	4400m