Page 1
Changed chart(s) since Disc 04-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Kemerovo, (Kemerovo - UNEE)				
REV	NOISE ABATEMENT	10-4	25 ôåâ 2011	10 ìàð 2011
REV	AIRPORT, AIRPORT INFO, TAK...	10-9	25 ôåâ 2011	10 ìàð 2011
REV	PARKING STANDS & COORDS	10-9A	25 ôåâ 2011	10 ìàð 2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNEE

General Info

Kemerovo, RUS
N 55° 16.2' E 86° 06.5' Mag Var: 8.4°E
Elevation: 873'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 05-23 10499' x 197' concrete

Runway 05 (46.0°M) TDZE 832'
  Lights: Edge, ALS
Runway 23 (226.0°M) TDZE 844'
  Lights: Edge, ALS

Communications Info

Kemerovo Start Tower **124.0**
Kemerovo Start Tower **118.3**
Kemerovo Approach Control **128.5**
Kemerovo Approach Control **125.5**
Unknown **128.7** Non-English

Notebook Info

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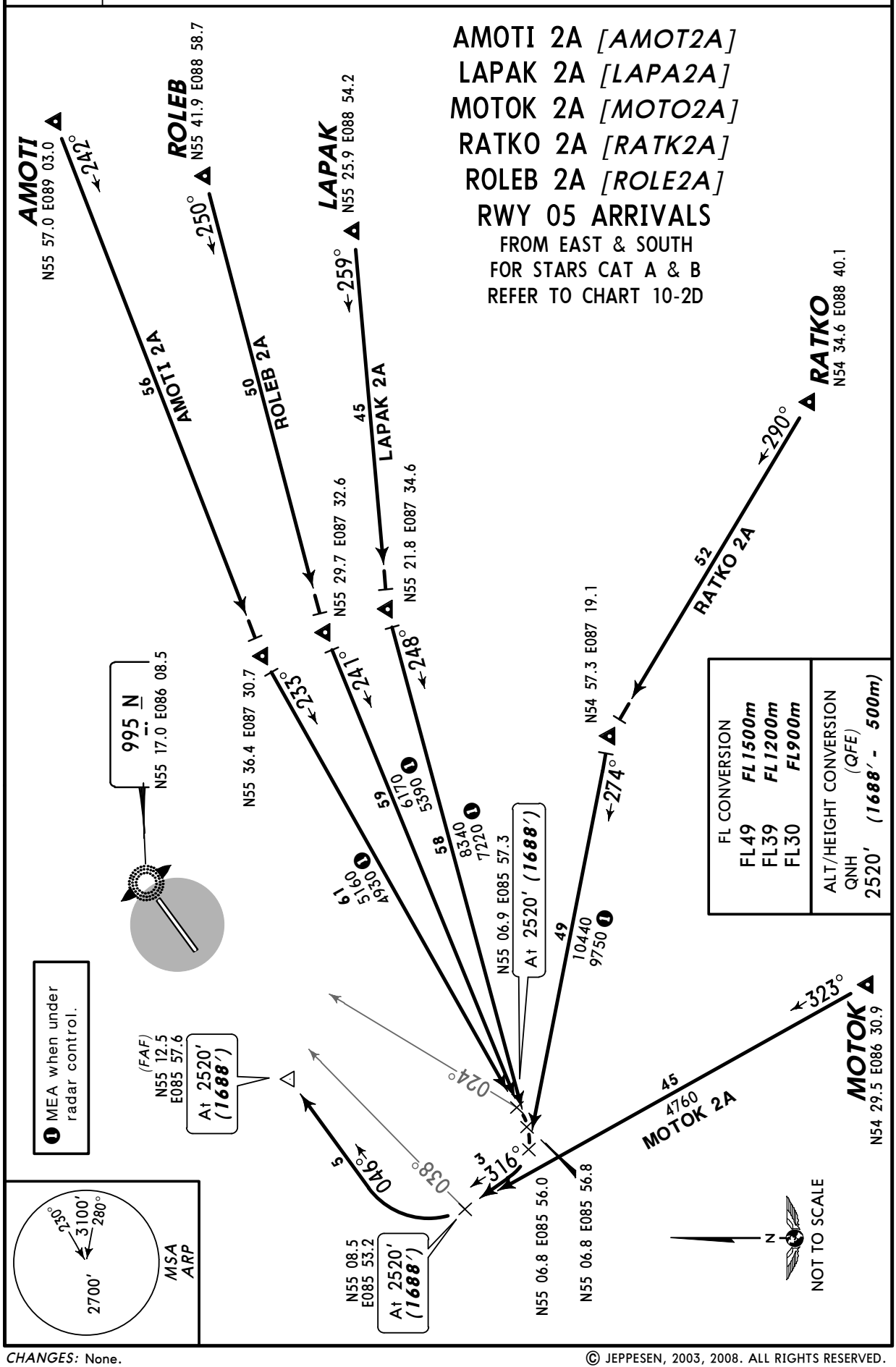
Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***



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UNEE/KEJ
KEMEROVO

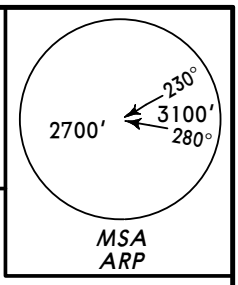
JEPPESEN
17 DEC 10 (10-2A)

KEMEROVO, RUSSIA

STAR

Apt Elev
873′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
FL49 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520′ ***(1688′)***



ASBET 2A *[ASBE2A]*
GINEL 2A *[GINE2A]*
GISAD 2A *[GISA2A]*
NALED 2A *[NALE2A]*
NATIR 2A *[NATI2A]*
TUMKO 2A *[TUMK2A]*
RWY 05 ARRIVALS
FROM SOUTHWEST, WEST & NORTH
FOR STARS CAT A & B
REFER TO CHART 10-2E

❶ MEA when under radar control.

GISAD
N57 46.6 E086 33.8
177°
102
GISAD 2A
N56 05.1 E086 15.3
189°

NALED
N55 57.2 E085 33.9
163°
45
4270
NALED 2A
54
4530
4300 ❶

995 N
N55 17.0 E086 08.5

N55 11.3 E085 49.2
At 2520′ ***(1688′)***

NATIR
N55 11.8
E084 41.8
084°
39
NATIR 2A
4270

N55 13.3 E085 47.6
N55 12.6 E085 47.6
136°
2
054°
046°
5
043°
4

(FAF)
N55 12.5 E085 57.6
At 2520′
(1688′)

081°
39
4270
GINEL 2A
GINEL
N55 10.2
E084 41.7

N55 09.5
E085 52.6

N55 09.9
E085 51.5

39
4700
42
4990
ASBET 2A

N
NOT TO SCALE

036°
N54 41.5 E085 03.7
352°
ASBET
N54 27.4 E085 52.0

037°
76
TUMKO 2A
TUMKO
N53 48.0 E083 32.0

FL CONVERSION

FL49	***FL1500m***
FL39	***FL1200m***
FL30	***FL900m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2520′	***(1688′ - 500m)***

CHANGES: BUKAM, TM & TOGNA STARs replaced by GINEL, NATIR & TUMKO STARs.

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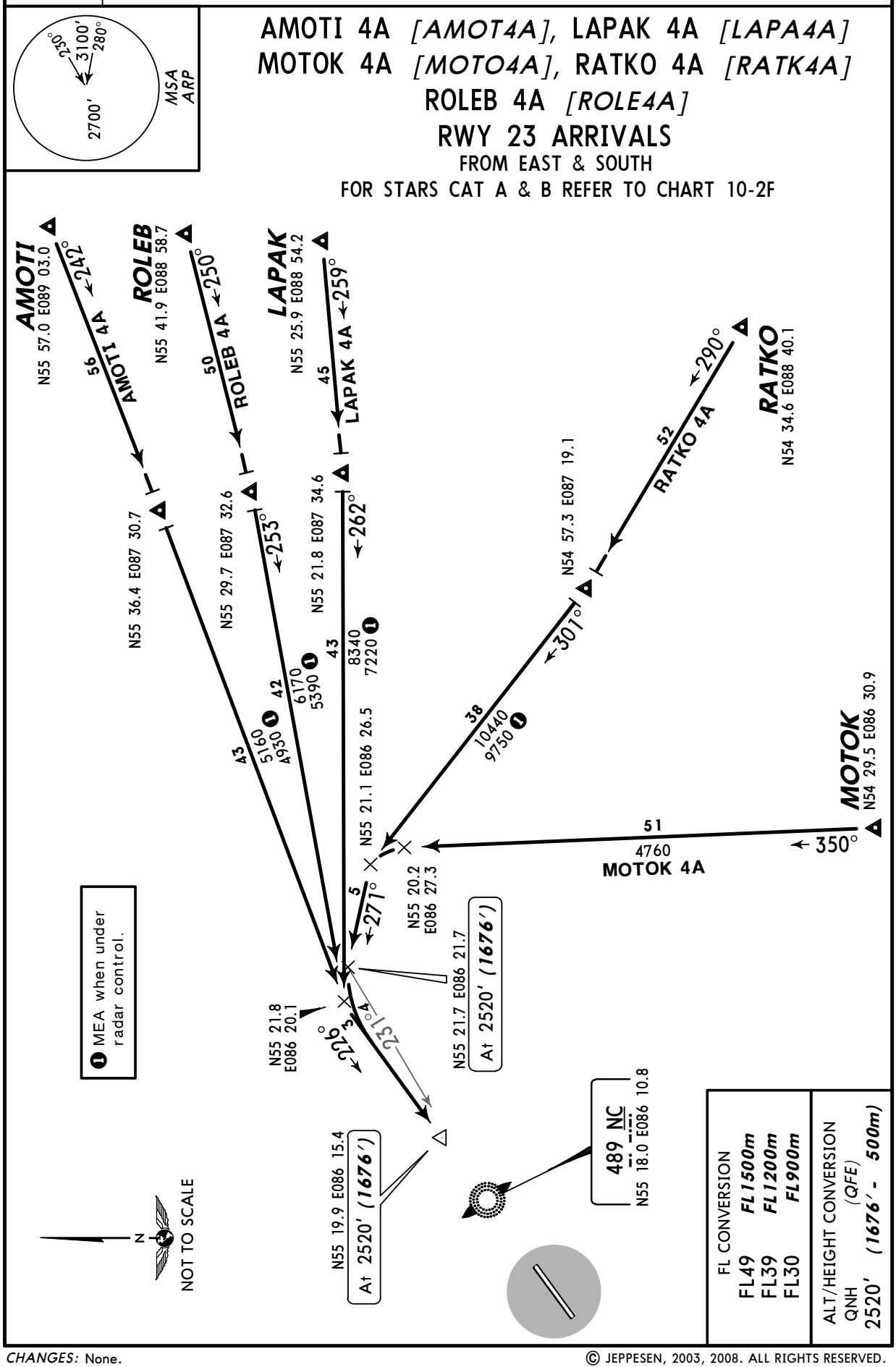
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2B)

KEMEROVO, RUSSIA
STAR

Apt Elev
873′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
FL49 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520′ ***(1676′)***



CHANGES: None.

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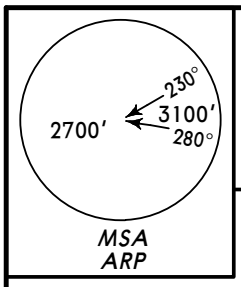
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2C)

KEMEROVO, RUSSIA
STAR



Apt Elev
873′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
FL49 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520′ ***(1676′)***

ASBET 4A *[ASBE4A]*
GINEL 4A *[GINE4A]*
GISAD 4A *[GISA4A]*
NALED 4A *[NALE4A]*
NATIR 4A *[NATI4A]*
TUMKO 4A *[TUMK4A]*
RWY 23 ARRIVALS
FROM SOUTHWEST, WEST & NORTH
FOR STARS CAT A & B
REFER TO CHART 10-2G

❶ MEA when under radar control.

GISAD
N57 46.6
E086 33.8

177°
102
GISAD 4A

N56 05.1
E086 15.3

NALED
N55 57.2 E085 33.9

133°
42
4270
NALED 4A

167°
40
4530
4300 ❶

N55 25.3 E086 20.5
N55 24.6 E086 20.9
N55 21.7
E086 21.7
At
2520′
(1676′)

3
181°

N55 22.8 E086 20.4

(FAF)
N55 19.9 E086 15.4
At 2520′ *(1676′)*

221°
226°
231°
4
271°

N55 19.8 E086 27.2

489 NC
N55 18.0 E086 10.8

254°
10

NATIR
N55 11.8
E084 41.8

075°
NATIR 4A
50
4270

071°

GINEL
N55 10.2
E084 41.7

073°
50
4270
GINEL 4A

316°
046°
8

N55 14.6
E086 15.1

N55 19.2
E086 26.5
At
2520′
(1676′)

995 N
N55 17.0 E086 08.5

53
4700

043°

N54 41.5 E085 03.7

037°
76
TUMKO
4A

TUMKO
N53 48.0 E083 32.0

ASBET
N54 27.4 E085 52.0

014°
56
4990
ASBET 4A

N

NOT TO SCALE

FL CONVERSION	
FL49	***FL1500m***
FL39	***FL1200m***
FL30	***FL900m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2520′	***(1676′ - 500m)***

CHANGES: BUKAM, TM & TOGNA STARs replaced by GINEL, NATIR & TUMKO STARs.

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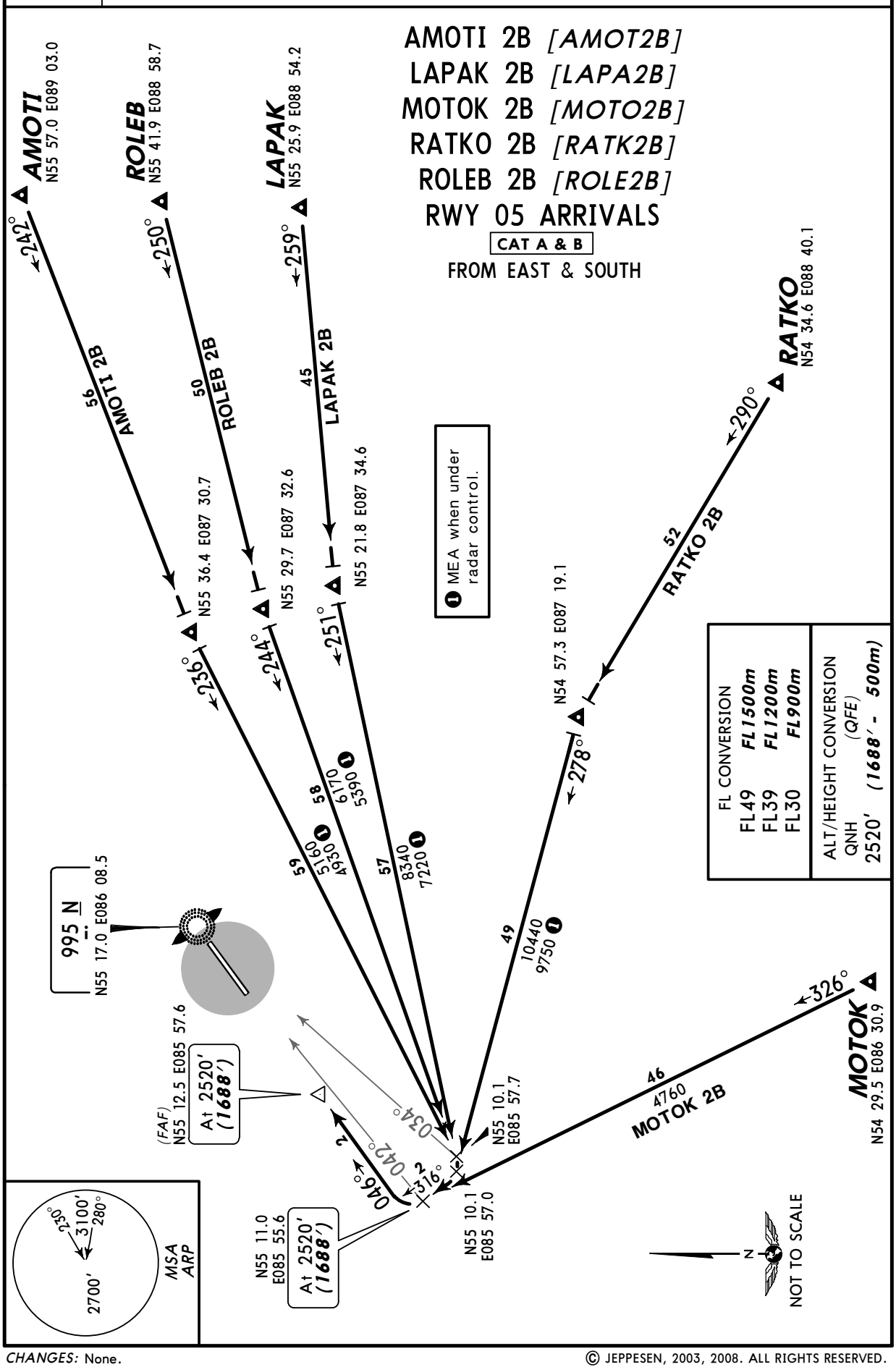
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2D)

KEMEROVO, RUSSIA
STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***



CHANGES: None.

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UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2E)

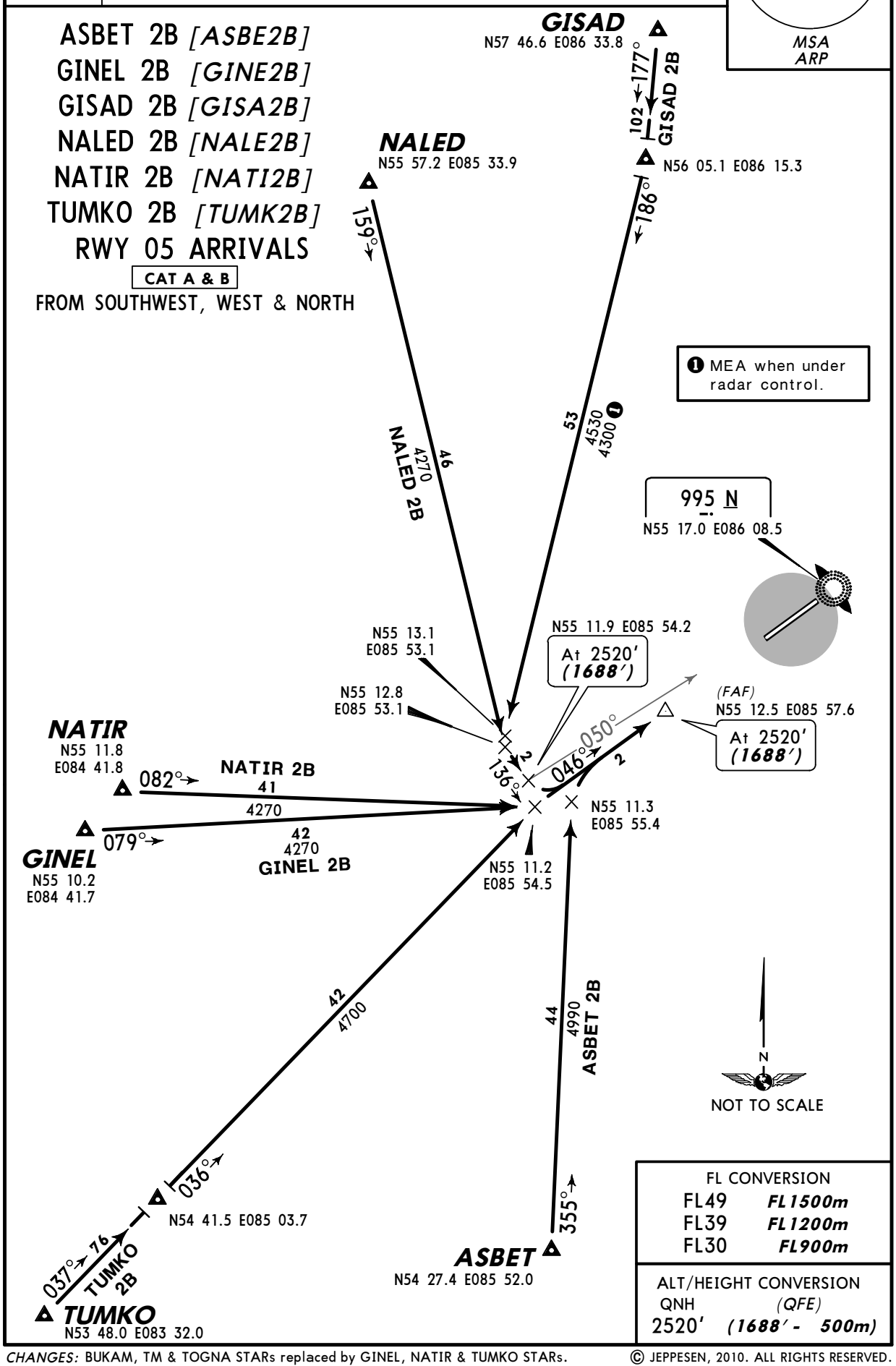
KEMEROVO, RUSSIA

STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***

MSA ARP: 2700′ — 230° 3100′ 280°

ASBET 2B *[ASBE2B]*
GINEL 2B *[GINE2B]*
GISAD 2B *[GISA2B]*
NALED 2B *[NALE2B]*
NATIR 2B *[NATI2B]*
TUMKO 2B *[TUMK2B]*
RWY 05 ARRIVALS
CAT A & B
FROM SOUTHWEST, WEST & NORTH



FL CONVERSION	
FL49	***FL1500m***
FL39	***FL1200m***
FL30	***FL900m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2520′	***(1688′ - 500m)***

CHANGES: BUKAM, TM & TOGNA STARs replaced by GINEL, NATIR & TUMKO STARs.

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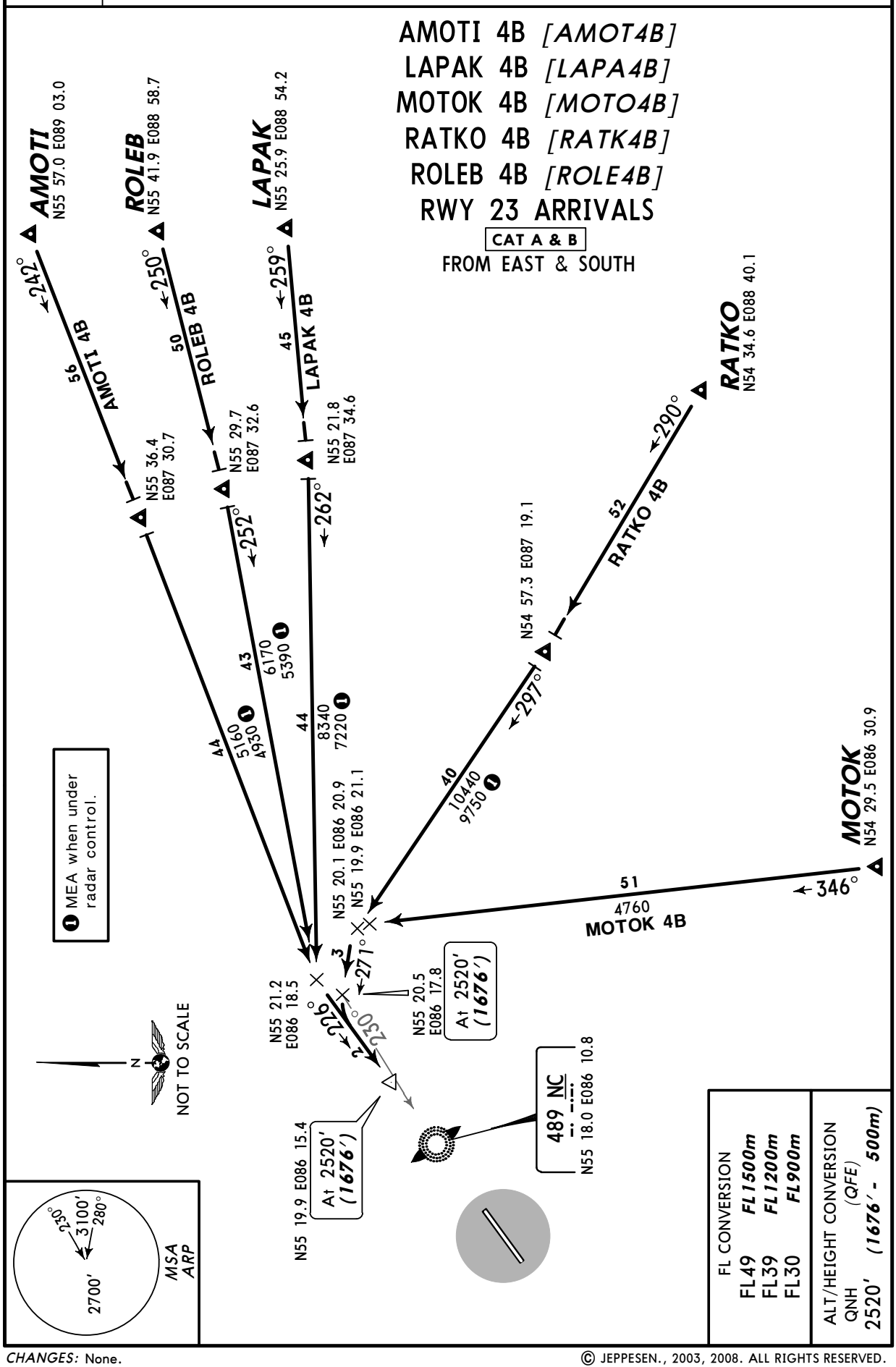
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2F)

KEMEROVO, RUSSIA
STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1676′)***



CHANGES: None.

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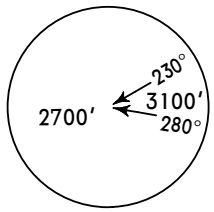
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-2G)

KEMEROVO, RUSSIA
STAR



MSA
ARP

Apt Elev
873′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
FL49 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520′ ***(1676′)***

ASBET 4B *[ASBE4B]*
GINEL 4B *[GINE4B]*
GISAD 4B *[GISA4B]*
NALED 4B *[NALE4B]*
NATIR 4B *[NATI4B]*
TUMKO 4B *[TUMK4B]*
RWY 23 ARRIVALS
CAT A & B
FROM SOUTHWEST, WEST & NORTH

❶ MEA when under radar control.

GISAD
N57 46.6
E086 33.8

177°
102
GISAD 4B

N56 05.1
E086 15.3

NALED
N55 57.2 E085 33.9

136°
42
4270
NALED 4B

170°
4530
4300 ❶
42

N55 23.1
E086 17.7

N55 23.3
E086 17.6

N55 20.5
E086 17.8
(230° brg to NC)

N55 21.1 E086 17.2
At 2520′ ***(1676′)***

181°
3

At 2520′
(1676′)

489 NC
N55 18.0 E086 10.8

N55 19.9 E086 15.4
At 2520′
(1676′)

221°
226°
271°
3
N55 19.6
E086 21.0

995 N
N55 17.0 E086 08.5

2
247°

063°
8

NATIR
N55 11.8
E084 41.8

075°
50
NATIR 4B
4270

5
046°

N55 19.5
E086 20.8

At
2520′
(1676′)

316°

N55 16.3
E086 13.0

073°
50
4270
GINEL 4B

GINEL
N55 10.2
E084 41.7

55
4990
ASBET 4B

53
4700

N
NOT TO SCALE

041°
N54 41.5 E085 03.7

010°

ASBET
N54 27.4 E085 52.0

037°
76
TUMKO 4B

TUMKO
N53 48.0 E083 32.0

FL CONVERSION

FL49	***FL1500m***
FL39	***FL1200m***
FL30	***FL900m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2520′	***(1676′ - 500m)***

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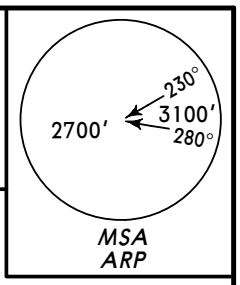
UNEE/KEJ
KEMEROVO

JEPPESEN
9 OCT 09 (10-3) Eff 22 Oct

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



GISAD 1 / NALED 1 / RWY 05 — GISAD 3 / NALED 3 / RWY 23
DEPARTURES
TO NORTH

GISAD
N57 46.6
E086 33.8

102
358°

N56 05.1 E086 15.3

NALED
N55 57.2 E085 33.9

N
NOT TO SCALE

❶ MEA when under radar control.

40
4270
NALED 3

45
4270
NALED 1

49
4530
4300 ❶
GISAD 3

48
4530
4300 ❶
GISAD 1

338°
060°
322°
354°

N55 18.4 E085 52.1
At FL39

10
312°
226°
046°

489 NC
N55 18.0 E086 10.8
At 2190′
(1317′)

At 2190′ *(1317′)*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2190′	***(1317′ - 400m)***
2520′	***(1647′ - 500m)***

FL CONVERSION	
FL30	***FL900m***
FL39	***FL1200m***
FL49	***FL1500m***

CHANGES: UNTT SIDs replaced by NALED.

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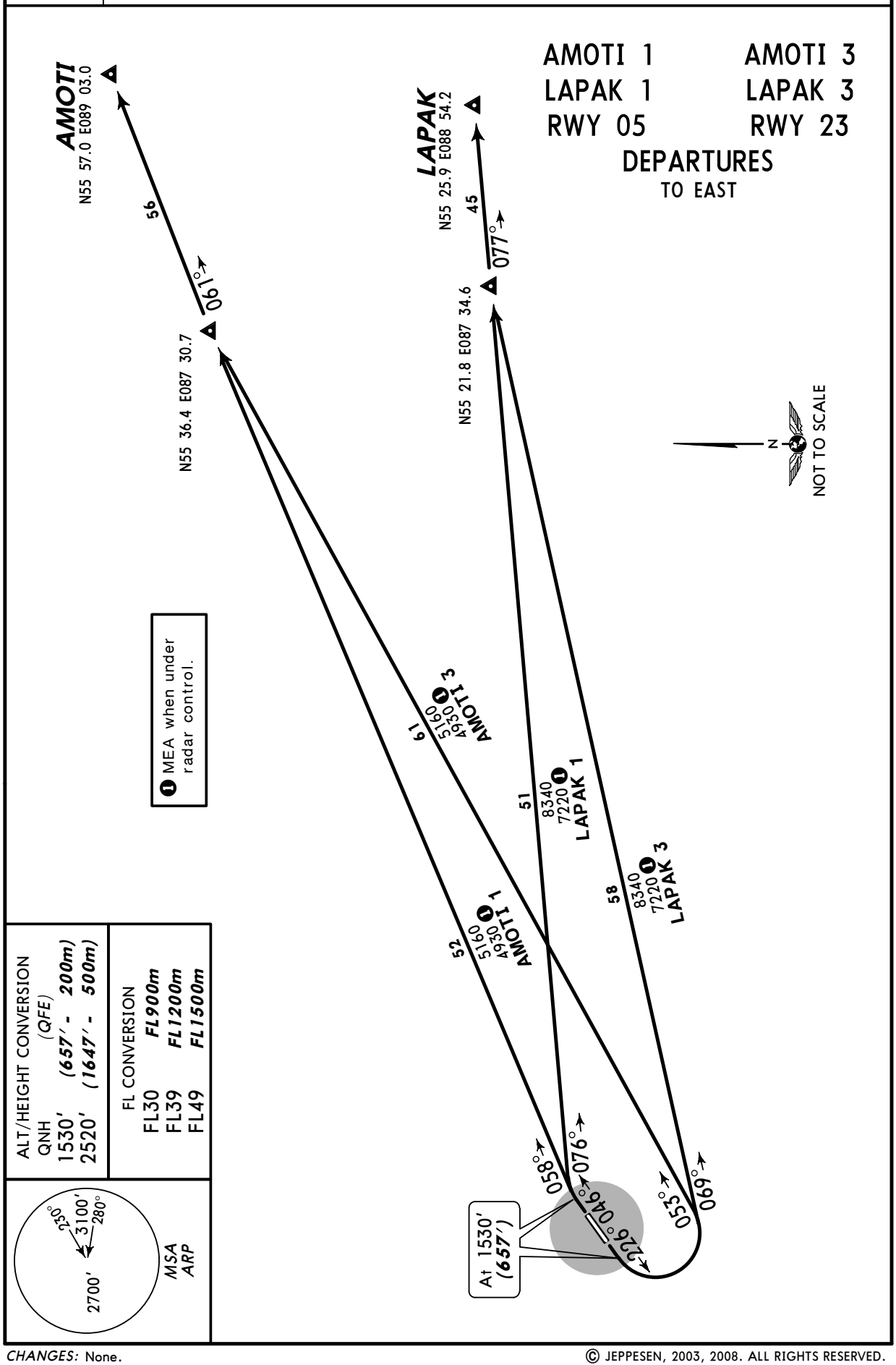
UNEE/KEJ
KEMEROVO

JEPPESEN
9 OCT 09 (10-3A) Eff 22 Oct

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



CHANGES: None.

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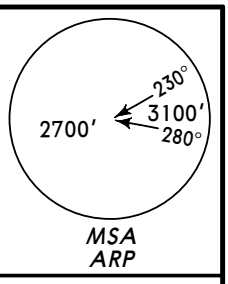
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-3B)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



ASBET 1 ASBET 3
MOTOK 1 MOTOK 3
RATKO 1 RATKO 3
RWY 05 RWY 23
DEPARTURES
TO SOUTH

At 1530′
(657′)

109°
046°
226°
187°
160°
180°
100°
151°

❶ MEA when under radar control.

46
10440
9750 ❶
RATKO 1
51
10440
9750 ❶
RATKO 3

N54 57.3
E087 19.1

108°
52

RATKO
N54 34.6 E088 40.1

50
4990
ASBET 3

53
4760
MOTOK 1

50
4760
MOTOK 3

56
4990
ASBET 1

N
NOT TO SCALE

MOTOK
N54 29.5 E086 30.9

ASBET
N54 27.4 E085 52.0

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1530′	***(657′ - 200m)***
2520′	***(1647′ - 500m)***

FL CONVERSION	
FL30	***FL900m***
FL39	***FL1200m***
FL49	***FL1500m***

CHANGES: SID RATKO 1 track after initial turn.

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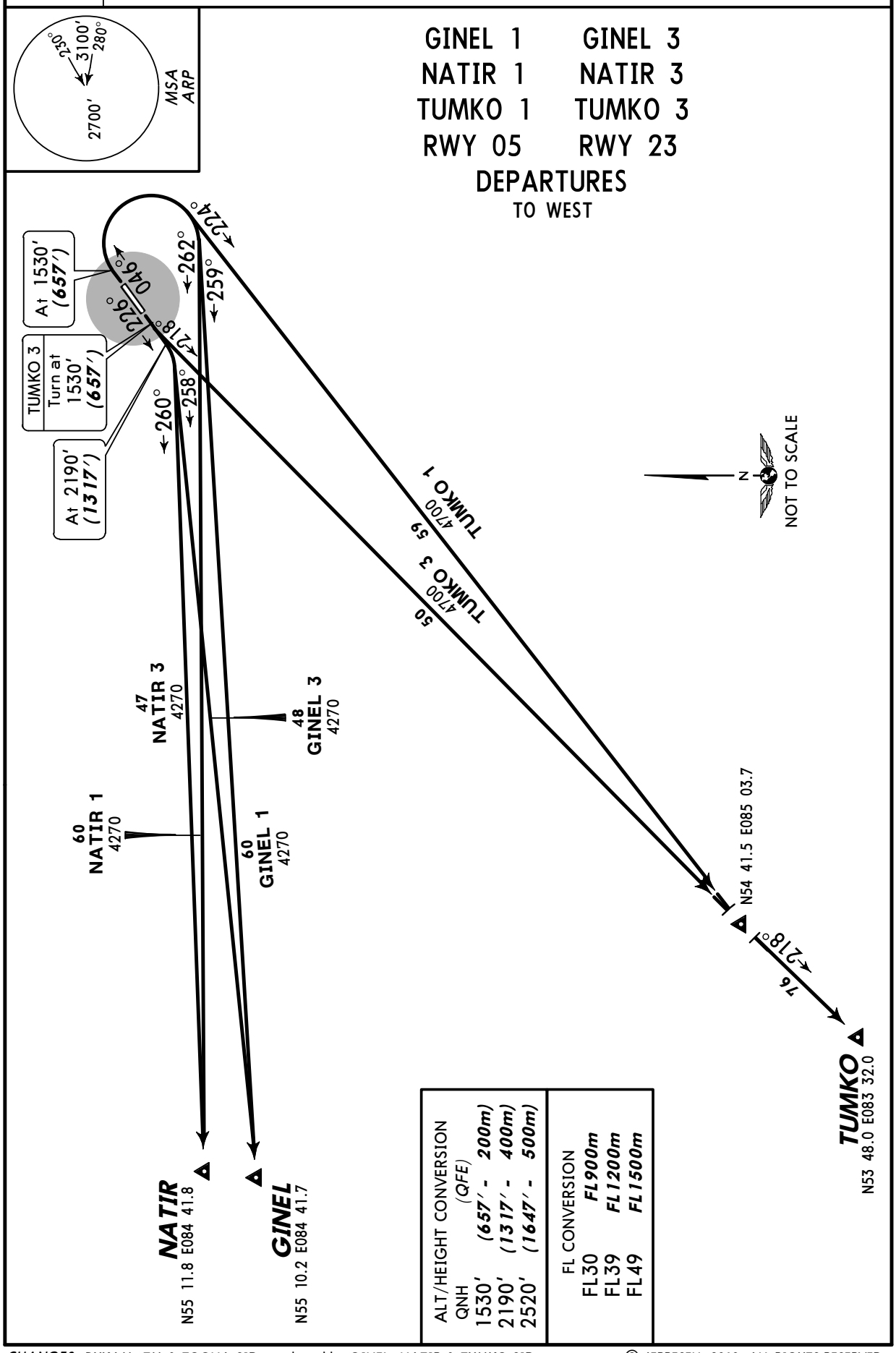
UNEE/KEJ
KEMEROVO

JEPPESEN
17 DEC 10 (10-3C)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



CHANGES: BUKAM, TM & TOGNA SIDs replaced by GINEL, NATIR & TUMKO SIDs.

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JEPPESEN
JeppView 3.7.3.0

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be carried out by crews of all aircraft. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.
Preferential runway is runway 05, especially at night.
During approaches to both runways, joining circle maneuvers shall be carried out strictly according to the pattern.

DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.
Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2180′ (1317′-400m) for IL-86 and IL-96 aircraft and at 2510′ (1647′-500m) for other aircraft.
Initial turn shall be carried out at a height not less than 2180′ (1317′-400m) on take-off heading 226° and departing to Matveyevsky, Tolmachevo, Novotyryshkino, Kozhevnikovo, Tomsk and Maksimkin Yar. On take-off heading 046 ° departing to Kozhevnikovo, Tomsk and Maksimkin Yar.
On take-off heading 046° the maneuver for joint Kozhevnikovo and Tomsk shall be carried out at a distance of not less than 8.6 NM from the take-off roll.

RUN-UP TESTS

Run-ups shall be carried during daylight only.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be carried out by crews of all ACFT. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.
Preferential RWY is RWY 05, especially at night.
During approaches to both RWYs, joining circle manoeuvres shall be carried out strictly according to the pattern.

DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.
Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2190′ (1317′) for IL-86 and IL-96 ACFT and at 2520′ (1647′) for other ACFT.
Initial turn shall be carried out at an altitude not less than 2190′ (1317′) on take-off heading 226° and departing to GINEL, GISAD, NALED and NATIR. On take-off heading 046° departing to GISAR and NALED.

RUN-UP TESTS

Engines run-up is allowed on TWY 1 or the RWY by coordination with KEMEROVO Start and shall be carried during daylight only.

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UNEE/KEJ

Apt Elev **873′**
N55 16.2 E086 06.5

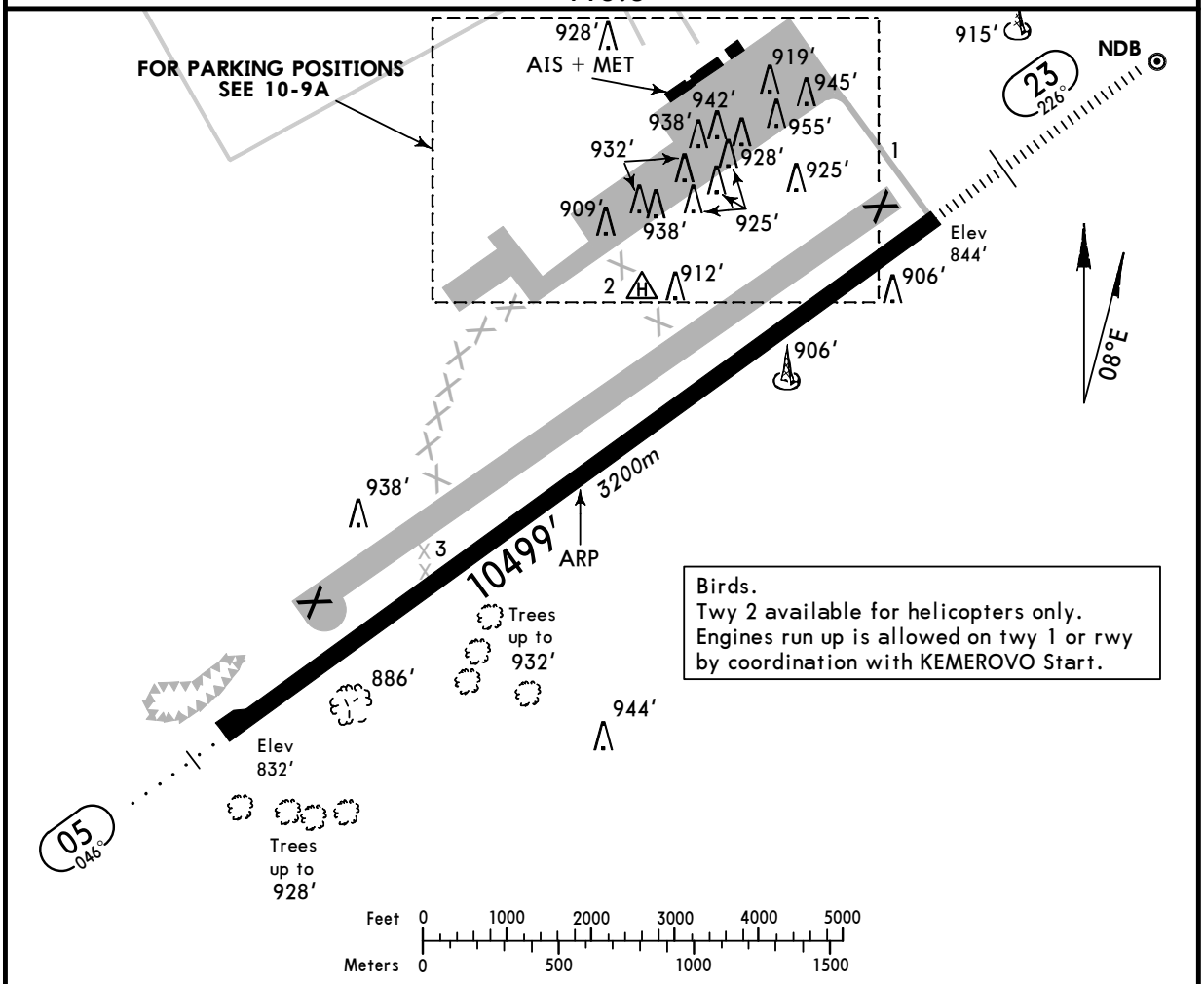
JEPPESEN
11 JAN 08 (10-9) **Eff 17 Jan**

KEMEROVO, RUSSIA

KEMEROVO

KEMEROVO Start (GND/TWR)

118.3



Birds.
Twy 2 available for helicopters only.
Engines run up is allowed on twy 1 or rwy by coordination with KEMEROVO Start.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(60m)*	ALS	PAPI-L (angle 2.75°)	RVR				10171′ ❷ *3100m*	197′ *60m*
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.75°)	RVR			9515′ *2900m*		

❶ CAUTION: Wavy surface not exceeding admissible values located between 1640′/500m to 3937′/1200m from threshold rwy 23 towards threshold rwy 05. Acft buffeting is possible during landing run.

❷ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Apt & rwy elev. Notes.

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UNEE/KEJ

Apt Elev **873′**
N55 16.2 E086 06.5

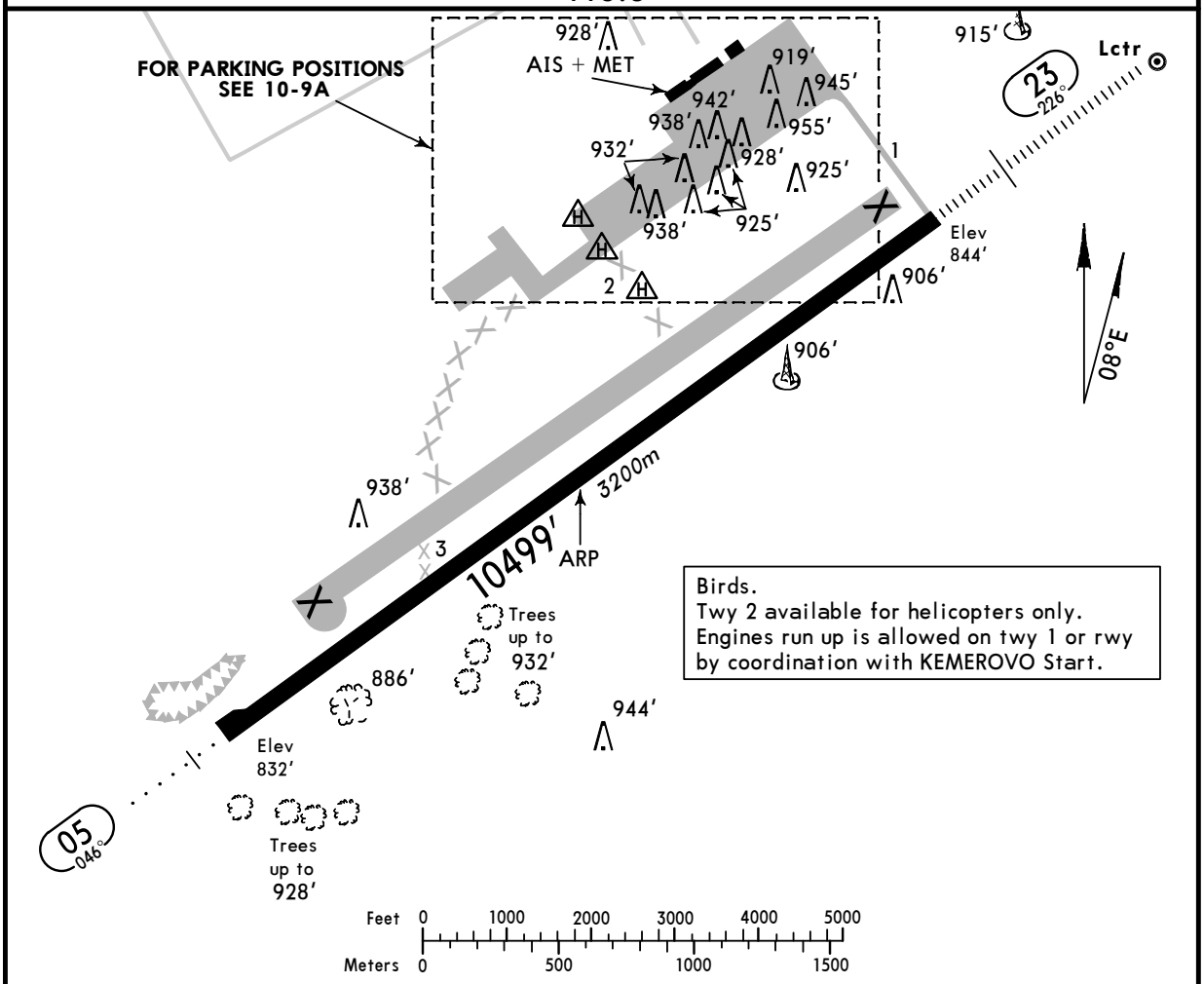
JEPPESEN
25 FEB 11 (10-9) **Eff 10 Mar**

KEMEROVO, RUSSIA

KEMEROVO

KEMEROVO Start (GND/TWR)

118.3



Birds.
Twy 2 available for helicopters only.
Engines run up is allowed on twy 1 or rwy by coordination with KEMEROVO Start.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(60m)*	ALS	PAPI-L (angle 2.75°)	RVR				10171′ ❷ *3100m*	197′ *60m*
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.75°)	RVR			9223′ *2811m*		

❶ CAUTION: Wavy surface not exceeding admissible values located between 1640′/500m to 3937′/1200m from threshold rwy 23 towards threshold rwy 05. Acft buffeting is possible during landing run.

❷ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Helipads established. Usable lengths.

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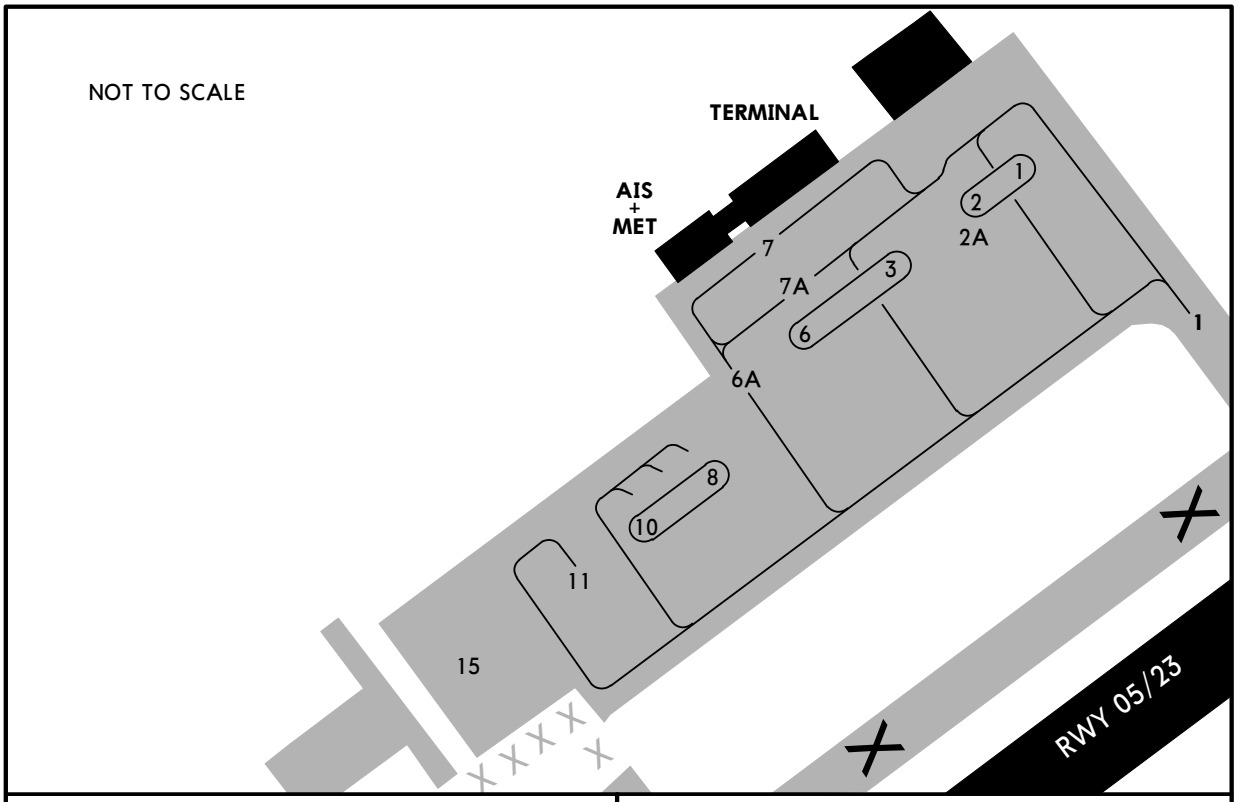

INS COORDINATES	
STAND No.	COORDINATES
1	N55 16.9 E086 07.3
2	N55 16.9 E086 07.2
3	N55 16.8 E086 07.2
4 thru 6	N55 16.8 E086 07.1

Stand 15 is available for helicopters.
Taxiing of acft CAT B, C and D into stand 10 and 11 shall been carry out by towing.

CHANGES: New page.

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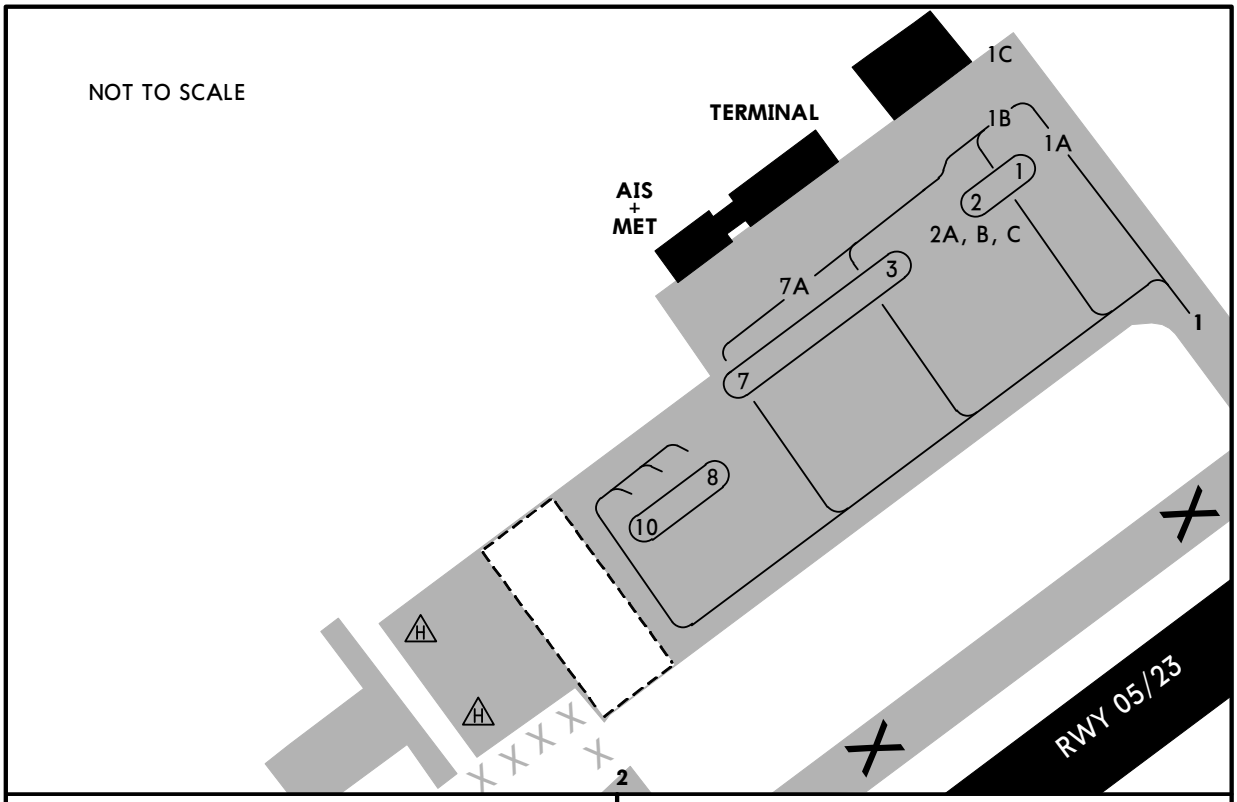

INS COORDINATES	
STAND No.	COORDINATES
1	N55 16.9 E086 07.3
2	N55 16.9 E086 07.2
3	N55 16.8 E086 07.2
4 thru 6	N55 16.8 E086 07.1

Stands 1 thru 10 available for helicopters.
Start-up, taxiing or towing shall be carried out by permission of controller.

CHANGES: Helipads established. Parking stands. Notes.

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STRAIGHT-IN RWY		A	B	C	D
05	NDB	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)
		C3800m	**C3800m**	**C4000m**	**C4000m**
	ALS out	C4000m	C4000m	C4200m	C4200m
23	ILS	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB or NC LOM ❶	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	N LMM	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)
		C2300m	**C2300m**	**C2500m**	**C2500m**
	ALS out	C3000m	C3000m	C3200m	C3200m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 05, 23

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

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STRAIGHT-IN RWY		A	B	C	D
05	NDB	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
23	ILS	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)
		R550m	**R550m**	**R550m**	**R2000m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB or NC LOM	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	N LMM	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 05, 23

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	*250m*	*400m*	*500m*
D	*300m*		

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UNEE/KEJ KEMEROVO

JEPPESEN
11 JAN 08
Eff 17 Jan
(11-1)

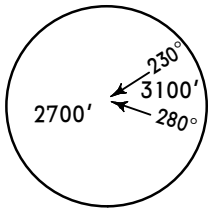
KEMEROVO, RUSSIA ILS or 2 NDB Rwy 23

BRIEFING STRIP ™

KEMEROVO Approach (R)	KEMEROVO Start (TWR/GND)
125.5	118.3

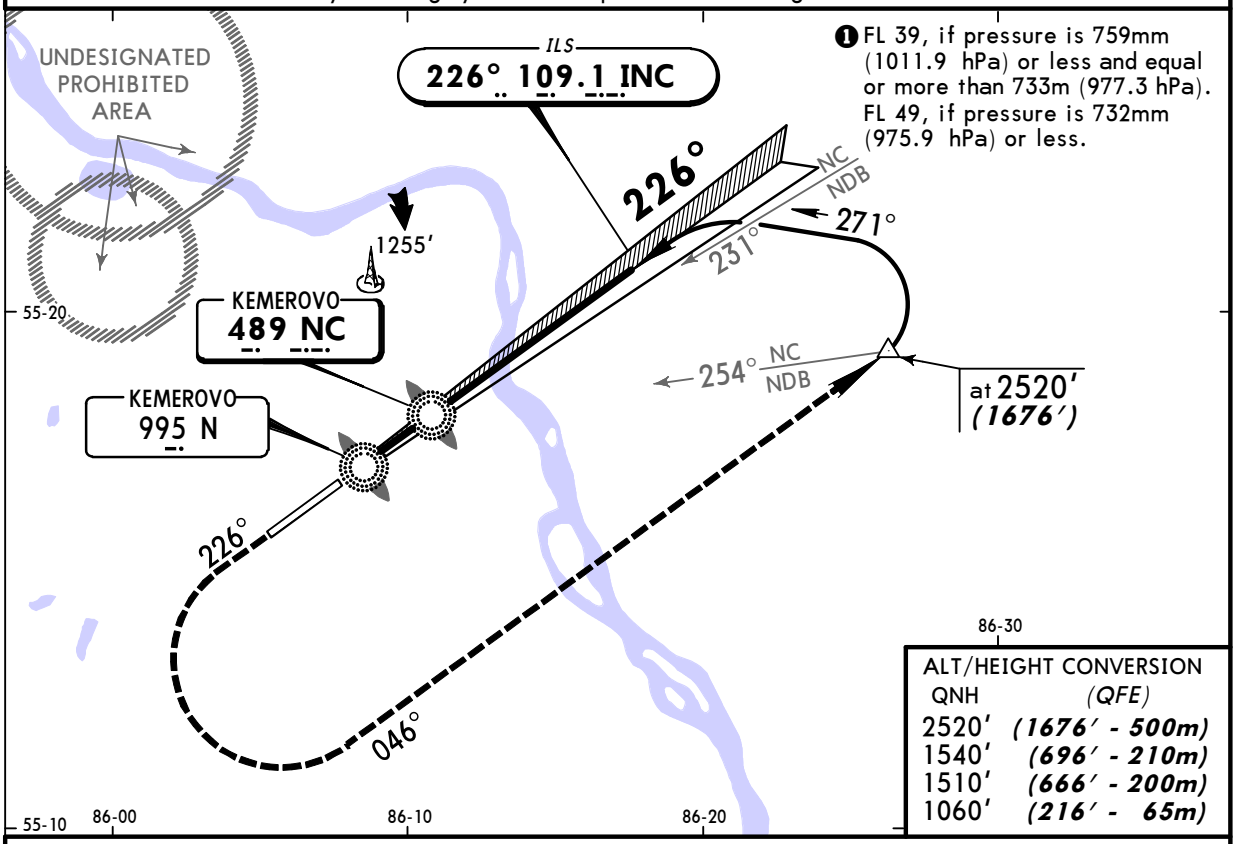
LOC INC **109.1**	Final Apch Crs **226°**	GS **LOM** 1533′ *(689′)*	ILS DA(H) 1044′ *(200′)*	Apt Elev 873′
NDB NC **489**		Minimum Alt **LOM** 1540′ *(696′)*	NDB MDA(H) Refer to Minimums	RWY **844′**

MISSED APCH: Climb on 226° to 1510′ *(666′)*, then turn LEFT onto 046° climbing to 2520′ *(1676′)*, then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 ❶ Trans alt: 2520′ *(1676′)*
WARNING: Ground Proximity Warning System is subject to functioning.

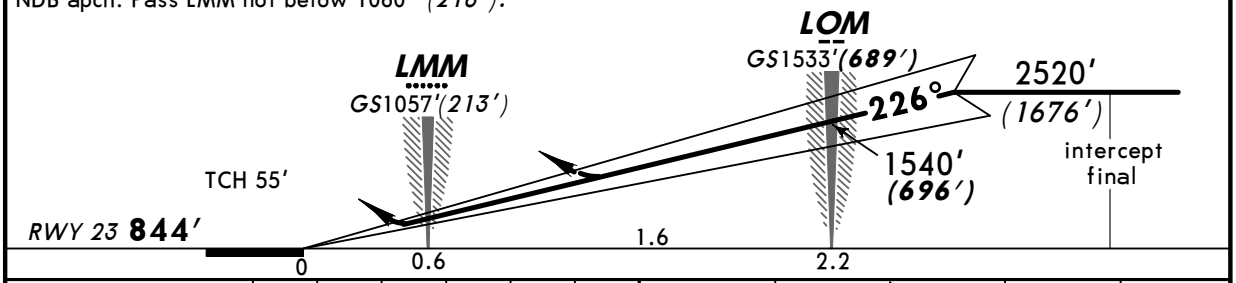


❶ FL 39, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733m (977.3 hPa). FL 49, if pressure is 732mm (975.9 hPa) or less.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2520′	*(1676′ - 500m)*
1540′	*(696′ - 210m)*
1510′	*(666′ - 200m)*
1060′	*(216′ - 65m)*

NDB apch: Pass LMM not below 1060′ *(216′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.75° or NDB Desc Grad 4.8%	346	444	494	593	691	790

HIALS PAPI

1510′ *(666′)* on **226°**

046° LT

2520′ *(1676′)*

STRAIGHT-IN LANDING RWY **23**

PANS OPS

	ILS DA(H) 1044′ *(200′)* FULL	ILS DA(H) 1044′ *(200′)* ALS out	LOC (GS out)	2 NDB or NC LOM MDA(H) 1200′ *(356′)*	2 NDB or NC LOM MDA(H) 1200′ *(356′)* ALS out	N LMM MDA(H) 1450′ *(606′)*	N LMM MDA(H) 1450′ *(606′)* ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1500m* VIS *1600m*	*3200m*	
B							
C							
D				RVR *1500m* VIS *1600m*	RVR *1800m* VIS *2000m*		

CHANGES: Apt & rwy elev. Trans level & alt. Minimums.

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UNEE/KEJ KEMEROVO

JEPPESEN
11 JAN 08 (16-1) Eff 17 Jan

KEMEROVO, RUSSIA NDB Rwy 05

BRIEFING STRIP ™

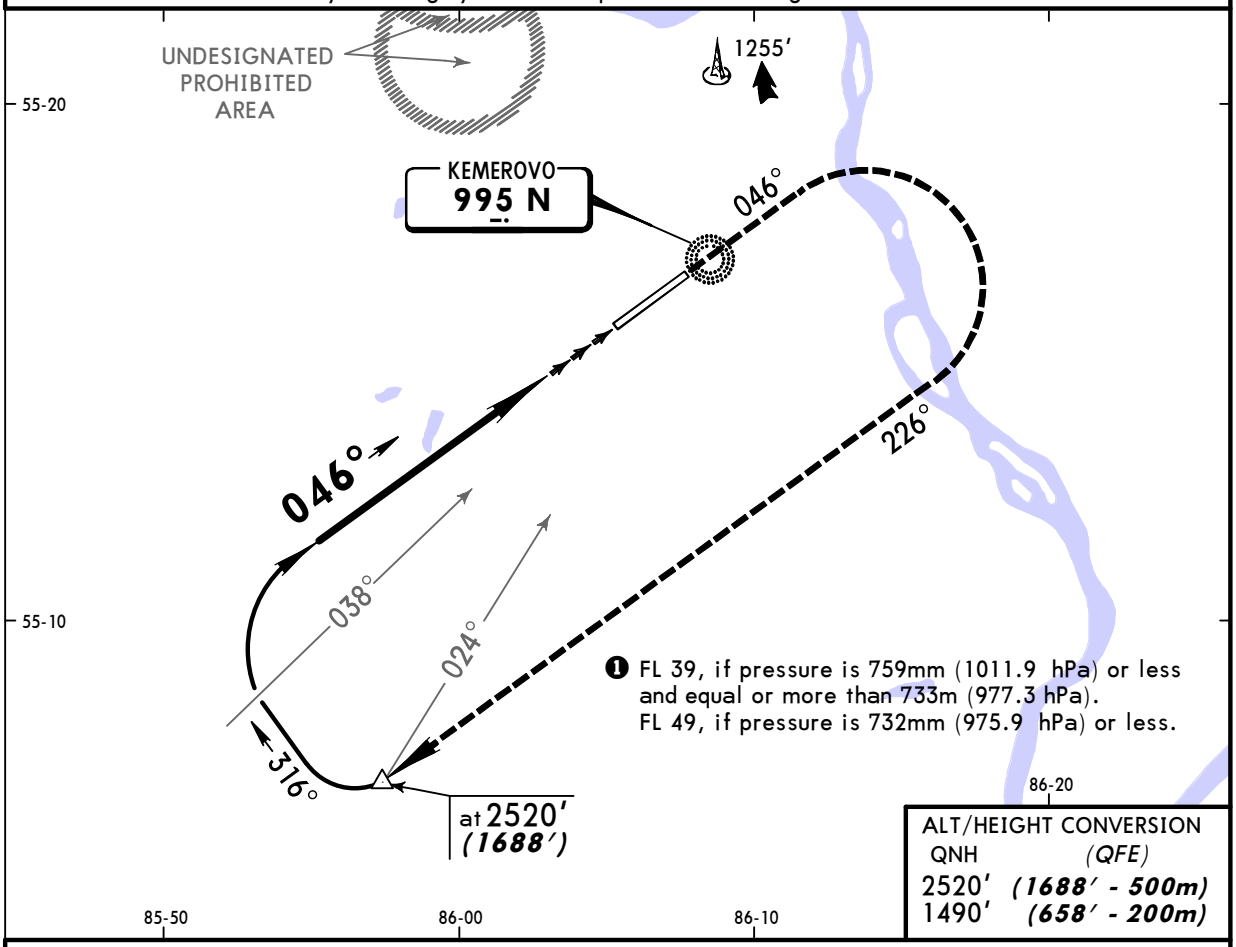
KEMEROVO Approach (R)	KEMEROVO Start (TWR/GND)
125.5	118.3

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 873′
N 995	046°	No FAF	1680′(848′)	RWY 832′

MISSED APCH: Climb on 046° to 1490′(658′), then turn RIGHT onto 226° climbing to 2520′(1688′), then according to chart.

MSA ARP: 2700′ (230°, 280°); 3100′ (280°)

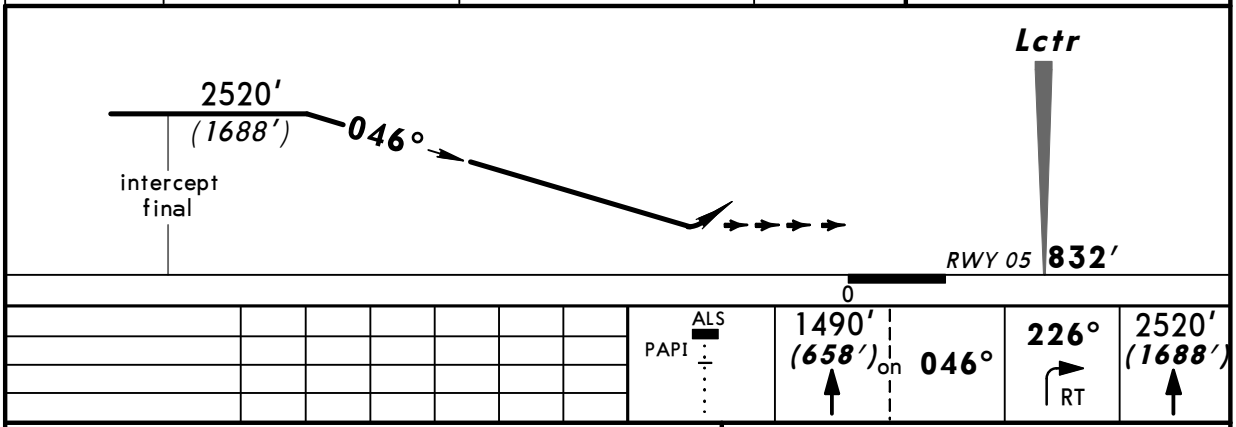
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 ❶ Trans alt: 2520′(1688′)
WARNING: Ground Proximity Warning System is subject to functioning.



❶ FL 39, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733m (977.3 hPa).
FL 49, if pressure is 732mm (975.9 hPa) or less.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2520′	(1688′ - 500m)
1490′	(658′ - 200m)



STRAIGHT-IN LANDING RWY 05

MDA(H) 1680′(848′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: Apt & rwy elev. Trans level & alt. Minimums.

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