Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UWKS

General Info

Cheboksary, RUS
N 56° 05.4' E 47° 20.8' Mag Var: 11.2°E
Elevation: 560'

Public, IFR, Control Tower, Customs availble on a restrcted basis
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 06-24 8241' x 161' asphalt

Runway 06 (59.0°M) TDZE 560'
  Lights: Edge, ALS
Runway 24 (239.0°M) TDZE 523'
  Lights: Edge, ALS

Communications Info

ATIS **123.6**
ATIS **118.3** Non-English
Cheboksary Tower **119.3**
Cheboksary Transit Operations **131.7**

Notebook Info

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UWKS/CSY
CHEBOKSARY

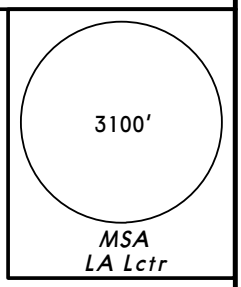
JEPPESEN
24 AUG 12 10-2

CHEBOKSARY, RUSSIA

STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ *(2630′)*

ABNIR 2A, AGBUN 2A, BESUN 2A
INRUS 2A, NAMER 2A, NIGAS 2A
RWY 06 ARRIVALS



Direct distance from LA to:
Cheboksary Apt **3 NM**

NOT TO SCALE

UPOLA
N56 42.3 E047 53.6

194°
22

AGBUN
N56 23.0 E047 36.4

200°
22
AGBUN 2A

(IAF)
*510 LA
N56 04.4 E047 15.4
At **FL50**

BESUN
N56 06.4 E047 55.2

INTEP
N56 08.7
E051 24.3

117
257°
22
BESUN 2A
253°

076°
25
NAMER 2A

NAMER
N56 03.8
E046 31.1

23
NIGAS 2A
277°

NIGAS
N55 56.9 E047 54.8

50
283°

17
ABNIR 2A
024°

ABNIR
N55 50.5 E046 57.1

21
INRUS 2A
314°

INRUS
N55 46.8 E047 36.4

KAZAN
D 112.7 KZN
N55 36.3 E049 16.3

53
323°

BUNIB
N54 59.0 E048 15.9

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3190′	*(2630′ - 800m)*

CHANGES: ATIS frequency.

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UWKS/CSY CHEBOKSARY

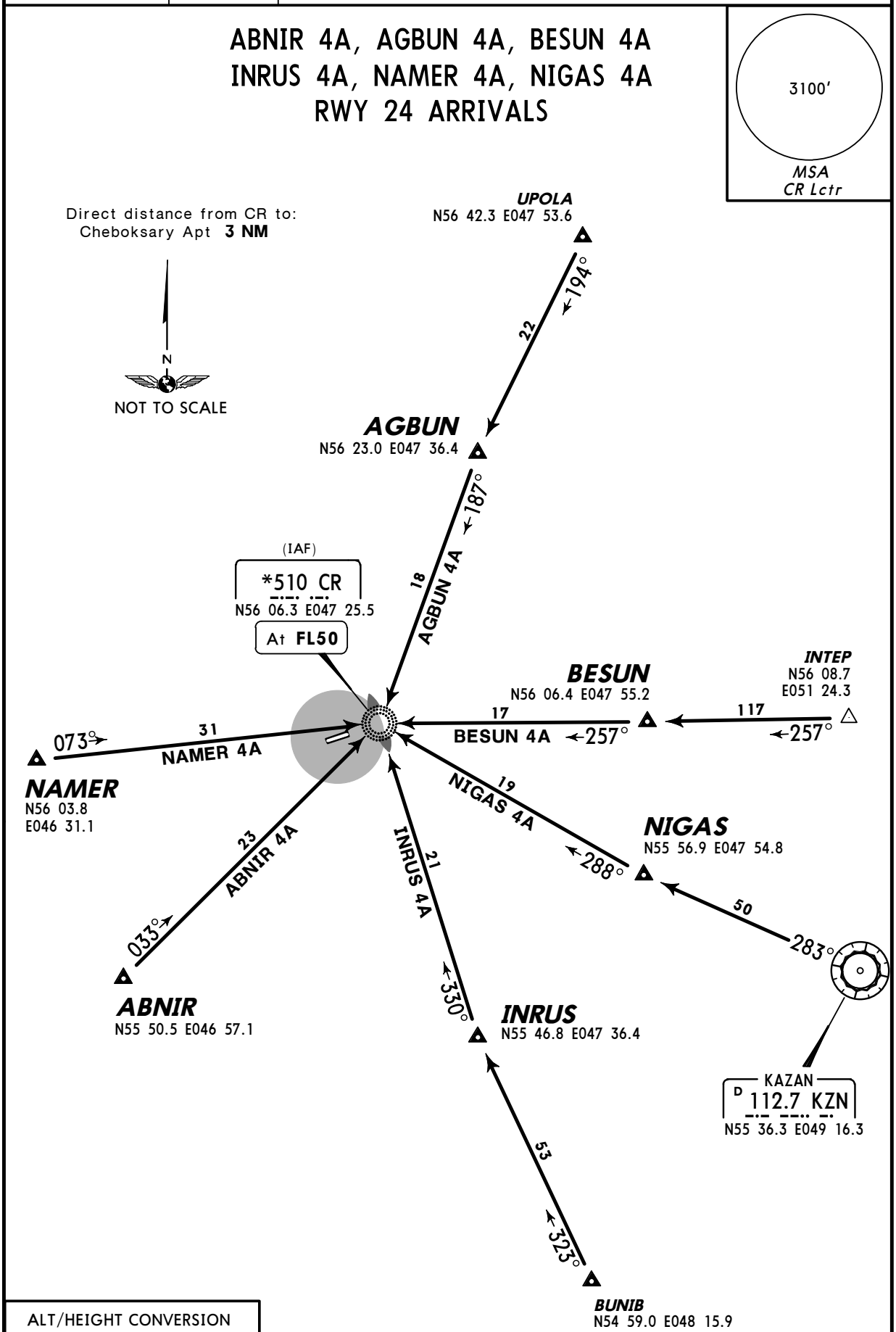
JEPPESEN
24 AUG 12 (10-2A)

CHEBOKSARY, RUSSIA

STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ *(2668′)*

ABNIR 4A, AGBUN 4A, BESUN 4A INRUS 4A, NAMER 4A, NIGAS 4A RWY 24 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3190′	*(2668′ - 800m)*

CHANGES: ATIS frequency.

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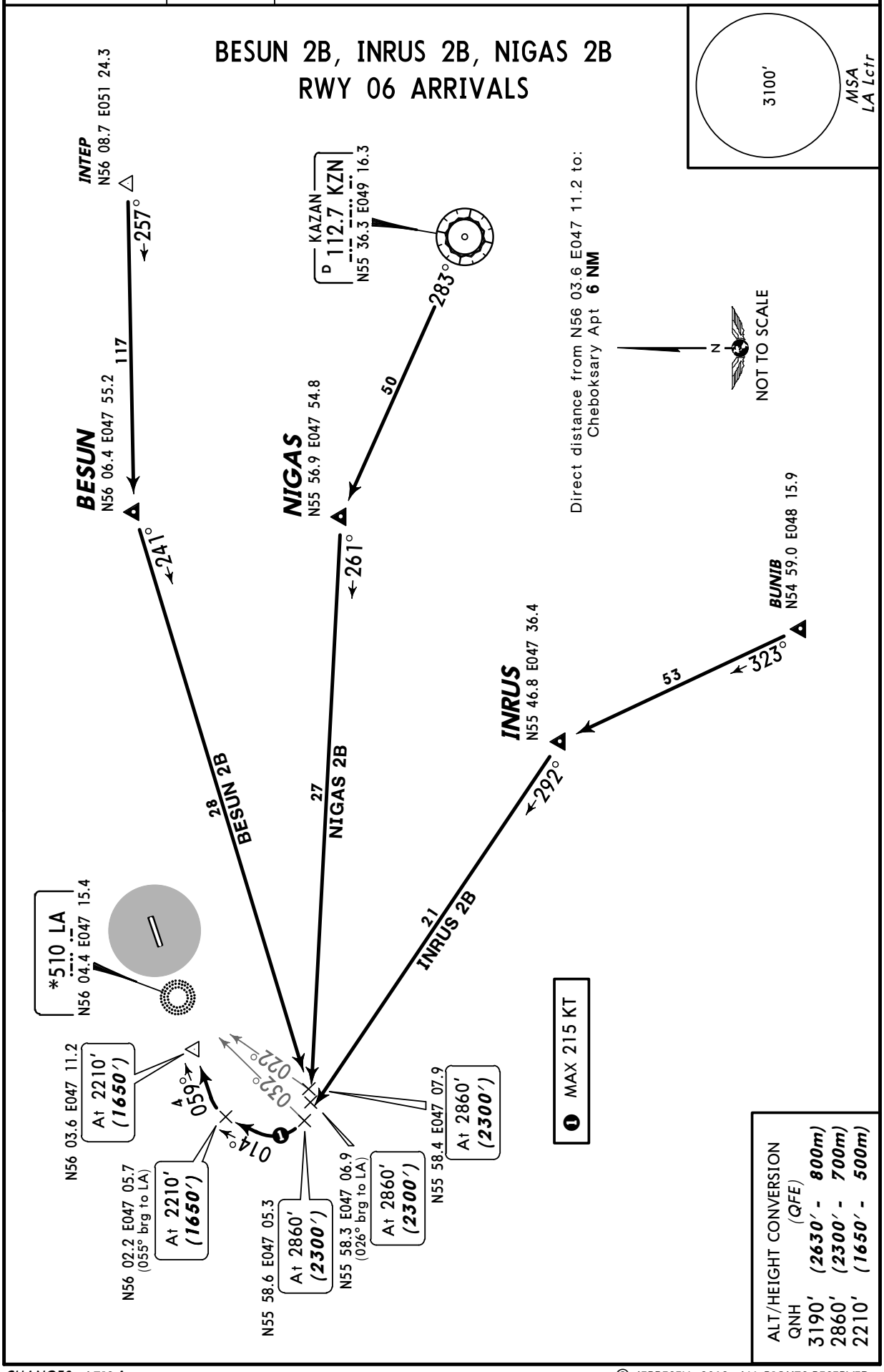
UWKS/CSY
CHEBOKSARY

JEPPESEN
24 AUG 12 10-2B

CHEBOKSARY, RUSSIA
STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2630′)***

BESUN 2B, INRUS 2B, NIGAS 2B
RWY 06 ARRIVALS



CHANGES: ATIS frequency.

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UWKS/CSY CHEBOKSARY

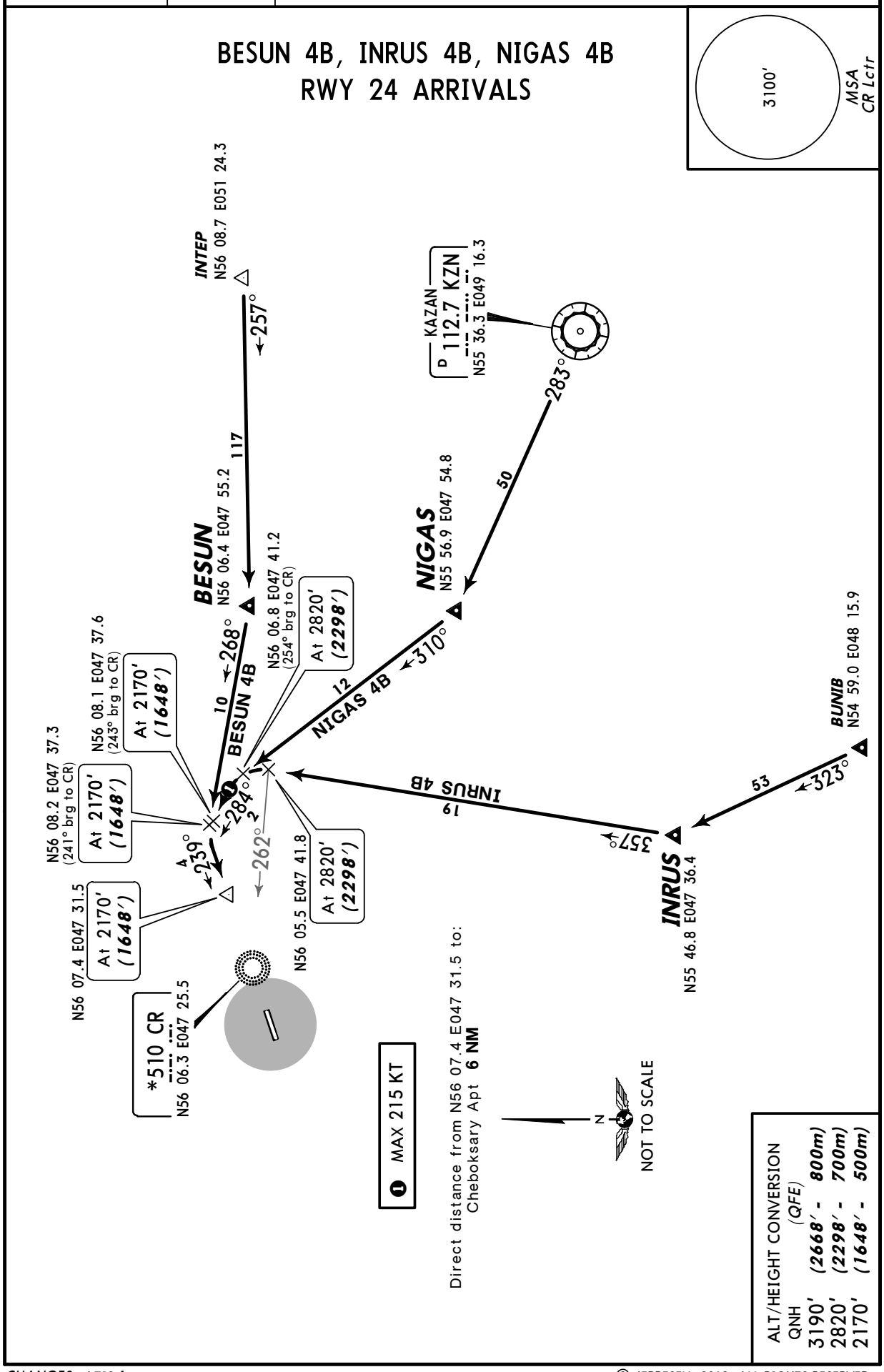
JEPPESEN
24 AUG 12 (10-2C)

CHEBOKSARY, RUSSIA

STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2668′)***

BESUN 4B, INRUS 4B, NIGAS 4B
RWY 24 ARRIVALS



CHANGES: ATIS frequency.

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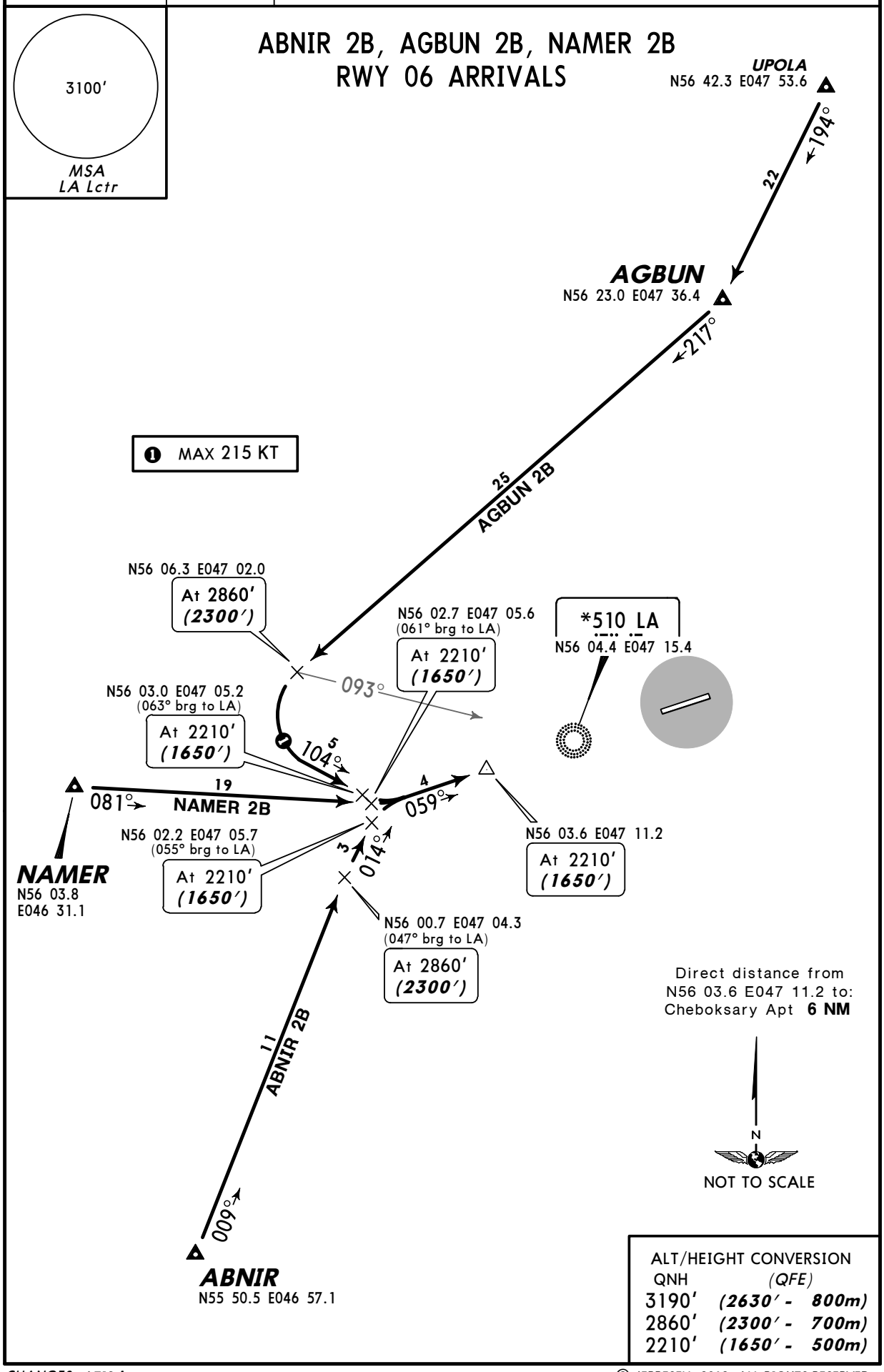
UWKS/CSY CHEBOKSARY

JEPPESEN
24 AUG 12 (10-2D)

CHEBOKSARY, RUSSIA

STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2630′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
3190′	***(2630′ - 800m)***
2860′	***(2300′ - 700m)***
2210′	***(1650′ - 500m)***

CHANGES: ATIS frequency.

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UWKS/CSY
CHEBOKSARY

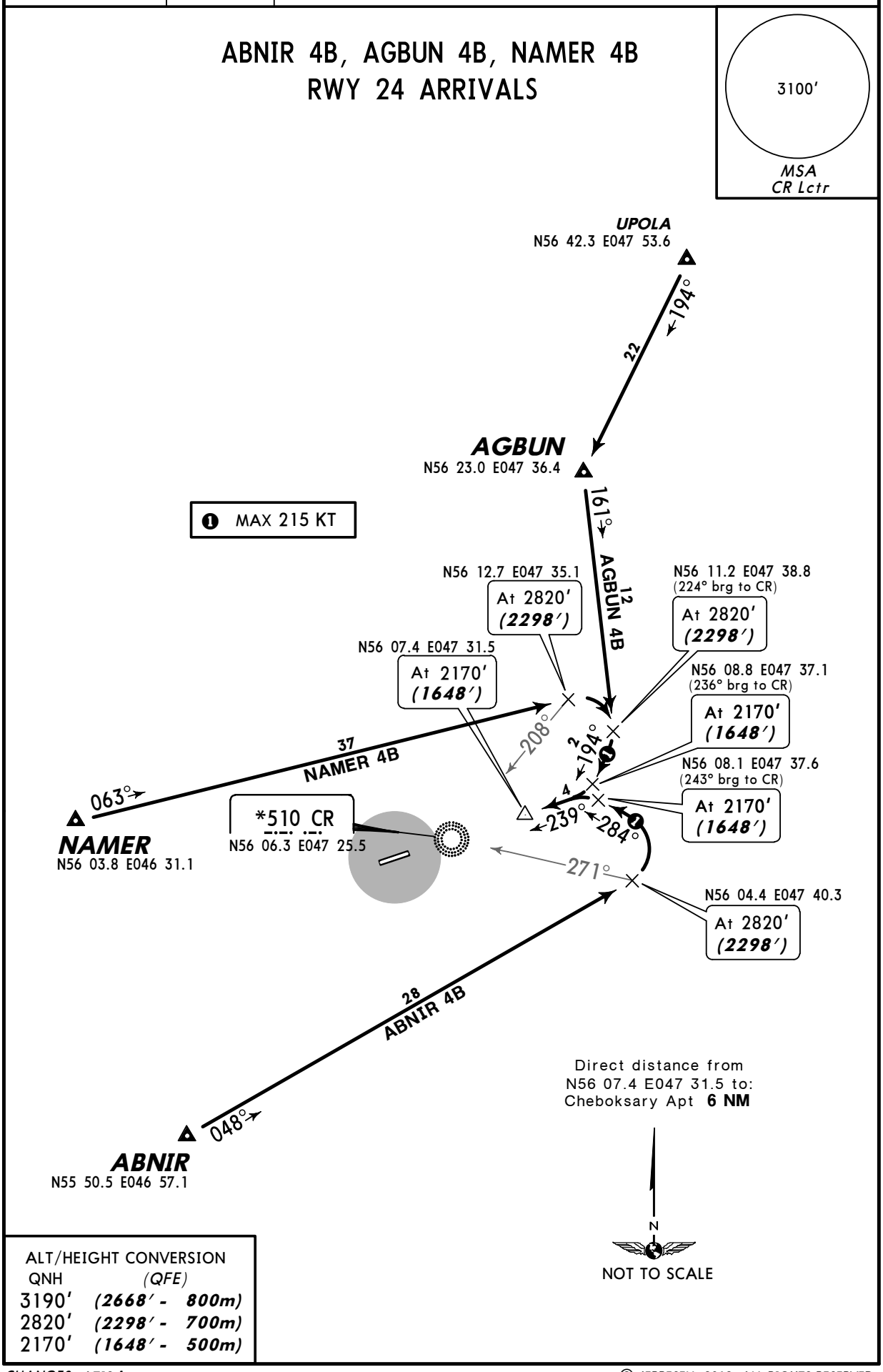
JEPPESEN
24 AUG 12 (10-2E)

CHEBOKSARY, RUSSIA

STAR

*ATIS	Apt Elev	
123.6 (Russian 118.3)	560′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2668′)***

ABNIR 4B, AGBUN 4B, NAMER 4B
RWY 24 ARRIVALS



ALT/HEIGHT CONVERSION

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

CHANGES: ATIS frequency.

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UWKS/CSY
CHEBOKSARY

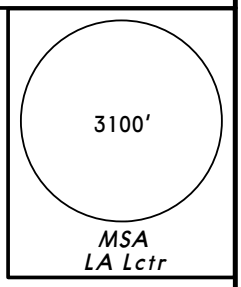
JEPPESEN
24 AUG 12 10-3

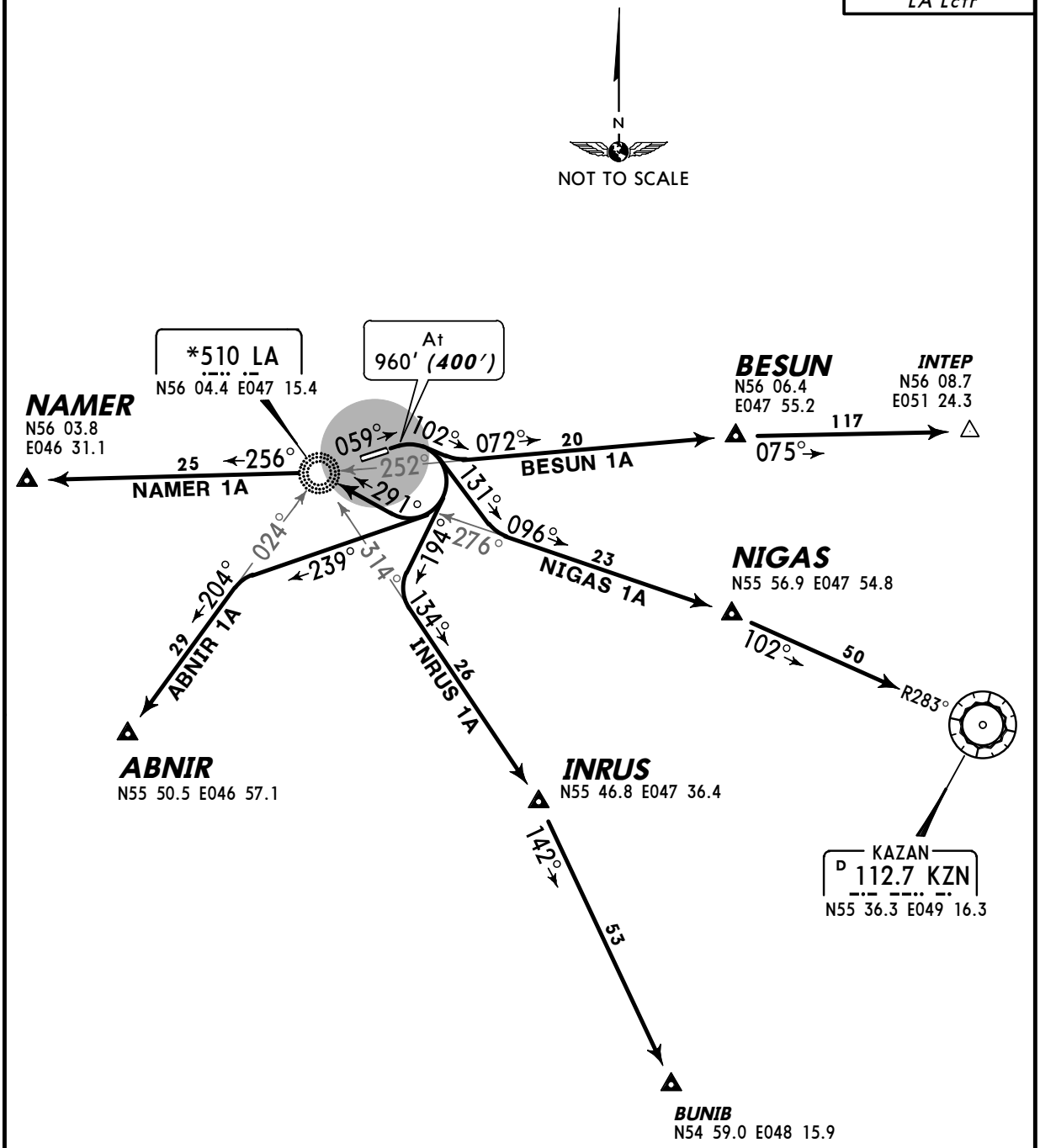
CHEBOKSARY, RUSSIA

SID

Apt Elev	
560′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2630′)*** Crossings at airway entry points by ATC.

ABNIR 1A, BESUN 1A, INRUS 1A
NAMER 1A, NIGAS 1A
RWY 06 DEPARTURES





ALT/HEIGHT CONVERSION

QNH	(QFE)
960′	***(400′ - 120m)***
3190′	***(2630′ - 800m)***

CHANGES: Reissue.

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UWKS/CSY CHEBOKSARY

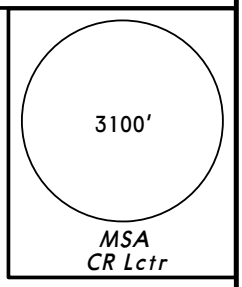
JEPPESEN
24 AUG 12 10-3A

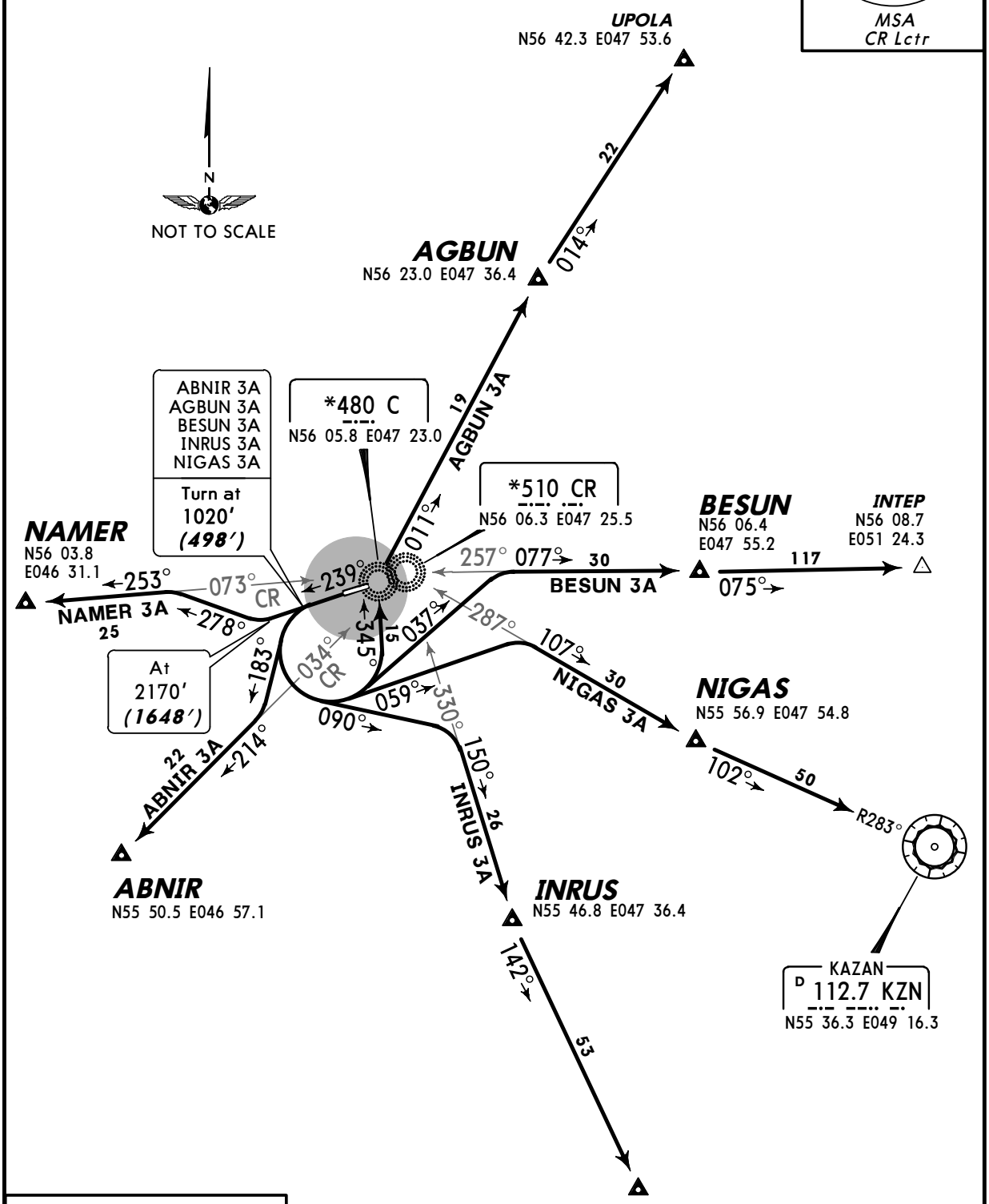
CHEBOKSARY, RUSSIA

SID

Apt Elev 560′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2668′)*** Crossings at airway entry points by ATC.

ABNIR 3A, AGBUN 3A, BESUN 3A INRUS 3A, NAMER 3A, NIGAS 3A RWY 24 DEPARTURES





ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
1020′	***(498′ -***	***150m)***
2170′	***(1648′ -***	***500m)***
3190′	***(2668′ -***	***800m)***

CHANGES: Reissue.

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UWKS/CSY
CHEBOKSARY

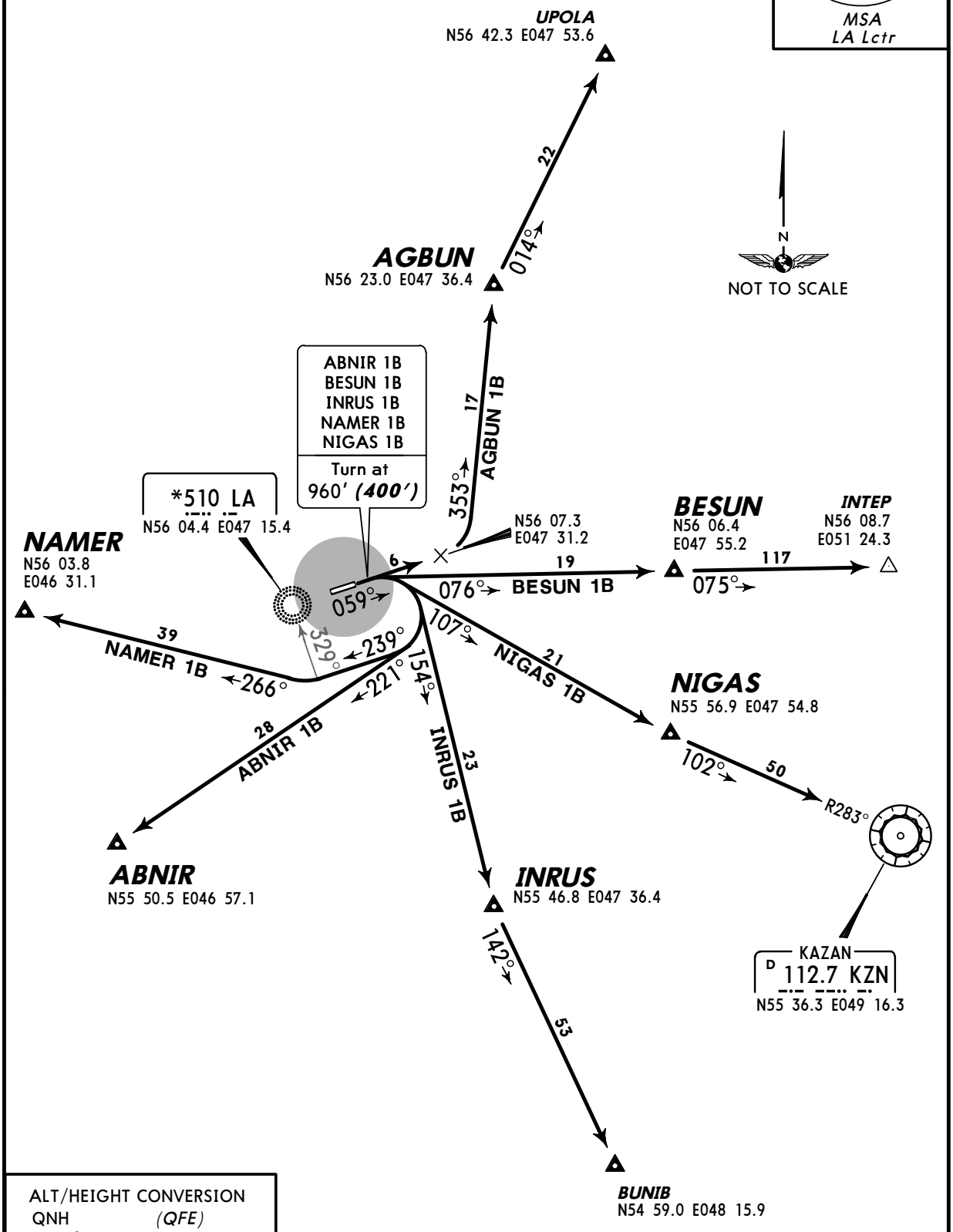
JEPPESEN
24 AUG 12 (10-3B)

CHEBOKSARY, RUSSIA

SID

Apt Elev 560′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2630′)*** Crossings at airway entry points by ATC.

ABNIR 1B, AGBUN 1B, BESUN 1B INRUS 1B, NAMER 1B, NIGAS 1B RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
960′	***(400′ -***	***120m)***
3190′	***(2630′ -***	***800m)***

CHANGES: Reissue.

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UWKS/CSY
CHEBOKSARY

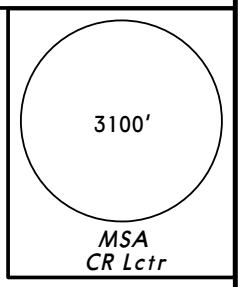
JEPPESEN
24 AUG 12 (10-3C)

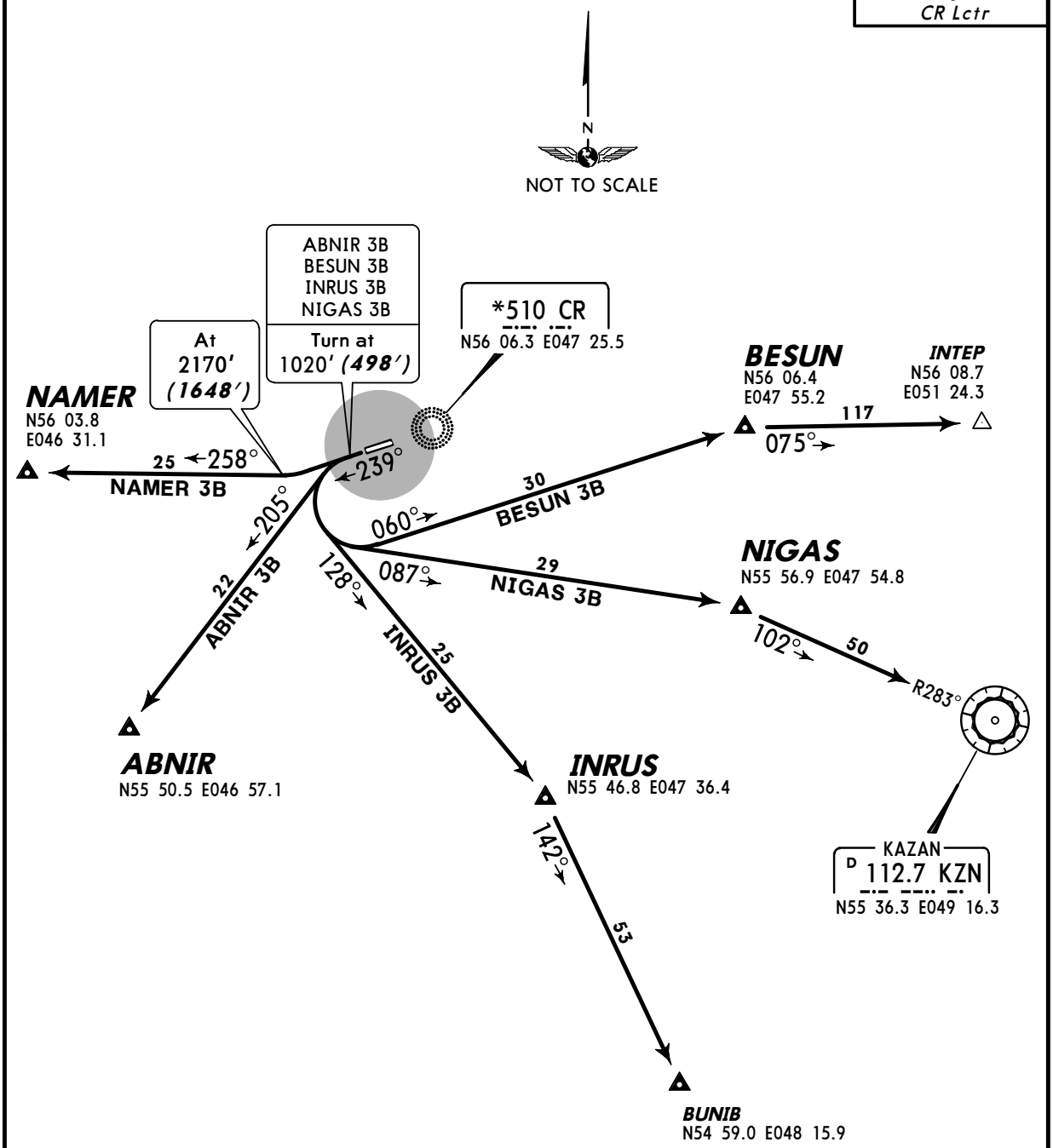
CHEBOKSARY, RUSSIA

SID

Apt Elev 560′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 724 mm (965.3 hPa) Trans alt: 3190′ ***(2668′)*** Crossings at airway entry points by ATC.

ABNIR 3B, BESUN 3B, INRUS 3B
NAMER 3B, NIGAS 3B
RWY 24 DEPARTURES





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1020′	***(498′ - 150m)***
2170′	***(1648′ - 500m)***
3190′	***(2668′ - 800m)***

CHANGES: Reissue.

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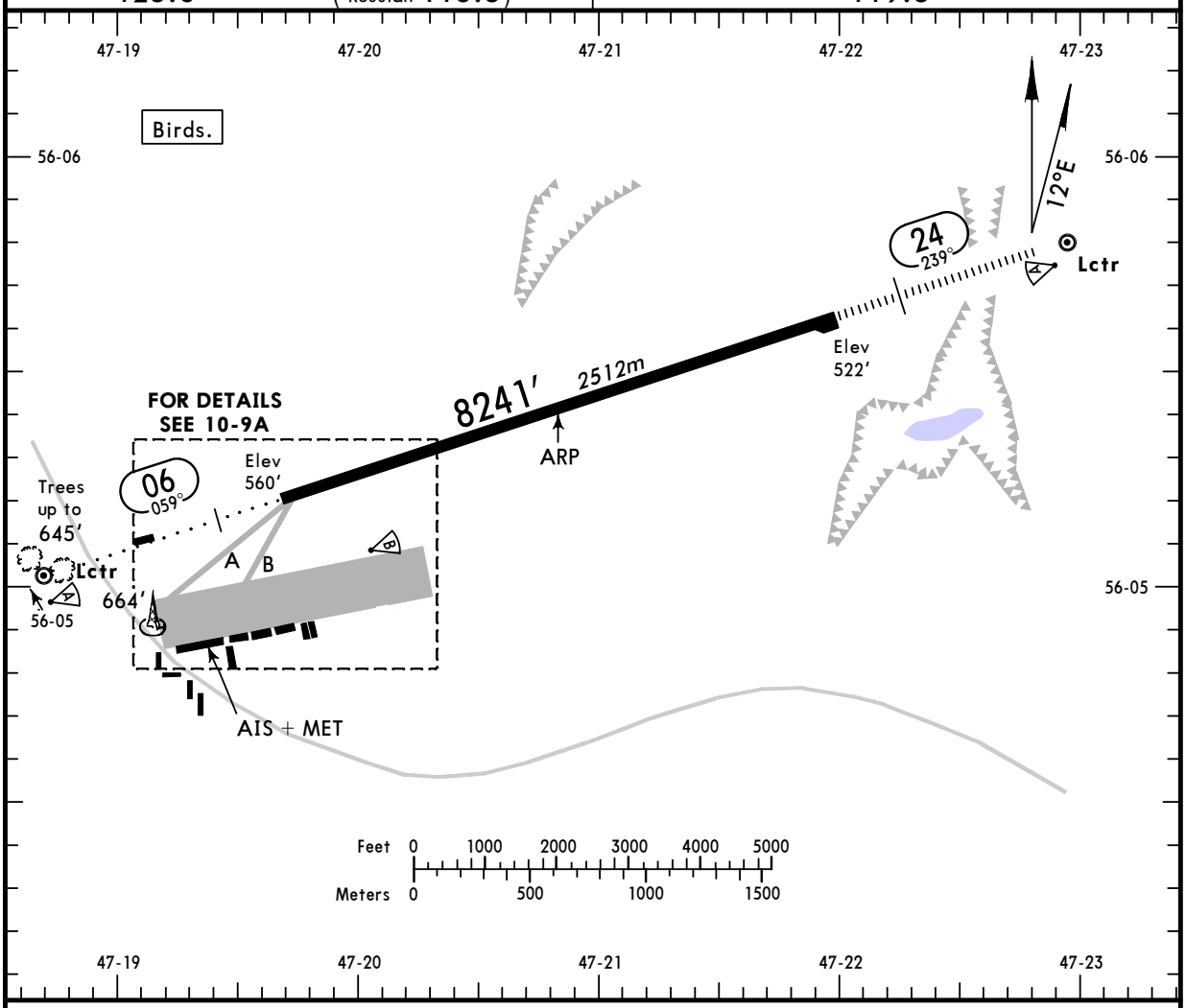
UWKS/CSY

Apt Elev **560′**
N56 05.4 E047 20.8

JEPPESEN
24 AUG 12 (10-9)

CHEBOKSARY, RUSSIA
CHEBOKSARY

*ATIS	*CHEBOKSARY Tower
123.6 (Russian 118.3)	119.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL *(60m)* HIALS PAPI-L (angle 3.00°) RVR		7257′ *2212m*		161′ *49m*
24	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR		6994′ *2132m*		

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: ATIS.

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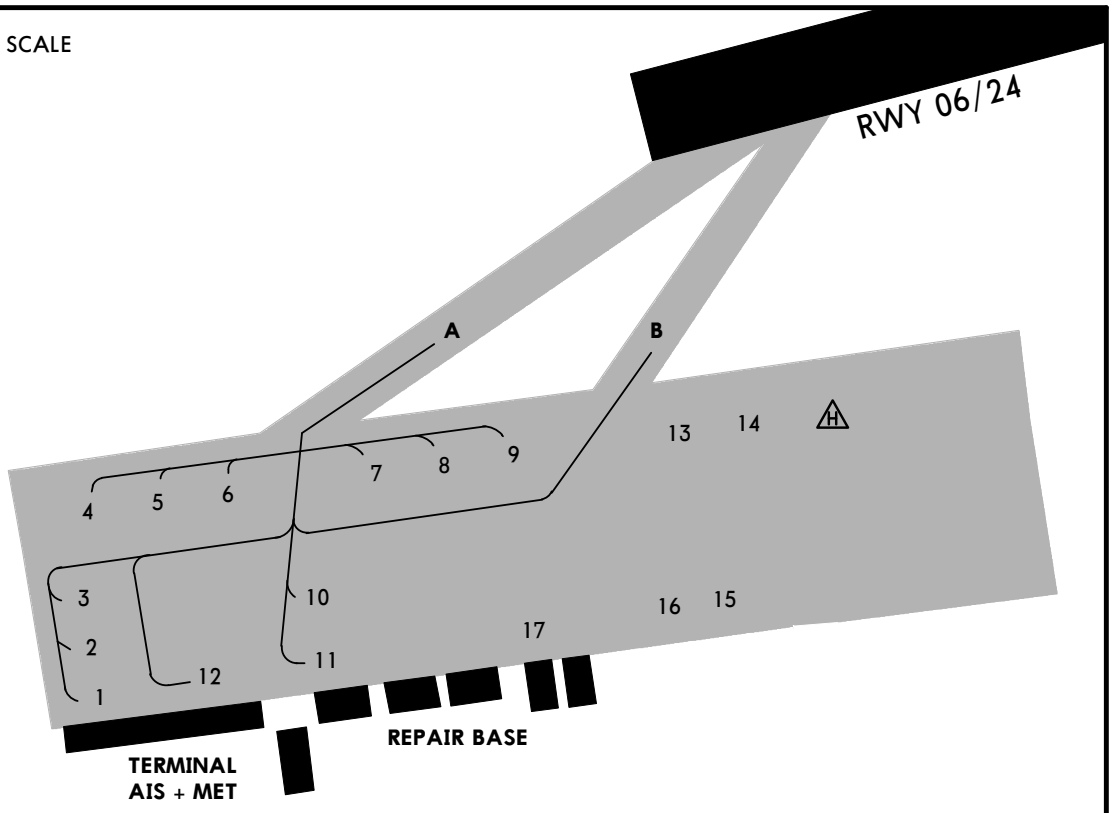
NOT TO SCALE



Taxiing along twy A shall be carried out at minimum speed.
Taxiing on twy B only available for acft with AUW up to 5.7tons.
Stands 1 thru 17 are available for helicopters.
Parking of B-737 acft onto stands 7-10 and parking area of stands 1-6 shall be carried out by towing.

CHANGES: None.

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UWKS/CSY

JEPPESEN

2 NOV 12 (10-9S)

Eff 15 Nov

Standard

CHEBOKSARY, RUSSIA

CHEBOKSARY

STRAIGHT-IN RWY		A	B	C	D
06	ILS	**720′**(200′)	**720′**(200′)	**720′**(200′)	**720′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**940′**(380′)	**940′**(380′)	**940′**(380′)	**940′**(380′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	LA LOM ❶	**1150′**(590′)	**1150′**(590′)	**1150′**(590′)	**1150′**(590′)
		R1500m	**R1500m**	**C2000m**	**C2000m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	L LMM ❶	**1150′**(590′)	**1150′**(590′)	**1150′**(590′)	**1150′**(590′)
	with FAF	**R1500m**	**R1500m**	**C2000m**	**C2000m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	L LMM	**1390′**(830′)	**1390′**(830′)	**1390′**(830′)	**1390′**(830′)
	w/o FAF	**C3300m**	**C3300m**	**C3500m**	**C3500m**
	ALS out	C4000m	C4000m	C4200m	C4200m
24	ILS	**723′**(200′)	**723′**(200′)	**723′**(200′)	**723′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	**880′**(357′)	**880′**(357′)	**880′**(357′)	**880′**(357′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	CR LOM ❶	**930′**(407′)	**930′**(407′)	**930′**(407′)	**930′**(407′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	C LMM ❶	**880′**(357′)	**880′**(357′)	**880′**(357′)	**880′**(357′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	C LMM	**1120′**(597′)	**1120′**(597′)	**1120′**(597′)	**1120′**(597′)
	w/o FAF	**C2200m**	**C2200m**	**C2400m**	**C2400m**
	ALS out	C2900m	C2900m	C3100m	C3100m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24

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

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UWKS/CSY CHEBOKSARY

JEPPESEN
2 NOV 12 Eff 15 Nov (11-1)

CHEBOKSARY, RUSSIA
ILS or 2 NDB or NDB Rwy 06

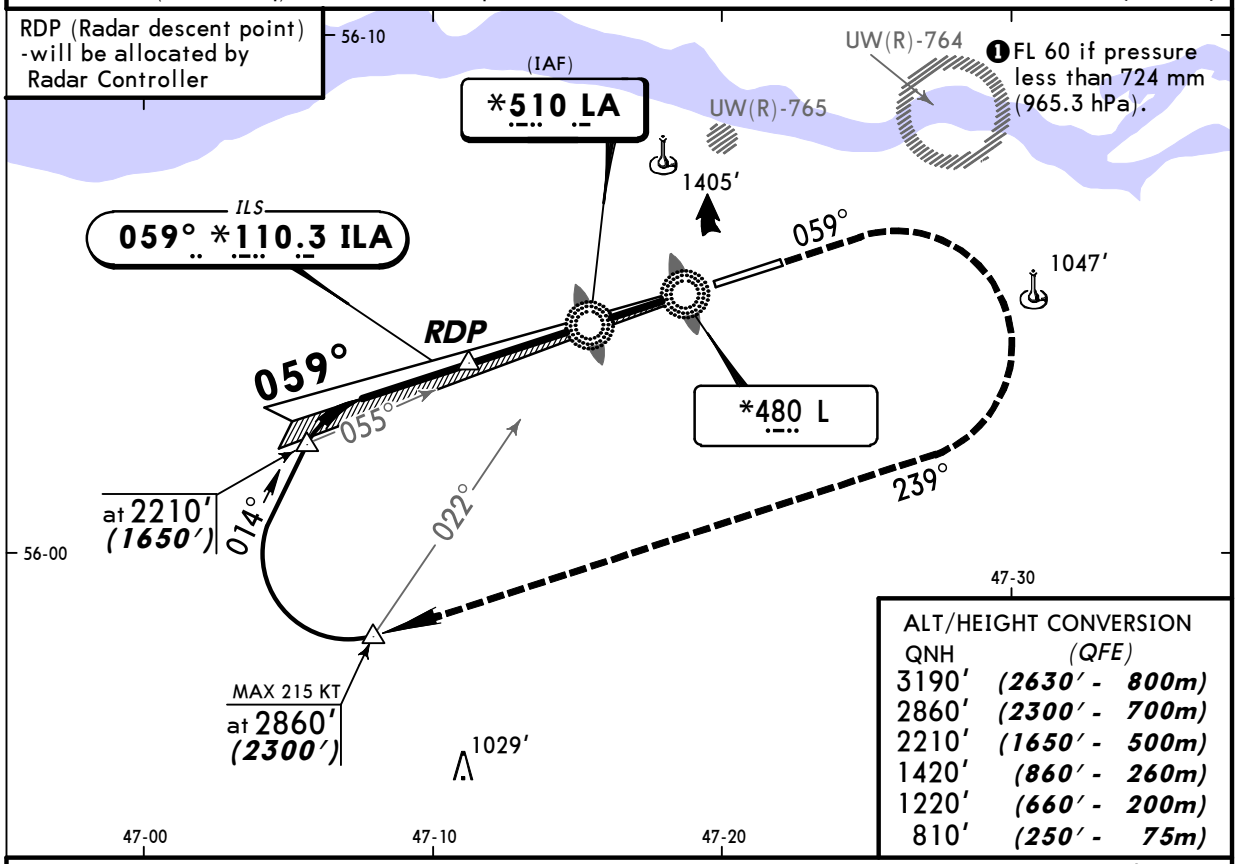
BRIEFING STRIP ™

*ATIS	*CHEBOKSARY Tower
123.6 (Russian 118.3)	119.3

LOC ILA *110.3	Final Apch Crs 059°	GS LOM 1413′ (853′)	ILS DA(H) Refer to Minimums	Apt Elev 560′ RWY 560′	3100′ LA NDB
NDB LA *510		Minimum Alt RDP 2210′ (1650′)	NDB MDA(H) Refer to Minimums		

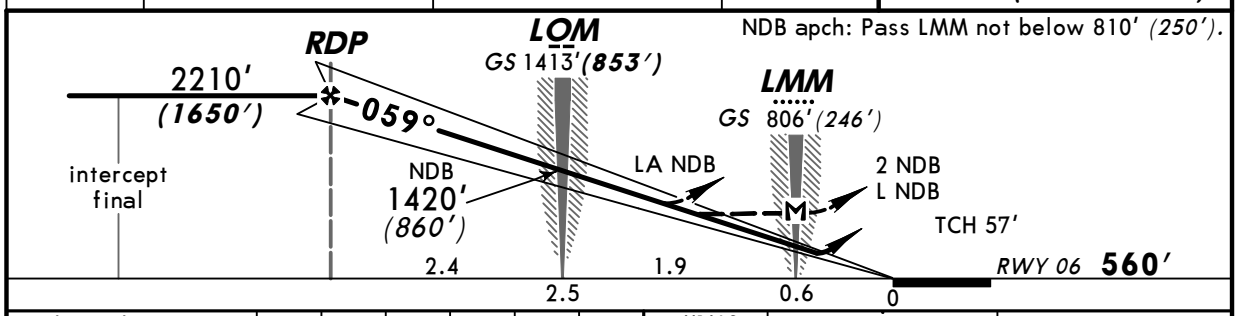
MISSED APCH: Climb on 059° to 1220′ (660′), then turn RIGHT onto 239° climbing to 2860′ (2300′), then according to chart.

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ 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 or NDB Desc Angle 3.00°	372	478	531	637	743	849

2 NDB or L NDB: MAP at LMM

HIALS PAPI

1220′ (660′) on 059°

239° RT 2860′ (2300′)

STRAIGHT-IN LANDING RWY 06

PANS OPS

	ILS		2 NDB		LA LOM		L LMM with FAF		L LMM w/o FAF	
	DA(H) D:760′(200′)		MDA(H) 940′(380′)		MDA(H) 1150′(590′)		MDA(H) 1150′(590′)		MDA(H) 1390′(830′)	
	FULL	ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1200m	RVR 1500m VIS 1600m	2300m	3100m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B										VIS 2000m
C							RVR 1500m VIS 1600m	VIS 2400m	VIS 3200m	VIS 4000m
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2700m		VIS 2400m	VIS 2800m	VIS 4000m	VIS 4400m

CHANGES: Minimums.

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Notice: After 25 Jan 2013 0901Z, this chart may no longer be valid. Disc 01-2013

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UWKS/CSY CHEBOKSARY

JEPPESEN

2 NOV 12 (11-2) Eff 15 Nov

CHEBOKSARY, RUSSIA ILS or 2 NDB or NDB Rwy 24

BRIEFING STRIP ™

*ATIS	*CHEBOKSARY Tower
123.6 (Russian 118.3)	119.3

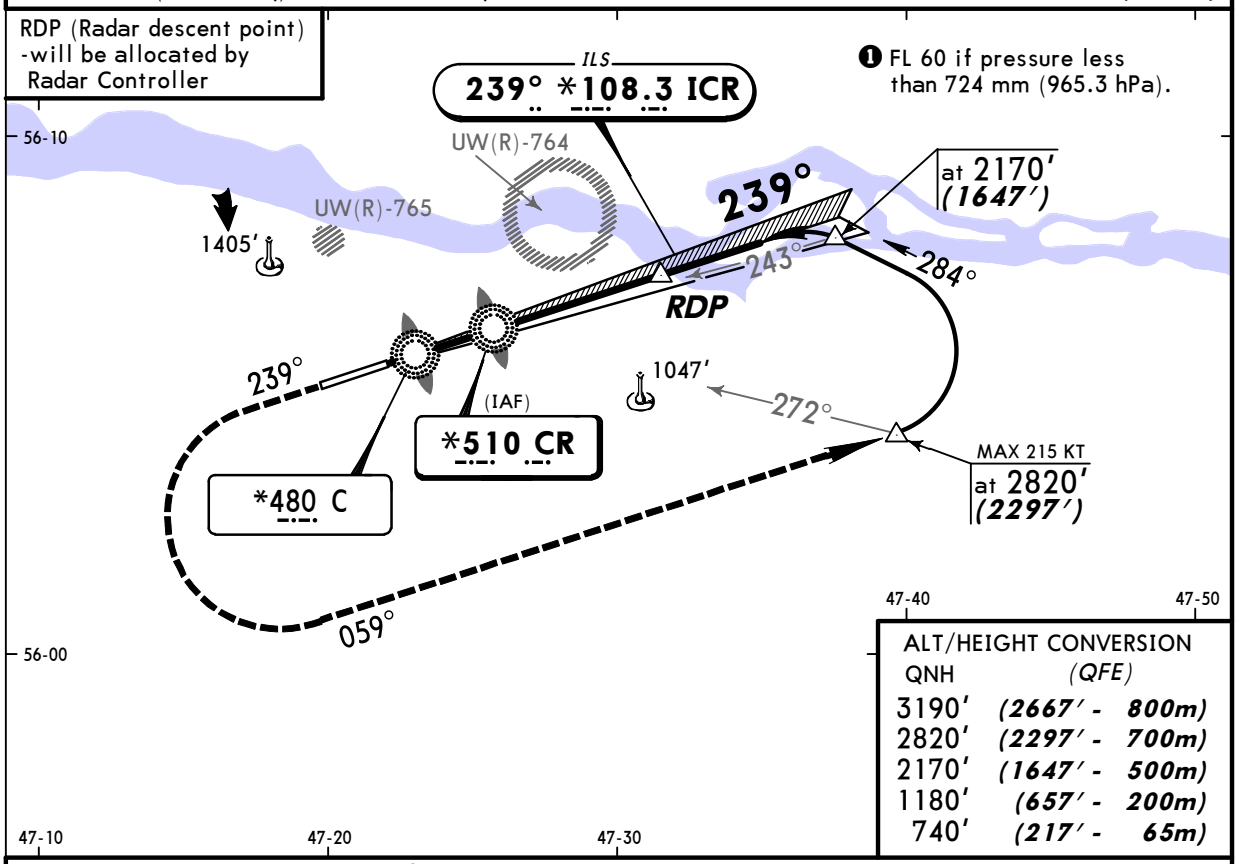
LOC ICR *108.3	Final Apch Crs 239°	GS LOM 1179′ (656′)	ILS DA(H) Refer to Minimums	Apt Elev 560′ RWY 523′	3100′ CR NDB
NDB CR *510		Minimum Alt RDP 2170′ (1647′)	NDB MDA(H) Refer to Minimums		

MISSED APCH: Climb on 239° to 1180′ (657′), then turn LEFT onto 059° climbing to 2820′ (2297′), then according to chart.

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3190′ (2667′)

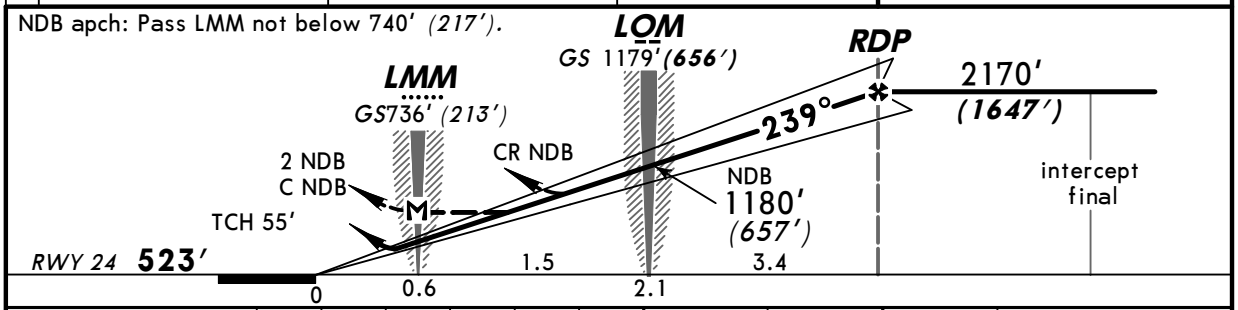
RDP (Radar descent point) -will be allocated by Radar Controller

❶ FL 60 if pressure less than 724 mm (965.3 hPa).



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3190′	(2667′ - 800m)
2820′	(2297′ - 700m)
2170′	(1647′ - 500m)
1180′	(657′ - 200m)
740′	(217′ - 65m)

NDB apch: Pass LMM not below 740′ (217′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

2 NDB or C NDB: MAP at LMM

HIALS PAPI

1180′ (657′) on 239° | 059° LT | 2820′ (2297′)

STRAIGHT-IN LANDING RWY 24

	ILS		2 NDB		CR LOM		C LMM with FAF		C LMM w/o FAF	
	DA(H) D: 723′ (200′)		MDA(H) 840′ (317′)		MDA(H) 930′ (407′)		MDA(H) 880′ (357′)		MDA(H) 1120′ (597′)	
PANS OPS	FULL	ALS out		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	1200m	RVR 1500m VIS 1600m	1500m	2300m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B										
C									RVR 1500m VIS 1600m	VIS 2400m
D			RVR 1500m VIS 1600m		1900m		RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	VIS 2400m	VIS 2800m

CHANGES: Minimums.

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