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Airport Information For UWSS

Terminal Charts For UWSS

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: SARATOV RUS
ICAO/IATA: UWSS / RTW
Lat/Long: N51° 33.9', E046° 02.7'
Elevation: 499 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = 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: 0112 Z
Sunset: 1632 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

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JEPPESSEN

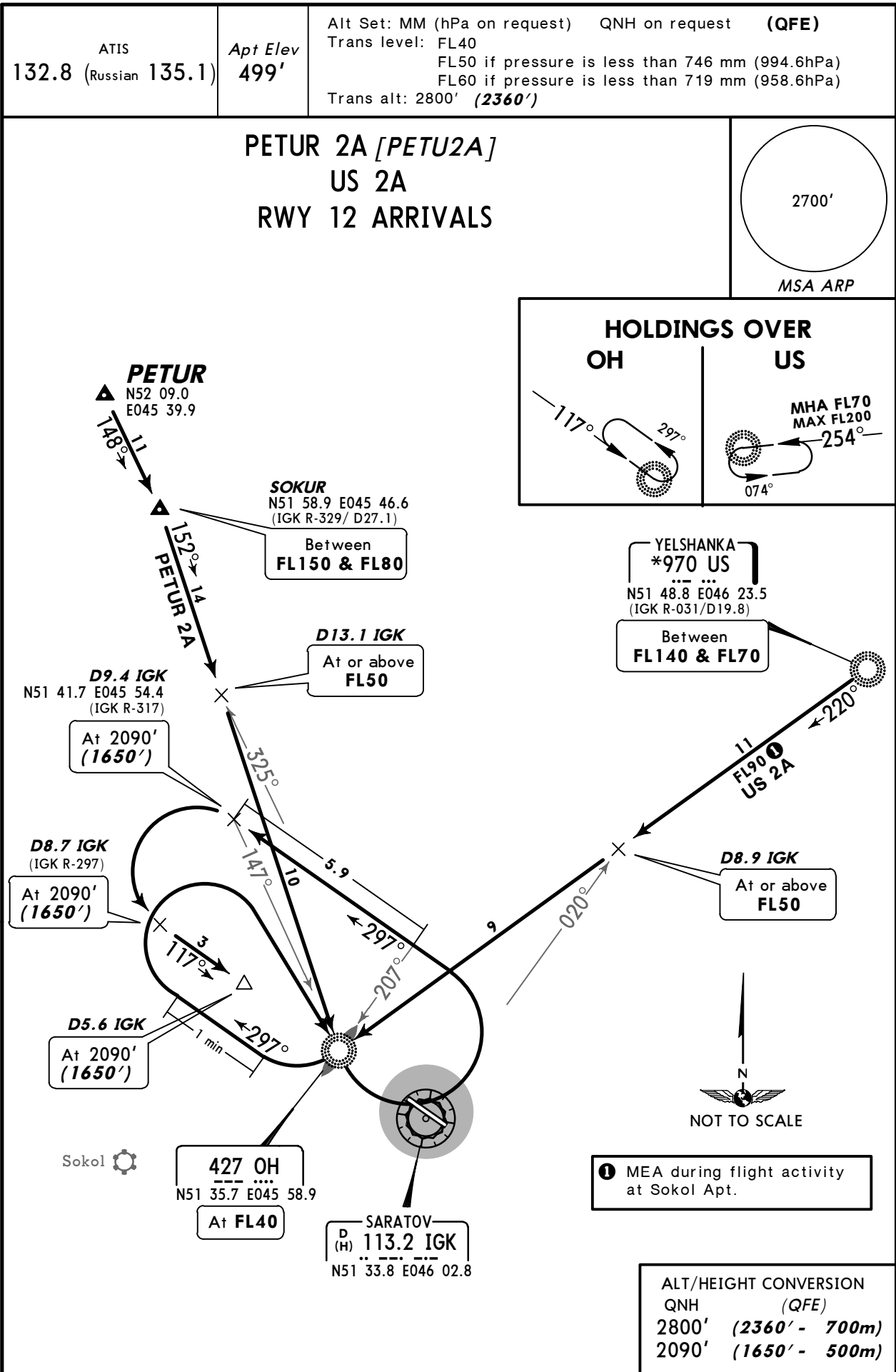
SARATOV, RUSSIA

3 JAN 14

10-2

Eff 9 Jan

STAR



STAR	ROUTING
PETUR 2A	From SOKUR 152° bearing to OH, turn LEFT, 297° track to D9.4 IGTK, turn LEFT, 117° track to intercept final.
US 2A	220° bearing to OH, turn RIGHT, 297° track for 1 min, turn RIGHT to OH, turn LEFT, 297° track to D9.4 IGTK, turn LEFT, 117° track to intercept final.

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TSENTRALNY

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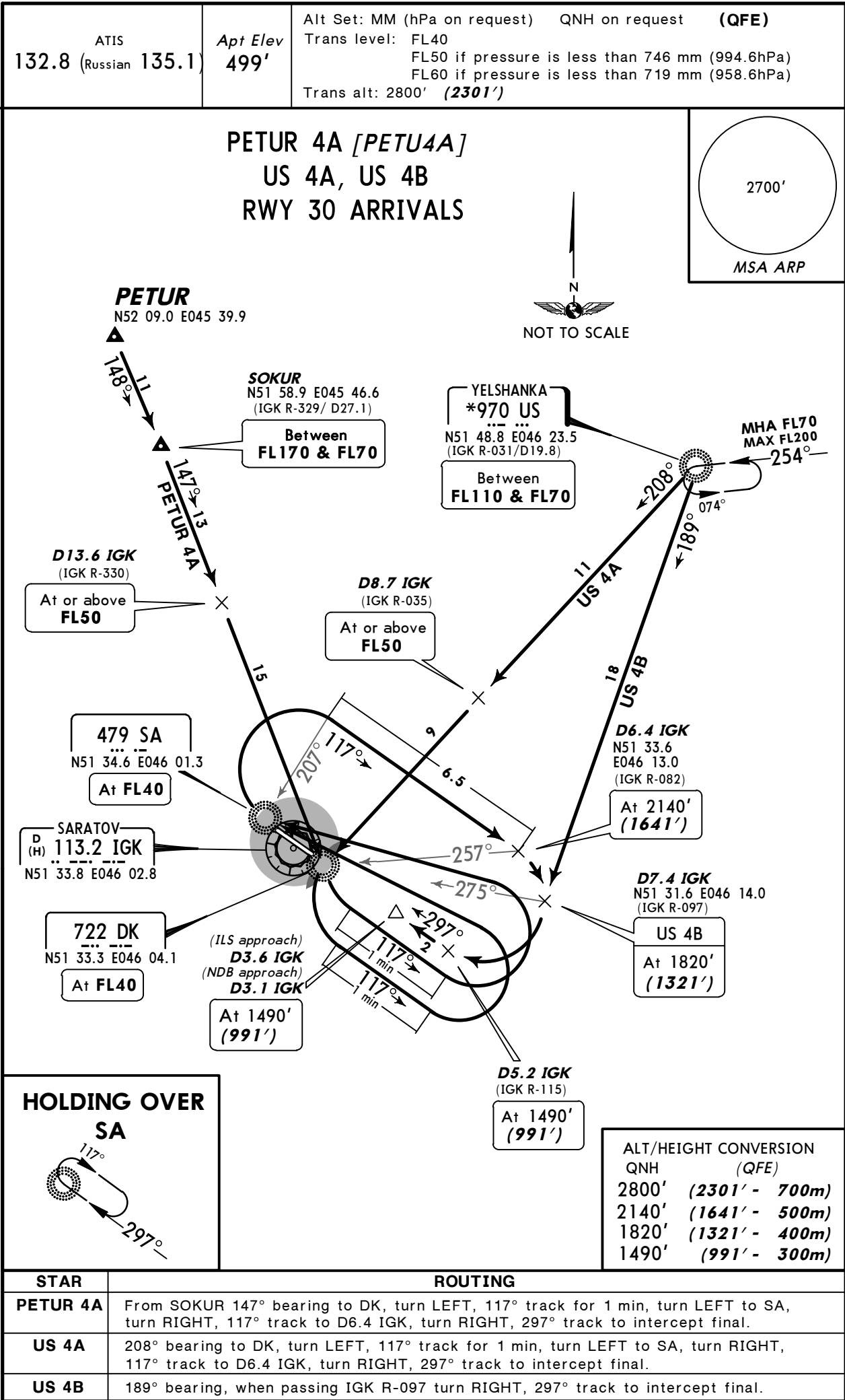
SARATOV, RUSSIA

3 JAN 14

10-2A

Eff 9 Jan

STAR



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SARATOV, RUSSIA

3 OCT 14

10-2B

Eff 16 Oct

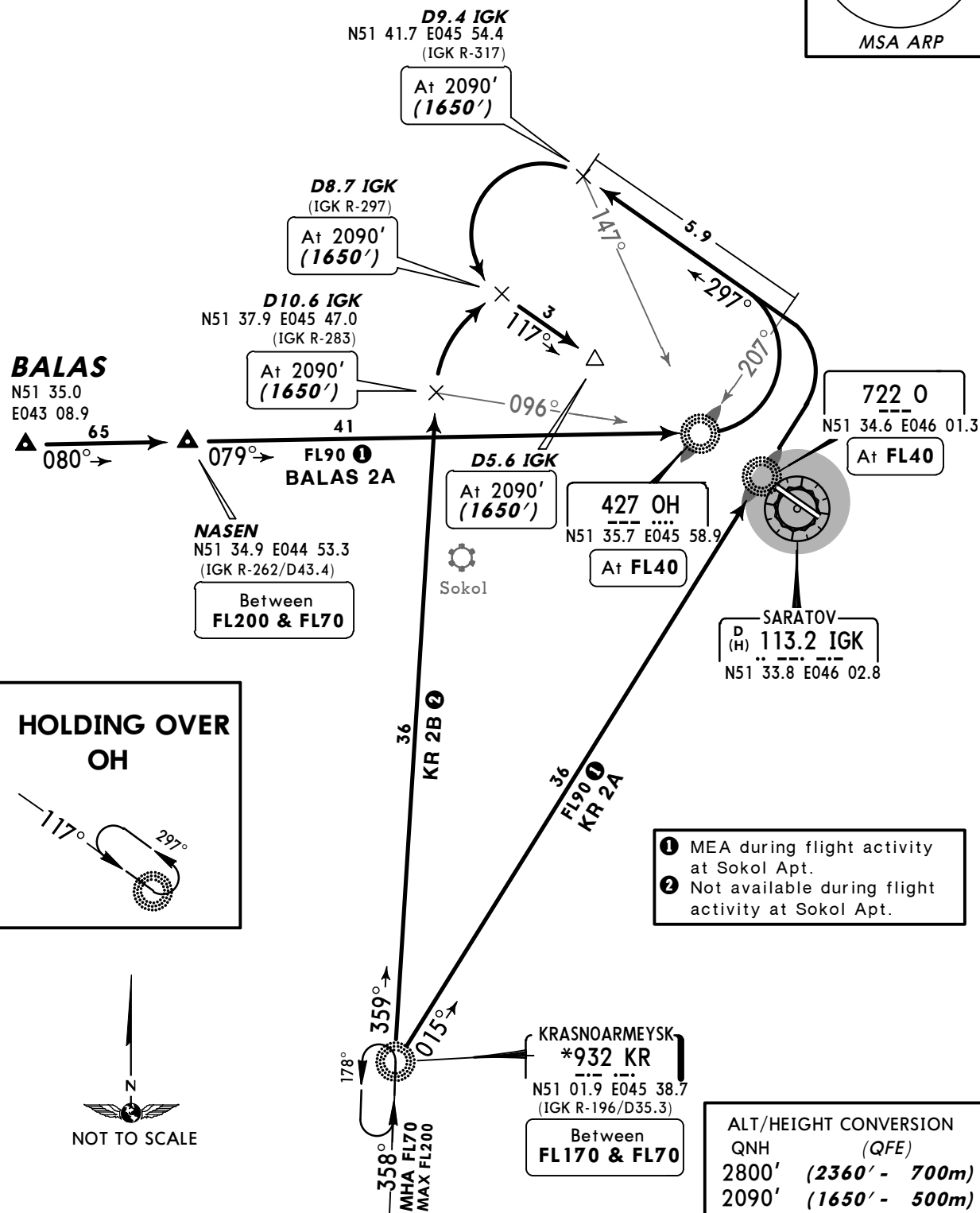
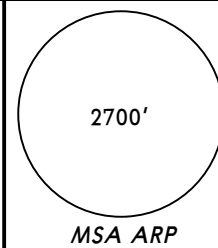
STAR

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' (2360')

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



① MEA during flight activity at Sokol Apt.
② Not available during flight activity at Sokol Apt.

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

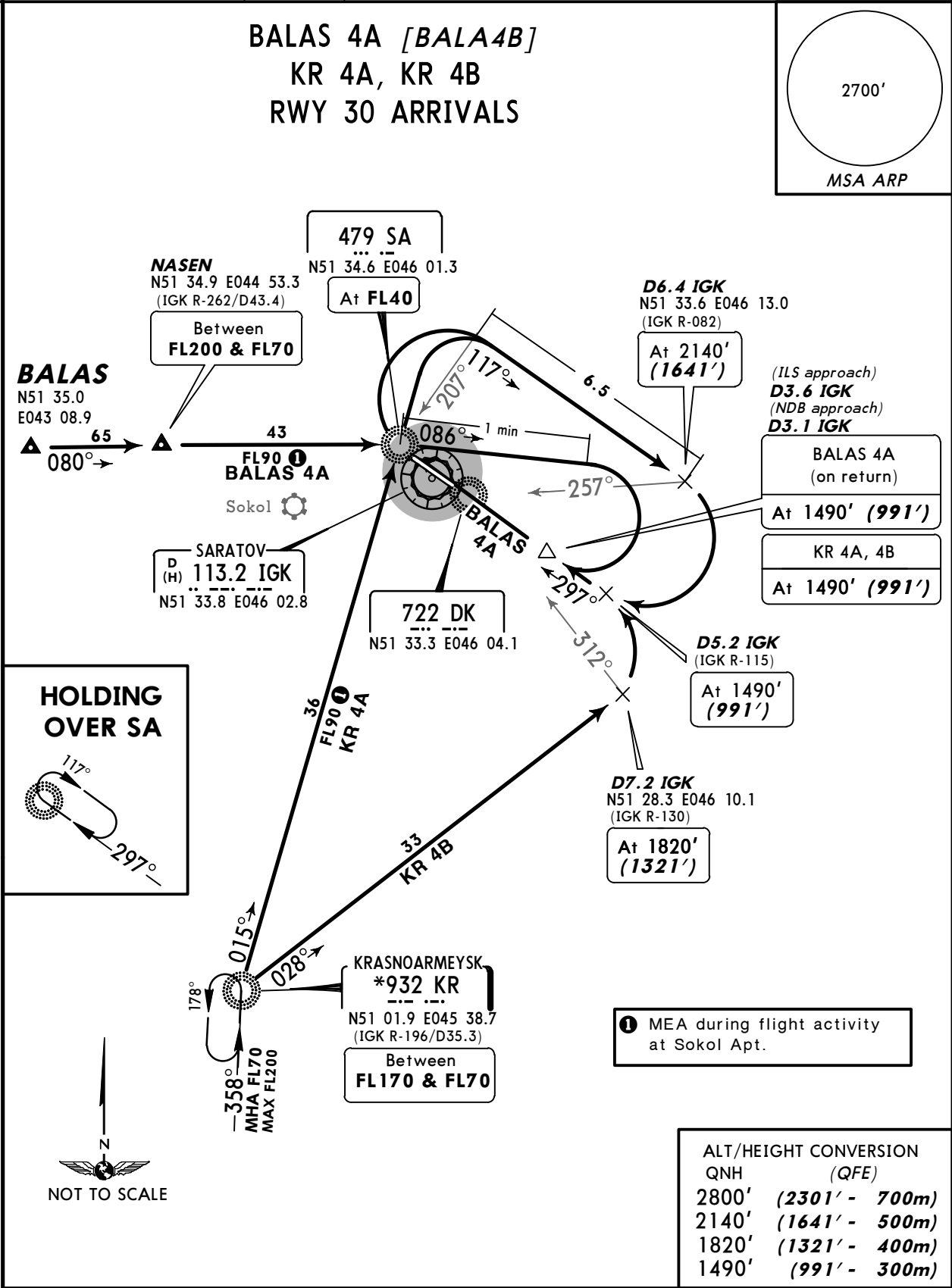
STAR	ROUTING
BALAS 2A	From NASEN 079° bearing to OH, turn LEFT, 297° track to D9.4 IGK, turn LEFT, 117° track to intercept final.
KR 2A	013° bearing to O, turn LEFT, 297° track to D9.4 IGK, turn LEFT, 117° track to intercept final.
KR 2B	358° bearing, when passing IGK R-283, turn RIGHT, 117° track to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

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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')
----------------------------------	------------------	--



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.

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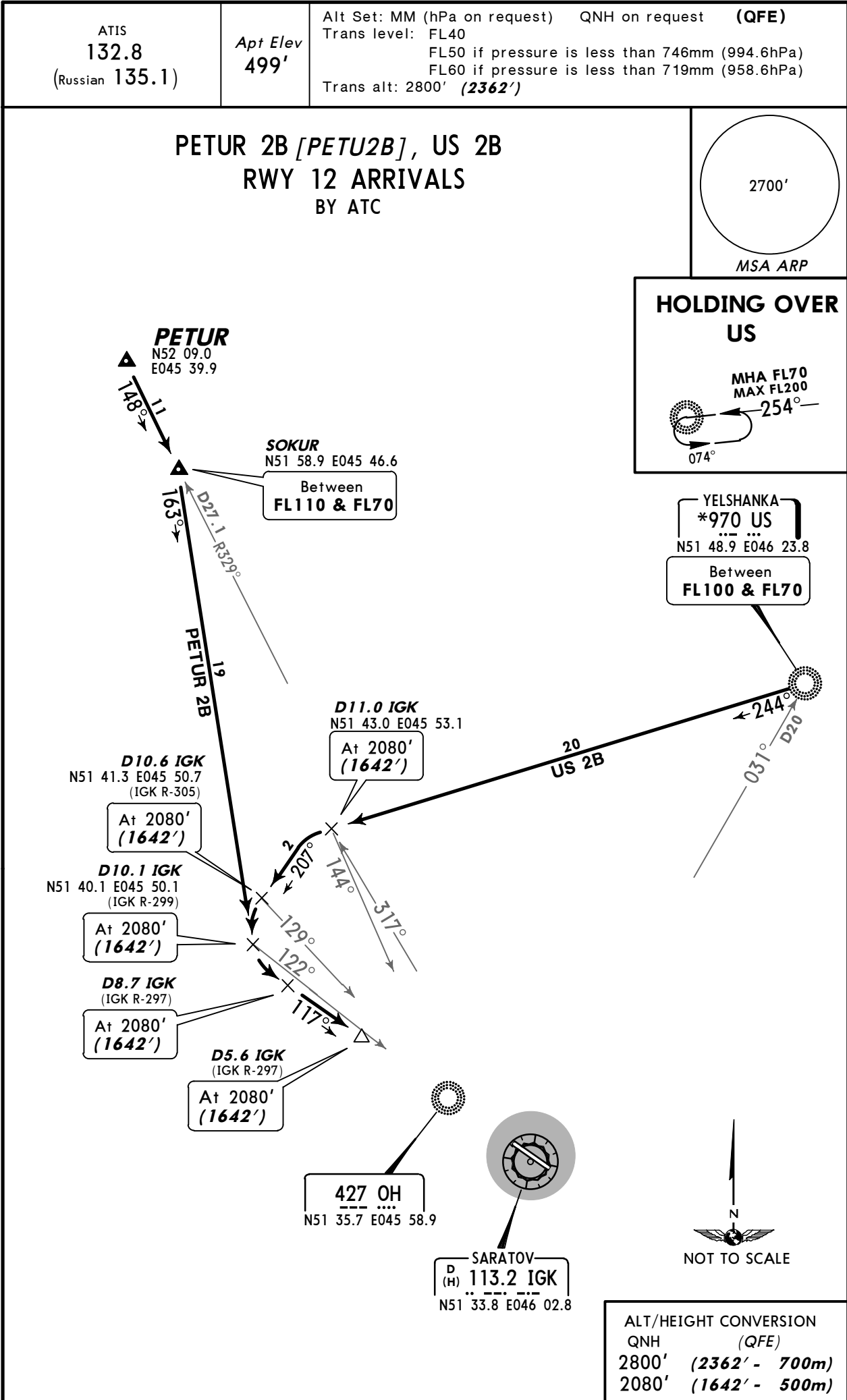
SARATOV, RUSSIA

5 DEC 14

10-2D

Eff 11 Dec

STAR



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JEPPESEN

SARATOV, RUSSIA

5 DEC 14

10-2E

Eff 11 Dec

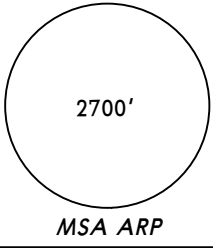
STAR

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')

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 02.8

722 DK
N51 33.3 E046 04.1

(ILS approach)
D3.6 IGK
(NDB approach)
D3.1 IGK

At 1490'
(991')

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

072°
248°

207°

279°

297°

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)

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JEPPesen

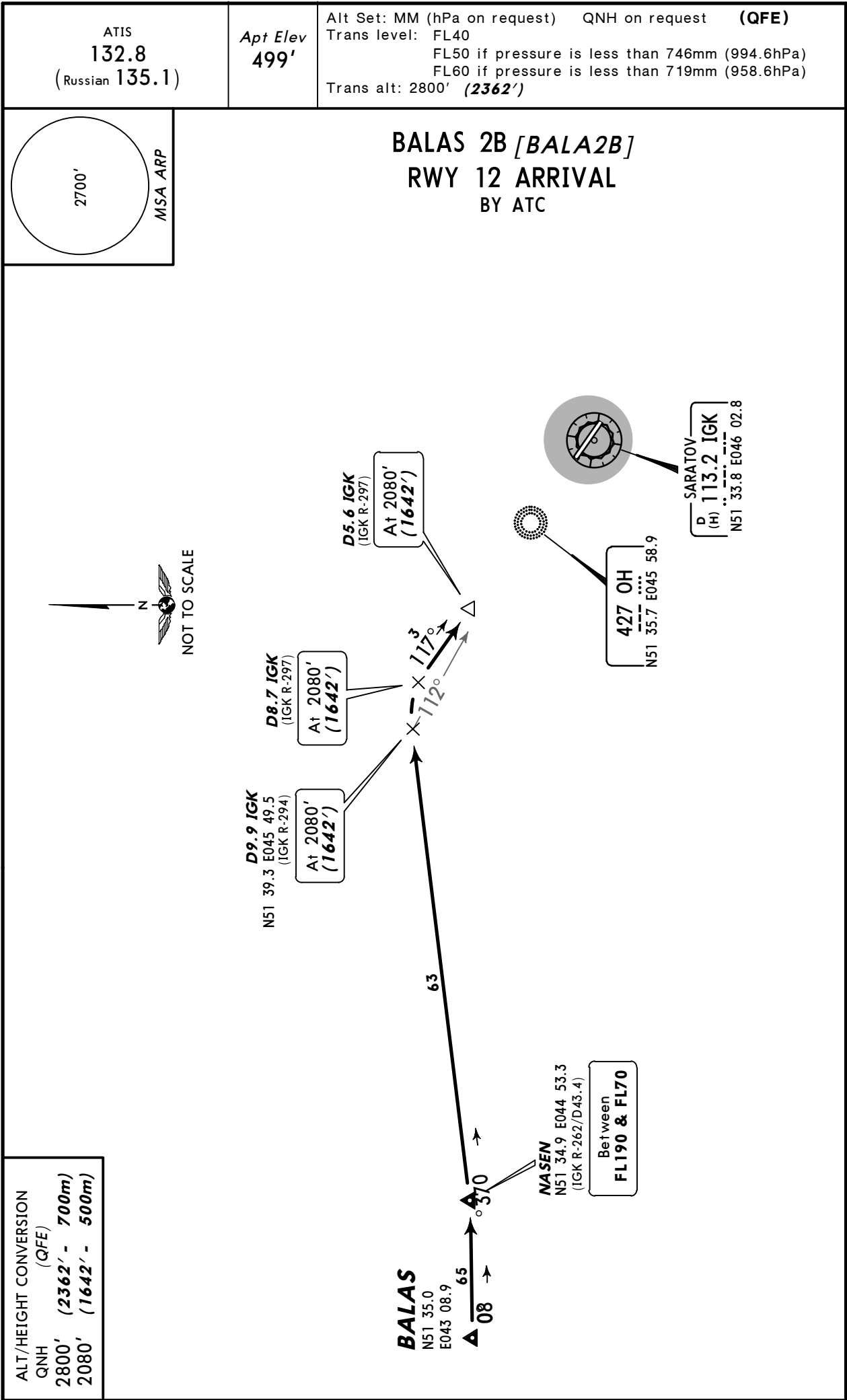
SARATOV, RUSSIA

5 DEC 14

10-2F

Eff 11 Dec

STAR



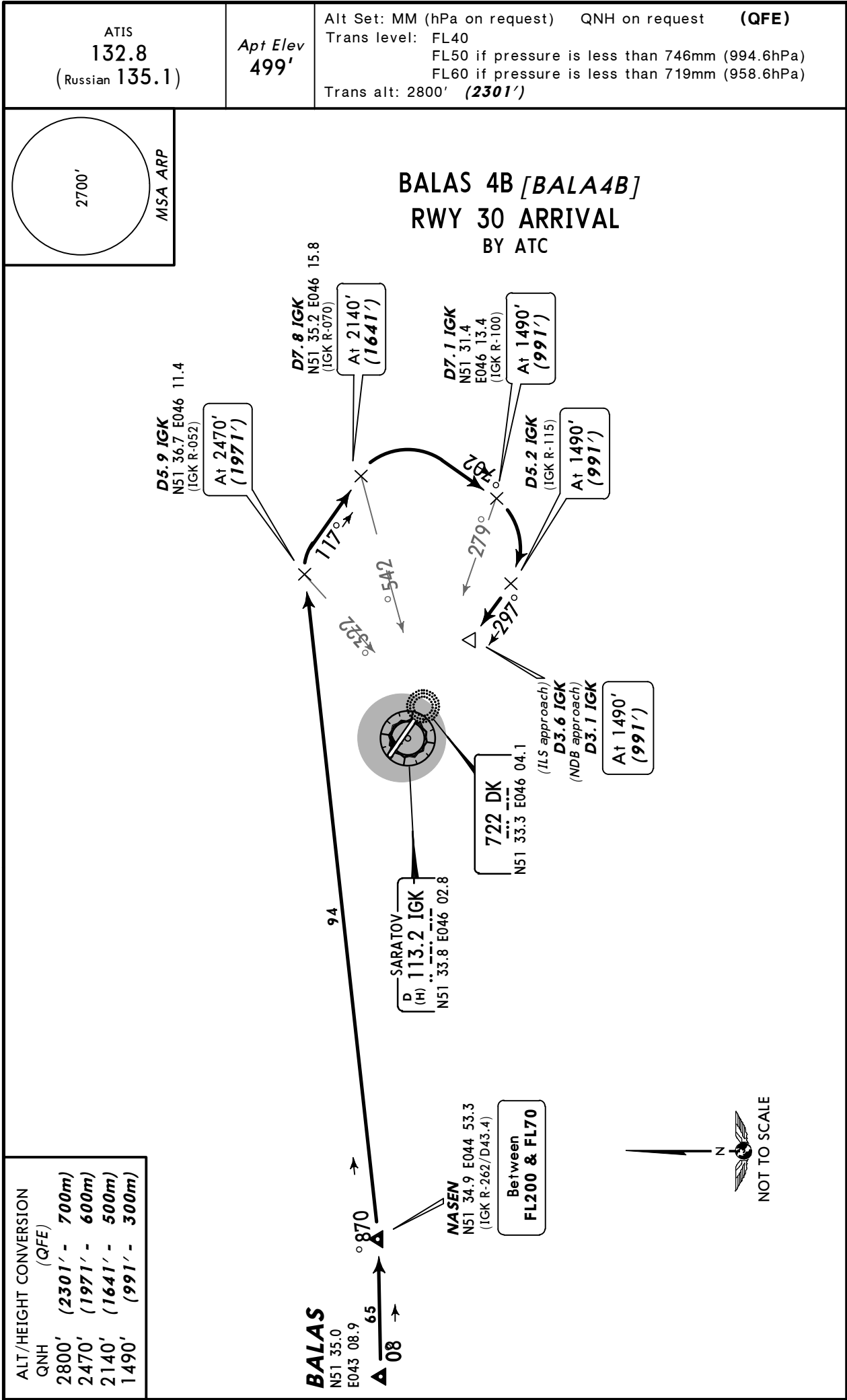
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JEPPESSEN
5 DEC 14 10-2G

Eff 11 Dec

SARATOV, RUSSIA

STAR



CHANGES: Crossing at D5.9 IGK.

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4 JAN 13

10-3

Eff 10 Jan

SARATOV, RUSSIA

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

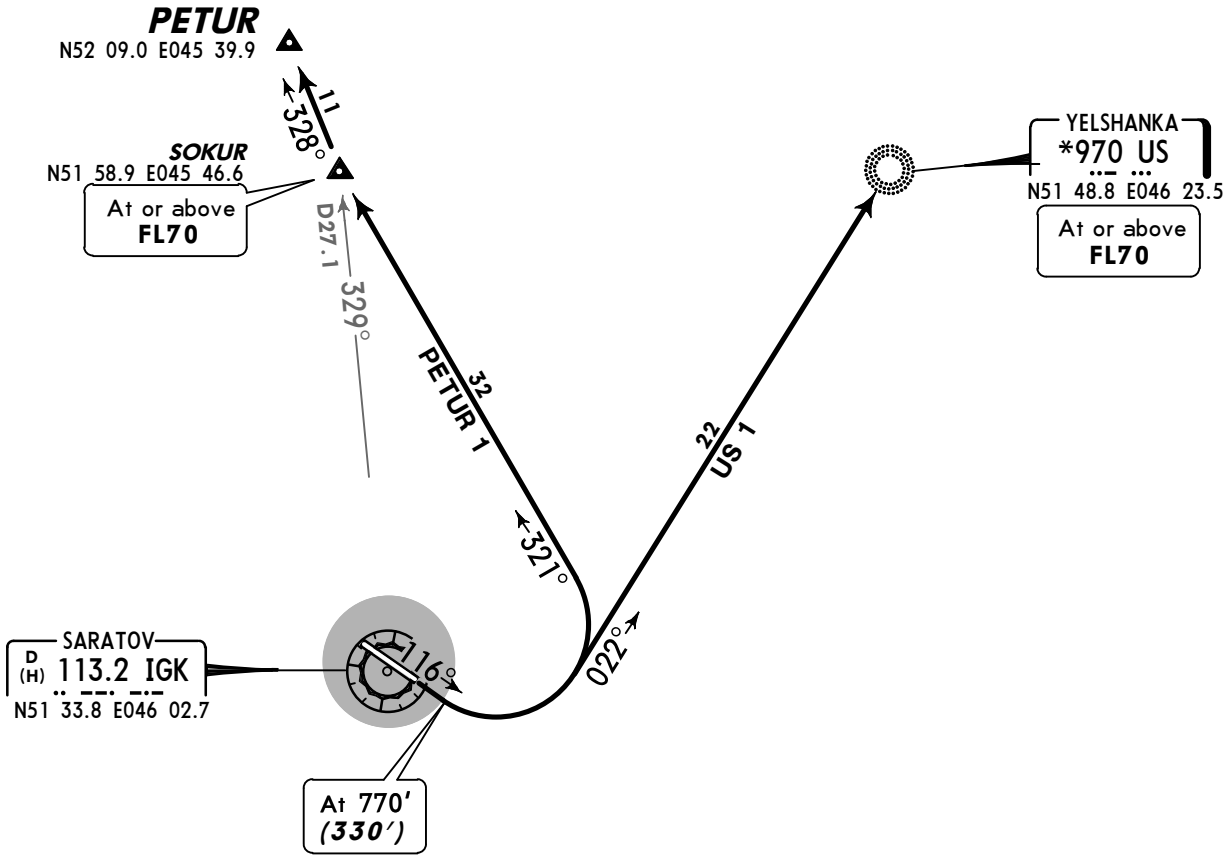
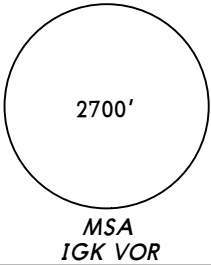
FL50 if pressure is less than 746mm (994.6hPa)

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



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

Turns shall be executed with bank angle 20°.

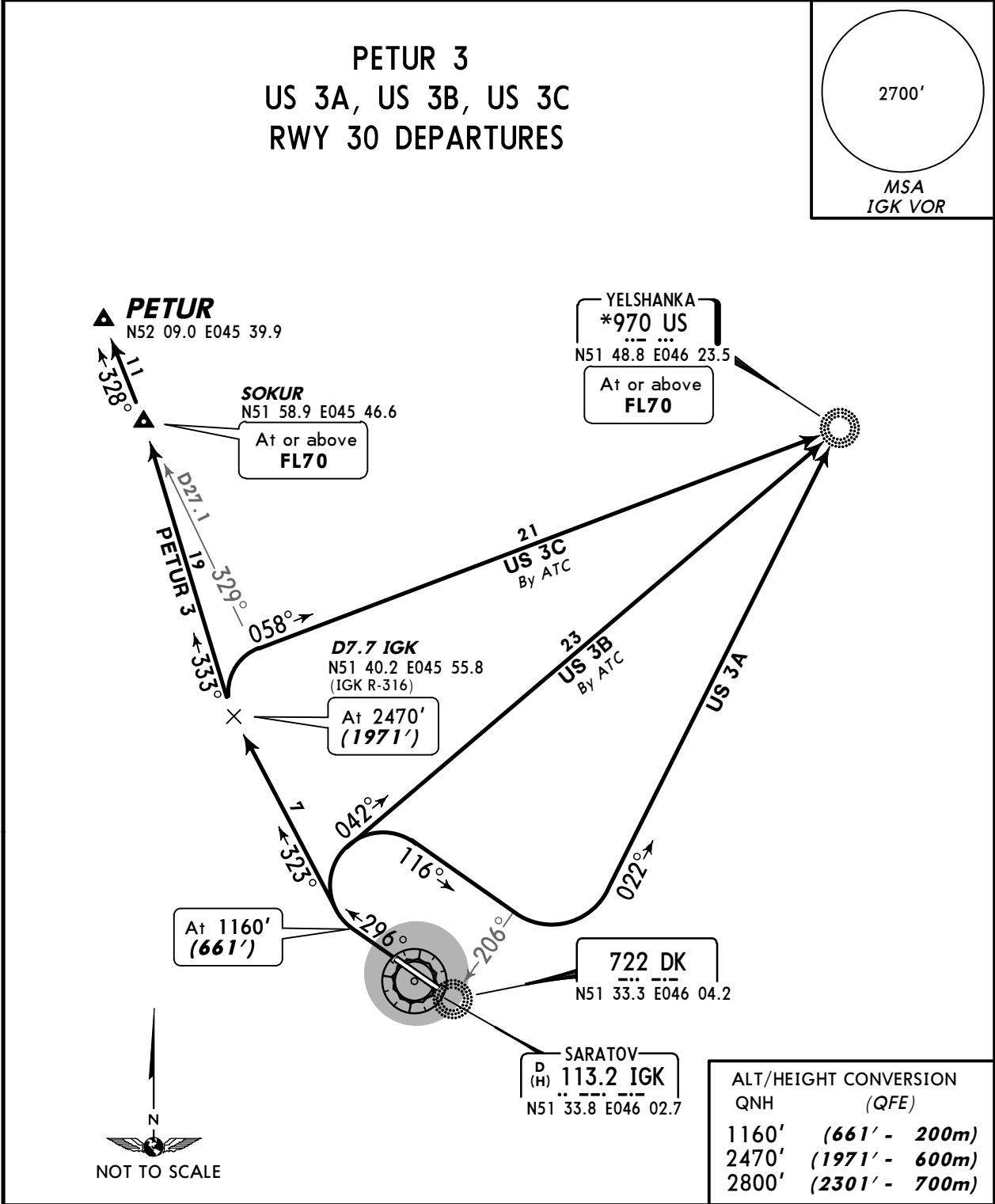
SID	ROUTING
PETUR 1	Climb straight ahead to 770' (330') , turn LEFT, 321° track to SOKUR, then to PETUR.
US 1	Climb straight ahead to 770' (330') , turn LEFT, intercept 022° bearing to US.

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JEPPESEN
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.
--------------------------------	--



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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SARATOV, RUSSIA

3 OCT 14

10-3B

Eff 16 Oct

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



NASEN

N51 34.9 E044 53.3

At or above
FL70

SARATOV
D (H) 113.2 IGK
N51 33.8 E046 02.8

BALAS 1
KR 1A

At 770'
(330')

KR 1B

At 770'
(330')

but not
before DK

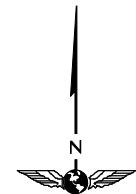
722 DK

N51 33.3 E046 04.1

KRASNOARMEYSK
*932 KR

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

At or above
FL70



NOT TO SCALE

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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3 OCT 14 10-3C

Eff 16 Oct

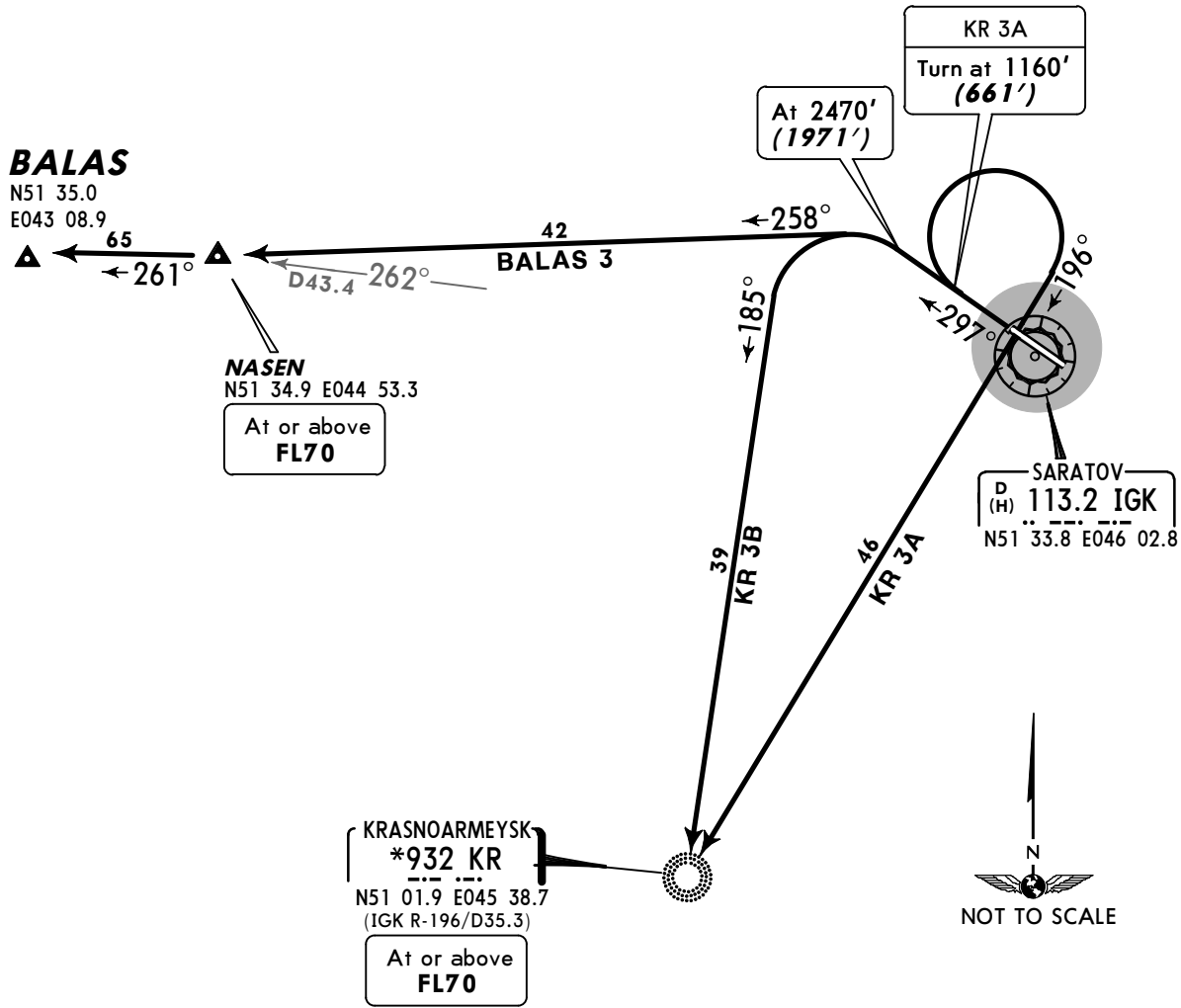
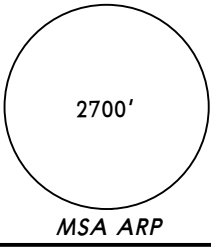
SARATOV, RUSSIA

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



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 By ATC	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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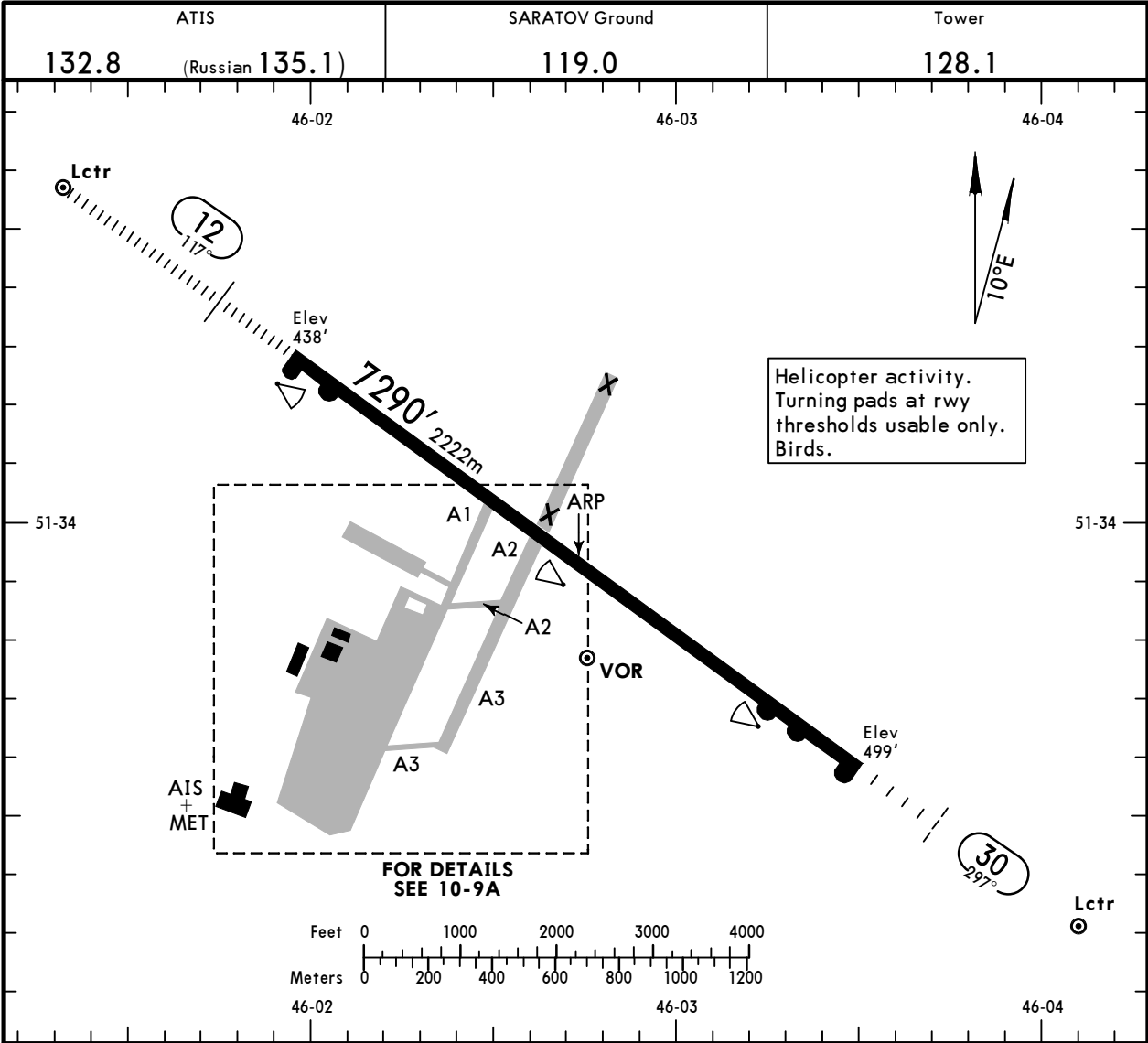
Apt Elev **499'**
N51 33.9 E046 02.7

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

SARATOV, RUSSIA

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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

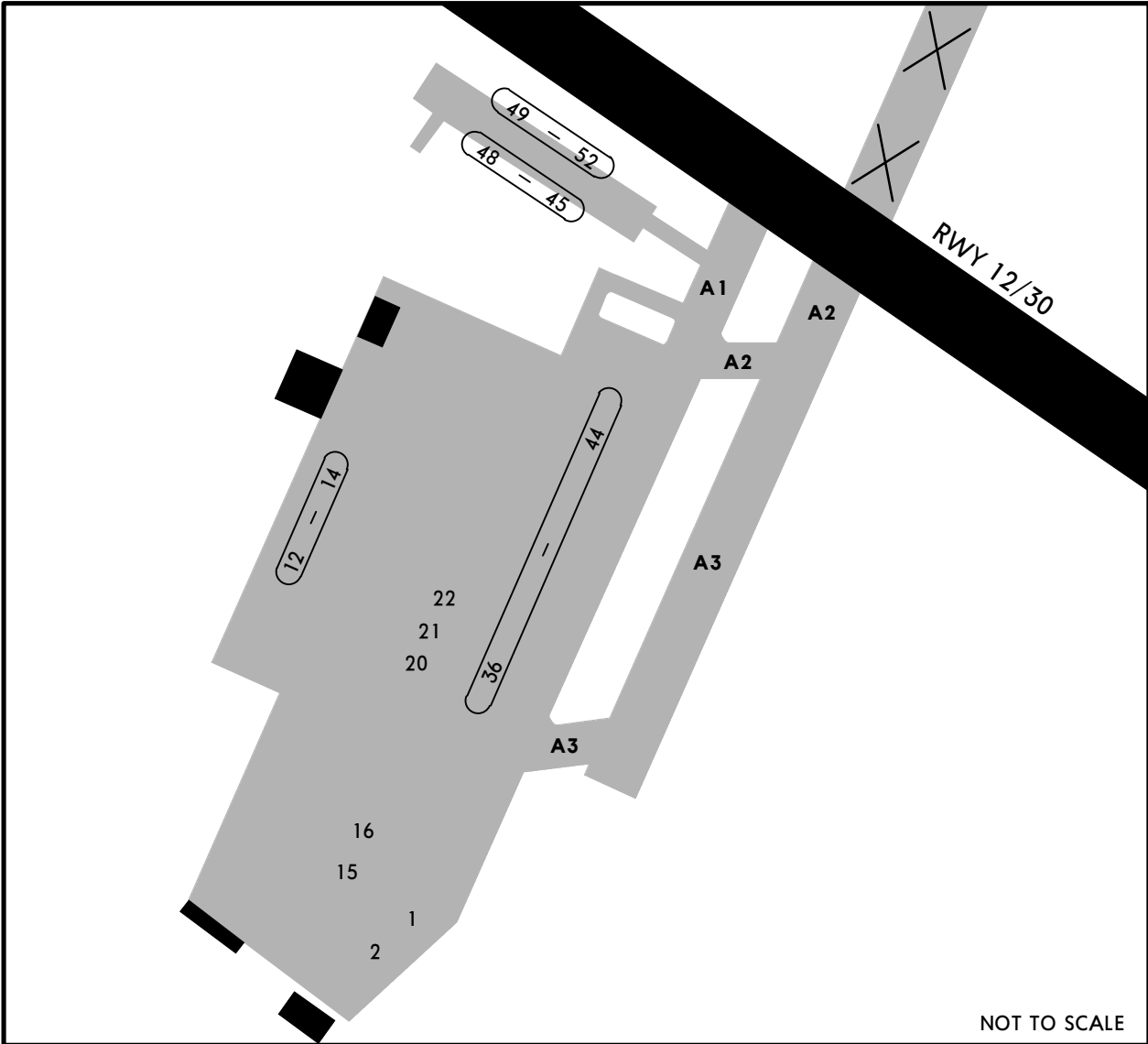
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TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
	LVP must be in force RCLM (DAY only) or RL
	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m
	400m

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JEPPesen
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.

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 27 DEC 13 **10-9S** **Eff 9 Jan**

Standard
SARATOV, RUSSIA
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STRAIGHT-IN RWY	A	B	C	D
12				
ILS	640' (200')	640' (200')	640' (200')	653' (213')
<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
2 NDB ①②	910' (470')	910' (470')	910' (470')	910' (470')
	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
2 NDB ①③	940' (500')	940' (500')	940' (500')	940' (500')
	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	C2300m	C2300m	C2300m	C2300m
OH NDB ①	940' (500')	940' (500')	940' (500')	940' (500')
	R1500m	R1500m	R1500m	R1500m
<i>ALS out</i>	R1500m	R1500m	C2300m	C2300m
O NDB ①②	1020' (580')	1020' (580')	1020' (580')	1020' (580')
	R1500m	R1500m	R1900m	R1900m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
O NDB ③	1150' (710')	1150' (710')	1150' (710')	1150' (710')
	C2800m	C2800m	C3000m	C3000m
<i>ALS out</i>	C3500m	C3500m	C3700m	C3700m
30				
ILS	699' (200')	699' (200')	699' (200')	702' (203')
	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
NDB ①②	910' (411')	910' (411')	910' (411')	910' (411')
	R1500m	R1500m	R1700m	R1700m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
NDB ③	930' (431')	930' (431')	930' (431')	930' (431')
	R2000m	R2000m	C2200m	C2200m
<i>ALS out</i>	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	400m	500m
B		
C		
D		

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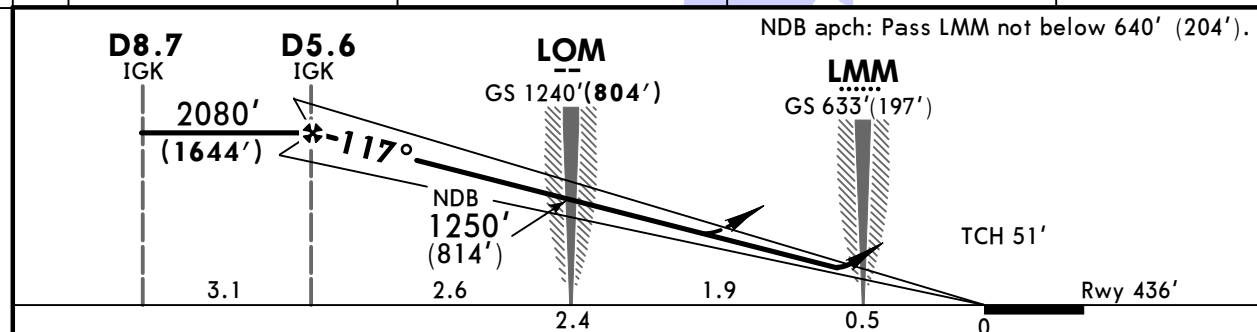
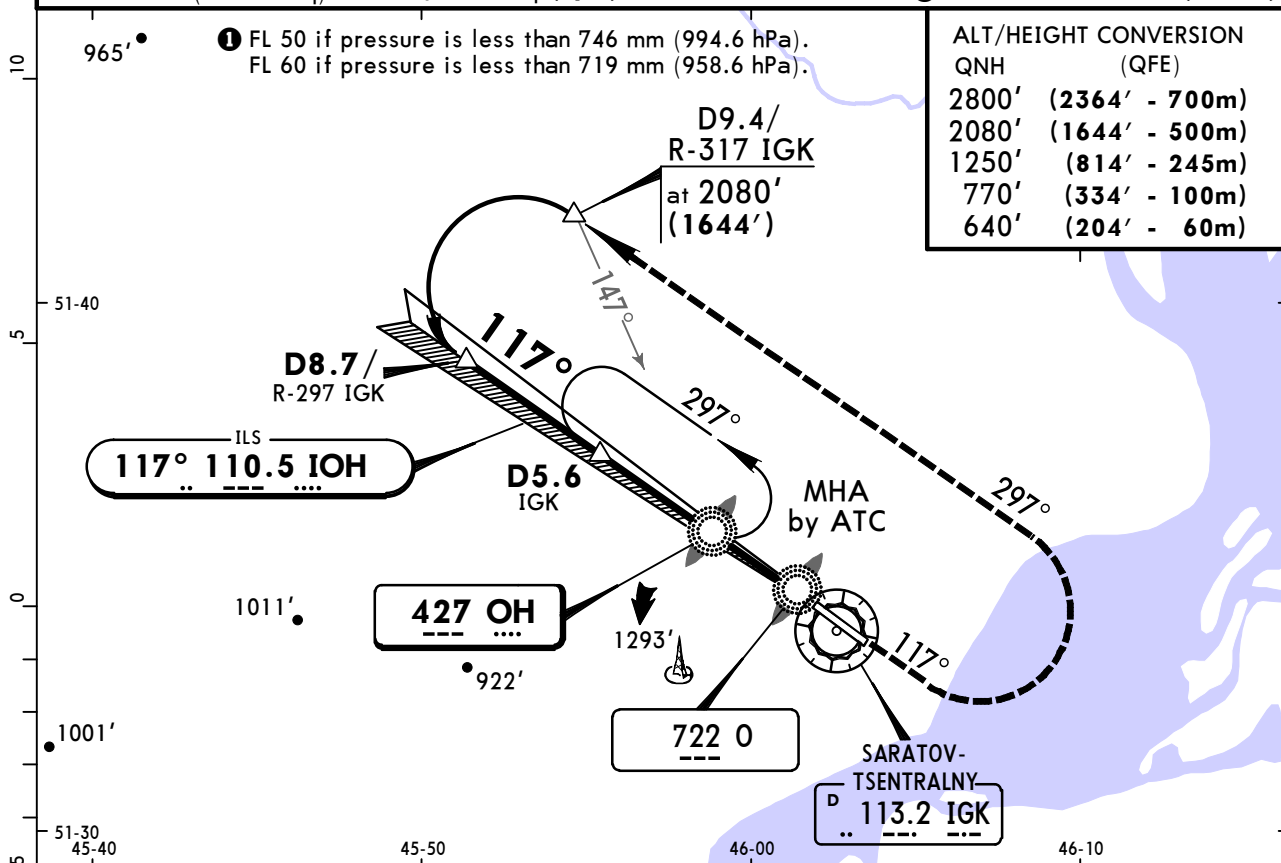
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20 NOV 15 **(11-1)**

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' Rwy 436'	2700' MSA ARP
NDB OH 427			Minimum Alt D5.6 IGK 2080'(1644')		NDB MDA(H) Refer to Minimums			
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 ❶		Trans alt: 2800'(2364')		



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

STRAIGHT-IN LANDING RWY 12 1										
ILS		2 NDB		OH NDB		O NDB				
DA(H) ABC: 636'(200') D: 649'(213')		with FAF MDA(H) 910'(474')		w/o FAF MDA(H) 940'(504')		MDA(H) 940'(504')		with FAF MDA(H) 1020'(584')		MDA(H) w/o FAF 1150'(714')
FULL	ALS out	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	2600m	1800m	2600m	2300m	3100m	3200m
C	VIS 800m									
D		2100m	2200m	2200m	2200m	2700m	2700m	3200m	3600m	
1 LOC (GS out): NOT AUTHORIZED.										

CHANGES: Rwy elevation. Minimums.

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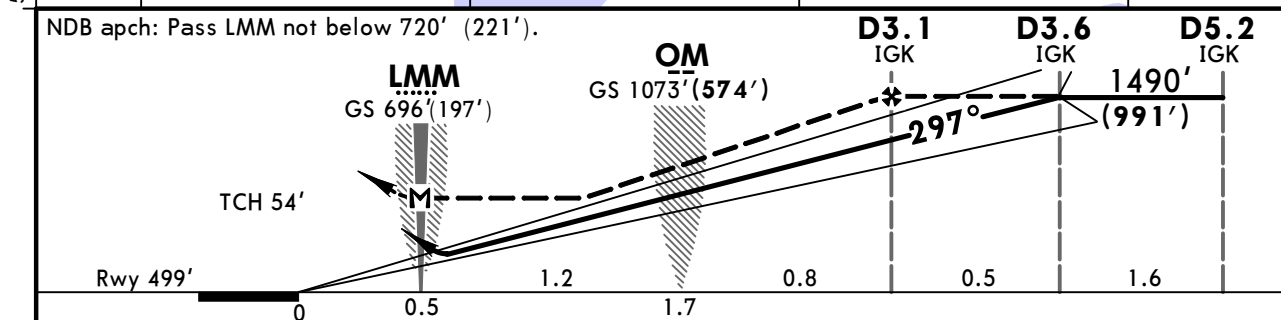
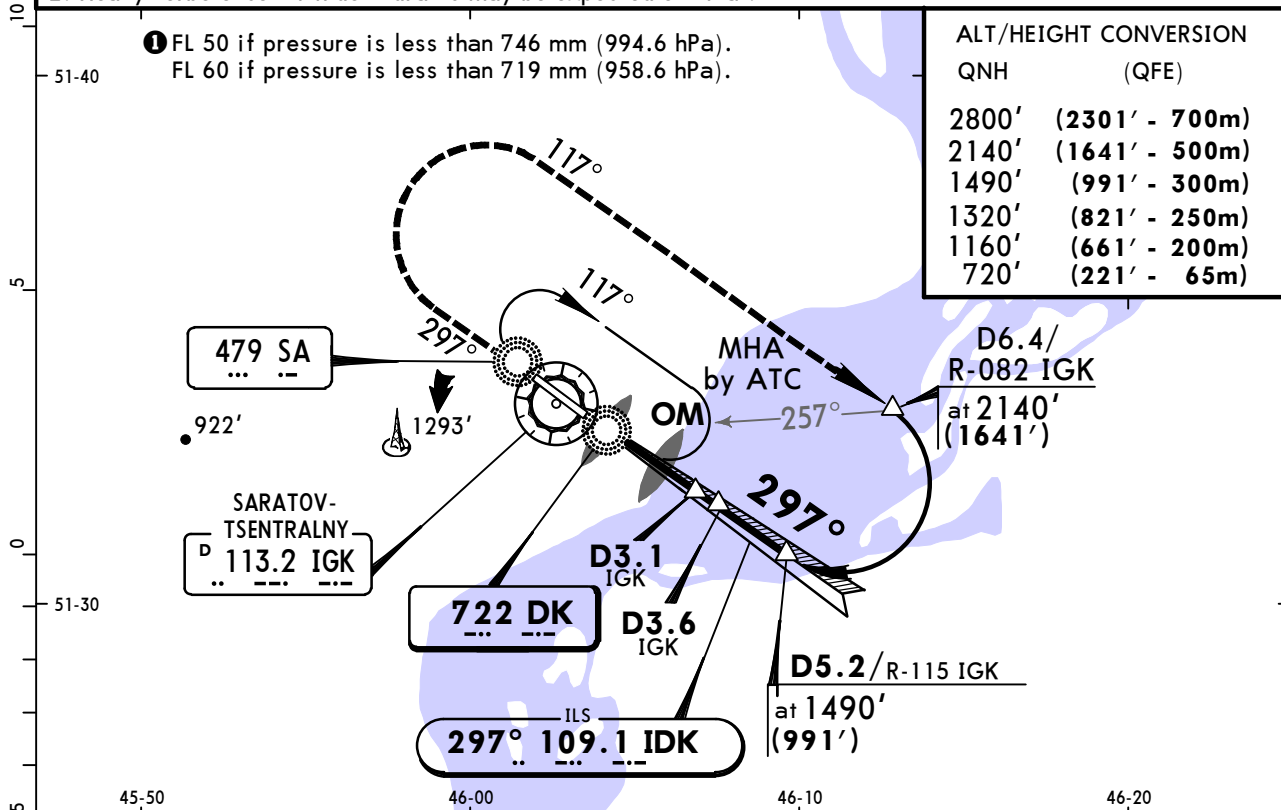
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20 NOV 15 **(11-2)**

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	Final Apch Crs 297°	GS OM 1073'(574')	ILS DA(H) Refer to Minimums	Apt Elev 499'	Rwy 499'	2700' MSA ARP	
NDB DK 722		Minimum Alt D3.1 IGK 1490'(991')	NDB MDA(H) (CONDITIONAL) 910'(411')				
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.							



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					
A	1200m			NOT AUTH		RVR 1500m		RVR 1500m			
B						VIS 1600m		VIS 1600m			
C						RVR 1800m VIS 2000m		RVR 1800m VIS 2000m			
D								2400m			

CHANGES: Outer marker added.

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Chart changes since cycle 08-2019

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