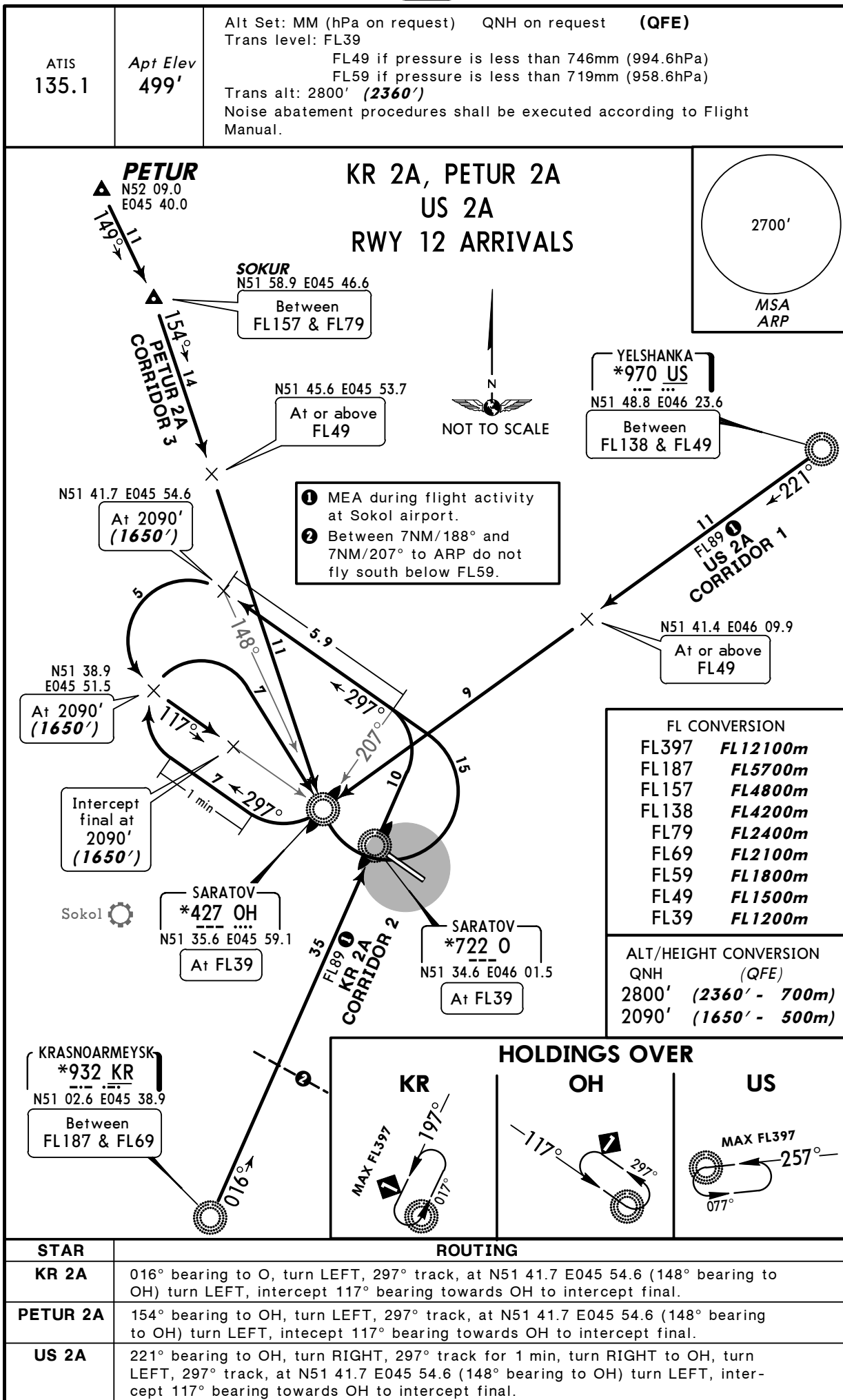


UWSS/RTW
TSENTRALNY

JEPPESSEN
2 MAR 07 10-2 Eff 15 Mar

SARATOV, RUSSIA
STAR



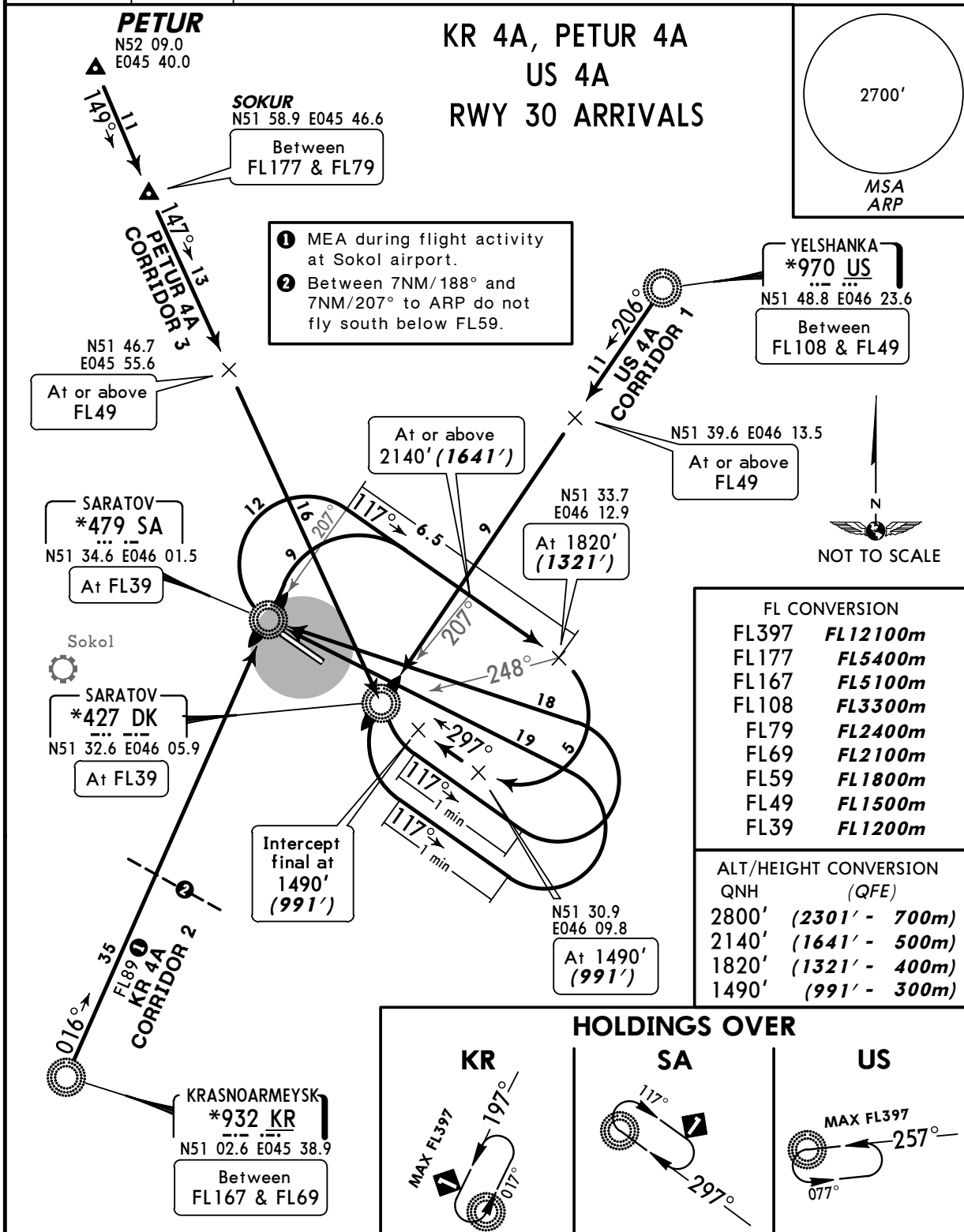
UWSS/RTW
TSENTRALNY

JEPPESEN
2 MAR 07 **10-2A** Eff 15 Mar

SARATOV, RUSSIA

STAR

ATIS 135.1	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 FL49 if pressure is less than 746mm (994.6hPa) FL59 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2301') Noise abatement procedures shall be executed according to Flight Manual.
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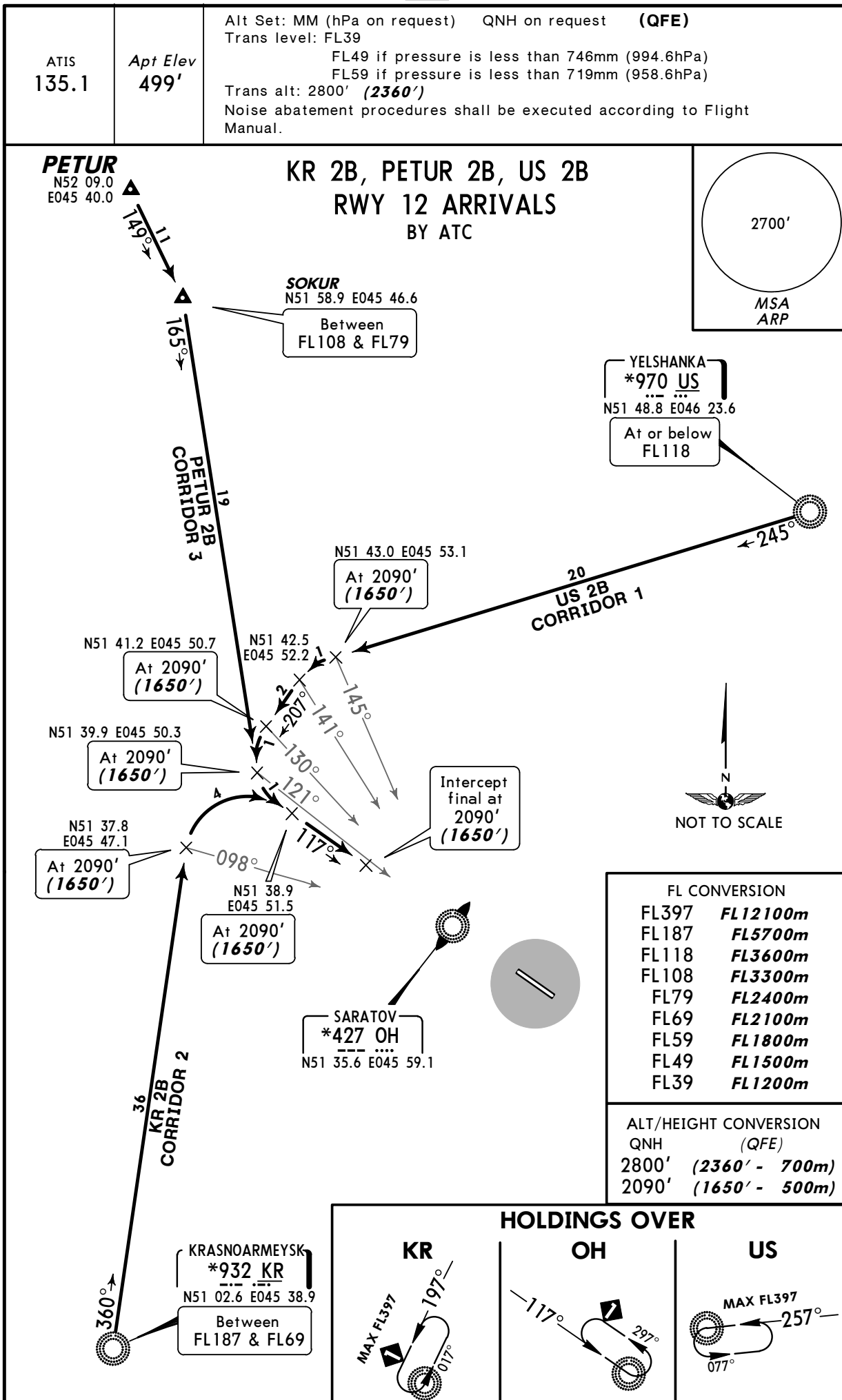
STAR	ROUTING
KR 4A	016° bearing to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.
PETUR 4A	147° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.
US 4A	206° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.

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JEPPESEN
2 MAR 07 **10-2B** Eff 15 Mar

SARATOV, RUSSIA

STAR

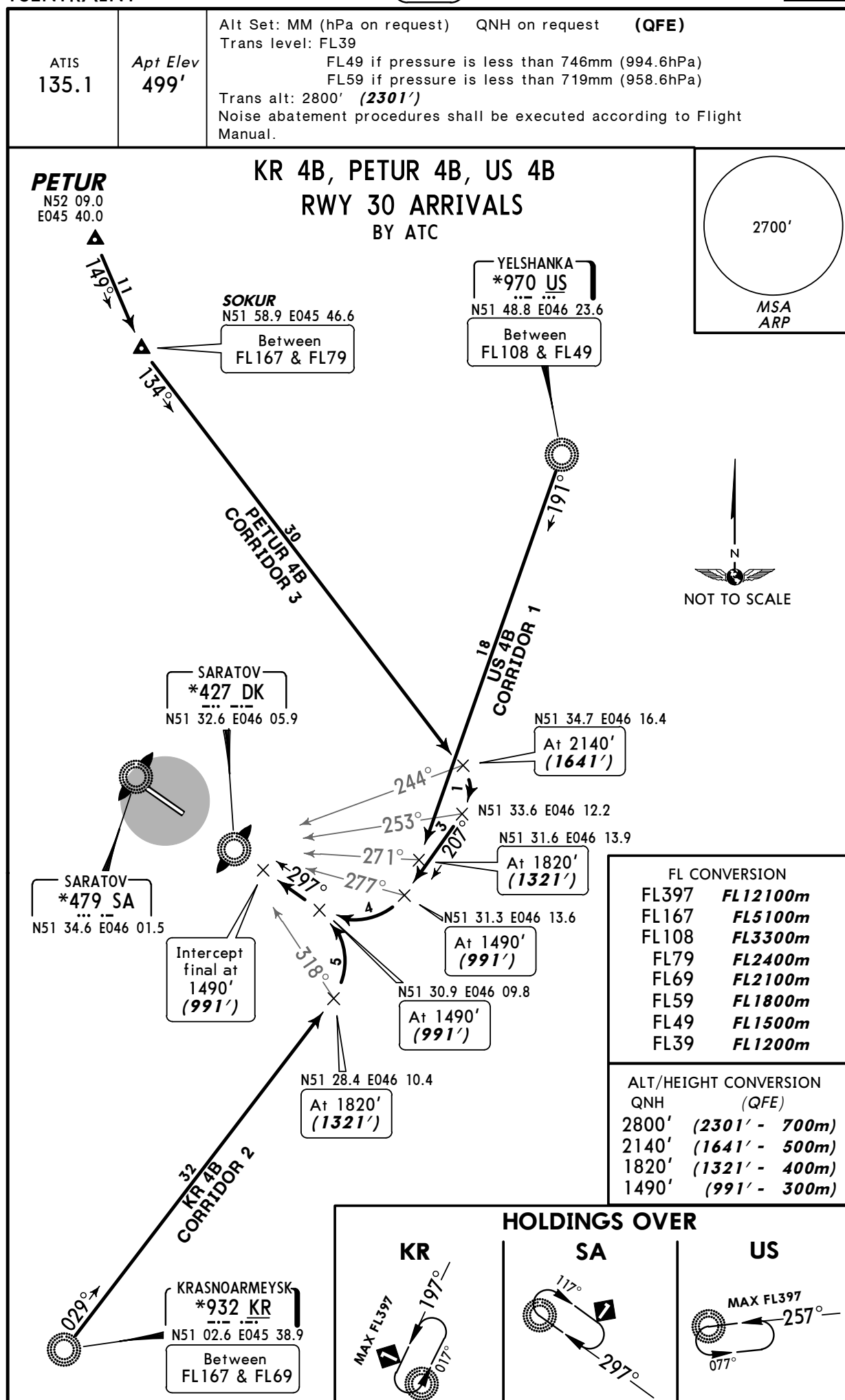


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2 MAR 07 **10-2C** Eff 15 Mar

SARATOV, RUSSIA

STAR



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JEPPESEN
2 MAR 07 10-3 Eff 15 Mar

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL39

FL49 if pressure is less than 746mm (994.6hPa)

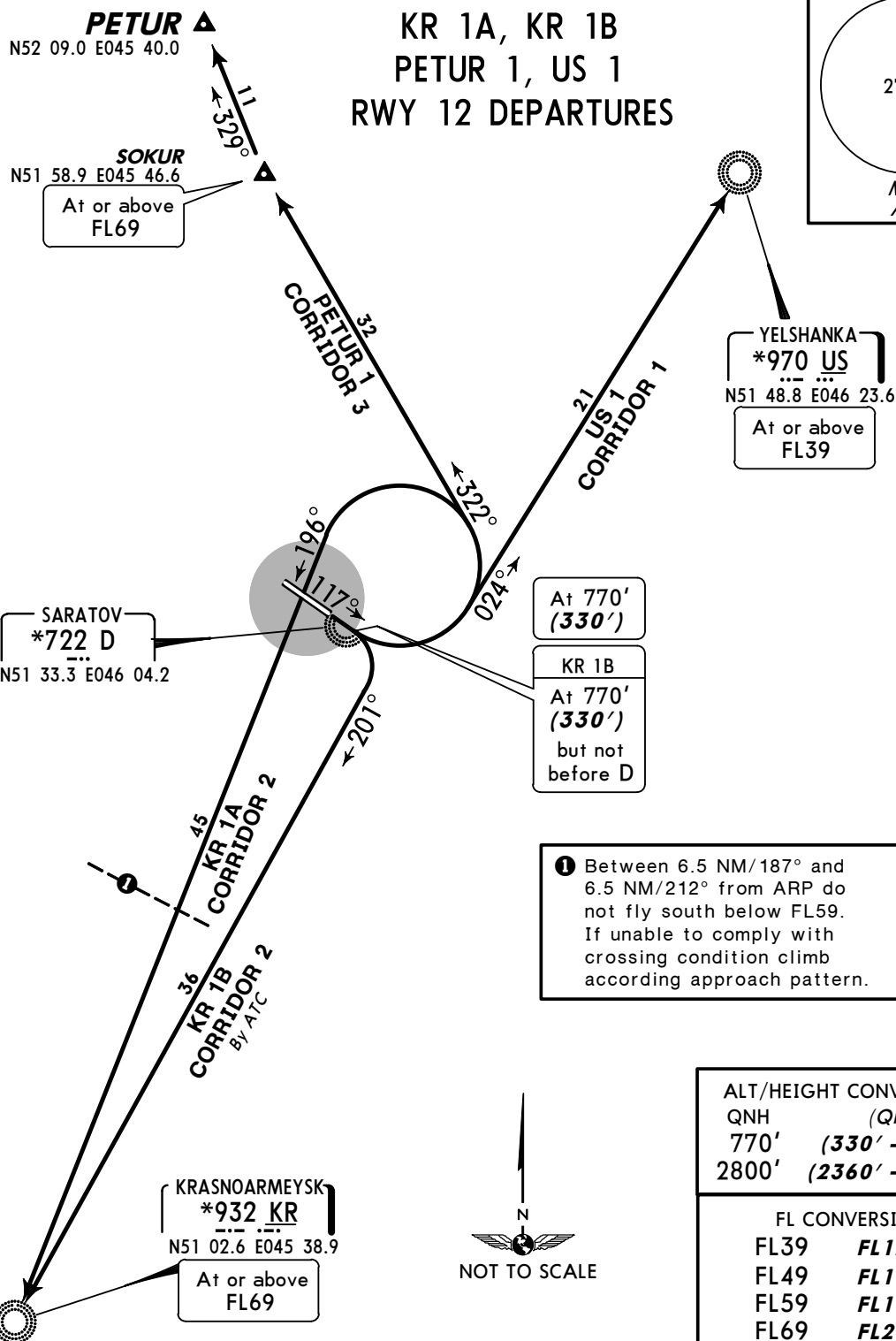
FL59 if pressure is less than 719mm (958.6hPa)

Trans alt: 2800' (2360')

1. Noise abatement procedures shall be executed according to Flight Manual.

2. During take-off climbing shall be carried out with maximum possible climb gradient.

3. Initial turn shall be executed with bank angle 20°.



SID

ROUTING

KR 1A	Climb straight ahead to 770' (330'), turn LEFT, intercept 196° bearing to KR.
KR 1B By ATC	Climb straight ahead to 770' (330'), turn RIGHT, intercept 201° bearing to KR.
PETUR 1	Climb straight ahead to 770' (330'), turn LEFT, 322° track to SOKUR, then to PETUR.
US 1	Climb straight ahead to 770' (330'), turn LEFT, intercept 024° bearing to US.

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TSENTRALNYJEPPESEN
2 MAR 07 (10-3A) Eff 15 Mar

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL39

FL49 if pressure is less than 746mm (994.6hPa)

FL59 if pressure is less than 719mm (958.6hPa)

Trans alt: 2800' (2301')

- Noise abatement procedures shall be executed according to Flight Manual.
- During take-off climbing shall be carried out with maximum possible climb gradient.
- Initial turn shall be executed with bank angle 20°.

▲ PETUR

N52 09.0 E045 40.0

SOKUR

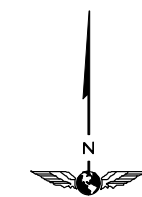
N51 58.9 E045 46.6

At or above
FL79KR 3A, KR 3B, PETUR 3
US 3A, US 3B, US 3C
RWY 30 DEPARTURES

2700'

MSA
ARPYELSHANKA
*970 US

N51 48.8 E046 23.6

At or above
FL59

NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)

1160' (661' - 200m)

2470' (1971' - 600m)

2800' (2301' - 700m)

FL CONVERSION

FL39 FL1200m

FL49 FL1500m

FL59 FL1800m

FL79 FL2400m

FL89 FL2700m

- ① Between 6.5 NM/187° and 6.5 NM/212° from ARP do not fly south below FL59. If unable to comply with crossing condition climb according approach pattern.

SID	ROUTING
KR 3A	Climb straight ahead to 1160' (661'), turn RIGHT, intercept 197° bearing to KR.
KR 3B By ATC	Climb straight ahead to 2470' (1971'), turn LEFT, intercept 187° bearing to KR.
PETUR 3	Climb straight ahead to 1160' (661'), turn RIGHT, 325° track to N51 40.1 E045 55.8, 335° track to SOKUR, then to PETUR.
US 3A	Climb straight ahead to 1160' (661'), turn RIGHT, 117° track to abeam D, intercept 025° bearing to US.
US 3B By ATC	Climb straight ahead to 1160' (661'), turn RIGHT, intercept 043° bearing to US.
US 3C By ATC	Climb straight ahead to 1160' (661'), turn RIGHT, 325° track to N51 40.1 E045 55.8, intercept 059° bearing to US.

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Apt Elev **499'**
N51 33.9 E046 02.8

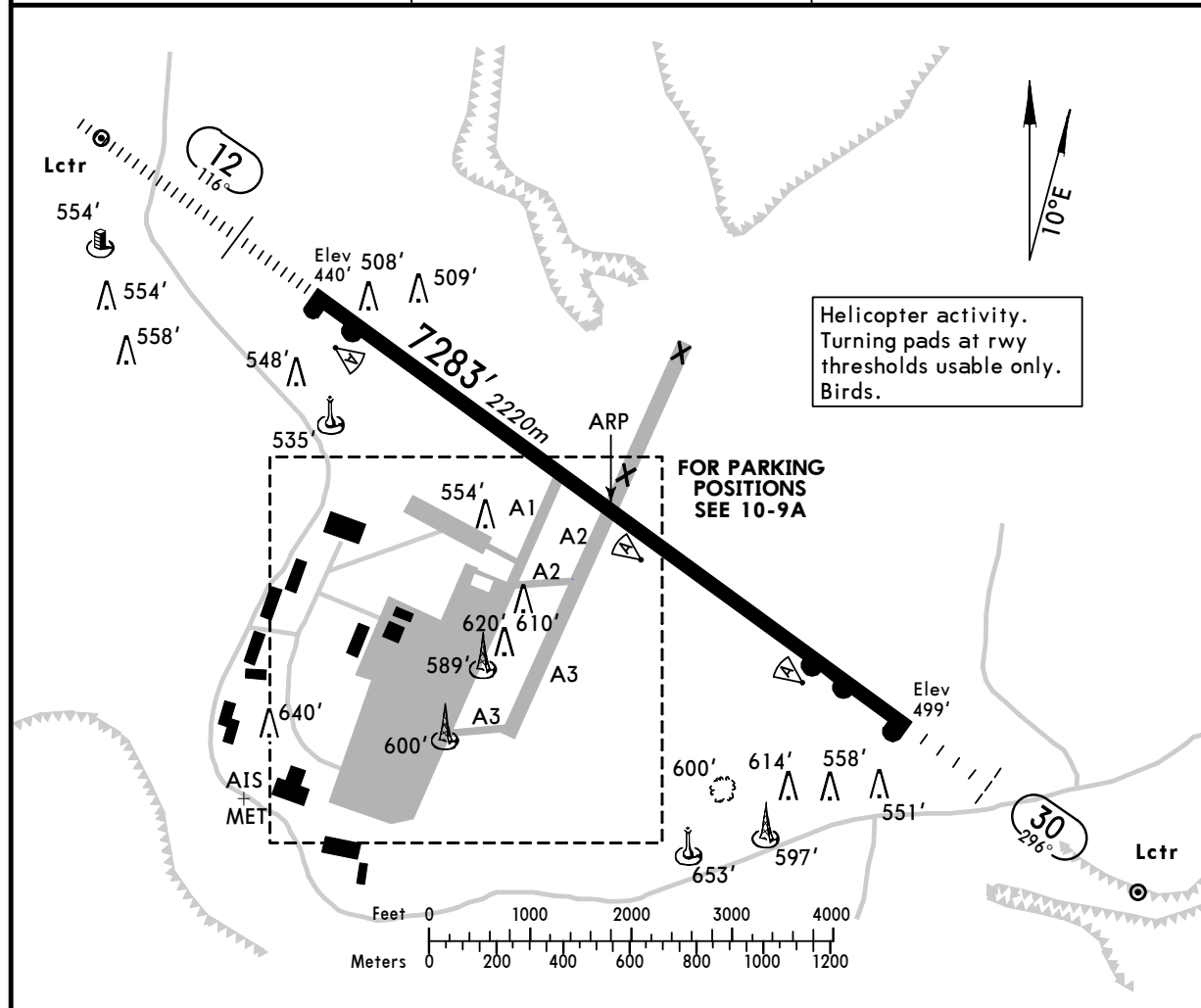
JEPPESSEN

12 SEP 08 **(10-9)** Eff 25 Sep

SARATOV, RUSSIA

TSENTRALNY

ATIS	SARATOV Ground	Tower
135.1	119.0	128.1



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
12	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR	6675' 2035m
30	HIRL (60m)	ALS	PAPI-L (angle 2.83°)	RVR	5946' 1812m
					6890' 2100m ①

① First 394'/120m unusable for take-off.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
	LVP must be in force RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	RCLM (DAY only) or RL
	400m

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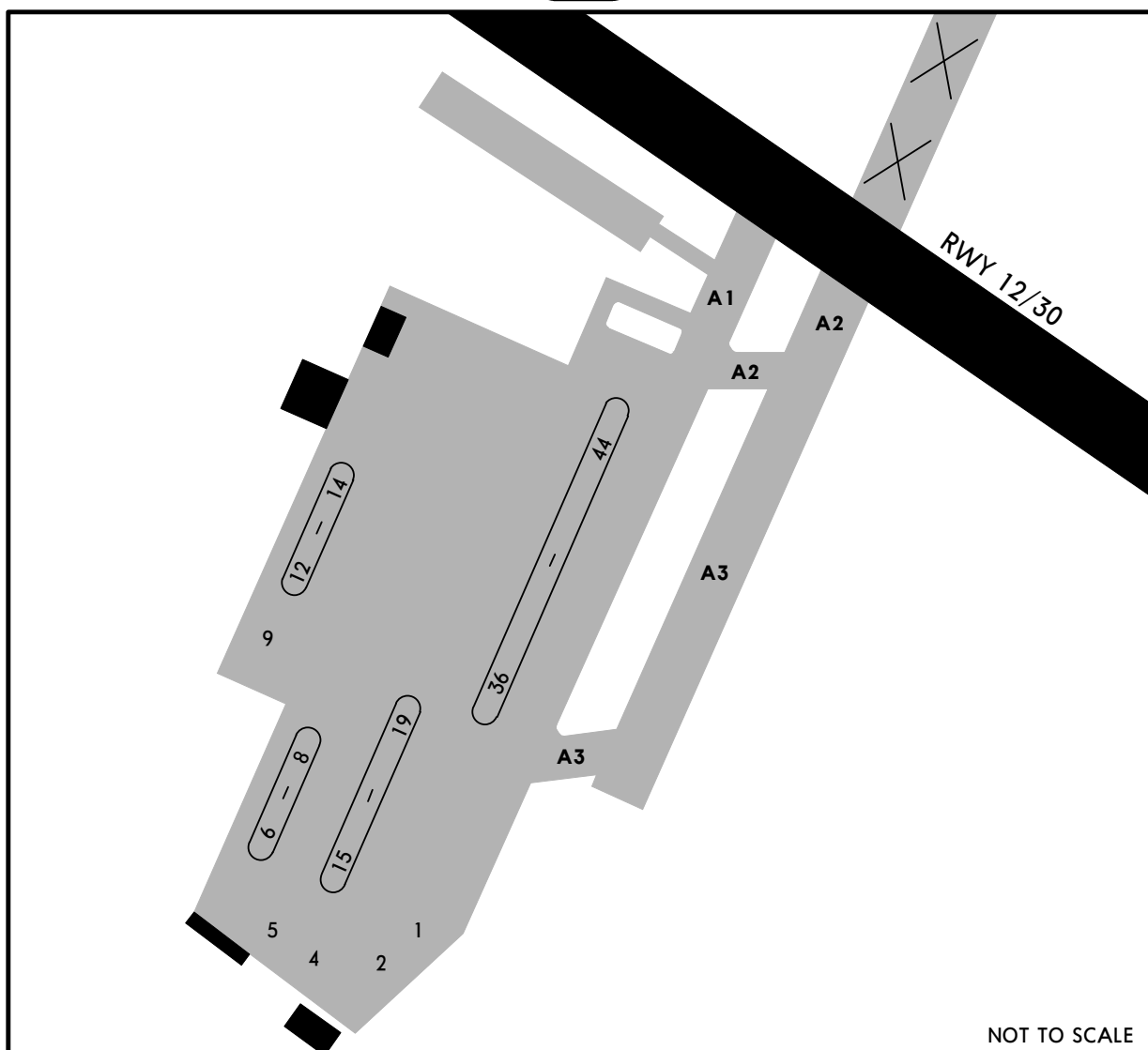
12 SEP 08

10-9A

Eff 25 Sep

SARATOV, RUSSIA

TSENTRALNY



When visibility is less than 400m, acft shall be escorted by "follow me" vehicle while taxiing.
 Taxiing via twys A1, A2 and A3 strictly along the centerline at reduced power.
 Stands 1, 2, 8 and 41 thru 43 available for helicopters. Portion of twy A3 in North/South alignment is available for helicopters providing that portion of twy A3 in East/West alignment is closed.
 Stands 4 thru 7, 9, 12 and 13 available only by towing.

NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed according to Aeroplane Flight Manual.
 While executing noise abatement procedures following measures are obligatory:

- during take-off from rwy 12/30 climbing shall be carried out with maximum possible climb gradient.
- after take-off from rwy 30 for proceeding to Krasnoarmeysk NDB, the height of the initial turn shall be 1970'/600m.
- parking of AN-24 acft on to stands 4-7, at engines start-up and shutdown position for AN-24 acft shall be carried out by towing.
- the engines run up on running bay shall not be carried out at night.

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JEPPESEN
17 OCT 08 (11-1)

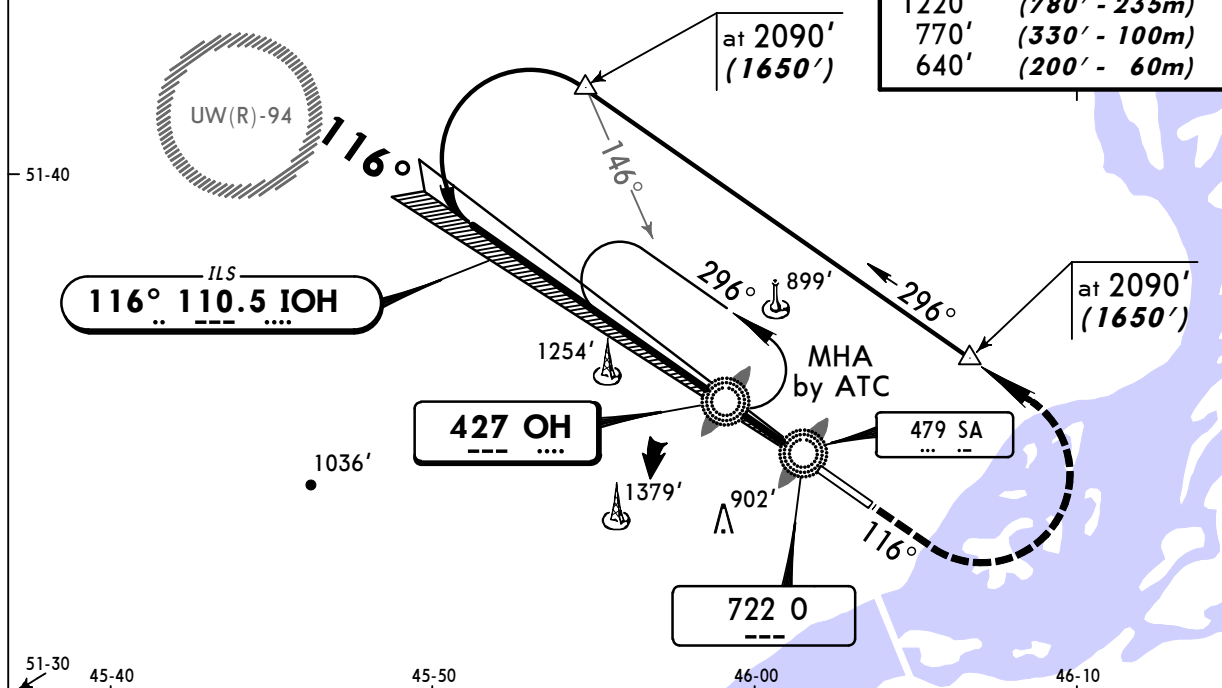
SARATOV, RUSSIA
ILS or 2 NDB Rwy 12

BRIEFING STRIP

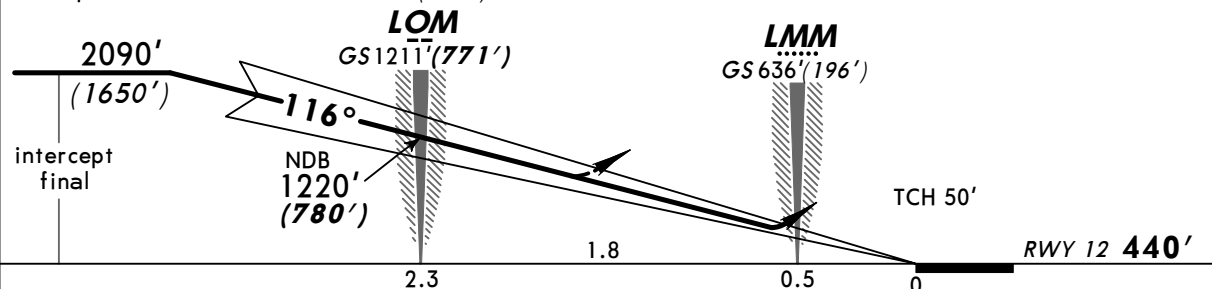
ATIS 135.1		SARATOV Radar 120.4		SARATOV Tower 128.1		Ground 119.0	
LOC IOH 110.5	Final Apch Crs 116°	GS LOM 1211' (771')	ILS DA(H) 640' (200')	Apt Elev 499' RWY 440'		2700' MSA ARP	
NDB OH 427		Minimum Alt LOM 1220' (780')	NDB MDA(H) 850' (410')				
MISSED APCH: Climb on 116° to 770' (330'), then turn LEFT onto 296° climbing to 2090' (1650'), then according to chart.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 39 ①		Trans alt: 2800' (2360')	
WARNING: Heavy turbulence with downdrafts may be expected on final.							

1 FL 49 if pressure is less than 746 mm (994.6 hPa).
FL 59 if pressure is less than 719 mm (958.6 hPa).

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2800'	(2360' - 700m)
2090'	(1650' - 500m)
1220'	(780' - 235m)
770'	(330' - 100m)
640'	(200' - 60m)



NDB apch: Pass LMM not below 640' (200').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	770' (330')	on 116°	296°	2090' (1650')
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI			LT	

STRAIGHT-IN LANDING RWY 12

ILS		LOC (GS out)	NDB			
DA(H) 640' (200')			MDA(H) 850' (410')			
FULL	ALS out			ALS out		
A						
B	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		1300m	2100m
C						
D					1700m	

PANS OPS

CHANGES: Procedure altitudes.

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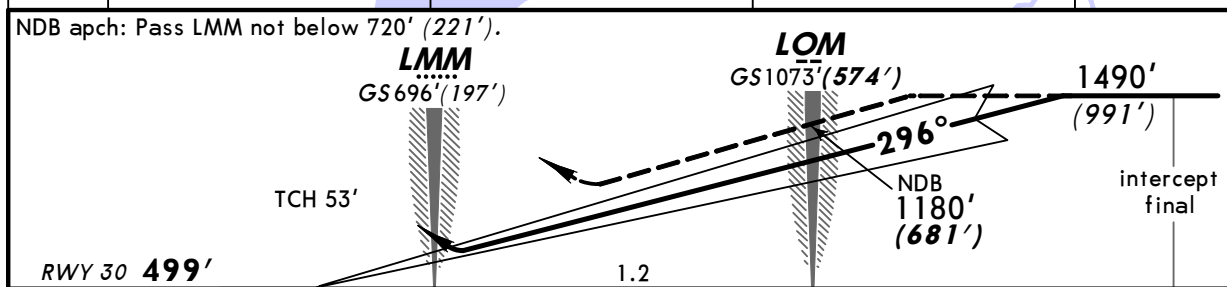
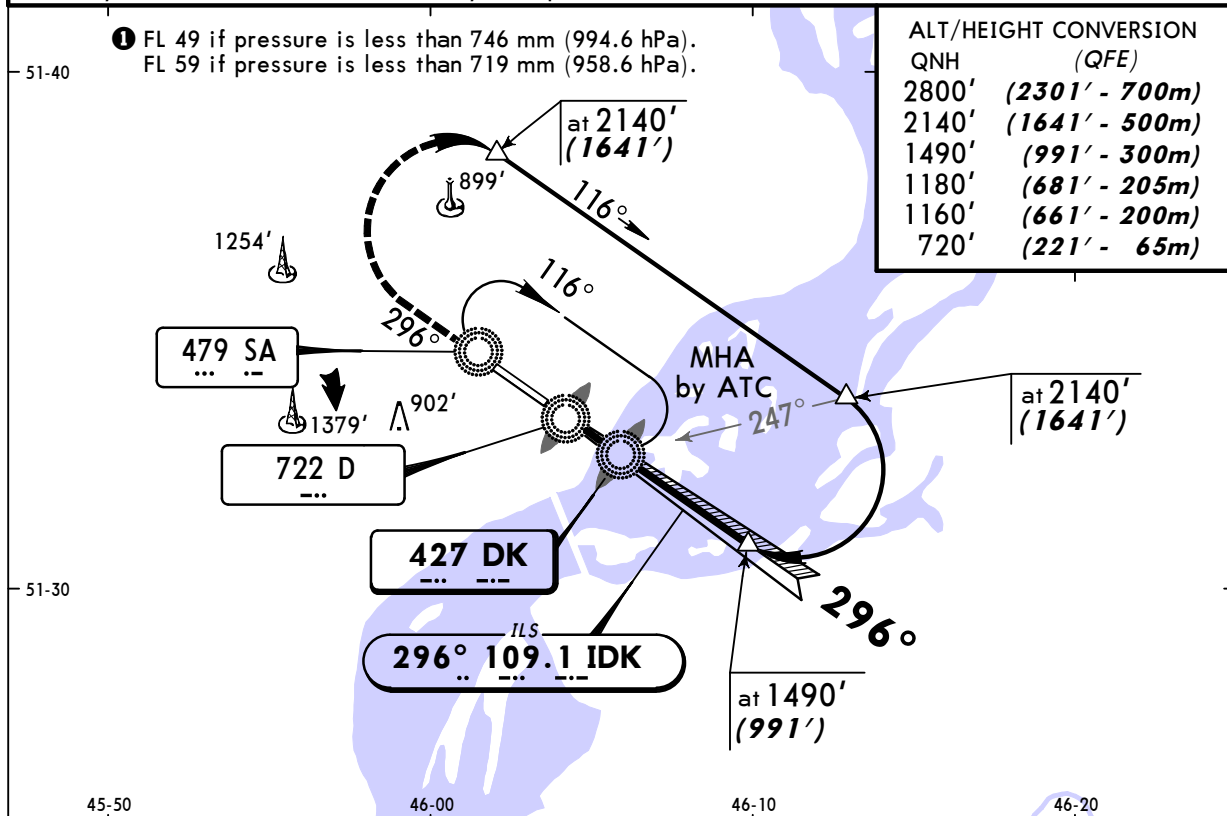
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JEPPESEN
17 OCT 08 (11-2)

SARATOV, RUSSIA
ILS or 2 NDB Rwy 30

BRIEFING STRIP

ATIS 135.1		SARATOV Radar 120.4		SARATOV Tower 128.1		Ground 119.0		
LOC IDK 109.1		Final Apch Crs 296°	GS LOM 1073'(574')		ILS DA(H) Refer to Minimums		Apt Elev 499'	2700'
NDB DK 427			Minimum Alt LOM 1180'(681')		NDB MDA(H) 900'(401')			
RWY 499'								
MISSED APCH: Climb on 296° to 1160'(661'), then turn RIGHT onto 116° climbing to 2140'(1641'), then according to chart.							MSA ARP	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 ① Trans alt: 2800' (2301')								
WARNING: 1. Ground Proximity Warning System is subject to brief functioning in the vicinity of LMM. ACFT crews should strictly maintain glide path and vertical speed. 2. Heavy turbulence with downdrafts may be expected on final.								



Gnd speed-Kts	70	90	100	120	140	160	ALS	1160' (661') on 296°	116°	2140' (1641')
ILS GS	2.83°	356	457	508	610	711	813	PAPI		
NDB Desc Grad	5.8%	411	529	587	705	822	940			

STRAIGHT-IN LANDING RWY 30					
ILS DA(H) ABC: 699' (200') D: 702' (203')		LOC (GS out)		NDB MDA(H) 900' (401')	
FULL	ALS out			ALS out	
A	1200m	NOT AUTHORIZED		RVR 1500m VIS 1600m	
B					
C				RVR 1800m VIS 2000m	
D					

PANS OPS