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Airport Information For UNKL

Terminal Charts For UNKL

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: KRASNOYARSK RUS
ICAO/IATA: UNKL / KJA
Lat/Long: N56° 10.38', E092° 29.60'
Elevation: 942 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 4.0° 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: 2101 Z
Sunset: 1441 Z

Runway Information

Runway: 11
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 941 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29
Length x Width: 12139 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 941 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.800
Krasnoyarsk Tower/Start Tower: 124.000 Secondary
Krasnoyarsk Tower/Start Tower: 118.300
Krasnoyarsk Tower/Start Tower: 129.000 Secondary
Krasnoyarsk Taxiing Ground: 129.000 Secondary
Krasnoyarsk Taxiing Ground: 124.000 Secondary
Krasnoyarsk Taxiing Ground: 121.900
Krasnoyarsk Ground Ramp/Taxi: 129.000 Secondary
Krasnoyarsk Ground Ramp/Taxi: 118.700
Krasnoyarsk Ground Ramp/Taxi: 124.000 Secondary
Krasnoyarsk Approach: 129.000 Secondary
Krasnoyarsk Approach: 127.700

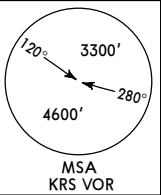
Krasnoyarsk Approach: 124.000 Secondary
Krasnoyarsk Transit Operations: 124.000 Secondary
Krasnoyarsk Transit Operations: 129.000 Secondary
Krasnoyarsk Transit Operations: 131.900
Krasnoyarsk Krug Radar: 122.000
Krasnoyarsk Krug Radar: 124.000 Secondary
Krasnoyarsk Krug Radar: 129.000 Secondary

UNKL/KJA
YEMELYANOVO

JEPPESSEN
3 OCT 15 (10-2) Eff 15 Oct

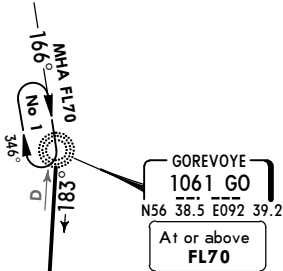
KRASNOYARSK, RUSSIA
STAR

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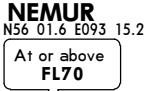
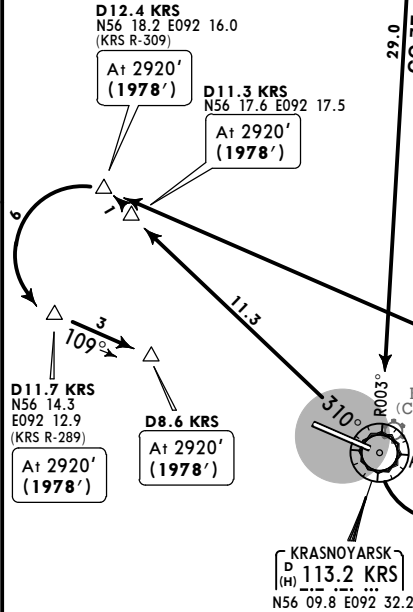


GO 7E
NM 7E
RWY 11 ARRIVALS
FOR VORDME APPROACH

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



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



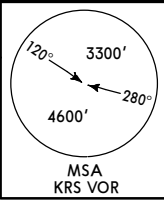
LALOM
N55 54.4
E093 49.5

UNKL/KJA
YEMELYANOVO

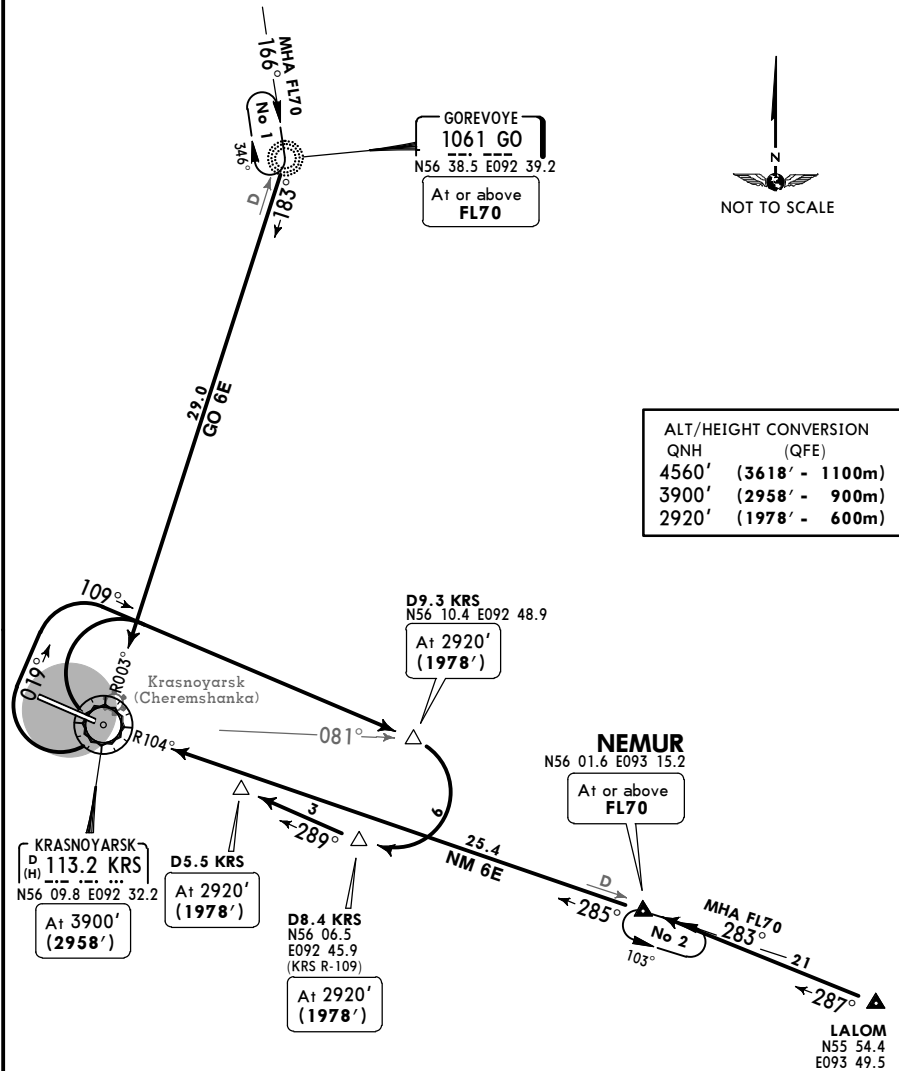
JEPPESSEN
9 OCT 15 (10-2A) Eff 15 Oct

KRASNOYARSK, RUSSIA
STAR

ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4560' (3618')	(QFE)
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GO 6E
NM 6E
RWY 29 ARRIVALS
FOR VORDME APPROACH



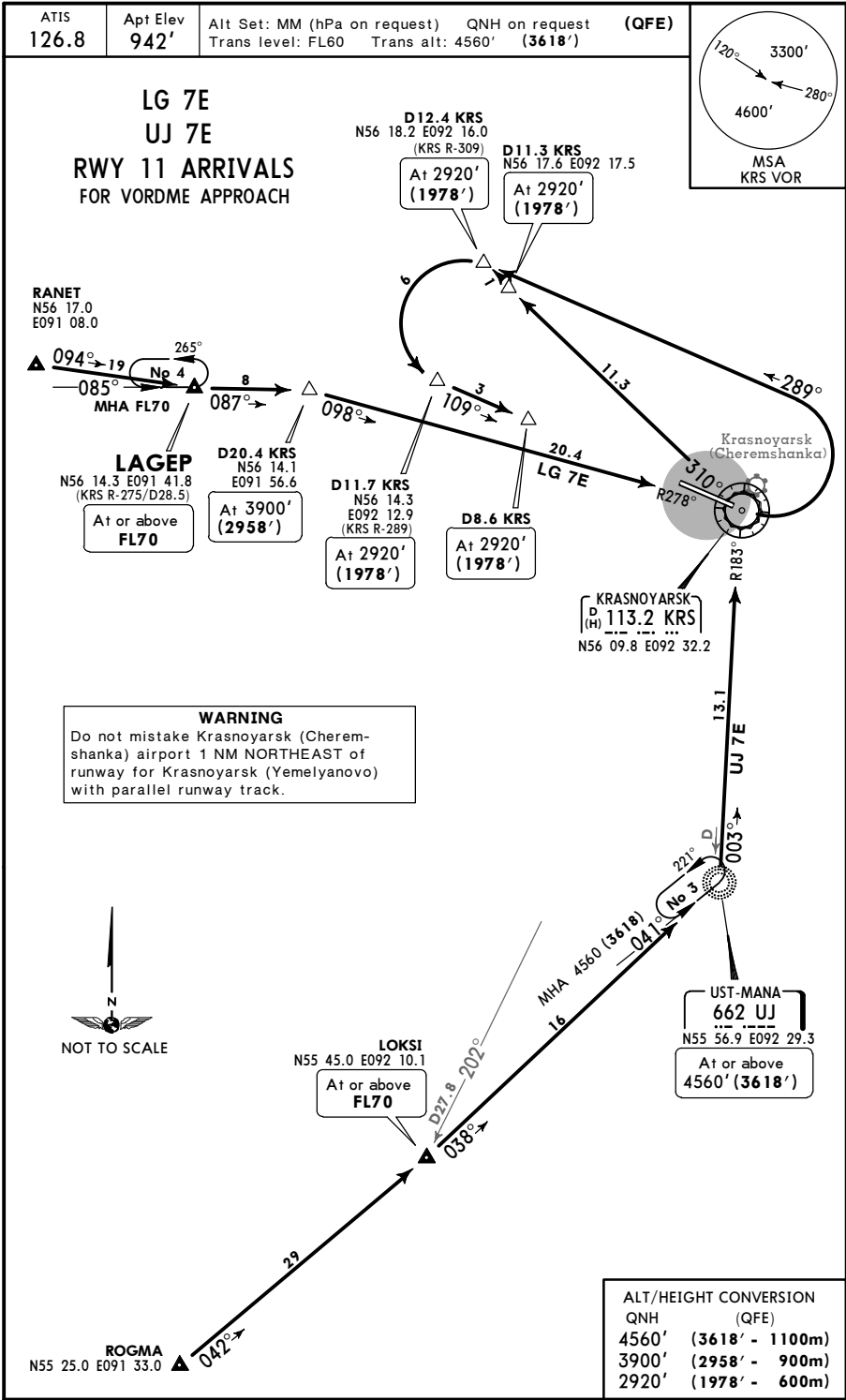
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

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

UNKL/KJA
YEMELYANOVO

JEPPesen 10-2B Eff 15 Oct

KRASNOYARSK, RUSSIA
STAR

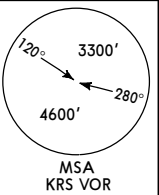


UNKL/KJA
YEMELYANOVO

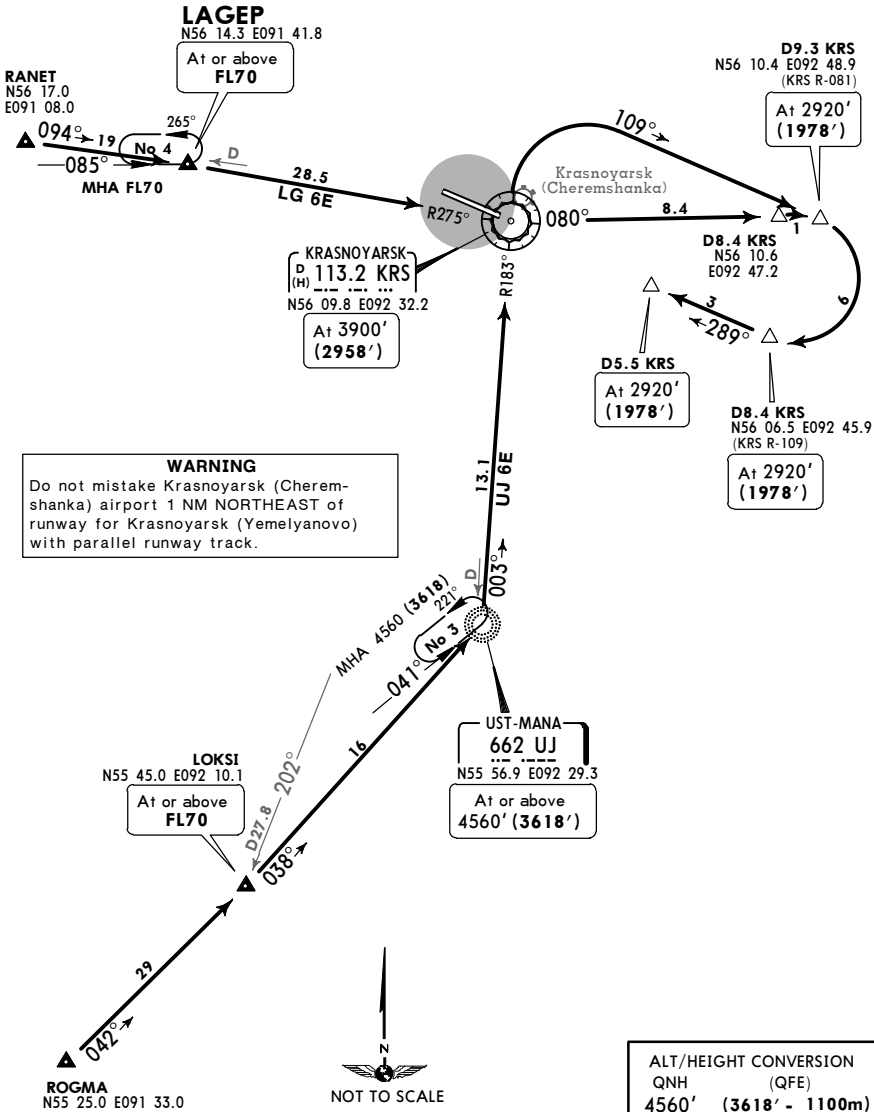
JEPPesen
3 OCT 15 10-2C Eff 15 Oct

KRASNOYARSK, RUSSIA
STAR

ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4560' (3618')	(QFE)
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LG 6E
UJ 6E
RWY 29 ARRIVALS
FOR VORDME APPROACH



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

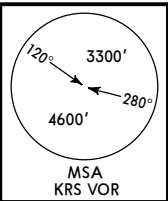
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UNKL/KJA
YEMELYANOVO

JEPPESSEN
9 OCT 15 (10-2E) Eff 15 Oct

KRASNOYARSK, RUSSIA
STAR

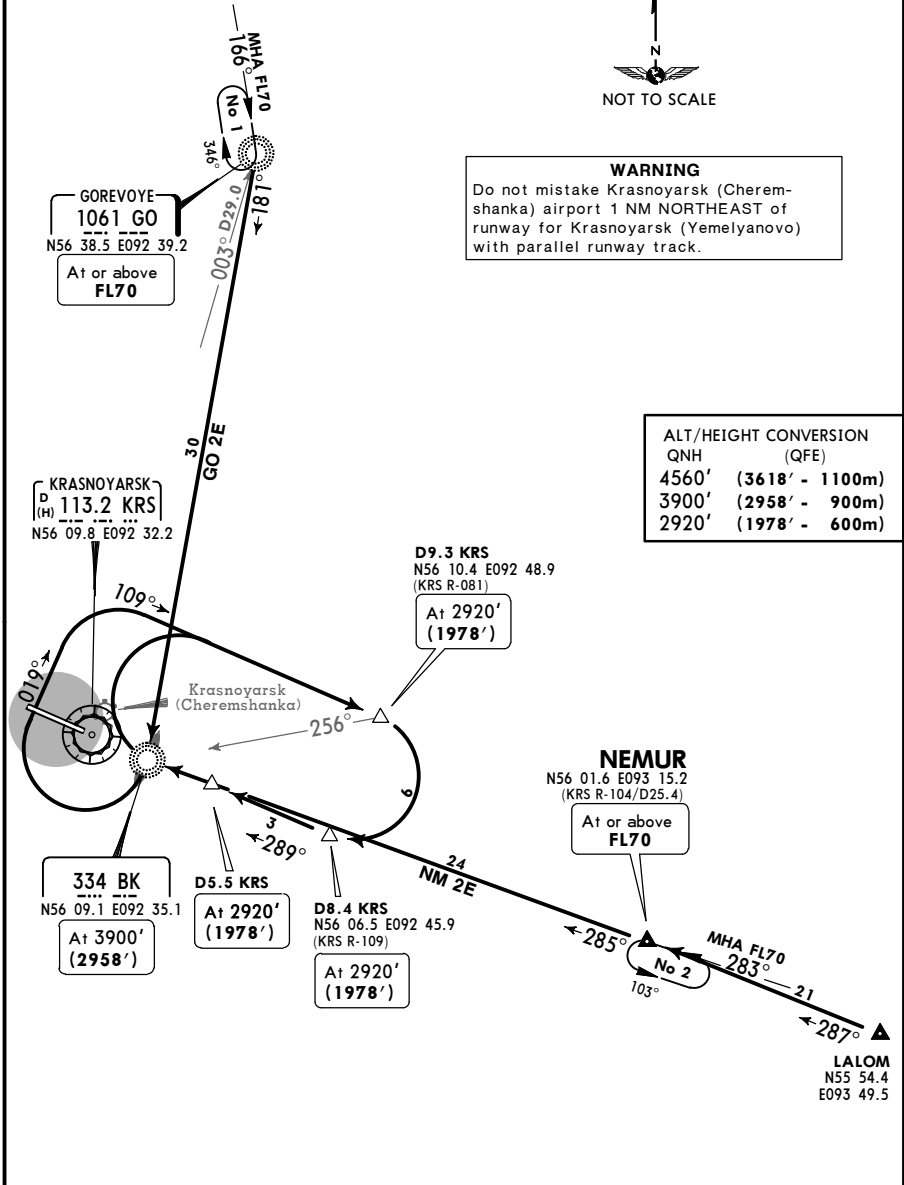
ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4560' (3618')	(QFE)
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GO 2E
NM 2E
RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH



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)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

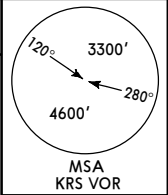
© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

UNKL/KJA
YEMELYANOVO

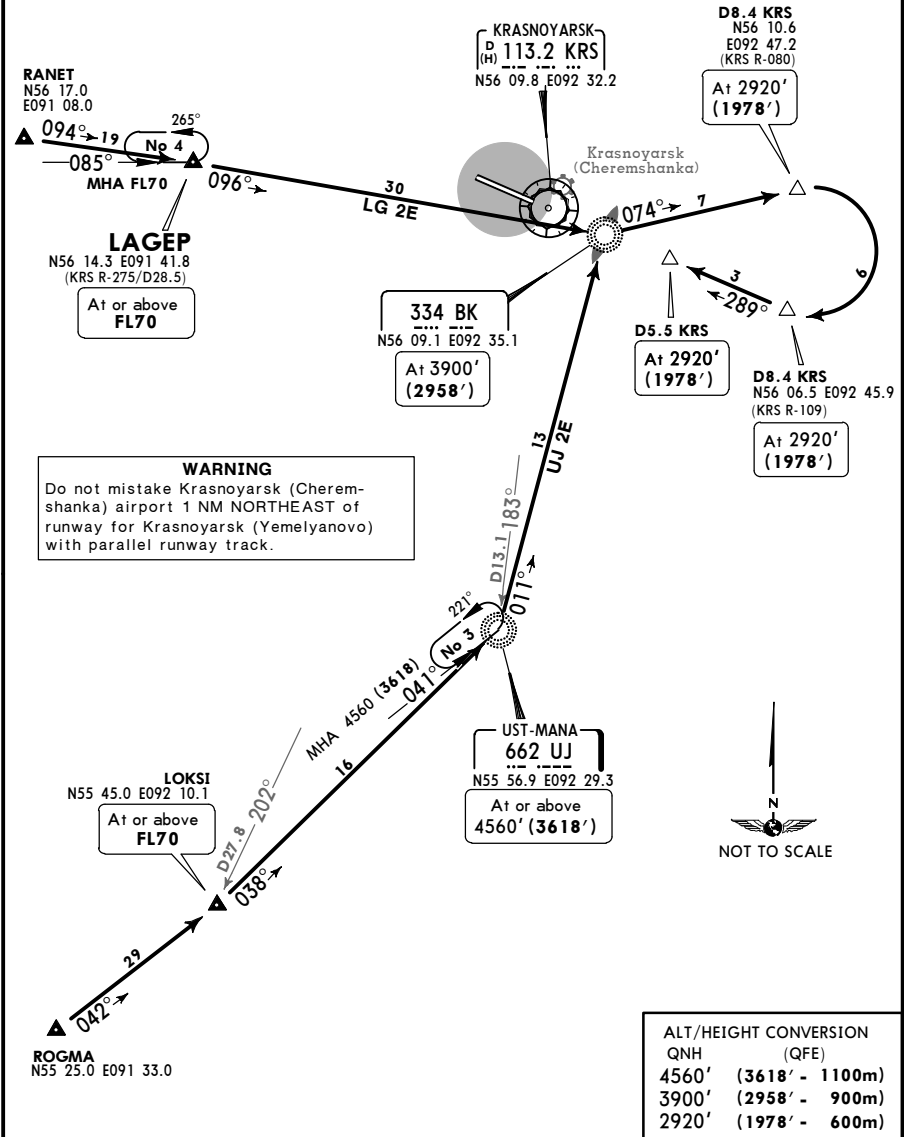
JEPPESSEN
9 OCT 15 (10-2G) Eff 15 Oct

KRASNOYARSK, RUSSIA
STAR

ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request Trans level: FL60 Trans alt: 4560' (3618')	(QFE)
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LG 2E
UJ 2E
RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH



UNKL/KJA
YEMELYANOVO

JEPPESSEN

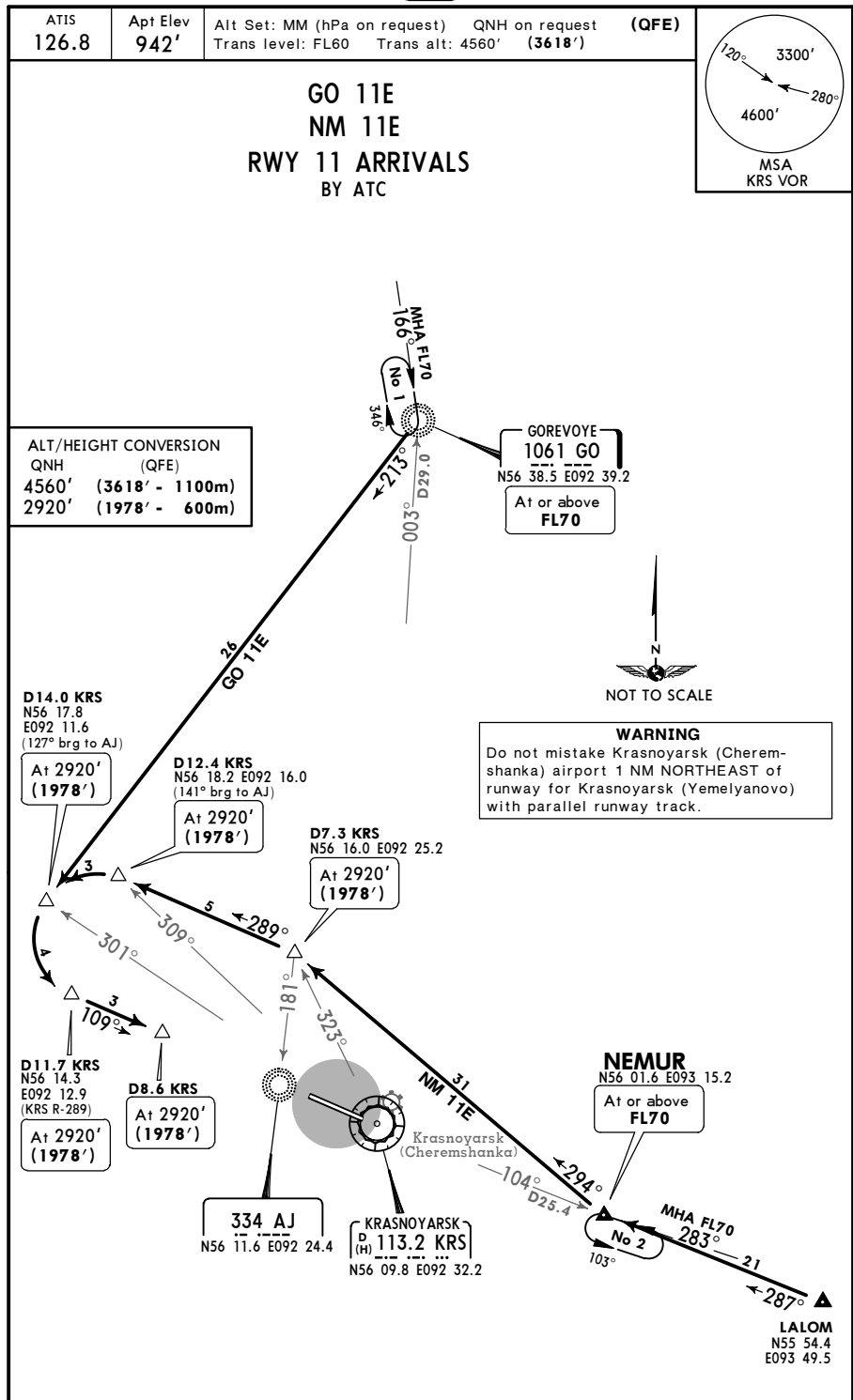
KRASNOYARSK, RUSSIA

9 OCT 15

10-2H

Eff 15 Oct

STAR



UNKL/KJA
YEMELYANOVO

JEPPESSEN

KRASNOYARSK, RUSSIA

9 OCT 15

10-2J

Eff 15 Oct

STAR

ATIS

126.8

Apt Elev

942'

Alt Set: MM (hPa on request)

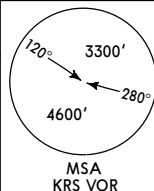
QNH on request

(QFE)

Trans level: FL60

Trans alt: 4560'

(3618')



GO 29E
NM 29E
RWY 29 ARRIVALS
BY ATC

WARNING

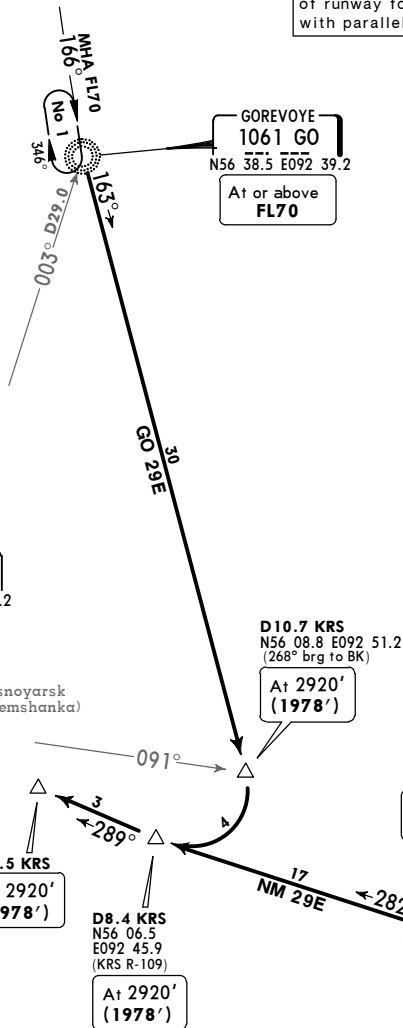
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM NORTHEAST of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

ALT/HEIGHT CONVERSION

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



NOT TO SCALE



KRASNOYARSK
D 113.2 KRS
(H)
N56 09.8 E092 32.2

Krasnoyarsk
(Cheremshanka)

D10.7 KRS
N56 08.8 E092 51.2
(268° brg to BK)

At 2920'
(1978')

NEMUR

N56 01.6 E093 15.2
(KRS R-104/D25.4)

At or above
FL70

334 BK

N56 09.1 E092 35.1

D5.5 KRS

At 2920'
(1978')

D8.4 KRS
N56 06.5 E092 45.9
(KRS R-109)

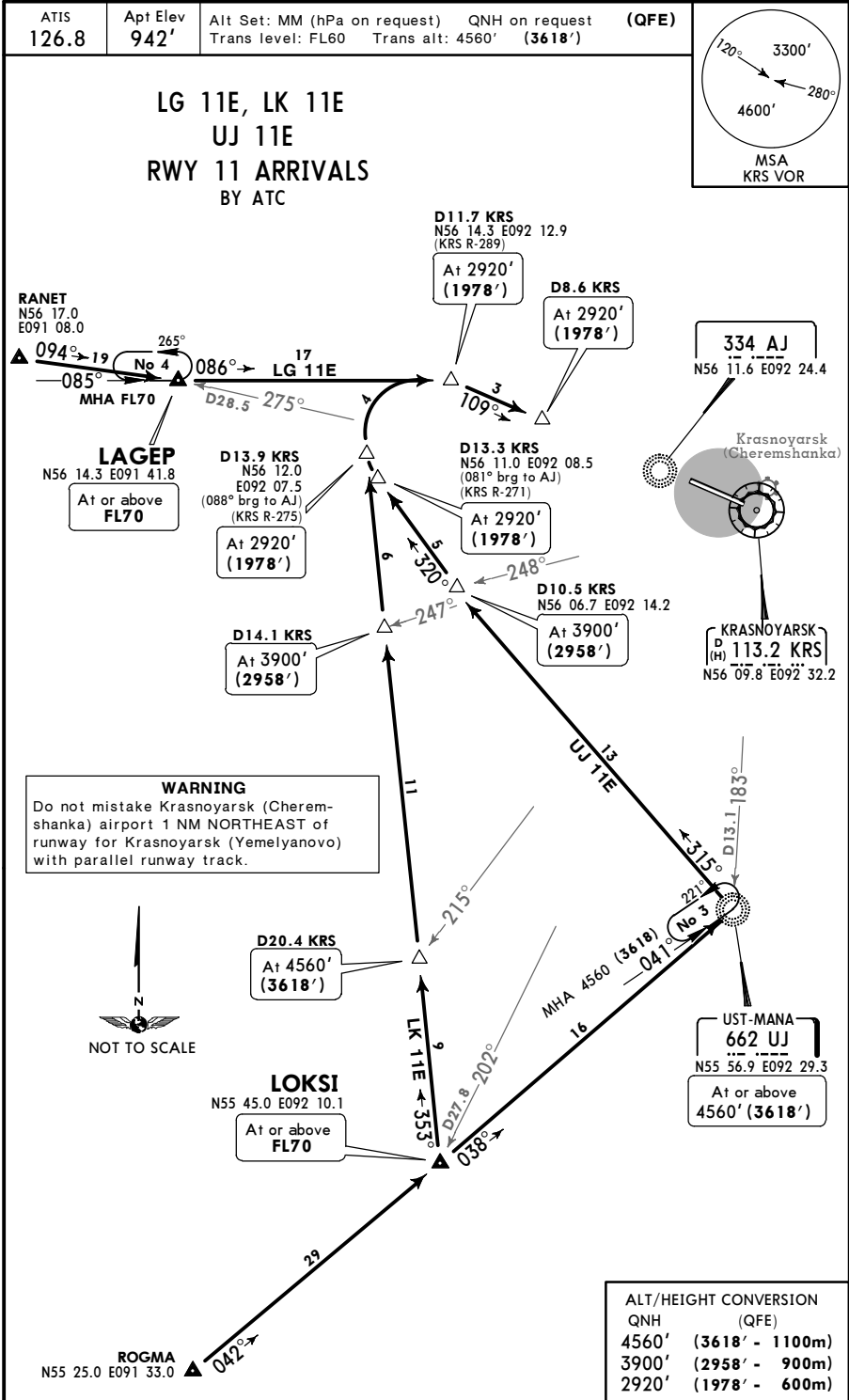
At 2920'
(1978')

LALOM
N55 54.4 E093 49.5

UNKL/KJA
YEMELYANOVO

JEPPesen
16 OCT 15 (10-2K)

KRASNOYARSK, RUSSIA
STAR



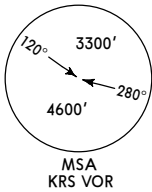
UNKL/KJA
YEMELYANOVO

 **JEPPESSEN**
3 JUN 16 **(10-3)**

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

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



DR 1E
RWY 11

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

PENAP
N56 44.2 E093 33.1

DIRIB
N56 29.2 E093 04.2
At or above
FL70

KRASNOYARSK
D 113.2 KRS
N56 09.8 E092 32.2



At or above
1930' (988')
but not later than
D2.5 KRS



This SID requires minimum climb gradients
of
5.2% up to 1930' (988'), then 3.8%.

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

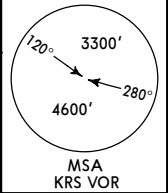
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(988' - 300m)
4560'	(3618' - 1100m)

UNKL/KJA
YEMELYANOVO

JEPPesen
3 JUN 16 10-3A

KRASNOYARSK, RUSSIA
SID

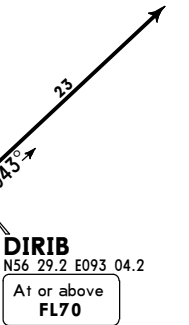
Apt Elev 942'	QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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DR 2E
RWY 29

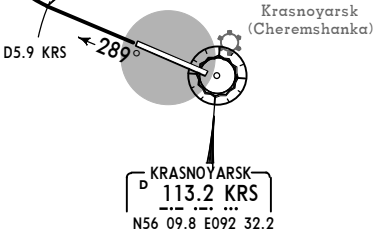
WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM NORTH-EAST of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

PENAP
N56 44.2 E093 33.1



DIRIB
N56 29.2 E093 04.2
At or above
FL70

At or above
1930' (988')
but not later than
D5.9 KRS



This SID requires a minimum climb gradient
of
5.2% up to 1210' (268').

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(268' - 80m)
1930'	(988' - 300m)
4560'	(3618' - 1100m)

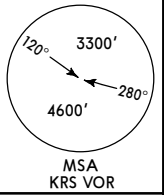
UNKL/KJA
YEMELYANOVO

 **JEPPESSEN**
3 JUN 16 **(10-3C)**

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

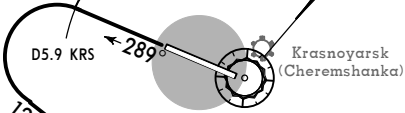
QNH on request (QFE)
Trans level: FL60 Trans alt: 4560' (3618')



**BL 2E
RWY 29**

At or above
1930'(988')
but not later than
D5.9 KRS

KRASNOYARSK
D **113.2 KRS**
N56 09.8 E092 32.2



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

BALUT
N55 57.0 E092 43.0
At or above
FL70

GILAD
N55 51.0 E093 03.1

ATREG
N55 44.7 E093 24.0

NARUG
N55 43.7 E092 37.1

TIRNI
N55 45.5 E092 48.3

IVRAS
N55 23.0 E092 28.0

KETEM
N55 20.9 E092 59.5



These SIDs require a minimum climb gradient
of
5.2% up to 1210' (268').

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(268' - 80m)
1930'	(988' - 300m)
4560'	(3618' - 1100m)

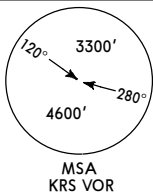
UNKL/KJA
YEMELYANOVO

JEPPESSEN
3 JUN 16 (10-3D)

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

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



RG 1E, ST 1E
RWY 11

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

KRASNOYARSK
D 113.2 KRS
N56 09.8 E092 32.2

Krasnoyarsk
(Cheremshanka)

SITUR
N56 03.5 E091 42.8
At or above
FL70

At
1930'(988')

APRUS
N55 59.0 E091 14.0

RUGEM
N55 53.0 E091 52.7
At or above
FL70

ROVNO
N55 31.0 E091 07.0



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

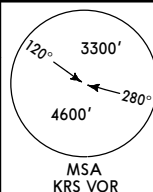
UNKL/KJA
YEMELYANOVO

 **JEPPESSEN**
3 JUN 16 **(10-3E)**

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

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



RG 2E, ST 2E
RWY 29

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

At or above
1930' (988')
but not later than
D5.9 KRS

Krasnoyarsk
(Cheremshanka)

SITUR
N56 03.5 E091 42.8

At or above
FL70

APRUS
N55 59.0 E091 14.0

KRASNOYARSK
D 113.2 KRS
N56 09.8 E092 32.2

RUGEM
N55 53.0 E091 52.7

At or above
FL70



These SIDs require a minimum climb gradient
of
5.2% up to 1210' (268').

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(268' - 80m)
1930'	(988' - 300m)
4560'	(3618' - 1100m)

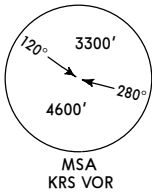
UNKL/KJA
YEMELYANOVO

JEPPESSEN
3 JUN 16 10-3F

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

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



MN 1E

MN 3E

BY ATC

RWY 11

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



334 AJ
N56 11.6 E092 24.4

KRASNOYARSK
D 113.2 KRS
N56 09.8 E092 32.2

Krasnoyarsk
(Cheremshanka)

D2.5 KRS

MN 1E
At or above
1930'(988')
but not later than
D2.5 KRS

MN 3E
At 1930'(988')

This SID requires a minimum climb gradient
of

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

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580

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

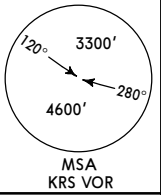
UNKL/KJA
YEMELYANOVO

 **JEPPESSEN**
3 JUN 16 **(10-3G)**

KRASNOYARSK, RUSSIA
SID

Apt Elev
942'

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



MN 2E
RWY 29

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

D5.9 KRS

At or above
1930' (**988'**)
but not later than
D5.9 KRS

Krasnoyarsk
(Cheremshanka)

KRASNOYARSK
D 113.2 KRS
N56 09.8 E092 32.2



This SID requires a minimum climb gradient
of
5.2% up to 1210' (268').

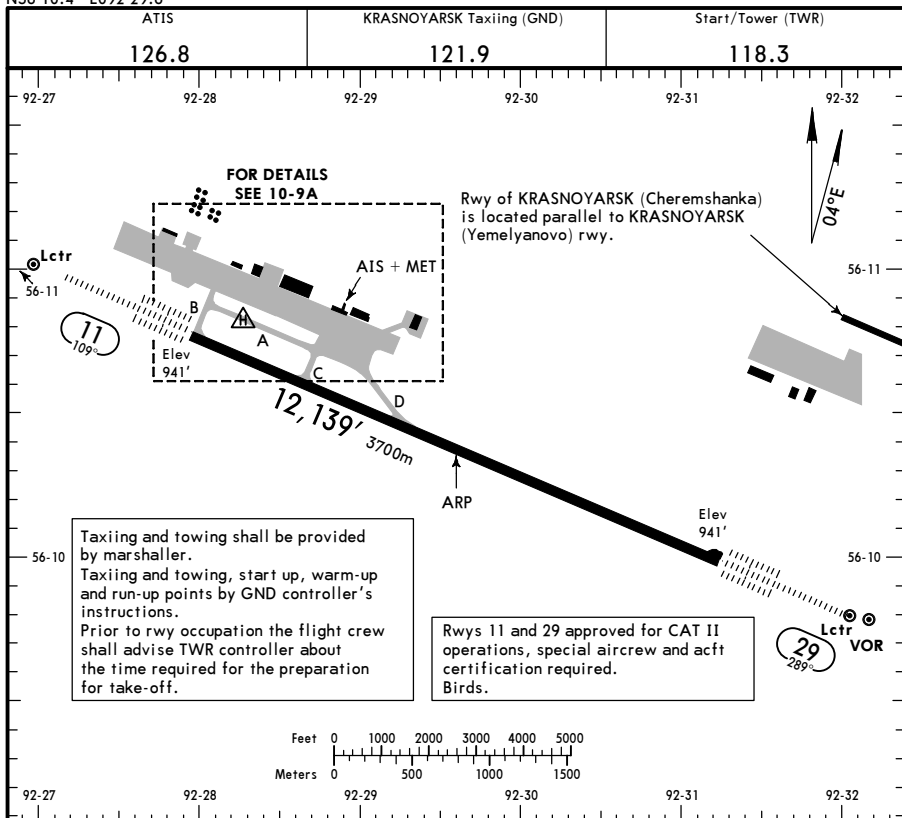
Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(268' - 80m)
1930'	(988' - 300m)
4560'	(3618' - 1100m)

UNKL/KJA
Apt Elev **942'**
N56 10.4 E092 29.6

JEPPesen
9 OCT 15 **(10-9)** **Eff 15 Oct**

KRASNOYARSK, RUSSIA
YEMELYANOVO



Taxiing and towing shall be provided by marshaller.
Taxiing and towing, start up, warm-up and run-up points by GND controller's instructions.
Prior to rwy occupation the flight crew shall advise TWR controller about the time required for the preparation for take-off.

Rwys 11 and 29 approved for CAT II operations, special aircrew and acft certification required.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
11	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°)		10,924' 3330m	1	197'
29			10,985' 3348m		60m

1 TAKE-OFF RUN AVAILABLE
RWY 11:

From rwy head 12,139' (3700m)
twy C int 9186' (2800m)
twy D int 6890' (2100m)

RWY 29:

From rwy head 12,139' (3700m)
twy D int 5249' (1600m)
twy C int 2953' (900m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

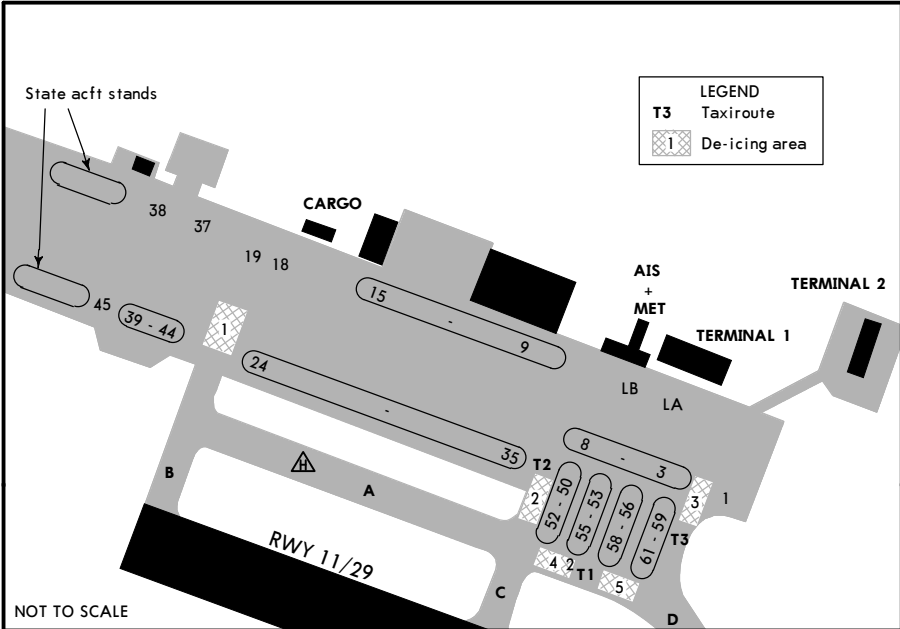
LVP must be in force

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

UNKL/KJA

JEPPesen
9 OCT 15 (10-9A) Eff 15 Oct

KRASNOYARSK, RUSSIA
YEMELYANOVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N56 10.8 E092 29.2	40, 41	N56 11.0 E092 27.9
2	N56 10.7 E092 28.9	42 thru 44	N56 11.0 E092 28.0
3	N56 10.8 E092 29.1	45	N56 11.1 E092 27.8
4 thru 6	N56 10.8 E092 29.0	50, 51	N56 10.8 E092 28.8
7, 8	N56 10.8 E092 28.9	52	N56 10.7 E092 28.8
9	N56 10.9 E092 28.7	53	N56 10.8 E092 28.8
10, 11	N56 10.9 E092 28.6	55	N56 10.7 E092 28.9
12	N56 10.9 E092 28.5	56	N56 10.7 E092 29.0
13, 14	N56 10.9 E092 28.4	57, 58	N56 10.7 E092 28.9
15	N56 10.9 E092 28.3	59 thru 61	N56 10.7 E092 29.0
18, 19	N56 11.0 E092 28.2	LA	N56 10.8 E092 29.1
24	N56 10.9 E092 28.2	LB	N56 10.8 E092 28.9
25, 26	N56 10.9 E092 28.3		
27 thru 29	N56 10.9 E092 28.4		
30, 31	N56 10.9 E092 28.5		
32, 33	N56 10.8 E092 28.6		
34, 35	N56 10.8 E092 28.7		
37	N56 11.0 E092 28.1		
38	N56 11.0 E092 28.0		
39	N56 11.0 E092 27.8		

Taxiing and towing of acft with wingspan more than 200'(61m) in the taxiing area on and between stands LA and LB are prohibited.

UNKL/KJA


JEPPESSEN
 9 OCT 15 **10-9B** **Eff 15 Oct**
KRASNOYARSK, RUSSIA
YEMELYANOVO

LOW VISIBILITY PROCEDURES (LVP)

GENERAL

When RVR values are 600m or less ATS unit shall include the following message into ATIS broadcast or advise the flight crew: "Low visibility procedures are in progress, check your minimum".

After landing the flight crew shall choose the nearest suitable TWY for the runway vacaton, or as directed.

"Krasnoyarsk-Krug" controller shall establish intervals between Acft for providing ILS signal accuracy on final approach.

When conditions do not conform to the appropriate aerodrome operating minimum, landing (take-off) carried out by a decision of the pilot-in-command.

The responsibility for the unsanctioned incursion onto the runway and non-adherence to the assigned taxi routes on the manoeuvring area placed on the flight crew.

The following is prohibited during LVP validity:

- take-off not from Rwy extremity;
- take-off without stop at the line-up position after Acft enter the Rwy.

CRITERIA FOR COMMENCEMENT AND CEASING OF LVP OPERATION

Putting into operation of LVP:

- RVR value is less than 600m at least at one of three points of visibility measurement.

Ceasing of LVP:

- RVR value is more than 600m.

ARRIVAL OF ACFT UNDER LOW VISIBILITY CONDITIONS

The flight crew shall report the runway vacaton to Tower controller only after acft crosses boundary of edge aerodrome signs of yellow taxiway markers, that indicates vacaton of ILS critical area.

The aircraft must vacate ILS critical area as fast as possible.

The flight crew shall report acft parking onto the stand to "Krasnoyarsk-Taxiing" using the following phraseology: "Call sign on Acft, onto stand...".

UNKL/KJA


Standard
KRASNOYARSK, RUSSIA
YEMELYANOVO

STRAIGHT-IN RWY		A	B	C	D
11	CAT 2 ILS	1042'(100') R100' R300m	1042'(100') R100' R300m	1042'(100') R100' R300m	1042'(100') R100' R300m
	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1390'(448') R1400m	1390'(448') R1400m	1390'(448') R1400m	1390'(448') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	VOR DME ①	1620'(678') R1500m	1620'(678') R1500m	1620'(678') C2400m	1620'(678') C2400m
	VOR	1740'(798') C3100m	1740'(798') C3100m	1740'(798') C3300m	1740'(798') C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	2 NDB ① ②	1350'(408') R1200m	1350'(408') R1200m	1350'(408') R1200m	1350'(408') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ③	1350'(408') R1200m	1350'(408') R1200m	1350'(408') R1200m	1350'(408') R1200m
	ALS out	R1900m	R1900m	R1900m	R1900m
	AJ NDB ① ②	1630'(688') R1500m	1630'(688') R1500m	1630'(688') C2400m	1630'(688') C2400m
	AJ NDB ③	1720'(778') C3100m	1720'(778') C3100m	1720'(778') C3300m	1720'(778') C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m

① Continuous Descent Final Approach.

② with FAF.

③ w/o FAF.

UNKL/KJA



Standard
KRASNOYARSK, RUSSIA
YEMELYANOVO

STRAIGHT-IN RWY		A	B	C	D
29	CAT 2 ILS	1042'(100')	1042'(100')	1042'(100')	1042'(100')
		R98' R300m	R98' R300m	R98' R300m	R98' R300m
	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1290'(348')	1290'(348')	1290'(348')	1290'(348')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR DME ①	1320'(378')	1320'(378')	1320'(378')	1320'(378')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR	1670'(728')	1670'(728')	1670'(728')	1670'(728')
		C2900m	C2900m	C3100m	C3100m
	ALS out	C3600m	C3600m	C3800m	C3800m
	2 NDB ① ②	1440'(498')	1440'(498')	1440'(498')	1440'(498')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	2 NDB ① ③	1440'(498')	1440'(498')	1440'(498')	1440'(498')
		R1500m	R1500m	R1500m	R1500m
	ALS out	C2300m	C2300m	C2300m	C2300m
	BK NDB ① ②	1440'(498')	1440'(498')	1440'(498')	1440'(498')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	BK NDB ① ③	1440'(498')	1440'(498')	1440'(498')	1440'(498')
		R1500m	R1500m	R1500m	R1500m
	ALS out	C2300m	C2300m	C2300m	C2300m

- ① Continuous Descent Final Approach.
② with FAF.
③ w/o FAF.

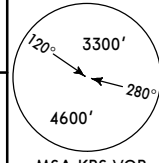
TAKE-OFF RWY 11, 29					
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

UNKL/KJA
YEMELYANOVO

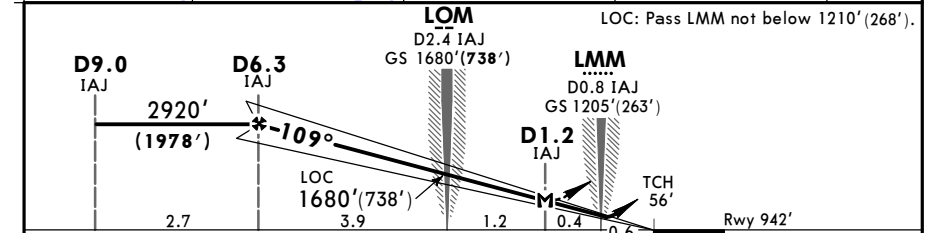
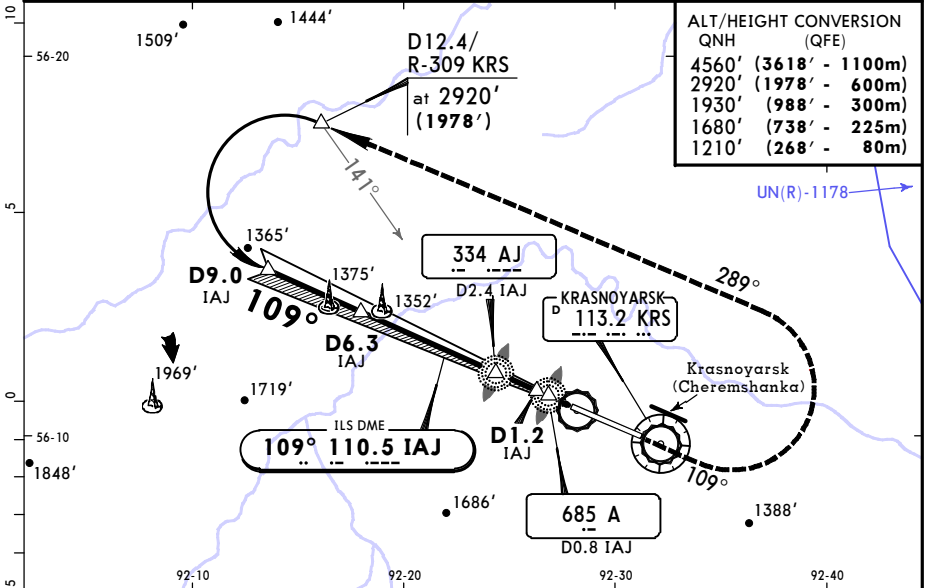
JEPPesen
9 OCT 15
Eff 15 Oct

(11-1)

KRASNOYARSK, RUSSIA
ILS DME 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
LOC IAJ 110.5	Final Apch Crs 109°	GS LOM 1680'(738')	ILS DA(H) 1142'(200')	Apt Elev 942' Rwy 942'	
MISSED APCH: Climb on 109° to 1930'(988'), then turn LEFT onto 289° 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).



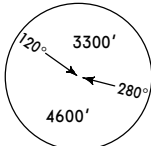
Gnd speed-Kts	70	90	100	120	140	160	1930'(988') on 109°	289° LT	2920'(1978')
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	849			
MAP at D1.2 IAJ									

STRAIGHT-IN LANDING RWY 11					
ILS			LOC (GS out)		
DA(H) 1142'(200')			MDA(H) 1390'(448')		
FULL		TDZ or CL out	ALS out	ALS out	
A				800m	1600m
B					
C	800m		1200m	1200m	2000m
D				1600m	2400m

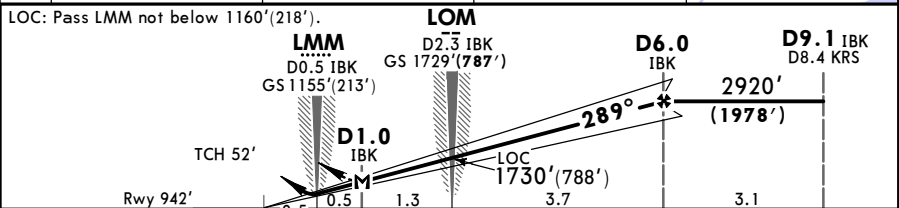
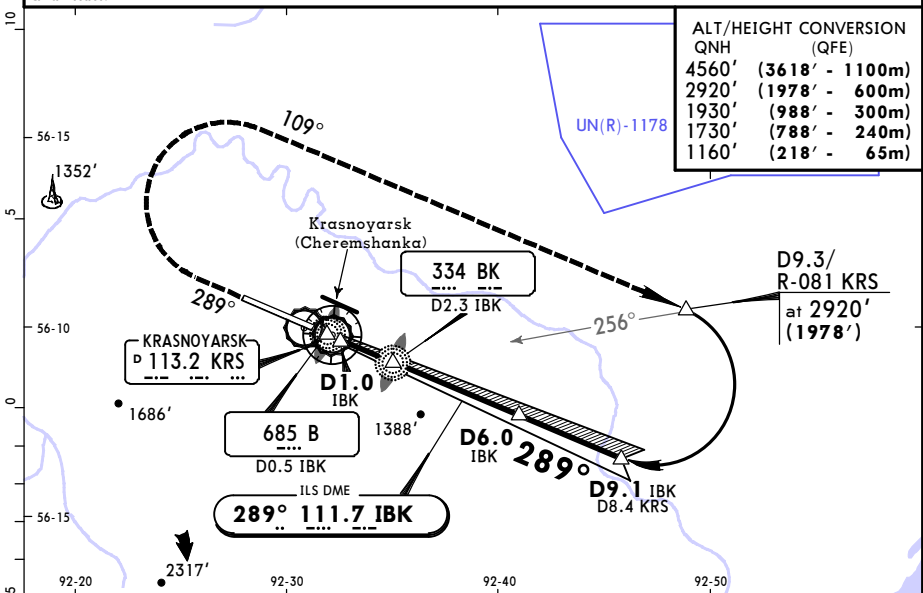
UNKL/KJA
YEMELYANOVO

JEPPESSEN
9 OCT 15
Eff 15 Oct (11-2)

KRASNOYARSK, RUSSIA
ILS DME 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	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 942'	
111.7	289°	1729'(787')	1142'(200')	Rwy 942'	
MISSED APCH: Climb on 289° to 1930'(988') , then turn RIGHT onto 109° 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.



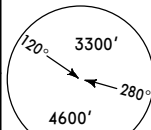
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1930' (988')	109°	2920' (1978')
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849	PAPI	289°	RT
MAP at D1.0 IBK										

STRAIGHT-IN LANDING RWY 29					
ILS			LOC (GS out)		
DA(H) 1142'(200')			MDA(H) 1290'(348')		
FULL		TDZ or CL out	ALS out	ALS out	
A					
B					
C	800m		1200m	800m	1600m
D				1200m	2000m

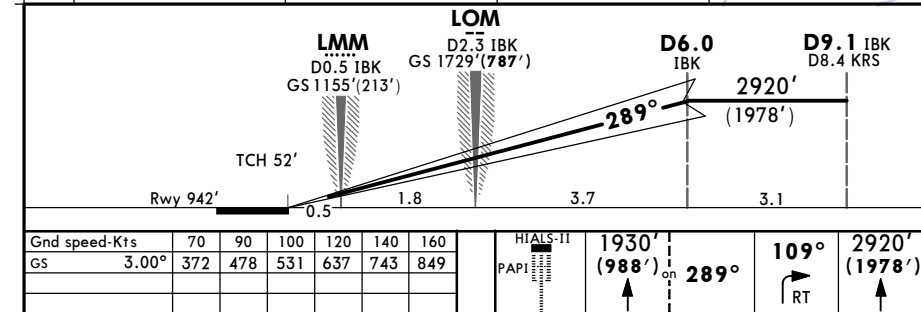
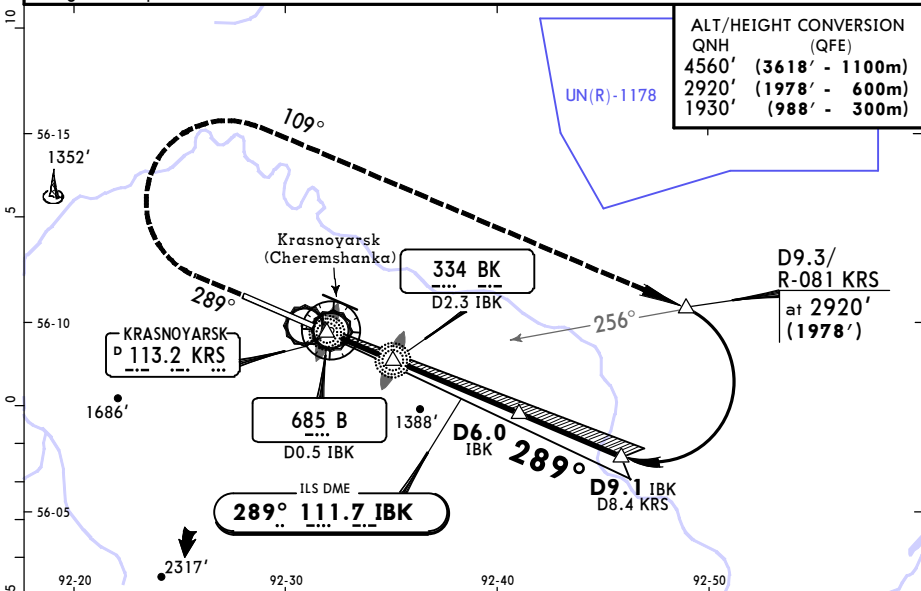
UNKL/KJA
YEMELYANOVO

JEPPESSEN
9 OCT 15
Eff 15 Oct (11-2A)

KRASNOYARSK, RUSSIA
CAT II ILS 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 111.7	Final Apch Crs 289°	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 289° to 1930'(988') , then turn RIGHT onto 109° 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.



STRAIGHT-IN LANDING RWY 29
CAT II ILS

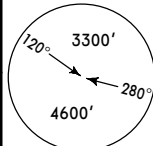
RA 98'
DA(H) 1042'(100')

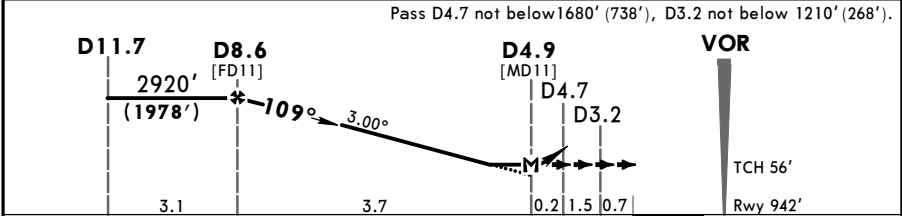
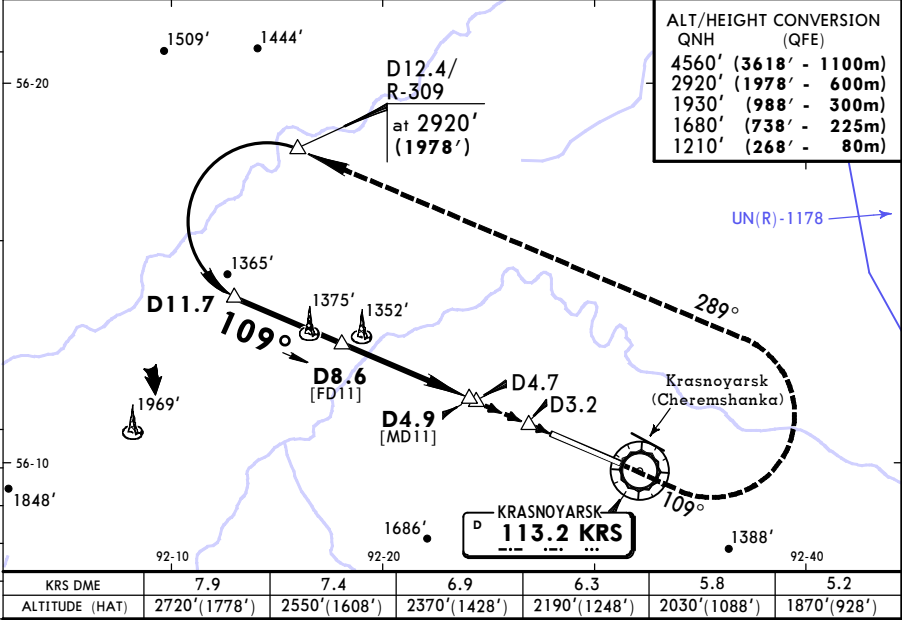
RVR 300m

UNKL/KJA
YEMELYANOVO

JEPPESSEN
9 OCT 15
Eff 15 Oct (13-1)

KRASNOYARSK, RUSSIA
VOR DME or VOR Rwy 11

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 109°	Minimum Alt D7.6 2920'(1978')	MDA(H) Refer to Minimums	Apt Elev 942' Rwy 942'	
MISSED APCH: Climb on 109° to 1930'(988') , then turn LEFT onto 289° 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-II	1930' (988')	289°	2920' (1978')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	109°	LT
VOR DME: MAP at D4.9										

STRAIGHT-IN LANDING RWY 11							
VOR DME				VOR			
MDA(H) 1620'(678')				MDA(H) 1740'(798')			
		ALS out				ALS out	
A	3200m			3200m			
B							
C				3200m		3600m	
D	3200m		4000m				

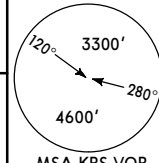
UNKL/KJA
YEMELYANOVO

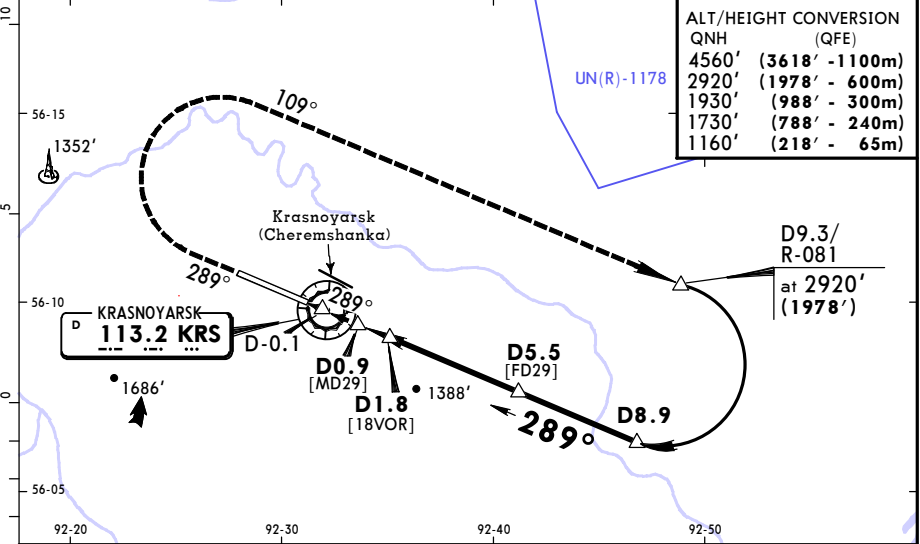
 **JEPPESSEN**
9 OCT 15
Eff 15 Oct

(13-2)

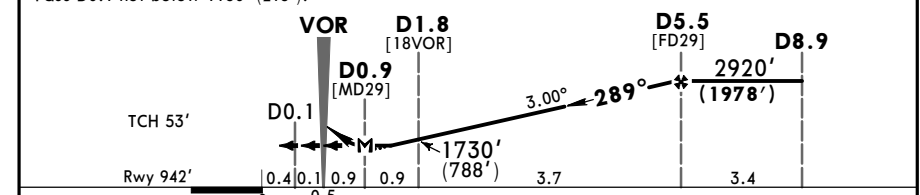
KRASNOYARSK, RUSSIA
VOR DME or VOR Rwy 29

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 113.2	Final Appch Crs 289°	Minimum Alt D6.5 2920'(1978')	MDA(H) Refer to Minimums	Apt Elev 942' Rwy 942'	
MISSED APCH: Climb on 289° to 1930'(988') , then turn RIGHT onto 109° 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.					



KRS DME	1.8	2.2	2.7	3.2	3.8	4.3	4.9
ALTITUDE (HAT)	1730'(788')	1870'(928')	2030'(1088')	2190'(1248')	2370'(1428')	2550'(1608')	2720'(1778')



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743	849	
VOR DME: MAP at D0.9								

STRAIGHT-IN LANDING RWY 29					
VOR DME			VOR		
MDA(H) 1320'(378')			MDA(H) 1670'(728')		
ALS out			ALS out		
A					
B			3200m		
C	1800m	2600m			
D			3200m	3600m	

PANS OPS

UNKL/KJA
YEMELYANOVO

JEPPesen
9 OCT 15
Eff 15 Oct (16-1)

KRASNOYARSK, RUSSIA
2 NDB or NDB Rwy 11

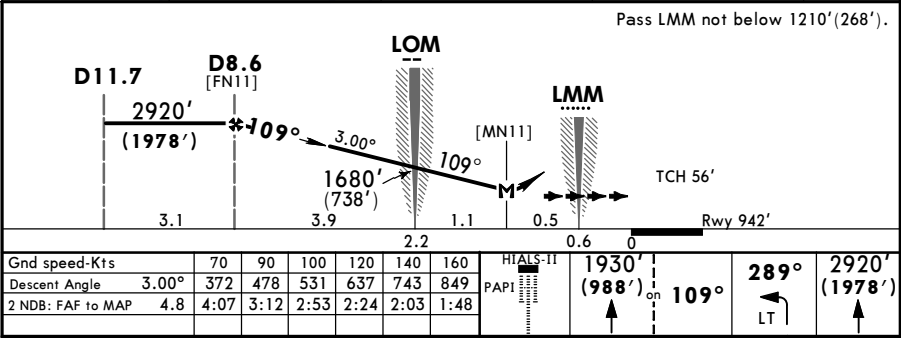
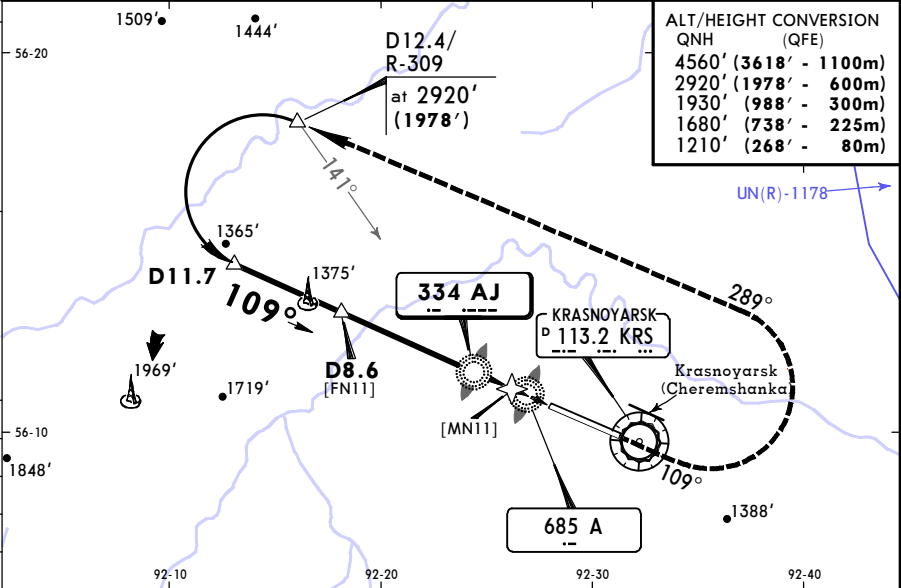
ATIS 126.8	KRASNOYARSK Approach 127.7	KRASNOYARSK Radar 122.0	KRASNOYARSK Tower 118.3	KRASNOYARSK Start (TWR) 118.3	Ground 121.9
NDB AJ 334	Final Aptch Crs 109°	Minimum Alt D7.6 2920'(1978')	MDA(H) Refer to Minimums	Apt Elev 942' Rwy 942'	

MISSED APCH: Climb on 109° to 1930'(988'), then turn LEFT onto 289° 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).



STRAIGHT-IN LANDING RWY 11				AJ NDB			
2 NDB				With FAF		W/o FAF	
MDA(H) 1350'(408')				MDA(H) 1630'(688')		MDA(H) 1720'(778')	
ALS out				ALS out		ALS out	
A							
B	1500m			3200m		3200m	
C	2300m					3200m	3600m
D				3200m	3600m	3600m	4000m

KRASNOYARSK, (YEMELYANOV - UNKL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNKL