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Airport Information For USCC

Terminal Charts For USCC

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: CHELYABINSK RUS
ICAO/IATA: USCC / CEK
Lat/Long: N55° 18.3', E061° 30.2'
Elevation: 771 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 14.0° 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: 2355 Z
Sunset: 1546 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

ATIS: 128.300
Chelyabinsk Start Tower: 125.200
Chelyabinsk Start Tower: 124.000 Secondary
Chelyabinsk Ground Handli Ramp/Taxi: 136.600 Secondary
Chelyabinsk Ground Handli Ramp/Taxi: 118.800
Chelyabinsk Ground Handli Ramp/Taxi: 118.900 Secondary
Chelyabinsk Approach: 124.000 Secondary
Chelyabinsk Approach: 124.700

Chelyabinsk Radar: 124.000 Secondary
Chelyabinsk Radar: 133.200
Chelyabinsk Transit Operations: 131.600

USCC/CEK
BALANDINO

23 NOV 18 **10-1R**

CHELYABINSK, RUSSIA

Eff 6 Dec RADAR MINIMUM ALTITUDES

CHELYABINSK Radar
133.2

Apt Elev
771'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans alt: 5700' (**4929'**)
Safe altitudes are temperature corrected.

US(P)-201

56-00

2 Flights are allowed
between FL330 & FL50,
through US(P)-202.

US(P)-202

55-30

CHELYABINSK
113.3 LBN VOR DME

FL80

1455'

1 Vectoring between LBN R-150 to
R-250 from D0.8 - D13.5 shall
be carried out at or above FL80.

ALT/HEIGHT CONVERSION
QNH (QFE)
5700' (4929' - 1500m)
2740' (1969' - 600m)
2420' (1649' - 500m)
2090' (1319' - 400m)

LOST COMMS
In case of radio communication failure the
flight crew must reach minimum vectoring
height (FL), proceed to LBN VOR. After
passing LBN VOR reach 2090' (1319') and
execute approach according to the
established pattern.

61-30

62-00

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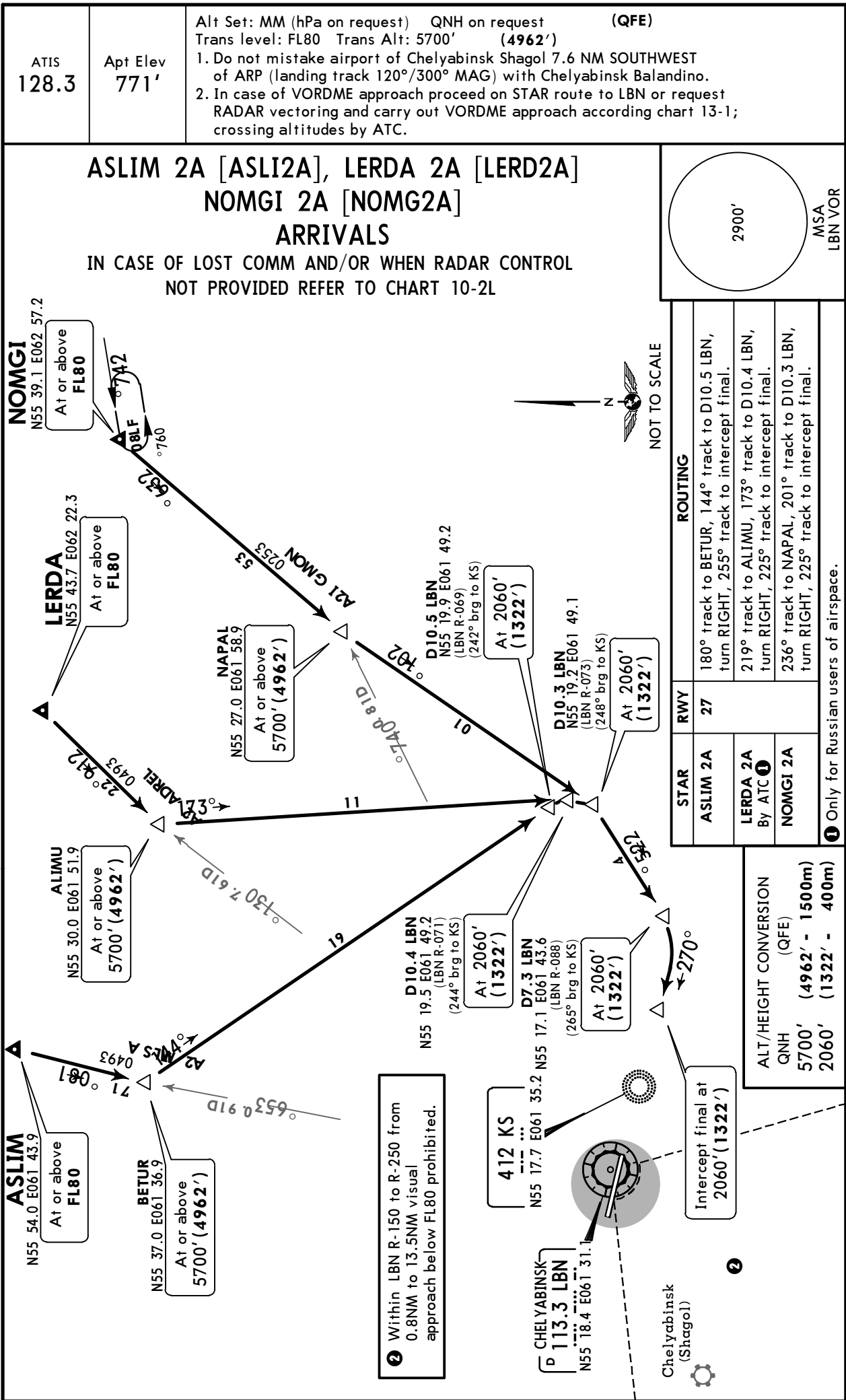
USCC/CEK
BALANDINO

JEPPESSEN
17 JUN 16 10-2A

Eff 23 Jun

CHELYABINSK, RUSSIA

STAR

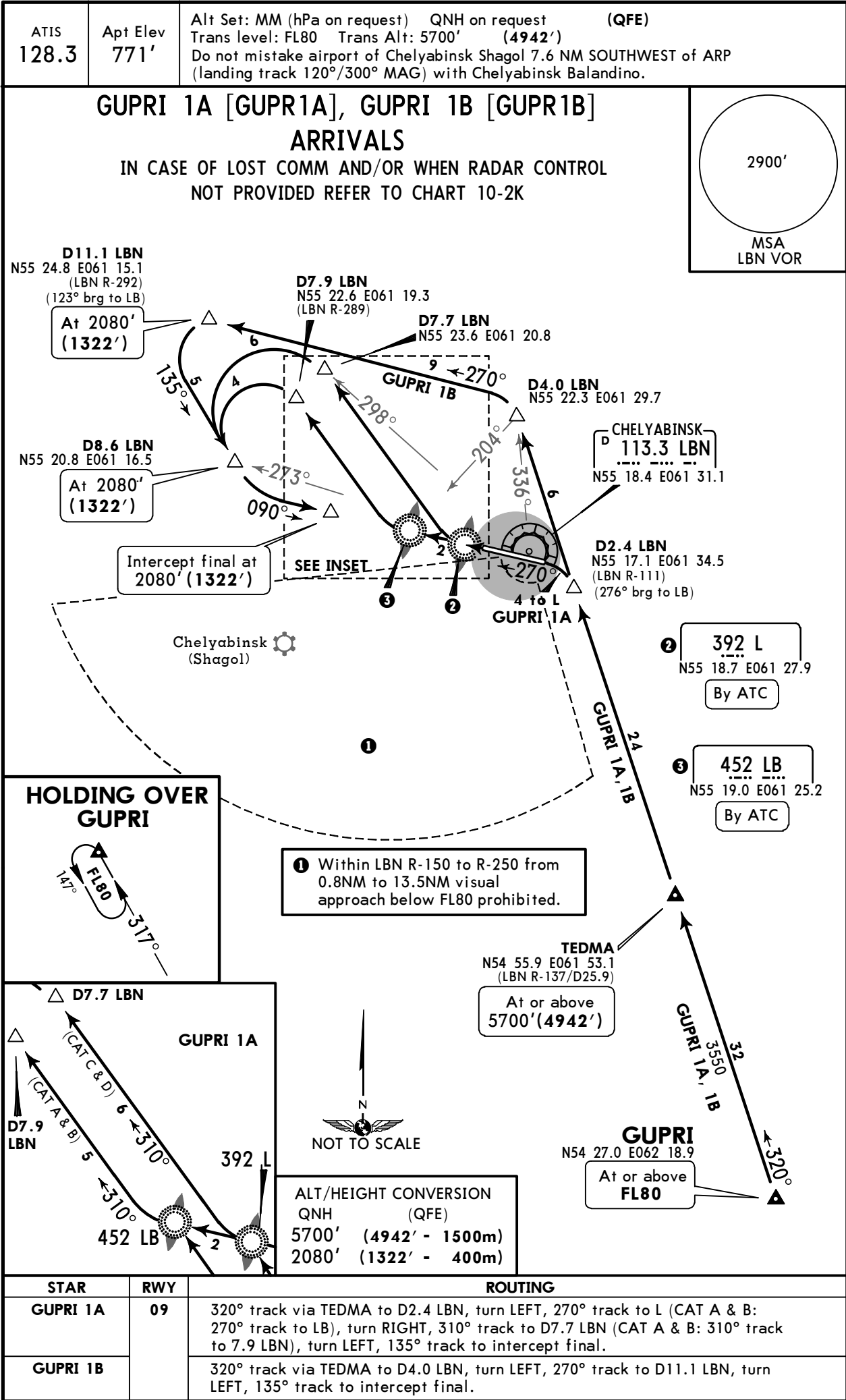


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17 JUN 16 10-2B Eff 23 Jun

CHELYABINSK, RUSSIA

STAR



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JEPPESEN
17 JUN 16 10-2C

Eff 23 Jun

CHELYABINSK, RUSSIA

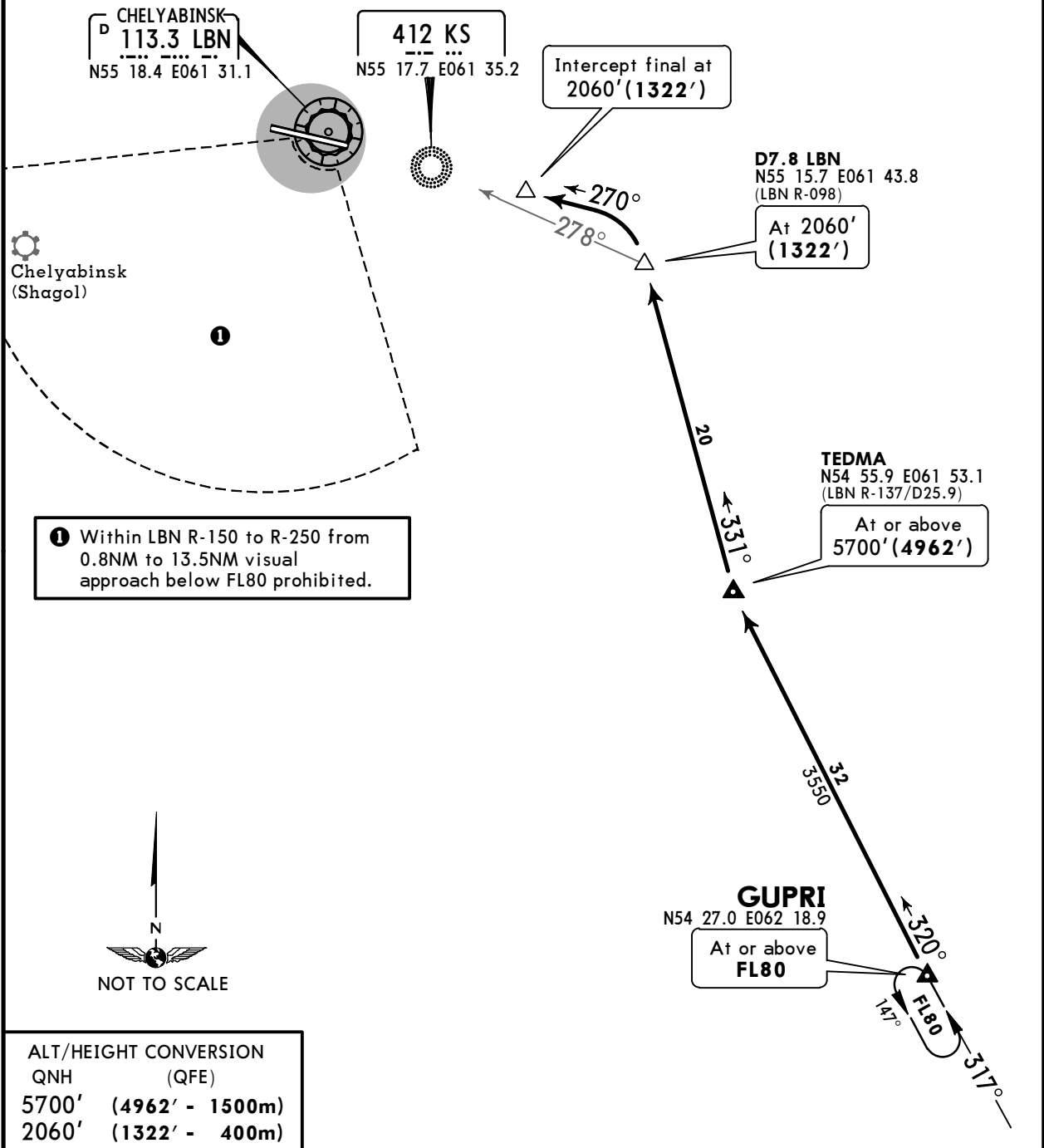
STAR

ATIS 128.3	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans Alt: 5700' (4962')	 MSA LBN VOR
Apt Elev 771'	1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM SOUTHWEST of ARP (landing track 120°/300° MAG) with 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 2A [GUPR2A]

ARRIVAL

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



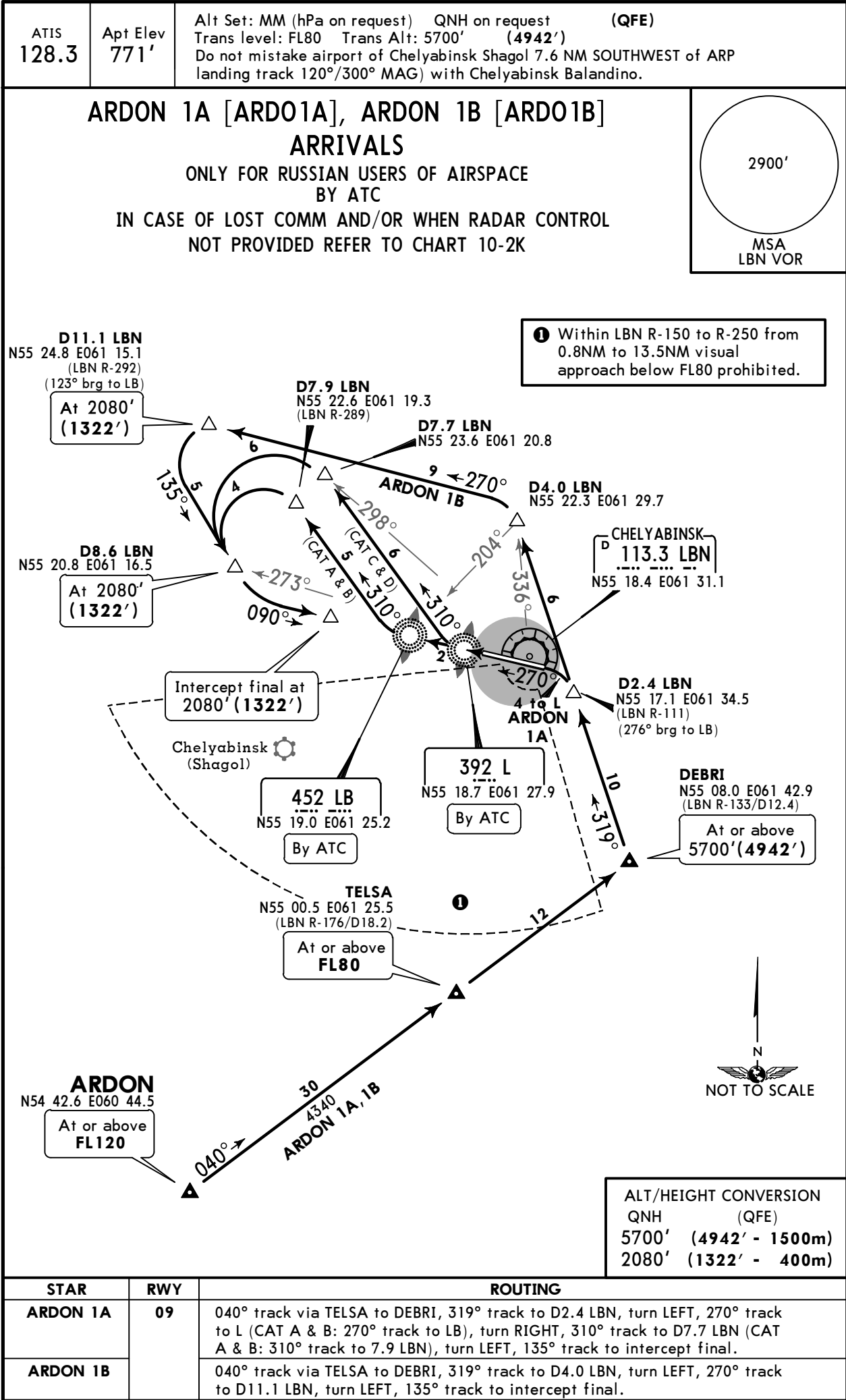
RWY	ROUTING
27	320° track to TEDMA, 331° track to D7.8 LBN, turn LEFT to intercept final.

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JEPPESEN
17 JUN 16 10-2D Eff 23 Jun

CHELYABINSK, RUSSIA

STAR

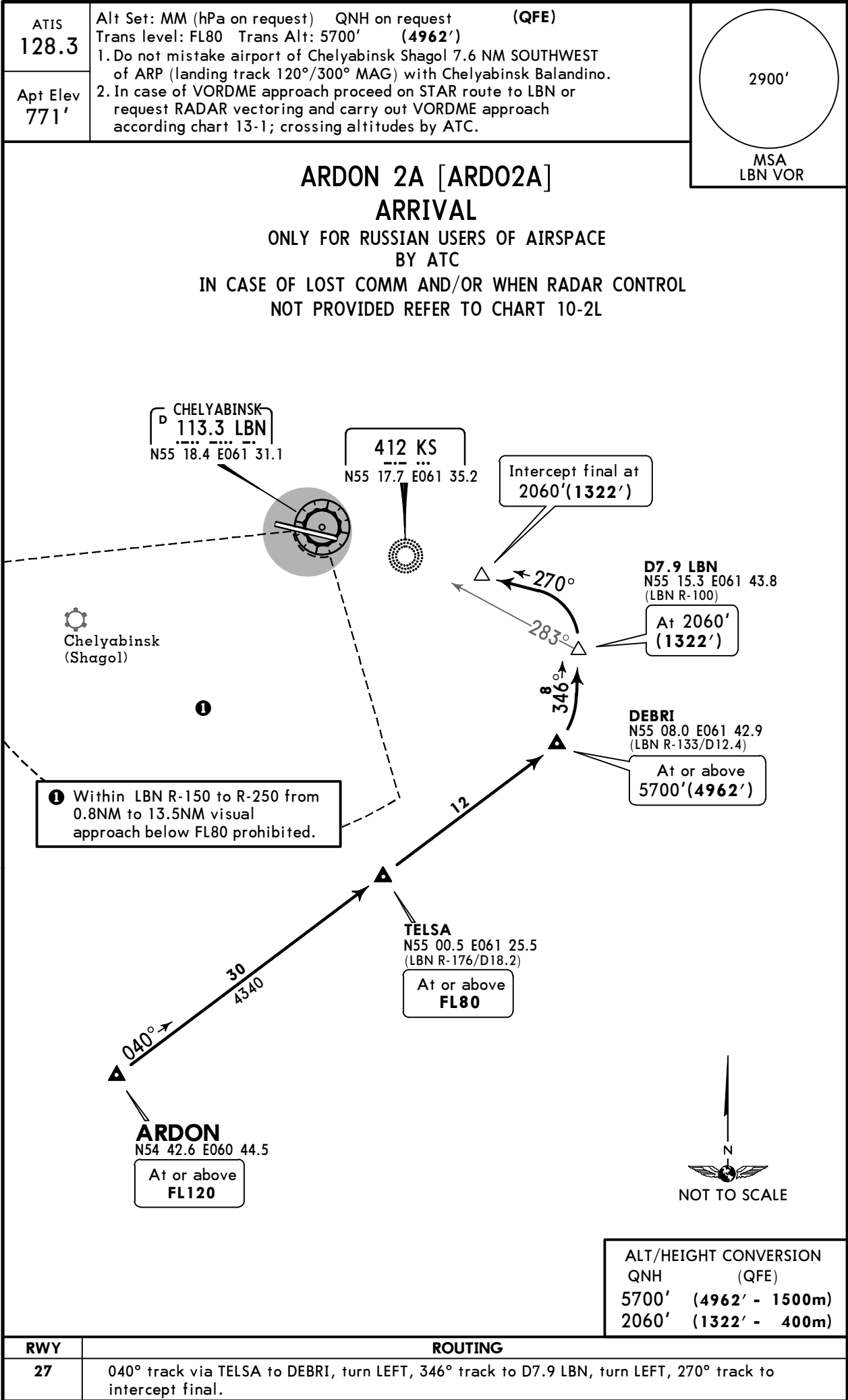


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JEPPESEN
17 JUN 16 10-2E Eff 23 Jun

CHELYABINSK, RUSSIA

STAR



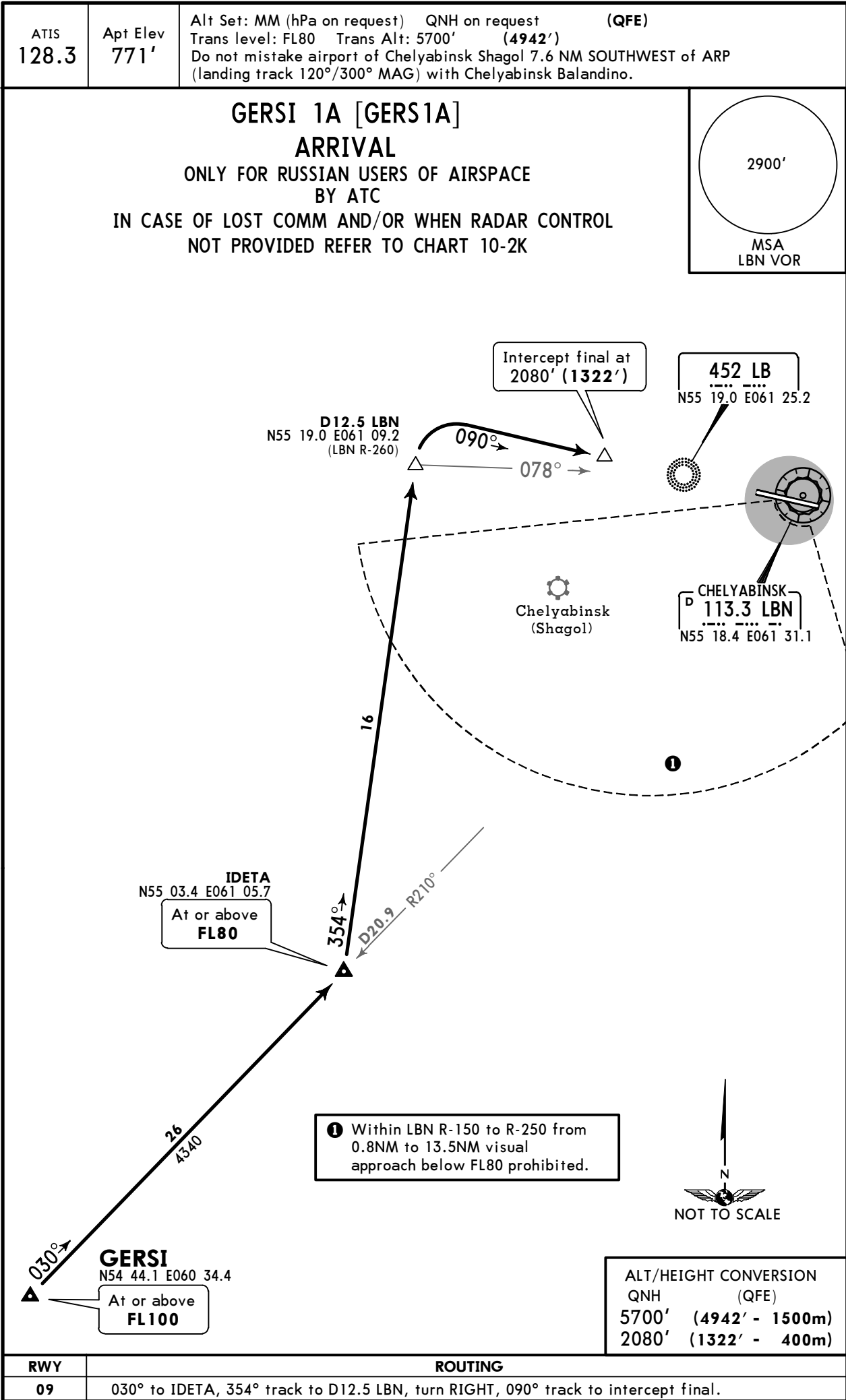
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JEPPESSEN
17 JUN 16 10-2F

Eff 23 Jun

CHELYABINSK, RUSSIA

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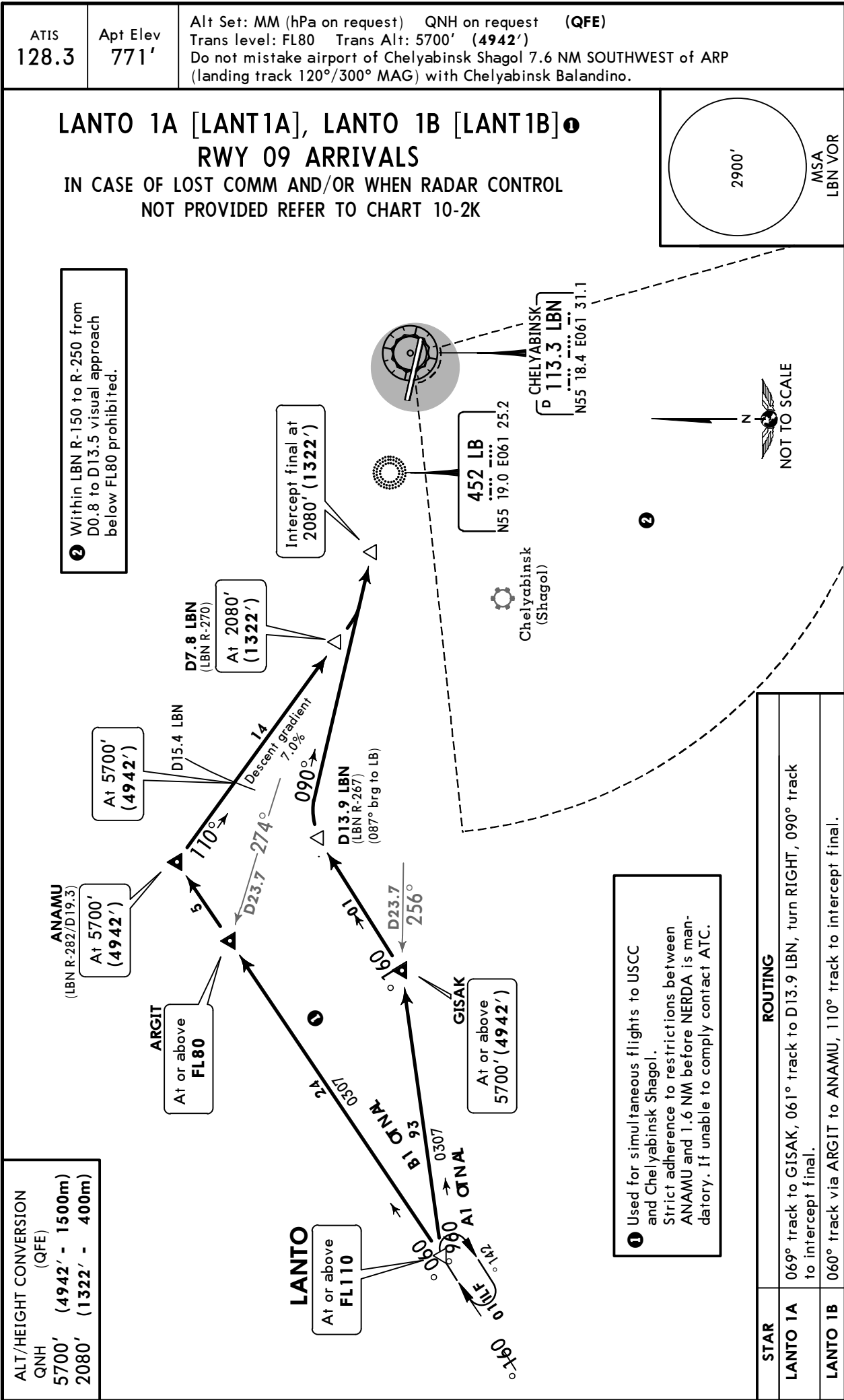


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BALANDINO

JEPPESSEN
29 SEP 17 10-2H

Eff 12 Oct

CHELYABINSK, RUSSIA
STAR



CHANGES: Crossing at GISAK; CRP LANTO revised NCRP.

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BALANDINO

JEPPESEN
6 DEC 13 10-2K

Eff 12 Dec

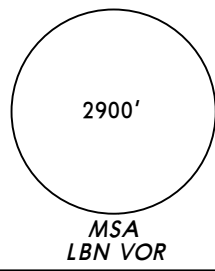
CHELYABINSK, RUSSIA

STAR

ATIS
128.3

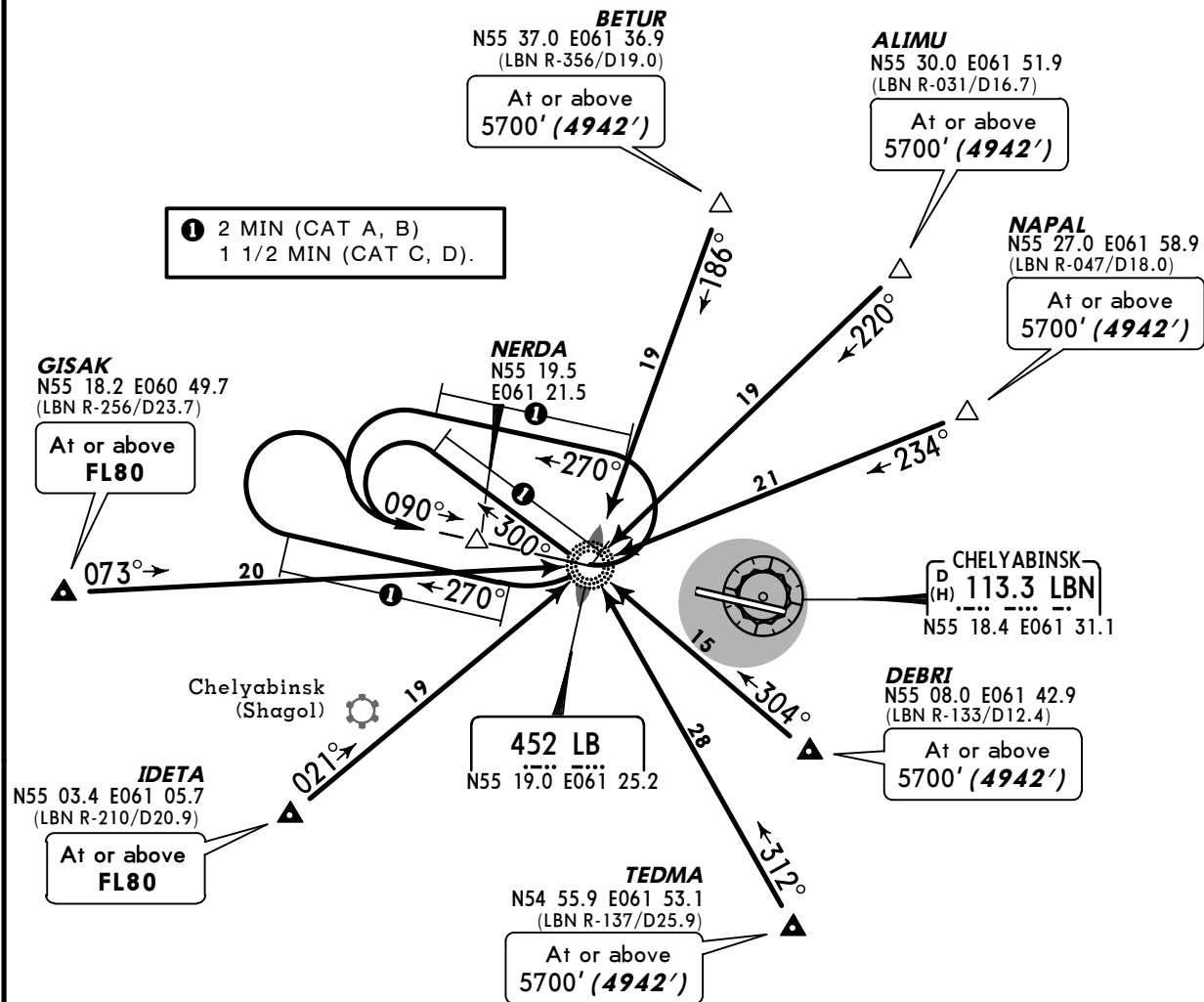
Apt Elev
771'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans Alt: 5700' (4942')
Do not mistake airport of Chelyabinsk Shagol 7.6 NM
SOUTHWEST of ARP (landing track 120°/300° MAG)
with Chelyabinsk Balandino.



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.



Direct distance from NERDA to:
Balandino Apt 5 NM



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

ALT/HEIGHT CONVERSION
QNH (QFE)
5700' (4942' - 1500m)

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BALANDINO

JEPPESSEN
6 DEC 13 10-2L

Eff 12 Dec

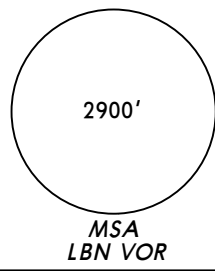
CHELYABINSK, RUSSIA

STAR

ATIS
128.3

Apt Elev
771'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL80 Trans Alt: 5700' (4962')
Do not mistake airport of Chelyabinsk Shagol 7.6 NM
SOUTHWEST of ARP (landing track 120°/300° MAG)
with Chelyabinsk Balandino.

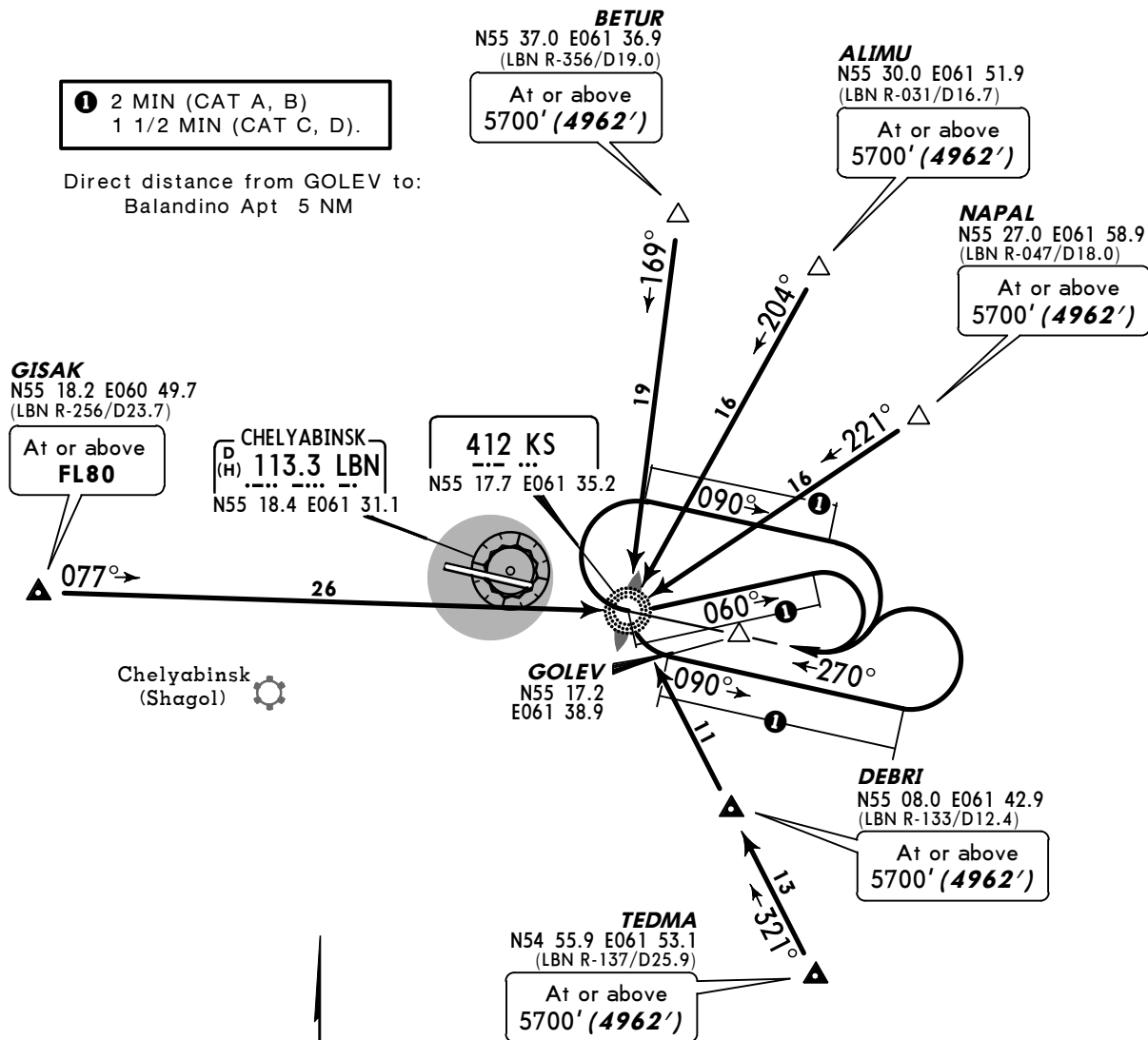


RWY 27 ARRIVALS
IN CASE OF LOST COMM AND/OR WHEN
RADAR CONTROL NOT PROVIDED

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 5 NM



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

ALT/HEIGHT CONVERSION
QNH (QFE)
5700' (4962' - 1500m)

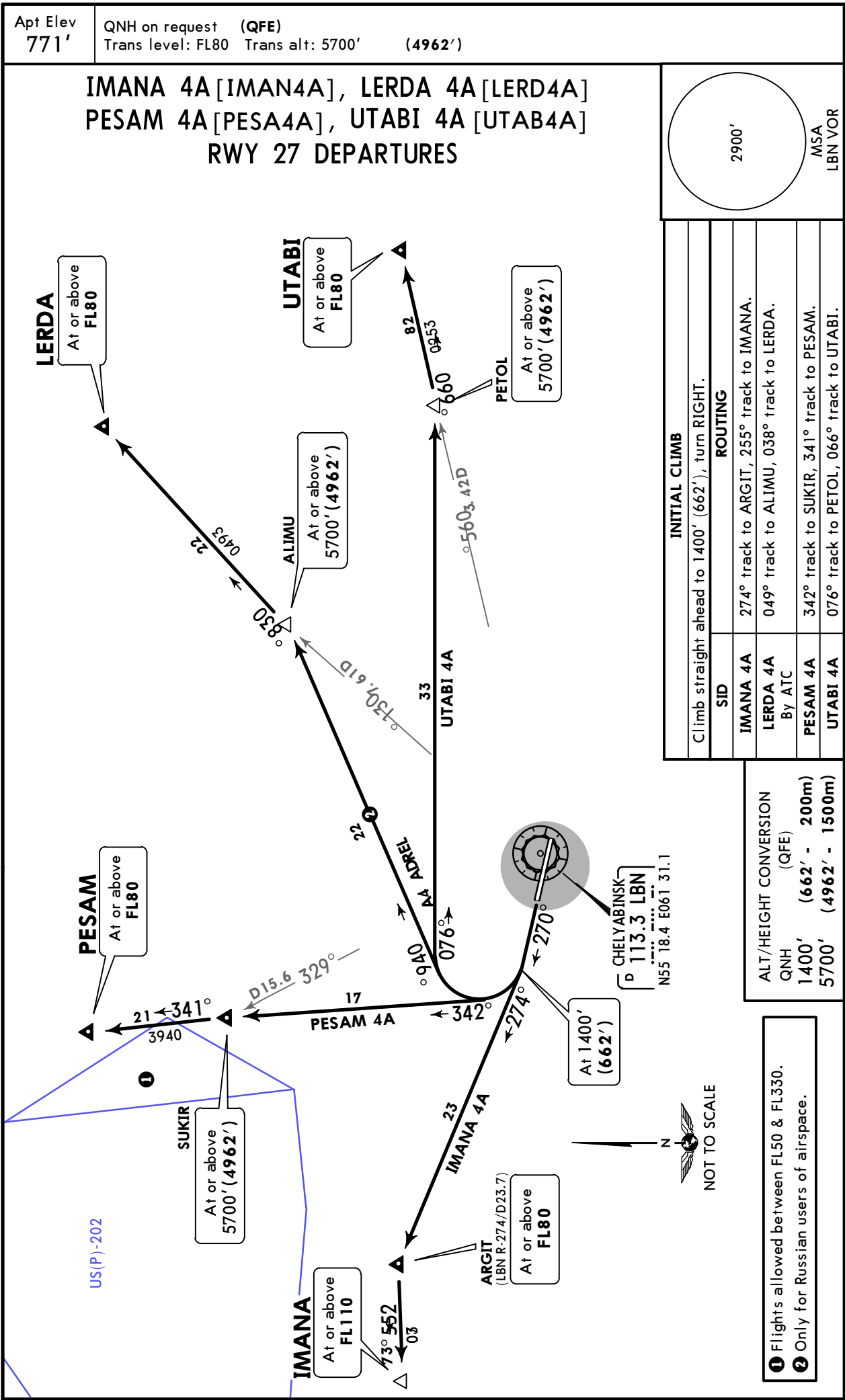
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23 NOV 18 10-3A Eff 6 Dec

CHELYABINSK, RUSSIA

SID



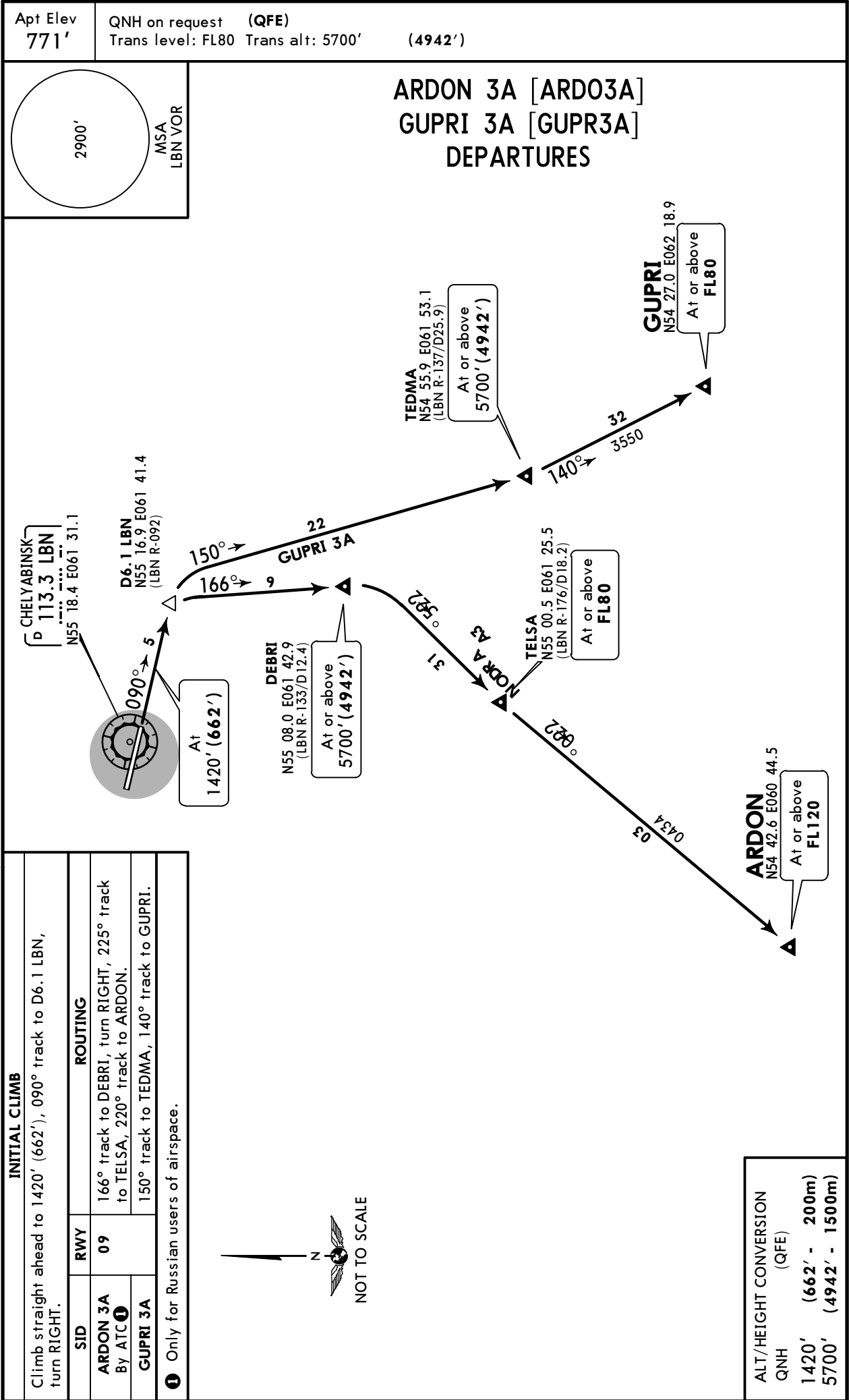
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JEPPESSEN
17 JUN 16 10-3B

Eff 23 Jun

CHELYABINSK, RUSSIA

SID



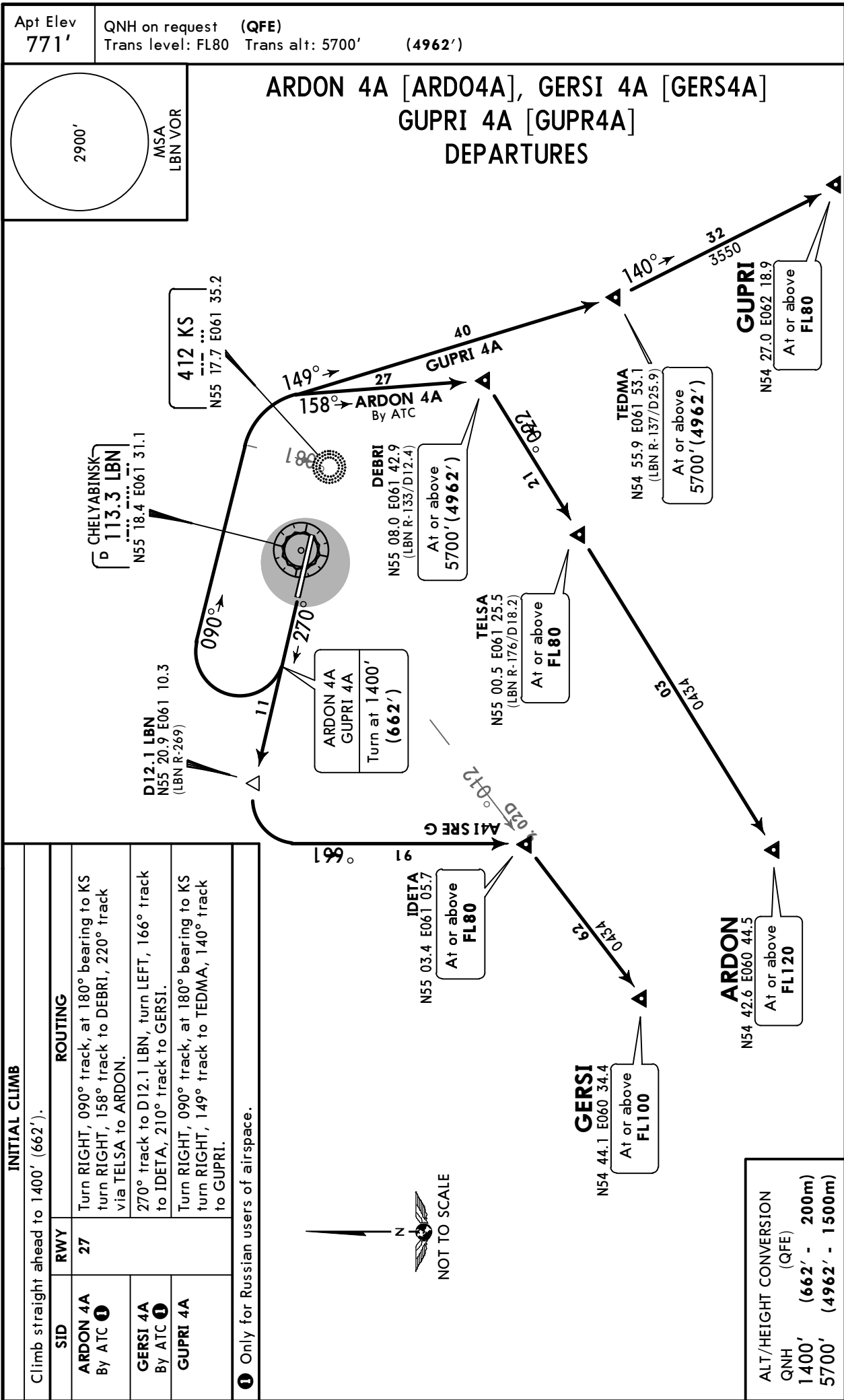
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JEPPESSEN
17 JUN 16 10-3C

Eff 23 Jun

CHELYABINSK, RUSSIA

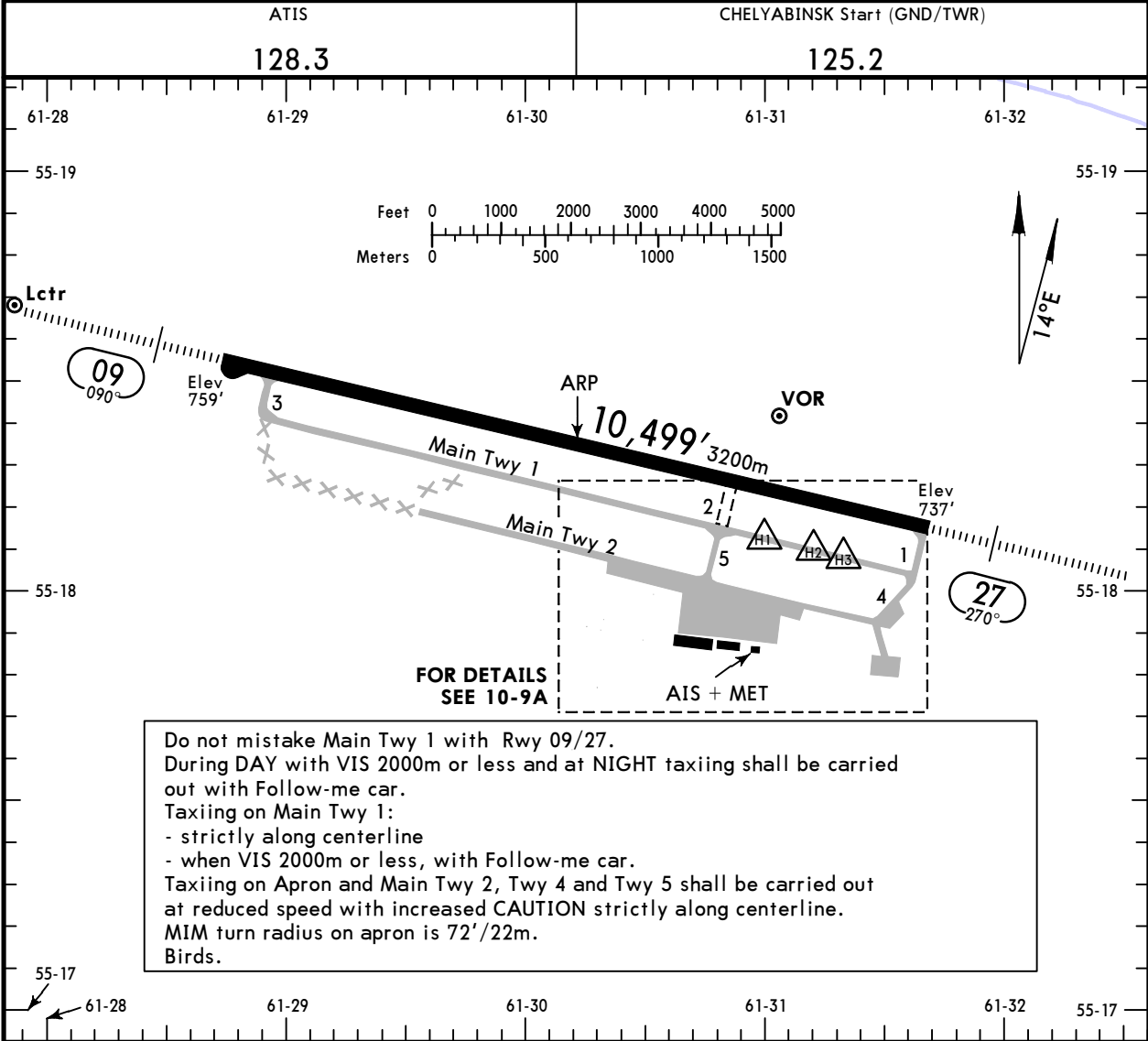
SID



USCC/CEK
Apt Elev 771'
N55 18.4 E061 30.2

JEPPesen
23 NOV 18 10-9 Eff 6 Dec

CHELYABINSK, RUSSIA
BALANDINO



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
09	HIRL (60m) CL (15m) HIALS PAPI-L(2.83°)		9528' 2904m	①	197'
27			9587' 2922m		60m

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

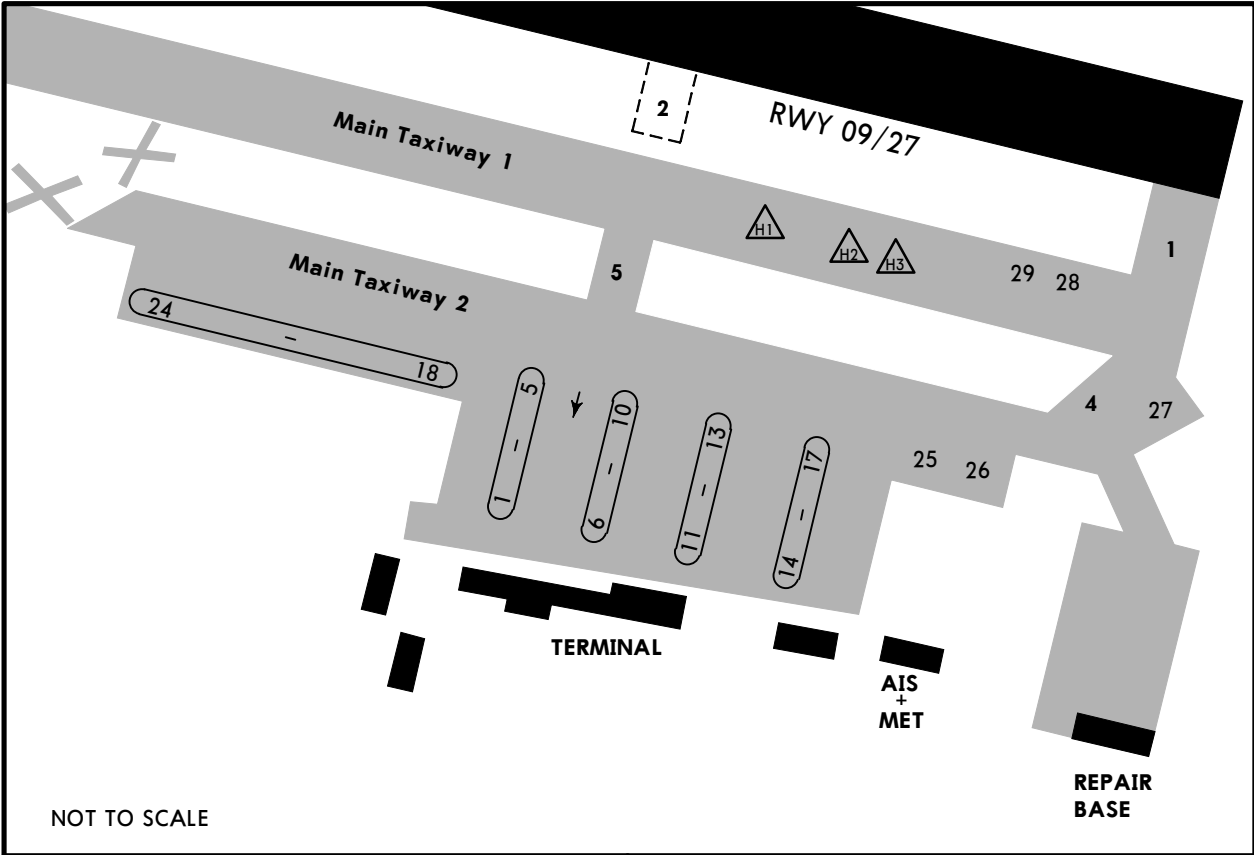
LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR is less than 550m.
The flight crew will be informed via ATIS by phrase: "LVP in progress."

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
LVP must be in force		
	RL & CL	RCLM (DAY only) or RL
A		
B	200m	250m
C		
D	250m	300m
	RCLM (DAY only) or RL	
	400m	

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CHELYABINSK, RUSSIA
BALANDINO



INS COORDINATES		Parking stands 16 thru 23, 27 and Stands 16 thru 23 and 27 available for helicopters.
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 31.3	

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 JEPPESEN

19 JAN 18

(10-9S)

Eff 1 Feb

Standard
CHELYABINSK, RUSSIA
BÁLANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS	959'(200')	959'(200')	959'(200')	959'(200')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	② VOR	1160'(401')	1160'(401')	1160'(401')	1160'(401')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② 2 NDB	1120'(361')	1120'(361')	1120'(361')	1120'(361')
27		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	② LB NDB	1120'(361')	1120'(361')	1120'(361')	1120'(361')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	② L Lctr	1170'(411')	1170'(411')	1170'(411')	1170'(411')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	ILS	937'(200')	937'(200')	937'(200')	937'(200')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	② VOR	1140'(403')	1140'(403')	1140'(403')	1140'(403')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② NDB	1140'(403')	1140'(403')	1140'(403')	1140'(403')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

TAKE-OFF

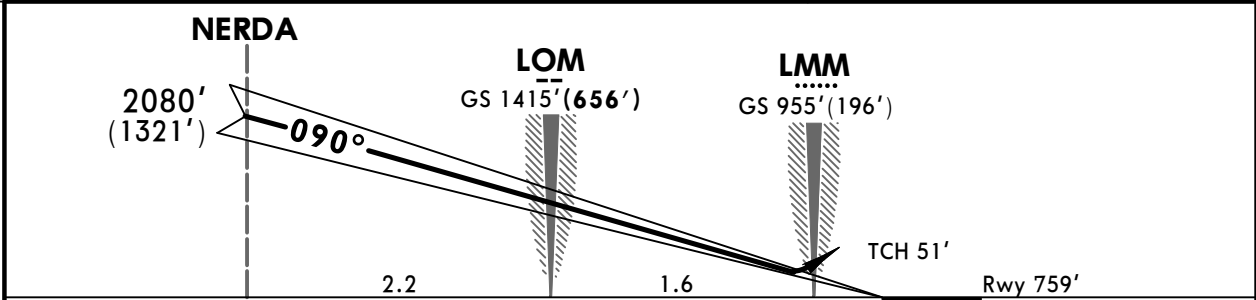
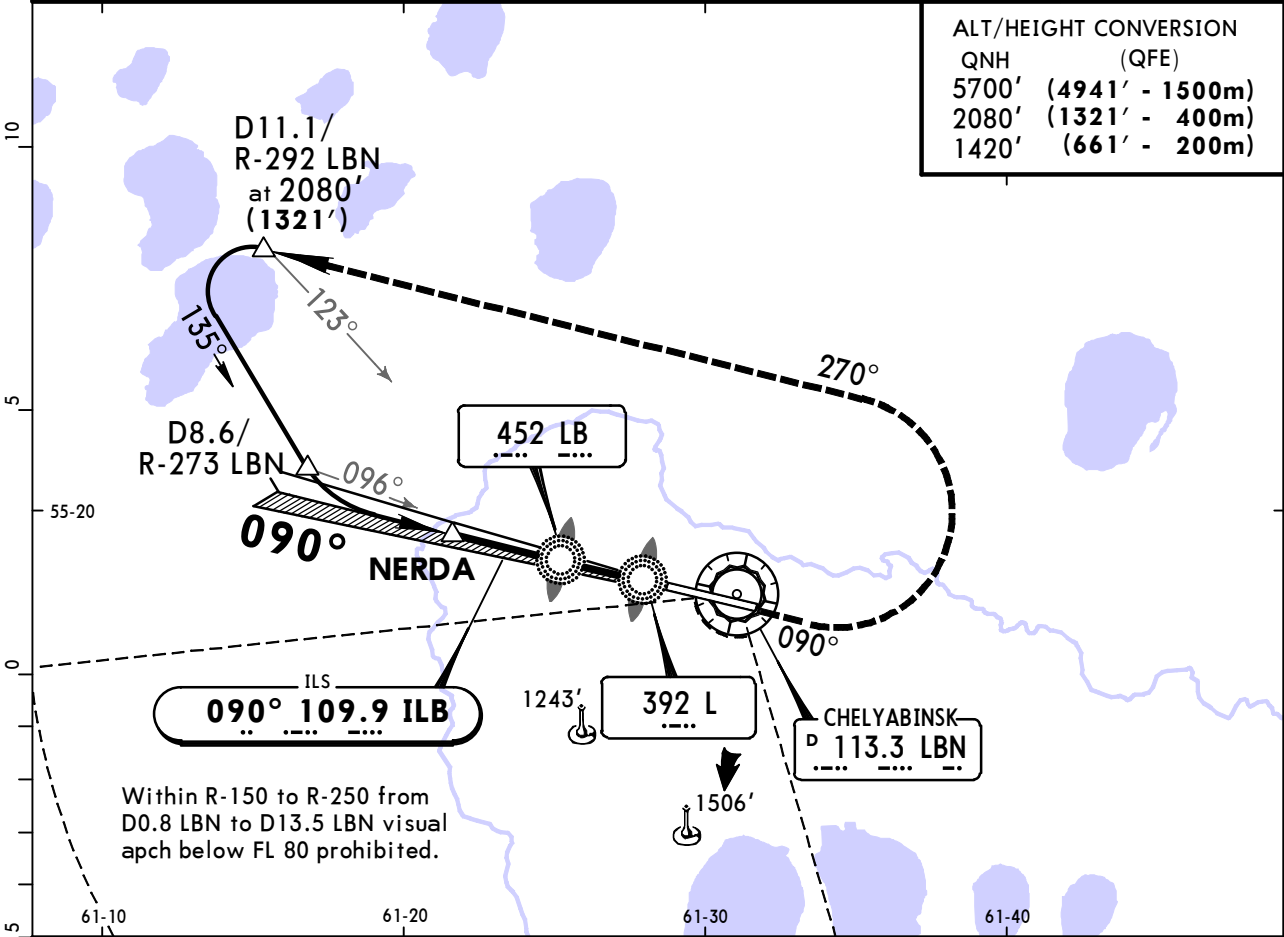
Low Visibility Take-off					
HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

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JEPPESEN
23 NOV 18 (11-1) Eff 6 Dec

CHELYABINSK, RUSSIA
ILS Rwy 09

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 133.2		Ground 125.2
LOC ILB 109.9	Final Apch Crs 090°	GS LOM 1415'(656')	ILS DA(H) 959'(200')	Apt Elev 771' Rwy 759'		2900' MSA LBN VOR
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: FL 80 Trans alt: 5700'(4941')						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1420' (661')	on 090°	270° LT	2080' (1321')
GS	2.83°	356	457	508	610	711					

STRAIGHT-IN LANDING RWY 09										
ILS					LOC (GS out)					
DA(H) 959'(200')										
FULL			ALS out							
A	800m			1200m		NOT AUTHORIZED				
B										
C										
D										

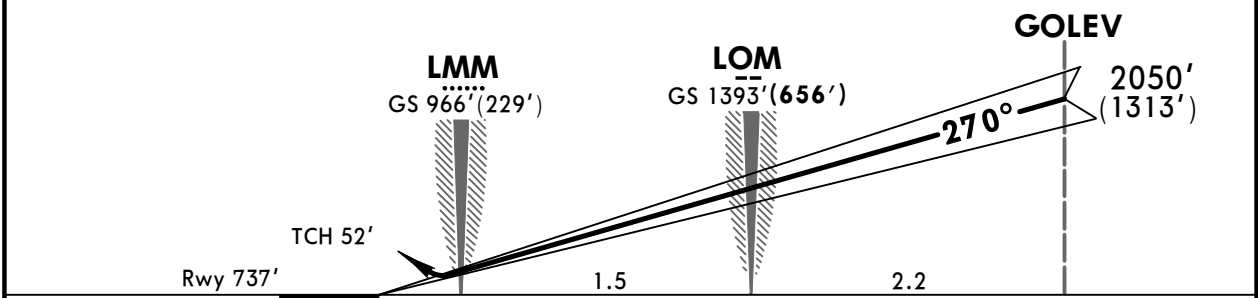
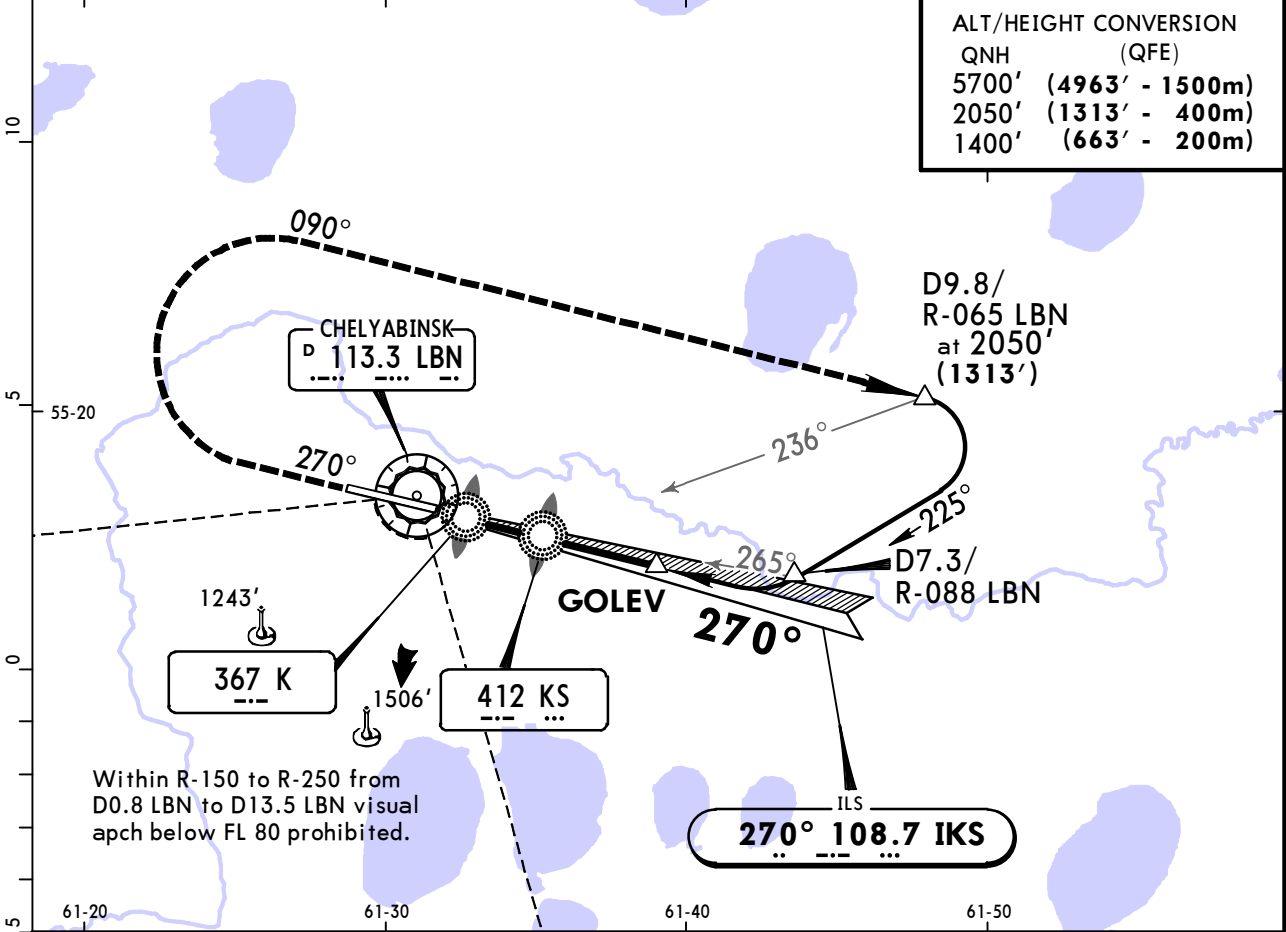
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23 NOV 18 (11-2) Eff 6 Dec

CHELYABINSK, RUSSIA
ILS Rwy 27

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 133.2		Ground 125.2	
LOC IKS 108.7	Final Apch Crs 270°	GS LOM 1393'(656')	ILS DA(H) 937'(200')	Apt Elev 771' Rwy 737'		2900' MSA LBN VOR	
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: FL 80 Trans alt: 5700'(4963')							

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5700'	(4963' - 1500m)
2050'	(1313' - 400m)
1400'	(663' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1400'(663')	on 270°	090°	2050'(1313')
GS	2.83°	356	457	508	610	711	813	PAPI	↑	RT	↑	

STRAIGHT-IN LANDING RWY 27							
ILS		LOC (GS out)					
DA(H) 937'(200')							
FULL		ALS out					
A							
B							
C	800m		1200m	NOT AUTHORIZED			
D							

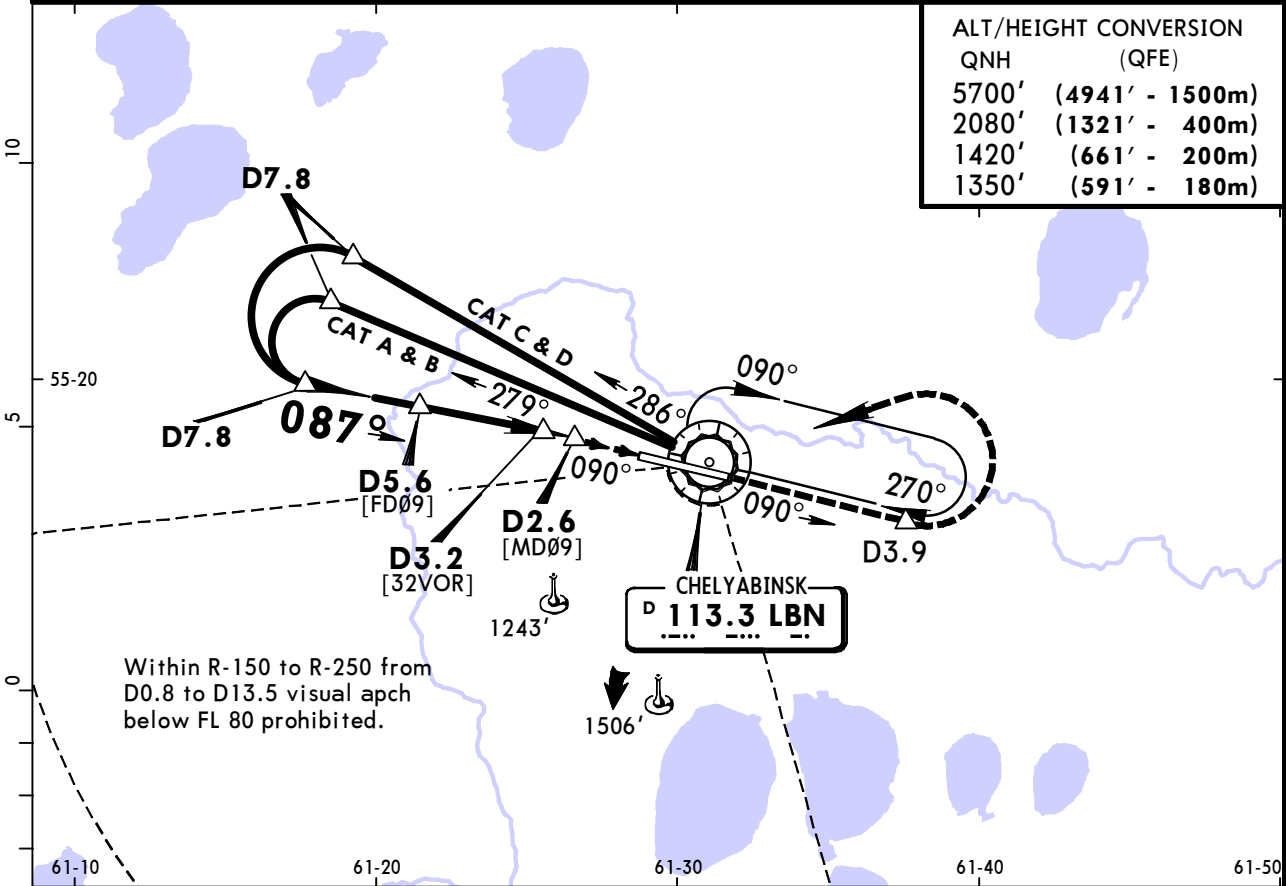
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23 NOV 18 **13-1** Eff 6 Dec

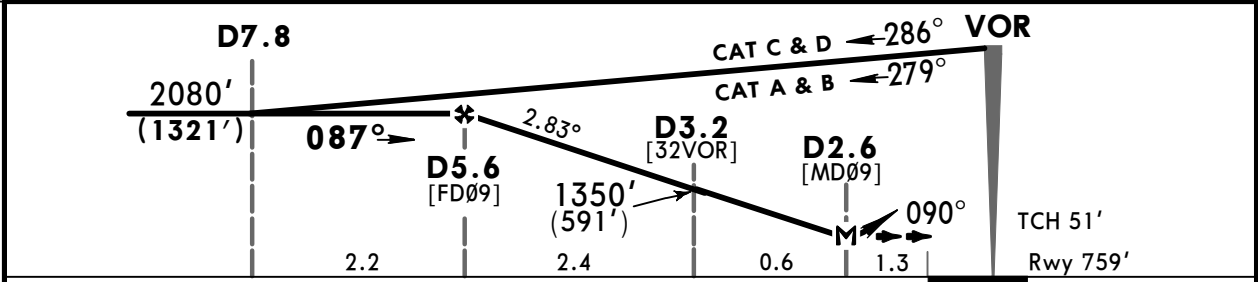
CHELYABINSK, RUSSIA
VOR Rwy 09

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 133.2		Ground 125.2	
VOR LBN 113.3	Final Apch Crs 087°	Minimum Alt D5.6 2080'(1321')	MDA(H) 1160'(401')	Apt Elev 771' Rwy 759'	2900 MSA LBN VOR		
MISSED APCH: Climb on track 090° 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: FL 80 Trans alt: 5700'(4941')							

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5700'	(4941' - 1500m)
2080'	(1321' - 400m)
1420'	(661' - 200m)
1350'	(591' - 180m)



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIM 1420' (661') on 090°	D3.9
Descent Angle	2.83°	350	451	501	601	701			
MAP at D2.6									

STRAIGHT-IN LANDING RWY 09			
MDA(H) 1160'(401')		ALS out	
A	1600m	2400m	
B			
C			
D			

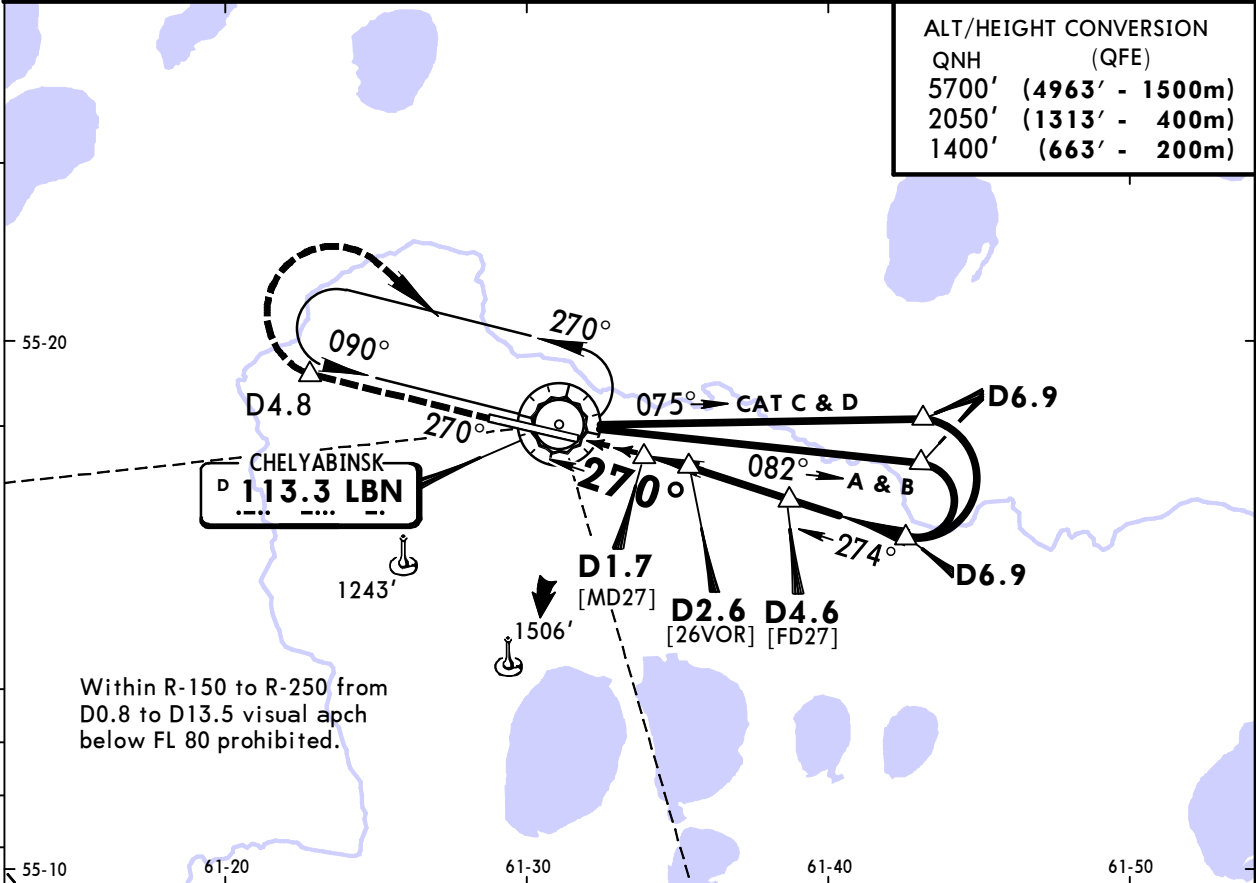
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BALANDINO

JEPPesen
23 NOV 18 **13-2** Eff 6 Dec

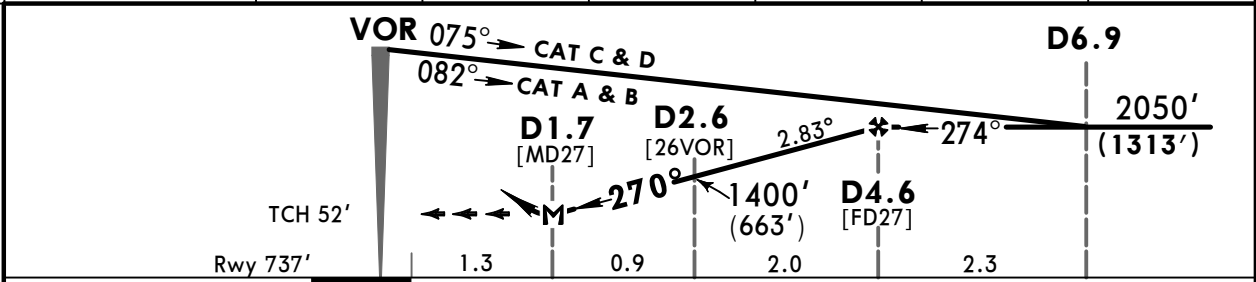
CHEL YABINSK, RUSSIA
VOR Rwy 27

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 133.2		Ground 125.2
VOR LBN 113.3	Final Apch Crs 270°	Minimum Alt D4.6 2050'(1313')	MDA(H) 1140'(403')	Apt Elev 771' Rwy 737'		2900' MSA LBN VOR
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: FL 80 Trans alt: 5700'(4963')						

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5700'	(4963' - 1500m)
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')	1420'(683')	1580'(843')	1740'(1003')	1890'(1153')



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

STRAIGHT-IN LANDING RWY 27					
MDA(H) 1140'(403')					
ALS out					
A					
B					
C					
D					

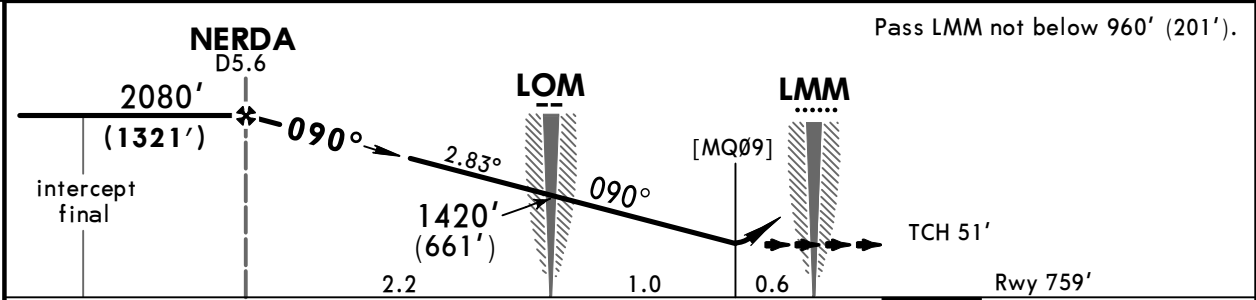
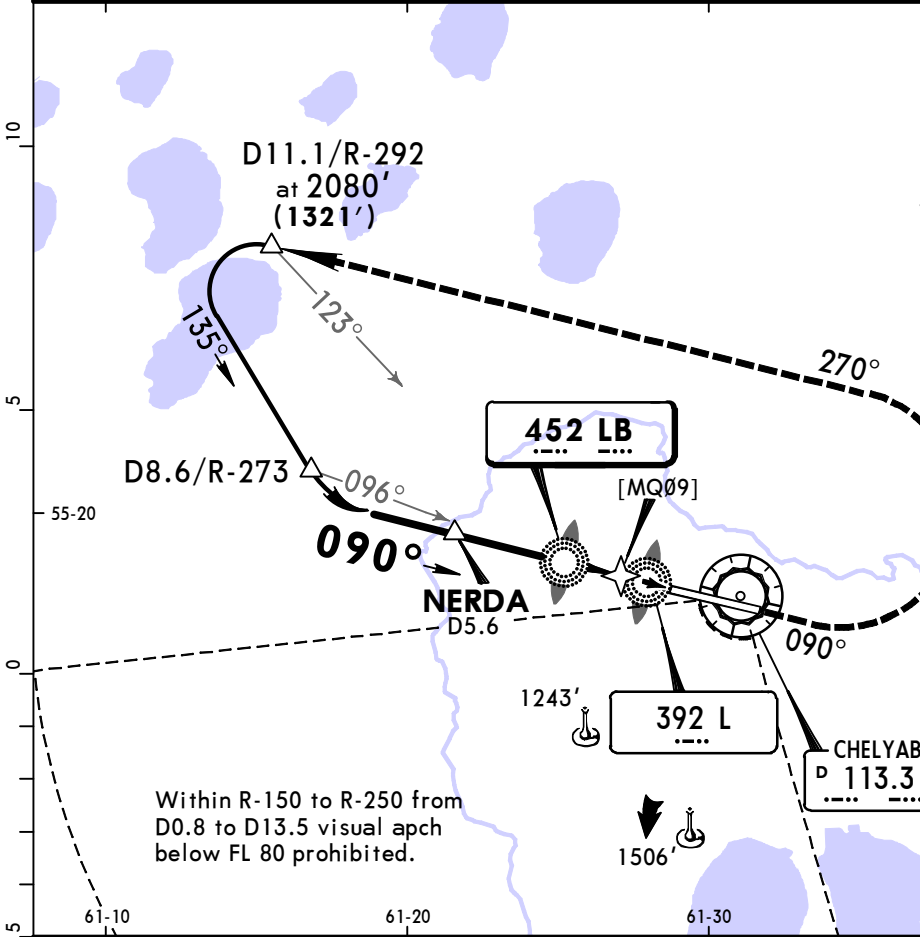
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JEPPESSEN
23 NOV 18
Eff 6 Dec 16-1

CHELYABINSK, RUSSIA
2 NDB or NDB Rwy 09

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 125.2		Ground 125.2
NDB LB 452	Final Apch Crs 090°	Minimum Alt NERDA 2070'(1311')	MDA(H) Refer to Minimums	Apt Elev 771' Rwy 759'		2900' MSA LBN VOR
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: FL 80 Trans alt: 5700'(4941')						

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5700'	(4941' - 1500m)
2080'	(1321' - 400m)
1420'	(661' - 200m)
960'	201' - 60m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1420' (661')	on 090°	270° LT	2080' (1321')
Descent Angle	2.83°	350	451	501	601	701					

STRAIGHT-IN LANDING RWY 09			
2 NDB or LB NDB		L Lctr	
MDA(H) 1120'(361')		MDA(H) 1170'(411')	
ALS out		ALS out	
A			
B	1200m		1500m
C		2000m	2300m
D	1600m		1900m

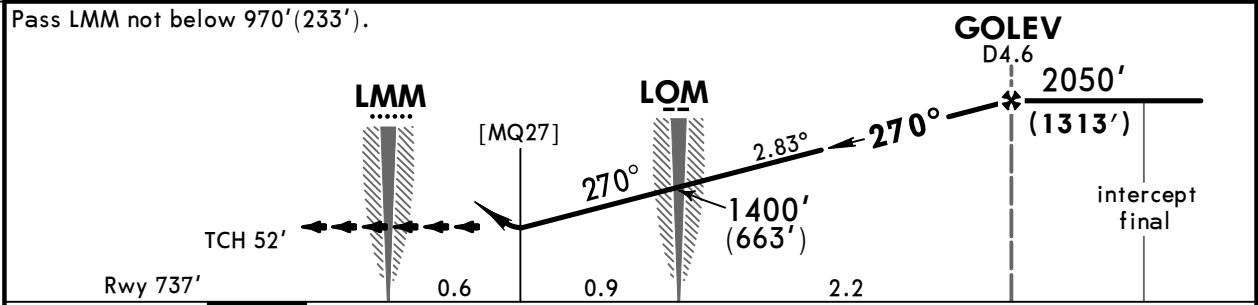
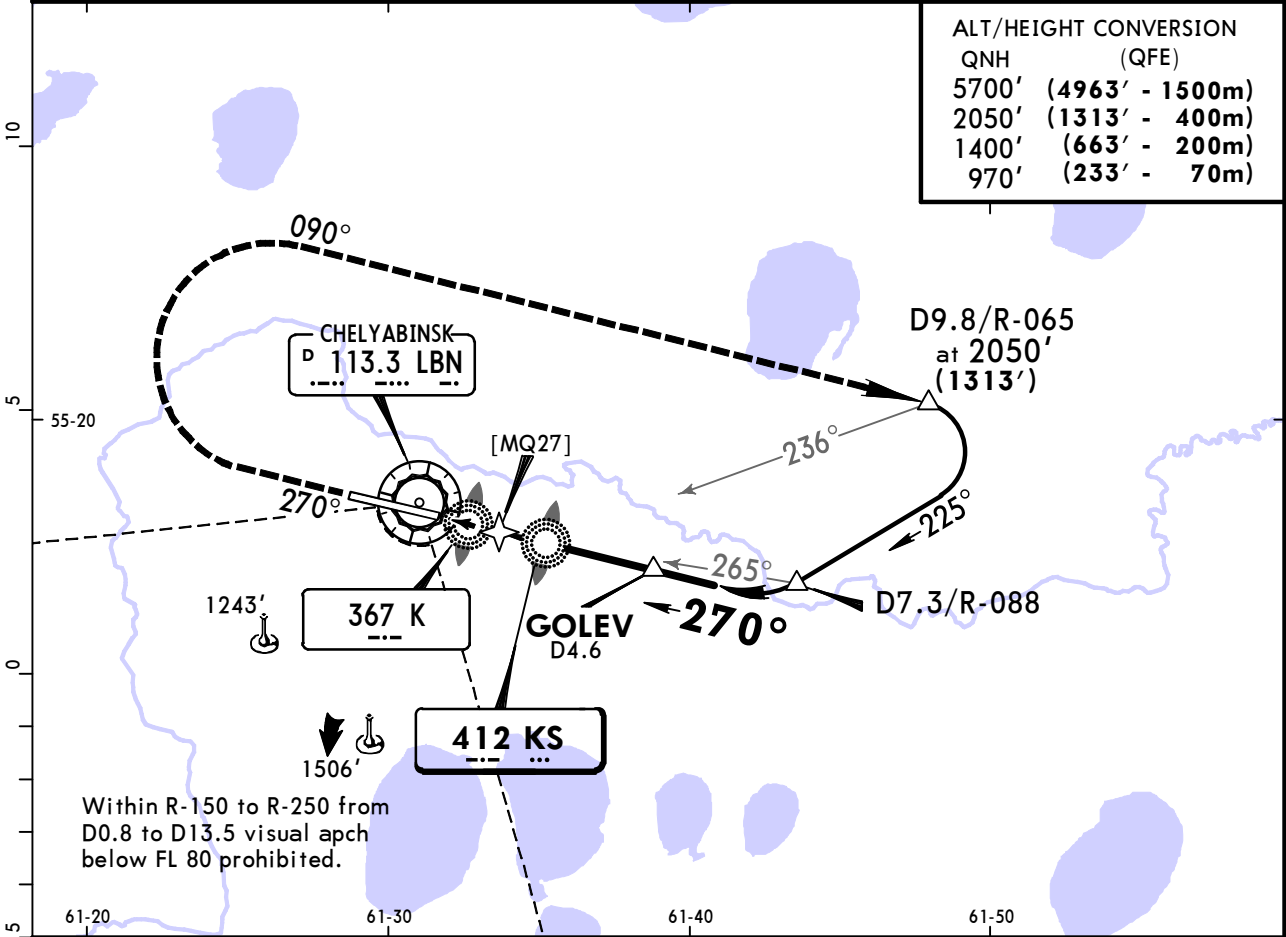
USCC/CEK
BALANDINO

JEPPESEN
23 NOV 18
Eff 6 Dec 16-2

CHELYABINSK, RUSSIA
2 NDB or NDB Rwy 27

ATIS 128.3		CHELYABINSK Approach 124.7		CHELYABINSK Radar (TWR) 133.2		Ground 125.2
NDB KS 412	Final Apch Crs 270°	Minimum Alt GOLEV 2050'(1313')	MDA(H) 1140'(403')	Apt Elev 771' Rwy 737'		2900' MSA LBN VOR
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: FL 80 Trans alt: 5700'(4963')						

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5700'	(4963' - 1500m)
2050'	(1313' - 400m)
1400'	(663' - 200m)
970'	(233' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1400' (663')	on 270°	090° RT	2050' (1313')
Descent Angle	2.83°	350	451	501	601	701					

STRAIGHT-IN LANDING RWY 27							
MDA(H) 1140' (403')				ALS out			
A	1400m			2200m			
B							
C							
D	1800m						

CHELYABINSK, (BALANDINO - USCC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USCC