JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: KRASNOYARSK RUS
ICAO/IATA: UNKL / KJA
Lat/Long: N56° 10.38', E092° 29.60'
Elevation: 941 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 2158 Z
Sunset: 1336 Z

Runway Information

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

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

Communication Information

ATIS: 126.800
Krasnoyarsk Tower: 124.000 Secondary
Krasnoyarsk Tower: 118.300
Krasnoyarsk Tower: 129.000 Secondary
Krasnoyarsk Ground: 121.900
Krasnoyarsk Ground: 124.000 Secondary
Krasnoyarsk Ground: 129.000 Secondary
Krasnoyarsk Apron Ramp/Taxi: 118.700 Non-English

Krasnoyarsk Approach: 124.000 Secondary
Krasnoyarsk Approach: 127.700
Krasnoyarsk Approach: 129.000 Secondary
Krasnoyarsk Transit Operations: 131.900 Non-English
Krasnoyarsk Radar: 122.000
Krasnoyarsk Radar: 124.000 Secondary
Krasnoyarsk Radar: 129.000 Secondary

1. GENERAL

1.1. ATIS

ATIS 126.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m at least at one of three observation sites or ceiling is below 60m/197′ by the phrase ″LVP in progress″, included into ATIS information or broadcasted by ATS unit via communication channels. Surface Movement Guidance System and Control is not provided.

When LVP are in force:

- not more than one ACFT can be present on TWY or RWY;
- movement along the apron shall be executed only after Follow-me car or by towing;
- ILS-critical areas must be clear of other ACFT and vehicles:
  - during arrival: when ACFT joins the final approach segment.
  - during departure: from the moment ACFT begins take-off run till the moment ACFT is airborne;

The flight crews of arriving ACFT must report execution of landing and RWY vacation (only after ACFT crosses the boundary of yellow TWY edge markers, that indicates to ILS-critical area vacation).

The flight crew shall report ACFT parking onto the stand to GND controller using the following phraseology: ″ACFT call sign, on stand...″.

The following is prohibited during the period of LVP:

- Take-off not from the RWY beginning;
- Take-off without stop at the line-up position.

Unless otherwise instructed, ACFT prohibited to hold at the position located closer to RWY than the RWY holding position marking which is the ILS-critical area boundary.

Flight crew bears responsibility in case ACFT inadvertently crosses ILS-critical area.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.3.1. USE OF MODE S TRANSPONDER FOR GROUND MOVEMENT CONTROL

Flight crew of ACFT equipped with Mode S transponder must ensure that transponder is capable of operating during movement of ACFT on ground to support ground traffic control efficiency.

During departure pilot shall set transponder to code (squawk), assigned by ATS unit and activate Mode S when requesting clearance for towing or taxiing, whichever is earlier.

After landing pilot shall keep Mode S transponder activated until AFCT is parked on stand.

Activation of Mode S transponder means selecting AUTO, ON, XPNDR modes, or the equivalent mode according to specific installation. Selection of STAND-BY mode will NOT activate Mode S transponder.

Pilot of Mode S equipped ACFT, having an ACFT identification feature must also set the ACFT identification specified in Item 7 of ICAO flight plan.

ACFT identification must be entered before requesting clearance for towing or taxiing, whichever is earlier, through the FMS or the transponder control panel.

1. GENERAL

1.4. TAXI PROCEDURES

When RVR is less than 550m, ACFT shall taxi at reduced speed and with increased caution of the flight crew. The flight crew shall report RWY vacation not earlier than ACFT crosses the boundary of ILS-critical area.

Taxiing from TWY D to TWY M and vice versa is permitted only for ACFT with outer main gear wheel track less than 8.9m.

B747-400 is prohibited to taxi via TWY D.

B747-8/8F is prohibited to taxi via TWY D, from TWY D and TWY M to the apron, on the apron from stand 1 to 23.

AN-124 is prohibited to taxi via apron from stand 23 to 1 and TWY D.

1.5. PARKING INFORMATION

Taxiing and towing into and from stands shall be provided by technical personnel.

Stands 13 thru 19, 24 thru 31, 40, 45A, 45B, 50 and 62 thru 66 available for helicopters.

Stand 45 is available as an isolated stand.

ACFT are PROHIBITED to taxi into stands 13, 18 and 19 under own power, ACFT shall taxi into the stands only under tow.

Stands 1 thru 4C are equipped with SAFEDOCK.

1.6. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure:

- set transponder code 7600;
- take measures to re-establish radio communication using the emergency frequency 121.5 MHz, radio communication with other ACFT and ATS units;
- approach procedure shall be executed as indicated in flight plan;
- monitor LOM frequency for ATC instructions and information;
- proceed to the alternate aerodrome in case of unsuitable meteorological conditions at Krasnoyarsk aerodrome.

In all cases following telephone number can be used:

Flight Control Officer of Aerodrome Control Center of Krasnoyarsk ATS Center: +7 391 252 65 24.

2.2. RWY OPERATIONS

Index 7 ACFT after landing on RYW 11: Vacate RWY via TWY B and C after carrying out turn on turn pad RWY 29 extremity.

2.2.1. MINIMUM RWY OCCUPANCY TIME

To reduce RWY occupancy time after landing flight crew should:

- pre-plan RWY vacation via TWY assigned by the ATS unit;
- expeditiously vacate the RWY, complying with operational constraints and and safety procedures;
- after landing, if unable to vacate the RWY via the assigned TWY, flight crew shall proceed to the next TWY (unless otherwise instructed) at the maximum RWY taxiing speed prescribed in the Aeroplane Flight Manual.

3. DEPARTURE

3.1. CLEARANCE DELIVERY

3.1.1. IFR DEPARTURE

Departure clearance is issued by GND and includes: SID designator, initial climb ALT (if assigned), squawk. In addition, flight crew is provided up-to-date information, which may affect safety of fight operations.

Note: If initial climb ALT was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to ALT 6000' based upon aerodrome QNH.

3.2. DE-ICING

For de-icing positions and stands refer to chart PARKING STANDS.

De-icing/anti-icing on stands is carried out only by permission of the deputy chief of the APT Operational Control Center or by arrangement with the shift supervisor of the aerodrome service.

De-icing/anti-icing with running engines only by arrangement with senior air traffic controller of APT Operational Control Center.

During de-icing/anti-icing with running engines, communication with operator of de-icing vehicle is maintained on frequency 118.7 MHz.

3.3. START-UP AND TAXI PROCEDURES

On initial contact with GND controller, the flight crew must report the latest ATIS broadcast code letter and stand number.

Engines start-up on stands, apron and TWYs and taxiing shall be executed by GND controller's instructions.

Engines start-up is prohibited on stand 13.

Onboard pre-flight checks must be completed before ACFT reaches RWY holding position. Pilot must inform TWR controller on initial contact, if pre-flight checks on RWY are required.

When ACFT APU is inoperative, ACFT parked on stands 1 thru 12 and 14 thru 19 with a tail towards apron, are permitted to to start one engine setting power to idle immediately prior to commencement of towing to start-up position or de-icing area, provided clearance of GND controller was obtained and safety protocols implemented at the APT are followed.

If low visibility procedures are not in force and RWY declared distances from the beginning of the take-off run meet take-off distance performance requirements considering ACFT take-off mass and take-off conditions ACFT shall take off:

- from TWY E, when departing from RWY 29;
- from TWY C, when departing from RWY 11.

Note: Pilot-in-command is responsible for taking the decision to take off not from the RWY beginning. Flight crew intending to use RWY full length must report the intension to GND controller after obtaining departure clearance.

3.4. RWY PROCEDURES

Based on the air and ground traffic situation, flight crew may be required to perform immediate take-off after ACFT occupies the line-up position. In this case, TWR controller may instruct flight crew to proceed to the line-up position, preparing for immediate take-off. If unable to follow this instruction, flight crew shall inform TWR controller.

After lining up on the runway, flight crew must start take-off run within 15 seconds after obtaining take-off clearance.

3.5. DEPARTURES PROCEDURES

After take-off flight crew must establish radio communication with RADAR controller on FREQ 122.000 MHz and report take-off execution, assigned SID (assigned heading), present ALT and ALT (FL) to be reached.

3. DEPARTURE

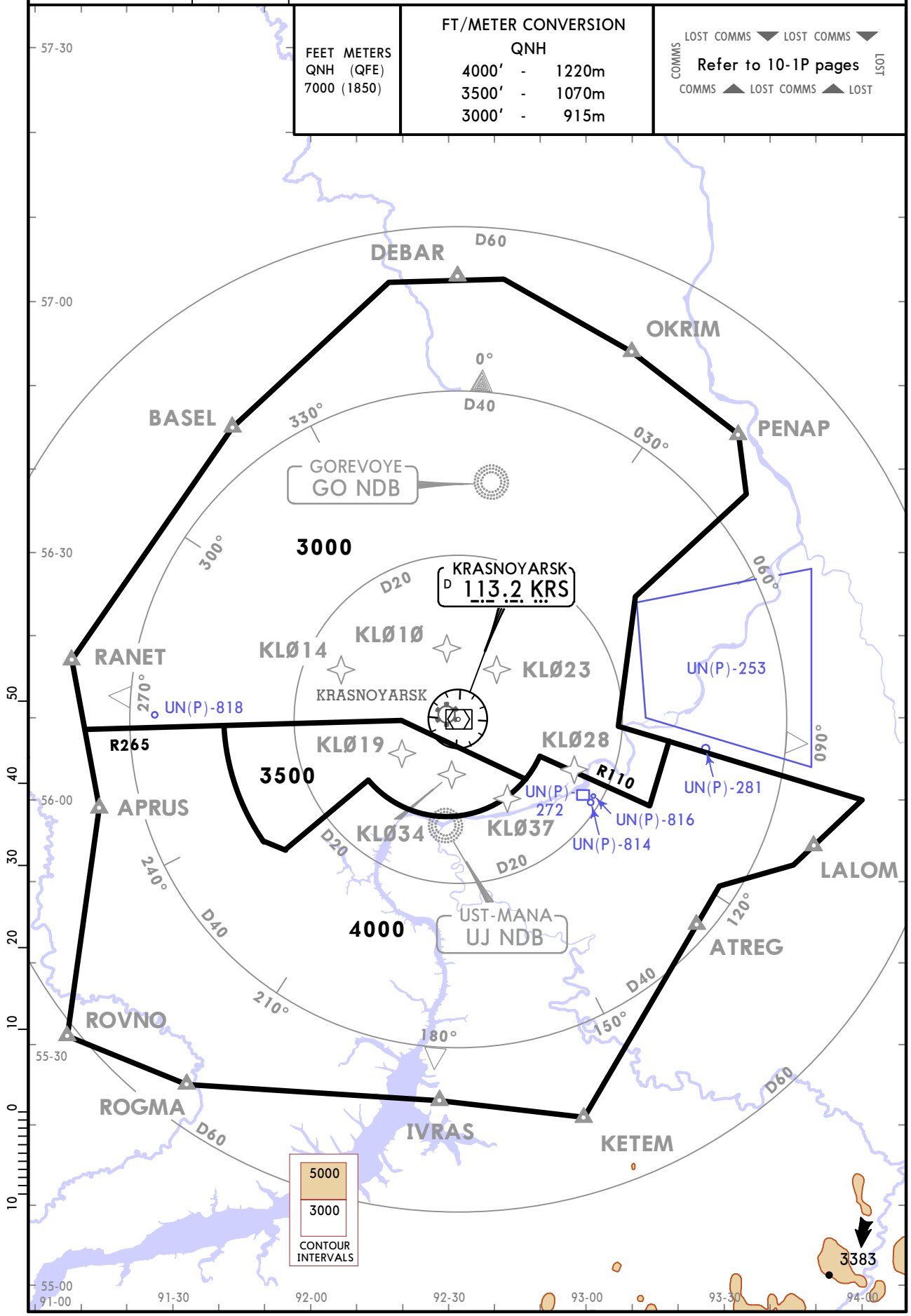
3.6. NOISE ABATEMENT PROCEDURES

3.6.1. GENERAL PROVISIONS

Flight modes shall be applied according to the Flight Manual.

KRASNOYARSK Radar (TWR) 122.0	Apt Elev 941	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL090 Trans alt: 7000 1. Chart may only be used for cross-checking of altitudes assigned while under RADAR control. 2. When vectoring is carried out in low-temperature conditions, minimum vectoring altitudes for IFR flights must be corrected by altimeter temperature correction.

FEET METERS QNH (QFE) 7000 (1850)	FT/METER CONVERSION QNH 4000′ - 1220m 3500′ - 1070m 3000′ - 915m	COMMS: LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages LOST COMMS ▲ LOST COMMS ▲ LOST



CHANGES: Trans alt, altitude conversion, GO, UJ & IVRAS added, P-areas.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)

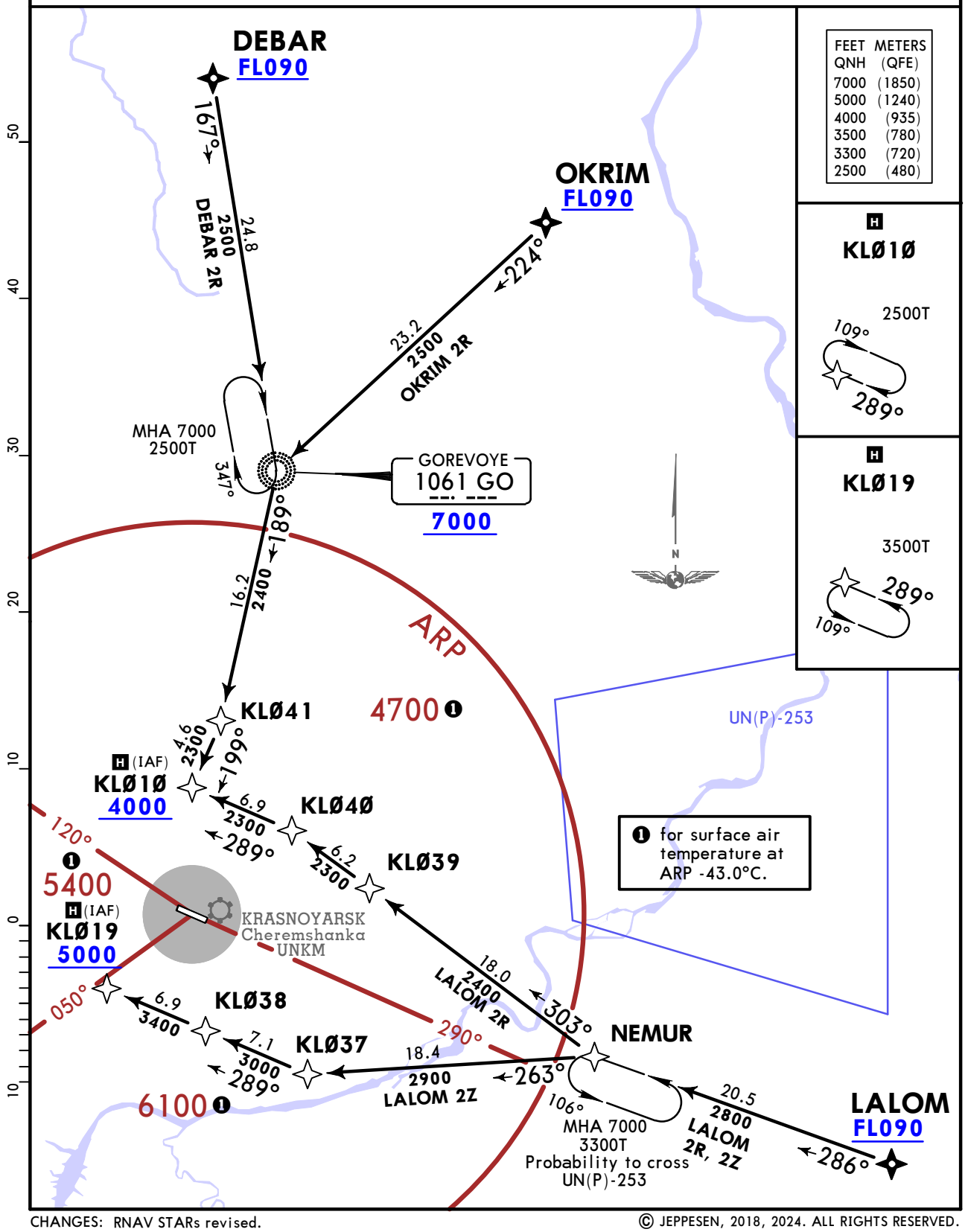
RNAV 1 GNSS required.

1. Continuos descent operation (CDO) available if no conflicting traffic.
2. Continuos descent operation (CDO) can be cancelled by ATS unit.
3. If no information on RNAV STARs available or if unable to follow RNAV STARs, advise ATC.
4. ATC is entitled issue 'direct to' instructions or provide vectoring.

DEBAR 2R [DEBA2R]
LALOM 2R [LALO2R]
OKRIM 2R [OKRI2R]

LALOM 2Z [LALO2Z]
By ATC

RNAV ARRIVALS (RWY 11)



CHANGES: RNAV STARs revised.

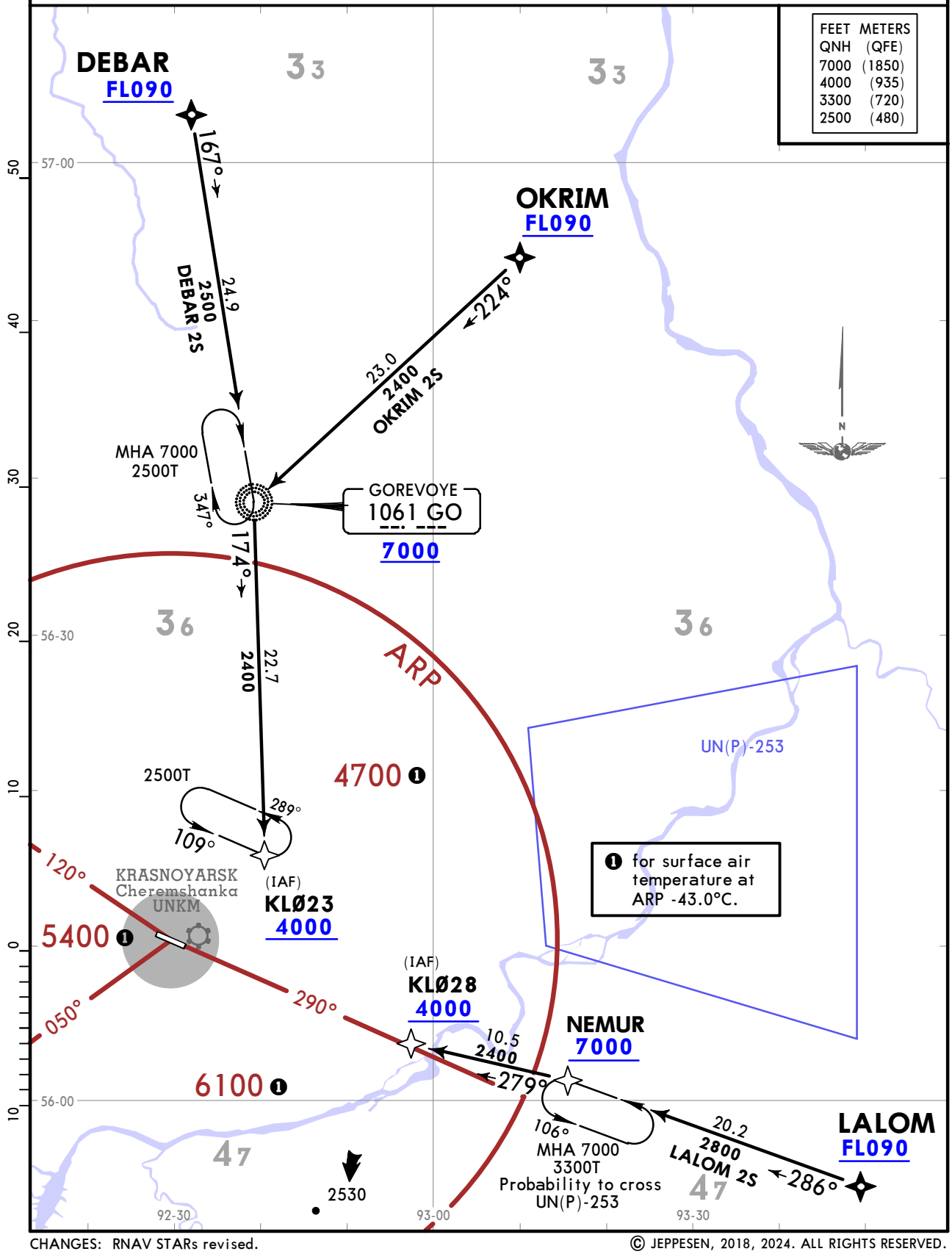
ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)

RNAV 1 GNSS required.

1. Continuos descent operation (CDO) available if no conflicting traffic.
2. Continuos descent operation (CDO) can be cancelled by ATS unit.
3. If no information on RNAV STARs available or if unable to follow RNAV STARs, advise ATC.
4. ATC is entitled issue 'direct to' instructions or provide vectoring.

DEBAR 2S [DEBA2S], LALOM 2S [LALO2S], OKRIM 2S [OKRI2S] RNAV ARRIVALS (RWY 29)



CHANGES: RNAV STARs revised.

UNKL/KJA
KRASNOYARSK

JEPPESEN
22 NOV 24 (10-2B) Eff 28 Nov

KRASNOYARSK, ~~RUSSIA~~
RNAV STAR

Alt Set: hPa (MM on request)
Trans level: FL090

RNAV 1 GNSS required.

1. Continuos descent operation (CDO) available if no conflicting traffic.
2. Continuos descent operation (CDO) can be cancelled by ATS unit.
3. If no information on RNAV STARs available or if unable to follow RNAV STARs, advise ATC.
4. ATC is entitled issue 'direct to' instructions or provide vectoring.

ATIS 126.8

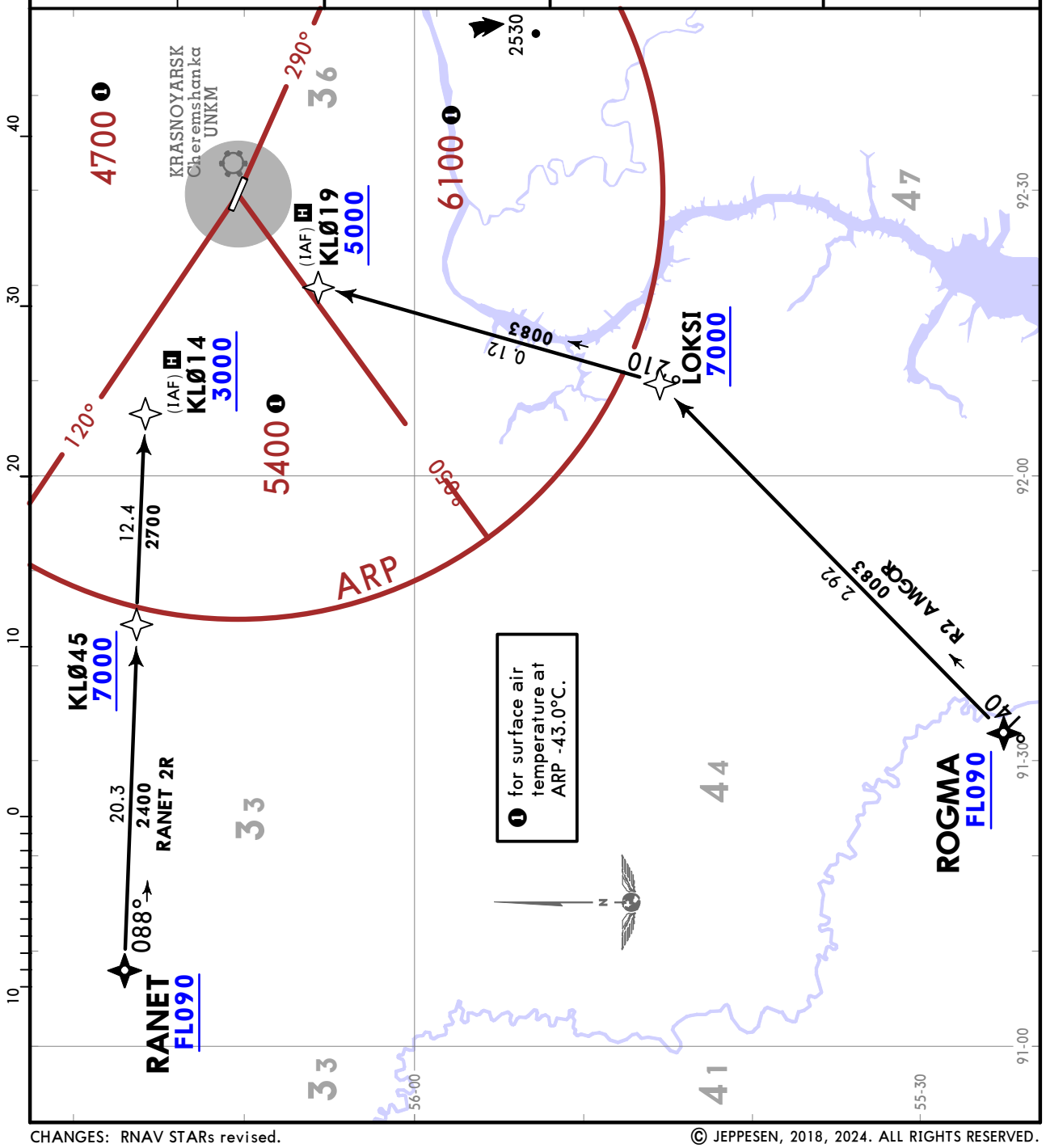
Apt Elev 941

RANET 2R [RANE2R]
ROGM 2R [ROGM2R]
RNAV ARRIVALS
(RWY 11)

KLØ19 3500T 289° 109°

KLØ14 3000T 289° 109°

FEET	METERS
QNH	(QFE)
7000	(1850)
5000	(1240)
3500	(780)
3000	(630)



CHANGES: RNAV STARs revised.

ATIS	Alt Set: hPa (MM on request) Trans level: FL090
126.8	RNAV 1 GNSS required
Apt Elev 941	1. Continuos descent operation (CDO) available if no conflicting traffic. 2. Continuos descent operation (CDO) can be cancelled by ATS unit. 3. If no information on RNAV STARs available or if unable to follow RNAV STARs, advise ATC. 4. ATC is entitled issue 'direct to' instructions or provide vectoring.

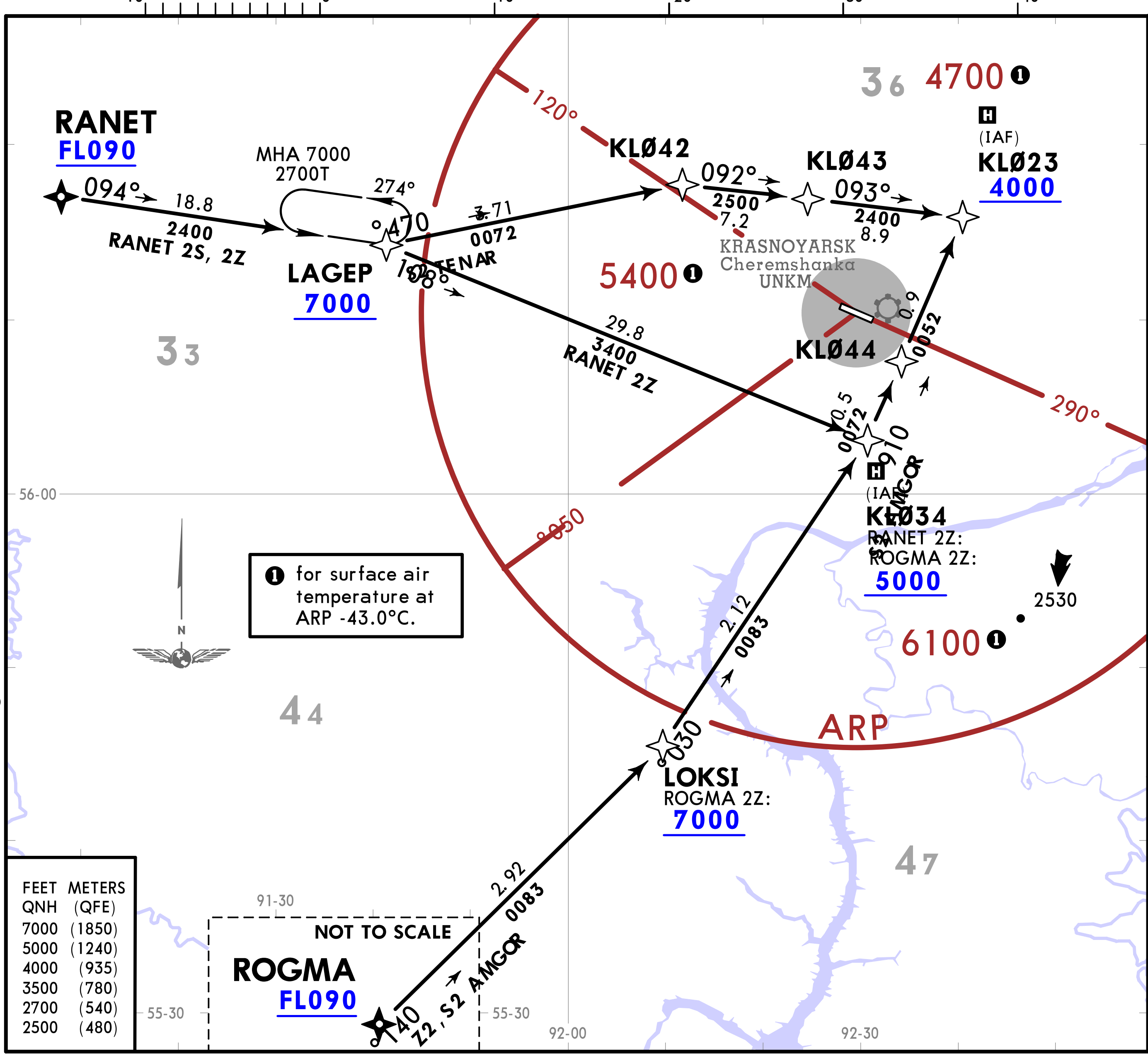
RANET 2S [RANE2S]
ROGMA 2Z [ROGM2Z]

RANET 2Z [RANE2Z]
ROGMA 2S [ROGM2S]
BY ATC

RNAV ARRIVALS
(RWY 29)

KLØ23 — 2500T — 289° / 109°

KLØ34 — 3500T — 109° / 289°

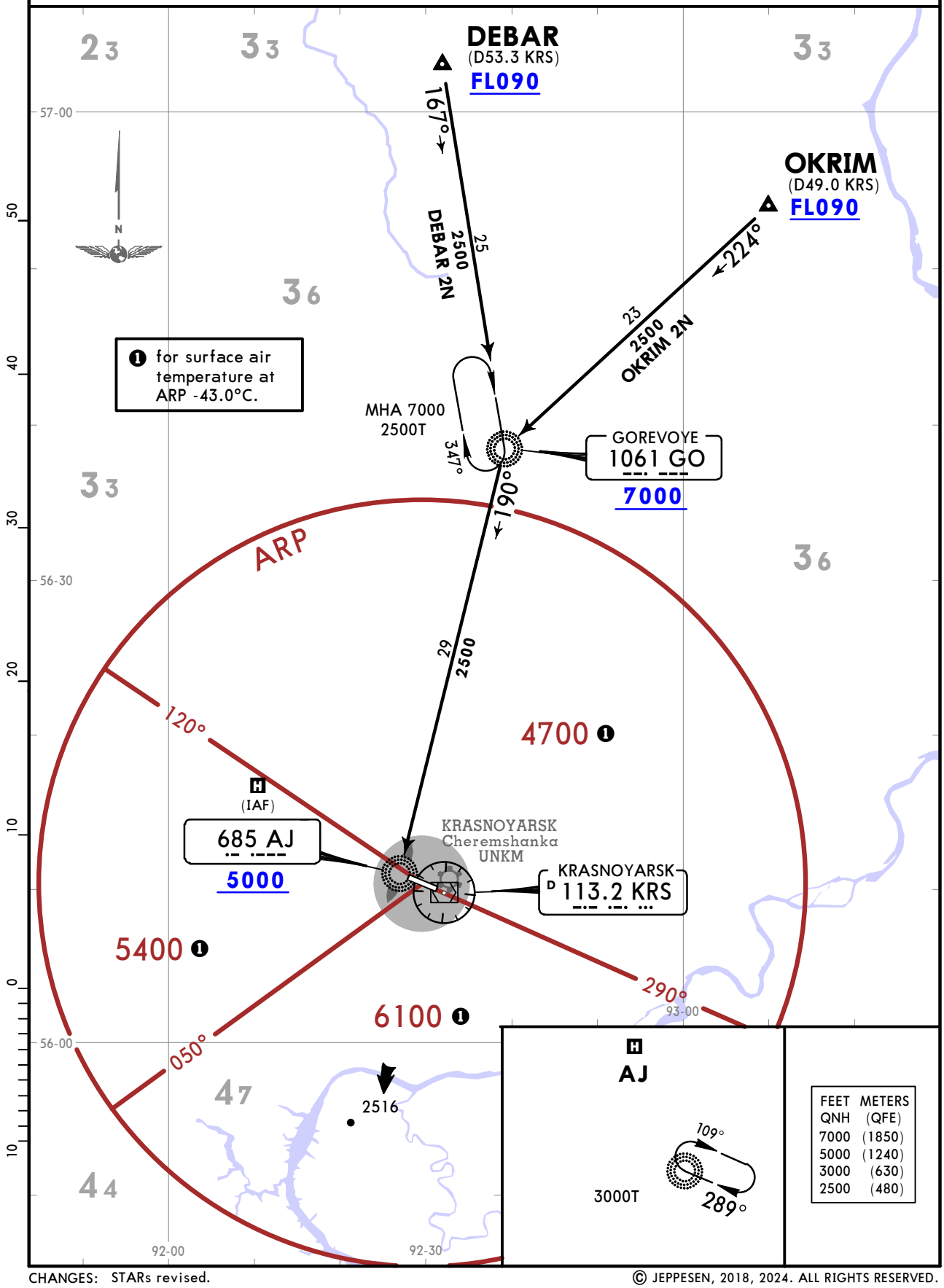

RANET
FL090
094°
18.8
2400
RANET 2S, 2Z
MHA 7000
2700T
274°
LAGEP
7000
7.71
0072
KLØ42
092°
2500
7.2
KLØ43
093°
2400
8.9
(IAF)
KLØ23
4000
4700
5400
KRASNOYARSK
Cheremshanka
UNKM
KLØ44
0.9
0052
29.8
3400
RANET 2Z
0.5
0072
(IAF)
KLØ34
RANET 2Z:
ROGMA 2Z:
5000
2530
6100
120°
290°
050°
ARP
2.12
0083
LOKSI
ROGMA 2Z:
7000
NOT TO SCALE
ROGMA
FL090
2.92
0083
Z2, S2 AMGOR
for surface air temperature at ARP -43.0°C.
FEET METERS
QNH (QFE)
7000 (1850)
5000 (1240)
4000 (935)
3500 (780)
2700 (540)
2500 (480)

CHANGES: RNAV STARs revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

DEBAR 2N [DEBA2N], OKRIM 2N [OKRI2N] ARRIVALS (RWY 11)

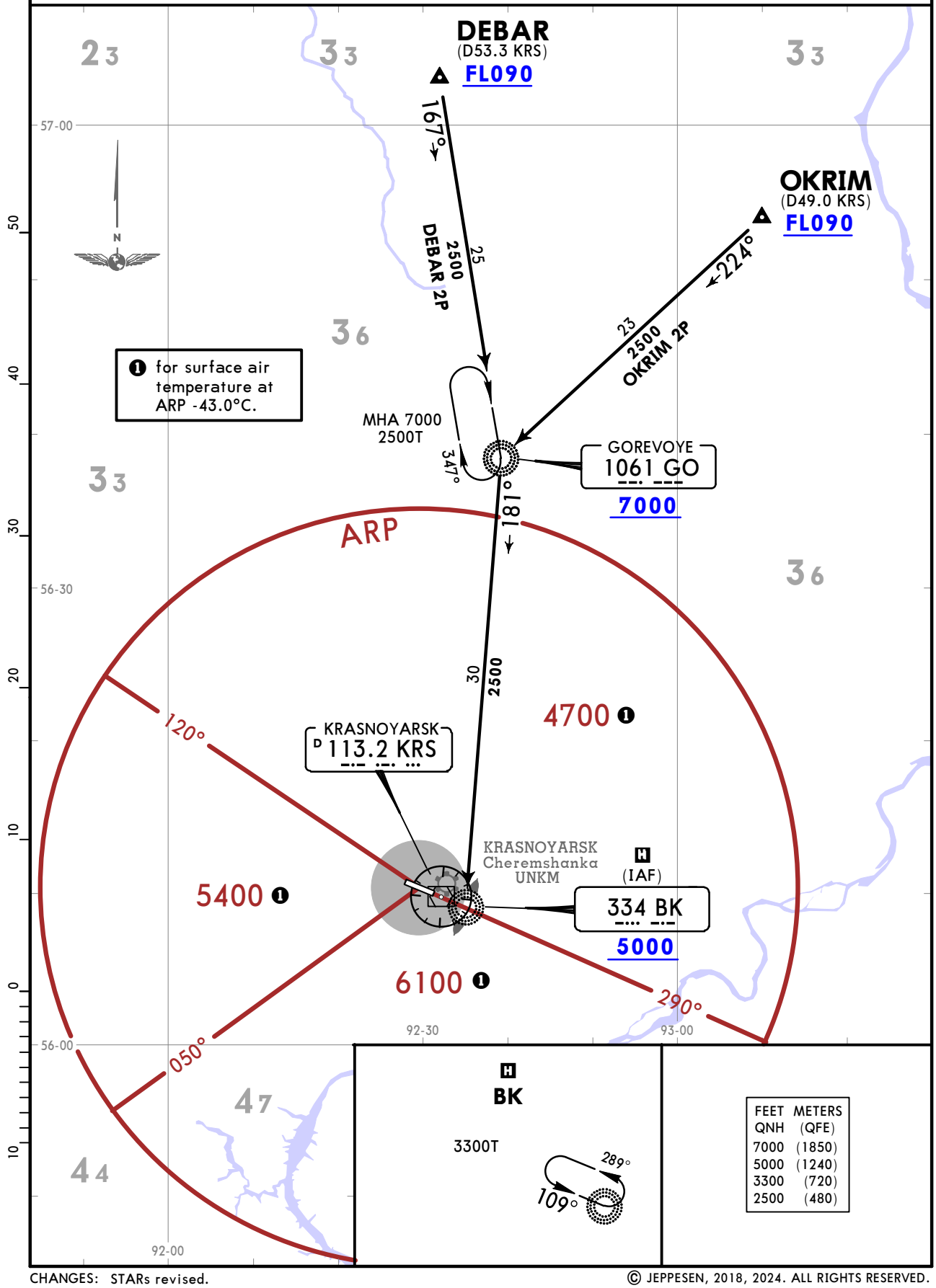


CHANGES: STARs revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

DEBAR 2P [DEBA2P], OKRIM 2P [OKRI2P] ARRIVALS (RWY 29)

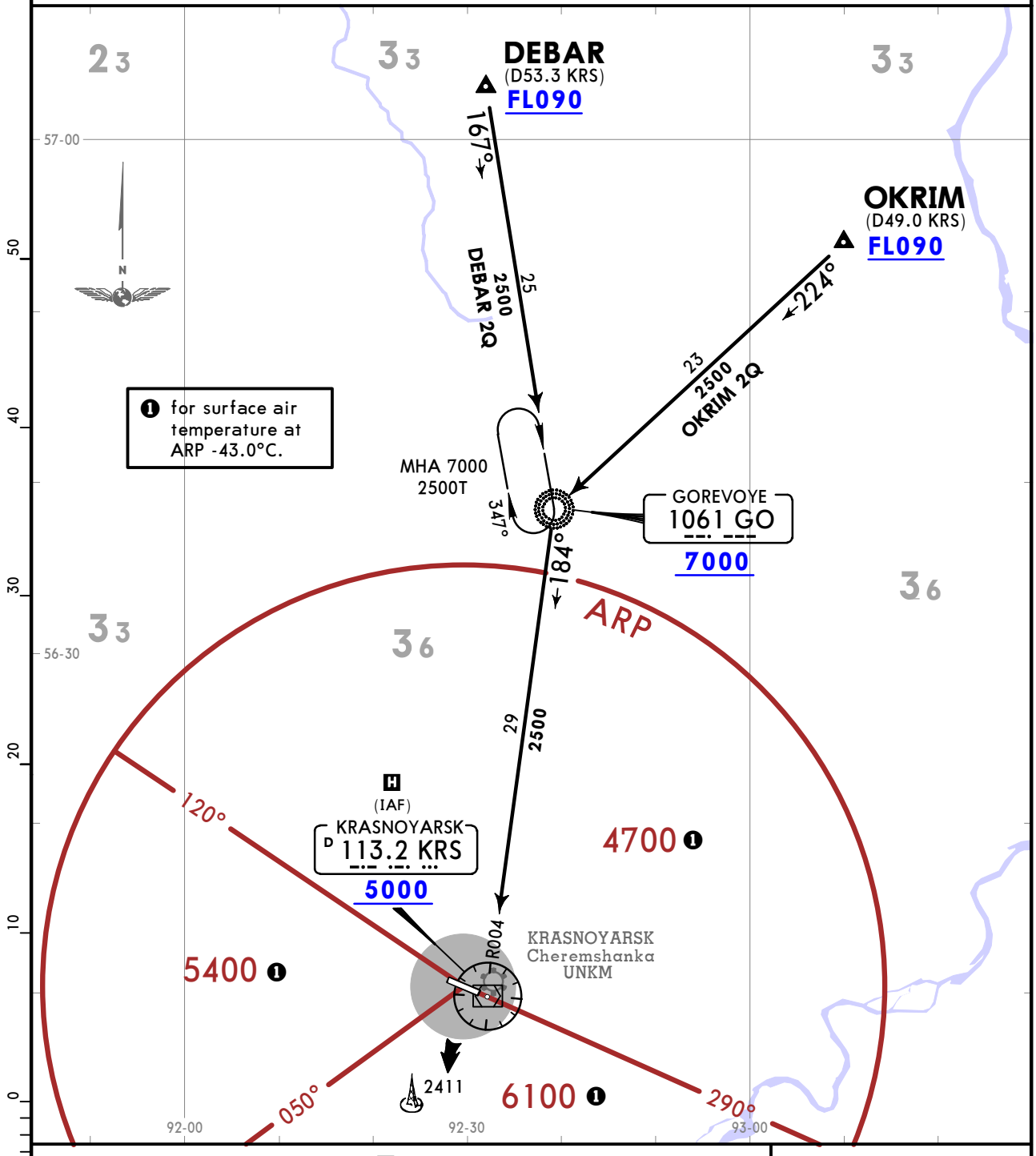


CHANGES: STARs revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DVORDME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

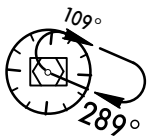
DEBAR 2Q [DEBA2Q], OKRIM 2Q [OKRI2Q] ARRIVALS (RWYS 11, 29)



KRS

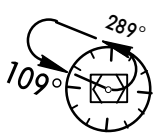
Rwy 11

3000T



Rwy 29

3200T



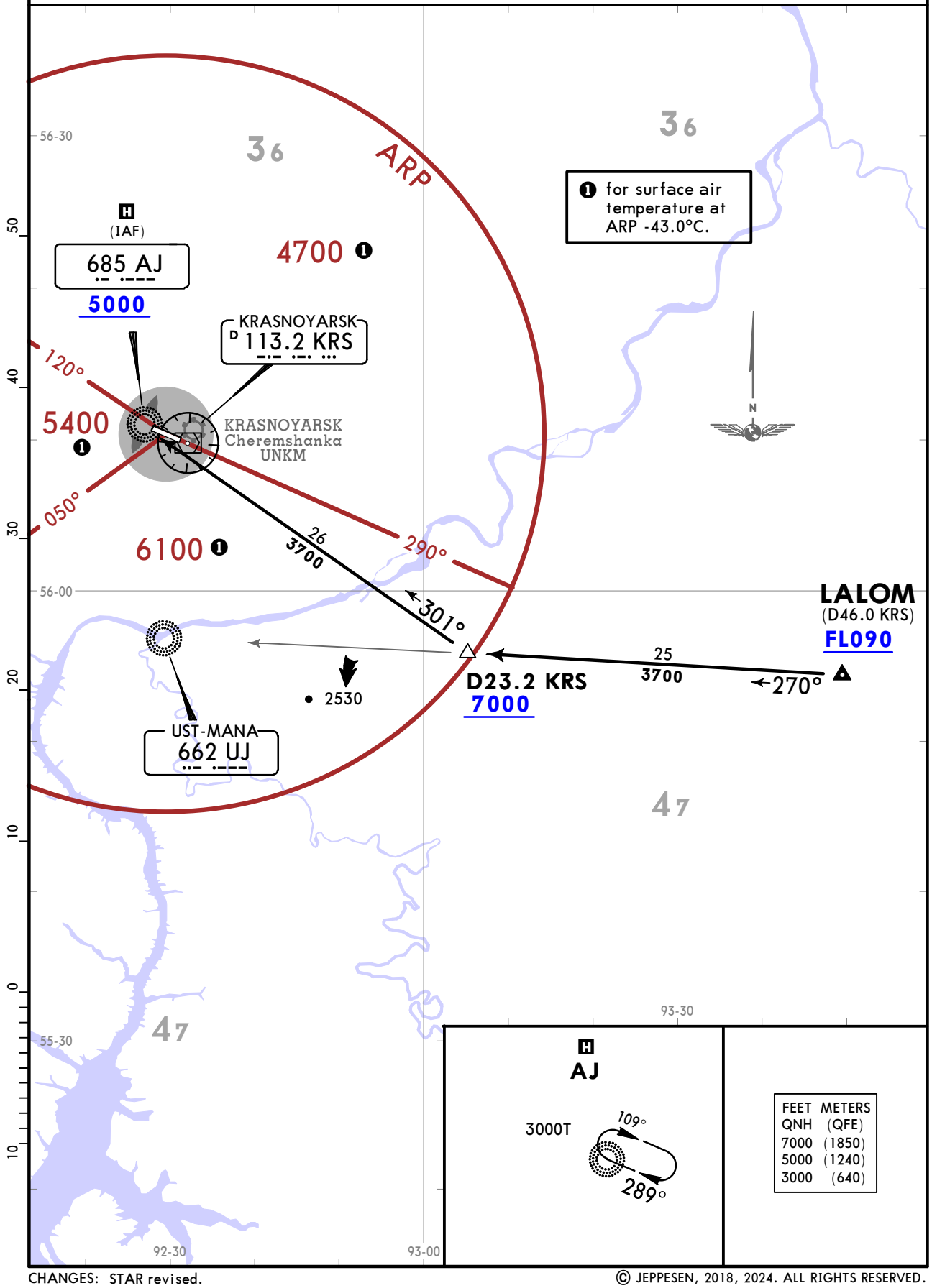
FEET	METERS
QNH	(QFE)
7000	(1850)
5000	(1240)
3200	(690)
3000	(630)
2500	(480)

CHANGES: STARs revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

LALOM 2N [LALO2N]
ARRIVAL (RWY 11)

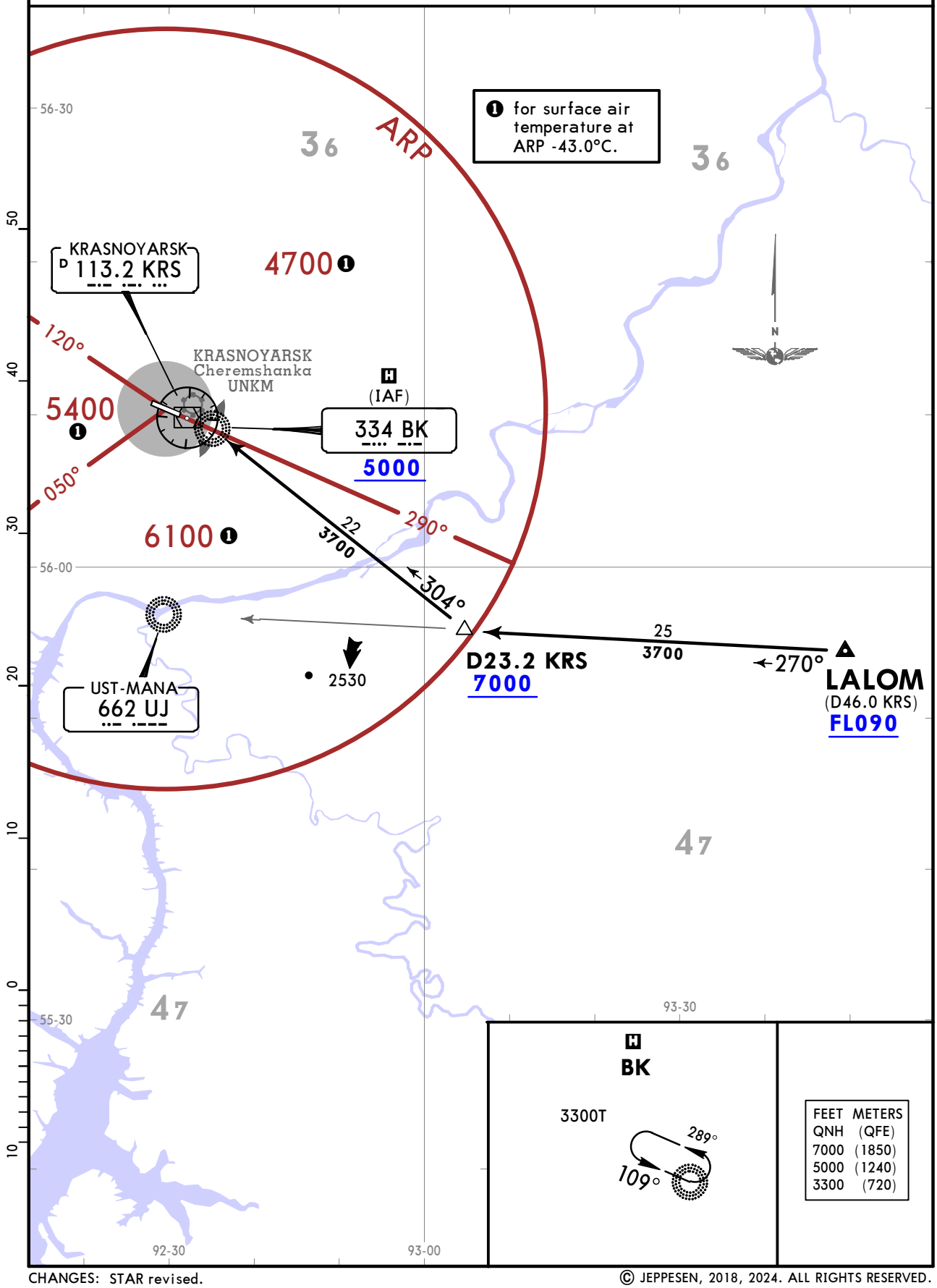


CHANGES: STAR revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

LALOM 2P [LALO2P]
ARRIVAL
(RWY 29)



CHANGES: STAR revised.

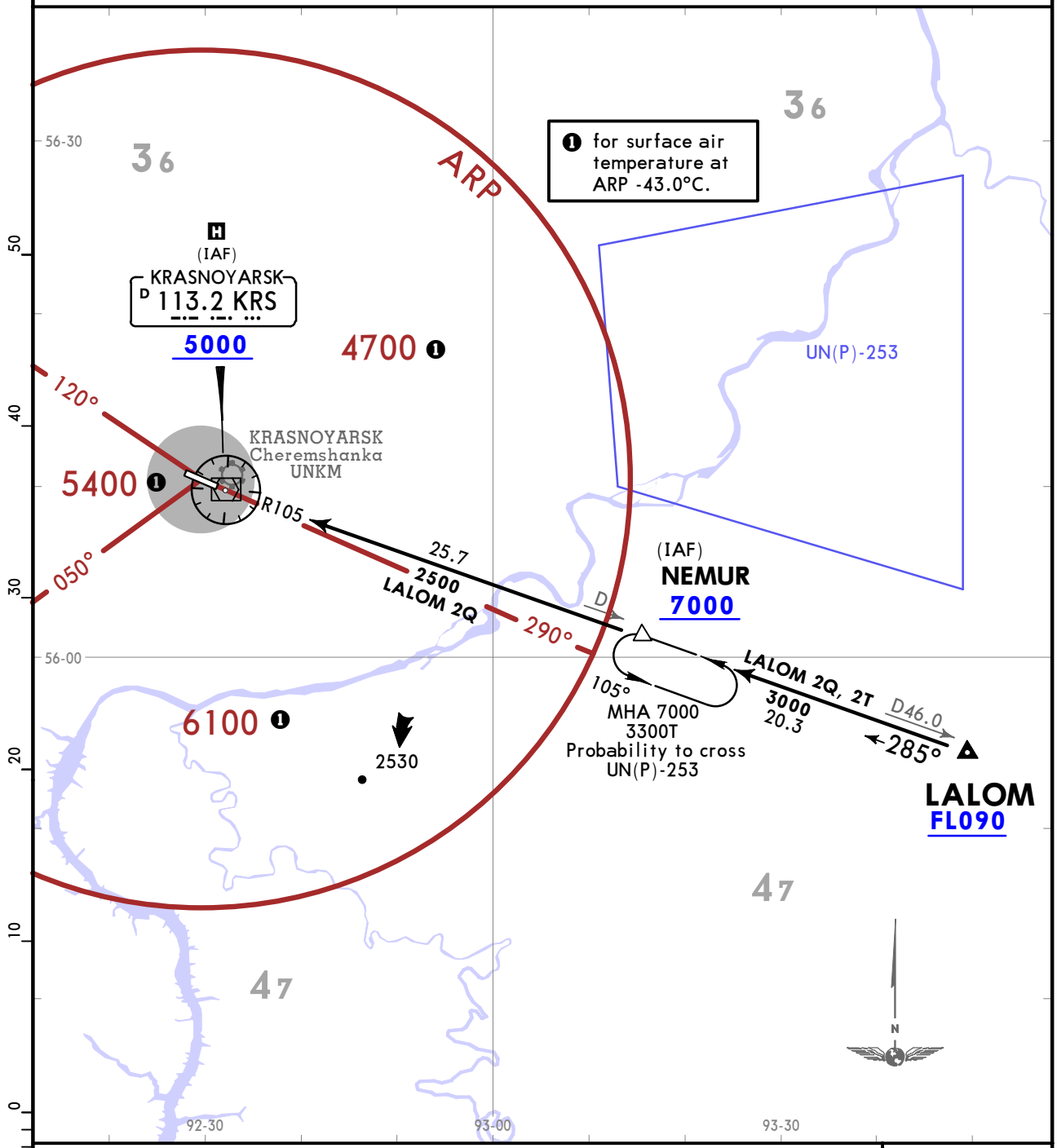
ATIS	Apt Elev
126.8	941

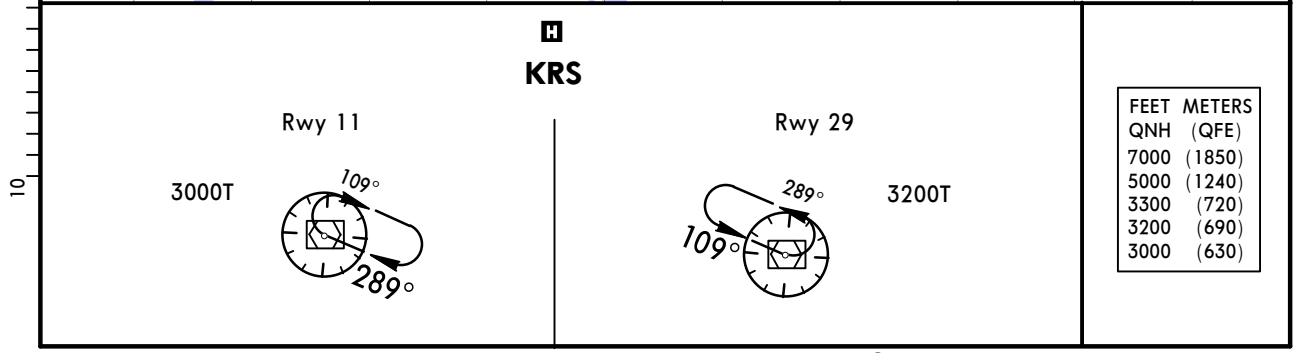
Trans level: FL090 Alt Set: hPa (MM on request)
1. DVORDME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

LALOM 2Q [LALO2Q] (RWYS 11, 29)

LALOM 2T [LALO2T] (RWY 29)

ARRIVALS





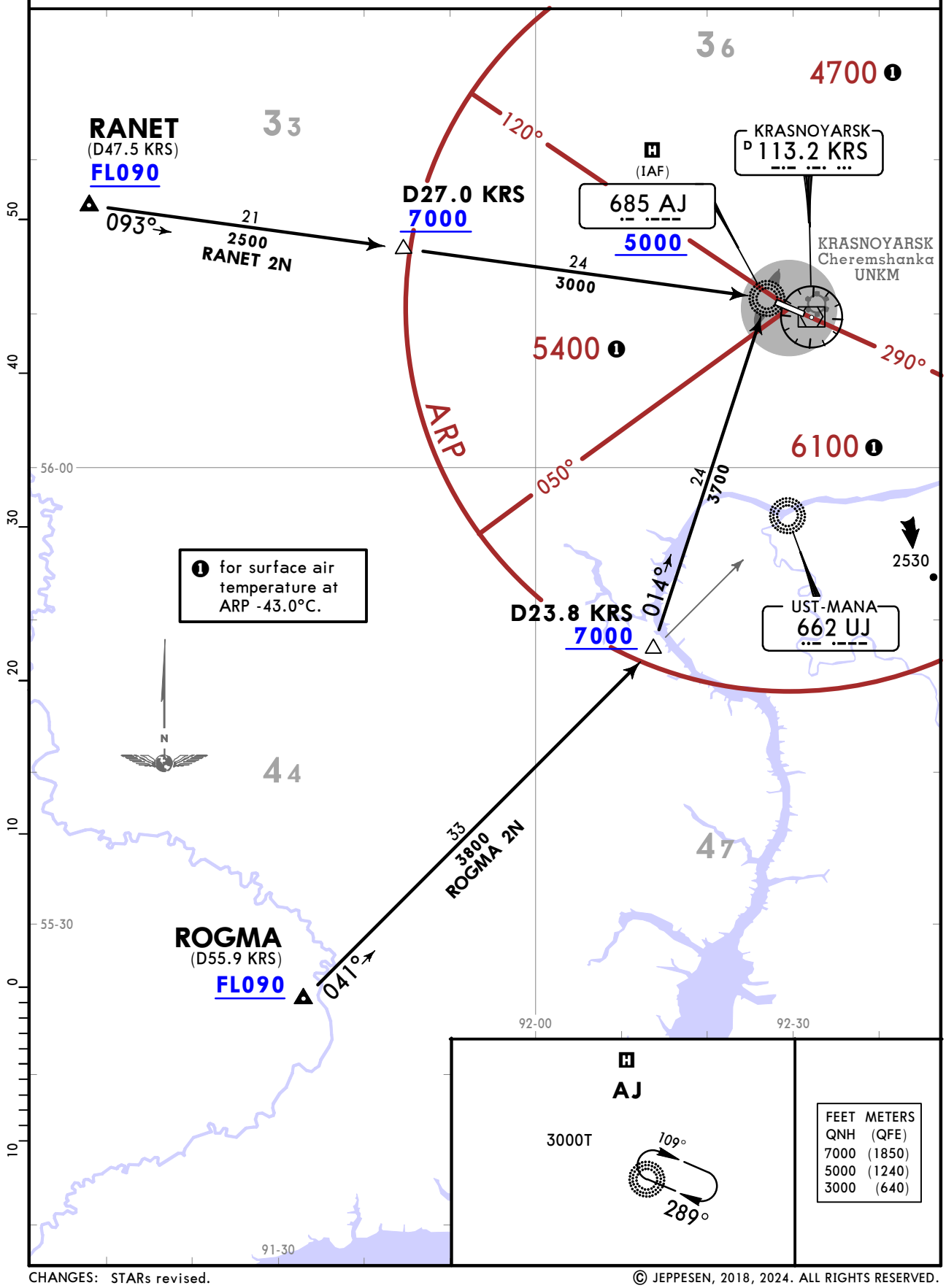
FEET	METERS
QNH	(QFE)
7000	(1850)
5000	(1240)
3300	(720)
3200	(690)
3000	(630)

CHANGES: LALOM 2T established, LALOM 2Q revised.

ATIS	Apt Elev
126.8	941

Alt Set: hPa (MM on request)
Trans level: FL090
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

RANET 2N [RANE2N], ROGMA 2N [ROGM2N] ARRIVALS (RWY 11)

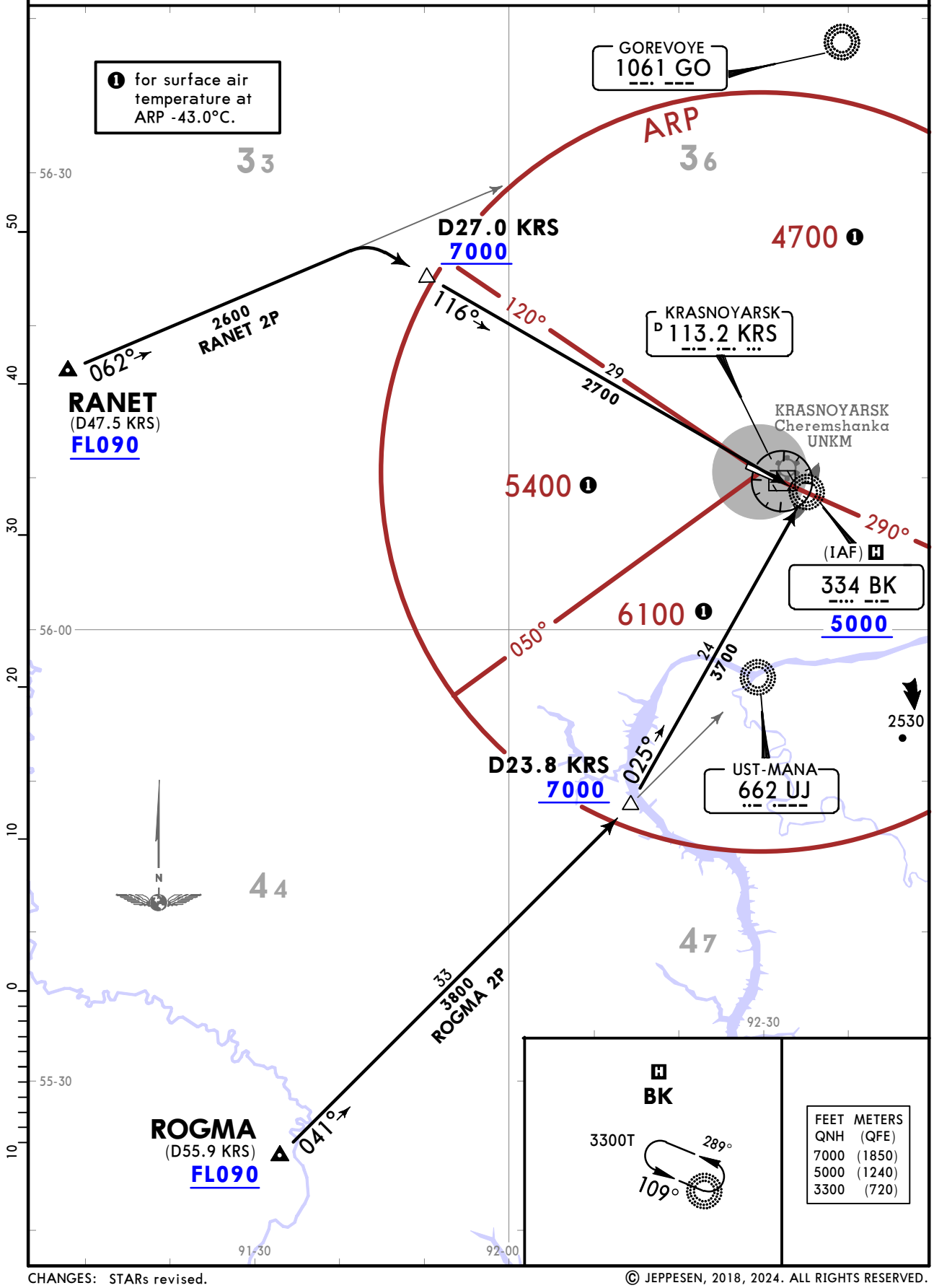


CHANGES: STARs revised.

ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

RANET 2P [RANE2P], ROGMA 2P [ROGM2P] ARRIVALS (RWY 29)



CHANGES: STARs revised.

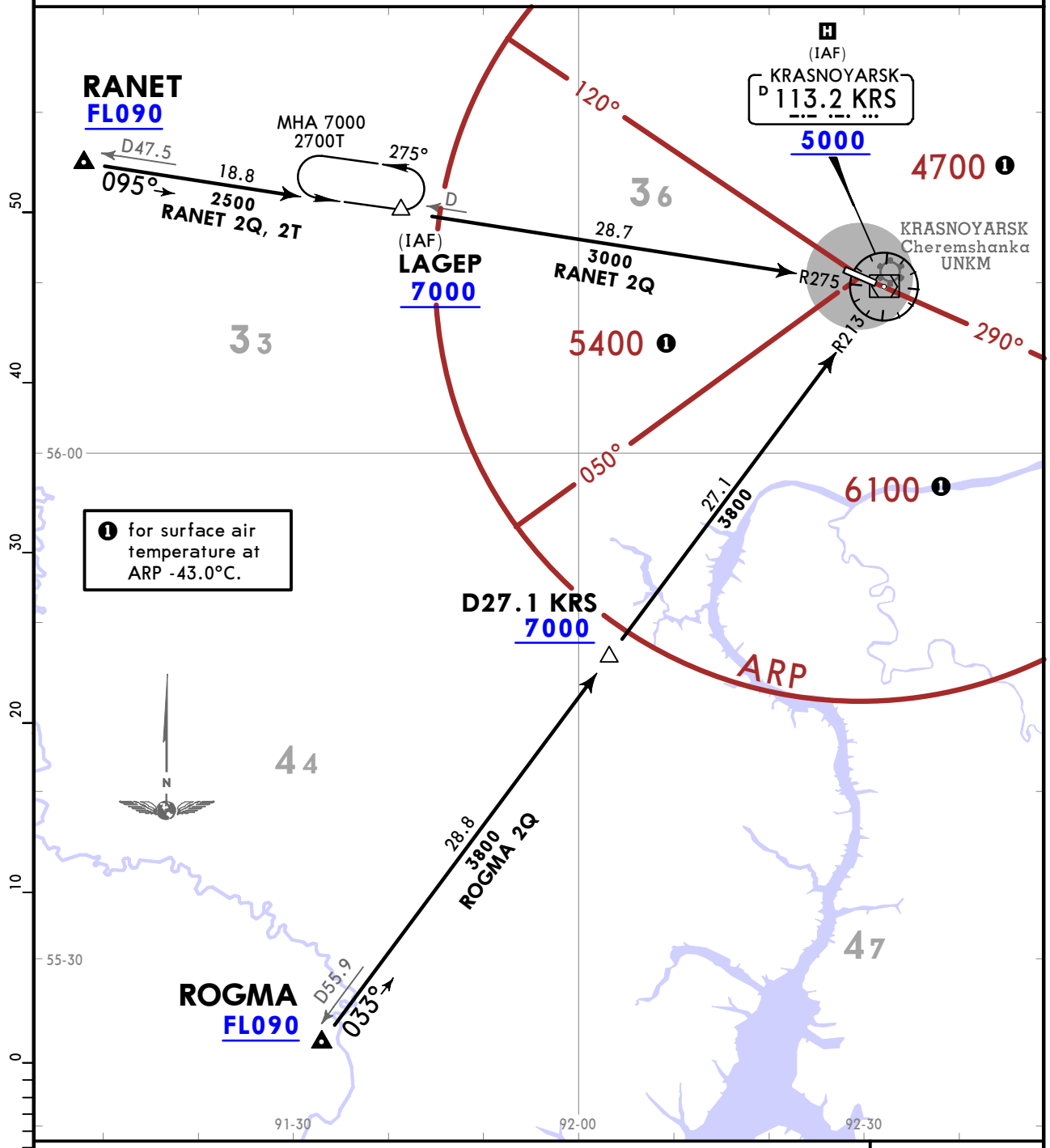
ATIS	Apt Elev
126.8	941

Trans level: FL090 Alt Set: hPa (MM on request)
1. DVORDME required.
2. Continuos descent operation (CDO) available if no conflicting traffic.
3. Continuos descent operation (CDO) can be cancelled by ATS unit.
4. ATC is entitled to issue 'direct to' instructions or provide vectoring.

RANET 2Q [RANE2Q]
ROGMA 2Q [ROGM2Q]
(RWYS 11, 29)

RANET 2T [RANE2T]
(RWY 11)

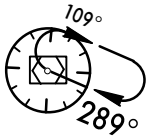
ARRIVALS



KRS

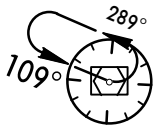
Rwy 11

3000T



Rwy 29

3200T



FEET	METERS
QNH	(QFE)
7000	(1850)
5000	(1240)
3200	(690)
3000	(630)
2700	(540)

CHANGES: RANET 2T established, STARs revised.

BASEL 2E [BASE2E]
BASEL 2Z [BASE2Z]
BY ATC
PENAP 2E [PENA2E]
RNAV DEPARTURES (RWY 11)

Trans alt: 7000 QNH (QFE on request)

RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

PENAP FL090

BASEL FL090

KLØ4

KLØ3

KLØ5

KLØ1

ANEP

ARP

7.12

040°

4.31

030°

300°

17.7

BASEL 2E

BASEL 2Z

4700 ❶

6100 ❶

5400 ❶

302°

30.6

110°

290°

120°

KRASNOYARSK Cheremshanka UNKM

2411

❶ calculated for surface air temperature at ARP -43 °C.

FEET METERS
QNH (QFE)
7000 (1850)

CHANGES: General notes revised.

BASEL 2F [BASE2F] PENAP 2F [PENA2F] RNAV DEPARTURES (RWY 29)

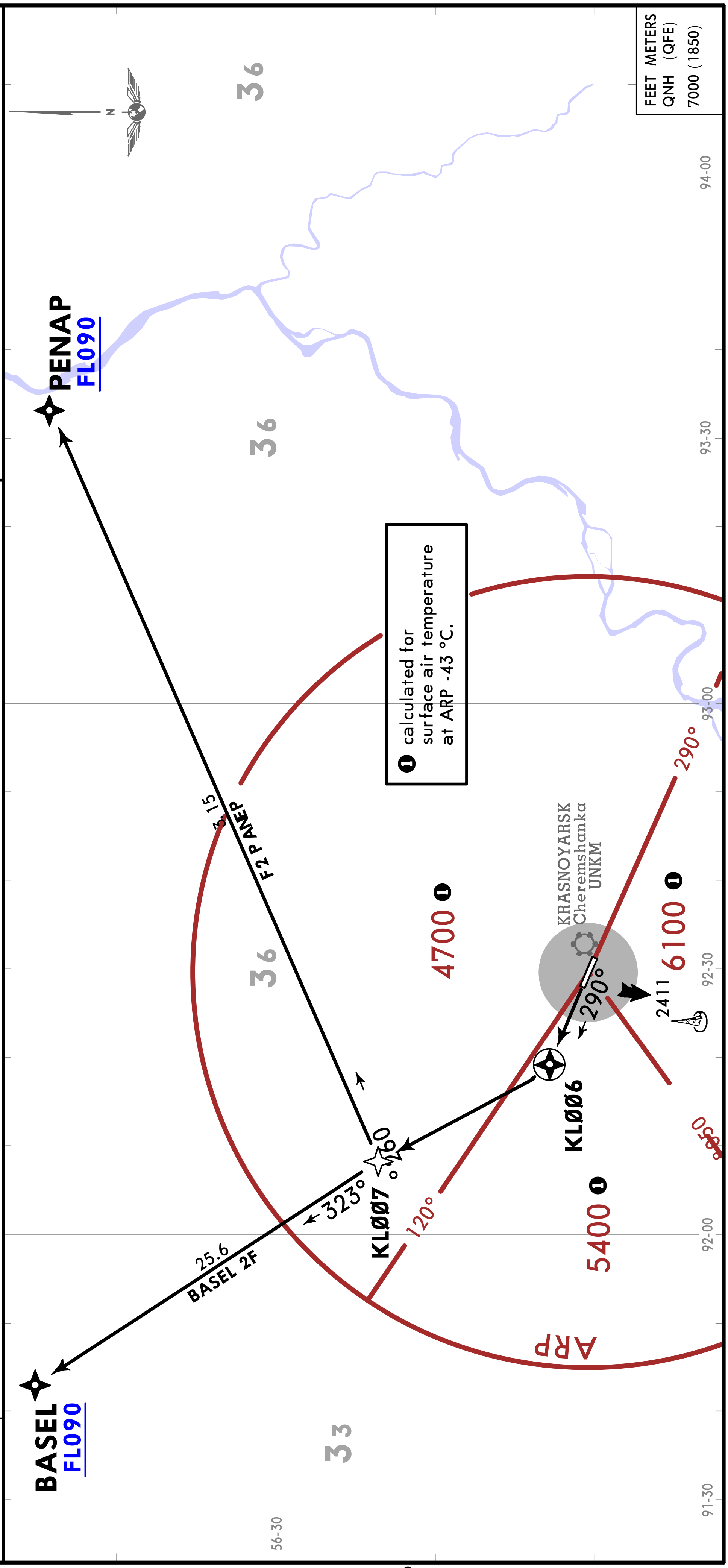
KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.



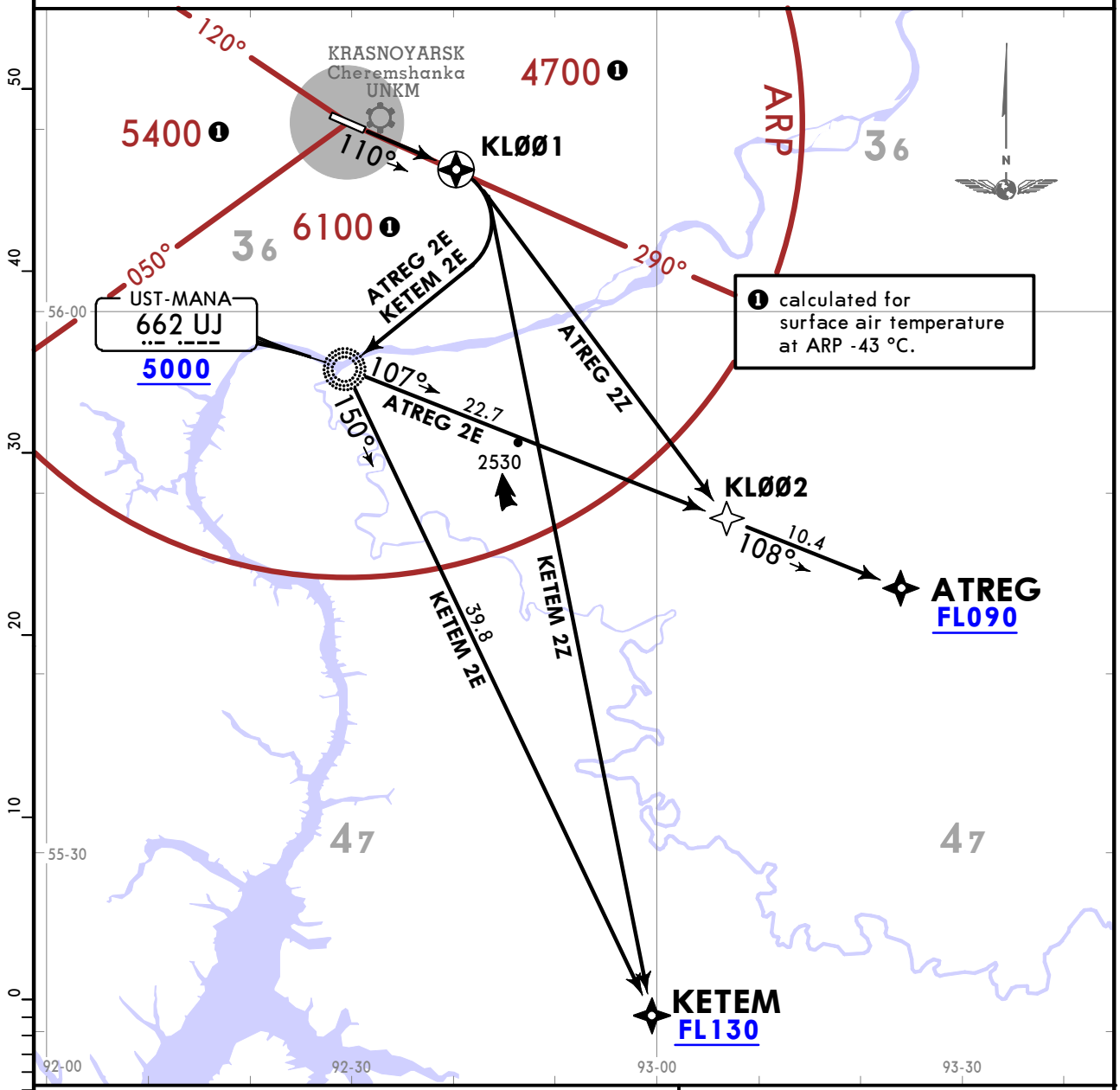
CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Apt Elev 941	Trans alt: 7000 QNH (QFE on request)
		RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2E [ATRE2E]
KETEM 2E [KETE2E]
ATREG 2Z [ATRE2Z]
KETEM 2Z [KETE2Z]
BY ATC

RNAV DEPARTURES
(RWY 11)



These SIDs require minimum climb gradients of
ATREG 2Z, KETEM 2Z:
4.0% up to 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

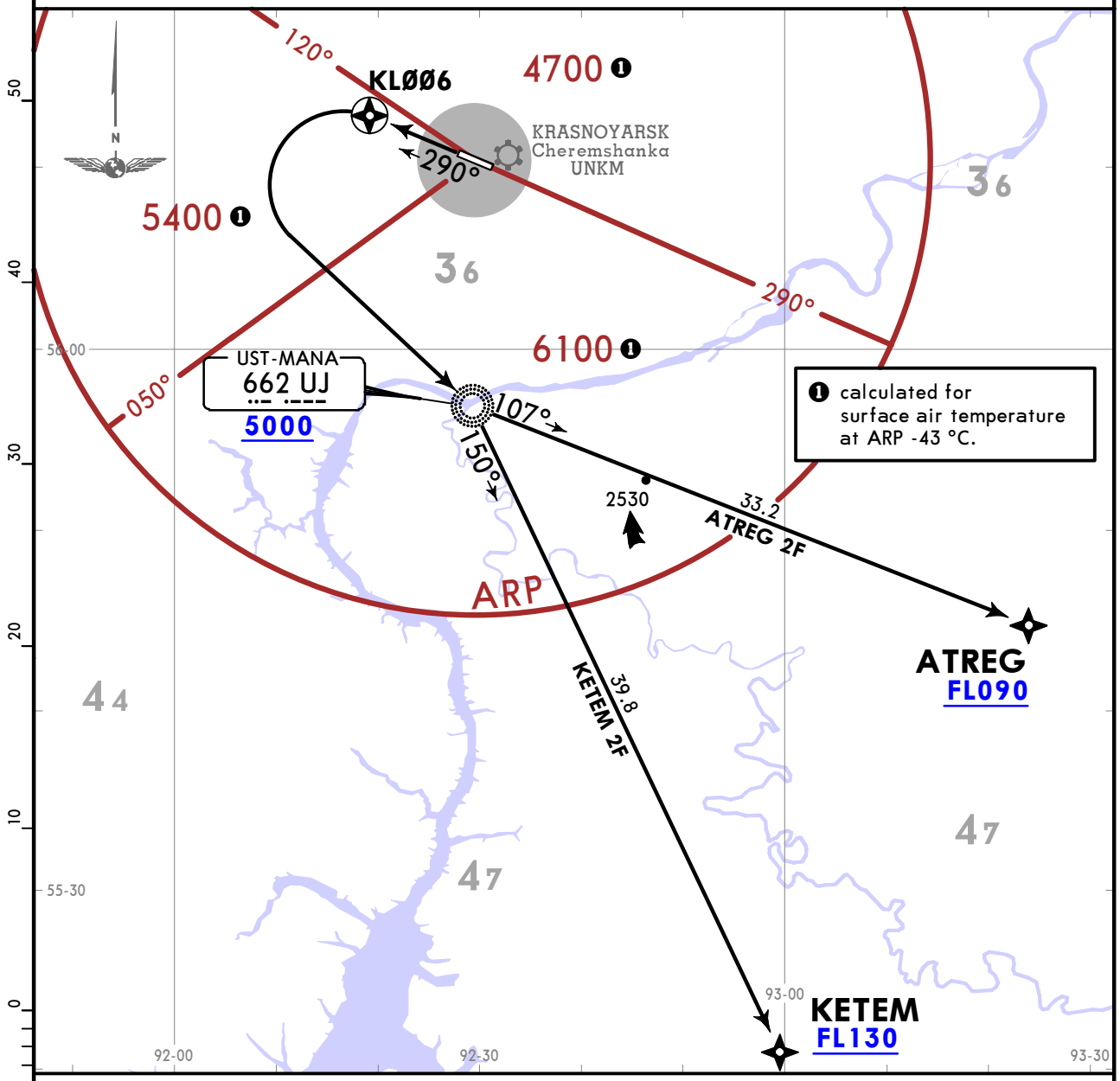
FEET	METERS
QNH	(QFE)
4000	(1055)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Apt Elev 941	Trans alt: 7000 QNH (QFE on request)
		RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2F [ATRE2F]
KETEM 2F [KETE2F]
RNAV DEPARTURES
(RWY 29)



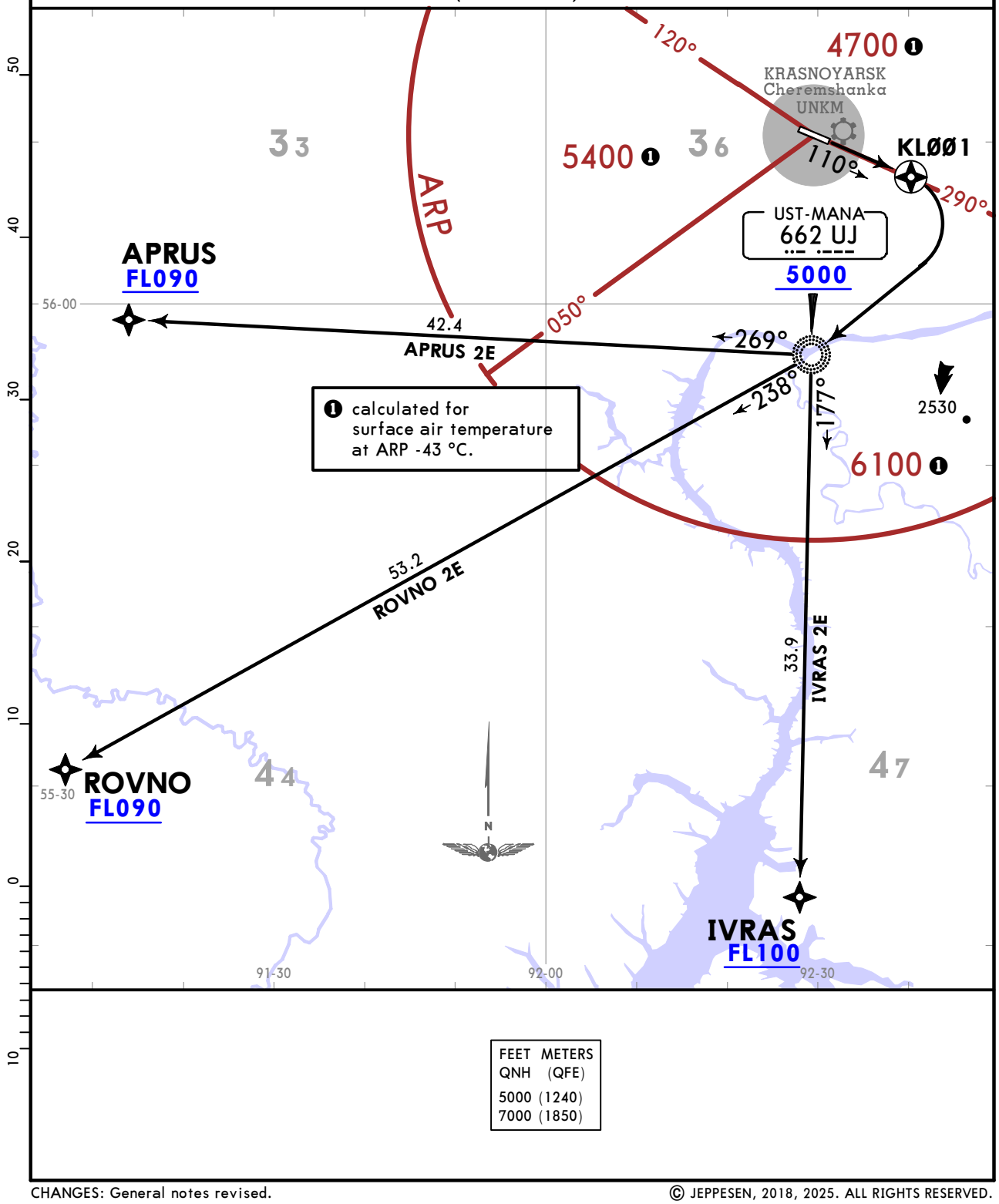
FEET	METERS
QNH	(QFE)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Apt Elev 941	Trans alt: 7000 QNH (QFE on request)
		RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

APRUS 2E [APRU2E]
IVRAS 2E [IVRA2E]
ROVNO 2E [ROVN2E]
RNAV DEPARTURES
(RWY 11)



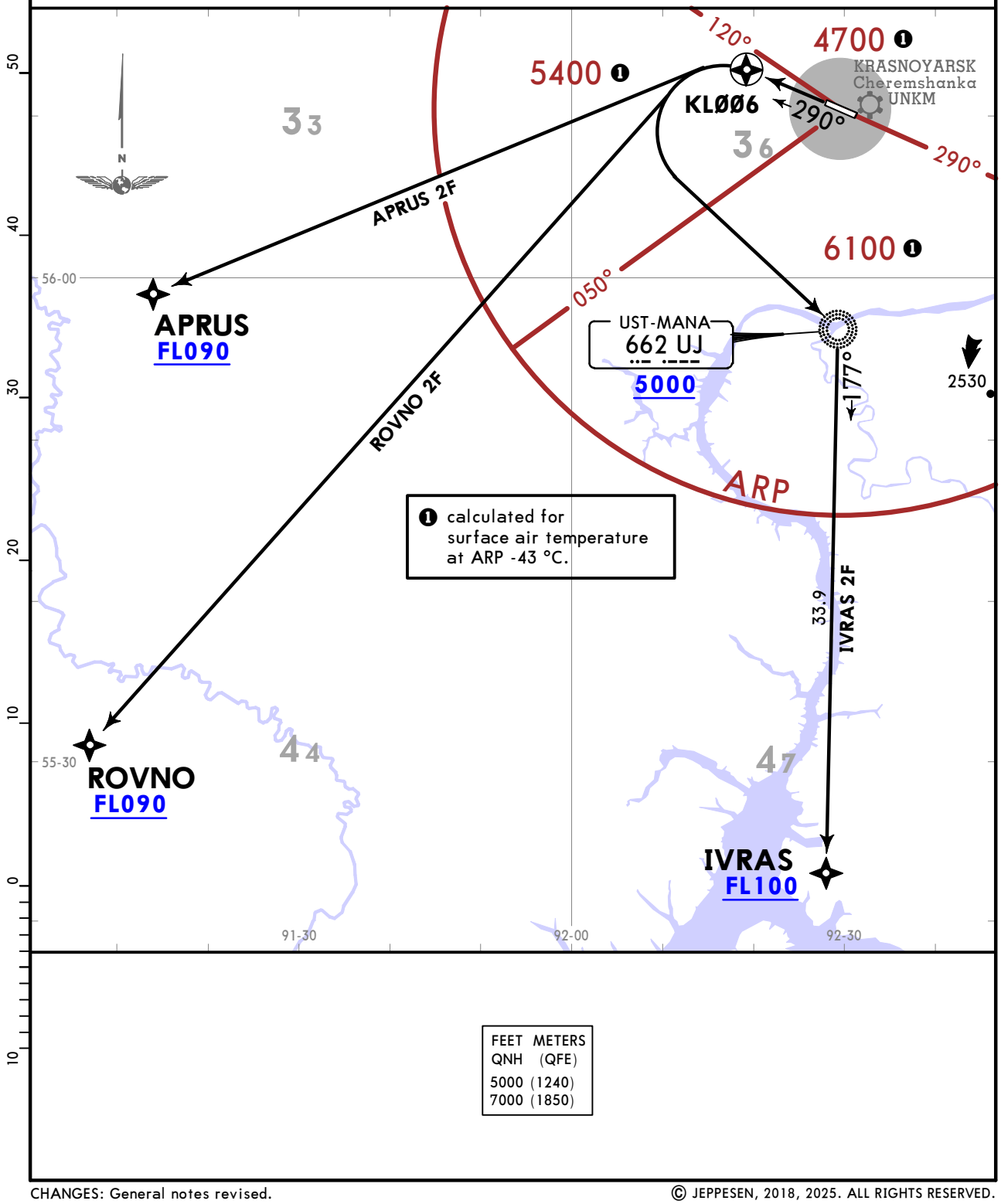
FEET	METERS
QNH	(QFE)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Apt Elev 941	Trans alt: 7000 QNH (QFE on request)
		RNAV 1 GNSS required

1. In case of low traffic intensity, continuous climb operations (CCO) are applicable.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If no information on RNAV SIDs available or if unable to follow RNAV SIDs, contact ATC and request conventional SID procedure.
4. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

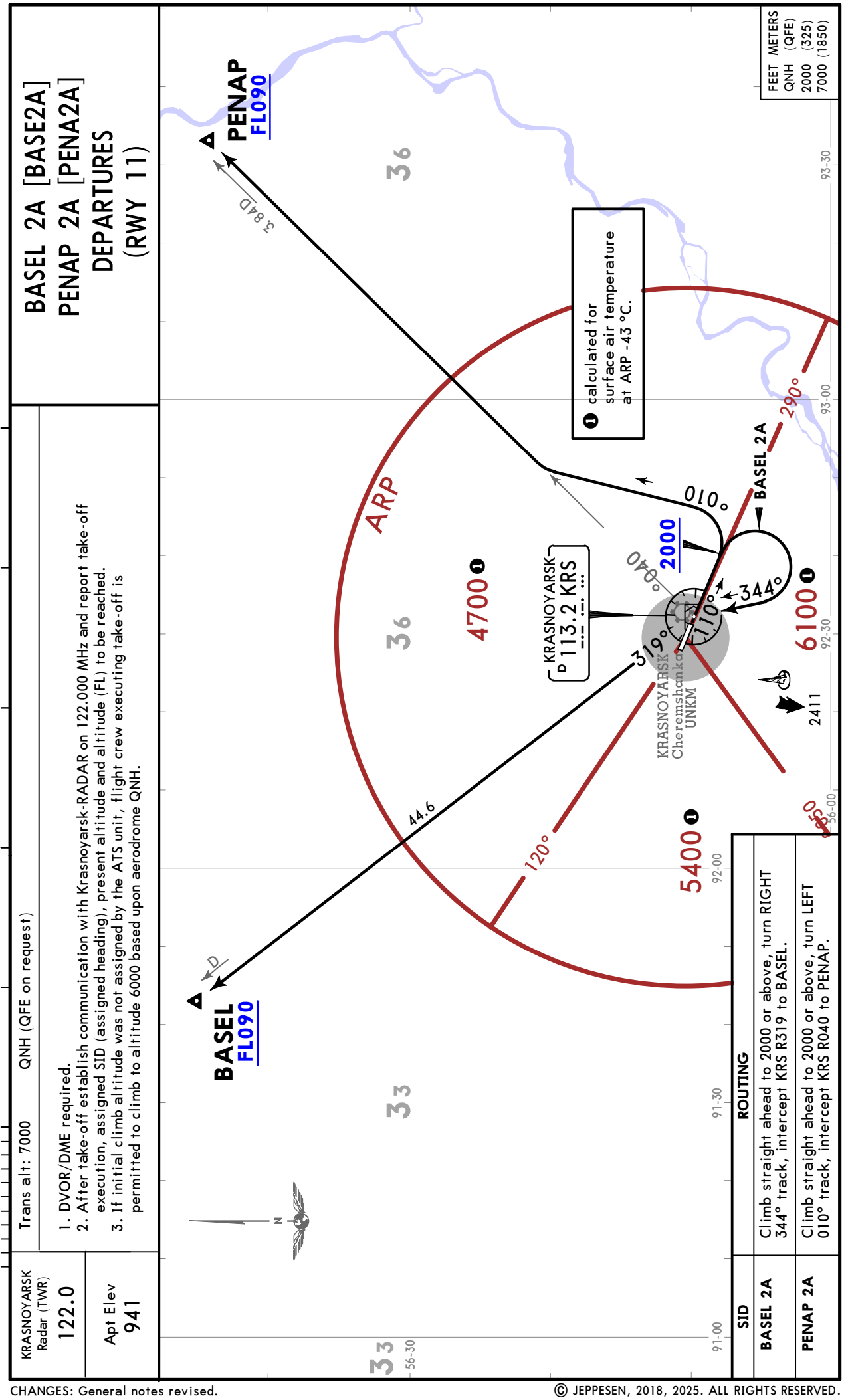
APRUS 2F [APRU2F]
IVRAS 2F [IVRA2F]
ROVNO 2F [ROVN2F]
RNAV DEPARTURES
(RWY 29)



FEET	METERS
QNH	(QFE)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

BASEL 2A [BASE2A]
PENAP 2A [PENA2A]
DEPARTURES
(RWY 11)



KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

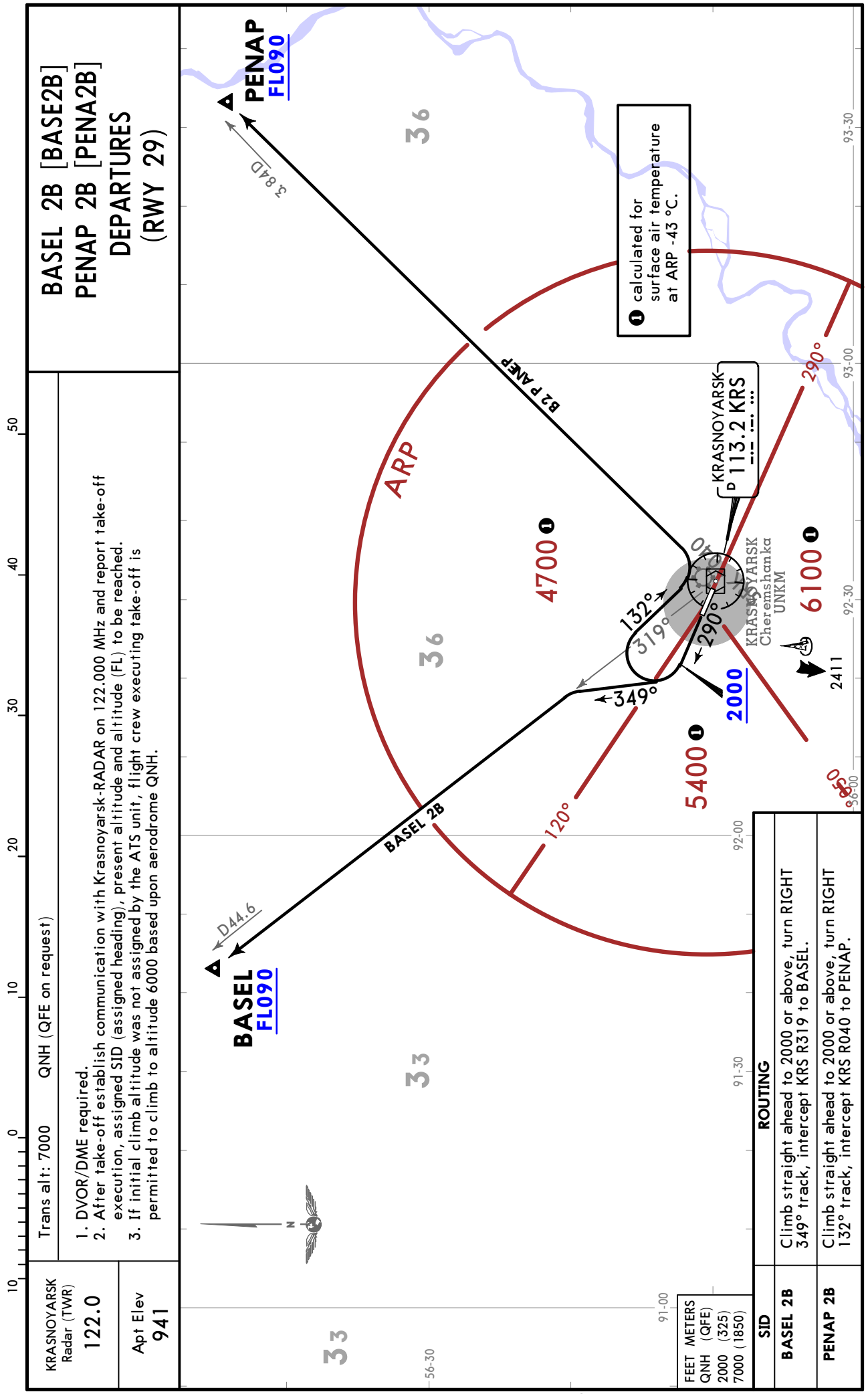
Trans alt: 7000 QNH (QFE on request)

1. DVOR/DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

SID	ROUTING
BASEL 2A	Climb straight ahead to 2000 or above, turn RIGHT 344° track, intercept KRS R319 to BASEL.
PENAP 2A	Climb straight ahead to 2000 or above, turn LEFT 010° track, intercept KRS R040 to PENAP.

CHANGES: General notes revised.

BASEL 2B [BASE2B]
PENAP 2B [PENA2B]
DEPARTURES
(RWY 29)



KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

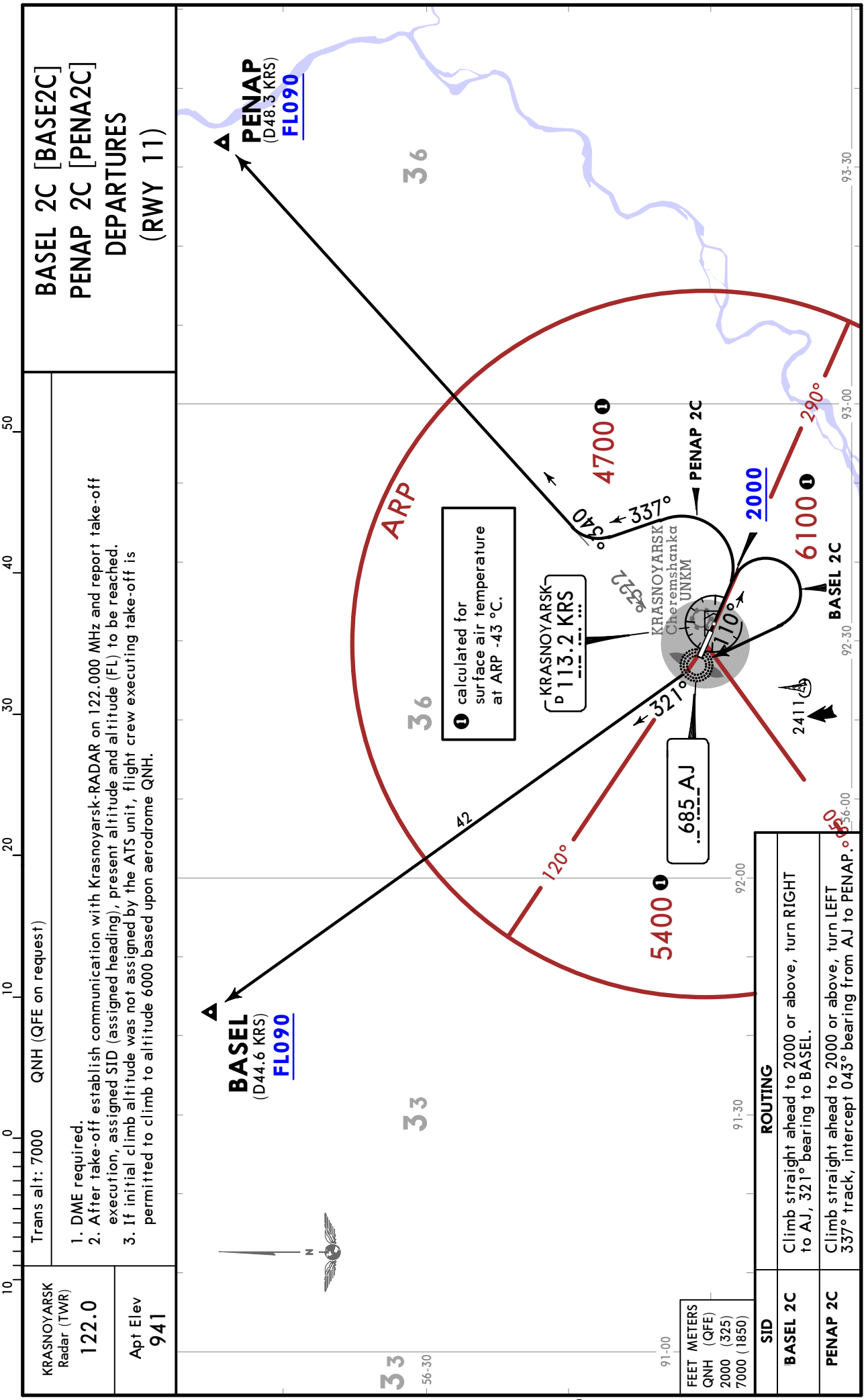
1. DVOR/DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

FEET METERS
QNH (QFE)
2000 (325)
7000 (1850)

SID	ROUTING
BASEL 2B	Climb straight ahead to 2000 or above, turn RIGHT 349° track, intercept KRS R319 to BASEL.
PENAP 2B	Climb straight ahead to 2000 or above, turn RIGHT 132° track, intercept KRS R040 to PENAP.

CHANGES: General notes revised.

BASEL 2C [BASE2C]
PENAP 2C [PENA2C]
DEPARTURES
(RWY 11)



KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

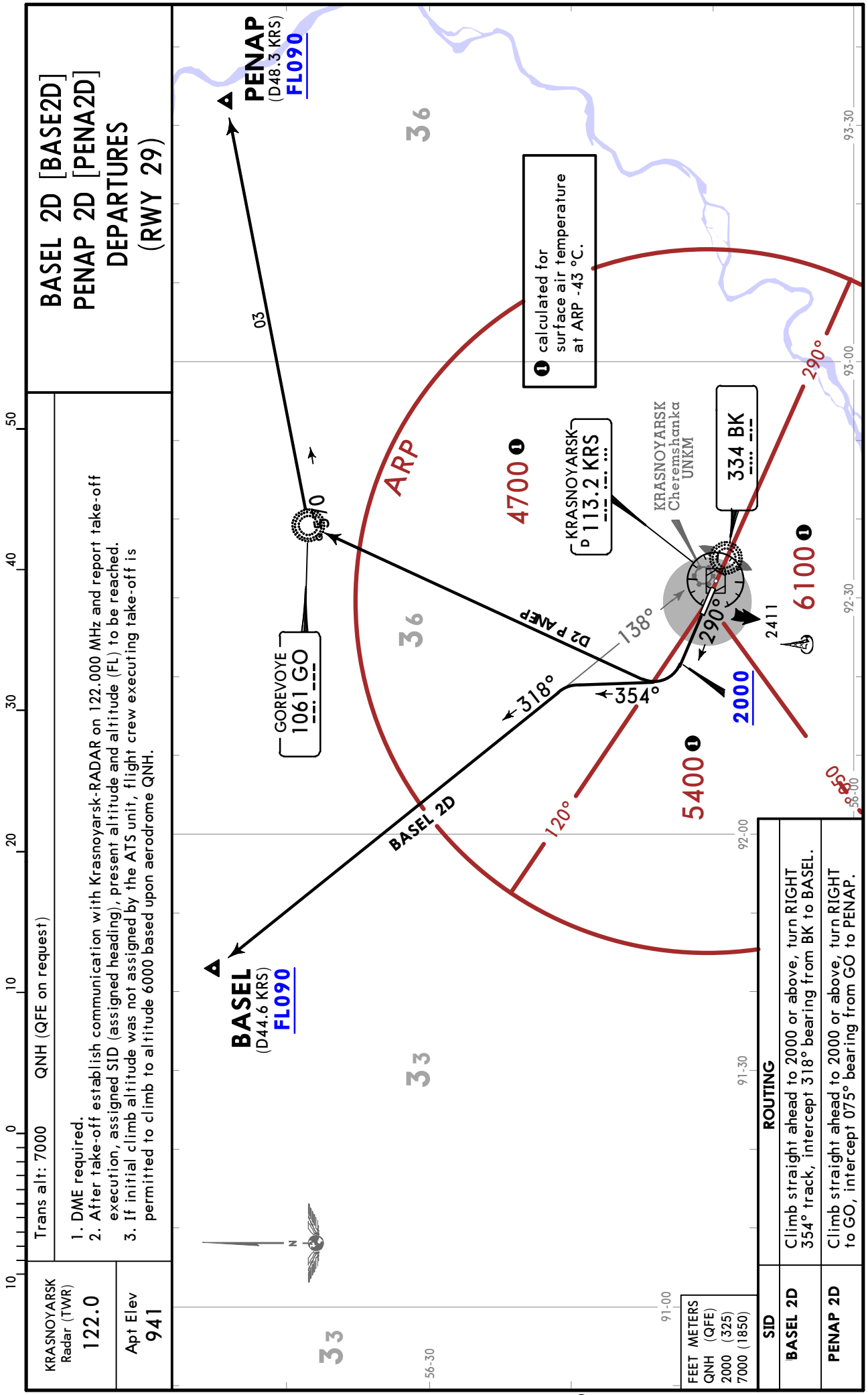
1. DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

FEET METERS
QNH (QFE)
2000 (325)
7000 (1850)

SID	ROUTING
BASEL 2C	Climb straight ahead to 2000 or above, turn RIGHT to AJ, 321° bearing to BASEL.
PENAP 2C	Climb straight ahead to 2000 or above, turn LEFT 337° track, intercept 043° bearing from AJ to PENAP.

CHANGES: General notes revised.

BASEL 2D [BASE2D]
PENAP 2D [PENA2D]
DEPARTURES
(RWY 29)



KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

1. DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

SID	ROUTING
BASEL 2D	Climb straight ahead to 2000 or above, turn RIGHT 354° track, intercept 318° bearing from BK to BASEL.
PENAP 2D	Climb straight ahead to 2000 or above, turn RIGHT to GO, intercept 075° bearing from GO to PENAP.

CHANGES: General notes revised.

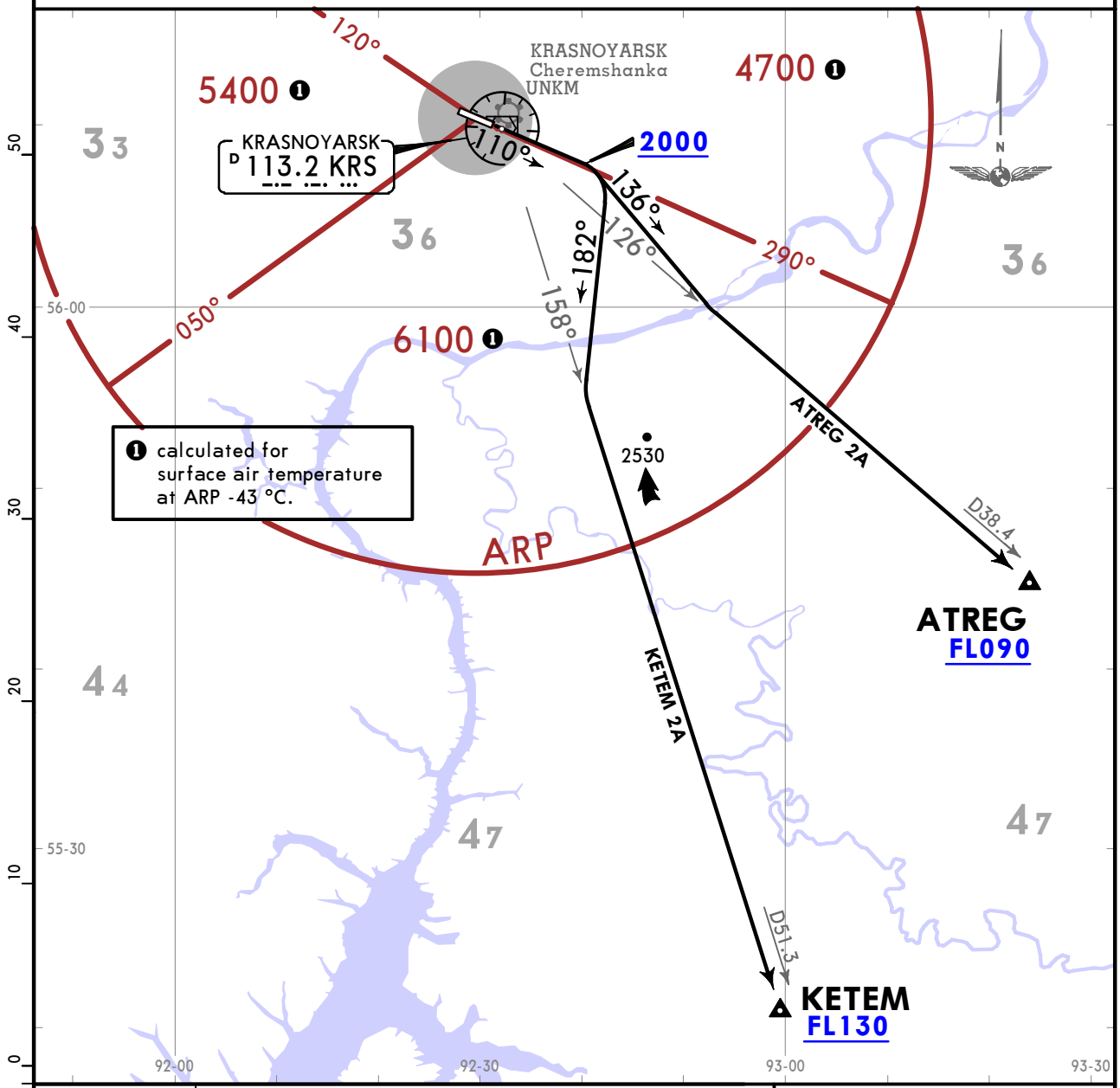
KRASNOYARSK Radar (TWR)
122.0

Apt Elev
941

Trans alt: 7000 QNH (QFE on request)

1. DVOR/DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2A [ATRE2A]
KETEM 2A [KETE2A]
DEPARTURES
(RWY 11)



SID	ROUTING
ATREG 2A	Climb straight ahead to 2000 or above, turn RIGHT 136° track, intercept KRS R126 to ATREG.
KETEM 2A	Climb straight ahead to 2000 or above, turn RIGHT 182° track, intercept KRS R158 to KETEM.

These SIDs require minimum climb gradients of
4.0% up to 4400 due to airspace structure.

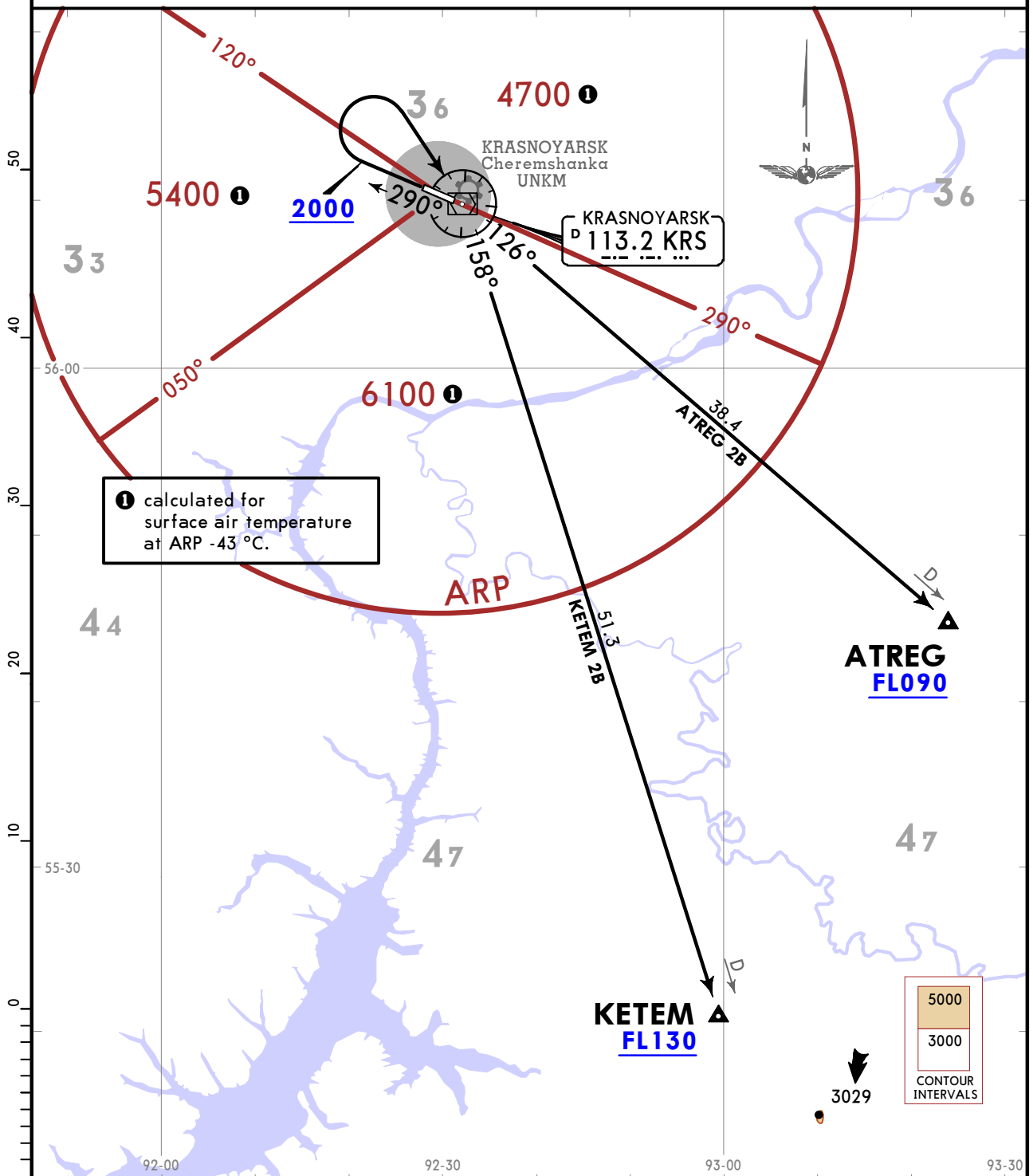
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FEET QNH	METERS (QFE)
2000	(325)
4400	(1055)
7000	(1850)

CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Trans alt: 7000 QNH (QFE on request)
Apt Elev 941	1. DVOR/DME required. 2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached. 3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2B [ATRE2B]
KETEM 2B [KETE2B]
DEPARTURES
(RWY 29)



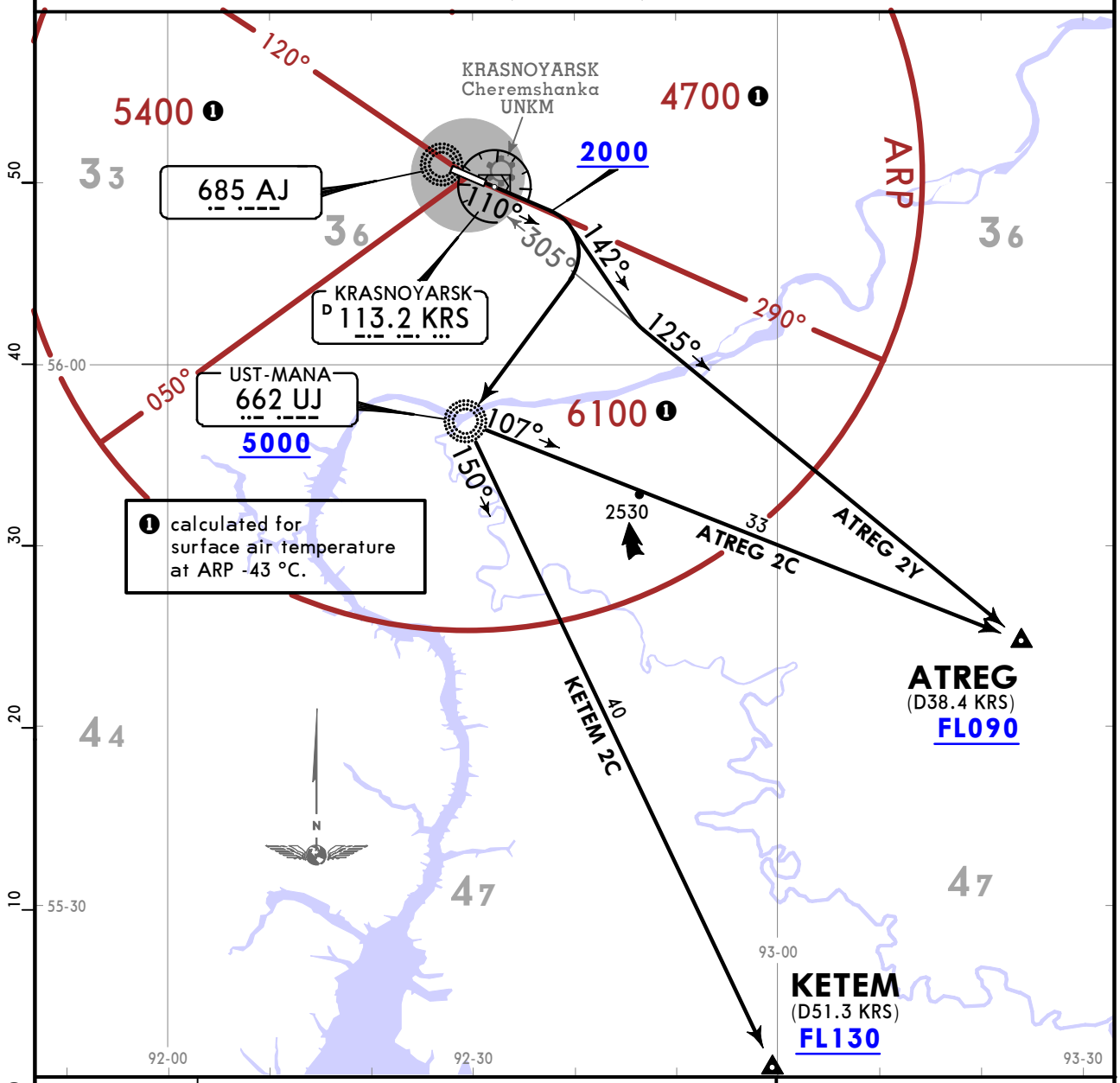
SID	ROUTING
ATREG 2B	Climb straight ahead to 2000 or above, turn RIGHT to KRS, intercept KRS R126 to ATREG.
KETEM 2B	Climb straight ahead to 2000 or above, turn RIGHT to KRS, intercept KRS R158 to KETEM.

FEET	METERS
QNH	(QFE)
2000	(325)
7000	(1850)

CHANGES: General notes revised.

KRASNOYARSK Radar (TWR) 122.0	Trans alt: 7000 QNH (QFE on request)
Apt Elev 941	1. DME required. 2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached. 3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2C [ATRE2C] ATREG 2Y [ATRE2Y]
KETEM 2C [KETE2C]
DEPARTURES
(RWY 11)



SID	ROUTING
ATREG 2C	Climb straight ahead to 2000 or above, turn RIGHT to UJ, intercept 107° bearing from UJ to ATREG.
ATREG 2Y BY ATC	Climb straight ahead to 2000 or above, turn RIGHT 142° track, intercept 125° bearing from AJ to ATREG.
KETEM 2C	Climb straight ahead to 2000 or above, turn RIGHT to UJ, intercept 150° bearing from UJ to KETEM.

ATREG 2Y requires a minimum climb gradient of 4.0% up to 4400 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FEET	METERS
QNH	(QFE)
2000	(325)
4400	(1055)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

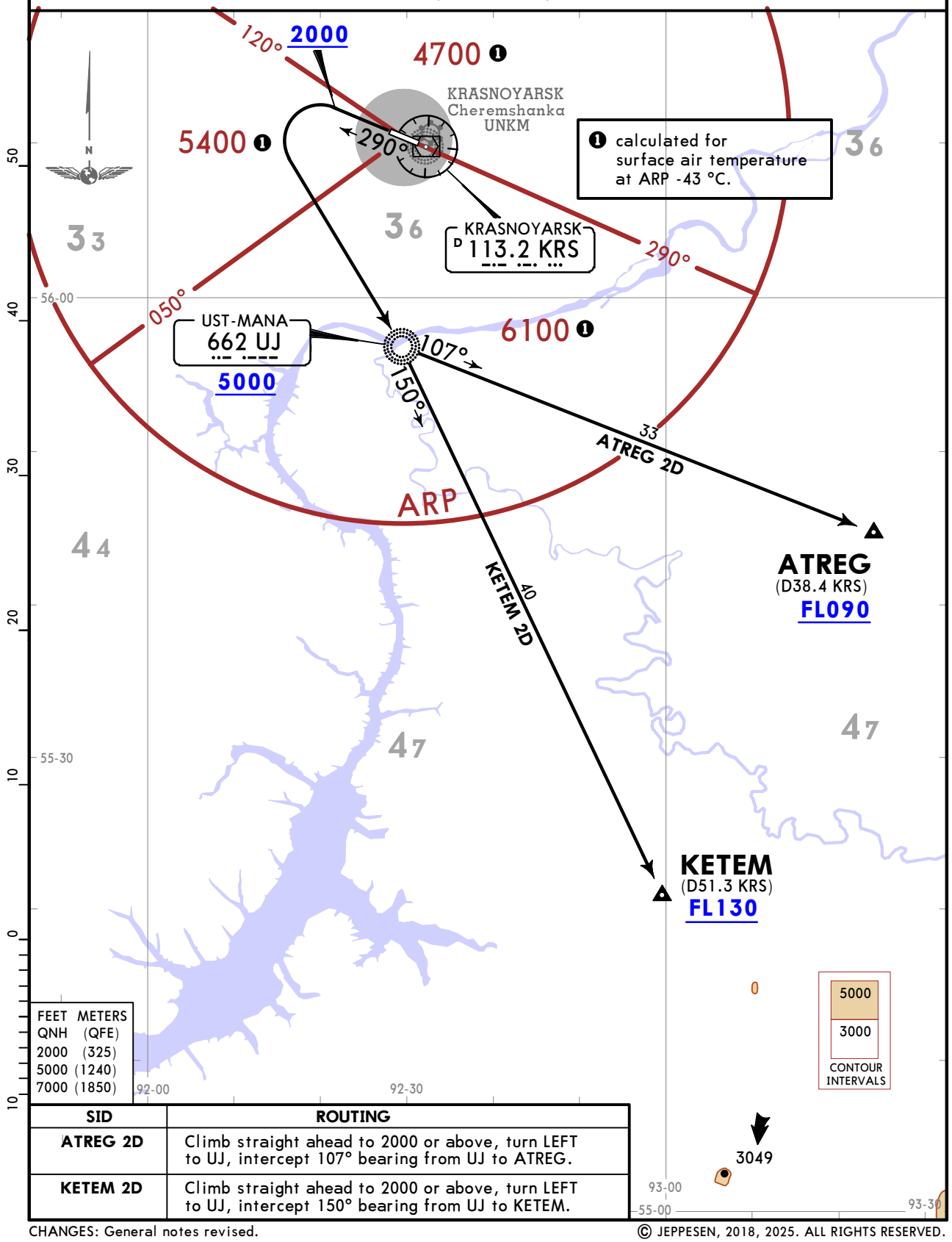
KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

1. DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

ATREG 2D [ATRE2D]
KETEM 2D [KETE2D]
DEPARTURES
(RWY 29)



SID	ROUTING
ATREG 2D	Climb straight ahead to 2000 or above, turn LEFT to UJ, intercept 107° bearing from UJ to ATREG.
KETEM 2D	Climb straight ahead to 2000 or above, turn LEFT to UJ, intercept 150° bearing from UJ to KETEM.

CHANGES: General notes revised.

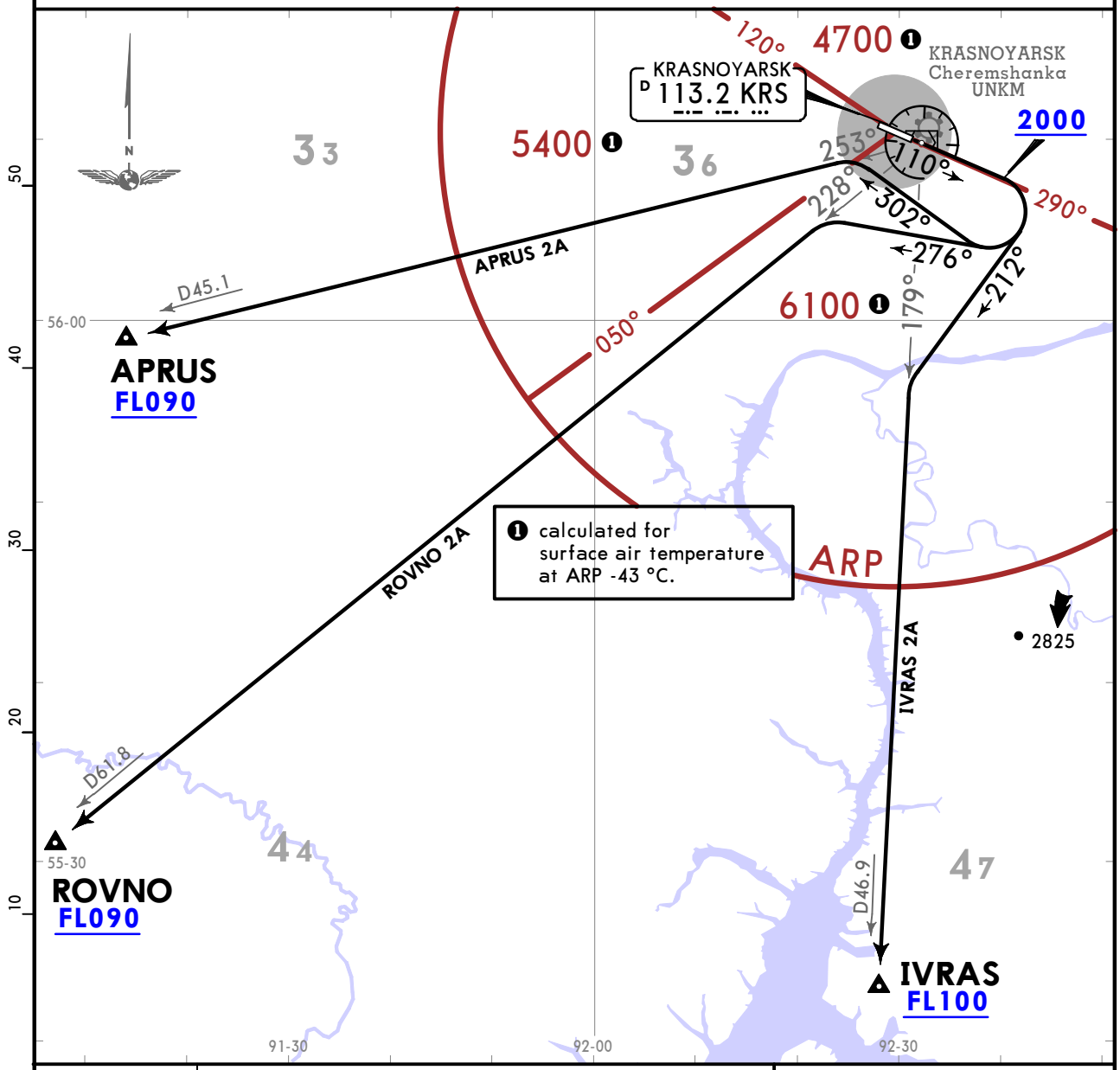
KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

1. DVOR/DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

APRUS 2A [APRU2A], IVRAS 2A [IVRA2A]
ROVNO 2A [ROVN2A]
DEPARTURES
(RWY 11)



SID	ROUTING
APRUS 2A	Climb straight ahead to 2000 or above, turn RIGHT 302° track, intercept KRS R253 to APRUS.
IVRAS 2A	Climb straight ahead to 2000 or above, turn RIGHT 212° track, intercept KRS R179 to IVRAS.
ROVNO 2A	Climb straight ahead to 2000 or above, turn RIGHT 276° track, intercept KRS R228 to ROVNO.

IVRAS 2A: requires a minimum climb gradient of 4.0% up to 4400 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

FEET	METERS
QNH	(QFE)
2000	(325)
4400	(1055)
7000	(1850)

CHANGES: General notes revised.

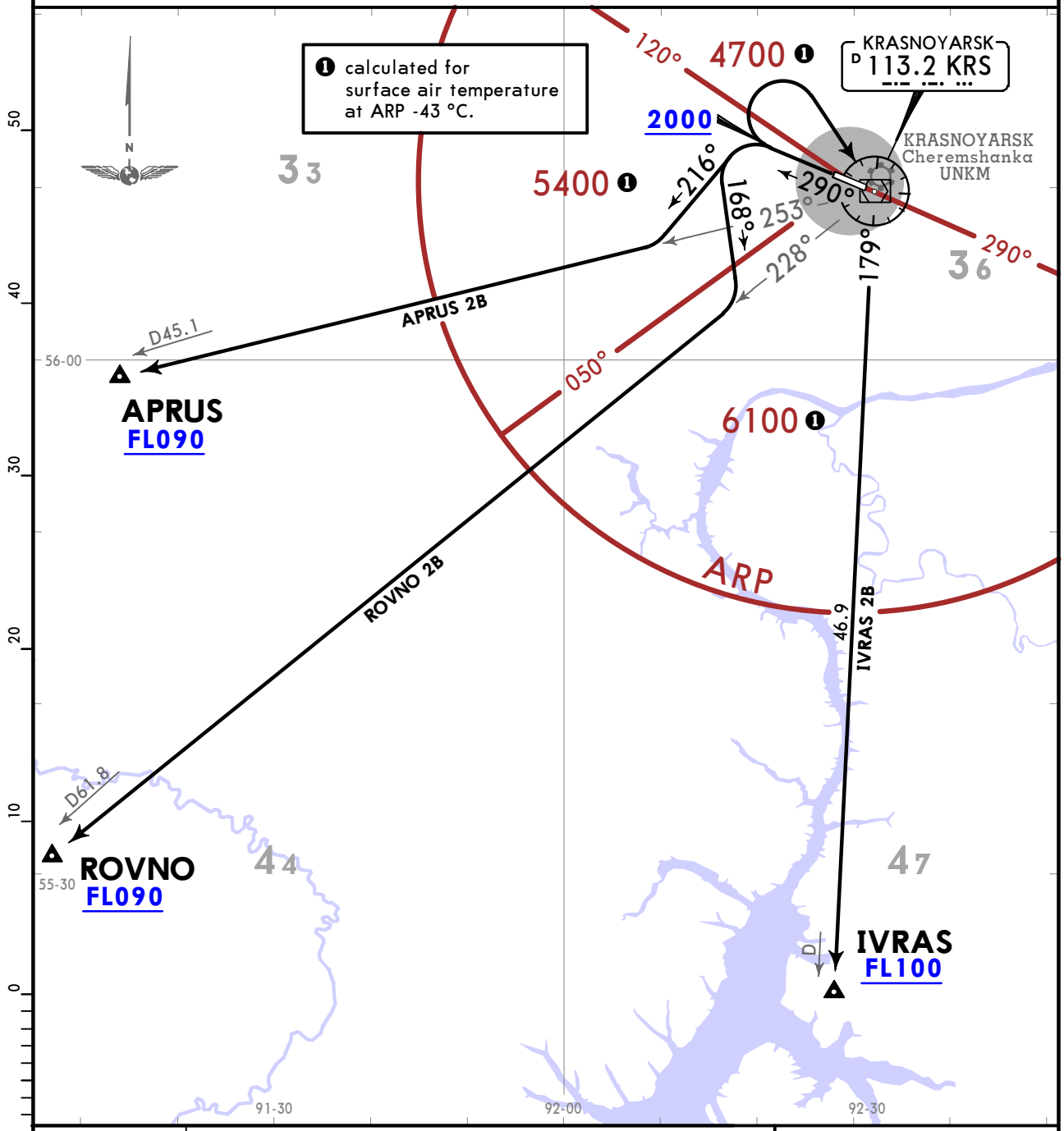
KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

1. DVOR/DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

APRUS 2B [APRU2B]
IVRAS 2B [IVRA2B]
ROVNO 2B [ROVN2B]
DEPARTURES
(RWY 29)



SID	ROUTING
APRUS 2B	Climb straight ahead to 2000 or above, turn LEFT 216° track, intercept KRS R253 to APRUS.
IVRAS 2B	Climb straight ahead to 2000 or above, turn RIGHT to KRS, intercept KRS R179 to IVRAS.
ROVNO 2B	Climb straight ahead to 2000 or above, turn LEFT 168° track, intercept KRS R228 to ROVNO.

FEET	METERS
QNH	(QFE)
2000	(325)
7000	(1850)

CHANGES: General notes revised.

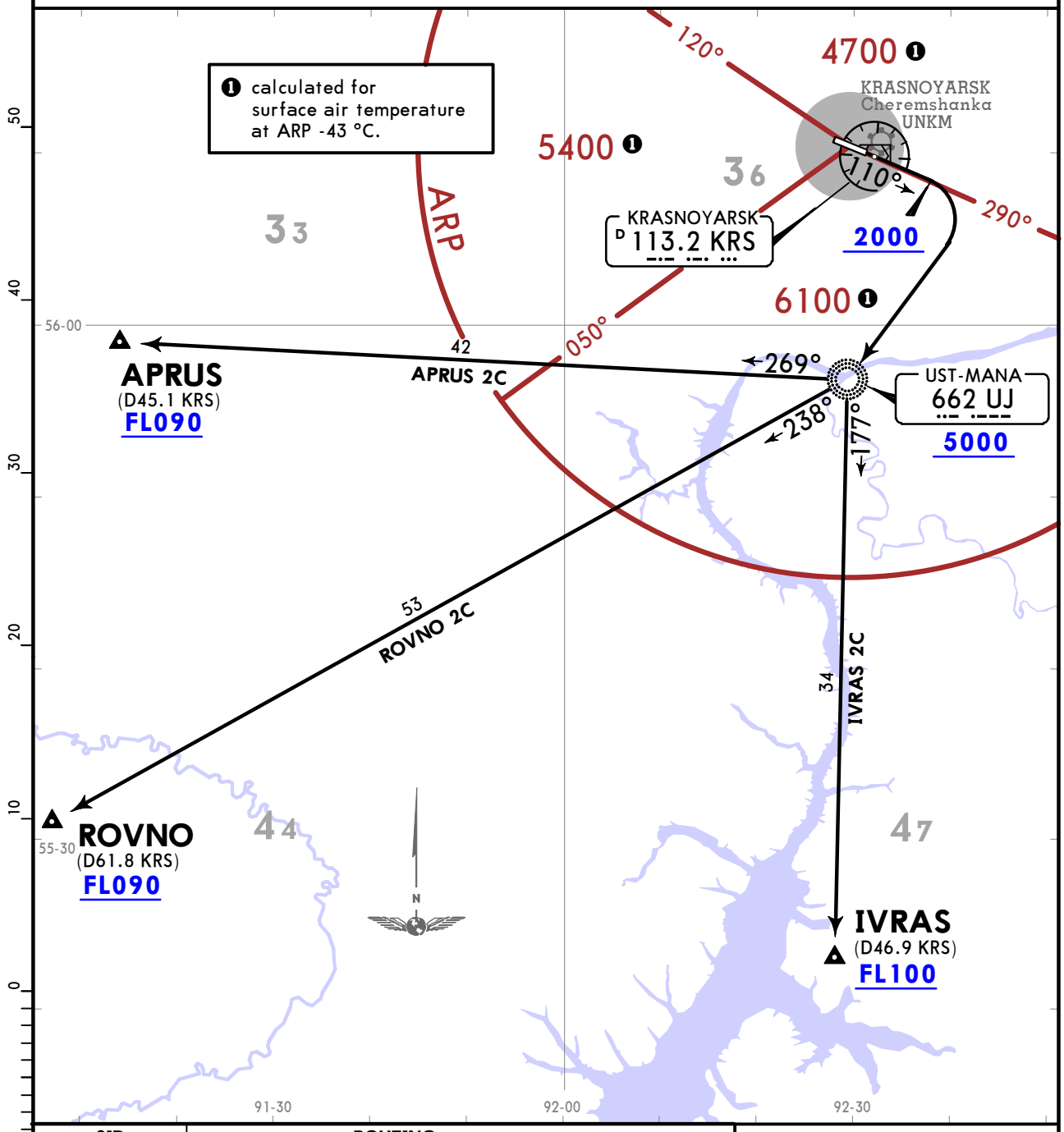
KRASNOYARSK Radar (TWR)
122.0

Apt Elev
941

Trans alt: 7000 QNH (QFE on request)

1. DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

APRUS 2C [APRU2C]
IVRAS 2C [IVRA2C]
ROVNO 2C [ROVN2C]
DEPARTURES
(RWY 11)



SID	ROUTING
APRUS 2C	Climb straight ahead to 2000 or above, turn RIGHT to UJ, intercept 269° bearing from UJ to APRUS.
IVRAS 2C	Climb straight ahead to 2000 or above, turn RIGHT to UJ, intercept 177° bearing from UJ to IVRAS.
ROVNO 2C	Climb straight ahead to 2000 or above, turn RIGHT to UJ, intercept 238° bearing from UJ to ROVNO.

FEET	METERS (QFE)
QNH	
2000	(325)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

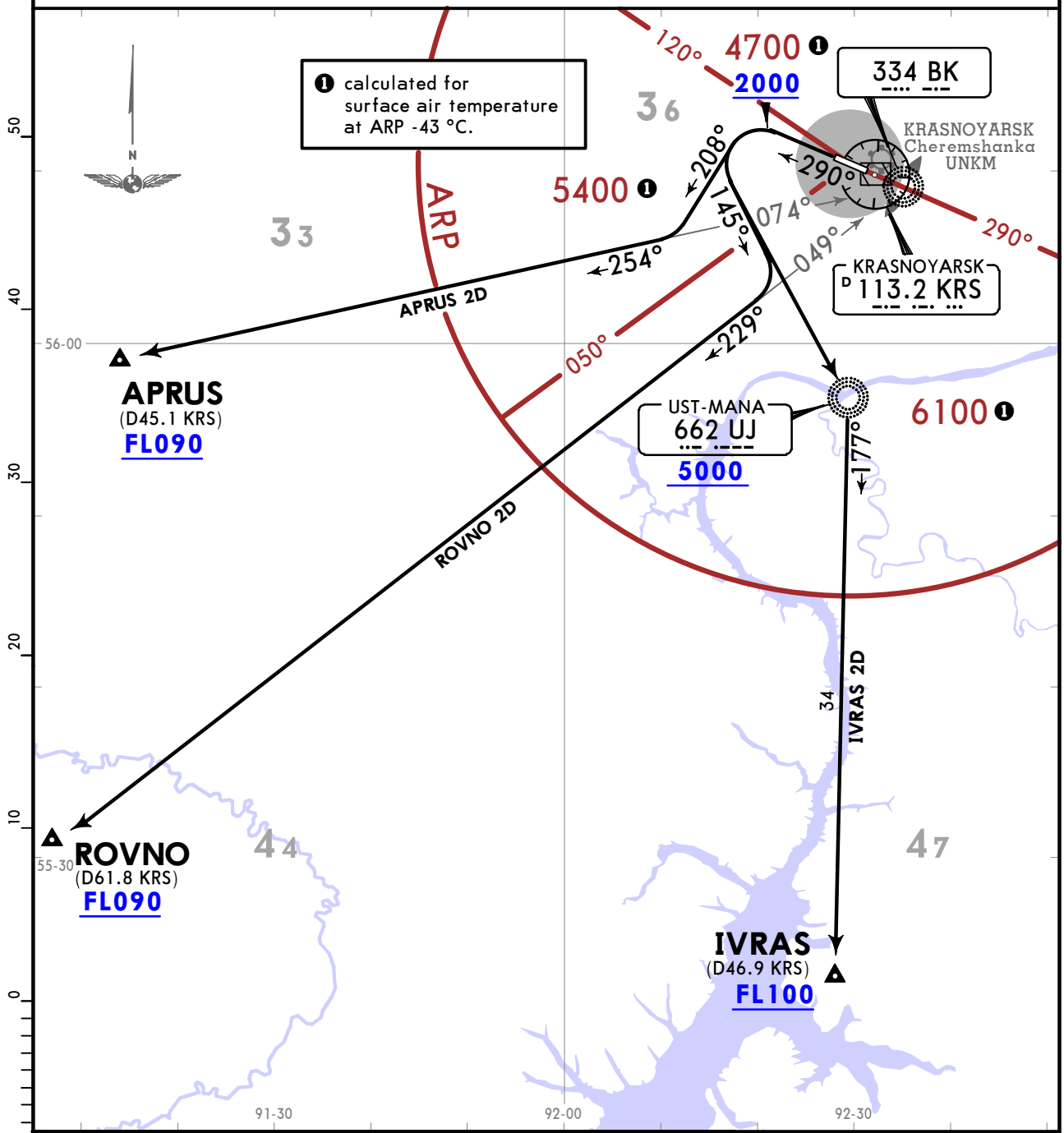
KRASNOYARSK Radar (TWR) 122.0

Apt Elev 941

Trans alt: 7000 QNH (QFE on request)

1. DME required.
2. After take-off establish communication with Krasnoyarsk-RADAR on 122.000 MHz and report take-off execution, assigned SID (assigned heading), present altitude and altitude (FL) to be reached.
3. If initial climb altitude was not assigned by the ATS unit, flight crew executing take-off is permitted to climb to altitude 6000 based upon aerodrome QNH.

APRUS 2D [APRU2D]
IVRAS 2D [IVRA2D]
ROVNO 2D [ROVN2D]
DEPARTURES
(RWY 29)



SID	ROUTING
APRUS 2D	Climb straight ahead to 2000 or above, turn LEFT 208° track, intercept 154° bearing from BK to APRUS.
IVRAS 2D	Climb straight ahead to 2000 or above, turn LEFT to UJ, intercept 177° bearing from UJ to IVRAS.
ROVNO 2D	Climb straight ahead to 2000 or above, turn LEFT 145° track, intercept 229° bearing from BK to ROVNO.

FEET	METERS
QNH	(QFE)
2000	(325)
5000	(1240)
7000	(1850)

CHANGES: General notes revised.

UNKL/KJA

Apt Elev **941′**
N56 10.4 E092 29.6

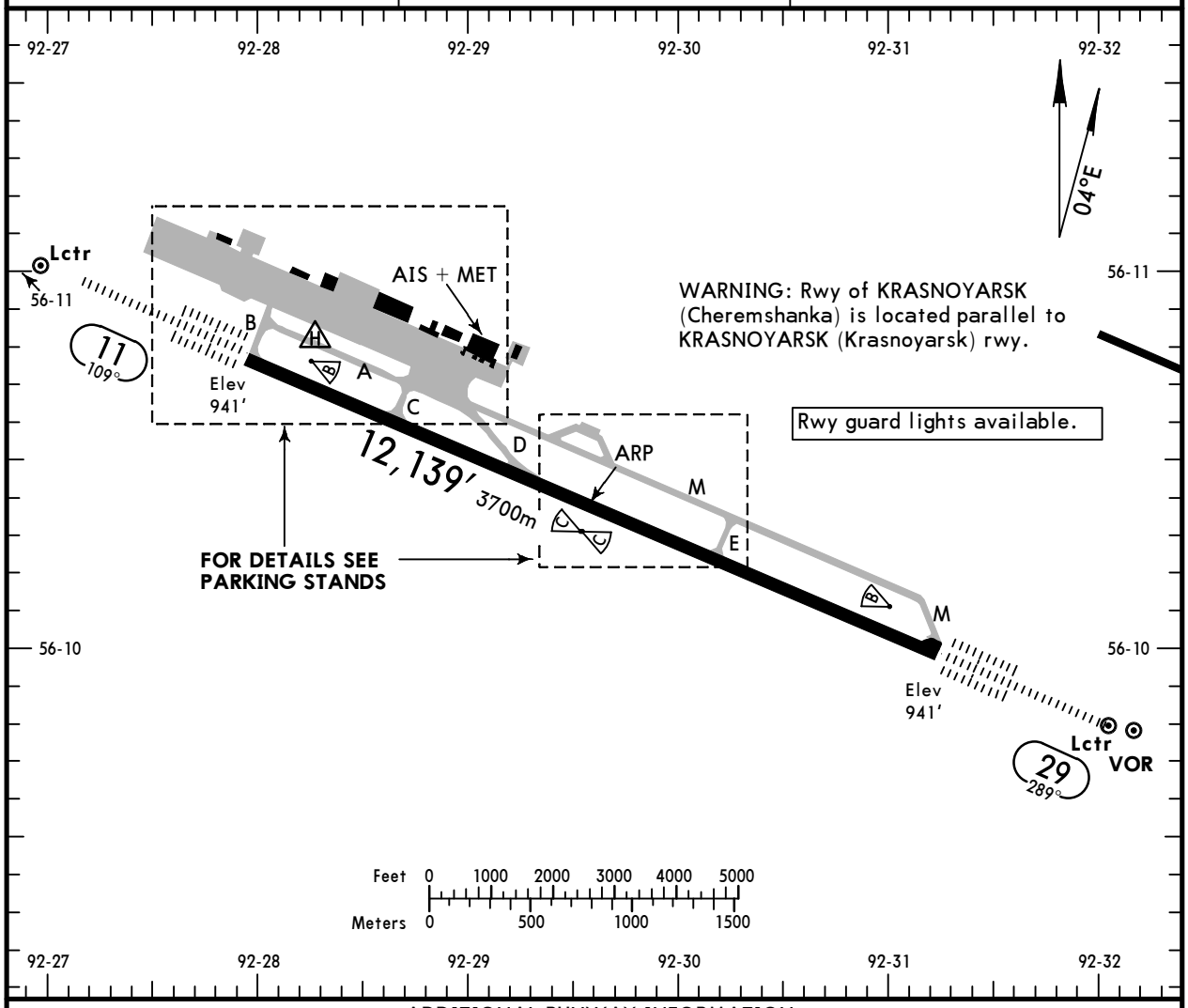
JEPPESEN

19 DEC 25 (10-9) **Eff 25 Dec**

KRASNOYARSK, ~~RUSSIA~~

KRASNOYARSK

ATIS	KRASNOYARSK Ground	Tower
126.8	121.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29	HIRL (60m) CL (15m) PALS CAT II/III (LIH) TDZ PAPI-L (angle 3.0°) RVR		10,863′3311m 10,985′3348m	❶	197′ 60m

❶ TAKE-OFF RUN AVAILABLE

RWY 11:
From rwy head 12,139′ (3700m)
twy C int 9616′ (2931m)
twy D int 7569′ (2307m)
twy E int 3947′ (1203m)

RWY 29:
From rwy head 12,139′ (3700m)
twy E int 8268′ (2520m)
twy D int 4820′ (1469m)
twy C int 2595′ (791m)

Std TAKE-OFF

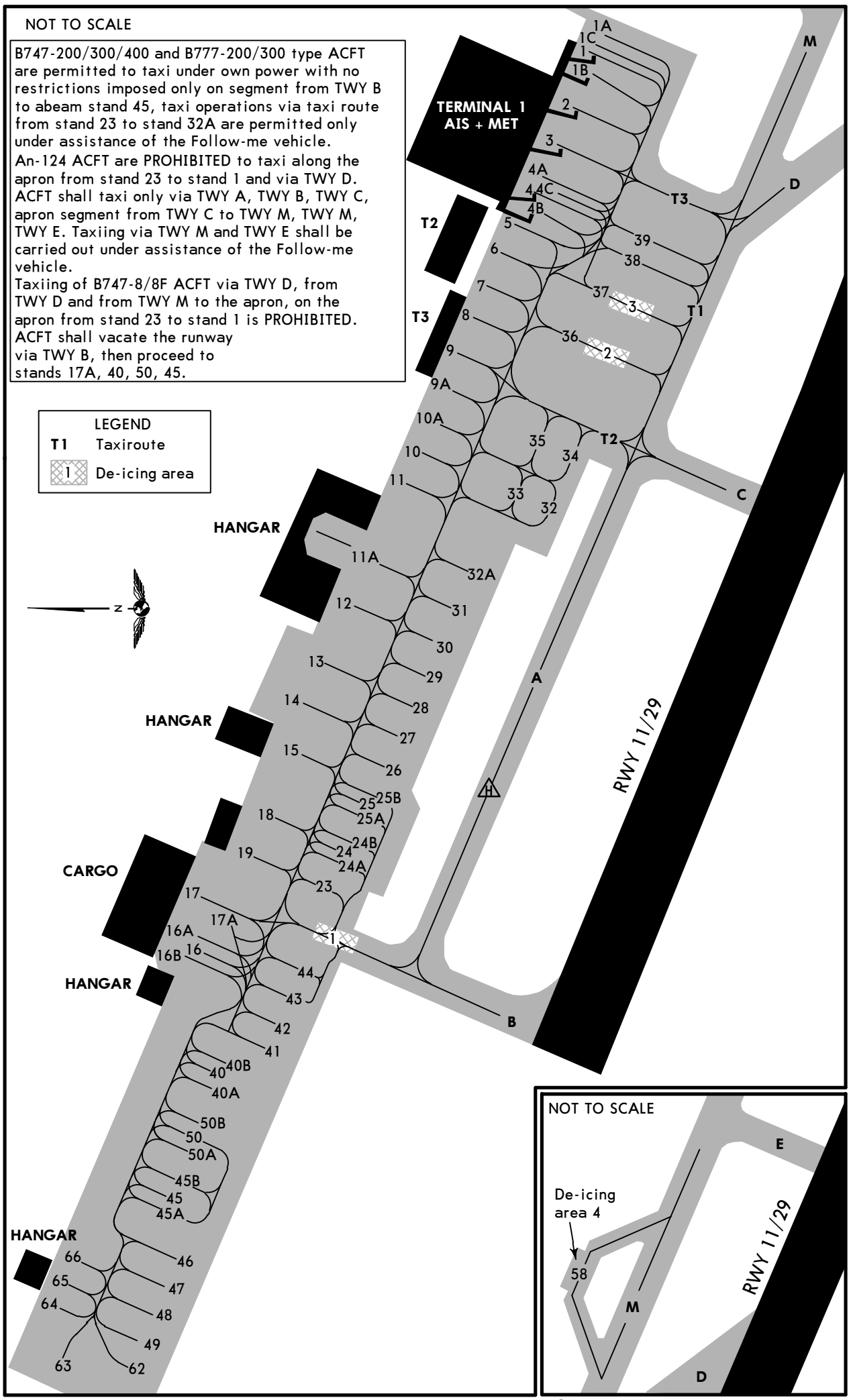
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	❶ RL & RCLM	❶ RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

❶ For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: TORA RWY 29, note.

NOT TO SCALE

B747-200/300/400 and B777-200/300 type ACFT are permitted to taxi under own power with no restrictions imposed only on segment from TWY B to abeam stand 45, taxi operations via taxi route from stand 23 to stand 32A are permitted only under assistance of the Follow-me vehicle.
An-124 ACFT are PROHIBITED to taxi along the apron from stand 23 to stand 1 and via TWY D.
ACFT shall taxi only via TWY A, TWY B, TWY C, apron segment from TWY C to TWY M, TWY M, TWY E. Taxiing via TWY M and TWY E shall be carried out under assistance of the Follow-me vehicle.
Taxiing of B747-8/8F ACFT via TWY D, from TWY D and from TWY M to the apron, on the apron from stand 23 to stand 1 is PROHIBITED.
ACFT shall vacate the runway via TWY B, then proceed to stands 17A, 40, 50, 45.



CHANGES: Stand 4C added, notes.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N56 10.8 E092 29.2	25 thru 26	N56 10.9 E092 28.3
1A	N56 10.7 E092 29.3	27 thru 29	N56 10.9 E092 28.4
1B	N56 10.7 E092 29.2	30, 31	N56 10.9 E092 28.5
1C	N56 10.7 E092 29.3	❸32	N56 10.8 E092 28.6
2	N56 10.8 E092 29.2	❹32	N56 10.8 E092 28.7
3 thru 4C	N56 10.8 E092 29.1	32A	N56 10.8 E092 28.6
5, 6	N56 10.8 E092 29.0	33 thru 35	N56 10.8 E092 28.7
7, 8	N56 10.8 E092 28.9	❶36	N56 10.8 E092 28.9
9	N56 10.8 E092 28.8	❷36	N56 10.7 E092 28.8
9A	N56 10.9 E092 28.8	37	N56 10.7 E092 28.9
10	N56 10.9 E092 28.7	38, 39	N56 10.7 E092 29.0
10A	N56 10.9 E092 28.8	40 thru 41	N56 11.0 E092 27.9
11	N56 10.9 E092 28.7	42 thru 44	N56 11.0 E092 28.0
11A	N56 10.9 E092 28.6	45	N56 11.1 E092 27.8
12, 13	N56 10.9 E092 28.5	45A	N56 11.1 E092 27.7
❶14	N56 11.0 E092 28.4	45B	N56 11.0 E092 27.8
❷14	N56 10.9 E092 28.4	46	N56 11.0 E092 27.7
❶15	N56 11.0 E092 28.3	47 thru 49	N56 11.1 E092 27.6
❷15	N56 10.9 E092 28.3	50, 50A, 50B	N56 11.0 E092 27.8
16	N56 11.0 E092 28.0	58	N56 10.6 E092 29.6
16A	N56 11.0 E092 28.1	62	N56 11.1 E092 27.5
16B	N56 11.0 E092 28.0	63 thru 65	N56 11.1 E092 27.6
17, 17A	N56 11.0 E092 28.1	66	N56 11.1 E092 27.7
18, 19	N56 11.0 E092 28.2		
23 thru 24B	N56 10.9 E092 28.2		

❶ facing North-East
❷ facing South-West
❸ facing North-West
❹ facing South-East

CHANGES: Stand 4C added.

KRASNOYARSK, RUSSIA

KRASNOYARSK

STRAIGHT-IN RWY		A	B	C	D
11	CAT 2 ILS Z, Y or X	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′❶R300m
	ILS Z , Y or X	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m
	TDZ or CL out	❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m
	TDZ or CL out	❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ LOC Z, Y or X	**1500**′(559′) R1500m	**1500**′(559′) R1500m	**1500**′(559′) R1800m	**1500**′(559′) R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNP LNAV/VNAV	**1451**′(510′) R1500m	**1461**′(520′) R1500m	**1461**′(520′) R1600m	**1461**′(520′) R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸RNP LNAV	**1510**′(569′) R1500m	**1510**′(569′) R1500m	**1510**′(569′) R1900m	**1510**′(569′) R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸VOR	**1690**′(749′) R1500m	**1690**′(749′) R1500m	**1690**′(749′) R2400m	**1690**′(749′) R2400m
	TDZ or CL out	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸NDB	**1680**′(739′) R1500m	**1680**′(739′) R1500m	**1680**′(739′) R2400m	**1680**′(739′) R2400m
	TDZ or CL out	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶CAT D requires autoland or HUDLS, otherwise: R350m.

❷R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

❸Continuous Descent Final Approach.

KRASNOYARSK, RUSSIA

KRASNOYARSK

STRAIGHT-IN RWY		A	B	C	D
29	CAT 2 ILS Z, Y	**1041**′(100′) RA99′ R300m	**1041**′(100′) RA99′ R300m	**1041**′(100′) RA99′ R300m	**1041**′(100′) RA99′❶R300m
	CAT 2 ILS X	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′ R300m	**1041**′(100′) RA100′❶R300m
	ILS Z , Y or X	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m
	TDZ or CL out	❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m	**1141**′(200′) R550m
	TDZ or CL out	❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ LOC Z, Y or X	**1400**′(459′)	**1400**′(459′)	**1400**′(459′)	**1400**′(459′)
	with D2.3 IBK	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	❸ LOC Z, Y or X	**1560**′(619′)	**1560**′(619′)	**1560**′(619′)	**1560**′(619′)
	w/o D2.3 IBK	R1500m	R1500m	R2100m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNP **LNAV/VNAV**	**1401**′(460′) R1400m	**1411**′(470′) R1500m	**1421**′(480′) R1500m	**1431**′(490′) R1500m
	ALS out	R1500m	R1500m	R2200m	R2300m
	❸RNP **LNAV**	**1450**′(509′) R1500m	**1450**′(509′) R1500m	**1450**′(509′) R1600m	**1450**′(509′) R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸ VOR	**1380**′(439′)	**1380**′(439′)	**1380**′(439′)	**1380**′(439′)
	with D1.7	R1300m	R1300m	R1300m	R1300m
	TDZ or CL out	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❸VOR	**1620**′(679′)	**1620**′(679′)	**1620**′(679′)	**1620**′(679′)
	w/o D1.7	R1500m	R1500m	R2400m	R2400m
	TDZ or CL out	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸NDB	**1400**′(459′) R1400m	**1400**′(459′) R1400m	**1400**′(459′) R1400m	**1400**′(459′) R1400m
	TDZ or CL out	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m

❶CAT D requires autoland or HUDLS, otherwise: R350m.

❷R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

❸Continuous Descent Final Approach.

KRASNOYARSK, RUSSIA

KRASNOYARSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1760′(819′) V1500m	**1810**′(869′) V1600m	**2130**′(1189′) V2400m	**2190**′(1249′) V3600m

TAKE-OFF

Low Visibility Procedures required Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & ❶ CL(spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R300m		R/V400m		R/V500m	NA

❶ RWY 11/29: TDZ/Mid/Rollout R75m with approved lateral guidance system.

CHANGES: New chart.

UNKL/KJA
KRASNOYARSK

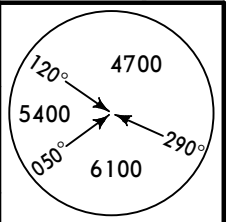
JEPPESEN
19 DEC 25
Eff 25 Dec
11-1

KRASNOYARSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 11

BRIEFING STRIP

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	ILS DA(H)	Apt Elev 941′
110.5	109°	2500′ (1559′)	1141′(200′)	Rwy 941′

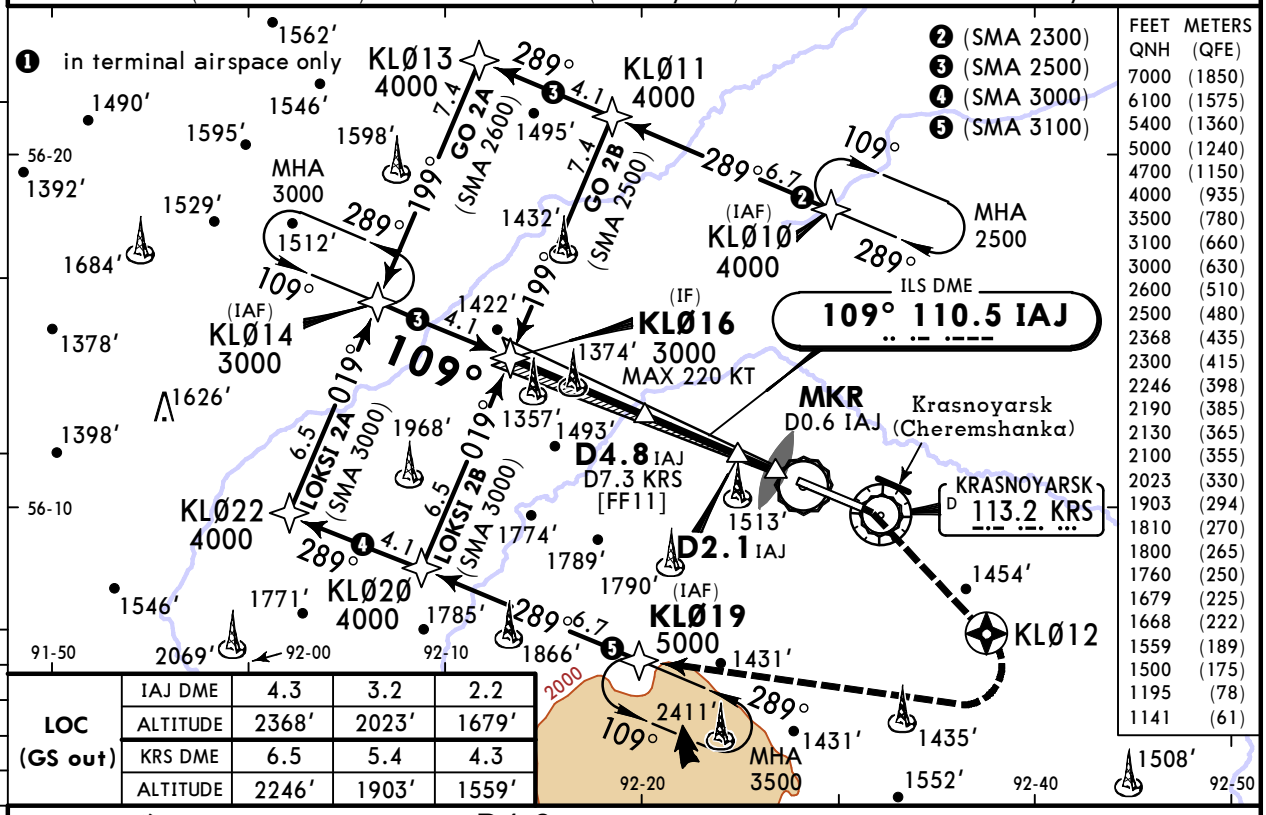


MSA ARP is computed for surface air temperature at apt -43°C ❶

MISSED APCH: Climb on track 109° to 1800′ or above, then proceed climbing to KLØ12, turn RIGHT to KLØ19 climbing to 4000′.

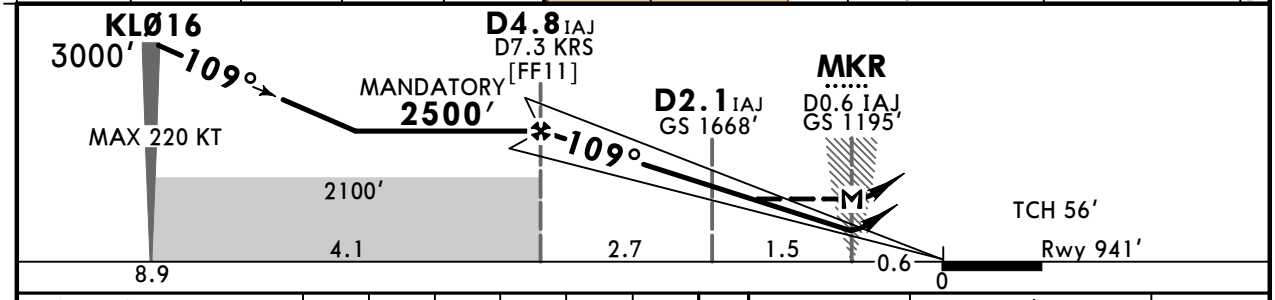
Alt Set: hPa (MM on req) | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

RNAV 1 required for initial and missed approach. 1. GNSS required. 2. DME required. 3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk). 4. ILS DME reads zero at rwy 11 thresh.



FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3100	(660)
3000	(630)
2600	(510)
2500	(480)
2368	(435)
2300	(415)
2246	(398)
2190	(385)
2130	(365)
2100	(355)
2023	(330)
1903	(294)
1810	(270)
1800	(265)
1760	(250)
1679	(225)
1668	(222)
1559	(189)
1500	(175)
1195	(78)
1141	(61)

LOC (GS out)				
	IAJ DME	4.3	3.2	2.2
	ALTITUDE	2368′	2023′	1679′
	KRS DME	6.5	5.4	4.3
	ALTITUDE	2246′	1903′	1559′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MKR/D0.6 IAJ							

Timing not authorized for defining MAP.

PALS CAT II/III
PAPI

MIN 1800′ on 109°

KLØ12 RT

Std STRAIGHT-IN LANDING

	ILS DA(H) 1141′(200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 1500′(559′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1500m	
B					
C				R1800m	R2400m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′(819′)	V1500m
135	1810′(869′)	V1600m
180	2130′(1189′)	V2400m
205	2190′(1249′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 11-1A Eff 25 Dec

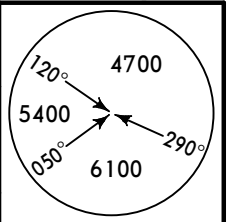
KRASNOYARSK, ~~RUSSIA~~ CAT II ILS Z Rwy 11

BRIEFING STRIP™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	CAT II ILS RA 100′ DA(H)	Apt Elev 941′
110.5	109°	2500′ (1559′)	1041′ (100′)	Rwy 941′

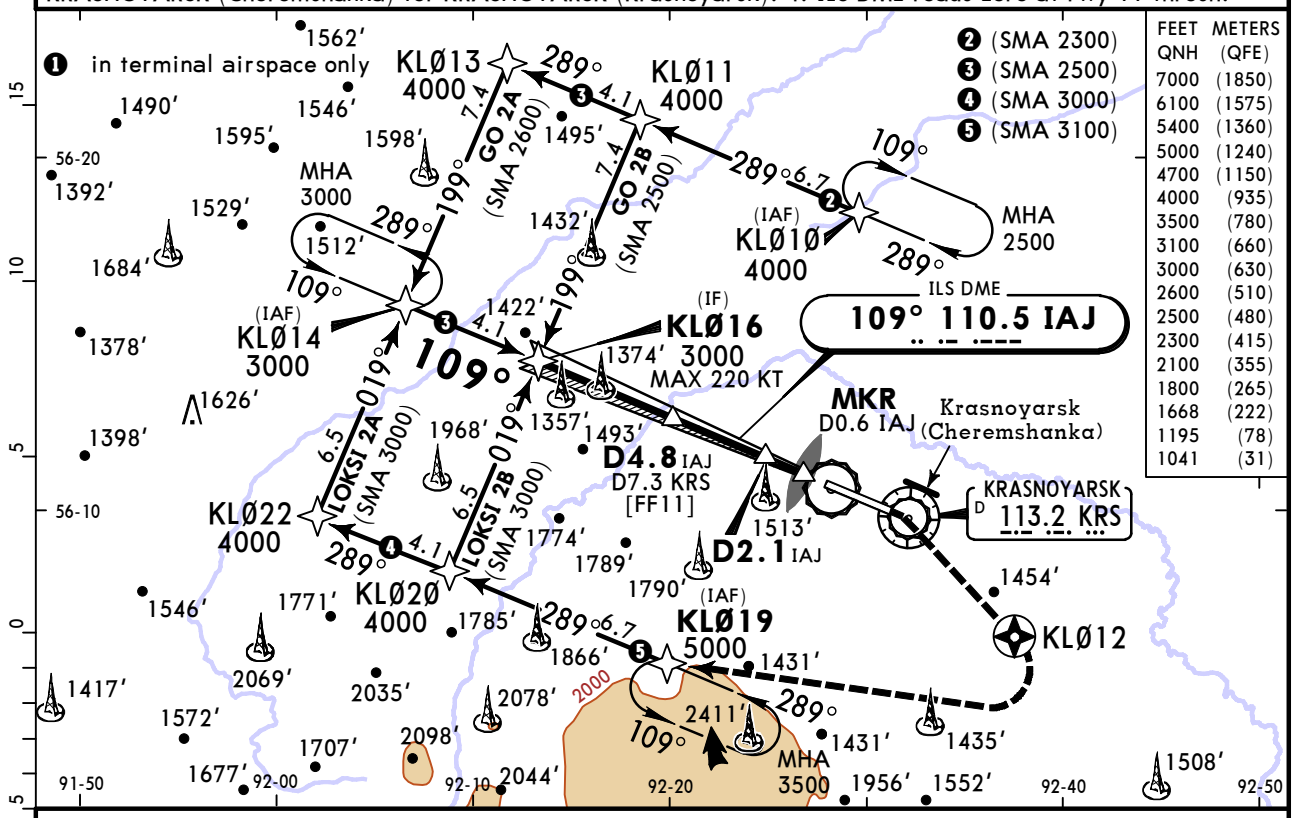
MISSED APCH: Climb on track 109° to 1800′ or above, then proceed climbing to KLØ12, turn RIGHT to KLØ19 climbing to 4000′.

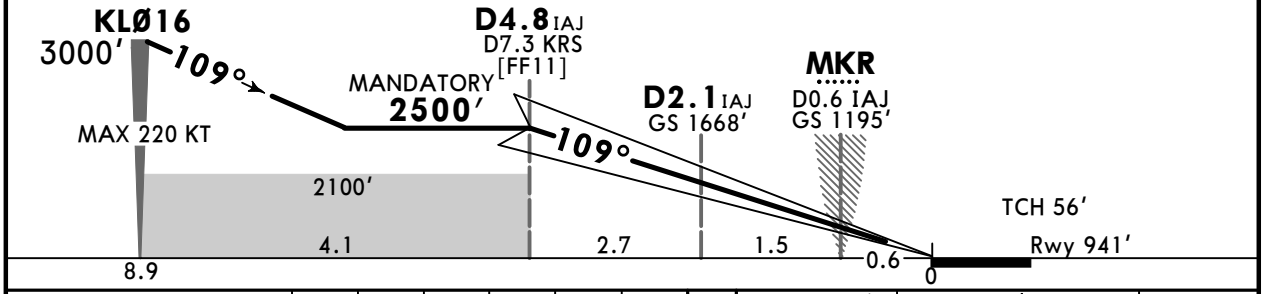


MSA ARP is computed for surface air temperature at apt -43°C ❶

Alt Set: hPa (MM on req) | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

RNAV 1 required for initial and missed approach. | 1. GNSS required. 2. DME required. 3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk). 4. ILS DME reads zero at rwy 11 thresh.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III PAPI | MIN 1800′ on 109° | KLØ12 RT

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 100′
DA(H) **1041′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Missed apch.

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	ILS DA(H)	Apt Elev / Rwy
110.5	109°	2500′(1559′)	1141′(200′)	Apt Elev 941′ / Rwy 941′

MISSED APCH: Climb on track 109° to VOR DME KRS, after passing VOR DME KRS proceed on R-124 KRS climbing to 2800′ or above, then turn RIGHT to VOR DME KRS climbing to 4000′.

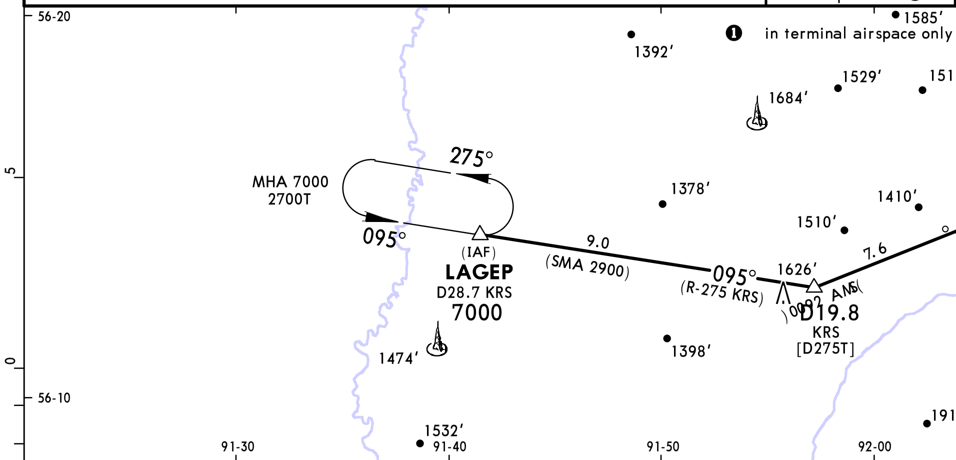
Alt Set: hPa	Rwy Elev: 34 hPa	Trans level: FL090	Trans alt: 7000′

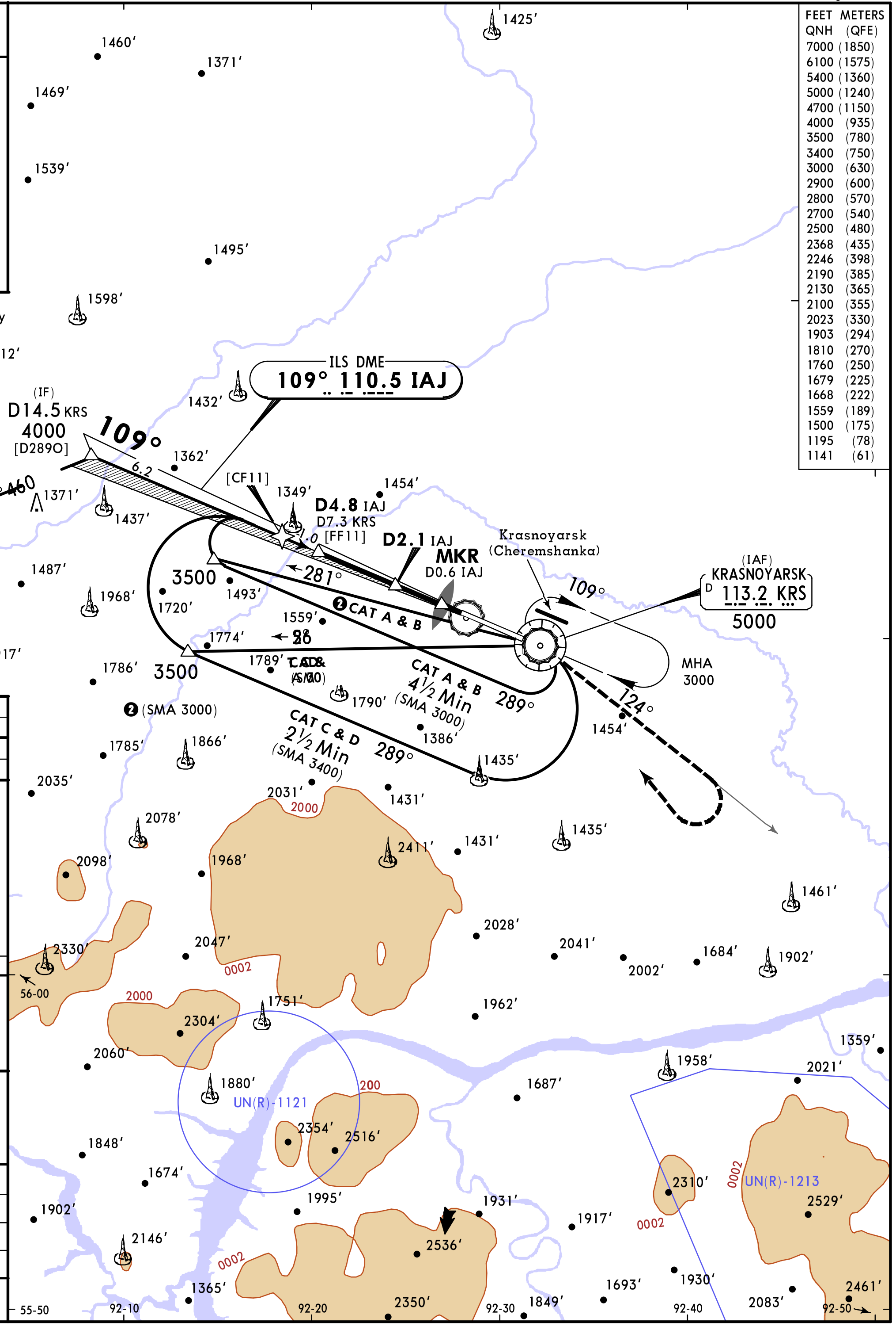
1. VOR DME required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. ILS DME reads zero at rwy 11 thresh.

MSA ARP: 4700, 5400, 6100 (sectors 120°, 290°, 030°)
MSA ARP is computed for surface air temperature at apt -43°C ❶

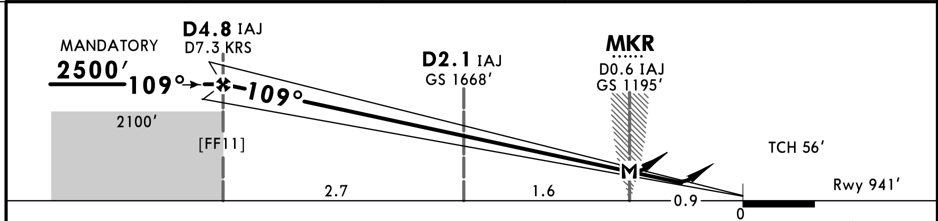
❶ in terminal airspace only

FEET	METERS
QNH	(QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3400	(750)
3000	(630)
2900	(600)
2800	(570)
2700	(540)
2500	(480)
2368	(435)
2246	(398)
2190	(385)
2130	(365)
2100	(355)
2023	(330)
1903	(294)
1810	(270)
1760	(250)
1679	(225)
1668	(222)
1559	(189)
1500	(175)
1195	(78)
1141	(61)





LOC (GS out)	IAJ DME	4.3	3.2	2.2
	ALTITUDE	2368′	2023′	1679′
	KRS DME	6.5	5.4	4.3
	ALTITUDE	2246′	1903′	1559′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.6 IAJ/MKR							
Timing not authorized for defining MAP.							

PALS CAT II/III
PAPI
KRS 113.2 on 109°

Std

STRAIGHT-IN LANDING

	ILS DA(H) 1141′(200′) TDZ or CL out	ILS ALS out		LOC (GS out) CDFA ❷ DA/MDA(H) 1500′(559′)	LOC ALS out
A	R550m	❶ R550m	R1200m	R1500m	
B	R550m	❶ R550m	R1200m	R1500m	
C	R550m	❶ R550m	R1200m	R1800m	R2400m
D	R550m	❶ R550m	R1200m	R1800m	R2400m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′(819′)	V1500m
135	1810′(869′)	V1600m
180	2130′(1189′)	V2400m
205	2190′(1249′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

UNKL/KJA
KRASNOYARSK

JEPPESEN
19 DEC 25 (11-2A) Eff 25 Dec

KRASNOYARSK, RUSSIA
CAT II ILS Y Rwy 11

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	CAT II ILS	Apt Elev	941′
110.5	109°	2500′ (1559′)	RA 100′ 1041′ (100′)	Rwy	941′

MISSED APCH: Climb on track 109° to VOR DME KRS, after passing VOR DME KRS proceed on R-124 KRS climbing to 2800′ or above, then turn RIGHT to VOR DME KRS climbing to 4000′.

Alt Set: hPa | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

1. VOR DME required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. ILS DME reads zero at rwy 11 thresh.

MSA ARP
is computed for surface air temperature at apt -43°C ❶

FEET	METERS (QFE)
QNH	
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3400	(750)
3000	(630)
2900	(600)
2800	(570)
2700	(540)
2500	(480)
2100	(355)
1195	(78)
1041	(30)

❶ in terminal airspace only

ILS DME 109° 110.5 IAJ

(IF) D14.5 KRS 4000 [D289O]

MHA 7000 2700T

(IAF) LAGEP D28.7 KRS 7000

(SMA 2900)

D19.8 KRS [D275T]

D4.8 IAJ D7.3 KRS [FF11]

D2.1 IAJ

MKR D0.6 IAJ

Krasnoyarsk (Cheremshanka)

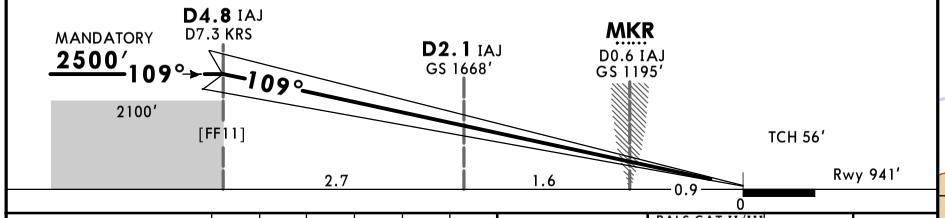
(IAF) KRASNOYARSK D 113.2 KRS 5000

MHA 3000

❷ CAT A & B 4½ Min (SMA 3000)

❷ CAT C & D 2½ Min (SMA 3400)

❷ (SMA 3000)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III
PAPI
KRS 113.2 on 109°

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 100′
DA(H) 1041′ (100′)

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: Missed apch.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 (11-3) Eff 25 Dec

KRASNOYARSK, ~~RUSSIA~~ ILS Z or LOC Z Rwy 29

BRIEFING STRIP™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

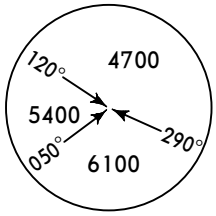
LOC IBK	Final Apch Crs	D4.8 IBK MANDATORY	ILS DA(H)	Apt Elev 941′ Rwy 941′
111.7	289°	2500′ (1559′)	1141′ (200′)	

MISSED APCH: Climb on track 289° to 1800′ or above, then climb to KLØ29, then turn LEFT to KLØ34 climbing to 4000′.

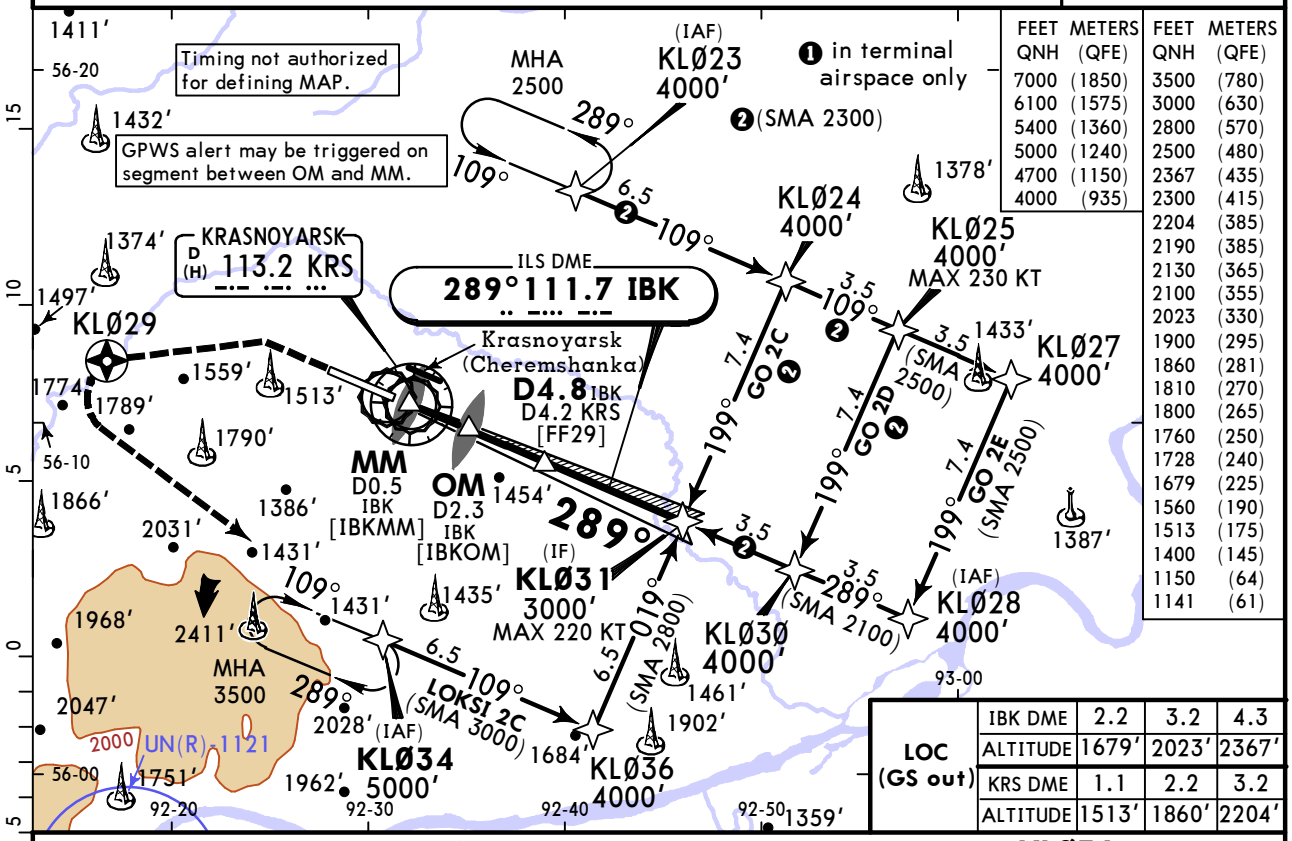
Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

RNAV 1 required for initial and missed approach.

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 29 threshold.
4. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).

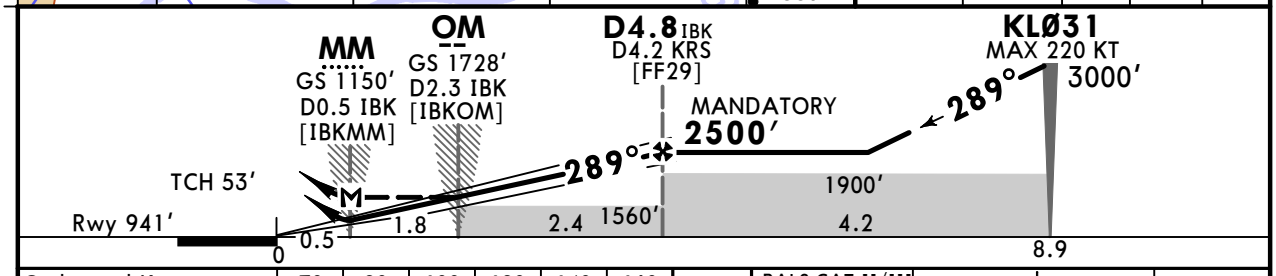


MSA ARP is computed for surface air temperature at apt -43.0°C ❶



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
7000	(1850)	3500	(780)
6100	(1575)	3000	(630)
5400	(1360)	2800	(570)
5000	(1240)	2500	(480)
4700	(1150)	2367	(435)
4000	(935)	2300	(415)
		2204	(385)
		2190	(385)
		2130	(365)
		2100	(355)
		2023	(330)
		1900	(295)
		1860	(281)
		1810	(270)
		1800	(265)
		1760	(250)
		1728	(240)
		1679	(225)
		1560	(190)
		1513	(175)
		1400	(145)
		1150	(64)
		1141	(61)

LOC (GS out)				
	IBK DME	2.2	3.2	4.3
	ALTITUDE	1679′	2023′	2367′
	KRS DME	1.1	2.2	3.2
	ALTITUDE	1513′	1860′	2204′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IBK							

PALS CAT II/III PAPI

MIN 1800′ on 289° KLØ29 LT

Std

STRAIGHT-IN LANDING

ILS DA(H) 1141′ (200′)

LOC (GS out)

	With D2.3 IBK CDFA ❷ DA/MDA(H) 1400′ (459′)			W/o D2.3 IBK CDFA ❷ DA/MDA(H) 1560′ (619′)	
	TDZ or CL out	ALS out		ALS out	ALS out
A	R550m	❶ R550m	R1200m	R1400m	R1500m	R1500m
B					
C					R2100m	R2100m	R2400m
D					

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′ (819′)	V1500m
135	1810′ (869′)	V1600m
180	2130′ (1189′)	V2400m
205	2190′ (1249′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed Apch, note.

UNKL/KJA KRASNOYARSK

JEPPESEN

19 DEC 25
Eff 25 Dec

11-3A

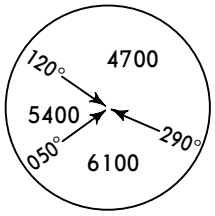
KRASNOYARSK, ~~RUSSIA~~
CAT II ILS Z Rwy 29

BRIEFING STRIP

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IBK	Final Apch Crs	D4.8 IBK MANDATORY	CAT II ILS RA 99′ DA(H)	Apt Elev 941′ Rwy 941′
111.7	289°	2500′ (1559′)	1041′ (100′)	

MISSED APCH: Climb on track 289° to 1800′ or above, then climb to KLØ29, then turn LEFT to KLØ34 climbing to 4000′.

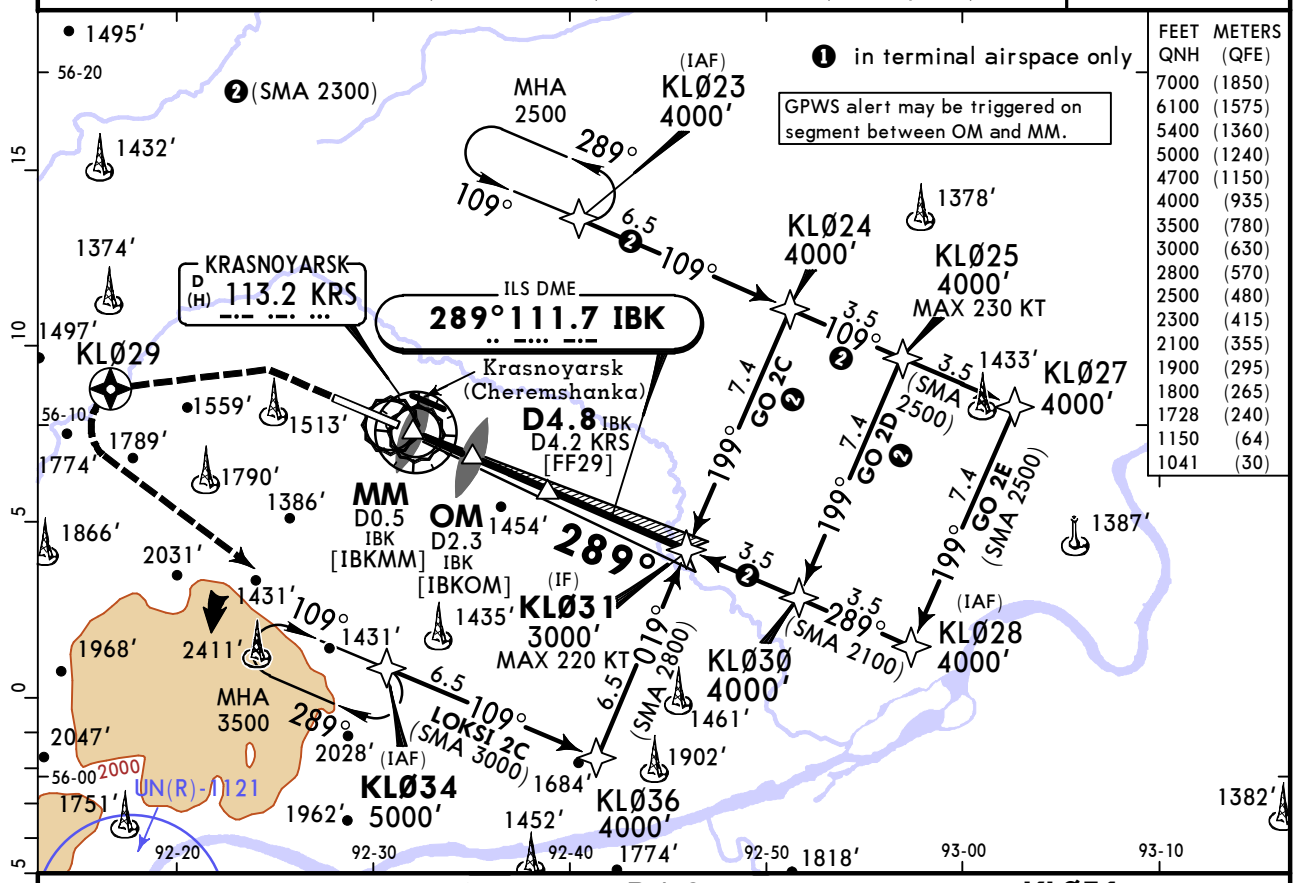


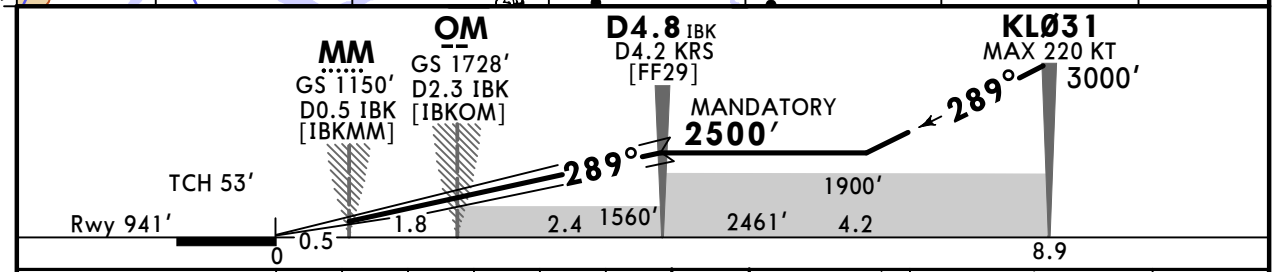
MSA ARP is computed for surface air temperature at apt -43.0°C ❶

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

RNAV 1 required for initial and missed approach.

1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 29 threshold.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III
PAPI

MIN 1800′ on 289°

KLØ29 LT

Std STRAIGHT-IN LANDING
CAT II ILS

RA 99′
DA(H) **1041′** (100′)

PANS OPS

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: Missed Apch, note.

UNKL/KJA
KRASNOYARSK

JEPPESEN
19 DEC 25
Eff 25 Dec
11-4

KRASNOYARSK, RUSSIA
ILS Y or LOC Y RWY 29

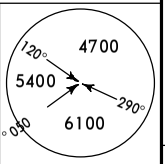
ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IBK	Final Apch Crs	D4.8 IBK MANDATORY	ILS DA(H)	Apt Elev 941′
111.7	289°	2500′ (1559′)	1141′(200′)	Rwy 941′

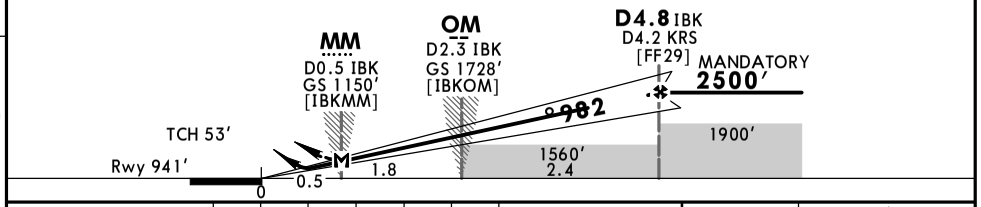
MISSED APCH: Climb on track 289° to 1800′ or above, then proceed on track 273° climbing to 2800′ or above, then turn LEFT to VOR DME KRS climbing to 4000′.

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

1. VOR DME required. 2. ILS DME reads zero at rwy 29 threshold.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).



MSA ARP is computed for surface air temperature at apt -43.0°C❶



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IBK							

Timing not authorized for defining MAP.

PALS CAT II/III
PAPI

MIN 1800′ 9m 289°

❶ in terminal airspace only
❷ 3½ Min
❸ (SMA 3000)
❹ (SMA 2500)

GPWS alert may be triggered on segment between OM and MM.

FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3300	(720)
3200	(690)
3000	(630)
2800	(570)
2500	(480)
2400	(445)
2367	(435)
2204	(385)
2190	(385)
2130	(365)
2023	(330)
1900	(295)
1860	(281)
1810	(270)
1800	(265)
1760	(250)
1728	(240)
1679	(225)
1560	(190)
1513	(175)
1400	(145)
1150	(64)
1141	(61)

Krasnoyarsk (Cheremshanka)
MHA 3200
273°
109°
289°
CAT C & D 2 Min (SMA 3000) 870
3000
D & C TAC CAT A & B M2
(IAF) KRASNOYARSK D 113.2 KRS 5000
MM D0.5 IBK [IBKMM]
OM 1454′ D2.3 IBK [IBKOM]
D4.8 IBK D4.2 KRS [FF29]
[CF29]
099° CAT A & B❷
ILS DME 289° 111.7 IBK
(IF) D11.4 KRS 4000 [D1Ø9K]
289°
11.3 (SMA 2400)
5.3
752
UST-MANA 662 UJ
UN(R)-1121
UN(R)-1213
UN(P)-253
UN(P)-281
UN(P)-816
UN(P)-272
UN(P)-814
0042 AMS
D22.7 KRS [D1Ø9W]
105°
285°
(IAF) NEMUR D25.7 KRS 7000
MHA 7000❺ (3300T)

LOC (GS out)				
	IBK DME	2.2	3.2	4.3
	ALTITUDE	1679′	2023′	2367′
	KRS DME	1.1	2.2	3.2
	ALTITUDE	1513′	1860′	2204′

❺ There is a probability to cross UN(P)-253.

Std STRAIGHT-IN LANDING

	ILS DA(H) 1141′(200′) TDZ or CL out	ILS DA(H) 1141′(200′) ALS out	LOC (GS out) With D2.3 IBK/OM CDFA ❷ DA/MDA(H) 1400′(459′) ALS out	LOC (GS out) W/o D2.3 IBK/OM CDFA ❷ DA/MDA(H) 1560′(619′) ALS out
A	R550m	R1200m	R1500m	R1500m
B	❶ R550m			
C			R2100m	R2100m R2400m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′ (819′)	V1500m
135	1810′ (869′)	V1600m
180	2130′ (1189′)	V2400m
205	2190′ (1249′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, note.

UNKL/KJA
KRASNOYARSK

JEPPESEN
19 DEC 25
Eff 25 Dec
11-4A

KRASNOYARSK, RUSSIA
CAT II ILS Y Rwy 29

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

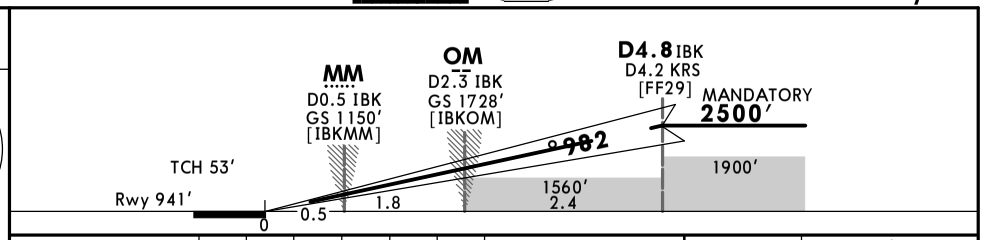
LOC IBK	Final Apch Crs	D4.8 IBK MANDATORY	CAT II ILS	Apt Elev 941′
111.7	289°	2500′ (1559′)	RA 99′ DA(H) 1041′ (100′)	Rwy 941′

MISSED APCH: Climb on track 289° to 1800′ or above, then proceed on track 273° climbing to 2800′ or above, then turn LEFT to VOR DME KRS climbing to 4000′.

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

1. VOR DME required. 2. ILS DME reads zero at rwy 29 threshold.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).

MSA ARP is computed for surface air temperature at apt -43.0°C❶



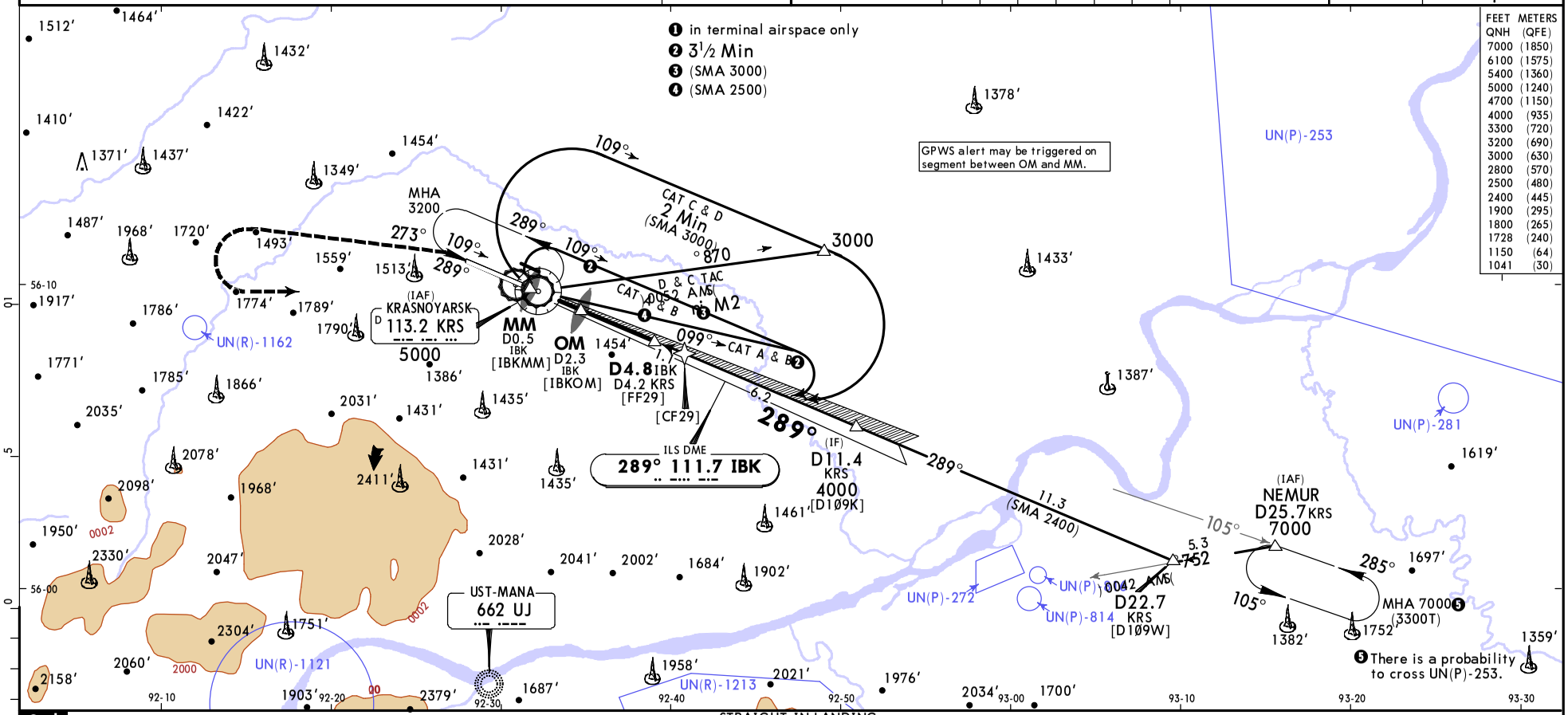
Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III
PAPI
MIN 1800′
289°

❶ in terminal airspace only
❷ 3½ Min
❸ (SMA 3000)
❹ (SMA 2500)

GPWS alert may be triggered on segment between OM and MM.

FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3300	(720)
3200	(690)
3000	(630)
2800	(570)
2500	(480)
2400	(445)
1900	(295)
1800	(265)
1728	(240)
1150	(64)
1041	(30)



Std

STRAIGHT-IN LANDING
CAT II ILS

RA 99′
DA(H) 1041′ (100′)

A
B
C
D

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: Missed apch, note.

UNKL/KJA KRASNOYARSK

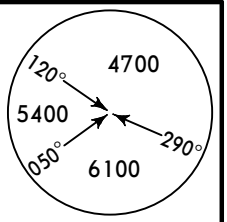
JEPPESEN
19 DEC 25
Eff 25 Dec
11-5

KRASNOYARSK, ~~RUSSIA~~
ILS X or LOC X Rwy 11

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	ILS DA(H)	Apt Elev 941′
110.5	109°	2500′ (1559′)	1141′(200′)	Rwy 941′

MISSED APCH: Climb on track 109° to 1800′ or above, then proceed on track 124°, climbing to 2800′ or above, then turn RIGHT to NDB/MKR climbing to 4000′.

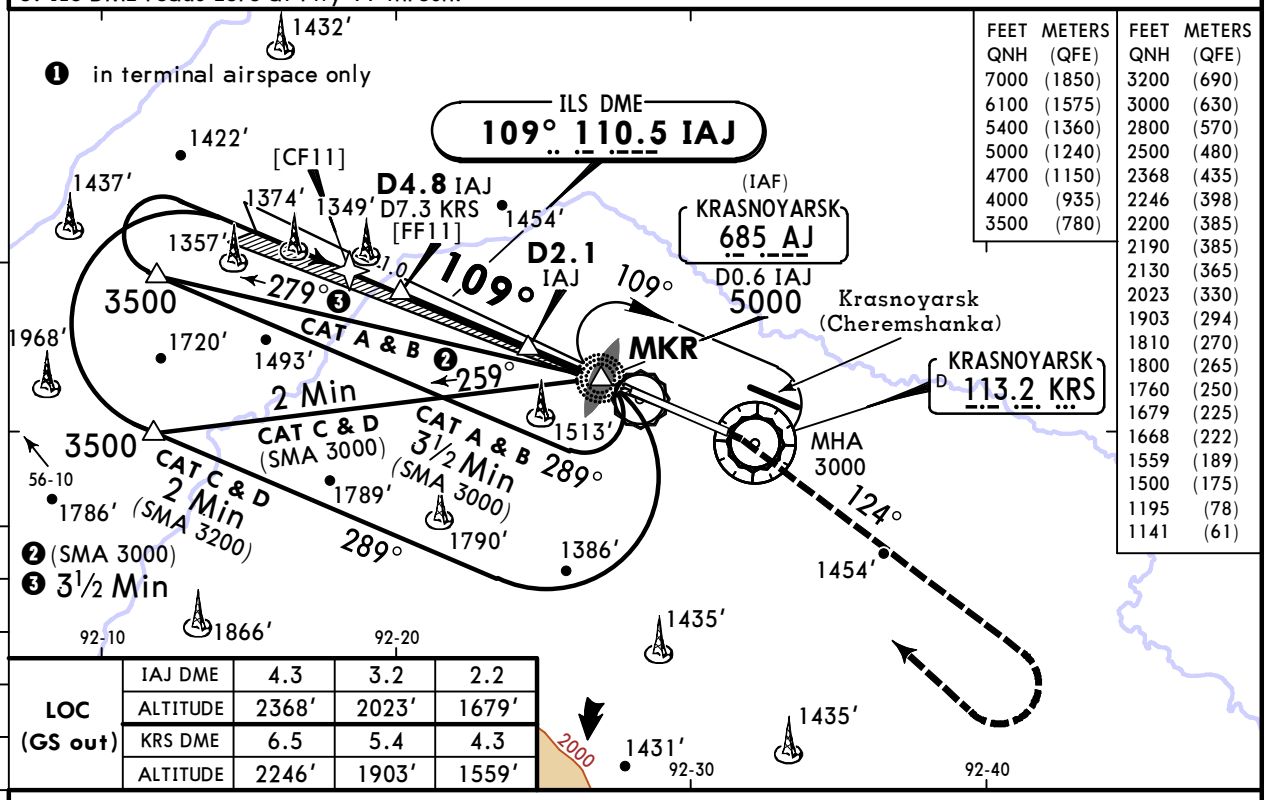


MSA ARP is computed for surface air temperature at apt -43°C ❶

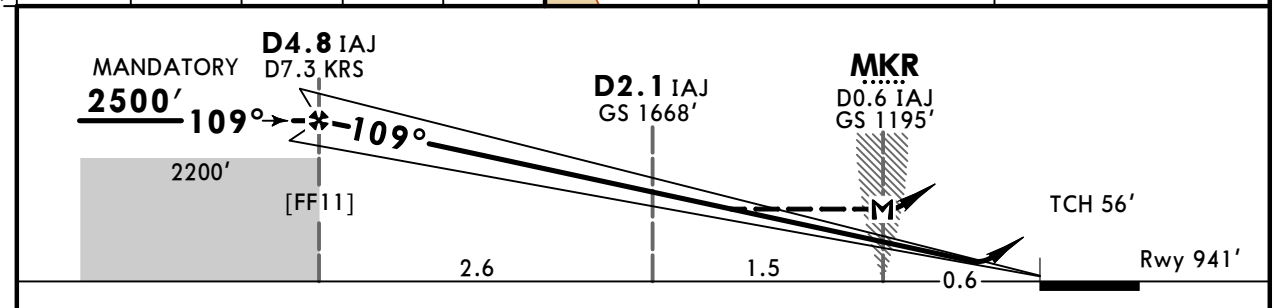
Alt Set: hPa (MM on req) | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. ILS DME reads zero at rwy 11 thresh.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
7000	(1850)	3200	(690)
6100	(1575)	3000	(630)
5400	(1360)	2800	(570)
5000	(1240)	2500	(480)
4700	(1150)	2368	(435)
4000	(935)	2246	(398)
3500	(780)	2200	(385)
		2190	(385)
		2130	(365)
		2023	(330)
		1903	(294)
		1810	(270)
		1800	(265)
		1760	(250)
		1679	(225)
		1668	(222)
		1559	(189)
		1500	(175)
		1195	(78)
		1141	(61)



LOC (GS out)				
	IAJ DME	4.3	3.2	2.2
	ALTITUDE	2368′	2023′	1679′
	KRS DME	6.5	5.4	4.3
	ALTITUDE	2246′	1903′	1559′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MKR/D0.6 IAJ							
Timing not authorized for defining MAP.							

PALS CAT II/III
PAPI

MIN 1800′ on 109°

Std STRAIGHT-IN LANDING

	ILS DA(H) 1141′(200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 1500′(559′)		CIRCLE-TO-LAND Max KT	MDA(H)	
		TDZ or CL out	ALS out		ALS out			
A	R550m	❶ R550m	R1200m	R1500m		100	1760′(819′)	V1500m
B						135	1810′(869′)	V1600m
C				R1800m	R2400m	180	2130′(1189′)	V2400m
D						205	2190′(1249′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

BRIEFING STRIP ™ | PANS OPS

UNKL/KJA
KRASNOYARSK

JEPPESEN 19 DEC 25 (11-5A) Eff 25 Dec

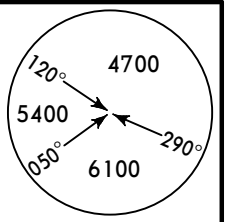
KRASNOYARSK, ~~RUSSIA~~
CAT II ILS X Rwy 11

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

BRIEFING STRIP™

LOC IAJ	Final Apch Crs	D4.8 IAJ MANDATORY	CAT II ILS	
110.5	109°	2500′ (1559′)	RA 100′ DA(H) 1041′ (100′)	Apt Elev 941′ Rwy 941′

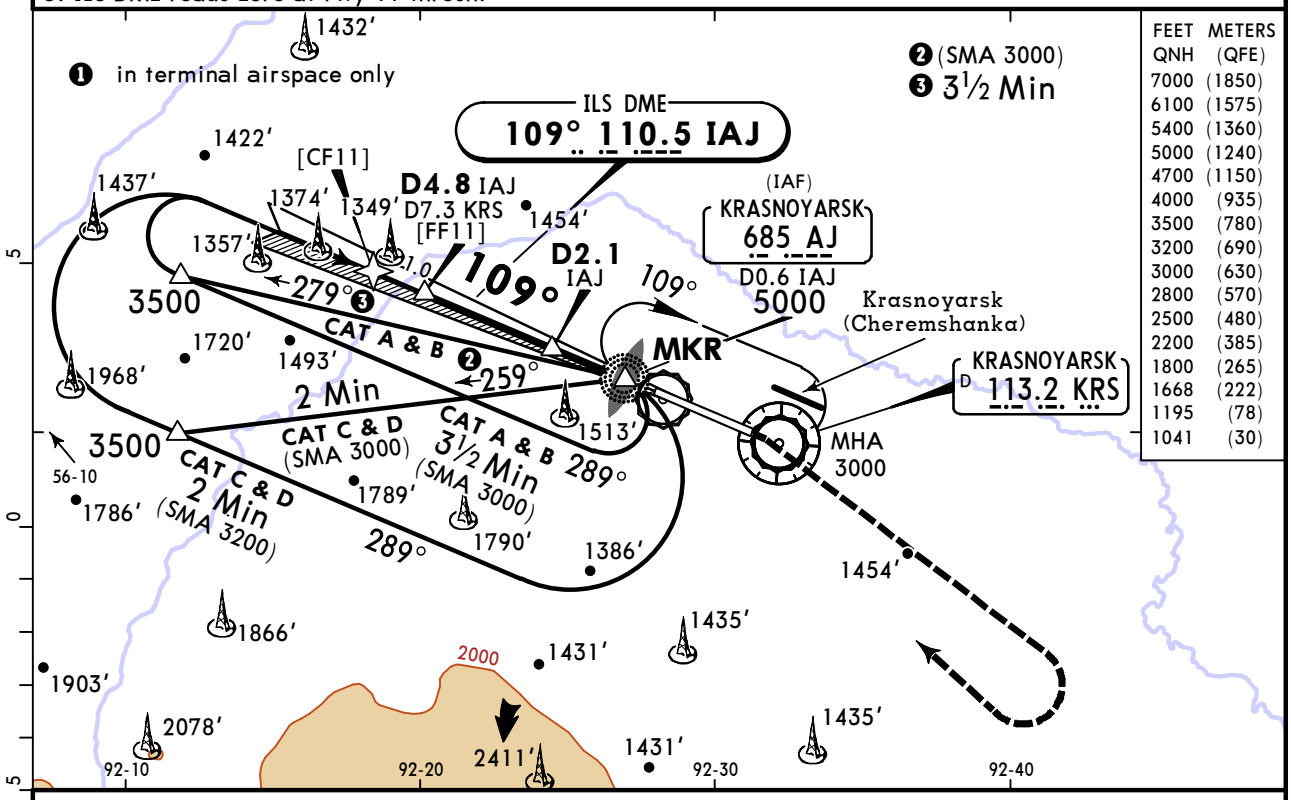
MISSED APCH: Climb on track 109° to 1800′ or above, then proceed on track 124°, climbing to 2800′ or above, then turn RIGHT to NDB/MKR climbing to 4000′.

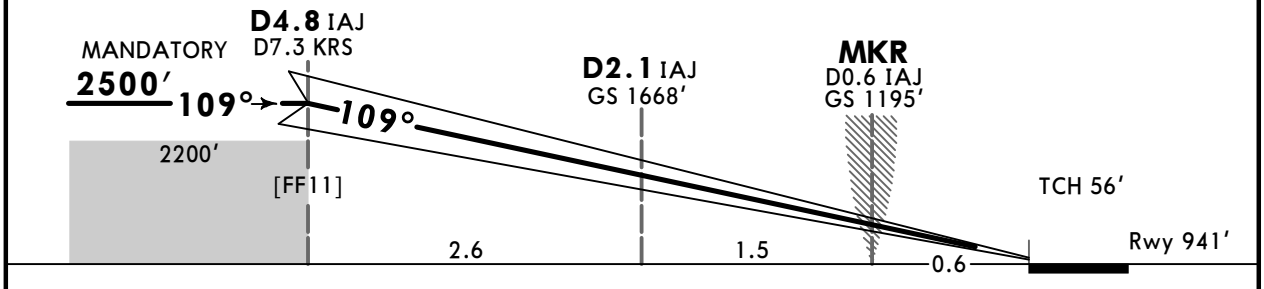


MSA ARP is computed for surface air temperature at apt -43°C ❶

Alt Set: hPa (MM on req) | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME required. 2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. ILS DME reads zero at rwy 11 thresh.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III
PAPI

MIN 1800′ on 109°

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 100′
DA(H) **1041′** (100′)

❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: Missed apch.

UNKL/KJA KRASNOYARSK

JEPPESEN
19 DEC 25
Eff 25 Dec
11-6

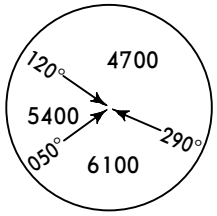
KRASNOYARSK, ~~RUSSIA~~
ILS X or LOC X Rwy 29

BRIEFING STRIP™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

LOC IBK	Final Apch Crs	D4.8 IBK MANDATORY	ILS DA(H)	Apt Elev 941′ Rwy 941′
111.7	289°	2500′ (1559′)	1141′ (200′)	

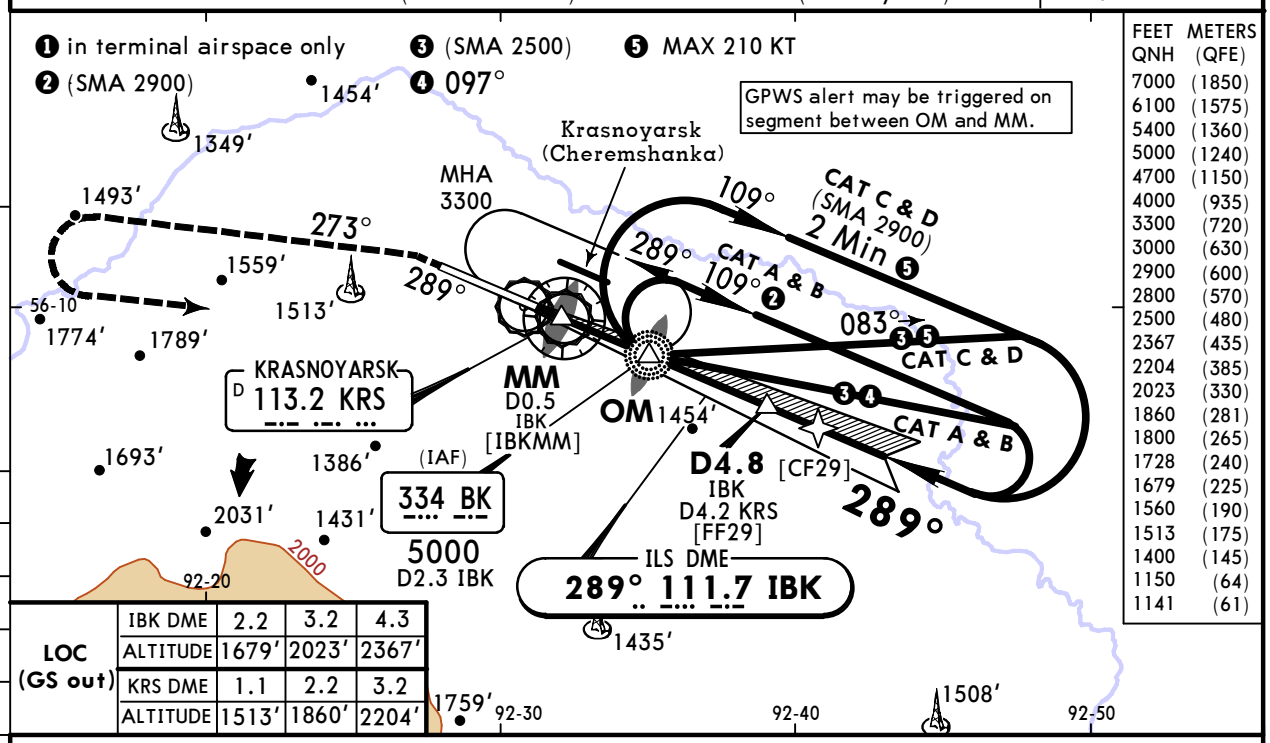
MISSED APCH: Climb on track 289° to 1800′ or above, proceed on track 273° climbing to 2800′ or above, then turn LEFT to NDB climbing to 4000′.



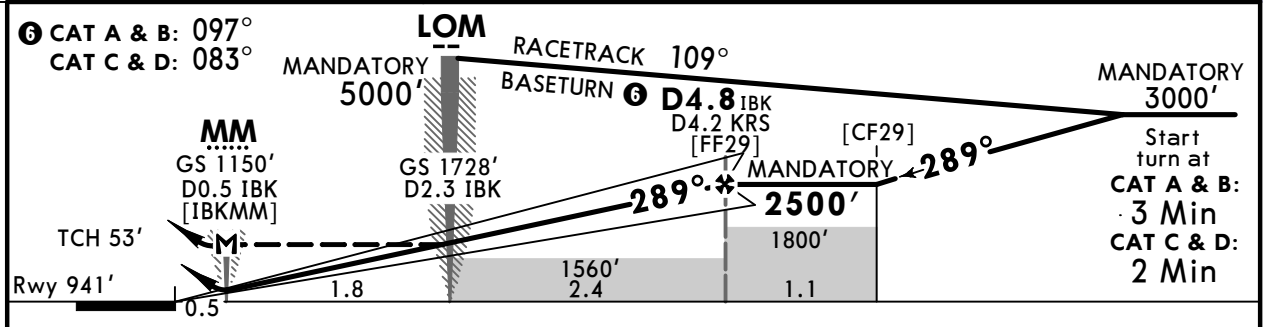
MSA ARP is computed for surface air temperature at apt -43.0°C❶

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

1. DME required.
2. ILS DME reads zero at rwy 29 threshold.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).



LOC (GS out)				
	IBK DME	2.2	3.2	4.3
	ALTITUDE	1679′	2023′	2367′
	KRS DME	1.1	2.2	3.2
	ALTITUDE	1513′	1860′	2204′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM/D0.5 IBK							
Timing not authorized for defining MAP.							

PALS CAT II/III
PAPI

MIN 1800′ on 289°

Std

STRAIGHT-IN LANDING

ILS DA(H) 1141′ (200′)			LOC (GS out) With D2.3 IBK CDFA ❷ DA/MDA(H) 1400′ (459′)		LOC (GS out) W/o D2.3 IBK CDFA ❷ DA/MDA(H) 1560′ (619′)	
	TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1400m	R1500m	R1500m	
B						
C				R2100m	R2100m	R2400m
D						

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′ (819′)	V1500m
135	1810′ (869′)	V1600m
180	2130′ (1189′)	V2400m
205	2190′ (1249′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, note.

UNKL/KJA KRASNOYARSK

JEPPESEN
19 DEC 25
Eff 25 Dec
11-6A

KRASNOYARSK, ~~RUSSIA~~
CAT II ILS X Rwy 29

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

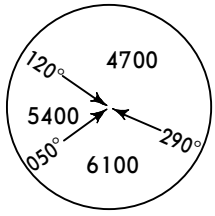
BRIEFING STRIP ™

LOC IBK	Final Apch Crs	D4.8 KRS MANDATORY	CAT II ILS	Apt Elev 941'
111.7	289°	2500' (1559')	RA 99' DA(H) 1041' (100')	Rwy 941'

MISSED APCH: Climb on track 289° to 1800' or above, proceed on track 273° climbing to 2800' or above, then turn LEFT to NDB climbing to 4000'.

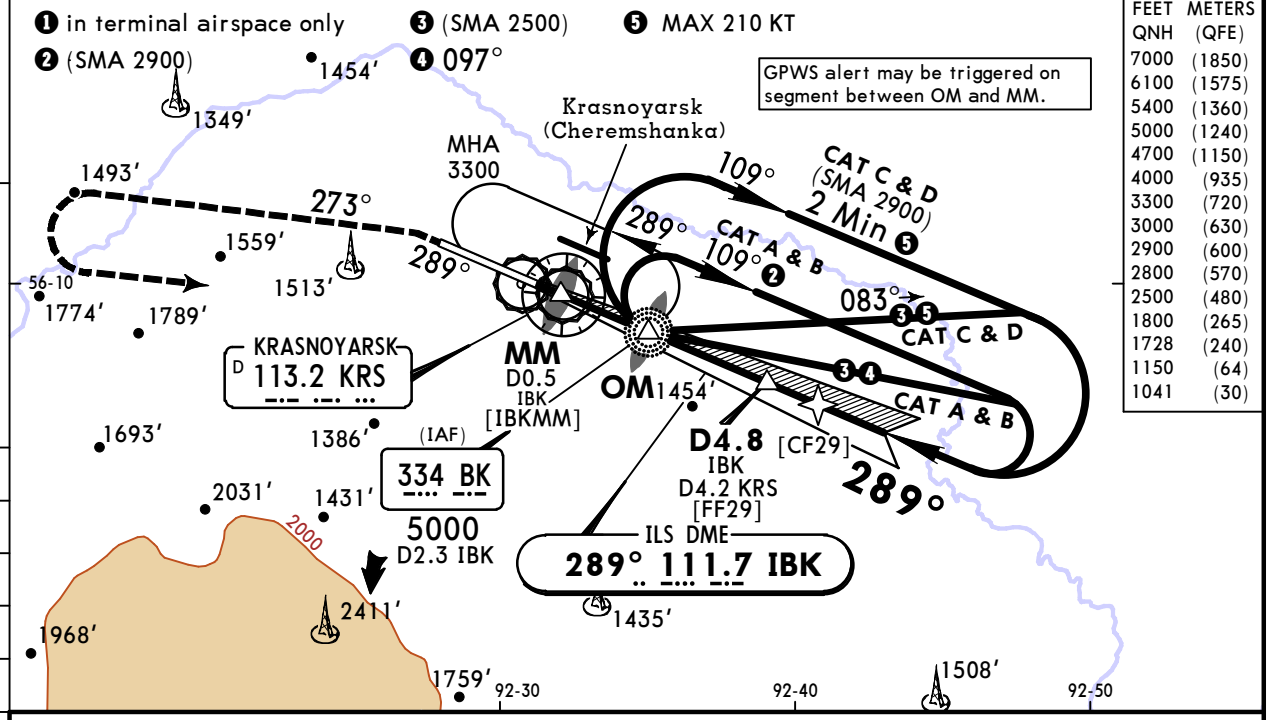
Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000'

1. DME required.
2. ILS DME reads zero at rwy 29 threshold.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).

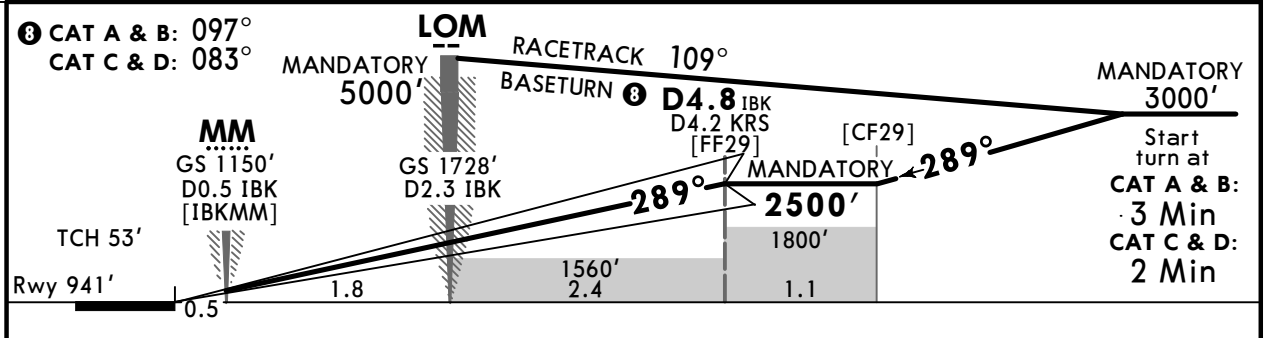


MSA ARP

is computed for surface air temperature at apt -43.0°C ❶



FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3300	(720)
3000	(630)
2900	(600)
2800	(570)
2500	(480)
1800	(265)
1728	(240)
1150	(64)
1041	(30)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

PALS CAT II/III
PAPI

MIN 1800' on 289°

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 99'
DA(H) **1041'** (100')

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Missed apch, note.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 (12-1) Eff 25 Dec

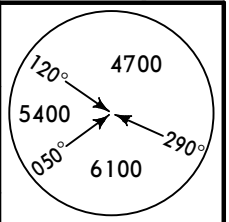
KRASNOYARSK, ~~RUSSIA~~ RNP Rwy 11

BRIEFING STRIP ™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

RNAV	Final Apch Crs 109°	KLØ17 2500′ (1559′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 941′ Rwy 941′

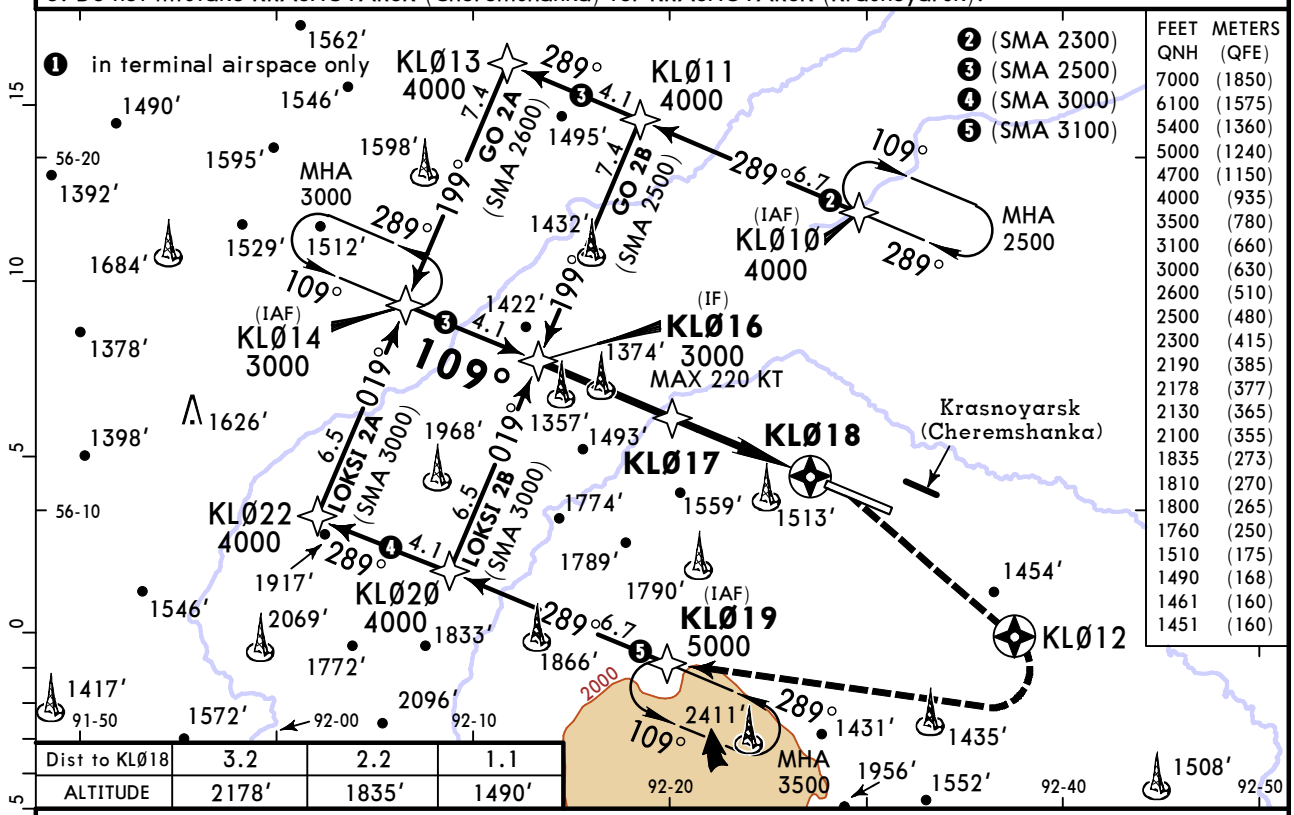
MISSED APCH: Climb on track 109° to 1800′ or above, proceed climbing to KLØ12, then turn RIGHT to KLØ19 climbing to 4000′.

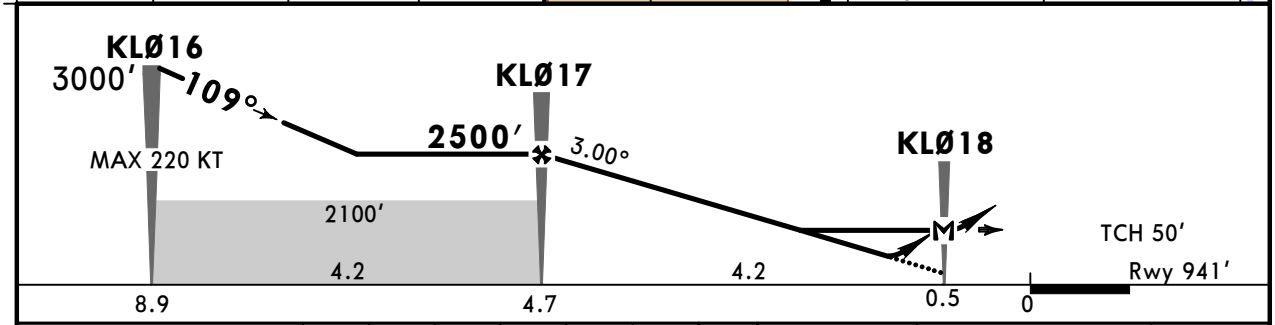


MSA ARP is computed for surface air temperature at apt -43°C ❶

Alt Set: hPa (MM on req)	Rwy Elev: 34 hPa	Trans level: FL090	Trans alt: 7000′

RNP apch 1. GNSS required. 2. Baro-VNAV not authorized below -27°C.
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at KLØ18							

Timing not authorized for defining MAP.

PALS CAT II/III
PAPI

MIN 1800′ on 109° KLØ12 RT

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H)	LNAV CDFA
A: 1451′ (510′) BCD: 1461′ (520′)	❶ DA/MDA(H) 1510′ (569′)
ALS out	ALS out

CIRCLE-TO-LAND

	LNAV/VNAV		LNAV		Max KT	MDA(H)	
A	R1500m		R1500m		100	1760′ (819′)	V1500m
B					135	1810′ (869′)	V1600m
C	R1600m	R2400m	R1900m	R2400m	180	2130′ (1189′)	V2400m
D					205	2190′ (1249′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 12-2 Eff 25 Dec

KRASNOYARSK, ~~RUSSIA~~ RNP Rwy 29

BRIEFING STRIP TM

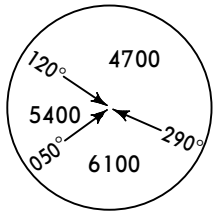
ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

RNAV	Final Apch Crs 289°	KLØ32 2500′ (1559′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 941′

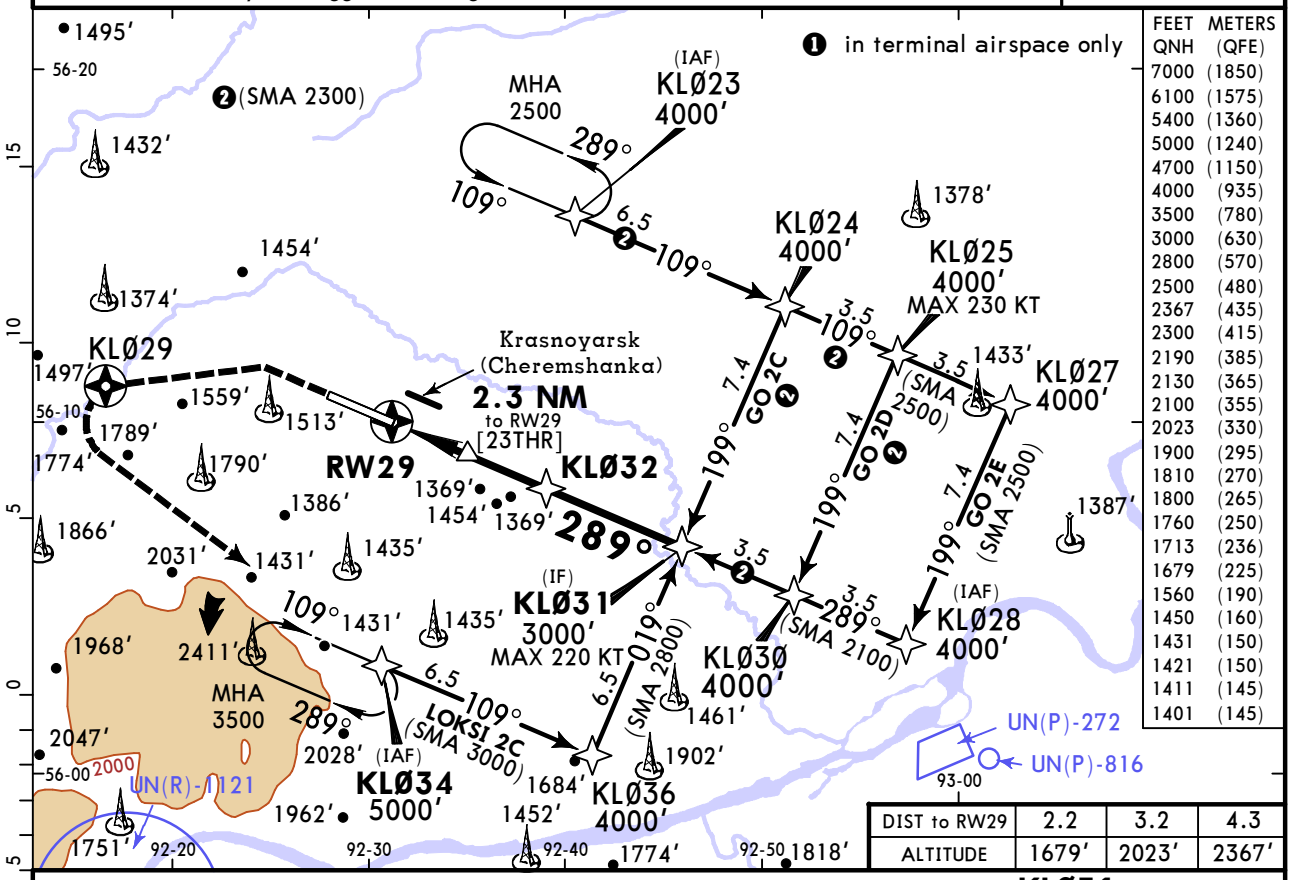
MISSED APCH: Climb on track 289° to 1800′ or above, climb to KLØ29, then turn LEFT to KLØ34 climbing to 4000′.

Alt Set: hPa (MM on req) Apt Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

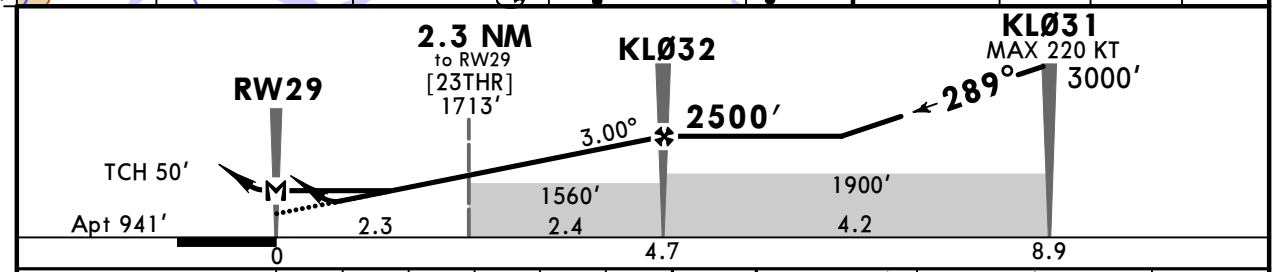
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -27°C
3. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
4. GPWS alert may be triggered on segment between KLØ32 and THR.



MSA ARP is computed for surface air temperature at apt -43.0°C ❶



DIST to RW29	2.2	3.2	4.3
ALTITUDE	1679′	2023′	2367′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW29							

Timing not authorized for defining MAP.

PALS CAT II/III PAPI

MIN 1800′ on 289°

KLØ29 LT

PANS OPS

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H) A: 1401′(460′) C: 1421′(480′) B: 1411′(470′) D: 1431′(490′)

LNAV CDFA ❶ DA/MDA(H) 1450′ (509′)

CIRCLE-TO-LAND

	LNAV/VNAV ALS out	LNAV CDFA ALS out	Max KT	MDA(H)
A	R1400m	R1500m	100	1760′(819′) V1500m
B	R1500m	R1500m	135	1810′(869′) V1600m
C	R1500m	R2200m / R1600m	180	2130′(1189′) V2400m
D	R1500m	R2300m / R2400m	205	2190′(1249′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Note 4 established, missed apch.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 12-40 Eff 25 Dec

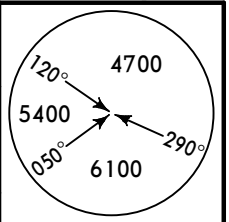
KRASNOYARSK, ~~RUSSIA~~ GLS Rwy 11

BRIEFING STRIP ™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

GBAS	Final Apch Crs	KLØ17	GLS DA(H)	Apt Elev 941′
Ch 20666 G11A	**109°**	**2500′** (1559′)	**1141′** (200′)	Rwy 941′

MISSED APCH: Climb on track 109° to 1800′ or above, then proceed climbing to KLØ12, turn RIGHT to KLØ19 climbing to 4000′.

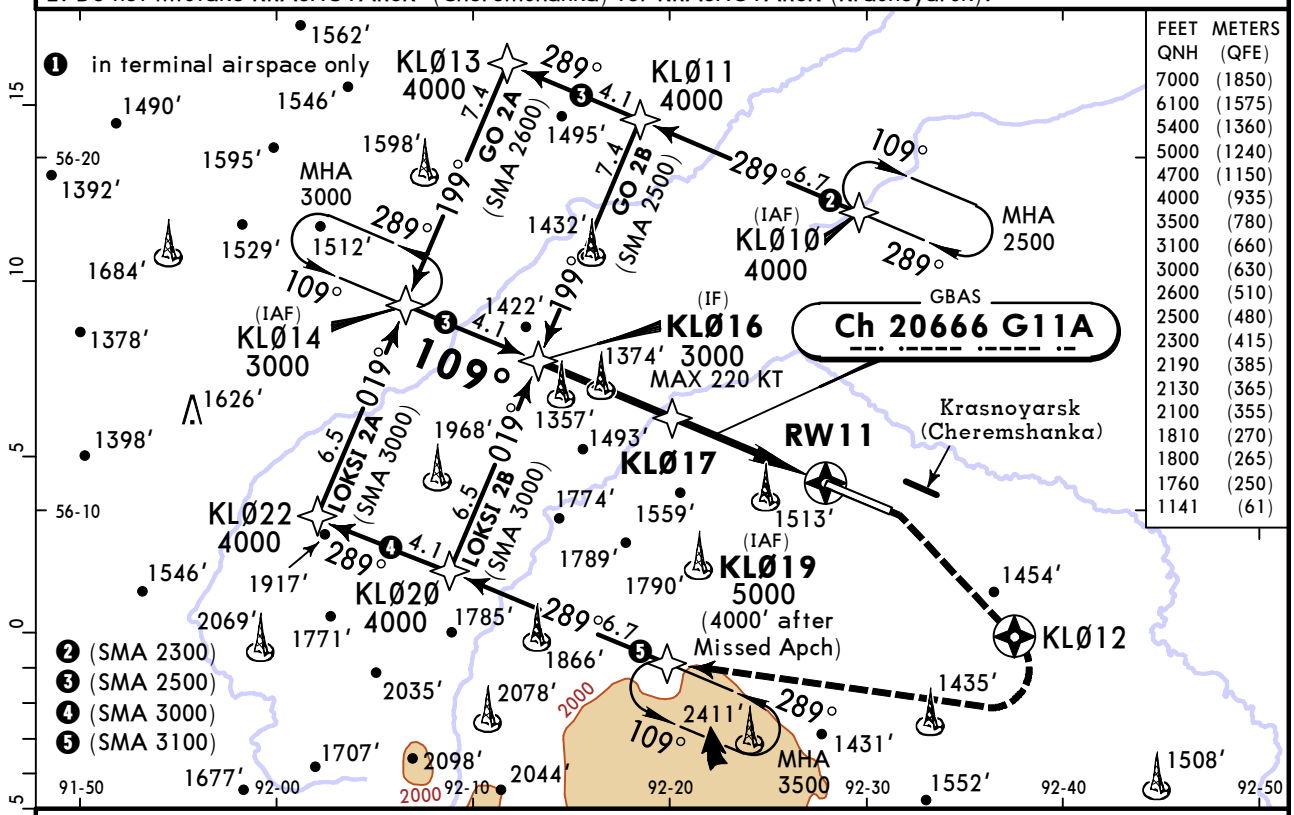


MSA ARP is computed for surface air temperature at apt -43°C ❶

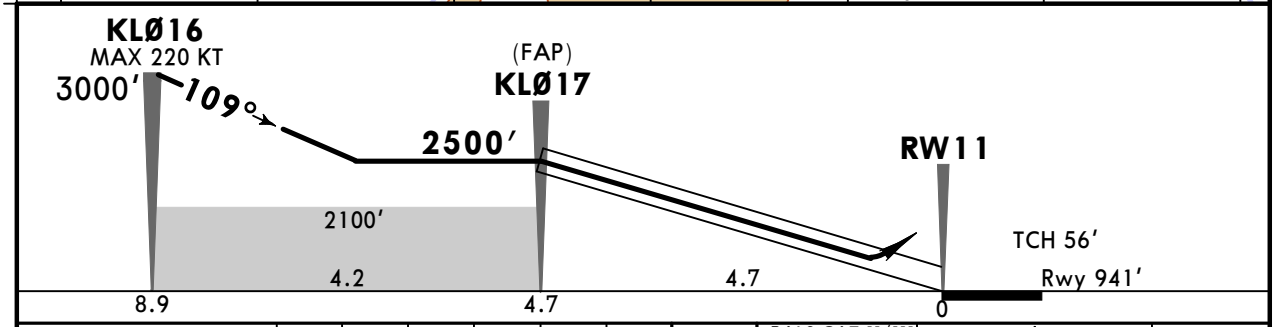
Alt Set: hPa (MM on req) | Rwy Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

RNAV 1 required for initial and missed approach. 1. GNSS required.

2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).



FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3100	(660)
3000	(630)
2600	(510)
2500	(480)
2300	(415)
2190	(385)
2130	(365)
2100	(355)
1810	(270)
1800	(265)
1760	(250)
1141	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

PALS CAT II/III PAPI

MIN **1800′** on **109°**

KLØ12 RT

Std STRAIGHT-IN LANDING

GLS

DA(H) **1141′** (200′)

CIRCLE-TO-LAND

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	❶ R550m	
D		

Max KT	MDA(H)	
100	1760′ (819′)	V1500m
135	1810′ (869′)	V1600m
180	2130′ (1189′)	V2400m
205	2190′ (1249′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed Apch.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 12-41 Eff 25 Dec

KRASNOYARSK, ~~RUSSIA~~ GLS Rwy 29

BRIEFING STRIP TM

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

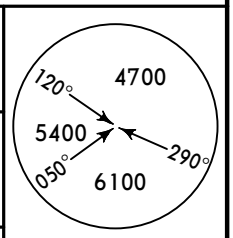
GBAS	Final Apch Crs	KLØ32	GLS DA(H)	Apt Elev 941′
Ch 21077 G29A	**289°**	**2500′** (1559′)	**1141′** (200′)	Rwy 941′

MISSED APCH: Climb on track 289° to 1800′ or above, climb to KLØ29, then turn LEFT to KLØ34 climbing to 4000′.

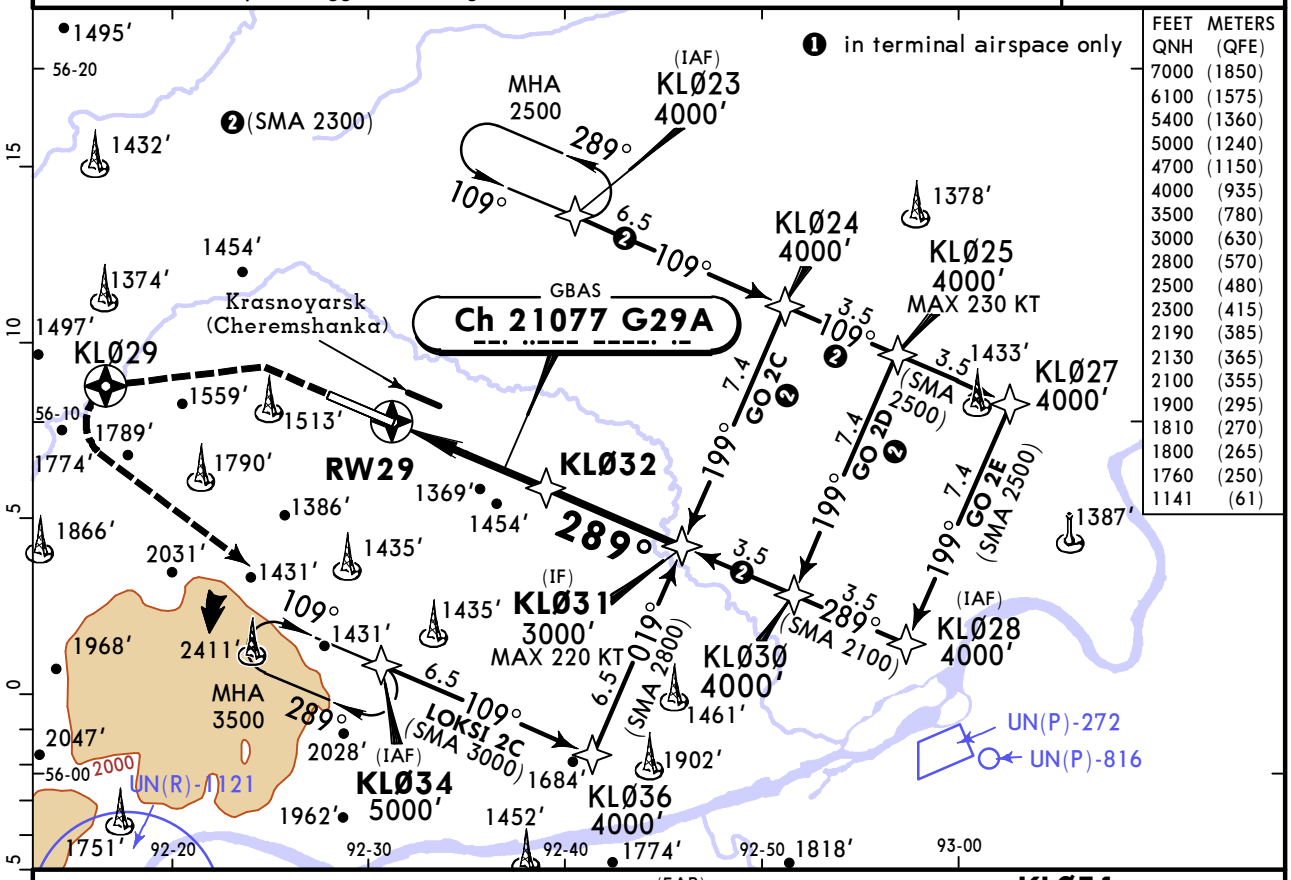
Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

RNAV 1 required for initial and missed approach.

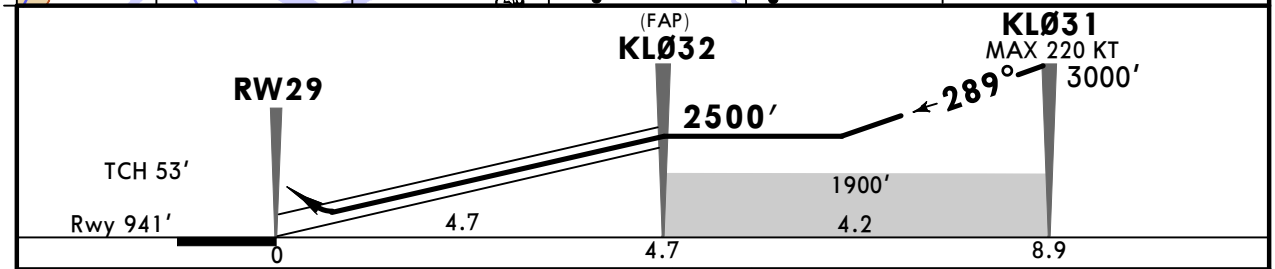
1. GNSS required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. GPWS alert may be triggered on segment between KLØ32 and THR.



MSA ARP is computed for surface air temperature at apt -43.0°C ❶



FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3000	(630)
2800	(570)
2500	(480)
2300	(415)
2190	(385)
2130	(365)
2100	(355)
1900	(295)
1810	(270)
1800	(265)
1760	(250)
1141	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

PALS CAT II/III PAPI

MIN 1800′ on 289°

KLØ29 LT

PANS OPS

Std STRAIGHT-IN LANDING **GLS**

DA(H) **1141′** (200′)

	TDZ or CL out	ALS out
A, B, C, D	R550m	❶ R550m	R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1760′ (819′)	V1500m
135	1810′ (869′)	V1600m
180	2130′ (1189′)	V2400m
205	2190′ (1249′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note 3 established, missed apch.

UNKL/KJA
KRASNOYARSK

JEPPESEN
19 DEC 25 (13-1) Eff 25 Dec

KRASNOYARSK, RUSSIA
VOR Rwy 11

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

VOR KRS	Final Apch Crs	D7.3	DA/MDA(H)	Apt Elev	941′
113.2	109°	2500′ (1559′)	1690′ (749′)	Rwy	941′

MISSED APCH: Climb on track 124° to 2800° or above, turn RIGHT to VOR DME climbing to 4000′.

Alt Set: hPa	Rwy Elev: 34 hPa	Trans level: By ATC	Trans alt: 7000′

1. DME required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).

MSA ARP
is computed for surface air temperature at apt -43°C ❶

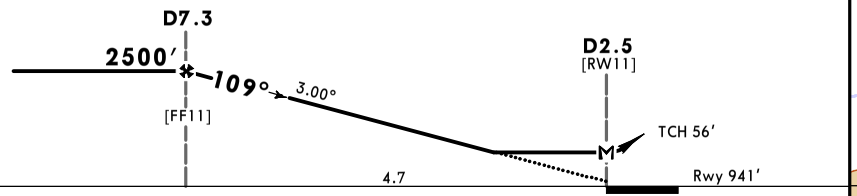
120° 4700 290° 5400 050° 6100

❶ in terminal airspace only

FEET	METERS (QNH) (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3400	(750)
3000	(630)
2900	(600)
2800	(570)
2700	(540)
2500	(480)
2246	(398)
2190	(385)
2130	(365)
1903	(294)
1810	(270)
1760	(250)
1690	(230)

MHA 7000
2700T
275°
095°
(IAF) LAGEP
D28.7
7000
9.0
(SMA 2900)
095° (R-275 KRS)
1626′
10092 AMS
D19.8
[D275T]
7.6
(IF) D14.5
4000
[D289O]
7.2
(SMA 2500)
109°
D7.3
[FF11]
D2.5
[RW11]
3500
281°
109°
CAT A & B 2
CAT A & B 4½ Min (SMA 3000)
CAT C & D 2½ Min (SMA 3400)
289°
124°
MHA 3000
(IAF) D KRASNOYARSK 113.2 KRS 5000
Krasnoyarsk (Cheremshanka)
❷ (SMA 3000)
❸ 4½ Min
❹ 2½ Min

KRS DME	6.5	5.4
ALTITUDE	2246′	1903′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						
Timing not authorized for defining MAP.						

PALS CAT II/III
PAPI
MIN 2800′ 124°

Std

STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
CDFA		Max KT	MDA(H)	
❶ DA/MDA(H) 1690′ (749′)	ALS out			
A	R1500m	100	1760′ (819′)	V1500m
B		135	1810′ (869′)	V1600m
C	R2400m	180	2130′ (1189′)	V2400m
D		205	2190′ (1249′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

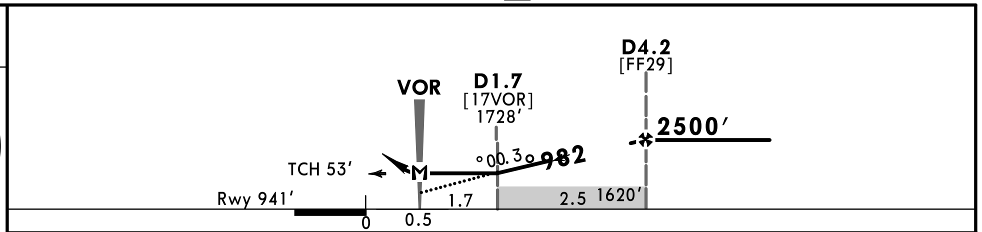
VOR KRS	Final Apch Crs	D4.2	DA/MDA(H) (CONDITIONAL)	Apt Elev 941′ / Rwy 941′
113.2	289°	2500′ (1559′)	1380′(439′)	

MISSED APCH: Climb on R-274 to 2800′ or above, then LEFT to VOR DME climbing to 4000′.

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

1. DME required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. GPWS alert may be triggered on segment between FAF and THR.

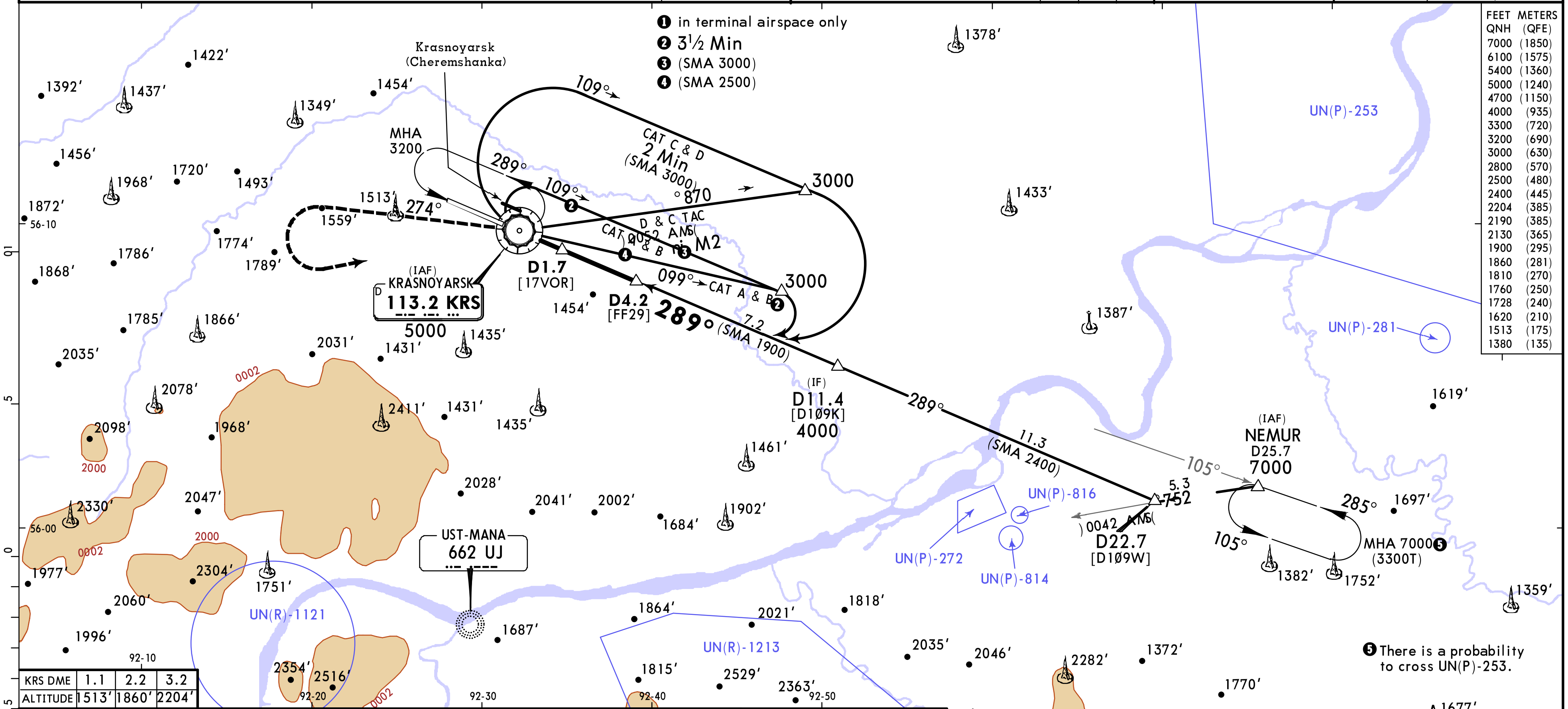
MSA ARP: 4700 (290°–050°), 5400 (050°–120°), 6100 (120°–290°)
MSA ARP is computed for surface air temperature at apt -43.0°C ❶



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						
Timing not authorized for defining MAP.						

PALS CAT II/III
PAPI

MIN 2800′ on 274°



KRS DME	1.1	2.2	3.2
ALTITUDE	1513′	1860′	2204′

Std

STRAIGHT-IN LANDING / CIRCLE-TO-LAND

	With D1.7 CDFA ❶ DA/MDA(H) 1380′(439′)	ALS out	W/o D1.7 CDFA ❶ DA/MDA(H) 1620′(679′)	ALS out	Max KT	MDA(H)	
A	R1300m	R1500m	R1500m		100	1760′ (819′)	V1500m
B	R1300m	R1500m	R1500m		135	1810′ (869′)	V1600m
C	R1300m	R2000m	R2400m		180	2130′ (1189′)	V2400m
D	R1300m	R2000m	R2400m		205	2190′ (1249′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Note 3 established.

UNKL/KJA
KRASNOYARSK

JEPPESEN 19 DEC 25 (16-1) Eff 25 Dec

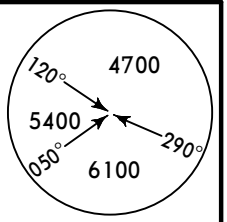
KRASNOYARSK, ~~RUSSIA~~
NDB Rwy 11

BRIEFING STRIP ™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

NDB AJ	Final Apch Crs	D7.3	DA/MDA(H)	Apt Elev 941′
685	109°	2500′ (1559′)	1680′ (739′)	

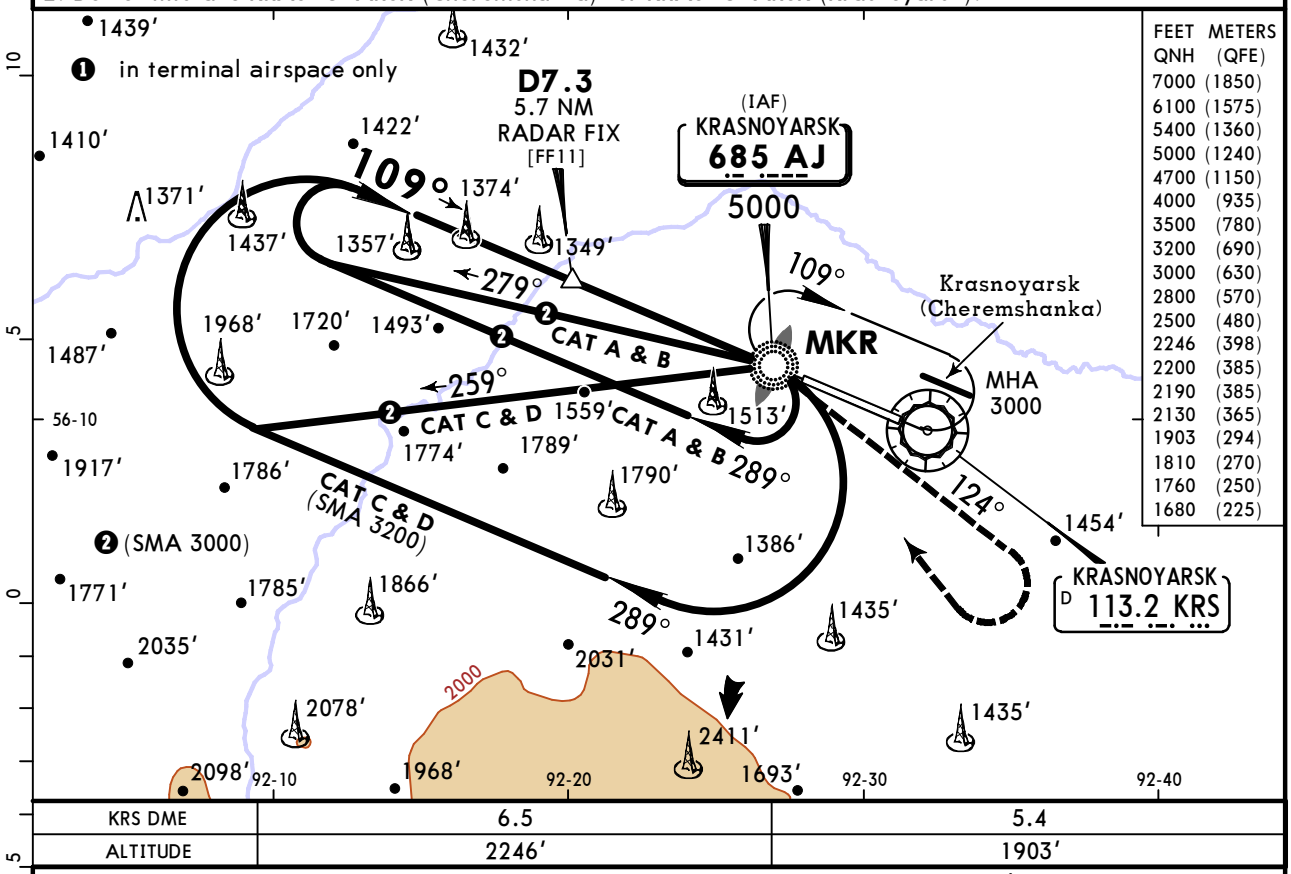
MISSED APCH: Climb on track 124° to 2800′ or above (MAX 240 KT), then turn RIGHT to NDB climbing to 4000′.



MSA ARP is computed for surface air temperature at apt -43°C ❶

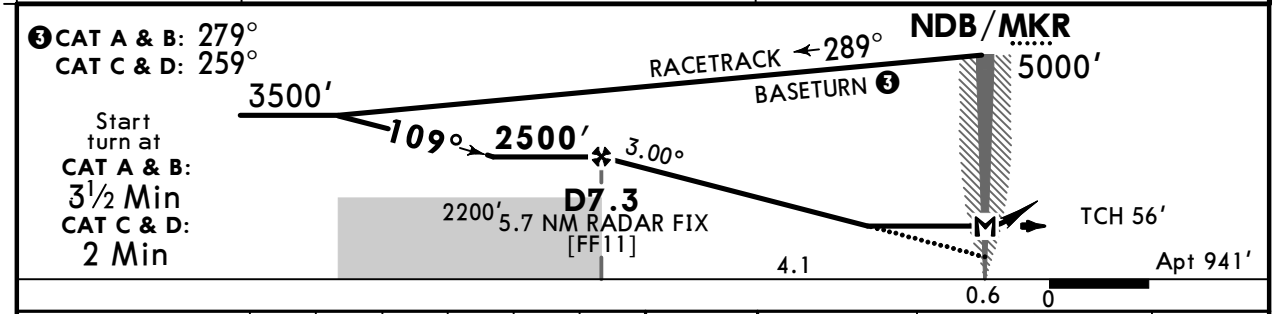
Alt Set: hPa (MM on req) | Apt Elev: 34 hPa | Trans level: FL090 | Trans alt: 7000′

1. DME or radar control is required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).



FEET QNH	METERS (QFE)
7000	(1850)
6100	(1575)
5400	(1360)
5000	(1240)
4700	(1150)
4000	(935)
3500	(780)
3200	(690)
3000	(630)
2800	(570)
2500	(480)
2246	(398)
2200	(385)
2190	(385)
2130	(365)
1903	(294)
1810	(270)
1760	(250)
1680	(225)

KRS DME	6.5	5.4
ALTITUDE	2246′	1903′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB/MKR							
Timing is not authorized for defining MAP.							

PALS CAT II/III
PAPI

MIN 2800′ on 124°

MAX 240 KT

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1680′ (739′)

ALS out

	STRAIGHT-IN LANDING	CIRCLE-TO-LAND Max KT	MDA(H)	
A	R1500m	100	1760′ (819′)	V1500m
B		135	1810′ (869′)	V1600m
C	R2400m	180	2130′ (1189′)	V2400m
D		205	2190′ (1249′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

UNKL/KJA KRASNOYARSK

JEPPESEN 19 DEC 25 16-2 Eff 25 Dec

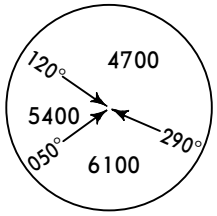
KRASNOYARSK, ~~RUSSIA~~ NDB RWY 29

BRIEFING STRIP™

ATIS	KRASNOYARSK Radar (TWR)	KRASNOYARSK Tower	Ground
126.8	122.0	118.3	121.9

NDB BK	Final Apch Crs	D4.2	DA/MDA(H)	Apt Elev 941′
334	289°	2500′ (1559′)	1400′(459′)	Rwy 941′

MISSED APCH: Climb on track 274° to 2800′ or above, turn LEFT to LOM BK climbing to 4000′.



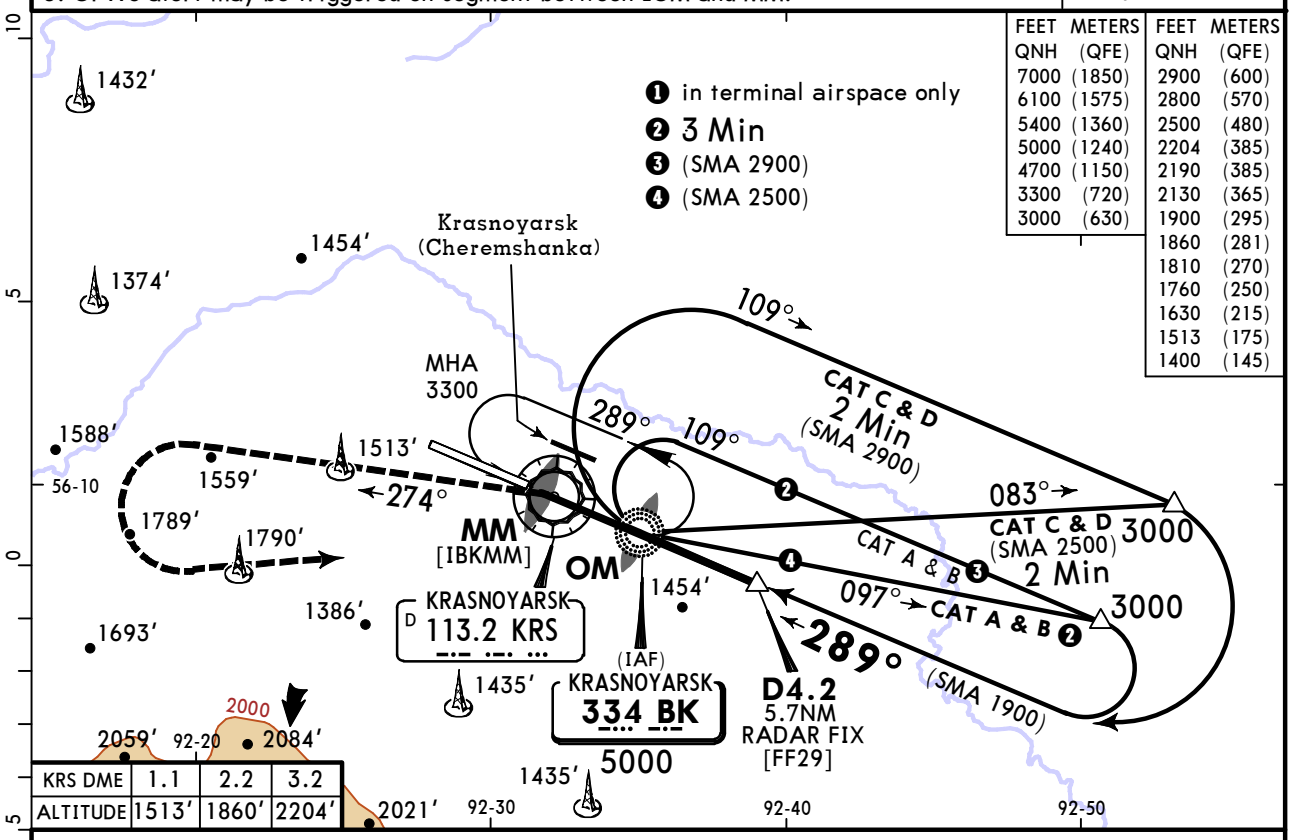
MSA ARP

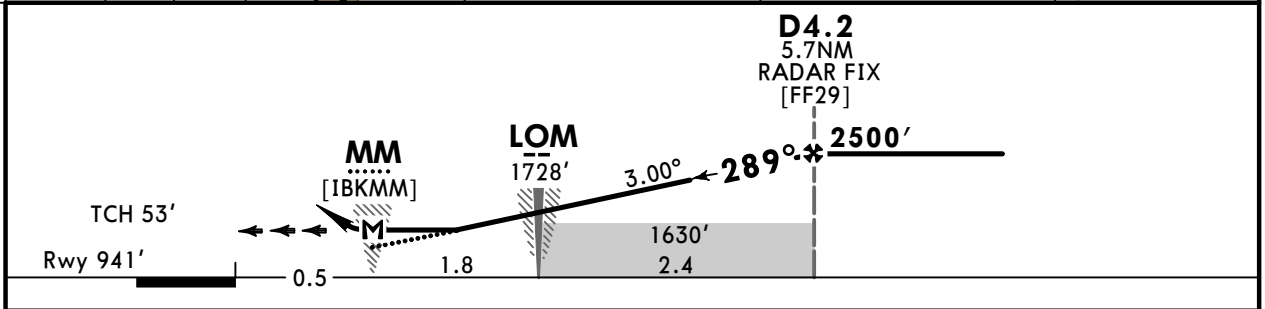
is computed for surface air temperature at apt -43.0°C❶

Alt Set: hPa (MM on req) Rwy Elev: 34 hPa Trans level: FL090 Trans alt: 7000′

1. DME or RADAR required.
2. Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Krasnoyarsk).
3. GPWS alert may be triggered on segment between LOM and MM.

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
7000	(1850)	2900	(600)
6100	(1575)	2800	(570)
5400	(1360)	2500	(480)
5000	(1240)	2204	(385)
4700	(1150)	2190	(385)
3300	(720)	2130	(365)
3000	(630)	1900	(295)
		1860	(281)
		1810	(270)
		1760	(250)
		1630	(215)
		1513	(175)
		1400	(145)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at MM							
Timing not authorized for defining MAP							

PALS CAT II/III PAPI

274° LT

MIN 2800′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1400′(459′)

	ALS out	CIRCLE-TO-LAND Max KT	MDA(H)	
A	R1400m	100	1760′(819′)	V1500m
B		135	1810′(869′)	V1600m
C	R1500m	180	2130′(1189′)	V2400m
D	R2100m	205	2190′(1249′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Note 3 established.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KRASNOYARSK, (KRASNOYARSK - UNKL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNKL