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Airport Information For UNAA

Terminal Charts For UNAA

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 4.0°E

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

Sunrise: 0211 Z
Sunset: 0949 Z,

Runway Information

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

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

Communication Information

ATIS 126.2 Non-English
Abakan Start Tower 122.0
Abakan Ground Control 118.6
Abakan Radar Approach Control 134.3
Abakan-Transit Operations 131.7

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

N54 26.0 E092 04.0

Between FL90 & FL70

ABAKAN
D 113.3 ABK
(H)
N53 44.7 E091 23.1

At or above
4770' (**3940'**)

$\left[\begin{array}{cc} 360 & AB \\ \dots & \dots \end{array} \right]$
 N53 42.1 E091 21.3

D9.2 ABK
N53 38.8 E091 11.1
(ABK R-225)
(057° brg to AB)

At 2800'
(1970')

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

At 2800'
(1970')

D9.8 ABK
N53 35.3
E091 18.5
(ABK R-192)
(009° brg to AB)

D9.6 ABK
N53 35.1 E091 23.4
(ABK R-175)
(345° brg to AB)

At 2800'
(1970')

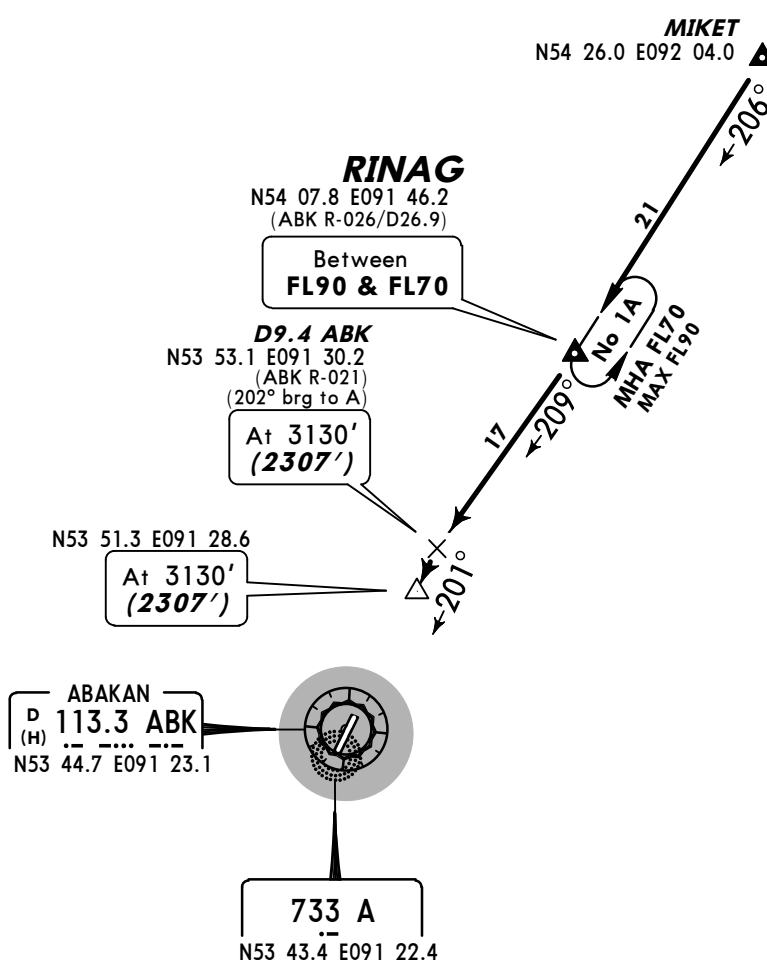
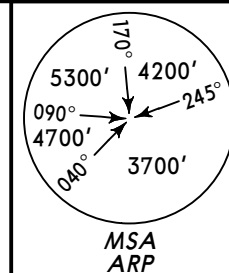
733 A
N53 43.4 E091 22.4
At 5430'
(4600')

At 2480'
(1650')

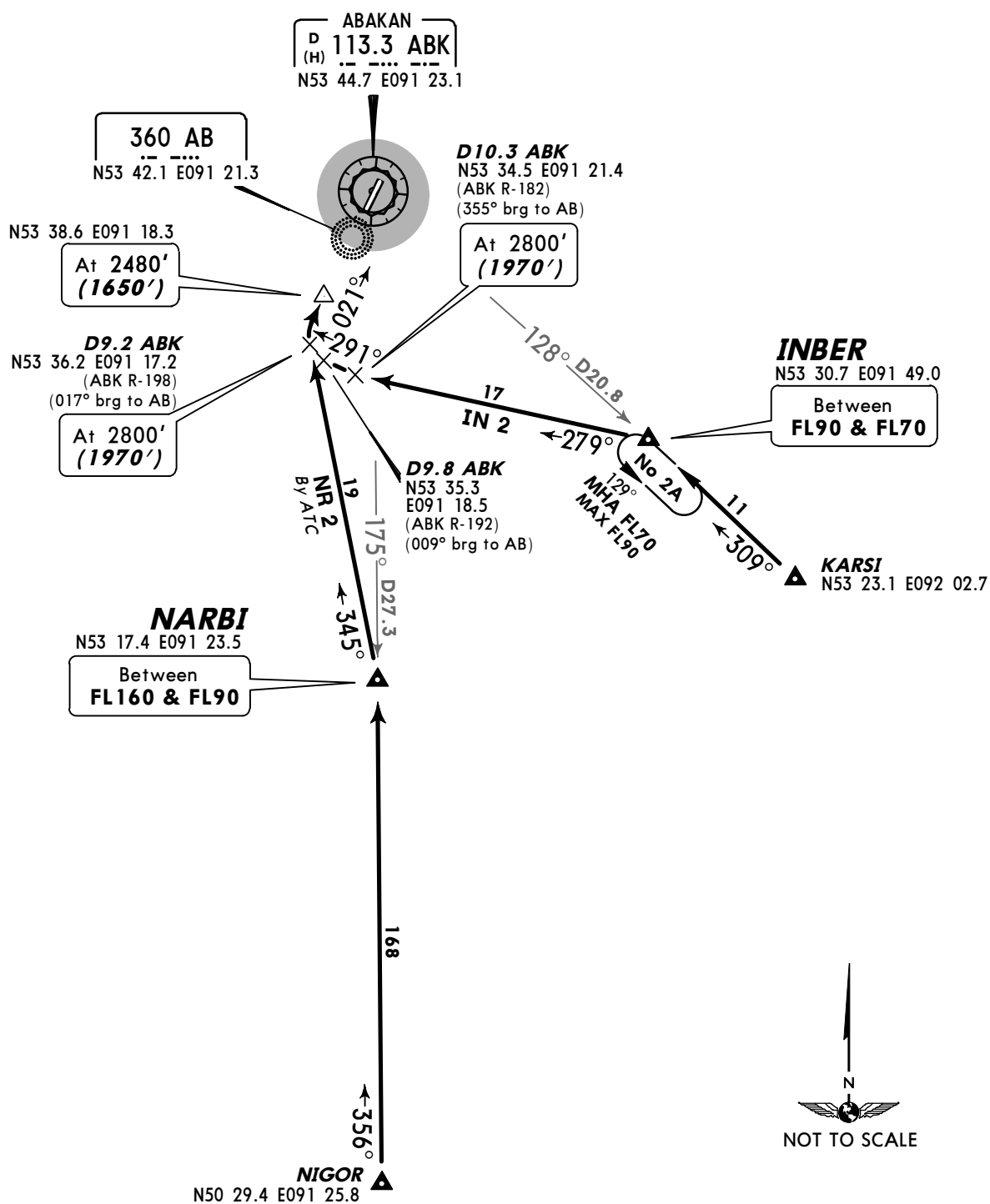
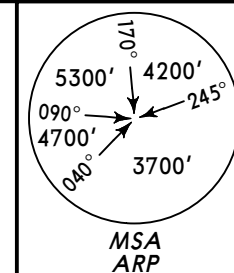


NOT TO SCALE

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

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

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

ATIS
126.2Apt Elev
830'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
FL80 if pressure is less than 724mm (965.3 hPa)
Trans alt: 5430' (4600')IN 2, NR 2
RWY 02R ARRIVALS

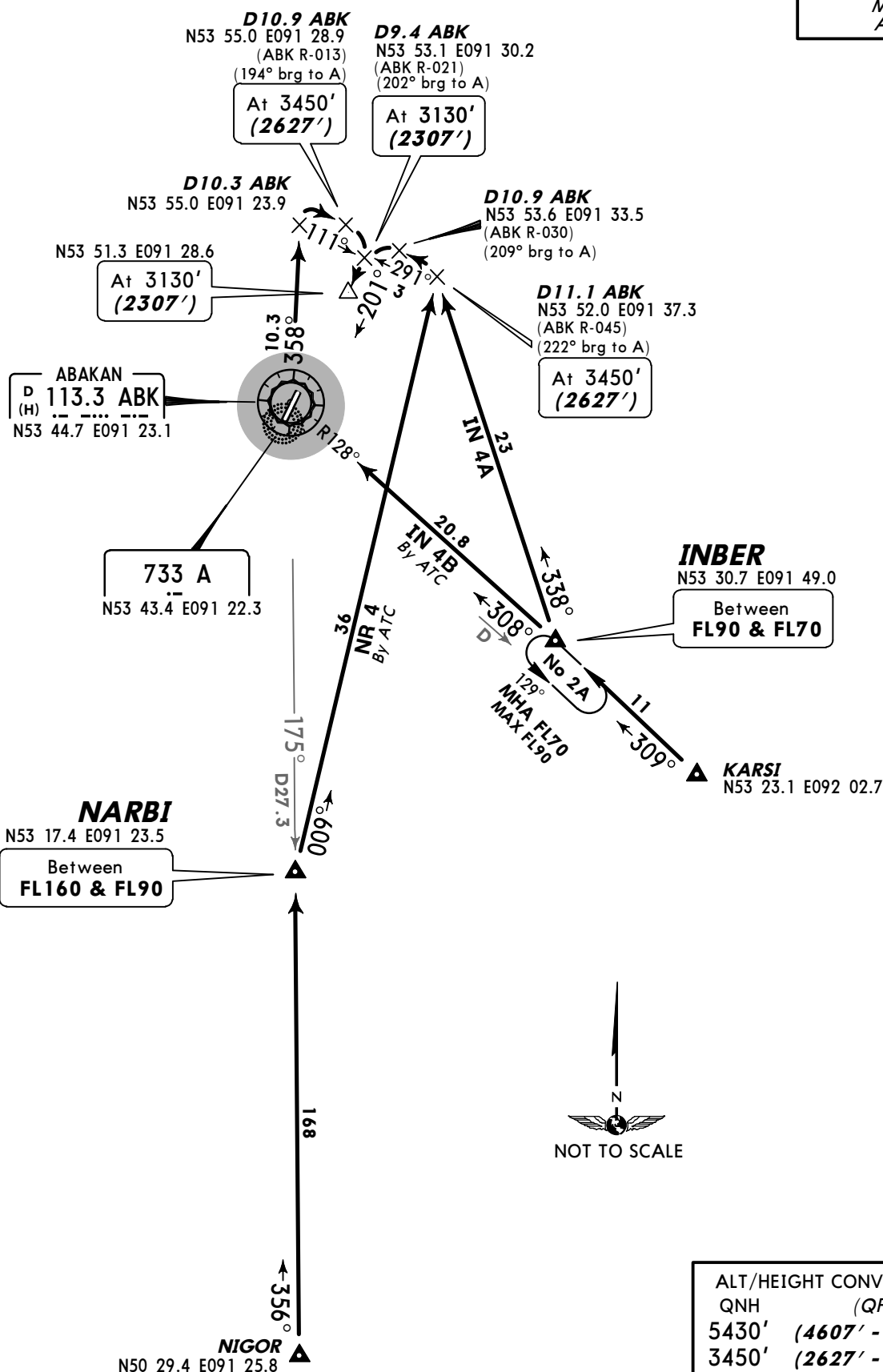
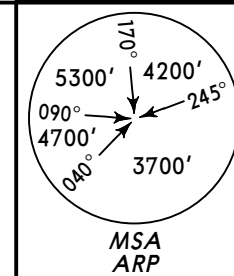
ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4600' - 1400m)
2800'	(1970' - 600m)
2480'	(1650' - 500m)

ATIS
126.2

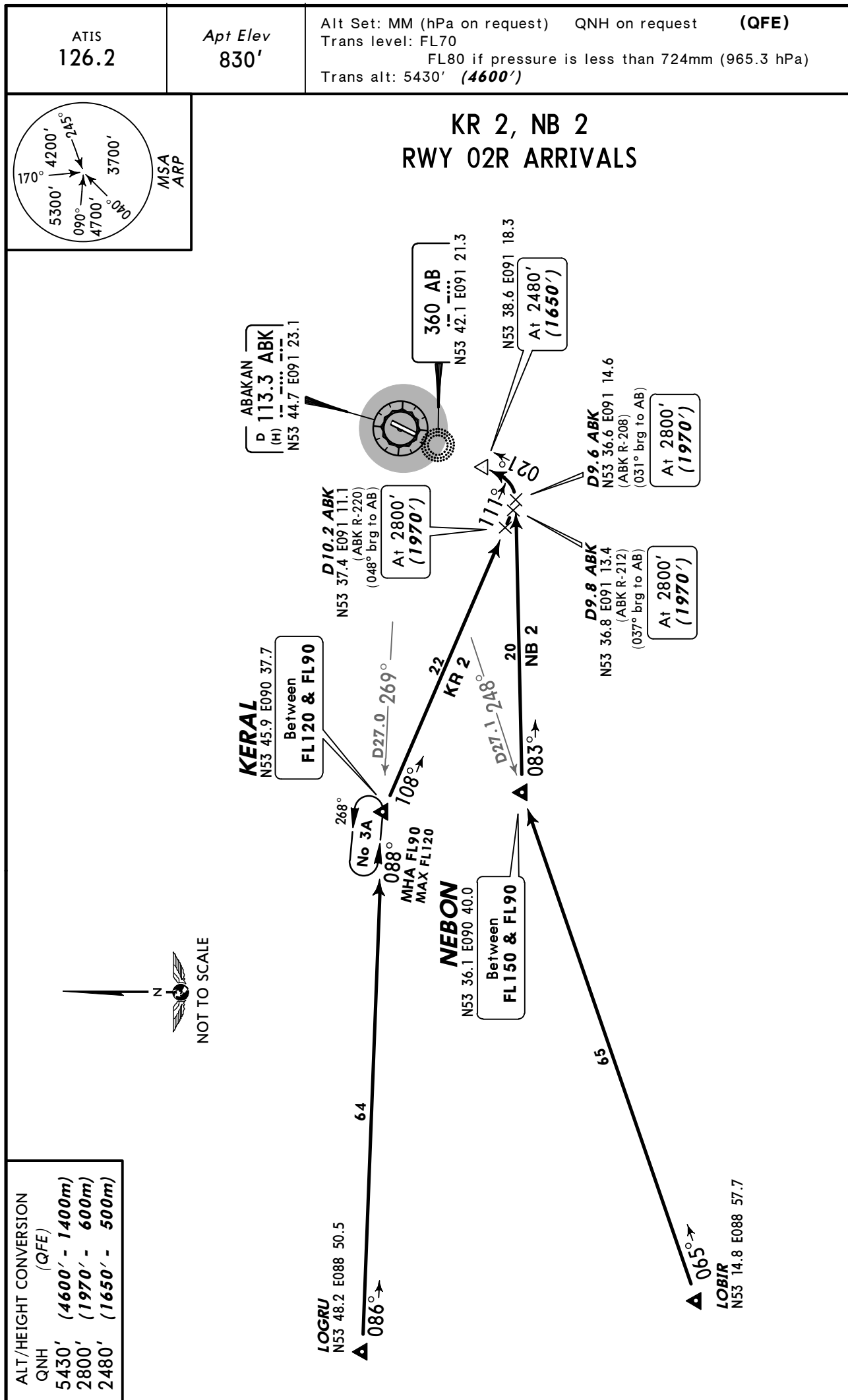
Apt Elev
830'

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

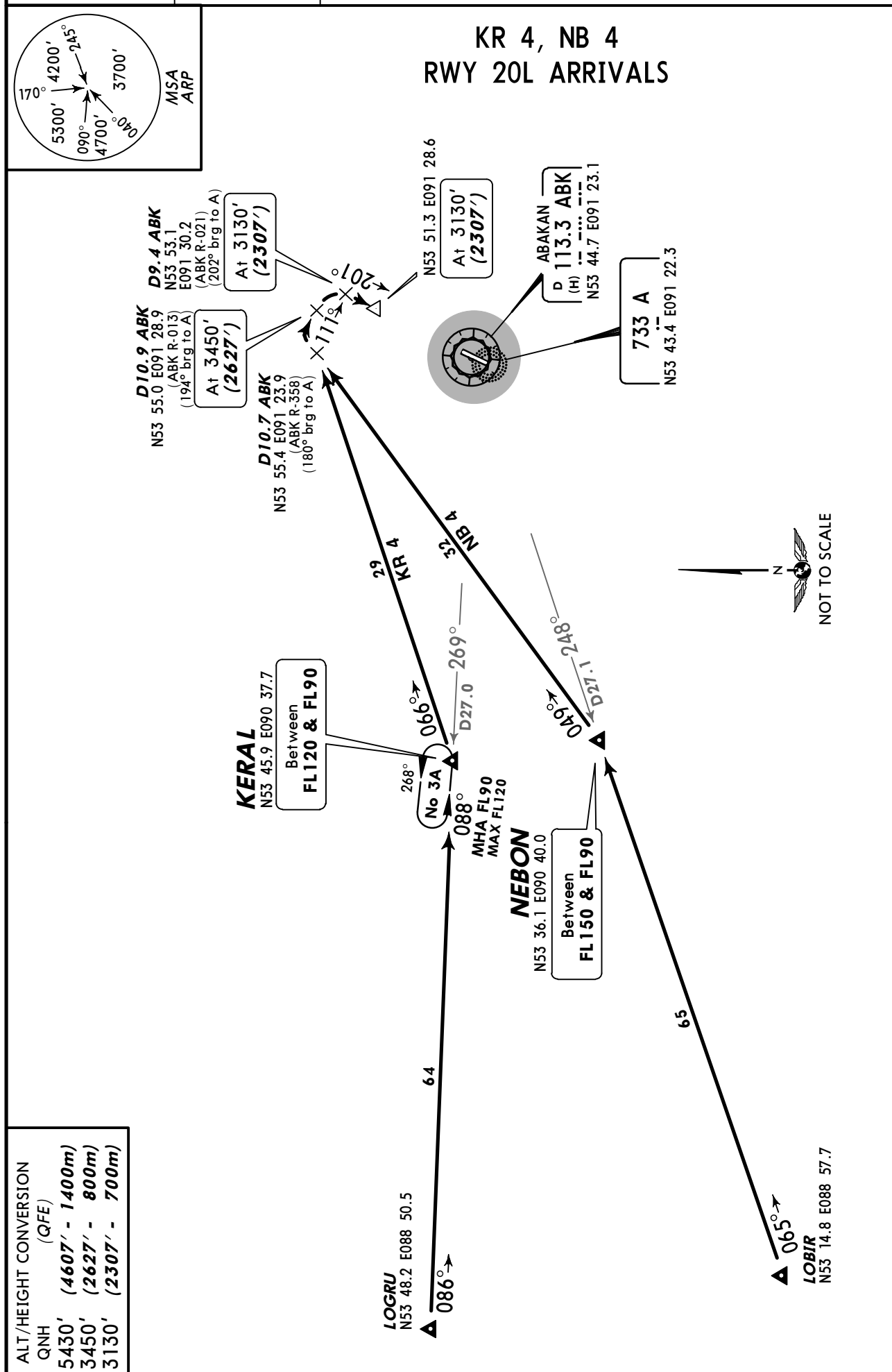
IN 4A, IN 4B, NR 4 RWY 20L ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5430'	(4607' - 1400m)
3450'	(2627' - 800m)
3130'	(2307' - 700m)



ATIS 126.2	Apt Elev 830'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 FL80 if pressure is less than 724mm (965.3 hPa) Trans alt: 5430' (4607')
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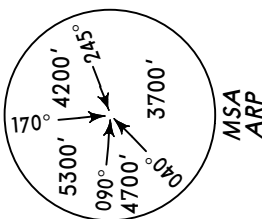
ALT/HEIGHT CONVERSION (QFE)

QNH	5430'	(4607' - 1400m)
	3450'	(2627' - 800m)
	3130'	(2307' - 700m)

ATIS
126.2

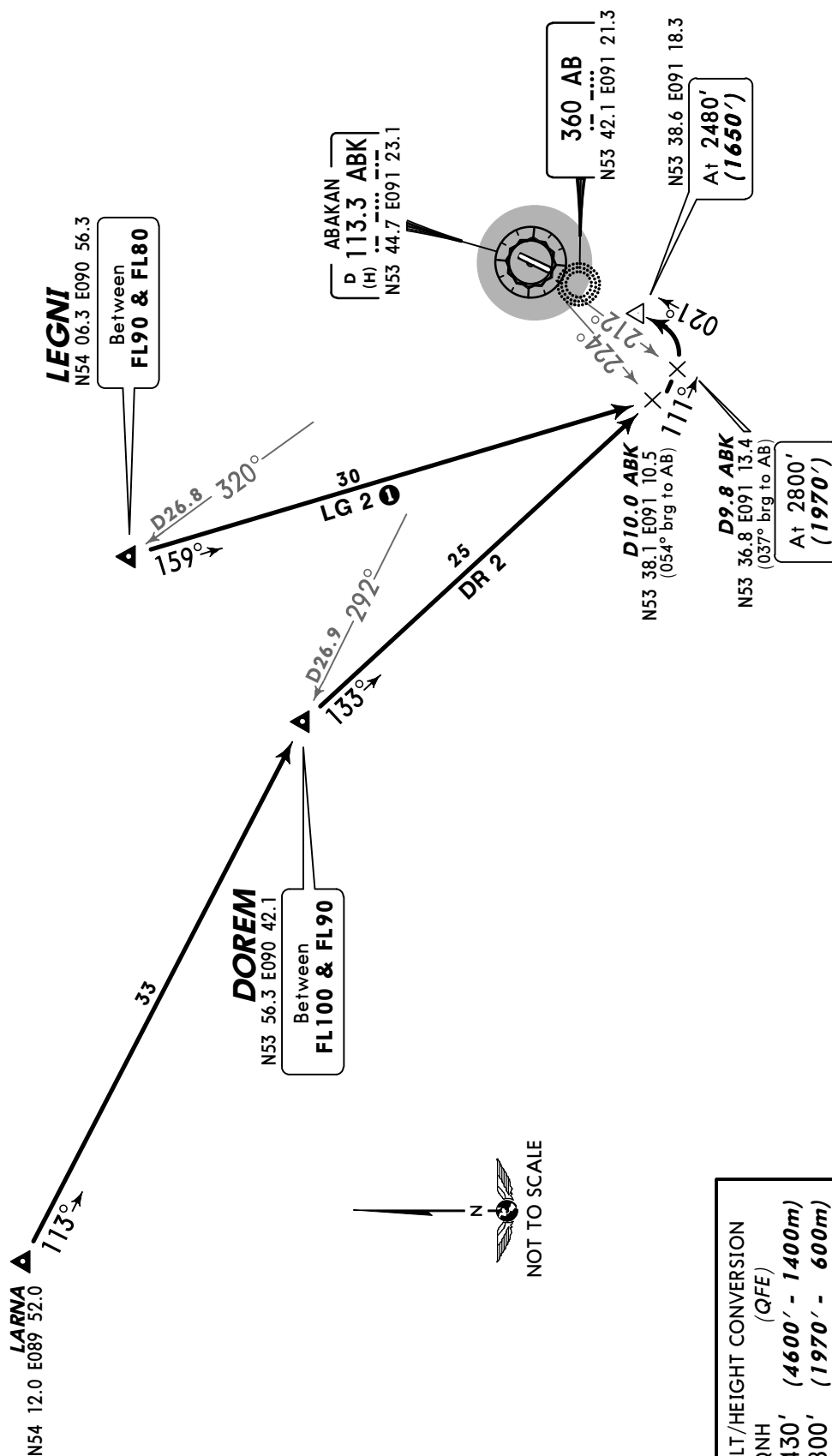
Apt Elev
830'

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



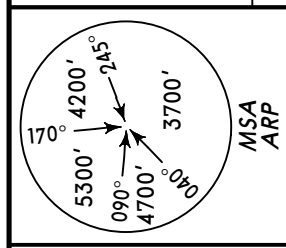
DR 2, LG 2 RWY 02R ARRIVALS

① Only for Russian users of airspace.

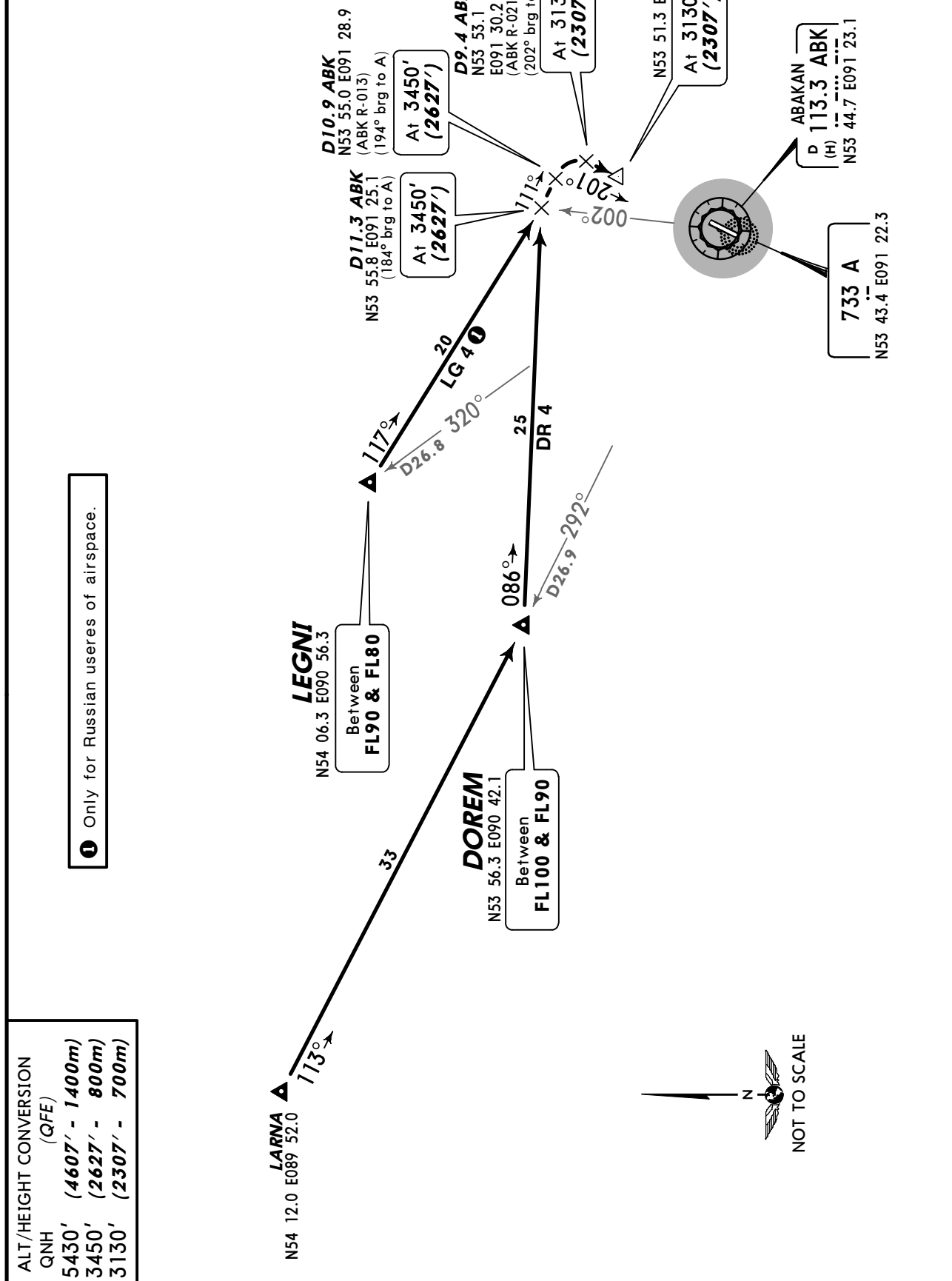


ALT/HEIGHT CONVERSION
QNH (QFE)
5430' (4600' - 1400m)
2800' (1970' - 600m)
2480' (1650' - 500m)

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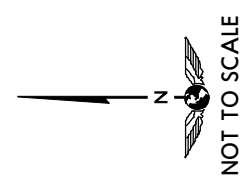
DR 4, LG 4
RWY 20L ARRIVALS



① Only for Russian users of airspace.

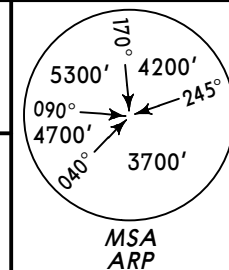
ALT/HEIGHT CONVERSION (QFE)

5430'	(4607' - 1400m)
3450'	(2627' - 800m)
3130'	(2307' - 700m)

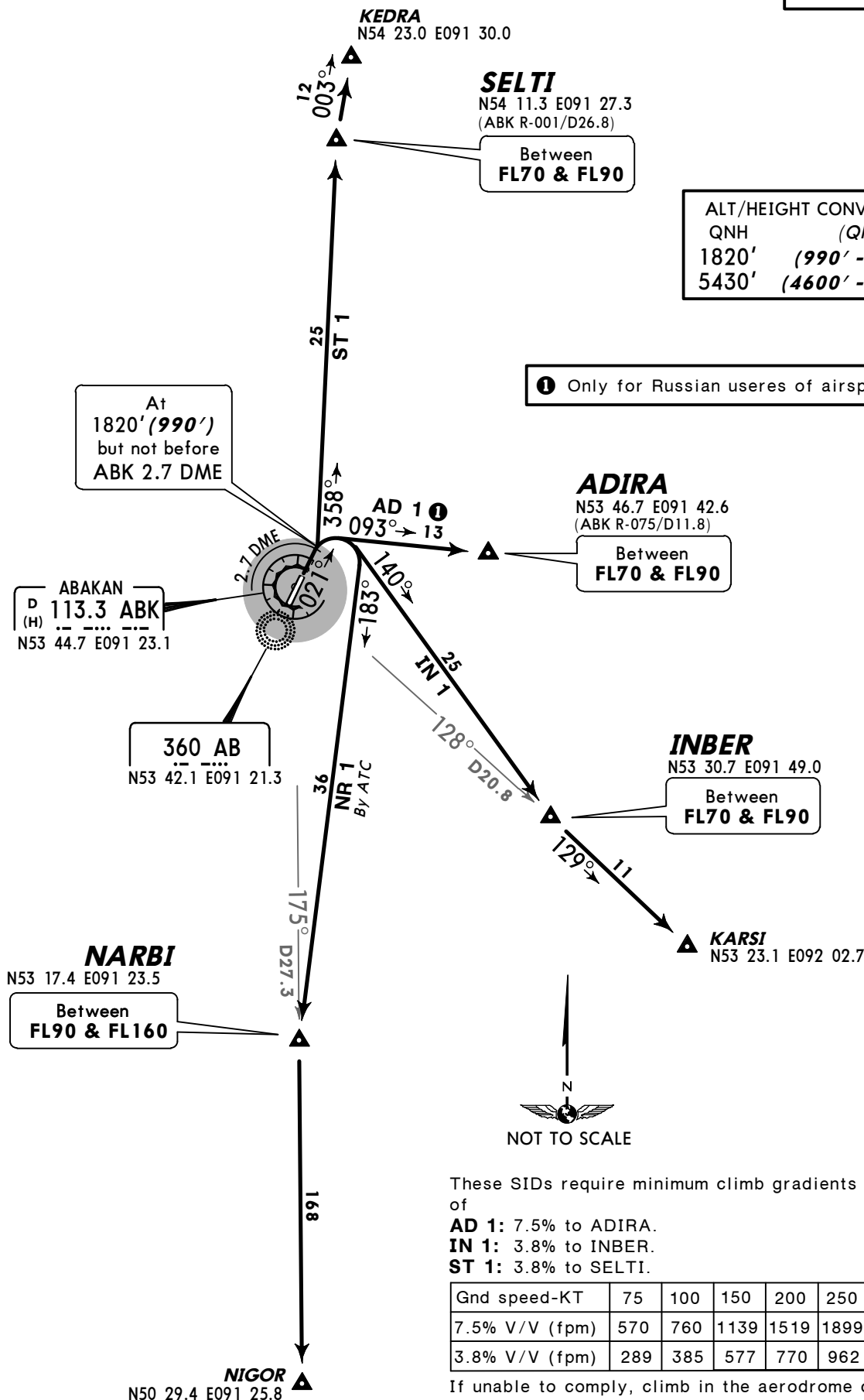


Apt Elev
830'

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

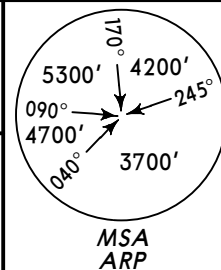


AD 1, IN 1, NR 1, ST 1
RWY 02R DEPARTURES



Apt Elev
830'

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



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



KEDRA
N54 23.0 E091 30.0

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

Between
FL70 & FL90

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

ABAKAN
D 113.3 ABK
(H)
N53 44.7 E091 23.1

ADIRA
N53 46.7 E091 42.6

Between
FL70 & FL90

A+ 1810'
(987')

INBER
N53 30.7 E091 49.0

Between
FL70 & FL90

NARBI
N53 17.4 E091 23.5

Between
FL90 & FL160

KARSI
N53 23.1 E092 02.7

NIGOR
N50 29.4 E091 25.8

① Only for Russian users of airspace.

These SIDs require minimum climb gradients of

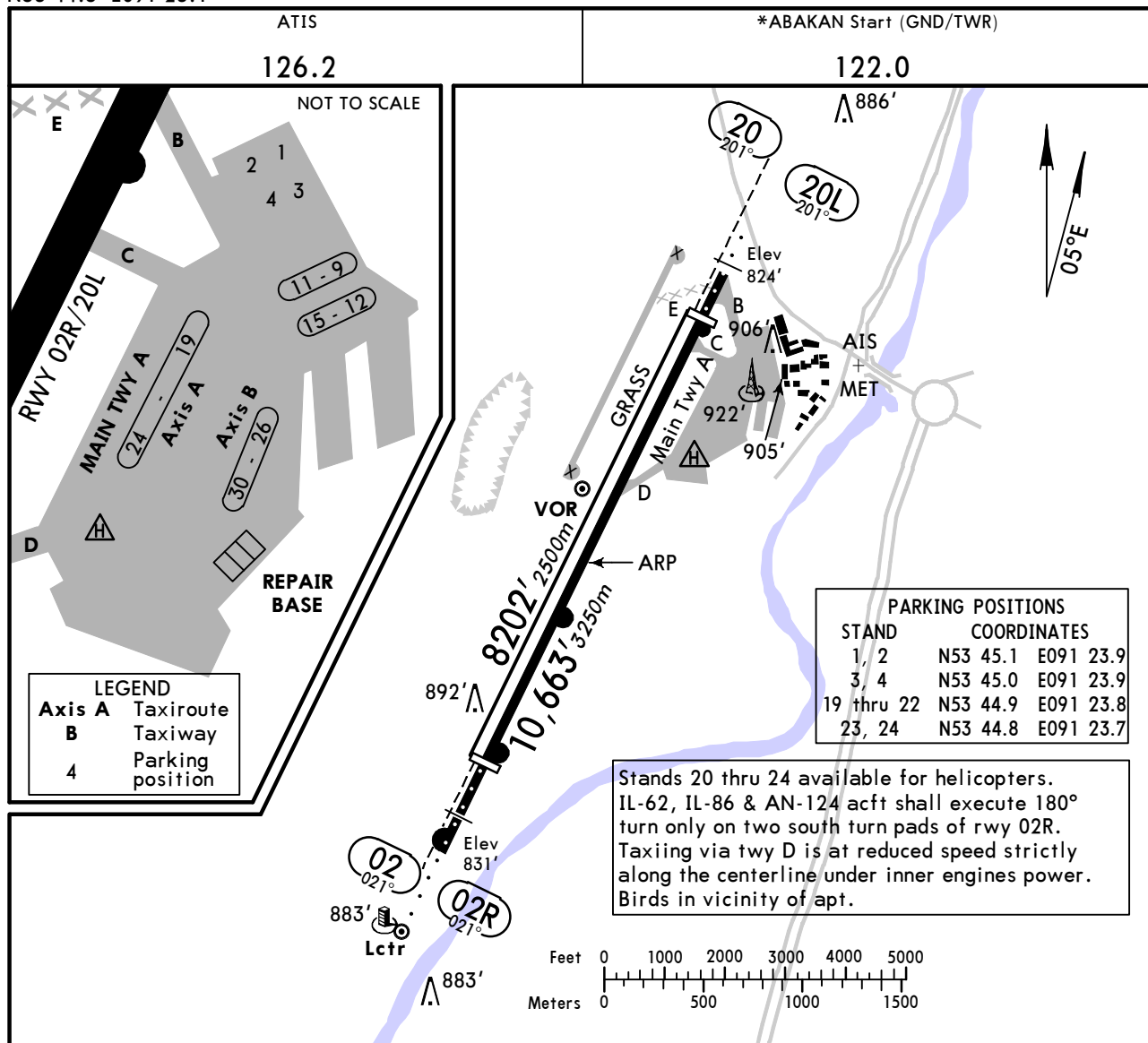
AD 3: 4.6% to ADIRA.

IN 3: 4.2% to INBER.

NR 3: 5.2% to NARBI.

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

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
02	20	Grass runway				262' 80m
02R	20L	RL (60m) ALS	RVR 9022' 2750m	8005' 2440m		148'
			9843' 3000m	8859' 2700m	10,171' 3100m ①	45m

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

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

STRAIGHT-IN RWY		A	B	C	D
02R	ILS	1030' (200') R1000m	1030' (200') R1000m	1030' (200') R1000m	1030' (200') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	1130' (300') R1200m	1160' (330') R1300m	1160' (330') R1300m	1160' (330') R1300m
	<i>ALS out</i>	R1400m	R1500m	R1500m	R1500m
20L	ILS	1023' (200') R1000m	1023' (200') R1000m	1023' (200') R1000m	1023' (200') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	2160' (1337') C5000m	2160' (1337') C5000m	2160' (1337') C5000m	2160' (1337') C5000m
	NDB ❸	2700' (1877') C5000m	2700' (1877') C5000m	2700' (1877') C5000m	2700' (1877') C5000m

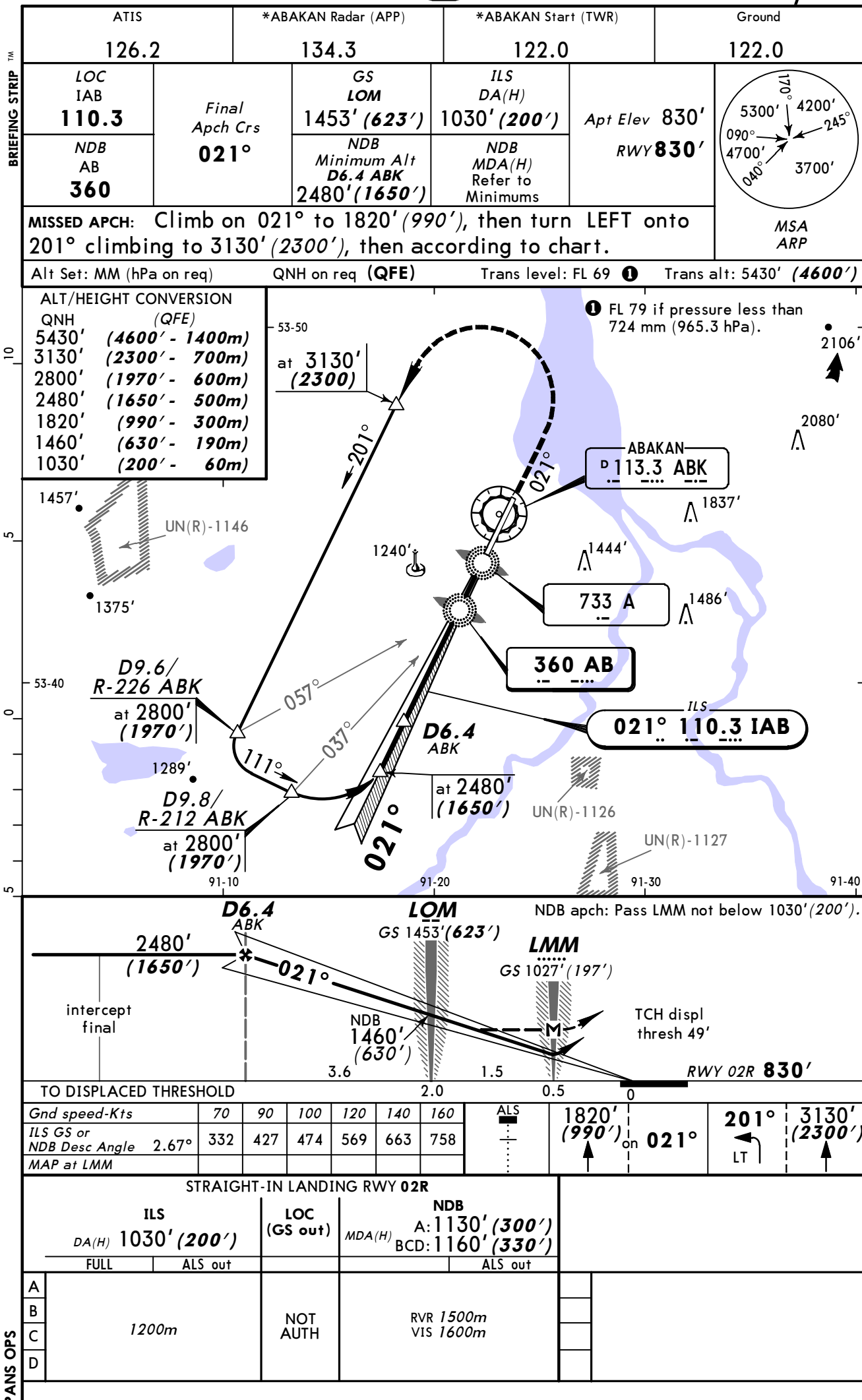
❶ Continuous Descent Final Approach.

❷ With D7.2 ABK.

❸ W/o D7.2 ABK.

TAKE-OFF RWY 02, 02R, 20, 20L

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			



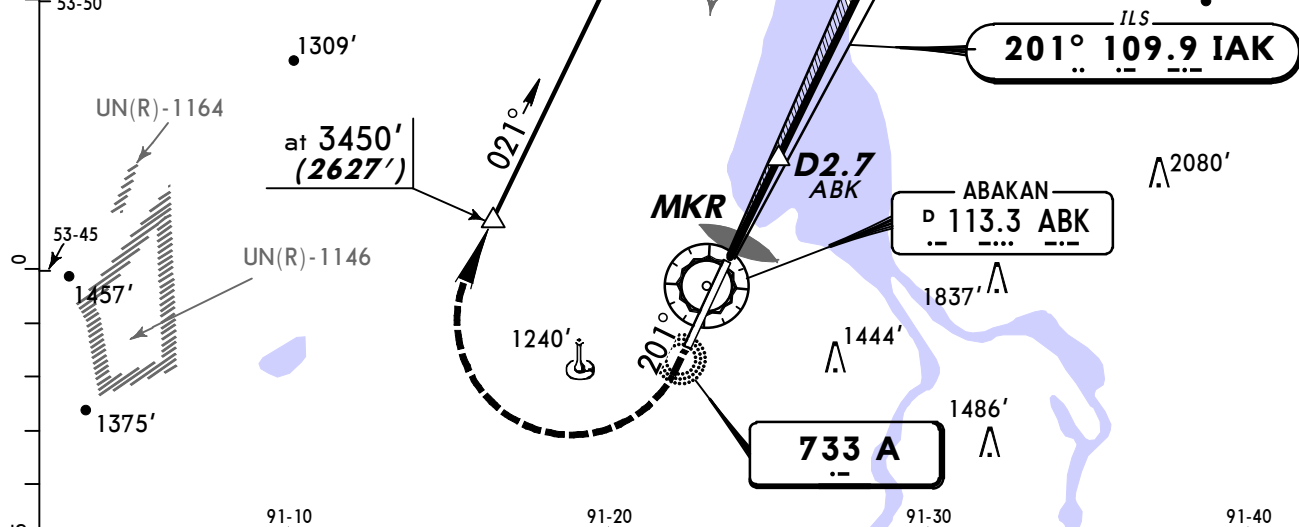
BRIEFING STRIP™

MSA
ARP

ALT/HEIGHT CONVERSION	
QNH	(QFE)

10

5.

***NDB***

D7.2 *ABK*

RWY 20L **823'**

D2.7_{ABK}

GS 1611' (788')

-NDB

-1620'

$$\frac{3130'}{(2307')}$$

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intercept
final

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TO DISPLACED THRESHOLD

<i>Gnd speed-Kts</i>	70	90	100	120	140	160			
<i>ILS GS or NDB Desc angle</i> 3.17°	398	512	569	683	797	911			
<i>MAP at MKR</i>									

ILS		LOC (GS out)	with D7.2 ABK	NDB	w/o D7.2 ABK
DA(H) 1023' (200')			MDA(H) 2160' (1337')		MDA(H) 2700' (1877')
FULL	ALS out			ALS out	ALS out

	FOE	RES 001		RES 001	RES 001	
A	1200m	NOT AUTH	RVR 1800m VIS 2000m			
B			2400m			
C						
D			4800m			

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ABAKAN, (ABAKAN - UNAA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNAA