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Airport Information For UWSS

Terminal Charts For UWSS

Revision Letter For Cycle 01-2014

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: 10.2°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: 0501 Z
Sunset: 1302 Z,

Runway Information

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

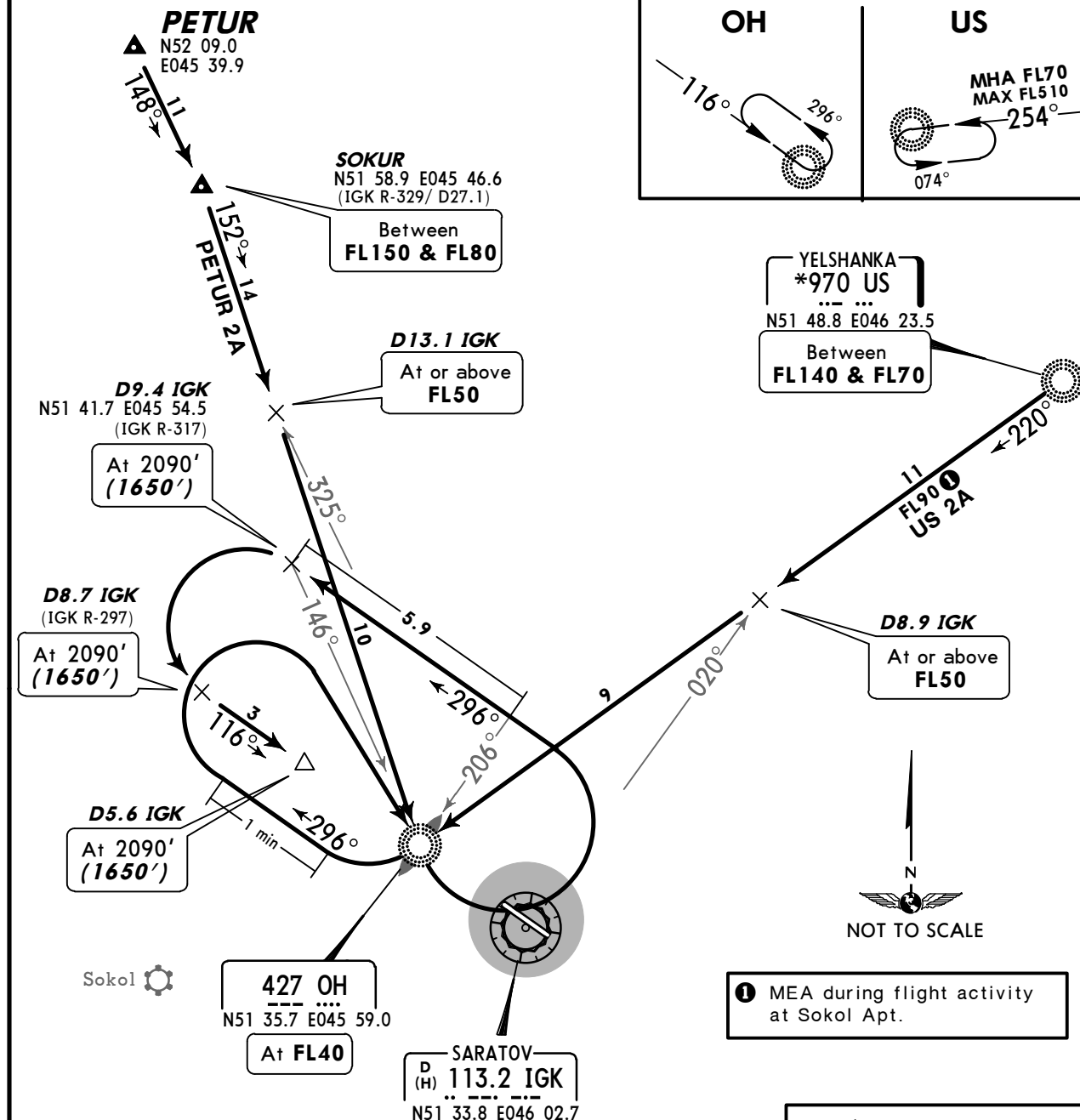
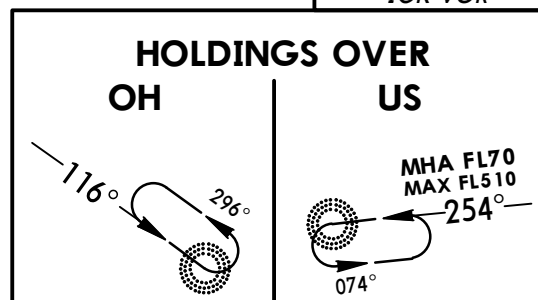
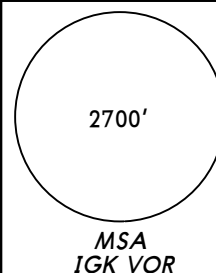
Runway: 30
Length x Width: 7283 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 499 ft
Lighting: Edge, ALS

Communication Information

ATIS 135.1 Non-English
ATIS 132.8
Saratov Tower 128.1
Saratov Ground Control 119.0
Saratov Ground Control 118.8
Saratov Radar 120.4
Saratov Transit Operations 131.8

ATIS 132.8 (Russian 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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PETUR 2A [PETU2A]
US 2A
RWY 12 ARRIVALS



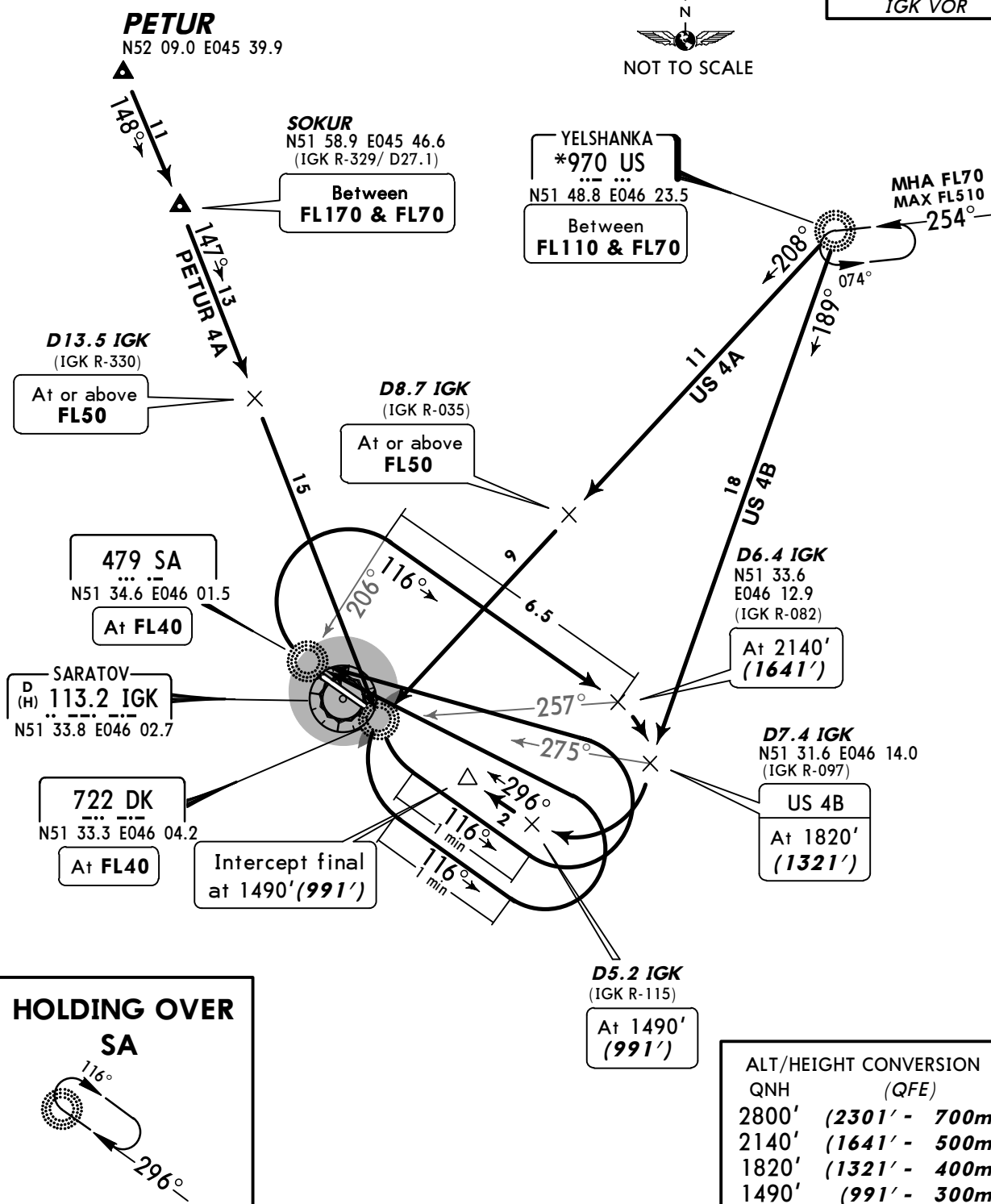
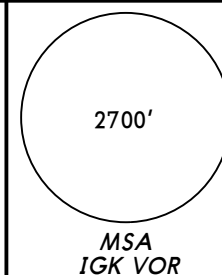
① MEA during flight activity at Sokol Apt.

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

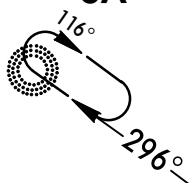
STAR	ROUTING
PETUR 2A	From SOKUR 152° bearing to OH, turn LEFT, 296° track to D9.4 IGK, turn LEFT, 116° track to intercept final.
US 2A	220° bearing to OH, turn RIGHT, 296° track for 1 min, turn RIGHT to OH, turn LEFT, 296° track to D9.4 IGK, turn LEFT, 116° track to intercept final.

ATIS 132.8 (Russian 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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PETUR 4A [PETU4A]
US 4A, US 4B
RWY 30 ARRIVALS



HOLDING OVER
SA



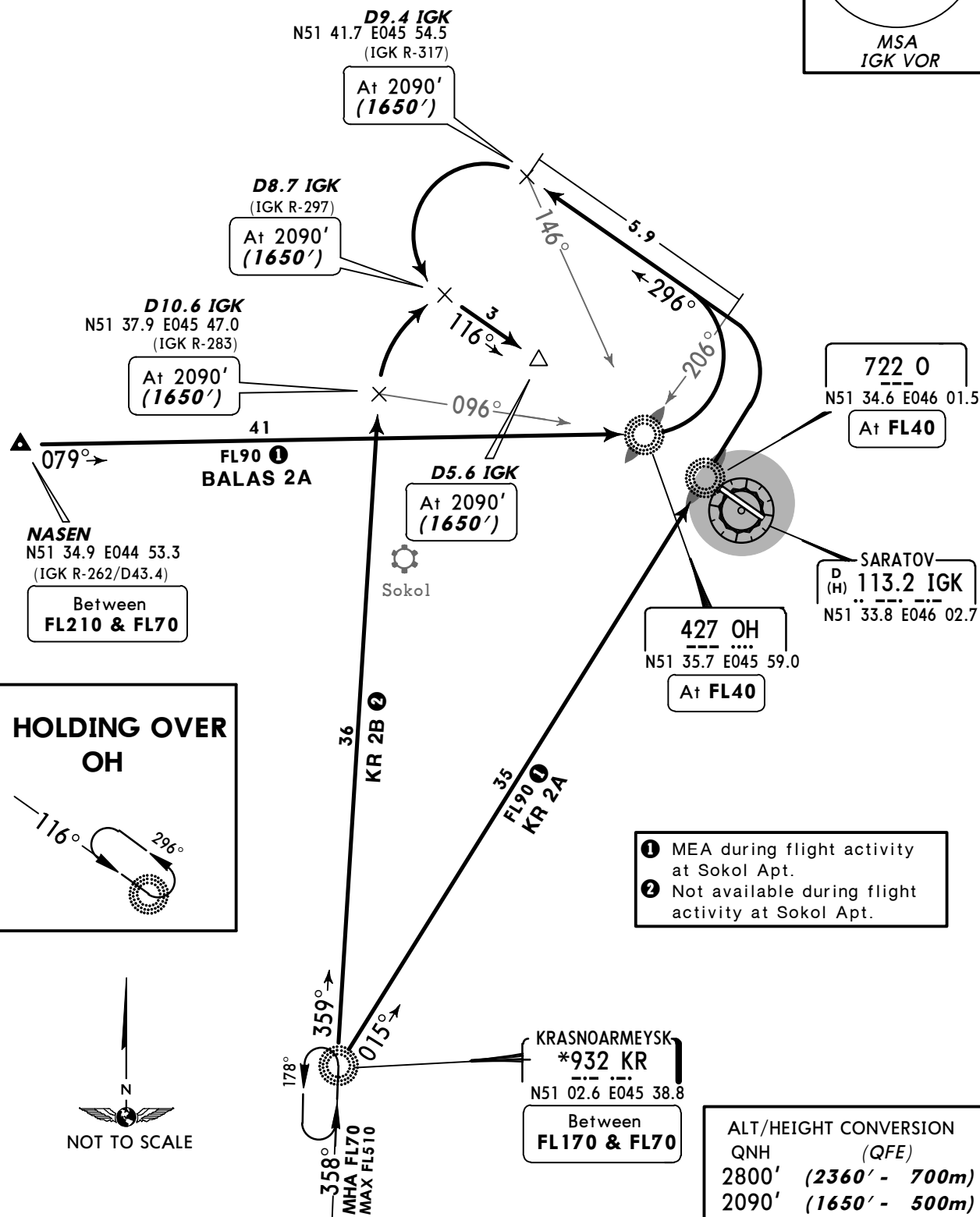
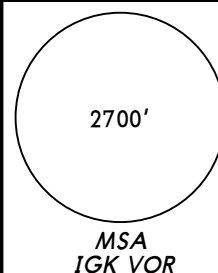
STAR	ROUTING
PETUR 4A	From SOKUR 147° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track to D6.4 IKG, turn RIGHT, 296° track to intercept final.
US 4A	208° bearing to DK, turn LEFT, 116° track for 1 min, turn LEFT to SA, turn RIGHT, 116° track to D6.4 IKG, turn RIGHT,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

ATIS
132.8 (Russian 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')

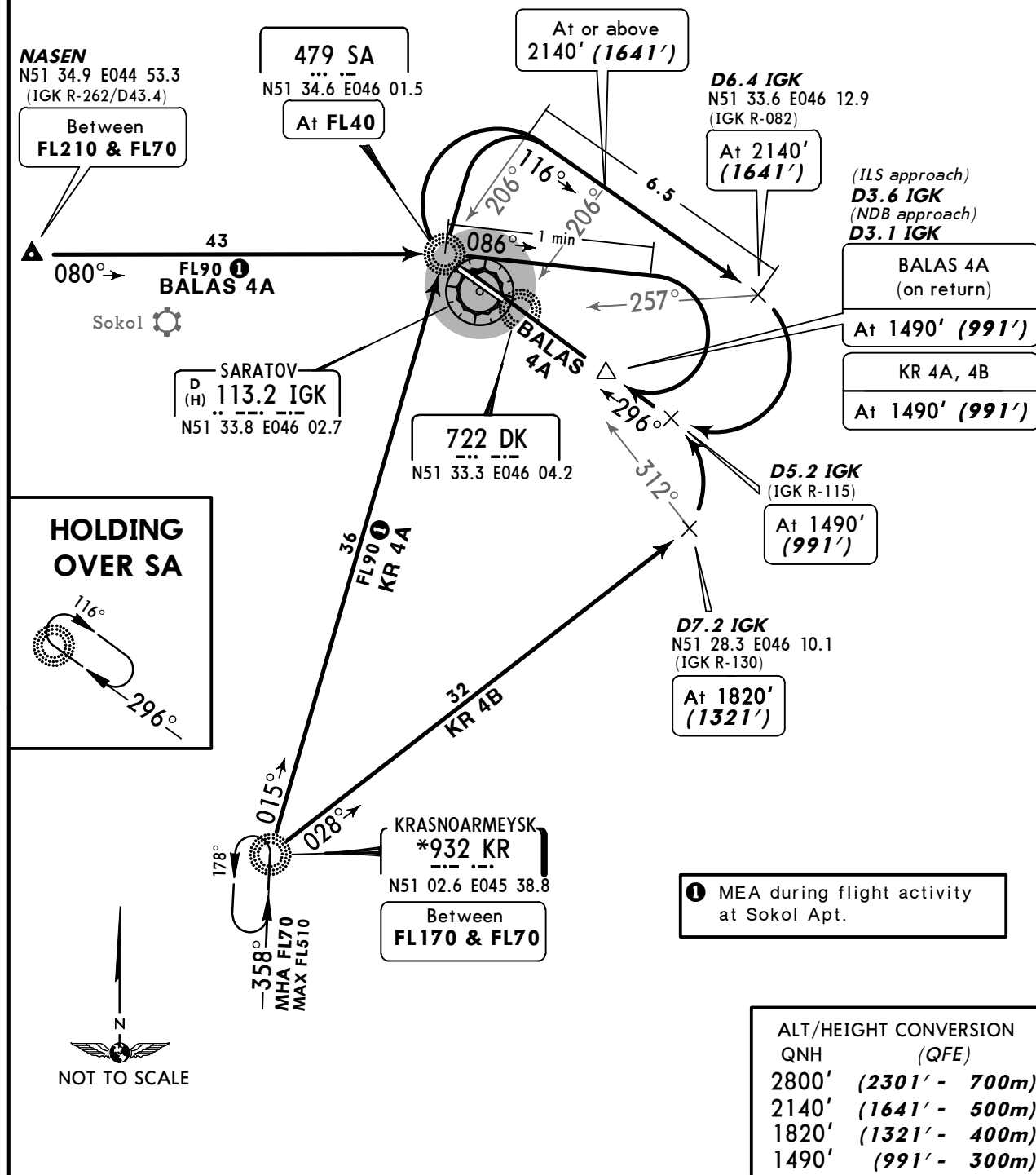
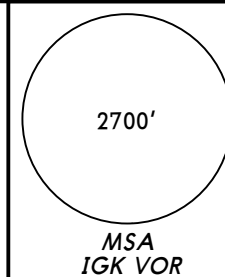
**BALAS 2A [BALA2A]
KR 2A, KR 2B
RWY 12 ARRIVALS**



STAR	ROUTING
BALAS 2A	From NASEN 079° bearing to OH, turn LEFT, 296° track to D9.4 IGK, turn LEFT, 116° track to intercept final.
KR 2A	015° bearing to O, turn LEFT, 296° track to D9.4 IGK, turn LEFT, 116° track to intercept final.
KR 2B	359° bearing, when passing IGK R-283, turn RIGHT, 116° track to intercept final.

ATIS 132.8 (Russian 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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**BALAS 4A [BALA4B]
KR 4A, KR 4B
RWY 30 ARRIVALS**



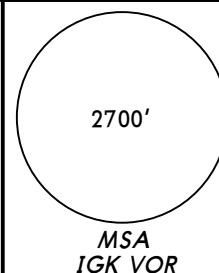
STAR	ROUTING
BALAS 4A	From NASEN 080° bearing to SA, turn RIGHT, 086° bearing for 1 min, turn RIGHT, 296° bearing to SA, turn RIGHT, 116° track to 6.4 IGK, turn RIGHT, 296° track to intercept final.
KR 4A	015° bearing to SA, turn RIGHT, 116° track to D6.4 IGK, turn RIGHT, 296° track to intercept final.
KR 4B	028° bearing, when passing IGK R-130 turn LEFT, 296° track to intercept final.

ATIS
132.8 (Russian 135.1)

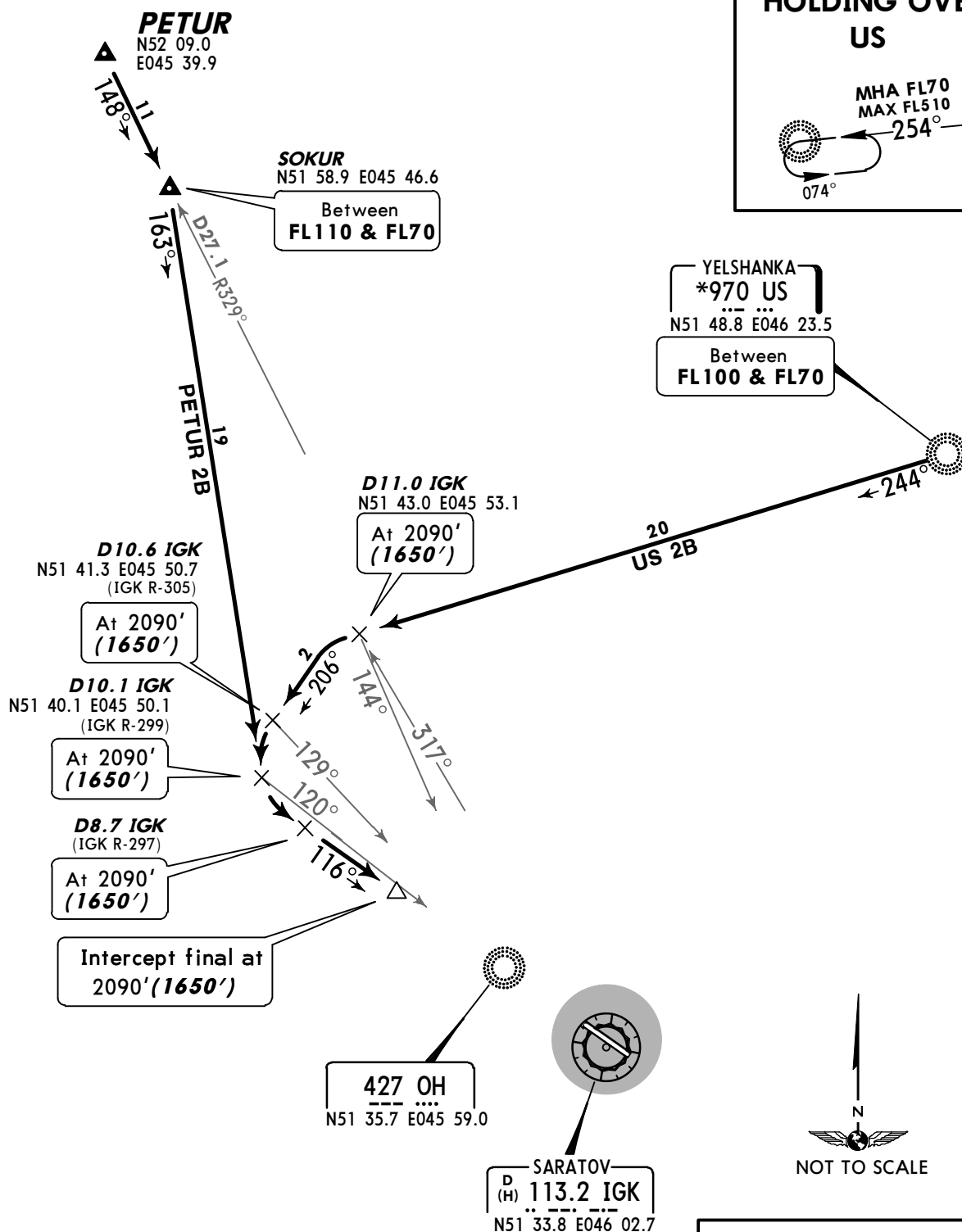
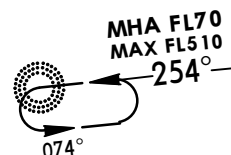
Apt Elev
499'

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



HOLDING OVER
US



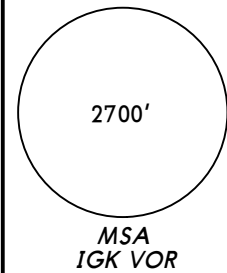
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2800'	(2360' - 700m)
2090'	(1650' - 500m)

ATIS
132.8 (Russian 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' (2301')

PETUR 4B [PETU4B]
RWY 30 ARRIVAL
BY ATC



PETUR
N52 09.0
E045 39.9

148°

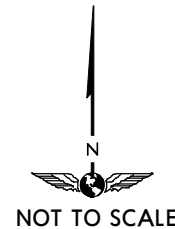
11

SOKUR
N51 58.9 E045 46.6
Between
FL150 & FL70

133°

D27.1 R329°

30



SARATOV
D (H) 113.2 IGK
N51 33.8 E046 02.7

722 DK
N51 33.3 E046 04.2

Intercept final at
1490' (991')

D8.1 IGK
N51 34.9 E046 15.6
At 2140'
(1641')

072°

248°

206°

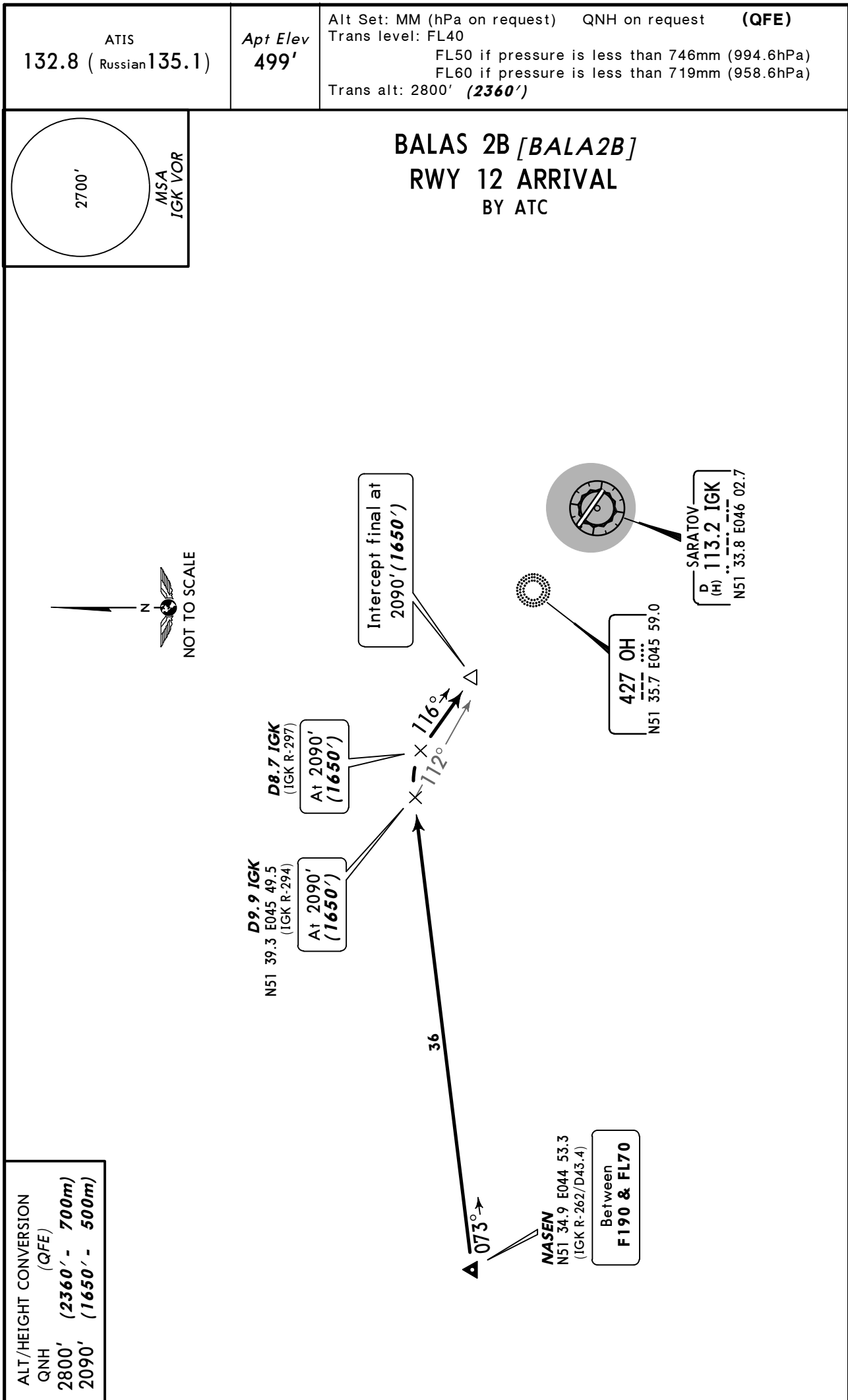
279°

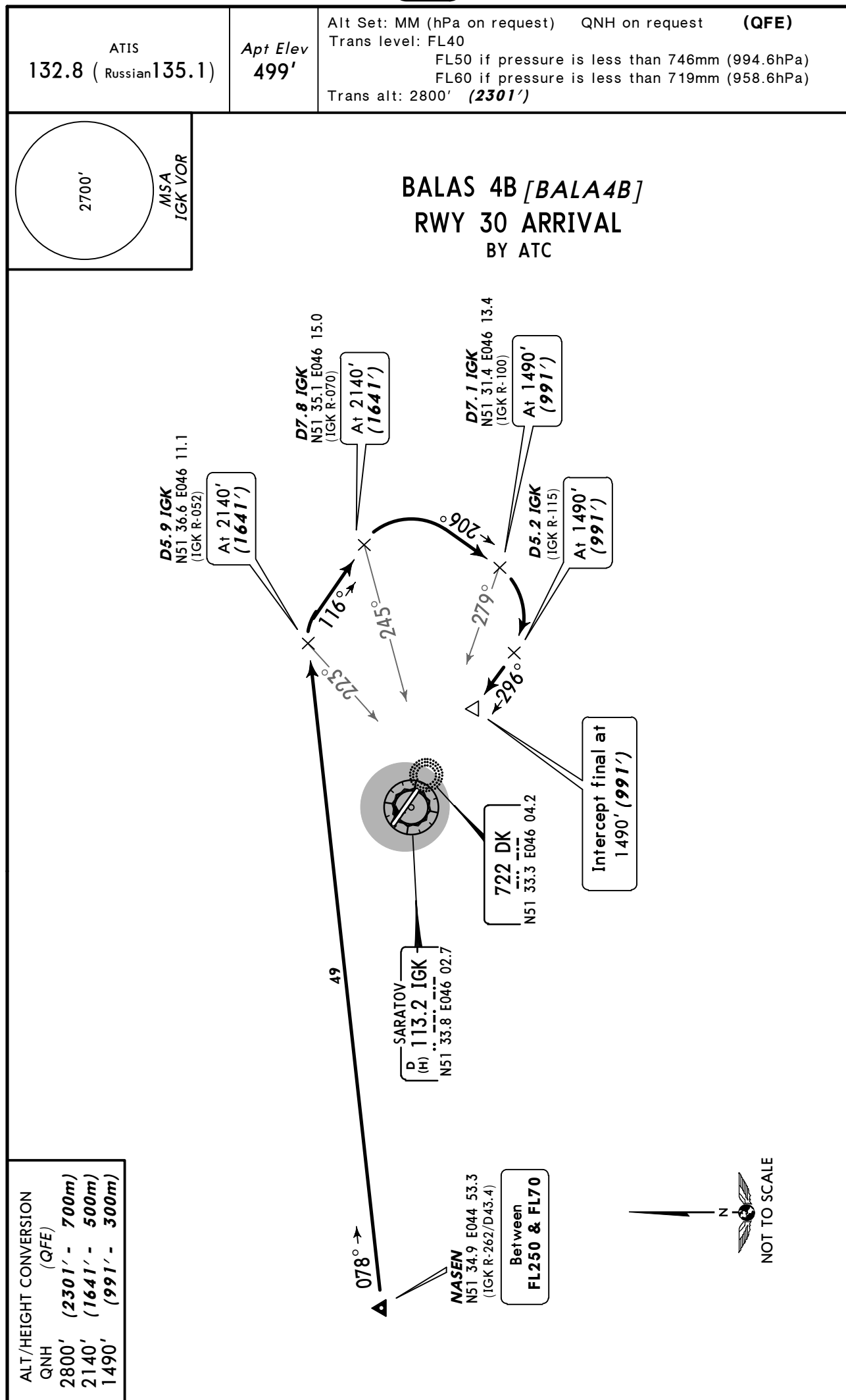
296°

D5.2 IGK
(IGK R-115)
At 1490'
(991')

D7.1 IGK
N51 31.4 E046 13.4
(IGK R-100)
At 1490'
(991')

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





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

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

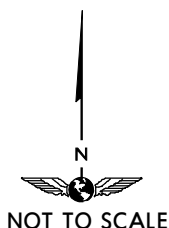
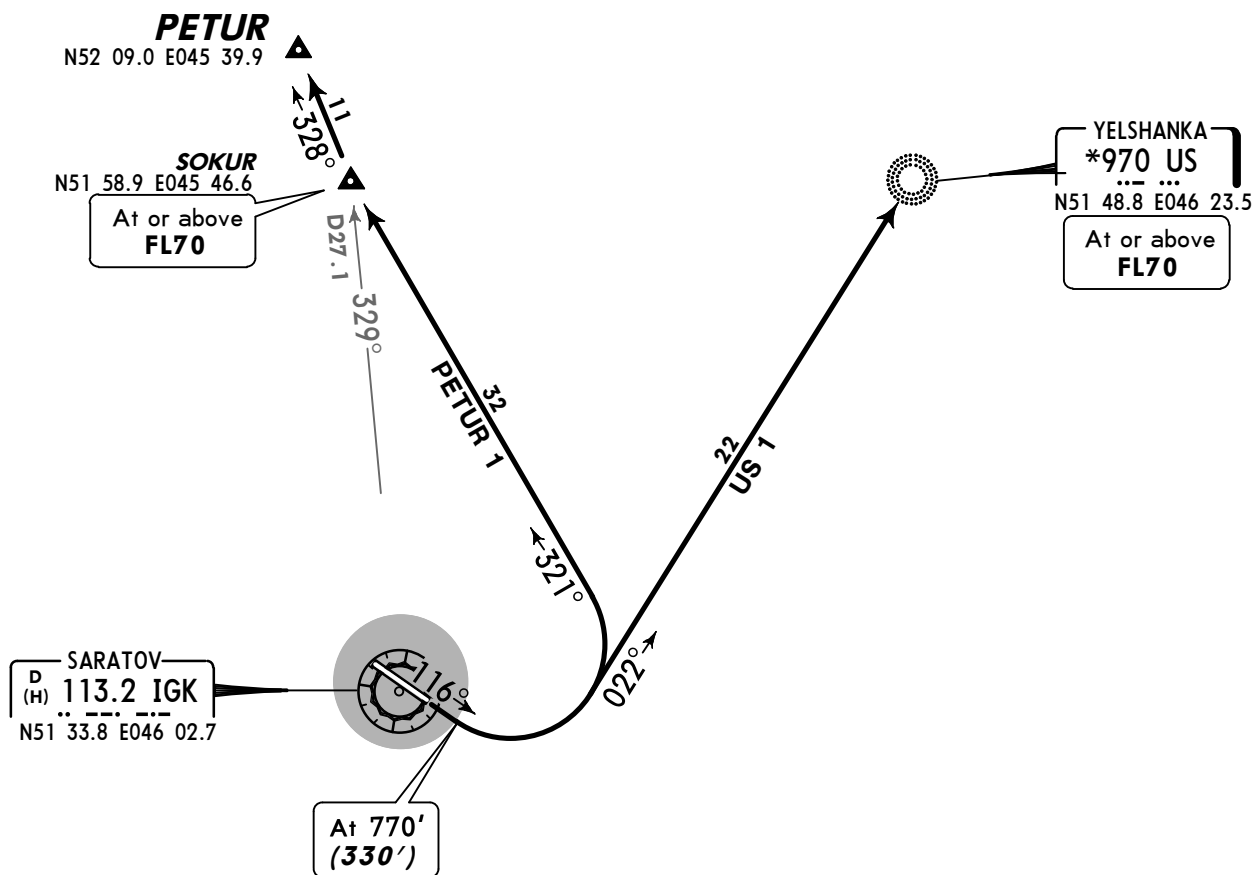
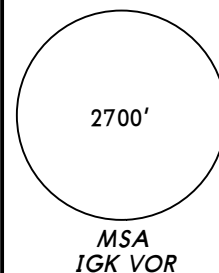
FL50 if pressure is less than 746mm (994.6hPa)

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



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.

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

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

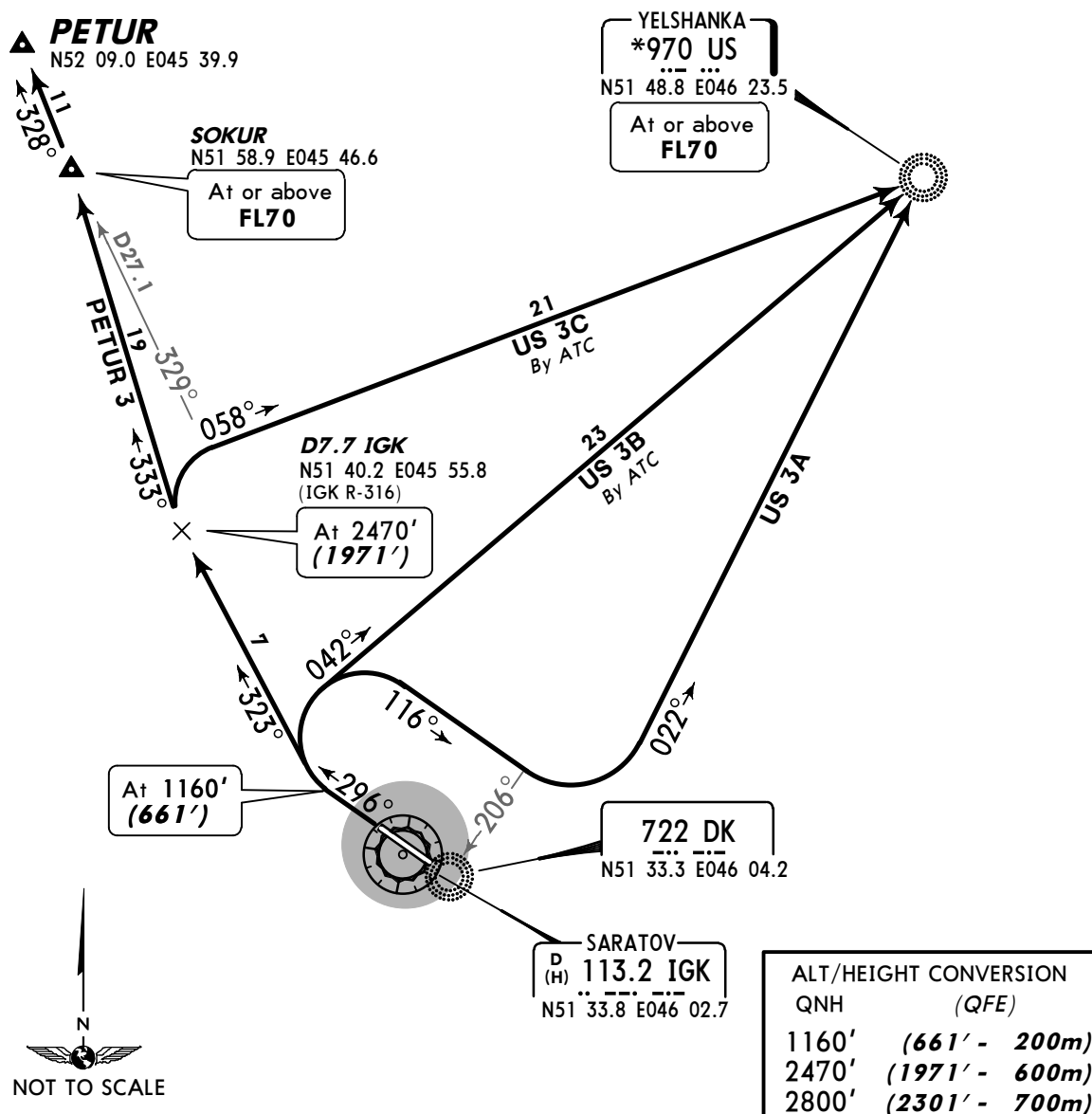
FL60 if pressure is less than 719mm (958.6hPa)

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.

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

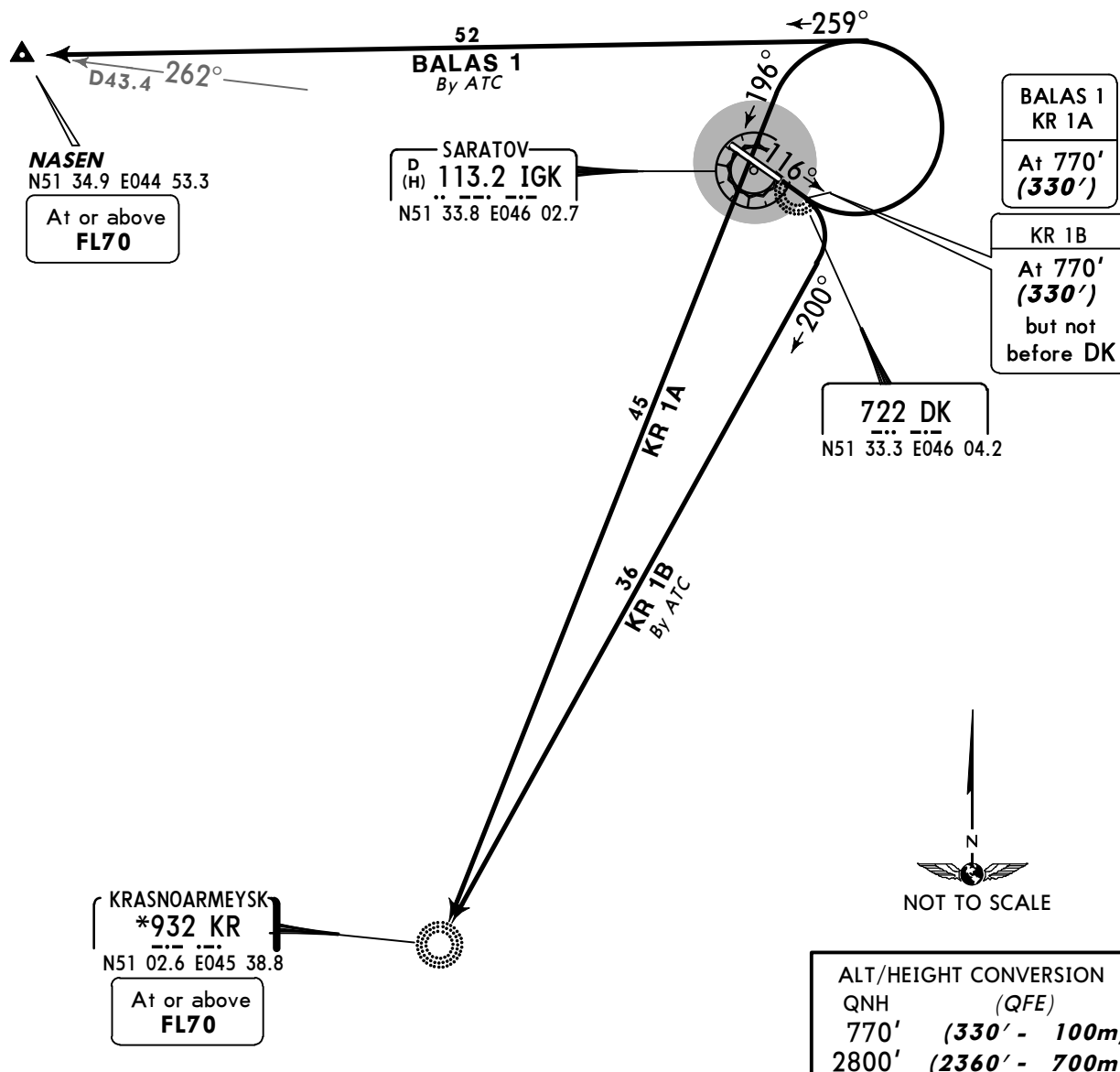
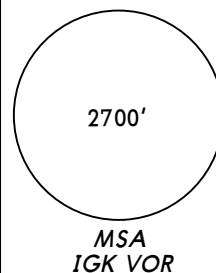
FL50 if pressure is less than 746mm (994.6hPa)

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

Trans alt: 2800' (2360')

- Noise abatement procedures shall be executed according to Flight Manual,
- During take-off climbing shall be carried out with maximum possible climb gradient.

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



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.

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

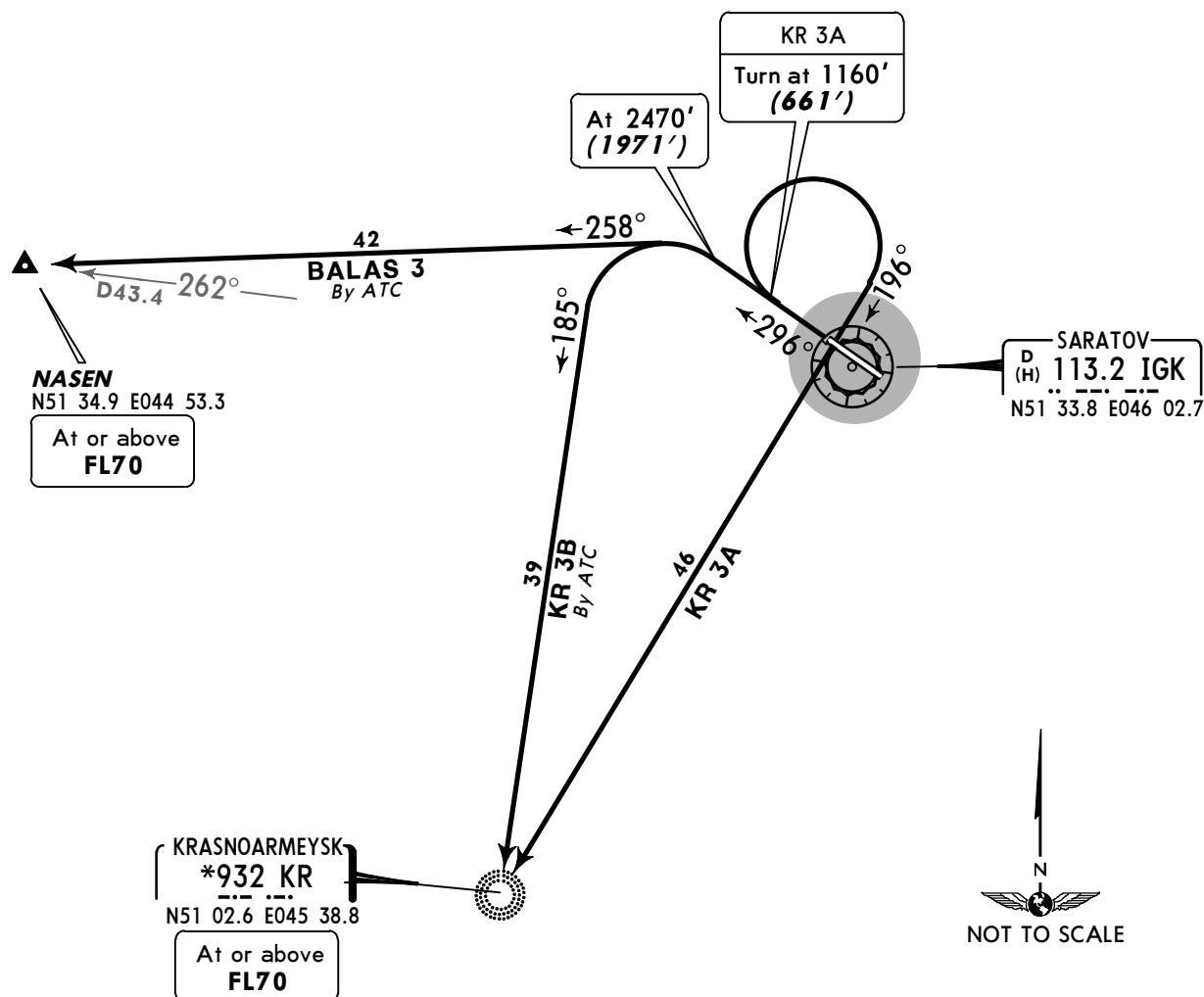
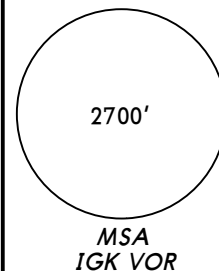
FL50 if pressure is less than 746mm (994.6hPa)

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)

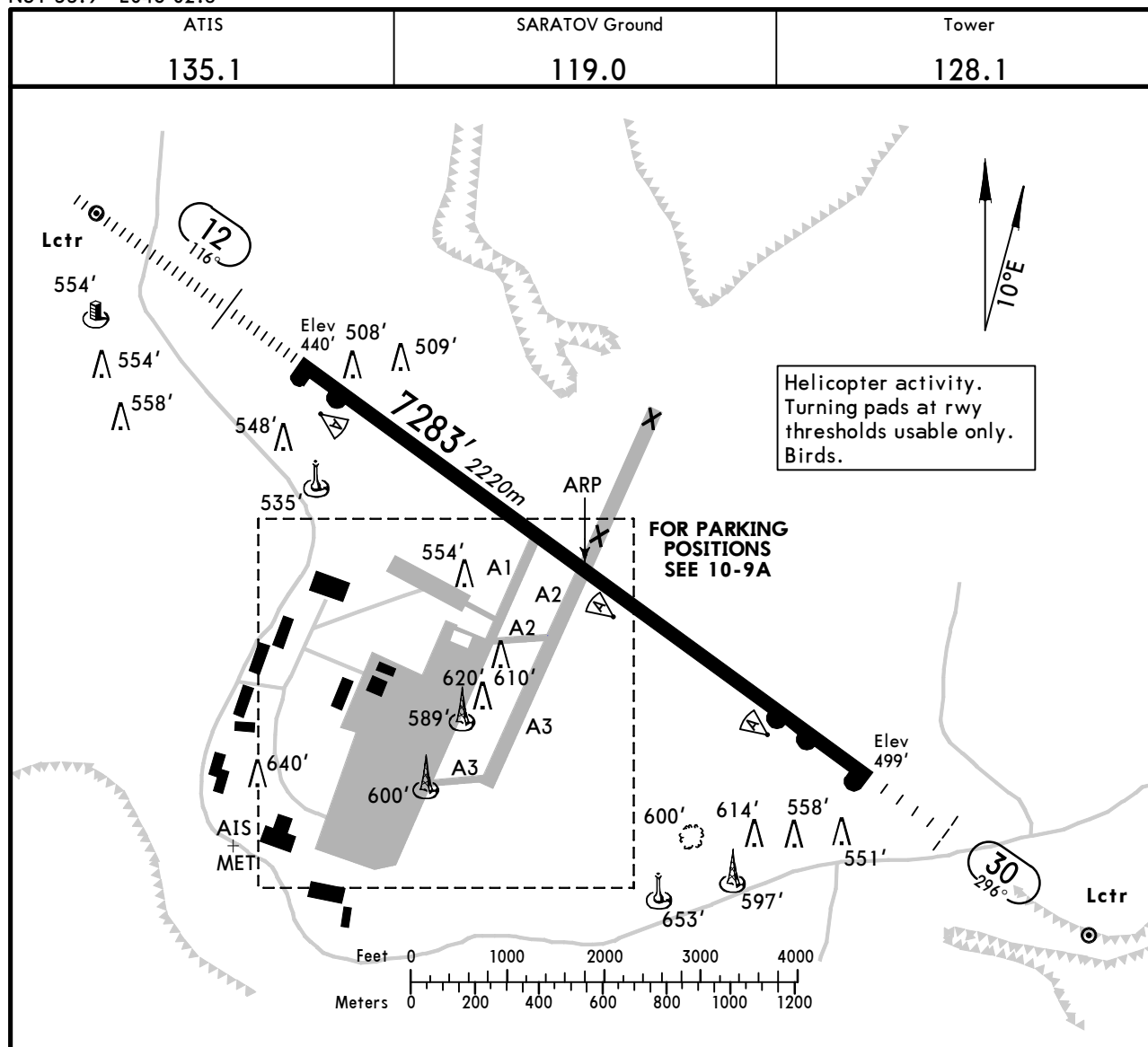
Turns shall be executed with bank angle 20°.

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.

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.

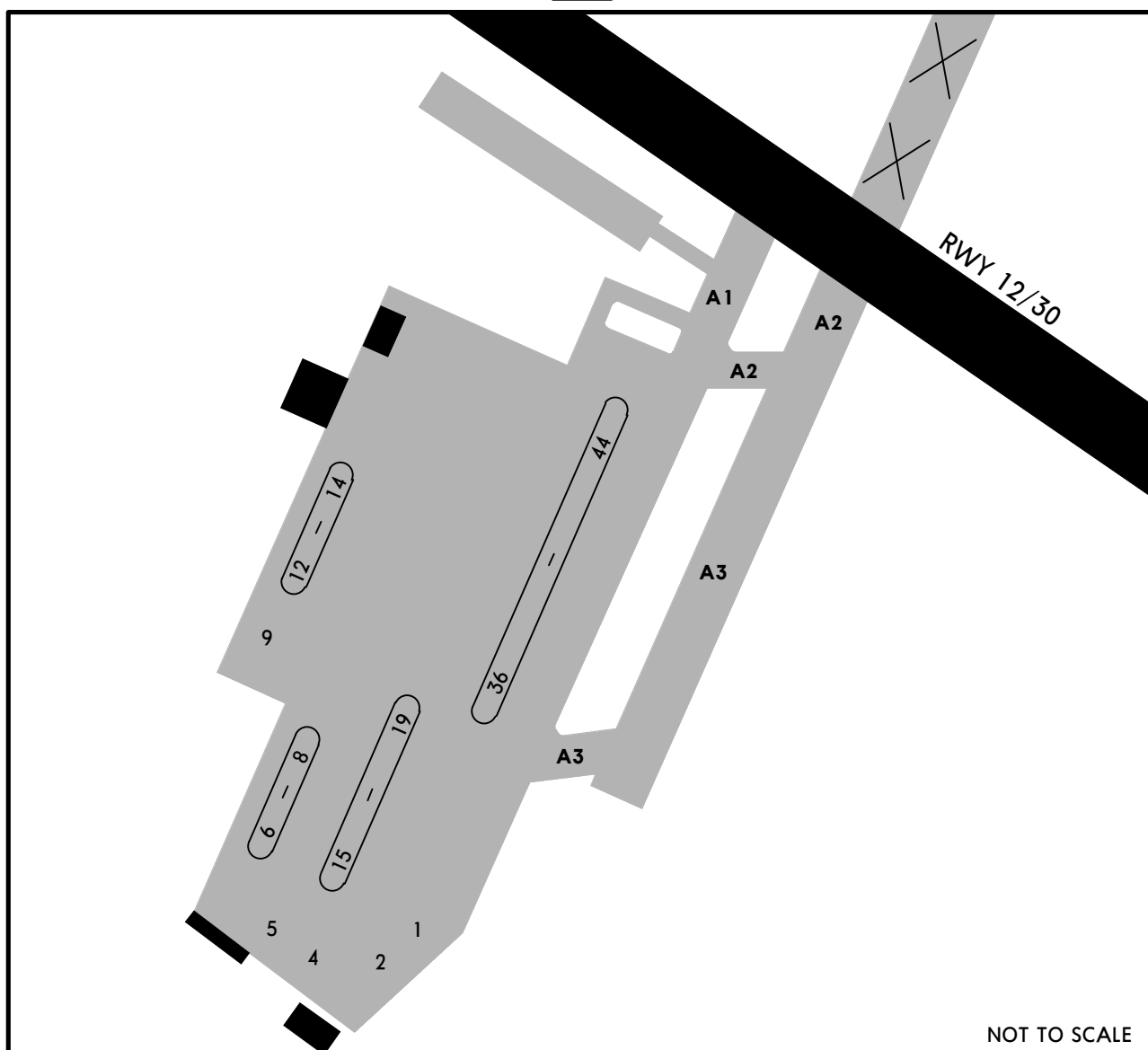
TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

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 <i>FULL</i> <i>Limited</i> <i>ALS out</i>	699' (200') R550m R750m R1200m	699' (200') R550m R750m R1200m	699' (200') R550m R750m R1200m	712' (213') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷	970' (471') R1500m R1500m	970' (471') R1500m R1500m	970' (471') R1500m C2200m	970' (471') R1500m C2200m
	2 NDB ❶❸	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m
	OH NDB ❶❷	1000' (501') R1500m R1500m	1000' (501') R1500m R1500m	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m
	OH NDB ❶❸	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m	1000' (501') R1600m C2400m
	O NDB ❶❷	1080' (581') R1500m R1500m	1080' (581') R1500m R1500m	1080' (581') R2000m C2400m	1080' (581') R2000m C2400m
	O NDB ❶❸	1210' (711') C2600m C3300m	1210' (711') C2600m C3300m	1210' (711') C2600m C3300m	1210' (711') C2600m C3300m
	ALS out				
	ALS out				
30	ILS	699' (200') R1000m R1200m	699' (200') R1000m R1200m	699' (200') R1000m R1200m	702' (203') R1000m R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶❷	910' (411') R1500m R1500m	910' (411') R1500m R1500m	910' (411') R1700m R1900m	910' (411') R1700m R1900m
	ALS out				
	NDB ❸	930' (431') R2000m C2200m	930' (431') R2000m C2200m	930' (431') C2200m C2400m	930' (431') C2200m C2400m
	ALS out				

❶ Continuous Descent Final Approach.

❷ with FAF

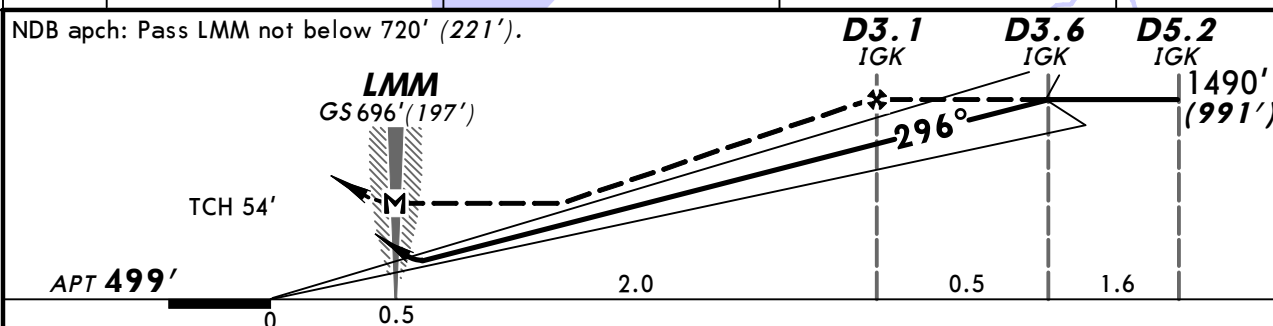
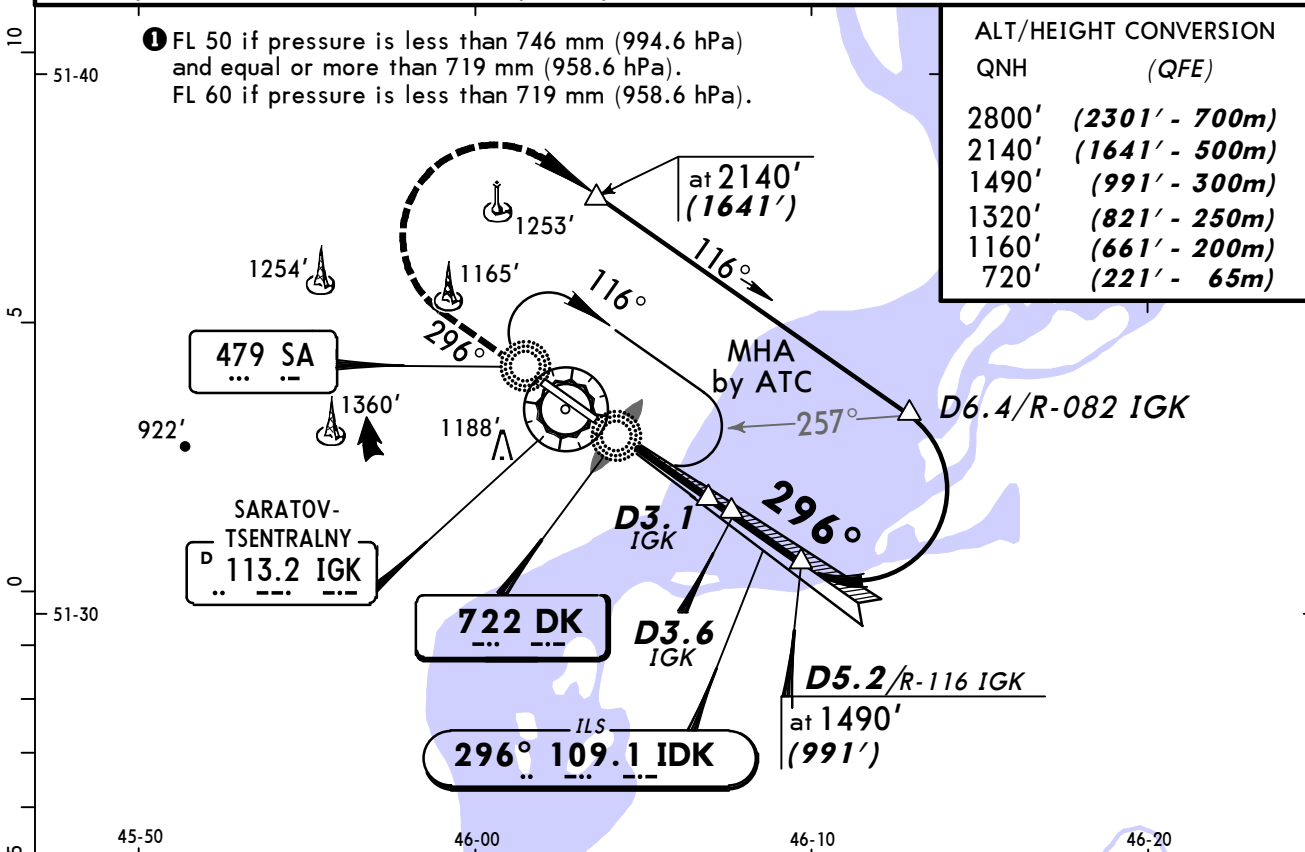
❸ w/o FAF

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			
D	300m		

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 D3.6 IGK 1490' (991')	ILS DA(H) Refer to Minimums	Apt Elev 499'	2700' MSA IGK VOR		
NDB DK 722		Minimum Alt D3.1 IGK 1490' (991')	NDB MDA(H) (CONDITIONAL) 910' (411')				
MISSED APCH: Climb on 296° to ILS: 1160' (661'), NDB: 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 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 PAPI Refer to Missed Apch above
ILS GS	2.83°	350	451	501	601	701	
NDB Desc Angle	3.33°	412	530	589	707	825	
MAP at LMM							

STRAIGHT-IN LANDING RWY 30									
ILS				LOC (GS out)	NDB				
ABC: 699'(200')					with FAF		w/o FAF		
DA(H) D: 702'(203')					MDA(H) 910'(411')		MDA(H) 930'(431')		
FULL		ALS out			ALS out		ALS out		
PANS OPS	A	1200m		NOT AUTH	RVR 1500m		RVR 1500m		
	VIS 1600m				VIS 1600m				
	RVR 1800m				RVR 1800m				
	VIS 2000m				VIS 2000m				
	D				2400m				

SARATOV, (TSENTRALNY - UWSS)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UWSS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS 132.8 MHZ in English, H24; ATIS 135.1 MHZ H24 in Russian.