JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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Airport Information For UWKS
Terminal Charts For UWKS
Revision Letter For Cycle 08-2026
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General Information

Location: CHEBOKSARY RUS
ICAO/IATA: UWKS / CSY
Lat/Long: N56° 05.42', E047° 20.83'
Elevation: 561 ft

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

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Restricted
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0059 Z
Sunset: 1636 Z

Runway Information

Runway: 06
Length x Width: 8241 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 561 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 8241 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 523 ft
Lighting: Edge, ALS

Communication Information

ATIS: 123.600
ATIS: 120.900 Non-English
Cheboksary Tower: 124.000
Cheboksary Tower: 119.300
Cheboksary Apron Ramp/Taxi: 118.800
Cheboksary Transit Operations: 131.700

1. GENERAL

1.1. ATIS

*ATIS 123.6
120.9 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m.

TWR controller inform pilots using the following phrase:

"Low Visibility Procedures in progress, check your minimum".

Taxi route on the maneuvering area will be assigned by TWR controller.

The flight crew must read back all instructions of TWR controller.

When LVP are in force, it is prohibited:

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

When LVP are in force, only one ACFT can be present on TWY or RWY.

The flight crew is responsible for RWY incursion and non-adherence to the assigned taxi routes on the maneuvering area.

1.3. TAXI PROCEDURES

Movement on the apron shall be carried out only upon obtaining controller's taxiing/towing clearance and taxi route information and under control of a specialist of the engineering technical service of ground handling area. Communication between flight crew and ground handling specialist must be maintained via interphone, radio or visually using the established signals.

Taxiing via TWY A shall be carried out at minimum speed.

Movement of ACFT East of TWY A shall be executed by towing.

1.4. PARKING INFORMATION

Taxiing and towing into and out of stands are prohibited without TWR controller's clearance and shall be carried out under control of a specialist of the engineering technical service.

Stands 1 thru 4 available for helicopter.

Stand 3 available for general aviation.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure after entry into Cheboksary CTR, continue the flight at last assigned flight level cleared by TWR controller towards LOM.

Descending from LOM shall be commenced at ETA or as close as possible to it.

Thereafter pilot shall execute priority approach in accordance with published procedure.

If unable to land at Cheboksary aerodrome, proceed to the alternate aerodromes of Kazan at FL070 or Nizhny Novgorod/Strigino at FL100 along the standard departure routes to UNORO or RALED, IRGOS and then along routes to LOM of Kazan or Nizhny Novgorod (Strigino), and carry out further descent and the instrument approach procedure based on the respective navigation aid.

Landing shall be carried out not later than 30 minutes after ETA.

3. DEPARTURE

3.1. DE-ICING

De-icing treatment is executed on stands and temporary parking points.

Flight crew shall inform TWR controller about necessity of de-icing treatment on initial radio contact.

Communication between flight crew and specialist in charge of ACFT departure shall be maintained on frequency 118.8 MHz.

After treatment of ACFT tail is complete and wing tail is in progress engines can be started only after TWR controller's clearance and approval of specialist in charge of ACFT departure.

3.2. START-UP

When ACFT is completely ready for departure flight crew shall establish communication with TWR controller, reporting the following information:

- ACFT call sign;
- stand number;
- ATIS code letter;
- readiness for engines start-up.

Departure clearance is valid within 30 minutes from the planned departure time (EOBT).

3.3. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure after take-off (if at 1220' and communication with CHEBOKSARY Tower is not established), the pilot shall continue climbing to aerodrome traffic circuit altitude and fly in accordance with the instrument approach procedure and land at Cheboksary depending on meteorological conditions and landing mass or proceed to the alternate aerodrome (Kazan or Nizhny Novgorod (Strigino)) at FL070 or FL100 along departure routes to UNORO or RALED, IRGOS.

If unable to land, ACFT shall proceed to the holding area climbing to the aerodrome traffic circuit altitude and hold for the time required.

Exit out of the holding area shall be carried out along the routes of the approach procedure or proceed at FL070 to the alternate aerodrome Kazan, or at FL100 to the alternate aerodrome Nizhny Novgorod (Strigino) via UNORO or RALED, IRGOS and carry out further descending and approach-to-land according to established procedures.

3. DEPARTURE

If required on a pilot's decision, after passing Cheboksary CTR boundary ACFT may proceed along the route to the alternate aerodrome indicated in the flight plan for the flight without radio communication at one of the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction.

In case of radio communication failure during climbing to flight level (altitude) the pilot shall proceed at altitude (FL) last assigned by ATC to NDB of Cheboksary CTR exit corridor and after passing Cheboksary CTR boundary climb to altitude (FL) according to flight plan.

In case of radio communication failure during IFR flight when it is not possible to change to visual flight, ACFT shall proceed to the destination aerodrome according to the flight plan. In this case the pilot shall maintain the assigned flight level till crossing LOM of the flight planned aerodrome of landing and commence descending at ETA or as close as possible to it, indicated in the flight plan.

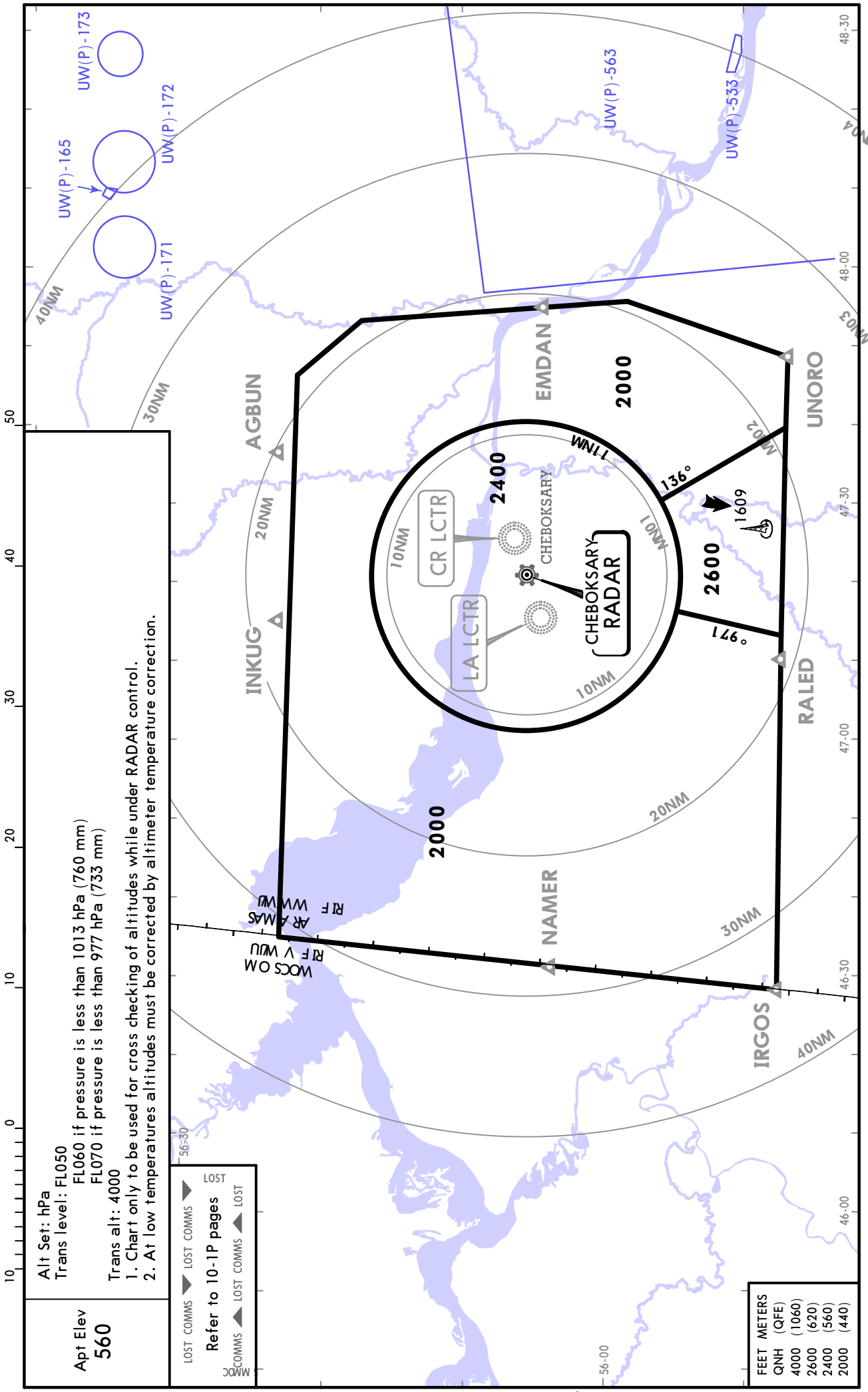
Approach shall be carried out by reference to instruments according to procedure established for this navigation facility. Landing if possible shall be carried out within 30 minutes after ETA.

UWKS/CSY
CHEBOKSARY

JEPPESEN

1 AUG 25 (10-1R) Eff 7 Aug

CHEBOKSARY, RUSSIA
RADAR MINIMUM ALTITUDES



Alt Set: hPa
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)
Trans alt: 4000
1. Chart only to be used for cross checking of altitudes while under RADAR control.
2. At low temperatures altitudes must be corrected by altimeter temperature correction.

Apt Elev
560

LOST COMMS ▼ LOST COMMS
Refer to 10-1P pages
LOST COMMS ▲ LOST COMMS

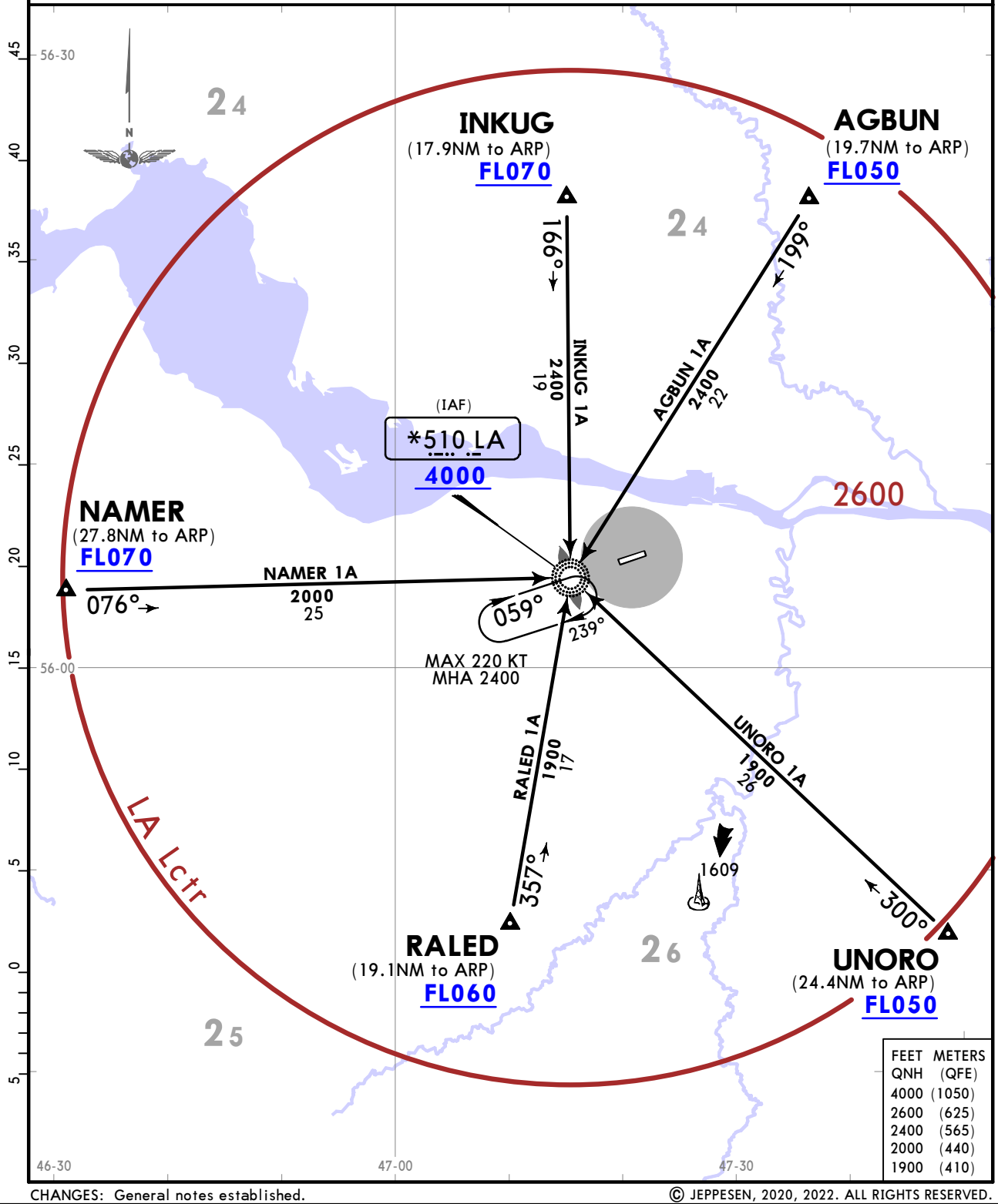
FEET	METERS
QNH	(QFE)
4000	(1060)
2600	(620)
2400	(560)
2000	(440)

CHANGES: Prohibited areas & FIR added.

*ATIS 123.6 (Russian 120.9) *CHEBOKSARY Tower 119.3	Apt Elev 561	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) 1. EXPECT "Direct to" intructions or vectoring. 2. If pilot has no information on STAR parameters or if unable to maintain STAR, report to CHEBOKSARY Tower and request vectoring.

AGBUN 1A [AGBU1A], INKUG 1A [INKU1A]
NAMER 1A [NAME1A], RALED 1A [RALE1A]
UNORO 1A [UNOR1A]
ARRIVALS
(RWY 06)

RADAR CONTROL REQUIRED

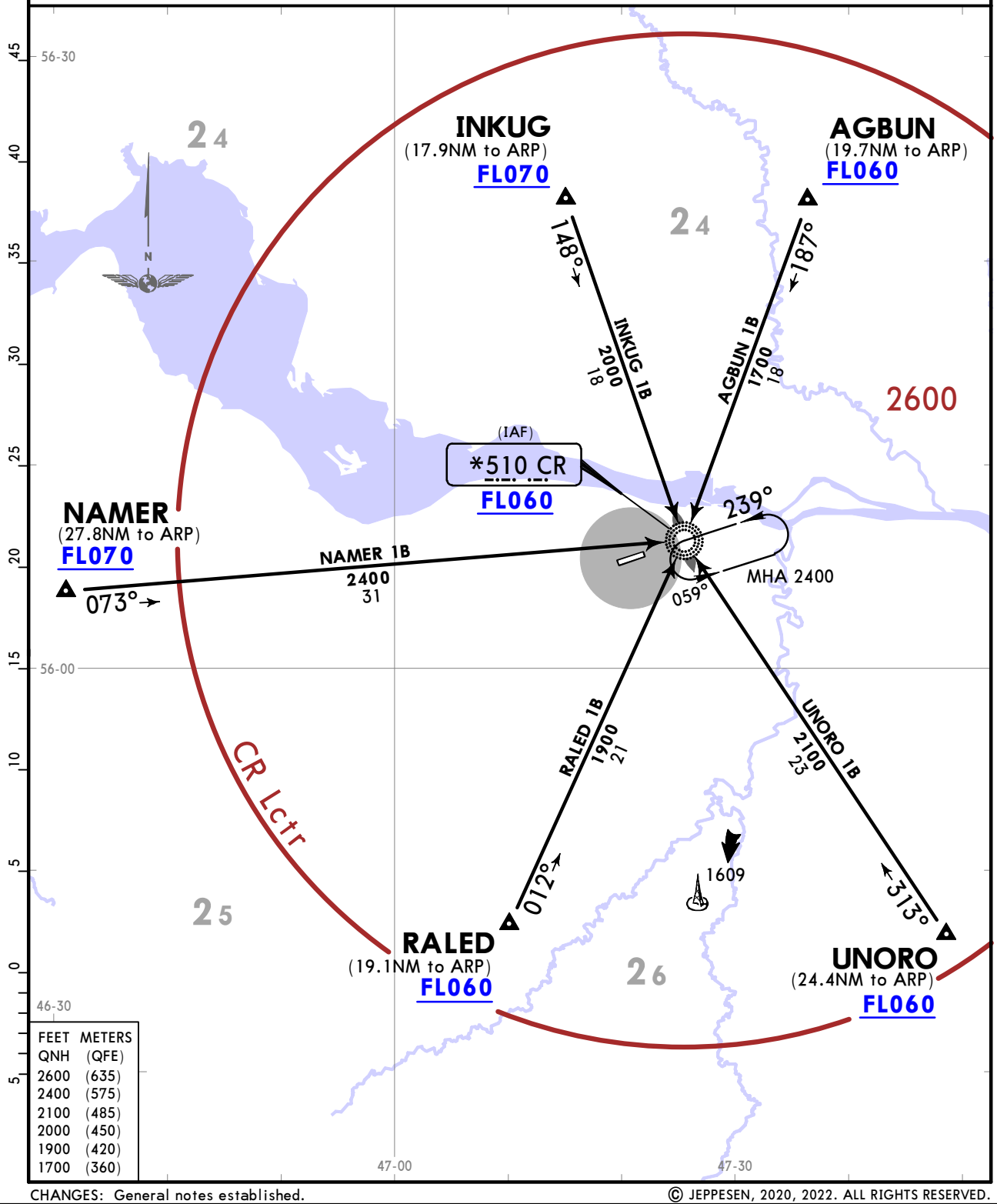


CHANGES: General notes established.

*ATIS 123.6 (Russian 120.9)	Apt Elev 561	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) 1. EXPECT "Direct to" intructions or vectoring. 2. If pilot has no information on STAR parameters or if unable to maintain STAR, report to CHEBOKSARY Tower and request vectoring.
*CHEBOKSARY Tower 119.3		

AGBUN 1B [AGBU1B], INKUG 1B [INKU1B]
NAMER 1B [NAME1B], RALED 1B [RALE1B]
UNORO 1B [UNOR1B]
ARRIVALS
(RWY 24)

RADAR CONTROL REQUIRED



CHANGES: General notes established.

AGBUN 1C [AGBU1C], EMDAN 1C [EMDA1C]
INKUG 1C [INKU1C]
DEPARTURES
(RWY 06)

RADAR CONTROL REQUIRED

SPEED: MAX 245 KT

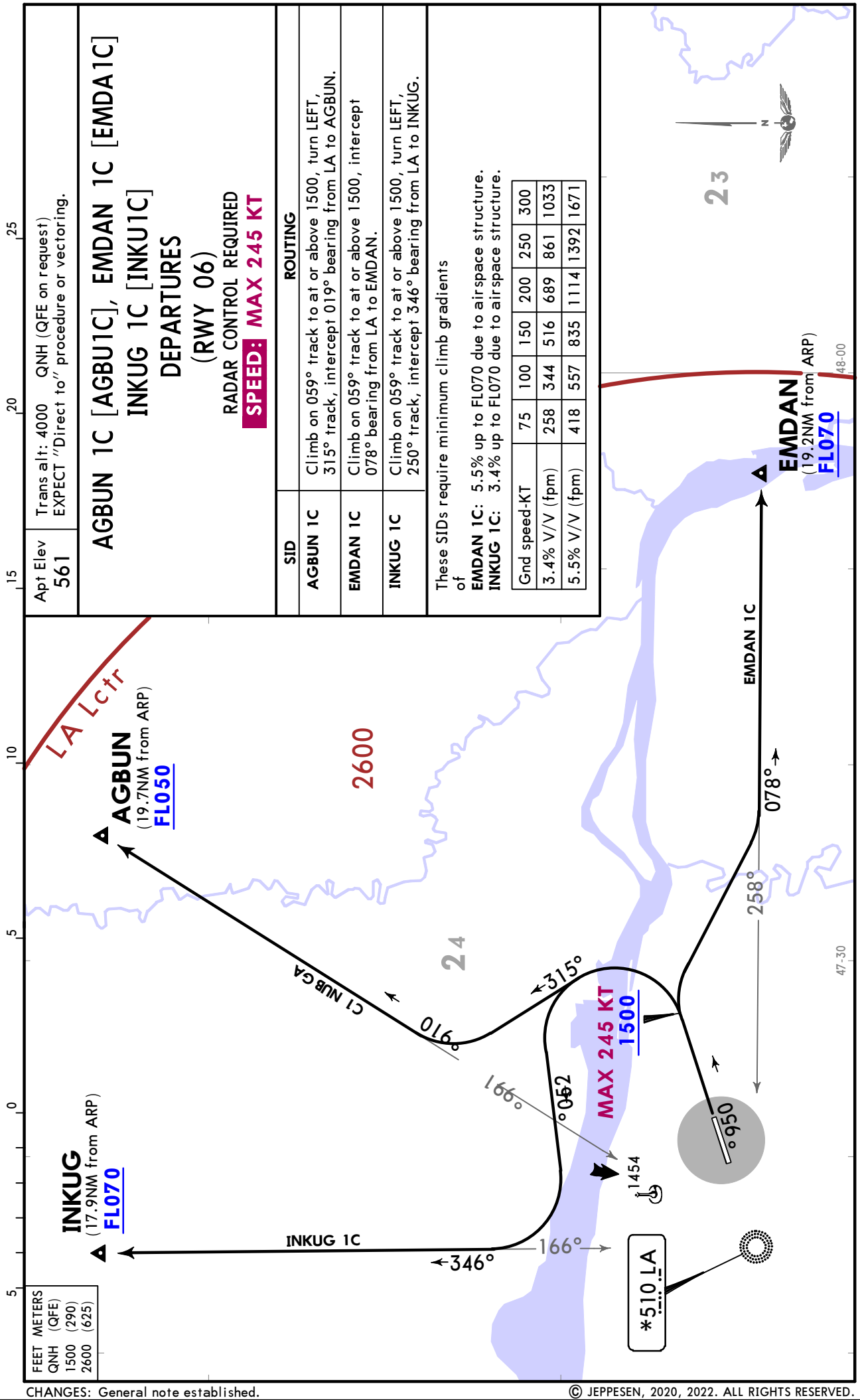
Apt Elev 561

Trans alt: 4000 QNH (QFE on request)
EXPECT "Direct to" procedure or vectoring.

SID	ROUTING
AGBUN 1C	Climb on 059° track to at or above 1500, turn LEFT, 315° track, intercept 019° bearing from LA to AGBUN.
EMDAN 1C	Climb on 059° track to at or above 1500, intercept 078° bearing from LA to EMDAN.
INKUG 1C	Climb on 059° track to at or above 1500, turn LEFT, 250° track, intercept 346° bearing from LA to INKUG.

These SIDs require minimum climb gradients of
EMDAN 1C: 5.5% up to FL070 due to airspace structure.
INKUG 1C: 3.4% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
5.5% V/V (fpm)	418	557	835	1114	1392	1671



CHANGES: General note established.

Apt Elev 561

Trans alt: 4000 QNH (QFE on request)
1. EXPECT "Direct to" procedure or vectoring.
2. EXPECT close-in obstacles LEFT of take-off hdg at 0.1NM (194m) from DER with MAX alt 635.

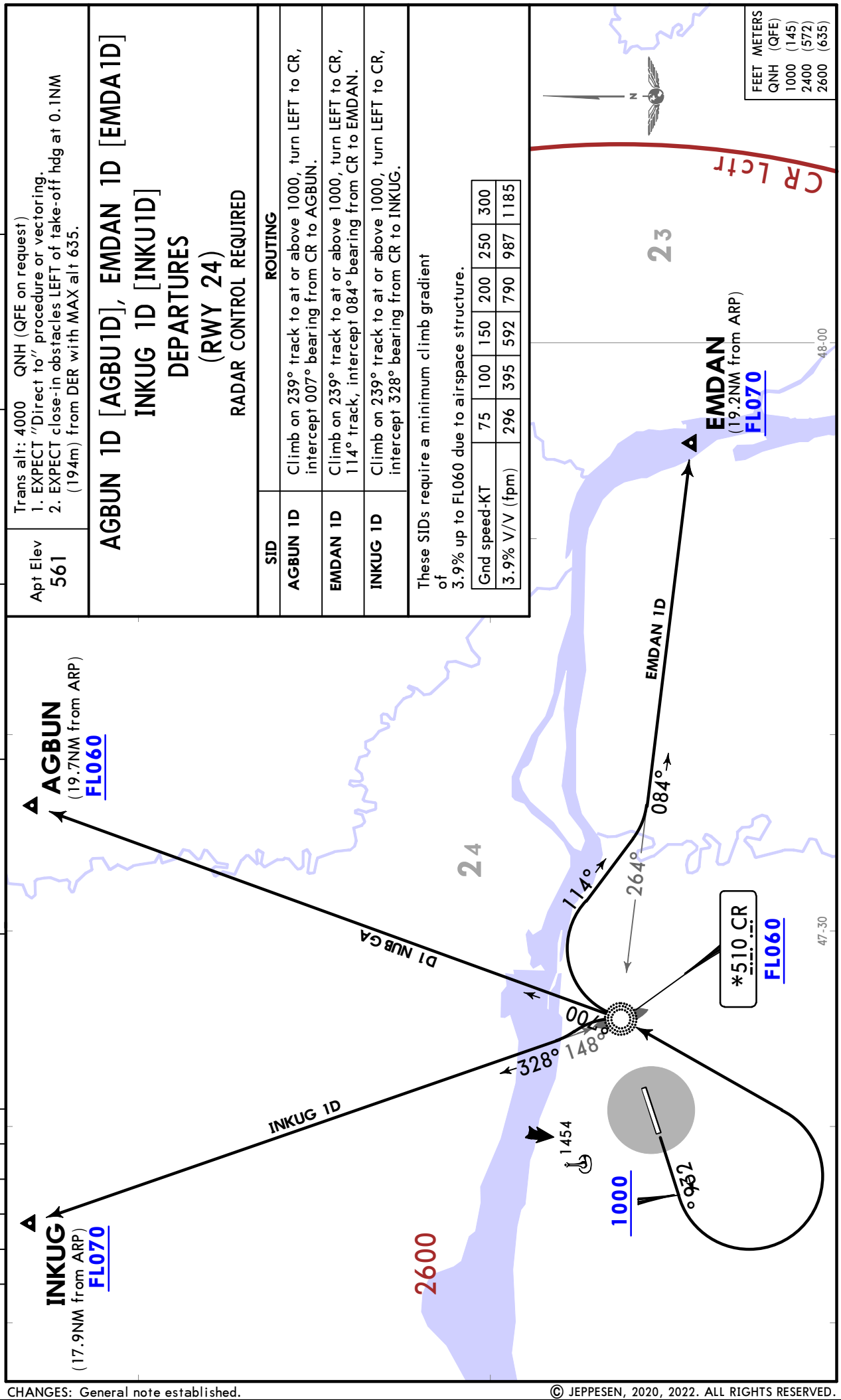
AGBUN 1D [AGBU1D], EMDAN 1D [EMDA1D] INKUG 1D [INKU1D] DEPARTURES (RWY 24)

RADAR CONTROL REQUIRED

SID	ROUTING
AGBUN 1D	Climb on 239° track to at or above 1000, turn LEFT to CR, intercept 007° bearing from CR to AGBUN.
EMDAN 1D	Climb on 239° track to at or above 1000, turn LEFT to CR, 114° track, intercept 084° bearing from CR to EMDAN.
INKUG 1D	Climb on 239° track to at or above 1000, turn LEFT to CR, intercept 328° bearing from CR to INKUG.

These SIDs require a minimum climb gradient of 3.9% up to FL060 due to airspace structure.

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



Apt Elev	Trans alt: 4000 QNH (QFE on request)
561	EXPECT "Direct to" procedure or vectoring.

IRGOS 1C [IRGO1C]
RALED 1C [RALE1C]
UNORO 1C [UNOR1C]
DEPARTURES
(RWY 06)

RADAR CONTROL REQUIRED

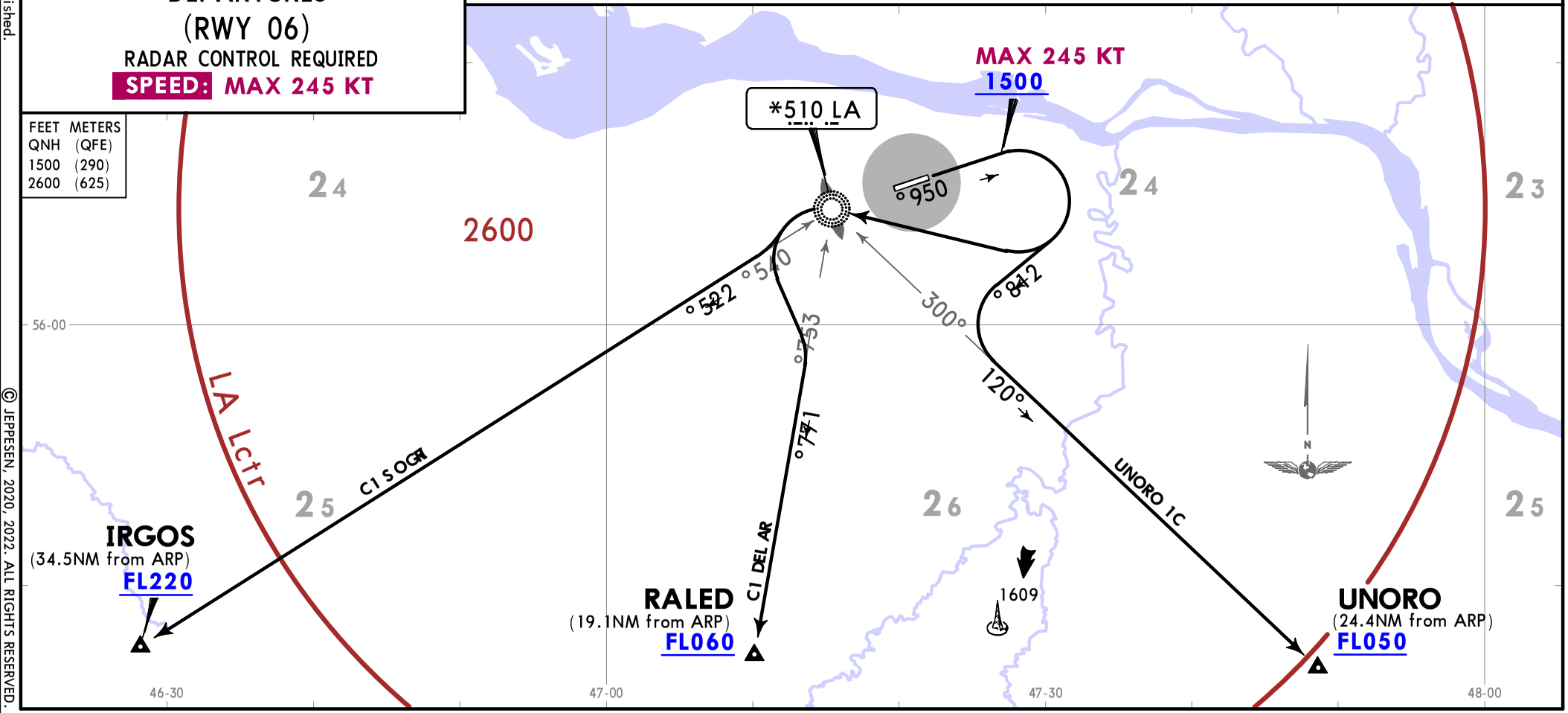
SPEED: MAX 245 KT

SID	ROUTING
IRGOS 1C	Climb on 059° track to at or above 1500, turn RIGHT to LA, turn LEFT, intercept 225° bearing from LA to IRGOS.
RALED 1C	Climb on 059° track to at or above 1500, turn RIGHT to LA, turn LEFT, intercept 177° bearing from LA to RALED.
UNORO 1C	Climb on 059° track to at or above 1500, turn RIGHT, 218° track, intercept 120° bearing from LA to UNORO.

This SID requires a minimum climb gradient of
IRGOS 1C: 7% up to FL220 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

FEET QNH	METERS (QFE)
1500	(290)
2600	(625)



JEPPESEN
26 AUG 22 (10-3B) Eff 8 Sep
CHEBOKSARY, RUSSIA
SID

IRGOS 1D [IRGO1D]
RALED 1D [RALE1D]
UNORO 1D [UNOR1D]
DEPARTURES
(RWY 24)
RADAR CONTROL REQUIRED

Apt Elev 561

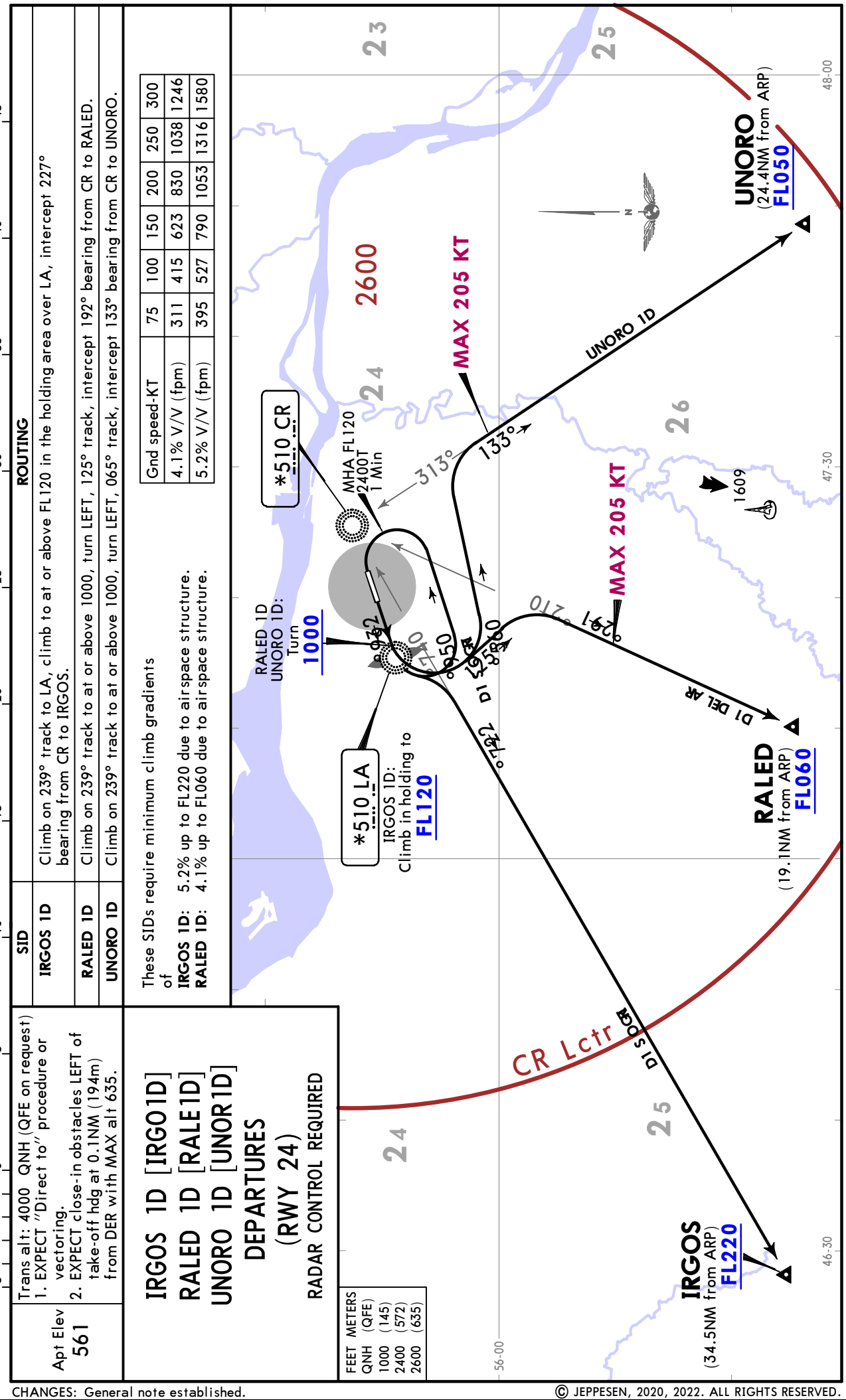
Trans alt: 4000 QNH (QFE on request)
1. EXPECT "Direct to" procedure or vectoring.
2. EXPECT close-in obstacles LEFT of take-off hdg at 0.1NM (194m) from DER with MAX alt 635.

SID	ROUTING
IRGOS 1D	Climb on 239° track to LA, climb to at or above FL120 in the holding area over LA, intercept 227° bearing from CR to IRGOS.
RALED 1D	Climb on 239° track to at or above 1000, turn LEFT, 125° track, intercept 192° bearing from CR to RALED.
UNORO 1D	Climb on 239° track to at or above 1000, turn LEFT, 065° track, intercept 133° bearing from CR to UNORO.

These SIDs require minimum climb gradients of
IRGOS 1D: 5.2% up to FL220 due to airspace structure.
RALED 1D: 4.1% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.2% V/V (fpm)	395	527	790	1053	1316	1580

FEET METERS
QNH (QFE)
1000 (145)
2400 (572)
2600 (635)



NOISE ABATEMENT

LT minus 3 HOURS = UTC(Z)

GENERAL

Operation of ACFT allowed during aerodrome operational hours. In the presence of special meteorological conditions, deviation from the regulations listed below can be initiated by ATS or pilot-in-command's request if it is considered necessary for safety. Noise abatement procedures shall be executed by all ACFT.

RUNWAY USAGE (DAY-TIME)

Use of RWY 06/24 during the day period without peculiarities.

RUNWAY USAGE (NIGHT-TIME)

To reduce noise level over Cheboksary, taking into account weather conditions, it is recommended to land on heading 238° and take-off on heading 058° from 2200LT and during AD OPR HR.

ARRIVALS

GENERAL

During IAP and visual APCH it is not allowed to fly below ILS GP.
No noise abatement procdure shall envisage increasing of IAS during descent.
Do not use DISPL THRESH as noise abatement measure.
Air-ground communication shall be reduced to a miniumum.

EXEMPTIONS

Noise abatement procedures shall not be used when
- there is ice, slush, water or mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- ceiling less than 150m or horizontal VIS less than 1800m;
- crosswind component (including gusts) exceeds 7 m/sec;
- tailwind component exceeds 2.5 m/sec;
- windshear or unfavourable weather conditions are forecast.

Landing with tail-wind up to 5m/sec allowed when RWY is dry or damp, friction coefficient 0.5 or more and crosswind not more than 5m/sec.
Reverse thrust (with the exception of reverse idle thrust) is only used for safety reasons.

DEPARTURES

GENERAL

For the purpose of the maximum noise abatement over the territory of Cheboksary and Novocheboksarsk cities it is necessary to use noise abatement technique stated in the Aeroplane Flight Manual during take-off for all ACFT types on heading 058° MAG and on heading 238° MAG during the period from 2300-0600LT.
Apply any procedure of NADP 1 and NADP 2 to reach the required outcome during take-off and climb.
Take-off with tailwind of up to 5 m/sec allowed under following conditions:
- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

Take-off and departure to be carried out according SID charts and with MAX climb gradient.
Initial turn permitted when reaching 960'.
MAX bank 15° for turns between 960' and 1220',
MAX bank 25° or angular rate of turn 3° sec for turns above 1220'.

NOISE ABATEMENT

Reduction of engines power shall not be applied before:
- ACFT reaches 1880';
- the established standard power mode enables to maintain a steady climb gradient of not less than 4% at V2 + 10KT, exceeding the minimum permissible angle of attack with maximum certified take-off mass;
- take-off flight path provides sufficient clearance above all obstacles both when all engines are operating normally and also taking into account possible engine failure and time necessary for other engines to develop full power.

SPEED REQUIREMENTS
Minimum IAS during steady climb shall not be less than either V2 +10 KT or not less than the prescribed one in the Aeroplane Flight Manual if it is the higher value. Maintaining minimum IAS during climb is not required if it leads to exceeding the minimum permissible angle of attack.

UWKS/CSY

Apt Elev **560'**

N56 05.4 E047 20.8

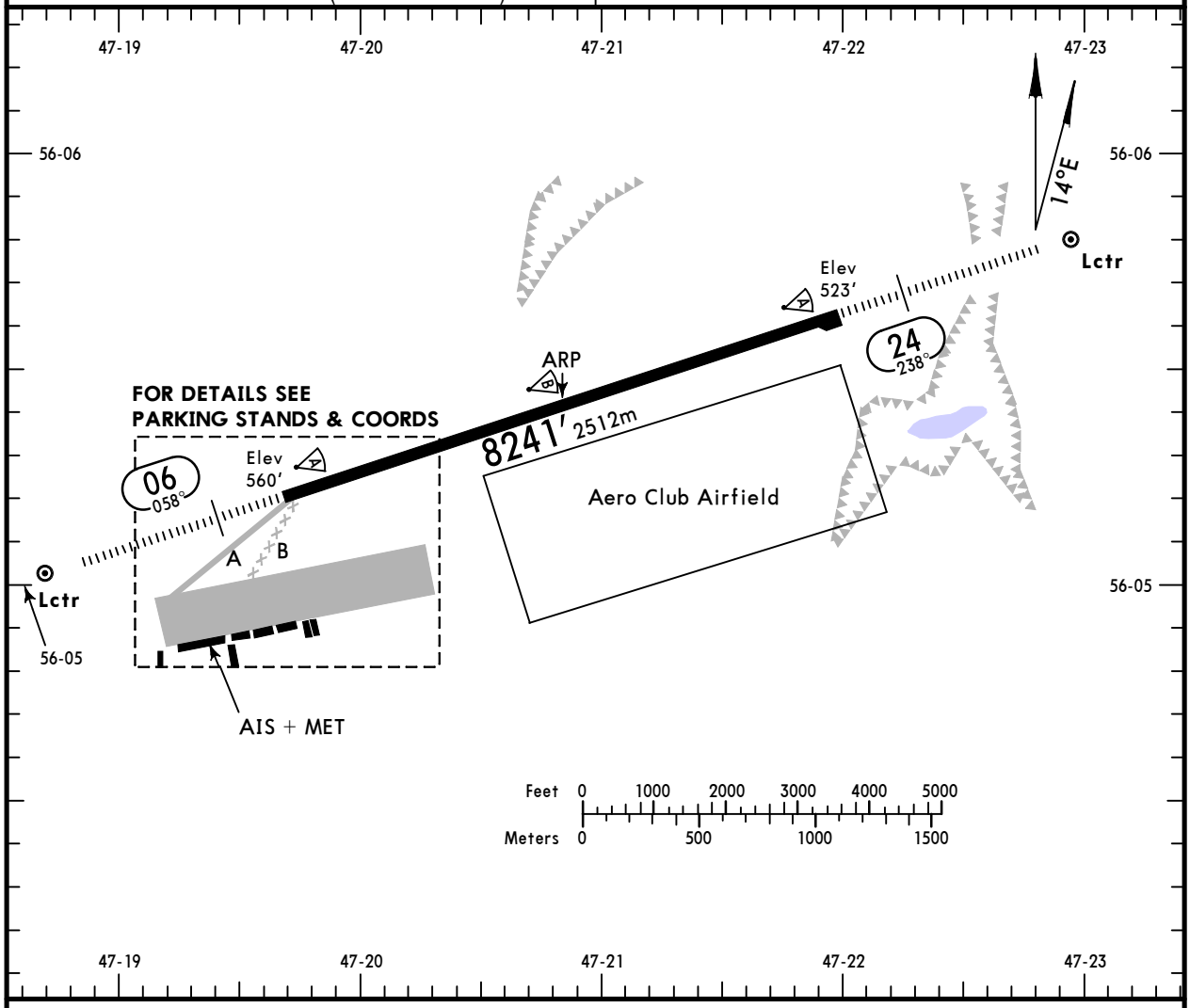
JEPPESEN

6 OCT 23 (10-9)

CHEBOKSARY, ~~RUSSIA~~

CHEBOKSARY

*ATIS	*CHEBOKSARY Tower
123.6 (Russian 120.9)	119.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL (58m) HIALS PAPI-L (angle 3.0°) RVR		7086' 2160m 7270' 2216m		161' 49m

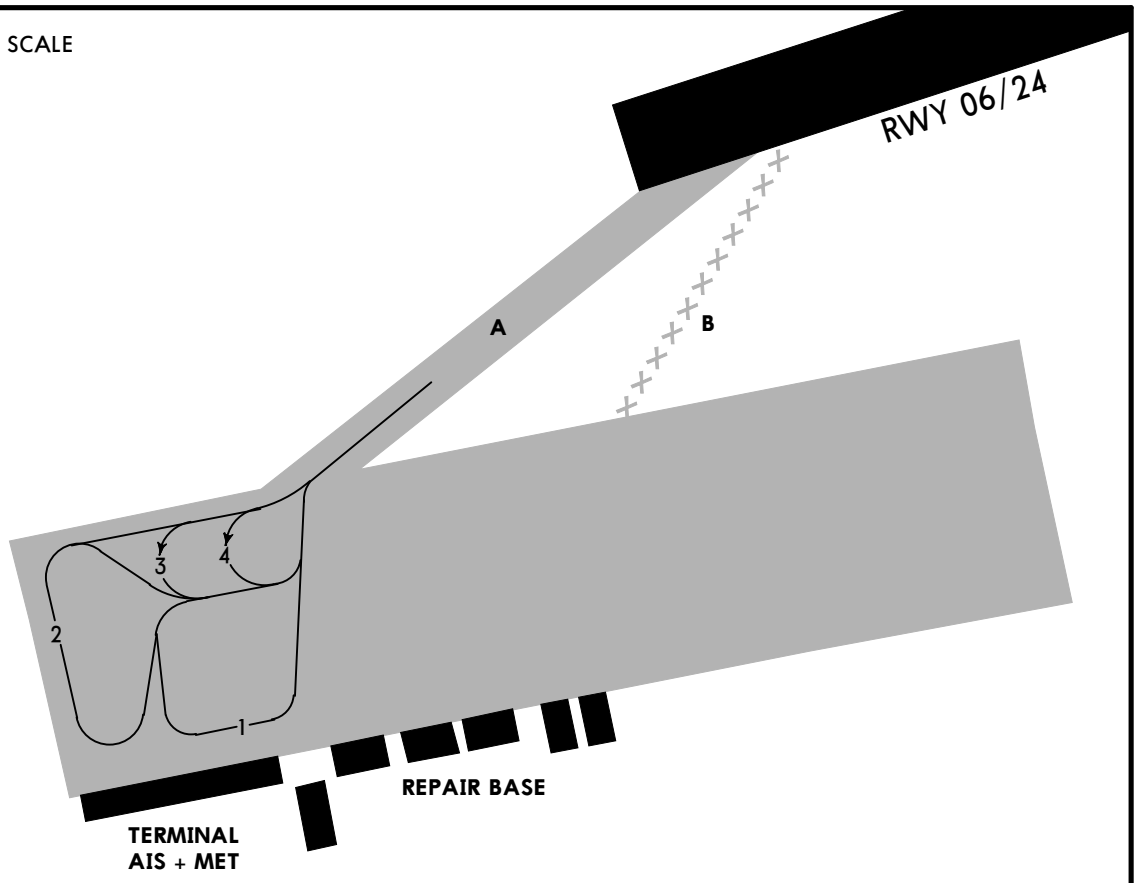
Std TAKE-OFF

1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: Airport elev, Runway bearings, variation, threshold elev RWY 06.

NOT TO SCALE



INS COORDINATES	
STAND No.	**COORDINATES**
1	N56 05.0 E047 19.3
2	N56 05.0 E047 19.2
3, 4	N56 05.0 E047 19.3

CHANGES: Coordinates.

CHEBOKSARY, RUSSIA

CHEBOKSARY

STRAIGHT-IN RWY		A	B	C	D
06	ILS	**760**′(200′)	**760**′(200′)	**760**′(200′)	**764**′(204′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC	**1040**′(480′)	**1040**′(480′)	**1040**′(480′)	**1040**′(480′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	❷ NDB	**1040**′(480′)	**1040**′(480′)	**1040**′(480′)	**1040**′(480′)
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
24	ILS	**723**′(200′)	**728**′(205′)	**736**′(213′)	**746**′(223′)
		❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC	**850**′(327′)	**850**′(327′)	**850**′(327′)	**850**′(327′)
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	❷ NDB	**870**′(347′)	**870**′(347′)	**870**′(347′)	**870**′(347′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m

❶R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷Continuous Descent Final Approach.

CIRCLE-TO-LAND ❸	100 KT	135 KT	180 KT	205 KT
After Rwy 06	**1040**′(480′)	**1060**′(500′)	**1270**′(710′)	**1440**′(880′)
After Rwy 24	**960**′(400′)	**1060**′(500′)	**1270**′(710′)	**1440**′(880′)
	V1500m	V1600m	V2400m	V3600m

❸Prohibited in sector 260° thru 040° from ARP.

TAKE-OFF	TAKE-OFF			
Low Visibility Procedures required Approval for Low Visibility Take-off required	RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR DAY / NIGHT	DAY	NIGHT	DAY	NIGHT
R300m	R/V400m		R/V500m	NA

CHANGES: Circling minimums.

UWKS/CSY CHEBOKSARY

JEPPESEN
1 AUG 25 (11-1) Eff 7 Aug

CHEBOKSARY, ~~RUSSIA~~ ILS or LOC Rwy 06

BRIEFING STRIP™

*ATIS	*CHEBOKSARY Tower (SRE/TWR)
123.6 (Russian 120.9)	119.3

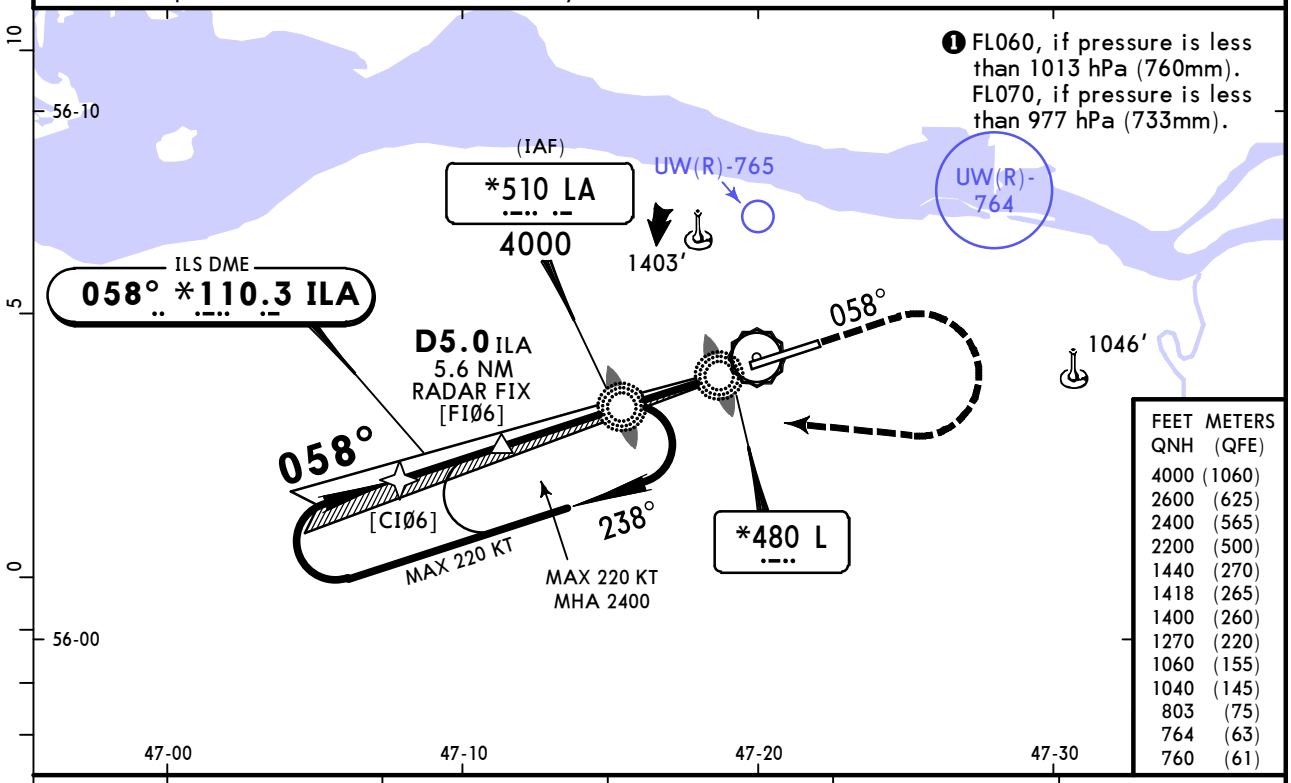
LOC ILA	Final Apch Crs	D5.0 ILA	ILA DA(H)	Apt Elev 560′
*110.3	058°	2200′ (1640′)	Refer to Minimums	Rwy 560′

MISSED APCH: Climb on track 058° to 1400′ or above (MAX 200 KT), then turn RIGHT to LA NDB climbing to 2400′.

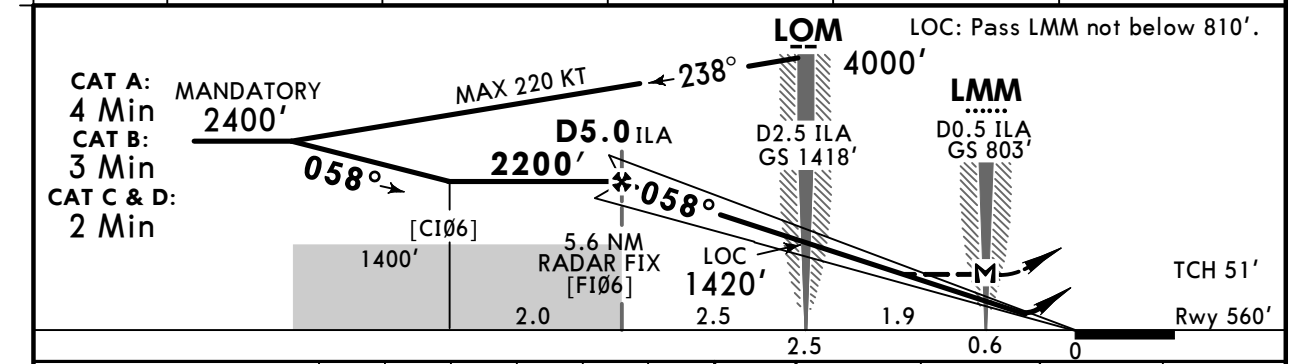
2600
MSA LA NDB

Alt Set: hPa (MM on req) | Rwy Elev: 20 hPa | Trans level: FL050 ❶ | Trans alt: 4000′

1. Radar required. 2. ILS DME reads zero at rwy 06 threshold.



LOC (GS out)	ILA DME	4.3	3.2	2.2	1.1
	ALTITUDE	1987′	1643′	1299′	955′



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

HIALS
PAPI

MIN 1400′ on 058°

200 KT MAX

Std STRAIGHT-IN LANDING

ILS DA(H) ABC: 760′(200′) D: 764′(204′)		LOC (GS out) CDFA ❷ DA/MDA(H) 1040′(480′)	
	ALS out		ALS out
A	❶ R550m	R1200m	R1500m	R1500m
B			
C			R2200m
D			

CIRCLE-TO-LAND
Prohibited in sector 260° thru 040° from ARP.

Max KT	MDA(H)	
100	1040′ (480′)	V1500m
135	1060′ (500′)	V1600m
180	1270′ (710′)	V2400m
205	1440′ (880′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed APCH, restricted airspace, recommended altitudes, TCH.

CHEBOKSARY, ~~RUSSIA~~
ILS or LOC Rwy 24

BRIEFING STRIP™

*ATIS	*CHEBOKSARY Tower (SRE/TWR)
123.6 (Russian 120.9)	119.3

LOC ICR	Final Apch Crs	D3.2 ICR	ILS DA(H) Refer to Minimums	Apt Elev 560′ Rwy 523′
*108.3	238°	1600′ (1077′)		

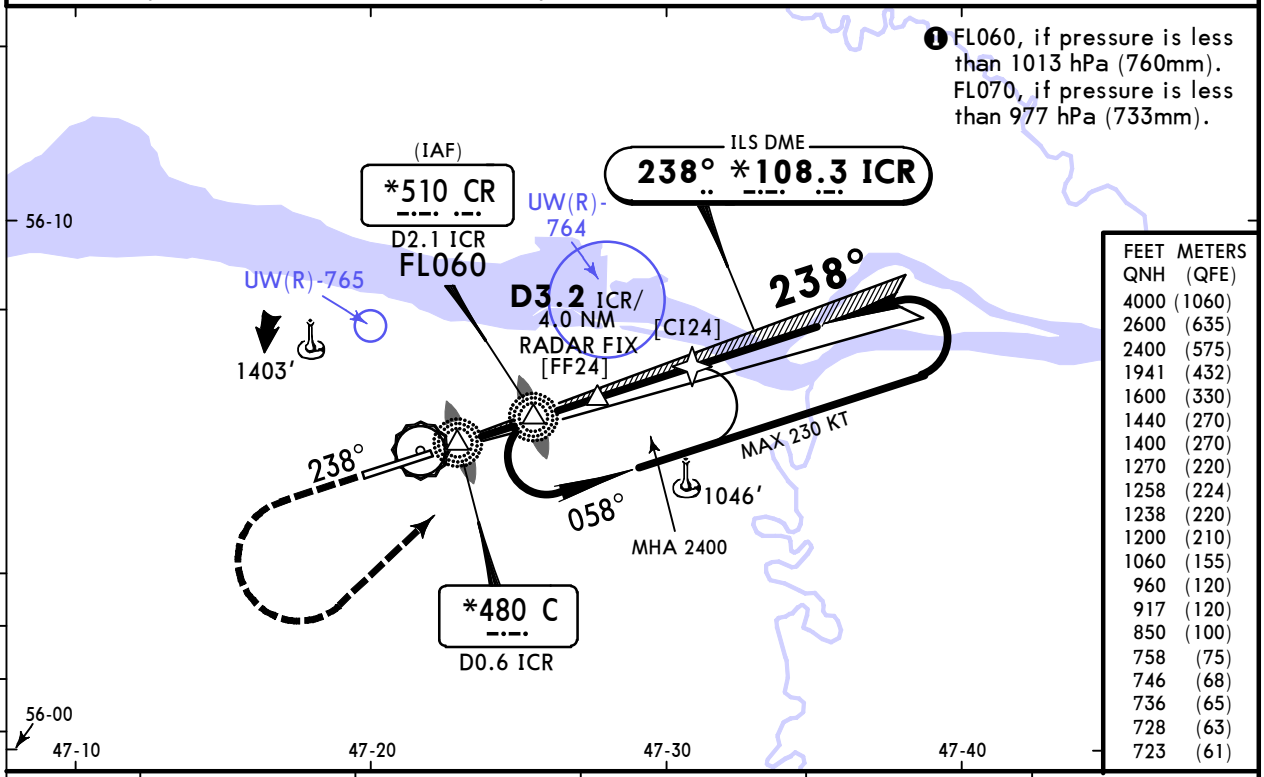
MISSED APCH: Climb STRAIGHT AHEAD to 1400′ or above, then turn LEFT to CR NDB climbing to 2400′ or above.

2600
MSA CR NDB

Alt Set: hPa (MM on req) | Rwy Elev: 19 hPa | Trans level: FL050 ❶ | Trans alt: 4000′

1. Radar required. 2. ILS DME reads zero at rwy 24 threshold.

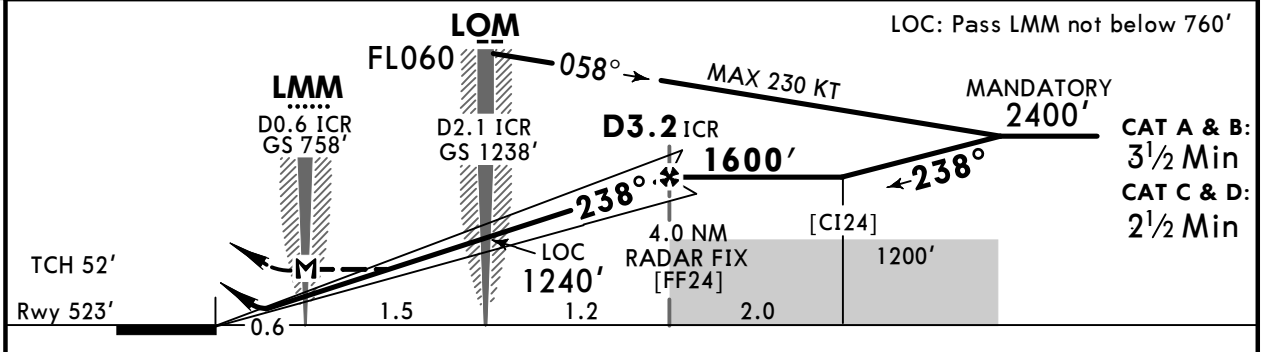
❶ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



FEET	METERS
QNH	(QFE)
4000	(1060)
2600	(635)
2400	(575)
1941	(432)
1600	(330)
1440	(270)
1400	(270)
1270	(220)
1258	(224)
1238	(220)
1200	(210)
1060	(155)
960	(120)
917	(120)
850	(100)
758	(75)
746	(68)
736	(65)
728	(63)
723	(61)

LOC (GS out)	ICR DME	1.1	2.2	3.2	4.3
	ALTITUDE	917′	1258′	1600′	1941′

LOC: Pass LMM not below 760′



CAT A & B: 3½ Min
CAT C & D: 2½ Min

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM/D0.6 ICR							

HIALS
PAPI
MIN 1400′

Std STRAIGHT-IN LANDING

ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)
A: 723′ (200′) C: 736′ (213′)	2 850′ (327′)
B: 728′ (205′) D: 746′ (223′)	

	ALS out		ALS out
A	1 R550m	R1200m	R800m	R1500m
B				
C				
D				

CIRCLE-TO-LAND
Prohibited in sector 260° thru 040° from ARP.

Max KT	MDA(H)	
100	960′ (400′)	V1500m
135	1060′ (500′)	V1600m
180	1270′ (710′)	V2400m
205	1440′ (880)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Restricted area.

UWKS/CSY CHEBOKSARY

JEPPESEN
1 AUG 25 (16-1) Eff 7 Aug

CHEBOKSARY, ~~RUSSIA~~
NDB Rwy 06

BRIEFING STRIP™

*ATIS	*CHEBOKSARY Tower (SRE/TWR)
123.6 (Russian 120.9)	119.3

NDB LA	Final Apch Crs	5.6 NM RADAR FIX	DA/MDA(H)	Apt Elev 560′ Rwy 560′
*510	058°	2200′ (1640′)	1040′ (480′)	

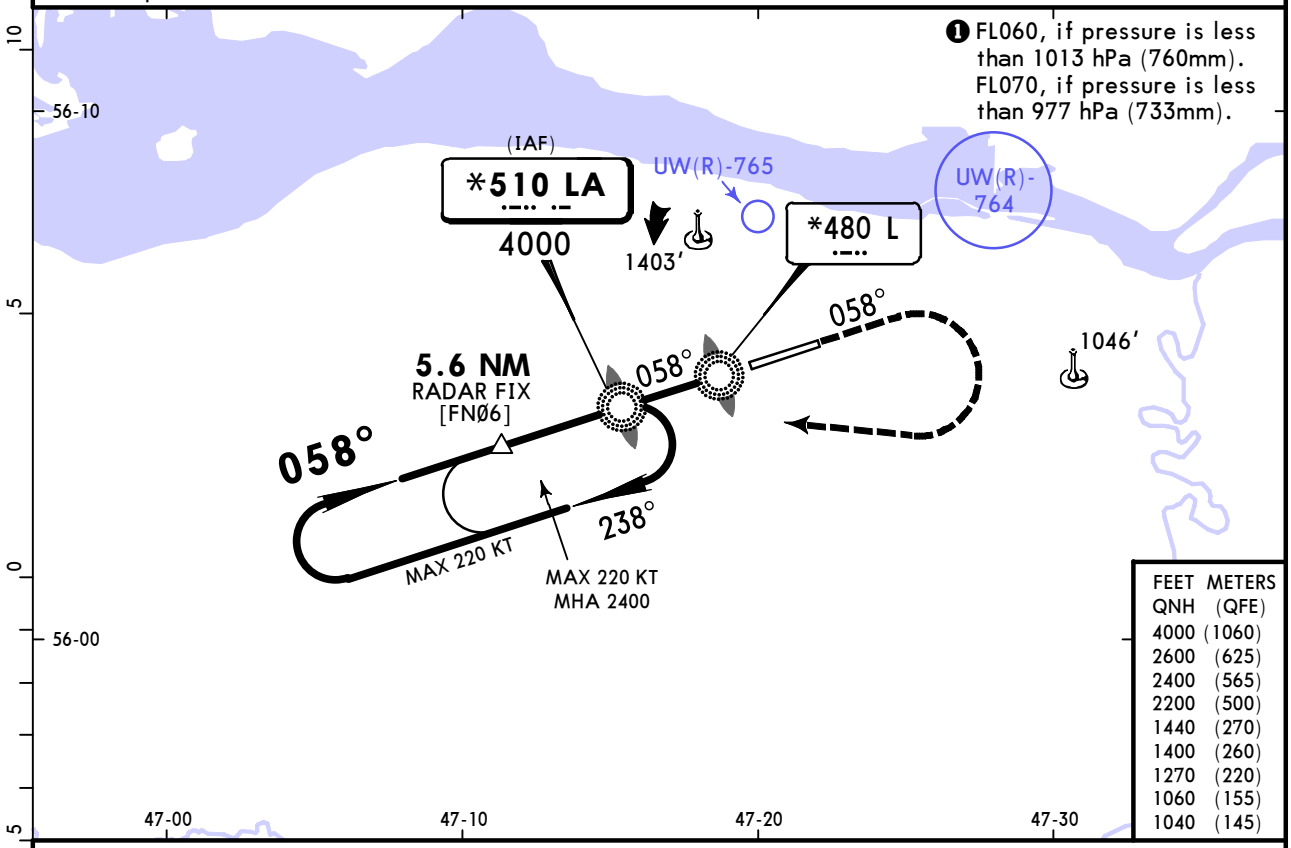
MISSED APCH: Climb on track 058° to 1400′ or above (MAX 200 KT), then turn RIGHT to LA NDB climbing to 2400′ or above.

2600
MSA LA NDB

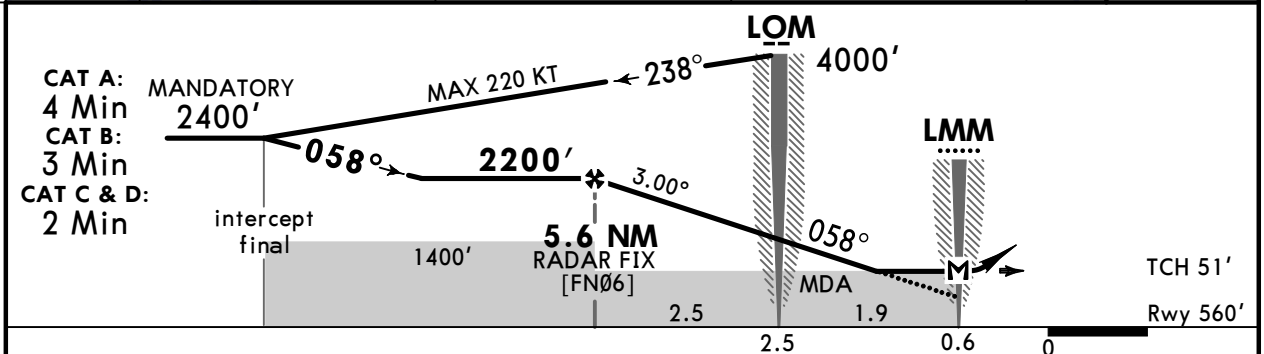
Alt Set: hPa (MM on req) | Apt Elev: 20 hPa | Trans level: FL050 ❶ | Trans alt: 4000′

Radar required.

❶ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



FEET	METERS
QNH	(QFE)
4000	(1060)
2600	(625)
2400	(565)
2200	(500)
1440	(270)
1400	(260)
1270	(220)
1060	(155)
1040	(145)



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

HIALS
PAPI

MIN 1400′ on 058°

200 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1040′ (480′)

	ALS out
A	R1500m
B	
C	R2200m
D	

CIRCLE-TO-LAND
Prohibited in sector 260° thru 040° from ARP.

Max KT	MDA(H)	
100	1040′ (480′)	V1500m
135	1060′ (500′)	V1600m
180	1270′ (710′)	V2400m
205	1440′ (880′)	V3600m

PANS OPS

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

CHANGES: Restricted area.

CHEBOKSARY, ~~RUSSIA~~
NDB Rwy 24

BRIEFING STRIP™

*ATIS	*CHEBOKSARY Tower (SRE/TWR)
123.6 (Russian 120.9)	119.3

NDB CR	Final Apch Crs	4.0 NM RADAR FIX	DA/MDA(H)	Apt Elev 560′
*510	238°	1600′ (1077′)	870′ (347′)	Rwy 523′

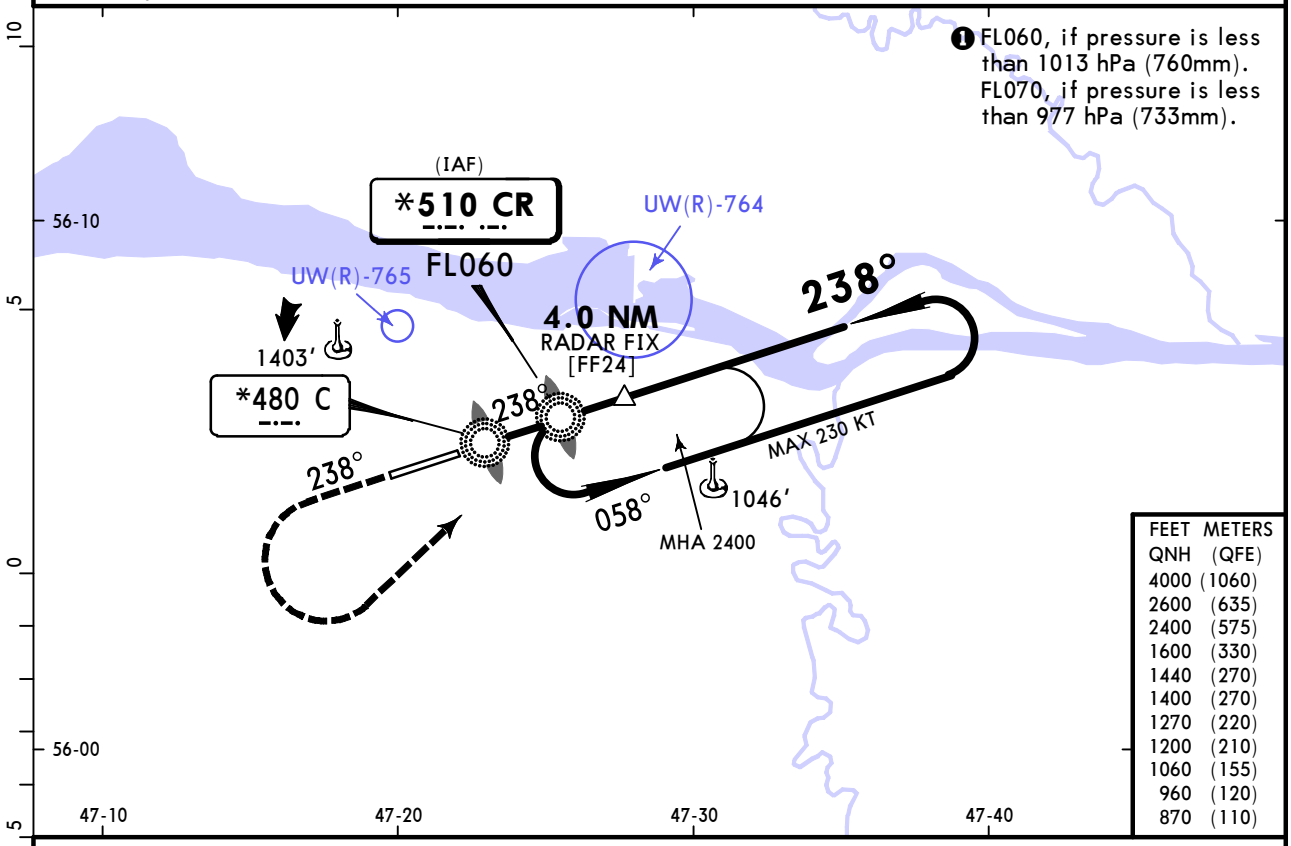
MISSED APCH: Climb STRAIGHT AHEAD to 1400′ or above, then turn LEFT to CR NDB climbing to 2400′ or above.

2600
MSA CR NDB

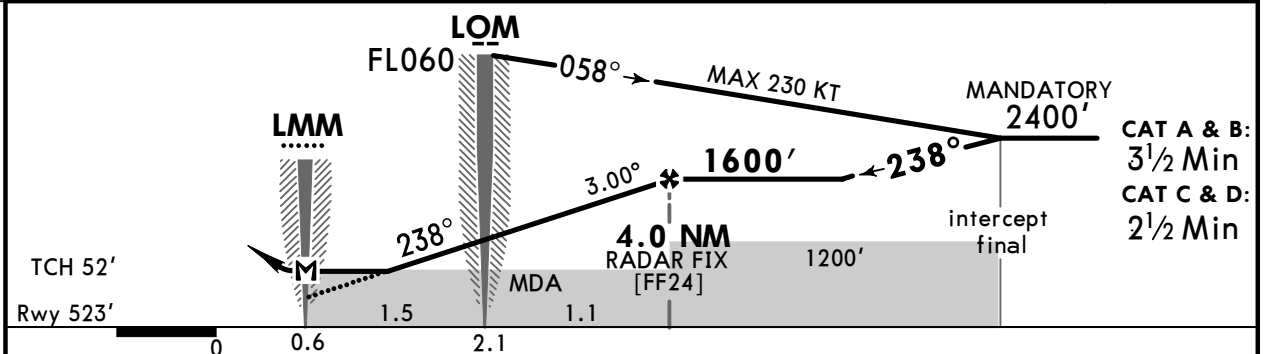
Alt Set: hPa (MM on req) | Rwy Elev: 19 hPa | Trans level: FL050 ❶ | Trans alt: 4000′

Radar required.

❶ FL060, if pressure is less than 1013 hPa (760mm). FL070, if pressure is less than 977 hPa (733mm).



FEET	METERS
QNH	(QFE)
4000	(1060)
2600	(635)
2400	(575)
1600	(330)
1440	(270)
1400	(270)
1270	(220)
1200	(210)
1060	(155)
960	(120)
870	(110)



CAT A & B: 3½ Min
CAT C & D: 2½ Min

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

HIALS
PAPI

MIN 1400′

PANS OPS

Std STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 870′ (347′)

	ALS out
A	R900m
B	R1500m
C	R1600m
D	

CIRCLE-TO-LAND
Prohibited in sector 260° thru 040° from ARP.

Max KT	MDA(H)	
100	960′ (400′)	V1500m
135	1060′ (500′)	V1600m
180	1270′ (710′)	V2400m
205	1440′ (880′)	V3600m

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

CHANGES: Restricted area.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHEBOKSARY, (CHEBOKSARY - UWKS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKS