

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNEE

Terminal Charts For UNEE

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Kemerovo Rus
IATA Code: KEJ
Lat/Long: N55° 16.2' E086° 06.5'
Elevation: 873 ft

Airport Use: Public
Magnetic Variation: 7.4 °E

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

Sunrise: 2301 Z
Sunset: 1328 Z,

Runway Information

Runway: 05
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 832 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 844 ft
Lighting: Edge, ALS

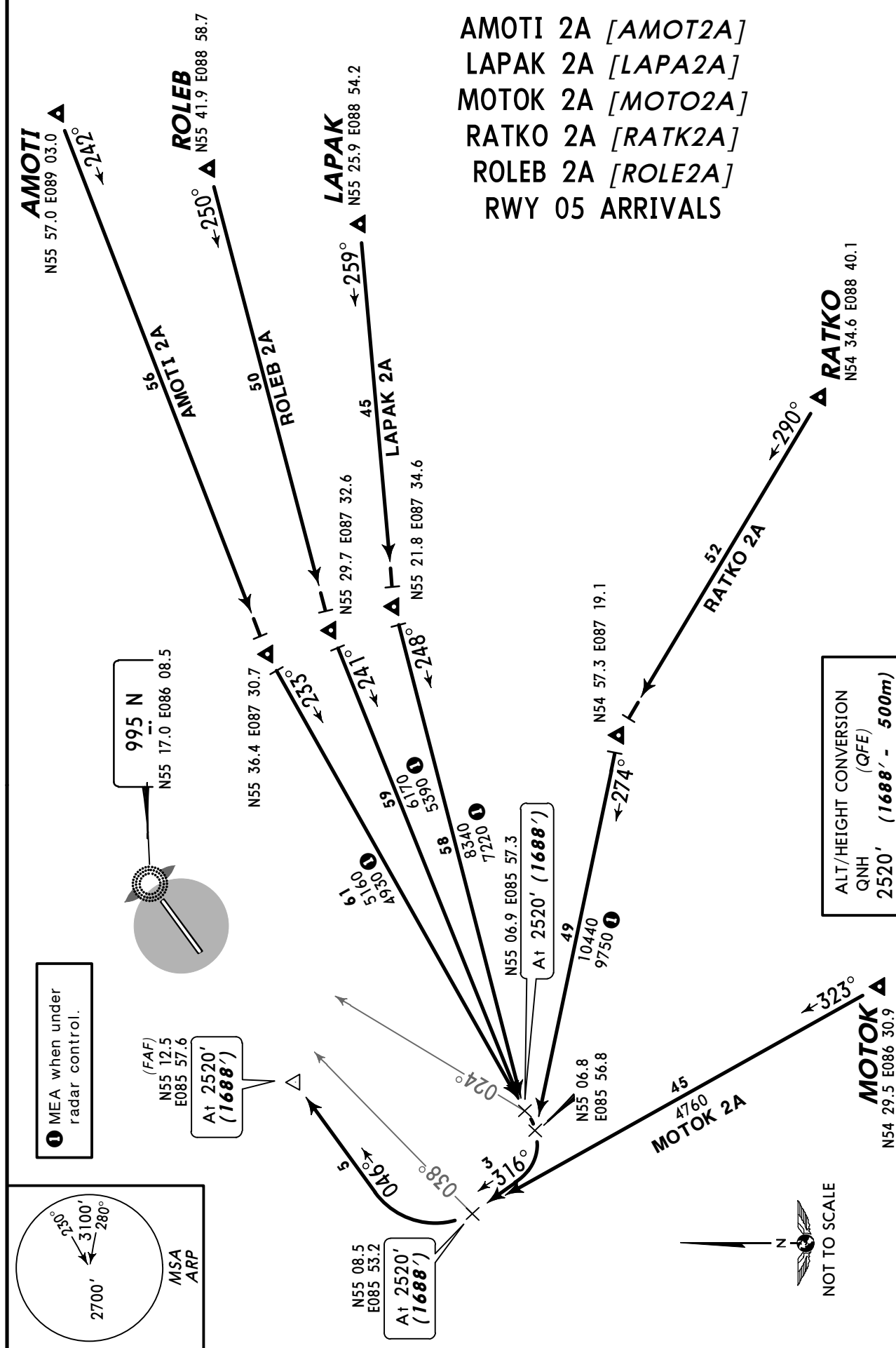
Communication Information

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

Apt Elev
873'

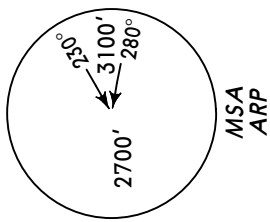
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL30
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)
FL50 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520' (1688')

AMOTI 2A [AMOT2A]
LAPAK 2A [LAPA2A]
MOTOK 2A [MOTO2A]
RATKO 2A [RATK2A]
ROLEB 2A [ROLE2A]
RWY 05 ARRIVALS

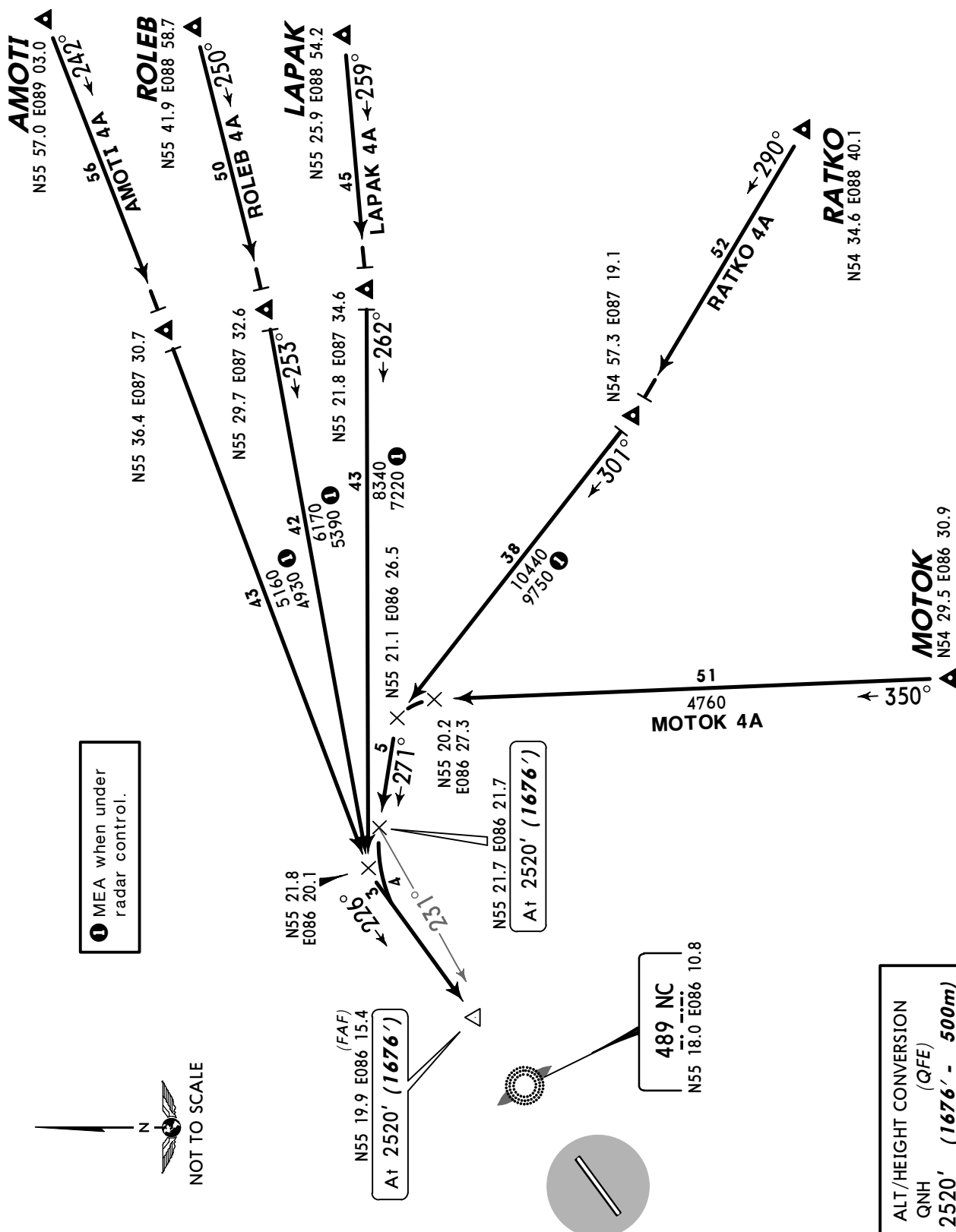


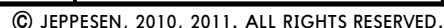
© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
 FL40 if pressure is 759mm (1011.9 hPa) or less and
 equal or more than 733mm (977.3 hPa)
 FL50 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520' **(1676')**



AMOTI 4A [AMOT4A], LAPAK 4A [LAPA4A]
MOTOK 4A [MOTO4A], RATKO 4A [RATK4A]
ROLEB 4A [ROLE4A]
RWY 23 ARRIVALS



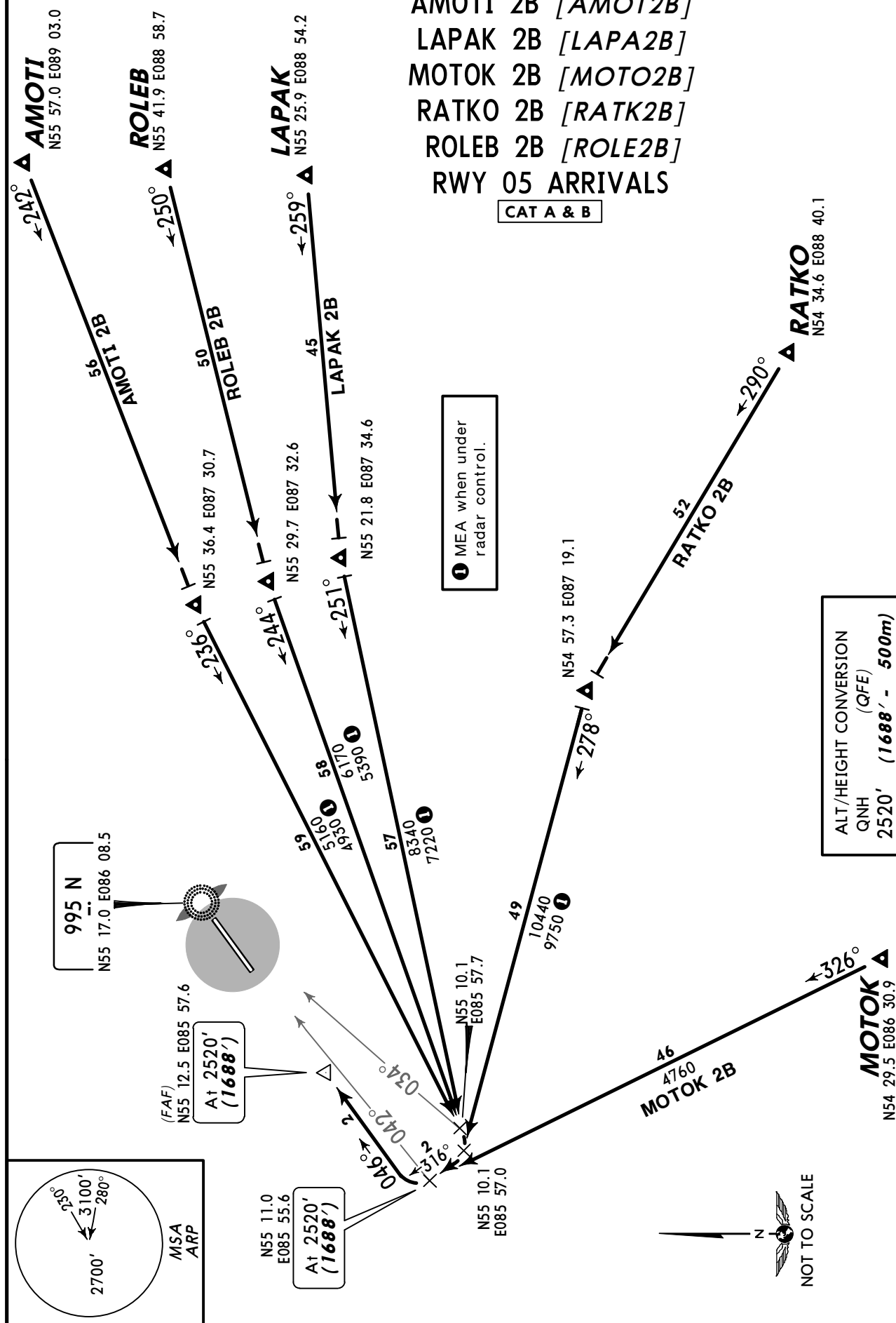


Apt Elev
873'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL30
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)
FL50 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520' (1688')

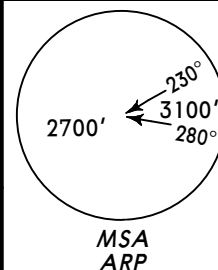
AMOTI 2B [AMOT2B]
LAPAK 2B [LAPA2B]
MOTOK 2B [MOTO2B]
RATKO 2B [RATK2B]
ROLEB 2B [ROLE2B]
RWY 05 ARRIVALS

CAT A & B



Apt Elev
873'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL30
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)
FL50 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520' (1688')



ASBET 2B [ASBE2B]
GINEL 2B [GINE2B]
GISAD 2B [GISA2B]
NALED 2B [NALE2B]
NATIR 2B [NATI2B]
TUMKO 2B [TUMK2B]
RWY 05 ARRIVALS

CAT A & B

GISAD
N57 46.6 E086 33.8

NALED
N55 57.2 E085 33.9

① MEA when under
radar control.

995 N
N55 17.0 E086 08.5

N55 11.9 E085 54.2

At 2520'
(1688')

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

NATIR
N55 11.8
E084 41.8

NATIR 2B

GINEL
N55 10.2
E084 41.7

GINEL 2B

ASBET

N54 27.4 E085 52.0

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

Apt Elev
873'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL30

FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

FL50 if pressure is 732mm (975.9 hPa) or less

Trans alt: 2520' (1676')

AMOTI 4B [AMOT4B]

LAPAK 4B [LAPA4B]

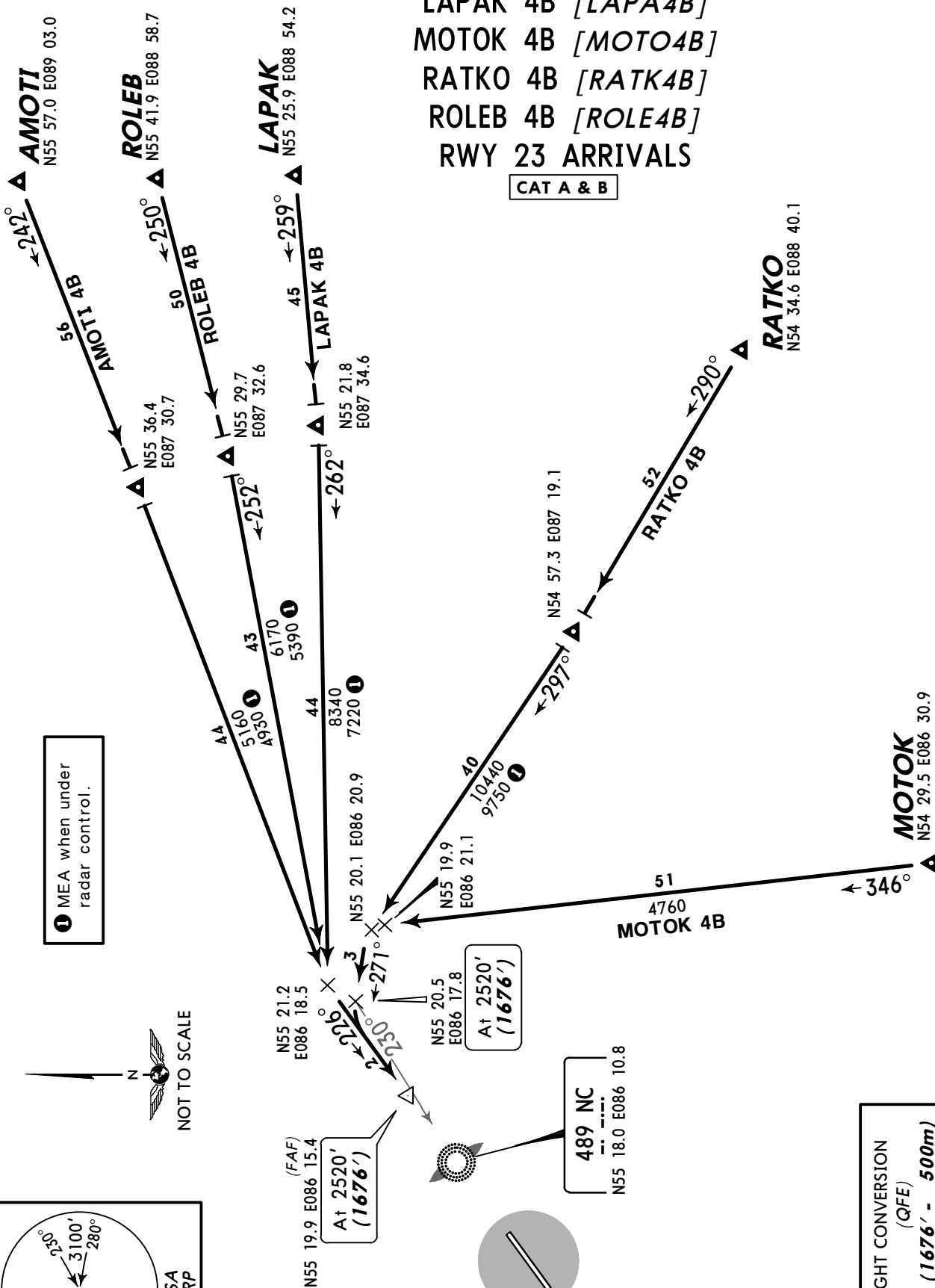
MOTOK 4B [MOTO4B]

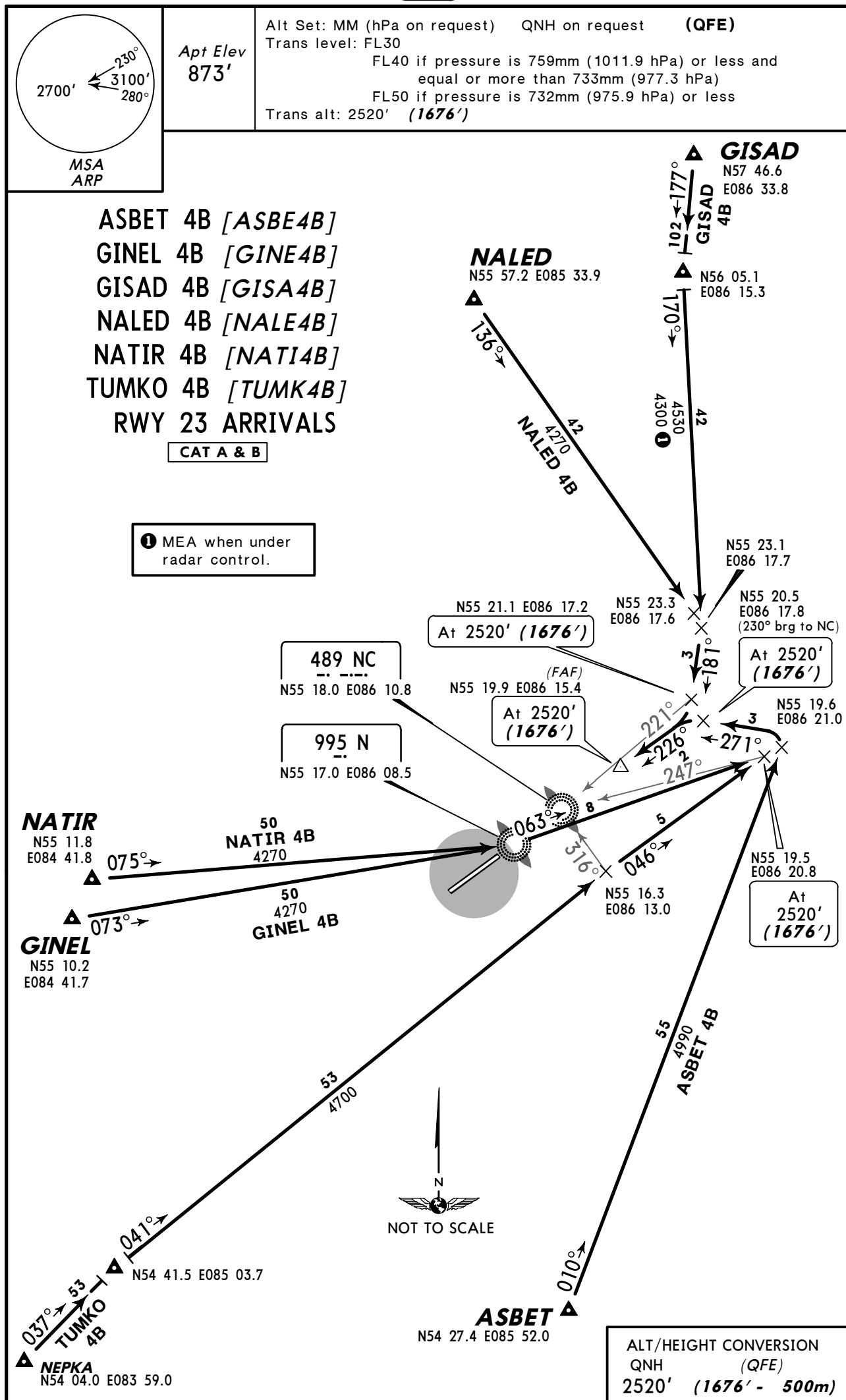
RATKO 4B [RATK4B]

ROLEB 4B [ROLE4B]

RWY 23 ARRIVALS

CAT A & B





Apt Elev
873'

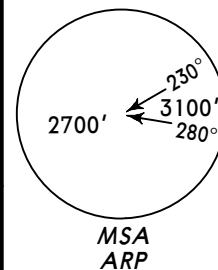
QNH on request (QFE)

Trans level: FL30

FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

FL50 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

GISAD
N57 46.6
E086 33.8

N56 05.1 E086 15.3

NALED

N55 57.2 E085 33.9



① MEA when under
radar control.

ALT/HEIGHT CONVERSION

QNH (QFE)

2190' (1317' - 400m)

2520' (1647' - 500m)

N55 18.4 E085 52.1

At FL40

489 NC

N55 18.0 E086 10.8

At 2190'
(1317')

At 2190' (1317')

Apt Elev
873'

QNH on request (QFE)

Trans level: FL30

FL40 if pressure is 759mm (1011.9 hPa) or less and equal
or more than 733mm (977.3 hPa)

FL50 if pressure is 732mm (975.9 hPa) or less

Trans alt: 2520' (1647')

AMOTI

N55 57.0 E089 03.0

56

061°

N55 36.4 E087 30.7

LAPAK

N55 25.9 E088 54.2

45

077°

N55 21.8 E087 34.6

AMOTI 1
LAPAK 1
RWY 05

AMOTI 3
LAPAK 3
RWY 23

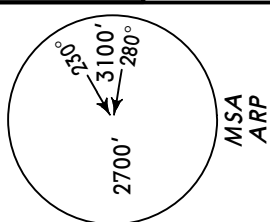
DEPARTURES

① MEA when under
radar control.

ALT/HEIGHT CONVERSION

QNH (QFE)

1530' (657') - 200m
2520' (1647') - 500m



AMOTI 3
5160
4930

61

51

LAPAK 1

8340
7220

58

LAPAK 3

8340
7220

52

AMOTI 1

5190
4950

0358°

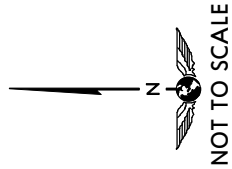
046°

076°

053°

069°

A+ 1530'
(657')



Apt Elev
873'

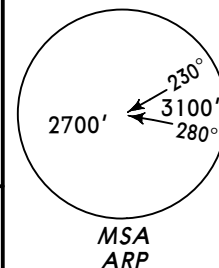
QNH on request (QFE)

Trans level: FL30

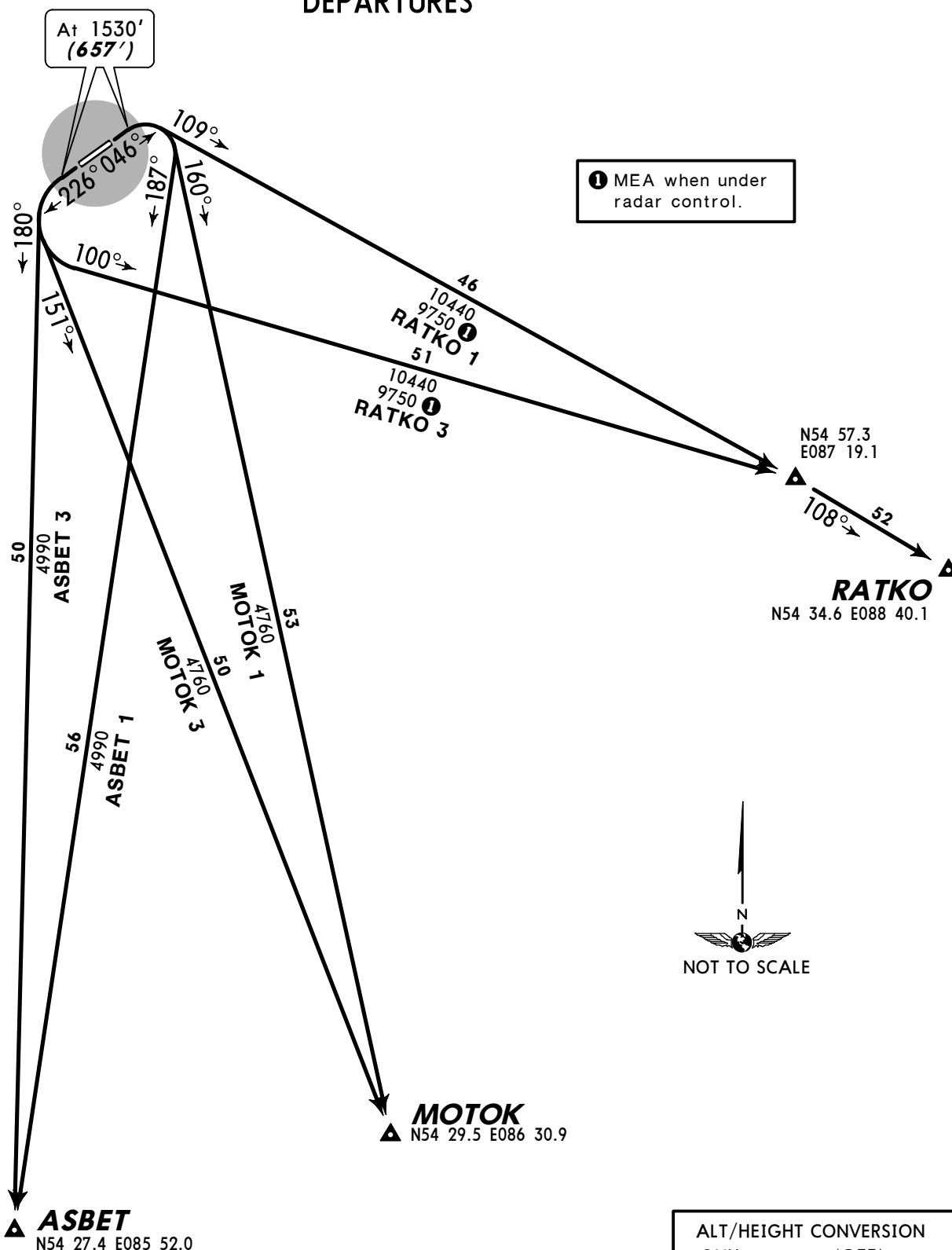
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

FL50 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



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

Apt Elev
873'

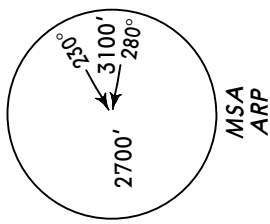
QNH on request (QFE)

Trans level: FL30

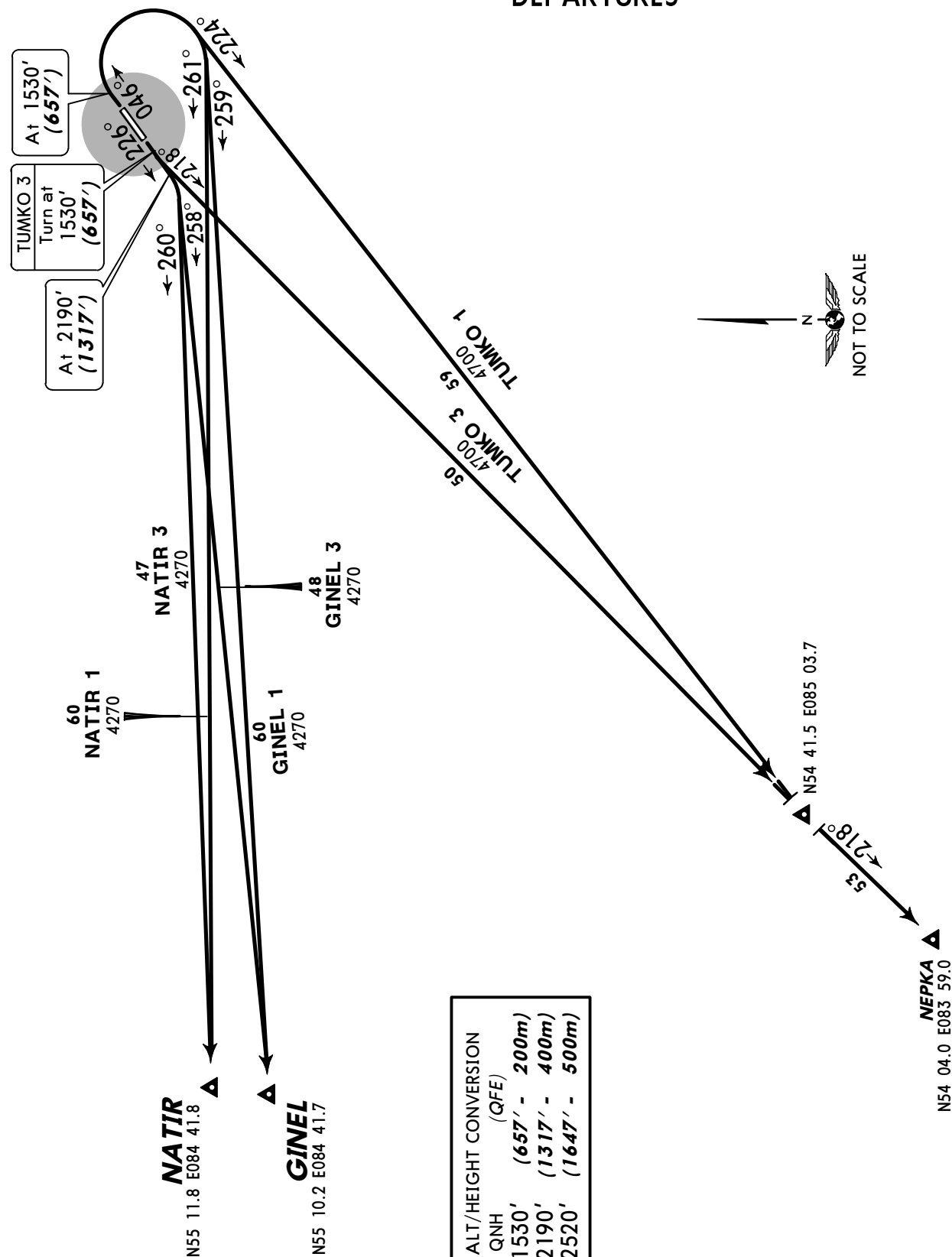
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

FL50 if pressure is 732mm (975.9 hPa) or less

Trans alt: 2520' (1647')



GINEL 1 GINEL 3
NATIR 1 NATIR 3
TUMKO 1 TUMKO 3
RWY 05 RWY 23
DEPARTURES



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

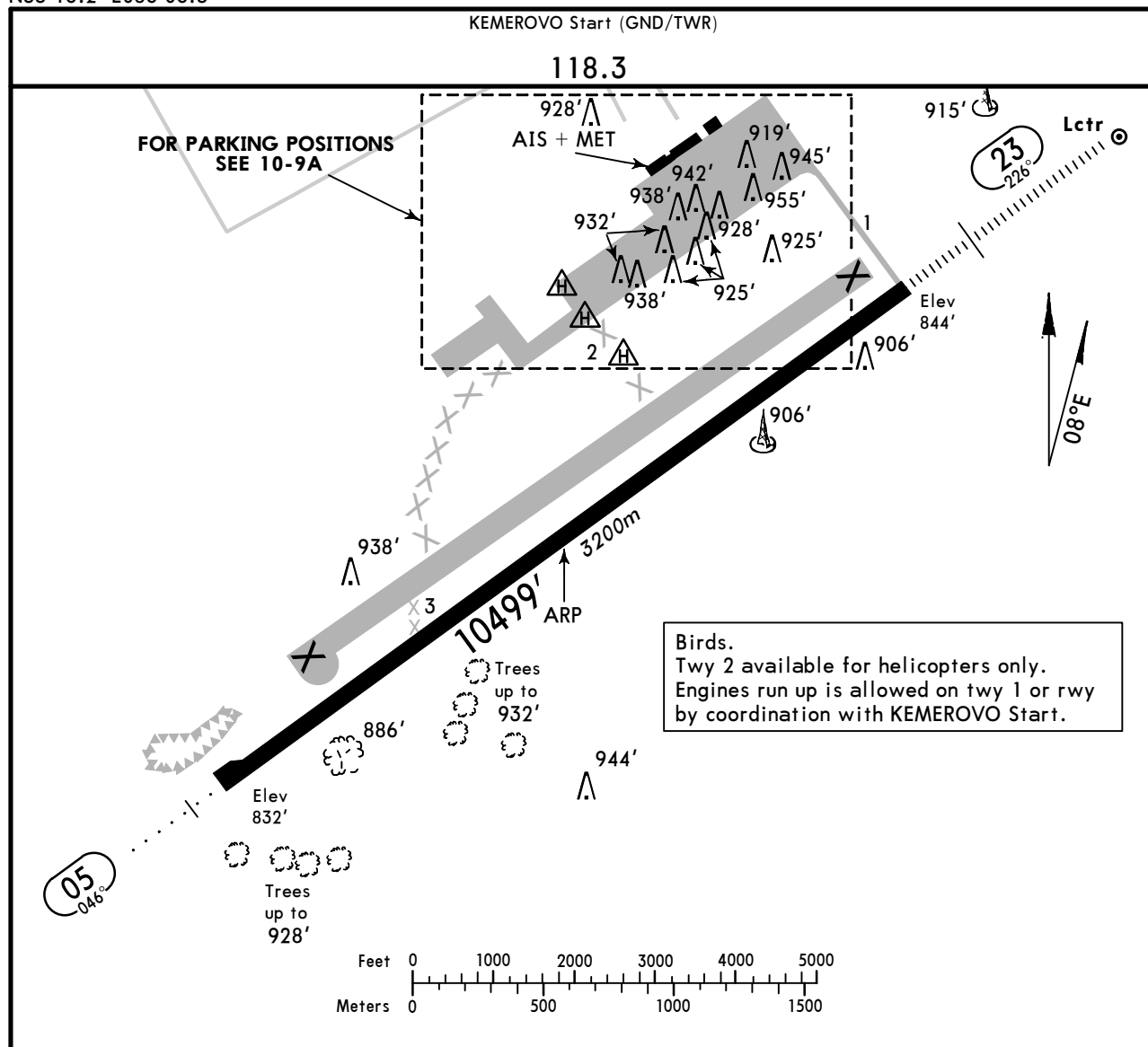
Take-off of IL-76 and IL-76T is limited at night.

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.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING	BEYOND		
					Threshold	Glide Slope		
05 23	HIRL (60m)	ALS	PAPI-L (angle 2.75°)	RVR			10171' ²	197'
	HIRL (60m)	HIALS	PAPI-L (angle 2.75°)	RVR		9223' 2811m	3100m	60m

1 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.

2 First 328'/100m unusable for take-off.

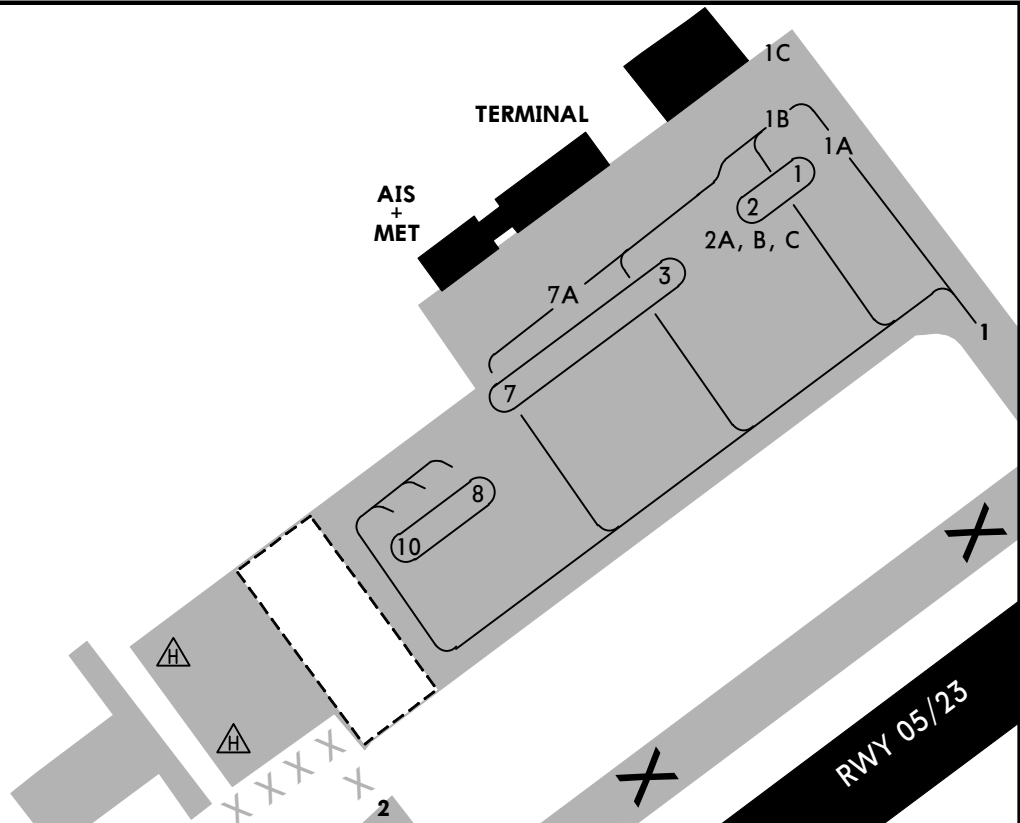
TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

NOT TO SCALE



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.

STRAIGHT-IN RWY		A	B	C	D
05	NDB	1680' (848')	1680' (848')	1680' (848')	1680' (848')
		C3800m	C3800m	C4000m	C4000m
	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
23	ILS	1044' (200')	1044' (200')	1044' (200')	1044' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	N LMM	1450' (606')	1450' (606')	1450' (606')	1450' (606')
		C2300m	C2300m	C2500m	C2500m
	<i>ALS out</i>	C3000m	C3000m	C3200m	C3200m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 05, 23

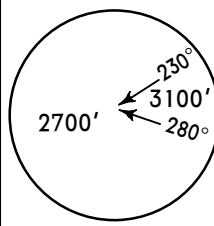
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

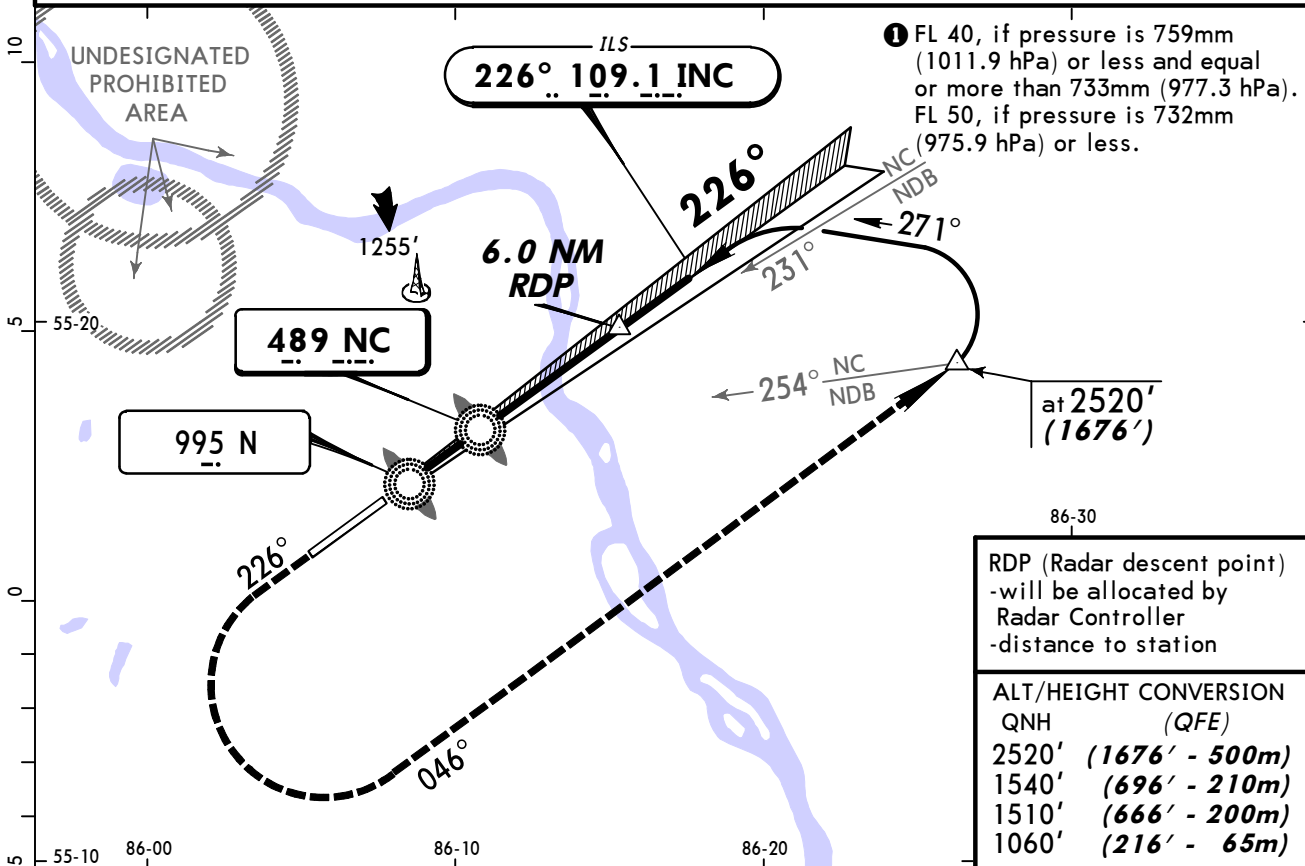
STRAIGHT-IN RWY		A	B	C	D
05	NDB	1680' (848')	1680' (848')	1680' (848')	1680' (848')
		R1500m	R1500m	R2000m	R2000m
23	ILS	1044' (200')	1044' (200')	1044' (200')	1044' (200')
		R550m	R550m	R550m	R2000m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
2 NDB or NC LOM		1200' (356')	1200' (356')	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

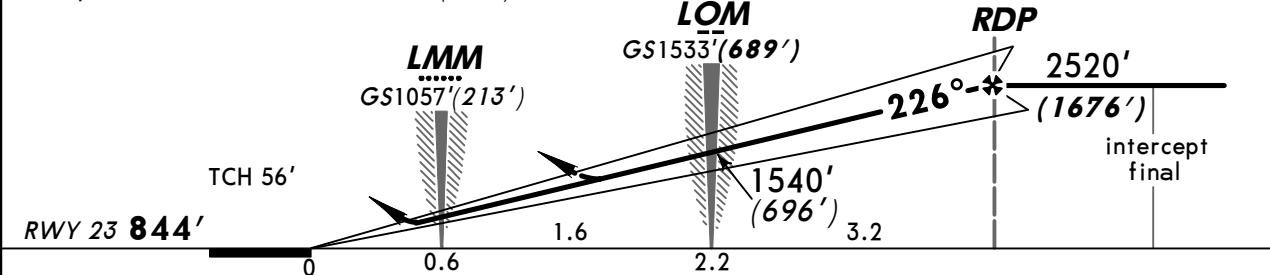
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

KEMEROVO Approach				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 6.0 NM RDP 2520'(1676')	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 ①		
Trans alt: 2520'(1676')						
WARNING: Ground Proximity Warning System is subject to functioning.						

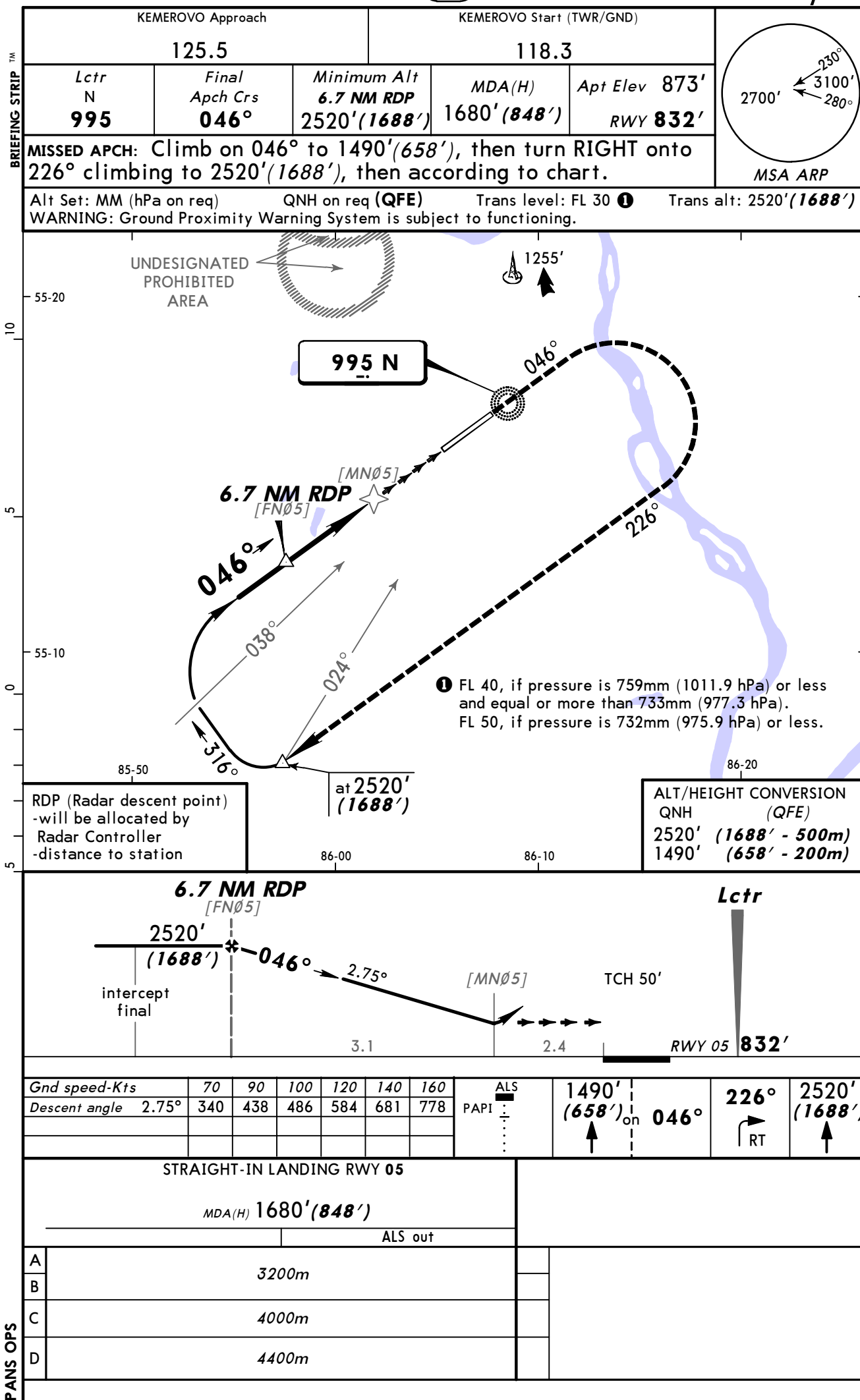


NDB apch: Pass LMM not below 1060' (216').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1510' (666')	on 226°	046° LT	2520' (1676')
ILS GS or	346	444	494	593	691	790	PAPI				
NDB Desc angle	2.75°										

STRAIGHT-IN LANDING RWY 23						
ILS DA(H) 1044' (200')		LOC (GS out)	2 NDB or NC LOM MDA(H) 1200' (356')		N LMM MDA(H) 1450' (606')	
FULL	ALS out		ALS out		ALS out	
A						
B						
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	3200m
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	



KEMEROVO, (KEMEROVO - UNEE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNEE

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.