

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USCC

Terminal Charts For USCC

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Chelyabinsk Rus
IATA Code: CEK
Lat/Long: N55° 18.3' E061° 30.2'
Elevation: 769 ft

Airport Use: Public
Magnetic Variation: 13.3°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: 0039 Z
Sunset: 1507 Z,

Runway Information

Runway: 09
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 759 ft
Lighting: Edge, ALS, Centerline

Runway: 27
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 737 ft
Lighting: Edge, ALS, Centerline

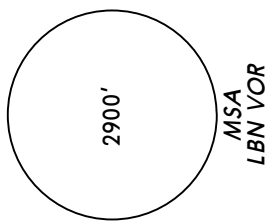
Communication Information

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

Apt Elev
769'

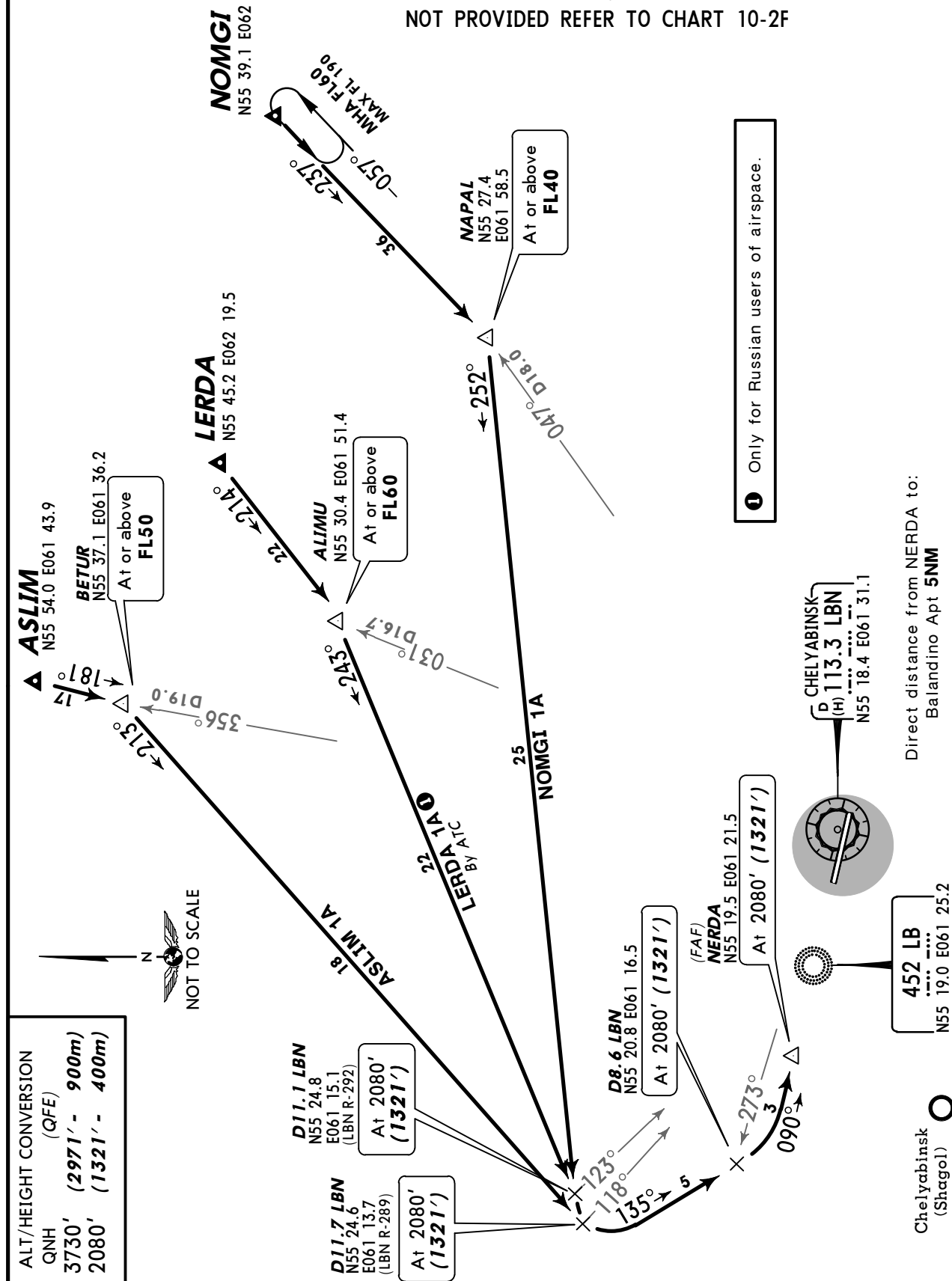
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: By ATC Trans Alt: 3730' (2971')

Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP
(landing track 120°/300° MAG) for Chelyabinsk Balandino.

ASLIM 1 ALFA (ASLIM 1A) [ASLI1A]
LERDA 1 ALFA (LERDA 1A) [LERD1A] ①
NOMGI 1 ALFA (NOMGI 1A) [NOMG1A]
RWY 09 ARRIVALS

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



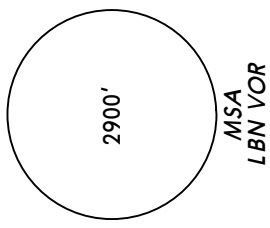
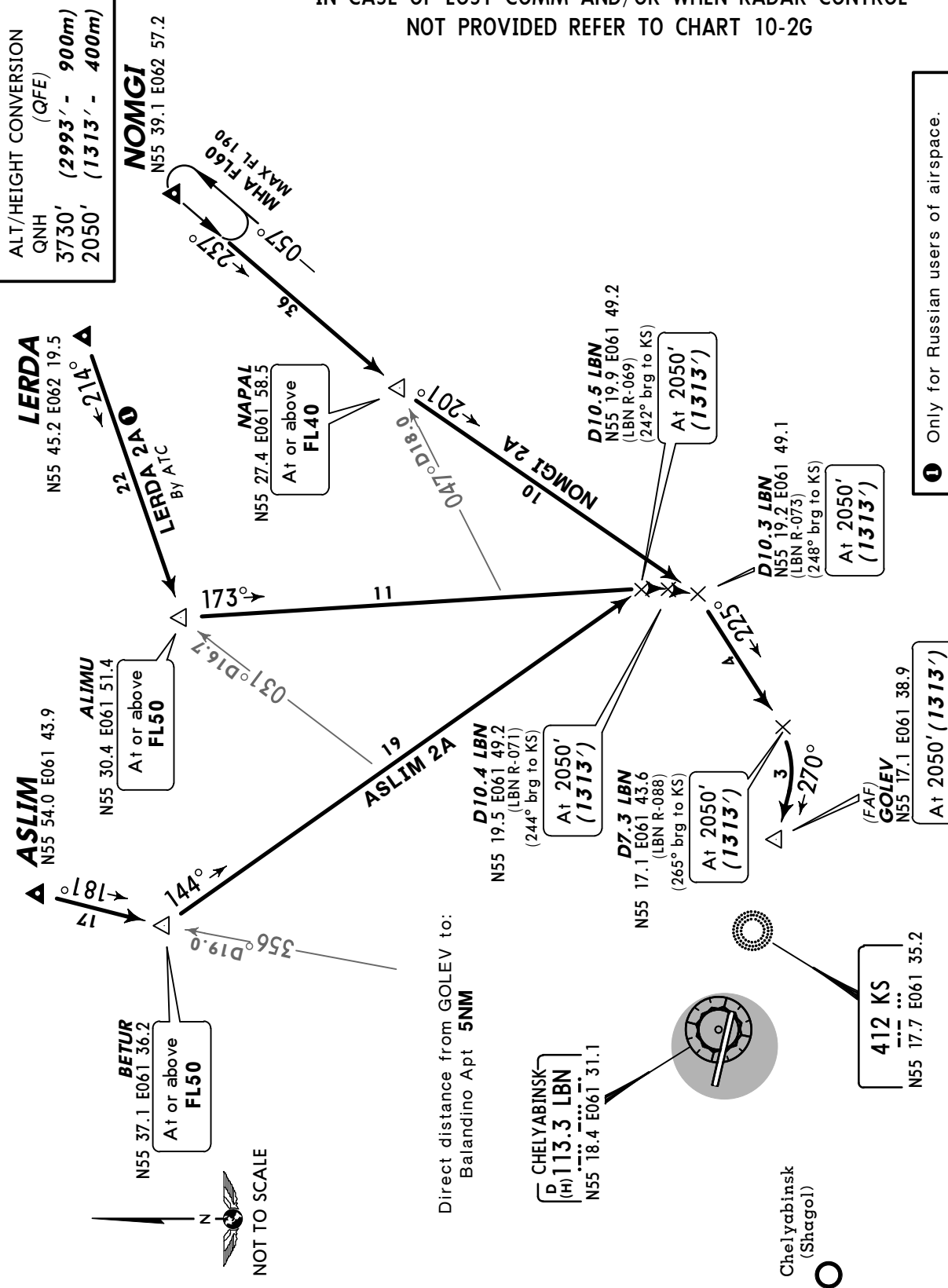
Apt Elev
769'

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

Trans level: By ATC Trans Alt: 3730' (2993')

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.

**ASLIM 2 ALFA (ASLIM 2A) [ASLI2A]
LERDA 2 ALFA (LERDA 2A) [LERD2A] ①
NOMGI 2 ALFA (NOMGI 2A) [NOMG2A]
RWY 27 ARRIVALS****IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL
NOT PROVIDED REFER TO CHART 10-2G**

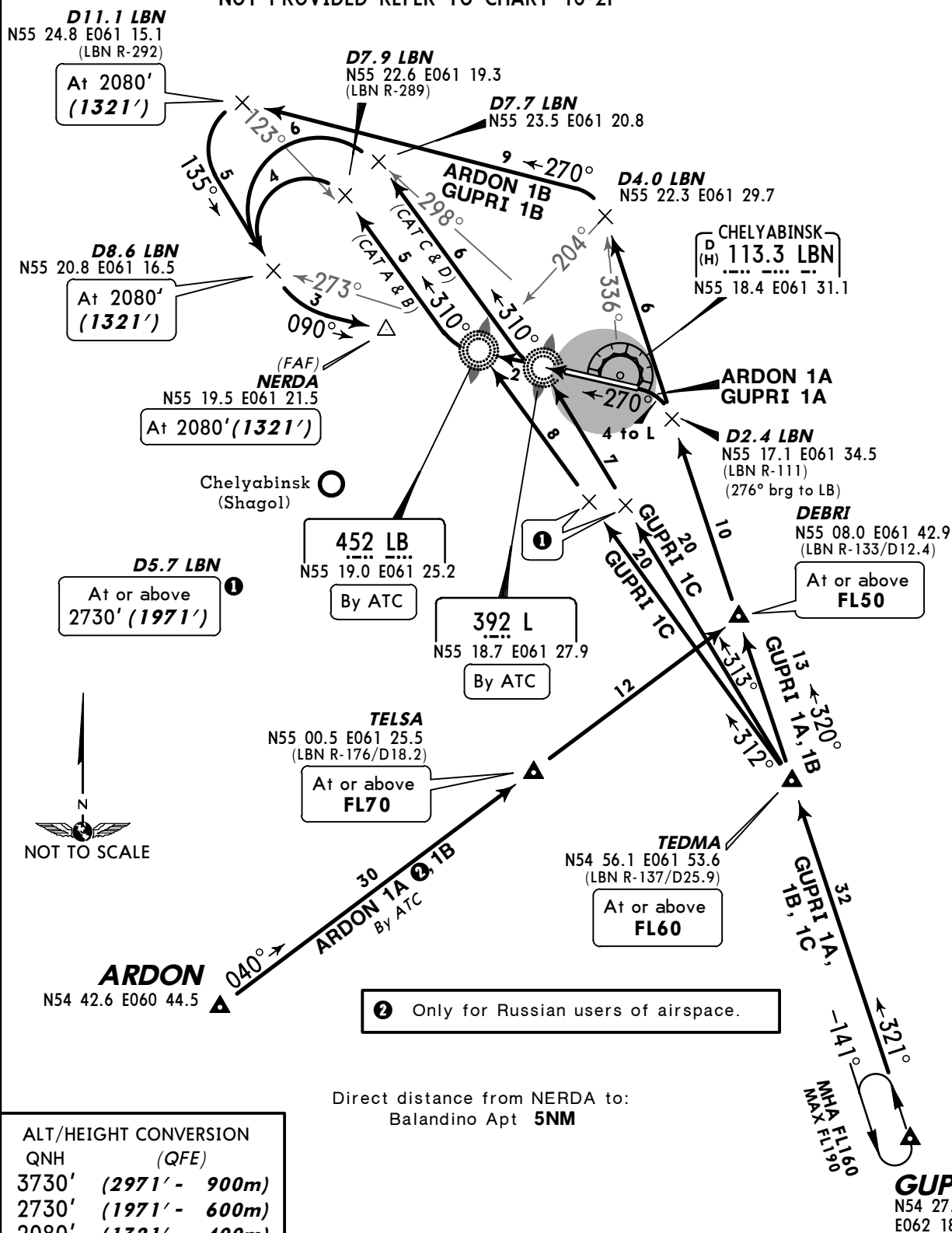
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans Alt: 3730' **(2971')**
Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP
(landing track 120°/300° MAG) for Chelyabinsk Balandino.



2900'

MSA
LBN VOR

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



Apt Elev
769'

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

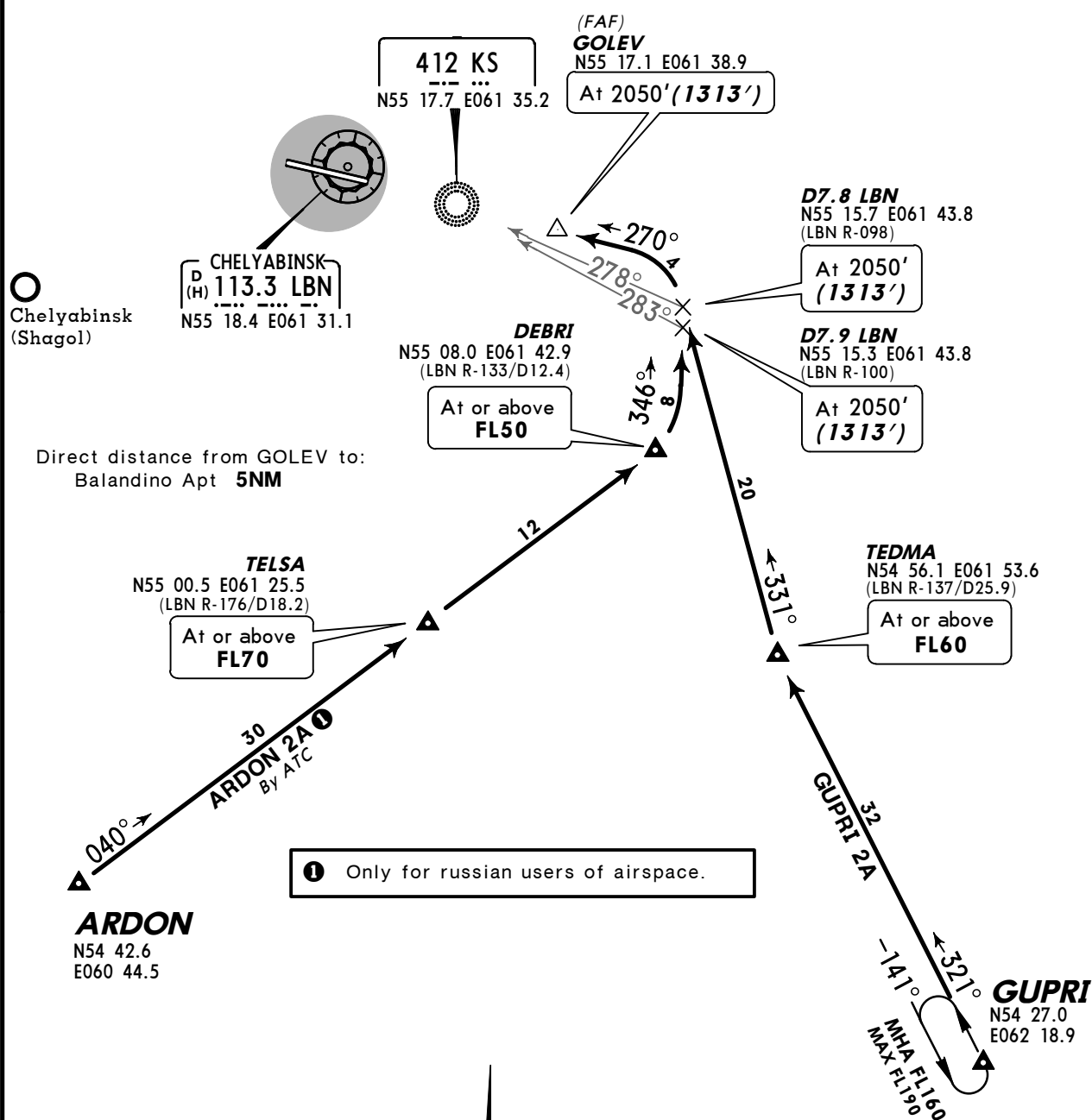
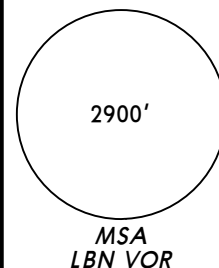
Trans level: By ATC Trans Alt: 3730' (2993')

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.

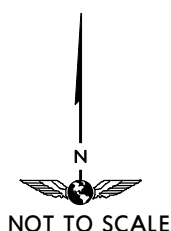
ARDON 2 ALFA (ARDON 2A)[ARDO2A] ①

GUPRI 2 ALFA (GUPRI 2A)[GUPR2A]

RWY 27 ARRIVALS

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

ALT/HEIGHT CONVERSION
QNH (QFE)
3730' (2993' - 900m)
2050' (1313' - 400m)



Apt Elev
769'

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

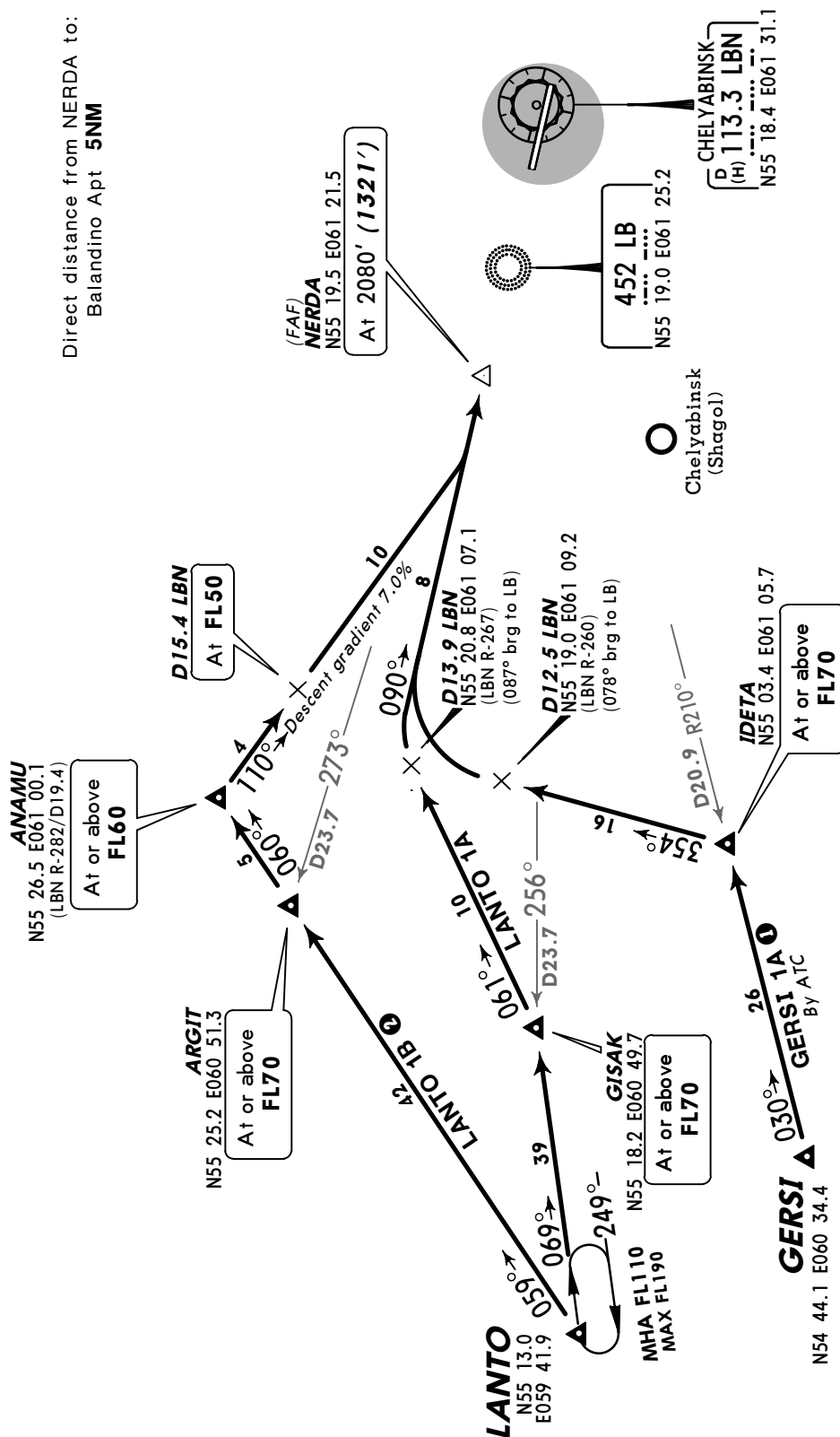
Trans level: By ATC Trans Alt: 3730' (2971')

Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP
(landing track 120°/300° MAG) for Chelyabinsk Balandino.

2900'

MSA
LBN VORGERSI 1 ALFA (GERSI 1A) [GERS1A] ①
LANTO 1 ALFA (LANTO 1A) [LANT1A]
LANTO 1 BRAVO (LANTO 1B) [LANT1B] ②

RWY 09 ARRIVALS

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL
NOT PROVIDED REFER TO CHART 10-2FDirect distance from NERDA to:
Balandino Apt 5NM

① Only for Russian users of airspace.

② 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.

ALT/HEIGHT CONVERSION
QNH (QFE)
3730' (2971' - 900m)
2080' (1321' - 400m)

Apt Elev
769'

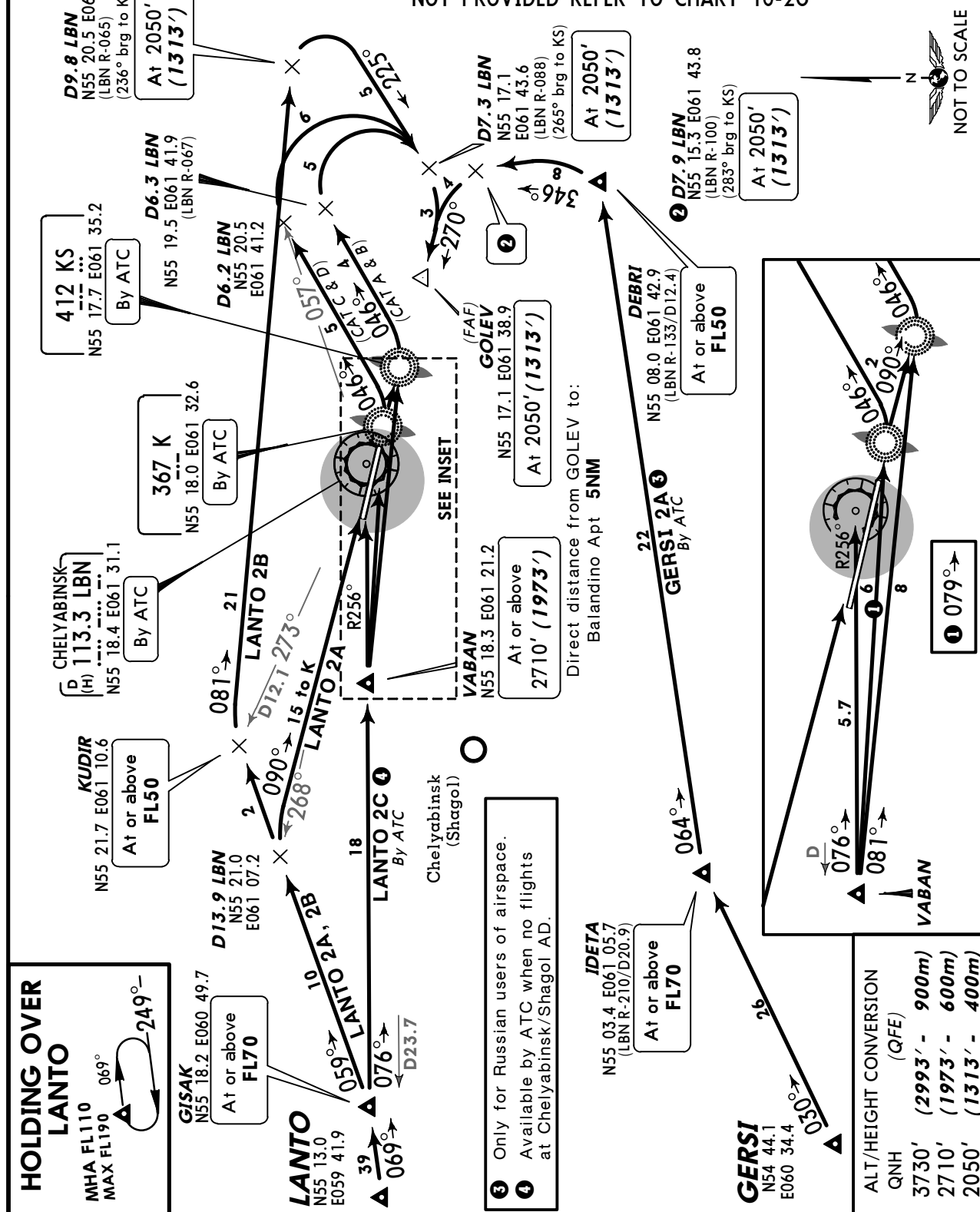
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: By ATC Trans Alt: 3730' (2993')

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.GERSI 2 ALFA (GERSI 2A) [GERS2A]③
LANTO 2 ALFA (LANTO 2A) [LANT2A]
LANTO 2 BRAVO (LANTO 2B) [LANT2B]
LANTO 2 CHARLIE (LANTO 2C) [LANT2C]④

RWY 27 ARRIVALS

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

Apt Elev
769'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3730' (2971')
Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest
of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.

2900'

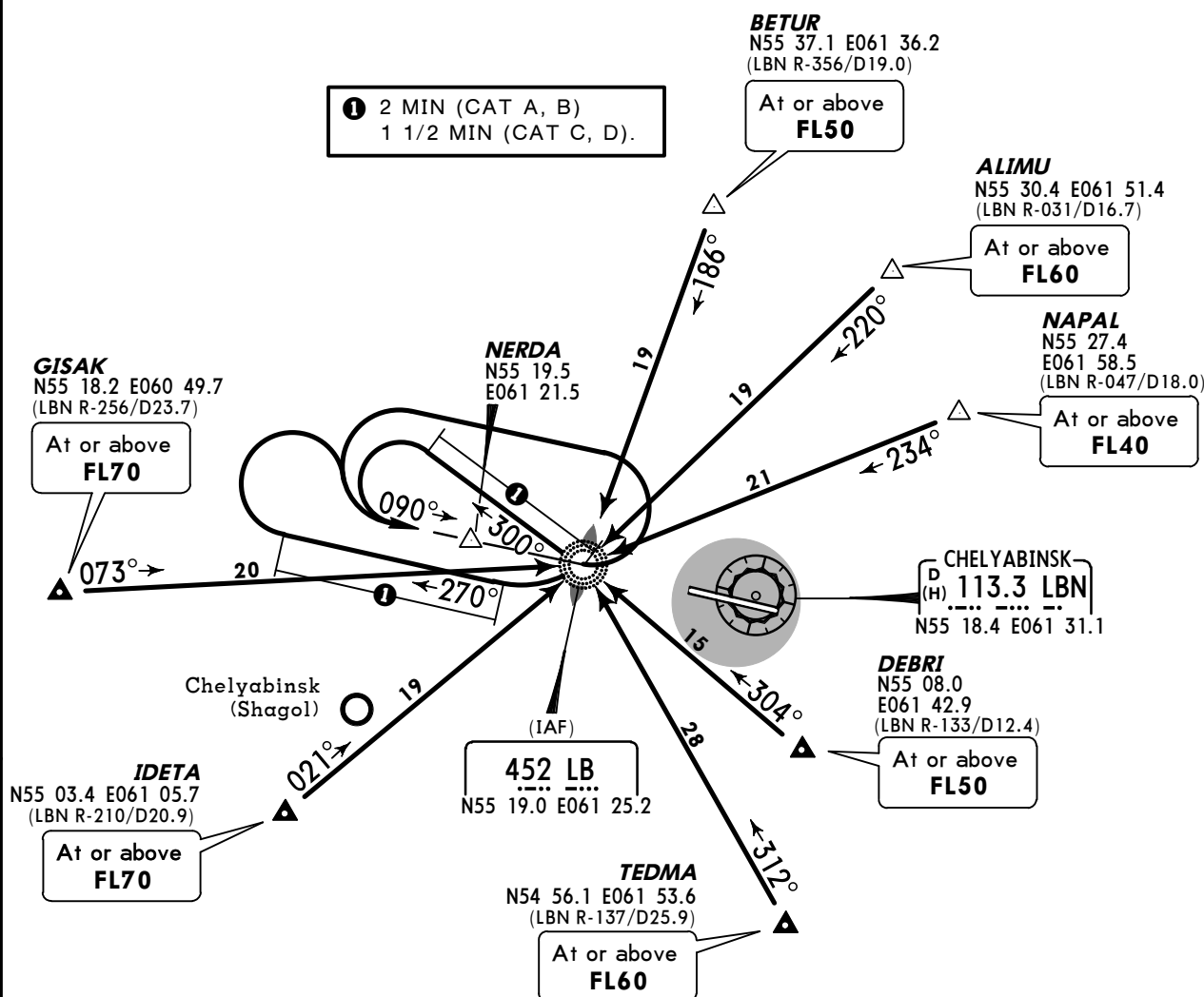
MSA
LBN VOR

RWY 09 ARRIVALS

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

Proceed to LB, enter holding:
from GISAK, IDETA turn LEFT,
from ALIMU, BETUR, NAPAL turn RIGHT,
from DEBRI, TEDMA on 300° track.
When radar control is not provided,
descend by ATC.

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST COMMS Descending from FL for approach-to-land shall be commenced after crossing LB. LOST COM
WOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲

ALT/HEIGHT CONVERSION
QNH (QFE)
3730' (2971' - 900m)

Apt Elev
769'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3730' (2993')
Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest
of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.

2900'

MSA
LBN VOR

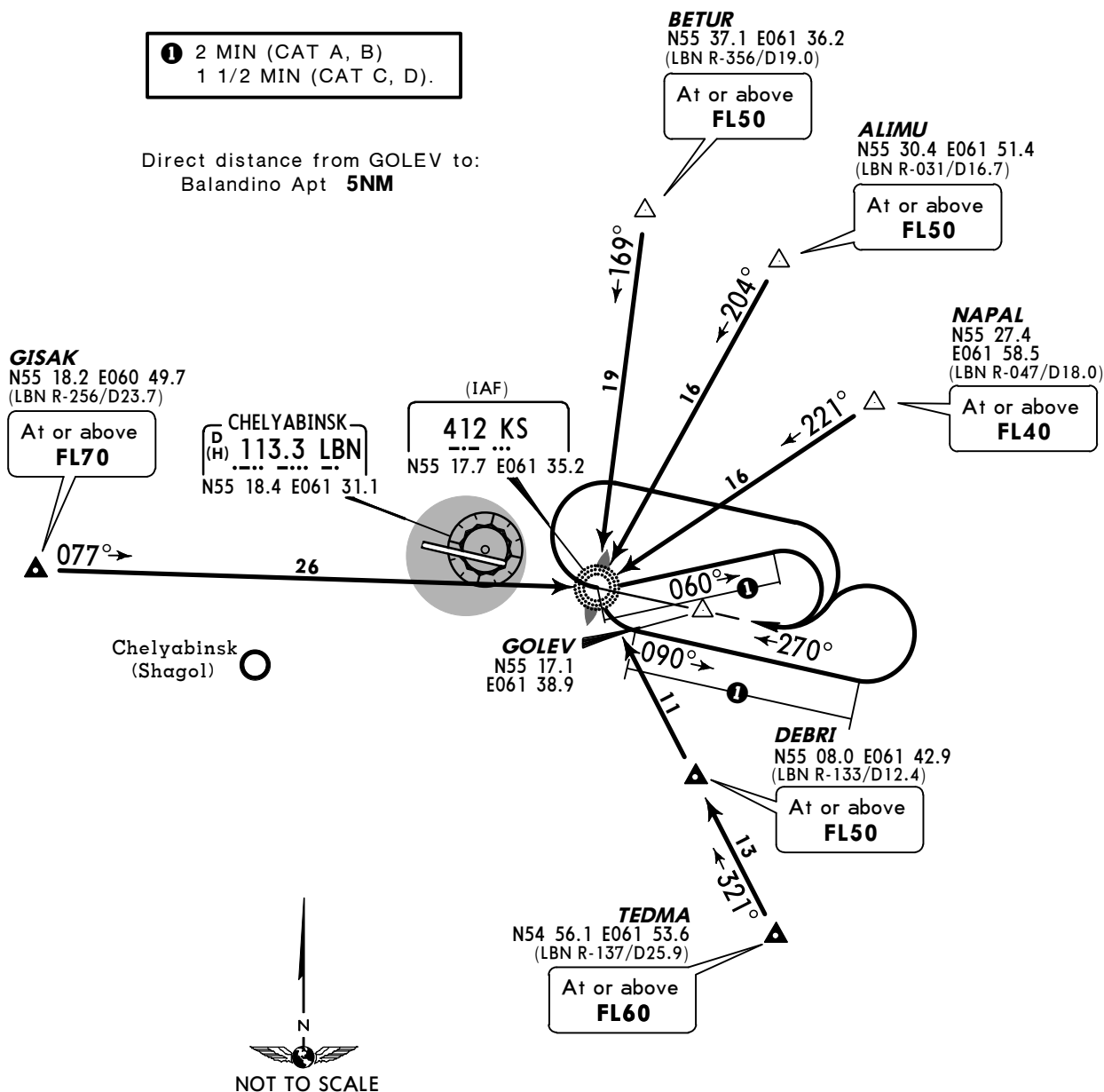
RWY 27 ARRIVALS

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

Proceed to KS, enter holding:
from BETUR turn LEFT,
from ALIMU, DEBRI, NAPAL,
TEDMA turn RIGHT,
from GISAK on 060° track.
When radar control is not provided,
descend by ATC.

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

Direct distance from GOLEV to:
Balandino Apt 5NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Descending from FL for
approach-to-land shall be
commenced after crossing KS.
LOST COM ▲ SWWOC 1501 ▲ SWWOC 1501 ▲

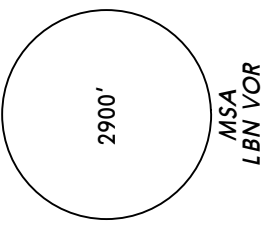
ALT/HEIGHT CONVERSION
QNH (QFE)
3730' (2993' - 900m)

Trans level: By ATC Trans alt: 3730' **(2971')**

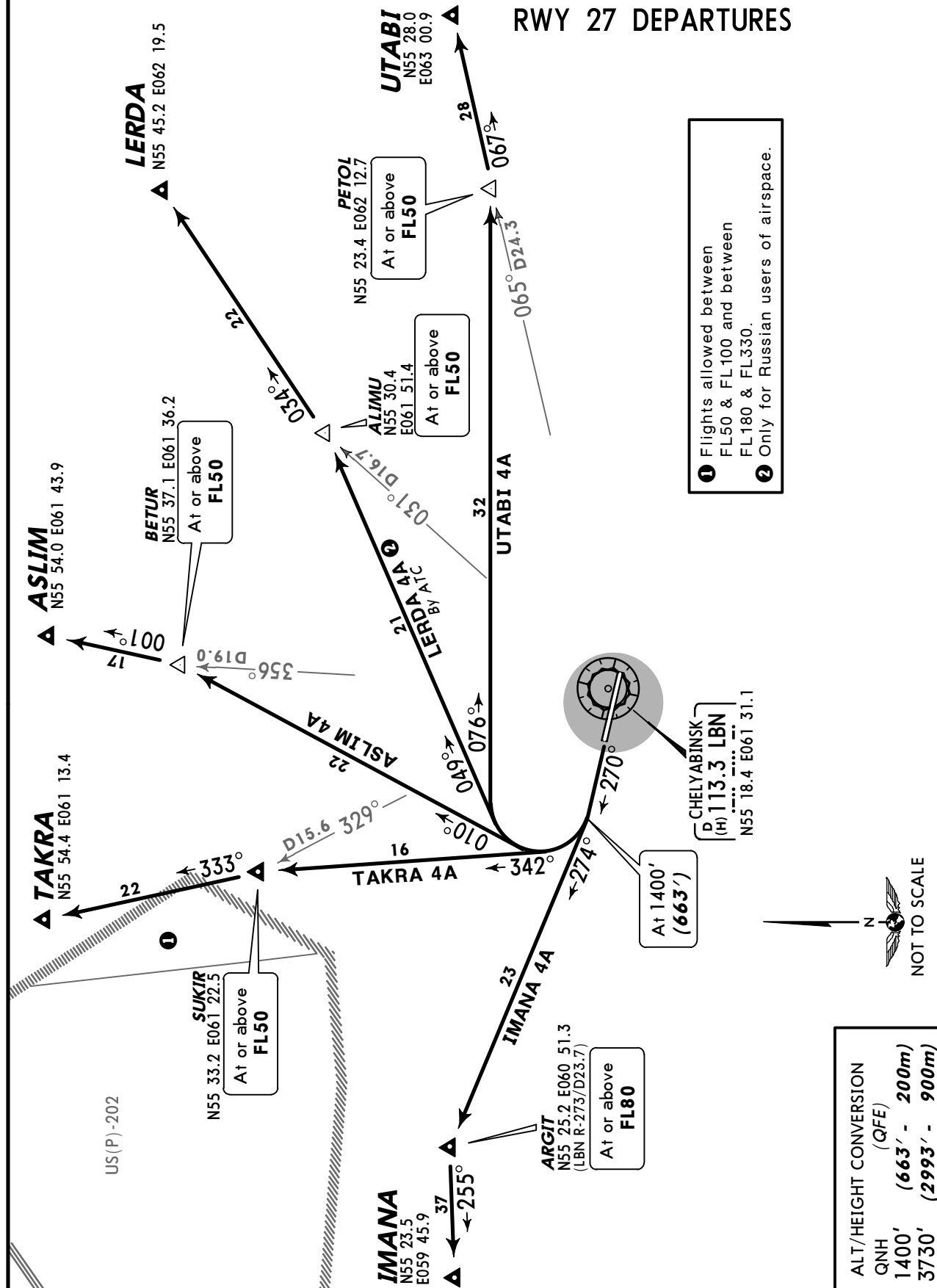
Apt Elev
769'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3730' (2993')



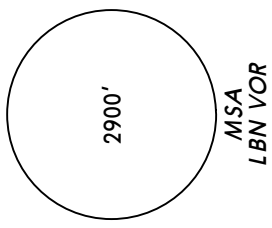
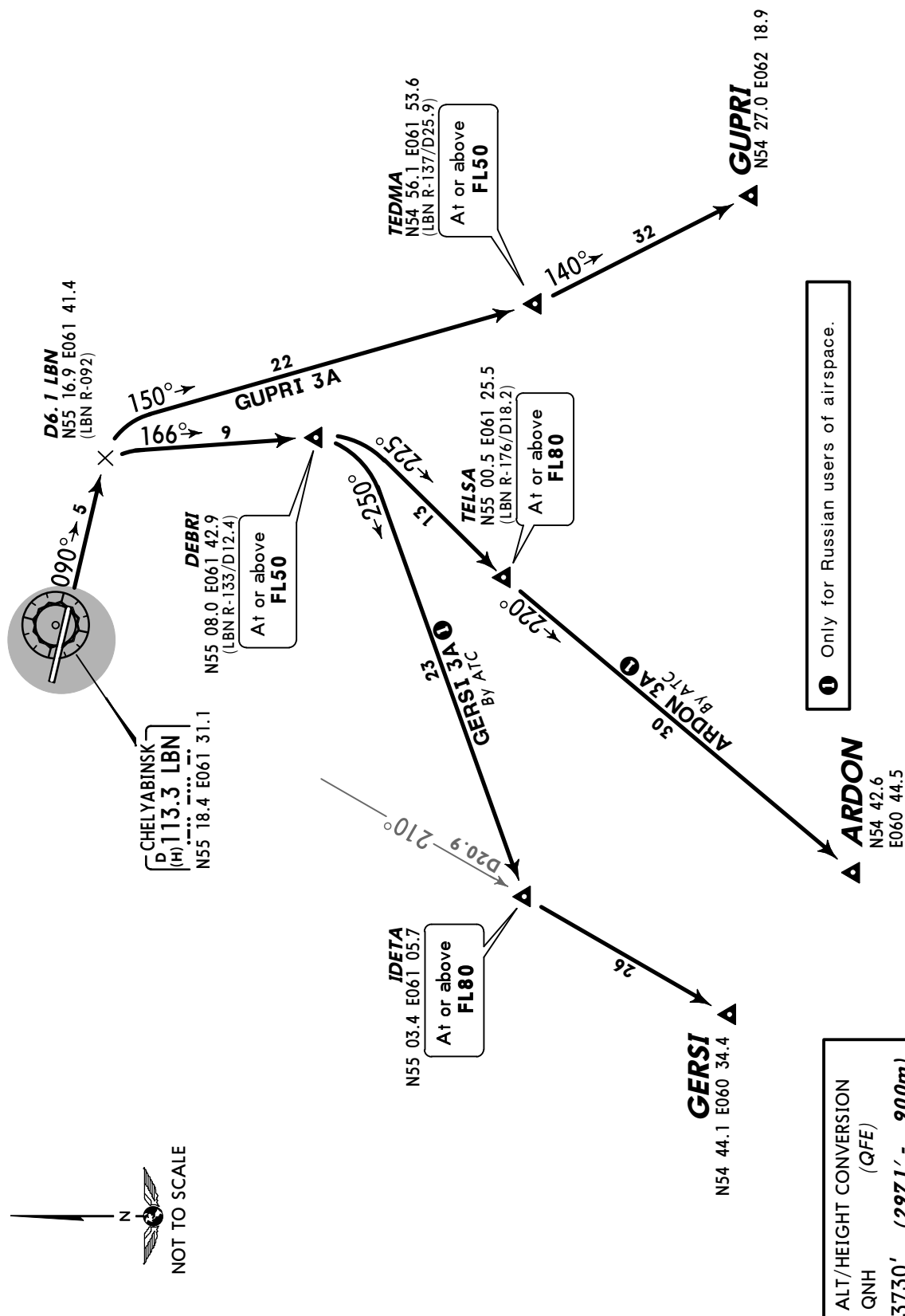
ASLIM 4 ALFA (ASLIM 4A) [ASLI4A]
IMANA 4 ALFA (IMANA 4A) [IMAN4A]
LERDA 4 ALFA (LERDA 4A) [LERD4A] ①
TAKRA 4 ALFA (TAKRA 4A) [TAKR4A]
UTABI 4 ALFA (UTABI 4A) [UTAB4A]
RWY 27 DEPARTURES



Apt Elev
769'

QNH on request (QFE)

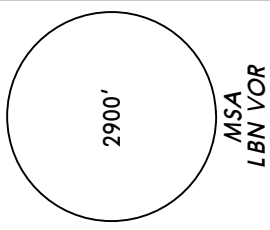
Trans level: By ATC Trans alt: 3730' (2971')

ARDON 3 ALFA (ARDON 3A) [ARDO3A]①
GERSI 3 ALFA (GERSI 3A) [GERS3A]①
GUPRI 3 ALFA (GUPRI 3A) [GUPR3A]
RWY 09 DEPARTURES

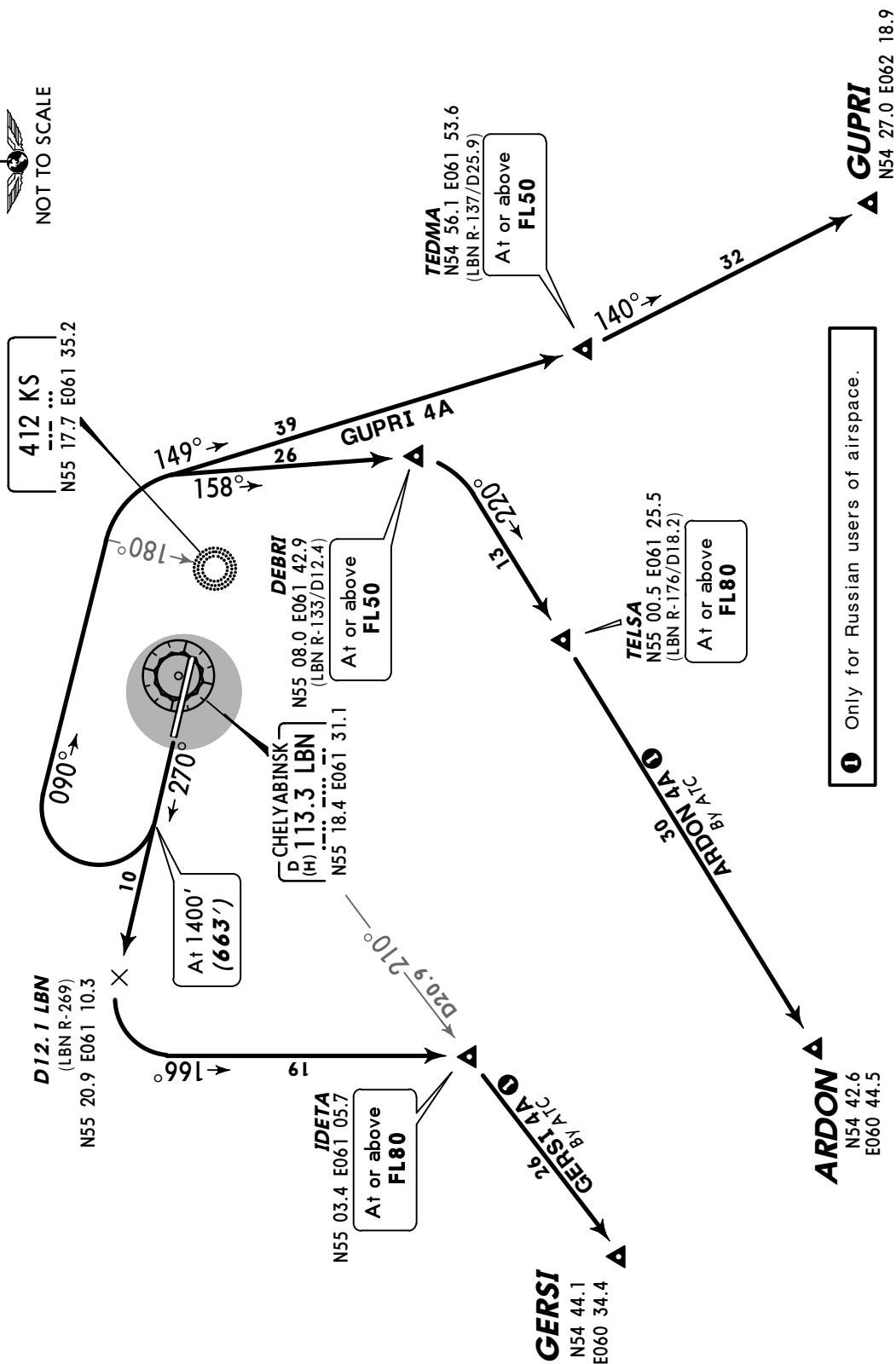
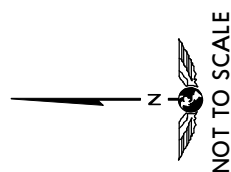
Apt Elev
769'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3730' (2993')



ARDON 4 ALFA (ARDON 4A) [ARDO4A] ①
GERSI 4 ALFA (GERSI 4A) [GERSI4A] ①
GUPRI 4 ALFA (GUPRI 4A) [GUPRI4A]
RWY 27 DEPARTURES



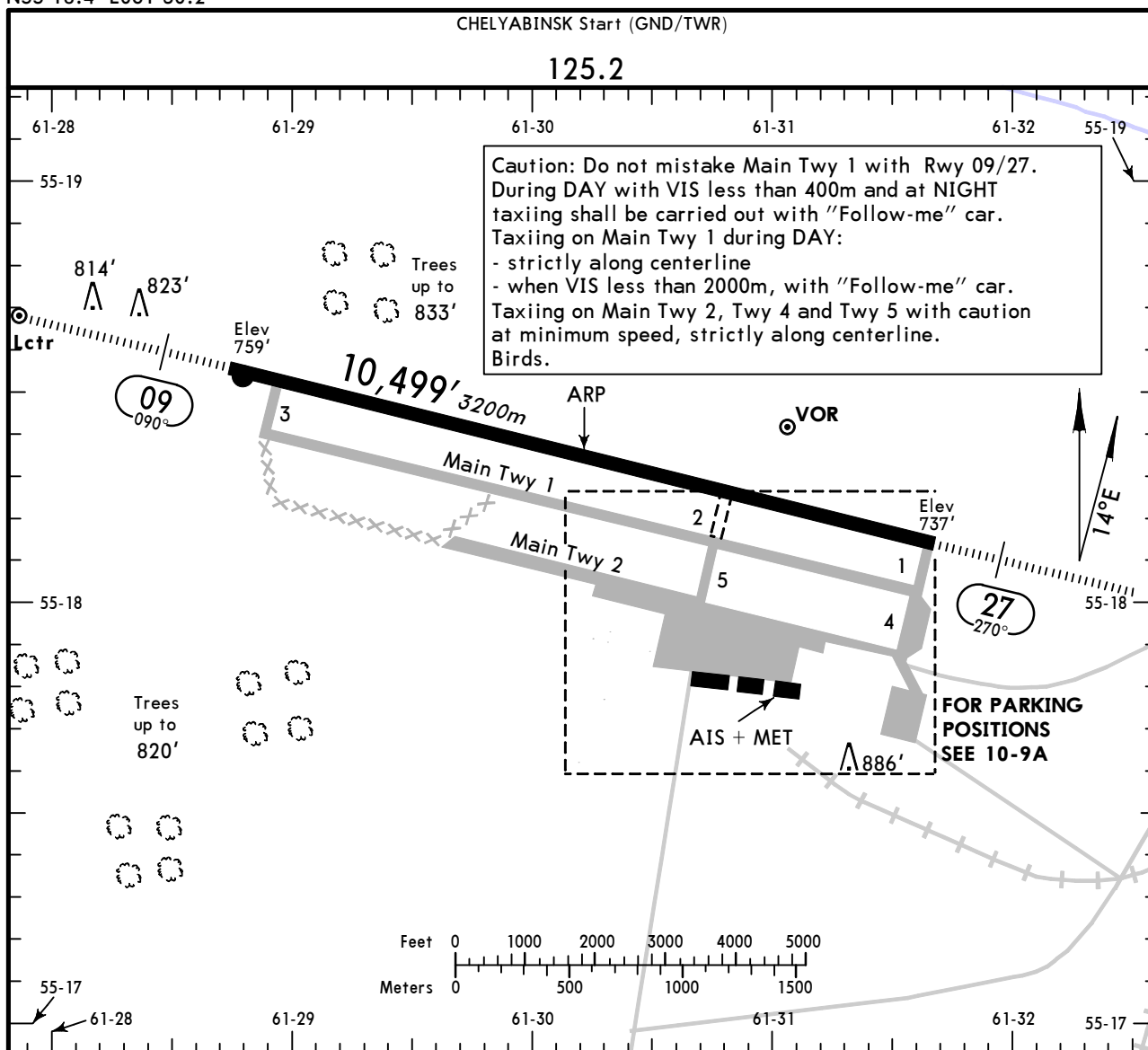
ALT/HEIGHT CONVERSION

QNH (QFE)

1400' (663' - 200m)

3730' (2993' - 900m)

① Only for Russian users of airspace.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
09	27	HIRL (60m) CL (15m) HIALS PAPI-L (angle 2.83°)		9709' 2959m	1	197'
				9345' 2848m		

1 TAKE-OFF RUN AVAILABLE

RWY 09:

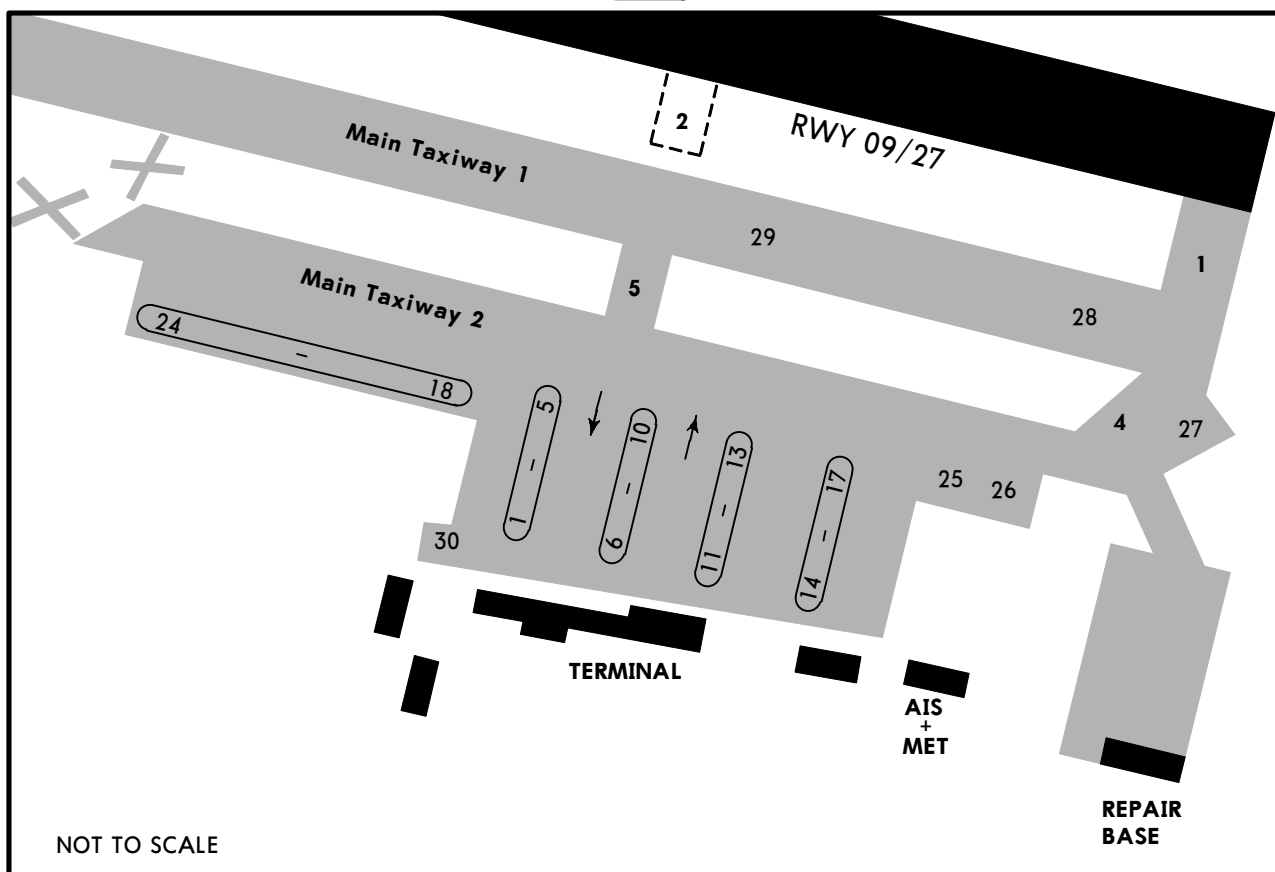
From rwy head 10,499' (3200m)
twy 3 int 9803' (2988m)

TAKE-OFF

AIR CARRIER (JAA) All Rwy's

LVP must be in force

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



NOT TO SCALE

INS COORDINATES

STAND No.	COORDINATES
1, 2	N55 17.9 E061 30.7
3 thru 5	N55 18.0 E061 30.7
6, 7	N55 17.9 E061 30.8
8 thru 10	N55 18.0 E061 30.8
11, 12	N55 17.9 E061 30.9
13	N55 18.0 E061 30.9
14 thru 16	N55 17.9 E061 31.0
17	N55 18.0 E061 31.0
25	N55 18.0 E061 31.1
26	N55 17.9 E061 31.1
27	N55 18.0 E061 31.6
28	N55 18.1 E061 31.5
29	N55 18.1 E061 30.9

Parking stands 16 thru 23, 27 and Main Twy 2 between Twy 4 and Twy 5 available for helicopters.

STRAIGHT-IN RWY	A	B	C	D
09				
ILS	959' (200')	959' (200')	959' (200')	959' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	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
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB ❶❸	1110' (351')	1110' (351')	1110' (351')	1110' (351')
	R1000m	R1000m	R1200m	R1200m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
LB NDB ❶	1210' (451')	1210' (451')	1210' (451')	1210' (451')
	R1400m	R1400m	R1400m	R1400m
<i>ALS out</i>	C2100m	C2100m	C2100m	C2100m
L Lctr	1210' (451')	1210' (451')	1210' (451')	1210' (451')
	R1600m	R1600m	R1800m	R1800m
<i>ALS out</i>	C2300m	C2300m	C2500m	C2500m
27				
ILS	937' (200')	937' (200')	937' (200')	937' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	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
<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
2 NDB ❶❷	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
2 NDB ❶❸	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
KS NDB ❶❷	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
KS NDB ❶❸	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
K Lctr ❶❷	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
K Lctr ❸	1140' (403')	1140' (403')	1140' (403')	1140' (403')
	R1400m	R1400m	R1600m	R1600m
<i>ALS out</i>	C2100m	C2100m	C2300m	C2300m

❶ Continuous Descent Final Approach.

❷ with FMS. ❸ w/o FMS.

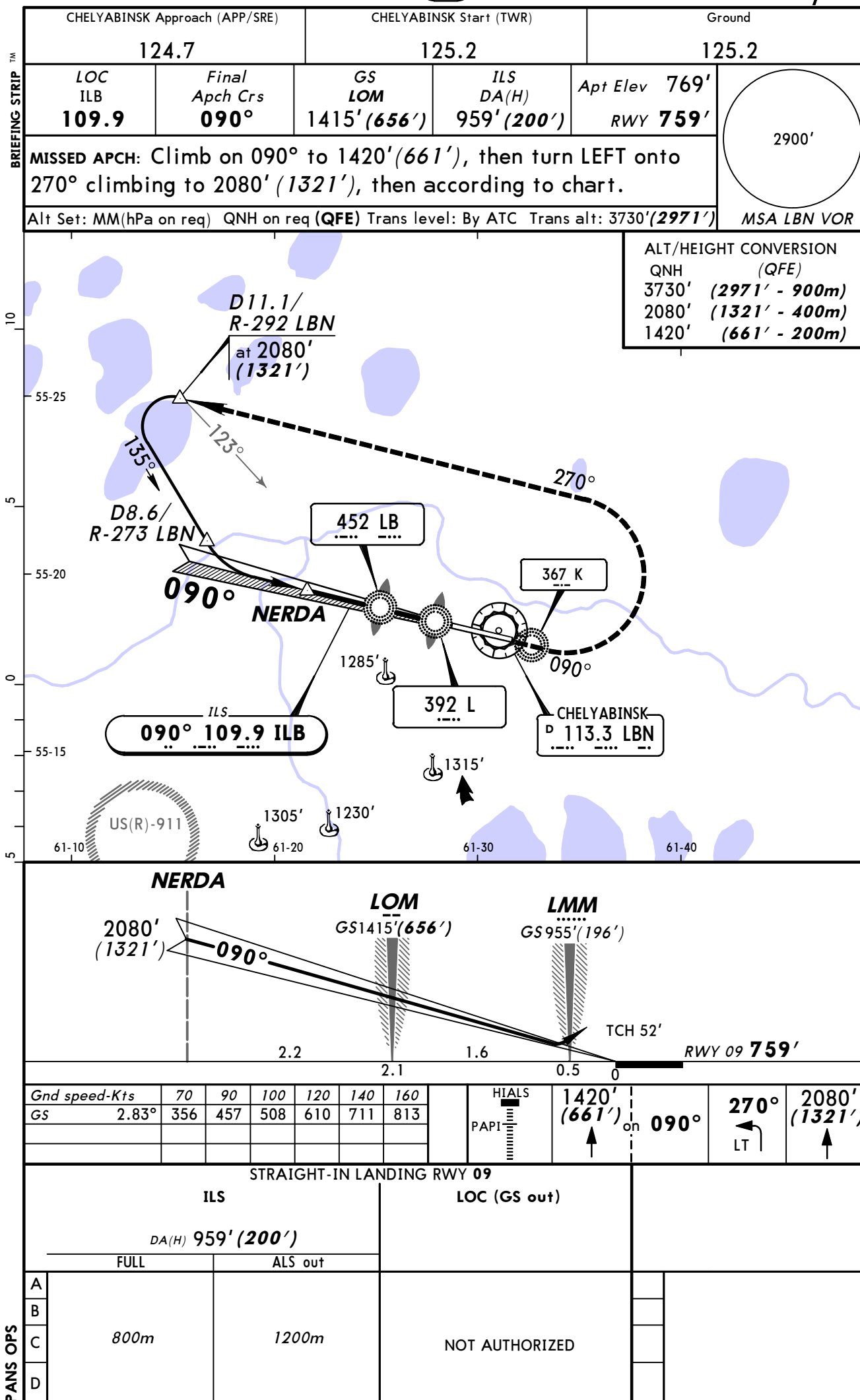
TAKE-OFF RWY 09, 27

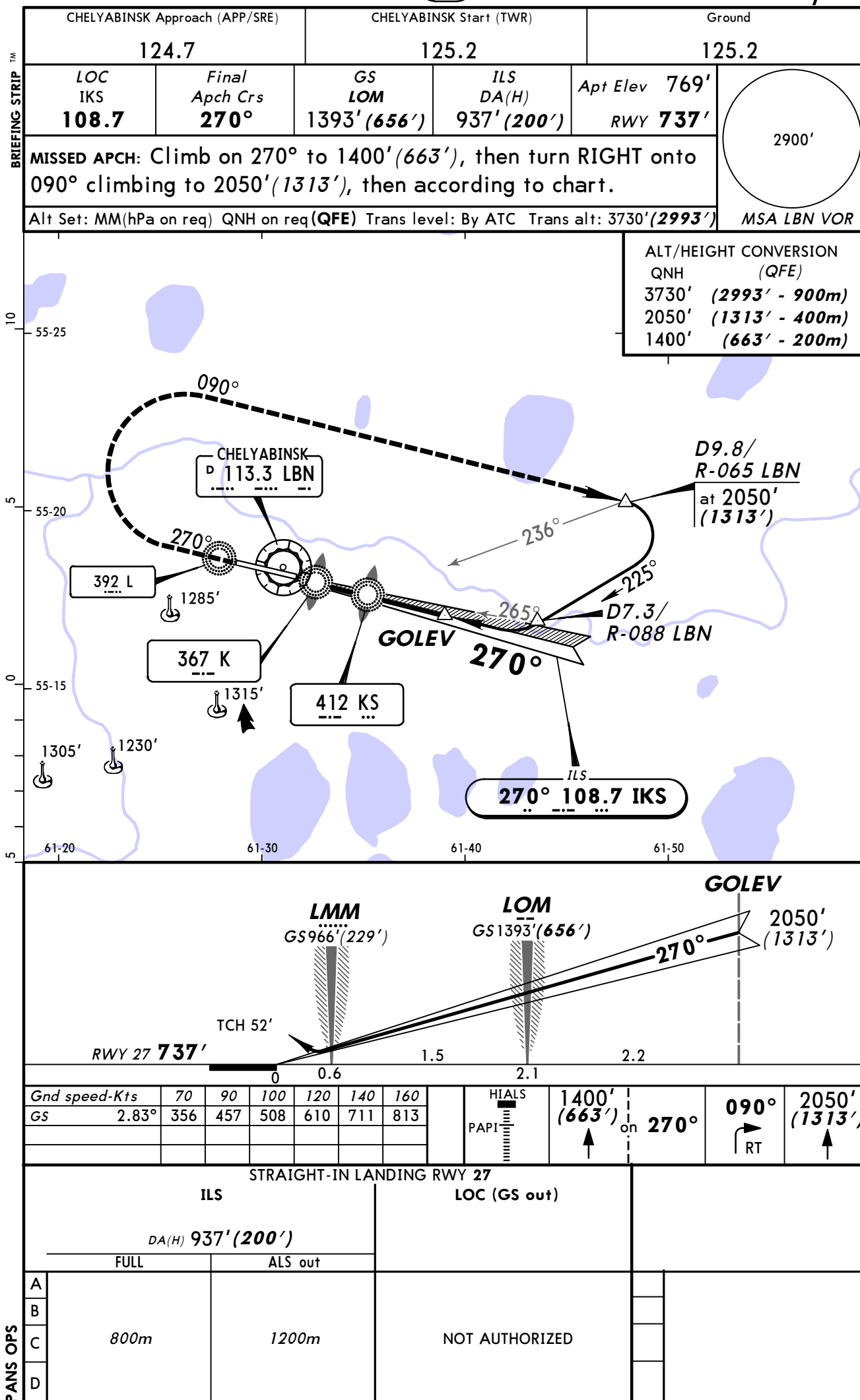
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m		500m
C							
D	150m	200m	250m	300m			

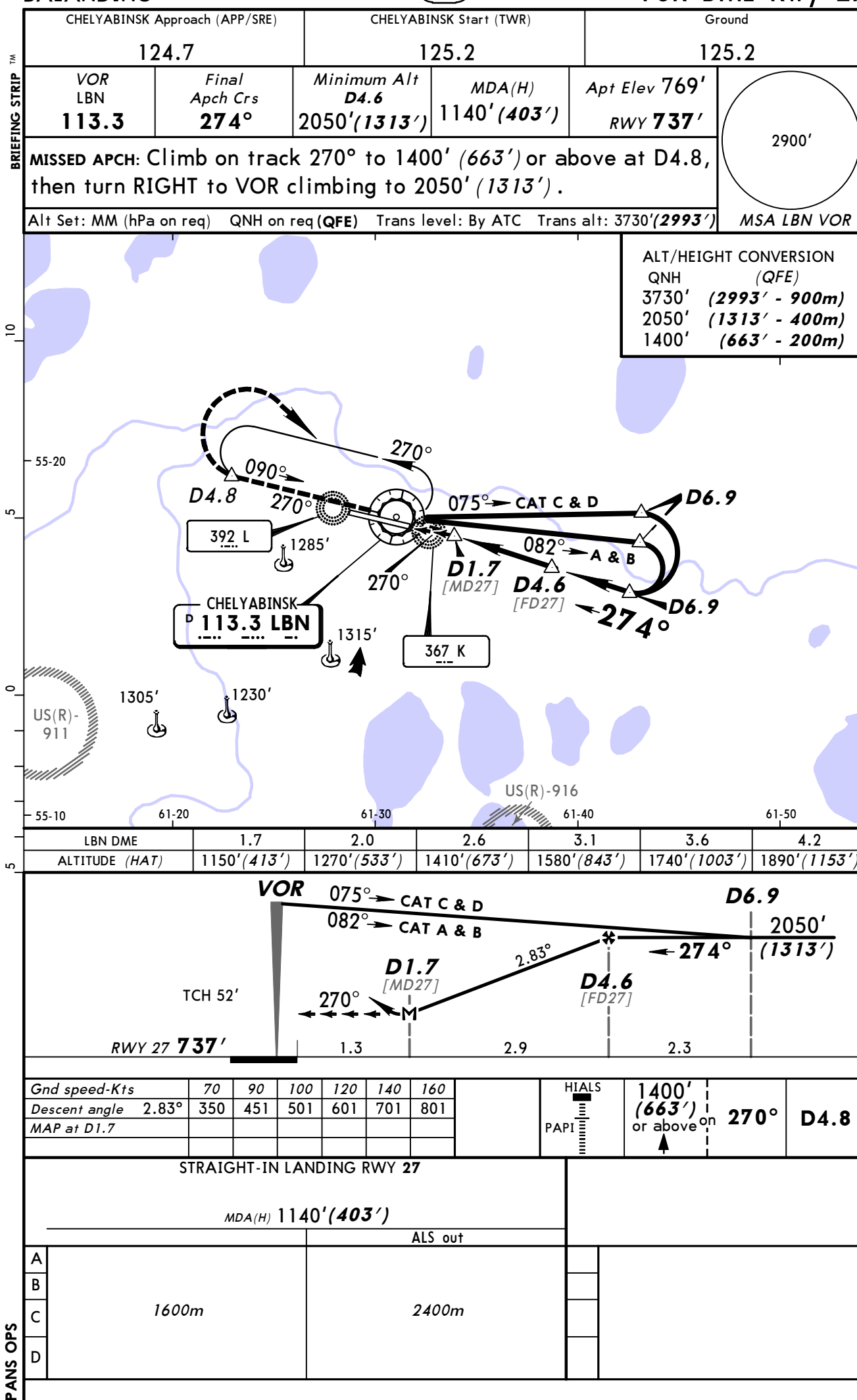
STRAIGHT-IN RWY		A	B	C	D
09	ILS	959' (200')	959' (200')	959' (200')	959' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB	1110' (351')	1110' (351')	1110' (351')	1110' (351')
		R900m	R1000m	R1000m	R1400m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

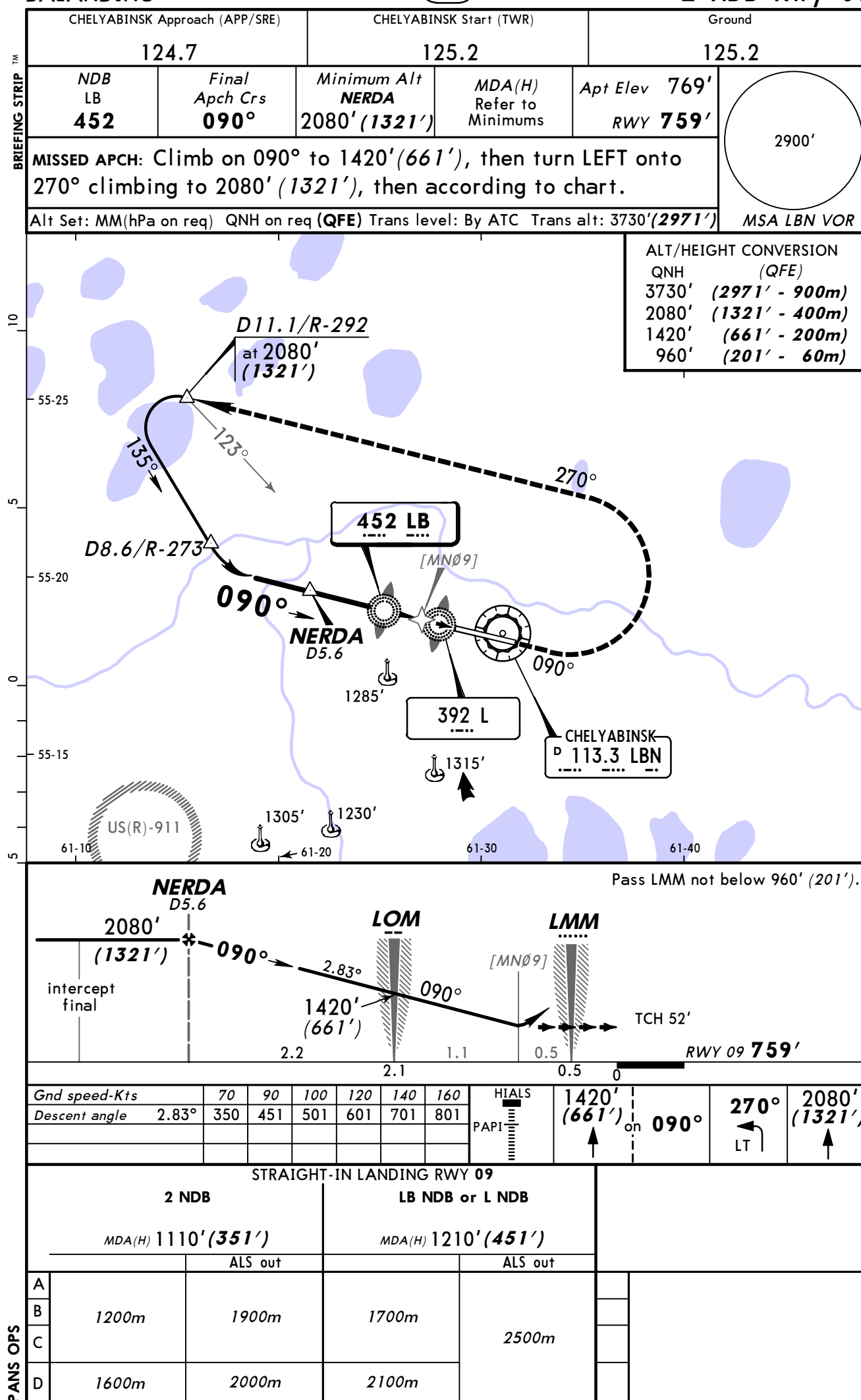
TAKE-OFF RWY 09, 27

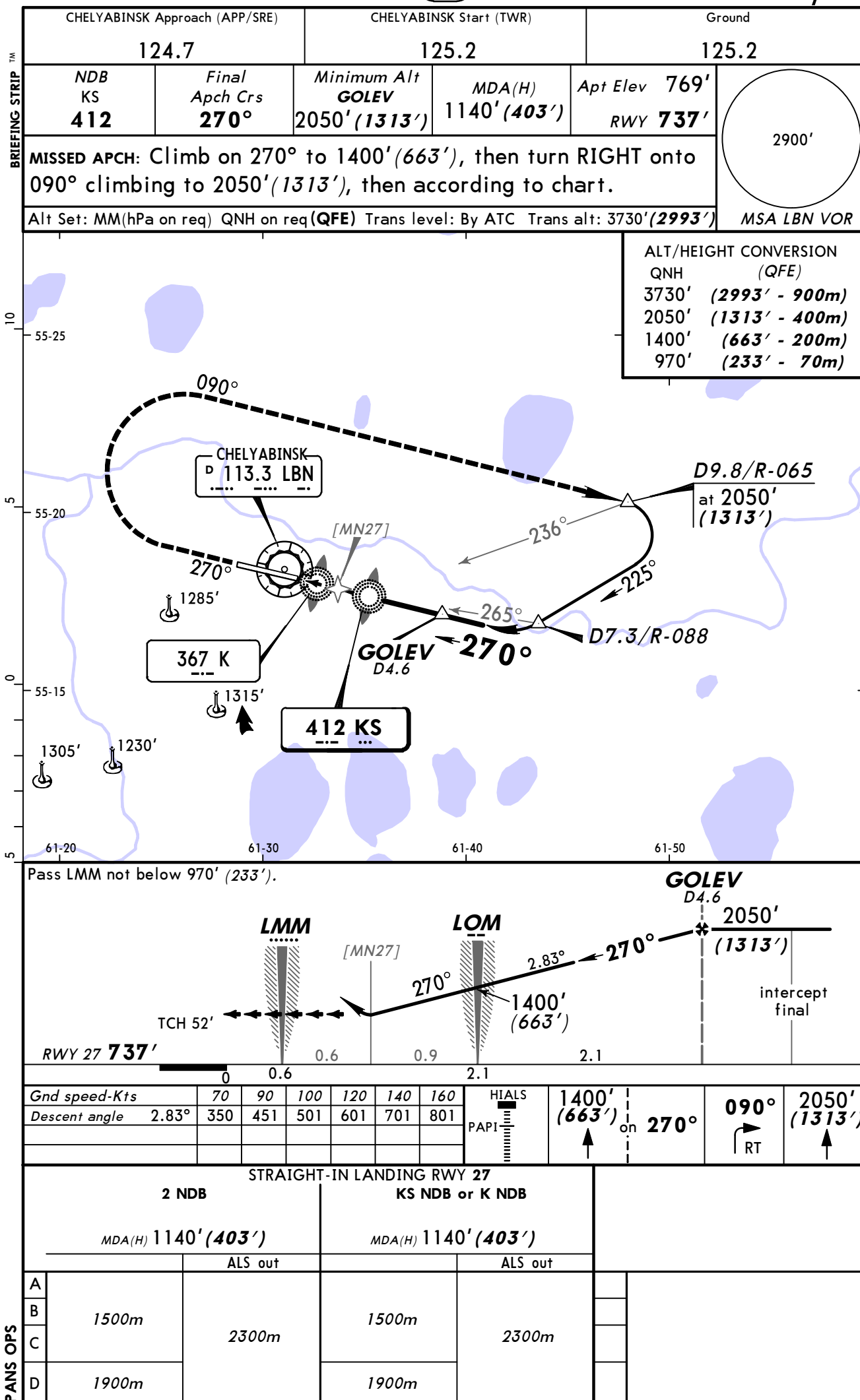
LVP must be in Force			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	200m	250m	
C		400m	500m
D	250m	300m	











CHELYABINSK, (BALANDINO - USCC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USCC

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.