Page 1
Changed chart(s) since Disc 04-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Chelyabinsk, (Balandino - USCC)				
REV	AIRPORT, AIRPORT INFO, TAK...	10-9	25 ôåâ 2011	10 ìàð 2011
REV	PARKING STANDS	10-9A	25 ôåâ 2011	10 ìàð 2011
REV	STANDARD MNMS	10-9S	25 ôåâ 2011	10 ìàð 2011
REV	STANDARD MNMS CONTD	10-9S1	25 ôåâ 2011	10 ìàð 2011
REV	JAA MNMS	10-9X	25 ôåâ 2011	10 ìàð 2011
REV	ILS RWY 09	11-1	25 ôåâ 2011	10 ìàð 2011
REV	ILS RWY 27	11-2	25 ôåâ 2011	10 ìàð 2011
DEL	VOR DME RWY 09	13-1	25 ôåâ 2011	10 ìàð 2011
ADD	VOR DME RWY 27	13-1	25 ôåâ 2011	10 ìàð 2011
DEL	VOR DME RWY 27	13-2	25 ôåâ 2011	10 ìàð 2011
REV	2 NDB RWY 09	16-1	25 ôåâ 2011	10 ìàð 2011
REV	2 NDB RWY 27	16-2	25 ôåâ 2011	10 ìàð 2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport USCC

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

IAP charted on 13-1 perm withdrawn.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Lndg beyond GS chgd for rwy 09 to 9709'(2959m) and for rwy 27 to 9345'(2848m).

General Info

Chelyabinsk, RUS
N 55° 18.3' E 61° 30.3' Mag Var: 12.5°E
Elevation: 769'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 09-27 10499' x 197' concrete

Runway 09 (90.0°M) TDZE 759'
Lights: Edge, ALS, Centerline
Runway 27 (270.0°M) TDZE 737'
Lights: Edge, ALS, Centerline

Communications Info

Chelyabinsk Start Tower **125.2**
Chelyabinsk Approach Control **124.7**
Chelyabinsk Approach Control **124.0** Secondary

Notebook Info

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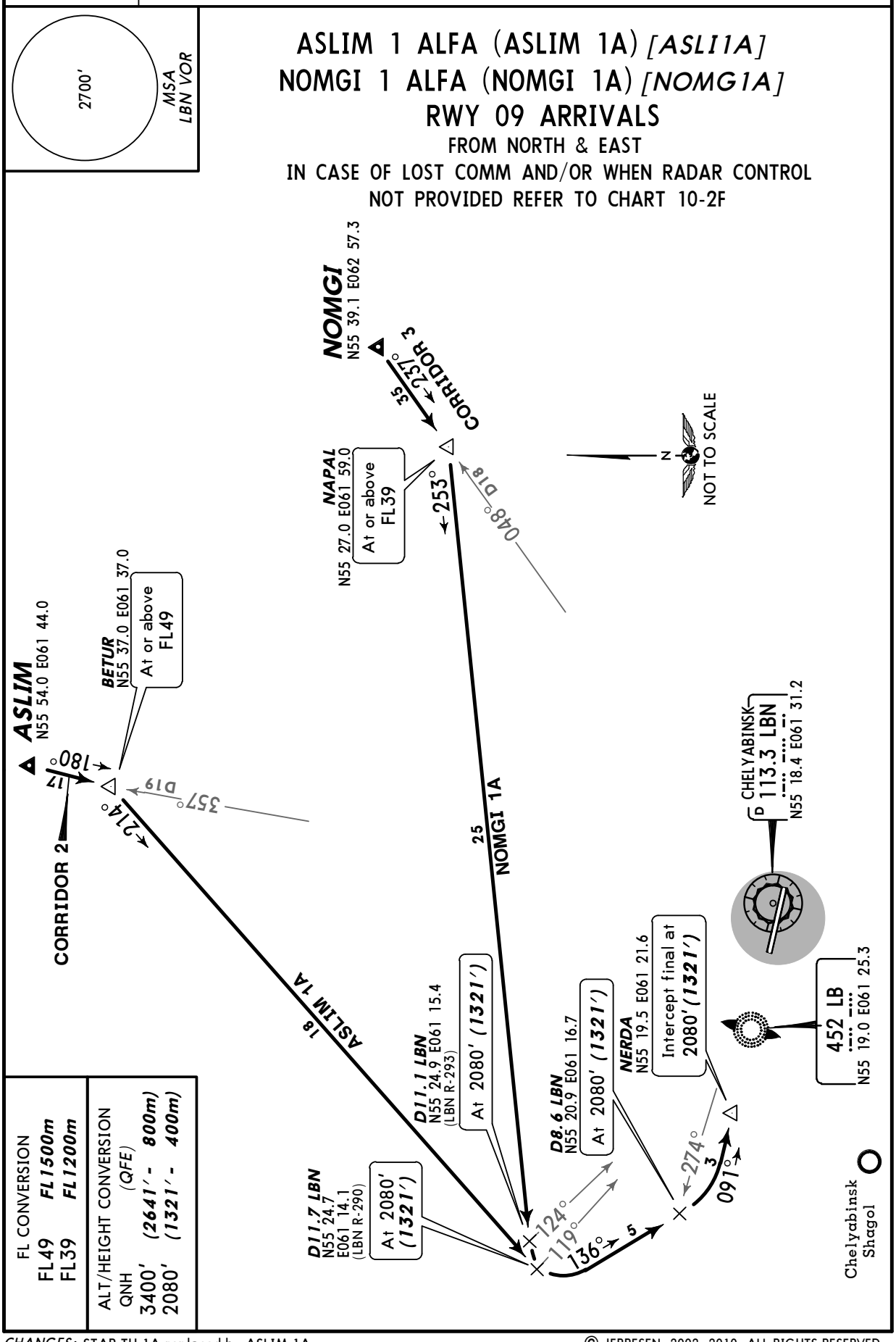
Apt Elev
769'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3400' (2641')
1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-1. Crossing altitudes by ATC.



CHANGES: STAR TH 1A replaced by ASLIM 1A.

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JeppView 3.7.3.0

USCC/CEK BALANDINO

JEPPESEN
20 AUG 10 (10-2A) Eff 26 Aug

CHELYABINSK, RUSSIA

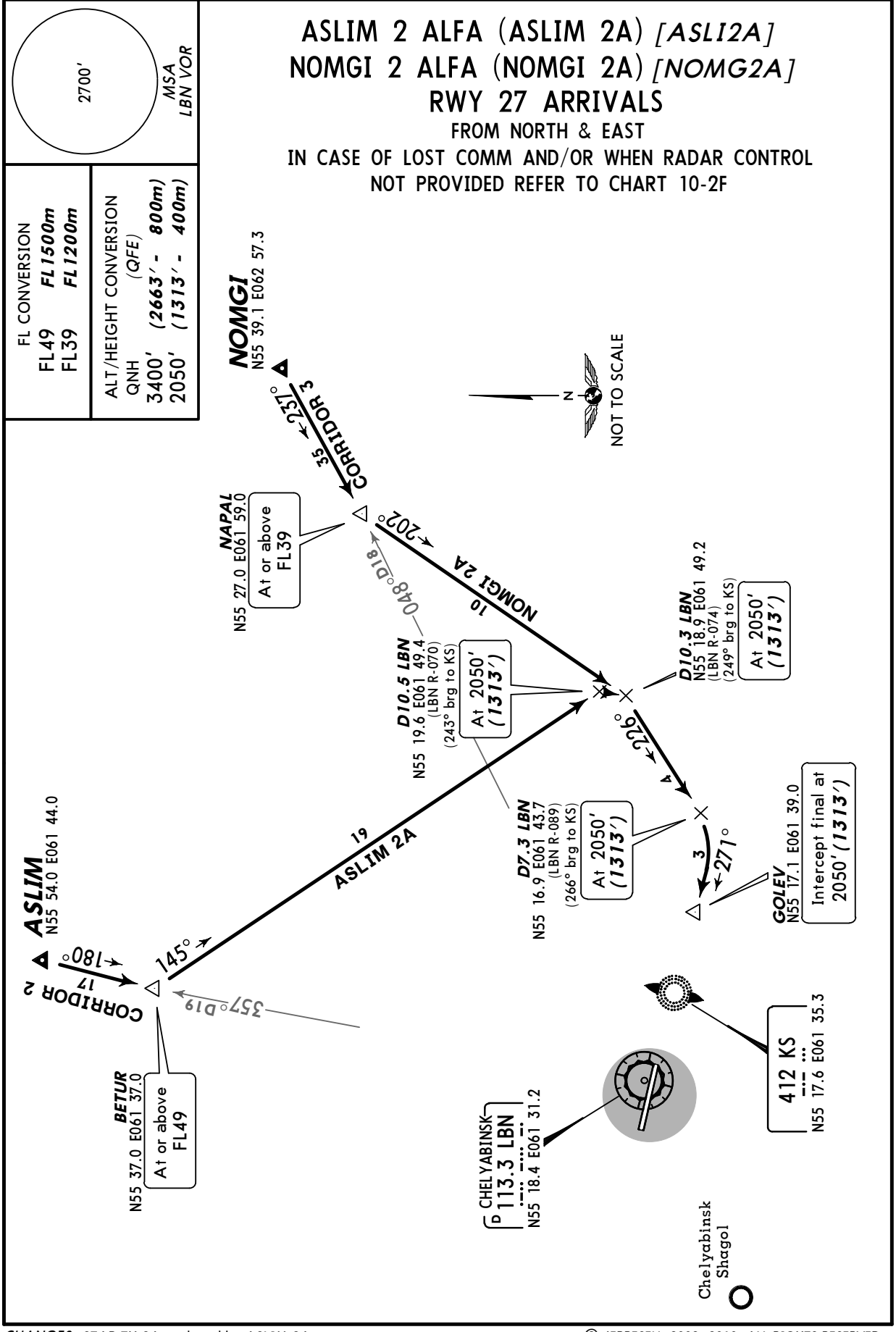
STAR

Apt Elev 769′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans Alt: 3400′ ***(2663′)*** 1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino. 2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-2. Crossing altitudes by ATC.

ASLIM 2 ALFA (ASLIM 2A) *[ASLI2A]*
NOMGI 2 ALFA (NOMGI 2A) *[NOMG2A]*
RWY 27 ARRIVALS

FROM NORTH & EAST

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2F



CHANGES: STAR TH 2A replaced by ASLIM 2A.

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USCC/CEK
BALANDINO

JEPPESEN
14 SEP 07 (10-2B)

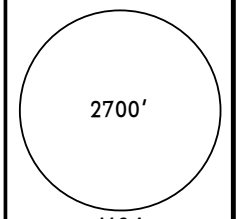
CHELYABINSK, RUSSIA
STAR

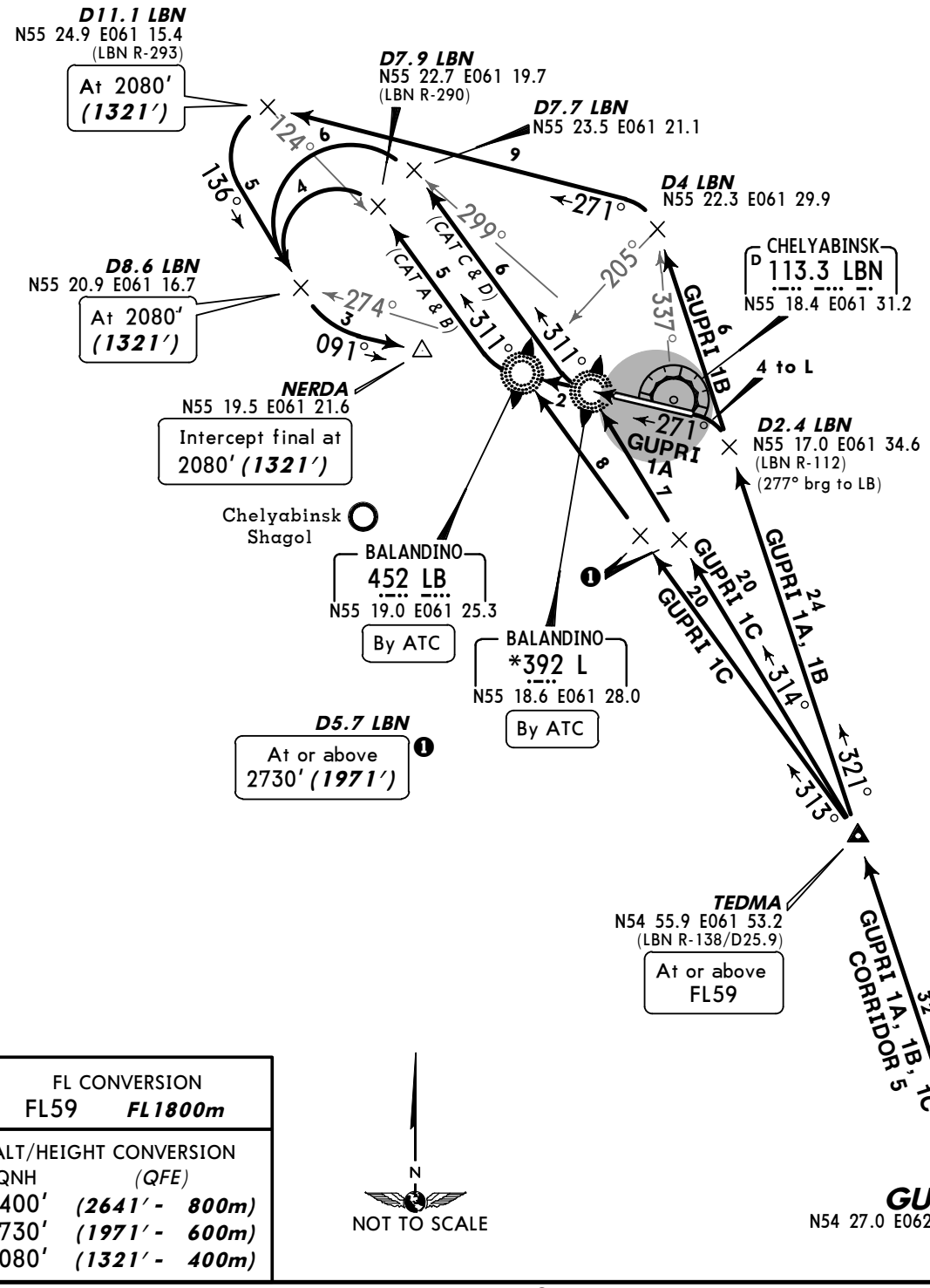
Apt Elev
769′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3400′ *(2641′)*

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-1. Crossing altitudes by ATC.

GUPRI 1 ALFA (GUPRI 1A) *[GUPR1A]*
GUPRI 1 BRAVO (GUPRI 1B) *[GUPR1B]*
GUPRI 1 CHARLIE (GUPRI 1C) *[GUPR1C]*
RWY 09 ARRIVALS
FROM SOUTH
IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2F





FL CONVERSION
FL59 *FL1800m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	*(2641′ - 800m)*
2730′	*(1971′ - 600m)*
2080′	*(1321′ - 400m)*

CHANGES: WW STARs renamed GUPRI; STARs transferred.

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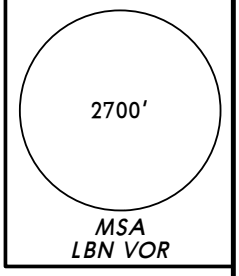
USCC/CEK
BALANDINO

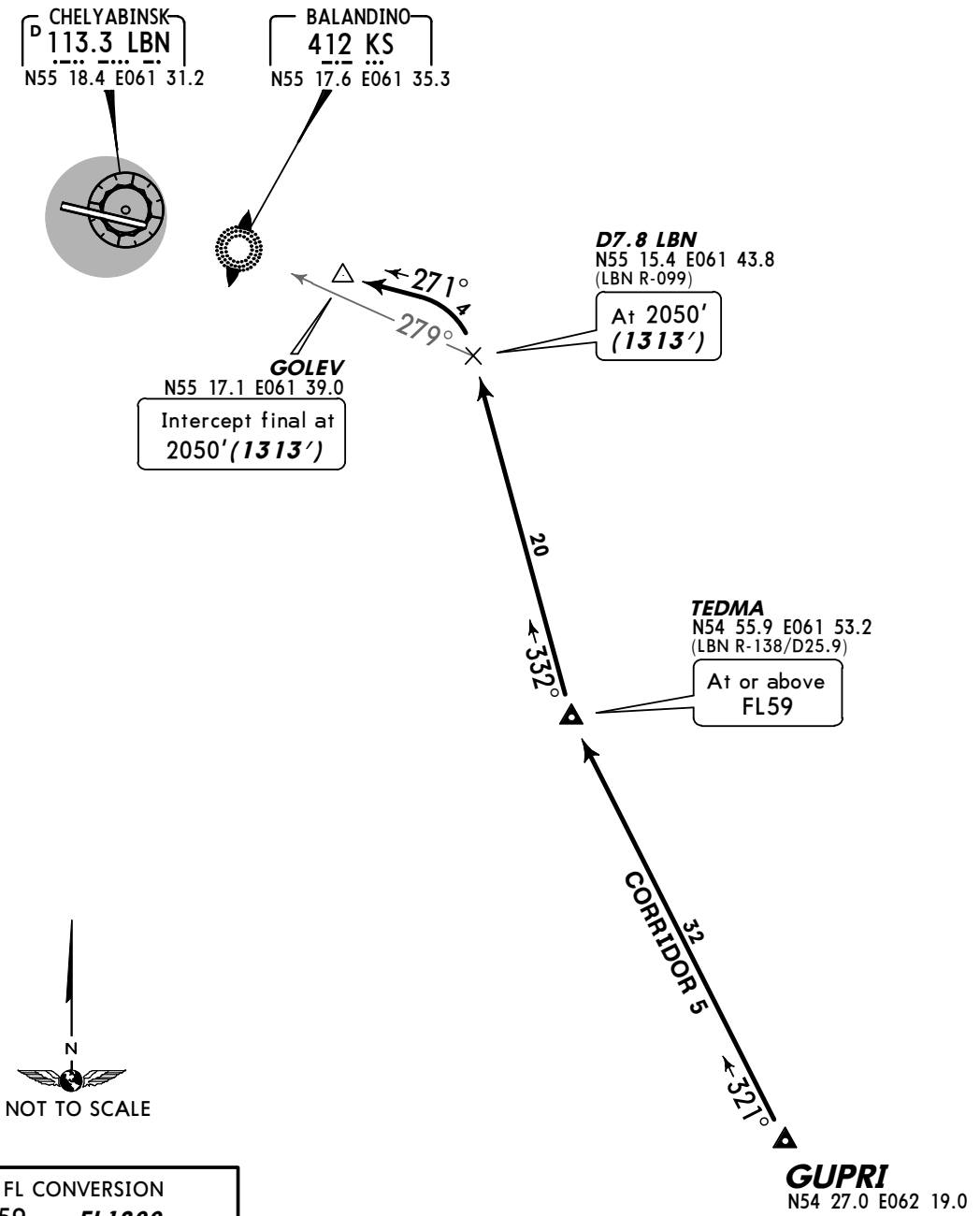
JEPPESEN
14 SEP 07 10-2C

CHELYABINSK, RUSSIA
STAR

Apt Elev 769′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans Alt: 3400′ *(2663′)* **1.** Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino. **2.** In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-2. Crossing altitudes by ATC.

GUPRI 2 ALFA (GUPRI 2A) *[GUPR2A]*
RWY 27 ARRIVAL
FROM SOUTH
IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2F





FL CONVERSION	
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	***(2663′ - 800m)***
2050′	***(1313′ - 400m)***

CHANGES: STAR WW 2A renamed GUPRI 2A; STARs transferred.

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USCC/CEK
BALANDINO

JEPPESEN
14 SEP 07 (10-2D)

CHELYABINSK, RUSSIA
STAR

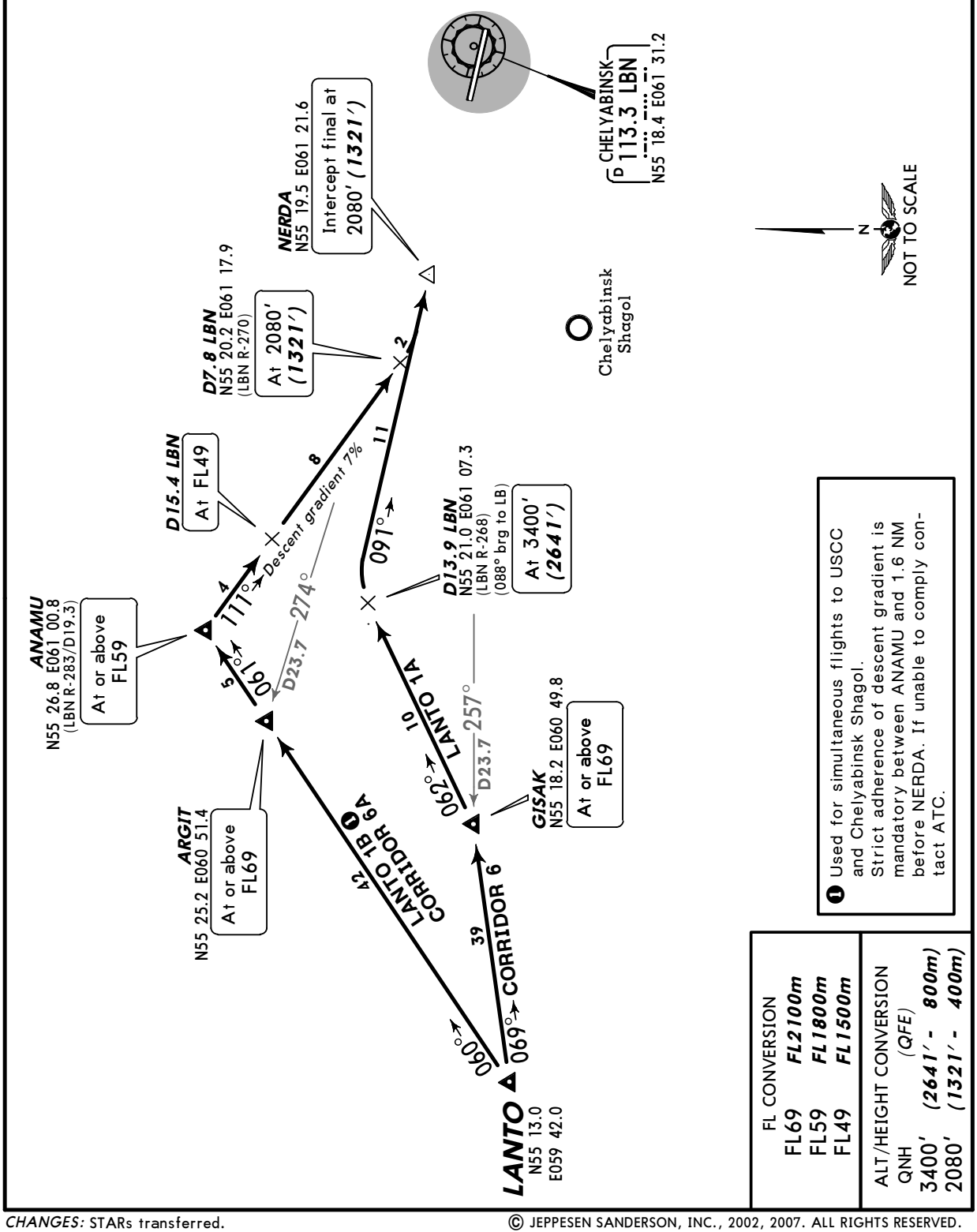
Apt Elev
769'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3400' (2641')

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-1. Crossing altitudes by ATC.

MSA LBN VOR
2700'

LANTO 1 ALFA (LANTO 1A) [LANT1A]
LANTO 1 BRAVO (LANTO 1B) [LANT1B]
RWY 09 ARRIVALS
FROM WEST
IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2F



Used for simultaneous flights to USCC and Chelyabinsk Shagol. Strict adherence of descent gradient is mandatory between ANAMU and 1.6 NM before NERDA. If unable to comply contact ATC.

FL CONVERSION	
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3400'	(2641' - 800m)
2080'	(1321' - 400m)

CHANGES: STARs transferred.

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USCC/CEK
BALANDINO

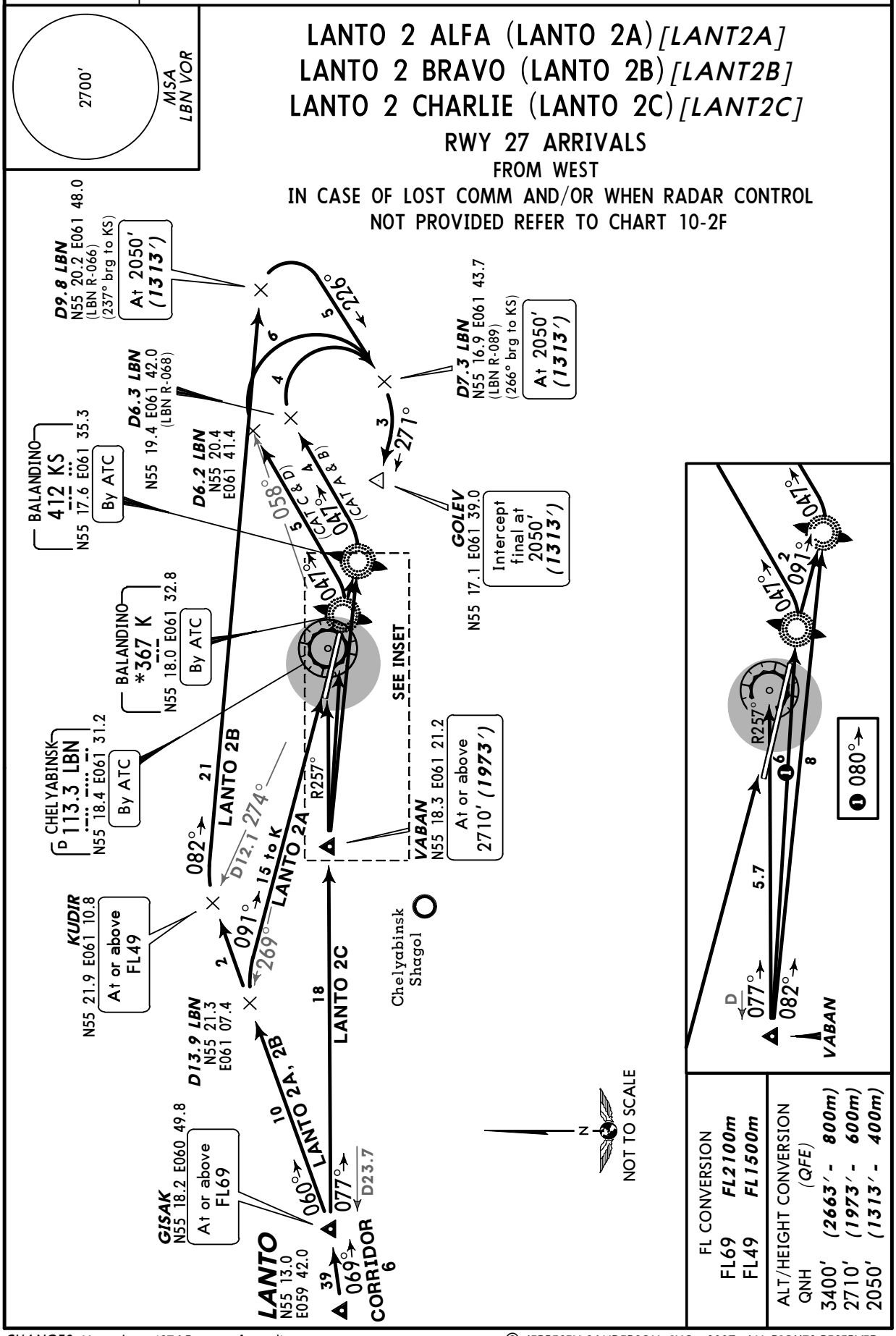
JEPPESEN
14 SEP 07 (10-2E)

CHELYABINSK, RUSSIA
STAR

Apt Elev
769′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans Alt: 3400′ ***(2663′)***

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-2. Crossing altitudes by ATC.



CHANGES: New chart (STARs transferred).

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USCC/CEK BALANDINO

JEPPESEN 20 AUG 10 (10-2F) Eff 26 Aug

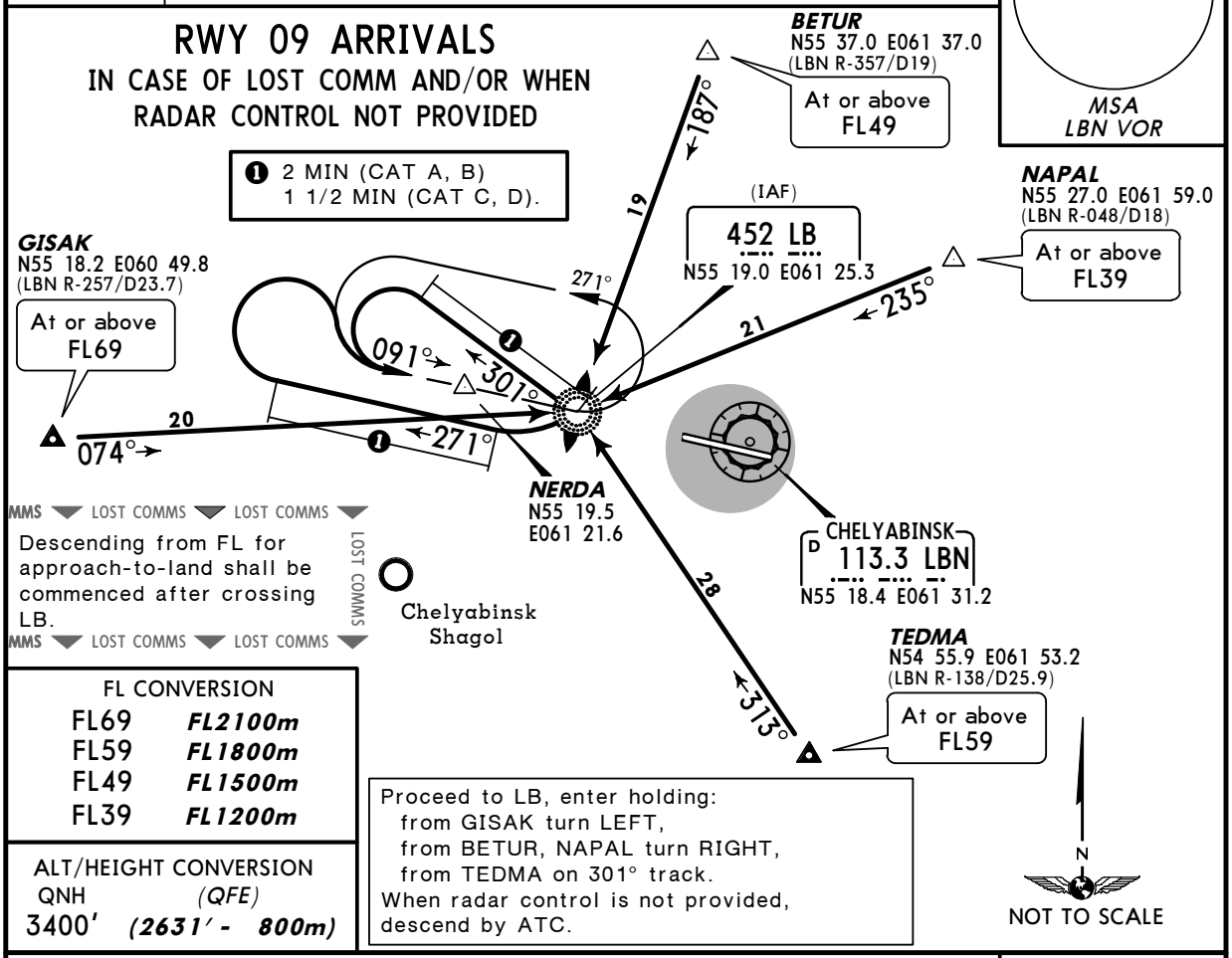
CHELYABINSK, RUSSIA

STAR

Apt Elev 769′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans Alt: 3400′ *(2631′)* Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.

RWY 09 ARRIVALS

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED



2 MIN (CAT A, B)
1 1/2 MIN (CAT C, D).

MMS LOST COMMS LOST COMMS
Descending from FL for approach-to-land shall be commenced after crossing LB.
MMS LOST COMMS LOST COMMS

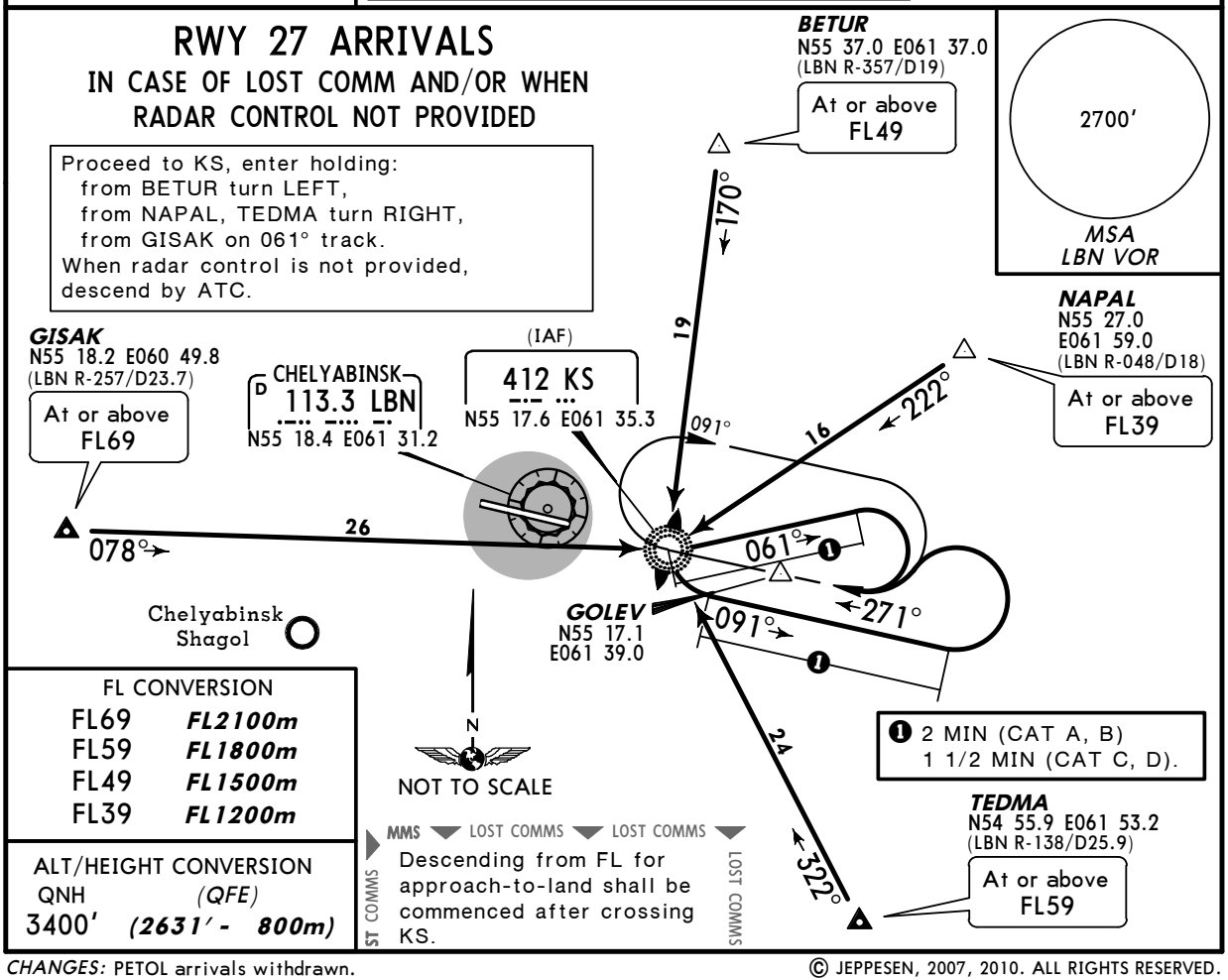
FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	*(2631′ - 800m)*

Proceed to LB, enter holding:
from GISAK turn LEFT,
from BETUR, NAPAL turn RIGHT,
from TEDMA on 301° track.
When radar control is not provided, descend by ATC.

RWY 27 ARRIVALS

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED



Proceed to KS, enter holding:
from BETUR turn LEFT,
from NAPAL, TEDMA turn RIGHT,
from GISAK on 061° track.
When radar control is not provided, descend by ATC.

2 MIN (CAT A, B)
1 1/2 MIN (CAT C, D).

FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	*(2631′ - 800m)*

MMS LOST COMMS LOST COMMS
Descending from FL for approach-to-land shall be commenced after crossing KS.

CHANGES: PETOL arrivals withdrawn.

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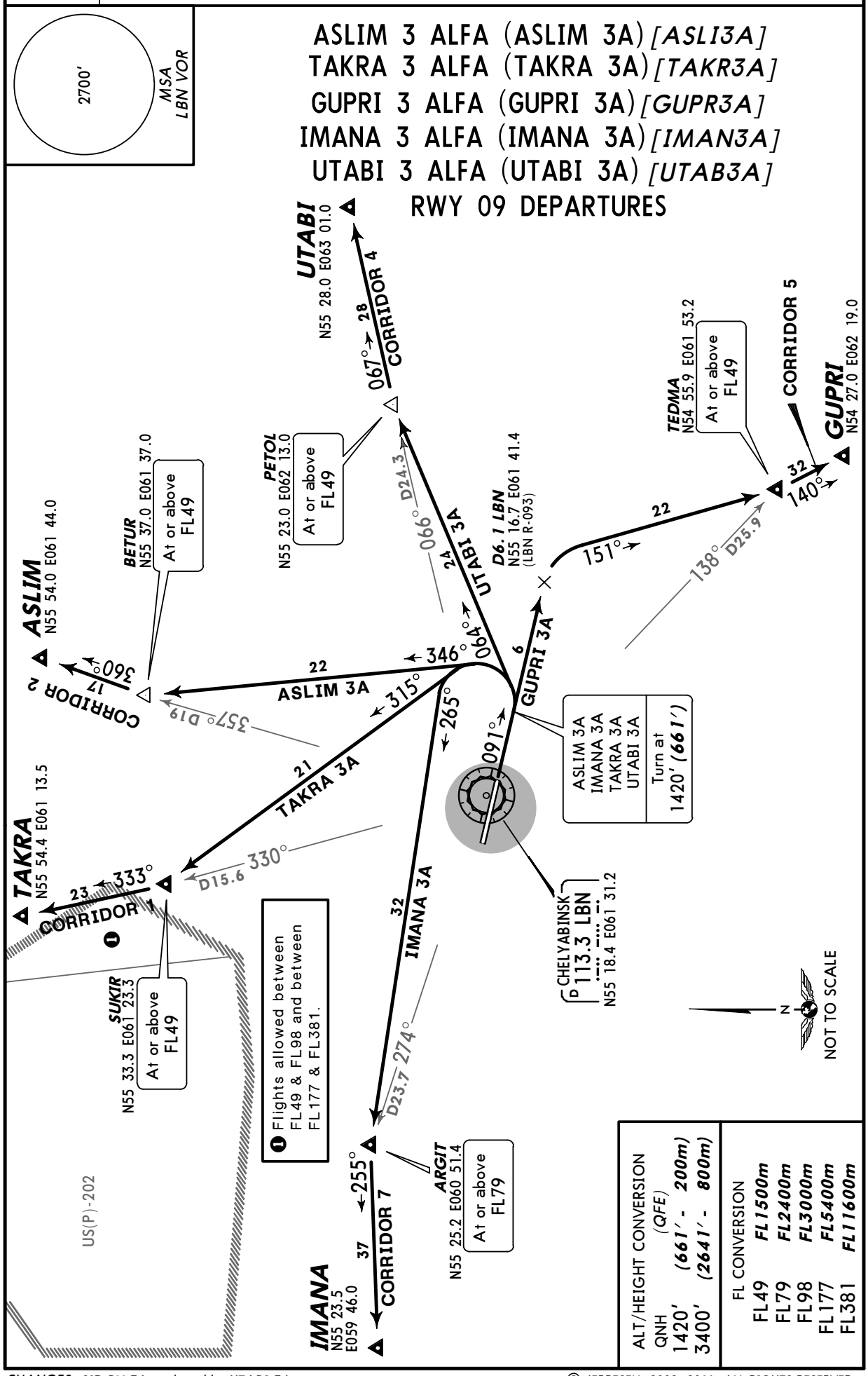
USCC/CEK BALANDINO

JEPPESEN 4 FEB 11 (10-3) Eff 10 Feb

CHELYABINSK, RUSSIA

SID

Apt Elev 769′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3400′ ***(2641′)***



CHANGES: SID BN 3A replaced by UTABI 3A.

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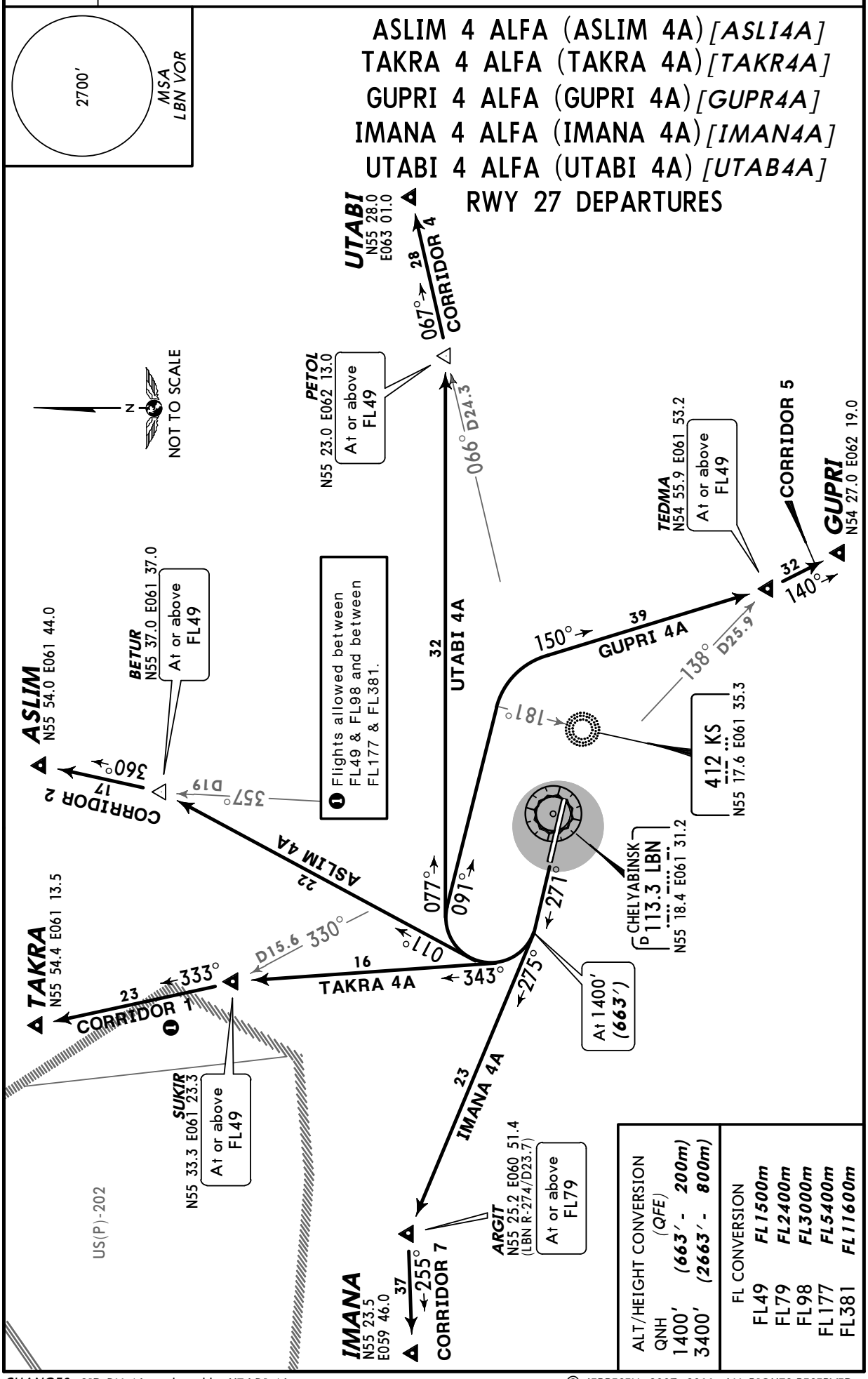
USCC/CEK BALANDINO

JEPPESEN 4 FEB 11 (10-3A) Eff 10 Feb

CHELYABINSK, RUSSIA

SID

Apt Elev 769′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3400′ *(2663′)*



CHANGES: SID BN 4A replaced by UTABI 4A.

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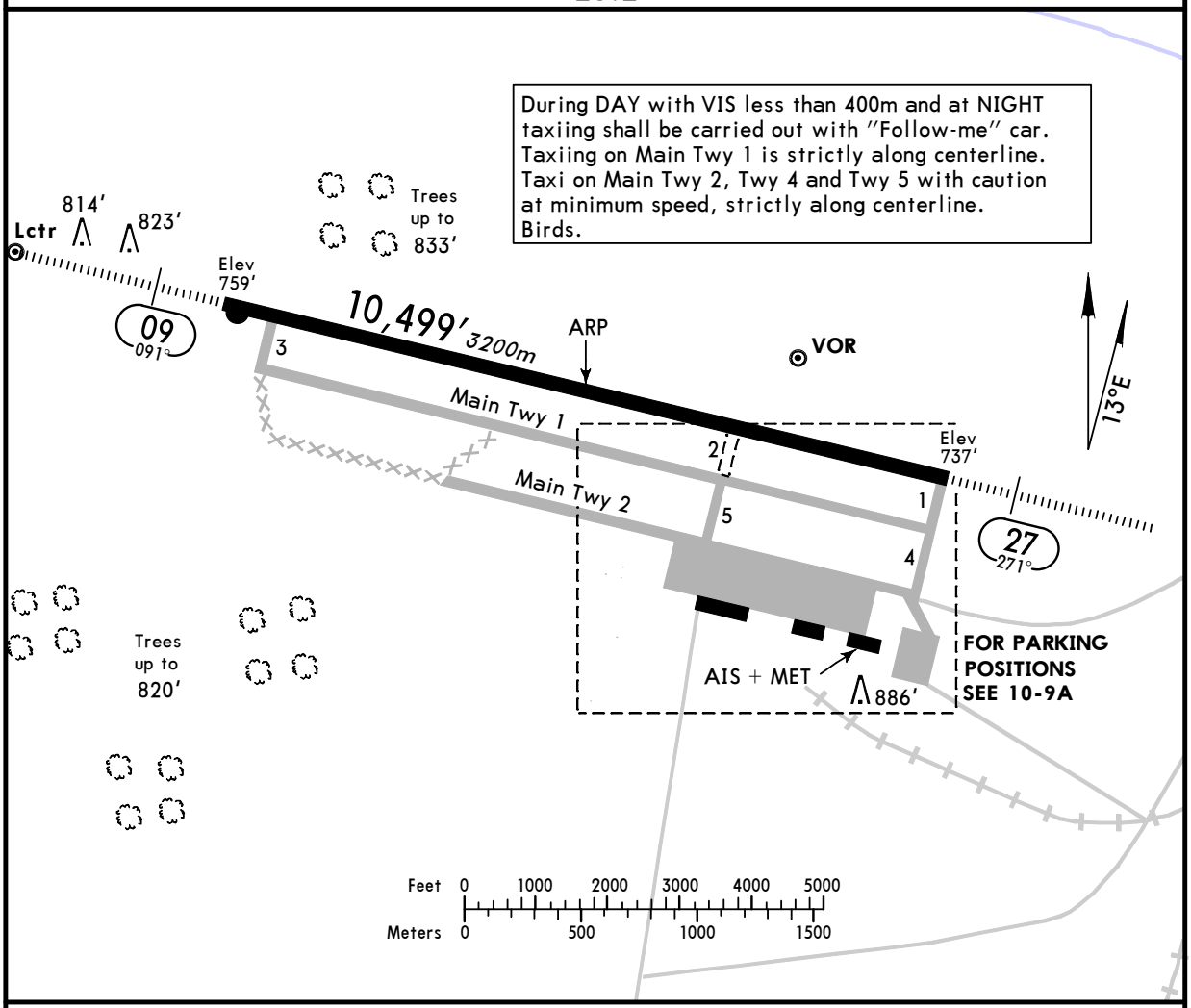
USCC/CEK

Apt Elev **769′**
N55 18.3 E061 30.3

JEPPESEN
5 OCT 07 (10-9)

CHELYABINSK, RUSSIA
BALANDINO

CHELYABINSK Start (GND/TWR)
125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(angle 2.83°)		9596′ *2925m*	❶	197′ *60m*

❶ TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 10,499′(3200m)
twy 3 int 9803′(2988m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m*	*250m*	*400m*
B			
C			
D	*250m*	*300m*	

CHANGES: Notes. Lights.

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USCC/CEK

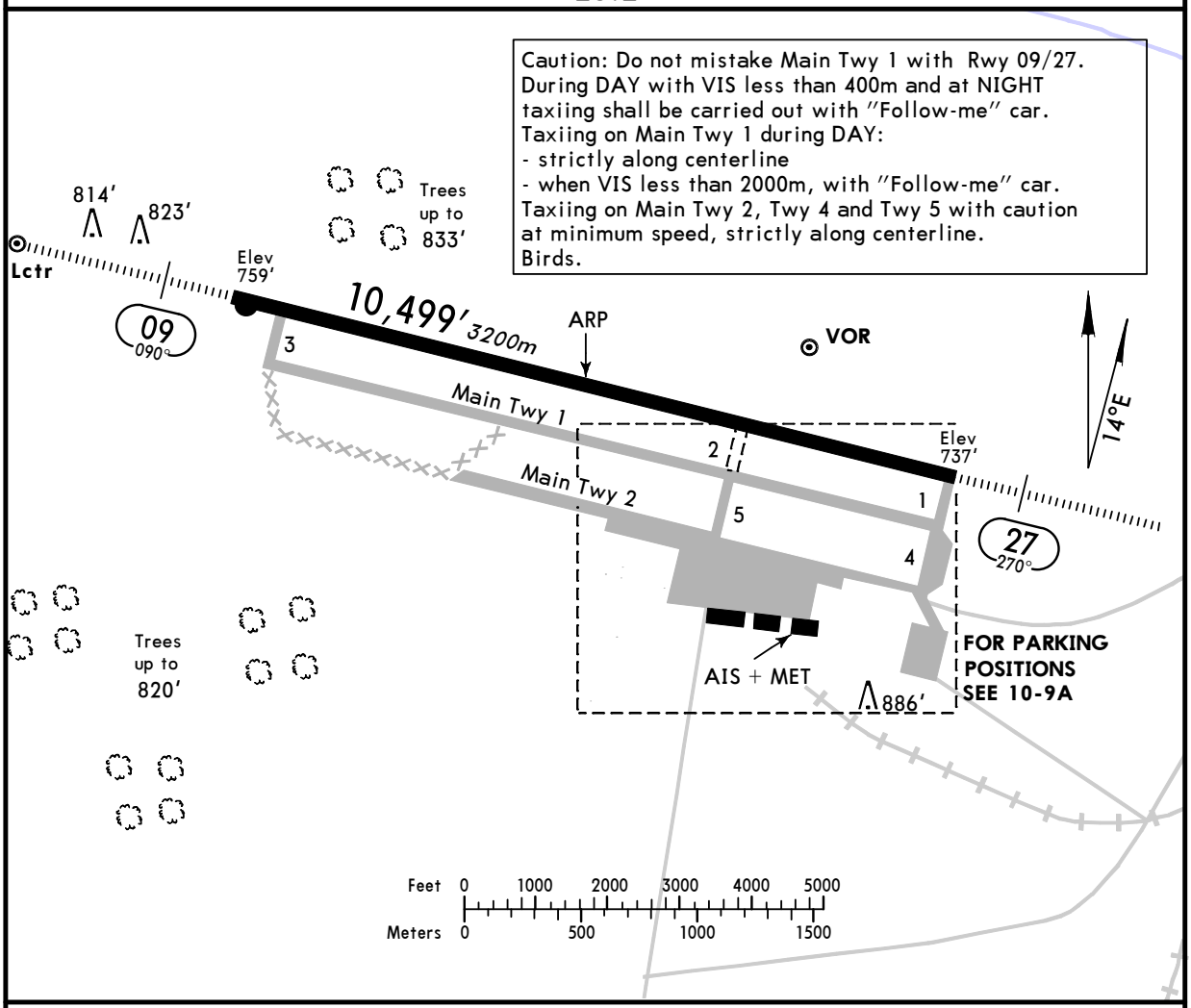
Apt Elev **769'**
N55 18.3 E061 30.3

JEPPESEN
25 FEB 11 (10-9) **Eff 10 Mar**

CHELYABINSK, RUSSIA
BALANDINO

CHELYABINSK Start (GND/TWR)

125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(angle 2.83°)		9709' *2959m*	❶	197' *60m*
27			9345' *2848m*		

❶ TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 10,499' (3200m)
twy 3 int 9803' (2988m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m*	*250m*	*400m*
B			
C			
D	*250m*	*300m*	

CHANGES: Notes. Rwy bearings. Usable lengths.

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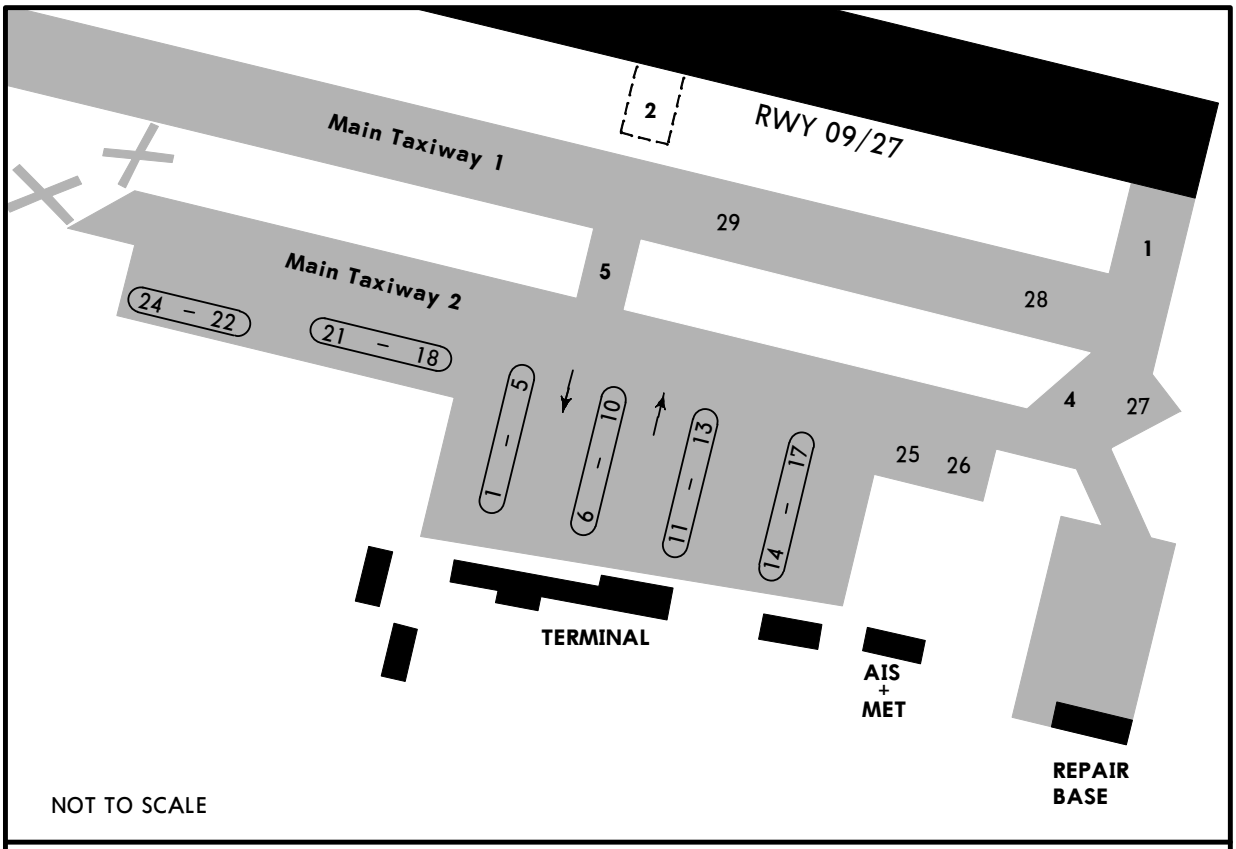
USCC/CEK

JEPPESEN

5 OCT 07 10-9A

CHELYABINSK, RUSSIA
BALANDINO



Parking stands 1 thru 5, 7 thru 17, 27 and Main Twy 2 between Twy 4 and Twy 5 available for helicopters.

CHANGES: Apron layout. Notes.

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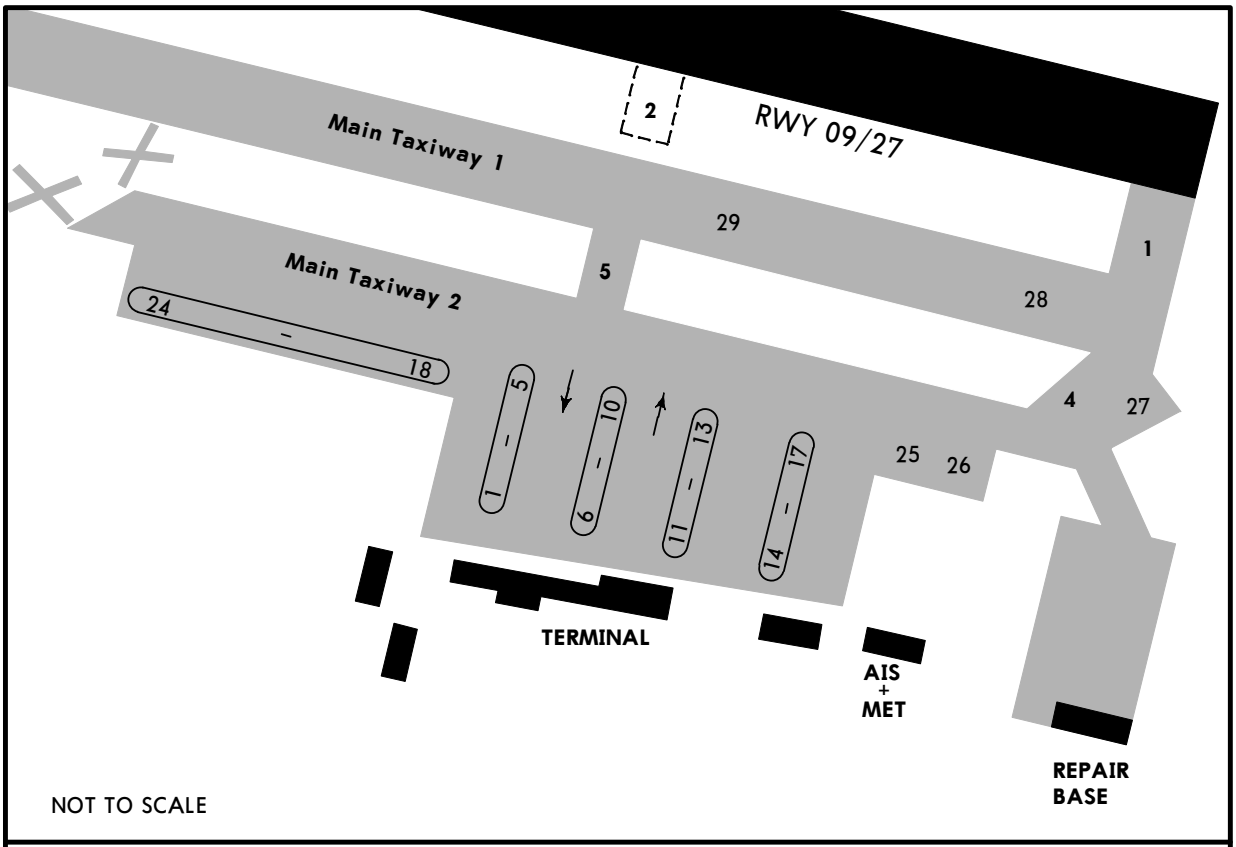
USCC/CEK

JEPPESEN

25 FEB 11 10-9A Eff 10 Mar

CHELYABINSK, RUSSIA
BALANDINO



Parking stands 16 thru 24, 27 and Main Twy 2 between Twy 4 and Twy 5 available for helicopters.

CHANGES: Parking stands. Note.

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USCC/CEK

JEPPESEN
13 AUG 10 (10-9S)

Standard

CHELYABINSK, RUSSIA
BALANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS	**959′**(200′)	**959′**(200′)	**959′**(200′)	**959′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**1150′**(391′)	**1150′**(391′)	**1150′**(391′)	**1150′**(391′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶❷	**1110′**(351′)	**1110′**(351′)	**1110′**(351′)	**1110′**(351′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❸	**1110′**(351′)	**1110′**(351′)	**1110′**(351′)	**1110′**(351′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	LB NDB ❶	**1210′**(451′)	**1210′**(451′)	**1210′**(451′)	**1210′**(451′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	C2100m	C2100m	C2100m	C2100m
	L Lctr	**1210′**(451′)	**1210′**(451′)	**1210′**(451′)	**1210′**(451′)
		R1600m	**R1600m**	**R1800m**	**R1800m**
	ALS out	C2300m	C2300m	C2500m	C2500m
27	ILS	**937′**(200′)	**937′**(200′)	**937′**(200′)	**937′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	2 NDB ❶❷	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶❸	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	KS NDB ❶❷	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	KS NDB ❶❸	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	K Lctr ❶❷	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	K Lctr ❸	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)	**1140′**(403′)
		R1400m	**R1400m**	**R1600m**	**R1600m**
	ALS out	C2100m	C2100m	C2300m	C2300m

❶ Continuous Descent Final Approach.
❷ with FMS. ❸ w/o FMS.

CHANGES: New page.

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USCC/CEK

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Standard

25 FEB 11 (10-9S) Eff 10 Mar

CHELYABINSK, RUSSIA
BALANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB ❶❷	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❸	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	LB NDB ❶	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	C2100m	C2100m	C2100m	C2100m
	L Lctr	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)
		R1600m	**R1600m**	**R1800m**	**R1800m**
	ALS out	C2300m	C2300m	C2500m	C2500m
27	ILS	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	2 NDB ❶❷	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶❸	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	KS NDB ❶❷	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	KS NDB ❶❸	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1900m	R1900m	R1900m	R1900m
	K Lctr ❶❷	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	K Lctr ❸	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R1400m	**R1400m**	**R1600m**	**R1600m**
	ALS out	C2100m	C2100m	C2300m	C2300m

❶ Continuous Descent Final Approach.
❷ with FMS. ❸ w/o FMS.

CHANGES: Minimums.

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TAKE-OFF RWY 09, 27

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

CHANGES: New page.

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TAKE-OFF RWY 09, 27

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

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CHELYABINSK, RUSSIA
BALANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**1150**′(391′)	**1150**′(391′)	**1150**′(391′)	**1150**′(391′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
27	ILS	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 09, 27

	LVP must be in Force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	*200m*	*250m*	*400m*	*500m*
D	*250m*	*300m*		

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STRAIGHT-IN RWY		A	B	C	D
09	ILS	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
27	ILS	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 09, 27

	LVP must be in Force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*200m*	*250m*	*400m*	*500m*
B				
C				
D	*250m*	*300m*		

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USCC/CEK BALANDINO

JEPPESEN 1 FEB 08 (11-1) Eff 14 Feb

CHELYABINSK, RUSSIA ILS Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

LOC ILB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 769'
109.9	091°	1415'(656')	959'(200')	RWY 759'

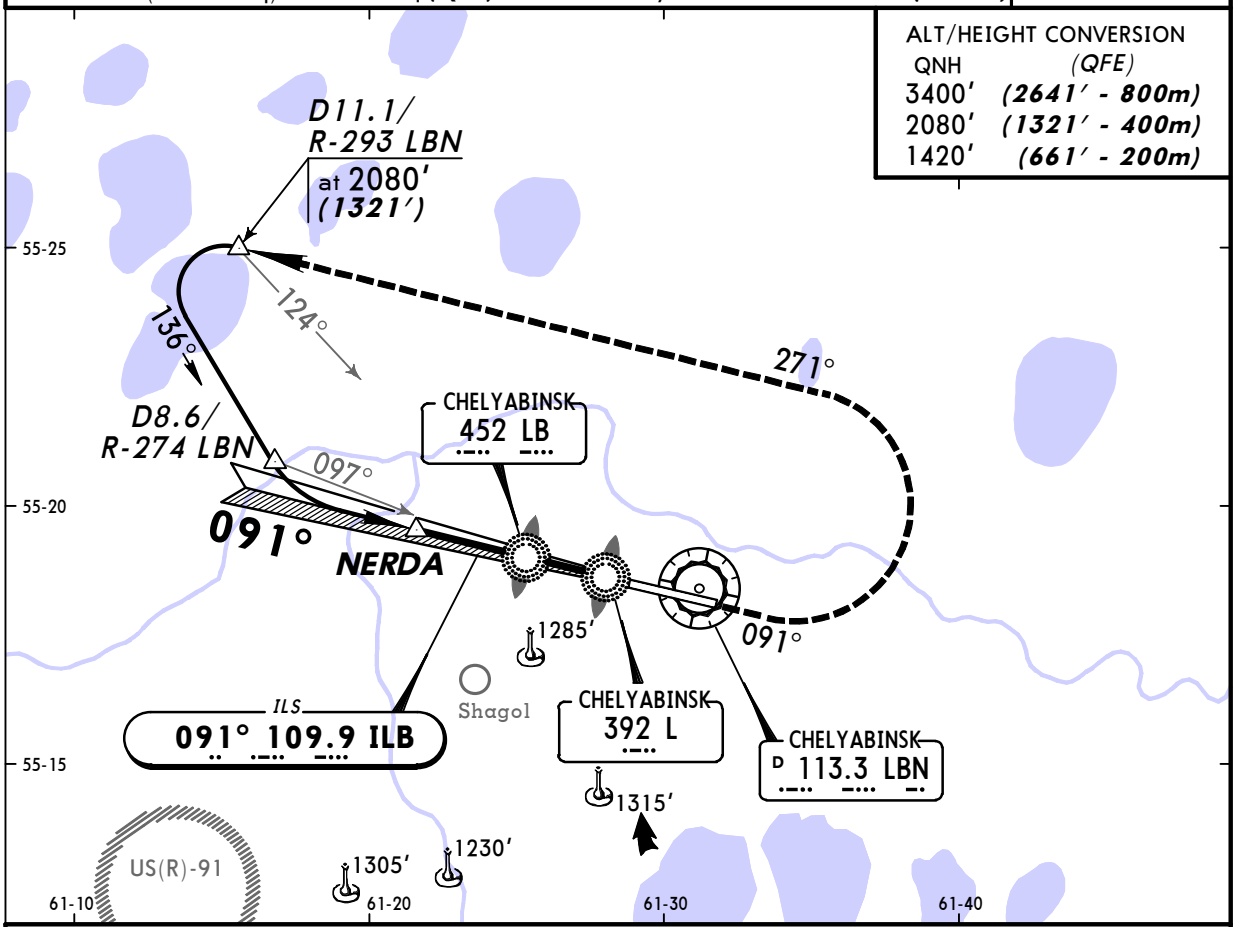
MISSED APCH: Climb on 091° to 1420'(661'), then turn LEFT onto 271° climbing to 2080'(1321'), then according to chart.

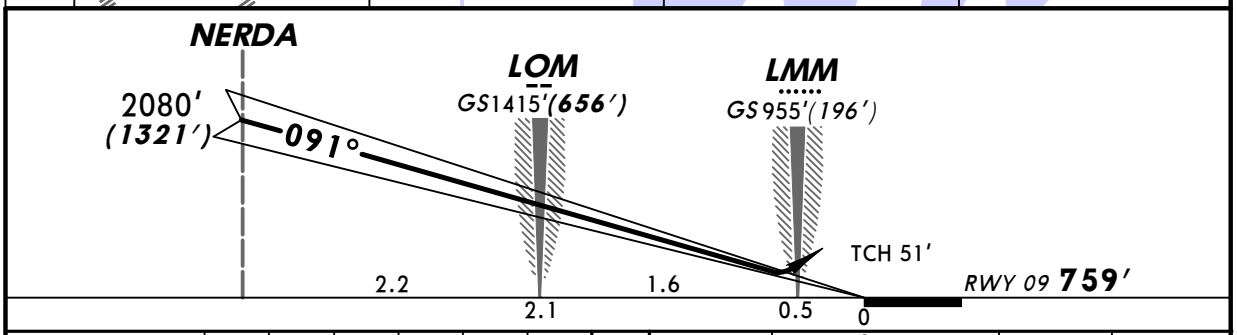
Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400'(2641')

2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2641' - 800m)
2080'	(1321' - 400m)
1420'	(661' - 200m)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	356	457	508	610	711	813

HIALS
PAPI

1420' (661') on 091°

271° LT

2080' (1321')

STRAIGHT-IN LANDING RWY 09

ILS		LOC (GS out)
DA(H) 959'(200')		
FULL	ALS out	
800m	1200m	NOT AUTHORIZED

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Procedure.

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USCC/CEK BALANDINO

JEPPESEN
25 FEB 11 (11-1) Eff 10 Mar

CHELYABINSK, RUSSIA ILS Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

LOC ILB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 769'
109.9	090°	1415'(656')	959'(200')	RWY 759'

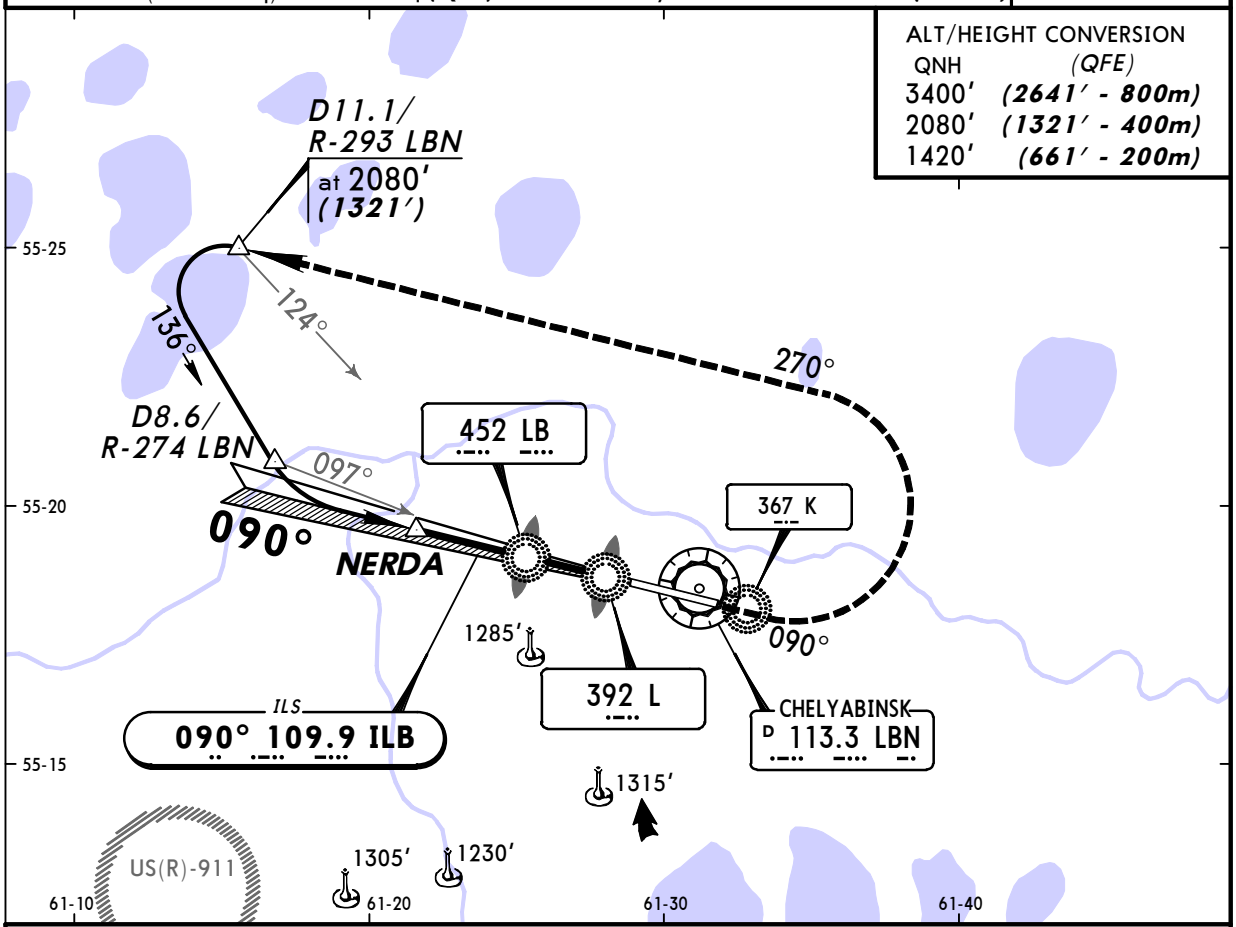
MISSED APCH: Climb on 090° to 1420'(661'), then turn LEFT onto 270° climbing to 2080'(1321'), then according to chart.

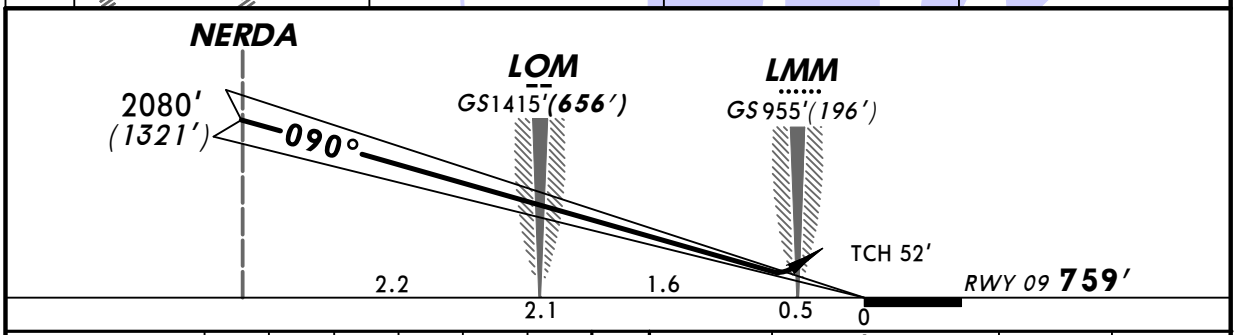
Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400'(2641')

2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2641' - 800m)
2080'	(1321' - 400m)
1420'	(661' - 200m)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	356	457	508	610	711	813

HIALS
PAPI

1420' (661') on 090°

270° LT

2080' (1321')

STRAIGHT-IN LANDING RWY 09

ILS		LOC (GS out)
DA(H) 959'(200')		
FULL	ALS out	
800m	1200m	NOT AUTHORIZED

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Procedure bearings.

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USCC/CEK BALANDINO

JEPPESEN 1 FEB 08 (11-2) Eff 14 Feb

CHELYABINSK, RUSSIA ILS Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

LOC IKS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 769'
108.7	271°	1393'(656')	937'(200')	RWY 737'

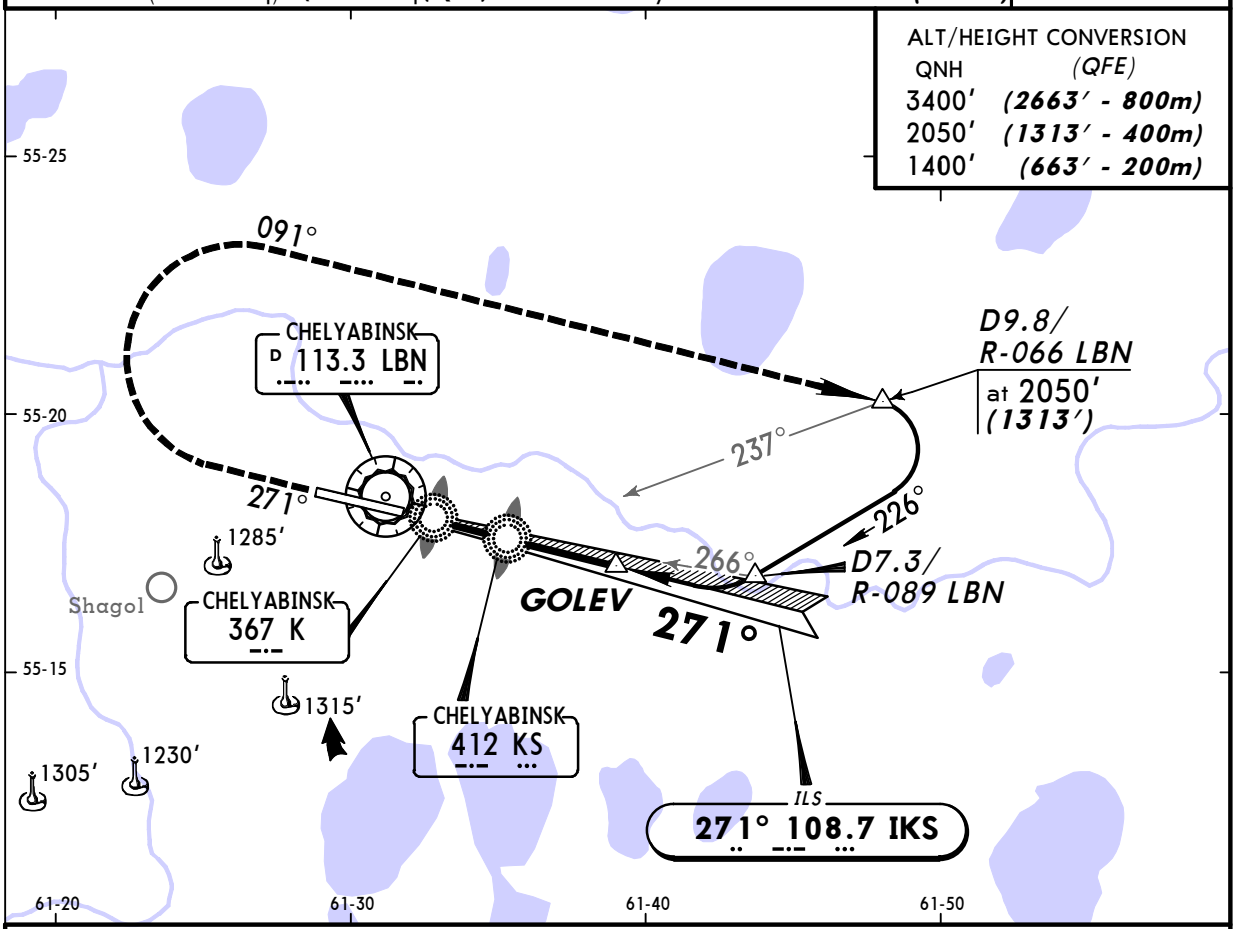
MISSED APCH: Climb on 271° to 1400'(663'), then turn RIGHT onto 091° climbing to 2050'(1313'), then according to chart.

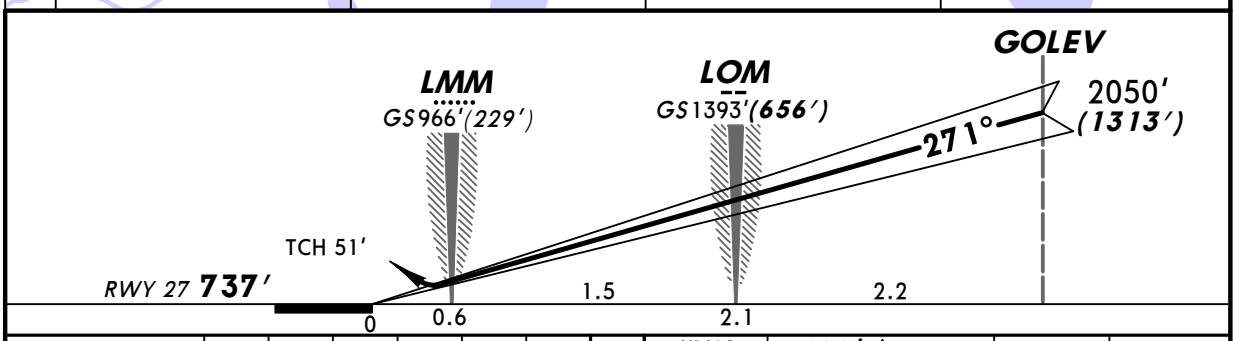
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3400'(2663')

2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2663' - 800m)
2050'	(1313' - 400m)
1400'	(663' - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.83°	356	457	508	610	711	813

HIALS
PAPI

1400' (663') on 271°

091° RT

2050' (1313')

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 937'(200') FULL	ILS DA(H) 937'(200') ALS out	LOC (GS out)
PANS OPS A	800m	1200m	NOT AUTHORIZED
PANS OPS B			
PANS OPS C			
PANS OPS D			

CHANGES: Waypoints.

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USCC/CEK BALANDINO

JEPPESEN
25 FEB 11 (11-2) Eff 10 Mar

CHELYABINSK, RUSSIA ILS Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

LOC IKS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 769'
108.7	**270°**	1393' *(656')*	937' *(200')*	RWY **737'**

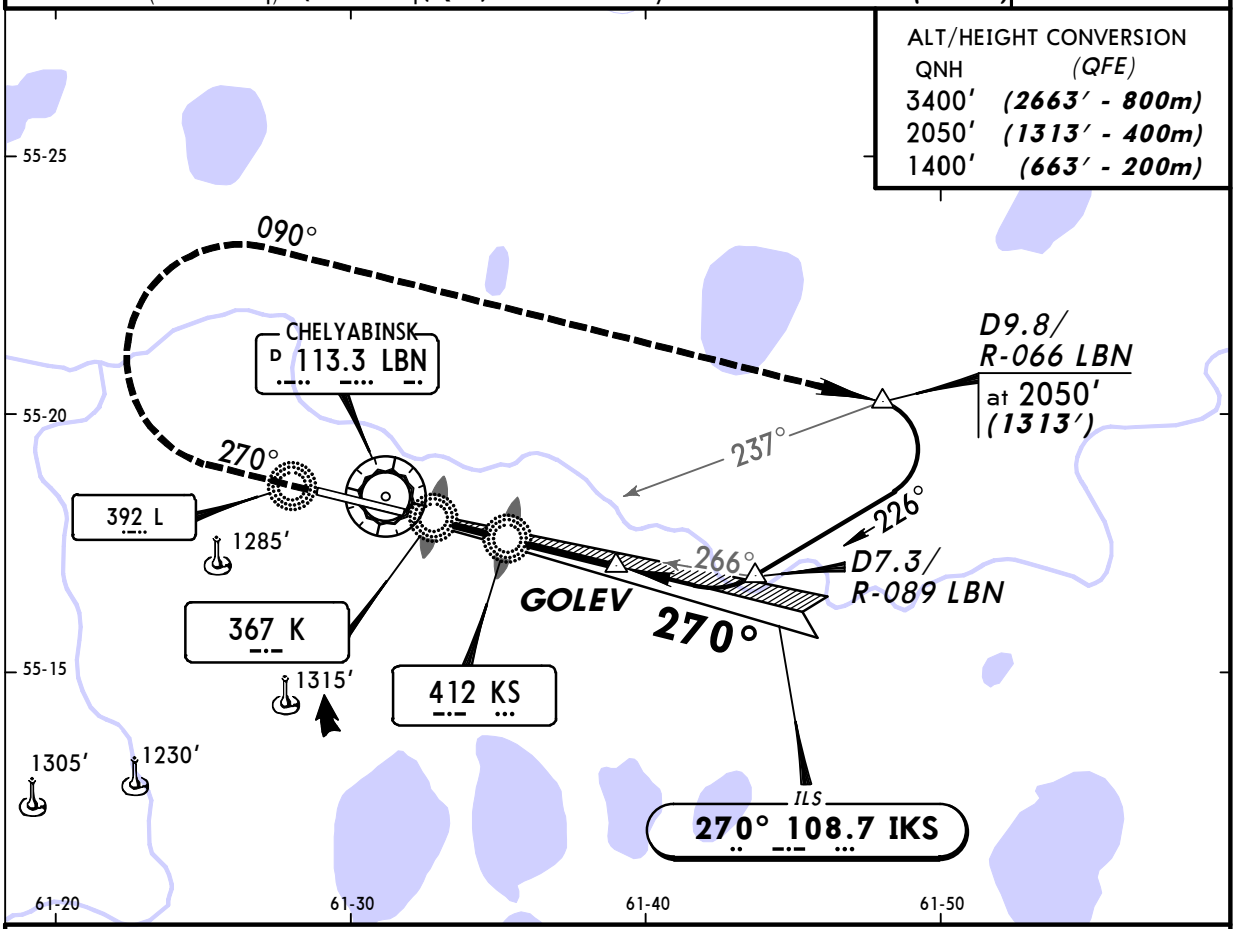
MISSED APCH: Climb on 270° to 1400' *(663')*, then turn RIGHT onto 090° climbing to 2050' *(1313')*, then according to chart.

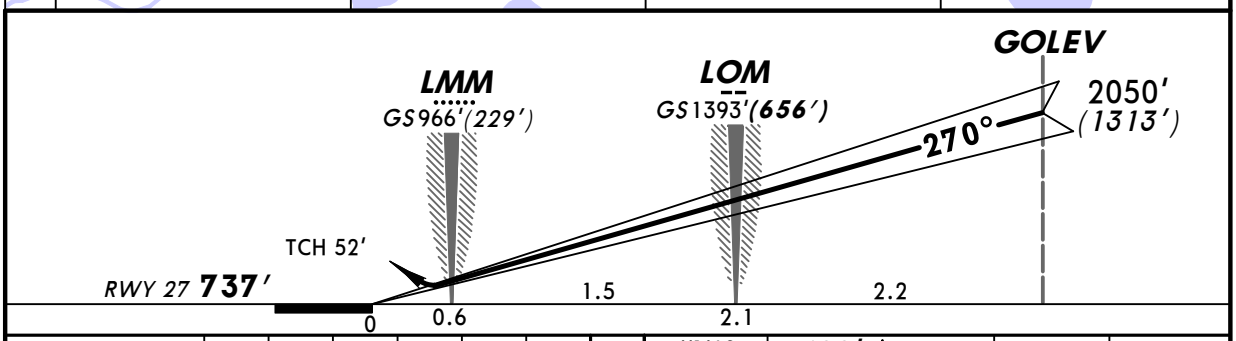
Alt Set: MM(hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3400' *(2663')*

2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3400'	*(2663' - 800m)*
2050'	*(1313' - 400m)*
1400'	*(663' - 200m)*





Gnd speed-Kts		70	90	100	120	140	160
GS	2.83°	356	457	508	610	711	813

HIALS
PAPI

1400' *(663')* on **270°**

090° RT

2050' *(1313')*

STRAIGHT-IN LANDING RWY **27**

	ILS		LOC (GS out)
	DA(H) 937' *(200')*		
	FULL	ALS out	
A	*800m*	*1200m*	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Procedure bearings.

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USCC/CEK BALANDINO

JEPPESEN 15 SEP 06 (13-1) Eff 28 Sep

CHELYABINSK, RUSSIA VOR DME Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 769′
LBN 113.3	088°	D5.6 2080′(1321′)	1150′(391′)	RWY 759′

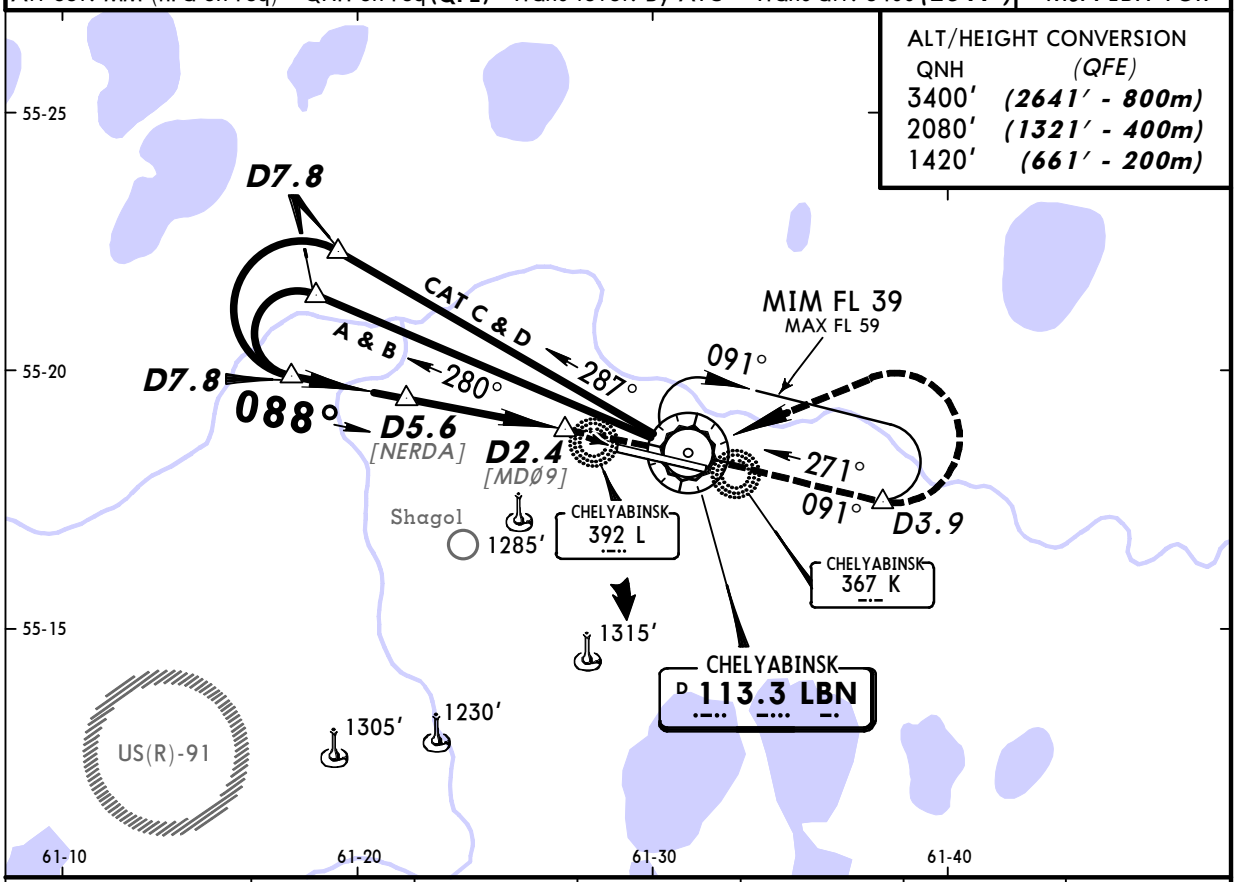
MISSED APCH: Climb on track 091° to 1420′ (661′) or above at D3.9, then turn LEFT to VOR climbing to 2080′ (1321′).

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3400′(2641′)

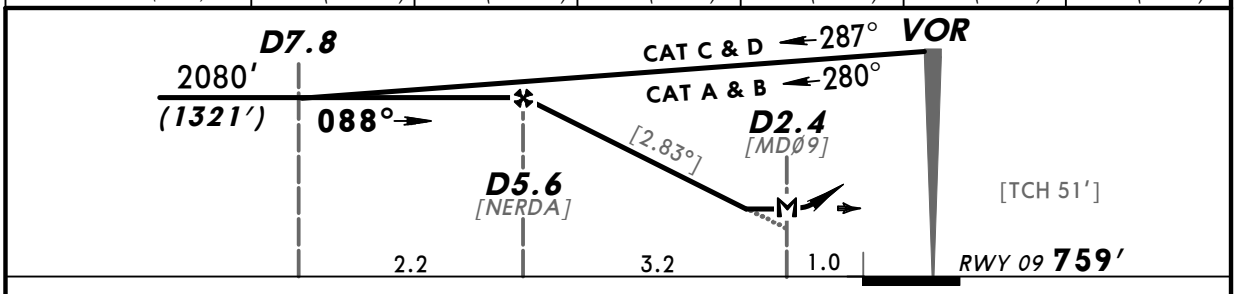
MSA LBN VOR: 2700′

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2641′ - 800m)
2080′	(1321′ - 400m)
1420′	(661′ - 200m)



LBN DME	5.1	4.6	4.0	3.5	2.9	2.4
ALTITUDE (HAT)	1910′(1151′)	1760′(1001′)	1600′(841′)	1440′(681′)	1290′(531′)	1120′(361′)



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.94% or Descent angle [2.83°]	350	451	501	601	701	801
MAP at D2.4						

HIALS PAPI

1420′ (661′) or above on 091° D3.9

STRAIGHT-IN LANDING RWY 09

MDA(H) 1150′(391′)

PANS OPS

		ALS out
A	1200m	1900m
B		
C		
D	1600m	2000m

CHANGES: FAF designation.

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USCC/CEK BALANDINO

JEPPESEN
25 FEB 11 (13-1) Eff 10 Mar

CHELYABINSK, RUSSIA VOR DME Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 769′
LBN 113.3	275°	D4.6 2050′(1313′)	1140′(403′)	RWY 737′

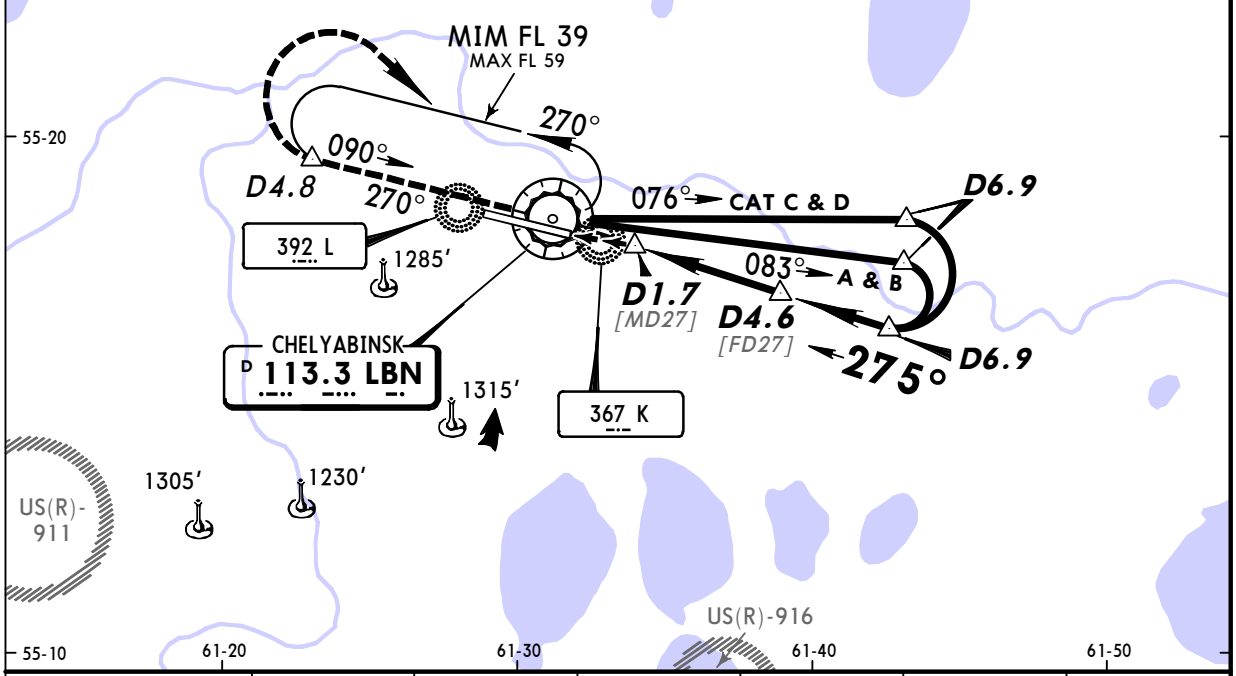
MISSED APCH: Climb on track 270° to 1400′ (663′) or above at D4.8, then turn RIGHT to VOR climbing to 2050′ (1313′).

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400′(2663′)

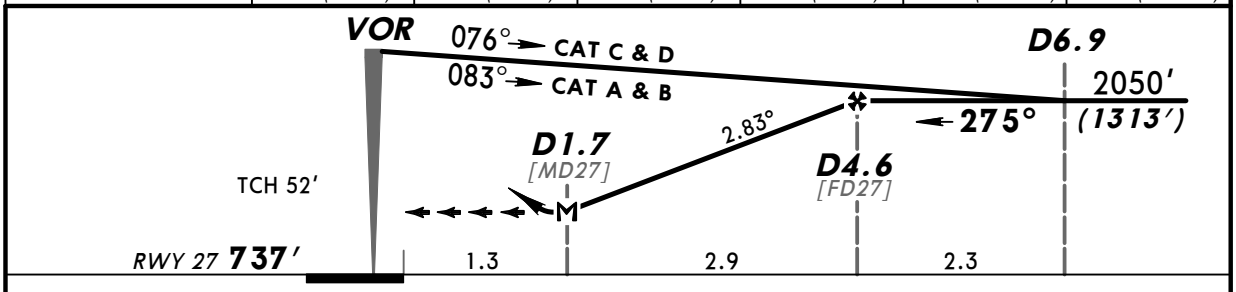
2700′
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2663′ - 800m)
2050′	(1313′ - 400m)
1400′	(663′ - 200m)



LBN DME	1.7	2.0	2.6	3.1	3.6	4.2
ALTITUDE (HAT)	1150′(413′)	1270′(533′)	1410′(673′)	1580′(843′)	1740′(1003′)	1890′(1153′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.83°	350	451	501	601	701	801
MAP at D1.7						

HIALS
PAPI

1400′ (663′) or above on 270° D4.8

STRAIGHT-IN LANDING RWY **27**

MDA(H) 1140′(403′)

ALS out

PANS OPS

A	1600m	2400m
B		
C		
D		

CHANGES: Chart reindexed. Bearings.

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USCC/CEK BALANDINO

JEPPESEN 15 SEP 06 (13-2) Eff 28 Sep

CHELYABINSK, RUSSIA VOR DME Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 769′
LBN 113.3	275°	D4.6 2050′(1313′)	1140′(403′)	RWY 737′

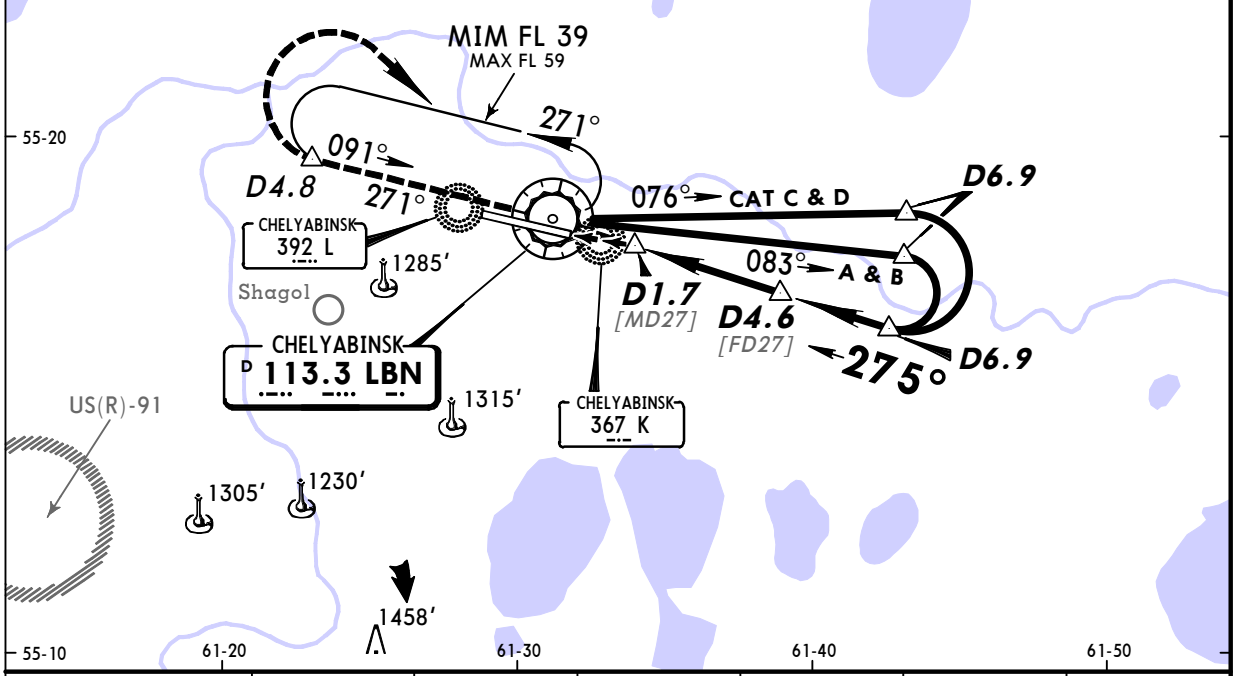
MISSED APCH: Climb on track 271° to 1400′ (663′) or above at D4.8, then turn RIGHT to VOR climbing to 2050′ (1313′).

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400′(2663′)

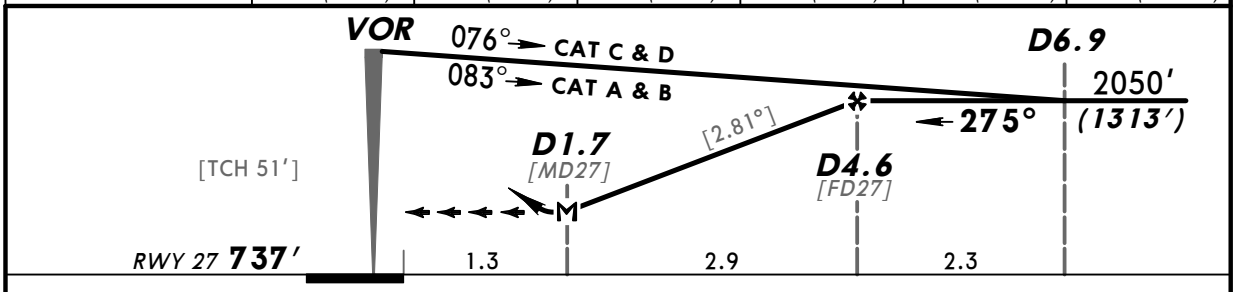
2700′ MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2663′ - 800m)
2050′	(1313′ - 400m)
1400′	(663′ - 200m)



LBN DME	1.7	2.0	2.6	3.1	3.6	4.2
ALTITUDE (HAT)	1150′(413′)	1270′(533′)	1410′(673′)	1580′(843′)	1740′(1003′)	1890′(1153′)



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.90% or Descent angle [2.81°]	348	447	497	596	696	795
MAP at D1.7						

HIALS PAPI 1400′ (663′) or above on 271° D4.8

STRAIGHT-IN LANDING RWY 27

MDA(H) 1140′(403′)

		ALS out
A	1600m	2400m
B		
C		
D		

PANS OPS

CHANGES: None.

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USCC/CEK BALANDINO

JEPPESEN 1 FEB 08 (16-1) Eff 14 Feb

CHELYABINSK, RUSSIA 2 NDB Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

NDB LB	Final Apch Crs	Minimum Alt LOM	MDA(H) Refer to Minimums	Apt Elev 769' RWY 759'
452	091°	1420'(661')		

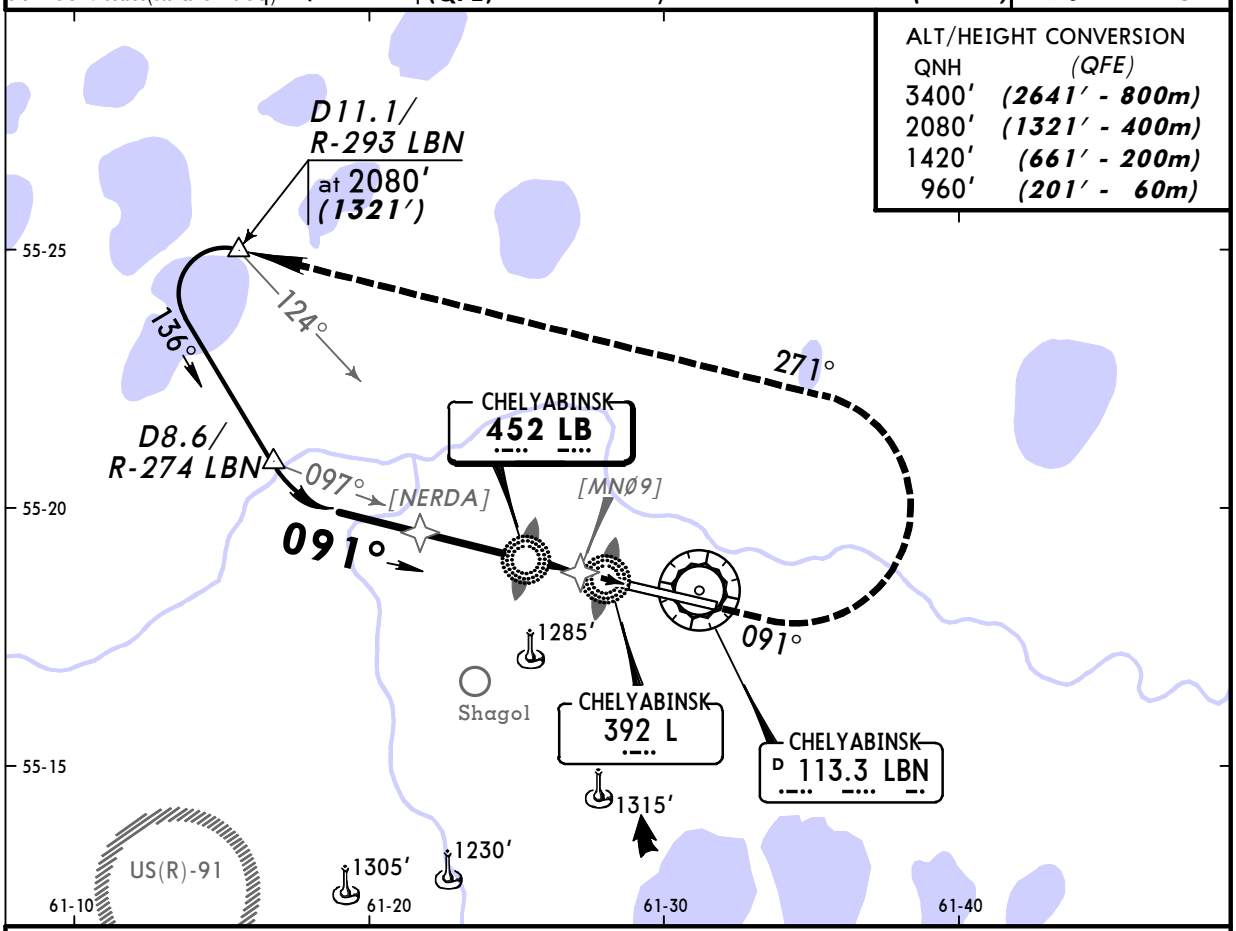
MISSED APCH: Climb on 091° to 1420'(661'), then turn LEFT onto 271° climbing to 2080' (1321'), then according to chart.

Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400'(2641')

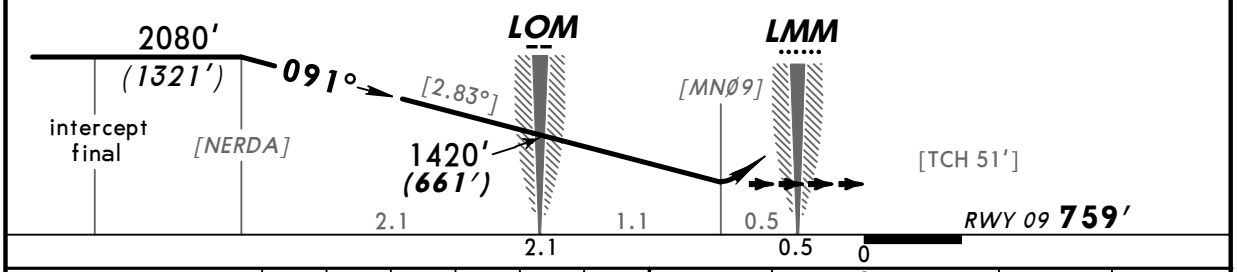
2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2641' - 800m)
2080'	(1321' - 400m)
1420'	(661' - 200m)
960'	(201' - 60m)



Pass LMM not below 960' (201').



Gnd speed-Kts	70	90	100	120	140	160
Desc grad 4.94% or Descent angle [2.83°]	350	451	501	601	701	801

HIALS
PAPI

1420' (661') on 091°

271° LT

2080' (1321')

STRAIGHT-IN LANDING RWY 09

2 NDB		LB NDB or L NDB	
MDA(H) 1110'(351')		MDA(H) 1210'(451')	
	ALS out		ALS out

PANS OPS

A	1200m	1900m	1700m	2500m
B				
C				
D	1600m	2000m	2100m	

CHANGES: Procedure.

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USCC/CEK BALANDINO

JEPPESEN
25 FEB 11 (16-1) Eff 10 Mar

CHELYABINSK, RUSSIA
2 NDB Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

NDB LB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
452	090°	NERDA 2080′(1321′)	Refer to Minimums	Apt Elev 769′ RWY 759′

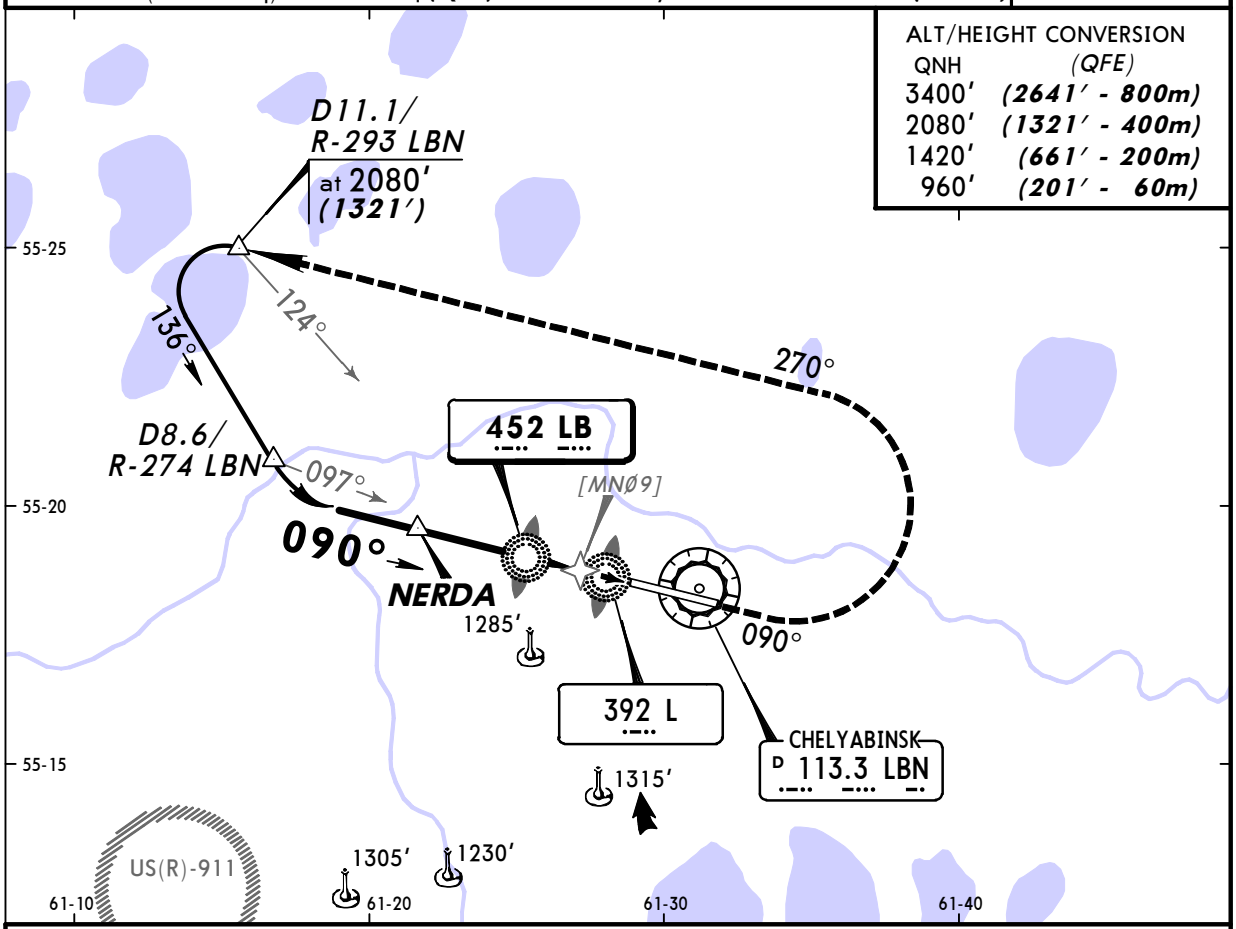
MISSED APCH: Climb on 090° to 1420′(661′), then turn LEFT onto 270° climbing to 2080′ (1321′), then according to chart.

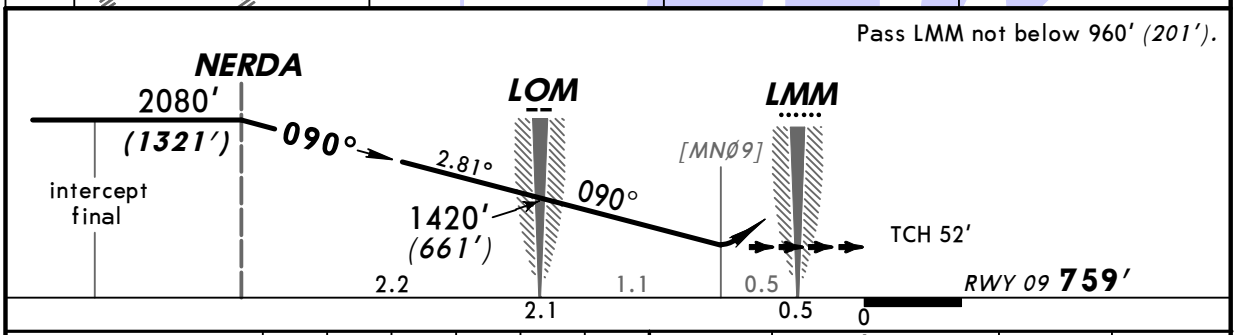
Alt Set: MM(hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400′(2641′)

2700′
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2641′ - 800m)
2080′	(1321′ - 400m)
1420′	(661′ - 200m)
960′	(201′ - 60m)





Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.81°	348	447	497	596	696	795

HIALS
PAPI

1420′ (661′) on 090°

270° LT

2080′ (1321′)

STRAIGHT-IN LANDING RWY 09

2 NDB		LB NDB or L NDB	
MDA(H) 1110′(351′)		MDA(H) 1210′(451′)	
	ALS out		ALS out

PANS OPS

A	1200m	1900m	1700m	2500m
B				
C				
D	1600m	2000m	2100m	

CHANGES: Procedure bearings.

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USCC/CEK BALANDINO

JEPPESEN 1 FEB 08 (16-2) Eff 14 Feb

CHELYABINSK, RUSSIA 2 NDB Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

NDB KS	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 769' RWY 737'
412	271°	1400'(663')	1140'(403')	

MISSED APCH: Climb on 271° to 1400'(663'), then turn RIGHT onto 091° climbing to 2050'(1313'), then according to chart.

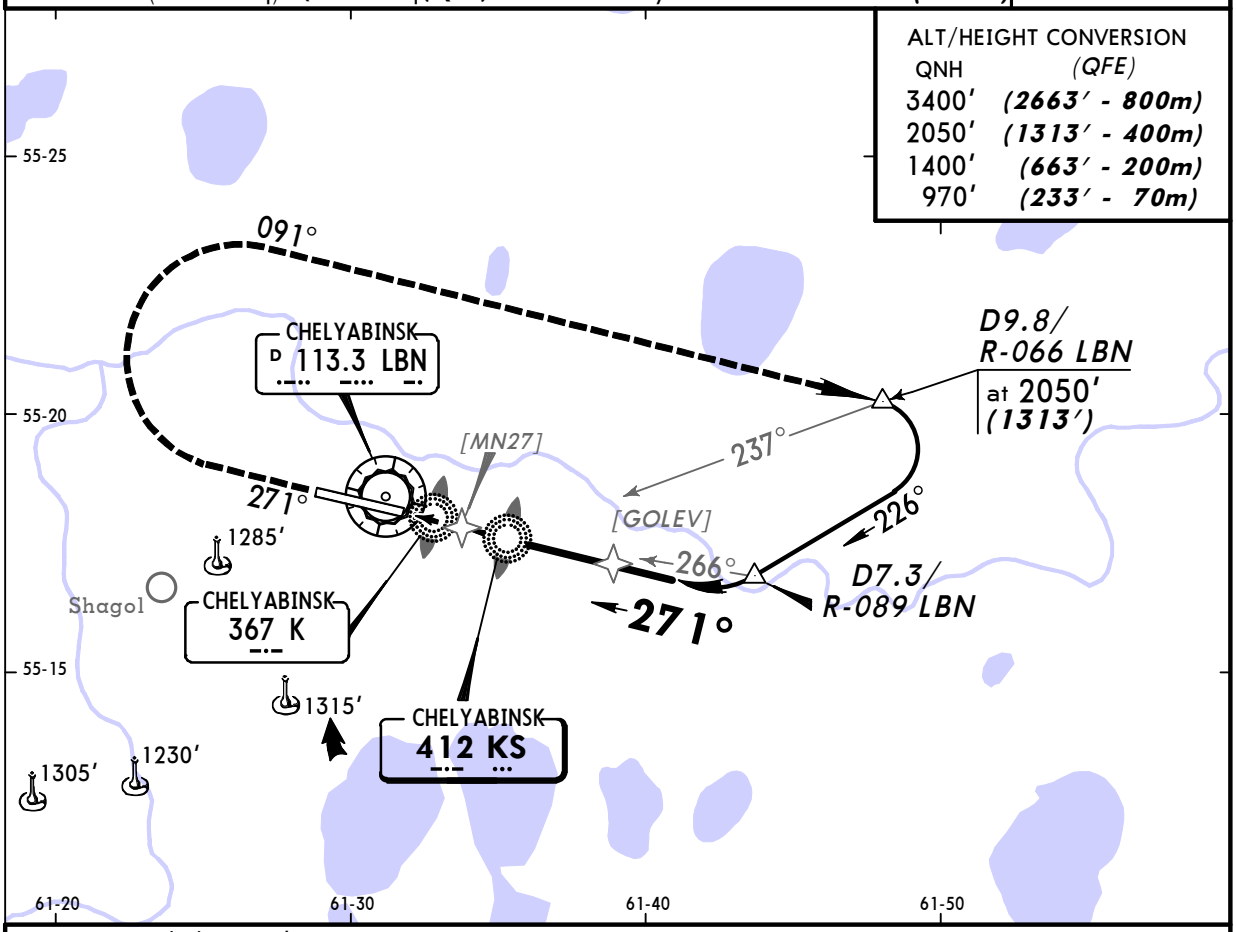
2700'

MSA LBN VOR

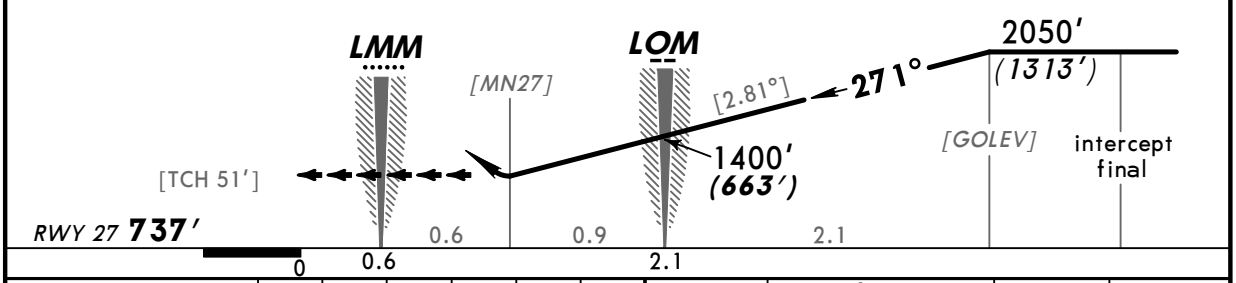
Alt Set: MM(hPa on req) QNH on req(QFE) Trans level: By ATC Trans alt: 3400'(2663')

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2663' - 800m)
2050'	(1313' - 400m)
1400'	(663' - 200m)
970'	(233' - 70m)



Pass LMM not below 970' (233').



Gnd speed-Kts	70	90	100	120	140	160
Desc grad 4.90% or Descent angle [2.81°]	348	447	497	596	696	795

HIALS PAPI

1400' (663') on 271° | 091° RT | 2050' (1313')

STRAIGHT-IN LANDING RWY 27

	2 NDB MDA(H) 1140'(403')		KS NDB or K NDB MDA(H) 1140'(403')	
		ALS out		ALS out
A	1500m	2300m	1500m	2300m
B				
C				
D	1900m		1900m	

PANS OPS

CHANGES: Waypoints.

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USCC/CEK BALANDINO

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25 FEB 11 (16-2) Eff 10 Mar

CHELYABINSK, RUSSIA
2 NDB Rwy 27

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

NDB KS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 769'
412	270°	GOLEV 2080'(1313')	1140'(403')	RWY 737'

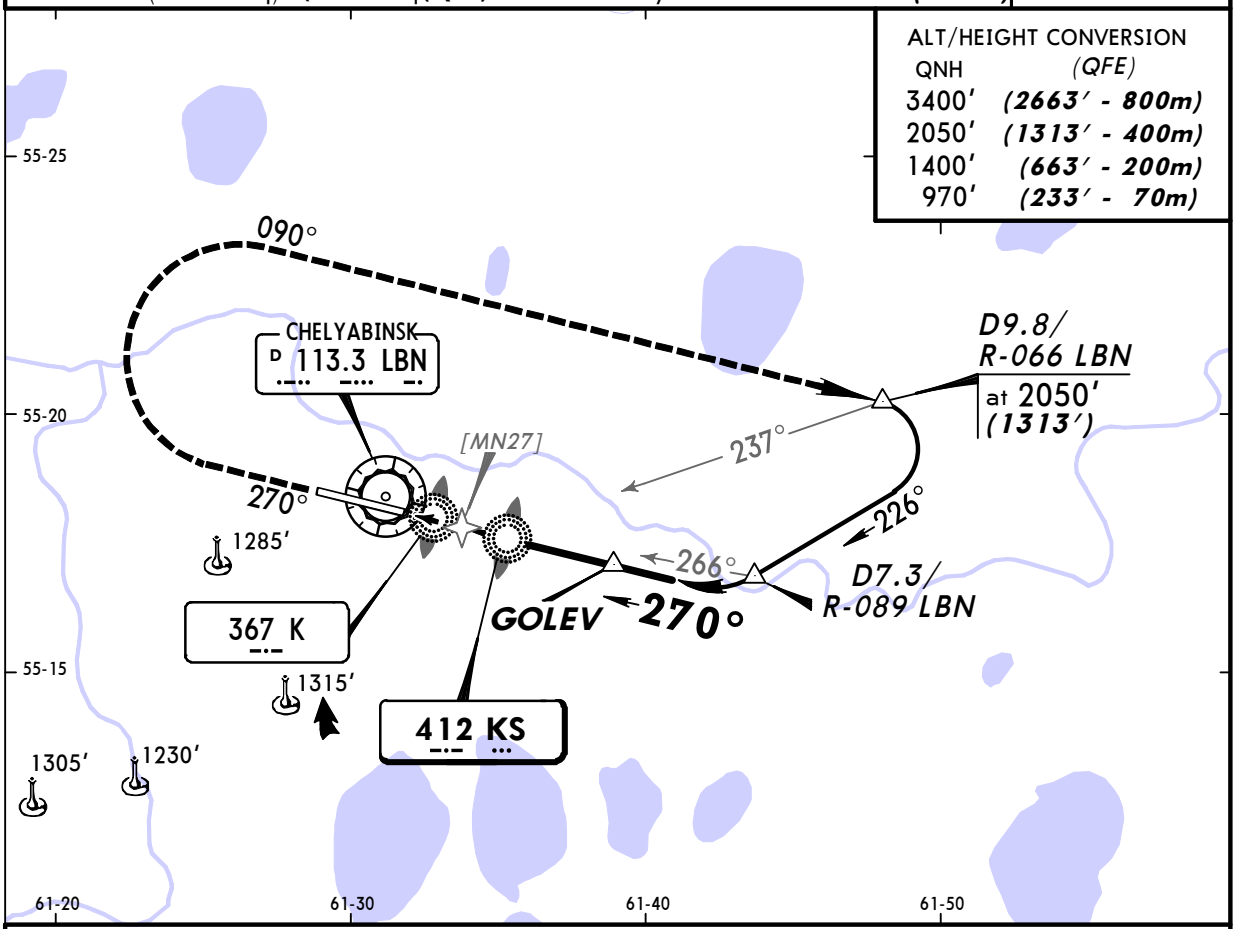
MISSED APCH: Climb on 270° to 1400'(663'), then turn RIGHT onto 090° climbing to 2050'(1313'), then according to chart.

Alt Set: MM(hPa on req) QNH on req(**QFE**) Trans level: By ATC Trans alt: 3400'(2663')

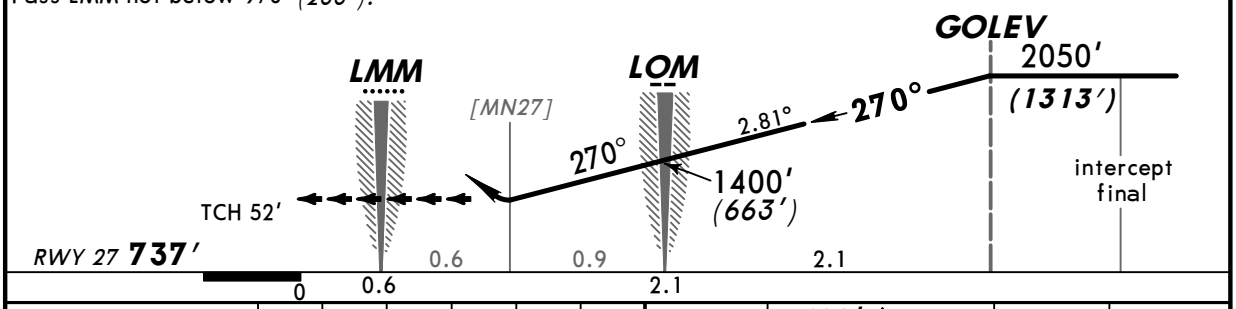
2700'
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400'	(2663' - 800m)
2050'	(1313' - 400m)
1400'	(663' - 200m)
970'	(233' - 70m)



Pass LMM not below 970' (233').



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.81°	348	447	497	596	696	795

HIALS
PAPI

1400' (663') on 270°

090° RT

2050' (1313')

STRAIGHT-IN LANDING RWY 27

	2 NDB		KS NDB or K NDB	
	MDA(H) 1140'(403')		MDA(H) 1140'(403')	
		ALS out		ALS out
A	1500m	2300m	1500m	2300m
B				
C				
D	1900m		1900m	

PANS OPS

CHANGES: Procedure bearings.

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