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Airport Information For ULWC

Terminal Charts For ULWC

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: CHEREPOVETS RUS
ICAO/IATA: ULWC / CEE
Lat/Long: N59° 16.57', E038° 01.13'
Elevation: 377 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 13.0° E

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

Sunrise: 0040 Z
Sunset: 1810 Z

Runway Information

Runway: 03
Length x Width: 8278 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 360 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 8278 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 376 ft
Lighting: Edge, ALS

Communication Information

Cherepovets Tower: 119.200
Cherepovets Tower: 123.100 Secondary

1. GENERAL

1.1. NOISE ABATEMENT PROCEDURES

1.1.1. GENERAL

Noise abatement procedures shall be carried out during descent, approach, take-off and climb, but not at the expense of flight safety.

In case of dangerous weather conditions occur, flight crew can deviate from the established routes by clearance of TWR controller.

1.1.2. USE OF RWY SYSTEM

DAY-Time 0430-2030UTC

Scheduled flights are carried out.

NIGHT-Time 2030-0430UTC

During NIGHT-time departures and arrivals are permitted for ACFT, complying with noise level requirements of para 3.4, Chapter 3 of ICAO Annex 16 "Environmental Protection".

1.2. TAXI PROCEDURES

ACFT movement about the APT/apron shall be carried out by TWR controller's clearance and control.

Taxiing shall be carried out along centerlines at reduced speed with increased caution of the flight crew.

During towing and engines start-up, two-way communication between the flight crew and ground handling specialist shall be maintained via intercom or visually using established signals.

1.3. PARKING INFORMATION

Enter/exit stands under control of engineering service specialist.

Stands 7 thru 11 available for helicopters.

1.4. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure:

- use mobile communication to call TWR controller at +7-921-250-92-57;
- monitor the frequency of LOM 405 kHz for controller's instructions and information;
- strictly maintain established maneuvering procedures in the terminal area.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

ACFT executing approach shall strictly follow the established STAR routes. The change of flight configuration and flight speed, connected with noise abatement procedures shall be carried out in accordance with the requirements of the Aeroplane Flight Manual and shall not envisage the exceeding of the indicated rate of descent.

Flying below the GP is PROHIBITED during approach.

2.2. ARRIVAL INSTRUCTIONS

Expect radar vectoring or "Direct to" procedure.

When establishing radio contact with TWR controller during descent report present flight level (altitude) and flight level (altitude) to be reached.

If no information about STAR and/or approach procedure is available report to TWR controller and request vectoring.

3. DEPARTURE

3.1. DE-ICING

De-icing treatment shall be carried out on stands 1 thru 6.

De-icing treatment with running engines is prohibited.

3.2. START-UP PROCEDURES

When ACFT is completely ready for departure, flight crew must establish contact with TWR controller not later than 10 minutes before the estimated engines start-up time, reporting the following:

- meteorological information, QNH;
- stand number;
- ACFT call sign;
- readiness for engines start-up.

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

Departing ACFT must strictly follow the established SID routes.

3.3.2. RESTRICTIONS DURING TAKE-OFF AND CLIMBING PHASE

- Take-off to 1170':
 - climb at V2+10 KT.
- 1170' to 3330':
 - climb at V2+(10-20) KT.
- at or above 3330':
 - accelerate and retract flaps/slats;
 - continue climbing according to ACFT Flight Manual.

3.4. COMMUNICATION FAILURE PROCEDURES

In the event of radio communication failure after take-off execute approach in accordance with the established procedure and land at Cherepovets AD.

If unable to land (due to weather conditions or in case ACFT mass exceeds maximum permissible landing mass etc.), pilot has the right to:

- proceed to the destination aerodrome in accordance with the controller's instructions;
- proceed to the alternate aerodrome at lower safe flight level or at one of the flight levels designated for flights without radio communication on FL 140, FL 150 or FL 240, FL 250 depending on direction of the flight.

3.5. DEPARTURE INSTRUCTIONS

Expect radar vectoring or "Direct to" procedure.

ULWC/CEE CHEREP OVETS

JEPPESEN
20 NOV 20 **10-1R** Eff 3 Dec

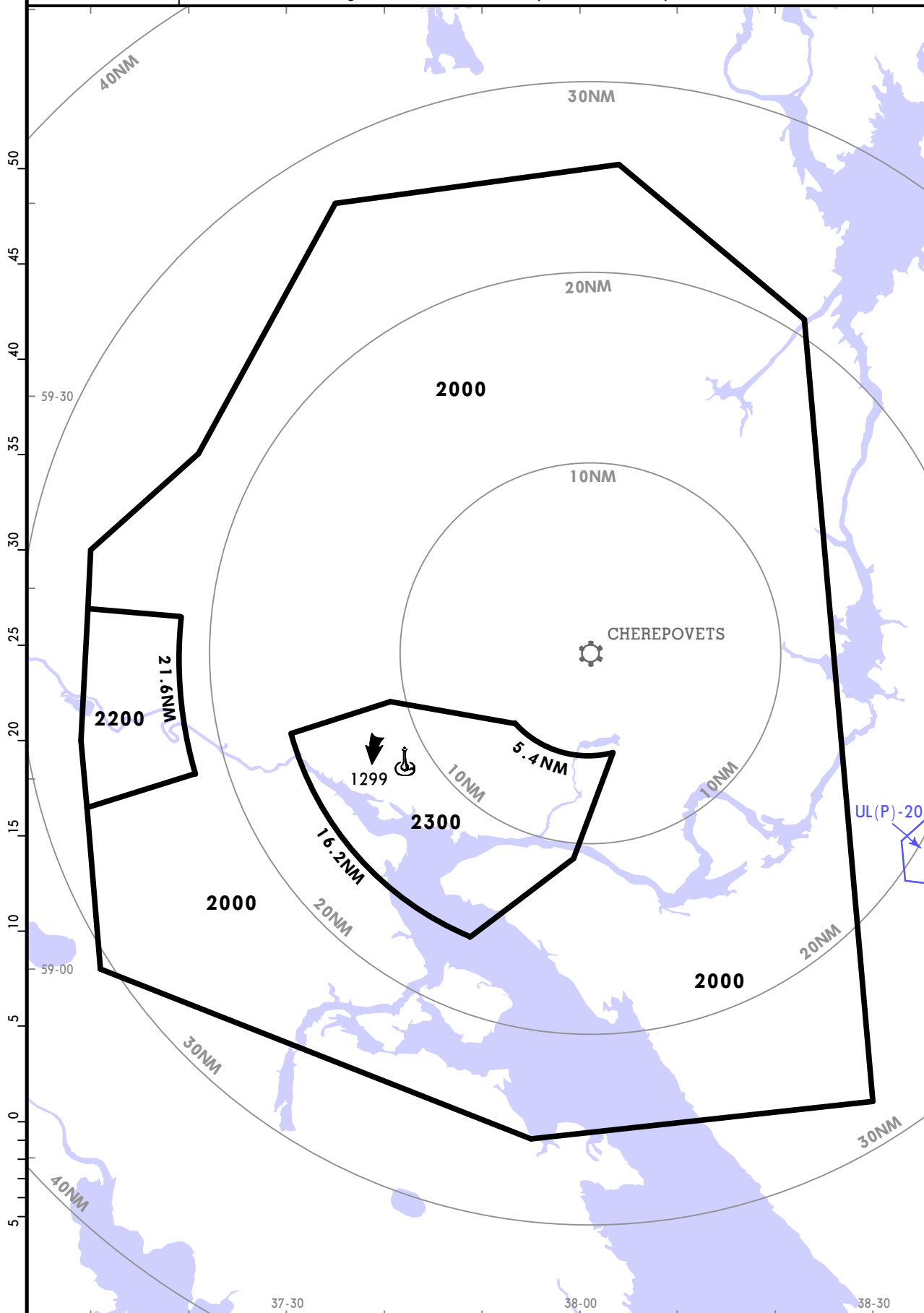
CHEREP OVETS, RUSSIA

RADAR MINIMUM ALTITUDES

Apt Elev
377

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

Trans alt: 4000
1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes for IFR flight must be corrected by altimeter temperature correction.



ULWC/CEE CHEREPOVETS

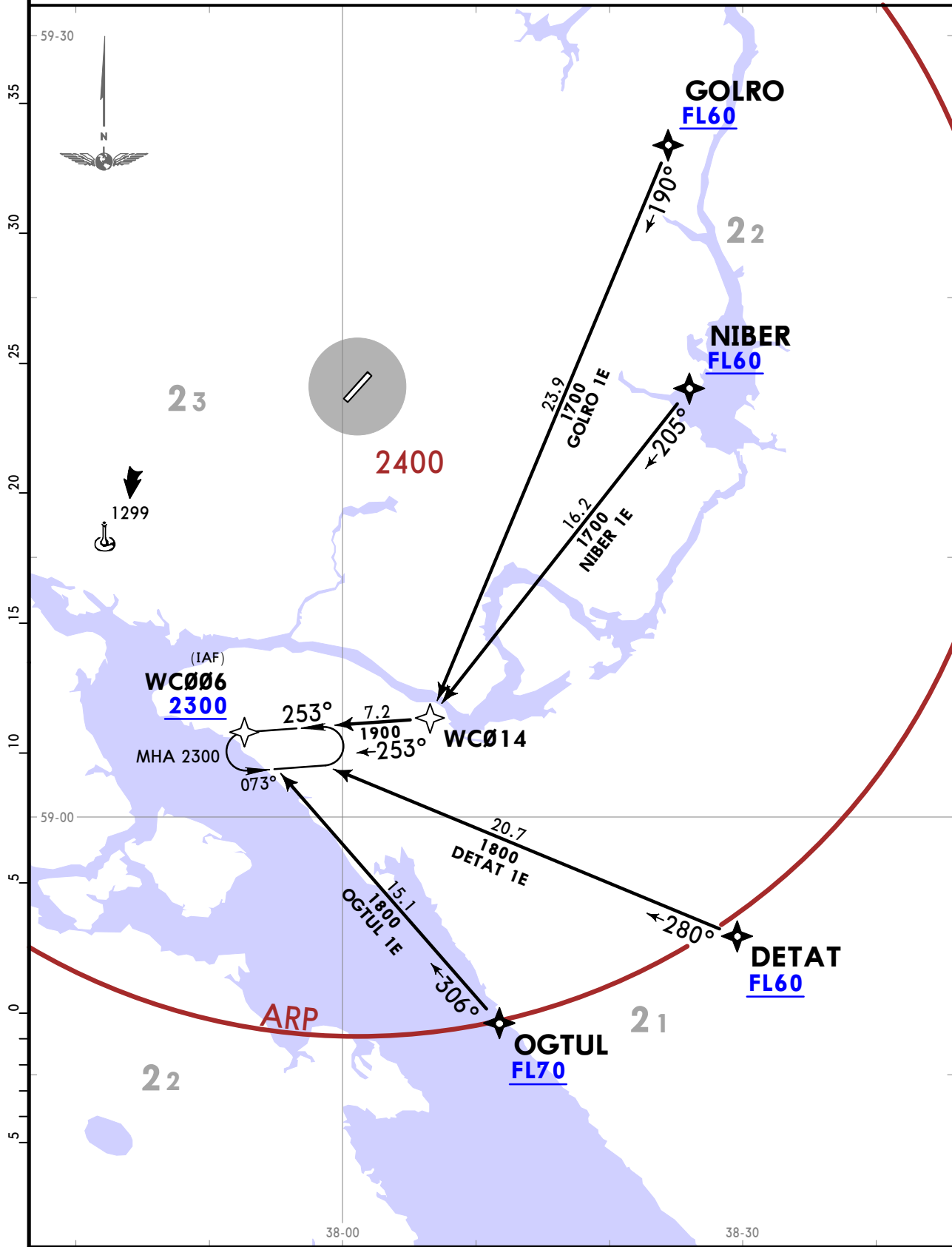
20 NOV 20 **10-2** Eff 3 Dec

CHEREPOVETS, RUSSIA
RNAV STAR

Apt Elev
377

Alt Set: hPa
Trans level: FL50
FL60 if pressure is less than 1013 hPa (760 mm)
FL70 if pressure is less than 977 hPa (733 mm)
1. RNAV 1
2. GNSS required

**DETAT 1E [DETA1E], GOLRO 1E [GOLR1E]
NIBER 1E [NIBE1E], OGTUL 1E [OGTU1E]
RNAV ARRIVALS
(RWY 03)**



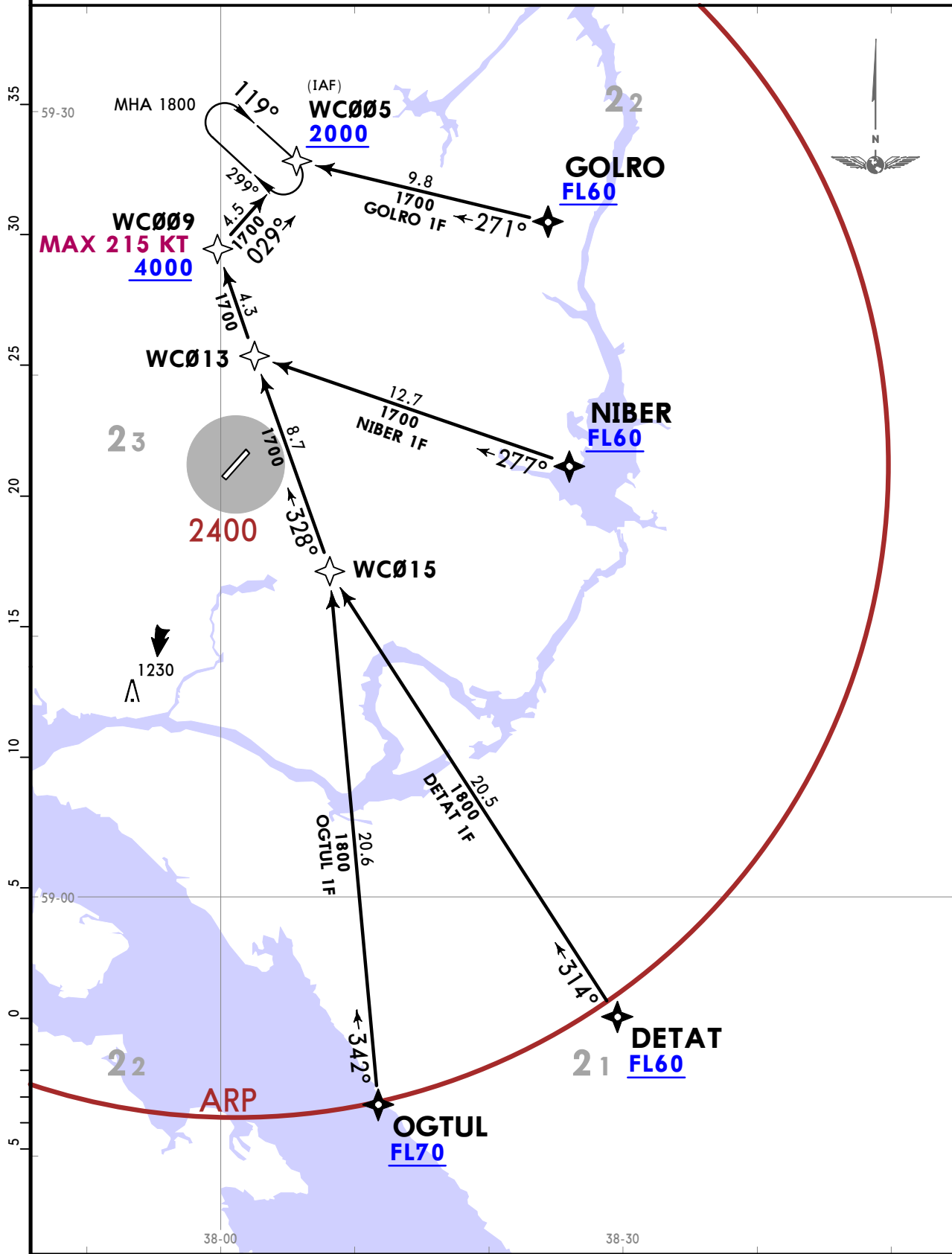
ULWC/CEE CHEREPOVETS

JEPPESEN
20 NOV 20 **(10-2A)** Eff 3 Dec

CHEREPOVETS, RUSSIA
RNAV STAR

Apt Elev 377	Alt Set: hPa
	Trans level: FL50
	FL60 if pressure is less than 1013 hPa (760 mm)
	FL70 if pressure is less than 977 hPa (733 mm)
	1. RNAV 1
	2. GNSS required

DETAT 1F [DETA1F], GOLRO 1F [GOLR1F]
 NIBER 1F [NIBE1F], OGTUL 1F [OGTU1F]
RNAV ARRIVALS
 (RWY 21)



ULWC/CEE CHEREPOVETS

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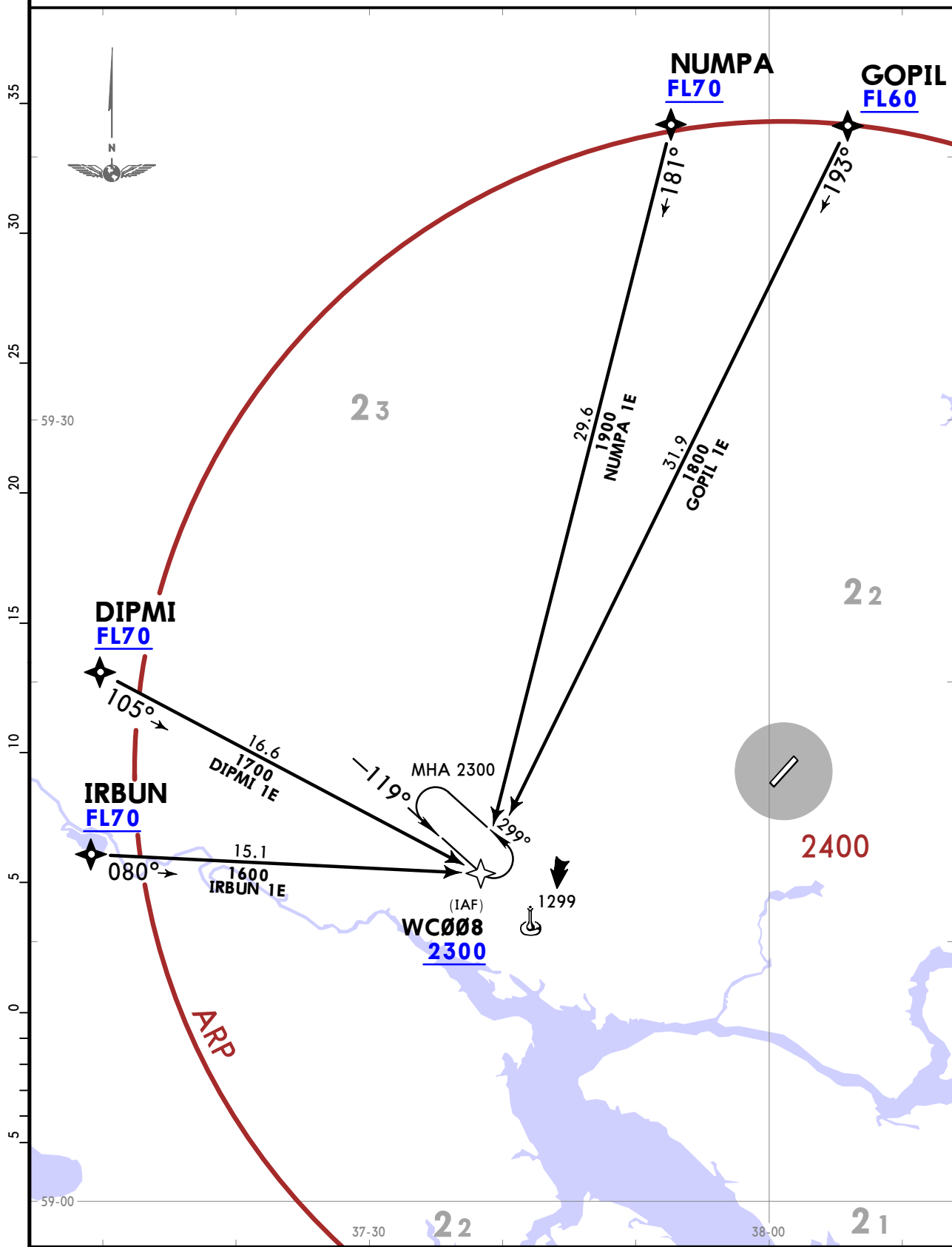
CHEREPOVETS, RUSSIA
RNAV STAR

Apt Elev
377

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

1. RNAV 1
2. GNSS required

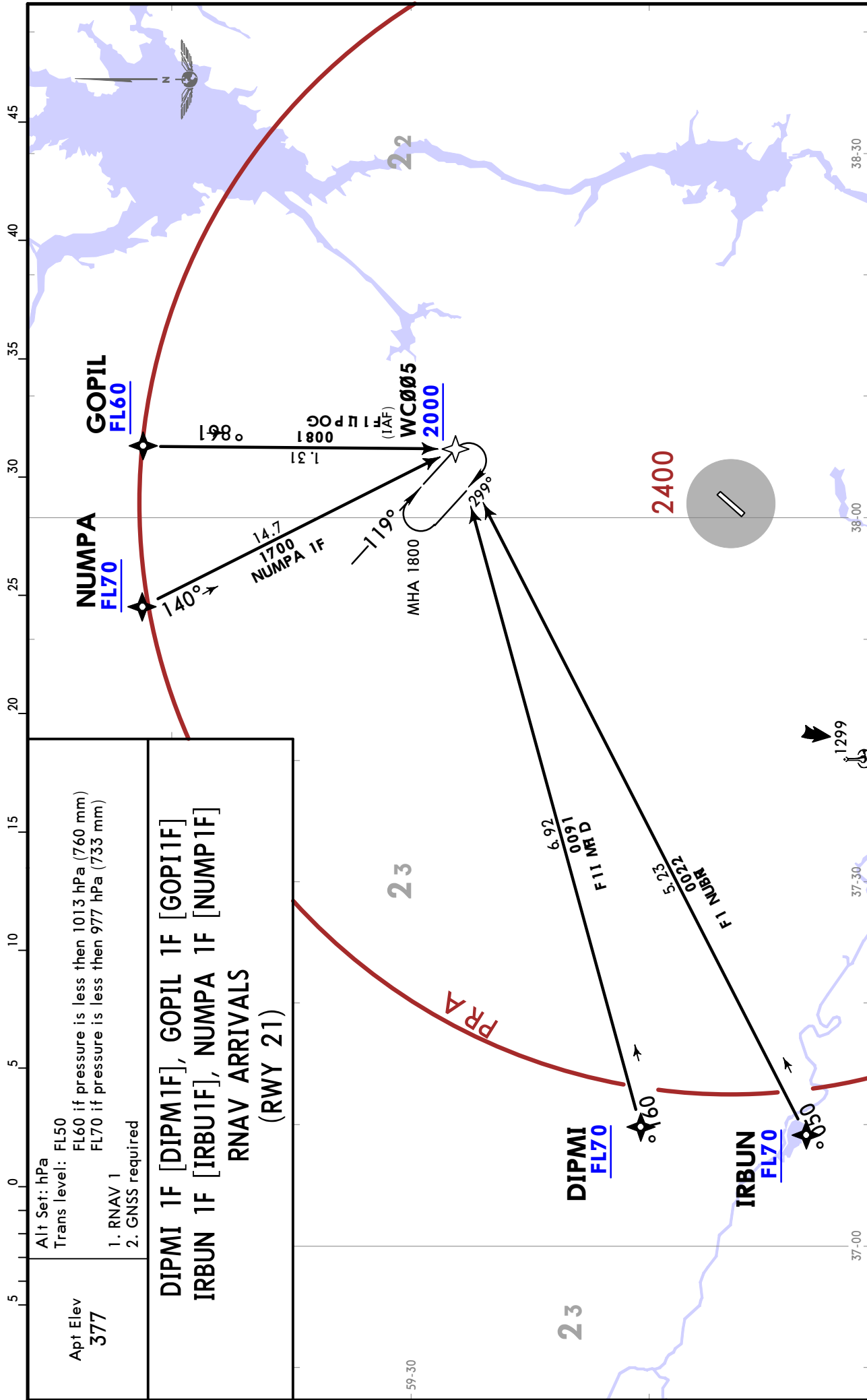
DIPMI 1E [DIPM1E], GOPIL 1E [GOPIL1E]
 IRBUN 1E [IRBU1E], NUMPA 1E [NUMP1E]
 RNAV ARRIVALS
 (RWY 03)



ULWC/CEE CHEREPOVETS

20 NOV 20 **10-2C** Eff 3 Dec

CHEREPOVETS, RUSSIA
RNAV STAR



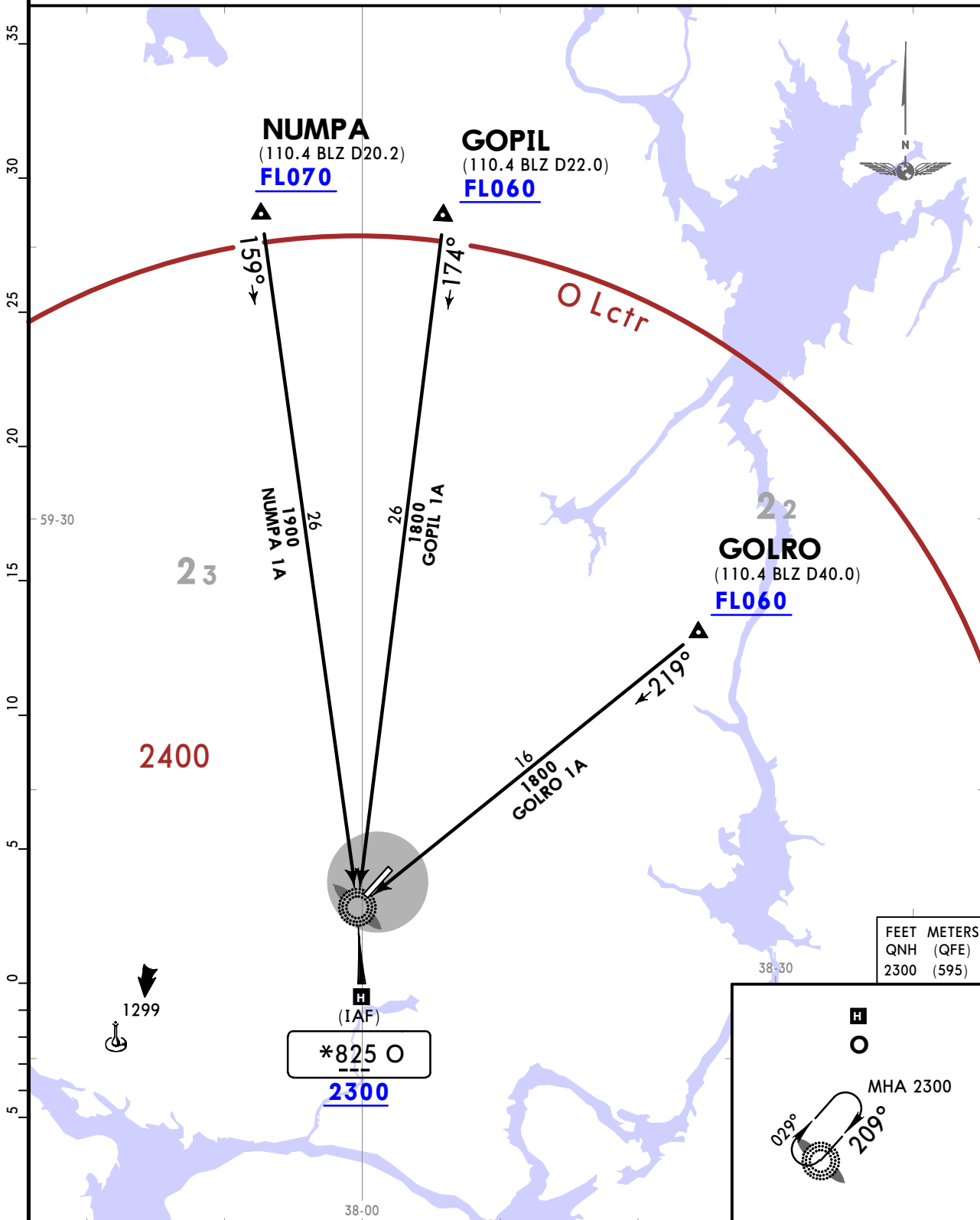
ULWC/CEE CHEREPOVETS

JEPPESSEN
28 FEB 25 **10-2D**

CHEREPOVETS, RUSSIA
STAR

Apt Elev 377	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
*CHEREPOVETS Tower 119.2	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

GOLRO 1A [GOLR1A], GOPIL 1A [GOPIL1A], NUMPA 1A [NUMP1A]
ARRIVALS
(RWY 03)



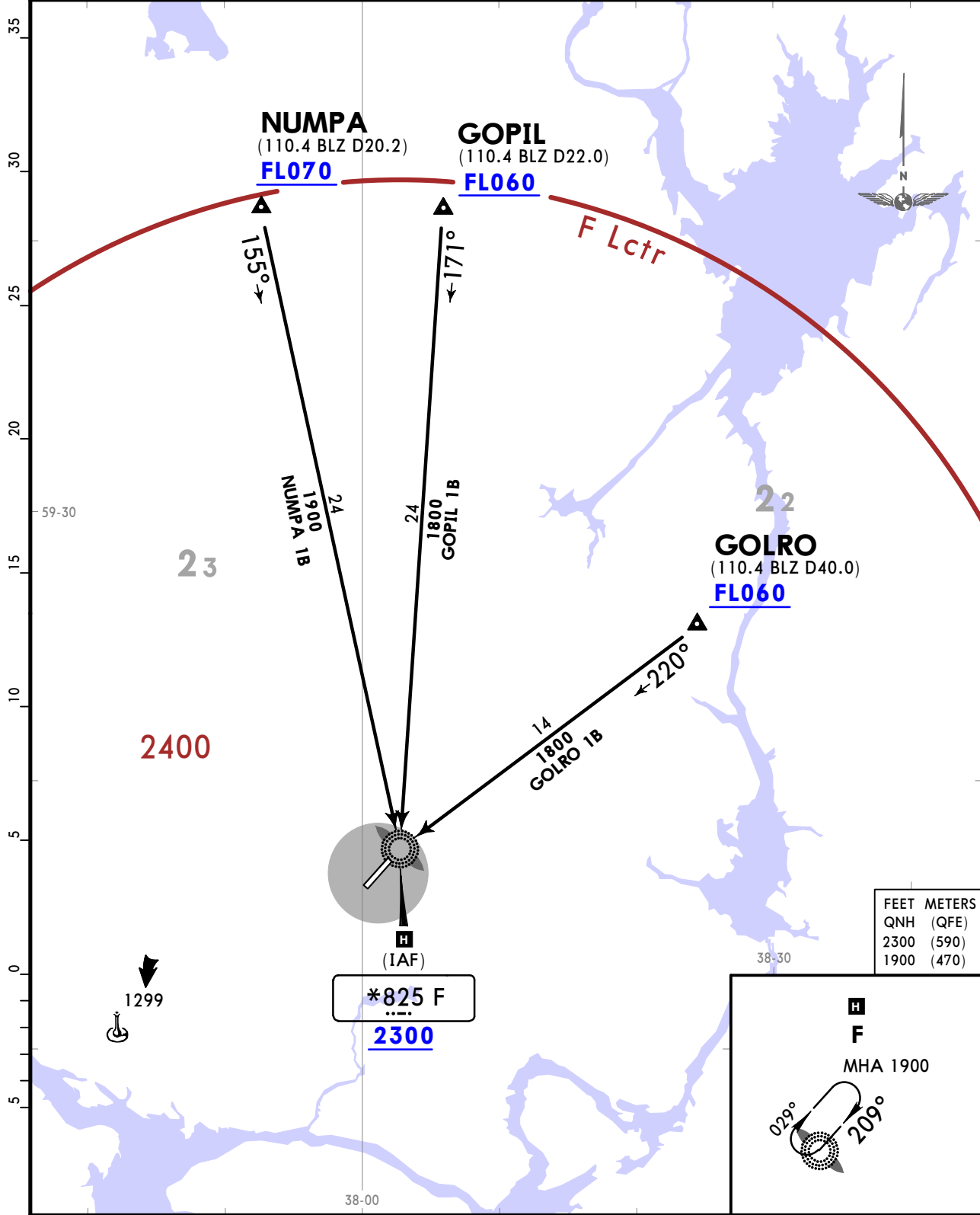
ULWC/CEE CHEREPOVETS

28 FEB 25 **10-2E**

CHEREPOVETS, RUSSIA
STAR

Apt Elev 377	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
*CHEREPOVETS Tower 119.2	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

GOLRO 1B [GOLR1B], GOPIL 1B [GOPIL1B], NUMPA 1B [NUMP1B] ARRIVALS (RWY 21)



CHANGES: DME definitions established, notes.

ULWC/CEE CHEREPOVETS

JEPPESEN
28 FEB 25 **10-2F**

CHEREPOVETS, RUSSIA
STAR

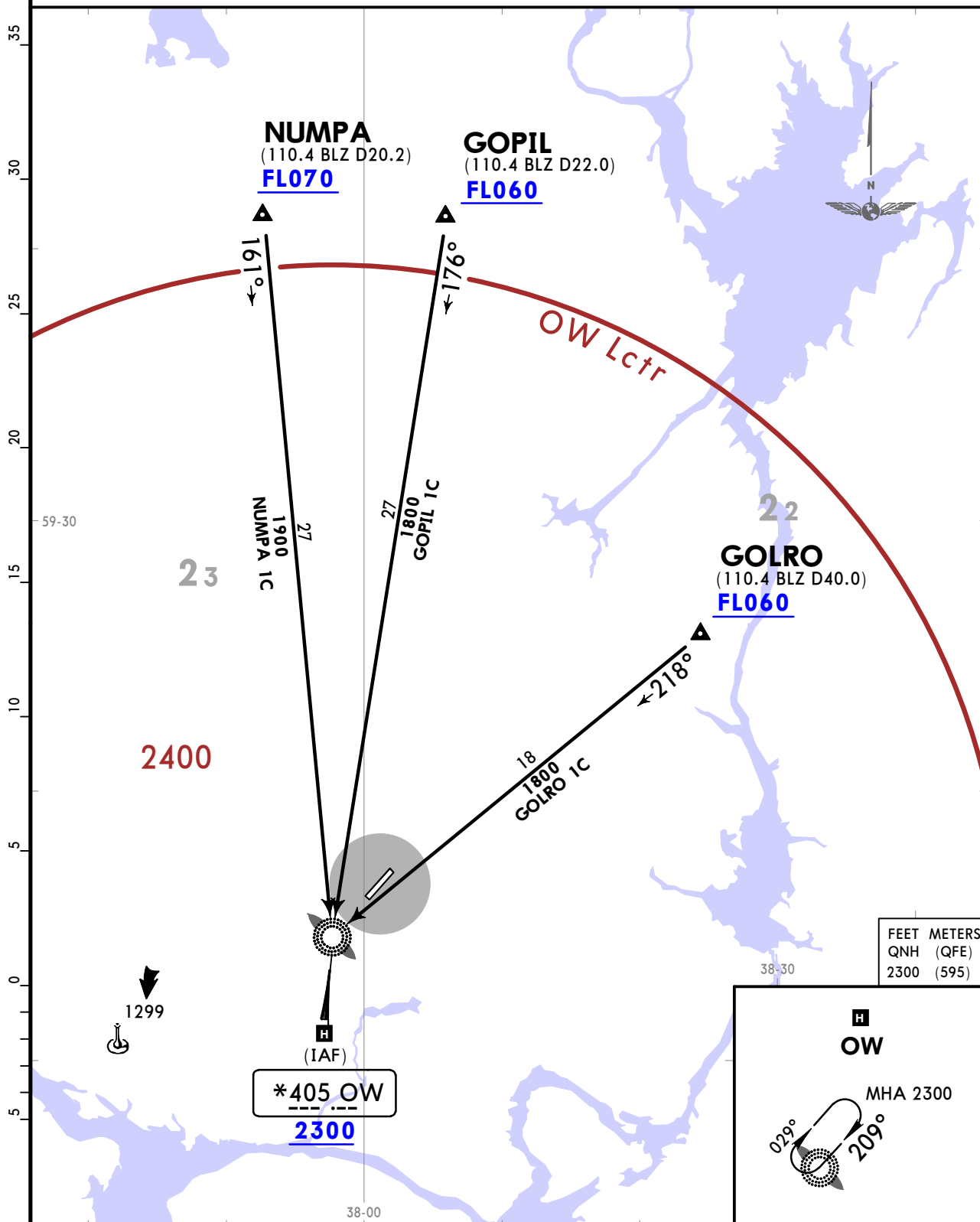
Apt Elev
377

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

*CHEREPOVETS
Tower
119.2

1. DME required.
2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring.
3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached.
4. Expect radar vectoring or "Direct to" procedure.

GOLRO 1C [GOLR1C], GOPIL 1C [GOPI1C], NUMPA 1C [NUMP1C] ARRIVALS (RWY 03)



ULWC/CEE CHEREPOVETS

28 FEB 25 **10-2G**

CHEREPOVETS, RUSSIA
STAR

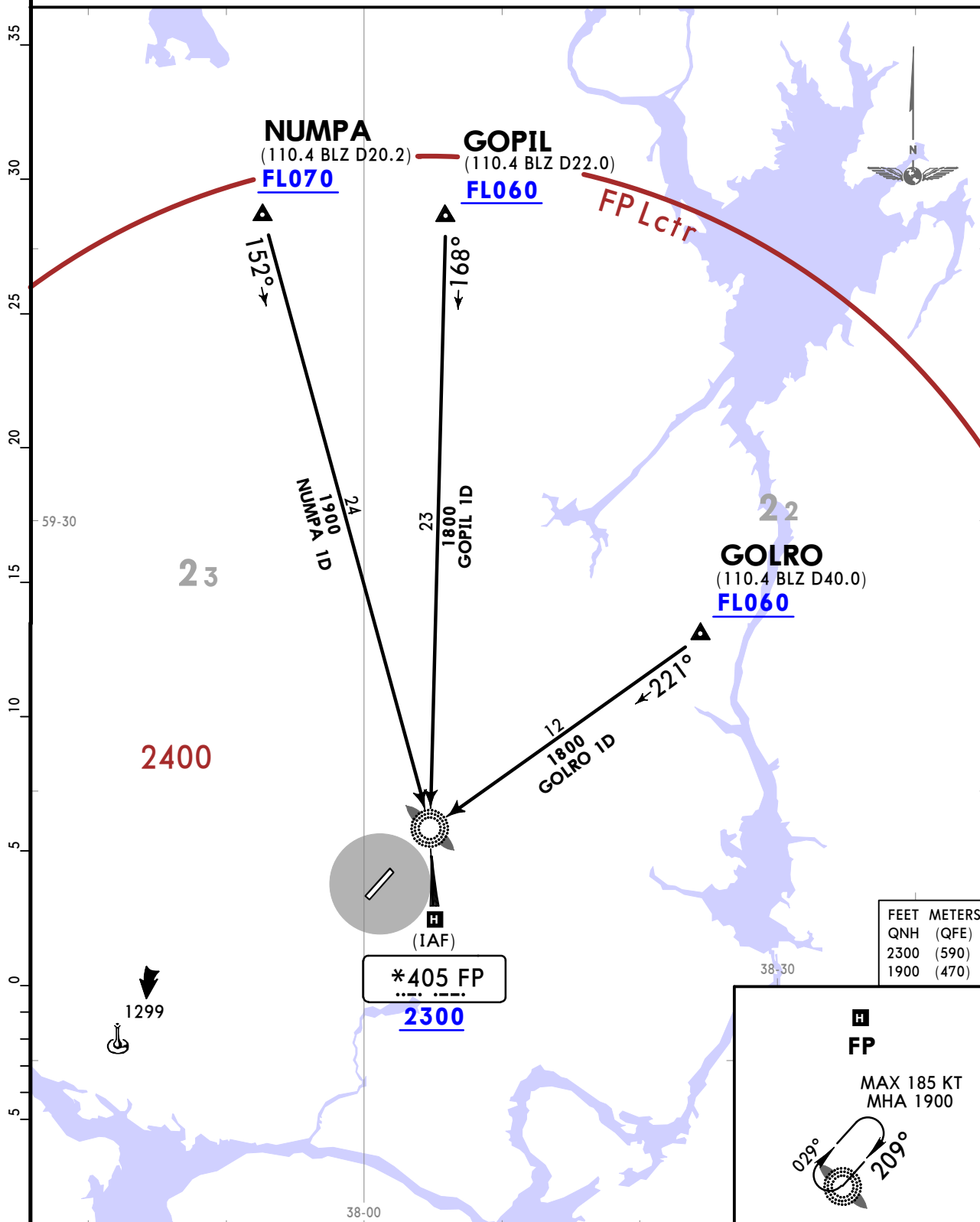
Apt Elev
377

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

*CHEREPOVETS
Tower
119.2

1. DME required.
2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring.
3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached.
4. Expect radar vectoring or "Direct to" procedure.

GOLRO 1D [GOLR1D], GOPIL 1D [GOPI1D], NUMPA 1D [NUMP1D] ARRIVALS (RWY 21)



ULWC/CEE
CHEREPOVETS

JEPPESSEN
28 FEB 25 (10-2H)

CHEREPOVETS, RUSSIA
STAR

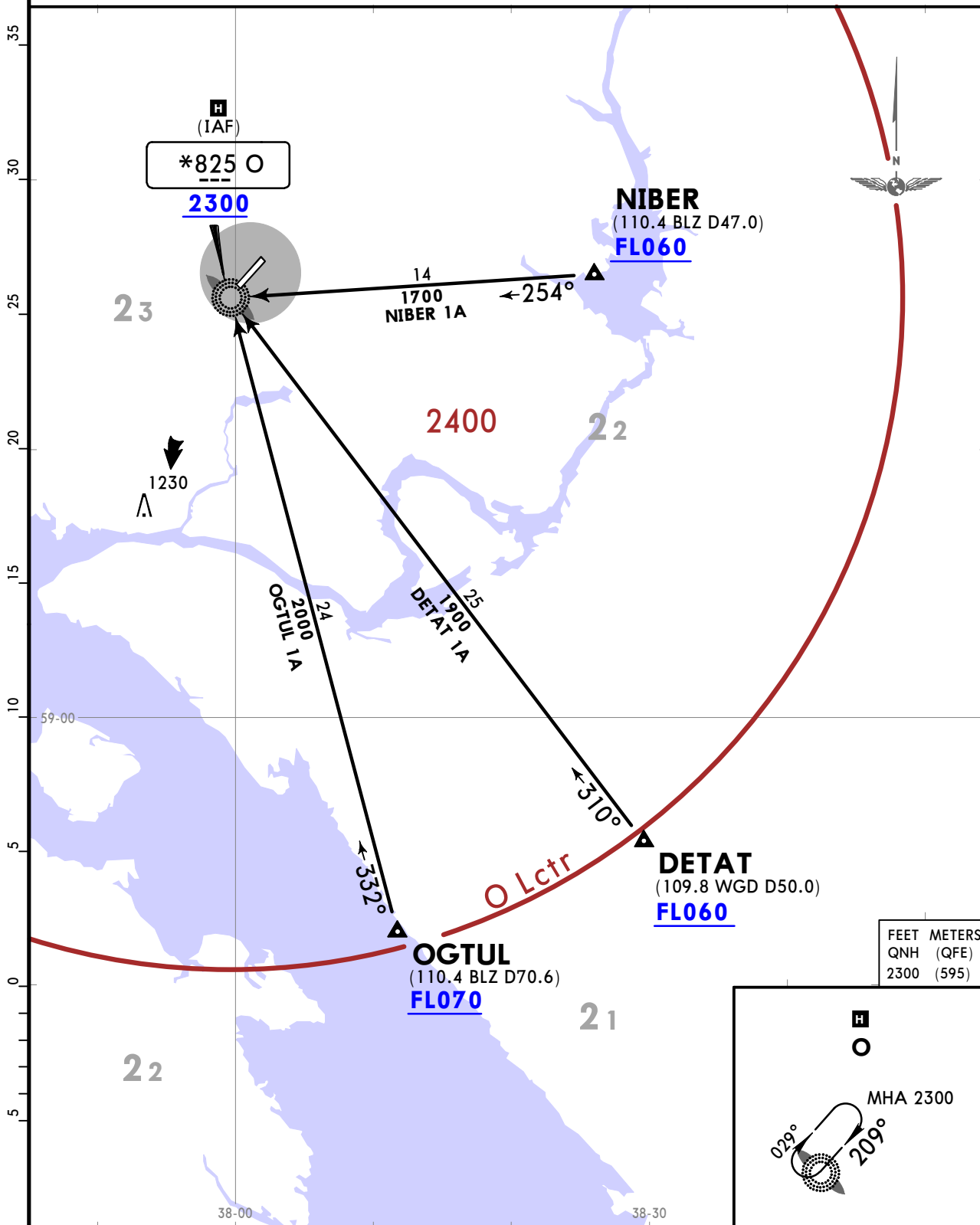
Apt Elev
377

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

*CHEREPOVETS
Tower
119.2

1. DME required.
2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring.
3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached.
4. Expect radar vectoring or "Direct to" procedure.

DETAT 1A [DETA1A], NIBER 1A [NIBE1A], OGTUL 1A [OGTU1A] ARRIVALS (RWY 03)



ULWC/CEE
CHEREPOVETS

JEPPesen
28 FEB 25 (10-2J)

CHEREPOVETS, RUSSIA
STAR

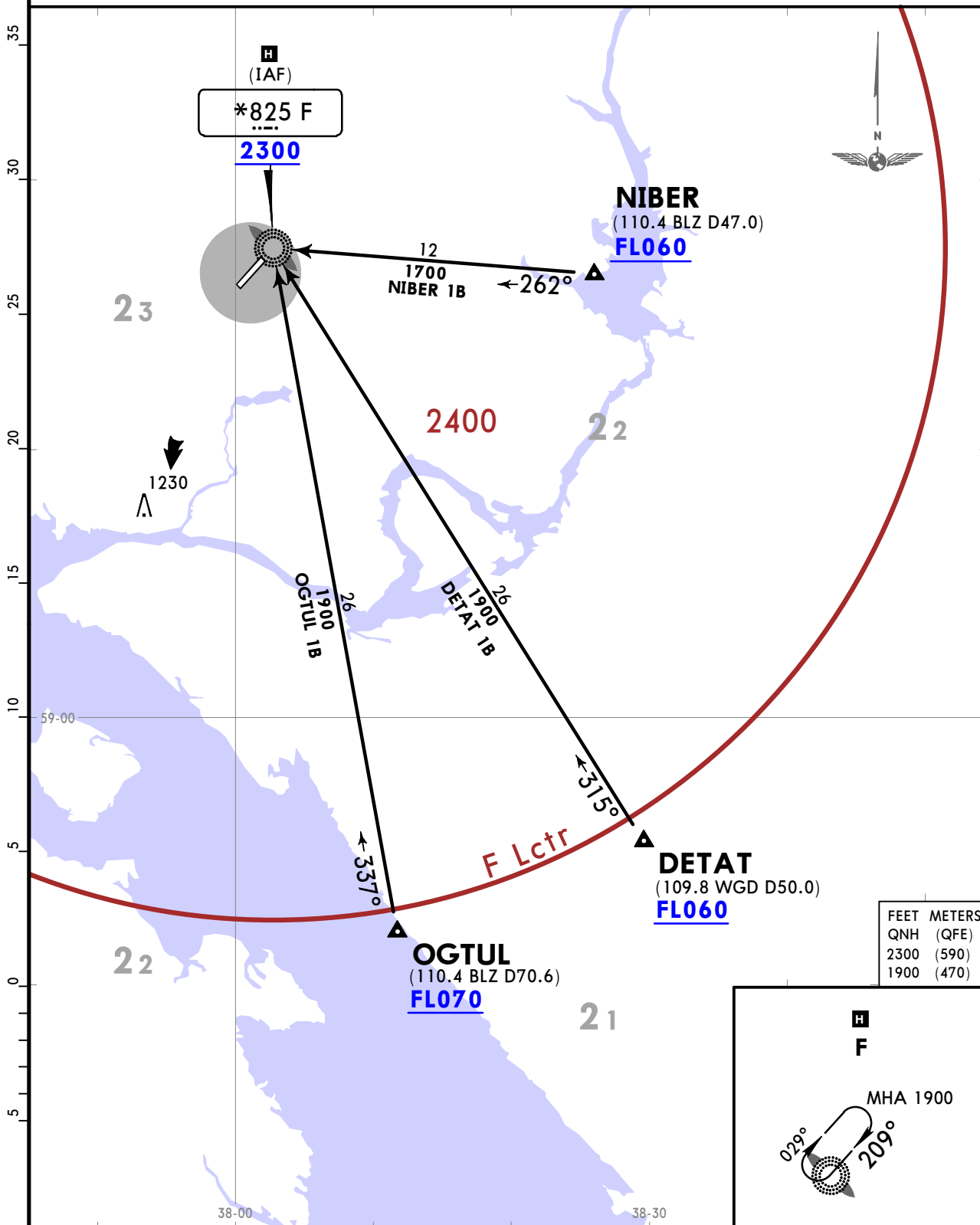
Apt Elev
377

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

*CHEREPOVETS
Tower
119.2

1. DME required.
2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring.
3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached.
4. Expect radar vectoring or "Direct to" procedure.

DETAT 1B [DETA1B], NIBER 1B [NIBE1B], OGTUL 1B [OGTU1B] ARRIVALS (RWY 21)



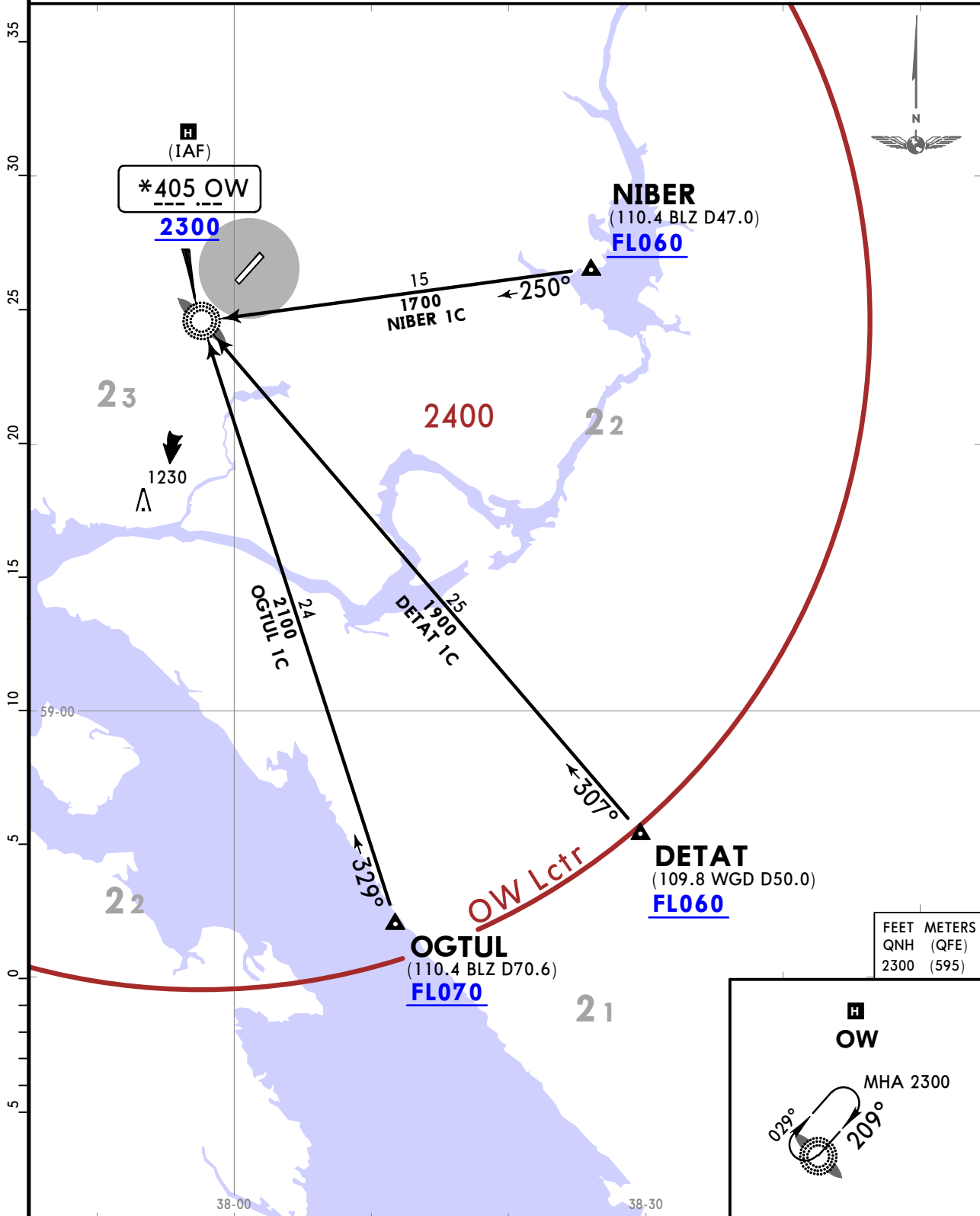
ULWC/CEE CHEREPOVETS

28 FEB 25 **10-2K**

CHEREPOVETS, RUSSIA
STAR

Apt Elev 377	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
*CHEREPOVETS Tower 119.2	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

DETAT 1C [DETA1C], NIBER 1C [NIBE1C], OGTUL 1C [OGTU1C] ARRIVALS (RWY 03)



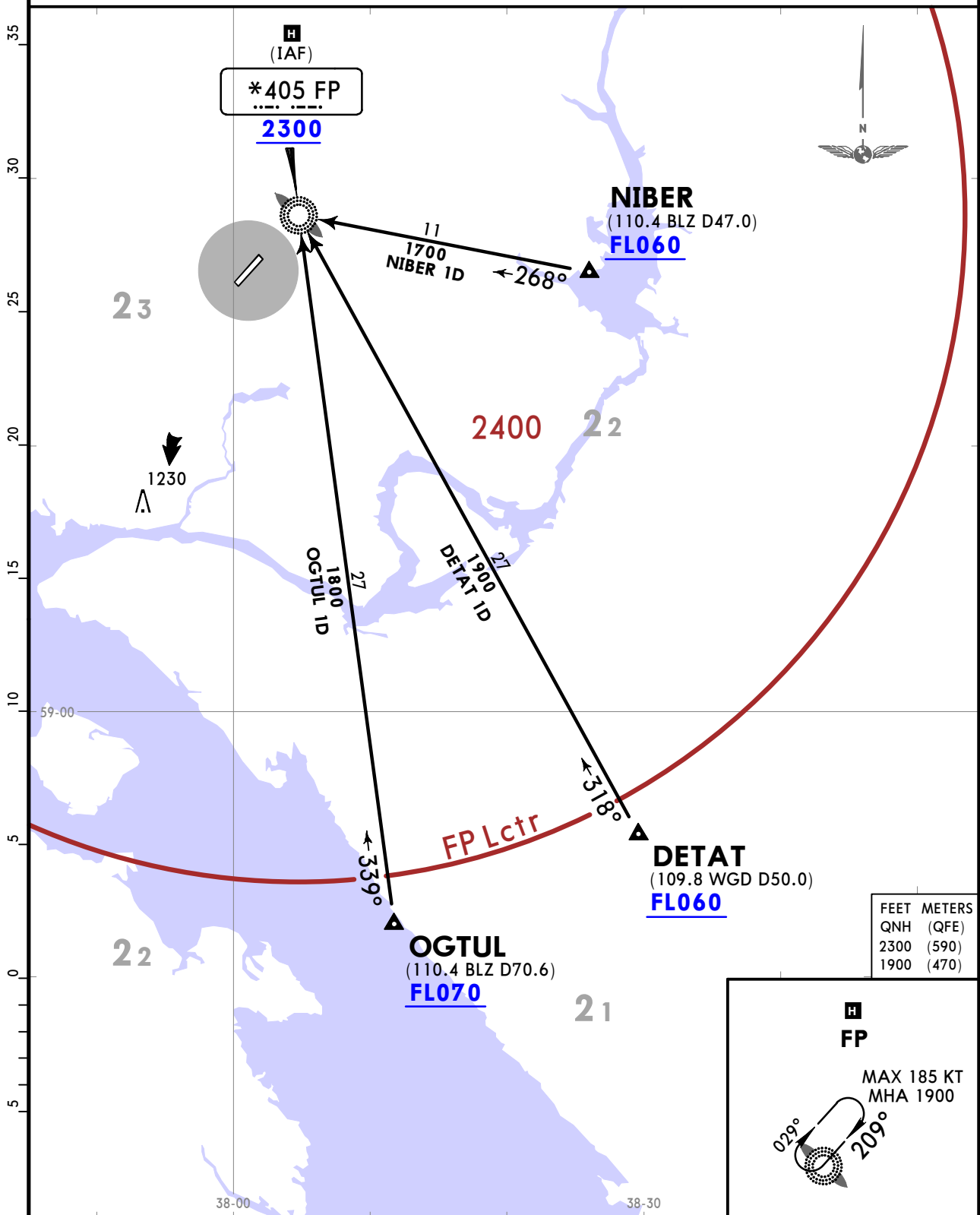
ULWC/CEE
CHEREPOVETS

JEPPESSEN
28 FEB 25 (10-2L)

CHEREPOVETS, RUSSIA
STAR

Apt Elev 377	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
*CHEREPOVETS Tower 119.2	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

**DETAT 1D [DETA1D], NIBER 1D [NIBE1D], OGTUL 1D [OGTU1D]
ARRIVALS
(RWY 21)**



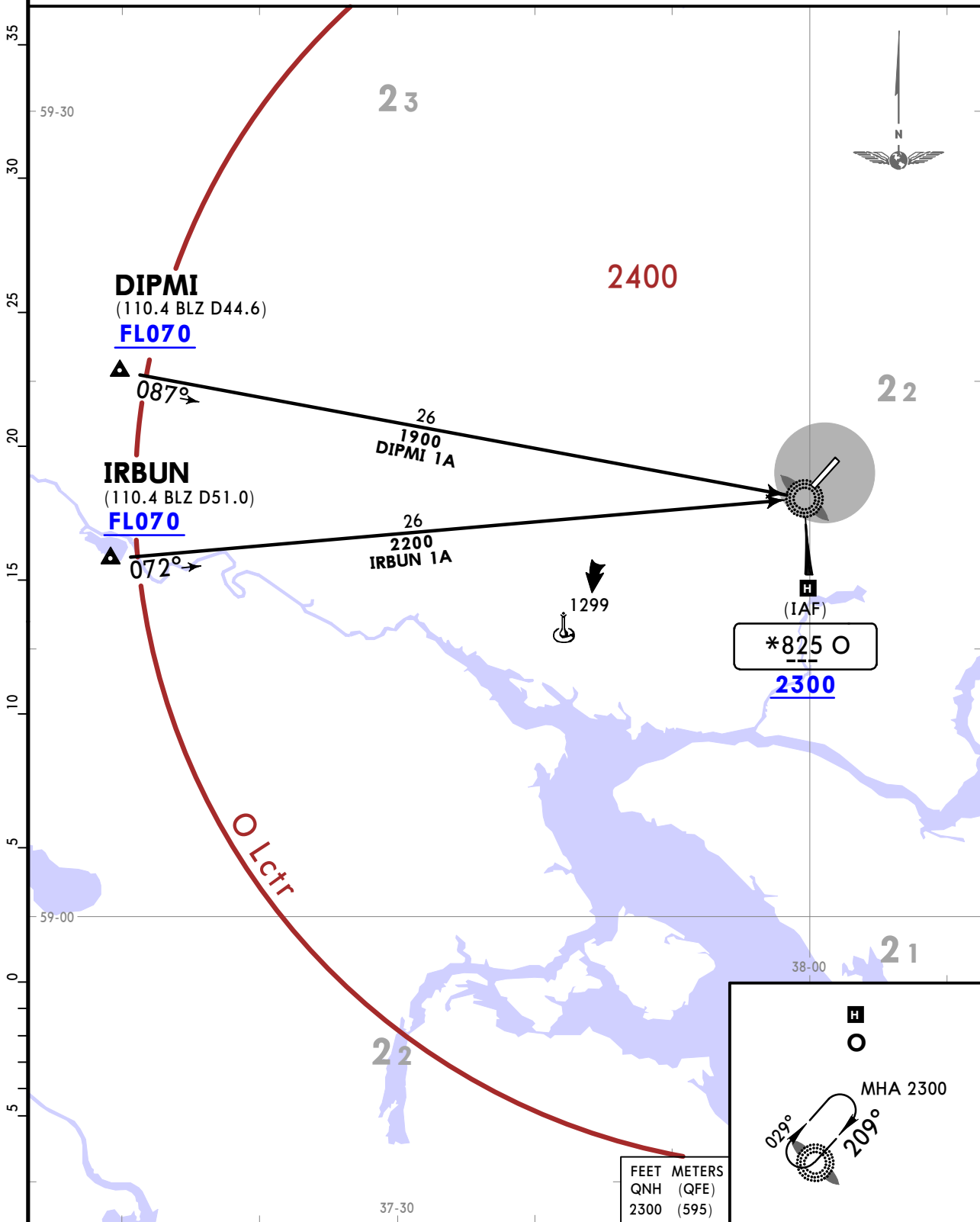
ULWC/CEE
CHEREPOVETS

JEPPESEN
28 FEB 25 (10-2M)

CHEREPOVETS, RUSSIA
STAR

<p>Apt Elev 377</p>	<p>Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less then 1013 hPa (760 mm) FL070 if pressure is less then 977 hPa (733 mm)</p>
<p>*CHEREPOVETS Tower 119.2</p>	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

DIPMI 1A [DIPM1A], IRBUN1A [IRBU1A]
ARRIVALS
(RWY 03)



CHANGES: DME definitions established, notes.

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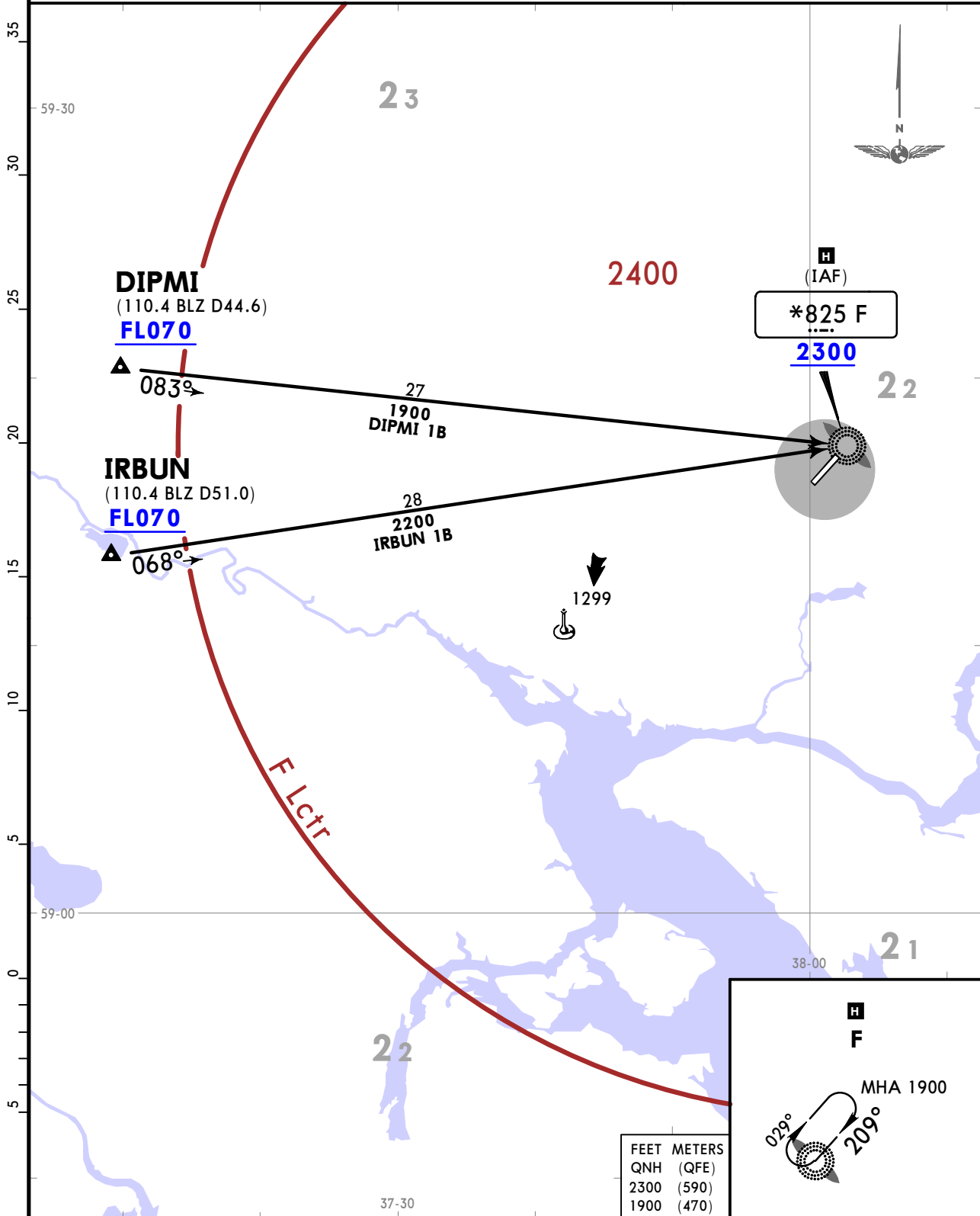
ULWC/CEE
CHEREPOVETS

JEPPESEN
28 FEB 25 (10-2N)

CHEREPOVETS, RUSSIA
STAR

Apt Elev 377	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
*CHEREPOVETS Tower 119.2	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

**DIPMI 1B [DIPM1B], IRBUN1B [IRBU1B]
ARRIVALS
(RWY 21)**



ULWC/CEE
CHEREPOVETS

JEPPesen
28 FEB 25 (10-2P)

CHEREPOVETS, RUSSIA
STAR

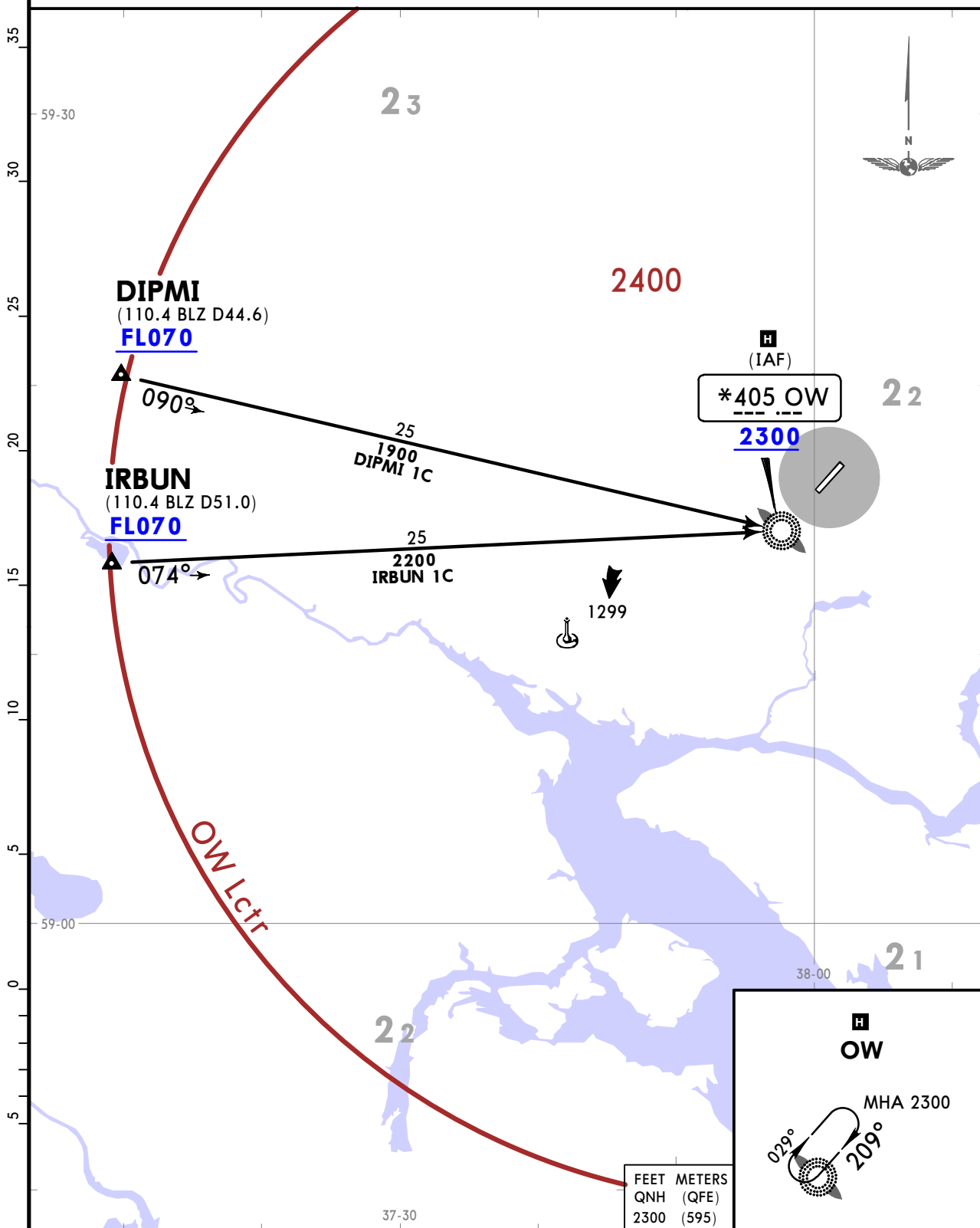
Apt Elev
377

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

*CHEREPOVETS
Tower
119.2

1. DME required.
2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring.
3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached.
4. Expect radar vectoring or "Direct to" procedure.

DIPMI 1C [DIPM1C], IRBUN 1C [IRBU1C]
ARRIVALS
(RWY 03)



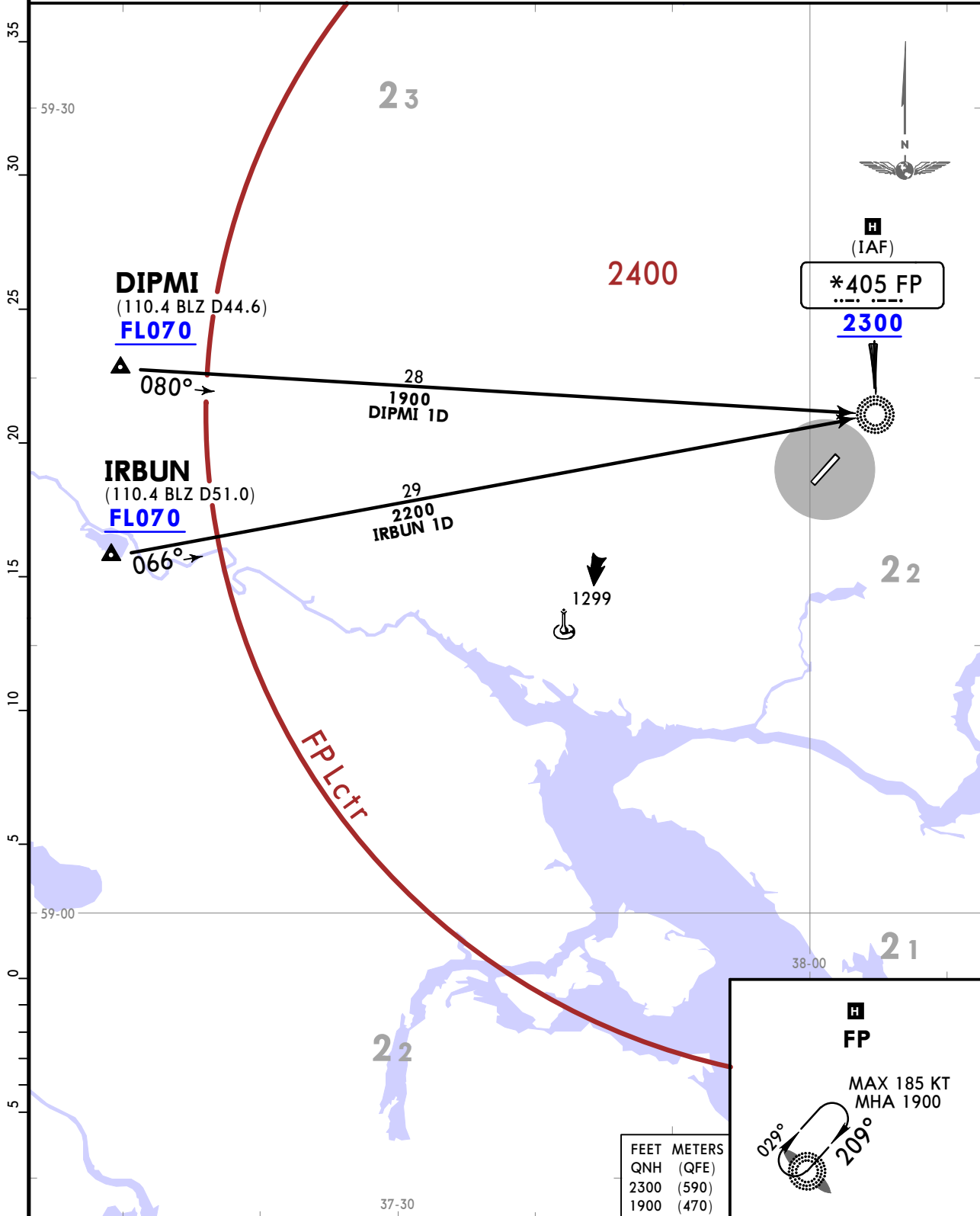
ULWC/CEE
CHEREPOVETS

JEPPESEN
28 FEB 25 (10-2Q)

CHEREPOVETS, RUSSIA
STAR

<p>Apt Elev 377</p>	<p>Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less then 1013 hPa (760 mm) FL070 if pressure is less then 977 hPa (733 mm)</p>
<p>*CHEREPOVETS Tower 119.2</p>	<ol style="list-style-type: none"> 1. DME required. 2. If no Information about STAR and/or APP Procedure is available, report it to TWR and request vectoring. 3. When establishing contact with TWR controller report present flight level (altitude) and flight level (altitude) to be reached. 4. Expect radar vectoring or "Direct to" procedure.

**DIPMI 1D [DIPM1D], IRBUN 1D [IRBU1D]
ARRIVALS
(RWY 21)**



CHANGES: DME definitions established, notes.

**ULWC/CEE
CHEREP OVETS**



CHEREP OVETS, RUSSIA

20 NOV 20

10-3

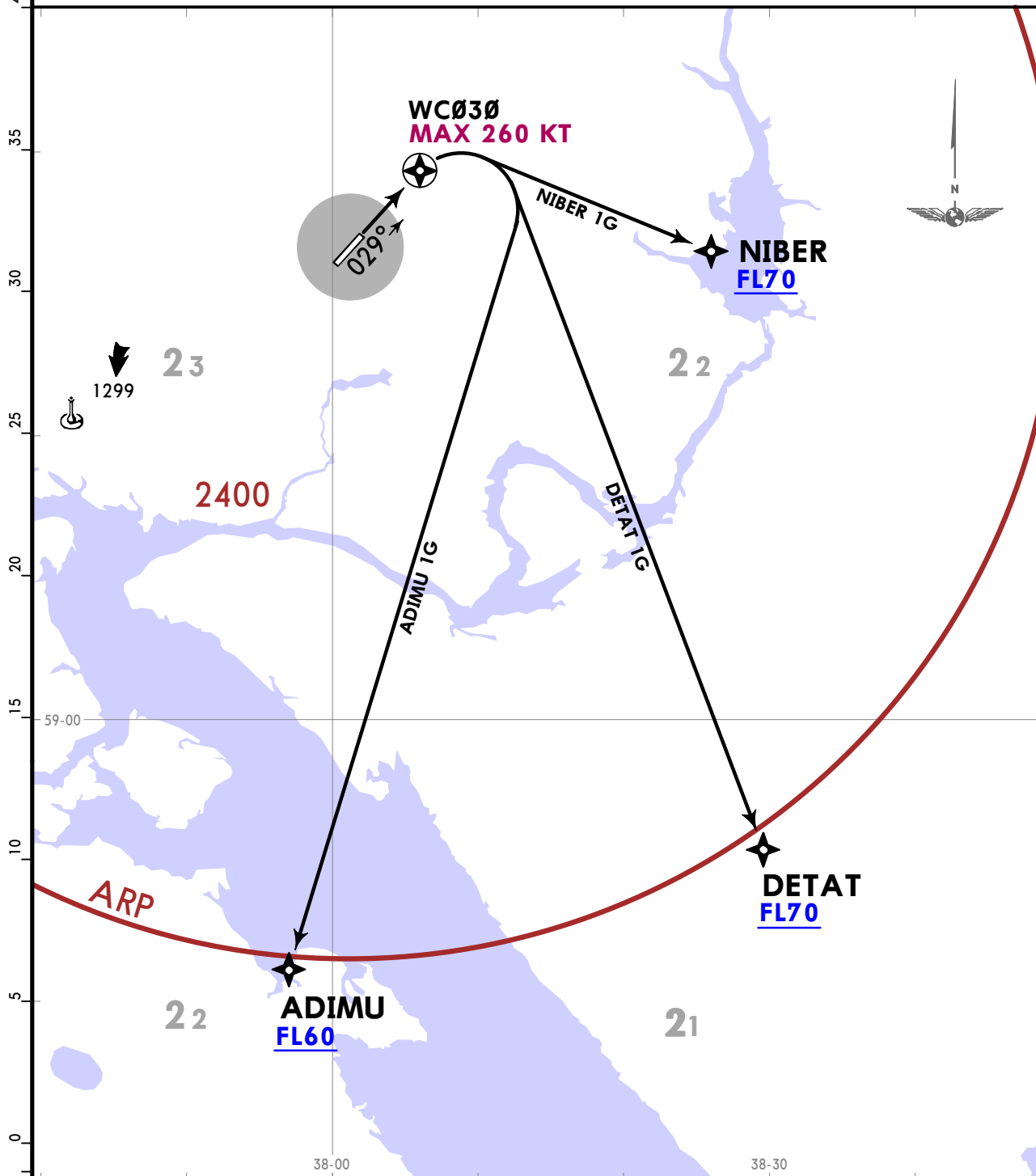
Eff 3 Dec

RNAV SID

Apt Elev
377

Trans alt: 4000
1. RNAV 1.
2. GNSS required.

**ADIMU 1G [ADIM1G], DETAT 1G [DETA1G]
NIBER 1G [NIBE1G]
RNAV DEPARTURES
(RWY 03)**



NIBER 1G:

This SID requires a minimum climb gradient of 7.8% up to FL70 due to airspace structure or by ATC.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

ULWC/CEE
CHEREPOVETS

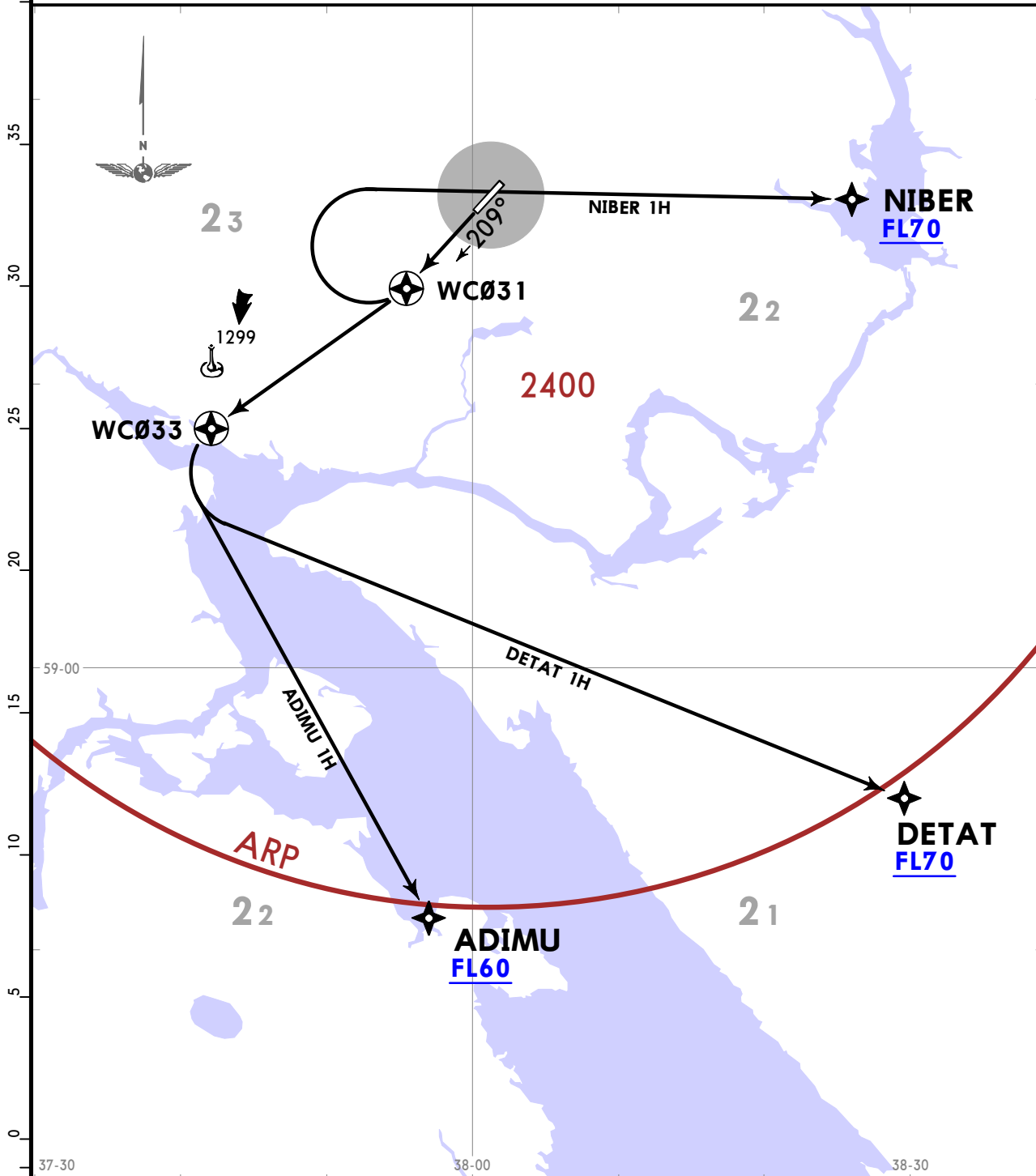
JEPPESEN
20 NOV 20 **10-3A** **Eff 3 Dec**

CHEREPOVETS, RUSSIA
RNAV SID

Apt Elev
377

Trans alt: 4000
1. RNAV 1.
2. GNSS required.

**ADIMU 1H [ADIM1H], DETAT 1H [DETA1H]
NIBER 1H [NIBE1H]
RNAV DEPARTURES
(RWY 21)**



NIBER 1H:

This SID requires a minimum climb gradient of 3.8% up to FL70 due to airspace structure or by ATC.

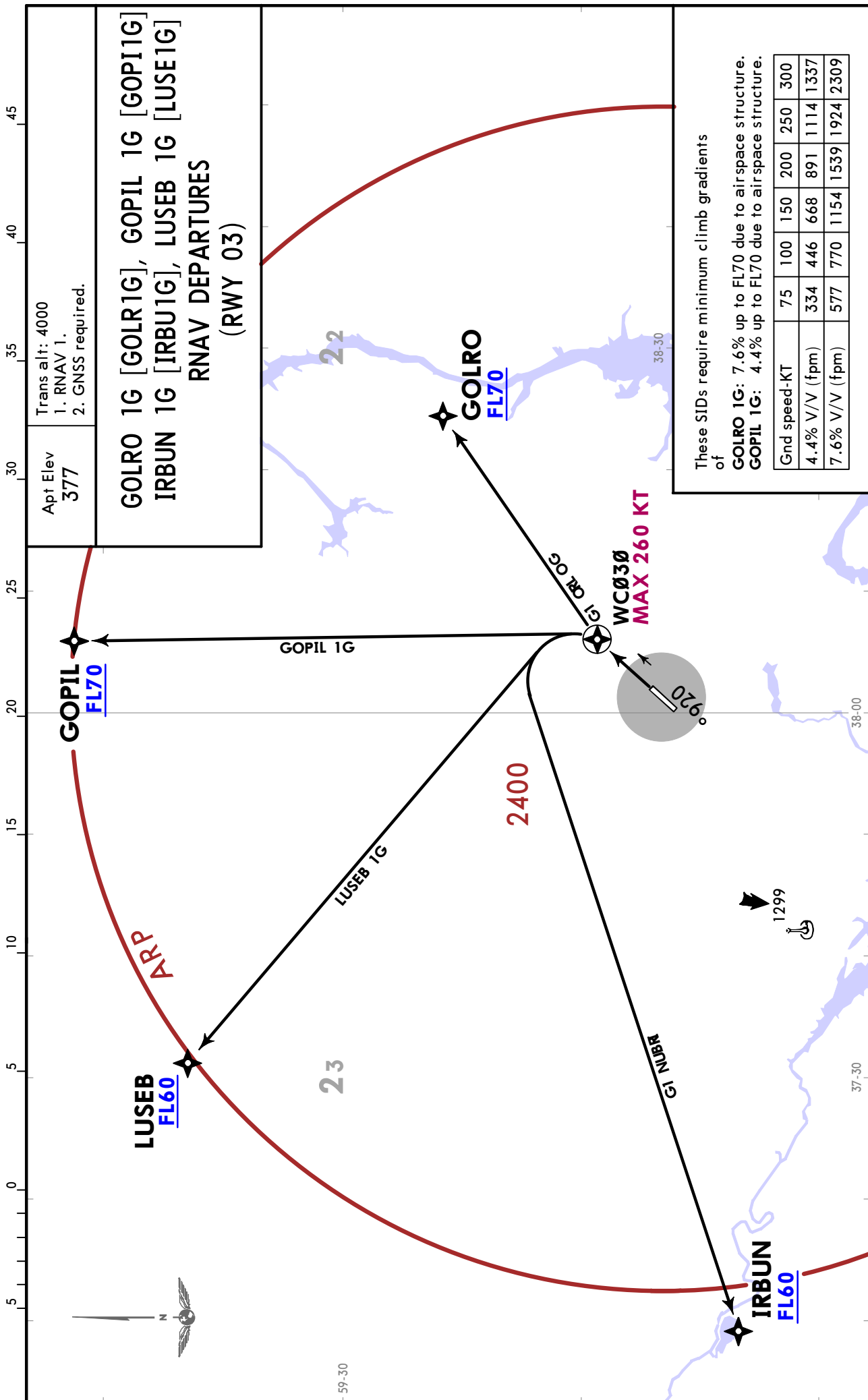
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

ULWC/CEE
CHEREP OVETS

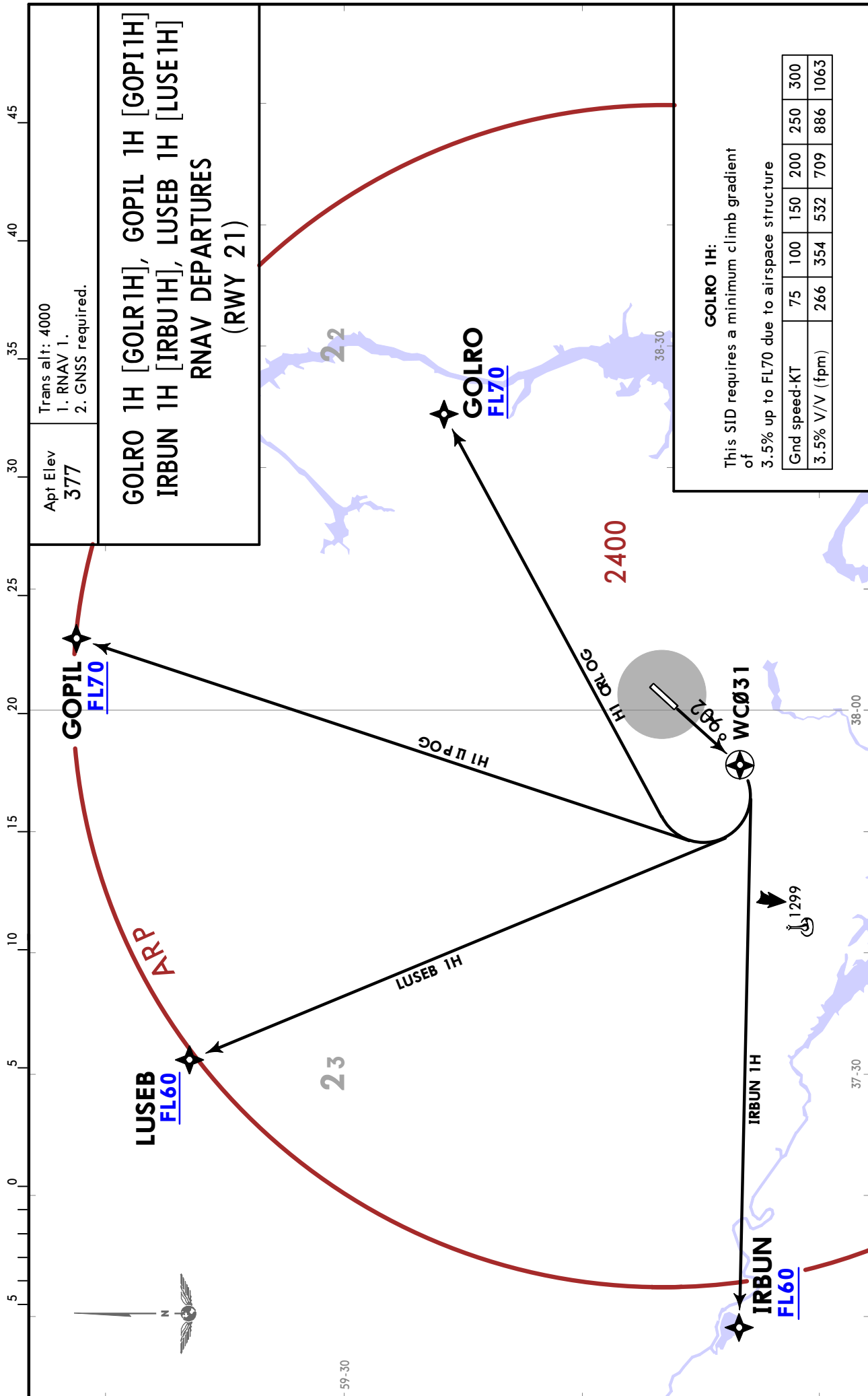
JEPPESEN
20 NOV 20 **10-3B** **Eff 3 Dec**

CHEREP OVETS, RUSSIA

RNAV SID



**ULWC/CEE
CHEREP OVETS**



ULWC/CEE
CHEREPOVETS

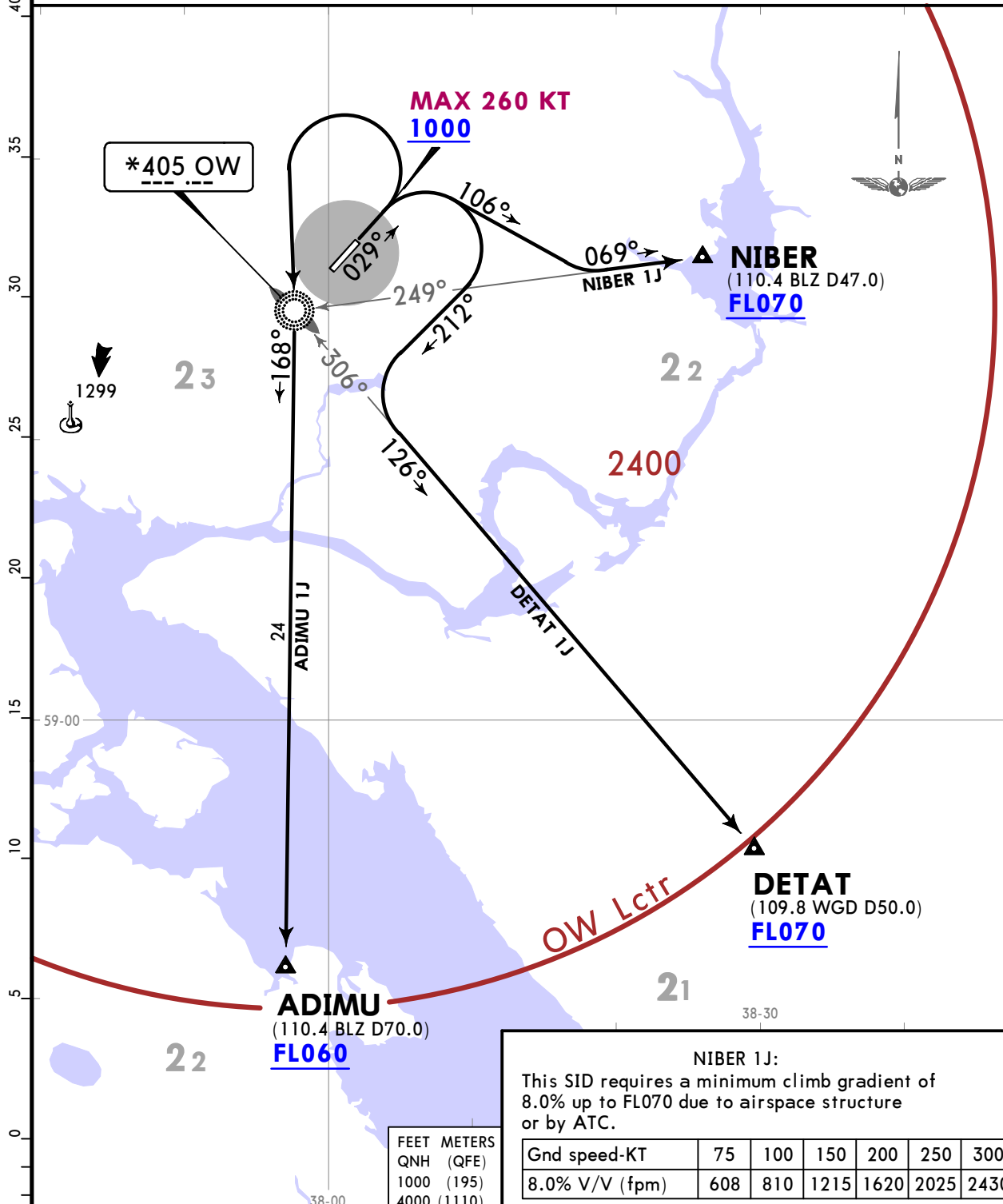
JEPPESEN
28 FEB 25 **(10-3D)**

CHEREPOVETS, RUSSIA
SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

ADIMU 1J [ADIM1J], DETAT 1J [DETA1J], NIBER 1J [NIBE1J]
DEPARTURES
(RWY 03)



FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

NIBER 1J:
This SID requires a minimum climb gradient of 8.0% up to FL070 due to airspace structure or by ATC.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

SID	ROUTING
ADIMU 1J	Climb on 029° track to at or above 1000, turn LEFT to OW, 168° bearing to ADIMU climbing to at or above FL060.
DETAT 1J	Climb on 029° track to at or above 1000, turn RIGHT, 212° track, intercept 126° bearing from OW to DETAT climbing to at or above FL070.
NIBER 1J	Climb on 029° track to at or above 1000, turn RIGHT, 106° track, intercept 069° bearing from OW to NIBER climbing to at or above FL070.

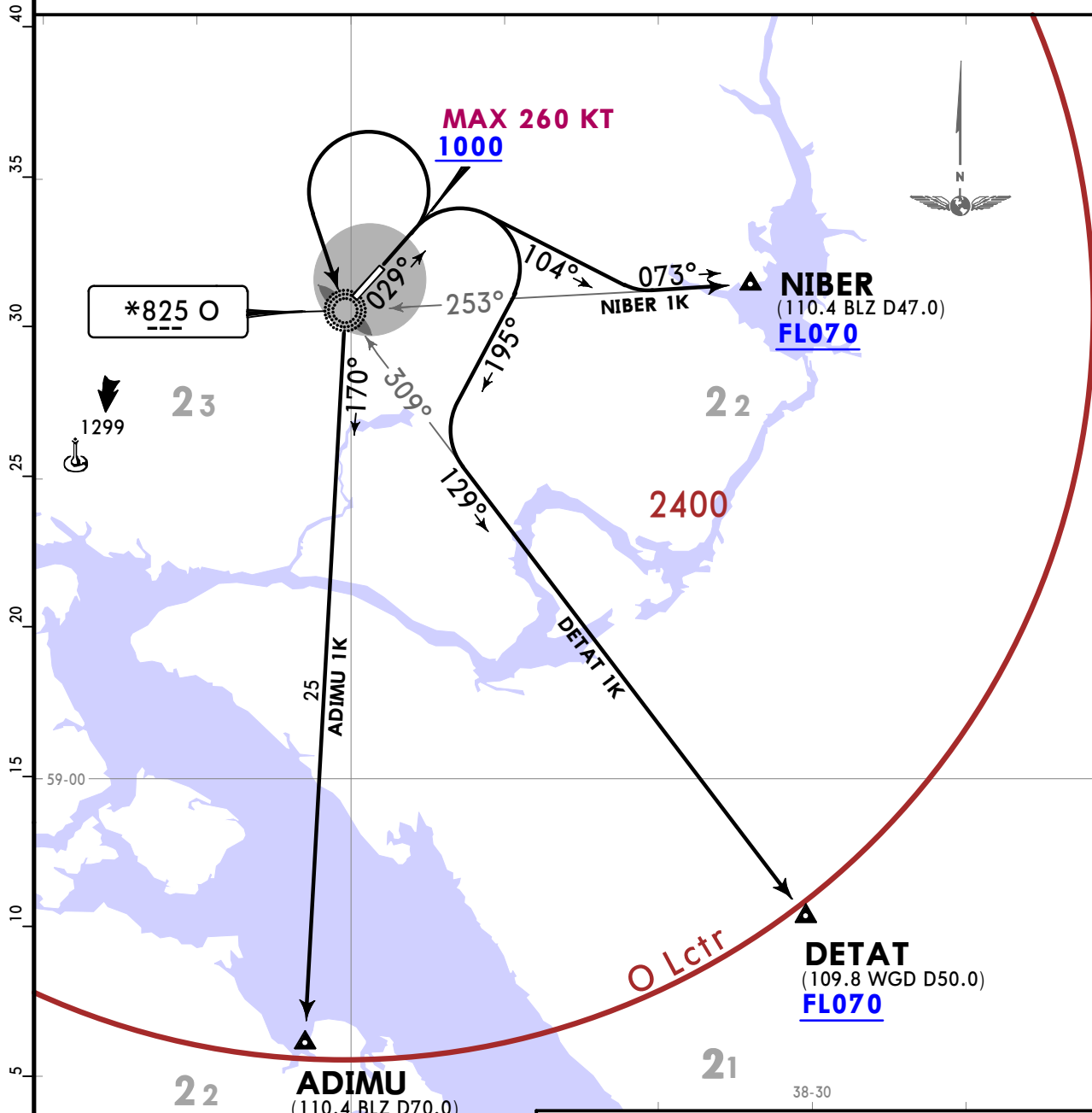
**ULWC/CEE
CHEREPOVETS**

JEPPESSEN
28 FEB 25 **(10-3E)**

CHEREPOVETS, RUSSIA
SID

Apt Elev **377**
Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

**ADIMU 1K [ADIM1K], DETAT 1K [DETA1K], NIBER 1K [NIBE1K]
DEPARTURES
(RWY 03)**



NIBER 1K:
This SID requires a minimum climb gradient of 8.0% up to FL070 due to airspace structure or by ATC.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

SID	ROUTING
ADIMU 1K	Climb on 029° track to at or above 1000, turn LEFT to O, 170° bearing to ADIMU climbing to at or above FL060.
DETAT 1K	Climb on 029° track to at or above 1000, turn RIGHT, 195° track, intercept 129° bearing from O to DETAT climbing to at or above FL070.
NIBER 1K	Climb on 029° track to at or above 1000, turn RIGHT, 104° track, intercept 073° bearing from O to NIBER climbing to at or above FL070.

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CHEREPOVETS

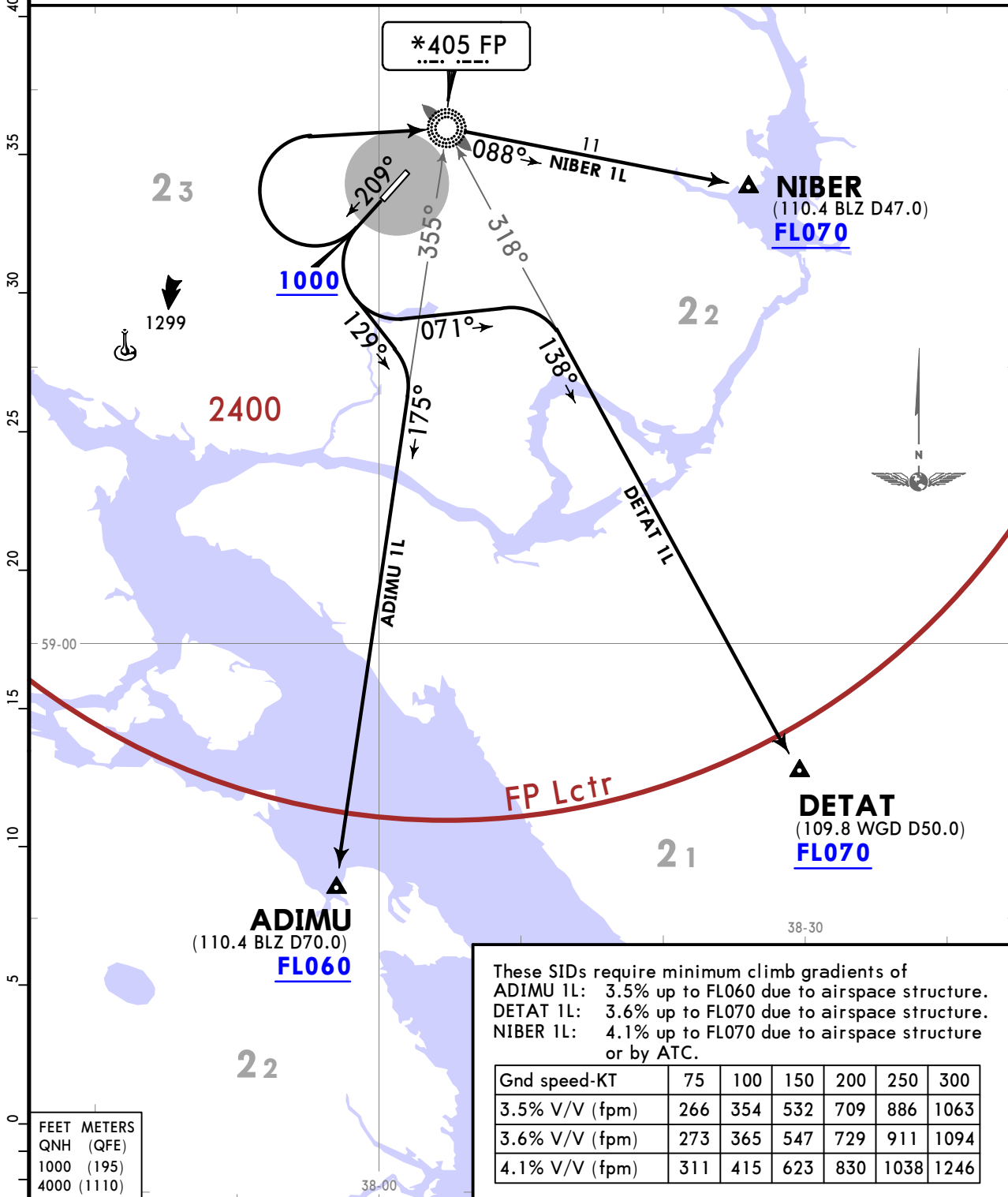
JEPPESSEN
28 FEB 25 **(10-3F)**

CHEREPOVETS, RUSSIA
SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

ADIMU 1L [ADIM1L], DETAT 1L [DETA1L], NIBER 1L [NIBE1L]
DEPARTURES
(RWY 21)



These SIDs require minimum climb gradients of
 ADIMU 1L: 3.5% up to FL060 due to airspace structure.
 DETAT 1L: 3.6% up to FL070 due to airspace structure.
 NIBER 1L: 4.1% up to FL070 due to airspace structure or by ATC.

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

FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

SID	ROUTING
ADIMU 1L	Climb on 209° track to at or above 1000, turn LEFT, 129° track, intercept 175° bearing from FP to ADIMU climbing to at or above FL060.
DETAT 1L	Climb on 209° track to at or above 1000, turn LEFT, 071° track, intercept 138° bearing from FP to DETAT climbing to at or above FL070.
NIBER 1L	Climb on 209° track to at or above 1000, turn RIGHT to FP, 088° bearing to NIBER climbing to at or above FL070.

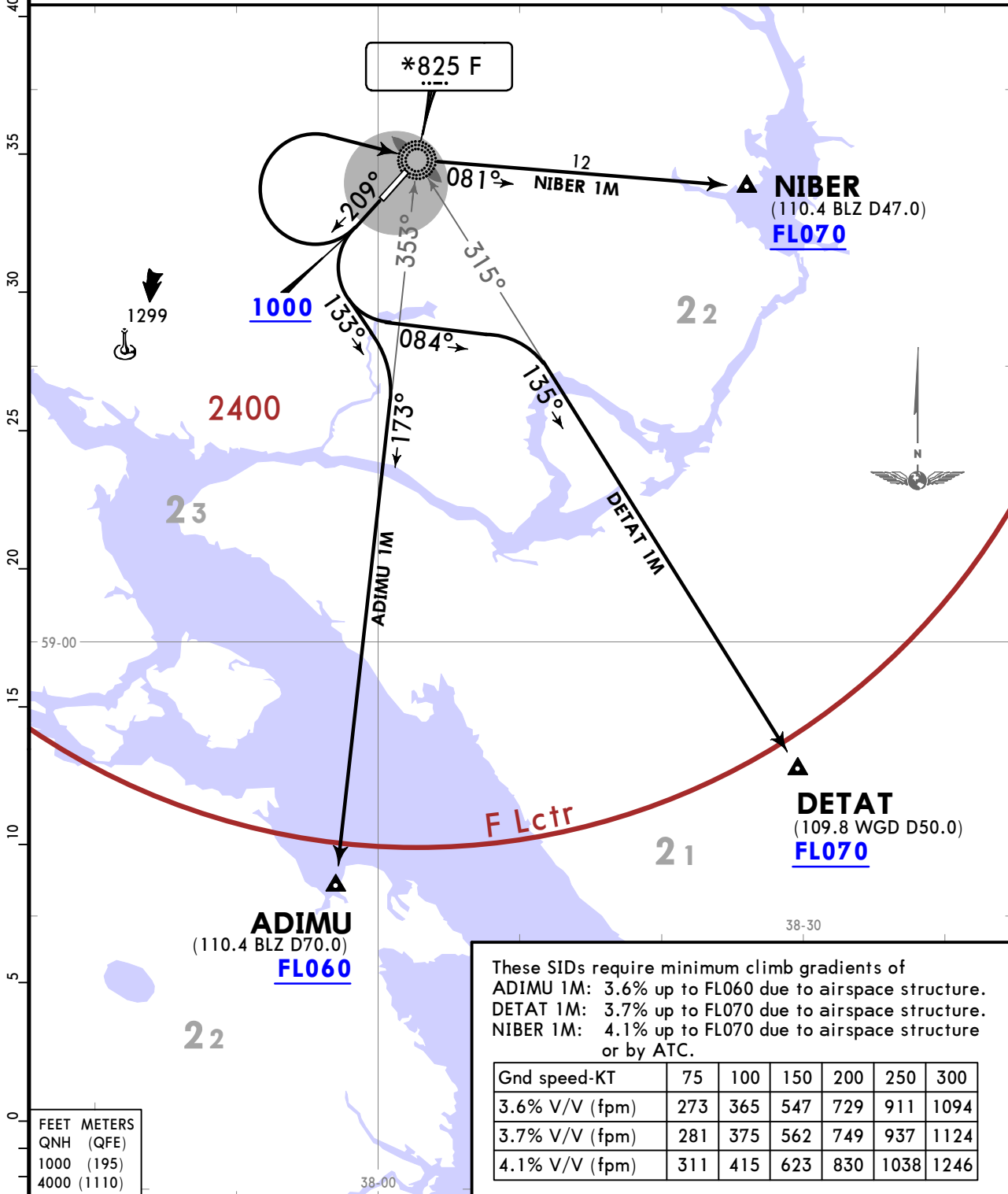
**ULWC/CEE
CHEREPOVETS**

JEPPESSEN
28 FEB 25 **(10-3G)**

CHEREPOVETS, RUSSIA
SID

Apt Elev **377** Trans alt: 4000 QNH (QFE on request)
 1. DME required.
 2. Expect radar vectoring or "Direct to" procedure.
 3. Turn before DER is PROHIBITED.

**ADIMU 1M [ADIM1M], DETAT 1M [DETA1M], NIBER 1M [NIBE1M]
DEPARTURES
(RWY 21)**



SID	ROUTING
ADIMU 1M	Climb on 209° track to at or above 1000, turn LEFT, 133° track, intercept 173° bearing from F to ADIMU climbing to at or above FL060.
DETAT 1M	Climb on 209° track to at or above 1000, turn LEFT, 084° track, intercept 135° bearing from F to DETAT climbing to at or above FL070.
NIBER 1M	Climb on 209° track to at or above 1000, turn RIGHT to F, 081° bearing to NIBER climbing to at or above FL070.

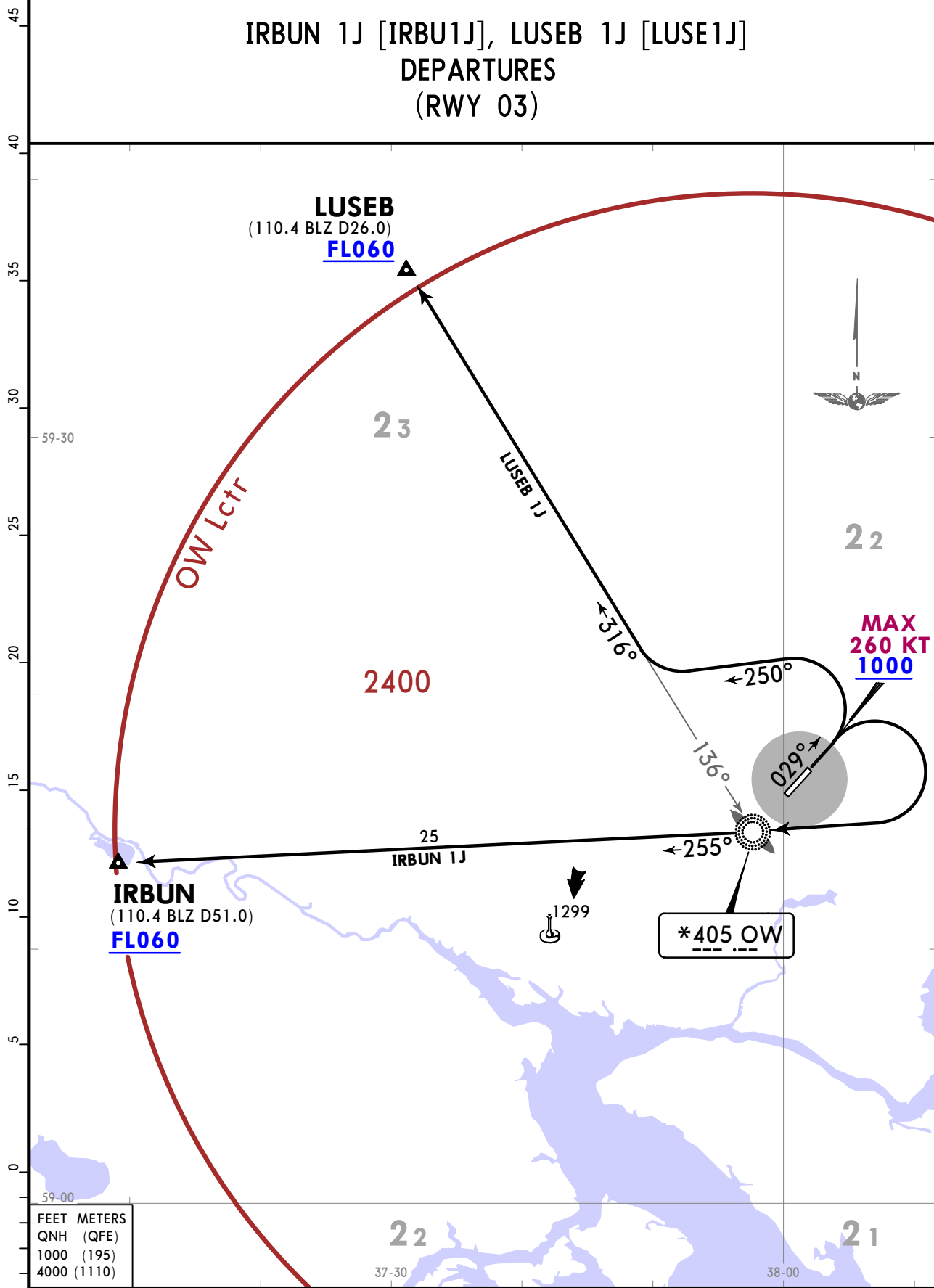
ULWC/CEE
CHEREPOVETS

JEPPESEN
28 FEB 25 **10-3H**

CHEREPOVETS, RUSSIA
SID

Apt Elev **377**
Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

IRBUN 1J [IRBU1J], LUSEB 1J [LUSE1J]
DEPARTURES
(RWY 03)



59-00
FEET METERS
QNH (QFE)
1000 (195)
4000 (1110)

SID	ROUTING
IRBUN 1J	Climb on 029° track to at or above 1000, turn RIGHT to OW, 255° bearing to IRBUN climbing to at or above FL060.
LUSEB 1J	Climb on 029° track to at or above 1000, turn LEFT, 250° track, intercept 316° bearing from OW to LUSEB climbing to at or above FL060.

ULWC/CEE CHEREPOVETS

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28 FEB 25 (10-3K)

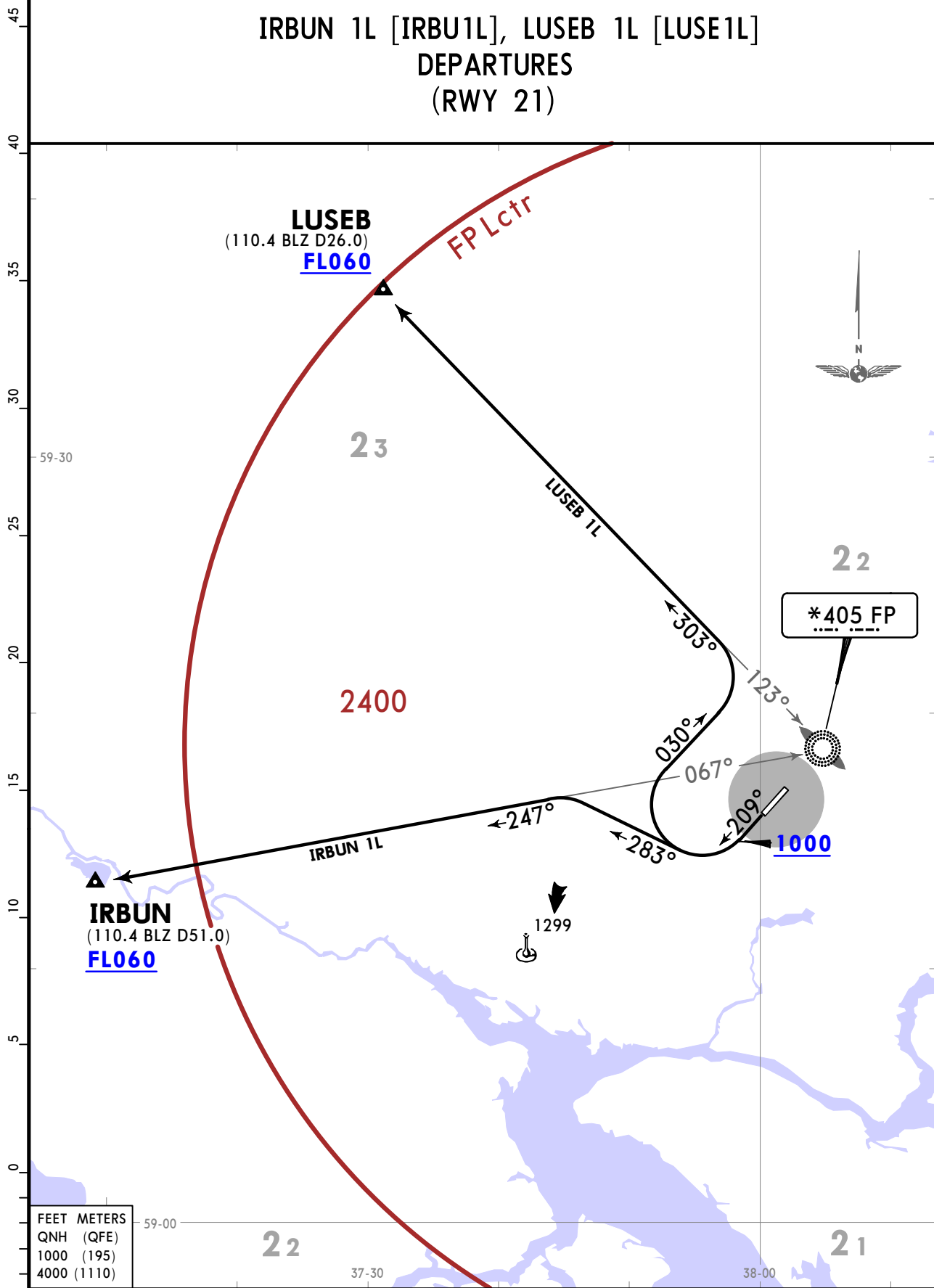
CHEREPOVETS, RUSSIA

SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

IRBUN 1L [IRBU1L], LUSEB 1L [LUSE1L] DEPARTURES (RWY 21)



FEET METERS	59-00
QNH (QFE)	
1000 (195)	
4000 (1110)	

SID	ROUTING
IRBUN 1L	Climb on 209° track to at or above 1000, turn RIGHT, 283° track, intercept 247° bearing from FP to IRBUN climbing to at or above FL060.
LUSEB 1L	Climb on 209° track to at or above 1000, turn RIGHT, 030° track, intercept 303° bearing from FP to LUSEB climbing to at or above FL060.

CHANGES: DME definitions established, notes.

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**ULWC/CEE
CHEREPOVETS**



CHEREPOVETS, RUSSIA

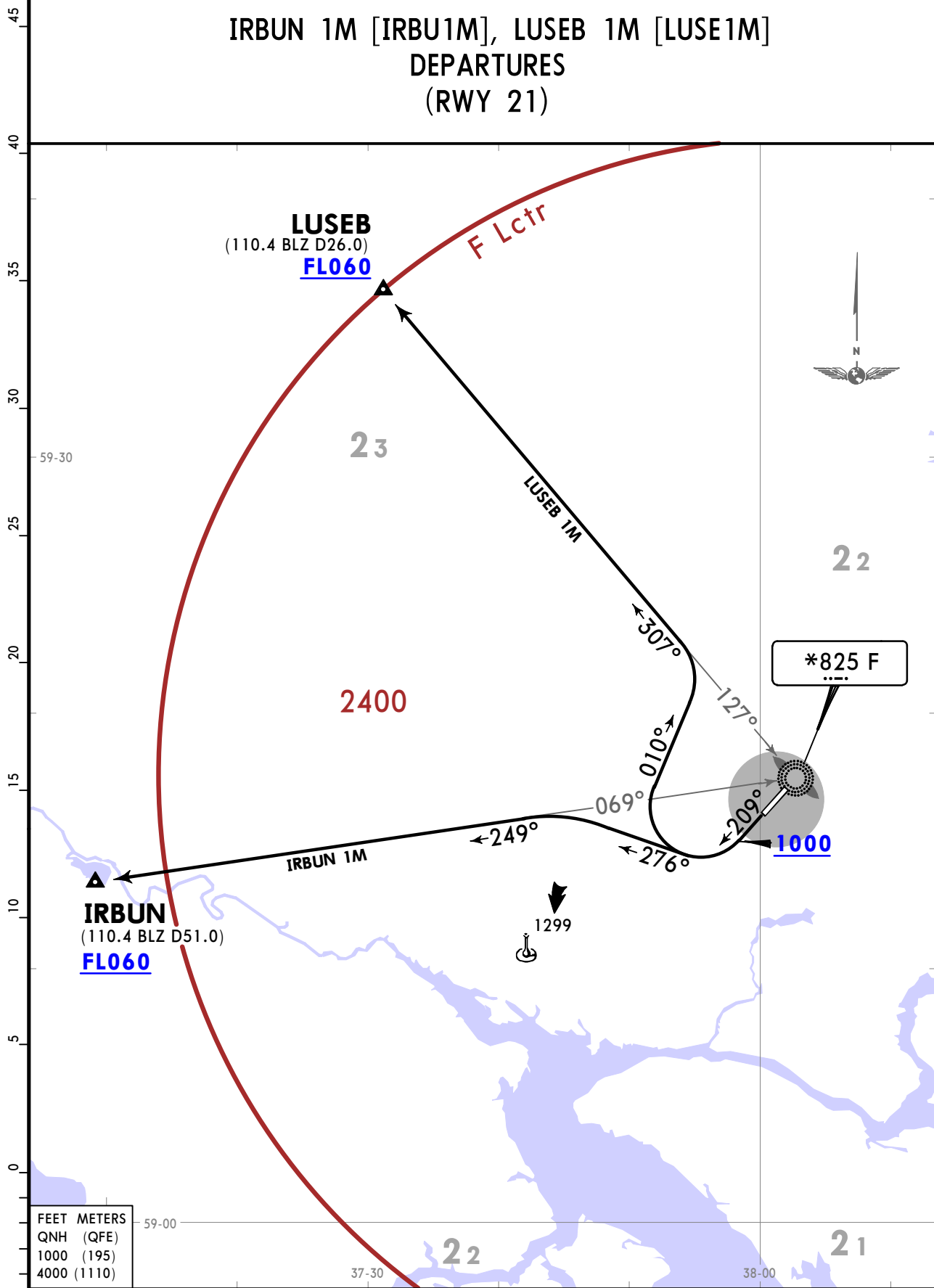
28 FEB 25 (10-3L)

SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

**IRBUN 1M [IRBU1M], LUSEB 1M [LUSE1M]
DEPARTURES
(RWY 21)**



FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

SID	ROUTING
IRBUN 1M	Climb on 209° track to at or above 1000, turn RIGHT, 276° track, intercept 249° bearing from F to IRBUN climbing to at or above FL060.
LUSEB 1M	Climb on 209° track to at or above 1000, turn RIGHT, 010° track, intercept 307° bearing from F to LUSEB climbing to at or above FL060.

CHANGES: DME definitions established, notes.

ULWC/CEE
CHEREP OVETS

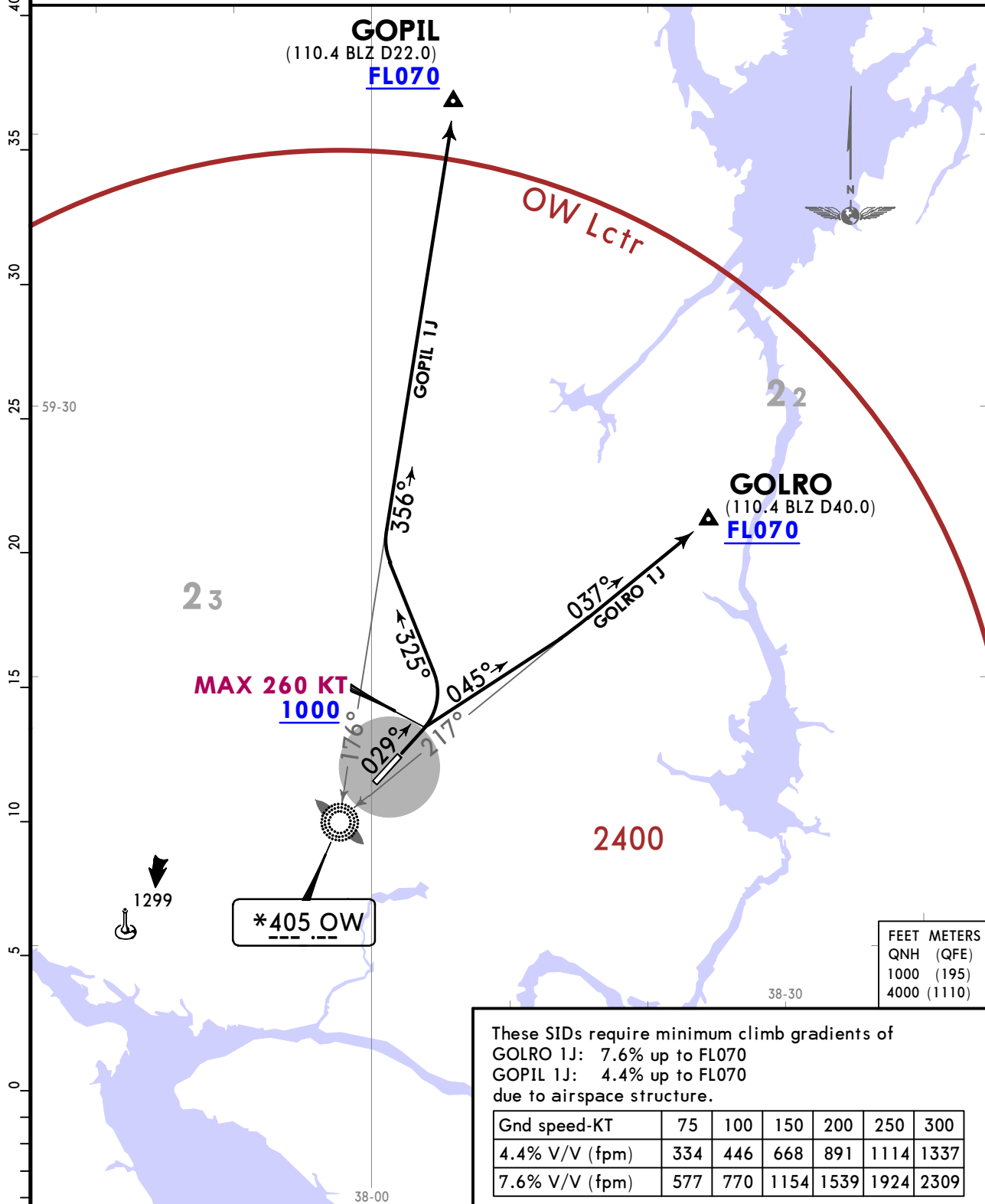
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28 FEB 25 **(10-3M)**

CHEREP OVETS, RUSSIA
SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

GOLRO 1J [GOLR1J], GOPIL 1J [GOPI1J]
DEPARTURES
(RWY 03)



These SIDs require minimum climb gradients of
GOLRO 1J: 7.6% up to FL070
GOPIL 1J: 4.4% up to FL070
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

SID	ROUTING
GOLRO 1J	Climb on 029° track to at or above 1000, turn RIGHT, 045° track, intercept 037° bearing from OW to GOLRO climbing to at or above FL070.
GOPIL 1J	Climb on 029° track to at or above 1000, turn LEFT, 325° track, intercept 356° bearing from OW to GOPIL climbing to at or above FL070.

ULWC/CEE
CHEREP OVETS

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CHEREP OVETS, RUSSIA

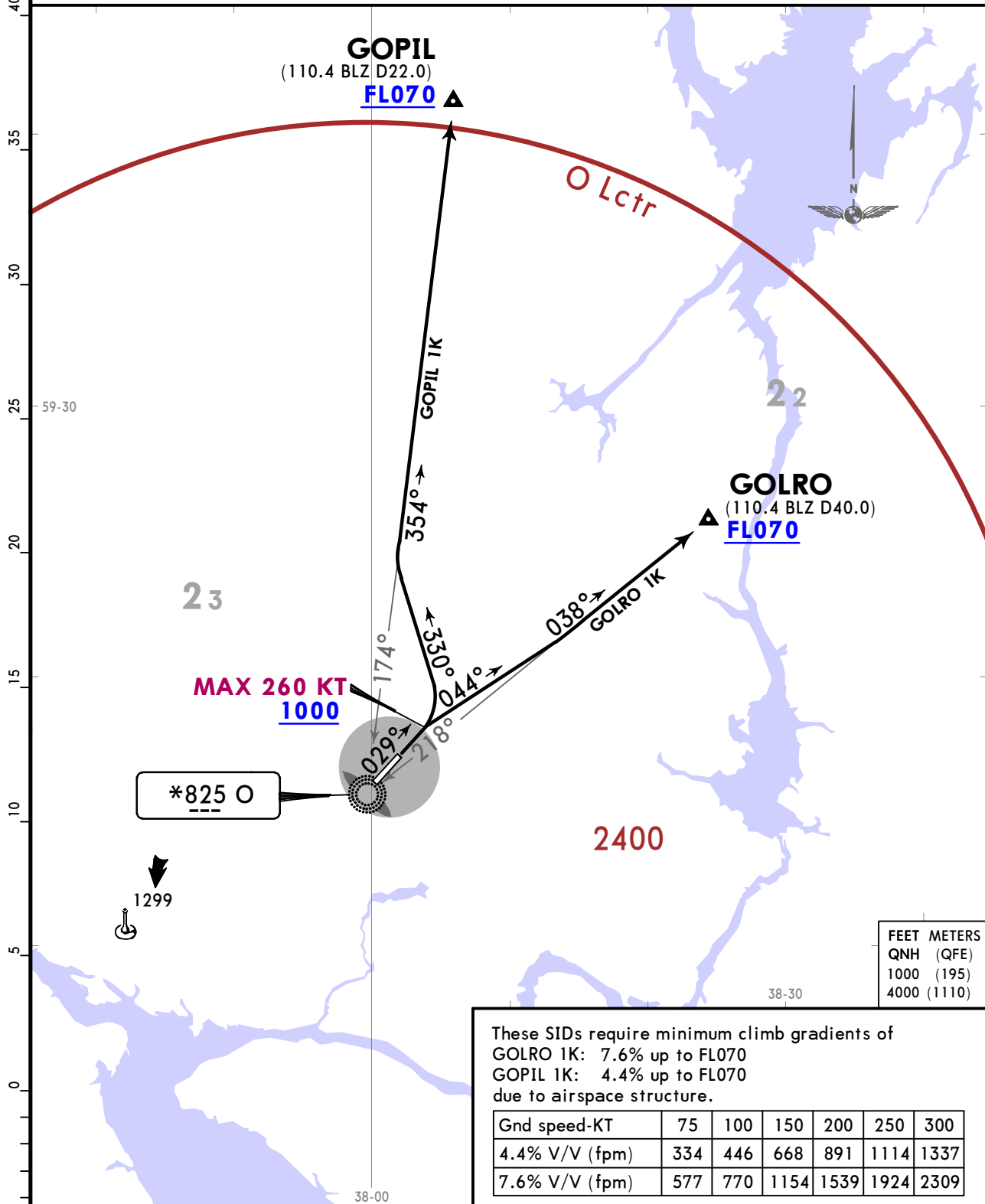
28 FEB 25 **(10-3N)**

SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

GOLRO 1K [GOLR1K], GOPIL 1K [GOPI1K]
DEPARTURES
(RWY 03)



FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

These SIDs require minimum climb gradients of
 GOLRO 1K: 7.6% up to FL070
 GOPIL 1K: 4.4% up to FL070
 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
7.6% V/V (fpm)	577	770	1154	1539	1924	2309

SID	ROUTING
GOLRO 1K	Climb on 029° track to at or above 1000, turn RIGHT, 044° track, intercept 038° bearing from O to GOLRO climbing to at or above FL070.
GOPIL 1K	Climb on 029° track to at or above 1000, turn LEFT, 330° track, intercept 354° bearing from O to GOPIL climbing to at or above FL070.

CHANGES: DME definitions established, notes.

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CHEREPOVETS

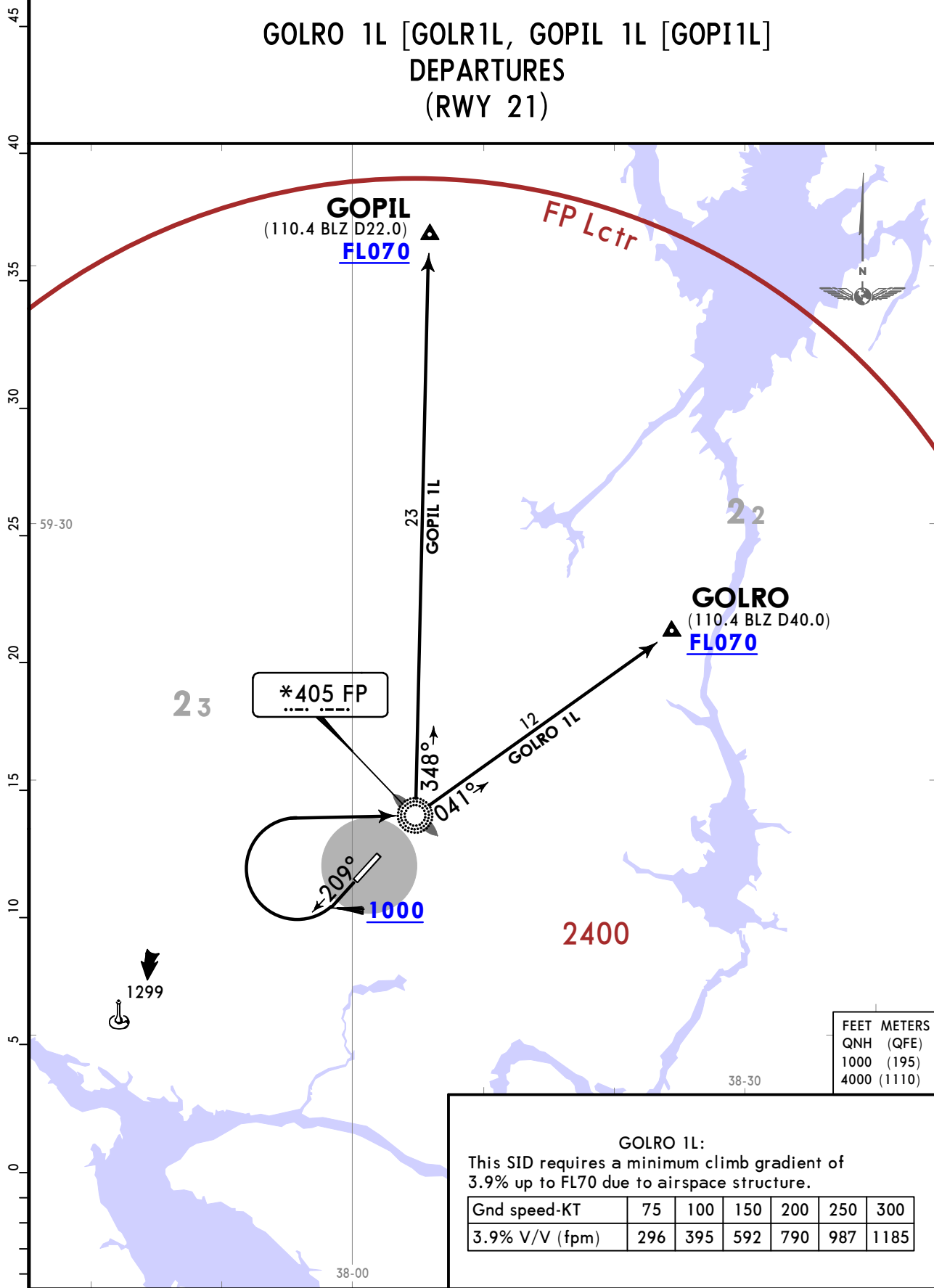
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28 FEB 25 **(10-3P)**

CHEREPOVETS, RUSSIA
SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

GOLRO 1L [GOLR1L, GOPIL 1L [GOP11L]
DEPARTURES
(RWY 21)



FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

GOLRO 1L:
This SID requires a minimum climb gradient of 3.9% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	ROUTING
GOLRO 1L	Climb on 209° track to at or above 1000, turn RIGHT to FP, 041° bearing to GOLRO climbing to at or above FL070.
GOPIL 1L	Climb on 209° track to at or above 1000, turn RIGHT to FP, 348° bearing to GOPIL climbing to at or above FL070.

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CHEREPOVETS

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CHEREPOVETS, RUSSIA

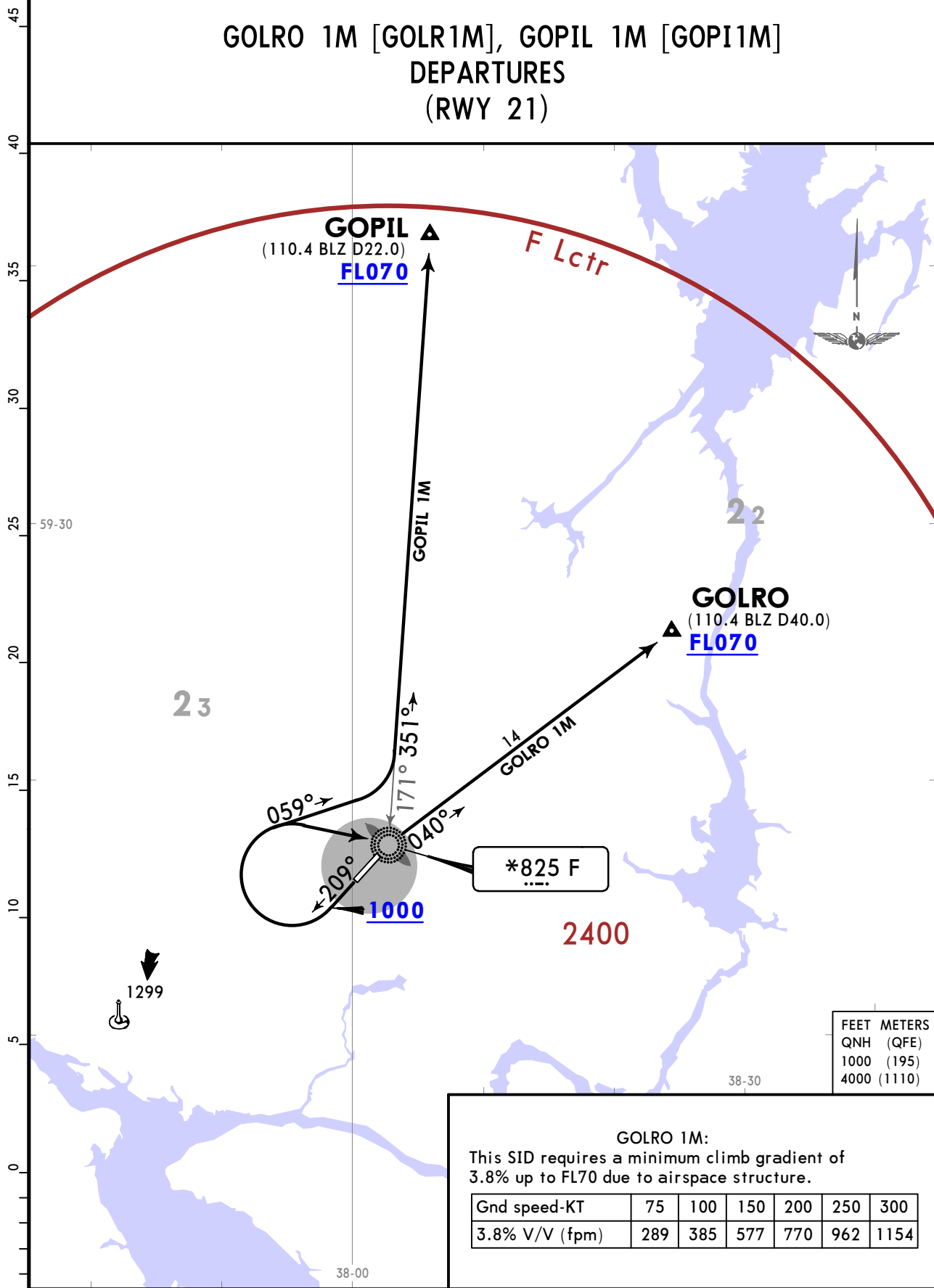
28 FEB 25 **(10-3Q)**

SID

Apt Elev
377

Trans alt: 4000 QNH (QFE on request)
1. DME required.
2. Expect radar vectoring or "Direct to" procedure.
3. Turn before DER is PROHIBITED.

GOLRO 1M [GOLR1M], GOPIL 1M [GOPI1M]
DEPARTURES
(RWY 21)



FEET	METERS
QNH (QFE)	
1000 (195)	
4000 (1110)	

GOLRO 1M:
This SID requires a minimum climb gradient of 3.8% up to FL70 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

SID	ROUTING
GOLRO 1M	Climb on 209° track to at or above 1000, turn RIGHT to F, 040° bearing to GOLRO climbing to at or above FL070.
GOPIL 1M	Climb on 209° track to at or above 1000, turn RIGHT, 059° track, intercept 351° bearing from F to GOPIL climbing to at or above FL070.

CHANGES: DME definitions established, notes.

ULWC/CEE

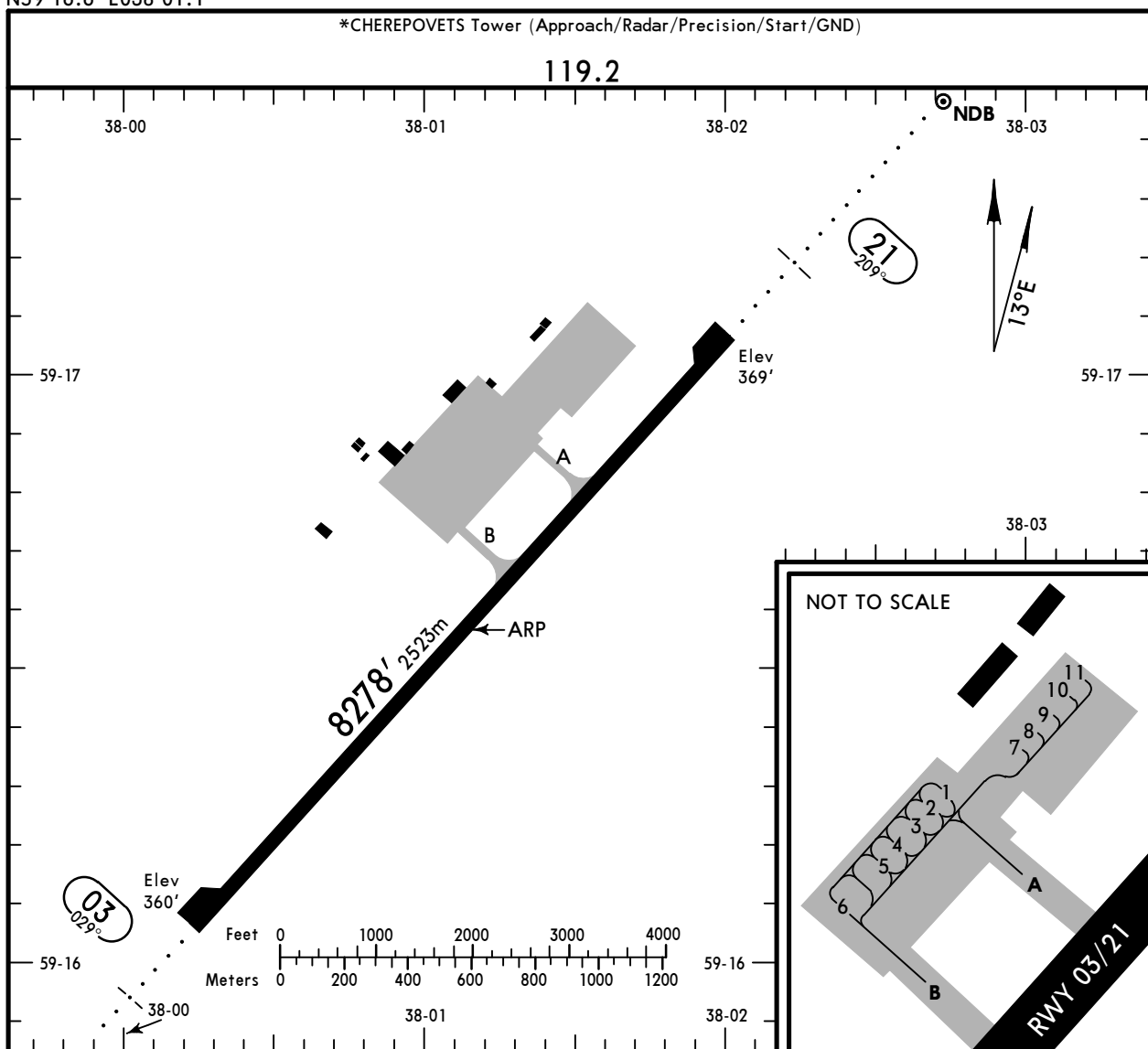
Apt Elev **377'**
N59 16.6 E038 01.1

JEPPesen

27 SEP 24 **(10-9)** Eff 3 Oct

CHEREPOVETS, RUSSIA

CHEREPOVETS



ADDITIONAL RUNWAY INFORMATION

RWY	RL (60m)	ALS	PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
				Threshold	Glide Slope	TAKE-OFF	
03	RL (60m)	① ALS	PAPI-L (angle 3.0°)				138'
21	RL (60m)	② ALS	PAPI-L (angle 3.0°)		7245' 2208m	③	42m

- ① length 420m
- ② length 900m
- ③ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 8278' (2523m)
 twy B int 3077' (938m)
 twy A int 2402' (732m)

RWY 21:

From rwy head 8278' (2523m)
 twy A int 5876' (1791m)
 twy B int 5200' (1585m)

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

STRAIGHT-IN RWY		A	B	C	D
03	RNP (LNAV/VNAV)	710' (350') R1400m	720' (360') R1400m	730' (370') R1500m	740' (380') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① RNP (LNAV)	820' (460') R1500m	820' (460') R1500m	820' (460') R1900m	820' (460') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	① NDB Z	900' (540') R1500m	900' (540') R1500m	900' (540') R2200m	900' (540') R2200m
	ALS out	R1500m	R1500m	R2400m	R2400m
① NDB Y	910' (550') R1500m	910' (550') R1500m	910' (550') R2300m	910' (550') R2300m	
ALS out	R1500m	R1500m	R2400m	R2400m	
① NDB X	1610' (1250') R1500m	1610' (1250') R1500m	1610' (1250') R2400m	1610' (1250') R2400m	
21	ILS Z or Y	569' (200') R1000m	569' (200') R1000m	569' (200') R1000m	569' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① ② LOC Z or Y	780' (411') R1500m	780' (411') R1500m	780' (411') R1700m	780' (411') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	① ③ LOC Z or Y	820' (451') R1500m	820' (451') R1500m	820' (451') R1900m	820' (451') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	RNP (LNAV/VNAV)	630' (261') R1100m	640' (271') R1100m	650' (281') R1200m	660' (291') R1200m
	ALS out	R1300m	R1300m	R1400m	R1400m
	① RNP (LNAV)	740' (371') R1500m	740' (371') R1500m	740' (371') R1500m	740' (371') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① ② NDB Z	790' (421') R1500m	790' (421') R1500m	790' (421') R1800m	790' (421') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	① ③ NDB Z, Y	820' (451') R1500m	820' (451') R1500m	820' (451') R1900m	820' (451') R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
	① ② NDB Y, X	800' (431') R1500m	800' (431') R1500m	800' (431') R1800m	800' (431') R1800m
ALS out	R1500m	R1500m	R2000m	R2000m	
① ③ NDB X	1010' (641') R1500m	1010' (641') R1500m	1010' (641') R2400m	1010' (641') R2400m	

① Continuous Descent Final Approach.

② With step down fix.

③ Without step down fix.

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EASA AIR OPS

CHEREPOVETS, RUSSIA

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After NDB Z 03	③ 900' (523')	960' (583')	1080' (703')	1080' (703')
After NDB Y 03	③ 910' (533')	960' (583')	1080' (703')	1080' (703')
After NDB X 03	1610' (1233')	1610' (1233')	1610' (1233')	1610' (1233')
After NDB X 21	1010' (633')	1010' (633')	1080' (633')	1080' (633')
After all other approaches	870' (493')	960' (583')	1080' (703')	1080' (703')
	V1500m	V1600m	V2400m	V3600m

③ or higher minimums of preceding straight-in approach.

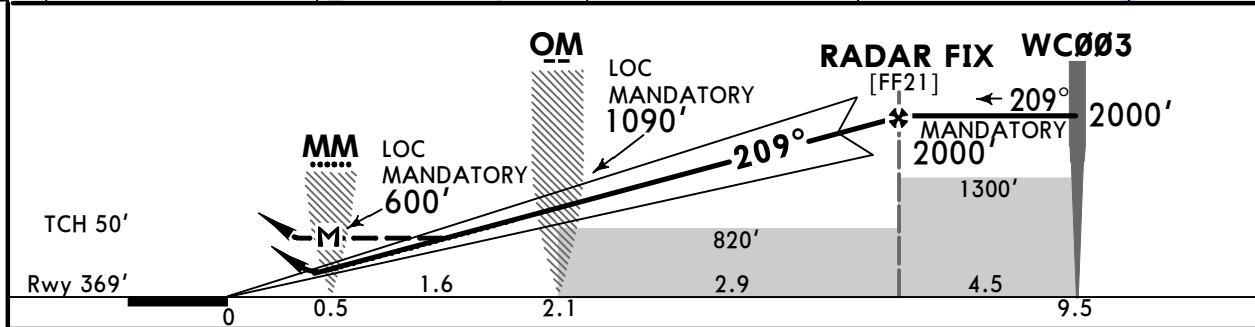
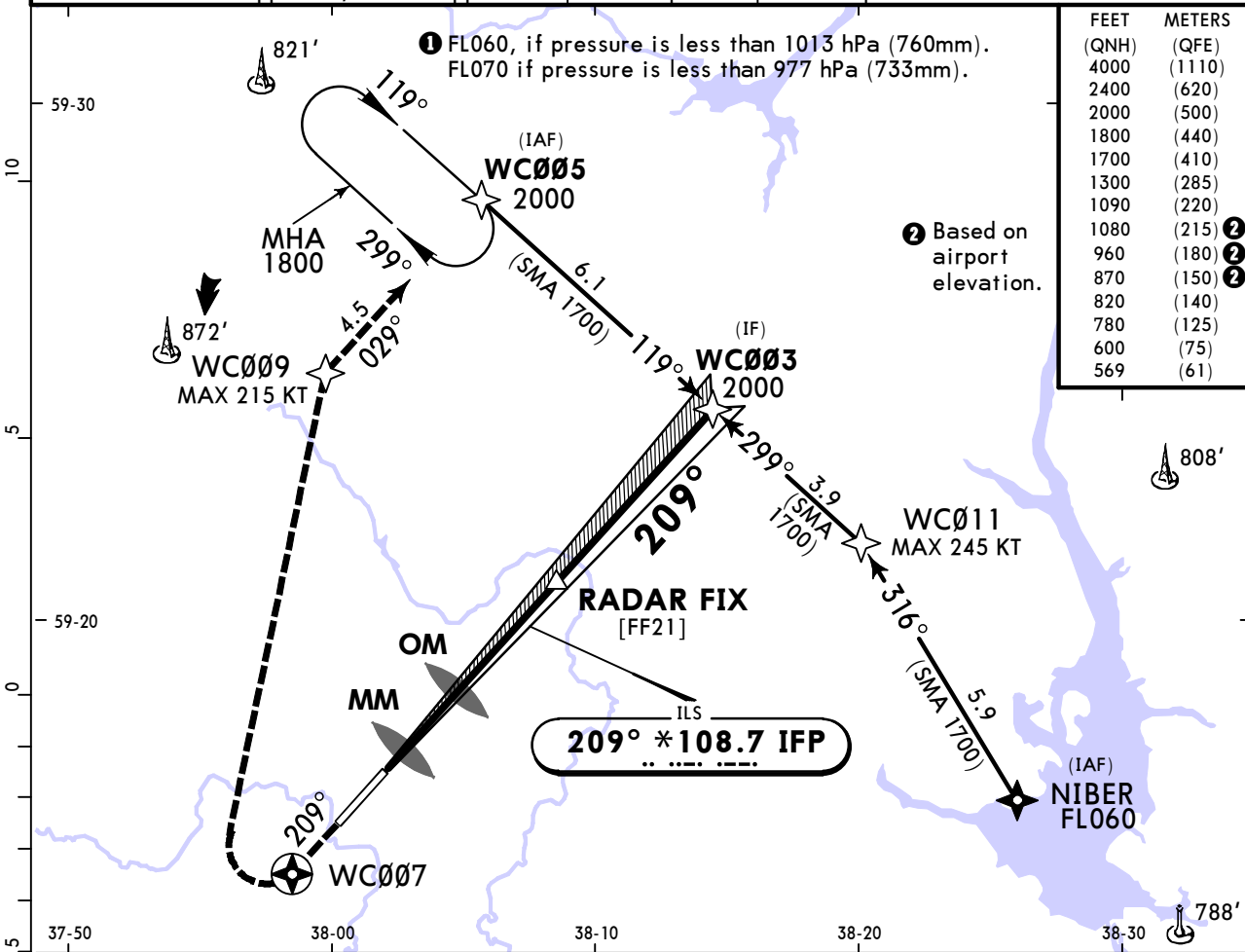
TAKE-OFF			
RL or RCLM	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT
R/V400m		R/V500m	NA

**ULWC/CEE
CHEREPOVETS**

JEPPESEN
27 SEP 24
Eff 3 Oct **(11-1)**

**CHEREPOVETS, RUSSIA
ILS Z or LOC Z Rwy 21**

*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND) 119.2					
LOC IFP *108.7	Final Apch Crs 209°	RADAR FIX MANDATORY 2000' (1631')	ILS DA(H) 569' (200')	Apt Elev 377' Rwy 369'	
MISSED APCH: Climb STRAIGHT AHEAD to WC007, turn RIGHT to WC009, then to WC005 climbing to 2000' or above.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNAV 1 for initial approach, missed approach.			GNSS required.	Radar required.	



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI		
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at MM									

PANS OPS	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ILS		LOC CDFA				Max Kts	MDA(H)
	FULL	ALS out	With OM	Without OM	With OM	Without OM		
A			1500m	1500m	1500m	1500m	100	870' (493') V1500m
B	R1000m	R1200m	1500m	1500m	1500m	1500m	135	960' (583') V1600m
C			1700m	1900m	1900m	1900m	180	1080' (703') V2400m
D							205	1080' (703') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ULWC/CEE
CHEREP OVETS

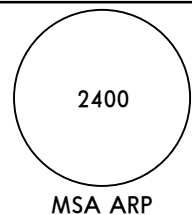
JEPPesen
27 SEP 24
Eff 3 Oct **(11-2)**

CHEREP OVETS, RUSSIA
ILS Y OR LOC Y RWY 21

*CHEREP OVETS Tower (Approach/Radar/Precision/Start/GND)
119.2

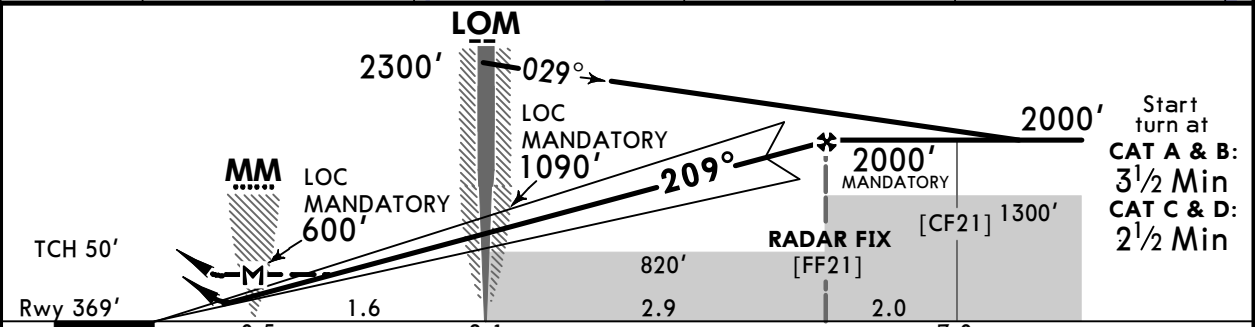
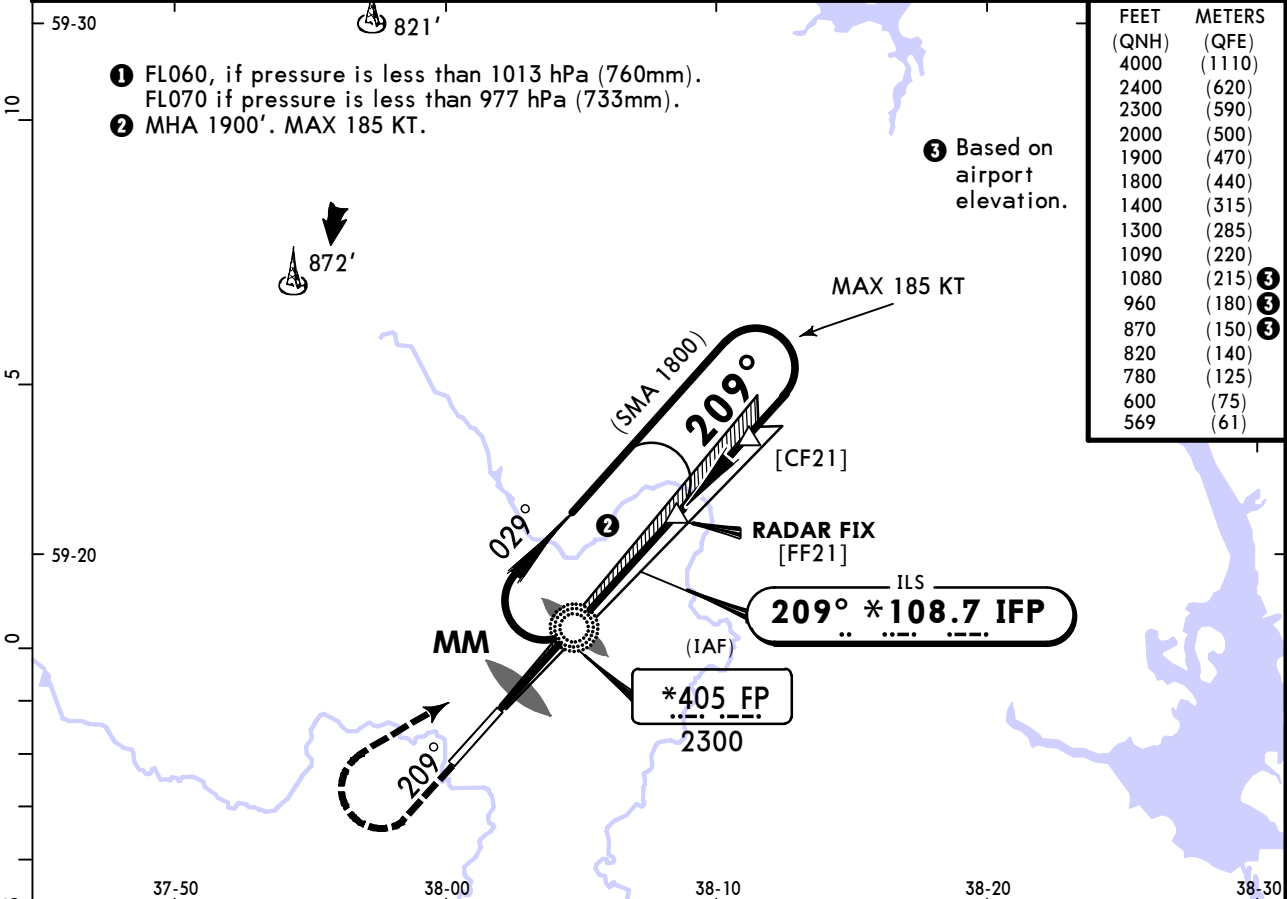
BRIEFING STRIP

LOC IFP *108.7	Final Apch Crs 209°	RADAR FIX MANDATORY 2000' (1631')	ILS DA(H) 569' (200')	Apt Elev 377' Rwy 369'
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MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, turn RIGHT (MAX 205 KT) to FP NDB climbing to 2000' or above. Turn before MAP is PROHIBITED.

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **1** Trans alt: 4000'
Radar required.



Gnd speed-Kts	70	90	100	120	140	160	ALS	MIN	FP
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	1400'	405
MAP at MM									RT

PANS OPS	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ILS		LOC CDFA				Max Kts	MDA(H)
	FULL	ALS out	With LOM		Without LOM			
A			DA/MDA(H) 780' (411')	DA/MDA(H) 820' (451')			100	870' (493') V1500m
B	R1000m	R1200m	ALS out	ALS out	ALS out	ALS out	135	960' (583') V1600m
C			R1500m	R1500m	R1500m	R1500m	180	1080' (703') V2400m
D			R1700m	R1900m	R1900m	R2100m	205	1080' (703') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

ULWC/CEE CHEREPOVETS

JEPPESSEN
27 SEP 24 (12-1) Eff 3 Oct

CHEREPOVETS, RUSSIA RNP Rwy 03

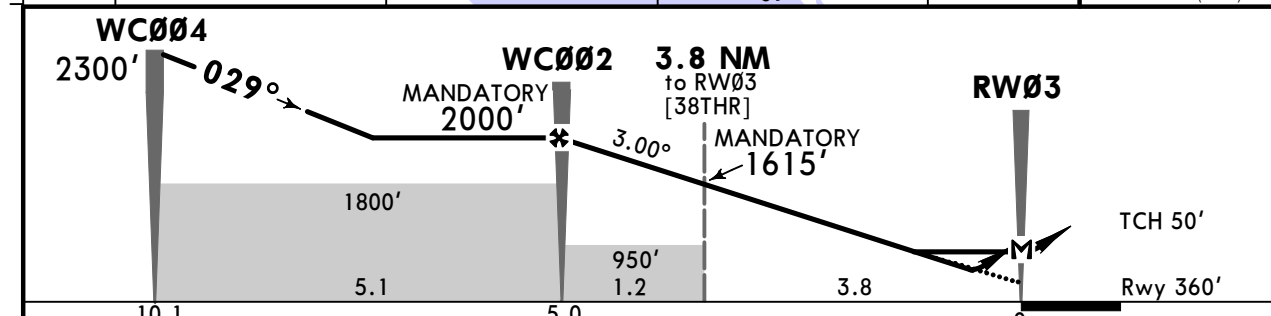
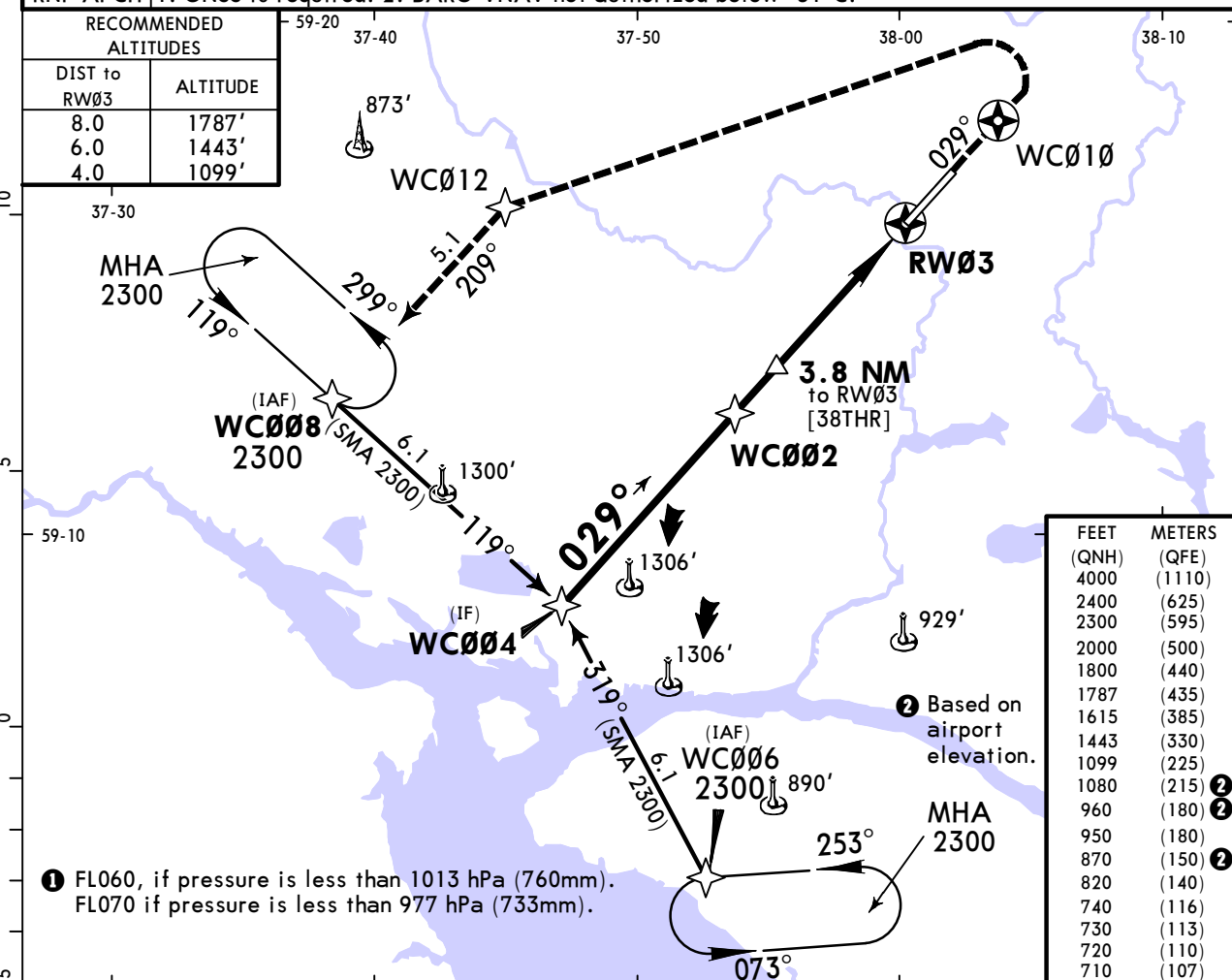
*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND) 119.2					
RNAV	Final Apch Crs 029°	WC002 MANDATORY 2000' (1640')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 377' Rwy 360'	

MISSED APCH: Climb STRAIGHT AHEAD to WC010, turn LEFT to WC012 then to WC008 climbing to 2300' or above.

MSA ARP

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **1** Trans alt: 4000'

RNP APCH | 1. GNSS is required. 2. BARO-VNAV not authorized below -31°C.



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	WC010 ↑	WC012 ←
Descent Angle	372	478	531	637	743	849			
MAP at RW03									

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)	
DA(H)	A: 710' (350')	C: 730' (370')	820' (460')			100	870' (493')
	B: 720' (360')	D: 740' (380')			135		960' (583')
A	R1400m	R1500m	R1500m	R1500m	180	1080' (703')	V2400m
B	R1500m	R1700m	R1900m	R2100m	205	1080' (703')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

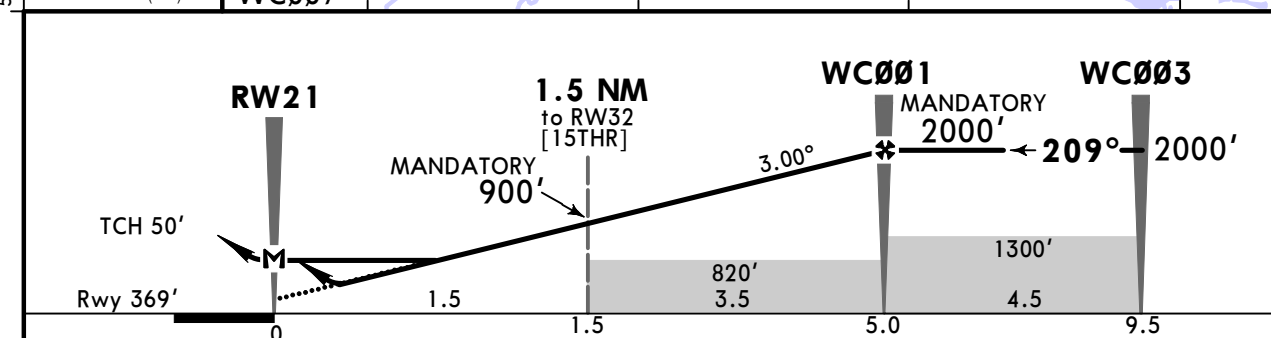
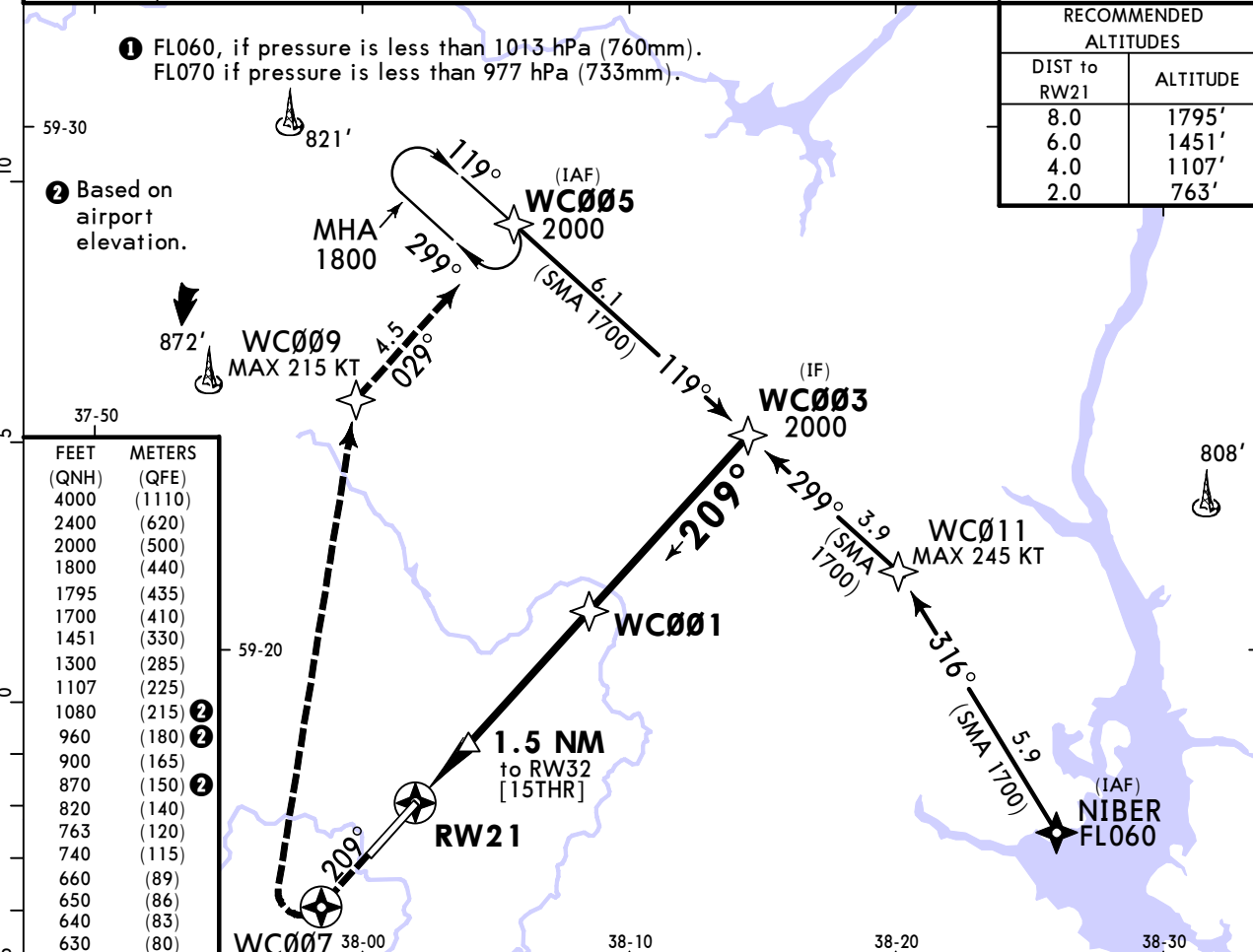
ULWC/CEE CHEREPOVETS



27 SEP 24 **12-2** Eff 3 Oct

CHEREPOVETS, RUSSIA RNP Rwy 21

*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND) 119.2					<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div>
RNAV	Final Apch Crs 209°	WC001 MANDATORY 2000' (1631')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 377' Rwy 369'	
MISSED APCH: Climb STRAIGHT AHEAD to WC007, turn RIGHT to WC009, then to WC005 climbing to 2000' or above.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 1	Trans alt: 4000'	
RNP APCH 1. GNSS is required. 2. BARO-VNAV not authorized below -31°C.					



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	WC007 ↑	WC009 ↻ RT
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW21									

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV		CIRCLING	
DA(H)	A: 630' (261') c: 650' (281')		CDFA			
	B: 640' (271') D: 660' (291')		DA/MDA(H) 740' (371')			
	ALS out		ALS out		Max Kts	MDA(H)
A	R1100m	R1300m	R1500m	R1500m	100	870' (493') V1500m
B				R1500m	135	960' (583') V1600m
C	R1200m	R1400m		R1700m	180	1080' (703') V2400m
D					205	1080' (703') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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ULWC/CEE
CHEREPOVETS

JEPPESSEN
27 SEP 24 **(16-1)** Eff 3 Oct

CHEREPOVETS, RUSSIA
NDB Z Rwy 03

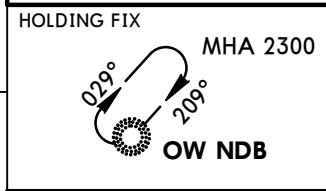
*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND)

BRIEFING STRIP™

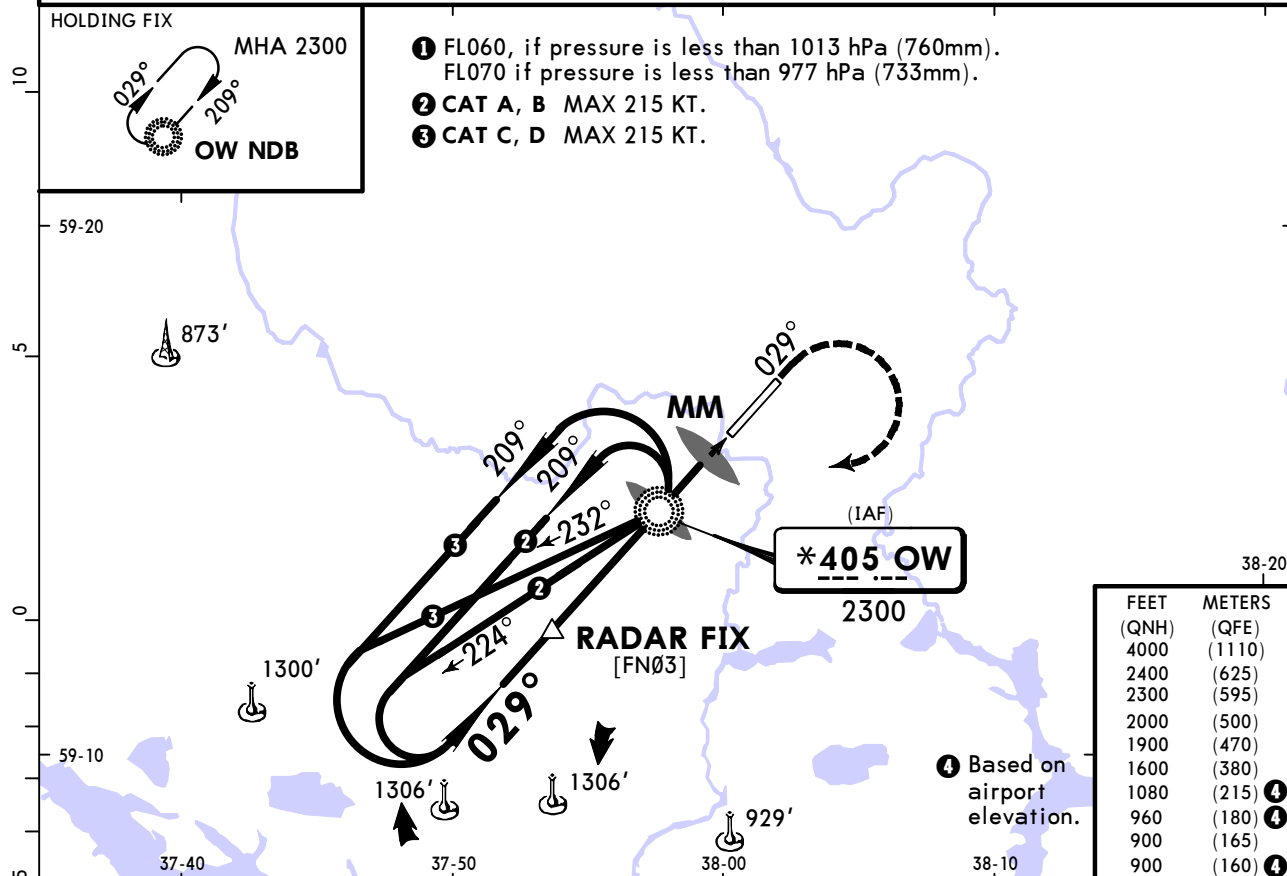
119.2				
NDB OW *405	Final Apch Crs 029°	RADAR FIX MANDATORY 2000' (1640')	DA/MDA(H) 900' (540')	Apt Elev 377' Rwy 360'
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, turn RIGHT (MAX 230 KT) to OW NDB climbing to 2300' or above. Turn before MAP is PROHIBITED.				<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div> <p>MSA OW NDB</p>

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **1** Trans alt: 4000'

Radar required.

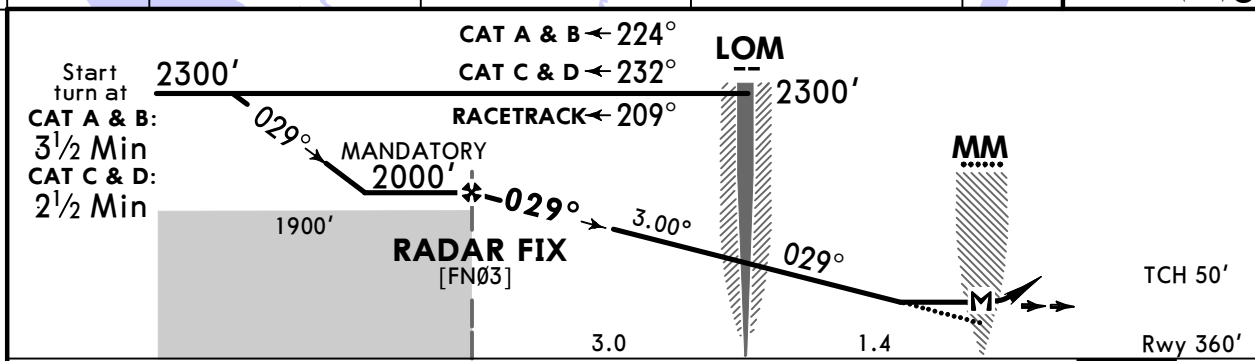


- 1** FL060, if pressure is less than 1013 hPa (760mm).
FL070 if pressure is less than 977 hPa (733mm).
- 2** CAT A, B MAX 215 KT.
- 3** CAT C, D MAX 215 KT.



FEET (QNH)	METERS (QFE)
4000	(1110)
2400	(625)
2300	(595)
2000	(500)
1900	(470)
1600	(380)
1080	(215) 4
960	(180) 4
900	(165) 4
900	(160) 4

4 Based on airport elevation.



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1600'	OW 405
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at MM									

	STRAIGHT-IN LANDING CDFA		Max Kts	CIRCLE-TO-LAND	
	DA/MDA(H)	ALS out		MDA(H)	
A	R1500m	R1500m	100	900' (523') 2	V1500m
B			135	960' (583')	V1600m
C	R2200m	R2400m	180	1080' (703')	V2400m
D			205	1080' (703')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy **2** or higher straight-in minimums.

ULWC/CEE CHEREPOVETS

JEPPESEN
27 SEP 24 **(16-2)** Eff 3 Oct

CHEREPOVETS, RUSSIA NDB Y Rwy 03

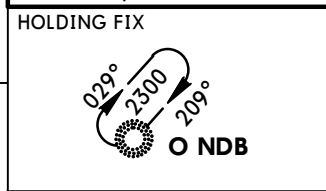
*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND)

BRIEFING STRIP™

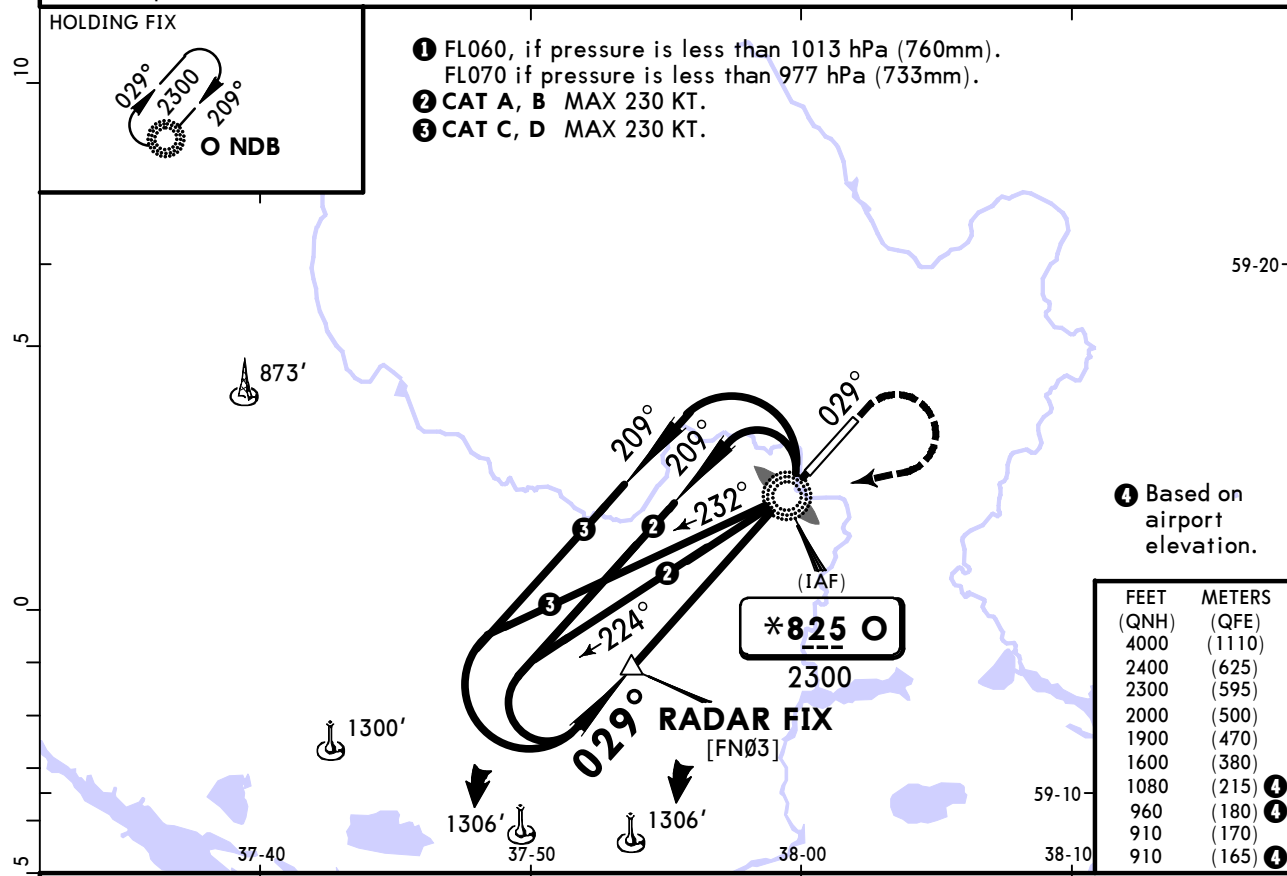
119.2					<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div> <p>MSA O NDB</p>
NDB O *825	Final Apch Crs 029°	RADAR FIX MANDATORY 2000' (1640')	DA/MDA(H) 910' (550')	Apt Elev 377' Rwy 360'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, turn RIGHT (MAX 230 KT) to O NDB climbing to 2300' or above. Turn before MAP is PROHIBITED.</p>					

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 ① Trans alt: 4000'

Radar required.

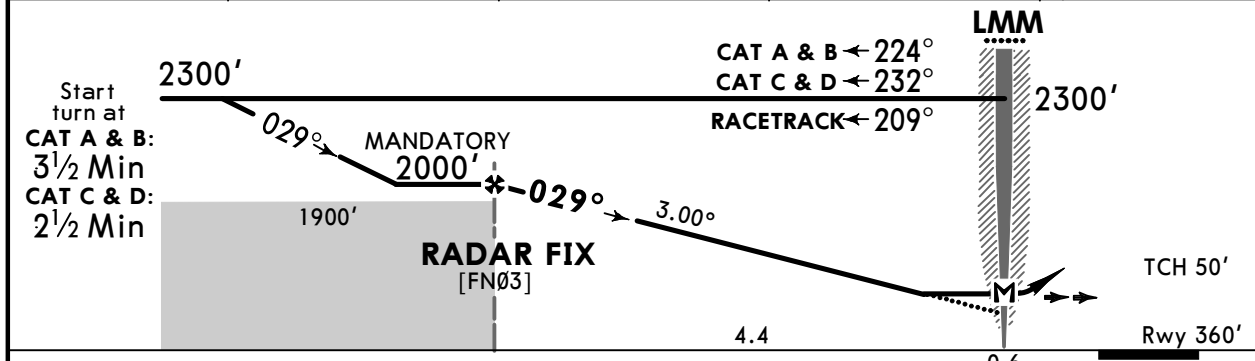


- ① FL060, if pressure is less than 1013 hPa (760mm).
FL070 if pressure is less than 977 hPa (733mm).
- ② CAT A, B MAX 230 KT.
- ③ CAT C, D MAX 230 KT.



④ Based on airport elevation.

FEET (QNH)	METERS (QFE)
4000	(1110)
2400	(625)
2300	(595)
2000	(500)
1900	(470)
1600	(380)
1080	(215) ④
960	(180) ④
910	(170)
910	(165) ④



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1600'	O 825 RT
Descent Angle	3.00°	372	478	531	637	743			
MAP at LMM									

	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
	DA/MDA(H)	ALS out	MDA(H)	
A	R1500m	R1500m	910' (533') ②	V1500m
B			960' (583')	V1600m
C	R2300m	R2400m	1080' (703')	V2400m
D			1080' (703')	V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy ② or higher straight-in minimums.

ULWC/CEE CHEREPOVETS

JEPPESEN
27 SEP 24 **(16-3)** Eff 3 Oct

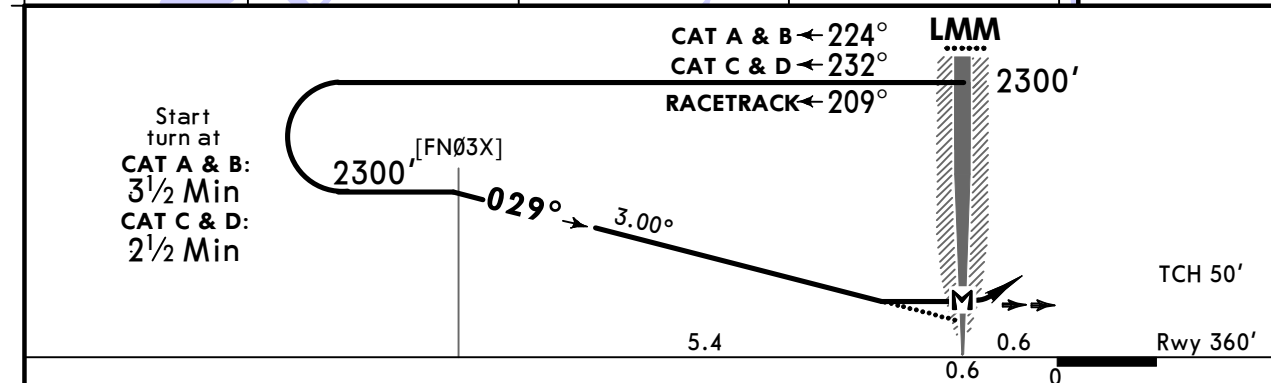
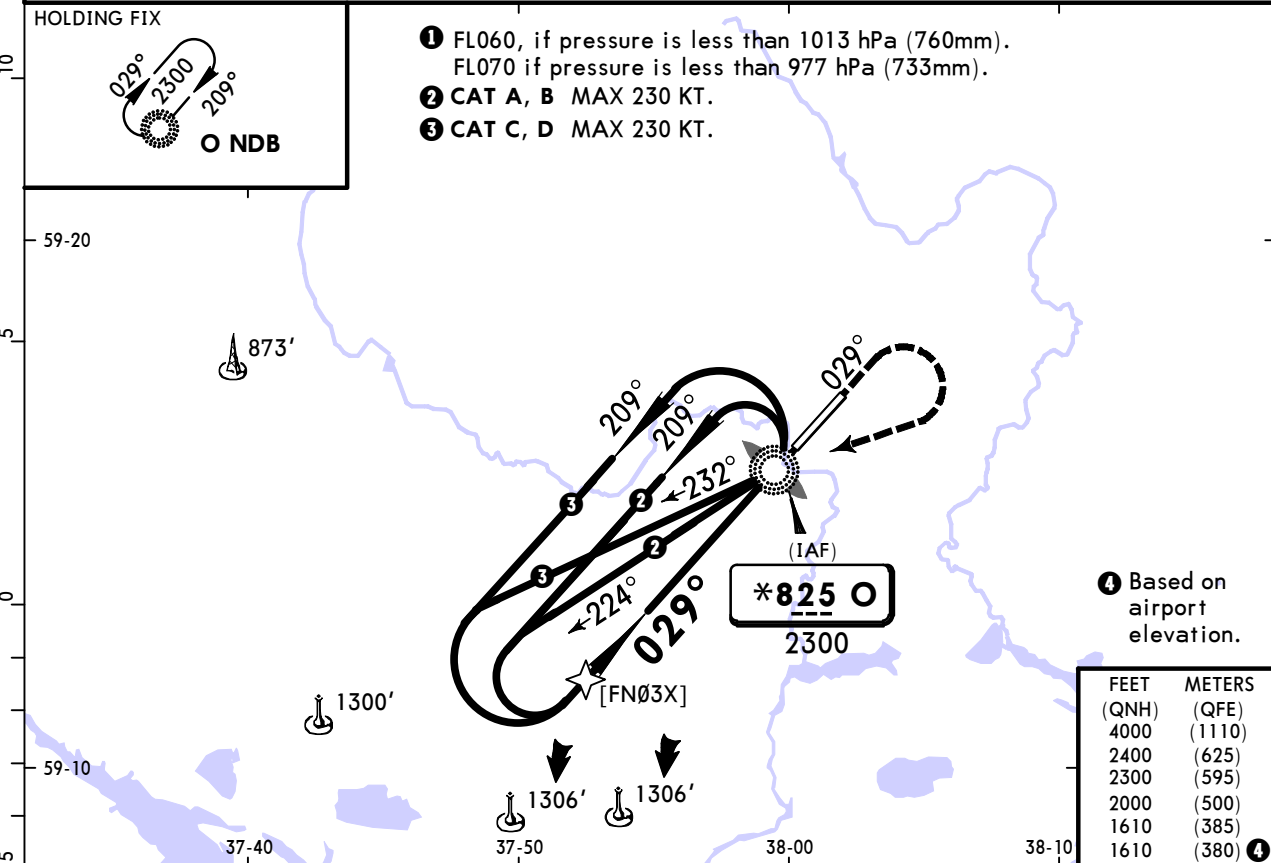
CHEREPOVETS, RUSSIA NDB X Rwy 03

*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND)

119.2

NDB O *825	Final Apch Crs 029°	[FNØ3X] 2300' (1940')	DA/MDA(H) 1610' (1250')	Apt Elev 377' Rwy 360'	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div> <p>MSA O NDB</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2000' or above, turn RIGHT (MAX 230 KT) to O NDB climbing to 2300' or above. Turn before MAP is PROHIBITED.</p>					

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **1** Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 2000'	O 825 RT
Descent Angle	3.00°	372	478	531	637	743			
MAP at LMM									

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA	ALS out	Max Kts	MDA(H)
1 DA/MDA(H)	1610' (1250')			
A	R1500m		100	1610' (1233') 2 V1500m
B	R1500m		135	1610' (1233') 2 V1600m
C	R2400m		180	1610' (1233') 2 V2400m
D	R2400m		205	1610' (1233') 2 V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

ULWC/CEE CHEREPOVETS

JEPPESEN
27 SEP 24 **(16-4)** Eff 3 Oct

CHEREPOVETS, RUSSIA NDB Z Rwy 21

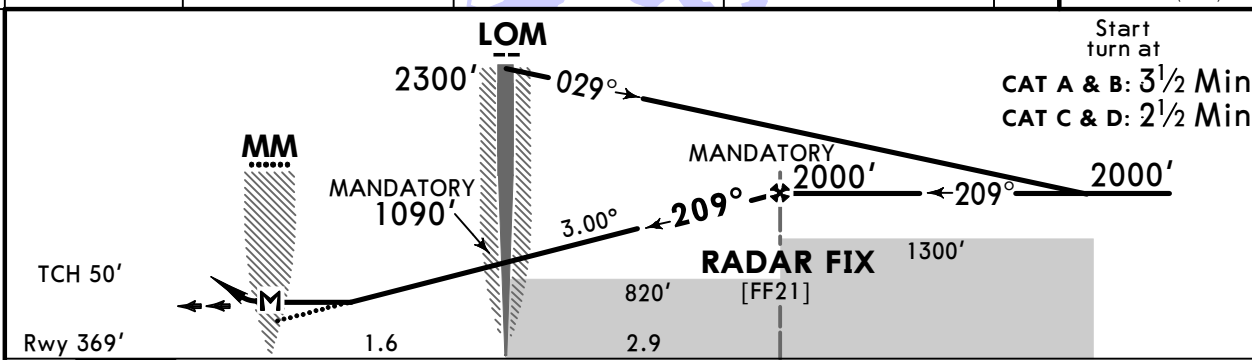
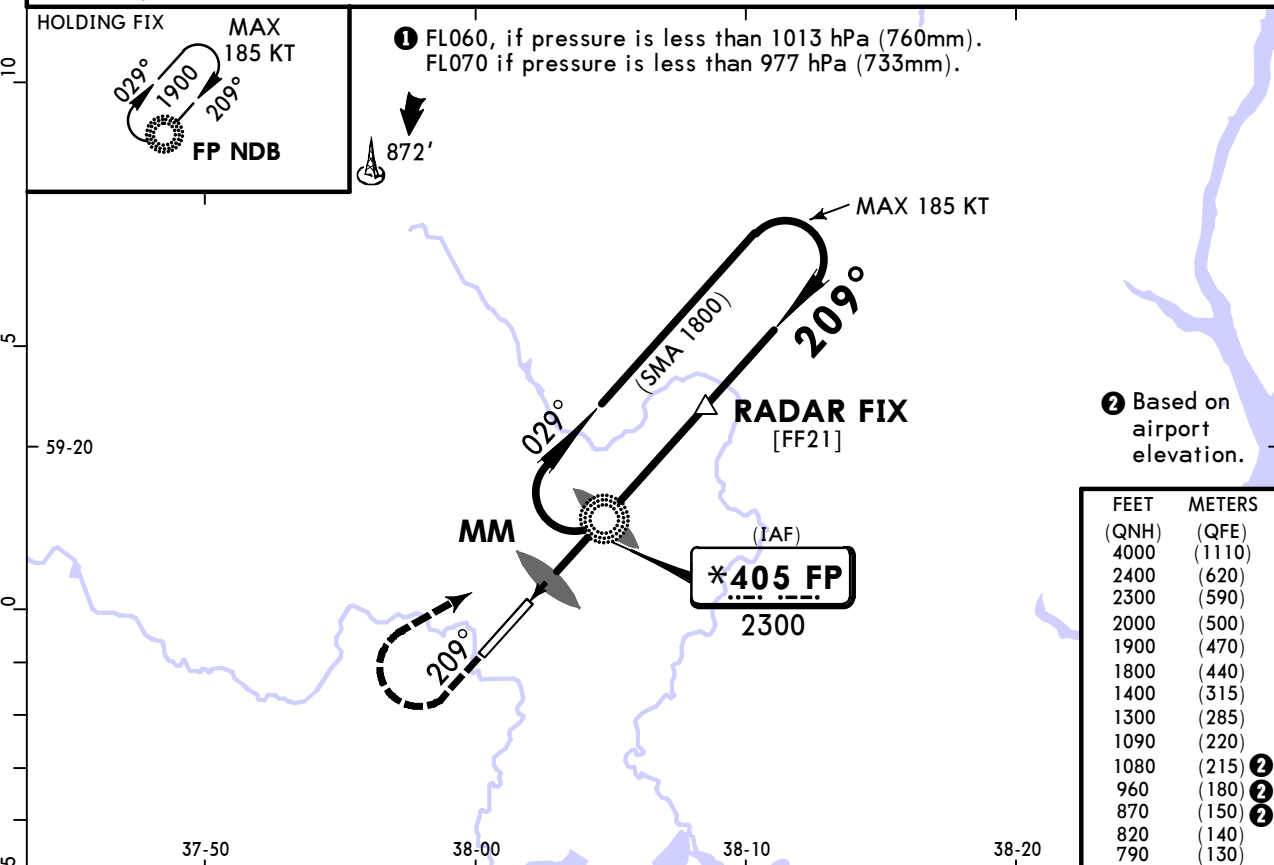
*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND)

BRIEFING STRIP™

119.2					<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div> <p>MSA FP NDB</p>
NDB FP *405	Final Apch Crs 209°	RADAR FIX MANDATORY 2000' (1631')	DA/MDA(H) Refer to Minimums	Apt Elev 377' Rwy 369'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, turn RIGHT (MAX 205 KT) to FP NDB climbing to 2000' or above. Turn before MAP is PROHIBITED.</p>					

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **1** Trans alt: 4000'

Radar required.



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	MIN 1400'	FP 405 RT
Descent Angle	3.00°	372	478	531	637	743			
MAP at MM									

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	With LOM CDFA		Without LOM CDFA		Max Kts	MDA(H)
	1 DA/MDA(H) 790' (421')		1 DA/MDA(H) 820' (451')			
	ALS out	ALS out	ALS out	ALS out		
A	R1500m	R1500m	R1500m	R1500m	100	870' (493') V1500m
B	R1500m	R1500m	R1500m	R1500m	135	960' (583') V1600m
C	R1800m	R2000m	R1900m	R2100m	180	1080' (703') V2400m
D	R1800m	R2000m	R1900m	R2100m	205	1080' (703') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

ULWC/CEE CHEREPOVETS

JEPPESEN
27 SEP 24 **(16-5)** Eff 3 Oct

CHEREPOVETS, RUSSIA NDB Y Rwy 21

*CHEREPOVETS Tower (Approach/Radar/Precision/Start/GND)

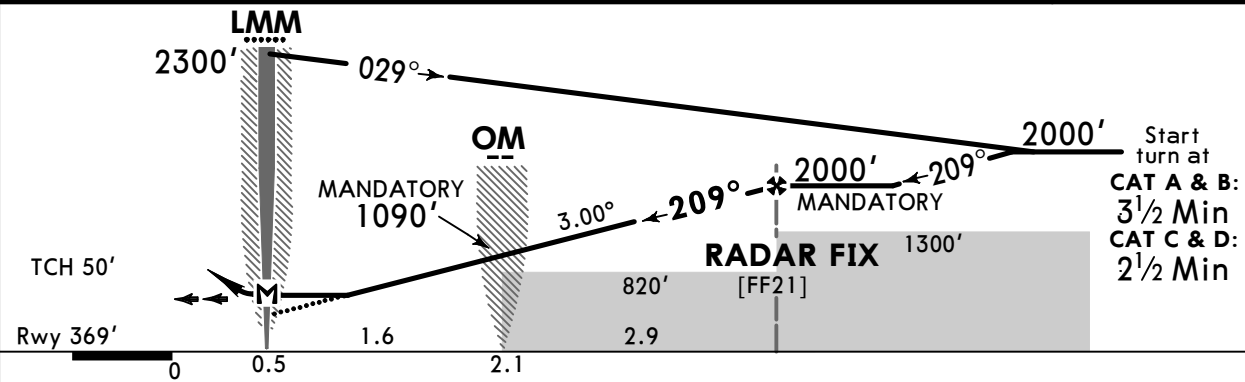
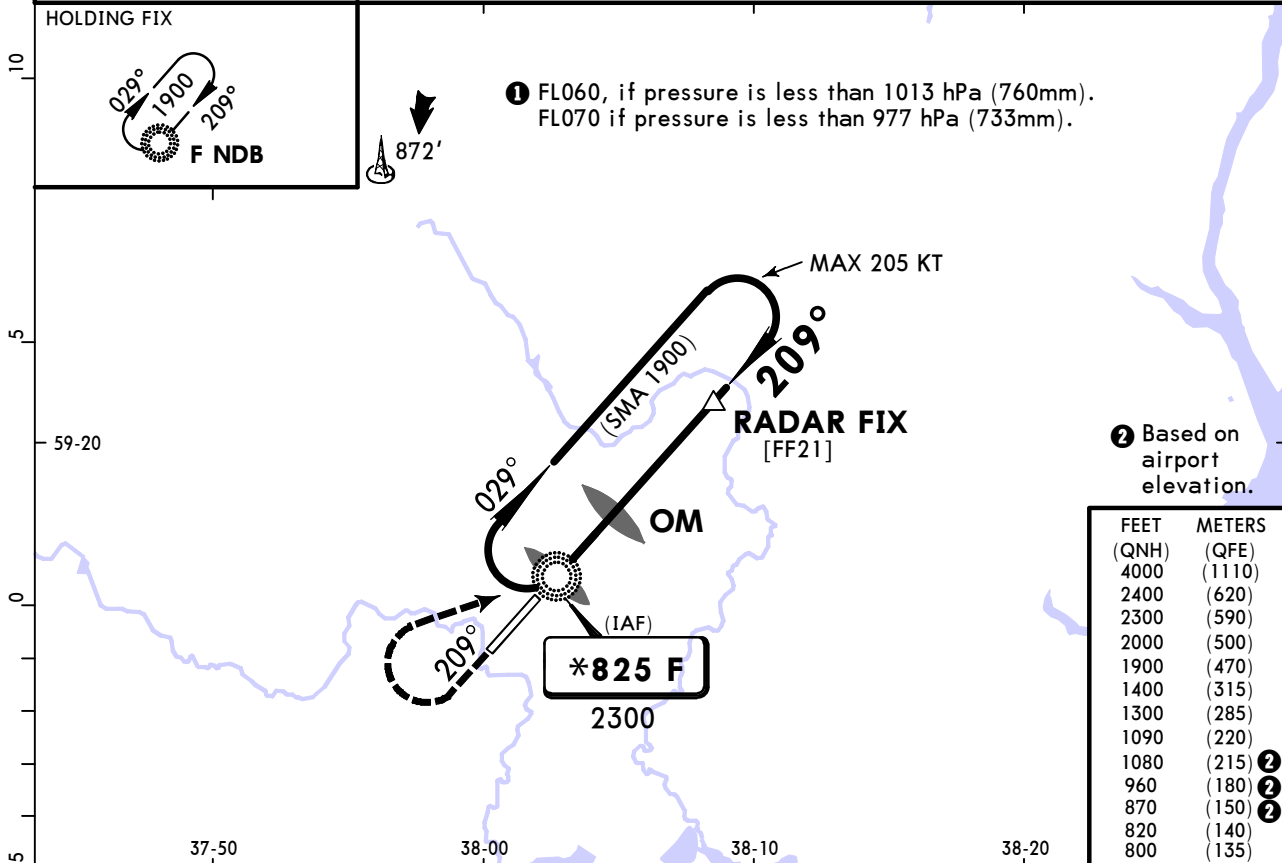
BRIEFING STRIP™

119.2					<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2400</div> <p>MSA F NDB</p>
NDB F *825	Final Apch Crs 209°	RADAR FIX MANDATORY 2000' (1631')	DA/MDA(H) Refer to Minimums	Apt Elev 377' Rwy 369'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, turn RIGHT (MAX 205 KT) to F NDB climbing to 2000' or above. Turn before MAP is PROHIBITED.</p>					

Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 **①** Trans alt: 4000'

Radar required.

HOLDING FIX



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI MIN 1400' F 825 RT
Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM							

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	With OM CDFA		Without OM CDFA		Max Kts	MDA(H)
	DA/MDA(H)	ALS out	DA/MDA(H)	ALS out		
Std	800' (431')		820' (451')			
A	R1500m	R1500m	R1500m	R1500m	100	870' (493') V1500m
B	R1500m	R1500m	R1500m	R1500m	135	960' (583') V1600m
C	R1800m	R2000m	R1900m	R2100m	180	1080' (703') V2400m
D					205	1080' (703') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHEREPOVETS, (CHEREPOVETS - ULWC)				
REV	GOLRO, GOPIL, & NUMPA 1A ...	10-2D	28 Feb 2025	
REV	GOLRO, GOPIL, & NUMPA 1B ...	10-2E	28 Feb 2025	
REV	GOLRO, GOPIL, & NUMPA 1C ...	10-2F	28 Feb 2025	
REV	GOLRO, GOPIL, & NUMPA 1D ...	10-2G	28 Feb 2025	
REV	DETAT, NIBER & OGTUL 1A A...	10-2H	28 Feb 2025	
REV	DETAT, NIBER & OGTUL 1B A...	10-2J	28 Feb 2025	
REV	DETAT, NIBER & OGTUL 1C A...	10-2K	28 Feb 2025	
REV	DETAT, NIBER & OGTUL 1D A...	10-2L	28 Feb 2025	
REV	DIPMI & IRBUN 1A ARRS	10-2M	28 Feb 2025	
REV	DIPMI & IRBUN 1B ARRS	10-2N	28 Feb 2025	
REV	DIPMI & IRBUN 1C ARRS	10-2P	28 Feb 2025	
REV	DIPMI & IRBUN 1D ARRS	10-2Q	28 Feb 2025	
REV	ADIMU, DETAT & NIBER 1J D...	10-3D	28 Feb 2025	
REV	ADIMU, DETAT & NIBER 1K D...	10-3E	28 Feb 2025	
REV	ADIMU, DETAT & NIBER 1L D...	10-3F	28 Feb 2025	
REV	ADIMU, DETAT & NIBER 1M D...	10-3G	28 Feb 2025	
REV	IRBUN & LUSEB 1J DEPS	10-3H	28 Feb 2025	
REV	IRBUN & LUSEB 1K DEPS	10-3J	28 Feb 2025	
REV	IRBUN & LUSEB 1L DEPS	10-3K	28 Feb 2025	
REV	IRBUN & LUSEB 1M DEPS	10-3L	28 Feb 2025	
REV	GOLRO & GOPIL 1J DEPS	10-3M	28 Feb 2025	
REV	GOLRO & GOPIL 1K DEPS	10-3N	28 Feb 2025	
REV	GOLRO & GOPIL 1L DEPS	10-3P	28 Feb 2025	
REV	GOLRO & GOPIL 1M DEPS	10-3Q	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULWC