

**List of pages in this Trip Kit**

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Revision Letter For Cycle 17-2013

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## **General Information**

Location: Cheboksary Rus  
IATA Code: CSY  
Lat/Long: N56° 05.4' E047° 20.8'  
Elevation: 560 ft

Airport Use: Public  
Magnetic Variation: 12.7°E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Restricted  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0142 Z  
Sunset: 1603 Z,

## **Runway Information**

Runway: 06  
Length x Width: 8241 ft x 161 ft  
Surface Type: asphalt  
TDZ-Elev: 560 ft  
Lighting: Edge, ALS

Runway: 24  
Length x Width: 8241 ft x 161 ft  
Surface Type: asphalt  
TDZ-Elev: 523 ft  
Lighting: Edge, ALS

## **Communication Information**

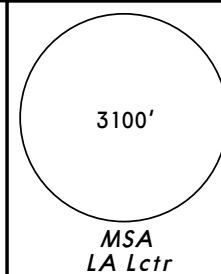
ATIS 123.6  
ATIS 120.9 Non-English  
Cheboksary Tower 124.0  
Cheboksary Tower 119.3  
Cheboksary Apron Ramp/Taxi Control 118.8  
Cheboksary Transit Operations 131.7

\*ATIS  
**123.6**  
(Russian 120.9)

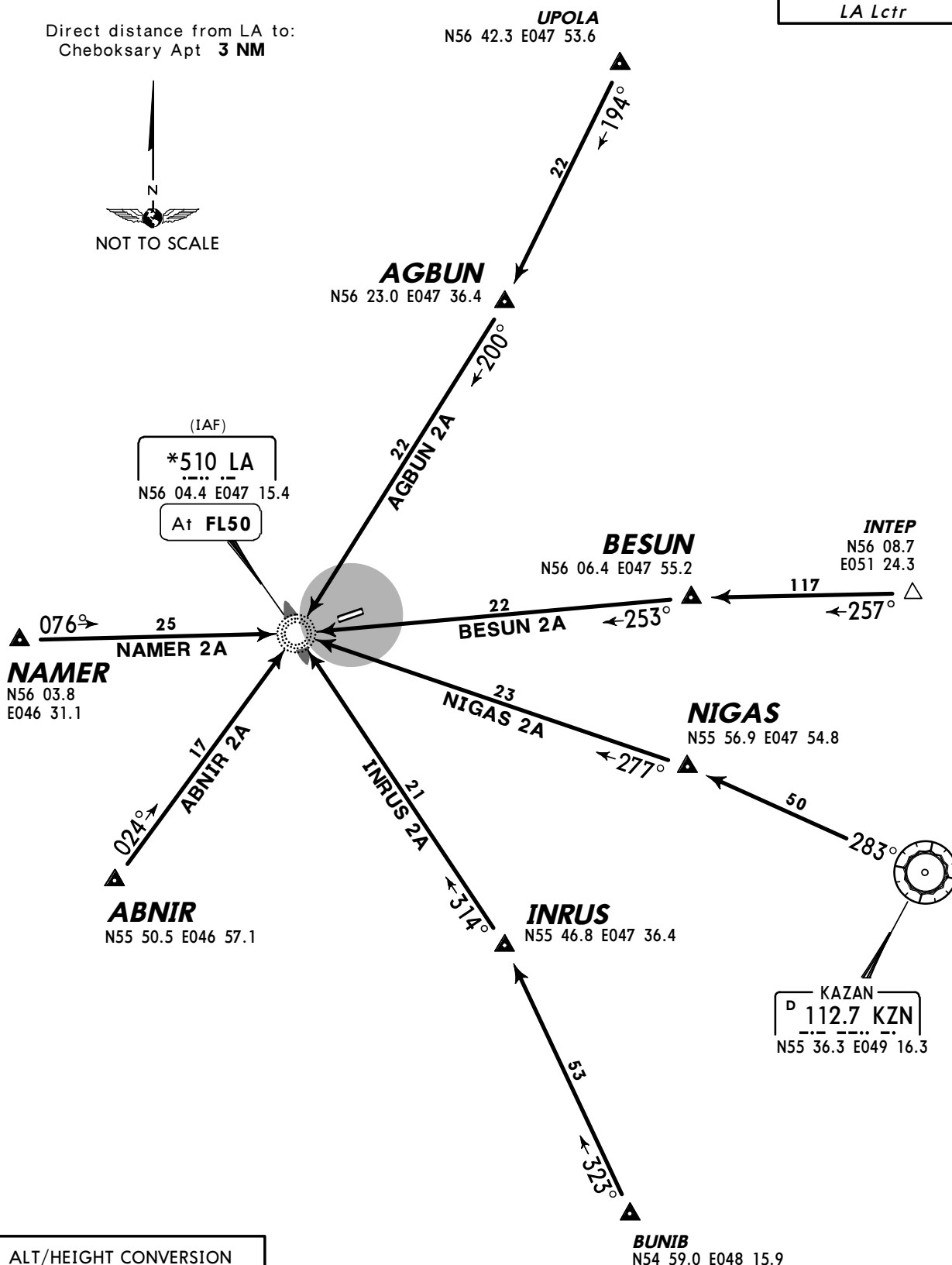
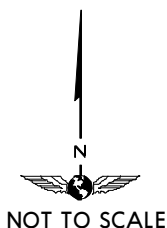
Apt Elev  
**560'**

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**



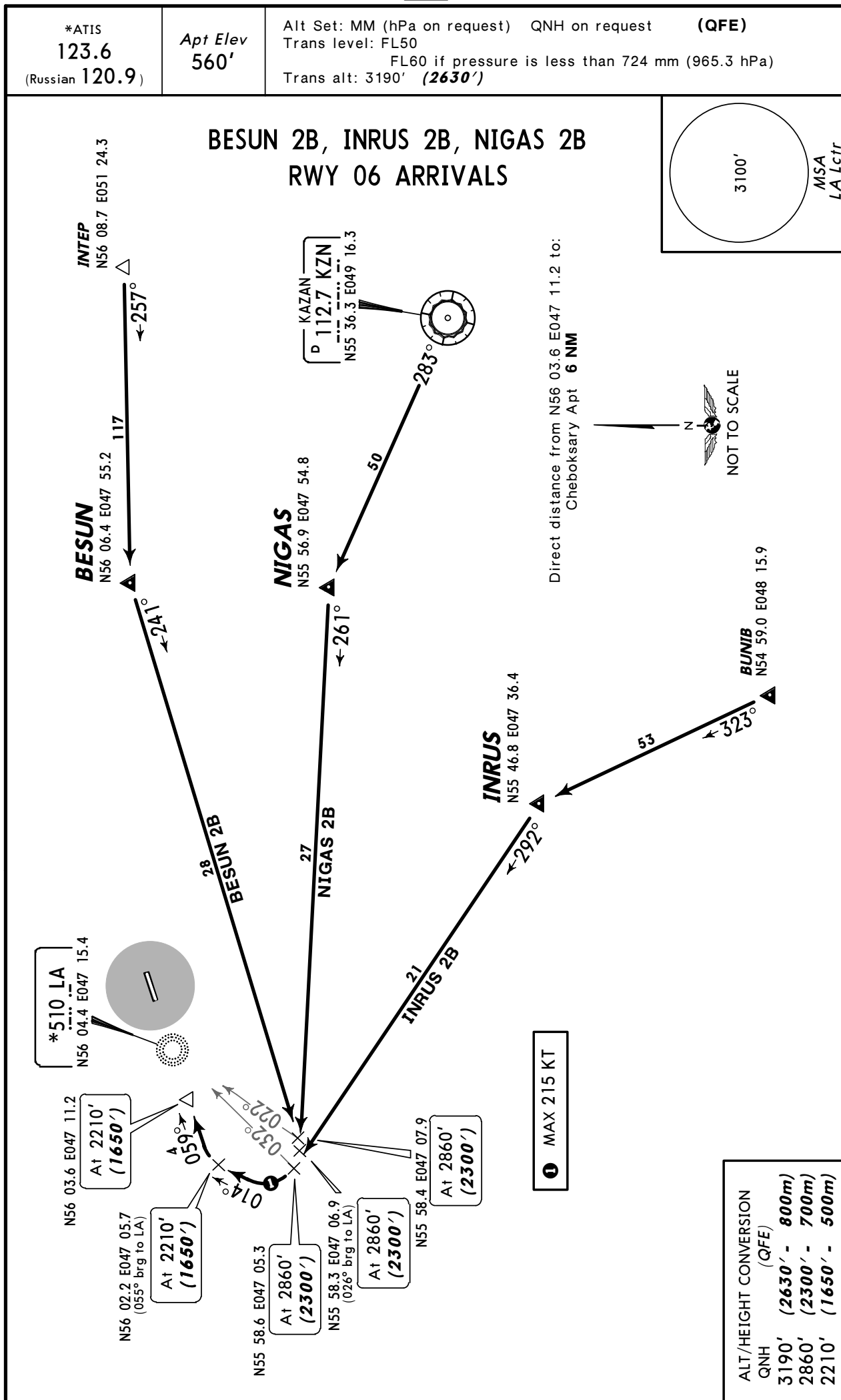
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3190' (**2630' - 800m**)

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' **(2667')**

3100'

MSA  
CR Lctr

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3190' (2667' - 800m)



\*ATIS  
123.6  
(Russian 120.9)

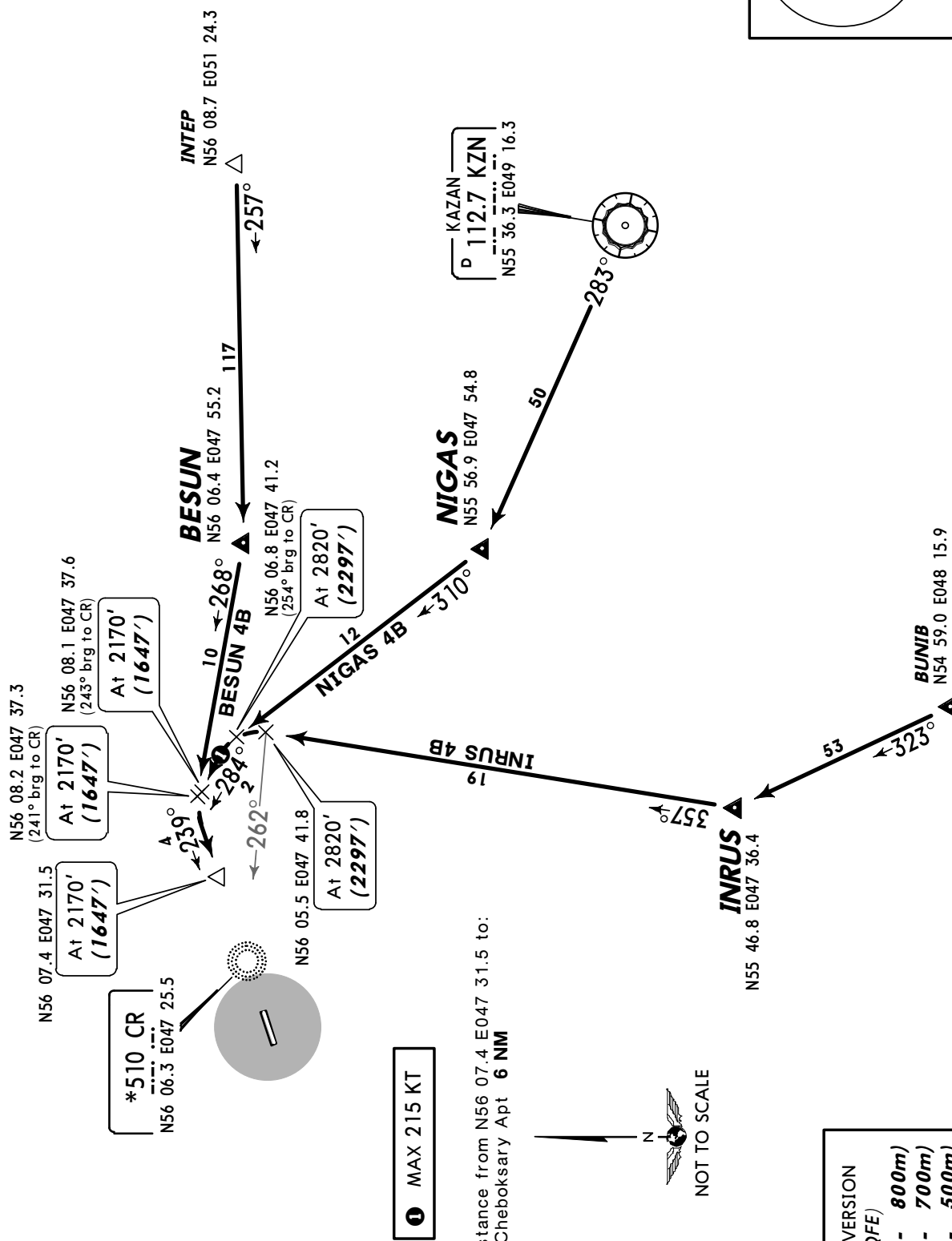
*Apt Elev*  
560'

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' **(2667')**

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

3100'

MSA  
CR Lctr



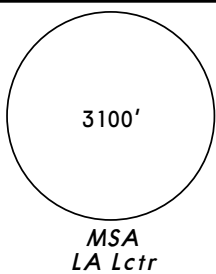
ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 3190' | (2667' - 800m) |
| 2820' | (2297' - 700m) |
| 2170' | (1647' - 500m) |

\*ATIS  
**123.6**  
(Russian 120.9)

*Apt Elev*  
**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 2B, AGBUN 2B, NAMER 2B RWY 06 ARRIVALS

**UPOLA**  
N56 42.3 E047 53.6



**AGBUN**  
N56 23.0 E047 36.4



**1** MAX 215 KT

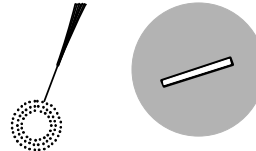
N56 06.3 E047 02.0

At 2860'  
(2300')

N56 02.7 E047 05.6  
(061° brg to LA)

At 2210'  
(1650')

**\*510 LA**  
N56 04.4 E047 15.4



N56 03.0 E047 05.2  
(063° brg to LA)

At 2210'  
(1650')

**19**  
081° **NAMER 2B**

**NAMER**  
N56 03.8  
E046 31.1

N56 02.2 E047 05.7  
(055° brg to LA)

At 2210'  
(1650')

N56 03.6 E047 11.2

At 2210'  
(1650')

N56 00.7 E047 04.3  
(047° brg to LA)

At 2860'  
(2300')

**11**  
009° **ABNIR 2B**

**ABNIR**  
N55 50.5 E046 57.1

Direct distance from  
N56 03.6 E047 11.2 to:  
Cheboksary Apt **6 NM**



NOT TO SCALE

### ALT/HEIGHT CONVERSION

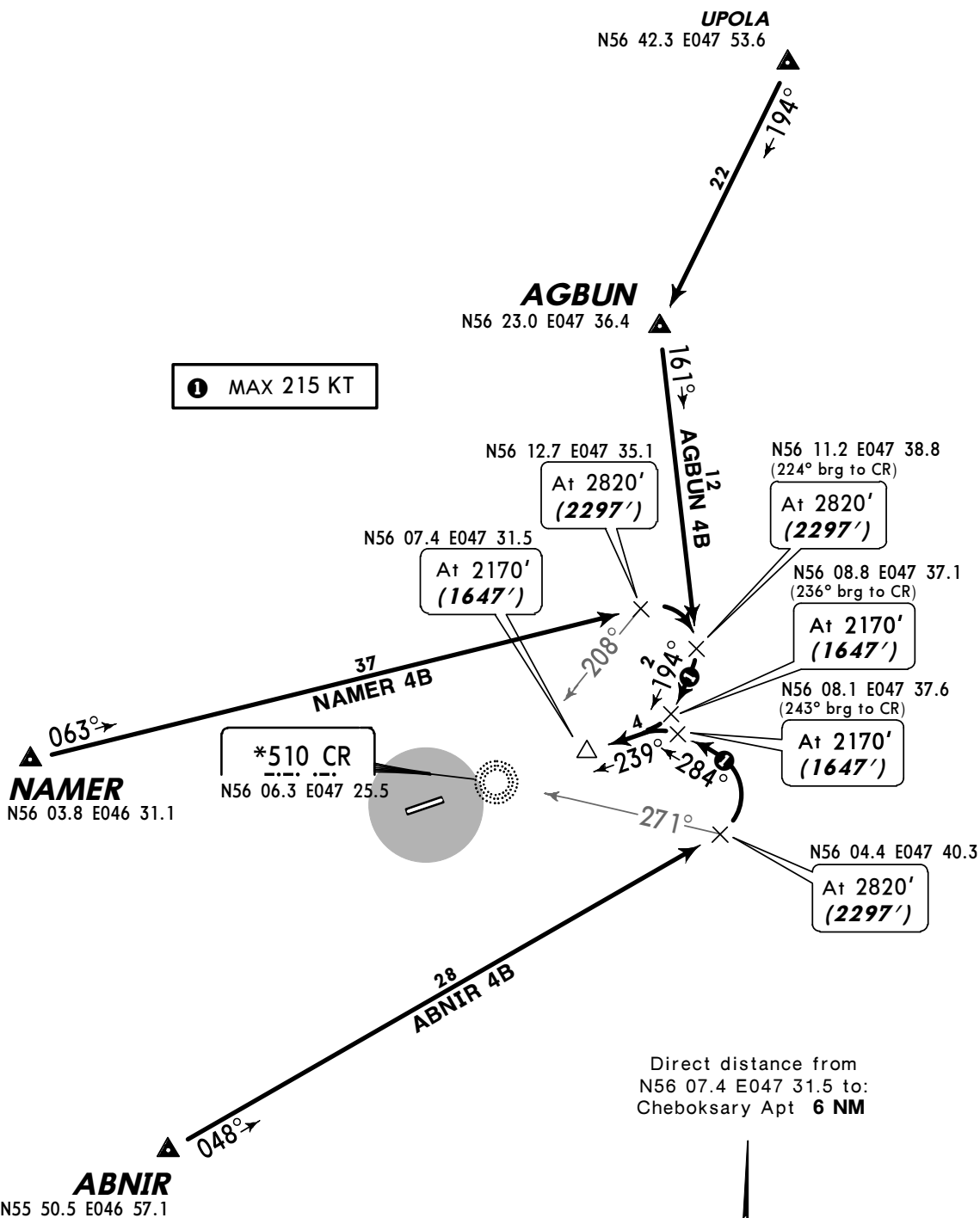
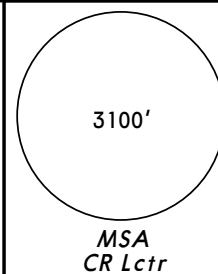
| QNH   | (QFE)          |
|-------|----------------|
| 3190' | (2630' - 800m) |
| 2860' | (2300' - 700m) |
| 2210' | (1650' - 500m) |

\*ATIS  
**123.6**  
(Russian 120.9)

*Apt Elev*  
**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' **(2667')**

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



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 3190'                 | (2667' - 800m) |
| 2820'                 | (2297' - 700m) |
| 2170'                 | (1647' - 500m) |





Crossings at airway entry points by ATC.

Crossings at airway entry points by ATC.

MSA  
CR Lctr

ALT/HEIGHT CONVERSION  
QNH (QFE)

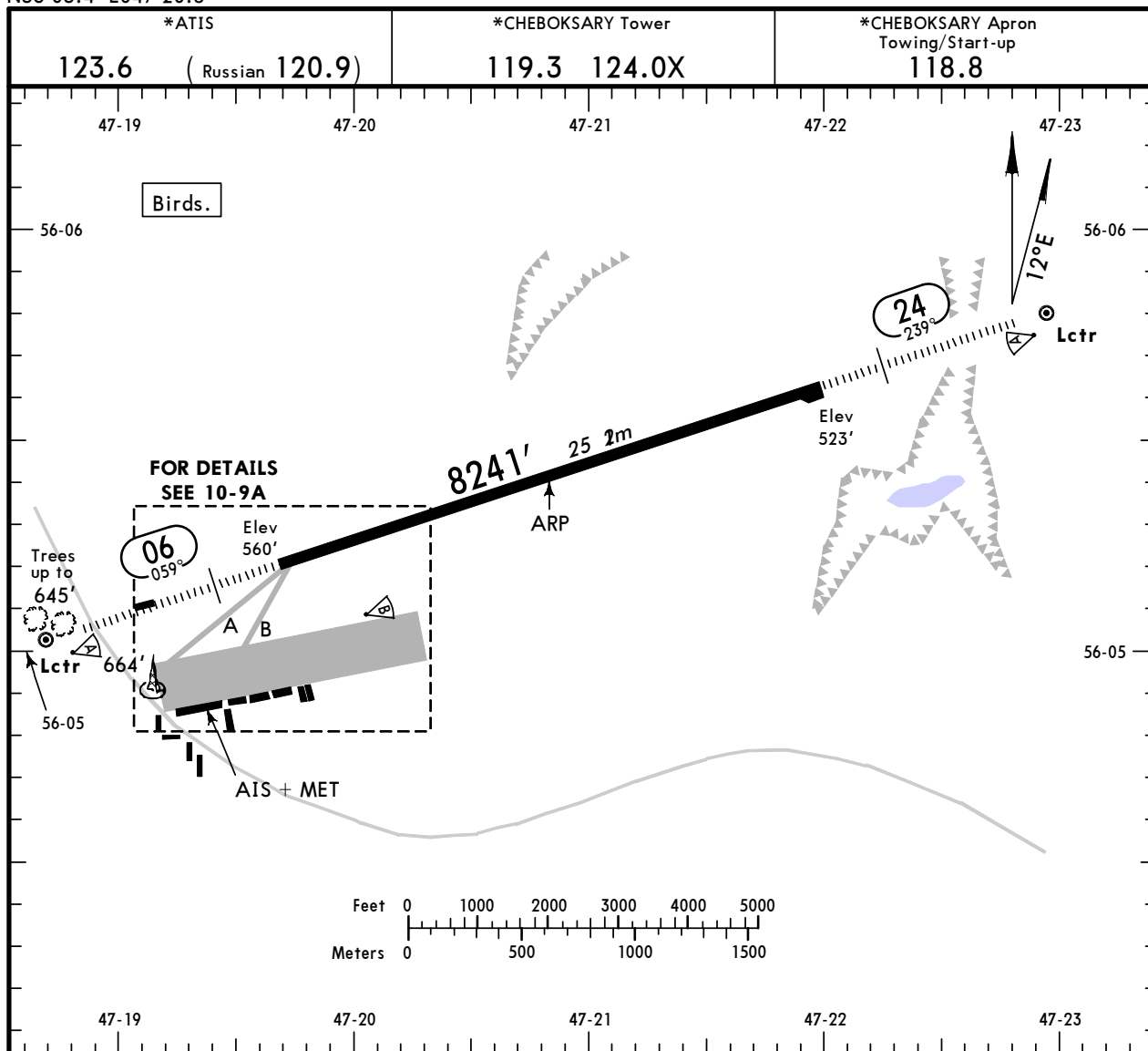
|       |                |
|-------|----------------|
| 1020' | (497' - 150m)  |
| 2170' | (1647' - 500m) |
| 3190' | (2667' - 800m) |

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UWKS/CSY  
Apt Elev **560'**  
N56 05.4 E047 20.8

**JEPPESEN**  
19 APR 13 **(10-9)** **Eff 2 May**

**CHEBOKSARY, RUSSIA**  
**CHEBOKSARY**



**ADDITIONAL RUNWAY INFORMATION**

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

**TAKE-OFF**

**AIR CARRIER (JAA)**  
**Main Rwy 06/24**

**LVP must be in force**  
RCLM (DAY only)  
or RL

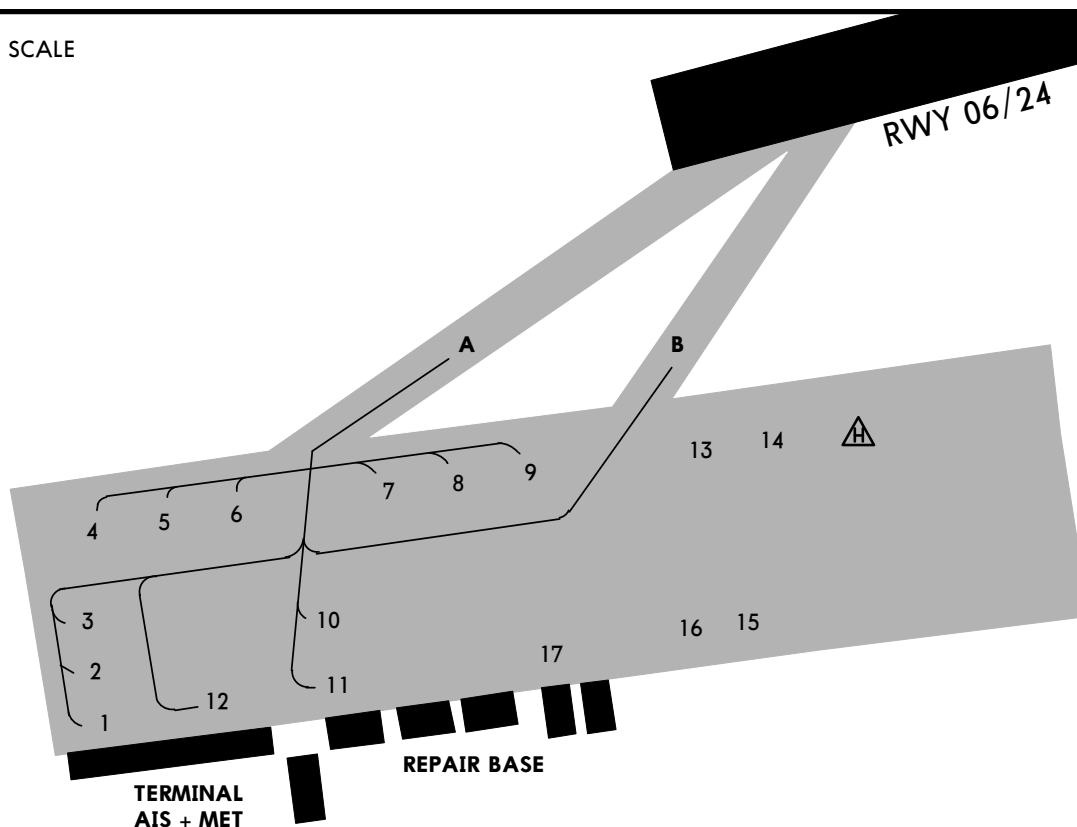
RCLM (DAY only)  
or RL

|   |      |      |
|---|------|------|
| A |      |      |
| B | 250m | 400m |
| C |      |      |
| D | 300m |      |

CHANGES: Communications.

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NOT TO SCALE



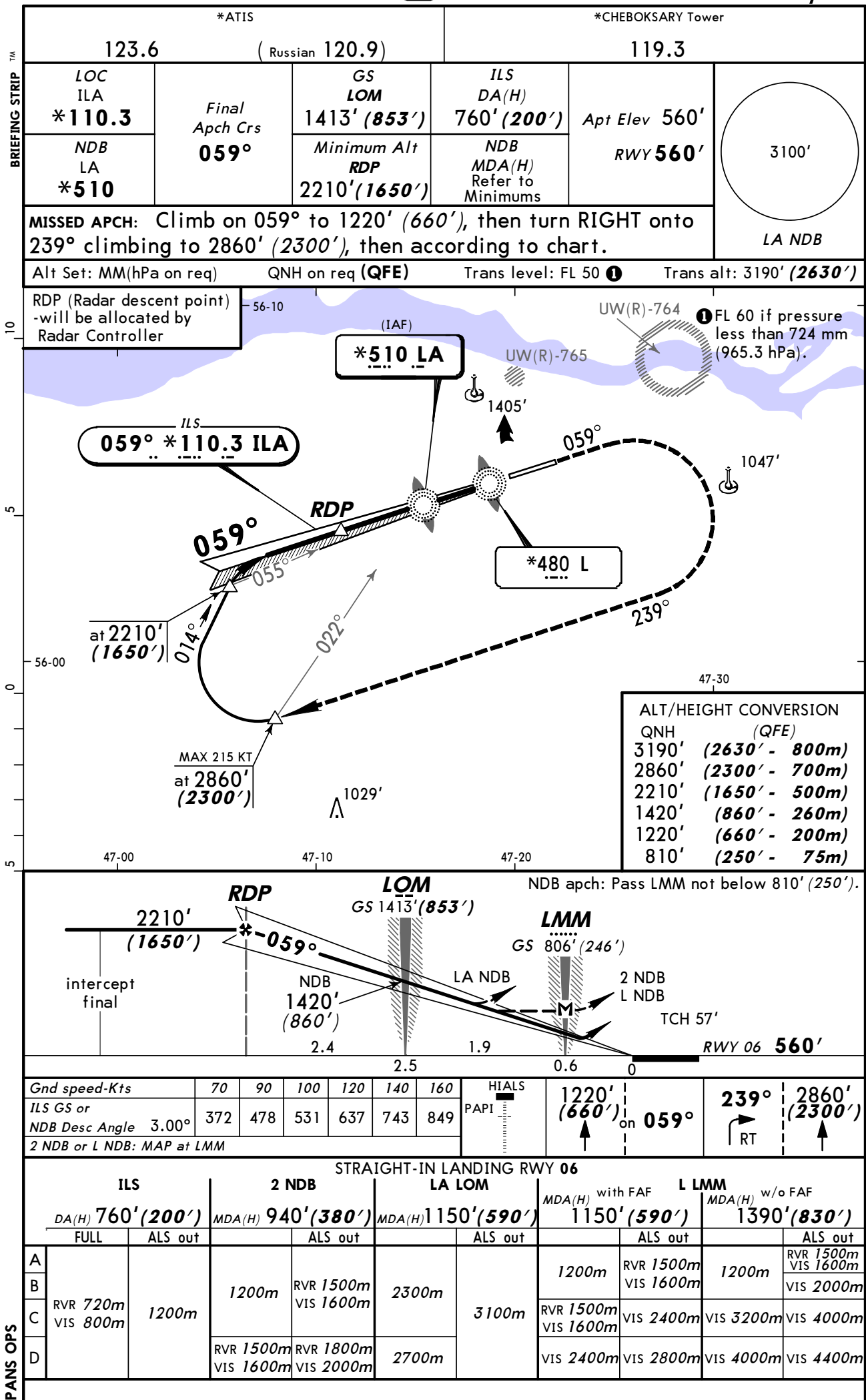
Taxiing along twy A shall be carried out at minimum speed.  
Taxiing on twy B only available for acft with AUW up to 5.7tons.  
Stands 1 thru 17 are available for helicopters.

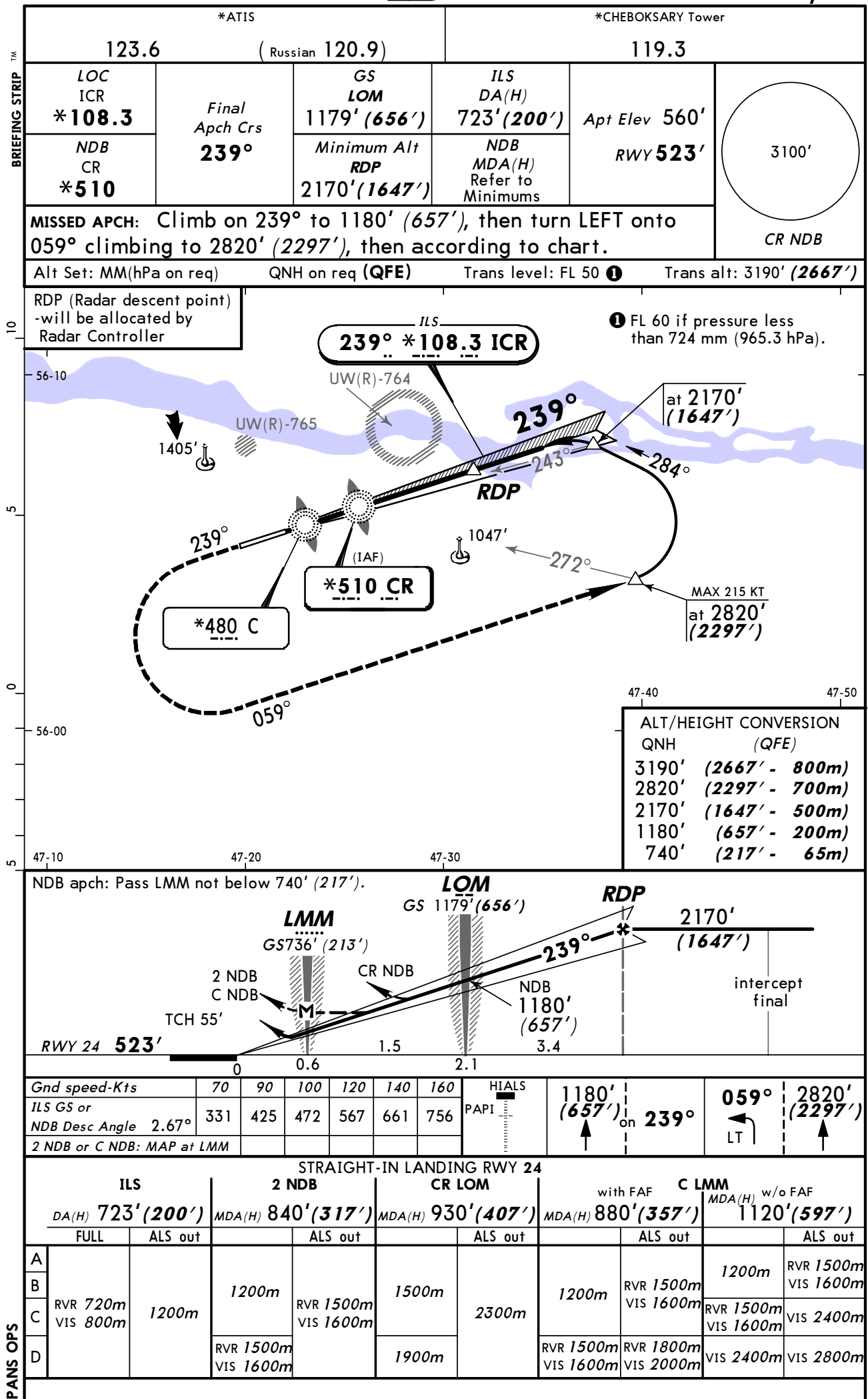
| STRAIGHT-IN RWY |          | A                | B                | C                | D                |
|-----------------|----------|------------------|------------------|------------------|------------------|
| 06              | ILS      | 720'(200')       | 720'(200')       | 720'(200')       | 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 ①  | 940'(380')       | 940'(380')       | 940'(380')       | 940'(380')       |
|                 | ALS out  | R1000m<br>R1500m | R1000m<br>R1500m | R1000m<br>R1700m | R1000m<br>R1700m |
| 24              | LA LOM ① | 1150'(590')      | 1150'(590')      | 1150'(590')      | 1150'(590')      |
|                 | ALS out  | R1500m           | R1500m           | C2000m<br>C2400m | C2000m<br>C2400m |
|                 | L LMM ①  | 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           |
|                 | 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 ①  | 880'(357')       | 880'(357')       | 880'(357')       | 880'(357')       |
|                 | ALS out  | R900m<br>R1500m  | R900m<br>R1500m  | R900m<br>R1600m  | R900m<br>R1600m  |
|                 | CR LOM ① | 930'(407')       | 930'(407')       | 930'(407')       | 930'(407')       |
|                 | ALS out  | R1200m<br>R1500m | R1200m<br>R1500m | R1200m<br>R1900m | R1200m<br>R1900m |
|                 | C LMM ①  | 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           |

① Continuous Descent Final Approach.

## TAKE-OFF RWY 06, 24

| LVP must be in force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |







**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

**CHEBOKSARY, (CHEBOKSARY - UWKS)**



## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UWKS**