

General Information

Location: YOSHKAR-OLA RUS
ICAO/IATA: UWKJ / JOK
Lat/Long: N56° 42.32', E047° 53.72'
Elevation: 348 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 14.0° E

Fuel Types: Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0257 Z
Sunset: 1456 Z

Runway Information

Runway: 16
Length x Width: 7877 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 339 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 7877 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 339 ft
Lighting: Edge, ALS

Communication Information

Yoshkar-Ola Vyshka Tower: 119.700 Non-English
Yoshkar-Ola Zemlya Ramp/Taxi: 118.600 Non-English
Yoshkar-Ola Transit Operations: 118.600 Non-English



Alt Set: hPa (MM on request)
Trans level: FL50
FL60 if pressure is less than 1013 hPa (760 mm)
FL70 if pressure is less than 977 hPa (733 mm)

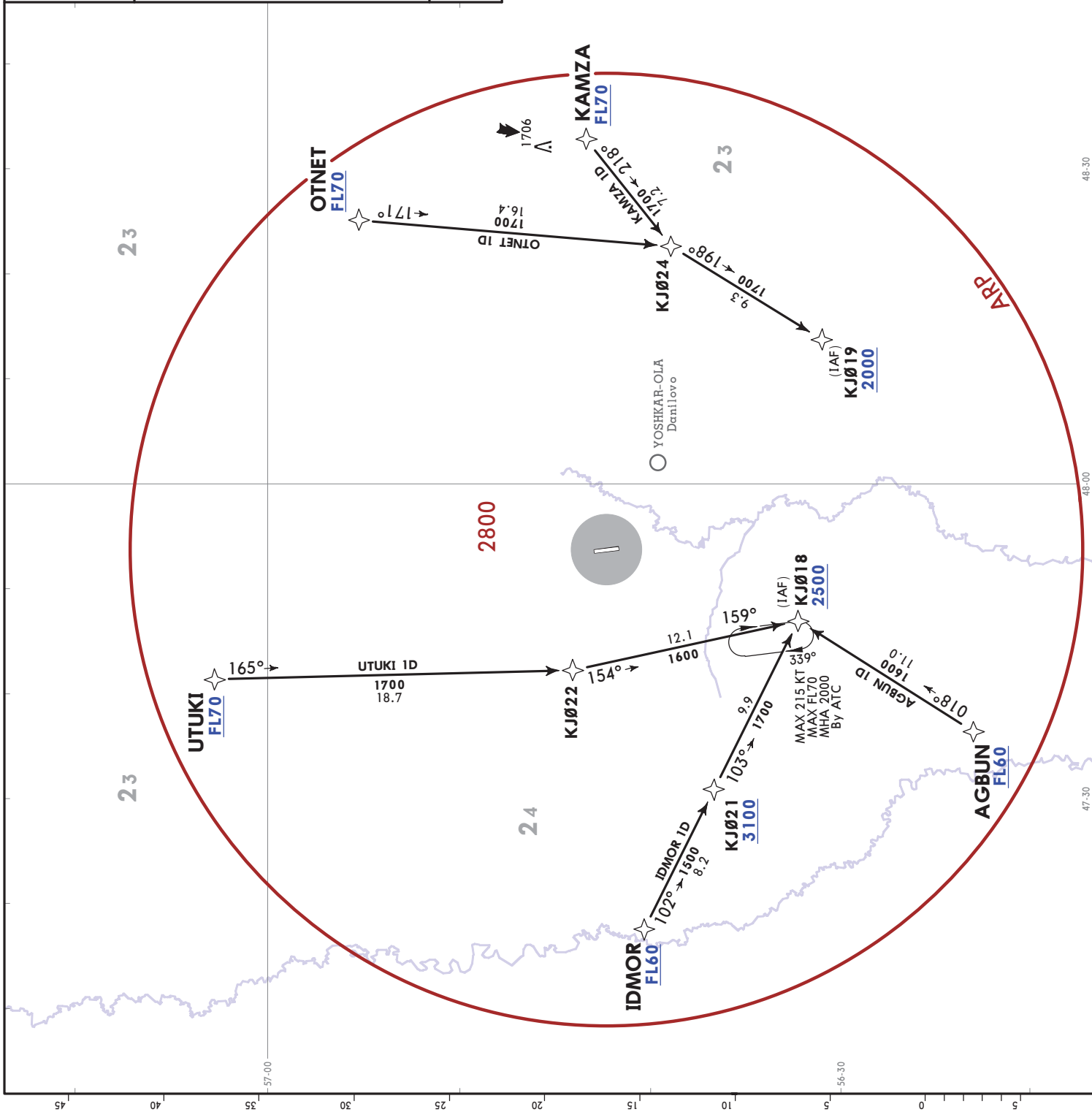
Apt Elev
348

1. RNP 1.
2. GNSS required.

AGBUN 1D [AGBU1D]
IDMOR 1D [IDMO1D]
UTUKI 1D [UTUK1D]
KAMZA 1D [KAMZ1D]
OTNET 1D [OTNE1D]
BY ATC
RNP ARRIVALS
(RWY 34)
FOR RUSSIAN USERS ONLY

LOST COMMS
LOST
Refer to 10-2.
LOST
LOST COMMS
LOST

FEET	METERS
GNH (QFE)	
3100 (850)	
2800 (760)	
2500 (660)	
2000 (510)	







Trans alt: 4000
1. RNP 1.
2. GNSS required.
3. Noise abatement procedures shall be executed by flight crews of all ACFT during take-off and climb.
4. Engine run-up is prohibited at the aerodrome between 2300 - 0700LT.

Apt Elev
348

AGBUN 1B [AGBU1B]
IDMOR 1B [IDMO1B]
UTUKI 1B [UTUK1B]

KAMZA 1B [KAMZ1B]
OTNET 1B [OTNE1B]
BY ATC

RNP DEPARTURES
(RWY 34)

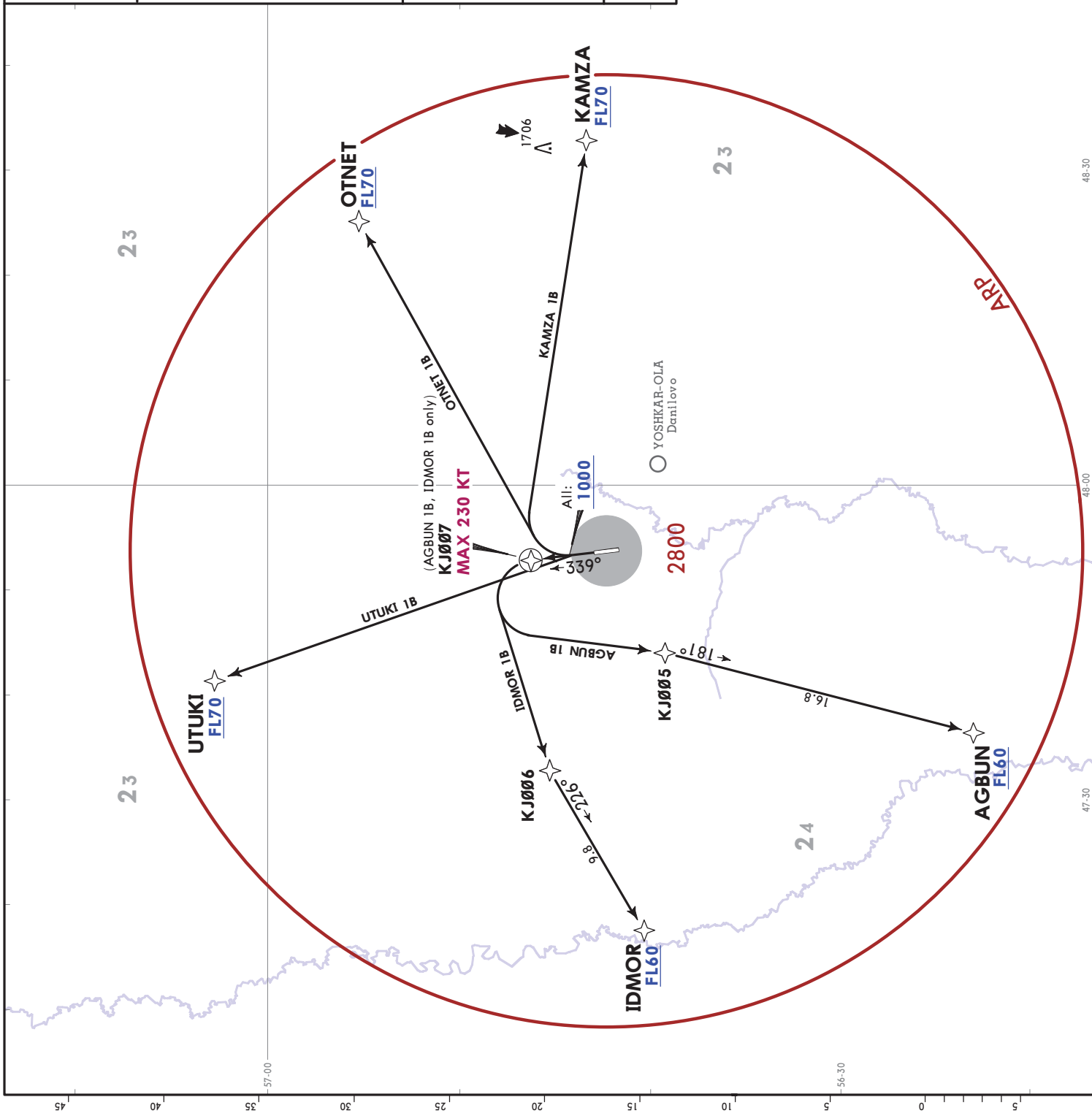
FOR RUSSIAN USERS ONLY

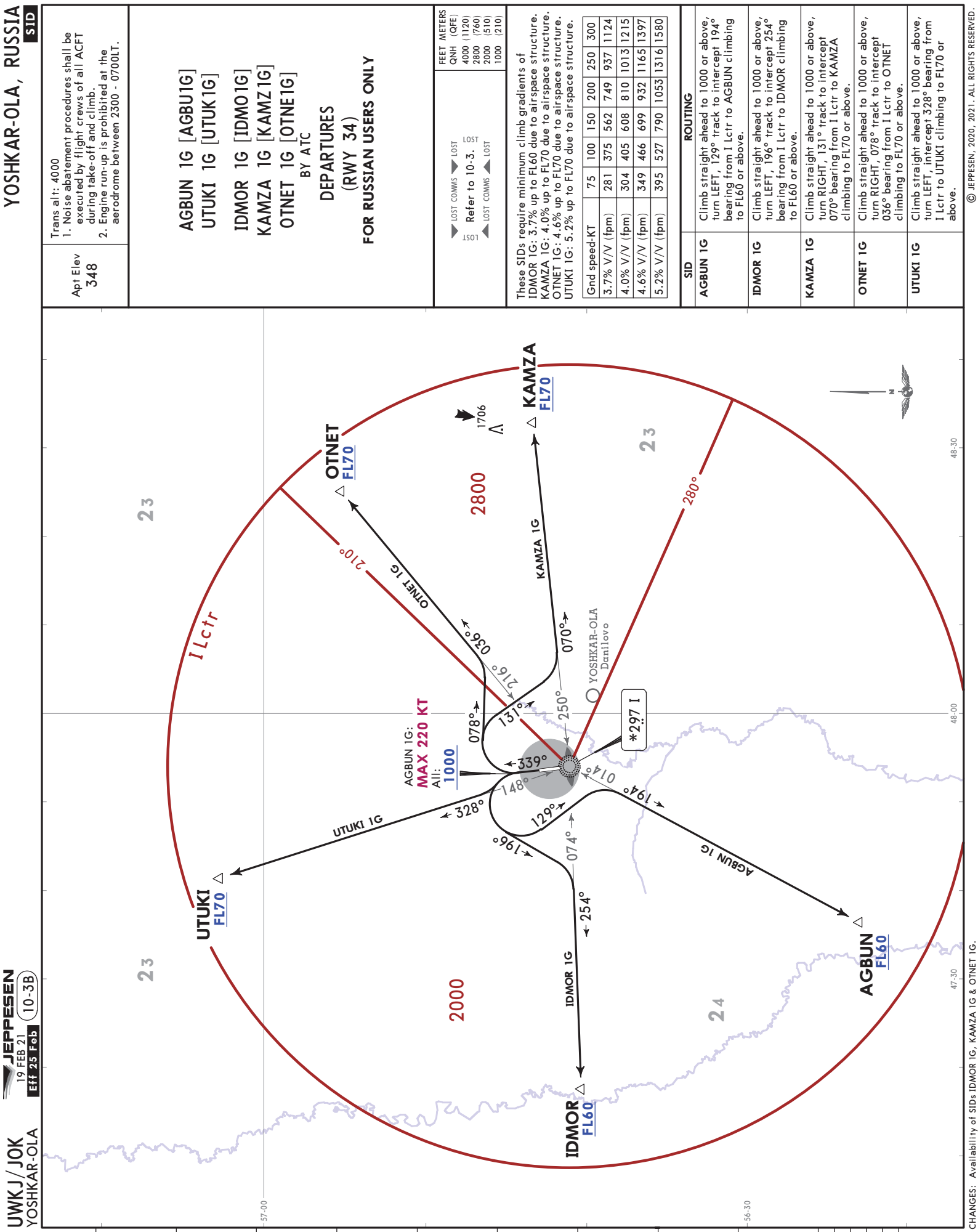
These SIDs require minimum climb gradients of
IDMOR 1B: 3.7% up to FL60 due to airspace structure.
KAMZA 1B: 4.3% up to FL70 due to airspace structure.
OTNET 1B: 4.8% up to FL70 due to airspace structure.
UTUKI 1B: 5.2% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.2% V/V (fpm)	395	527	790	1053	1316	1580

LOST COMMS
LOST
Refer to 10-3.
LOST COMMS

FEET METERS
QNH (QFE)
4000 (1120)
2800 (760)
1000 (210)





Trans alt: 4000
1. Turn before 1 Lctr is forbidden.
2. Noise abatement procedures shall be executed by flight crews of all ACFT during take-off and climb.
3. Engine run-up is prohibited at the aerodrome between 2300 - 0700LT.

Apt Elev
348

AGBUN 1H [AGBU1H]
UTUKI 1H [UTUK1H]

IDMOR 1H [IDMO1H]
KAMZA 1H [KAMZ1H]
OTNET 1H [OTNE1H]
BY ATC

DEPARTURES
(RWY 16)

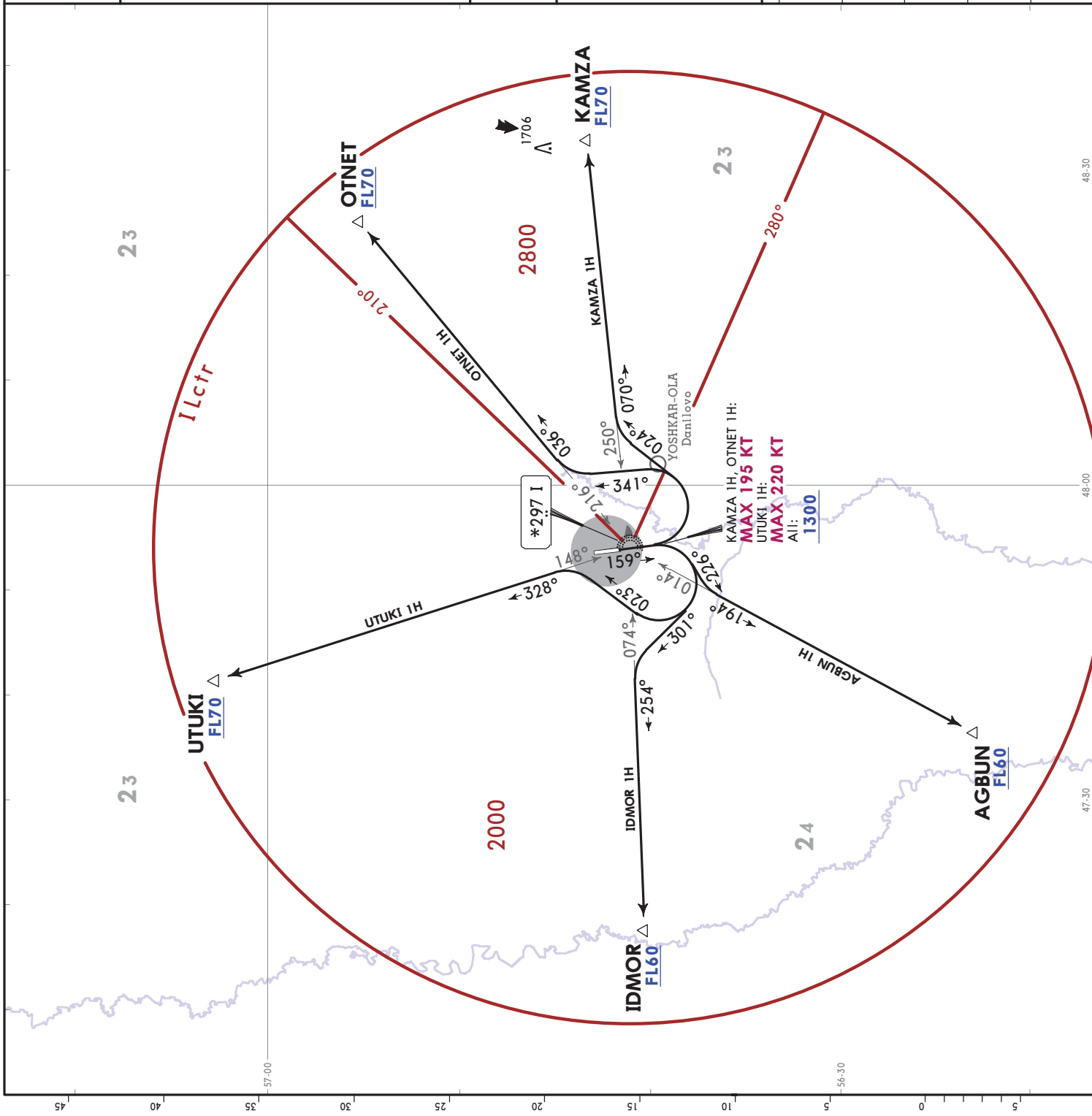
FOR RUSSIAN USERS ONLY

FEET METERS
QNH (QFE)
4000 (1120)
2800 (760)
2000 (510)
1300 (300)

These SIDs require minimum climb gradients of
AGBUN 1H: 4.3% up to FL60 due to airspace structure.
IDMOR 1H: 3.6% up to FL60 due to airspace structure.
KAMZA 1H: 4.1% up to FL70 due to airspace structure.
OTNET 1H: 3.5% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.6% V/V (fpm)	273	365	547	729	911	1094
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
AGBUN 1H	Climb straight ahead to 1300 or above, turn RIGHT, 226° track to intercept 194° bearing from 1 Lctr to AGBUN climbing to FL60 or above.
IDMOR 1H	Climb straight ahead to 1300 or above, turn RIGHT, 301° track to intercept 254° bearing from 1 Lctr to IDMOR climbing to FL60 or above.
KAMZA 1H	Climb straight ahead to 1300 or above, turn LEFT, 024° track to intercept 070° bearing from 1 Lctr to KAMZA climbing to FL70 or above.
OTNET 1H	Climb straight ahead to 1300 or above, turn LEFT, 341° track to intercept 036° bearing from 1 Lctr to OTNET climbing to FL70 or above.
UTUKI 1H	Climb straight ahead to 1300 or above, turn RIGHT, 023° track to intercept 328° bearing from 1 Lctr to UTUKI climbing to FL70 or above.





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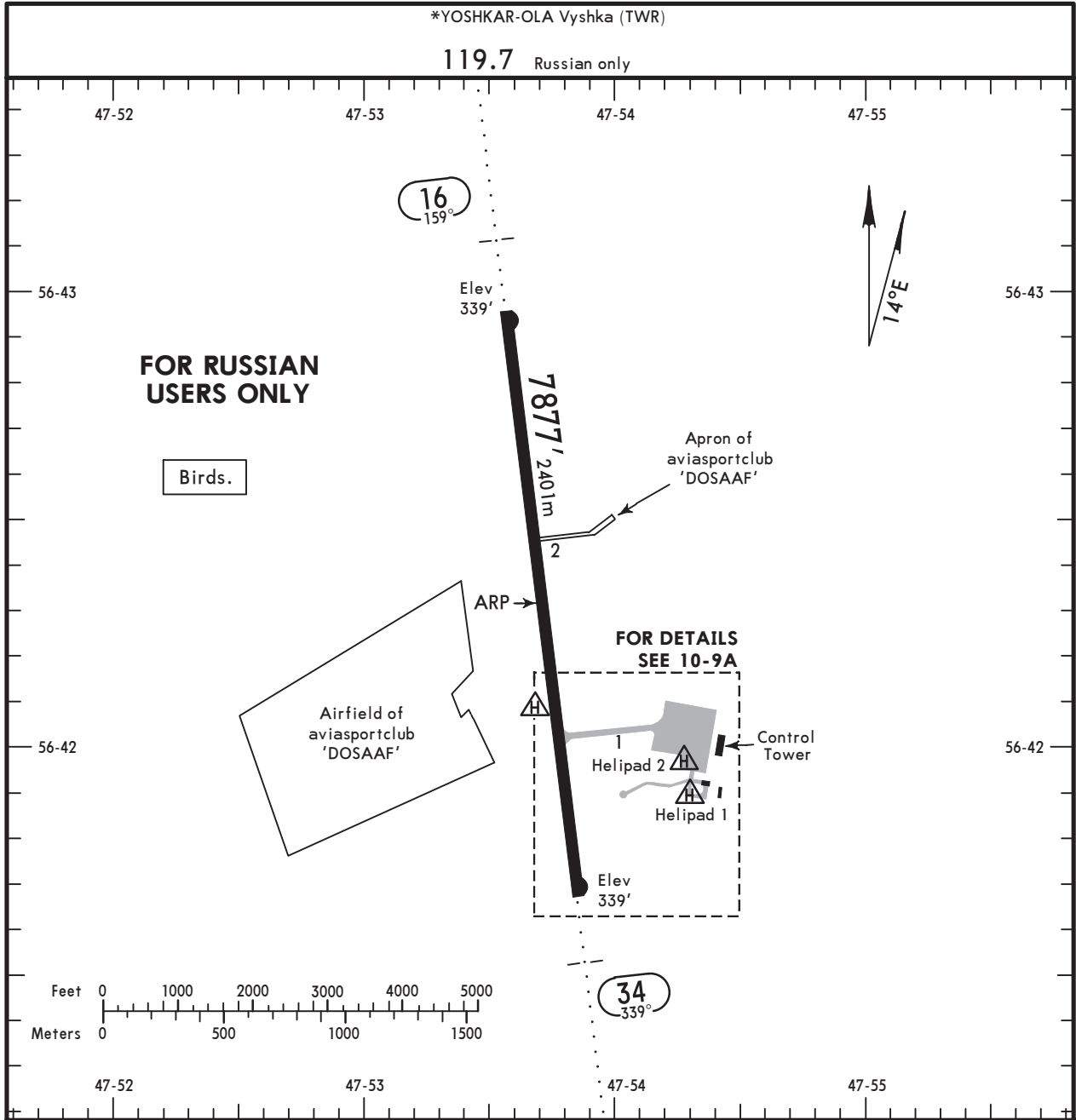


CHANGES: Availability of SIDs AGBUN IR, IDWOR IR, KAMZA IR & OTNET IR. © JEPPESEN, 2020, 2021. ALL RIGHTS RESERVED.

UWKJ/JOK
Apt Elev **348'**
N56 42.3 E047 53.7

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20 NOV 20 **(10-9)** Eff 3 Dec

YOSHKAR-OLA, RUSSIA
YOSHKAR-OLA



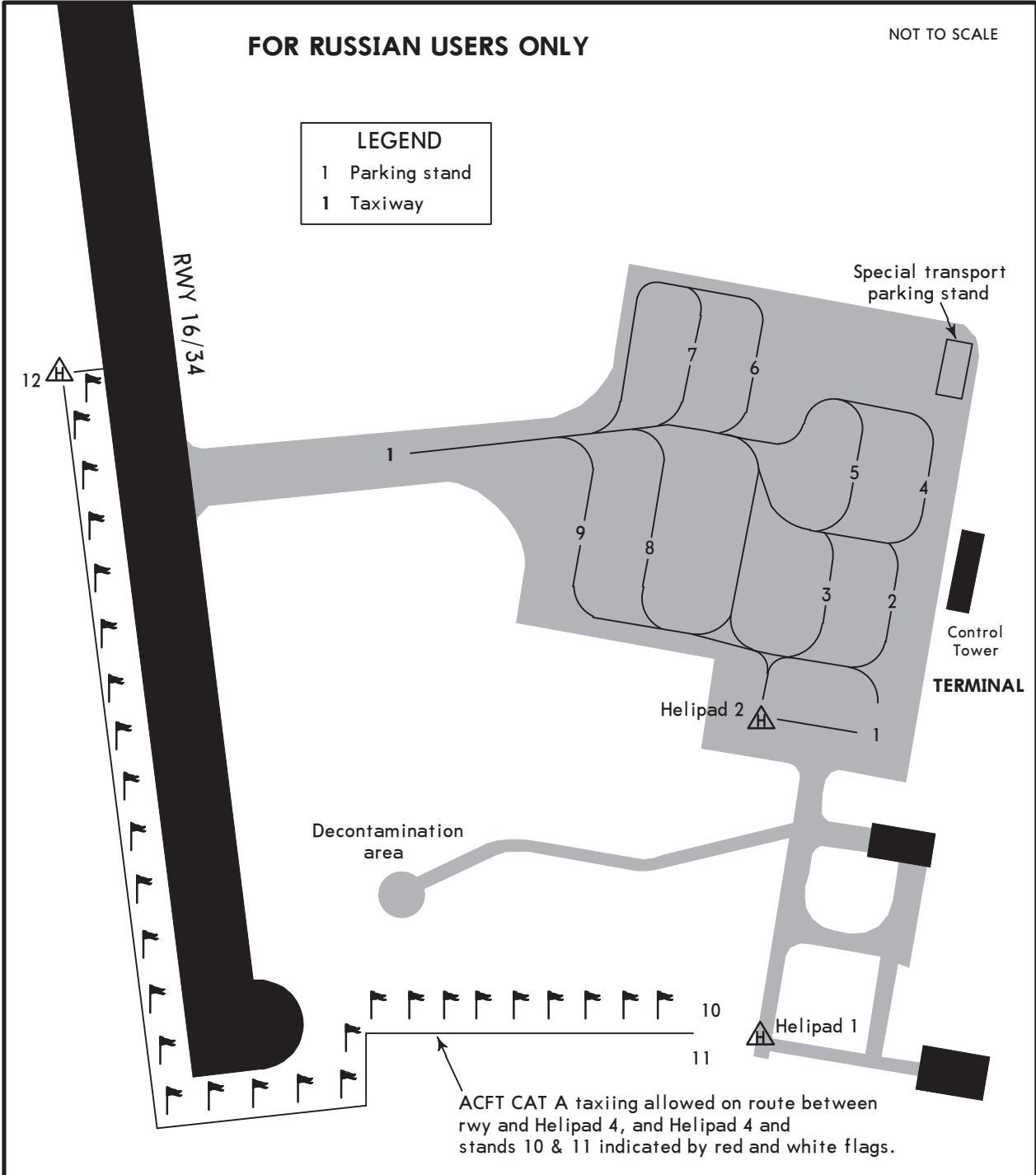
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
16	ALS RL (55m)				148'
34				①	45m

① TAKE-OFF RUN AVAILABLE			
RWY 34:		From rwy head	7877' (2401m)
		twy 1 int	5682' (1732m)

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	NIGHT
R300m		R400m	R/V500m
			NA

UWKJ/JOK

YOSHKAR-OLA, RUSSIA
YOSHKAR-OLA



INS COORDINATES			
STAND No.	COORDINATES		STAND No. COORDINATES
1	N56 42.0	E047 54.3	6 N56 42.1 E047 54.3
2	N56 42.0	E047 54.4	7 N56 42.1 E047 54.2
3	N56 42.0	E047 54.3	8, 9 N56 42.0 E047 54.2
4	N56 42.0	E047 54.4	10, 11 N56 41.9 E047 54.2
5	N56 42.0	E047 54.3	12 N56 42.0 E047 53.6

Taxiing out of stands 2 and 4 shall be carried out at reduced engine thrust.
Stands 1 & 10 thru 12 available for helicopters.

LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented at the airport when RVR is less than 600m at least at one measurement point.

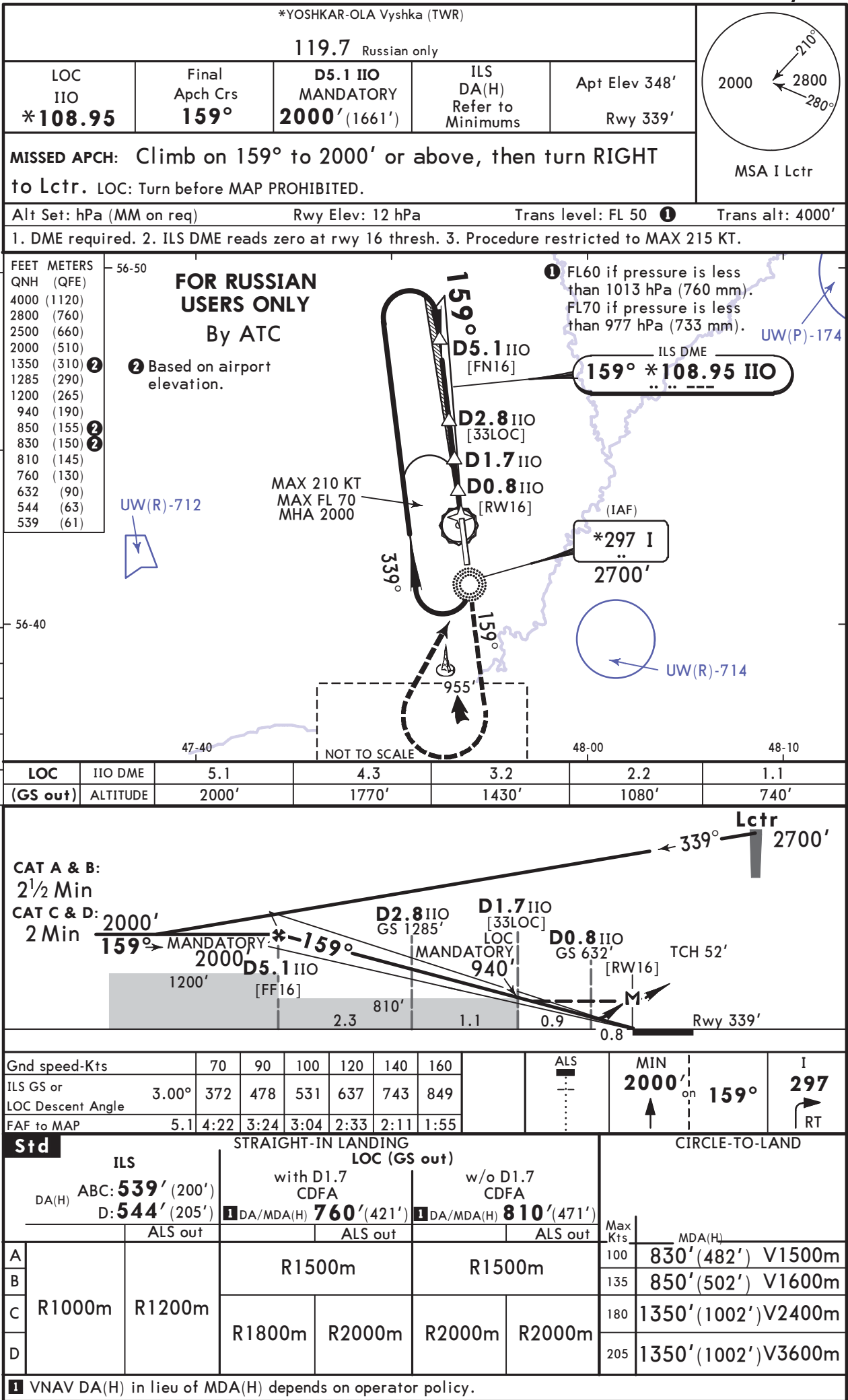
When LVP are in force, the following is PROHIBITED:

- take-off not from the rwy beginning;
- take-off without stop at the line-up position.

UWKJ/JOK
YOSHKAR-OLA

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19 FEB 21
Eff 25 Feb 11-2

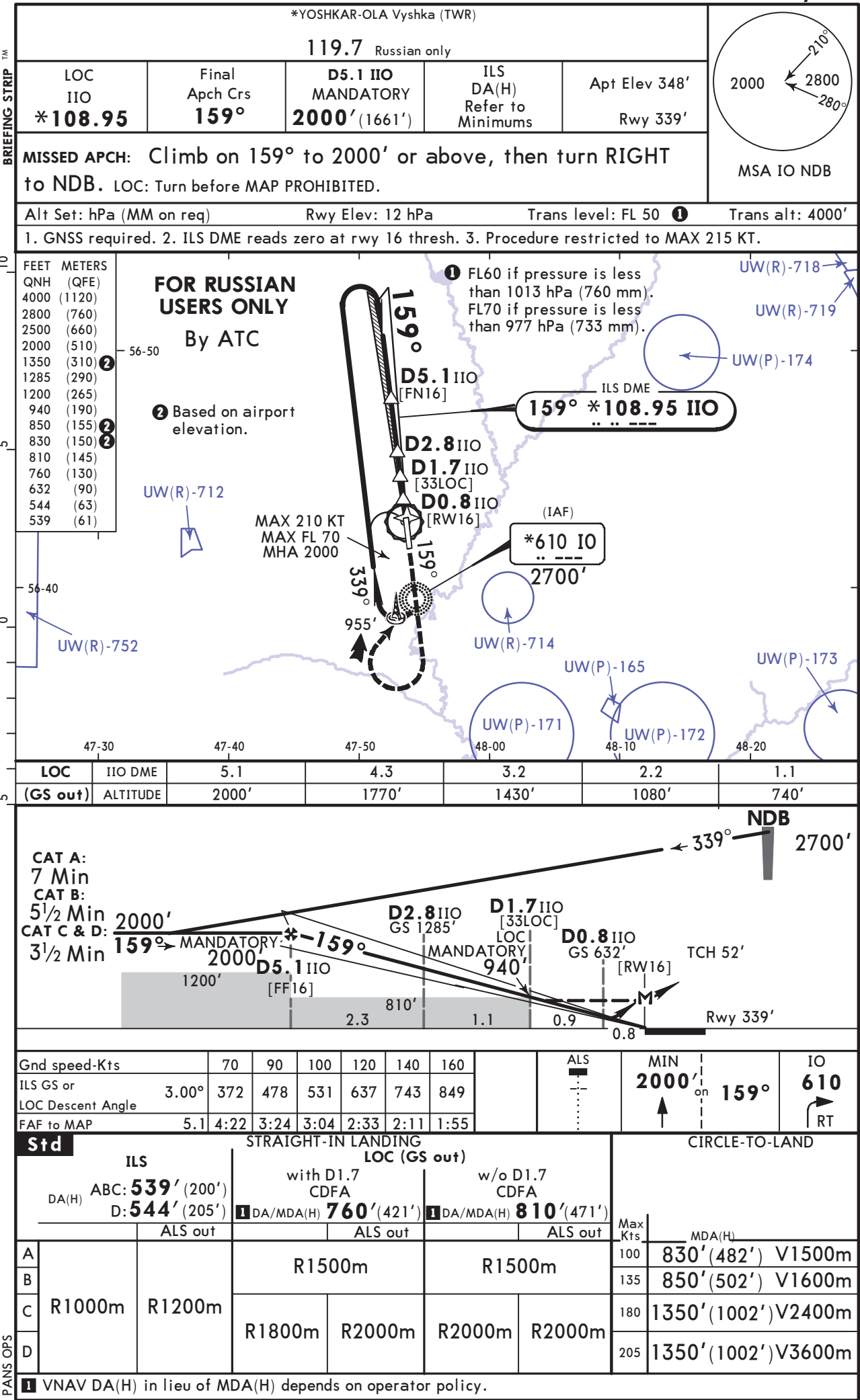
YOSHKAR-OLA, RUSSIA
ILS X or LOC X Rwy 16



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YOSHKAR-OLA

JEPPESEN
19 FEB 21
Eff 25 Feb 11-3

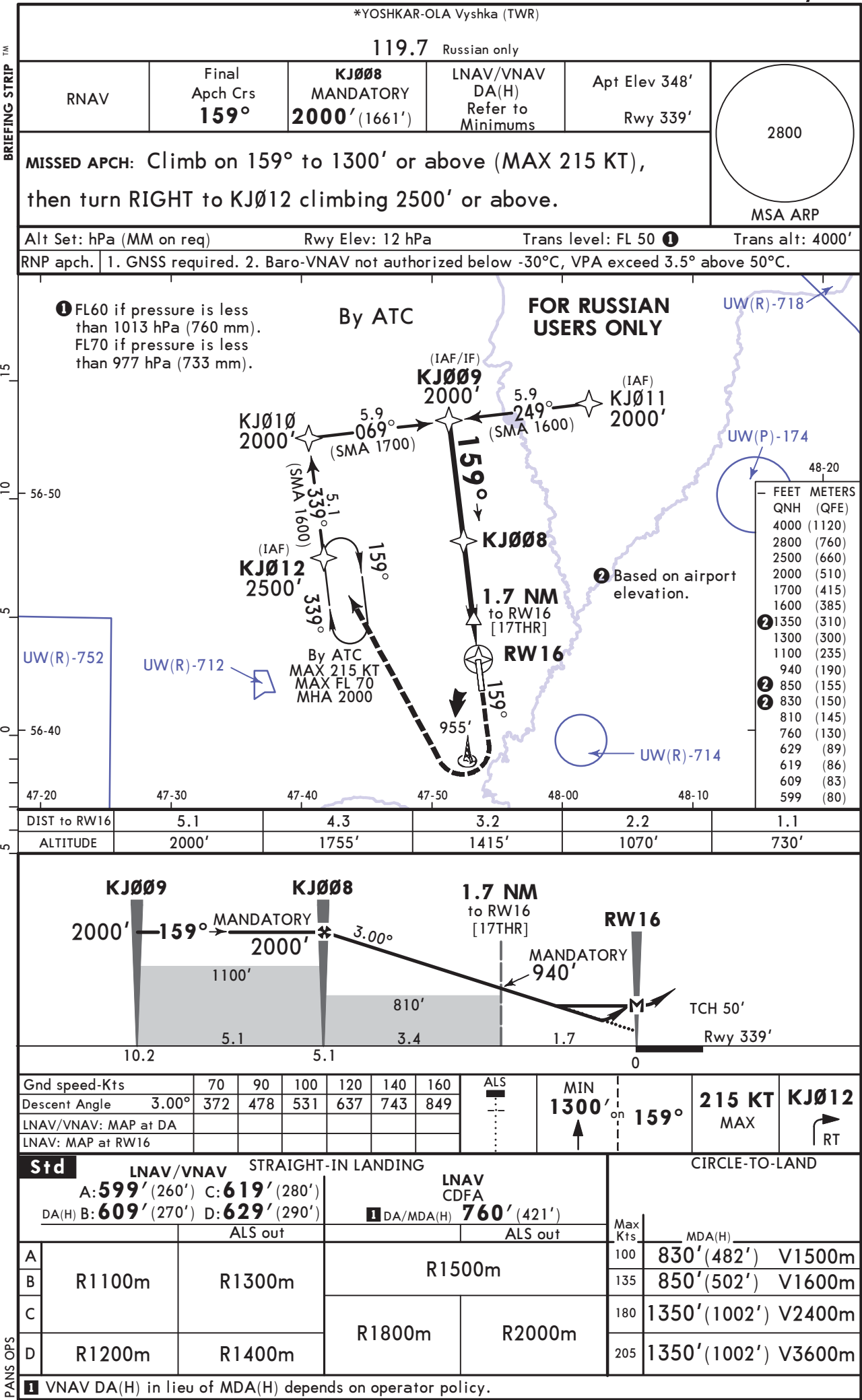
YOSHKAR-OLA, RUSSIA
ILS W or LOC W Rwy 16



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YOSHKAR-OLA

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19 FEB 21 (12-1) Eff 25 Feb

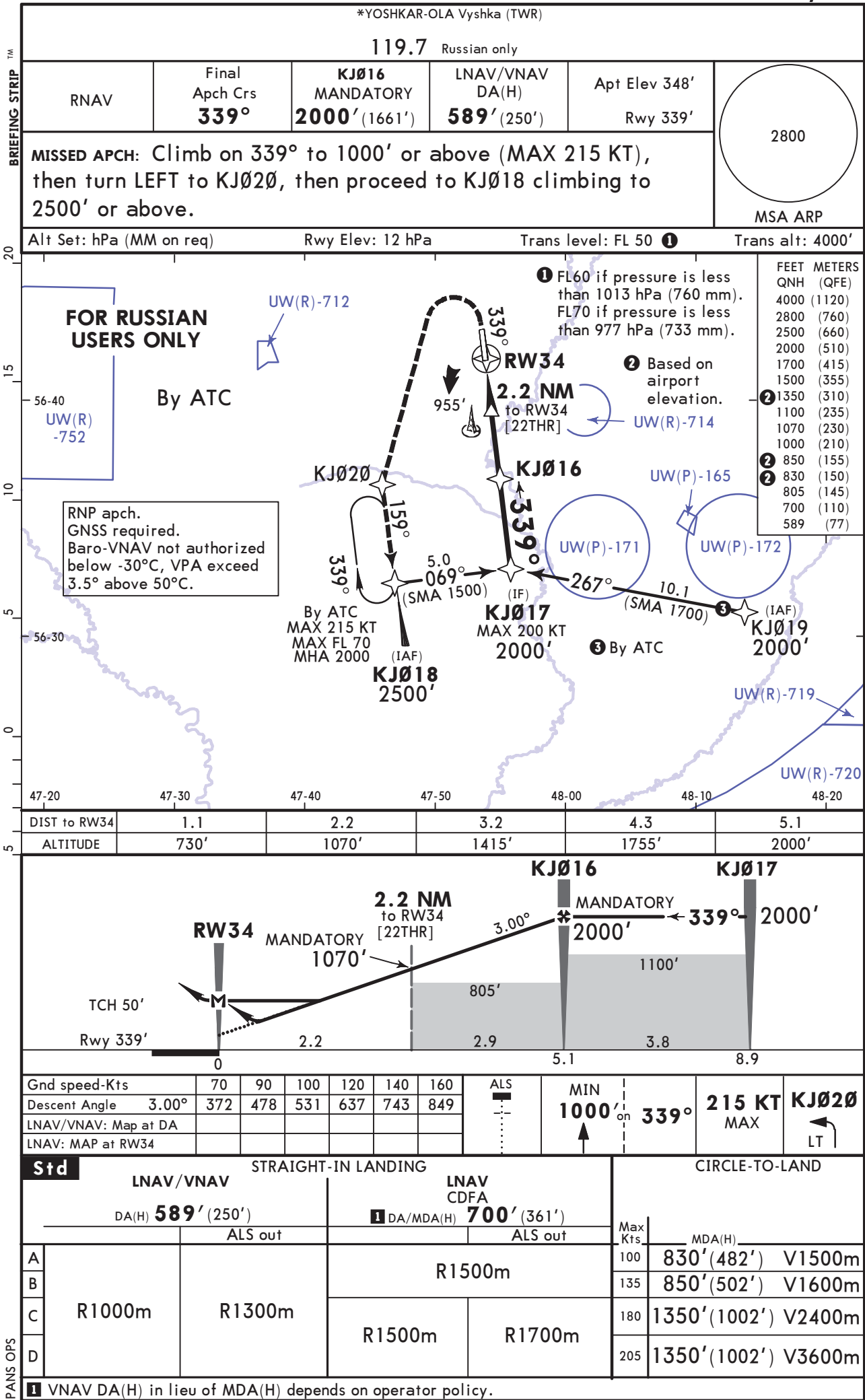
YOSHKAR-OLA, RUSSIA
RNP Rwy 16



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JEPPESSEN
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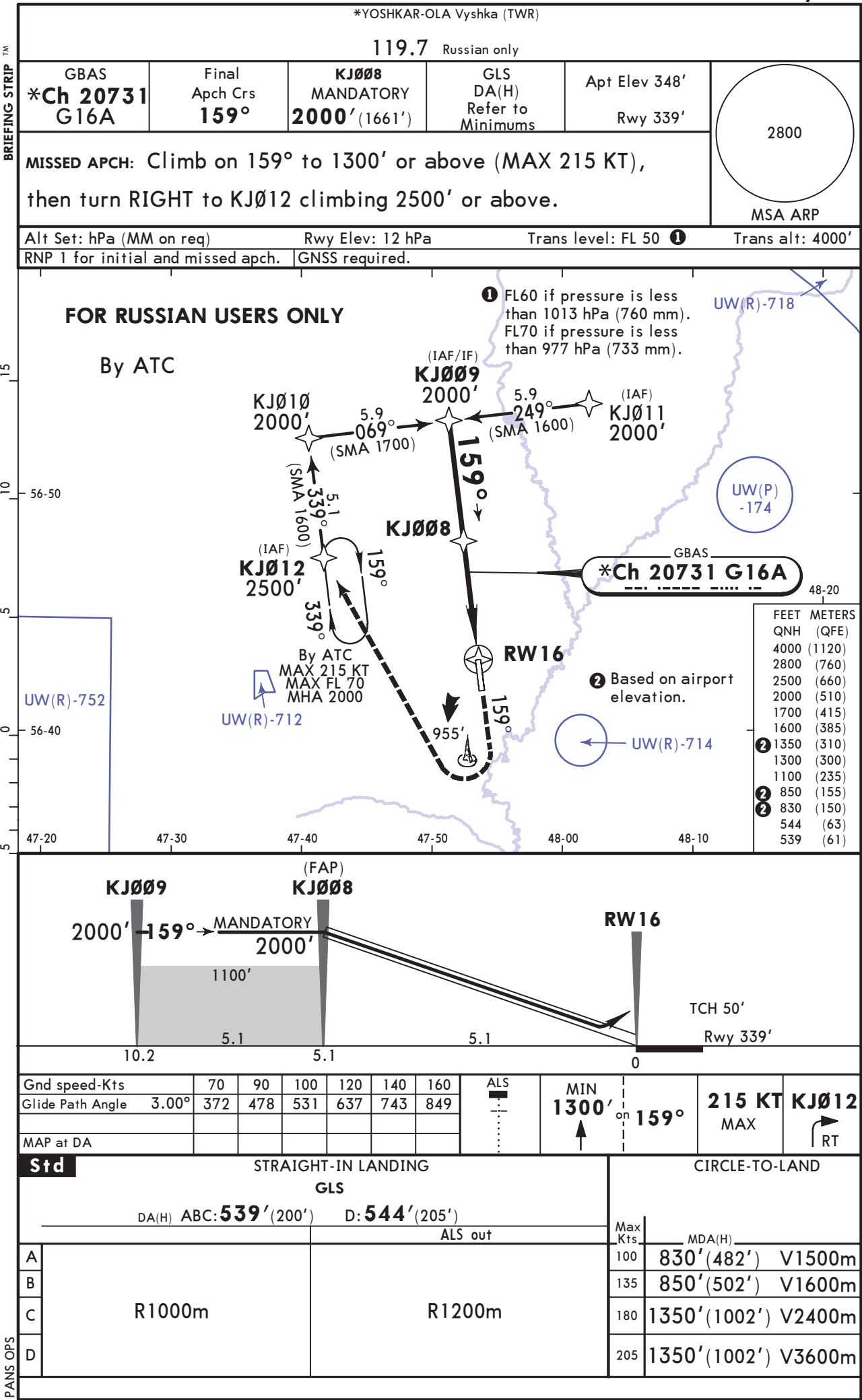
YOSHKAR-OLA, RUSSIA
RNP Rwy 34



UWKJ/JOK
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JEPPESSEN
19 FEB 21 12-40 Eff 25 Feb

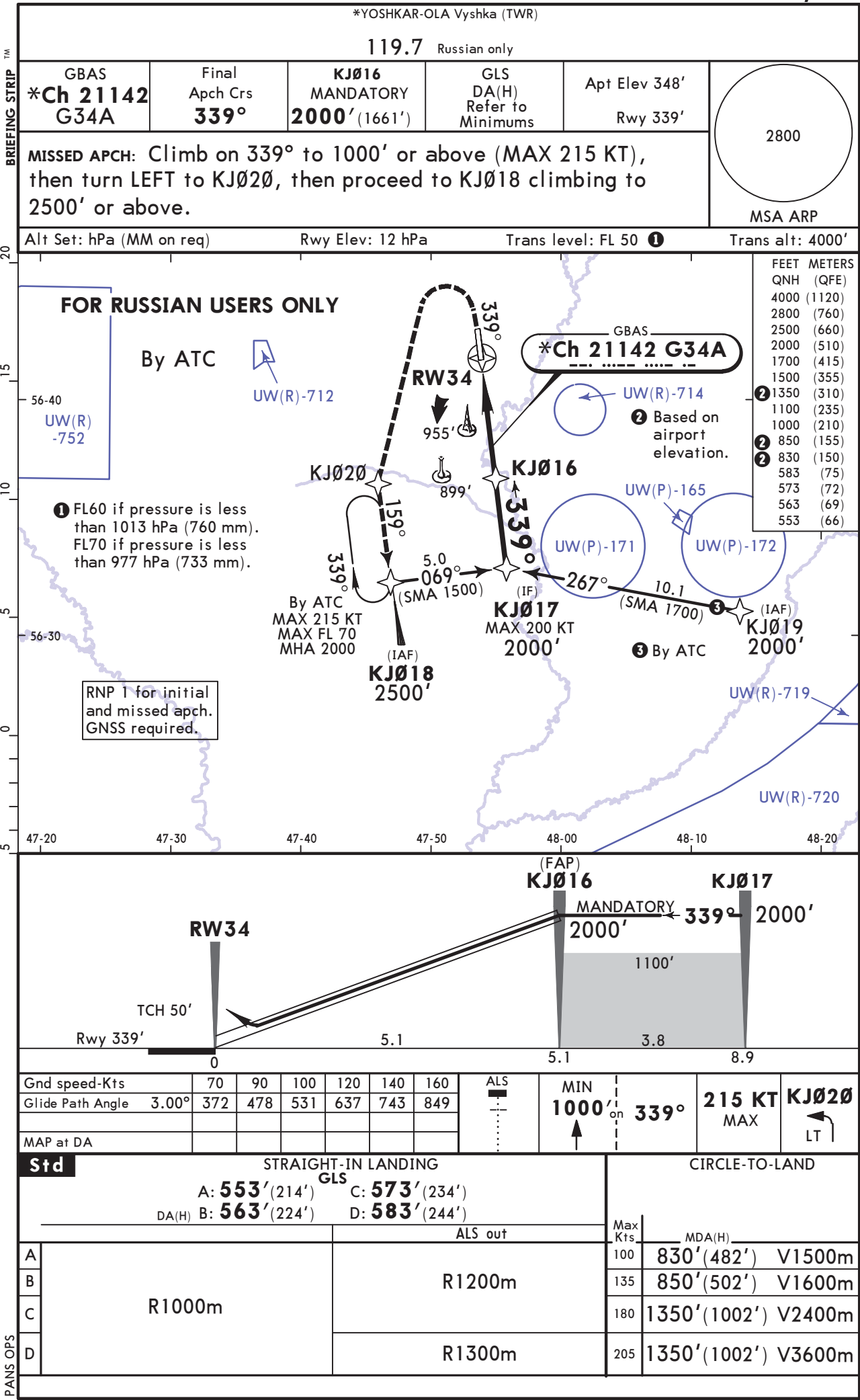
YOSHKAR-OLA, RUSSIA
GLS Rwy 16



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JEPPESSEN
19 FEB 21 12-41 Eff 25 Feb

YOSHKAR-OLA, RUSSIA
GLS Rwy 34



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YOSHKAR-OLA

JEPPESSEN
19 FEB 21 (16-1) Eff 25 Feb

YOSHKAR-OLA, RUSSIA
NDB Y Rwy 16

