

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNEE

Terminal Charts For UNEE

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: KEMEROVO RUS  
ICAO/IATA: UNEE / KEJ  
Lat/Long: N55° 16.20', E086° 06.45'  
Elevation: 873 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -7:00 = UTC  
Magnetic Variation: 7.0° 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: 2227 Z  
Sunset: 1358 Z

## Runway Information

Runway: 23  
Length x Width: 10499 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 868 ft  
Lighting: Edge, ALS

Runway: 05  
Length x Width: 10499 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 857 ft  
Lighting: Edge, ALS

## Communication Information

ATIS: 128.700  
Kemerovo Start Tower: 129.000 Secondary  
Kemerovo Start Tower: 124.000 Secondary  
Kemerovo Start Tower: 118.300  
Kemerovo Apron Ramp/Taxi: 119.000  
Kemerovo Approach: 124.000 Secondary  
Kemerovo Approach: 125.500 VHF-DF  
Kemerovo Approach: 129.000 Secondary

Magadan Emergency: 123.100

Kemerovo Transit Operations: 131.800

UNEE/KEJ  
KEMEROVO

JEPPESSEN

4 AUG 23

10-1P

KEMEROVO, RUSSIA  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 128.7

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m by ATIS using the phrase "Low visibility procedures in progress".

During LVP taxiing to and from TWY only by Follow-me car.

### 1.3. RWY OPERATIONS

**RWY 23:** When normative friction coefficient is less than 0.34, ACFT shall perform 180° turn on the turn pad at the end of the RWY.

There are RWY undulations at a distance of 500m to 1200m from RWY 23 THR towards RWY 05 THR. Shaking is possible during run. So flight crews should exercise increased caution.

### 1.4. TAXI PROCEDURES

Taxiing into/out of the RWY shall be executed via TWY 1 under any condition, via TWY 3 in daytime only by Follow-me car.

Taxiing/towing and engines start-up shall be executed by clearance of TWR controller.

### 1.5. PARKING INFORMATION

Enter stands by TWR controller's assignment of taxi route and stand number and by signals of ground handling specialist (frequency 119.0).

Exit stands by TWR controller's clearance for engines start-up and by signals of ground handling specialist (frequency 119.0).

If the ACFT is parked not according to marking signs the pilot-in-command must immediately inform the controller about it.

Stands 6 and 7 equipped with aerobridges.

Stands 18 thru 22 available in case of abnormal situations.

All stands (except 6 and 7) available for engines start-up.

All stands available for helicopters.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

UNEE/KEJ  
KEMEROVO

JEPPESEN

4 AUG 23

10-1P1

KEMEROVO, RUSSIA  
AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

Flight crew must

- maintain a listening watch on LOM frequency for controllers instructions;
- assess meteorological conditions and possibility to change to a VFR flight and make a decision to terminate or to continue the flight.

If unable to change to VFR flight, proceed under IFR to the aerodrome of landing at assigned flight level, obtained before radio communication failure.

After passing LOM, execute holding procedure descending to aerodrome traffic circuit height and land.

When executing approach procedure, on final turn after passing LOM, crews are to identify themselves and request landing first by flashing and then by switching on landing lights.

### 2.2. HOLDING AREA

When deemed necessary, arrivals may obtain instructions to hold over NC LOM.

RWY 23: 227° inbound, turn LEFT, MHA TL, MAX FL150.

RWY 05: 047° inbound, turn RIGHT to back course, 1 minute 30 seconds to turn on base leg, MHA TL, MAX FL150.

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## 3. DEPARTURE

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### 3.1. COMMUNICATION FAILURE PROCEDURES

Flight crew must maintain a listening watch on LOM frequency for controllers instructions.

In case of radio communication failure after take-off, flight crew shall execute landing at the aerodrome of departure.

If unable to land due to meteorological conditions, reach the lower safe flight level or FL140-FL150, depending on flight direction, and proceed to the alternate aerodrome.

**UNEE/KEJ**  
**KEMEROVO**



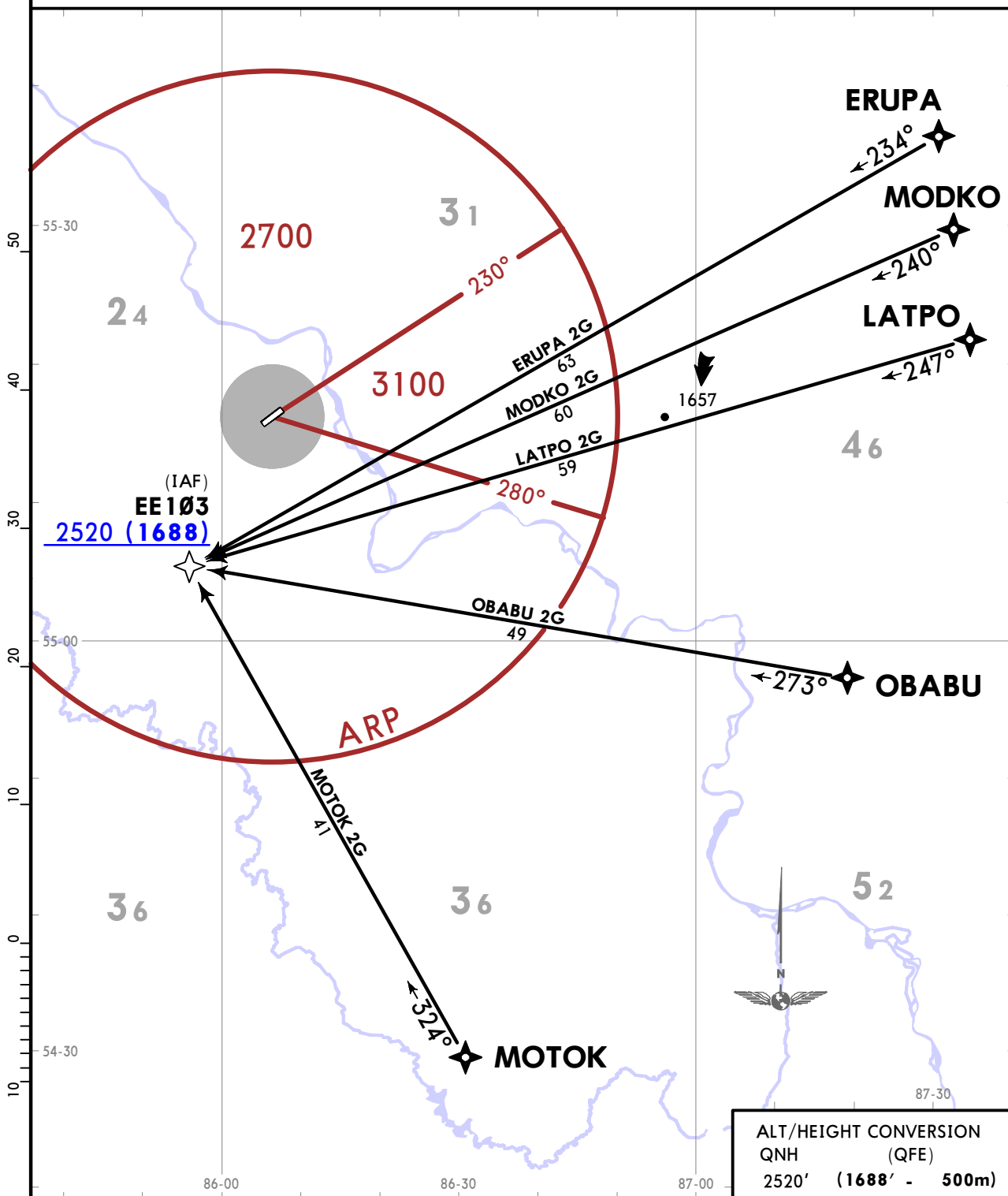
**KEMEROVO, RUSSIA**

19 MAY 23 **10-2**

**RNAV STAR**

ATIS <b>128.7</b>	Apt Elev <b>873</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
		GNSS required 1. Available for flight crews having approval for GNSS approach using GLONASS or GPS. 2. Request clearance for GNSS approach from KEMEROVO Approach on first contact.
KEMEROVO Approach <b>125.5</b>		

**ERUPA 2G [ERUP2G], LATPO 2G [LATP2G]  
 MODKO 2G [MODK2G], MOTOK 2G [MOTO2G]  
 OBABU 2G [OBAB2G]  
 RNAV ARRIVALS  
 (RWY 05)**



**UNEE/KEJ**  
**KEMEROVO**



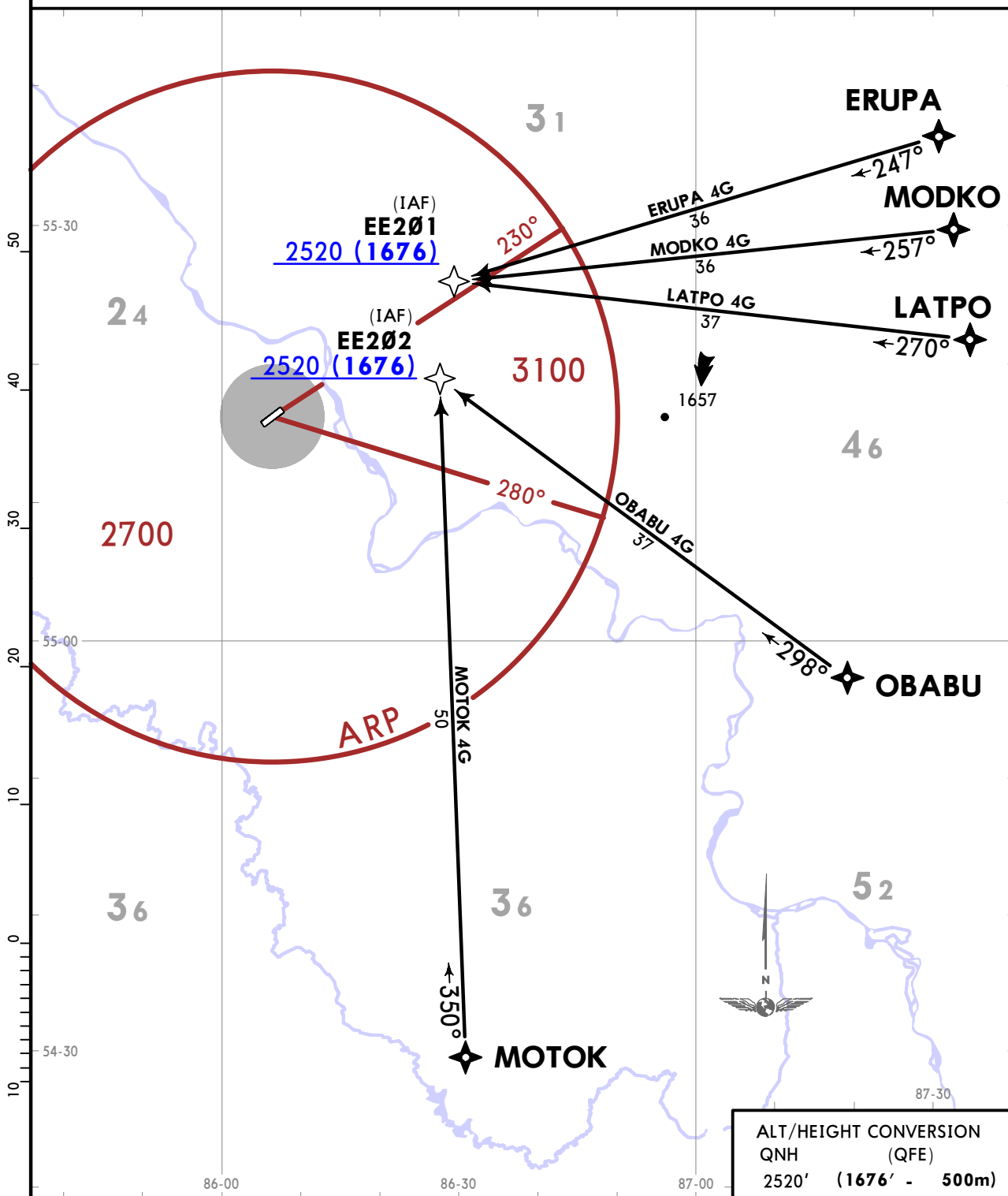
**KEMEROVO, RUSSIA**

19 MAY 23 **10-2A**

**RNAV STAR**

ATIS <b>128.7</b>	Apt Elev <b>873</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
		GNSS required 1. Available for flight crews having approval for GNSS approach using GLONASS or GPS. 2. Request clearance for GNSS approach from KEMEROVO Approach on first contact.
KEMEROVO Approach <b>125.5</b>		

**ERUPA 4G [ERUP4G], LATPO 4G [LATP4G]  
MODKO 4G [MODK4G], MOTOK 4G [MOTO4G]  
OBABU 4G [OBAB4G]  
RNAV ARRIVALS  
(RWY 23)**



**UNEE/KEJ**  
**KEMEROVO**

**JEPPESEN**

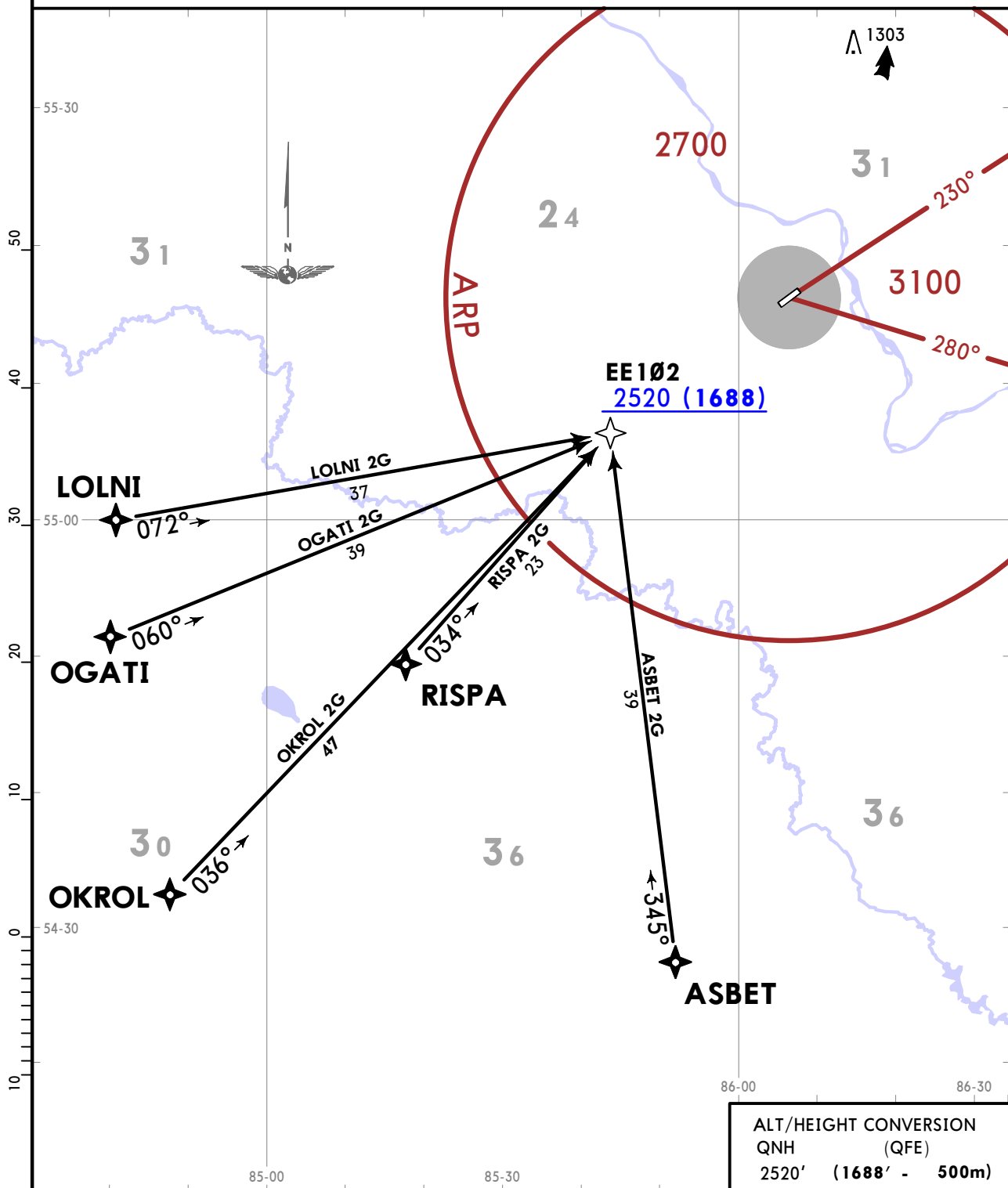
**KEMEROVO, RUSSIA**

19 MAY 23 **10-2B**

**RNAV STAR**

ATIS <b>128.7</b>	Apt Elev <b>873</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
KEMEROVO Approach <b>125.5</b>		GNSS required 1. Available for flight crews having approval for GNSS approach using GLONASS or GPS. 2. Request clearance for GNSS approach from KEMEROVO Approach on first contact.

**ASBET 2G [ASBE2G], LOLNI 2G [LOLN2G]  
OGATI 2G [OGAT2G], OKROL 2G [OKRO2G]  
RISPA 2G [RISP2G]  
RNAV ARRIVALS  
(RWY 05)**



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

UNEE/KEJ  
KEMEROVO



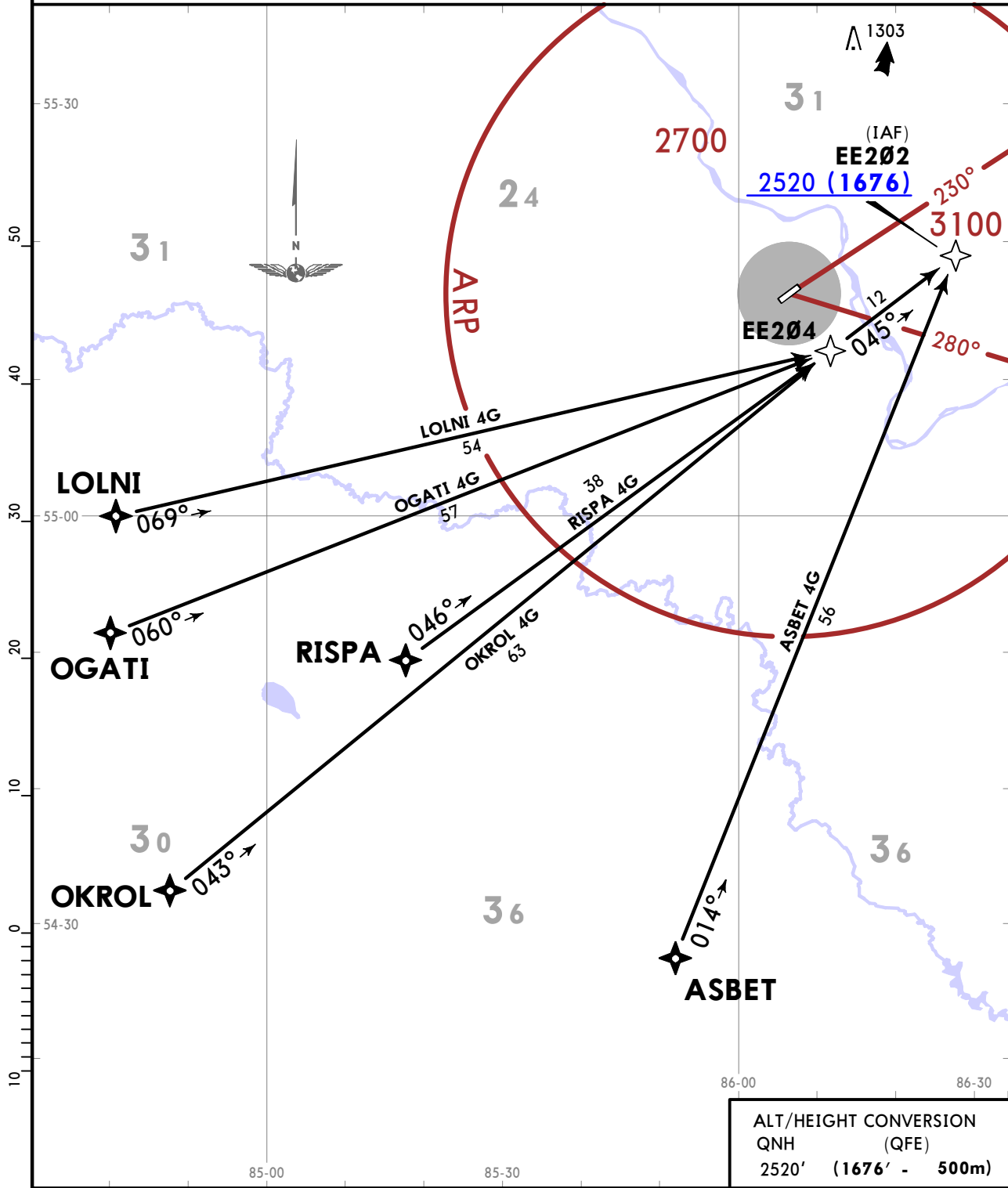
KEMEROVO, RUSSIA

19 MAY 23 10-2C

RNAV STAR

ATIS 128.7	Apt Elev 873	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
KEMEROVO Approach 125.5		GNSS required 1. Available for flight crews having approval for GNSS approach using GLONASS or GPS. 2. Request clearance for GNSS approach from KEMEROVO Approach on first contact.

ASBET 4G [ASBE4G], LOLNI 4G [LOLN4G]  
OGATI 4G [OGAT4G], OKROL 4G [OKRO4G]  
RISPA 4G [RISP4G]  
RNAV ARRIVALS  
(RWY 23)



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

UNEE/KEJ  
KEMEROVO



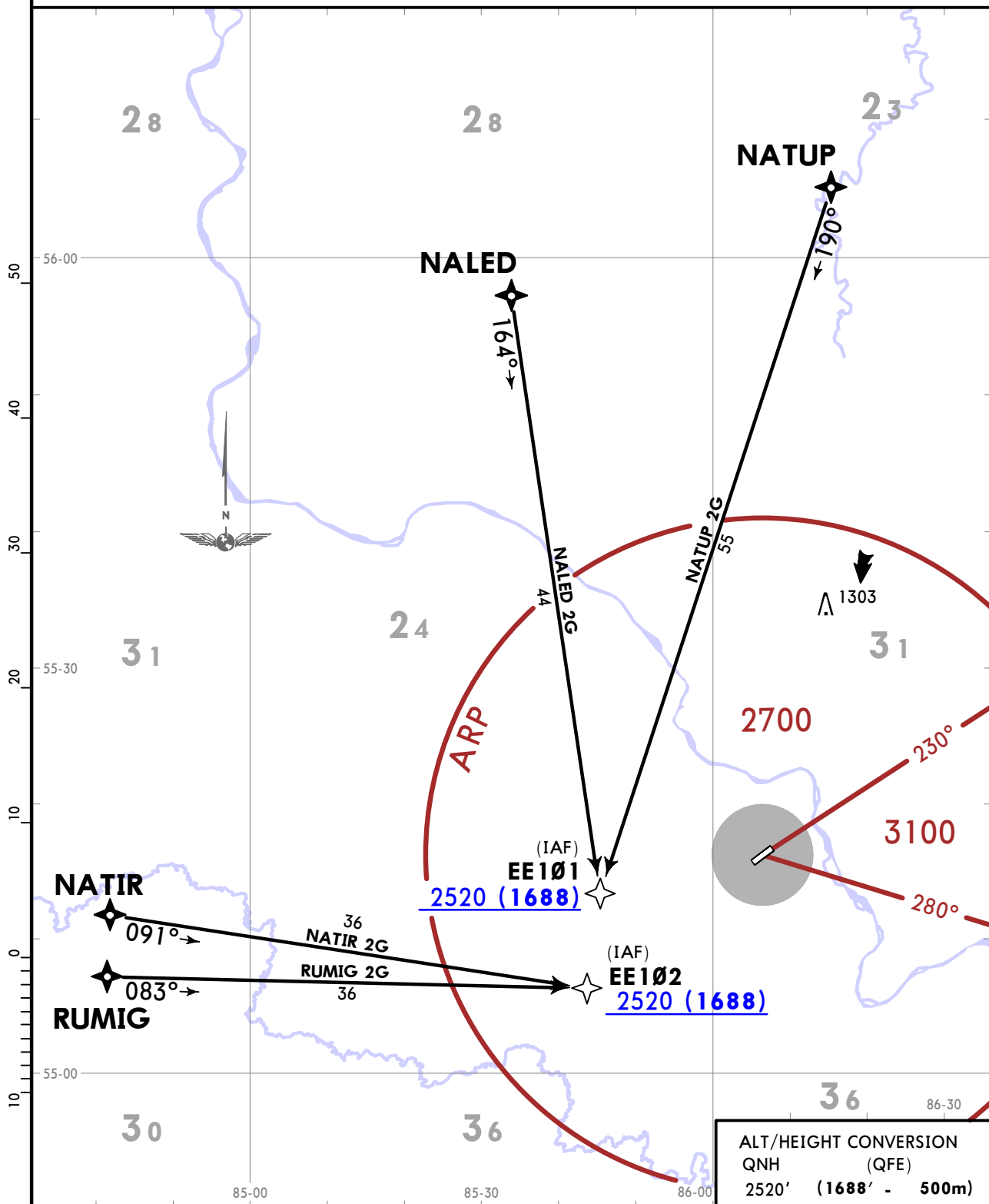
KEMEROVO, RUSSIA

19 MAY 23 (10-2D)

RNAV STAR

ATIS 128.7	Apt Elev 873	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
		GNSS required
KEMEROVO Approach 125.5		<ol style="list-style-type: none"> <li>Available for flight crews having approval for GNSS approach using GLONASS or GPS.</li> <li>Request clearance for GNSS approach from KEMEROVO Approach on first contact.</li> </ol>

NALED 2G [NALE2G], NATIR 2G [NATI2G]  
 NATUP 2G [NATU2G], RUMIG 2G [RUMI2G]  
 RNAV ARRIVALS  
 (RWY 05)



**UNEE/KEJ**  
**KEMEROVO**



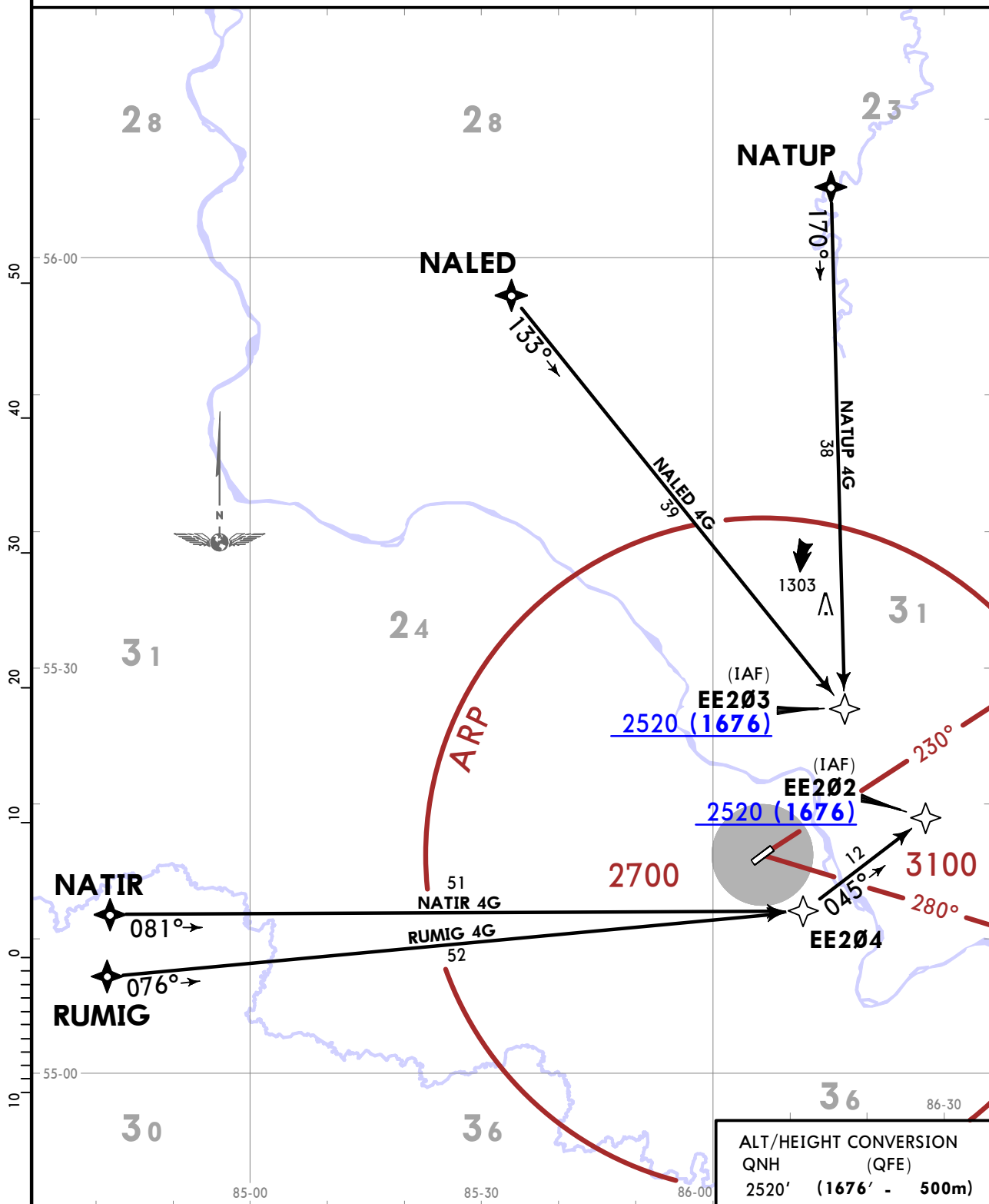
**KEMEROVO, RUSSIA**

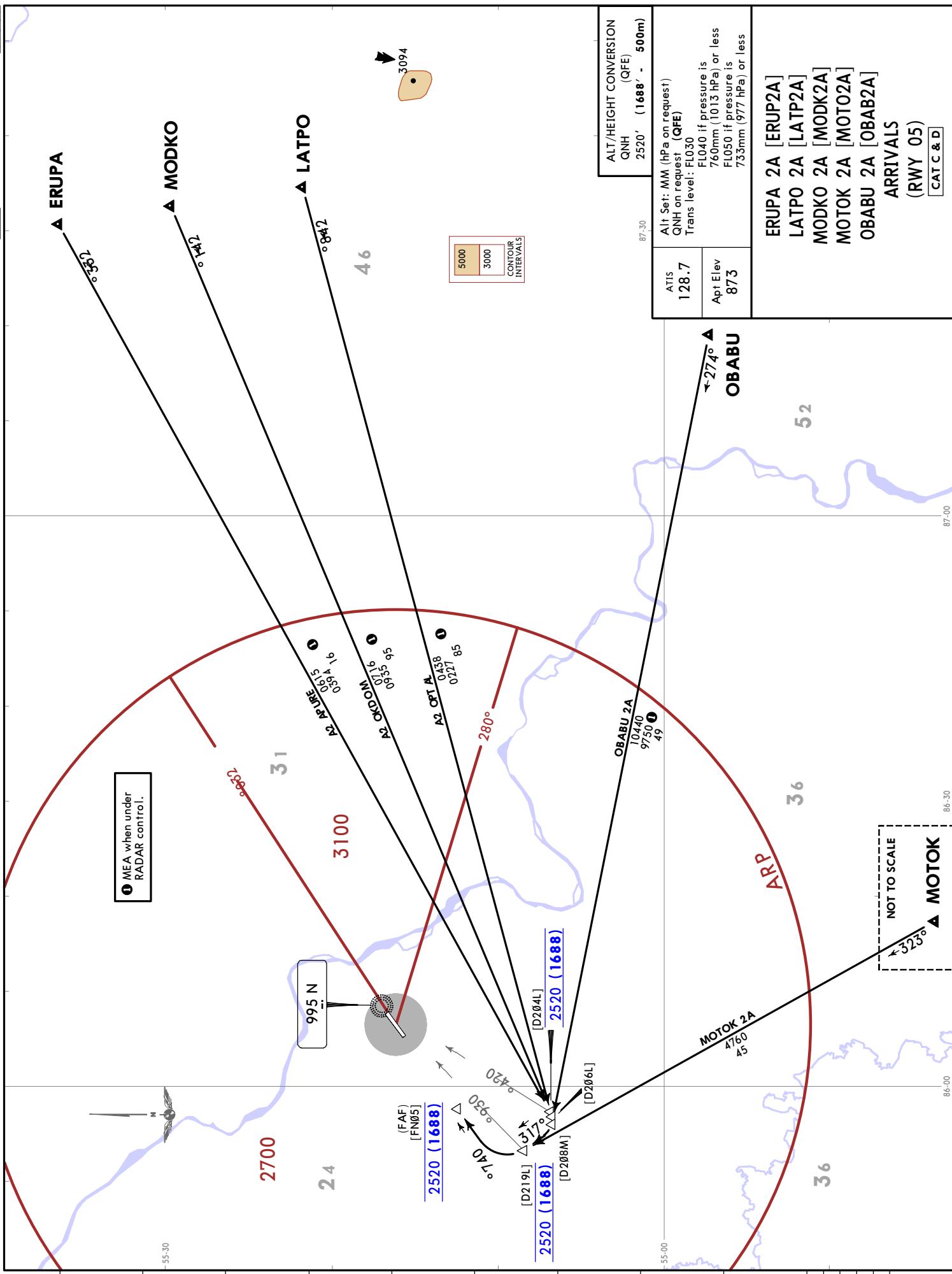
19 MAY 23 **(10-2E)**

**RNAV STAR**

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		GNSS required 1. Available for flight crews having approval for GNSS approach using GLONASS or GPS. 2. Request clearance for GNSS approach from KEMEROVO Approach on first contact.
KEMEROVO Approach <b>125.5</b>		

**NALED 4G [NALE4G], NATIR 4G [NATI4G]  
NATUP 4G [NATU4G], RUMIG 4G [RUMI4G]  
RNAV ARRIVALS  
(RWY 23)**





MEAs when under  
 RADAR control.

995 N

(FAF)  
 [FN05]

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

2520 (1688)

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

ATIS  
 128.7

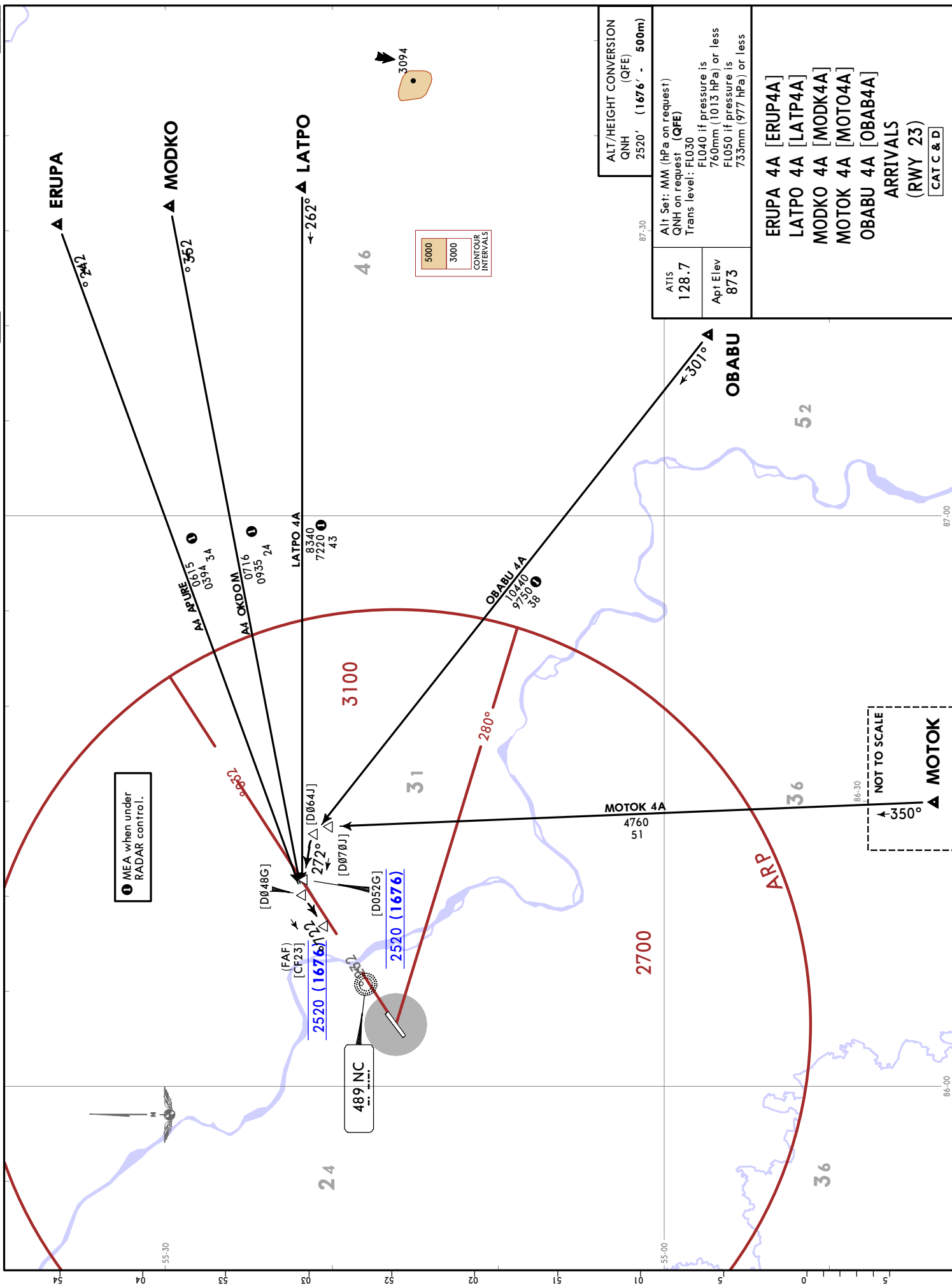
Apt Elev  
 873

Alt Set: MM (hPa on request)  
 QNH on request (QFE)  
 Trans level: F1030  
 F1040 if pressure is  
 760mm (1013 hPa) or less  
 F1050 if pressure is  
 753mm (977 hPa) or less

ERUPA 2A [ERUP2A]  
 LATPO 2A [LATP2A]  
 MODKO 2A [MODK2A]  
 MOTOK 2A [MOTO2A]  
 OBABU 2A [OBAB2A]

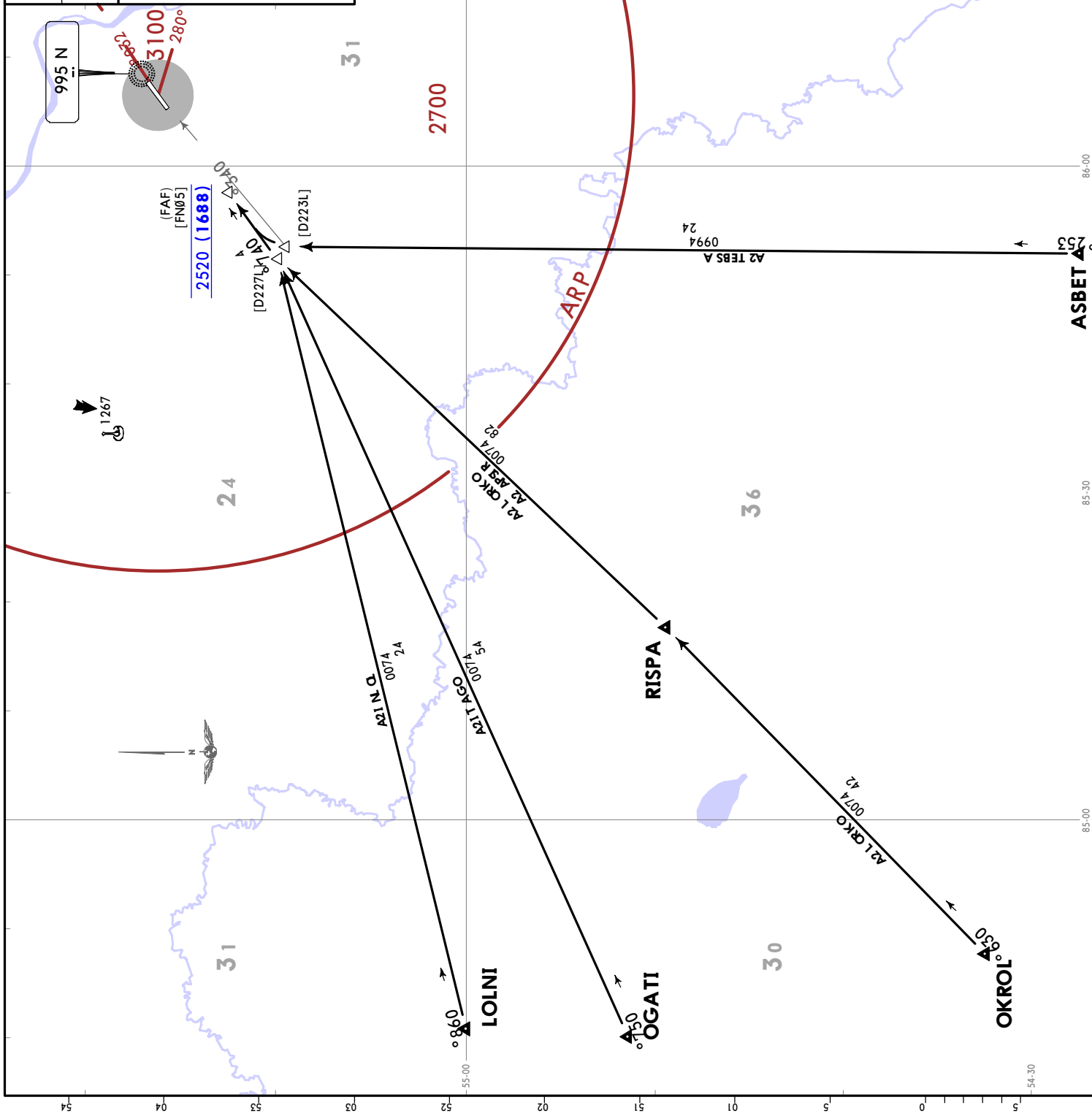
ARRIVALS  
 (RWY 05)  
 [CAT C & D]

NOT TO SCALE  
 MOTOK

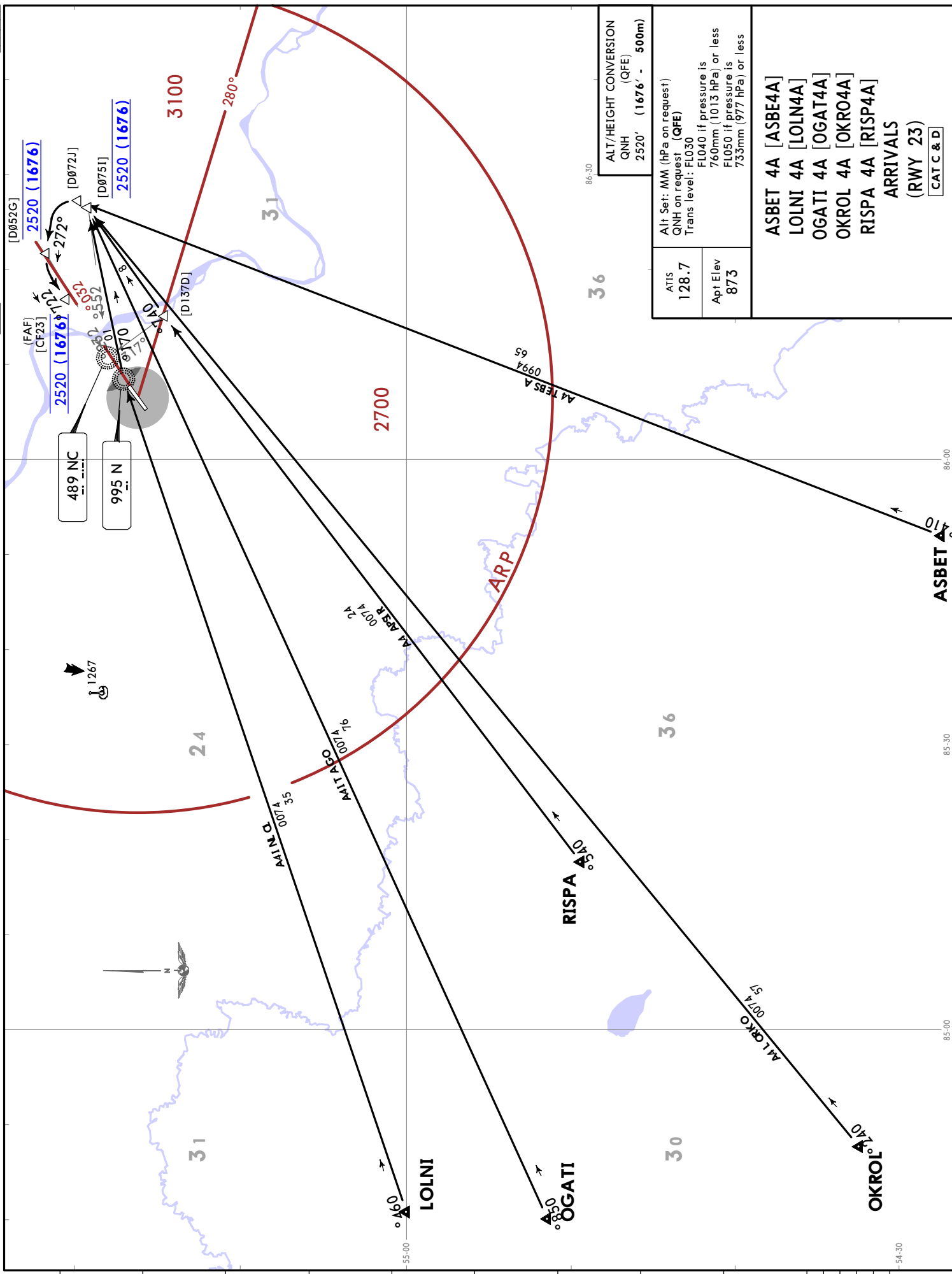


ALT/HEIGHT CONVERSION QNH (QFE) 2520' (1676' - 500m)	ATIS 128.7	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FLO30
	Apt Elev 873	FLO40 if pressure is 760mm (1013 hPa) or less FLO50 if pressure is 753mm (977 hPa) or less
<b>ERUPA 4A [ERUP4A]</b> <b>LATPO 4A [LATP4A]</b> <b>MODKO 4A [MODK4A]</b> <b>MOTOK 4A [MOTO4A]</b> <b>OBABU 4A [OBAB4A]</b> <b>ARRIVALS</b> <b>(RWY 23)</b> <b>[CAT C &amp; D]</b>		

ATIS 128.7  Apt Elev 873	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FLO30 FLO40 if pressure is 760mm (1013 hPa) or less FLO50 if pressure is 733mm (977 hPa) or less
ASBET 2A [ASBE2A] LOLNI 2A [LOLN2A] OGATI 2A [OGAT2A] OKROL 2A [OKRO2A] RISPA 2A [RISP2A] ARRIVALS (RWY 05) CAT C & D	
ALT/HEIGHT CONVERSION QNH (QFE) 2520' (1688' - 500m)	

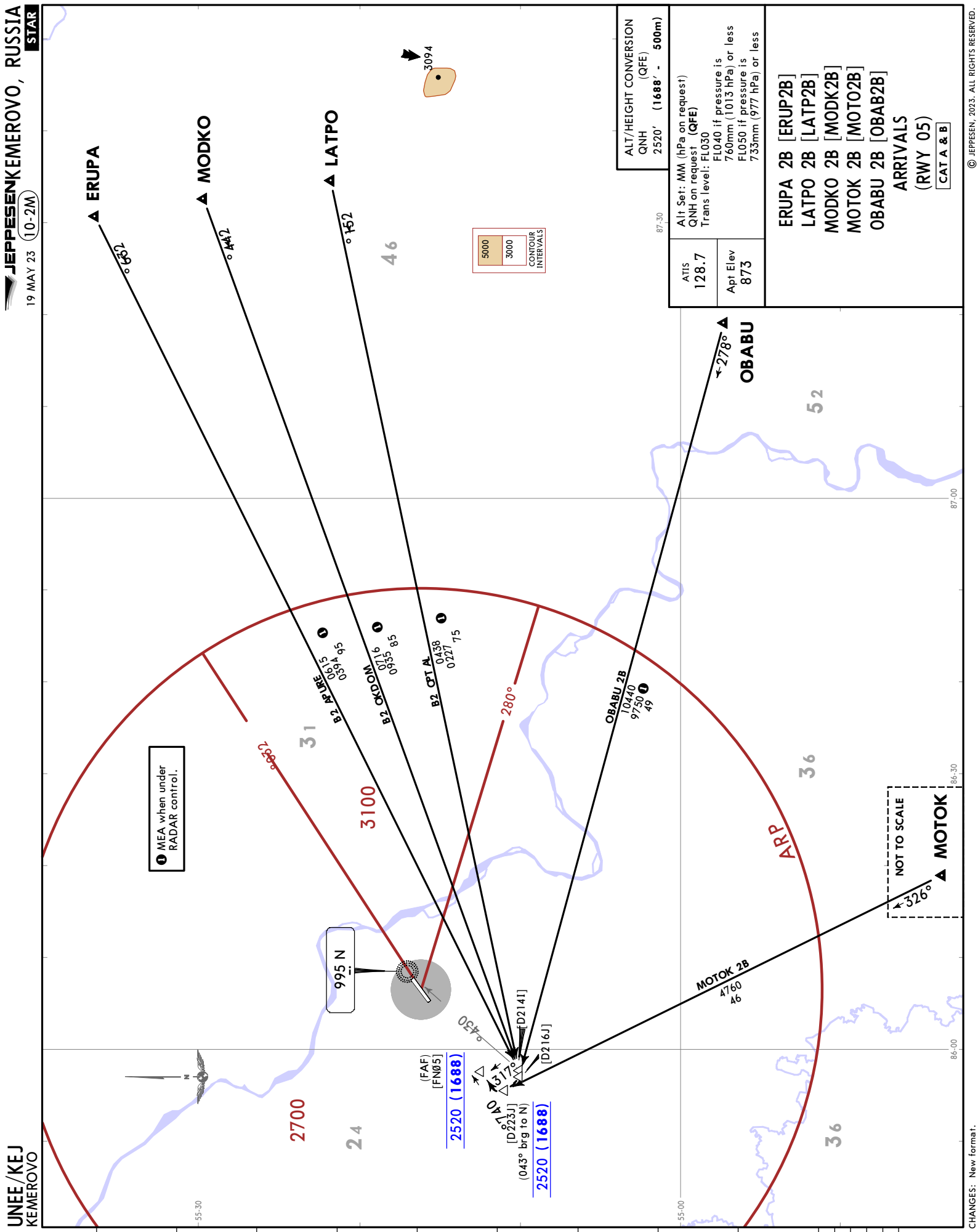


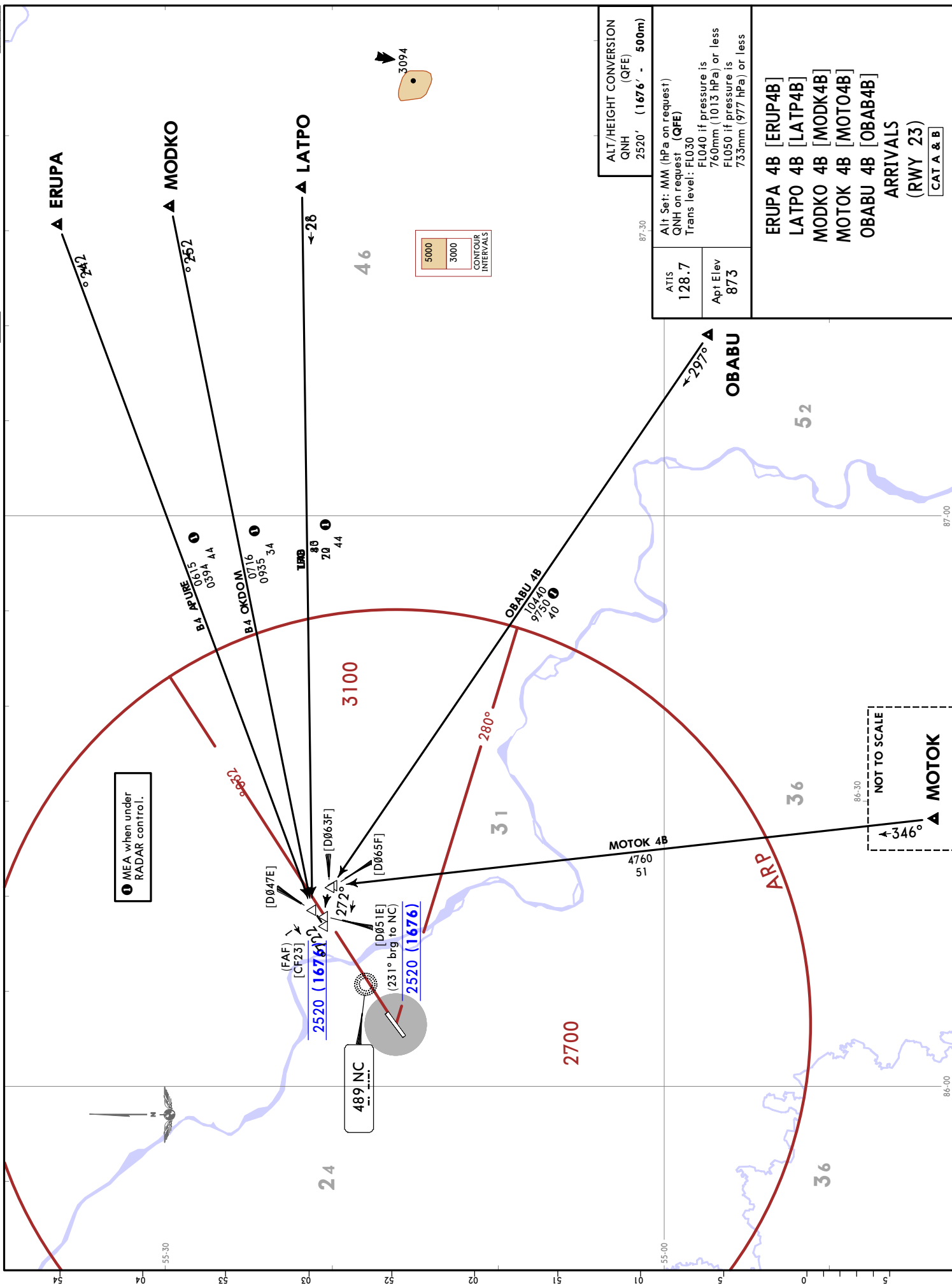
UNEE/KEJ KEMEROVO  
 JEPPESEN 23 JUN 23 (10-2J) STAR  
 KEMEROVO, RUSSIA



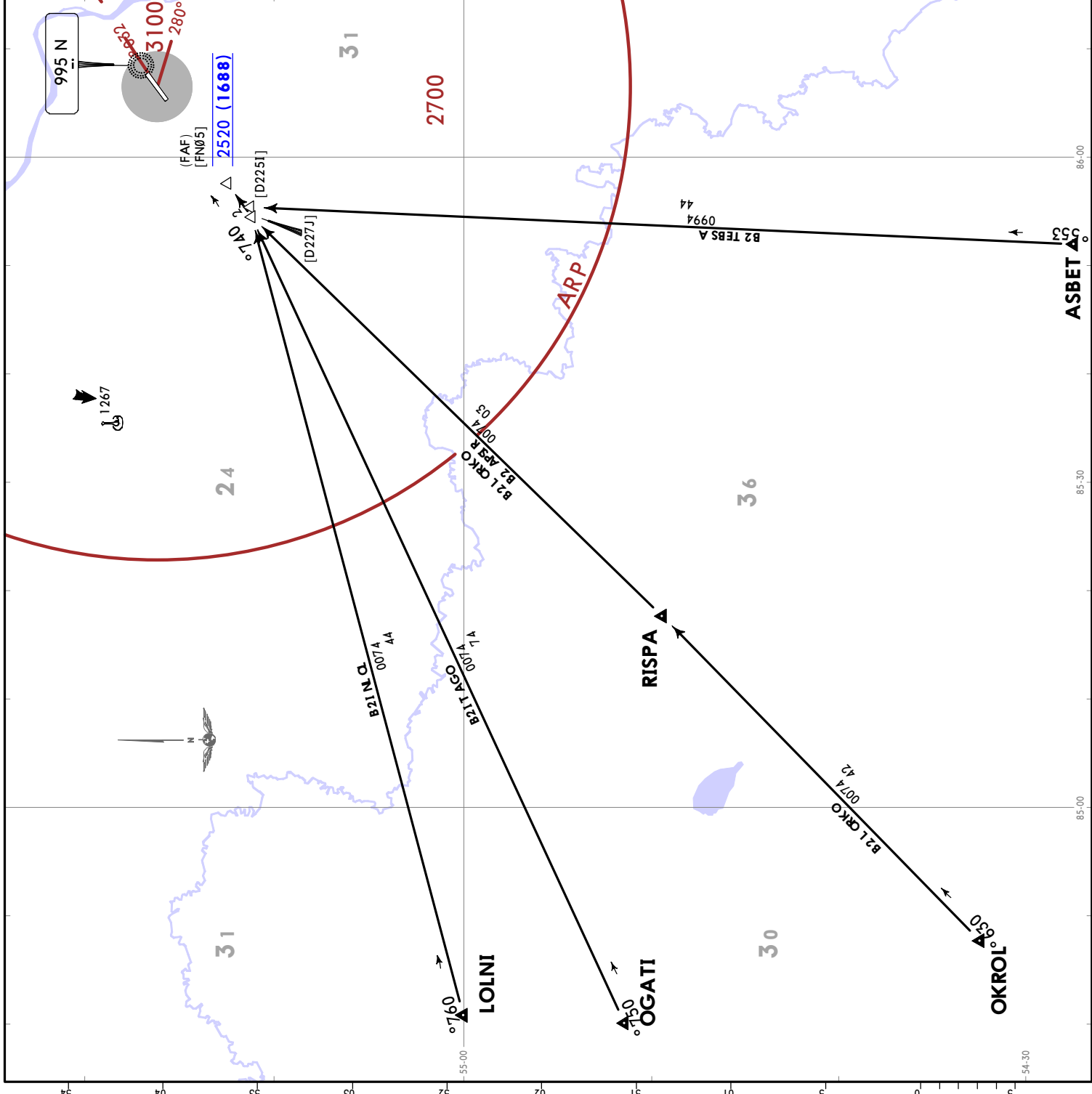




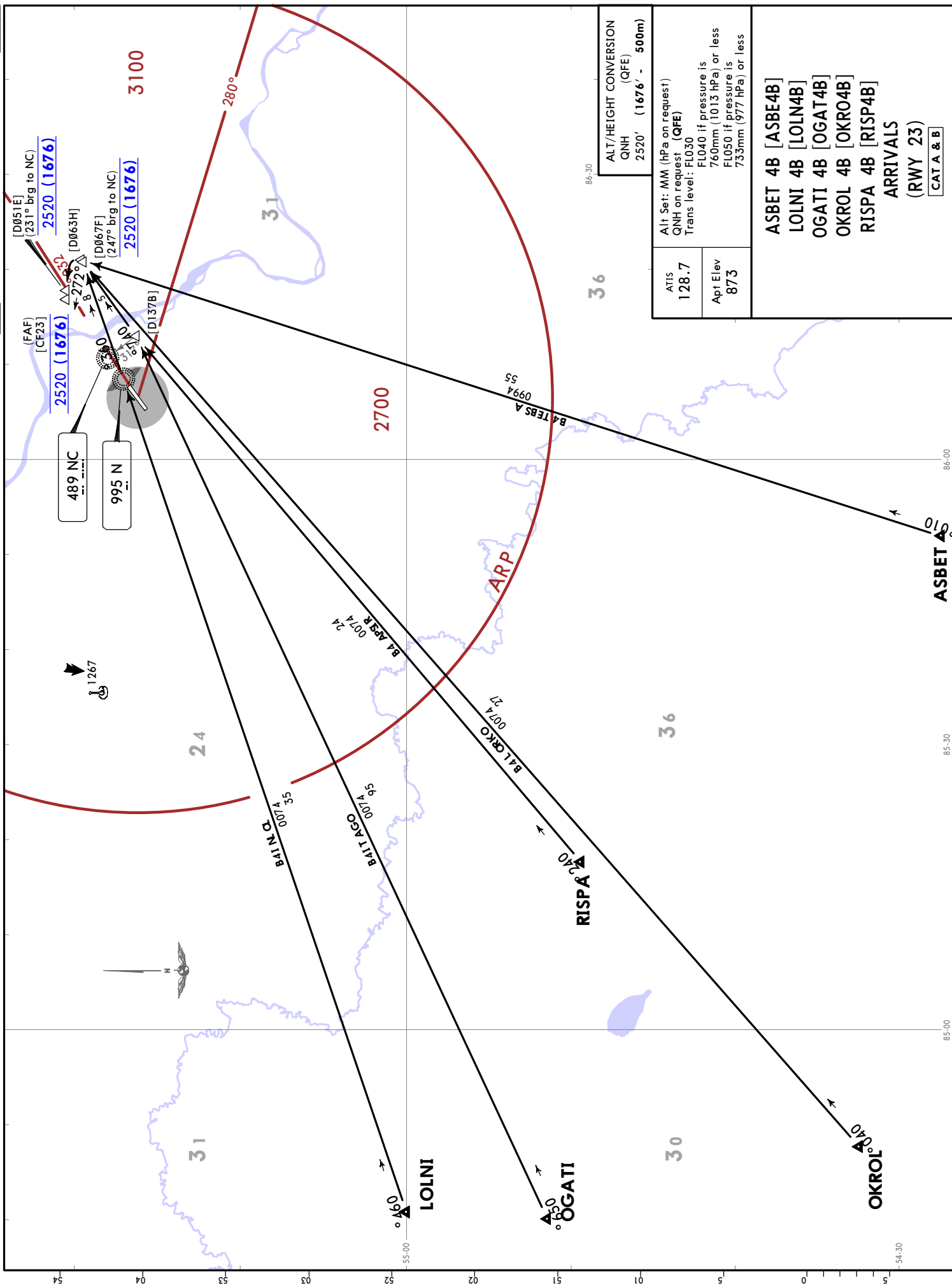




ATIS 128.7  Apt Elev 873	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL030 FL040 if pressure is 760mm (1013 hPa) or less FL050 if pressure is 733mm (977 hPa) or less
ASBET 2B [ASBE2B] LOLNI 2B [LOLN2B] OGATI 2B [OGAT2B] OKROL 2B [OKRO2B] RISPA 2B [RISP2B] ARRIVALS (RWY 05) [CAT A & B]	
ALT/HEIGHT CONVERSION QNH (QFE) 2520' (1688' - 500m)	



UNEE/KEJ KEMEROVO  
 JEPPESEN  
 23 JUN 23 (10-2Q)  
 STAR  
 KEMEROVO, RUSSIA



ALT/HEIGHT CONVERSION QNH (QFE) 2520' (1676' - 500m)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: F1030 F1040 if pressure is 760mm (1013 hPa) or less F1050 if pressure is 753mm (977 hPa) or less
ATIS 128.7 Apt Elev 873	ASBET 4B [ASBE4B] LOLNI 4B [LOLN4B] OGATI 4B [OGAT4B] OKROL 4B [OKRO4B] RISP4 4B [RISP4B] ARRIVALS (RWY 23) [CAT A & B]



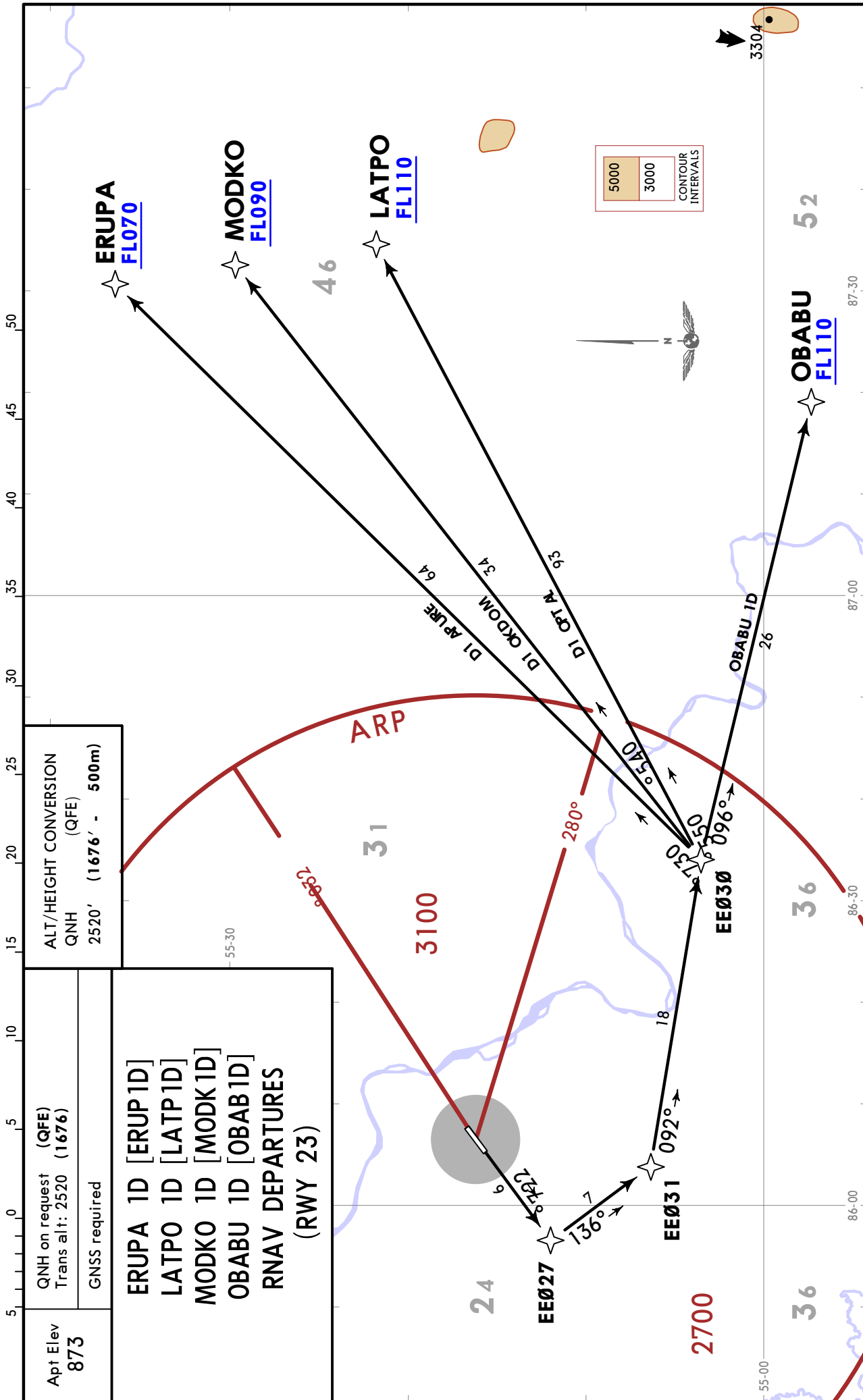




UNEE/KEJ  
KEMEROVO

JEPPESSEN  
19 MAY 23 10-3A

KEMEROVO, RUSSIA  
RNAV SID



CHANGES: New procedures at this airport.

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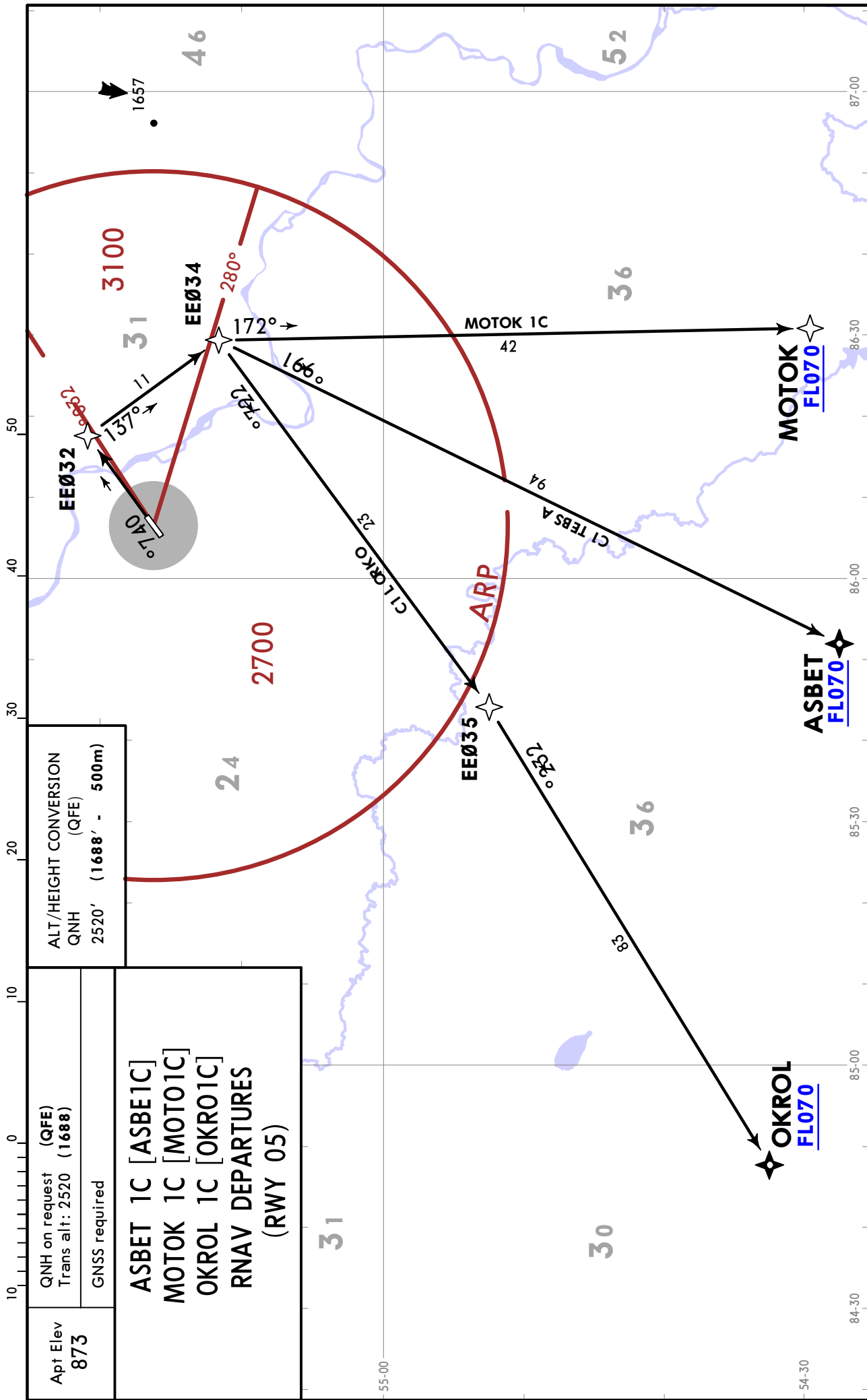
UNEE/KEJ  
KEMEROVO



19 MAY 23 10-3B

KEMEROVO, RUSSIA

RNAV SID



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

QNH on request (QFE)  
Trans alt: 2520 (1688)  
GNSS required

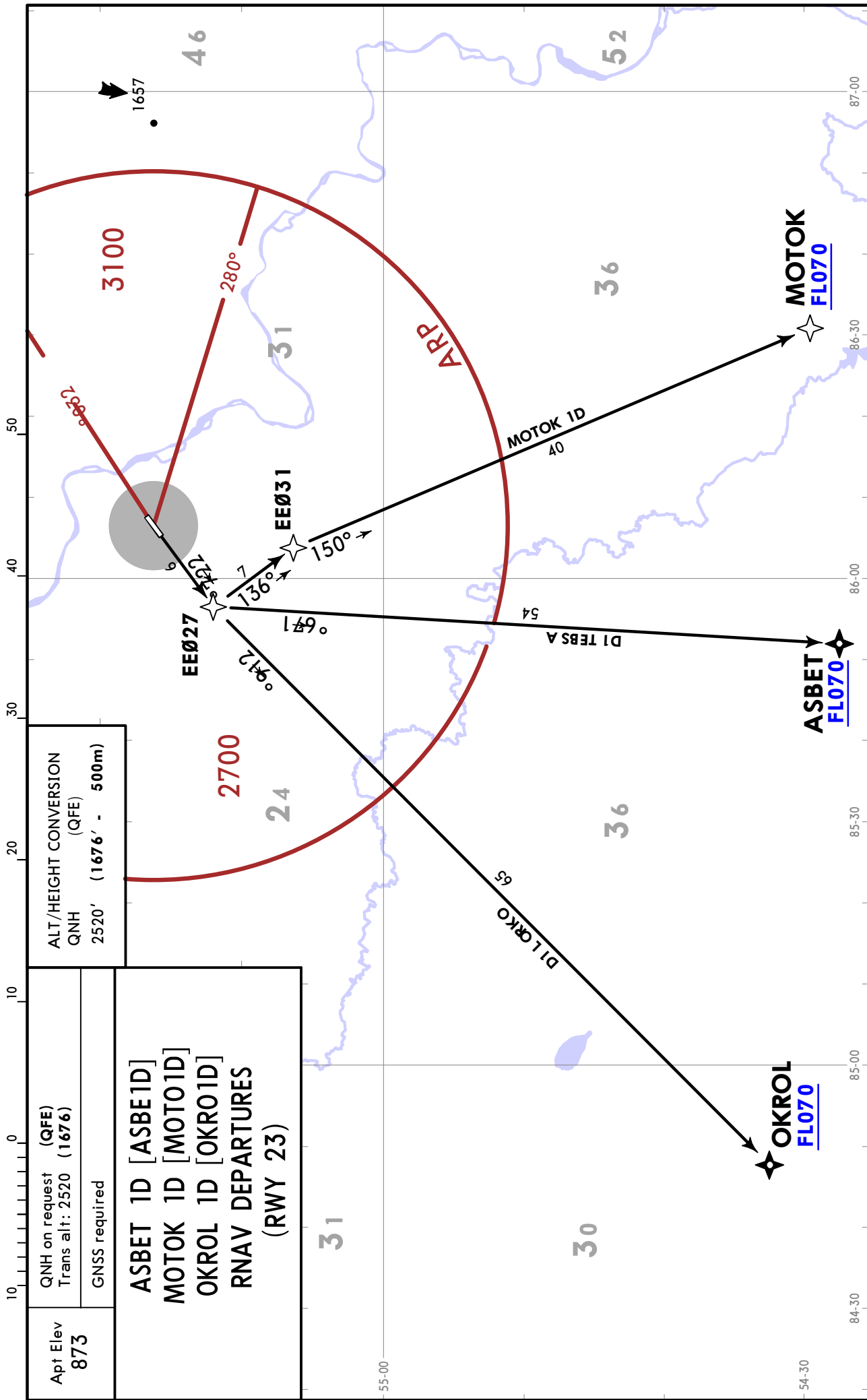
ASBET 1C [ASBE1C]  
MOTOK 1C [MOTO1C]  
OKROL 1C [OKRO1C]  
RNAV DEPARTURES  
(RWY 05)

CHANGES: New procedures at this airport.

UNEE/KEJ  
KEMEROVO

JEPPESSEN  
19 MAY 23 10-3C

KEMEROVO, RUSSIA  
RNAV SID



CHANGES: New procedures at this airport.

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**UNEE/KEJ**  
**KEMEROVO**

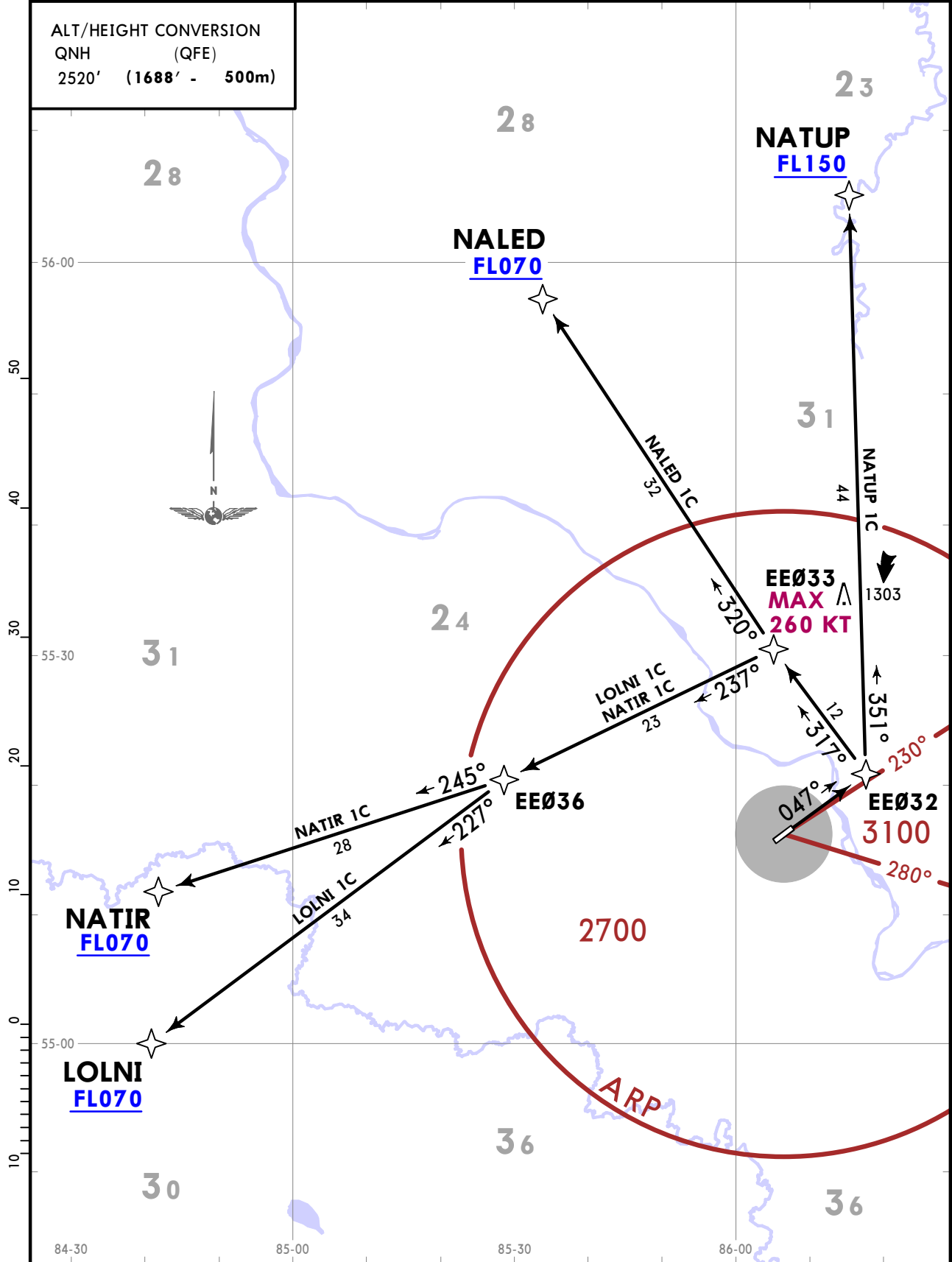
**JEPPESEN**  
19 MAY 23 (10-3D)

**KEMEROVO, RUSSIA**  
**RNAV SID**

Apt Elev 873	QNH on request (QFE) Trans alt: 2520 (1688)
	GNSS required

**LOLNI 1C [LOLN1C], NALED 1C [NALE1C]  
NATIR 1C [NATI1C], NATUP 1C [NATU1C]  
RNAV DEPARTURES  
(RWY 05)**

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



CHANGES: New procedures at this airport.

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UNEE/KEJ  
KEMEROVO

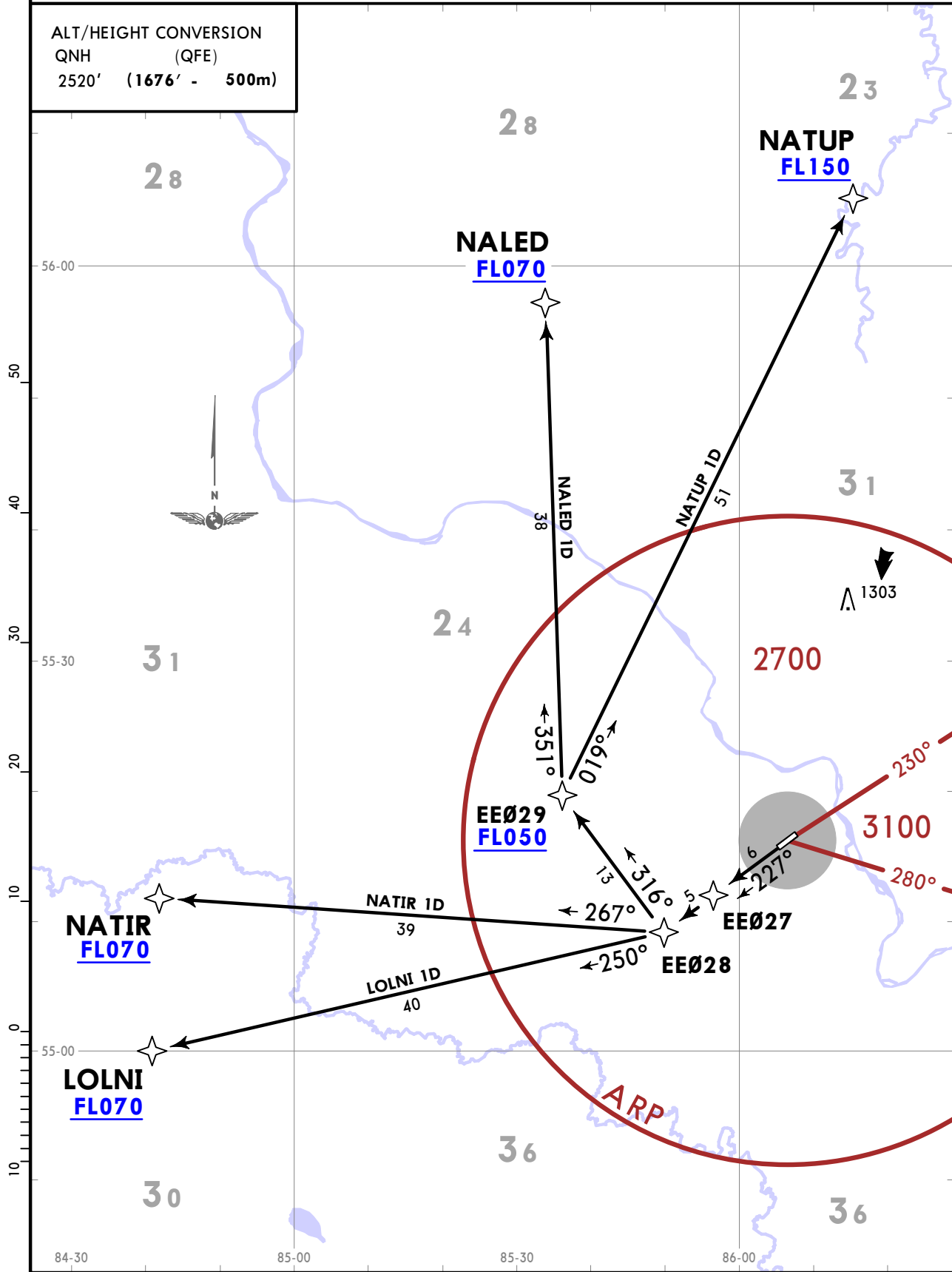
JEPPESEN  
19 MAY 23 (10-3E)

KEMEROVO, RUSSIA  
RNAV SID

Apt Elev 873	QNH on request (QFE) Trans alt: 2520 (1676)
	GNSS required

LOLNI 1D [LOLN1D], NALED 1D [NALE1D]  
 NATIR 1D [NATI1D], NATUP 1D [NATU1D]  
 RNAV DEPARTURES  
 (RWY 23)

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



CHANGES: New procedures at this airport.

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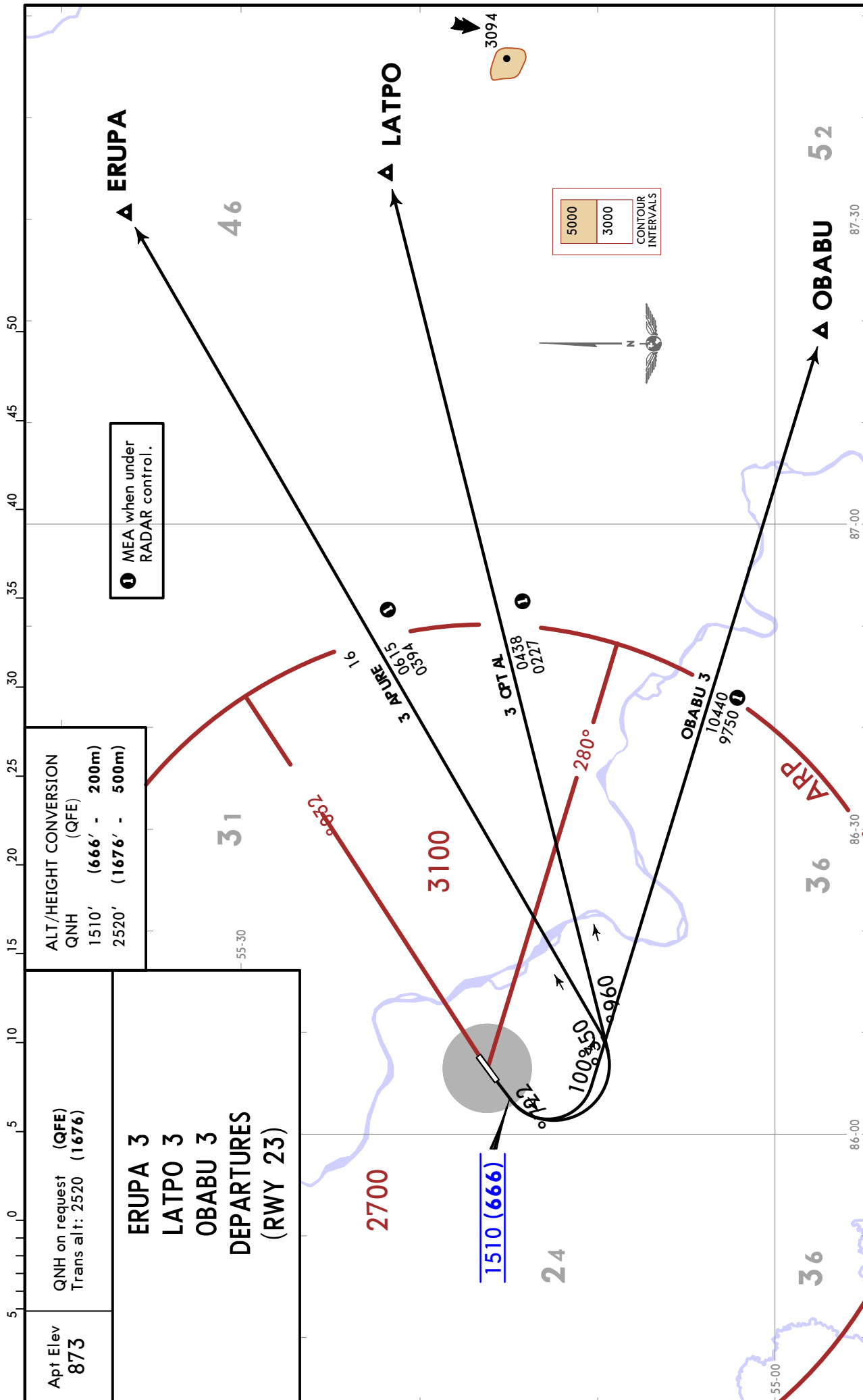


UNEE/KEJ  
KEMEROVO

19 MAY 23 **10-3G**

KEMEROVO, RUSSIA

**SID**





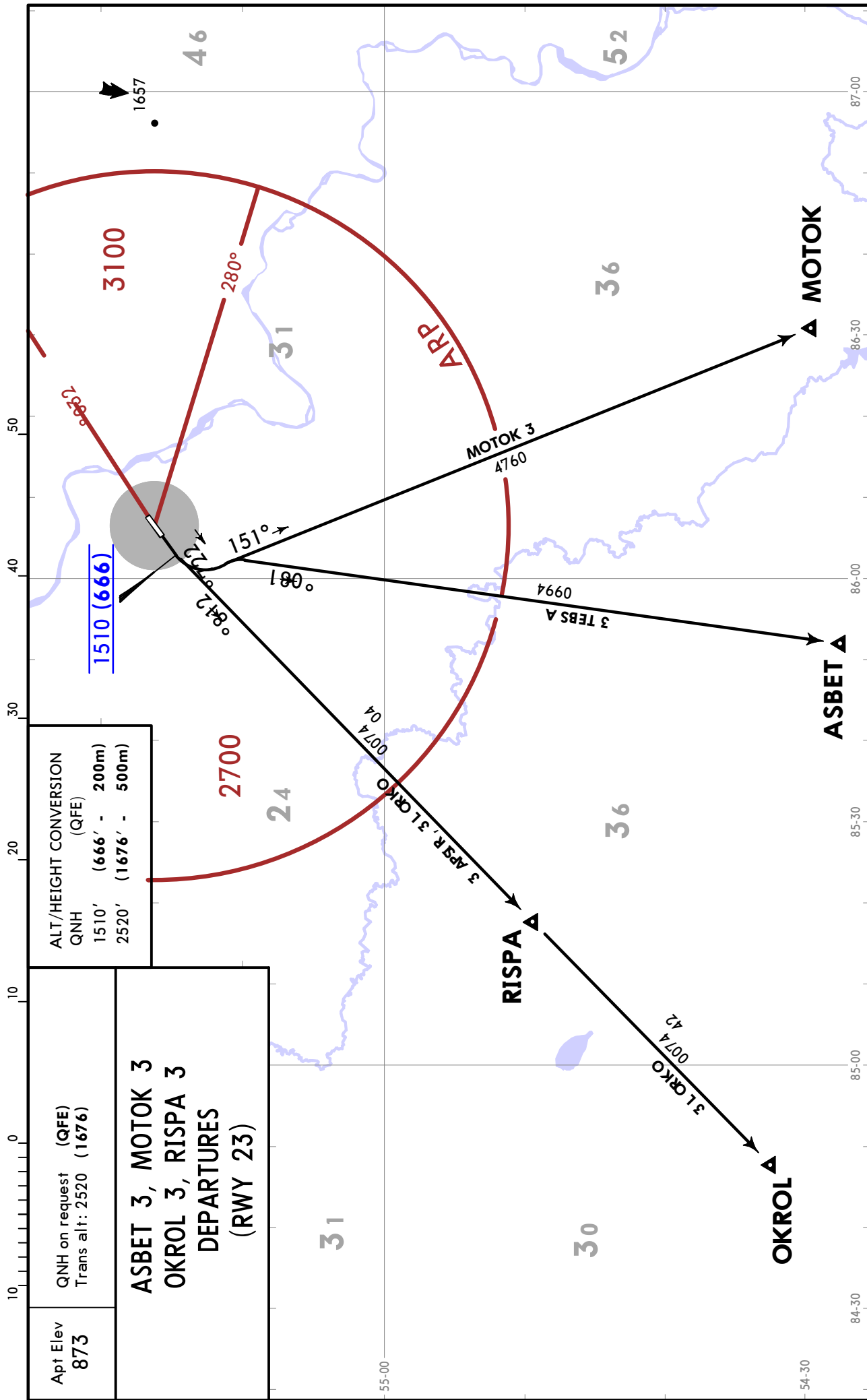
UNEE/KEJ  
KEMEROVO



KEMEROVO, RUSSIA

19 MAY 23 (10-3J)

SID







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**NOISE ABATEMENT**

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LT minus 7 HOURS = UTC (Z)

**GENERAL**

Noise abatement procedures shall be carried out by crews of all ACFT, provided they do not exceed operational limits established by the ACFT flight manual. Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Maintain prescribed SID and STAR routes and in case of deviation join the prescribed track immediately.

**ARRIVALS**

During arrival and approach, strictly maintain the established procedures. Immediately prior to final approach segment, excessive rates of descent should be avoided (if possible).

Change of ACFT flight configuration and flight speed within noise abatement procedures shall be carried out in accordance with the requirements of the ACFT flight manual.

Flying below ILS glide path is PROHIBITED when executing instrument approach and visual approach.

Noise abatement procedures shall not prescribe to exceed the indicated rate of descent established by the ACFT flight manual.

**DEPARTURES**

During departure from the aerodrome strictly maintain the established departure procedures to avoid overflying settlements.

Two methods of noise abatement shall be used by the flight crews climbing during night-time: NADP 1 or NADP 2 (ICAO Doc 8168).

**PREFERENTIAL RWY SYSTEM****During the day**

In accordance with standard departure routes, minimum ALT for ACFT turn after take-off towards the city shall be not less than 2190 (1317).

RWY 23 is the preferential runway for take-off, RWY 05 for landing, under appropriate weather conditions and when wind speed does not exceed limits prescribed by the ACFT flight manual.

**During the night**

In accordance with standard departure routes, minimum ALT for ACFT turn after take-off towards the city shall be not less than 2190 (1317).

RWY 23 is the preferential runway for take-off, RWY 05 for landing, under appropriate weather conditions and when wind speed does not exceed limits prescribed by the ACFT flight manual.

After landing during night-time, it is recommended to use engines reverse thrust at idle power except for cases connected with flight safety.

**RUN-UP TESTS**

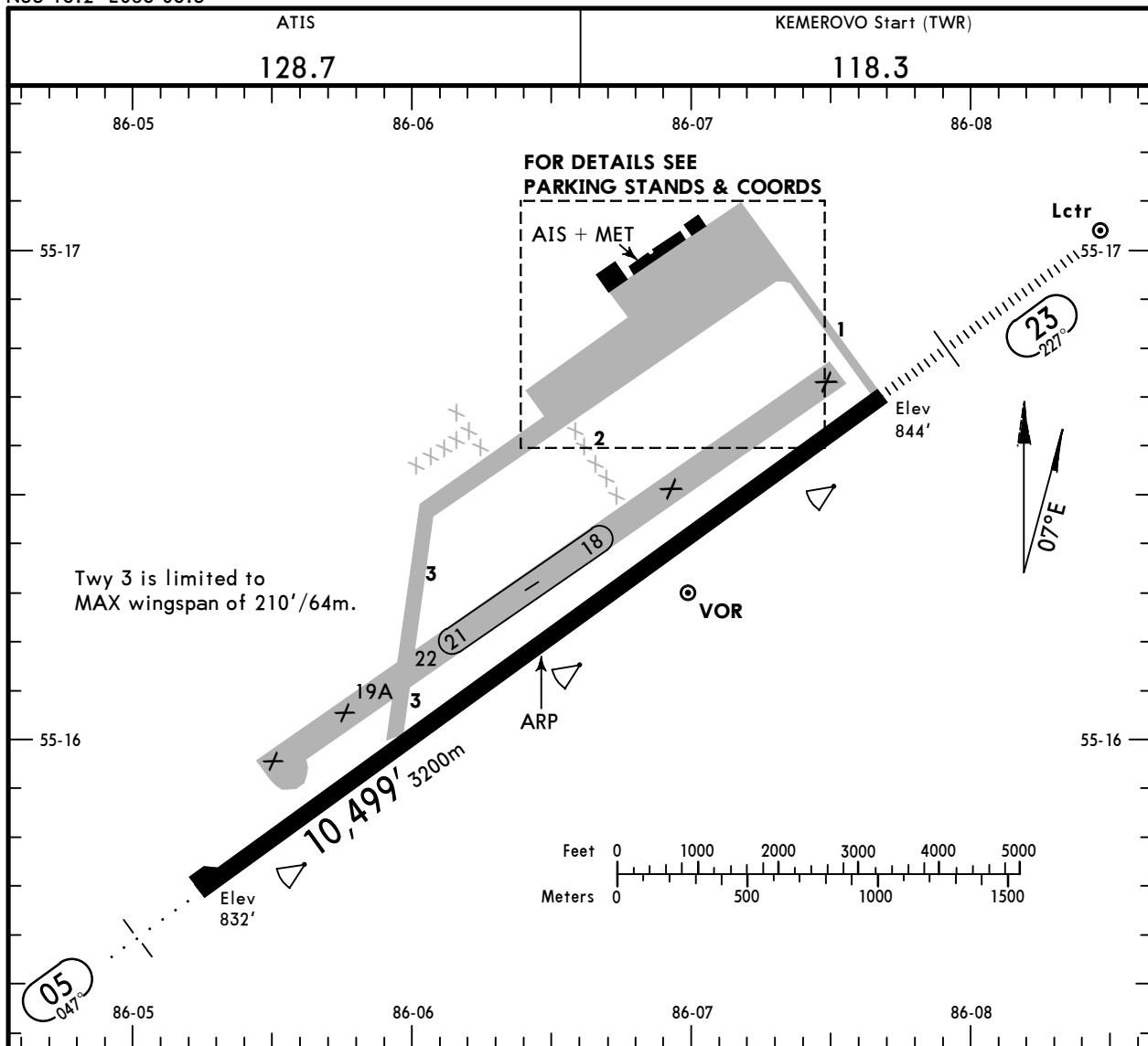
It is PROHIBITED to run-up ACFT APU at the aerodrome at night.

During night-time (1600-0000 UTC) the use of APU should be avoided and/or restricted after parking onto the stands or before taxiing out of the stands equipped with the ground auxiliary power units and devices for air conditioning.

**UNEE/KEJ**  
 Apt Elev **873'**  
 N55 16.2 E086 06.5

**JEPPESEN**  
 4 AUG 23 **(10-9)**

**KEMEROVO, RUSSIA**  
**KEMEROVO**



**ADDITIONAL RUNWAY INFORMATION**

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
05 ① 23	HIRL (60m)	ALS	PAPI-L (2.75°)	RVR			②	197' 60m
	HIRL (60m)	HIALS	PAPI-L (2.75°)	RVR		9528' 2904m		

① Elevated RWY and TWY 1 edge lights 1.2'/0.38m, THR and RWY end lights 1.3'/0.40m.

② TAKE-OFF RUN AVAILABLE

RWY 05:

From RWY head 10,499' (3200m)  
 twy 3 int 7680' (2341m)

RWY 23:

From RWY head 10,499' (3200m)  
 twy 3 int 3205' (977m)

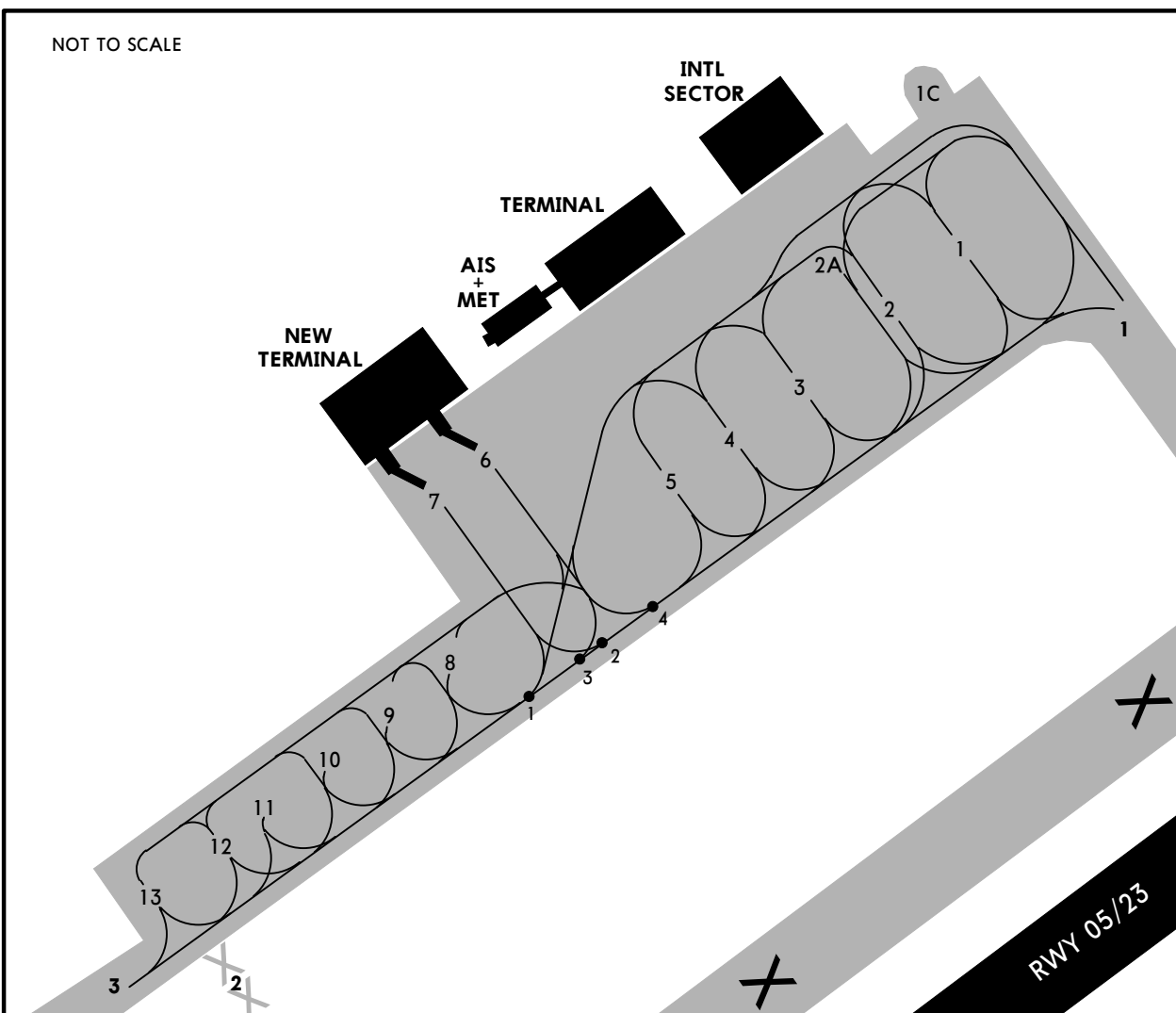
Std TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

UNEE/KEJ

JEPPESEN  
4 AUG 23 (10-9A)

KEMEROVO, RUSSIA  
KEMEROVO

NOT TO SCALE



**INS COORDINATES**

STAND No.	COORDINATES
1	N55 16.9 E086 07.3
2, 2A	N55 16.9 E086 07.2
3	N55 16.8 E086 07.2
4, 5	N55 16.8 E086 07.1
8	N55 16.7 E086 07.0
9, 10	N55 16.7 E086 06.9
11, 12	N55 16.7 E086 06.8
13	N55 16.6 E086 06.8

UNEE/KEJ



EASA AIR OPS

KEMEROVO, RUSSIA  
KEMEROVO

STRAIGHT-IN RWY		A	B	C	D
05	GLS	1056'(224') R1000m	1065'(233') R1000m	1075'(243') R1000m	1085'(253') R1100m
	ALS out	R1200m	R1200m	R1300m	R1300m
	①②RNAV	1210'(378') R1500m	1210'(378') R1500m	1210'(378') R1500m	1210'(378') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	①③RNAV	1260'(428') R1500m	1260'(428') R1500m	1260'(428') R1800m	1260'(428') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
23	①②NDB	1440'(608') R1500m	1440'(608') R1500m	1440'(608') R2400m	1440'(608') R2400m
	①③NDB	1490'(658') R1500m	1490'(658') R1500m	1490'(658') R2400m	1490'(658') R2400m
	ILS	1044'(200') ④ R550m	1045'(201') ④ R550m	1054'(210') ④ R550m	1064'(220') ④ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1044'(200') ④ R550m	1045'(201') ④ R550m	1054'(210') ④ R550m	1064'(220') ④ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
①②RNAV	①②RNAV	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	①③RNAV	1290'(446') R1400m	1290'(446') R1400m	1290'(446') R1400m	1290'(446') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	①2 NDB	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
①②NDB	①②NDB	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m	1240'(396') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
①③NDB	①③NDB	1290'(446') R1400m	1290'(446') R1400m	1290'(446') R1400m	1290'(446') R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m

- ① Continuous Descent Final Approach.
- ② with FAF.
- ③ w/o FAF.
- ④ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

**TAKE-OFF**

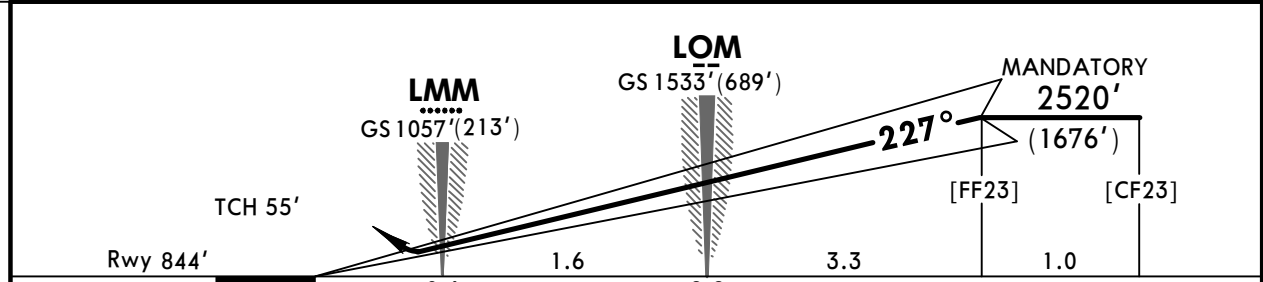
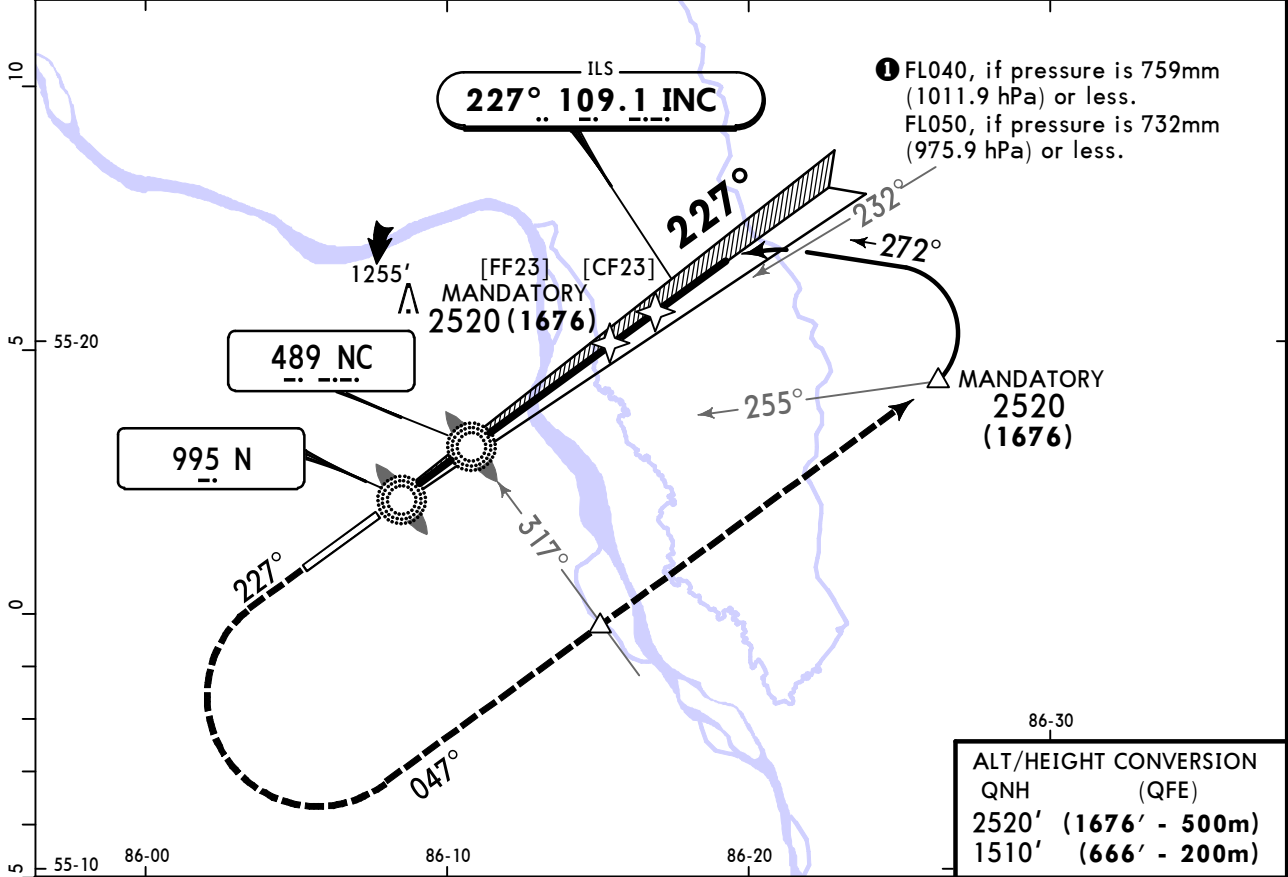
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT			R300m	R/V400m

**UNEE/KEJ**  
**KEMEROVO**

**JEPPESSEN**  
4 AUG 23 **(11-1)**

**KEMEROVO, RUSSIA**  
**ILS Rwy 23**

ATIS <b>128.7</b>		KEMEROVO Approach <b>125.5</b>		KEMEROVO Start (TWR) <b>118.3</b>	
LOC INC <b>109.1</b>	Final Apch Crs <b>227°</b>	[FF23] MANDATORY <b>2520' (1676')</b>	ILS DA(H) Refer to Minimums	Apt Elev 873' Rwy 844'	<p>MSA ARP</p>
<b>MISSED APCH: Climb on track 227° to 1510' (666'), then turn LEFT onto 047° climbing to 2520' (1676'), then according to chart.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 <b>1</b> Trans alt: 2520' (1676')	
<b>WARNING: Ground Proximity Warning System is subject to functioning.</b>					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1510' (666') on 227°	047° LT	2520' (1676')
GS	2.75°	340	438	486	584	681				

<b>Std</b>		STRAIGHT-IN LANDING ILS	
DA(H) A: <b>1044'</b> (200') C: <b>1054'</b> (210')		B: <b>1045'</b> (201') D: <b>1064'</b> (220')	
ALS out			
A	<b>R550m</b>	ALS out	
B		R1200m	
C			
D			
<b>R750m</b> when a Flight Director or Autopilot or HUD to DA is not used.			

**UNEE/KEJ**  
**KEMEROVO**

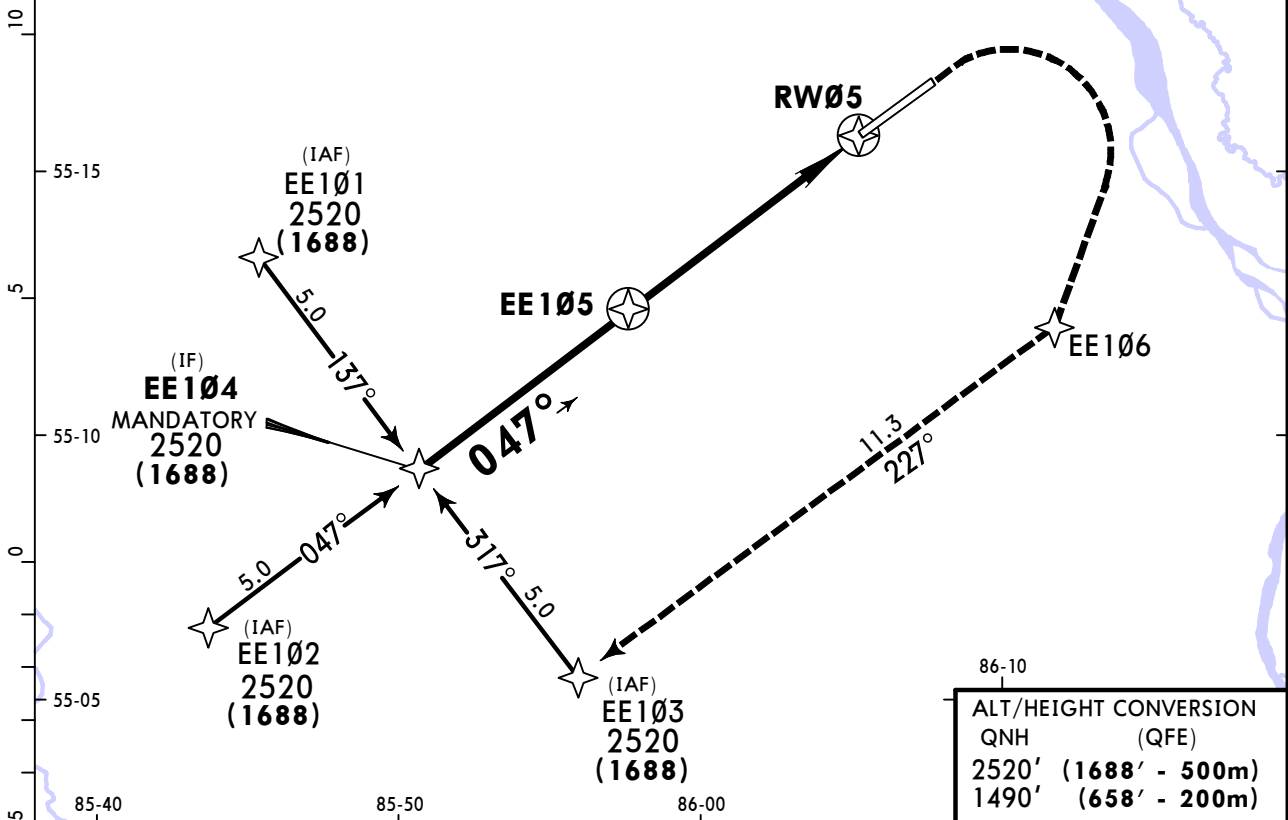
**JEPPESEN**  
4 AUG 23 (12-1)

**KEMEROVO, RUSSIA**  
**RNAV Rwy 05**

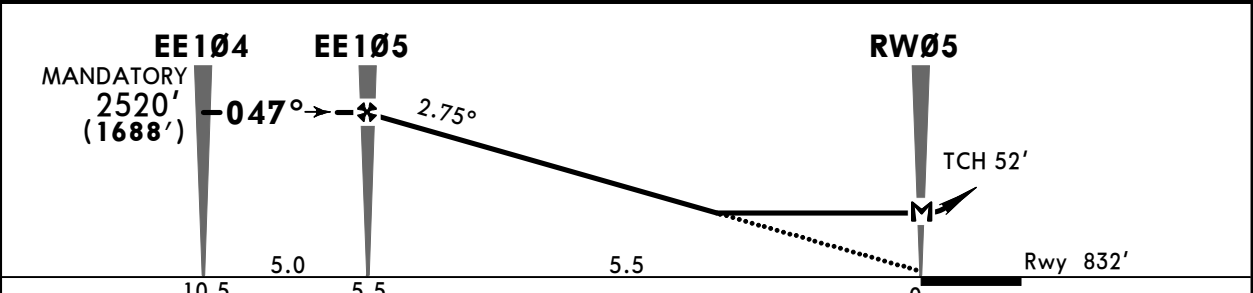
ATIS <b>128.7</b>		KEMEROVO Approach <b>125.5</b>		KEMEROVO Start (TWR) <b>118.3</b>		<p>MSA ARP</p>
RNAV	Final Apch Crs <b>047°</b>	<b>EE105</b> MANDATORY 2520'(1688')	DA/MDA(H) (CONDITIONAL) <b>1210'</b> (378')	Apt Elev 873' Rwy 832'		
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1490' (658'), then turn RIGHT to EE106 climbing to 2520' (1688'), then proceed to EE103, then according to chart, or as directed.</p>						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 ①		Trans alt: 2520'(1688')
<p><b>WARNING:</b> Ground Proximity Warning System is subject to functioning.</p>						

① FL040, if pressure is 759mm (1011.9 hPa) or less.  
FL050, if pressure is 732mm (975.9 hPa) or less.

GNSS required.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2520' (1688' - 500m)	
1490' (658' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	ALS	1490' (658')	EE106	2520' (1688')	EE103
Descent Angle	2.75°	340	438	486	584	681	PAPI:	↑	RT	↑	
MAP at RW05											

PANS OPS	STRAIGHT-IN LANDING	
	with FAF CDFA DA/MDA(H) 1210' (378')	w/o FAF CDFA DA/MDA(H) 1260' (428')
A	ALS out	ALS out
B	R1500m	R1500m
C	R1500m	R1800m
D	R1700m	R2000m

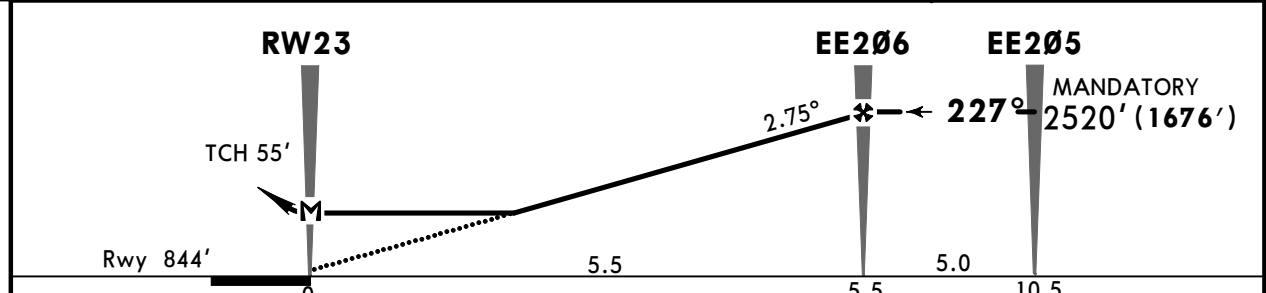
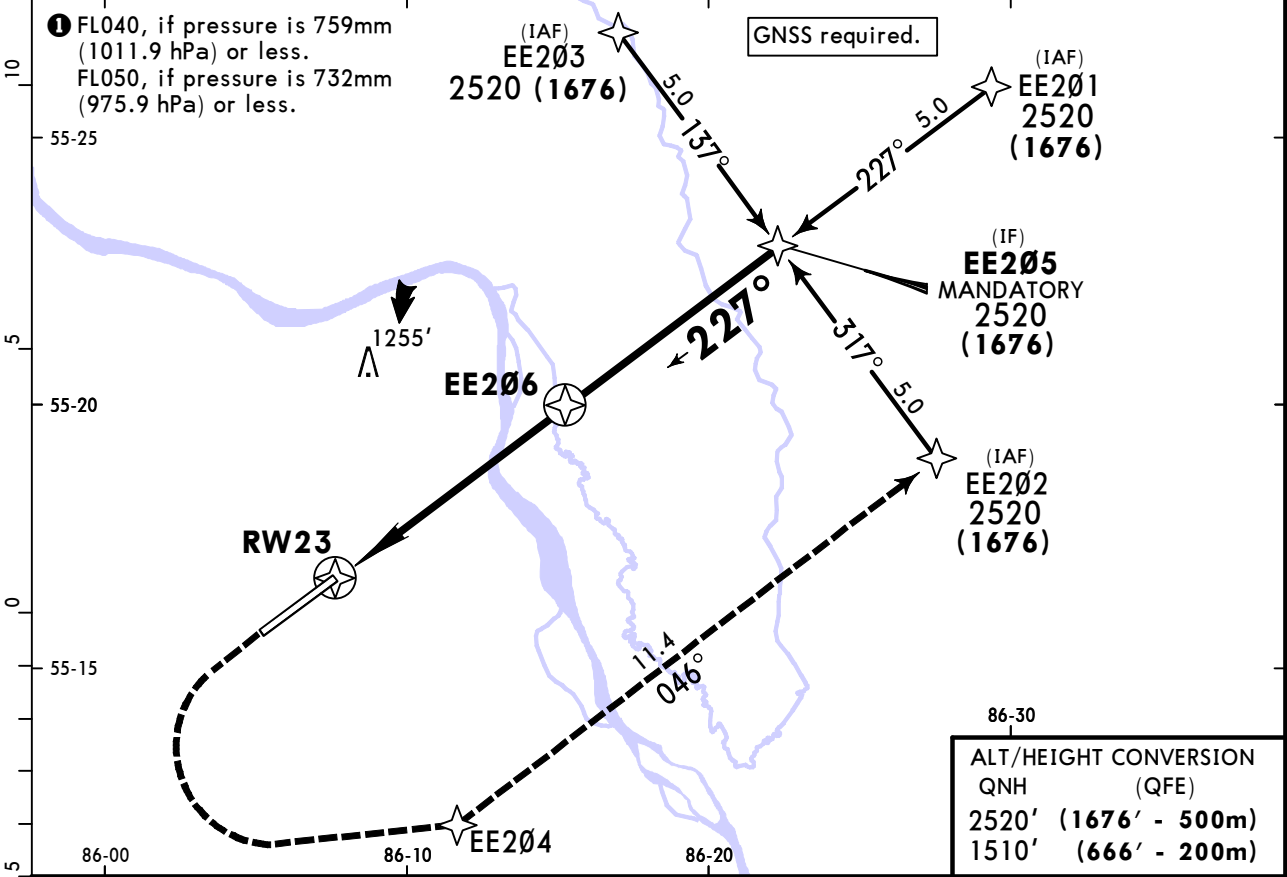
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UNEE/KEJ  
KEMEROVO

JEPPESEN  
4 AUG 23 (12-2)

KEMEROVO, RUSSIA  
RNAV Rwy 23

ATIS 128.7		KEMEROVO Approach 125.5		KEMEROVO Start (TWR) 118.3	
RNAV	Final Apch Crs <b>227°</b>	<b>EE206</b> MANDATORY 2520' (1676')	DA/MDA(H) (CONDITIONAL) <b>1240'</b> (396')	Apt Elev 873'	Rwy 844'
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1510' (666'), then turn LEFT to EE204 climbing to 2520' (1676'), then proceed to EE202, then according to chart, or as directed.					<p>MSA ARP</p>
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 ①	
				Trans alt: 2520' (1676')	
WARNING: Ground Proximity Warning System is subject to functioning.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1510' (666')	EE204	2520' (1676')	EE202
Descent Angle	2.75°	340	438	486	584	681	PAPI	↑	← LT	↑	
MAP at RW23											

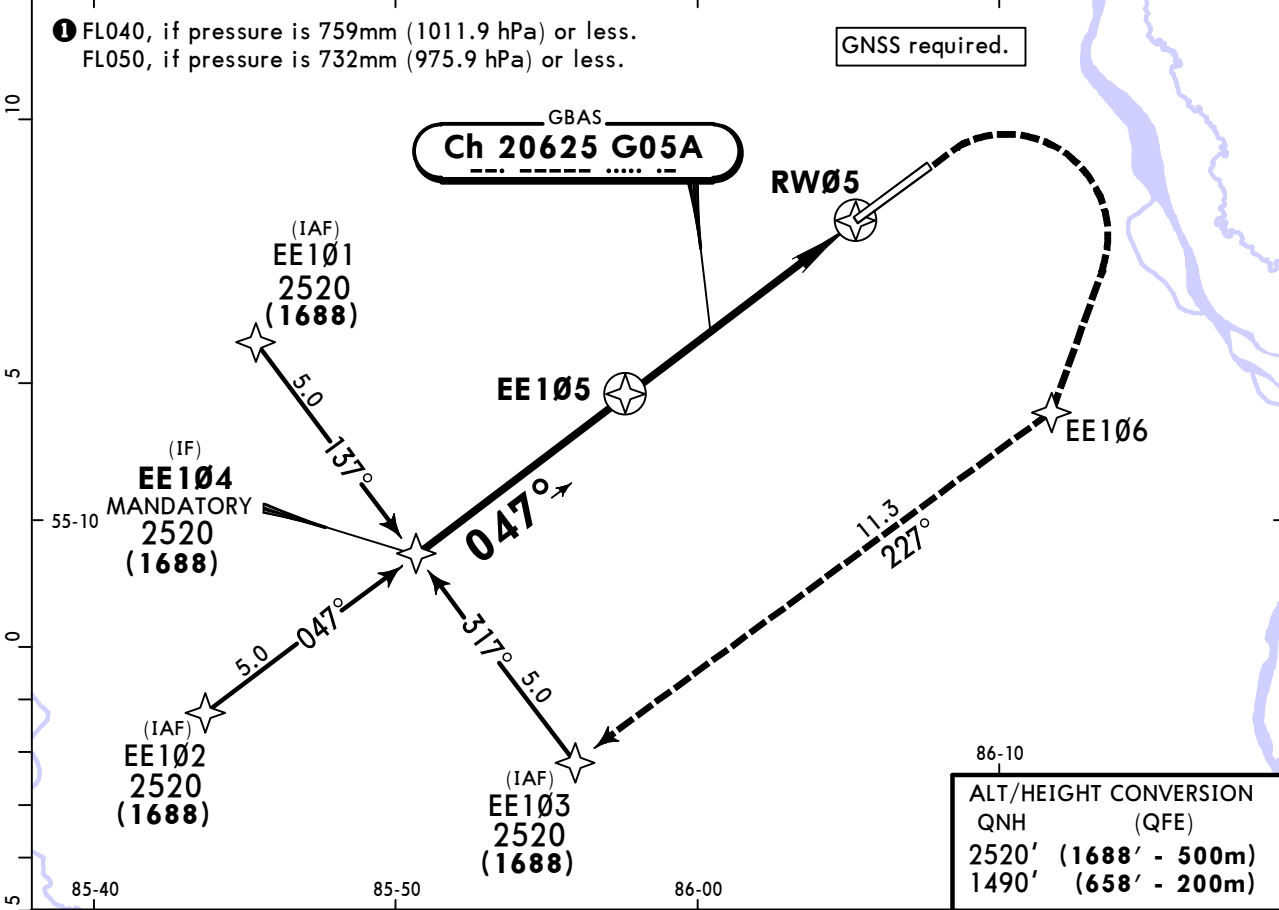
PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING	
		with FAF CDFA	w/o FAF CDFA
		DA/MDA(H) <b>1240'</b> (396')	DA/MDA(H) <b>1290'</b> (446')
		ALS out	ALS out
A	R1100m	R1500m	R1500m
B			
C		R1800m	R1400m
D			R2100m

UNEE/KEJ  
KEMEROVO

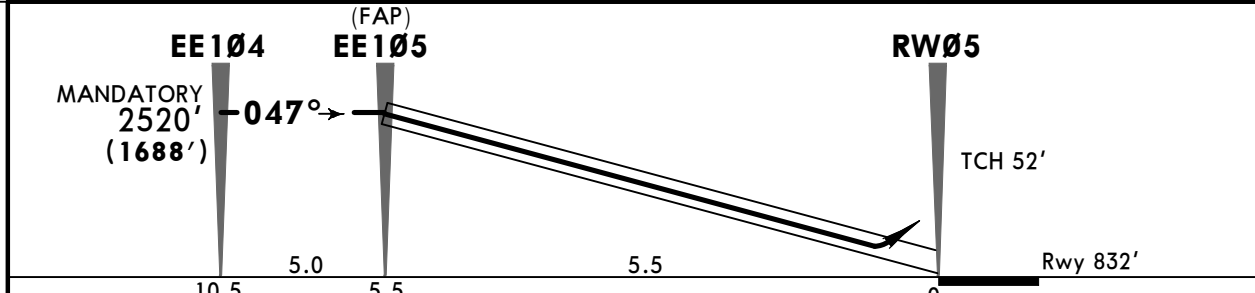
JEPPESSEN  
4 AUG 23 (12-40)

KEMEROVO, RUSSIA  
GLS Rwy 05

ATIS 128.7		KEMEROVO Approach 125.5		KEMEROVO Start (TWR) 118.3		<p>MSA ARP</p>
GBAS <b>Ch 20625</b> G05A	Final Apch Crs <b>047°</b>	<b>EE105</b> MANDATORY 2520'(1688')	GLS DA(H) Refer to Minimums	Apt Elev 873' Rwy 832'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1490' (658'), then turn RIGHT to EE106 climbing to 2520' (1688'), then proceed to EE103, then according to chart, or as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 ①		Trans alt: 2520'(1688')
WARNING: Ground Proximity Warning System is subject to functioning.						



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2520' (1688' - 500m)	
1490' (658' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	ALS	1490' (658')	EE106	2520' (1688')	EE103
Glide Path Angle	2.75°	340	438	486	584	681	PAPI	↑	RT	↑	

<b>Std</b>		STRAIGHT-IN LANDING	
GLS			
DA(H)		A: 1056' (224')	C: 1075' (243')
		B: 1065' (233')	D: 1085' (253')
		ALS out	
A		R1200m	
B	R1000m		
C		R1300m	
D	R1100m		

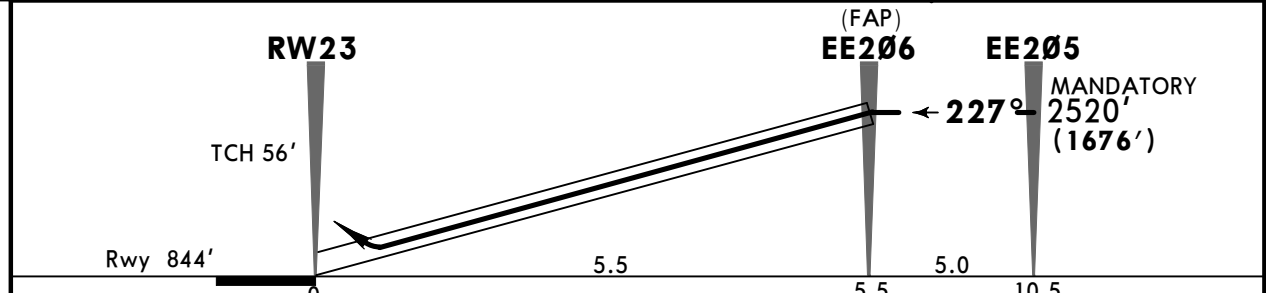
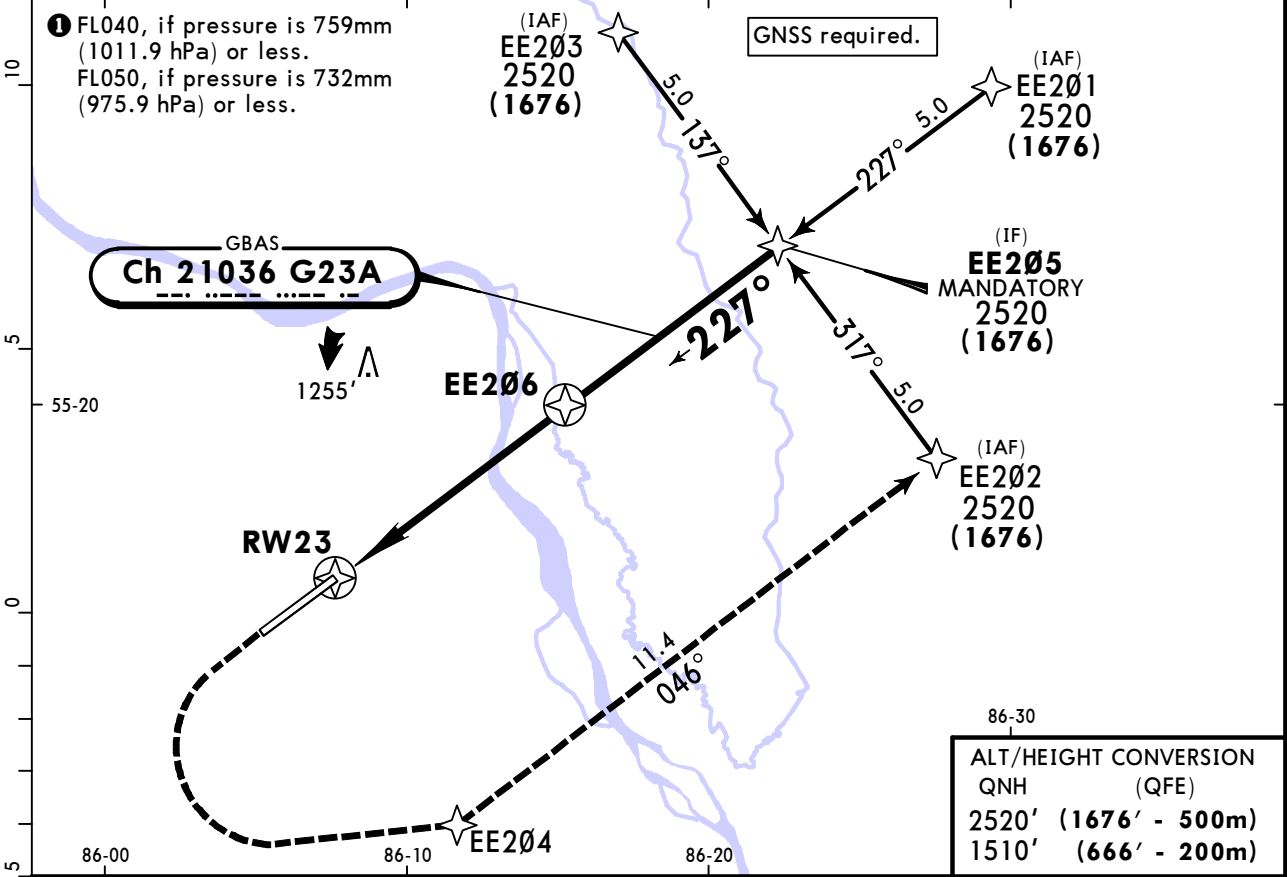
PANS OPS

**UNEE/KEJ**  
**KEMEROVO**

**JEPPESSEN**  
4 AUG 23 (12-41)

**KEMEROVO, RUSSIA**  
**GLS Rwy 23**

ATIS <b>128.7</b>		KEMEROVO Approach <b>125.5</b>		KEMEROVO Start (TWR) <b>118.3</b>	
GBAS <b>Ch 21036</b> <b>G23A</b>	Final Apch Crs <b>227°</b>	<b>EE206</b> MANDATORY 2520' (1676')	GLS DA(H) Refer to Minimums	Apt Elev 873' Rwy 844'	<p>MSA ARP</p>
<b>MISSED APCH: Climb STRAIGHT AHEAD to 1510' (666'), then turn LEFT to EE204 climbing to 2520' (1676'), then proceed to EE202, then according to chart, or as directed.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 ① Trans alt: 2520' (1676')	
<b>WARNING: Ground Proximity Warning System is subject to functioning.</b>					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1510' (666')	EE204	2520' (1676')	EE202
Glide Path Angle	2.75°	340	438	486	584	681	PAPI	↑	← LT	↑	

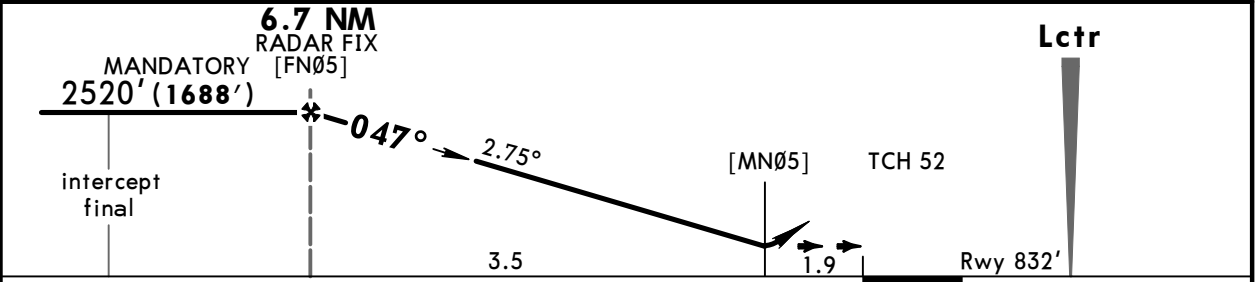
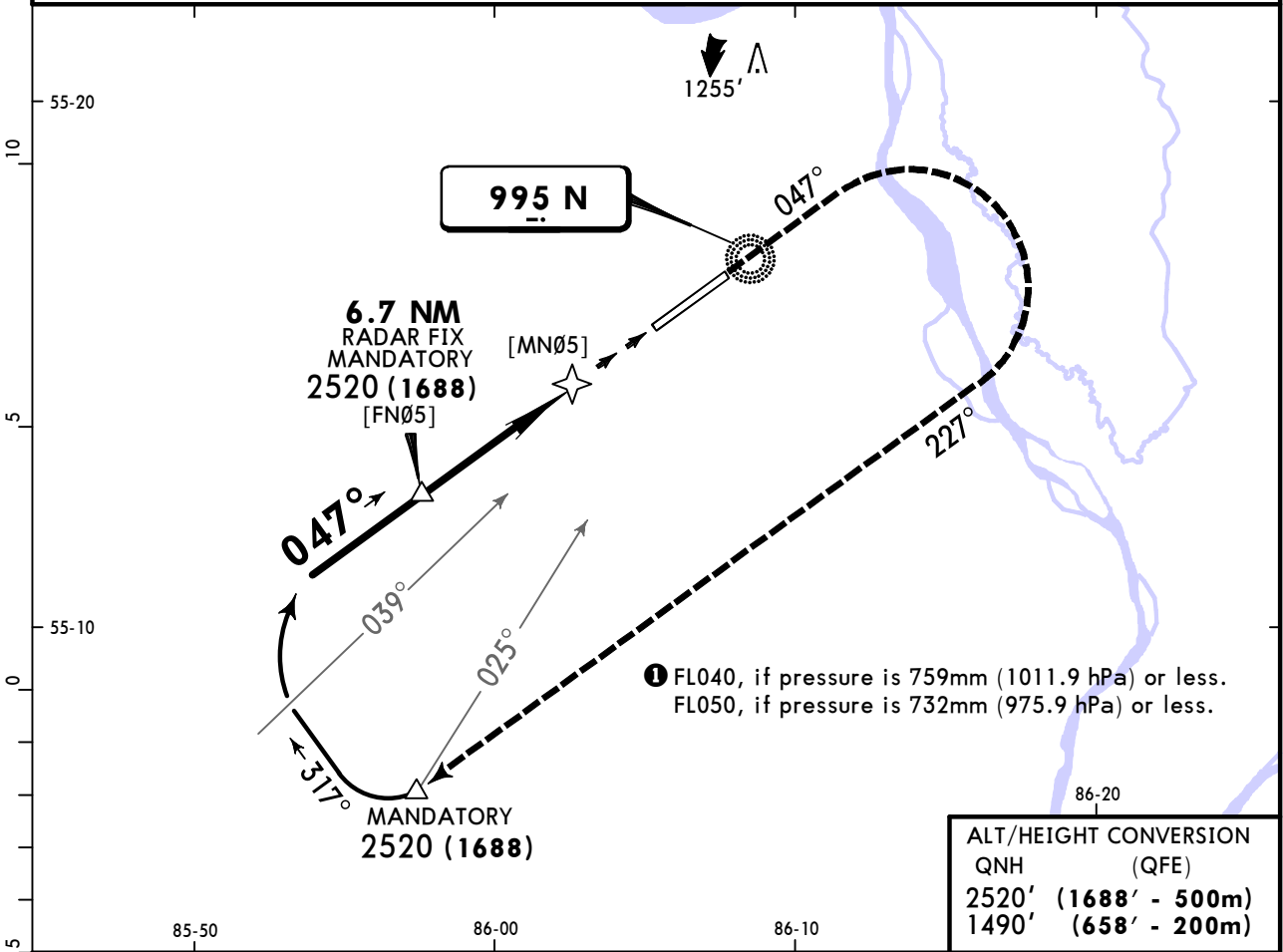
<b>Std</b>	STRAIGHT-IN LANDING GLS	
DA(H)	A: 1044' (200') B: 1045' (201')	C: 1054' (210') D: 1064' (220')
	ALS out	
A	R550m	
B	R1200m	
C		
D		
<b>① R750m when a Flight Director or Autopilot or HUD to DA is not used.</b>		

**UNEE/KEJ**  
**KEMEROVO**

**JEPPESEN**  
4 AUG 23 **(16-1)**

**KEMEROVO, RUSSIA**  
**NDB Rwy 05**

ATIS <b>128.7</b>		KEMEROVO Approach <b>125.5</b>		KEMEROVO Start (TWR) <b>118.3</b>		<p>MSA ARP</p>
Lctr N <b>995</b>	Final Apch Crs <b>047°</b>	<b>6.7 NM</b> RADAR FIX MANDATORY <b>2520'(1688')</b>	DA/MDA(H) (CONDITIONAL) <b>1440' (608')</b>	Apt Elev 873' Rwy 832'		
<b>MISSED APCH:</b> Climb on track <b>047°</b> to <b>1490' (658')</b> , then turn <b>RIGHT</b> onto <b>227°</b> climbing to <b>2520' (1688')</b> , then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 <b>1</b>		Trans alt: <b>2520' (1688')</b>
<b>WARNING:</b> Ground Proximity Warning System is subject to functioning.						



Gnd speed-Kts	70	90	100	120	140	160	ALS	1490' (658')	on 047°	227°	2520' (1688')
Descent Angle	2.75°	340	438	486	584	681	PAPI:	↑	→	RT	↑

PANS OPS	<b>Std</b>	STRAIGHT-IN LANDING	
		with FAF CDFA	w/o FAF CDFA
		DA/MDA(H) <b>1440' (608')</b>	DA/MDA(H) <b>1490' (658')</b>
		ALS out	ALS out
A	R1500m		R1500m
B	R1500m		R1500m
C	R2400m		R2400m
D	R2400m		R2400m

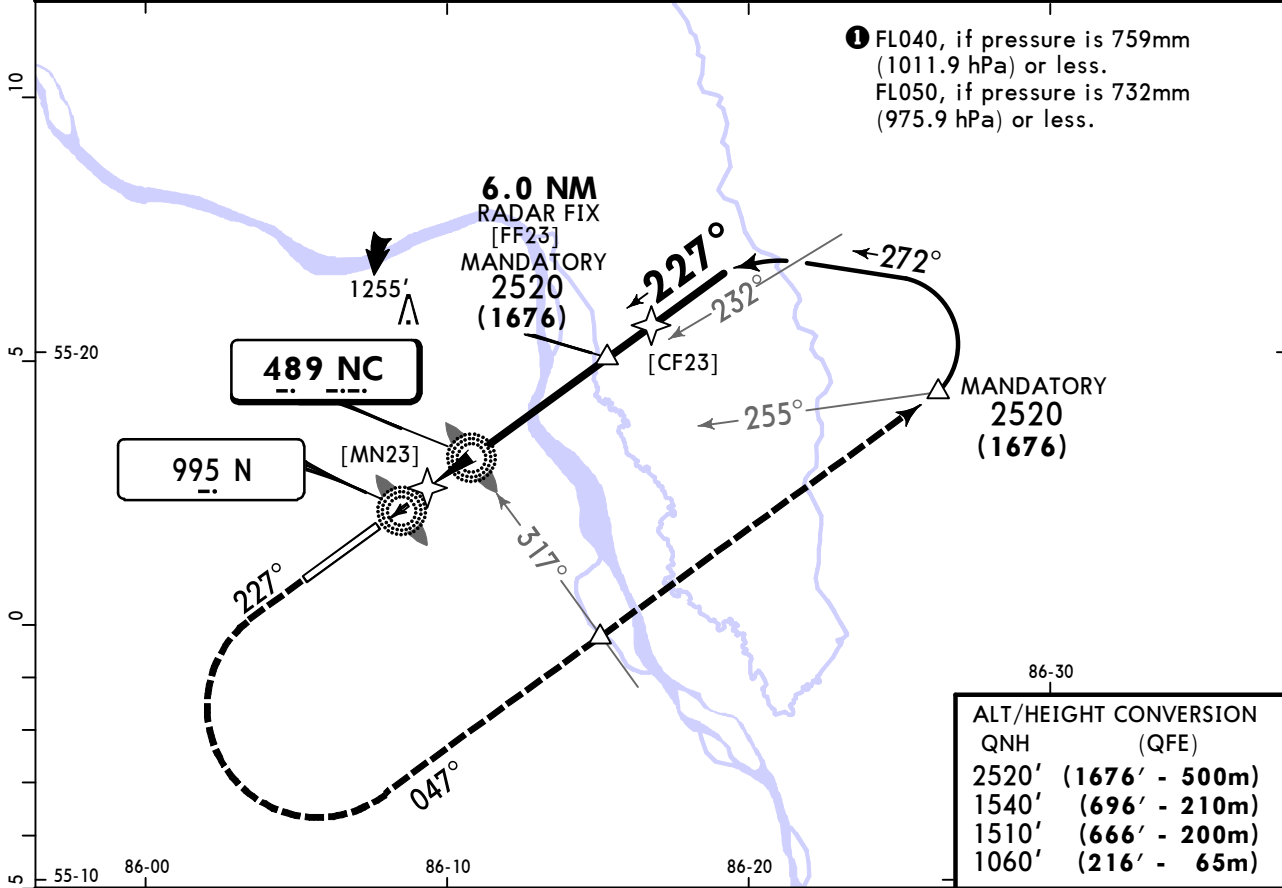
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
CHANGES: Bearings, TCH, new AOM concept. © JEPPESEN, 2003, 2023. ALL RIGHTS RESERVED.

**UNEE/KEJ**  
**KEMEROVO**

**JEPPESSEN**  
4 AUG 23 **(16-2)**

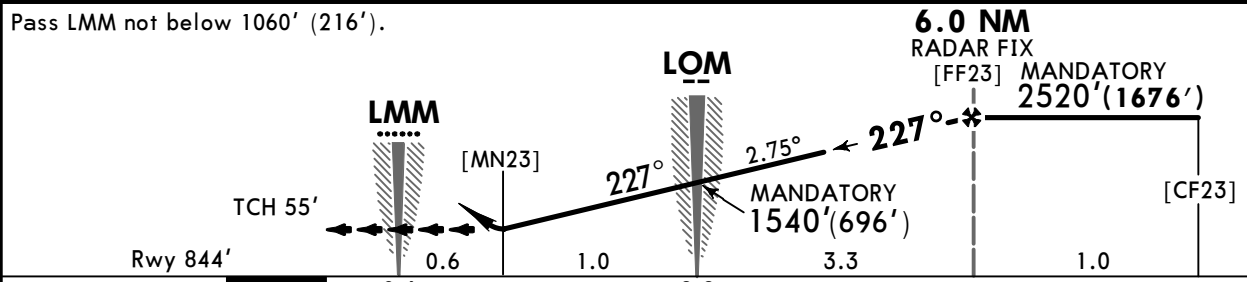
**KEMEROVO, RUSSIA**  
**2 NDB or NDB Rwy 23**

ATIS <b>128.7</b>		KEMEROVO Approach <b>125.5</b>		KEMEROVO Start (TWR) <b>118.3</b>	
NDB NC <b>489</b>	Final Apch Crs <b>227°</b>	<b>6.0 NM</b> RADAR FIX MANDATORY 2520' (1676')	DA/MDA(H) Refer to Minimums	Apt Elev 873' Rwy 844'	<p>MSA ARP</p>
<b>MISSED APCH:</b> Climb on track 227° to 1510' (666'), then turn LEFT onto 047° climbing to 2520' (1676'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL030 <b>1</b> Trans alt: 2520' (1676')	
<b>WARNING:</b> Ground Proximity Warning System is subject to functioning.					



86-30

ALT/HEIGHT CONVERSION	QNH (QFE)
2520' (1676' - 500m)	
1540' (696' - 210m)	
1510' (666' - 200m)	
1060' (216' - 65m)	



Gnd speed-Kts	70	90	100	120	140	160		1510' (666') on 227°		2520' (1676')
Descent Angle	2.75°	340	438	486	584	681				

<b>PANS OPS</b>	<b>Std</b>	<b>2 NDB &amp; NDB with FAF</b>		<b>STRAIGHT-IN LANDING</b>		<b>NDB w/o FAF</b>	
		CDFA		CDFA		CDFA	
		DA/MDA(H) <b>1240' (396')</b>		DA/MDA(H) <b>1290' (446')</b>		DA/MDA(H) <b>1290' (446')</b>	
		ALS out		ALS out		ALS out	
A	R1100m	R1500m		R1500m		R1500m	
B		R1500m		R1500m		R1500m	
C		R1800m		R1400m		R2100m	
D		R1800m		R1400m		R2100m	

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
 CHANGES: Bearings, TCH, new AOM concept. © JEPPESSEN, 2014, 2023. ALL RIGHTS RESERVED.

## Chart changes since cycle 07-2026

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

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

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNEE