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Airport Information For UNEE
Terminal Charts For UNEE
Revision Letter For Cycle 17-2013
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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: 7.3°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: 2309 Z
Sunset: 1326 Z,

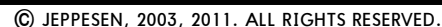
Runway Information

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 129.0 Secondary
Kemerovo Start Tower 124.0
Kemerovo Start Tower 118.3
Kemerovo Ground Control 119.0
Kemerovo Approach Control 129.0 Secondary
Kemerovo Approach Control 128.5 Secondary
Kemerovo Approach Control 125.5
AWS 128.7



Apt Elev
873'

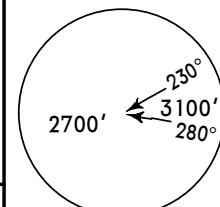
Alt Set: MM (hPa on request) QNH on request (QFE)

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')



MSA
ARP

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

GISAD
N57 46.6 E086 33.8
102 ← 177°
GISAD 2A

NALED
N55 57.2 E085 33.9
163°

① MEA when under
radar control.

995 N
N55 17.0 E086 08.5

NATIR
N55 11.8
E084 41.8

N55 12.6 E085 47.6

N55 11.3 E085 49.2

At 2520' (1688')

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

GINEL
N55 10.2
E084 41.7

GINEL 2A

N55 09.9
E085 51.5

ASBET 2A



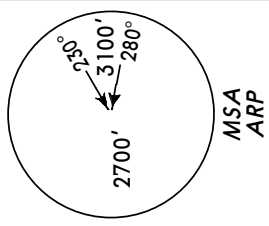
NEPKA
N54 04.0 E083 59.0

ASBET
N54 27.4 E085 52.0

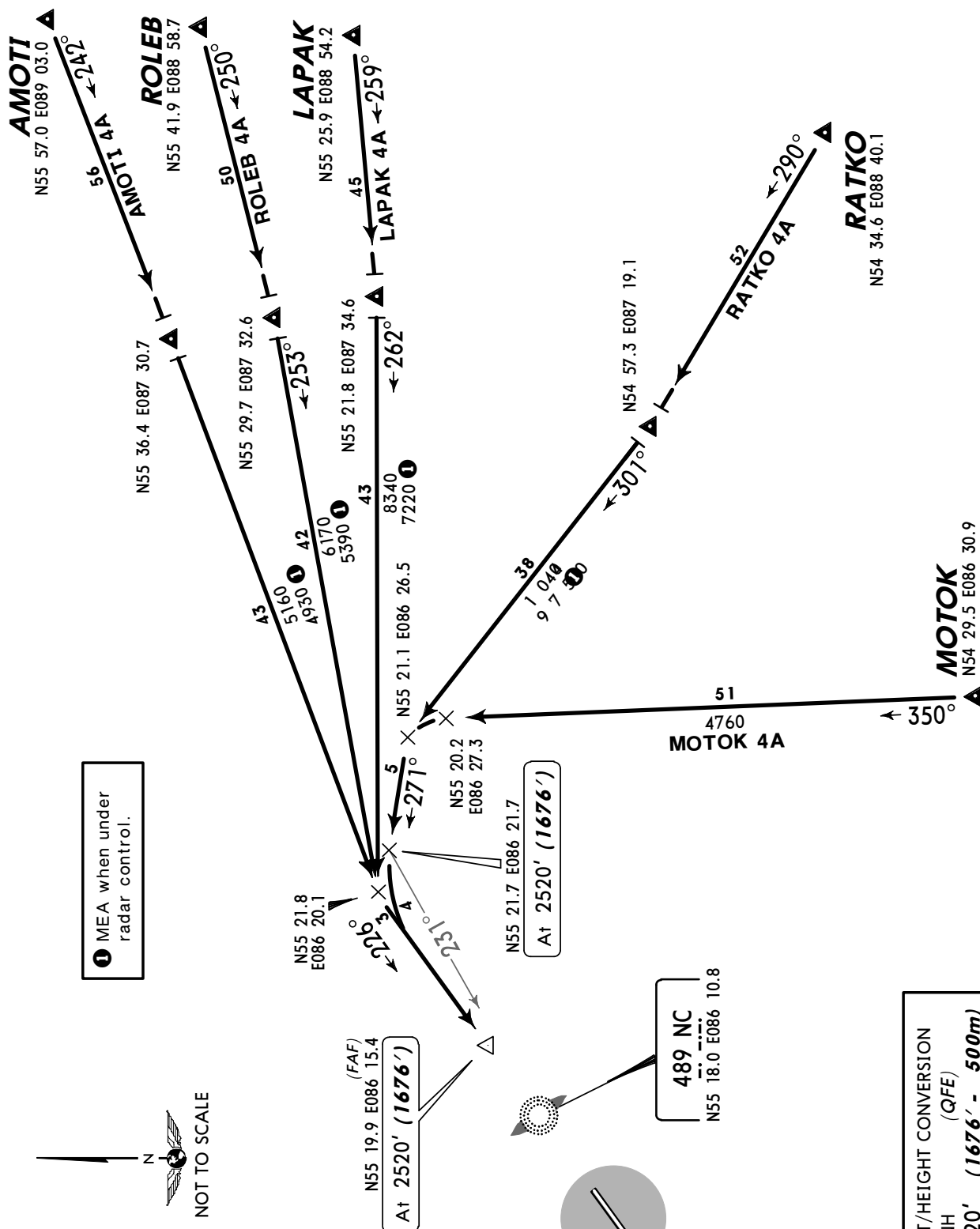
ALT/HEIGHT CONVERSION
QNH (QFE)
2520' (1688' - 500m)

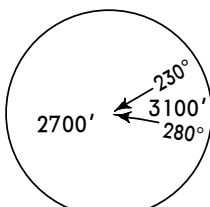
Apt Elev
873'

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





MSA
ARP

Apt Elev
873'

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

Trans level: FL30

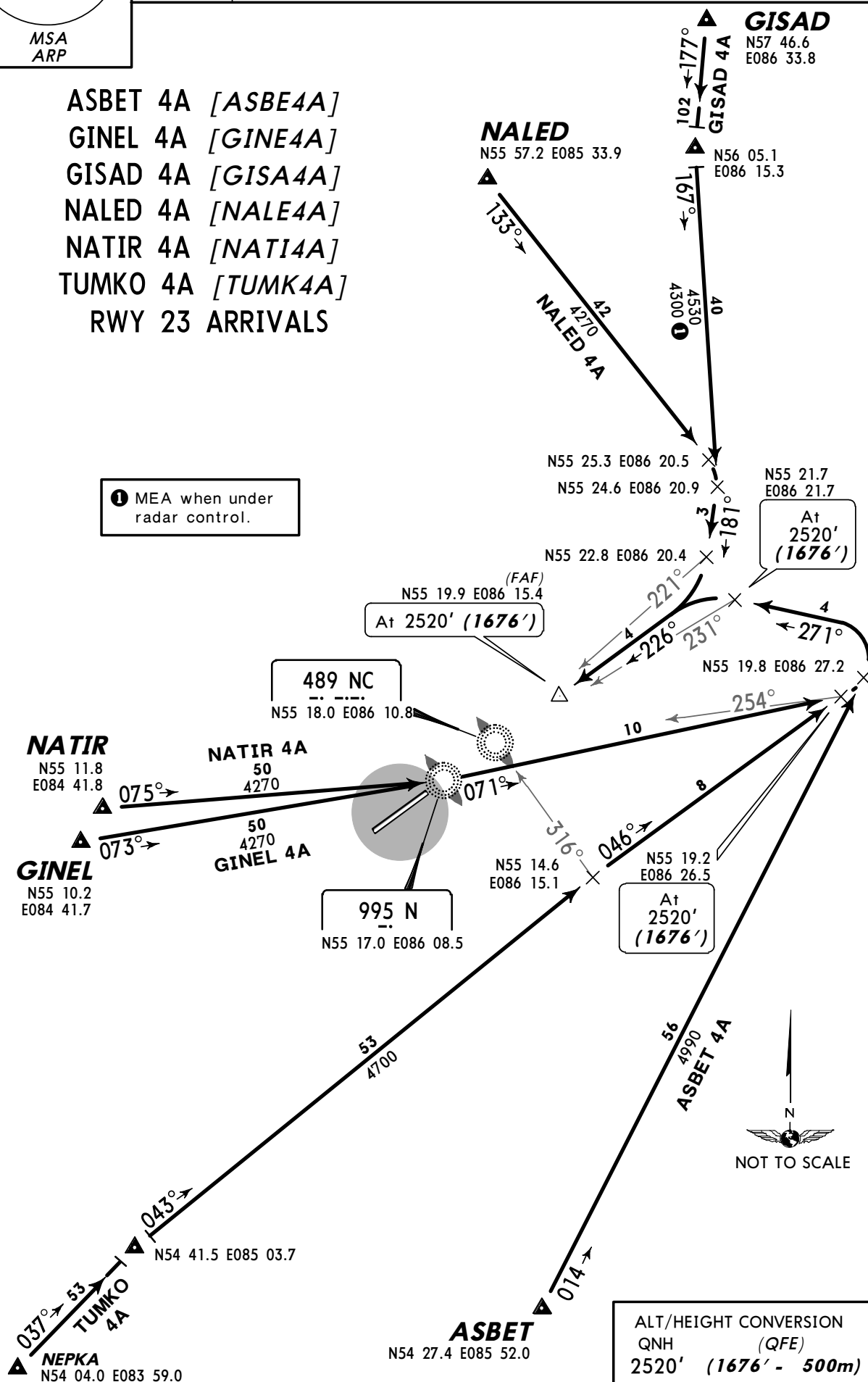
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

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

① MEA when under
radar control.



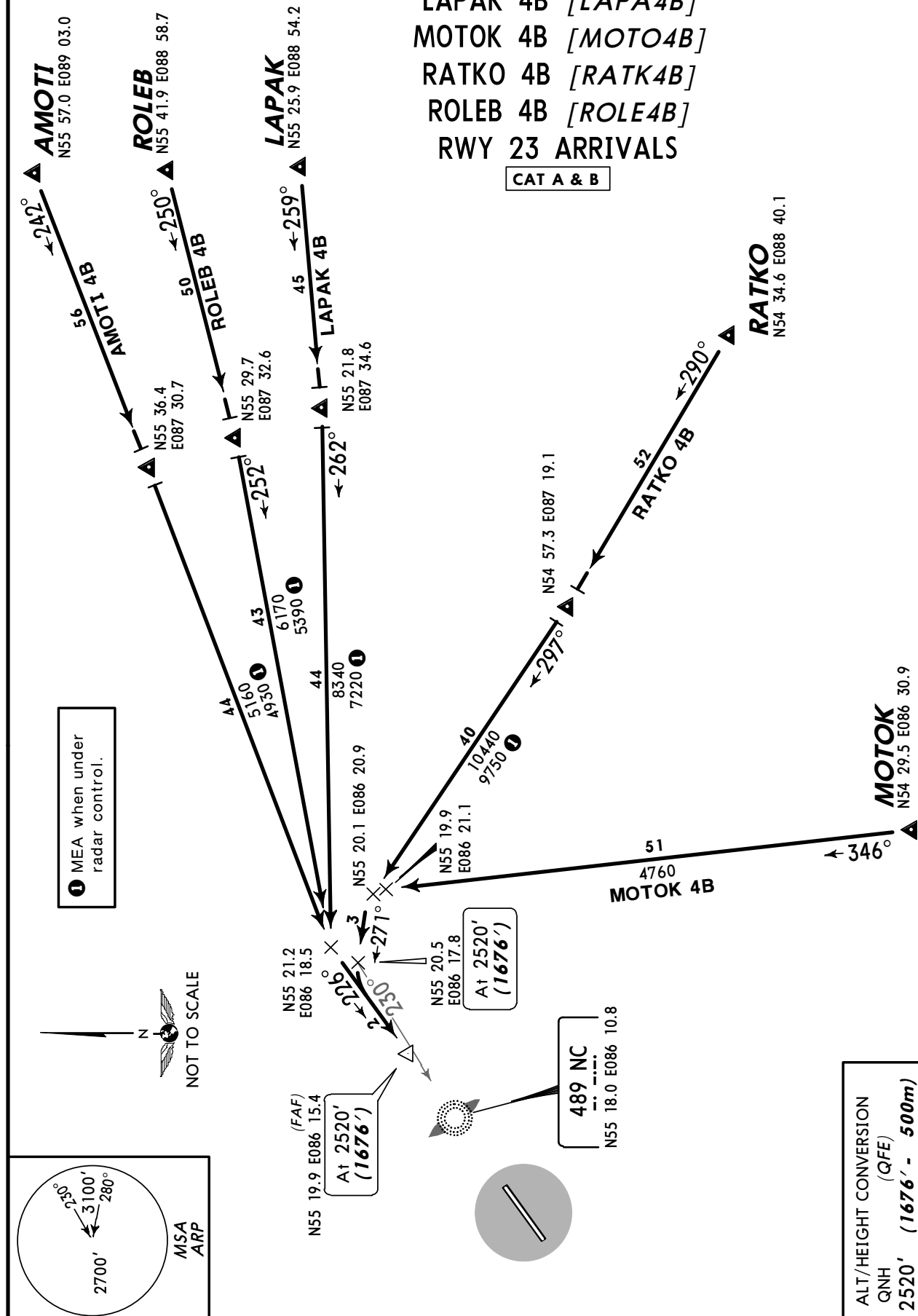
ALT/HEIGHT CONVERSION
QNH (QFE)
2520' (1676' - 500m)

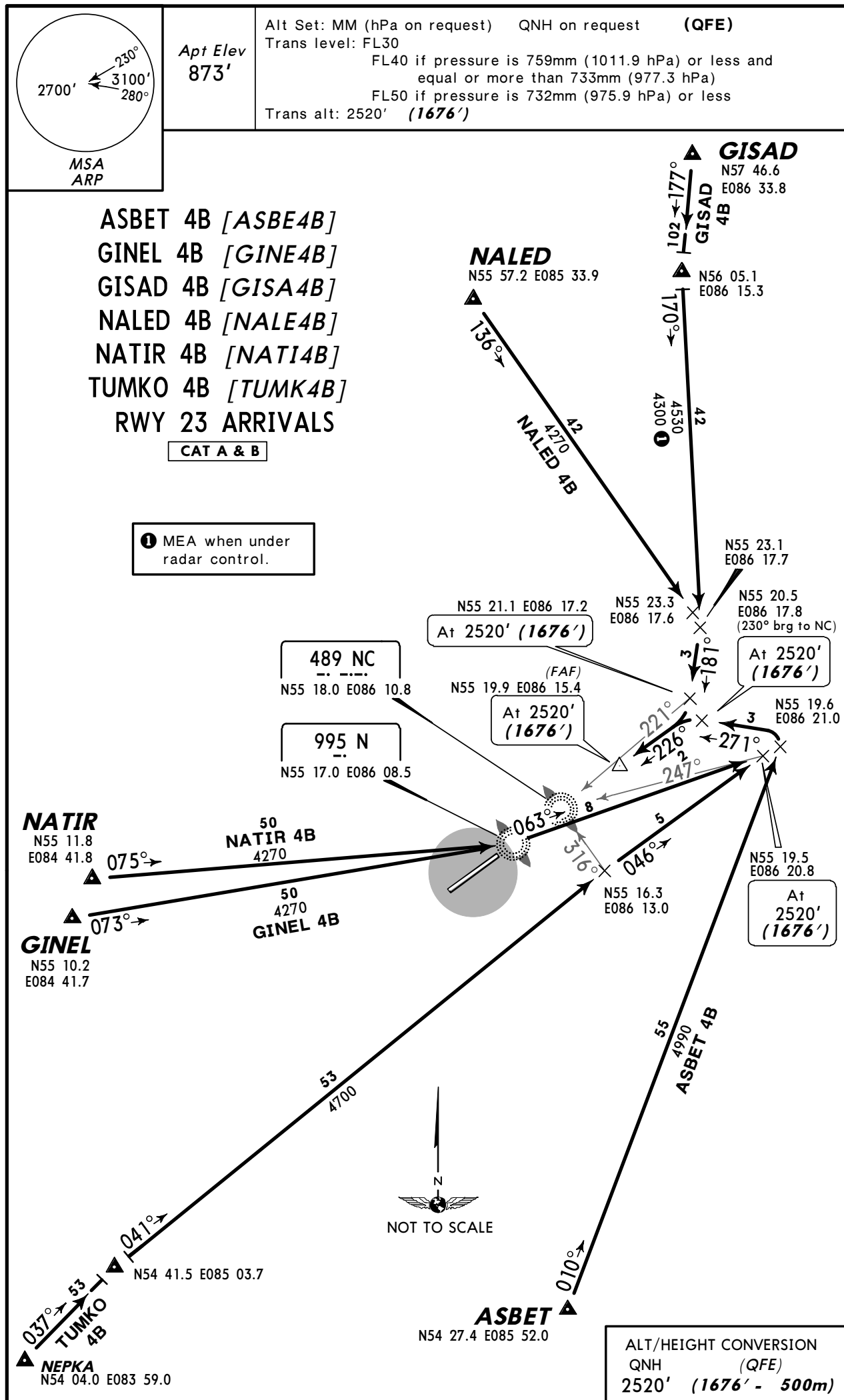
MOTOK 
N54 29.5 E086 30.9





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

CAT A & B



Apt Elev
873'

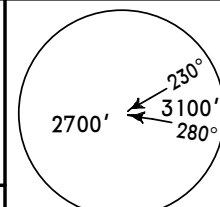
QNH on request (QFE)

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')



MSA
ARP

GISAD 1 GISAD 3
NALED 1 NALED 3
RWY 05 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 1 AMOTI 3
LAPAK 1 LAPAK 3
RWY 05 RWY 23
DEPARTURES

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

① MEA when under
radar control.

AMOTI 3
①
4930
5160
61

51

LAPAK 1

8340
7220

58

LAPAK 3

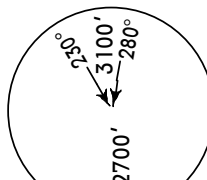
8340
7220

25

AMOTI 1
①
4930
5160

ALT/HEIGHT CONVERSION
QNH

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



A+ 1530'
(657')

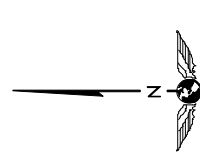
058°

076°

046°

053°

069°



Apt Elev
873'

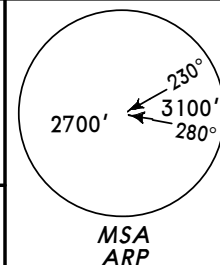
QNH on request (QFE)

Trans level: FL30

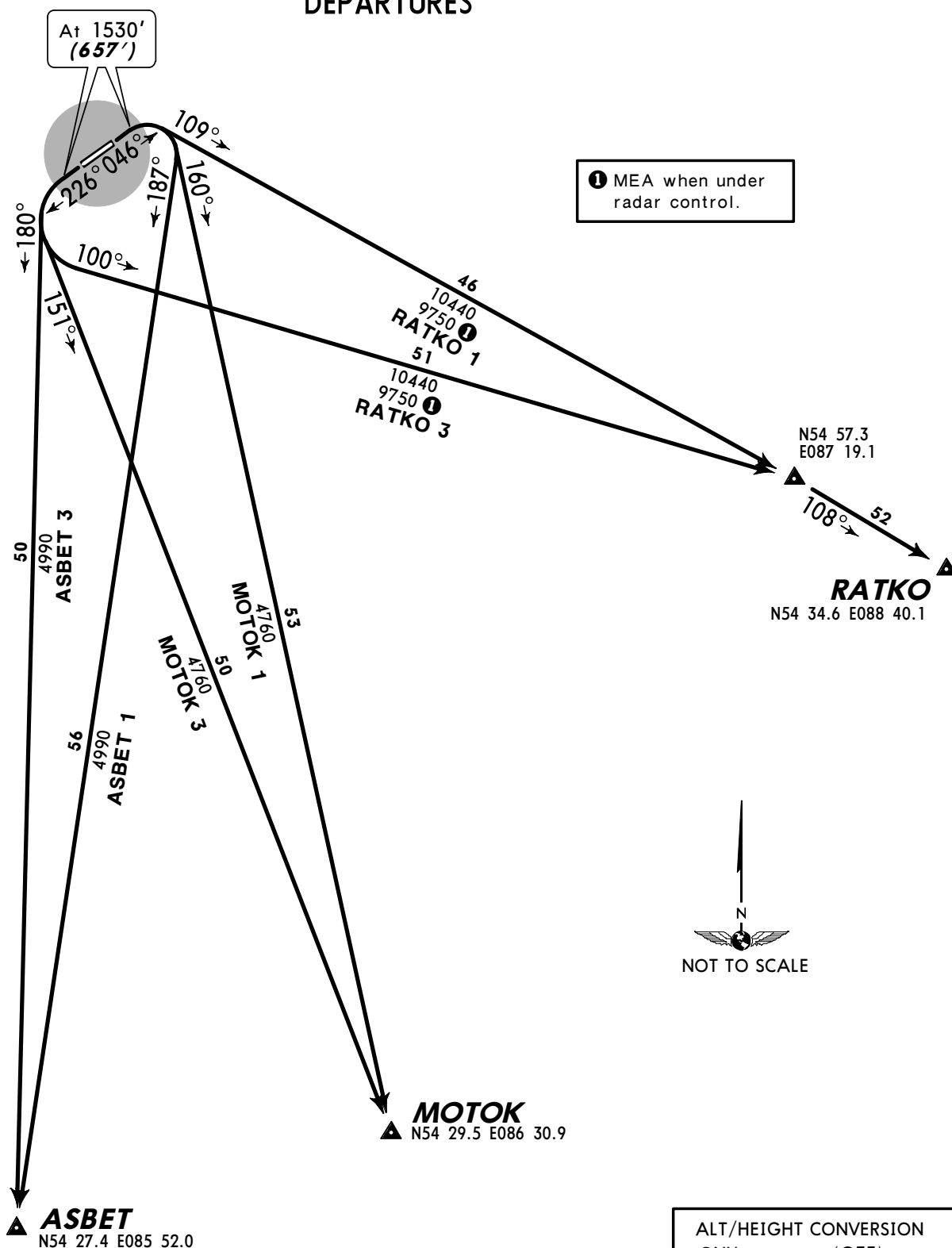
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

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'

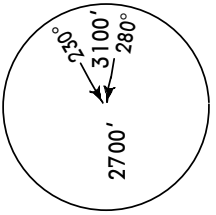
QNH on request (QFE)

Trans level: FL30

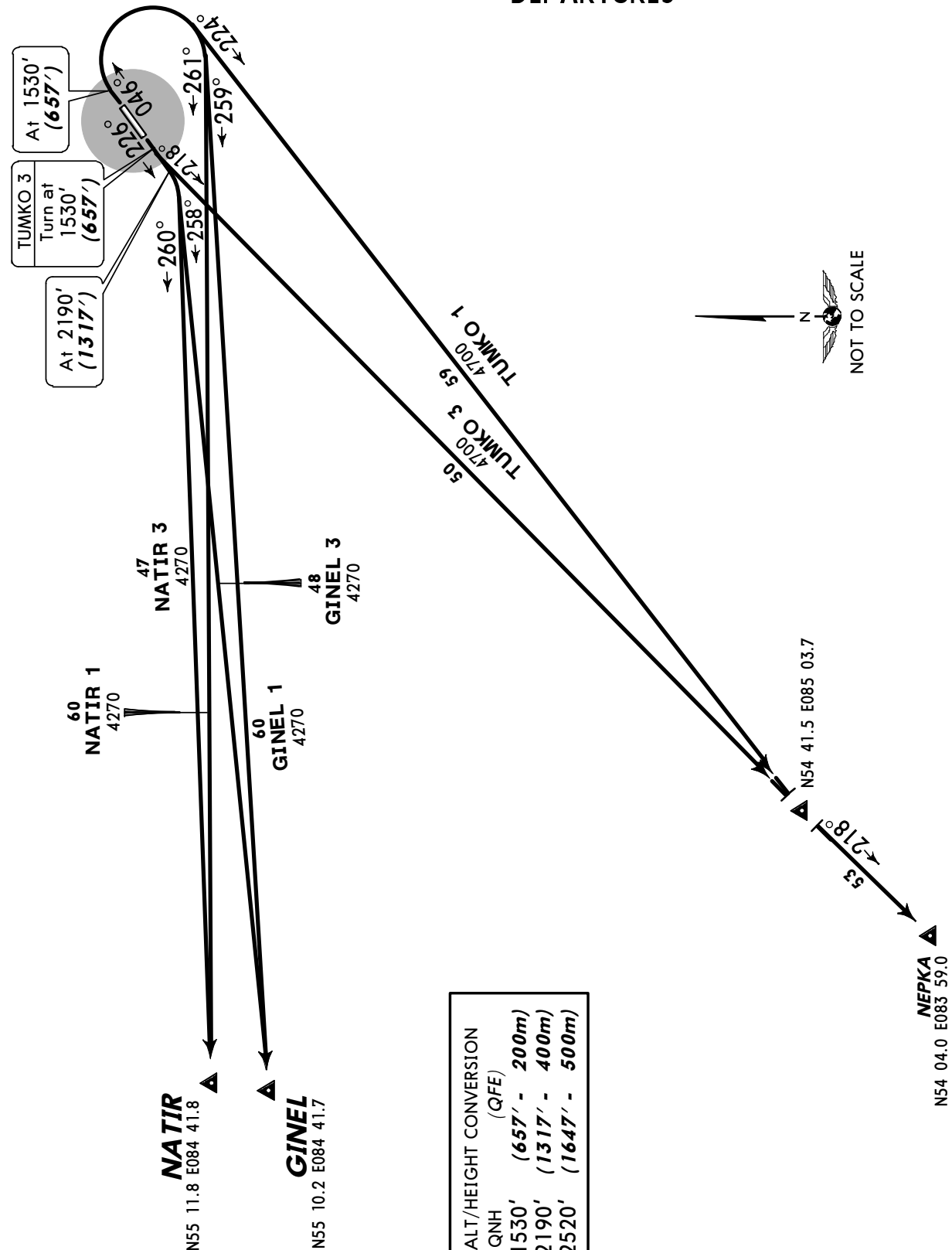
FL40 if pressure is 759mm (1011.9 hPa) or less and
equal or more than 733mm (977.3 hPa)

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

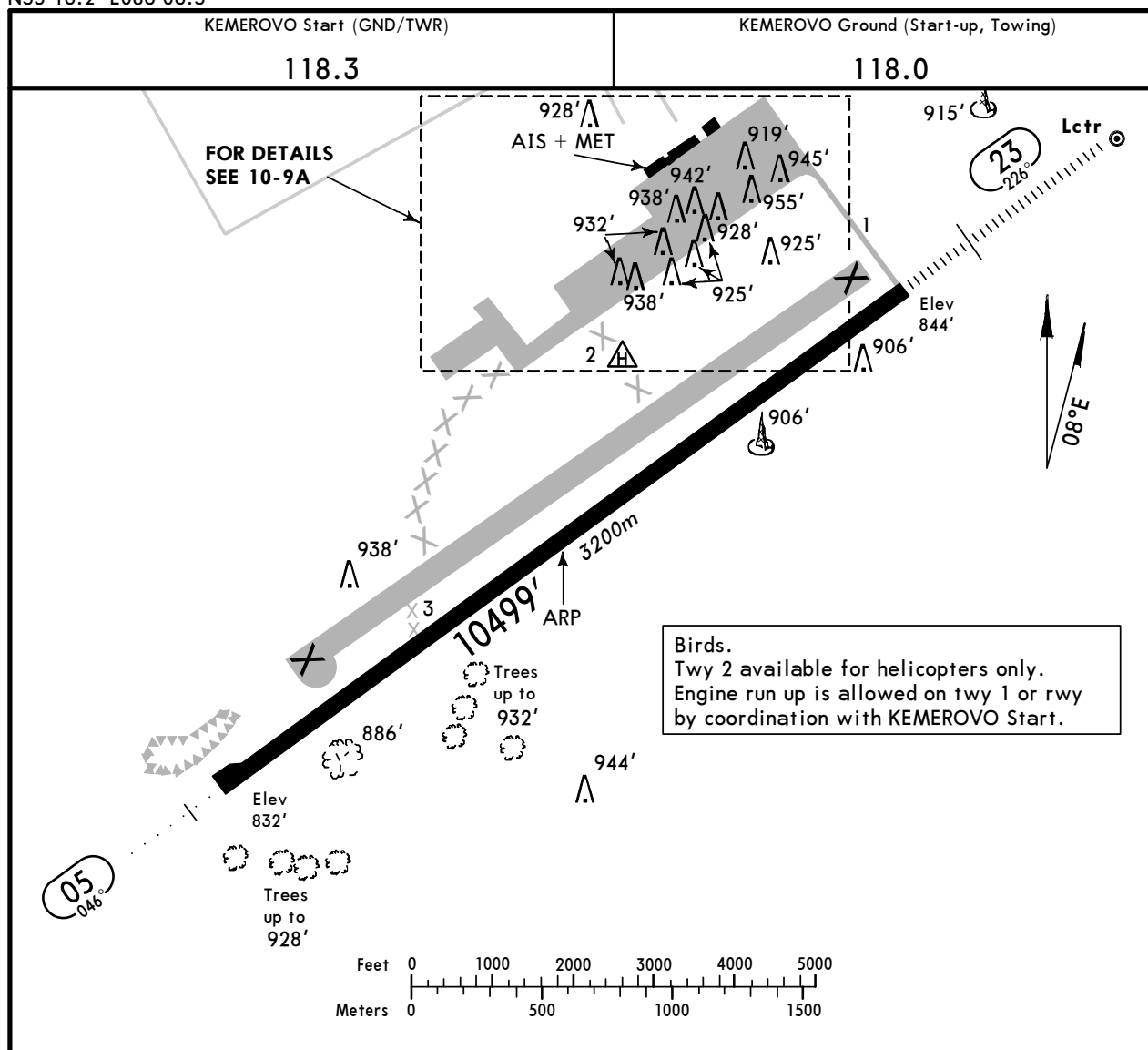
Take-off of IL-76 and IL-76T is limited at night.

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

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
05	HIRL (60m)	ALS	PAPI-L (angle 2.75°)	RVR			10171' 1 2	197'
23	HIRL (60m)	HIALS	PAPI-L (angle 2.75°)	RVR		9223' 2811m	3100m	60m

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

2 RWY 23: To reduce buffeting effects during take-off, pilots are authorised on own discretion to shift the line up position 1640'/500m inwards THR 23.
The position is marked by three cones on left and right side 98'/30m from RCL (TORA 8858'/2700m).

TAKE-OFF

AIR CARRIER (JAA)

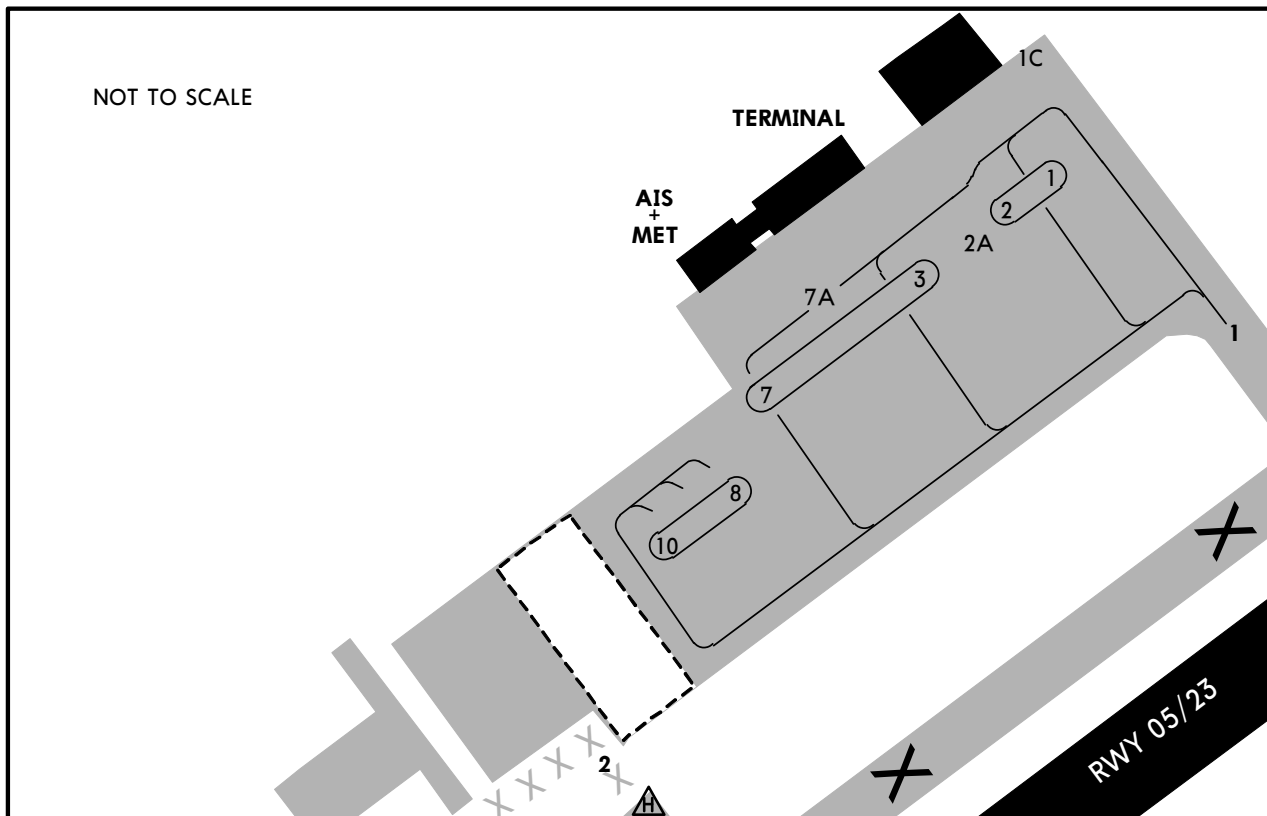
All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



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

Start-up, taxiing or towing shall be carried out by permission of controller.
Stand 8 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
05	NDB ❶	1190' (358')	1190' (358')	1190' (358')	1190' (358')
	with FAF <i>ALS out</i>	R1400m R1500m	R1400m R1500m	R1400m R1600m	R1400m R1600m
	NDB	1680' (848')	1680' (848')	1680' (848')	1680' (848')
	w/o FAF <i>ALS out</i>	C3800m C4000m	C3800m C4000m	C4000m C4200m	C4000m C4200m
23	ILS	1044' (200')	1044' (200')	1044' (200')	1044' (200')
	<i>FULL</i> <i>Limited</i> <i>ALS out</i>	R550m R750m R1200m	R550m R750m R1200m	R550m R750m R1200m	R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	1200' (356')	1200' (356')	1200' (356')	1200' (356')
	<i>ALS out</i>	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
NC LOM or N LMM ❶	with FAF <i>ALS out</i>	1200' (356')	1200' (356')	1200' (356')	1200' (356')
		R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
NC LOM or N LMM	w/o FAF <i>ALS out</i>	1450' (606')	1450' (606')	1450' (606')	1450' (606')
		C2300m C3000m	C2300m C3000m	C2500m C3200m	C2500m C3200m

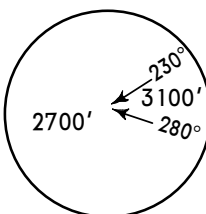
❶ Continuous Descent Final Approach.

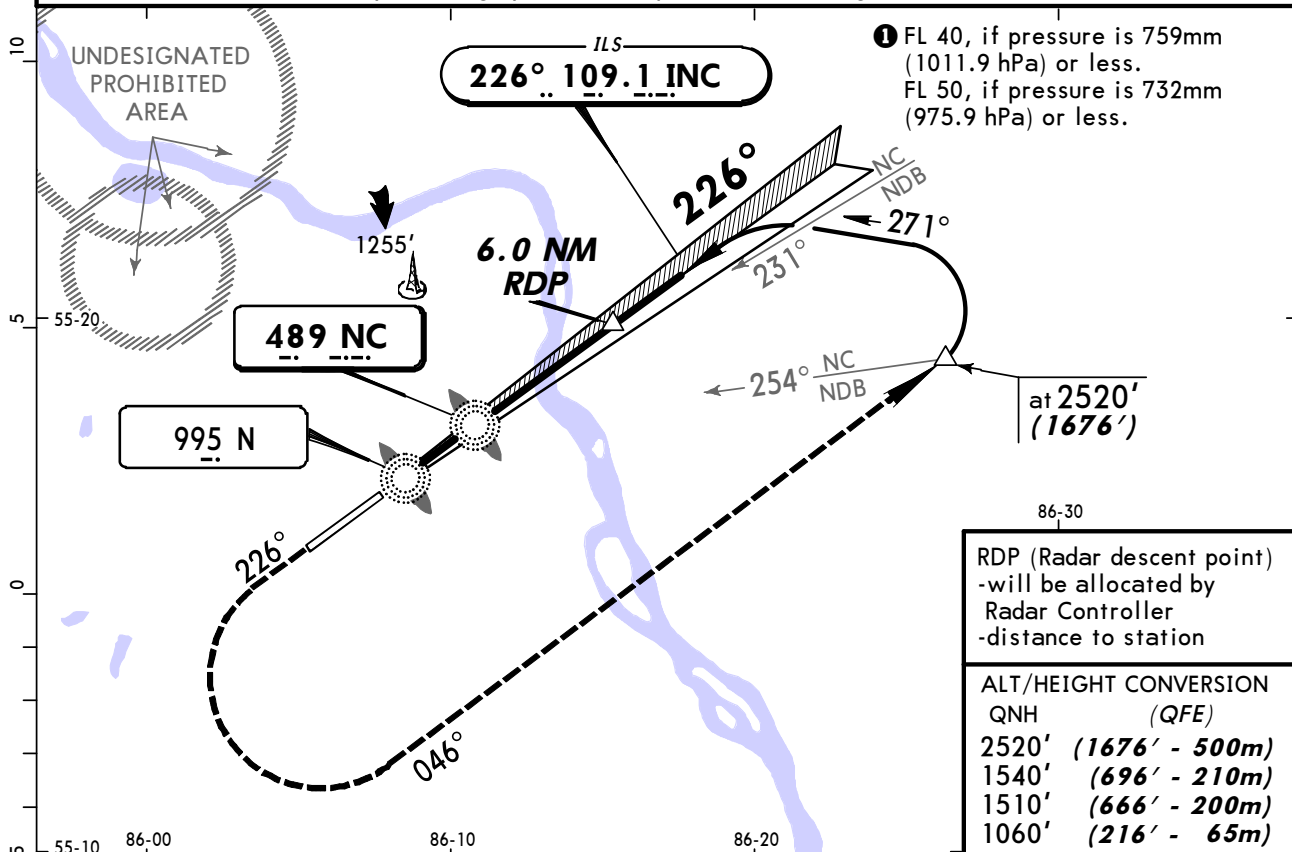
TAKE-OFF RWY 05, 23

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

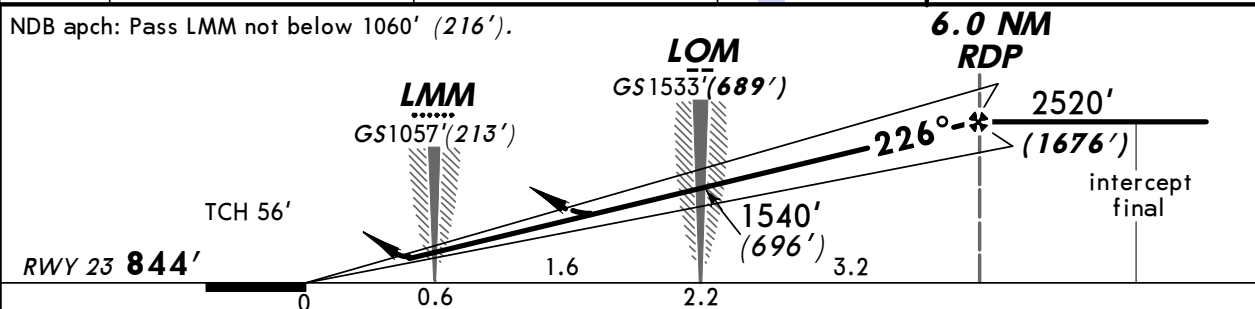
BRIEFING STRIP

TM

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' RWY 844'	
NDB NC 489		Minimum Alt 6.0 NM RDP 2520' (1676')	NDB MDA(H) Refer to Minimums		
MISSED APCH: Climb on 226° to 1510' (666'), then turn LEFT onto 046° climbing to 2520' (1676'), then according to chart.					
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 NDB Desc Angle 2.75°	340	438	486	584	681	778	PAPI				

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

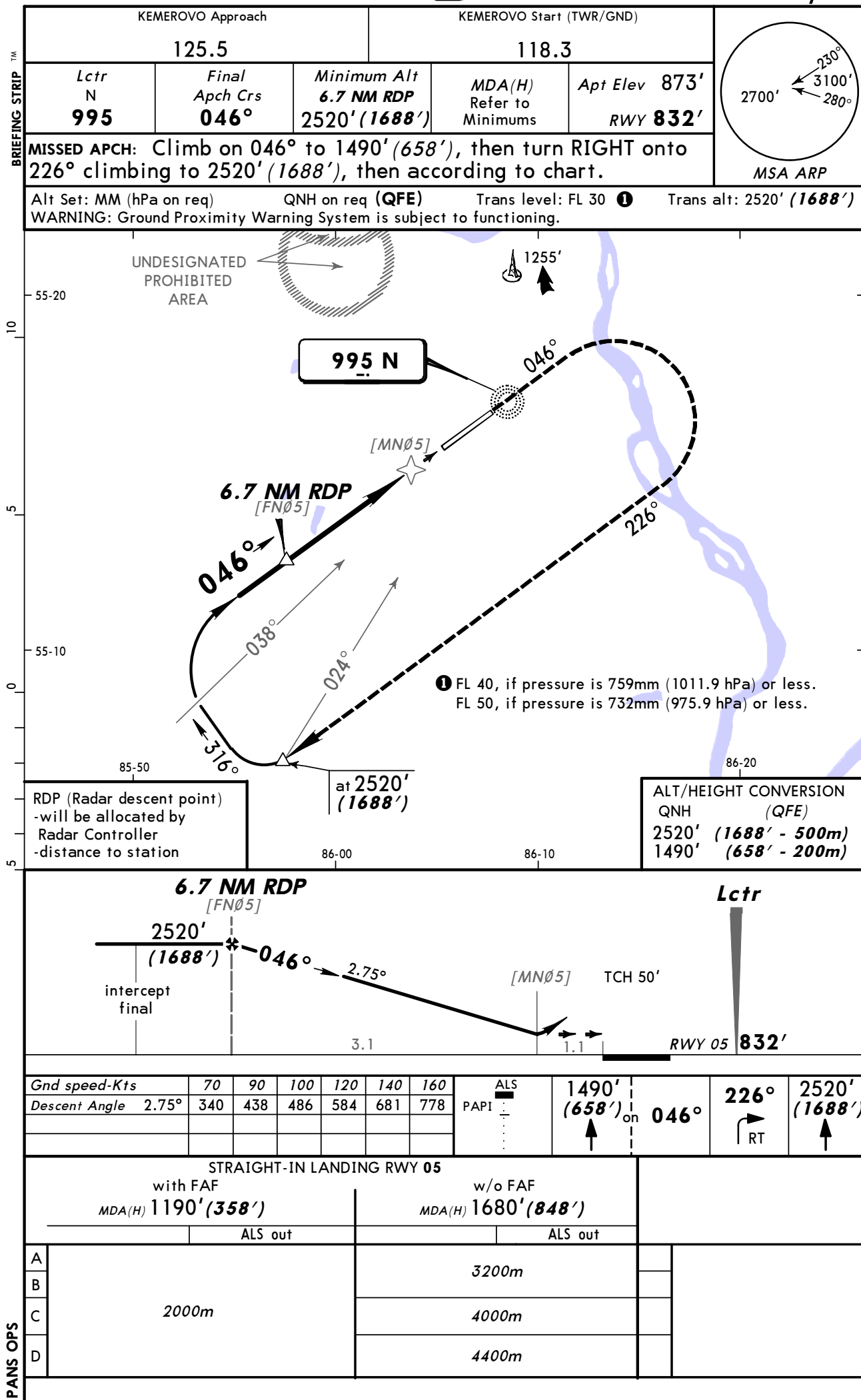




Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KEMEROVO, (ALEXEY LEONOV - UNEE)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNEE

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Apt renamed Alexey Leonov.