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Changed chart(s) since Disc 26-2012

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Saratov, (Tsentrally - UWSS)				
ADD	PETUR & US 2A ARRS	10-2	04 ýîâ 2013	10 ýîâ 2013
ADD	PETUR 4A, US 4A & 4B ARRS	10-2A	04 ýîâ 2013	10 ýîâ 2013
ADD	BALAS 2A, KR 2A & 2B ARRS	10-2B	04 ýîâ 2013	10 ýîâ 2013
ADD	KR 4A ARR	10-2C	04 ýîâ 2013	10 ýîâ 2013
ADD	PETUR & US 2B ARRS	10-2D	04 ýîâ 2013	10 ýîâ 2013
ADD	PETUR 4B ARR	10-2E	04 ýîâ 2013	10 ýîâ 2013
ADD	BALAS 2B ARR	10-2F	04 ýîâ 2013	10 ýîâ 2013
ADD	BALAS 4A & 4B, KR 4B ARRS	10-2G	04 ýîâ 2013	10 ýîâ 2013
ADD	PETUR & US 1 DEPS	10-3	04 ýîâ 2013	10 ýîâ 2013
ADD	PETUR 3, US 3A, 3B & 3C DEPS	10-3A	04 ýîâ 2013	10 ýîâ 2013
ADD	BALAS 1, KR 1A & 1B DEPS	10-3B	04 ýîâ 2013	10 ýîâ 2013
ADD	BALAS 3, KR 3A & 3B DEPS	10-3C	04 ýîâ 2013	10 ýîâ 2013
REV	ILS OR 2 NDB RWY 12	11-1	28 ääê 2012	10 ýîâ 2013
REV	ILS OR NDB RWY 30	11-2	28 ääê 2012	10 ýîâ 2013

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+4:00 no 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**

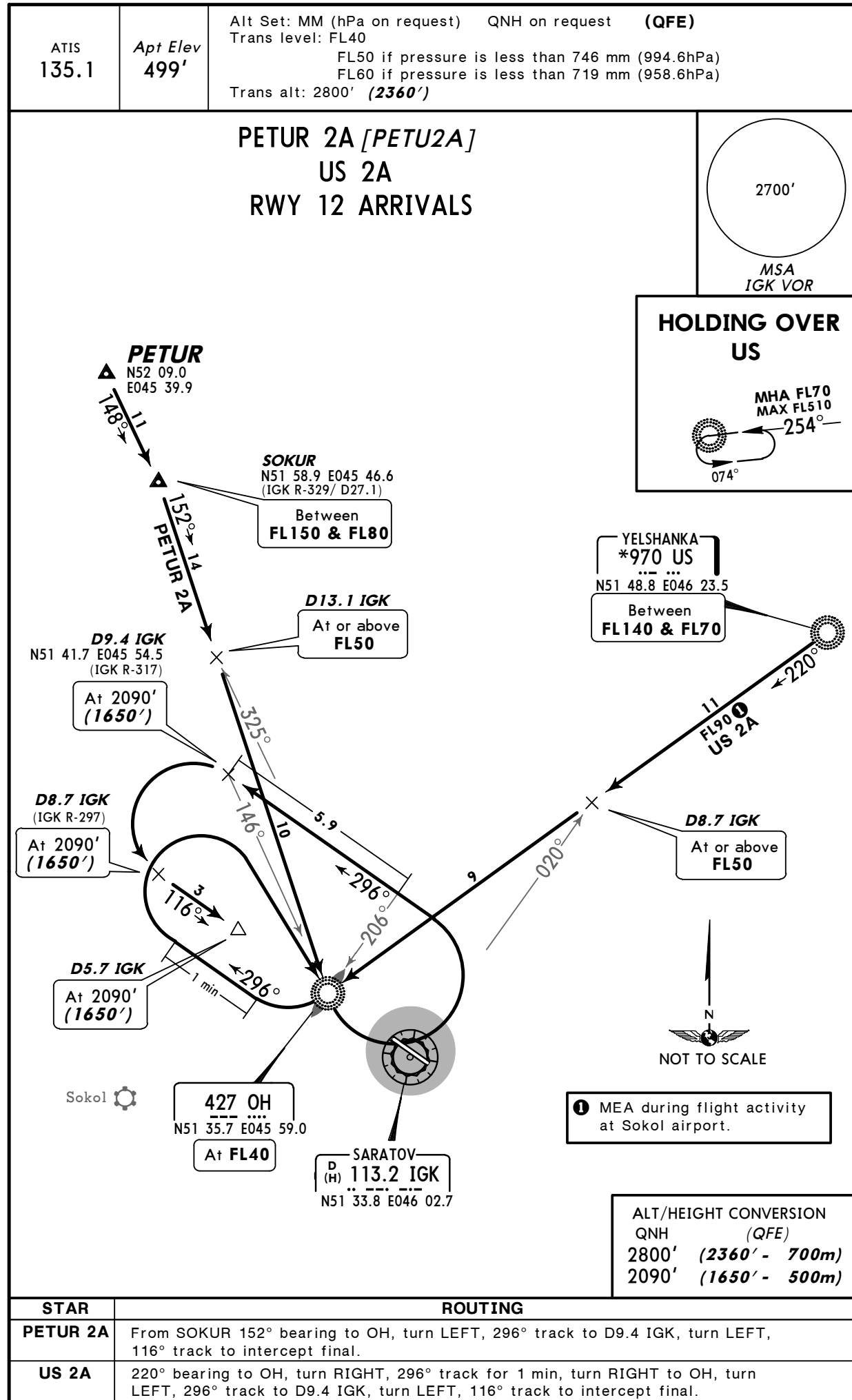
Notebook Info

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TSENTRALNY

JEPPESEN
4 JAN 13 10-2 Eff 10 Jan

SARATOV, RUSSIA

STAR



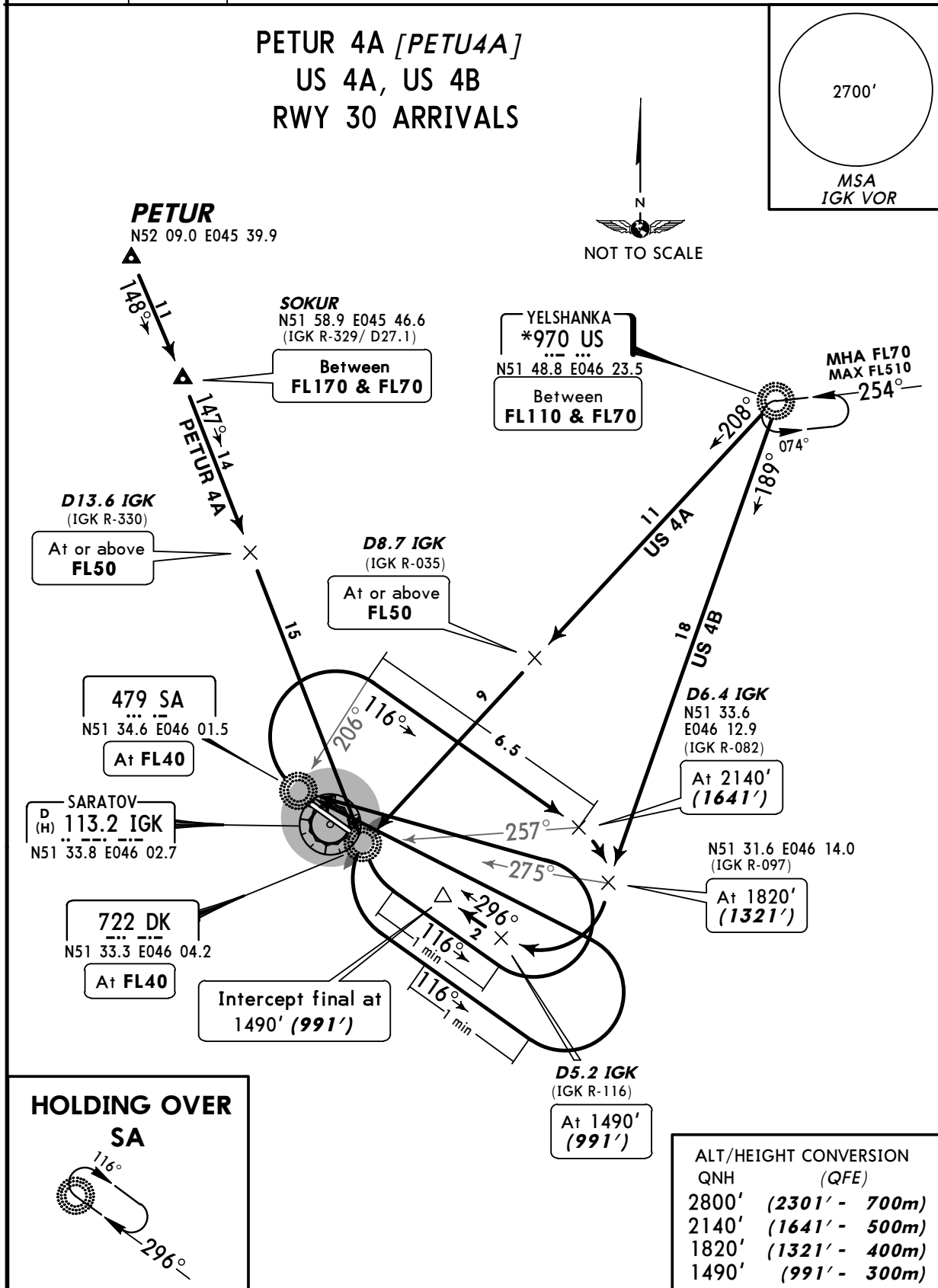
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4 JAN 13 (10-2A) Eff 10 Jan

SARATOV, RUSSIA

STAR

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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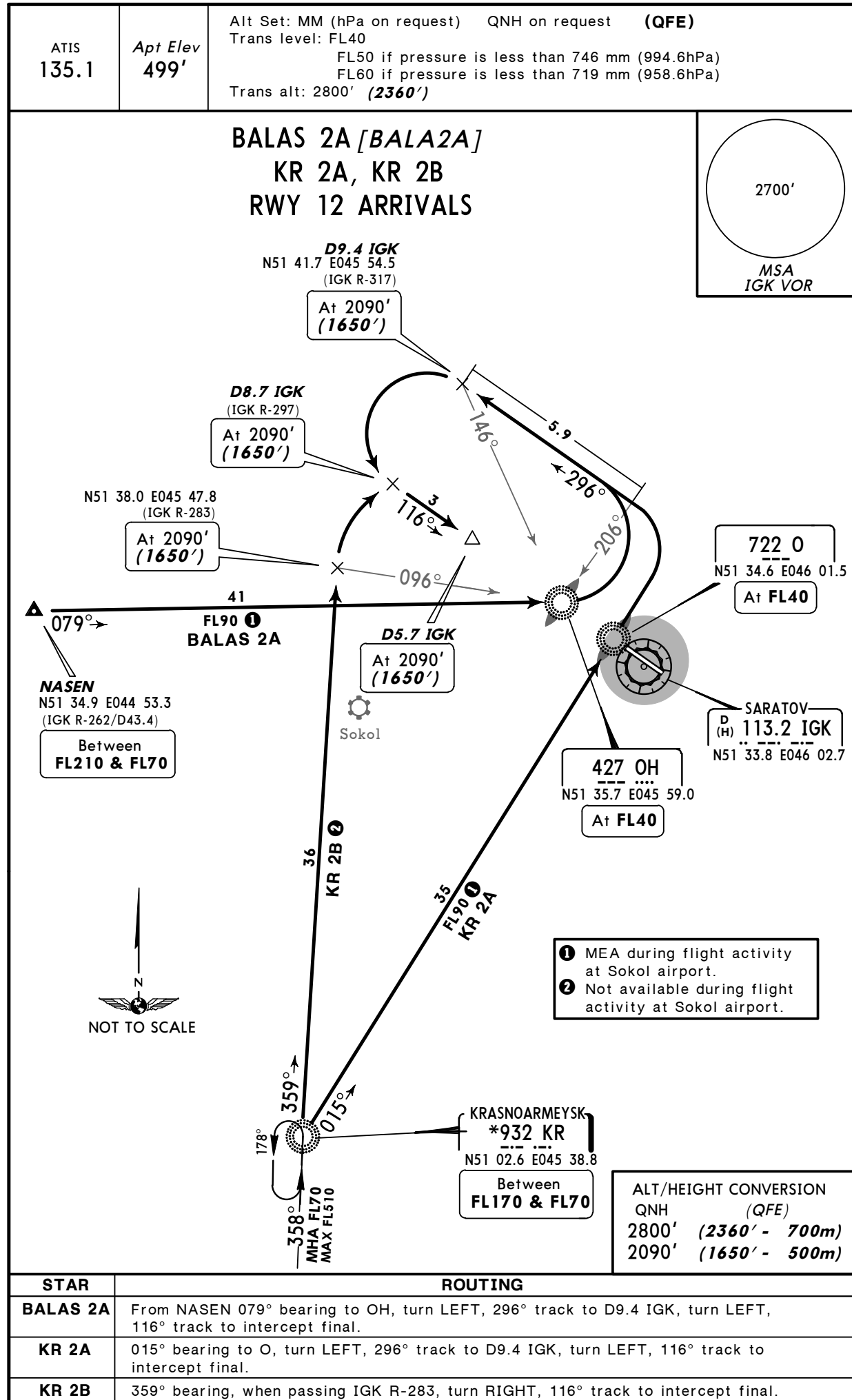
STAR	ROUTING
PETUR 4A	From SOKUR 147° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track to D6.4 IGK, turn RIGHT, 296° track to intercept final.
US 4A	208° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track to D6.4 IGK, turn RIGHT, 296° track to intercept final.
US 4B	189° bearing, when passing IGK R-097 turn RIGHT, 296° track to intercept final.

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4 JAN 13 10-2B Eff 10 Jan

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STAR



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4 JAN 13 10-2C Eff 10 Jan

SARATOV, RUSSIA

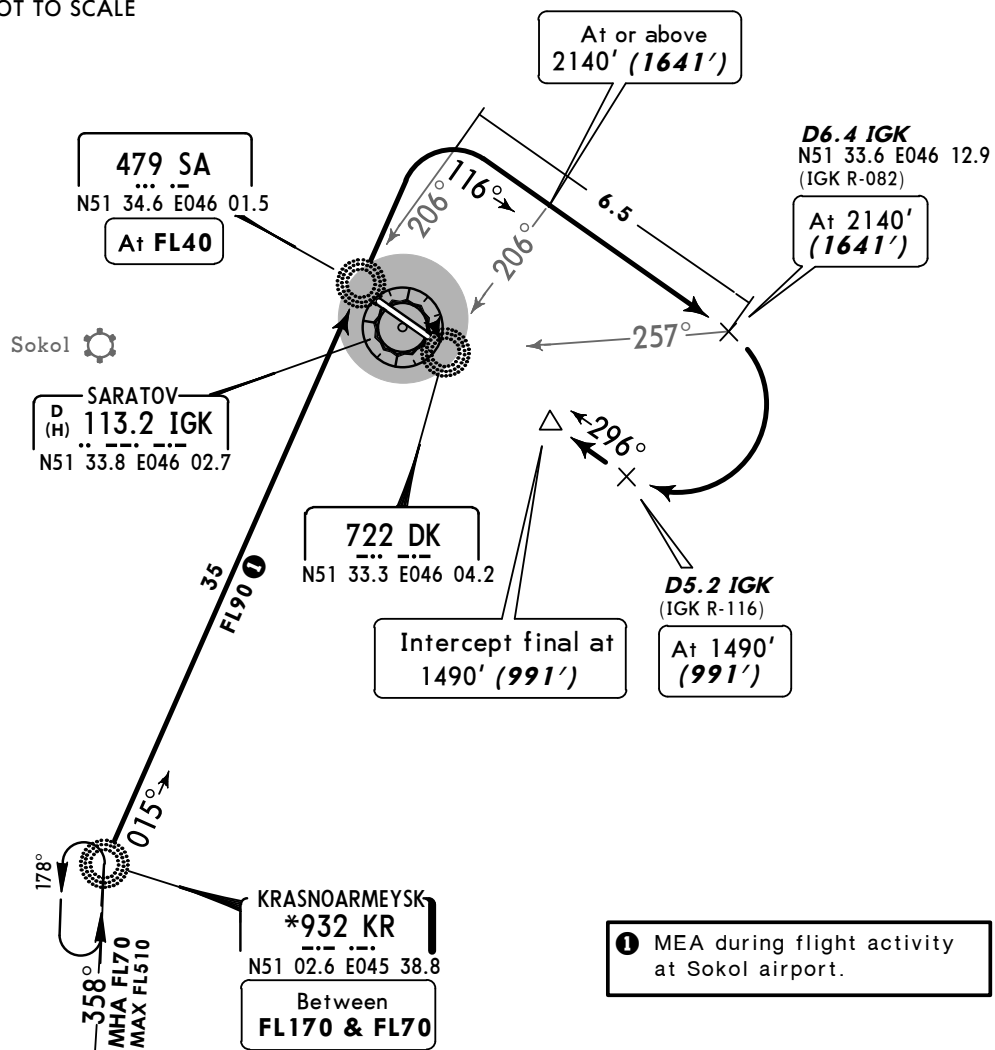
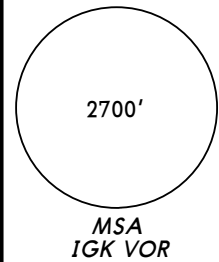
STAR

ATIS
135.1

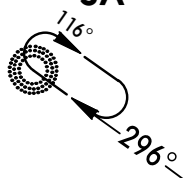
Apt Elev
499'

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')

KR 4A RWY 30 ARRIVAL



HOLDING OVER SA



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2800'	(2301' - 700m)
2140'	(1641' - 500m)
1490'	(991' - 300m)

ROUTING

015° bearing to SA, turn RIGHT, 116° track to D6.4 IGK, turn RIGHT, 296° track to intercept final.

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4 JAN 13 (10-2D) Eff 10 Jan

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STAR

ATIS
135.1

Apt Elev
499'

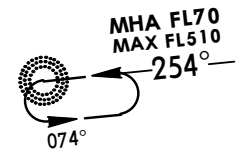
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 746mm (994.6hPa)
FL60 if pressure is less than 719mm (958.6hPa)
Trans alt: 2800' (2360')

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

2700'

MSA
IGK VOR

HOLDING OVER
US



PETUR
N52 09.0
E045 39.9

SOKUR
N51 58.9 E045 46.6

Between
FL110 & FL70

YELSHANKA
*970 US
N51 48.8 E046 23.5

Between
FL120 & FL70

D11.0 IGK
N51 43.0 E045 53.1

At 2090'
(1650')

D10.6 IGK
N51 41.3 E045 50.7
(IGK R-305)

At 2090'
(1650')

D10.1 IGK
N51 40.1 E045 50.1
(IGK R-299)

At 2090'
(1650')

DB.7 IGK
(IGK R-297)

At 2090'
(1650')

Intercept final at
2090' (1650')

427 OH
N51 35.7 E045 59.0

SARATOV
D(H) 113.2 IGK
N51 33.8 E046 02.7



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH (QFE)

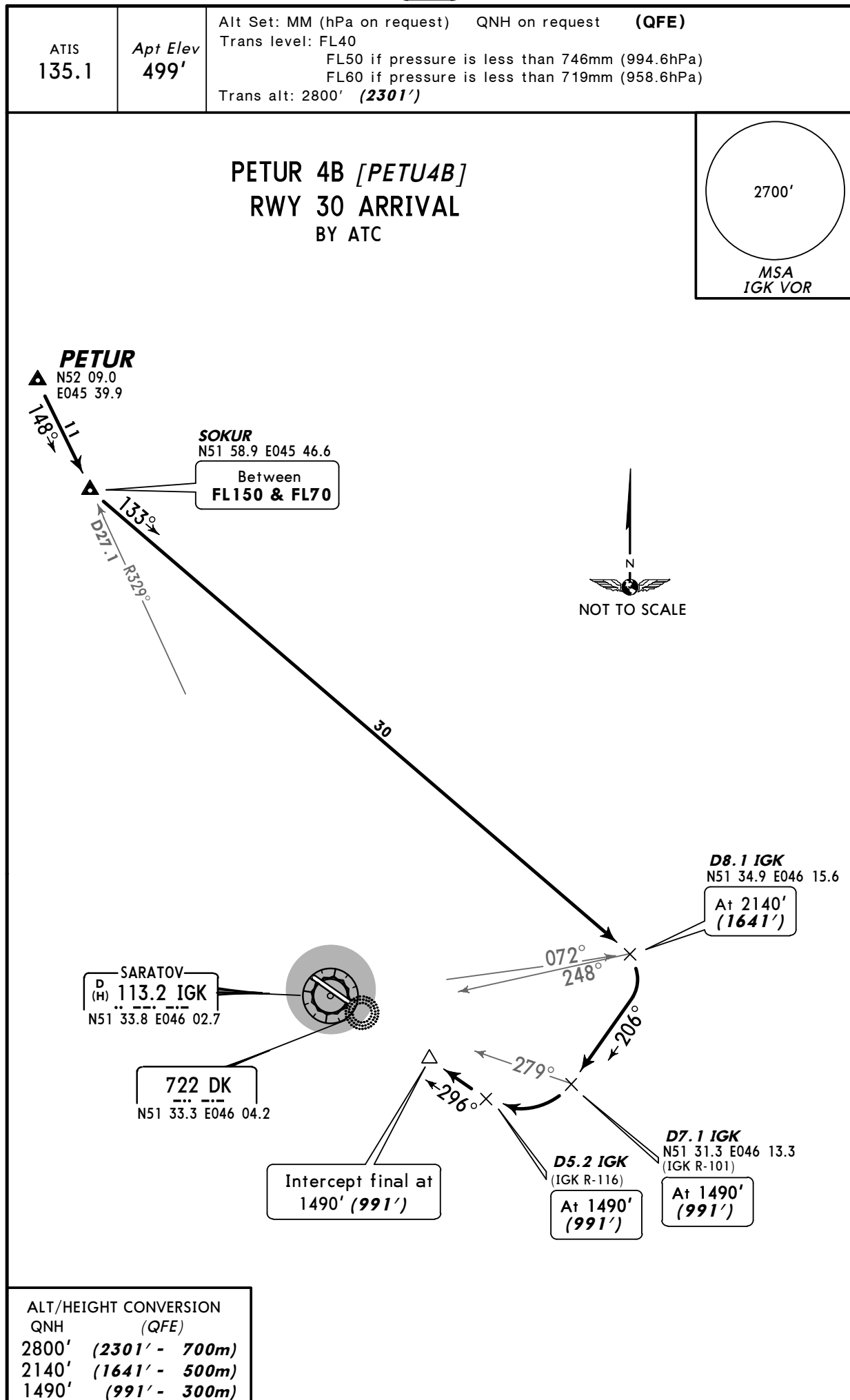
2800' (2360' - 700m)

2090' (1650' - 500m)

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4 JAN 13 (10-2E) Eff 10 Jan

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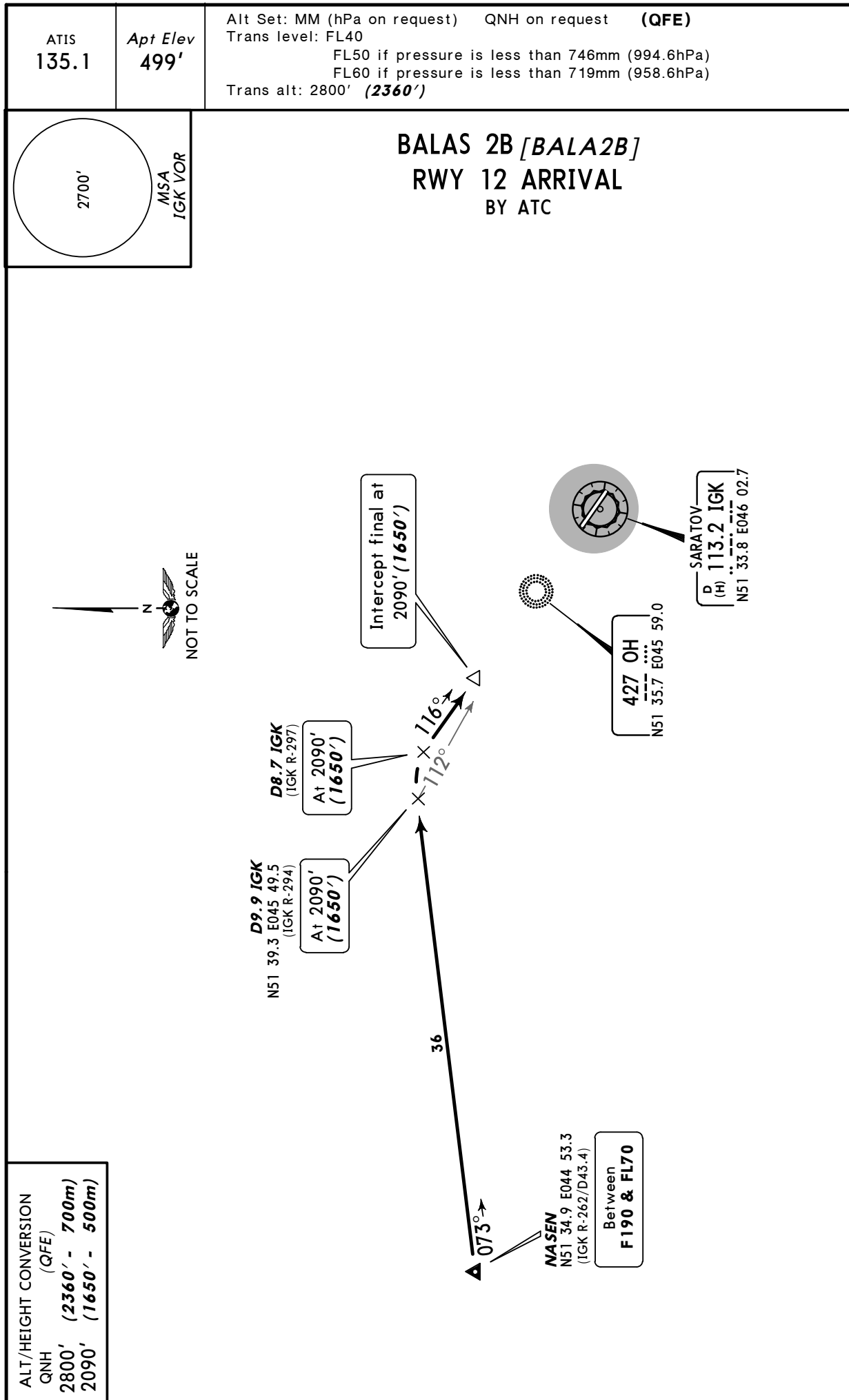


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4 JAN 13 10-2F Eff 10 Jan

SARATOV, RUSSIA

STAR

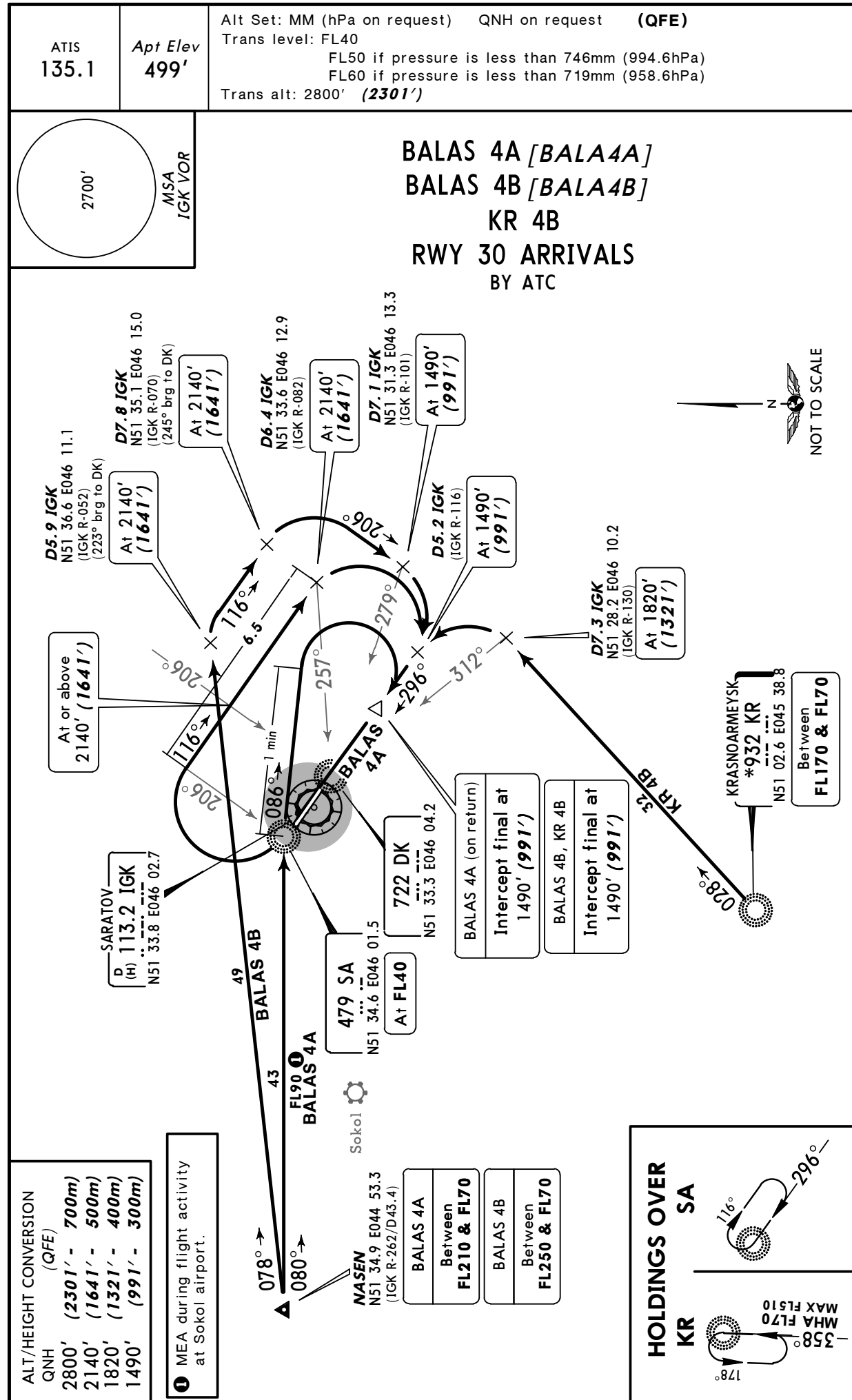


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STAR



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JEPPESEN
4 JAN 13 10-3 Eff 10 Jan

SARATOV, RUSSIA

SID

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)

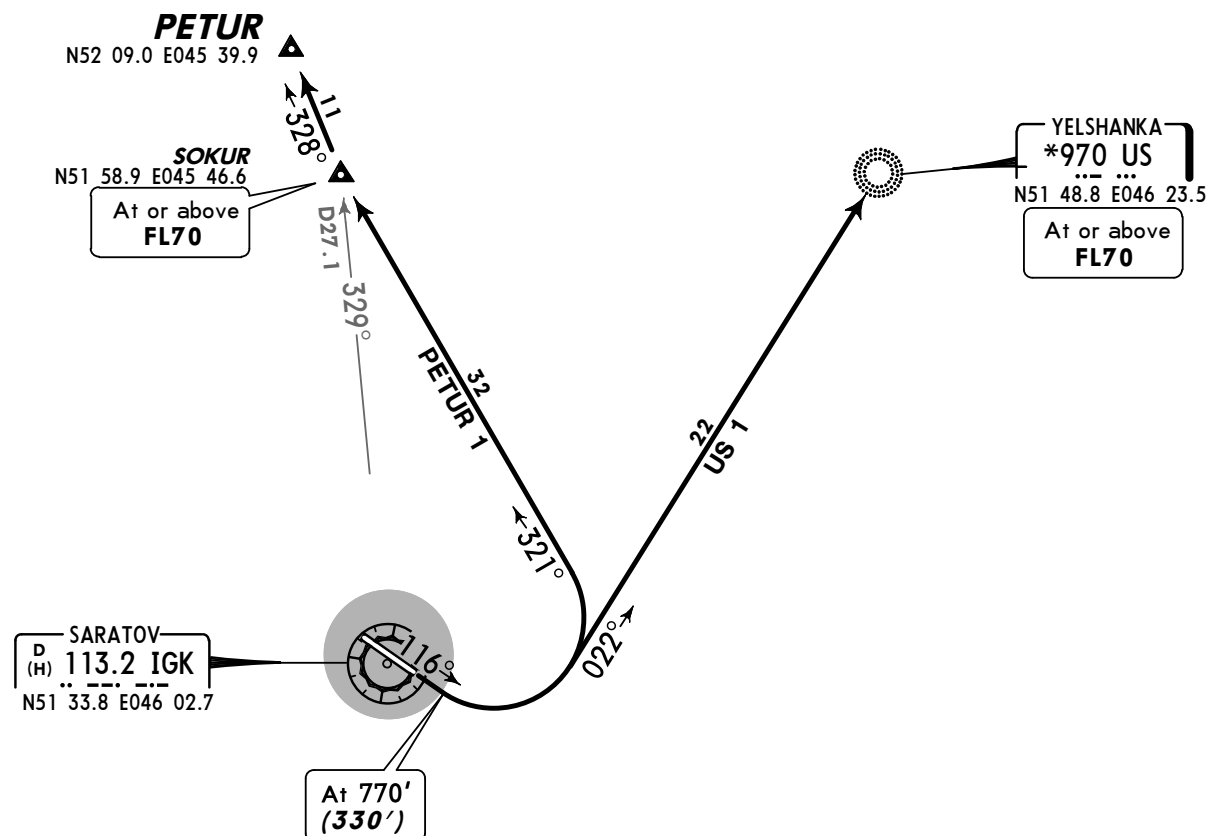
Trans alt: 2800' (2360')

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.

PETUR 1, US 1
RWY 12 DEPARTURES

2700'

MSA
IGK VOR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
770'	(330' - 100m)
2800'	(2360' - 700m)

Turns shall be executed with bank angle 20°.

SID	ROUTING
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 022° bearing to US.

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4 JAN 13 (10-3A) Eff 10 Jan

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

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

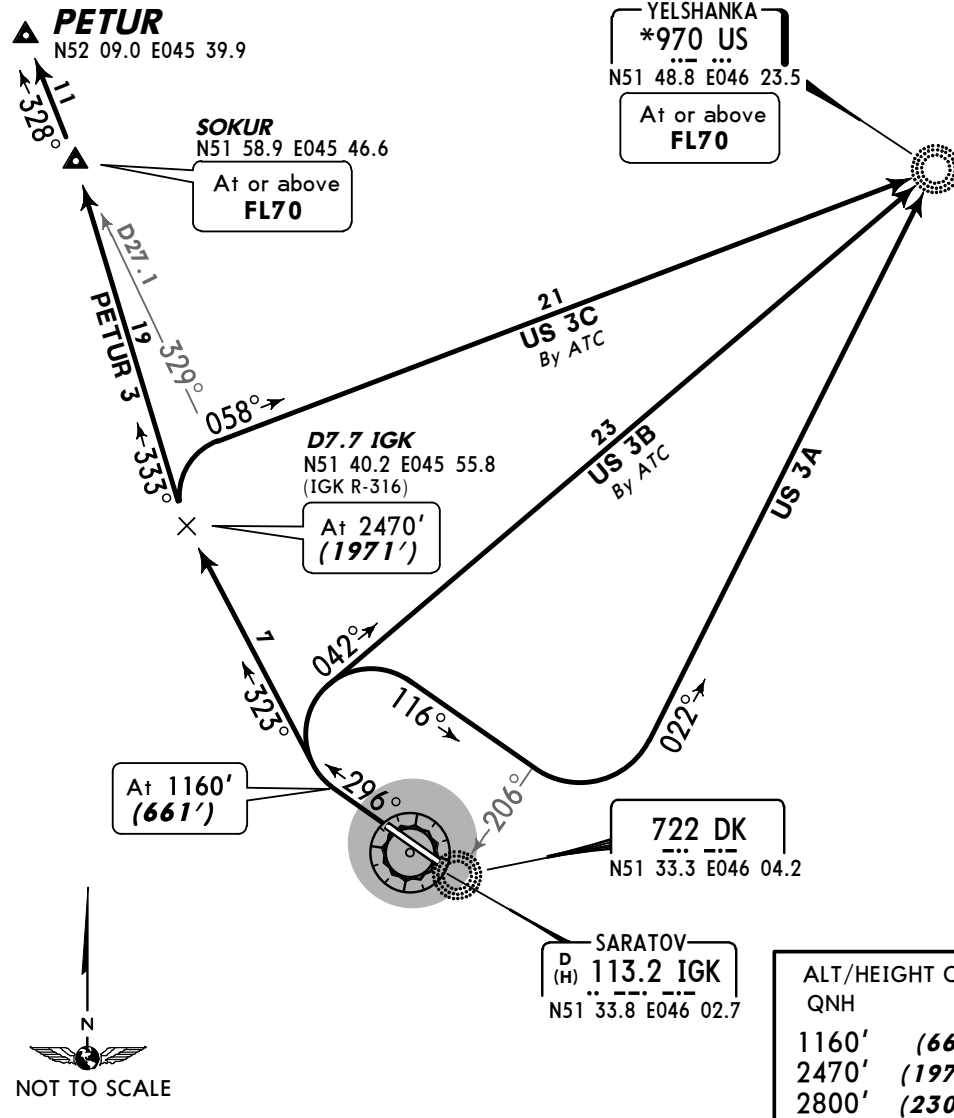
FL60 if pressure is less than 719mm (958.6hPa)

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.

PETUR 3 US 3A, US 3B, US 3C RWY 30 DEPARTURES

2700'

MSA
IGK VOR

Turns shall be executed with bank angle 20°.

SID	ROUTING
PETUR 3	Climb straight ahead to 1160' (661'), turn RIGHT, 323° track to D7.7 IGK, turn RIGHT, 333° track to SOKUR, then to PETUR.
US 3A	Climb straight ahead to 1160' (661'), turn RIGHT, 116° track to abeam DK, intercept 022° 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, 323° track to D7.7 IGK, turn RIGHT, intercept 058° bearing to US.

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4 JAN 13 **(10-3B)** Eff 10 Jan

SARATOV, RUSSIA

SID

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)

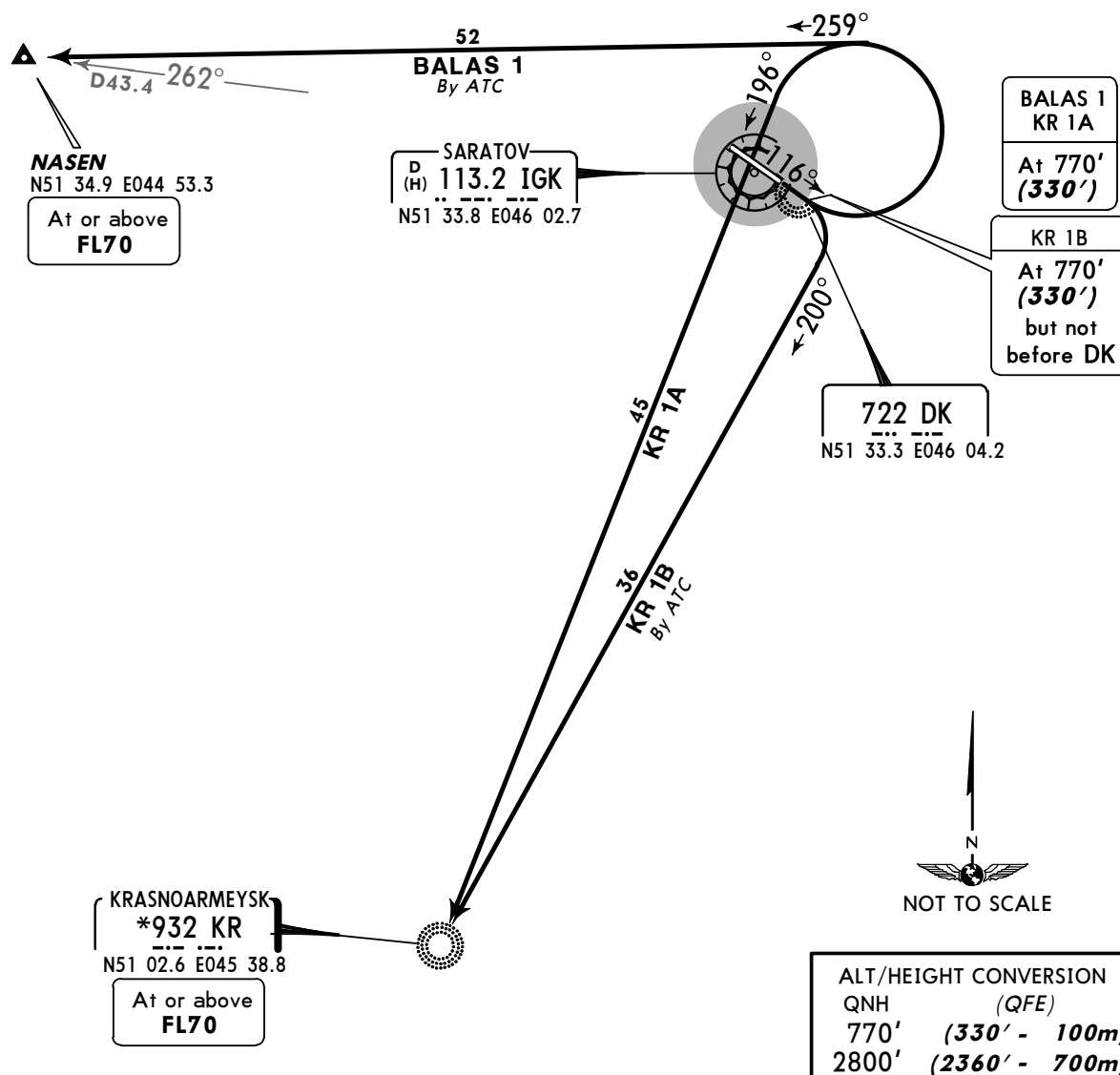
Trans alt: 2800' **(2360')**

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.

BALAS 1
KR 1A, KR 1B
RWY 12 DEPARTURES

2700'

MSA
IGK VOR



Turns shall be executed with bank angle 20°.

SID	ROUTING
BALAS 1 By ATC	Climb straight ahead to 770' (330'), turn LEFT, 259° track to NASEN.
KR 1A	Climb straight ahead to 770' (330') , turn LEFT, intercept 196° bearing to KR.
KR 1B By ATC	Climb straight ahead, at 770' (330') but not before DK, turn RIGHT, intercept 200° bearing to KR.

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4 JAN 13 (10-3C) Eff 10 Jan

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

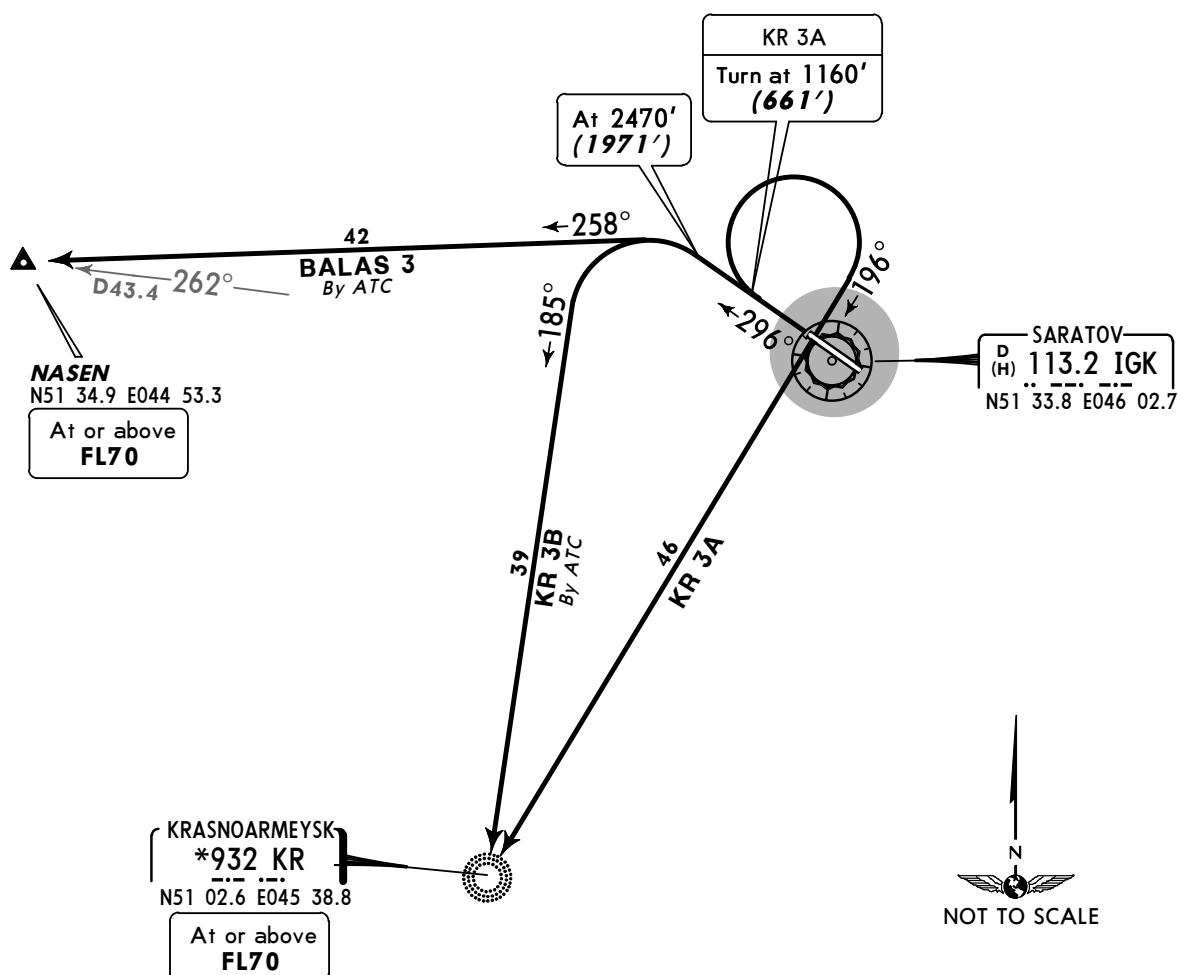
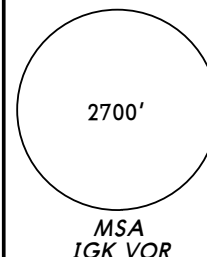
FL50 if pressure is less than 746mm (994.6hPa)

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.

BALAS 3
KR 3A, KR 3B
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1160'	(661' - 200m)	
2470'	(1971' - 600m)	
2800'	(2301' - 700m)	

Turns shall be executed with bank angle 20°.

SID	ROUTING
BALAS 3 By ATC	Climb straight ahead to 2470' (1971'), turn LEFT, 258° track to NASEN.
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 185° bearing to KR.

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

JEPPESSEN

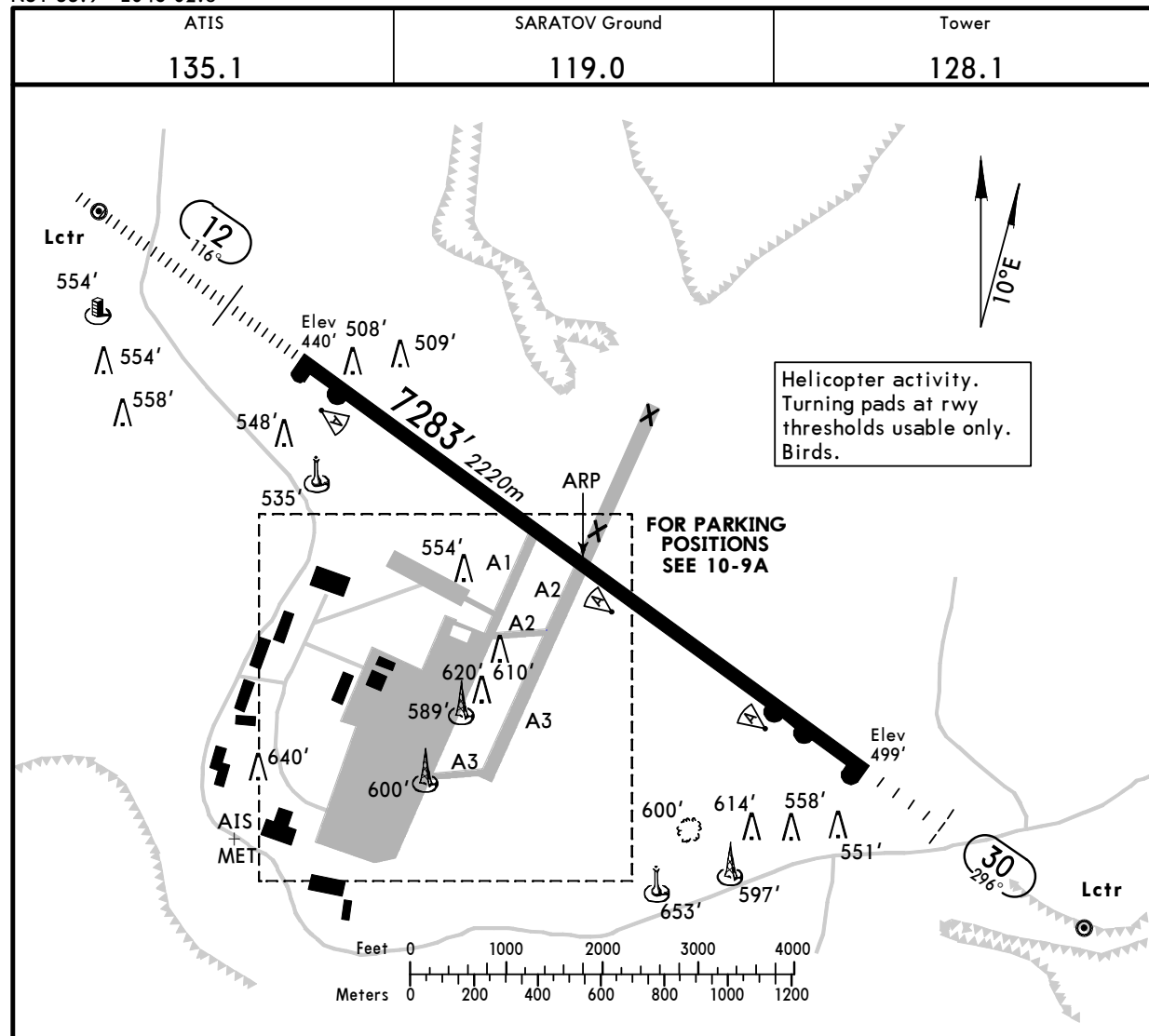
12 SEP 08

(10-9)

Eff 25 Sep

SARATOV, RUSSIA

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ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
RWY					LANDING BEYOND		TAKE-OFF	WIDTH
					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	

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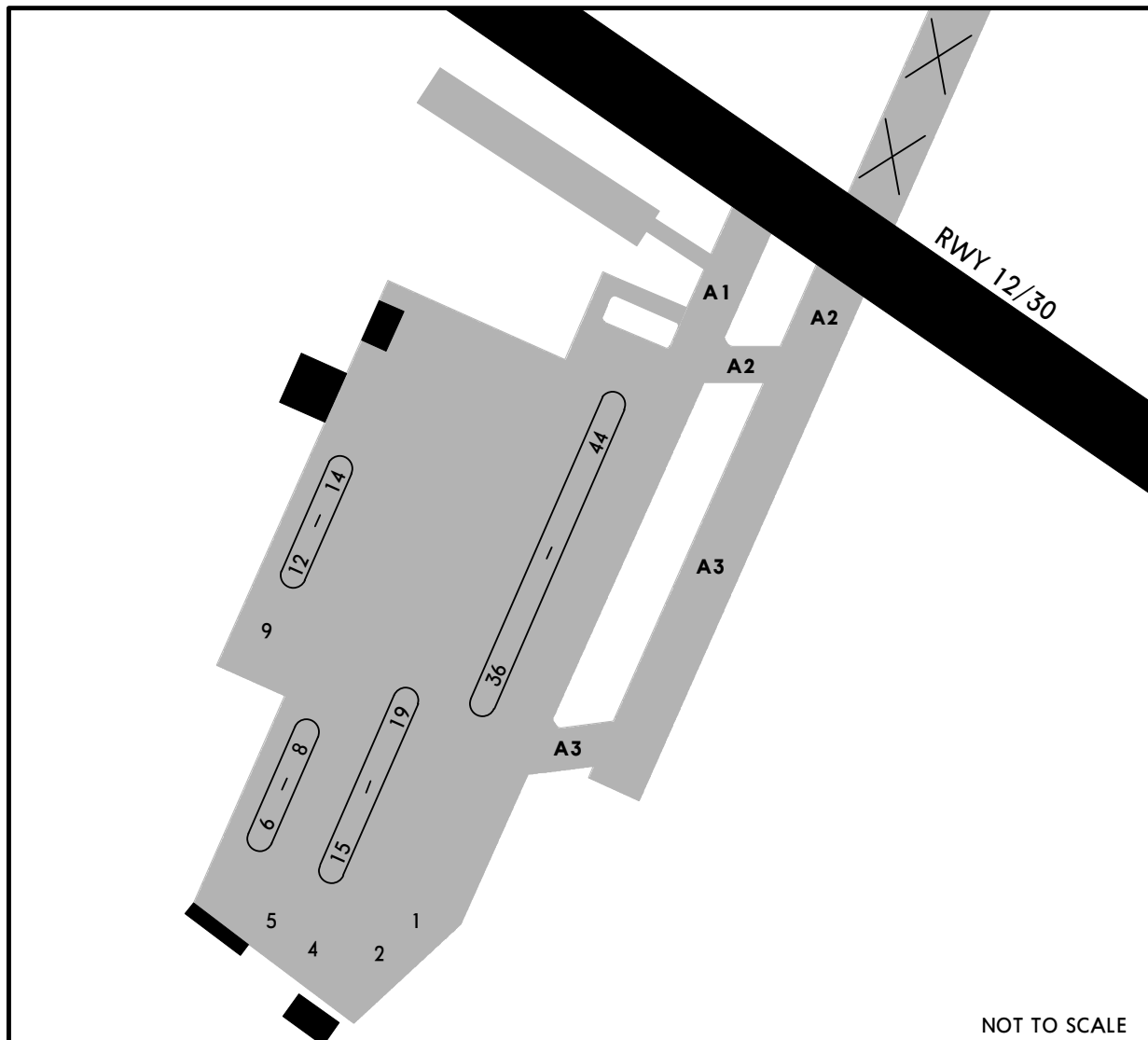
12 SEP 08

10-9A

Eff 25 Sep

SARATOV, RUSSIA

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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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JEPPESEN
 14 OCT 11 **10-9S**
Standard
SARATOV, RUSSIA
 ТСЕНТРАЛНУ

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
A	250m	400m
B		
C		
D	300m	500m

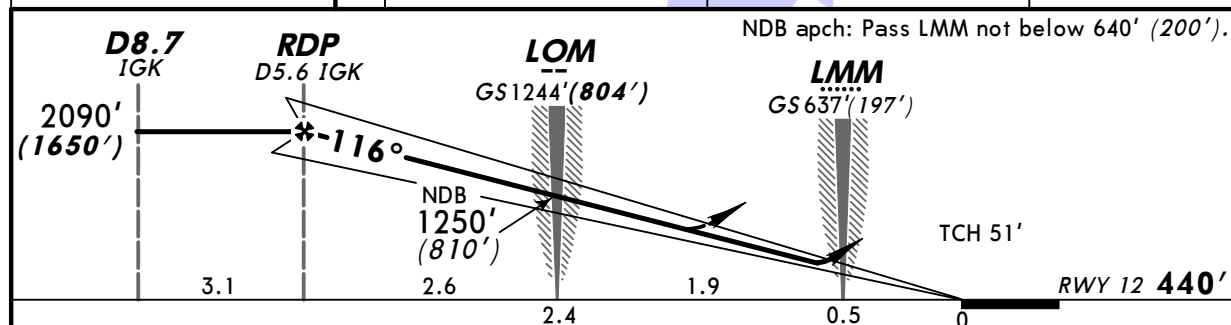
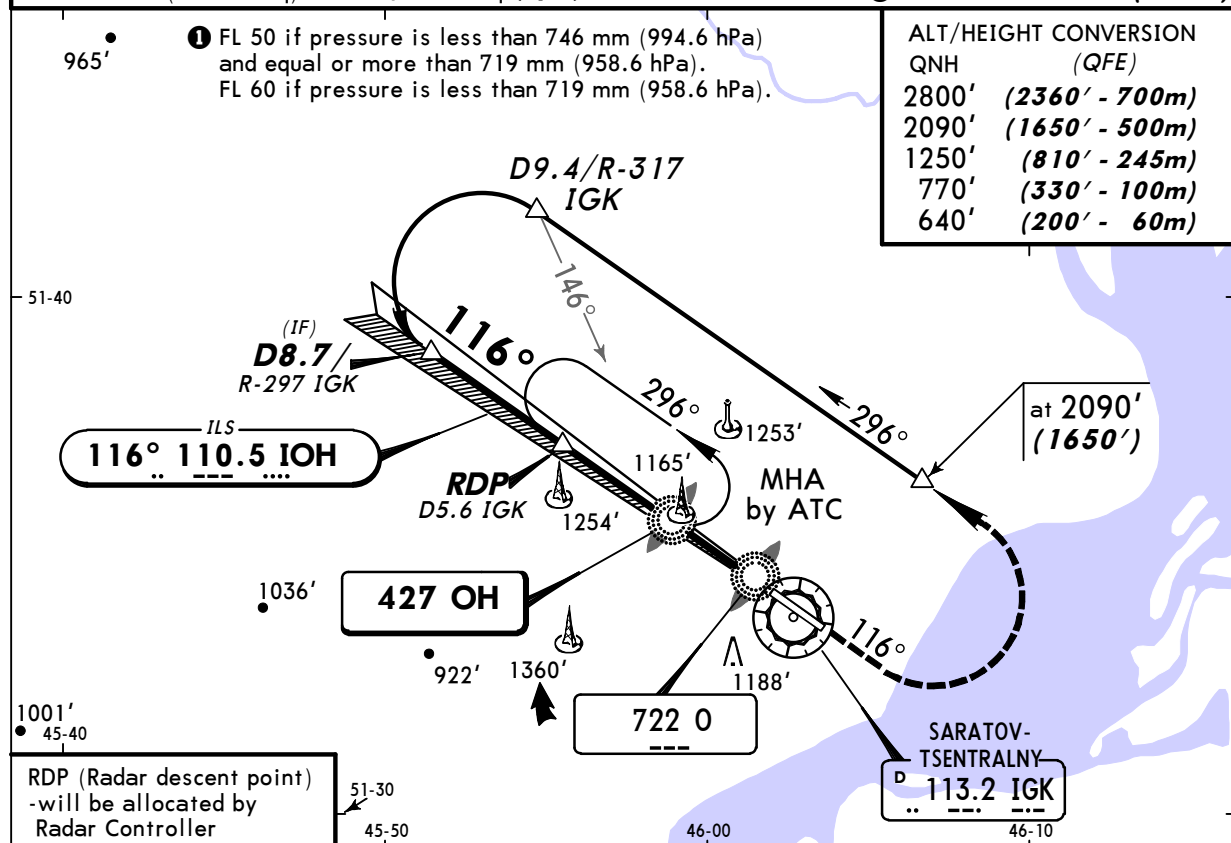
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JEPPESEN
28 DEC 12
Eff 10 Jan 11-1

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 Aptch Crs 116°	GS LOM 1244'(804')	ILS DA(H) 640'(200')	Apt Elev 499' RWY 440'		2700' MSA IGK VOR	
NDB OH 427		Minimum Alt RDP 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')	



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

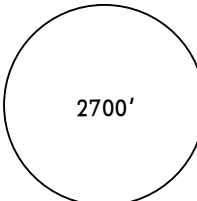
STRAIGHT-IN LANDING RWY 12					
ILS		LOC (GS out)		NDB	
DA(H) 640' (200')				MDA(H) 860' (420')	
FULL	ALS out			ALS out	
A					
B	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
C					
D					

PANS OPS

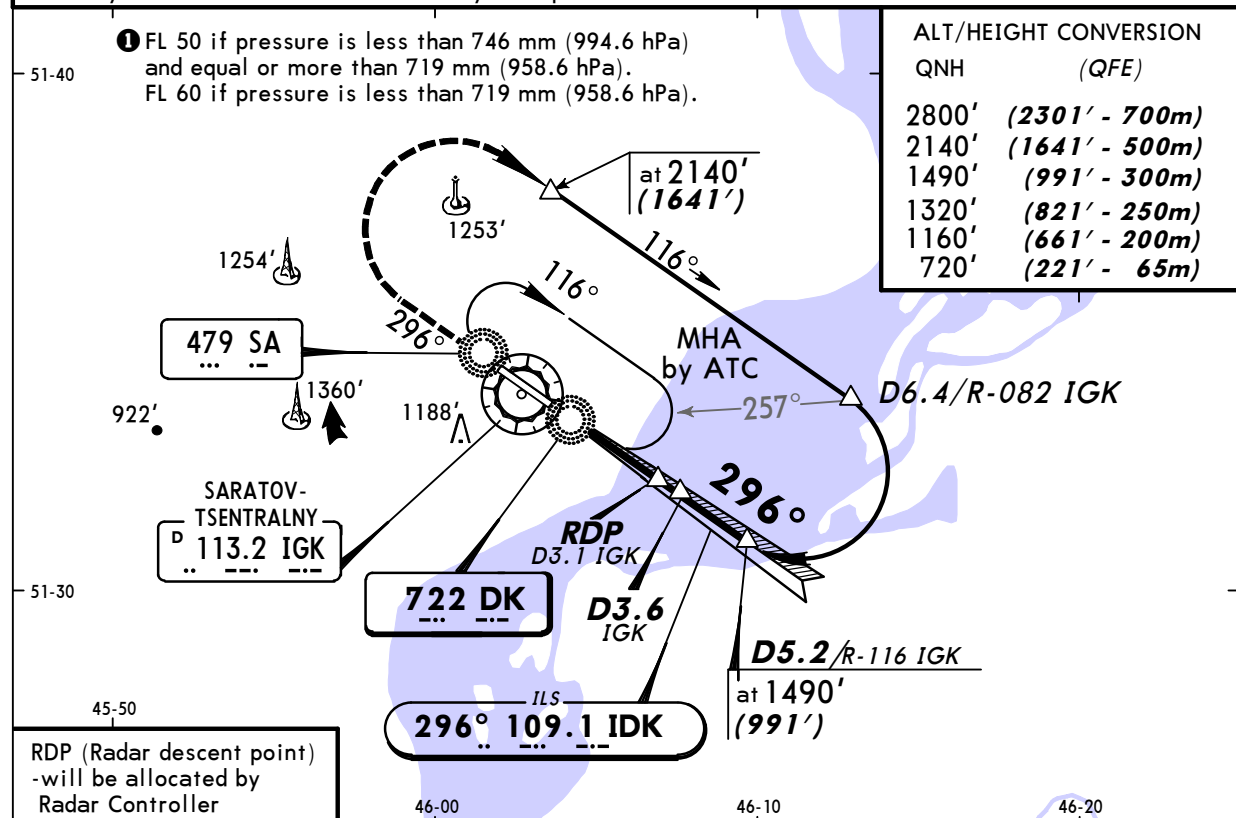
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TSENTRALNY**

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28 DEC 12 **(11-2)** **Eff 10 Jan**

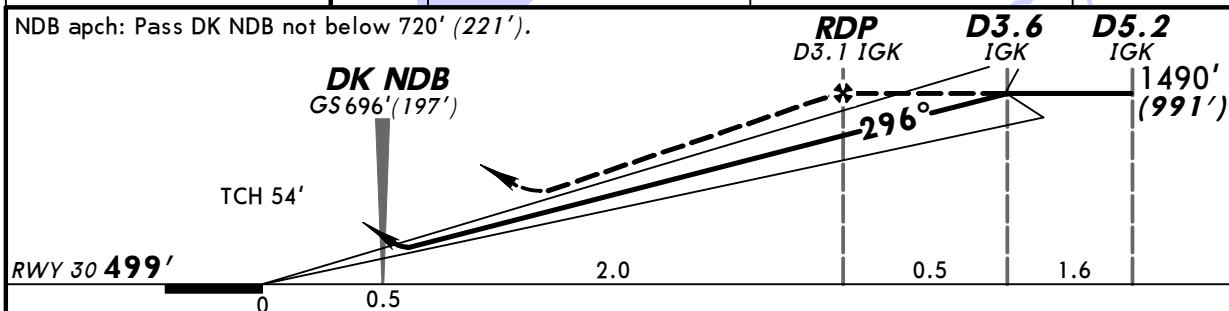
SARATOV, RUSSIA
ILS or NDB Rwy 30

ATIS 135.1		SARATOV Radar 120.4		SARATOV Tower 128.1		Ground 119.0	
LOC IDK 109.1	<i>Final Apch Crs</i> 296°	<i>GS</i> D2.5 IKG 1155' (656')	<i>ILS</i> DA(H) 699' (200')	<i>Apt Elev</i> 499' <i>RWY</i> 499'			
		<i>Minimum Alt</i> RDP 1490' (991')	<i>NDB</i> MDA(H) (CONDITIONAL) 900' (401')				
NDB DK 722	MISSSED APCH: Climb on 296° to <u>ILS</u> : 1160' (661'), <u>NDB</u> : 1320' (821'), 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.							

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2800'	(2301' - 700m)
2140'	(1641' - 500m)
1490'	(991' - 300m)
1320'	(821' - 250m)
1160'	(661' - 200m)
720'	(221' - 65m)



NDB apch: Pass DK NDB not below 720' (221').



<i>Gnd speed-Kts</i>		70	90	100	120	140	160
<i>ILS GS</i>	2.83°	350	451	501	601	701	801
<i>NDB Desc angle</i>	3.33°	412	530	589	707	825	943

ALS
PAPI

Refer to
Missed Apch
above

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')	
			ALS out		ALS out	
A	1200m		NOT AUTH	RVR 1500m VIS 1600m		3200m
B						
C				RVR 1800m VIS 2000m		
D						3600m

CHANGES: MSA. Procedure.

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