

## List of pages in this Trip Kit

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Airport Information For UNAA

Terminal Charts For UNAA

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: ABAKAN RUS  
ICAO/IATA: UNAA / ABA  
Lat/Long: N53° 44.40', E091° 23.12'  
Elevation: 830 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -7:00 = UTC  
Magnetic Variation: 3.0° E

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

Sunrise: 2212 Z  
Sunset: 1330 Z

## Runway Information

Runway: 02  
Length x Width: 10663 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 831 ft  
Lighting: Edge, ALS  
Displaced Threshold: 1614 ft

Runway: 20  
Length x Width: 10663 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 825 ft  
Lighting: Edge, ALS  
Displaced Threshold: 794 ft

## Communication Information

ATIS: 126.200 Non-English  
Abakan Start Tower: 122.000  
Abakan Start Tower: 129.000 Secondary  
Abakan Apron Ramp/Taxi: 119.000  
Abakan Transit Operations: 131.700  
Abakan Radar: 134.300  
Abakan Radar: 129.000 Secondary

UNAA/ABA  
ABAKAN

JEPPesen

10 APR 26

10-1P

Eff 16 Apr

ABAKAN, RUSSIA  
AIRPORT BRIEFING

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## 1. GENERAL

---

### 1.1. ATIS

ATIS 126.2

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

When RVR is less than 550m at any of the three observation points, LVP are in progress.

ATC will inform pilots using phraseology: "LVP in progress. Check your minimum."

When LVP are in force only one ACFT may be present on RWY or TWY and the movement of ACFT on apron shall be carried out at reduced speed with extreme caution.

During LVP the following is prohibited:

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

The flight crew is responsible for RWY incursion and non-adherence of the assigned routes on the maneuvering area.

### 1.3. COMMUNICATION FAILURE PROCEDURES

In all cases, pilots can use:

Flight Control Officer

Tel: +7 (3902) 28-23-94

Maintain a listening watch on LOM FREQ for information and ATS unit instructions.

### 1.4. TAXI PROCEDURES

ATS unit controls movement of ACFT on the apron to stands. Taxiing and towing without clearance of the ATS unit are prohibited.

### 1.5. PARKING INFORMATION

Stands 1 thru 9, 2A, 12 thru 16 are available for helicopters.

### 1.6. OTHER INFORMATION

After landing on heading 202° ACFT shall turn on turn pad 2 only.

Index 4, 5, 6 and 7 ACFT are prohibited to turn on the RWY. Turns shall be executed on the two turn pads.

Il-62, Il-86, Il-96, An-124, B747-8F, B747-400ERF, B777 Freighter and MD-11F ACFT shall execute turns on turn pad 2 only.

Birds.

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

Execute approach in accordance with the established radio communication failure procedures, or proceed to an alternate aerodrome in case of adverse weather conditions at Abakan AD.

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## 3. DEPARTURE

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### 3.1. RWY OPERATIONS

Take-off from RWY 20 shall be performed only from the beginning of the RWY.

# UNAA/ABA ABAKAN



# ABAKAN, RUSSIA

27 SEP 24

10-1R

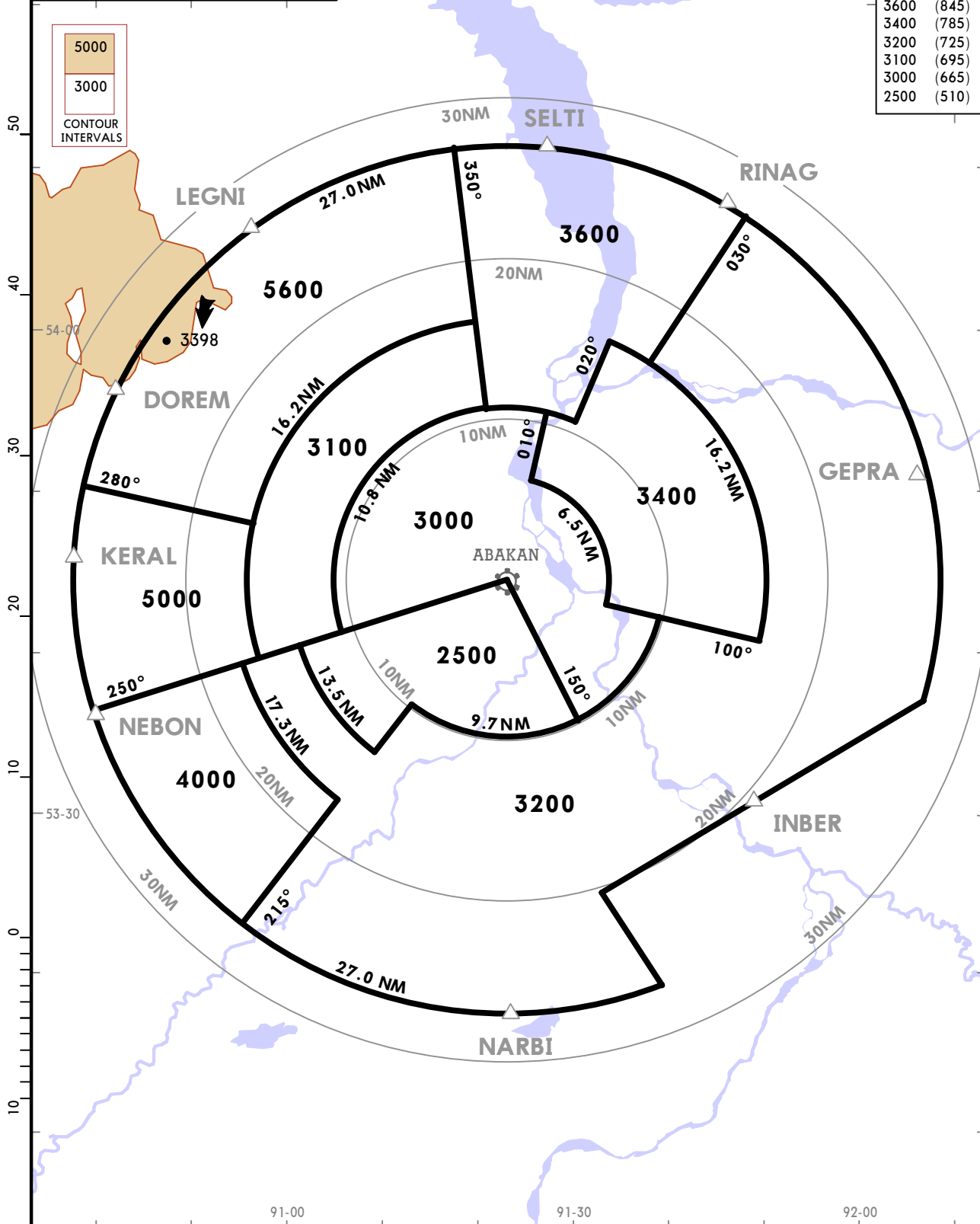
Eff 3 Oct

RADAR MINIMUM ALTITUDES

ABAKAN Radar (TWR) <b>134.3</b>	Alt Set: hPa (MM on request) Trans level: FL070 FL080 if pressure is less than 1013 hPa (760 mm) FL090 if pressure is less than 977 hPa (733 mm) Trans alt: 6000 QNH (QFE on request)
Apt Elev <b>832</b>	1. The chart may only be used for cross-checking of altitudes assigned while under RADAR control. 2. Altitudes are calculated for ISA conditions (15° C). When ACFT is being vectored under low-temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.

▼ LOST COMMS ▼ COMMS ▼ COMMS ▼ COMMS	Refer to 10-1P pages.
---	-----------------------

FEET METERS	
QNH	(QFE)
6000	(1580)
5600	(1455)
5000	(1275)
4000	(970)
3600	(845)
3400	(785)
3200	(725)
3100	(695)
3000	(665)
2500	(510)



CHANGES: New chart.

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**JEPPESENABAKAN, RUSSIA**  
 22 DEC 23 (10-2) Eff: 28 Dec **RNAV STAR**

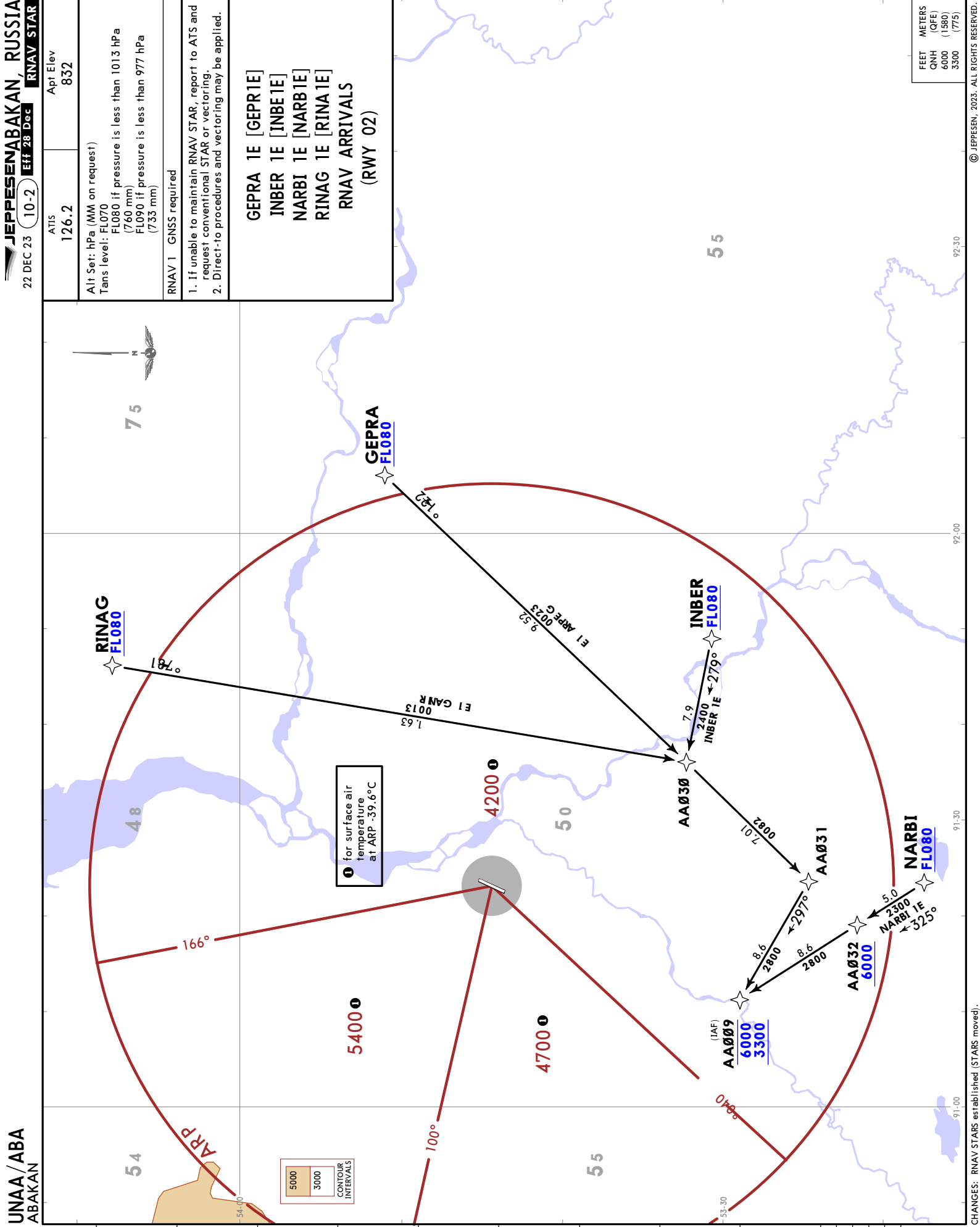
ATIS  
 126.2  
 Apt Elev  
 832

Alt Set: hPa (MM on request)  
 Tans level: FL070  
 FL080 if pressure is less than 1013 hPa  
 (760 mm)  
 FL090 if pressure is less than 977 hPa  
 (733 mm)

RNAV 1 GNSS required  
 1. If unable to maintain RNAV STAR, report to ATIS and request conventional STAR or vectoring.  
 2. Direct-to procedures and vectoring may be applied.

**GEPRA 1E [GEPR1E]  
 INBER 1E [INBE1E]  
 NARBI 1E [NARB1E]  
 RINAG 1E [RINA1E]  
 RNAV ARRIVALS  
 (RWY 02)**

FEET	METERS
QNH	(QFE)
6000	(1580)
3300	(775)



**UNAA/ABA  
 ABAKAN**

**JEPPESENABAKAN, RUSSIA**  
**UNAA/ABA**  
**ABAKAN**  
 22 DEC 23 (10-2A) Eff: 28 Dec  
**RNAV STAR**

ATIS  
 126.2  
 Apt Elev  
 832

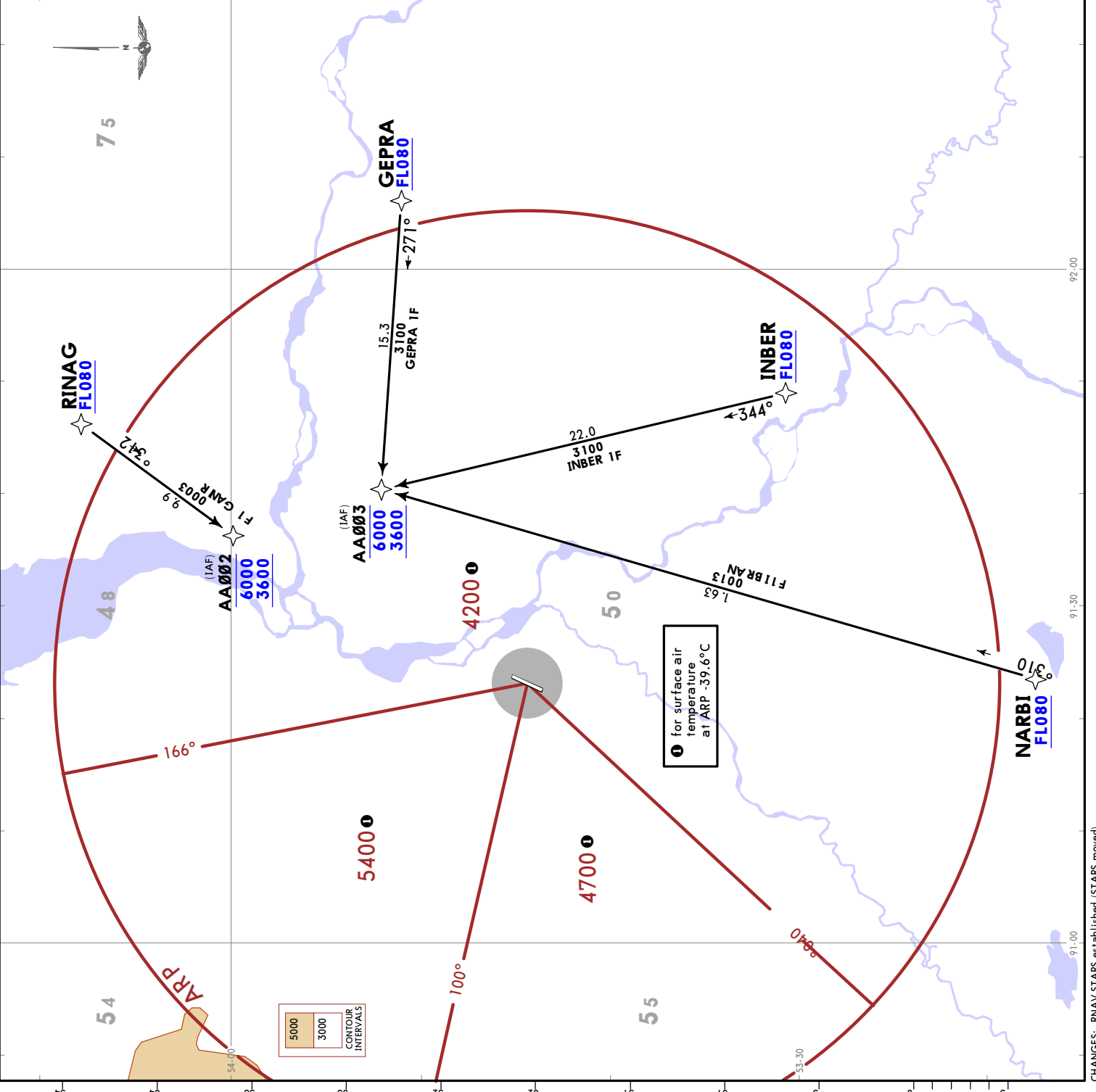
Alt Set: hPa (MM on request)  
 Tans level: FL070  
 FL080 if pressure is less than 1013 hPa  
 (760 mm)  
 FL090 if pressure is less than 977 hPa  
 (733 mm)

RNAV 1 GNSS required

1. If unable to maintain RNAV STAR, report to ATIS and request conventional STAR or vectoring.  
 2. Direct-to procedures and vectoring may be applied.

**GEpra 1F [GEPR1F]**  
**INBER 1F [INBE1F]**  
**NARBI 1F [NARB1F]**  
**RINAG 1F [RINA1F]**  
**RNAV ARRIVALS**  
**(RWY 20)**

FEET	METERS
QNH (QFE)	(QFE)
6000	(1580)
3600	(845)





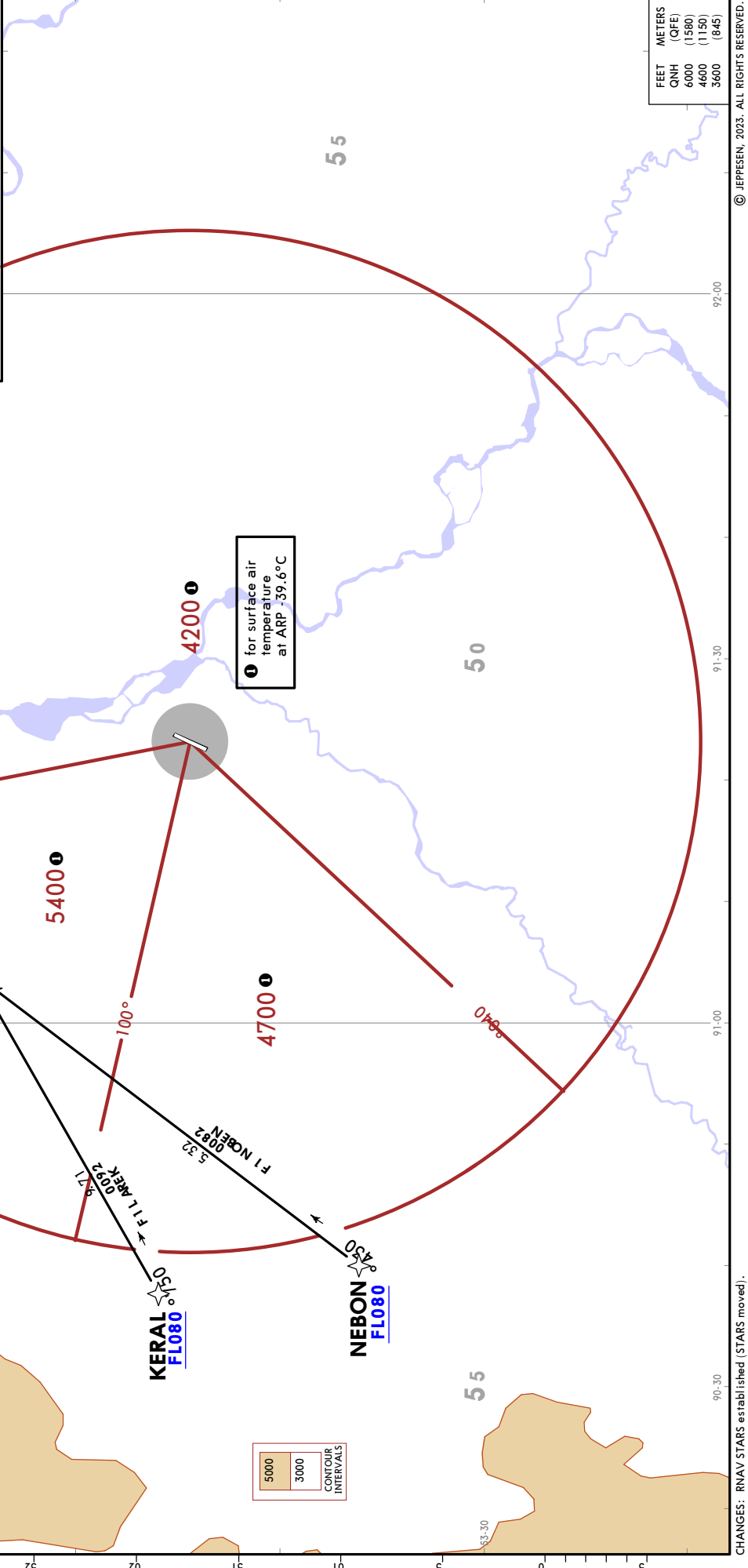
ATIS  
 126.2  
 Apt Elev  
 832

Alt Set: hPa (MM on request)  
 Tans level: FL070  
 FL080 if pressure is less than 1013 hPa  
 (760 mm)  
 FL090 if pressure is less than 977 hPa  
 (733 mm)

RNAV 1 GNSS required

1. If unable to maintain RNAV STAR, report to ATIS and request conventional STAR or vectoring.  
 2. Direct-to procedures and vectoring may be applied.

**DOREM 1F [DORE1F]**  
**KERAL 1F [KERA1F]**  
**LEGNI 1F [LEGN1F]**  
**NEBON 1F [NEBO1F]**  
**RNAV ARRIVALS**  
**(RWY 20)**



FEET	METERS
GNH	(QFE)
6000	(1580)
4600	(1150)
3600	(845)

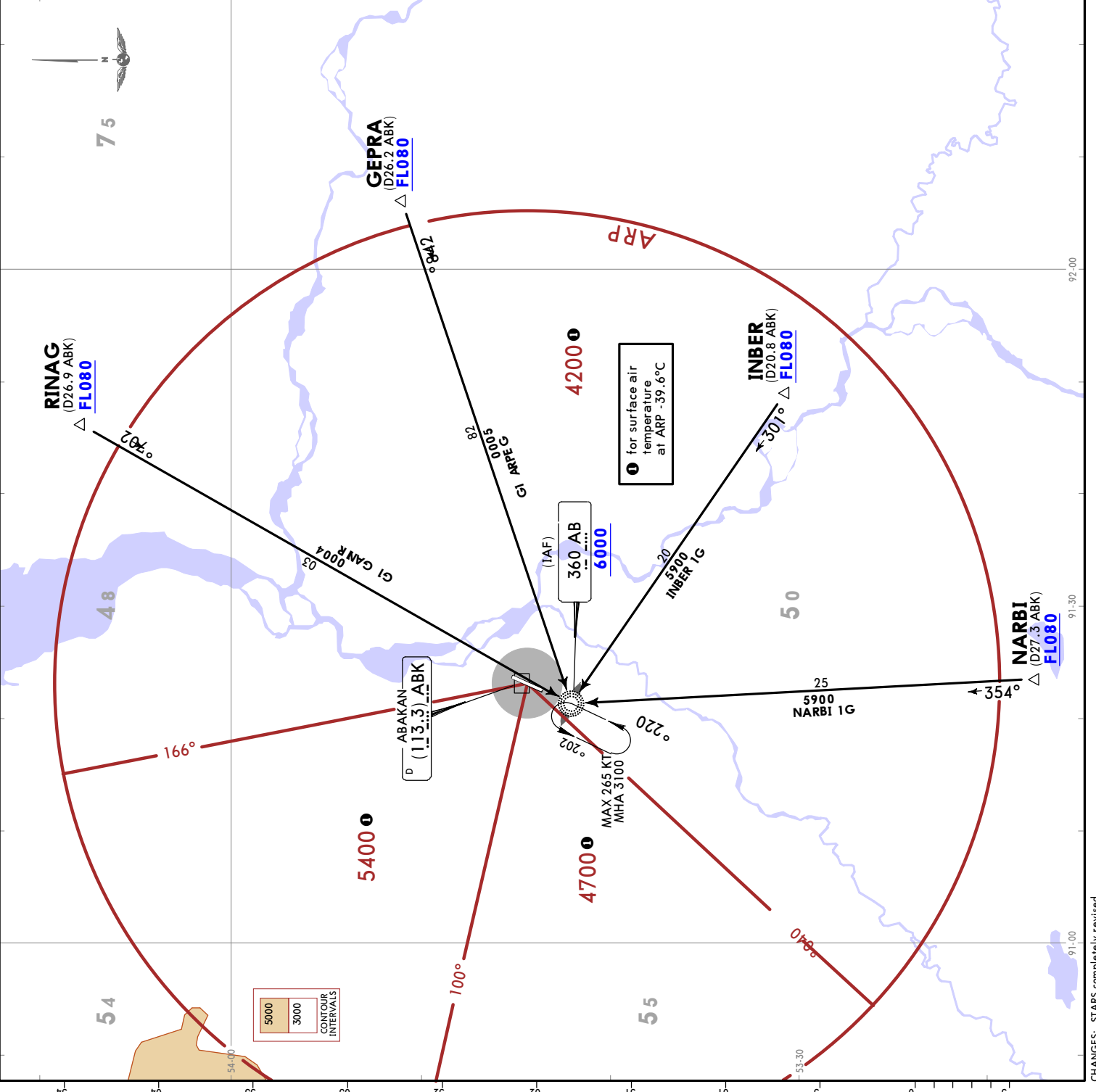
ATIS  
126.2  
Apt Elev  
832

Alt Set: hPa (MM on request)  
Trans level: FL070  
FL080 if pressure is less than 1013 hPa  
(760 mm)  
FL090 if pressure is less than 977 hPa  
(733 mm)

1. DME required.  
2. Direct-to procedures and vectoring may be applied.

**GEPR 1G [GEPR1G]**  
**INBER 1G [INBE1G]**  
**NARBI 1G [NARB1G]**  
**RINAG 1G [RINA1G]**  
**ARRIVALS**  
**(RWY 02)**

FEET	METERS
QNH (1580)	6000
QFE (695)	3100



ATIS  
 126.2  
 Apt Elev  
 832

Alt Set: hPa (MM on request)  
 Trans level: FL070  
 FL080 if pressure is less than 1013 hPa (760 mm)  
 FL090 if pressure is less than 977 hPa (735 mm)

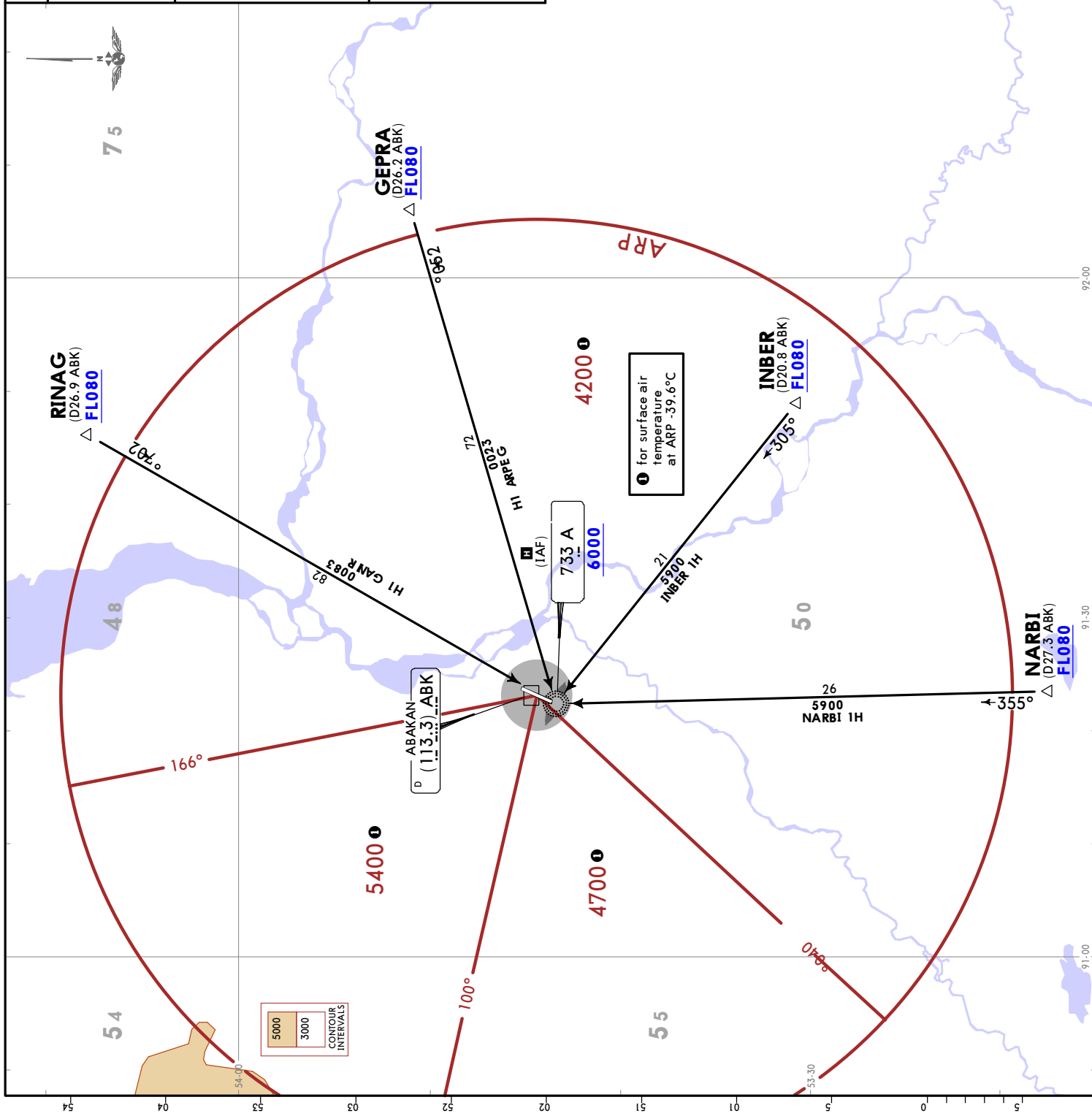
1. DME required.  
 2. Direct-to procedures and vectoring may be applied.

**ARRIVALS  
 (ALL RWYS)**

GEPR 1H [GEPR 1H]  
 INBER 1H [INBE 1H]  
 NARBI 1H [NARB 1H]  
 RINAG 1H [RINA 1H]

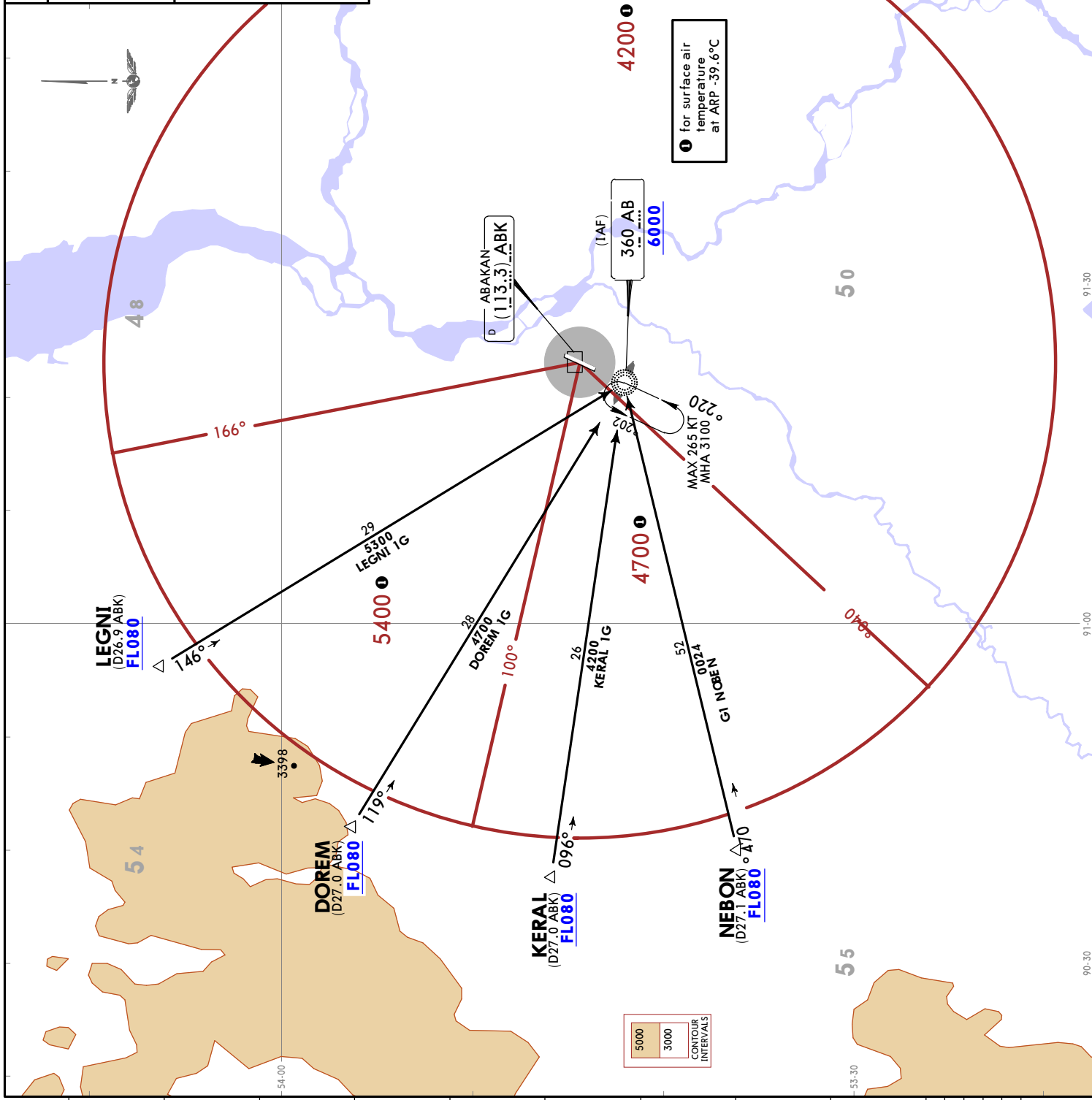
**RWY 02**  
 A  
 MAX 265 KT  
 MHA 3100

**RWY 20**  
 A  
 MHA 3600



METERS	
GNH	(QFE)
6000	(1580)
3600	(845)
3100	(695)

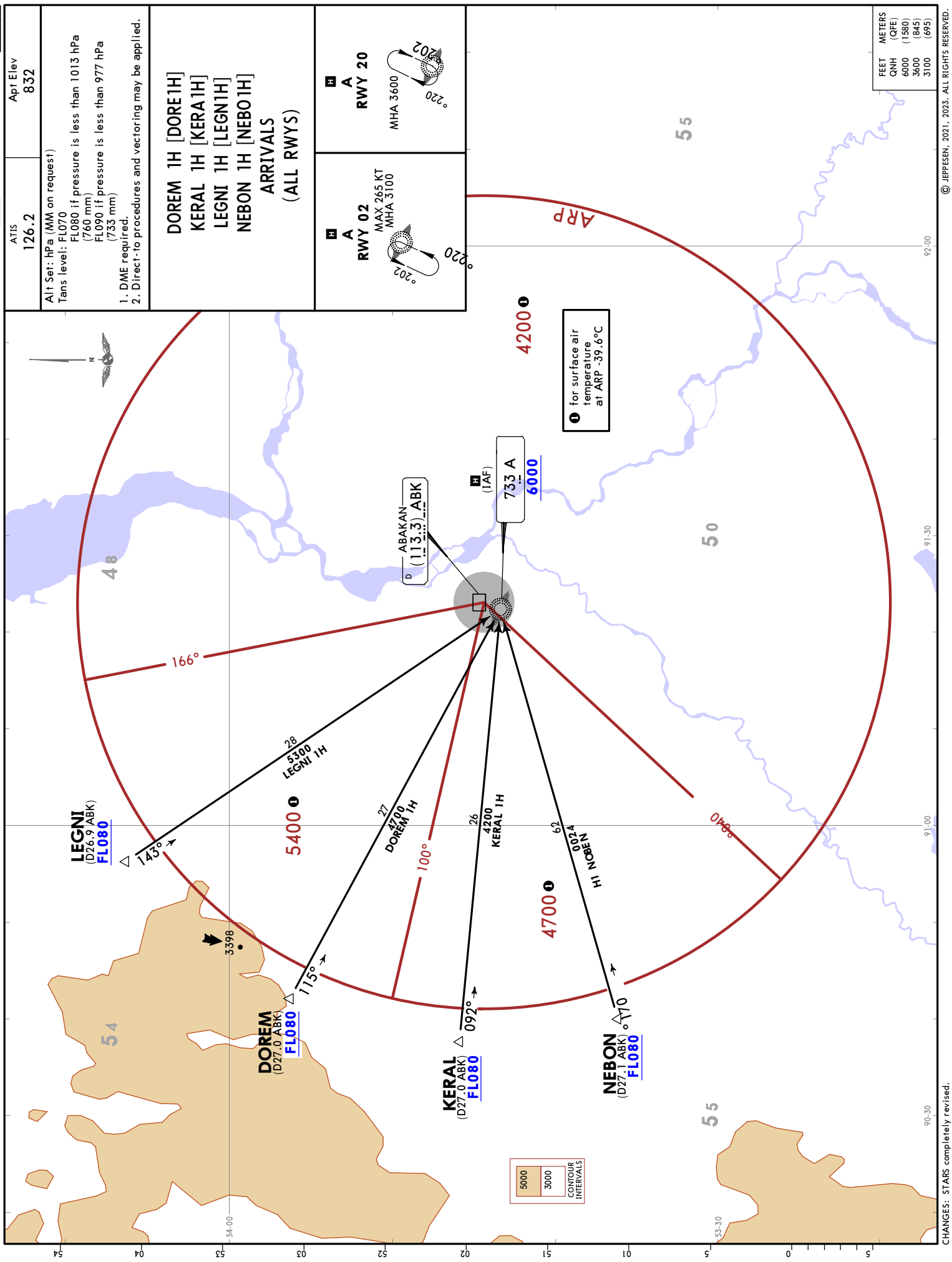
ATIS 126.2	Apt Elev 832
Alt Set: hPa (MM on request) Tans level: FL070	
FL080 if pressure is less than 1013 hPa (760 mm)	
FL090 if pressure is less than 977 hPa (733 mm)	
1. DME required.	
2. Direct-to procedures and vectoring may be applied.	
DOREM 1G [DORE1G] KERAL 1G [KERA1G] LEGNI 1G [LEGN1G] NEBON 1G [NEBO1G] ARRIVALS (RWY 02)	



FEET	METERS
QNH	(QFE)
6000	(1580)
3100	(695)

**UNAA/ABA**  
**ABAKAN**

**JEPPESENABAKAN, RUSSIA**  
**STAR**



ATIS  
126.2

Apt Elev  
832

Alt Set: hPa (MM on request)  
Trans level: FL070

FL080 if pressure is less than 1013 hPa (760 mm)  
FL090 if pressure is less than 977 hPa (735 mm)

1. DME required.  
2. Direct-to procedures and vectoring may be applied.

**DOREM 1H [DORE1H]**  
**KERAL 1H [KERA1H]**  
**LEGNI 1H [LEGN1H]**  
**NEBON 1H [NEBO1H]**  
**ARRIVALS**  
**(ALL RWYS)**

**RWY 02**  
MAX 265 KT  
MHA 3100

**RWY 20**  
MHA 3600

**ABAKAN (1133) ABK**

**733 A (TAF)**  
**6000**

**4200**

for surface air temperature at ARP -39.6°C

**LEGNI**  
(D26.9 ABK)  
**FL080**

**DOREM**  
(D27.0 ABK)  
**FL080**

**KERAL**  
(D27.0 ABK)  
**FL080**

**NEBON**  
(D27.1 ABK)  
**FL080**

5000  
3000  
CONTOUR INTERVALS

5000  
6000  
3600  
3100  
METERS (QFE)  
FEET

UNAA/ABA  
ABAKAN

CHANGES: STARS completely revised.

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Apt Elev  
 832

QNH (QFE on request)  
 Trans alt: 6000

RNAV 1 GNS required  
 EXPECT close-in obstacles.

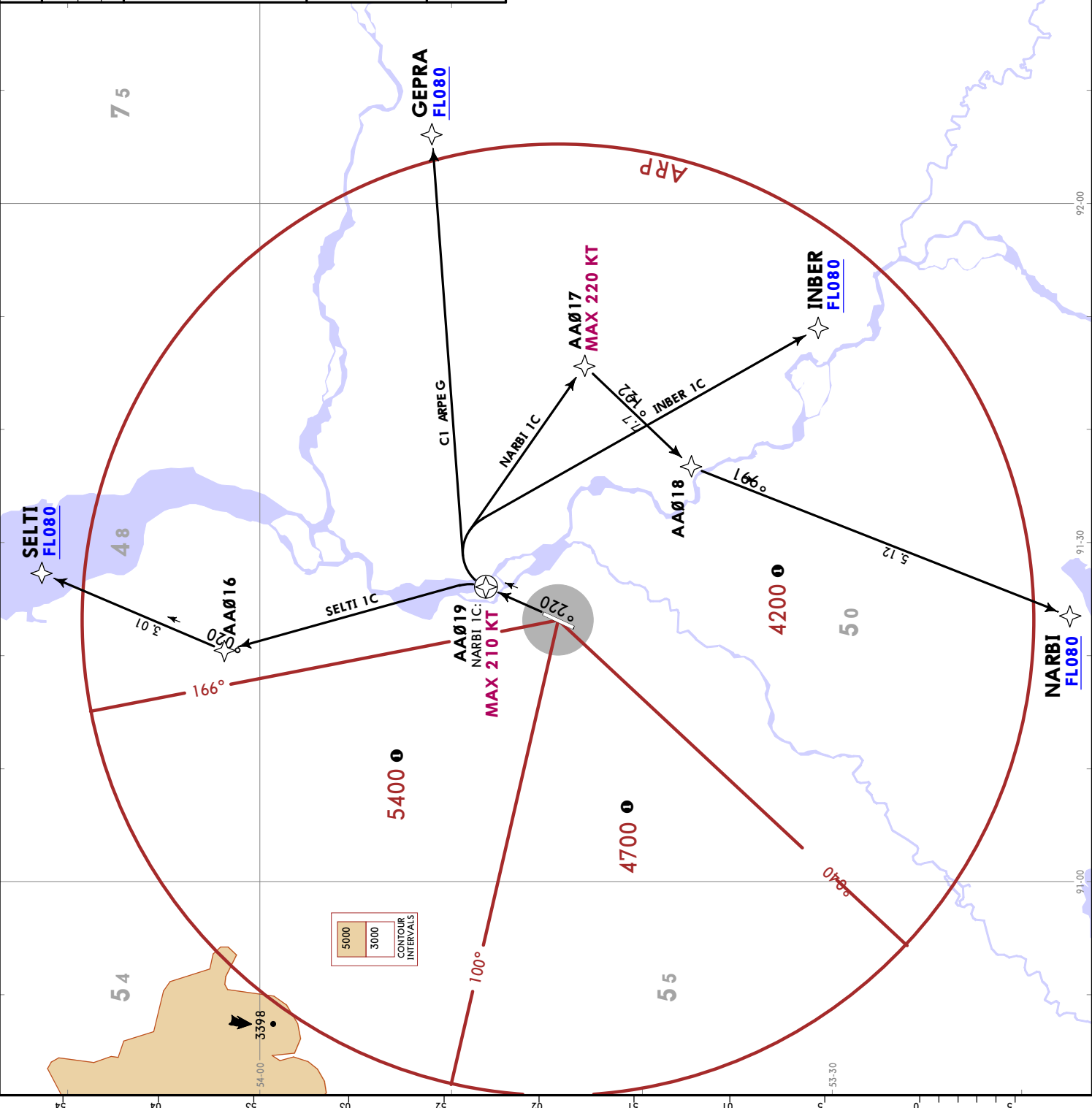
**GEPR 1C [GEPR1C]  
 INBER 1C [INBE1C]  
 NARBI 1C [NARB1C]  
 SELTI 1C [SELT1C]  
 RNAV DEPARTURES  
 (RWY 02)**

These SIDs require a minimum climb gradient of 3.8% up to 2400.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FEET METERS  
 QNH (QFE)  
 2400 (480)  
 6000 (1980)

Computed for surface air temperature at ARP -39.6 °C





**JEPPESENABAKAN, RUSSIA**  
**UNAA/ABA**  
**ABAKAN**  
 22 DEC 23 (10-3B) Eff 28 Dec  
**RNAV SID**

Apt Elev  
 832  
 QNH (QFE on request)  
 Trans alt: 6000  
 RNAV 1 GNSS required  
 EXPECT close-in obstacles.

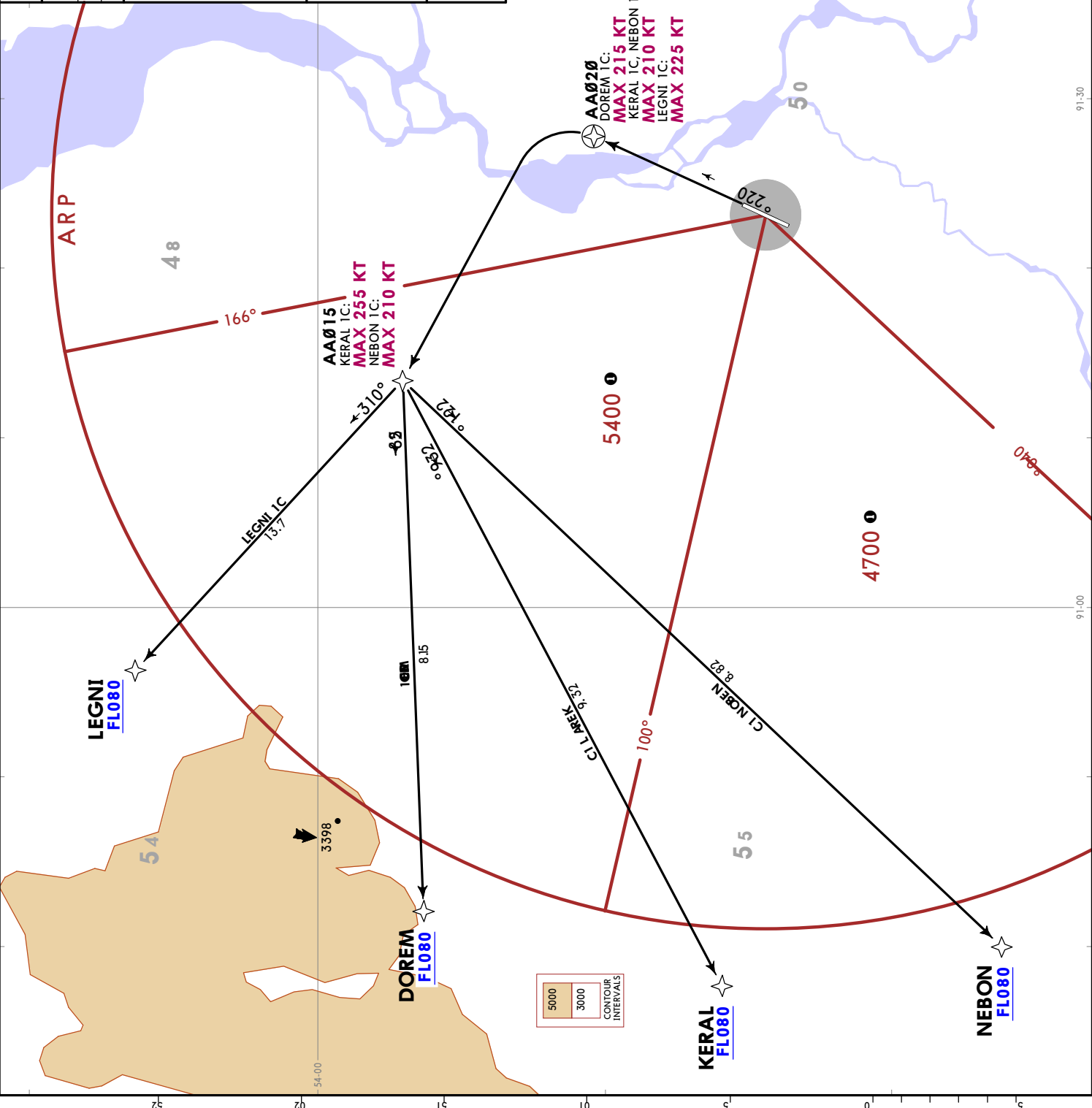
**DOREM 1C [DORE1C]**  
**KERAL 1C [KERA1C]**  
**LEGNI 1C [LEGN1C]**  
**NEBON 1C [NEBO1C]**  
**RNAV DEPARTURES**  
**(RWY 02)**

These SIDs require a minimum climb gradient of 3.8% up to 2400.

Grnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FEET METERS  
 QNH (QFE)  
 2400 (480)  
 6000 (1980)

Computed for surface air temperature at ARP -39.6 °C



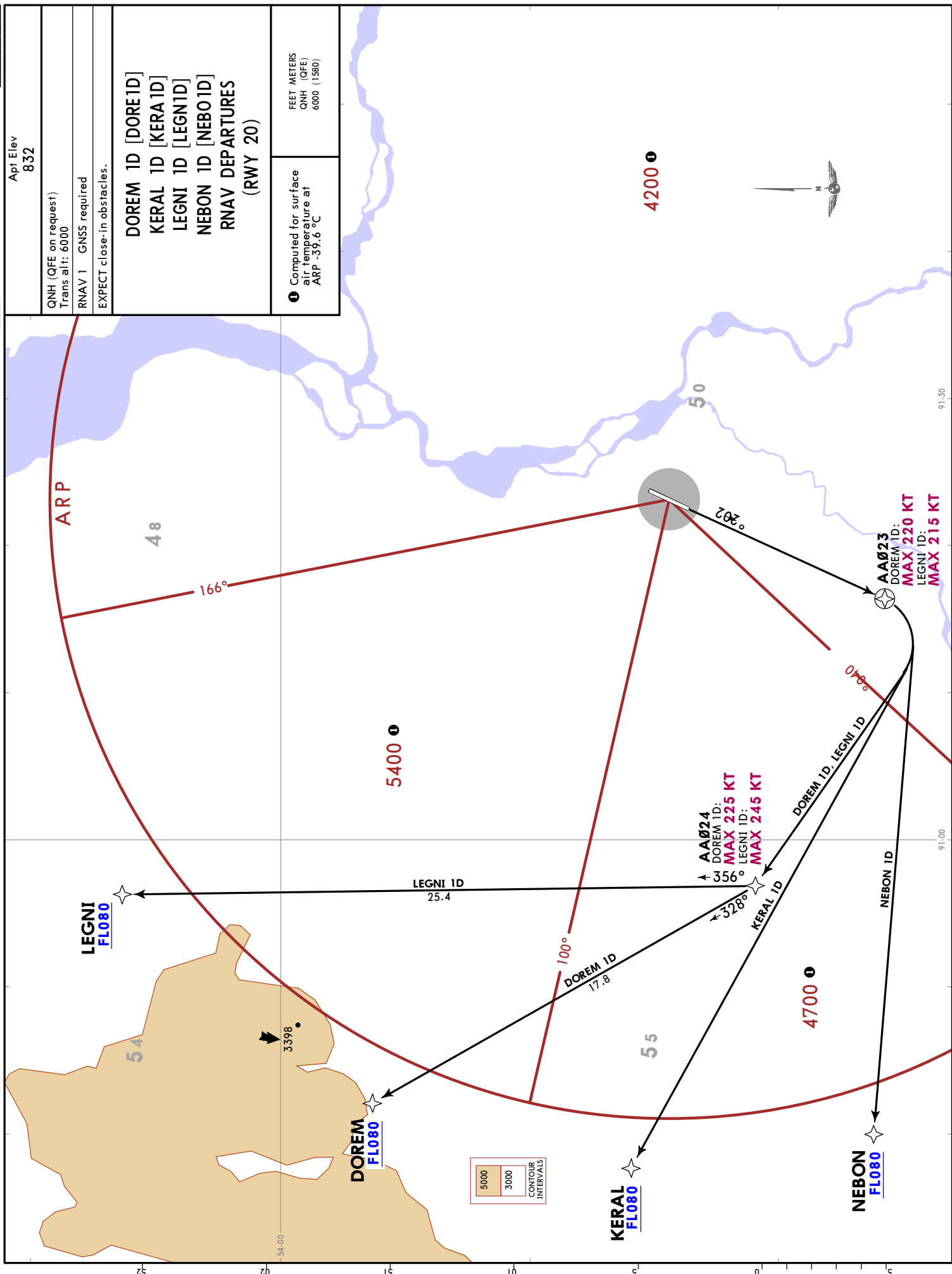
**UNAA/ABA**  
**ABAKAN**

**UNAA/ABA**  
**ABAKAN**

**JEPPESEN**  
 22 DEC 23 (10-3C) Eff 28 Dec

**ABAKAN, RUSSIA**  
**RNAV SID**

Apt Elev 832	
QNH (QFE on request) Trans alt: 6000	
RNAV 1 GNS required	
EXPECT close-in obstacles.	
DOREM 1D [DORE1D] KERAL 1D [KERA1D] LEGNI 1D [LEGN1D] NEBON 1D [NEBO1D] RNAV DEPARTURES (RWY 20)	
Computed for surface air temperature at ARP -39,6 °C	FEET METERS QNH (QFE) 6000 (1980)





Apt Elev  
832

QNH (QFE on request)  
Trans alt: 6000  
1. DME required.  
2. EXPECT close-in obstacles.

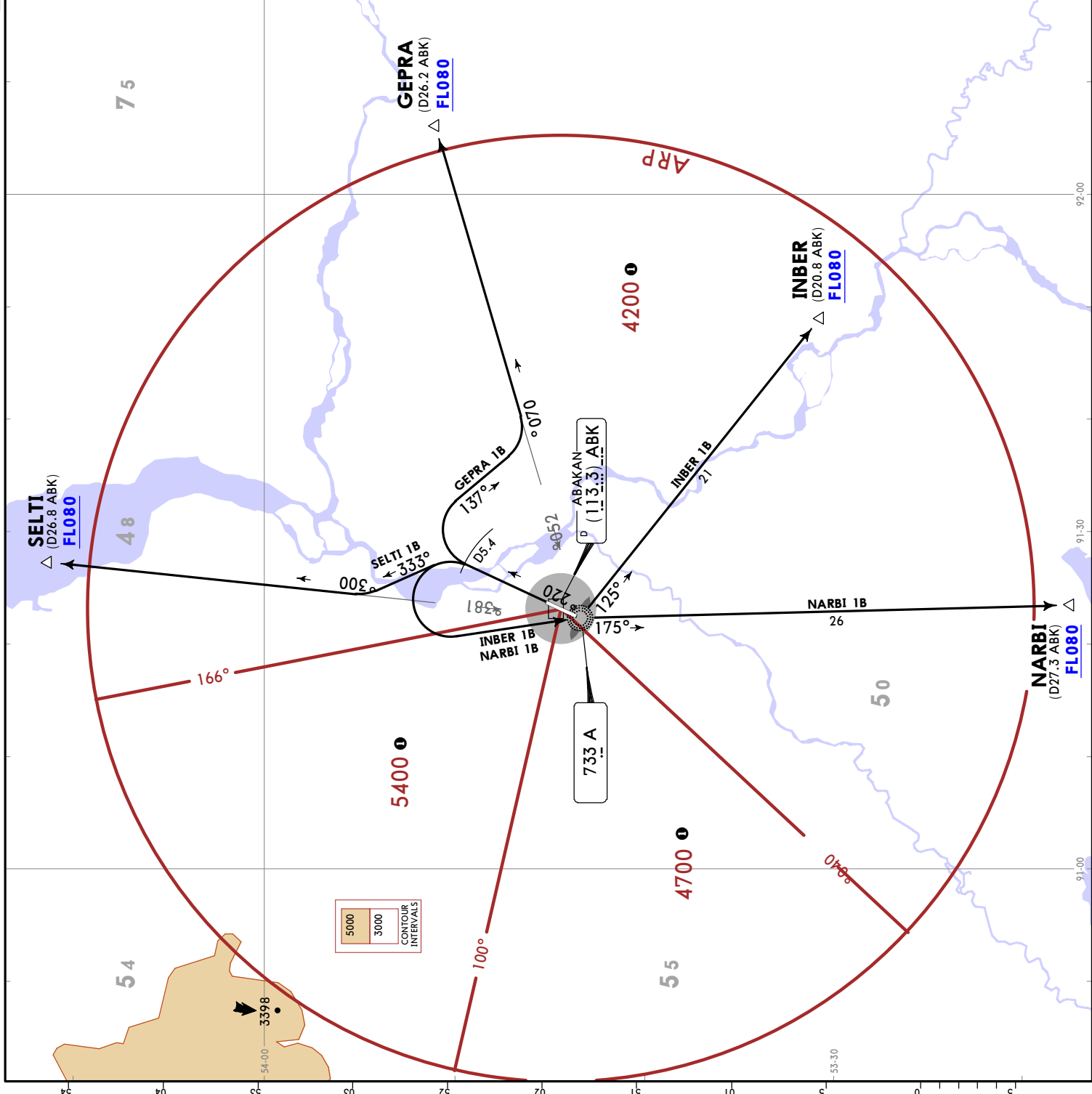
GEpra 1B [GEPR1B]  
INBER 1B [INBE1B]  
NARBI 1B [NARB1B]  
SELTI 1B [SELT1B]  
DEPARTURES  
(RWY 02)

These SID's require minimum climb gradients of 3.8% up to 2400 and 3.8% up to FLO80 due to airspace structure.  
INBER 1B, NARBI 1B: 5.0% up to 5800 due to airspace structure.  
SELTI 1B: 4.4% up to FLO80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519

FEET METERS  
QNH (QFE)  
2400 (480)  
5800 (1515)  
6000 (1980)

Computed for surface air temperature at ARP -39.6 °C



**UNAA/ABA**  
ABAKAN

**JEPPESENABAKAN, RUSSIA**

22 DEC 23 (10-3F) Eff 28 Dec

**SID**

Apt Elev  
832

QNH (QFE on request)  
Trans alt: 6000  
1. DME required.  
2. EXPECT close-in obstacles.

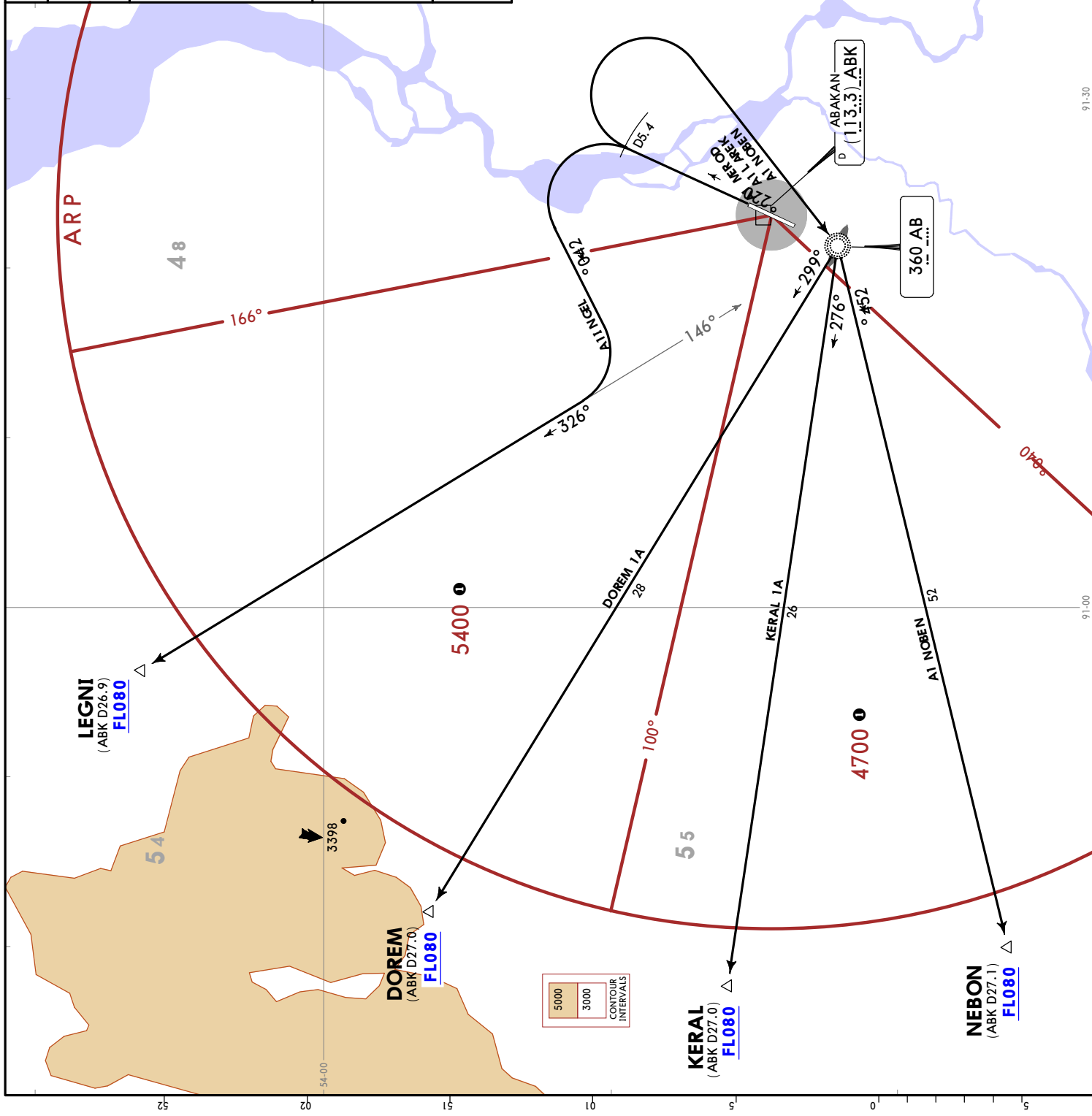
**DOREM 1A [DORE1A]  
KERAL 1A [KERA1A]  
LEGNI 1A [LEGN1A]  
NEBON 1A [NEBO1A]  
DEPARTURES  
(RWY 02)**

These SIDs require a minimum climb gradient of 3.8% up to 2400.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

FEET METERS  
QNH (QFE)  
2400 (480)  
6000 (1980)

Computed for surface air temperature at ARP -39.6 °C



54.00

5000  
3000  
CONTOUR INTERVALS

91.30

91.00

91.30

91.00

CHANGES: New chart (SIDs completely revised & transferred).

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Apt Elev  
832

QNH (QFE on request)  
Trans alt: 6000  
1. DME required.  
2. EXPECT close-in obstacles.

**GEpra 1J [GEPR1J]**  
**INBER 1J [INBE1J]**  
**NARBI 1J [NARB1J]**  
**SELTi 1J [SELT1J]**

**GEpra 1K [GEPR1K]**  
**INBER 1K [INBE1K]**  
NOT AVAILABLE WHEN UN(R)-1125,  
UN(R)-1126, UN(R)-1127 ACTIVE

**NARBI 1K [NARB1K]**  
NOT AVAILABLE WHEN UN(R)-1125 ACTIVE

**DEPARTURES**  
**(RWY 20)**

These SIDs require minimum climb gradients of

**GEpra 1J, INBER 1J, NARBI 1J, SELTi 1J:**  
5.2% up to 3600 due to airspace structure.

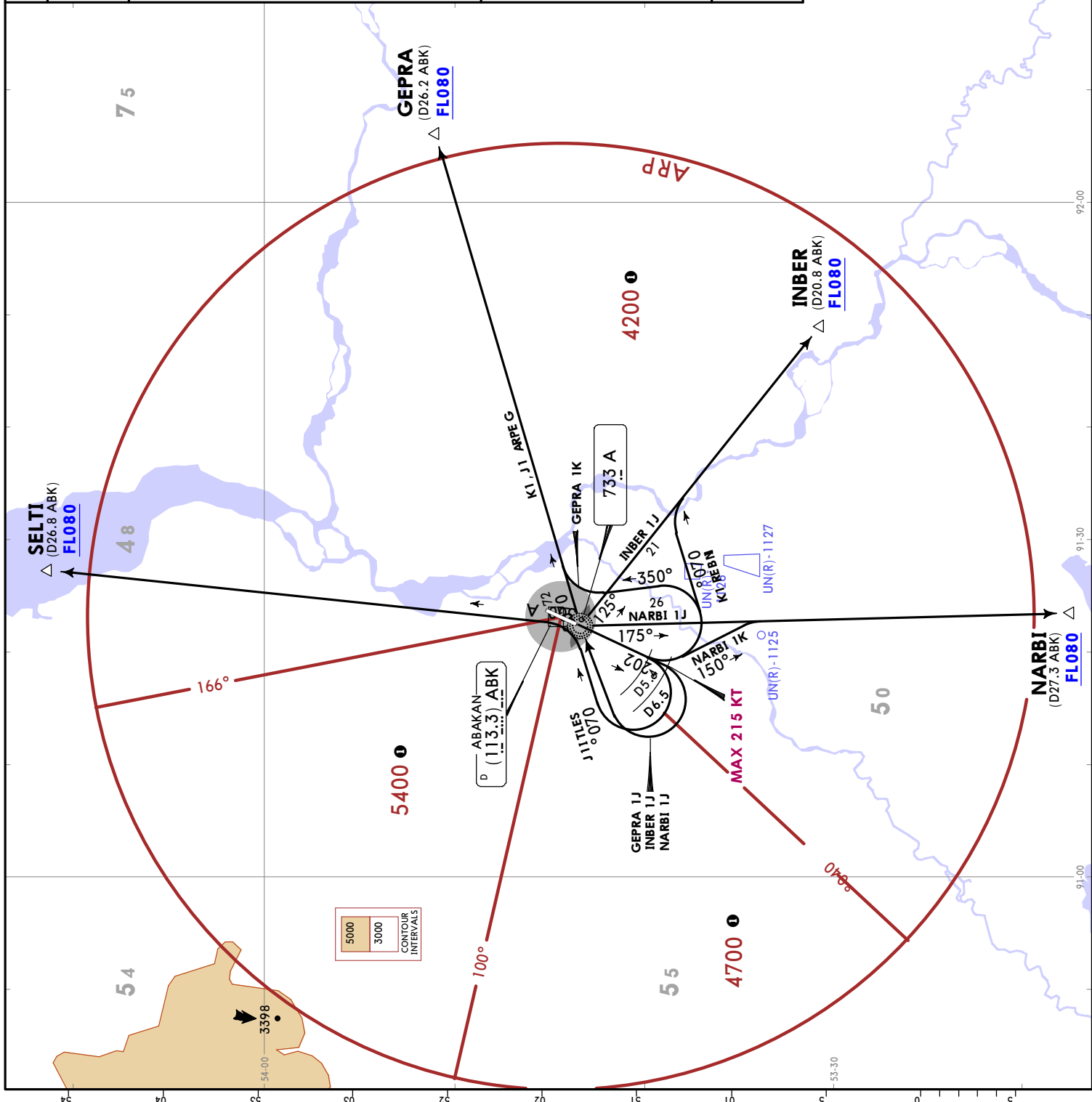
**INBER 1K:**  
4.2% up to FLO80 due to airspace structure.

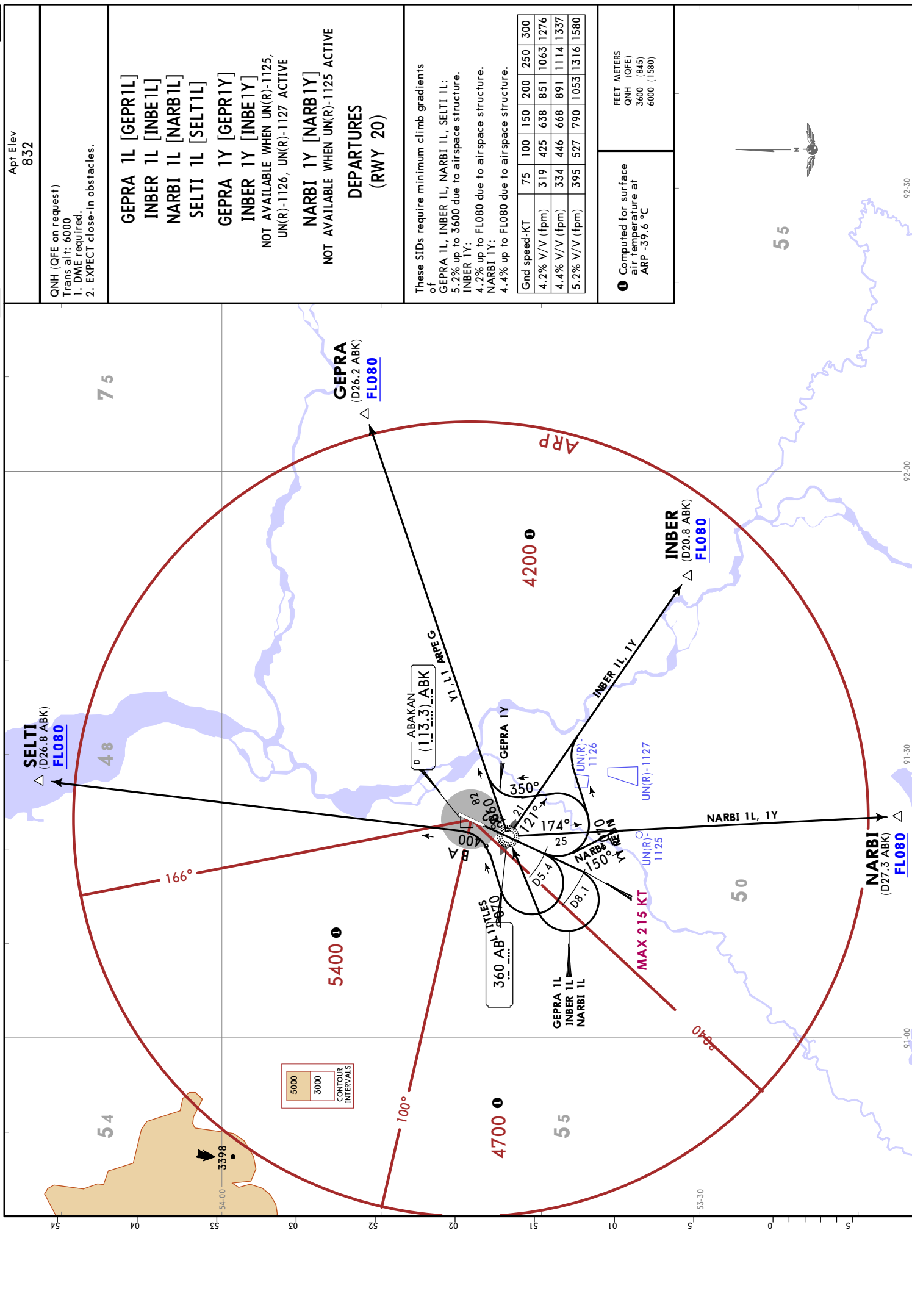
**NARBI 1K:**  
4.4% up to FLO80 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.2% V/V (fpm)	395	527	790	1053	1316	1580

Computed for surface air temperature at ARP -39.6 °C

**FEET METERS**  
QNH (QFE)  
3600 (845)  
6000 (1580)





Apt Elev  
832

QNH (QFE on request)  
Trans alt: 6000  
1. DME required.  
2. EXPECT close-in obstacles.

GEpra 1L [GEPR1L]  
INBER 1L [INBE1L]  
NARBI 1L [NARB1L]  
SELT1 1L [SELT1L]  
GEpra 1Y [GEPR1Y]  
INBER 1Y [INBE1Y]  
NOT AVAILABLE WHEN UN(R)-1125,  
UN(R)-1126, UN(R)-1127 ACTIVE

NARBI 1Y [NARB1Y]  
NOT AVAILABLE WHEN UN(R)-1125 ACTIVE

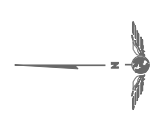
DEPARTURES  
(RWY 20)

These SIDs require minimum climb gradients of  
of  
GEpra 1L, INBER 1L, NARBI 1L, SELT1 1L:  
5.2% up to 3600 due to airspace structure.  
INBER 1Y:  
4.2% up to FL080 due to airspace structure.  
NARBI 1Y:  
4.4% up to FL080 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.2% V/V (fpm)	395	527	790	1053	1316	1580

Computed for surface  
air temperature at  
ARP -39.6 °C

FEET METERS  
QNH (QFE)  
3600 (845)  
6000 (1580)





Apt Elev  
832

QNH (QFE on request)  
Trans alt: 6000  
1. DME required.  
2. EXPECT close-in obstacles.

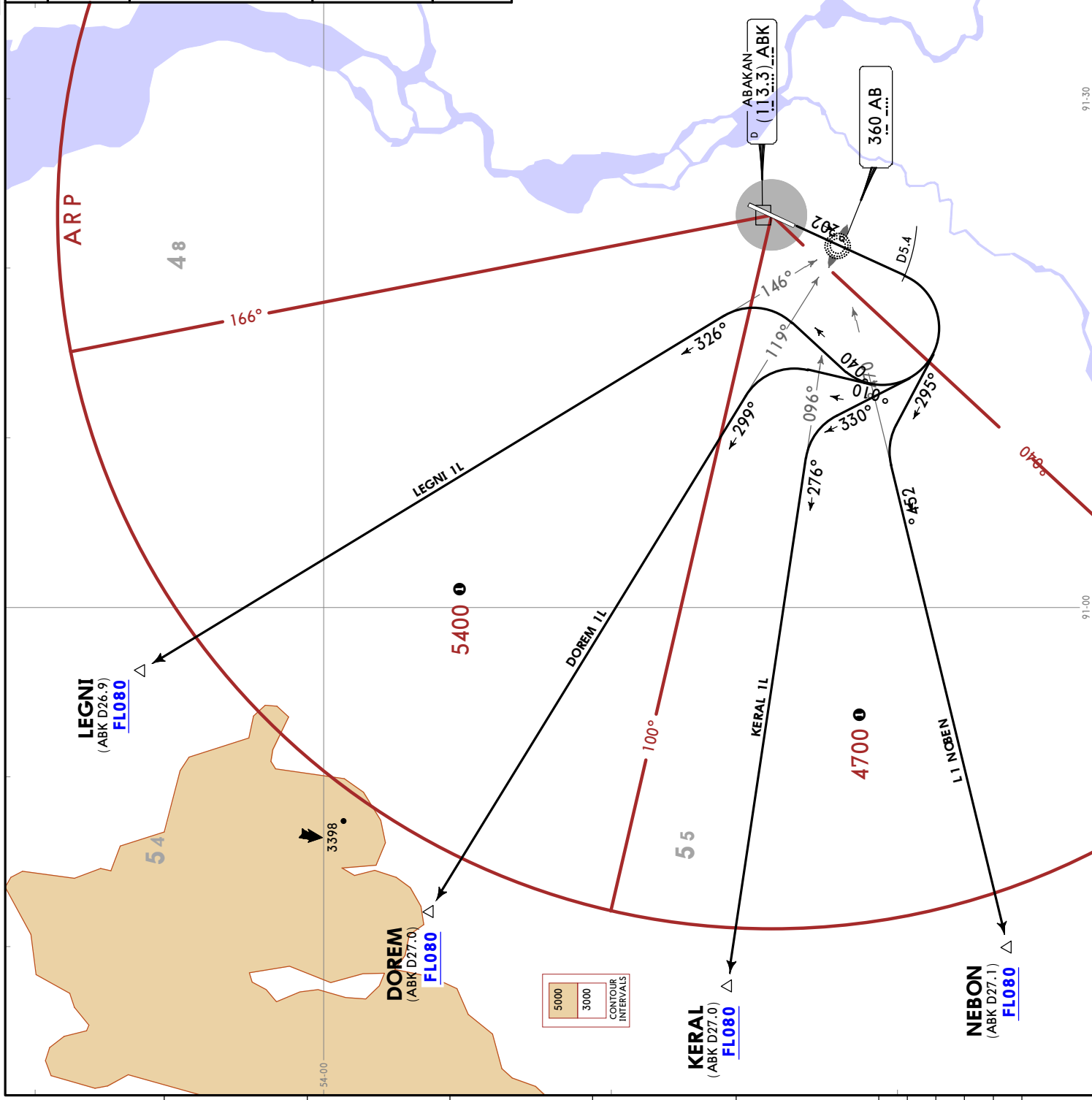
DOREM 1L [DORE1L]  
KERAL 1L [KERA1L]  
LEGNI 1L [LEGN1L]  
NEBON 1L [NEBO1L]  
DEPARTURES  
(RWY 20)

These SID's require a minimum climb gradient of 5.2% up to 3600, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

FEET METERS  
QNH (QFE)  
3600 (845)  
6000 (1580)

Computed for surface air temperature at ARP -39.6 °C



UNAA/ABA  
ABAKAN

 **JEPPESEN**  
23 JUN 23 (10-4)

ABAKAN, RUSSIA  
**NOISE**

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## NOISE ABATEMENT

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LT minus 7 HOURS = UTC (Z)

### GENERAL

Apply flight modes in accordance with the Aeroplane Flight Manual, observing descent procedures established for approach, procedures established for climbing and joining departure routes.

Avoid entering the airspace over the city, when executing missed approach (flights over the city are prohibited).

### RESTRICTIONS

Noise abatement take-off and landing procedures shall be carried out in accordance with the Aeroplane Flight Manual for the specific ACFT type.

# UNAA/ABA

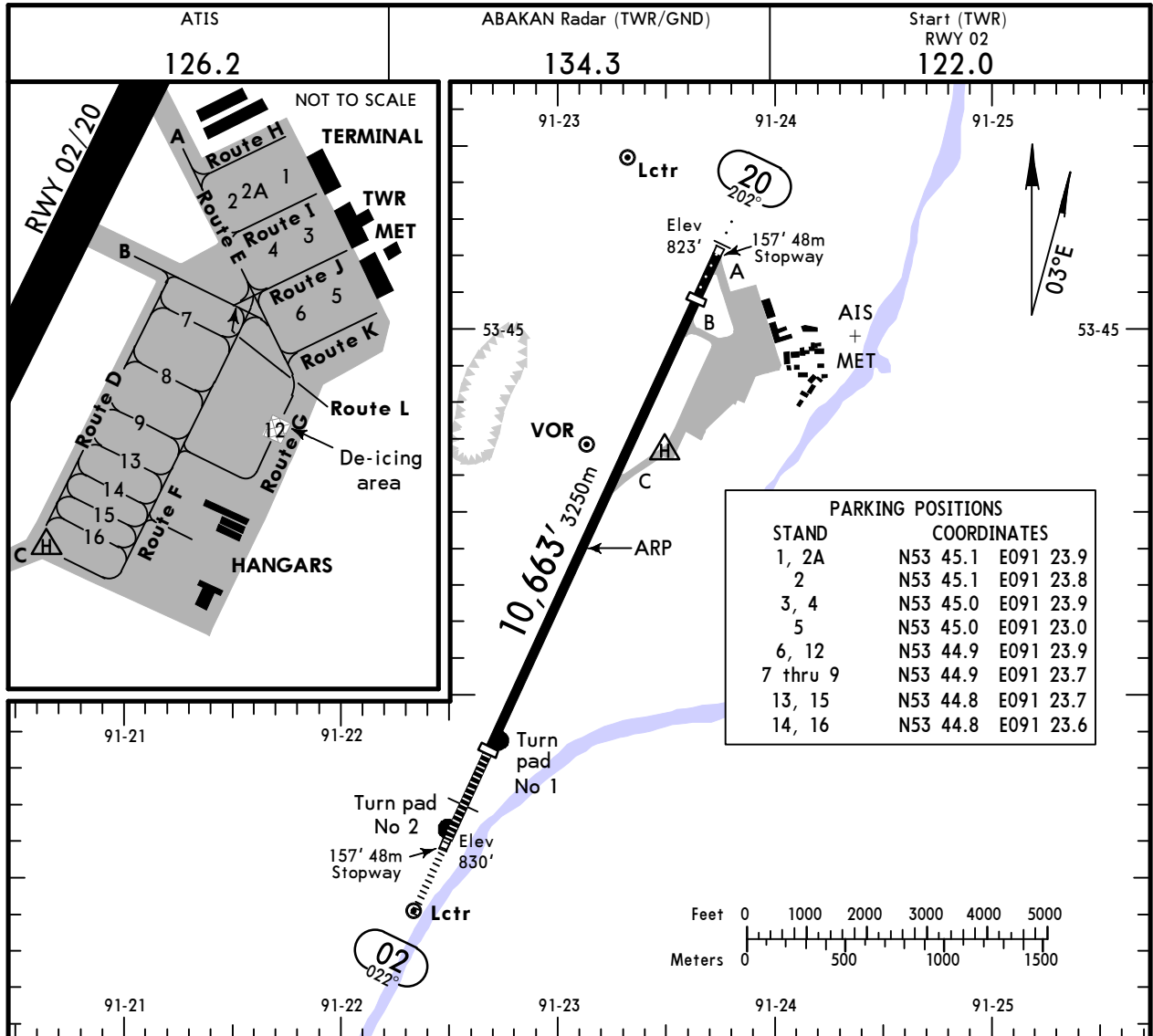
Apt Elev **832'**  
N53 44.4 E091 23.1



10 APR 26 **(10-9)** Eff 16 Apr

# ABAKAN, RUSSIA

ABAKAN



PARKING POSITIONS		
STAND	COORDINATES	
1, 2A	N53 45.1	E091 23.9
2	N53 45.1	E091 23.8
3, 4	N53 45.0	E091 23.9
5	N53 45.0	E091 23.0
6, 12	N53 44.9	E091 23.9
7 thru 9	N53 44.9	E091 23.7
13, 15	N53 44.8	E091 23.7
14, 16	N53 44.8	E091 23.6

**ADDITIONAL RUNWAY INFORMATION**

RWY	Landing Beyond	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
02	HIRL (60m) ① PALS CAT I (LIH) PAPI-L (2.67°)	9042' 2756m	7828' 2386m		148'
20	HIRL (60m) ② SALS (LIL) PAPI-L (3.17°)	9862' 3006m	8891' 2710m	③	45m

- ① length 900m
- ② length 421m
- ③ TAKE-OFF RUN AVAILABLE  
RWY 20:  
From rwy head 10,663' (3250m)  
twy B int 9426' (2873m)

Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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

UNAA/ABA


  
 22 DEC 23 **10-9S** Eff 28 Dec

EASA AIR OPS

**ABAKAN, RUSSIA**  
**ABAKAN**

STRAIGHT-IN RWY		A	B	C	D
02	ILS Z or Y	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV LNAV/VNAV	<b>1151'</b> (320') ① R700m	<b>1151'</b> (320') ① R700m	<b>1151'</b> (320') ① R700m	<b>1151'</b> (320') ① R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNAV ② LNAV	<b>1240'</b> (408') R1200m	<b>1240'</b> (408') R1200m	<b>1240'</b> (408') R1200m	<b>1240'</b> (408') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	GLS	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m	<b>1031'</b> (200') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② NDB Z	<b>1360'</b> (528') R1500m	<b>1360'</b> (528') R1500m	<b>1360'</b> (528') R1700m	<b>1360'</b> (528') R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	② NDB Y	<b>2360'</b> (1528') R1500m	<b>2360'</b> (1528') R1500m	<b>2360'</b> (1528') R2400m	<b>2360'</b> (1528') R2400m
	② NDB X	<b>1290'</b> (458') R1400m	<b>1290'</b> (458') R1400m	<b>1290'</b> (458') R1400m	<b>1290'</b> (458') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
20	ILS Z or Y	<b>1025'</b> (200') R1000m	<b>1025'</b> (200') R1000m	<b>1033'</b> (208') R1000m	<b>1043'</b> (218') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV LNAV/VNAV	<b>1175'</b> (350') R1400m	<b>1175'</b> (350') R1400m	<b>1175'</b> (350') R1400m	<b>1175'</b> (350') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNAV ② LNAV	<b>1420'</b> (588') R1500m	<b>1420'</b> (588') R1500m	<b>1420'</b> (588') R2400m	<b>1420'</b> (588') R2400m
	GLS	<b>1025'</b> (200') R1000m	<b>1025'</b> (200') R1000m	<b>1033'</b> (208') R1000m	<b>1043'</b> (218') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB ② with D4.5	<b>1300'</b> (468') R1500m	<b>1300'</b> (468') R1500m	<b>1300'</b> (468') R2000m	<b>1300'</b> (468') R2000m
	ALS out	R1500m	R1500m	R2200m	R2200m
NDB ② w/o D4.5	<b>2000'</b> (1168') R1500m	<b>2000'</b> (1168') R1500m	<b>2000'</b> (1168') R2400m	<b>2000'</b> (1168') R2400m	

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

② Continuous Descent Final Approach.

UNAA/ABA

 **JEPPESEN**

**EASA AIR OPS**

22 DEC 23 **(10-9S1)** **Eff 28 Dec**

**ABAKAN, RUSSIA**  
**ABAKAN**

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	<b>1310'</b> (478')	<b>1750'</b> (918')	<b>1850'</b> (1018')	<b>2340'</b> (1508')
After NDB Z 02	<b>1360'</b> (528')	<b>1750'</b> (918')	<b>1850'</b> (1018')	<b>2340'</b> (1508')
After NDB Y 02	<b>2360'</b> (1528')	<b>2360'</b> (1528')	<b>2360'</b> (1528')	<b>2360'</b> (1528')
After NDB 20	<b>2000'</b> (1168')	<b>2000'</b> (1168')	<b>2000'</b> (1168')	<b>2340'</b> (1508')
	V1500m	V1600m	V2400m	V3600m

**1** or higher minimums of preceding straight-in approach.

**TAKE-OFF**

Low Visibility Procedures required		RL or RCLM	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required RL & RCLM & RVR				DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

# UNAA/ABA ABAKAN



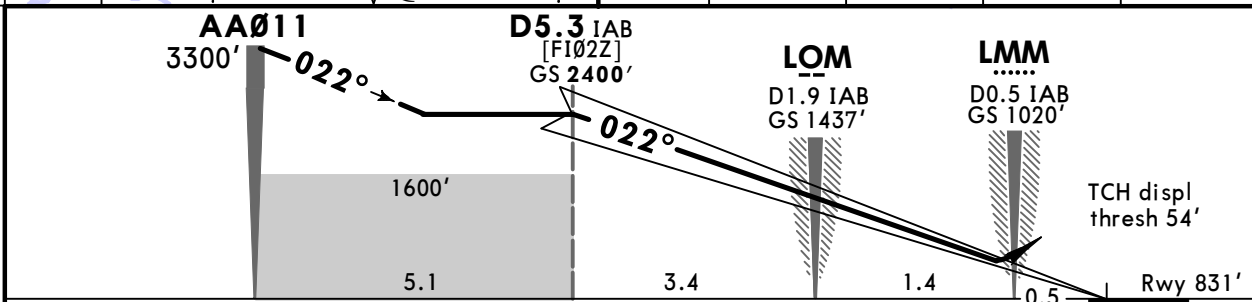
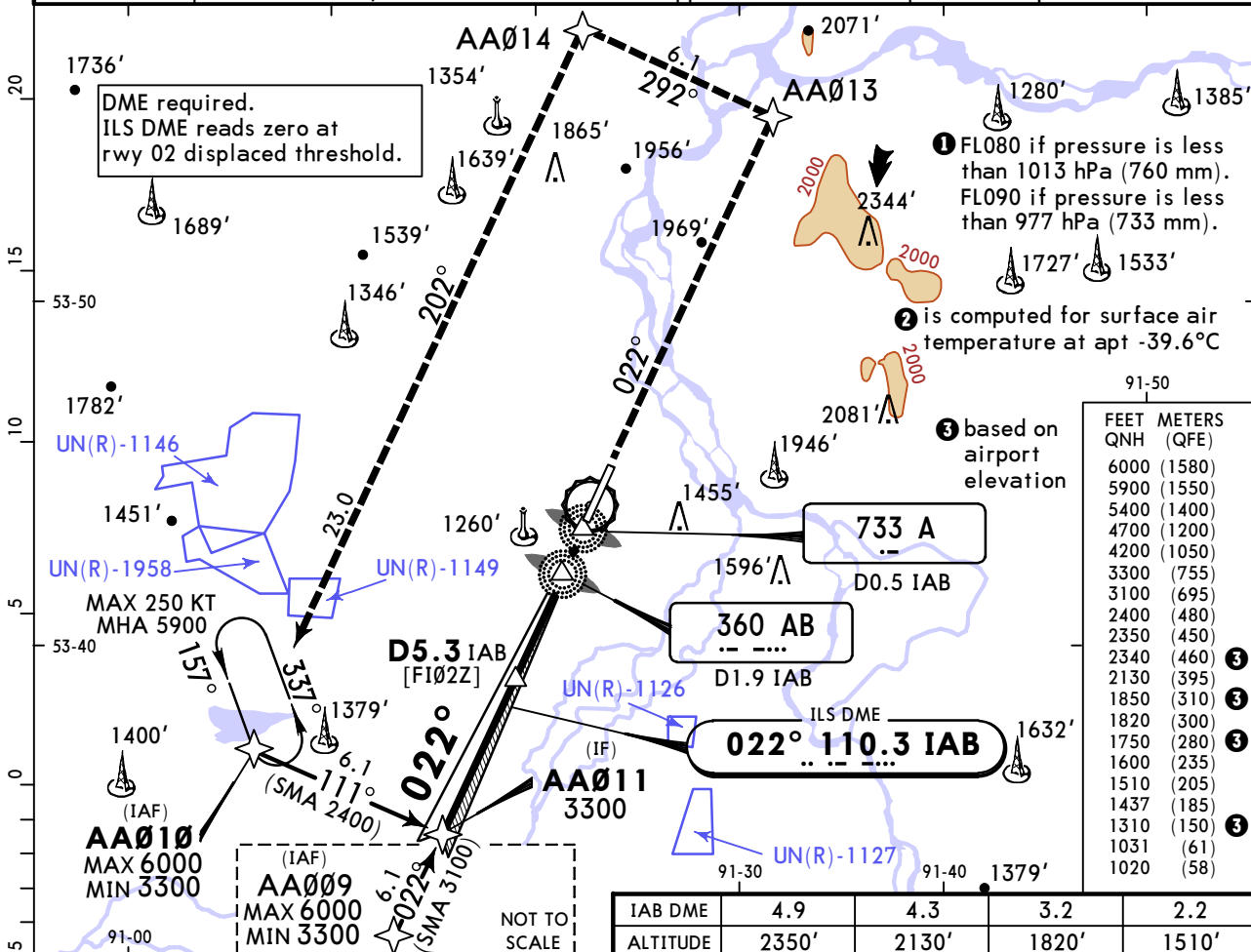
22 DEC 23

(11-1)

Eff 28 Dec

# ABAKAN, RUSSIA ILS Z Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
LOC IAB <b>110.3</b>	Final Apch Crs <b>022°</b>	D5.3 IAB <b>2400'</b> (1569')		ILS DA(H) <b>1031'</b> (200')	Apt Elev 832' Rwy 831'		
<b>MISSED APCH:</b> Climb on track 022° to AA013 (MAX 185 KT), turn LEFT to AA014 (MAX 185 KT), proceed to AA010 climbing to 3300' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
1. RNAV 1 required for initial, intermediate and missed approach. 2. GNSS required.							MSA ARP ②



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	<b>AA013</b> on <b>022°</b> <b>185 KT</b> MAX
GS	2.70°	334	430	478	573	669		

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) 1031' (200')		ALS out	
A	R550m	R1200m	Max Kts	MDA(H)
B			100	1310' (478') V1500m
C			135	1750' (918') V1600m
D			180	1850' (1018') V2400m
			205	2340' (1508') V3600m

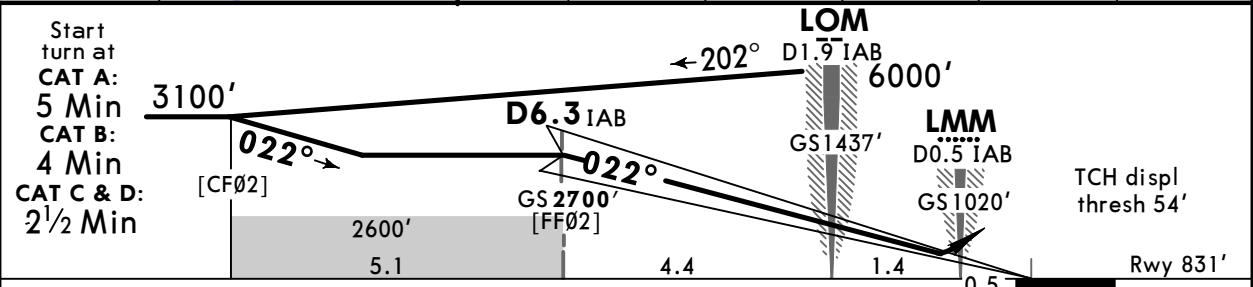
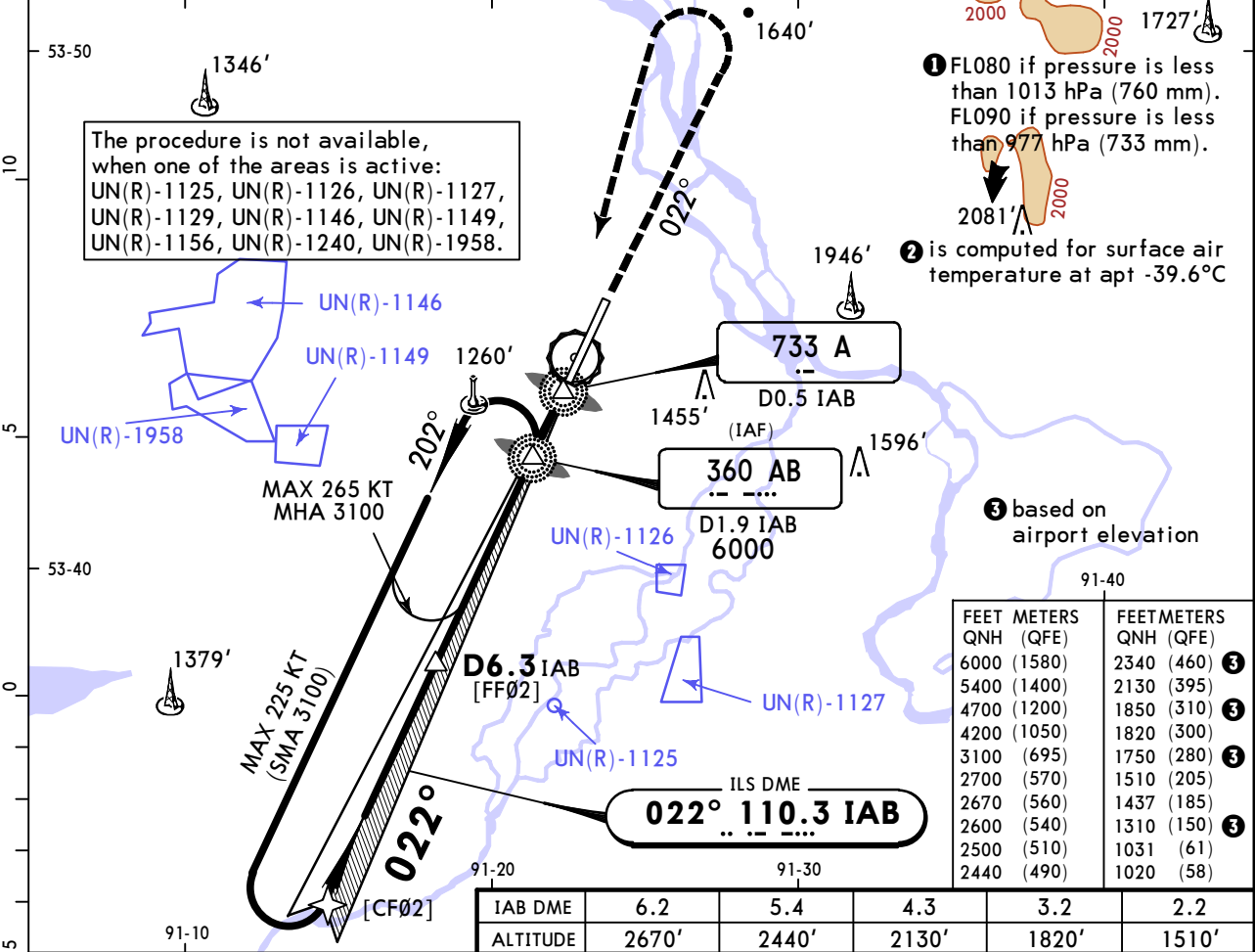
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: New procedure. © JEPPESSEN, 2023. ALL RIGHTS RESERVED.

# UNAA/ABA ABAKAN

22 DEC 23 **(11-2)** Eff 28 Dec

# ABAKAN, RUSSIA ILS Y Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
LOC IAB <b>110.3</b>	Final Apch Crs <b>022°</b>	D6.3 IAB <b>2700'</b> (1869')		ILS DA(H) <b>1031'</b> (200')	Apt Elev 832' Rwy 831'		
<b>MISSED APCH:</b> Climb on track 022° to 2500' or above (MAX 230 KT), turn LEFT to LOM climbing to 3100' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000' 1. DME required. 2. ILS DME reads zero at rwy 02 displaced threshold.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2500' on 022° 230 KT MAX
Gs	2.70°	334	430	478	573	669		

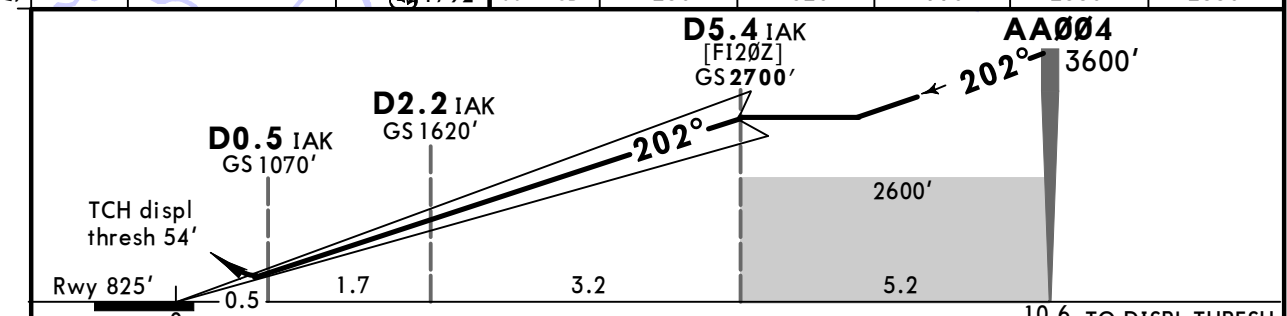
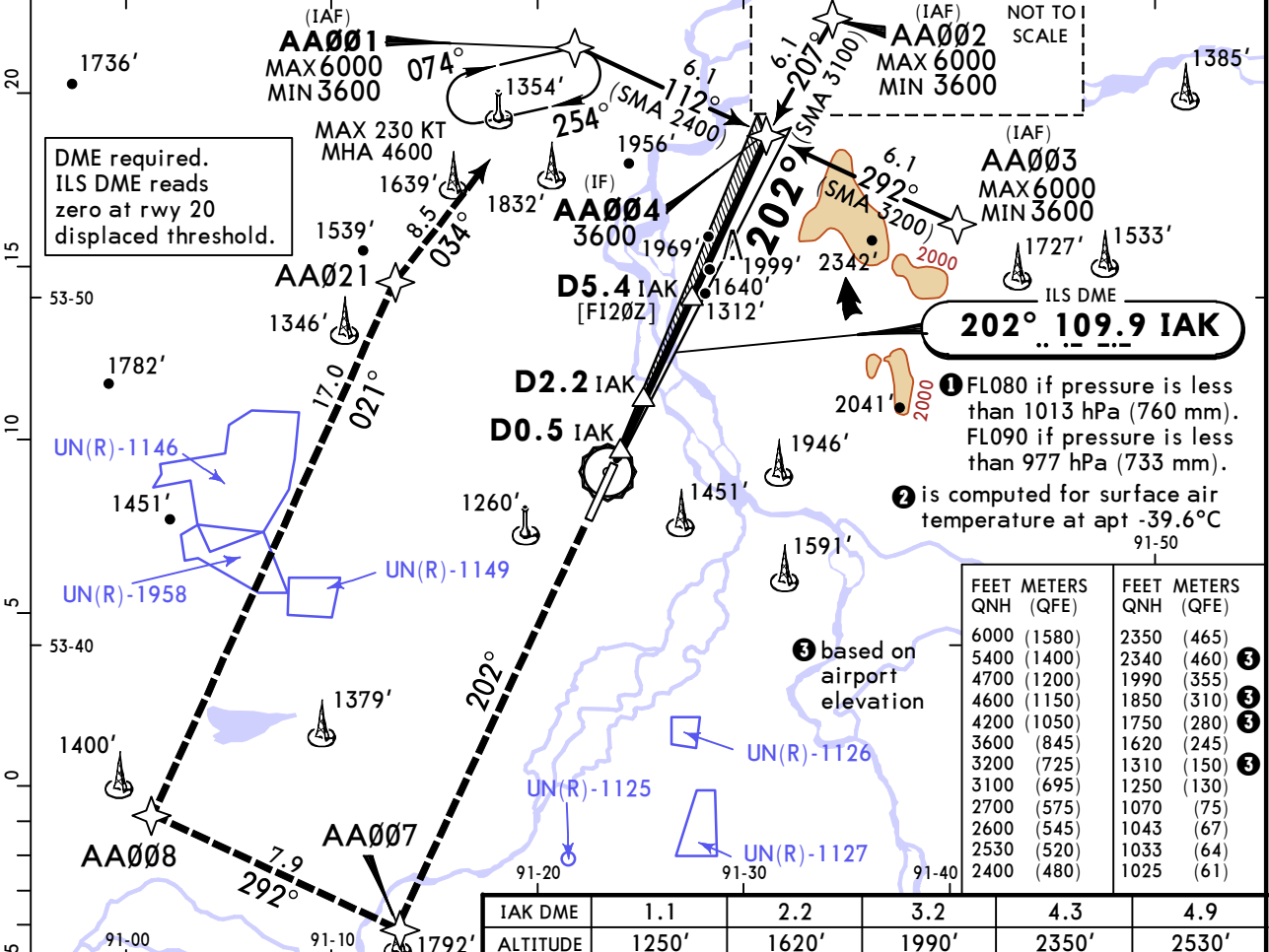
A	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) 1031' (200')		ALS out	
B	R550m	R1200m	Max Kts	MDA(H)
C			100	1310' (478') V1500m
D			135	1750' (918') V1600m
			180	1850' (1018') V2400m
			205	2340' (1508') V3600m

# UNAA/ABA ABAKAN

16 FEB 24 **(11-3)** Eff 22 Feb

# ABAKAN, RUSSIA ILS Z Rwy 20

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
LOC IAK <b>109.9</b>	Final Apch Crs <b>202°</b>	D5.4 IAK <b>2700'</b> (1875')		ILS DA(H) Refer to Minimums	Apt Elev 832' Rwy 825'		
<b>MISSED APCH:</b> Climb on track 202° to AA007 (MAX 190 KT), turn RIGHT to AA008 (MAX 190 KT), proceed to AA021, proceed to AA001 climbing to 3600 or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000' 1. RNAV 1 required for initial, intermediate and missed approach. 2. GNSS required.							



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI ↑	AA007 on 202° ↑	190 KT MAX
GS	3.20°	396	510	566	679	793			

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND			
	DA(H) AB: <b>1025'</b> (200') C: <b>1033'</b> (208') D: <b>1043'</b> (218')				ALS out			
	R1000m		R1200m		Max Kts	MDA(H)		
	A					100	<b>1310'</b> (478')	V1500m
B					135	<b>1750'</b> (918')	V1600m	
C					180	<b>1850'</b> (1018')	V2400m	
D					205	<b>2340'</b> (1508')	V3600m	

**UNAA/ABA**  
**ABAKAN**



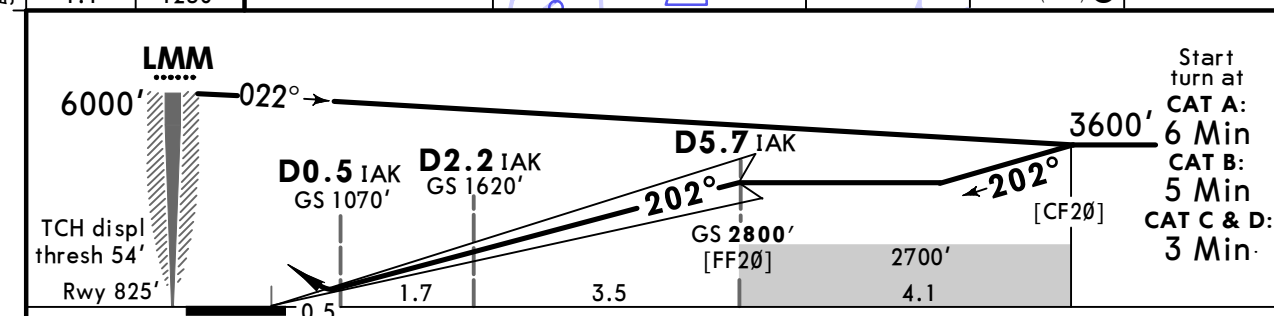
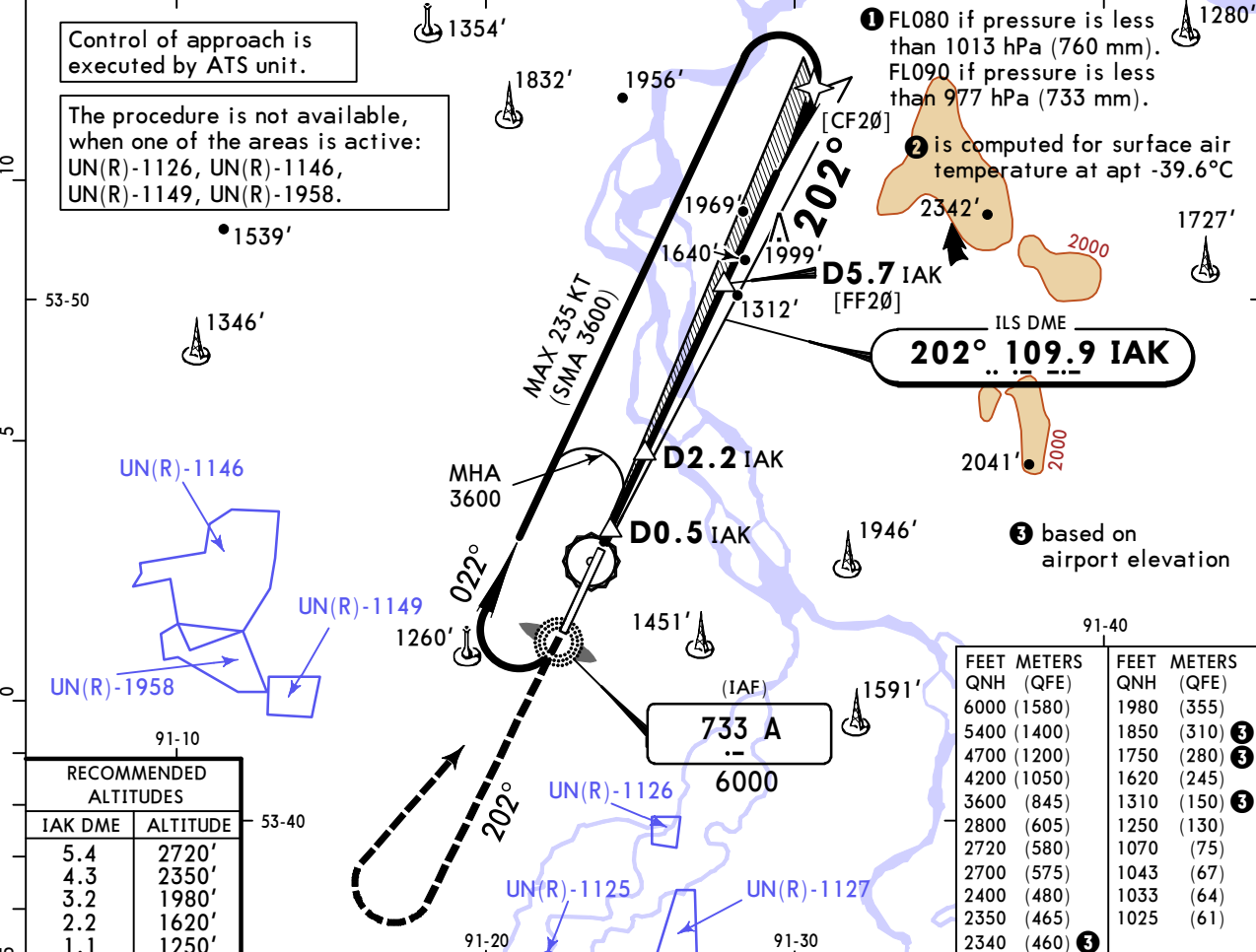
16 FEB 24

11-4

Eff 22 Feb

**ABAKAN, RUSSIA**  
**ILS Y Rwy 20**

ATIS <b>126.2</b>		ABAKAN Radar (TWR) <b>134.3</b>		ABAKAN Start (TWR) <b>122.0</b>		Ground <b>134.3</b>	
LOC IAK <b>109.9</b>	Final Apch Crs <b>202°</b>	D5.7 IAK <b>2800'</b> (1975')		ILS DA(H) Refer to Minimums	Apt Elev 832' Rwy 825'		
<b>MISSED APCH:</b> Climb on track 202° to 2400' or above, turn RIGHT to LMM climbing to 3600' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
1. DME required. 2. ILS DME reads zero at rwy 20 displaced threshold.							MSA ARP ②



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI: 2400' on 202°
Gs	3.20°	396	510	566	679	793	

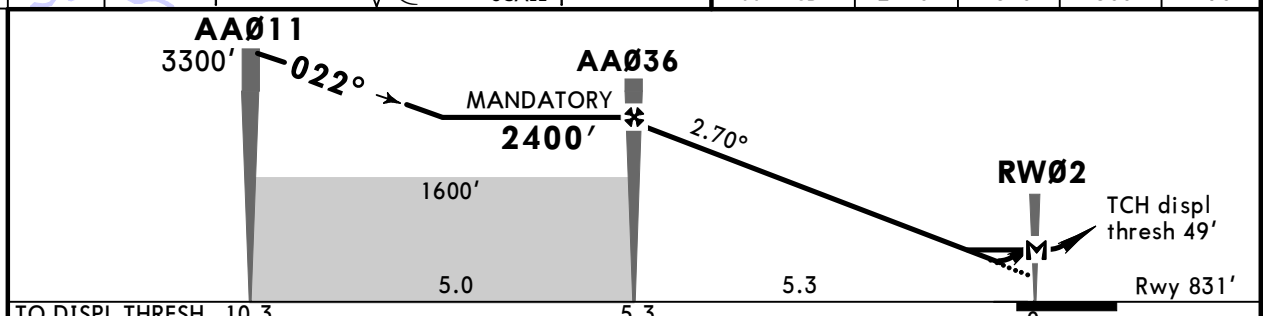
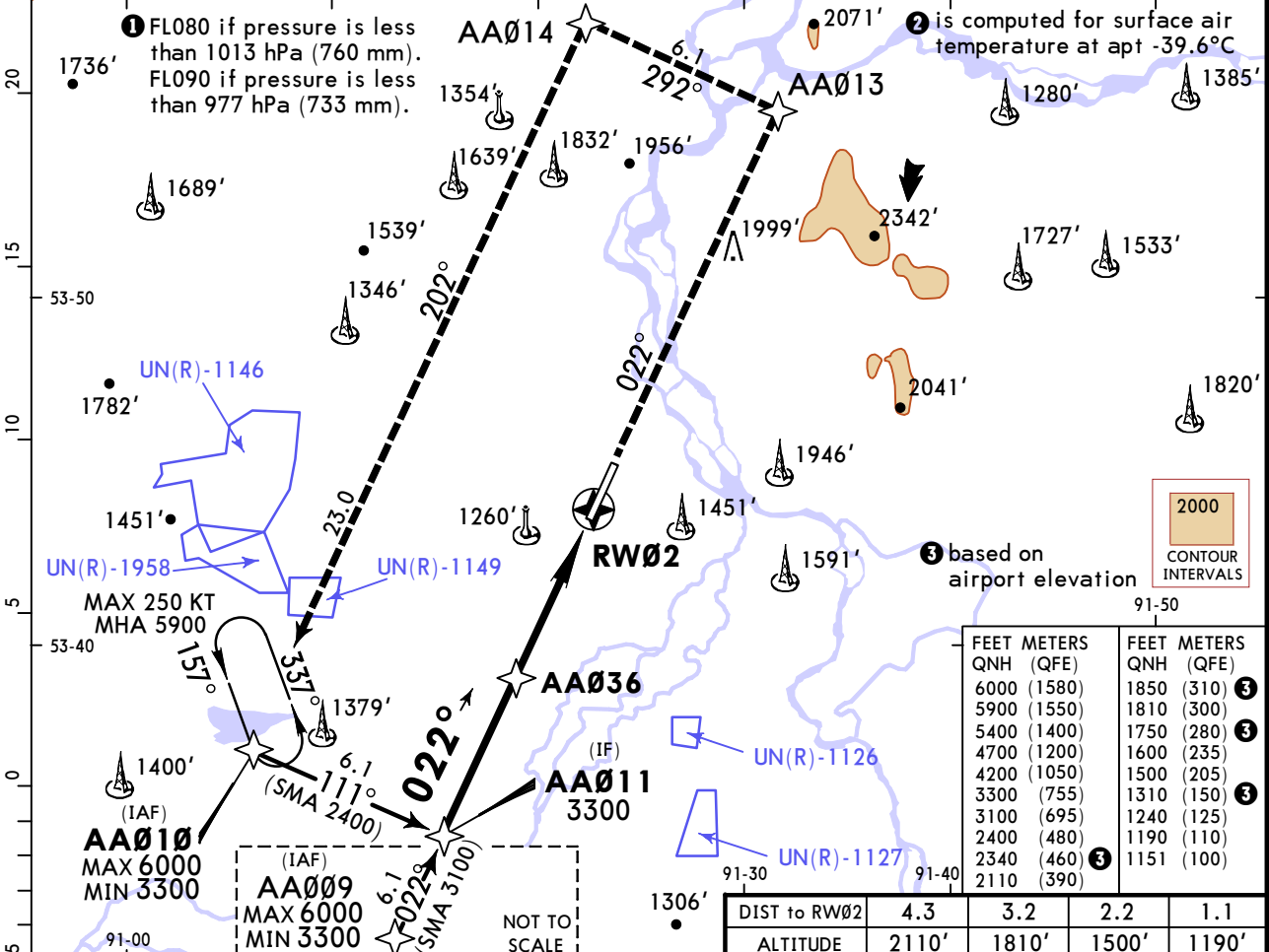
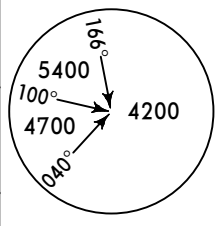
PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H)	AB: 1025' (200')	C: 1033' (208')	D: 1043' (218')
A	ALS out		Max Kts	MDA(H)
B	R1000m		100	1310' (478') V1500m
C	R1200m		135	1750' (918') V1600m
D			180	1850' (1018') V2400m
			205	2340' (1508') V3600m

# UNAA/ABA ABAKAN

**JEPPESEN**  
27 SEP 24 (12-1) Eff 3 Oct

# ABAKAN, RUSSIA RNP Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
RNAV	Final Aptch Crs <b>022°</b>	<b>AA036</b> MANDATORY 2400' (1569')		LNAV/VNAV DA(H) 1151' (320')		Apt Elev 832' Rwy 831'	
<b>MISSED APCH:</b> Climb on track 022° to AA013 (MAX 185 KT), turn LEFT to AA014 (MAX 185 KT), proceed to AA010 climbing to 3300' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000' RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -6°C.							



TO DISPL THRESH	10.3	5.0	5.3	5.3	0		
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	2.70°	334	430	478	573	669	764

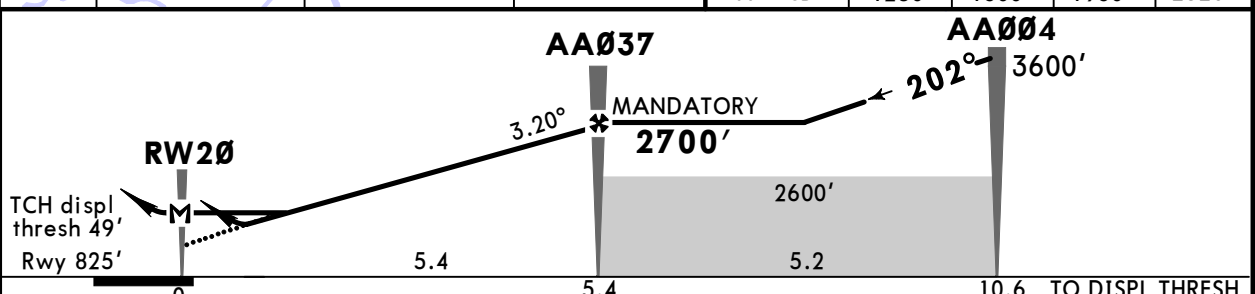
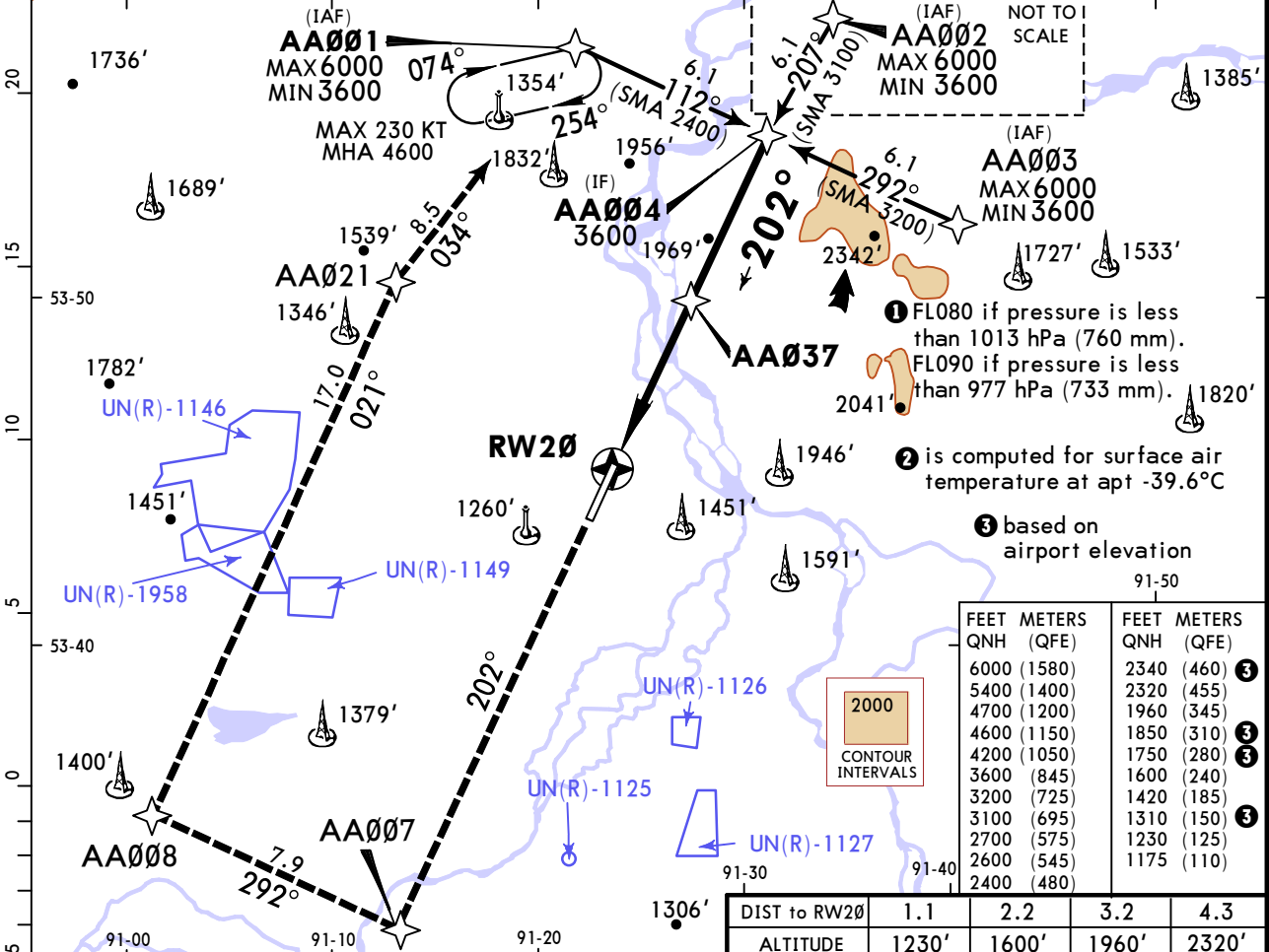
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA			
	DA(H) 1151' (320')		DA/MDA(H) 1240' (409')			
	ALS out		ALS out		Max Kts	MDA(H)
A	R750m	R1400m	R1200m	100	1310' (478') V1500m	
B				135	1750' (918') V1600m	
C				180	1850' (1018') V2400m	
D				205	2340' (1508') V3600m	

# UNAA/ABA ABAKAN

**JEPPesen**  
27 SEP 24 (12-2) Eff 3 Oct

# ABAKAN, RUSSIA RNP Rwy 20

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
RNAV	Final Apch Crs <b>202°</b>	<b>AA037</b> MANDATORY <b>2700'</b> (1875')		LNAV/VNAV DA(H) <b>1175'</b> (350')		Apt Elev 832' Rwy 825'	
<b>MISSED APCH:</b> Climb on track 202° to AA007 (MAX 190 KT), turn RIGHT to AA008 (MAX 190 KT), proceed to AA021, proceed to AA001 climbing to 3600' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000' RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -20°C.							
							MSA ARP ②



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI: · ·	AA007 on 202° ↑ 190 KT MAX
Glide Path Angle	3.20°	396	510	566	679	793		

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		
	DA(H) 1175' (350')		DA/MDA(H) 1420' (595')		
	ALS out		ALS out		
A	R1400m	R1500m	R1500m	Max Kts 100	1310' (478') ② V1500m
B		R1500m	R1500m	135	1750' (918') V1600m
C		R1600m	R2400m	180	1850' (1018') V2400m
D		R1600m	R2400m	205	2340' (1508') V3600m

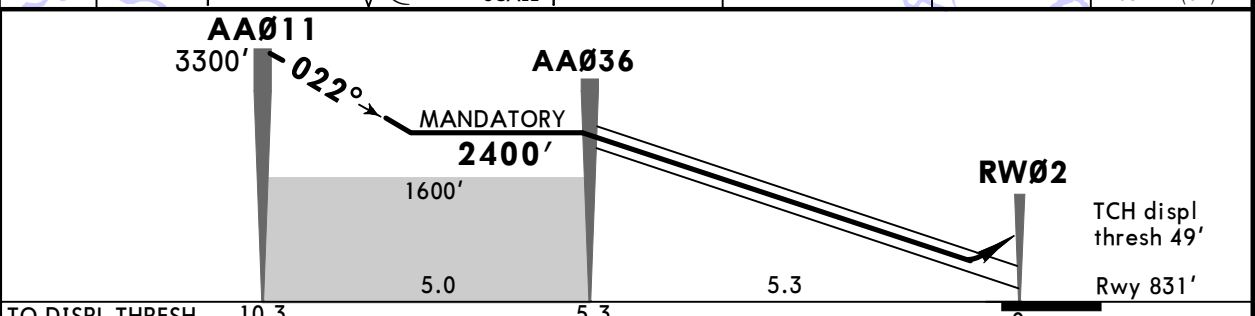
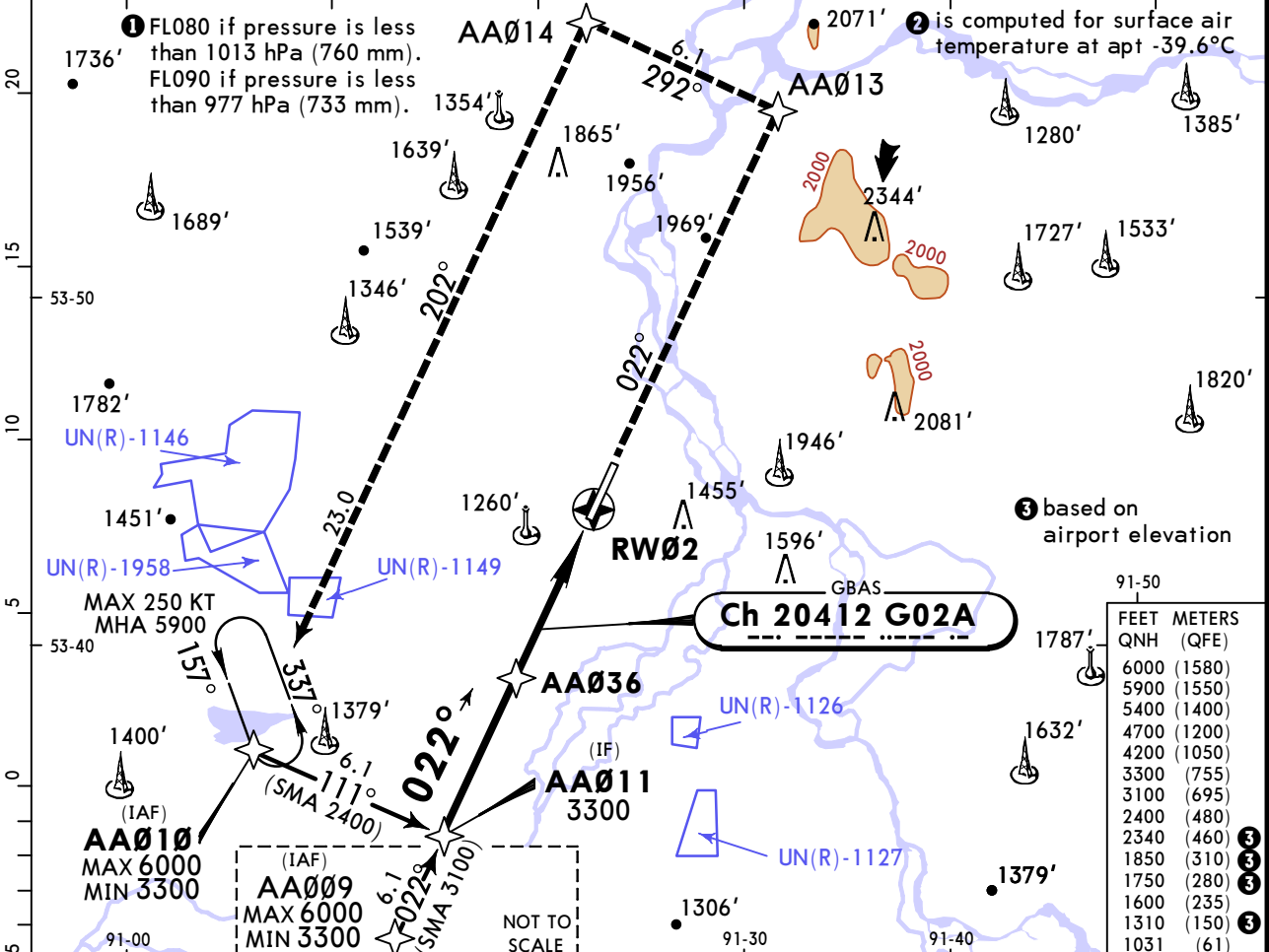
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

# UNAA/ABA ABAKAN

22 DEC 23 **12-40** Eff 28 Dec

# ABAKAN, RUSSIA GLS Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
GBAS <b>Ch 20412</b> G02A		Final Apch Crs <b>022°</b>		<b>AA036</b> MANDATORY <b>2400'</b> (1569')		DA(H) <b>1031'</b> (200')	
				Apt Elev 832'		Rwy 831'	
<b>MISSED APCH:</b> Climb on track 022° to AA013 (MAX 185 KT), turn LEFT to AA014 (MAX 185 KT), proceed to AA010 climbing to 3300' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI AA013 on 022° 185 KT MAX
Glide Path Angle 2.70°	334	430	478	573	669	764	

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 1031' (200')		Max Kts	MDA(H)
A	1 R550m	R1200m	100	1310' (478') V1500m
B			135	1750' (918') V1600m
C			180	1850' (1018') V2400m
D			205	2340' (1508') V3600m

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

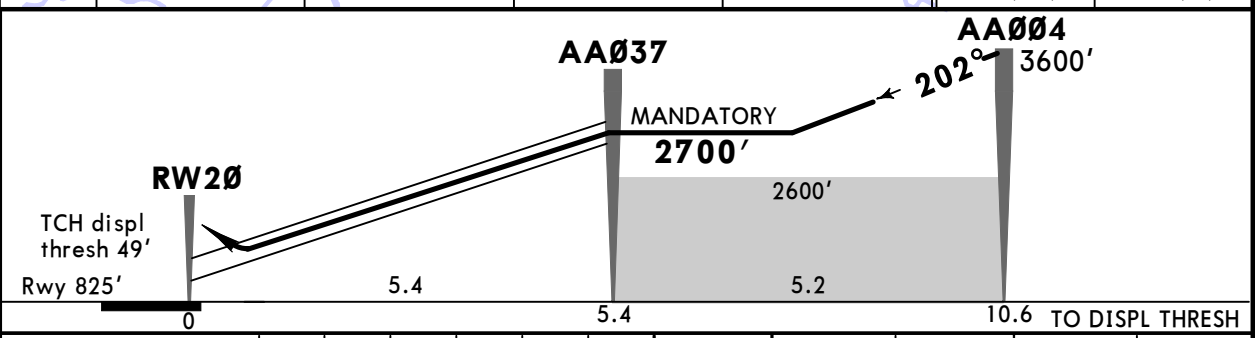
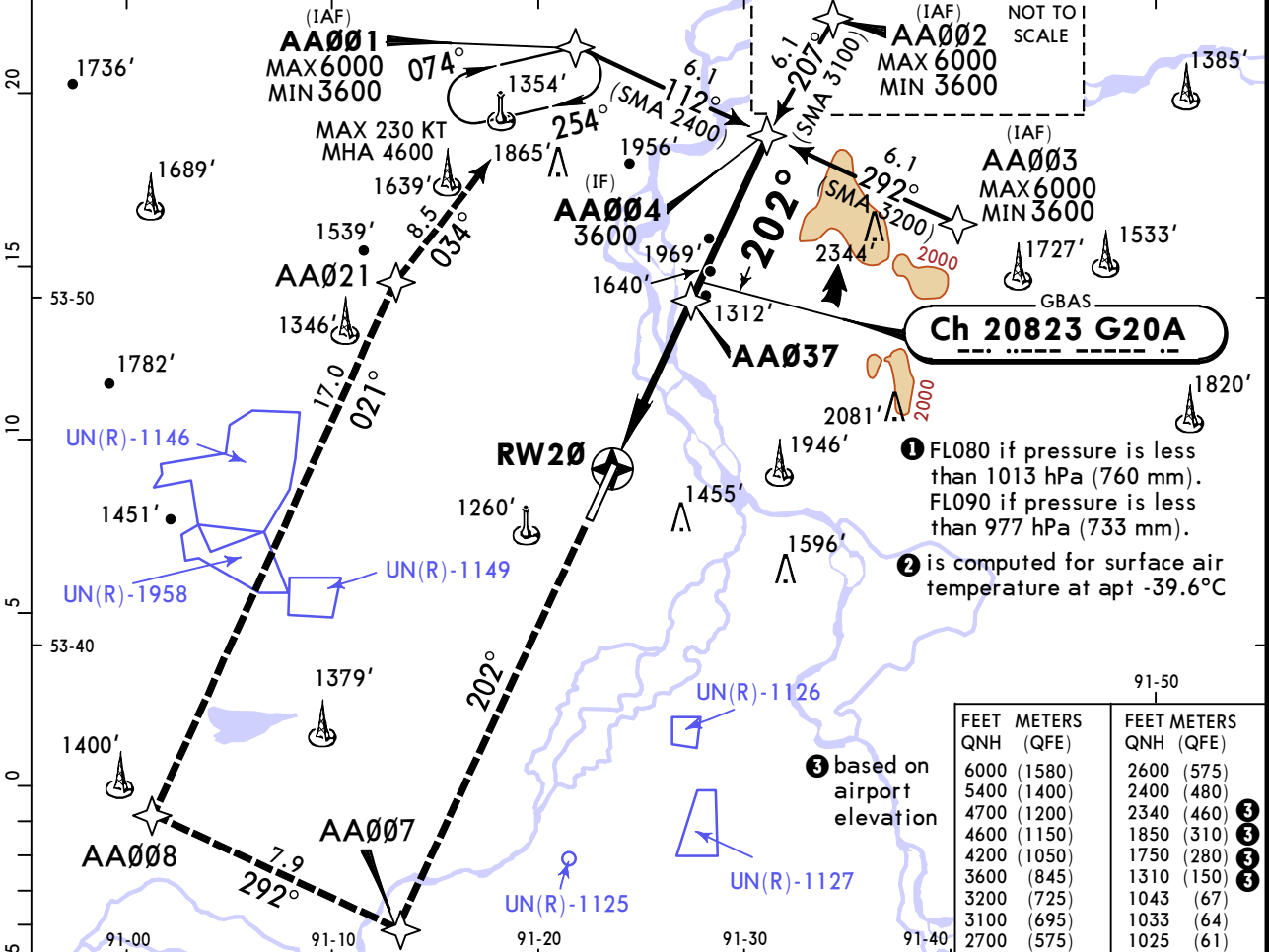
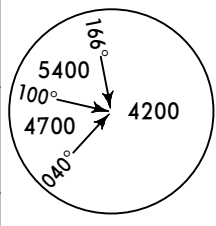
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# UNAA/ABA ABAKAN

**JEPPesen**  
22 DEC 23 **(12-41)** Eff 28 Dec

# ABAKAN, RUSSIA GLS Rwy 20

ATIS <b>126.2</b>		ABAKAN Radar (TWR) <b>134.3</b>		ABAKAN Start (TWR) <b>122.0</b>		Ground <b>134.3</b>	
GBAS <b>Ch 20823 G20A</b>		Final Apch Crs <b>202°</b>		<b>AA037</b> MANDATORY <b>2700'</b> (1875')		DA(H) Refer to Minimums  Apt Elev 832' Rwy 825'	
<b>MISSED APCH:</b> Climb on track 202° to AA007 (MAX 190 KT), turn RIGHT to AA008 (MAX 190 KT), proceed to AA021, proceed to AA001 climbing to 3600' or above, then according to chart or hold.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000' 1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.							



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI: . . .	AA007 on 202° 190 KT MAX
Glide Path Angle 3.20°	396	510	566	679	793	906		

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H)	AB: 1025' (200')	C: 1033' (208')	D: 1043' (218')
A	R1000m	ALS out	Max Kts	MDA(H)
B			100	1310' (478') V1500m
C			135	1750' (918') V1600m
D			180	1850' (1018') V2400m
			205	2340' (1508') V3600m

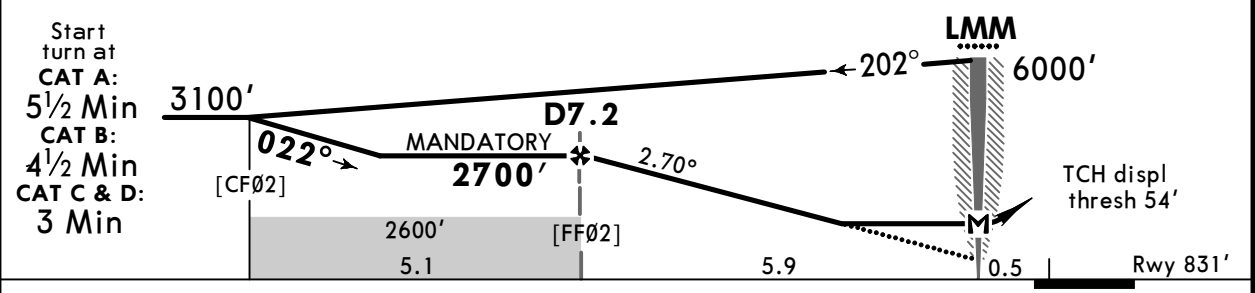
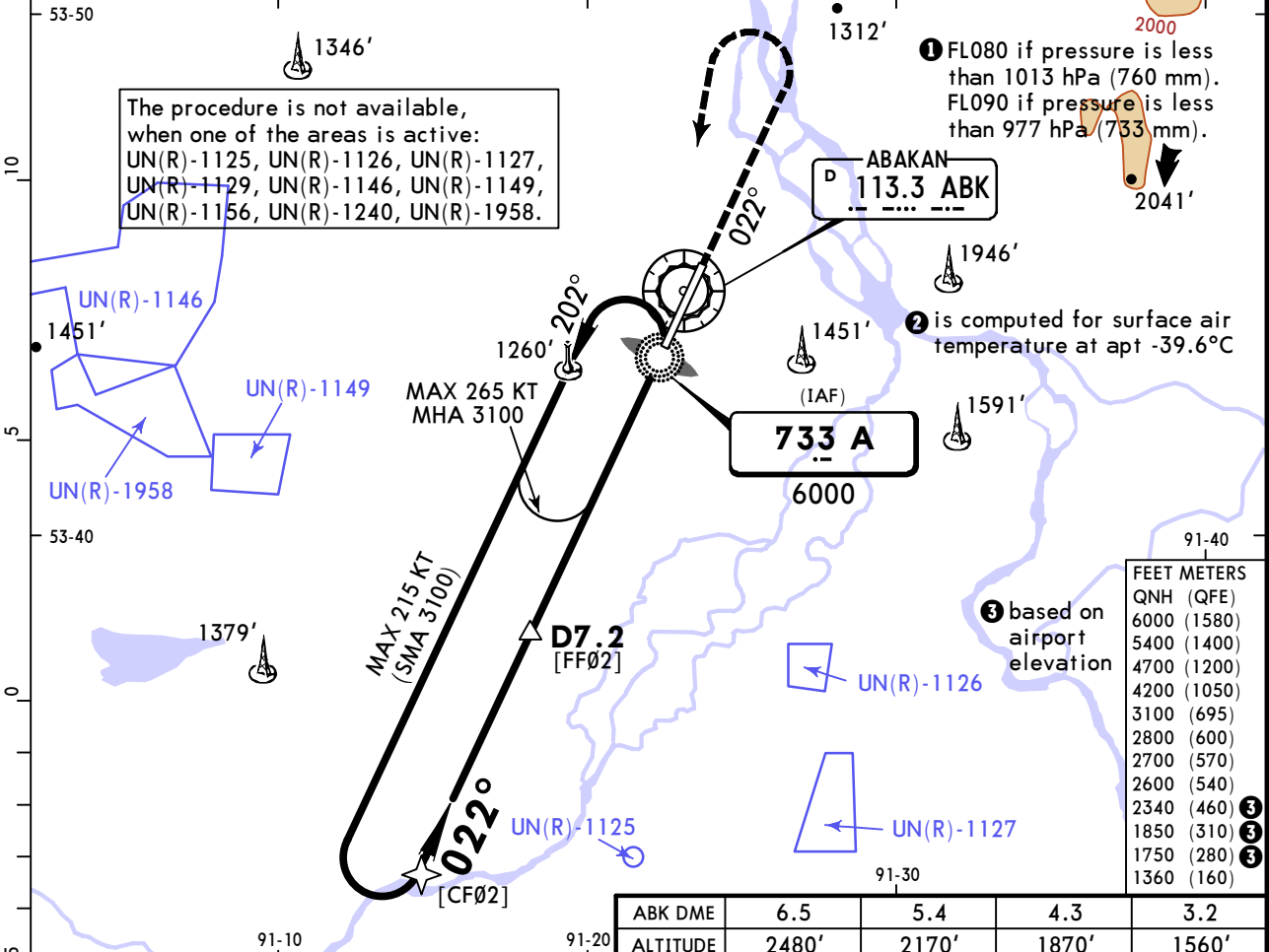
# UNAA/ABA ABAKAN



16 FEB 24 (16-1) Eff 22 Feb

# ABAKAN, RUSSIA NDB Z Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
NDB A <b>733</b>	Final Apch Crs <b>022°</b>	D7.2 MANDATORY <b>2700'</b> (1869')		DA/MDA(H) <b>1360'</b> (528')		Apt Elev 832' Rwy 831'	
<b>MISSED APCH:</b> Climb on track 022° to 2800' or above (MAX 235 KT), turn LEFT to LMM climbing to 3100' or above, then according to chart or hold. Turn before passing MAP is prohibited.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
1. DME required. 2. Timing not authorized for defining MAP.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2800' on 022° ↑	235 KT MAX
Descent Angle 2.70°	334	430	478	573	669	764			
MAP at LMM									

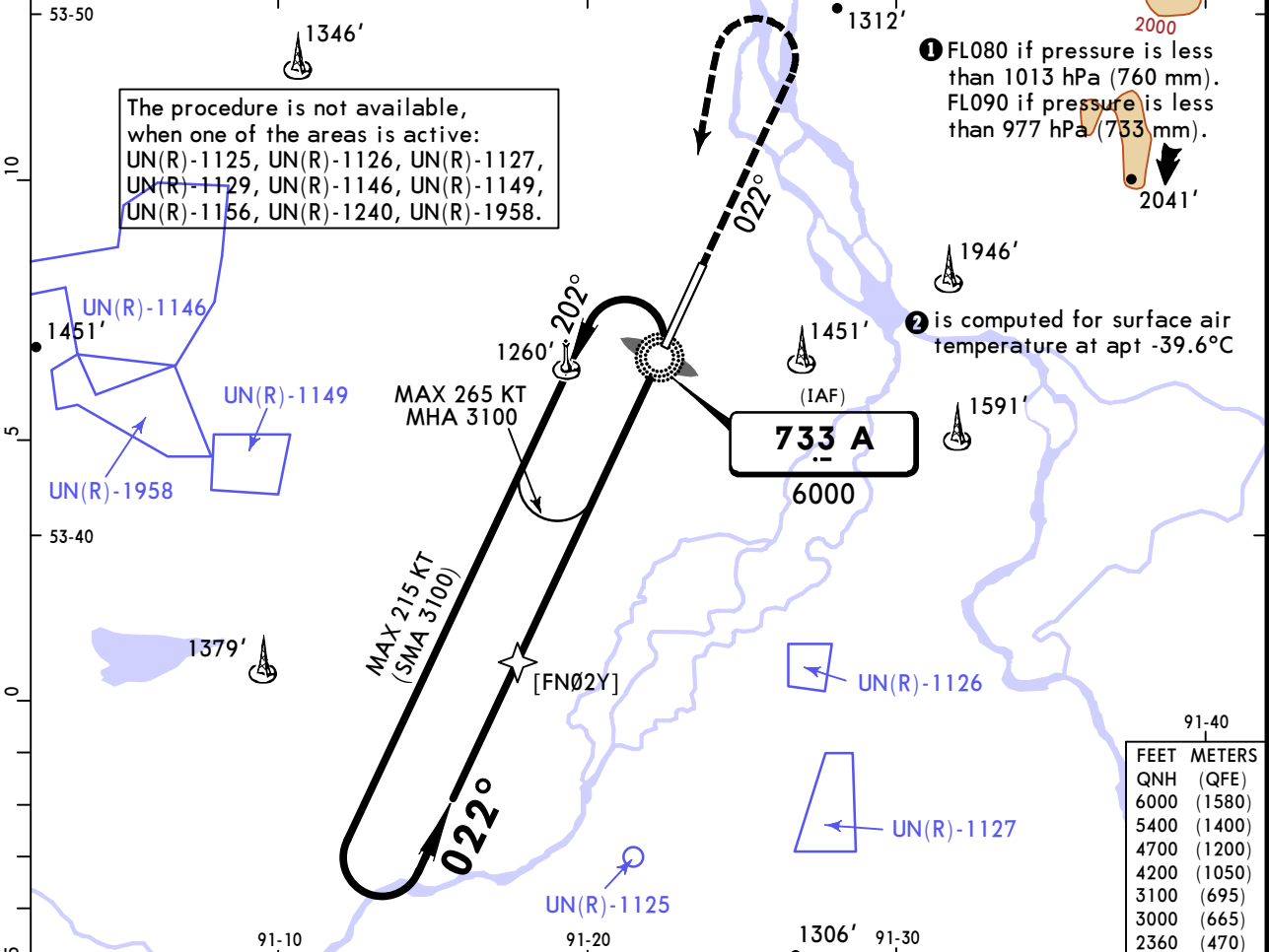
PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) <b>1360'</b> (528')			
	ALS out		Max Kts	MDA(H)
	A	R1500m	100	1360' (528') V1500m
B		135	1750' (918') V1600m	
C	R1700m	180	1850' (1018') V2400m	
D		205	2340' (1508') V3600m	

# UNAA/ABA ABAKAN

**JEPPESEN**  
16 FEB 24 **(16-2)** **Eff 22 Feb**

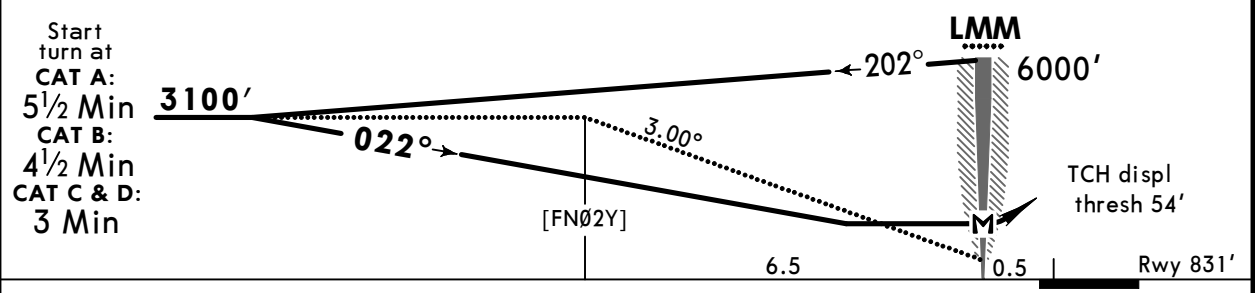
# ABAKAN, RUSSIA NDB Y Rwy 02

ATIS <b>126.2</b>		ABAKAN Radar (TWR) <b>134.3</b>		ABAKAN Start (TWR) <b>122.0</b>		Ground <b>134.3</b>	
NDB <b>A</b> <b>733</b>	Final Apch Crs <b>022°</b>	[FNØ2Y] <b>3100'</b> (2269')	DA/MDA(H) <b>2360'</b> (1528')	Apt Elev 832' Rwy 831'			
<b>MISSED APCH:</b> Climb on track 022° to 3000' or above, turn LEFT to LMM climbing to 3100' or above, then according to chart or hold. Turn before passing MAP is prohibited.							<b>MSA ARP ②</b>
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
Timing not authorized for defining MAP.							

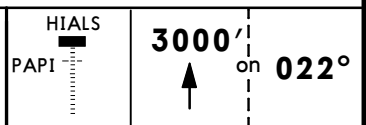


① FL080 if pressure is less than 1013 hPa (760 mm).  
FL090 if pressure is less than 977 hPa (733 mm).  
② is computed for surface air temperature at apt -39.6°C

FEET METERS	
QNH (QFE)	
6000 (1580)	
5400 (1400)	
4700 (1200)	
4200 (1050)	
3100 (695)	
3000 (665)	
2360 (470)	



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



<b>Std</b>	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) <b>2360'</b> (1528')			
	ALS out		Max Kts	MDA(H)
A	R1500m		100	<b>2360'</b> (1528') V1500m
B	R1500m		135	<b>2360'</b> (1528') V1600m
C	R2400m		180	<b>2360'</b> (1528') V2400m
D	R2400m		205	<b>2360'</b> (1528') V3600m

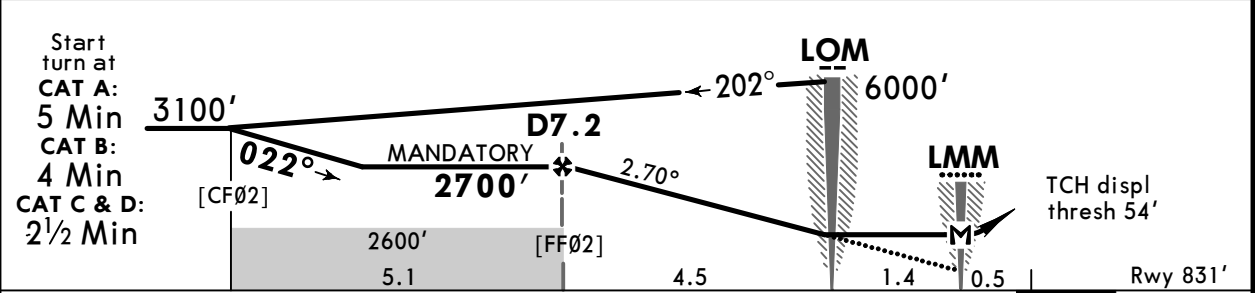
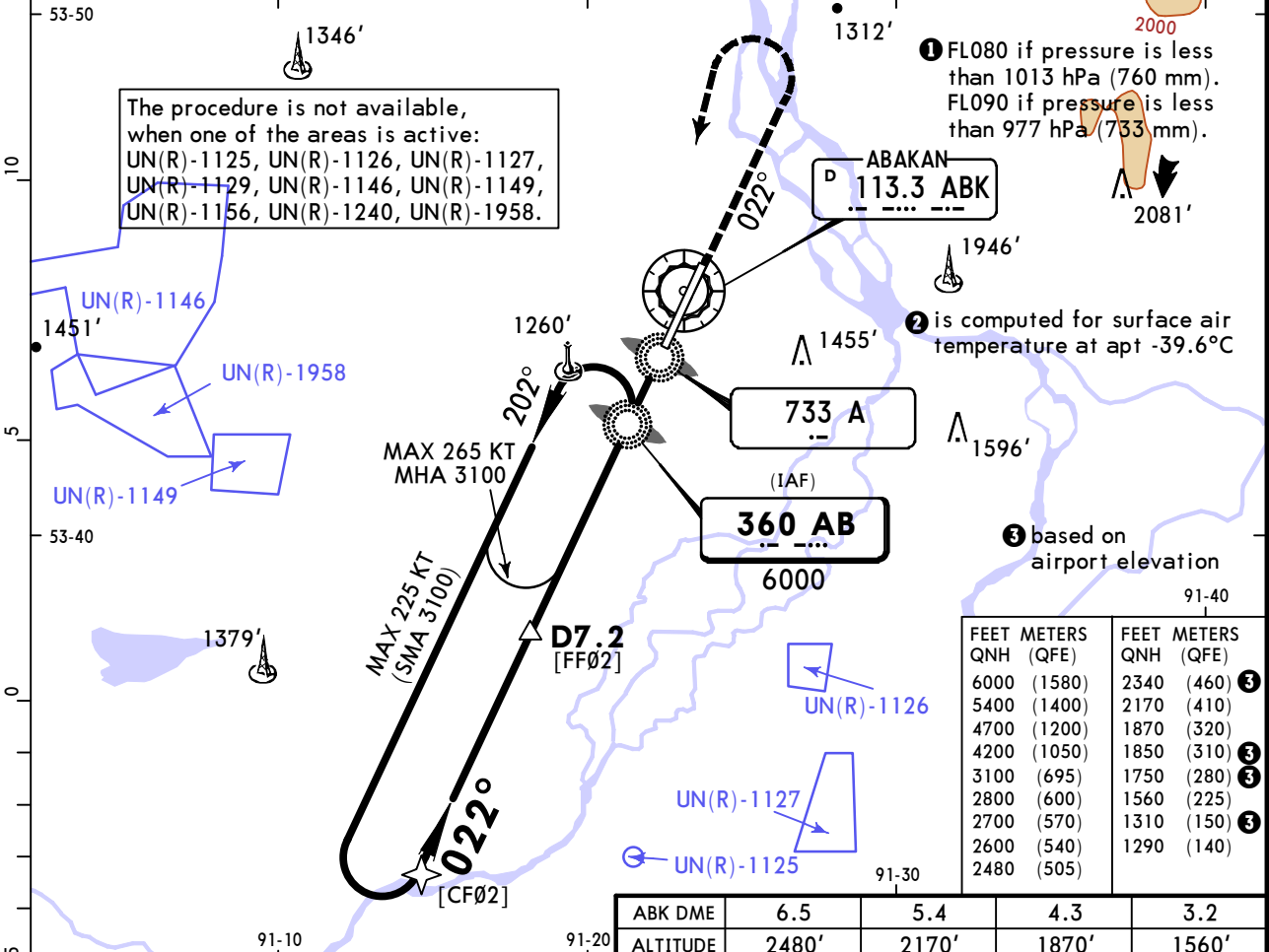
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UNAA/ABA ABAKAN

JEPPESSEN  
22 DEC 23 (16-3) Eff 28 Dec

# ABAKAN, RUSSIA NDB X Rwy 02

ATIS 126.2		ABAKAN Radar (TWR) 134.3		ABAKAN Start (TWR) 122.0		Ground 134.3	
NDB AB <b>360</b>	Final Apch Crs <b>022°</b>	D7.2 MANDATORY <b>2700'</b> (1869')		DA/MDA(H) <b>1290'</b> (458')		Apt Elev 832' Rwy 831'	
<b>MISSED APCH:</b> Climb on track 022° to 2800' or above (MAX 235 KT), turn LEFT to LOM climbing to 3100' or above, then according to chart or hold. Turn before passing MAP is prohibited.							
Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: FL070 ① Trans alt: 6000'							
1. DME required. 2. Timing not authorized for defining MAP.							



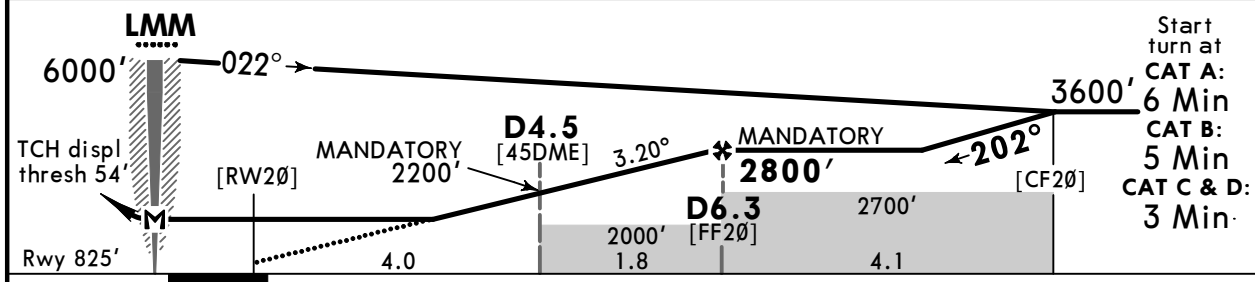
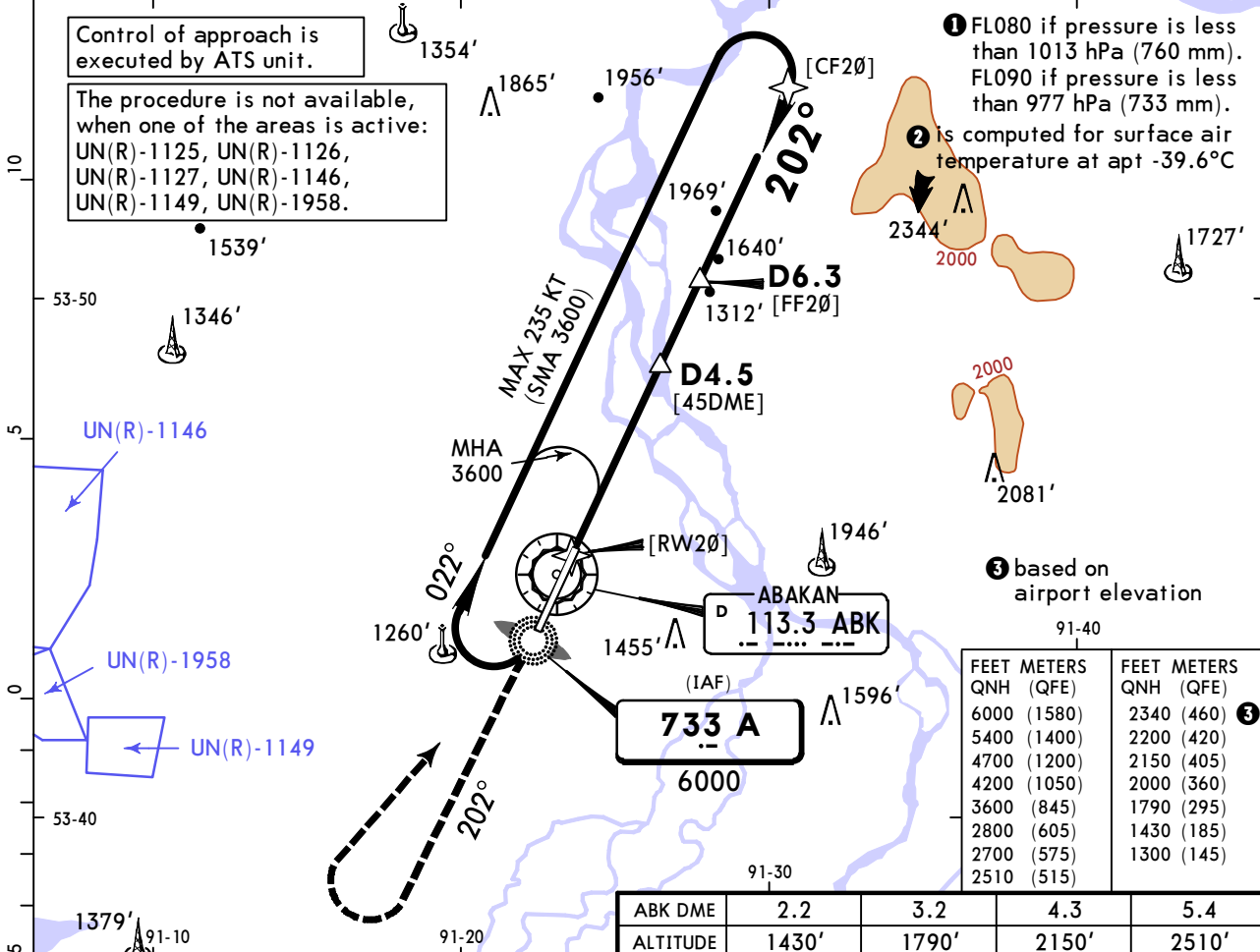
<b>Std</b> STRAIGHT-IN LANDING CDFA ① DA/MDA(H) <b>1290'</b> (458')		CIRCLE-TO-LAND	
ALS out		Max Kts	MDA(H)
A	R1400m	100	1310' (478') V1500m
B	R1500m	135	1750' (918') V1600m
C	R2100m	180	1850' (1018') V2400m
D		205	2340' (1508') V3600m

# UNAA/ABA ABAKAN

**JEPPESSEN**  
22 DEC 23 **(16-4)** **Eff 28 Dec**

# ABAKAN, RUSSIA NDB Rwy 20

ATIS <b>126.2</b>		ABAKAN Radar (TWR) <b>134.3</b>		ABAKAN Start (TWR) <b>122.0</b>		Ground <b>134.3</b>	
NDB <b>A</b> <b>733</b>	Final Apch Crs <b>202°</b>	<b>D6.3</b> MANDATORY <b>2800'</b> (1975')		DA/MDA(H) (CONDITIONAL) <b>1300'</b> (468')		Apt Elev 832' Rwy 825'	
<b>MISSED APCH:</b> Climb on track 202° to 2700' or above, turn RIGHT to LMM climbing to 3600' or above, then according to chart or hold. Turn before passing MAP is prohibited.							
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL070 ① Trans alt: 6000'							
1. DME required. 2. Timing not authorized for defining MAP.							MSA ARP ②



MAP at LMM							ALS PAPI: 2700' on 202°
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PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	CDFA with D4.5		CDFA W/o D4.5		Max Kts	MDA(H)
A	DA/MDA(H) <b>1300'</b> (468')		DA/MDA(H) <b>2000'</b> (1168')		100	<b>2000'</b> (1168') V1500m
B	ALS out		ALS out		135	<b>2000'</b> (1168') V1600m
C	R1500m	R2200m	R1500m	R2400m	180	<b>2000'</b> (1168') V2400m
D	R2000m	R2200m	R2400m		205	<b>2340'</b> (1508') V3600m

### Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ABAKAN, (ABAKAN - UNAA)</b>				
DEL	AIRPORT BRIEFING (GEN, AR...	10-1P	10 Apr 2026	16 Apr 2026
ADD	AIRPORT BRIEFING (GEN, AR...	10-1P	10 Apr 2026	16 Apr 2026
REV	AIRPORT, PARKING, AIRPORT...	10-9	10 Apr 2026	16 Apr 2026

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNAA