

## List of pages in this Trip Kit

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Airport Information For UEEE

Terminal Charts For UEEE

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: YAKUTSK RUS  
ICAO/IATA: UEEE / YKS  
Lat/Long: N62° 05.60', E129° 46.40'  
Elevation: 328 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -9:00 = UTC  
Magnetic Variation: 16.0° W

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: 1857 Z  
Sunset: 1138 Z

## Runway Information

Runway: 05  
Length x Width: 11155 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 323 ft  
Lighting: Edge, ALS, Centerline

Runway: 23  
Length x Width: 11155 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 314 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS: 126.200 Non-English  
Yakutsk Tower: 120.000  
Yakutsk Ground: 121.700  
Yakutsk Apron Ramp/Taxi: 119.000  
Yakutsk Approach: 129.300  
Yakutsk Radar: 120.300

UEEE/YKS  
YAKUTSK

JEPPESEN

20 JUN 25

10-1P

YAKUTSK, RUSSIA  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 129.95  
126.2 (Russian)

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied when RVR values are less than 550m. The flight crews are informed about LVP implementation via ATIS or by ATS controller using the following phrase: "Low visibility procedures in progress, check your minimum". When LVP are in force, not more than one ACFT may be present on TWY or RWY. The responsibility for not following the assigned taxi routes on the maneuvering area and potential RWY incursion is imposed on the flight crew.

When LVP are in force, it is prohibited:

- not to take off from the RWY beginning;
- to take off without stop at the line-up position after taxiing to the RWY.

Flight crew shall read back all instructions of ATS controller.

LVP are cancelled when RVR is 550m at all three observation sites. Following message is transmitted via communication channels: "Low visibility procedures cancelled" and the phrase "Low visibility procedures in progress, check your minimum" is deleted from ATIS broadcast.

### 1.3. TAXI PROCEDURES

TWY C available for helicopters only.

Taxiing onto TWY B from stands B1 thru B12 is not permitted.

When stands 52 thru 55 are occupied, taxiing via TWY D segment, adjoining cargo apron, shall be executed at minimum speed strictly along marking.

### 1.4. PARKING INFORMATION

Parking into and out of stands by GND controller.

Stands 10A, 52 thru 54 and B1 thru B12 are available for helicopter.

### 1.5. OTHER

Birds in the vicinity of APT.

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## 2. ARRIVAL

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### 2.1. CAT II OPERATIONS

RWY 23 approved for CAT II operations.

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## 3. DEPARTURE

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### 3.1. DE-ICING

Stands 35 and 36 are designated for de-icing.

Request de-icing treatment not later than 30 minutes prior to departure.

### 3.2. START-UP AND TAXI PROCEDURES

Engines start-up, taxiing and towing to the RWY holding position shall be executed upon request of the flight crew and by GND controller's clearance.

When requesting start-up clearance from GND controller, flight crews shall report call sign and stand number. When towing is required, flight crew shall report stand number and request towing clearance from GND controller.

**UEEE/YKS**  
YAKUTSK

**JEPPESEN**

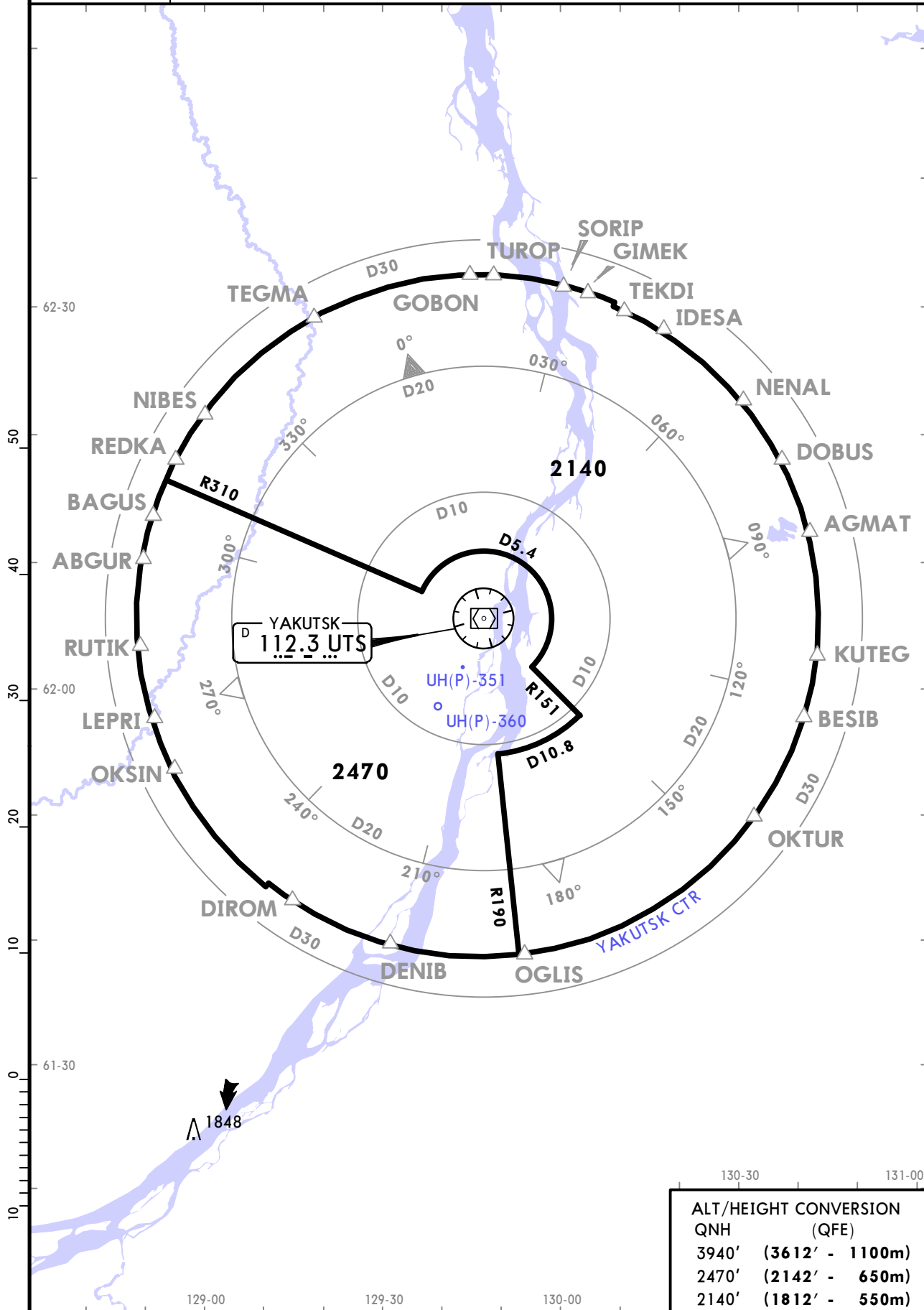
**YAKUTSK, RUSSIA**

5 JUL 24 **(10-1R)**

Eff 11 Jul

**RADAR MINIMUM ALTITUDES**

YAKUTSK Radar (TWR) <b>120.3</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
Apt Elev <b>328</b>	Trans alt: 3940 (3612) 1. Chart only to be used for cross-checking of altitudes while under radar control. 2. When vectoring is carried out under low-temperature conditions, minimum altitudes shall be adjusted by ATC by altimeter temperature correction.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3940'	(3612' - 1100m)
2470'	(2142' - 650m)
2140'	(1812' - 550m)

UEEE/YKS  
YAKUTSK

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5 JUL 24 10-2 Eff 11 Jul

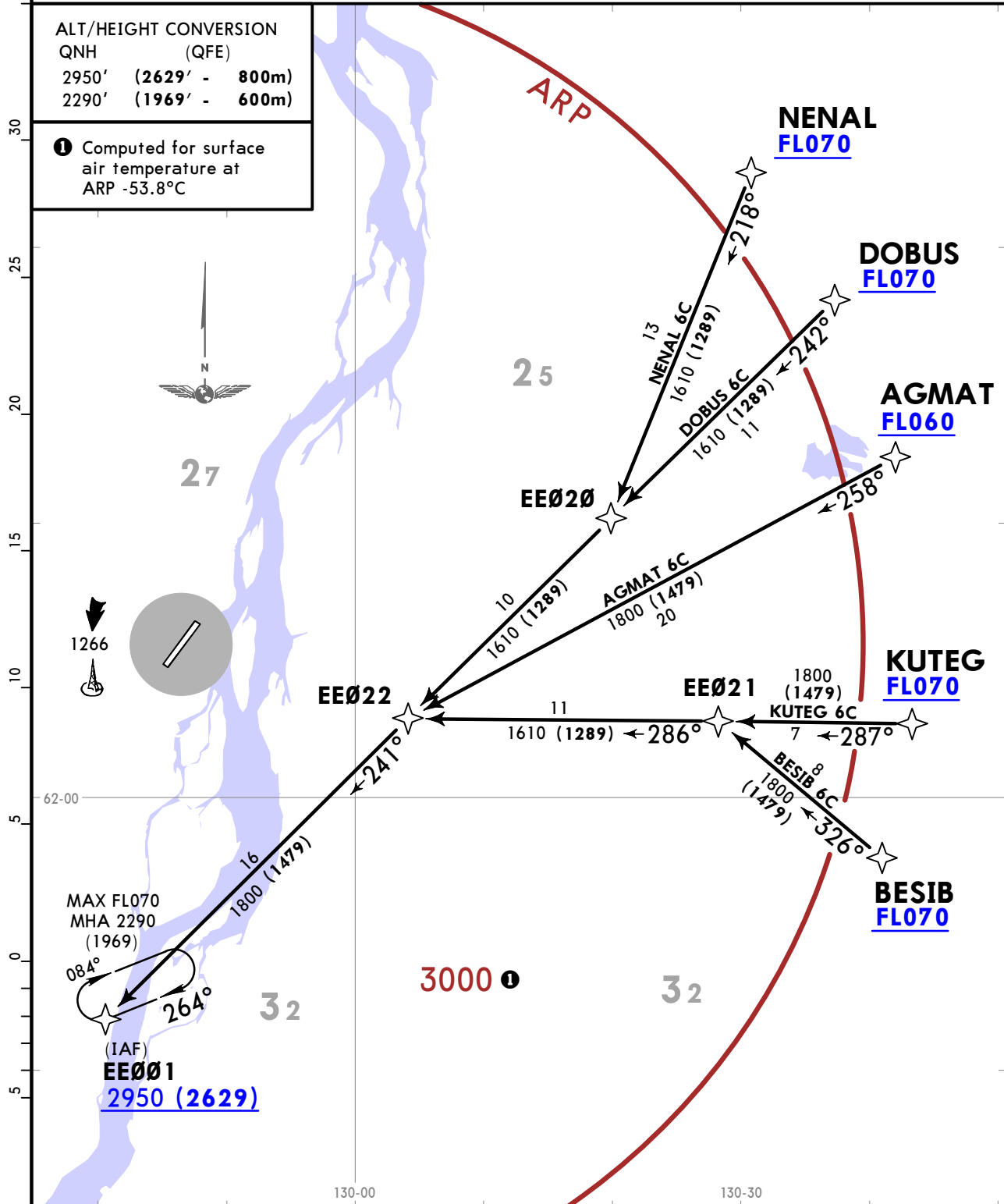
YAKUTSK, RUSSIA  
RNAV STAR

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
		If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.

AGMAT 6C [AGMA6C], BESIB 6C [BESI6C]  
 DOBUS 6C [DOBU6C], KUTEG 6C [KUTE6C]  
 NENAL 6C [NENA6C]  
 RNAV ARRIVALS  
 (RWY 05)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2950'	(2629' - 800m)
2290'	(1969' - 600m)

Computed for surface air temperature at ARP -53.8°C



CHANGES: DOBUS 6C MEA.

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5 JUL 24 **(10-2A)** Eff 11 Jul

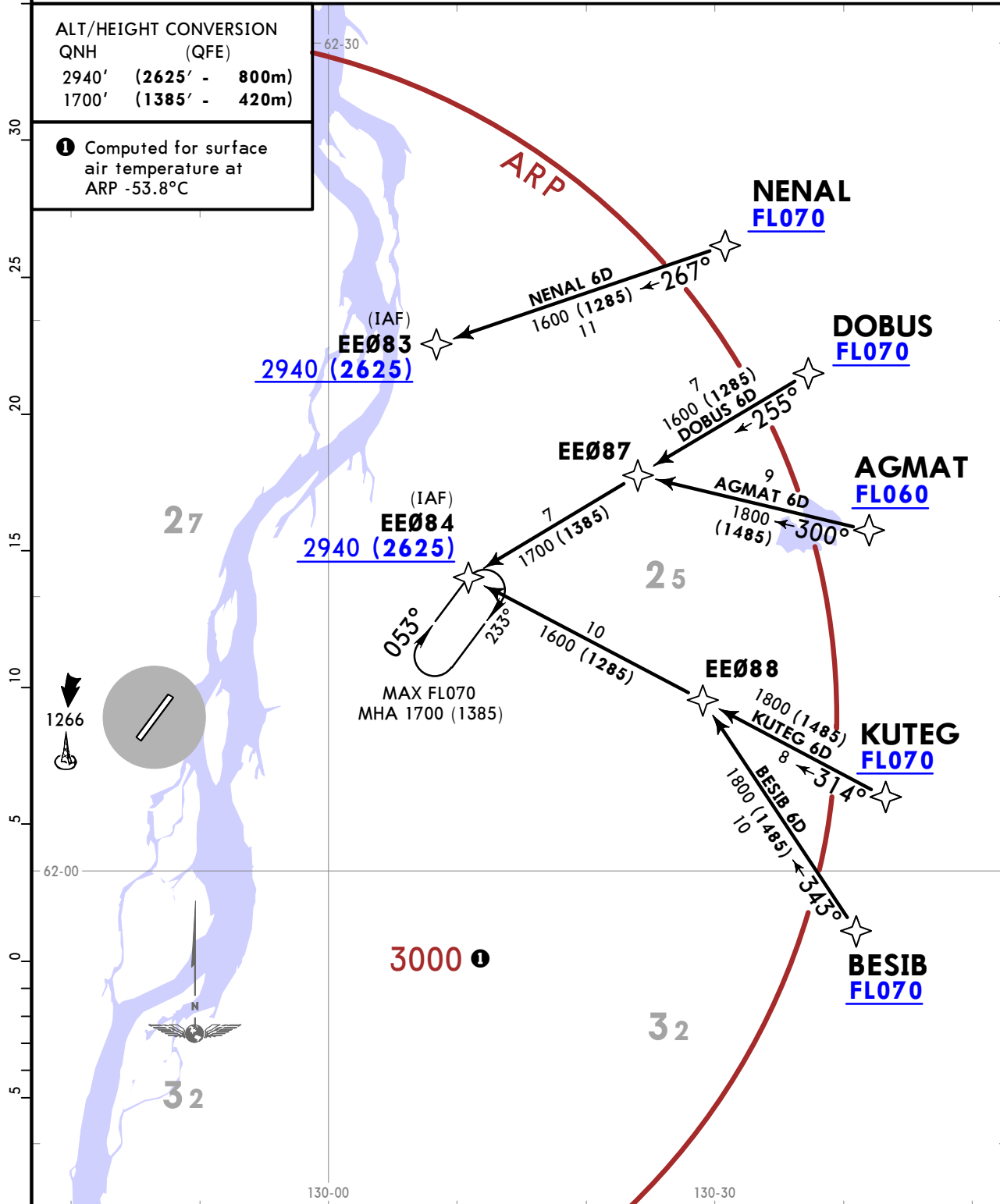
**YAKUTSK, RUSSIA**  
**RNAV STAR**

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
		If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.

**AGMAT 6D [AGMA6D], BESIB 6D [BESI6D]**  
**DOBUS 6D [DOBU6D], KUTEG 6D [KUTE6D]**  
**NENAL 6D [NENA6D]**  
**RNAV ARRIVALS**  
**(RWY 23)**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(2625' - 800m)
1700'	(1385' - 420m)

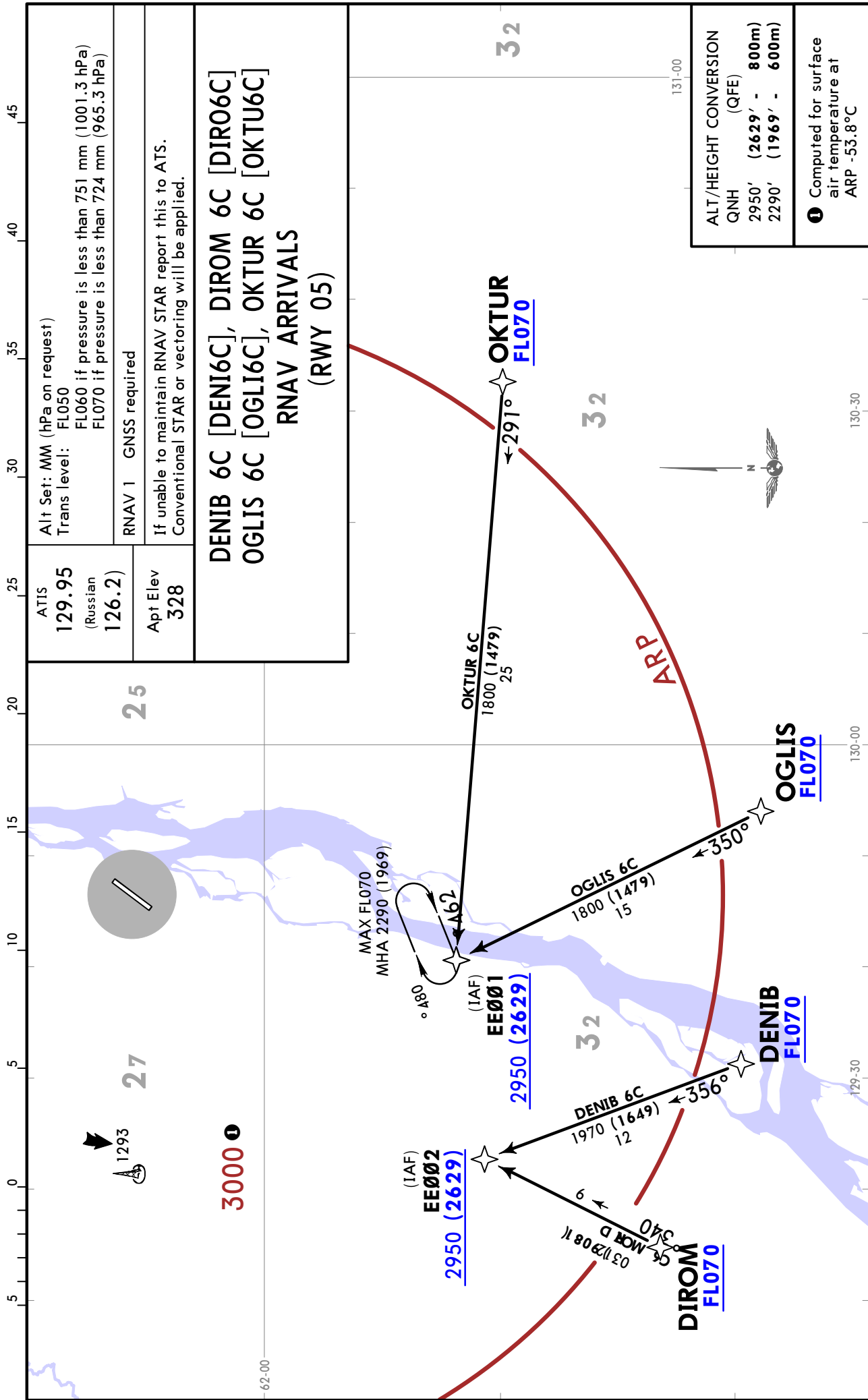
Computed for surface air temperature at ARP -53.8°C



UEEE/YKS  
YAKUTSK

JEPPESSEN  
2 FEB 24 10-2B

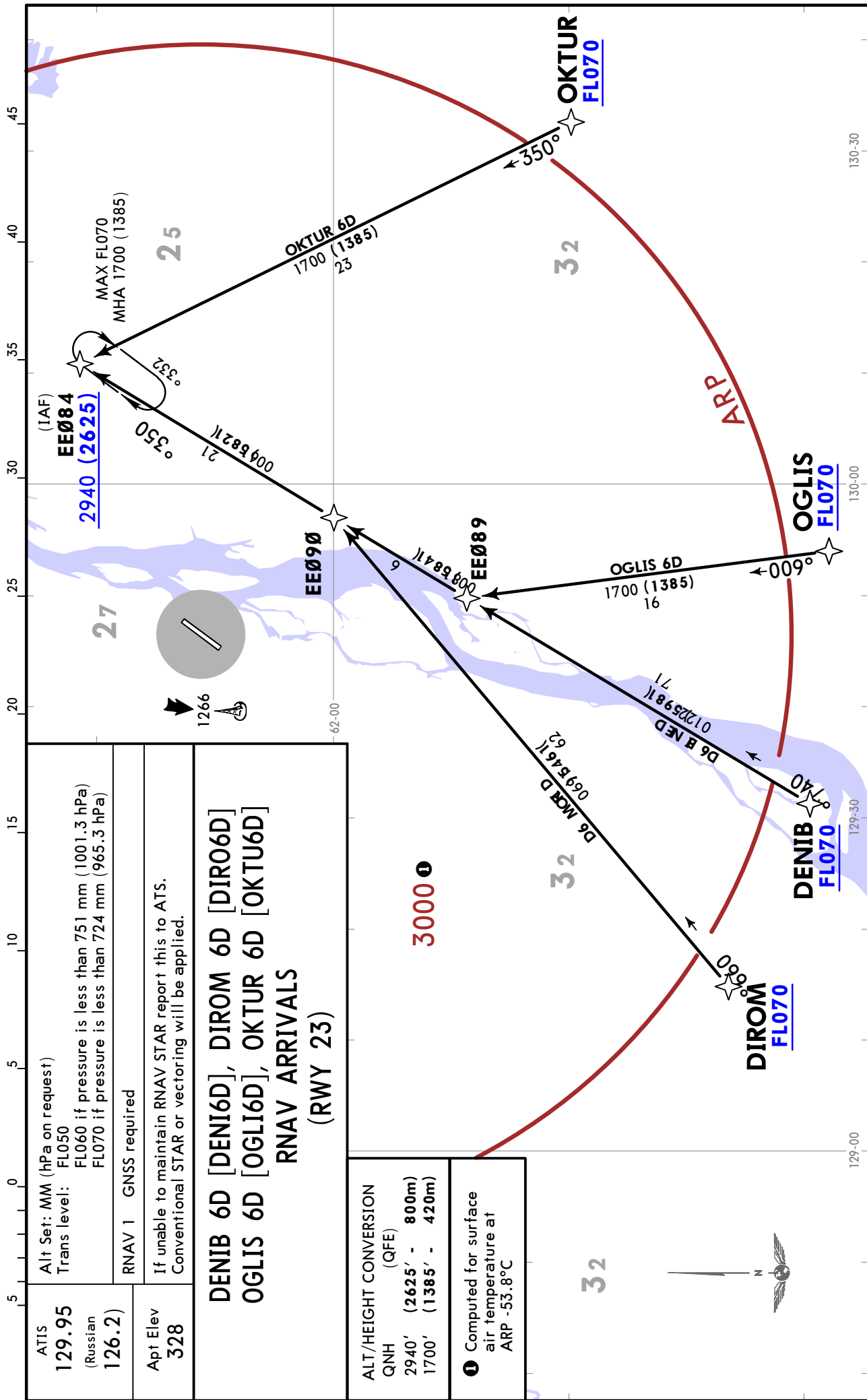
YAKUTSK, RUSSIA  
RNAV STAR



UEEE/YKS  
YAKUTSK

JEPPESSEN  
2 FEB 24 10-2C

YAKUTSK, RUSSIA  
RNAV STAR



ATIS <b>129.95</b> (Russian) <b>126.2</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
Apt Elev <b>328</b>	RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATIS. Conventional STAR or vectoring will be applied.	
<b>DENIB 6D [DENI6D], DIROM 6D [DIRO6D]                  OGLIS 6D [OGLI6D], OKTUR 6D [OKTU6D]                  RNAV ARRIVALS                  (RWY 23)</b>	

ALT/HEIGHT CONVERSION QNH (QFE)
2940' (2625' - 800m) 1700' (1385' - 420m)

Computed for surface air temperature at ARP -53.8°C

UEEE/YKS  
YAKUTSK

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2 FEB 24 (10-2D)

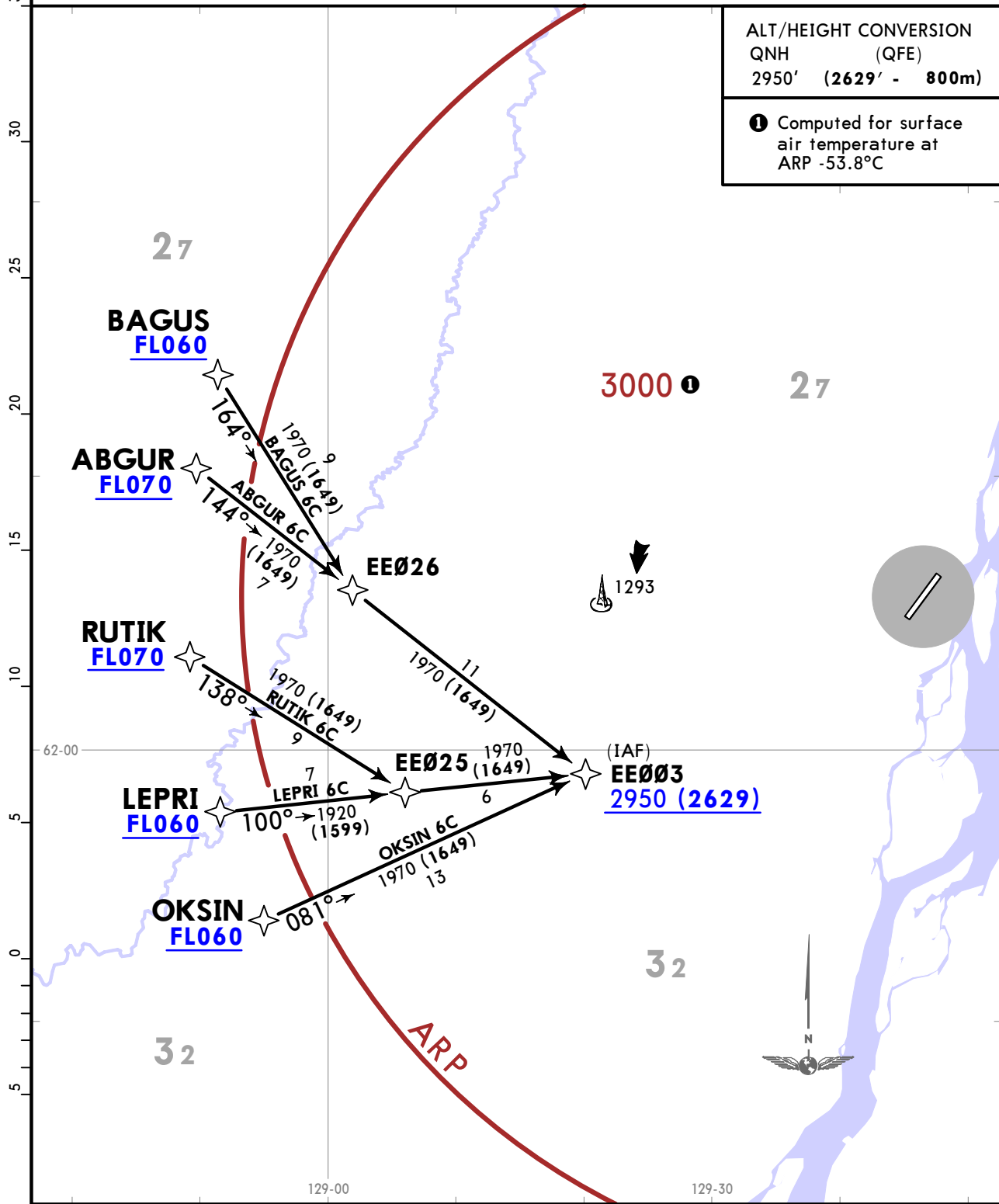
YAKUTSK, RUSSIA  
RNAV STAR

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.		

ABGUR 6C [ABGU6C], BAGUS 6C [BAGU6C]  
 LEPRI 6C [LEPR6C], OKSIN 6C [OKSI6C]  
 RUTIK 6C [RUTI6C]  
 RNAV ARRIVALS  
 (RWY 05)

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 2950' (2629' - 800m)

① Computed for surface  
 air temperature at  
 ARP -53.8°C



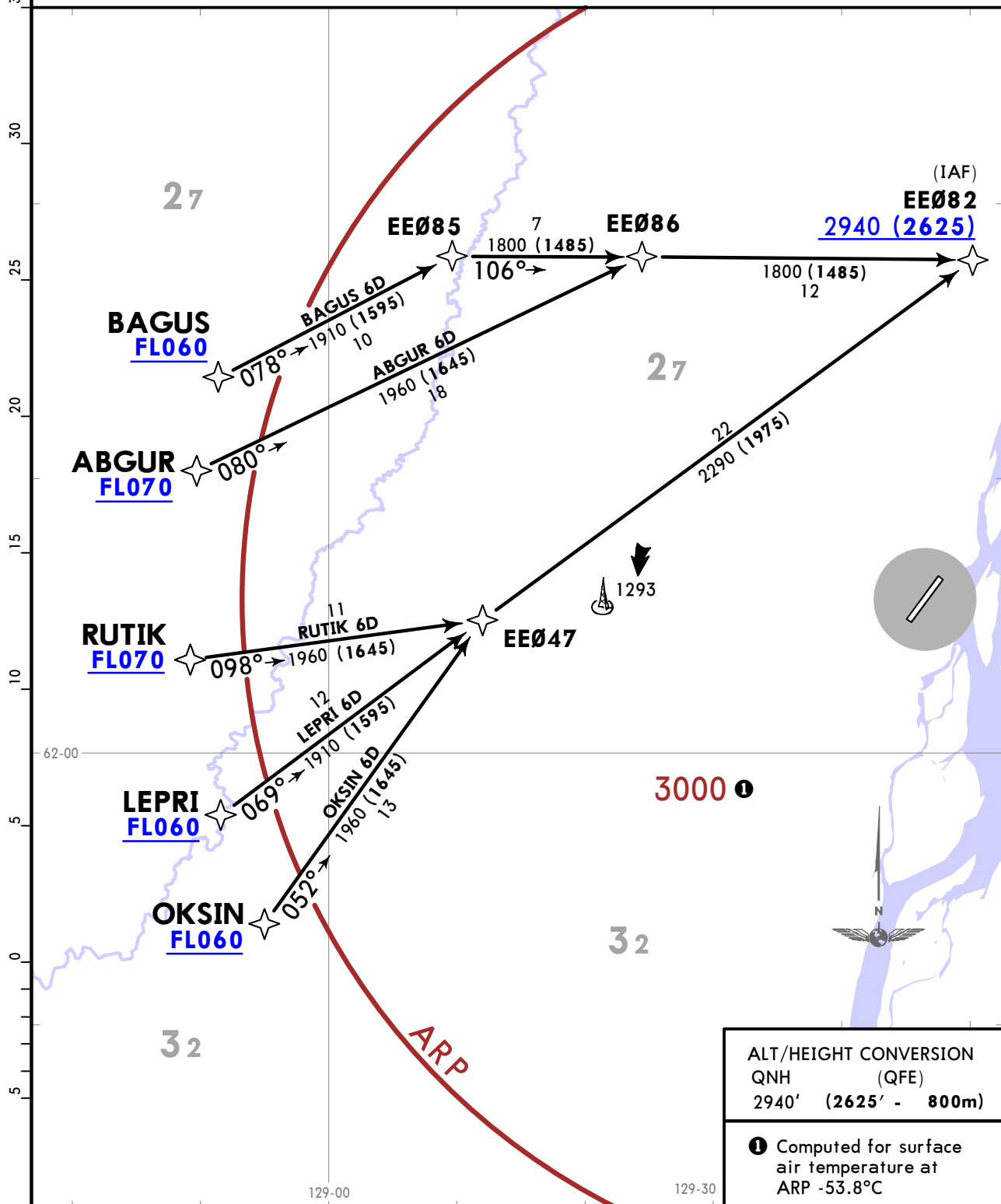
UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-2E)

YAKUTSK, RUSSIA  
RNAV STAR

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.		

ABGUR 6D [ABGU6D], BAGUS 6D [BAGU6D]  
 LEPRI 6D [LEPR6D], OKSIN 6D [OKSI6D]  
 RUTIK 6D [RUTI6D]  
 RNAV ARRIVALS  
 (RWY 23)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(2625' - 800m)
① Computed for surface air temperature at ARP -53.8°C	

**UEEE/YKS**  
**YAKUTSK**

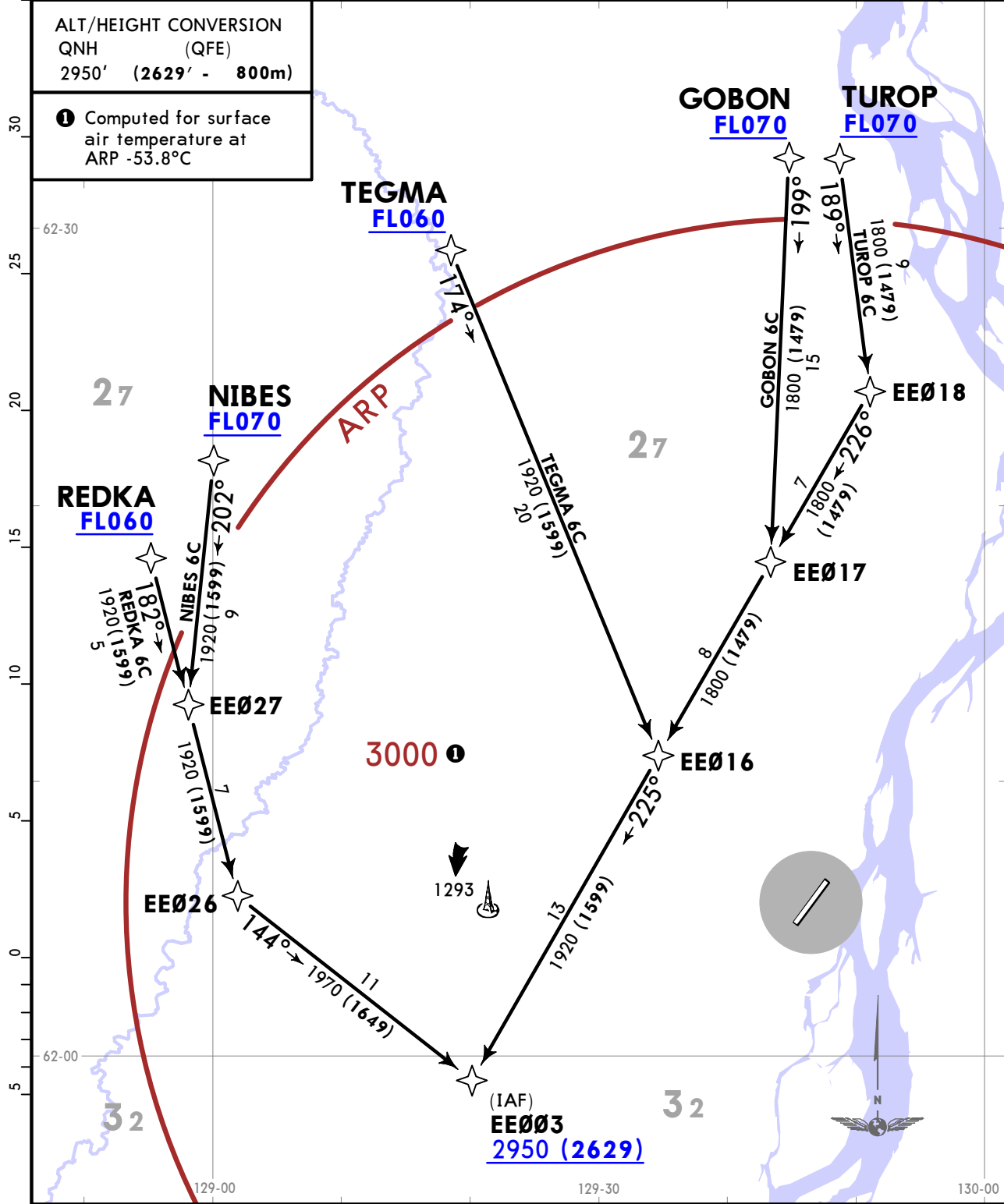
**JEPPESEN**  
2 FEB 24 **(10-2F)**

**YAKUTSK, RUSSIA**  
**RNAV STAR**

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.		

**GOBON 6C [GOBO6C], NIBES 6C [NIBE6C]**  
**REDKA 6C [REDK6C], TEGMA 6C [TEGM6C]**  
**TUROP 6C [TURO6C]**  
**RNAV ARRIVALS**  
**(RWY 05)**

ALT/HEIGHT CONVERSION QNH (QFE)	
2950' (2629' - 800m)	
① Computed for surface air temperature at ARP -53.8°C	



UEEE/YKS  
YAKUTSK

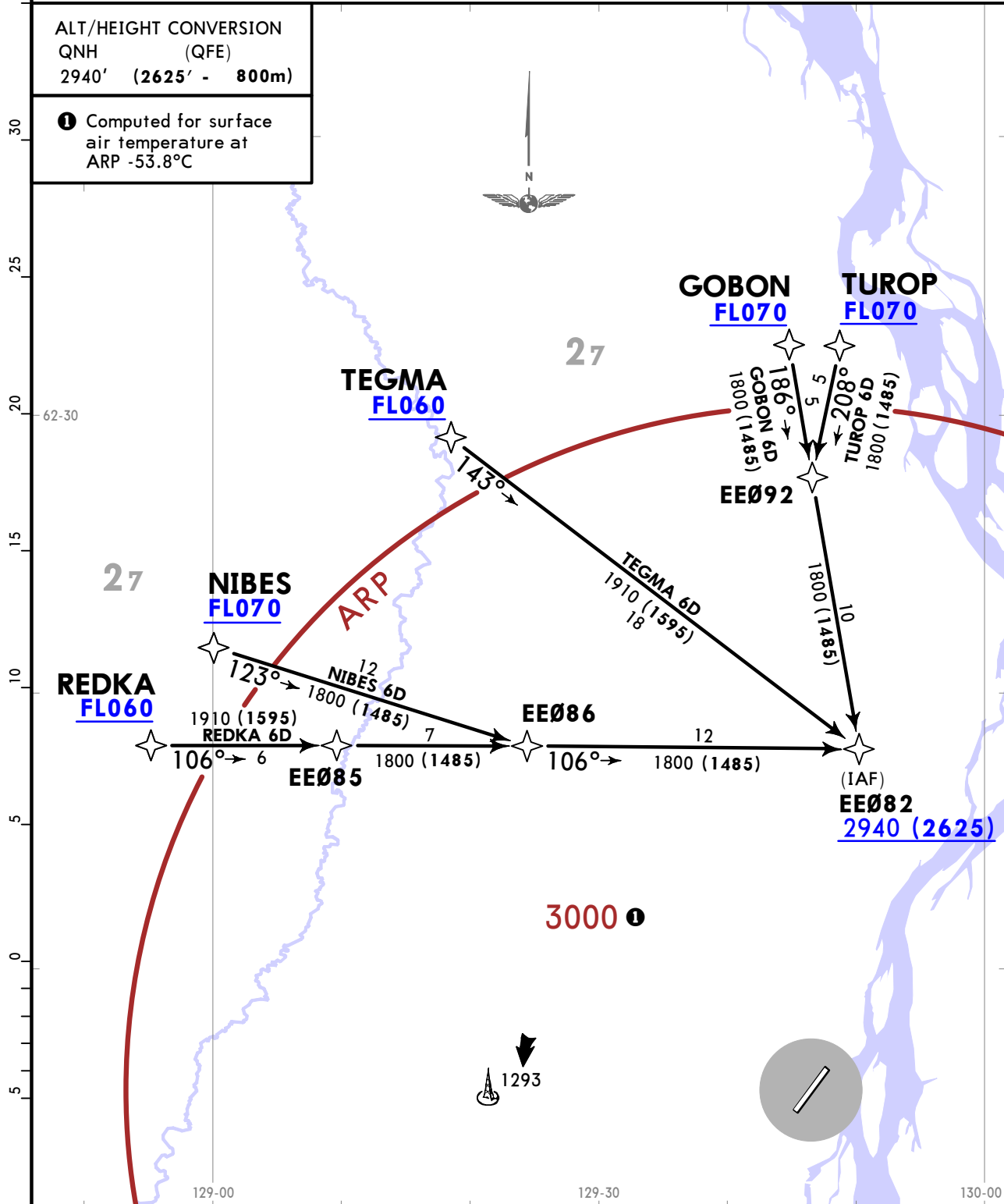
JEPPESEN  
2 FEB 24 (10-2G)

YAKUTSK, RUSSIA  
RNAV STAR

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.		

GOBON 6D [GOBO6D], NIBES 6D [NIBE6D]  
 REDKA 6D [REDK6D], TEGMA 6D [TEGM6D]  
 TUROP 6D [TURO6D]  
 RNAV ARRIVALS  
 (RWY 23)

ALT/HEIGHT CONVERSION QNH (QFE) 2940' (2625' - 800m)
① Computed for surface air temperature at ARP -53.8°C



**UEEE/YKS**  
YAKUTSK

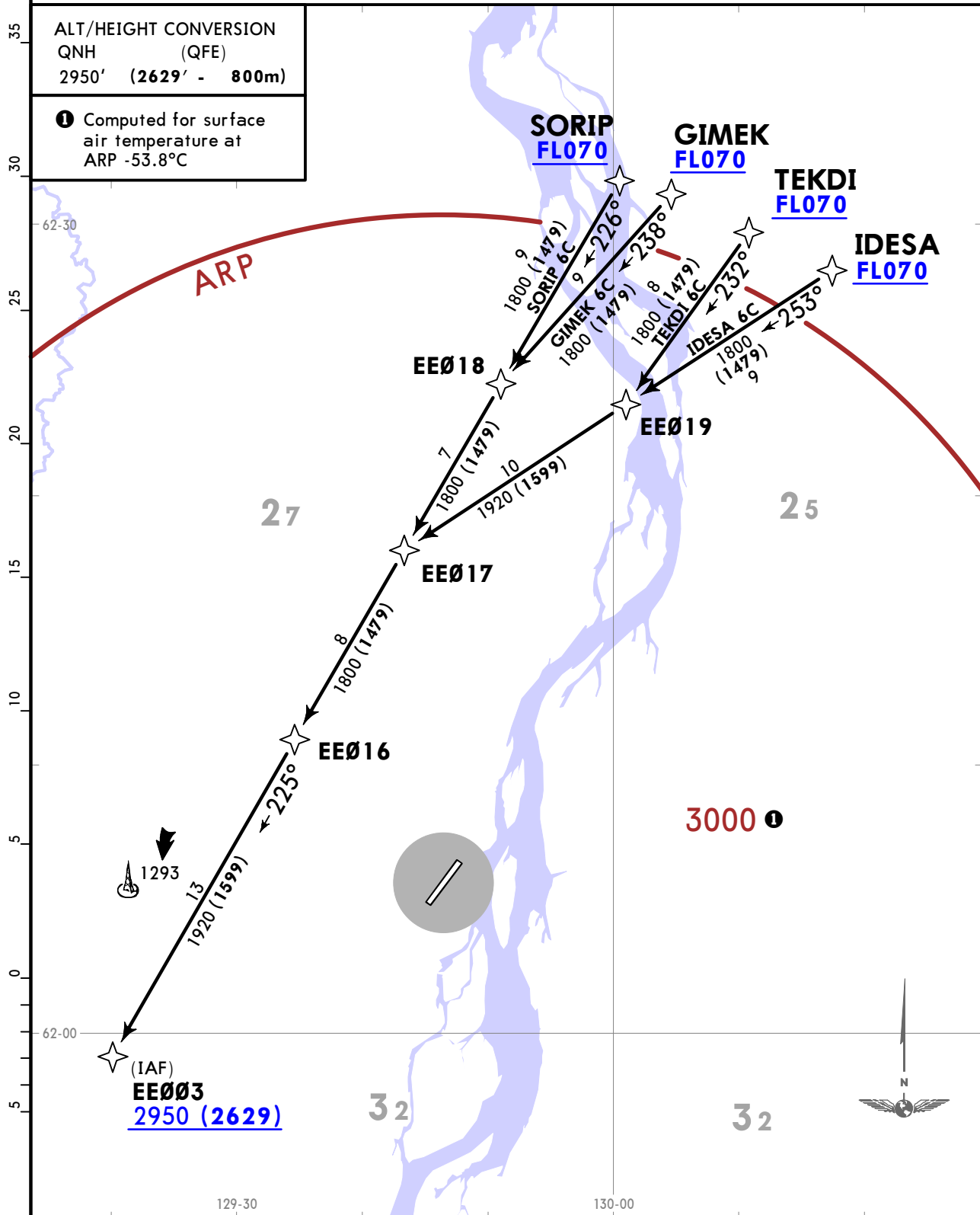
**JEPPESEN**  
2 FEB 24 (10-2H)

**YAKUTSK, RUSSIA**  
**RNAV STAR**

ATIS <b>129.95</b> (Russian <b>126.2</b> )	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.		

**GIMEK 6C [GIME6C], IDESA 6C [IDES6C]  
SORIP 6C [SORI6C], TEKDI 6C [TEKD6C]  
RNAV ARRIVALS  
(RWY 05)**

ALT/HEIGHT CONVERSION QNH (QFE) 2950' (2629' - 800m)
① Computed for surface air temperature at ARP -53.8°C



**UEEE/YKS**  
**YAKUTSK**

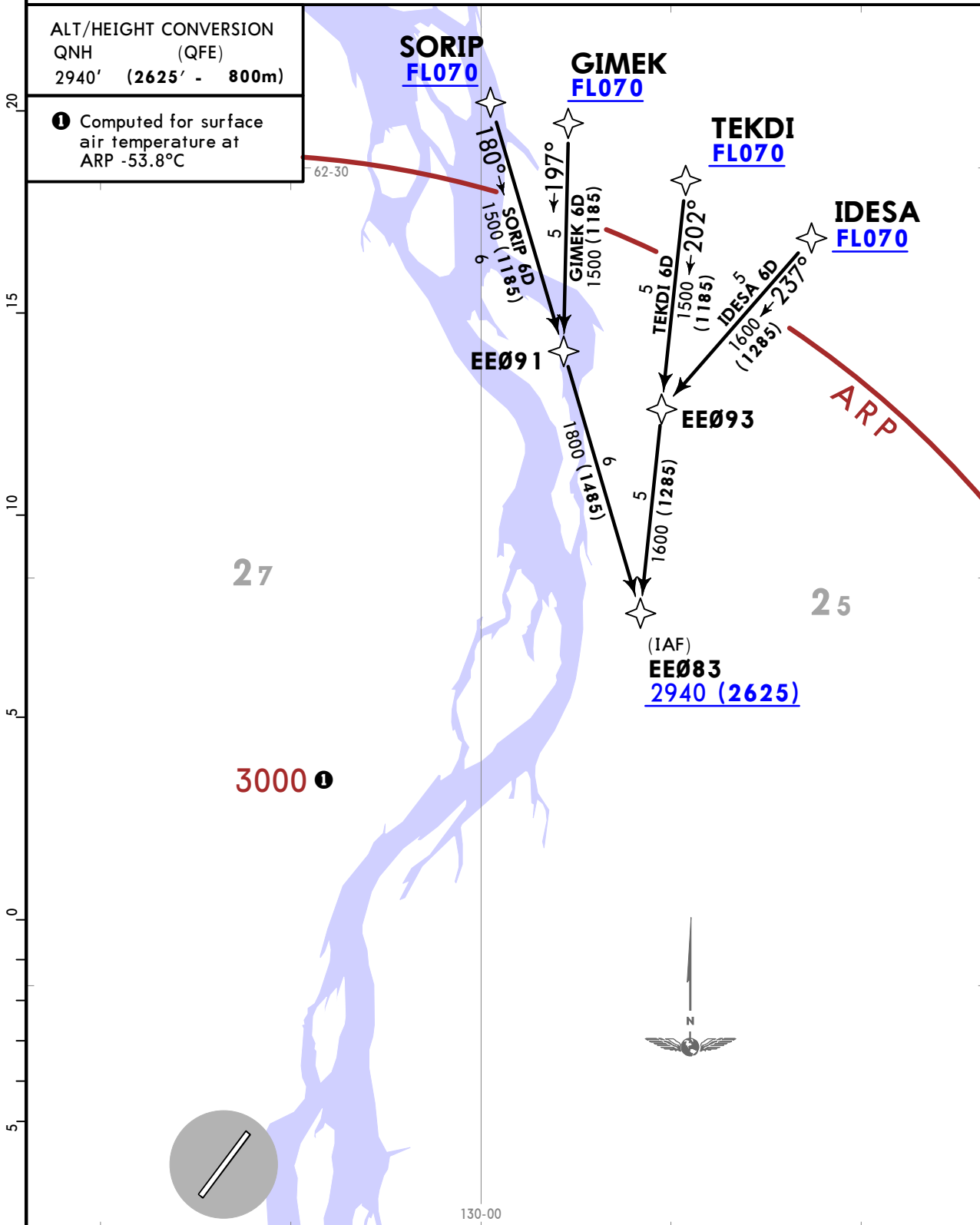
**JEPPESEN**  
2 FEB 24 **(10-2J)**

**YAKUTSK, RUSSIA**  
**RNAV STAR**

ATIS <b>129.95</b> (Russian) <b>126.2</b>	Apt Elev <b>328</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa)
		RNAV 1 GNSS required
		If unable to maintain RNAV STAR report this to ATS. Conventional STAR or vectoring will be applied.

**GIMEK 6D [GIME6D], IDESA 6D [IDES6D]  
SORIP 6D [SORI6D], TEKDI 6D [TEKD6D]  
RNAV ARRIVALS  
(RWY 23)**

ALT/HEIGHT CONVERSION QNH (QFE) 2940' (2625' - 800m)
① Computed for surface air temperature at ARP -53.8°C



UEEE/YKS  
YAKUTSK

JEPPESSEN

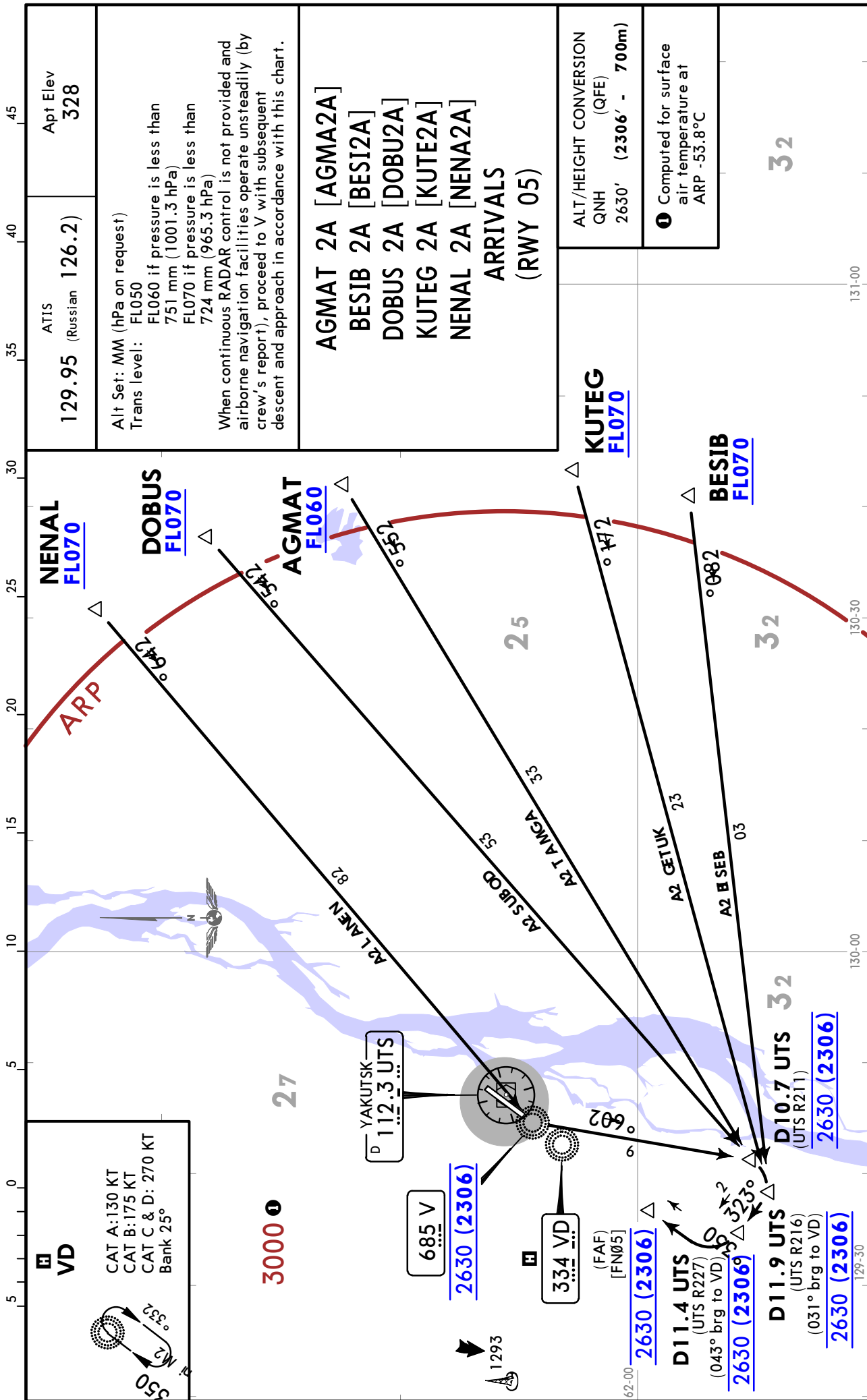
YAKUTSK, RUSSIA

9 MAY 25

10-2K

Eff 15 May

STAR







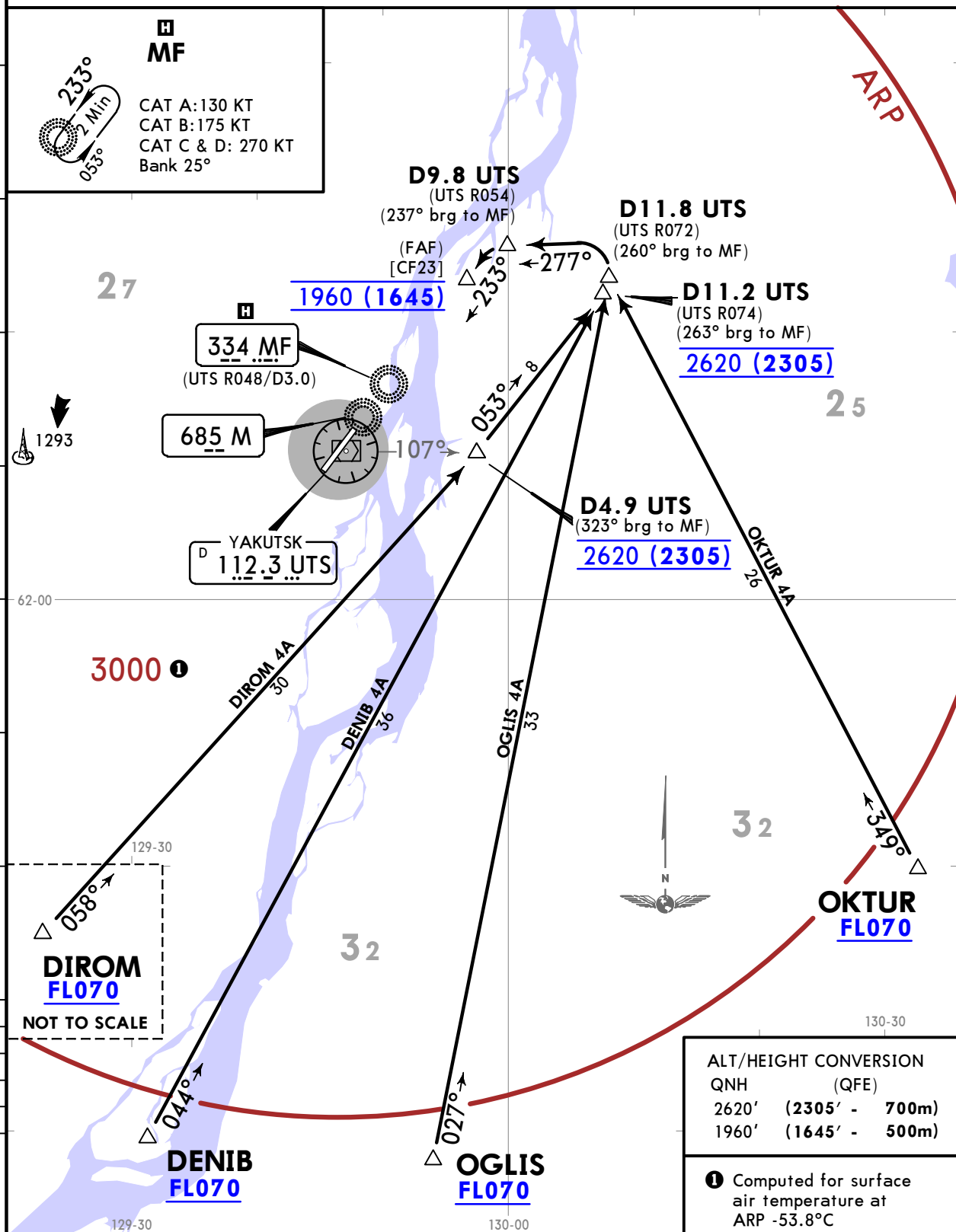
**UEEE/YKS**  
**YAKUTSK**

**JEPPESSEN**  
9 MAY 25 **(10-2N)** Eff 15 May

**YAKUTSK, RUSSIA**  
**STAR**

ATIS <b>129.95</b> (Russian) <b>126.2</b>	Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa) When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to M with subsequent descent and approach in accordance with this chart.
Apt Elev <b>328</b>	

**DENIB 4A [DENI4A], DIROM 4A [DIRO4A]  
OGLIS 4A [OGLI4A], OKTUR 4A [OKTU4A]  
ARRIVALS  
(RWY 23)**



CHANGES: Bearing D11.8 UTS - D9.8 UTS.

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UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-2P)

YAKUTSK, RUSSIA  
STAR

ATIS  
129.95  
(Russian)  
126.2

Alt Set: MM (hPa on request)  
Trans level: FL050  
FL060 if pressure is less than 751 mm (1001.3 hPa)  
FL070 if pressure is less than 724 mm (965.3 hPa)  
When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to V with subsequent descent and approach in accordance with this chart.

Apt Elev  
328

ABGUR 2A [ABGU2A], BAGUS 2A [BAGU2A]  
LEPRI 2A [LEPR2A], OKSIN 2A [OKSI2A]  
RUTIK 2A [RUTI2A]  
ARRIVALS  
(RWY 05)

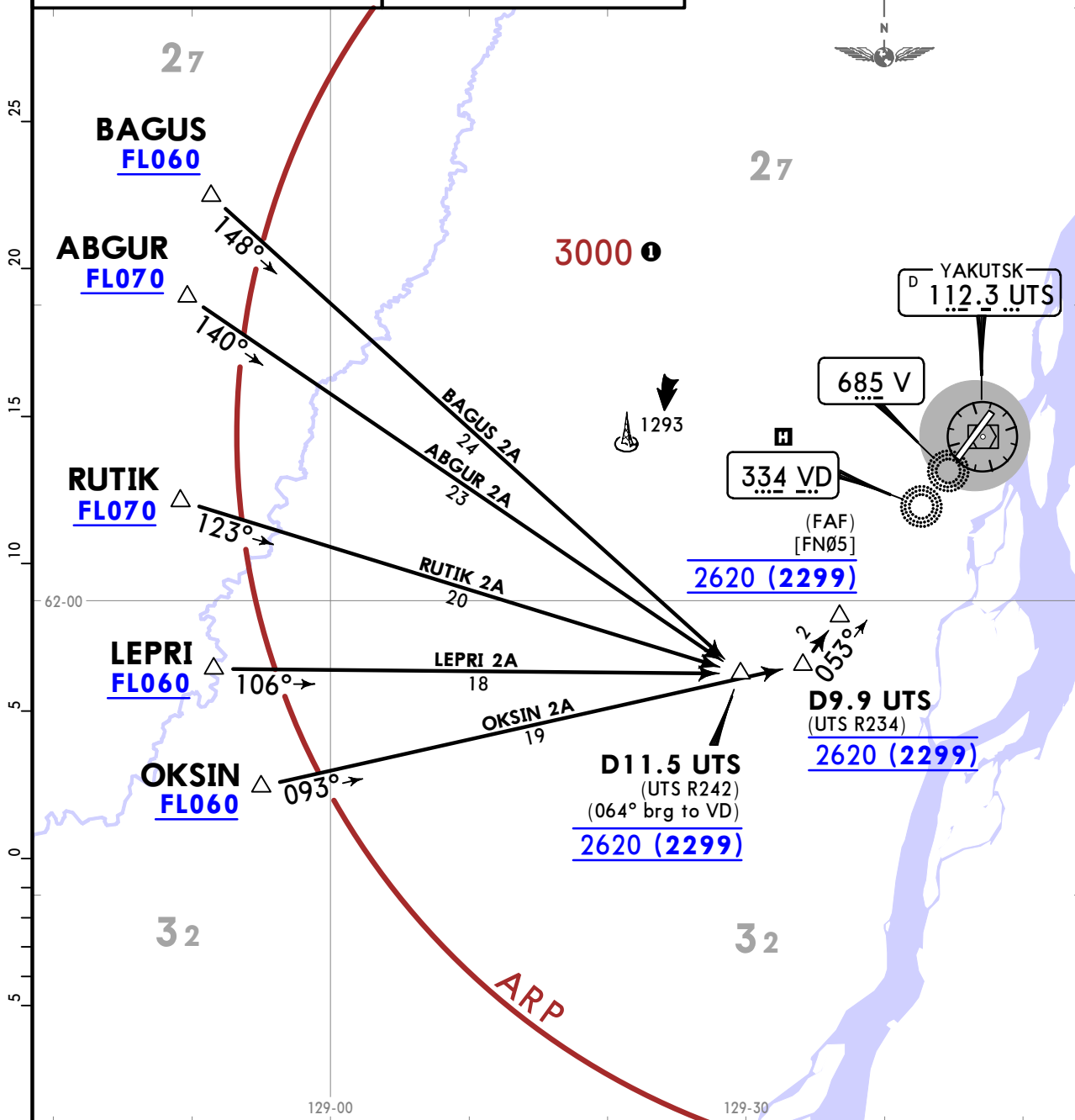
VD

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2620' (2299' - 700m)



CAT A: 130 KT  
CAT B: 175 KT  
CAT C & D: 270 KT  
Bank 25°

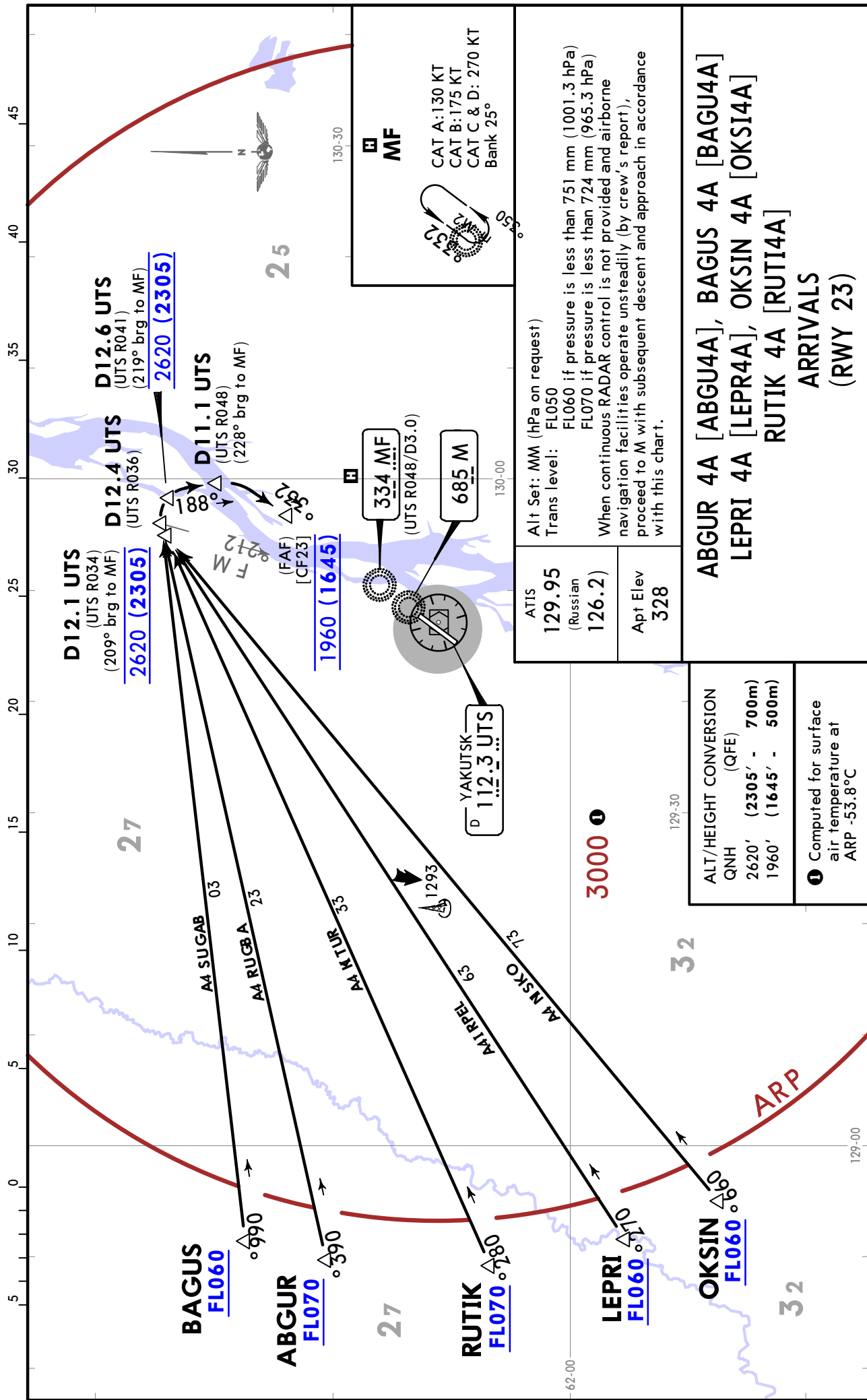
Computed for surface  
air temperature at  
ARP -53.8°C



UEEE/YKS  
YAKUTSK

JEPPESSEN  
2 FEB 24 10-2Q

YAKUTSK, RUSSIA  
STAR



<p><b>MF</b></p> <p>CAT A: 130 KT CAT B: 175 KT CAT C &amp; D: 270 KT Bank 25°</p>	<p>Alt Set: MM (hPa on request) Trans level: FL050 FL060 if pressure is less than 751 mm (1001.3 hPa) FL070 if pressure is less than 724 mm (965.3 hPa) When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to M with subsequent descent and approach in accordance with this chart.</p>
<p>ATIS 129.95 (Russian) 126.2</p> <p>Apt Elev 328</p>	<p><b>ARRIVALS</b> (RWY 23)</p> <p>ABGUR 4A [ABGU4A], BAGUS 4A [BAGU4A] LEPRI 4A [LEPR4A], OKSIN 4A [OKSI4A] RUTIK 4A [RUTI4A]</p>

ALT/HEIGHT CONVERSION (QFE)	
QNH	2620' (2305' - 700m)
	1960' (1645' - 500m)
<p>Computed for surface air temperature at ARP -53.8°C</p>	

**UEEE/YKS**  
YAKUTSK

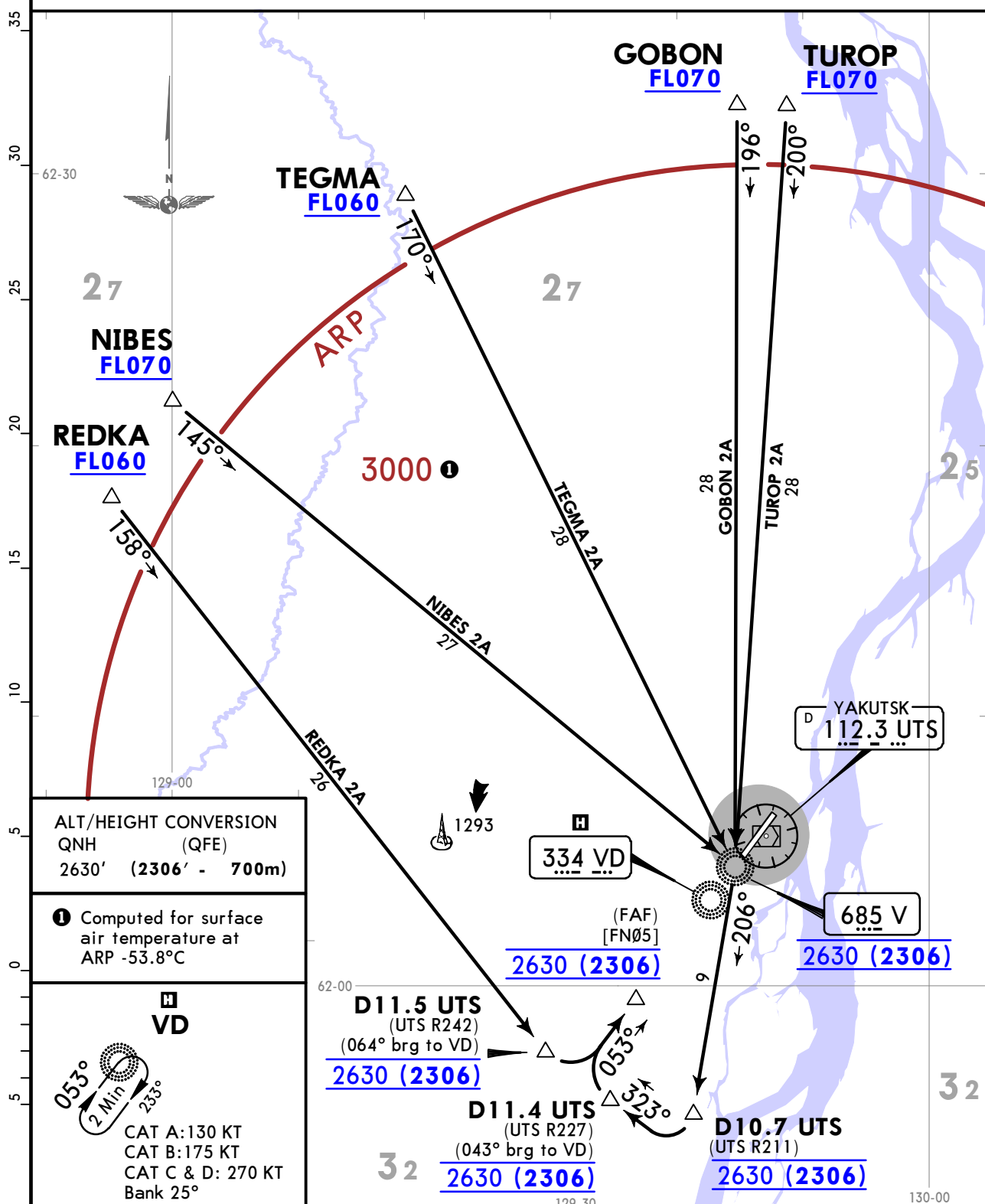
**JEPPESEN**  
9 MAY 25 **10-2S** Eff 15 May

**YAKUTSK, RUSSIA**  
**STAR**

ATIS  
**129.95**  
(Russian)  
**126.2**  
Apt Elev  
**328**

Alt Set: MM (hPa on request)  
Trans level: FL050  
FL060 if pressure is less than 751 mm (1001.3 hPa)  
FL070 if pressure is less than 724 mm (965.3 hPa)  
When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to V with subsequent descent and approach in accordance with this chart.

**GOBON 2A [GOBO2A], NIBES 2A [NIBE2A]  
REDKA 2A [REDK2A], TEGMA 2A [TEGM2A]  
TUROP 2A [TURO2A]  
ARRIVALS  
(RWY 05)**



**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
2630' (2306' - 700m)

Computed for surface air temperature at ARP -53.8°C

**VD**

**CAT A: 130 KT**  
**CAT B: 175 KT**  
**CAT C & D: 270 KT**  
Bank 25°



UEEE/YKS  
YAKUTSK

JEPPESSEN

YAKUTSK, RUSSIA

9 MAY 25

10-2U

Eff 15 May

STAR

ATIS  
129.95  
(Russian)  
126.2

Alt Set: MM (hPa on request)  
Trans level: FL050  
FL060 if pressure is less than 751 mm (1001.3 hPa)  
FL070 if pressure is less than 724 mm (965.3 hPa)  
When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to V with subsequent descent and approach in accordance with this chart.

Apt Elev  
328

GIMEK 2A [GIME2A], IDESA 2A [IDES2A]  
SORIP 2A [SORI2A], TEKDI 2A [TEKD2A]  
ARRIVALS  
(RWY 05)

VD



CAT A: 130 KT  
CAT B: 175 KT  
CAT C & D: 270 KT  
Bank 25°

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2630' (2306' - 700m)

Computed for surface  
air temperature at  
ARP -53.8°C

SORIP  
FL070

GIMEK  
FL070

TEKDI  
FL070

IDES A  
FL070

3000

27

25

1293

334 VD

YAKUTSK  
112.3 UTS

685 V  
2630 (2306)

(FAF)  
[FN05]  
2630 (2306)

32

D11.4 UTS  
(UTS R227)  
(043° brg to VD)  
2630 (2306)

D10.7 UTS  
(UTS R211)  
2630 (2306)

32

129-30

130-00

130-30

UEEE/YKS  
YAKUTSK

JEPPESEN

YAKUTSK, RUSSIA

9 MAY 25

10-2V

Eff 15 May

STAR

ATIS  
129.95  
(Russian)  
126.2

Alt Set: MM (hPa on request)  
Trans level: FL050  
FL060 if pressure is less than 751 mm (1001.3 hPa)  
FL070 if pressure is less than 724 mm (965.3 hPa)  
When continuous RADAR control is not provided and airborne navigation facilities operate unsteadily (by crew's report), proceed to M with subsequent descent and approach in accordance with this chart.

Apt Elev  
328

GIMEK 4A [GIME4A], IDESA 4A [IDES4A]  
SORIP 4A [SORI4A], TEKDI 4A [TEKD4A]  
ARRIVALS  
(RWY 23)

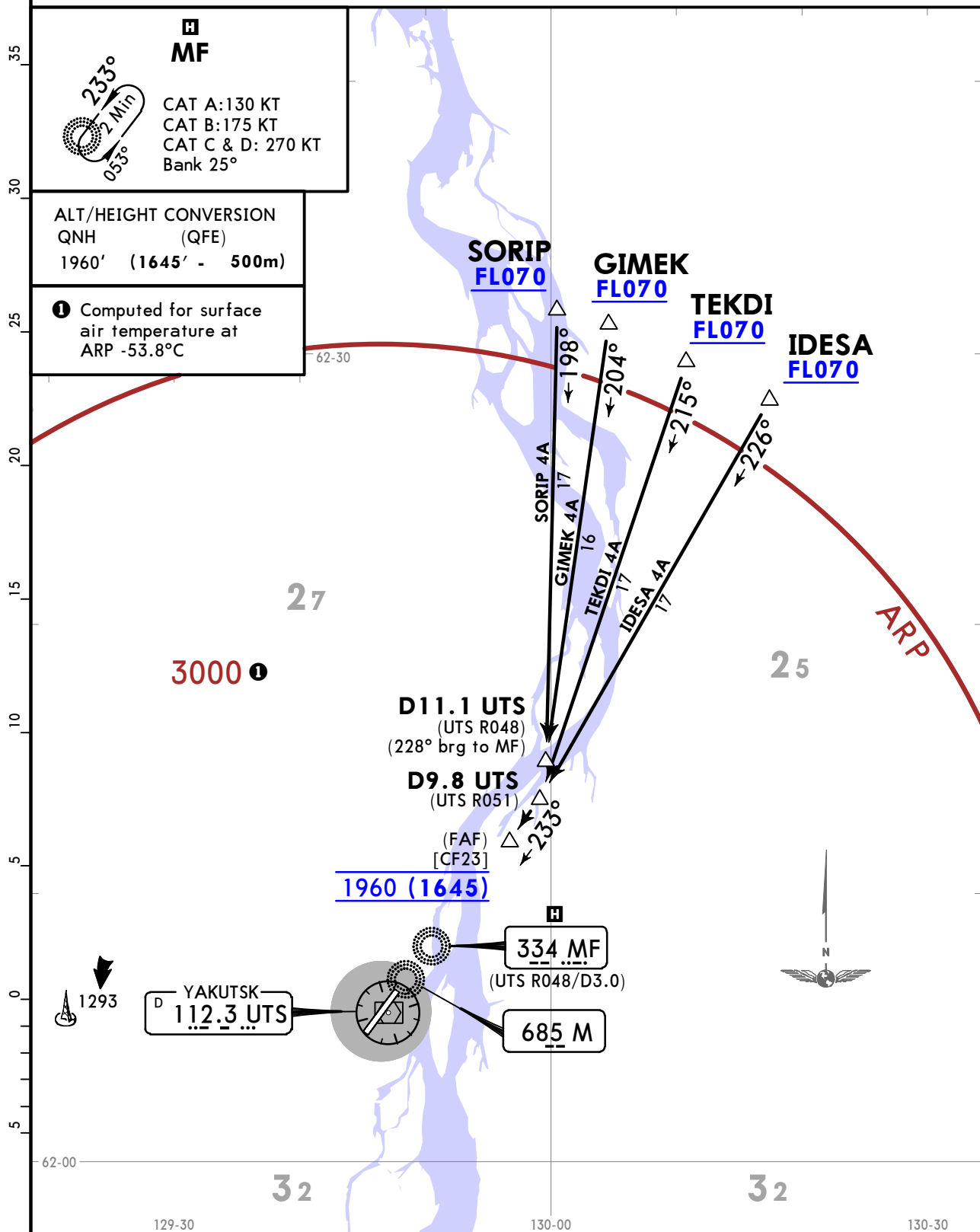
MF



CAT A: 130 KT  
CAT B: 175 KT  
CAT C & D: 270 KT  
Bank 25°

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1960' (1645' - 500m)

Computed for surface  
air temperature at  
ARP -53.8°C



3000

27

25

ARRP

D11.1 UTS  
(UTS R048)  
(228° brg to MF)

D9.8 UTS  
(UTS R051)  
(FAF)  
[CF23]

1960 (1645)

334 MF

(UTS R048/D3.0)

685 M

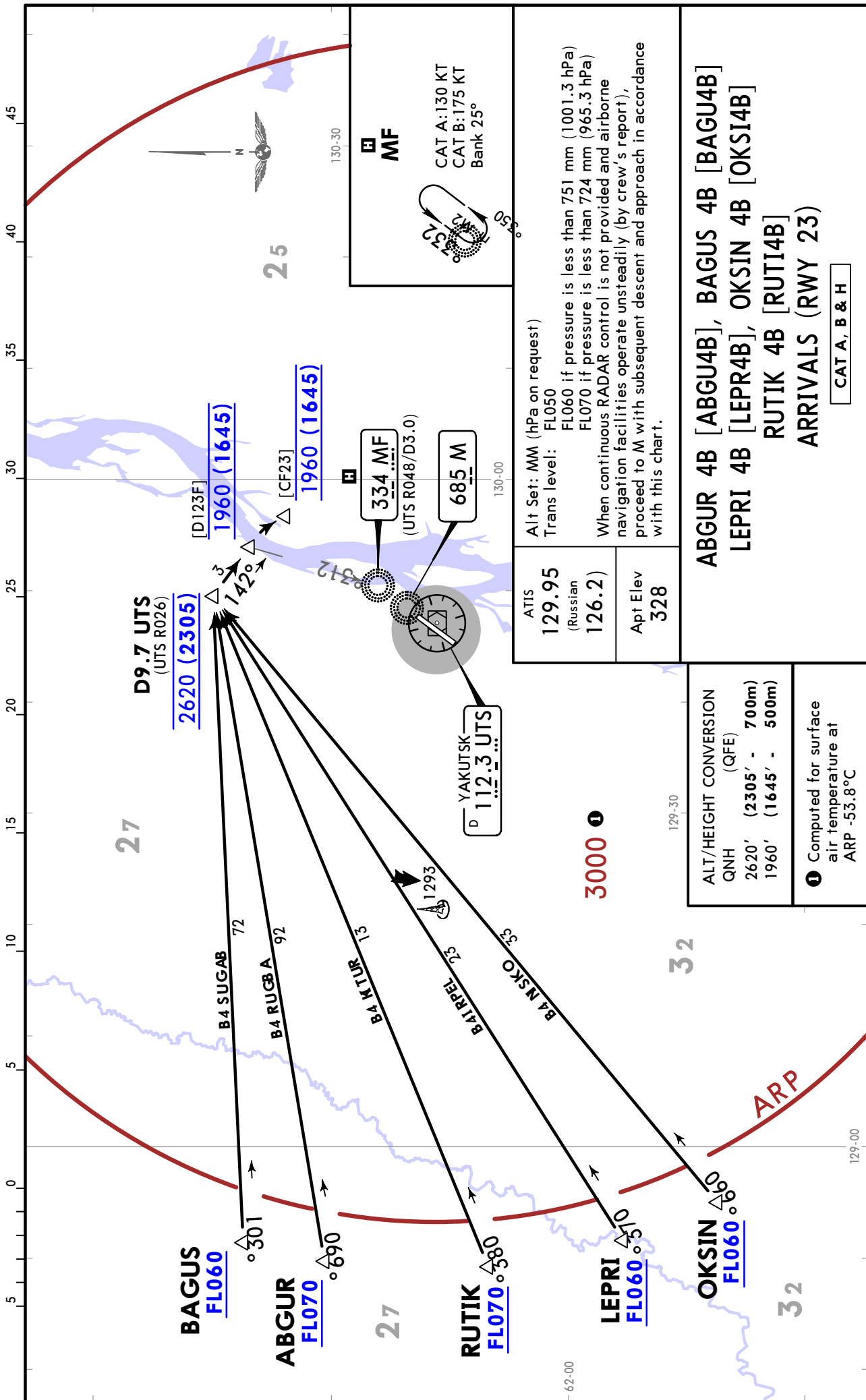
1293

YAKUTSK  
112.3 UTS

UEEE/YKS  
YAKUTSK

JEPPESSEN  
2 FEB 24 (10-2W)

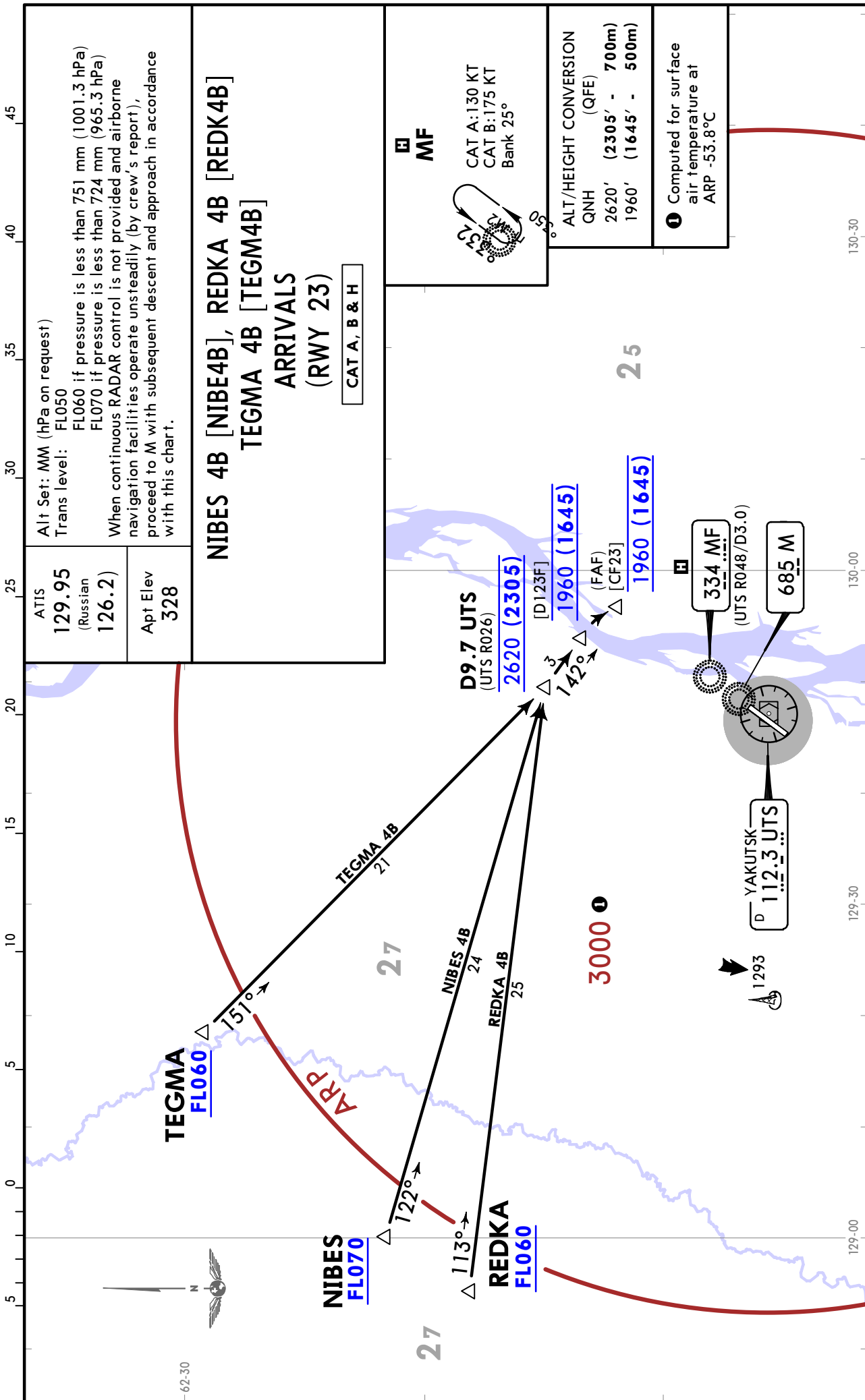
YAKUTSK, RUSSIA  
STAR



**UEEE/YKS**  
YAKUTSK

**JEPPESSEN**  
2 FEB 24 (10-2X)

**YAKUTSK, RUSSIA**  
**STAR**



UEEE/YKS  
YAKUTSK

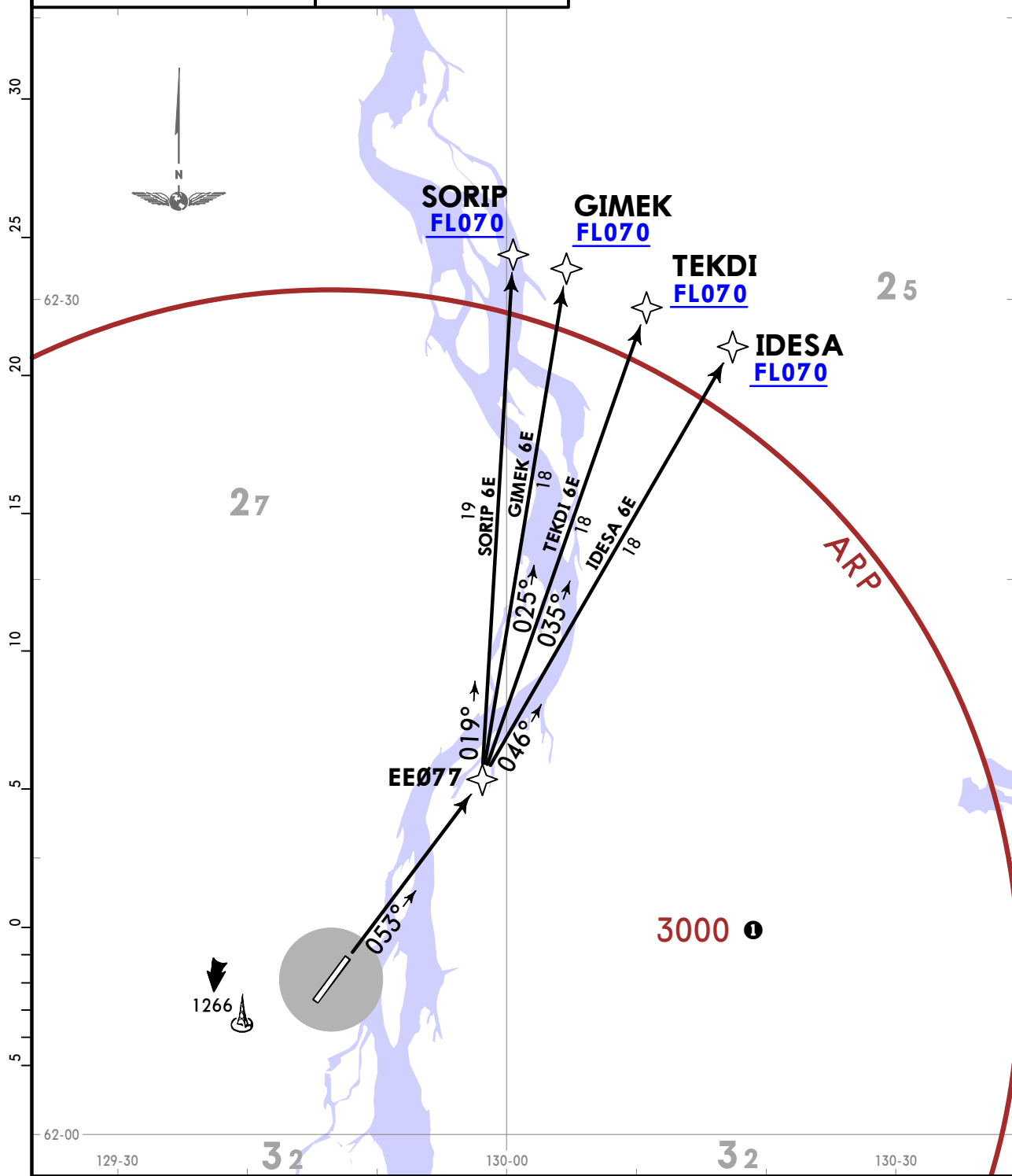
JEPPESEN  
2 FEB 24 10-3

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

GIMEK 6E [GIME6E], IDESA 6E [IDES6E]  
SORIP 6E [SORI6E], TEKDI 6E [TEKD6E]  
RNAV DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3619' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

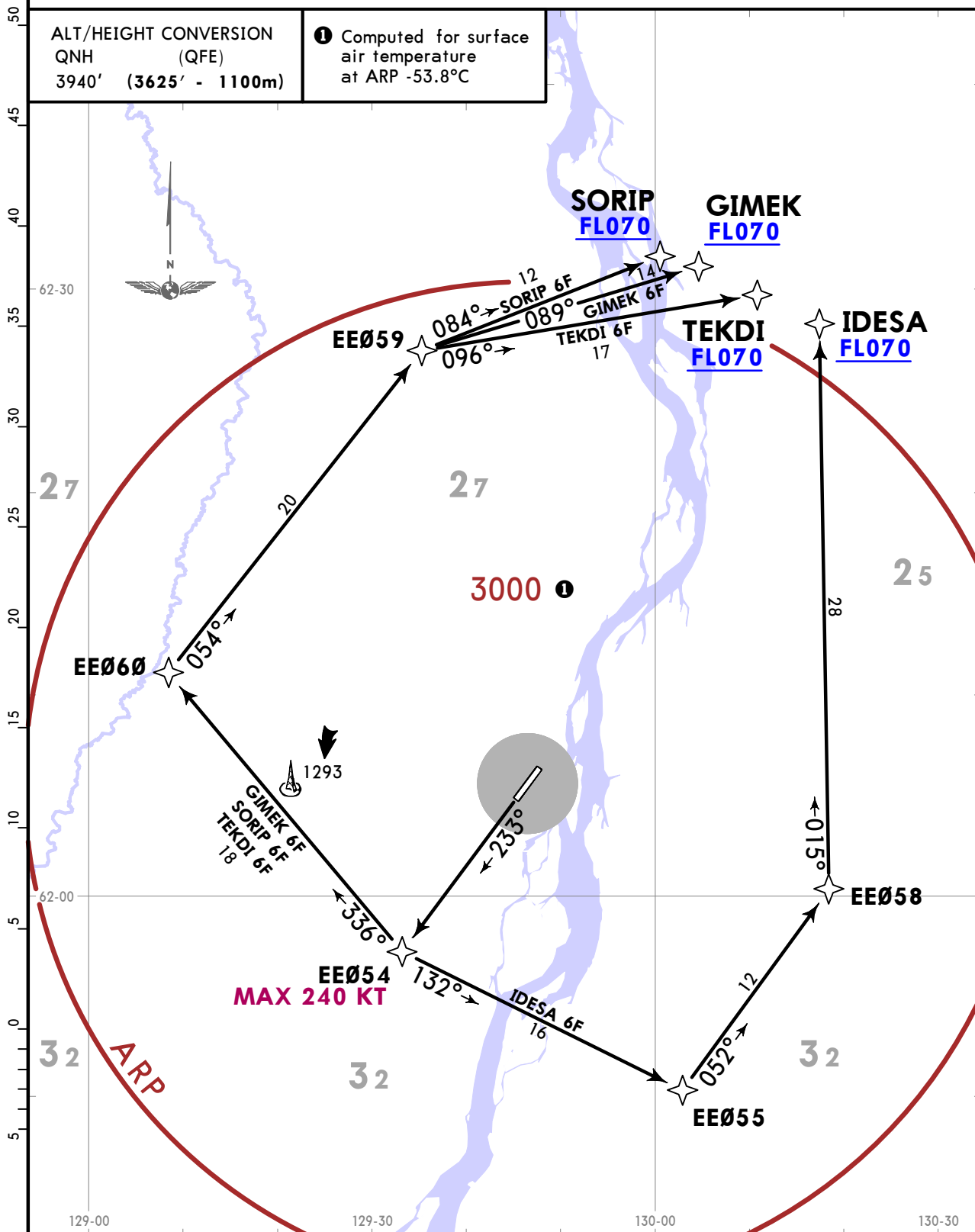
JEPPESEN  
2 FEB 24 (10-3A)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
	1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

GIMEK 6F [GIME6F], IDESA 6F [IDES6F]  
SORIP 6F [SORI6F], TEKDI 6F [TEKD6F]  
RNAV DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3625' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3B)

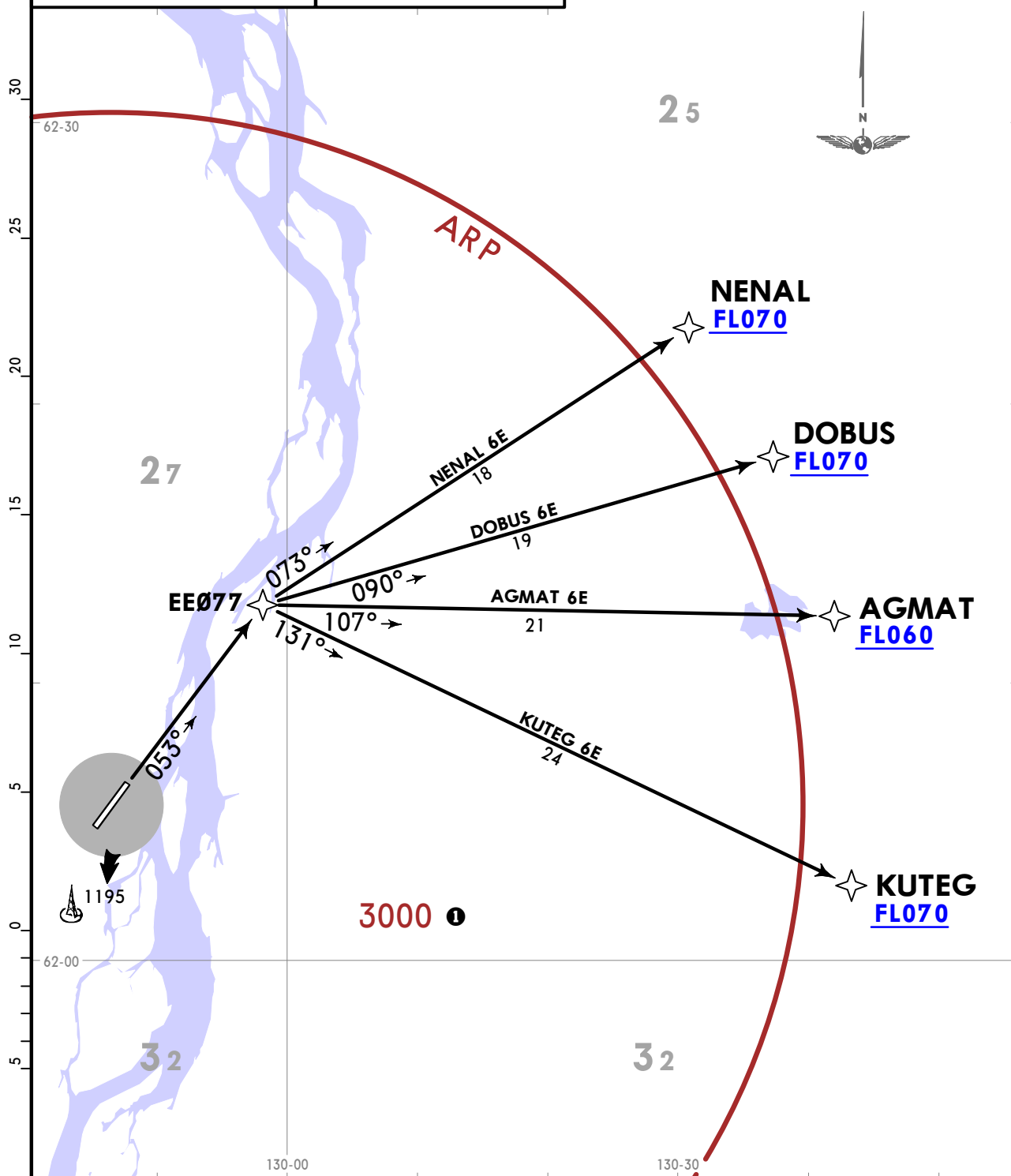
YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

AGMAT 6E [AGMA6E], DOBUS 6E [DOBU6E]  
KUTEG 6E [KUTE6E], NENAL 6E [NENA6E]  
RNAV DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3940' (3619' - 1100m)

① Computed for surface  
air temperature  
at ARP -53.8°C



UEEE/YKS  
YAKUTSK

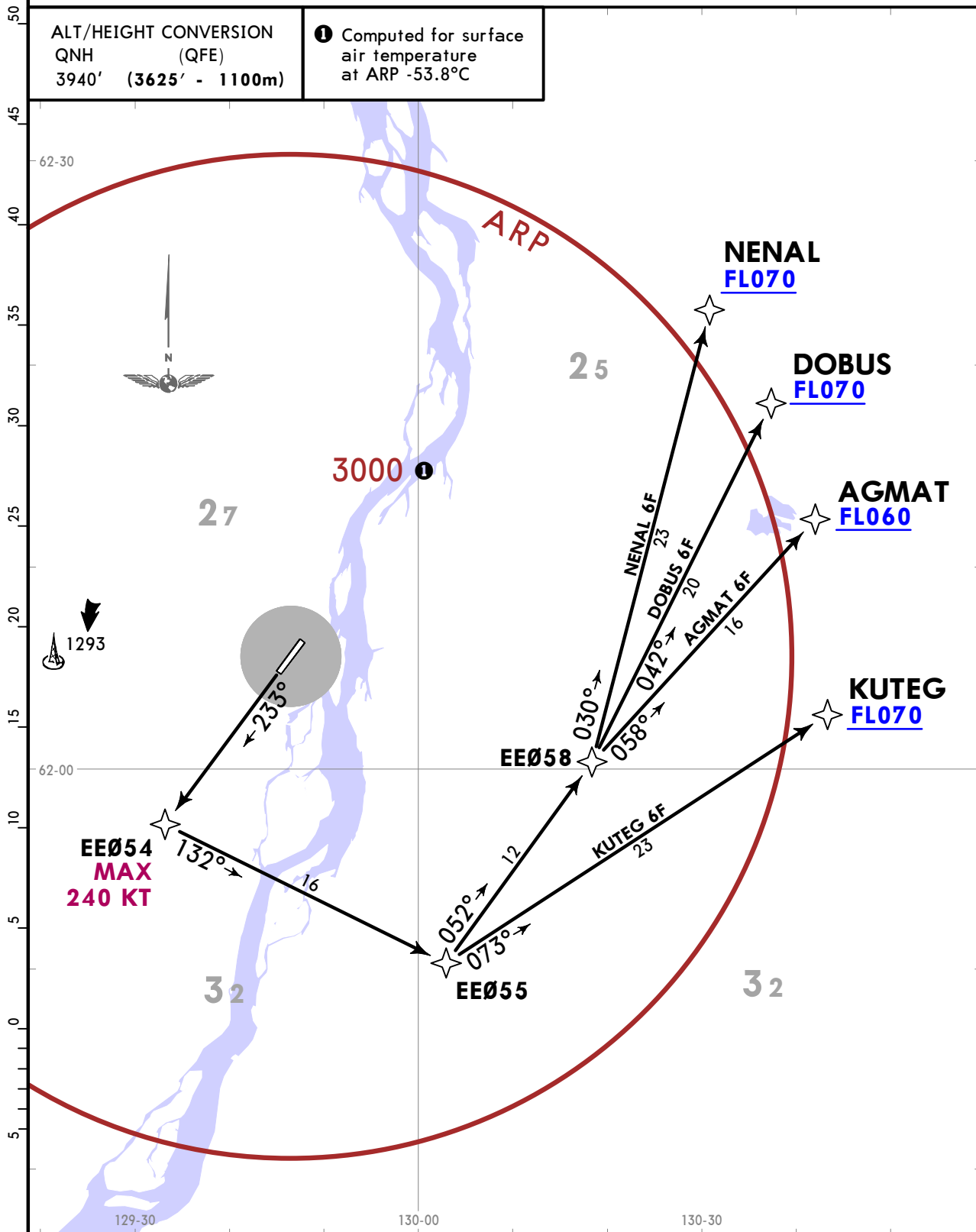
JEPPESEN  
2 FEB 24 (10-3C)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev 328	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.	

AGMAT 6F [AGMA6F], DOBUS 6F [DOBU6F]  
 KUTEG 6F [KUTE6F], NENAL 6F [NENA6F]  
 RNAV DEPARTURES  
 (RWY 23)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3625' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

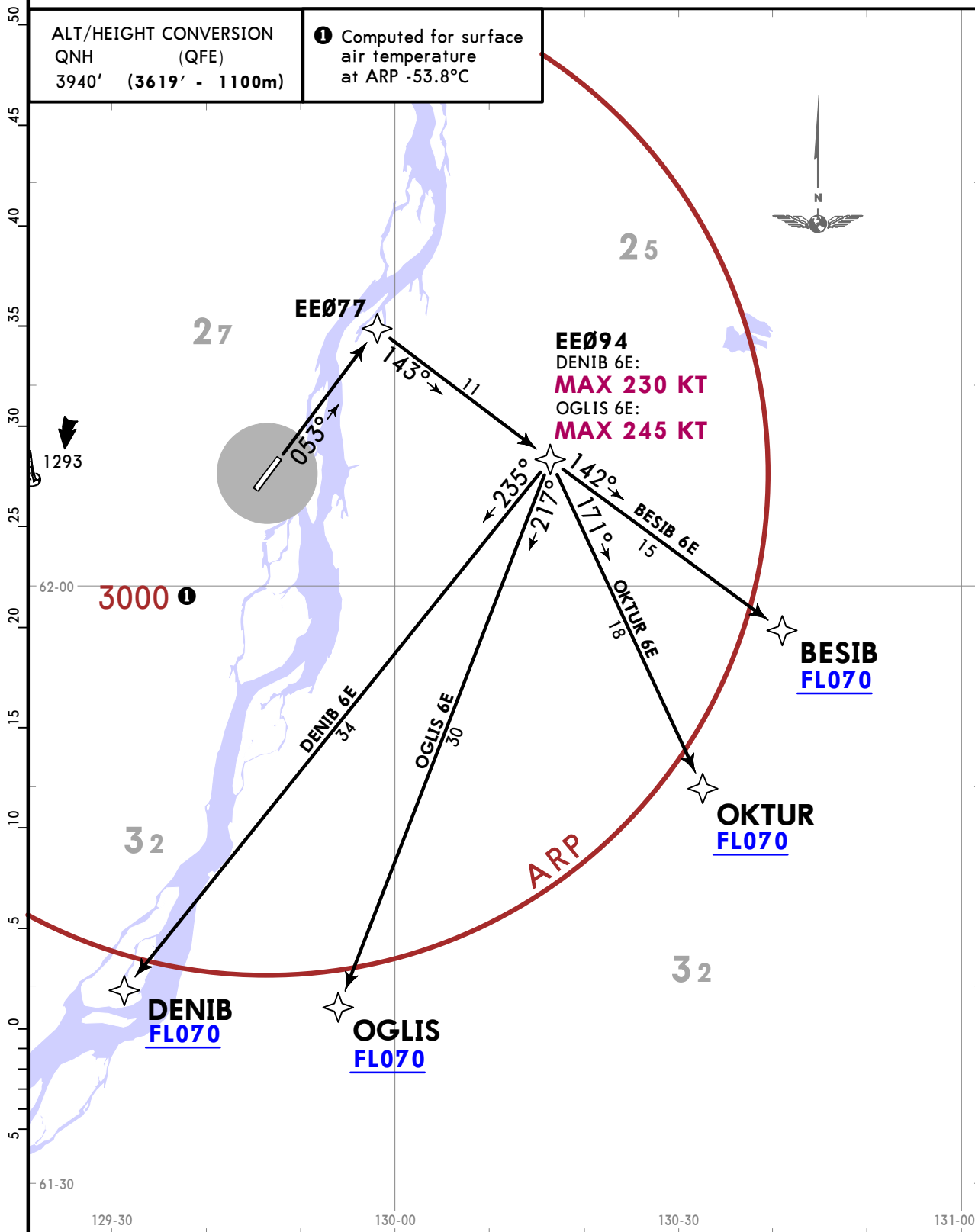
JEPPESEN  
2 FEB 24 (10-3D)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

**BESIB 6E [BESI6E], DENIB 6E [DENI6E]  
OGLIS 6E [OGLI6E], OKTUR 6E [OKTU6E]  
RNAV DEPARTURES  
(RWY 05)**

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3619' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

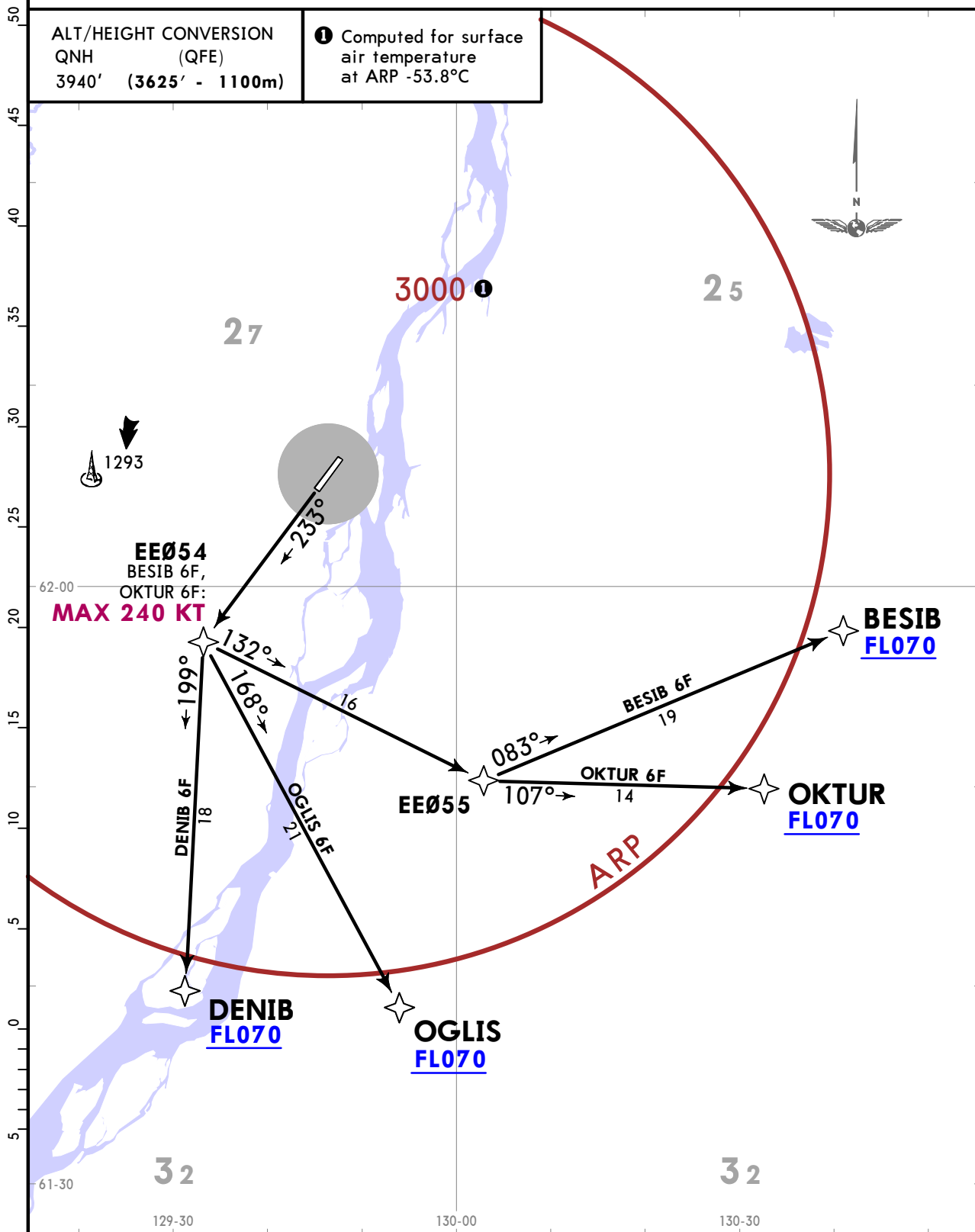
JEPPESEN  
2 FEB 24 (10-3E)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.	

BESIB 6F [BESI6F], DENIB 6F [DENI6F]  
 OGLIS 6F [OGLI6F], OKTUR 6F [OKTU6F]  
 RNAV DEPARTURES  
 (RWY 23)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3625' - 1100m)	 Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

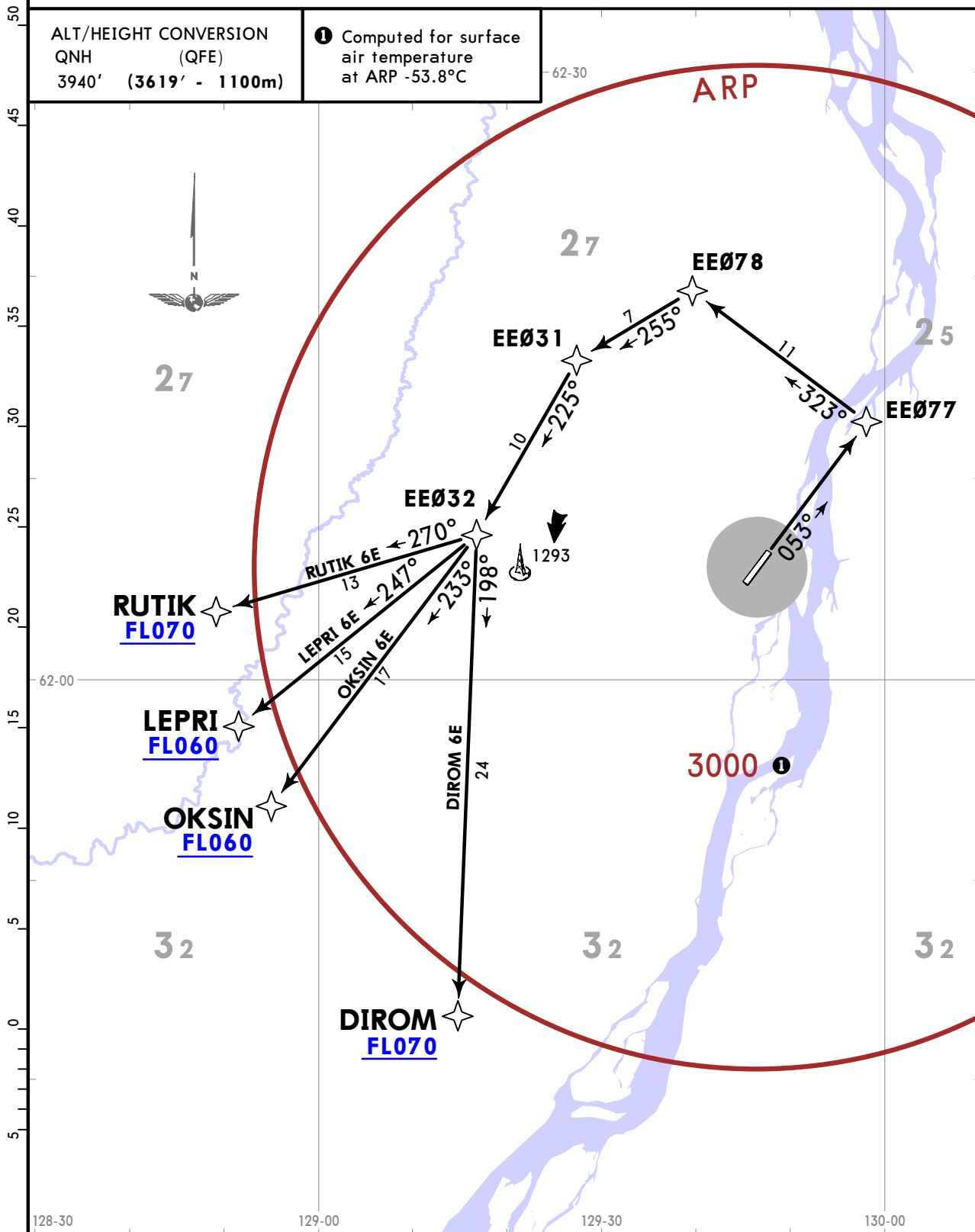
**JEPPESSEN**  
2 FEB 24 10-3F

**YAKUTSK, RUSSIA**  
**RNAV SID**

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

**DIROM 6E [DIRO6E], LEPRI 6E [LEPR6E]  
OKSIN 6E [OKSI6E], RUTIK 6E [RUTI6E]  
RNAV DEPARTURES  
(RWY 05)**

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3619' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

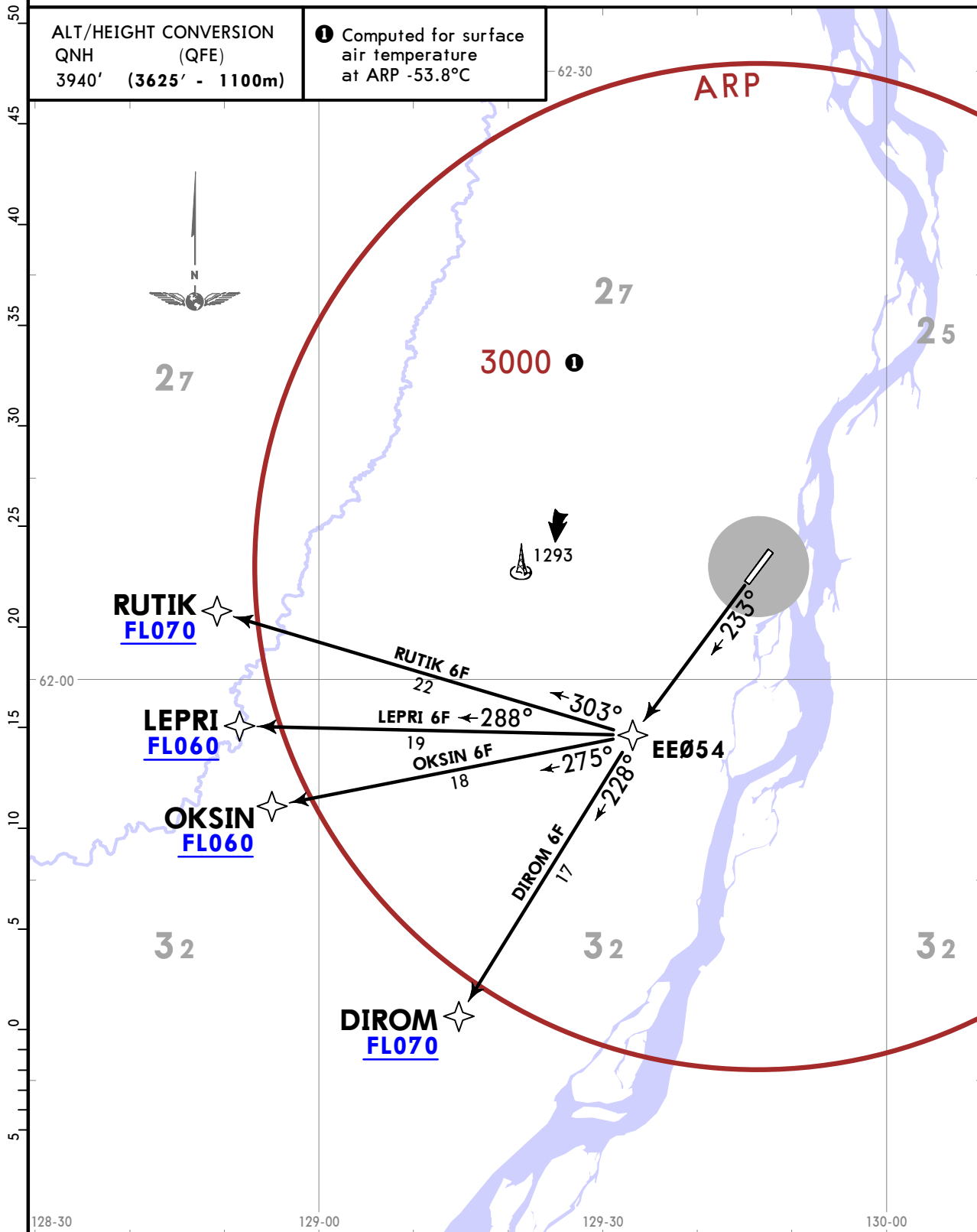
JEPPESEN  
2 FEB 24 (10-3G)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
	1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

DIROM 6F [DIRO6F], LEPRI 6F [LEPR6F]  
OKSIN 6F [OKSI6F], RUTIK 6F [RUTI6F]  
RNAV DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3625' - 1100m)	Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

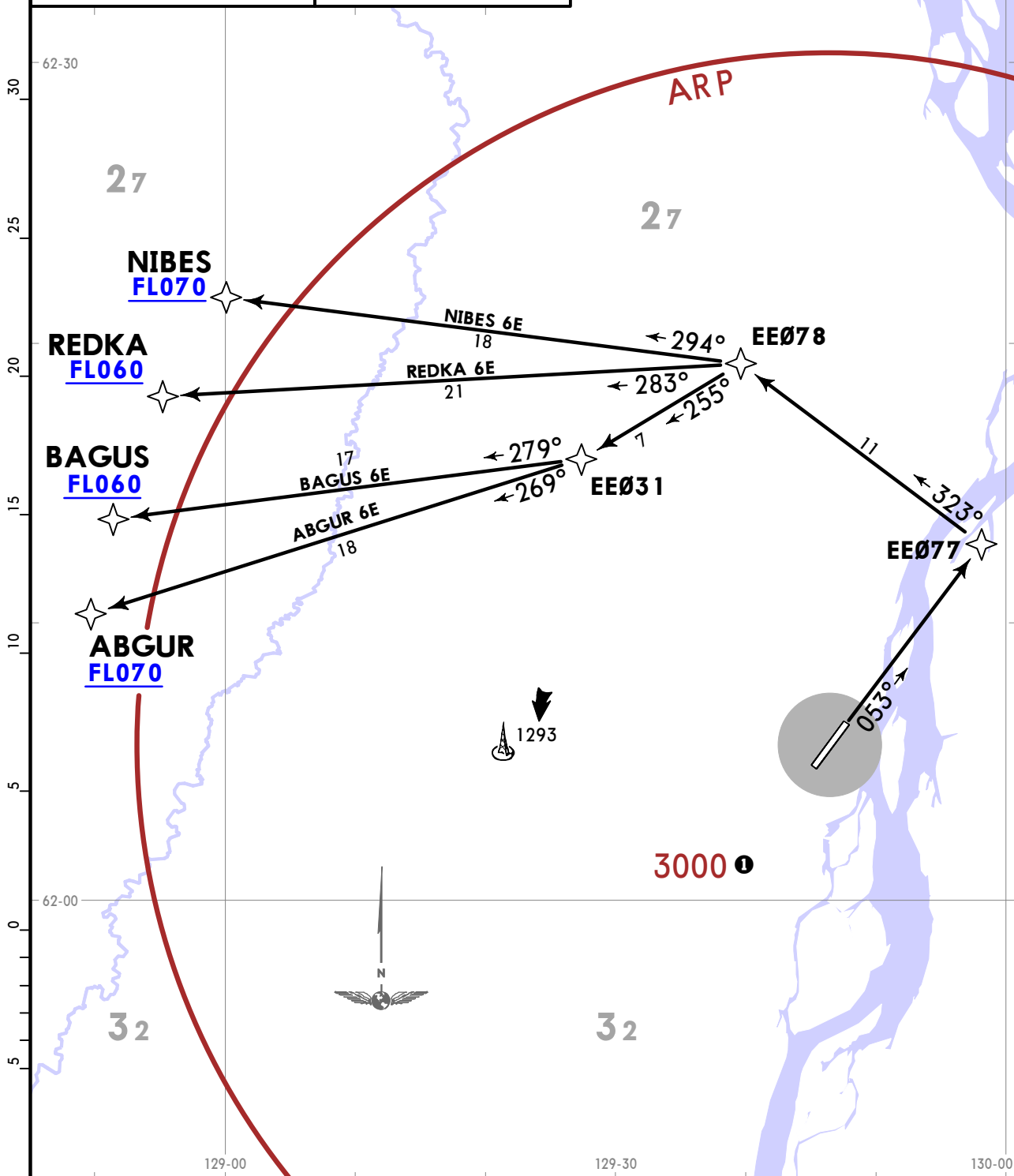
JEPPESEN  
2 FEB 24 (10-3H)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev 328	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

ABGUR 6E [ABGU6E], BAGUS 6E [BAGU6E]  
NIBES 6E [NIBE6E], REDKA 6E [REDK6E]  
RNAV DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3619' - 1100m)	① Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

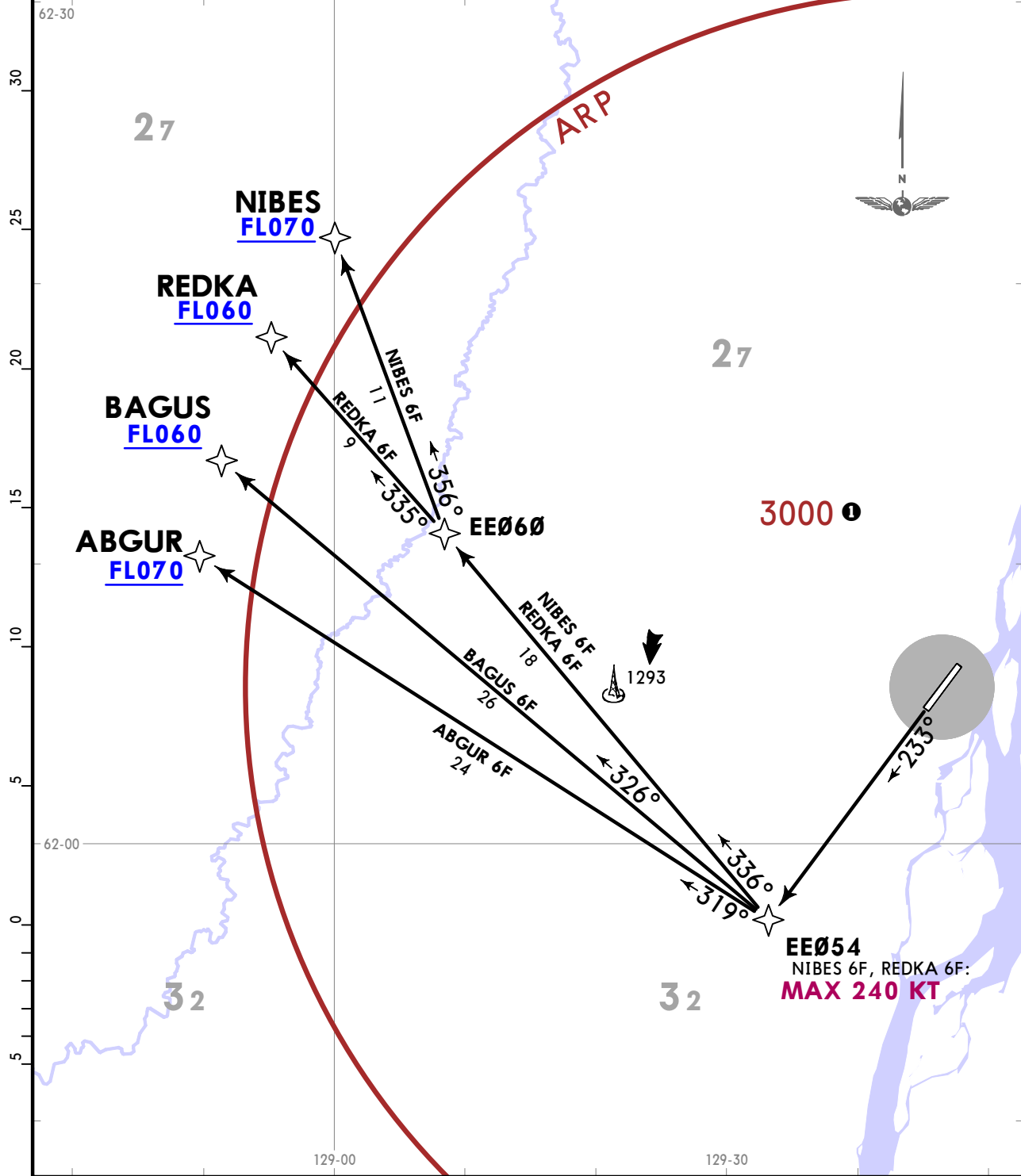
JEPPESEN  
2 FEB 24 (10-3J)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
	1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

**ABGUR 6F [ABGU6F], BAGUS 6F [BAGU6F]  
NIBES 6F [NIBE6F], REDKA 6F [REDK6F]  
RNAV DEPARTURES  
(RWY 23)**

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3625' - 1100m)	Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

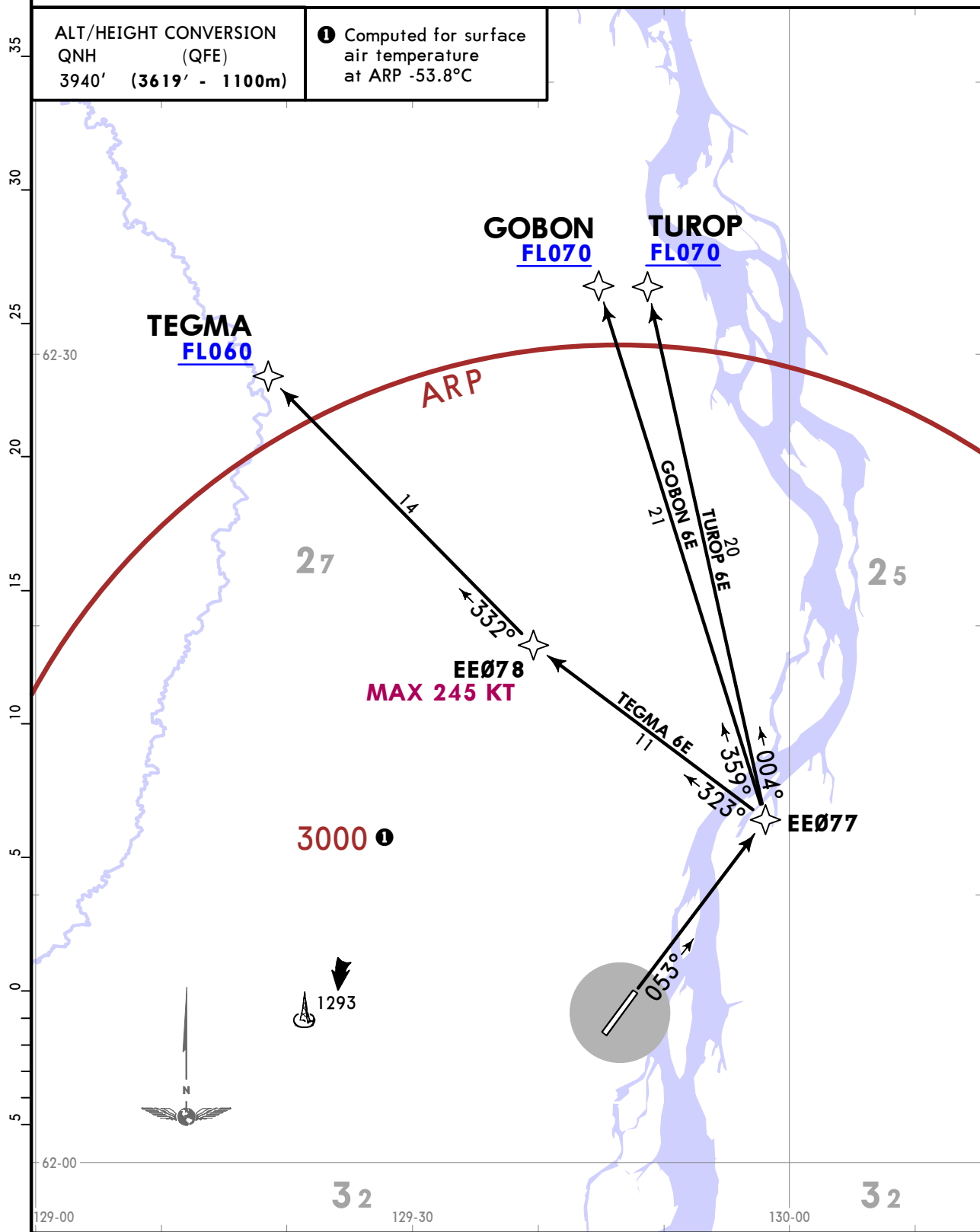
JEPPESEN  
2 FEB 24 (10-3K)

YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3619)
	RNAV 1 GNSS required
	If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

**GOBON 6E [GOBO6E], TEGMA 6E [TEGM6E]  
TUROP 6E [TURO6E]  
RNAV DEPARTURES  
(RWY 05)**

ALT/HEIGHT CONVERSION QNH (QFE) 3940' (3619' - 1100m)	Computed for surface air temperature at ARP -53.8°C
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UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3L)

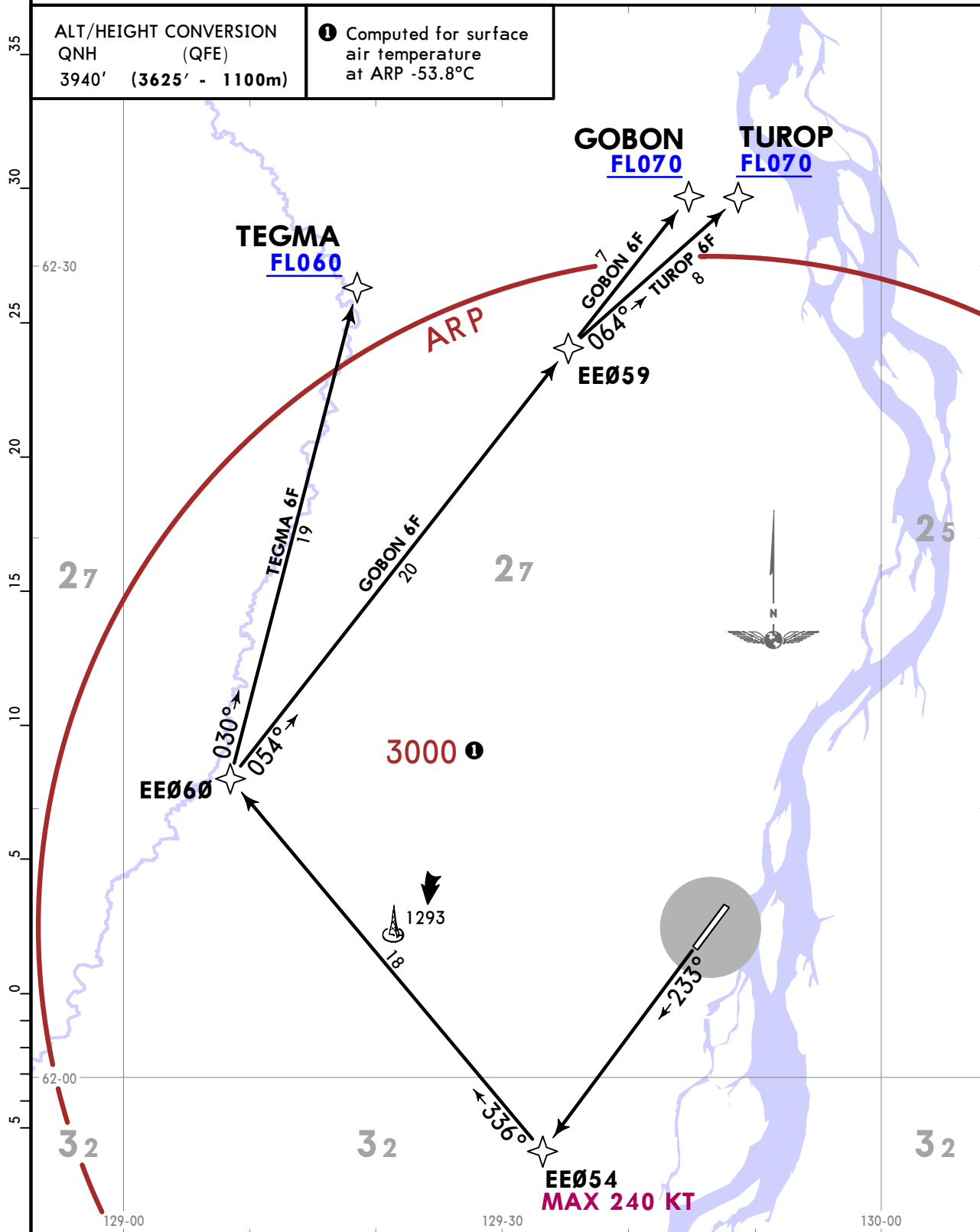
YAKUTSK, RUSSIA  
RNAV SID

Apt Elev <b>328</b>	QNH on request (QFE) Trans alt: 3940 (3625)
	RNAV 1 GNSS required
	1. EXPECT close-in obstacles. 2. If unable to MAINTAIN RNAV SID report this to ATS. Conventional SID or vectoring will be applied.

**GOBON 6F [GOBO6F], TEGMA 6F [TEGM6F]  
TUROP 6F [TURO6F]  
RNAV DEPARTURES  
(RWY 23)**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3940' (3625' - 1100m)

① Computed for surface  
air temperature  
at ARP -53.8°C



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 10-3M

YAKUTSK, RUSSIA  
SID

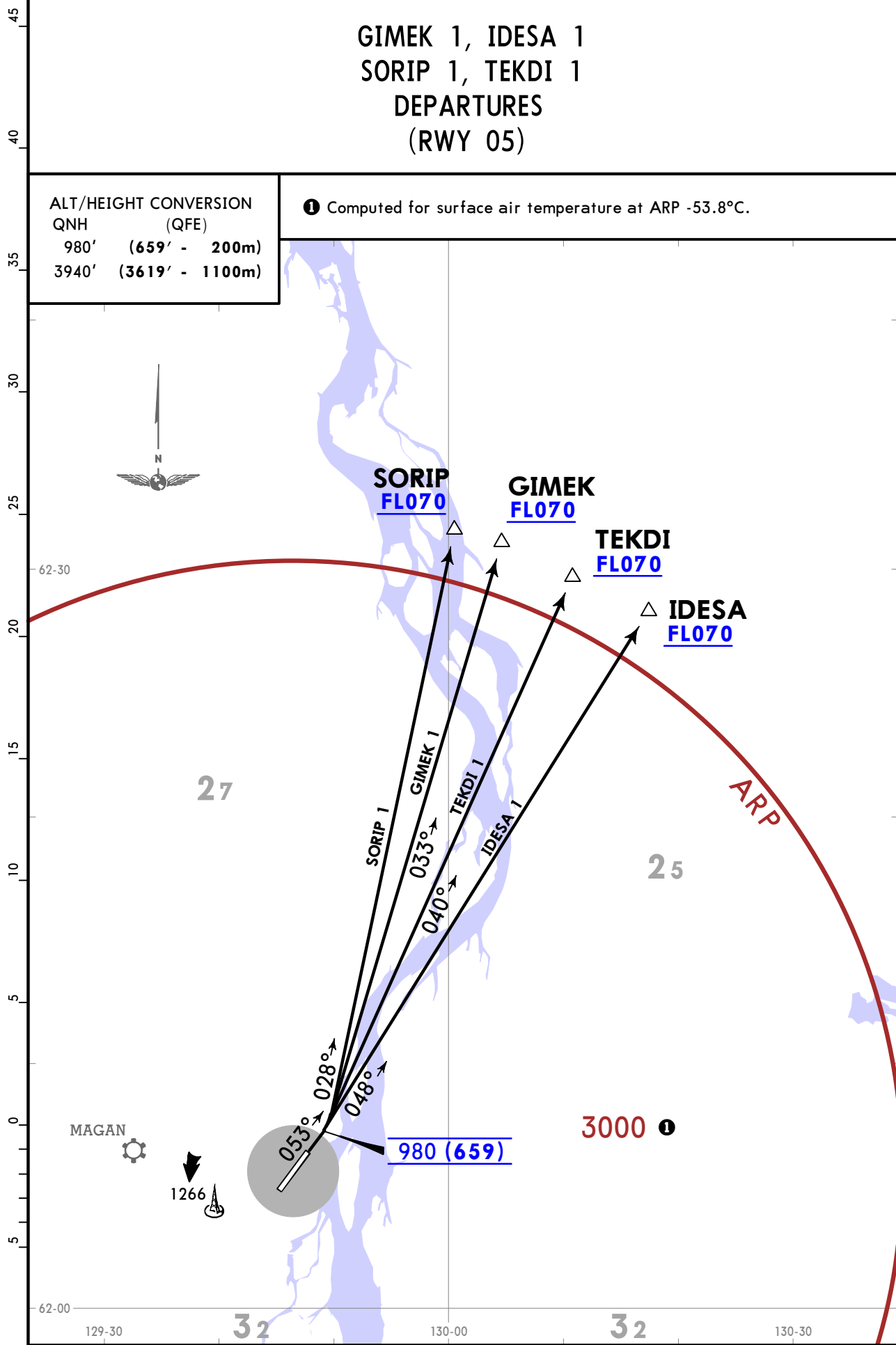
Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3619)

1. Crossing altitudes at AWY entry points by ATC.  
2. LEFT turns by ATC due to Magan APT area.

GIMEK 1, IDESA 1  
SORIP 1, TEKDI 1  
DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
980'	(659' - 200m)
3940'	(3619' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3N)

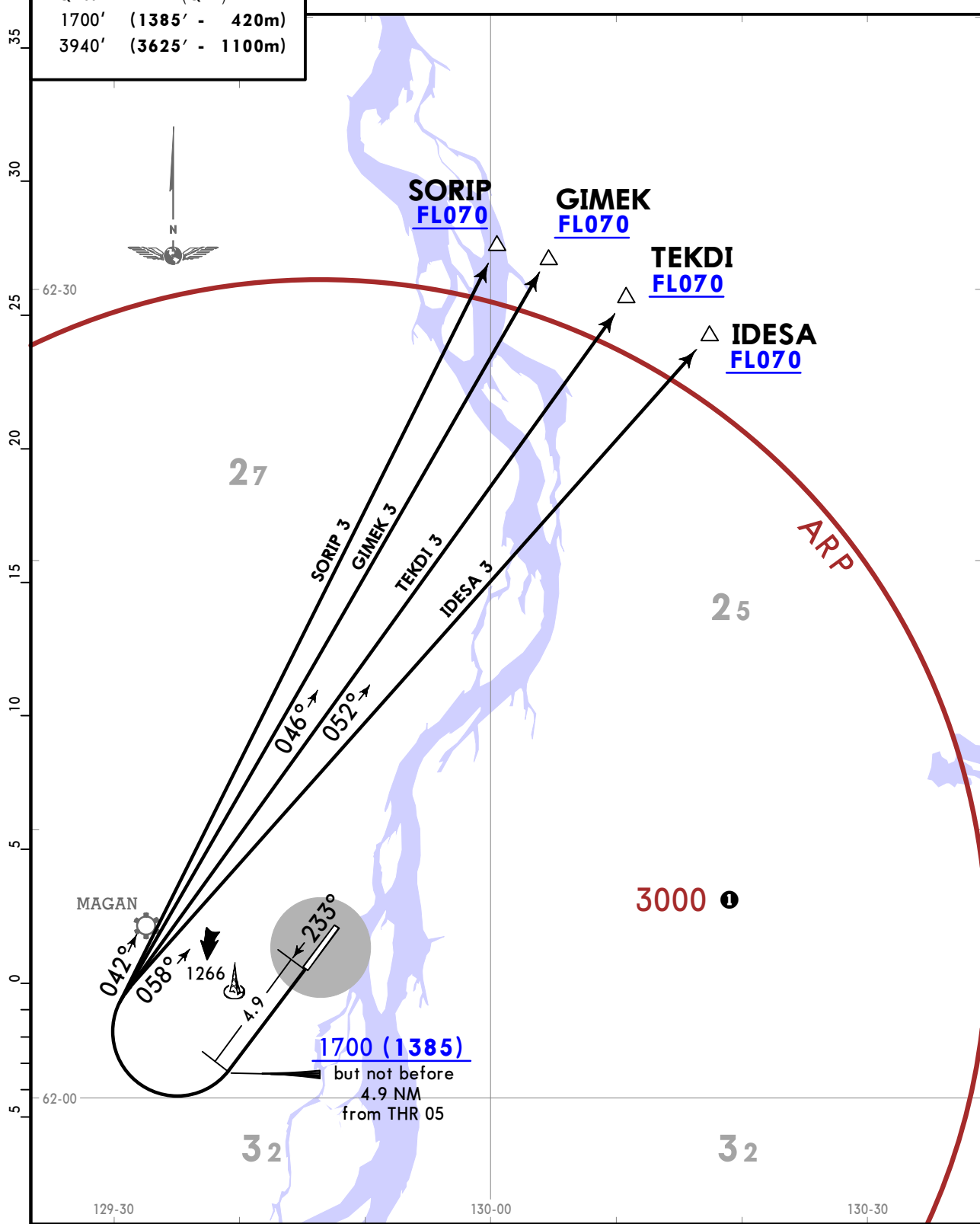
YAKUTSK, RUSSIA  
SID

Apt Elev 328  
QNH on request (QFE)  
Trans alt: 3940 (3625)  
1. EXPECT close-in obstacles.  
2. Crossing altitudes at AWY entry points by ATC.  
3. RIGHT turns by ATC due to Magan APT area.

GIMEK 3, IDESA 3  
SORIP 3, TEKDI 3  
DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1700' (1385' - 420m)  
3940' (3625' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3P)

YAKUTSK, RUSSIA  
SID

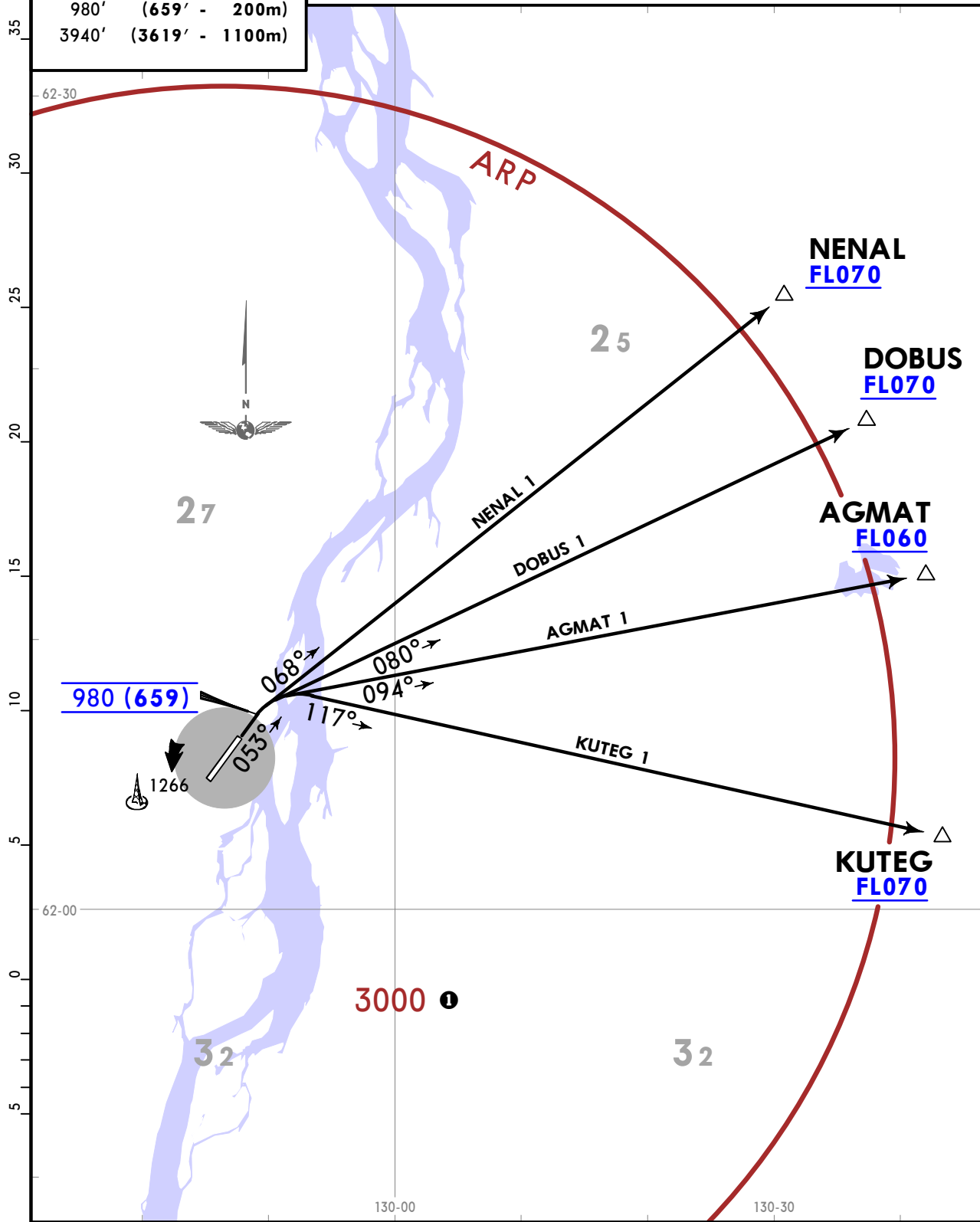
Apt Elev  
328

QNH on request (QFE)  
Trans alt: 3940 (3619)  
Crossing altitudes at AWY entry points by ATC.

AGMAT 1, DOBUS 1  
KUTEG 1, NENAL 1  
DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION  
QNH (QFE)  
980' (659' - 200m)  
3940' (3619' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 10-3Q

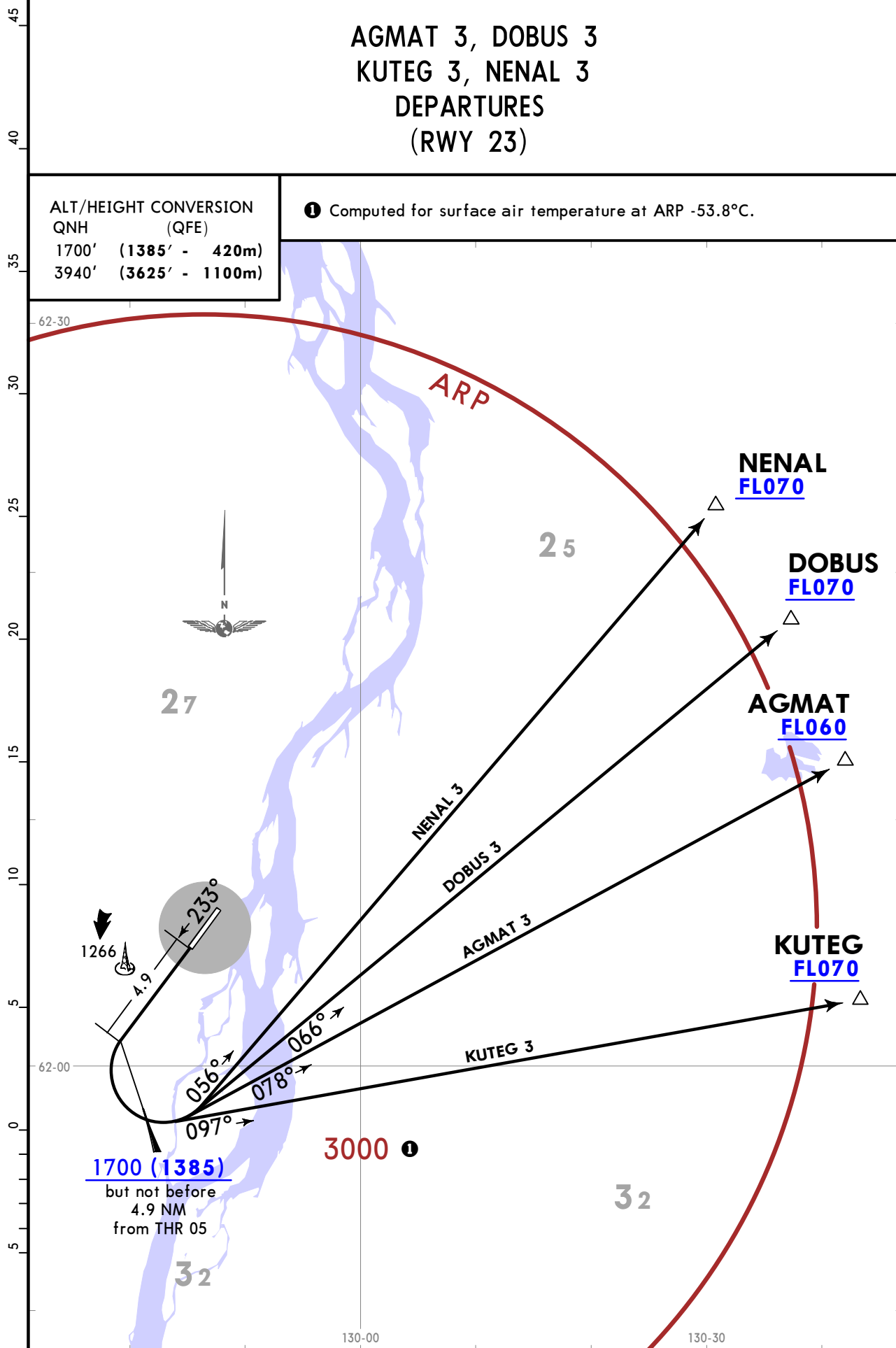
YAKUTSK, RUSSIA  
SID

Apt Elev 328  
QNH on request (QFE)  
Trans alt: 3940 (3625)  
1. EXPECT close-in obstacles.  
2. Crossing altitudes at AWY entry points by ATC.

AGMAT 3, DOBUS 3  
KUTEG 3, NENAL 3  
DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1700' (1385' - 420m)  
3940' (3625' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3S)

YAKUTSK, RUSSIA  
SID

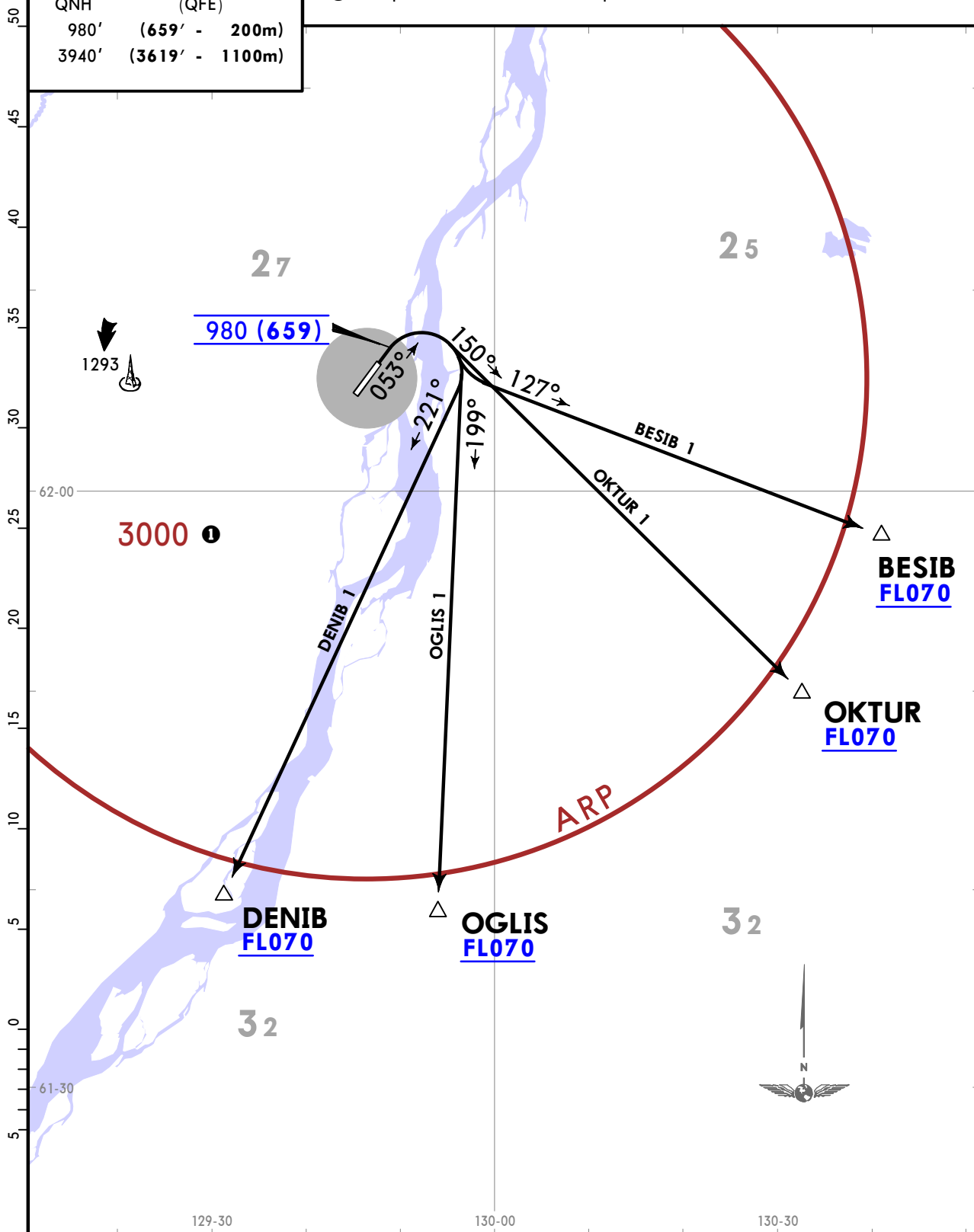
Apt Elev  
328

QNH on request (QFE)  
Trans alt: 3940 (3619)  
Crossing altitudes at AWY entry points by ATC.

BESIB 1, DENIB 1  
OGLIS 1, OKTUR 1  
DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION  
QNH (QFE)  
980' (659' - 200m)  
3940' (3619' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3T)

YAKUTSK, RUSSIA  
SID

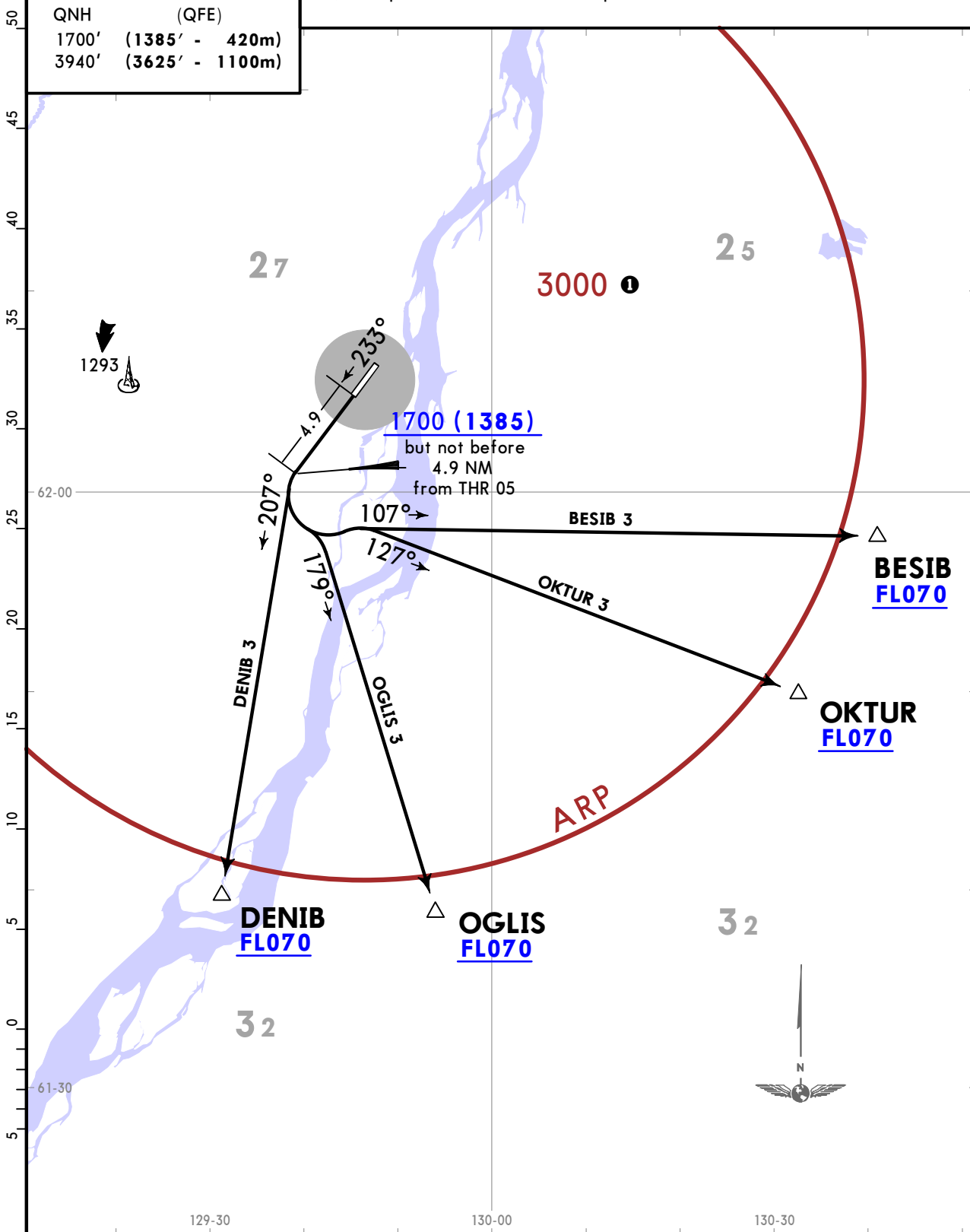
Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3625)

1. EXPECT close-in obstacles.  
2. Crossing altitudes at AWY entry points by ATC.

BESIB 3, DENIB 3  
OGLIS 3, OKTUR 3  
DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1700'	(1385' - 420m)
3940'	(3625' - 1100m)

① Computed for surface air temperature at ARP -53.8°C.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3U)

YAKUTSK, RUSSIA  
SID

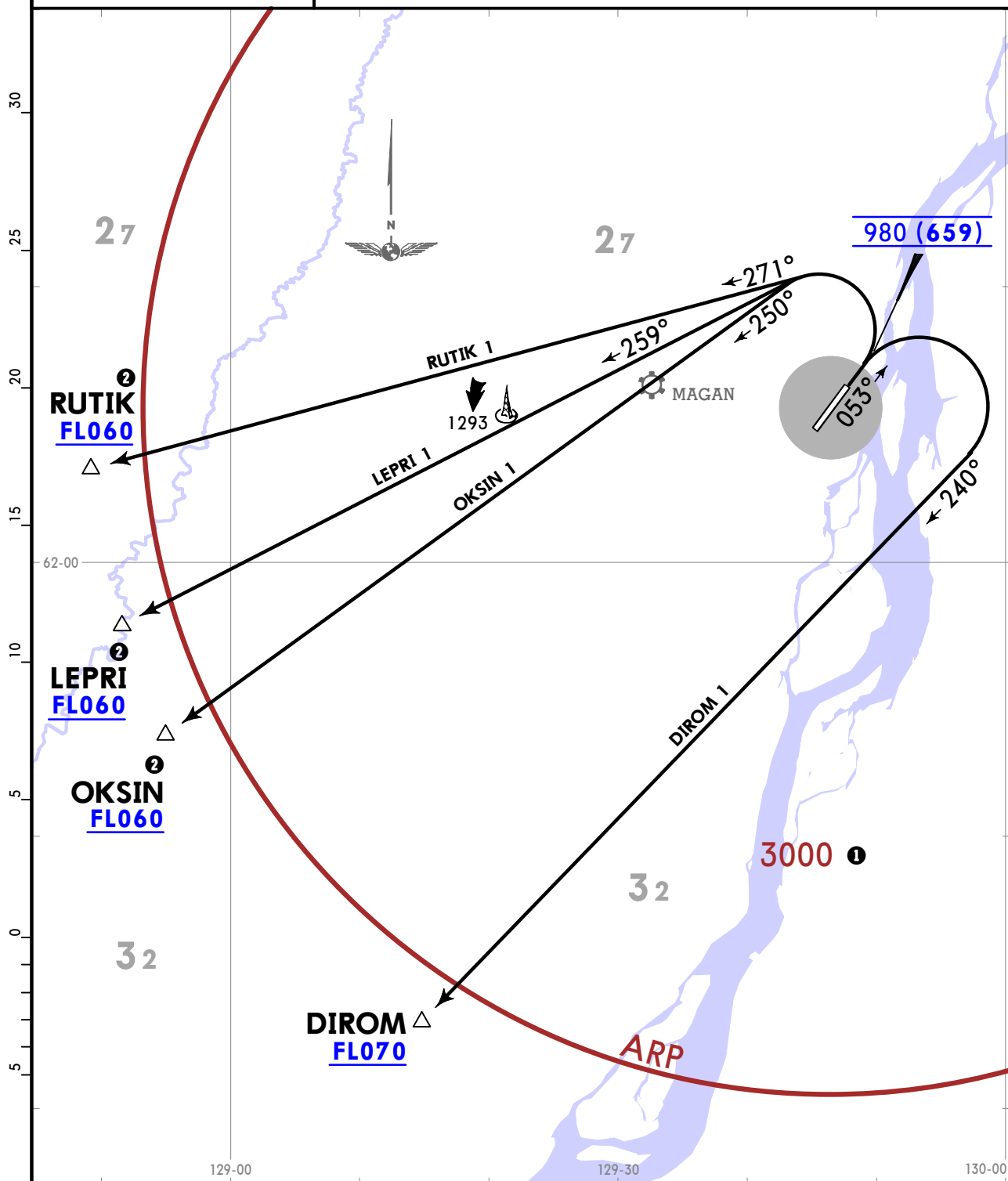
Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3619)

1. Crossing altitudes at AWY entry points by ATC.  
2. LEFT turns by ATC due to Magan APT area.

DIROM 1, LEPRI 1  
OKSIN 1, RUTIK 1  
DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
980'	(659' - 200m)
3940'	(3619' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② RIGHT turn to LEPRI, OKSIN, RUTIK by ATC.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3V)

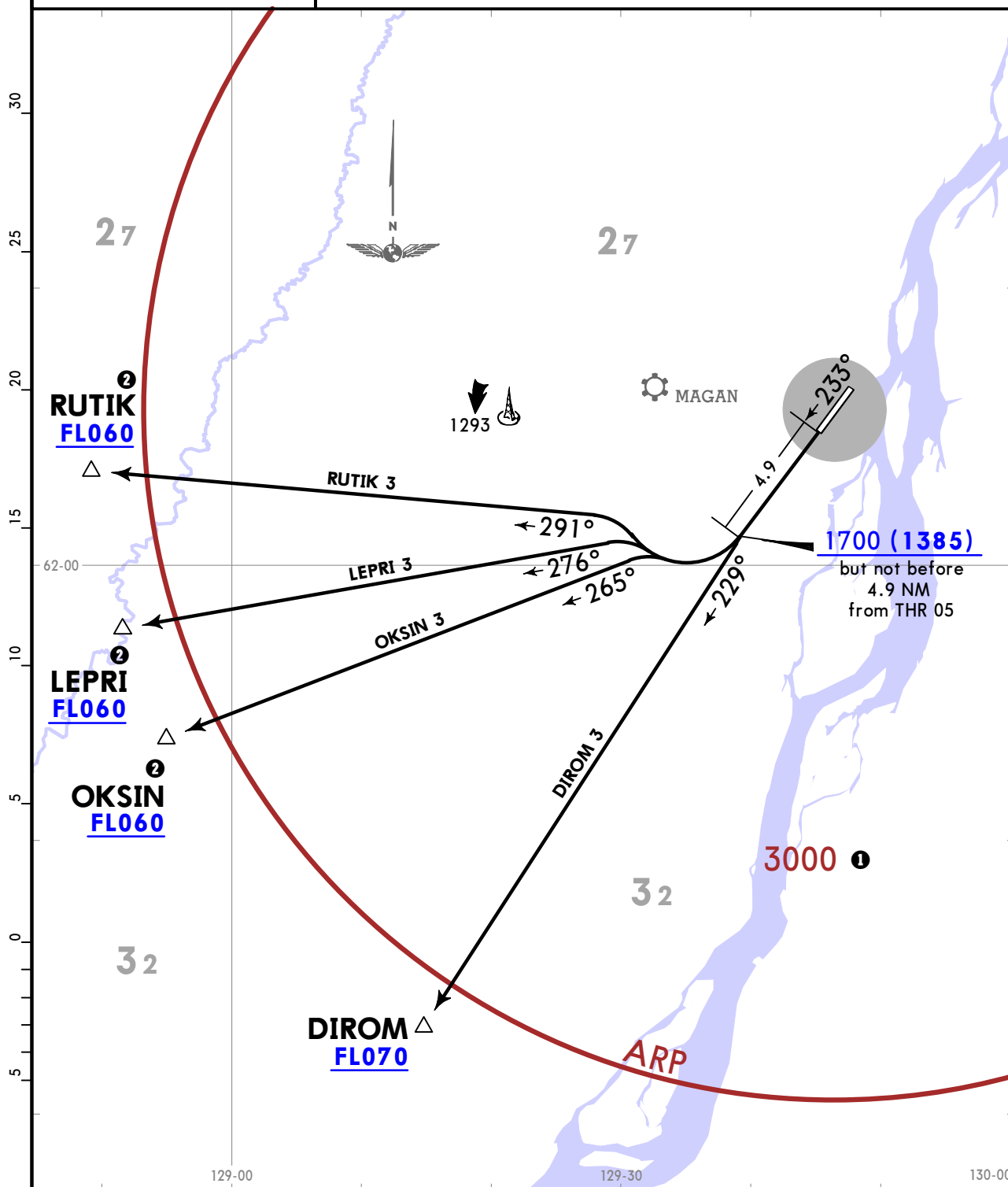
YAKUTSK, RUSSIA  
SID

Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3625)
1. EXPECT close-in obstacles.	
2. Crossing altitudes at AWY entry points by ATC.	
3. RIGHT turns by ATC due to Magan APT area.	

DIROM 3, LEPRI 3  
OKSIN 3, RUTIK 3  
DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1700'	(1385' - 420m)
3940'	(3625' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② LEFT turn to LEPRI, OKSIN, RUTIK by ATC.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 10-3W

YAKUTSK, RUSSIA  
SID

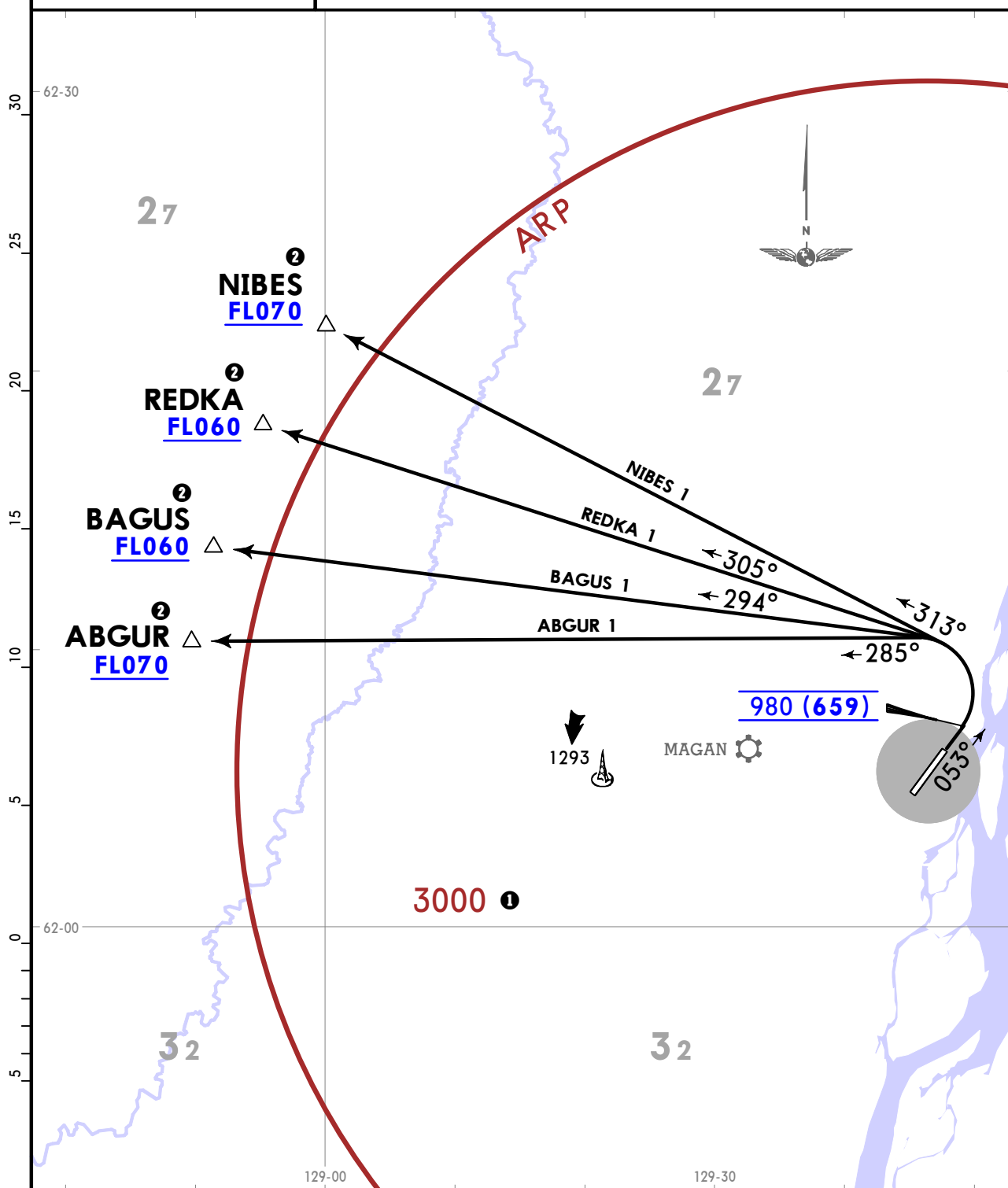
Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3619)

1. Crossing altitudes at AWY entry points by ATC.  
2. LEFT turns by ATC due to Magan APT area.

ABGUR 1, BAGUS 1  
NIBES 1, REDKA 1  
DEPARTURES  
(RWY 05)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
980'	(659' - 200m)
3940'	(3619' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② RIGHT turn to ABGUR, BAGUS, NIBES, REDKA by ATC.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 (10-3X)

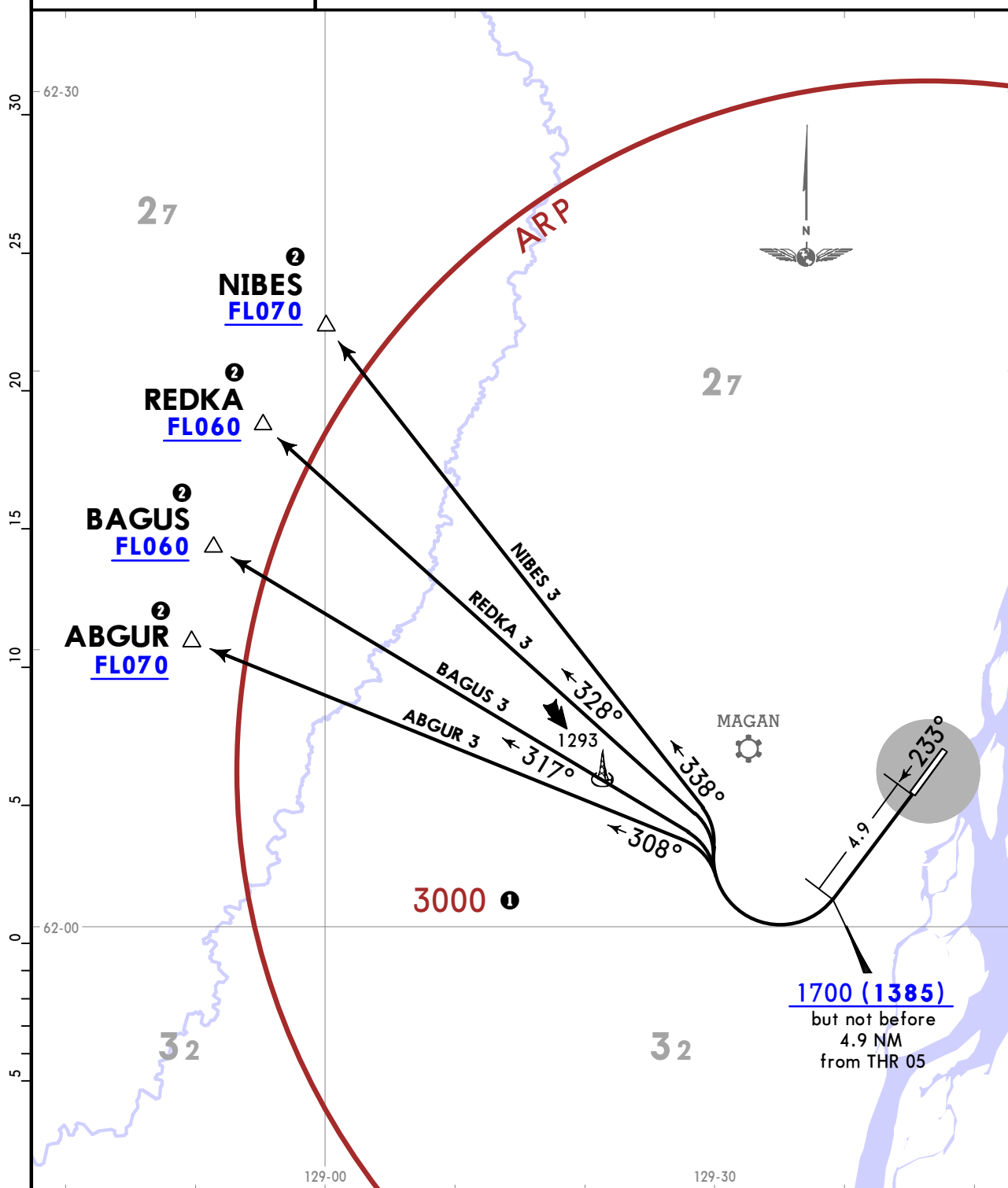
YAKUTSK, RUSSIA  
SID

Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3625)
	1. EXPECT close-in obstacles.
	2. Crossing altitudes at AWY entry points by ATC.
	3. RIGHT turns by ATC due to Magan APT area.

**ABGUR 3, BAGUS 3  
NIBES 3, REDKA 3  
DEPARTURES  
(RWY 23)**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1700'	(1385' - 420m)
3940'	(3625' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② LEFT turn to ABGUR, BAGUS, NIBES, REDKA by ATC.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 10-3X1

YAKUTSK, RUSSIA  
SID

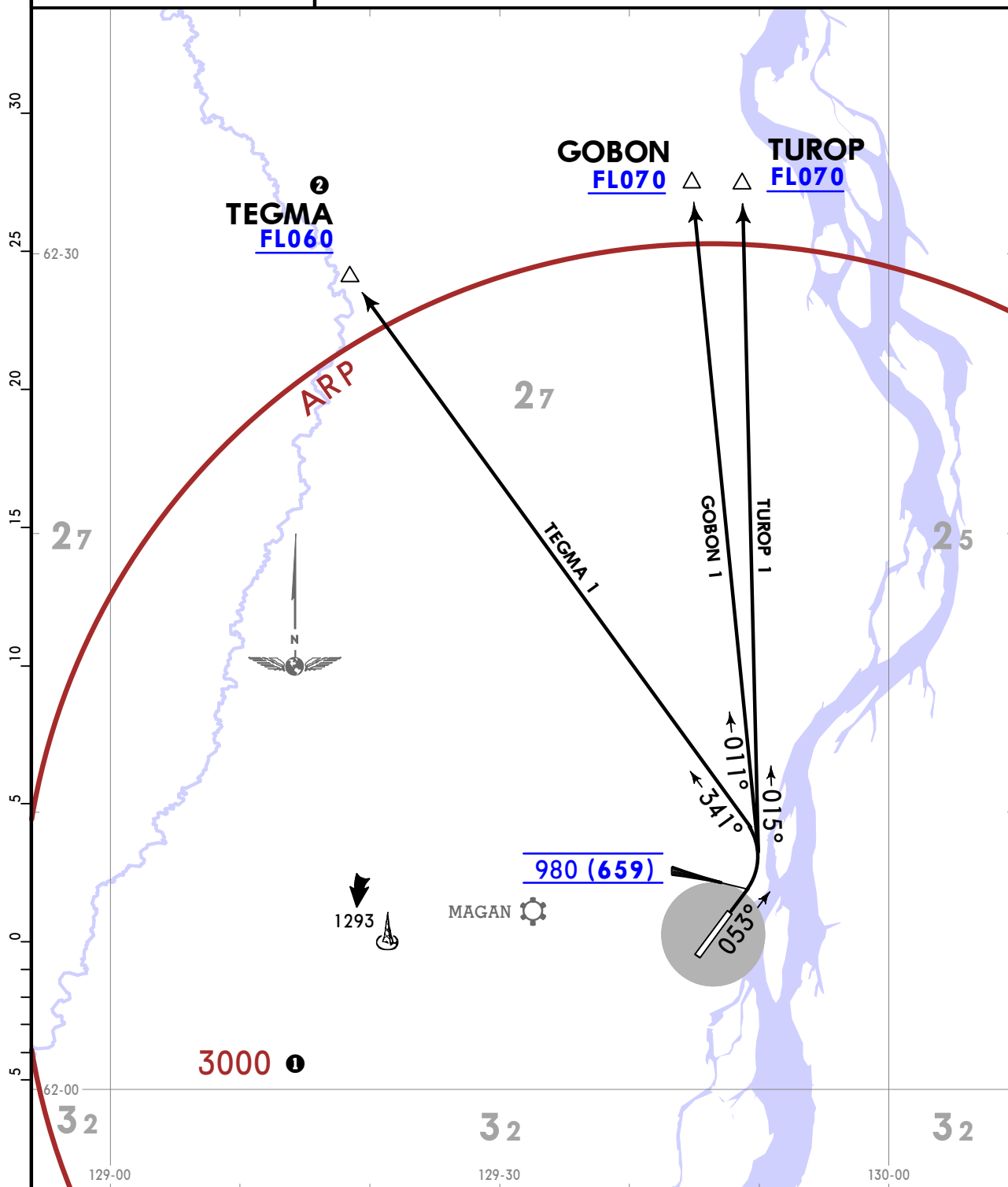
Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3619)

1. Crossing altitudes at AWY entry points by ATC.  
2. LEFT turns by ATC due to Magan APT area.

**GOBON 1, TEGMA 1  
TUROP 1  
DEPARTURES  
(RWY 05)**

ALT/HEIGHT CONVERSION  
QNH (QFE)  
980' (659' - 200m)  
3940' (3619' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② RIGHT turn to TEGMA by ATC.



UEEE/YKS  
YAKUTSK

JEPPESEN  
2 FEB 24 10-3X2

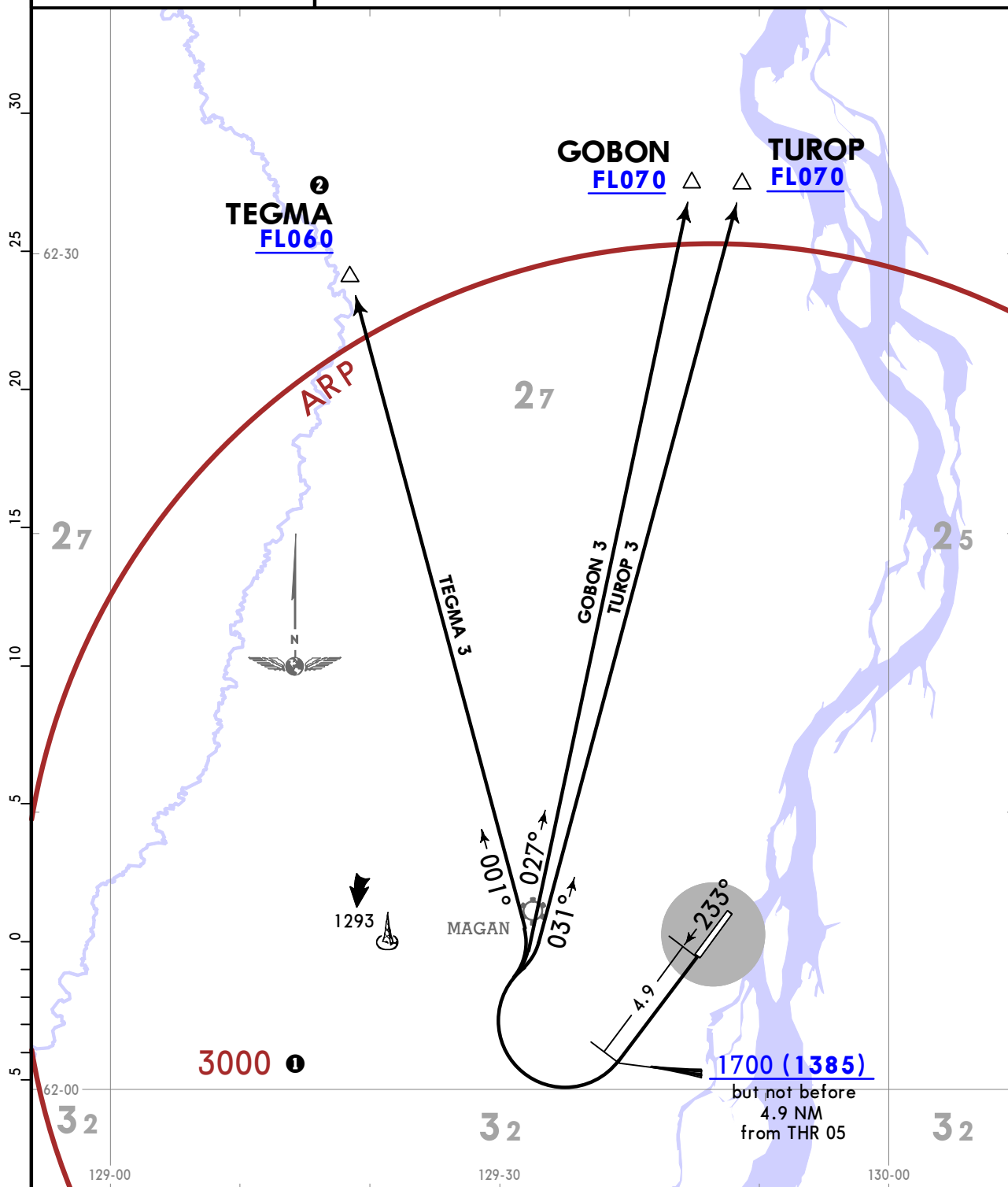
YAKUTSK, RUSSIA  
SID

Apt Elev <b>328</b>	QNH on request (QFE)
	Trans alt: 3940 (3625)
1. EXPECT close-in obstacles.	
2. Crossing altitudes at AWY entry points by ATC.	
3. RIGHT turns by ATC due to Magan APT area.	

GOBON 3, TEGMA 3  
TUROP 3  
DEPARTURES  
(RWY 23)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1700'	(1385' - 420m)
3940'	(3625' - 1100m)

- ① Computed for surface air temperature at ARP -53.8°C.
- ② LEFT turn to TEGMA by ATC.



**NOISE ABATEMENT**

LT minus 9 HOURS = UTC (Z)
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**GENERAL**

Noise abatement procedures during take-off, climb and approach shall be executed by all ACFT at night-time from 2300 till 0600 LT.

Deviations from the indicated procedures are permitted only to ensure safety of flight operations, or in case the procedures contradict the requirements of the Aeroplane Flight Manual.

ATS unit determines RWY direction in order to minimise noise impact during the initial departure and final approach phases of flight.

Noise abatement shall not be a determining factor under the following circumstances:

1. Runway is covered with snow, slush, ice, etc.
2. During landing, when the height of cloud base is not less than 830' (502' - 150 m), or during landing and take-off, when horizontal visibility is less than 1.9 km.
3. When crosswind component, including gusts, exceeds 15 KT (28 km/h).
4. When tailwind component, including gusts, exceeds 5 KT (9 km/h).
5. When wind shear is forecasted or reported, or it is expected that thunderstorms may affect aircraft approach or departure.

**TAKE-OFF RESTRICTIONS**

During take-off and climb to 1810' (1482' - 450 m) the following is required:

- set take-off power of all engines;
- set flaps to take-off configuration;
- climb at speed  $V_2 + 20-40$  km/h;

Turns of ACFT at altitude/height from 710' (382' - 115 m) to 990' (662' - 200 m) shall be executed with a bank of 15°, above 990' (662' - 200 m) - with a bank of 25°.

Engine power shall be reduced to rated power at 1810' (1482' - 450 m) maintaining a positive rate of climb.

Climb from 1810' (1482' - 450 m) to 3290' (2962' - 900 m) shall be executed at speed  $V_2 + 20-40$  km/h.

At 3290' (2962' - 900 m) ACFT shall be accelerated to the indicated airspeed of high-lift device retraction.

Climb shall be continued in accordance with the Aeroplane Flight Manual.

**PREFERENTIAL RWY SYSTEM**

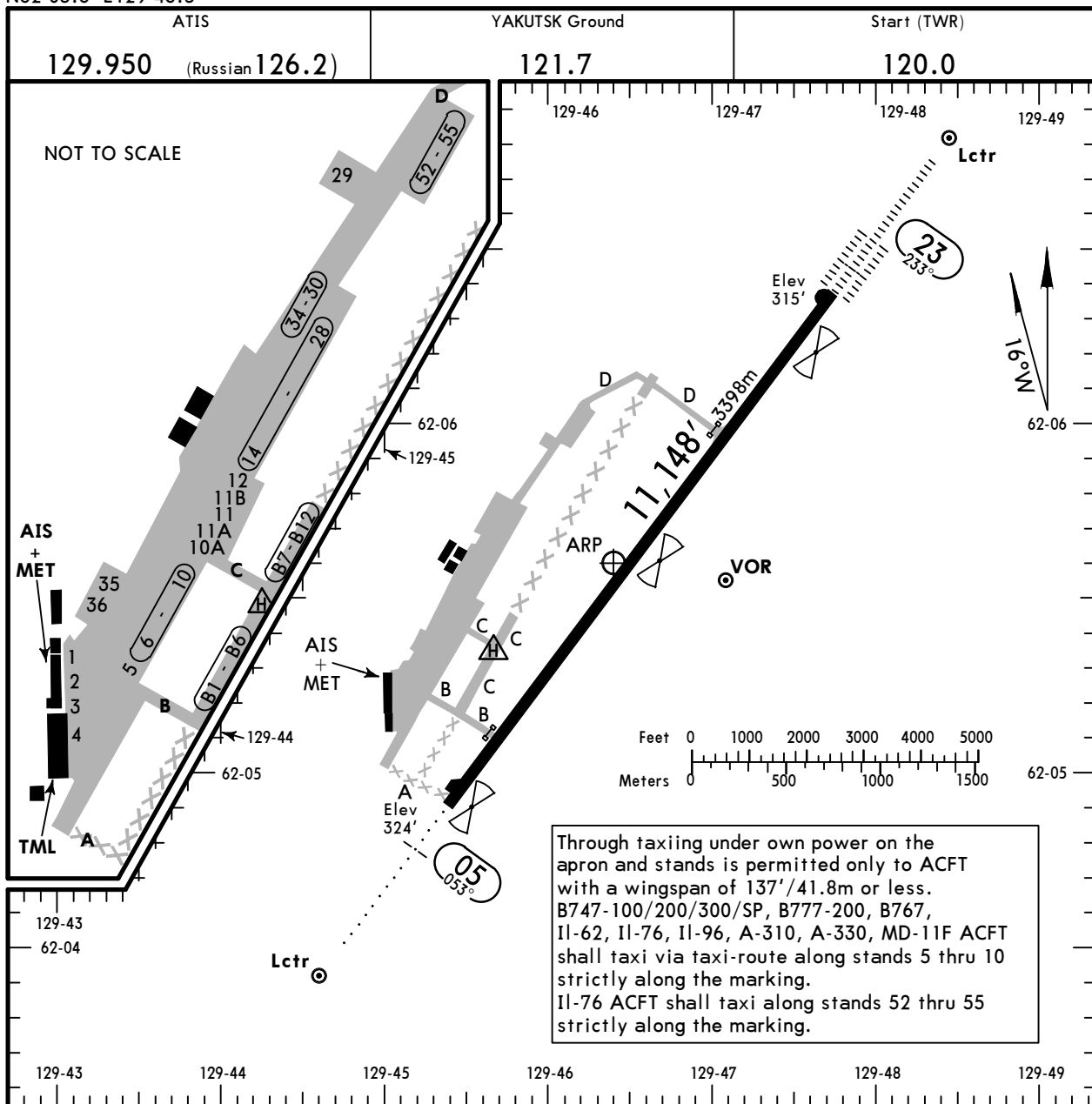
If meteorological conditions and traffic situation permits, RWYs are used as follows:

- RWY 05 is preferential for take-off;  
When executing take-off from RWY 23, CAT C & D ACFT must take-off from the RWY beginning according to requirements in the Aeroplane Flight Manual;
- RWY 23 is preferential for landing.

**UEEE/YKS**  
 Apt Elev **328'**  
 N62 05.6 E129 46.3

**JEPPESSEN**  
 9 MAY 25 **(10-9)** Eff 15 May

**YAKUTSK, RUSSIA**  
**YAKUTSK**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS				WIDTH
	LANDING BEYOND		TAKE-OFF		
	HIRL (60m)	CL (15m)			Threshold
05	① ALS	②	RVR		197'
23	④ HIRL (60m)	⑤ HIALS-II	③ TDZ	⑥ 10,177' 3102m	60m

- ① length 910m
- ② PAPI-L (angle 3.10°)
- ③ OFZ
- ④ length 900m
- ⑤ PAPI-L (angle 3.00°)

- ⑥ TAKE-OFF RUN AVAILABLE
- RWY 05: From rwy head 11,148' (3398m)  
 twy B int 9770' (2978m)
- RWY 23: From rwy head 11,148' (3398m)  
 twy D int 8068' (2459m)

Std TAKE-OFF					
RL & CL & relevant RVR	RL & CL	① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
				DAY	NIGHT
TDZ R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA
Mid R150m					
Rollout R150m					

① For NIGHT operations, at least RL or CL and RENL are required.

UEEE/YKS

**JEPPESEN**  
9 MAY 25 **10-9S** Eff 15 May

**EASA AIR OPS**

**YAKUTSK, RUSSIA**  
YAKUTSK

STRAIGHT-IN RWY	A	B	C	D
<b>05</b> GLS	<b>524'</b> (200') R1000m	<b>524'</b> (200') R1000m	<b>524'</b> (200') R1000m	<b>524'</b> (200') R1000m
ALS out	R1200m	R1200m	R1200m	R1200m
① RNP LNAV	<b>830'</b> (506') R1500m	<b>830'</b> (506') R1500m	<b>830'</b> (506') R2100m	<b>830'</b> (506') R2100m
ALS out	R1500m	R1500m	R2400m	R2400m
① 2 NDB with FAF	<b>810'</b> (486') R1500m	<b>810'</b> (486') R1500m	<b>810'</b> (486') R2100m	<b>810'</b> (486') R2100m
ALS out	R1500m	R1500m	R2300m	R2300m
① 2 NDB w/o FAF	<b>1420'</b> (1096') R1500m	<b>1420'</b> (1096') R1500m	<b>1420'</b> (1096') R2400m	<b>1420'</b> (1096') R2400m
① V Lctr with FAF	<b>1280'</b> (956') R1500m	<b>1280'</b> (956') R1500m	<b>1280'</b> (956') R2400m	<b>1280'</b> (956') R2400m
① V Lctr w/o FAF	<b>1320'</b> (996') R1500m	<b>1320'</b> (996') R1500m	<b>1320'</b> (996') R2400m	<b>1320'</b> (996') R2400m
<b>23</b> CAT 2 ILS	<b>415'</b> (100') RA105' R300m	<b>415'</b> (100') RA105' R300m	<b>415'</b> (100') RA105' R300m	<b>415'</b> (100') RA105' ②R300m
ILS	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m
TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
ALS out	R1200m	R1200m	R1200m	R1200m
④ GLS	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m	<b>515'</b> (200') R550m
TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
ALS out	R1200m	R1200m	R1200m	R1200m
⑤ GLS	<b>532'</b> (217') R550m	<b>542'</b> (227') R550m	<b>552'</b> (237') R550m	<b>562'</b> (247') R550m
TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
ALS out	R1200m	R1200m	R1200m	R1300m
RNP LNAV/VNAV	<b>673'</b> (358') R900m	<b>689'</b> (374') R1000m	<b>689'</b> (374') R1000m	<b>722'</b> (407') R1200m
TDZ or CL out	R900m	R1000m	R1000m	R1200m
ALS out	R1500m	R1500m	R1700m	R1900m
① RNP LNAV	<b>690'</b> (375') R1000m	<b>690'</b> (375') R1000m	<b>710'</b> (395') R1100m	<b>740'</b> (425') R1300m
TDZ or CL out	R1000m	R1000m	R1100m	R1300m
ALS out	R1500m	R1500m	R1800m	R2000m
① 2 NDB	<b>660'</b> (345') R900m	<b>660'</b> (345') R900m	<b>660'</b> (345') R900m	<b>660'</b> (345') R900m
TDZ or CL out	R900m	R900m	R900m	R900m
ALS out	R1500m	R1500m	R1600m	R1600m

- ① Continuous Descent Final Approach.
- ② CAT D requires autoland or HUDLS, otherwise: R350m.
- ③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Missed apch climb gradient mim 3.0%.
- ⑤ Missed apch climb gradient mim 2.5%.

UEEE/YKS



EASA AIR OPS

9 MAY 25

10-9S1

Eff 15 May

YAKUTSK, RUSSIA  
YAKUTSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After GLS 05 or RNP 05	830'(502') V1500m	1070'(742') V1600m	1680'(1352') V2400m	1680'(1352') V3600m
After GLS 23 or RNP 23	860'(532') V1500m	1070'(742') V1600m	1680'(1352') V2400m	1680'(1352') V3600m

**TAKE-OFF**

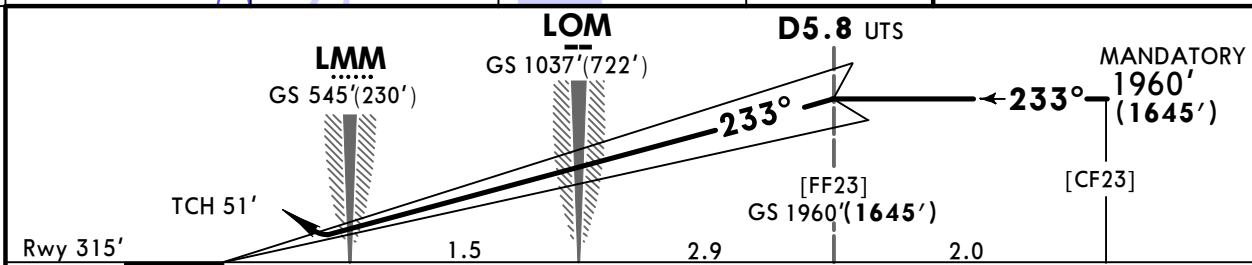
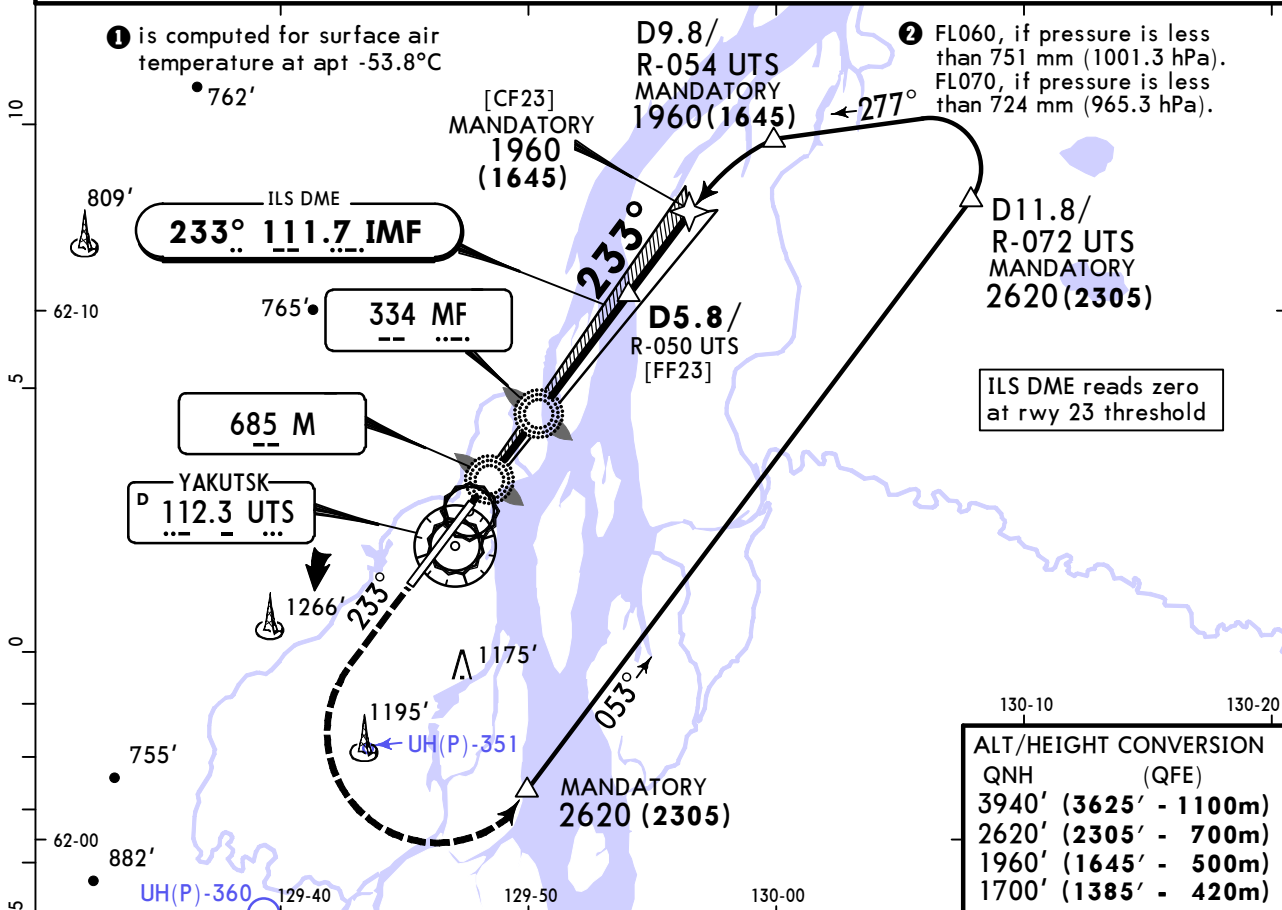
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m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

UEEE/YKS  
YAKUTSK

JEPPESEN  
9 MAY 25 (11-1) Eff 15 May

YAKUTSK, RUSSIA  
ILS Rwy 23

ATIS (Russian) 129.95 126.2		YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7
LOC IMF 111.7	Final Apch Crs 233°	D5.8 UTS 1960' (1645')	ILS DA(H) 515' (200')	Apt Elev 328' Rwy 315'	3000  MSA ARP ①
MISSED APCH: Climb on 233° to 1700' (1385') or above, then turn LEFT onto 053° climbing to 2620' (2305'), then as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL050 ②	Trans alt: 3940' (3625')	



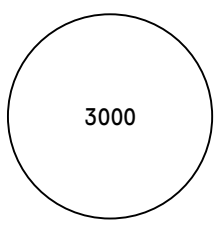
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 1700' (1385') on 233°	053° LT	2620' (2305')
GS	3.00°	372	478	531	637	743				

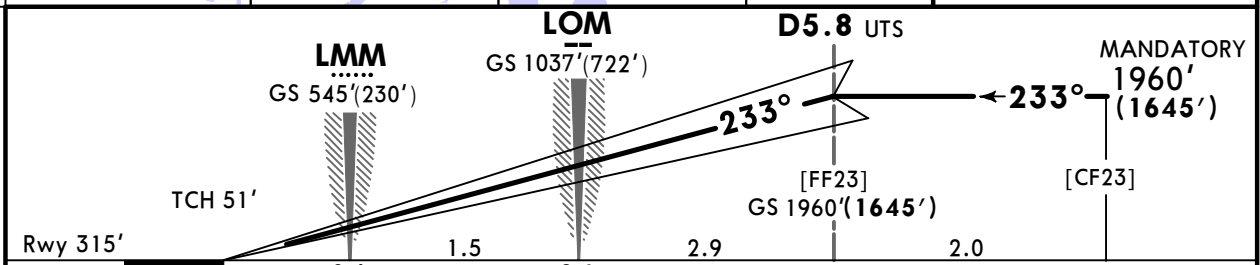
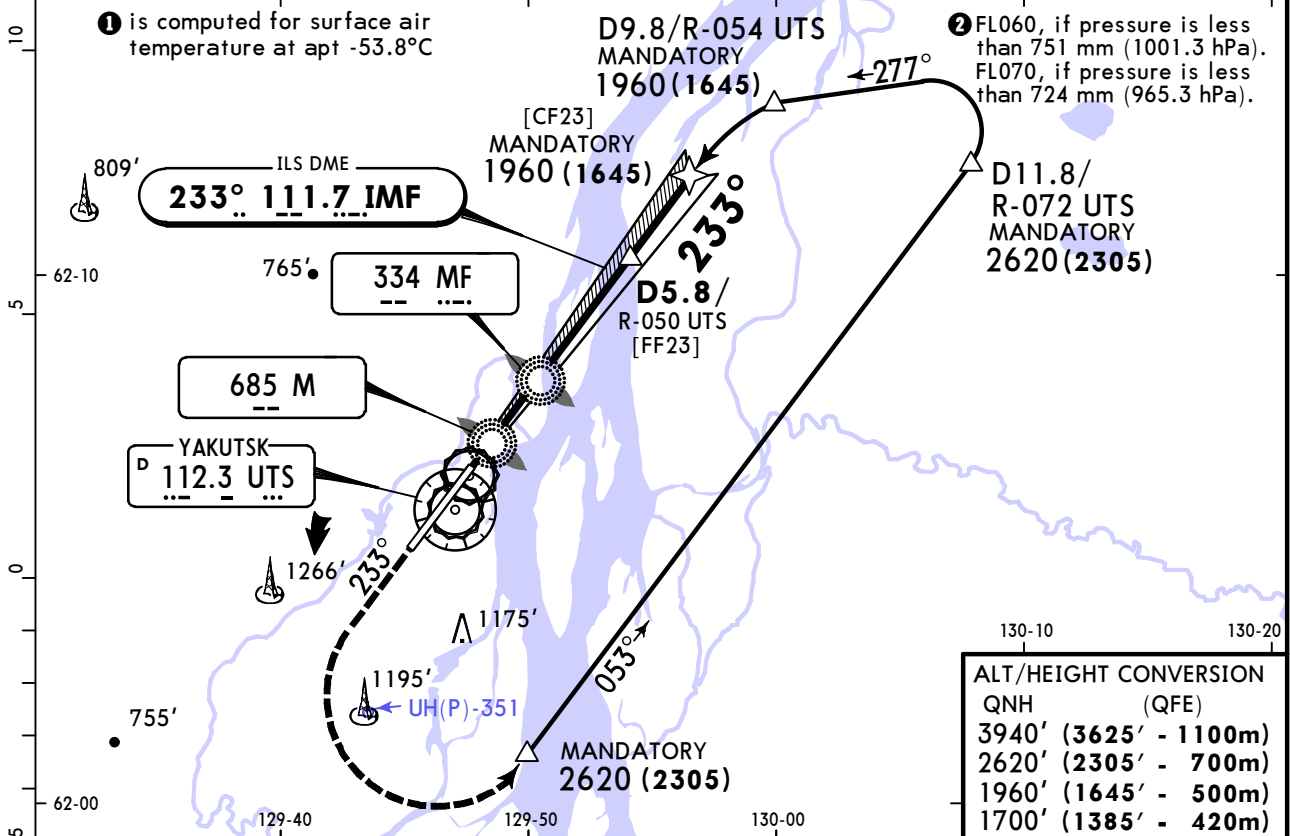
Std STRAIGHT-IN LANDING			
ILS DA(H) 515' (200')			
TDZ or CL out		ALS out	
A	R550m	R550m	R1200m
B			
C			
D			
R750m when a Flight Director or Autopilot or HUD to DA is not used.			

**UEEE/YKS**  
**YAKUTSK**

**JEPPESEN**  
9 MAY 25 **(11-1A)** Eff 15 May

**YAKUTSK, RUSSIA**  
**CAT II ILS Rwy 23**

ATIS (Russian) <b>129.95 126.2</b>		YAKUTSK Approach <b>129.3</b>	YAKUTSK Radar (APP/TWR) <b>120.3</b>	YAKUTSK Start (TWR) <b>120.0</b>	Ground <b>121.7</b>
LOC IMF <b>111.7</b>	Final Apch Crs <b>233°</b>	<b>D5.8 UTS</b> <b>1960' (1645')</b>	<b>CAT II ILS</b> <b>RA 105'</b> DA(H) 415' (100')	Apt Elev 328' Rwy 315'	 <b>MSA ARP 1</b>
<b>MISSED APCH: Climb on 233° to 1700' (1385') or above, then turn LEFT onto 053° climbing to 2620' (2305'), then as directed.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL050 ②	Trans alt: 3940' (3625')	
1. Special Aircrew and Acft Certification Required.			2. ILS DME reads zero at Rwy 23 threshold.		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 1700' (1385') on 233°	053° LT	2620' (2305')
GS	3.00°	372	478	531	637	743				

**Std** STRAIGHT-IN LANDING  
**CAT II ILS**  
 ABCD  
**RA 105'**  
 DA(H) 415' (100')

**R300m**

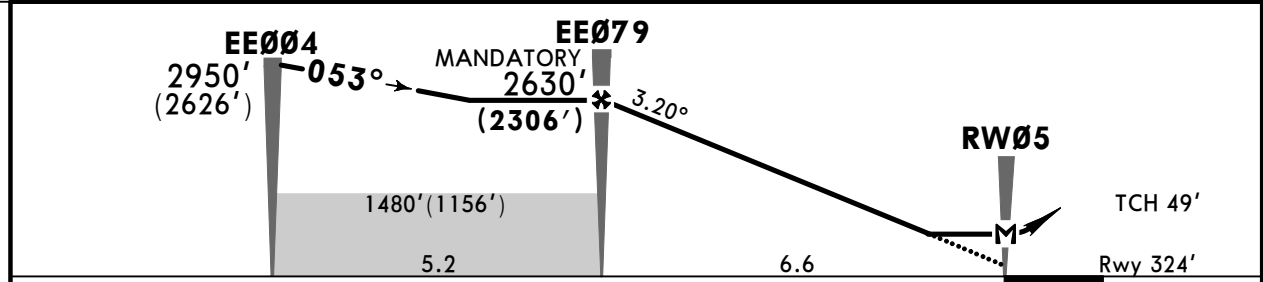
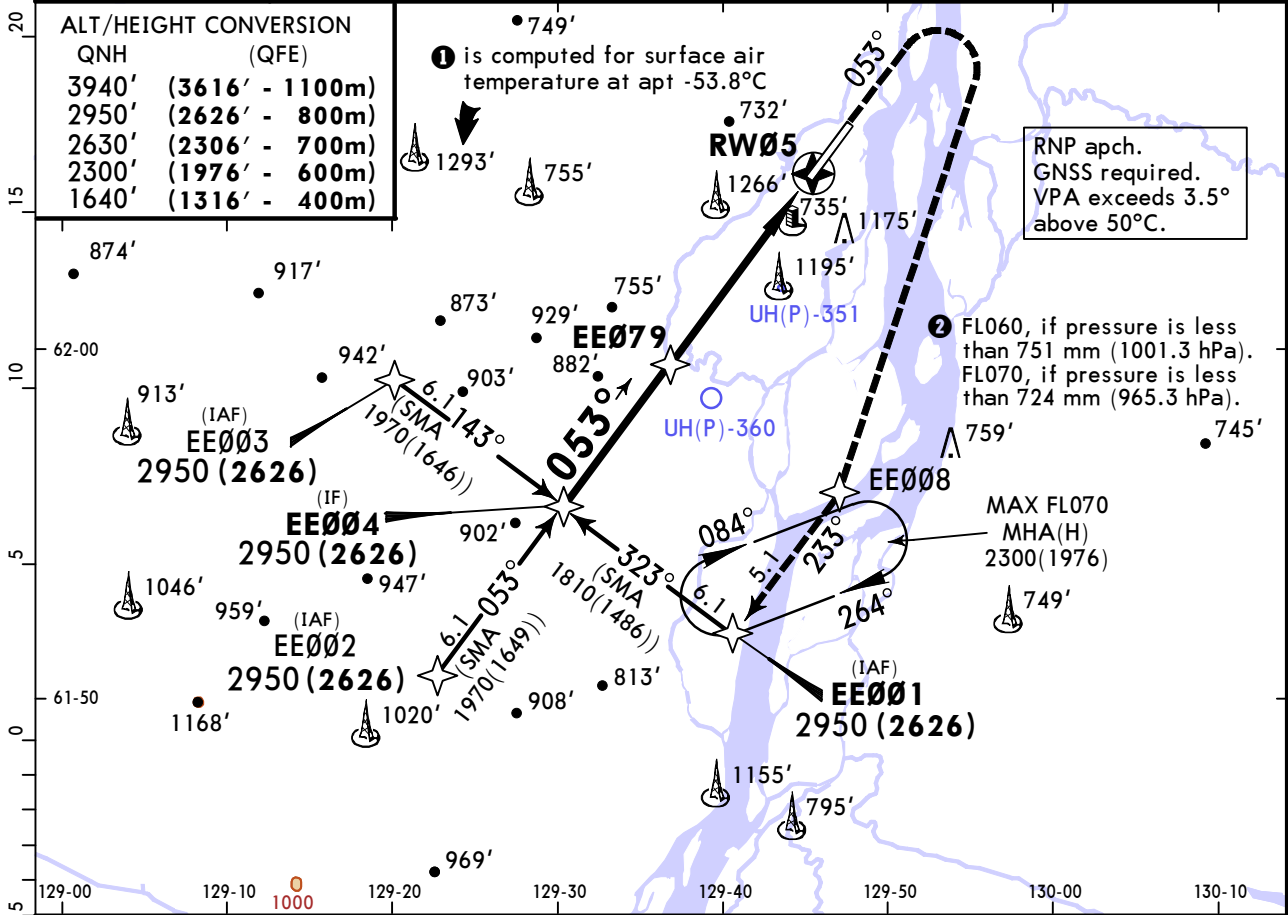
**CAT D without autoland: R350m.**

**UEEE/YKS**  
YAKUTSK

**JEPPESEN**  
9 MAY 25 **(12-1)** Eff 15 May

**YAKUTSK, RUSSIA**  
RNP Rwy 05

ATIS (Russian) 129.95 126.2		YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7
RNAV	Final Apch Crs <b>053°</b>	<b>EE079</b> MANDATORY 2630'(2306')	LNAV DA/MDA(H) <b>830'</b> (506')	Apt Elev 328' Rwy 324'	3000 MSA ARP ①
<b>MISSED APCH:</b> Climb on 053° to 1640'(1316') or above, then turn RIGHT to EE008, then proceed to EE001 climbing to 2950'(2626') or above, then as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL050 ②	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans alt: 3940'(3616')	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1640' (1316') on 053°	<b>EE008</b> RT
Descent Angle	3.20°	396	510	566	679	906			
MAP at RW05									

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV	CDFA	MDA(H)	V
A	R1500m		830' (502')	V1500m
B	R1500m		1070' (742')	V1600m
C	R2100m	R2400m	1680' (1352')	V2400m
D	R2100m	R2400m	1680' (1352')	V3600m

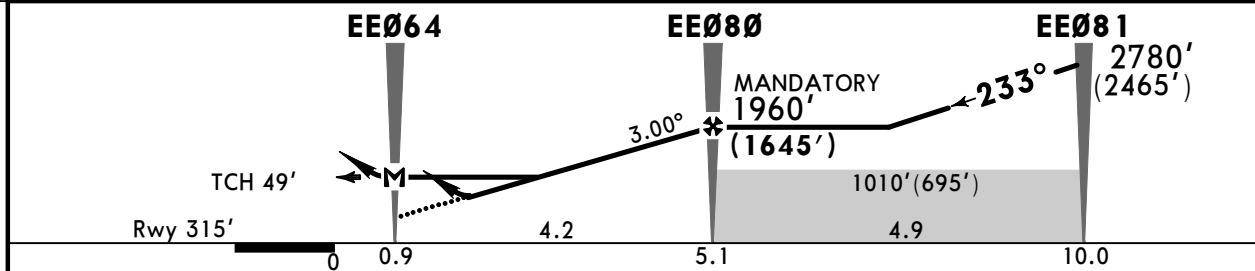
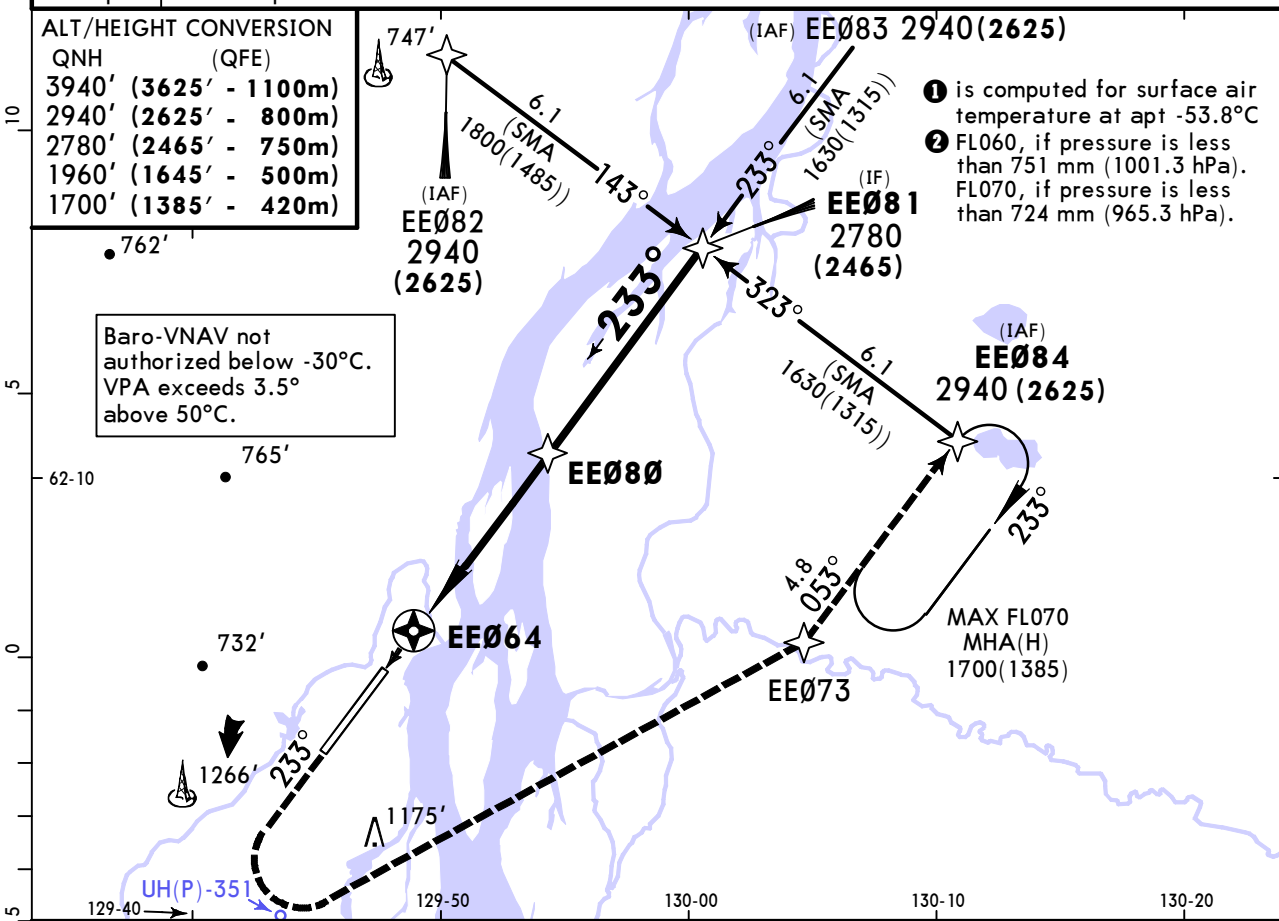
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UEEE/YKS**  
**YAKUTSK**

**JEPPESEN**  
9 MAY 25 **(12-2)** **Eff 15 May**

**YAKUTSK, RUSSIA**  
**RNP Rwy 23**

BRIEFING STRIP™	ATIS (Russian) <b>129.95 126.2</b>	YAKUTSK Approach <b>129.3</b>	YAKUTSK Radar (APP/TWR) <b>120.3</b>	YAKUTSK Start (TWR) <b>120.0</b>	Ground <b>121.7</b>
	RNAV	Final Apch Crs <b>233°</b>	<b>EE080</b> MANDATORY <b>1960'(1645')</b>	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 328' Rwy 315'
<b>MISSED APCH: Climb on 233° to 1700'(1385') or above, then turn LEFT (MAX 220 KT) to EE073, then proceed to EE084 climbing to 2940'(2625'), then as directed.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL050 ②	
RNP apch.		GNSS required.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIN 1700' (1385') on 233°
Glide Path Angle	3.00°	372	478	531	637	743	

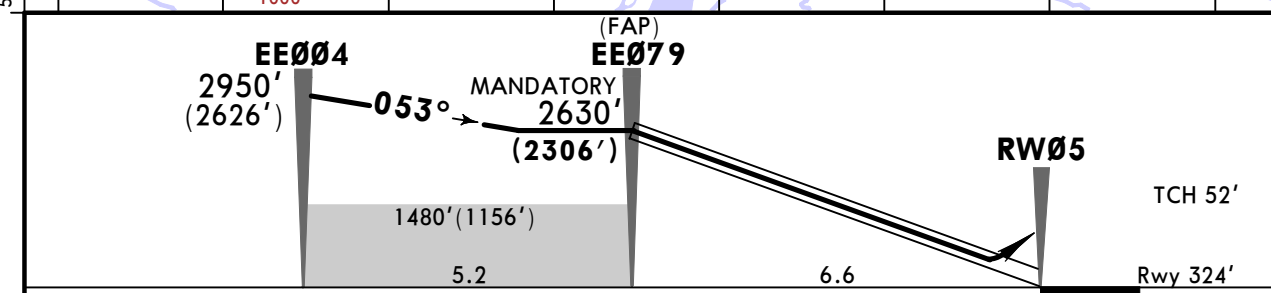
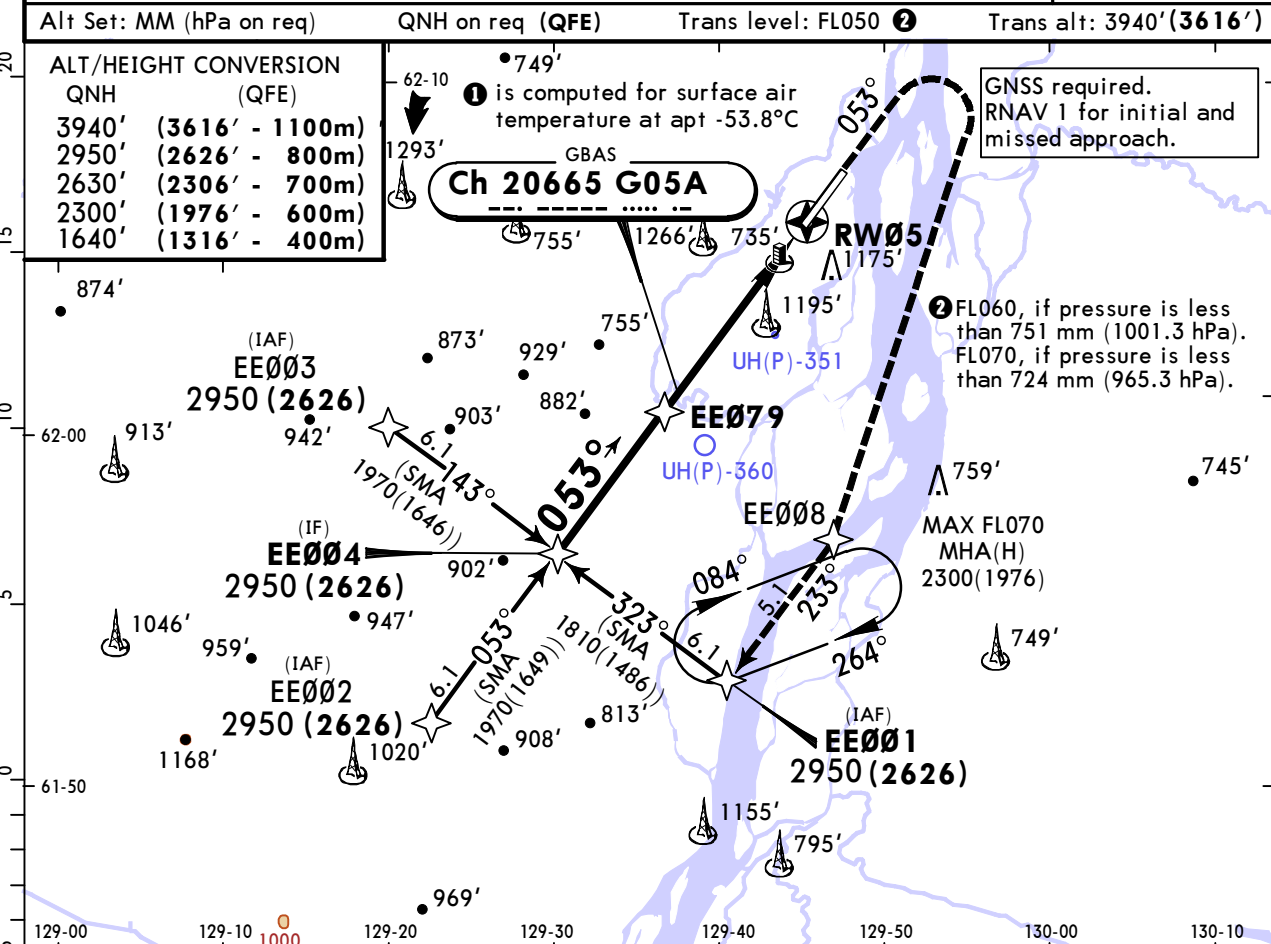
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
	A: <b>673'</b> (358')		① DA/MDA(H) C: <b>710'</b> (395')			
	DA(H) BC: <b>689'</b> (374')		D: <b>740'</b> (425')		ALS out	
	A	R900m	R1500m	R1000m	R1500m	100
B	R1000m	R1500m	R1100m	R1800m	135	<b>1070'</b> (742') V1600m
C		R1700m	R1300m	R2000m	180	<b>1680'</b> (1352') V2400m
D	R1200m	R1900m	R1300m	R2000m	205	<b>1680'</b> (1352') V3600m

**UEEE/YKS**  
YAKUTSK

**JEPPESEN**  
9 MAY 25 **12-40** Eff 15 May

**YAKUTSK, RUSSIA**  
GLS Rwy 05

ATIS (Russian) 129.95 126.2)	YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7
GBAS <b>Ch 20665</b> G05A	Final Apch Crs <b>053°</b>	<b>EE079</b> MANDATORY 2630' (2306')	GLS DA(H) <b>524'</b> (200')	Apt Elev 328' Rwy 324'
<b>MISSED APCH:</b> Climb on 053° to 1640' (1316') or above, then turn RIGHT to EE008, then proceed to EE001 climbing to 2950' (2626') or above, then as directed.				3000  MSA ARP ①
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL050 ②	Trans alt: 3940' (3616')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1640' (1316') on 053°	EE008 RT
Glide Path Angle	3.20°	396	510	566	679	906			

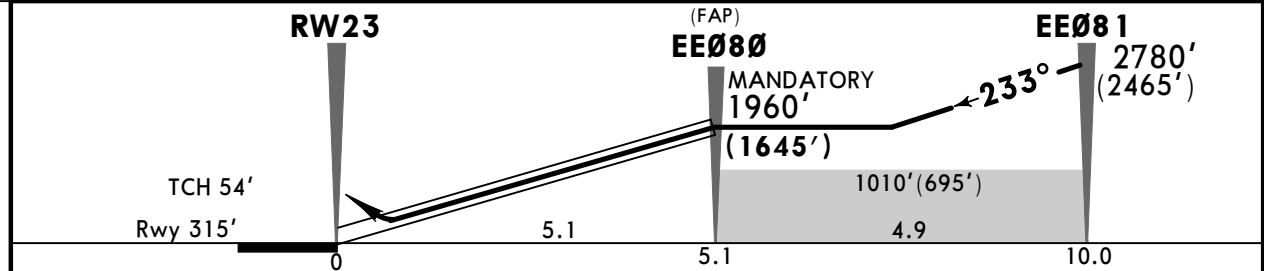
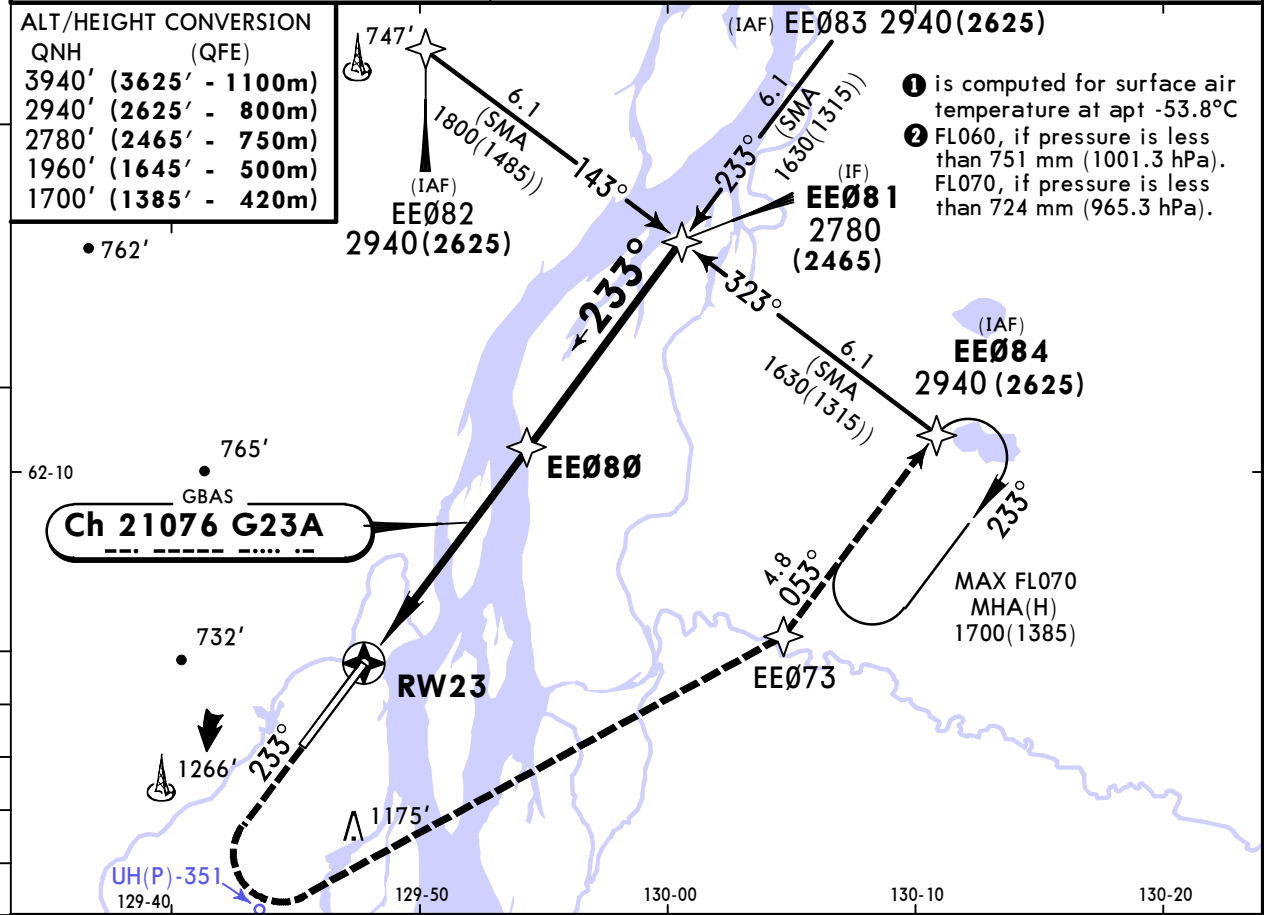
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND		
	DA(H) <b>524'</b> (200')		ALS out		
	A		Max 100	MDA(H) <b>830'</b> (502')	V1500m
	B		135	<b>1070'</b> (742')	V1600m
	C		180	<b>1680'</b> (1352')	V2400m
D		205	<b>1680'</b> (1352')	V3600m	

UEEE/YKS  
YAKUTSK

**JEPPESEN**  
9 MAY 25 (12-41) Eff 15 May

YAKUTSK, RUSSIA  
GLS Rwy 23

ATIS (Russian) 129.95 126.2)	YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7
GBAS <b>Ch 21076</b> G23A	Final Apch Crs <b>233°</b>	<b>EE080</b> MANDATORY 1960'(1645')	GLS DA(H) Refer to Minimums	Apt Elev 328' Rwy 315'
<b>MISSED APCH:</b> Climb on 233° to 1700'(1385') or above, then turn LEFT (MAX 220 KT) to EE073, then proceed to EE084 climbing to 2940'(2625'), then as directed.				3000 MSA ARP ①
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL050 ②	Trans alt: 3940' (3625')
RNAV 1 for initial and missed approach.		GNSS required.		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN 1700' (1385') on 233°
Glide Path Angle	3.00°	372	478	531	637	743		

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	GLS		GLS		GLS		GLS	
	Missed apch climb gradient min 3.0%		Missed apch climb gradient min 2.5%		A: 532'(217')		B: 542'(227')	
	DA(H) 515'(200')		DA(H)		C: 552'(237')		D: 562'(247')	
A							Max 100	860' (532') V1500m
B							135	1070' (742') V1600m
C	R550m	① R550m	R1200m	R550m	① R550m	R1200m	180	1680' (1352') V2400m
D						R1300m	205	1680' (1352') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

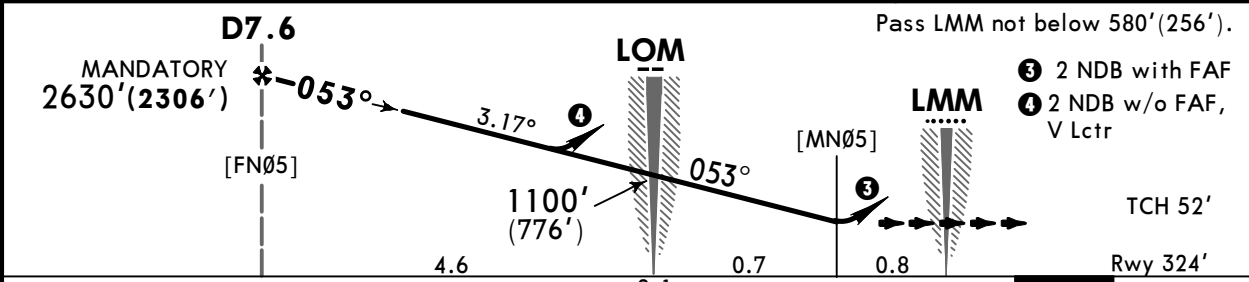
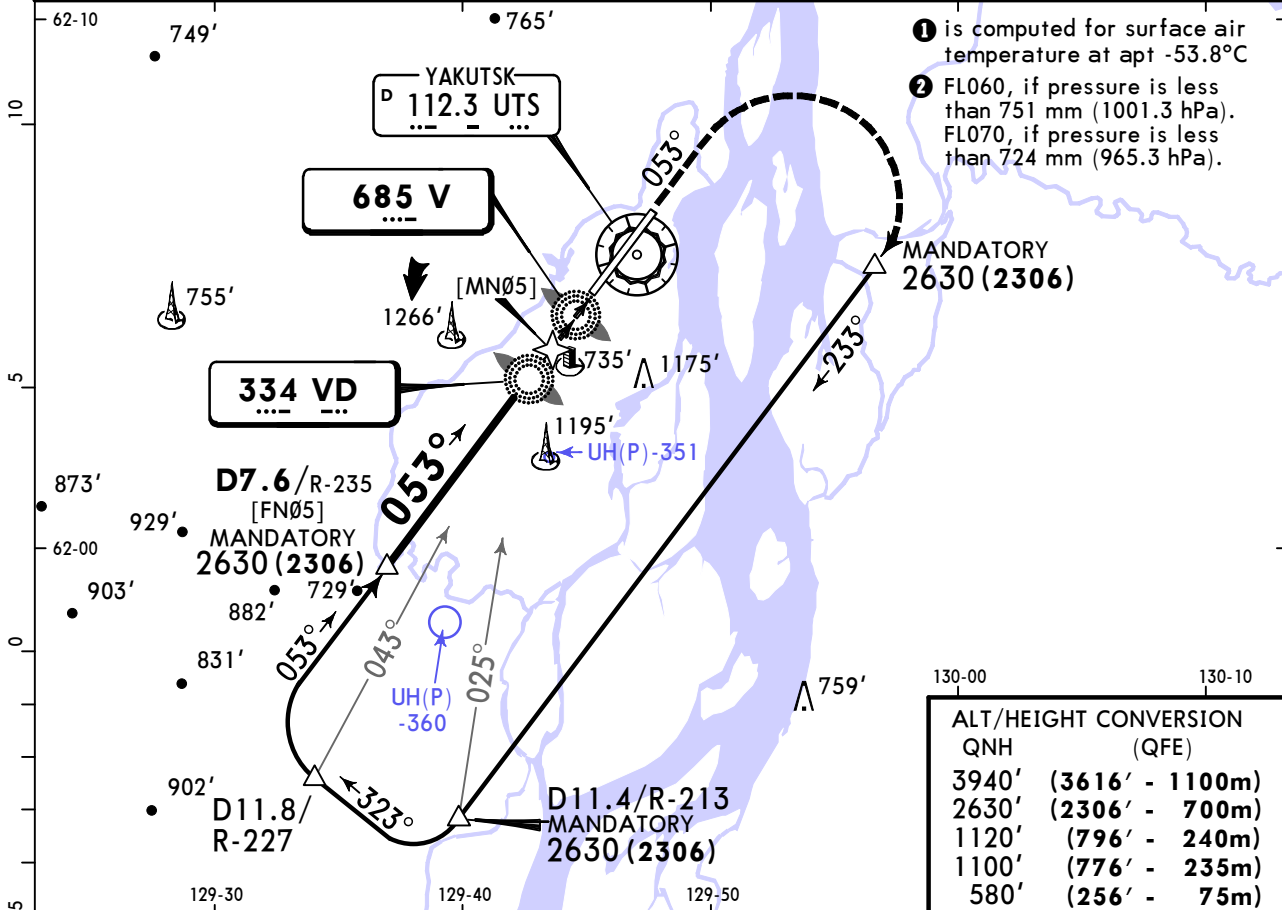
UEEE/YKS  
YAKUTSK

JEPPESSEN  
9 MAY 25  
Eff 15 May (16-1)

YAKUTSK, RUSSIA  
2 NDB or NDB Rwy 05

BRIEFING STRIP™	ATIS (Russian) 129.95 126.2)	YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7
	2 NDB NDB VD 334	NDB Lctr V 685	Final Apch Crs 053°	D7.6 MANDATORY 2630' (2306')	DA/MDA(H) Refer to Minimums
MISSED APCH: Climb on 053° to 1120' (796'), then turn RIGHT onto 233° climbing to 2630' (2306'), then as directed.					
3000 MSA ARP ①					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL050 ② Trans alt: 3940' (3616')



Gnd speed-Kts	70	90	100	120	140	160	ALS	1120' (796')	on 053°	233°	2630' (2306')
Descent Angle	3.17°	393	505	561	673	897	PAPI			RT	

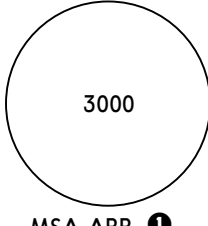
PAINS OPS	STRAIGHT-IN LANDING			
	2 NDB		V Lctr	
	with FAF CDFA ① DA/MDA(H) 810' (486')		with FAF CDFA ① DA/MDA(H) 1280' (956')	
	w/o FAF CDFA ① DA/MDA(H) 1420' (1096')		w/o FAF CDFA ① DA/MDA(H) 1320' (996')	
A	R1500m		R1500m	
B	R1500m		R1500m	
C	R2100m	R2300m	R2400m	R2400m
D	R2100m	R2300m	R2400m	R2400m

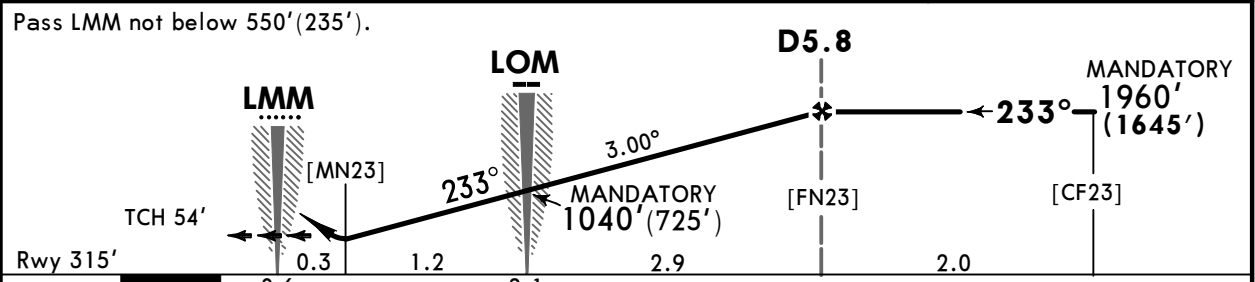
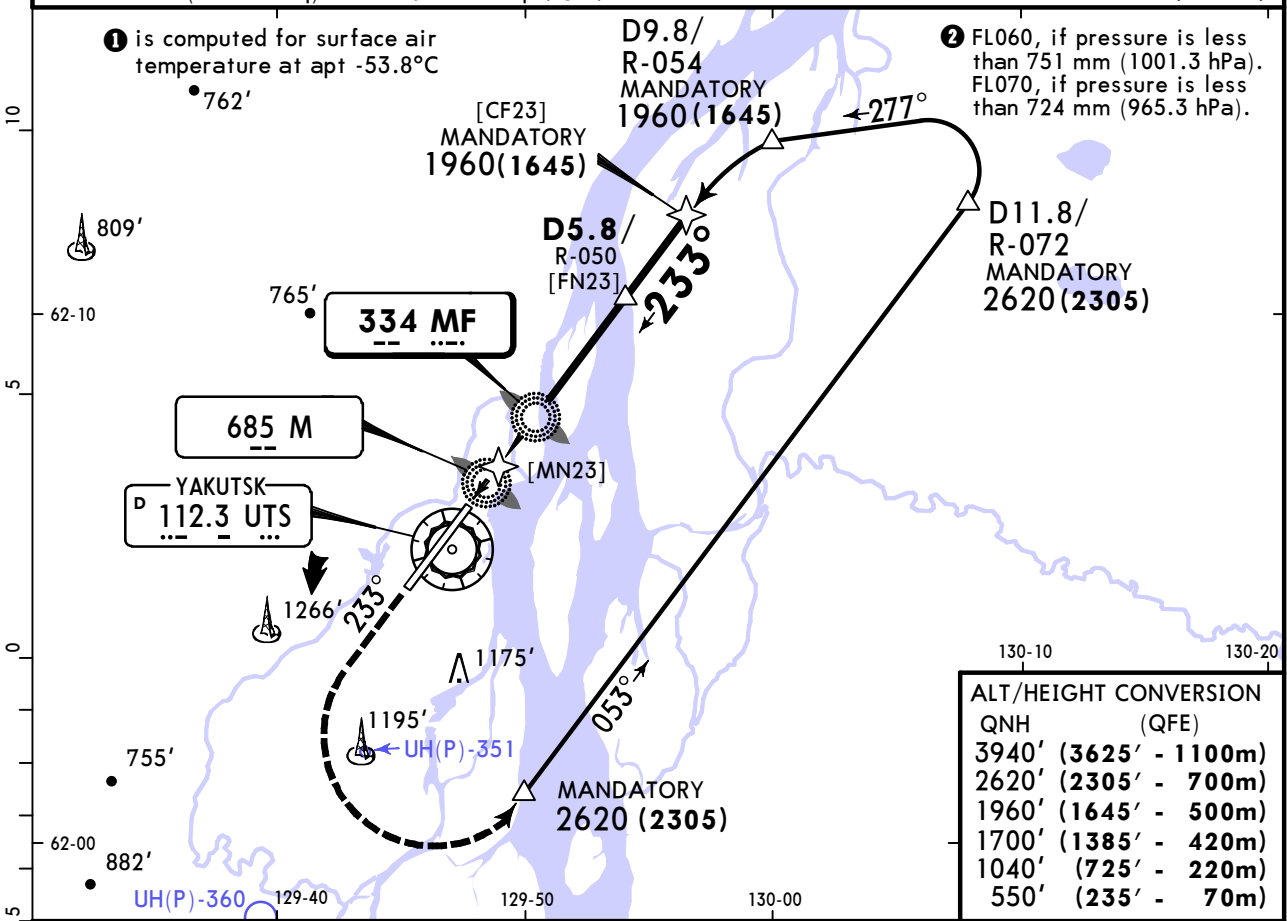
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: RWY elev, procedure, missed approach. © JEPPESSEN, 1998, 2025. ALL RIGHTS RESERVED.

**UEEE/YKS**  
YAKUTSK

**JEPPESEN**  
9 MAY 25 (16-2) Eff 15 May

**YAKUTSK, RUSSIA**  
2 NDB Rwy 23

BRIEFING STRIP™	ATIS (Russian) 129.95 126.2	YAKUTSK Approach 129.3	YAKUTSK Radar (APP/TWR) 120.3	YAKUTSK Start (TWR) 120.0	Ground 121.7	
	NDB MF <b>334</b>	Final Apch Crs <b>233°</b>	D5.8 MANDATORY 1960' (1645')	DA/MDA(H) <b>660'</b> (345')	Apt Elev 328' Rwy 315'	 3000 MSA ARP ①
	MISSED APCH: Climb on 233° to 1700' (1385') or above, then turn LEFT onto 053° climbing to 2620' (2305'), then as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL050 ②	Trans alt: 3610' (3296')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIN 1700' (1385') on 233° 053° LT 2620' (2305')
Descent Angle	3.00°	372	478	531	637	743	

**Std** STRAIGHT-IN LANDING CDFA

① DA/MDA(H) **660'** (345')

ALS out	
A	R1500m
B	R900m
C	
D	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Bearing. © JEPPESEN, 1998, 2025. ALL RIGHTS RESERVED.

## Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
YAKUTSK, (YAKUTSK - UEEE)				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UEEE