

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** 0400-2000**AD ADMIN Hours:** 0500-1400**Airport Information****RFF:** CAT 6 H24**Fuel:** TS-1**PCN:** RWY 06/24: 55/F/D/X/T**Operation****TWY Restrictions**

TWY A width 20m / 66ft.

TWY B CLSD.

Taxi/Parking

Taxiing along TWY A with MNM speed only.

TWY B is AVBL for taxiing of ACFT with a mass up to 5.7t / 12500lbs.

Taxiing into/out of stands 7-11 should be carried out by towing only.

During winter conditions taxi guidelines may not be visible, request follow-me via TWR controller.

Engine Run-up Areas

Engine run-up shall be carried out on request of the tower controller taking into account additional safety measures.

Warnings

Birds in the vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition;**COM Failure after entry into Cheboksary TMA**

Continue flight on last assigned FL towards LOM. Descending from LOM is commenced at EAT or as close as possible to this time.

If unable to land at Cheboksary/Senyaly AD:

Proceed to Kazan AD at FL070 or Nizhny Novgorod/Strigino at FL100 along DEP routes to NCRP NIGAS or CRP NAMER and along routes to LOM Kazan or Nizhny Novgorod/Strigino AD.

Arrival Procedure**Noise Abatement Procedure**

NAP may be ignored in case:

- RWY friction coefficient is below 0.4;
- in case visibility less than 1800m or ceiling below 492ft (150m);
- when cross-wind component (including gusts) exceeds 14KT;
- when tailwind component exceeds 5KT;
- when wind shear or unfavourable weather conditions (e.g. CB) is forecasted or reported.

Non-standard GP intercept position on RWY 06

GP intercepts RWY 06 at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2180m / 7153ft.

ARRIVAL**Reverse**

Except for safety reasons reverse shall only be used in idle thrust.

DEPARTURE**Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

COM Failure: See CRAR and in addition;

In case of COM Failure after TKOF and below 1220ft QNH (200m QFE), continue climb to ADs traffic circuit height and land at Cheboksary AD in accordance with IAP patterns or proceed to ALTN ADs (Kazan or Nizhny Novgorod/Strigino) at FL70 or FL100 along DEP route to NIGAS or CRP NAMER.

If for any reasons the PIC cannot immediately carry out landing at Cheboksary/Senyaly he shall proceed to holding area climbing to AD traffic circuit height and hold. Afterwards he shall proceed on standard IAP towards Cheboksary/Senyaly or proceed at FL100 to ALTN AD Kazan or Nizhny Novgorod/Strigino via NIGAS or CRP NAMER.

If required after passing CTA boundaries ACFT may proceed along flight planned route at FL140, FL150 or FL240, FL250.

In case of COM Failure during climbing to flight level ACFT shall climb to previously assigned altitude or flight level to NDB of CTA exit corridor and after passing CTA boundaries climb to assigned flight level (according to FPL, RPL).

Departure Procedure

Noise Abatement Procedure: NADP1 or NADP2 and in addition;

TKOF with tail-wind component up to 5m/s is allowed under following conditions:

- RWY is dry or damp
- friction coefficient is 0.5 or more
- cross-wind component is not more than 5m/s

TKOF and departure from RWY 06/24 shall be carried out in accordance with DEP patterns with MAX possible climb gradient.

Change of course prohibited below 120m AAL.

Between 120m AAL and 200m AAL, turns shall be executed with MAX 15° bank.

Reduction of ENG PWR shall not be applied until:

- ACFT reaches 400m AAL.
- A climb gradient of 4% can be maintained.

De-Icing

AVBL

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17-MAY-2018

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AGC

AFC

AFC

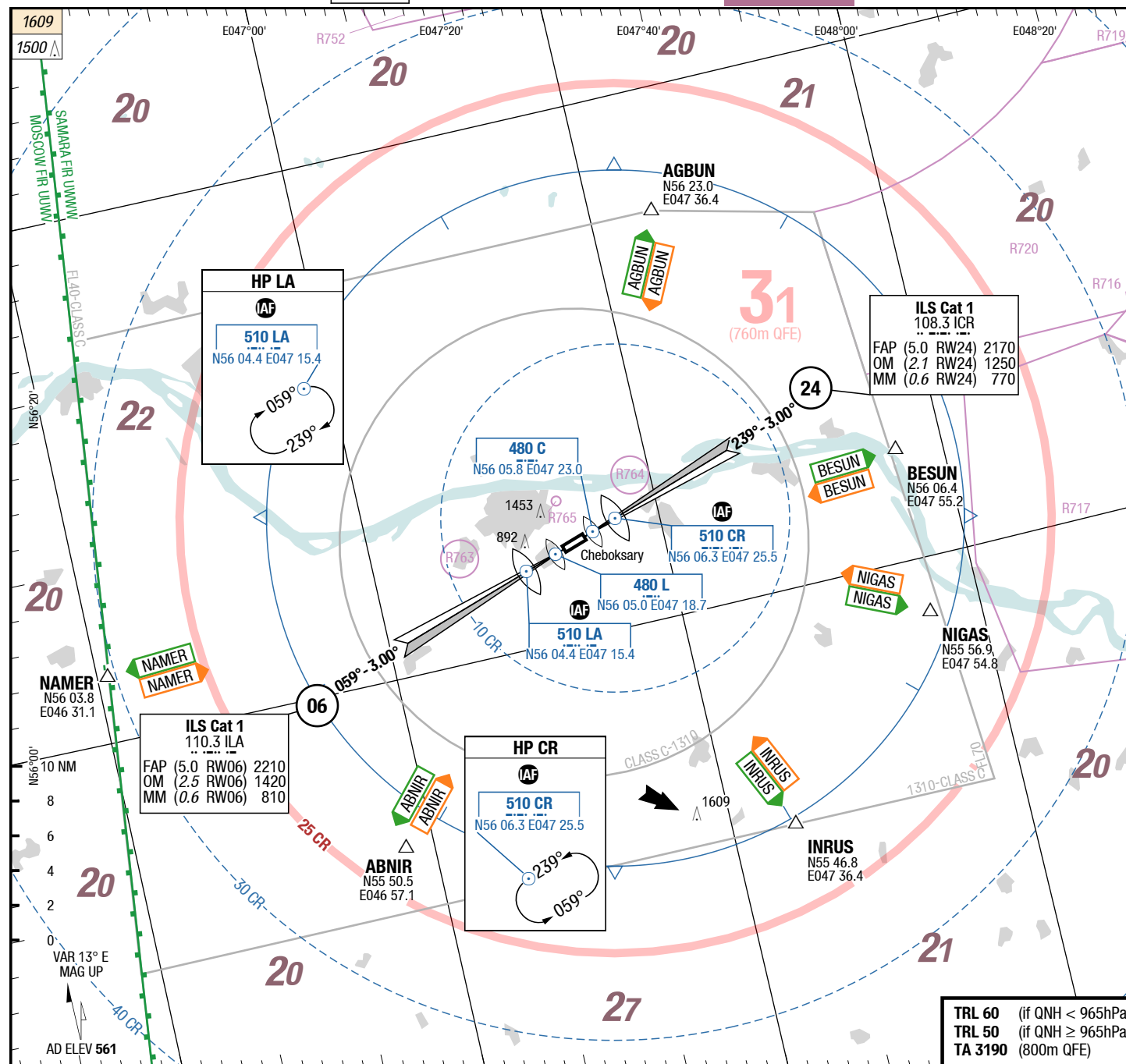
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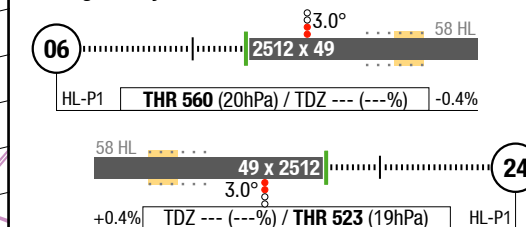
AFC

2-10



ATIS 123.600 0400-2000
Kazan APP 135.225 w
TWR 119.300 HS Krug, Start
124.000 O/R
APN 118.800 HS
Transit 131.700 HS

Landing RWY system:



TRL 60 (if QNH < 965hPa)
TRL 50 (if QNH ≥ 965hPa)
TA 3190 (800m QFE)

Changes: VAR

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COORDINATES

1	N56 04.9 E047 19.2
2-4	N56 05.0 E047 19.2
5,6	N56 05.0 E047 19.3
7	N56 05.0 E047 19.4
8	N56 05.0 E047 19.5
9	N56 05.1 E047 19.6
10	N56 05.0 E047 19.4
11	N56 05.0 E047 19.3
12	N56 05.0 E047 19.2
17	Not published

RWY	TORA	ASDA	TODA
06	2512	2512	2662
24	2512	2512	2662

Runway profile



ATIS 123.600 0400-2000
TWR 119.300 HS Krug, Start
124.000 O/R
APN 118.800 HS
Transit 131.700 HS

24
239°
523

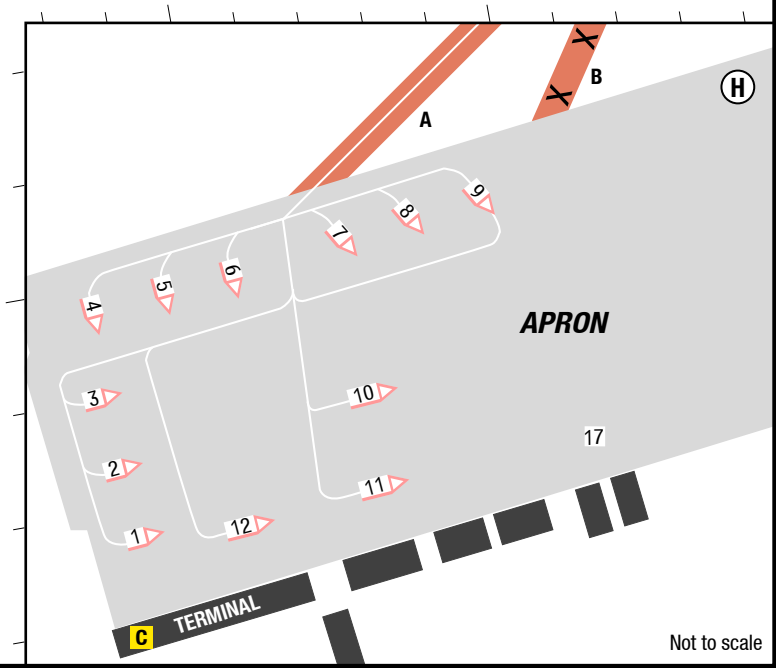
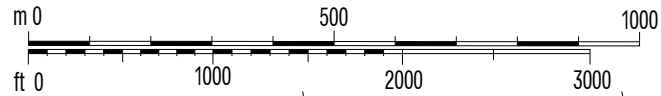
ARP
N 56 05.4
E 047 20.8

2512 X 49

06
059°
560

VAR 13° E
MAG UP
AD ELEV 561

APRON



Not to scale

Changes: TWY B, VAR, COORD

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SIDs RWY 24

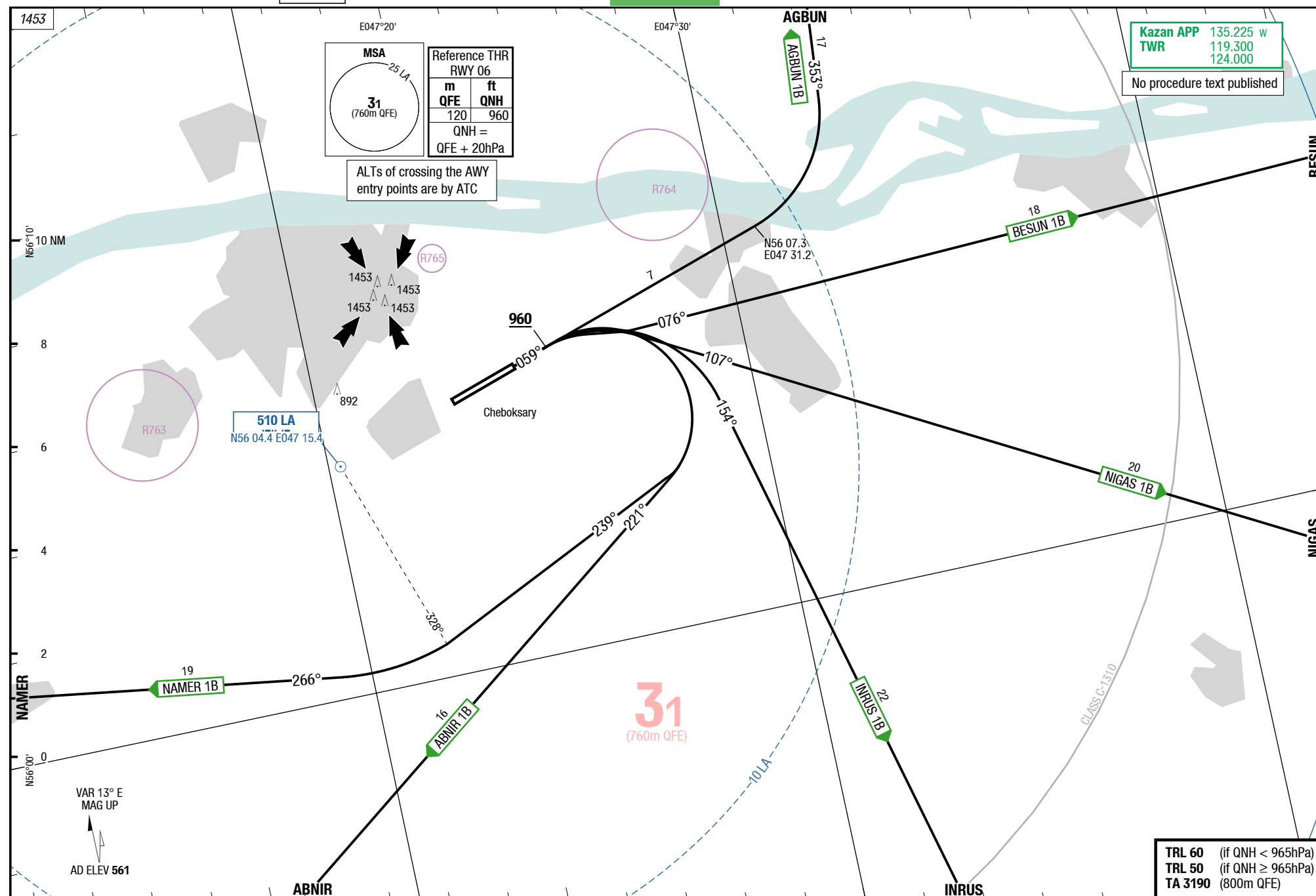
SIDs RWY 06

SID

SID

SIDs RWY 24

SIDs RWY 06



Changes: VAR, OBST, Editorial

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SID

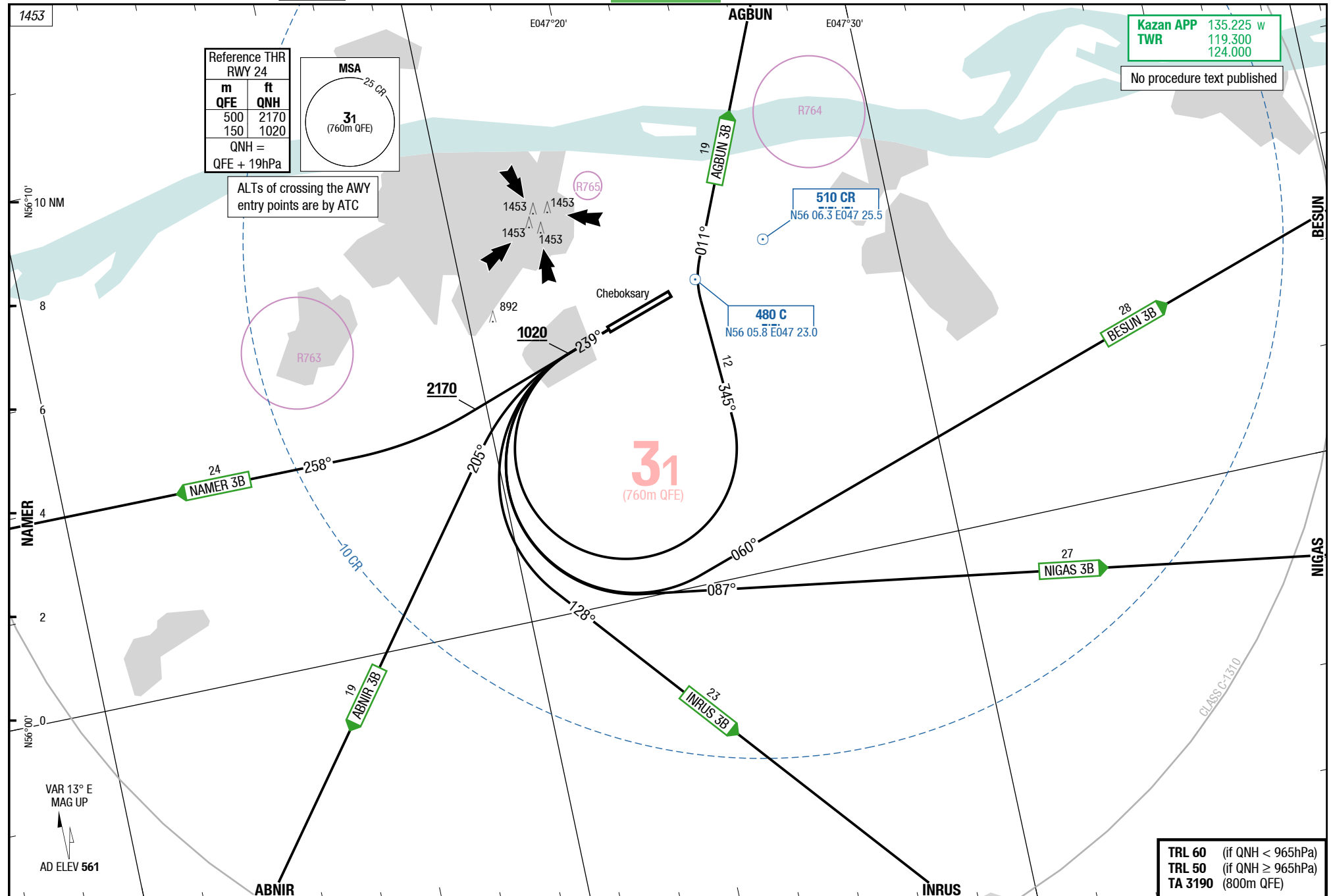
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SIDs RWY 24

SIDs RWY 24



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STARs RWY 06 (via LA)

STARs RWY 06

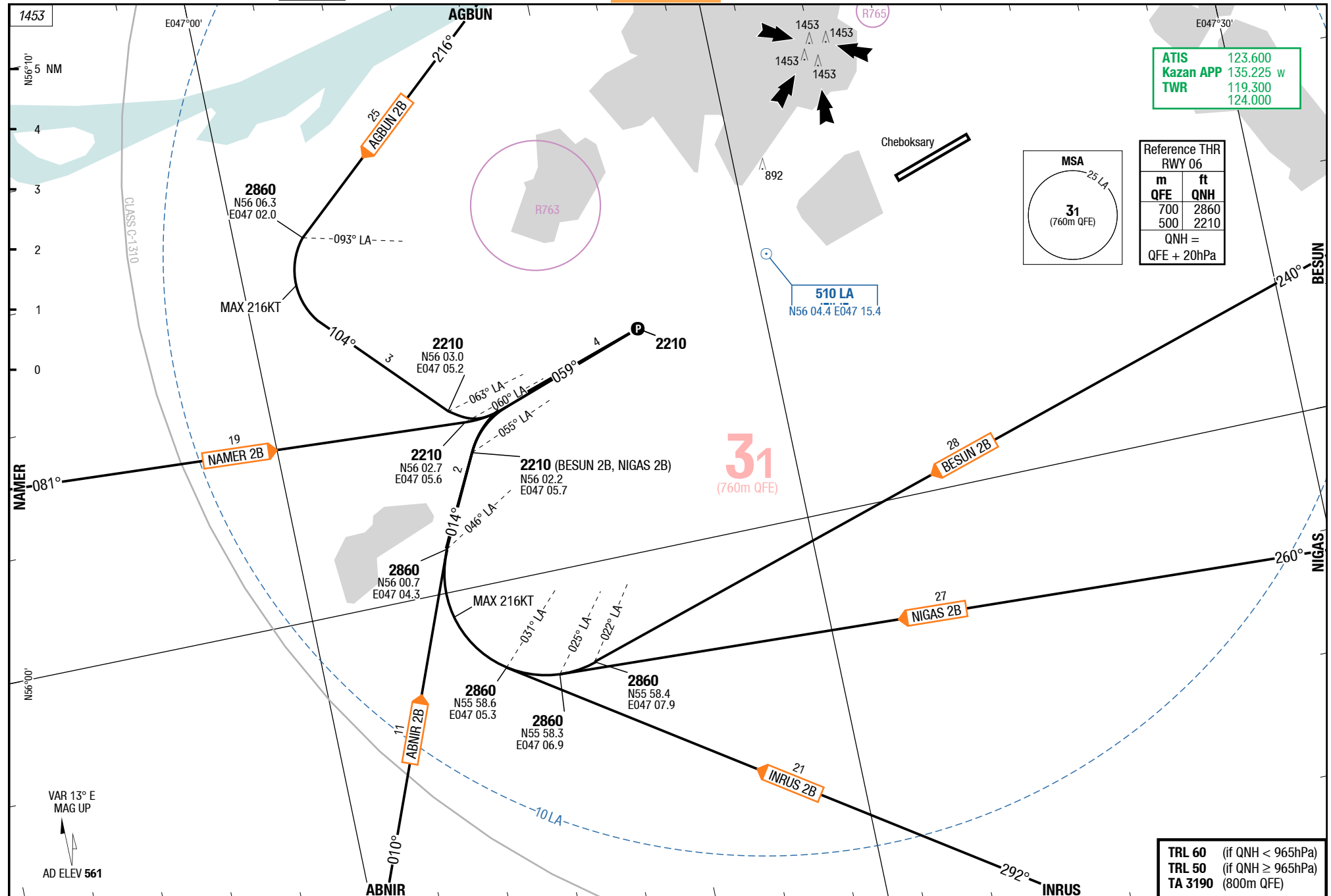
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STARs RWY 06 (via LA)

STARs RWY 06



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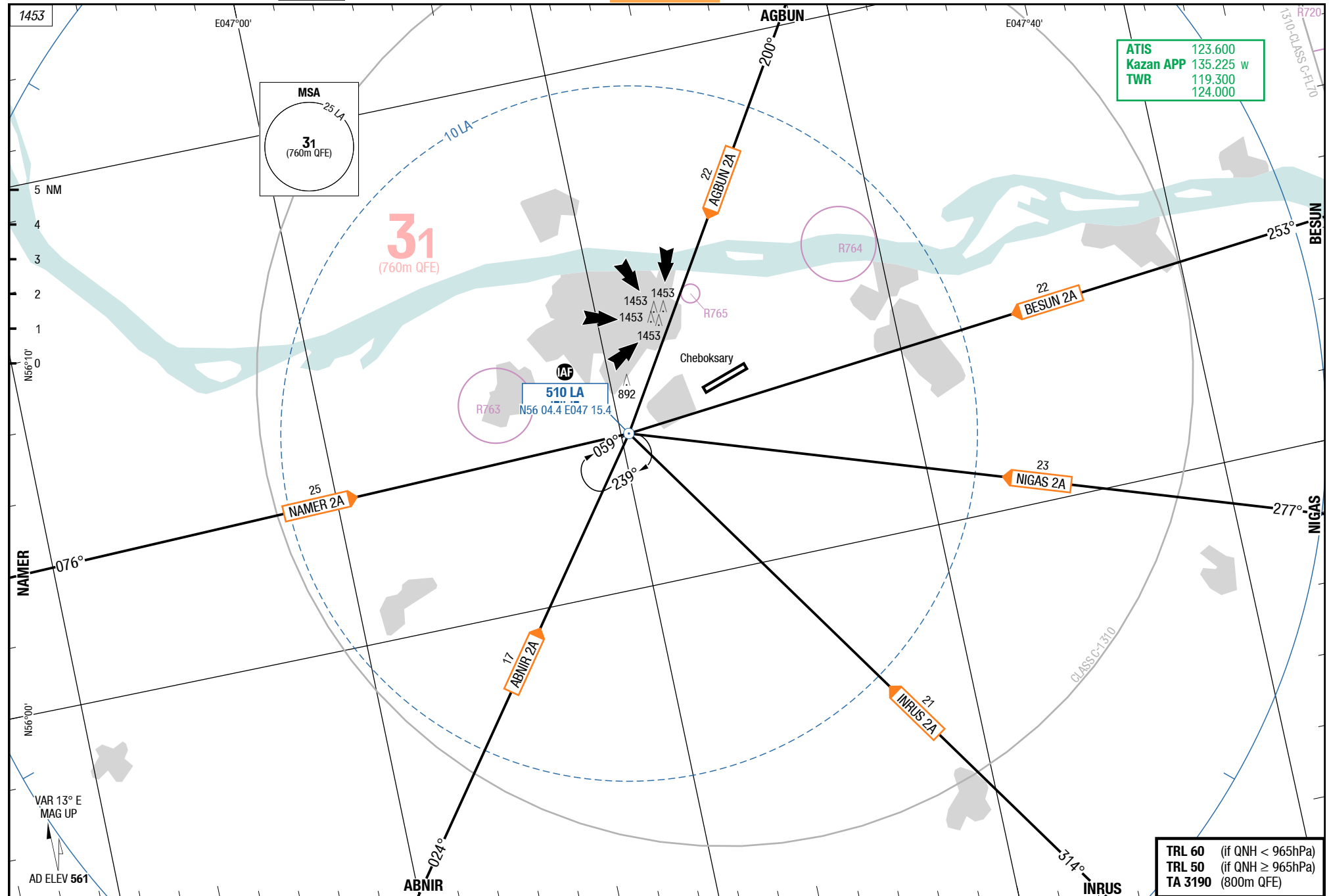
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6-20

STARs RWY 06 (via LA)

STARs RWY 06 (via LA)



Changes: VAR, OBST

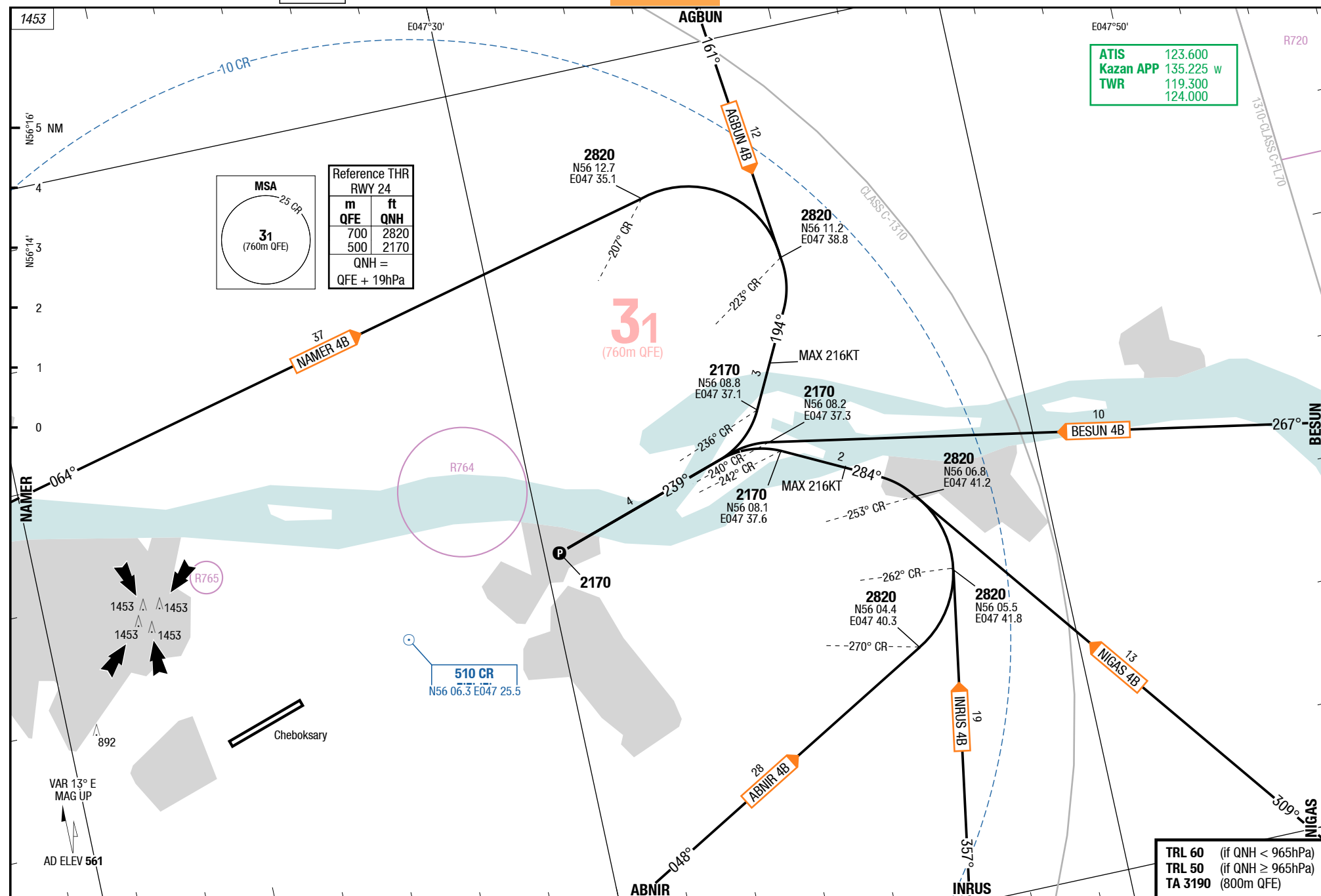
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STARs RWY 24

STAR

STAR

STARs RWY 24



Changes: Track, OBST, VAR

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6-40

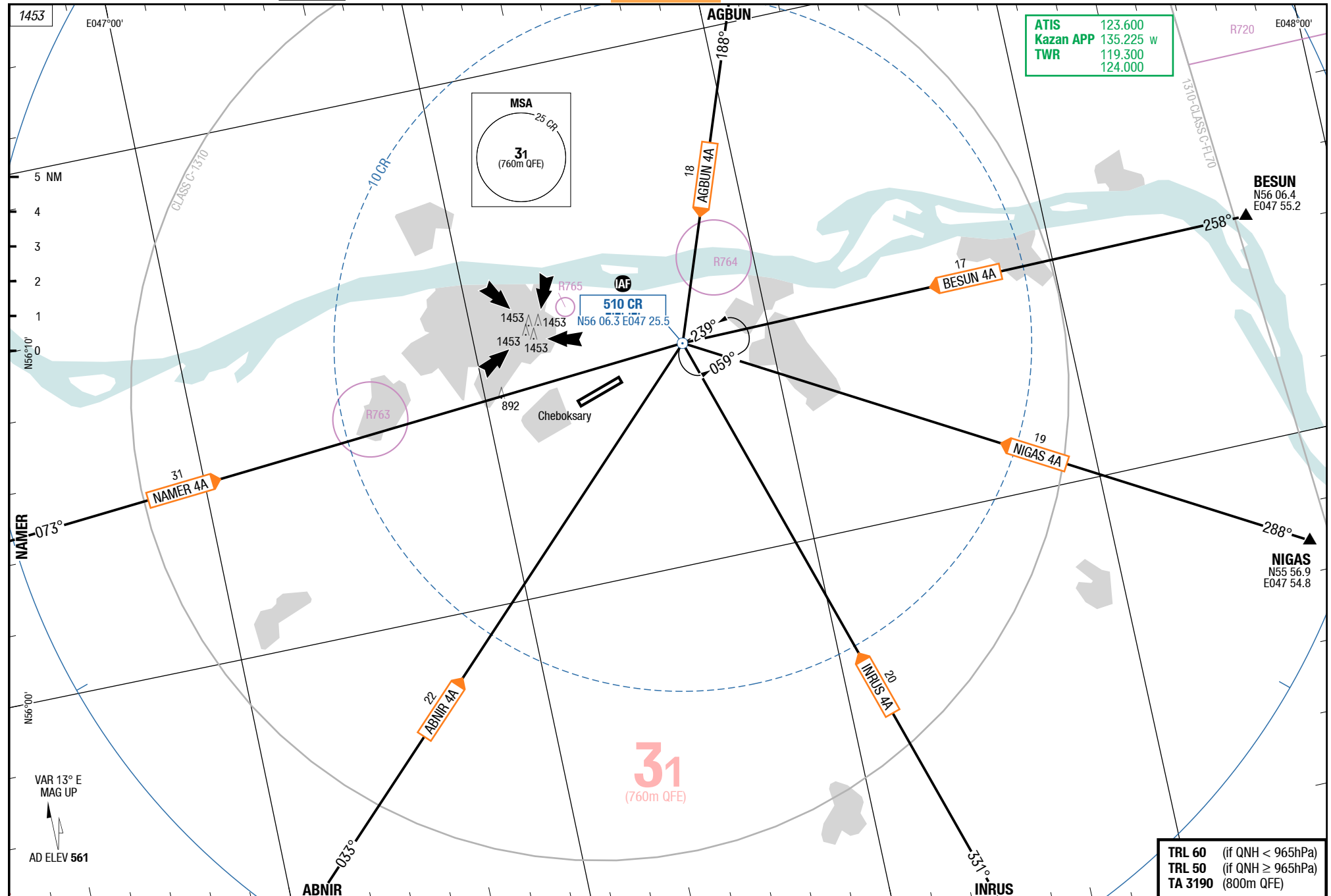
STARs RWY 24 (via CR)

STAR

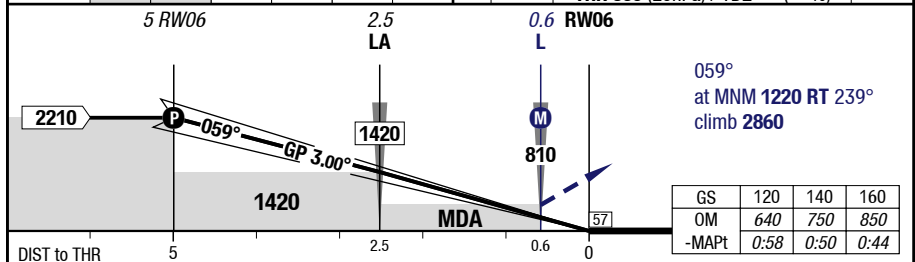
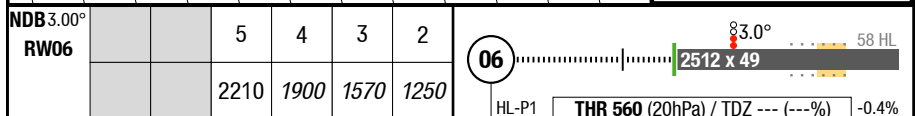
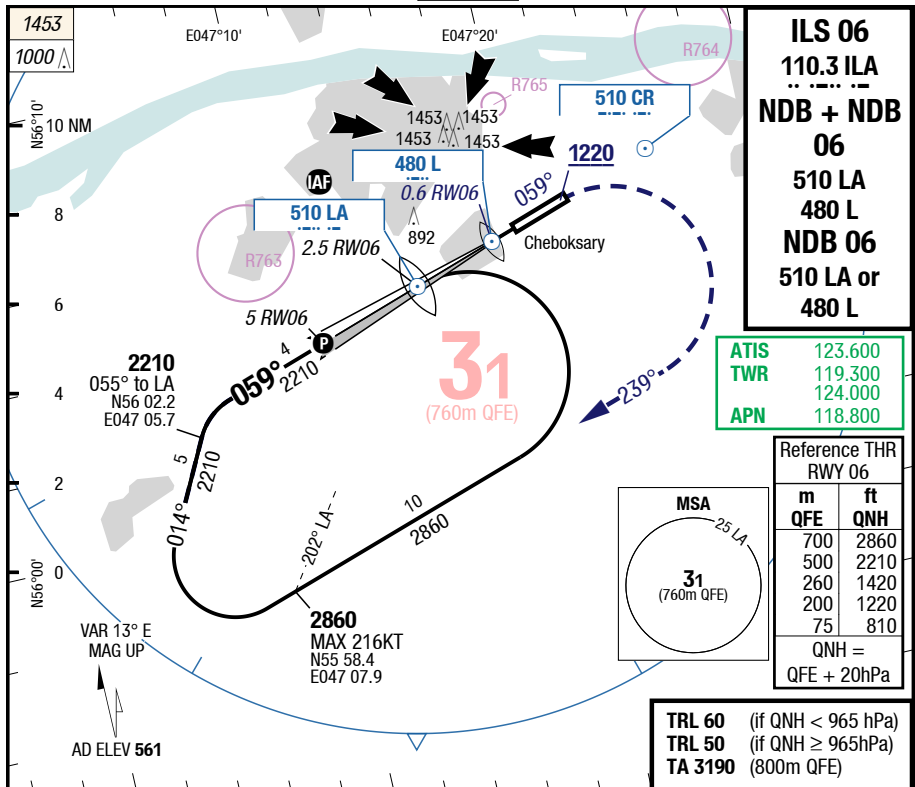
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STARs RWY 24 (via CR)



Changes: VAR, OBST

CSY-UWKS**7-10****ILS 06 / NDB + NDB 06 / NDB 06**

06		Cat 1 1)	LOC	NDB NDB LA+L 2)	NDB LA or L 2)	NDB L wo FAF	Circling 3)
C	ft - m/km ft	200 - 550R/800V 760	Not authorized	380 - 1.0 940	590 - 2.0 1150	830 - 2.4 1390	Not published
D	ft - m/km ft	200 - 550R/800V 760	Not authorized	380 - 1.0 940	590 - 2.0 1150	830 - 2.4 1390	Not published

1) FD, AP or HGS required, else RVR 750m

3) BTN 040° - 260° of AD only

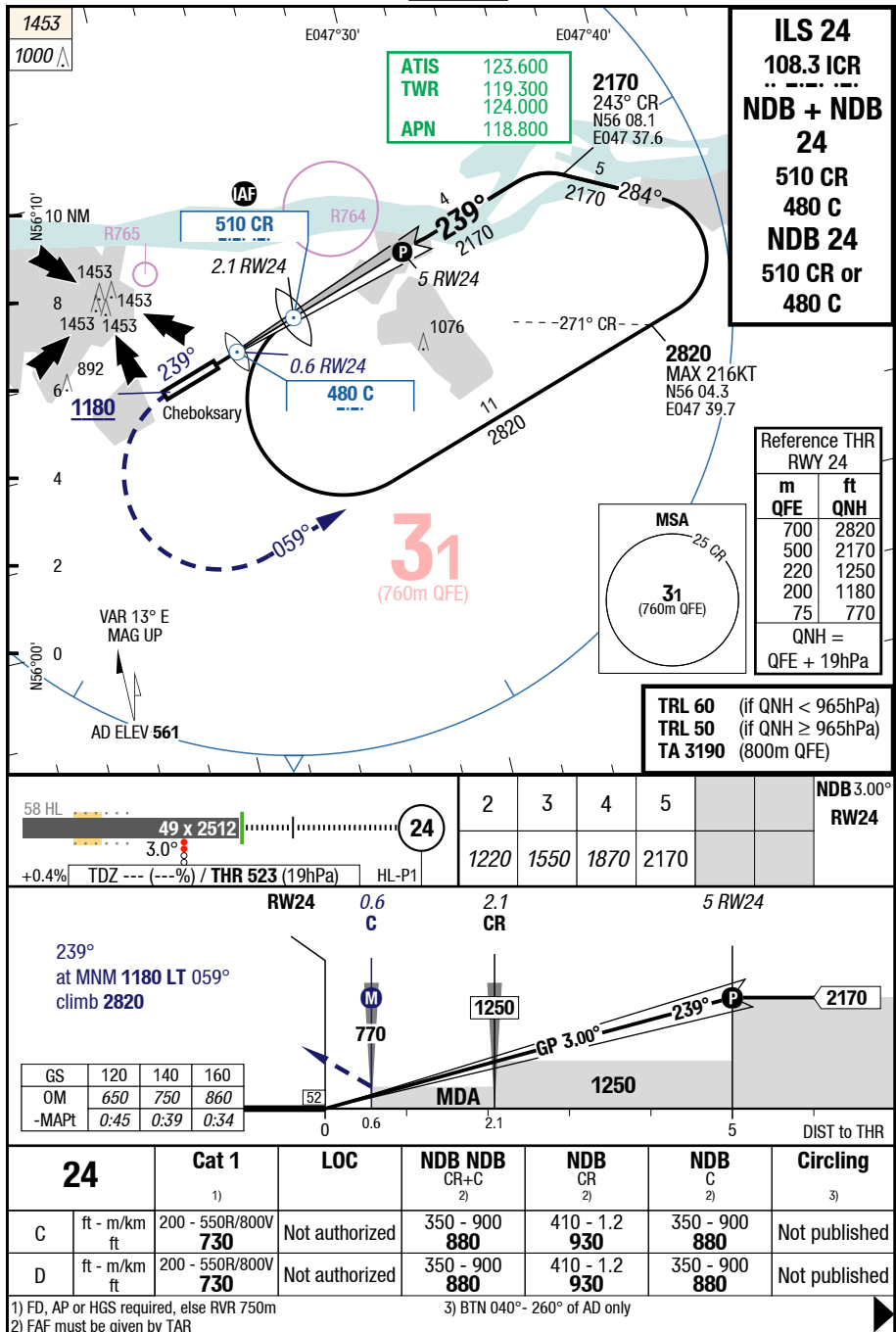
2) FAF must be given by TAR

Changes: VAR, OBST

CSY-UWKS

7-20

ILS 24 / NDB + NDB 24 / NDB 24



CSY-UWKS

7-30

WxMinima Overflow

24		NDB C wo FAF					
C	ft - m/km ft	600 - 2.0 1120					
D	ft - m/km ft	600 - 2.0 1120					