Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UWSS

General Info

Saratov, RUS
N 51° 33.9' E 46° 02.8' Mag Var: 8.6°E
Elevation: 499'

Public, IFR, Control Tower, Customs
Fuel: Jet, Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 12-30 7283' x 138' asphalt

Runway 12 (116.0°M) TDZE 440'
  Lights: Edge, ALS
Runway 30 (296.0°M) TDZE 499'
  Lights: Edge, ALS

Communications Info

ATIS **135.1**
Saratov Tower **128.1**
Saratov Ground Control **119.0**
Saratov Radar **120.4**
Saratov Transit Operations **131.8**

Notebook Info

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UWSS/RTW TSENTRALNY

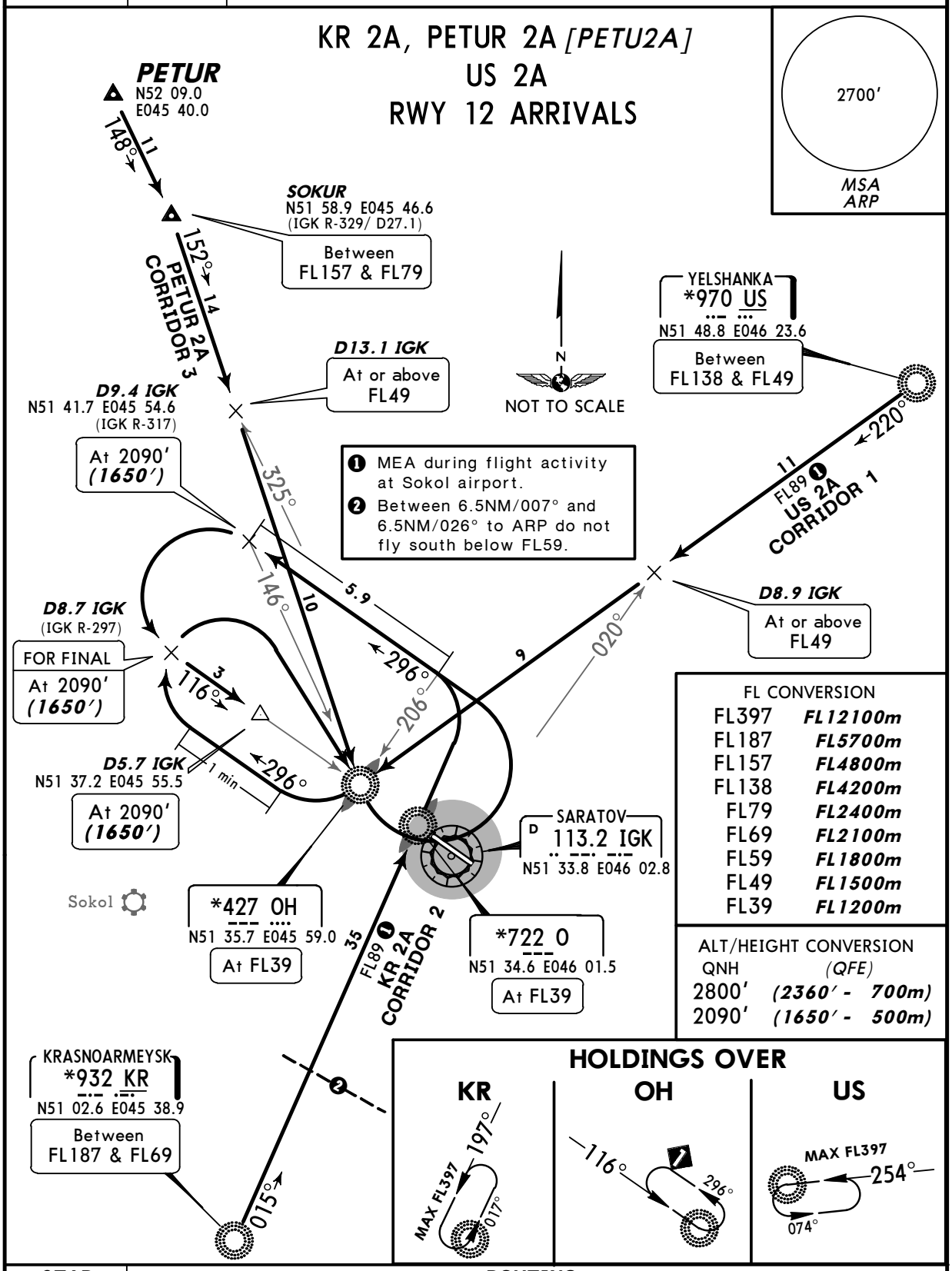
JEPPESEN 29 APR 11 (10-2) Eff 5 May

SARATOV, RUSSIA

STAR

ATIS	Apt Elev
135.1	499′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 746 mm (994.6hPa)
FL59 if pressure is less than 719 mm (958.6hPa)
Trans alt: 2800′ ***(2360′)***



FL CONVERSION	
FL397	***FL12100m***
FL187	***FL5700m***
FL157	***FL4800m***
FL138	***FL4200m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2800′	***(2360′ - 700m)***
2090′	***(1650′ - 500m)***

STAR	ROUTING
KR 2A	015° bearing to O, turn LEFT, 296° track, at N51 41.7 E045 54.6 (146° bearing to OH) turn LEFT, intercept 116° bearing towards OH to intercept final.
PETUR 2A	152° bearing to OH, turn LEFT, 296° track, at N51 41.7 E045 54.6 (146° bearing to OH) turn LEFT, intercept 116° bearing towards OH to intercept final.
US 2A	220° bearing to OH, turn RIGHT, 296° track for 1 min, turn RIGHT to OH, turn LEFT, 296° track, at N51 41.7 E045 54.6 (146° bearing to OH) turn LEFT, intercept 116° bearing towards OH to intercept final.

CHANGES: STARs completely revised.

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UWSS/RTW TSENTRALNY

JEPPESEN
29 APR 11 (10-2A) Eff 5 May

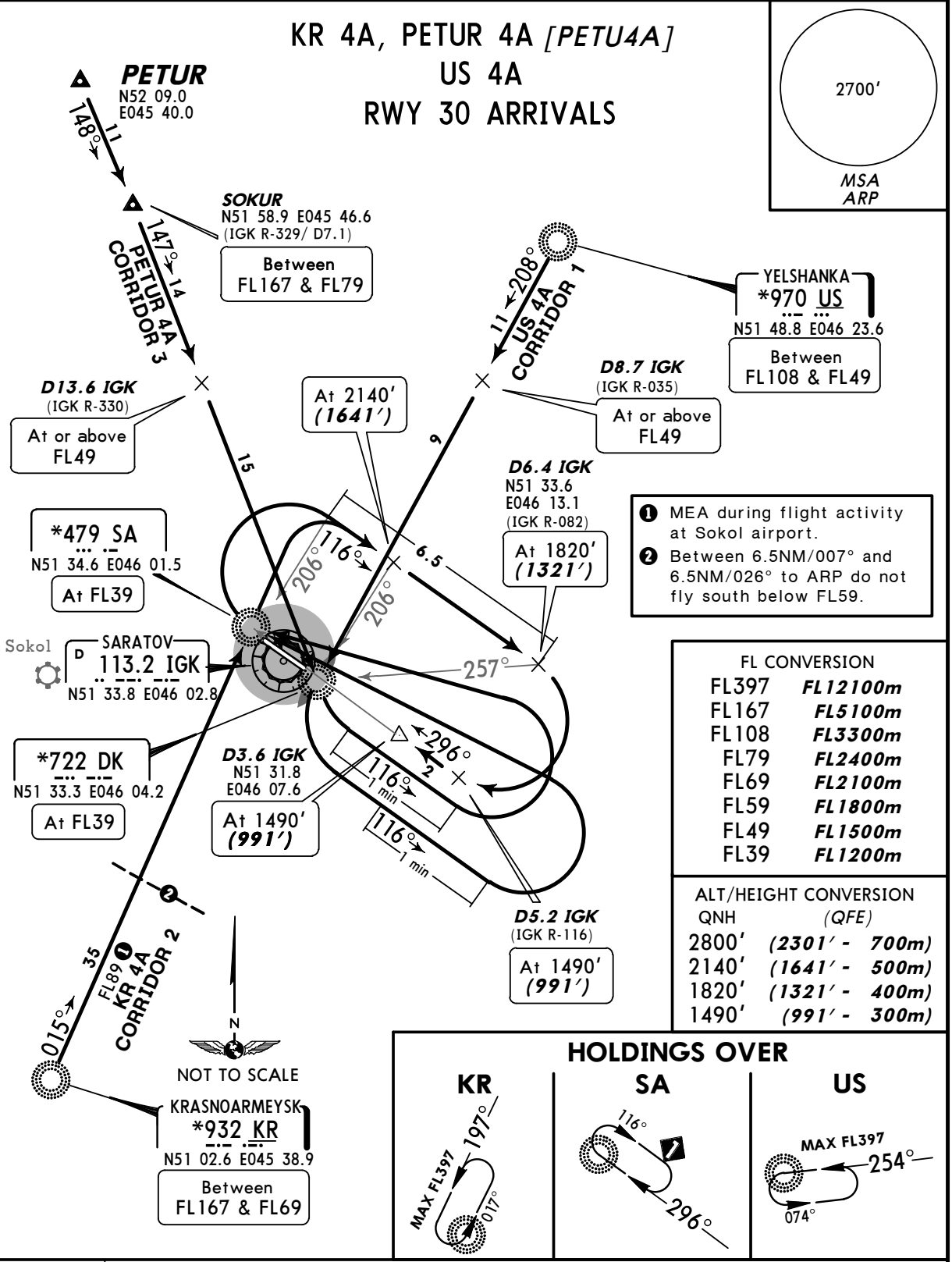
SARATOV, RUSSIA

STAR

ATIS	Apt Elev
135.1	499′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 746 mm (994.6hPa)
FL59 if pressure is less than 719 mm (958.6hPa)
Trans alt: 2800′ ***(2301′)***

KR 4A, PETUR 4A *[PETU4A]*
US 4A
RWY 30 ARRIVALS



❶ MEA during flight activity at Sokol airport.
❷ Between 6.5NM/007° and 6.5NM/026° to ARP do not fly south below FL59.

FL CONVERSION	
FL397	***FL12100m***
FL167	***FL5100m***
FL108	***FL3300m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
2800′	***(2301′ -***	***700m)***
2140′	***(1641′ -***	***500m)***
1820′	***(1321′ -***	***400m)***
1490′	***(991′ -***	***300m)***

HOLDINGS OVER

STAR	ROUTING
KR 4A	015° bearing to SA, turn RIGHT, 116° track, at N51 33.6 E046 13.1 (257° bearing to DK) turn RIGHT, intercept 296° bearing towards DK to intercept final.
PETUR 4A	147° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track, at N51 33.6 E046 13.1 (257° bearing to DK) turn RIGHT, intercept 296° bearing towards DK to intercept final.
US 4A	208° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track, at N51 33.6 E046 13.1 (257° bearing to DK) turn RIGHT, intercept 296° bearing towards DK to intercept final.

CHANGES: STARs completely revised.

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UWSS/RTW
TSENTRALNY

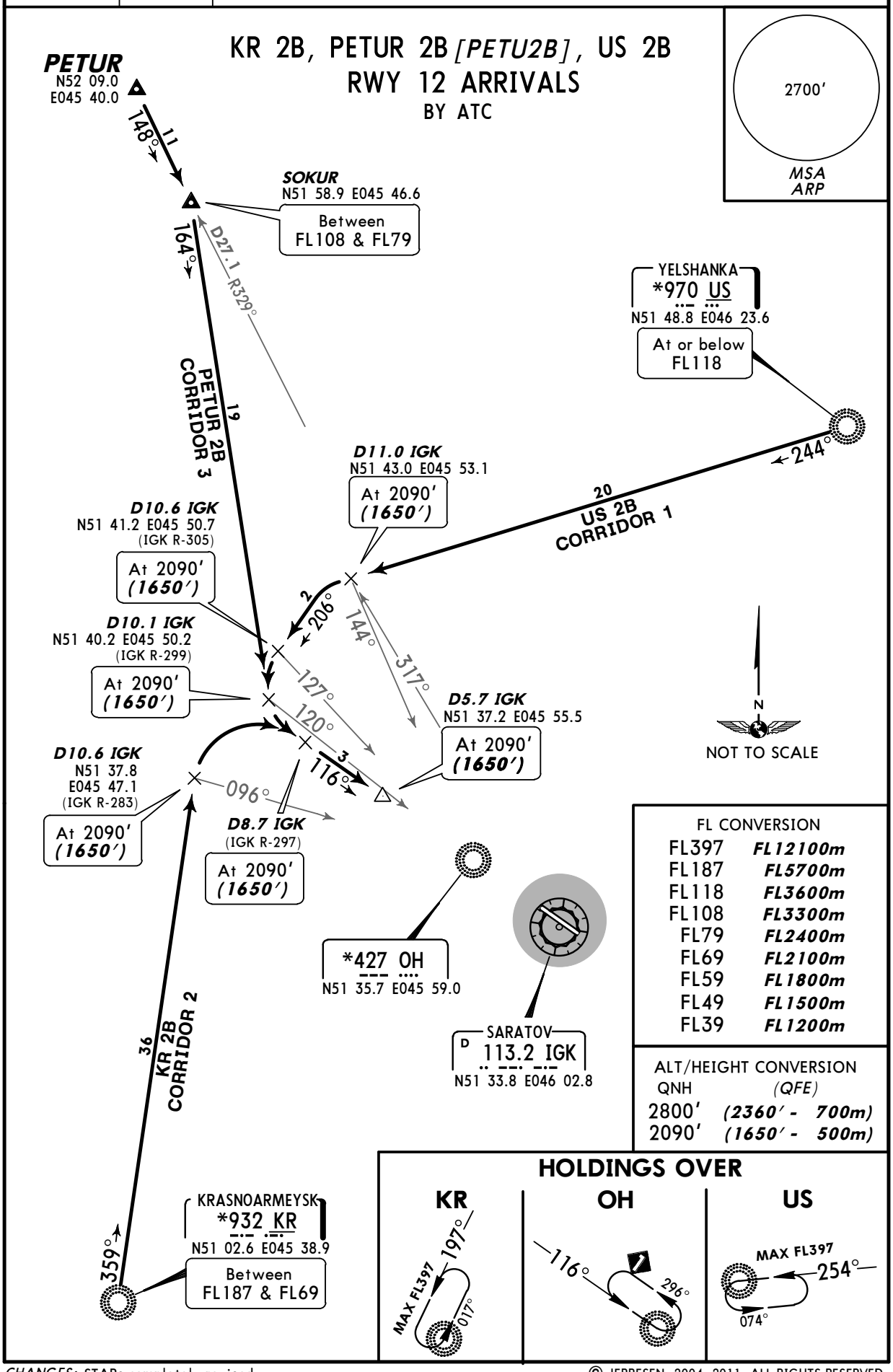
JEPPESEN
29 APR 11 (10-2B) Eff 5 May

SARATOV, RUSSIA
STAR

ATIS	Apt Elev
135.1	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′ ***(2360′)***

KR 2B, PETUR 2B *[PETU2B]*, US 2B
RWY 12 ARRIVALS
BY ATC



FL CONVERSION

FL397	***FL12100m***
FL187	***FL5700m***
FL118	***FL3600m***
FL108	***FL3300m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2800′	***(2360′ - 700m)***
2090′	***(1650′ - 500m)***

CHANGES: STARs completely revised.

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UWSS/RTW
TSENTRALNY

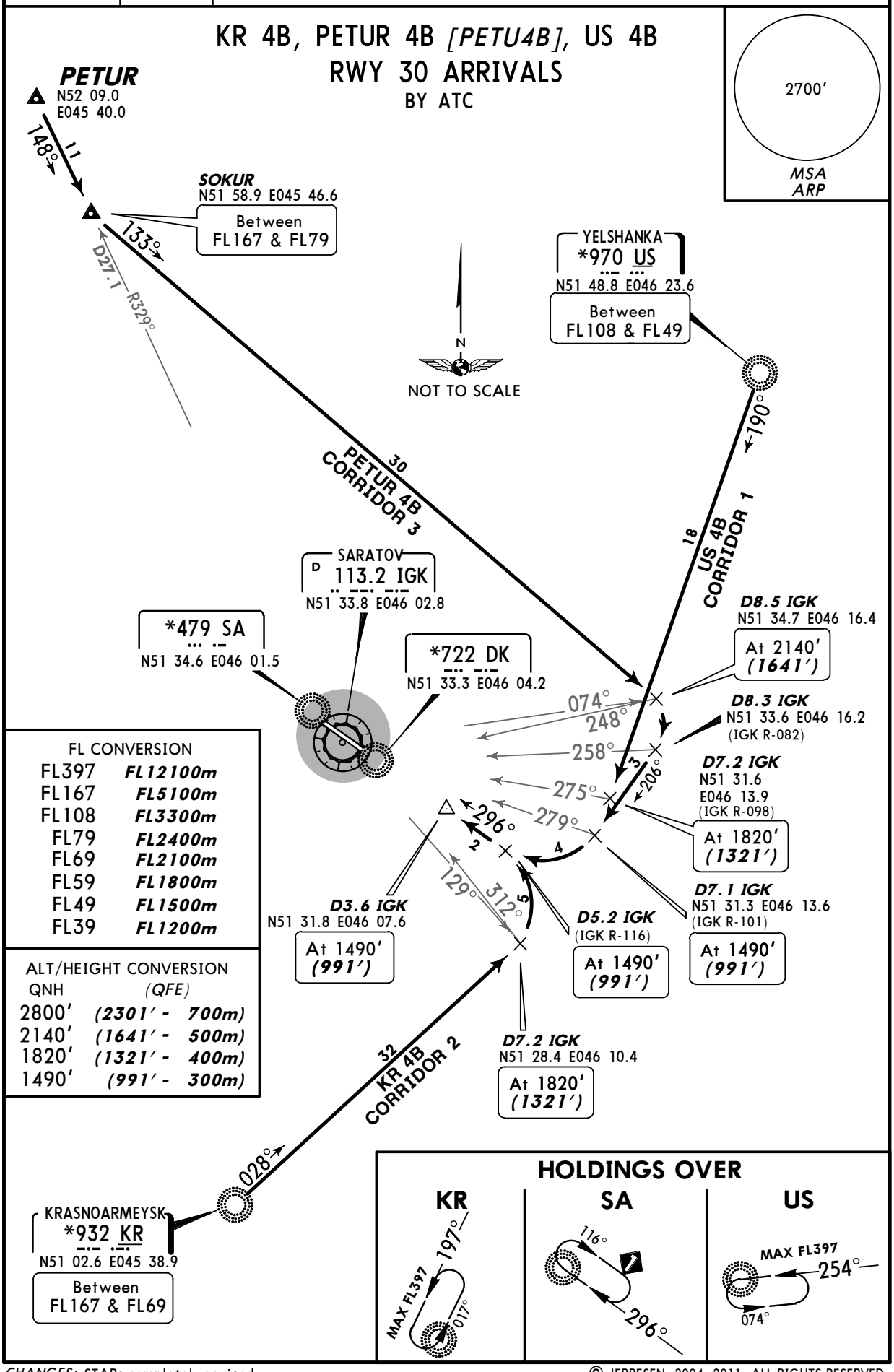
JEPPESEN
29 APR 11 (10-2C) Eff 5 May

SARATOV, RUSSIA
STAR

ATIS	Apt Elev
135.1	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′)***

KR 4B, PETUR 4B *[PETU4B]*, US 4B
RWY 30 ARRIVALS
BY ATC



FL CONVERSION	
FL397	***FL12100m***
FL167	***FL5100m***
FL108	***FL3300m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
2800′	***(2301′ -***	***700m)***
2140′	***(1641′ -***	***500m)***
1820′	***(1321′ -***	***400m)***
1490′	***(991′ -***	***300m)***

CHANGES: STARs completely revised.

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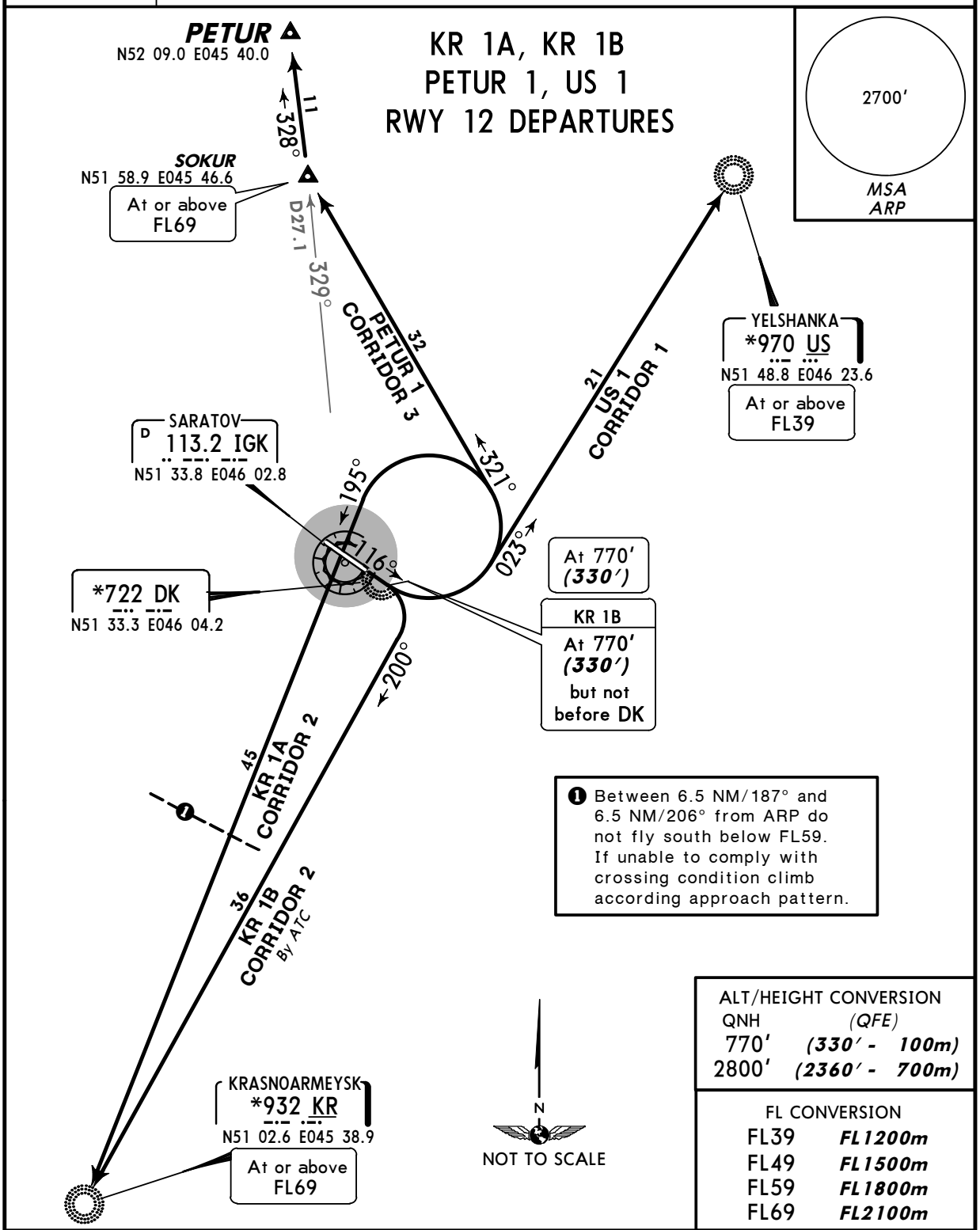
UWSS/RTW
TSENTRALNY

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°.



ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	***(330′ - 100m)***
2800′	***(2360′ - 700m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***

SID	ROUTING
KR 1A	Climb straight ahead to 770′ (330′) , turn LEFT, intercept 195° bearing to KR.
KR 1B By ATC	Climb straight ahead, at 770′ (330′) but not before DK , turn RIGHT, intercept 200° bearing to KR.
PETUR 1	Climb straight ahead to 770′ (330′) , turn LEFT, 321° track to SOKUR, then to PETUR.
US 1	Climb straight ahead to 770′ (330′) , turn LEFT, intercept 023° bearing to US.

CHANGES: SIDs completely revised.

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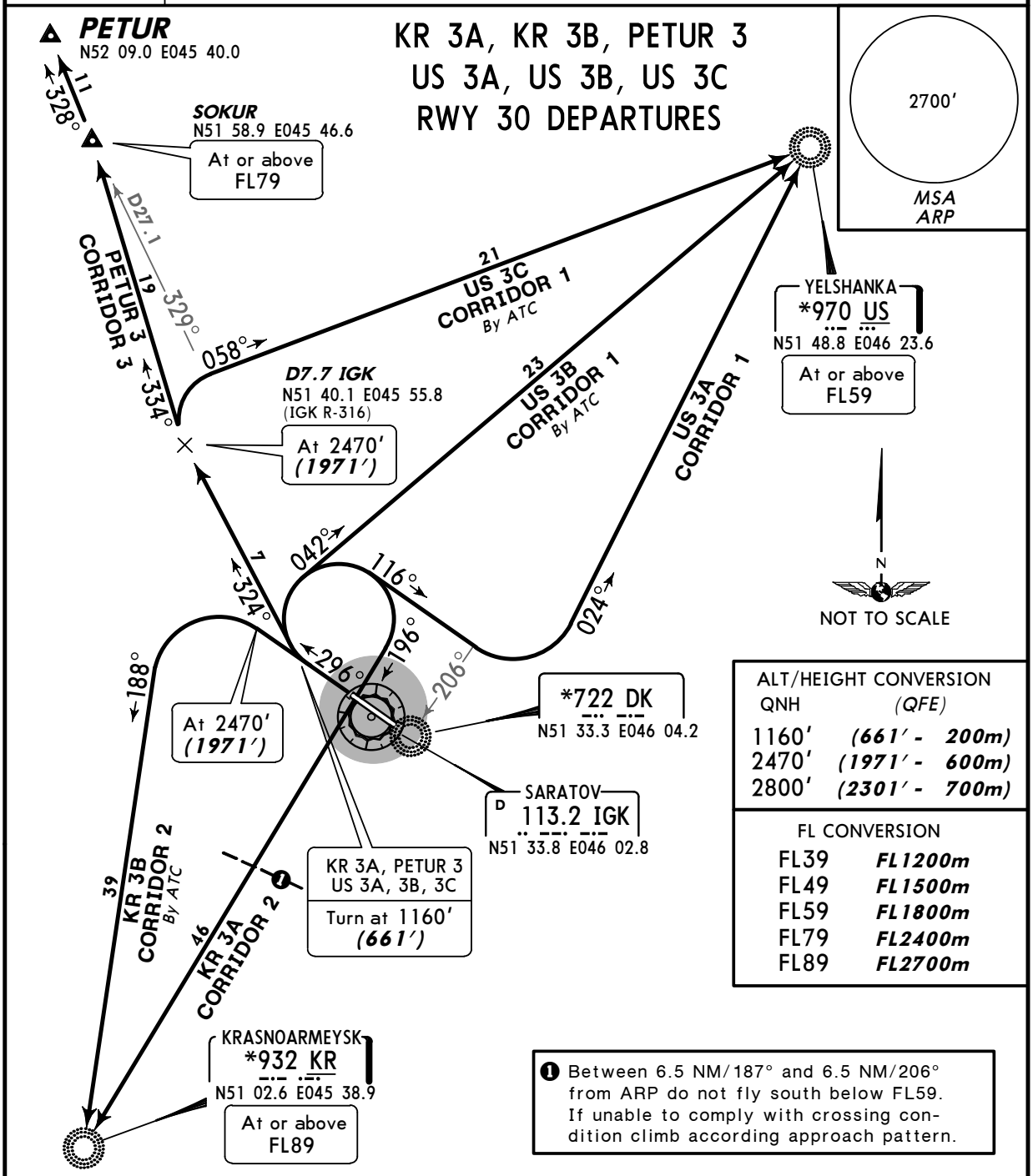
UWSS/RTW
TSENTRALNY

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′)*** 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 3A	Climb straight ahead to 1160′ (661′) , turn RIGHT, intercept 196° bearing to KR.
KR 3B By ATC	Climb straight ahead to 2470′ (1971′) , turn LEFT, intercept 188° bearing to KR.
PETUR 3	Climb straight ahead to 1160′ (661′) , turn RIGHT, 324° track to N51 40.1 E045 55.8, 334° track to SOKUR, then to PETUR.
US 3A	Climb straight ahead to 1160′ (661′) , turn RIGHT, 116° track to abeam DK, intercept 024° bearing to US.
US 3B By ATC	Climb straight ahead to 1160′ (661′) , turn RIGHT, intercept 042° bearing to US.
US 3C By ATC	Climb straight ahead to 1160′ (661′) , turn RIGHT, 324° track to N51 40.1 E045 55.8, intercept 058° bearing to US.

CHANGES: SIDs completely revised.

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UWSS/RTW

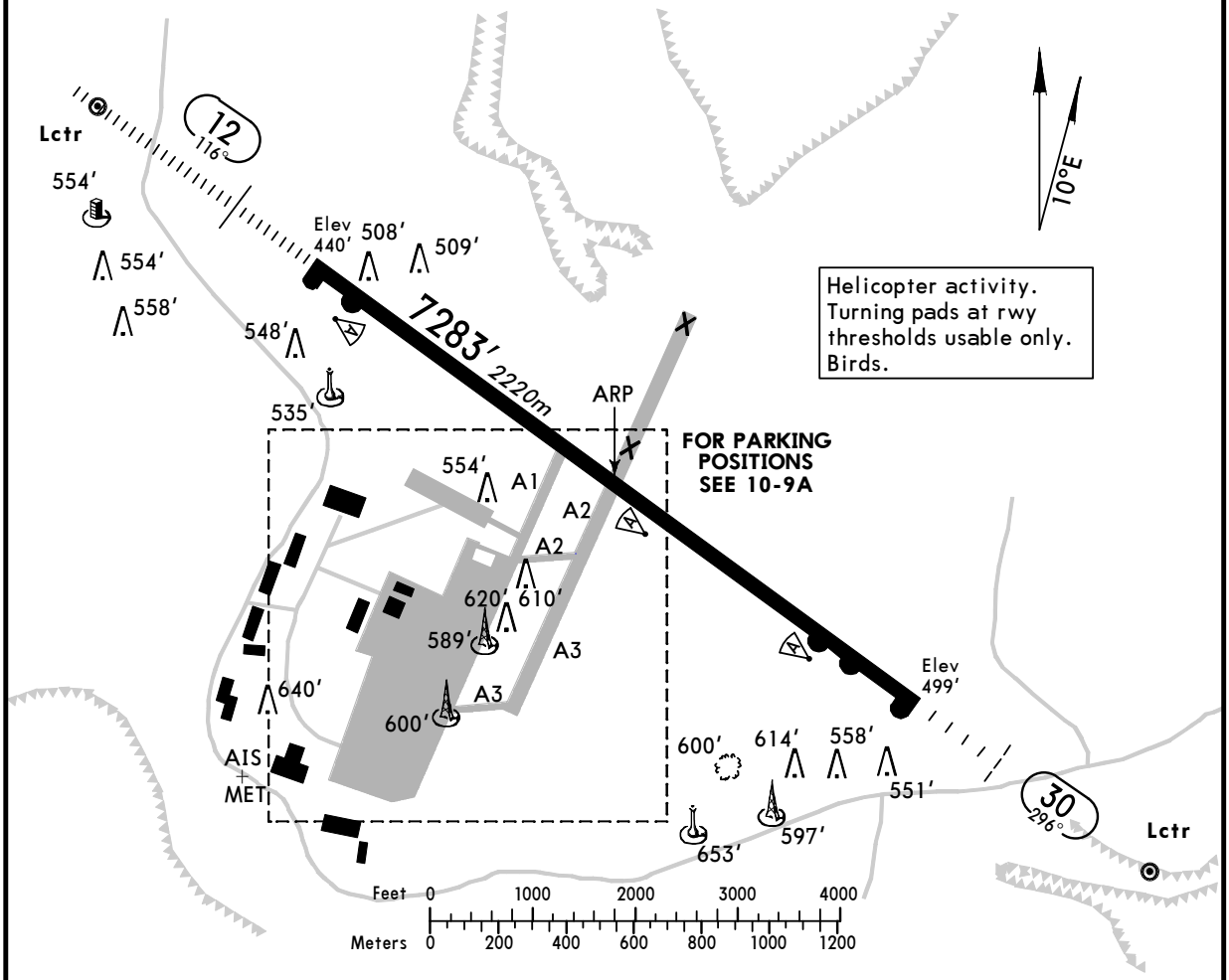
Apt Elev **499'**
N51 33.9 E046 02.8

JEPPESEN
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	TAKE-OFF	WIDTH
12	HIRL *(60m)*	HIALS	PAPI-L (angle 3.00°)	RVR		6675' *2035m*	6890' *2100m* ❶	138' *42m*
30	HIRL *(60m)*	ALS	PAPI-L (angle 2.83°)	RVR		5946' *1812m*		

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Variation. Rwy bearings. Lights.

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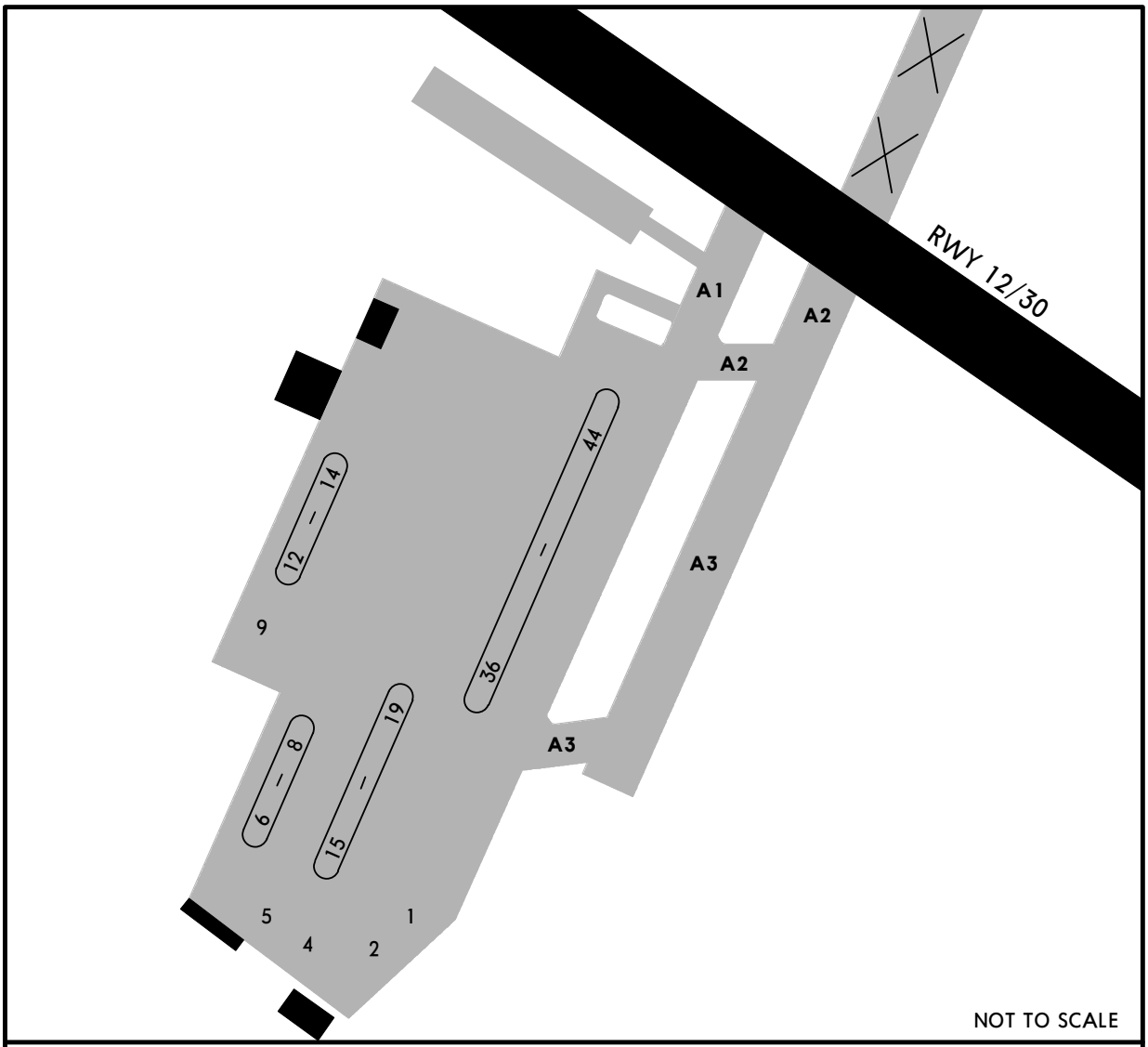

When visibility is less than 400m, acft shall be escorted by "follow me" vehicle while taxiing.
Taxiing via twys A1, A2 and A3 strictly along the centerline at reduced power.
Stands 1, 2, 8 and 41 thru 43 available for helicopters. Portion of twy A3 in North/South alignment is available for helicopters 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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UWSS/RTW TSENTRALNY

JEPPESEN
29 APR 11 (11-1)
Eff 5 May

SARATOV, RUSSIA ILS or 2 NDB Rwy 12

BRIEFING STRIP ™

ATIS	SARATOV Radar	SARATOV Tower	Ground
135.1	120.4	128.1	119.0

LOC IOH 110.5	Final Apch Crs 116°	GS LOM 1244′ (804′)	ILS DA(H) 640′ (200′)	Apt Elev 499′	2700′
NDB OH 427		Minimum Alt D5.7 IGK 2090′ (1650′)	NDB MDA(H) 860′ (420′)	RWY 440′	MSA ARP

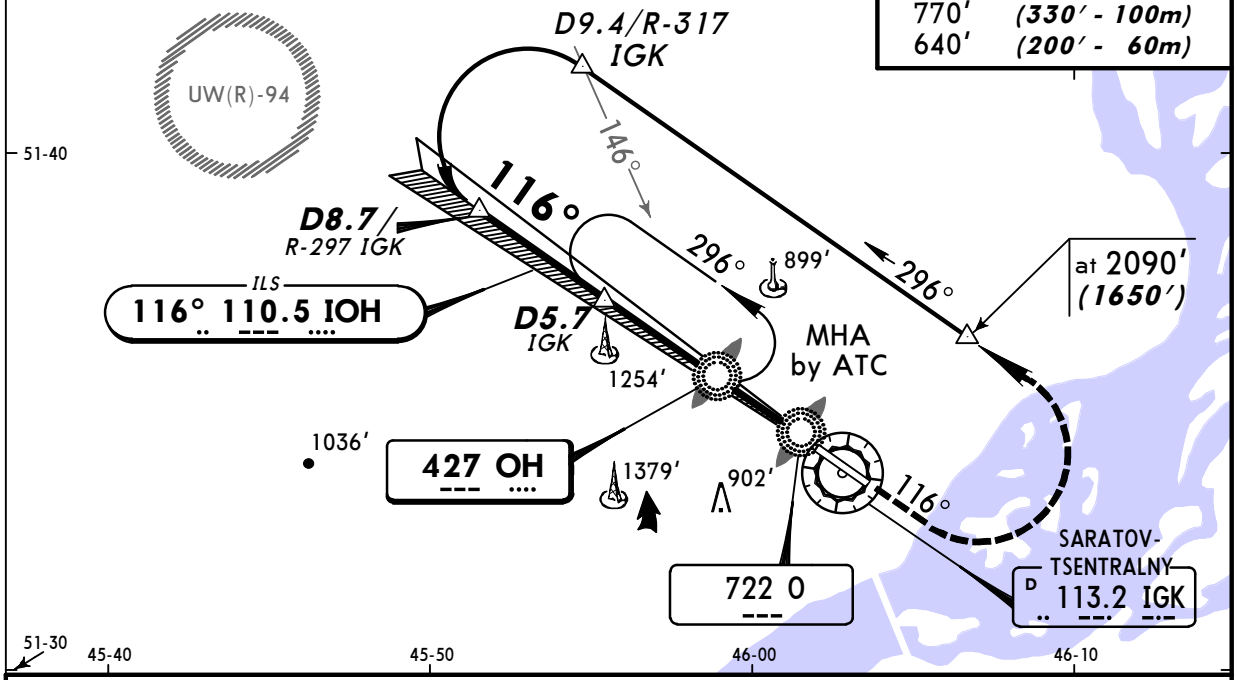
MISSED APCH: Climb on 116° to 770′ (330′), then turn LEFT onto 296° climbing to 2090′ (1650′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 ❶ Trans alt: 2800′ (2360′)
WARNING: Heavy turbulence with downdrafts may be expected on final.

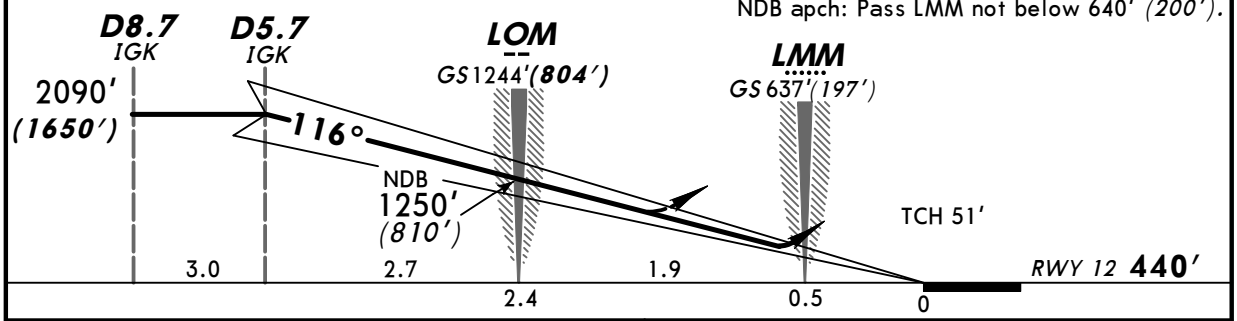
❶ FL 49 if pressure is less than 746 mm (994.6 hPa) and equal or more than 719 mm (958.6 hPa).
FL 59 if pressure is less than 719 mm (958.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
2800′	(2360′ - 700m)
2090′	(1650′ - 500m)
1250′	(810′ - 245m)
770′	(330′ - 100m)
640′	(200′ - 60m)



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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861

HIALS PAPI | 770′ (330′) on 116° | 296° LT | 2090′ (1650′)

STRAIGHT-IN LANDING RWY 12

PANS OPS

	ILS DA(H) 640′ (200′) FULL	ILS DA(H) 640′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 860′ (420′)	NDB MDA(H) 860′ (420′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1400m	2200m
B					
C					
D				1800m	

CHANGES: Procedure. Minimums.

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UWSS/RTW
TSENTRALNY

JEPPESEN
29 APR 11 (11-2) Eff 5 May

SARATOV, RUSSIA
ILS or NDB Rwy 30

BRIEFING STRIP ™

ATIS	SARATOV Radar	SARATOV Tower	Ground
135.1	120.4	128.1	119.0

LOC IDK **109.1**	Final Apch Crs **296°**	GS **D2.5 IGK** 1155′ (656′)	ILS DA(H) 699′ (200′)	Apt Elev 499′	2700′
NDB DK **722**		Minimum Alt **RDP** 1490′ (991′)	NDB MDA(H) (CONDITIONAL) 900′ (401′)	RWY **499′**	MSA ARP

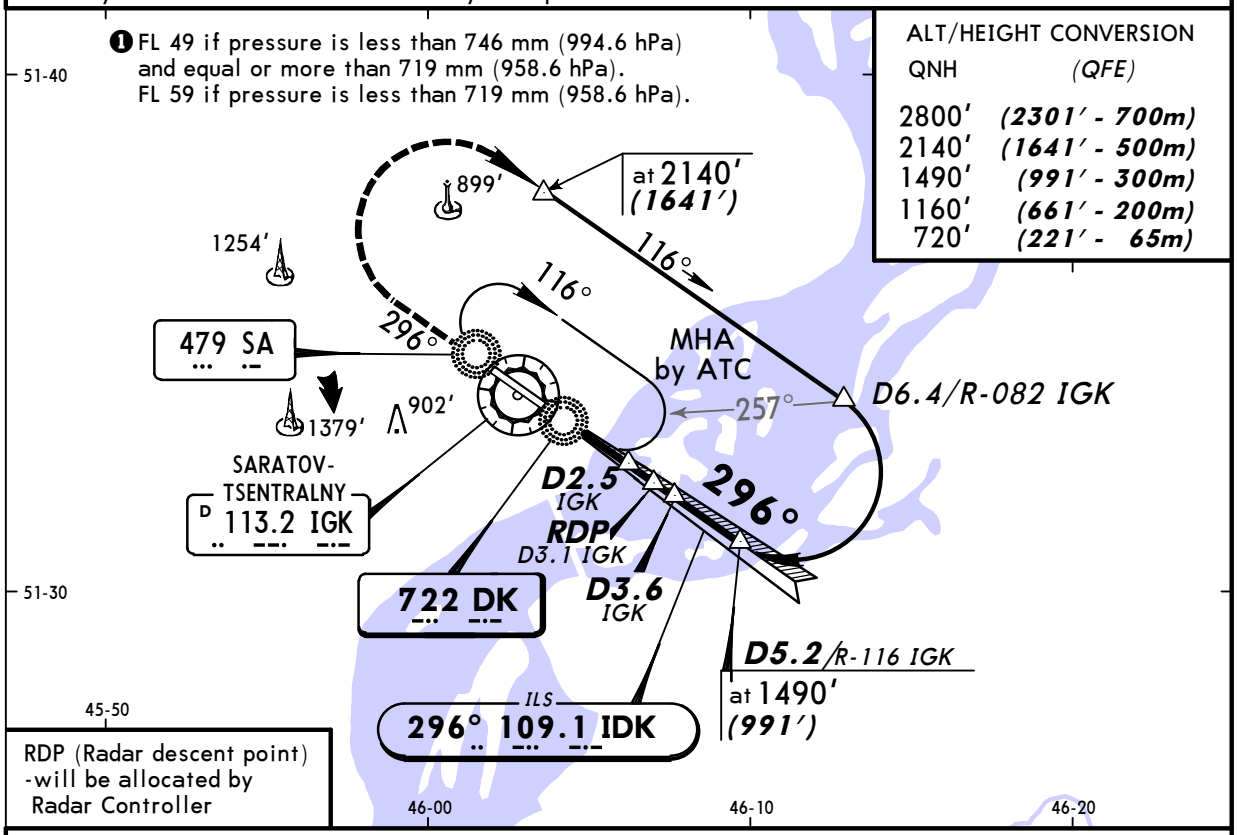
MISSED APCH: Climb on 296° to 1160′ (661′), then turn RIGHT onto 116° climbing to 2140′ (1641′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 ❶ Trans alt: 2800′ (2301′)
WARNING: 1. Ground Proximity Warning System is subject to brief functioning in vicinity of DK NDB. ACFT crews should strictly maintain glide path and vertical speed.
2. Heavy turbulence with downdrafts may be expected on final.

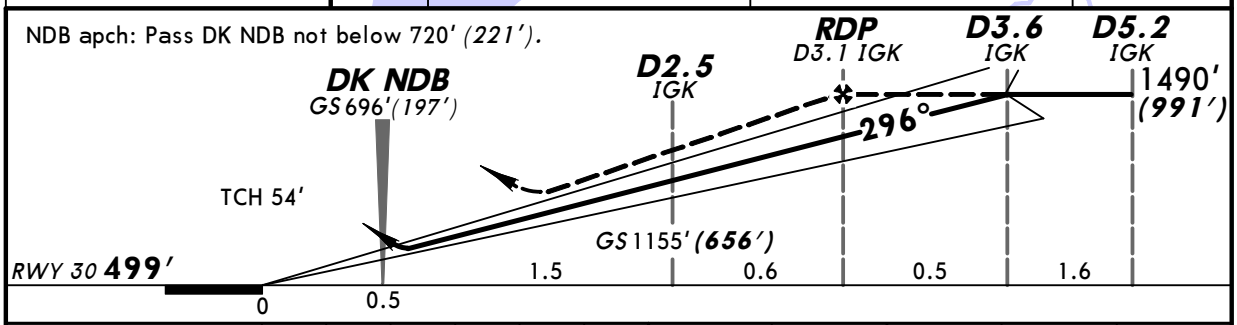
❶ FL 49 if pressure is less than 746 mm (994.6 hPa) and equal or more than 719 mm (958.6 hPa).
FL 59 if pressure is less than 719 mm (958.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
2800′	(2301′ - 700m)
2140′	(1641′ - 500m)
1490′	(991′ - 300m)
1160′	(661′ - 200m)
720′	(221′ - 65m)



RDP (Radar descent point) -will be allocated by Radar Controller



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.83°	356	457	508	610	711	813
NDB Desc angle	3.33°	412	530	589	707	825	943

ALS PAPI

1160′ (661′) on 296° — 116° RT — 2140′ (1641′)

STRAIGHT-IN LANDING RWY **30**

PANS OPS	ILS DA(H) 699′ (200′) FULL	ILS DA(H) 699′ (200′) ALS out	LOC (GS out)	NDB with FAF MDA(H) 900′ (401′)	NDB with FAF MDA(H) 900′ (401′) ALS out	NDB w/o FAF MDA(H) 1230′ (731′)	NDB w/o FAF MDA(H) 1230′ (731′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m		3200m	
B							
C				RVR 1800m VIS 2000m			
D						3600m	

CHANGES: Procedure. Minimums.

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