

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0130-1000, SAT/SUN/HOL U/S**Airport Information****RFF:** CAT 8**Fuel:** TS-1 (equivalent Jet A-1)**PCN:** RWY 11/29: 95/R/B/X/T**Operation****Low Visibility Procedure**

LVP in force when RVR below 600m.

Report "RWY vacated" to TWR only after the ACFT crosses the boundary of the edge AD signs of yellow TWY markers, that indicates the vacation of ILS critical area.

ACFT must vacate ILS critical area as fast as possible.

Report to Taxiing after arrival on stand.

TKOF not from RWY extremity prohibited.

TKOF without stop at line-up PSN prohibited.

**Taxi/Parking**

Taxiing of ACFT with wingspan above 61m / 200ft prohibited between stands LA and LB.

Taxi into stands 7-8, 24-35, 37-45 by towing only.

B748/8F: Taxiing along Route T2, T3 and route from stand 23 to stand 35 prohibited.

B772/3: Taxiing along Route T3 prohibited.

B742/3/4 and B772/3:

Taxiing without restrictions is allowed only on segment from TWY B to stand 45.

Taxiing along route from stand 23 to stand 35 by follow-me only.

**Warnings**

Do not mistake Cheremshanka AD for KRASNOYARSK Yemelyanovo AD for located 1NM NE.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR.**Arrival Procedure****Non-standard GP Intercept Position on****RWY 11**

GP intercepts RWY 11 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 3374m / 11070ft.

**RWY 29**

GP intercepts RWY 29 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 3392m / 11128ft.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 125R	-

**Communication****COM Failure:** See CRAR.**Departure Procedure****Start-up**

Prior to line-up advise TWR about the time required for the preparation for TKOF.

Stand 9-15, 18, 19, 37 and 38 ENG start-up prohibited.

Stand 7, 8 start-up allowed for ACFT up to 30t / 66138lbs.

Stand LA, LB, 2, 23-35, 39-45, 50-61 ENG start and taxiing with not more than 0.4 EPR.

B747 ACFT start-up shall be carried out on TWY B between TWY A and junction of TWY B with APN.

**Departure Note:** TKOF with tailwind up to 10KT (5m/s).**De-Icing**

AVBL.

**KJA-UNKL**

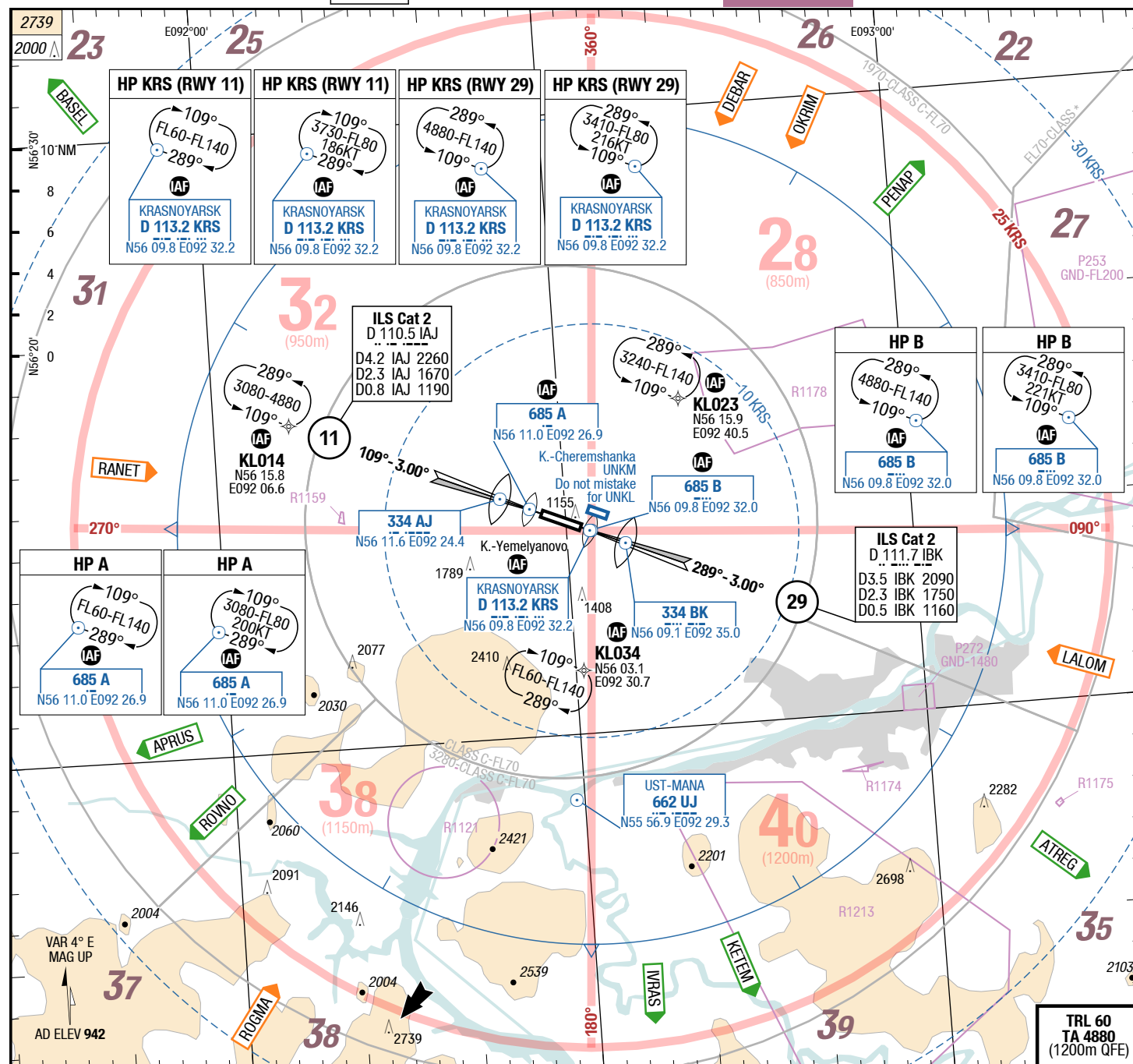
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# AFC

# AFC

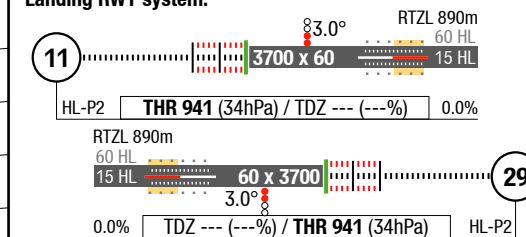
**AFC**

2-10



ATIS	126.800	
Krug	122.000	TWR
APP	127.700	
TWR	118.300	Landing
GND	118.700	Towing and Start-up
Taxiing	121.900	GND
Transit	131.900	
Reserve FREQ	129.000	for all ATC units
	124.000	for all ATC units

**Landing RWY system:**



Changes: OBST

17-MAY-2018

KJA-UNKL

Russian Federation **Krasnoyarsk** Yemelyanovo

AGC

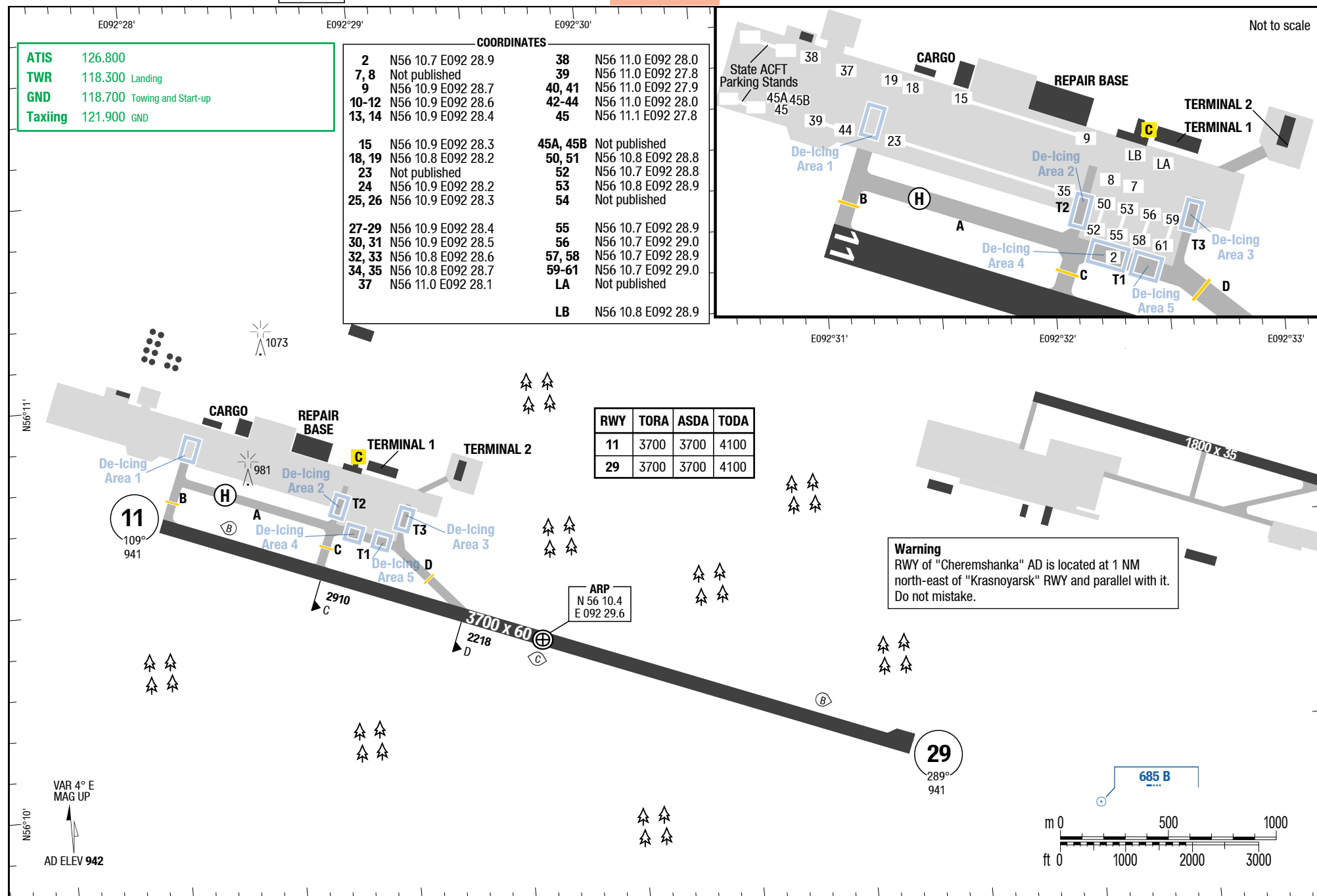
AGC

Yemelyanovo **Krasnoyarsk** Russian Federation

AGC

3-20

AGC



Changes: TKOF INT

# KJA-UNKL

Russian Federation **Krasnoyarsk** Yemelyanovo

RNAV SIDs RWY 29

**4-10**

## RNAV SIDs RWY 11

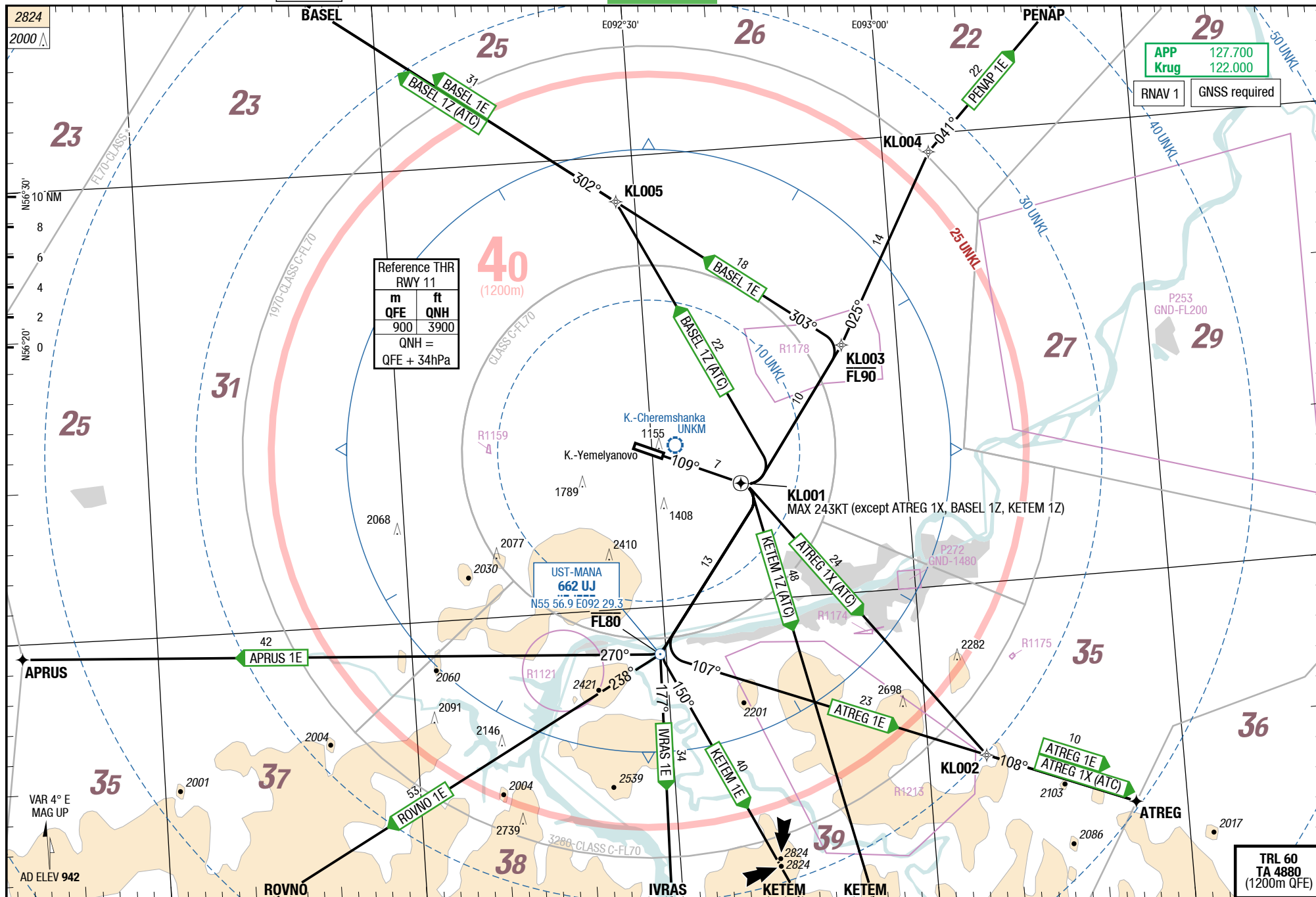
SID

SID

Yemelyanovo **Krasnoyarsk** Russian Federation

RNAV SIDs RWY 29

## RNAV SIDs RWY 11



Changes: OBST

**TRL 60**  
**TA 4880**  
(1200m QFE)

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Yemelyanovo **Krasnoyarsk** Russian Federation

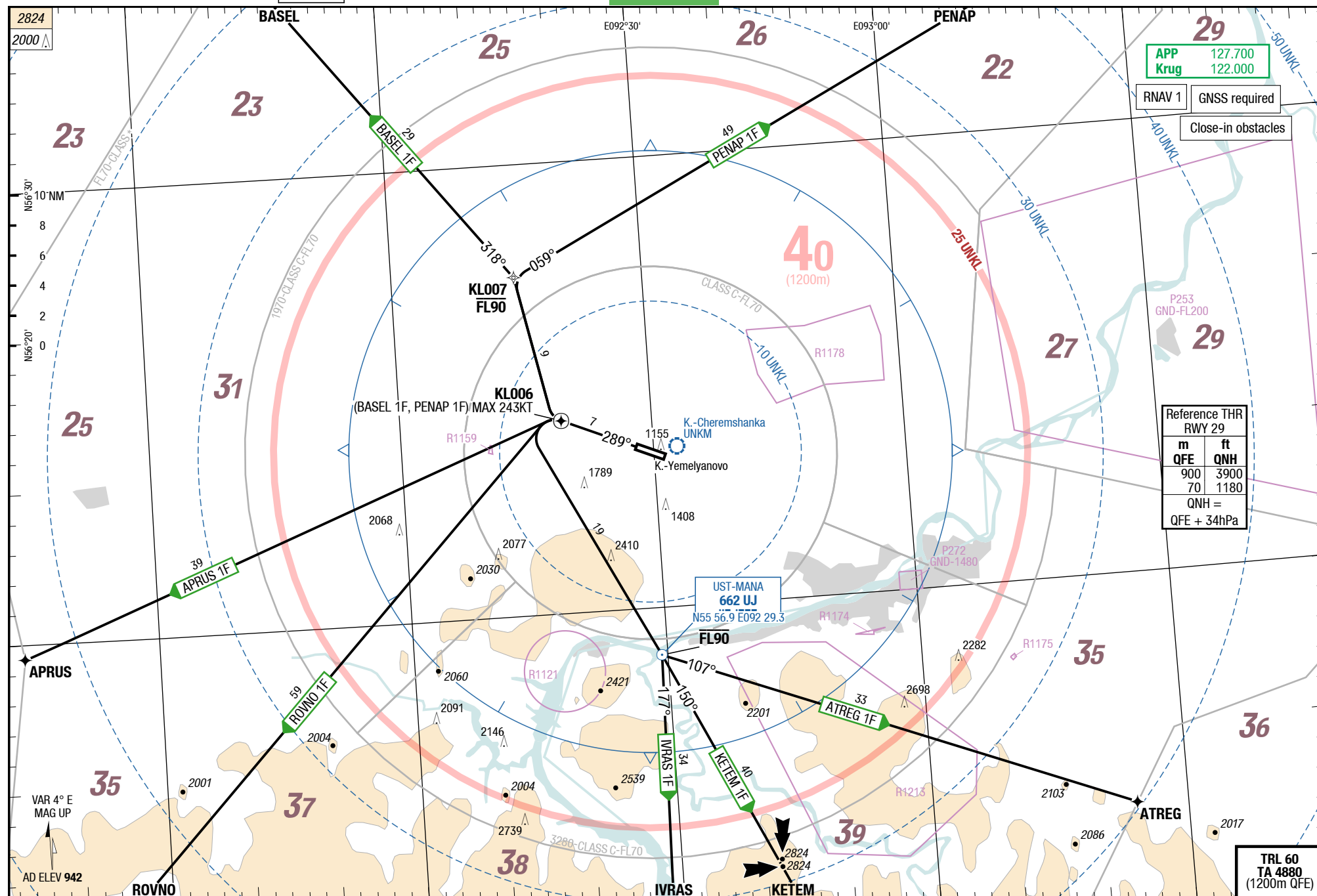
4-20

RNAV SIDs RWY 29

SID

SID

RNAV SIDs RWY 29



Changes: OBST



17-MAY-2018

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Russian Federation **Krasnoyarsk** Yemelyanovo

SIDs RWY 29

SID

SID

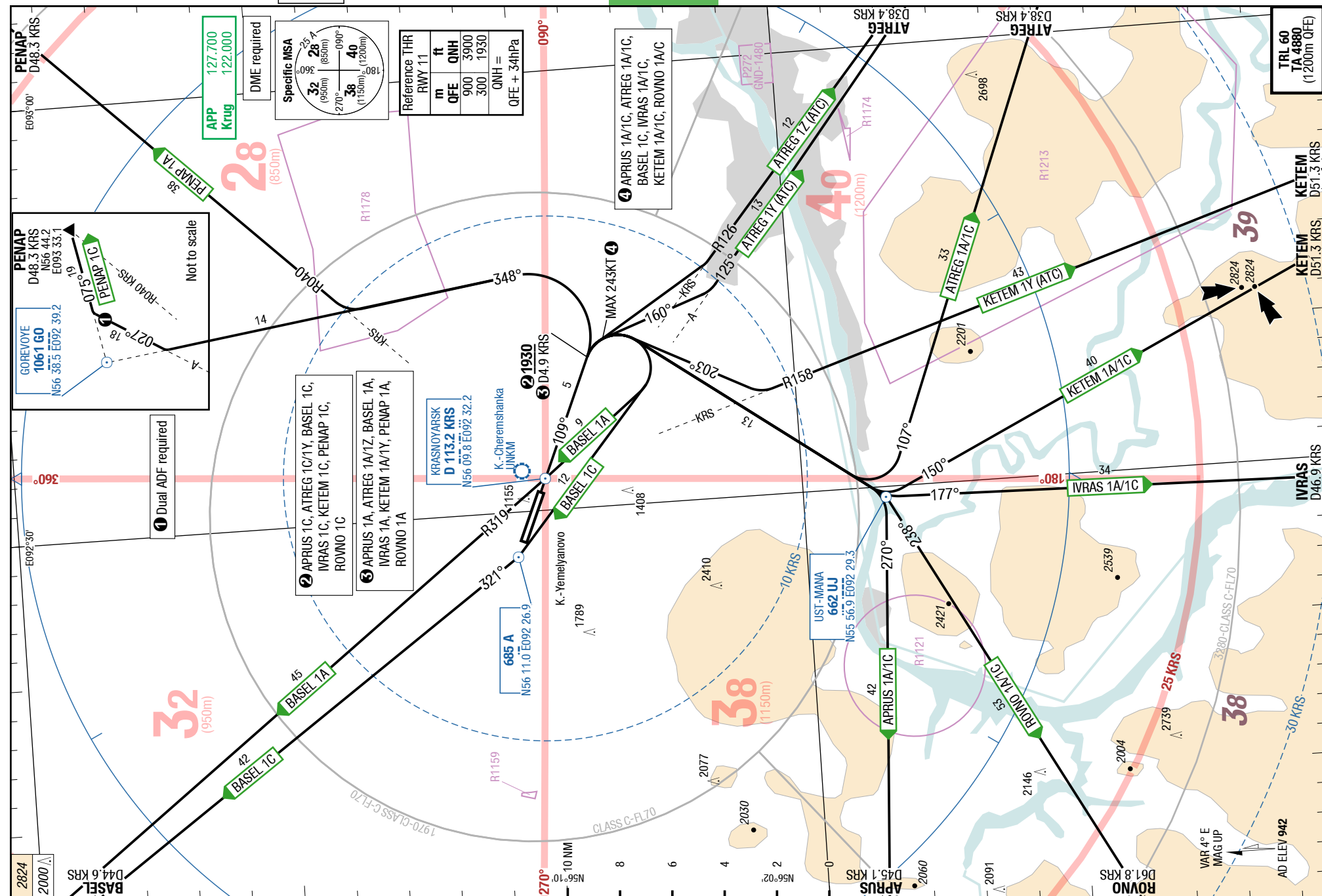
Yemelyanovo **Krasnoyarsk** Russian Federation

SIDs RWY 29

SIDs RWY 11

4-30

SIDs RWY 11



Changes: OBST

17-MAY-2018

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Russian Federation Krasnoyarsk Yemelyanovo

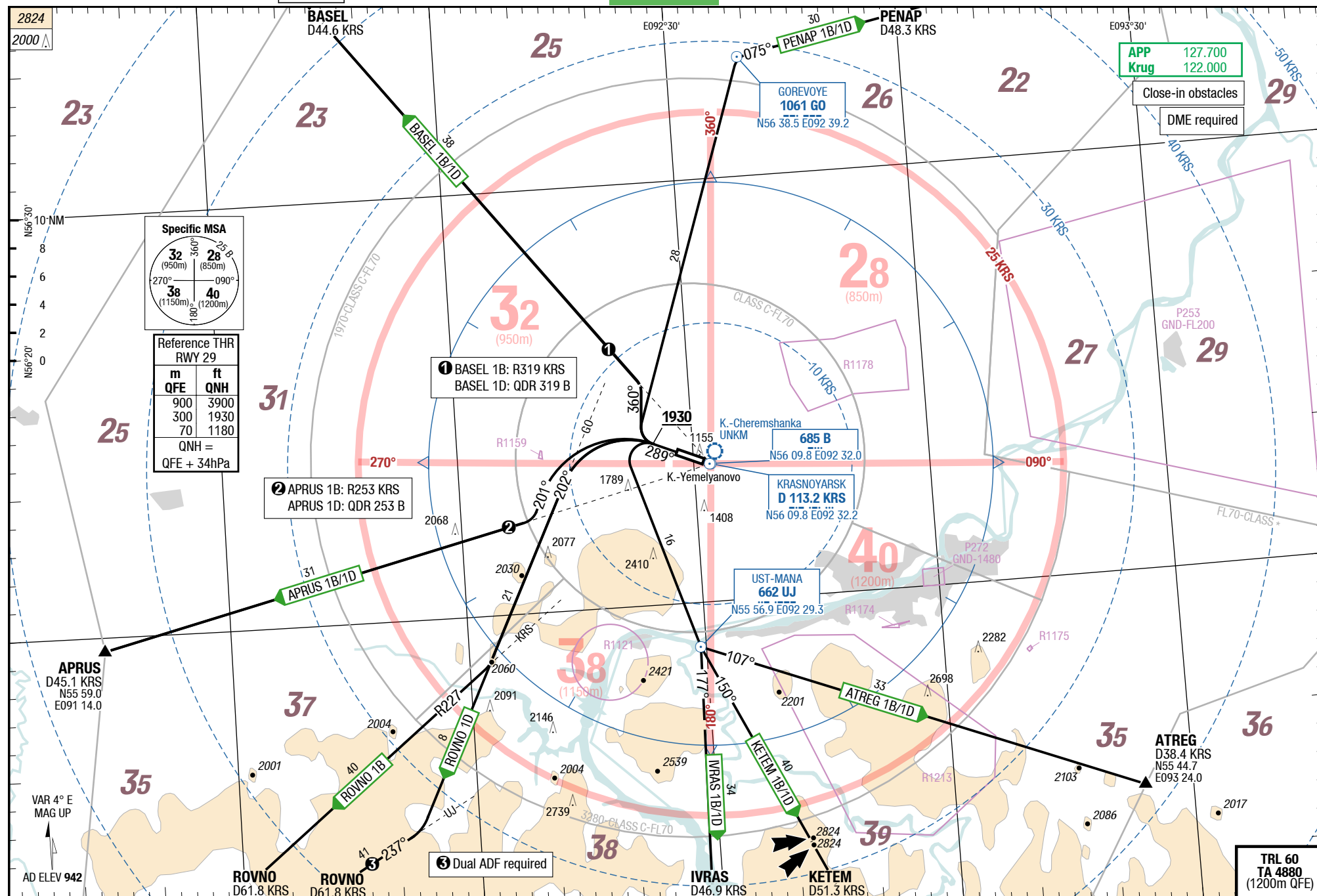
Yemelyanovo Krasnoyarsk Russian Federation

SID

SID

SIDs RWY 29

SIDs RWY 29



Changes: OBST



**KJA-UNKL**

5-10

**RNAV SIDs RWY 11**

**APRUS 1E / ATREG 1E / ATREG 1X / BASEL 1E / BASEL 1Z / IVRAS 1E / KETEM 1E**  
**RWY 11 (109°)**

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>APRUS 1E</b> 4.5% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> [K243- ;R] - DCT UJ - APRUS	UJ MAX <b>FL80</b>
<b>ATREG 1E</b> 4.5% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> [K243- ;R] - DCT UJ - KL002 - ATREG	UJ MAX <b>FL80</b>
<b>ATREG 1X</b> (ATC) 4.2% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> - DCT KL002 - ATREG	
<b>BASEL 1E</b> <b>127.700</b>	DCT <u>KL001</u> [K243-] - DCT KL003 - KL005 - BASEL	KL003 MAX <b>FL90</b>
<b>BASEL 1Z</b> (ATC) <b>127.700</b>	DCT <u>KL001</u> - DCT KL005 - BASEL	
<b>IVRAS 1E</b> 4.3% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> [K243- ;R] - DCT UJ - IVRAS	UJ MAX <b>FL80</b>
<b>KETEM 1E</b> 4.4% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> [K243- ;R] - DCT UJ - KETEM	UJ MAX <b>FL80</b>

① Climb gradient due to airspace limitation.

**KJA-UNKL****5-20****RNAV SIDs RWY 11****KETEM 1Z / PENAP 1E / ROVNO 1E**

RWY 11 (109°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>KETEM 1Z</b> (ATC) 4.7% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> - DCT KETEM	
<b>PENAP 1E</b> <b>127.700</b>	DCT <u>KL001</u> [K243-] - DCT KL003 - KL004 - PENAP	KL003 MAX <b>FL90</b>
<b>ROVNO 1E</b> 4.2% to FL60 <b>127.700</b> ①	DCT <u>KL001</u> [K243- ;R] - DCT UJ - ROVNO	UJ MAX <b>FL80</b>

① Climb gradient due to airspace limitation.

17-MAY-2018

**KJA-UNKL****5-30****RNAV SIDs RWY 29****APRUS 1F / ATREG 1F / BASEL 1F / IVRAS 1F / KETEM 1F / PENAP 1F****RWY 29 (289°)**

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>APRUS 1F</b> 5.5% to 1210 <b>127.700</b> ①④	DCT <u>KL006</u> - DCT APRUS	
<b>ATREG 1F</b> 5.5% to 1210 4.1% to FL60 <b>127.700</b> ①②④	DCT <u>KL006</u> [L] - DCT UJ - ATREG	UJ MAX <b>FL90</b>
<b>BASEL 1F</b> 5.5% to 1210 <b>127.700</b> ①④	DCT <u>KL006</u> [K243- ;R] - DCT KL007 - BASEL	KL007 MAX <b>FL90</b>
<b>IVRAS 1F</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①③④	DCT <u>KL006</u> [L] - DCT UJ - IVRAS	UJ MAX <b>FL90</b>
<b>KETEM 1F</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①③④	DCT <u>KL006</u> [L] - DCT UJ - KETEM	UJ MAX <b>FL90</b>
<b>PENAP 1F</b> 5.5% to 1210 <b>127.700</b> ①④	DCT <u>KL006</u> [K243- ;R] - DCT KL007 - PENAP	KL007 MAX <b>FL90</b>

① Climb gradient due to obstacles (forest) to the left of take-off heading penetrating OIS.

② Climb gradient 4.1% due to airspace limitation.

③ Climb gradient 4.0% due to airspace limitation.

④ There are obstacles (forest) in the vicinity of take-off heading located at a distance from 0.42NM to 0.9NM from RWY 11 THR to the left of take-off heading with maximum elevation 138ft and at a distance of 0.3NM from RWY 11 THR to the right of take-off heading with elevation 33ft.

Changes: ALT, Climb gradient

17-MAY-2018

Russian Federation **Krasnoyarsk** Yemelyanovo**KJA-UNKL****5-40****RNAV SIDs RWY 29****SIDPT****ROVNO 1F**

RWY 29 (289°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>ROVNO 1F</b> 5.5% to 1210 <b>127.700</b> ①②	DCT <u>KL006</u> - DCT ROVNO	

① Climb gradient due to obstacles (forest) to the left of take-off heading penetrating OIS.

② There are obstacles (forest) in the vicinity of take-off heading located at a distance from 0.42NM to 0.9NM from RWY 11 THR to the left of take-off heading with maximum elevation 138ft and at a distance of 0.3NM from RWY 11 THR to the right of take-off heading with elevation 33ft.

Changes: ALT, Climb gradient

KJA-UNKL

5-50

SIDs RWY 11

APRUS 1A / APRUS 1C / ATREG 1A / ATREG 1C / ATREG 1Y / ATREG 1Z / BASEL 1A / BASEL 1C

RWY 11 (109°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>APRUS 1A</b> 3.6% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 270 <b>UJ</b> to APRUS	<b>initial climb</b> by ATC
<b>APRUS 1C</b> 3.7% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 270 <b>UJ</b> to APRUS	<b>initial climb</b> by ATC
<b>ATREG 1A</b> 3.7% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 107 <b>UJ</b> to ATREG	<b>initial climb</b> by ATC
<b>ATREG 1C</b> 4.2% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 107 <b>UJ</b> to ATREG	<b>initial climb</b> by ATC
<b>ATREG 1Y</b> (ATC) 4.2% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> 160° - <b>LT</b> intercept QDR 125 <b>A</b> to ATREG	<b>initial climb</b> by ATC
<b>ATREG 1Z</b> (ATC) 4.6% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> intercept R126 <b>KRS</b> to ATREG	<b>initial climb</b> by ATC
<b>BASEL 1A</b> <b>127.700</b>	at D4.9 <b>KRS RT</b> to <b>KRS</b> - R319 <b>KRS</b> to BASEL	<b>initial climb</b> by ATC
<b>BASEL 1C</b> <b>127.700</b>	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>A</b> - QDR 321 <b>A</b> to BASEL	<b>initial climb</b> by ATC

① Climb gradient due to airspace limitation.

KJA-UNKL

5-60

SIDs RWY 11

IVRAS 1A / IVRAS 1C / KETEM 1A / KETEM 1C / KETEM 1Y / PENAP 1A / PENAP 1C / ROVNO 1A

RWY 11 (109°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>IVRAS 1A</b> 3.7% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 177 <b>UJ</b> to IVRAS	<b>initial climb</b> by ATC
<b>IVRAS 1C</b> 4.2% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 177 <b>UJ</b> to IVRAS	<b>initial climb</b> by ATC
<b>KETEM 1A</b> 3.6% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 150 <b>UJ</b> to KETEM	<b>initial climb</b> by ATC
<b>KETEM 1C</b> 4.2% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 150 <b>UJ</b> to KETEM	<b>initial climb</b> by ATC
<b>KETEM 1Y</b> (ATC) 4.6% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> 203° - intercept R158 <b>KRS</b> to KETEM	<b>initial climb</b> by ATC
<b>PENAP 1A</b> <b>127.700</b>	at D4.9 <b>KRS LT</b> intercept QDM 348 <b>GO</b> inbound - <b>RT</b> intercept R040 <b>KRS</b> to PENAP	<b>initial climb</b> by ATC
<b>PENAP 1C</b> <b>127.700</b>	at MNM <b>1930 LT</b> intercept QDR 348 <b>GO</b> inbound - <b>RT</b> intercept QDR 027 <b>A</b> - <b>RT</b> intercept QDR 075 <b>GO</b> to PENAP	<b>initial climb</b> by ATC
<b>ROVNO 1A</b> 3.7% to FL60 <b>127.700</b> ①	at D4.9 <b>KRS RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 238 <b>UJ</b> to ROVNO	<b>initial climb</b> by ATC

① Climb gradient due to airspace limitation.



17-MAY-2018

Russian Federation **Krasnoyarsk** Yemelyanovo**KJA-UNKL****5-70****SIDs RWY 11****SIDPT****ROVNO 1C**

RWY 11 (109°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>ROVNO 1C</b> 3.7% to FL60 <b>127.700</b> ①	at MNM <b>1930 RT</b> (MAX 243KT) direct <b>UJ</b> - QDR 238 <b>UJ</b> to ROVNO	<b>initial climb</b> by ATC

① Climb gradient due to airspace limitation.

Changes: Nil

17-MAY-2018

**KJA-UNKL****5-80****SIDs RWY 29****APRUS 1B / APRUS 1D / ATREG 1B / ATREG 1D / BASEL 1B / BASEL 1D**

RWY 29 (289°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>APRUS 1B</b> 5.5% to 1210 <b>127.700</b> ①	at MNM <b>1930LT</b> 201° - intercept R253 <b>KRS</b> to APRUS	<b>initial climb</b> by ATC
<b>APRUS 1D</b> 5.5% to 1210 <b>127.700</b> ①	at MNM <b>1930LT</b> 201° - intercept QDR 253 <b>B</b> to APRUS	<b>initial climb</b> by ATC
<b>ATREG 1B</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM <b>1930 LT</b> to <b>UJ</b> - QDR 107 <b>UJ</b> to ATREG	<b>initial climb</b> by ATC
<b>ATREG 1D</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM <b>1930 LT</b> to <b>UJ</b> - QDR 107 <b>UJ</b> to ATREG	
<b>BASEL 1B</b> 5.5% to 1210 <b>127.700</b> ①③	at MNM <b>1930 RT</b> 360° - intercept R319 <b>KRS</b> to BASEL	<b>initial climb</b> by ATC
<b>BASEL 1D</b> 5.5% to 1210 <b>127.700</b> ①③	at MNM <b>1930 RT</b> 360° - intercept QDR 319 <b>B</b> to BASEL	<b>initial climb</b> by ATC

① Climb gradient due to obstacles (forest) to the left of take-off heading penetrating OIS.

② Climb gradient 4.0% due to airspace limitation.

③ There are obstacles (forest) in the vicinity of take-off heading located at a distance from 0.42NM to 0.9NM from RWY 11 THR to the left of take-off heading with maximum elevation 138ft and at a distance of 0.3NM from RWY 11 THR to the right of take-off heading with elevation 33ft.

Changes: ALT, Climb gradient

17-MAY-2018

**KJA-UNKL**

5-90

**SIDs RWY 29****IVRAS 1B / IVRAS 1D / KETEM 1B / KETEM 1D / PENAP 1B / PENAP 1D**

RWY 29 (289°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>IVRAS 1B</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM 1930 LT to UJ -QDR 177 UJ to IVRAS	<b>initial climb</b> by ATC
<b>IVRAS 1D</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM 1930 LT to UJ -QDR 177 UJ to IVRAS	<b>initial climb</b> by ATC
<b>KETEM 1B</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM 1930 LT to UJ - QDR 150 UJ to KETEM	<b>initial climb</b> by ATC
<b>KETEM 1D</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM 1930 LT to UJ - QDR 150 UJ to KETEM	<b>initial climb</b> by ATC
<b>PENAP 1B</b> 5.5% to 1210 <b>127.700</b> ①③	at MNM 1930 RT to GO - QDR 075 GO to PENAP	<b>initial climb</b> by ATC
<b>PENAP 1D</b> 5.5% to 1210 <b>127.700</b> ①③	at MNM 1930 RT to GO - QDR 075 GO to PENAP	<b>initial climb</b> by ATC

① Climb gradient due to obstacles (forest) to the left of take-off heading penetrating OIS.

② Climb gradient 4.0% due to airspace limitation.

③ There are obstacles (forest) in the vicinity of take-off heading located at a distance from 0.42NM to 0.9NM from RWY 11 THR to the left of take-off heading with maximum elevation 138ft and at a distance of 0.3NM from RWY 11 THR to the right of take-off heading with elevation 33ft.

Changes: ALT, Climb gradient

17-MAY-2018

**KJA-UNKL****5-100****SIDs RWY 29****ROVNO 1B / ROVNO 1D**

RWY 29 (289°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>ROVNO 1B</b> 5.5% to 1210 <b>127.700</b> ①③	at MNM <b>1930 LT</b> intercept QDR 202 <b>GO</b> - intercept R227 <b>KRS</b> to ROVNO	<b>initial climb</b> by ATC
<b>ROVNO 1D</b> 5.5% to 1210 4.0% to FL60 <b>127.700</b> ①②③	at MNM <b>1930 LT</b> intercept QDR 202 <b>GO</b> - intercept QDR 237 <b>UJ</b> to ROVNO	<b>initial climb</b> by ATC

① Climb gradient due to obstacles (forest) to the left of take-off heading penetrating OIS.

② Climb gradient 4.0% due to airspace limitation.

③ There are obstacles (forest) in the vicinity of take-off heading located at a distance from 0.42NM to 0.9NM from RWY 11 THR to the left of take-off heading with maximum elevation 138ft and at a distance of 0.3NM from RWY 11 THR to the right of take-off heading with elevation 33ft.

Changes: ALT, Climb gradient

**KJA-UNKL**

## RNAV STARs RWY 29

6-10

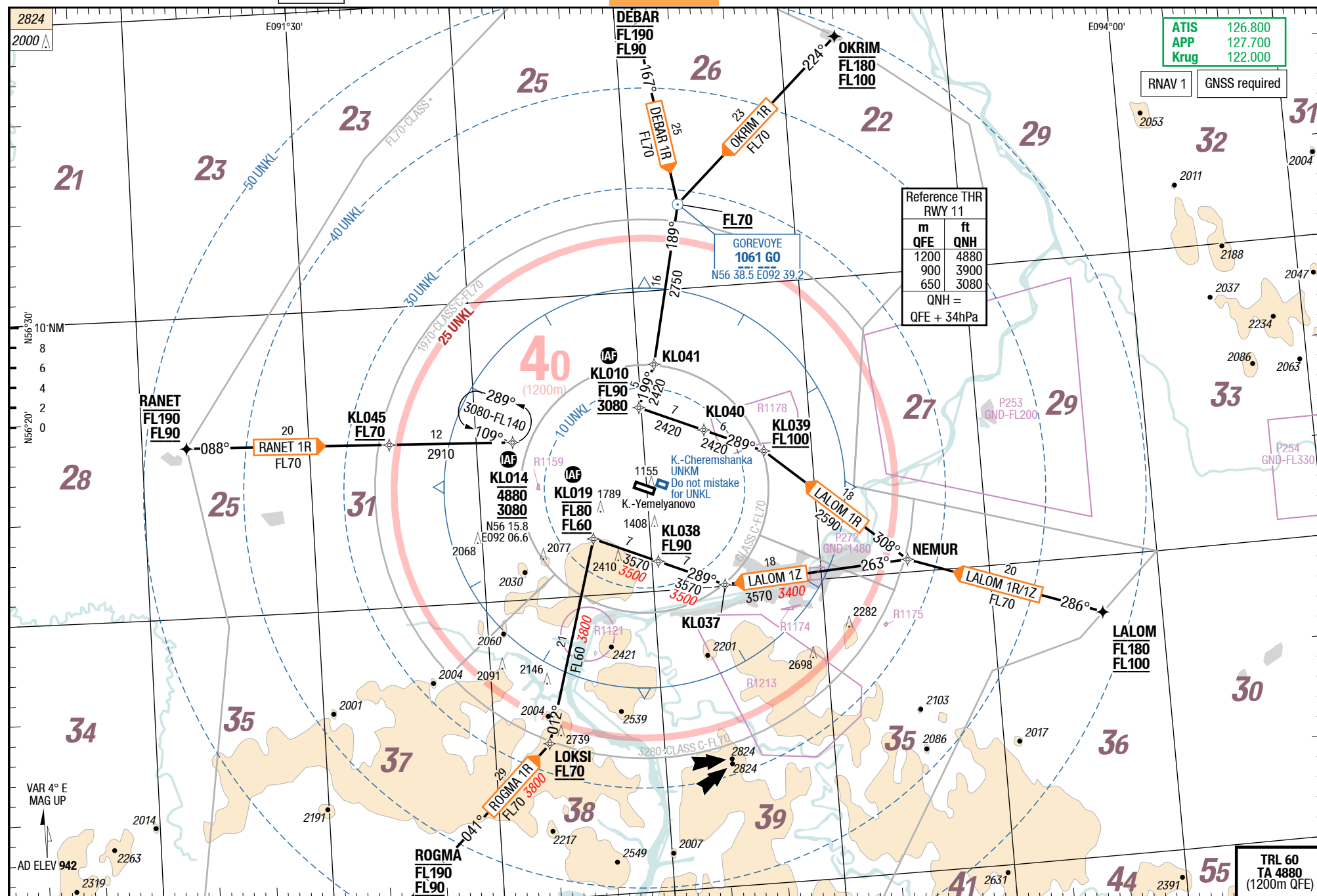
## RNAV STARs RWY 11

# STAR

# STAR

RNAV STARs RWY 29

## RNAV STARs RWY 11



Changes: OBST

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Russian Federation Krasnoyarsk Yemelyanovo

6-20

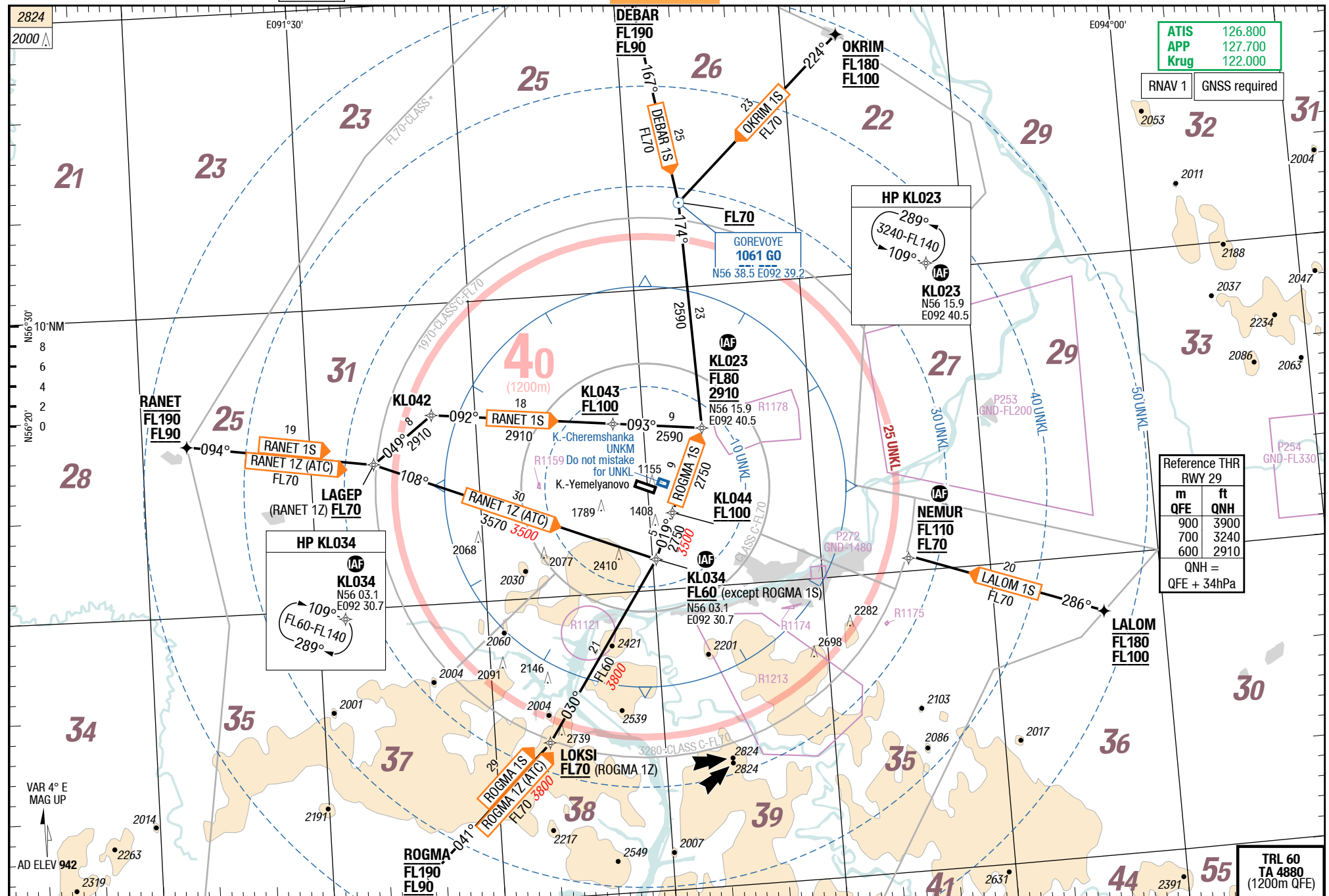
RNAV STARs RWY 29

STAR

STAR

Yemelyanovo Krasnoyarsk Russian Federation

RNAV STARs RWY 29



Changes: OBST



17-MAY-2018  
KJA-UNKL

Russian Federation **Krasnoyarsk** Yemelyanovo

STARs RWY 29 (PROCs P)

6-30 **STARs RWY 11 (PROCs N)**

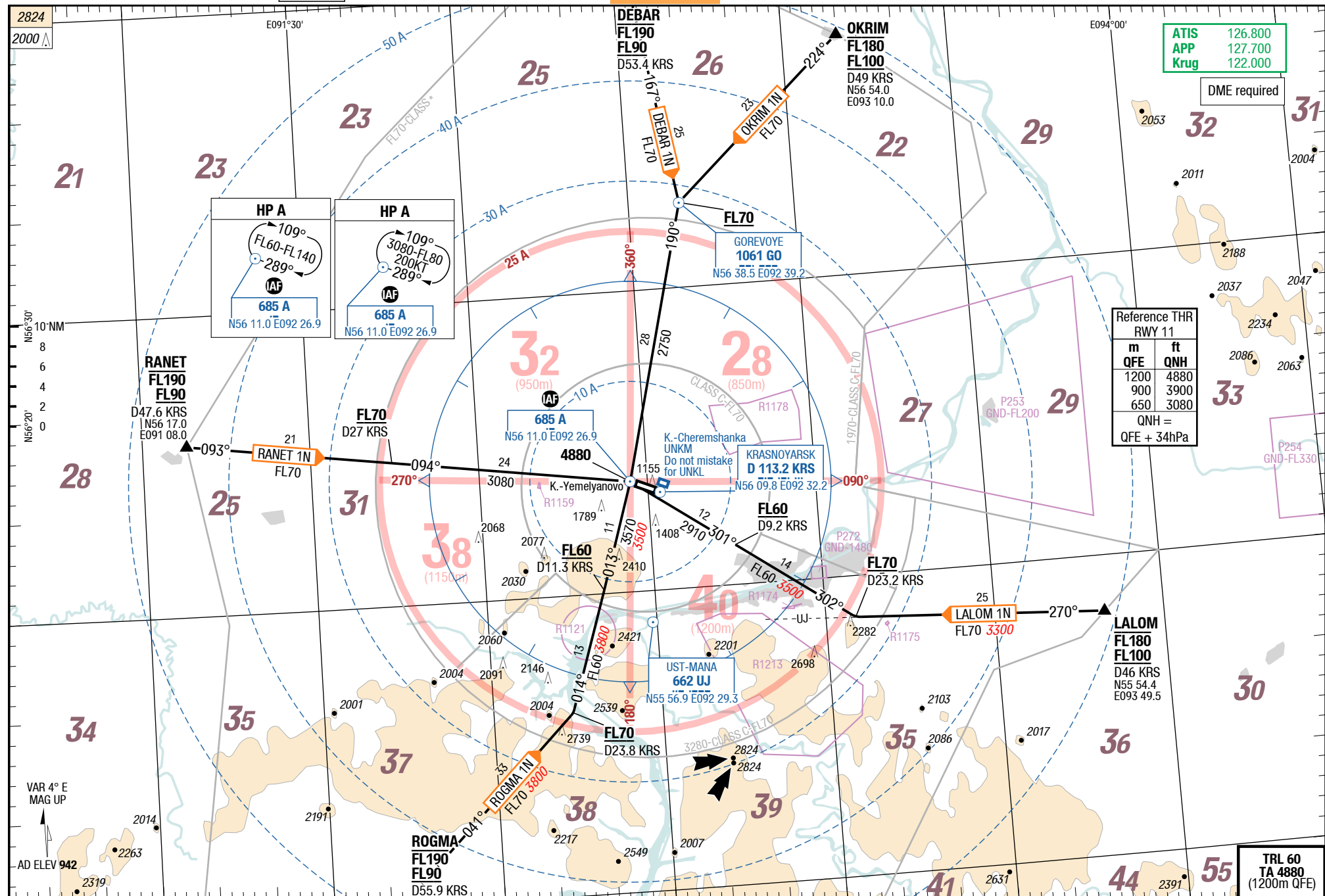
STAR

STAR

Yemelyanovo **Krasnoyarsk** Russian Federation

STARs RWY 29 (PROCs P)

**STARs RWY 11 (PROCs N)**



Changes: OBST

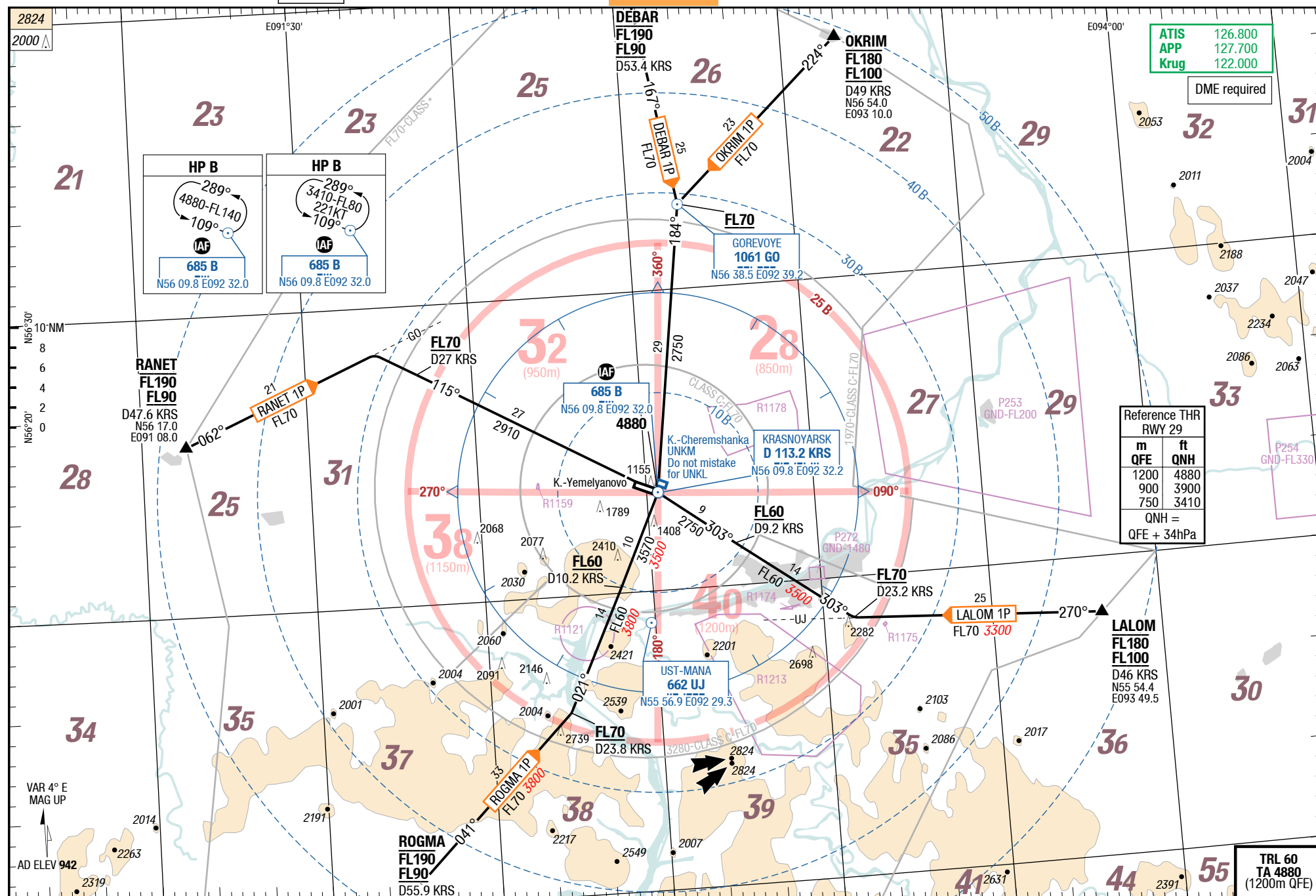
**KJA-UNKL**

## 6-40 STARS RWY 29 (PROCs P)

# STAR

# STAR

## STARs RWY 29 (PROCs P)



Changes: OBST

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NIL

**6-50**

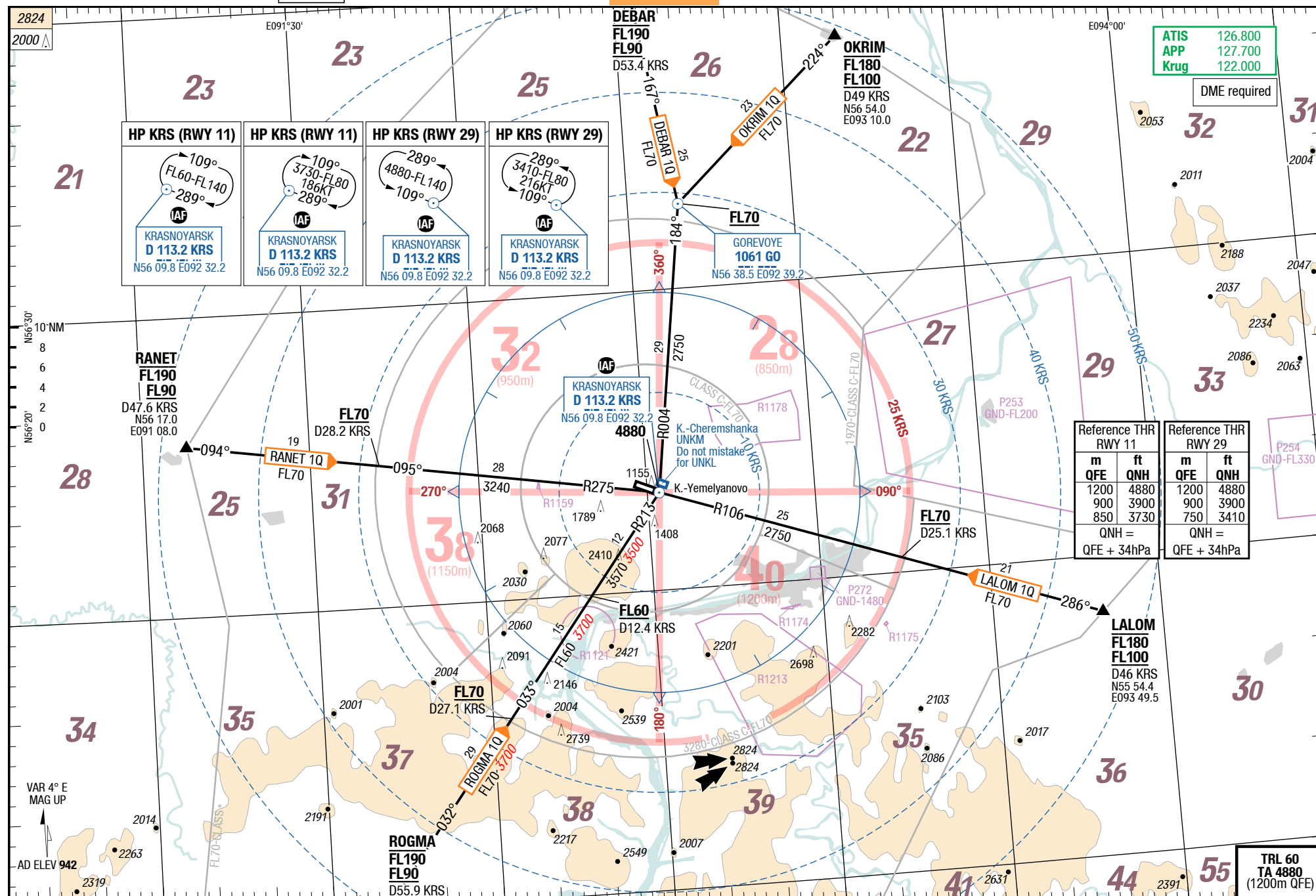
## STARs (PROCs Q)

# STAR

# STAR

NIL

## STARs (PROCs Q)



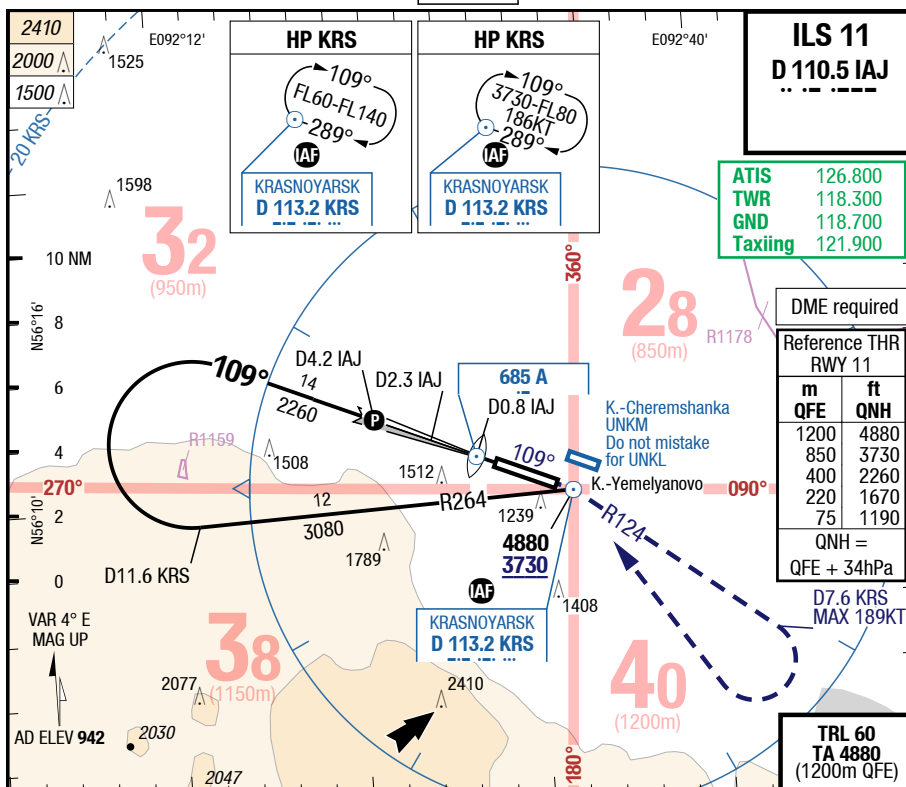
Changes: OBST

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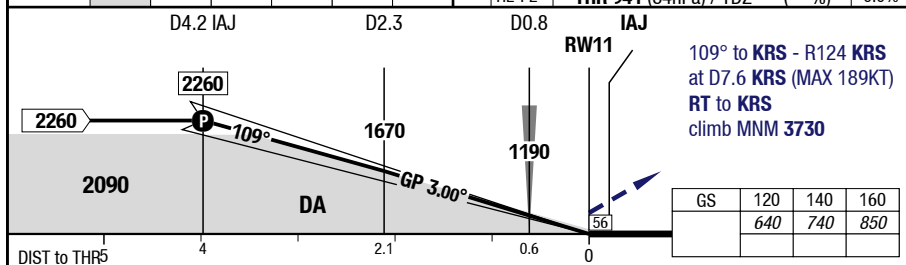
**KJA-UNKL**

7-10

ILS 11



D IAJ	4.2	4	3	2	1	<div> <div> <div>83.0°</div> <div>RTZL 890m</div> <div>60 HL</div> <div>15 HL</div> </div> <div> <div>3700 x 60</div> </div> </div>
	2260	2210	1890	1570	1250	



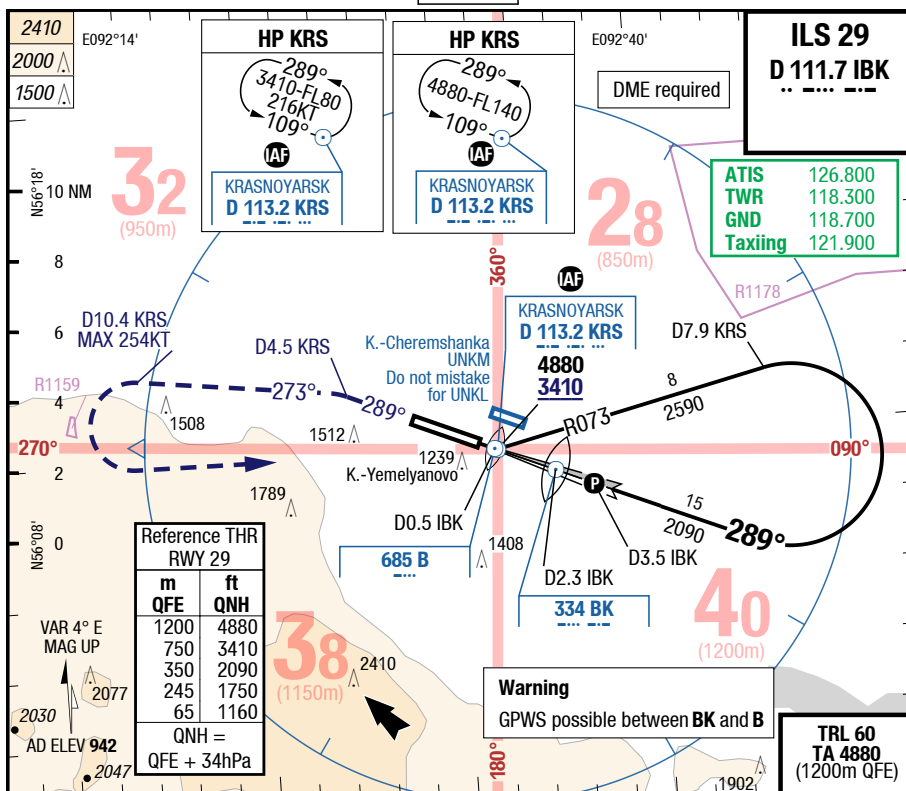
<b>11</b>		<b>Cat 2 DME</b>	<b>Cat 1 DME</b> 1)	<b>LOC</b>		<b>Circling</b>
C	ft - m/km ft	120 - 300R <b>117</b> RA	220 - 550R/800V <b>1160</b>	Not authorized		1150 - 2.4V <b>2090</b>
D	ft - m/km ft	140 - 400R <b>129</b> RA	230 - 550R/800V <b>1170</b>	Not authorized		1260 - 3.6V <b>2200</b>

1) With EVS RVR 350m/ VIS 550m

KJA-UNKL

7-20

ILS 29



RTZL 890m

60 HL

15 HL

3.0°

0.0%

TDZ --- (---%) /

THR 941 (34hPa)

HL-P2

29

1

2

3

3.5

D IBK

1320

1640

1960

2090

289°

at D4.5 KRS LT 273°

to D10.4 KRS (MAX 254KT)

LT to KRS

climb MNN 3410

DME IBK reads zero at THR

GS

120

140

160

640

740

850

0

0.5

2.3

3.5

DIST TO THR

29

Cat 2

Cat 1

1)

LOC

Circling

C

ft - m/km

130 - 400R

220 - 550R/800V

Not authorized

1150 - 2.4V

ft

130 RA

1160

2090

D

ft - m/km

150 - 450R

230 - 550R/800V

Not authorized

1260 - 3.6V

ft

144 RA

1170

2200

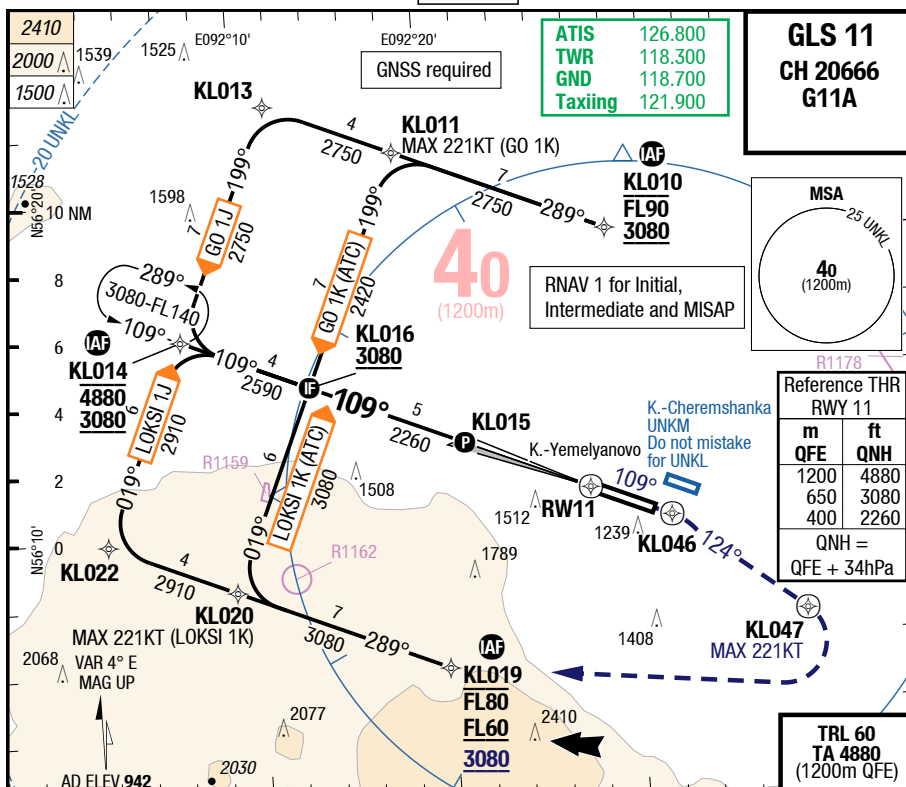
1) With EVS RVR 350m/ VIS 550m



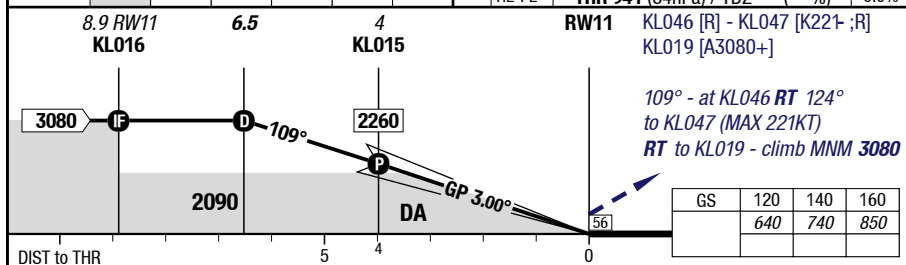
**KJA-UNKL**

7-30

## GLS 11



RW11	6.5	5	3	2	1	
	3080	2590	1960	1640	1320	



<b>11</b>		<b>Cat 1</b> 1)					<b>Circling</b>
C	ft - m/km ft	220 - 550R/800V <b>1160</b>					1150 - 2.4V <b>2090</b>
D	ft - m/km ft	230 - 550R/800V <b>1170</b>					1260 - 3.6V <b>2200</b>

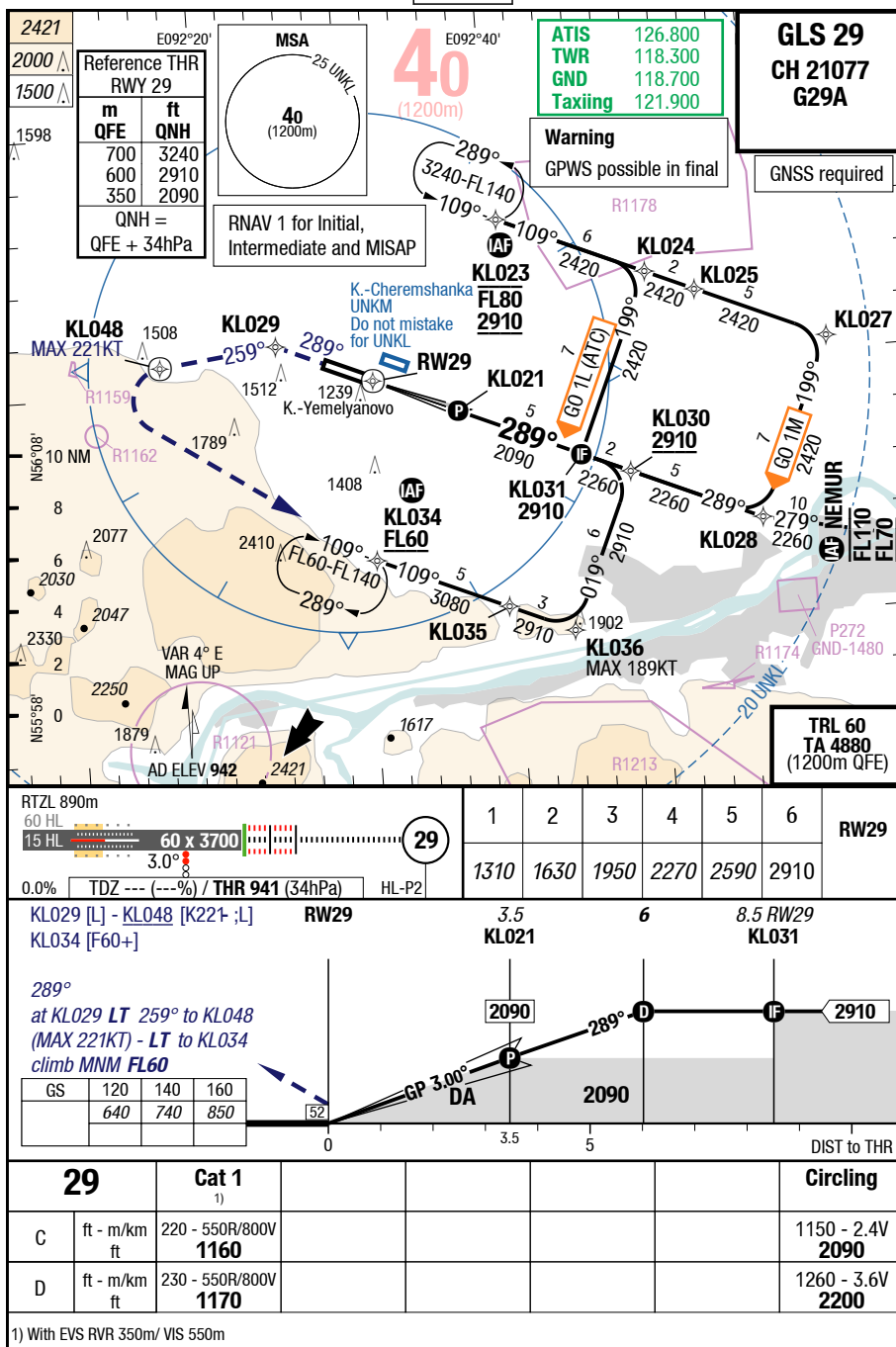
1) With EVS RVR 350m/ VIS 550m



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**7-40**

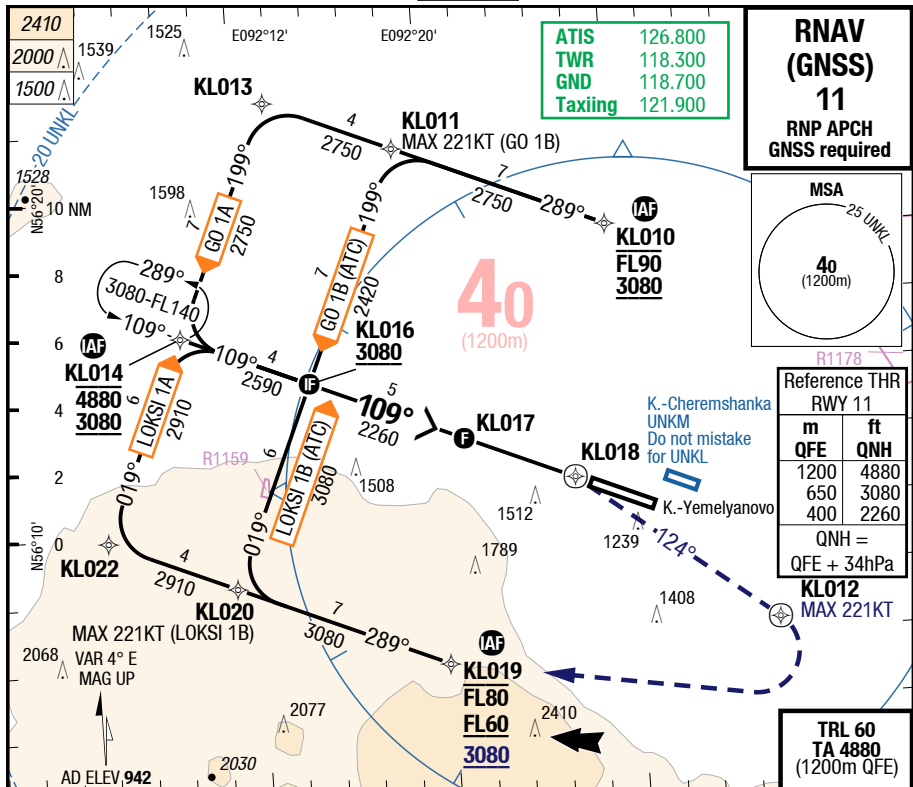
## GLS 29



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**7-50**

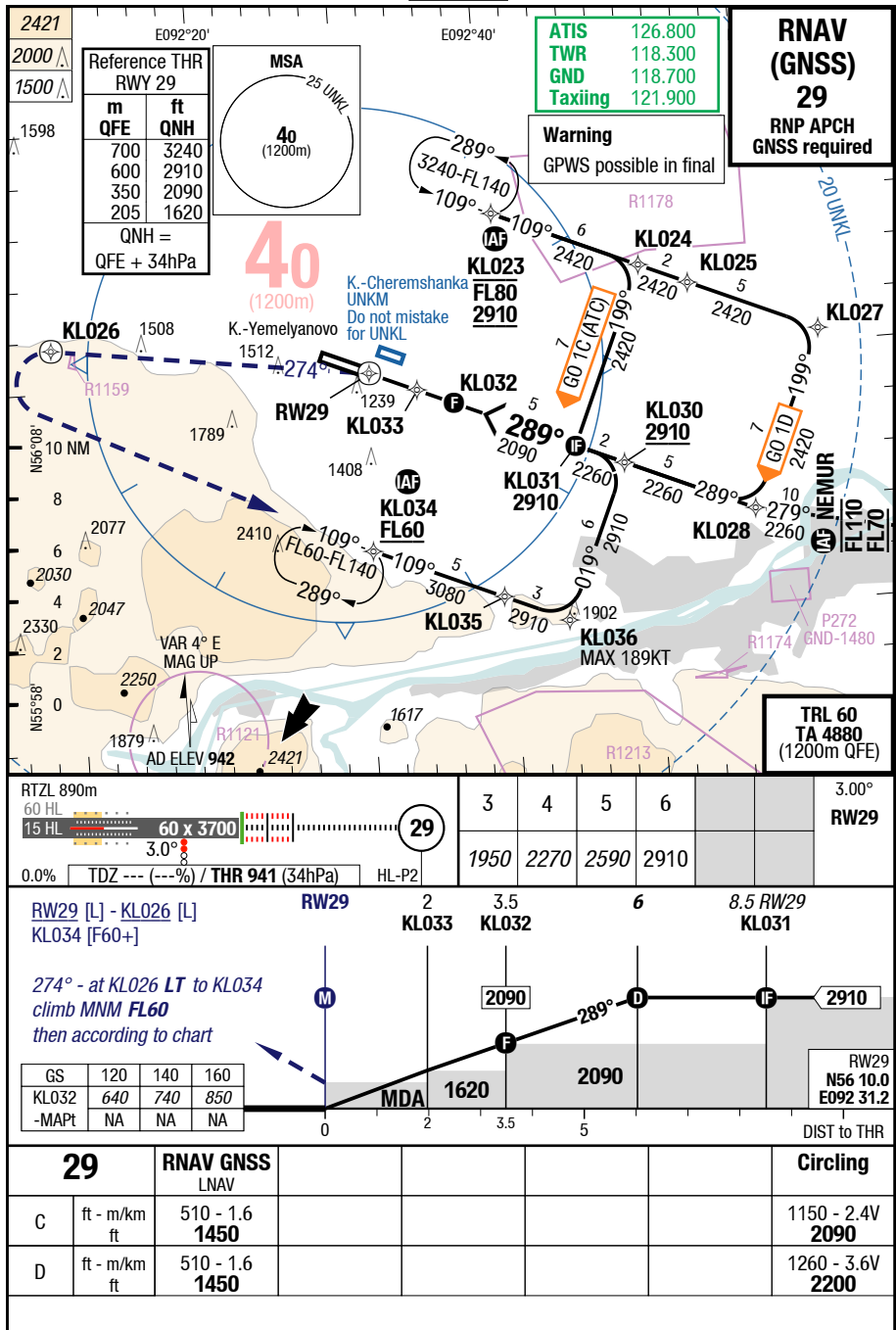
## RNAV (GNSS) 11

[illegible]

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7-60

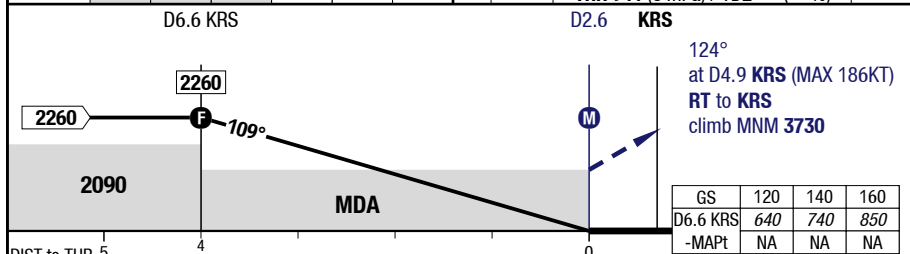
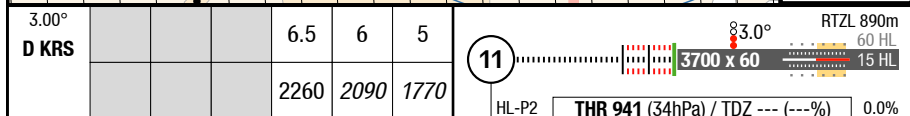
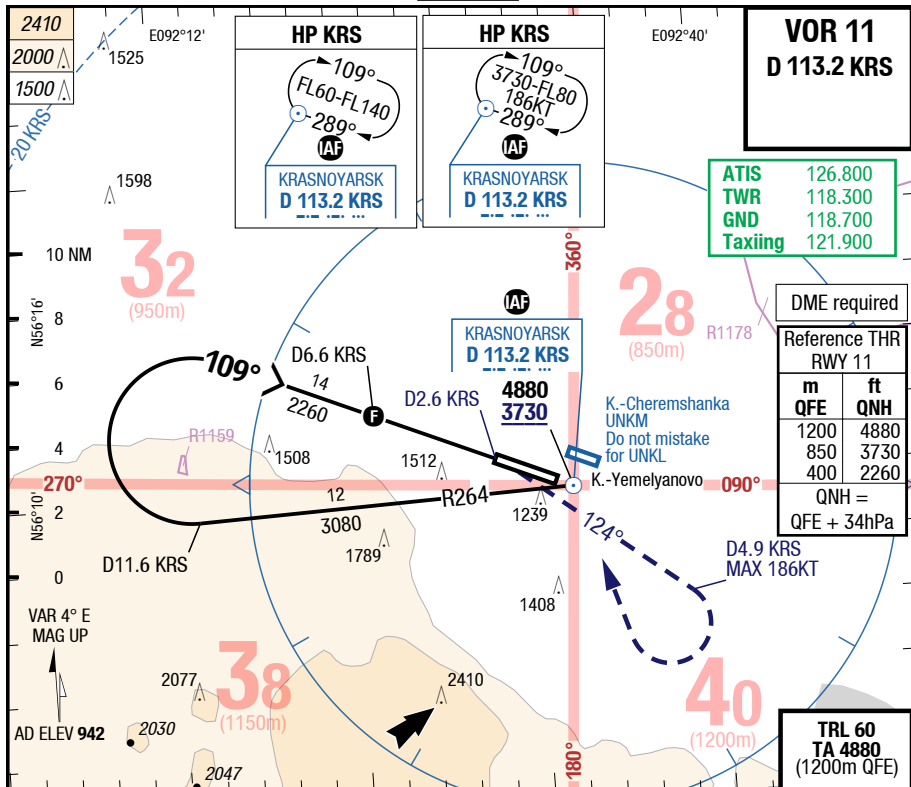
RNAV (GNSS) 29



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7-70

VOR 11

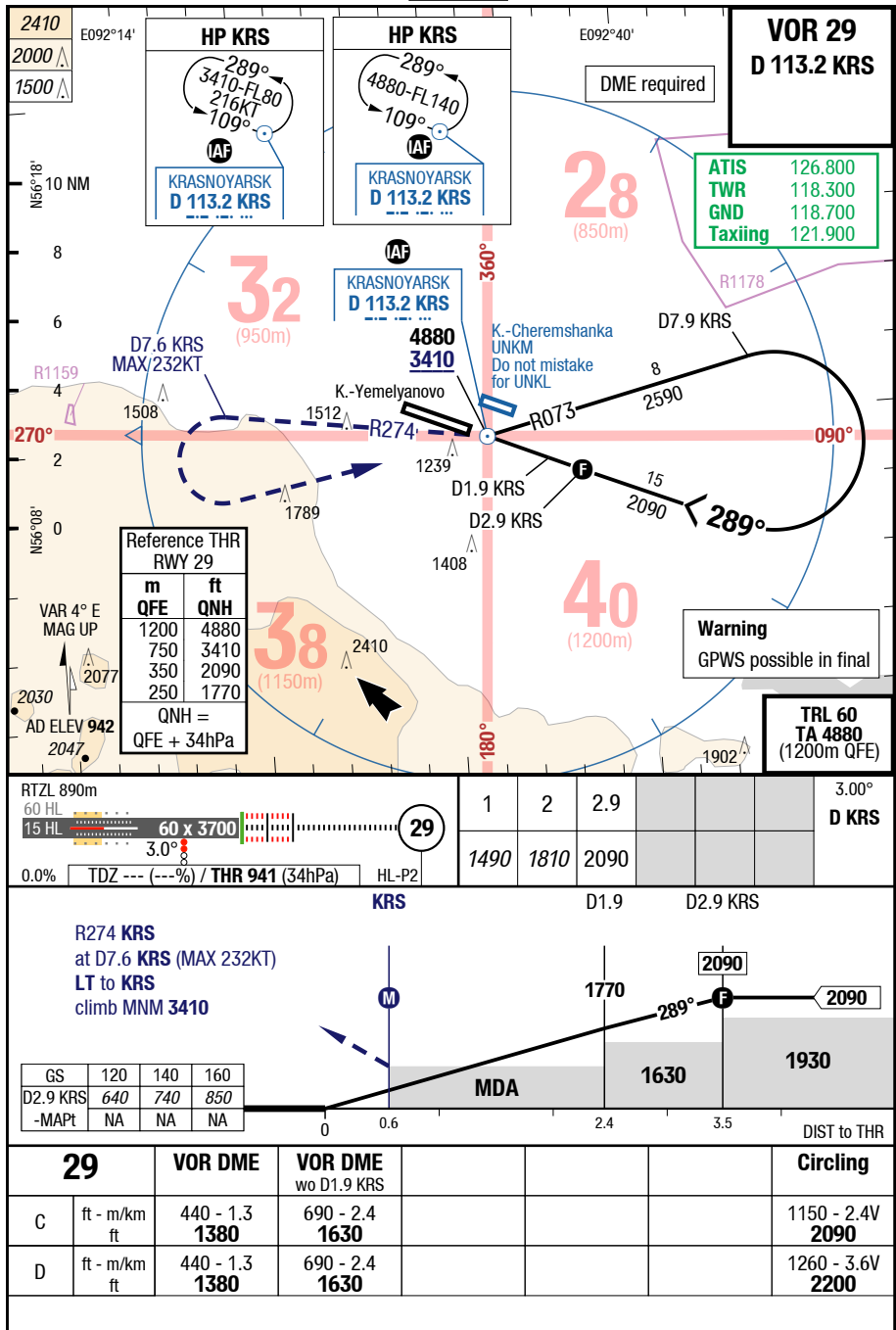


11	VOR DME				Circling
C	ft - m/km ft	720 - 2.4 1660			1150 - 2.4V 2090
D	ft - m/km ft	720 - 2.4 1660			1260 - 3.6V 2200

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7-80

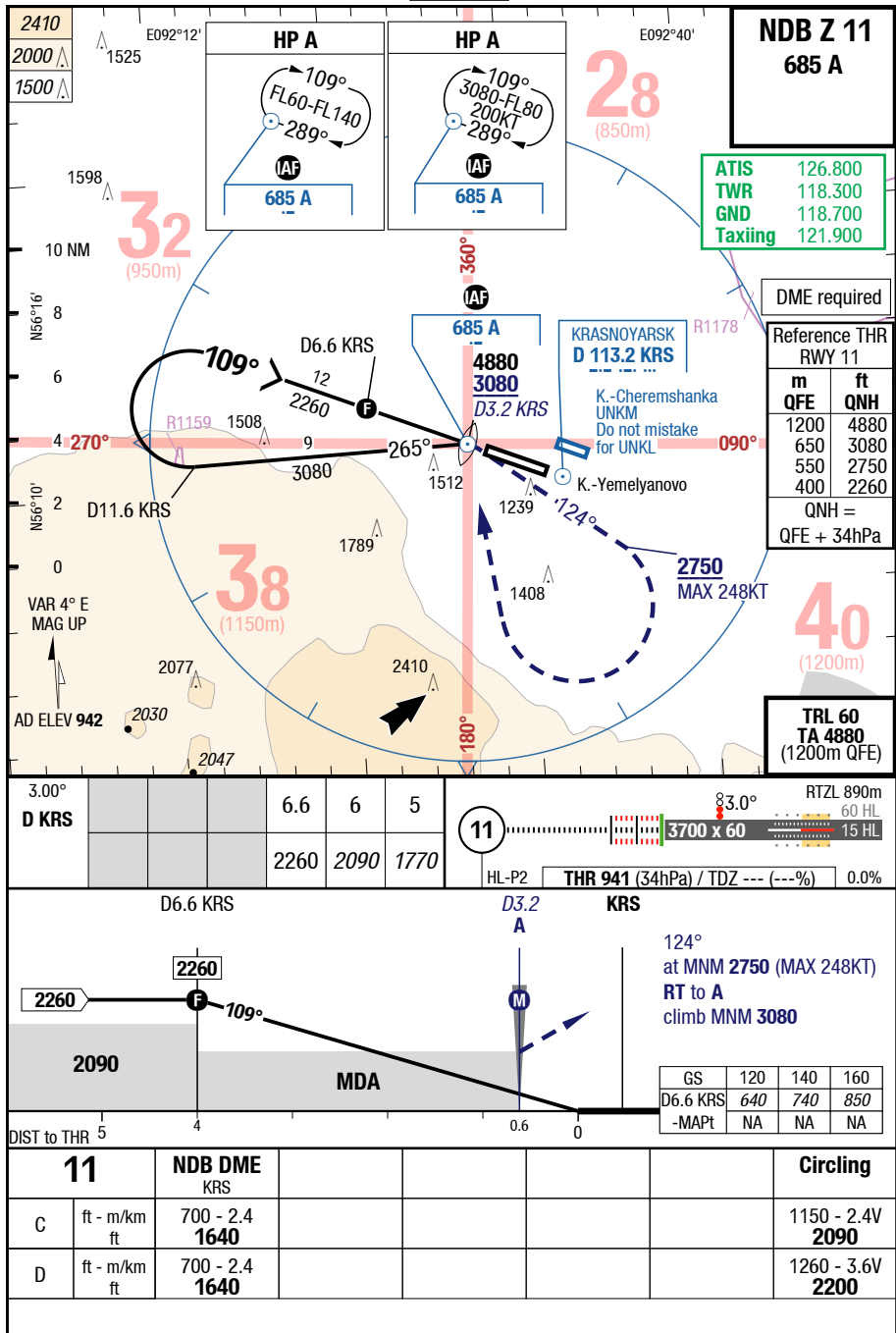
VOR 29



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7-90

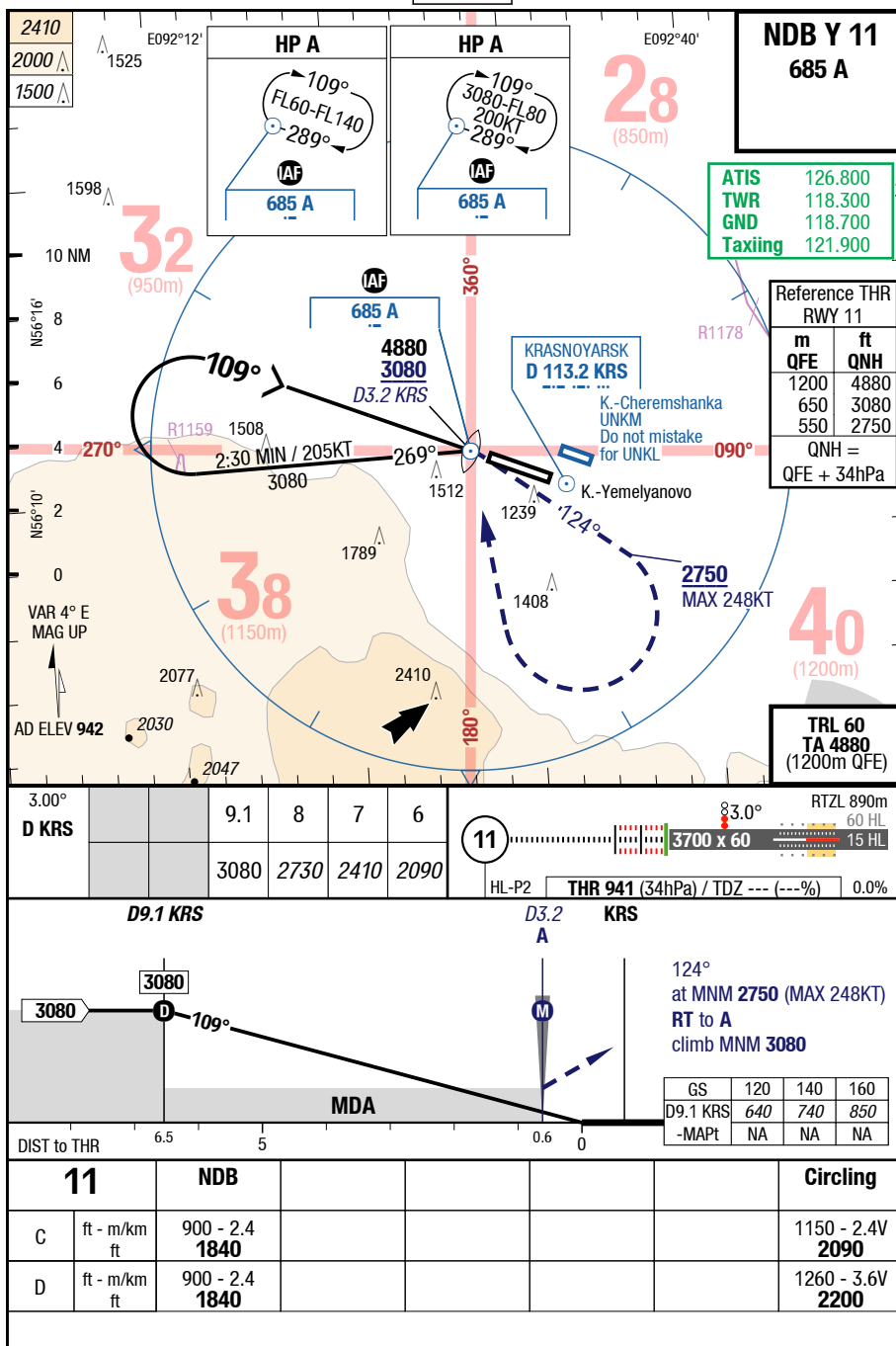
NDB Z 11



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7-100

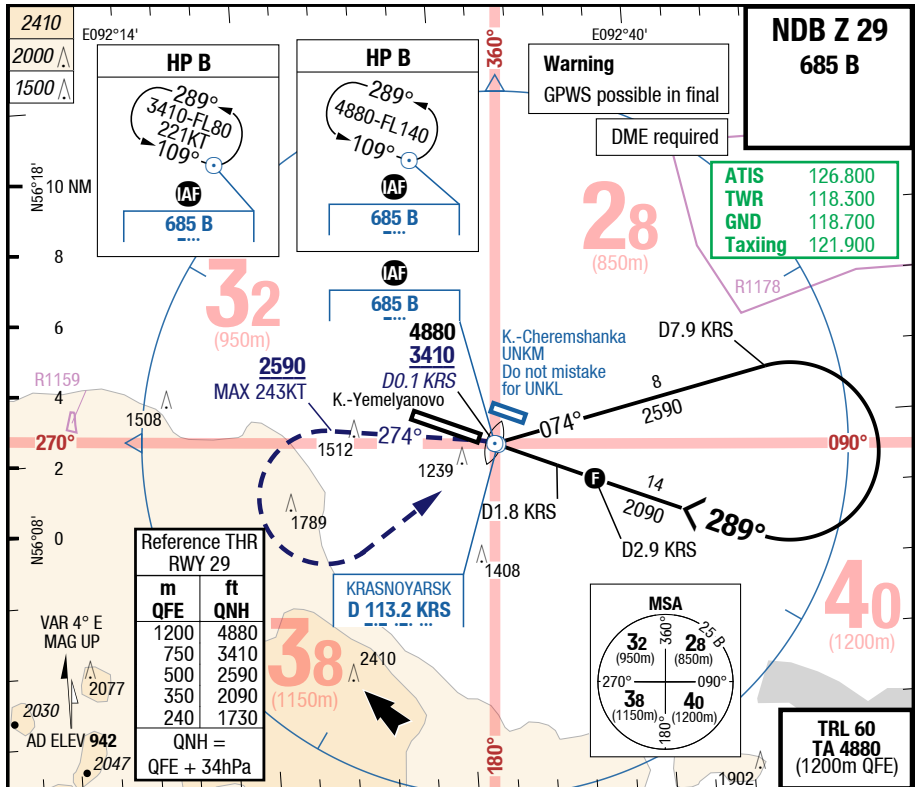
NDB Y 11



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7-110

NDB Z 29



RTZL 890m

60 HL

15 HL

0.0%

TDZ --- (---%) / THR 941 (34hPa)

HL-P2

3.0°

60 x 3700

29

1

2

2.9

3.00°

D KRS

1490

1810

2090

D0.1 KRS

D1.8

D2.9 KRS

1730

289°

2090

MDA

1700

DIST to THR

0

0.5

2.3

3.5

29

NDB DME  
KRSNDB DME  
KRS  
wo D1.8 KRS

Circling

C

ft - m/km

ft

460 - 1.4

1400

460 - 1.4

1400

460 - 1.4

1400

1400

750 - 2.4

1690

750 - 2.4

1690

750 - 2.4

1690

750 - 2.4

1690

750 - 2.4

1690

1150 - 2.4V

2090

1260 - 3.6V

2200

1260 - 3.6V

2200

1260 - 3.6V

2200

1260 - 3.6V

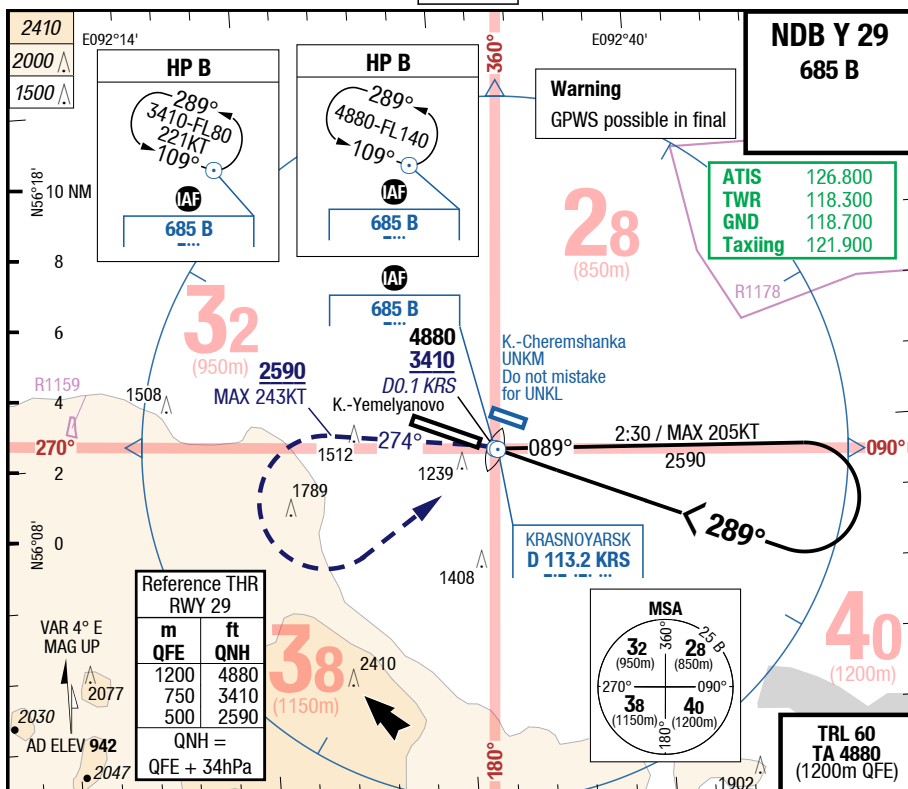
2200



# KJA-UNKL

7-120

NDB Y 29



RTZL 890m

60 HL

15 HL

0.0%

TDZ --- (---%) / THR 941 (34hPa)

HL-P2

60 x 3700

3.0°

29

2

3

4

4.4

3.00°

D KRS

1810

2130

2450

2590

274°

at MNM 2590 (MAX 243KT)

LT to B

climb MNM 3410

DO.1 KRS

B

DO.4 KRS

2590

2590

MDA

0

0.5

5

DIST TO THR

29

NDB

C

ft - m/km

800 - 2.4

1740

D

ft - m/km

800 - 2.4

1740

Circling

1150 - 2.4V

2090

1260 - 3.6V

2200

17-MAY-2018  
KJA-UNKL

Russian Federation Krasnoyarsk Yemelyanovo

NIL

MRC

MRC

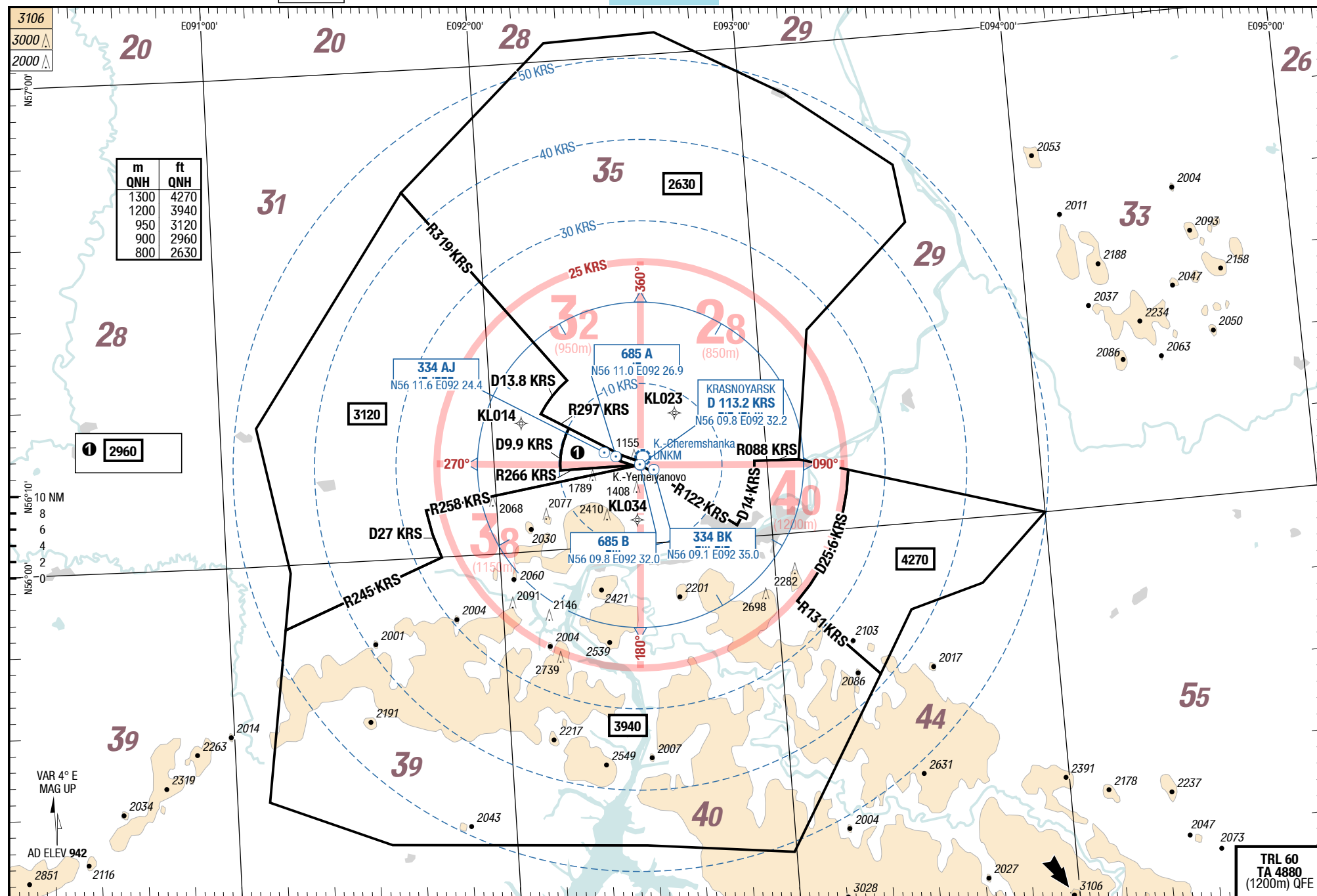
MRC

Yemelyanovo Krasnoyarsk Russian Federation

NIL

MRC

8-10



Changes: OBST

TRL 60  
TA 4880  
(1200m) QFE

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