

List of pages in this Trip Kit

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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

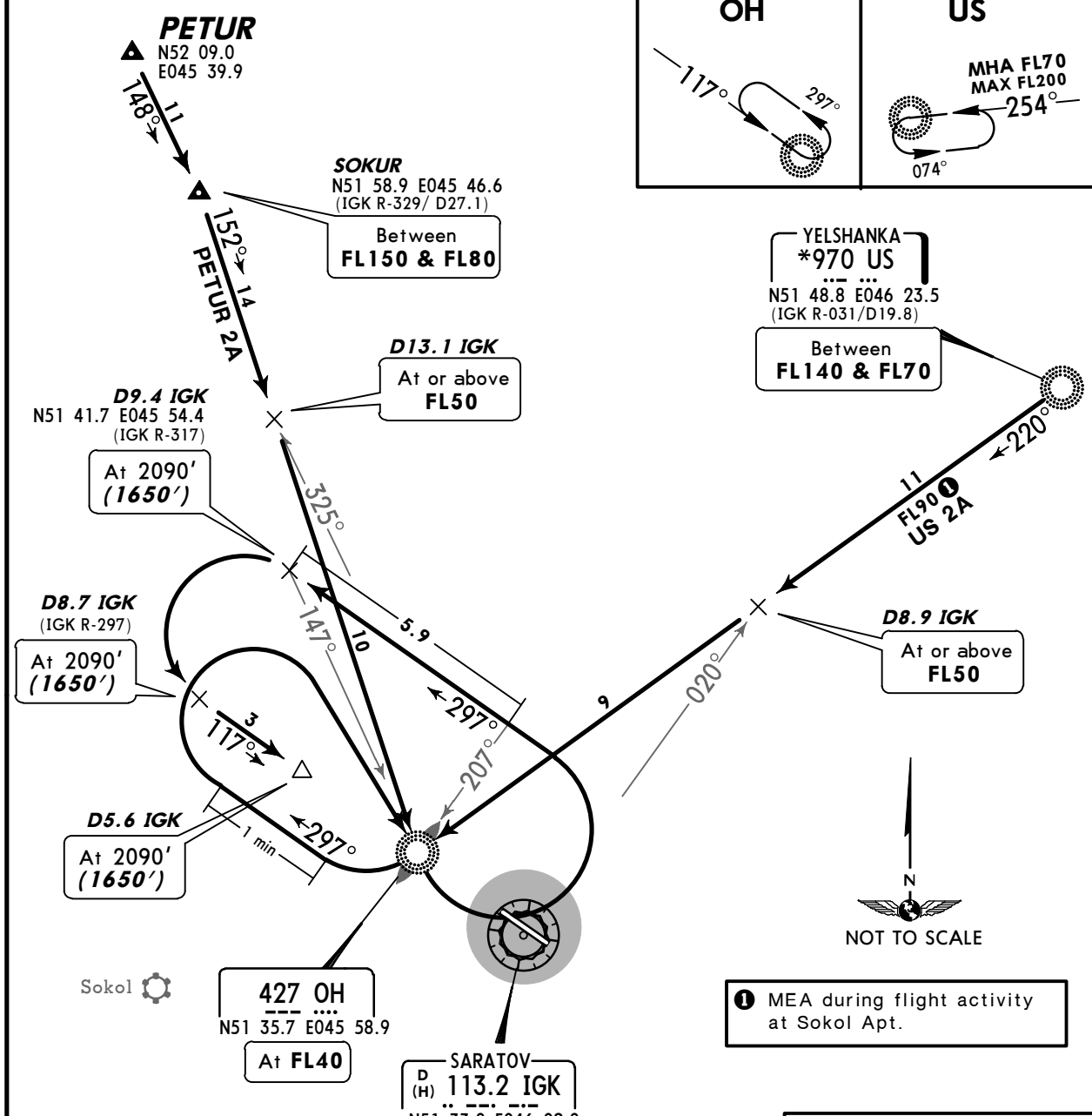
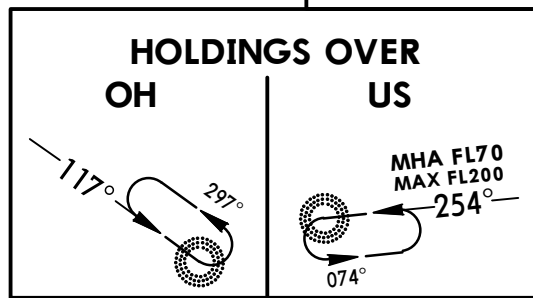
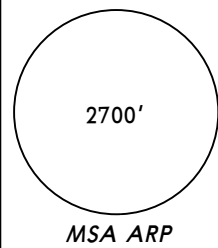
UWSS/RTW
TSENTRALNY

JEPPESEN
3 JAN 14 10-2 Eff 9 Jan

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' (2360')
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PETUR 2A [PETU2A]
US 2A
RWY 12 ARRIVALS



① MEA during flight activity at Sokol Apt.

ALT/HEIGHT CONVERSION
QNH (QFE)

2800'	(2360' - 700m)
2090'	(1650' - 500m)

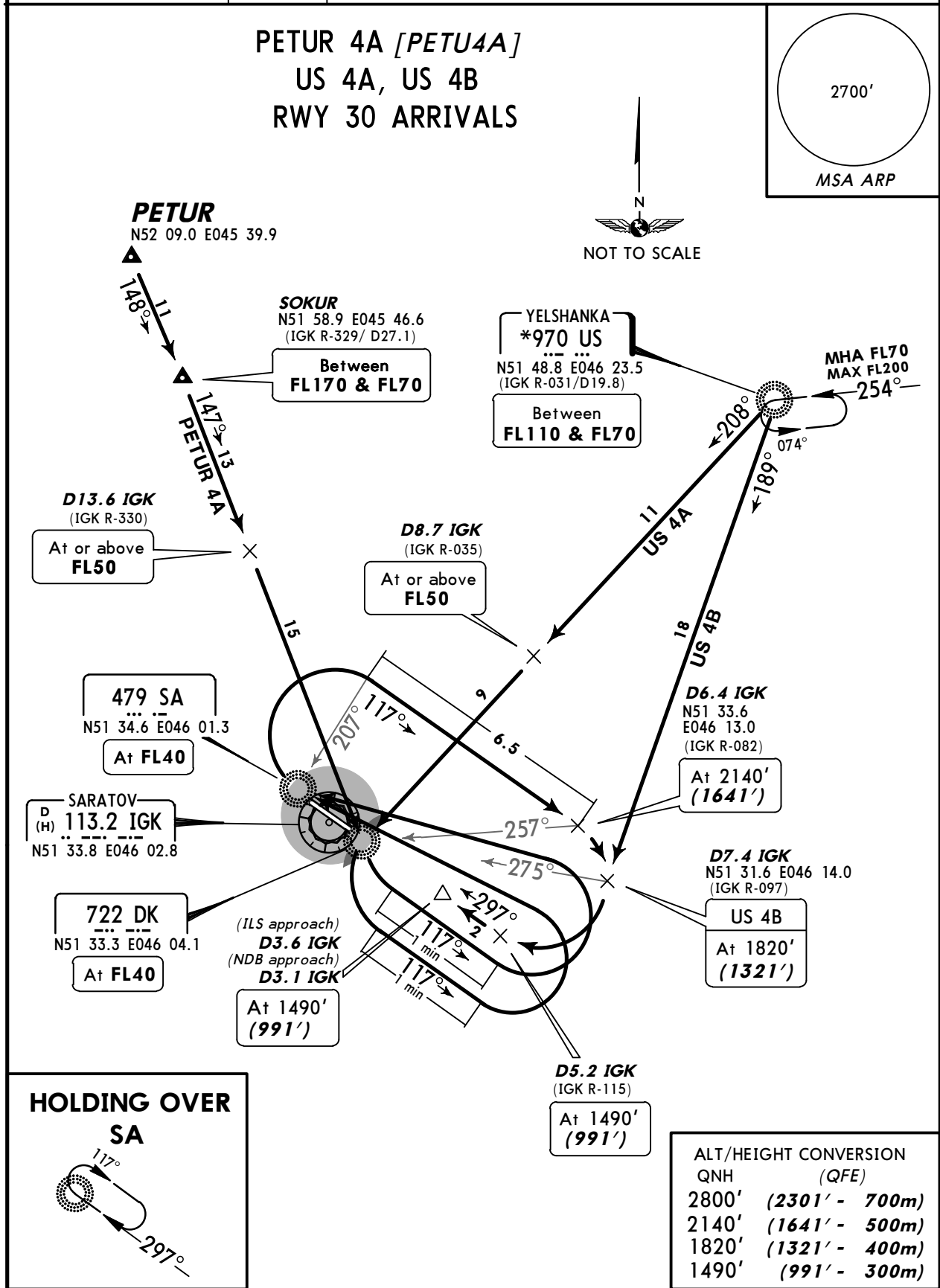
STAR	ROUTING
PETUR 2A	From SOKUR 152° bearing to OH, turn LEFT, 297° track to D9.4 IGK, turn LEFT, 117° track to intercept final.
US 2A	220° bearing to OH, turn RIGHT, 297° track for 1 min, turn RIGHT to OH, turn LEFT, 297° track to D9.4 IGK, turn LEFT, 117° track to intercept final.

UWSS/RTW
TSENTRALNY

JEPPESEN
3 JAN 14 **10-2A** Eff 9 Jan

SARATOV, RUSSIA
STAR

ATIS 132.8 (Russian 135.1)	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746 mm (994.6hPa) FL60 if pressure is less than 719 mm (958.6hPa) Trans alt: 2800' (2301')
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STAR	ROUTING
PETUR 4A	From SOKUR 147° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track to D6.4 IGK, turn RIGHT, 297° track to intercept final.
US 4A	208° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track to D6.4 IGK, turn RIGHT, 297° track to intercept final.
US 4B	189° bearing, when passing IGK R-097 turn RIGHT, 297° track to intercept final.

CHANGES: MSA; Holding altitude.

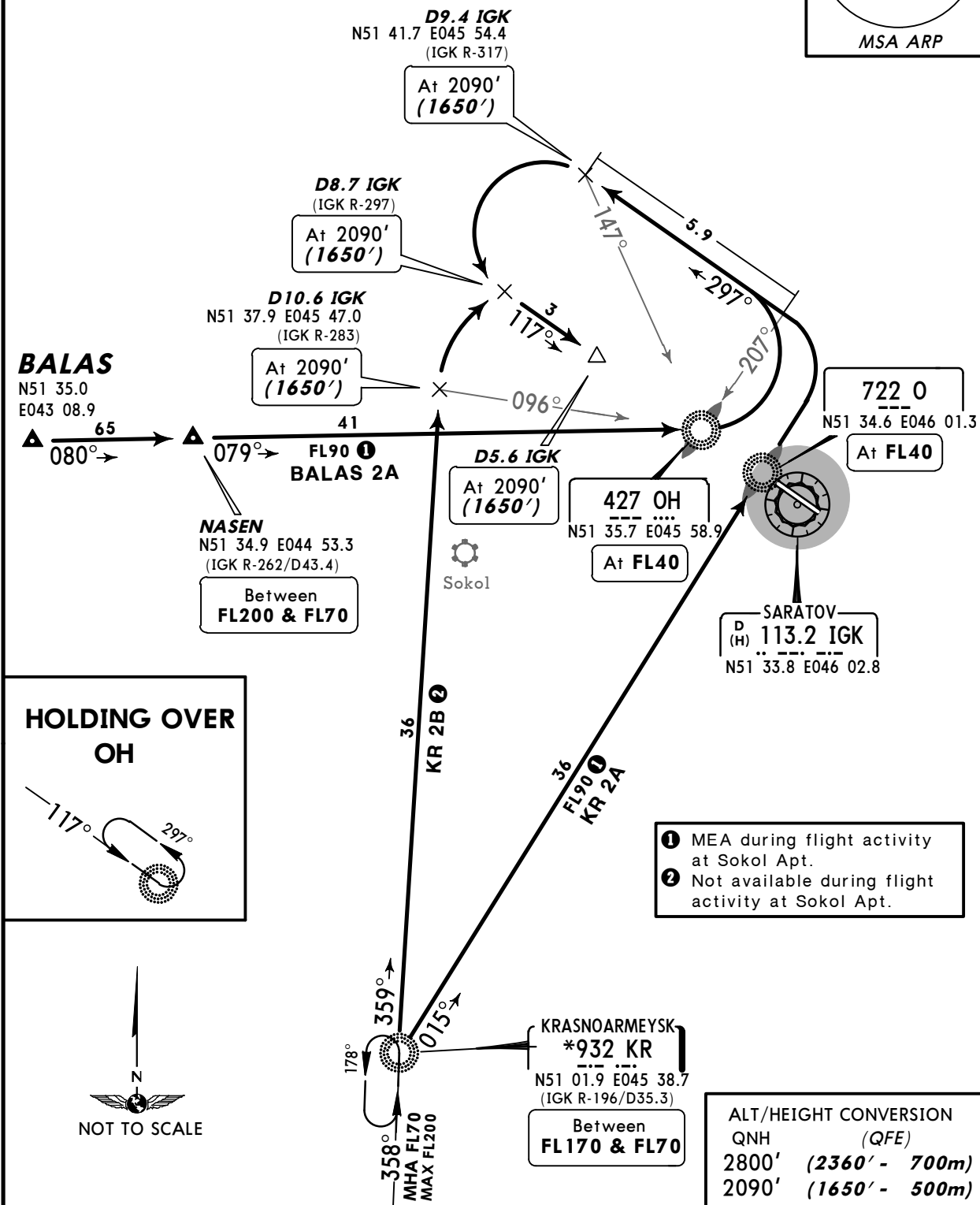
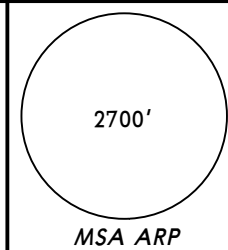
UWSS/RTW
TSENTRALNY

JEPPESEN
3 OCT 14 10-2B 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' (2360')
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**BALAS 2A [BALA2A]
KR 2A, KR 2B
RWY 12 ARRIVALS**



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.

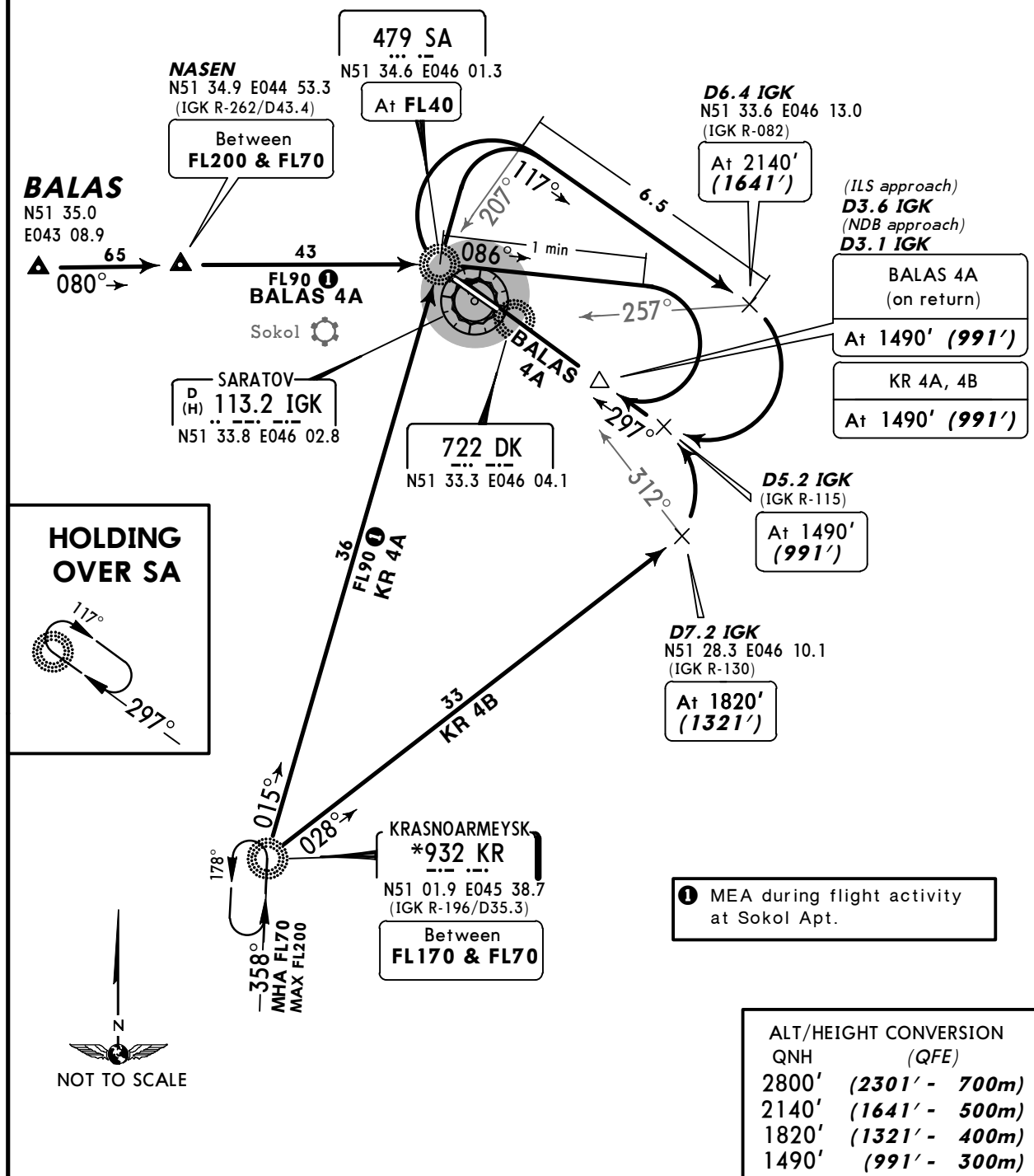
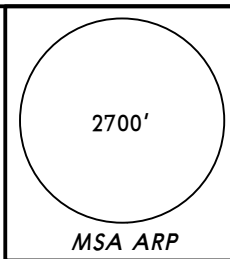
UWSS/RTW
TSENTRALNY

JEPPESEN
3 OCT 14 **10-2C** Eff 16 Oct

SARATOV, RUSSIA
STAR

ATIS 132.8 (Russian 135.1)	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746 mm (994.6hPa) FL60 if pressure is less than 719 mm (958.6hPa) Trans alt: 2800' (2301')
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BALAS 4A [BALA4B]
KR 4A, KR 4B
RWY 30 ARRIVALS



STAR	ROUTING
BALAS 4A	From NASEN 080° bearing to SA, turn RIGHT, 086° bearing for 1 min, turn RIGHT, 297° bearing to SA, turn RIGHT, 117° track to 6.4 IGK, turn RIGHT, 297° track to intercept final.
KR 4A	013° bearing to SA, turn RIGHT, 117° track to D6.4 IGK, turn RIGHT, 297° track to intercept final.
KR 4B	027° bearing, when passing IGK R-130 turn LEFT, 297° track to intercept final.

CHANGES: KR definition; track update.

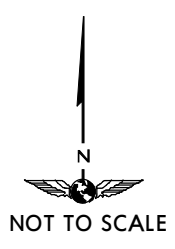
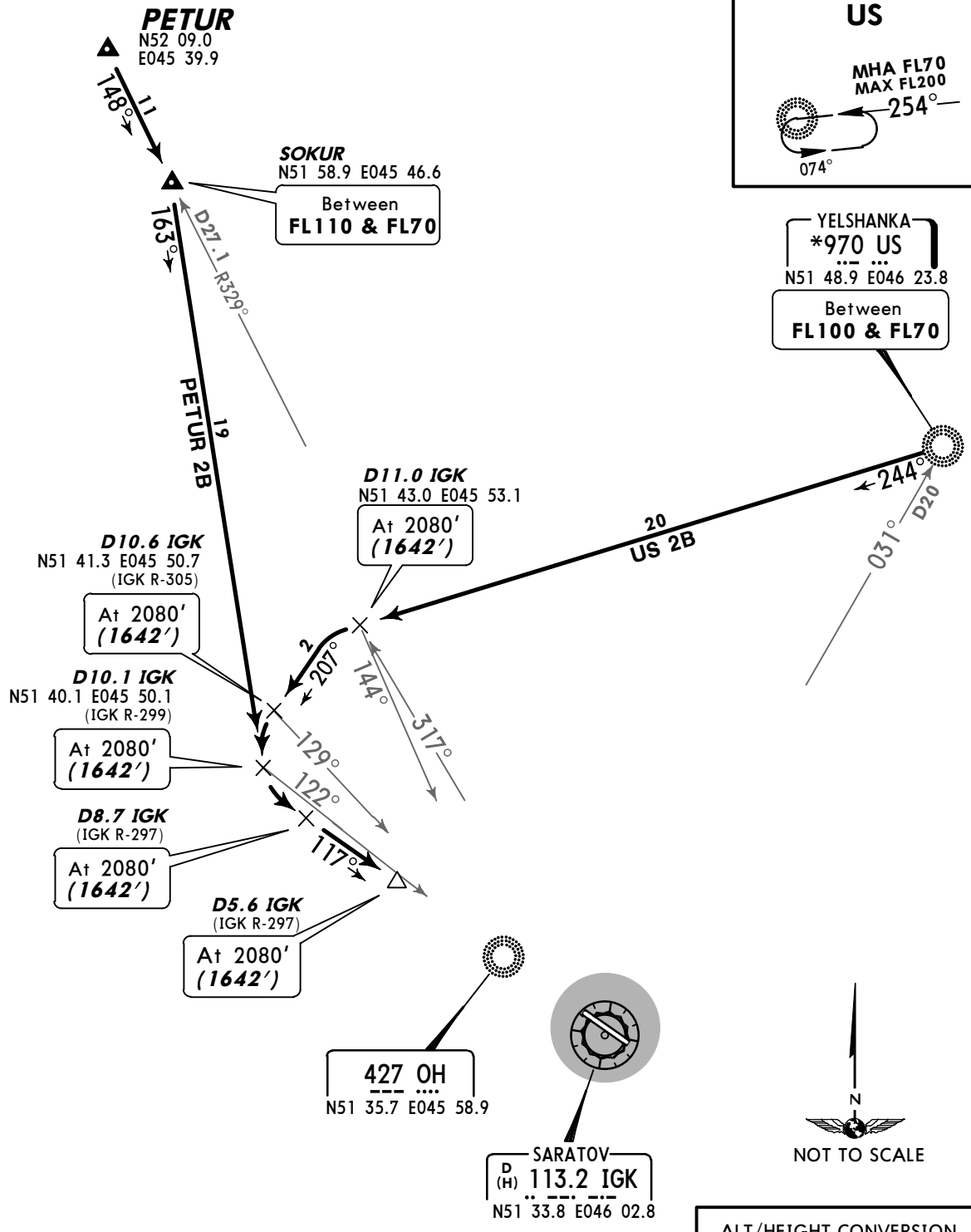
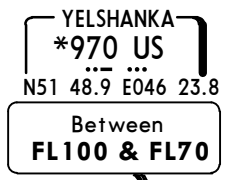
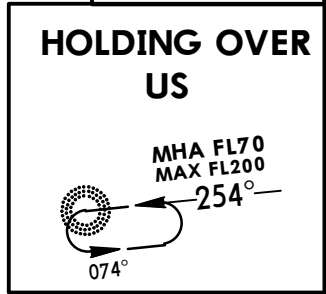
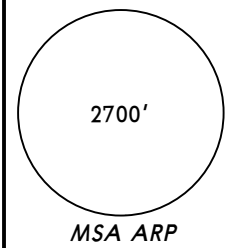
UWSS/RTW
TSENTRALNY

JEPPESEN
5 DEC 14 **(10-2D)** **Eff 11 Dec**

SARATOV, RUSSIA
STAR

ATIS 132.8 (Russian 135.1)	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746mm (994.6hPa) FL60 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2362')
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PETUR 2B [PETU2B], US 2B
RWY 12 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2800'	(2362' - 700m)
2080'	(1642' - 500m)

CHANGES: Crossing at US established.

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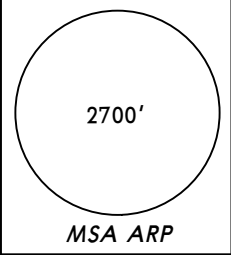
JEPPESEN
5 DEC 14 **10-2E** **Eff 11 Dec**

SARATOV, RUSSIA

STAR

ATIS 132.8 (Russian 135.1)	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746mm (994.6hPa) FL60 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2301')
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PETUR 4B [PETU4B]
RWY 30 ARRIVAL
BY ATC



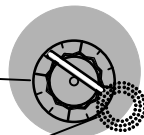
PETUR
N52 09.0
E045 39.9



SOKUR
N51 58.9 E045 46.6
Between
FL150 & FL70



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')

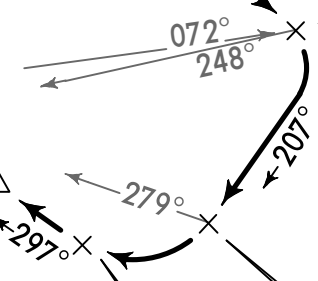
D5.2 IGK
(IGK R-115)

At 1490'
(991')

D7.1 IGK
N51 31.4 E046 13.4
(IGK R-100)

At 1490'
(991')

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



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

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JEPPESEN

SARATOV, RUSSIA

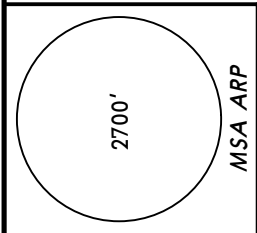
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10-2F

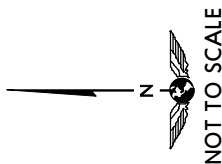
Eff 11 Dec

STAR

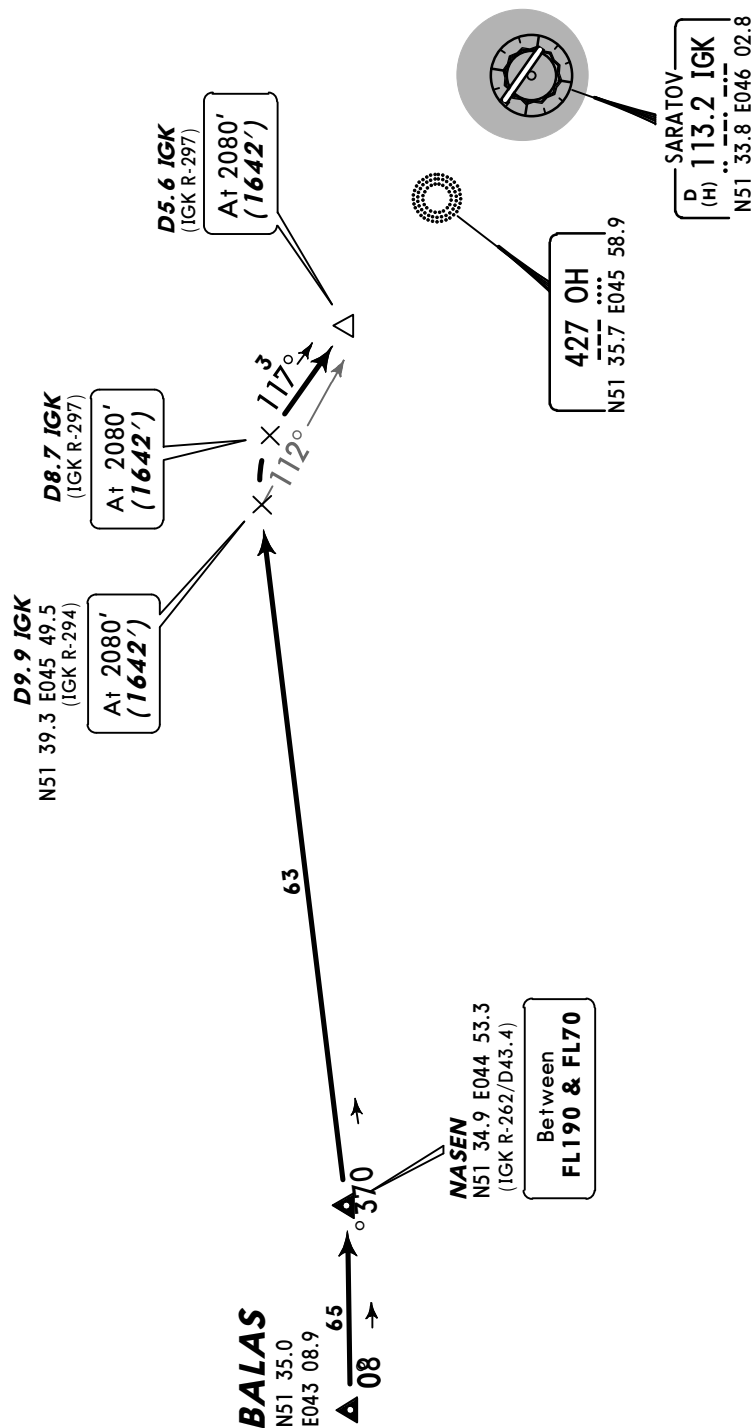
ATIS 132.8 (Russian 135.1)	Apt Elev 499'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 746mm (994.6hPa) FL60 if pressure is less than 719mm (958.6hPa) Trans alt: 2800' (2362')
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BALAS 2B [BALA2B]
RWY 12 ARRIVAL
BY ATC



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



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SARATOV, RUSSIA

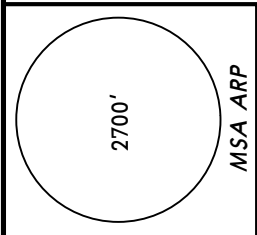
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10-2G

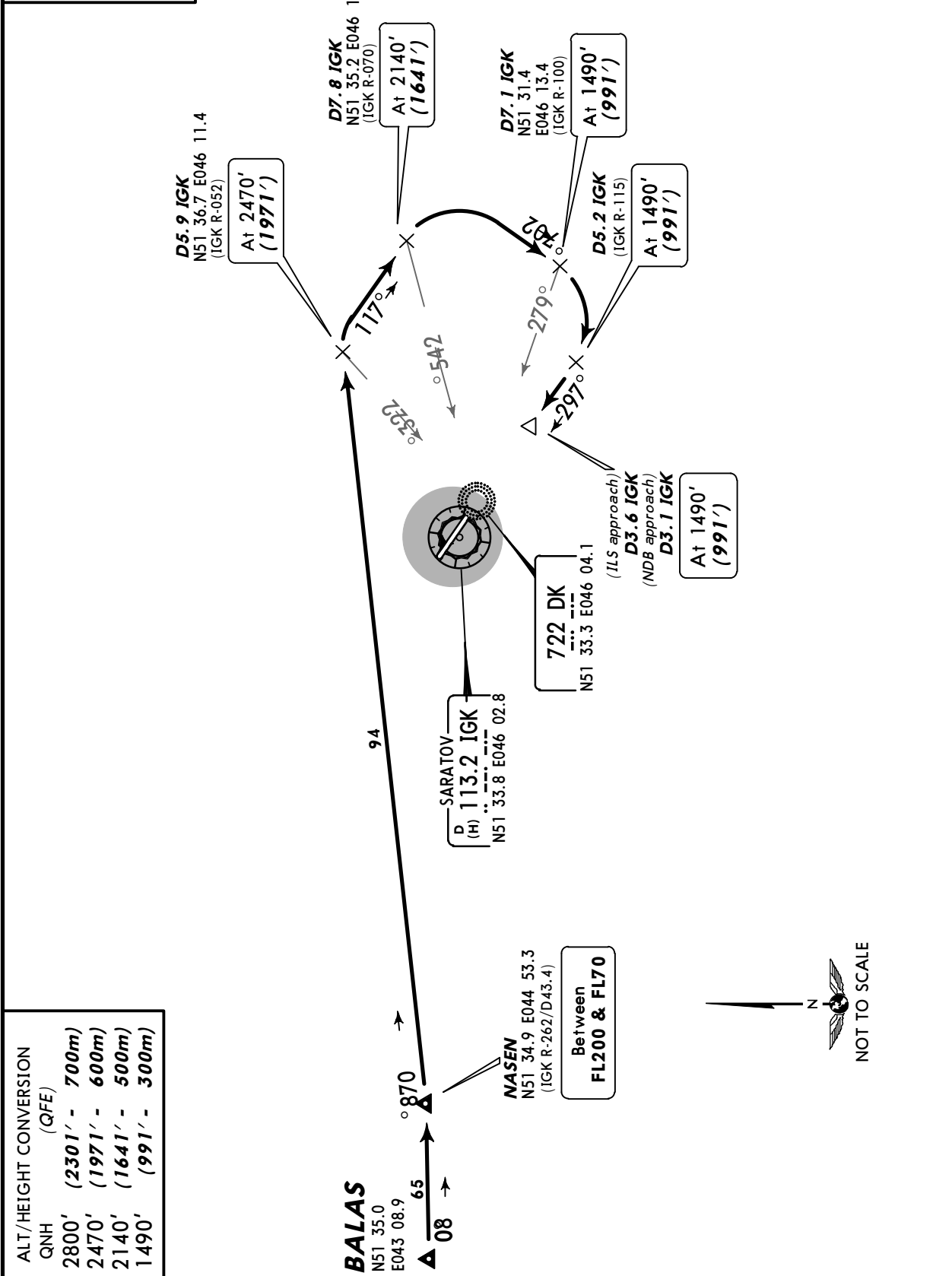
Eff 11 Dec

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')
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BALAS 4B [BALA4B]
RWY 30 ARRIVAL
BY ATC



ALT/HEIGHT CONVERSION
(QFE)

2800'	(2301' - 700m)
2470'	(1971' - 600m)
2140'	(1641' - 500m)
1490'	(991' - 300m)

CHANGES: Crossing at D5.9 I GK.

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SARATOV, RUSSIA

4 JAN 13

10-3

Eff 10 Jan

SID

Apt Elev
499'

QNH on request (QFE)

Trans level: FL40

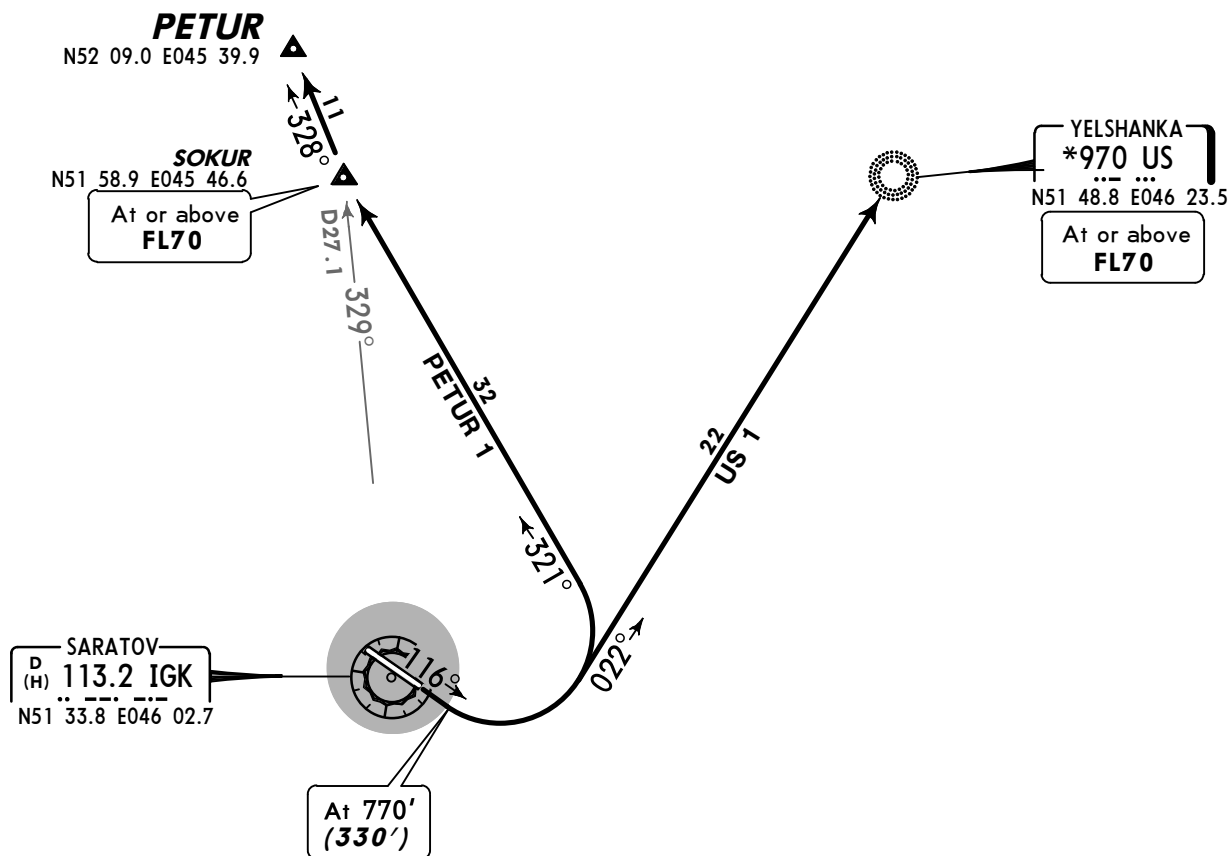
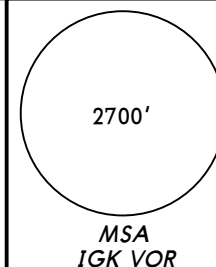
FL50 if pressure is less than 746mm (994.6hPa)

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

Trans alt: 2800' (2360')

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

PETUR 1, US 1
RWY 12 DEPARTURES



SARATOV
D (H) 113.2 IGK
N51 33.8 E046 02.7

SOKUR
N51 58.9 E045 46.6
At or above FL70

YELSHANKA
*970 US
N51 48.8 E046 23.5
At or above FL70

At 770'
(330')



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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TSENTRALNY

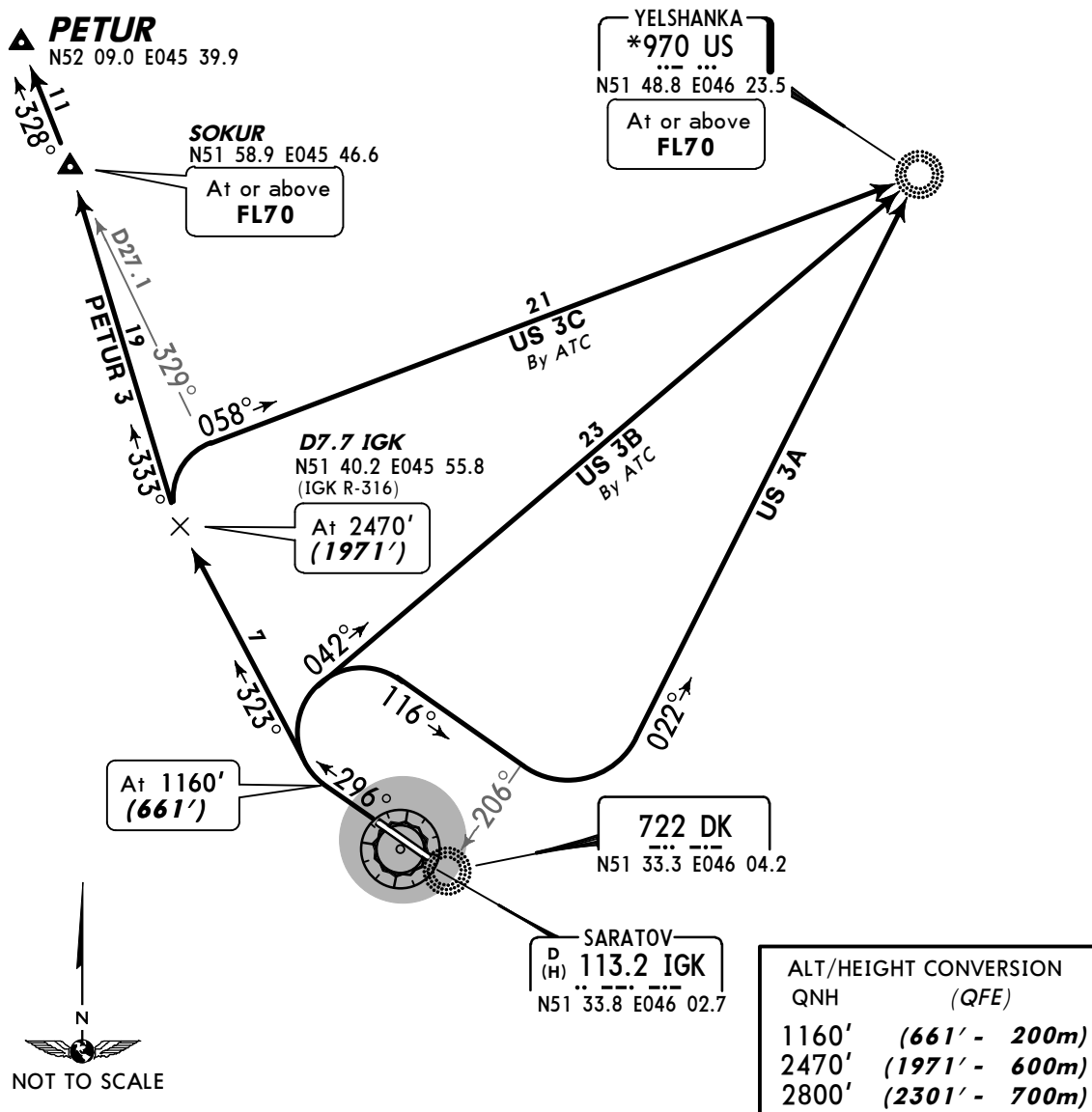
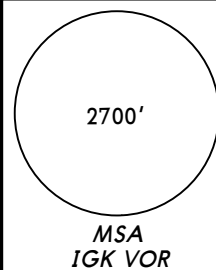
JEPPESEN
4 JAN 13 **(10-3A)** **Eff 10 Jan**

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.

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



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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TSENTRALNY

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

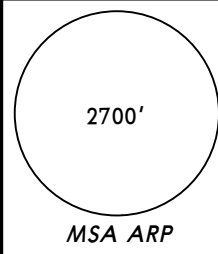
SARATOV, RUSSIA
SID

Apt Elev
499'

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

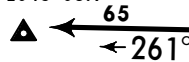
1. Noise abatement procedures shall be executed according to Flight Manual,
2. During take-off climbing shall be carried out with maximum possible climb gradient.

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



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



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.

UWSS/RTW
TSENTRALNY

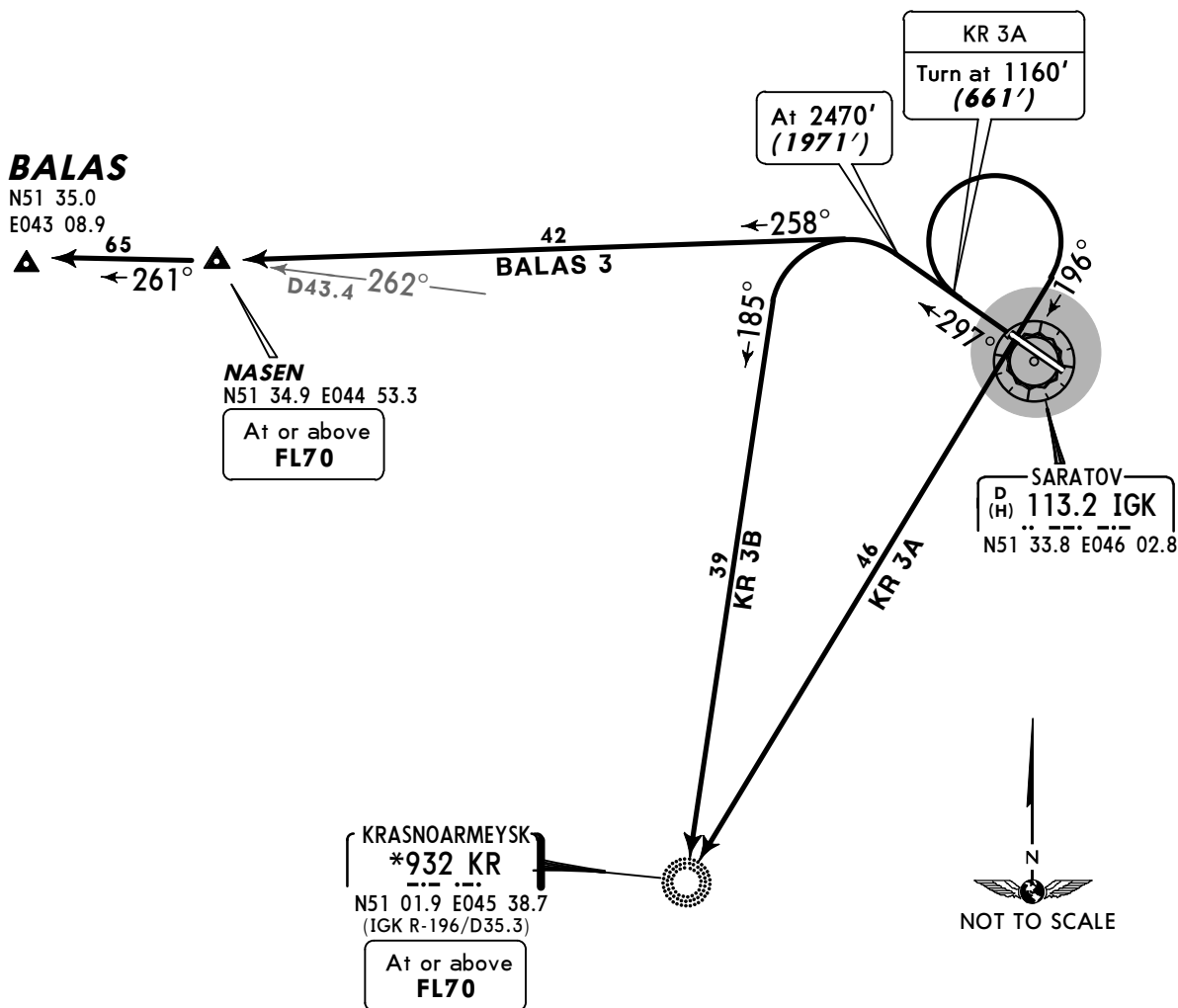
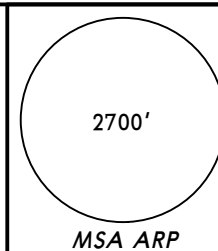
JEPPESEN
3 OCT 14 **10-3C** **Eff 16 Oct**

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	Climb straight ahead to 1160' (661') , turn RIGHT, intercept 196° bearing to KR.
KR 3B By ATC	Climb straight ahead to 2470' (1971') , turn LEFT, intercept 185° bearing to KR.

UWSS/RTW

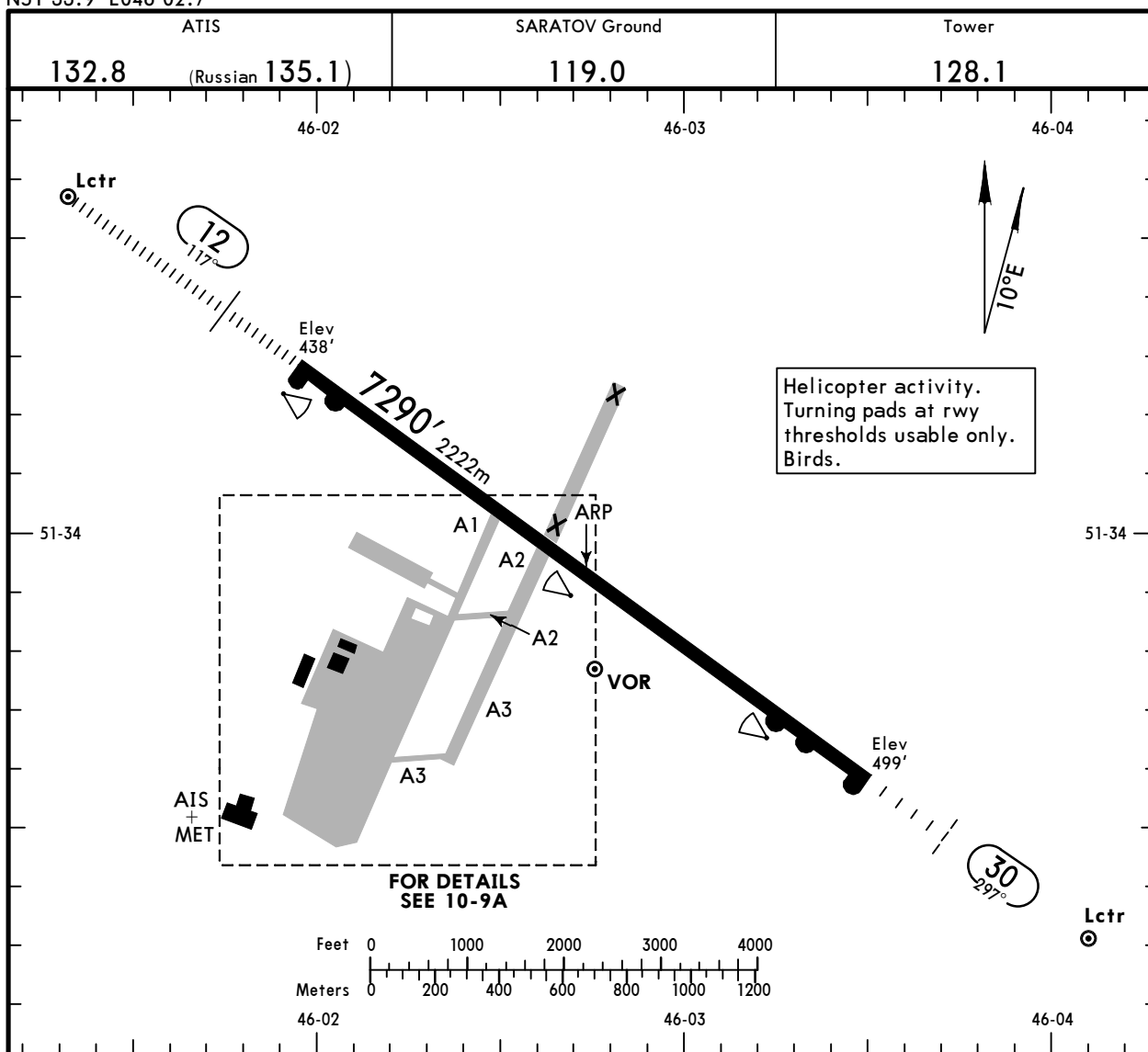
Apt Elev **499'**
N51 33.9 E046 02.7



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

SARATOV, RUSSIA

TSENTRALNY



Helicopter activity.
Turning pads at runway thresholds usable only.
Birds.

FOR DETAILS SEE 10-9A

ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

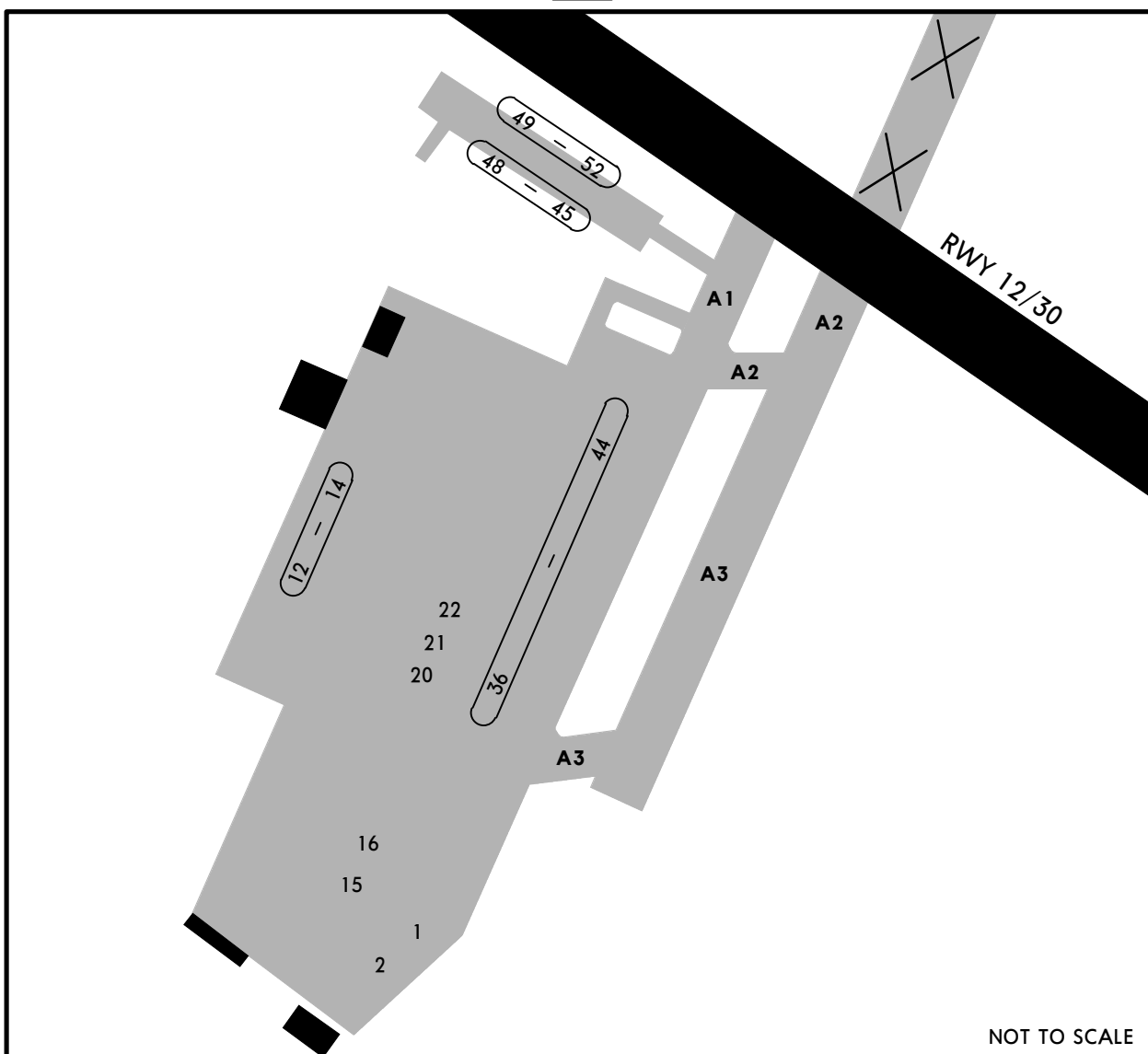
AIR CARRIER (JAA)
All Rwy's

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

UWSS/RTW

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.

UWSS/RTW

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

Standard
SARATOV, RUSSIA
TSENTRALNY

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		
A	B	D
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
250m	400m	500m
300m		

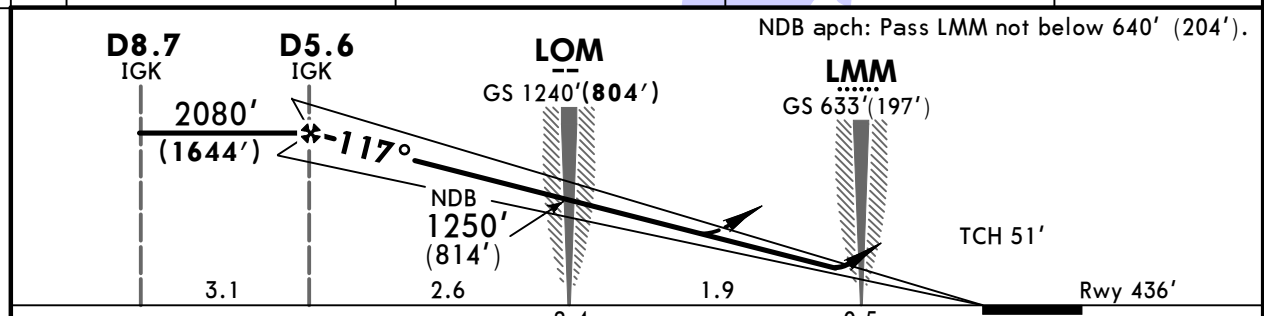
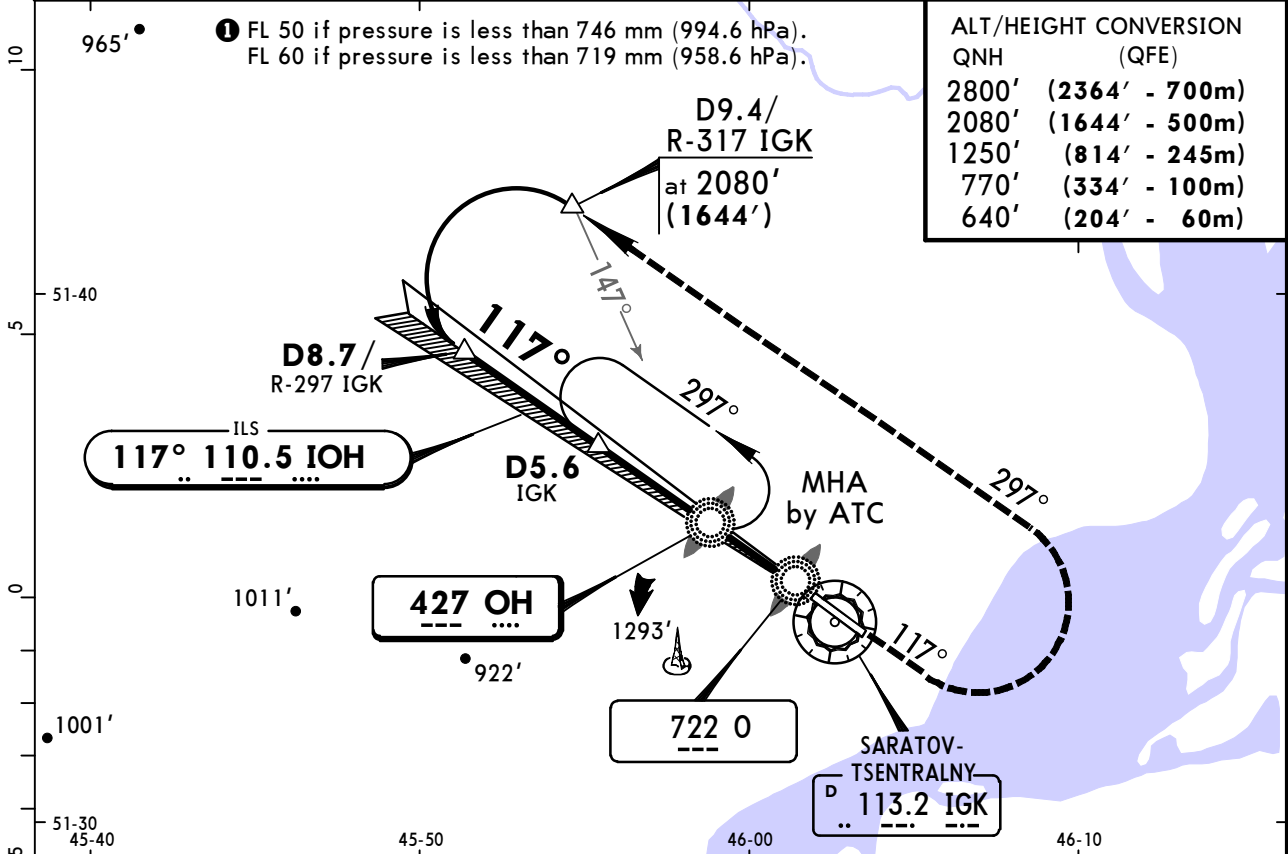
UWSS/RTW TSENTRALNY



SARATOV, RUSSIA

20 NOV 15 (11-1) ILS or 2 NDB or NDB Rwy 12

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'	
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 ①		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										
PANS OPS	ILS		2 NDB		OH NDB		O NDB			
	DA(H)	with FAF	with FAF	w/o FAF	MDA(H)	with FAF	with FAF	w/o FAF		
	ABC: 636'(200')	MDA(H) 910'(474')	MDA(H) 910'(474')	MDA(H) 940'(504')	940'(504')	1020'(584')	1020'(584')	1150'(714')		
	D: 649'(213')									
	FULL	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out		
A										
B	RVR 720m	1200m	1700m	1800m	1800m	1800m	2300m	3100m	3200m	
C	VIS 800m		2500m	2600m	2600m	2600m	2700m			
D			2100m	2200m	2200m	2200m			3200m	3600m

① LOC (GS out): NOT AUTHORIZED.

CHANGES: Rwy elevation. Minimums.

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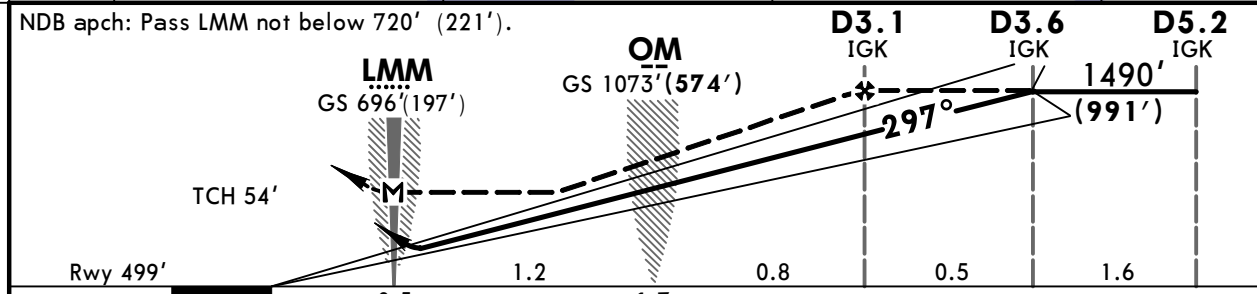
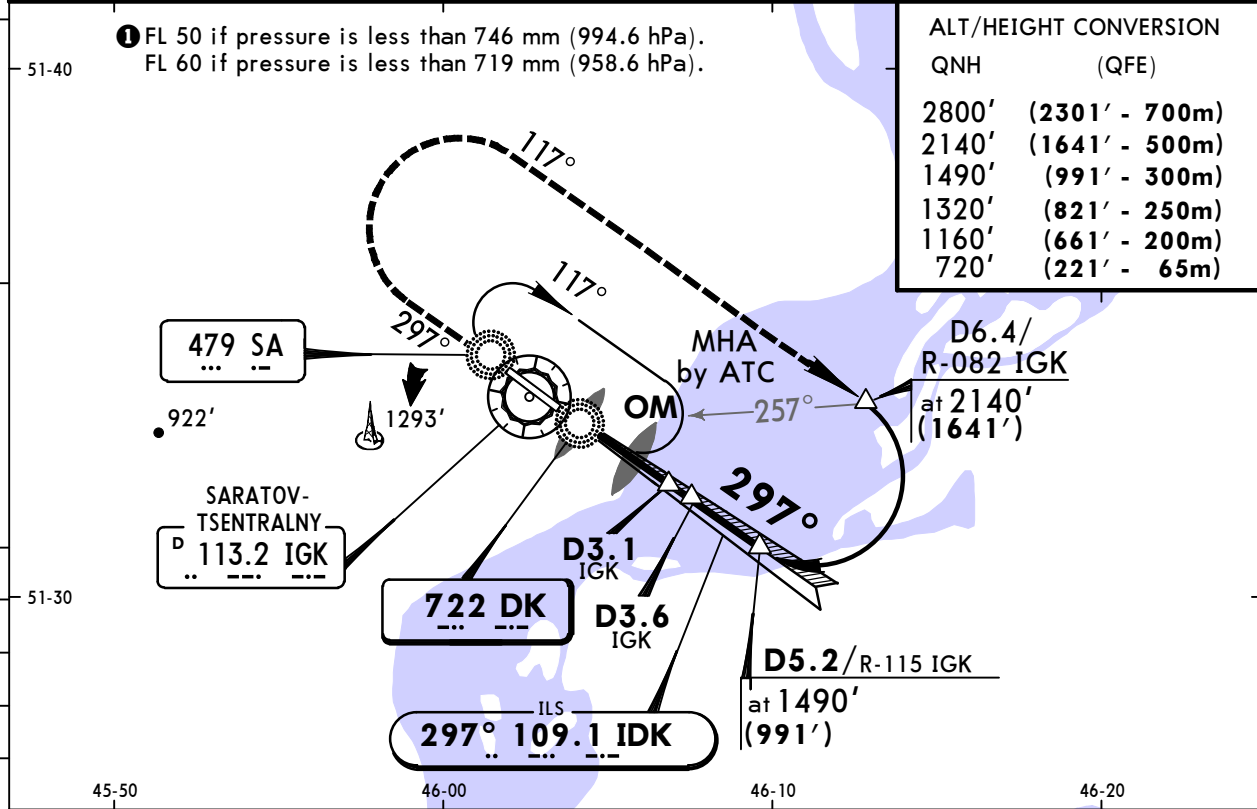
UWSS/RTW
TSENTRALNY

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

SARATOV, RUSSIA
ILS or NDB Rwy 30

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'
NDB DK 722		Minimum Alt D3.1 IGK 1490'(991')	NDB MDA(H) (CONDITIONAL) 910'(411')	Rwy 499'
MISSED APCH: Climb on 297° to ILS or NDB with FAF: 1160' (661'), NDB w/o FAF: 1320' (821'), then turn RIGHT onto 117° climbing to 2140' (1641'), then according to chart.				2700' MSA ARP

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		801
NDB Desc Angle	3.33°	412	530	589	707	825		943
MAP at LMM								

STRAIGHT-IN LANDING RWY 30						
PANS OPS	ILS		LOC (GS out)		NDB	
	FULL	ALS out	with FAF	w/o FAF	with FAF	w/o FAF
A	ABC: 699'(200')		MDA(H) 910'(411')	MDA(H) 930'(431')		
B	DA(H) D: 702'(203')					
C			ALS out	ALS out		
D	1200m		RVR 1500m VIS 1600m	RVR 1500m VIS 1600m		
			RVR 1800m VIS 2000m	RVR 1800m VIS 2000m		
				2400m		

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SARATOV, (TSENTRALNY - UWSS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWSS