

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWSS

Terminal Charts For UWSS

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: SARATOV RUS
ICAO/IATA: UWSS / RTW
Lat/Long: N51° 33.93', E046° 02.73'
Elevation: 499 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0038 Z
Sunset: 1716 Z

Runway Information

Runway: 12
Length x Width: 7290 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 438 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 7290 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 499 ft
Lighting: Edge, ALS

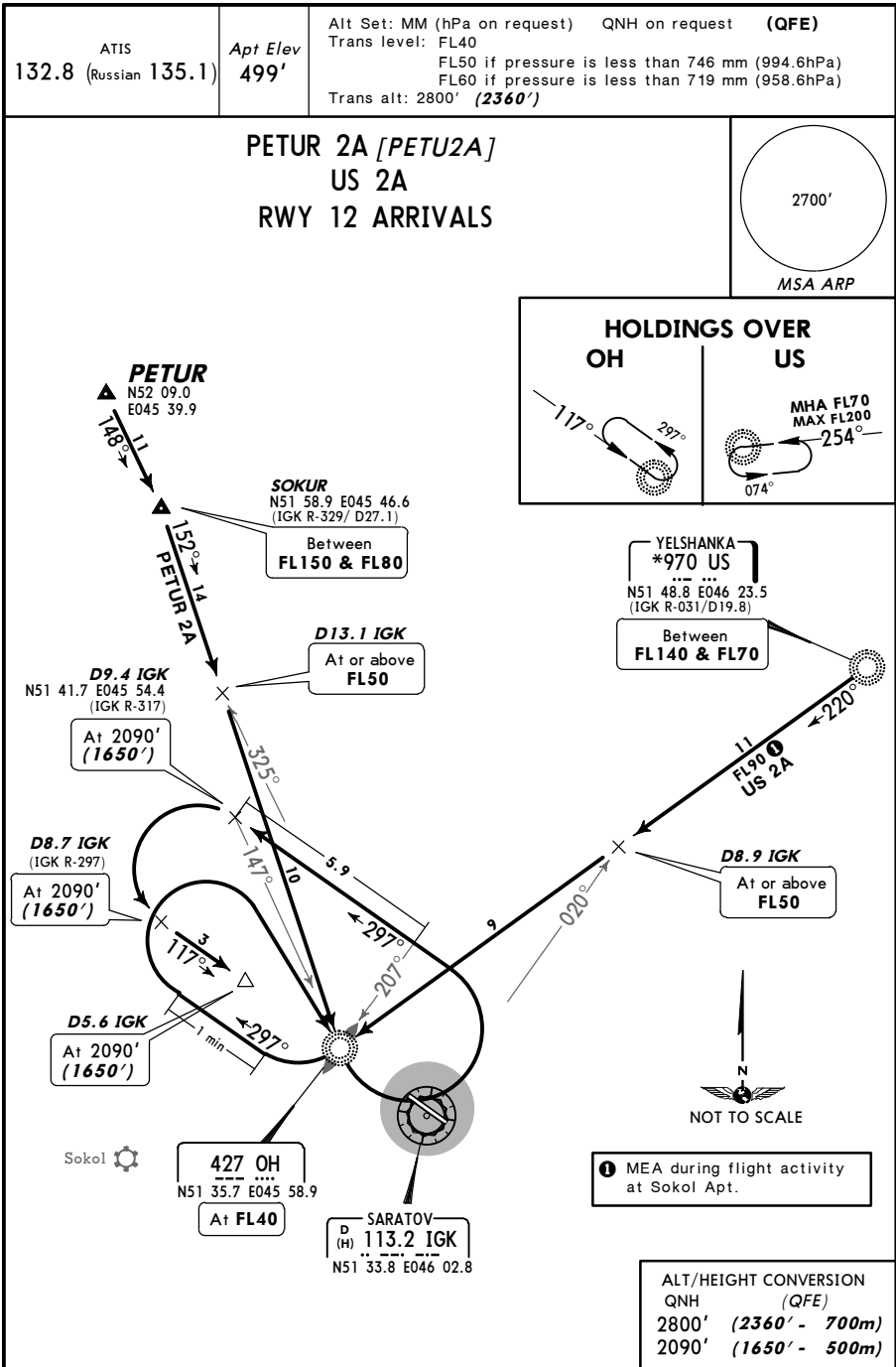
Communication Information

ATIS: 132.800
ATIS: 135.100 Non-English
Saratov Tower: 128.100
Saratov Ground: 119.000
Saratov Zemlya Ramp/Taxi: 118.800
Saratov Approach: 120.900
Saratov Transit Operations: 131.800
Saratov Radar: 120.400

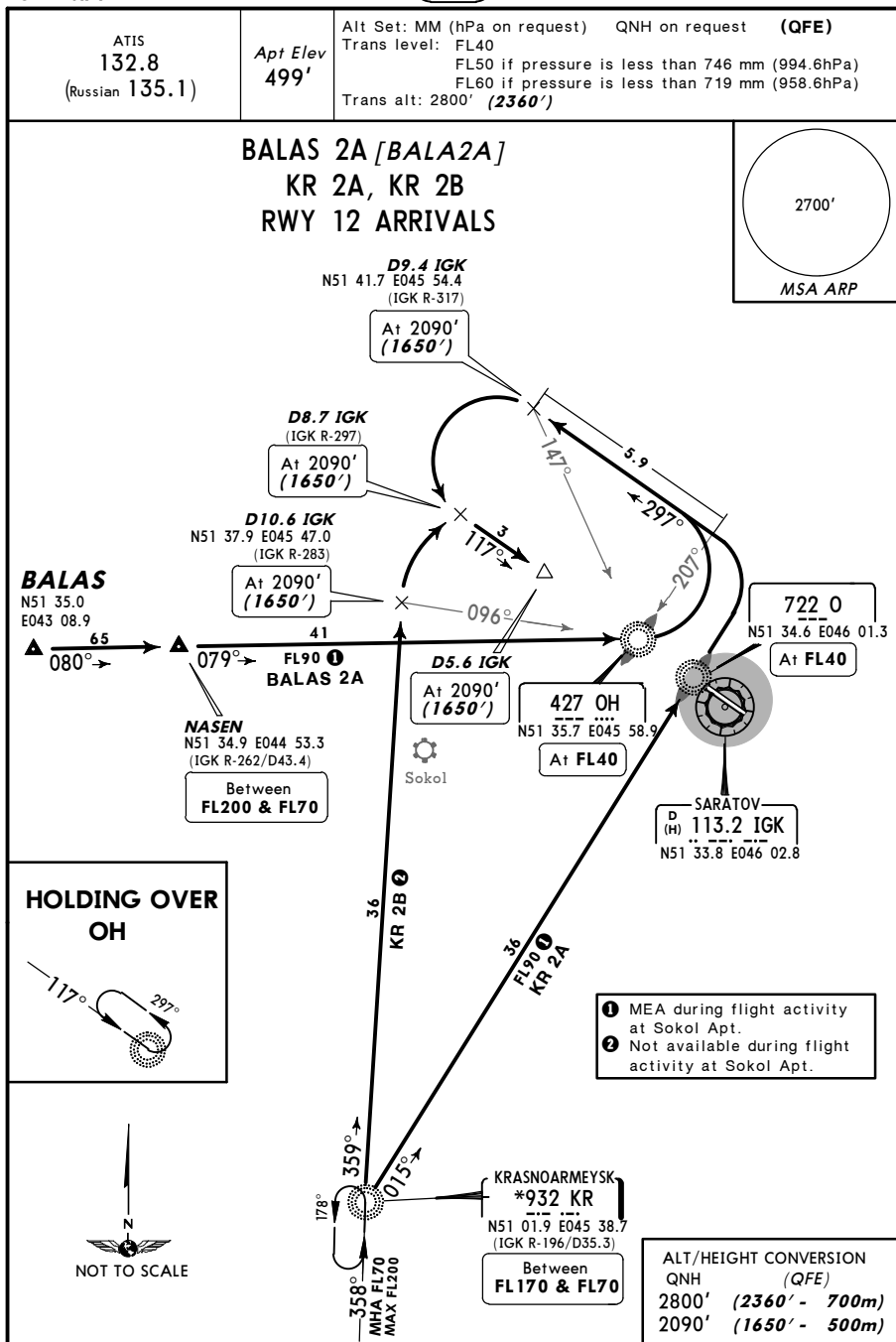
UWSS/RTW
TSENTRALNY

JEPPesen
3 JAN 14 10-2 Eff 9 Jan

SARATOV, RUSSIA
STAR



SARATOV, RUSSIA



STAR	ROUTING
BALAS 2A	From NASEN 079° bearing to OH, turn LEFT, 297° track to D9.4 IGG, turn LEFT, 117° track to intercept final.
KR 2A	013° bearing to O, turn LEFT, 297° track to D9.4 IGG, turn LEFT, 117° track to intercept final.
KR 2B	358° bearing, when passing IGG R-283, turn RIGHT, 117° track to intercept final.

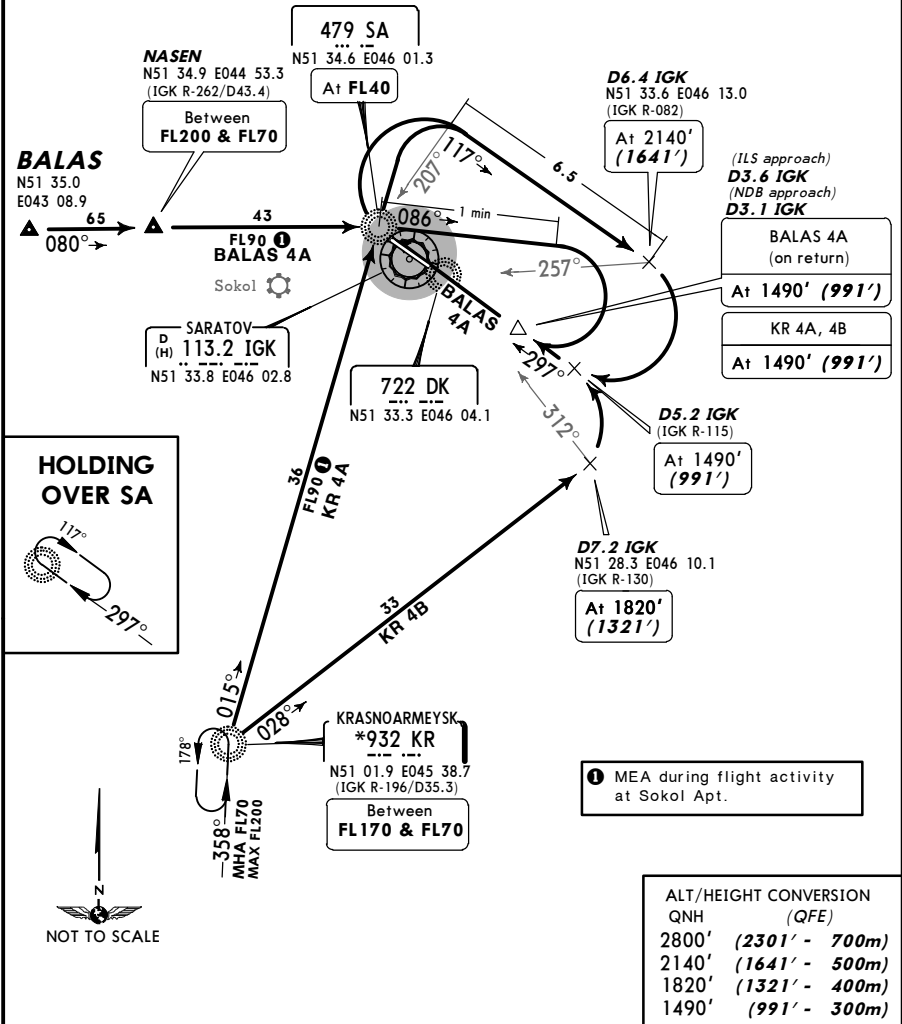
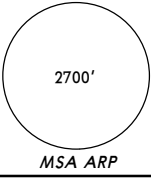
UWSS/RTW
TSENTRALNY

JEPPesen
3 OCT 14 **(10-2C)** **Eff 16 Oct**

SARATOV, RUSSIA
STAR

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, 297° bearing to SA, turn RIGHT, 117° track to 6.4 IGK, turn RIGHT, 297° track to intercept final.
KR 4A	013° bearing to SA, turn RIGHT, 117° track to D6.4 IGK, turn RIGHT, 297° track to intercept final.
KR 4B	027° bearing, when passing IGK R-130 turn LEFT, 297° track to intercept final.

UWSS/RTW
TSENTRALNY

JEPPESSEN

5 DEC 14

10-2D

Eff 11 Dec

SARATOV, RUSSIA

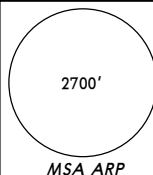
STAR

ATIS
132.8
(Russian 135.1)

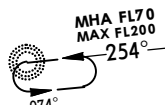
Apt Elev
499'

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' (2362')

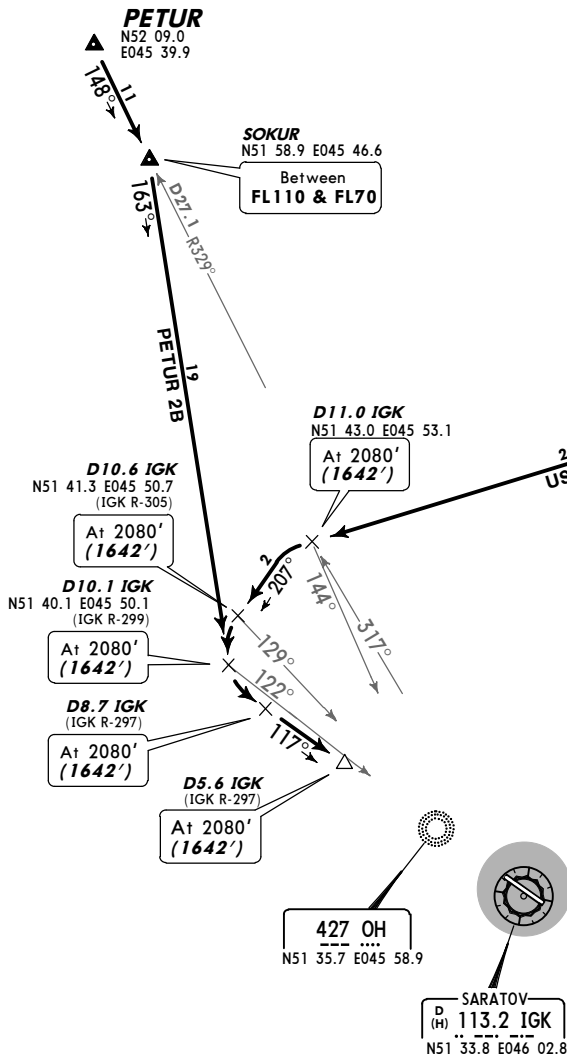
PETUR 2B [PETU2B], US 2B
RWY 12 ARRIVALS
BY ATC



HOLDING OVER
US



YELSHANKA
*970 US
N51 48.9 E046 23.8
Between
FL100 & FL70



NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
2800' (2362' - 700m)
2080' (1642' - 500m)

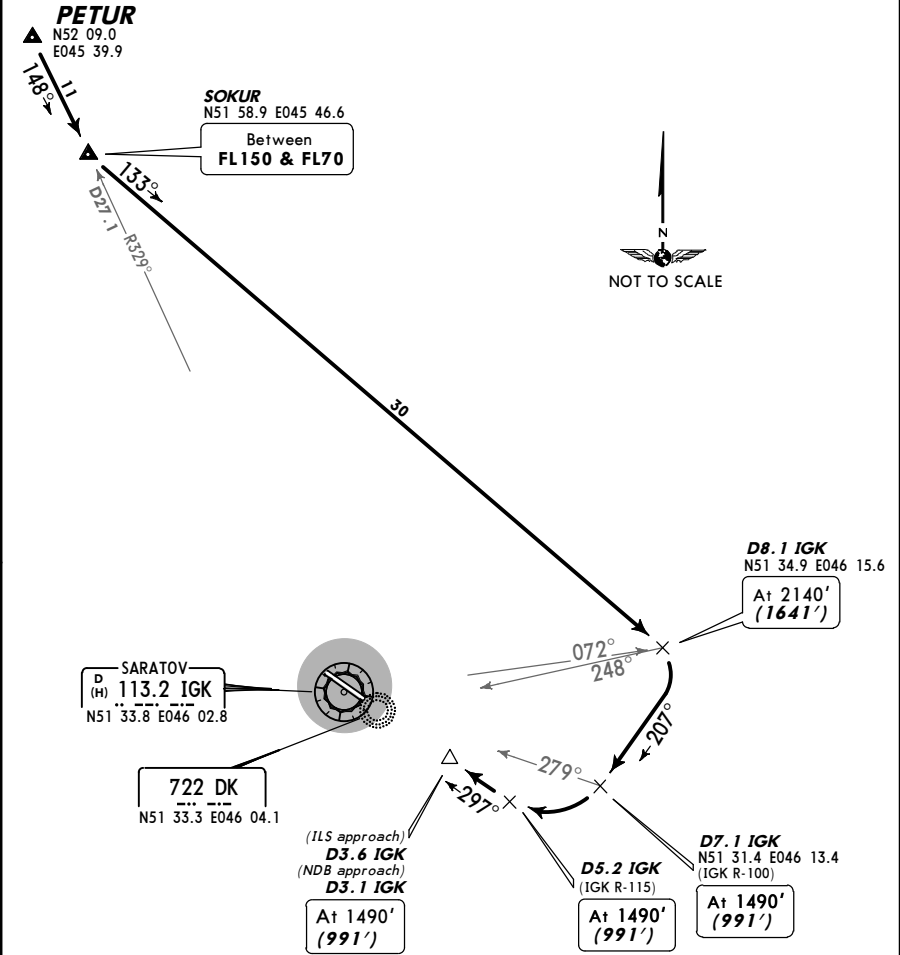
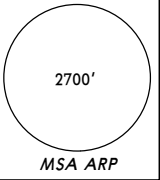
UWSS/RTW
TSENTRALNY

JEPPesen
5 DEC 14 (10-2E) Eff 11 Dec

SARATOV, RUSSIA
STAR

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')
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PETUR 4B [PETU4B]
RWY 30 ARRIVAL
BY ATC



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

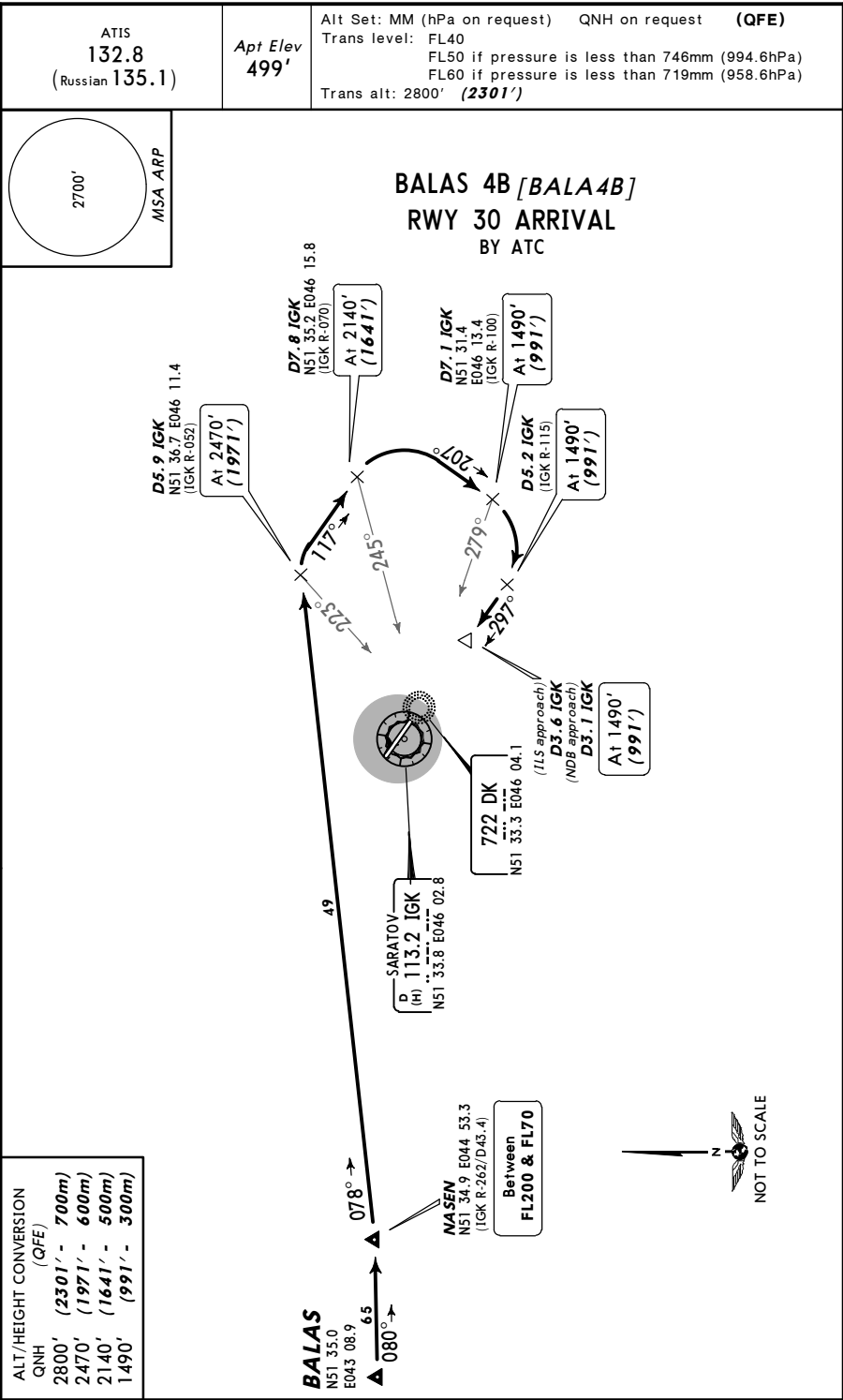
CHANGES: None.

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JEPPESSEN
5 DEC 14 (10-2G) Eff 11 Dec

SARATOV, RUSSIA
STAR



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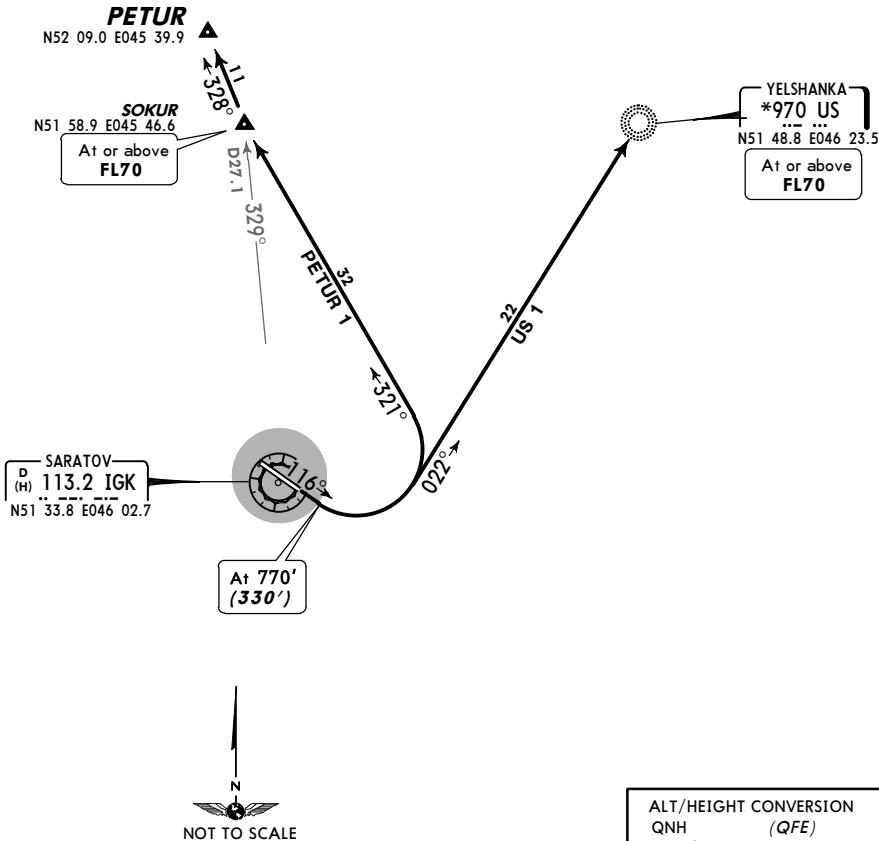
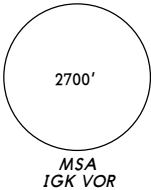
JEPPESSEN
4 JAN 13 10-3 Eff 10 Jan

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



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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JEPPESSEN

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)

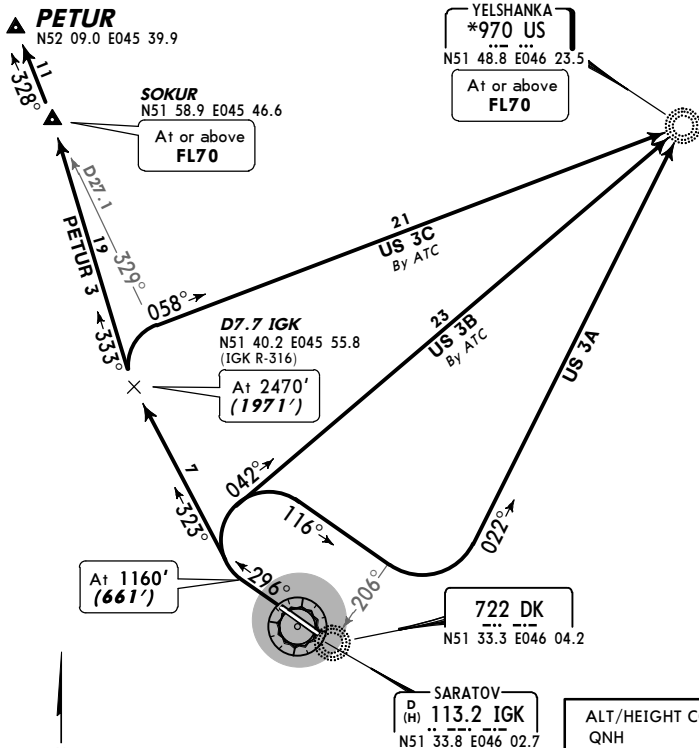
Trans alt: 2800' (2301')

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



ALT/HEIGHT CONVERSION
QNH (QFE)

1160'	(661' - 200m)
2470'	(1971' - 600m)
2800'	(2301' - 700m)

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.

CHANGES: MSA center; KR SIDs transferred; corridor designation withdrawn.

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JEPPesen
3 OCT 14 (10-3B) Eff 16 Oct

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 ARP

BALAS

N51 35.0
E043 08.9

65
← 261°

NASEN

N51 34.9 E044 53.3

At or above
FL70

BALAS 1

SARATOV
D (H) 113.2 IGK
N51 33.8 E046 02.8

← 259°

BALAS 1

KR 1A

At 770'

(330')

KR 1B

At 770'

(330')

but not
before DK

722 DK
N51 33.3 E046 04.1

45

KR 1A

36

KR 1B

KRASNOARMEYSK

*932 KR

N51 01.9 E045 38.7
(IGK R-196/D35.3)

At or above
FL70



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

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.

CHANGES: KR definition.

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 **JEPPESSEN**
3 OCT 14 **(10-3C)** **Eff 16 Oct**

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request **(QFE)**

Trans level: FL40

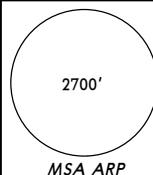
FL50 if pressure is less than 746mm (994.6hPa)

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

Trans alt: 2800' **(2301')**

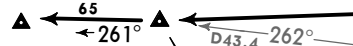
1. Noise abatement procedures shall be executed according to Flight Manual,
2. During take-off climbing shall be carried out with maximum possible climb gradient.

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



BALAS

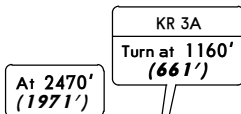
N51 35.0
E043 08.9



NASEN

N51 34.9 E044 53.3

At or above
FL70



SARATOV
D (H) 113.2 IGK
N51 33.8 E046 02.8

KRASNOARMEYSK
***932 KR**
N51 01.9 E045 38.7
(IGK R-196/D35.3)

At or above
FL70



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.

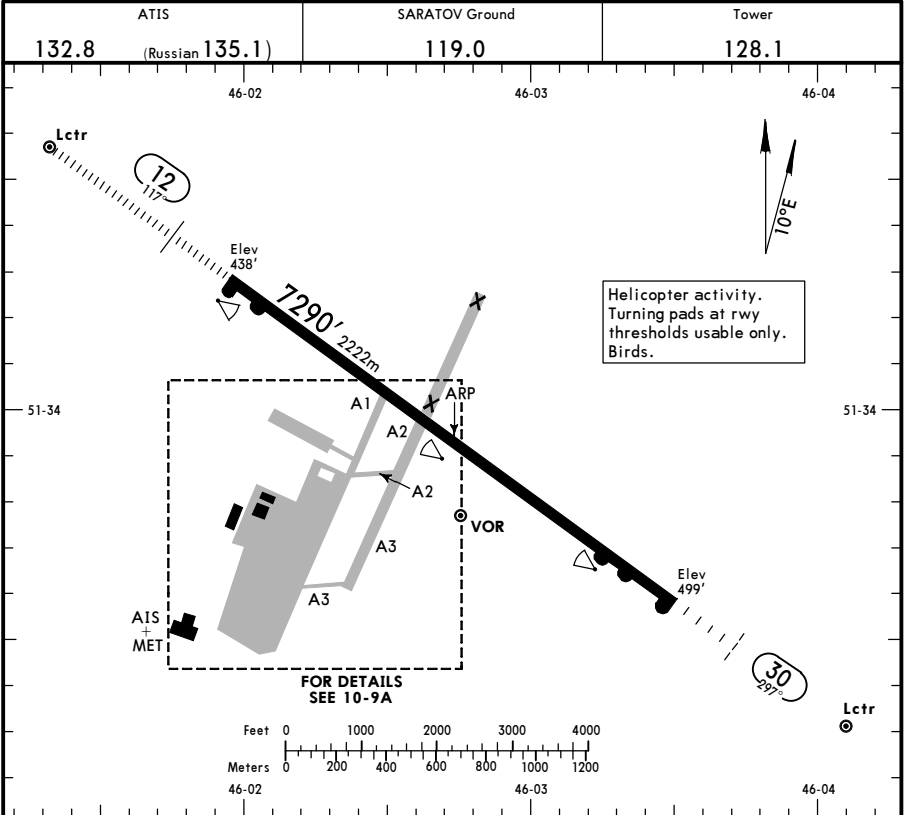
CHANGES: KR definition.

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UWSS/RTW
Apt Elev **499'**
N51 33.9 E046 02.7

JEPPesen
6 NOV 15 **(10-9)** **Eff 12 Nov**

SARATOV, RUSSIA
TSENTRALNY



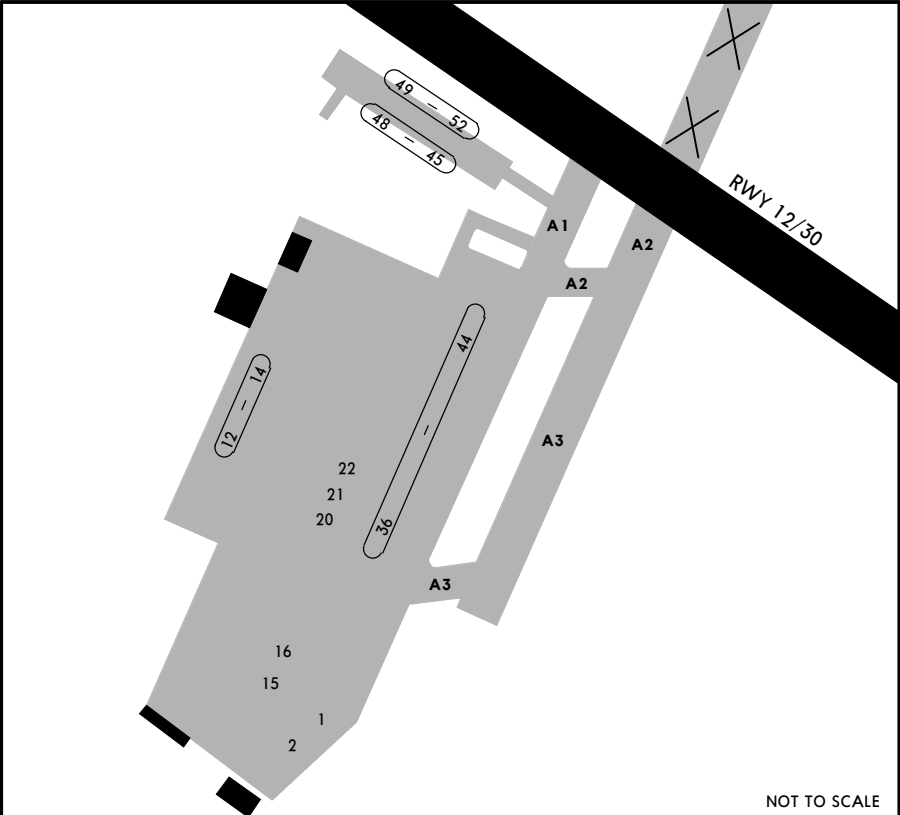
ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
12	HIRL (60m)	HIALS	PAPI-L (3.00°)	RVR		6561' 2000m	138'
30	HIRL (60m)	ALS	PAPI-L (2.83°)	RVR		5892' 1796m	42m

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
C	
D	300m
	400m

UWSS/RTW

 **JEPPESSEN**
6 NOV 15 **(10-9A)** **Eff 12 Nov**

SARATOV, RUSSIA
TSENTRALNY



Portion of Twy A3 in North/South alignment is available for helicopters in case of portion of Twy A3 in East/West alignment is closed.
Stands 1, 2, 22, 41 thru 43 and 45 thru 52 available for helicopters.
Stand 44 available as quarantine stand.
Use of stands 1, 2 and 36 via Twy A1.
Exit stand 36 to Twy A1 by LEFT turn.

INS COORDINATES		
STAND No.	COORDINATES	
1, 2	N51 33.5	E046 02.1
15, 16	N51 33.6	E046 02.1
36, 37	N51 33.6	E046 02.1
38	N51 33.6	E046 02.2
39 thru 43	N51 33.7	E046 02.2
44	N51 33.8	E046 02.2

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.
- the engines run up on running bay shall not be carried out at night.

UWSS/RTW

Standard
SARATOV, RUSSIA
TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
12	ILS	640' (200')	640' (200')	640' (200')	653' (213')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	2 NDB ①②	910' (470')	910' (470')	910' (470')	910' (470')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
	2 NDB ①③	940' (500')	940' (500')	940' (500')	940' (500')
		R1500m	R1500m	R1500m	R1500m
	ALS out	C2300m	C2300m	C2300m	C2300m
	OH NDB ①	940' (500')	940' (500')	940' (500')	940' (500')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m
	O NDB ①②	1020' (580')	1020' (580')	1020' (580')	1020' (580')
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
	O NDB ③	1150' (710')	1150' (710')	1150' (710')	1150' (710')
		C2800m	C2800m	C3000m	C3000m
30		ALS out	C3500m	C3700m	C3700m
	ILS	699' (200')	699' (200')	699' (200')	702' (203')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
	NDB ①②	910' (411')	910' (411')	910' (411')	910' (411')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ③	930' (431')	930' (431')	930' (431')	930' (431')
		R2000m	R2000m	C2200m	C2200m
	ALS out	C2200m	C2200m	C2400m	C2400m

- ① Continuous Descent Final Approach.
② with FAF.
③ w/o FAF.

TAKE-OFF RWY 12, 30

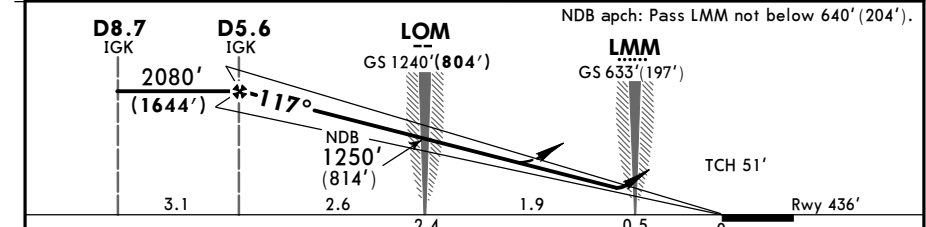
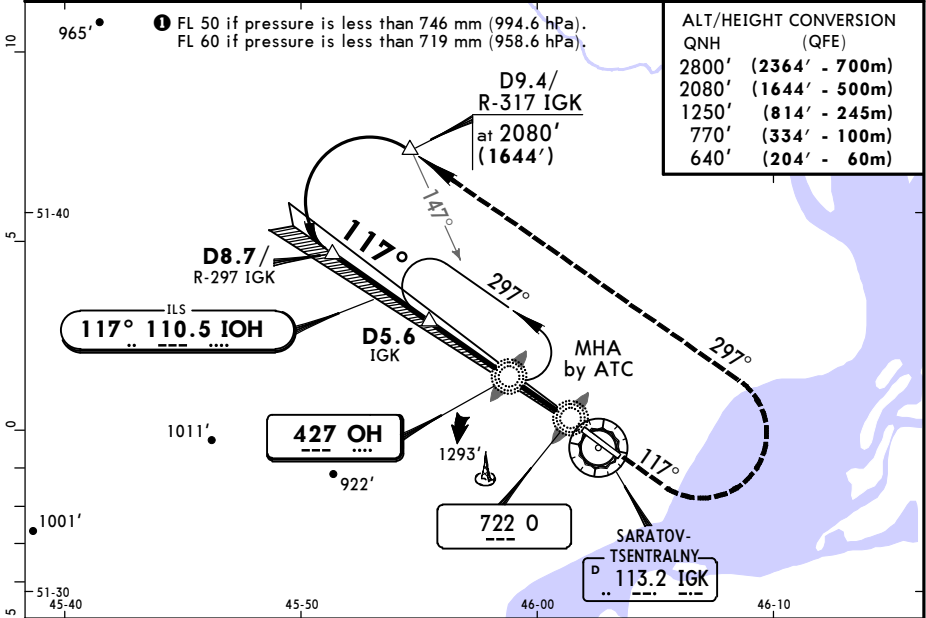
LVP must be in Force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	B			
B	250m		400m	500m
C				
D	300m			

UWSS/RTW
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JEPPesen
20 NOV 15 11-1

SARATOV, RUSSIA
ILS or 2 NDB or NDB Rwy 12

BRIEFING STRIP™	ATIS 132.8 (Russian 135.1)		SARATOV Radar 120.4		SARATOV Tower 128.1		*Ground 119.0		
	LOC IOH 110.5	Final Apch Crs 117°	GS LOM 1240'(804')	ILS DA(H) Refer to Minimums		Apt Elev 499'		2700' MSA ARP	
	NDB OH 427		Minimum Alt D5.6 IGK 2080'(1644')	NDB MDA(H) Refer to Minimums		Rwy 436'			
	MISSED APCH: Climb on 117° to 770'(334'), then turn LEFT onto 297° climbing to 2080'(1644'), then according to chart.								
	Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 1		Trans alt: 2800'(2364')		



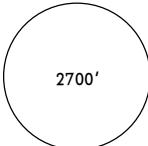
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	770' (334')	117°	297°	2080' (1644')
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849		↑	LT	↑	

STRAIGHT-IN LANDING RWY 12 1									
ILS		2 NDB		OH NDB		O NDB			
DA(H) ABC: 636'(200')		with FAF MDA(H) 910'(474')		w/o FAF MDA(H) 940'(504')		with FAF MDA(H) 1020'(584')		w/o FAF MDA(H) 1150'(714')	
D: 649'(213')									
FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A									
B	RVR 720m	1200m	1700m	1800m	1800m	2300m	3100m	3200m	3600m
C	VIS 800m								
D		2100m	2200m	2200m	2200m	2700m			

UWSS/RTW
TSENTRALNY

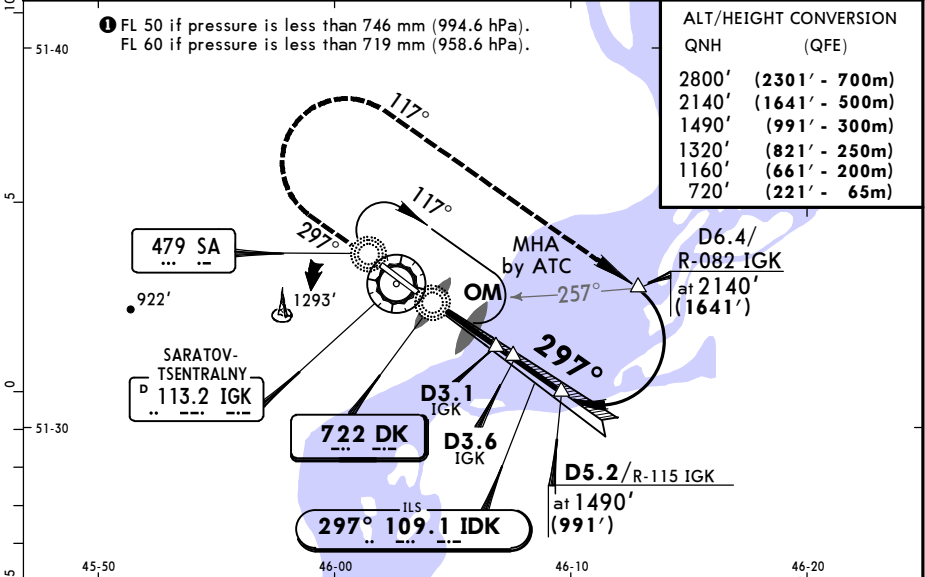
JEPPesen
20 NOV 15 11-2

SARATOV, RUSSIA
ILS or NDB Rwy 30

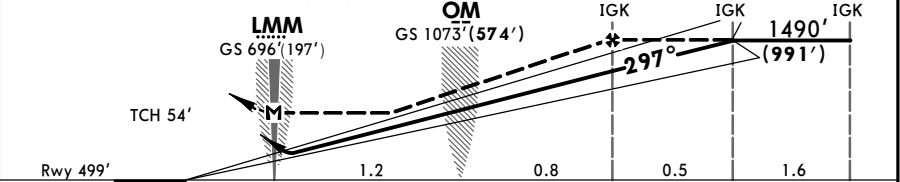
BRIEFING STRIP™	ATIS 132.8 (Russian 135.1)		SARATOV Radar 120.4		SARATOV Tower 128.1		*Ground 119.0	
	LOC IDK 109.1		GS OM 1073'(574')		ILS DA(H) Refer to Minimums		Apt Elev 499'	 2700'
	NDB DK 722		Minimum Alt D3.1 IGK 1490'(991')		NDB MDA(H) (CONDITIONAL) 910'(411')		Rwy 499'	
	MISSED APCH: Climb on 297° to ILS or NDB with FAF: 1160' (661'), NDB w/o FAF: 1320' (821'), then turn RIGHT onto 117° 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.								

- 1 FL 50 if pressure is less than 746 mm (994.6 hPa).
FL 60 if pressure is less than 719 mm (958.6 hPa).

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 LMM not below 720' (221').



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	801		
NDB Desc Angle 3.33°	412	530	589	707	825	943		
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		
A	1200m	NOT AUTH	RVR 1500m	RVR 1500m		
B			VIS 1600m	VIS 1600m		
C			RVR 1800m	RVR 1800m		
D			VIS 2000m	VIS 2000m		
			2400m			

CHANGES: Outer marker added.

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Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

SARATOV, (TSENTRALNY - UWSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWSS