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Terminal Charts For UWKS

Revision Letter For Cycle 09-2019

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Notebook

General Information

Location: CHEBOKSARY RUS
ICAO/IATA: UWKS / CSY
Lat/Long: N56° 05.4', E047° 20.8'
Elevation: 561 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 13.0° 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: 0048 Z
Sunset: 1646 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: 124.000
Cheboksary Tower: 119.300
Cheboksary Apron Ramp/Taxi: 118.800
Cheboksary Transit Operations: 131.700

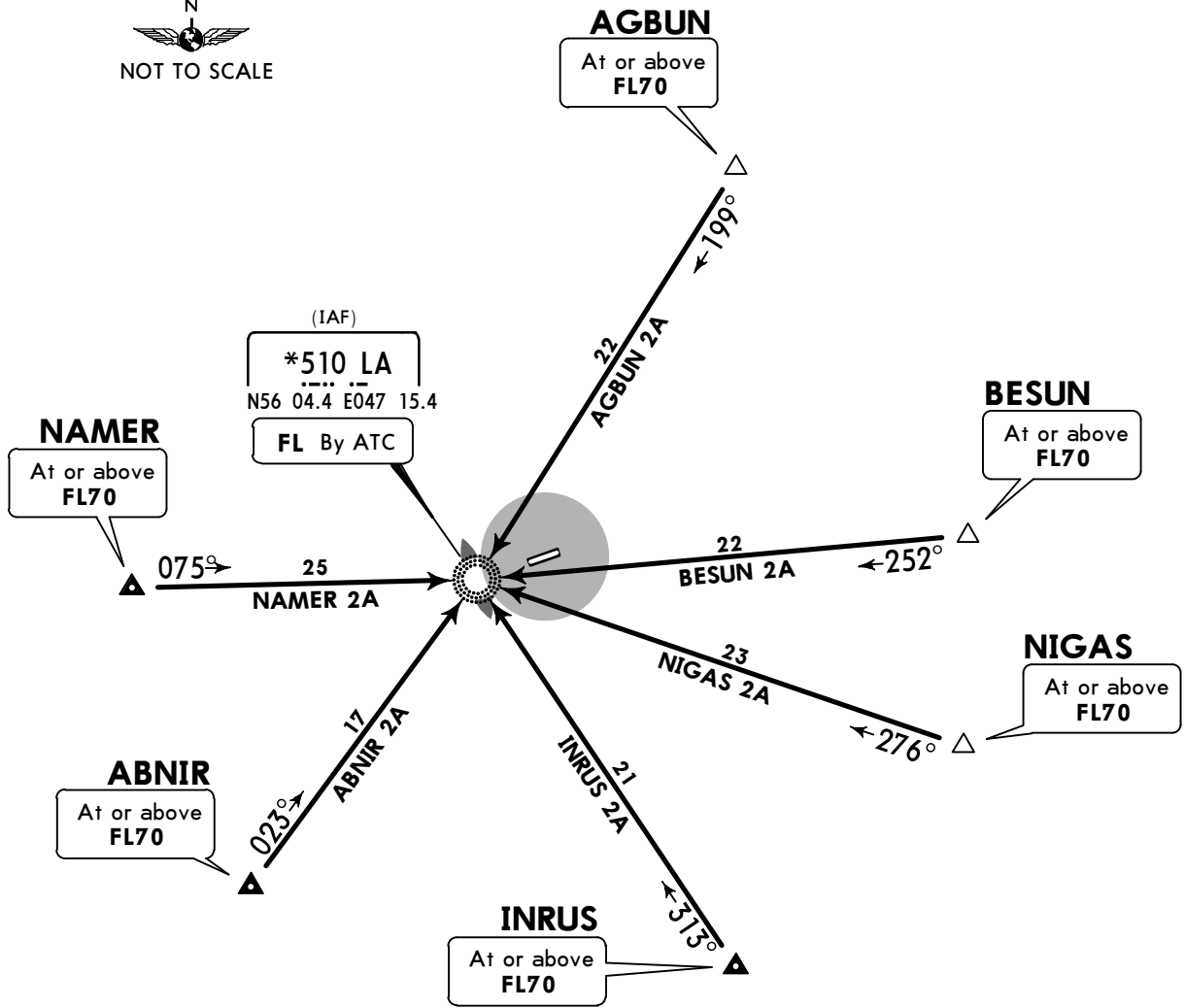
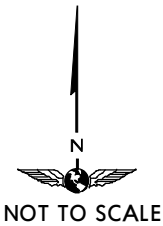
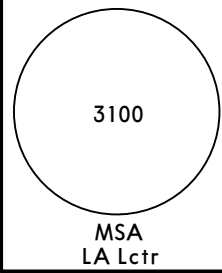
UWKS/CSY
SENYALY

JEPPESSEN
5 OCT 18 10-2

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' (2630')
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ABNIR 2A [ABNI2A], AGBUN 2A [AGBU2A]
BESUN 2A [BESU2A], INRUS 2A [INRU2A]
NAMER 2A [NAME2A], NIGAS 2A [NIGA2A]
RWY 06 ARRIVALS



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

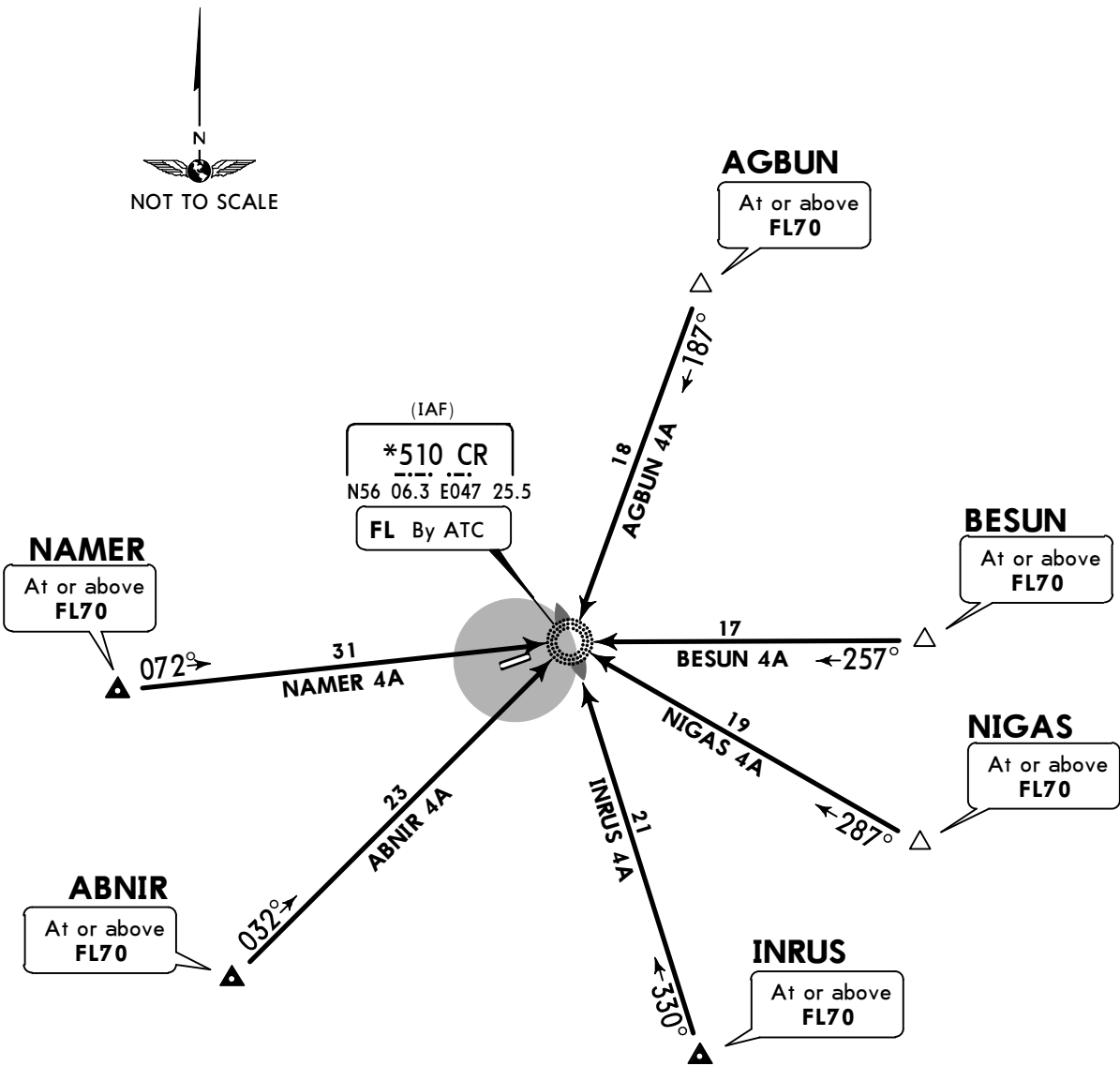
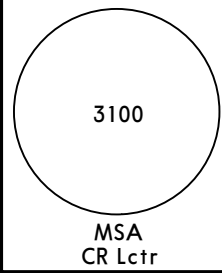
UWKS/CSY
SENYALY

JEPPESSEN
5 OCT 18 10-2A Eff 11 Oct

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' (2667')
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ABNIR 4A [ABNI4A], AGBUN 4A [AGBU4A]
BESUN 4A [BESU4A], INRUS 4A [INRU4A]
NAMER 4A [NAME4A], NIGAS 4A [NIGA4A]
RWY 24 ARRIVALS



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

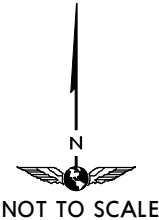
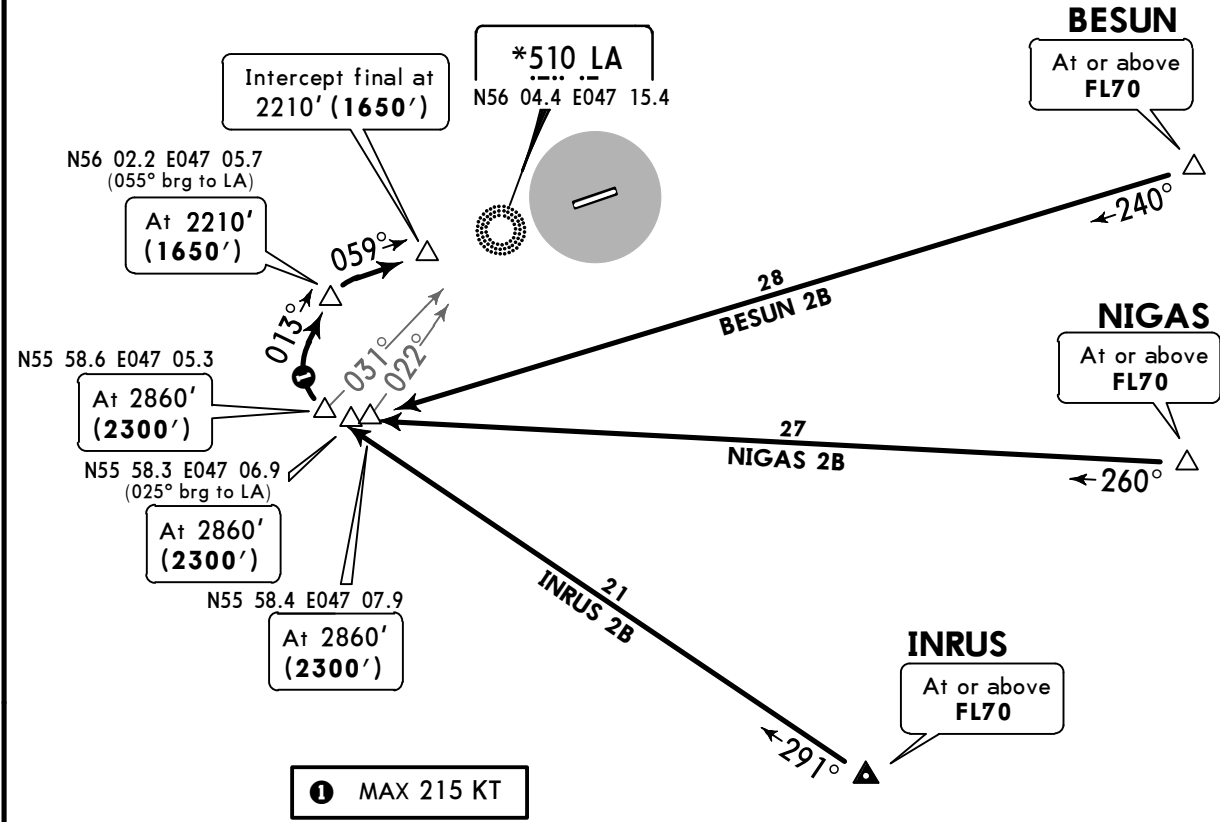
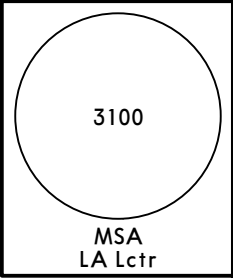
UWKS/CSY
SENYALY

JEPPESEN
5 OCT 18 10-2B

CHEBOKSARY, RUSSIA
Eff 11 Oct
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' (2630')
-----------------------------------	------------------	--

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3190'	(2630' - 800m)
2860'	(2300' - 700m)
2210'	(1650' - 500m)

UWKS/CSY
SENYALY

JEPPesen
5 OCT 18 10-2C

Eff 11 Oct

CHEBOKSARY, RUSSIA

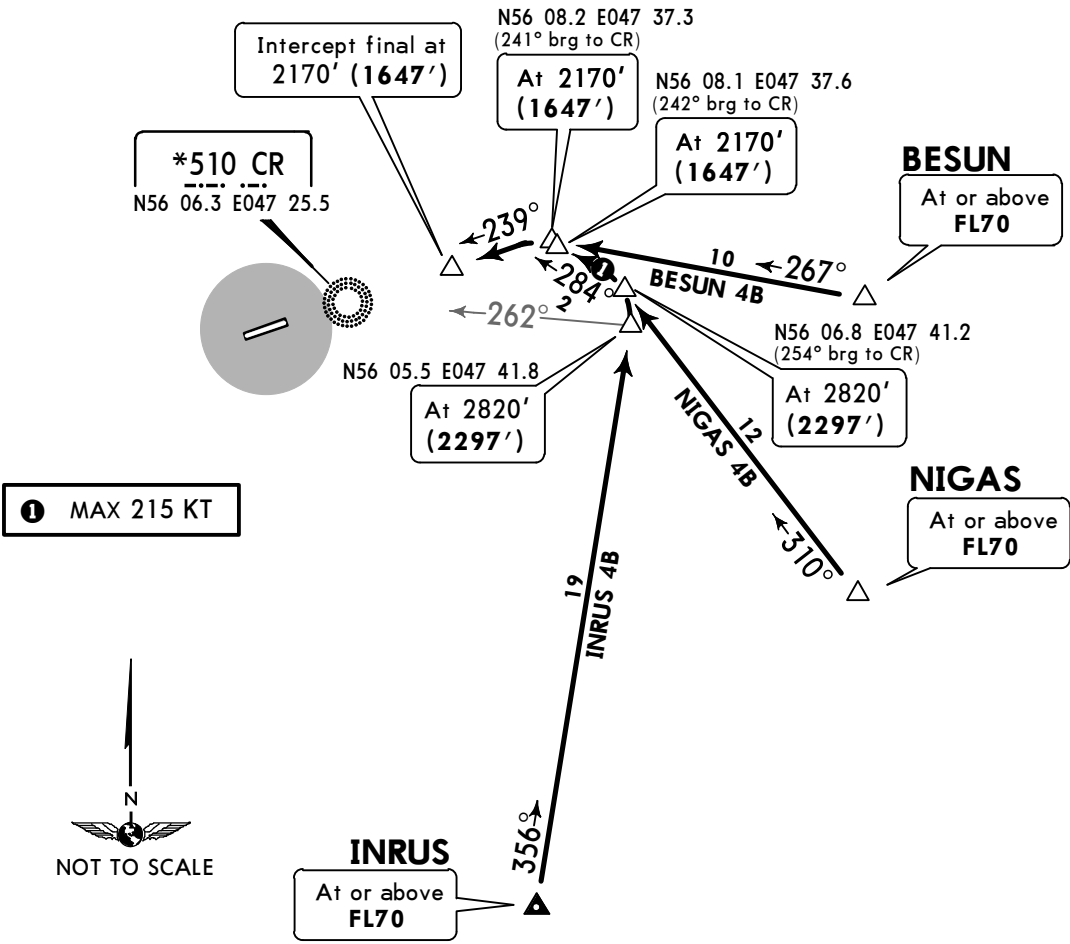
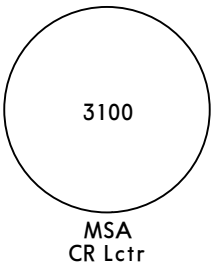
STAR

*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' (2677')

BESUN 4B [BESU4B], INRUS 4B [INRU4B]
NIGAS 4B [NIGA4B]
RWY 24 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH		(QFE)
3190'	(2677' -	800m)
2820'	(2297' -	700m)
2170'	(1647' -	500m)

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')**

2210' (1650' - 500m)

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JEPPESSEN
5 OCT 18 10-3

Eff 11 Oct

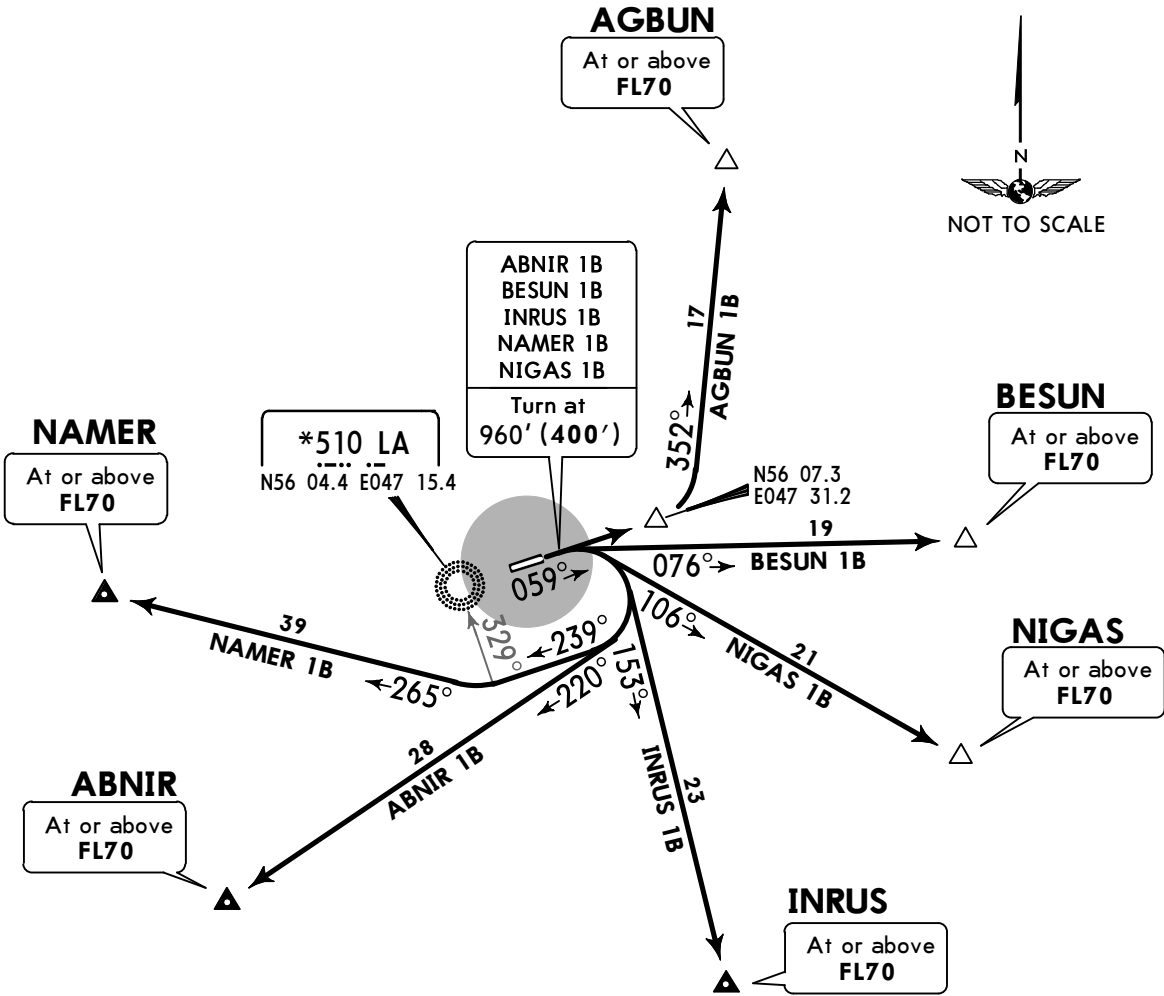
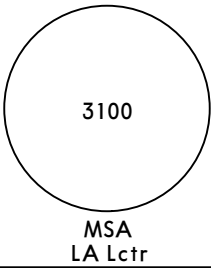
CHEBOKSARY, RUSSIA

SID

Apt Elev
561'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 724 mm (965.3 hPa)
Trans alt: 3190' (2630')

ABNIR 1B [ABNI1B], AGBUN 1B [AGBU1B]
BESUN 1B [BESU1B], INRUS 1B [INRU1B]
NAMER 1B [NAME1B], NIGAS 1B [NIGA1B]
RWY 06 DEPARTURES



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

UWKS/CSY
SENYALY

JEPPESEN
5 OCT 18 10-3A

Eff 11 Oct

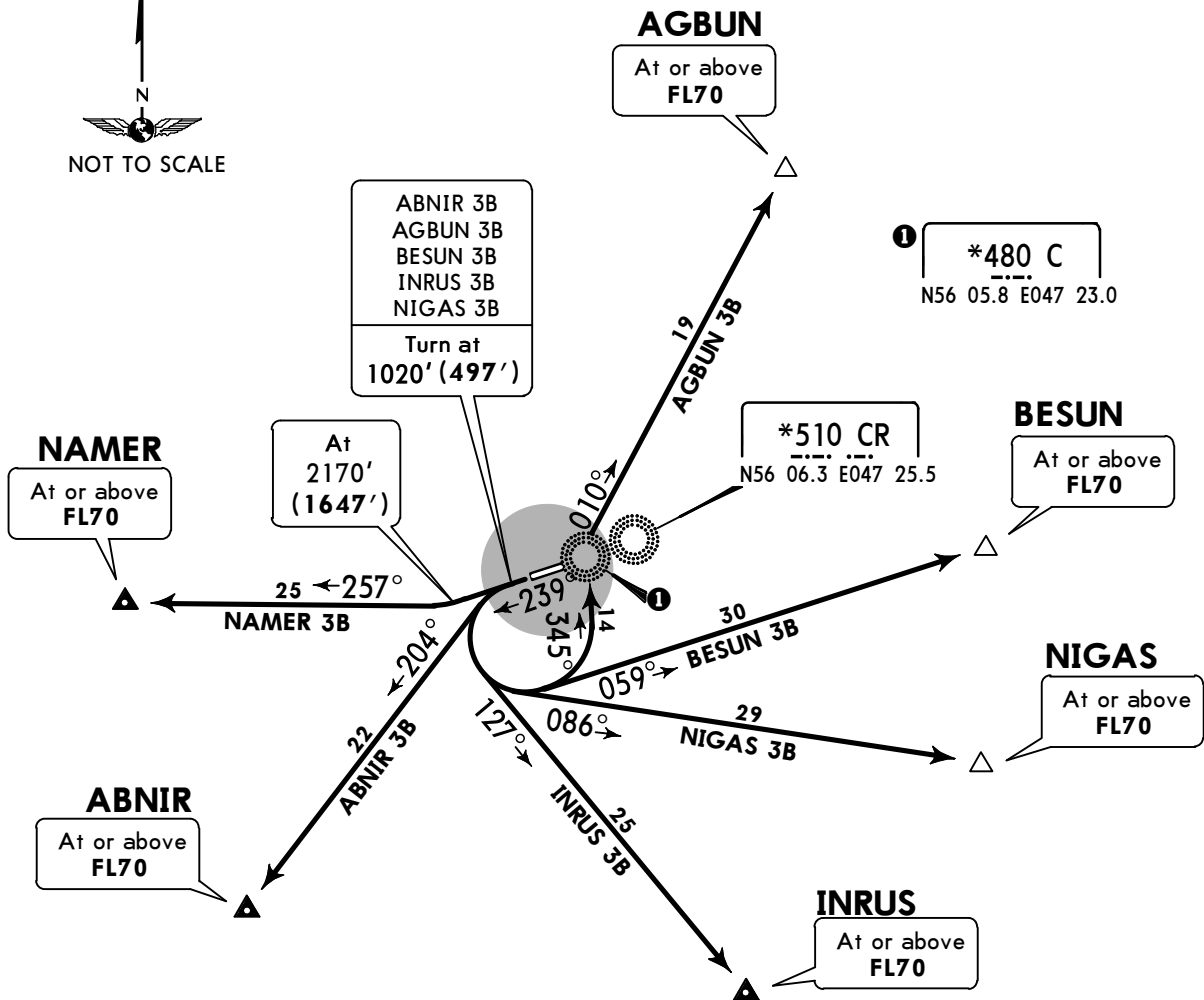
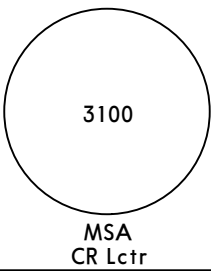
CHEBOKSARY, RUSSIA

SID

Apt Elev
561'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 724 mm (965.3 hPa)
Trans alt: 3190' (2667')

ABNIR 3B [ABNI3B], AGBUN 3B [AGBU3B]
BESUN 3B [BESU3B], INRUS 3B [INRU3B]
NAMER 3B [NAME3B], NIGAS 3B [NIGA3B]
RWY 24 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1020'	(497' - 150m)	
2170'	(1647' - 500m)	
3190'	(2667' - 800m)	

UWKS/CSY
SENYALY

JEPPesen
 17 MAR 17 **10-4** Eff 30 Mar

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 can 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 V2 +10 KT or not less than the prescribed one in the AFM 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 time necessary for the rest engines to develop full power.

SPECIAL TAKE-OFF PROCEDURES

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume I, Part V, Chapter 3).

UWKS/CSY
SENYALY

 **JEPPESEN**
17 MAR 17 (10-4A) Eff 30 Mar

CHEBOKSARY, RUSSIA
NOISE

NOISE ABATEMENT

REVERSE THRUST

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

UWKS/CSY

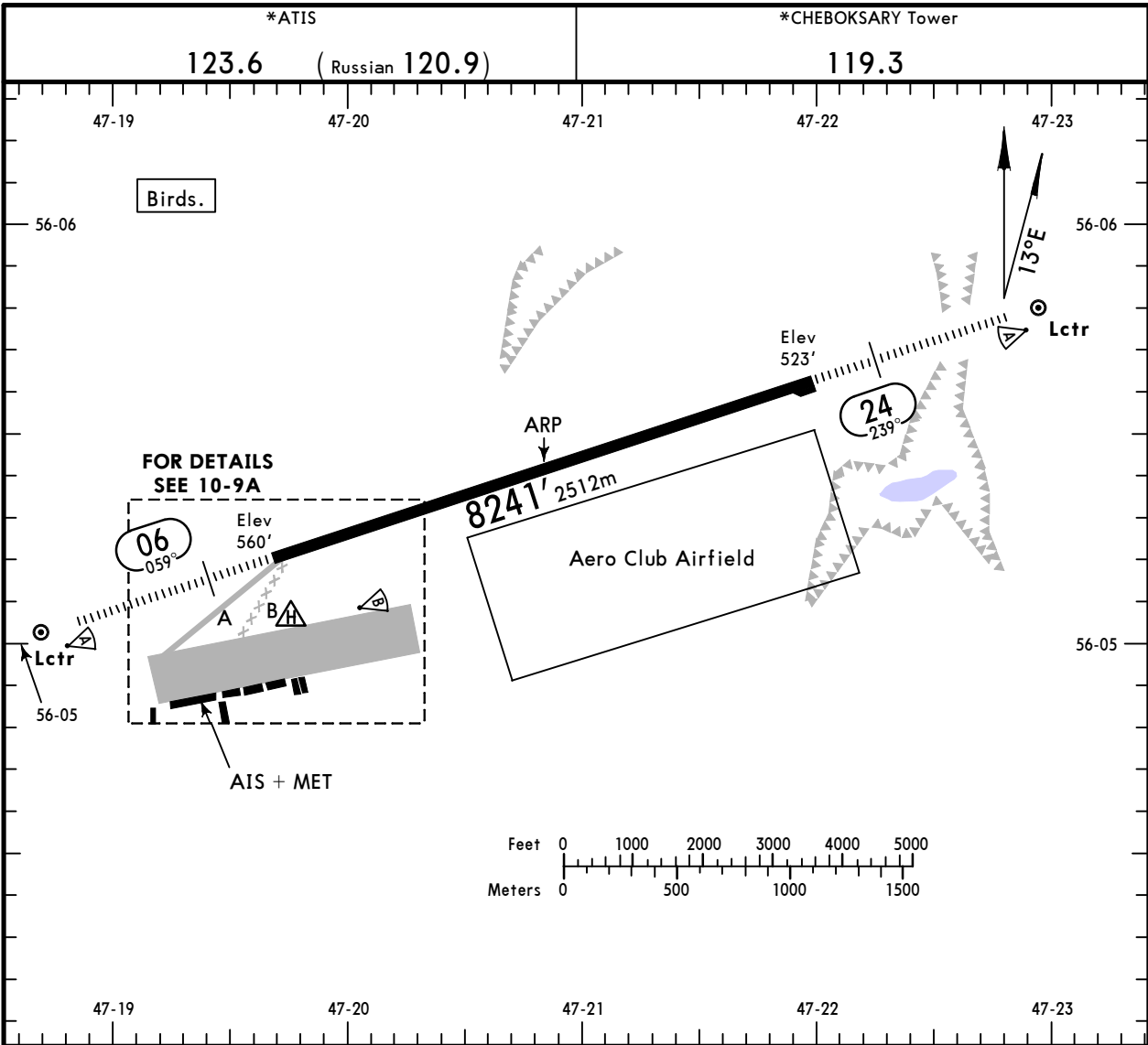
Apt Elev **561'**
N56 05.4 E047 20.8

JEPPesen

28 SEP 18 **(10-9)** Eff 11 Oct

CHEBOKSARY, RUSSIA

SENYALY



ADDITIONAL RUNWAY INFORMATION					
RWY					WIDTH
06 24	HIRL (58m)	HIALS	PAPI-L (angle 3.0°)	RVR	161' 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	250m
C	
D	300m

UWKS/CSY

JEPPESSEN

CHEBOKSARY, RUSSIA

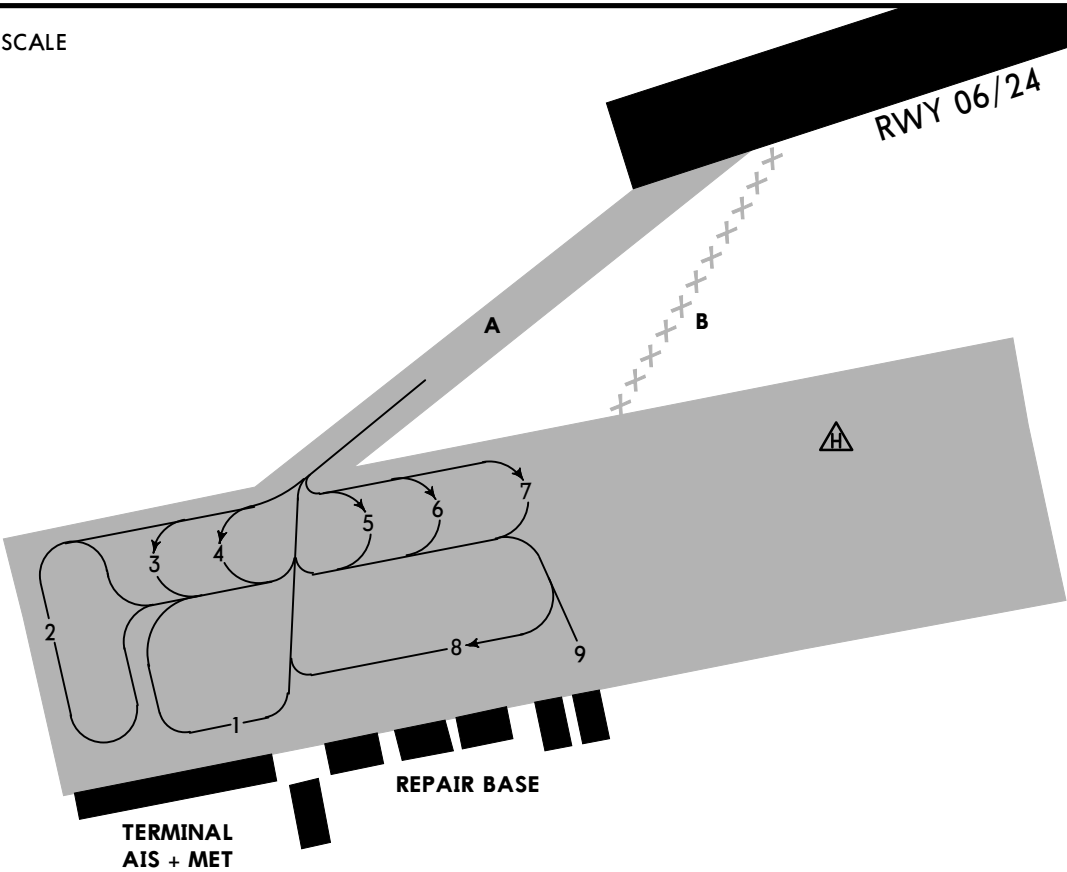
28 SEP 18

10-9A

Eff 11 Oct

SENYALY

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
3, 4	N56 05.0 E047 19.3
5	N56 05.0 E047 19.4
6	N56 05.0 E047 19.5
7	N56 05.1 E047 19.6

Taxiing along Twy A shall be carried out at minimum speed.
Taxiing of all types of ACFT into/out of stands 5 thru 8 shall be carried out by towing only.
Stands 1 thru 8 available for helicopters.
Stand 9 available for general aviation.

UWKS/CSY


JEPPesen
 17 MAR 17
 Eff 30 Mar 10-9S

Standard
CHEBOKSARY, RUSSIA
SENYALY

STRAIGHT-IN RWY	A	B	C	D
06				
ILS	760' (200')	760' (200')	760' (200')	760' (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')
ALS out	R1000m R1500m	R1000m R1500m	R1000m R1700m	R1000m R1700m
LA NDB ❶	1150' (590')	1150' (590')	1150' (590')	1150' (590')
ALS out	R1500m R1500m	R1500m R1500m	R2000m C2400m	R2000m C2400m
L Lctr ❶❷	1150' (590')	1150' (590')	1150' (590')	1150' (590')
ALS out	R1500m R1500m	R1500m R1500m	R2000m C2400m	R2000m C2400m
L Lctr ❸	1390' (830')	1390' (830')	1390' (830')	1390' (830')
ALS out	C3300m C4000m	C3300m C4000m	C3500m C4200m	C3500m 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')
ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
CR NDB ❶	930' (407')	930' (407')	930' (407')	930' (407')
ALS out	R1200m R1500m	R1200m R1500m	R1200m R1900m	R1200m R1900m
C Lctr ❶❷	880' (357')	880' (357')	880' (357')	880' (357')
ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
C Lctr ❸	1120' (597')	1120' (597')	1120' (597')	1120' (597')
ALS out	C2200m C2900m	C2200m C2900m	C2400m C3100m	C2400m C3100m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ w/o FAF.

UWKS/CSY

 **JEPPesen**

17 MAR 17

Eff 30 Mar

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		

UWKS/CSY
SENYALY

JEPPesen

28 SEP 18

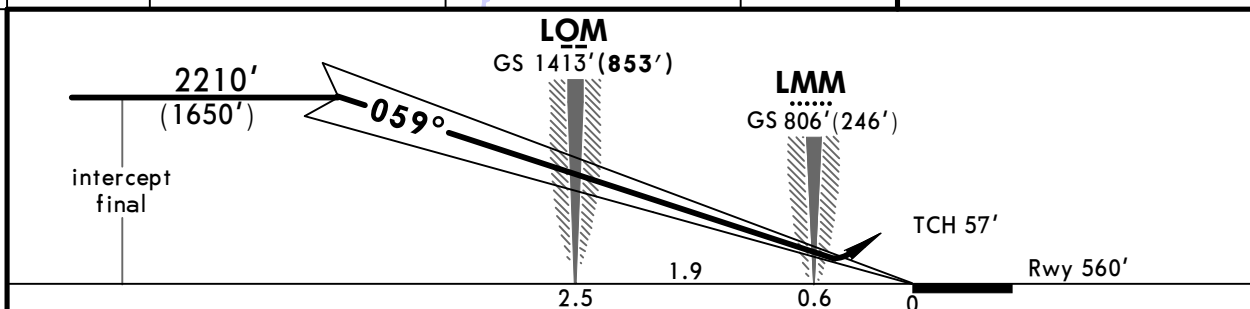
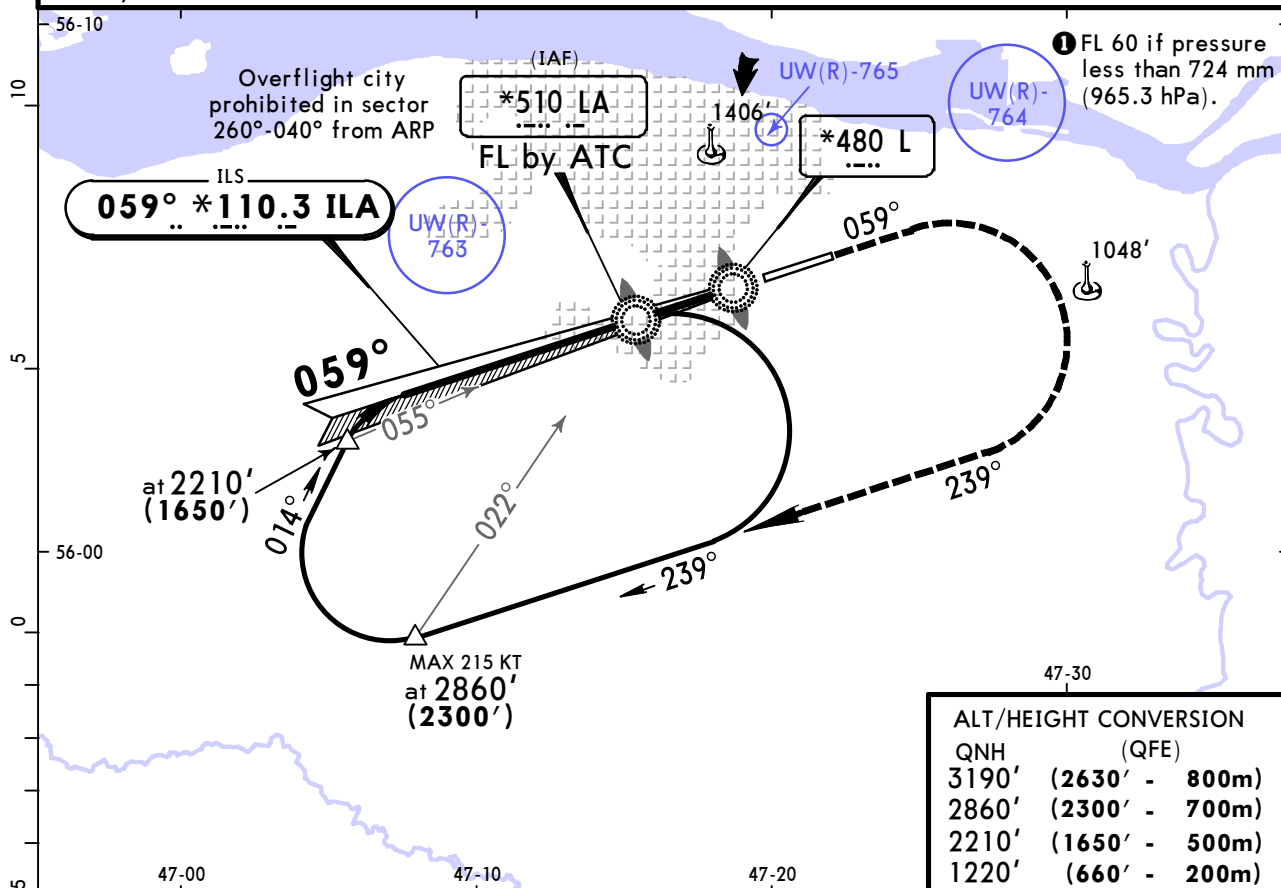
11-1

Eff 11 Oct

CHEBOKSARY, RUSSIA
ILS Rwy 06

BRIEFING STRIP

*ATIS				*CHEBOKSARY Tower (SRE/TWR)		
123.6 (Russian 120.9)				119.3		
LOC ILA *110.3	Final Apch Crs 059°	GS LOM 1413'(853')	ILS DA(H) 760'(200')	Apt Elev 561' Rwy 560'	3100' MSA LA NDB	
MISSED APCH: Climb on 059° to 1220'(660'), then turn RIGHT onto 239° climbing to 2860'(2300'), then as directed.						
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3190' (2630')						
Strictly maintain GS below DH.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1220' (660')	239°	2860' (2300')
GS	3.00°	372	478	531	637	743	849	PAPI	on 059°	RT

STRAIGHT-IN LANDING RWY 06					
ILS		LOC (GS out)			
DA(H) 760'(200')					
FULL	ALS out				
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
D					

CHANGES: None.

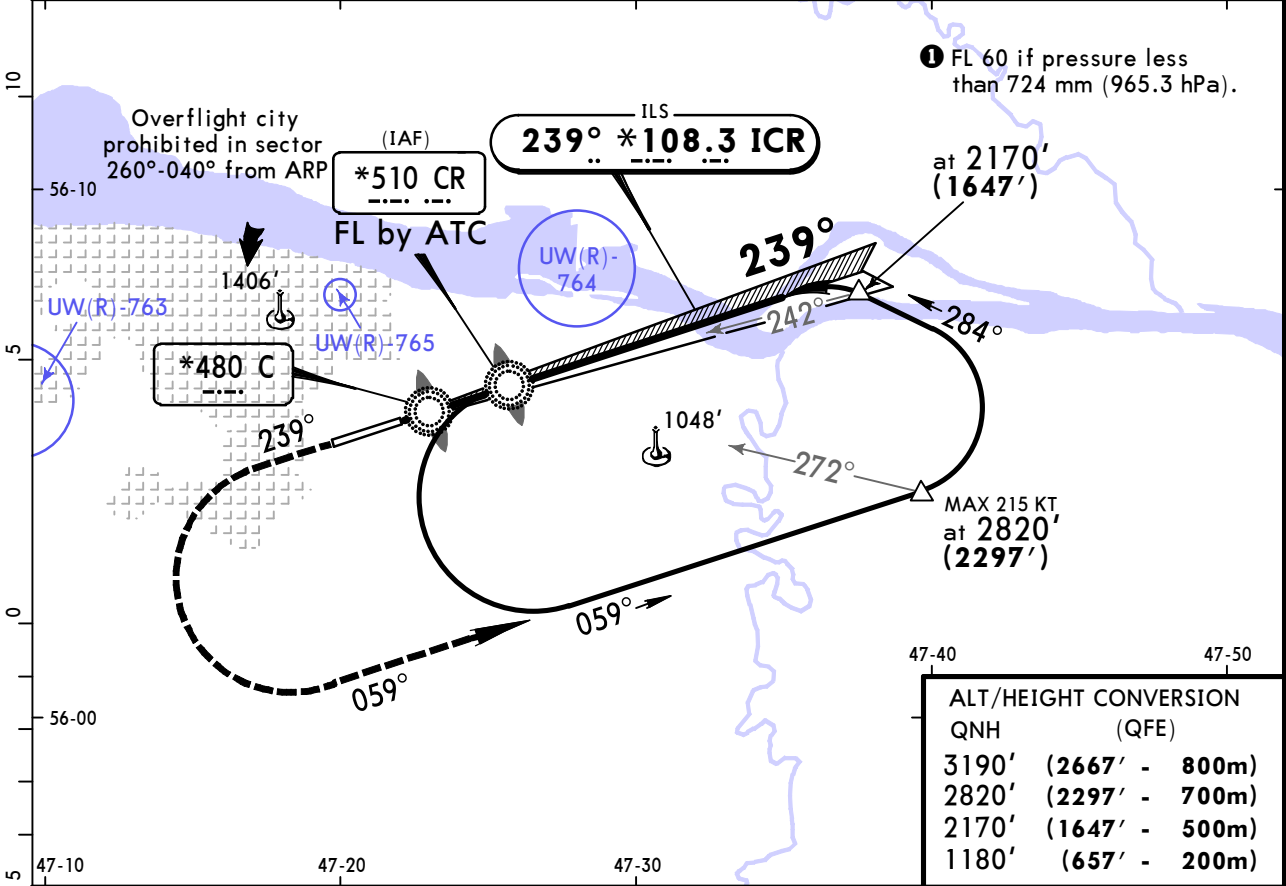
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UWKS/CSY
SENYALY

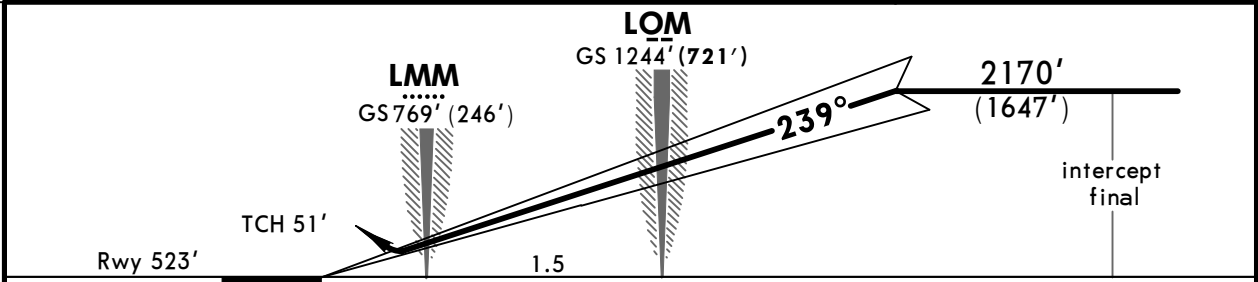
JEPPESEN
28 SEP 18 11-2 Eff 11 Oct

CHEBOKSARY, RUSSIA
ILS Rwy 24

*ATIS			*CHEBOKSARY Tower (SRE/TWR)		
123.6 (Russian 120.9)			119.3		
LOC ICR *108.3	Final Apch Crs 239°	GS LOM 1244'(721')	ILS DA(H) 723'(200')	Apt Elev 561' Rwy 523'	3100' MSA CR NDB
MISSED APCH: Climb on 239° to 1180'(657'), then turn LEFT onto 059° climbing to 2820'(2297'), then as directed.					
Alt Set: MM(hPa on req) QNH on req (QFE) Strictly maintain GS below DH.			Trans level: FL 50 ① Trans alt: 3190' (2667')		



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1180' (657') on 239°	059° LT	2820' (2297')
GS	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY 24					
ILS		LOC (GS out)			
DA(H) 723' (200')					
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m	1200m			
D			NOT AUTHORIZED		

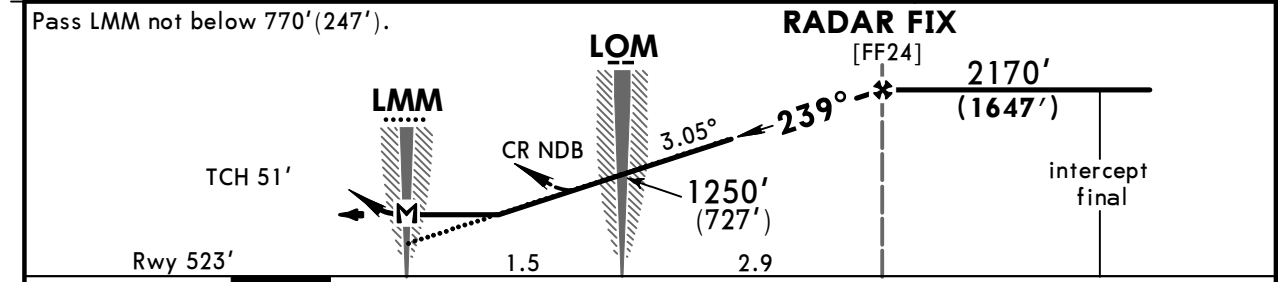
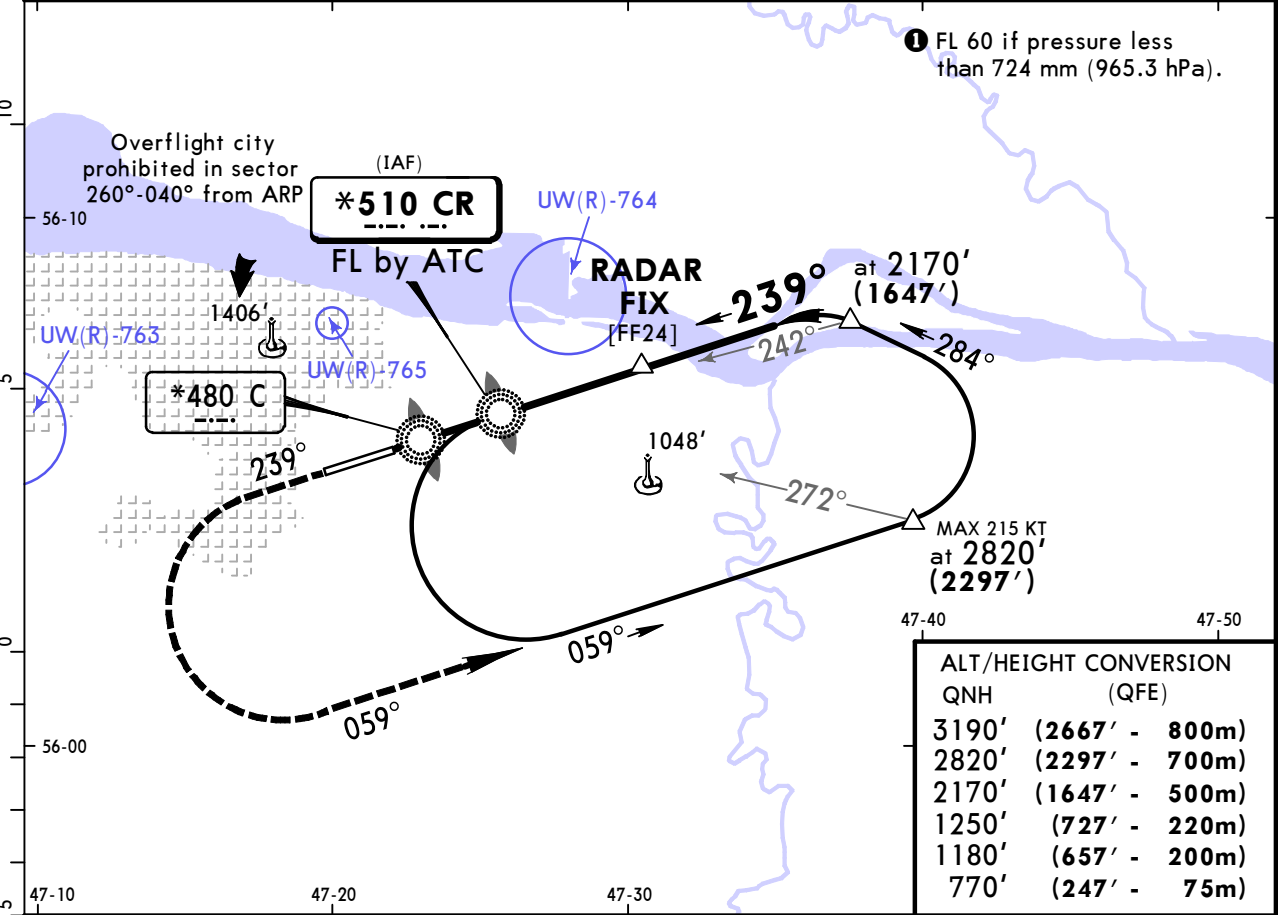
UWKS/CSY
SENYALY

JEPPESEN
28 SEP 18
Eff 11 Oct 16-2

CHEBOKSARY, RUSSIA
2 NDB or NDB Rwy 24

BRIEFING STRIP™

*ATIS 123.6 (Russian 120.9)			*CHEBOKSARY Tower (SRE/TWR) 119.3		
NDB CR *510	Final Apch Crs 239°	Minimum Alt RADAR FIX 2170'(1647')	MDA(H) Refer to Minimums	Apt Elev 561' Rwy 523'	3100' MSA CR NDB
MISSED APCH: Climb on 239° to 1180'(657'), then turn LEFT onto 059° climbing to 2820'(2297'), then as directed.					
Alt Set: MM(hPa on req)		QNH on req (QFE)	Trans level: FL 50 ①	Trans alt: 3190' (2667')	



0 0.6 2.1							HIALS PAPI	1180' (657') ↑ on 239°	059° ← LT	2820' (2297') ↑	
Gnd speed-Kts	70	90	100	120	140	160					
Descent Angle	3.05°	378	486	540	648	755					863
2 NDB or C Lctr: MAP at LMM											

2 NDB		STRAIGHT-IN LANDING RWY 24 CR NDB		with FAF C Lctr		w/o FAF				
MDA(H) 840'(317')		MDA(H) 930'(407')		MDA(H) 880'(357')		MDA(H) 1120'(597')				
ALS out		ALS out		ALS out		ALS out				
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m		
B										
C							RVR 1500m VIS 1600m	2400m		
D							RVR 1500m VIS 1600m	RVR 1500m VIS 1600m		

CHEBOKSARY, (SENYALY - UWKS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKS