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Airport Information For UWSS

Terminal Charts For UWSS

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Saratov Rus
IATA Code: RTW
Lat/Long: N51° 33.9' E046° 02.8'
Elevation: 499 ft

Airport Use: Public
Magnetic Variation: 10.0°E

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

Sunrise: 0151 Z
Sunset: 1559 Z,

Runway Information

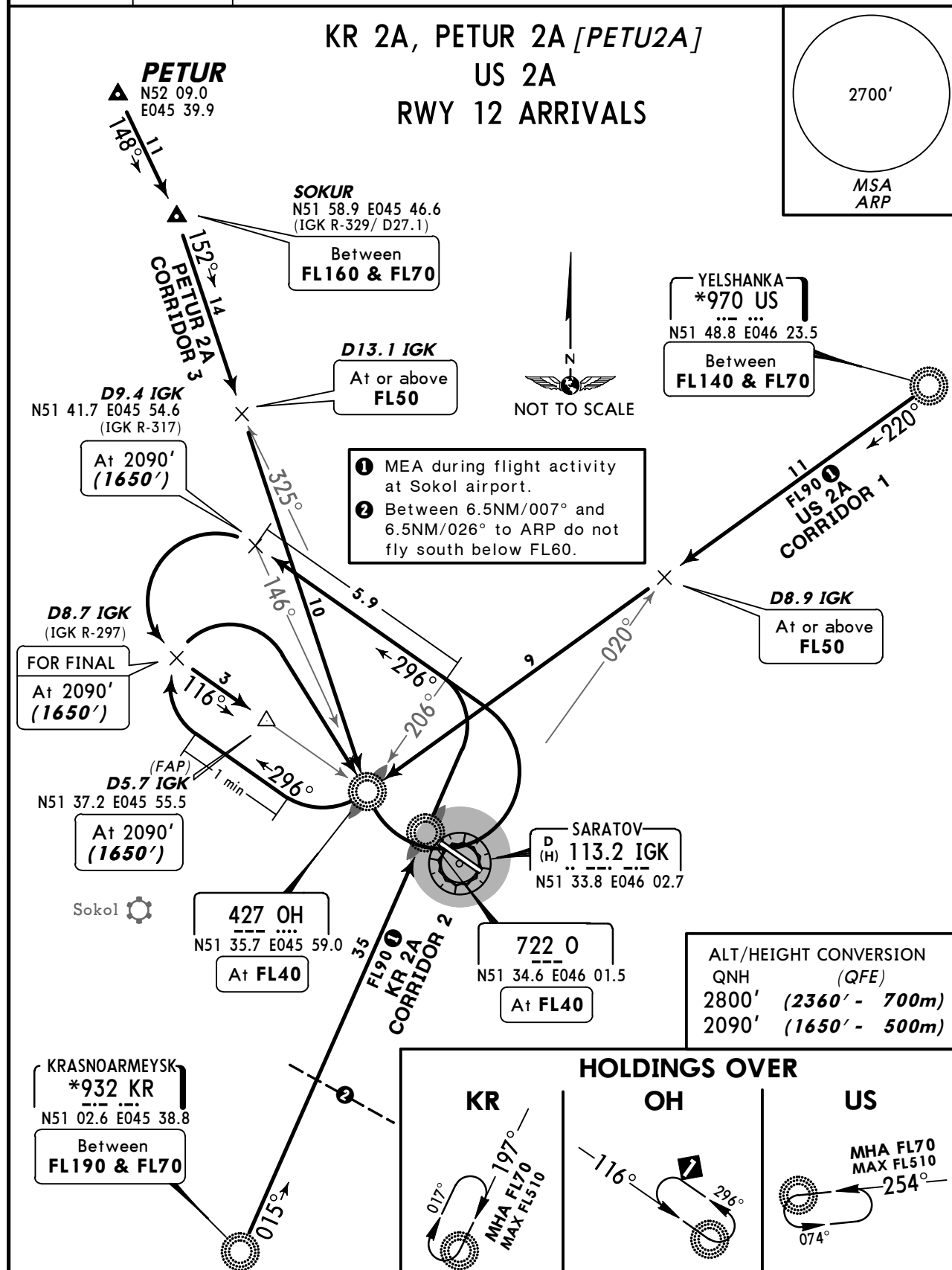
Runway: 12
Length x Width: 7283 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 440 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 7283 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 499 ft
Lighting: Edge, ALS

Communication Information

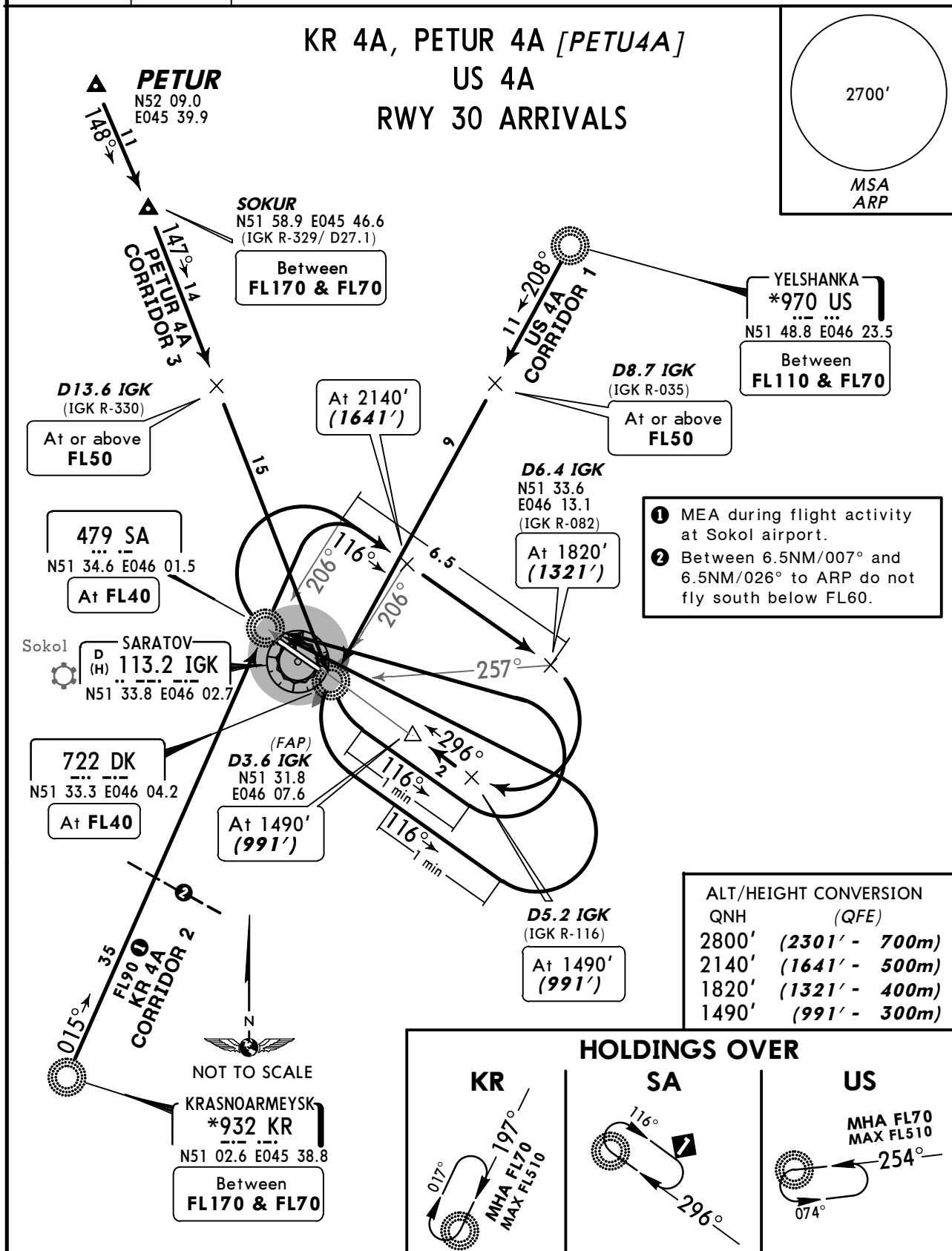
ATIS 135.1
Saratov Tower 128.1
Saratov Ground Control 119.0
Saratov Radar 120.4
Saratov Transit Operations 131.8

ATIS 135.1	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746 mm (994.6hPa) FL60 if pressure is less than 719 mm (958.6hPa) Trans alt: 2800' (2360')
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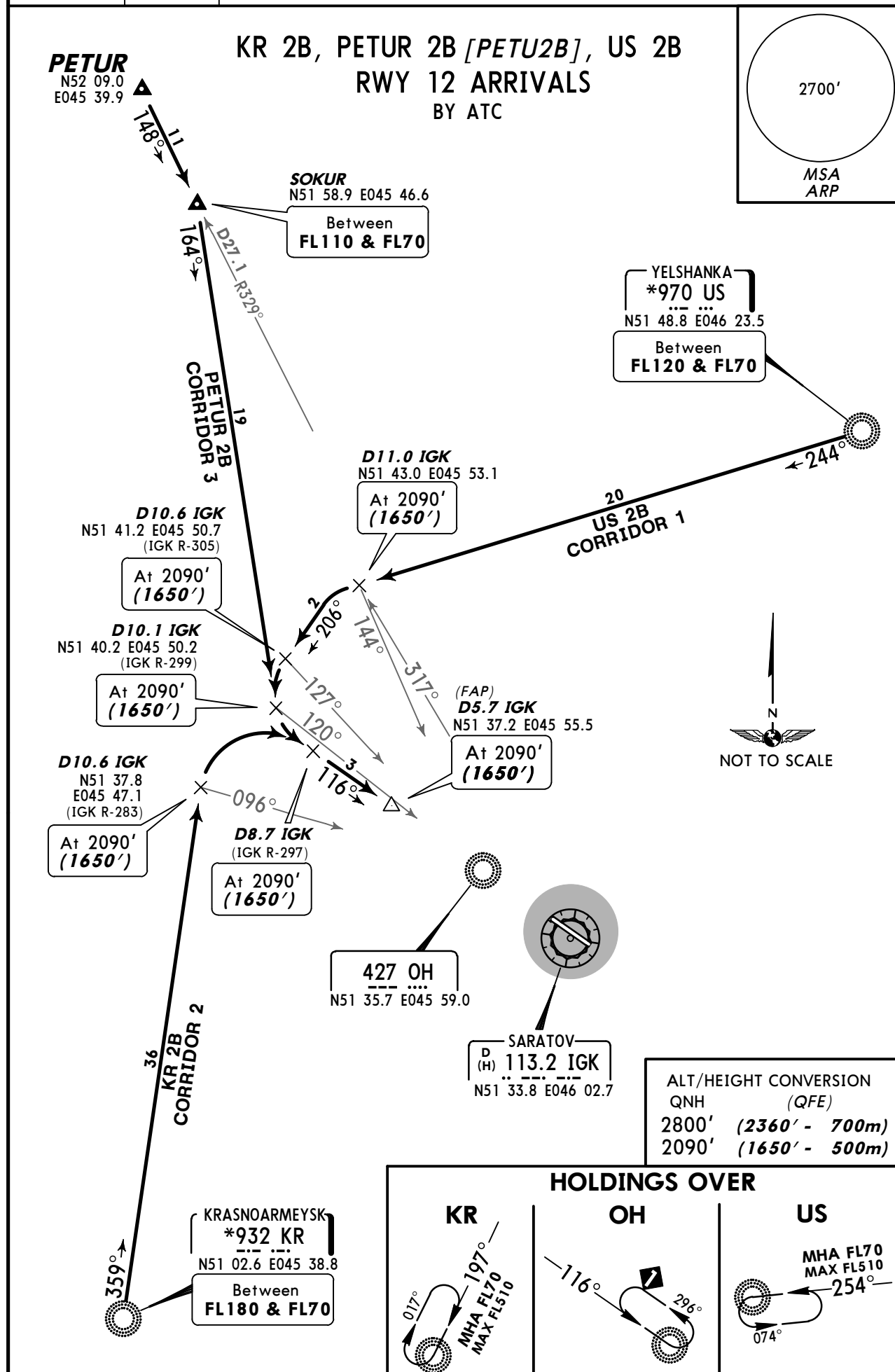
STAR	ROUTING
KR 2A	015° bearing to O, turn LEFT, 296° track, at N51 41.7 E045 54.6 (146° bearing to OH) turn LEFT, intercept 116° bearing towards OH to intercept final.
PETUR 2A	From SOKUR 152° bearing to OH, turn LEFT, 296° track, at N51 41.7 E045 54.6 (146° bearing to OH) turn LEFT, intercept 116° 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.

ATIS 135.1	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746 mm (994.6hPa) FL60 if pressure is less than 719 mm (958.6hPa) Trans alt: 2800' (2301')
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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	From SOKUR 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.

ATIS 135.1	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746mm (994.6hPa) FL60 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2360')
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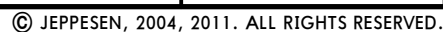


Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
 FL50 if pressure is less than 746mm (994.6hPa)
 FL60 if pressure is less than 719mm (958.6hPa)
Trans alt: 2800' **(2301')**



2700'

MSA
ARP



Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

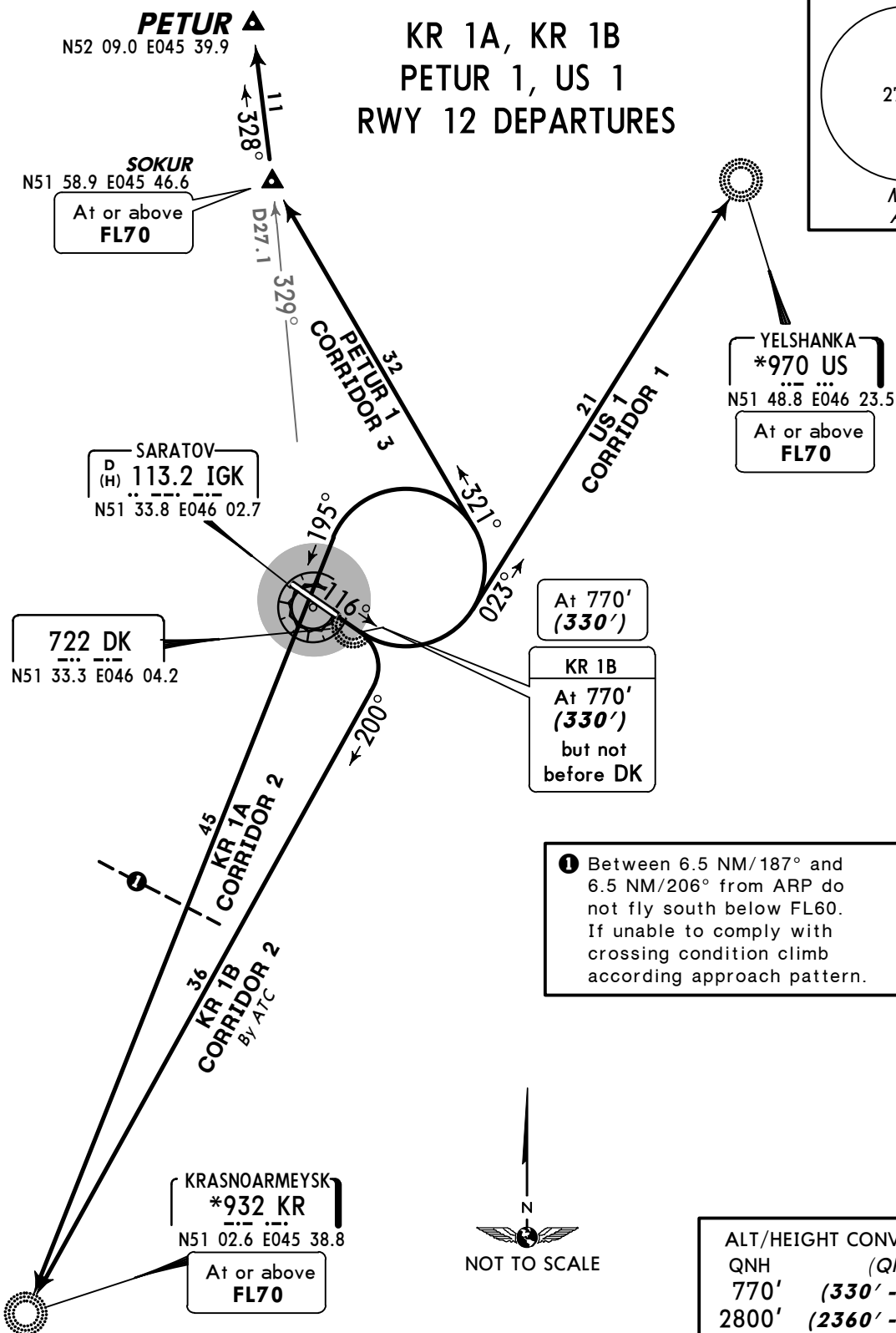
FL50 if pressure is less than 746mm (994.6hPa)

FL60 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 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.

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

FL50 if pressure is less than 746mm (994.6hPa)

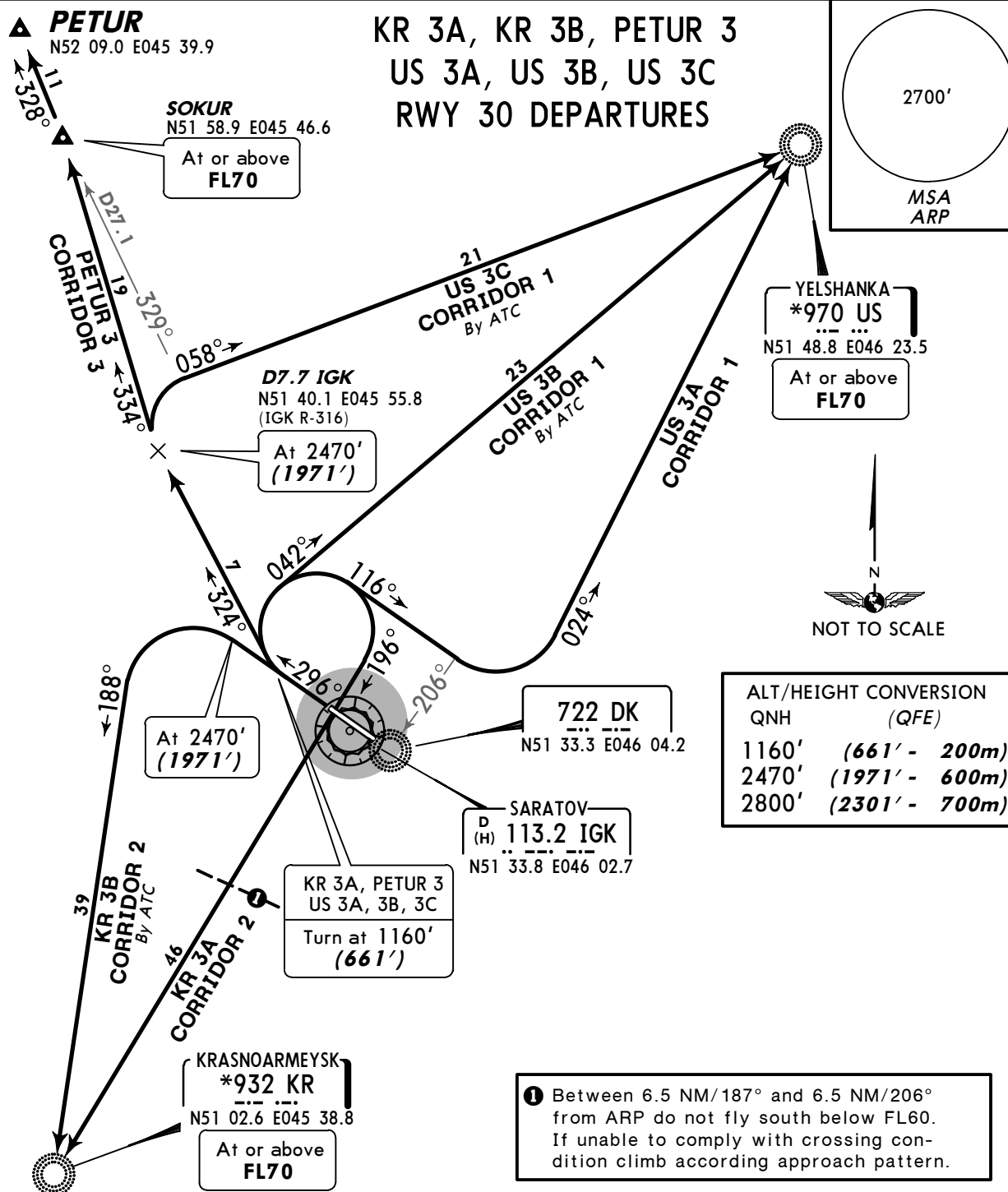
FL60 if pressure is less than 719mm (958.6hPa)

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°.

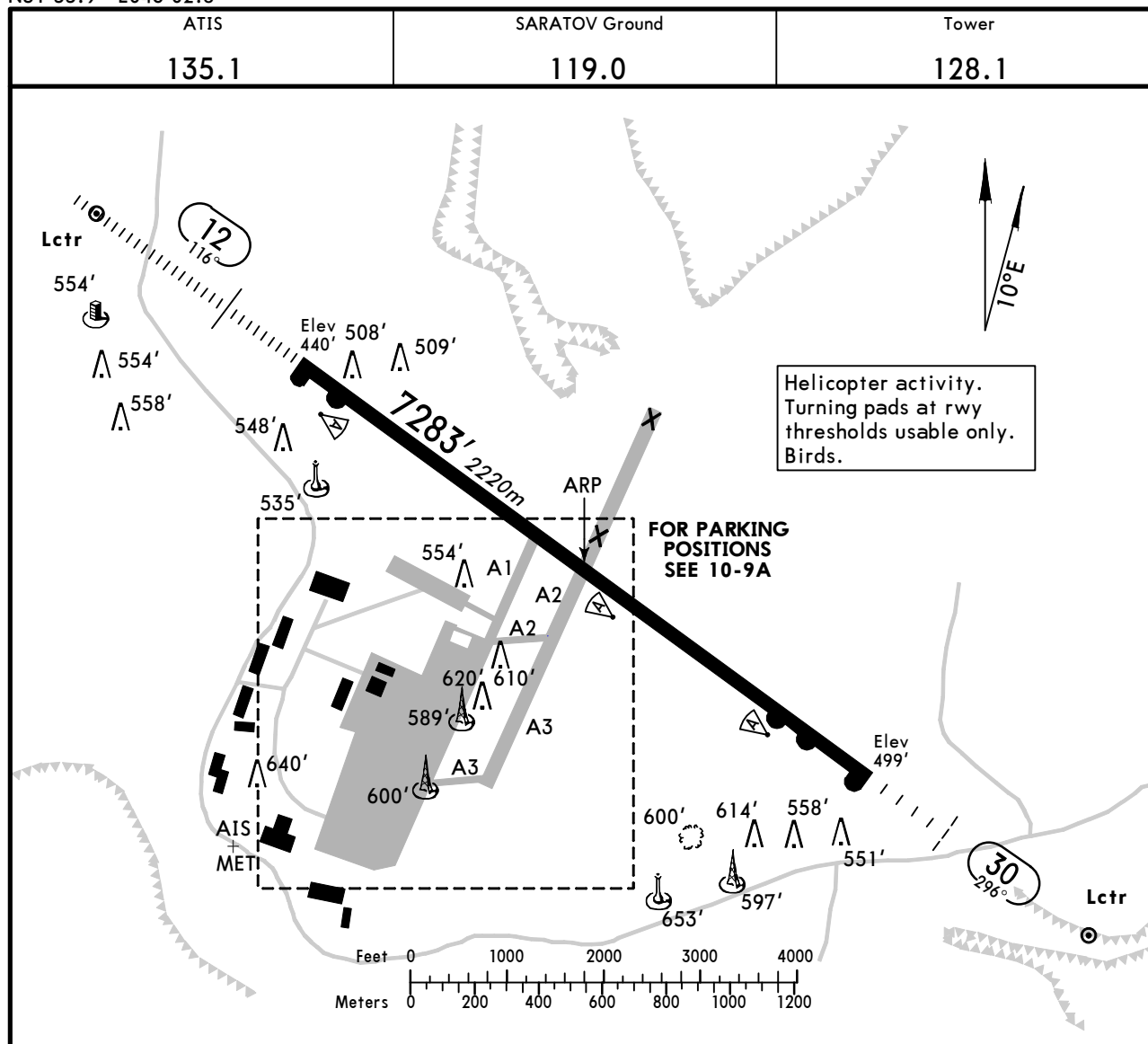


SID	ROUTING
KR 3A	Climb straight ahead to 1160' (661') , turn RIGHT, intercept 196° bearing to KR.
KR 3B By ATC	Climb straight ahead to 2470' (1971') , turn LEFT, intercept 188° bearing to KR.
PETUR 3	Climb straight ahead to 1160' (661') , turn RIGHT, 324° track to N51 40.1 E045 55.8, 334° track to SOKUR, 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.

UWSS/RTW
Apt Elev **499'**
N51 33.9 E046 02.8

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

SARATOV, RUSSIA
TSENTRALNY



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					Threshold	Glide Slope		
12	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		6675' 2035m	6890' 2100m①	138' 42m
30	HIRL (60m)	ALS	PAPI-L (angle 2.83°)	RVR		5946' 1812m		

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

TAKE-OFF

AIR CARRIER (JAA)

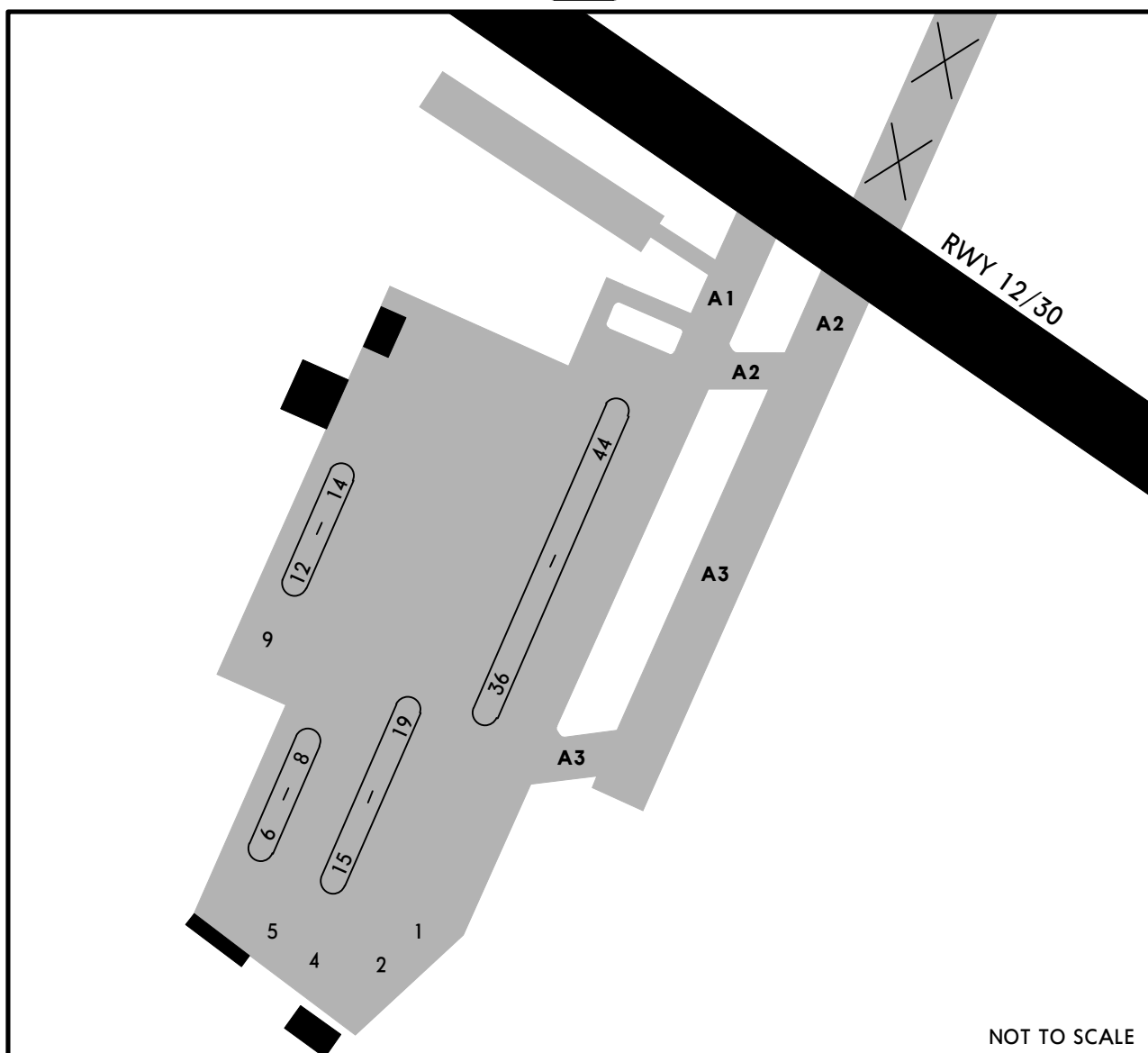
All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



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.

STRAIGHT-IN RWY		A	B	C	D
12	ILS	640' (200')	640' (200')	640' (200')	640' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	860' (420')	860' (420')	860' (420')	860' (420')
		R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
30	ILS	699' (200')	699' (200')	699' (200')	699' (200')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	900' (401')	900' (401')	900' (401')	900' (401')
		R1700m	R1700m	R1700m	R1700m
	<i>ALS out</i>	R1900m	R1900m	R1900m	R1900m
	NDB ❸	1230' (731')	1230' (731')	1230' (731')	1230' (731')
		C3400m	C3400m	C3600m	C3600m
	<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m

❶ Continuous Descent Final Approach.

❷ with FAF

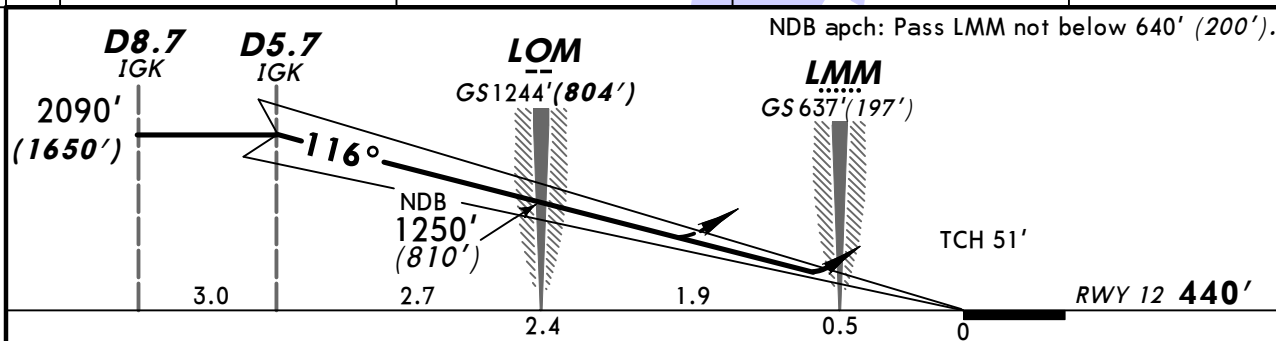
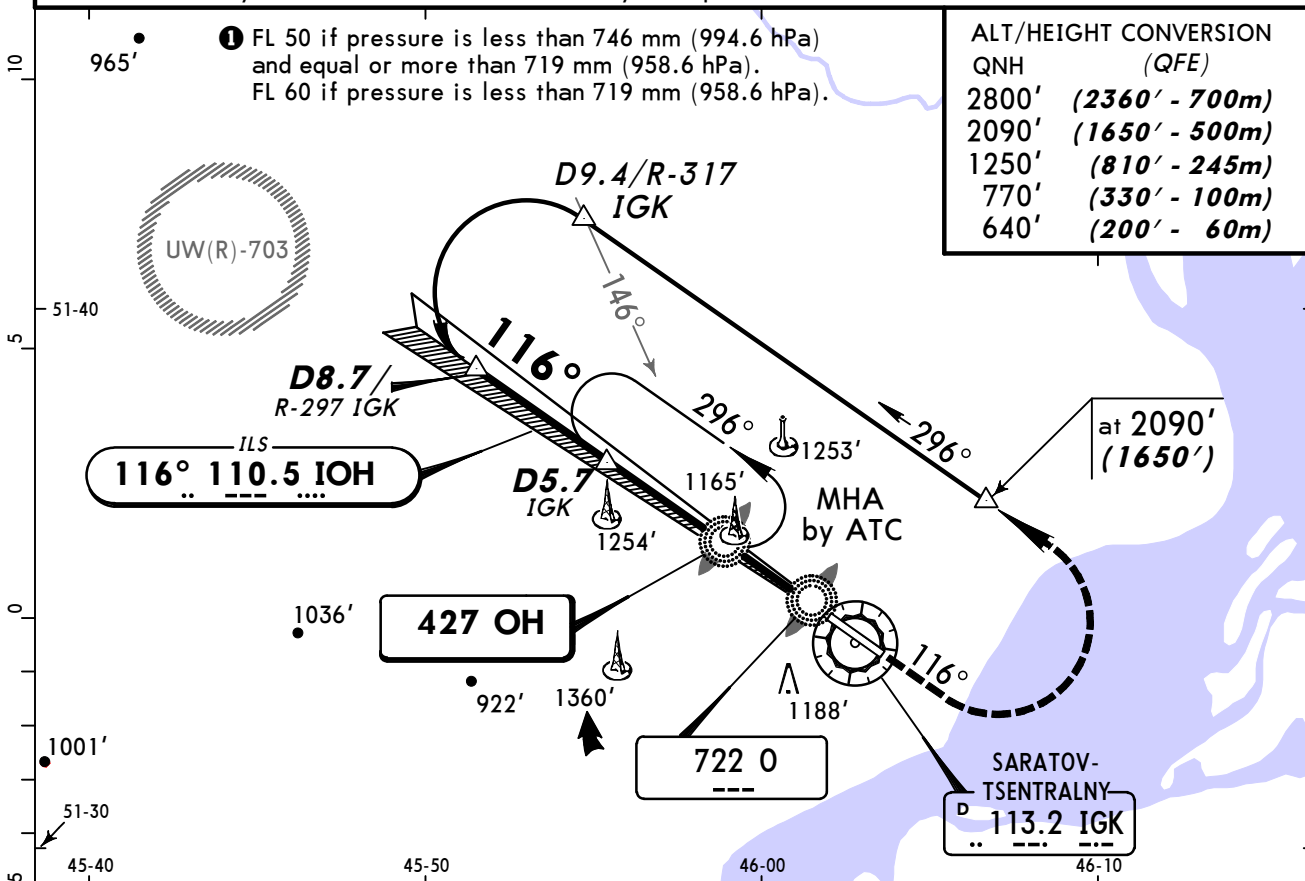
❸ w/o FAF

TAKE-OFF RWY 12, 30

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

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 1244' (804')	ILS DA(H) 640' (200')	Apt Elev 499' RWY 440'		2700' MSA ARP			
NDB OH 427		Minimum Alt D5.7 IGK 2090' (1650')	NDB MDA(H) 860' (420')						
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 40 ①				Trans alt: 2800' (2360')	
WARNING: Heavy turbulence with downdrafts may be expected on final.									

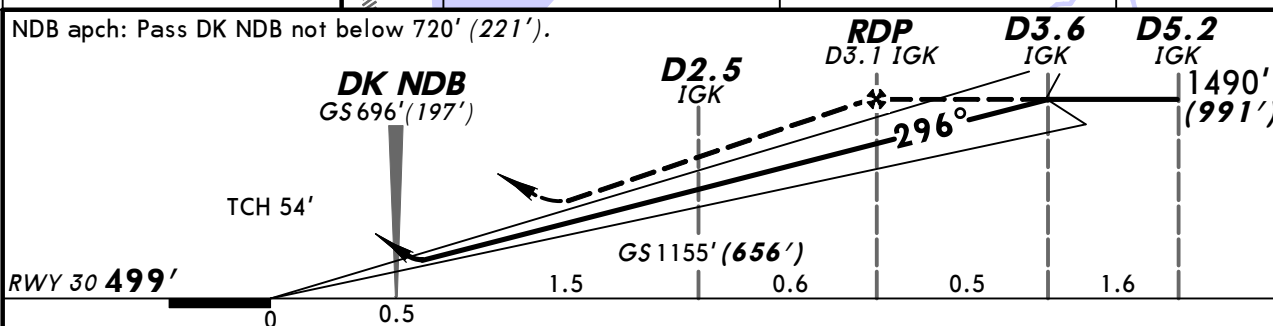
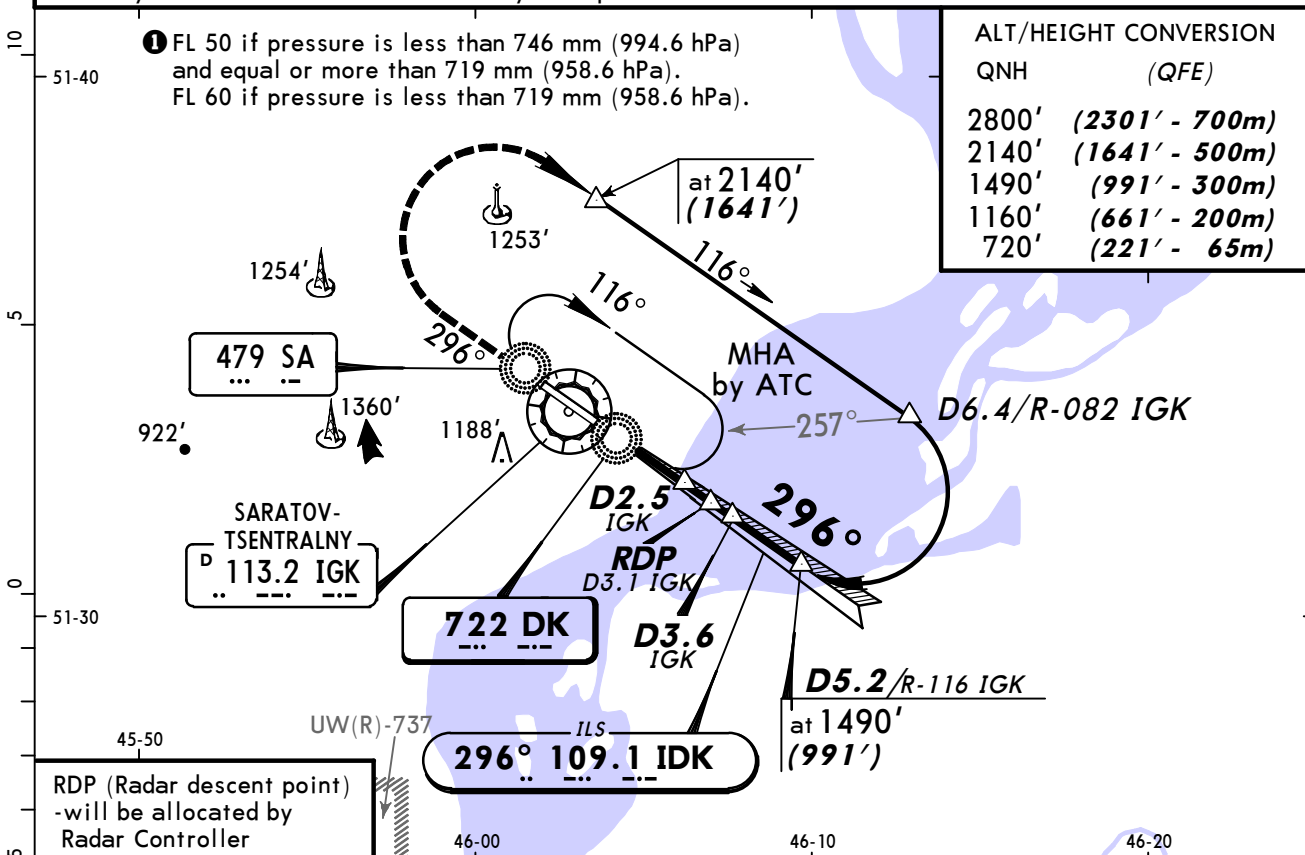


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	770' (330') on	116°	296°	2090' (1650')
ILS GS or NDB Desc angle 3.00°	372	478	531	637	743	849		↑	LT	↑	↑

STRAIGHT-IN LANDING RWY 12					
ILS		LOC (GS out)		NDB	
DA(H) 640' (200')				MDA(H) 860' (420')	
FULL	ALS out				ALS out
A					
B	RVR 720m VIS 800m	NOT AUTHORIZED		1400m	2200m
C					
D				1800m	

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 D2.5 IGK 1155' (656')	ILS DA(H) 699' (200')	Apt Elev 499' RWY 499'		2700' MSA ARP	
NDB DK 722		Minimum Alt RDP 1490' (991')	NDB MDA(H) (CONDITIONAL) 900' (401')				
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 40 ① 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.							



Gnd speed-Kts	70	90	100	120	140	160	ALS	1160' (661') on 296°	116°	2140' (1641')
ILS GS	2.83°	350	451	501	601	701	801	PAPI		
NDB Desc angle	3.33°	412	530	589	707	825	943			

STRAIGHT-IN LANDING RWY 30									
ILS			LOC (GS out)	NDB					
DA(H) 699'(200')				with FAF		w/o FAF			
FULL		ALS out		MDA(H) 900'(401')		MDA(H) 1230'(731')			
A					ALS out		ALS out		
B	1200m			NOT AUTH	RVR 1500m VIS 1600m		3200m		
C									
D					RVR 1800m VIS 2000m		3600m		

SARATOV, (TSENTRALNY - UWSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWSS

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.