GENERAL

Operational Hours

ATS Hours: H24

AD OPS Hours: H24. SUN 0000-2000 CLSD.

AD ADMIN Hours: MON-FRI 2300-0800. SAT, SUN, HOL CLSD.

Airport Information

RFF: CAT 8, CAT 9 AVBL O/R
Fuel: TS-1
PCN: RWY 05R/23L 45/R/B/X/T

Operation

Traffic Note
SUN 0000-2000 AD not AVBL as ALTN.

Low Visibility Procedure
LVP in force when RVR below 550m.

After LDG report RWY vacated.

Before entering stand report "Marshaller in sight".

When ACFT is parked on stand contact GND and report callsign and stand.

TKOF not from RWY extremity prohibited

TKOF without stop at line-up PSN prohibited.

Follow-me O/R.

Preferential RWY
TKOF RWY 05R

RWY Restriction
RWY 05R AVBL for TKOF only.

RWY 23L AVBL for LDG only.

RWY 23L ILS APCH is prohibited.

RWY 05L/23R AVBL for taxiing only.

RWY 05L/23R segment from TWY B up to TWY C shall be used for taxiing only and is named as TWY C.

TKOF shall be carried out from RWY extremity. TKOF not from RWY extremity shall be carried out in coordiantion with TWR.

After LDG-roll on RWY 23L, all wide-body ACFT have to turn at junction of RWY 23L and TWY A to the right to avoid shift of TWY designators due to jet blast.

TWY Restrictions
TWY C width 15m / 49ft from APN to RWY 05L/23R.
TWY D width 21.5m /70ft.

TWY C MAX wingspan 33m / 108ft and MAX weight 30t / 66139lbs.

TWY A, B and C CLSD.

Taxi/Parking
Taxiing along TWY C shall be carried out at idle and with inbord ENG only.

GENERAL

Noise Abatement Procedures
NAP in use during TKOF and APCH from 1400-2100. Deviations may be permitted for safety reasons or if these procedures do not comply with AFM.

Engine Run-up Areas
ENG run-up shall be carried out on stands 1G-3G.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
If proceeding to DEST or to the ALTN, maintain lower safe flight LVL or one of FL140, FL150, FL240, FL250 depending on flight direction, ACFT type and distance to ALTN.

Arrival Procedure

Non-standard GP intercept position on RWY 23L
GP intercepts RWY 23L at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *3086m / 10125ft*.

Arrival Procedures

Noise Abatement Procedure
- Until 11.3 NM to AD proceed not below 2950ft (900m) at AD TFC circuit speed with high lift devices and gear retracted.
- From 11.3 NM descend to 2300ft (700m). Lower gear and flaps to intermediate PSNs 15°-30°.
- While descending to 1300ft (400m) maintain IAS 160KT+/- 16KT but not less.
- At 1300ft (400m) finish to set flaps in LDG PSN and set up IAS for final APCH.
- Flaps in LDG configuration and ACFT stabilization shall be completed before LOM.

DEPARTURE

Take-off Minima

RWY		05R/23L	
All ACFT	ft - m/km	0 - 125R	-

Communication

COM Failure: See CRAR and in addition;
In case of COM failure after TKOF follow established pattern (AD TFC circuit) and land. If unable to land due to MET conditions or other reasons, after MISAP climb to lower FL of HLDG area over AD according to established pattern and proceed to ALTN.

If proceeding to ALTN, maintain lower safe flight LVL or one of FL140, FL150, FL240, FL250 depending on flight direction, ACFT type and distance to ALTN.

DEPARTURE

Departure Procedure

Noise Abatement Procedure

- climb to 2950ft (900m) at V2+(11-22KT).
- turn between 330ft (100m) and 660ft (200m) at bank 15° and from 660ft (200m) and above with bank 25°.
- at 1480ft (450m) reduce ENG PWR and maintain climb IAS and positive climb.
- at 2950ft (900m) accelerate to flap retraction speed, retract high lift devices .
- further climb according to AFM.

RWY 23L

TKOF between 1400-2100 shall be executed in accordance with AFM or use ICAO standard NADP 1 or NADP 2.

De-Icing

AVBL.

YKS-UEEE

2-08

Russian Federation Yakutsk

Tempo AGC

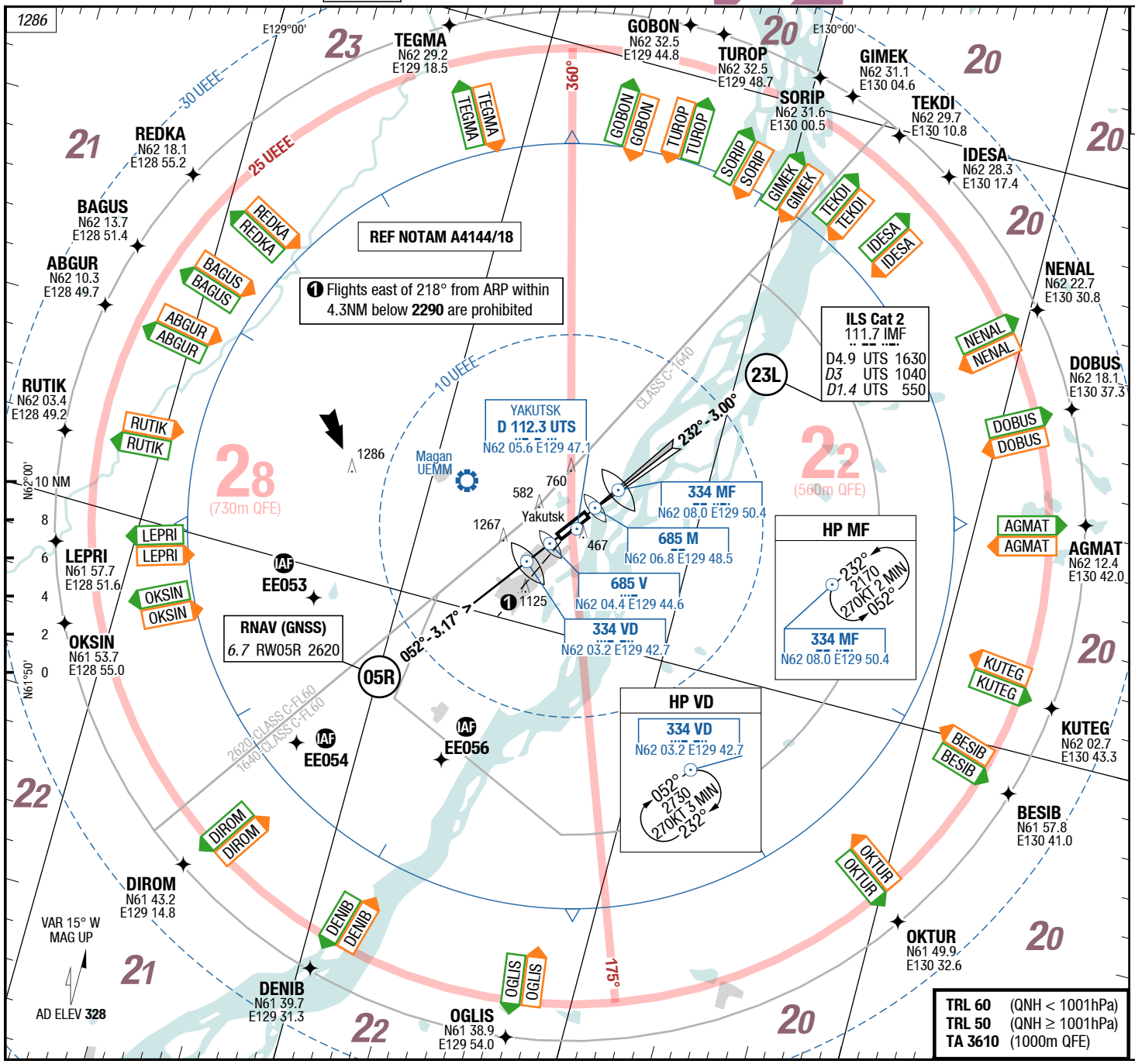
Tempo AFC

AFC AFC

Yakutsk Russian Federation

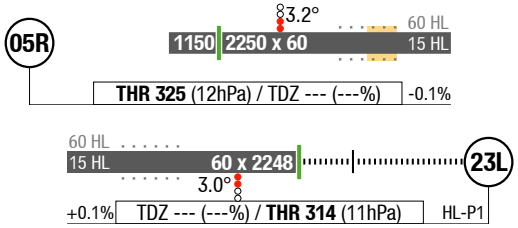
Tempo AGC

Tempo AFC



Krug	120.300	RAD, HS
APP	129.300	HS
Start	120.000	TWR, HS
Towing	119.000	HS
Taxiing	121.700	GND, HS

Landing RWY system:



TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)

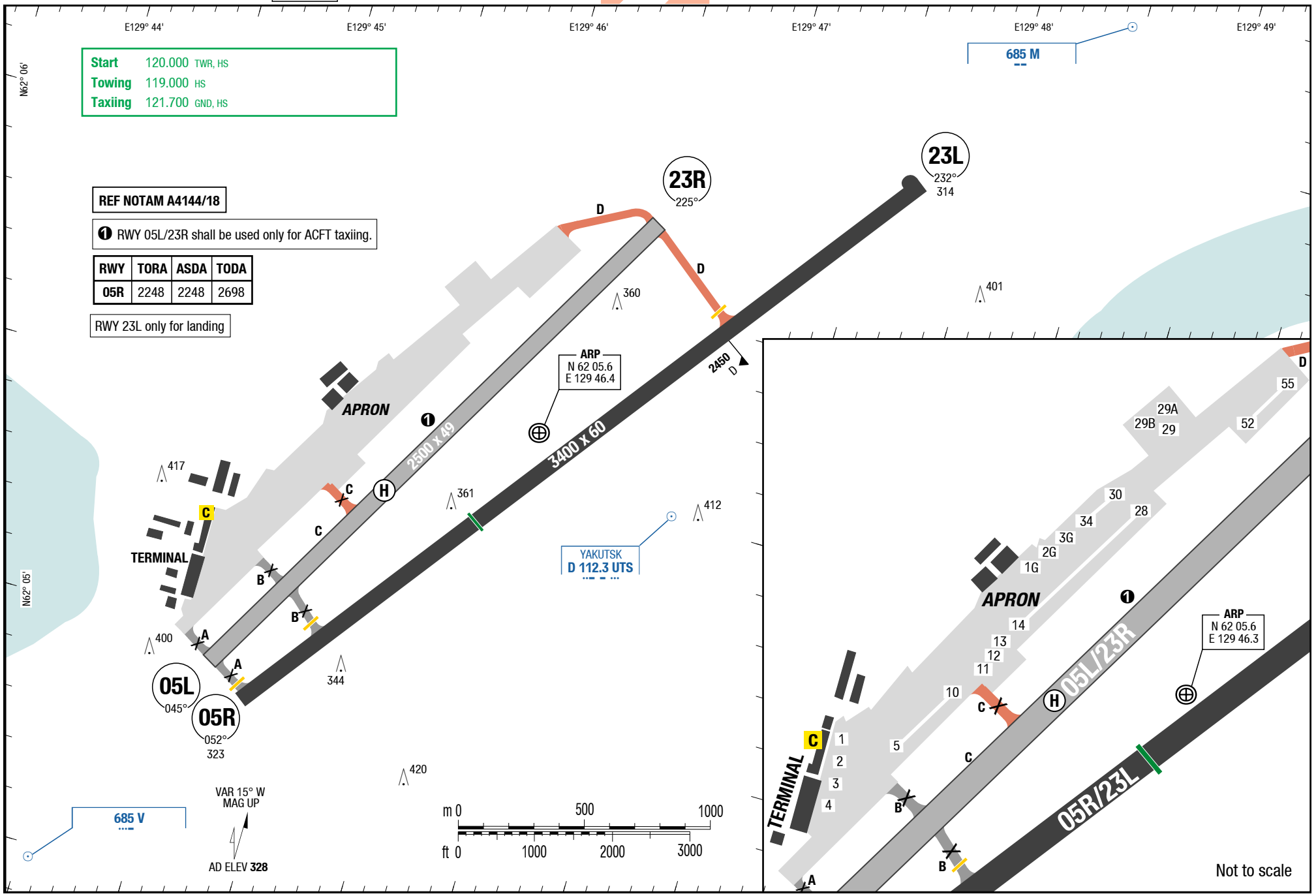
Changes: Note

YKS-UEEE

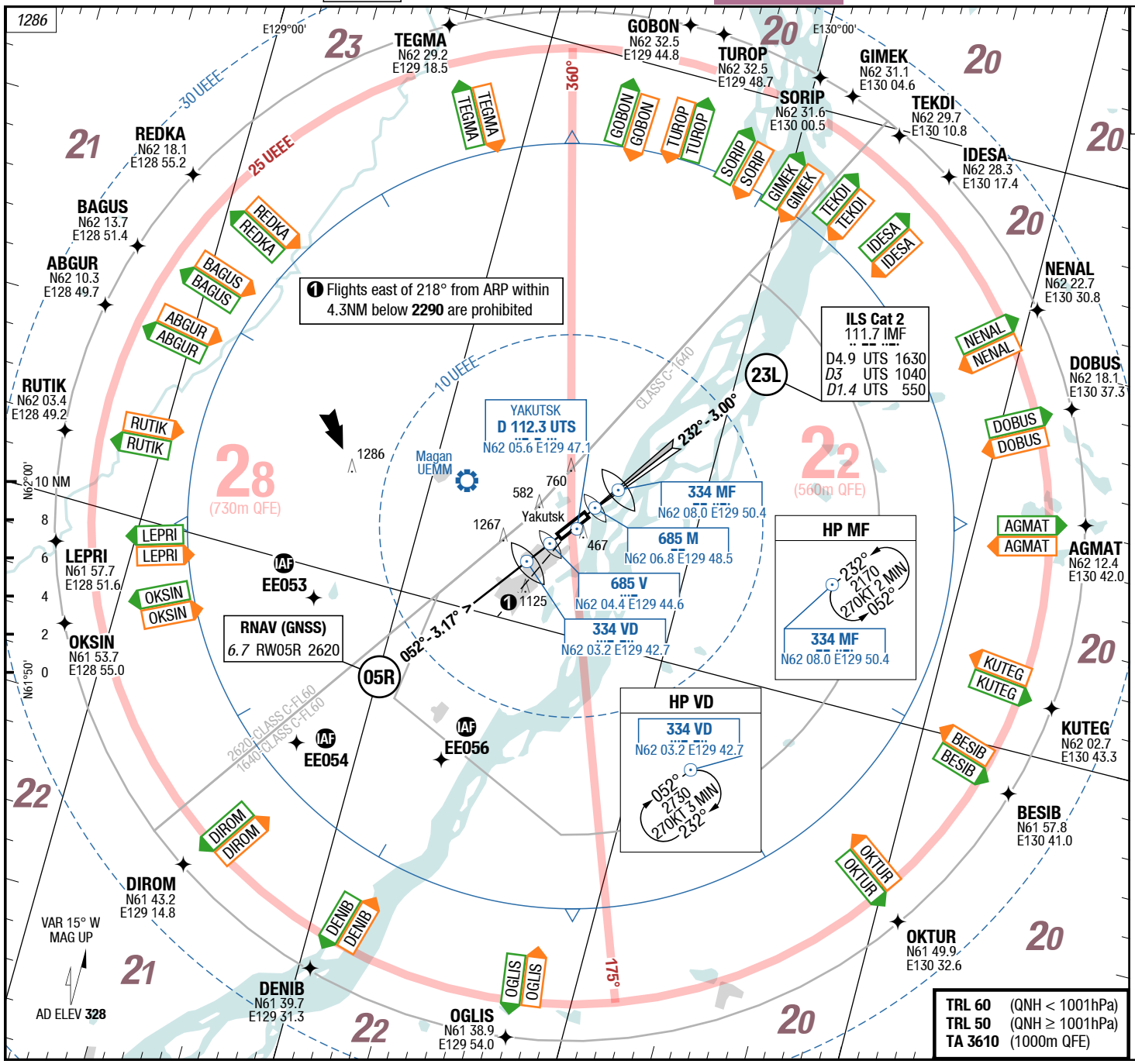
Russian Federation **Yakutsk** | 3-09 | **Yakutsk** Russian Federation

Tempo AGC | **Tempo AGC**

AGC AGC

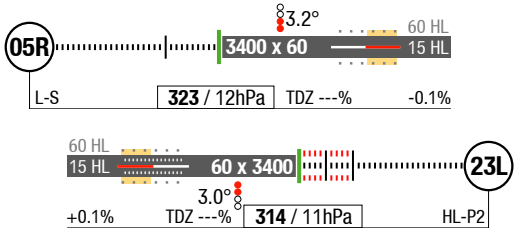


Changes: Note

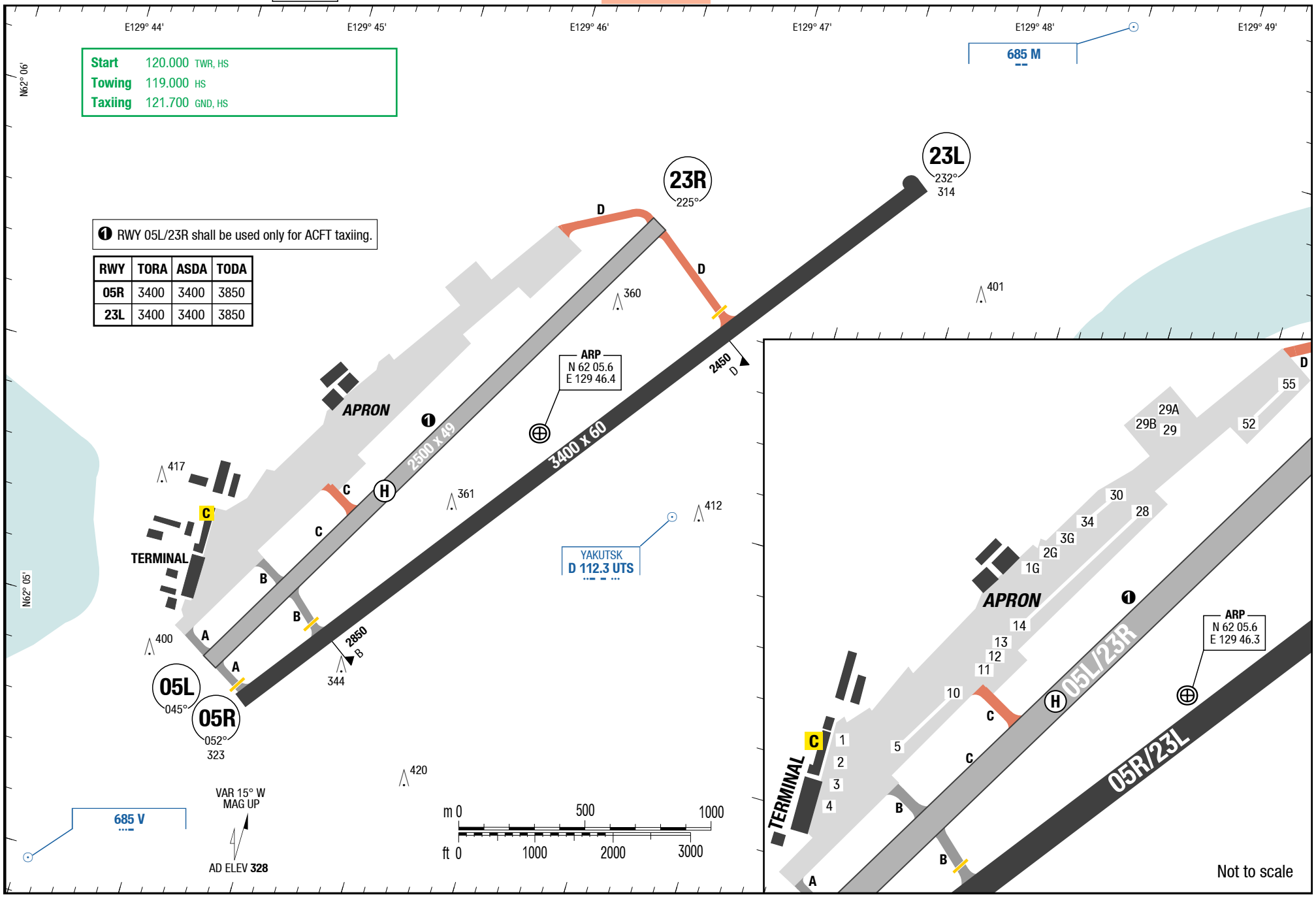


Krug	120.300	RAD, HS
APP	129.300	HS
Start	120.000	TWR, HS
Towing	119.000	HS
Taxiing	121.700	GND, HS

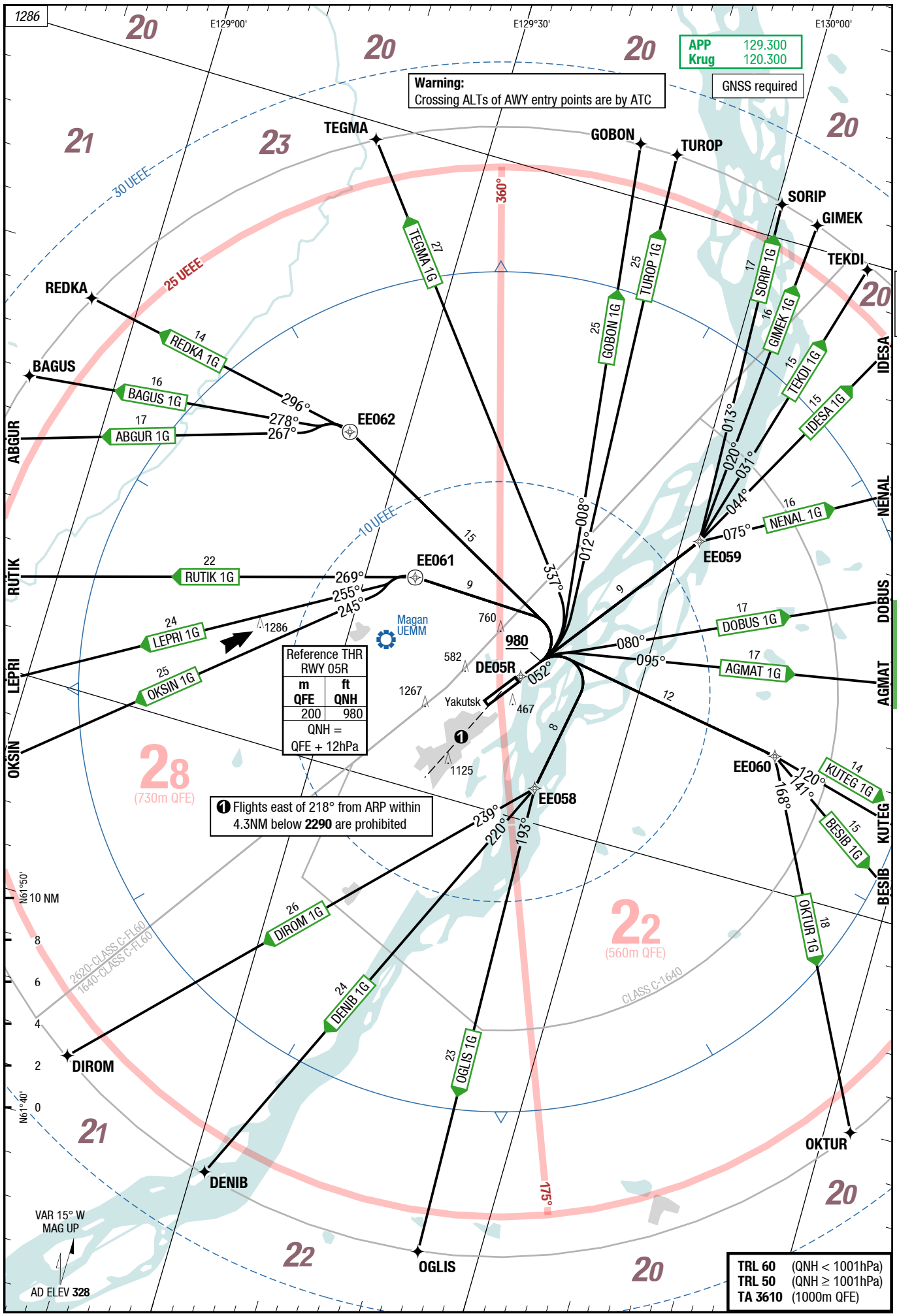
Landing RWY system:

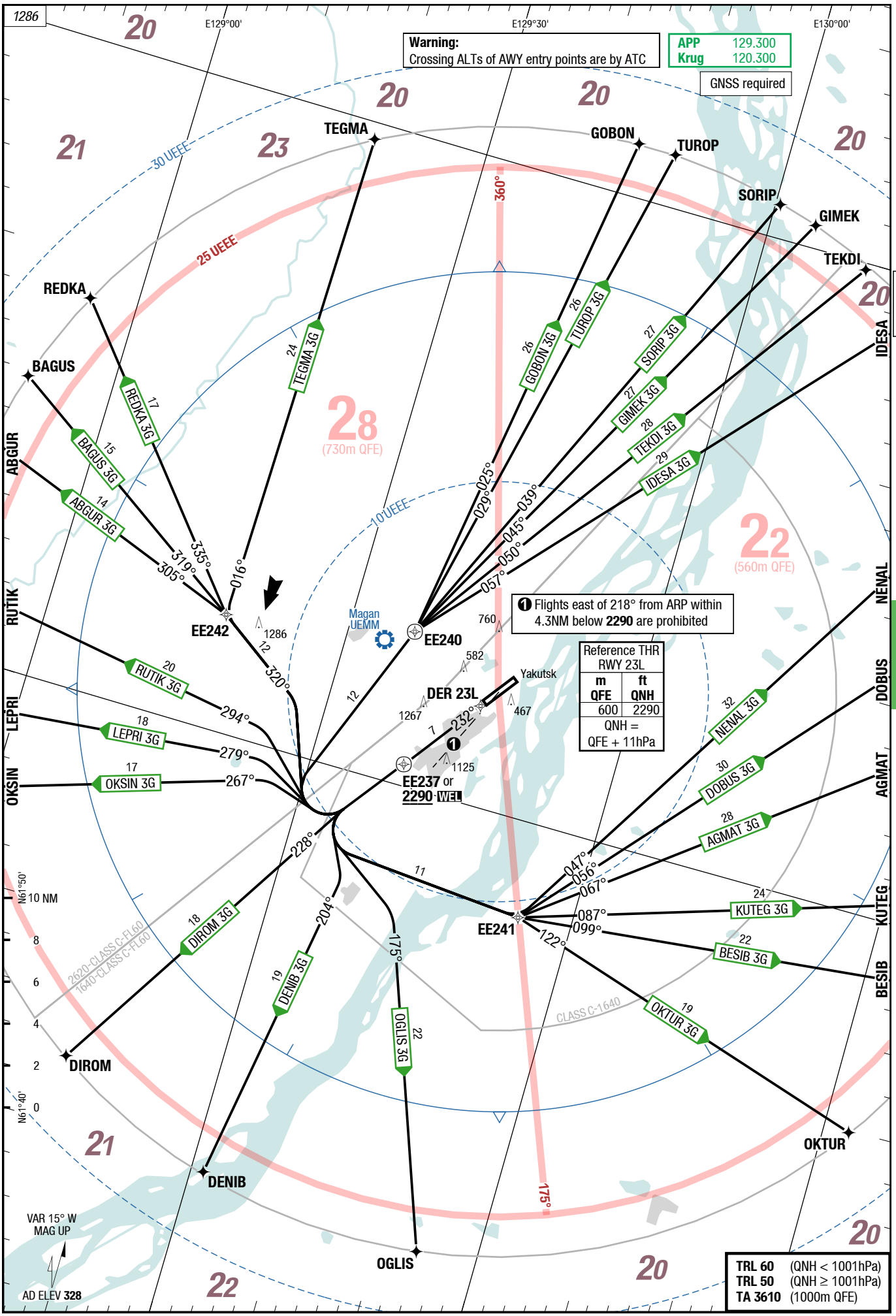


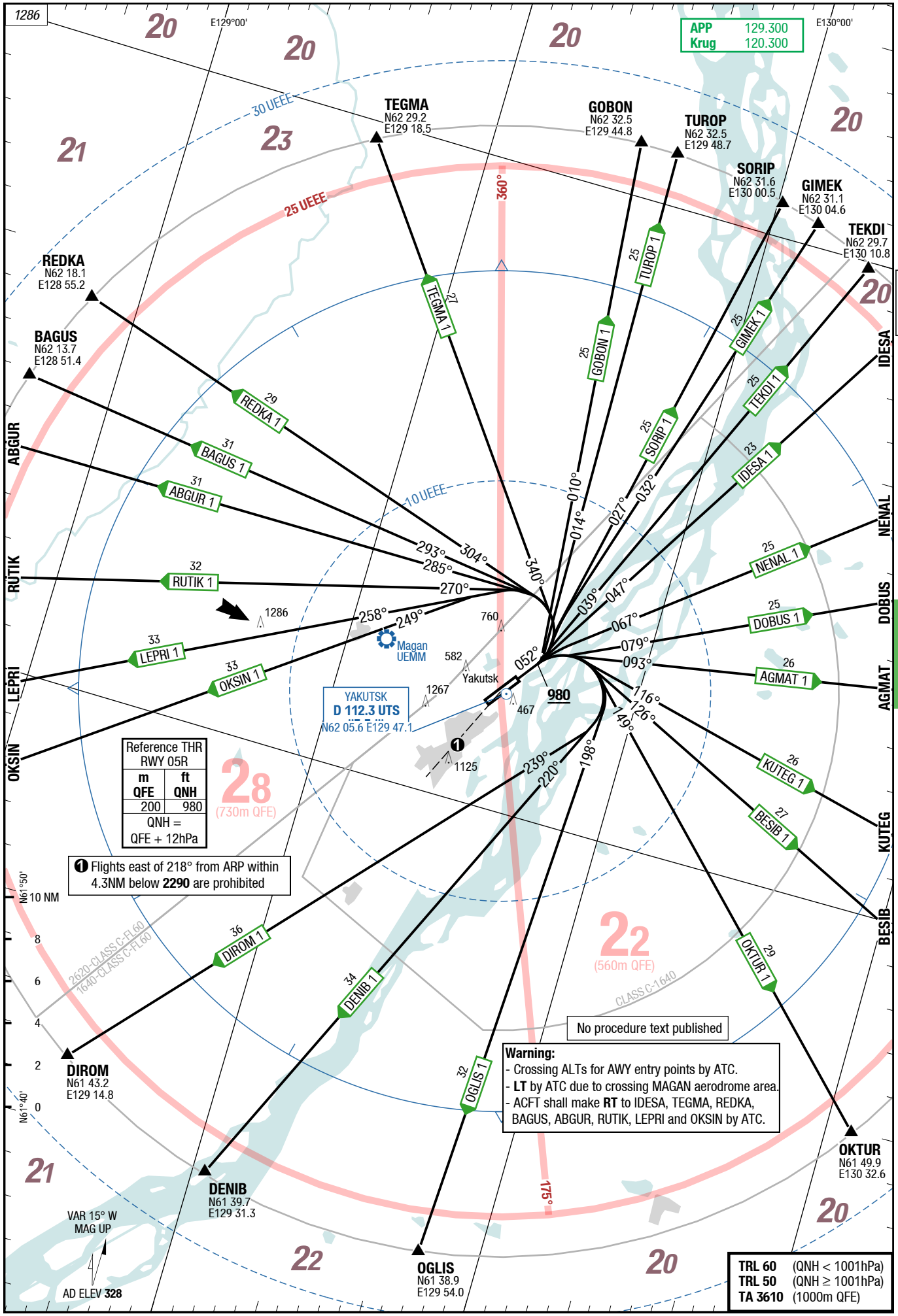
Changes: OBST

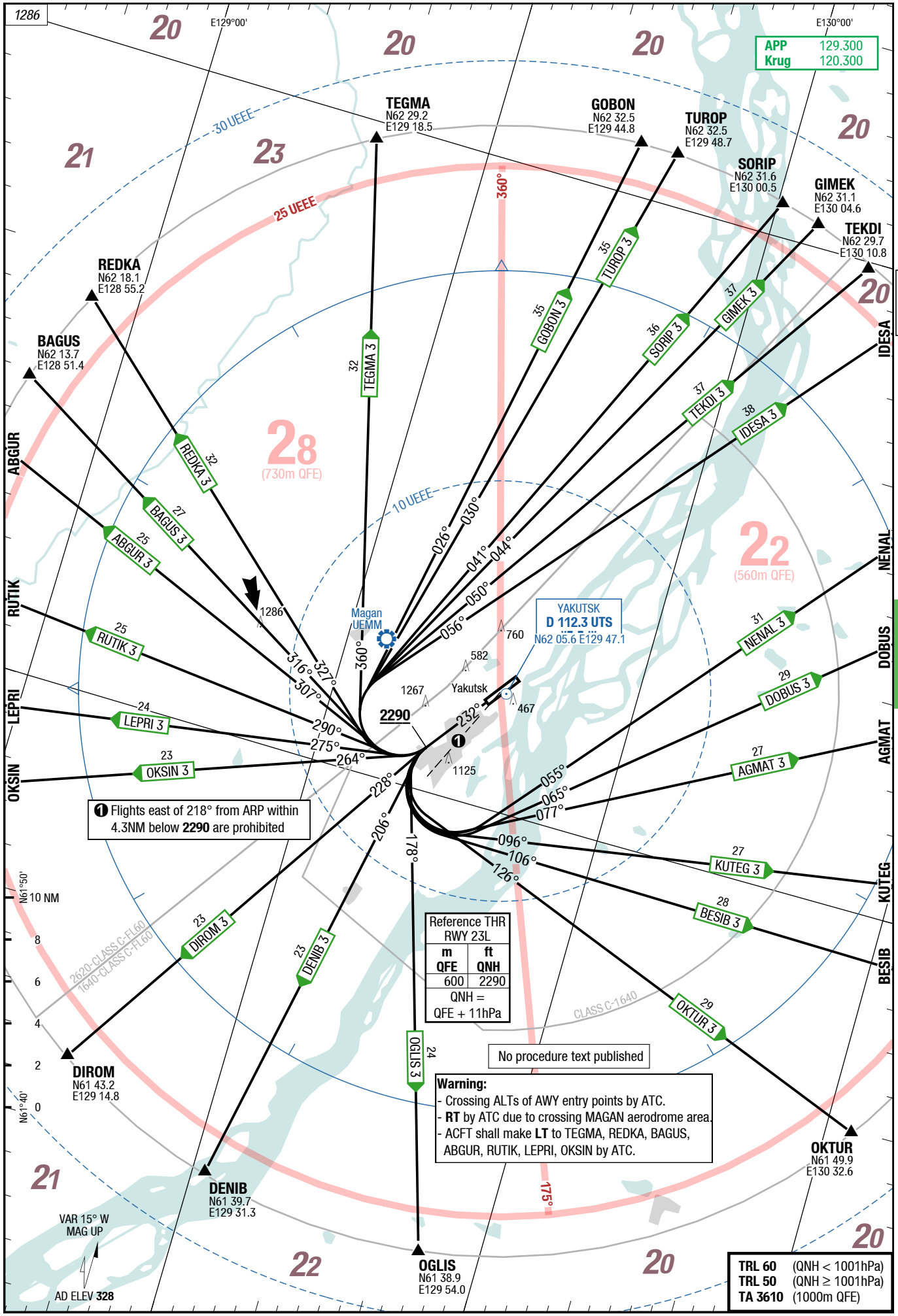


Changes: Parking Stands


1286
E129°00'
E129°30'
E130°00'
APP 129.300
Krug 120.300
GNSS required
Warning:
Crossing ALTs of AWY entry points are by ATC
TEGMA
GOBON
TUROP
SORIP
GIMEK
TEKDI
IDESA
NENAL
DOBUS
AGMAT
KUTEG
BESIB
OKTUR
REDKA
BAGUS
ABGUR
RUTIK
LEPRI
OKSIN
DIROM
DENIB
OGLIS
EE062
EE061
EE059
EE060
EE058
DE05R
Yakutsk
Magan
UEMM
980
760
582
467
1267
1125
1286
30 UEEE
25 UEEE
10 UEEE
360°
175°
TEGMA 1G
TUROP 1G
GOBON 1G
SORIP 1G
GIMEK 1G
TEKDI 1G
IDESA 1G
NENAL 1G
DOBUS 1G
AGMAT 1G
KUTEG 1G
BESIB 1G
OKTUR 1G
REDKA 1G
BAGUS 1G
ABGUR 1G
RUTIK 1G
LEPRI 1G
OKSIN 1G
DIROM 1G
DENIB 1G
OGLIS 1G
Reference THR RWY 05R
m QFE | ft QNH
200 | 980
QNH = QFE + 12hPa
❶ Flights east of 218° from ARP within 4.3NM below 2290 are prohibited
28 (730m QFE)
22 (560m QFE)
21
23
20
2620-CLASS C-FL60
1640-CLASS C-FL60
CLASS C-1640
N61°50'
N61°40'
10 NM
VAR 15° W
MAG UP
AD ELEV 328
TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)


1286
E129°00'
E129°30'
E130°00'
Warning:
Crossing ALTs of AWY entry points are by ATC
APP 129.300
Krug 120.300
GNSS required
30 UEEE
25 UEEE
10 UEEE
360°
175°
TEGMA
GOBON
TUROP
SORIP
GIMEK
TEKDI
IDESA
NENAL
DOBUS
AGMAT
KUTEG
BESIB
OKTUR
OGLIS
DENIB
DIROM
OKSIN
LEPRI
RUTIK
ABGUR
BAGUS
REDKA
TEGMA 3G
GOBON 3G
TUROP 3G
SORIP 3G
GIMEK 3G
TEKDI 3G
IDESA 3G
NENAL 3G
DOBUS 3G
AGMAT 3G
KUTEG 3G
BESIB 3G
OKTUR 3G
OGLIS 3G
DENIB 3G
DIROM 3G
OKSIN 3G
LEPRI 3G
RUTIK 3G
ABGUR 3G
BAGUS 3G
REDKA 3G
016°
025°
029°
039°
045°
050°
057°
047°
056°
067°
087°
099°
122°
175°
204°
228°
267°
279°
294°
305°
319°
335°
320°
232°
EE240
EE241
EE242
EE237 or
2290 WEL
DER 23L
Yakutsk
Magan
UEMM
760
582
467
1267
1125
1286
❶ Flights east of 218° from ARP within 4.3NM below 2290 are prohibited
Reference THR RWY 23L
m QFE
ft QNH
600
2290
QNH = QFE + 11hPa
28
(730m QFE)
22
(560m QFE)
21
23
20
22
N61°50'
N61°40'
10 NM
8
6
4
2
0
2620-CLASS C-FL60
1640-CLASS C-FL60
CLASS C-1640
VAR 15° W
MAG UP
AD ELEV 328
TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)


1286
E129°00'
E130°00'
APP 129.300
Krug 120.300
30 UEEE
25 UEEE
10 UEEE
360°
TEGMA
N62 29.2
E129 18.5
GOBON
N62 32.5
E129 44.8
TUROP
N62 32.5
E129 48.7
SORIP
N62 31.6
E130 00.5
GIMEK
N62 31.1
E130 04.6
TEKDI
N62 29.7
E130 10.8
REDKA
N62 18.1
E128 55.2
BAGUS
N62 13.7
E128 51.4
ABGUR
RUTIK
LEPRI
OKSIN
IDESA
NENAL
DOBUS
AGMAT
KUTEG
BESIB
TEGMA 1
GOBON 1
TUROP 1
SORIP 1
GIMEK 1
TEKDI 1
IDESA 1
NENAL 1
DOBUS 1
AGMAT 1
KUTEG 1
BESIB 1
REDKA 1
BAGUS 1
ABGUR 1
RUTIK 1
LEPRI 1
OKSIN 1
DIROM 1
DENIB 1
OGLIS 1
OKTUR 1
010°
014°
027°
032°
039°
047°
052°
067°
079°
093°
116°
126°
149°
198°
220°
239°
249°
258°
270°
285°
293°
304°
340°
Magan
UEMM
582
760
Yakutsk
980
467
1267
1125
YAKUTSK
D 112.3 UTS
N62 05.6 E129 47.1
Reference THR RWY 05R
m QFE 200
ft QNH 980
QNH = QFE + 12hPa
28
(730m QFE)
22
(560m QFE)
21
23
20
❶ Flights east of 218° from ARP within 4.3NM below 2290 are prohibited
No procedure text published
Warning:
- Crossing ALTs for AWY entry points by ATC.
- LT by ATC due to crossing MAGAN aerodrome area.
- ACFT shall make RT to IDESA, TEGMA, REDKA, BAGUS, ABGUR, RUTIK, LEPRI and OKSIN by ATC.
TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)
N61°50'
N61°40'
10 NM
8
6
4
2
0
2620-CLASS C-FL60
1640-CLASS C-FL60
CLASS C-1640
175°
VAR 15° W
MAG UP
AD ELEV 328
DIROM
N61 43.2
E129 14.8
DENIB
N61 39.7
E129 31.3
OGLIS
N61 38.9
E129 54.0
OKTUR
N61 49.9
E130 32.6


1286
E129°00'
E130°00'
APP 129.300
Krug 120.300
30 UEEE
25 UEEE
10 UEEE
360°
TEGMA
N62 29.2
E129 18.5
GOBON
N62 32.5
E129 44.8
TUROP
N62 32.5
E129 48.7
SORIP
N62 31.6
E130 00.5
GIMEK
N62 31.1
E130 04.6
TEKDI
N62 29.7
E130 10.8
IDESA
REDKA
N62 18.1
E128 55.2
BAGUS
N62 13.7
E128 51.4
ABGUR
RUTIK
LEPRI
OKSIN
NENAL
DOBUS
AGMAT
KUTEG
BESIB
OKTUR
DIROM
N61 43.2
E129 14.8
DENIB
N61 39.7
E129 31.3
OGLIS
N61 38.9
E129 54.0
TEGMA 3
REDKA 3
BAGUS 3
ABGUR 3
RUTIK 3
LEPRI 3
OKSIN 3
GOBON 3
TUROP 3
SORIP 3
GIMEK 3
TEKDI 3
IDESA 3
NENAL 3
DOBUS 3
AGMAT 3
KUTEG 3
BESIB 3
OKTUR 3
DIROM 3
DENIB 3
OGLIS 3
28
(730m QFE)
22
(560m QFE)
20
21
23
Magan
UEMM
YAKUTSK
D 112.3 UTS
N62 05.6 E129 47.1
Yakutsk
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❶ Flights east of 218° from ARP within 4.3NM below 2290 are prohibited
Reference THR RWY 23L
m QFE
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600
2290
QNH = QFE + 11hPa
No procedure text published
Warning:
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- RT by ATC due to crossing MAGAN aerodrome area.
- ACFT shall make LT to TEGMA, REDKA, BAGUS, ABGUR, RUTIK, LEPRI, OKSIN by ATC.
TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)
VAR 15° W
MAG UP
AD ELEV 328
10 NM
2620-CLASS C-FL60
1640-CLASS C-FL60
CLASS C-1640

ABGUR 1G / AGMAT 1G / BAGUS 1G / BESIB 1G / DENIB 1G / DIROM 1G / DOBUS 1G / GIMEK 1G / GOBON 1G / IDESA 1G / KUTEG 1G / LEPRI 1G / NENAL 1G / OGLIS 1G / OKSIN 1G / OKTUR 1G / REDKA 1G

RWY 05R (052°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
ABGUR 1G **129.300**	DER 05R - at MNM **980 LT** direct EE062 - ABGUR	
AGMAT 1G **129.300**	DER 05R - at MNM **980 RT** 095° to AGMAT	
BAGUS 1G **129.300**	DER 05R - at MNM **980 LT** direct EE062 - BAGUS	
BESIB 1G **129.300**	DER 05R - at MNM **980 RT** direct EE060 - BESIB	
DENIB 1G **129.300**	DER 05R - at MNM **980 RT** direct EE058 - DENIB	
DIROM 1G **129.300**	DER 05R - at MNM **980 RT** direct EE058 - DIROM	
DOBUS 1G **129.300**	DER 05R - at MNM **980 RT** 080° to DOBUS	
GIMEK 1G **129.300**	DER 05R - at MNM **980** direct EE059 - GIMEK	
GOBON 1G **129.300**	DER 05R - at MNM **980 LT** 008° to GOBON	
IDESA 1G **129.300**	DER 05R - at MNM **980** direct EE059 - IDESA	
KUTEG 1G **129.300**	DER 05R - at MNM **980 RT** direct EE060 - KUTEG	
LEPRI 1G **129.300**	DER 05R - at MNM **980 LT** direct EE061 - LEPRI	
NENAL 1G **129.300**	DER 05R - at MNM **980** direct EE059 - NENAL	
OGLIS 1G **129.300**	DER 05R - at MNM **980 RT** direct EE058 - OGLIS	
OKSIN 1G **129.300**	DER 05R - at MNM **980 LT** direct EE061 - OKSIN	
OKTUR 1G **129.300**	DER 05R - at MNM **980 RT** direct EE060 - OKTUR	
REDKA 1G **129.300**	DER 05R - at MNM **980 LT** direct EE062 - REDKA	

RUTIK 1G / SORIP 1G / TEGMA 1G / TEKDI 1G / TUROP 1G

RWY 05R (052°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
RUTIK 1G **129.300**	DER 05R - at MNM **980 LT** direct EE061 - RUTIK	
SORIP 1G **129.300**	DER 05R - at MNM **980** direct EE059 - SORIP	
TEGMA 1G **129.300**	DER 05R - at MNM **980 LT** 337° to TEGMA	
TEKDI 1G **129.300**	DER 05R - at MNM **980** direct EE059 - TEKDI	
TUROP 1G **129.300**	DER 05R - at MNM **980 LT** 012° to TUROP	

ABGUR 3G / AGMAT 3G / BAGUS 3G / BESIB 3G / DENIB 3G / DIROM 3G / DOBUS 3G / GIMEK 3G / GOBON 3G / IDESA 3G / KUTEG 3G / LEPRI 3G / NENAL 3G / OGLIS 3G / OKSIN 3G / OKTUR 3G / REDKA 3G

RWY 23L (232°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
ABGUR 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE242 - ABGUR	
AGMAT 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - AGMAT	
BAGUS 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE242 - BAGUS	
BESIB 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - BESIB	
DENIB 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** 204° to DENIB	
DIROM 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** 228° to DIROM	
DOBUS 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - DOBUS	
GIMEK 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - GIMEK	
GOBON 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - GOBON	
IDESA 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - IDESA	
KUTEG 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - KUTEG	
LEPRI 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** 279° to LEPRI	
NENAL 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - NENAL	
OGLIS 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** 175° to OGLIS	
OKSIN 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** 267° to OKSIN	
OKTUR 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **LT** direct EE241 - OKTUR	
REDKA 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE242 - REDKA	

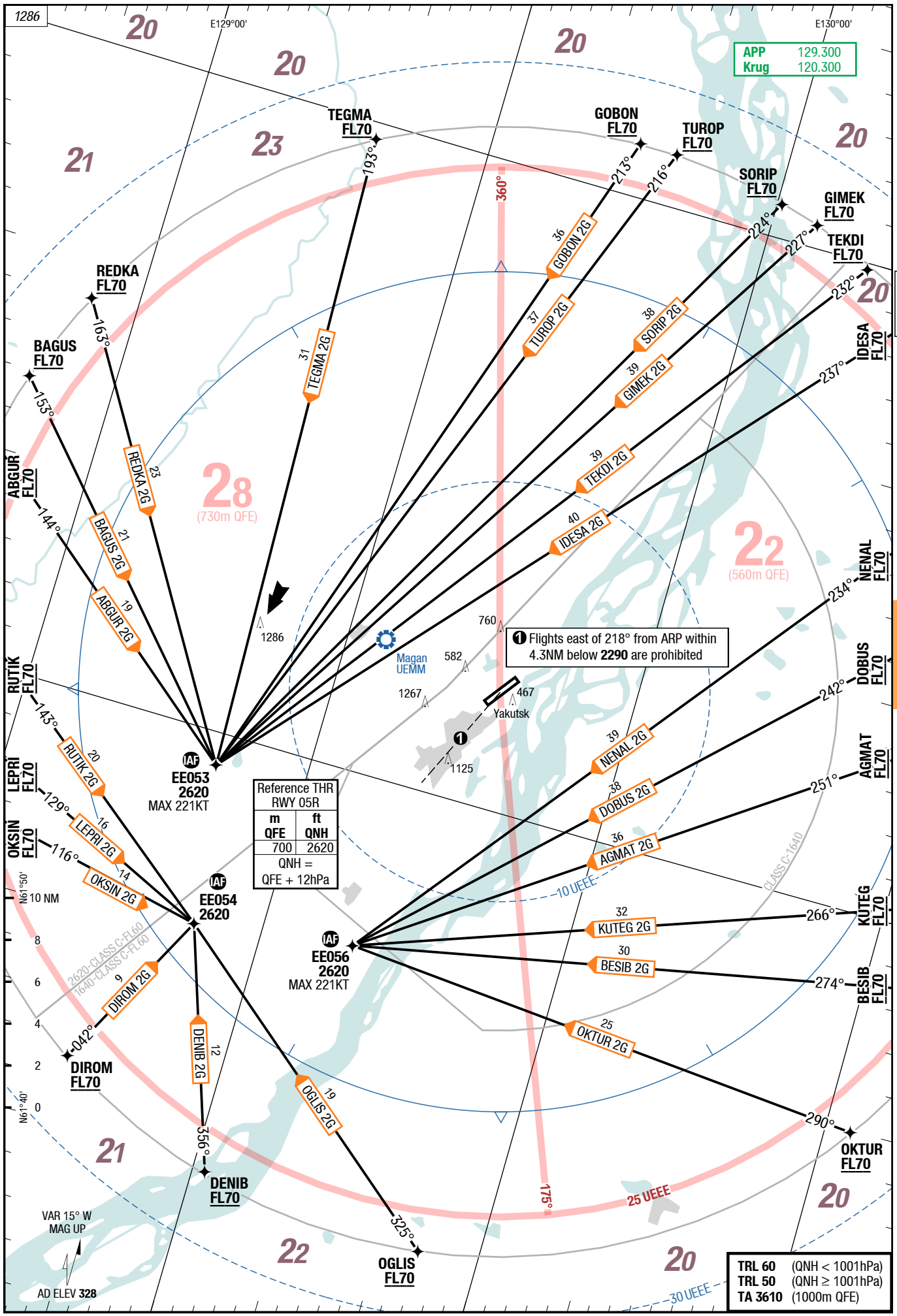
Changes: ALT, Track, QFU

RUTIK 3G / SORIP 3G / TEGMA 3G / TEKDI 3G / TUROP 3G

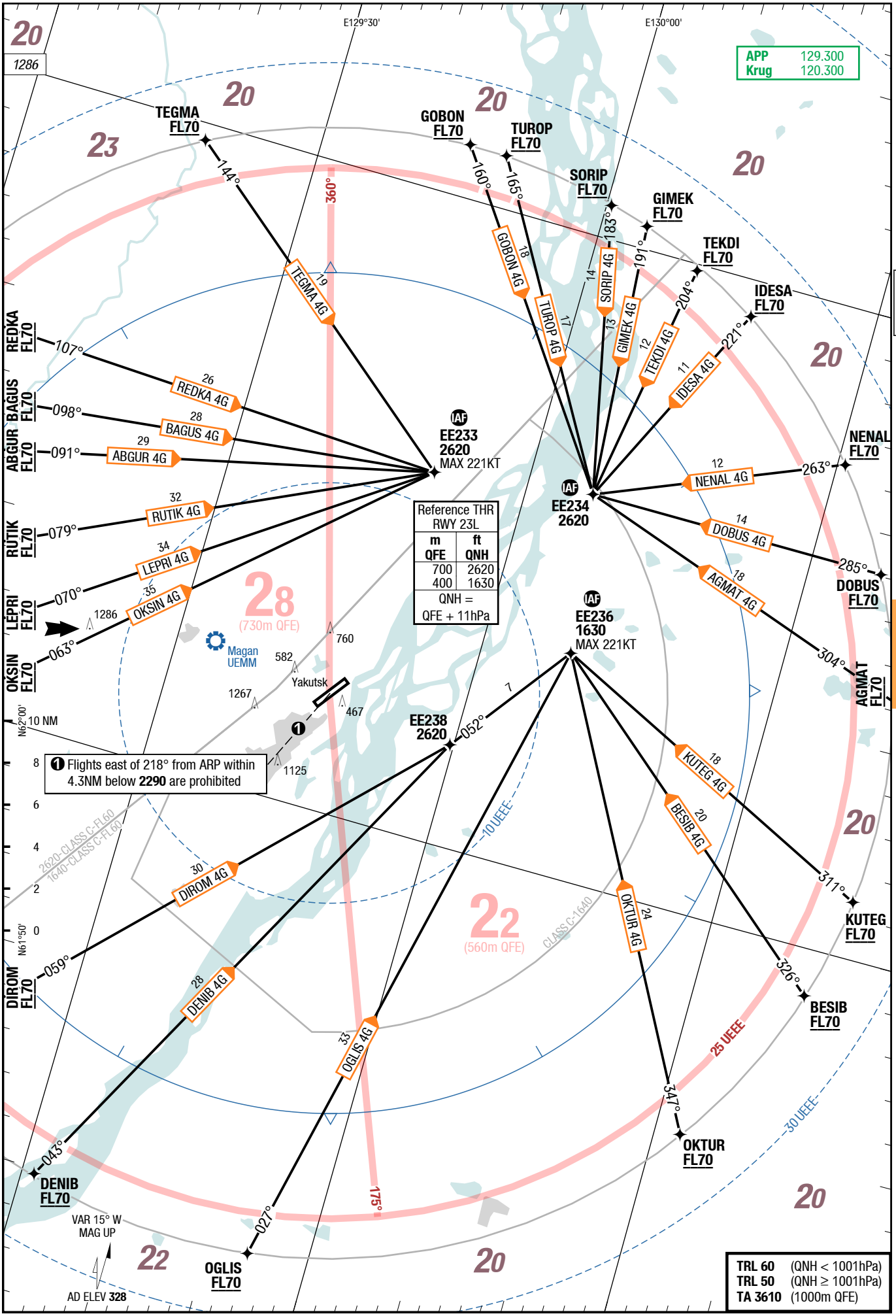
RWY 23L (232°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
RUTIK 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** 294° to RUTIK	
SORIP 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - SORIP	
TEGMA 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE242 - TEGMA	
TEKDI 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - TEKDI	
TUROP 3G **129.300**	DER 23L - at EE237 or MNM **2290** (whichever is later) **RT** direct EE240 - TUROP	

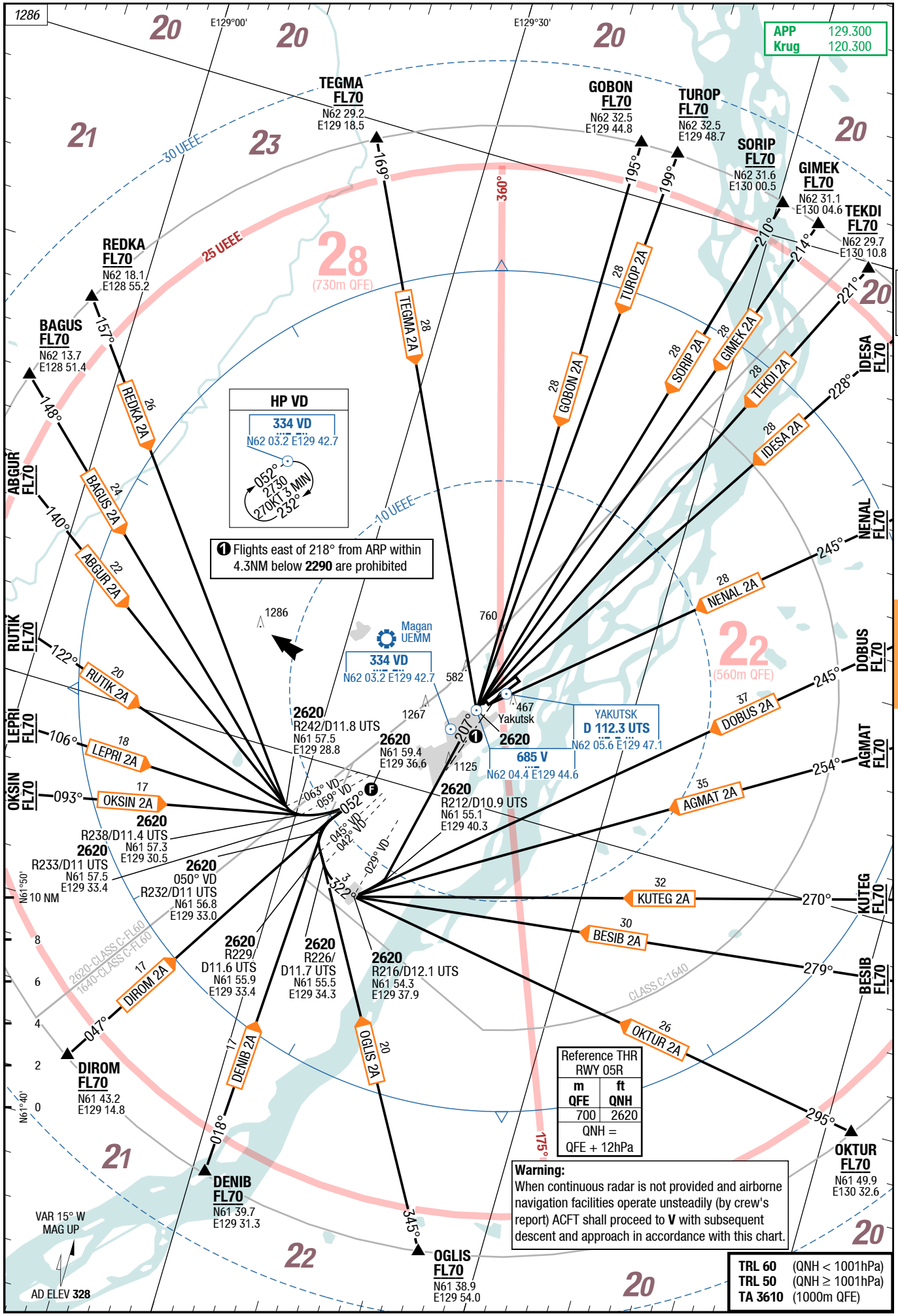
Changes: OBST

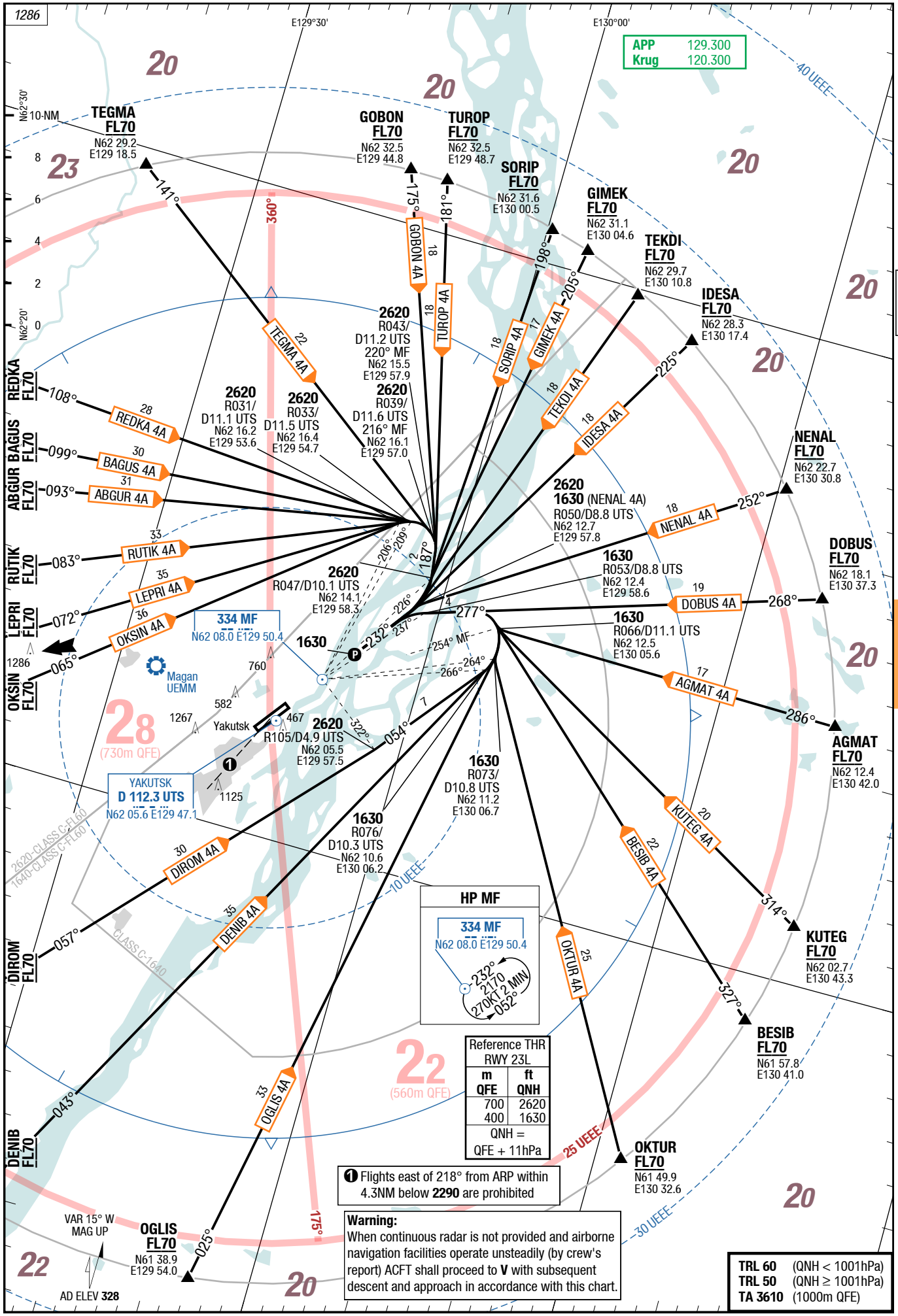


Changes: OBST



Changes: OBST

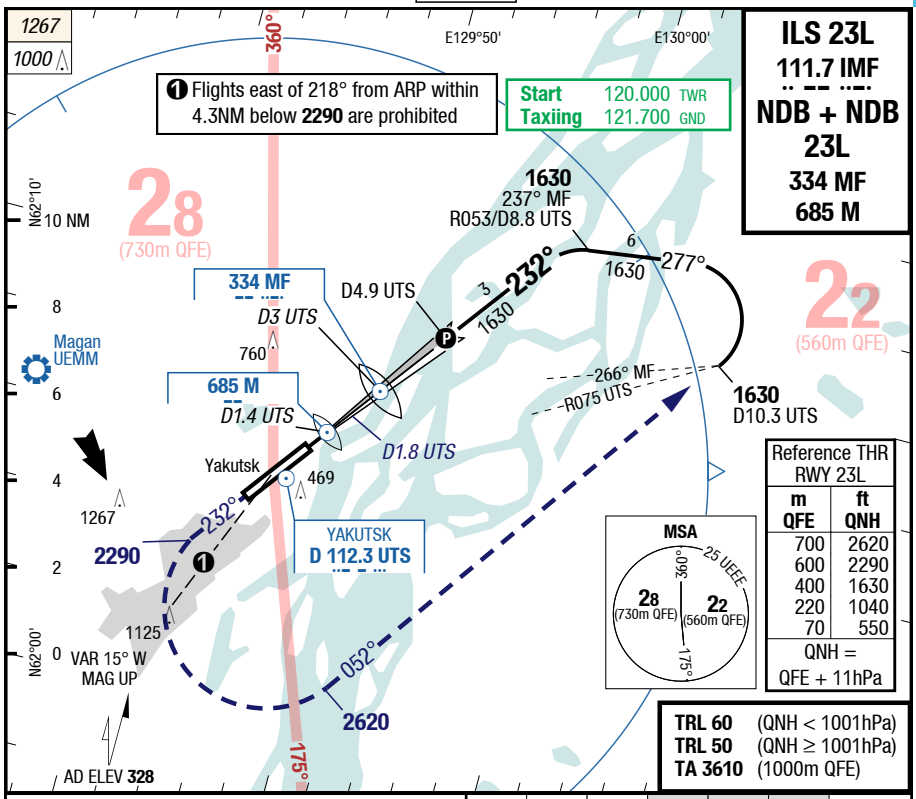


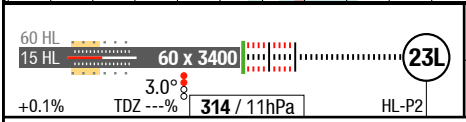

1286
E129°30'
E130°00'
APP 129.300
Krug 120.300
40 UEEE
10-NM
N62°30'
N62°20'
TEGMA FL70 N62 29.2 E129 18.5
GOBON FL70 N62 32.5 E129 44.8
TUROP FL70 N62 32.5 E129 48.7
SORIP FL70 N62 31.6 E130 00.5
GIMEK FL70 N62 31.1 E130 04.6
TEKDI FL70 N62 29.7 E130 10.8
IDESA FL70 N62 28.3 E130 17.4
NENAL FL70 N62 22.7 E130 30.8
DOBUS FL70 N62 18.1 E130 37.3
AGMAT FL70 N62 12.4 E130 42.0
KUTEG FL70 N62 02.7 E130 43.3
BESIB FL70 N61 57.8 E130 41.0
OKTUR FL70 N61 49.9 E130 32.6
OGLIS FL70 N61 38.9 E129 54.0
REDKA FL70
BAGUS FL70
ABGUR FL70
RUTIK FL70
LEPRI FL70
OKSIN FL70
DIROM FL70
DENIB FL70
141°
175°
181°
198°
205°
225°
252°
268°
286°
314°
327°
360°
108°
099°
093°
083°
072°
065°
057°
043°
025°
187°
277°
232°
257°
254° MF
264°
266°
322°
054°
206°
209°
226°
TEGMA 4A
GOBON 4A
TUROP 4A
SORIP 4A
GIMEK 4A
TEKDI 4A
IDESA 4A
NENAL 4A
DOBUS 4A
AGMAT 4A
KUTEG 4A
BESIB 4A
OKTUR 4A
REDKA 4A
BAGUS 4A
ABGUR 4A
RUTIK 4A
LEPRI 4A
OKSIN 4A
DIROM 4A
DENIB 4A
OGLIS 4A
2620 R043/ D11.2 UTS 220° MF N62 15.5 E129 57.9
2620 R031/ D11.1 UTS N62 16.2 E129 53.6
2620 R033/ D11.5 UTS N62 16.4 E129 54.7
2620 R039/ D11.6 UTS 216° MF N62 16.1 E129 57.0
2620 1630 (NENAL 4A) R050/D8.8 UTS N62 12.7 E129 57.8
1630 R053/D8.8 UTS N62 12.4 E129 58.6
1630 R066/D11.1 UTS N62 12.5 E130 05.6
2620 R047/D10.1 UTS N62 14.1 E129 58.3
1630 R073/ D10.8 UTS N62 11.2 E130 06.7
1630 R076/ D10.3 UTS N62 10.6 E130 06.2
2620 R105/D4.9 UTS N62 05.5 E129 57.5
334 MF N62 08.0 E129 50.4
1630
Magan UEMM
760
582
1267
Yakutsk
467
1125
YAKUTSK D 112.3 UTS N62 05.6 E129 47.1
2620–CLASS C-FL60
1640–CLASS C-FL60
CLASS C-1640
10 UEEE
25 UEEE
30 UEEE
HP MF
334 MF N62 08.0 E129 50.4
232° 21.70 270KT 2 MIN 052°
Reference THR RWY 23L
m QFE | ft QNH
700 | 2620
400 | 1630
QNH = QFE + 11hPa
❶ Flights east of 218° from ARP within 4.3NM below 2290 are prohibited
Warning:
When continuous radar is not provided and airborne navigation facilities operate unsteadily (by crew's report) ACFT shall proceed to V with subsequent descent and approach in accordance with this chart.
VAR 15° W MAG UP
AD ELEV 328
TRL 60 (QNH < 1001hPa)
TRL 50 (QNH ≥ 1001hPa)
TA 3610 (1000m QFE)
23
20
28
(730m QFE)
22
(560m QFE)

YKS-UEEE

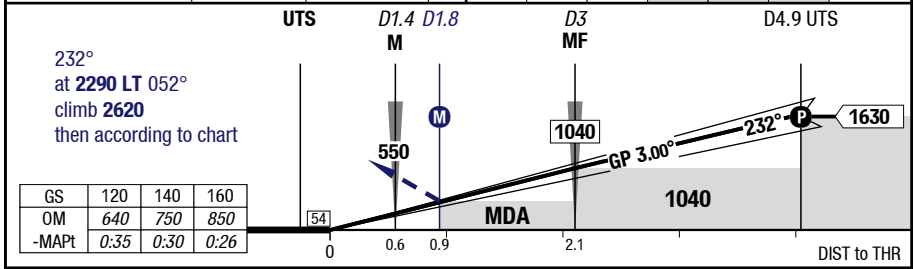
7-10

ILS 23L / NDB + NDB 23L





2	4	4.9				NDB 3.00° D UTS
730	1370	1630				



GS	120	140	160
OM	640	750	850
-MAPt	0:35	0:30	0:26

23L		Cat 2	Cat 1 1)	LOC	NDB NDB DME MF+M UTS		Circling
C	ft - m/km ft	100 - 300R **102** RA	200 - 550R/800V **520**	Not authorized	340 - 800 **660**		Not published
D	ft - m/km ft	110 - 300R **108** RA 2)	200 - 550R/800V **520**	Not authorized	340 - 800 **660**		Not published

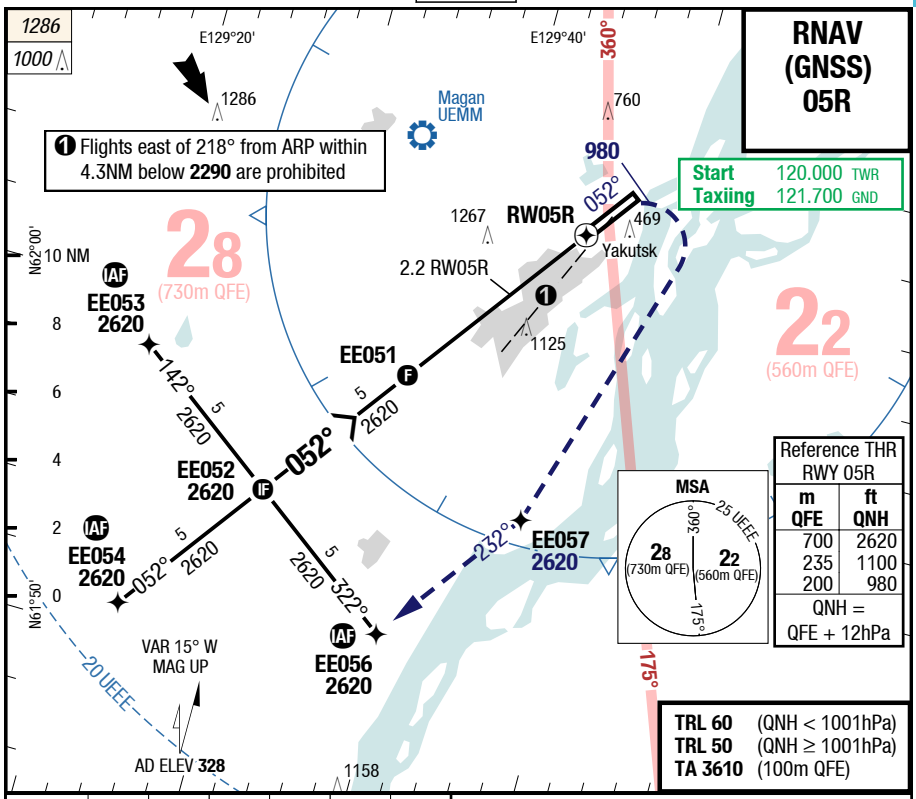
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: WPT Definition

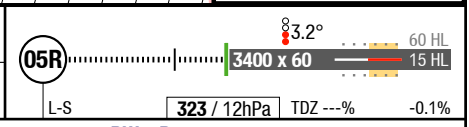
YKS-UEEE

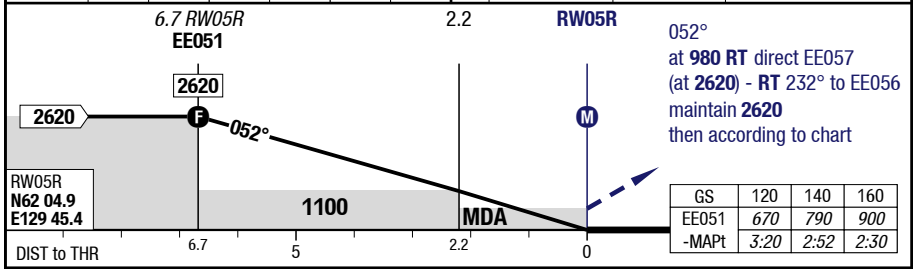
7-30

RNAV (GNSS) 05R



3.17° RW05R	6.7	6	5	4	3	2
	2620	2400	2060	1720	1390	1050



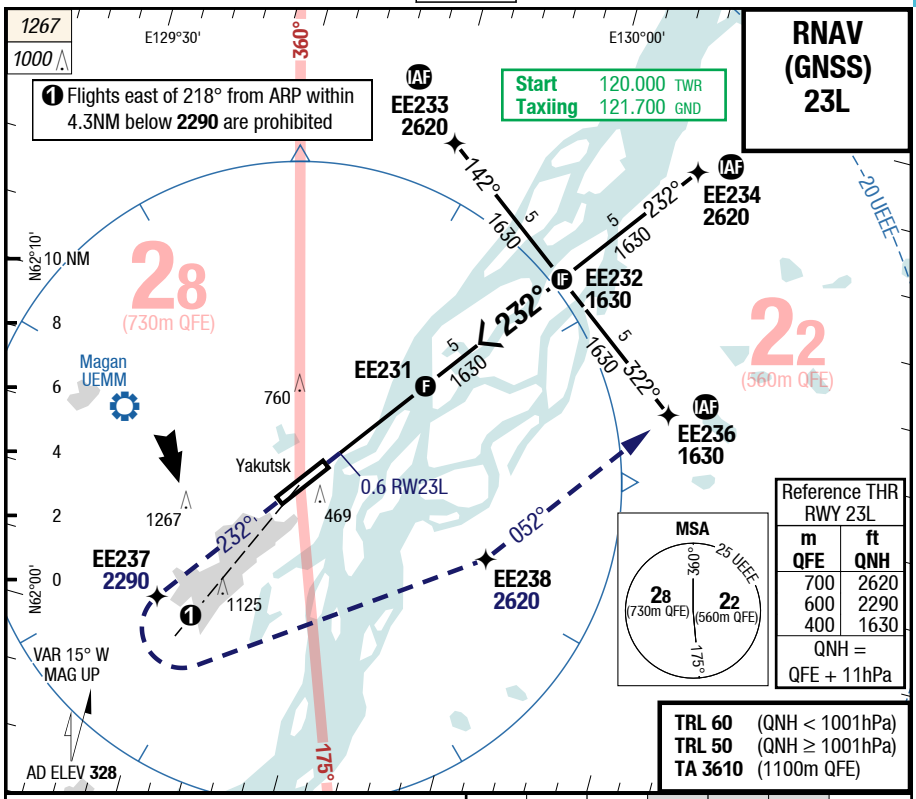


052°
at **980 RT** direct EE057
(at **2620**) - **RT** 232° to EE056
maintain **2620**
then according to chart

GS	120	140	160
EE051	*670*	*790*	*900*
-MAPt	*3:20*	*2:52*	*2:30*

05R		RNAV GNSS LNAV					Circling
C	ft - m/km ft	430 - 1.8 **760**					Not published
D	ft - m/km ft	430 - 1.8 **760**					Not published

Changes: Track, FAT, WPT , MIN, VAR, OBST, AD ELEV



GS	120	140	160
EE231	*640*	*750*	*850*
-MAPt	*1:42*	*1:27*	*1:16*

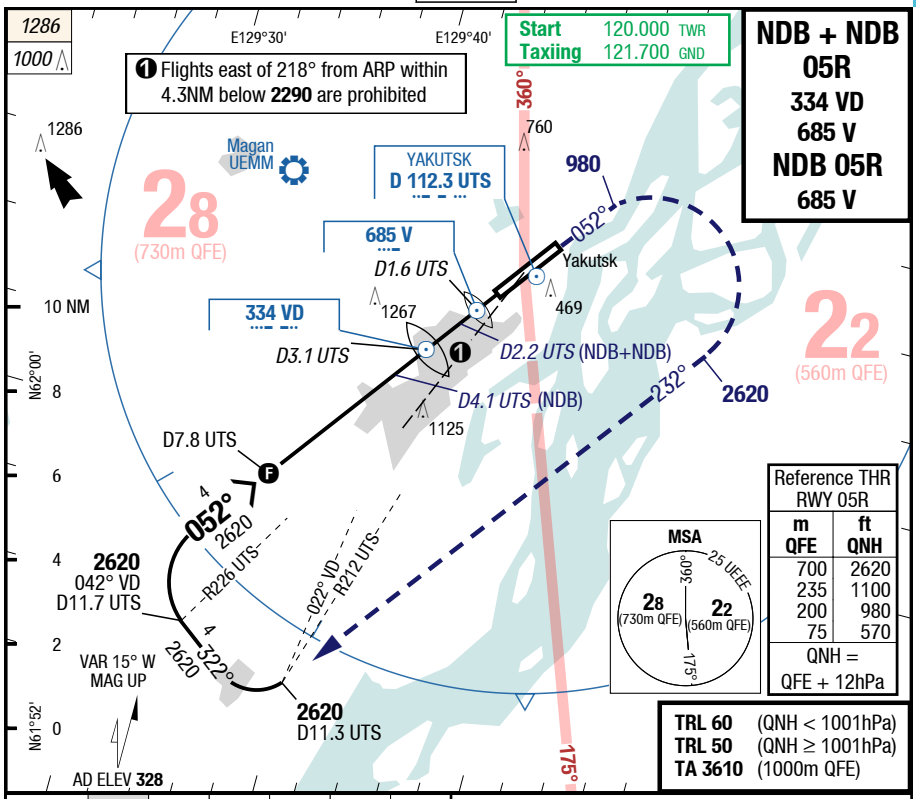
23L		RNAV GNSS LNAV					Circling
C	ft - m/km ft	470 - 1.5 **790**					Not published
D	ft - m/km ft	470 - 1.5 **790**					Not published

Changes: Track, FAT, WPT , ALT, VAR, OBST, AD ELEV

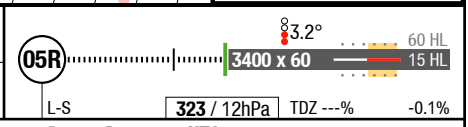
YKS-UEEE

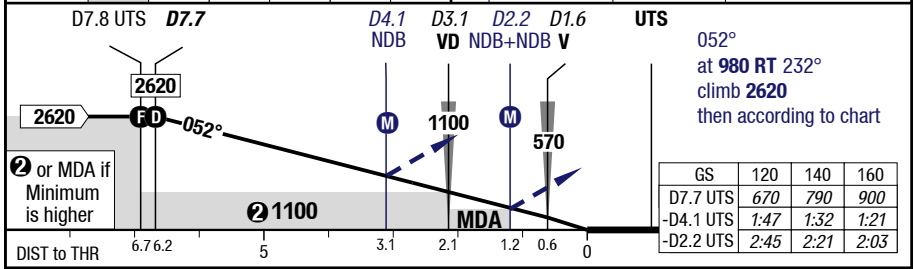
7-50

NDB + NDB 05R / NDB 05R



3.17° D UTS	7.7	7	6	5	4
	2620	2400	2060	1720	1390





GS	120	140	160
D7.7 UTS	*670*	*790*	*900*
-D4.1 UTS	*1:47*	*1:32*	*1:21*
-D2.2 UTS	*2:45*	*2:21*	*2:03*

05R		NDB NDB DME VD+V UTS	NDB NDB VD+V wo FAF	NDB DME V UTS	NDB V wo FAF		Circling
C	ft - m/km ft	430 - 1.8 **760**	1050 - 2.4 **1380**	970 - 2.4 **1290**	1000 - 2.4 **1320**		Not published
D	ft - m/km ft	430 - 1.8 **760**	1050 - 2.4 **1380**	970 - 2.4 **1290**	1000 - 2.4 **1320**		Not published

Changes: Completely revised