

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWKS

Terminal Charts For UWKS

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: CHEBOKSARY RUS
ICAO/IATA: UWKS / CSY
Lat/Long: N56° 05.42', E047° 20.83'
Elevation: 561 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 0003 Z
Sunset: 1741 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: 120.900 Non-English
ATIS: 123.600
Cheboksary Tower: 119.300
Cheboksary Tower: 124.000
Cheboksary Apron Ramp/Taxi: 118.800
Cheboksary Transit Operations: 131.700

UWKS/CSY
CHEBOKSARY

JEPPesen

CHEBOKSARY, RUSSIA

10 JUL 15

10-2

Eff 23 Jul

STAR

*ATIS

123.6

(Russian 120.9)

Apt Elev

561'

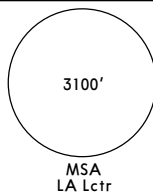
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 724 mm (965.3 hPa)

Trans alt: 3190' (2629')

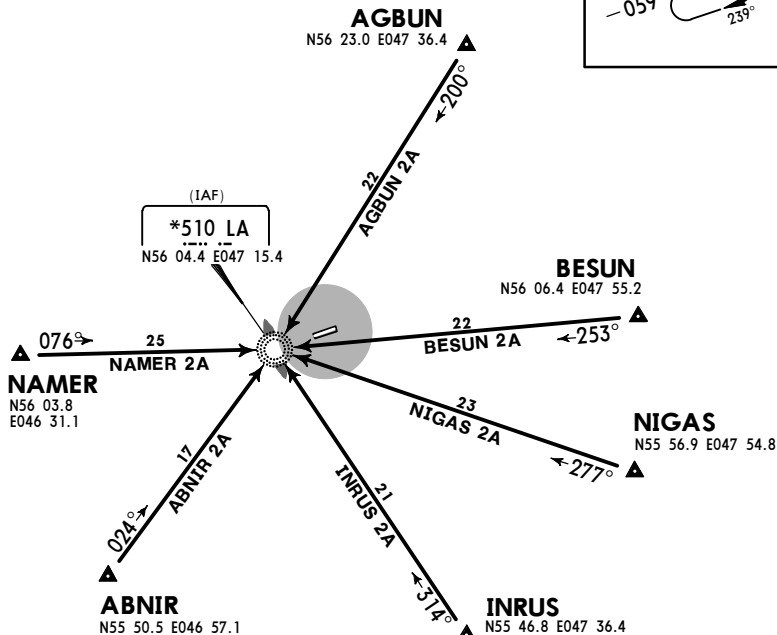
ABNIR 2A [ABNI2A], AGBUN 2A [AGBU2A]
BESUN 2A [BESU2A], INRUS 2A [INRU2A]
NAMER 2A [NAME2A], NIGAS 2A [NIGA2A]
RWY 06 ARRIVALS



Direct distance from LA to:
Cheboksary Apt 3 NM



HOLDING OVER
LA



ALT/HEIGHT CONVERSION

QNH (QFE)

3190' (2629' - 800m)

UWKS/CSY
CHEBOKSARY

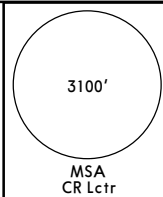
JEPPESSEN
10 JUL 15 (10-2A)

Eff 23 Jul

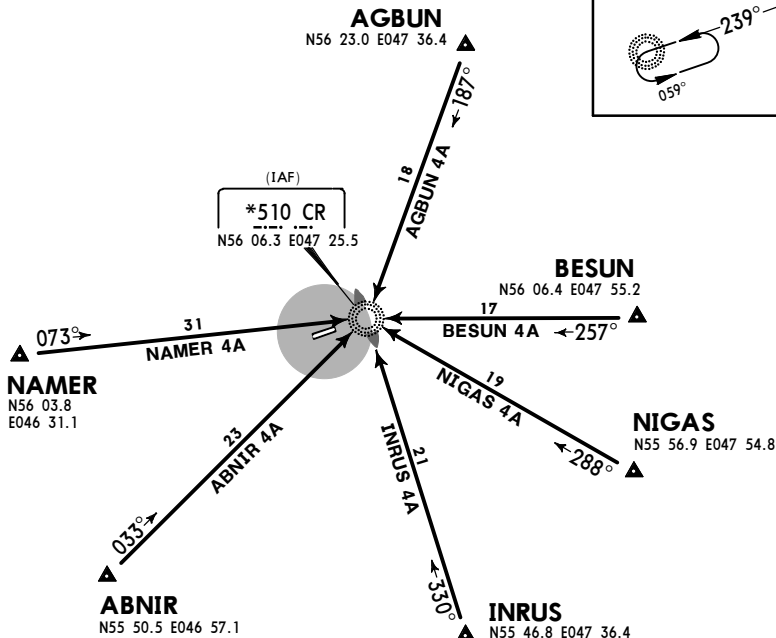
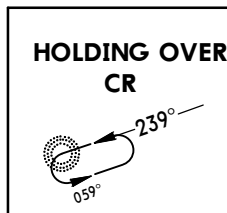
CHEBOKSARY, RUSSIA
STAR

*ATIS 123.6 (Russian 120.9)	Apt Elev 561'	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 [ABNI4A], AGBUN 4A [AGBU4A]
BESUN 4A [BESU4A], INRUS 4A [INRU4A]
NAMER 4A [NAME4A], NIGAS 4A [NIGA4A]
RWY 24 ARRIVALS



Direct distance from CR to:
Cheboksary Apt 3 NM



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

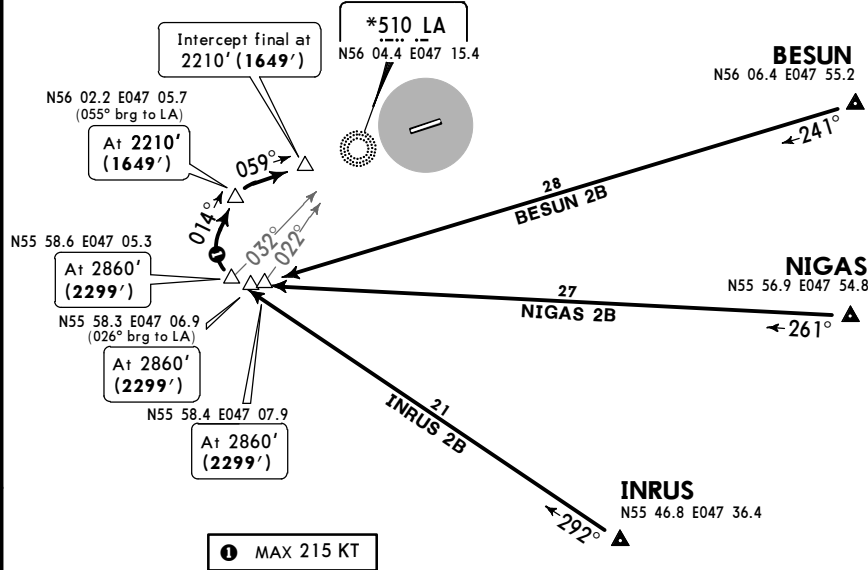
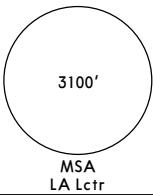
UWKS/CSY
CHEBOKSARY

JEPPesen
10 JUL 15 **10-2B** **Eff 23 Jul**

CHEBOKSARY, RUSSIA
STAR

*ATIS 123.6 (Russian 120.9)	Apt Elev 561'	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' (2629')
--	-------------------------	--

BESUN 2B[BESU2B], INRUS 2B [INRU2B]
NIGAS 2B [NIGA2B]
RWY 06 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3190' (2629' - 800m)	
2860' (2299' - 700m)	
2210' (1649' - 500m)	

UWKS/CSY
CHEBOKSARY

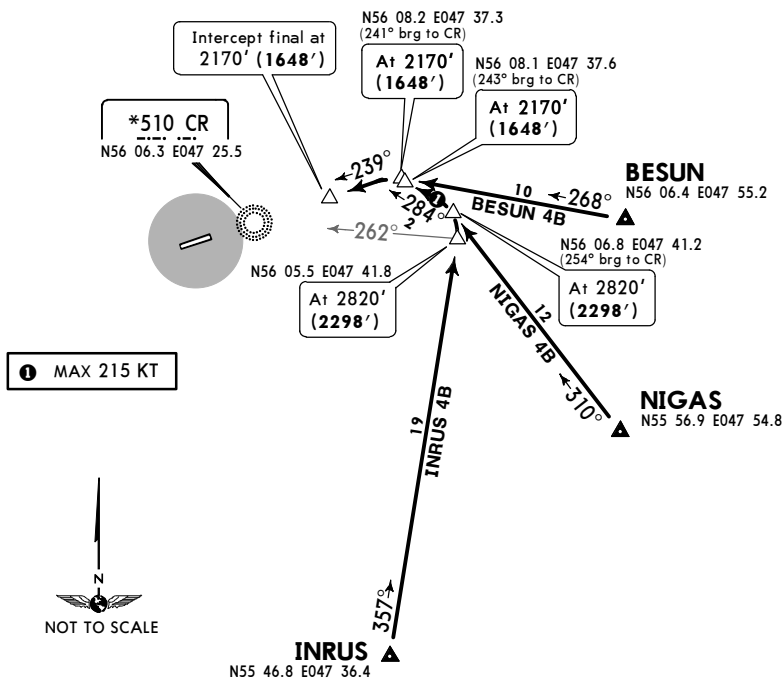
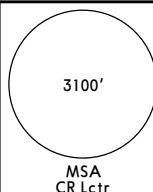
JEPPESSEN
10 JUL 15 (10-2C)

Eff 23 Jul

CHEBOKSARY, RUSSIA
STAR

*ATIS 123.6 (Russian 120.9)	Apt Elev 561'	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')
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BESUN 4B [BESU4B], INRUS 4B [INRU4B]
NIGAS 4B [NIGA4B]
RWY 24 ARRIVALS



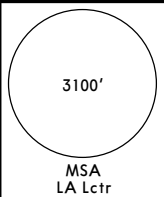
ALT/HEIGHT CONVERSION
QNH (QFE)
3190' (2668' - 800m)
2820' (2298' - 700m)
2170' (1648' - 500m)

UWKS/CSY
CHEBOKSARY

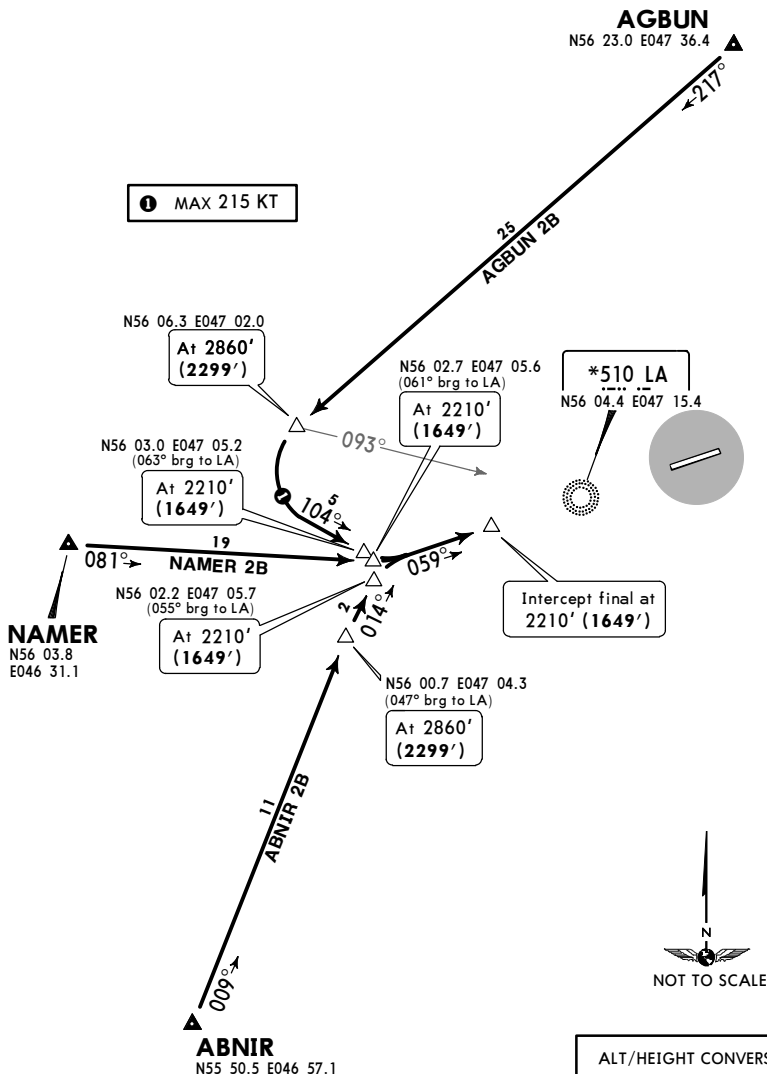
JEPPESSEN
10 JUL 15 **(10-2D)** **Eff 23 Jul**

CHEBOKSARY, RUSSIA
STAR

*ATIS 123.6 (Russian 120.9)	Apt Elev 561'	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' (2629')
--	-------------------------	--



**ABNIR 2B[ABNI2B], AGBUN 2B[AGBU2B]
NAMER 2B[NAME2B]
RWY 06 ARRIVALS**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3190'	(2629' - 800m)
2860'	(2299' - 700m)
2210'	(1649' - 500m)

Trans alt: 3190' (**2668'**)

Crossings at airway entry points by ATC.

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 **JEPPESSEN**
25 SEP 15 **10-4**

CHEBOKSARY, RUSSIA
NOISE

NOISE ABATEMENT

LT minus 3 HOURS = UTC(Z)

GENERAL

Operation of ACFT allowed 0800-2300LT.

In the presence of special meteorological conditions, deviation from the regulations listed below may be initiated by ATS or pilot-in-command's request if it is considered necessary for safety.

ARRIVALS

GENERAL

During IAP and visual APCH it is not allowed to fly below ILS GP.
No noise abatement procedure shall envisage increasing of IAS during descent.

Do not use DISPL THRESH as noise abatement measure.

In order not to distract the crew during execution of noise abatement procedures, air-ground communication shall be reduced to a minimum.

EXEMPTIONS

Noise abatement procedures shall not be used when

- there is ice, slush, water or mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- when ceiling less than 150m or horizontal VIS less than 1800m;
- when crosswind component (including gusts) exceeds 7 m/sec;
- when tailwind component exceeds 2.5 m/sec;
- when windshear or unfavourable weather conditions are forecast.

Landing with tail-wind up to 5m/sec allowed when RWY is dry or damp, friction coefficient 0.5 or more and crosswind not more than 5m/sec.

DEPARTURES

GENERAL

For all ACFT types: use "Noise abatement take-off" of the flight manual.
Take-off with tailwind of up to 5 m/sec allowed under following conditions:

- RWY is dry or damp,
- friction coefficient is 0.5 or more,
- crosswind component is not more than 5 m/sec.

Take-off and departure to be carried out according SID charts and with MAX climb gradient.

Initial turn permitted when reaching 960' (399');

MAX bank 15° for turns between 960' (399') and 1220' (659'),

MAX bank 25° or angular rate of turn 3°/sec for turns above 1220' (659').

SPEED REQUIREMENTS

Minimum IAS during climb shall not be less than either V $\frac{1}{2}$ -10 KT or not be less than that of the Flight Manual if it is the higher value.

Maintaining minimum IAS during climb is not required if it leads to exceeding the minimum permissible angle of attack.

REDUCTION OF ENGINE POWER

Reduction of power

- not before 1880' (1319') and
- only when the standard power mode enables with MTOW to maintain a minimum climb gradient of 4% while respecting the speed requirements listed above;
- only when sufficient clearance is provided both when all engines are operating normally and also during engine failure, taking into account the timer necessary for the rest engines to develop full power.

SPECIAL TAKE-OFF PROCEDURES

Pilot-in-command may use NADP 1 or 2.

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 **JEPPESSEN**
25 SEP 15 (10-4A)

CHEBOKSARY, RUSSIA
NOISE

NOISE ABATEMENT

REVERSE THRUST

Reverse thrust (with the exception of reverse idle thrust) is only used for safety reasons.

UWKS/CSY

Apt Elev **561'**
N56 05.4 E047 20.8



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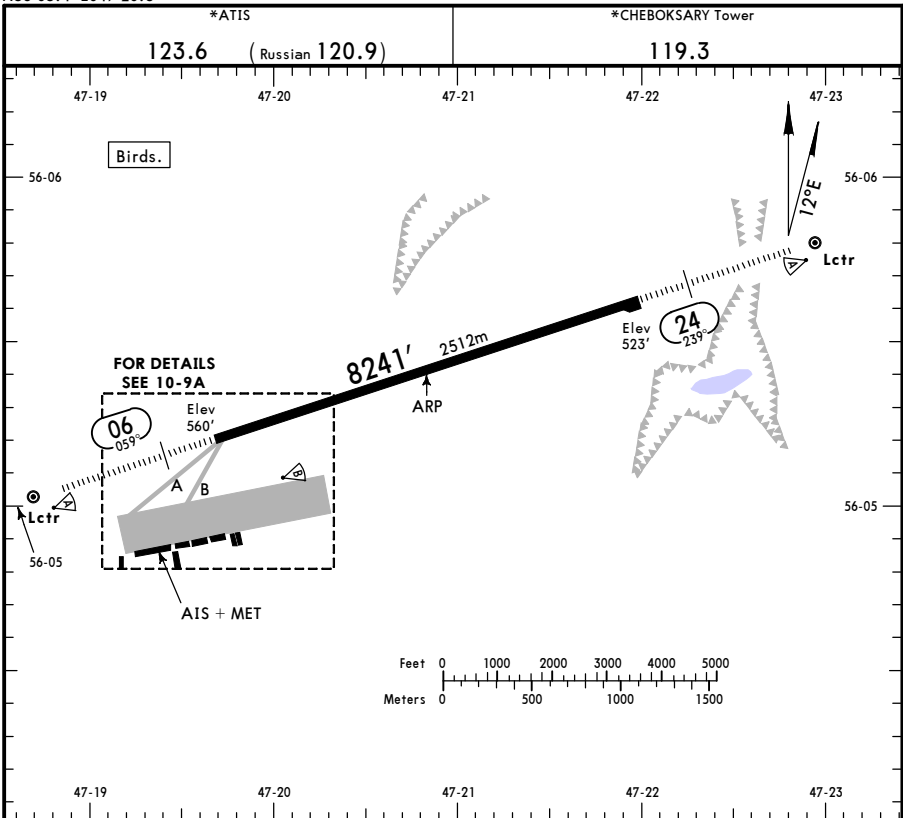
10 JUL 15

(10-9)

Eff 23 Jul

CHEBOKSARY, RUSSIA

CHEBOKSARY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
06 24	HIRL (58m)	HIALS	PAPI-L (angle 3.0°)	RVR		7086' 2160m		161'
						7270' 2216m		49m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

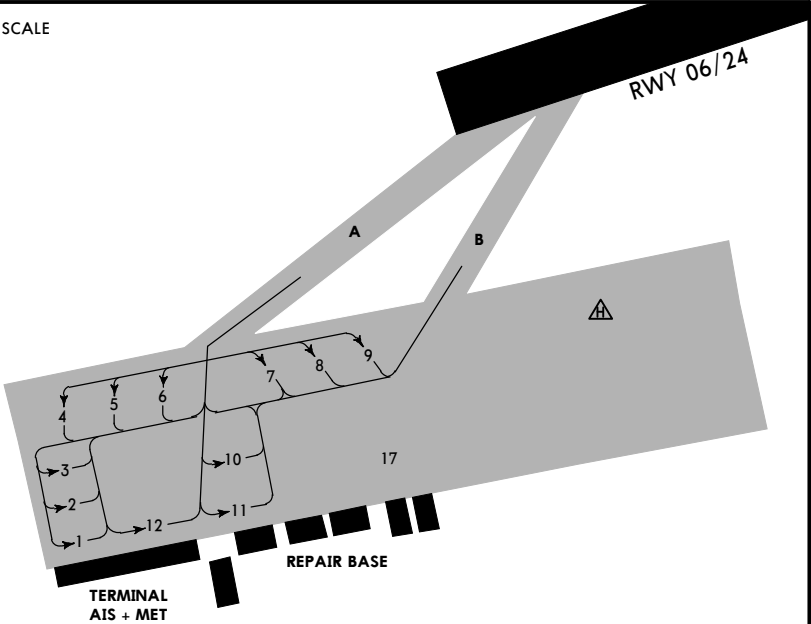
400m

300m

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CHEBOKSARY, RUSSIA
CHEBOKSARY

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
5	N56 05.0 E047 19.3
7, 10	N56 05.0 E047 19.4
11, 12	N56 05.0 E047 19.3

Taxiing along Twy A shall be carried out at minimum speed.
Stands 1 thru 12 available for helicopters.

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Standard
CHEBOKSARY, RUSSIA
CHEBOKSARY

STRAIGHT-IN RWY		A	B	C	D
06	ILS	761'(200')	761'(200')	761'(200')	761'(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'(379')	940'(379')	940'(379')	940'(379')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	LA NDB ❶	1150'(589')	1150'(589')	1150'(589')	1150'(589')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	C2400m	C2400m
	L Lctr ❶❷	1150'(589')	1150'(589')	1150'(589')	1150'(589')
24		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	C2400m	C2400m
	L Lctr ❸	1390'(829')	1390'(829')	1390'(829')	1390'(829')
		C3300m	C3300m	C3500m	C3500m
	ALS out	C4000m	C4000m	C4200m	C4200m
	ILS	722'(200')	722'(200')	722'(200')	722'(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'(358')	880'(358')	880'(358')	880'(358')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	CR NDB ❶	930'(408')	930'(408')	930'(408')	930'(408')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	C Lctr ❶❷	880'(358')	880'(358')	880'(358')	880'(358')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	C Lctr ❸	1120'(598')	1120'(598')	1120'(598')	1120'(598')
		C2200m	C2200m	C2400m	C2400m
	ALS out	C2900m	C2900m	C3100m	C3100m

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

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
	1060'(499')	1070'(509')	1320'(759')	1480'(919')
	V1500m ❺	V1600m ❺	V2400m ❺	V3600m ❺

- ❹ Prohibited in sector 260°-040° from ARP.
- ❺ or higher minimums of preceding straight-in approach.

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**JEPPESSEN**

10 JUL 15

Eff 23 Jul

10-9S1

Standard

CHEBOKSARY, RUSSIA

CHEBOKSARY

TAKE-OFF RWY 06, 24

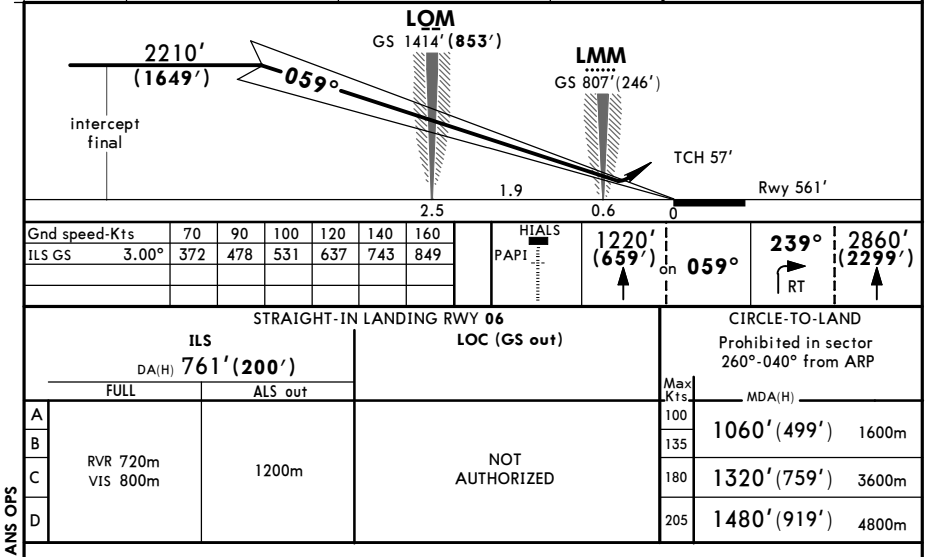
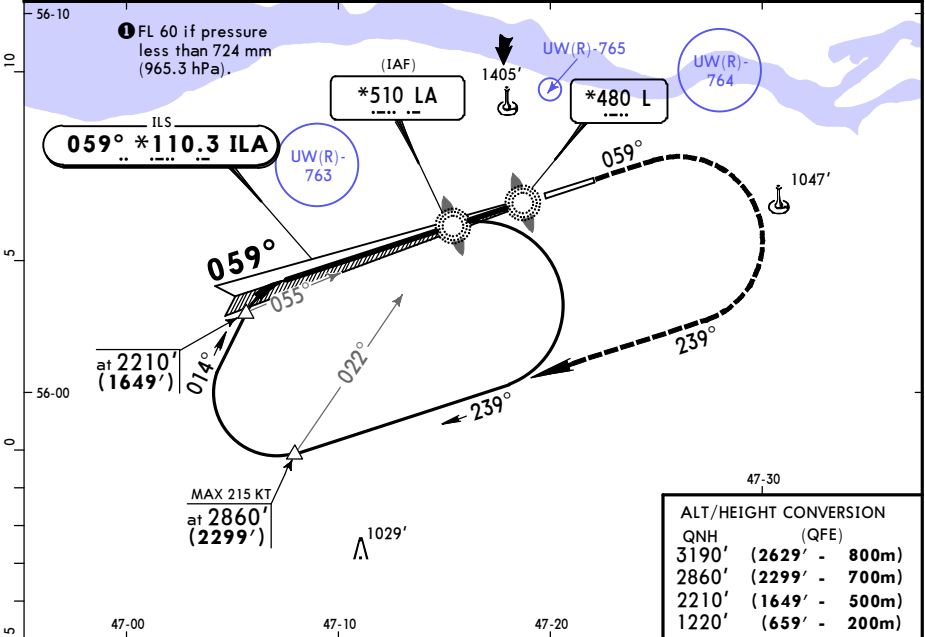
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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CHEBOKSARY

JEPPESSEN
10 JUL 15 (11-1) Eff 23 Jul

CHEBOKSARY, RUSSIA
ILS Rwy 06

BRIEFING STRIP™	*ATIS			*CHEBOKSARY Tower (SRE/TWR)		
	123.6		(Russian 120.9)	119.3		
	LOC ILA	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 561'	3100' MSA LA NDB
	*110.3	059°	1414'(853')	761'(200')	Rwy 561'	
	MISSED APCH: Climb on 059° to 1220'(659'), then turn RIGHT onto 239° climbing to 2860'(2299'), then according to chart.					
	Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①	Trans alt: 3190' (2629')
Strictly maintain GS below DH.						

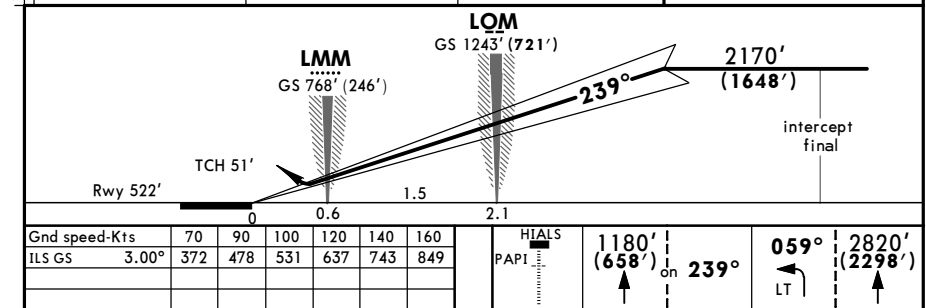
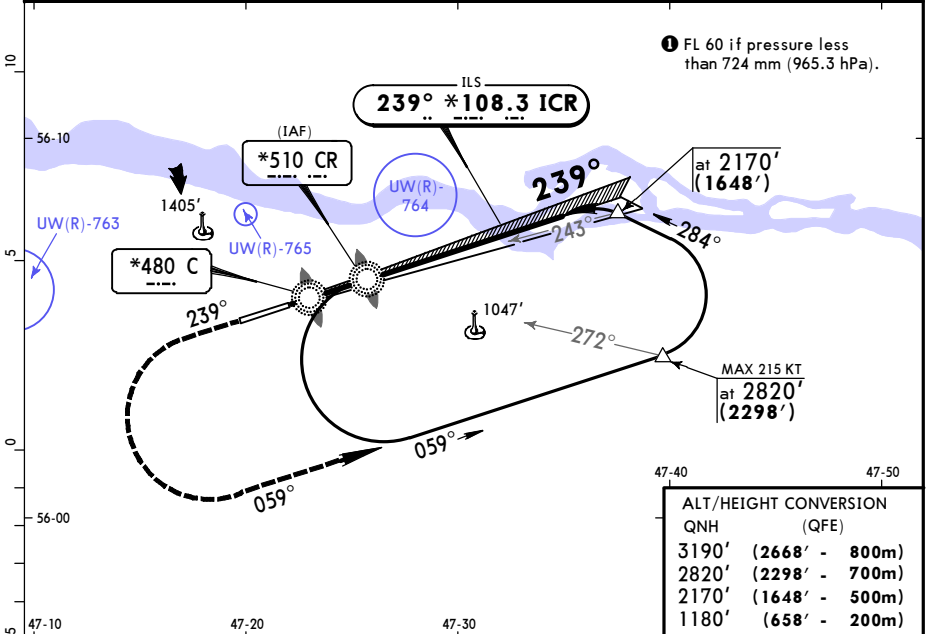


UWKS/CSY
CHEBOKSARY

JEPPesen
10 JUL 15 11-2 Eff 23 Jul

CHEBOKSARY, RUSSIA
ILS Rwy 24

BREEFING STRIP™	*ATIS			*CHEBOKSARY Tower (SRE/TWR)		
	123.6 (Russian 120.9)			119.3		
	LOC ICR *108.3	Final Apch Crs 239°	GS LOM 1243'(721')	ILS DA(H) 722'(200')	Apt Elev 561' Rwy 522'	3100' MSA CR NDB
MISSED APCH: Climb on 239° to 1180'(658'), then turn LEFT onto 059° climbing to 2820'(2298'), then according to chart.						
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3190' (2668')						
Strictly maintain GS below DH.						



PANS OPS	STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND			
	ILS		LOC (GS out)		Prohibited in sector 260°-040° from ARP		
	DA(H) 722'(200')						
	FULL		ALS out		Max Kts. _____ MDA(H) _____		
	A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	100	1060'(499') 1600m	
	B				135		
	C				180		1320'(759') 3600m
	D				205		1480'(919') 4800m

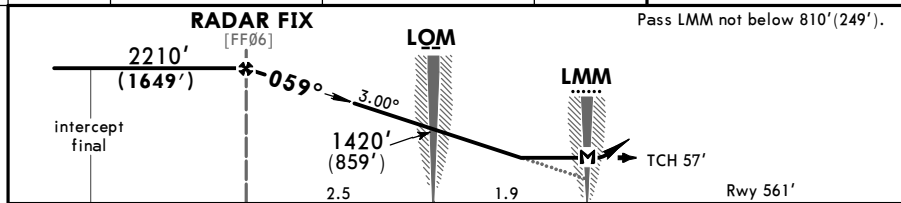
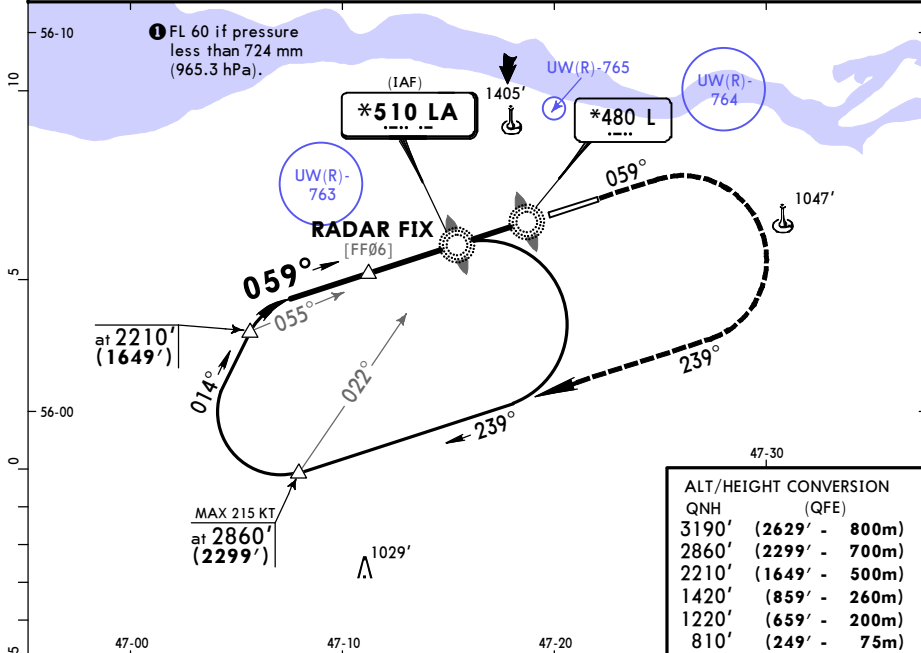
UWKS/CSY
CHEBOKSARY

JEPPesen
10 JUL 15
Eff 23 Jul 16-1

CHEBOKSARY, RUSSIA
2 NDB or NDB Rwy 06

BRIEFING STRIP TM

*ATIS 123.6 (Russian 120.9)			*CHEBOKSARY Tower (SRE/TWR) 119.3		
NDB LA *510	Final Apch Crs 059°	Minimum Alt RADAR FIX 2210'(1649')	MDA(H) Refer to Minimums	Apt Elev 561' Rwy 561'	3100' MSA LA NDB
MISSED APCH: Climb on 059° to 1220'(659'), then turn RIGHT onto 239° climbing to 2860'(2299'), then according to chart.					
Alt Set: MM(hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		239° 2860' (659') on 059° RT 239° (2299')	
Desc Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at LMM										

STRAIGHT-IN LANDING RWY 06								CIRCLE-TO-LAND	
2 NDB		LA NDB		with FAF		w/o FAF		Prohibited in sector 260°-040° from ARP	
MDA(H) 940'(379')		MDA(H) 1150'(589')		MDA(H) 1150'(589')		MDA(H) 1390'(829')			
ALS out		ALS out		ALS out		ALS out		Max Kts	
								MDA(H)	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	1060'(499') 1600m	
		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	4000m	1320'(759') 3600m	
B		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	4000m	1480'(919') 4800m	
C		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	4000m		
D		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m	3200m	4000m		

1 or higher minimums of preceding straight-in apch.

CHANGES: Comm. Elev. Procedure. Minimums. Procedure transferred from 11-1.

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UWKS/CSY
CHEBOKSARY

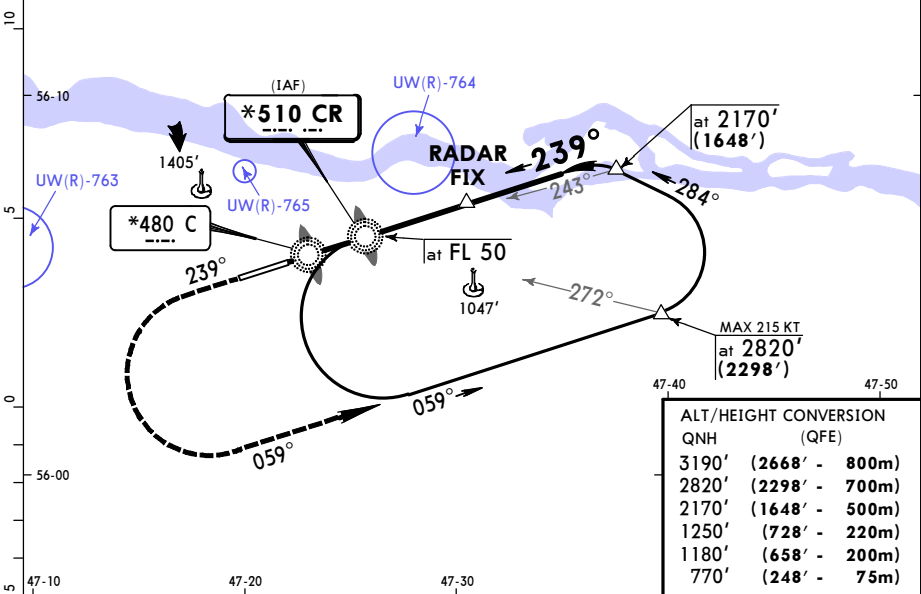
JEPPesen
10 JUL 15
Eff 23 Jul 16-2

CHEBOKSARY, RUSSIA
2 NDB or NDB Rwy 24

BRIEFING STRIP™

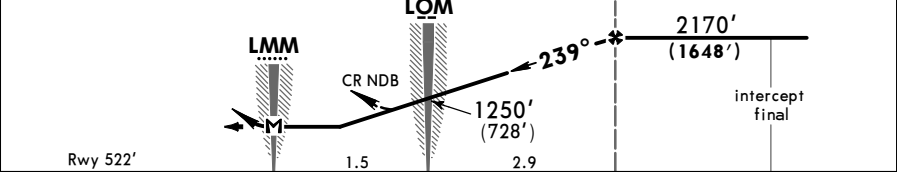
*ATIS			*CHEBOKSARY Tower (SRE/TWR)			
123.6 (Russian 120.9)			119.3			
NDB CR *510	Final Apch Crs 239°	Minimum Alt RADAR FIX 2170'(1648')	MDA(H) Refer to Minimums	Apt Elev 561' Rwy 522'	3100' MSA CR NDB	
MISSED APCH: Climb on 239° to 1180'(658'), then turn LEFT onto 059° climbing to 2820'(2298'), then according to chart.						
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3190' (2668')						

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3190'	(2668' - 800m)
2820'	(2298' - 700m)
2170'	(1648' - 500m)
1250'	(728' - 220m)
1180'	(658' - 200m)
770'	(248' - 75m)

Pass LMM not below 770' (248').



0 0.6 2.1							HIALS PAPI	1180' (658')	on 239°	059° LT	2820' (2298')
Gnd speed-Kts	70	90	100	120	140	160					
Desc Angle 3.00°	372	478	531	637	743	849					
2 NDB or C Lctr: MAP at LMM											

STRAIGHT-IN LANDING RWY 24				C Lctr		w/o FAF		CIRCLE-TO-LAND	
2 NDB		CR NDB		with FAF		MDA(H)		Prohibited in sector 260°-040° from ARP	
MDA(H) 840'(318')		MDA(H) 930'(408')		MDA(H) 880'(358')		1120'(598')		Max Kts MDA(H)	
ALS out		ALS out		ALS out		ALS out			
A 1200m		1200m		1200m		1200m		1060'(499') 1600m	
B RVR 1500m VIS 1600m		RVR 1800m VIS 2000m		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		135	
C RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		RVR 1800m VIS 2000m		2400m		180 1320'(759') 3600m	
D RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		2800m		205 1480'(919') 4800m	

After CR NDB apch: VIS 2000m. After C Lctr apch w/o FAF: MDA(H) 1120' (598').

CHANGES: Comm. Elev. Procedure. Minimums. Procedure transferred from 11-2.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CHEBOKSARY, (CHEBOKSARY - UWKS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKS