

## List of pages in this Trip Kit

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Airport Information For UNKL

Terminal Charts For UNKL

Revision Letter For Cycle 06-2012

Change Notices

Notebook

## General Information

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

Airport Use: Public  
Magnetic Variation: 4.3°E

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

Sunrise: 2333 Z  
Sunset: 1218 Z,

## Runway Information

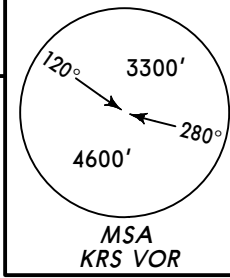
Runway: 11  
Length x Width: 12139 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 942 ft  
Lighting: Edge, ALS, Centerline

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

## Communication Information

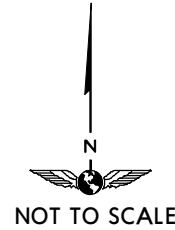
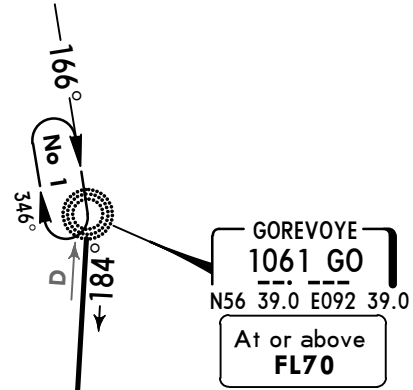
ATIS 126.8  
Krasnoyarsk Start Tower 118.3  
Krasnoyarsk Taxiing Ground Control 121.9  
Krasnoyarsk Approach Control 127.7 TCA  
Krasnoyarsk Krug Radar 122.0  
Krasnoyarsk Transit Operations 131.9

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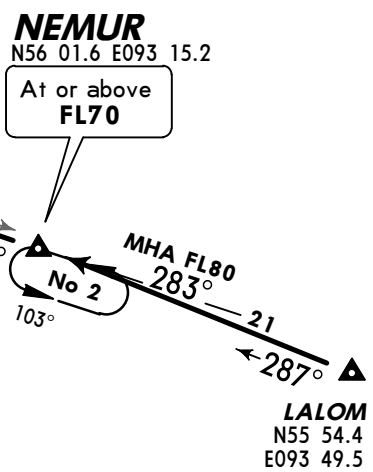
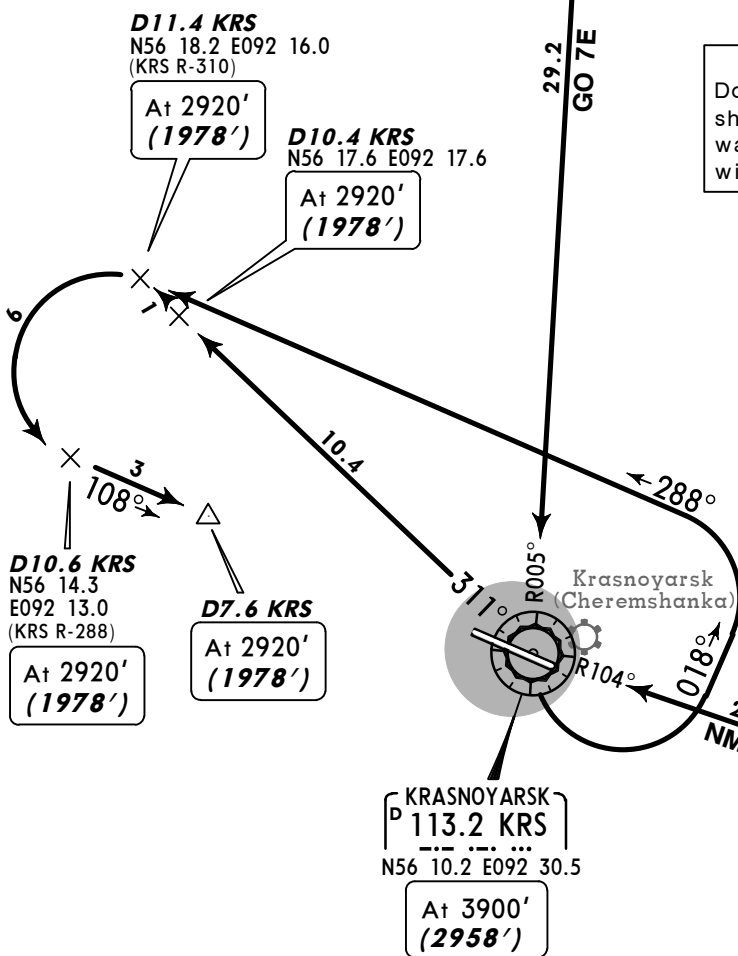


GO 7E  
NM 7E  
RWY 11 ARRIVALS  
FOR VORDME APPROACH

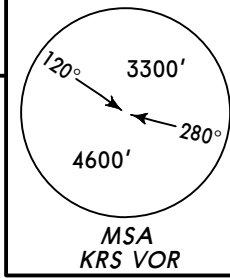
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)



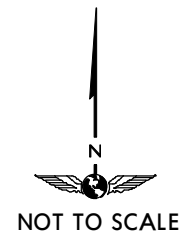
**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.



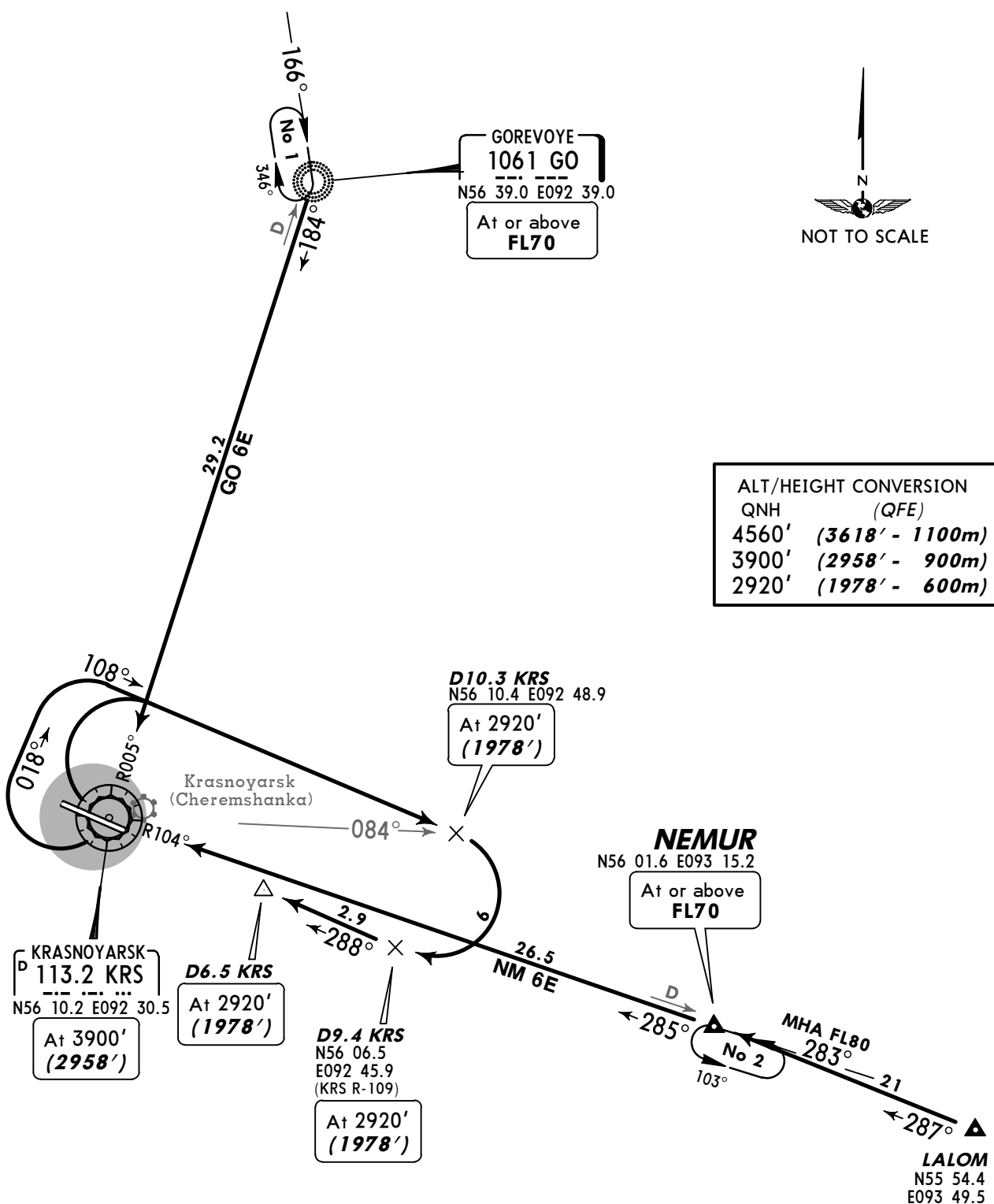
ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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GO 6E  
NM 6E  
RWY 29 ARRIVALS  
FOR VORDME APPROACH

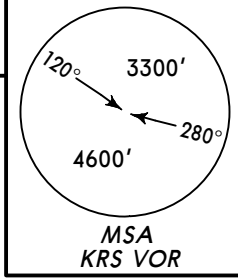


ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)



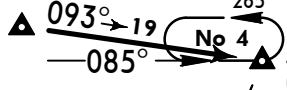
**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

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



**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 56.7  
At 3900'  
(**2958'**)

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

**D7.6 KRS**  
At 2920'  
(**1978'**)

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

**D10.4 KRS**  
N56 17.6 E092 17.6  
At 2920'  
(**1978'**)

**KRASNOYARSK**  
**D 113.2 KRS**  
N56 10.2 E092 30.5  
At 3900'  
(**2958'**)

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



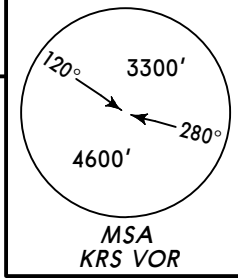
**LOKSI**  
N55 45.7 E092 10.1  
At or above  
**FL70**

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

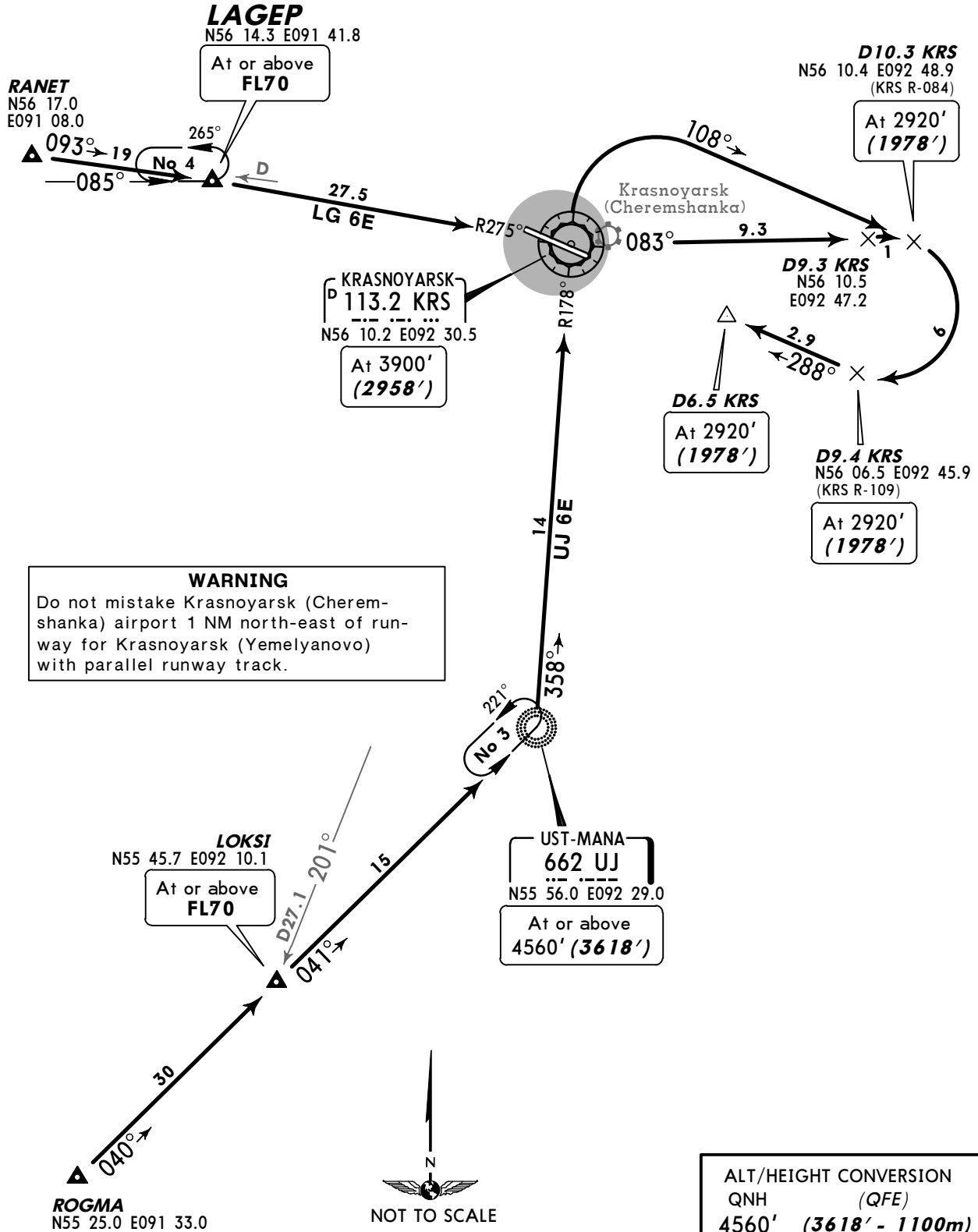
**ROGMA**  
N55 25.0 E091 33.0

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

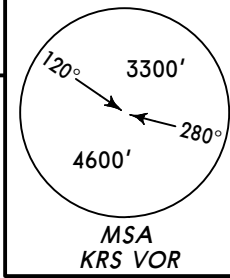


**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

ALT/HEIGHT CONVERSION

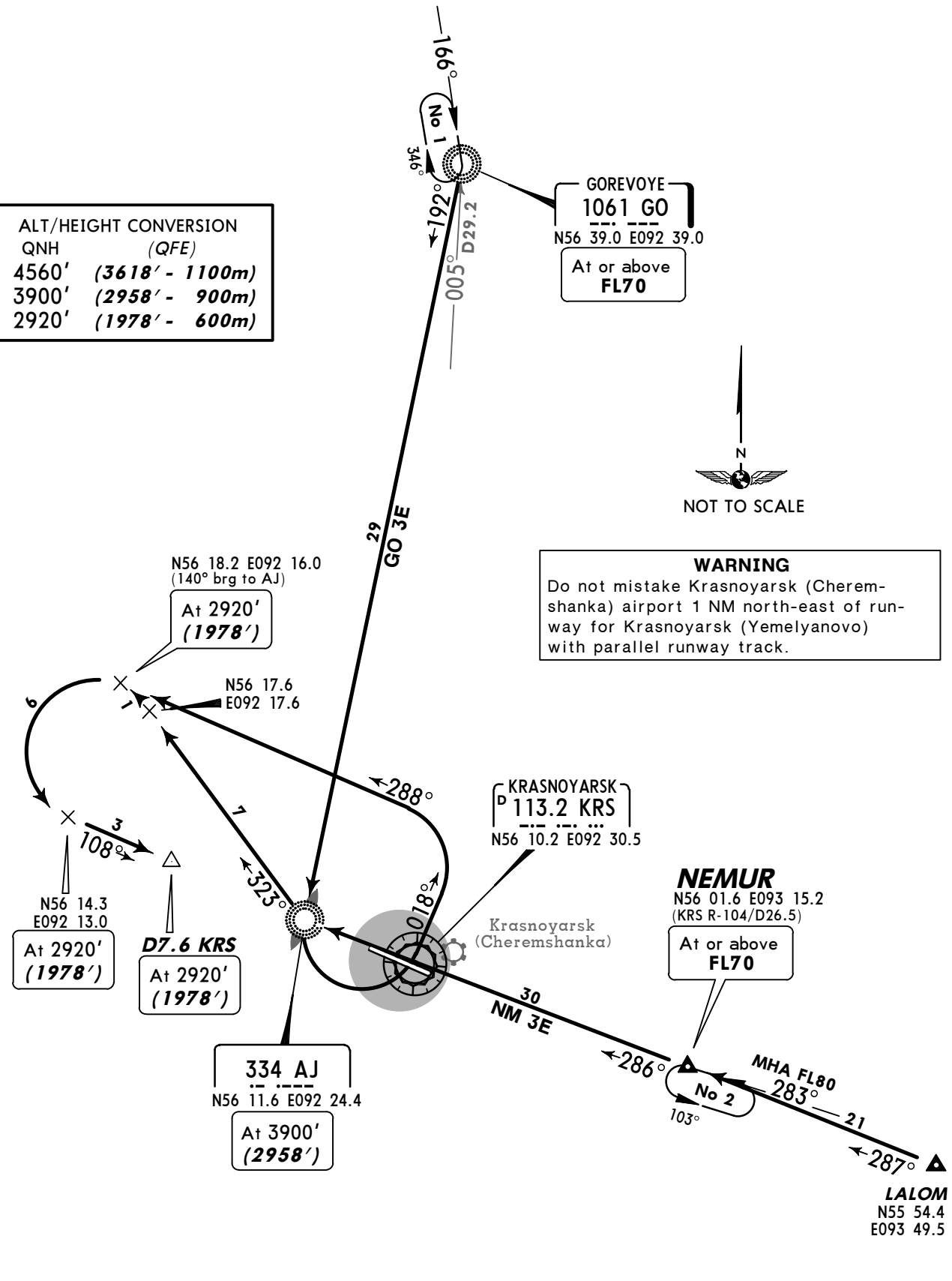
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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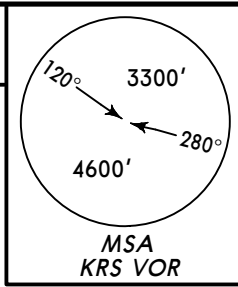
GO 3E  
NM 3E  
RWY 11 ARRIVALS  
FOR ILS OR 2 NDB APPROACH

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 (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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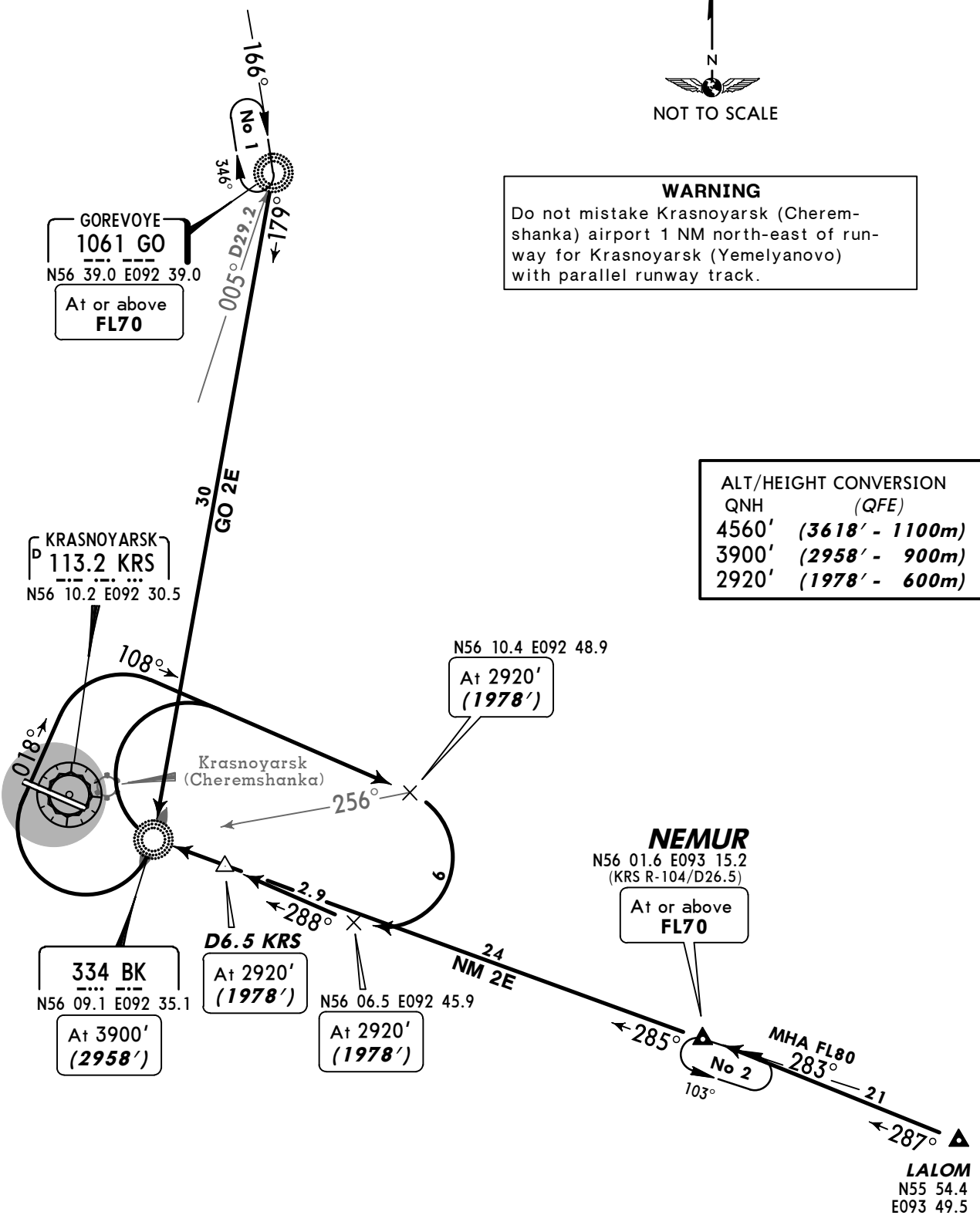


GO 2E  
NM 2E  
RWY 29 ARRIVALS  
FOR ILS OR 2 NDB APPROACH



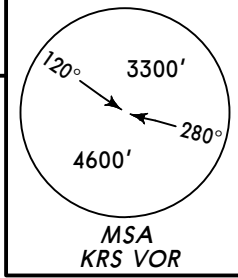
**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

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

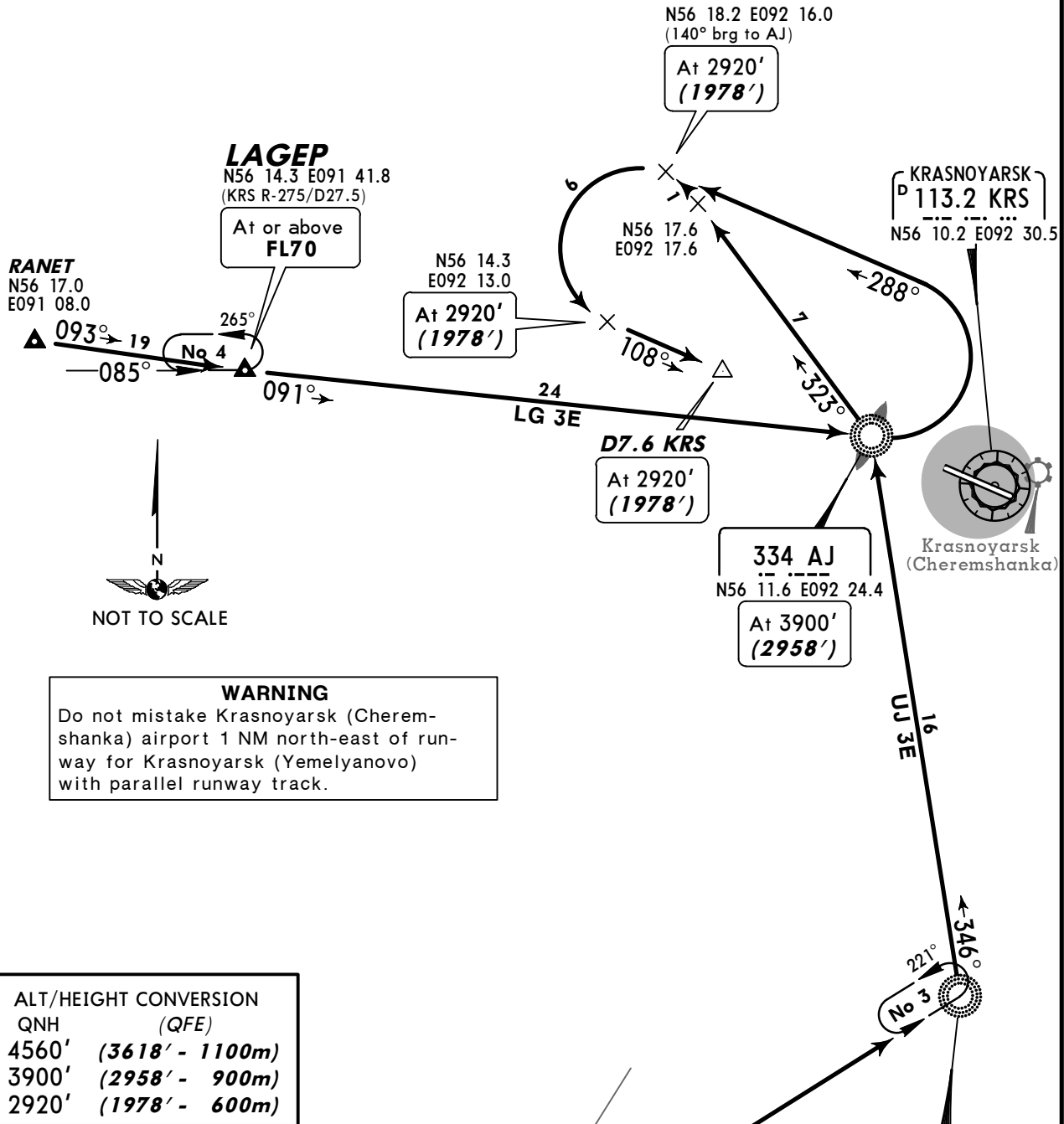




ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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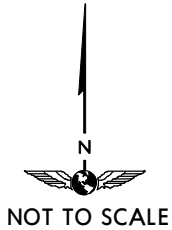


LG 3E  
UJ 3E  
RWY 11 ARRIVALS  
FOR ILS OR 2 NDB APPROACH

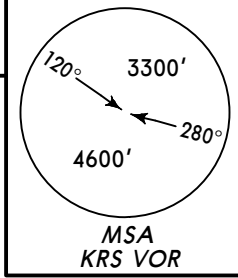


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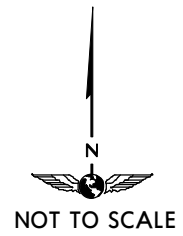
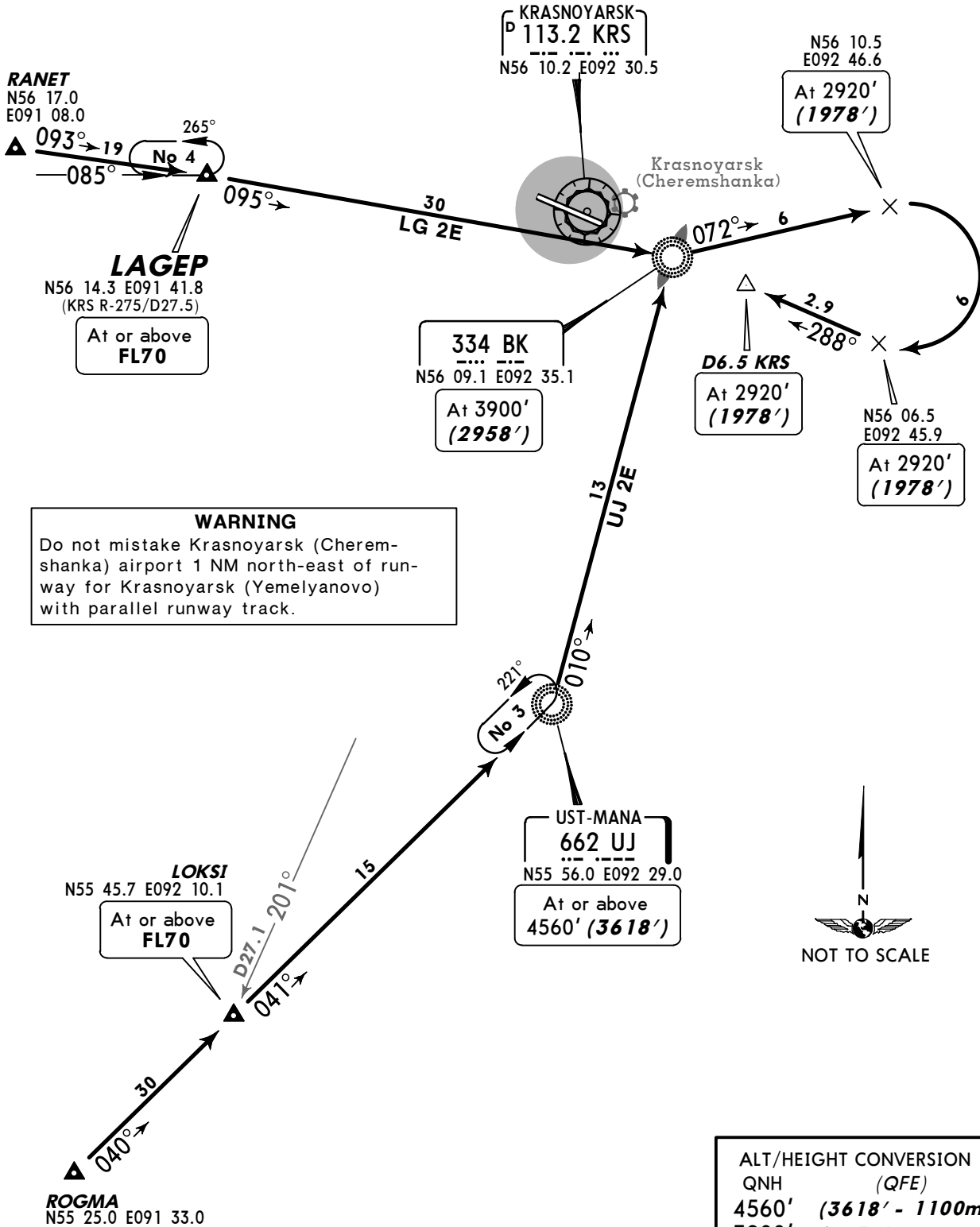
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)



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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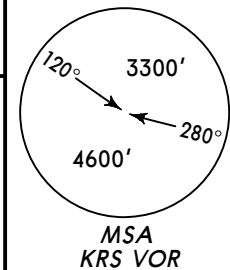


LG 2E  
UJ 2E  
RWY 29 ARRIVALS  
FOR ILS OR 2 NDB APPROACH



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

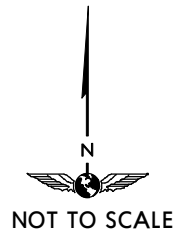
ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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**GO 11E**  
**NM 11E**  
**RWY 11 ARRIVALS**  
BY ATC

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

<b>GOREVOYE</b> <b>1061 GO</b> N56 39.0 E092 39.0 At or above <b>FL70</b>
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**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

<b>D13.0 KRS</b> N56 17.7 E092 11.6 (126° brg to AJ) At 2920' (1978')
--

<b>D11.4 KRS</b> N56 18.2 E092 16.0 (140° brg to AJ) At 2920' (1978')
---

<b>D6.5 KRS</b> N56 16.0 E092 25.3 At 2920' (1978')
--

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

<b>D10.6 KRS</b> At 2920' (1978')
---

<b>334 AJ</b> N56 11.6 E092 24.4
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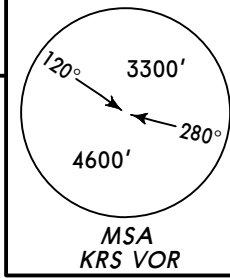
<b>KRASNOYARSK</b> <b>P 113.2 KRS</b> N56 10.2 E092 30.5
--

<b>NEMUR</b> N56 01.6 E093 15.2 At or above <b>FL70</b>
--

<b>MHA FL80</b> <b>283</b> No 2
---------------------------------------

<b>LALOM</b> N55 54.4 E093 49.5
---------------------------------------

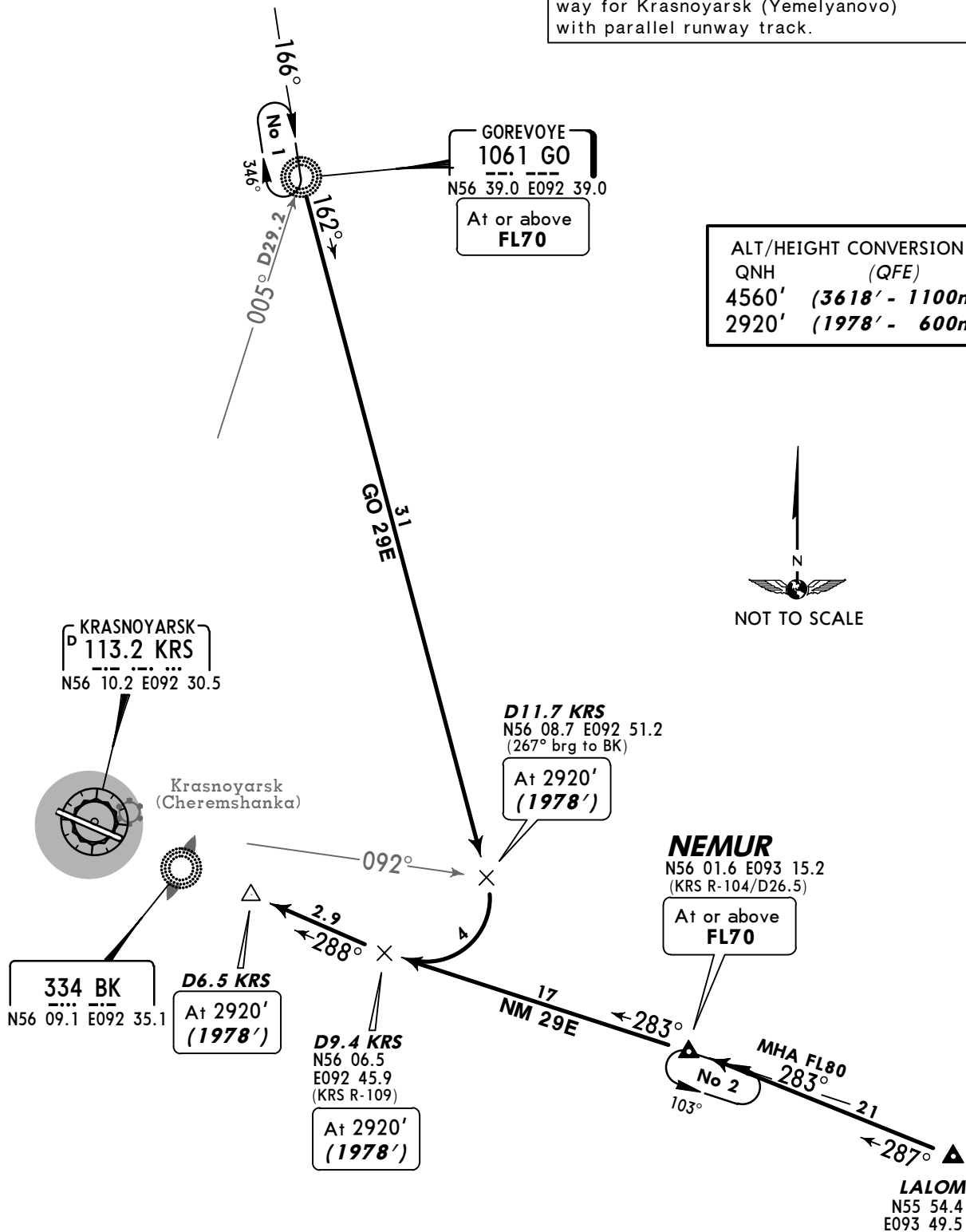
ATIS 126.8	Apt Elev 942'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4560' (3618')
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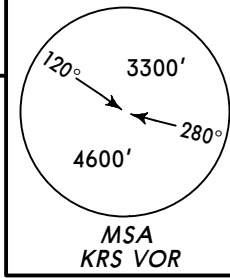
GO 29E  
NM 29E  
RWY 29 ARRIVALS  
BY ATC

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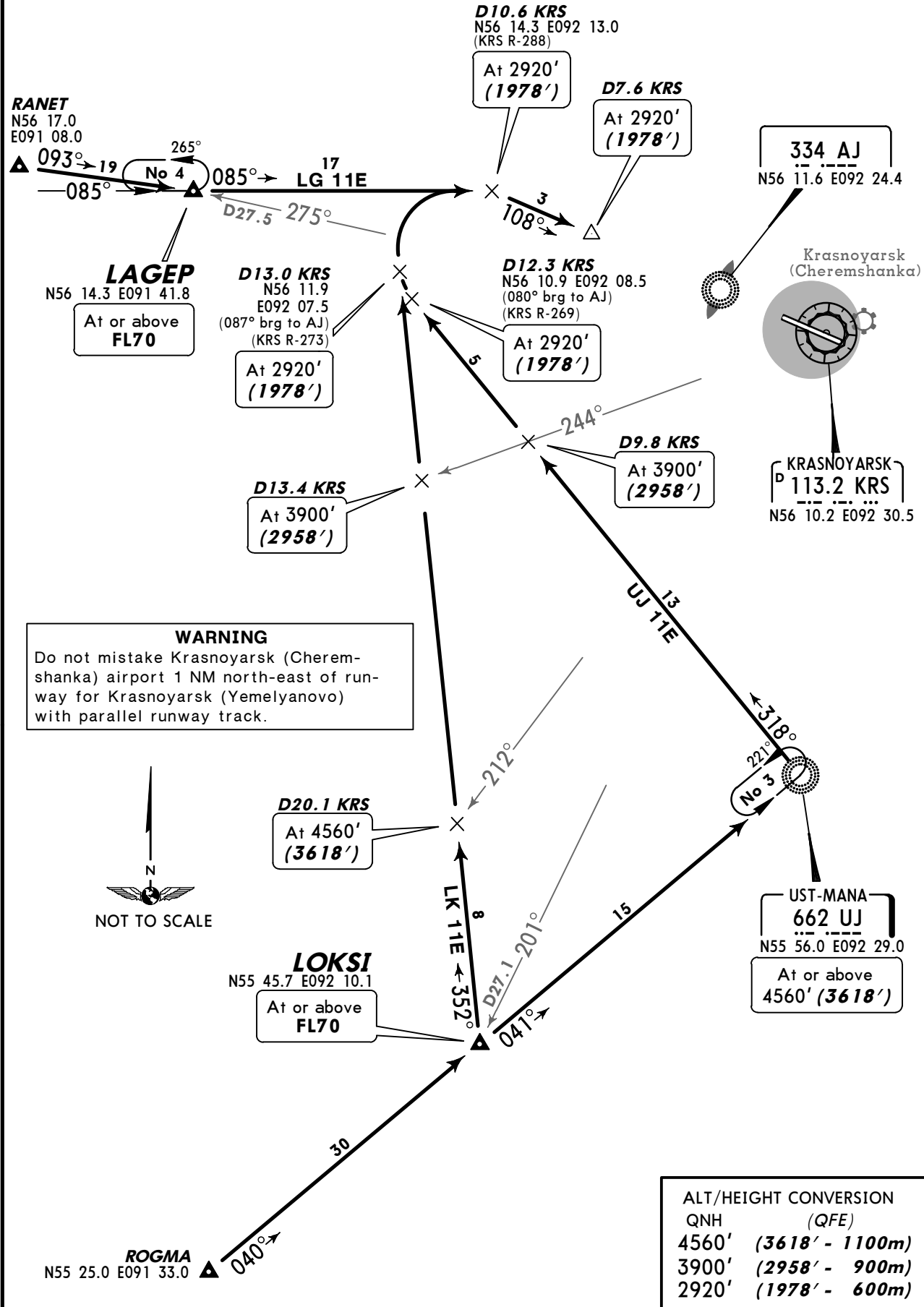
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
2920'	(1978' - 600m)



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



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



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

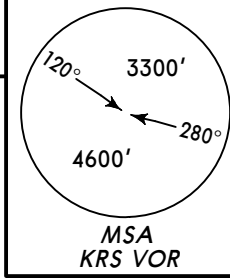


ALT/HEIGHT CONVERSION	
QNH	(QFE)
4560'	(3618' - 1100m)
3900'	(2958' - 900m)
2920'	(1978' - 600m)

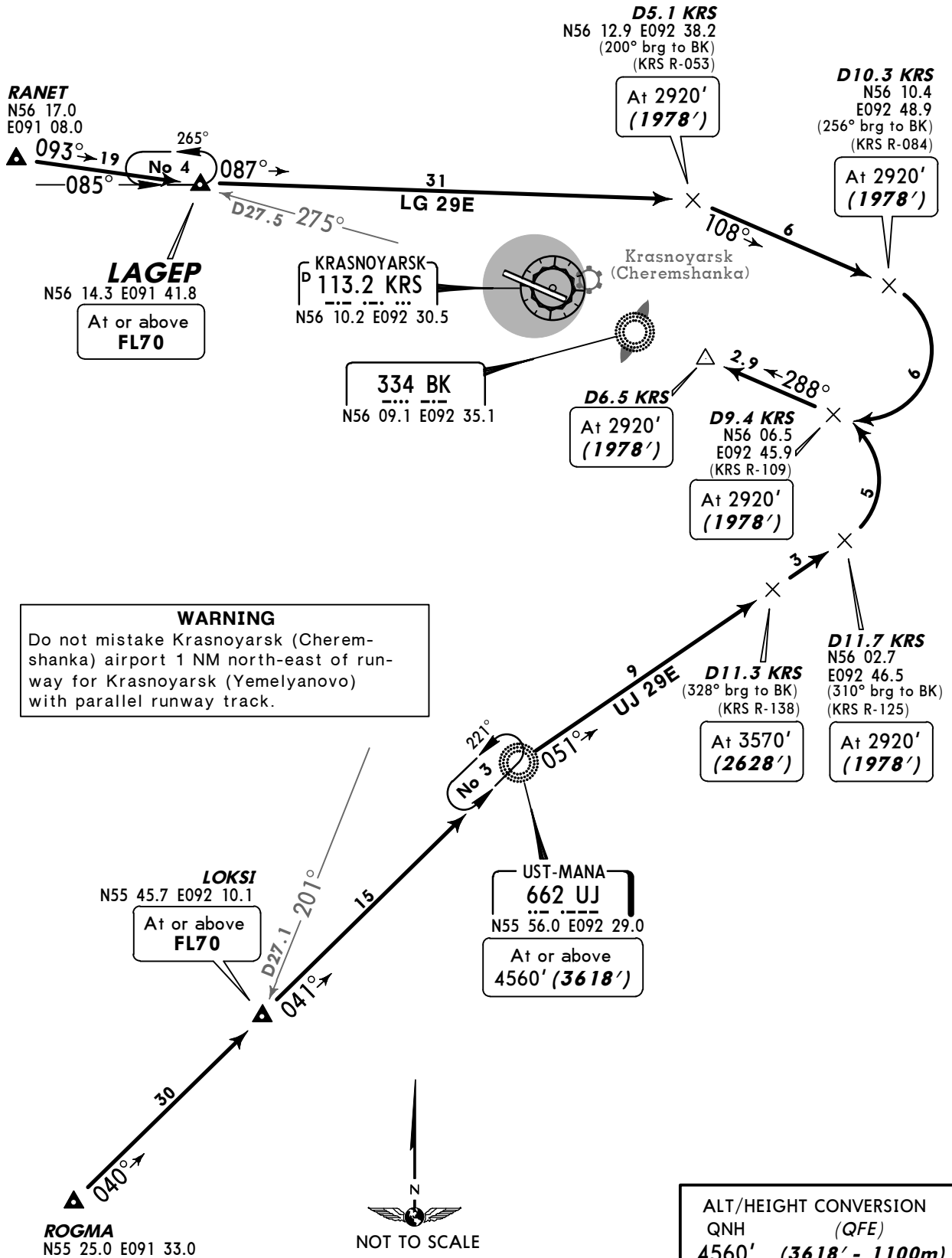
CHANGES: Trans level & crossings.

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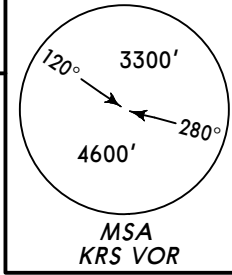
ATIS 126.8 Apt Elev 942' Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL60 Trans alt: 4560' (3618')



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.

PAVLOVSHCHINA  
776 PA  
N56 45.0 E093 34.0

BASEL  
N56 45.0 E091 43.0

MAMUN  
N56 32.0 E092 00.8  
At or above  
FL70

DIRIB  
N56 29.2 E093 04.3  
At or above  
FL70

334 AJ  
N56 11.6 E092 24.4

KRASNOYARSK  
113.2 KRS  
N56 10.2 E092 30.5

Krasnoyarsk  
(Cheremshanka)



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

These SIDs require minimum climb gradients of

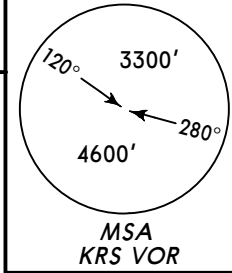
**DR 1E**  
316' per NM (5.2%) up to 1930' (988'), then  
231' per NM (3.8%).

**MN 1E**  
316' per NM (5.2%) up to 1930' (988').

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

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

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



DR 2E  
MN 2E  
RWY 29 DEPARTURES

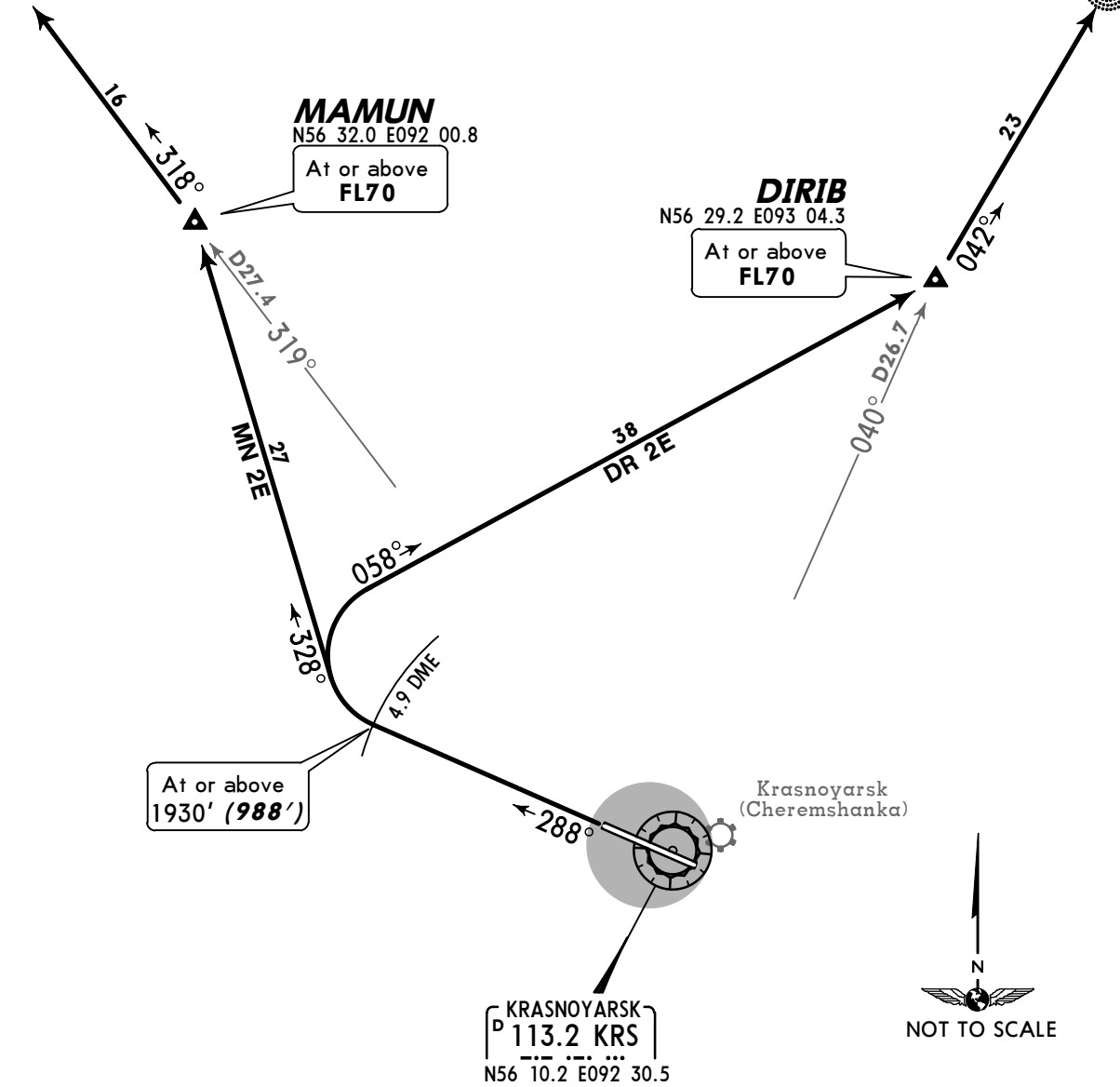
**WARNING**  
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

**BASEL**  
N56 45.0 E091 43.0

**MAMUN**  
N56 32.0 E092 00.8  
At or above  
FL70

**DIRIB**  
N56 29.2 E093 04.3  
At or above  
FL70

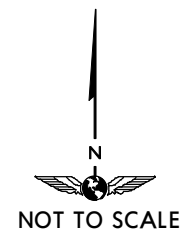
PAVLOVSHCHINA  
776 PA  
N56 45.0 E093 34.0



At or above  
1930' (988')

KRASNOYARSK  
P 113.2 KRS  
N56 10.2 E092 30.5

Krasnoyarsk  
(Cheremshanka)



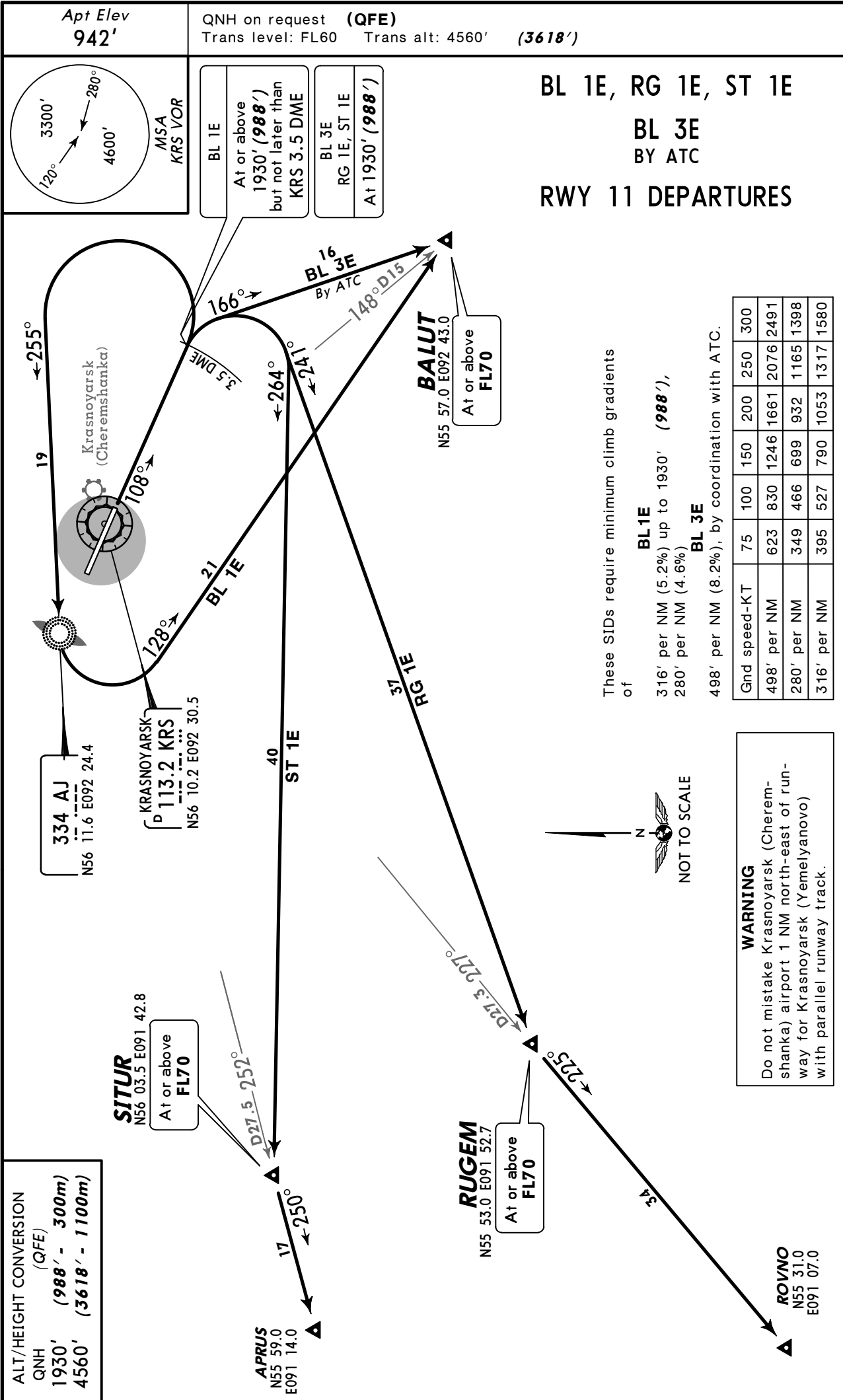
**MN 2E**

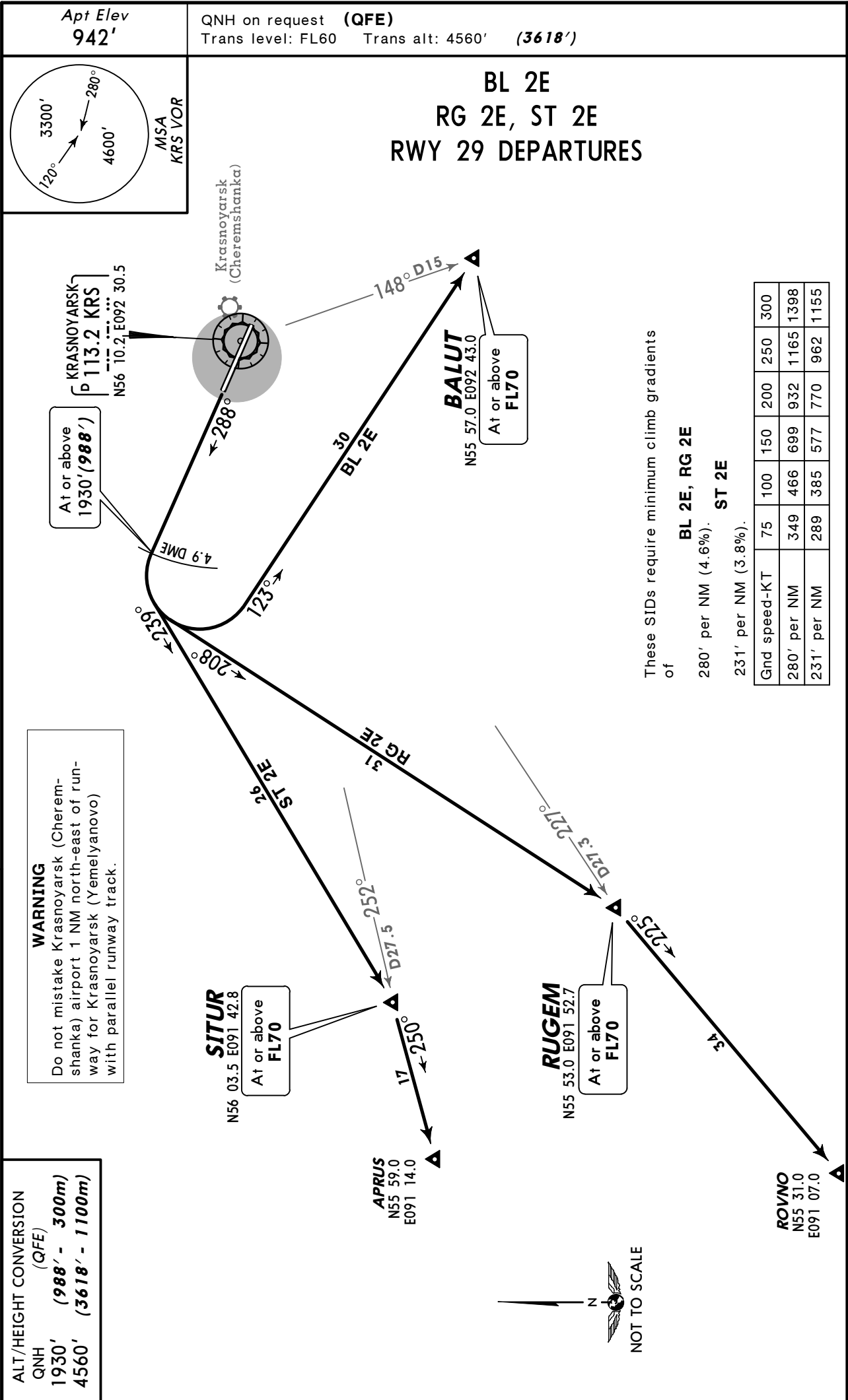
This SID requires a minimum climb gradient of 231' per NM (3.8%).

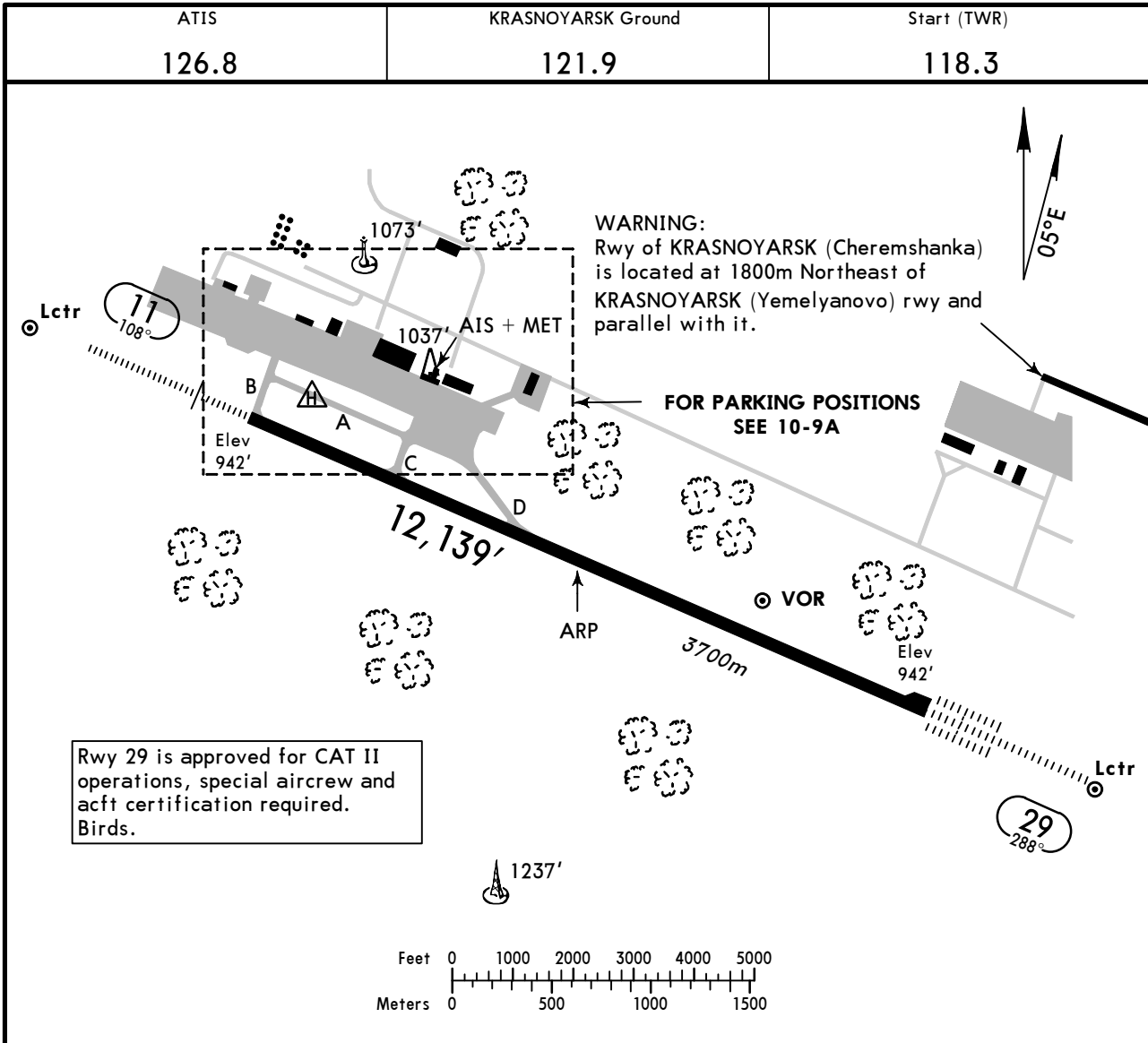
Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

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









ADDITIONAL RUNWAY INFORMATION

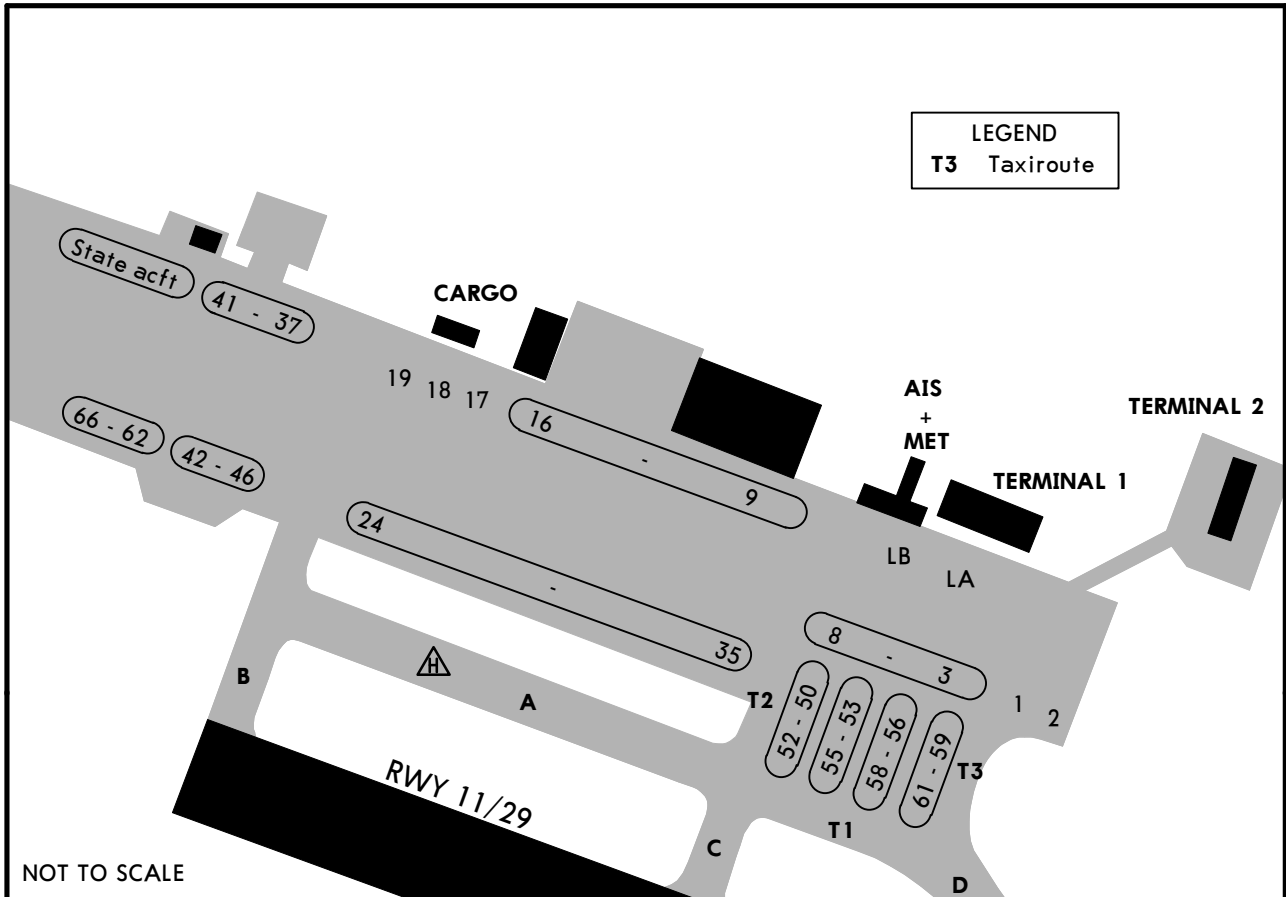
RWY	HIRL (60m) CL (15m) HIALS PAPI-L (3.00°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
11	HIRL (60m) CL (15m) HIALS PAPI-L (3.00°)		11,288' 3441m		197'
29	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.00°)		11,007' 3355m		60m

TAKE-OFF

AIR CARRIER (JAA)  
 All Rwys

LVP must be in force

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



NOT TO SCALE

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

STRAIGHT-IN RWY	A	B	C	D
11 ILS 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

STRAIGHT-IN RWY	A	B	C	D
29 CAT 2 ILS	1042'(100') R98' R300m	1042'(100') R98' R300m	1042'(100') R98' R300m	1042'(100') R98' R300m
ILS 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 ① ALS out	1310'(368') R1000m R1500m	1310'(368') R1000m R1500m	1310'(368') R1000m R1700m	1310'(368') R1000m R1700m
VOR DME ① ALS out	1470'(528') R1500m R1500m	1470'(528') R1500m R1500m	1470'(528') R1700m C2400m	1470'(528') R1700m C2400m
VOR ① ②	1660'(718') R1500m	1660'(718') R1500m	1660'(718') C2400m	1660'(718') C2400m
VOR ③ ALS out	1660'(718') C2800m C3500m	1660'(718') C2800m C3500m	1660'(718') C3000m C3700m	1660'(718') C3000m C3700m
2 NDB ① ④ ALS out	1310'(368') R1000m R1500m	1310'(368') R1000m R1500m	1310'(368') R1000m R1700m	1310'(368') R1000m R1700m
2 NDB ⑤ ALS out	1880'(938') C3800m C4500m	1880'(938') C3800m C4500m	1880'(938') C4000m C4700m	1880'(938') C4000m C4700m
NDB ① ④	1750'(808') R1500m	1750'(808') R1500m	1750'(808') C2400m	1750'(808') C2400m
NDB ⑤ ALS out	2030'(1088') C4300m C5000m	2030'(1088') C4300m C5000m	2030'(1088') C4500m C5000m	2030'(1088') C4500m C5000m

- ① Continuous Descent Final Approach
- ② with FMS
- ③ w/o FMS
- ④ with D6.5
- ⑤ 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	500m
C						
D	150m	200m	250m	300m		

STRAIGHT-IN RWY		A	B	C	D
11	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	1320'(378')	1320'(378')	1320'(378')	1320'(378')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	VOR DME	1830'(888')	1830'(888')	1830'(888')	1830'(888')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	VOR	1830'(888')	1830'(888')	1830'(888')	1830'(888')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	2 NDB with FAF	1380'(438')	1380'(438')	1380'(438')	1380'(438')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	2 NDB w/o FAF	1920'(978')	1920'(978')	1920'(978')	1920'(978')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	NDB with FAF	1750'(808')	1750'(808')	1750'(808')	1750'(808')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	NDB w/o FAF	2100'(1158')	2100'(1158')	2100'(1158')	2100'(1158')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
29	CAT II ILS	1042'(100')	1042'(100')	1042'(100')	1042'(100')
		RA98' R300m	RA98' R300m	RA98' R300m	RA98' R300m
	ILS	1142'(200')	1142'(200')	1142'(200')	1142'(200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	1310'(368')	1310'(368')	1310'(368')	1310'(368')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	VOR DME	1470'(528')	1470'(528')	1470'(528')	1470'(528')
	<i>ALS out</i>	R1000m R1500m	R1200m R1500m	R1200m R2000m	R1600m R2000m
	VOR	1660'(718')	1660'(718')	1660'(718')	1660'(718')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	2 NDB with FAF	1310'(368')	1310'(368')	1310'(368')	1310'(368')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	2 NDB w/o FAF	1880'(938')	1880'(938')	1880'(938')	1880'(938')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	NDB with FAF	1750'(808')	1750'(808')	1750'(808')	1750'(808')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m
	NDB w/o FAF	2030'(1088')	2030'(1088')	2030'(1088')	2030'(1088')
	<i>ALS out</i>	R1200m R1500m	R1400m R1500m	R1400m R2000m	R1800m R2000m

**TAKE-OFF RWY 11, 29**

	LVP must be in force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	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		

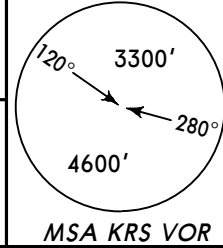


UNKL/KJA  
YEMELYANOVO

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

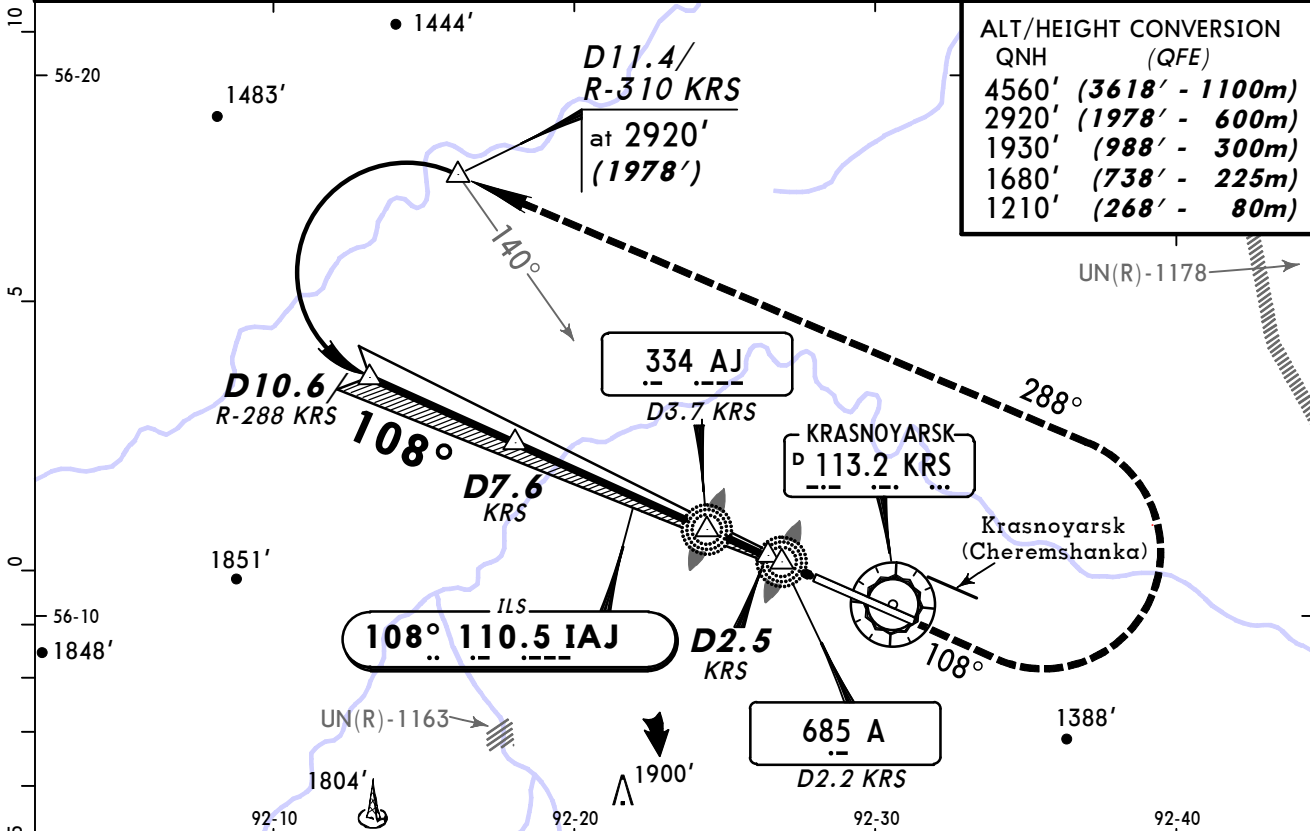
KRASNOYARSK, RUSSIA  
ILS or LOC DME Rwy 11

ATIS 126.8	KRASNOYARSK Approach 127.7	KRASNOYARSK Radar 122.0	KRASNOYARSK Tower 118.3	KRASNOYARSK Start (TWR) 118.3	Ground 121.9
LOC IAJ 110.5	Final Apch Crs 108°	GS LOM 1680' (738')	ILS DA(H) 1142' (200')	Apt Elev 942' RWY 942'	



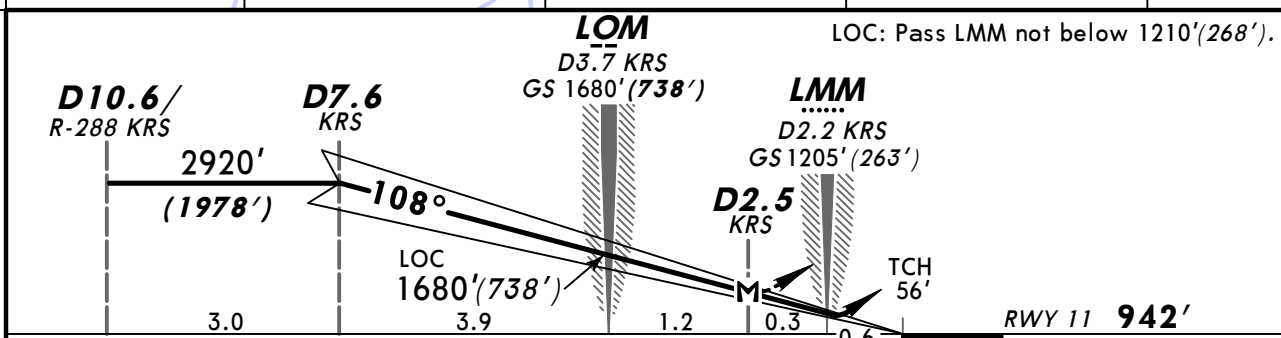
**MISSED APCH:** Climb on 108° to 1930' (988'), then turn LEFT onto 288° climbing to 2920' (1978') then according to chart.

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



ALT/HEIGHT CONVERSION  
QNH (QFE)

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



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

STRAIGHT-IN LANDING RWY 11

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

PANS OPS

CHANGES: Transition level.

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**YEMELYANOVO**

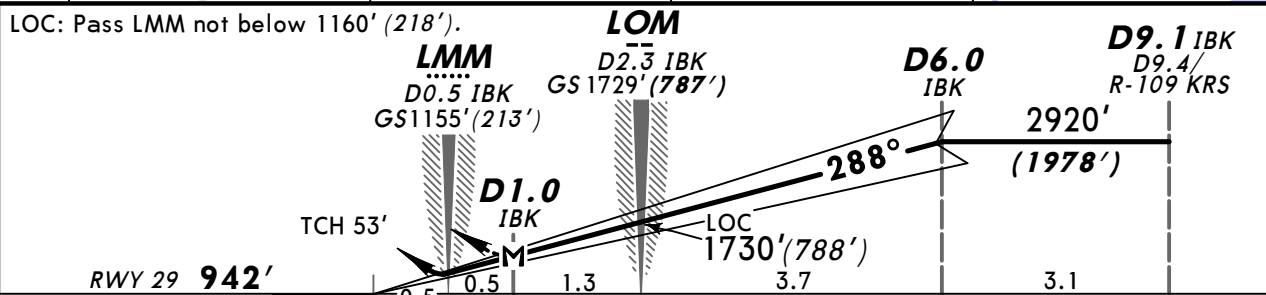
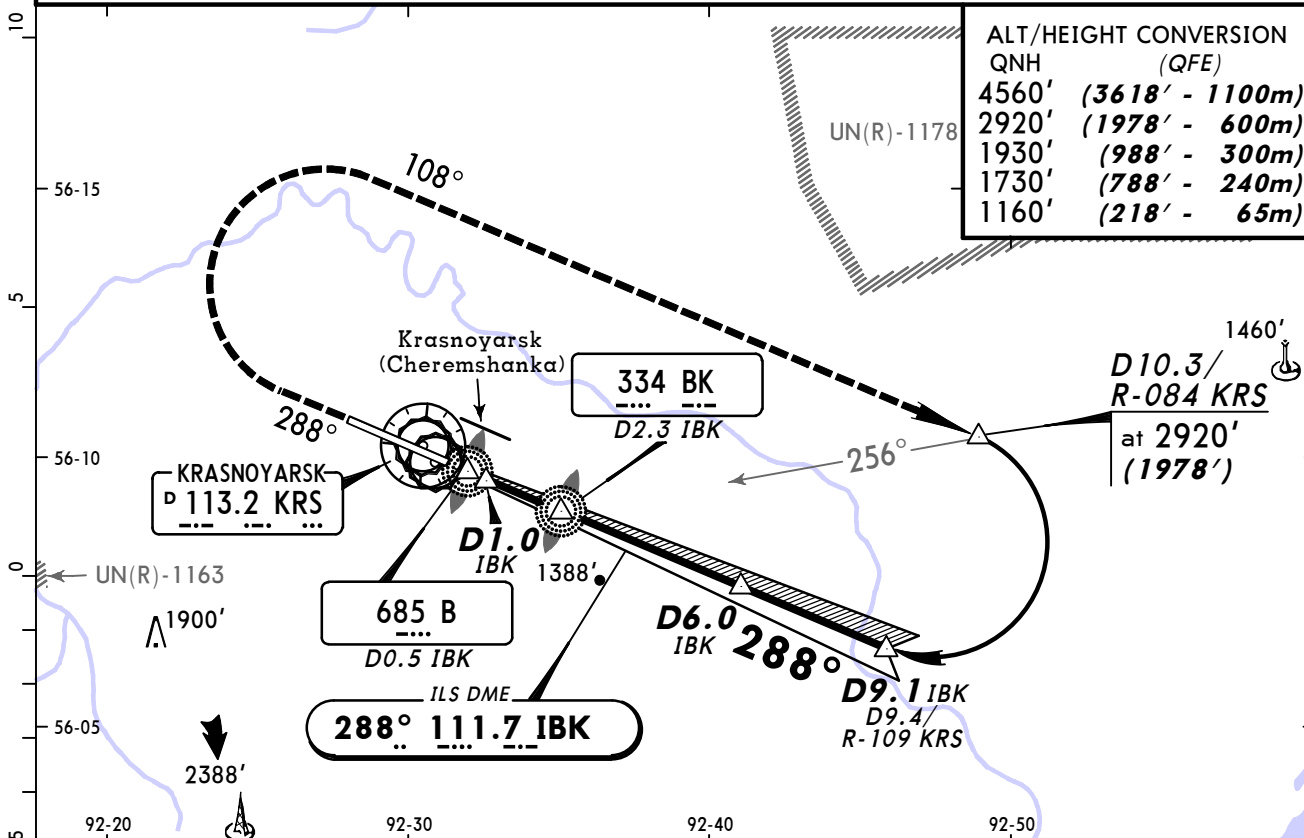
**JEPPESEN**  
4 NOV 11  
**Eff 17 Nov** (11-2)

**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 <b>111.7</b>	Final Apch Crs <b>288°</b>	GS LOM 1729' (787')	ILS DA(H) 1142' (200')	Apt Elev 942' RWY 942'	<p>MSA KRS VOR</p>
<p><b>MISSED APCH:</b> Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.</p>					

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											

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

CHANGES: Transition level.

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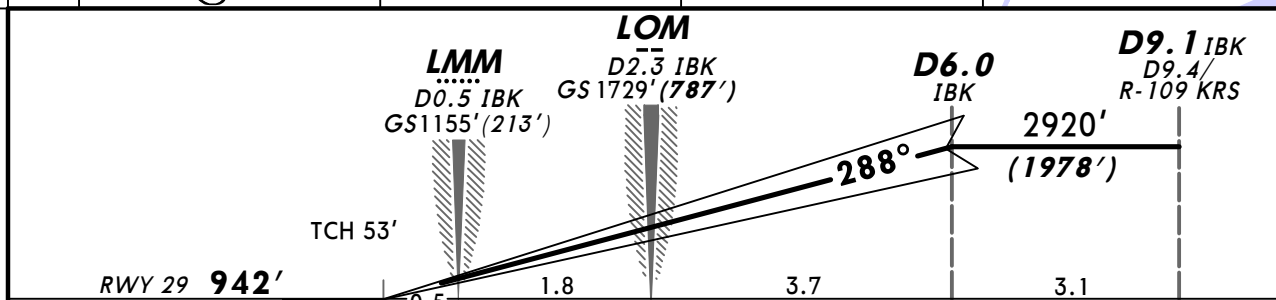
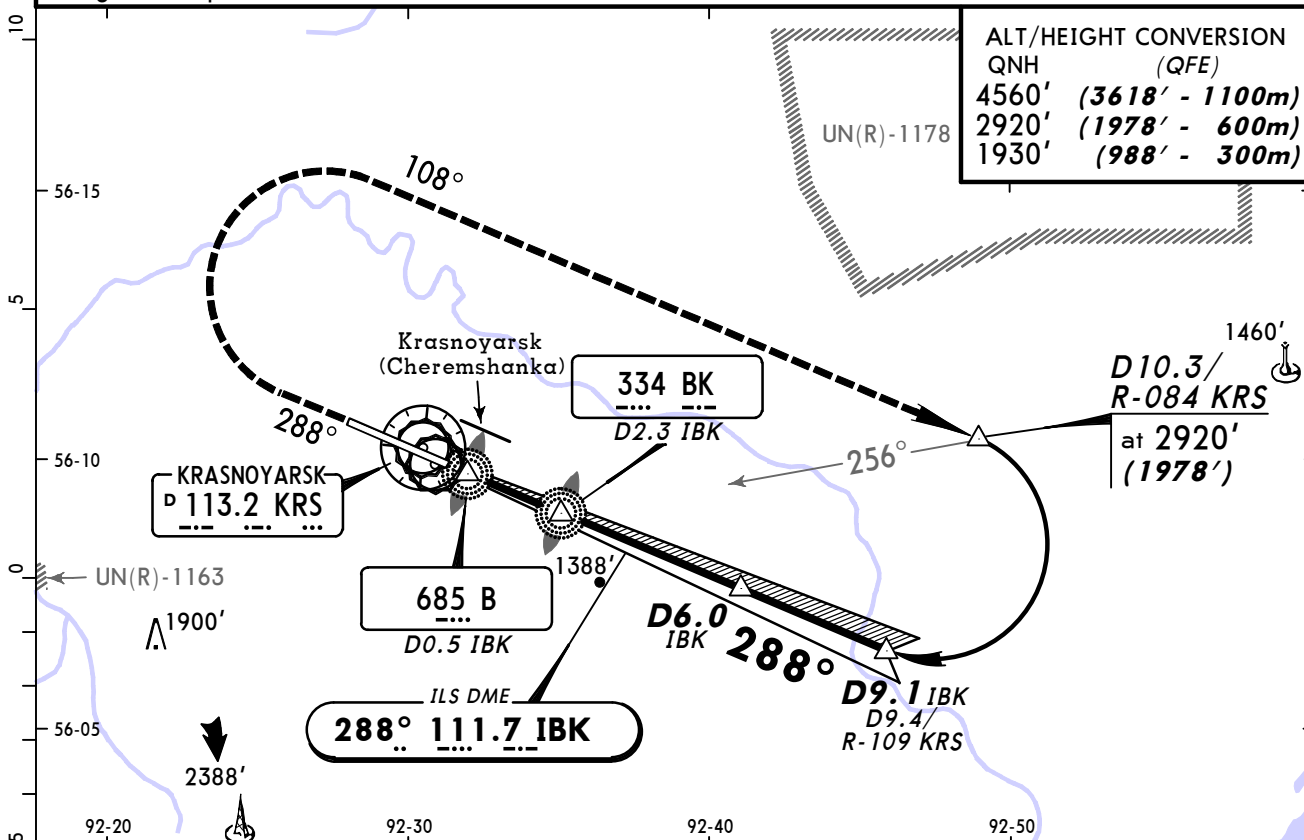
JEPPESEN  
4 NOV 11  
Eff 17 Nov 11-2A

KRASNOYARSK, RUSSIA  
CAT II ILS 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')	CAT II ILS RA 98' DA(H) 1042' (100')	Apt Elev 942' RWY 942'	<p>MSA KRS VOR</p>
<p><b>MISSED APCH:</b> Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.</p>					

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 PAPI	1930' (988') on 288°	108° RT	2920' (1978')
GS	3.00°	377	485	539	647	755				

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

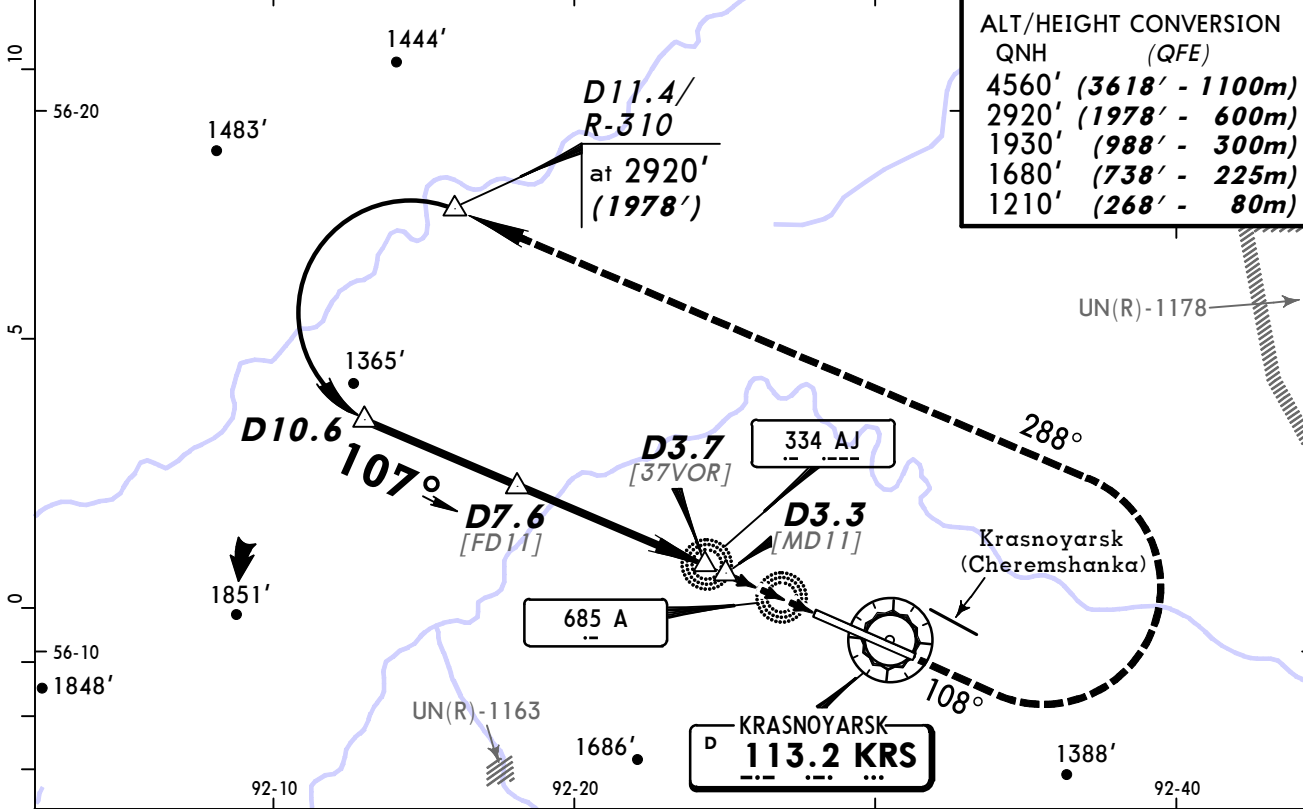
RVR 350m

PANS OPS

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

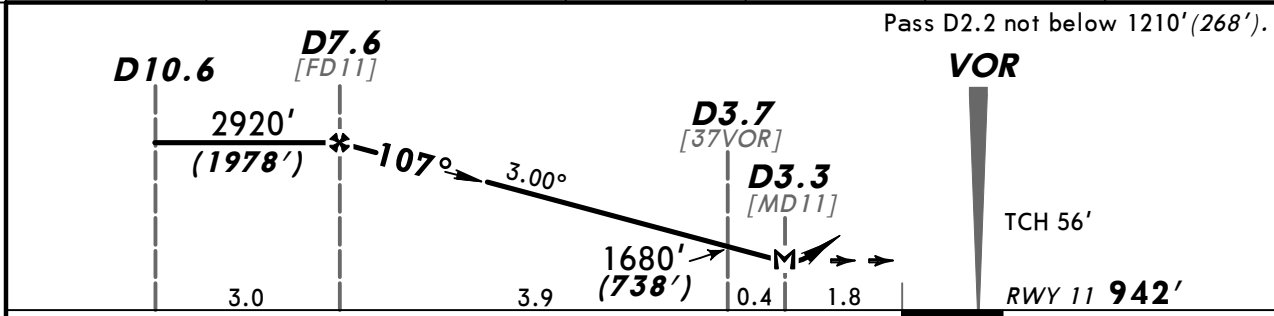
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4560' (3618')

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



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')



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

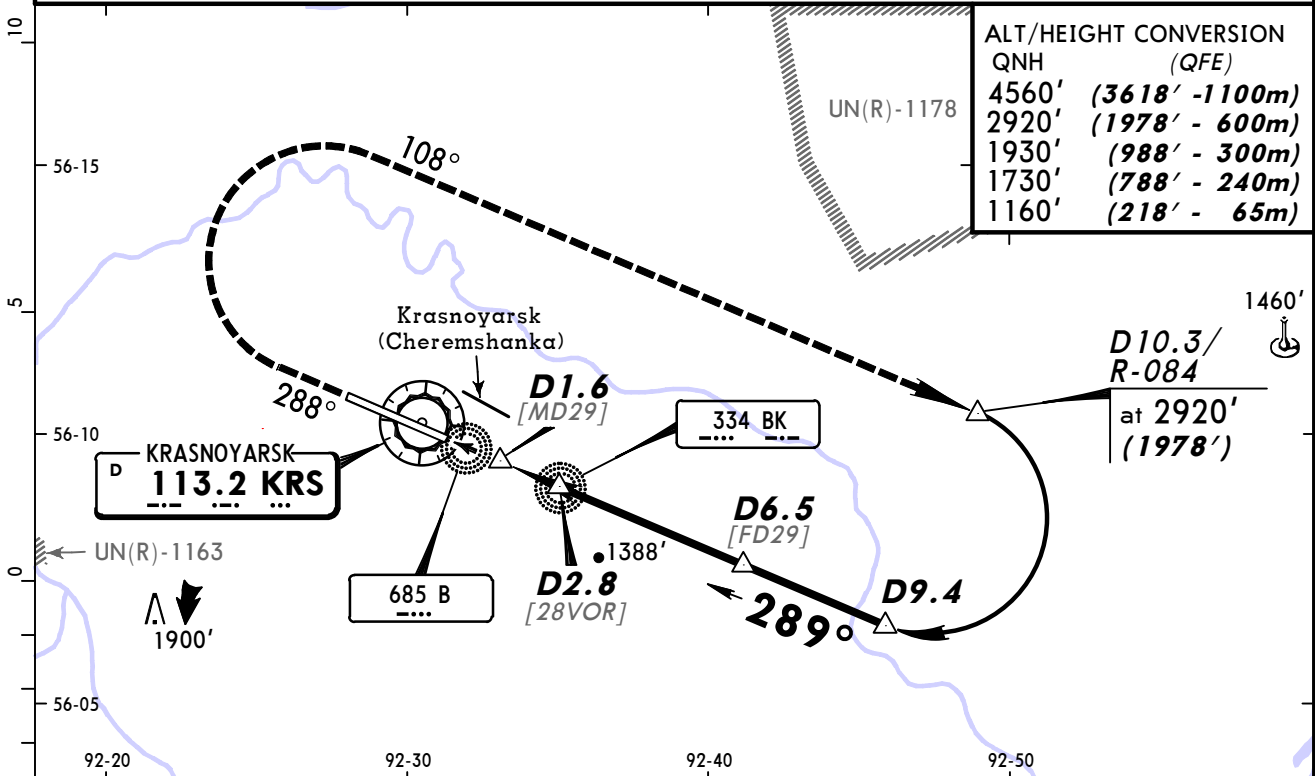
STRAIGHT-IN LANDING RWY 11			
VOR DME MDA(H) 1830' (888')		VOR MDA(H) 1830' (888')	
ALS out		ALS out	
A	3200m		3200m
B	3200m		3200m
C	3600m	4400m	3600m 4400m
D	4000m	4800m	4000m 4800m

PANS OPS

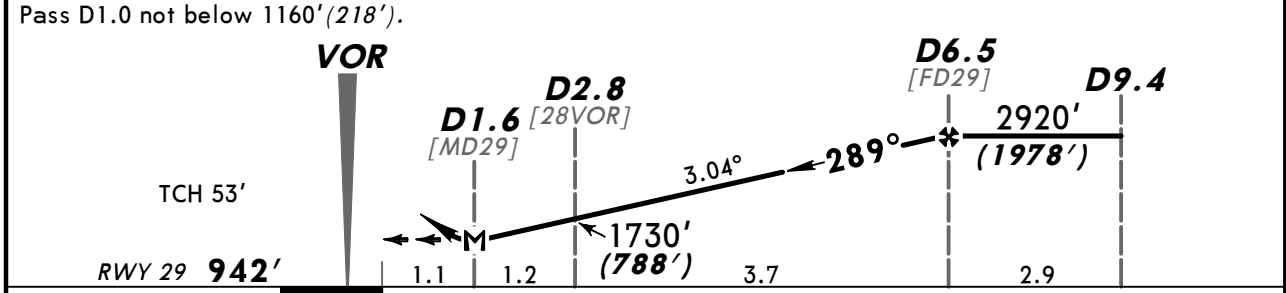
ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
VOR KRS <b>113.2</b>	Final Apch Crs <b>289°</b>	Minimum Alt <b>D6.5</b> 2920' (1978')	MDA(H) (CONDITIONAL) 1470' (528')	Apt Elev <b>942'</b>  RWY <b>942'</b>	<p>MSA KRS VOR</p>
<p><b>MISSED APCH:</b> Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.</p>					

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	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')



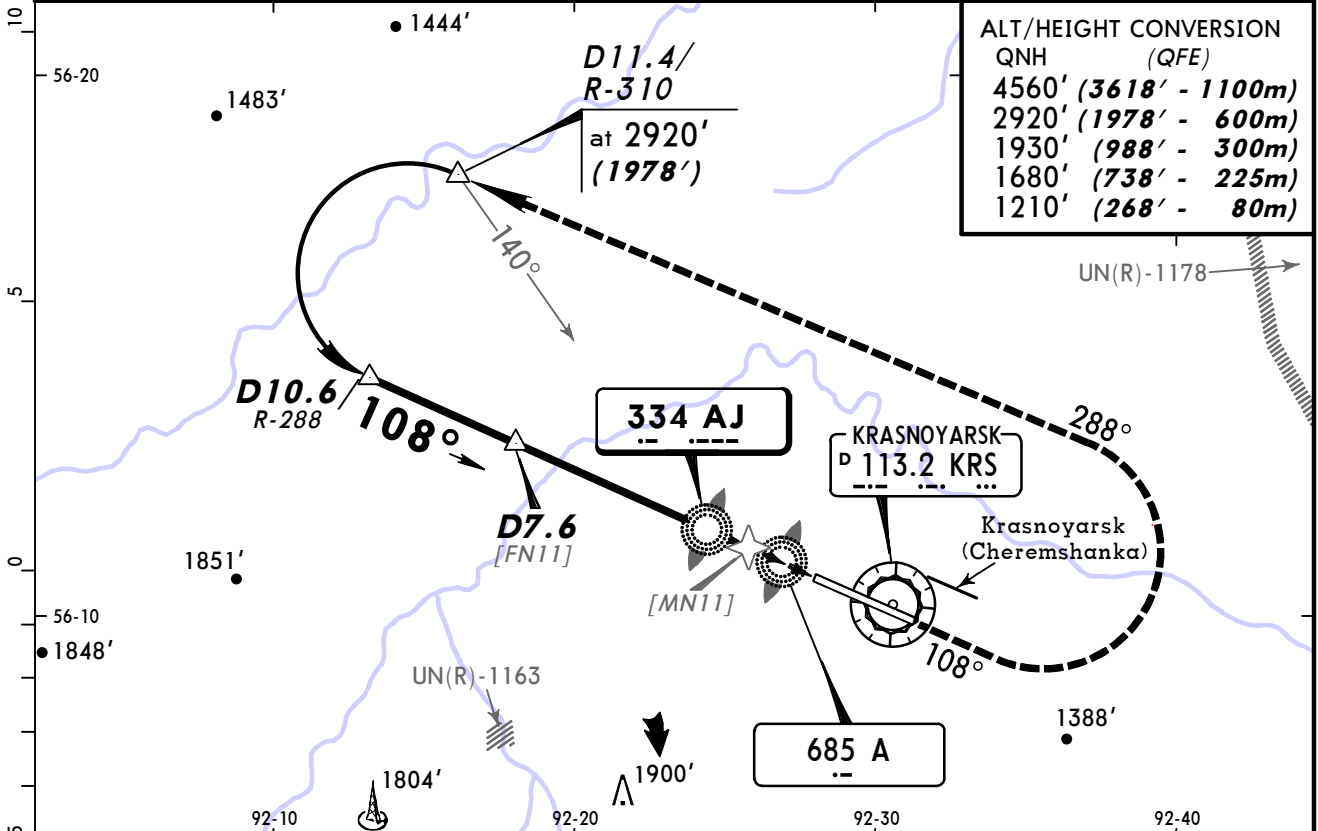
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1930' (988') on 288°
Descent Angle	3.04°	376	484	538	645	753	
MAP at D1.6							

STRAIGHT-IN LANDING RWY 29			
VOR DME MDA(H) 1470' (528')		VOR 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	2800m

PANS OPS

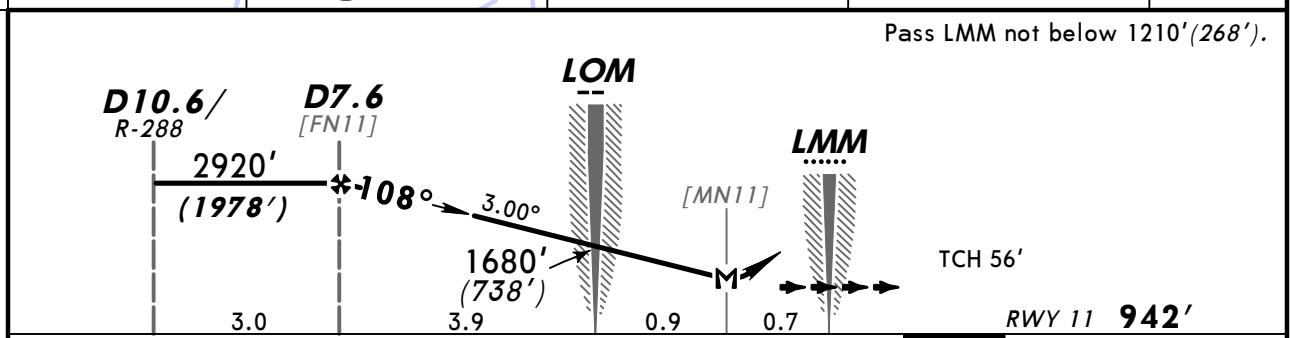
ATIS	KRASNOYARSK Approach	KRASNOYARSK Radar	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8	127.7	122.0	118.3	118.3	121.9
<b>NDB AJ 334</b>	<i>Final Apch Crs 108°</i>	<i>Minimum Alt D7.6 2920' (1978')</i>	<i>2 NDB MDA(H) (CONDITIONAL) 1380' (438')</i>	<i>Apt Elev 942' RWY 942'</i>	<p>MSA KRS VOR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

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)	



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

**STRAIGHT-IN LANDING RWY 11**

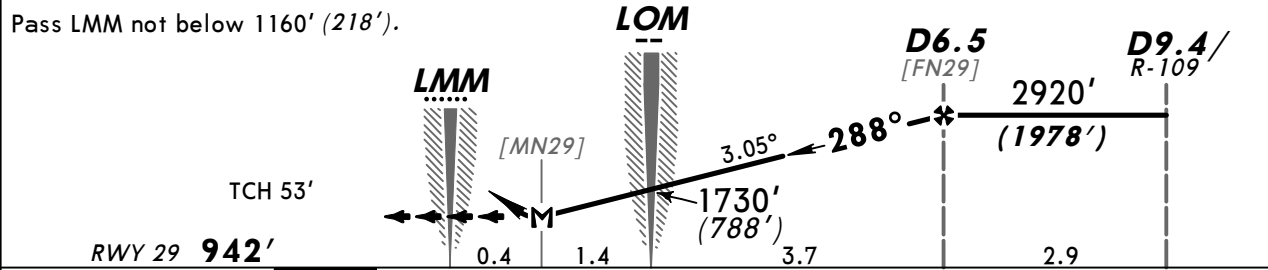
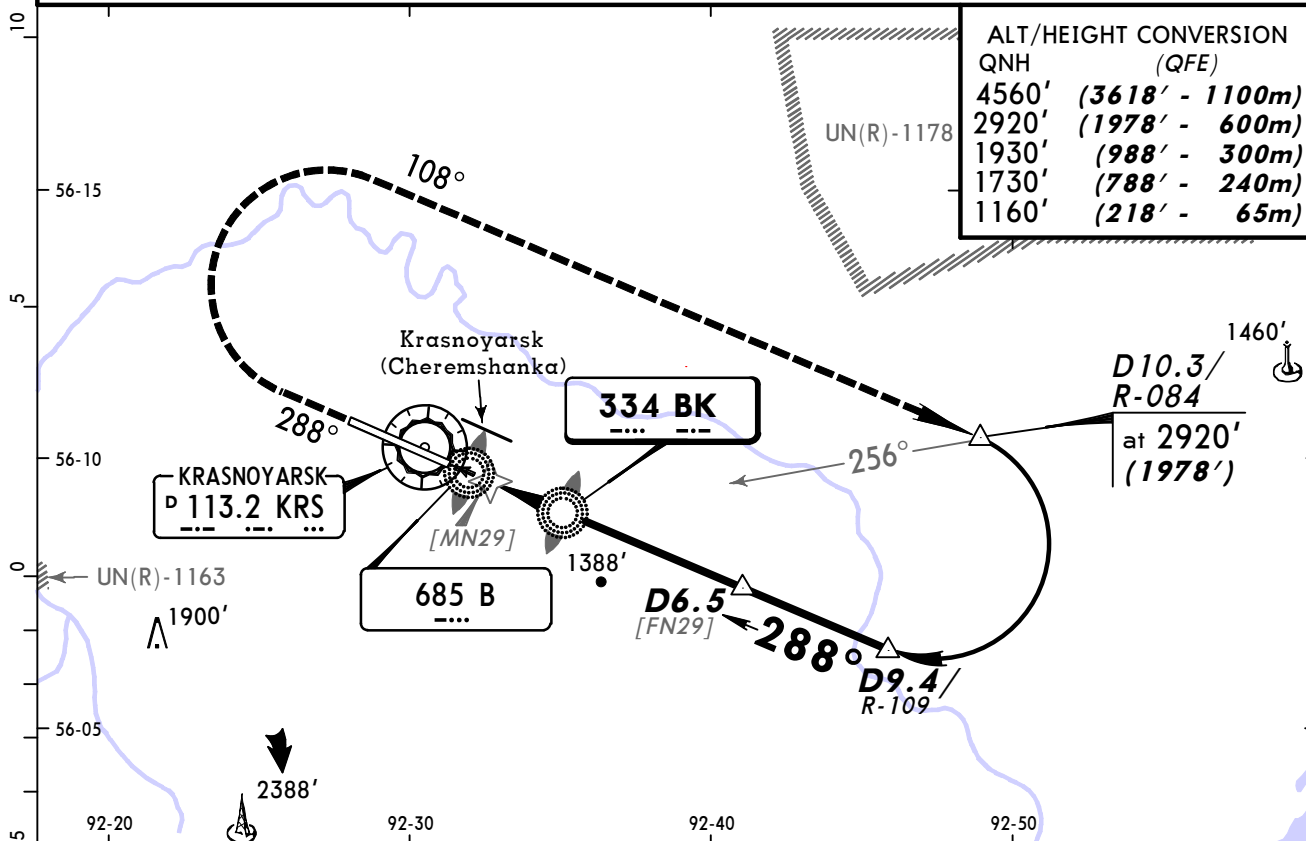
<b>2 NDB</b>		<b>NDB</b>	
With D7.6	W/o D7.6	With D7.6	W/o D7.6
MDA(H) 1380' (438')	MDA(H) 1920' (978')	MDA(H) 1750' (808')	MDA(H) 2100' (1158')
ALS out	ALS out	ALS out	ALS out
A	3200m		3200m
B	3200m		3200m
C	2400m	4000m	4800m
D	2000m	4400m	4800m

**PANS OPS**

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 <b>334</b>	Final Apch Crs <b>288°</b>	Minimum Alt <b>D6.5</b> 2920' (1978')	2 NDB MDA(H) (CONDITIONAL) 1310' (368')	Apt Elev 942' RWY 942'	<p>MSA KRS VOR</p>
<p><b>MISSED APCH:</b> Climb on 288° to 1930' (988'), then turn RIGHT onto 108° climbing to 2920' (1978'), then according to chart.</p>					

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

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



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

STRAIGHT-IN LANDING RWY 29							
2 NDB				NDB			
With D6.5		W/o D6.5		With D6.5		W/o D6.5	
MDA(H) 1310' (368')		MDA(H) 1880' (938')		MDA(H) 1750' (808')		MDA(H) 2030' (1088')	
ALS out		ALS out		ALS out		ALS out	
A		3200m		3200m		3200m	
B	1200m	3200m		3200m		3200m	
C	RVR 1500m VIS 1600m	4000m	4800m	3200m	3600m	4000m	4800m
D	RVR 1500m VIS 1600m	4400m	4800m	3600m	4000m	4400m	4800m

PANS OPS

## Chart changes since cycle 05-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**KRASNOYARSK, (YEMELYANOVO - UNKL)**



## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UNKL

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

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

### Chart Change Notices for Country RUS

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. [www.jepesen.com/eurasiachange](http://www.jepesen.com/eurasiachange).