JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: CHELYABINSK RUS
ICAO/IATA: USCC / CEK
Lat/Long: N55° 18.35', E061° 30.22'
Elevation: 769 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 14.0° 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: 0005 Z
Sunset: 1536 Z

Runway Information

Runway: 09
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 769 ft
Lighting: Edge, ALS, Centerline

Runway: 27
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 749 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 128.300
Chelyabinsk Start Tower: 129.000 Secondary
Chelyabinsk Start Tower: 125.200
Chelyabinsk Start Tower: 124.000 Secondary
Chelyabinsk Apron Ramp/Taxi: 118.800
Chelyabinsk Approach: 124.000 Secondary
Chelyabinsk Approach: 124.700
Chelyabinsk Approach: 129.000 Secondary
Chelyabinsk Transit Operations: 131.600

Chelyabinsk Radar: 133.200
Chelyabinsk Radar: 129.000 Secondary
Chelyabinsk Radar: 124.000 Secondary

1. GENERAL

1.1. ATIS

ATIS 128.3

1.2. NOISE ABATEMENT PROCEDURES

Engines run-up permitted on stands 1 thru 20, 32 and 33.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP applied as follows:

- for take-off when RVR is less than 550m,
- for precision approach CAT II/III when RVR is less than 550m and/or ceil is less than 60m.

LVP are implemented by ATS unit controller using the phrase: ″Low visibility procedures in progress″ via ATIS or via the channels of aeronautical telecommunication if the flight crew has not acknowledged ATIS broadcast which includes this information.

The following is prohibited during LVP:

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

When LVP are implemented, the RWY guard lights on TWY A and TWY B and stop bar lights on TWY C are switched on.

1.3.2. RWY AND APPROPRIATE EQUIPMENT

- RWY 09/27 for take-off;
- RWY 27 - for precision approach and landing of category II and IIIA operations;
- TWY A, TWY B, TWY C, TWY D, TWY E, TWY M1 (segment from TWY A to TWY B when H1 and H2 are vacant), TWY M1 (segment from TWY G to TWY C), TWY M2, TWY G;
- Follow-me cars.

1.4. TAXI PROCEDURES

Towing about the AD shall be carried out by TWR controller's permission under continuous two-way communication. Taxiing and towing shall be carried out along TWY centerlines and taxi routes on the apron.

Taxiing via taxi routes on the apron by TWR controller's instructions.

Taxiing on the apron shall be executed at reduced speed, strictly along the marking.

MIM turn radius on apron is 72′/22m.

1.5. PARKING INFORMATION

Taxiing into stands by TWR controller's instructions.

Taxiing or towing out of stands by TWR controller's instructions and by maintenance personnel.

Parking on stands by maintenance personnel only.

Stands 14 thru 20 and 29 thru 31 available for helicopters.

Stands 7, 8 and 29 thru 31 available for labour-intensive maintenance and filter change.

Stands 12 and 13 designated for de-icing.

1. GENERAL

1.6. FLIGHT PROCEDURES

RNAV (GNSS) SID/STAR are priority procedures within TMA and CTR.

1.7. COMMUNICATION FAILURE PROCEDURE

If possible:

- monitor information and ATC instructions on RWY 27 LOM KS 412 kHz (RWY 09 LOM LB 452 kHz);
- use mobile phone +7351 779 09 01 for communication with Flight Control Officer of the AD Control Center of Joint ATM System.

1.8. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Maintain the assigned FL and STAR till passing LBN and commence descending without leaving the holding area at the ETA or as close to this time as possible. If LBN is inoperative, use LOMs LB or KS, execute ILS Y, ILS X, VORDME or NDB IAP and proceed as follows:

- execute the established approach procedure to Chelyabinsk/Balandino AD within 30 minutes after ETA if possible; or
- divert to alternate AD.

In case of radio communication failure during vectoring for approach climb to the minimum safe altitude, change to own navigation and proceed to LBN (LB/KS). After passing LBN (LB/KS) execute ILS Y, ILS X, VORDME or NDB IAP and land.

2.2. CAT II/III OPERATIONS

RWY 27 approved for CAT II/III operations, special aircrew and ACFT certifications required.

2.3. RWY OPERATIONS

Do not mistake TWY M1 with RWY 09/27.

3. DEPARTURE

3.1. TAXI PROCEDURES

Before departure, on initial radio contact with TWR controller, the flight crew must report the latest ATIS code letter, stand number and obtain flight clearance, departure instructions, SSR code (squawk).

Departure instructions must include:

- maneuvering procedure after take-off;
- initial climb altitude;
- call sign of control unit to be contacted with after take-off and its operation frequency.

When using standard instrument departure routes, TWR controller (CHELYABINSK Start) advises SID name and initial climb altitude. Unless otherwise instructed, the flight crew shall contact CHELYABINSK Radar controller at 1500ft after take-off.

Communication of the flight crew with a person providing ACFT towing (engines start-up) shall be carried out on frequency 118.800 MHz, call sign Chelyabinsk Ground Handling.

3.2. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure immediately after take-off (if communication with ATC is not established at 1500'-2100') execute ILS Y RWY 09 or 27 IAP and land.

If ILS is inoperative, execute VOR RWY 09 or 27 IAP; if VOR is inoperative, execute NDB IAP.

When landing at Balandino does not seem possible after take-off (due to meteorological conditions or if ACFT mass exceeds landing mass and there are no conditions for fuel dumping and other), the pilot has the right to carry out holding over LBN or LOMs LB/KS of the active landing heading 090° (270°) at FL 90. After that, exit holding area and execute established approach procedure.

In case of radio communication failure during climb to FL (altitude), the pilot has the right to proceed at altitude (FL) last assigned by ATC, but not below safe altitude (FL), along SID and then climb to th e assigned FL (in accordance with flight plan, repetitive flight plan).

USCC/CEK
BALANDINO

JEPPESEN
14 MAY 21 (10-1R) Eff 20 May

CHELYABINSK, RUSSIA
RADAR MINIMUM ALTITUDES

CHELYABINSK Radar (TWR) 133.2	Apt Elev 769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)
Trans alt: 6000 QNH (QFE on request)
1. Temperature corrections are applied to altitudes assigned by ATS unit.
2. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

FEET	METERS
QNH	(QFE)
3500	(845)
2500	(540)
2300	(480)
2200	(450)
2100	(420)
2000	(390)
1506	(235)
1480	(230)
1168	(135)
1077	(105)
1022	(90)
1015	(85)

CHELYABINSK
113.3 LBN

CHELYABINSK
Balandino

FL80

2000
2200
2100
2300
2500
3500

R115
R132
R152
R164
R150
R335
R305
R286
R062
R320
R304

D20.0
D23.8
D13.5
D24.3
D38.9
D48.6
D13.0

US(P)-209
US(P)-201
US(P)-202
US(P)-231

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

❷ Flights allowed between FL330 & FL50

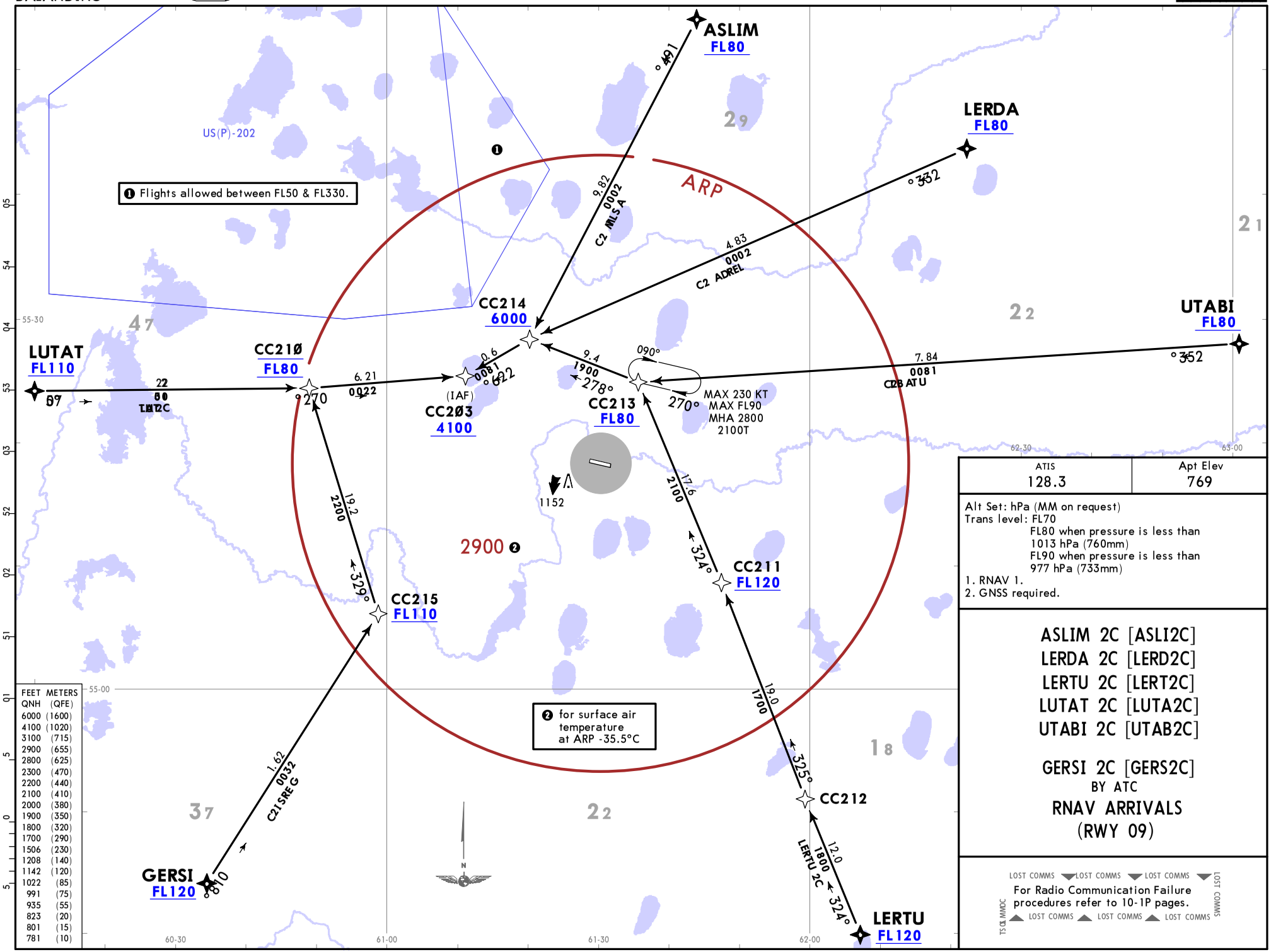
In case of radio communication failure the flight crew must reach minimum vectoring altitude (FL), proceed to LBN VOR. After passing LBN VOR reach 2000 and execute approach according to the established procedure.

LOST COMMS

3862

CONTOUR INTERVALS 5000 3000

CHANGES: Airport elevation.



ATIS	Apt Elev
128.3	769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)

1. RNAV 1.
2. GNSS required.

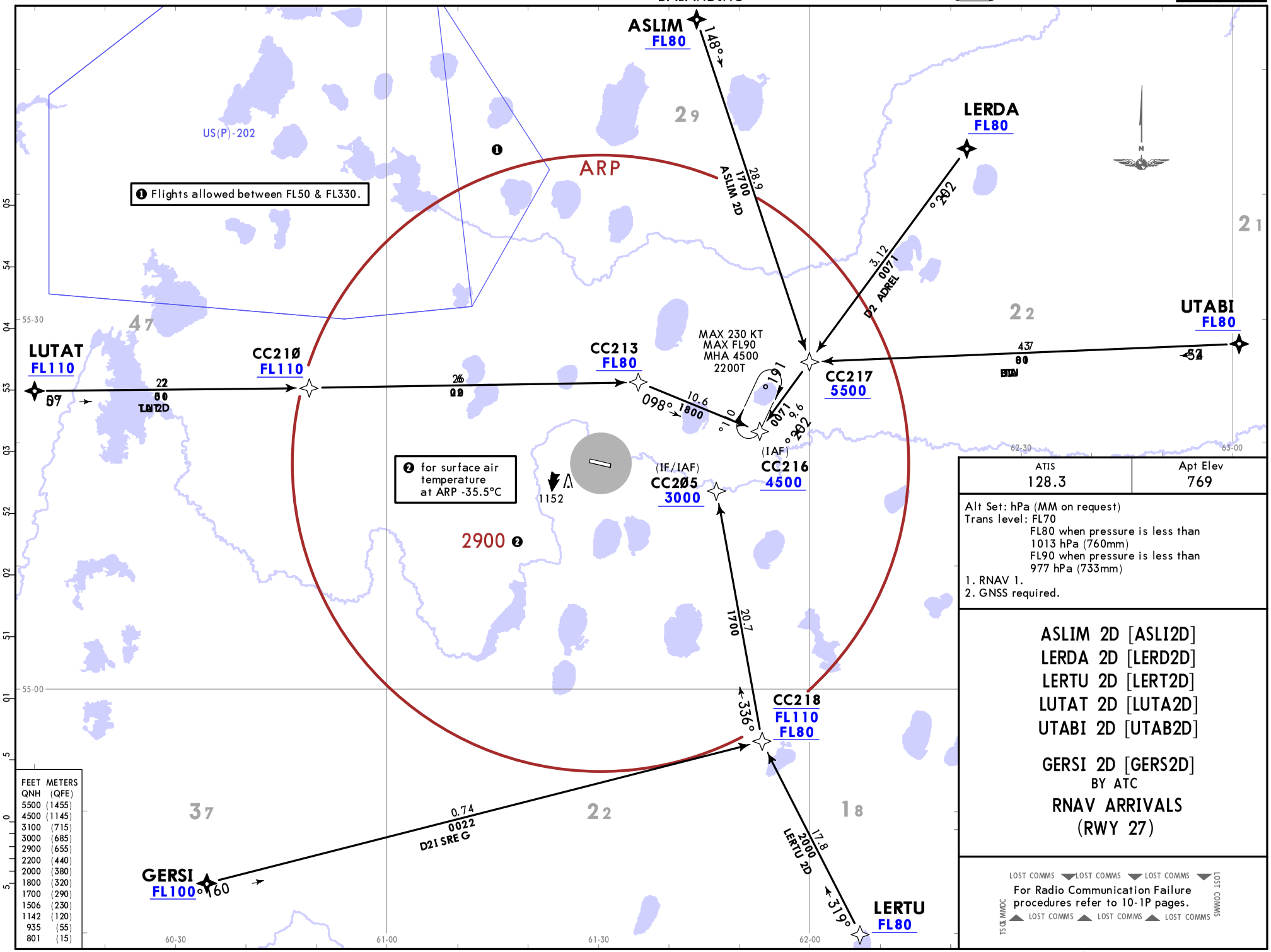
ASLIM 2C [ASLI2C]
LERDA 2C [LERD2C]
LERTU 2C [LERT2C]
LUTAT 2C [LUTA2C]
UTABI 2C [UTAB2C]

GERSI 2C [GERS2C]
BY ATC

RNAV ARRIVALS
(RWY 09)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS
TS GLMMOC

CHANGES: MSA; crossing over CC203; max holding altitude; MEAs; airport elevation.



FEET QNH	METERS (QFE)
5500	(1455)
4500	(1145)
3100	(715)
3000	(685)
2900	(655)
2200	(440)
2000	(380)
1800	(320)
1700	(290)
1506	(230)
1142	(120)
935	(55)
801	(15)

ATIS	Apt Elev
128.3	769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)
1. RNAV 1.
2. GNSS required.

ASLIM 2D [ASLI2D]
LERDA 2D [LERD2D]
LERTU 2D [LERT2D]
LUTAT 2D [LUTA2D]
UTABI 2D [UTAB2D]

GERSI 2D [GERS2D]
BY ATC

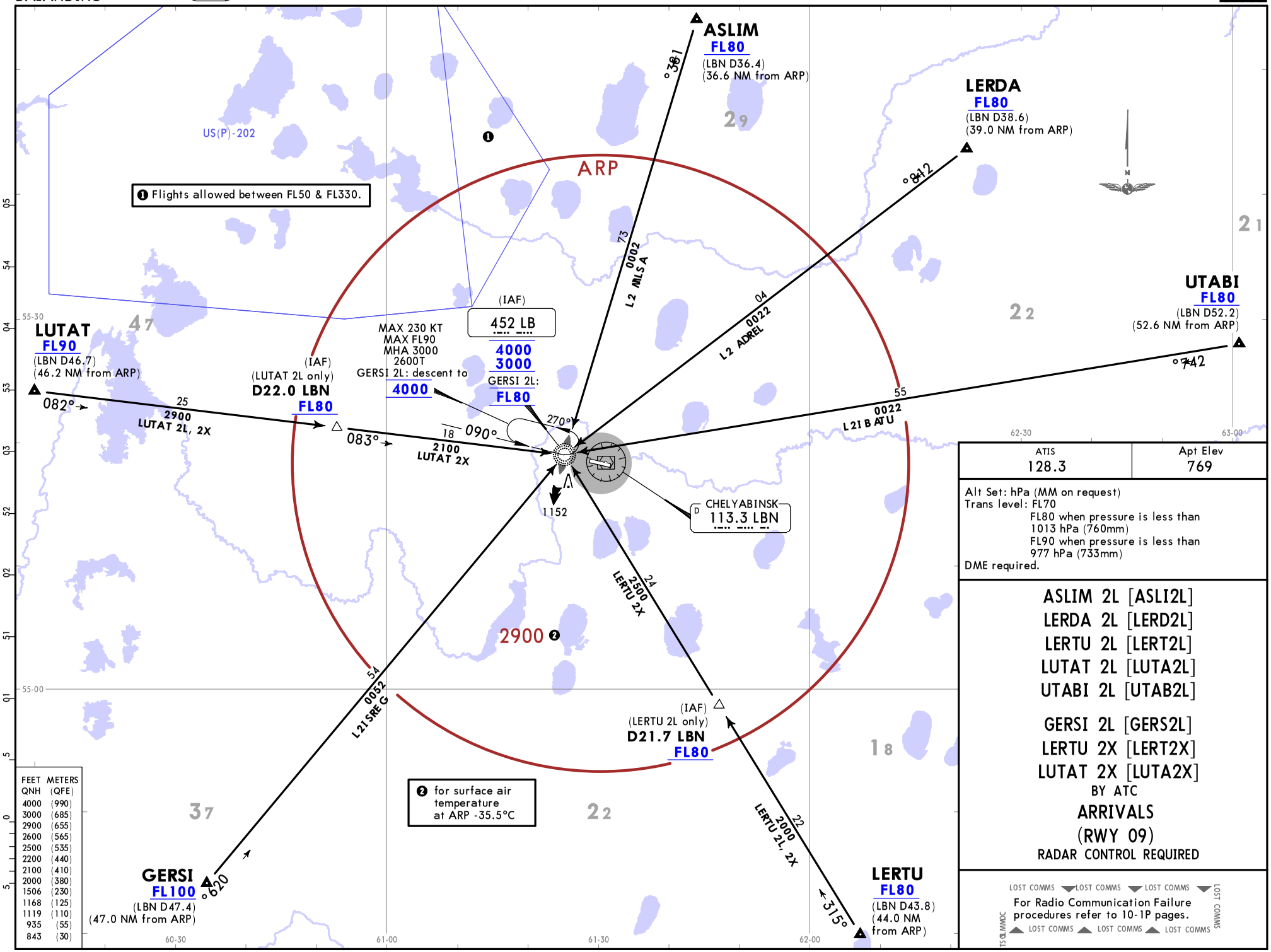
RNAV ARRIVALS
(RWY 27)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS
TS GLMMOC

CHANGES: MSA; airport elevation.

CHELYABINSK, RUSSIA

STAR



ATIS	Apt Elev
128.3	769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)
DME required.

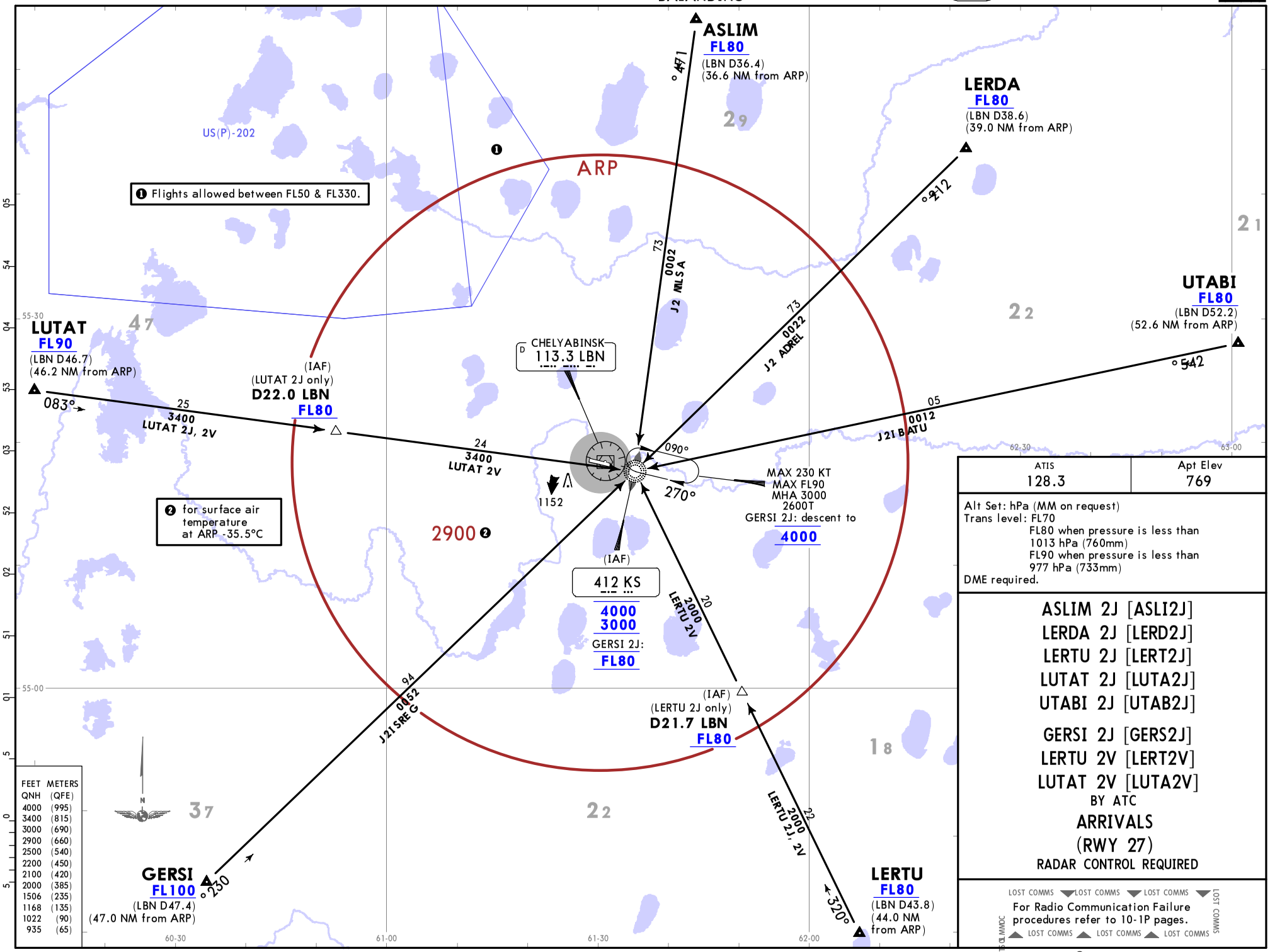
ASLIM 2L [ASLI2L]
LERDA 2L [LERD2L]
LERTU 2L [LERT2L]
LUTAT 2L [LUTA2L]
UTABI 2L [UTAB2L]

GERSI 2L [GERS2L]
LERTU 2X [LERT2X]
LUTAT 2X [LUTA2X]
BY ATC

ARRIVALS
(RWY 09)
RADAR CONTROL REQUIRED

LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS
LOST COMMS

CHANGES: MSA; LERTU 2X MEA; airport elevation.



ATIS	Apt Elev
128.3	769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)
DME required.

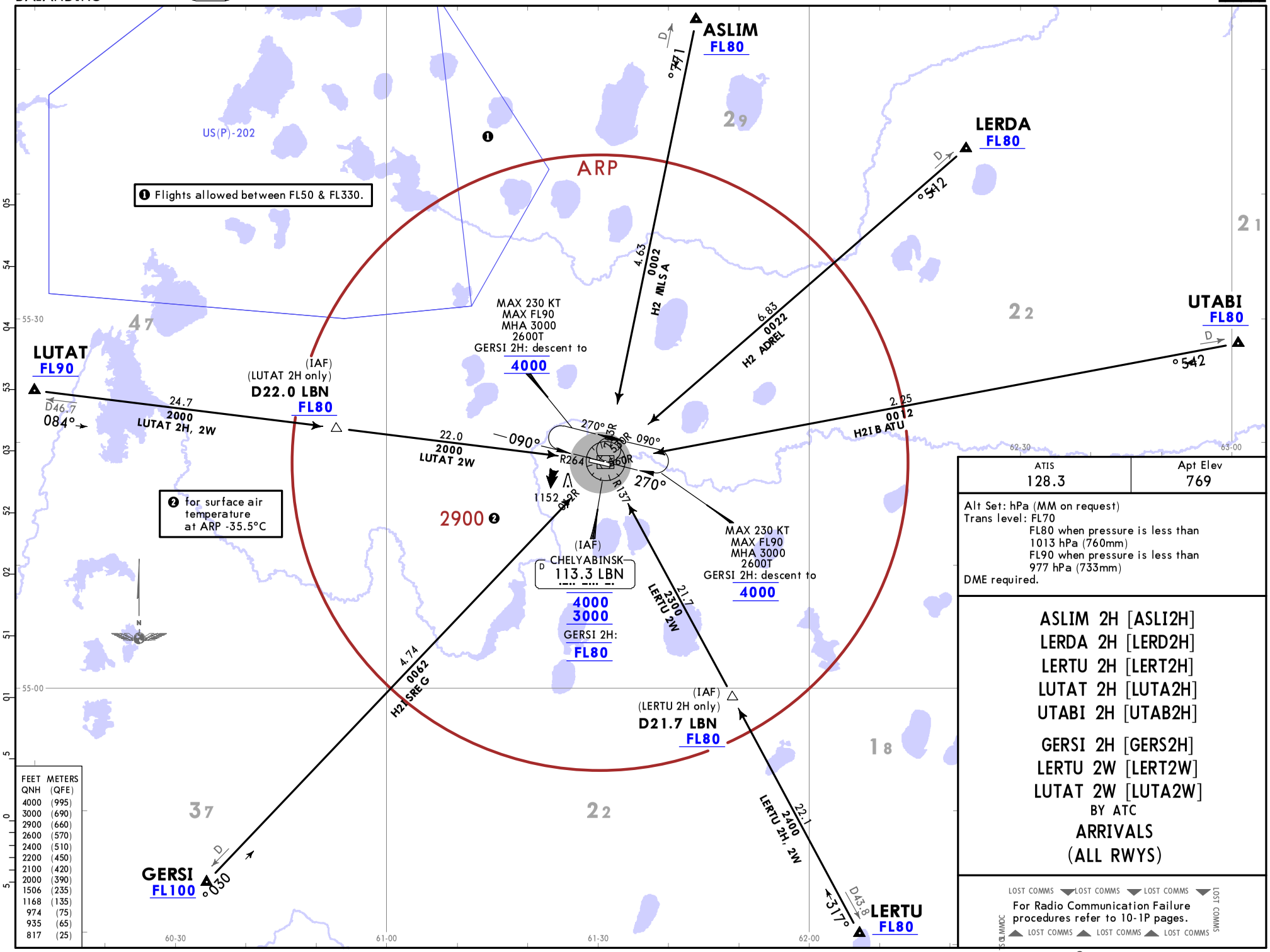
ASLIM 2J [ASLI2J]
LERDA 2J [LERD2J]
LERTU 2J [LERT2J]
LUTAT 2J [LUTA2J]
UTABI 2J [UTAB2J]

GERSI 2J [GERS2J]
LERTU 2V [LERT2V]
LUTAT 2V [LUTA2V]
BY ATC

ARRIVALS
(RWY 27)
RADAR CONTROL REQUIRED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: MSA; MEAs; airport elevation.



ATIS	Apt Elev
128.3	769

Alt Set: hPa (MM on request)
Trans level: FL70
FL80 when pressure is less than 1013 hPa (760mm)
FL90 when pressure is less than 977 hPa (733mm)
DME required.

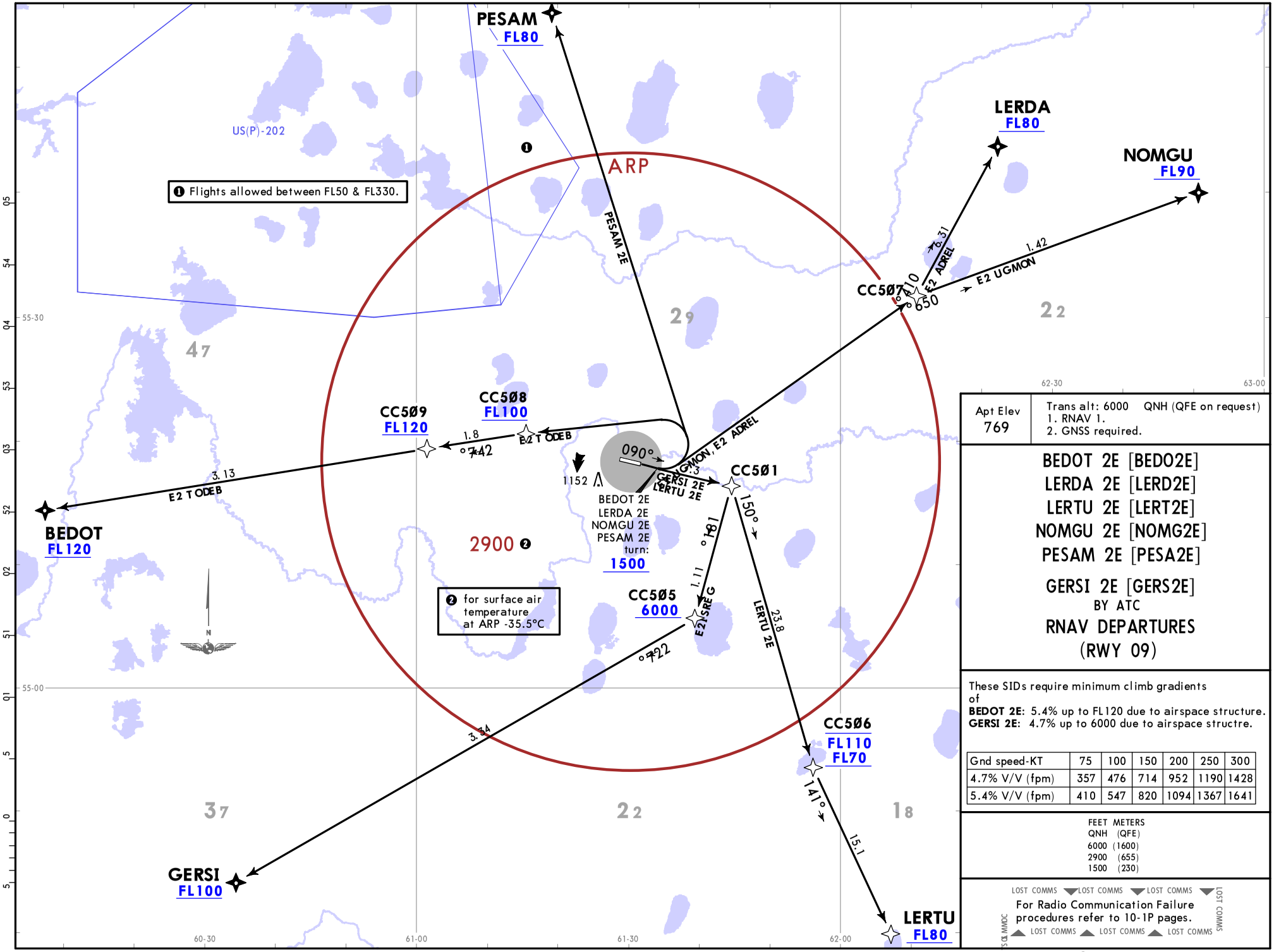
ASLIM 2H [ASLI2H]
LERDA 2H [LERD2H]
LERTU 2H [LERT2H]
LUTAT 2H [LUTA2H]
UTABI 2H [UTAB2H]

GERSI 2H [GERS2H]
LERTU 2W [LERT2W]
LUTAT 2W [LUTA2W]
BY ATC

ARRIVALS
(ALL RWYS)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: MSA; STARs LERTU 2W & LUTAT 2W established; ASLIM 2H MEA; airport elevation.



Apt Elev	Trans alt: 6000 QNH (QFE on request)
769	1. RNAV 1. 2. GNSS required.

BEDOT 2E [BEDO2E]
LERDA 2E [LERD2E]
LERTU 2E [LERT2E]
NOMGU 2E [NOMG2E]
PESAM 2E [PESA2E]

GERSI 2E [GERS2E]
BY ATC

RNAV DEPARTURES
(RWY 09)

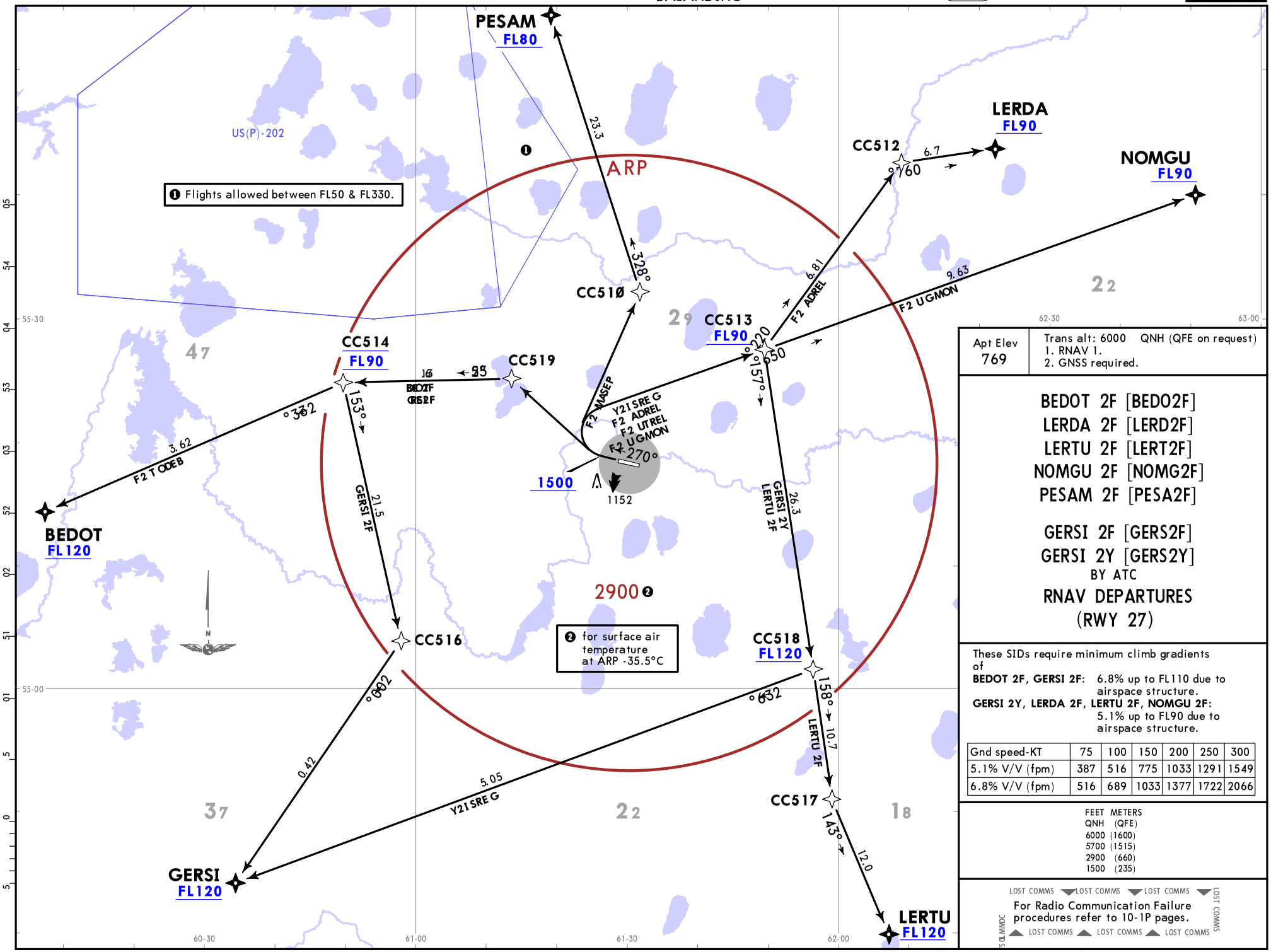
These SIDs require minimum climb gradients of
BEDOT 2E: 5.4% up to FL120 due to airspace structure.
GERSI 2E: 4.7% up to 6000 due to airspace structre.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.4% V/V (fpm)	410	547	820	1094	1367	1641

FEET	METERS
QNH	(QFE)
6000	(1600)
2900	(655)
1500	(230)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS

CHANGES: MSA; airport elevation.



Apt Elev	Trans alt: 6000 QNH (QFE on request)
769	1. RNAV 1. 2. GNSS required.

BEDOT 2F [BEDO2F]
LERDA 2F [LERD2F]
LERTU 2F [LERT2F]
NOMGU 2F [NOMG2F]
PESAM 2F [PESA2F]

GERSI 2F [GERS2F]
GERSI 2Y [GERS2Y]
BY ATC

RNAV DEPARTURES
(RWY 27)

These SIDs require minimum climb gradients of
BEDOT 2F, GERSI 2F: 6.8% up to FL110 due to airspace structure.
GERSI 2Y, LERDA 2F, LERTU 2F, NOMGU 2F: 5.1% up to FL90 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

FEET	METERS
QNH	(QFE)
6000	(1600)
5700	(1515)
2900	(660)
1500	(235)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

For Radio Communication Failure procedures refer to 10-1P pages.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: MSA; general note 3 withdrawn; airport elevation.

CHELYABINSK, RUSSIA

SID

SID	ROUTING
BEDOT 2G	Climb on 090° track to D8.6 LBN, turn LEFT to LBN, LBN R252 to BEDOT.
GERSI 2G By ATC	Climb on 090° track to D8.6 LBN, turn LEFT to LBN, LBN R210 to GERSI.
LERDA 2G	Climb on 090° track to D4.6 LBN, turn LEFT, 343° track, intercept LBN R035 to LERDA.
LERTU 2G	Climb on 090° track to D4.6 LBN, turn RIGHT, 181° track, intercept LBN R137 to LERTU.
NOMGU 2G	Climb on 090° track to D4.6 LBN, turn LEFT, 013° track, intercept LBN R050 to NOMGU.
PESAM 2G	Climb on 090° track to D4.6 LBN, turn LEFT, 246° track, intercept LBN R336 via D19.1 LBN to PESAM.

PESAM
FL80

D36.7

17.6

US(P)-202

❶ Flights allowed between FL50 & FL330.

ARP

△ D19.1 LBN
MAX 225 KT
5700

PESAM 2G

CHELYABINSK
113.3 LBN
MAX 225 KT
FL80

LERDA
FL80

6.83D

NOMGU
FL90

2.05D

G2 ADREL

G2 UGMON

G2 TODEB

0.84

BEDOT
FL100

GERSI
FL100

4.74

G2 SREG

LERTU
FL80

D43.8

336°

°252

°642

°530

343°

050

090°

D4.6

BEDOT 2G
GERSI 2G

D8.6

1152

012

LERDA 2G
LERTU 2G
NOMGU 2G
PESAM 2G
turn: D4.6

°181

137

G2 LERTU

2900 ❷

❷ for surface air temperature at ARP -35.5°C

47

29

22

37

22

18

55-30

55-00

60-30

61-00

61-30

62-00

62-30

63-00

Apt Elev 769	Trans alt: 6000 QNH (QFE on request) DME required.

BEDOT 2G [BEDO2G]
GERSI 2G [GERS2G]
LERDA 2G [LERD2G]
LERTU 2G [LERT2G]
NOMGU 2G [NOMG2G]
PESAM 2G [PESA2G]
DEPARTURES
(RWY 09)

These SIDs require a minimum climb gradient of
BEDOT 2G, GERSI 2G: 5.2% up to FL80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

FEET	METERS
QNH	(QFE)
6000	(1600)
5700	(1510)
2900	(655)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS

CHANGES: MSA; airport elevation.

SID	ROUTING
BEDOT 2K	Climb on 270° track to at or above 1500, turn RIGHT, intercept 276° bearing from KS, at 18.4 NM from ARP, turn LEFT, 170° track, intercept 253° bearing from KS to BEDOT.
GERSI 2K By ATC	Climb on 270° track to at or above 2400, turn RIGHT to KS, 213° bearing from KS to GERSI.
LERDA 2K	Climb on 270° track to at or above 1500, turn RIGHT to KS, turn LEFT, intercept 031° bearing from KS to LERDA.
LERTU 2K	Climb on 270° track to at or above 1500, turn RIGHT to KS, 140° bearing from KS to LERTU.
NOMGU 2K	Climb on 270° track to at or above 1500, turn RIGHT to KS, turn LEFT, intercept 048° bearing from KS to NOMGU.
PESAM 2K	Climb on 270° track to at or above 1500, turn RIGHT, 056° track, intercept 332° bearing from KS, then via 19.8 NM from ARP to PESAM.

PESAM
FL80
(36.6 NM from ARP)

LERDA
FL80
(39.0 NM from ARP)

NOMGU
FL90
(50.6 NM from ARP)

ARP

[D152U]
(19.8 NM from ARP)
MAX 225 KT
5600

US(P)-202

❶ Flights allowed between FL50 & FL330.

PESAM 2K
332°
152°
LERDA 2K
LERTU 2K
NOMGU 2K
K2 ADREL
K2 UGMON
112°
130°
140°
650
840
(18.4 NM from ARP)
BEDOT 2K
276°
096°
071°
352°
370
GERSI 2K
2400
GERSI 2K
270°
228°
BEDOT 2K
LERDA 2K
LERTU 2K
NOMGU 2K
PESAM 2K
turn: 1500
1152
330
342
412 KS
MAX 225 KT
GERSI 2K:
FL80
2900 ❷
K21 SREG
LERTU 2K
42

❷ for surface air temperature at ARP -35.5°C

BEDOT
FL100
(47.5 NM from ARP)

GERSI
FL100
(47.0 NM from ARP)

LERTU
FL80
(44.0 NM from ARP)

47
29
22
37
22
18

55-30
55-00
60-30
61-00
61-30
62-00
62-30
63-00

Apt Elev	Trans alt: 6000 QNH (QFE on request)
769	

BEDOT 2K [BEDO2K]
GERSI 2K [GERS2K]
LERDA 2K [LERD2K]
LERTU 2K [LERT2K]
NOMGU 2K [NOMG2K]
PESAM 2K [PESA2K]
DEPARTURES
(RWY 27)
RADAR CONTROL REQUIRED

This SID requires a minimum climb gradient of
GERSI 2K: 3.6% up to FL80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

FEET	METERS
QNH	(QFE)
6000	(1600)
5600	(1485)
2900	(660)
2400	(510)
1500	(235)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS

CHANGES: MSA; general note withdrawn; airport elevation.

SID	ROUTING
BEDOT 2M	Climb on 090° track to at or above 2000, turn LEFT to LB, 251° bearing to BEDOT.
GERSI 2M By ATC	Climb on 090° track to at or above 2000, turn LEFT to LB, 206° bearing to GERSI.
LERDA 2M	Climb on 090° track to at or above 1500, turn LEFT, 324° track, intercept 038° bearing from LB to LERDA.
LERTU 2M	Climb on 090° track to at or above 1500, turn RIGHT, 198° track, intercept 134° bearing from LB to LERTU.
NOMGU 2M	Climb on 090° track to at or above 1500, turn LEFT, 360° track, intercept 052° bearing from LB to NOMGU.
PESAM 2M	Climb on 090° track to at or above 1200, turn LEFT, 270° track, intercept 341° bearing from LB, then via 17.0 NM from ARP to PESAM.

PESAM
FL80
(36.6 NM from ARP)

LERDA
FL80
(39.0 NM from ARP)

NOMGU
FL90
(50.6 NM from ARP)

ARP

[D161P]
(17.0 NM from ARP)
MAX 225 KT
5700

US(P)-202

❶ Flights allowed between FL50 & FL330.

❷ ← 324°

452 LB
FL80

PESAM 2M
341°
161°

M2 ADREL
M2 UGMDN
850°
812°
270°
252°
250°
063°
090°
052°
054°
054
M2 T ODEB

BEDOT
FL100
(47.5 NM from ARP)

1152
PESAM 2M
turn: 1200

BEDOT 2M
GERSI 2M
2000

LERDA 2M
LERTU 2M
NOMGU 2M
turn: 1500

2900 ❷

❷ for surface air temperature at ARP -35.5°C

M21 SREG
LERTU 2M

GERSI
FL100
(47.0 NM from ARP)

LERTU
FL80
(44.0 NM from ARP)

47
29
22
37
22
18

55-30
55-00
60-30
61-00
61-30
62-00
62-30
63-00

Apt Elev	Trans alt: 6000 QNH (QFE on request)
769	

BEDOT 2M [BEDO2M]
GERSI 2M [GERS2M]
LERDA 2M [LERD2M]
LERTU 2M [LERT2M]
NOMGU 2M [NOMG2M]
PESAM 2M [PESA2M]
DEPARTURES
(RWY 09)
RADAR CONTROL REQUIRED

These SIDs require a minimum climb gradient of
BEDOT 2M, GERSI 2M: 6.2% up to FL80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

FEET	METERS
QNH	(QFE)
6000	(1600)
5700	(1510)
2900	(655)
2000	(380)
1500	(230)
1200	(135)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CHANGES: MSA; airport elevation.

SID	ROUTING
BEDOT 2N	Climb on 270° track to D4.3 LBN, turn RIGHT, intercept LBN R275 to D18.8 LBN, turn LEFT, 175° track, intercept LBN R252 to BEDOT.
GERSI 2N By ATC	Climb on 270° track to D7.0 LBN, turn RIGHT to LBN VOR, LBN R210 to GERSI.
LERDA 2N	Climb on 270° track D4.3 LBN, turn RIGHT, 112° track, intercept LBN R035 to LERDA.
LERTU 2N	Climb on 270° track to D7.0 LBN, turn RIGHT to LBN VOR, LBN R137 to LERTU.
NOMGU 2N	Climb on 270° track to D7.0 LBN, turn RIGHT to LBN VOR, turn LEFT, intercept LBN R050 to NOMGU.
PESAM 2N	Climb on 270° track to D4.3 LBN, turn RIGHT, 031° track, intercept LBN R336 via D19.9 LBN to PESAM.

❶ Flights allowed between FL50 & FL330.

US(P)-202

PESAM
FL80

D36.7

16.8

ARP

D19.9 LBN
MAX 225 KT
5700

PESAM 2N

LERDA
FL80

6.83D

NOMGU
FL90

2.05D

N2 UGMON

GERSI 2N
LERTU 2N
NOMGU 2N

336°

130°

112°

LERDA 2N

030

050

137°

012°

D18.8

BEDOT 2N

275°

°541

252

D7.0

D4.3

270°

1152

BEDOT 2N
LERDA 2N
PESAM 2N
turn:
D4.3

CHELYABINSK
113.3 LBN
MAX 225 KT
GERSI 2N
FL80

0.84D

BEDOT
FL100

2900 ❷

❷ for surface air temperature at ARP -35.5°C

N21 SRE G

LERTU 2N

43.8

GERSI
FL100

4.74D

LERTU
FL80

47 29 22 37 22 18

55-30 55-00 60-30 61-00 61-30 62-00 62-30 63-00

Apt Elev	Trans alt: 6000 QNH (QFE on request)
769	DME required.

BEDOT 2N [BEDO2N]
GERSI 2N [GERS2N]
LERDA 2N [LERD2N]
LERTU 2N [LERT2N]
NOMGU 2N [NOMG2N]
PESAM 2N [PESA2N]
DEPARTURES
(RWY 27)

This SID requires a minimum climb gradient of
GERSI 2N: 5.5% up to FL80 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

FEET	METERS
QNH	(QFE)
6000	(1600)
5700	(1515)
2900	(660)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS

TPC/MMOC

CHANGES: MSA; general note 2 withdrawn; airport elevation.

USCC/CEK

Apt Elev **769'**

N55 18.4 E061 30.2

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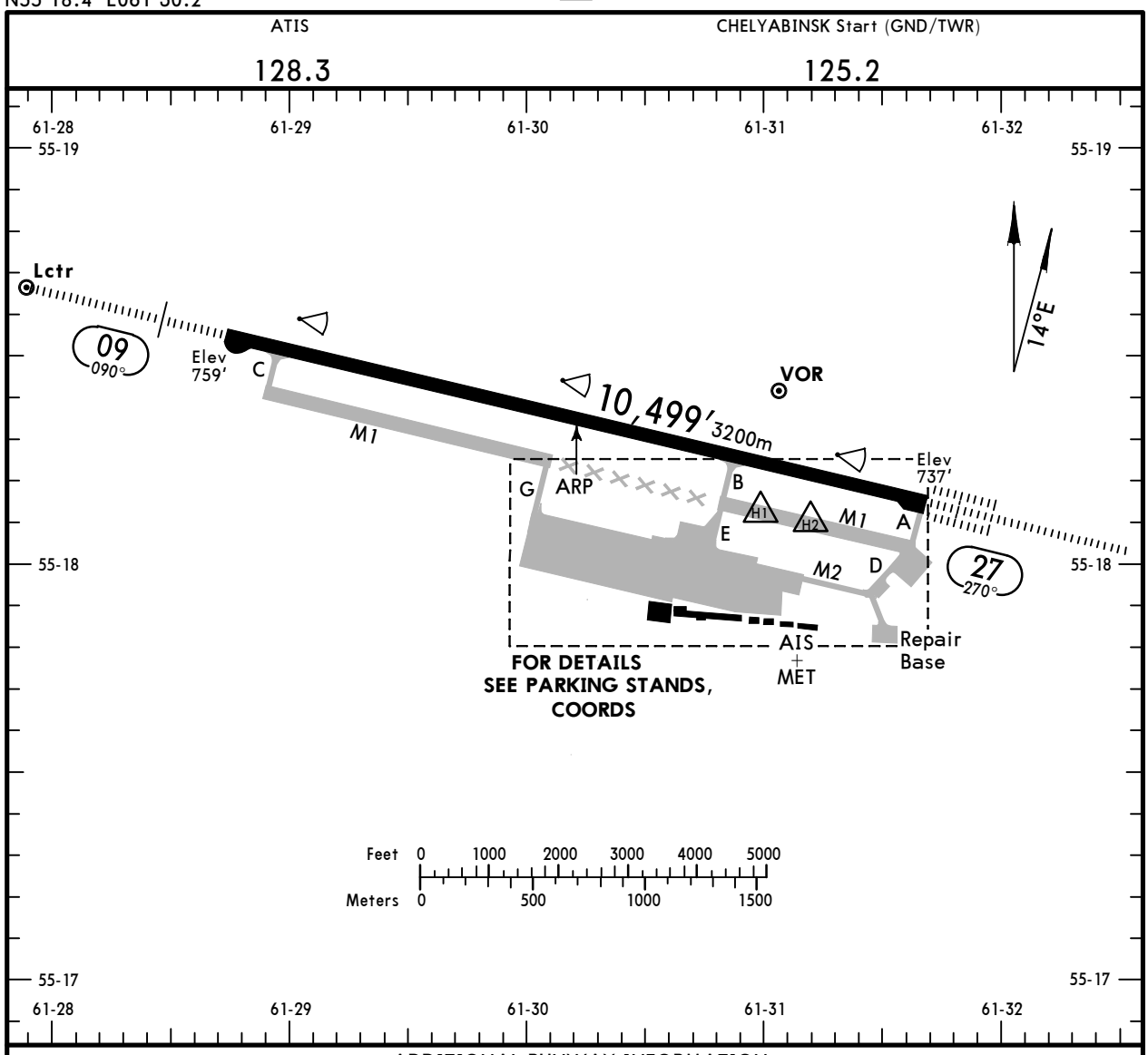
BALANDINO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL (60m) CL (15m) HIALS PAPI-L(3.00°)		9528' 2904m	❶	197' 60m
27	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.00°)		9587' 2922m		

❶ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 10,499'(3200m)

twy C int 9843'(3000m)

RWY 27:

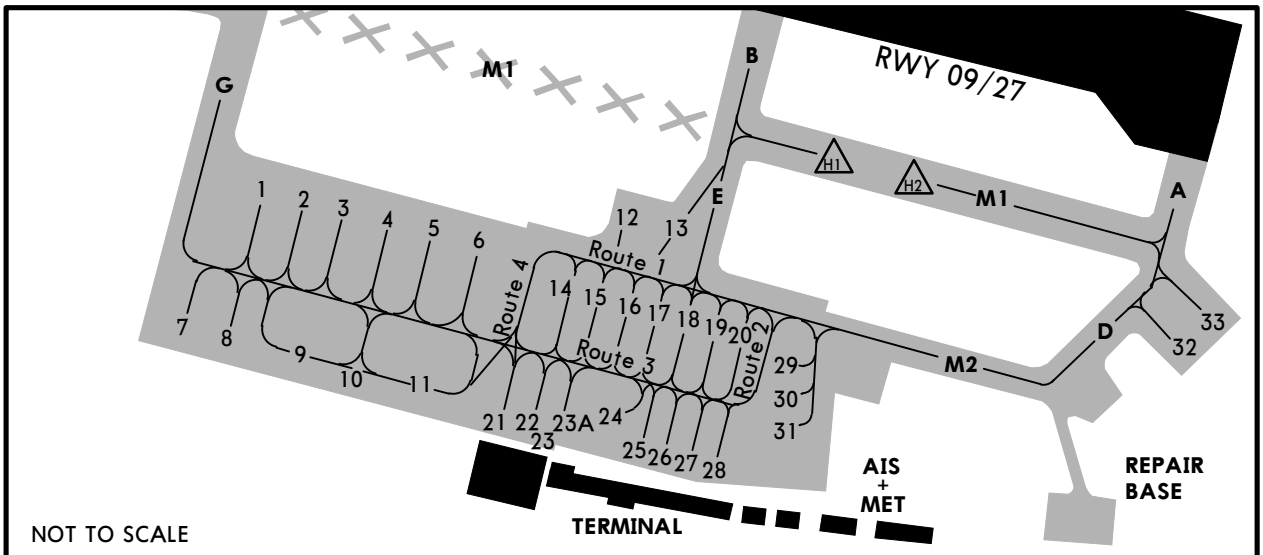
From rwy head 10,499'(3200m)

twy B int 7641'(2329m)

Std TAKE-OFF

RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: None.



NOT TO SCALE

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 18.1 E061 30.1	25	N55 17.9 E061 30.7
2, 3	N55 18.1 E061 30.2	26 thru 28	N55 17.9 E061 30.8
4	N55 18.0 E061 30.3	29	N55 18.0 E061 31.0
5, 6	N55 18.0 E061 30.4	30, 31, ❶32	N55 17.9 E061 31.0
7	N55 18.0 E061 30.0	32	N55 17.9 E061 31.6
8	N55 18.0 E061 30.1	33	N55 18.0 E061 31.7
9	N55 18.0 E061 30.2		
10, 11	N55 18.0 E061 30.3		
12, 13	N55 18.1 E061 30.7		
14, 15	N55 18.0 E061 30.6		
		❶facing west	
16, 17	N55 18.0 E061 30.7		
18, 19	N55 18.0 E061 30.8		
20	N55 18.0 E061 30.9		
21, 22	N55 17.9 E061 30.5		
23, 24	N55 17.9 E061 30.6		

CHANGES: Route 1 location change.

CHELYABINSK, RUSSIA

BALANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS Z, Y or X	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV	**1012**′(253′)	**1024**′(265′)	**1032**′(273′)	**1042**′(283′)
		R600m	R600m	R600m	R650m
	ALS out	R1300m	R1300m	R1300m	R1400m
	❷RNP LNAV	**1140**′(381′)	**1140**′(381′)	**1140**′(381′)	**1140**′(381′)
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷VOR	**1190**′(431′)	**1190**′(431′)	**1190**′(431′)	**1190**′(431′)
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷NDB	**1200**′(441′)	**1200**′(441′)	**1200**′(441′)	**1200**′(441′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
27	CAT 3A ILS Z, Y or X	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m	**RA50**′ R200m
	CAT 2 ILS Z, Y or X	**837**′(100′)	**837**′(100′)	**837**′(100′)	**837**′(100′)
		RA114′	**RA114**′	**RA114**′	**RA114**′
		R300m	R300m	R300m	❸R300m
	ILS Z, Y or X	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
		R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV	**1017**′(280′)	**1027**′(290′)	**1037**′(300′)	**1047**′(310′)
		R600m	R650m	R650m	R700m
	TDZ or CL out	❶ R600m	❶ R650m	❶ R650m	❶ R700m
	ALS out	R1300m	R1400m	R1400m	R1400m
	❷RNP LNAV	**1130**′(393′)	**1130**′(393′)	**1130**′(393′)	**1130**′(393′)
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷VOR	**1170**′(433′)	**1170**′(433′)	**1170**′(433′)	**1170**′(433′)
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷NDB	**1180**′(443′)	**1180**′(443′)	**1180**′(443′)	**1180**′(443′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m

❶R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷Continuous Descent Final Approach.
❸Requires autoland or HUDLS, otherwise: R350m.

CHANGES: RNP and NDB RWY 27 minimums.

CHELYABINSK, RUSSIA
BALANDINO

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1220′(451′) V1500m	**1460**′(691′) V1600m	**1640**′(871′) V2400m	**1900**′(1131′) V3600m

TAKE-OFF

Low Visibility Procedures required Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (11-1) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
ILS Z Rwy 09

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP™

LOC ILB	Final Apch Crs	[FIØ9Z] MANDATORY	DA(H)	Apt Elev 769′
109.9	090°	2300′ (1541′)	959′ (200′)	Rwy 759′

MISSED APCH: Climb on 090° to 1500′ or above, then turn LEFT to CC213 (MAX 185 KT) climbing to 2800′ or above, then to CC214, then to CC2Ø3 climbing to 4100′ or above.

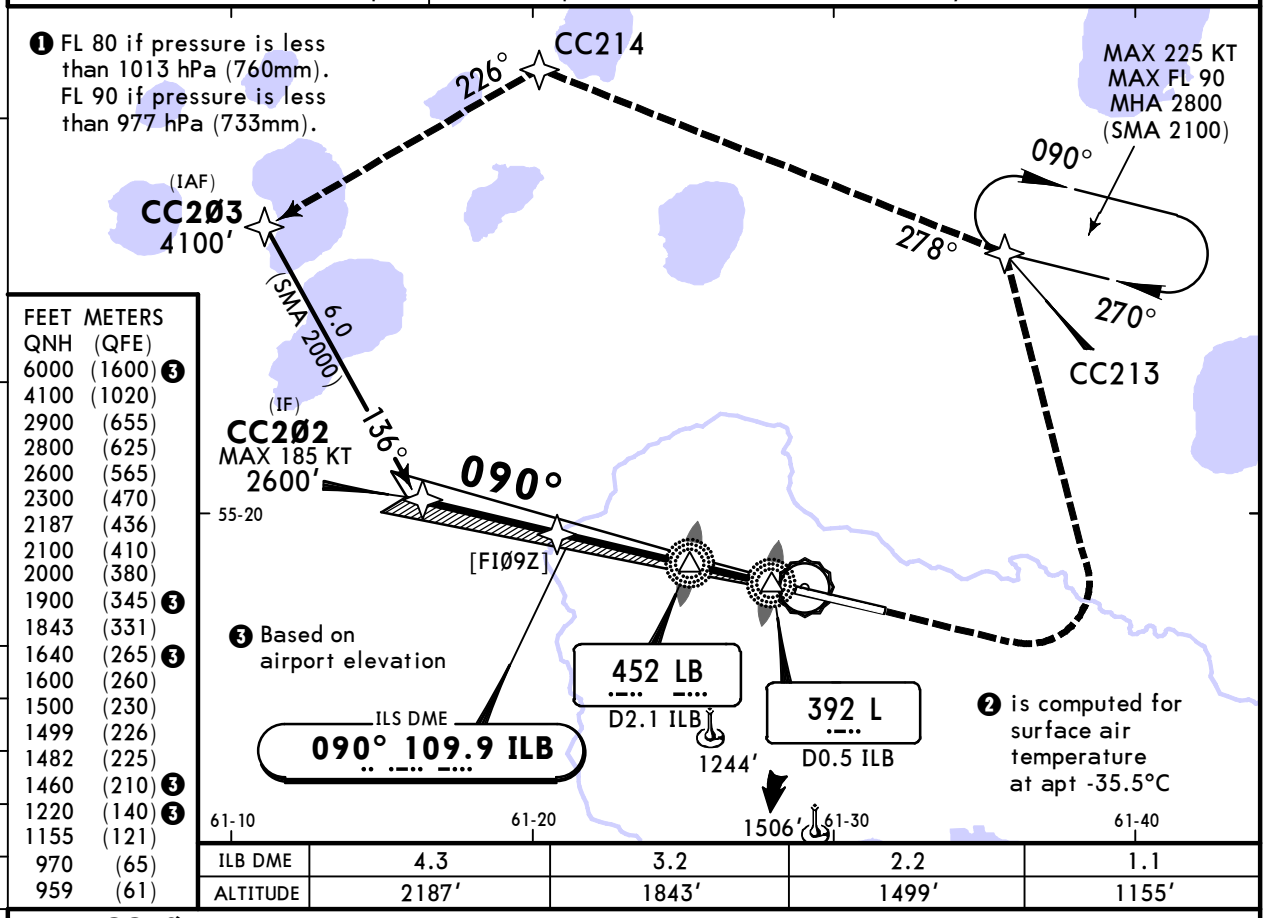
2900
❷ MSA ARP

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

RNAV 1 for initial and missed apch

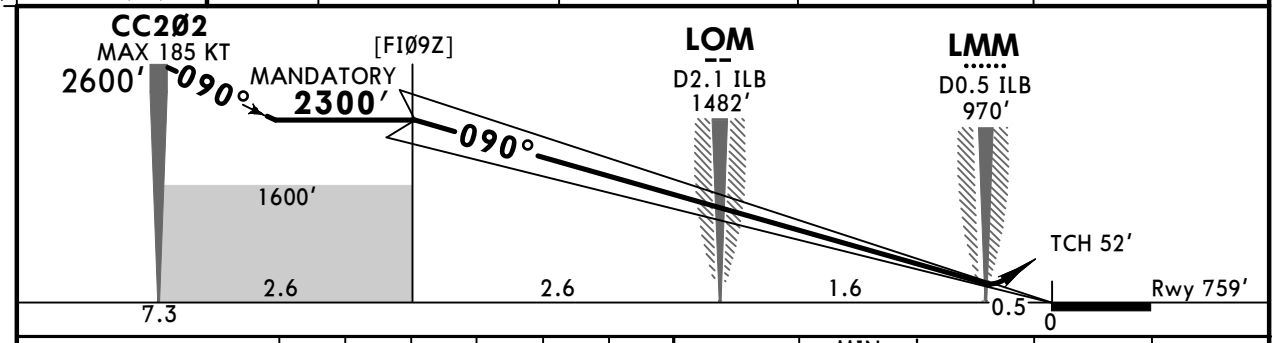
1. GNSS required. 2. ILS DME reads zero at rwy 09 thresh.

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 977 hPa (733mm).



FEET METERS QNH (QFE)	
6000 (1600) ❸	
4100 (1020)	
2900 (655)	
2800 (625)	
2600 (565)	
2300 (470)	
2187 (436)	
2100 (410)	
2000 (380)	
1900 (345) ❸	
1843 (331)	
1640 (265) ❸	
1600 (260)	
1500 (230)	
1499 (226)	
1482 (225)	
1460 (210) ❸	
1220 (140) ❸	
1155 (121)	
970 (65)	
959 (61)	

ILB DME	4.3	3.2	2.2	1.1
ALTITUDE	2187′	1843′	1499′	1155′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

MIN 1500′ on 090°

CC213 LT

185 KT MAX

Std STRAIGHT-IN LANDING

ILS

DA(H) 959′ (200′)

	ALS out
A	❶ R550m
B	
C	R1200m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: FAF, speeds, recommended altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (11-2) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
ILS Y Rwy 09

BRIEFING STRIP ™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

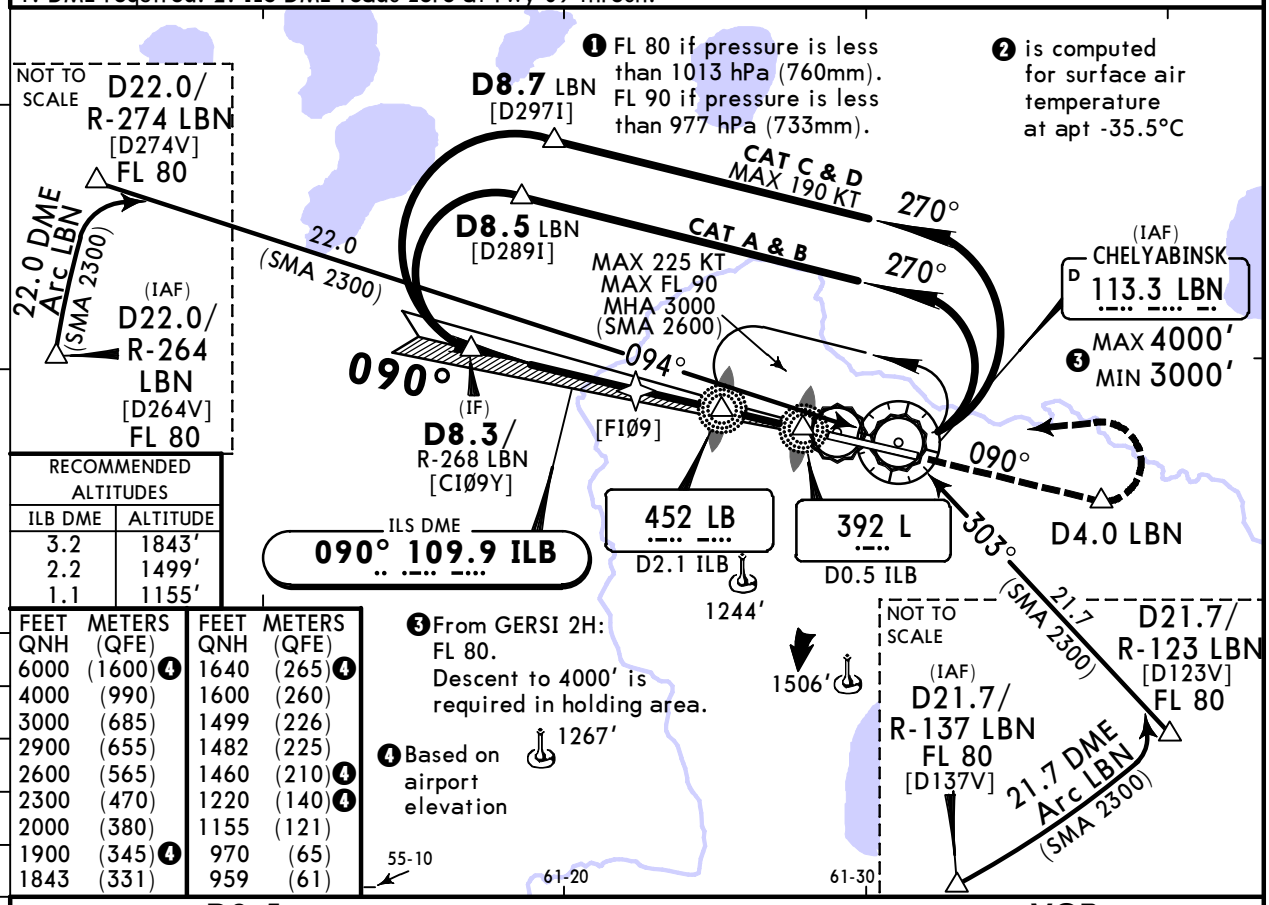
LOC ILB	Final Apch Crs	[FIØ9] MANDATORY	DA(H)	Apt Elev 769' Rwy 759'
109.9	090°	2000' (1241')	959' (200')	

MISSED APCH: Climb on 090° to D4.0 LBN, then turn LEFT (MAX 205 KT) to VOR climbing to 3000' or above, then by ATS.

2900
❷MSA ARP

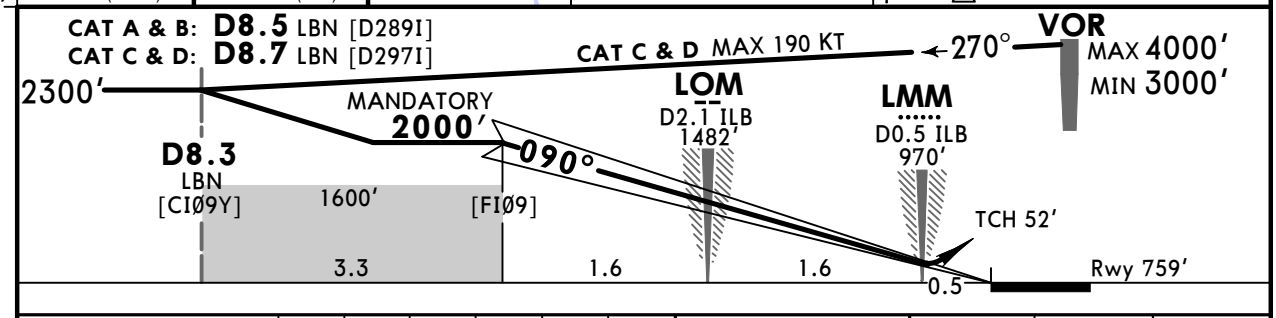
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000'

1. DME required. 2. ILS DME reads zero at rwy 09 thresh.



RECOMMENDED ALTITUDES	
ILB DME	ALTITUDE
3.2	1843'
2.2	1499'
1.1	1155'

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1600)❹	1640	(265)❹
4000	(990)	1600	(260)
3000	(685)	1499	(226)
2900	(655)	1482	(225)
2600	(565)	1460	(210)❹
2300	(470)	1220	(140)❹
2000	(380)	1155	(121)
1900	(345)❹	970	(65)
1843	(331)	959	(61)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI
D4.0 LBN on 090°

Std

STRAIGHT-IN LANDING
ILS

DA(H) **959'** (200')

	ALS out
A	❶R550m
B	
C	R1200m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220' (451')	V1500m
135	1460' (691')	V1600m
180	1640' (871')	V2400m
205	1900' (1131')	V3600m

PANS OPS

❶R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Speeds, recommended altitudes, notes.

USCC/CEK BALANDINO

JEPPESEN 30 AUG 24 (11-3) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~ ILS X Rwy 09

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP ™

LOC ILB	Final Apch Crs	[FIØ9] MANDATORY	DA(H)	Apt Elev 769' Rwy 759'
109.9	090°	2000' (1241')	959' (200')	

MISSED APCH: Climb on 090° to 1700' or above, then turn LEFT to LB NDB climbing to 3000' or above, then by ATS.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000'

1.❷ DME required. 2. Radar required. 3. ILS DME reads zero at rwy 09 thresh.

2900

❸MSA ARP

NOT TO SCALE

D22.0 LBN [DØ94V] FL 80

8.4 NM RADAR FIX [D297I]

8.3 NM RADAR FIX [D289I]

CAT C & D MAX 215 KT ←270° ❹

CAT A & B ←270° ❹

MAX 225 KT MAX FL 90 MHA 3000 (SMA 2600)

❹ (SMA 2200)

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 977 hPa (733mm).

❷ for IAF D22.0 and 21.7 only

❸ is computed for surface air temperature at apt -35.5°C

❻ 18.6 (SMA 2200) 094°

LB NDB (IAF) 083°

D22.0 LBN [DØ83W] FL 80

❻ 22.0 DME Arc LBN (SMA 2200)

090° [CFØ9]

270°

[FIØ9]

CHELYABINSK D 113.3 LBN

090°

ILS DME 090° 109.9 ILB

392 L D0.5 ILB

298° (SMA 2500) 24.5

61-10

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1600)❽	1700	(290)
4000	(990)	1640	(265)❽
3000	(685)	1600	(260)
2900	(655)	1499	(226)
2600	(565)	1482	(225)
2500	(535)	1460	(210)❽
2200	(440)	1220	(140)❽
2000	(380)	1155	(121)
1900	(345)❽	970	(65)
1843	(331)	959	(61)

❽ Based on airport elevation

(IAF) 1244'

452 LB D2.1 ILB

MAX 4000'

❺ MIN 3000'

1506'

61-20

RECOMMENDED ALTITUDES	
ILB DME	ALTITUDE
3.2	1843'
2.2	1499'
1.1	1155'

❺ From GERSI 2L: FL 80. Descent to 4000' is required in holding area.

55-10

NOT TO SCALE

315° LB NDB

❼ 21.7 DME Arc LBN (SMA 2500)

D21.7 LBN [D298V] FL 80

(IAF) D21.7 LBN [D315V] FL 80

61-30

MANDATORY 2000'

intercept final

[FIØ9]

090°

1600'

LOM D2.1 ILB 1482'

LMM D0.5 ILB 970'

TCH 52'

1.6 1.6 0.5 Rwy 759'

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI

MIN 1700' on 090°

MIN 3000' LT

LB 452

Std

STRAIGHT-IN LANDING

ILS

DA(H) 959' (200')

ALS out

A	❶R550m
B	
C	
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220' (451')	V1500m
135	1460' (691')	V1600m
180	1640' (871')	V2400m
205	1900' (1131')	V3600m

PANS OPS

❶R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Recommended altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (11-4) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
ILS Z Rwy 27

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

LOC IKS	Final Apch Crs	[FI27] MANDATORY	DA(H)	Apt Elev 769′
108.7	270°	2500′ (1763′)	937′ (200′)	Rwy 737′

MISSED APCH: Climb on 270° to 1500′ or above, then turn RIGHT to CC213 (MAX 210 KT), then to CC216 climbing to 4500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

2900
❷MSA ARP

RNAV 1 for initial and missed apch. ILS DME reads zero at rwy 27 threshold. GNSS required.

CC213 098° 011° 191°

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 977 hPa (733mm).

MAX 225 KT
MAX FL 90
MHA 4500
(SMA 2200)

❸ Based on airport elevation

(IAF)
CC216
4500′

6.0 (SMA 1700)

270° 202°

270°

❷ is computed for surface air temperature at apt -35.5°C

FEET QNH	METERS (QFE)
6000	(1600)❸
4500	(1150)
3000	(690)
2900	(655)
2500	(540)
2200	(450)
2166	(436)
1900	(345)❸
1822	(331)
1700	(295)
1640	(265)❸
1500	(235)
1478	(225)
1460	(210)❸
1453	(219)

1244′
1506′

FEET QNH	METERS (QFE)
1300	(175)
1220	(140)❸
1134	(121)
970	(75)
937	(61)

367 K
D0.6 IKS

412 KS
D2.1 IKS

[FI27]

(IAF/IF)
CC2Ø5
MAX 190 KT
3000′

ILS DME
270° 108.7 IKS

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′

10 5 0 5

55-20 61-20 61-30 61-40 61-50 62-00

LMM
D0.6 IKS
970′

LOM
D2.1 IKS
1453′

[FI27]

CC2Ø5
MAX 190 KT
3000′

MANDATORY
2500′

270° 270° 270°

TCH 52′
Rwy 737′
0 0.6 1.5 3.3 3.5 8.9
1300′

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1500′ on 270°

CC213 RT

210 KT MAX

Std

STRAIGHT-IN LANDING
ILS

DA(H) **937′** (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶R550m R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′(451′)	V1500m
135	1460′(691′)	V1600m
180	1640′(871′)	V2400m
205	1900′(1131′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: FAF, speeds, recommended altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24
Eff 5 Sep
11-4A

CHELYABINSK, ~~RUSSIA~~
CAT II/III ILS Z Rwy 27

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP ™

LOC IKS	Final Apch Crs	[FI27] MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS	Apt Elev 769′
108.7	270°	2500′(1763′)		RA 114′ DA(H) 837′(100′)	Rwy 737′

MISSED APCH: Climb on 270° to 1500′ or above, then turn RIGHT to CC213 (MAX 210 KT), then to CC216 climbing to 4500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

2900
❷MSA ARP

Special aircrew and acft certification required.
RNAV 1 for initial and missed apch.
ILS DME reads zero at rwy 27 threshold.
GNSS required.

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 977 hPa (733mm).

MAX 225 KT
MAX FL 90
MHA 4500
(SMA 2200)

CC213
098°
011°
191°
(IAF)
CC216
4500′
6.0
(SMA 1700)
202°
270°
55-20
61-20

FEET QNH	METERS (QFE)
6000	(1600)❸
4500	(1150)
3000	(690)
2900	(655)
2500	(540)
2200	(450)
2166	(436)
1900	(345)❸
1822	(331)
1700	(295)
1640	(265)❸
1500	(235)
1478	(225)
1460	(210)❸
1453	(219)

1244′
367 K
D0.6 IKS
1506′
61-30
412 KS
D2.1 IKS
[FI27]
270°
(IAF/IF)
CC2Ø5
MAX 190 KT
3000′

FEET QNH	METERS (QFE)
1300	(175)
1220	(140)❸
1134	(121)
970	(75)
837	(31)

❸ Based on airport elevation

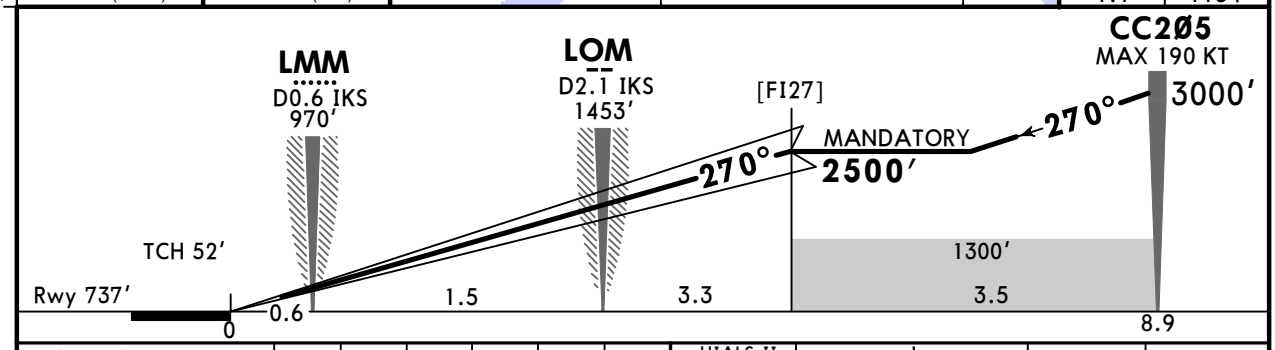
ILS DME
270° 108.7 IKS

❷ is computed for surface air temperature at apt -35.5°C

62-00

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′

61-40
61-50



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1500′ on 270°

CC213 RT

210 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 114′ DA(H) 837′(100′)
R175m	❶R300m

❶ CAT D: without autoland: R350m.

CHANGES: FAF, speeds, recommended altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (11-5) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
ILS Y Rwy 27

BRIEFING STRIP ™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

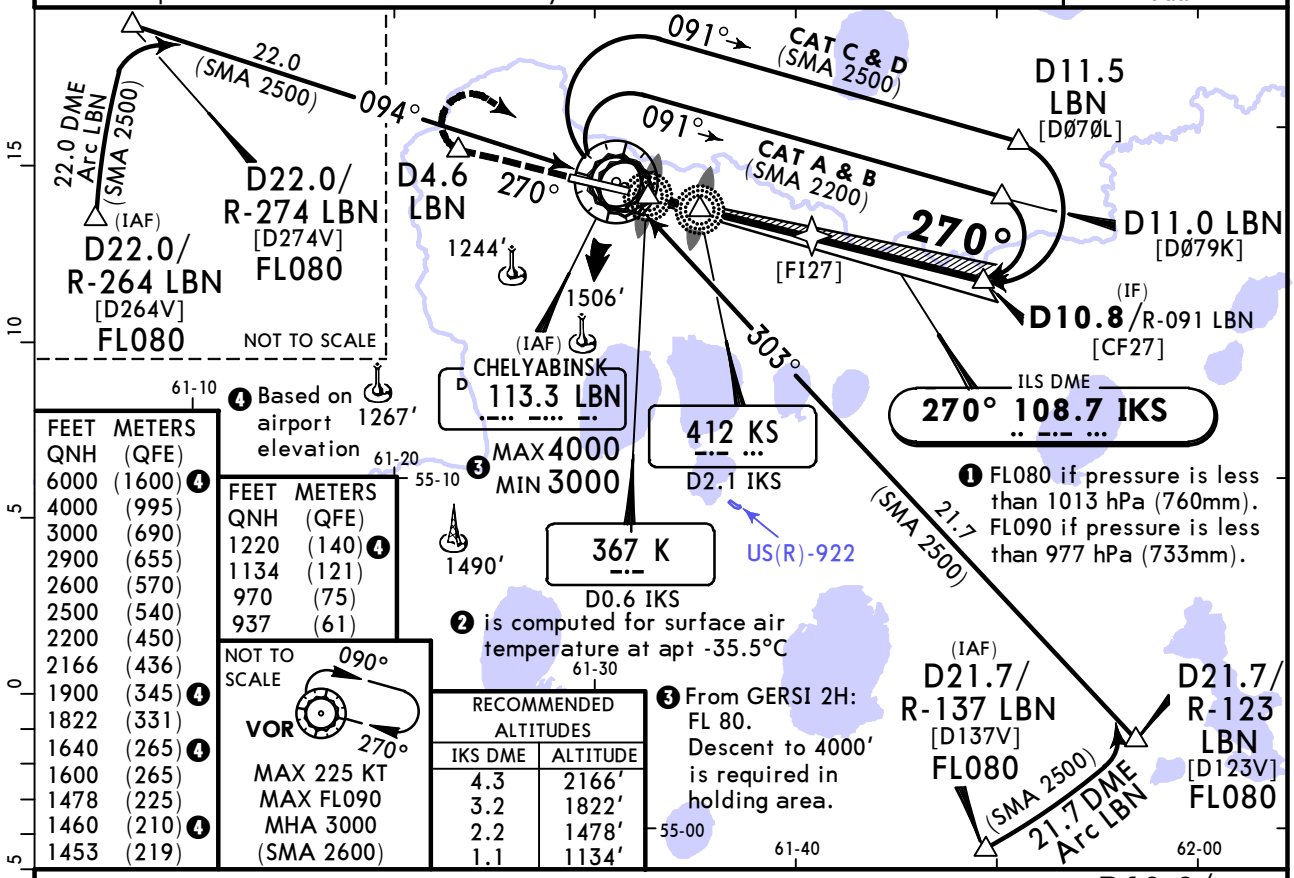
LOC IKS	Final Apch Crs	[FI27] MANDATORY	DA(H)	Apt Elev 769′ Rwy 737′
108.7	270°	2500′ (1763′)	937′ (200′)	

MISSED APCH: Climb on 270° to D4.6 LBN, then turn RIGHT to VOR climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. DME required. 2. ILS DME reads zero at rwy 27 thresh.

2900
❷MSA
ARP

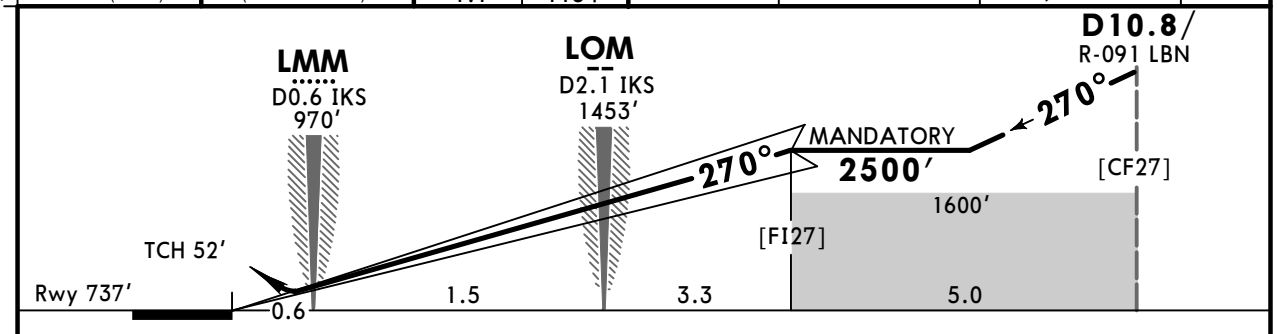


FEET	METERS	
QNH	(QFE)	
6000	(1600)	❹
4000	(995)	
3000	(690)	
2900	(655)	
2600	(570)	
2500	(540)	
2200	(450)	
2166	(436)	
1900	(345)	❹
1822	(331)	
1640	(265)	❹
1600	(265)	
1478	(225)	
1460	(210)	❹
1453	(219)	

FEET	METERS	
QNH	(QFE)	
1220	(140)	❹
1134	(121)	
970	(75)	
937	(61)	

NOT TO SCALE
VOR 090° 270°
MAX 225 KT
MAX FL090
MHA 3000
(SMA 2600)

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
D4.6 LBN
on 270°

Std

STRAIGHT-IN LANDING
ILS
DA(H) **937′** (200′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	❶ R550m	
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′(451′)	V1500m
135	1460′(691′)	V1600m
180	1640′(871′)	V2400m
205	1900′(1131′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: FAF, altitudes, bearings, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24
Eff 5 Sep
11-5A

CHELYABINSK, ~~RUSSIA~~
CAT II/III ILS Y Rwy 27

BRIEFING STRIP ™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

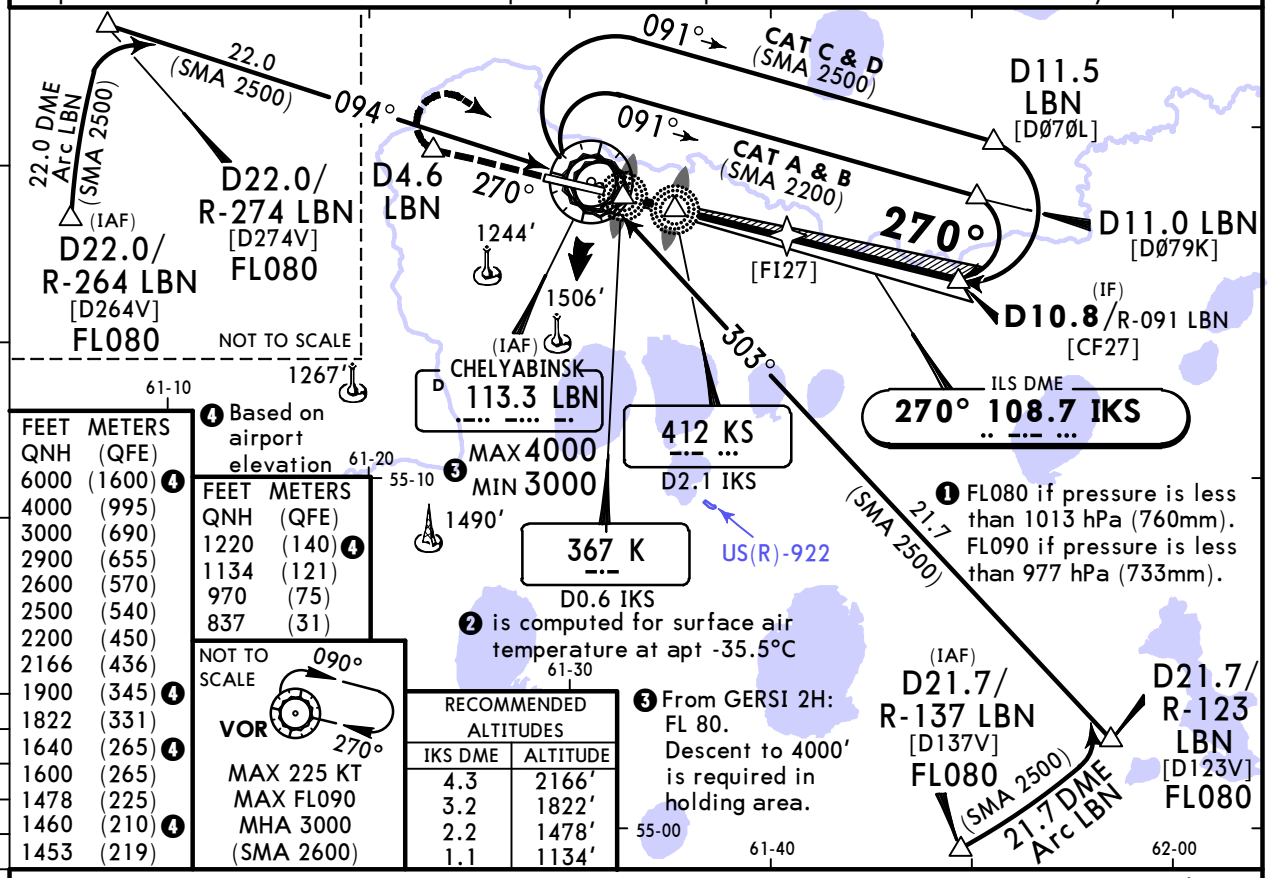
LOC IKS	Final Apch Crs	[FI27] MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS	Apt Elev 769′
108.7	270°	2500′(1763′)		RA 114′ DA(H) 837′(100′)	Rwy 737′

MISSED APCH: Climb on 270° to D4.6 LBN, then turn RIGHT to VOR climbing to 3000′ or above.

2900
❷MSA ARP

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. Special aircrew and acft certification required. 2. DME required. 3. ILS DME reads zero at rwy 27 thr.



FEET	METERS	
QNH	(QFE)	
6000	(1600)	❹
4000	(995)	
3000	(690)	
2900	(655)	
2600	(570)	
2500	(540)	
2200	(450)	
2166	(436)	
1900	(345)	❹
1822	(331)	
1640	(265)	❹
1600	(265)	
1478	(225)	
1460	(210)	❹
1453	(219)	

❹ Based on airport elevation

FEET	METERS	
QNH	(QFE)	
1220	(140)	❹
1134	(121)	
970	(75)	
837	(31)	

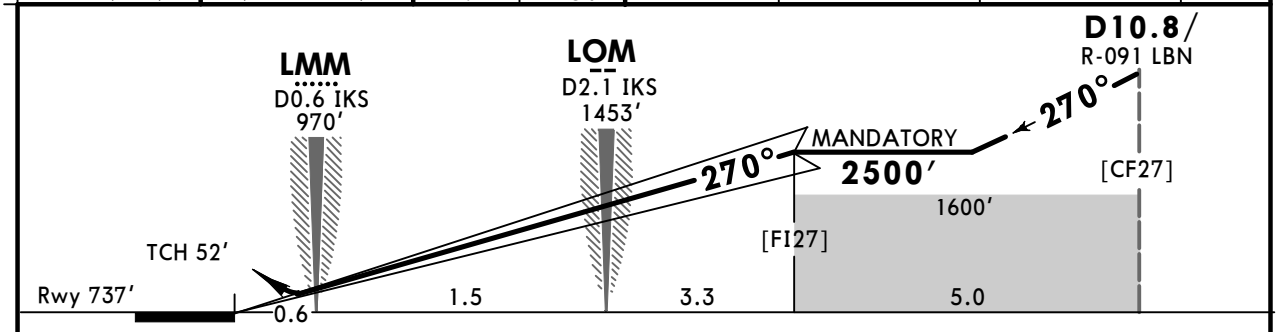
NOT TO SCALE
VOR
090°
270°
MAX 225 KT
MAX FL090
MHA 3000
(SMA 2600)

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′

❶ FL080 if pressure is less than 1013 hPa (760mm). FL090 if pressure is less than 977 hPa (733mm).

❷ is computed for surface air temperature at apt -35.5°C

❸ From GERSI 2H: FL 80. Descent to 4000′ is required in holding area.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
D4.6 LBN
on 270°

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 114′ DA(H) 837′(100′)
R175m	❶R300m

❶ CAT D: without autoland: R350m.

PANS OPS

CHANGES: FAF, altitudes, bearings, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (11-6) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
ILS X Rwy 27

BRIEFING STRIP ™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

LOC IKS	Final Apch Crs	[FI27] MANDATORY	DA(H)	Apt Elev 769′ Rwy 737′
108.7	270°	2500′ (1763′)	937′ (200′)	

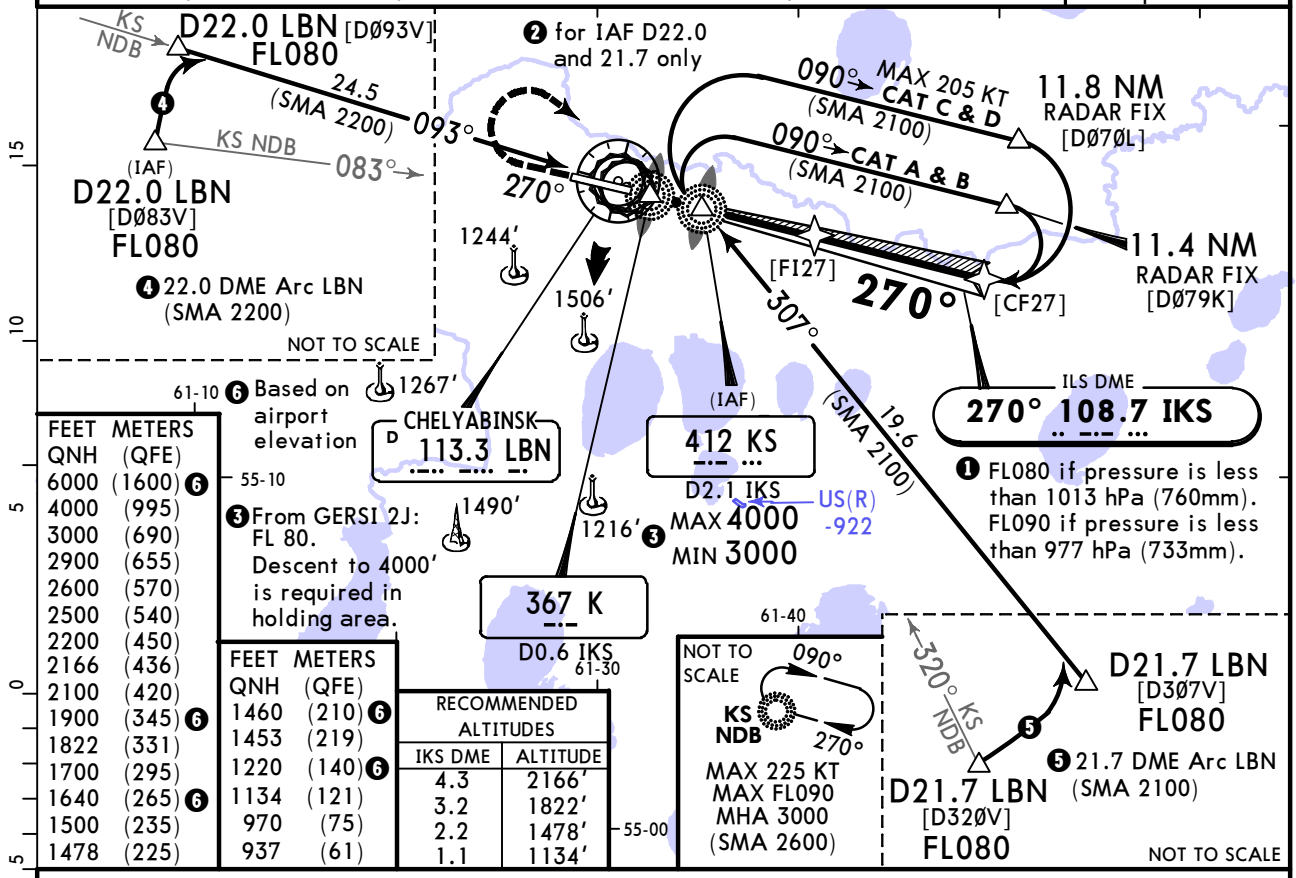
MISSED APCH: Climb on 270° to 1700′ or above, then turn RIGHT to RIGHT to KS NDB climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1.❷ DME required. 2. Radar required. 3. ILS DME reads zero at rwy 27 threshold.

2900

MSA ARP is computed for surface air temperature at apt -35.5°C



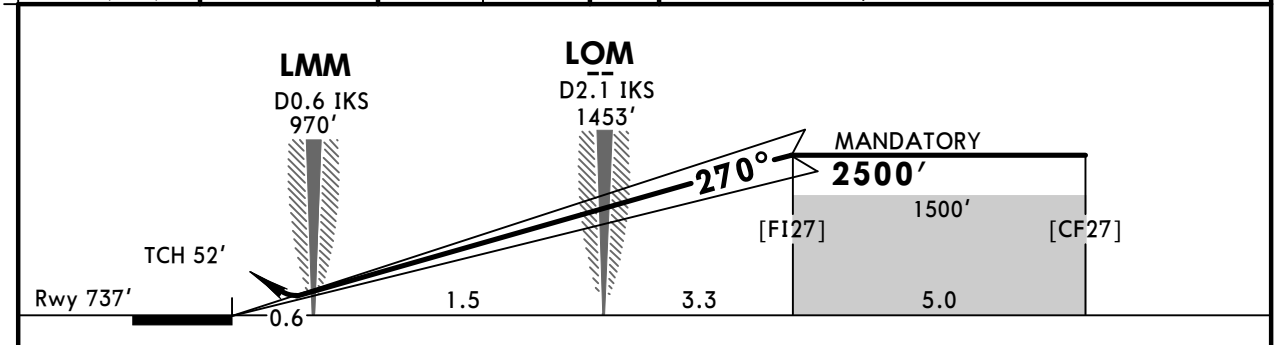
FEET	METERS
QNH	(QFE)
6000	(1600) ❻
4000	(995)
3000	(690)
2900	(655)
2600	(570)
2500	(540)
2200	(450)
2166	(436)
2100	(420)
1900	(345) ❻
1822	(331)
1700	(295)
1640	(265) ❻
1500	(235)
1478	(225)

55-10

FEET	METERS
QNH	(QFE)
1460	(210) ❻
1453	(219)
1220	(140) ❻
1134	(121)
970	(75)
937	(61)

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′

55-00



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

MIN 1700′ on 270°

MIN 3000′ RT

KS 412

Std

STRAIGHT-IN LANDING
ILS
DA(H) 937′ (200′)

CIRCLE-TO-LAND

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m / R1200m

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Waypoints, speeds, altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24
Eff 5 Sep
11-6A

CHELYABINSK, ~~RUSSIA~~
CAT II/III ILS X Rwy 27

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP ™

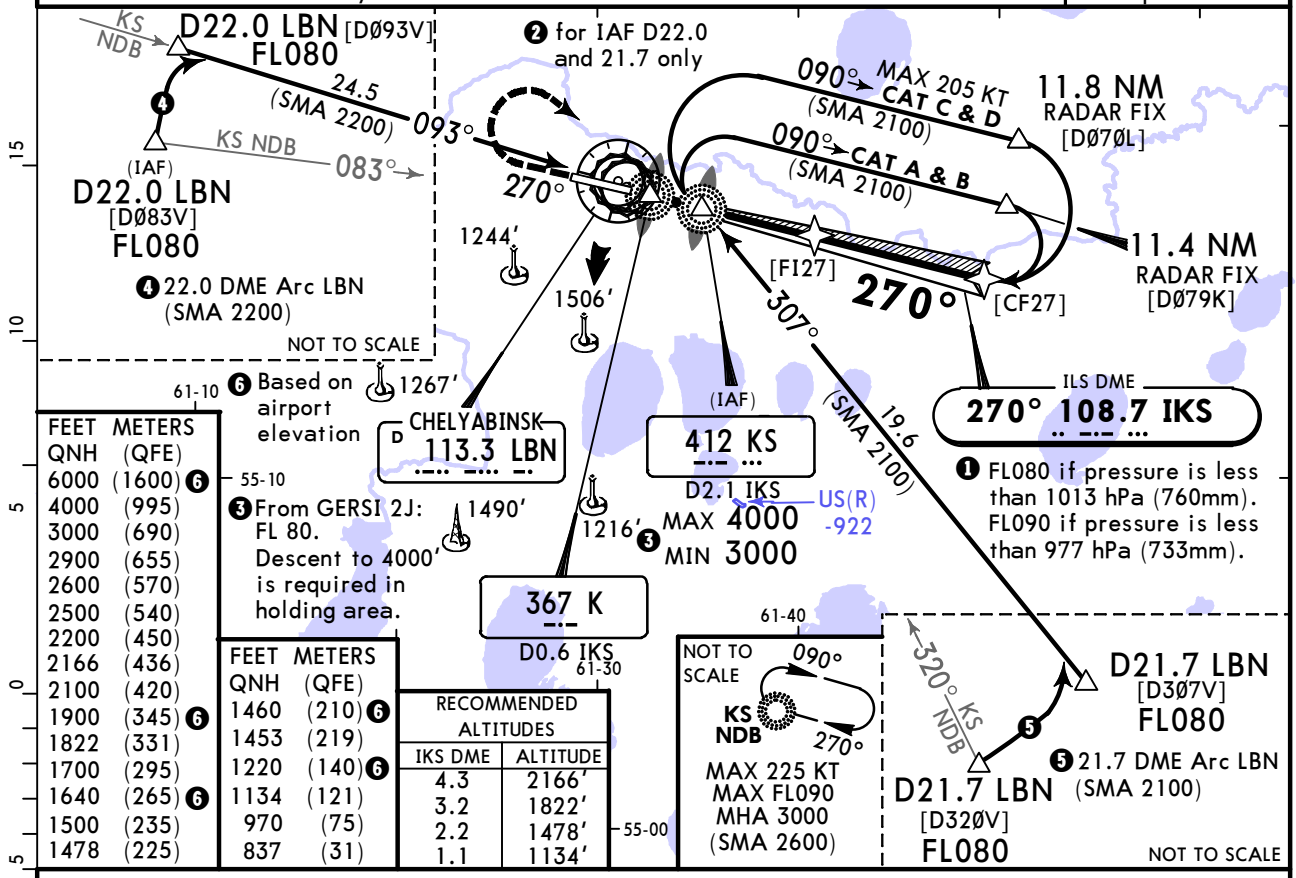
LOC IKS	Final Apch Crs	[FI27] MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS	Apt Elev 769′
108.7	270°	2500′ (1763′)		RA 114′ DA(H) 837′ (100′)	Rwy 737′

MISSED APCH: Climb on 270° to 1700′ or above, then turn RIGHT to RIGHT to KS NDB climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. Special aircrew & acft certification required. 2. ❷ DME required. 3. Radar required.
4. ILS DME reads zero at rwy 27 threshold.

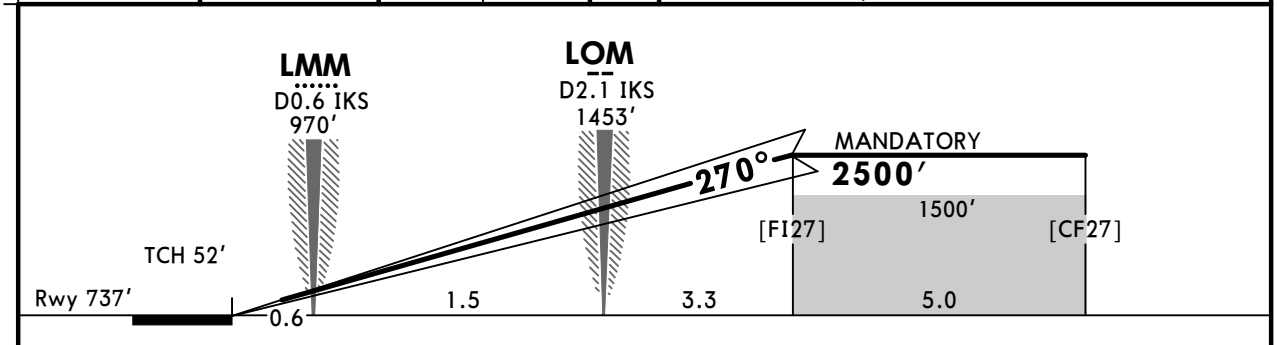
2900
MSA ARP is computed for surface air temperature at apt -35.5°C



FEET	METERS (QFE)
QNH	
6000	(1600) ❻
4000	(995)
3000	(690)
2900	(655)
2600	(570)
2500	(540)
2200	(450)
2166	(436)
2100	(420)
1900	(345) ❻
1822	(331)
1700	(295)
1640	(265) ❻
1500	(235)
1478	(225)

FEET	METERS (QFE)
QNH	
1460	(210) ❻
1453	(219)
1220	(140) ❻
1134	(121)
970	(75)
837	(31)

RECOMMENDED ALTITUDES	
IKS DME	ALTITUDE
4.3	2166′
3.2	1822′
2.2	1478′
1.1	1134′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

MIN 1700′ on 270°

MIN 3000′ RT

KS 412

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 114′ DA(H) 837′ (100′)
R175m	❶R300m

❶ CAT D: without autoland: R350m.

PANS OPS

USCC/CEK BALANDINO

JEPPESEN 30 AUG 24 (12-1) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~ RNP Rwy 09

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

RNAV	Final Apch Crs 090°	CC2Ø1 MANDATORY 2000′ (1241′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 769′ Rwy 759′

MISSED APCH: Climb on 090° to 1500′ or above, then turn LEFT to CC213 (MAX 185 KT) climbing to 2800′ or above, then to CC214, then proceed to CC2Ø3 climbing to 4100′ or above.

2900

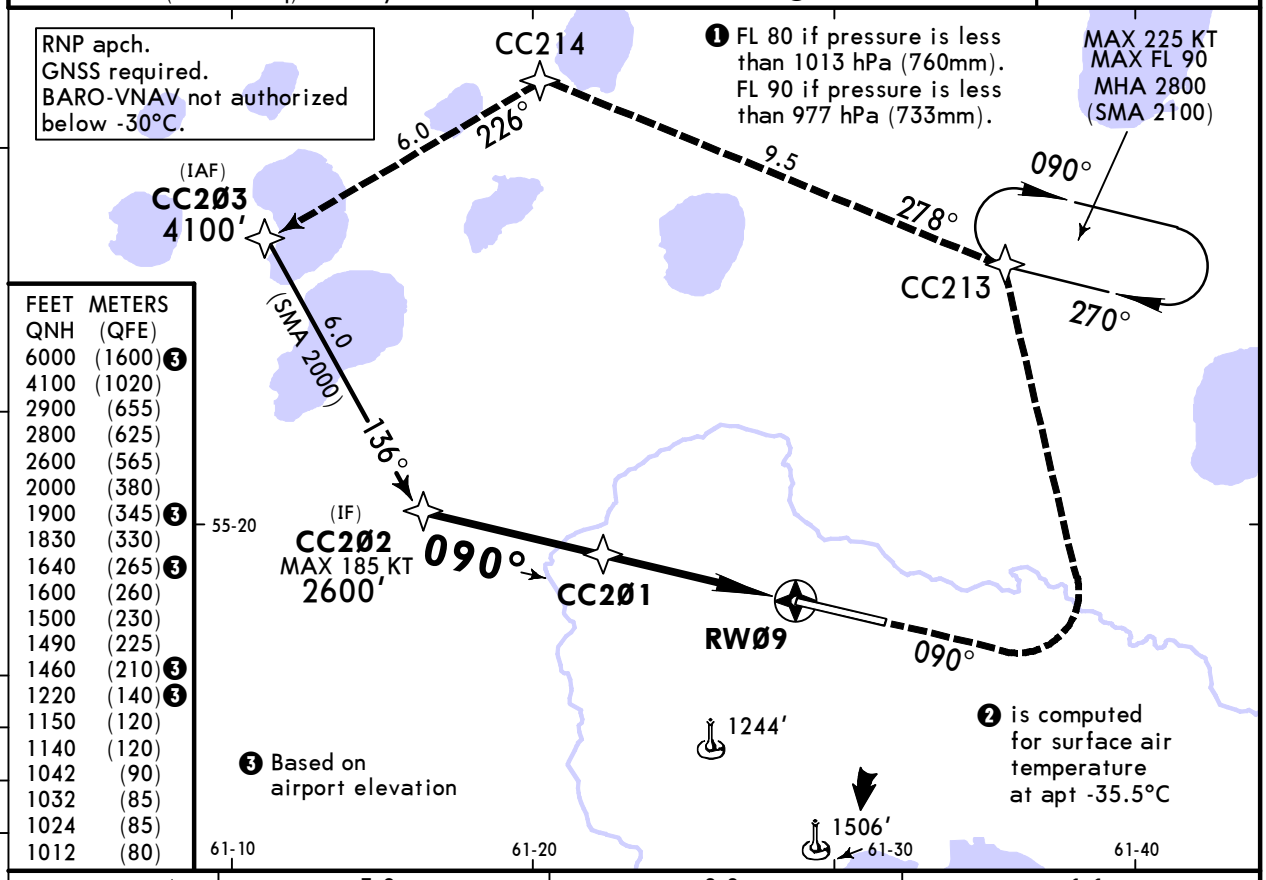
❷MSA ARP

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

RNP apch.
GNSS required.
BARO-VNAV not authorized below -30°C.

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 977 hPa (733mm).

MAX 225 KT
MAX FL 90
MHA 2800
(SMA 2100)

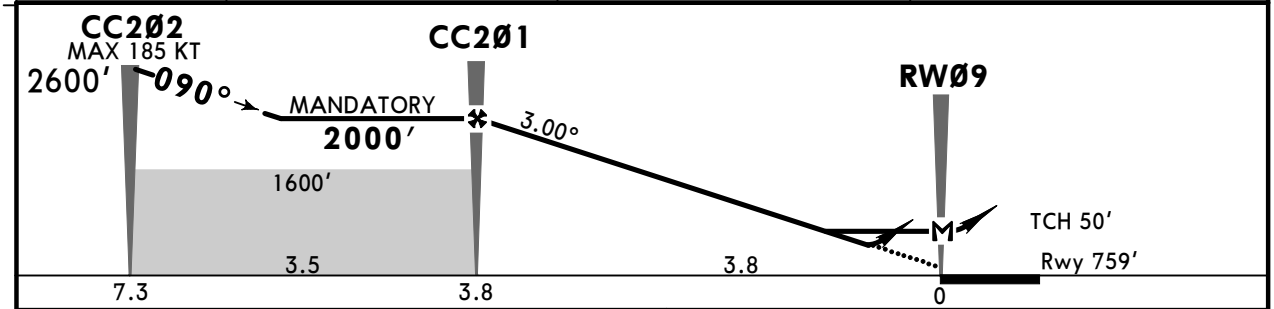


FEET QNH	METERS (QFE)
6000	(1600)❸
4100	(1020)
2900	(655)
2800	(625)
2600	(565)
2000	(380)
1900	(345)❸
1830	(330)
1640	(265)❸
1600	(260)
1500	(230)
1490	(225)
1460	(210)❸
1220	(140)❸
1150	(120)
1140	(120)
1042	(90)
1032	(85)
1024	(85)
1012	(80)

❸ Based on airport elevation

❷ is computed for surface air temperature at apt -35.5°C

DIST to RWØ9	3.2	2.2	1.1
ALTIDUDE	1830′	1490′	1150′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9							

Timing not authorized for defining MAP.

HIALS PAPI

MIN 1500′ on 090°

MIN 2800′ LT

CC213

Std STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A:**1012′**(253′) C:**1032′**(273′)
B:**1024′**(265′) D:**1042′**(283′)

LNAV
CDFA
❶ DA/MDA(H) **1140′**(381′)

CIRCLE-TO-LAND

	ALS out		ALS out
A	R750m	R1300m	R1100m
B			R1500m
C			R1800m
D		R1400m	

Max KT	MDA(H)	
100	1220′(451′)	V1500m
135	1460′(691′)	V1600m
180	1640′(871′)	V2400m
205	1900′(1131′)	V3600m

PANS OPS

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

CHANGES: Speeds, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (12-2) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
RNP Rwy 27

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

RNAV	Final Apch Crs 270°	CC2Ø9 MANDATORY 2500′ (1763′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 769′ Rwy 737′

MISSED APCH: Climb on 270° to 1500′ or above, then turn RIGHT to CC213 (MAX 210 KT) , then to CC216 climbing to 4500′ or above.

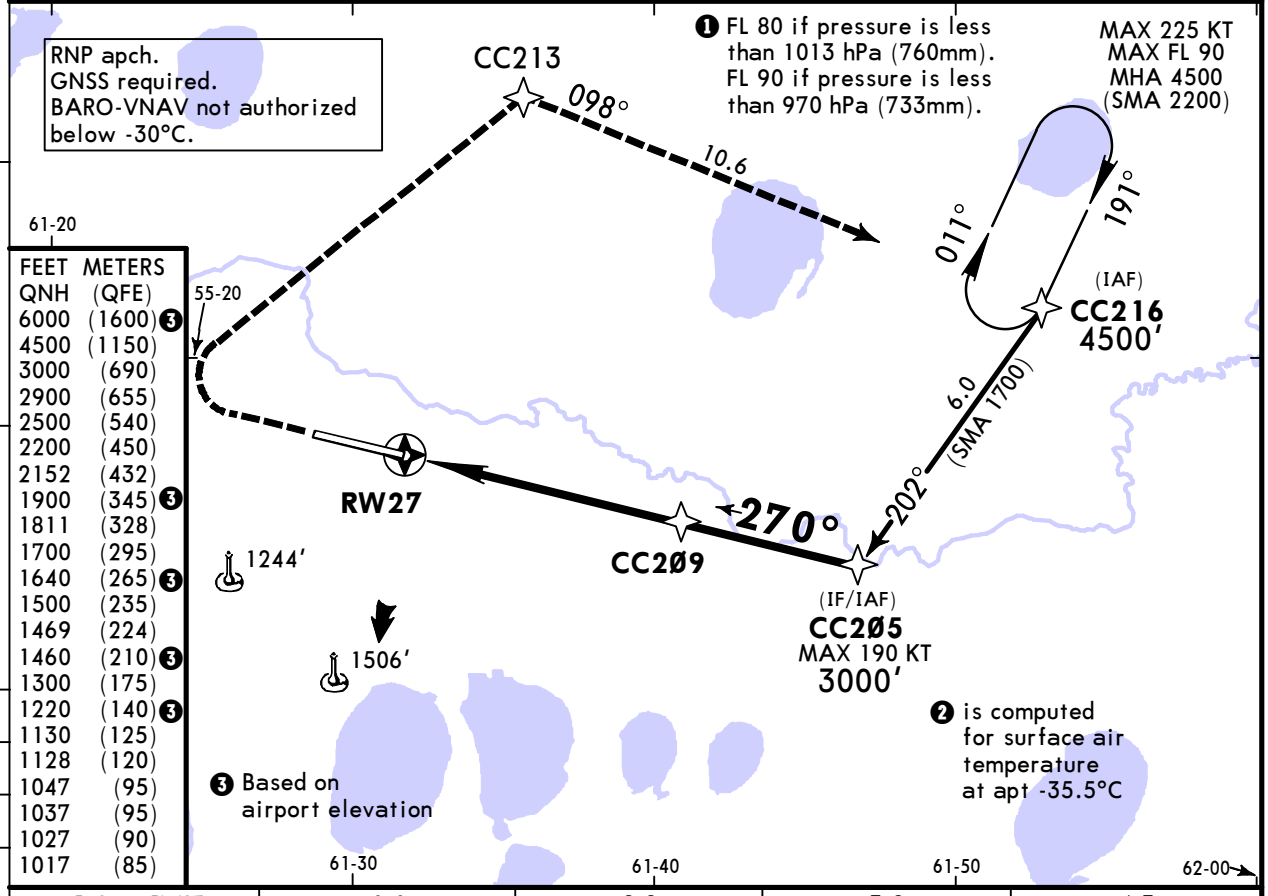
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

2900
❷ MSA ARP

RNP apch.
GNSS required.
BARO-VNAV not authorized below -30°C.

❶ FL 80 if pressure is less than 1013 hPa (760mm).
FL 90 if pressure is less than 970 hPa (733mm).

MAX 225 KT
MAX FL 90
MHA 4500
(SMA 2200)

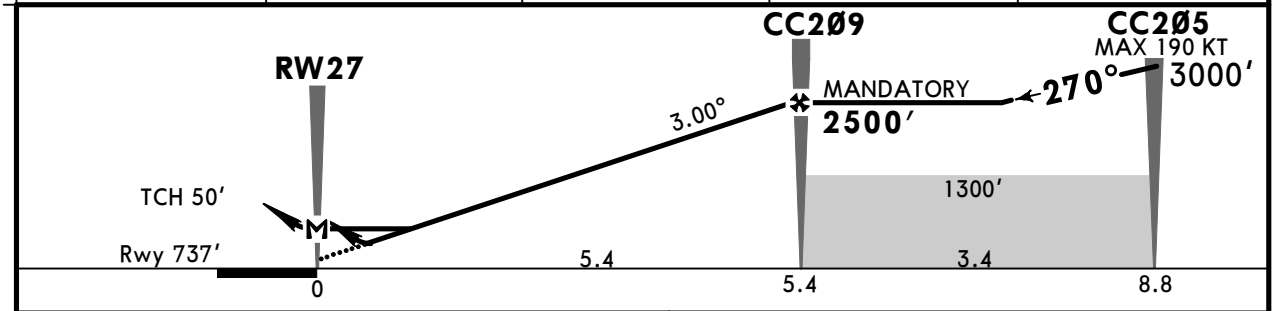


FEET QNH	METERS (QFE)
6000	(1600) ❸
4500	(1150)
3000	(690)
2900	(655)
2500	(540)
2200	(450)
2152	(432)
1900	(345) ❸
1811	(328)
1700	(295)
1640	(265) ❸
1500	(235)
1469	(224)
1460	(210) ❸
1300	(175)
1220	(140) ❸
1130	(125)
1128	(120)
1047	(95)
1037	(95)
1027	(90)
1017	(85)

❷ is computed for surface air temperature at apt -35.5°C

❸ Based on airport elevation

DIST to RW27	1.1	2.2	3.2	4.3
ALTITUDE	1128′	1469′	1811′	2152′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

Timing not authorized for defining MAP.

HIALS-II
PAPI

MIN 1500′ on 270°

CC213 RT

210 KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: **1017′** (280′) C: **1037′** (300′)
B: **1027′** (290′) D: **1047′** (310′)

LNAV
CDFA
❶ DA/MDA(H) **1130′** (393′)

CIRCLE-TO-LAND

	ALS out	ALS out
A	R1300m	R1500m
B	R750m	R1100m
C	R1400m	R1800m
D		R1800m

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

PANS OPS

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

CHANGES: FAF, speeds, altitudes, notes, minimums.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (12-40) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
GLS Rwy 09

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

GBAS	Final Apch Crs	CC2Ø7 MANDATORY	GLS DA(H)	Apt Elev 769′
Ch 20629 G09A	**090°**	**2300′** (1541′)	**959′** (200′)	Rwy 759′

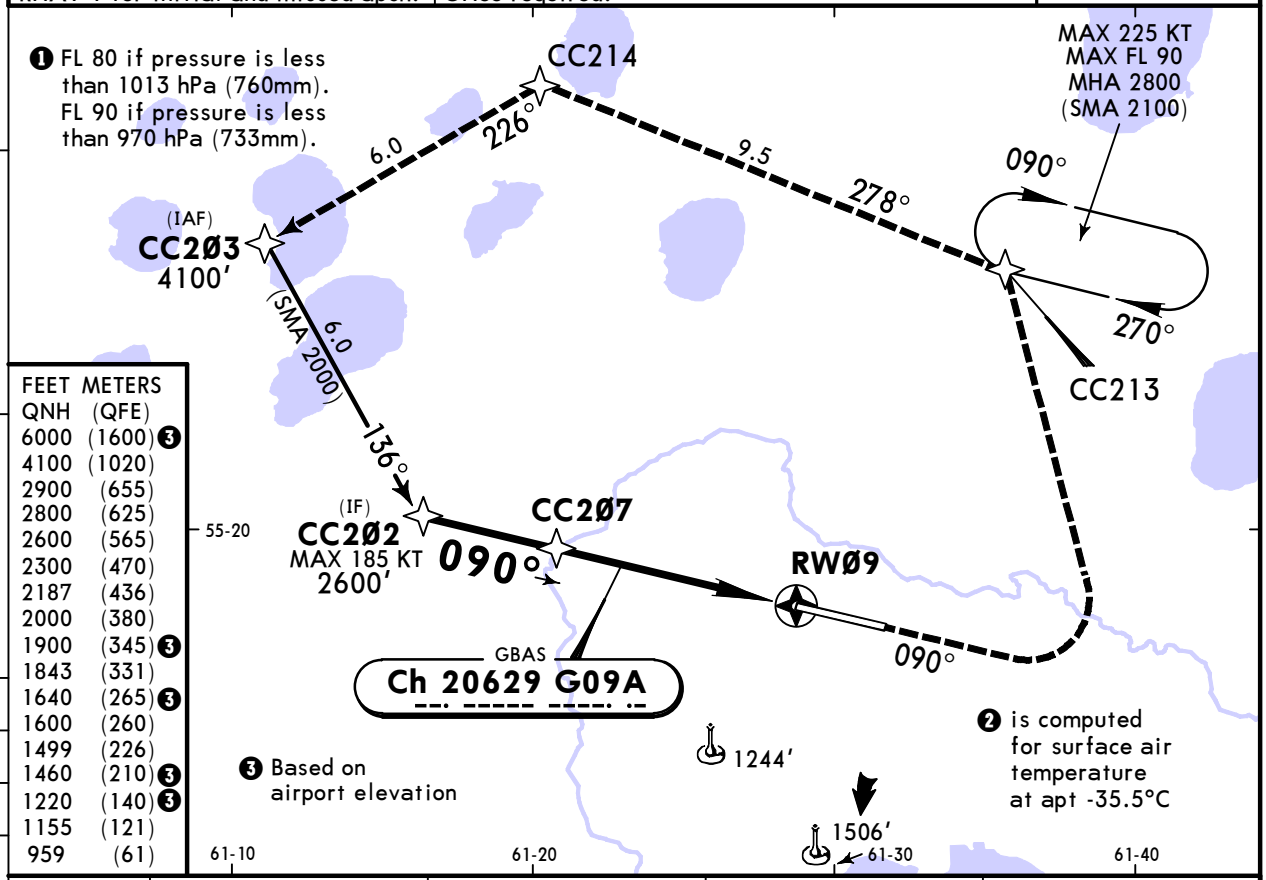
MISSED APCH: Climb on 090° to 1500 or above, then turn LEFT CC213 (MAX 185 KT) climbing to 2800′ or above, then to CC214, then proceed to CC2Ø3 climbing to 4100′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

RNAV 1 for initial and missed apch. | GNSS required.

2900
❷MSA ARP

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 970 hPa (733mm).

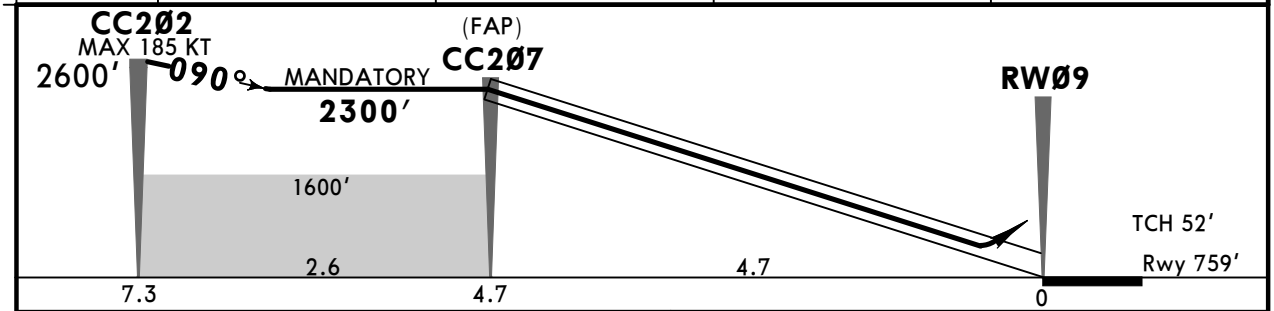


FEET QNH	METERS (QFE)
6000	(1600) ❸
4100	(1020)
2900	(655)
2800	(625)
2600	(565)
2300	(470)
2187	(436)
2000	(380)
1900	(345) ❸
1843	(331)
1640	(265) ❸
1600	(260)
1499	(226)
1460	(210) ❸
1220	(140) ❸
1155	(121)
959	(61)

❸ Based on airport elevation

❷ is computed for surface air temperature at apt -35.5°C

DIST to RWØ9	4.3	3.2	2.2	1.1
ALTITUDE	2187′	1843′	1499′	1155′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS PAPI | MIN **1500′** on **090°** | MIN **2800′** LT | **CC213**

PANS OPS

Std STRAIGHT-IN LANDING

DA(H) **959′** (200′)

	ALS out
A B C D	❶ R550m / R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: FAF, speed, altitudes, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (12-41) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
GLS Rwy 27

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

GBAS	Final Apch Crs	CC2Ø8 MANDATORY	GLS DA(H)	Apt Elev 769′
Ch 21040 G27A	**270°**	**2500′** (1763′)	**937′** (200′)	Rwy 737′

MISSED APCH: Climb on 270° to 1500′ or above, then turn RIGHT to CC213 (MAX 210 KT), then to CC216 climbing to 4500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL 70 ❶ Trans alt: 6000′

2900
❷ MSA ARP

RNAV 1 for initial and missed apch. GNSS required.

❶ FL 80 if pressure is less than 1013 hPa (760mm). FL 90 if pressure is less than 970 hPa (733mm).

MAX 225 KT
MAX FL 90
MHA 4500
(SMA 2200)

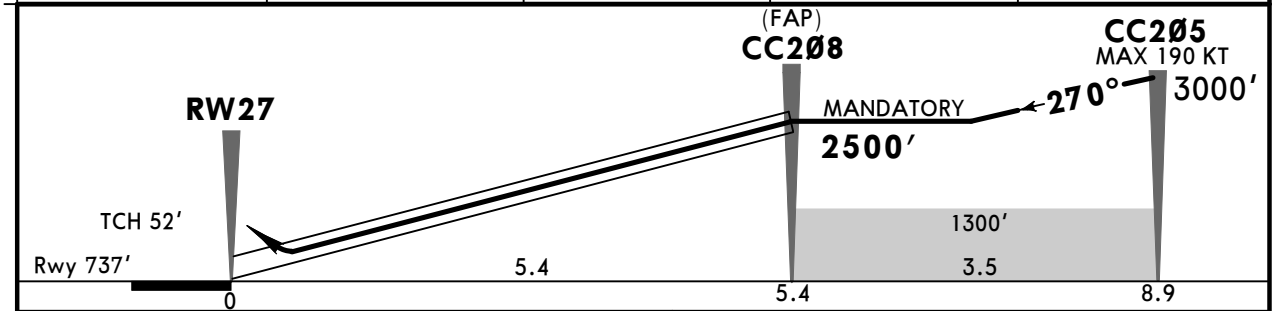
CC213
098°
10.6
011°
191°
(IAF)
CC216
4500′
6.0
(SMA 1700)
202°
270°
RW27
CC2Ø8
270°
(IF/IAF)
CC2Ø5
MAX 190 KT
3000′
1244′
GBAS
Ch 21040 G27A
55-20
61-20
61-30
61-40
61-50
62-00

FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1600)❸	1700	(295)
4500	(1150)	1640	(265)❸
3000	(690)	1500	(235)
2900	(655)	1478	(225)
2500	(540)	1460	(210)❸
2200	(450)	1300	(175)
2166	(436)	1220	(140)❸
1900	(345)❸	1134	(121)
1822	(331)	937	(61)

❸ Based on airport elevation

❷ is computed for surface air temperature at apt -35.5°C

DIST to RW27	1.1	2.2	3.2	4.3
ALTITUDE	1134′	1478′	1822′	2166′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1500′ on 270°

CC213 RT

210 KT MAX

Std STRAIGHT-IN LANDING

DA(H) **937′** (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: FAF, speeds, altitudes, notes.

USCC/CEK BALANDINO

JEPPESEN 30 AUG 24 (13-1) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~ VOR Rwy 09

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP ™

VOR LBN	Final Apch Crs	D5.1 MANDATORY	DA/MDA(H)	Apt Elev 769′ Rwy 759′
113.3	085°	2000′ (1241′)	1190′ (431′)	

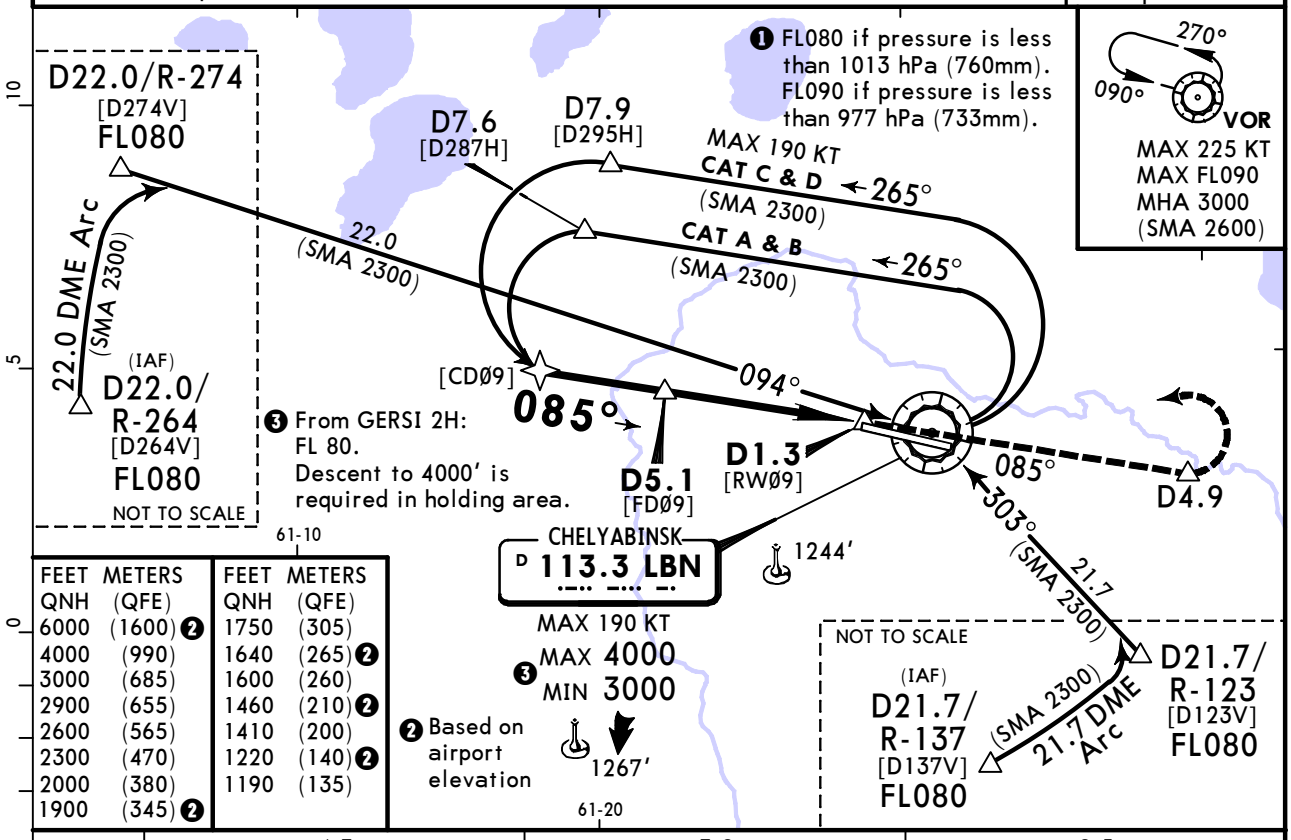
MISSED APCH: Climb on 085° to D4.9, then turn LEFT to VOR climbing to 3000′ or above, then by ATS.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1. DME required. 2. Final apch track offset 5° from rwy centerline. 3. The length of intermediate apch is 2.2 NM.

2900

MSA ARP is computed for surface air temperature at apt -35.5°C



❶ FL080 if pressure is less than 1013 hPa (760mm). FL090 if pressure is less than 977 hPa (733mm).

❸ From GERSI 2H: FL 80. Descent to 4000′ is required in holding area.

61-10

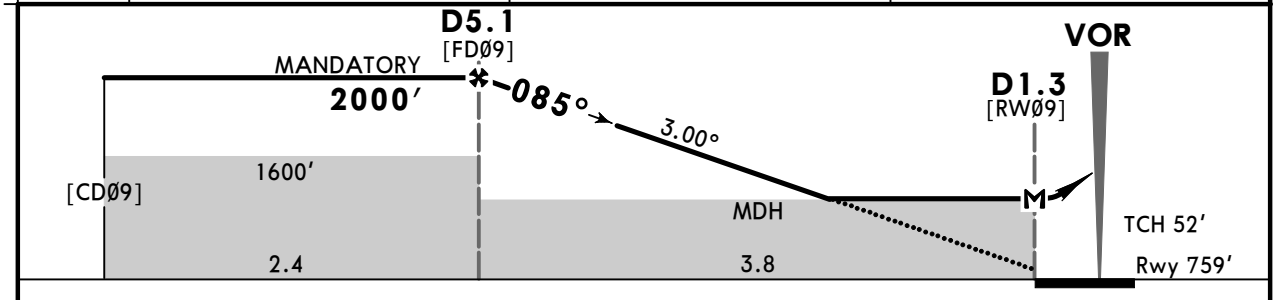
FEET QNH	METERS (QFE)
6000	(1600) ❷
4000	(990)
3000	(685)
2900	(655)
2600	(565)
2300	(470)
2000	(380)
1900	(345) ❷

FEET QNH	METERS (QFE)
1750	(305)
1640	(265) ❷
1600	(260)
1460	(210) ❷
1410	(200)
1220	(140) ❷
1190	(135)

❷ Based on airport elevation

61-20

LBN DME	4.3	3.2	2.5
ALTITUDE	1750′	1410′	1190′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.3							

Timing not authorized for defining MAP.

HIALS PAPI

D4.9 on 085°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1190′ (431′)

	ALS out
A	R1500m
B	
C	R2000m
D	
R1300m	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

PANS OPS

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

CHANGES: Speeds, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (13-2) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
VOR Rwy 27

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

BRIEFING STRIP™

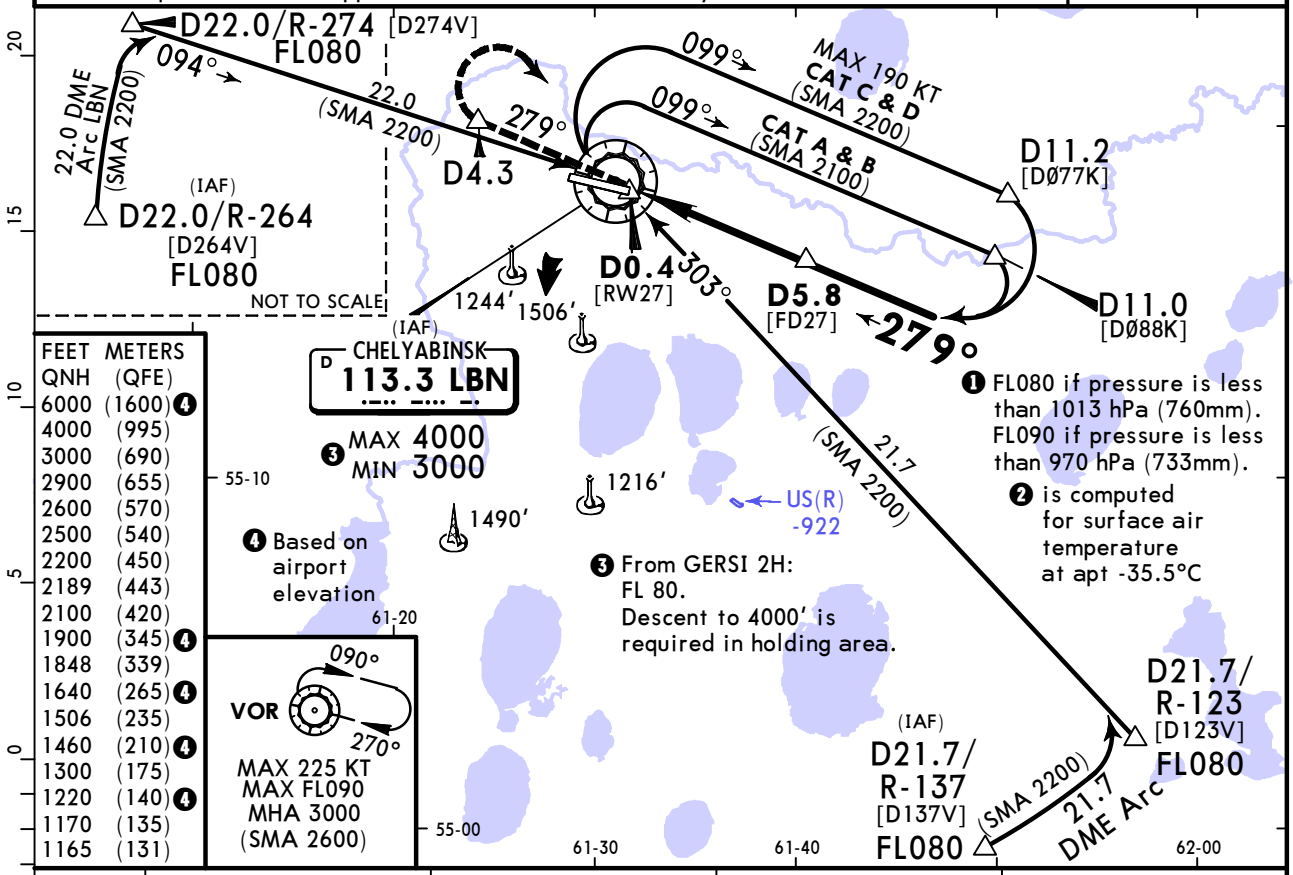
VOR LBN	Final Apch Crs	D5.8 MANDATORY	DA/MDA(H)	Apt Elev 769′ Rwy 737′
113.3	279°	2500′ (1763′)	1170′ (433′)	

MISSED APCH: Climb on 079° to D4.3, turn RIGHT (MAX 205 KT) to VOR climbing to 3000′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

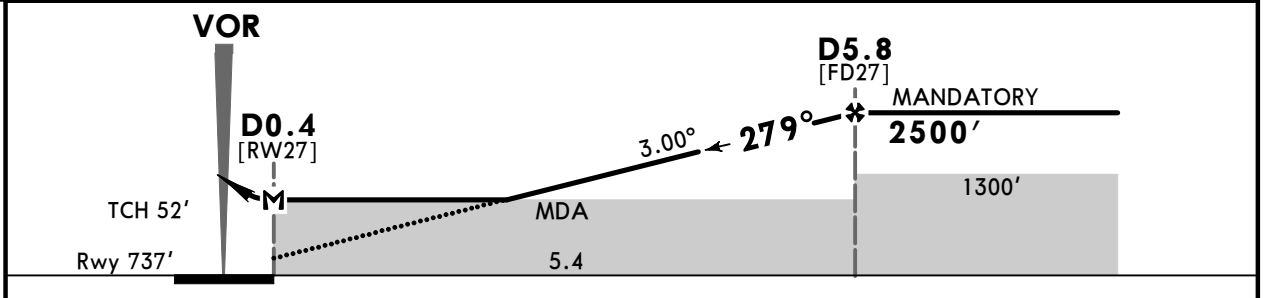
1. DME required. 2. Final approach track offset 9° from rwy centerline.

2900
❷ MSA
ARP



FEET	METERS
QNH	(QFE)
6000	(1600) ❹
4000	(995)
3000	(690)
2900	(655)
2600	(570)
2500	(540)
2200	(450)
2189	(443)
2100	(420)
1900	(345) ❹
1848	(339)
1640	(265) ❹
1506	(235)
1460	(210) ❹
1300	(175)
1220	(140) ❹
1170	(135)
1165	(131)

LBN DME	1.6	2.7	3.8	4.9
ALTITUDE	1165′	1506′	1848′	2189′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.4							

Timing not authorized for defining MAP.

HIALS-II
PAPI
D4.3

PANS OPS

Std

STRAIGHT-IN LANDING
CDFA

❶ DA/MDA(H) 1170′ (433′)

		ALS out
A	R1300m	R1500m
B		
C		R2000m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

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

CHANGES: FAF, altitudes, speeds, notes.

USCC/CEK
BALANDINO

JEPPESEN
30 AUG 24 (16-1) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~
NDB Rwy 09

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

NDB LB 452	Final Apch Crs 090°	4.6 NM RADAR FIX MANDATORY 2000′ (1241′)	DA/MDA(H) 1200′ (441′)	Apt Elev 769′ Rwy 759′

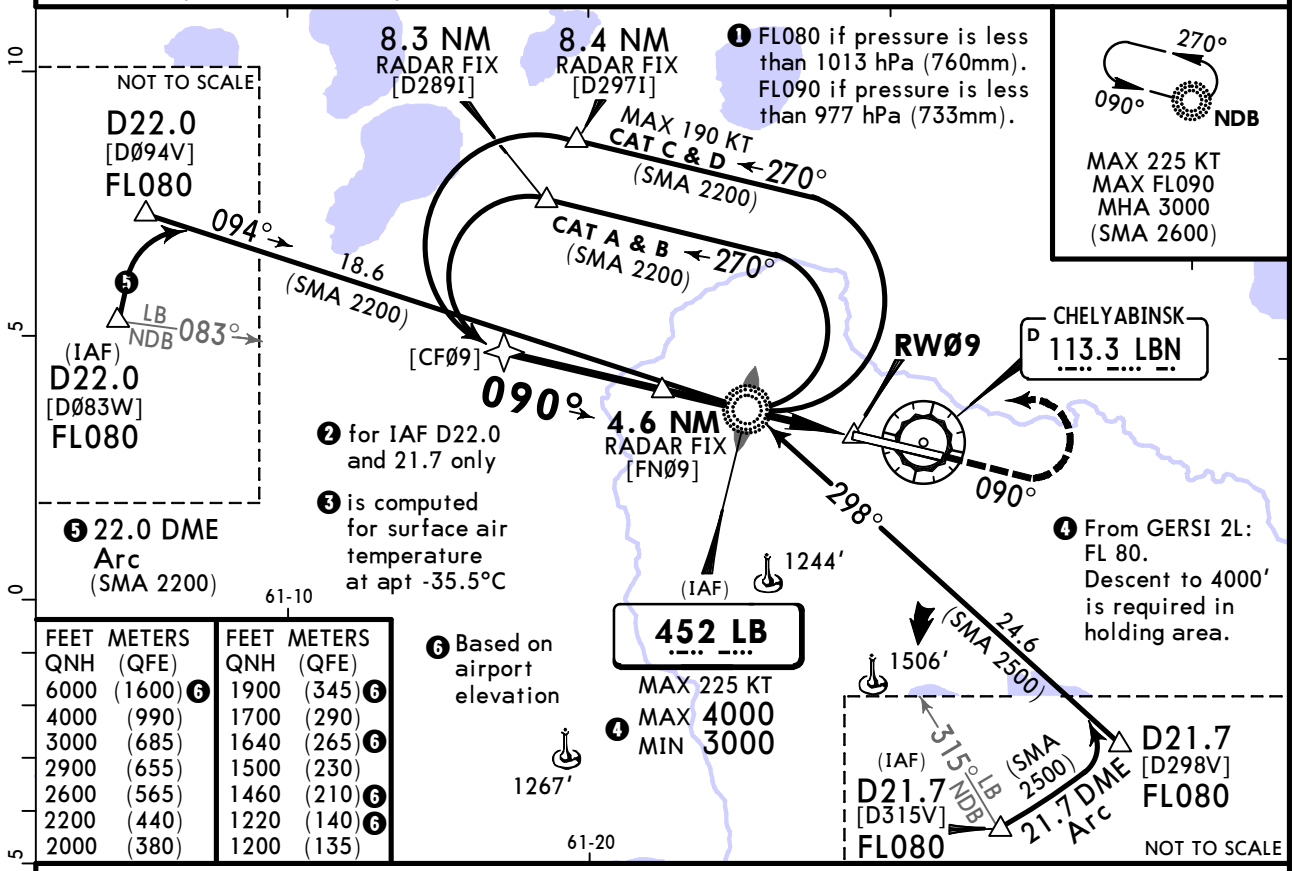
MISSED APCH: Climb on 090° to 1700′ or above, then turn LEFT to NDB climbing to 3000′ or above, then by ATS.
Do not turn before passing MAP.

2900

❸MSA ARP

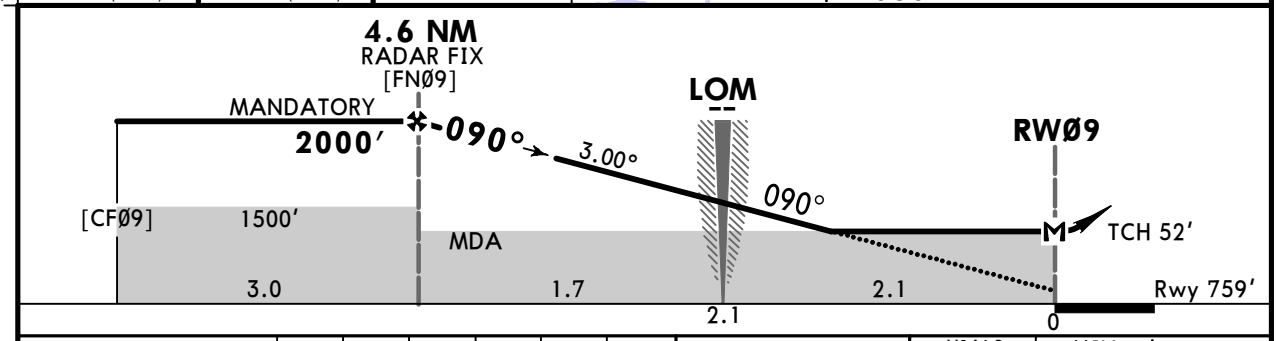
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: FL070 ❶ Trans alt: 6000′

1.❷ DME required. 2. Radar required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1600) ❻	1900	(345) ❻
4000	(990)	1700	(290)
3000	(685)	1640	(265) ❻
2900	(655)	1500	(230)
2600	(565)	1460	(210) ❻
2200	(440)	1220	(140) ❻
2000	(380)	1200	(135)

❻ Based on airport elevation



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ9							

HIALS
PAPI
MIN 1700′ on 090°

PANS OPS

Std STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 1200′ (441′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

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

CHANGES: Speeds, notes.

USCC/CEK BALANDINO

JEPPESEN 30 AUG 24 (16-2) Eff 5 Sep

CHELYABINSK, ~~RUSSIA~~ NDB Rwy 27

BRIEFING STRIP™

ATIS	CHELYABINSK Approach	CHELYABINSK Radar (TWR)	Ground
128.3	124.7	133.2	125.2

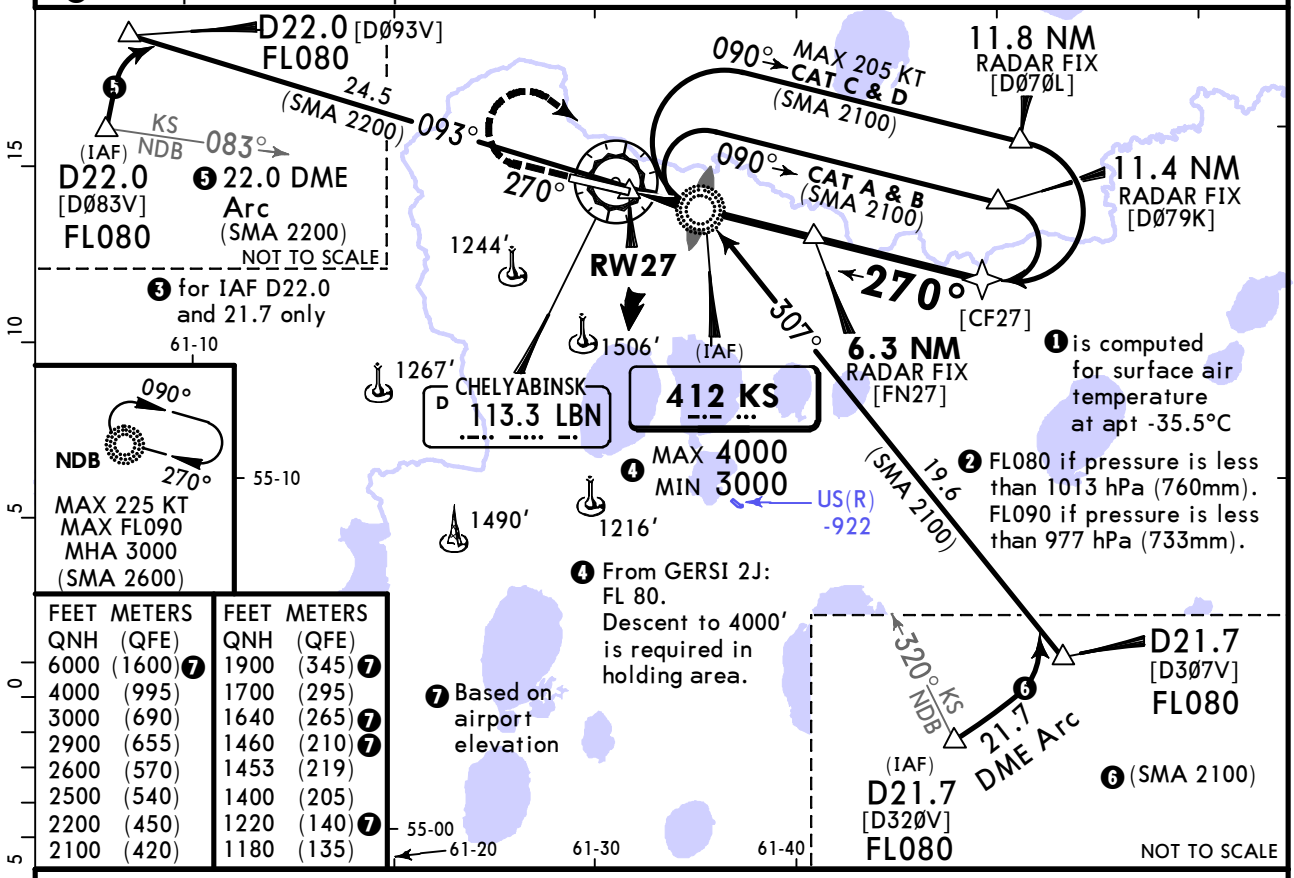
NDB KS	Final Apch Crs	6.3 NM RADAR FIX MANDATORY	DA/MDA(H)	Apt Elev 769′ Rwy 737′
412	270°	2500′ (1763′)	1180′ (443′)	

MISSED APCH: Climb on 270° to 1700′ or above, then turn RIGHT to NDB climbing to 3000′ or above.
Do not turn before passing MAP.

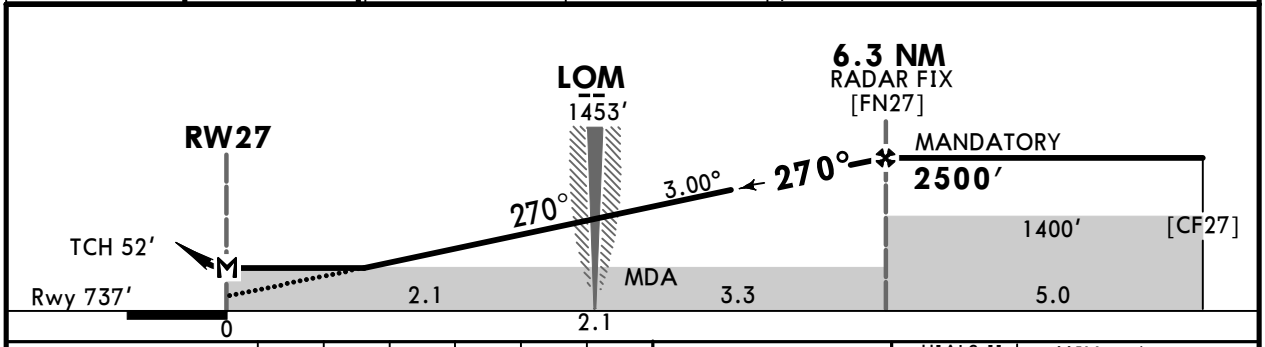
2900
❶MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 27 hPa | Trans level: FL070 ❷ | Trans alt: 6000′

1.❸ DME required. 2. Radar required.



FEET QNH	METERS (QFE)	FEET QNH	METERS (QFE)
6000	(1600) ❼	1900	(345) ❼
4000	(995)	1700	(295)
3000	(690)	1640	(265) ❼
2900	(655)	1460	(210) ❼
2600	(570)	1453	(219)
2500	(540)	1400	(205)
2200	(450)	1220	(140) ❼
2100	(420)	1180	(135)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW27							

HIALS-II PAPI | MIN 1700′ on 270°

PANS OPS

Std STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 1180′ (443′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1220′ (451′)	V1500m
135	1460′ (691′)	V1600m
180	1640′ (871′)	V2400m
205	1900′ (1131′)	V3600m

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

CHANGES: FAF, speeds, notes, minimums.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHELYABINSK, (BALANDINO - USCC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USCC