

KJA-UNKL

1-10

AOI

AOI

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.

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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.

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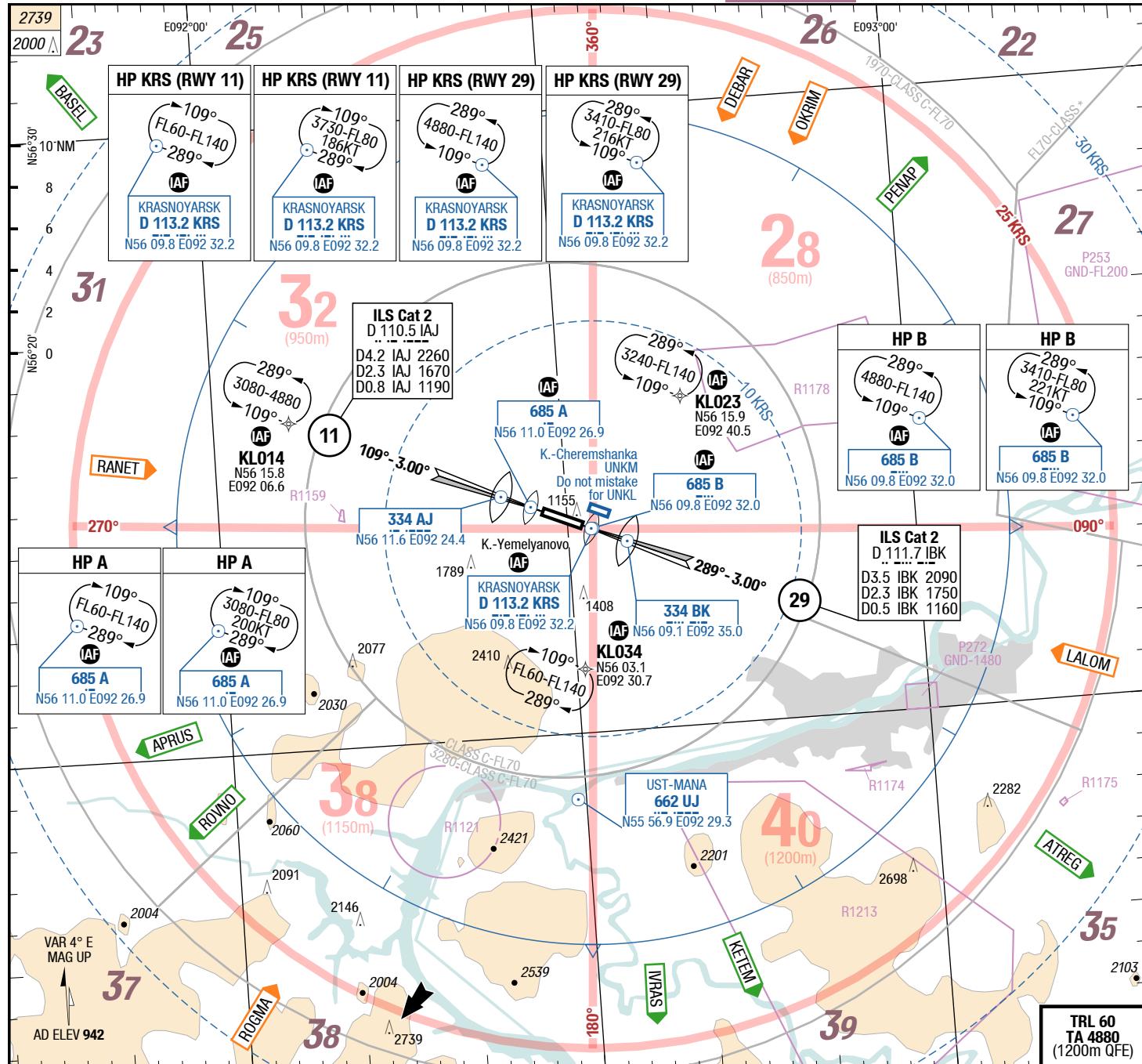
AGC
AFC

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AGG

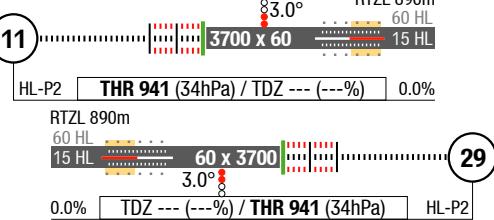
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ATIS	126.800
Krug	122.000 TWR
APP	127.700
TWR	118.300 Landing
GND	118.700 Towing and Start-up
Taxiing	121.900 GND
Transit	131.900
Reserve FREQ	129.000 for all ATC units 124.000 for all ATC units

Landing RWY system:



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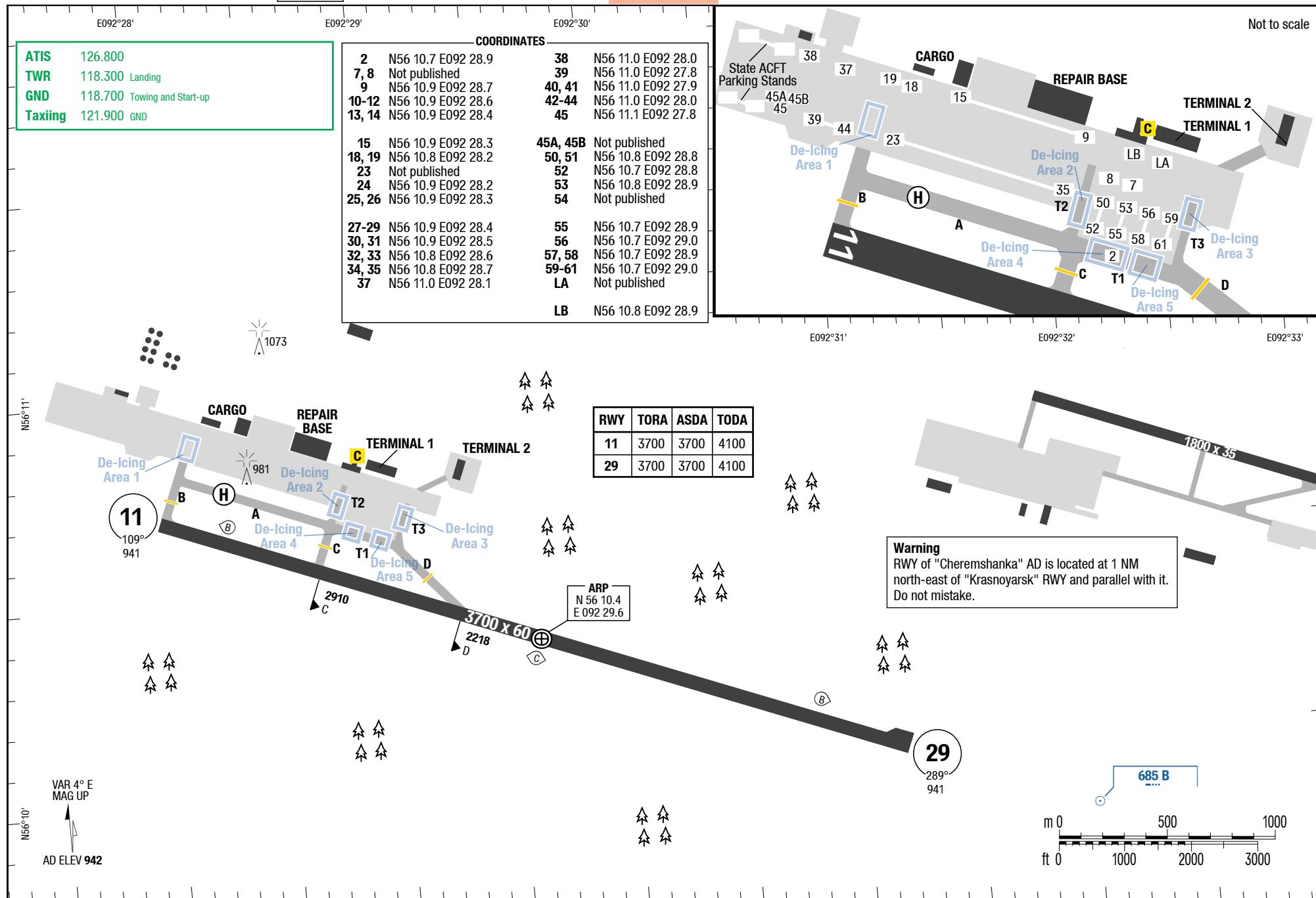
3-20

AGC

AGC

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AGC



Changes: TKOF INT

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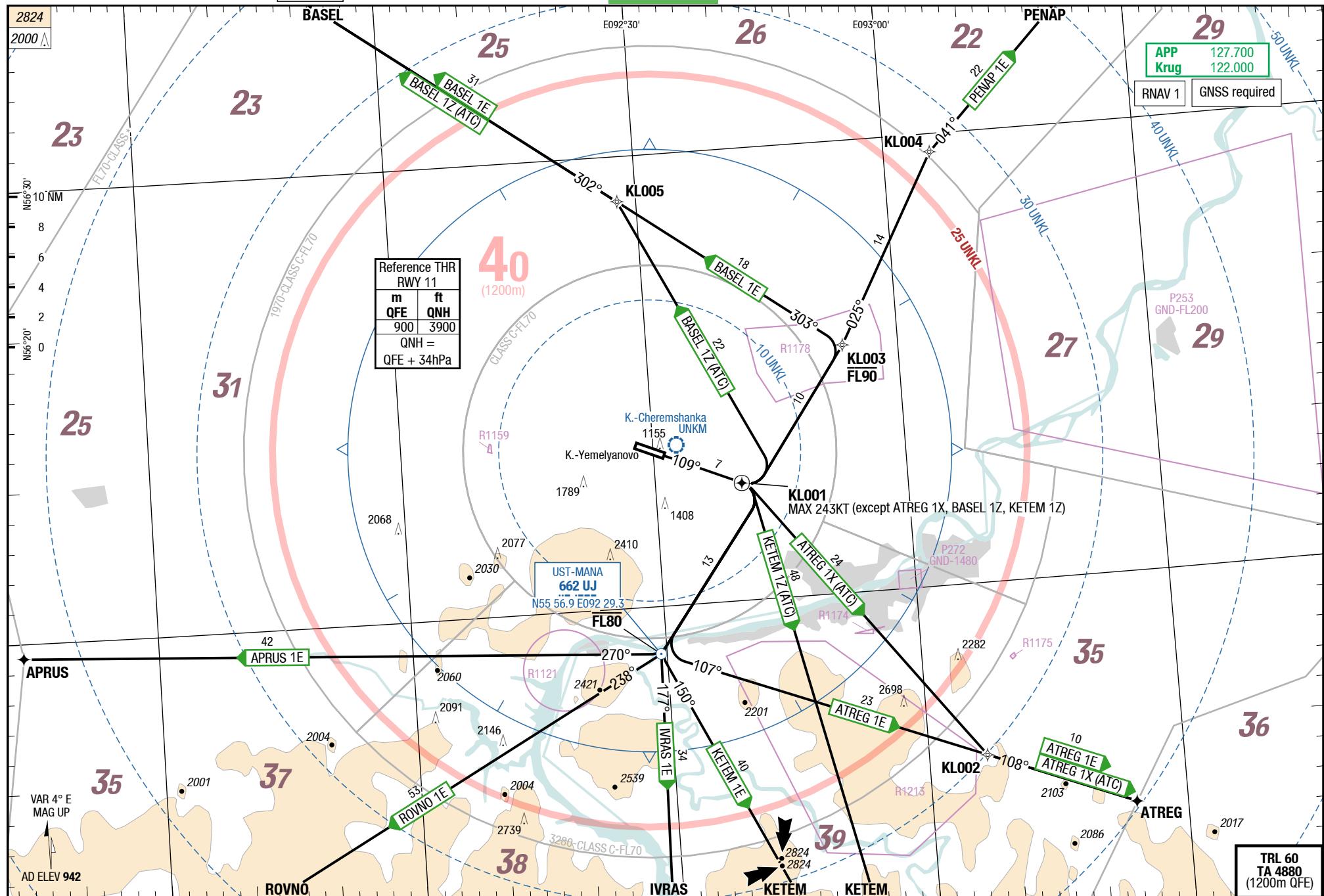
RNAV SIDs RWY 11

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RNAV SIDs RWY 11



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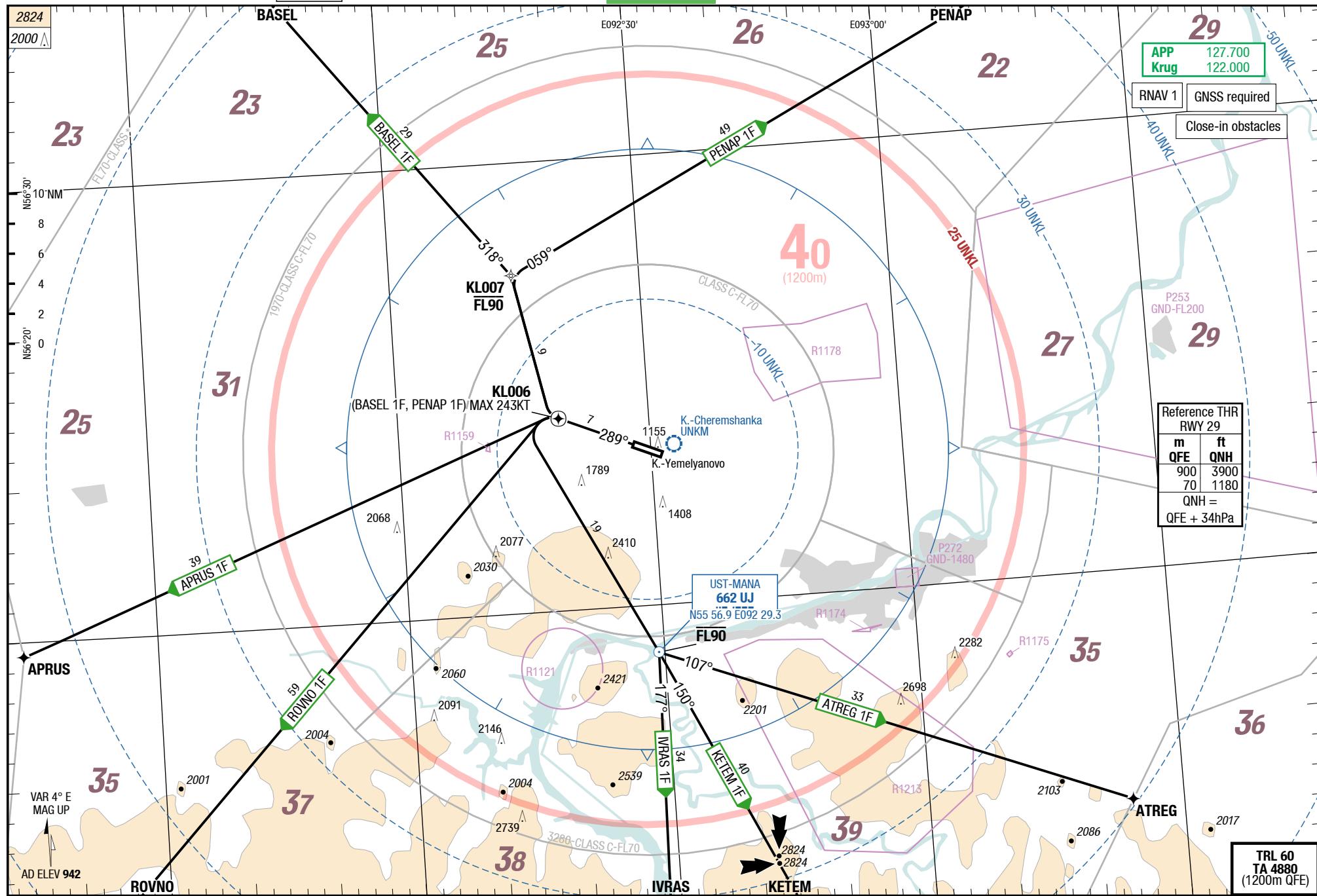
RNAV SIDs RWY 29

SID

SID

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RNAV SIDs RWY 29



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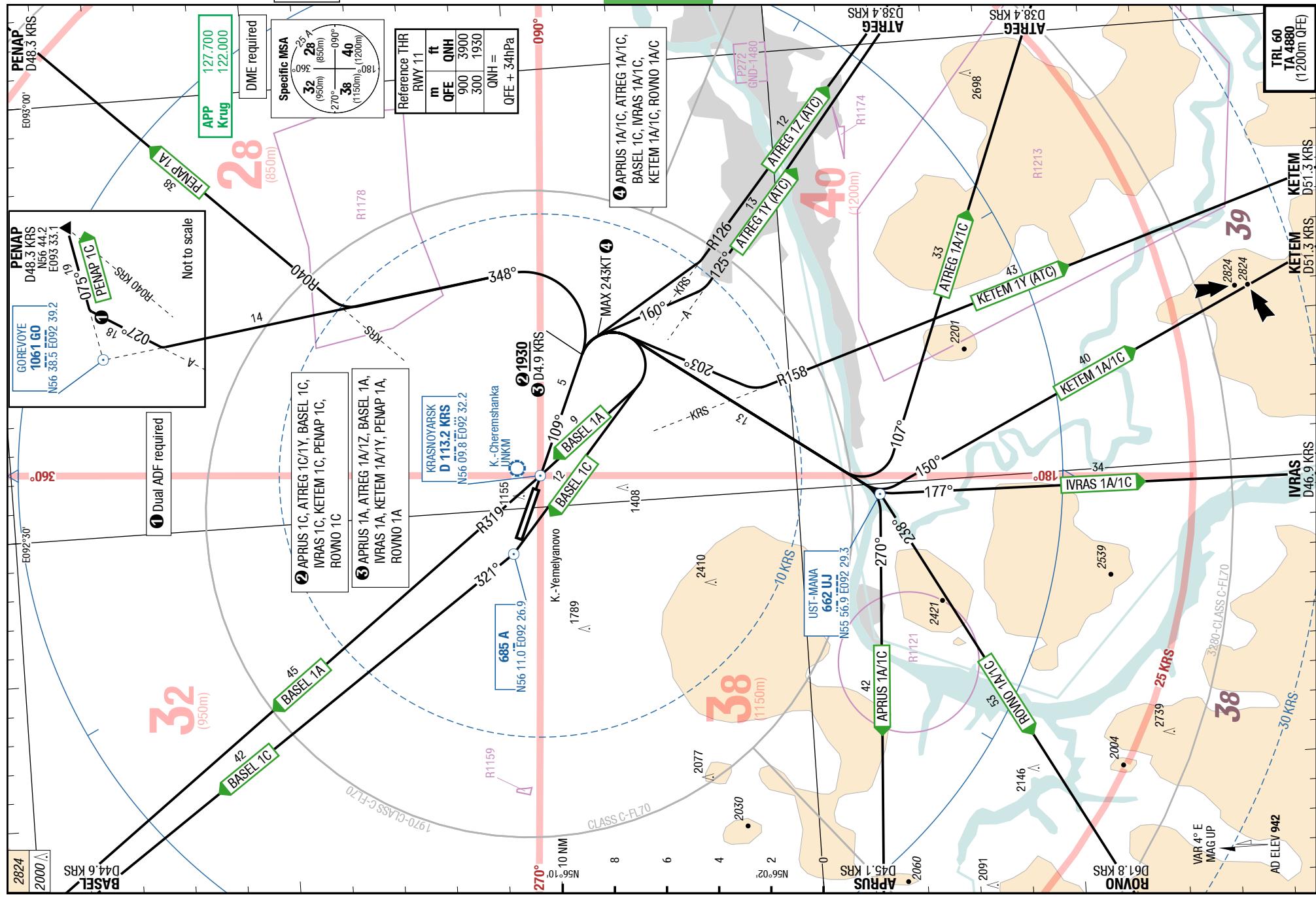
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SIDs RWY 11

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SIDs RWY 11



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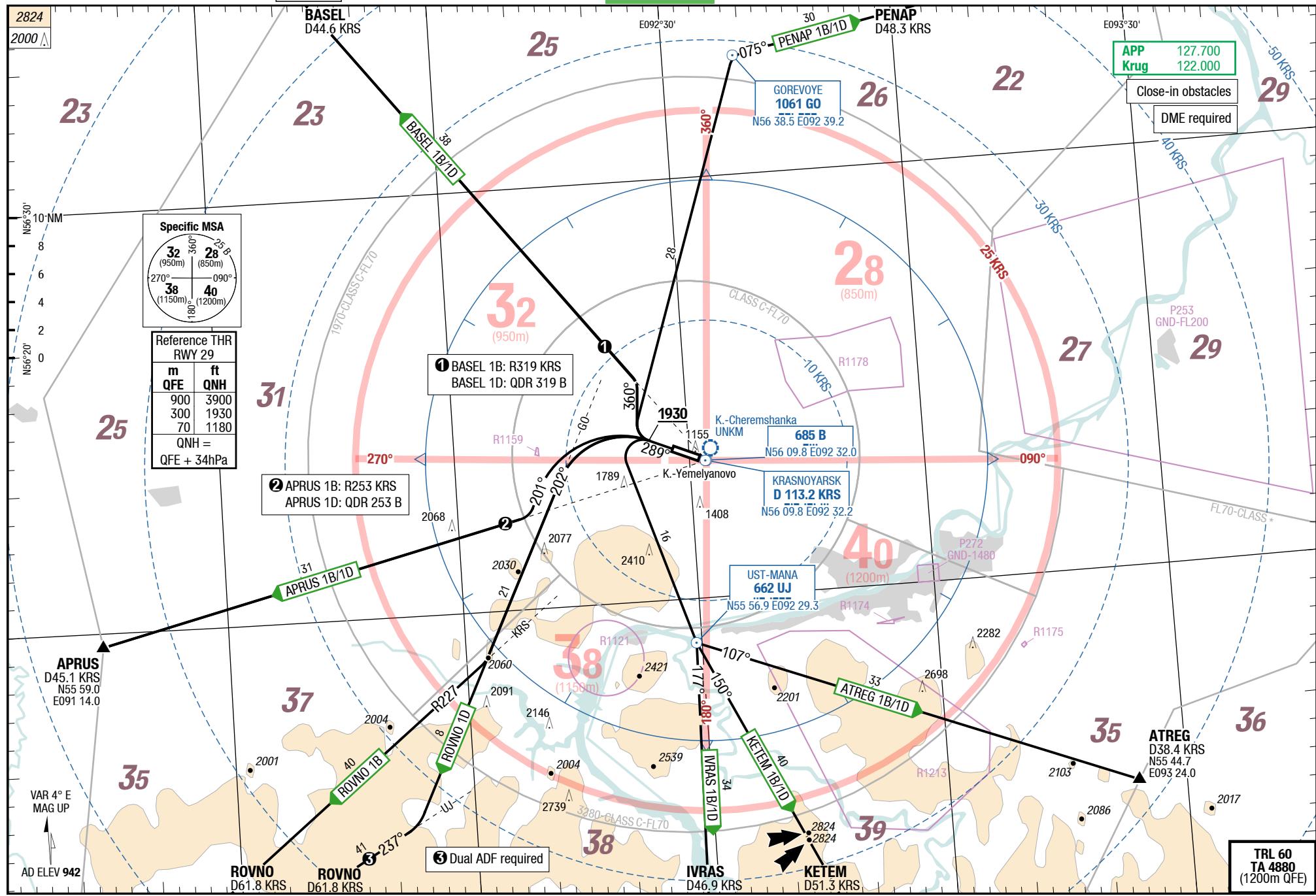
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SIDs RWY 29

SD

10

SIDs RWY 29



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

① Climb gradient due to airspace limitation.

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

① Climb gradient due to airspace limitation.

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5-30

RNAV SIDs RWY 29

SIDPT

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

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.

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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
	Runway 29	
ROVNO 1F 5.5% to 1210 127.700 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
	Runway 11	
APRUS 1A 3.6% to FL60 127.700 ①	at D4.9 KRS RT (MAX 243KT) direct UJ - QDR 270 UJ to APRUS	initial climb by ATC
APRUS 1C 3.7% to FL60 127.700 ①	at MNM 1930 RT (MAX 243KT) direct UJ - QDR 270 UJ to APRUS	initial climb by ATC
ATREG 1A 3.7% to FL60 127.700 ①	at D4.9 KRS RT (MAX 243KT) direct UJ - QDR 107 UJ to ATREG	initial climb by ATC
ATREG 1C 4.2% to FL60 127.700 ①	at MNM 1930 RT (MAX 243KT) direct UJ - QDR 107 UJ to ATREG	initial climb by ATC
ATREG 1Y (ATC) 4.2% to FL60 127.700 ①	at MNM 1930 RT 160° - LT intercept QDR 125 A to ATREG	initial climb by ATC
ATREG 1Z (ATC) 4.6% to FL60 127.700 ①	at D4.9 KRS RT intercept R126 KRS to ATREG	initial climb by ATC
BASEL 1A 127.700	at D4.9 KRS RT to KRS - R319 KRS to BASEL	initial climb by ATC
BASEL 1C 127.700	at MNM 1930 RT (MAX 243KT) direct A - QDR 321 A to BASEL	initial climb by ATC

① Climb gradient due to airspace limitation.

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

① Climb gradient due to airspace limitation.

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

① Climb gradient due to airspace limitation.

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5-80

SIDs RWY 29

SIDPT

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

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5-90

SIDs RWY 29

SIDPT

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
	Runway 29	
IVRAS 1B 5.5% to 1210 4.0% to FL60 127.700 ①②③	at MNM 1930 LT to UJ - QDR 177 UJ to IVRAS	Initial climb by ATC
IVRAS 1D 5.5% to 1210 4.0% to FL60 127.700 ①②③	at MNM 1930 LT to UJ - QDR 177 UJ to IVRAS	Initial climb by ATC
KETEM 1B 5.5% to 1210 4.0% to FL60 127.700 ①②③	at MNM 1930 LT to UJ - QDR 150 UJ to KETEM	Initial climb by ATC
KETEM 1D 5.5% to 1210 4.0% to FL60 127.700 ①②③	at MNM 1930 LT to UJ - QDR 150 UJ to KETEM	Initial climb by ATC
PENAP 1B 5.5% to 1210 127.700 ①③	at MNM 1930 RT to GO - QDR 075 GO to PENAP	Initial climb by ATC
PENAP 1D 5.5% to 1210 127.700 ①③	at MNM 1930 RT to GO - QDR 075 GO to PENAP	Initial climb 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.

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5-100

SIDs RWY 29

SIDPT

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
	Runway 29	
ROVNO 1B 5.5% to 1210 127.700 ①③	at MNM 1930 LT intercept QDR 202 G0 - intercept R227 KRS to ROVNO	Initial climb by ATC
ROVNO 1D 5.5% to 1210 4.0% to FL60 127.700 ①②③	at MNM 1930 LT intercept QDR 202 G0 - intercept QDR 237 UJ to ROVNO	Initial climb 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

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Yemelyanovo **Krasnoyarsk** Russian Federation

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6-10

RNAV STARs RWY 11

STAR

STAR

Year
RNA
B

NAV STARs RWY 11

Changes: OBST

17-MAY-2018

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Yemelyanovo **Krasnoyarsk** Russian Federation

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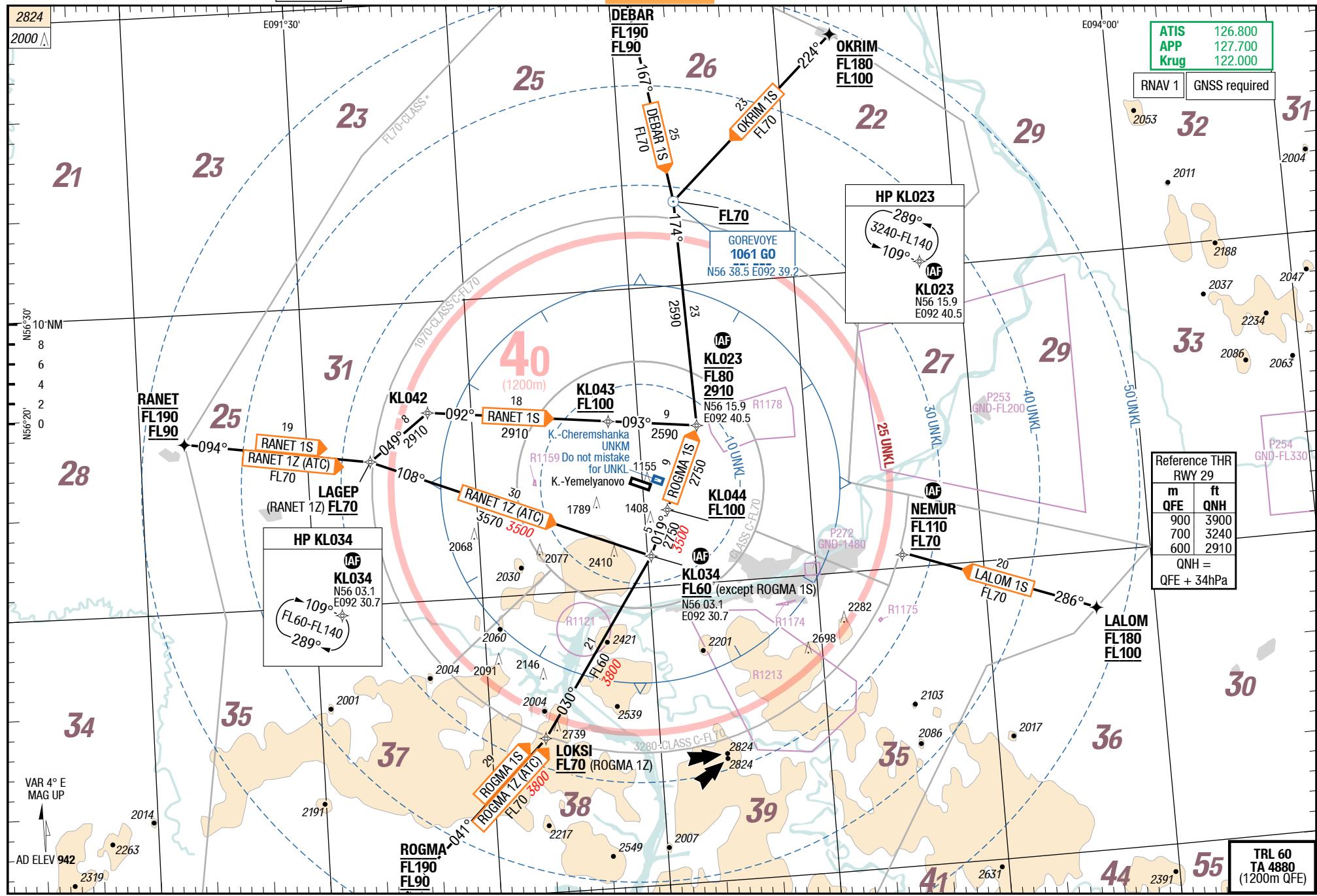
6-20

RNAV STARs RWY 29

STAR

CTAB

RNAV STARs RWY 29



Changes: OBST

17-MAY-2018

Russian Federation **Krasnoyarsk** Yemelyanovo

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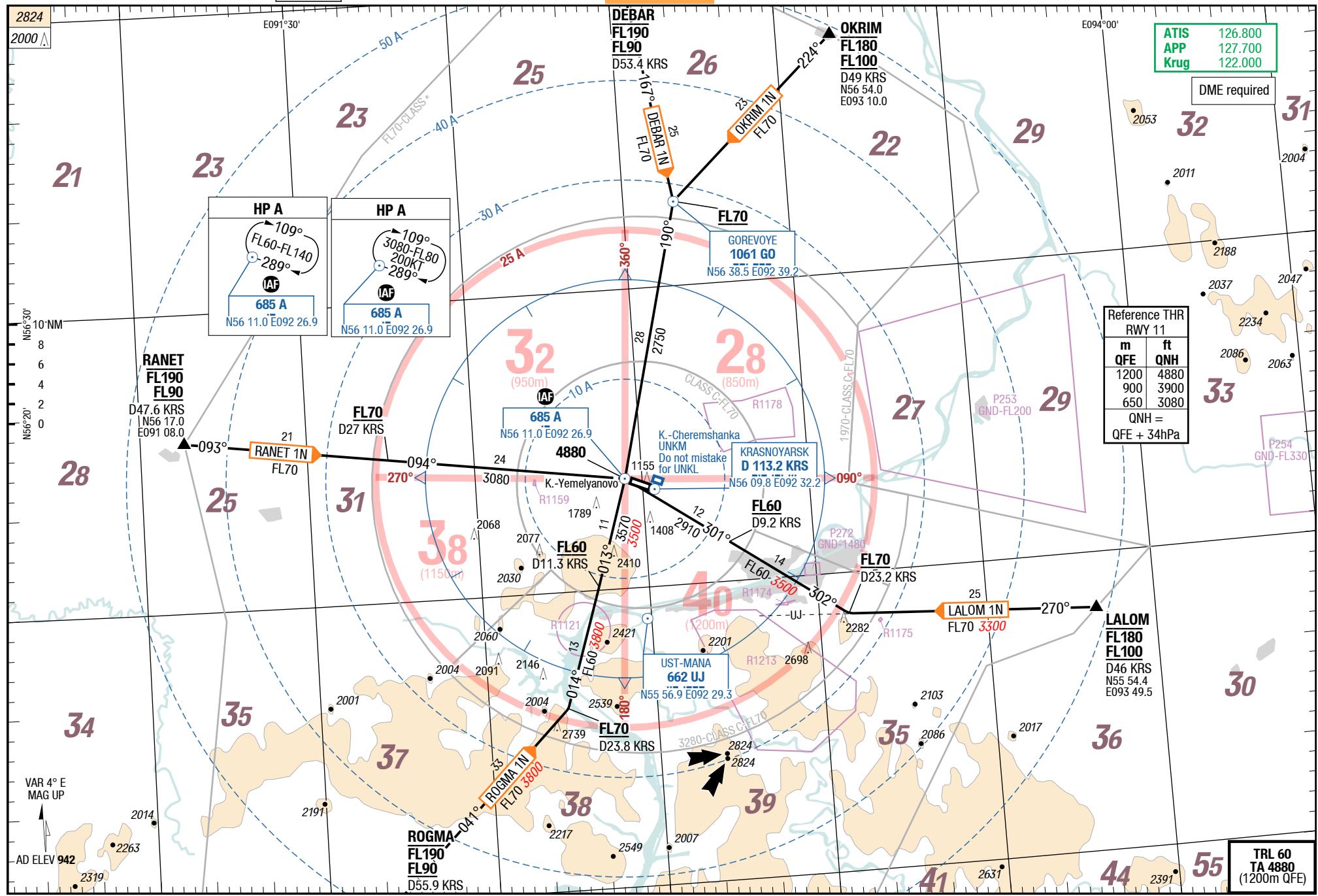
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6-30 STARS RWY 11 (PROCs N)

STAR

STAR

**Yemelyanovo Krasnoyarsk Russ
STARs RWY 29 (PROCs P) >
STARs RWY 11 (PROCs N)**



Changes: OBST

17-MAY-2018

Russian Federation Krasnoyarsk Yemelyanovo

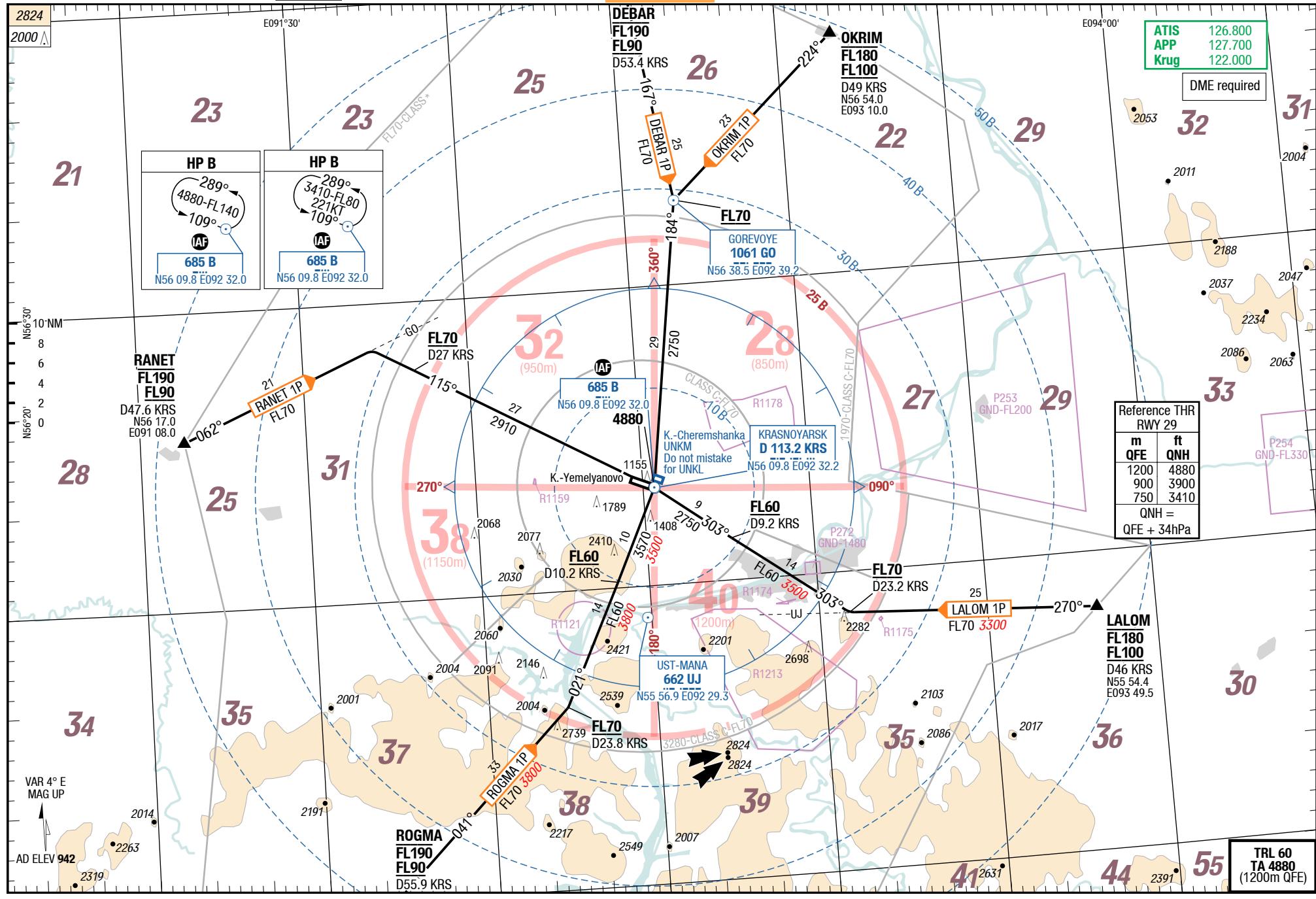
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6-40 STARs RWY 29 (PROCs P)

STAR

STAR

Yemelyanovo Krasnoyarsk Russian Federation



Changes: OBST

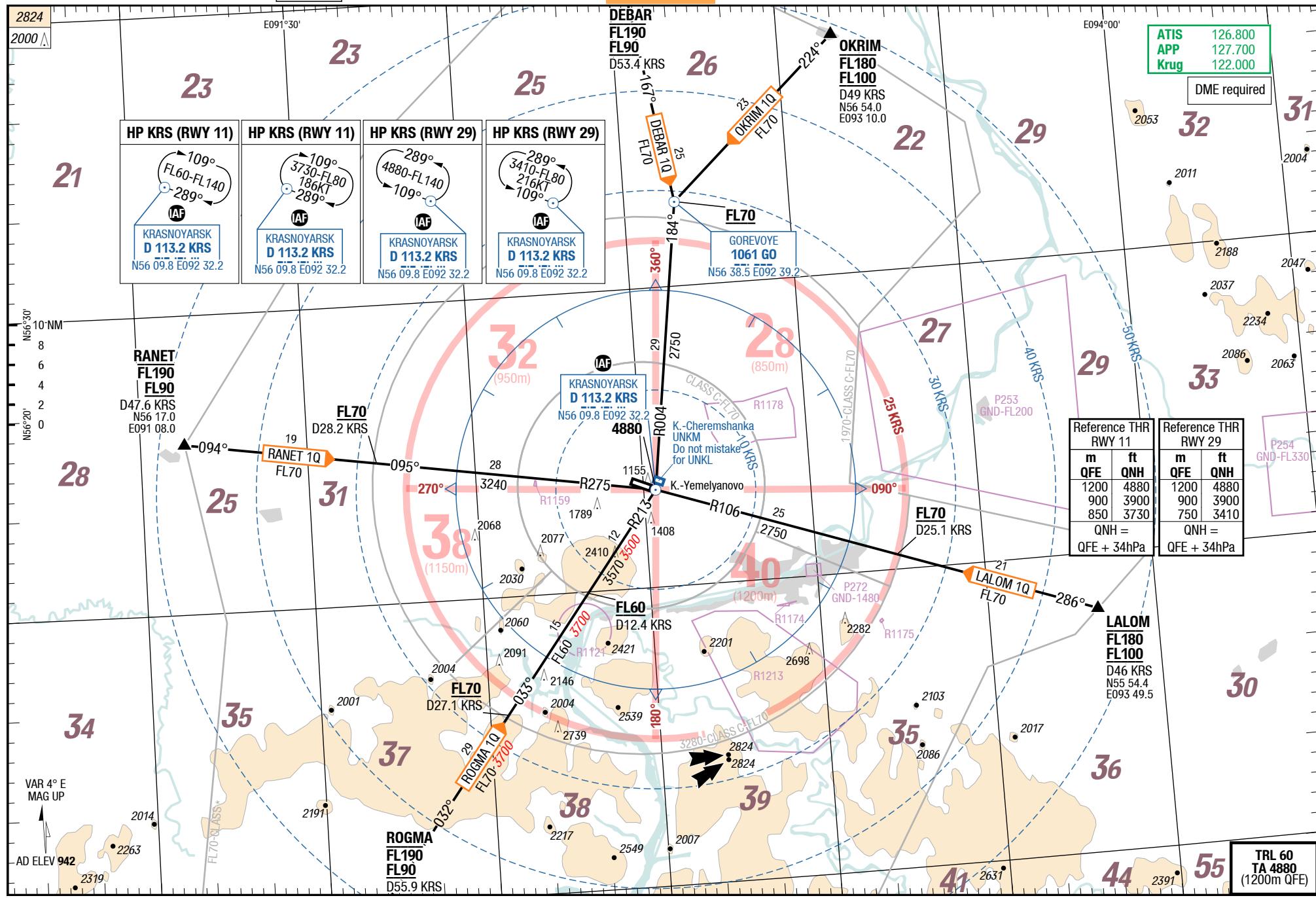
17-MAY-2018

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Russian Federation Krasnoyarsk Yemelyanovo

6-50

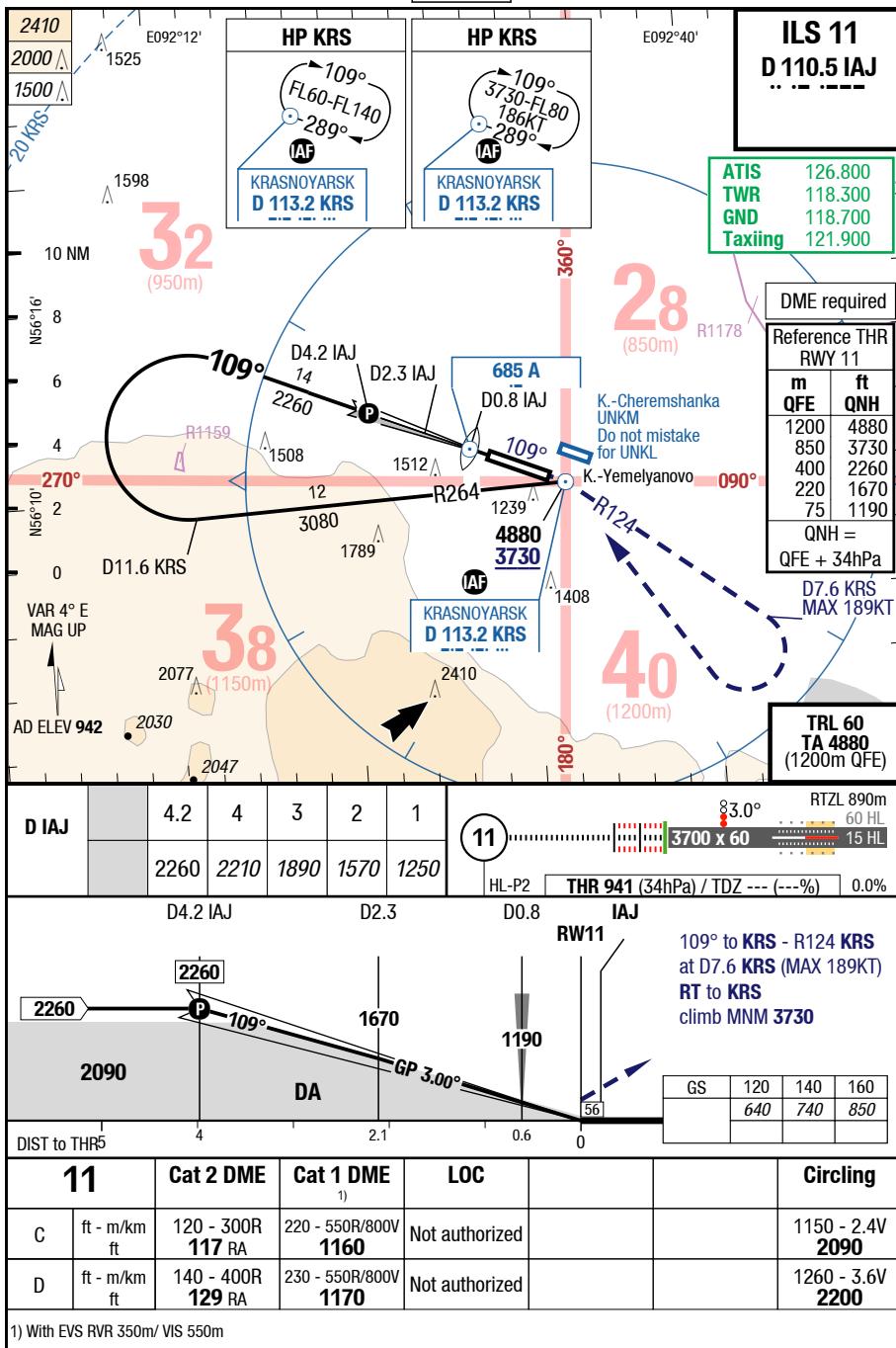
STARs (PROCs Q)



KJA-UNKL

7-10

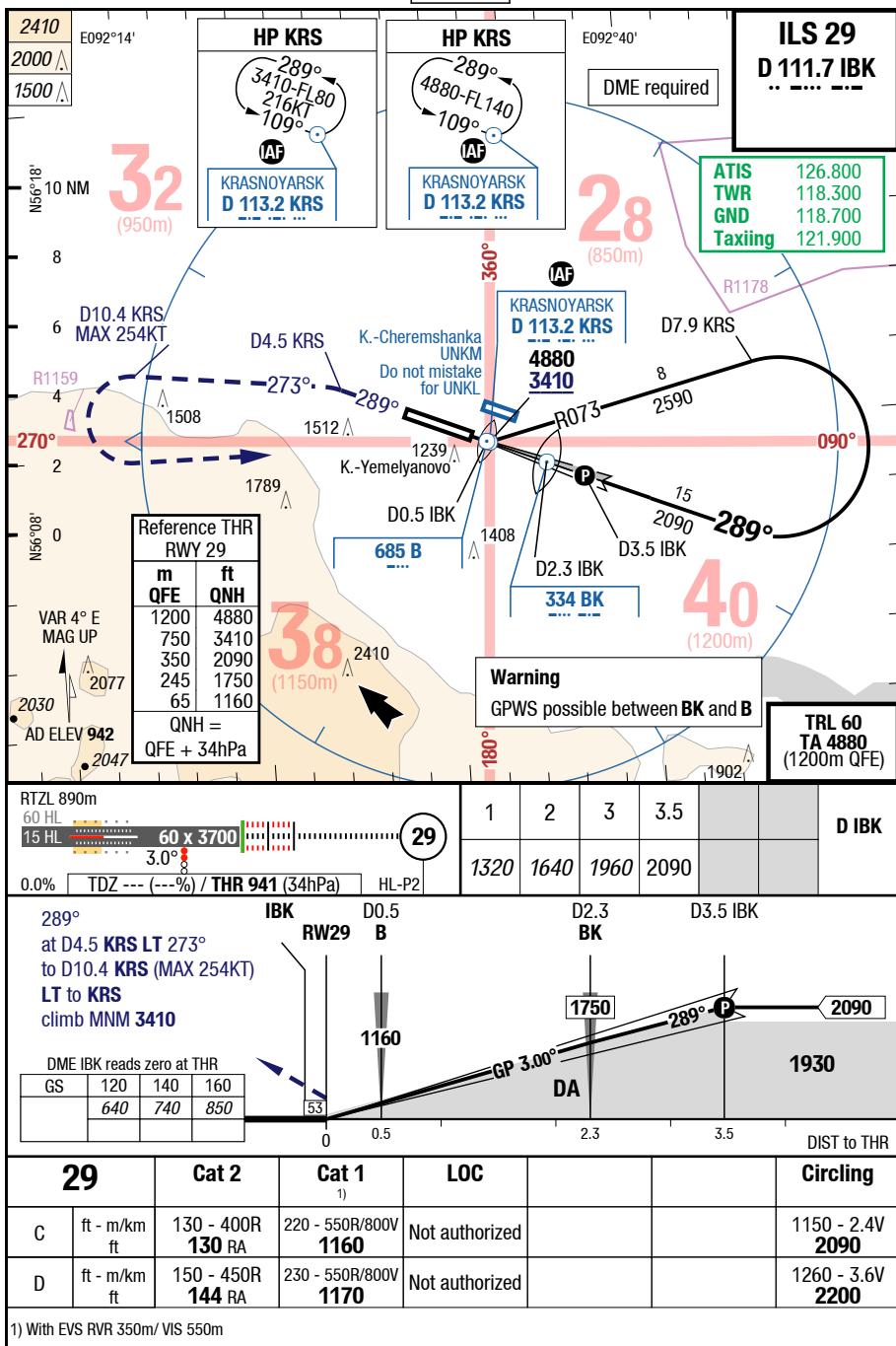
ILS 11



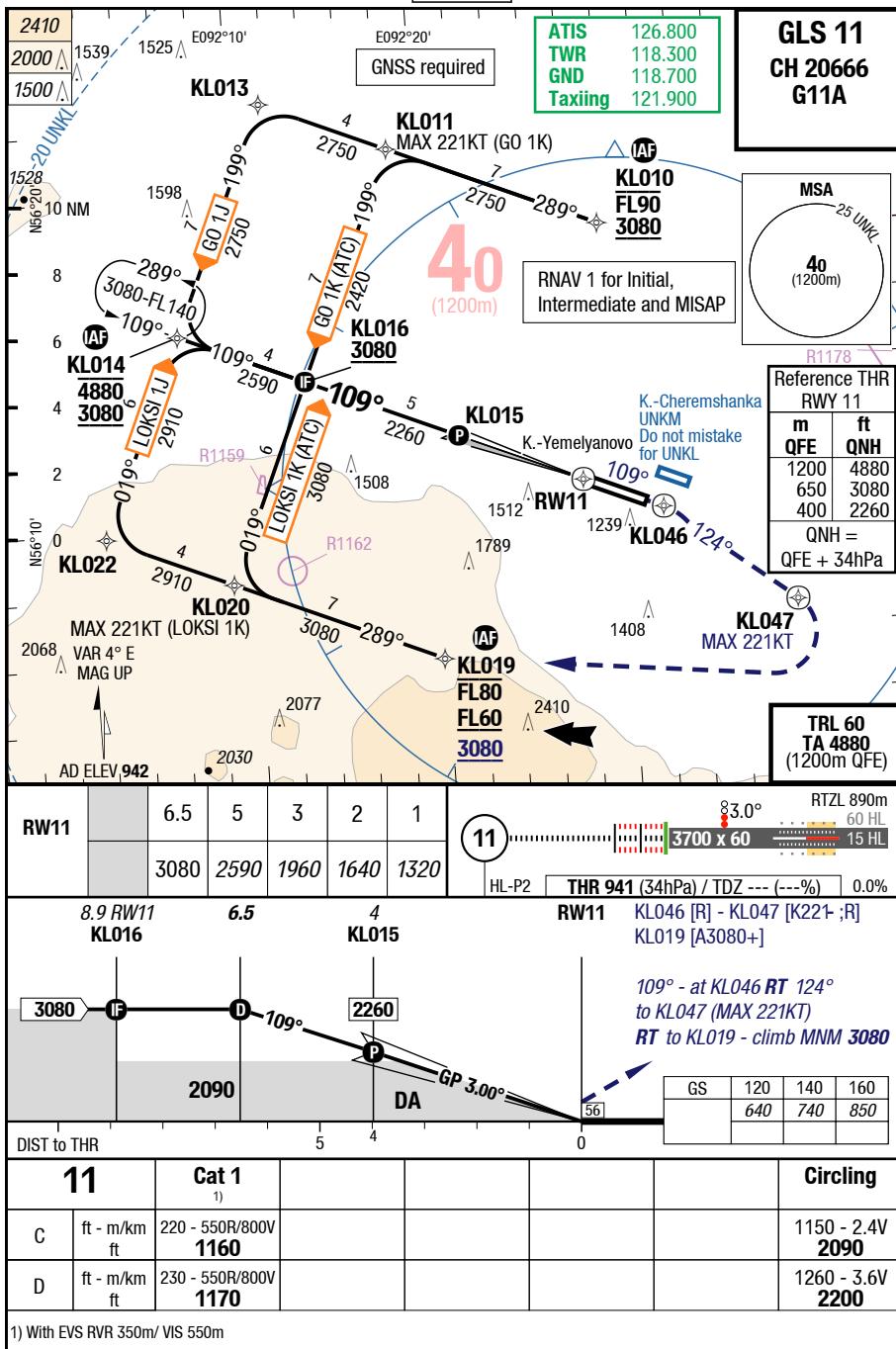
KJA-UNKL

7-20

ILS 29



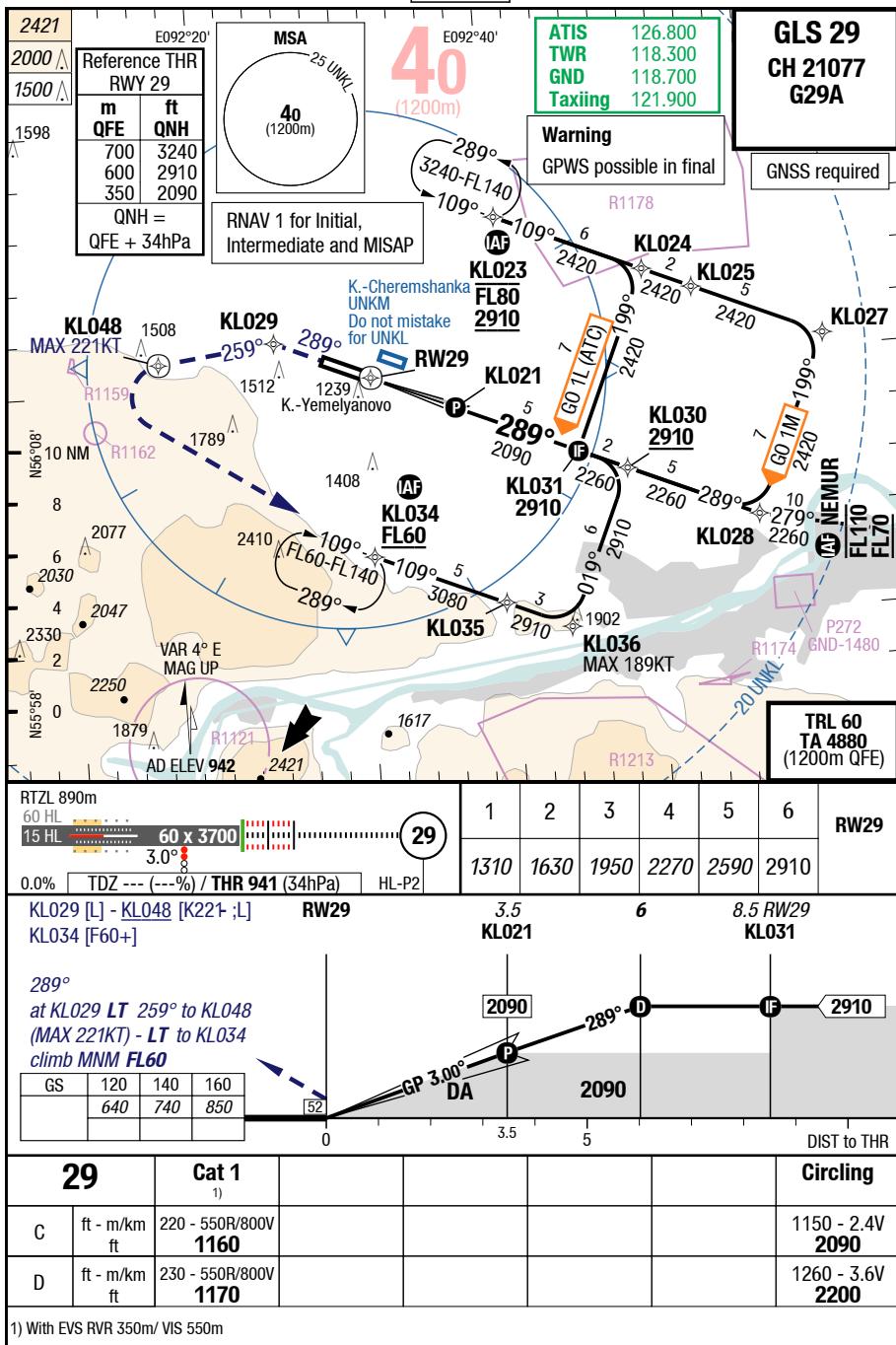
7-30



KJA-UNKL

7-40

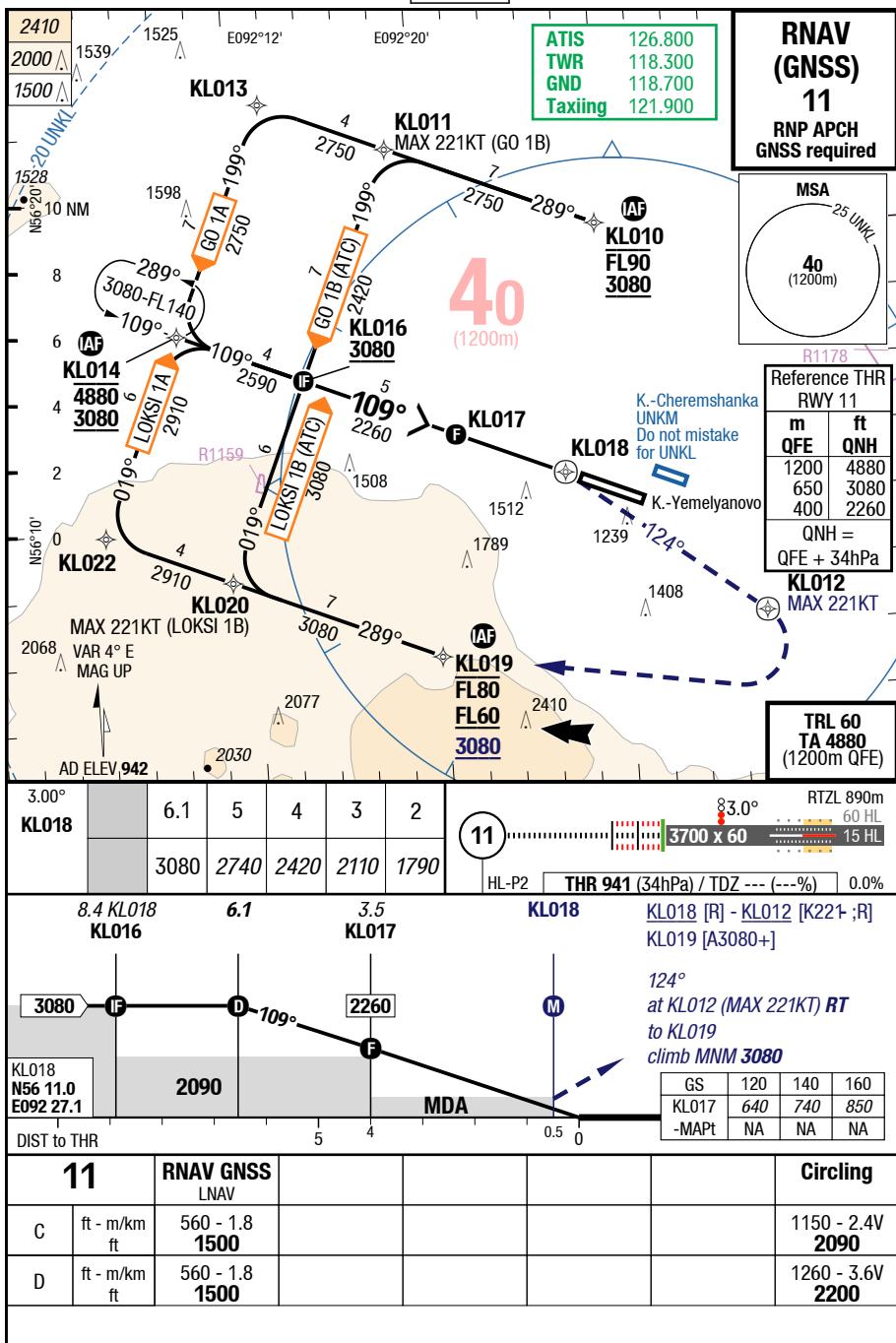
GLS 29



KJA-UNKL

7-50

RNAV (GNSS) 11



Changes: WPT

KJA-UNKI

7-60

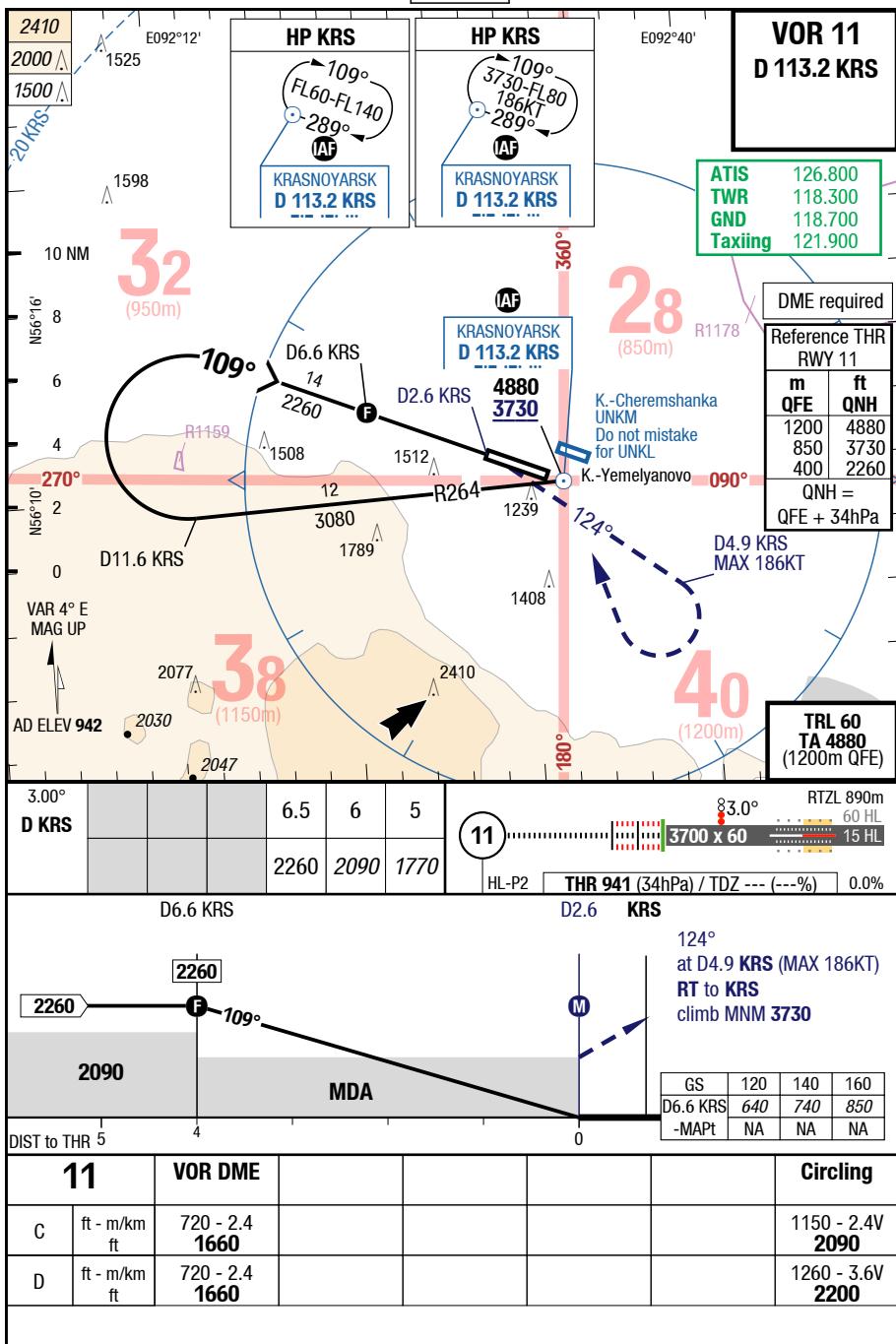
RNAV (GNSS) 29

2421

KJA-UNKL

7-70

VOR 11



Changes: OBST

Effective 29-MAR-2018

22-MAR-2018

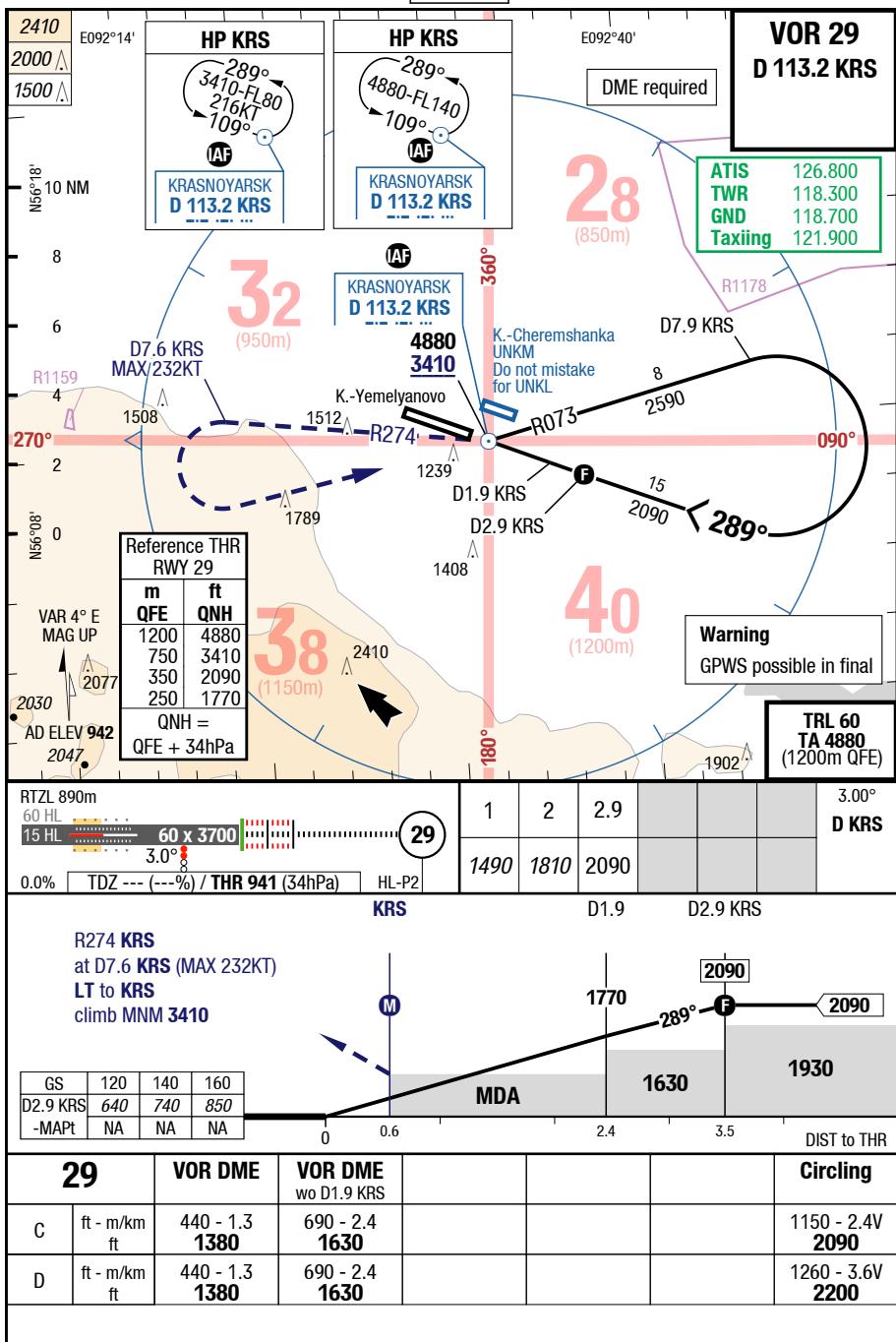
Russian Federation Krasnoyarsk Yemelyanovo

KJA-UNKL

7-80

VOR 29

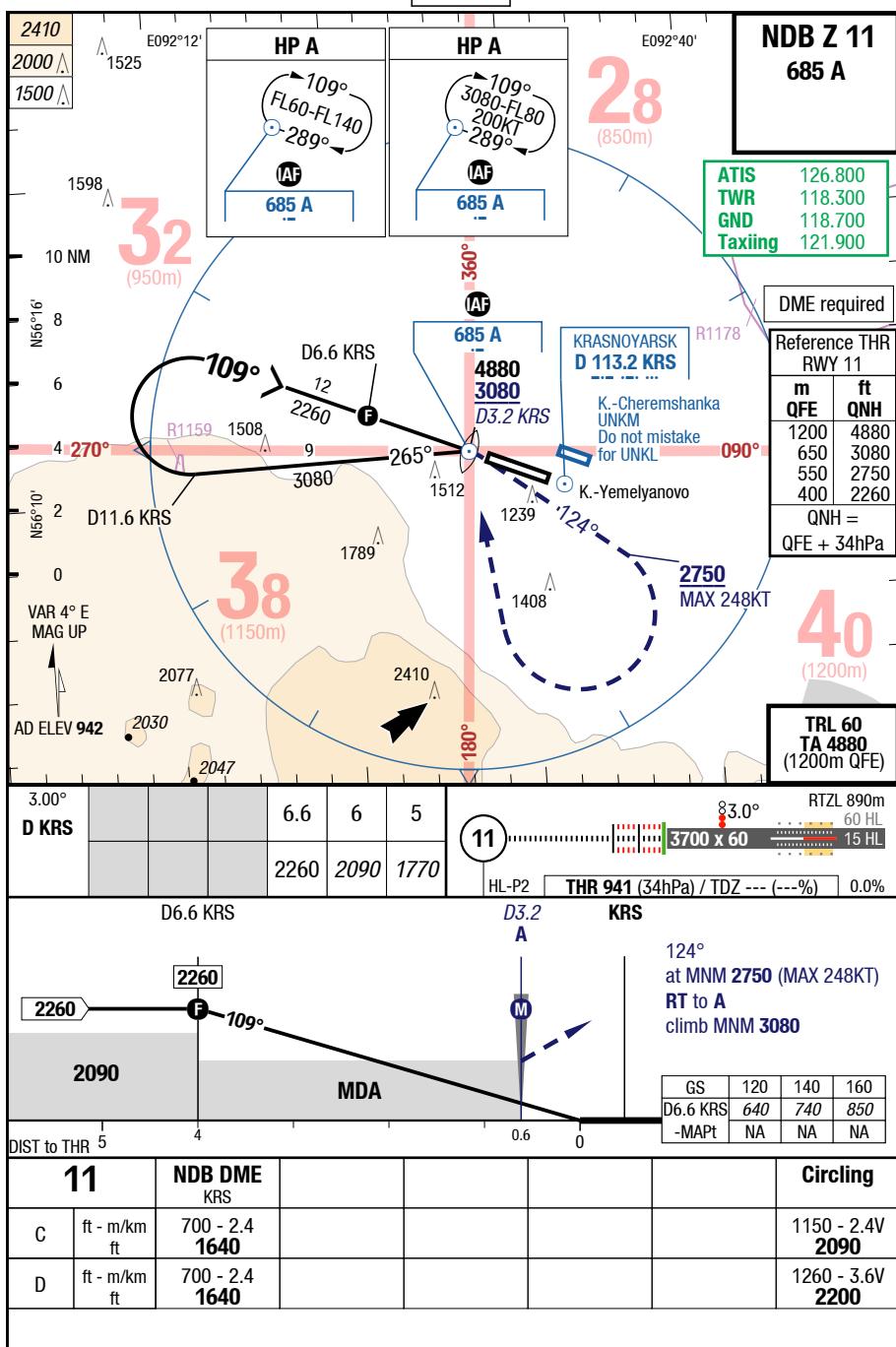
IAC



KJA-UNKL

7-90

NDB Z 11



Changes: OBST

Effective 29-MAR-2018

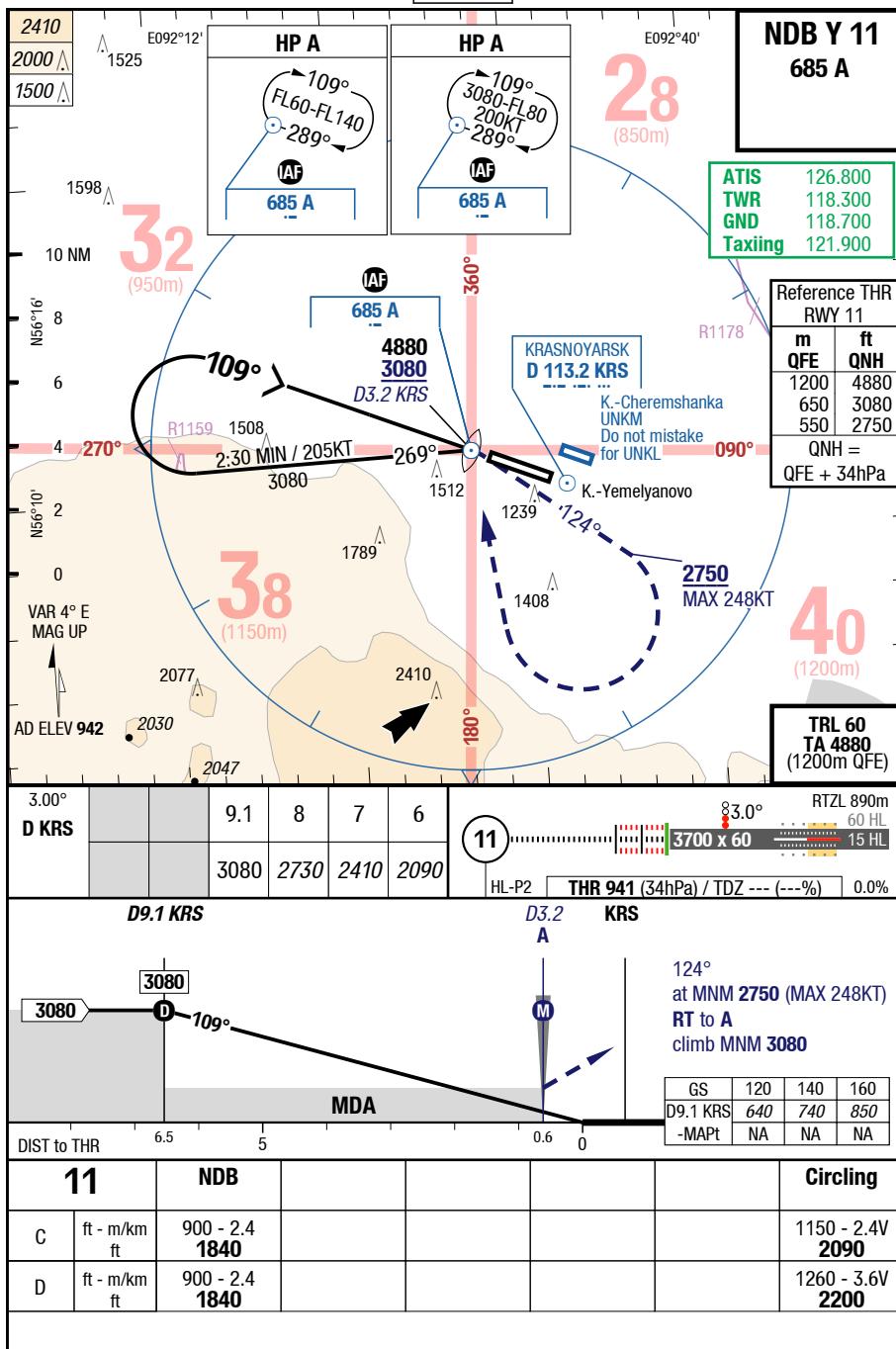
22-MAR-2018

Russian Federation Krasnoyarsk Yemelyanovo

KJA-UNKL

7-100

NDB Y 11



Changes: OBST

Effective 29-MAR-2018

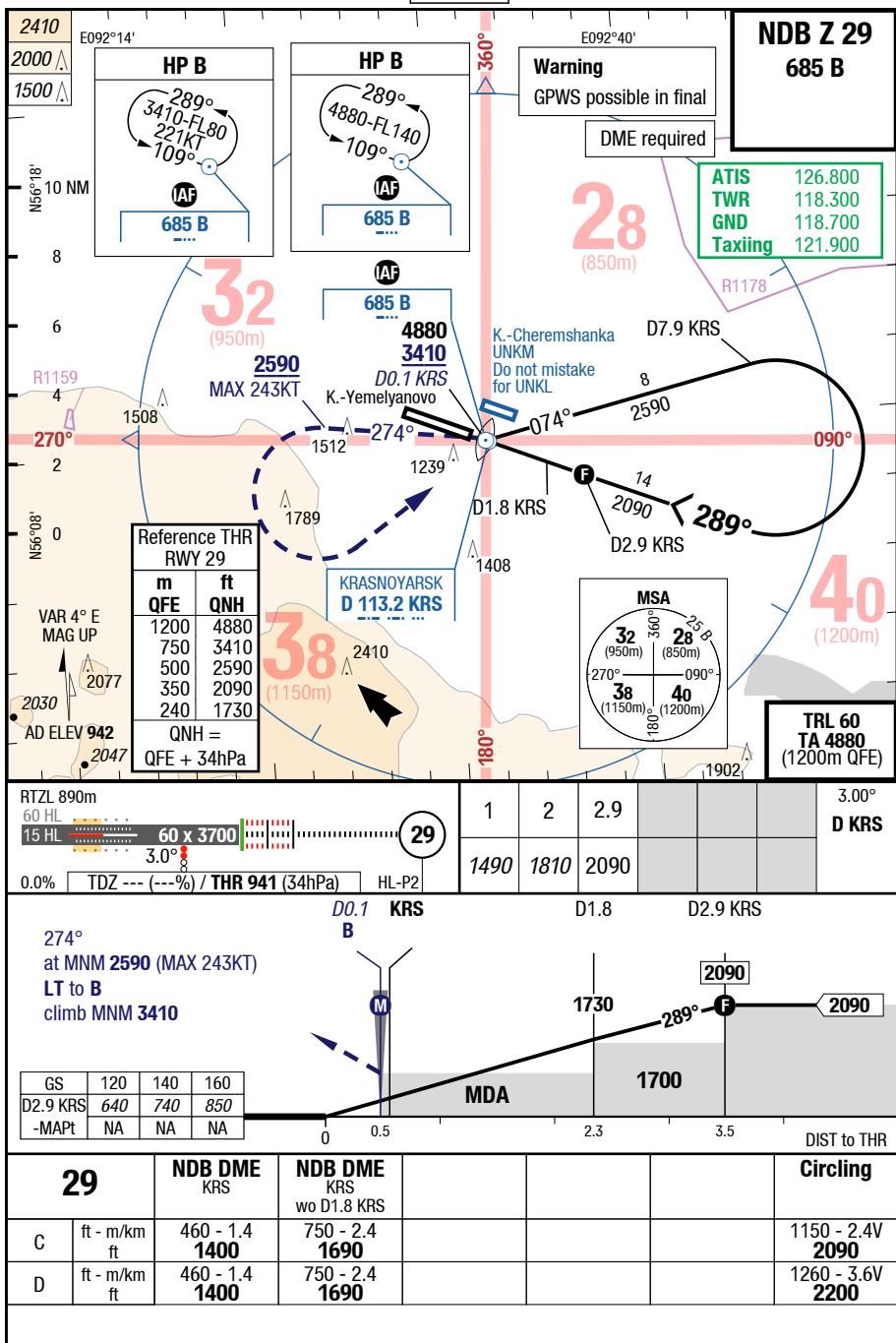
22-MAR-2018

Russian Federation **Krasnoyarsk** Yemelyanovo

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7-110

NDB Z 29



Effective 29-MAR-2018

22-MAR-2018

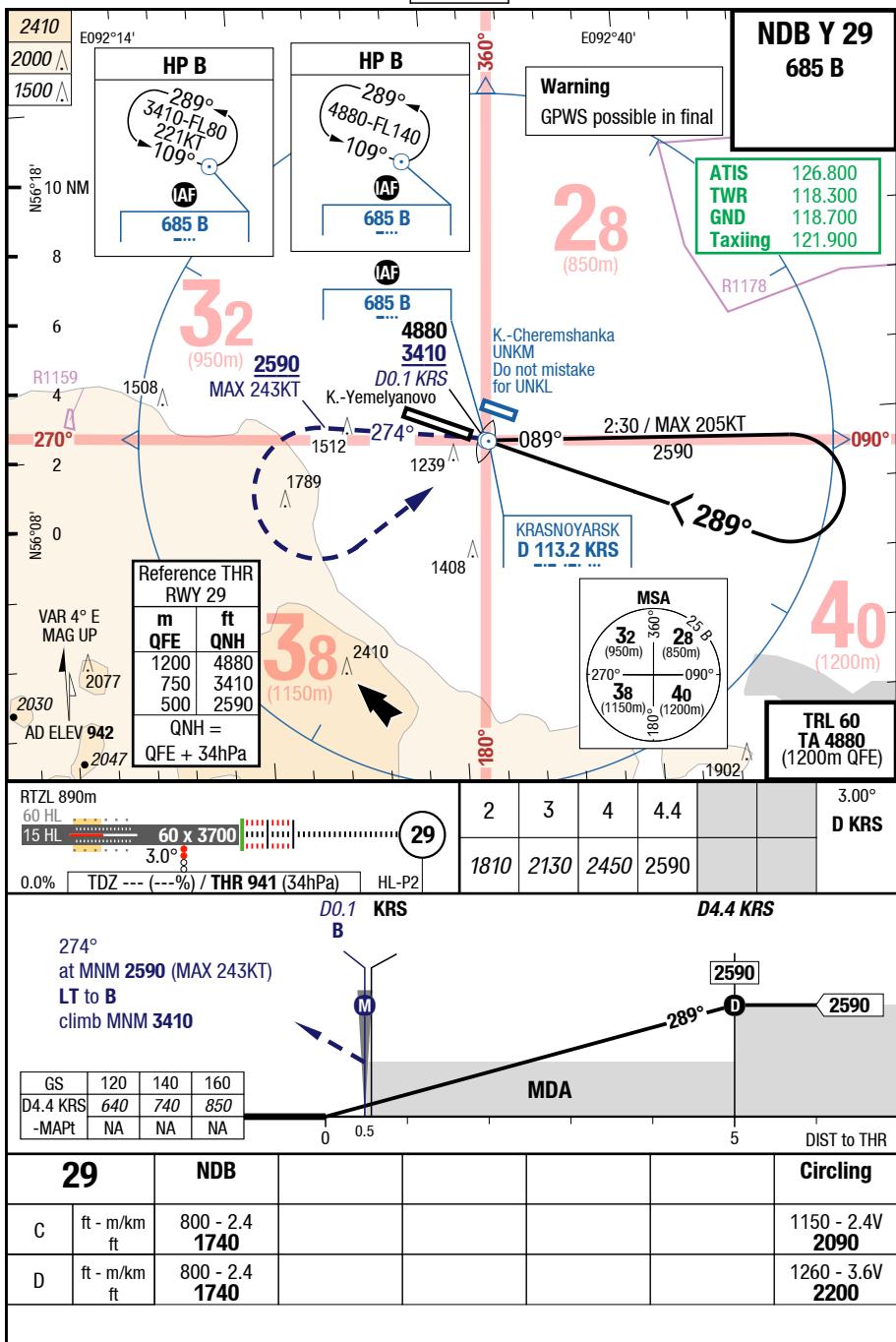
Russian Federation Krasnoyarsk Yemelyanovo

KJA-UNKL

7-120

IAC

NDB Y 29



Changes: OBST

17-MAY-2018

Russian Federation **Krasnoyarsk** Yemelyanovo

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8-10

