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JEPPESEN
JeppView for Windows

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Airport Information For UNKL
Terminal Charts For UNKL
Revision Letter For Cycle 17-2013
Change Notices
Notebook

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General Information

Location: Krasnoyarsk Rus
IATA Code: KJA
Lat/Long: N56° 10.4' 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: 2241 Z
Sunset: 1303 Z,

Runway Information

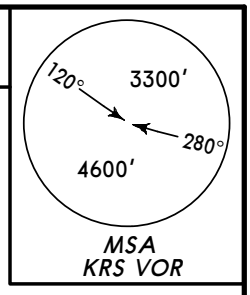
Runway: 11
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 942 ft
Lighting: Edge, ALS, Centerline

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 Tower/Start Tower 129.0 Secondary
Krasnoyarsk Tower/Start Tower 124.0 Secondary
Krasnoyarsk Tower/Start Tower 118.3
Krasnoyarsk Taxiing Ground Control 129.0 Secondary
Krasnoyarsk Taxiing Ground Control 124.0 Secondary
Krasnoyarsk Taxiing Ground Control 121.9
Krasnoyarsk Ground Ramp/Taxi Control 129.0 Secondary
Krasnoyarsk Ground Ramp/Taxi Control 124.0 Secondary
Krasnoyarsk Ground Ramp/Taxi Control 118.7
Krasnoyarsk Approach Control 129.0 Secondary
Krasnoyarsk Approach Control 127.7
Krasnoyarsk Approach Control 124.0 Secondary
Krasnoyarsk Krug Radar 129.0 Secondary
Krasnoyarsk Krug Radar 124.0 Secondary
Krasnoyarsk Krug Radar 122.0
Krasnoyarsk Transit Operations 131.9
Krasnoyarsk Transit Operations 129.0 Secondary
Krasnoyarsk Transit Operations 124.0 Secondary

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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

ALT/HEIGHT CONVERSION

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

MHA FL70
166°
No 1
346°
D
184°
GOREVOYE
1061 GO
N56 38.5 E092 39.2
At or above
FL70

N
NOT TO SCALE

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

29.2
GO 7E

D11.4 KRS
N56 18.2 E092 16.0
(KRS R-310)
At 2920′
(1978′)

D10.4 KRS
N56 17.6 E092 17.5
At 2920′
(1978′)

6
1
10.4
288°
3
108°
311°
R005°
Krasnoyarsk
(Cheremshanka)
R104°
018°
26.5
NM 7E
285°
D

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

D7.6 KRS
At 2920′
(1978′)

NEMUR
N56 01.6 E093 15.2
At or above
FL70

MHA FL70
283°
No 2
103°
21
287°

KRASNOYARSK
D (H) 113.2 KRS
N56 10.2 E092 30.5
At 3900′
(2958′)

LALOM
N55 54.4
E093 49.5

CHANGES: MHAs revised / established.

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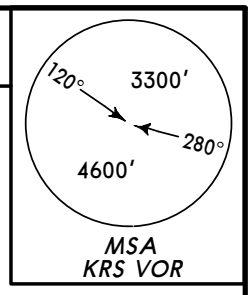
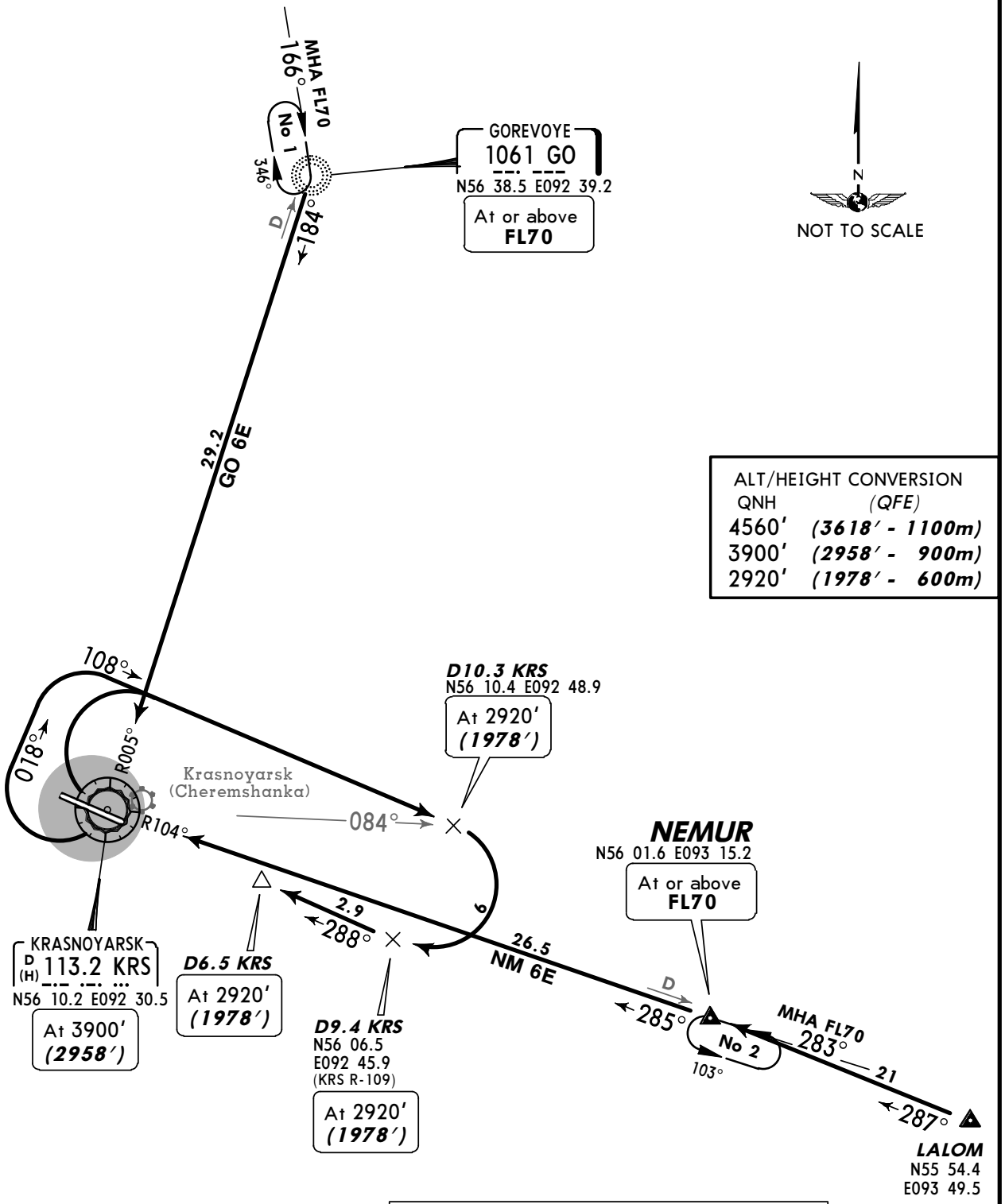
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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



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

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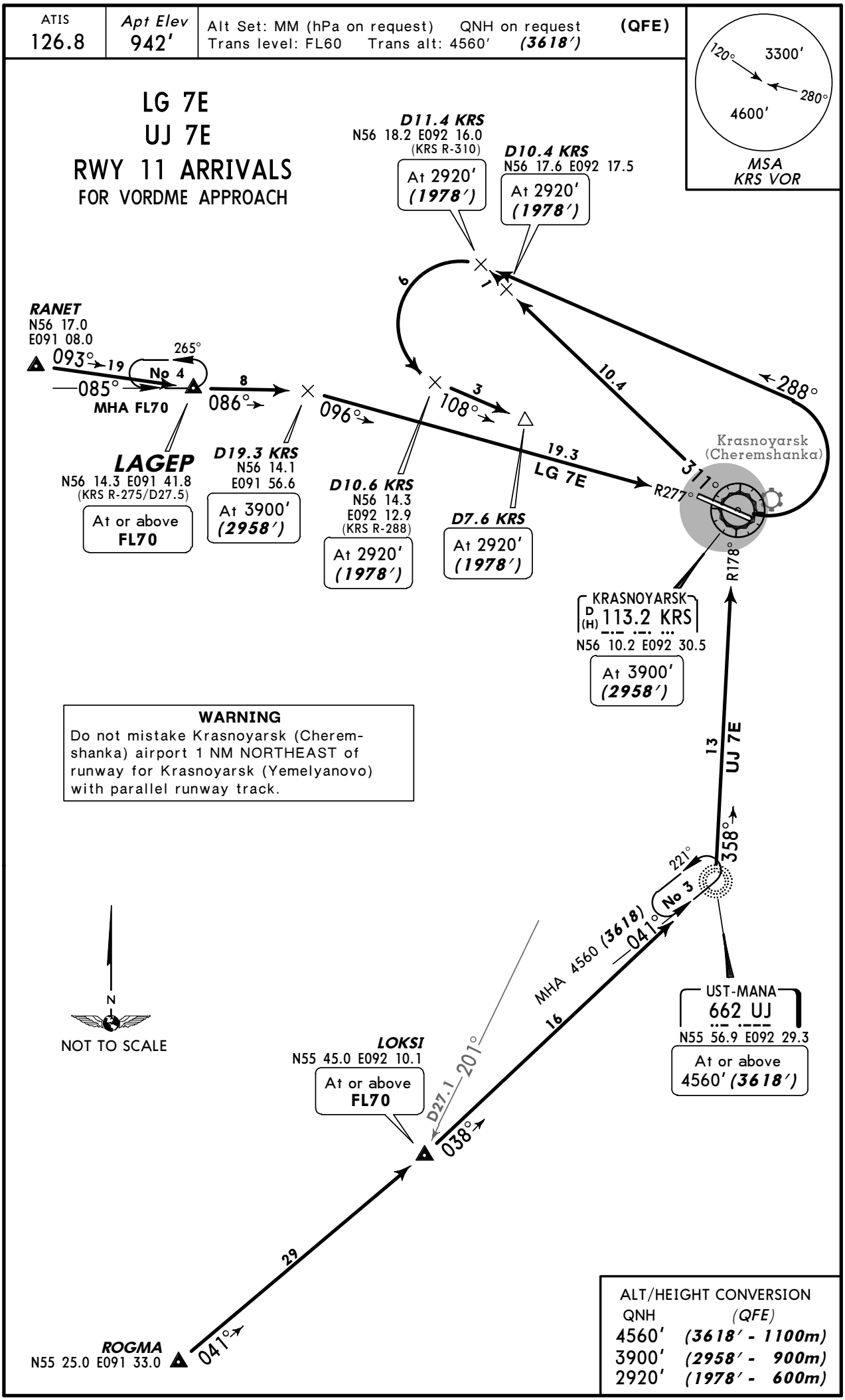

ALT/HEIGHT CONVERSION

QNH	(QFE)
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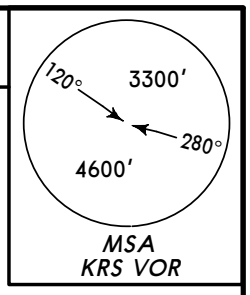
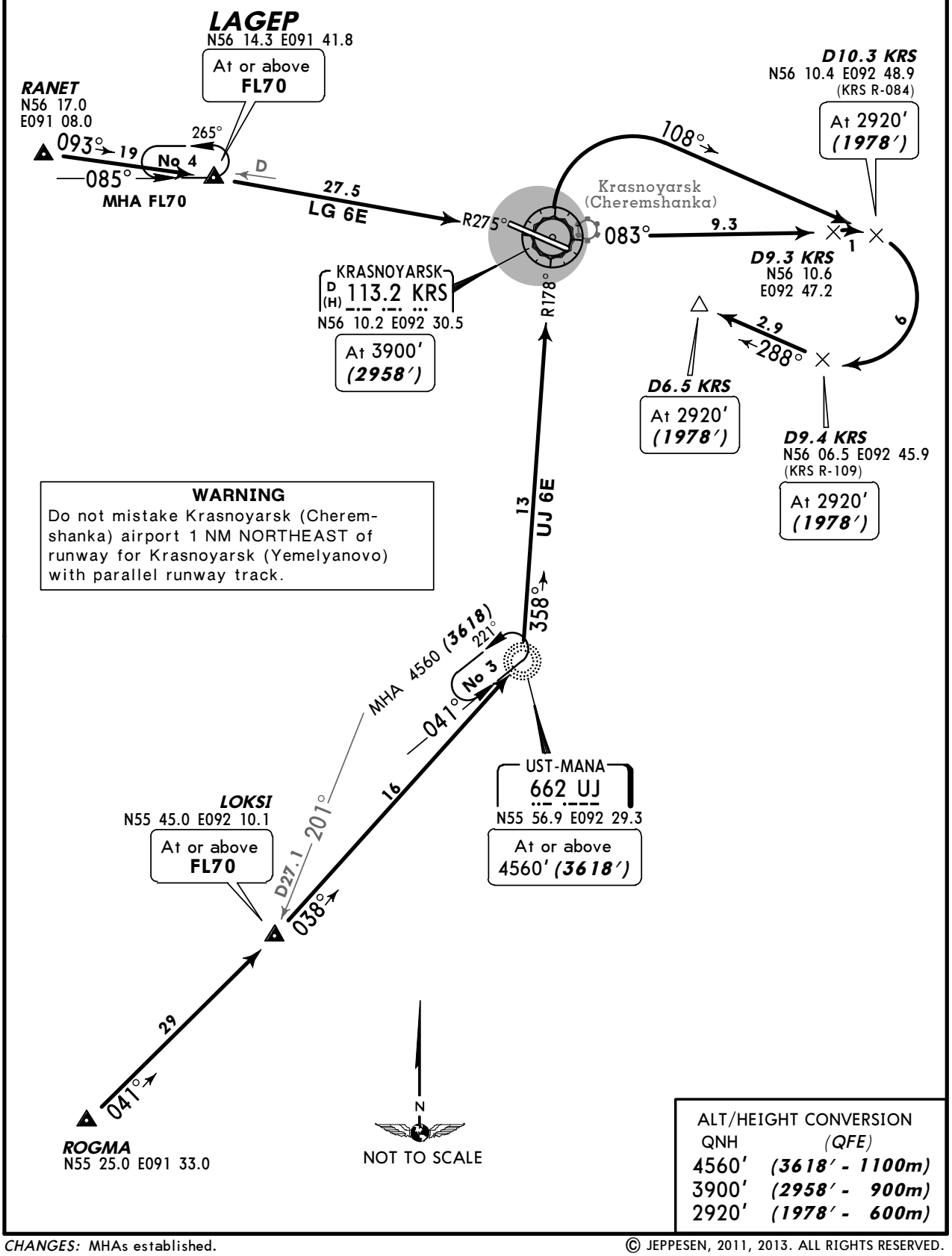
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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



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

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ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
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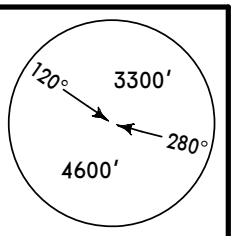
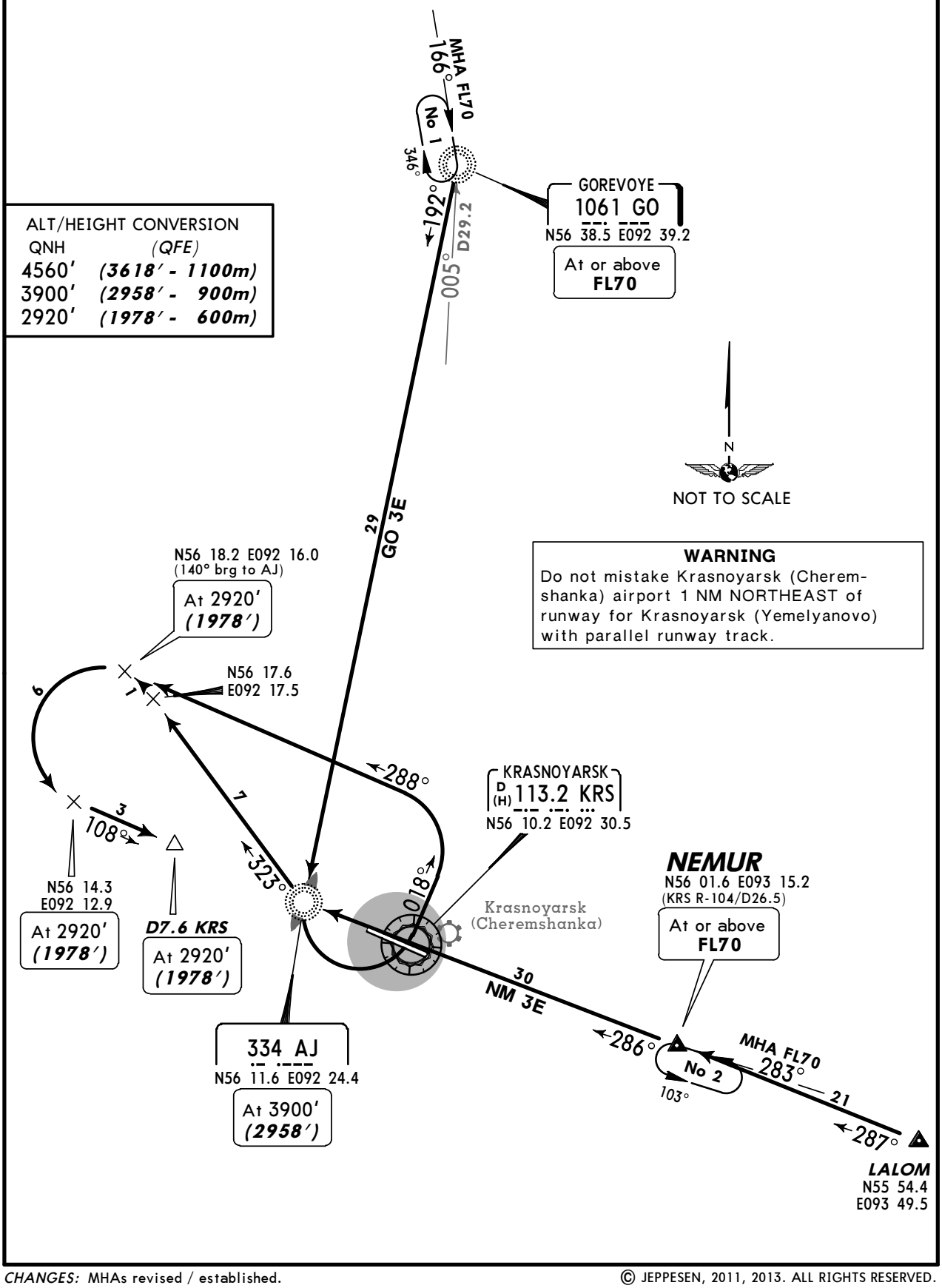


MSA
KRS VOR

GO 3E
NM 3E
RWY 11 ARRIVALS
FOR ILS OR 2 NDB APPROACH



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
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WARNING
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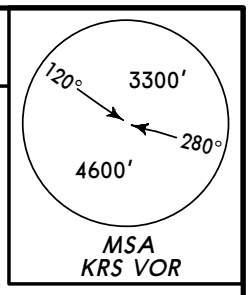
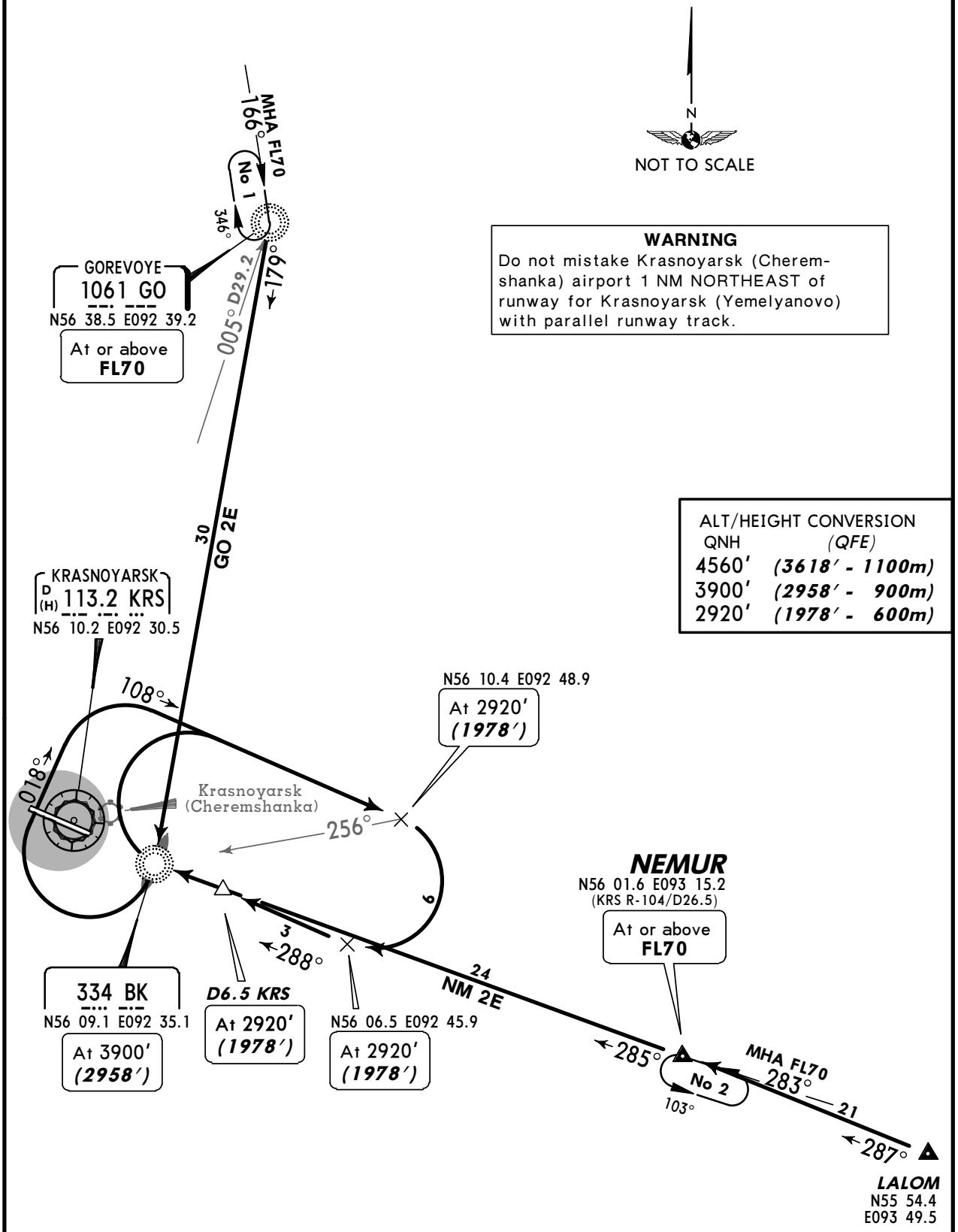
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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



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ALT/HEIGHT CONVERSION

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

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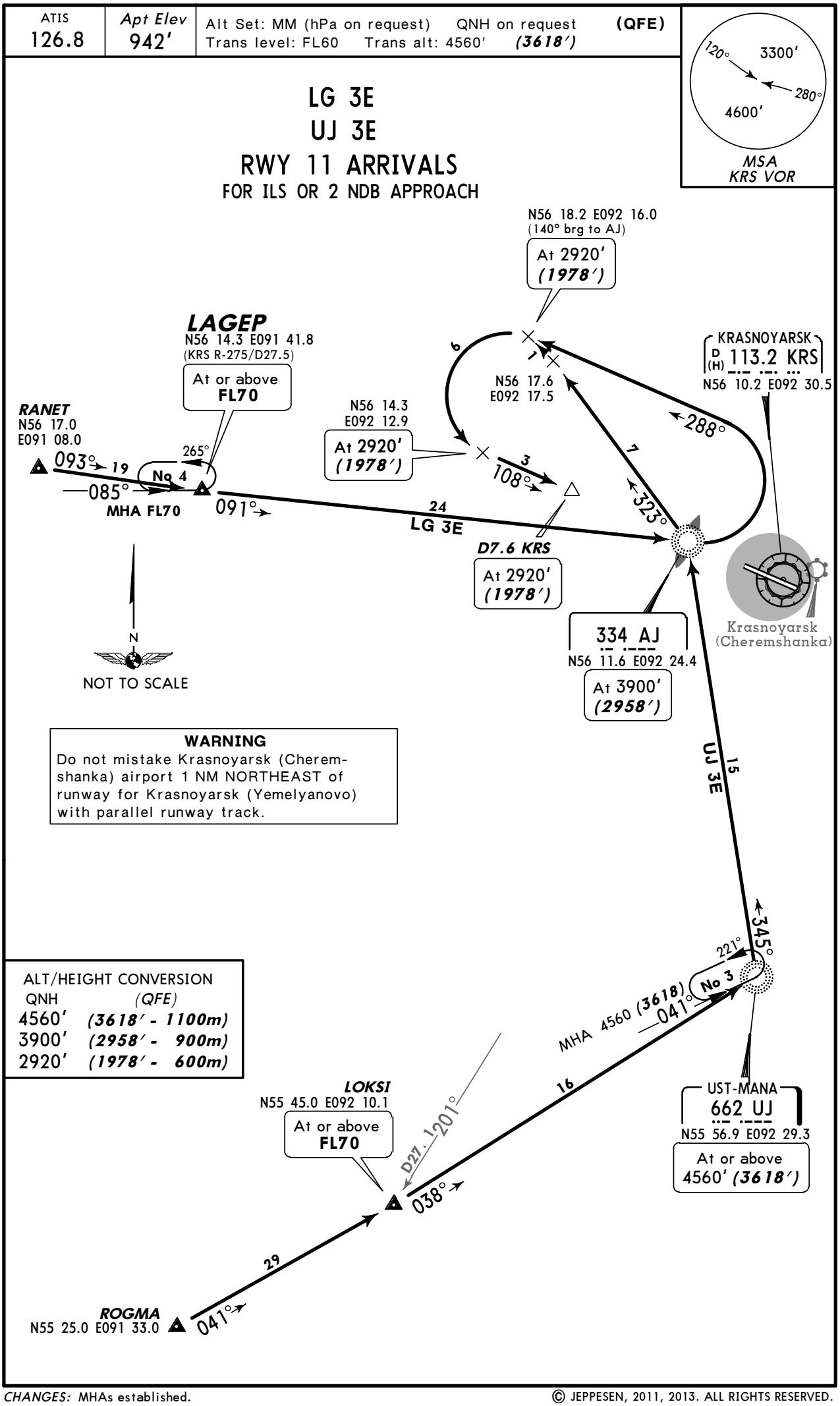
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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2920′	*(1978′ - 600m)*

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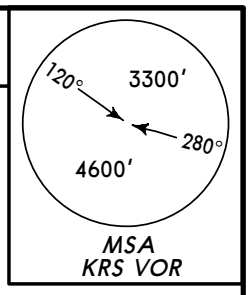
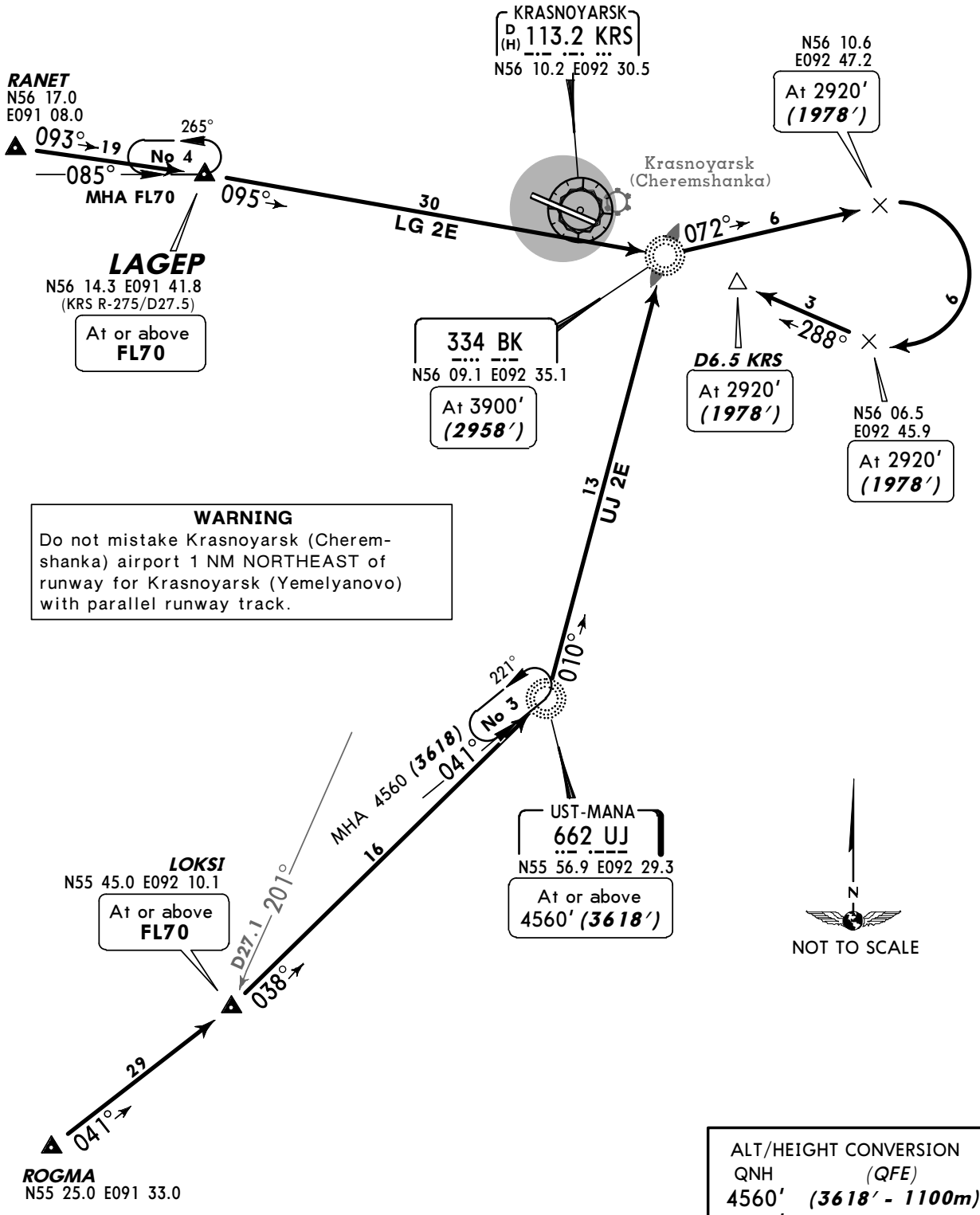
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



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



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ALT/HEIGHT CONVERSION

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

CHANGES: MHAs established.

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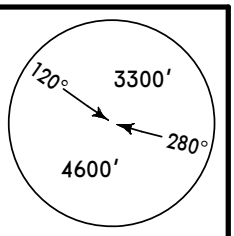
ATIS	Apt Elev	
126.8	942′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560′ *(3618′)*



GO 11E
NM 11E
RWY 11 ARRIVALS
BY ATC

ALT/HEIGHT CONVERSION

QNH	(QFE)
4560′	*(3618′ - 1100m)*
2920′	*(1978′ - 600m)*

MHA FL70
166°
No 1
346°
211°
D29.2
005°

GOREVOYE
1061 GO
N56 38.5 E092 39.2
At or above
FL70

26
GO 11E

N
NOT TO SCALE

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM NORTHEAST 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′)

3
5
288°
310°
301°
4
3
108°
182°
328°

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

D7.6 KRS
At 2920′
(1978′)

31
NM 11E

NEMUR
N56 01.6 E093 15.2
At or above
FL70

Krasnoyarsk
(Cheremshanka)

294°
104°
D26.5

334 AJ
N56 11.6 E092 24.4

KRASNOYARSK
D (H) 113.2 KRS
N56 10.2 E092 30.5

MHA FL70
No 2
283°
103°
21
287°

LALOM
N55 54.4
E093 49.5

CHANGES: MHAs revised / established.

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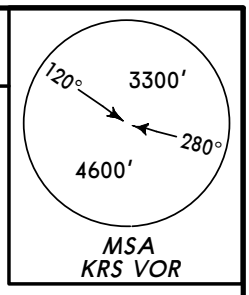
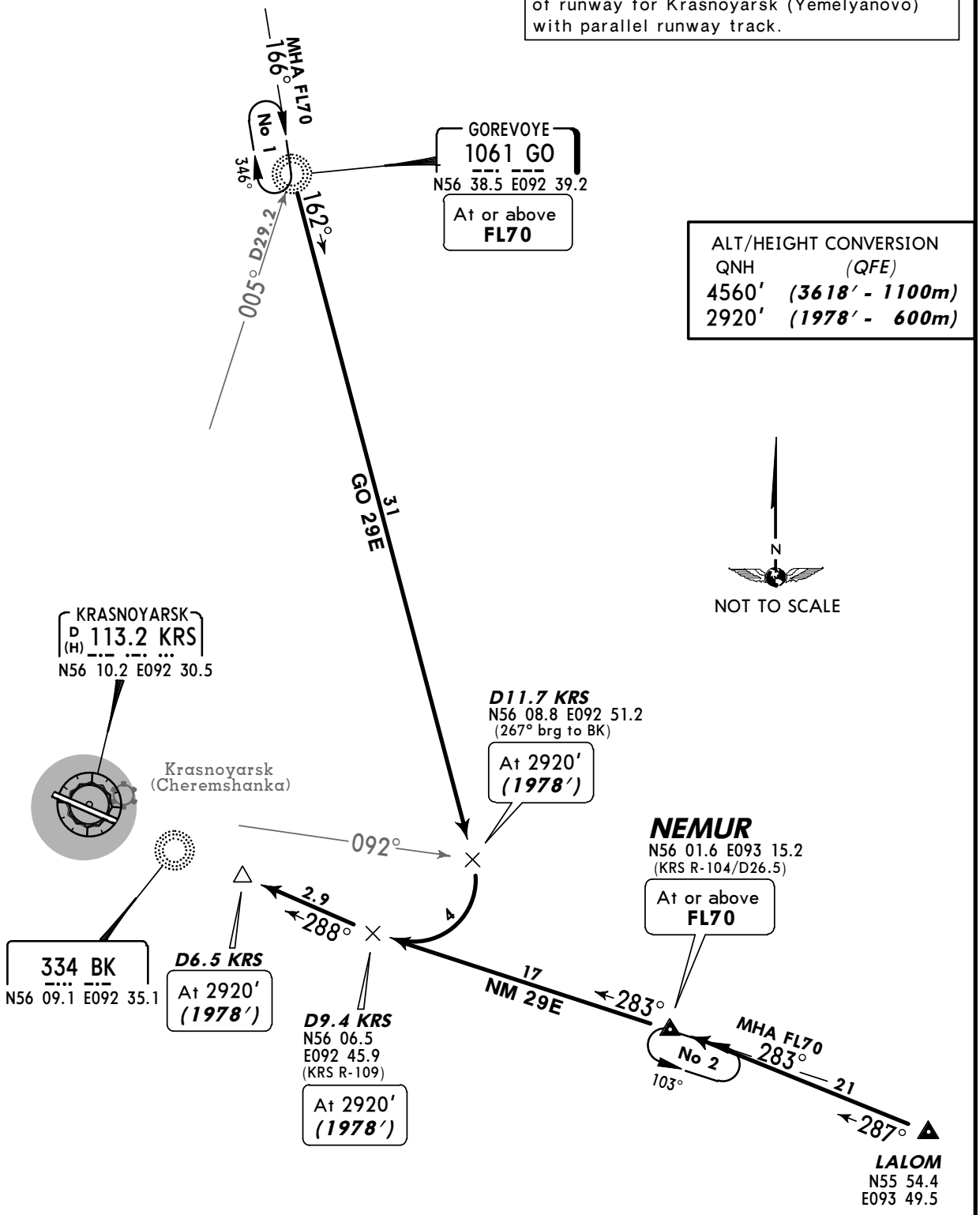
ATIS	Apt Elev	
126.8	942′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560′ *(3618′)*



GO 29E
NM 29E
RWY 29 ARRIVALS
BY ATC

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



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

CHANGES: MHAs revised / established.

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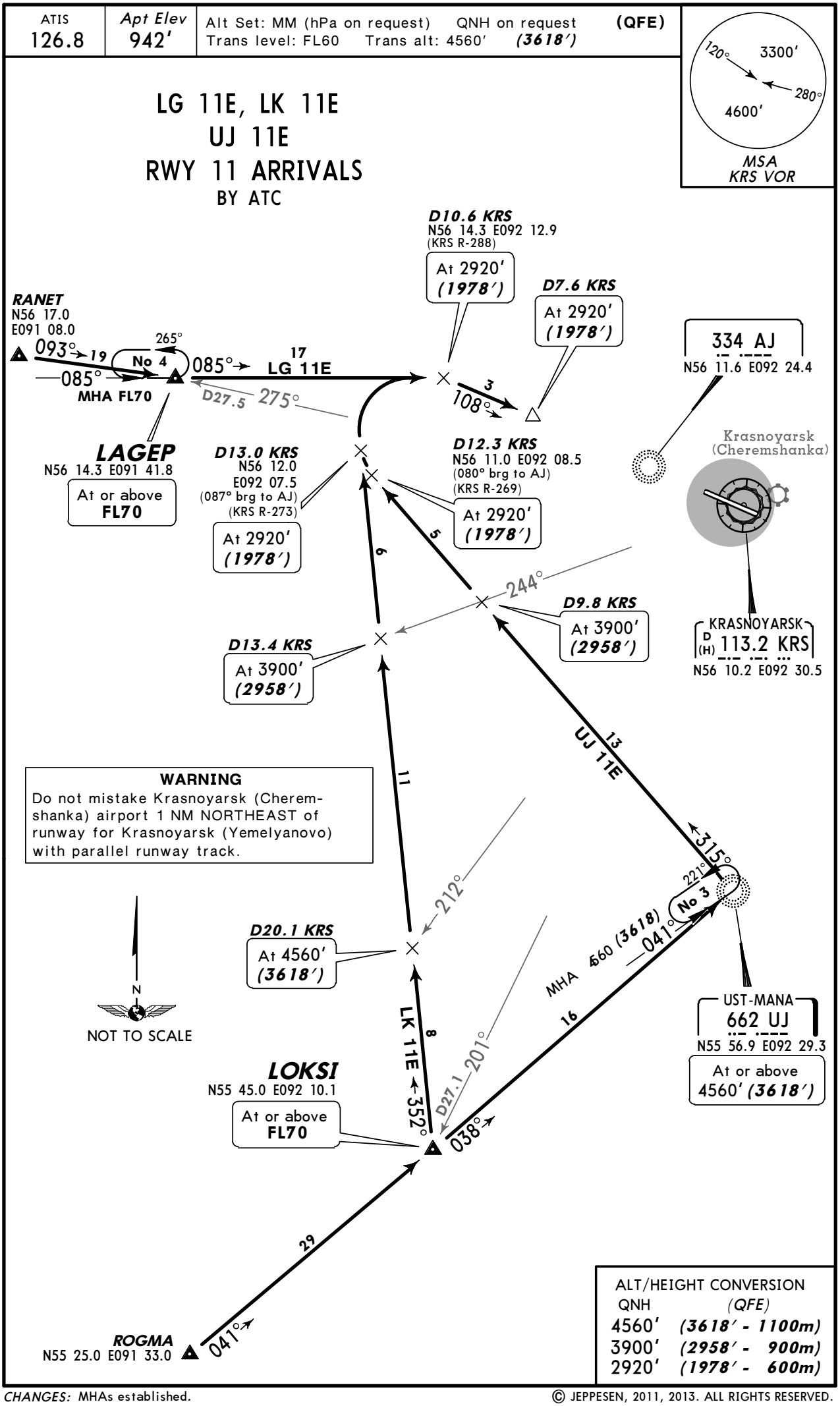
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



ALT/HEIGHT CONVERSION

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

CHANGES: MHAs established.

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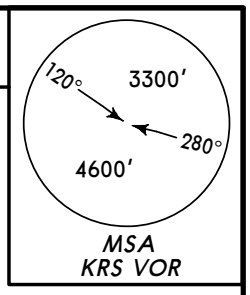
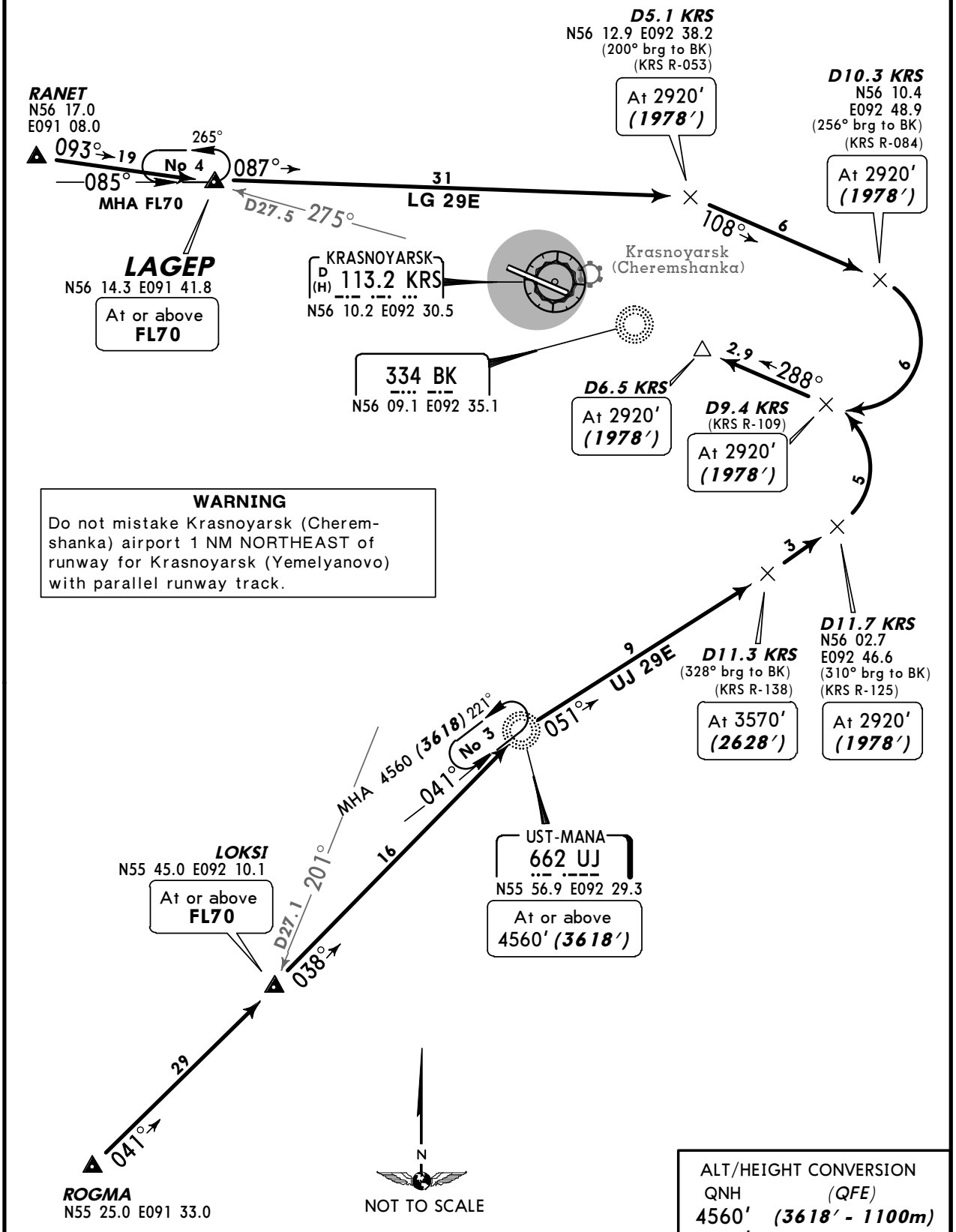
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	942′	Trans level: FL60 Trans alt: 4560′ *(3618′)*



LG 29E
UJ 29E
RWY 29 ARRIVALS
BY ATC



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

ALT/HEIGHT CONVERSION

QNH	(QFE)
4560′	*(3618′ - 1100m)*
3570′	*(2628′ - 800m)*
2920′	*(1978′ - 600m)*

CHANGES: MHAs established.

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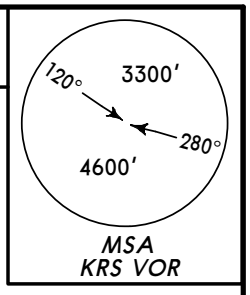
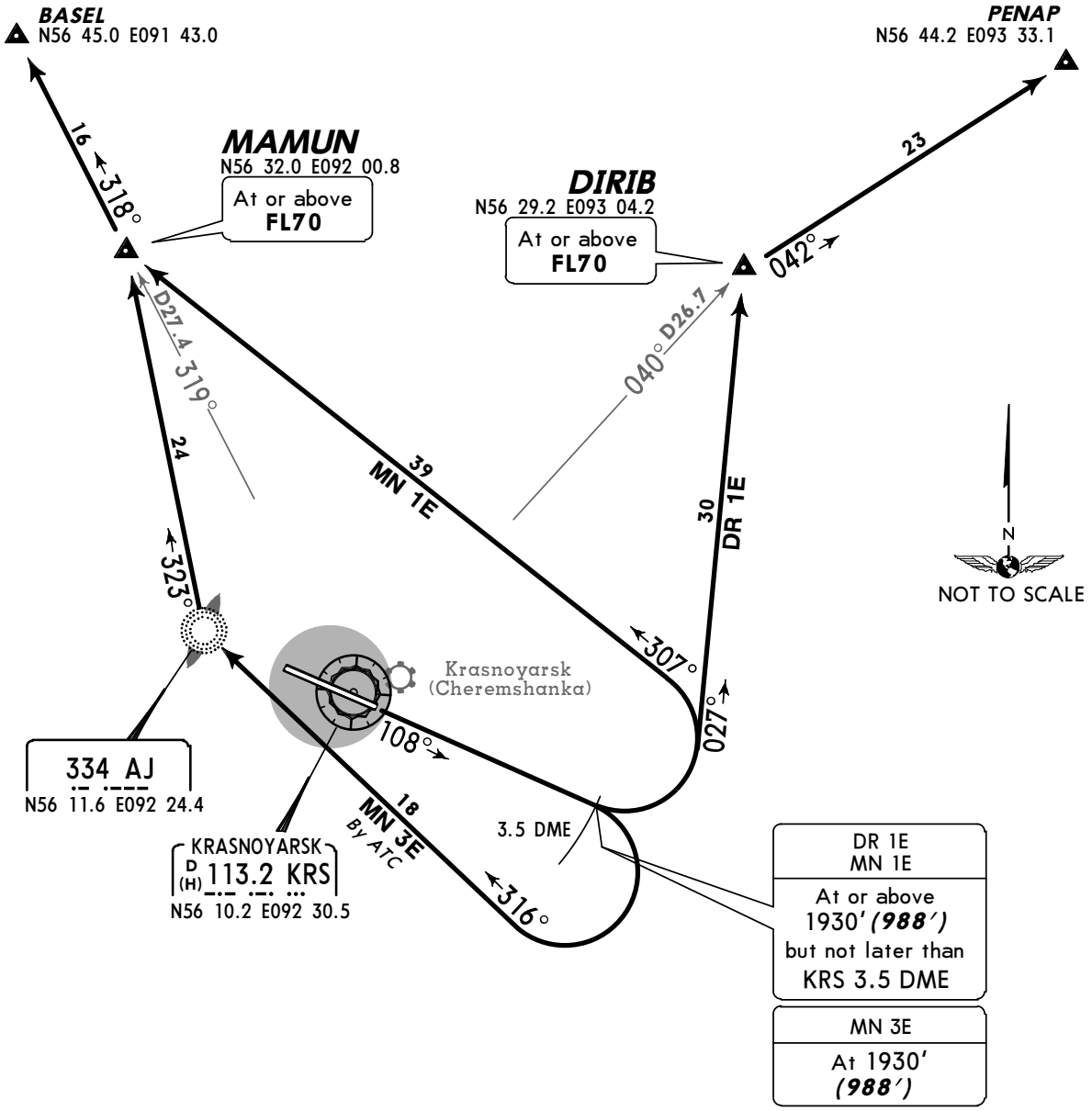
Apt Elev 942′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4560′ ***(3618′)***



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.



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

ALT/HEIGHT CONVERSION

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

CHANGES: PA replaced by PENAP.

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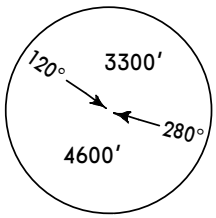
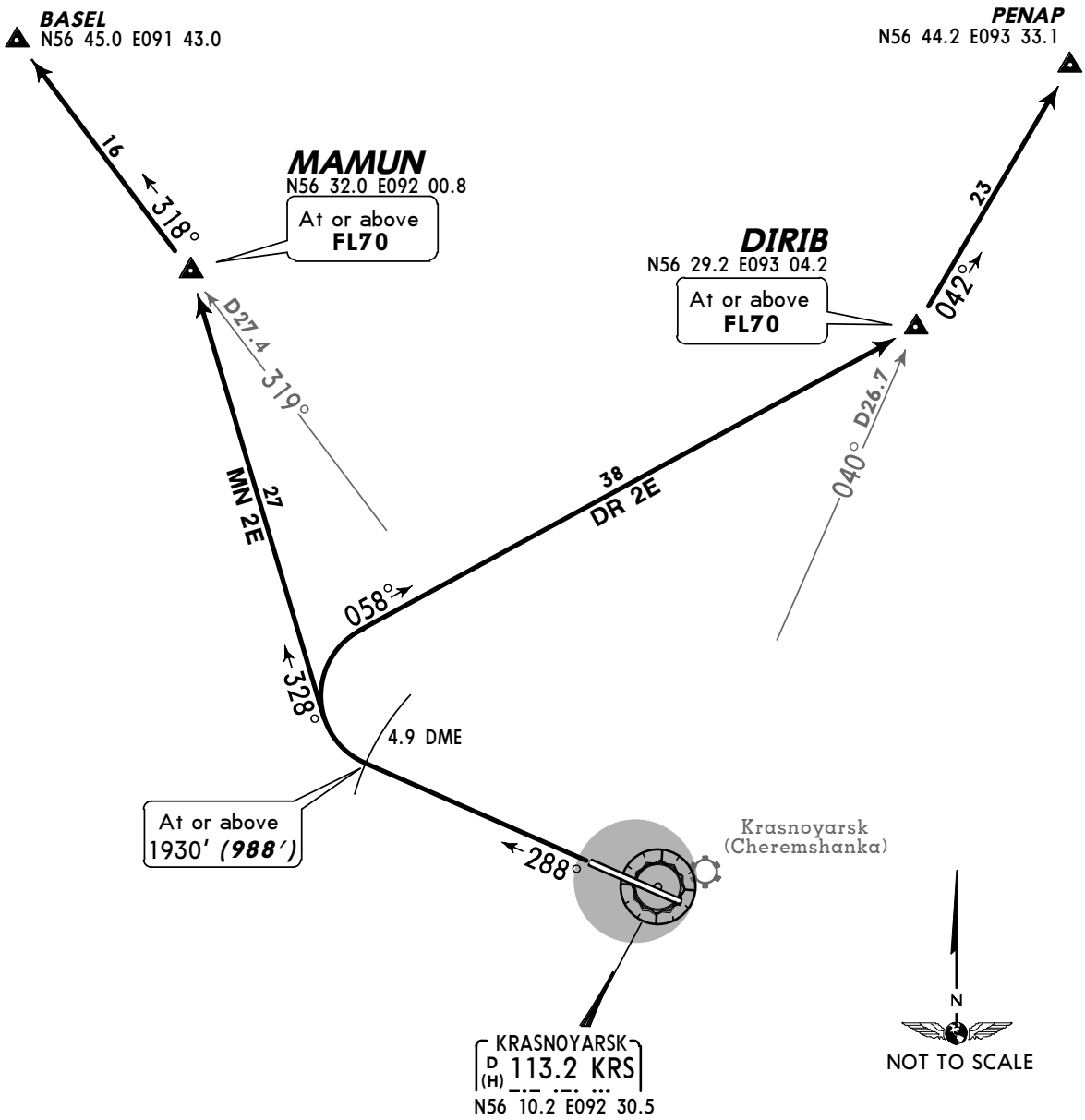
Apt Elev 942′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4560′ ***(3618′)***



MSA
KRS VOR

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.



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)***

CHANGES: PA replaced by PENAP.

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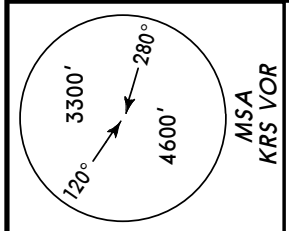
Apt Elev
942′

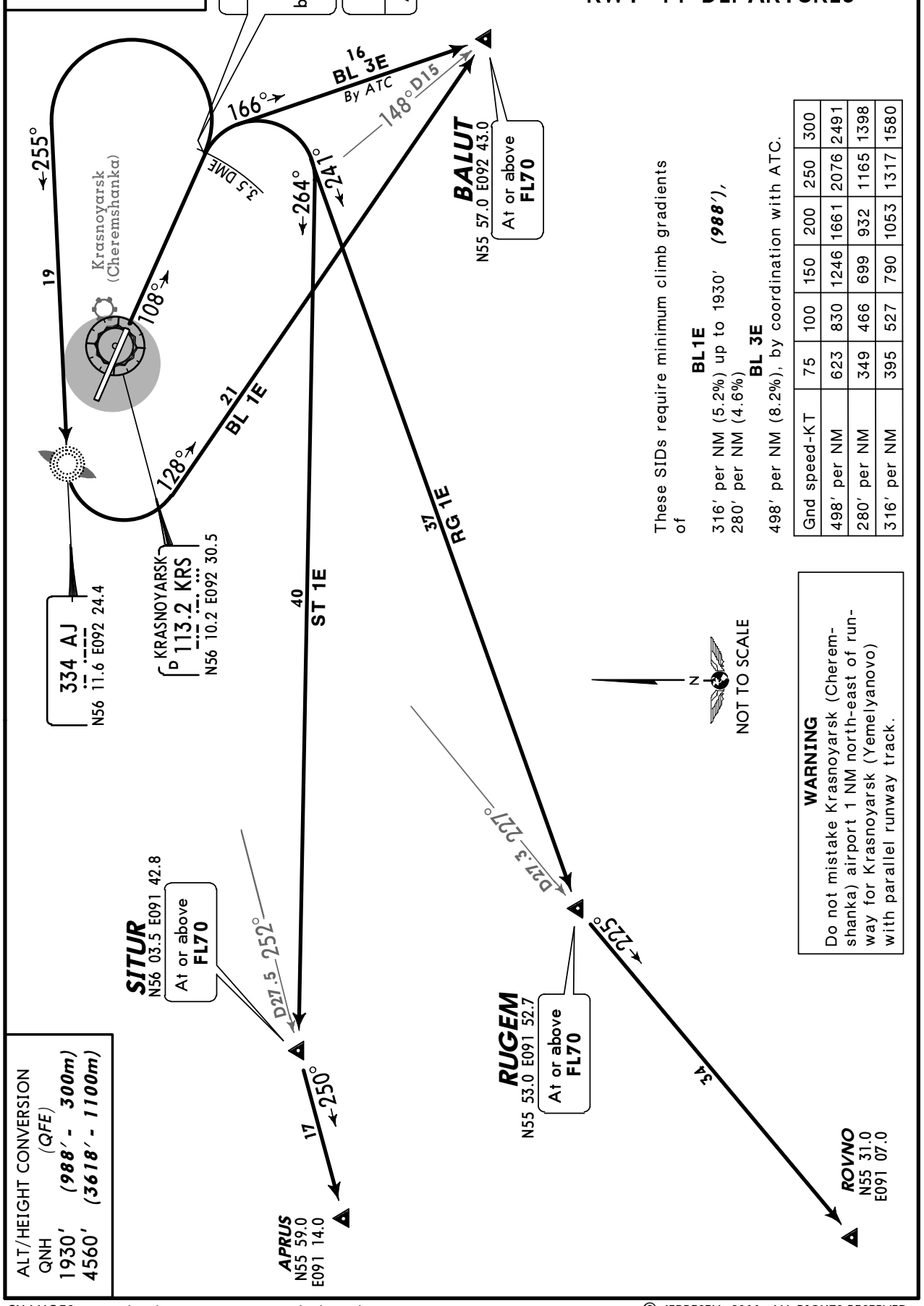
QNH on request **(QFE)**
Trans level: FL60 Trans alt: 4560′ ***(3618′)***

BL 1E, RG 1E, ST 1E
BL 3E
BY ATC
RWY 11 DEPARTURES



BL 1E
At or above 1930′ ***(988′)*** but not later than KRS 3.5 DME

BL 3E RG 1E, ST 1E
At 1930′ ***(988′)***



These SIDs require minimum climb gradients of

BL1E
316′ per NM (5.2%) up to 1930′ ***(988′)***,
280′ per NM (4.6%)

BL 3E
498′ per NM (8.2%), by coordination with ATC.

Gnd speed-KT	75	100	150	200	250	300
498′ per NM	623	830	1246	1661	2076	2491
280′ per NM	349	466	699	932	1165	1398
316′ per NM	395	527	790	1053	1317	1580

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

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

CHANGES: Trans level & crossings; BL 1E climb gradient.

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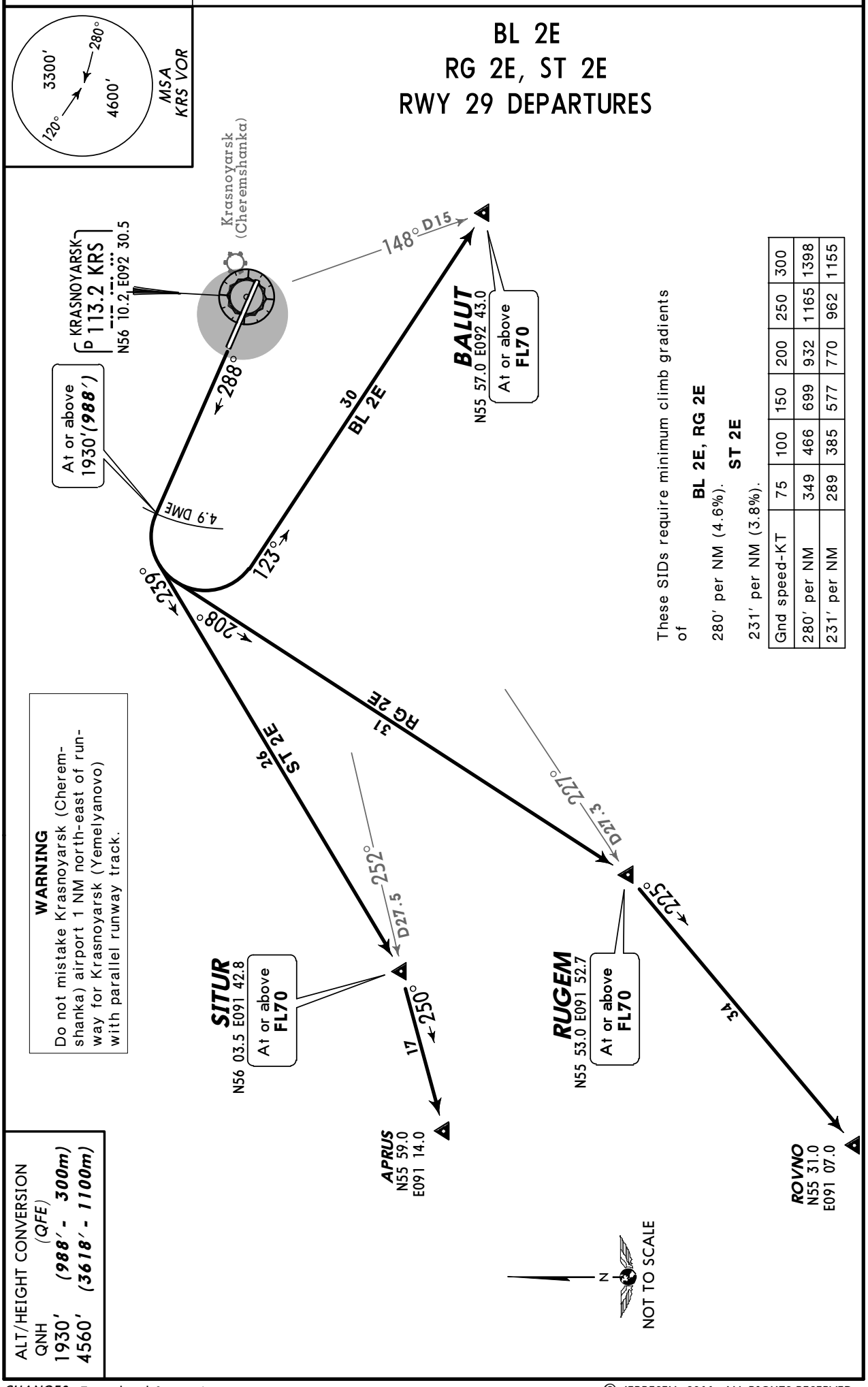
Apt Elev
942′

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

BL 2E
RG 2E, ST 2E
RWY 29 DEPARTURES



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

These SIDs require minimum climb gradients of
280′ per NM (4.6%). **BL 2E, RG 2E**
231′ per NM (3.8%). **ST 2E**

Gnd speed-KT	75	100	150	200	250	300
280′ per NM	349	466	699	932	1165	1398
231′ per NM	289	385	577	770	962	1155

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

CHANGES: Trans level & crossings.

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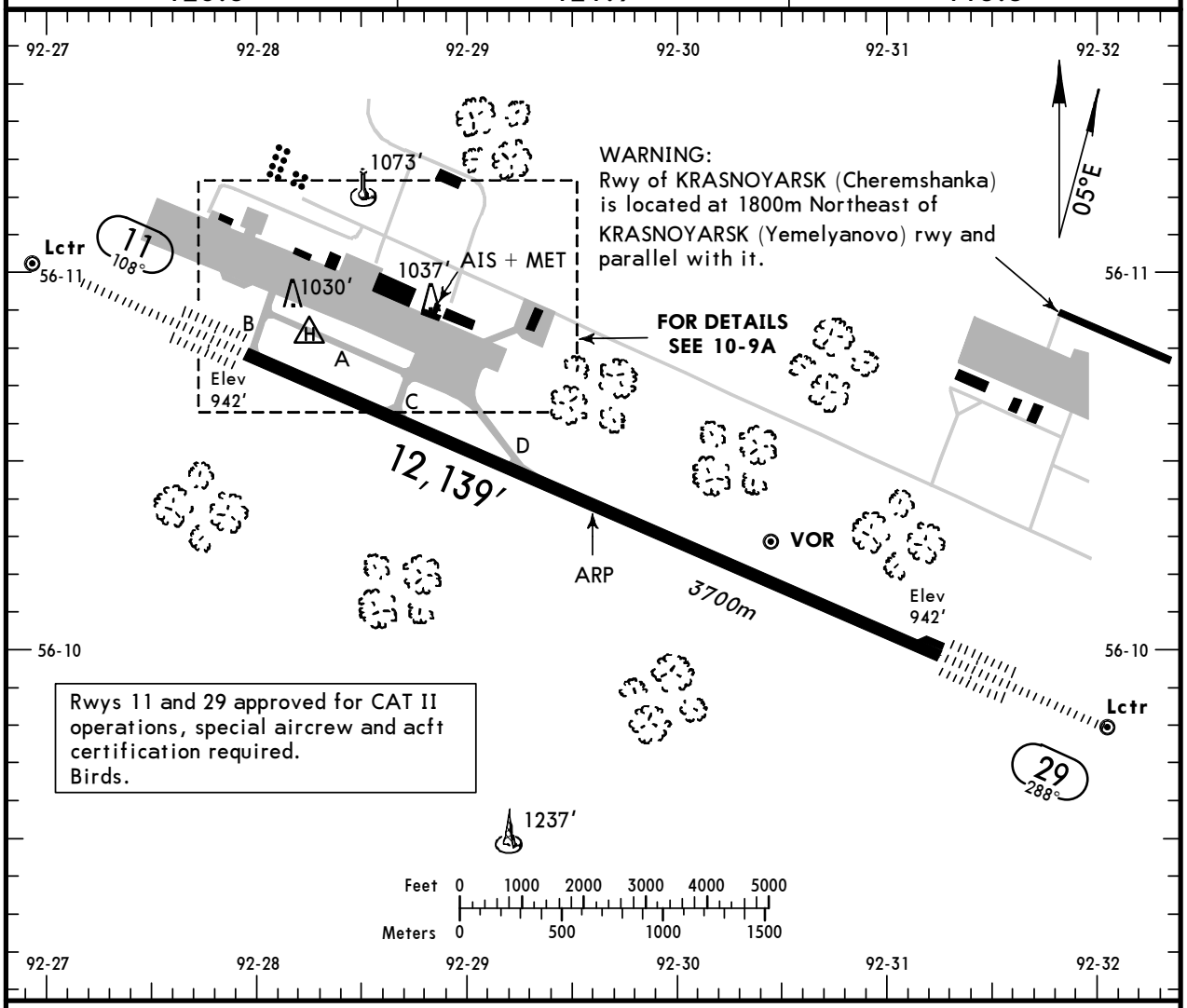
ATIS	KRASNOYARSK Ground	Start (TWR)
126.8	121.9	118.3



ADDITIONAL RUNWAY INFORMATION

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

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	*200m*	*250m*	*400m*
B			
C			
D	*250m*	*300m*	

CHANGES: None.

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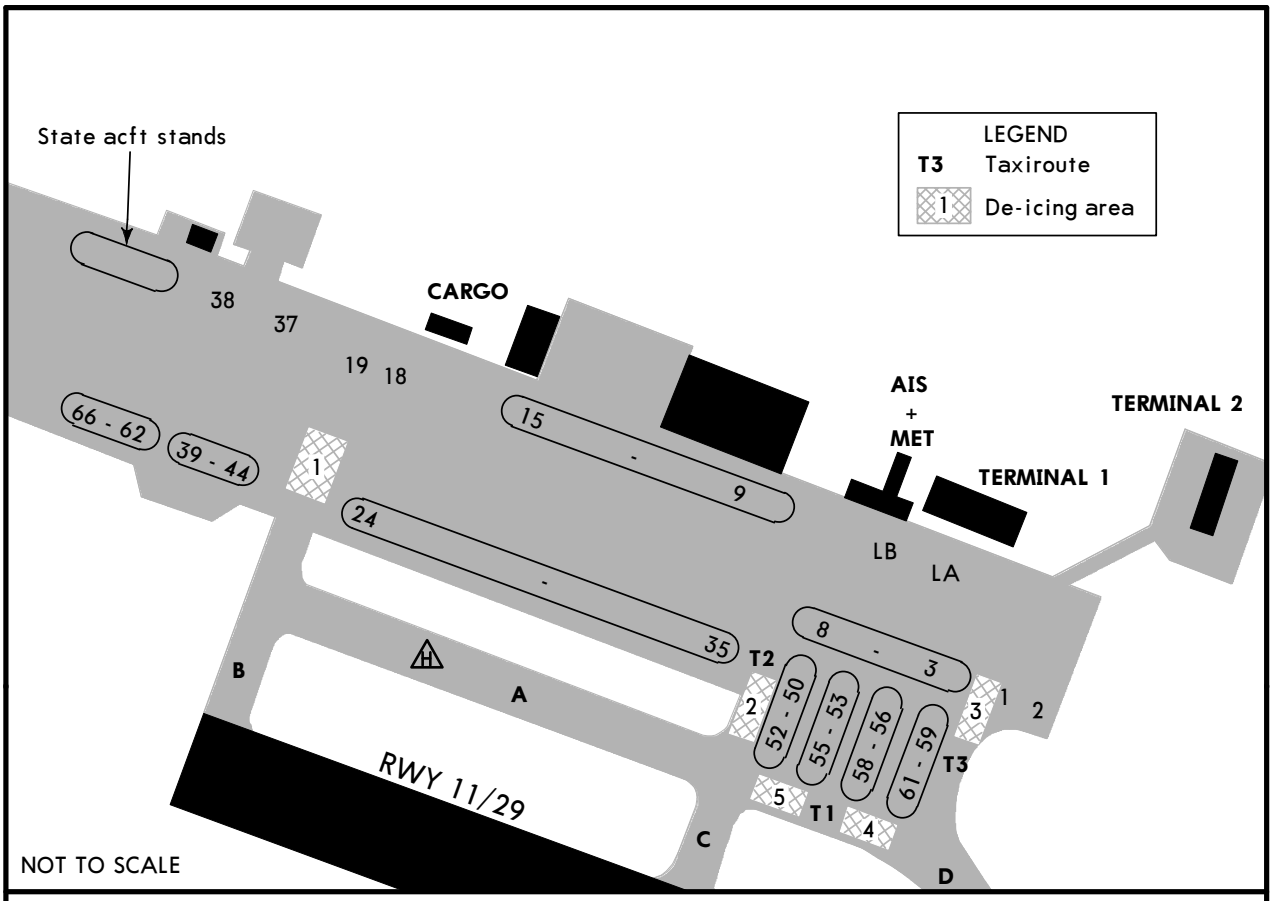

Engines start-up on stands 9 thru 19, 37 and 38 is prohibited.
Engines start-up and taxiing out of stands 1, 2, 24 thru 35 and 62 thru 66 are allowed on condition that the engines power is not above 0.4 of the rated power.
Enter stands 24, 25 and 37 thru 39 only by towing.
Taxiing of AN-124 along the 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		

CHANGES: Notes.

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KRASNOYARSK, RUSSIA
YEMELYANOVO

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 ❹ *ALS out*	**1380′**(438′) **R1300m** R1500m	**1380′**(438′) **R1300m** R1500m	**1380′**(438′) **R1300m** R2000m	**1380′**(438′) **R1300m** R2000m
	2 NDB ❺ *ALS out*	**1920′**(978′) **C4000m** C4700m	**1920′**(978′) **C4000m** C4700m	**1920′**(978′) **C4200m** C4900m	**1920′**(978′) **C4200m** C4900m
	NDB ❶ ❹	**1750′**(808′) **R1500m**	**1750′**(808′) **R1500m**	**1750′**(808′) **C2400m**	**1750′**(808′) **C2400m**
	NDB ❺ *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

CHANGES: CAT 2 ILS added.

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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 *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*	**1310**′(368′) **R1000m** R1500m	**1310**′(368′) **R1000m** R1500m	**1310**′(368′) **R1000m** R1700m	**1310**′(368′) **R1000m** R1700m
	VOR DME ❶ *ALS out*	**1470**′(528′) **R1500m** R1500m	**1470**′(528′) **R1500m** R1500m	**1470**′(528′) **R1700m** C2400m	**1470**′(528′) **R1700m** C2400m
	VOR ❶ ❷ *ALS out*	**1660**′(718′) **R1500m** C3500m	**1660**′(718′) **R1500m** C3500m	**1660**′(718′) **C2400m** C3700m	**1660**′(718′) **C2400m** C3700m
	VOR ❸ *ALS out*	**1660**′(718′) **C2800m** C3500m	**1660**′(718′) **C2800m** C3500m	**1660**′(718′) **C3000m** C3700m	**1660**′(718′) **C3000m** C3700m
	2 NDB ❶ ❹ *ALS out*	**1310**′(368′) **R1000m** R1500m	**1310**′(368′) **R1000m** R1500m	**1310**′(368′) **R1000m** R1700m	**1310**′(368′) **R1000m** R1700m
	2 NDB ❺ *ALS out*	**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 *ALS out*	**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

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

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UNKL/KJA
YEMELYANOVO

JEPPESEN

20 JUL 12
Eff 26 Jul

(11-1)

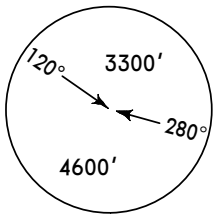
KRASNOYARSK, RUSSIA
ILS or LOC DME Rwy 11

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9

BRIEFING STRIP

LOC IAJ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 942′
110.5	108°	1680′ (738′)	1142′ (200′)	RWY 942′

MISSED APCH: Climb on 108° to 1930′ (988′) then turn LEFT onto 288° climbing to 2920′ (1978′) then according to chart.



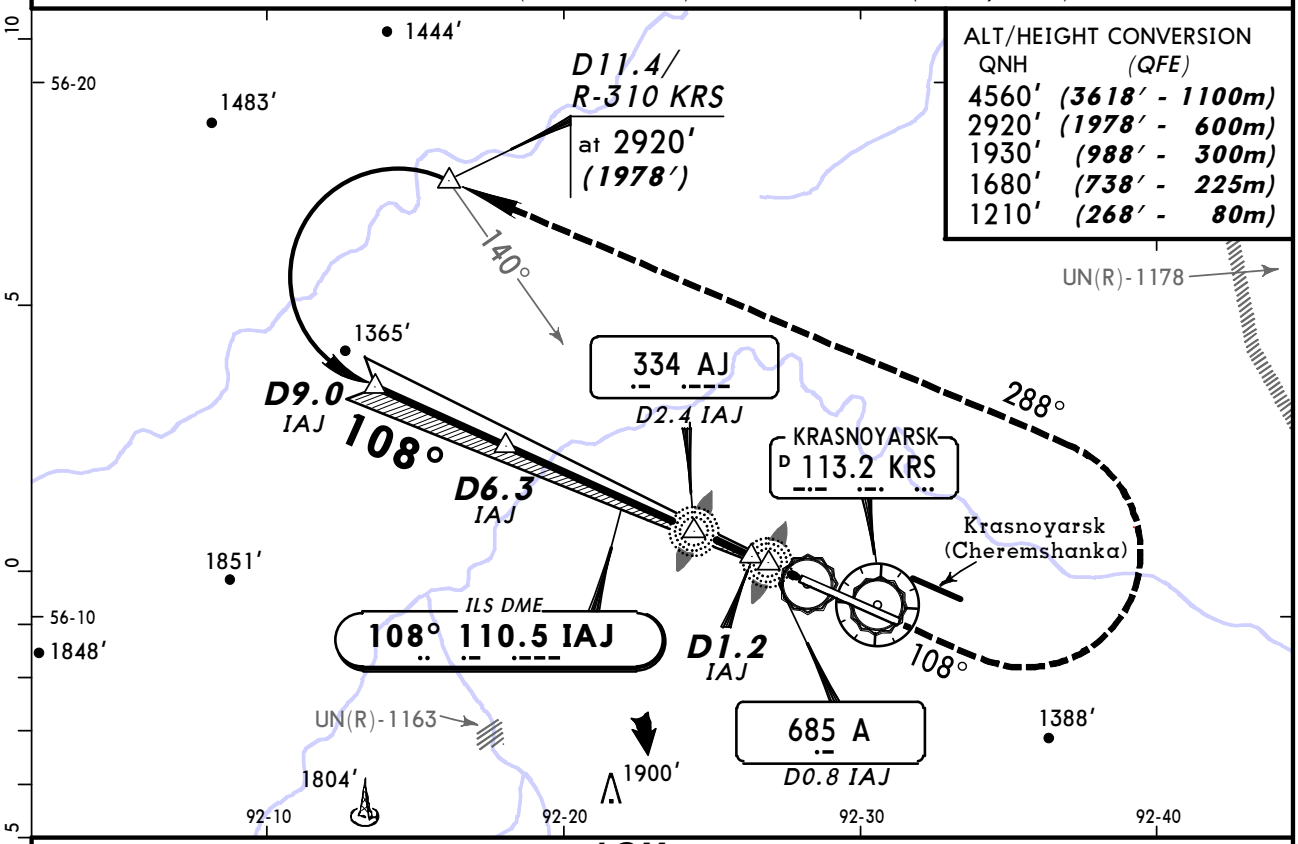
MSA KRS VOR

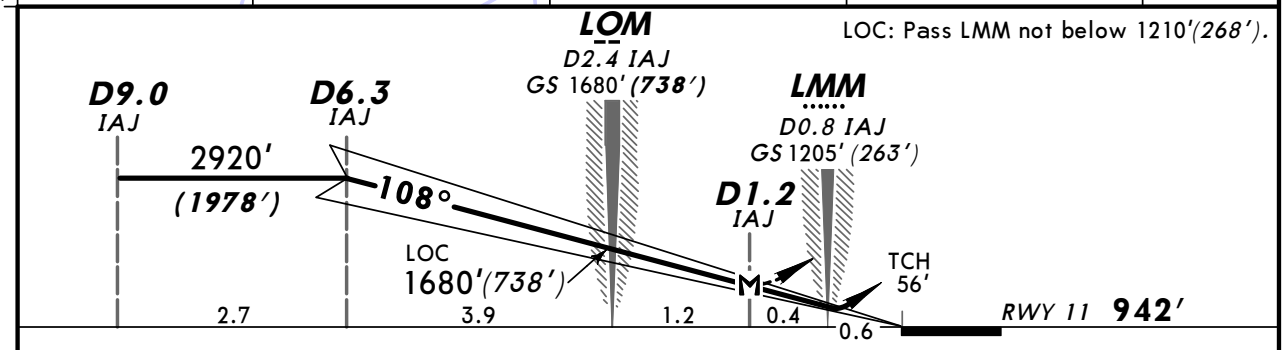
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4560′ (3618′)

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-II	1930′ (988′) on 108°	288° LT	2920′ (1978′)
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.2 IAJ										

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 1142′ (200′) FULL	ILS DA(H) 1142′ (200′) ALS out	LOC (GS out) MDA(H) 1320′ (378′)	LOC (GS out) MDA(H) 1320′ (378′) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C				
D			1200m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: ILS DME established.

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UNKL/KJA
YEMELYANOVO

JEPPESEN

20 JUL 12 (11-1A) Eff 26 Jul

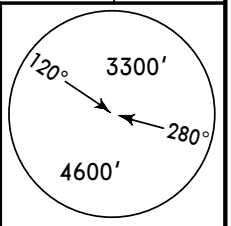
KRASNOYARSK, RUSSIA
CAT II ILS Rwy 11

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 IAJ	Final Apch Crs	GS LOM	CAT II ILS RA 100′ DA(H)	Apt Elev 942′ RWY 942′
110.5	108°	1680′ (738′)	1042′ (100′)	

MISSED APCH: Climb on 108° to 1930′ (988′) then turn LEFT onto 288° climbing to 2920′ (1978′) then according to chart.



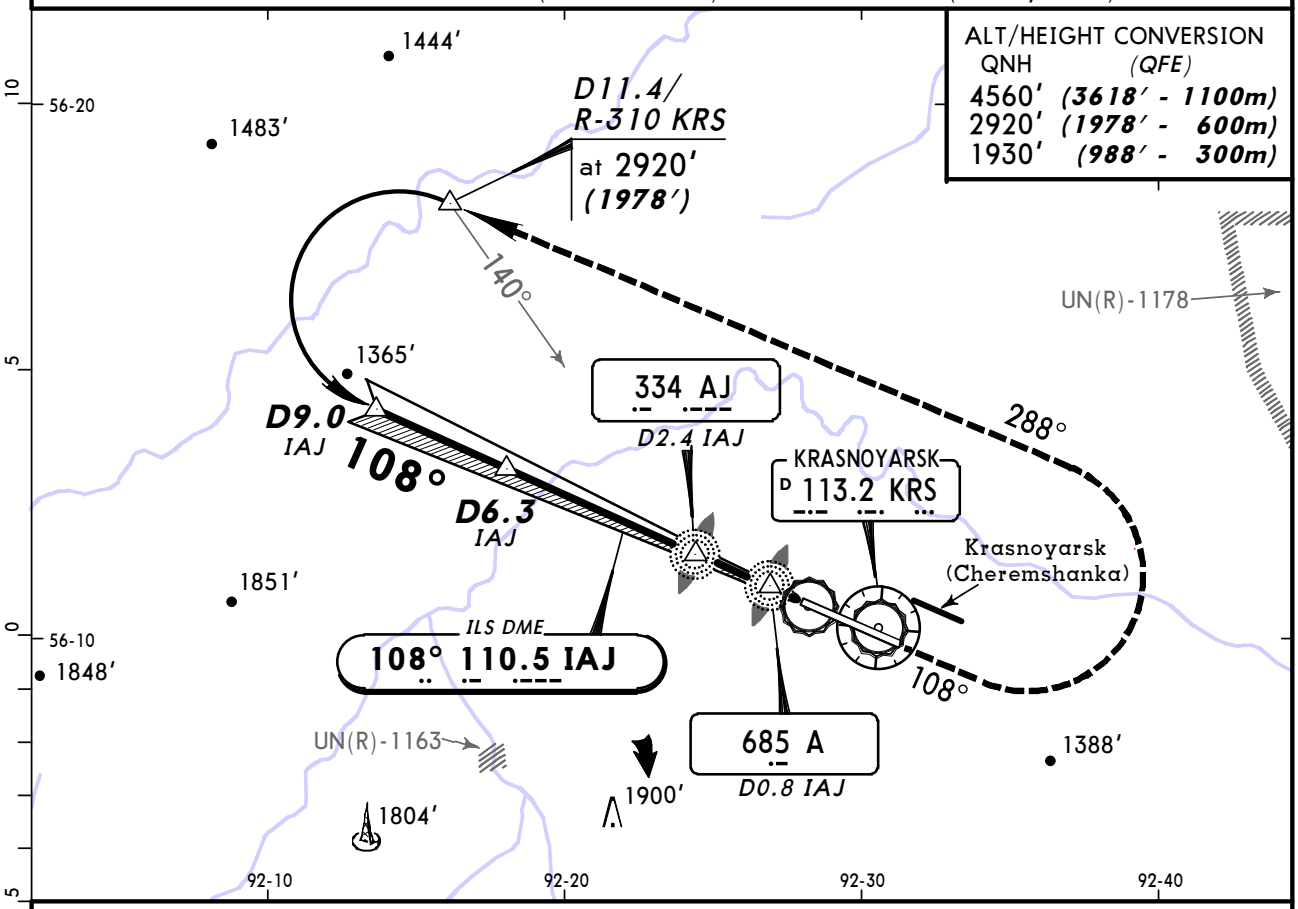
MSA KRS VOR

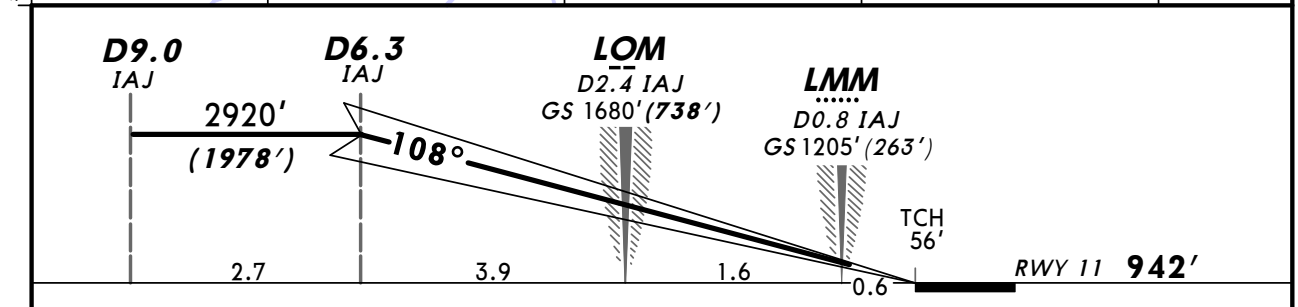
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560′ (3618′)

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
4560′	(3618′ - 1100m)
2920′	(1978′ - 600m)
1930′	(988′ - 300m)





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

HIALS-II PAPI 1930′ (988′) on 108° 288° LT 2920′ (1978′)

STRAIGHT-IN LANDING RWY 11
CAT II ILS
ABCD
RA 100′
DA(H) 1042′ (100′)

PANS OPS

RVR 350m

CHANGES: New procedure.

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UNKL/KJA
YEMELYANOVO

JEPPESEN

20 JUL 12
Eff 26 Jul

(11-2)

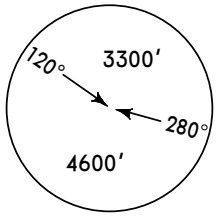
KRASNOYARSK, RUSSIA
ILS or LOC DME Rwy 29

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	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 942′
111.7	288°	1729′ (787′)	1142′ (200′)	RWY 942′

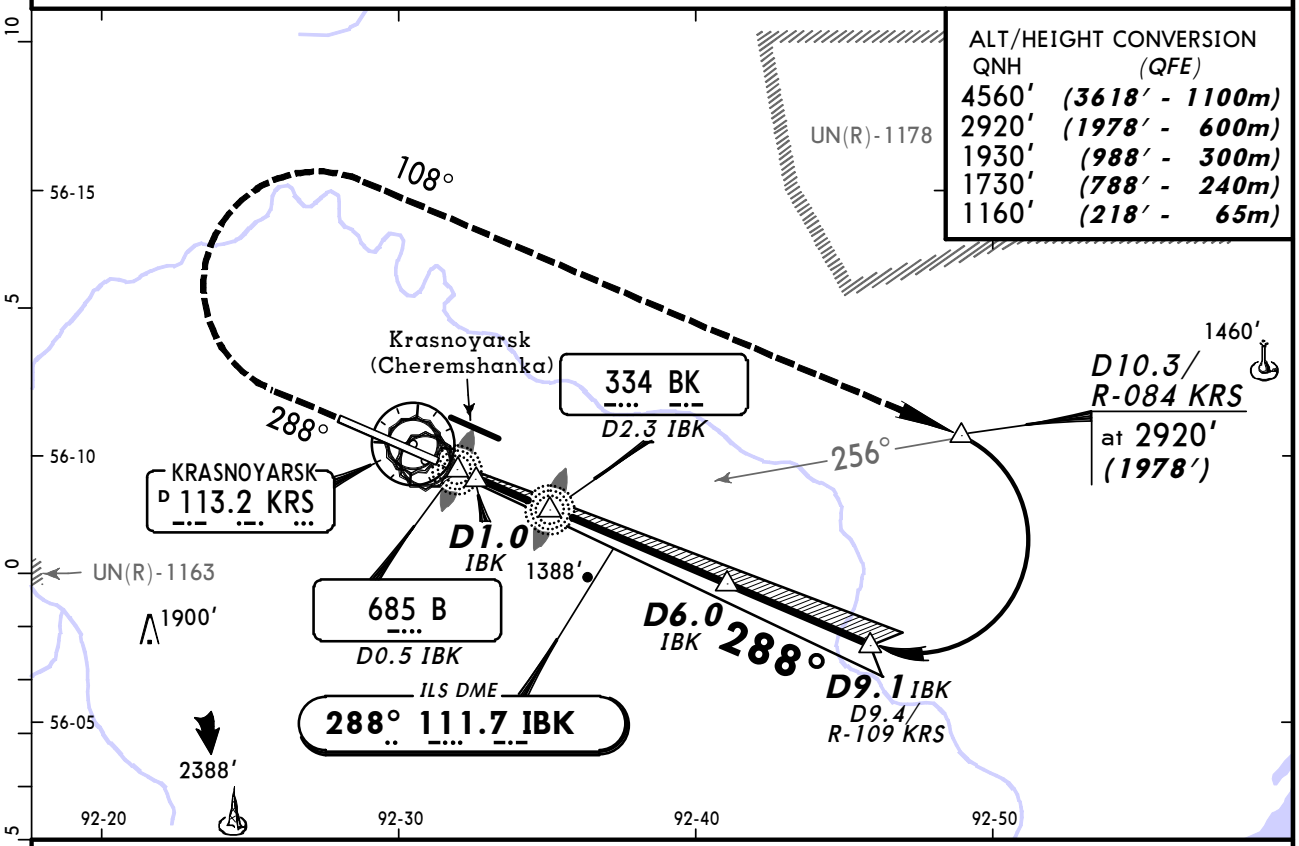
MISSED APCH: Climb on 288° to 1930′ (988′), then turn RIGHT onto 108° climbing to 2920′ (1978′), then according to chart.

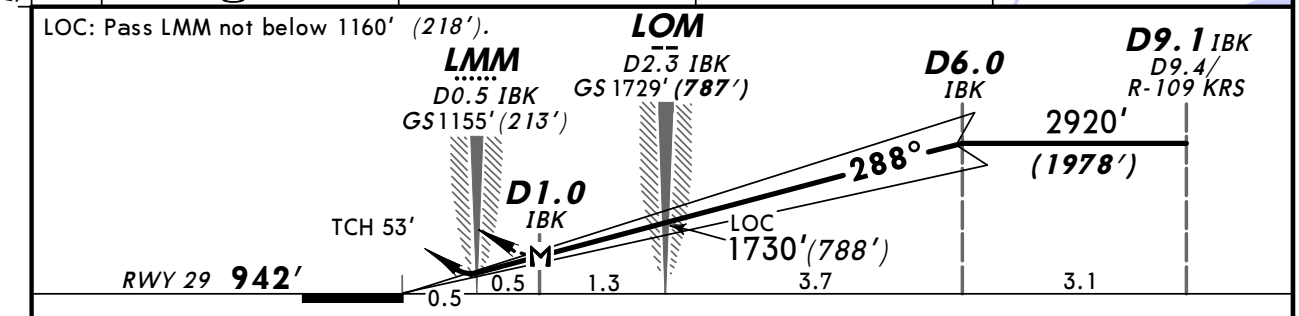


MSA KRS VOR

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
ILS GS or LOC Desc Angle 3.00°	377	485	539	647	755	862
MAP at D1.0 IBK						

HIALS-II
PAPI

1930′ (988′) on 288°

108° RT

2920′ (1978′)

STRAIGHT-IN LANDING RWY 29

PANS OPS

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

CHANGES: Minimums.

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UNKL/KJA
YEMELYANOVO

JEPPESEN
20 JUL 12
Eff 26 Jul
11-2A

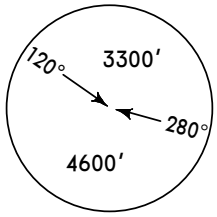
KRASNOYARSK, RUSSIA
CAT II ILS Rwy 29

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	Final Apch Crs	GS LOM	CAT II ILS RA 98′ DA(H)	Apt Elev 942′ RWY 942′
111.7	288°	1729′ (787′)	1042′ (100′)	

MISSED APCH: Climb on 288° to 1930′ (988′), then turn RIGHT onto 108° climbing to 2920′ (1978′), then according to chart.



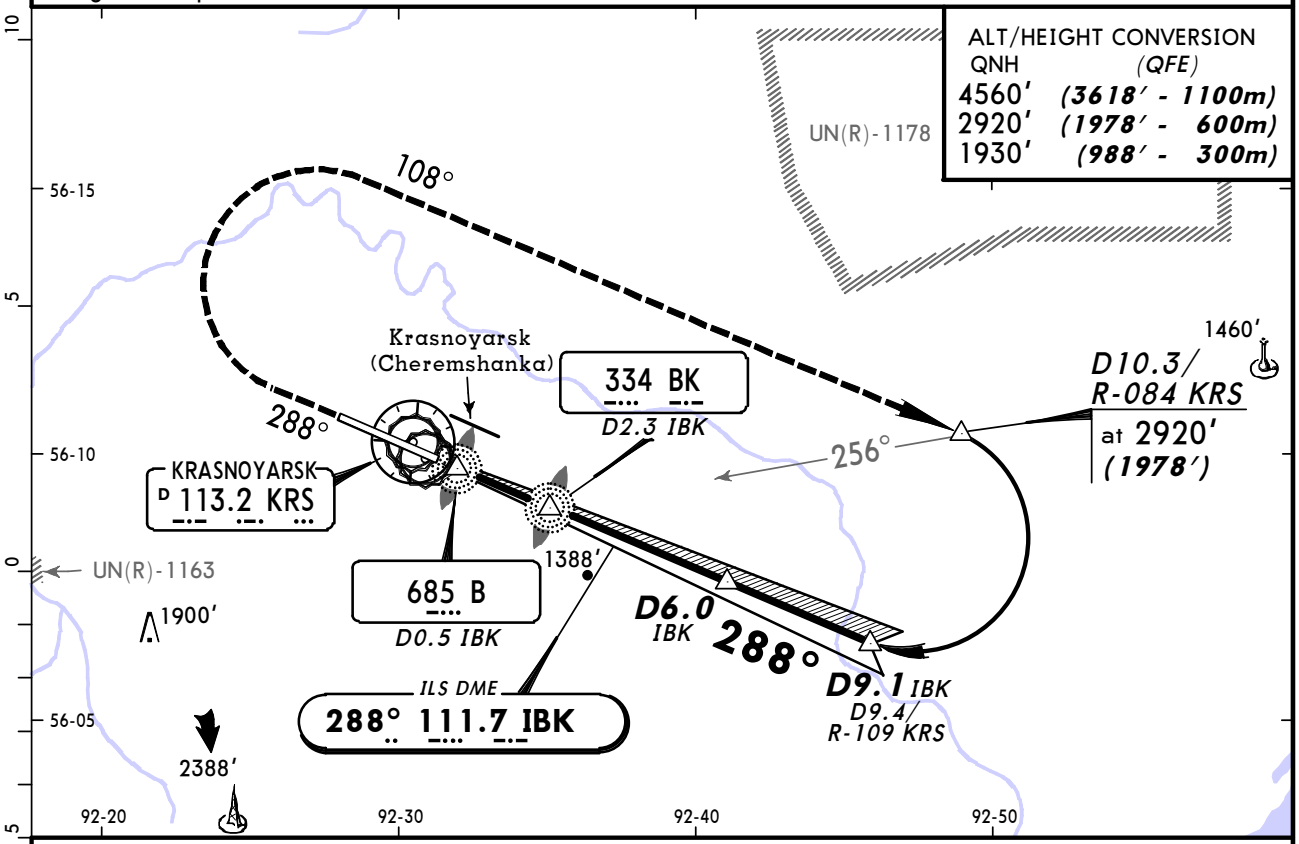
MSA KRS VOR

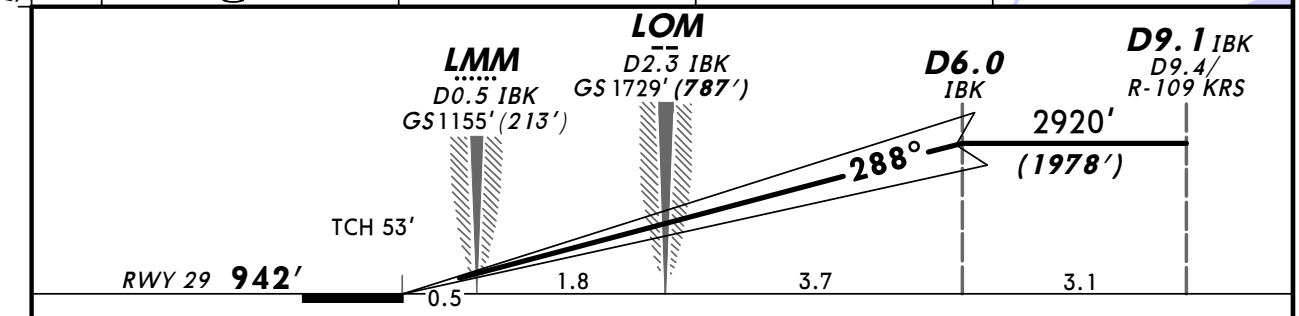
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4560′ **(3618′)**

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.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4560′	(3618′ - 1100m)
2920′	(1978′ - 600m)
1930′	(988′ - 300m)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

1930′ (988′) on 288° | 108° RT | 2920′ (1978′)

STRAIGHT-IN LANDING RWY **29**
CAT II ILS
ABCD
RA 98′
DA(H) 1042′ (100′)

PANS OPS

RVR 350m

CHANGES: None.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 4 NOV 11 (13-1) Eff 17 Nov

KRASNOYARSK, RUSSIA
VOR DME Rwy 11

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	Final Apch Crs	Minimum Alt D7.6	MDA(H) (CONDITIONAL)	Apt Elev 942' / RWY 942'
113.2	107°	2920'(1978')	1830'(888')	

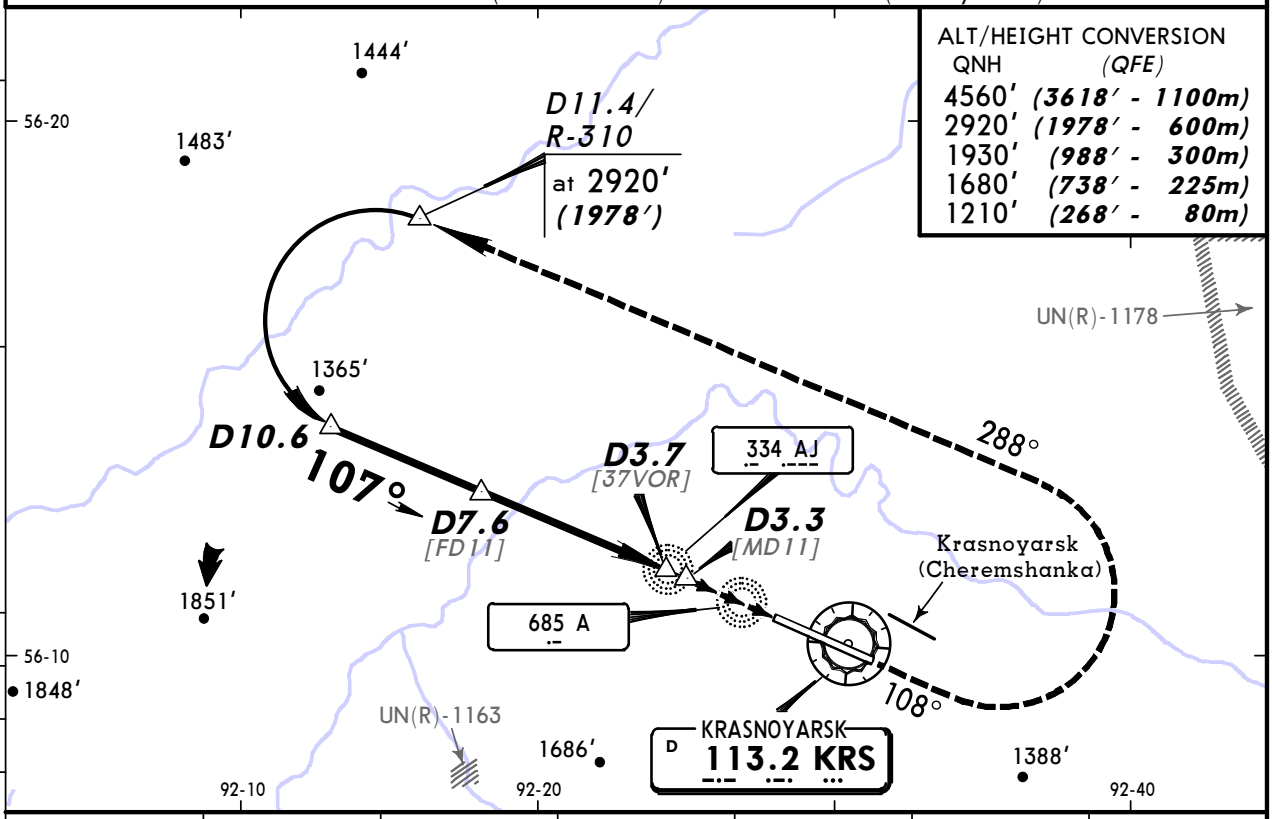
MISSED APCH: Climb on 108° to 1930' (988'), then turn LEFT onto 288° climbing to 2920'(1978'), then according to chart.

120° 3300' 280° 4600'
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).

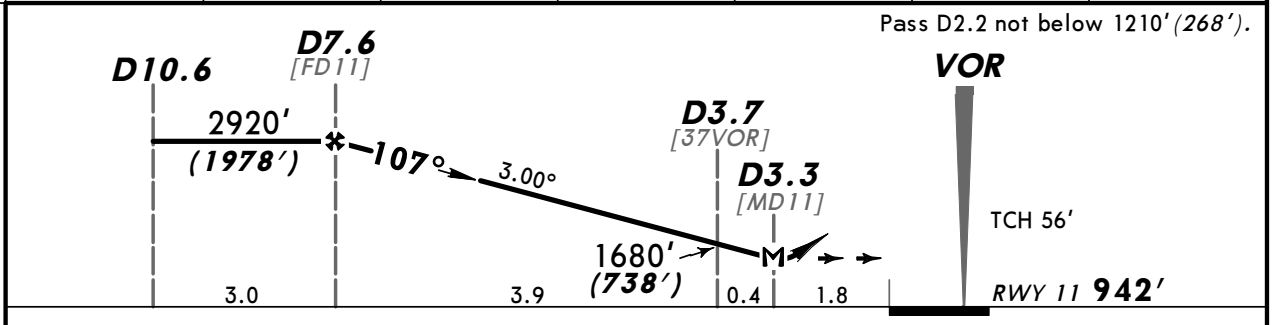
ALT/HEIGHT CONVERSION

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



KRS DME	6.9	6.4	5.8	5.3	4.8	4.2
ALTITUDE (HAT)	2720'(1778')	2550'(1608')	2370'(1428')	2190'(1248')	2030'(1088')	1870'(928')

Pass D2.2 not below 1210'(268').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D3.3						

HIALS PAPI | 1930' (988') on 108° | 288° LT | 2920' (1978')

STRAIGHT-IN LANDING RWY 11

	VOR DME MDA(H) 1830'(888')		VOR MDA(H) 1830'(888')	
		ALS out		ALS out
A	3200m		3200m	
B				
C	3600m	4400m	3600m	4400m
D	4000m	4800m	4000m	4800m

PANS OPS

CHANGES: Transition level.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 4 NOV 11 (13-2) Eff 17 Nov

KRASNOYARSK, RUSSIA
VOR DME 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

VOR KRS	Final Apch Crs	Minimum Alt D6.5	MDA(H) (CONDITIONAL)	Apt Elev 942′ / RWY 942′
113.2	289°	2920′ (1978′)	1470′ (528′)	

MISSED APCH: Climb on 288° to 1930′ (988′), then turn RIGHT onto 108° climbing to 2920′ (1978′), then according to chart.

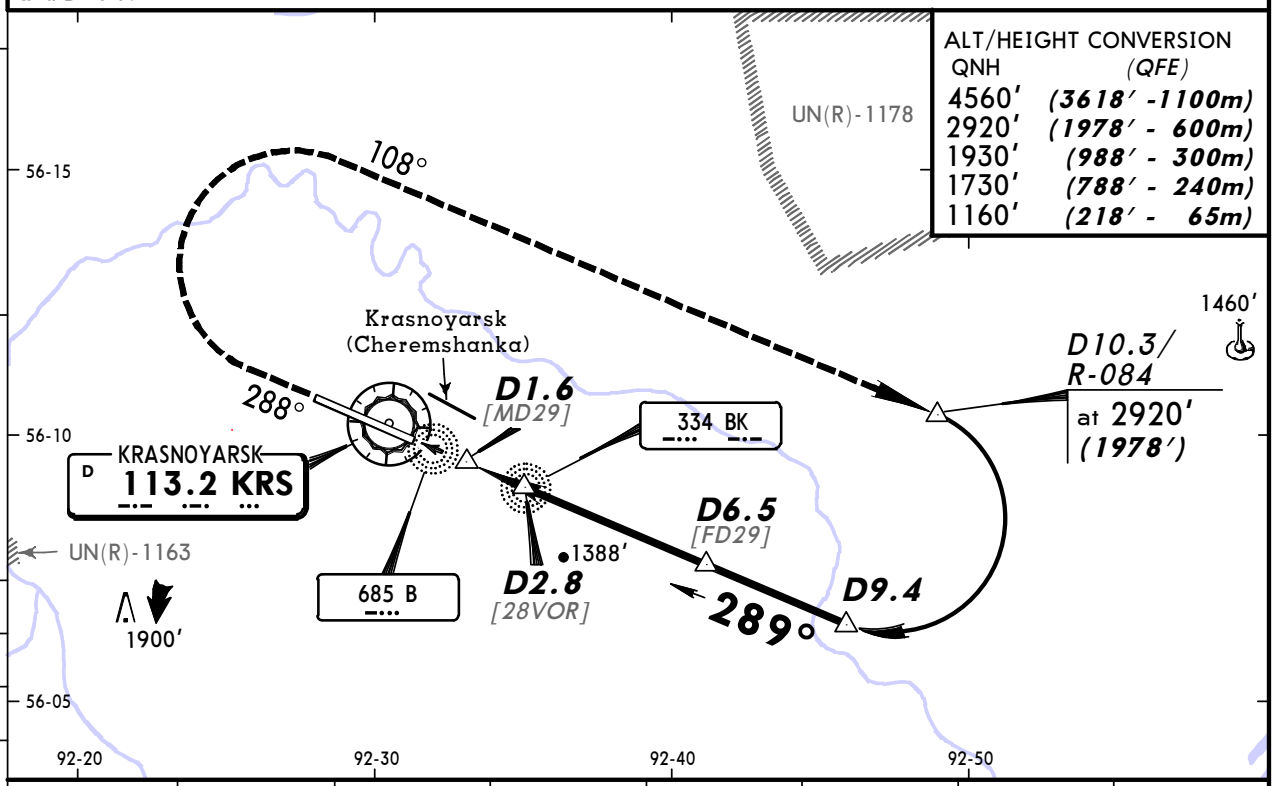
MSA KRS VOR: 120° 3300′; 280° 4600′

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.

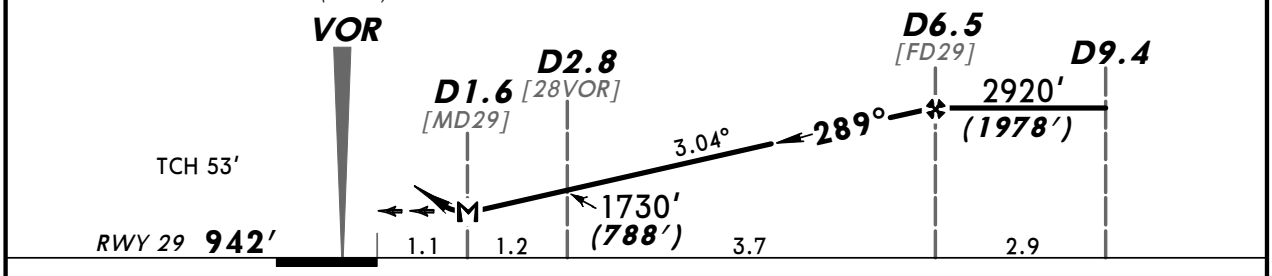
ALT/HEIGHT CONVERSION

QNH	(QFE)
4560′	(3618′ -1100m)
2920′	(1978′ - 600m)
1930′	(988′ - 300m)
1730′	(788′ - 240m)
1160′	(218′ - 65m)



KRS DME	2.8	3.2	3.7	4.3	4.8	5.3	5.9
ALTITUDE (HAT)	1730′ (788′)	1870′ (928′)	2030′ (1088′)	2190′ (1248′)	2370′ (1428′)	2550′ (1608′)	2720′ (1778′)

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 1930′ (988′) on 288°

STRAIGHT-IN LANDING RWY 29

PANS OPS

	VOR DME MDA(H) 1470′ (528′)		VOR 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

CHANGES: Transition level.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 4 NOV 11 (16-1) Eff 17 Nov

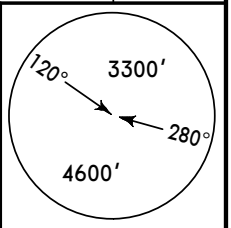
KRASNOYARSK, RUSSIA
2 NDB Rwy 11

ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9

BRIEFING STRIP

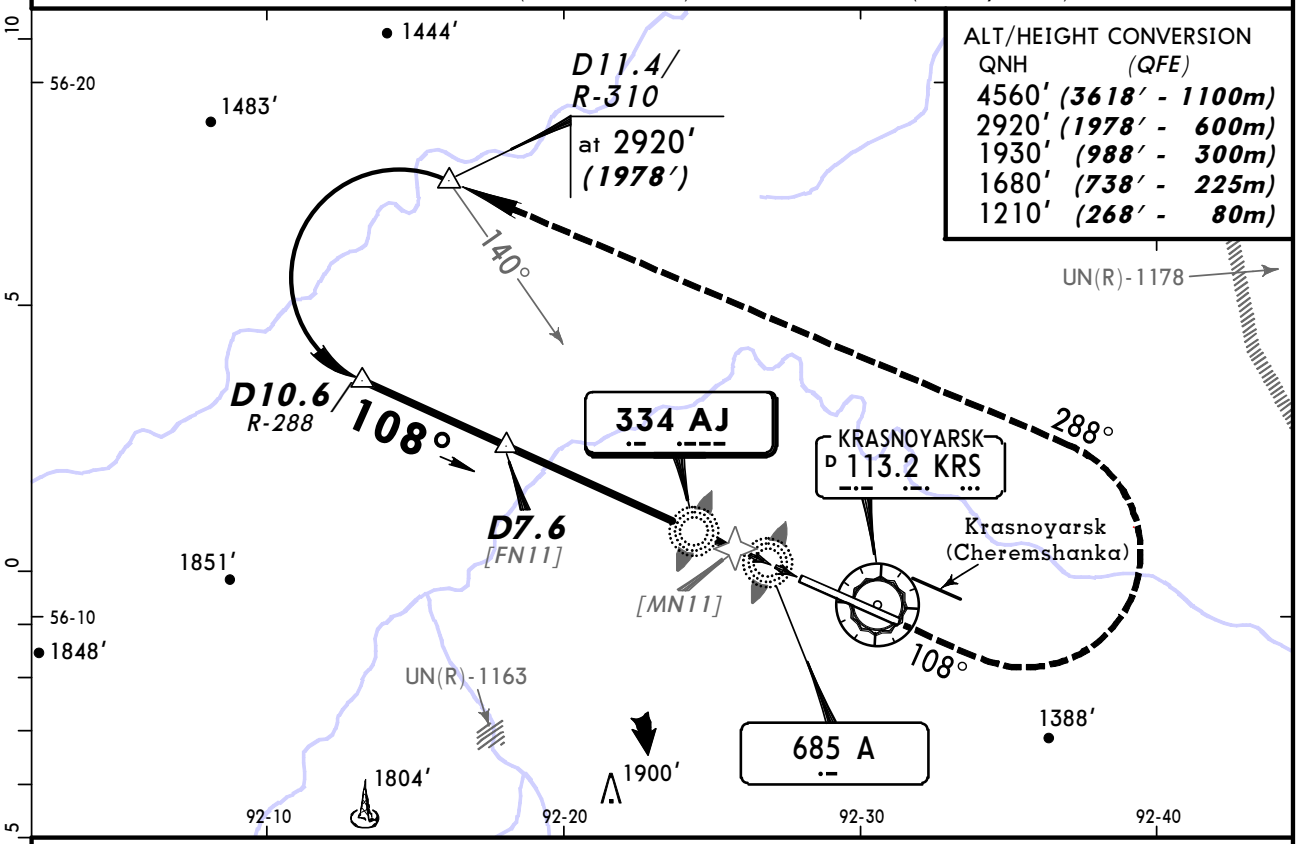
NDB AJ 334	Final Apch Crs 108°	Minimum Alt D7.6 2920′(1978′)	2 NDB MDA(H) (CONDITIONAL) 1380′(438′)	Apt Elev 942′ RWY 942′

MISSED APCH: Climb on 108° to 1930′ (988′) then turn LEFT onto 288° climbing to 2920′ (1978′) then according to chart.

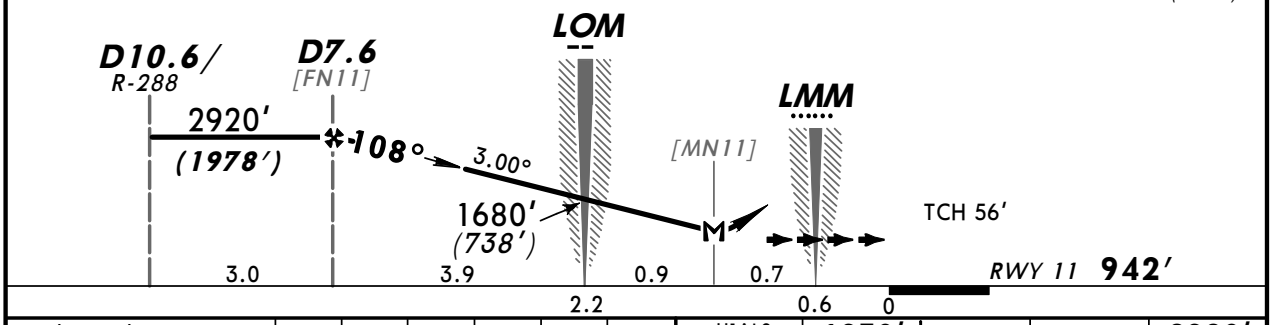


MSA KRS VOR

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).



Pass LMM not below 1210′(268′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

HIALS PAPI | 1930′ (988′) on 108° | 288° LT | 2920′ (1978′)

STRAIGHT-IN LANDING RWY 11

PANS OPS

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

CHANGES: Transition level.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 4 NOV 11 (16-2) Eff 17 Nov

KRASNOYARSK, RUSSIA
2 NDB 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

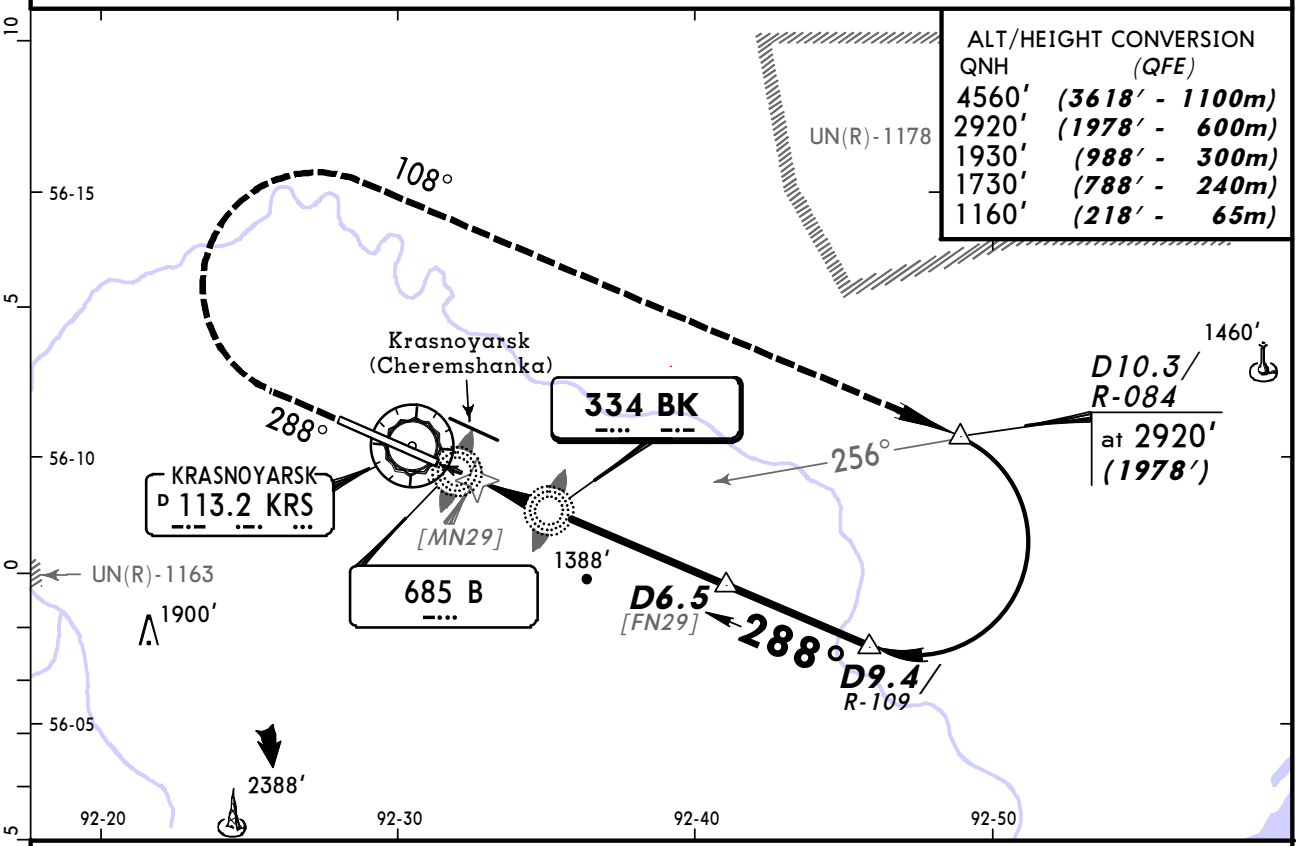
NDB BK	Final Apch Crs	Minimum Alt D6.5	2 NDB MDA(H) (CONDITIONAL)	Apt Elev 942' RWY 942'
334	288°	2920'(1978')	1310'(368')	

MISSED APCH: Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920'(1978'), then according to chart.

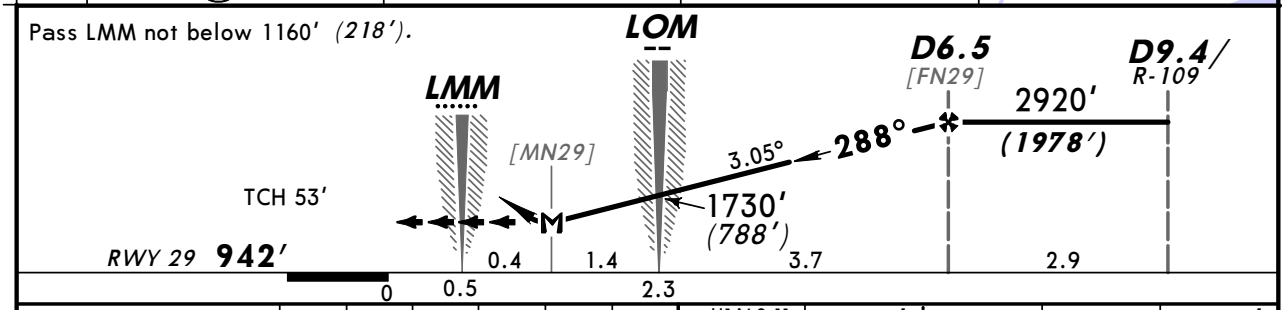
MSA KRS VOR: 120° 3300', 280° 4600'

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
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

HIALS-II PAPI | 1930' (988') on 288° | 108° RT | 2920' (1978')

STRAIGHT-IN LANDING RWY 29

PANS OPS

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

CHANGES: Transition level.

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Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KRASNOYARSK, (YEMELYANOVO - UNKL)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNKL

Type: Terminal
Effectivity: Temporary
Begin Date: 20130515
End Date: 20130915

TUE thru FRI 08:00-12:00 and SUN 07:00-08:00 due to construction work THR rwy 29 displ 3609'/1100m towards ARP. Rwy 11/29: TORA, LDA 8530'/2600m. (16-2) 2 NDB Rwy 29 crossing alt/height at LOM 1930'(988'), at LMM 1340'(398'). Rwy 11/29 2NDB apch should be used.

Type: Terminal
Effectivity: Permanent
Begin Date: 20130530
End Date: No end date

(10-9A) Stand 45 estbld next to stand 39, atnds 62 thru 66 replaced by state acft stands. (11-1 thru 16-2), ILS procs renamed ILS DME, VOR DME procs renamed VOR DME or VOR, 2 NDB procs renamed 2 NDB or NDB