(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UNEE
Terminal Charts For UNEE
Revision Letter For Cycle 25-2012
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

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: 0243 Z
Sunset: 0954 Z,

Runway Information

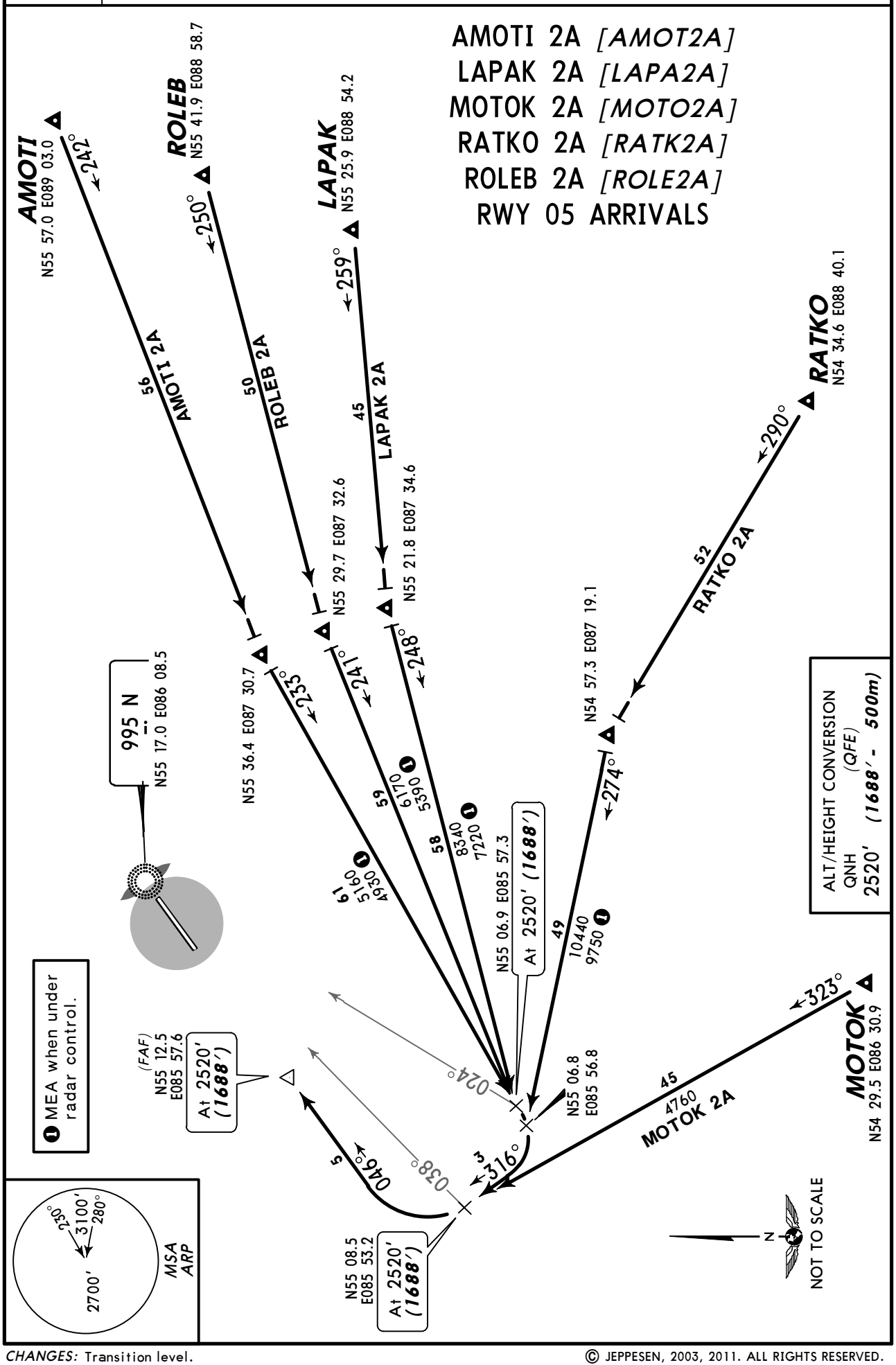
Runway: 05
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 832 ft
Lighting: Edge, ALS

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

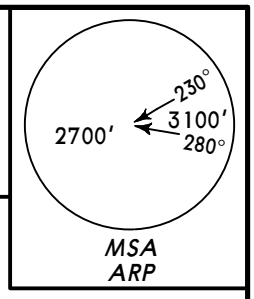
Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***



CHANGES: Transition level.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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 2A *[ASBE2A]*
GINEL 2A *[GINE2A]*
GISAD 2A *[GISA2A]*
NALED 2A *[NALE2A]*
NATIR 2A *[NATI2A]*
TUMKO 2A *[TUMK2A]*
RWY 05 ARRIVALS

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
N55 13.3
E085 47.6
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 12.6 E085 47.6
136°
2
054°
046°
5
043°
4
(FAF)
N55 12.5 E085 57.6
At 2520′
(1688′)
082°
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°
037°
53
TUMKO 2A
ASBET N54 27.4 E085 52.0
NEPKA N54 04.0 E083 59.0

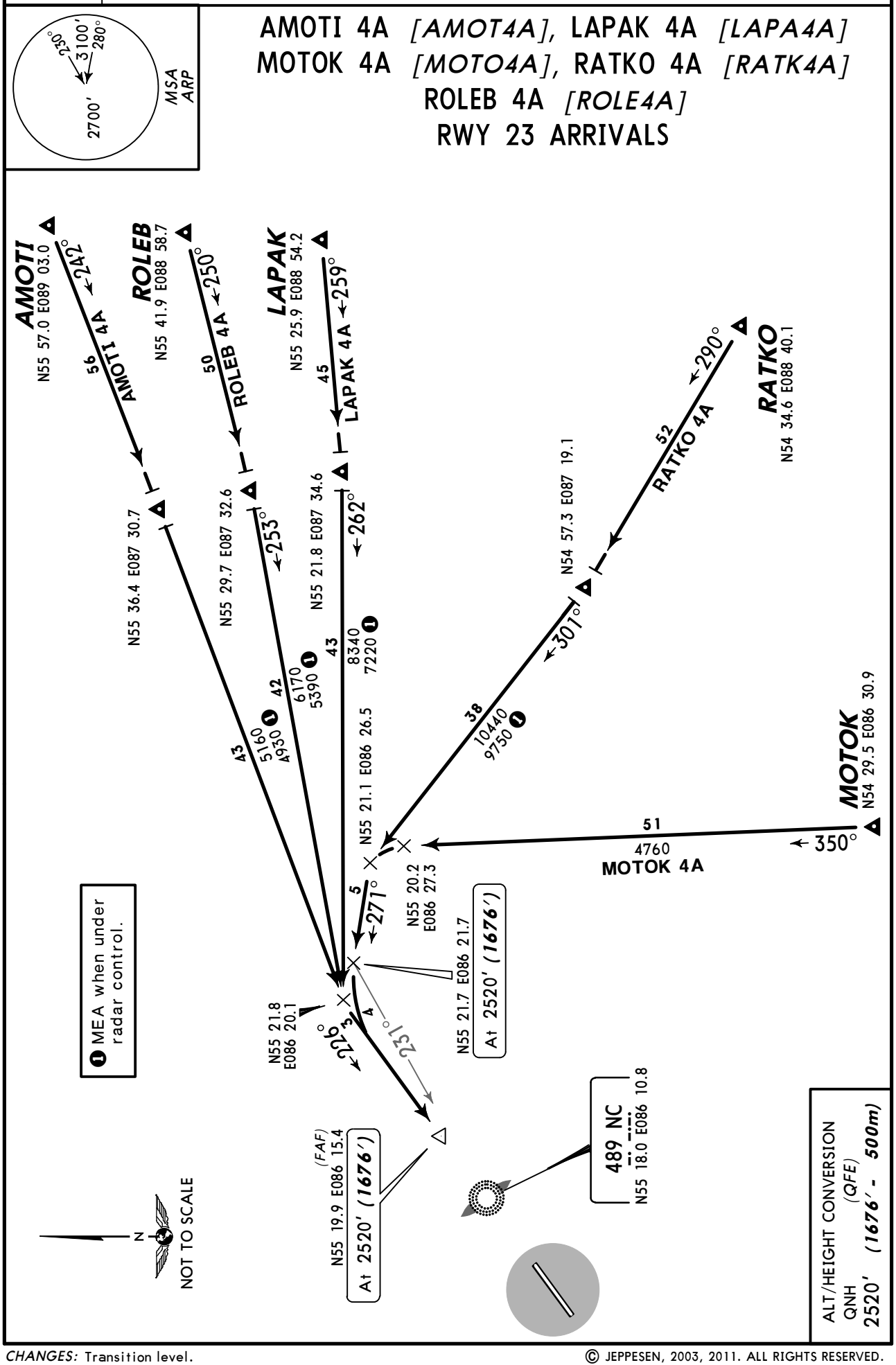
ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2520′	***(1688′ - 500m)***

CHANGES: Transition level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

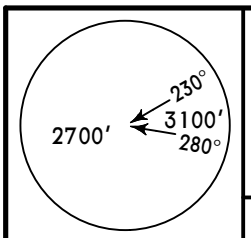
Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1676′)***

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



CHANGES: Transition level.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.



MSA
ARP

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′)***

ASBET 4A *[ASBE4A]*
GINEL 4A *[GINE4A]*
GISAD 4A *[GISA4A]*
NALED 4A *[NALE4A]*
NATIR 4A *[NATI4A]*
TUMKO 4A *[TUMK4A]*
RWY 23 ARRIVALS

❶ MEA when under radar control.

GISAD
N57 46.6
E086 33.8

177°
102
GISAD 4A

N56 05.1
E086 15.3

167°

NALED
N55 57.2 E085 33.9

133°
42
4270
NALED 4A

4530
4300 ❶
40

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°
4
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

NATIR 4A
50
4270

075°
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

56
4990
ASBET 4A

N
NOT TO SCALE

043°
N54 41.5 E085 03.7

037°
53
TUMKO
4A

NEPKA
N54 04.0 E083 59.0

014°

ASBET
N54 27.4 E085 52.0

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

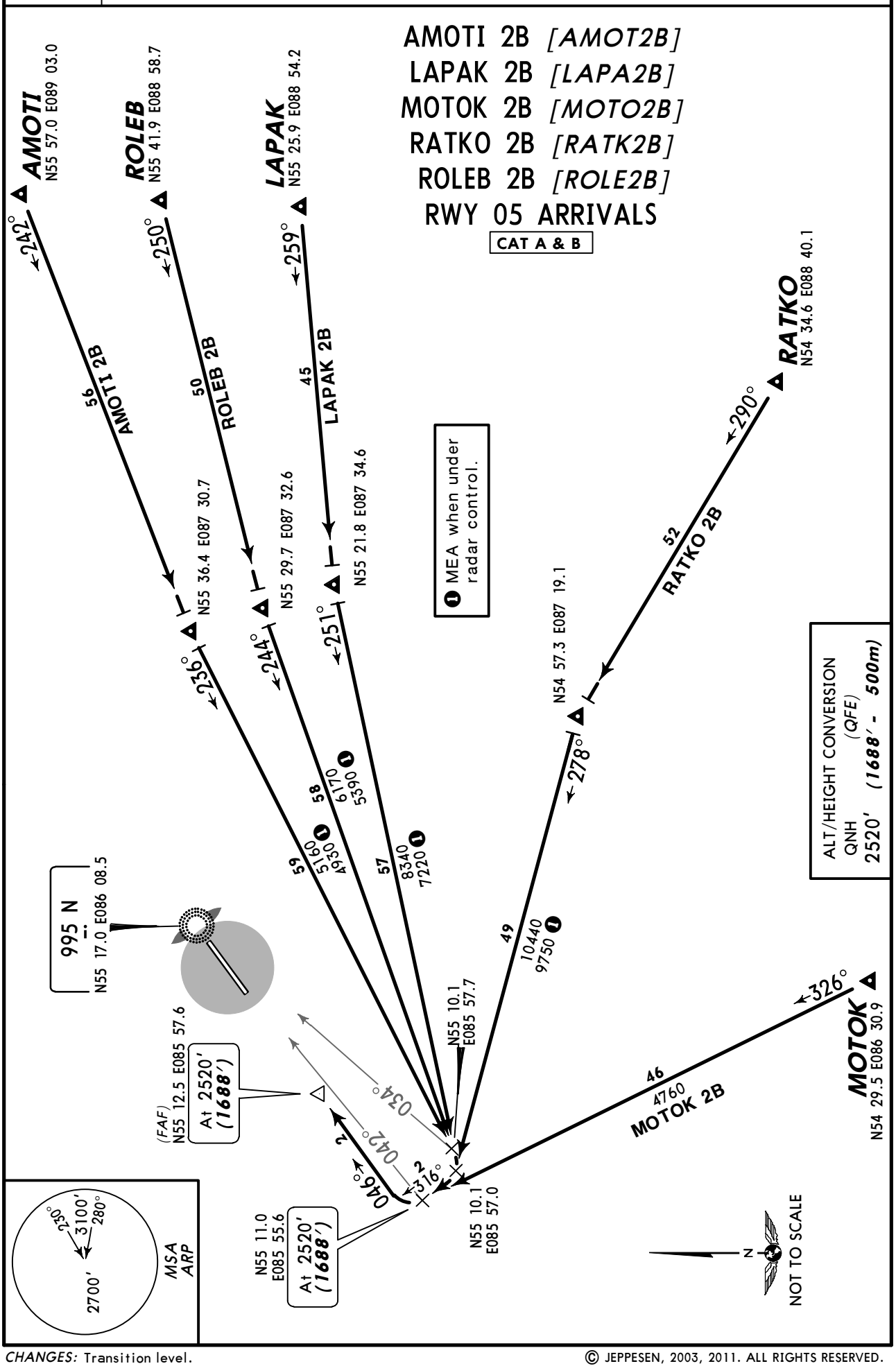
CHANGES: Transition level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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

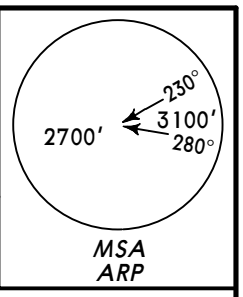
CAT A & B



CHANGES: Transition level.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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

❶ MEA when under radar control.

GISAD
N57 46.6 E086 33.8
177°
102
GISAD 2B
N56 05.1 E086 15.3
186°

NALED
N55 57.2 E085 33.9
159°
46
4270
NALED 2B
53
4530
4300 ❶

995 N
N55 17.0 E086 08.5

N55 13.1
E085 53.1

N55 11.9 E085 54.2
At 2520′
(1688′)

N55 12.8
E085 53.1

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

050°
046°
2
2
136°

NATIR
N55 11.8
E084 41.8
082°
NATIR 2B
41
4270

GINEL
N55 10.2
E084 41.7
080°
42
4270
GINEL 2B

N55 11.3
E085 55.4

N55 11.2
E085 54.5

42
4700

44
4990
ASBET 2B

N
NOT TO SCALE

036°
N54 41.5 E085 03.7

355°

ASBET
N54 27.4 E085 52.0

037°
53
TUMKO 2B

NEPKA
N54 04.0 E083 59.0

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

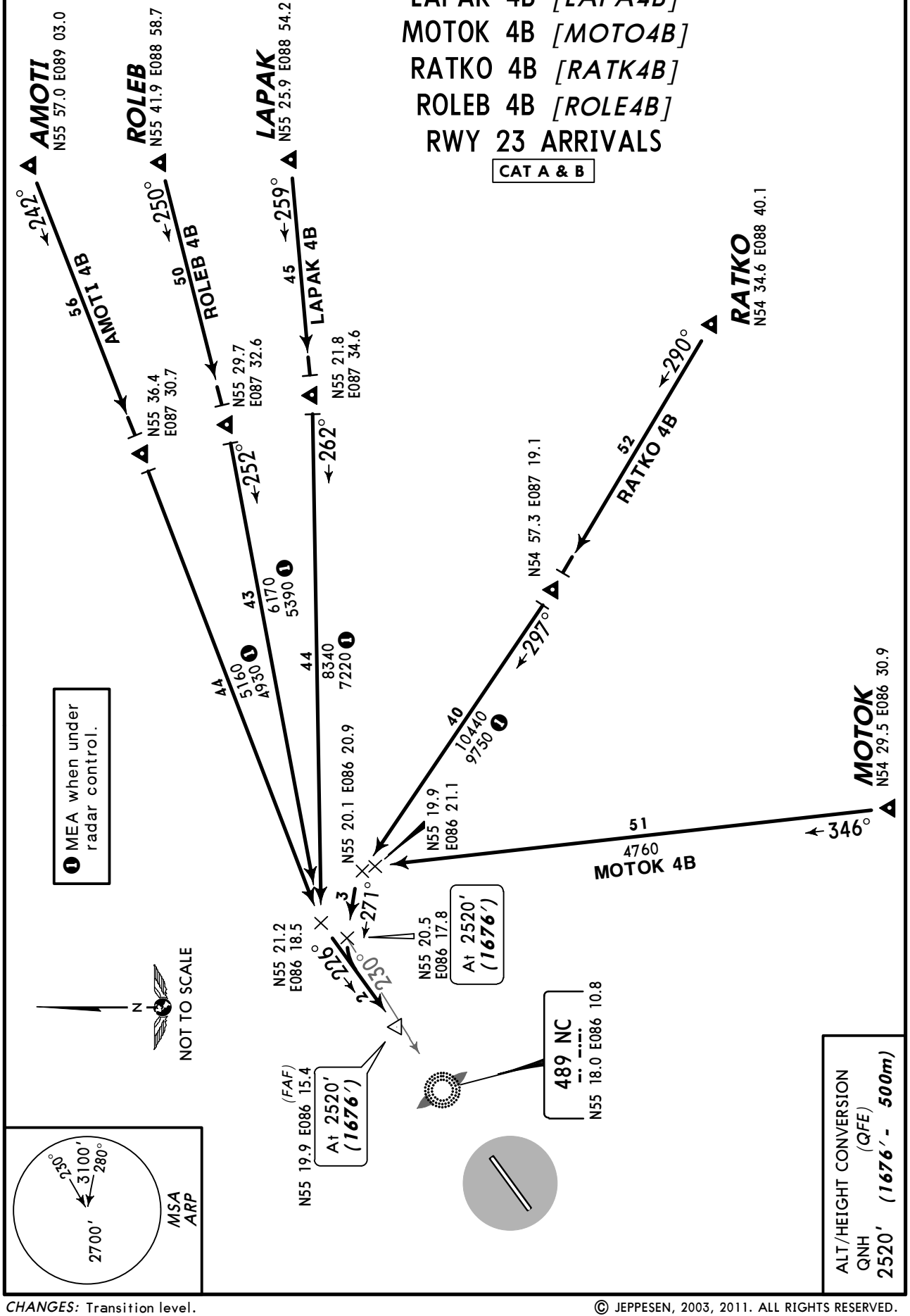
CHANGES: Transition level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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′)***

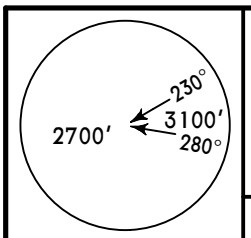
AMOTI 4B *[AMOT4B]*
LAPAK 4B *[LAPA4B]*
MOTOK 4B *[MOTO4B]*
RATKO 4B *[RATK4B]*
ROLEB 4B *[ROLE4B]*
RWY 23 ARRIVALS

CAT A & B



CHANGES: Transition level.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.



MSA
ARP

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′)***

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

❶ MEA when under radar control.

GISAD
N57 46.6
E086 33.8

177°
102
GISAD 4B

N56 05.1
E086 15.3

170°
4300 ❶
4530
42

NALED
N55 57.2 E085 33.9

136°
42
4270
NALED 4B

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′)***

3
181°

At 2520′
(1676′)

489 NC
N55 18.0 E086 10.8

(FAF)
N55 19.9 E086 15.4

At 2520′
(1676′)

N55 19.6
E086 21.0

3
271°

221°
226°
2
247°

995 N
N55 17.0 E086 08.5

063°
8

NATIR
N55 11.8
E084 41.8

075°
50
NATIR 4B
4270

316°
046°
5

N55 16.3
E086 13.0

N55 19.5
E086 20.8

At
2520′
(1676′)

GINEL
N55 10.2
E084 41.7

073°
50
4270
GINEL 4B

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°
53
TUMKO 4B

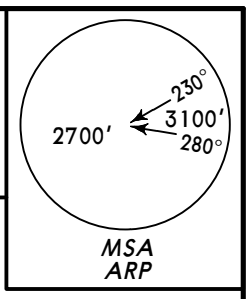
NEPKA
N54 04.0 E083 59.0

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

CHANGES: Transition level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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 GISAD 3
NALED 1 NALED 3
RWY 05 RWY 23
DEPARTURES

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
2190′	***(1317′ - 400m)***
2520′	***(1647′ - 500m)***

338°
060°
322°
354°

N55 18.4 E085 52.1
At FL40

10
312°
226°
046°

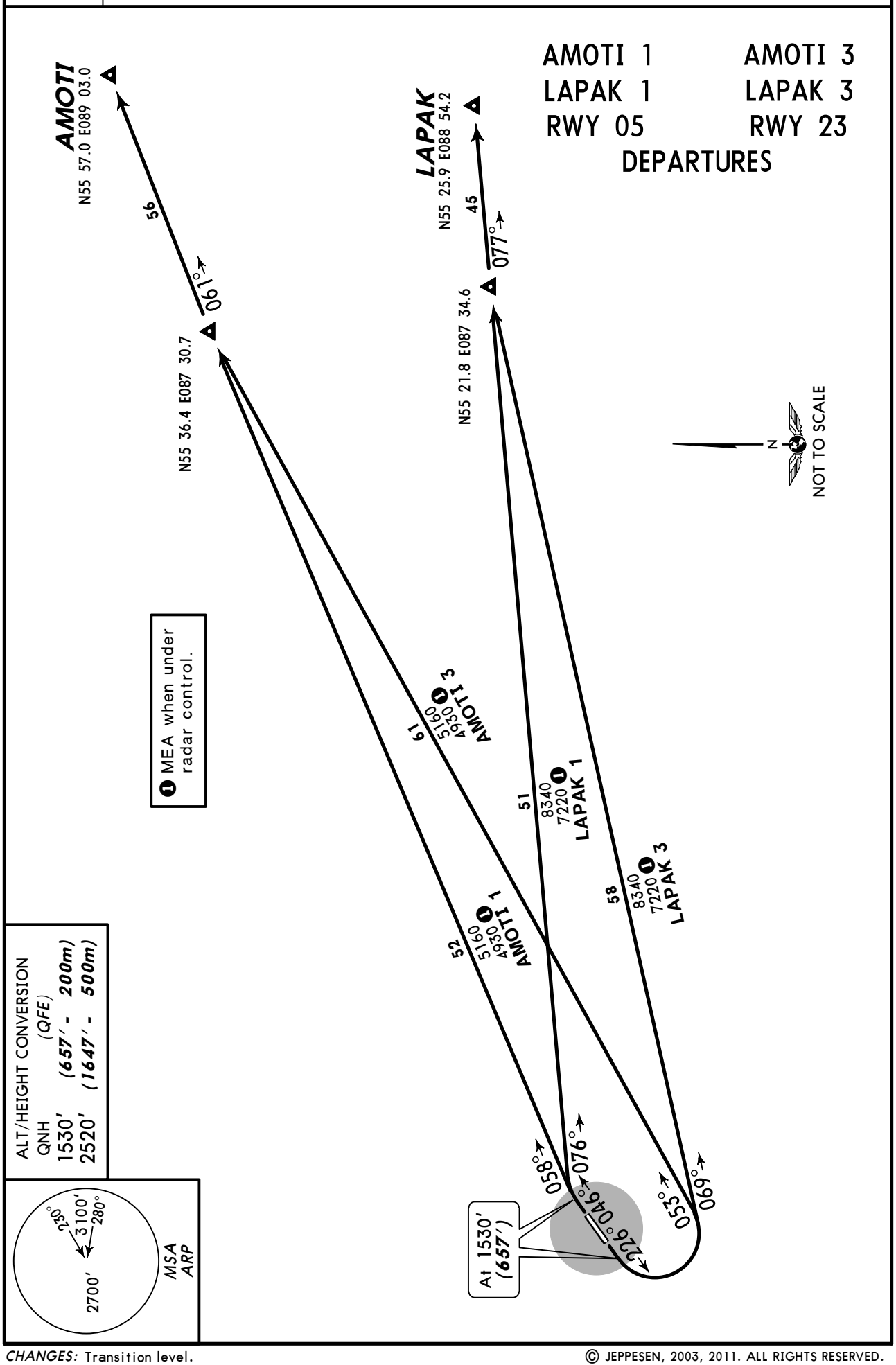
489 NC
N55 18.0 E086 10.8
At 2190′
(1317′)

At 2190′ ***(1317′)***

CHANGES: Transition level; crossing.

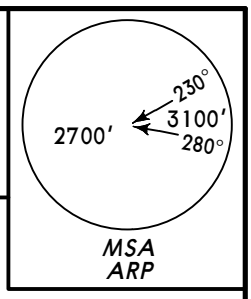
© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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′)***

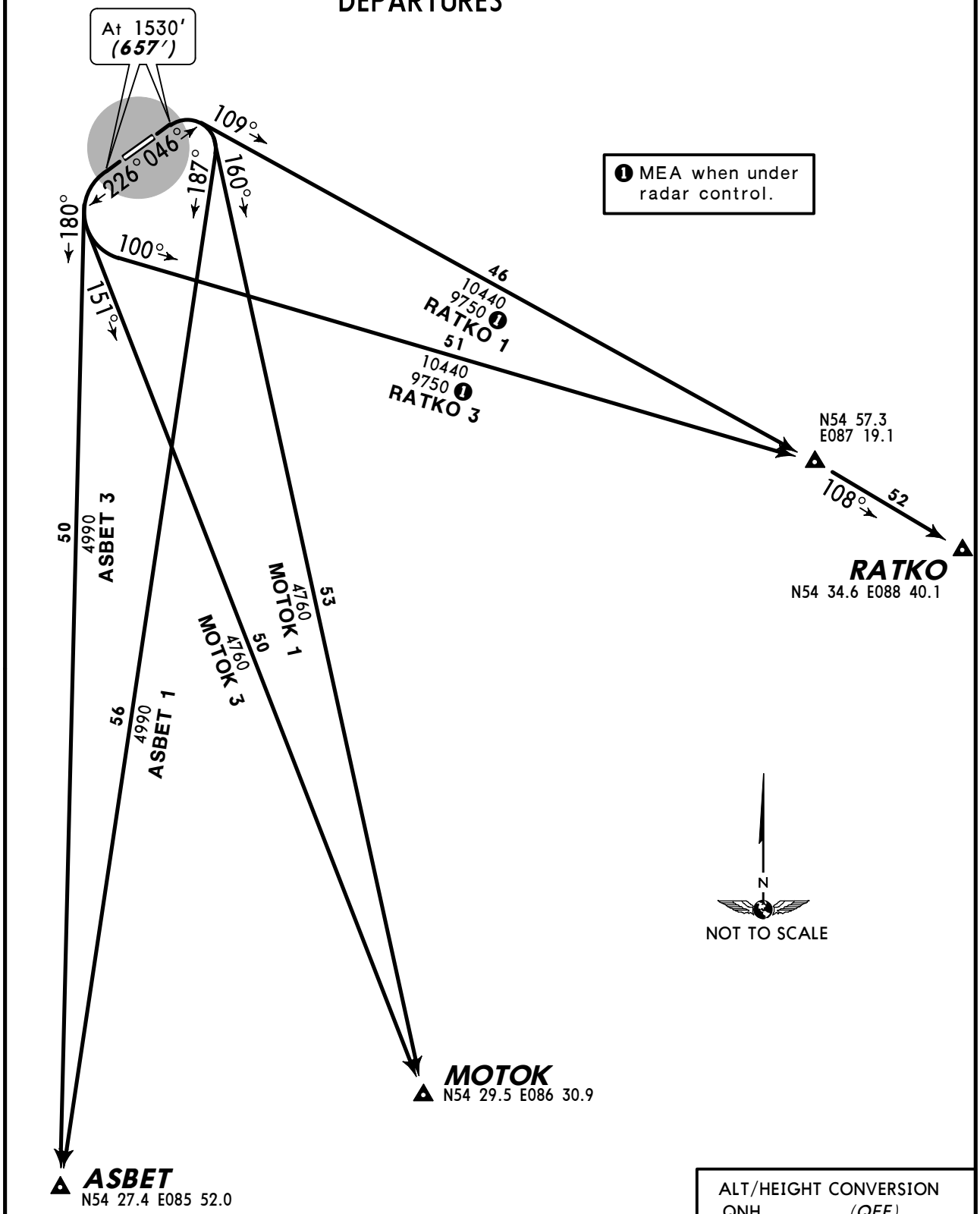


© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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

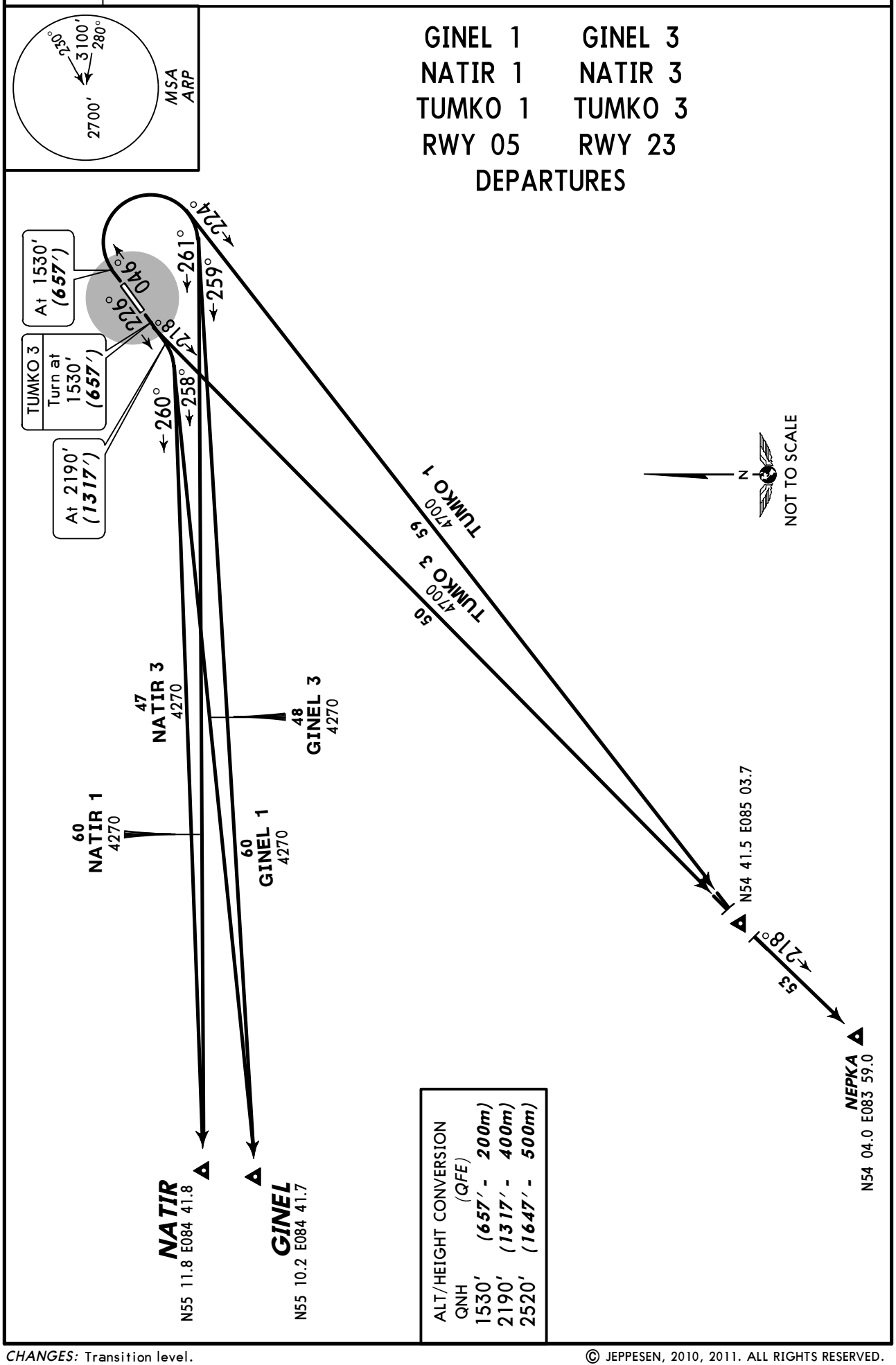


ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1530′	***(657′ - 200m)***
2520′	***(1647′ - 500m)***

CHANGES: Transition level.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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′)***



CHANGES: Transition level.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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.

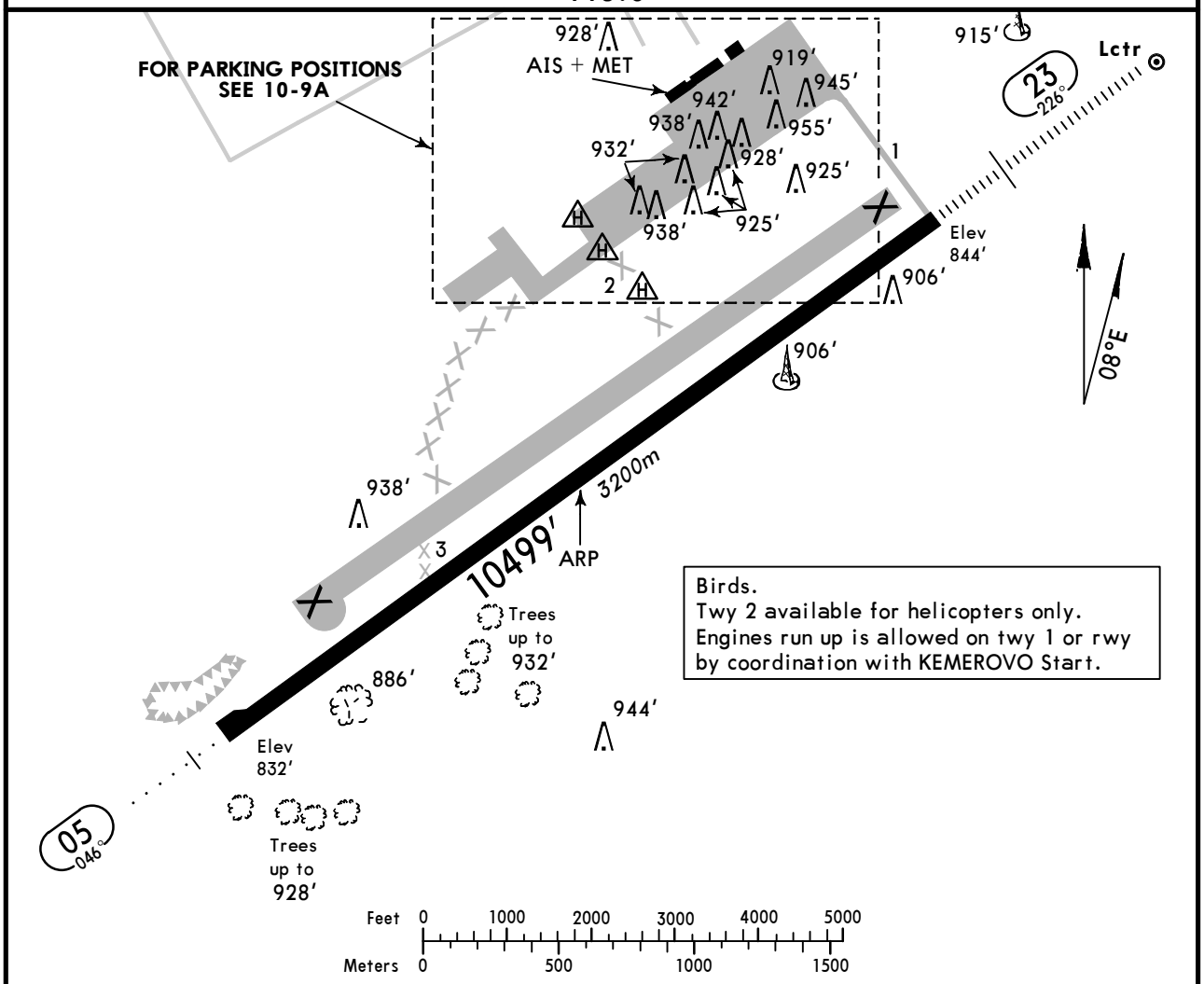
RUN-UP TESTS

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

© JEPPESEN, 2004, 2011. ALL RIGHTS RESERVED.

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.

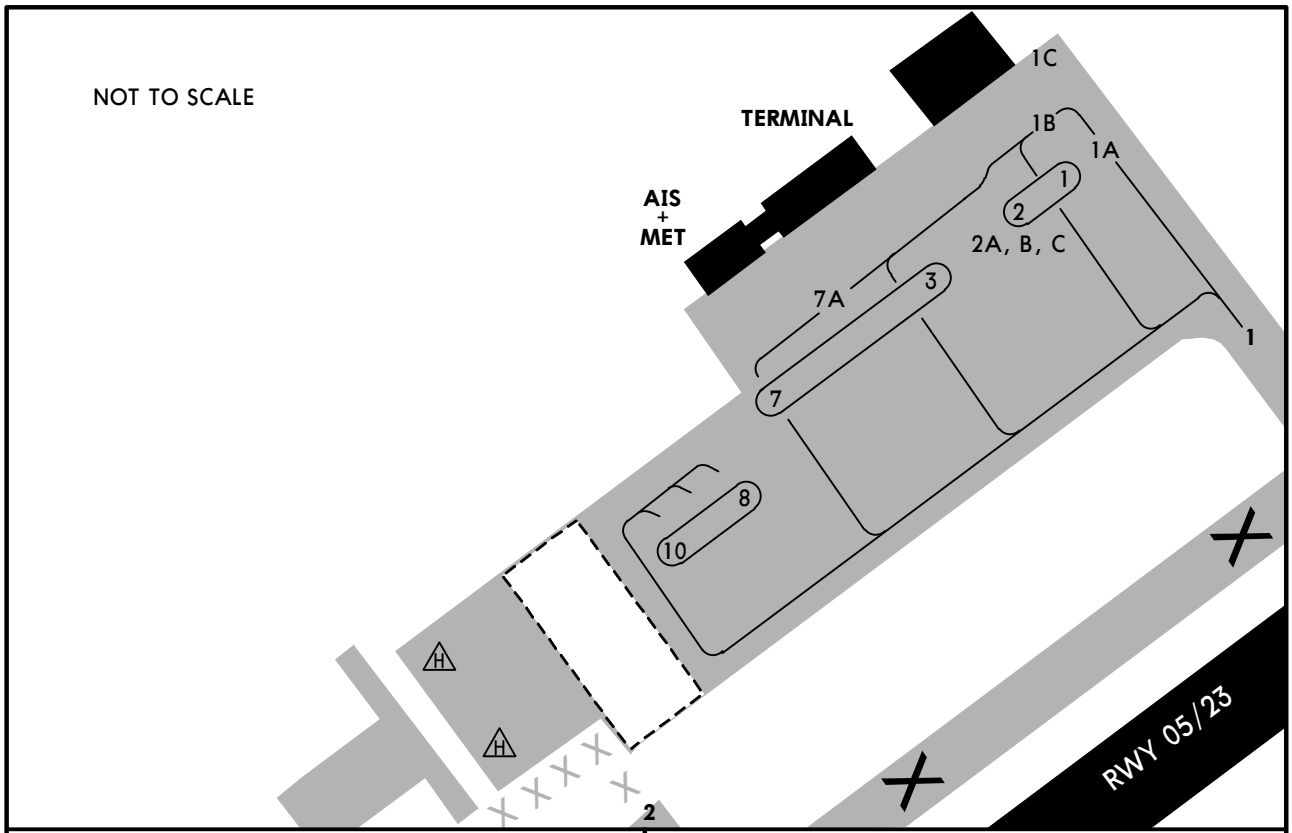
TAKE-OFF

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.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.



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.

© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
05	NDB	**1680′**(848′) **C3800m**	**1680′**(848′) **C3800m**	**1680′**(848′) **C4000m**	**1680′**(848′) **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′) **R1000m**	**1200′**(356′) **R1000m**	**1200′**(356′) **R1200m**	**1200′**(356′) **R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	N LMM	**1450′**(606′) **C2300m**	**1450′**(606′) **C2300m**	**1450′**(606′) **C2500m**	**1450′**(606′) **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		

© JEPPESEN, 2009. ALL RIGHTS RESERVED.

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*		

© JEPPESEN, 2008. ALL RIGHTS RESERVED.

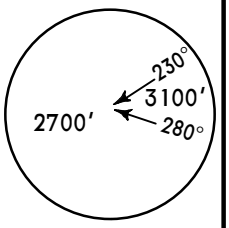
KEMEROVO, RUSSIA
ILS or 2 NDB Rwy 23

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′**

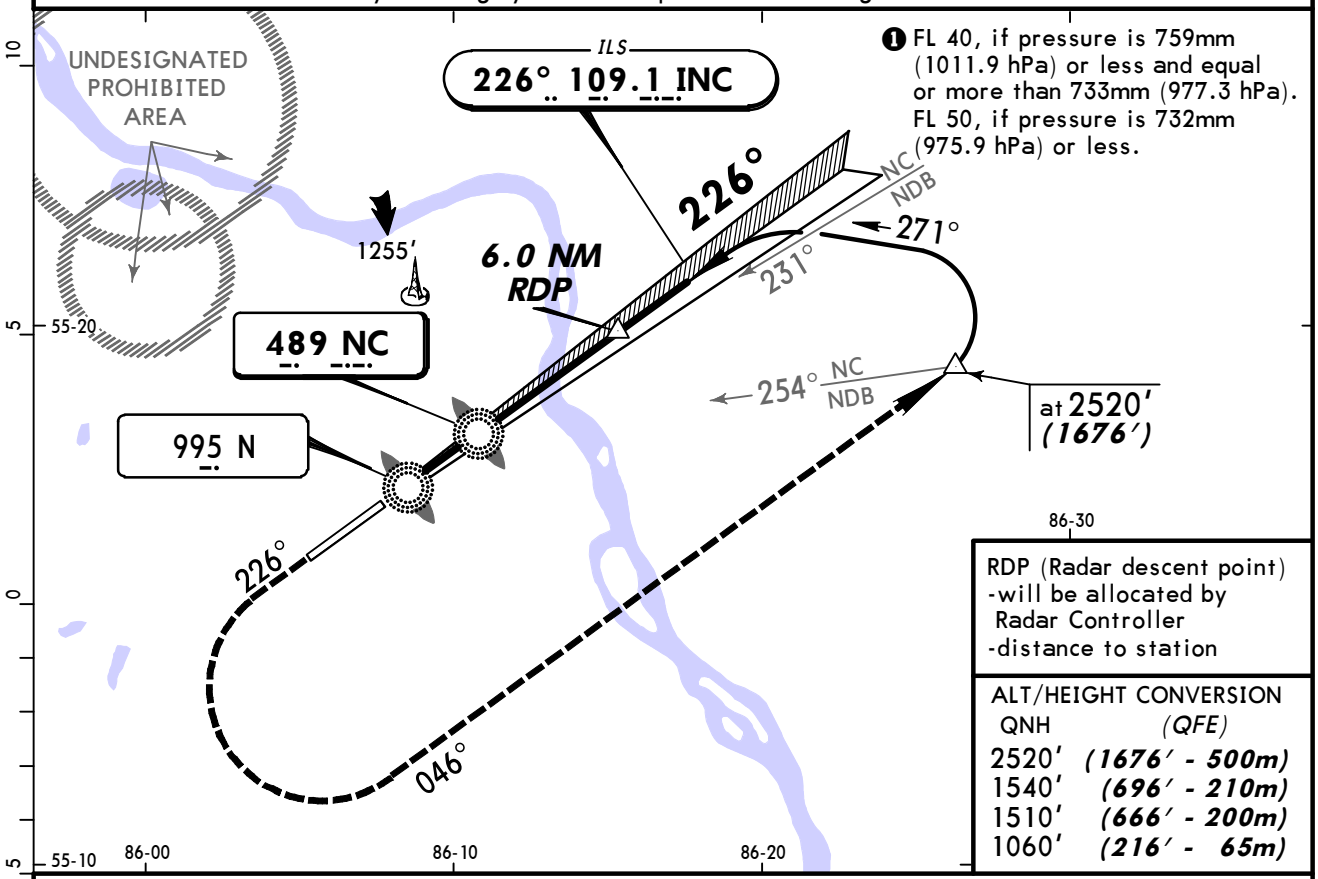
MISSED APCH: Climb on 226° to 1510′ *(666′)*, then turn LEFT onto 046° climbing to 2520′ *(1676′)*, then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 ❶ Trans alt: 2520′ *(1676′)*

WARNING: Ground Proximity Warning System is subject to functioning.



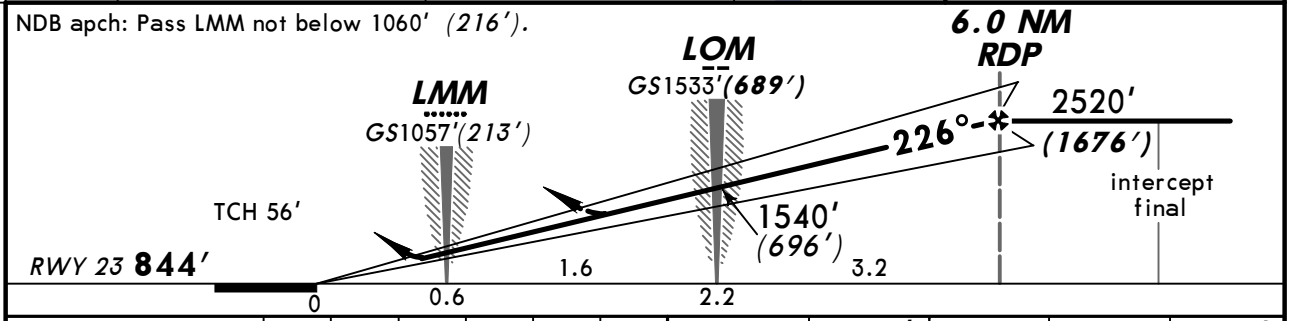
❶ FL 40, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa). FL 50, if pressure is 732mm (975.9 hPa) or less.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

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 or NDB Desc angle 2.75°	346	444	494	593	691	790

HIALS
PAPI

1510′ *(666′)* on 226°

046° LT

2520′ *(1676′)*

STRAIGHT-IN LANDING RWY **23**

	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*		

PANS OPS

CHANGES: Trans level. FAF.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

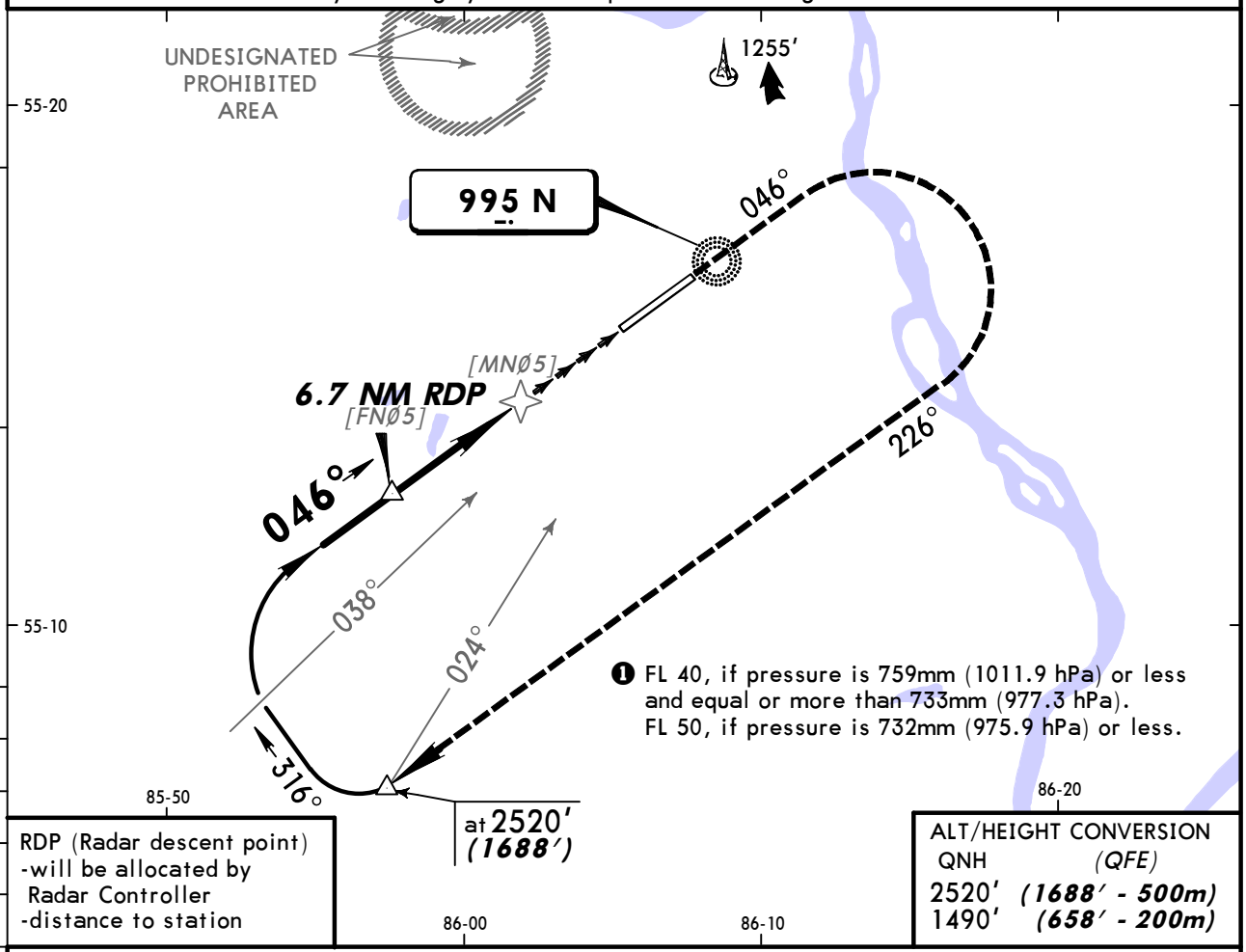
KEMEROVO Approach	KEMEROVO Start (TWR/GND)
125.5	118.3

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 873′
N 995	046°	6.7 NM RDP 2520′(1688′)	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.

2700′ 230° 3100′ 280°
MSA ARP

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.

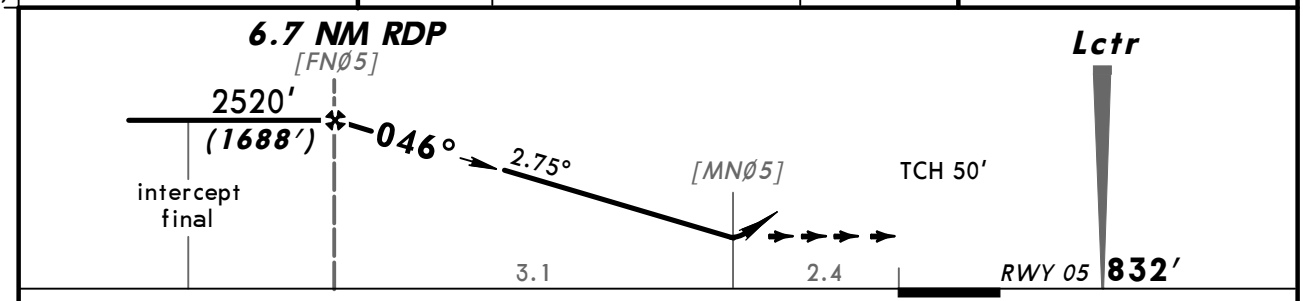


❶ FL 40, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa).
FL 50, if pressure is 732mm (975.9 hPa) or less.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

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



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.75°	340	438	486	584	681	778

ALS
PAPI

1490′ (658′) on 046°

226° RT

2520′ (1688′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 1680′(848′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: Trans level. FAF. Descent angle.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KEMEROVO, (KEMEROVO - UNEE)

(c) JEPPESEN SANDERSON, INC., 2012, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNEE