JEPPESEN
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General Information

Location: SARATOV RUS
ICAO/IATA: UWSG / GSV
Lat/Long: N51° 42.77', E046° 10.27'
Elevation: 103 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -4:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 0120 Z
Sunset: 1624 Z

Runway Information

Runway: 08
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 88 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 103 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 121.775 Non-English
ATIS: 123.375
Gagarin Tower: 122.850
Gagarin Ground: 119.000
Gagarin Apron Ramp/Taxi: 125.375
Gagarin Approach: 121.625
Gagarin Radar: 130.300
Gagarin Transit Operations: 126.775

1. GENERAL

1.1. ATIS

ATIS 123.375
121.775 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT, but not at the expense of flight safety or in case of engine failure.

In dangerous weather conditions deviation from SID/STAR route is possible with mandatory report to ATC.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP are implemented when RVR is below 550m at at least one of the three observation points and (or) ceiling (vertical visibility) is 60m or below.

Flight Control officer notifies flight crew about LVP implementation via TWR controller and includes relevant information in ATIS broadcast: ″Low Visibility Procedures in progress, check your minima.″

Taxiing shall be carried out strictly after Follow-me car.

When LVP are in force, only one ACFT can be present on the RWY in use and adjoining TWY.

Flight crew shall read back all GND controller's instructions when ACFT is on the maneuvering area.

If obstacles are detected on the taxi route, pilot-in-command must take measures to avoid collision and report to ATS unit.

The responsibility for taking the decision to execute landing/take-off is placed on the pilot-in-command, depending on weather conditions at the aerodrome and calculated aerodrome operating minima.

The responsibility for not following the assigned taxi routes on the maneuvering area and potential RWY incursion is placed on the flight crew.

1.3.2. ARRIVAL

Flight crew shall follow TWR controller's instructions (TWR and GND combined).

Vacation of RWY by ACFT is determined by:

- reports from flight crews about RWY vacation.
- reports from representatives of operational services that were authorized to occupy the RWY by TWR controller.
- using A-SMGCS CAF ″VEGA″ (considering technical capabilities).

Flight crews must vacate the RWY:

- via TWY B - after landing on RWY 08.
- via TWY A - after landing on RWY 26.

RWY is considered vacant when ACFT completely crosses the RWY holding position marking which is the ILS critical area marking.

1. GENERAL

1.3.3. DEPARTURE

During LVP following is prohibited:

- Take-off not from the RWY beginning.
- Take-off without stop at line-up position.
- Crossing the RWY holding position marking (ILS critical area) without TWR controller's clearance.
- Crossing the RWY holding position marking (ILS critical area) when stop bars are illuminated.

ACFT shall taxi with taxi lights on only. Assistance of Follow-me car is mandatory during taxiing along the taxi route on the apron to the RWY holding position.

Flight crew of departing ACFT must proceed along TWY centerline to the RWY holding position and report to the TWR controller after reaching RWY holding position marking.

1.4. TAXIING PROCEDURES

ACFT shall cross ILS critical areas only after obtaining TWR controller clearance.

Width of the RWY at RWY 08/26 turn pads is 231'/70.5m, which is less than required standard. Il-96-300, B767-200/200ER/300/300ER and smaller index ACFT shall taxi and make turn at a safe speed, along the minimum radius of turn, with extreme caution of the flight crew.

Taxi guideline marking yellow is displayed on RWY 08/26 turn pads to enable B767-200/300/300ER and class below ACFT complete a 180° turn.

Total width of TWYs A and B including shoulders is 125'/38m which is less than the normative one. Il-76 ACFT shall taxi via TWYs A and B under inner engines power, at idle power.

It is PROHIBITED for Il-96-300, B767-200/200ER/300/300ER ACFT to taxi via TWYsA, B and apron. ACFT to be towed to/from RWY and stands. Start and end of towing to/from RWY is at junction with TWY.

Towing of ACFT with inoperative APU shall be carried out by the permission of the APT shift officer in charge according to the written application of the airline representative.

Taxi route 2 is designated for index 1 thru 5 ACFT only with MAX wingspan 138'/42m and main wheel track by the ACFT outer tires MAX 41'/12.5m.

1.5. PARKING INFORMATION

Taxiing/towing to/out of stands and engines start-up shall be carried out via designated taxi routes after obtaining clearance and taxi route information from GND controller.

ACFT shall taxi into stands by the instructions of ground handling service specialist in charge of ACFT arrival.

Stands 20 and 21 are used for de-icing.

1.6. LOST COMMUNICATION PROCEDURES

Take all measures to re-establish radio communication using VHF-channel, emergency frequency and communication with other ACFT and ATS units.

Monitor 479 kHz GR and 113.0 MHz RK for information and controller's instructions.

Use mobile communication.

Flight Control Officer:

Tel: 8-(8452)-619-191

1. GENERAL

1.7. OTHER INFORMATION

Birds in vicinity of APT.

Take-off and landing are permitted only for ACFT with wheeled landing gear.

Take-off from TWYs A and B is not available.

If data for radio-technical approach support in the manual or other information about alternate APT for state or experimental ACFT is not available, controller reports this data phraseology free on request.

In case of interference on primary frequencies of communication aids reserve frequency 129.0 MHz is available.

IFR Flights without airborne radio-technical aids of detecting thunderstorms are prohibited in the thunderstorm activity zone when ground based radar monitoring is not provided.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Excessive descent speeds and bank angles should be avoided if possible immediately prior to final approach.

Change of ACFT configuration and flight speed within a noise abatement procedure shall be carried out in accordance with the flight manual.

During approach flying below ILS GP is prohibited.

Reverse thrust (except reverse idle thrust) shall only be used to ensure flight safety.

2.2. LOST COMMUNICATION PROCEDURES

Maintain route and profile of the cleared STAR to the maximum extent.

Execute IAP according to established procedure (according to the shortest STAR to GR NDB or visual approach).

During missed approach maintain route and profile of missed approach procedure to the nearest holding to the maximum extend.

If deviation from procedure is necessary set transponder to 7700.

If unable to land at Saratov/Gagarin ACFT can proceed to alternate using SIDs.

2.3. WHEN UNABLE STAR/RNAV STAR OR APPROACH

If the flight crew has no information on RNAV STAR/STAR parameters, or if unable to maintain assigned RNAV STAR or to follow approach, report to APP controller and request vectoring for ARR/APP.

2.4. CAT II OPERATIONS

RWYs 08 and 26 approved for CAT II operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.5. RWY OPERATIONS

The basic type of instrument approach procedures is ILS approach. Precision approaches shall be operated based on ILS and GLS. Non-precision approaches shall be operated based on RNP, NDB (in case of failure of the airborne equipment) and DVORDME.

After landing the flight crew shall plan RWY vacation along the nearest TWY (or along the TWY recommended by the controller) if safe turn off RWY is provided. If unable to vacate RWY along the nearest TWY, the flight crew must inform the TWR controller about it.

ACFT is considered to have vacated the RWY after it turned from the RWY onto the adjoining TWY A or TWY B and crossed RWY holding position which is the ILS critical area limit and (or) is proceeding towards the apron.

After the RWY vacation the flight crew shall by the instruction of TWR controller change over to communication with GND controller and report the ACFT call sign and position (TWY A or TWY B).

3. DEPARTURE

3.1. DE-ICING

De-icing with running engines is not provided.

3.2. START-UP AND TAXI PROCEDURES

It is allowed to execute successive engines start-up in the process of towing followed by setting idle power for taxiing out of stands by clearance of the GND controller.

On engine start-up until shutdown, flashing lights must be switched on.

The pilot-in-command shall request clearance for towing to the position of ACFT treatment with de-icing fluid and engines start-up when the ACFT is completely ready for towing. When submitting the request, the pilot shall report ACFT position (stand number) and ATIS information.

Simultaneously towing from adjacent stands is prohibited.

Towing of ACFT for engines start-up shall be carried out strictly along taxi guide lines. Start-up of one engine is permitted during towing after notification of the driver of the tow tractor about it.

3.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be carried out according to Flight Manual.

NADP 1 (ICAO Doc 8168) is applied.

Noise abatement procedure shall be initiated not less than 800' AAL.

The initial climbing speed to the noise initiation point shall be not less than V_2 +10KT.

Upon reaching 800' AAL or above, adjust and maintain engine power/thrust schedule provided in the Flight Manual.

Maintain a climb speed of V_2 +(10-20)KT with flaps and slats in the take-off configuration.

Upon reaching 3000' AAL while maintaining a positive rate of climb, accelerate and retract the flaps/slats on schedule to complete the transition to normal en-route climb speed.

Deviations from above-mentioned procedures are only permitted when necessary for flight safety.

Noise abatement procedures shall not be carried out in case of:

- Wind shear;
- Moderate turbulence;
- Icing.

3. DEPARTURE

3.3. WHEN UNABLE RNAV (GNSS) SID

If the flight crew has no information on RNAV (GNSS) SID parameters or is unable to maintain assigned RNAV (GNSS) SID, report to GND controller and request vectoring.

3.4. LOST COMMUNICATION PROCEDURES

Maintain route and profile of the cleared SID to the maximum extent.

- If decision is made to return to the aerodrome of departure:
  - proceed to GR NDB at the assigned and cleared safe flight level descending to the minimum safe altitude in the holding area at GR NDB to execute visual approach or using available radio navigation aid;
  - maintain flight route and profile of the basic procedure assigned in departure instructions to the maximum extend;
  - execute GR NDB approach in accordance with the established procedure.
- If decision is made to proceed to the alternate aerodrome:
  - continue climbing to flight level (altitude) using SID as specified in the flight plan;
  - if required to deviate from the indicated procedure, set transponder to code 7700.

UWSG/GSV GAGARIN

JEPPESEN

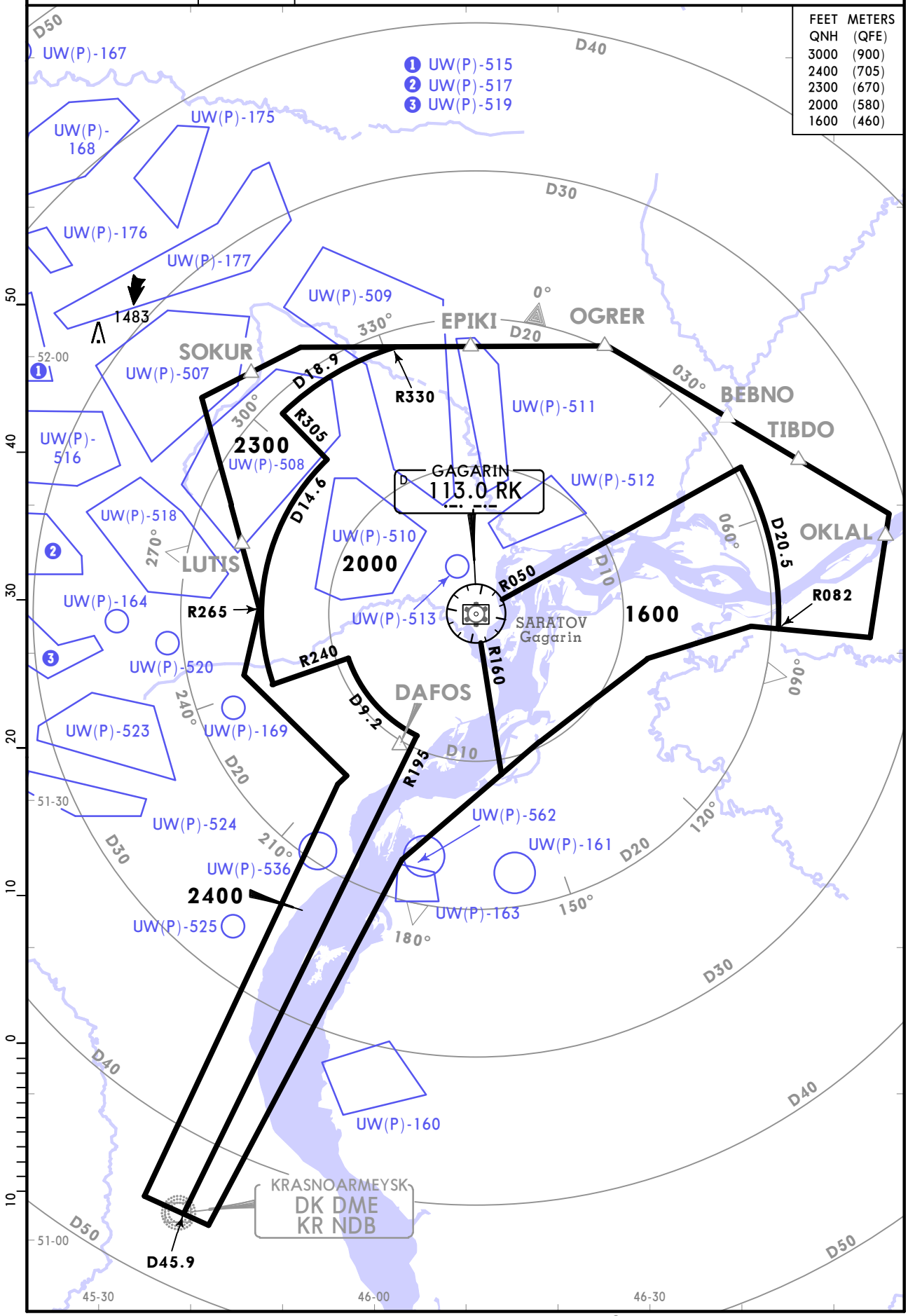
17 JAN 25 (10-1R) Eff 23 Jan

SARATOV, ~~RUSSIA~~

RADAR MINIMUM ALTITUDES

GAGARIN Radar 130.3	Apt Elev 103	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) Trans alt: 3000 QNH (QFE on request) Chart only to be used for cross-checking of altitudes assigned while under RADAR control.

FEET QNH	METERS (QFE)
3000	(900)
2400	(705)
2300	(670)
2000	(580)
1600	(460)

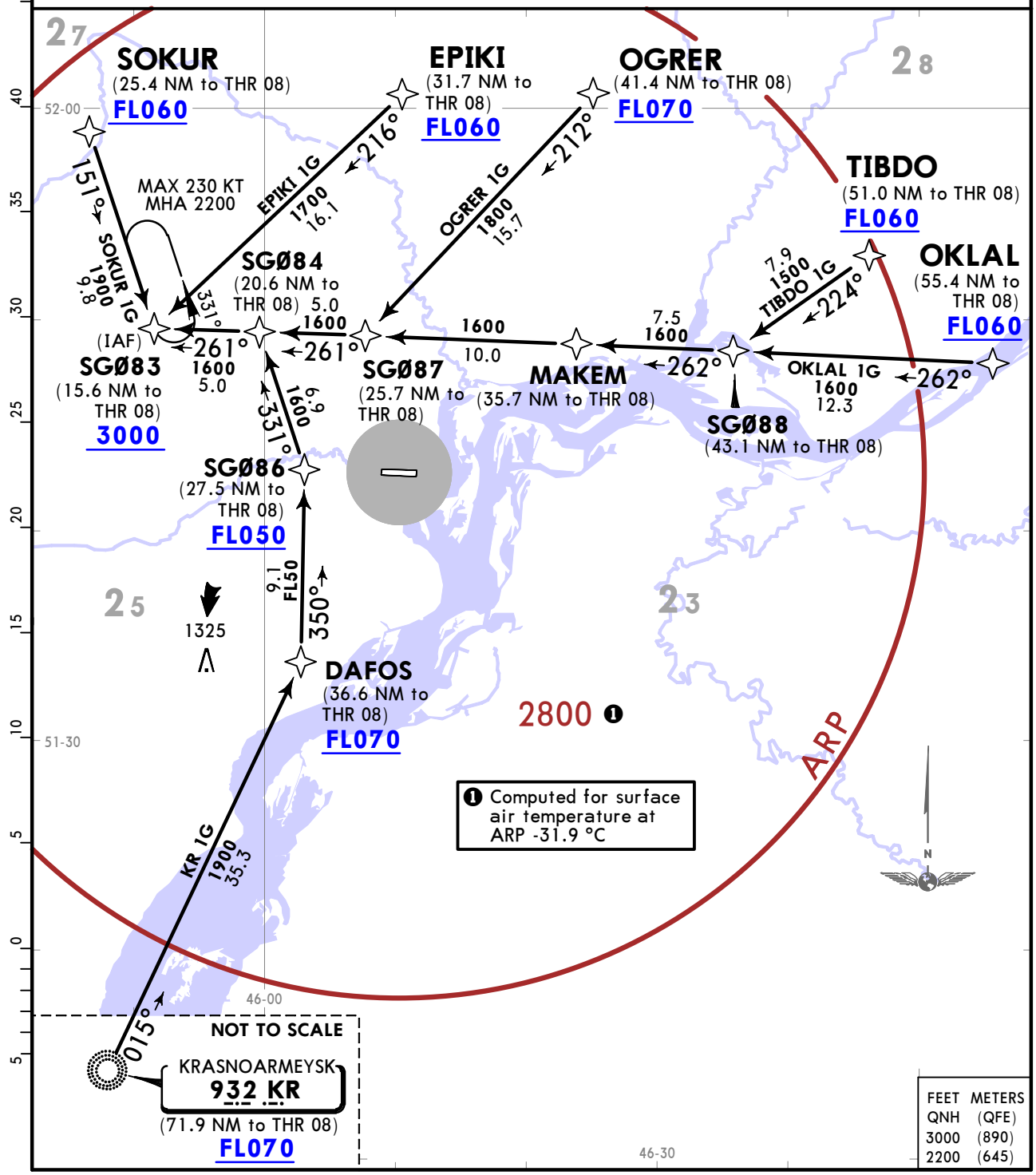


CHANGES: Prohibited areas, DK DME and KR NDB established.

ATIS	Apt Elev	
123.375 (Russian 121.775)	103	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required
		1. CDO is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 2. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide CDO. 3. Altitude restrictions may be cancelled by ATS.

EPIKI 1G [EPIKIG], KR 1G [KR1G]
OGRER 1G [OGRE1G], OKLAL 1G [OKLA1G]
SOKUR 1G [SOKU1G], TIBDO 1G [TIBD1G]
RNAV ARRIVALS
(RWY 08)

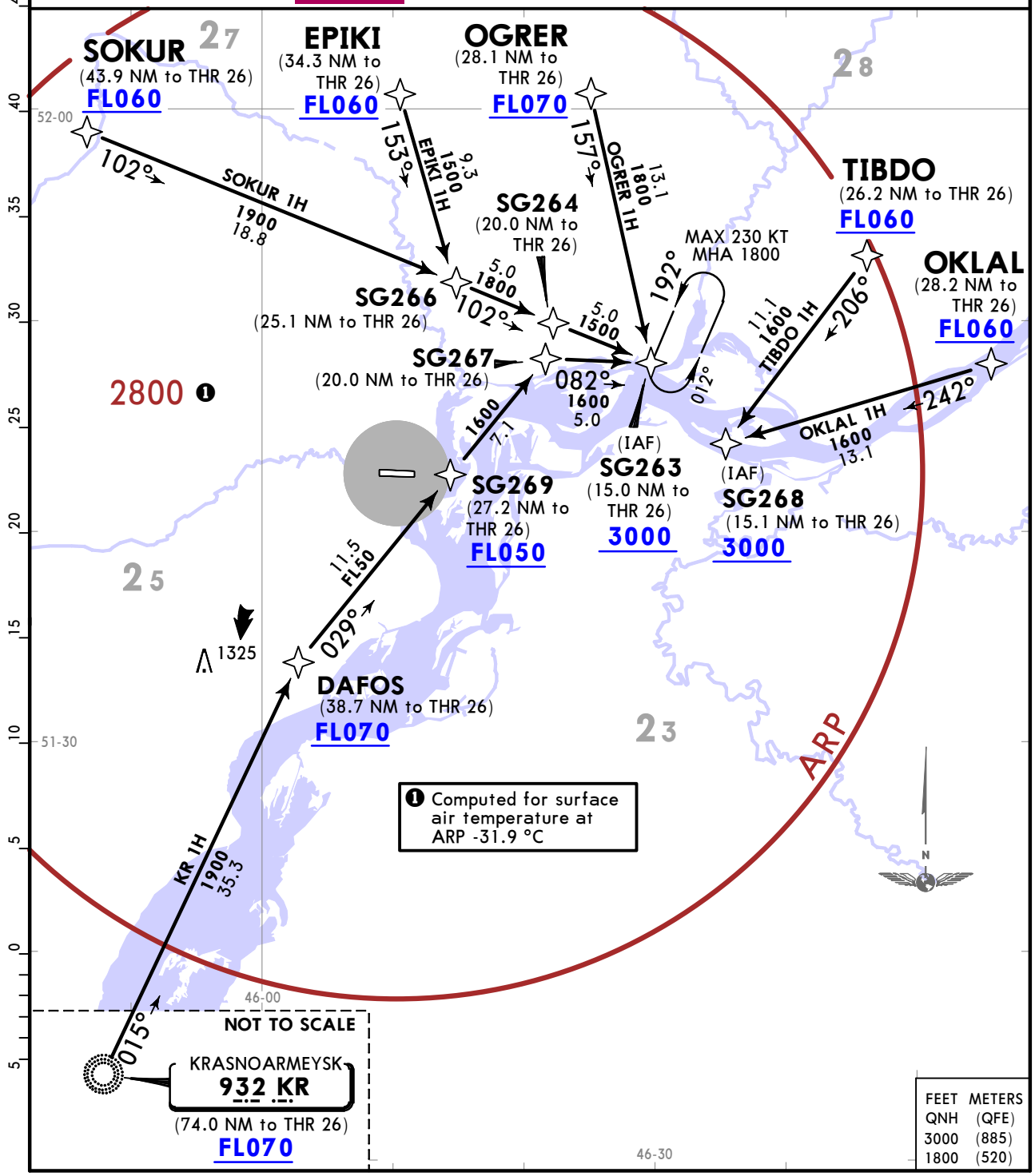
SPEED: MAX 250 KT BELOW FL100



ATIS	Apt Elev	
123.375 (Russian 121.775)	103	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required
		1. CDO is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 2. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide CDO. 3. Altitude restrictions may be cancelled by ATS.

EPIKI 1H [EPIKIH], KR 1H [KR1H]
OGRER 1H [OGRE1H], OKLAL 1H [OKLA1H]
SOKUR 1H [SOKU1H], TIBDO 1H [TIBD1H]
RNAV ARRIVALS
(RWY 26)

SPEED: MAX 250 KT BELOW FL100



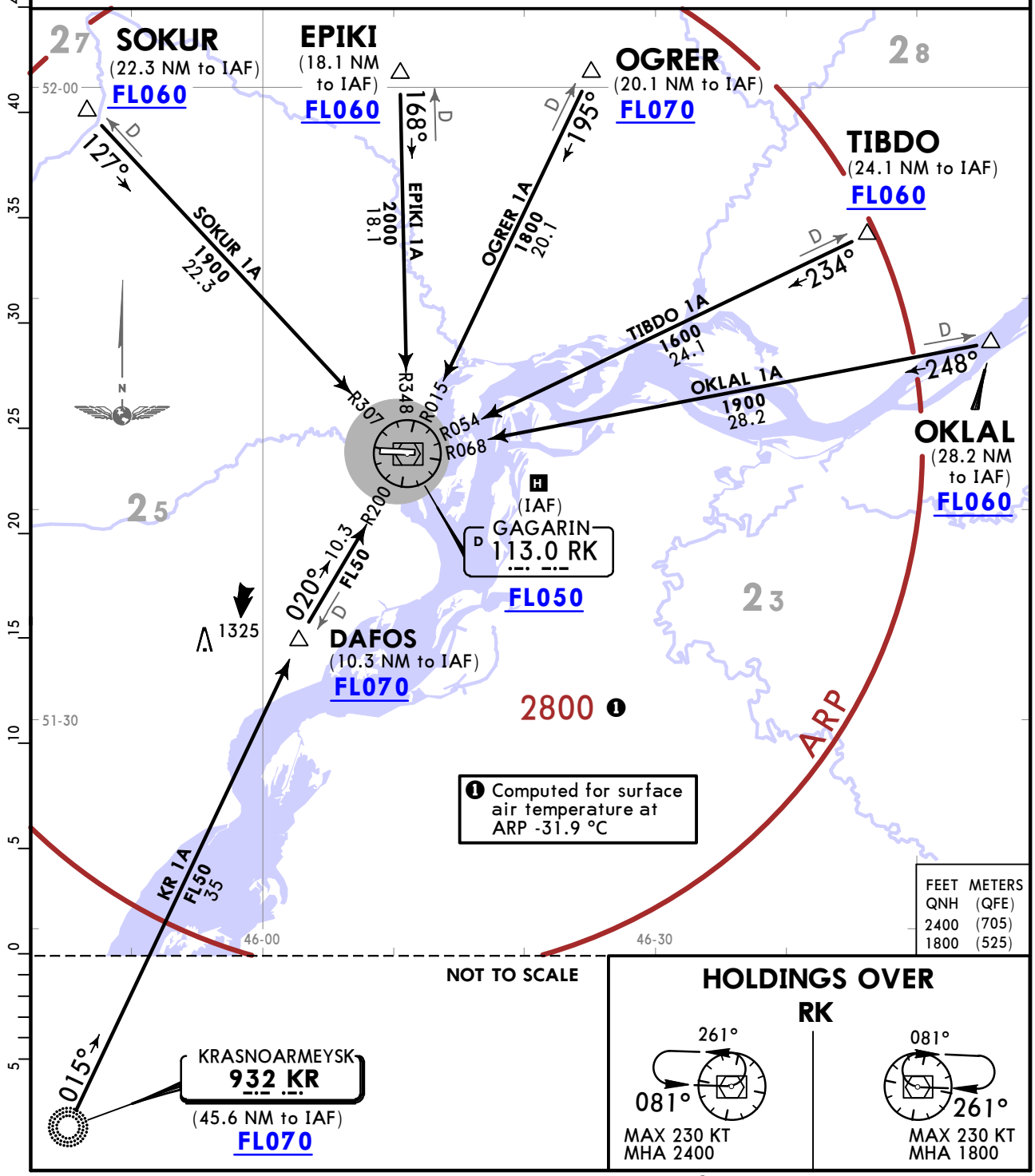
FEET	METERS
QNH	(QFE)
3000	(885)
1800	(520)

CHANGES: Holding bearings, bearing OKLAL 1H.

ATIS	Apt Elev	
123.375 (Russian 121.775)	103	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) 1. DME required. 2. CDO is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide CDO. 4. Altitude restrictions may be cancelled by ATS.

EPIKI 1A [EPIK1A], KR 1A [KR1A]
OGRER 1A [OGRE1A], OKLAL 1A [OKLA1A]
SOKUR 1A [SOKU1A], TIBDO 1A [TIBD1A]
ARRIVALS
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100



HOLDINGS OVER RK

261° / 081°
MAX 230 KT
MHA 2400

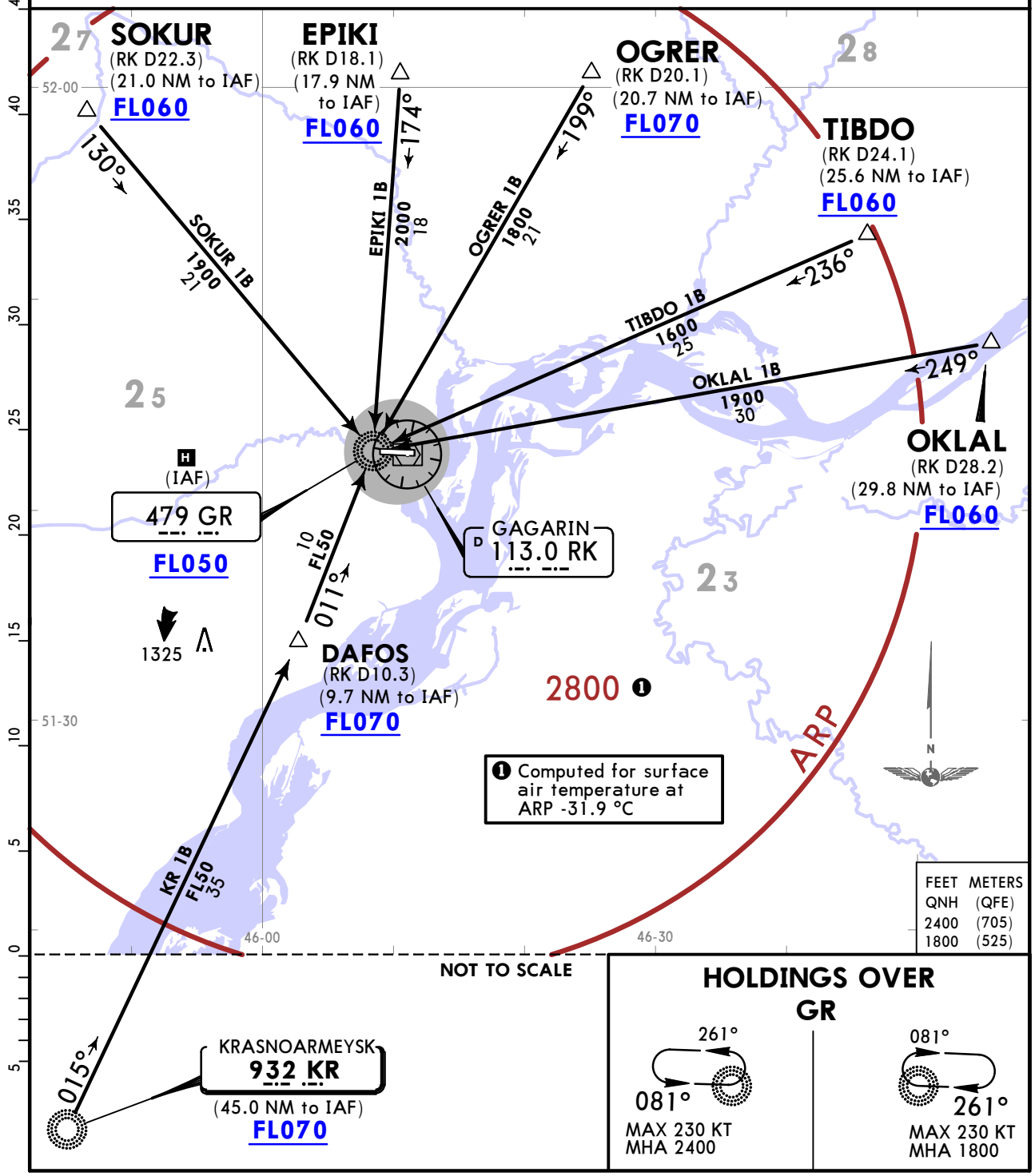
081° / 261°
MAX 230 KT
MHA 1800

CHANGES: MSA, MEAs & MHA revised, notes added.

ATIS	Apt Elev	
123.375 (Russian 121.775)	103	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm) 1. DME required. 2. CDO is applicable if there is no conflicting traffic, but may be cancelled by ATS in case of necessity to provide separation. 3. In case of high air traffic intensity, ATS will issue next clearance in advance, as far as practicable, to provide CDO. 4. Altitude restrictions may be cancelled by ATS.

EPIKI 1B [EPIK1B], KR 1B [KR1B]
OGRER 1B [OGRE1B], OKLAL 1B [OKLA1B]
SOKUR 1B [SOKU1B], TIBDO 1B [TIBD1B]
ARRIVALS
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100



HOLDINGS OVER GR

261°
081°
MAX 230 KT
MHA 2400

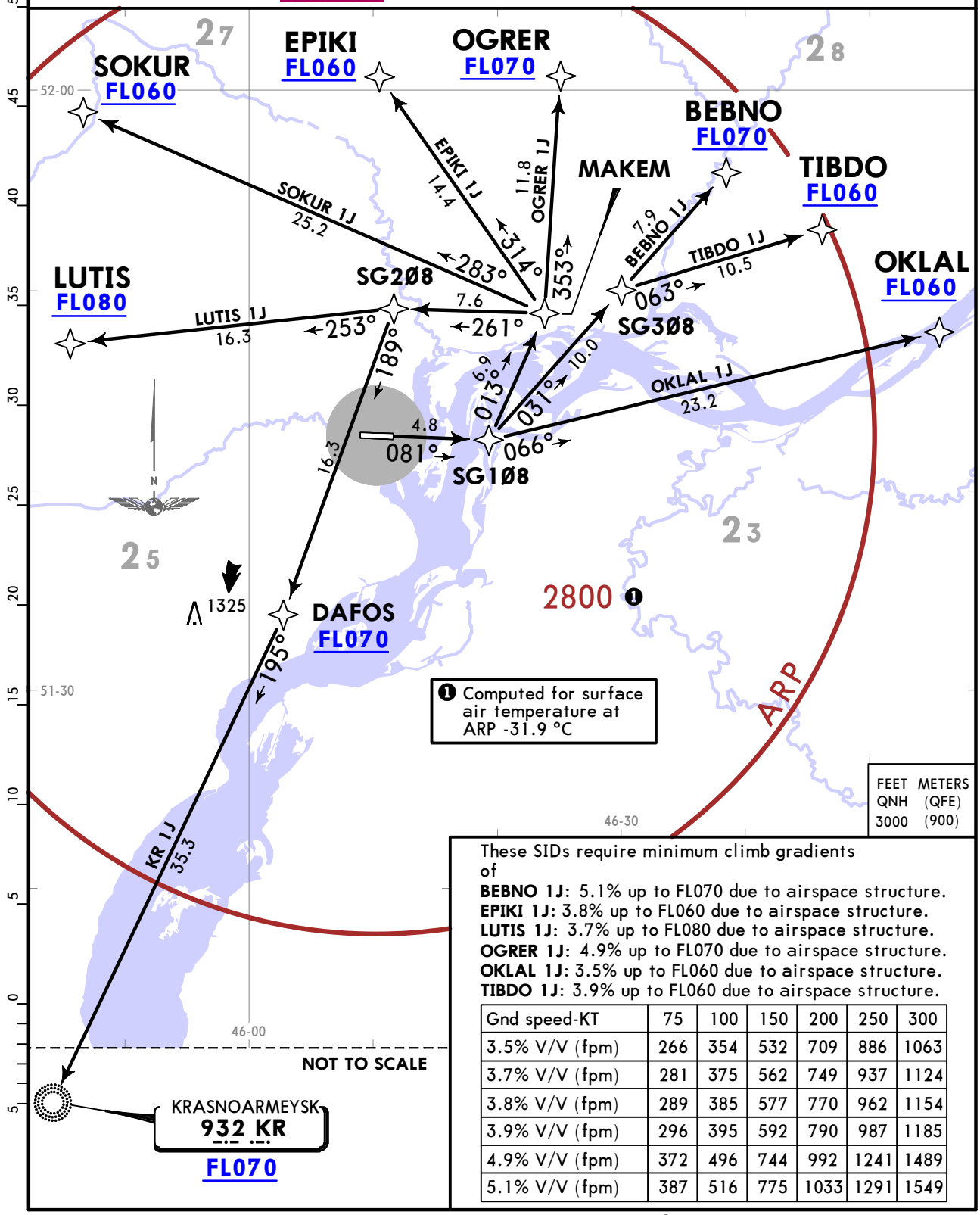
081°
261°
MAX 230 KT
MHA 1800

CHANGES: MSA, MEAs & MHA revised, notes added.

GAGARIN Radar 130.3	Apt Elev 103	Trans alt: 3000 RNAV 1 GNSS required 1. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached. 2. CCO is applicable in case of low air traffic intensity. 3. Climb rate may be assigned to flight crews to provide CCO in case of high air traffic intensity. 4. Altitude restrictions may be cancelled by ATS.

BEBNO 1J [BEBN1J], EPIKI 1J [EPIK1J], KR 1J [KR1J]
LUTIS 1J [LUTI1J], OGRER 1J [OGRE1J], OKLAL 1J [OKLA1J]
SOKUR 1J [SOKU1J], TIBDO 1J [TIBD1J]
RNAV DEPARTURES (RWY 08)

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

BEBNO 1J: 5.1% up to FL070 due to airspace structure.
EPIKI 1J: 3.8% up to FL060 due to airspace structure.
LUTIS 1J: 3.7% up to FL080 due to airspace structure.
OGRER 1J: 4.9% up to FL070 due to airspace structure.
OKLAL 1J: 3.5% up to FL060 due to airspace structure.
TIBDO 1J: 3.9% up to FL060 due to airspace structure.

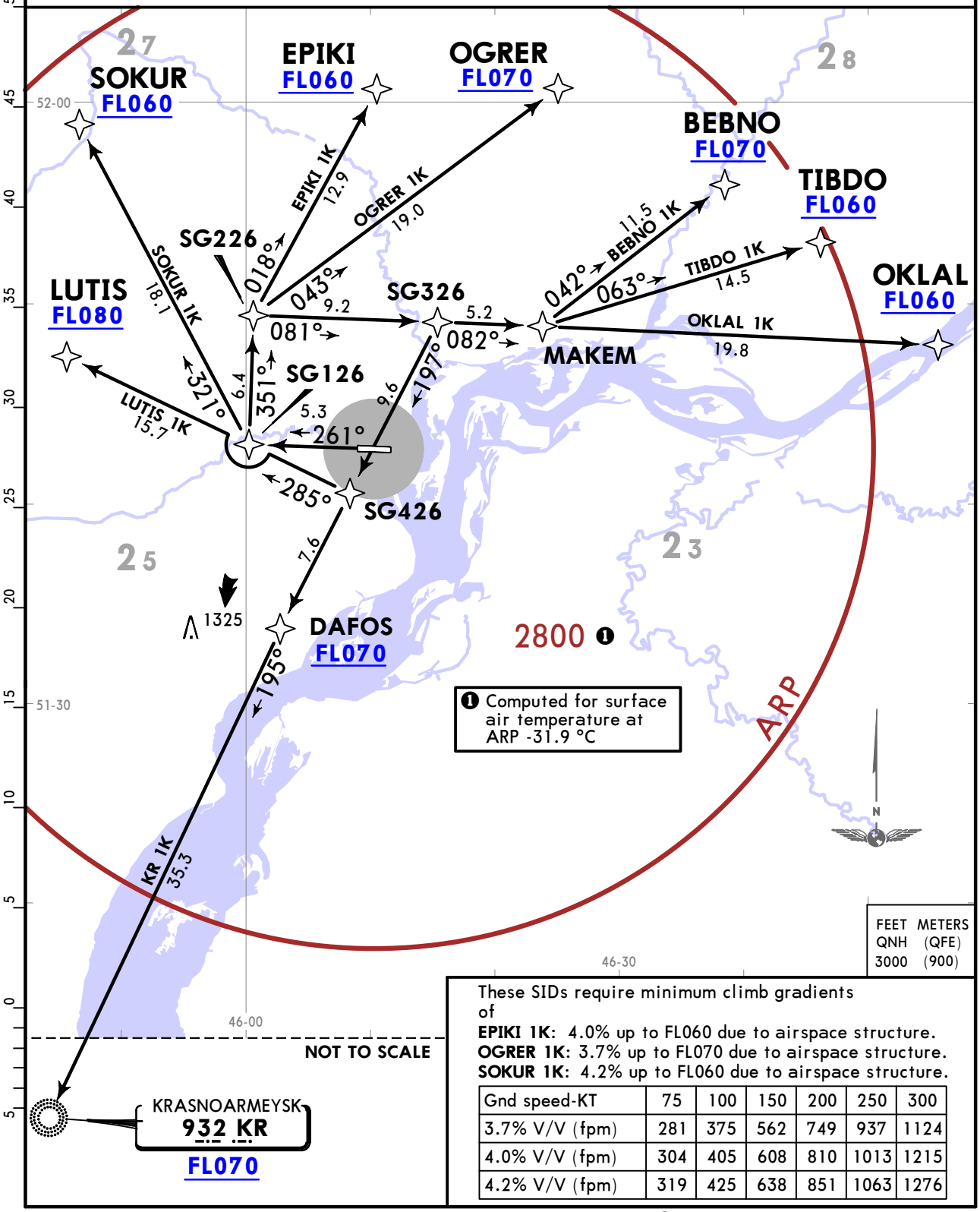
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.7% V/V (fpm)	281	375	562	749	937	1124
3.8% V/V (fpm)	289	385	577	770	962	1154
3.9% V/V (fpm)	296	395	592	790	987	1185
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.1% V/V (fpm)	387	516	775	1033	1291	1549

CHANGES: MSA, CRPs repl by NCRPs, notes added.

GAGARIN Radar 130.3	Apt Elev 103	Trans alt: 3000 RNAV 1 GNSS required 1. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached. 2. CCO is applicable in case of low air traffic intensity. 3. Climb rate may be assigned to flight crews to provide CCO in case of high air traffic intensity. 4. Altitude restrictions may be cancelled by ATS.

BEBNO 1K [BEBN1K], EPIKI 1K [EPIKI1K], KR 1K [KR1K] LUTIS 1K [LUTI1K], OGRER 1K [OGRE1K], OKLAL 1K [OKLA1K] SOKUR 1K [SOKU1K], TIBDO 1K [TIBD1K] RNAV DEPARTURES (RWY 26)

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

EPIKI 1K: 4.0% up to FL060 due to airspace structure.
OGRER 1K: 3.7% up to FL070 due to airspace structure.
SOKUR 1K: 4.2% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

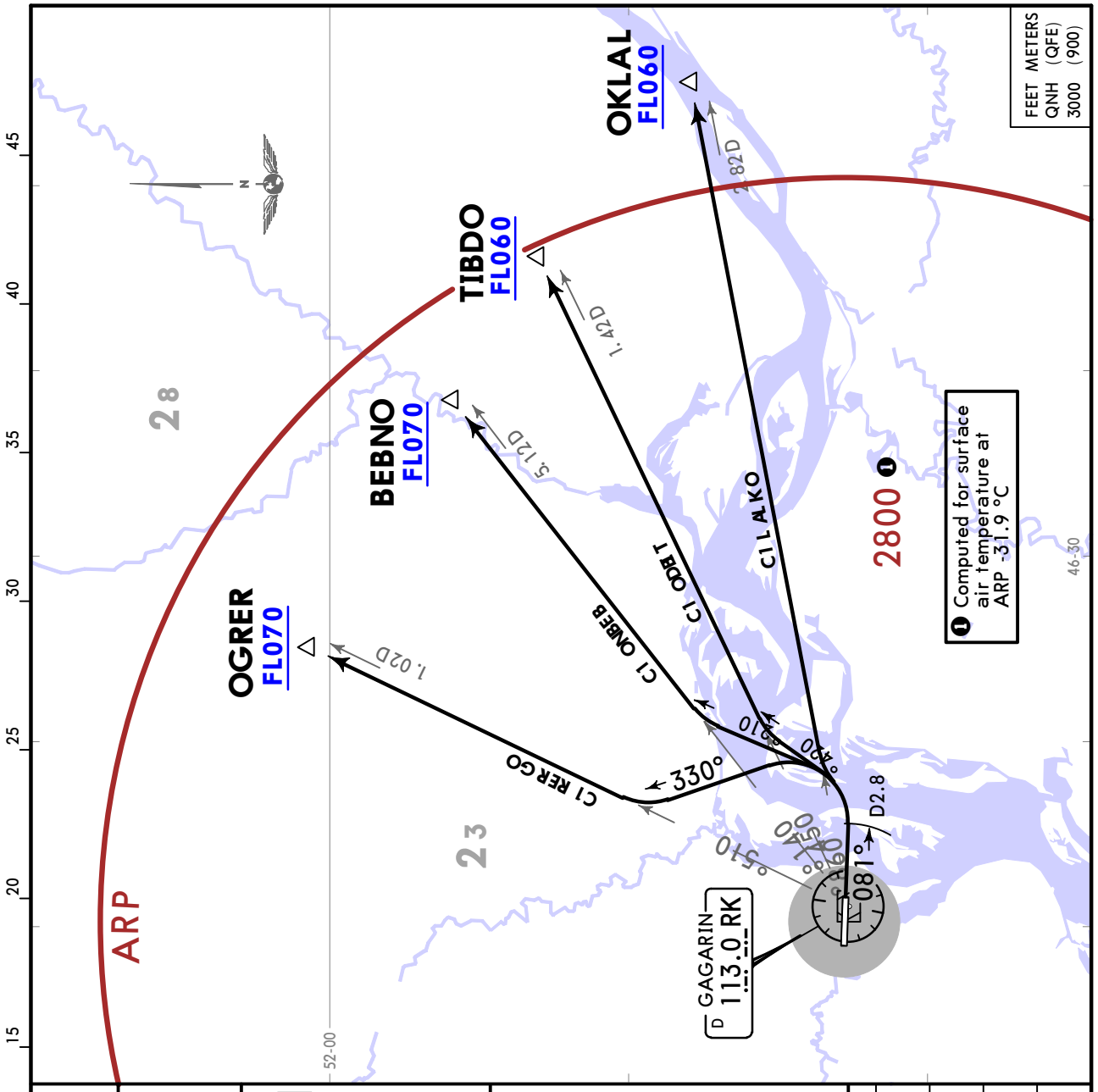
BEBNO 1C [BEBN1C], OGRER 1C [OGRE1C]
OKLAL 1C [OKLA1C], TIBDO 1C [TIBD1C]
DEPARTURES
(RWY 08)

SPEED: MAX 250 KT BELOW FL100

GAGARIN Radar 130.3

Apt Elev 103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off.
Report take-off execution, assigned SID and FL (altitude) to be reached.



These SIDs require minimum climb gradients of
BEBNO 1C: 5.0% up to FL070 due to airspace structure.
OGRER 1C: 4.7% up to FL070 due to airspace structure.
OKLAL 1C: 3.5% up to FL060 due to airspace structure.
TIBDO 1C: 4.0% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
BEBNO 1C	Climb on track 081° to D2.8 RK, turn LEFT, track 012°, intercept RK R041 to BEBNO.
OGRER 1C	Climb on track 081° to D2.8 RK, turn LEFT, track 330°, intercept RK R015 to OGRER.
OKLAL 1C	Climb on track 081° to D2.8 RK, turn LEFT, intercept RK R068 to OKLAL.
TIBDO 1C	Climb on track 081° to D2.8 RK, turn LEFT, track 024°, intercept RK R054 to TIBDO.

CHANGES: MSA, notes added.

BEBNO 1D [BEBN1D], OGRER 1D [OGRE1D]
OKLAL 1D [OKLA1D], TIBDO 1D [TIBD1D]
DEPARTURES
(RWY 26)

SPEED: MAX 250 KT BELOW FL100

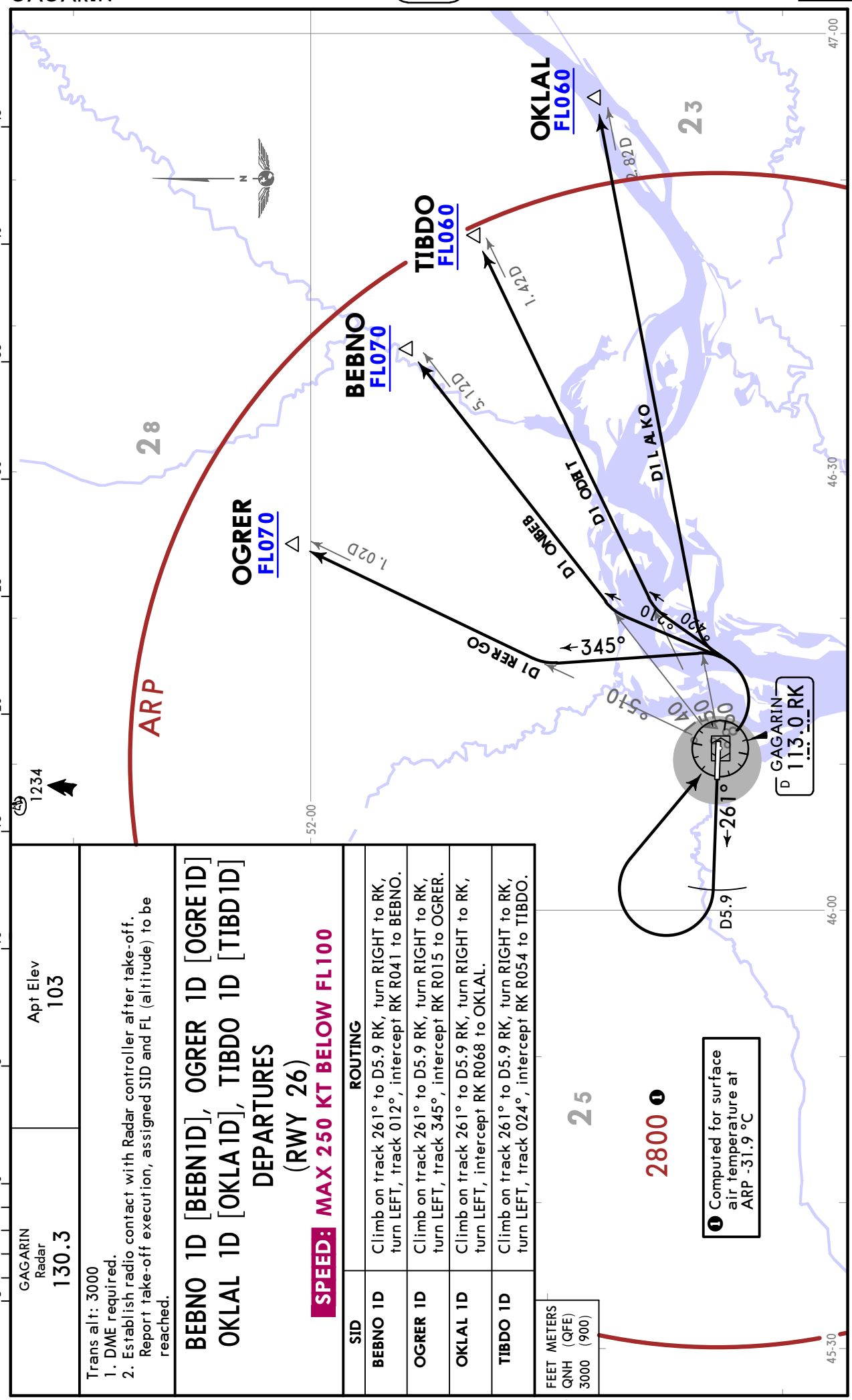
GAGARIN Radar 130.3

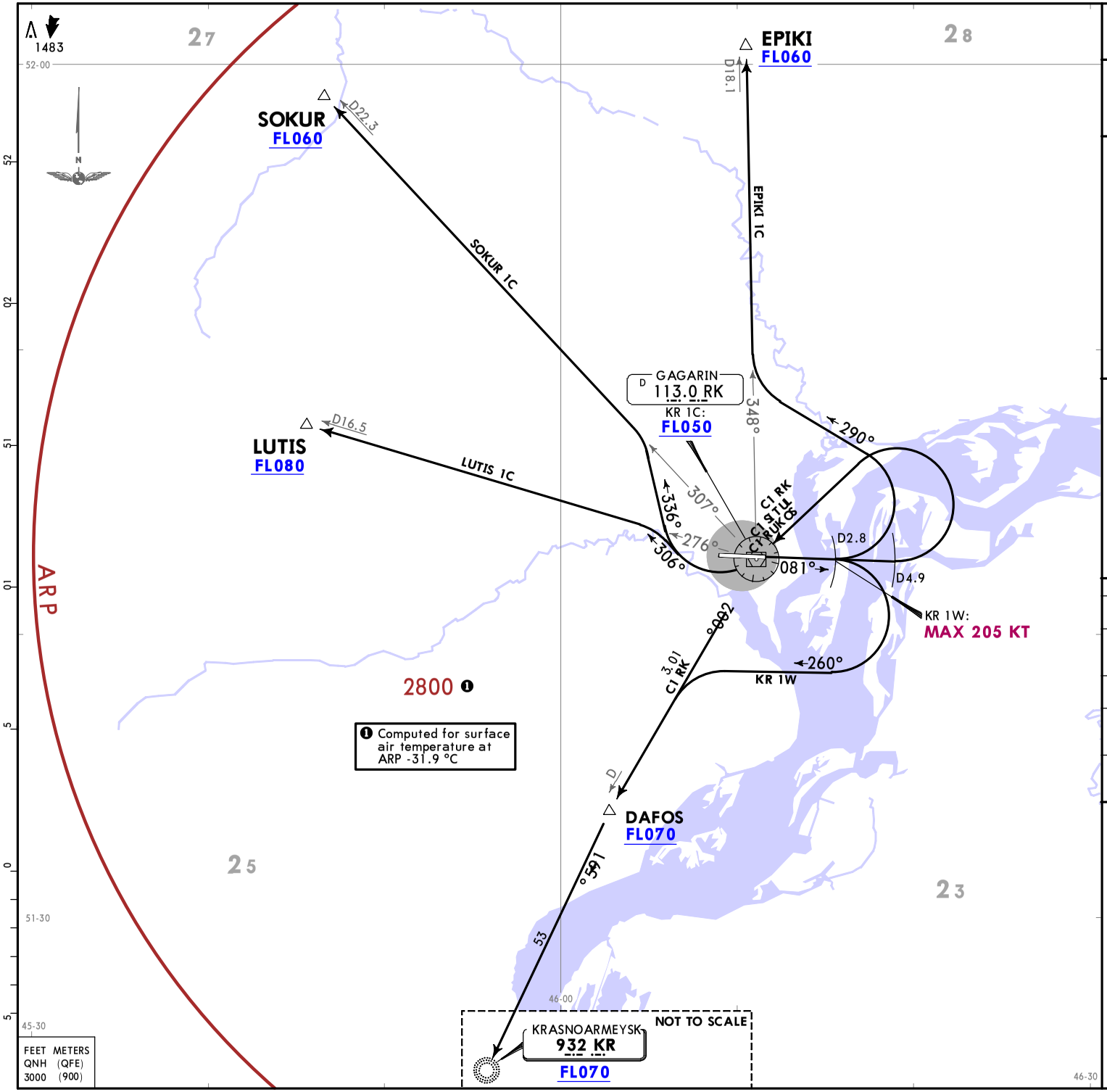
Apt Elev 103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

SID	ROUTING
BEBNO 1D	Climb on track 261° to D5.9 RK, turn RIGHT to RK, turn LEFT, track 012°, intercept RK R041 to BEBNO.
OGRER 1D	Climb on track 261° to D5.9 RK, turn RIGHT to RK, turn LEFT, track 345°, intercept RK R015 to OGRER.
OKLAL 1D	Climb on track 261° to D5.9 RK, turn RIGHT to RK, turn LEFT, intercept RK R068 to OKLAL.
TIBDO 1D	Climb on track 261° to D5.9 RK, turn RIGHT to RK, turn LEFT, track 024°, intercept RK R054 to TIBDO.

FEET METERS
QNH (QFE)
3000 (900)





GAGARIN Radar	Apt Elev
130.3	103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

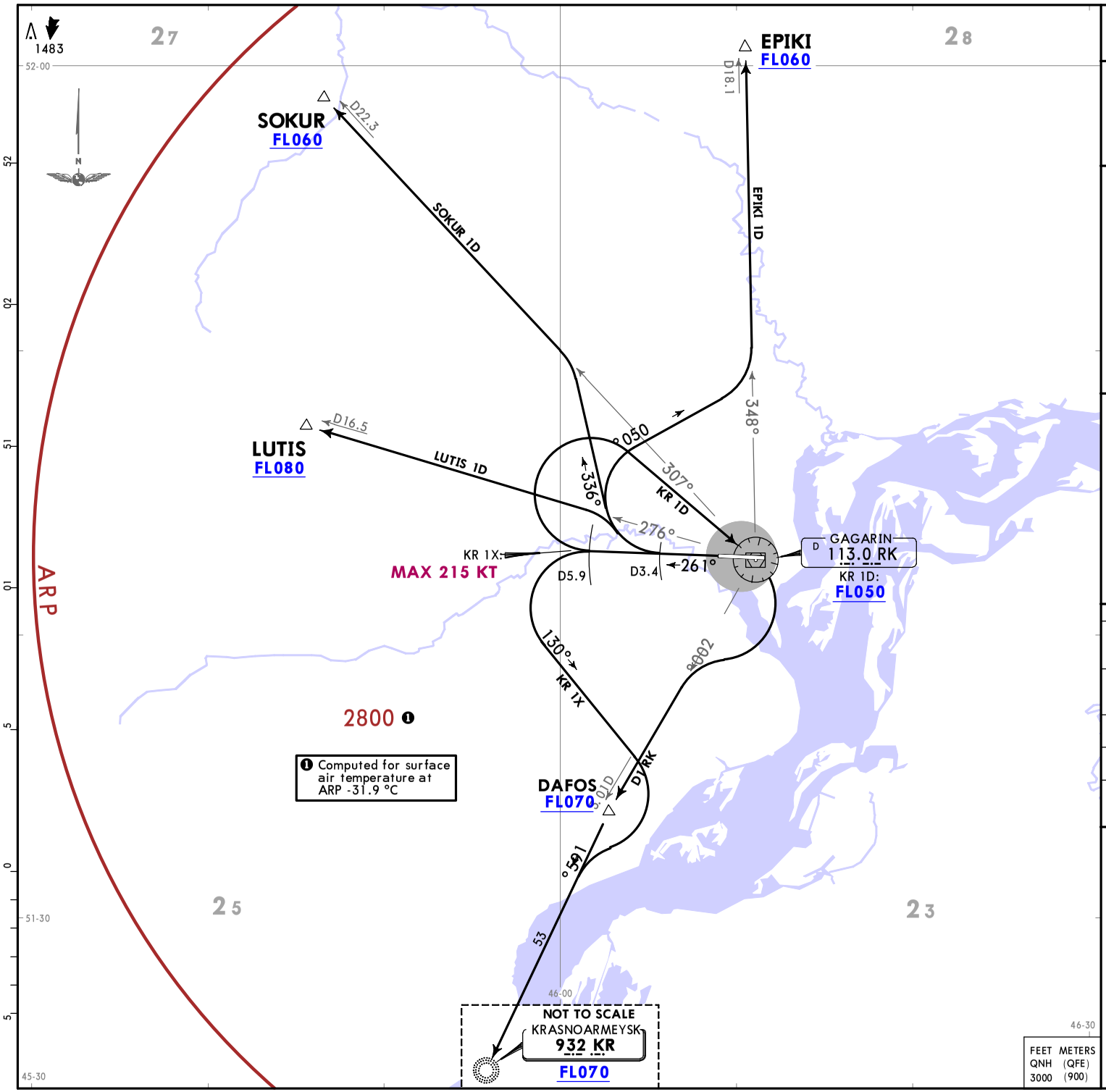
EPIKI 1C [EPIK1C]
KR 1C [KR1C], KR 1W [KR1W]
LUTIS 1C [LUTI1C]
SOKUR 1C [SOKU1C]
DEPARTURES
(RWY 08)

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
EPIKI 1C: 3.7% up to FL060 due to airspace structure.
KR 1C: 4.1% up to FL050 due to airspace structure.
LUTIS 1C: 3.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.7% V/V (fpm)	281	375	562	749	937	1124
4.1% V/V (fpm)	311	415	623	830	1038	1246

SID	ROUTING
EPIKI 1C	Climb on 081° track to D2.8 RK, turn LEFT, 290° track, intercept RK R348 to EPIKI.
KR 1C	Climb on 081° track to D4.9 RK, turn LEFT to RK, intercept RK R200 to DAFOS, 195° bearing to KR.
KR 1W By ATC	Climb on 081° track to D2.8 RK, turn RIGHT, 260° track, 195° bearing to KR.
LUTIS 1C	Climb on 081° track to D4.9 RK, turn LEFT to RK, turn RIGHT, 306° track, intercept RK R276 to LUTIS.
SOKUR 1C	Climb on 081° track to D4.9 RK, turn LEFT to RK, turn RIGHT, 336° track, intercept RK R307 to SOKUR.



GAGARIN Radar	Apt Elev
130.3	103

Trans alt: 3000
1. DME required.
2. If unable to execute LUTIS 1D proceed via LUTIS 1X (see 10-3K).
3. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

EPIKI 1D [EPIK1D]
KR 1D [KR1D], KR 1X [KR1X]
LUTIS 1D [LUTI1D]
SOKUR 1D [SOKU1D]
DEPARTURES
(RWY 26)

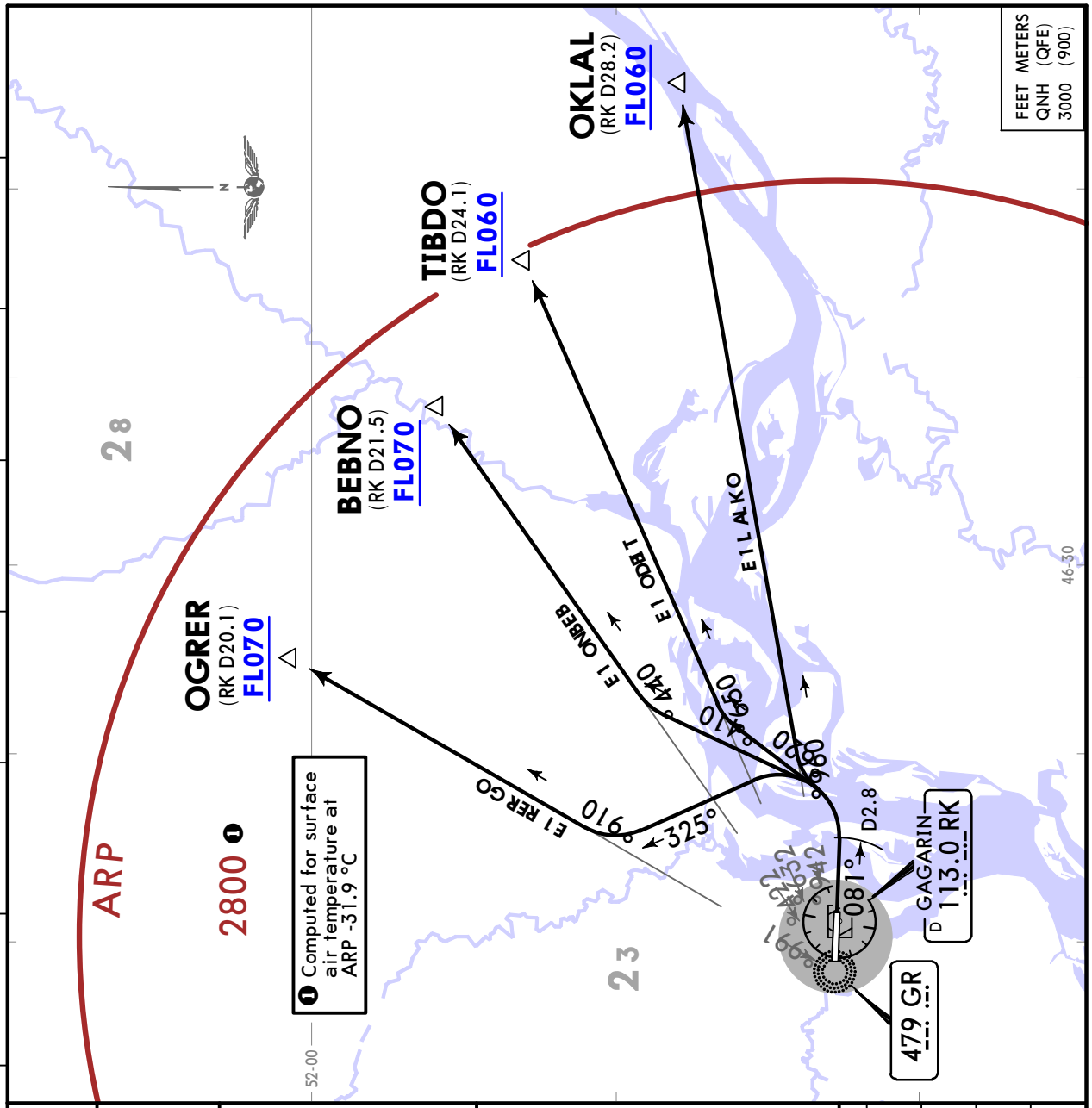
SPEED: MAX 250 KT BELOW FL100

These SIDs requires minimum climb gradients of
EPIKI 1D: 3.8% up to FL060 due to airspace structure.
KR 1D: 3.9% up to FL050 due to airspace structure.
LUTIS 1D: 8.4% up to FL080 due to airspace structure.
SOKUR 1D: 4.3% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.4% V/V (fpm)	638	851	1276	1701	2127	2552

SID	ROUTING
EPIKI 1D	Climb on 261° track to D3.4 RK, turn RIGHT, 050° track, intercept RK R348 to EPIKI.
KR 1D	Climb on 261° track to D5.9 RK, turn RIGHT to RK, turn RIGHT, intercept RK R200 to DAFOS, 195° bearing to KR.
KR 1X By ATC	Climb on 261° track to D5.9 RK, turn LEFT, 130° track, intercept 195° bearing to KR.
LUTIS 1D	Climb on 261° track to D3.4 RK, turn RIGHT, intercept RK R276 to LUTIS.
SOKUR 1D	Climb on 261° track to D3.4 RK, turn RIGHT, 336° track, intercept RK R307 to SOKUR.

CHANGES: MSA, KR 1X revised.



GAGARIN
Radar
130.3

Apt Elev
103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off.
Report take-off execution, assigned SID and FL (altitude) to be reached.

BEBNO 1E [BEBN1E], OGRER 1E [OGRE1E]
OKLAL 1E [OKLA1E], TIBDO 1E [TIBD1E]
DEPARTURES
(RWY 08)

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
BEBNO 1E: 5.0% up to FL070 due to airspace structure.
OGRER 1E: 4.6% up to FL070 due to airspace structure.
OKLAL 1E: 3.5% up to FL060 due to airspace structure.
TIBDO 1E: 4.0% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

SID	ROUTING
BEBNO 1E	Climb on track 081° to D2.8 RK, turn LEFT, track 014°, intercept 044° bearing from GR to BEBNO.
OGRER 1E	Climb on track 081° to D2.8 RK, turn LEFT, track 325°, intercept 019° bearing from GR to OGRER.
OKLAL 1E	Climb on track 081° to D2.8 RK, turn LEFT, intercept 069° bearing from GR to OKLAL.
TIBDO 1E	Climb on track 081° to D2.8 RK, turn LEFT, track 026°, intercept 056° bearing from GR to TIBDO.

CHANGES: MSA, OGRER 1E climb gradient.

BEBNO 1F [BEBN1F], OGRER 1F [OGRE1F]
OKLAL 1F [OKLA1F], TIBDO 1F [TIBD1F]
DEPARTURES
(RWY 26)

SPEED: MAX 250 KT BELOW FL100

GAGARIN Radar 130.3

Apt Elev 103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

SID	ROUTING
BEBNO 1F	Climb on track 261° to D5.9 RK, turn RIGHT to GR, turn LEFT, track 014°, intercept 044° bearing from GR to BEBNO.
OGRER 1F	Climb on track 261° to D3.4 RK, turn RIGHT, track 077°, intercept 019° bearing from GR to OGRER.
OKLAL 1F	Climb on track 261° to D5.9 RK, turn RIGHT to GR, turn LEFT, intercept 069° bearing from GR to OKLAL.
TIBDO 1F	Climb on track 261° to D5.9 RK, turn RIGHT to GR, turn LEFT, track 026°, intercept 056° bearing from GR to TIBDO.

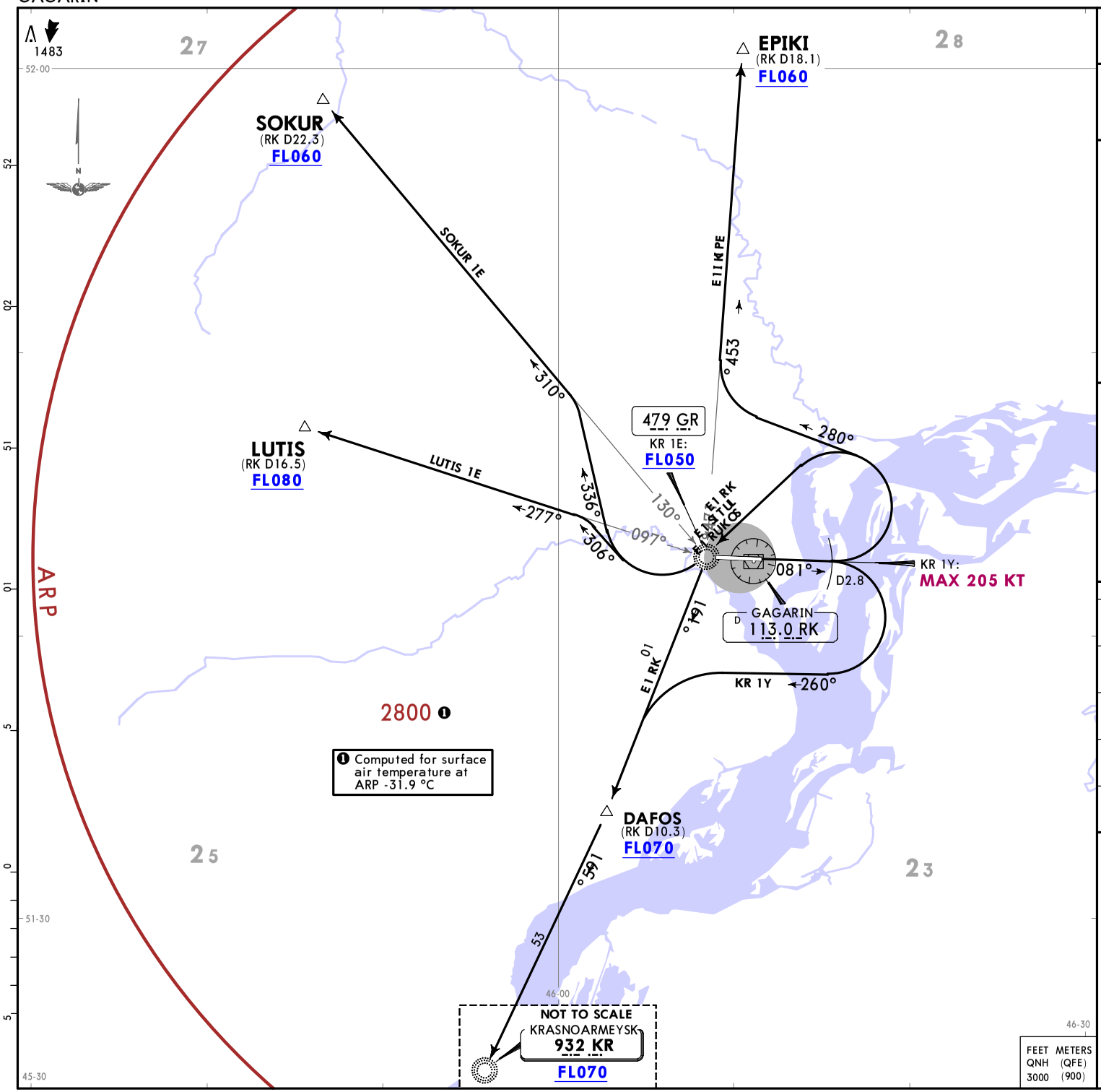
These SIDs require minimum climb gradients of
OGRER 1F: 3.7% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

FEET METERS
QNH (QFE)
3000 (900)

CHANGES: MSA.

JEPPESEN SARATOV, RUSSIA
22 DEC 23 (10-3H) Eff 28 Dec
SID



GAGARIN Radar	Apt Elev
130.3	103

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

EPIKI 1E [EPIK1E]
KR 1E [KR1E], KR 1Y [KR1Y]
LUTIS 1E [LUTI1E]
SOKUR 1E [SOKU1E]
DEPARTURES
(RWY 08)

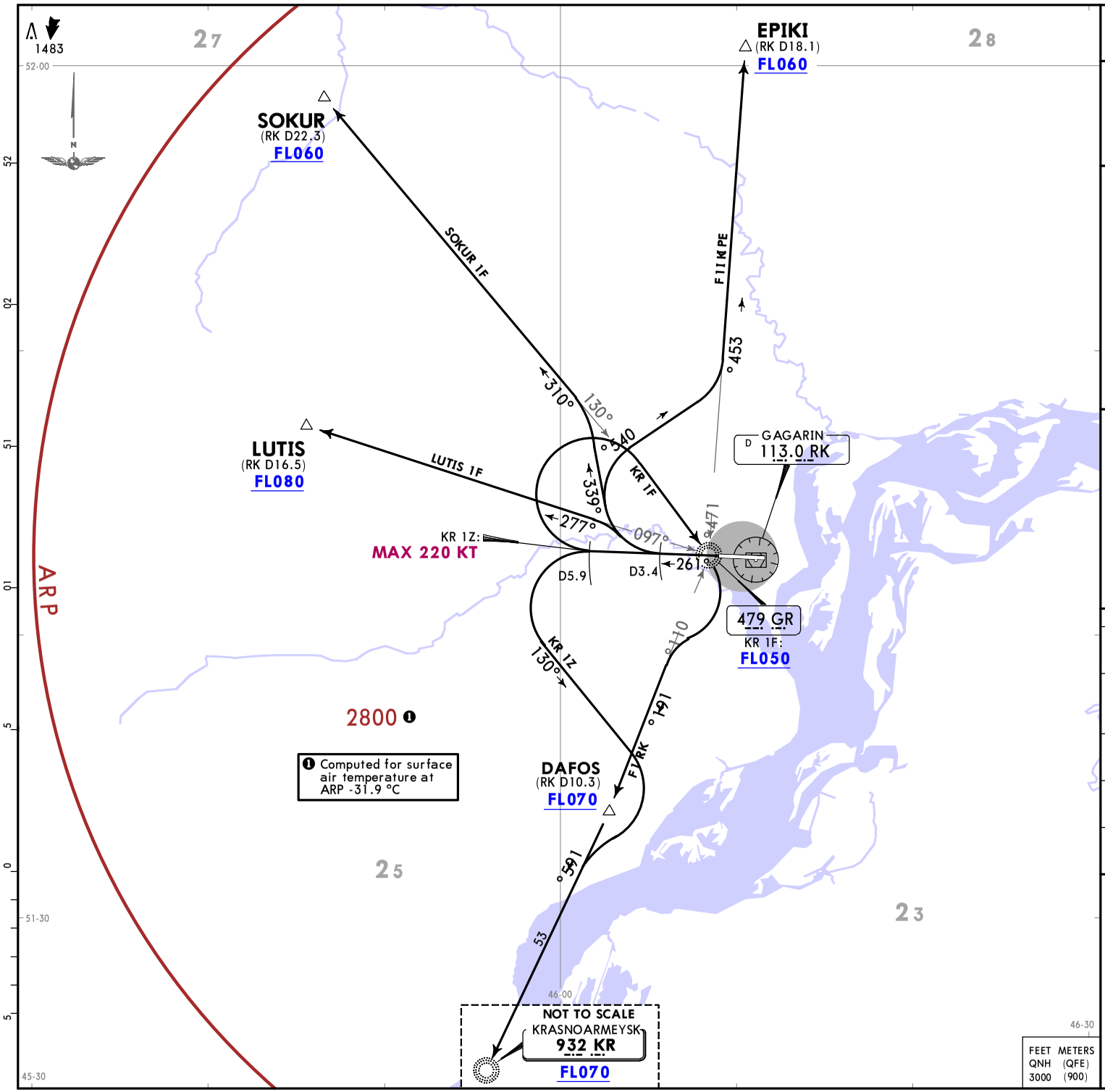
SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
EPIKI 1E: 3.7% up to FL060 due to airspace structure.
KR 1E: 3.6% up to FL050 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
EPIKI 1E	Climb on 081° track to D2.8 RK, turn LEFT, track 280°, intercept 354° bearing from GR to EPIKI.
KR 1E	Climb on 081° track to D2.8 RK, turn LEFT to GR, intercept 191° bearing from GR to DAFOS, 195° bearing to KR.
KR 1Y By ATC	Climb on 081° track to D2.8 RK, turn RIGHT, 260° track, 195° bearing to KR.
LUTIS 1E	Climb on 081° track to D2.8 RK, turn LEFT to GR, turn RIGHT, 306° track, intercept 277° bearing from GR to LUTIS.
SOKUR 1E	Climb on 081° track to D2.8 RK, turn LEFT to GR, turn RIGHT, 336° track, intercept 310° bearing from GR to SOKUR.

CHANGES: MSA, KR 1Y & LUTSI 1E climb gradients withdrawn.



GAGARIN Radar	Apt Elev
130.3	103

Trans alt: 3000
1. DME required.
2. If unable to execute LUTIS 1F proceed via LUTIS 1Z (see 10-3L).
3. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

EPIKI 1F [EPIK1F]
KR 1F [KR1F], KR 1Z [KR1Z]
LUTIS 1F [LUTI1F]
SOKUR 1F [SOKU1F]
DEPARTURES
(RWY 26)

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of
EPIKI 1F: 4.0% up to FL060 due to airspace structure.
KR 1F: 4.1% up to FL050 due to airspace structure.
LUTIS 1F: 8.5% up to FL080 due to airspace structure.
SOKUR 1F: 4.3% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

SID	ROUTING
EPIKI 1F	Climb on 261° track to D3.4 RK, turn RIGHT, 045° track, intercept 354° bearing from GR to EPIKI.
KR 1F	Climb on 261° track to D5.9 RK, turn RIGHT to GR, turn RIGHT, intercept 191° bearing from GR to DAFOS, 195° bearing to KR.
KR 1Z By ATC	Climb on 261° track to D5.9 RK, turn LEFT, 130° track, intercept 195° bearing to KR.
LUTIS 1F	Climb on 261° track to D3.4 RK, turn RIGHT, intercept 277° bearing from GR to LUTIS.
SOKUR 1F	Climb on 261° track to D3.4 RK, turn RIGHT, 339° track, intercept 310° bearing from GR to SOKUR.

LUTIS 1X DEPARTURE [LUTI1X]
(RWY 26)
AVAILABLE IF UNABLE TO EXECUTE LUTIS 1D

SPEED: MAX 250 KT BELOW FL100

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

GAGARIN Radar	Apt Elev
130.3	103

FEET	METERS
QNH	(QFE)
1800	(520)
3000	(900)

GAGARIN D 113.0 RK

261°

MAX 230 KT
MAX FL060
MHA 1800

D5.0

081°

276°

306°

D16.5

D6.9 RK
Leave holding
FL060

LUTIS
FL080

2800 ❶

❶ Computed for surface air temperature at ARP -31.9 °C

1227

ARP

ROUTING

Climb on RK R261 to D6.9 RK, climb in holding to FL60, turn RIGHT, track 306°, intercept RK R276 to LUTIS.

CHANGES: MSA, MHA over D6.9 RK.

LUTIS 1Z DEPARTURE [LUTI1Z]
(RWY 26)

AVAILABLE IF UNABLE TO EXECUTE LUTIS 1F

SPEED: MAX 250 KT BELOW FL100

Trans alt: 3000
1. DME required.
2. Establish radio contact with Radar controller after take-off. Report take-off execution, assigned SID and FL (altitude) to be reached.

GAGARIN Radar	Apt Elev	FEET METERS (QFE)
130.3	103	QNH (900) 3000

GAGARIN D 113.0 RK

479 GR

121°
261°
277°

D4.9
D5.9

MAX 215 KT
MAX 215 KT

LUTIS
(RK D16.5)
FL080

2800 ❶

❶ Computed for surface air temperature at ARP -31.9 °C

ARP

1227

ROUTING

Climb on 261° track to D5.9 RK, turn RIGHT to GR, 121° bearing from GR to D4.9 RK, turn LEFT to GR, 277° bearing from GR to LUTIS.

UWSG/GSV

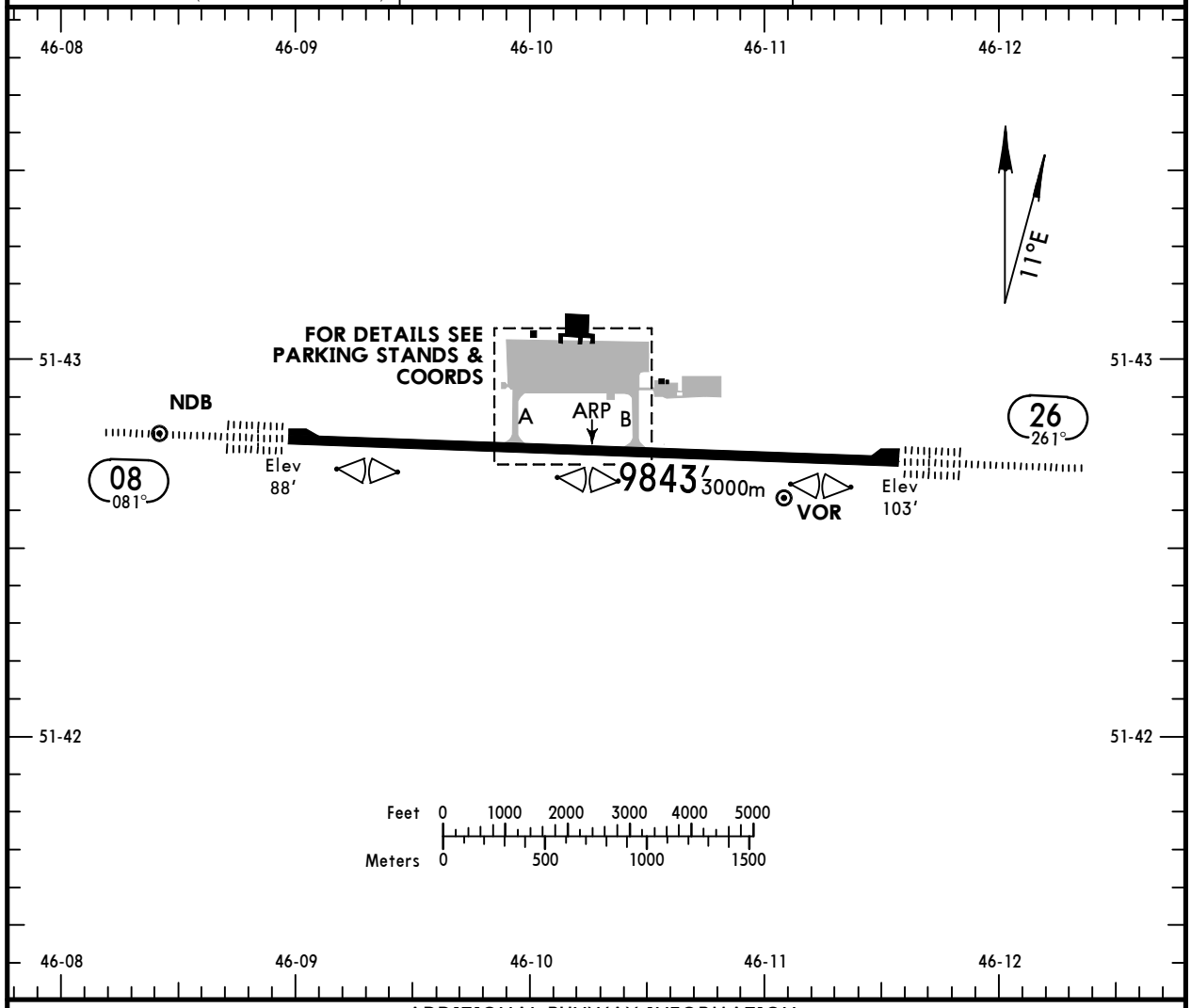
Apt Elev 103′
N51 42.8 E046 10.3

JEPPESEN
14 JUN 24 (10-9)

SARATOV, ~~RUSSIA~~

GAGARIN

ATIS	GAGARIN Ground	Tower
123.375 (Russian 121.775)	119.0	122.850



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	❶HIRL ❷CL ❸HIALS-II TDZ PAPI-L(3.0°) RVR		8688′2648m		148′ 45m
26			8750′2667m		

❶ Spacing 58.5m.
❷ Spacing 15m.
❸ length 900m.

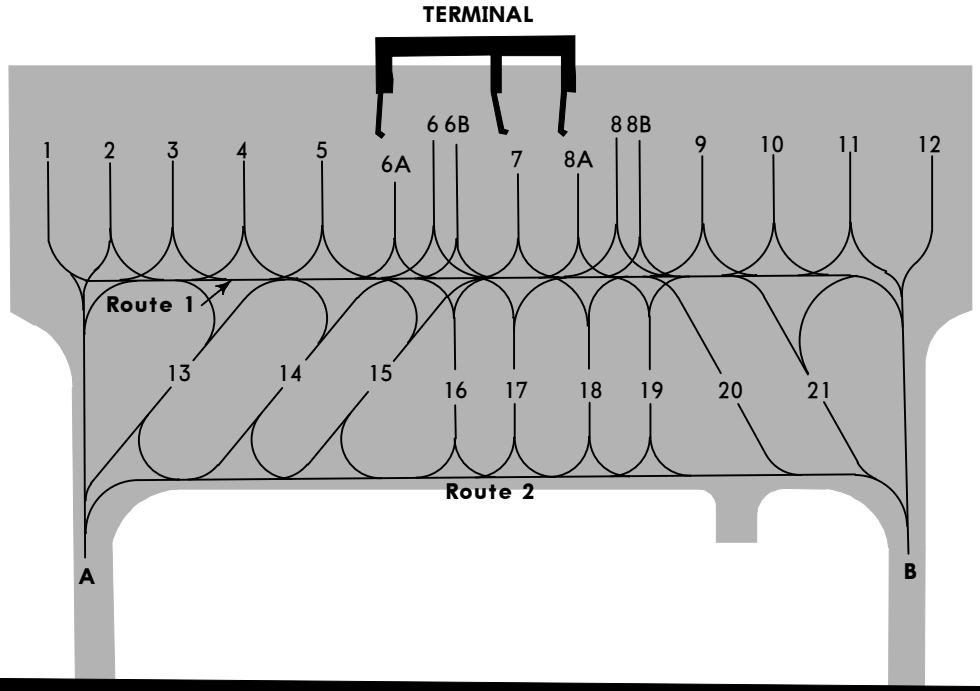
Std TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: RVR, CL and TDZ added, minimums.

NOT TO SCALE



RWY 08/26

INS COORDINATES

STAND No.	COORDINATES
1	N51 43.0 E046 09.9
2, 3	N51 43.0 E046 10.0
4, 5	N51 43.0 E046 10.1
6	N51 43.0 E046 10.2
6A	N51 43.0 E046 10.1
6B, 7	N51 43.0 E046 10.2
8 thru 9	N51 43.0 E046 10.3
10, 11	N51 43.0 E046 10.4
12	N51 43.0 E046 10.5
13	N51 43.0 E046 10.0
14, 15	N51 43.0 E046 10.1
16, 17	N51 43.0 E046 10.2
18, 19	N51 43.0 E046 10.3
20, 21	N51 42.9 E046 10.4

CHANGES: None.

SARATOV, RUSSIA
GAGARIN

STRAIGHT-IN RWY		A	B	C	D
08	CAT II ILS Z, Y or X	**188**′(100′) **RA 100**′ R300m	**188**′(100′) **RA 100**′ R300m	**188**′(100′) **RA 100**′ R300m	**188**′(100′) **RA 100**′ ❶ R300m
	ILS Z, Y or X	**288**′(200′) R550m	**288**′(200′) R550m	**288**′(200′) R550m	**288**′(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**288**′(200′) R550m	**288**′(200′) R550m	**288**′(200′) R550m	**288**′(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸❹ LOC Z, Y or X	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❸❺ LOC Z, Y or X	**510**′(422′) R1300m	**510**′(422′) R1300m	**510**′(422′) R1300m	**510**′(422′) R1300m
	TDZ or CL out	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	RNP **LNAV/VNAV**	**340**′(252′) R600m	**350**′(262′) R600m	**360**′(272′) R600m	**369**′(281′) R650m
	TDZ or CL out	❷ R600m	❷ R600m	❷ R600m	❷ R650m
	ALS out	R1300m	R1300m	R1300m	R1400m
	❸RNP **LNAV**	**460**′(372′) R1000m	**460**′(372′) R1000m	**460**′(372′) R1000m	**460**′(372′) R1000m
	TDZ or CL out	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❸VOR **with D3.5**	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❸ VOR **w/o D3.5**	**520**′(432′) R1300m	**520**′(432′) R1300m	**520**′(432′) R1300m	**520**′(432′) R1300m
	TDZ or CL out	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❸NDB **with D3.5**	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m	**470**′(382′) R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❸NDB **w/o D3.5**	**520**′(432′) R1300m	**520**′(432′) R1300m	**520**′(432′) R1300m	**520**′(432′) R1300m
	TDZ or CL out	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.
❹ with D2.4 ITW.
❺ w/o D2.4 ITW.

SARATOV, RUSSIA
GAGARIN

STRAIGHT-IN RWY		A	B	C	D
26	CAT II ILS Z, Y or X	**203**′(100′) **RA 103**′ R300m	**203**′(100′) **RA 103**′ R300m	**203**′(100′) **RA 103**′ R300m	**203**′(100′) **RA 103**′ ❶ R300m
	ILS Z, Y or X	**303**′(200′) R550m	**303**′(200′) R550m	**303**′(200′) R550m	**303**′(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**303**′(200′) R550m	**303**′(200′) R550m	**303**′(200′) R550m	**303**′(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❸ LOC Z, Y or X	**400**′(297′) ❹ R650m	**400**′(297′) ❹ R650m	**400**′(297′) ❹ R650m	**400**′(297′) ❹ R650m
	TDZ or CL out	❷❹ R650m	❷❹ R650m	❷❹ R650m	❷❹ R650m
	ALS out	R1400m	R1400m	R1400m	R1400m
	RNP LNAV/VNAV	**353**′(250′) R550m	**353**′(250′) R550m	**353**′(250′) R550m	**363**′(260′) R600m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R600m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❸ RNP LNAV	**420**′(317′) ❹ R700m	**420**′(317′) ❹ R700m	**420**′(317′) ❹ R700m	**430**′(327′) R800m
	TDZ or CL out	❷❹ R700m	❷❹ R700m	❷❹ R700m	R800m
	ALS out	R1400m	R1400m	R1400m	R1500m
	❸ VOR	**440**′(337′) R800m	**440**′(337′) R800m	**440**′(337′) R800m	**450**′(347′) R900m
	TDZ or CL out	R800m	R800m	R800m	R900m
	ALS out	R1500m	R1500m	R1500m	R1600m
	❸ NDB	**540**′(437′) R1300m	**540**′(437′) R1300m	**540**′(437′) R1300m	**540**′(437′) R1300m
	TDZ or CL out	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Requires autoland or HUDLS, otherwise: R350m.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ Continuous Descent Final Approach.
❹ R750m for CDFA 2D operations.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Prohibited South of airport	**650**′(547′) V1500m	**700**′(597′) V1600m	**1020**′(917′) V2400m	**1020**′(917′) V3600m

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

CHANGES: Minimums.

UWSG/GSV GAGARIN

JEPPESEN

17 JAN 25 (11-1) **Eff 23 Jan**

SARATOV, ~~RUSSIA~~

ILS Z or LOC Z Rwy 08

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITW	Final Apch Crs	D4.3 ITW	ILS DA(H)	Apt Elev 103′
108.55	**081°**	**1500′** (1412′)	**288′** (200′)	Rwy 88′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn LEFT to SGØ84, then to SGØ83 climbing to 3000′ or above. MAX 220 KT.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

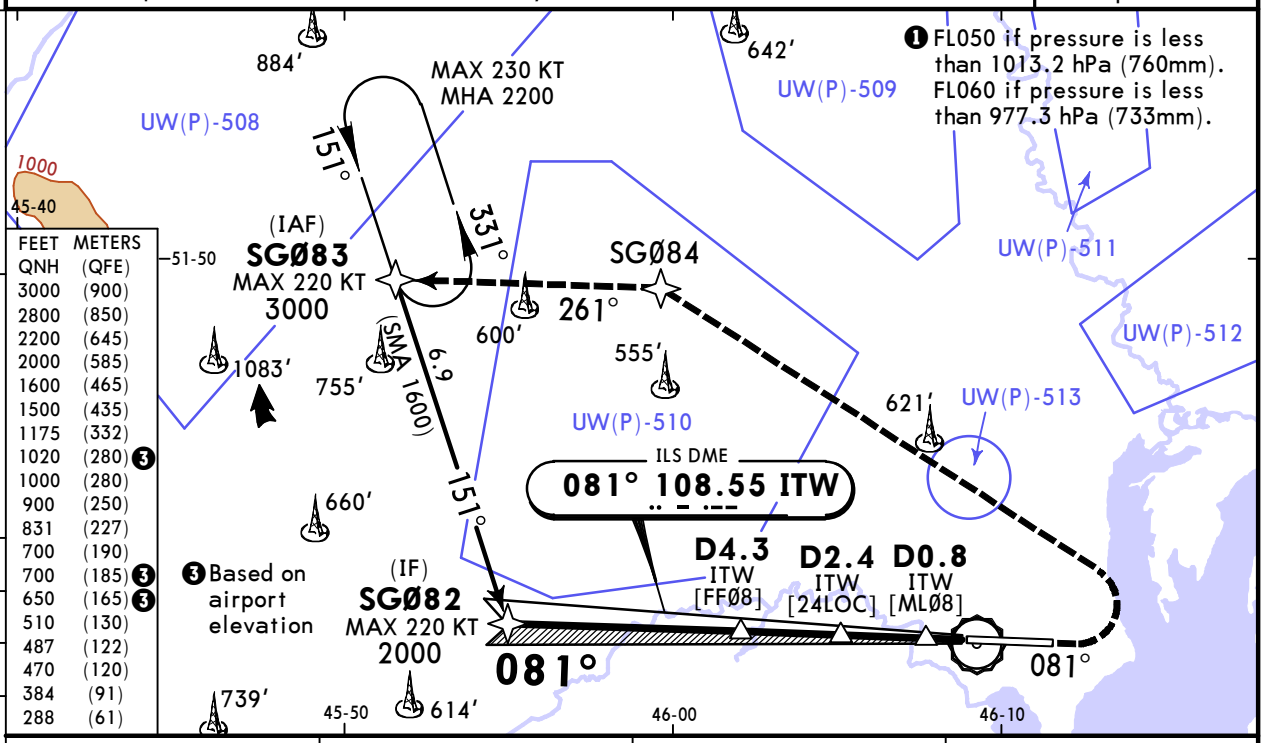
RNAV 1 required for initial and missed apch.

1. GNSS required. 2. ILS DME reads zero at rwy 08 thresh.

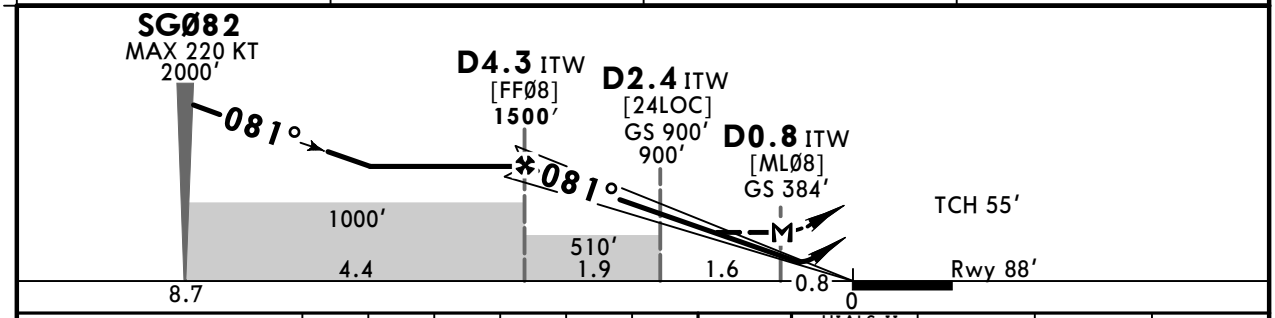
2800

MSA ARP is computed for surface air temperature at apt -31.9°C

❶ FL050 if pressure is less than 1013.2 hPa (760mm). FL060 if pressure is less than 977.3 hPa (733mm).



ITW DME	3.2	2.2	1.1
ALTITUDE	1175′	831′	487′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ITW							

HIALS-II PAPI

220 KT MAX

MIN **700′**

SGØ84 LT

PANS OPS

Std STRAIGHT-IN LANDING

	ILS DA(H) 288′ (200′)			LOC (GS out) with D2.4 ITW CDFA ❷ DA/MDA(H) 470′ (382′)		LOC (GS out) W/o D2.4 ITW CDFA ❷ DA/MDA(H) 510′ (422′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1100m	R1500m	R1300m	R1500m
B							
C					R1800m		R2000m
D							

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

UWSG/GSV GAGARIN

JEPPESEN 17 JAN 25 11-1A Eff 23 Jan

SARATOV, ~~RUSSIA~~ CAT II ILS Z Rwy 08

BRIEFING STRIP

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITW 108.55	Final Apch Crs 081°	D4.3 ITW 1500′ (1412′)	CAT II ILS RA 100′ DA(H) 188′ (100′)	Apt Elev 103′ Rwy 88′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn LEFT to SGØ84, then to SGØ83 climbing to 3000′ or above. MAX 220 KT.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

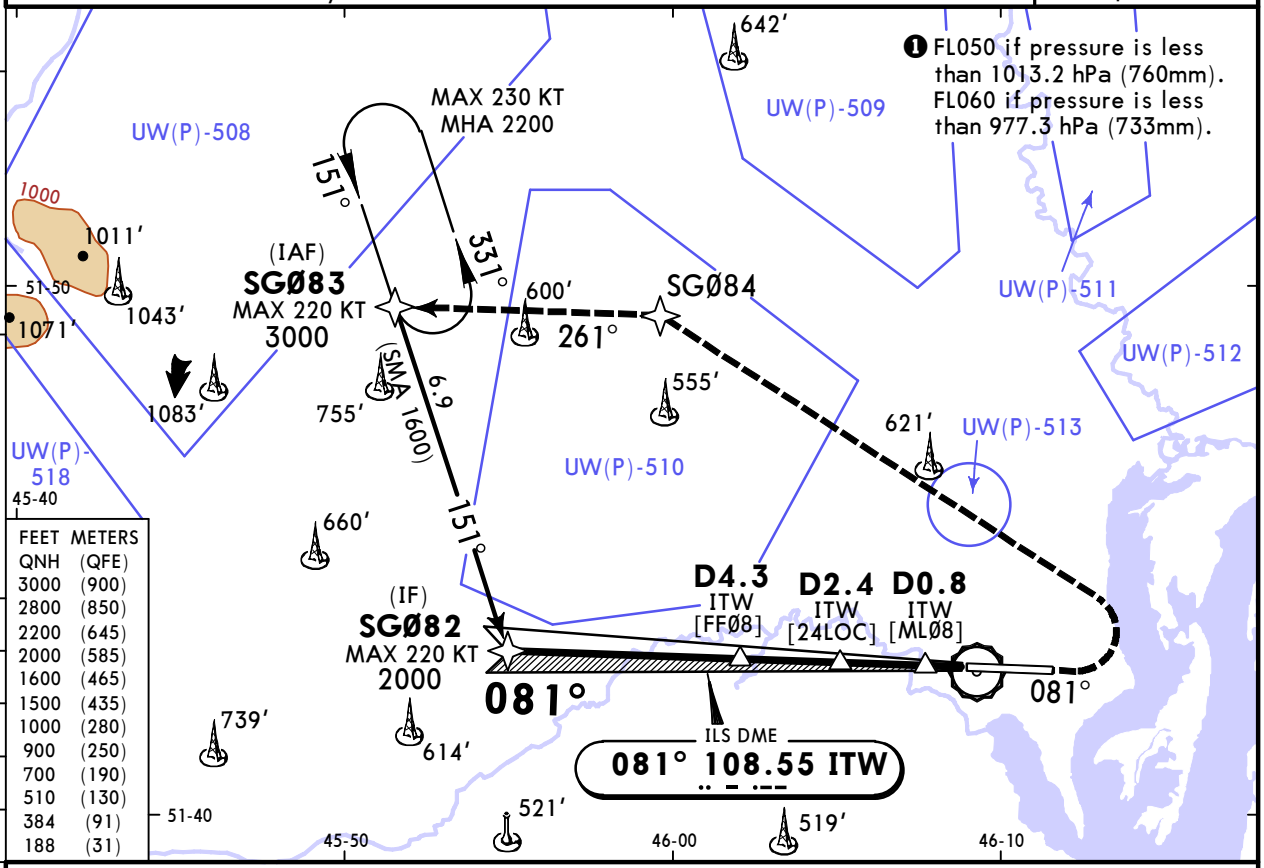
RNAV 1 required for initial and missed apch.

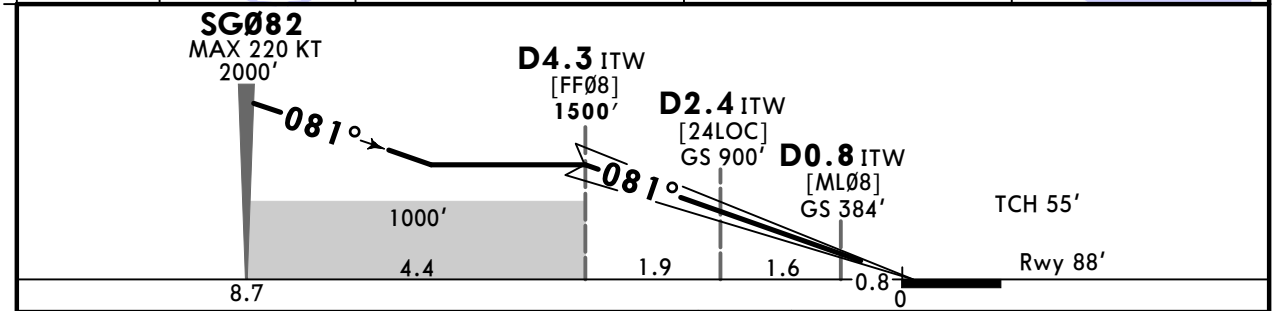
1. Special Aircrew & Acft Certification Required. 2. GNSS required.
3. ILS DME reads zero at rwy 08 thresh.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C

❶ FL050 if pressure is less than 1013.2 hPa (760mm). FL060 if pressure is less than 977.3 hPa (733mm).





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

220 KT MAX

MIN 700′

SGØ84 LT

Std STRAIGHT-IN LANDING **CAT II ILS**

RA 100′
DA(H) **188′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: Missed apch.

UWSG/GSV GAGARIN

JEPPESEN 14 JUN 24 11-2

SARATOV, ~~RUSSIA~~ ILS Y or LOC Y Rwy 08

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

BRIEFING STRIP

LOC ITW	Final Apch Crs	D4.3 ITW	ILS DA(H)	Apt Elev 103′
108.55	081°	1500′ (1412′)	288′ (200′)	Rwy 88′

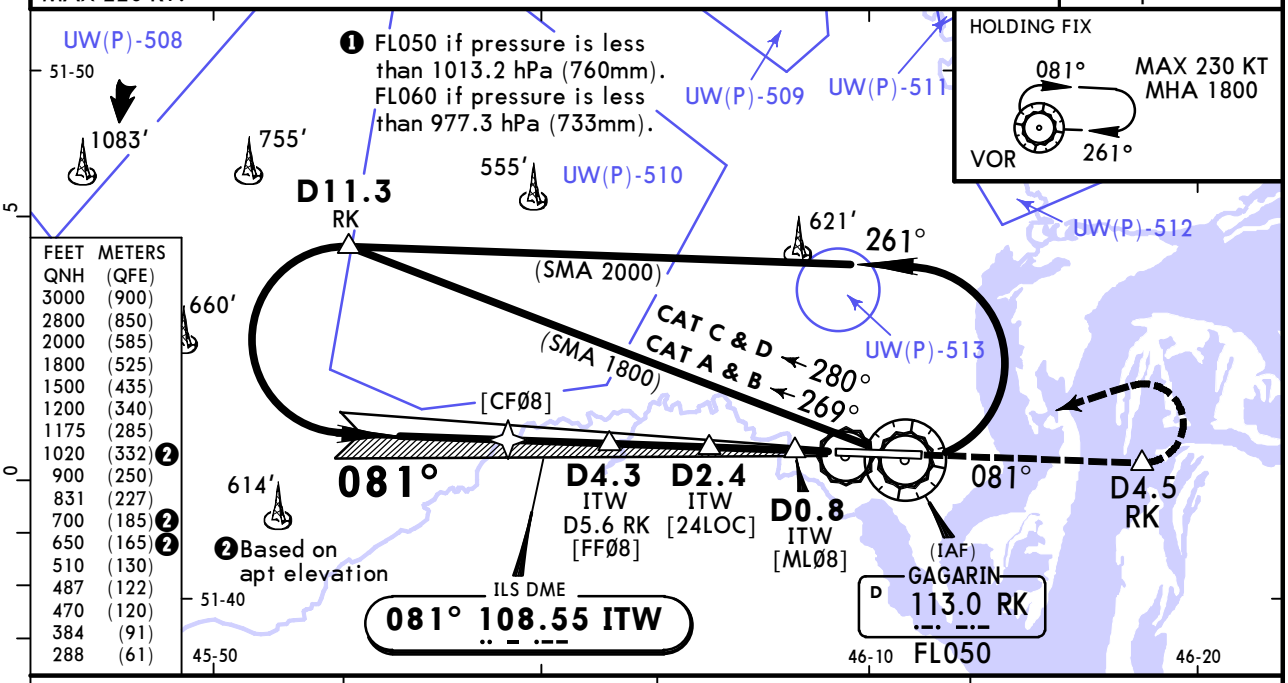
MISSED APCH: Climb on track 081° to D4.5 RK (MAX 220 KT), then turn LEFT to VOR climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

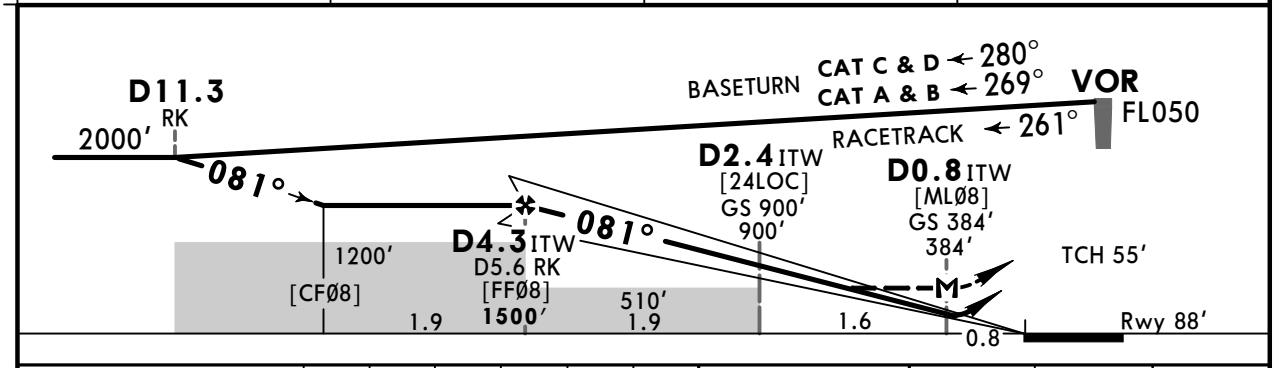
1. DME required. 2. ILS DME reads zero at rwy 08 thresh. 3. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



ITW DME	3.2	2.2	1.1
ALTITUDE	1175′	831′	487′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ITW							

HIALS-II PAPI D4.5 RK on 081°

Std

STRAIGHT-IN LANDING

	ILS DA(H) 288′ (200′)			LOC (GS out) with D2.4 ITW CDFA ❷ DA/MDA(H) 470′ (382′)		LOC (GS out) W/o D2.4 ITW CDFA ❷ DA/MDA(H) 510′ (422′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1100m	R1500m	R1300m	R1500m
B							
C					R1800m		R2000m
D							

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (11-2A)

SARATOV, ~~RUSSIA~~
CAT II ILS Y Rwy 08

BRIEFING STRIP TM

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITW	Final Apch Crs	D4.3 ITW	CAT II ILS	Apt Elev 103′
108.55	081°	1500′ (1412′)	RA 100′ DA(H) 188′ (100′)	Rwy 88′

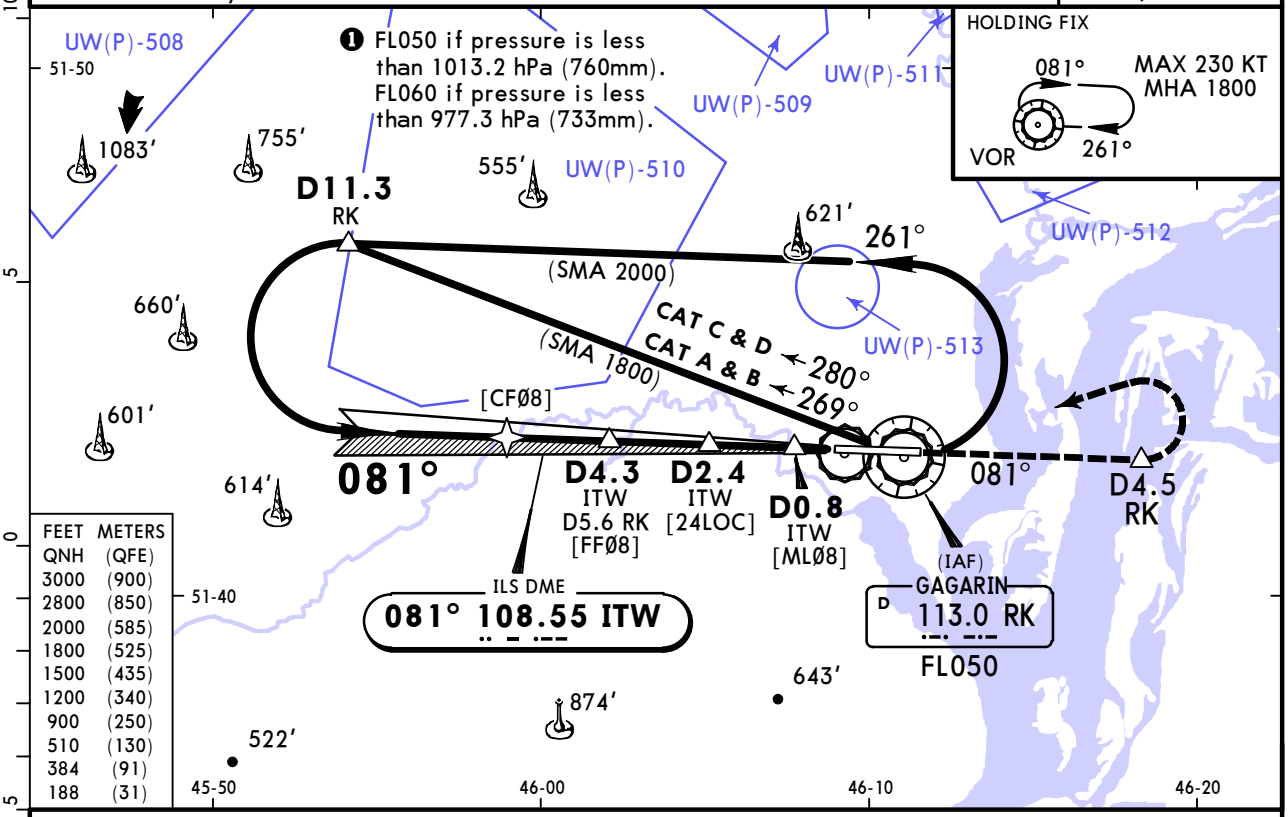
MISSED APCH: Climb on track 081° to D4.5 RK (MAX 220 KT), then turn LEFT to VOR climbing to 1500′ or above.

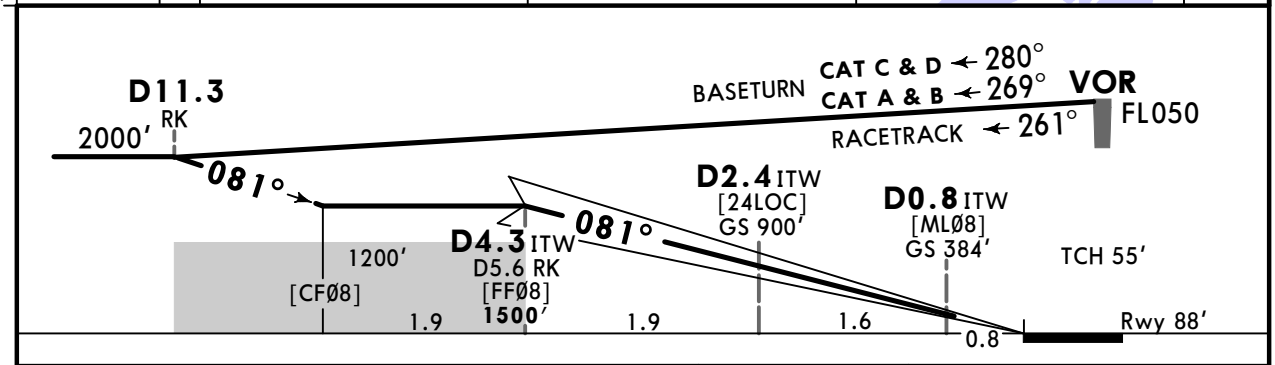
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. ILS DME reads zero at rwy 08 thresh. 4. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
D4.5 RK on 081°

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 100′
DA(H) **188′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: None.

UWSG/GSV GAGARIN

JEPPESEN 14 JUN 24 (11-3)

SARATOV, ~~RUSSIA~~ ILS X or LOC X Rwy 08

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITW	Final Apch Crs	D4.3 ITW	ILS DA(H)	Apt Elev 103′
108.55	081°	1500′ (1412′)	288′ (200′)	Rwy 88′

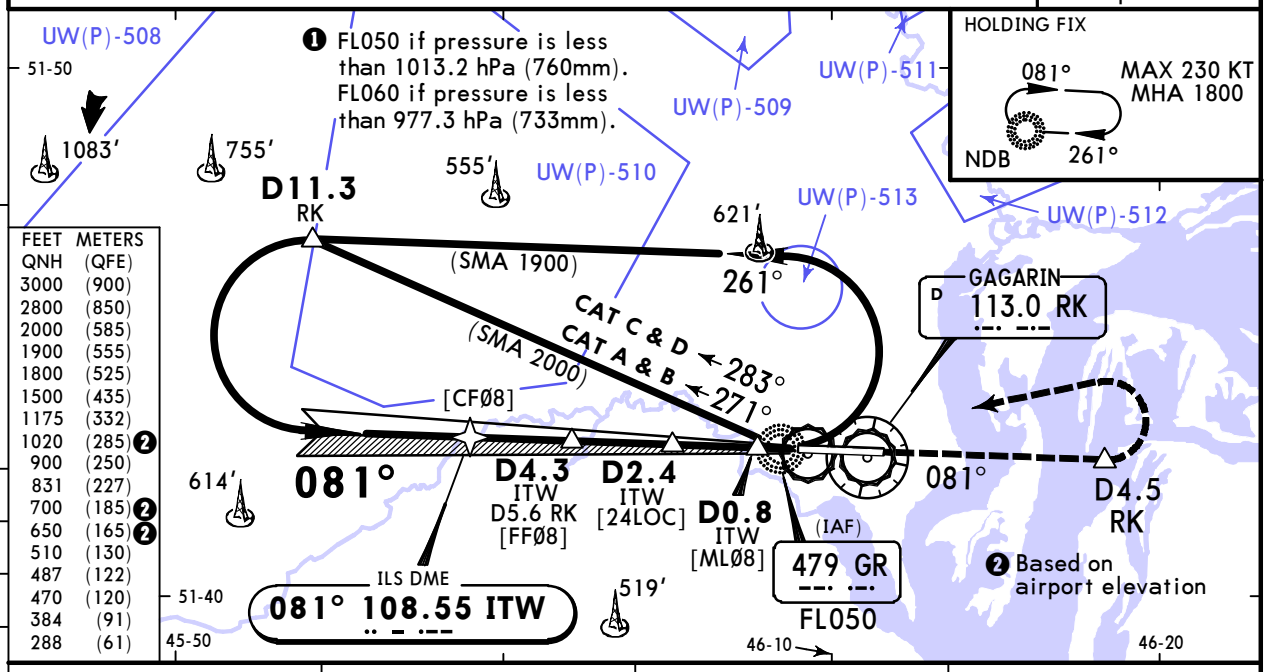
MISSED APCH: Climb on track 081° to D4.5 RK (MAX 220 KT), then turn LEFT to NDB climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

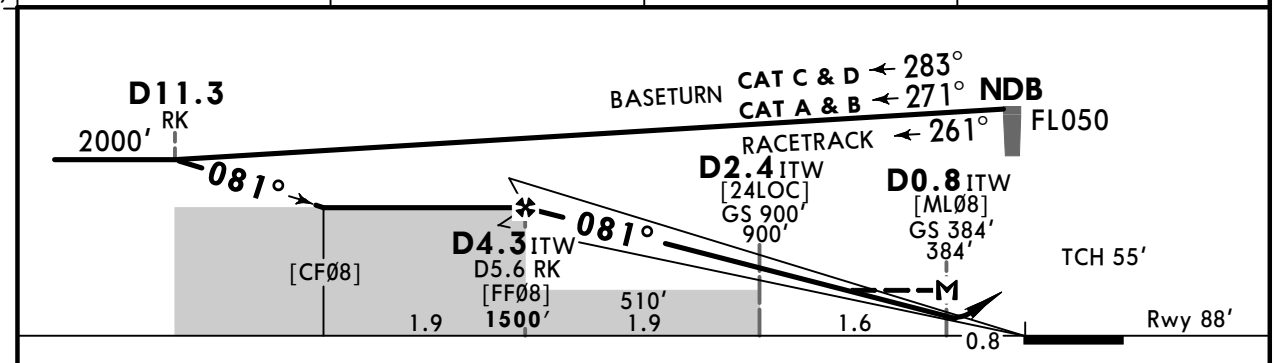
1. DME required. 2. ILS DME reads zero at rwy 08 thresh. 3. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



ITW DME	3.2	2.2	1.1
ALTITUDE	1175′	831′	487′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.8 ITW							

HIALS-II PAPI

D4.5 RK on 081°

Std STRAIGHT-IN LANDING

	ILS DA(H) 288′ (200′)			LOC (GS out) with D2.4 ITW CDFA ❷ DA/MDA(H) 470′ (382′)		LOC (GS out) W/o D2.4 ITW CDFA ❷ DA/MDA(H) 510′ (422′)	
		TDZ or CL out	ALS out		ALS out		ALS out
A	R550m	❶ R550m	R1200m	R1100m	R1500m	R1300m	R1500m
B							
C					R1800m		R2000m
D							

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Minimums.

UWSG/GSV GAGARIN

JEPPESEN
14 JUN 24 (11-3A)

SARATOV, ~~RUSSIA~~
CAT II ILS X Rwy 08

BRIEFING STRIP

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITW 108.55	Final Apch Crs 081°	D4.3 ITW 1500′ (1412′)	CAT II ILS RA 100′ DA(H) 188′ (100′)	Apt Elev 103′ Rwy 88′

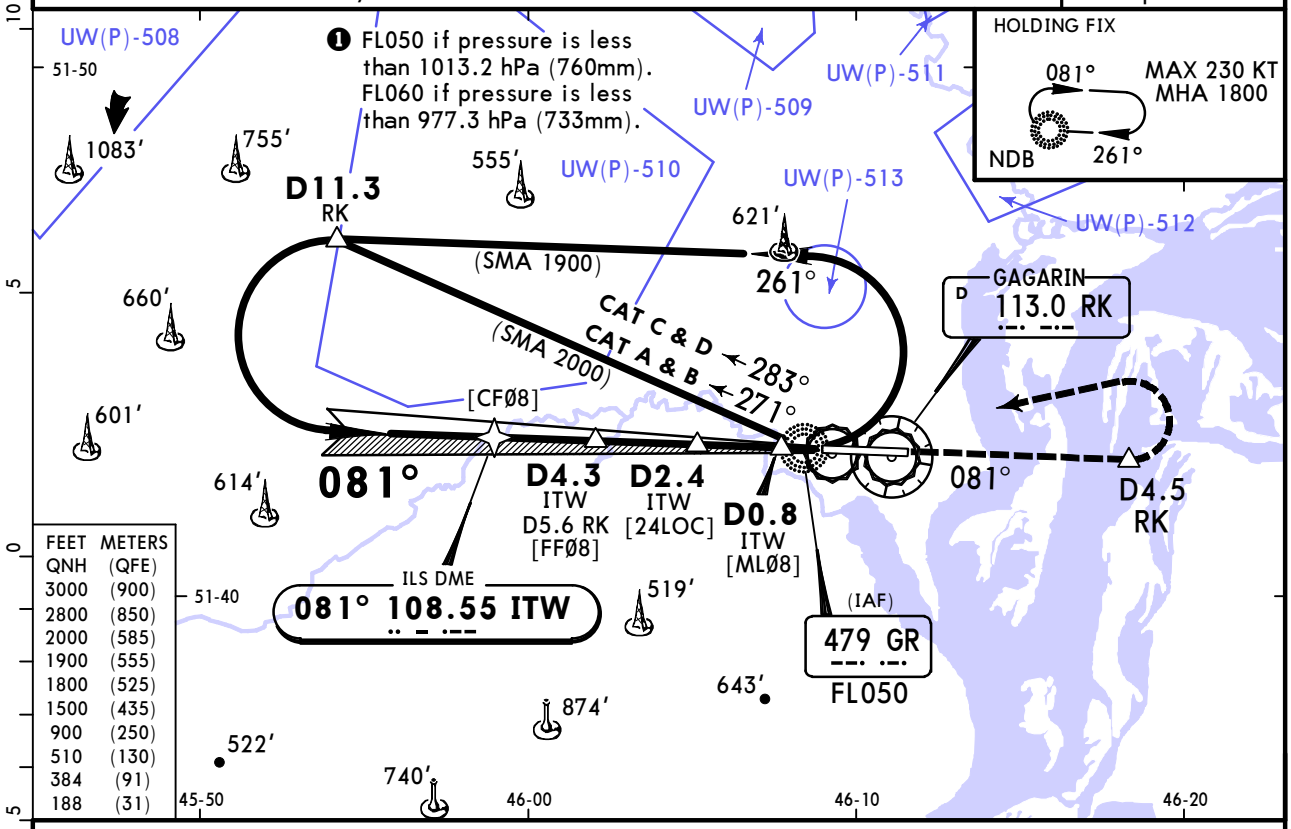
MISSED APCH: Climb on track 081° to D4.5 RK (MAX 220 KT), then turn LEFT to NDB climbing to 1500′ or above.

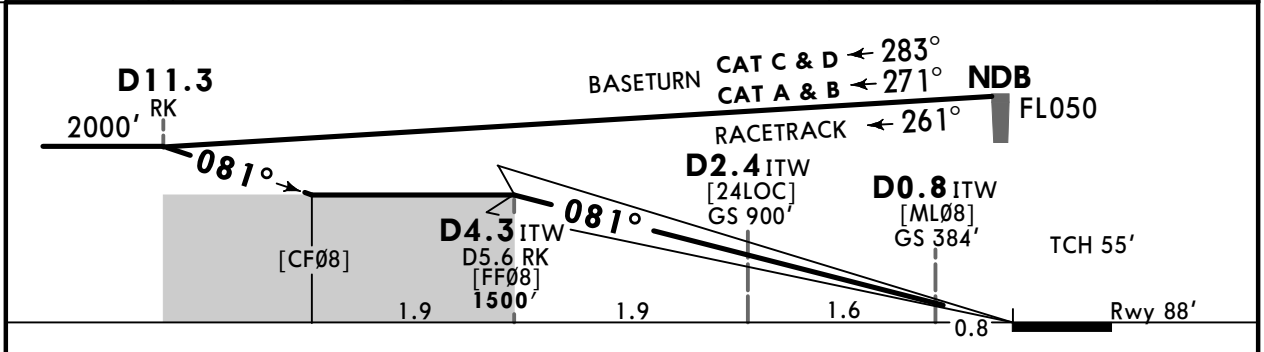
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

1. Special Aircrew & Acft Certification Required. 2. DME required.
3. ILS DME reads zero at rwy 08 thresh. 4. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
D4.5 RK on 081°

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 100′
DA(H) **188′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: None.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (11-4) Eff 23 Jan

SARATOV, ~~RUSSIA~~
ILS Z or LOC Z Rwy 26

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

BRIEFING STRIP™

LOC ITL	Final Apch Crs	D4.2 ITL	ILS DA(H)	Apt Elev 103′
108.75	261°	1500′ (1397′)	303′ (200′)	Rwy 103′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn RIGHT to SG267, then to SG263 climbing to 3000′ or above.
MAX 240 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C

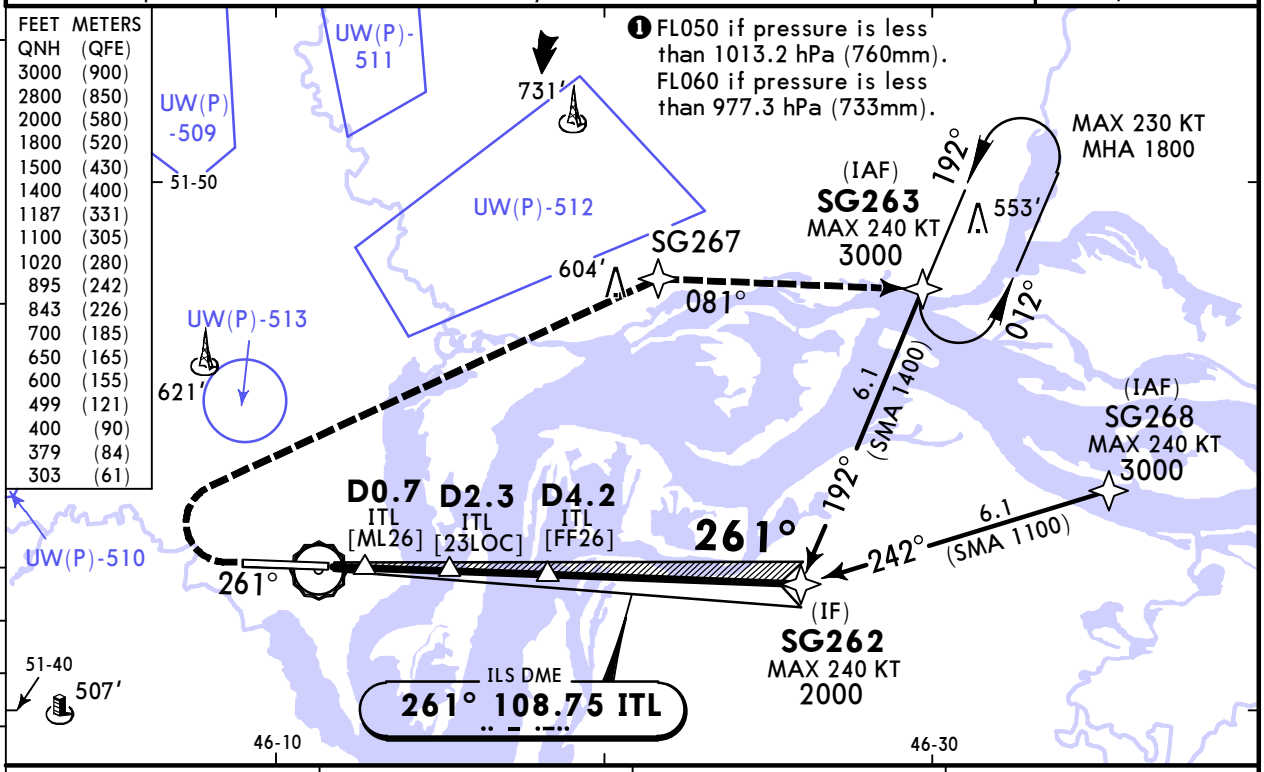
Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

RNAV 1 required for initial and missed apch.

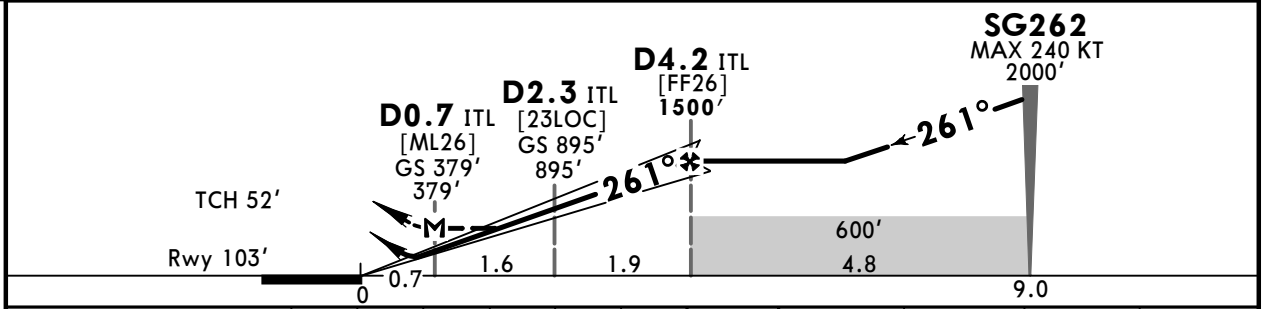
1. GNSS required. 2. ILS DME reads zero at rwy 26 thresh.

FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2000	(580)
1800	(520)
1500	(430)
1400	(400)
1187	(331)
1100	(305)
1020	(280)
895	(242)
843	(226)
700	(185)
650	(165)
600	(155)
499	(121)
400	(90)
379	(84)
303	(61)

❶ FL050 if pressure is less than 1013.2 hPa (760mm).
FL060 if pressure is less than 977.3 hPa (733mm).



ITL DME	1.1	2.2	3.2
ALTITUDE	499′	843′	1187′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 ITL							

HIALS-II
PAPI

240 KT MAX

MIN 700′

SG267 RT

Std

STRAIGHT-IN LANDING

	ILS DA(H) 303′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 400′ (297′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m
B					
C					
D					

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (11-4A) Eff 23 Jan

SARATOV, ~~RUSSIA~~
CAT II ILS Z Rwy 26

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITL 108.75	Final Apch Crs 261°	D4.2 ITL 1500′ (1397′)	CAT II ILS RA 103′ DA(H) 203′ (100′)	Apt Elev 103′ Rwy 103′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn RIGHT to SG267, then to SG263 climbing to 3000′ or above. MAX 240 KT.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

RNAV 1 required for initial and missed apch.

1. Special Aircrew & Acft Certification Required. 2. GNSS required.
3. ILS DME reads zero at rwy 26 thresh.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C

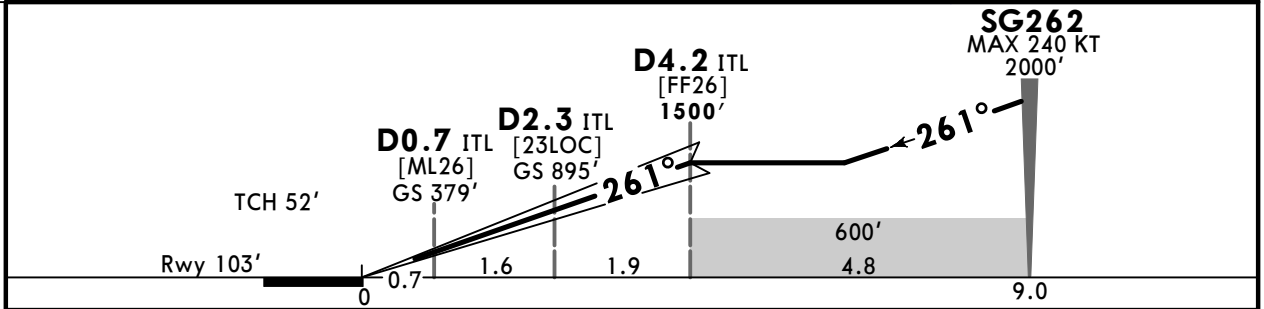
FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2000	(580)
1800	(520)
1500	(430)
1400	(400)
1100	(305)
895	(242)
700	(185)
600	(155)
379	(84)
203	(31)

❶ FL050 if pressure is less than 1013.2 hPa (760mm).
FL060 if pressure is less than 977.3 hPa (733mm).

UW(P)-511
UW(P)-509
UW(P)-512
UW(P)-513
UW(P)-510
51-50
51-40
46-10
46-20
46-30
731′
604′
621′
507′
686′
643′

(IAF) SG263 MAX 240 KT 3000
MAX 230 KT MHA 1800
192°
553′
012°
SG267
081°
6.1 (SMA 1400)
(IAF) SG268 MAX 240 KT 3000
192°
6.1 (SMA 1100)
242°
261°
D0.7 ITL [ML26]
D2.3 ITL [23LOC]
D4.2 ITL [FF26]
261°
(IF) SG262 MAX 240 KT 2000

ILS DME
261° 108.75 ITL



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

240 KT MAX

MIN 700′

SG267 RT

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 103′
DA(H) **203′** (100′)

❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: Missed apch.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (11-5)

SARATOV, ~~RUSSIA~~
ILS Y or LOC Y Rwy 26

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

BRIEFING STRIP™

LOC ITL	Final Apch Crs	D4.2 ITL	ILS DA(H)	Apt Elev 103′
108.75	261°	1500′ (1397′)	303′ (200′)	Rwy 103′

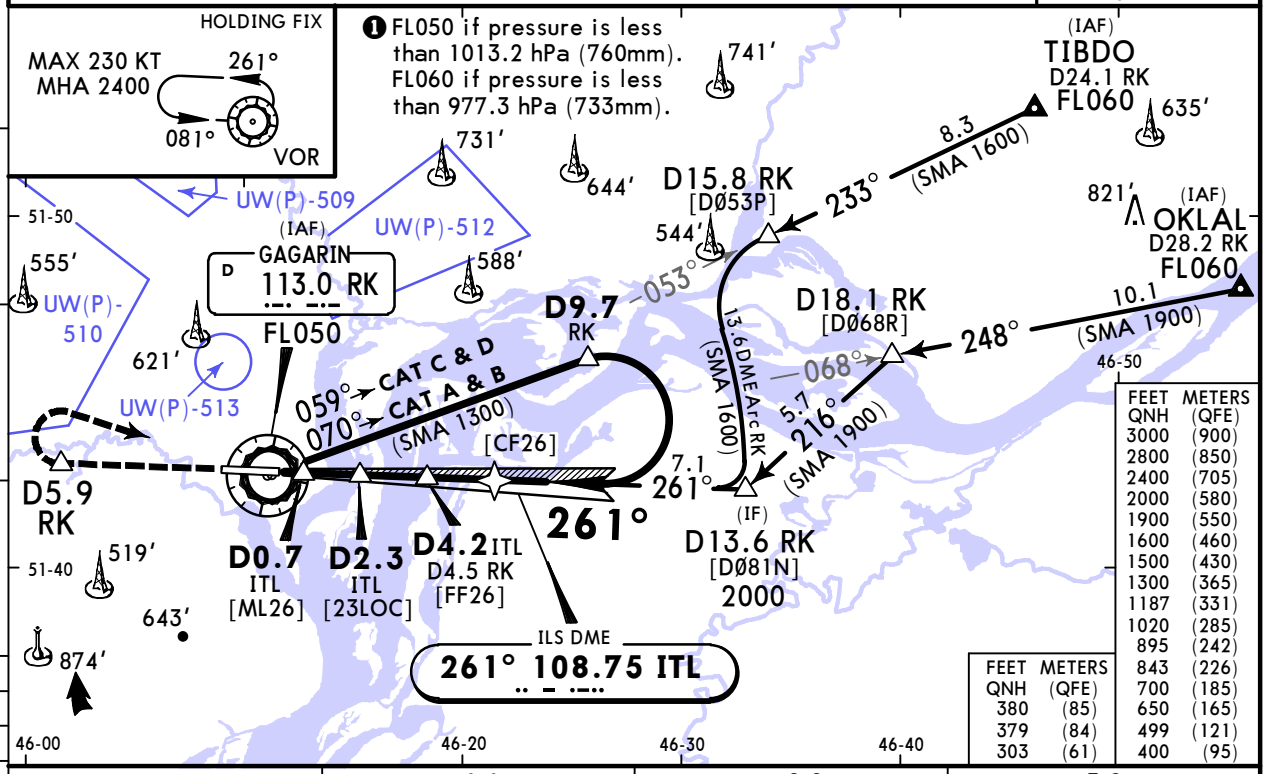
MISSED APCH: Climb on track 261° to D5.9 RK (MAX 230 KT), then turn RIGHT to VOR climbing to 1500′ or above.

2800

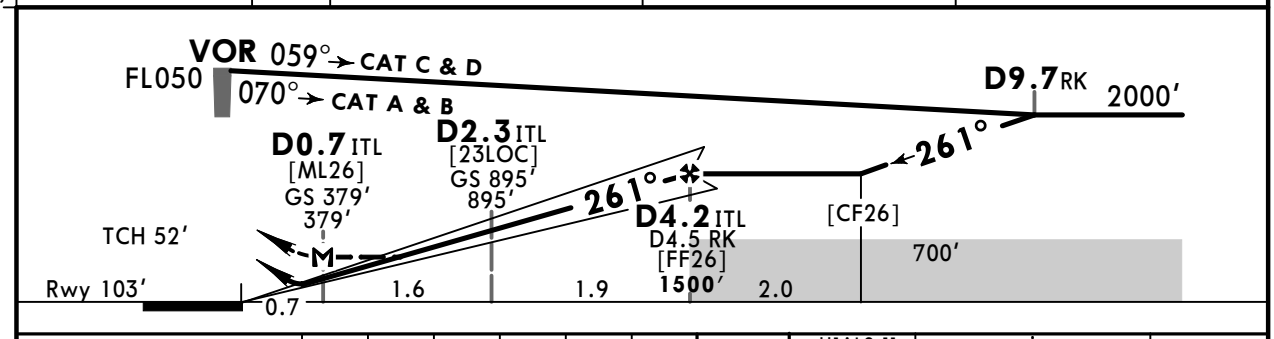
MSA ARP is computed for surface air temperature at apt -31.9°C

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

1. DME required. 2. ILS DME reads zero at rwy 26 thresh. 3. Baseturn restricted to MAX 220 KT.



ITL DME	1.1	2.2	3.2
ALTITUDE 46-10	499′	843′	1187′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 ITL							

HIALS-II PAPI

D5.9 RK on 261°

230 KT MAX

Std STRAIGHT-IN LANDING

	ILS DA(H) 303′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 400′ (297′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m
B					
C					
D					

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (11-5A)

SARATOV, ~~RUSSIA~~
CAT II ILS Y Rwy 26

BRIEFING STRIP ™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITL 108.75	Final Apch Crs 261°	D4.2 ITL 1500′ (1397′)	CAT II ILS RA 103′ DA(H) 203′ (100′)	Apt Elev 103′ Rwy 103′

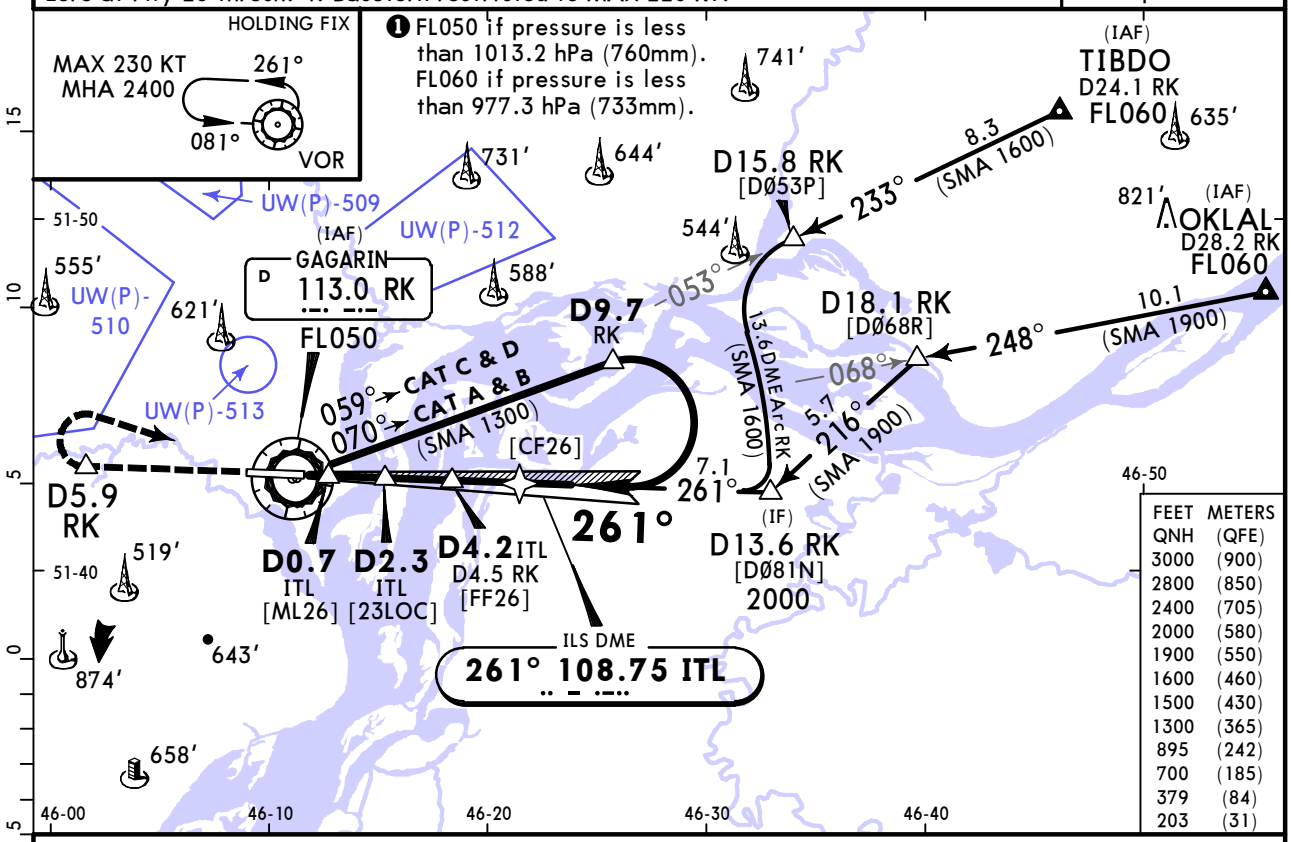
MISSED APCH: Climb on track 261° to D5.9 RK (MAX 230 KT), then turn RIGHT to VOR climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

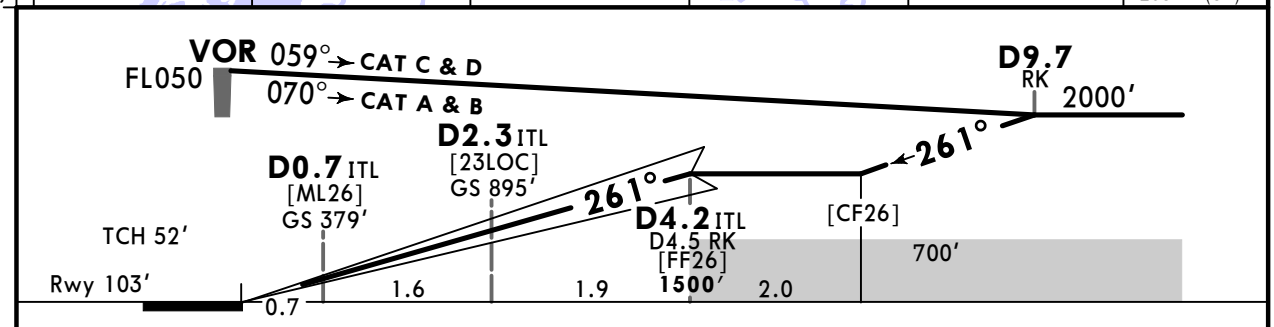
1. Special Aircrew & Acft Certification Required. 2. DME required. 3. ILS DME reads zero at rwy 26 thresh. 4. Baseturn restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2400	(705)
2000	(580)
1900	(550)
1600	(460)
1500	(430)
1300	(365)
895	(242)
700	(185)
379	(84)
203	(31)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
D5.9 RK on 261°
230 KT MAX

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 103′
DA(H) **203′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: None.

UWSG/GSV GAGARIN

JEPPESEN

14 JUN 24 (11-6)

SARATOV, ~~RUSSIA~~ ILS X or LOC X Rwy 26

BRIEFING STRIP

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITL	Final Apch Crs	D4.2 ITL	ILS DA(H)	Apt Elev 103′
108.75	261°	1500′ (1397′)	303′ (200′)	Rwy 103′

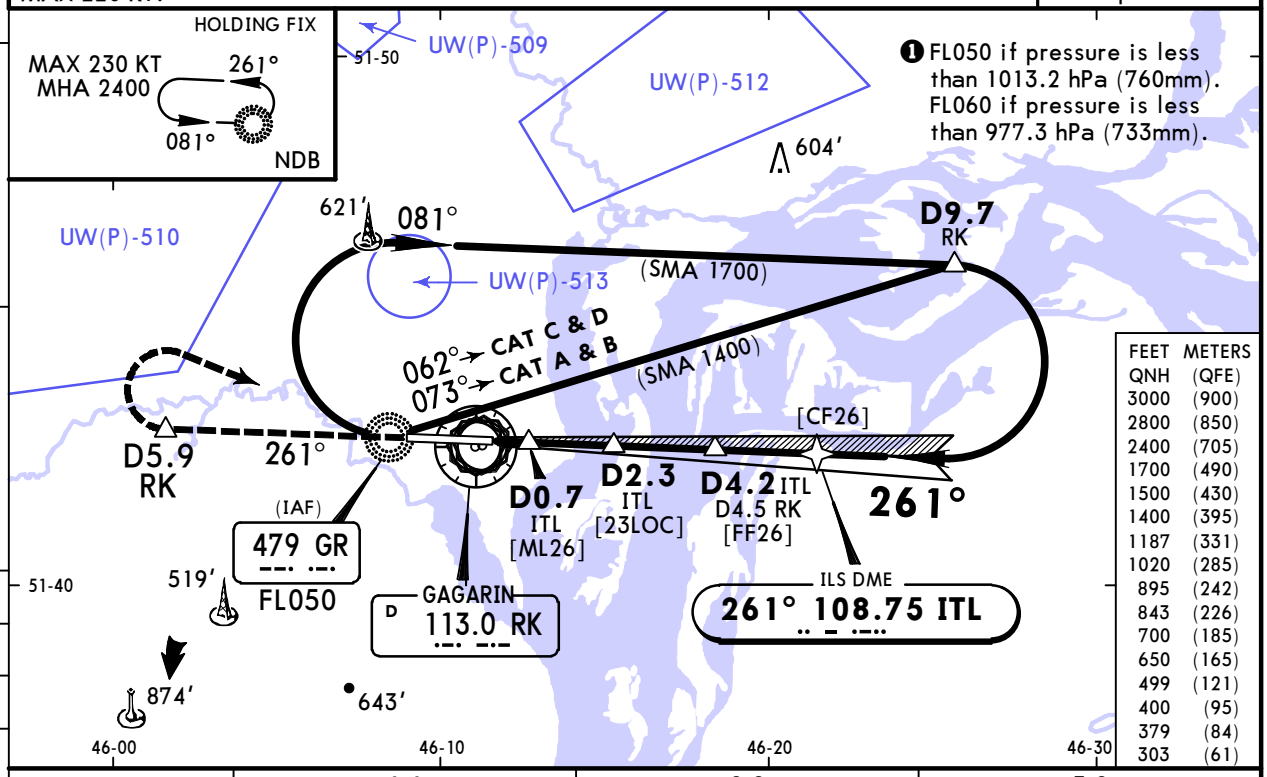
MISSED APCH: Climb on track 261° to D5.9 RK (MAX 230 KT), then turn RIGHT to NDB climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

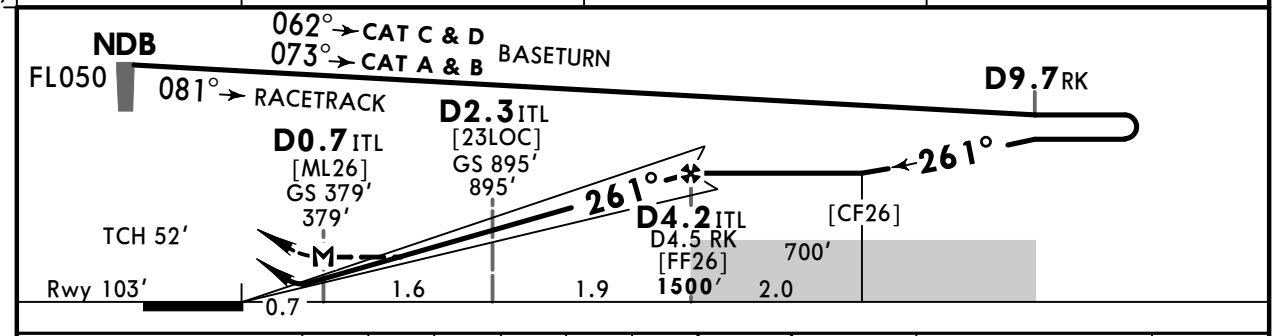
1. DME required. 2. ILS DME reads zero at rwy 26 thresh. 3. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



ITL DME	1.1	2.2	3.2
ALTITUDE	499′	843′	1187′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 ITL							

HIALS-II PAPI

D5.9 RK on 261°

230 KT MAX

Std

STRAIGHT-IN LANDING

	ILS			LOC (GS out) CDFA	
	DA(H) 303′ (200′)			❷ DA/MDA(H) 400′ (297′)	
		TDZ or CL out	ALS out		ALS out
A	R550m	❶ R550m	R1200m	R750m	R1400m
B					
C					
D					

CIRCLE-TO-LAND

Prohibited South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (11-6A)

SARATOV, ~~RUSSIA~~
CAT II ILS X Rwy 26

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

LOC ITL 108.75	Final Apch Crs 261°	D4.2 ITL 1500′ (1397′)	CAT II ILS RA 103′ DA(H) 203′ (100′)	Apt Elev 103′ Rwy 103′

MISSED APCH: Climb on track 261° to D5.9 RK (MAX 230 KT), then turn RIGHT to NDB climbing to 1500′ or above.

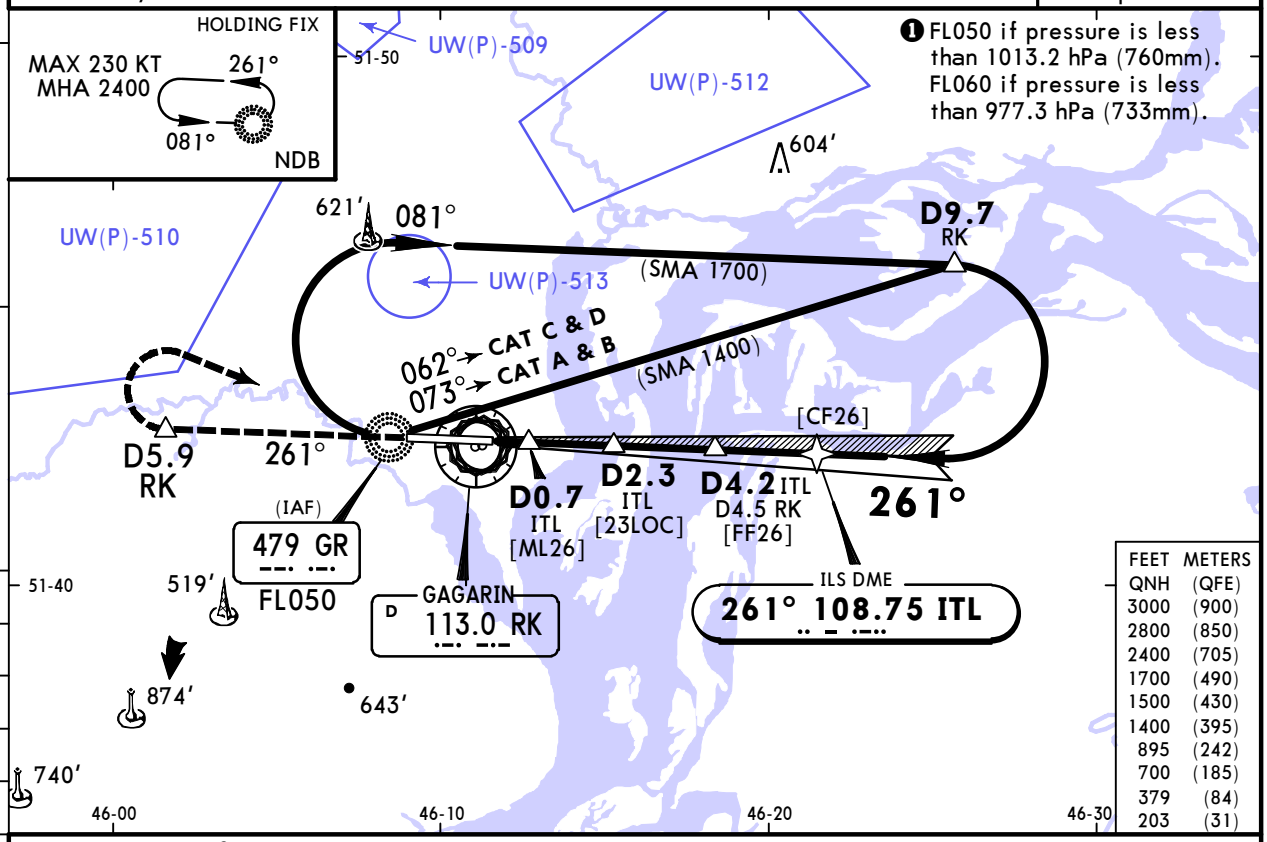
Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. ILS DME reads zero at rwy 26 thresh. 4. Procedure restricted to MAX 220 KT.

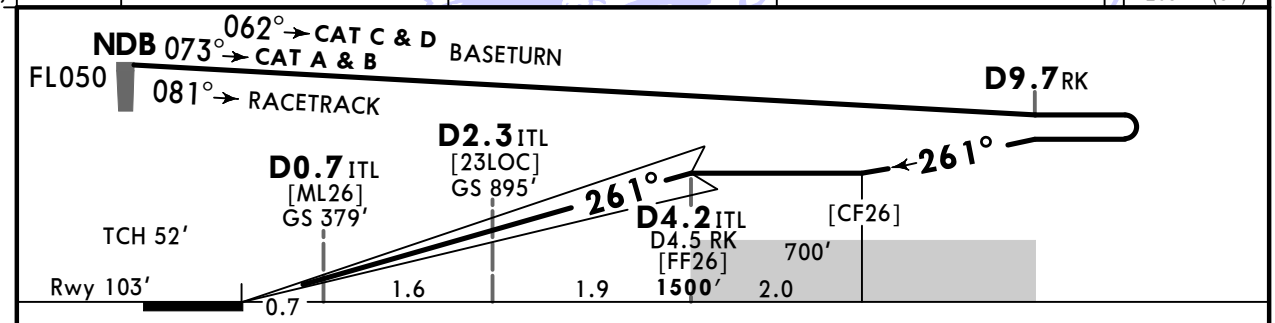
2800

MSA ARP is computed for surface air temperature at apt -31.9°C

❶ FL050 if pressure is less than 1013.2 hPa (760mm). FL060 if pressure is less than 977.3 hPa (733mm).



FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2400	(705)
1700	(490)
1500	(430)
1400	(395)
895	(242)
700	(185)
379	(84)
203	(31)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

D5.9 RK on 261°

230 KT MAX

Std

STRAIGHT-IN LANDING
CAT II ILS

RA 103′
DA(H) **203′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: None.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (12-1) Eff 23 Jan

SARATOV, ~~RUSSIA~~
RNP Rwy 08

BRIEFING STRIP ™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

RNAV	Final Apch Crs 081°	SGØ81 MANDATORY 1500′ (1412′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 103′ Rwy 88′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn LEFT to SGØ84, then to SGØ83 climbing to 3000′ or above. MAX 220 KT.

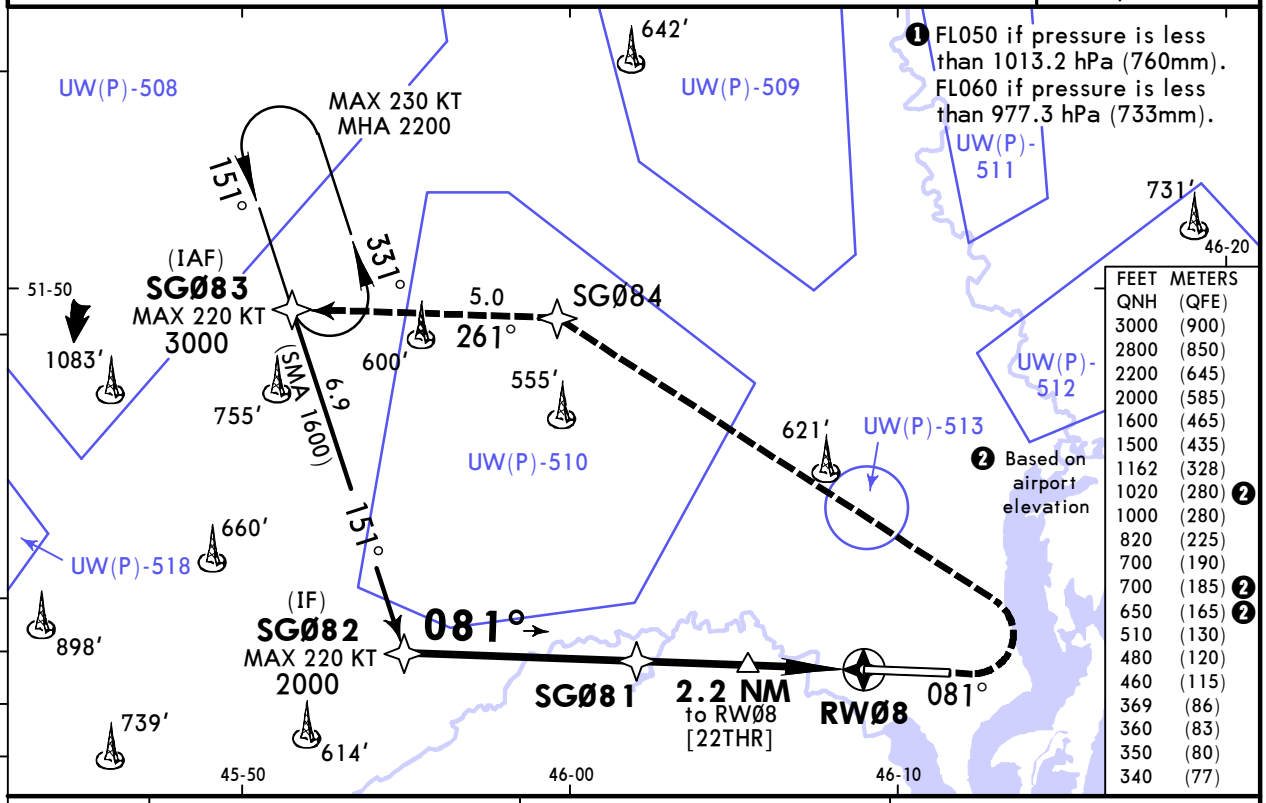
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

RNP apch

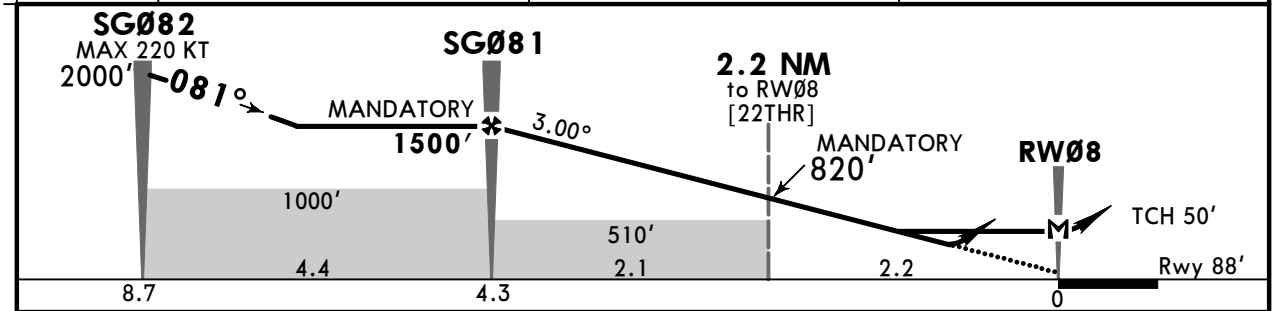
1. GNSS required. 2. Baro-VNAV not authorized below -30°C.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



DIST to RWØ8	3.2	2.2	1.1
ALTITUDE	1162′	820′	480′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ8							

HIALS-II PAPI

220 KT MAX

MIN 700′

SGØ84 LT

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
DA(H)	A: 340′ (252′) C: 360′ (272′)		CDFA	
	B: 350′ (262′) D: 369′ (281′)		❶ DA/MDA(H) 460′ (372′)	
		ALS out		ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C				R1700m
D		R1400m		

CIRCLE-TO-LAND

Prohibited South of airport

Max Kts	MDA(H)
100	650′ (547′) V1500m
135	700′ (597′) V1600m
180	1020′ (917′) V2400m
205	1020′ (917′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (12-2) Eff 23 Jan

SARATOV, ~~RUSSIA~~
RNP Rwy 26

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

RNAV	Final Apch Crs 261°	SG261 MANDATORY 1500′ (1397′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 103′ Rwy 103′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn RIGHT to SG267, then to SG263 climbing to 3000′ or above. MAX 240 KT.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

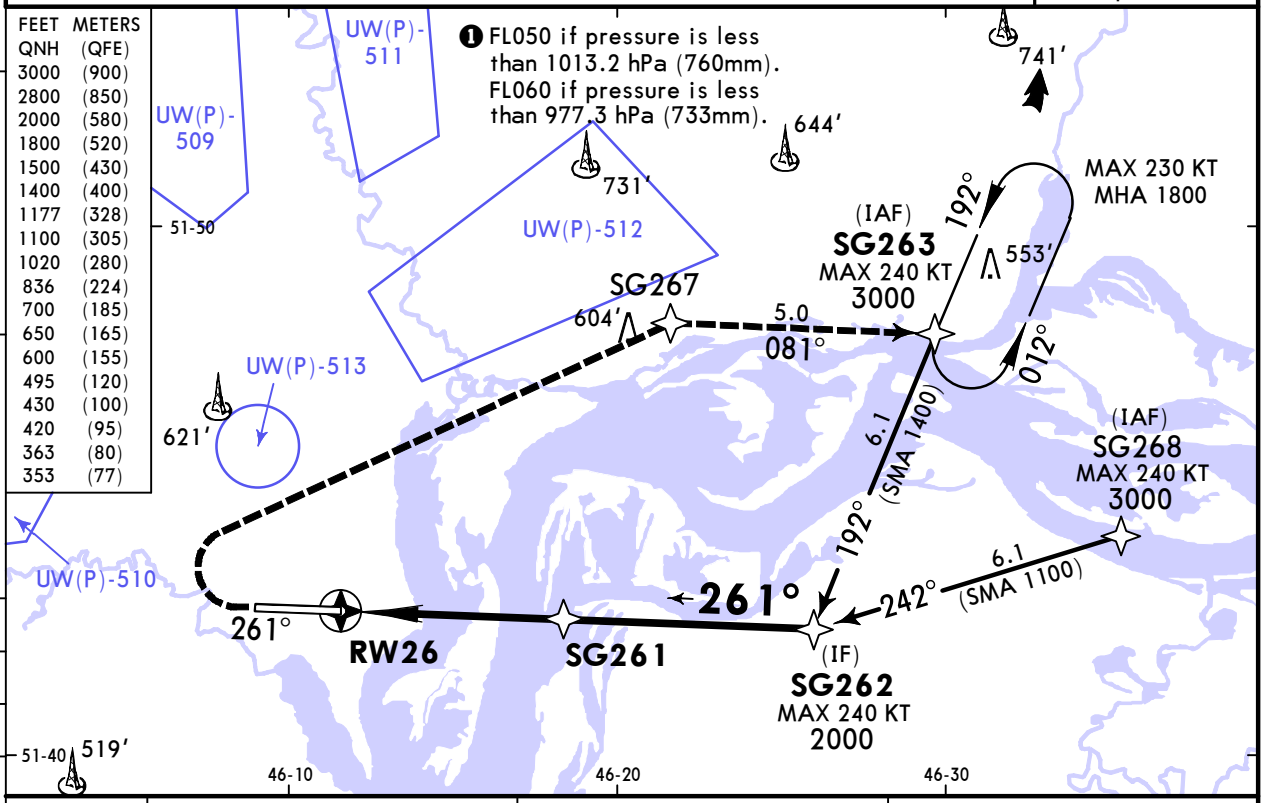
RNP apch

1. GNSS required. 2. Baro-VNAV not authorized below -30°C.

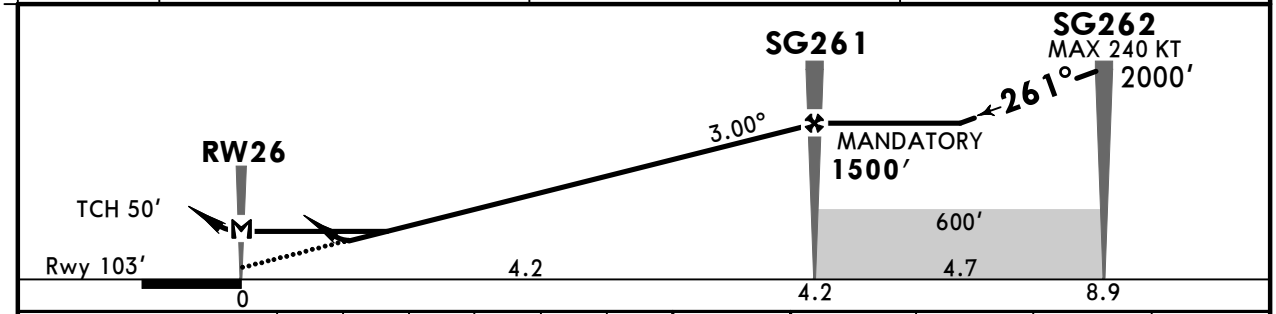
2800

MSA ARP is computed for surface air temperature at apt -31.9°C

FEET QNH	METERS (QFE)
3000	(900)
2800	(850)
2000	(580)
1800	(520)
1500	(430)
1400	(400)
1177	(328)
1100	(305)
1020	(280)
836	(224)
700	(185)
650	(165)
600	(155)
495	(120)
430	(100)
420	(95)
363	(80)
353	(77)



DIST to RW26	1.1	2.2	3.2
ALTITUDE	495′	836′	1177′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW26							

HIALS-II
PAPI

240 KT MAX

MIN 700′

SG267 RT

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H)	ALS out	LNAV CDFA ❶ DA/MDA(H)	ALS out
ABC: 353′ (250′) D: 363′ (260′)		ABC: 420′ (317′) D: 430′ (327′)	
A	R750m	R1300m	R750m	R1400m
B				
C				
D			R800m	R1500m

CIRCLE-TO-LAND

Prohibited South of airport

Max Kts	MDA(H)
100	650′ (547′) V1500m
135	700′ (597′) V1600m
180	1020′ (917′) V2400m
205	1020′ (917′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (12-40)

SARATOV, ~~RUSSIA~~
GLS Rwy 08

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

BRIEFING STRIP ™

GBAS	Final Apch Crs	SGØ8Ø	DA(H)	Apt Elev 103′
Ch 20587 G08A	**081°**	**1500′** (1412′)	**288′** (200′)	Rwy 88′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn LEFT to SGØ84, then to SGØ83 climbing to 3000′ or above.
MAX 220 KT.

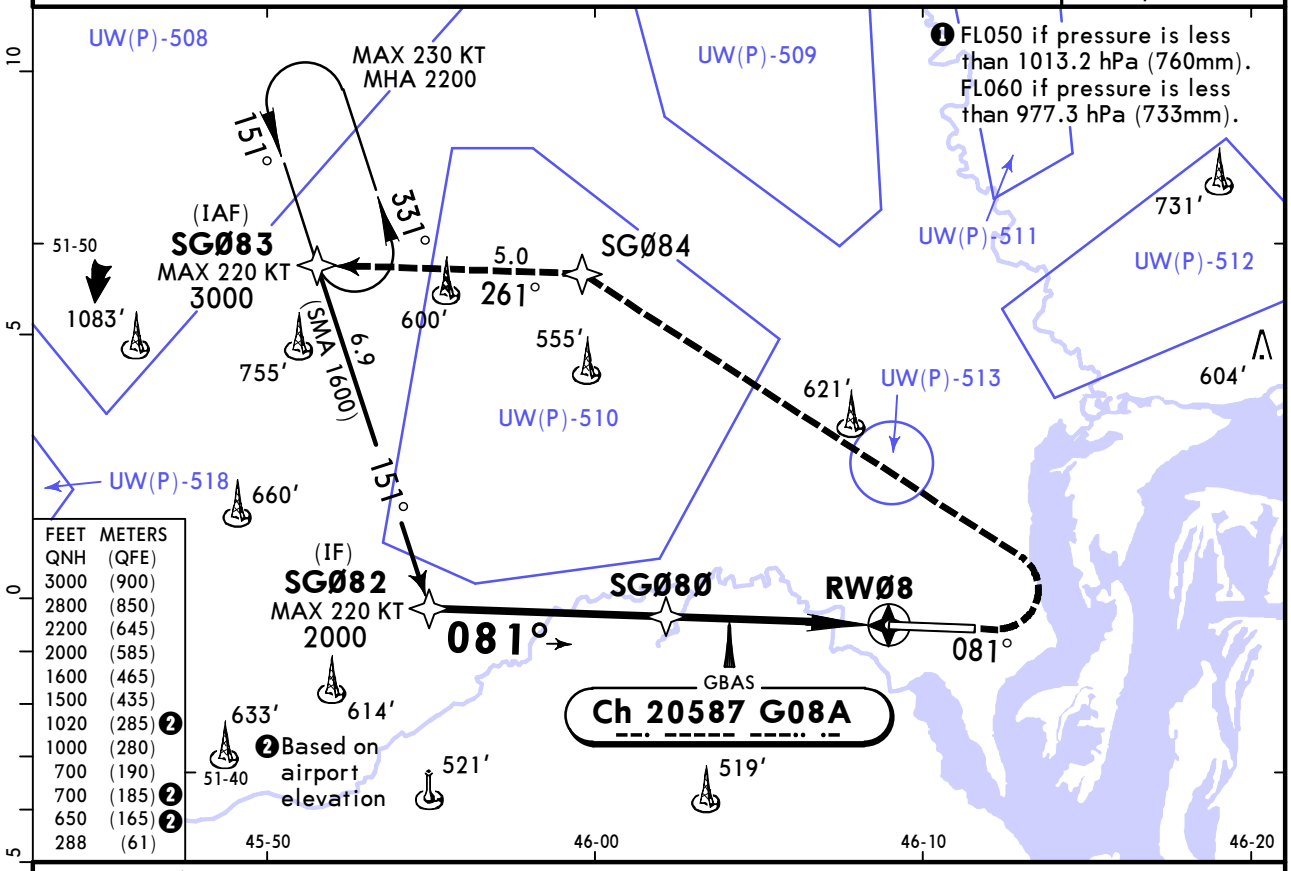
Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

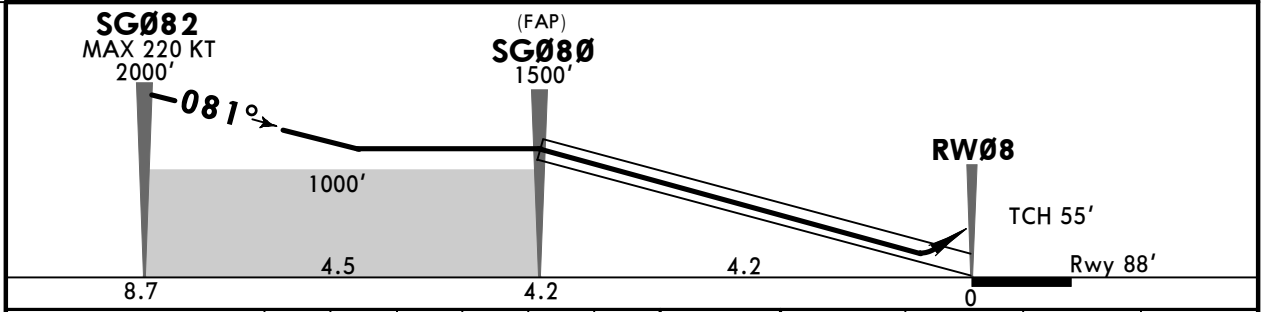
RNAV 1 required for initial and missed apch.

GNSS required.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

220 KT MAX

MIN **700′**

SGØ84 LT

PANS OPS

Std STRAIGHT-IN LANDING

GLS

DA(H) **288′** (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m / R1200m

CIRCLE-TO-LAND

Prohibited
South of airport

Max KT	MDA(H)	
100	650′ (547′)	V1500m
135	700′ (597′)	V1600m
180	1020′ (917′)	V2400m
205	1020′ (917′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
14 JUN 24 (12-41)

SARATOV, ~~RUSSIA~~
GLS Rwy 26

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

GBAS	Final Apch Crs	SG26Ø	DA(H)	Apt Elev 103′
Ch 20998 G26A	**261°**	**1500′** (1397′)	**303′** (200′)	Rwy 103′

MISSED APCH: Climb STRAIGHT AHEAD to 700′ or above, then turn RIGHT to SG267, then to SG263 climbing to 3000′ or above.
MAX 240 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

RNAV 1 required for initial and missed apch.

GNSS required.

FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2000	(580)
1800	(520)
1500	(430)
1400	(400)
1100	(305)
1020	(285)
700	(185)
650	(165)
600	(155)
303	(61)

❶ FL050 if pressure is less than 1013.2 hPa (760mm).
FL060 if pressure is less than 977.3 hPa (733mm).

UW(P)-511
UW(P)-509
UW(P)-512
UW(P)-513
UW(P)-510
51-50
731′
621′
519′
643′
46-10
46-20
46-30
46-40
51-40

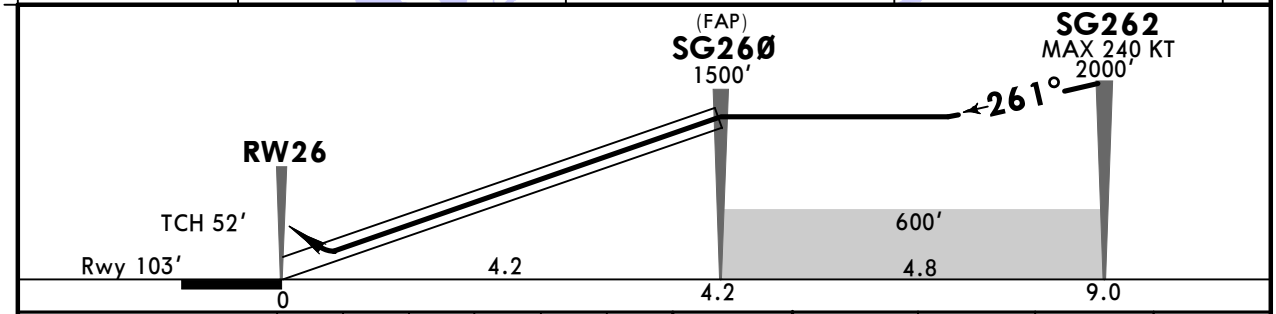
MAX 230 KT
MHA 1800

(IAF)
SG263
MAX 240 KT
3000
553′
192°
012°
5.0
081°
SG267
604′
6.1
(SMA 1400)
192°

(IAF)
SG268
MAX 240 KT
3000
6.1
(SMA 1100)
242°

RW26
261°
SG26Ø
261°
(IF)
SG262
MAX 240 KT
2000

GBAS
Ch 20998 G26A



Gnd speed-Kts		70	90	100	120	140	160
Glida Path Angle	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

240 KT MAX

MIN **700′**

SG267 RT

PANS OPS

Std STRAIGHT-IN LANDING

GLS

DA(H) **303′** (200′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Prohibited
South of airport

Max KT	MDA(H)
100	650′ (547′) V1500m
135	700′ (597′) V1600m
180	1020′ (917′) V2400m
205	1020′ (917′) V3600m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (13-1) Eff 23 Jan

SARATOV, ~~RUSSIA~~
VOR Rwy 08

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

BRIEFING STRIP

VOR RK	Final Apch Crs	D5.6 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 103′
113.0	084°	1500′(1412′)	470′(382′)	Rwy 88′

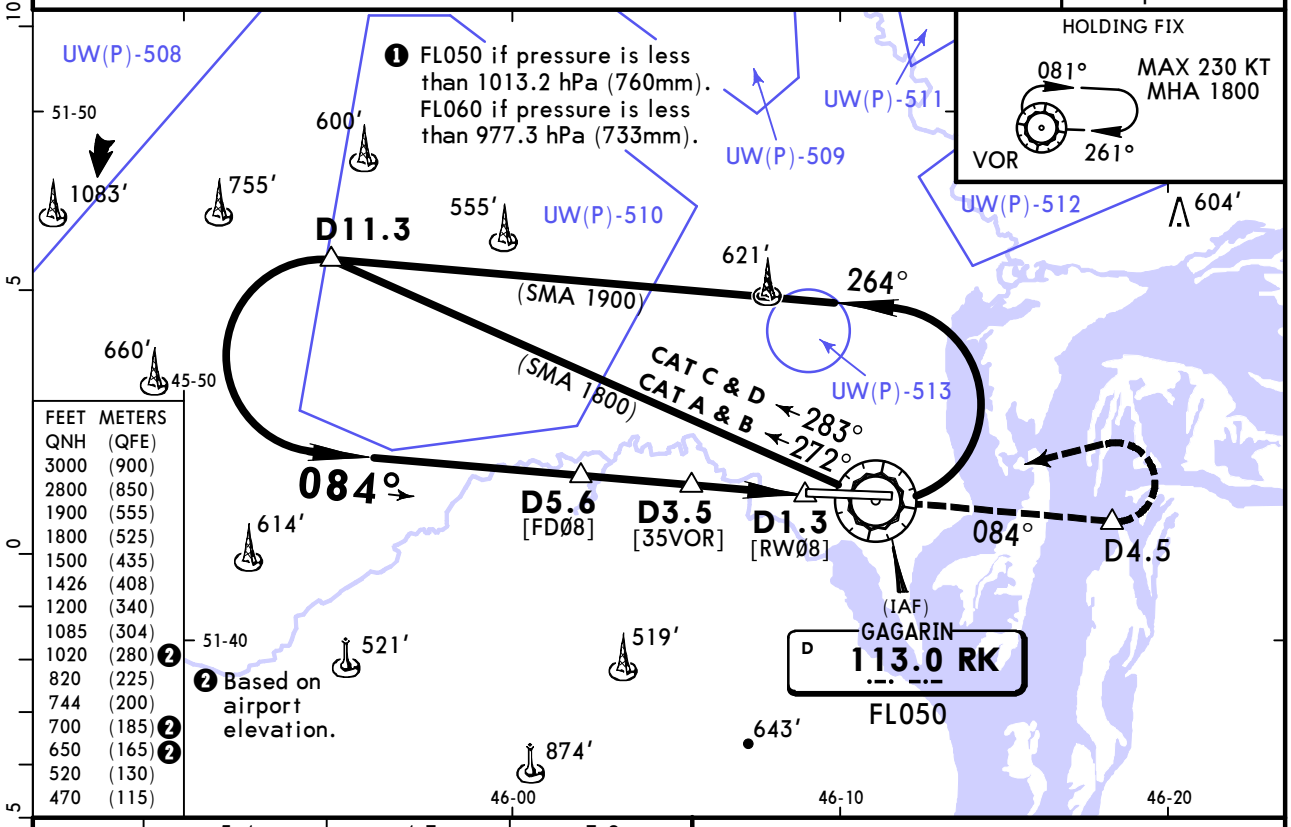
MISSED APCH: Climb on track 084° to D4.5 (MAX 220 KT) , then turn LEFT to VOR climbing to 1500 or above.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

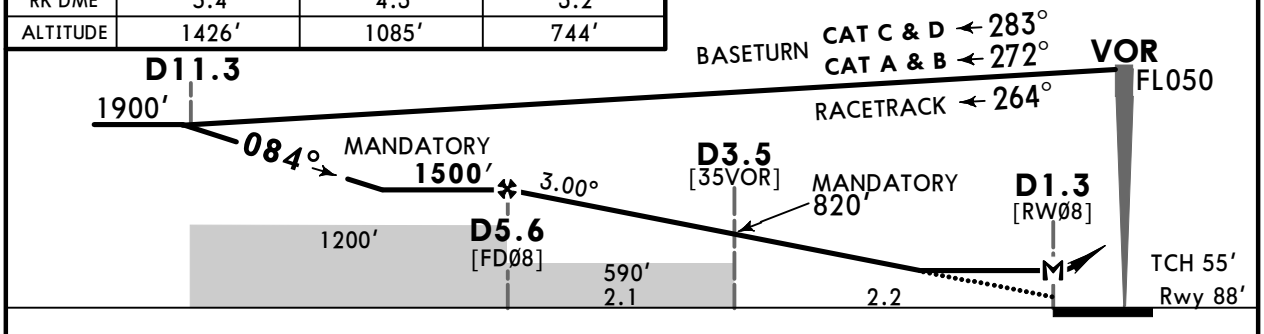
1. DME required. 2. Final apch track offset 3° from rwy centerline.
3. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



RK DME	5.4	4.3	3.2
ALTITUDE	1426′	1085′	744′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.3							

HIALS-II PAPI

D4.5 on 084°

220 KT MAX

Std

STRAIGHT-IN LANDING				CIRCLE-TO-LAND
with D3.5 ❶ DA/MDA(H) 470′(382′)		W/o D3.5 ❶ DA/MDA(H) 520′(432′)		Prohibited South of airport
	ALS out		ALS out	Max Kts / MDA(H)
A	R1100m	R1500m	R1300m	R1500m	100 / 650′(547′) V1500m
B					135 / 700′(597′) V1600m
C		R1800m		R2000m	180 / 1020′(917′) V2400m
D					205 / 1020′(917′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Minimums.

UWSG/GSV GAGARIN

JEPPESEN

17 JAN 25 (13-2) **Eff 23 Jan**

SARATOV, ~~RUSSIA~~ VOR Rwy 26

BRIEFING STRIP TM

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

VOR RK	Final Apch Crs	D4.5 MANDATORY	DA/MDA(H)	Apt Elev 103′
113.0	**259°**	**1500′** (1397′)	Refer to Minimums	Rwy 103′

MISSED APCH: Climb on track 259° to D5.9 (MAX 230 KT), then turn RIGHT to VOR climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

1. DME required. 2. Final apch track offset 2° from rwy centerline.
3. Baseturn restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C

HOLDING FIX
MAX 230 KT
MHA 2400
261°
081°
VOR

❶ FL050 if pressure is less than 1013.2 hPa (760mm).
FL060 if pressure is less than 977.3 hPa (733mm).

(IAF) TIBDO D24.1 FL060

(IAF) OKLAL D28.2 FL060

D15.8 [DØ53P]

D17.3 [DØ68Q]

D9.7

D5.9

D4.5 [FD26]

D13.6 [DØ81N] 2000

(IF)

[RW26]

(IAF) GAGARIN D 113.0 RK FL050

UW(P)-509 UW(P)-510 UW(P)-512 UW(P)-513

233° 8.3 (SMA 1600)

248° 10.9

053° 068° 13.6 DME Arc (SMA 1600)

057° CAT C & D
069° CAT A & B (SMA 1300)

214° 5.0 (SMA 1900)

259° 9.1

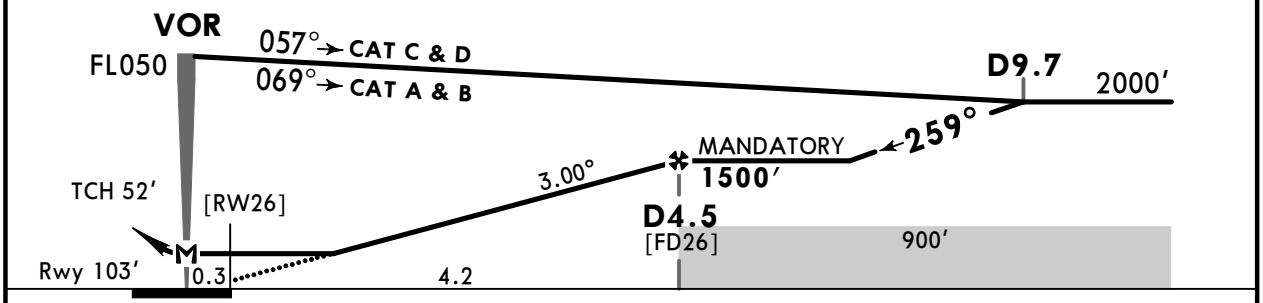
259°

FEET	METERS
QNH	(QFE)
3000	(900)
2800	(850)
2400	(705)
2000	(580)
1900	(550)
1600	(460)
1500	(430)
1424	(403)
1300	(365)
1082	(299)
1020	(280)
900	(245)
741	(195)
700	(185)
650	(165)
450	(105)
440	(100)

RK DME	2.2	3.2	4.3
ALTITUDE	741′	1082′	1424′

46-00 46-10 46-20 46-30 46-40 46-50 51-40 51-50

741′ 731′ 644′ 555′ 621′ 588′ 519′ 874′ 658′ 821′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

HIALS-II PAPI

D5.9 on 259°

230 KT MAX

Std

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) ABC: **440′** (337′)
D: **450′** (347′)

CIRCLE-TO-LAND

Prohibited South of airport

	ALS out		Max Kts	MDA(H)	
A	R800m	R1500m	100	650′ (547′)	V1500m
B			135	700′ (597′)	V1600m
C			180	1020′ (917′)	V2400m
D	R900m	R1600m	205	1020′ (917′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Minimums.

UWSG/GSV GAGARIN

JEPPESEN

17 JAN 25 (16-1) Eff 23 Jan

SARATOV, ~~RUSSIA~~ NDB Rwy 08

BRIEFING STRIP

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

NDB GR	Final Apch Crs	D5.6 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 103′ Rwy 88′
479	081°	1500′ (1412′)	470′ (382′)	

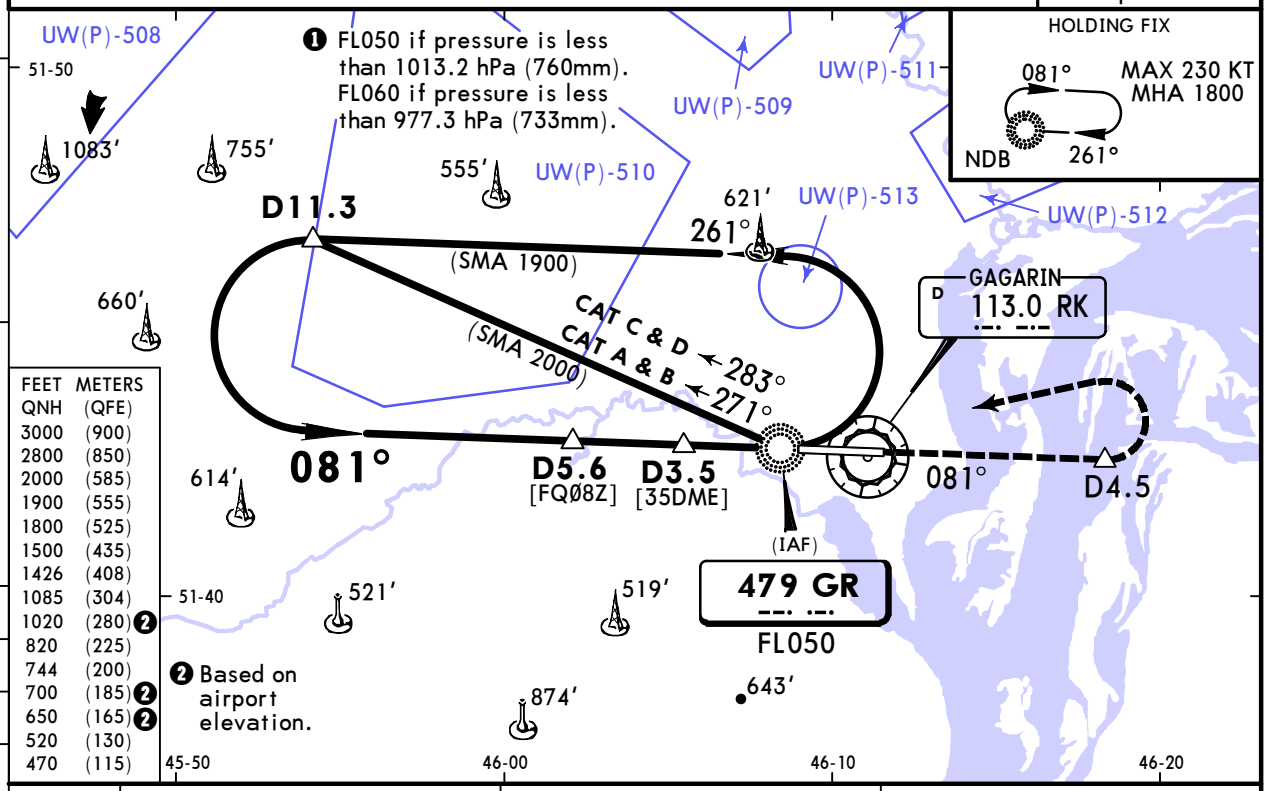
MISSED APCH: Climb on track 081° to D4.5 (MAX 220 KT) , then turn LEFT to NDB climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 3 hPa Trans level: FL040 ❶ Trans alt: 3000′

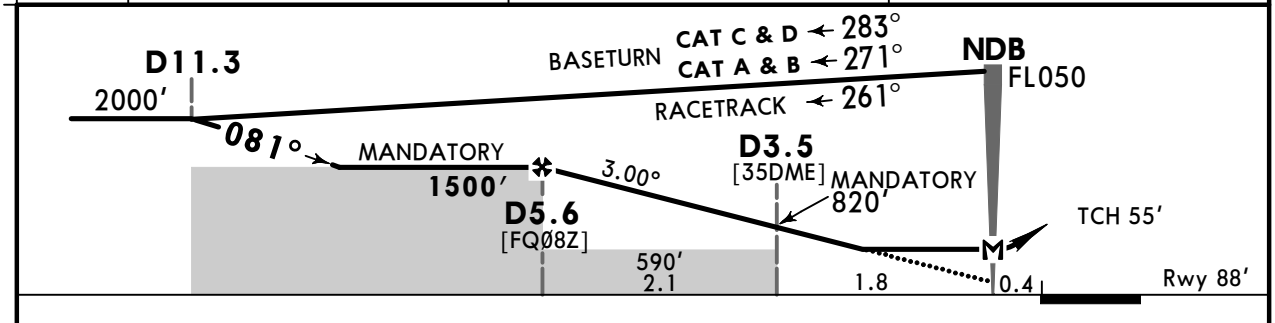
1. DME required. 2. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



RK DME	5.4	4.3	3.2
ALTITUDE	1426′	1085′	744′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at NDB							

HIALS-II PAPI

D4.5 on 081°

220 KT MAX

Std

STRAIGHT-IN LANDING

	with D3.5 ❶ DA/MDA(H) 470′ (382′)		W/o D3.5 ❶ DA/MDA(H) 520′ (432′)	
		ALS out		ALS out
A	R1100m	R1500m	R1300m	R1500m
B				
C		R1800m		R2000m
D				

CIRCLE-TO-LAND

Prohibited South of airport

Max Kts	MDA(H)
100	650′ (547′) V1500m
135	700′ (597′) V1600m
180	1020′ (917′) V2400m
205	1020′ (917′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Minimums.

UWSG/GSV
GAGARIN

JEPPESEN
17 JAN 25 (16-2) Eff 23 Jan

SARATOV, ~~RUSSIA~~
NDB Rwy 26

BRIEFING STRIP™

ATIS	GAGARIN Radar	GAGARIN Approach	GAGARIN Tower	Ground
123.375 (Russian 121.775)	130.3	121.625	122.850	119.0

NDB GR	Final Apch Crs	D4.5 MANDATORY	DA/MDA(H)	Apt Elev 103′ Rwy 103′
479	261°	1500′ (1397′)	540′ (437′)	

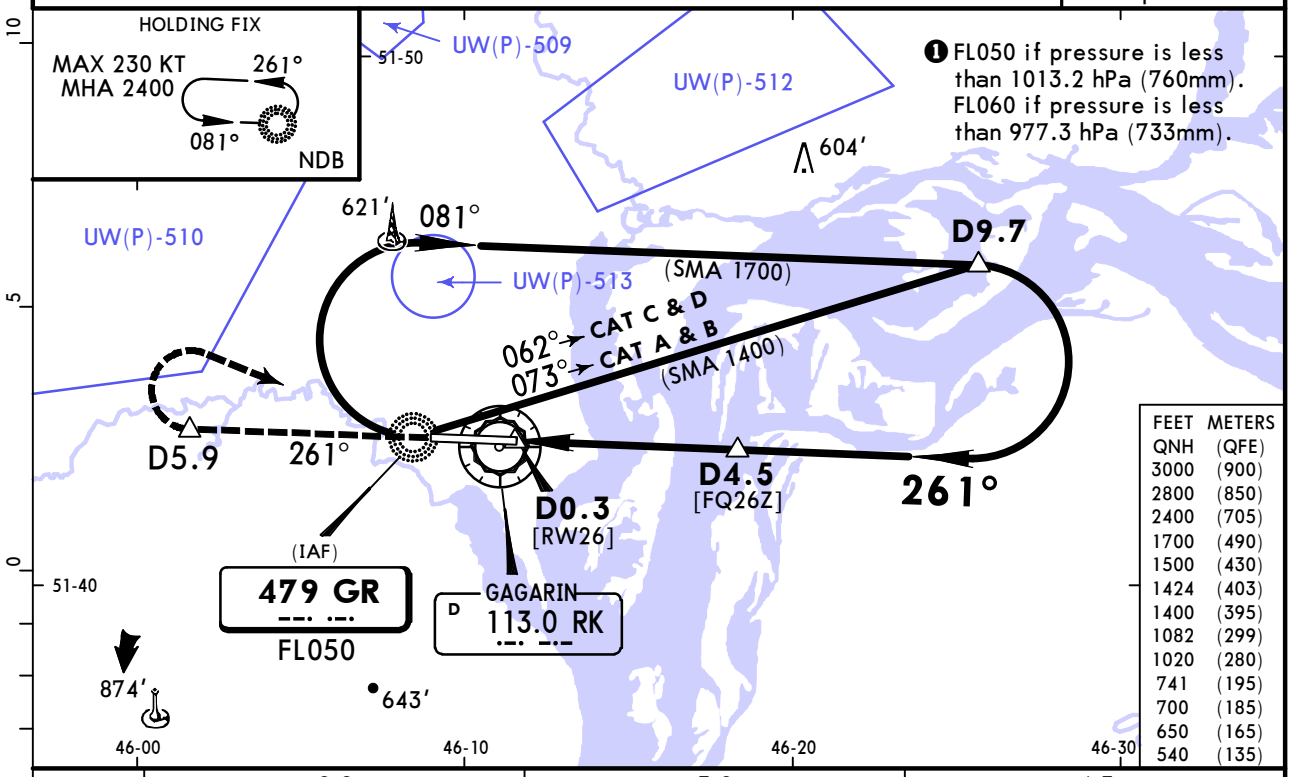
MISSED APCH: Climb on track 261° to D5.9 (MAX 230 KT), then turn RIGHT to NDB climbing to 1500′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL040 ❶ Trans alt: 3000′

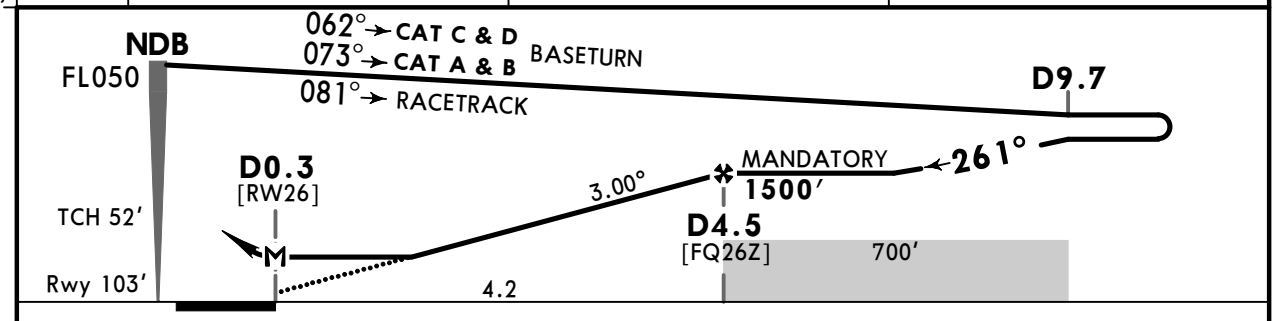
1. DME required. 2. Procedure restricted to MAX 220 KT.

2800

MSA ARP is computed for surface air temperature at apt -31.9°C



RK DME	2.2	3.2	4.3
ALTITUDE	741′	1082′	1424′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.3						

HIALS-II
PAPI
D5.9 on 261°
230 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 540′ (437′)

CIRCLE-TO-LAND

Prohibited
South of airport

	ALS out	Max Kts	MDA(H)	
A	R1300m	100	650′ (547′)	V1500m
B		135	700′ (597′)	V1600m
C	R1500m	180	1020′ (917′)	V2400m
D	R2000m	205	1020′ (917′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SARATOV, (GAGARIN - UWSG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWSG