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UWKS/CSY CHEBOKSARY

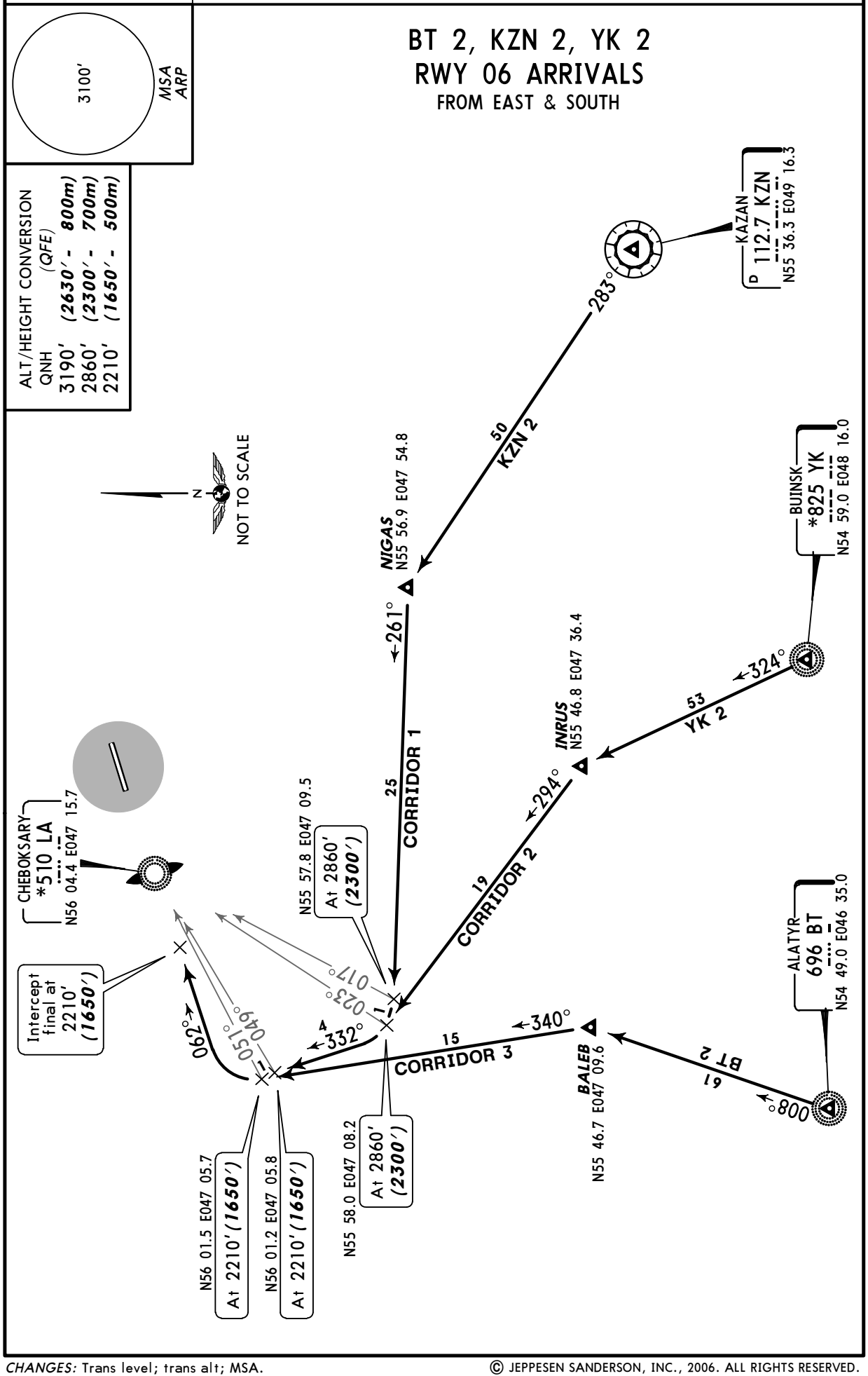
JEPPESEN 21 JUL 06 (10-2) Eff 3 Aug

CHEBOKSARY, RUSSIA

STAR

Apt Elev 560′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3190′ *(2630′)*
Crossings at airway exit points by ATC.



CHANGES: Trans level; trans alt; MSA.

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UWKS/CSY
CHEBOKSARY

JEPPESEN
21 JUL 06 (10-2A) Eff 3 Aug

CHEBOKSARY, RUSSIA
STAR

Apt Elev
560′

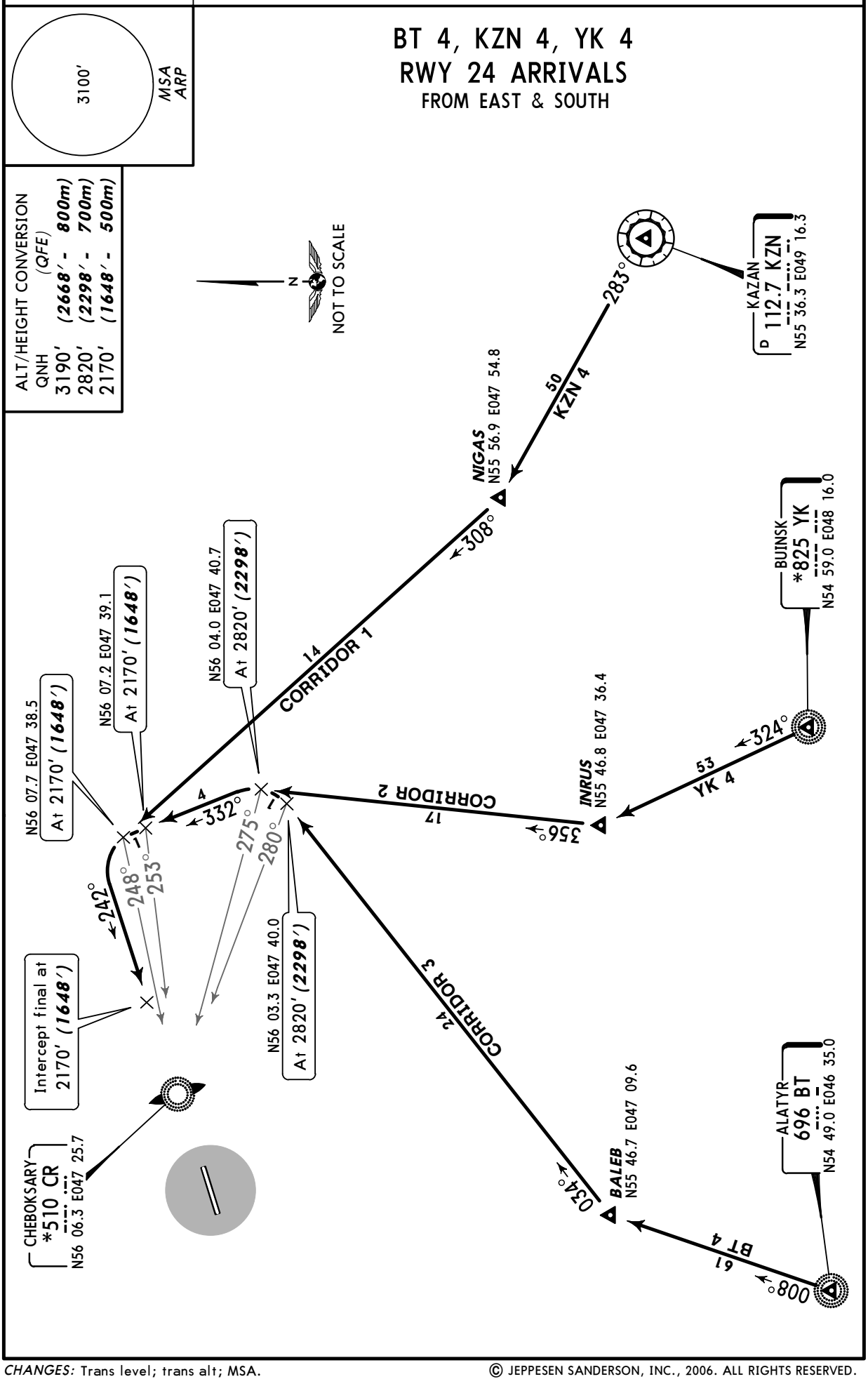
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3190′ (2668′)
Crossings at airway exit points by ATC.

3100′ MSA ARP

BT 4, KZN 4, YK 4
RWY 24 ARRIVALS
FROM EAST & SOUTH

ALT/HEIGHT CONVERSION (QFE)

QNH		
3190′	(2668′ - 800m)	
2820′	(2298′ - 700m)	
2170′	(1648′ - 500m)	



CHANGES: Trans level; trans alt; MSA.

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UWKS/CSY
CHEBOKSARY

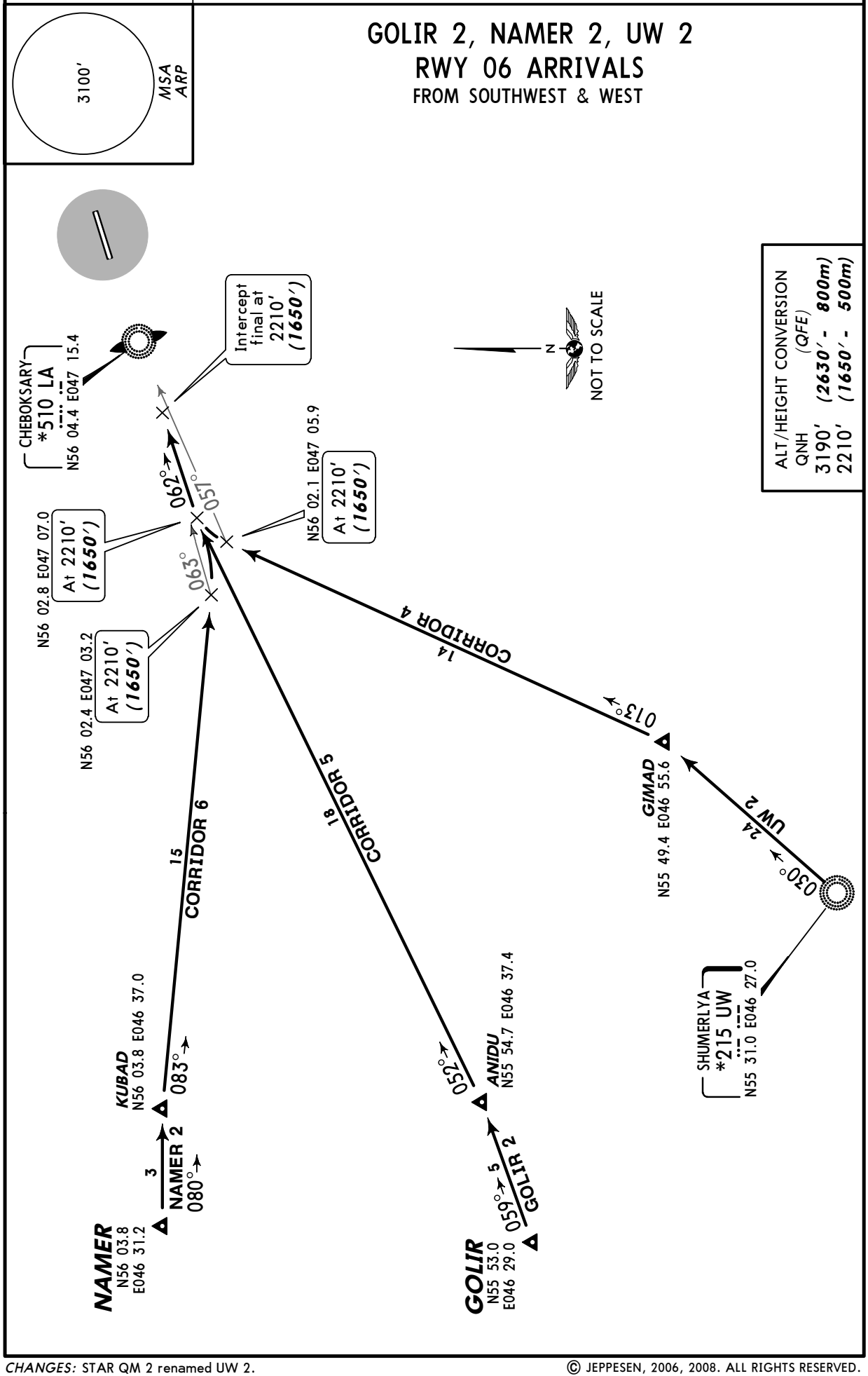
JEPPESEN
1 FEB 08 (10-2B) Eff 14 Feb

CHEBOKSARY, RUSSIA
STAR

Apt Elev
560′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3190′ *(2630′)*
Crossings at airway exit points by ATC.

GOLIR 2, NAMER 2, UW 2
RWY 06 ARRIVALS
FROM SOUTHWEST & WEST



CHANGES: STAR QM 2 renamed UW 2.

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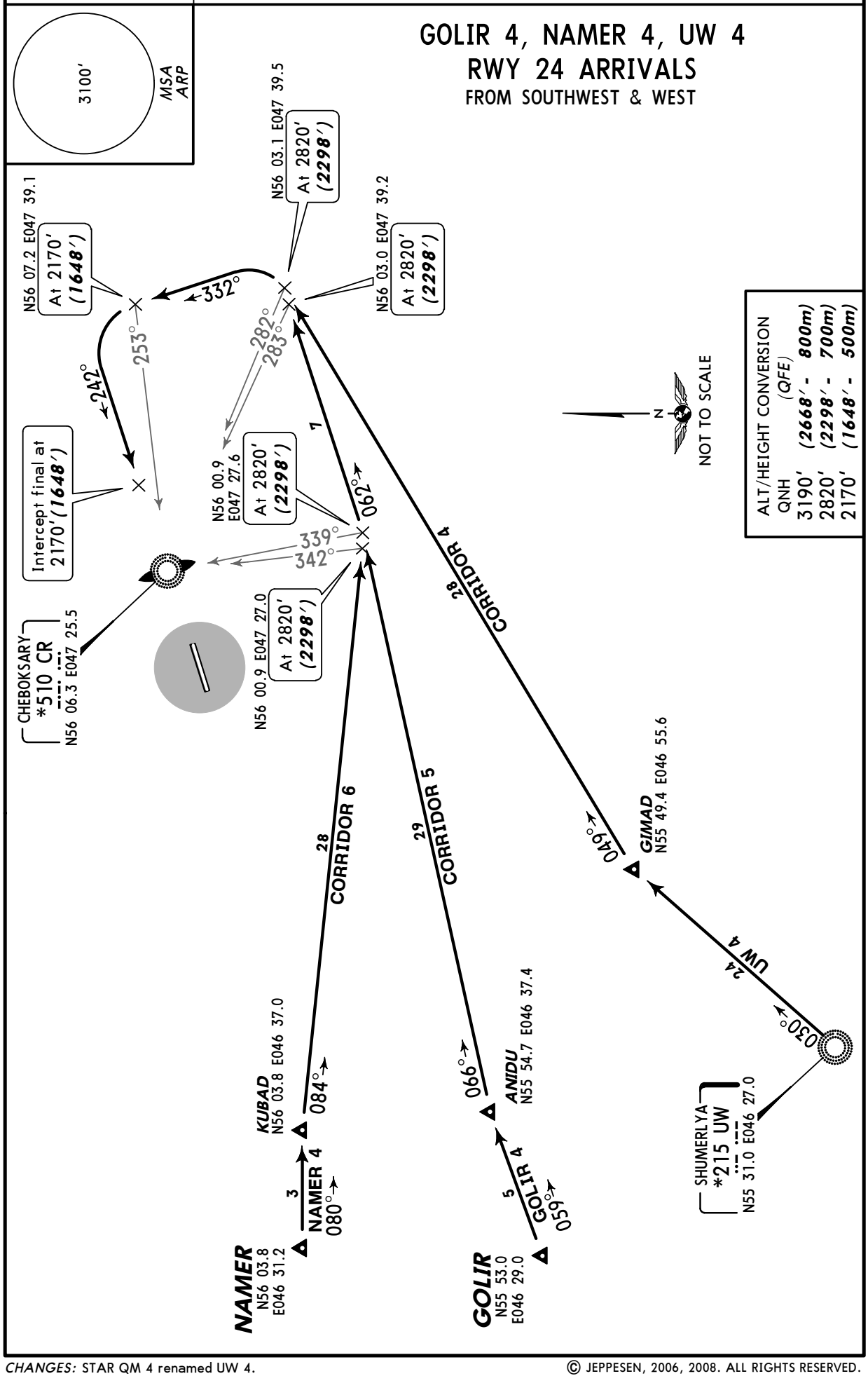
UWKS/CSY CHEBOKSARY

JEPPESEN 1 FEB 08 (10-2C) Eff 14 Feb

CHEBOKSARY, RUSSIA

STAR

Apt Elev 560′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3190′ (2668′) Crossings at airway exit points by ATC.



CHANGES: STAR QM 4 renamed UW 4.

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UWKS/CSY CHEBOKSARY

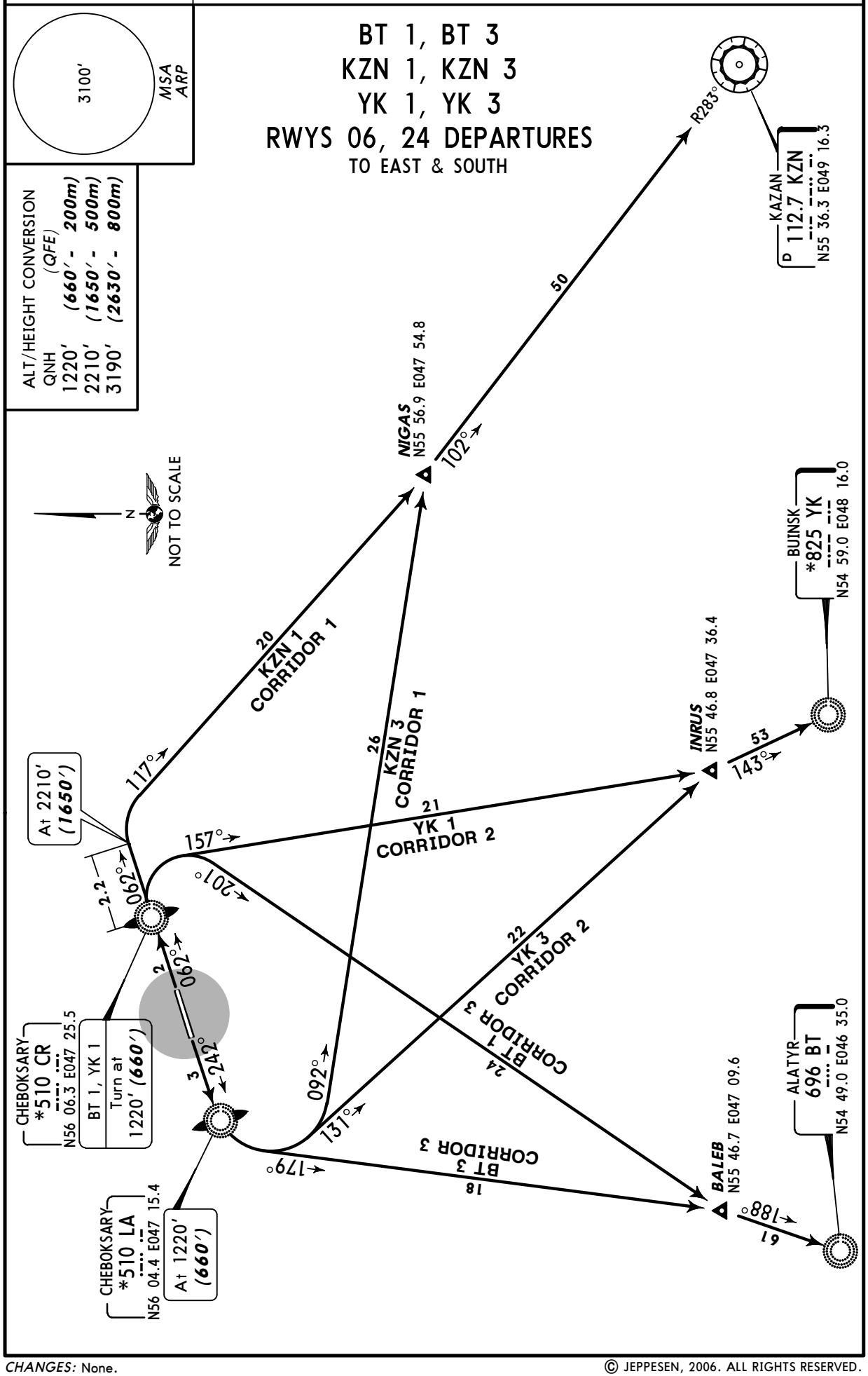
JEPPESEN 1 FEB 08 (10-3) Eff 14 Feb

CHEBOKSARY, RUSSIA

SID

Apt Elev 560′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3190′ ***(2630′)***
Crossings at airway entry points by ATC.



CHANGES: None.

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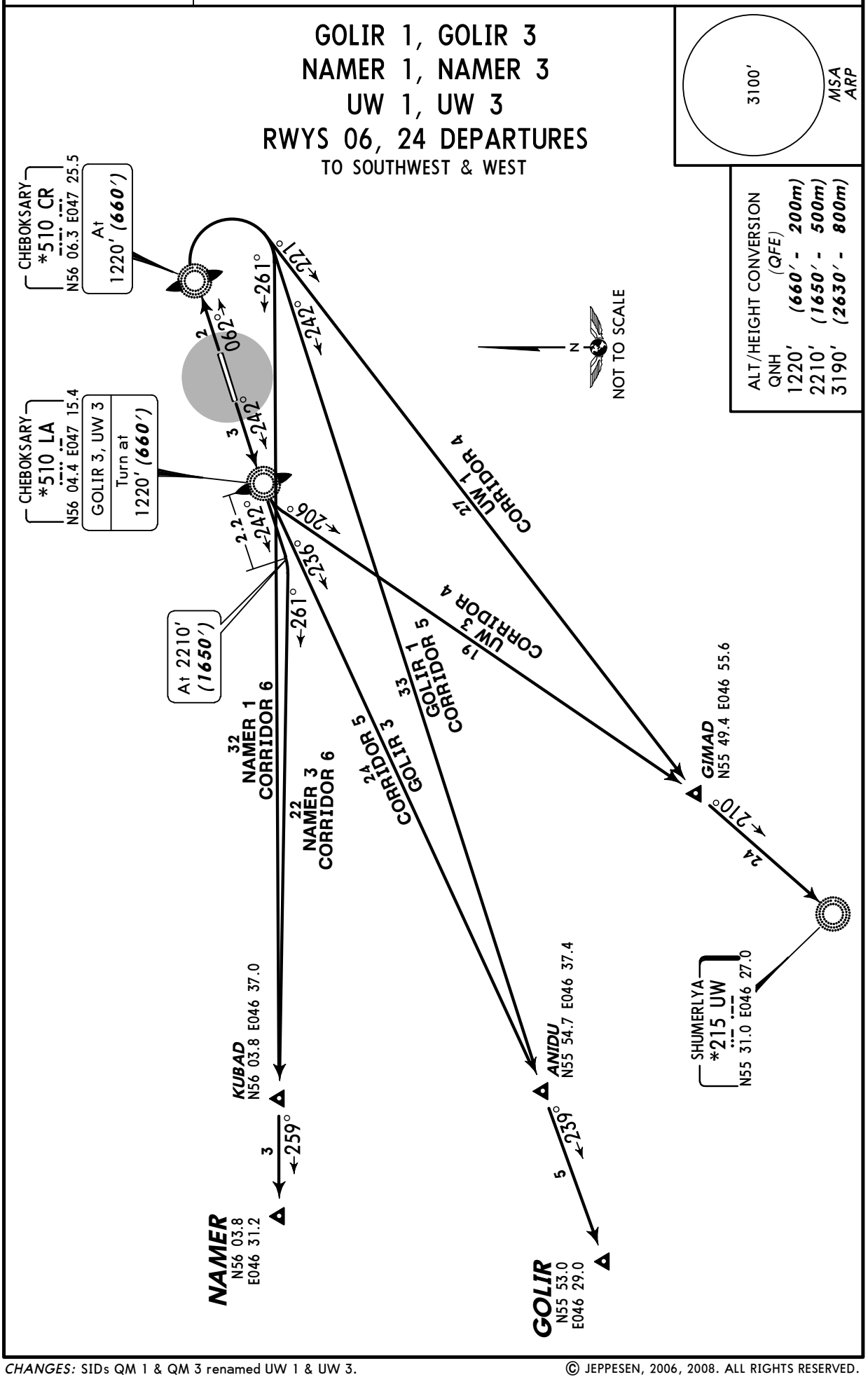
UWKS/CSY CHEBOKSARY

JEPPESEN 1 FEB 08 (10-3A) Eff 14 Feb

CHEBOKSARY, RUSSIA

SID

Apt Elev	
560′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3190′ ***(2630′)*** Crossings at airway entry points by ATC.



CHANGES: SIDs QM 1 & QM 3 renamed UW 1 & UW 3.

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UWKS/CSY

Apt Elev **560′**
N56 05.4 E047 20.9

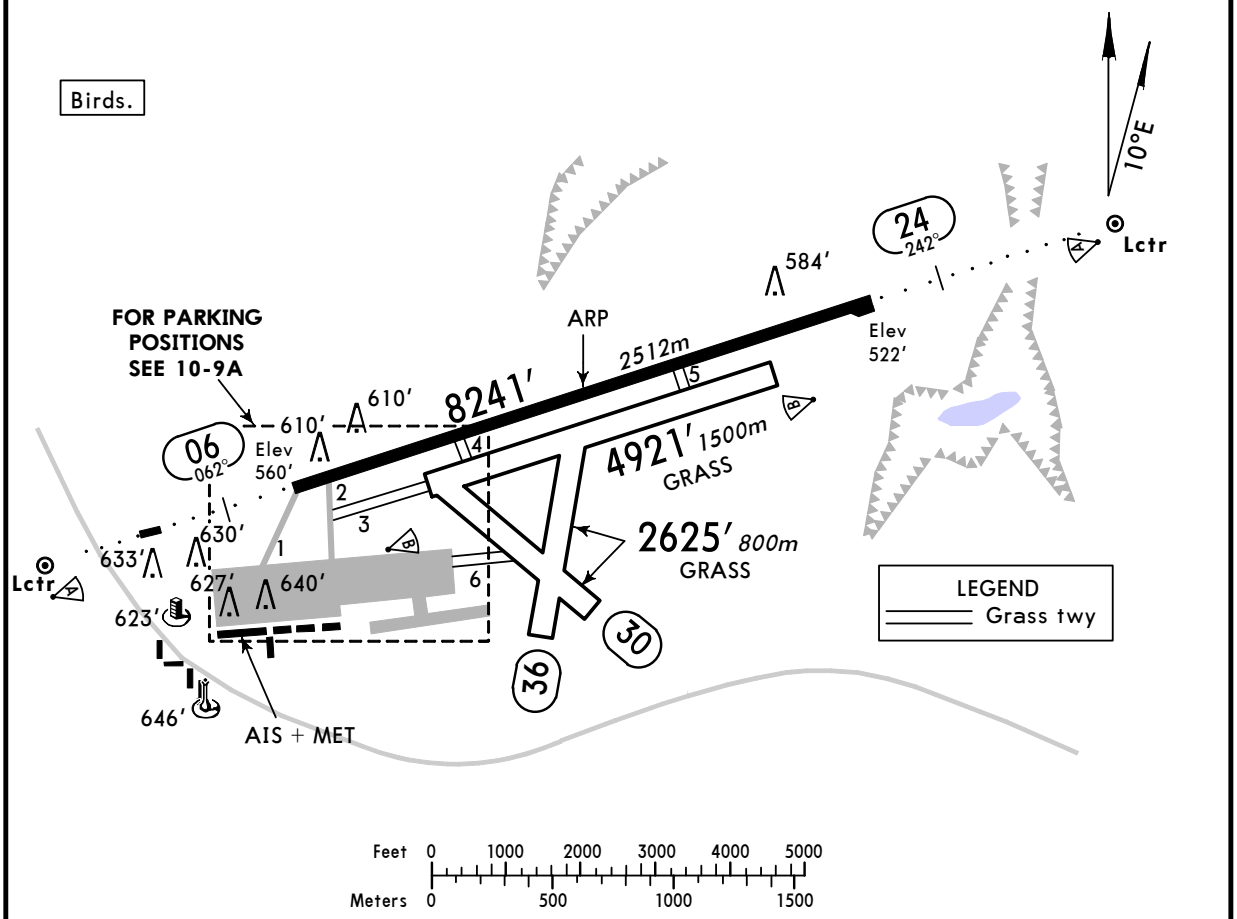
JEPPESEN
12 OCT 07 (10-9) Eff 25 Oct

CHEBOKSARY, RUSSIA

CHEBOKSARY

*CHEBOKSARY Tower

119.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL *(60m)* ALS RVR		7224′ *2202m* 7165′ *2184m*		161′ *49m*
06 24	Grass runway				328′ *100m*
30					328′ *100m*
36					328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)
Main Rwy 06/24

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

CHANGES: Usable lengths.

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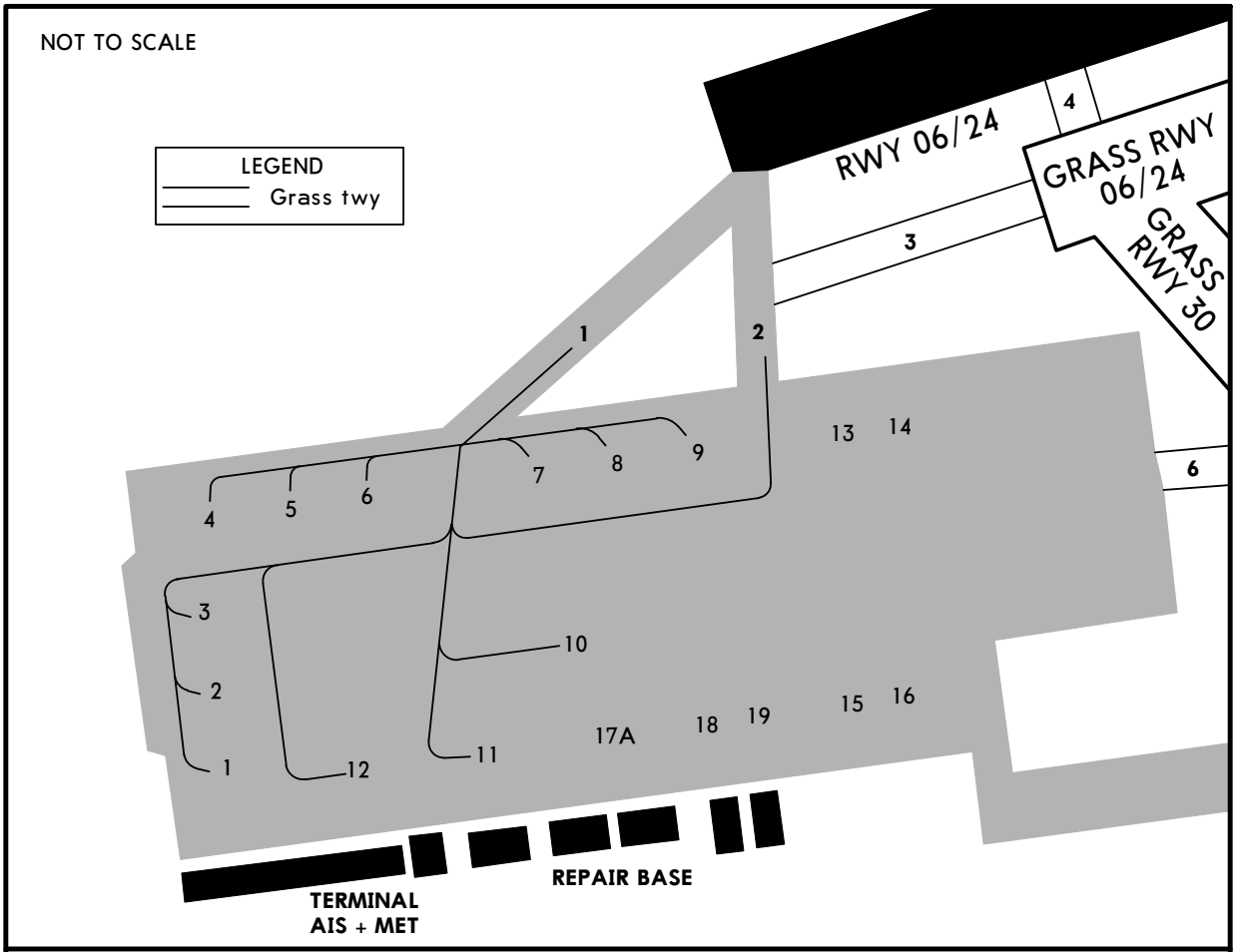

Taxiing of IL-76, TU-154, YAK-42, B-737, AN-12, IL-18 acft types is only via twy 1.
Taxiing of B-737 into stand 12 or into the parking area of stand 1 thru 6 only via twy 1.
Stands 1 thru 17 are available for helicopters.

CHANGES: Parking stands. Notes.

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UWKS/CSY CHEBOKSARY

JEPPESEN
12 OCT 07
Eff 25 Oct
(11-1)

CHEBOKSARY, RUSSIA ILS or 2 NDB Rwy 06

BRIEFING STRIP ™

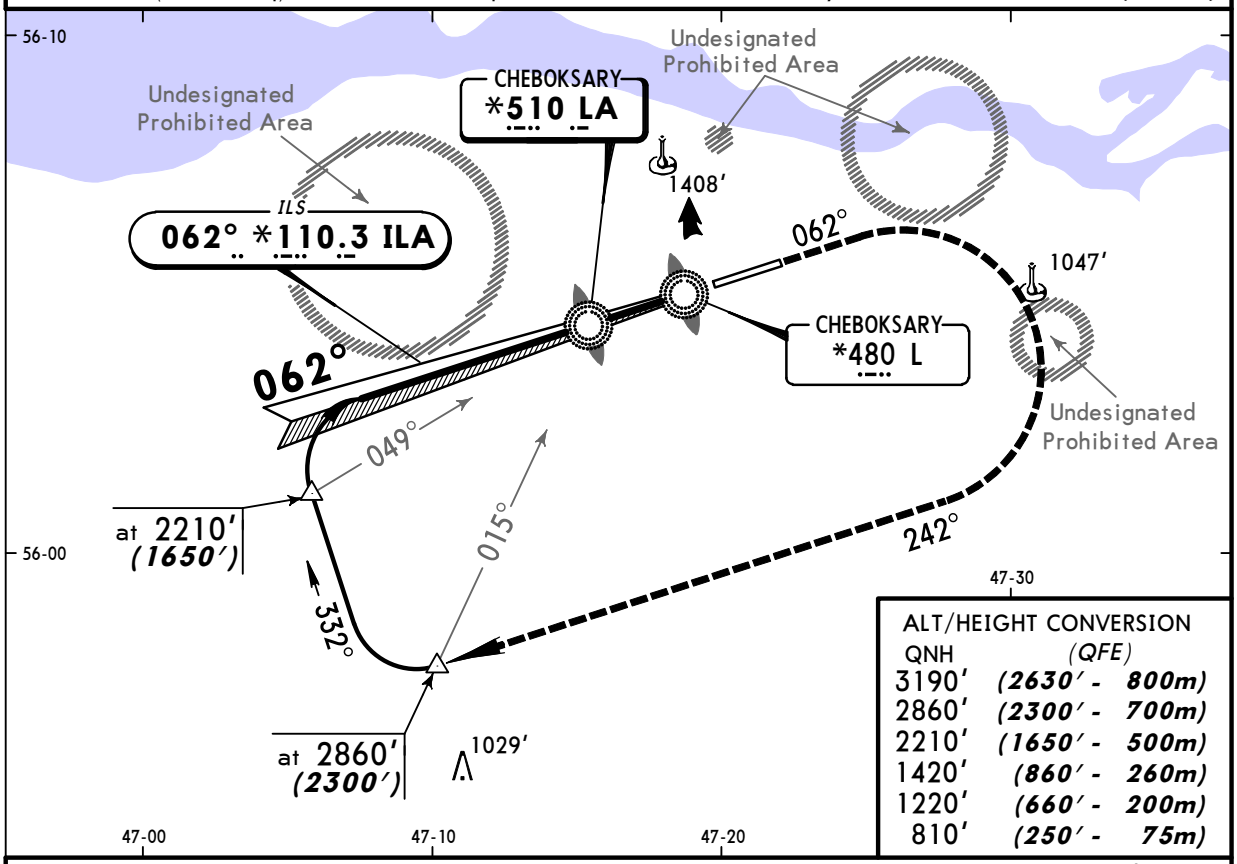
*CHEBOKSARY Tower
119.3

LOC ILA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 560′
*110.3	062°	1413′ (853′)	760′ (200′)	RWY 560′
NDB LA		Minimum Alt LOM	NDB MDA(H)	
*510		1420′ (860′)	890′ (330′)	

3100′
MSA ARP

MISSED APCH: Climb on 062° to 1220′ (660′), then turn RIGHT onto 242° climbing to 2860′ (2300′), then according to chart.

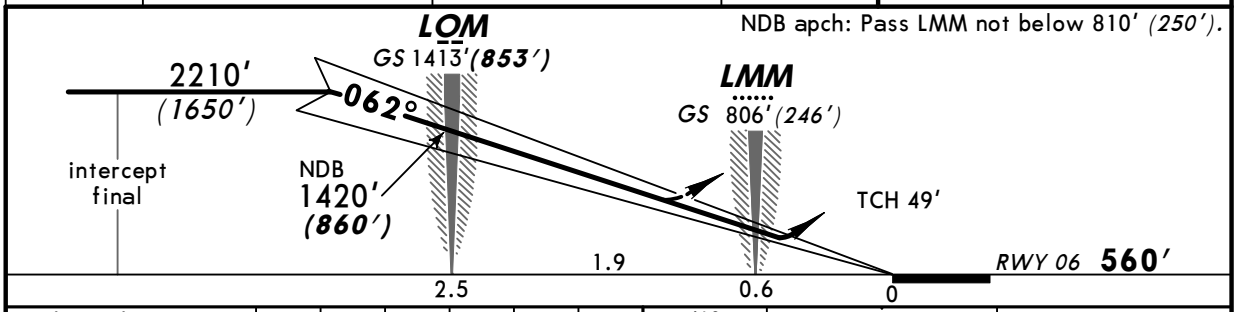
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3190′ (2630′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3190′	(2630′ - 800m)
2860′	(2300′ - 700m)
2210′	(1650′ - 500m)
1420′	(860′ - 260m)
1220′	(660′ - 200m)
810′	(250′ - 75m)

NDB apch: Pass LMM not below 810′ (250′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861

ALS

1220′ (660′) on 062°

242° RT 2860′ (2300′)

STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 760′ (200′) FULL	ILS DA(H) 760′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 890′ (330′)	NDB MDA(H) 890′ (330′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: Crossing altitudes.

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UWKS/CSY CHEBOKSARY

JEPPESEN
12 OCT 07
Eff 25 Oct
(11-2)

CHEBOKSARY, RUSSIA ILS or 2 NDB Rwy 24

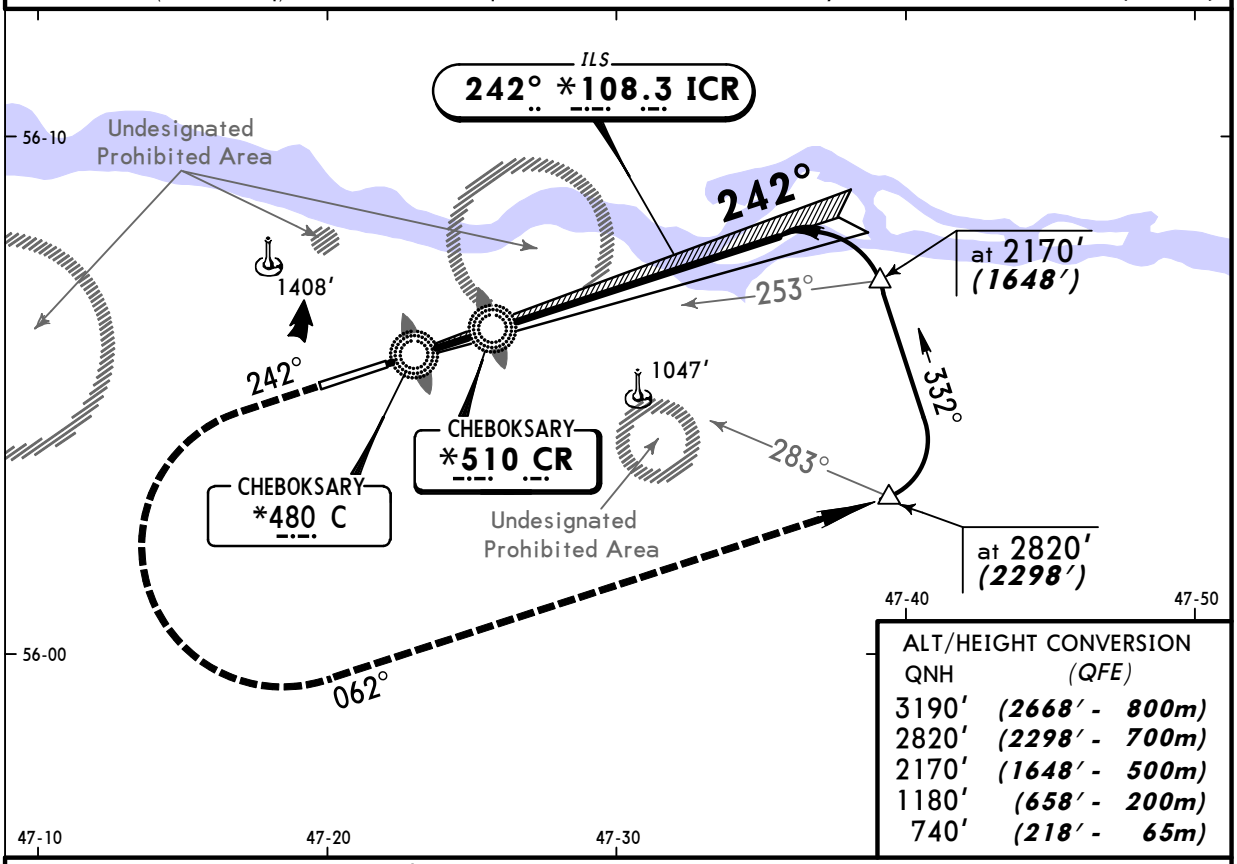
BRIEFING STRIP ™

*CHEBOKSARY Tower
119.3

LOC ICR *108.3	Final Apch Crs 242°	GS LOM 1178′ (656′)	ILS DA(H) 722′ (200′)	Apt Elev 560′ RWY 522′	3100′ MSA ARP
NDB CR *510		Minimum Alt LOM 1180′ (658′)	NDB MDA(H) 840′ (318′)		

MISSED APCH: Climb on 242° to 1180′ (658′), then turn LEFT onto 062° climbing to 2820′ (2298′), then according to chart.

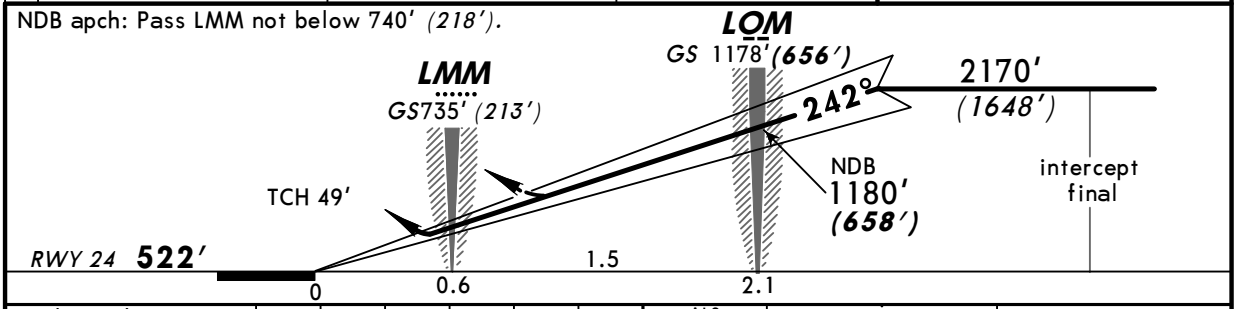
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3190′ (2668′)



ALT/HEIGHT CONVERSION

QNH	(QFE)	
3190′	(2668′ -	800m)
2820′	(2298′ -	700m)
2170′	(1648′ -	500m)
1180′	(658′ -	200m)
740′	(218′ -	65m)

NDB apch: Pass LMM not below 740′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	302	389	432	518	605	691

ALS

1180′ (658′) on 242°

062° LT

2820′ (2298′)

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 722′ (200′) FULL	ILS DA(H) 722′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 840′ (318′)	NDB MDA(H) 840′ (318′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: None.

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